

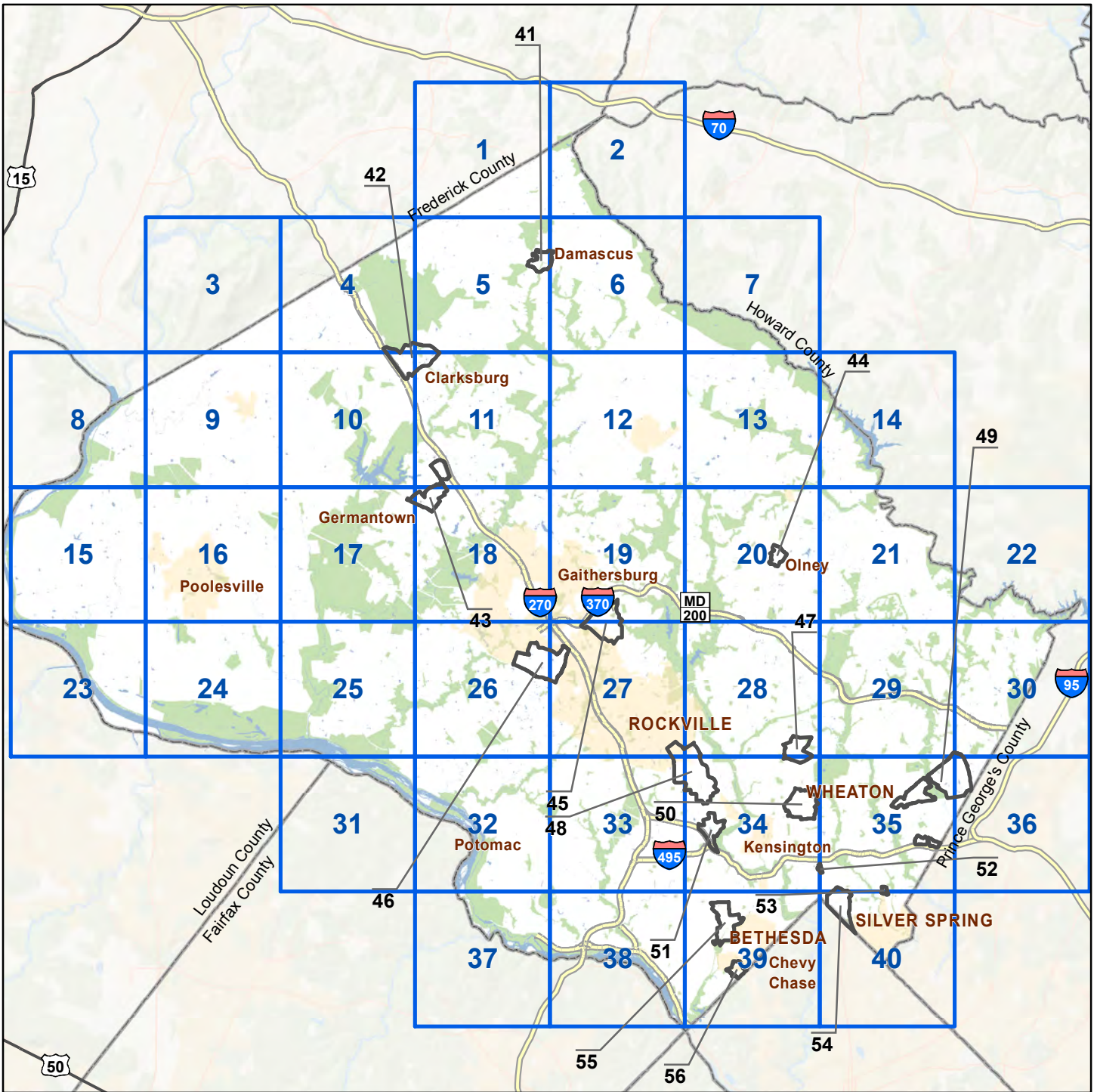
TECHNICAL UPDATE TO THE MASTER PLAN OF
HIGHWAYS & TRANSITWAYS
APPENDICES

Appendices

- A. Current Adopted Master Plan of Highways and Transitways Mapbook, Classification Table, and Interchange Table
- B. Current Adopted MPOHT Transitways/BPPA Mapbook, Transitways Table and Transit Stations Table
- C. Detailed Maps of Proposed Classification Changes
- D. Correction of Unnumbered Streets
- E. Urban Road Code Boundaries – Expansion and Target Speeds
- F. Public Hearing Comments and Planning Board Responses

Appendix A

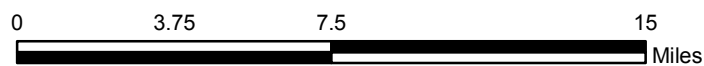
Current Adopted Master Plan of Highways and Transitways Mapbook,
Classification Table, and Interchange Table

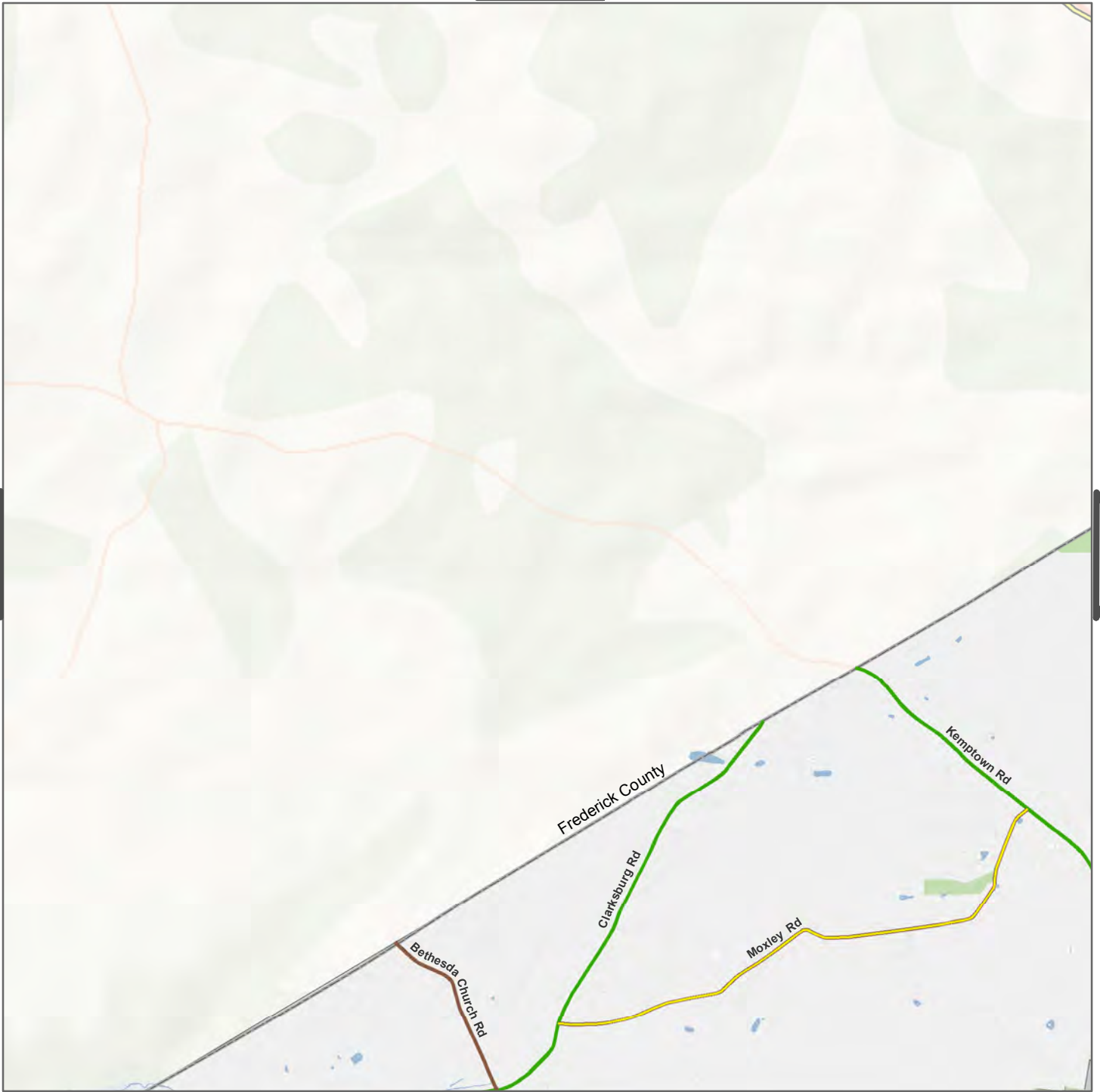


MASTER PLAN OF HIGHWAYS AND TRANSITWAYS ANCILLARY LEGEND

| | | | |
|------------------------------------|--|--------------|------------------------|
| MASTER PLANNED INTERCHANGES | MUNICIPALITIES/ZONING AUTHORITY | PARKS | ROAD CODE AREAS |
| | MNCPPC ZONING | | RURAL |
| TRANSIT STOP/STATION | INDEPENDENT ZONING | | SUBURBAN |
| BUS RAPID TRANSIT | | | URBAN |
| LIGHT RAIL | | | |
| METRO RAIL | | | |

PLEASE NOTE: LEGEND DETAILING MASTER PLAN DESIGNATIONS CAN BE FOUND ON INDIVIDUAL MAP PAGES

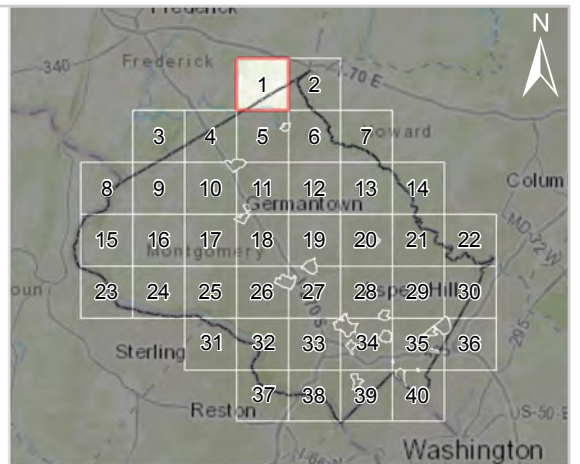
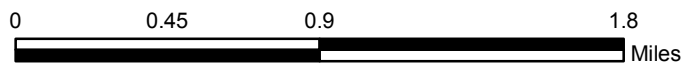


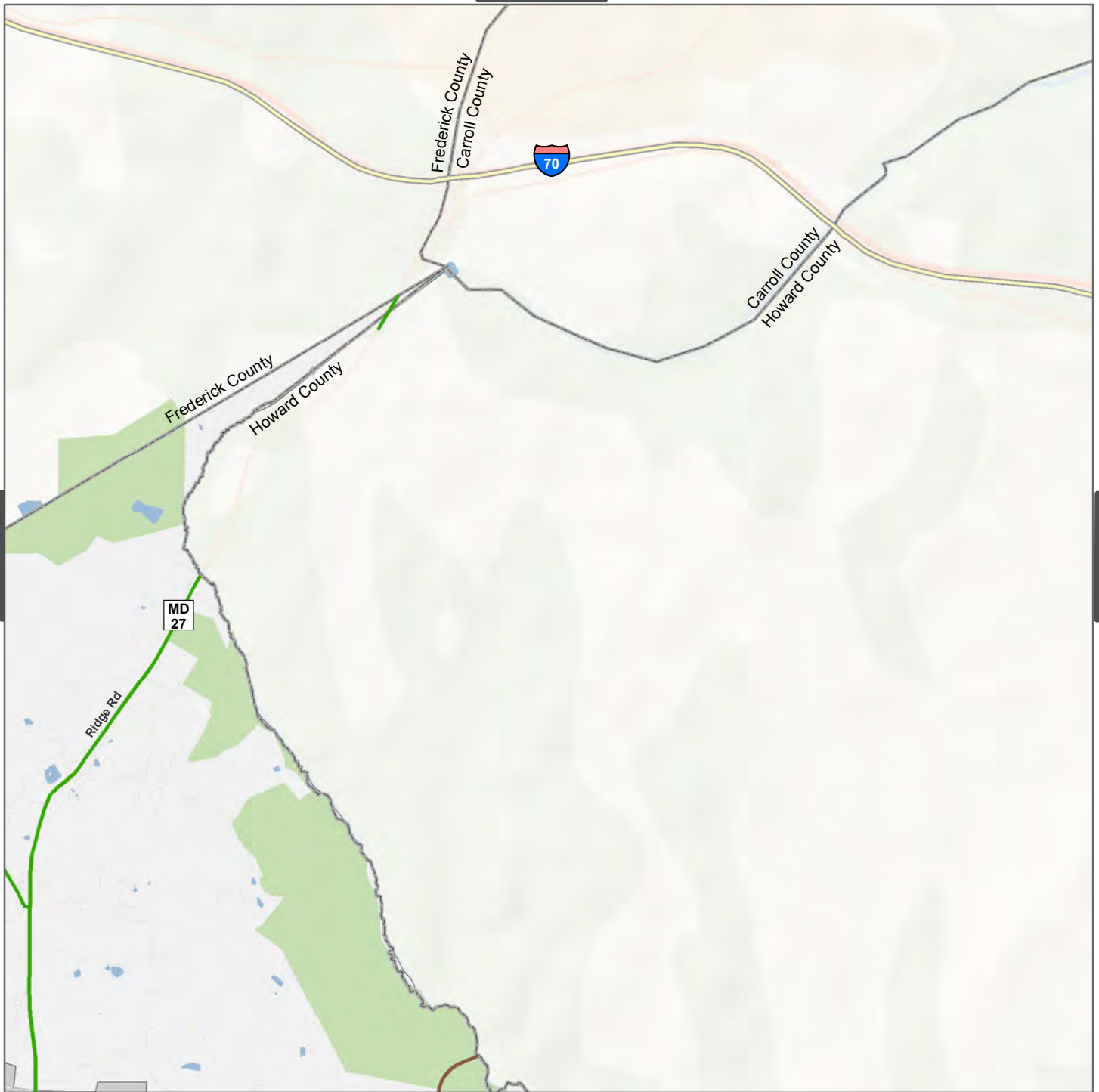


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Master Plan of Highways and Transitways Designations

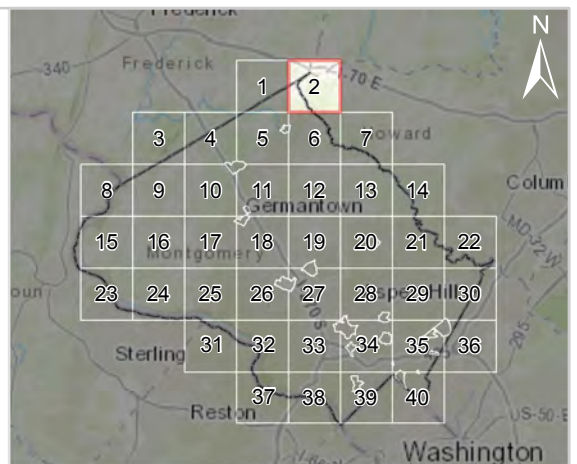
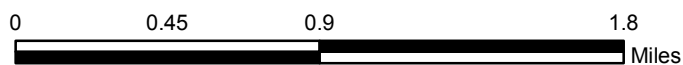
- Country Arterial — Rustic Road
- Country Road





Master Plan of Highways and Transitways Designations

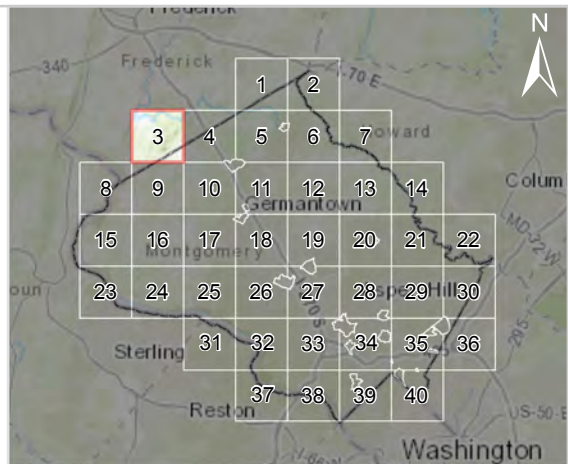
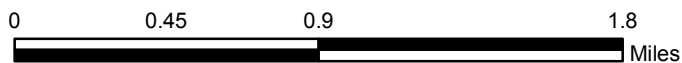
— Country Arterial — Country Road

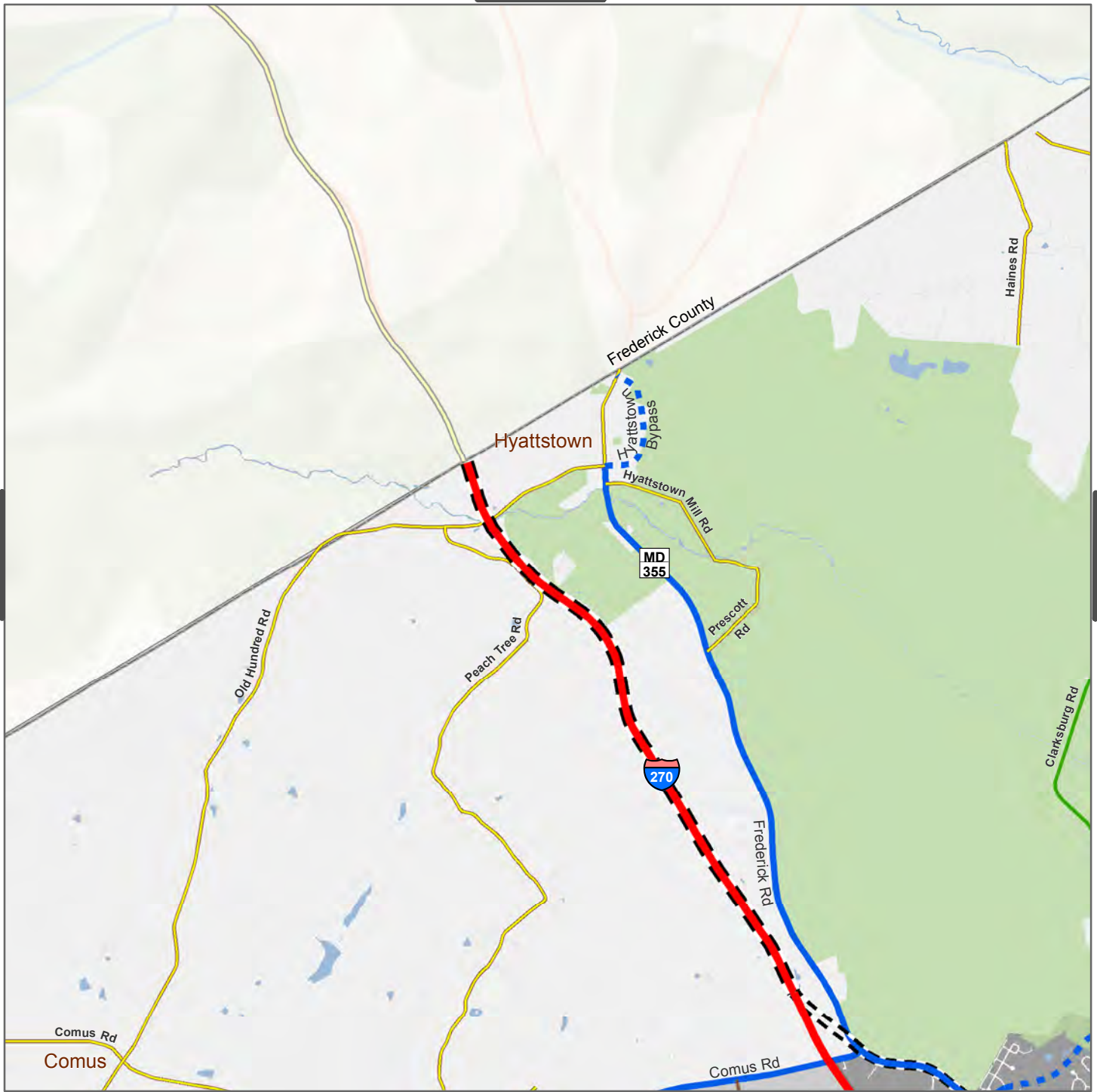




Master Plan of Highways and Transitways Designations

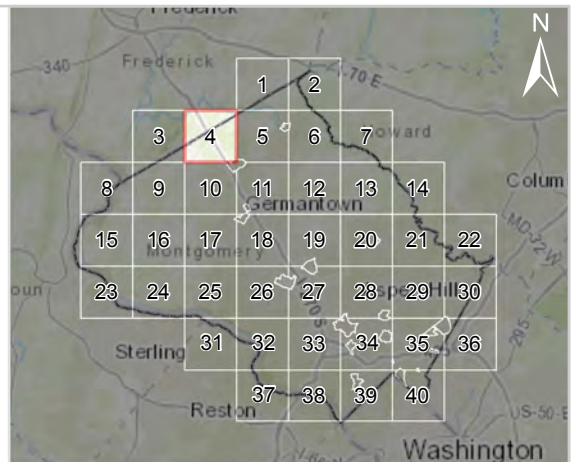
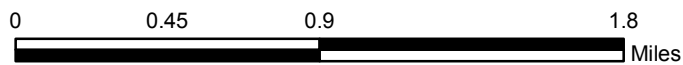
— Rustic Road — Exceptional Rustic Road

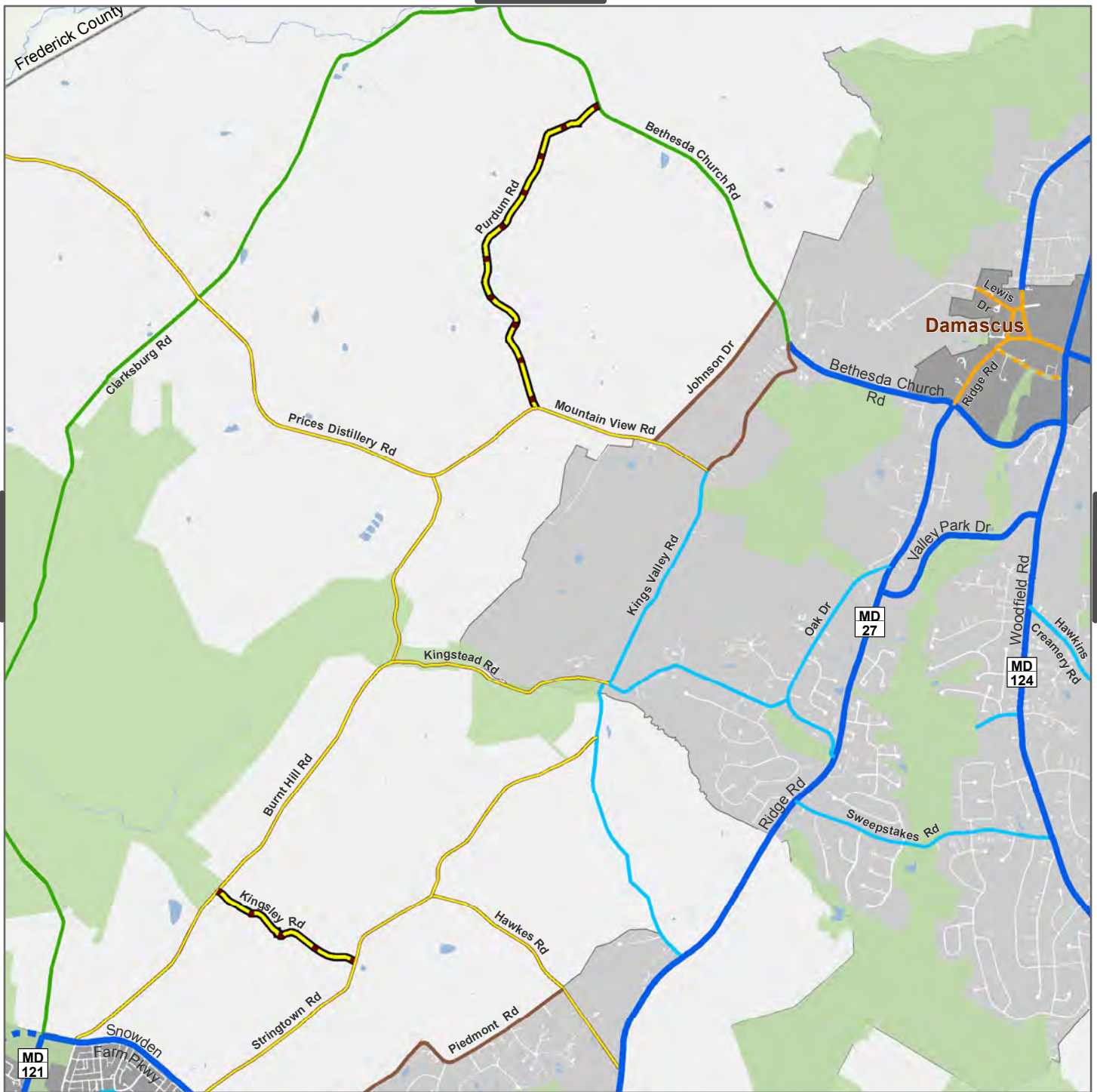




Master Plan of Highways and Transitways Designations

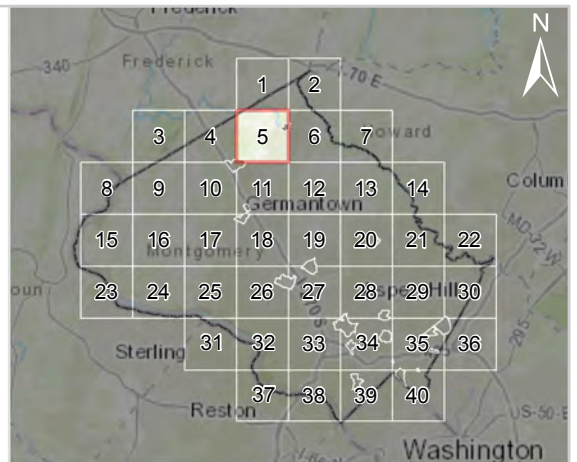
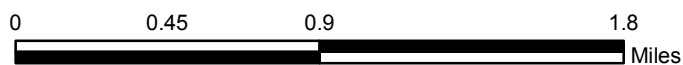
- Planned BRT
- Freeway
- Freeway with Planned BRT
- Arterial (Planned)
- Arterial
- Arterial with Planned BRT
- Country Arterial
- Country Road
- Rustic Road

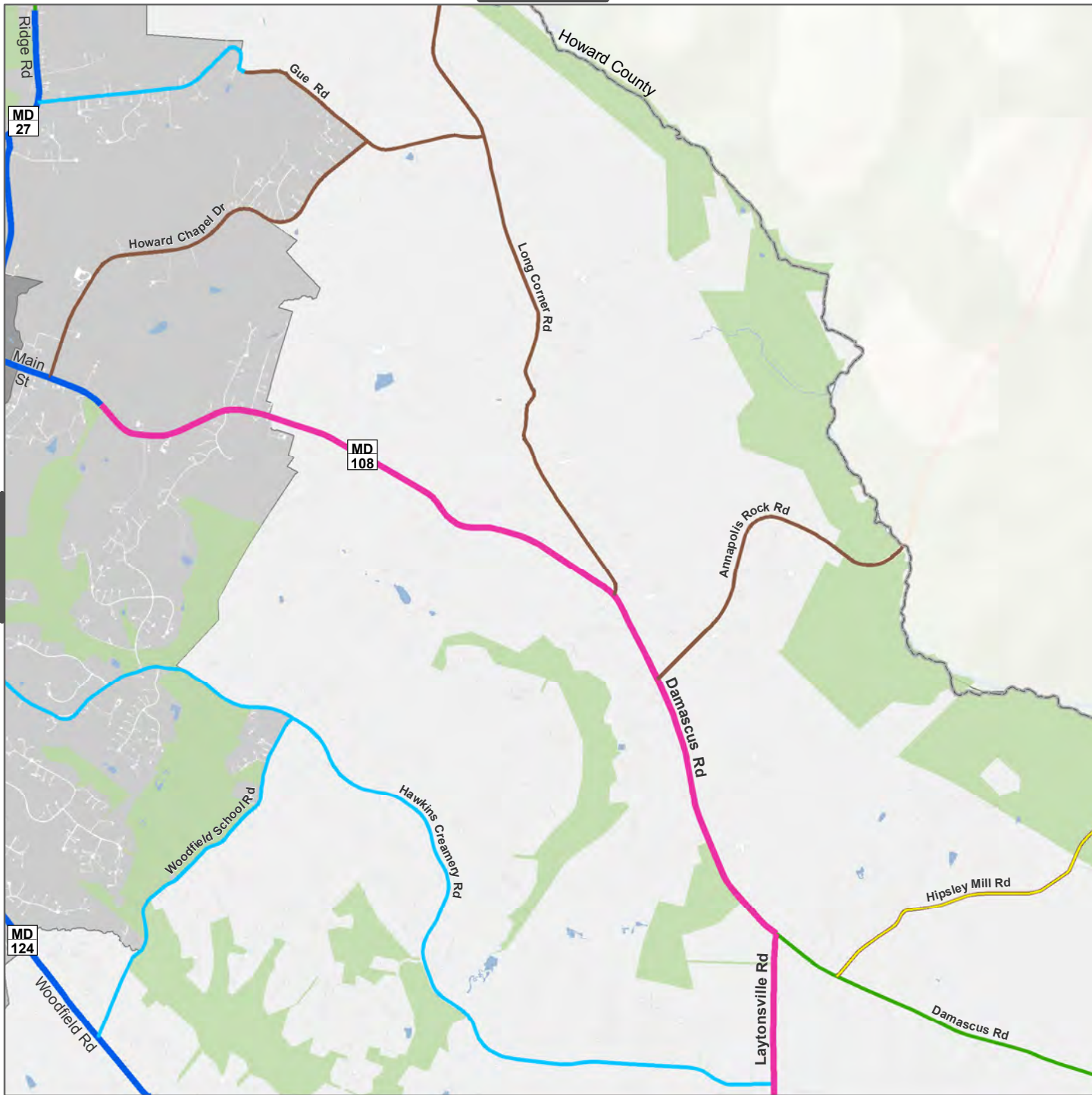




Master Plan of Highways and Transitways Designations

- Arterial (Planned)
- Arterial
- Primary Residential
- Business (Planned)
- Business
- Country Arterial
- Country Road
- Rustic Road
- Exceptional Rustic Road



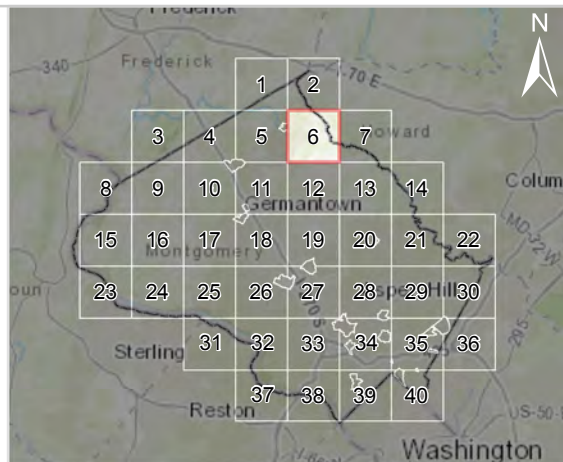
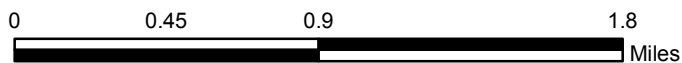


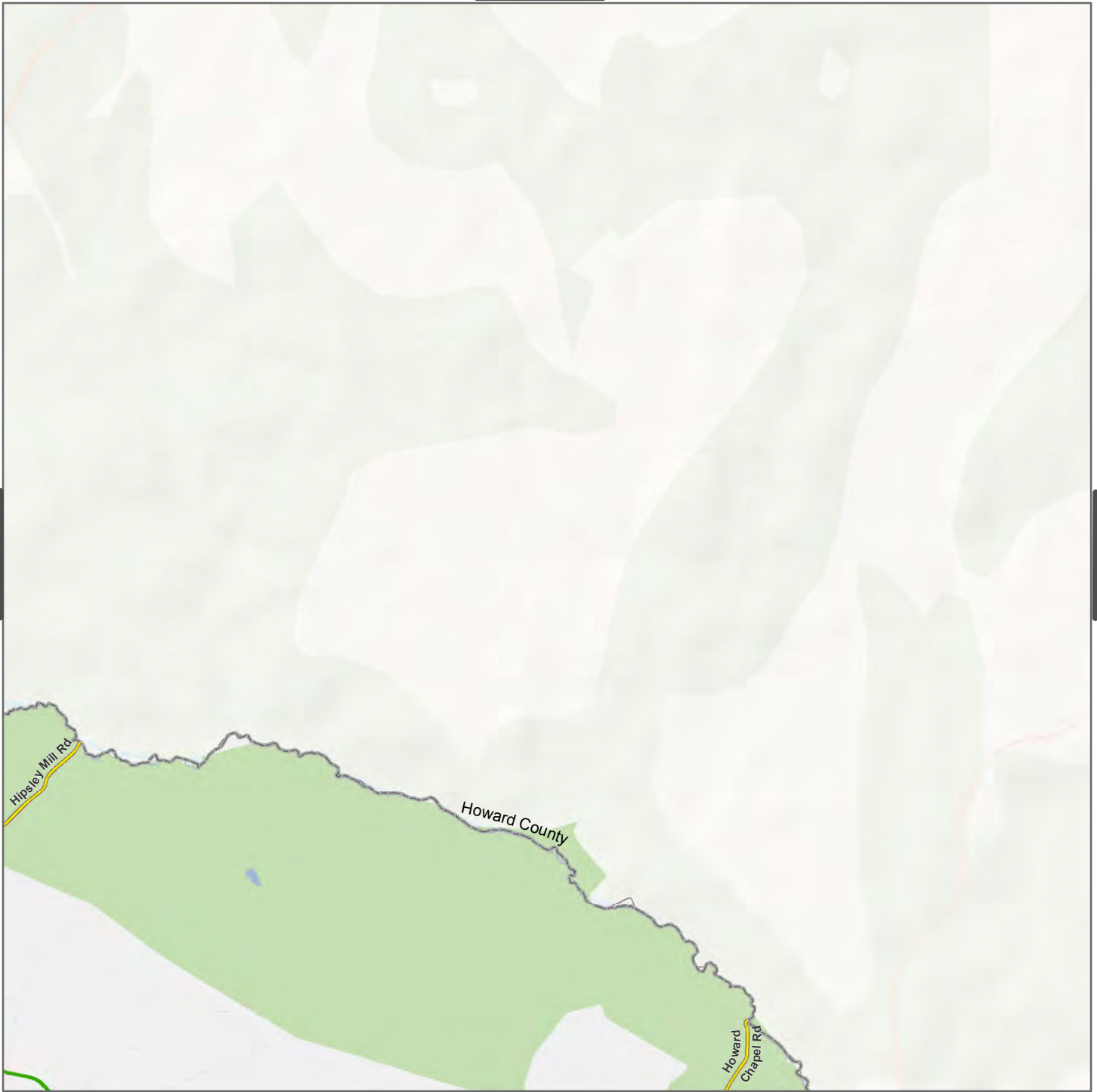
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Master Plan of Highways and Transitways Designations

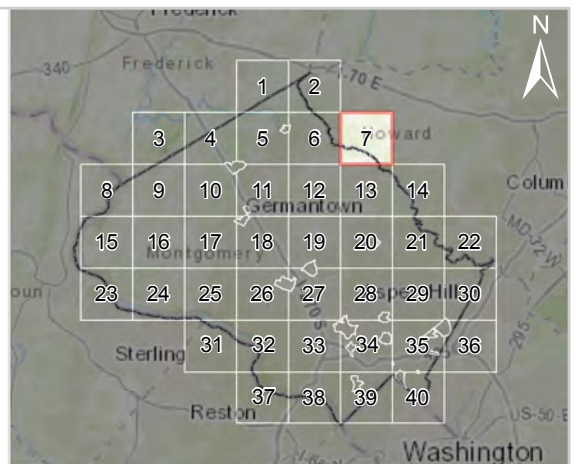
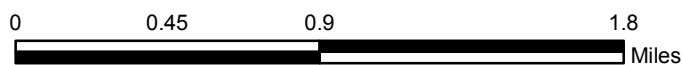
- Major Highway
- Arterial
- Primary Residential
- Country Arterial
- Country Road
- Rustic Road

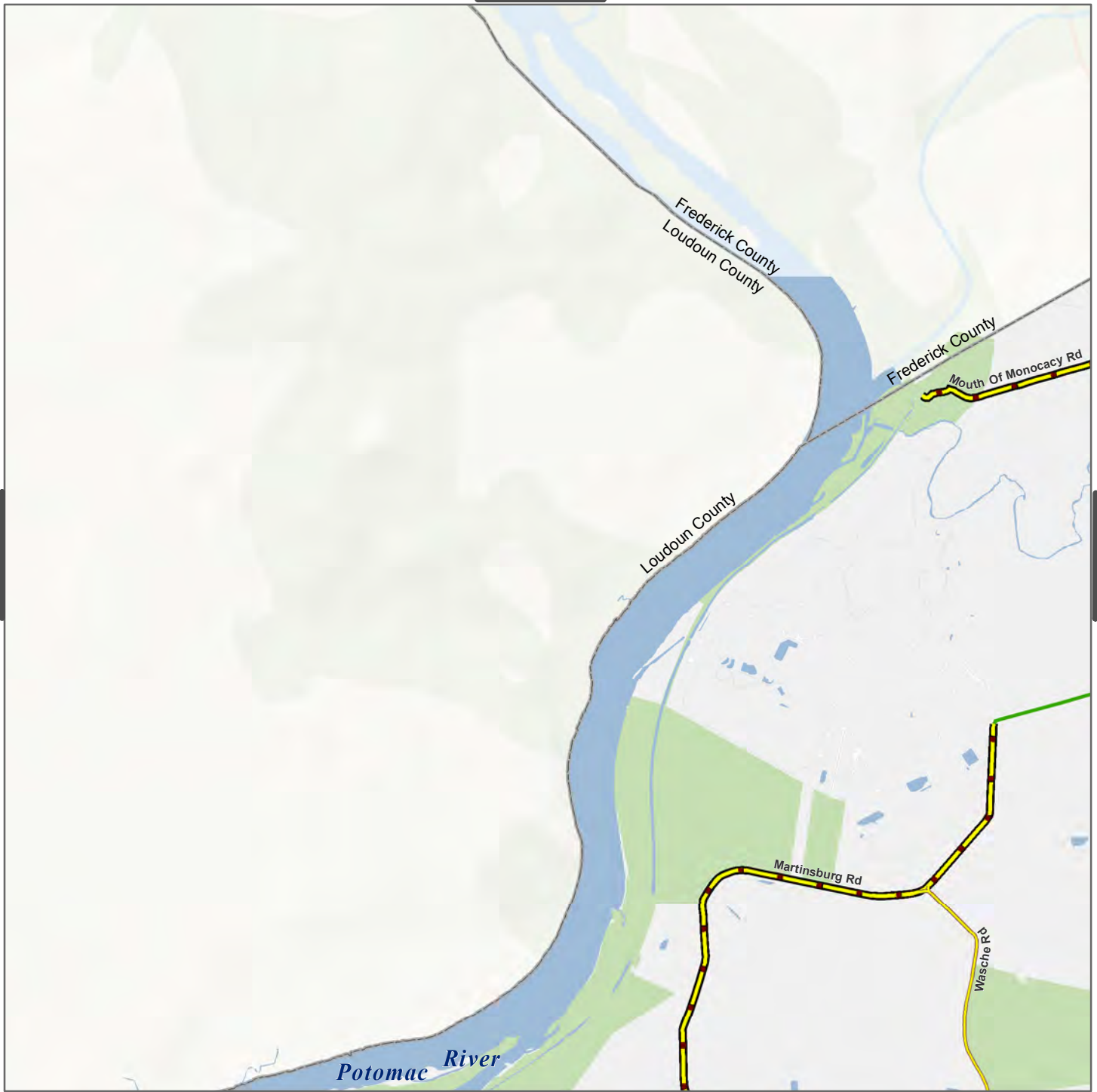




Master Plan of Highways and Transitways Designations

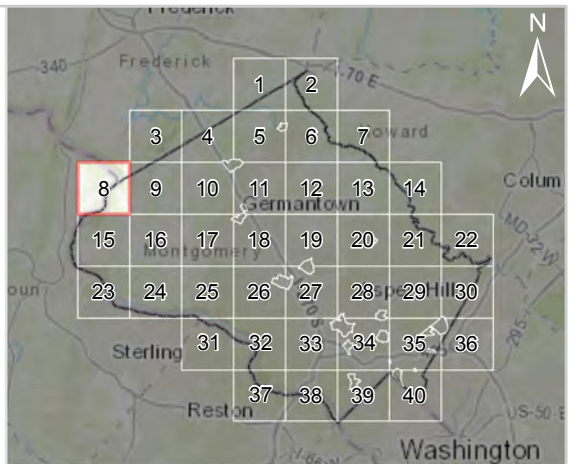
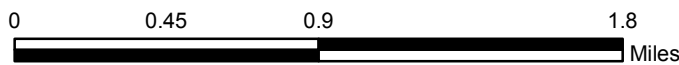
— Country Arterial — Rustic Road

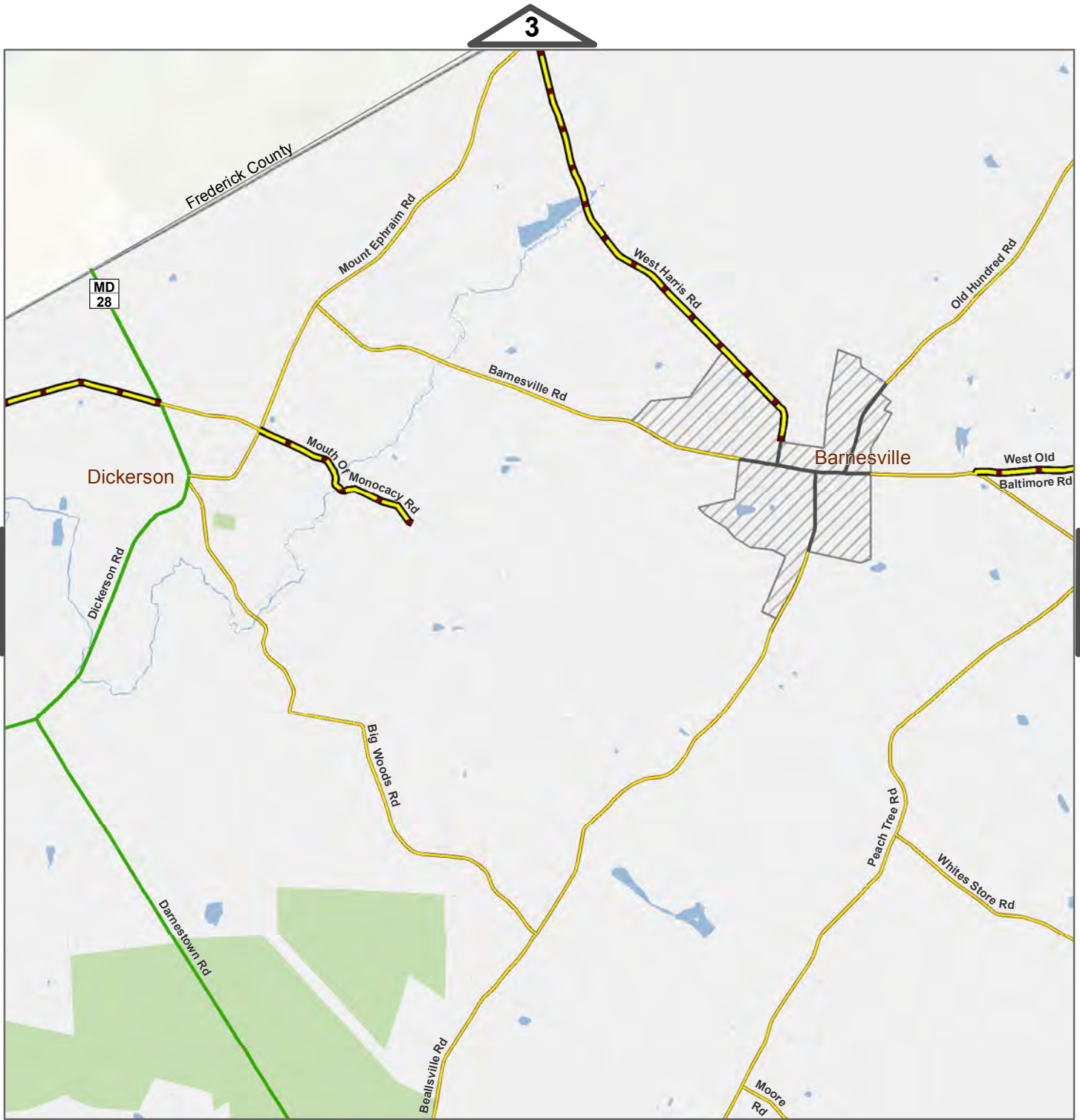




Master Plan of Highways and Transitways Designations

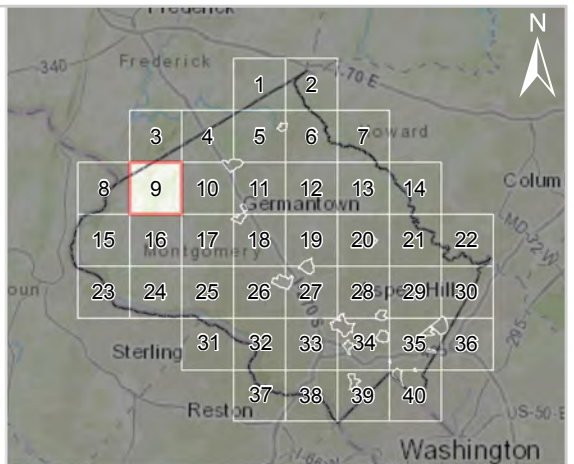
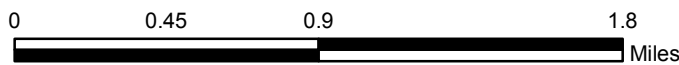
- Country Arterial
- Rustic Road
- Exceptional Rustic Road

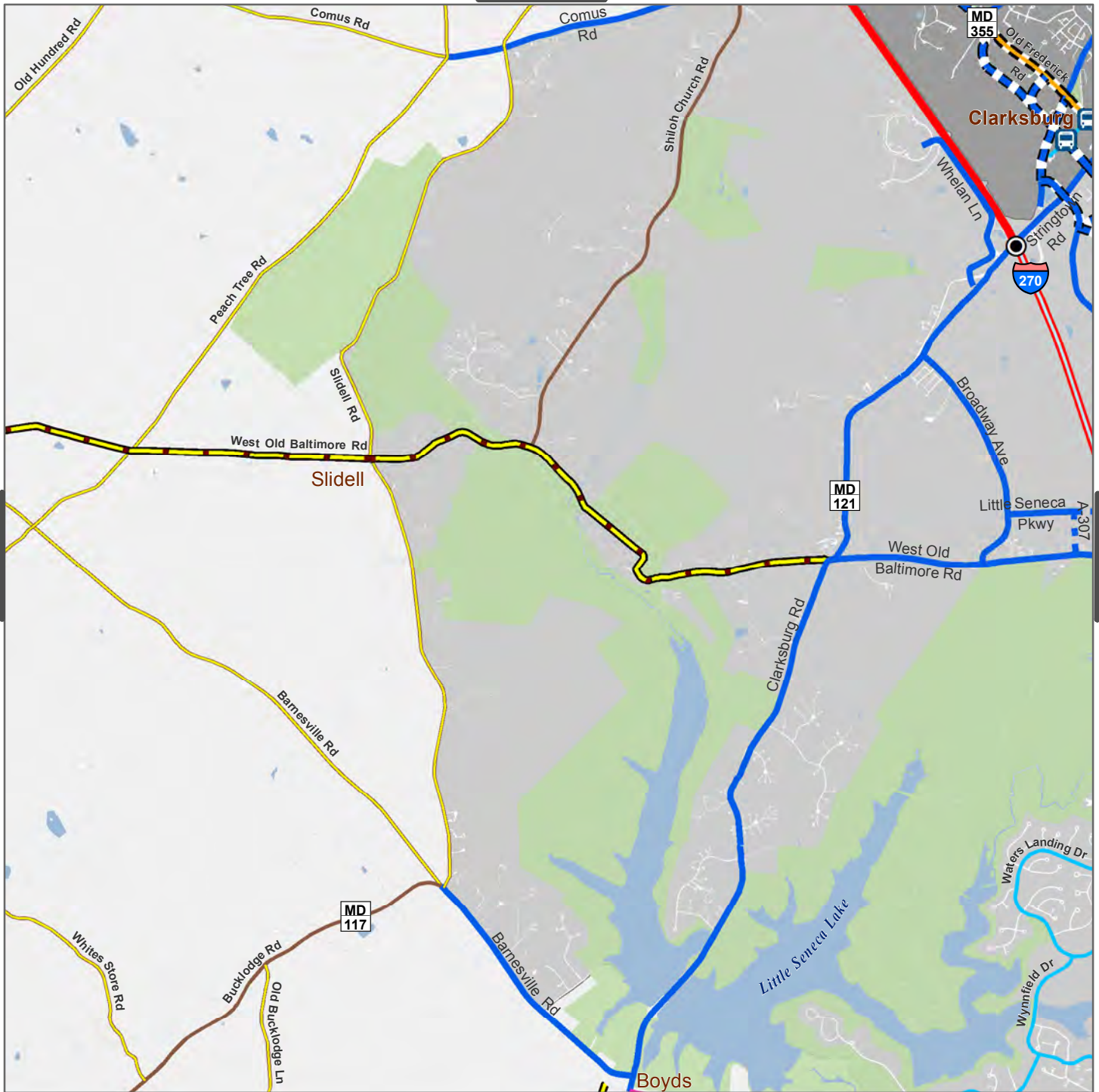




Master Plan of Highways and Transitways Designations

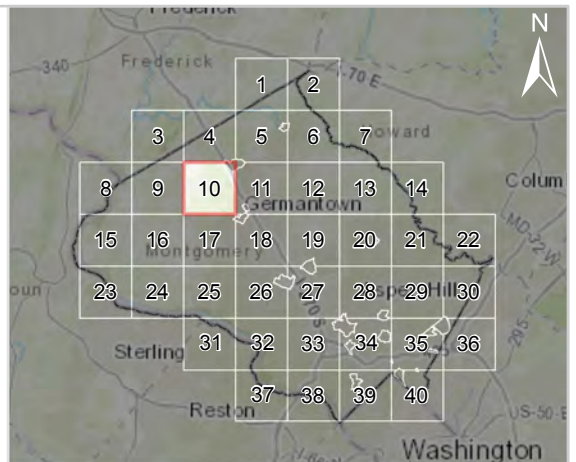
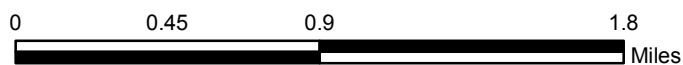
- Country Arterial
- Rustic Road
- Exceptional Rustic Road
- Major Municipal Roads

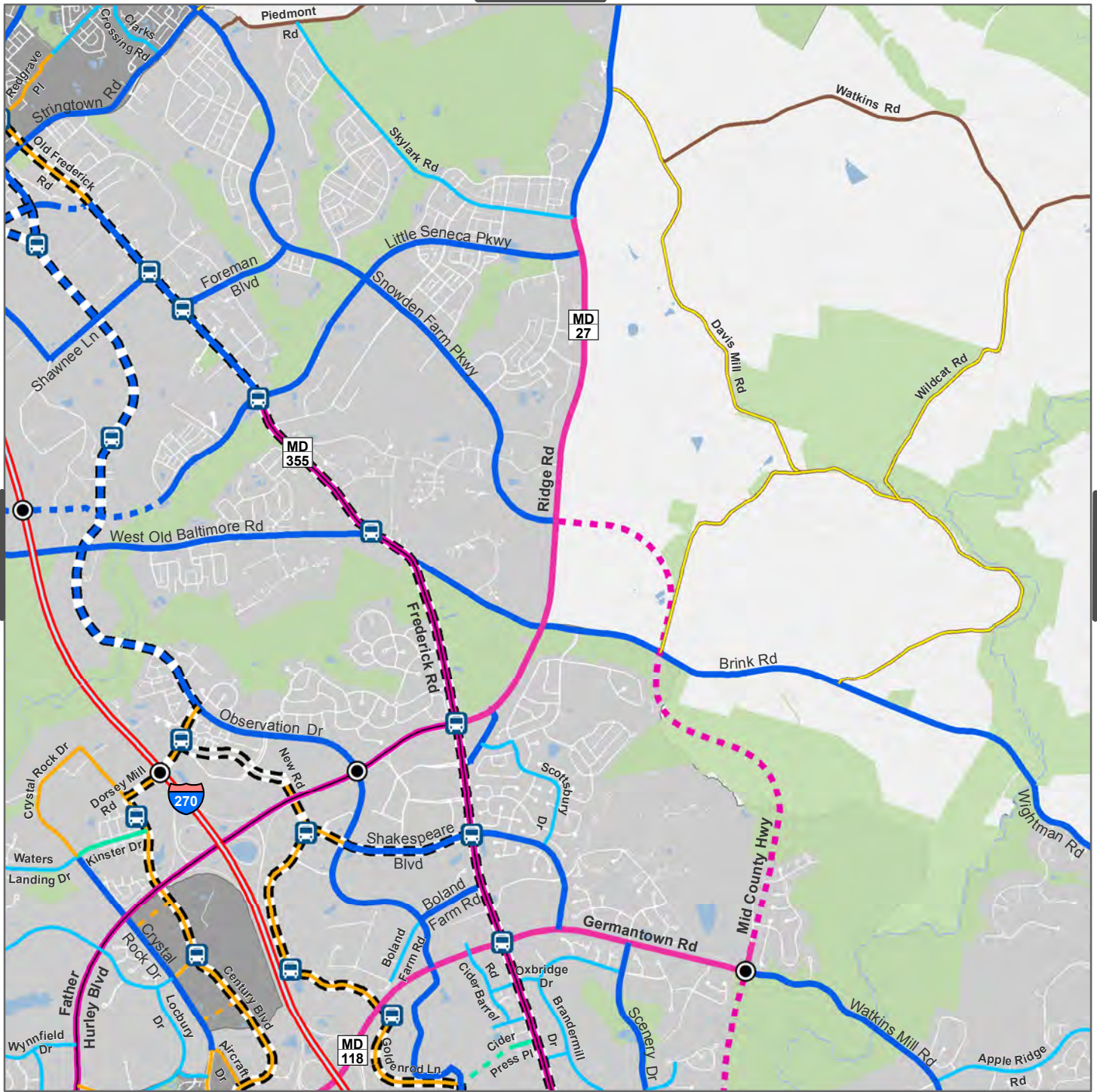




Master Plan of Highways and Transitways Designations

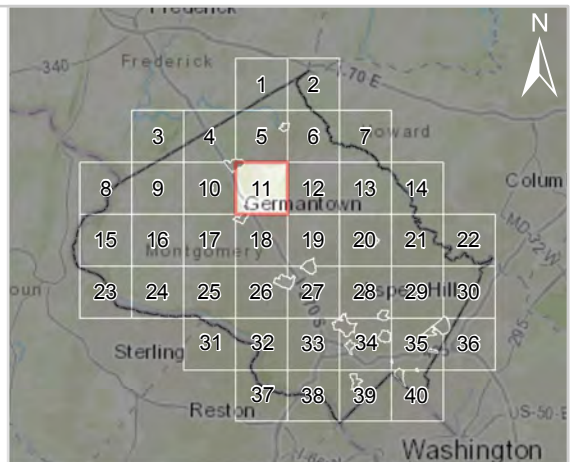
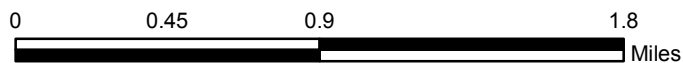
- Freeway
- Freeway with HOV Lanes
- Major Highway
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business
- Business with Planned BRT
- Country Road
- Rustic Road
- Exceptional Rustic Road

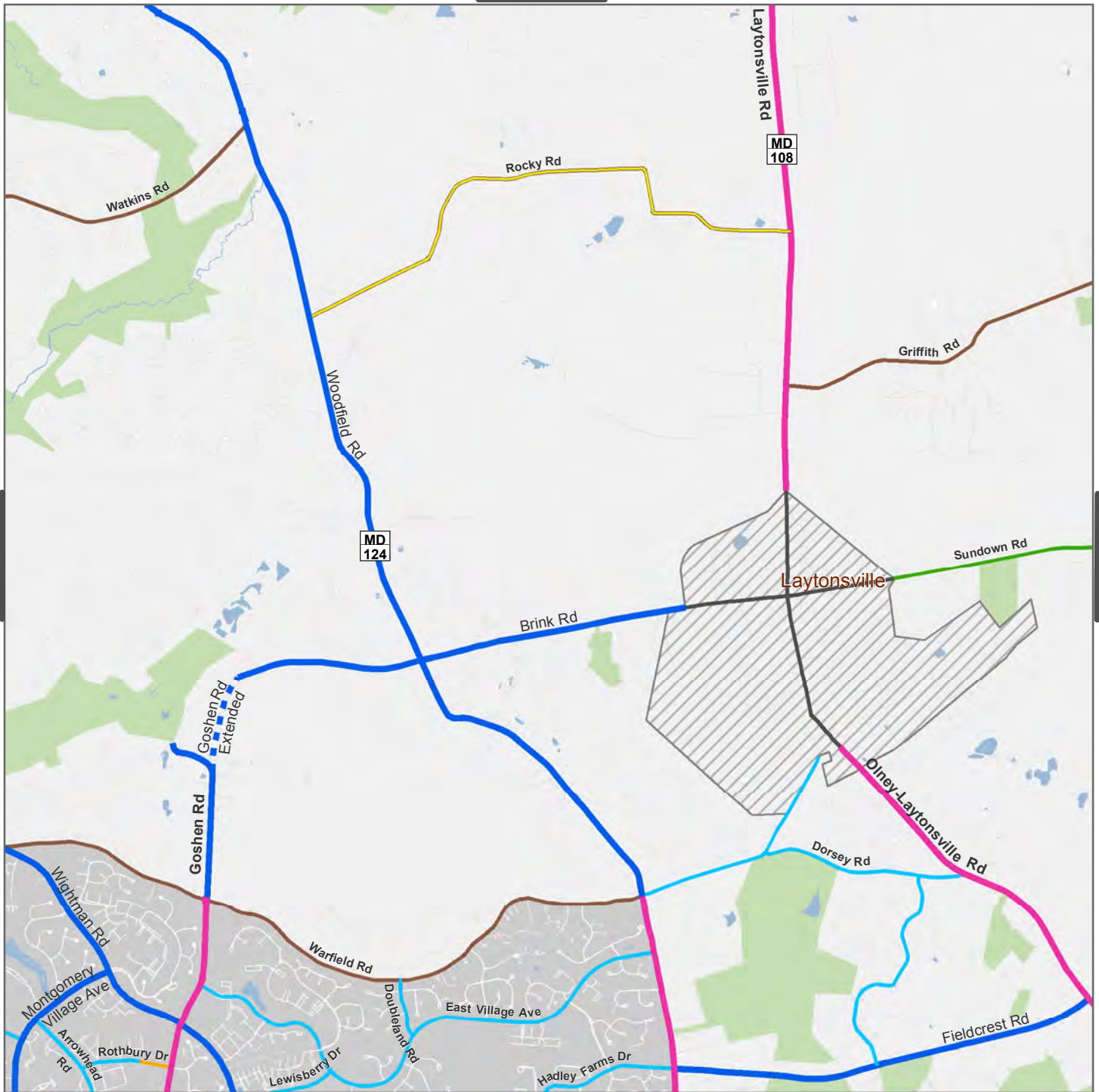




Master Plan of Highways and Transitways Designations

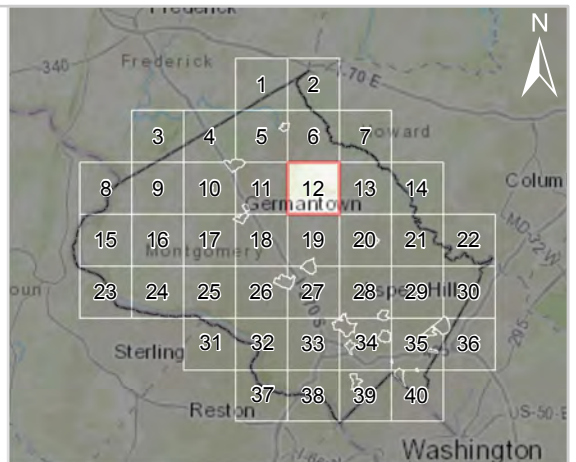
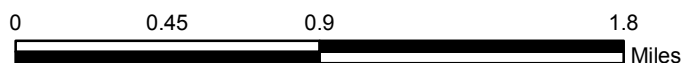
- Planned BRT
- Freeway with HOV Lanes
- Controlled Major Highway
- Controlled Major Highway with Planned BRT
- Major Highway (Planned)
- Major Highway
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Minor Arterial (Planned)
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business (Planned) with Planned BRT
- Business
- Business with Planned BRT
- Country Road
- Rustic Road

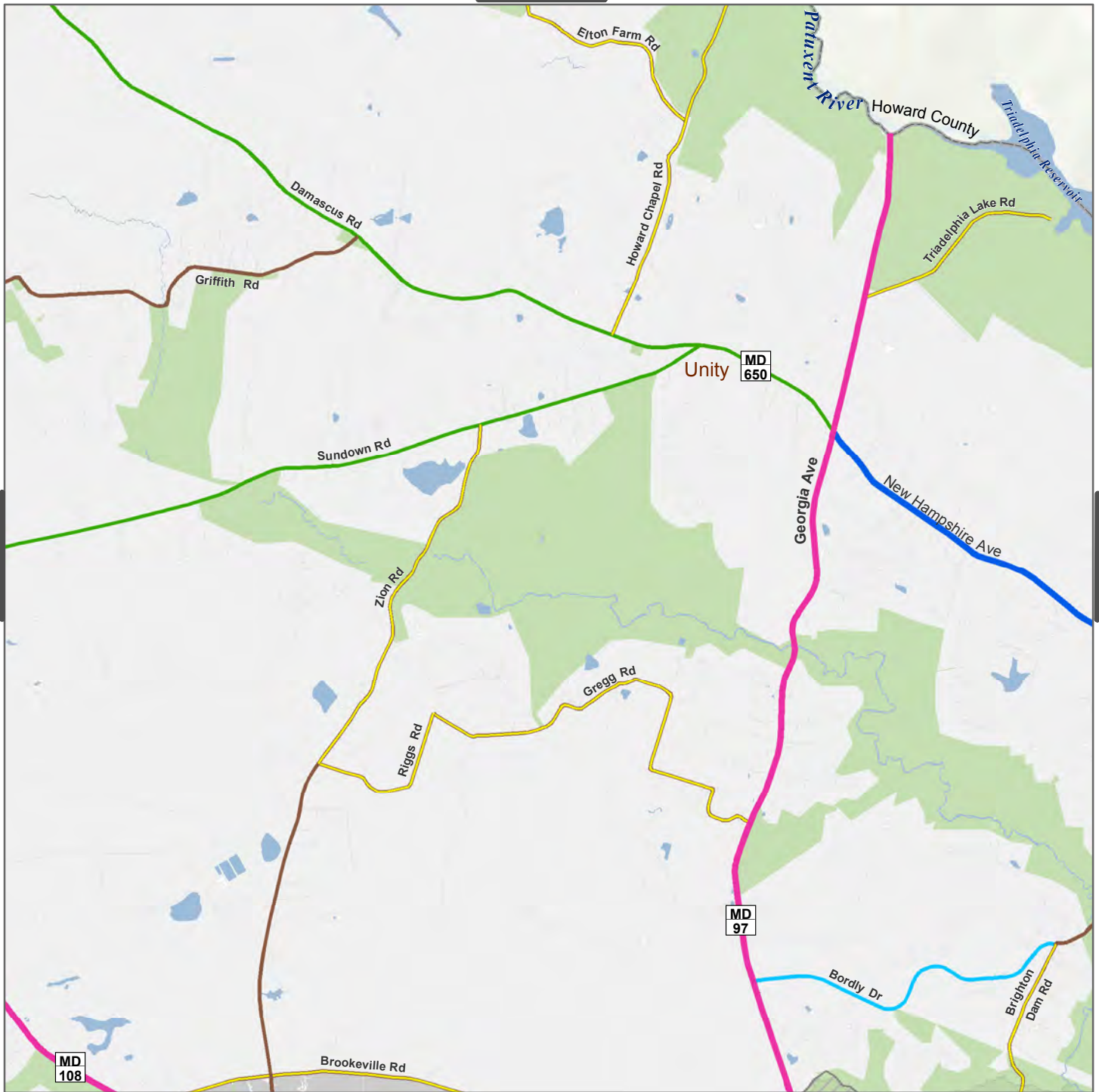




Master Plan of Highways and Transitways Designations

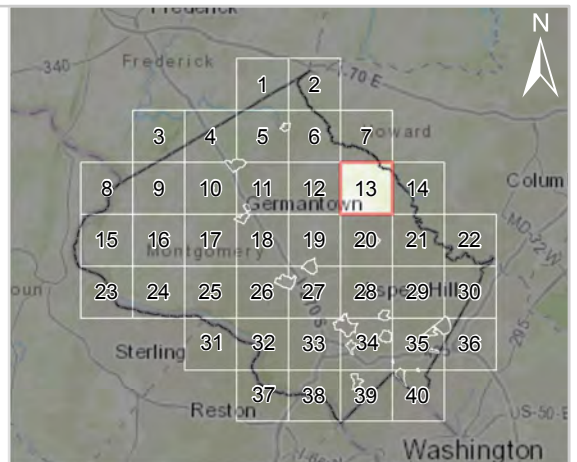
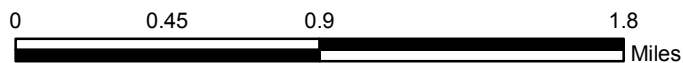
- Major Highway
- Business
- Arterial (Planned)
- Country Arterial
- Arterial
- Country Road
- Primary Residential
- Rustic Road
- Major Municipal Roads





Master Plan of Highways and Transitways Designations

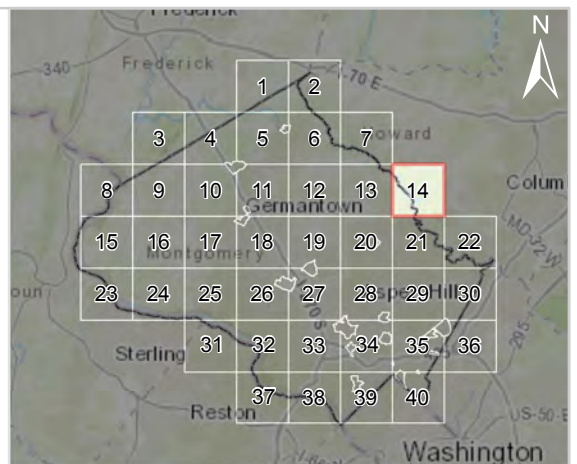
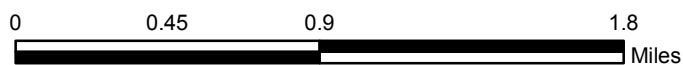
- Major Highway (Planned)
- Major Highway
- Arterial
- Primary Residential
- Country Arterial
- Country Road
- Rustic Road





Master Plan of Highways and Transitways Designations

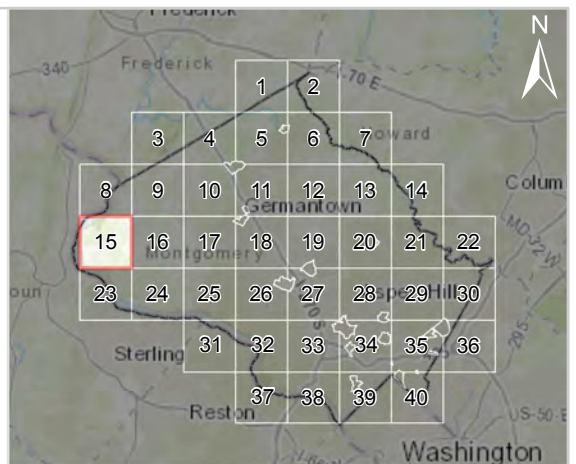
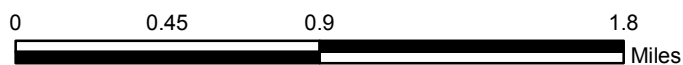
— Arterial — Country Road

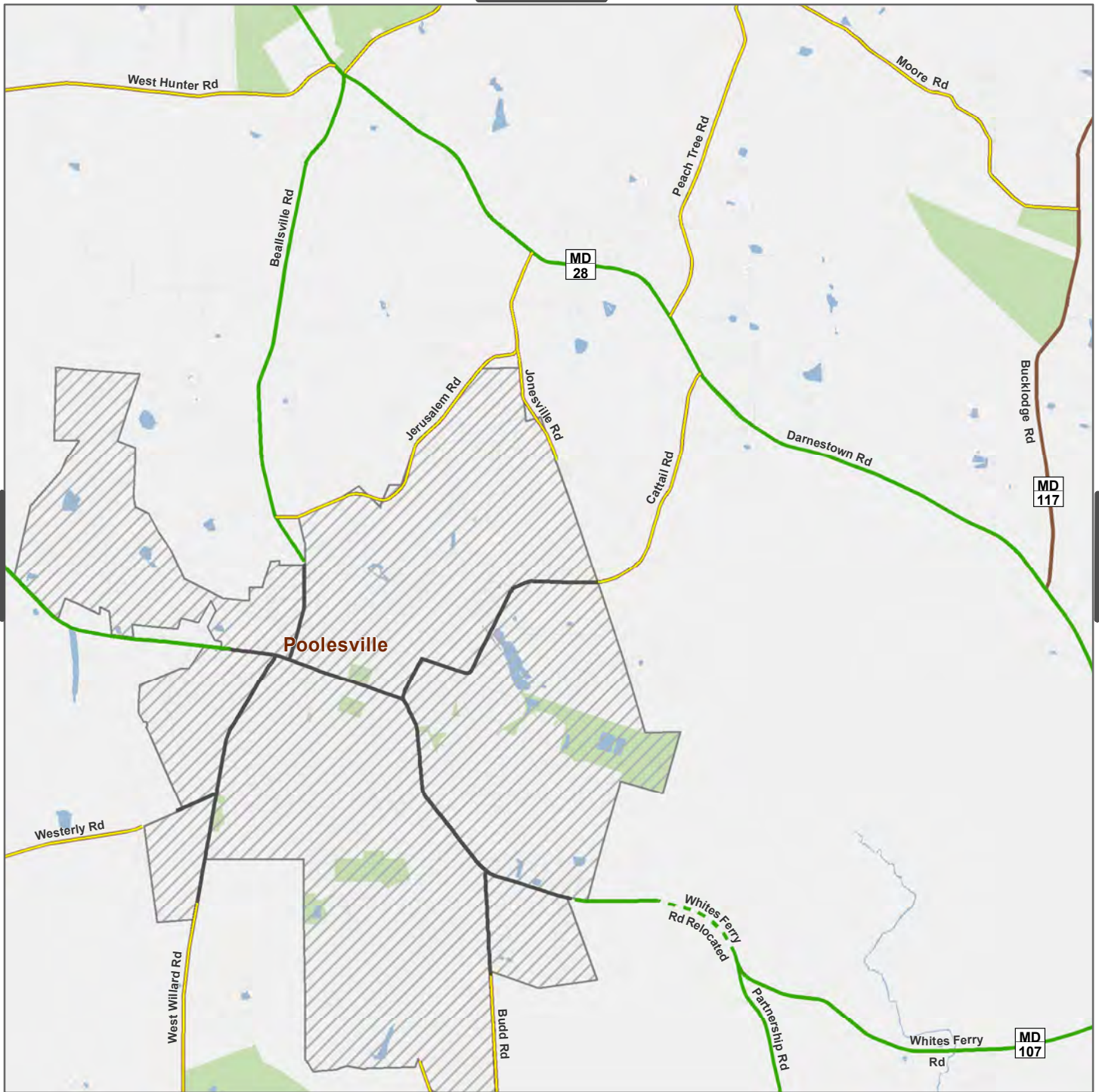




Master Plan of Highways and Transitways Designations

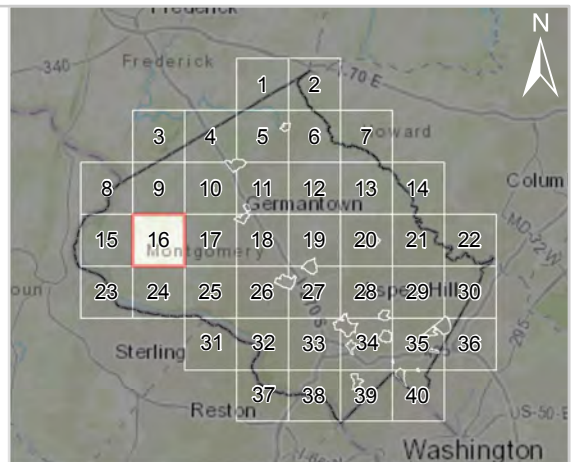
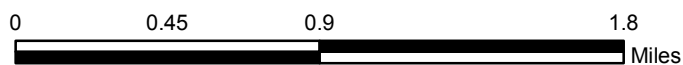
- Country Arterial
- Exceptional Rustic Road
- Rustic Road

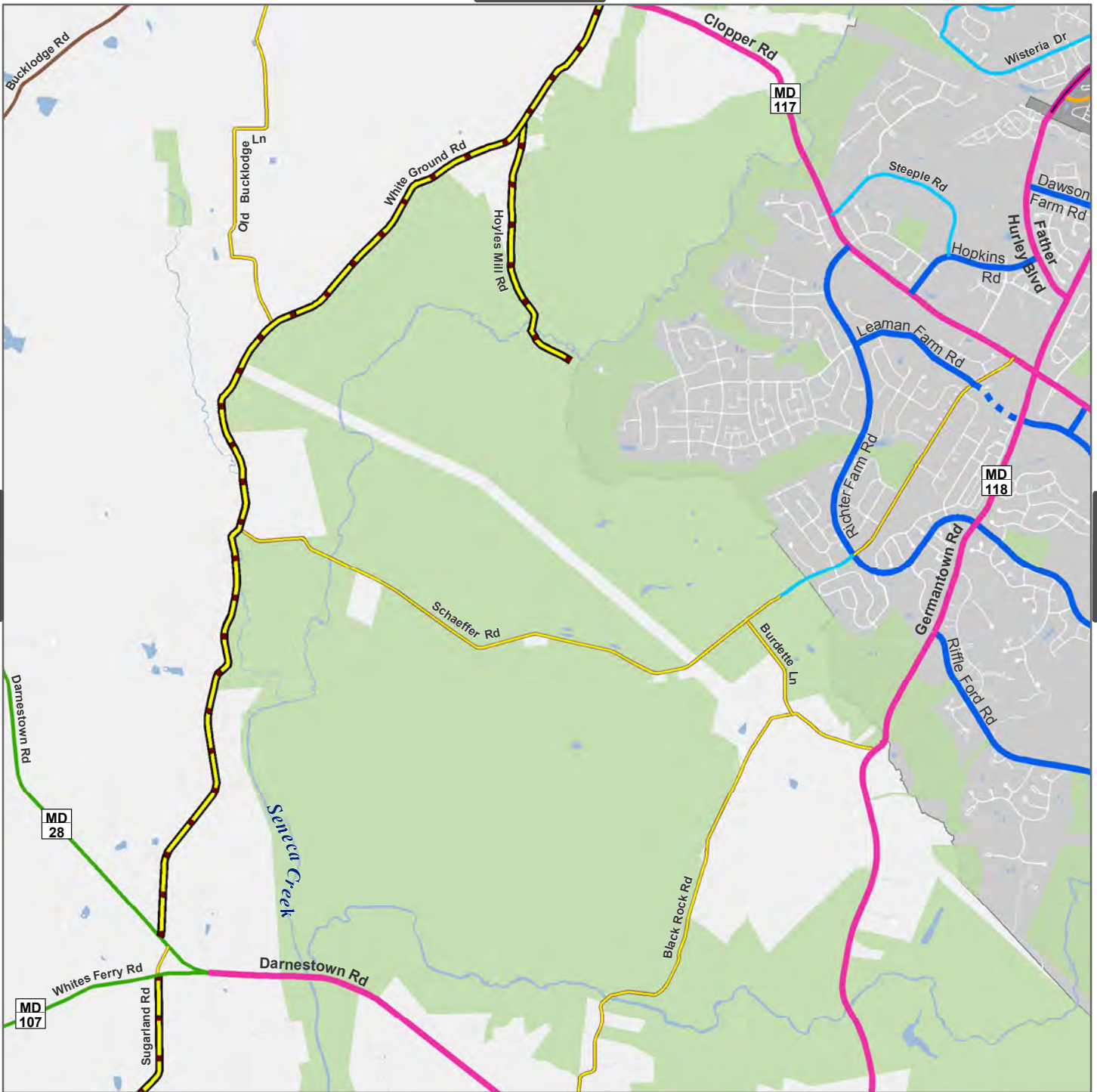




Master Plan of Highways and Transitways Designations

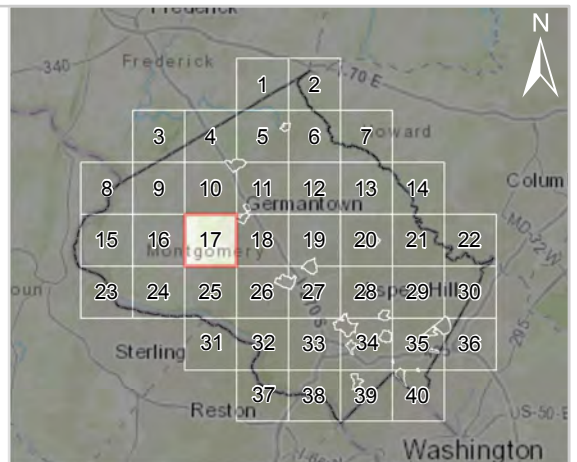
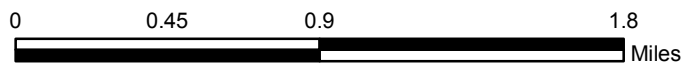
- Country Arterial (Planned)
- Country Arterial
- Country Road
- Rustic Road
- Major Municipal Roads

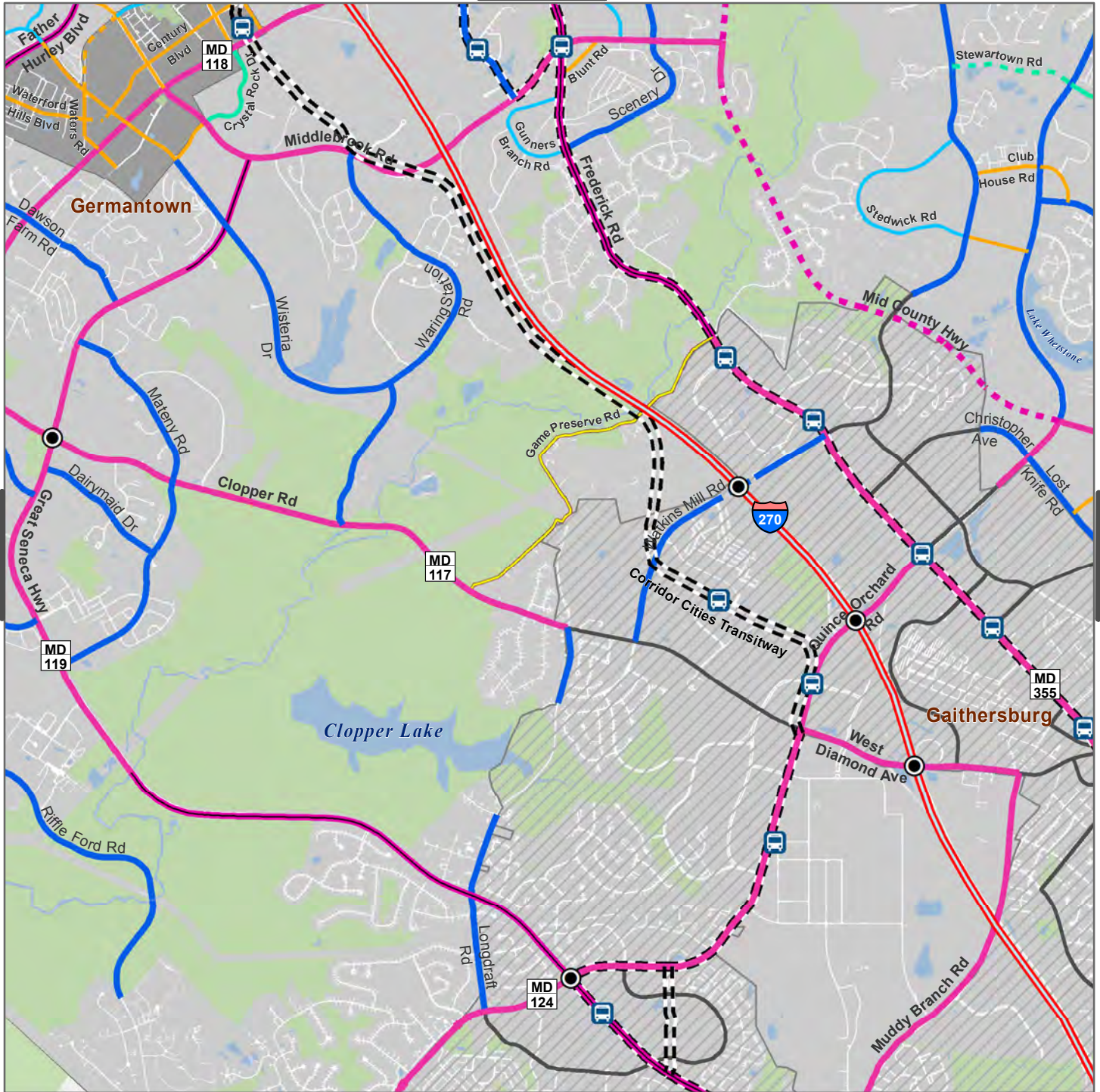




Master Plan of Highways and Transitways Designations

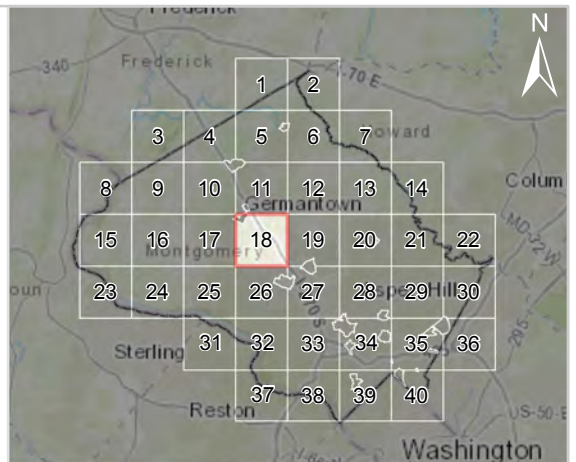
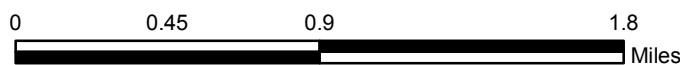
- Controlled Major Highway
- Major Highway
- - - Arterial (Planned)
- Arterial
- Primary Residential
- Business
- Country Arterial
- Country Road
- Rustic Road
- Exceptional Rustic Road

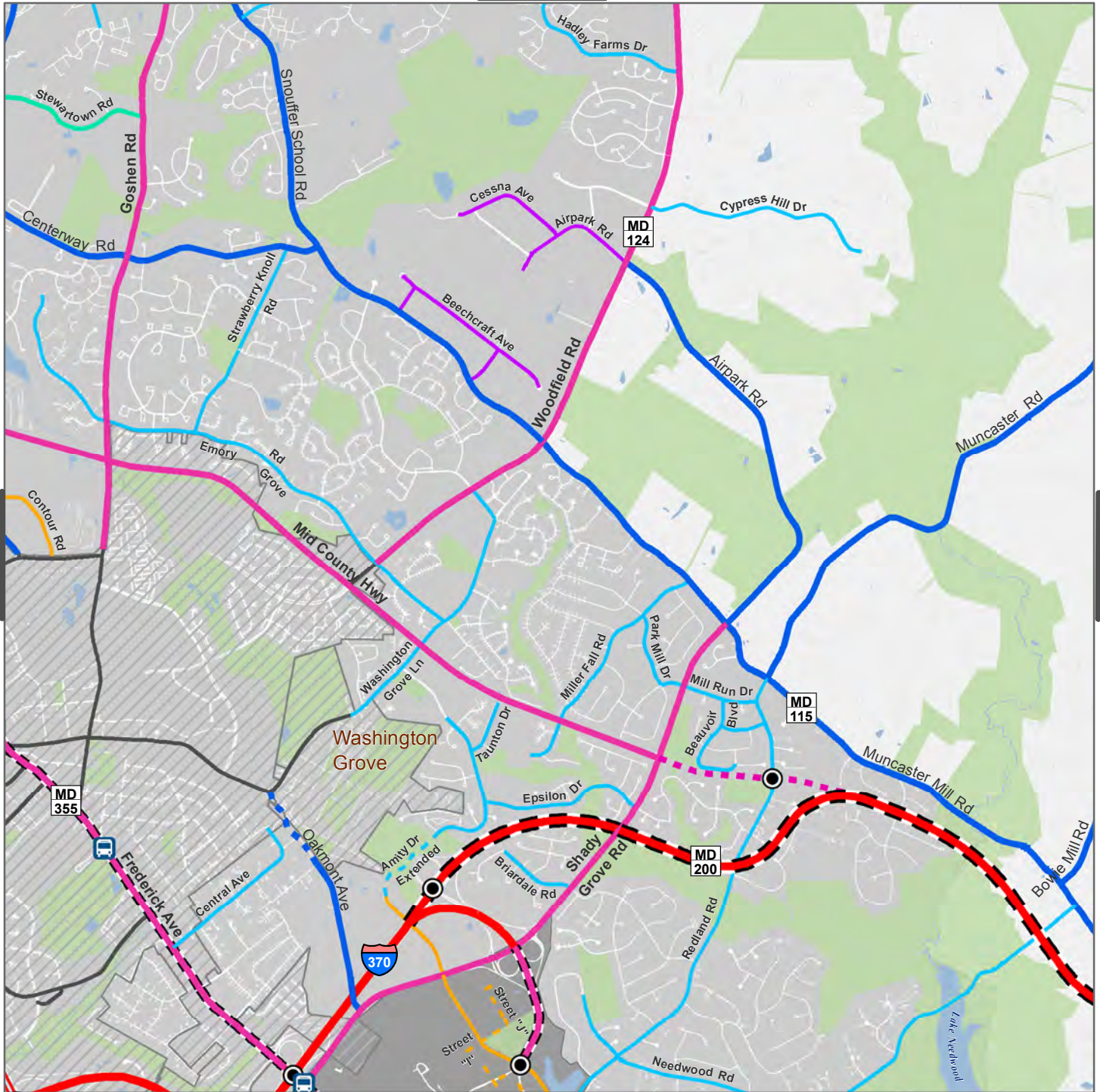




Master Plan of Highways and Transitways Designations

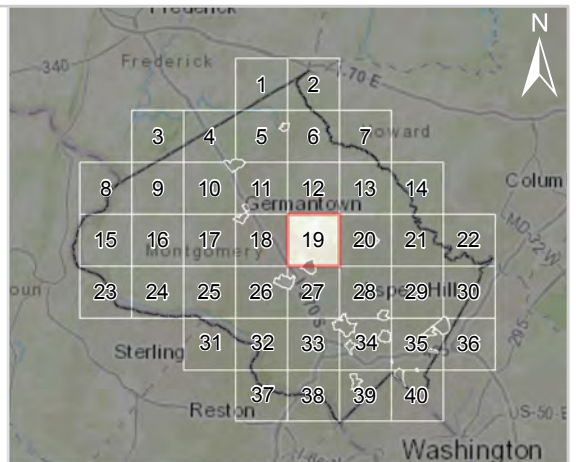
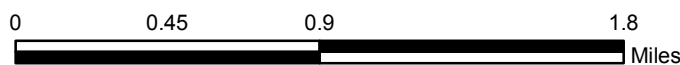
- Planned BRT
- Freeway with HOV Lanes
- Controlled Major Highway
- Controlled Major Highway with Planned BRT
- Major Highway (Planned)
- Major Highway
- Major Highway with Planned BRT
- Arterial (Planned)
- Arterial
- Arterial with Planned BRT
- Minor Arterial (Planned)
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business
- Rustic Road
- Major Municipal Roads

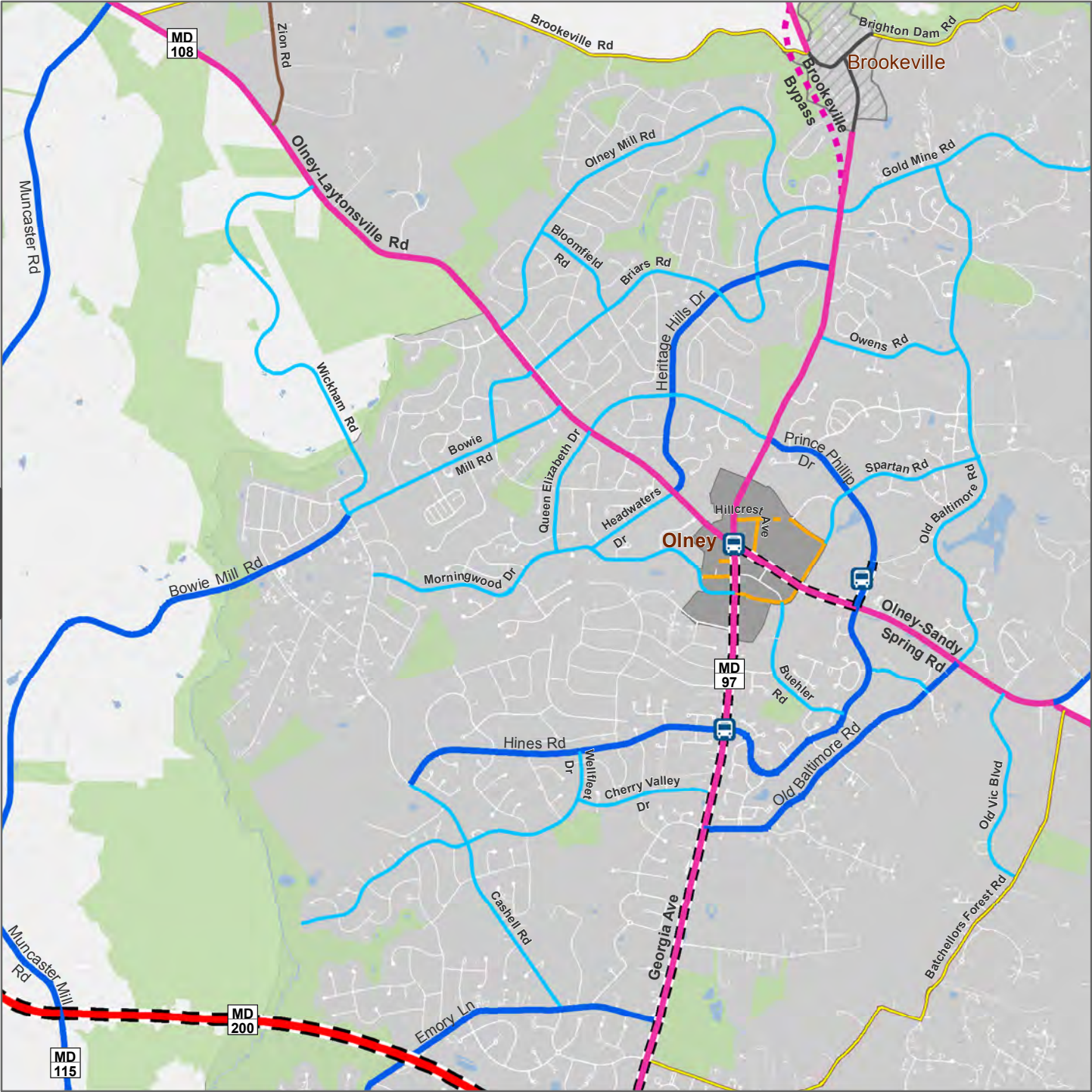




Master Plan of Highways and Transitways Designations

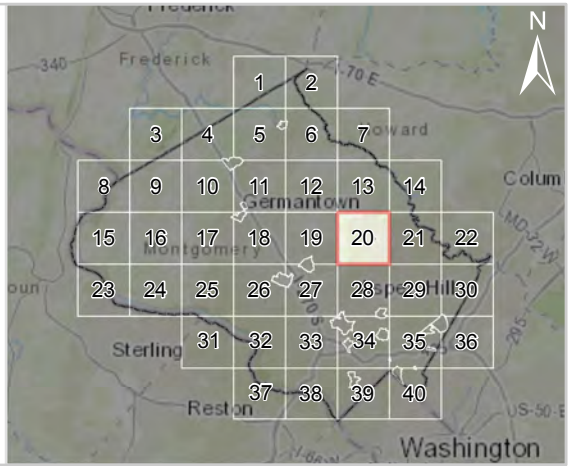
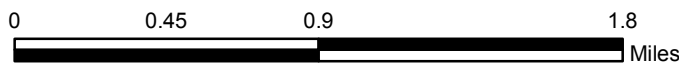
- Freeway
- Freeway with HOV Lanes
- - - Freeway with Planned BRT
- - - Major Highway (Planned)
- Major Highway
- - - Major Highway with Planned BRT
- - - Arterial (Planned)
- Arterial
- Minor Arterial
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)
- Business
- Industrial
- Major Municipal Roads

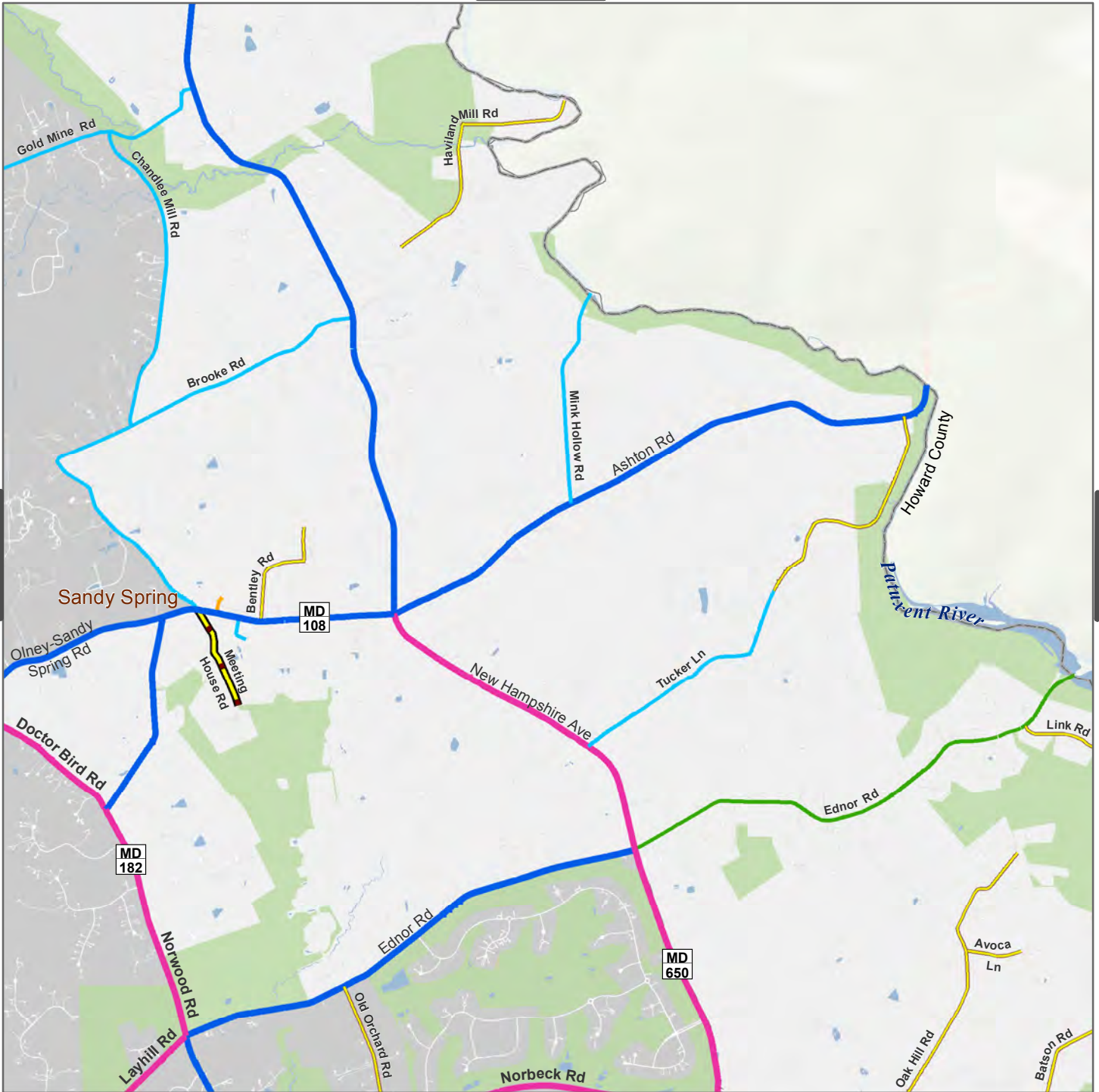




Master Plan of Highways and Transitways Designations

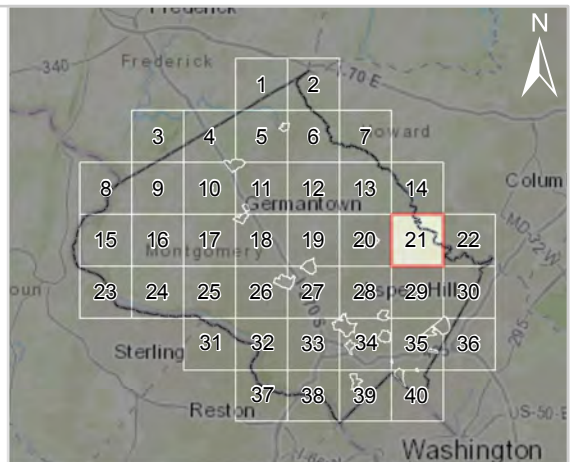
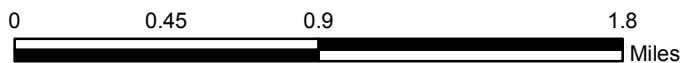
- Freeway with Planned BRT
- - - Major Highway (Planned)
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Arterial with Planned BRT
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)
- Business
- Country Road
- Rustic Road
- Major Municipal Roads

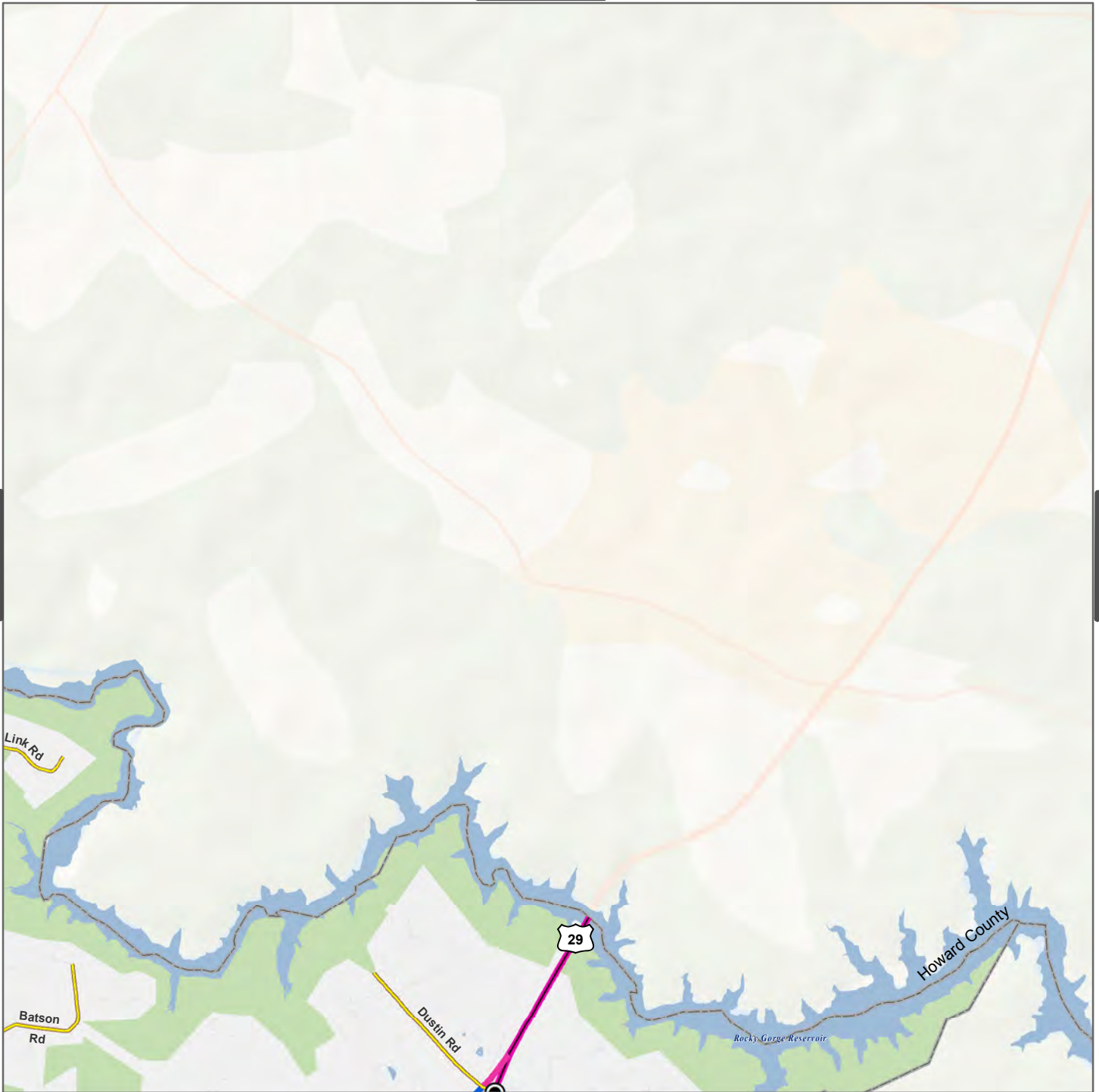




Master Plan of Highways and Transitways Designations

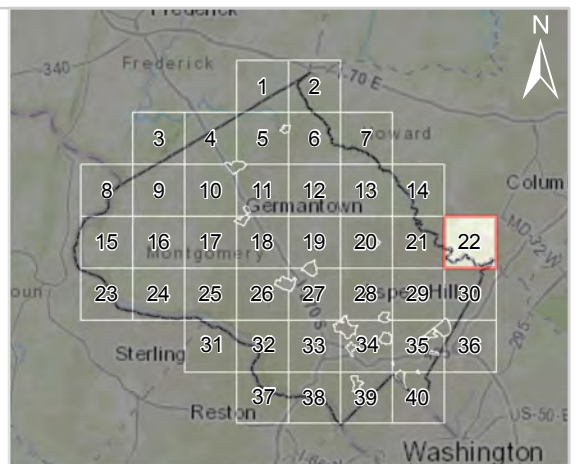
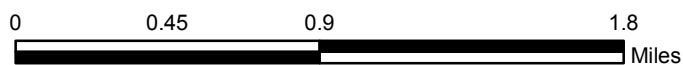
- Major Highway
- Arterial
- Primary Residential
- Business
- Country Arterial
- Rustic Road
- Exceptional Rustic Road





Master Plan of Highways and Transitways Designations

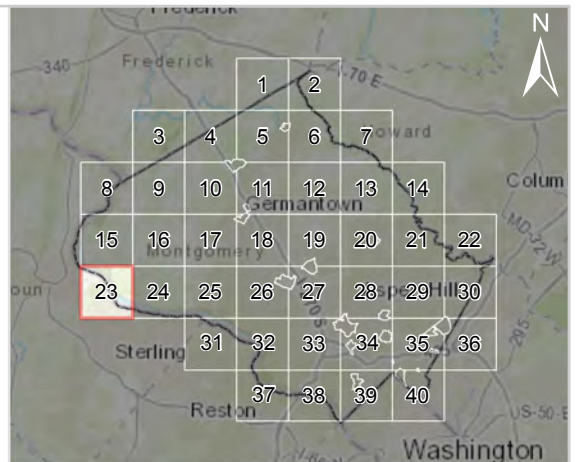
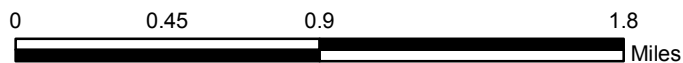
- Controlled Major Highway
- Arterial
- Major Highway
- Rustic Road





Master Plan of Highways and Transitways Designations

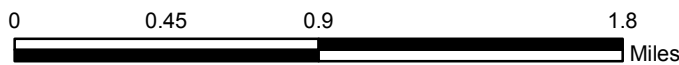
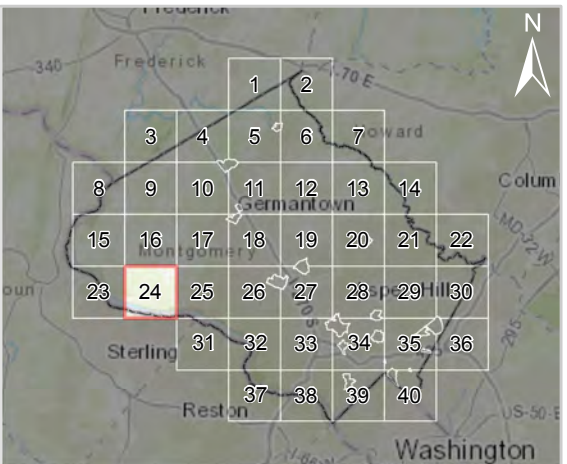
— Rustic Road
 — Exceptional Rustic Road

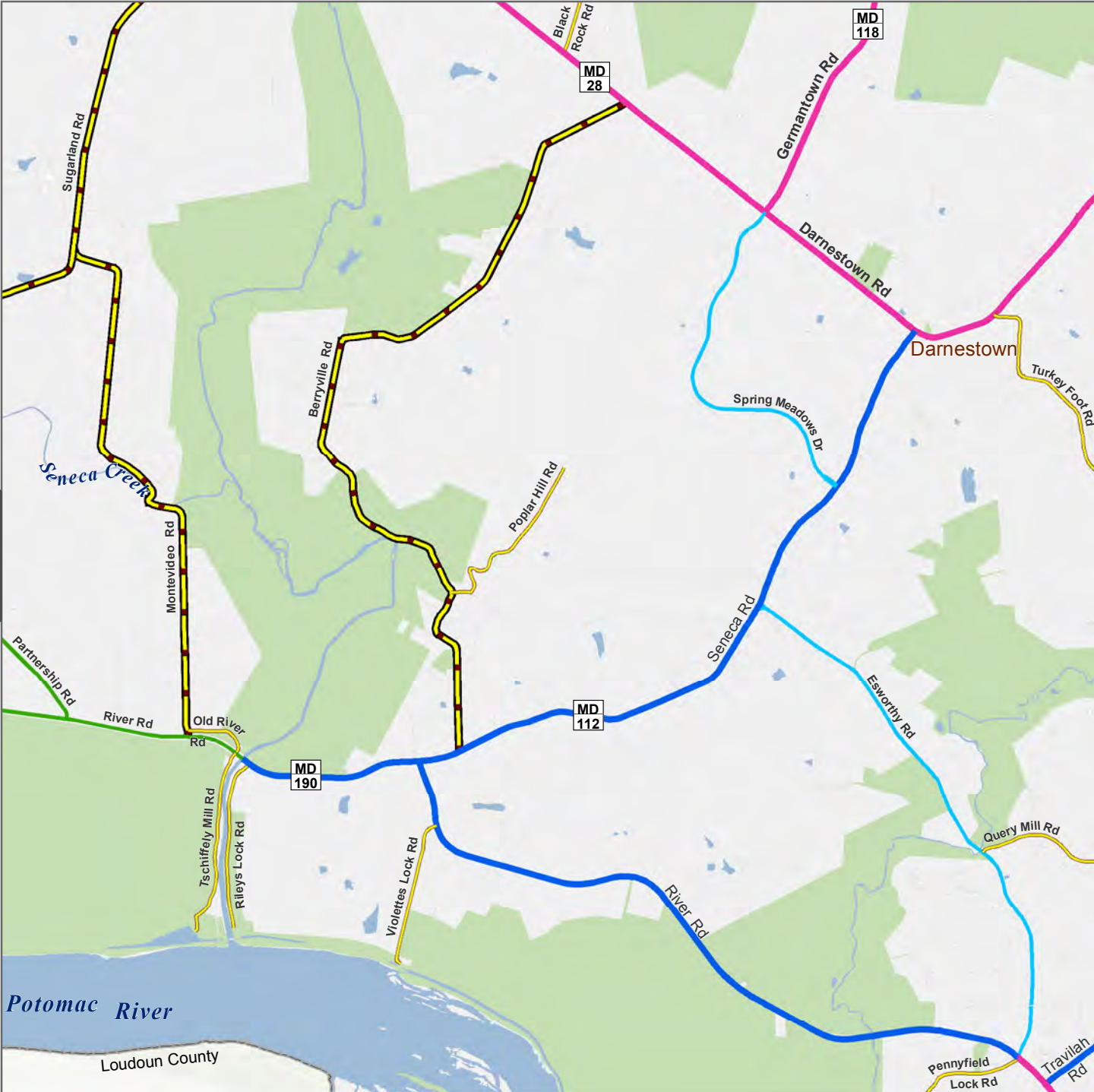




Master Plan of Highways and Transitways Designations

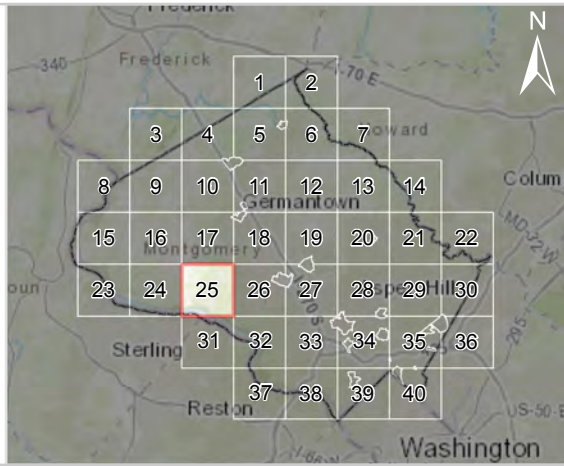
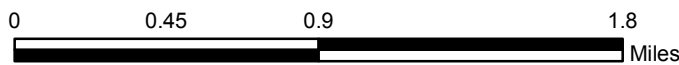
- Country Arterial
- Exceptional Rustic Road
- Rustic Road
- Major Municipal Roads

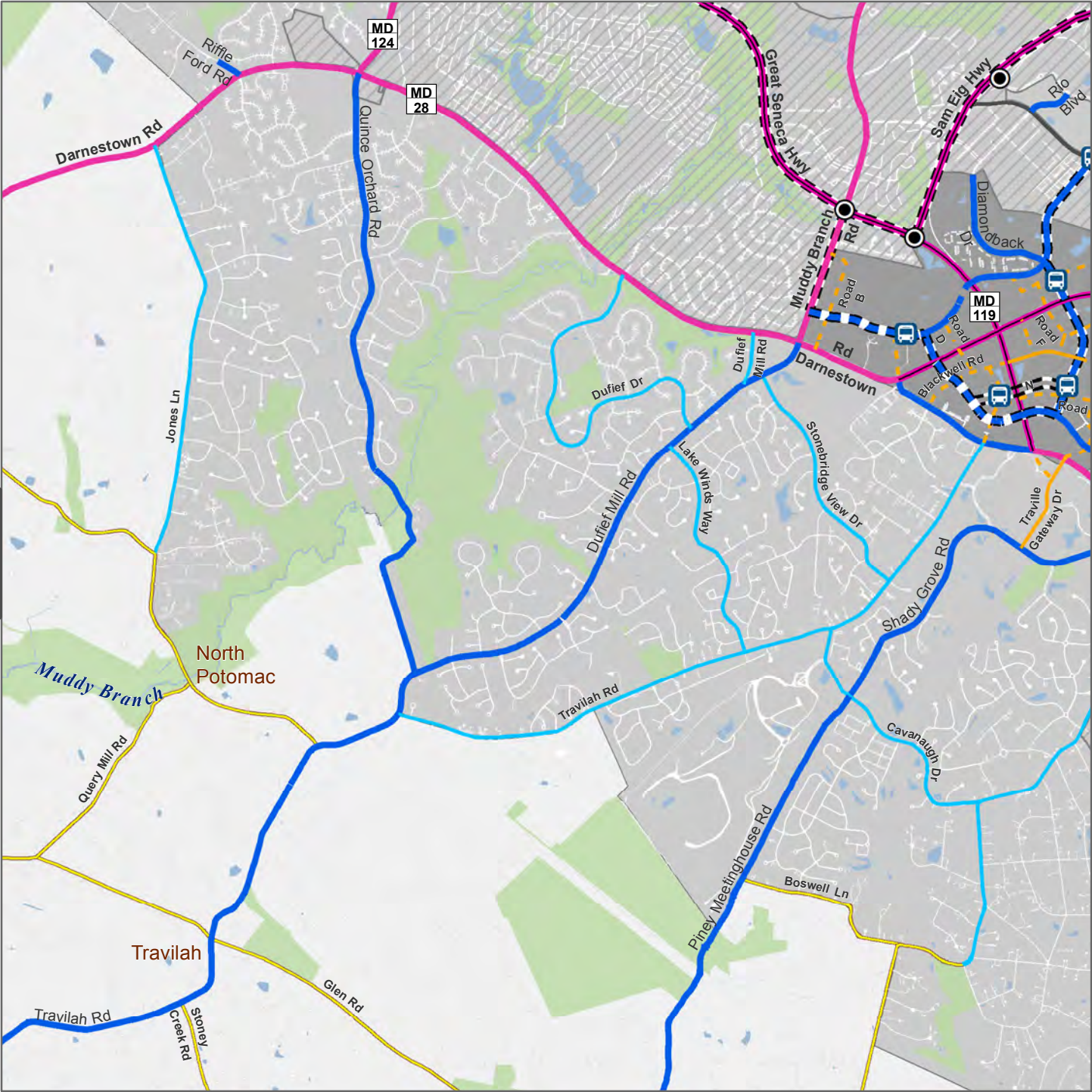




Master Plan of Highways and Transitways Designations

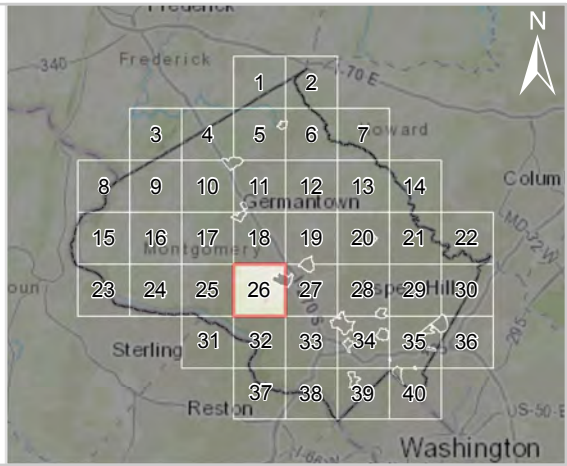
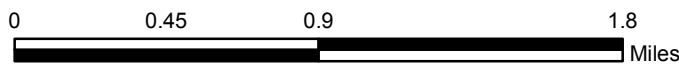
- Major Highway
- Arterial
- Primary Residential
- Country Arterial
- Rustic Road
- Exceptional Rustic Road

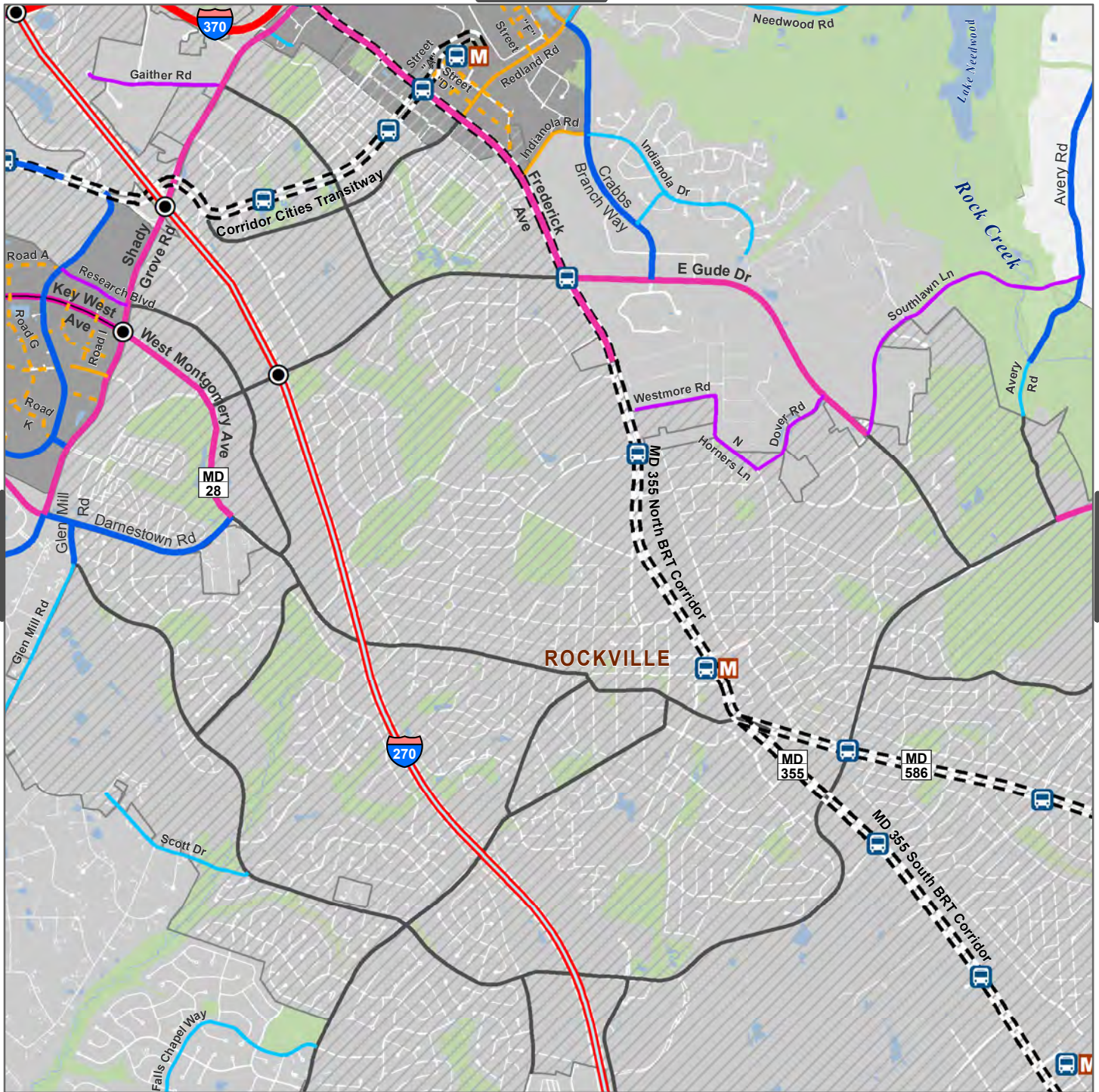




Master Plan of Highways and Transitways Designations

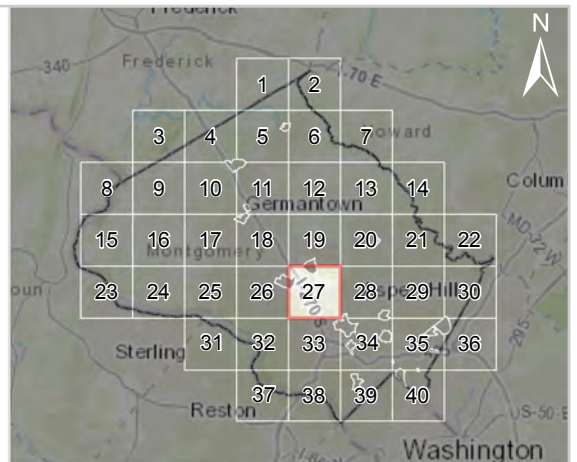
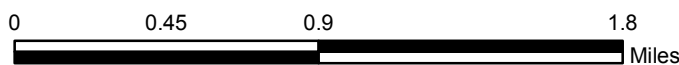
- Planned BRT
- Controlled Major Highway
- Controlled Major Highway with Planned BRT
- Major Highway
- Major Highway with Planned BRT
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Rustic Road
- Major Municipal Roads

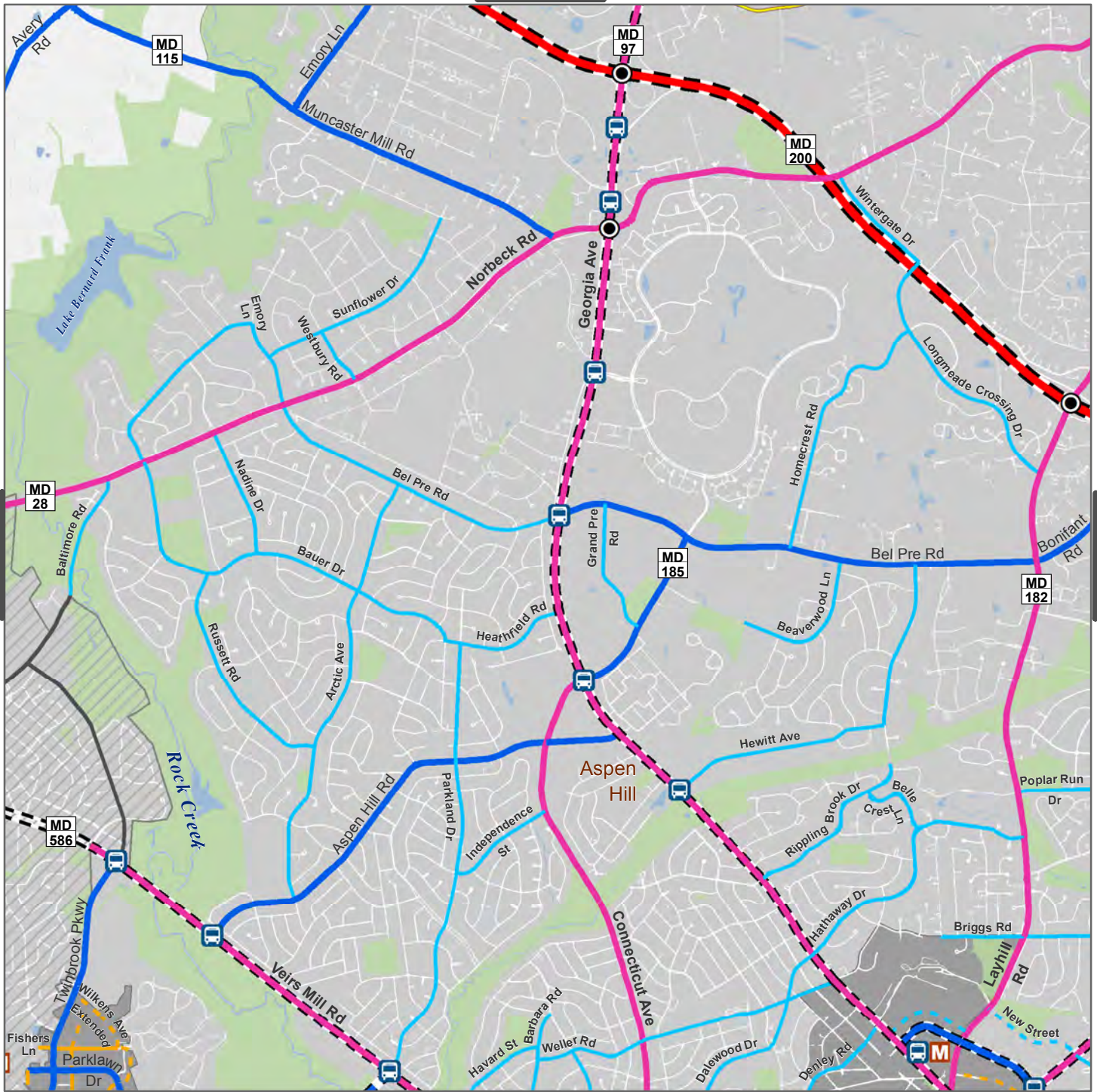




Master Plan of Highways and Transitways Designations

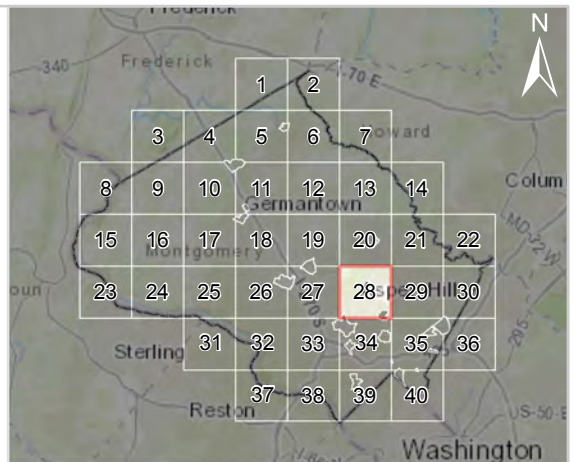
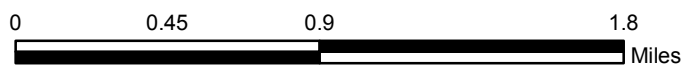
- Planned BRT
- Freeway
- Freeway with HOV Lanes
- Controlled Major Highway
- Controlled Major Highway with Planned BRT
- Major Highway (Planned)
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Industrial
- Major Municipal Roads

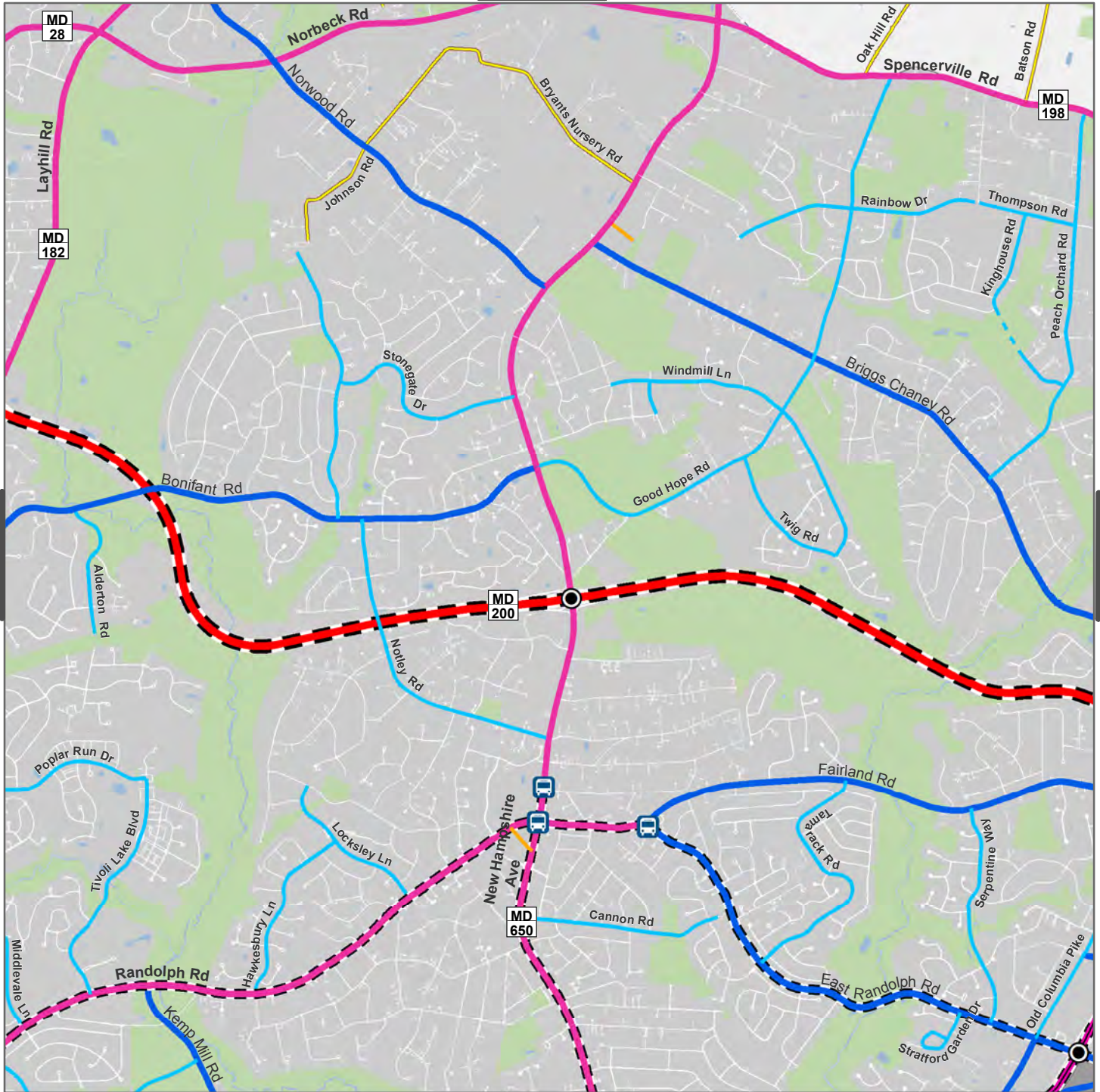




Master Plan of Highways and Transitways Designations

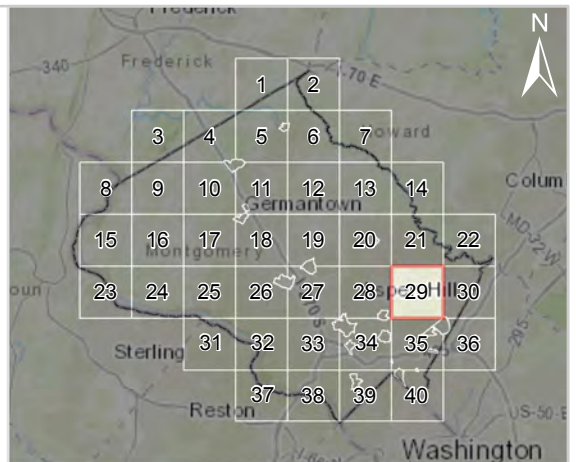
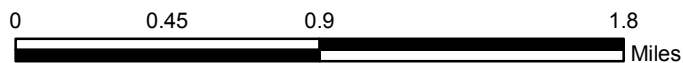
- Planned BRT
- Freeway with Planned BRT
- Major Highway
- Major Highway with Planned BRT
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential (Planned)
- Primary Residential
- Business (Planned)
- Business
- Rustic Road
- Major Municipal Roads

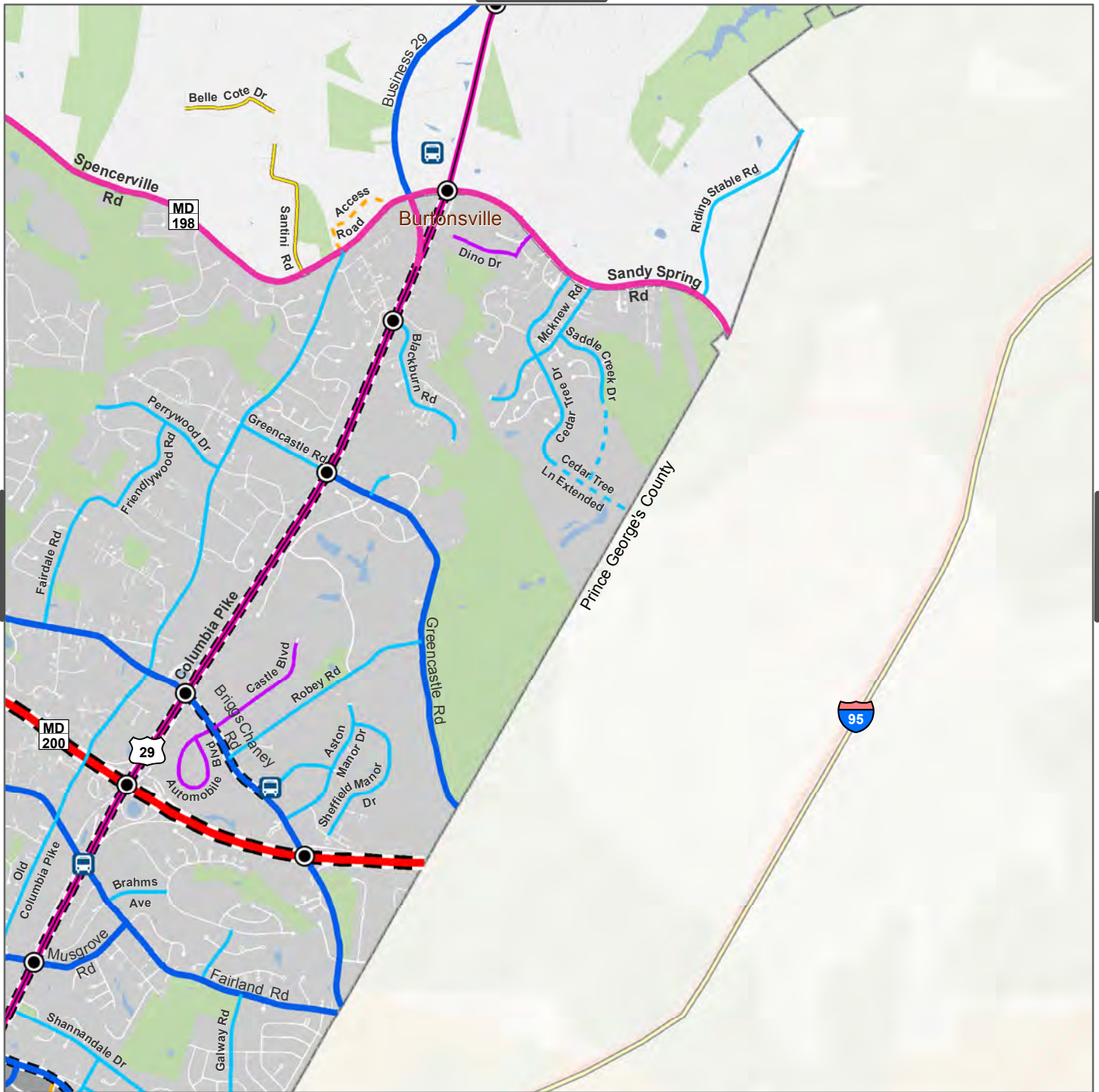




Master Plan of Highways and Transitways Designations

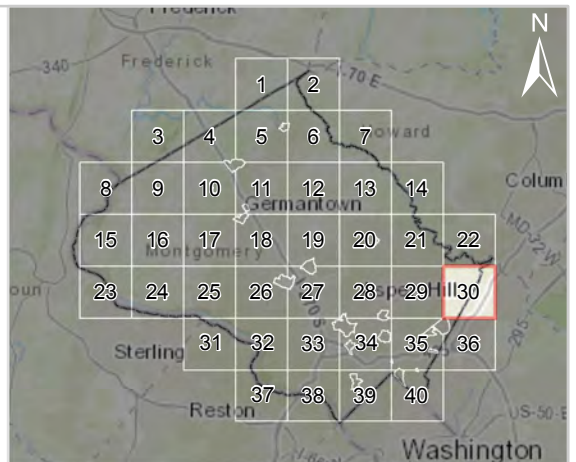
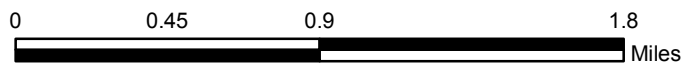
- ▬ Freeway with Planned BRT
- ▬ Controlled Major Highway with Planned BRT
- ▬ Major Highway
- ▬ Major Highway with Planned BRT
- ▬ Arterial
- ▬ Arterial with Planned BRT
- ▬ Primary Residential (Planned)
- ▬ Primary Residential
- ▬ Business (Planned)
- ▬ Business
- ▬ Rustic Road





Master Plan of Highways and Transitways Designations

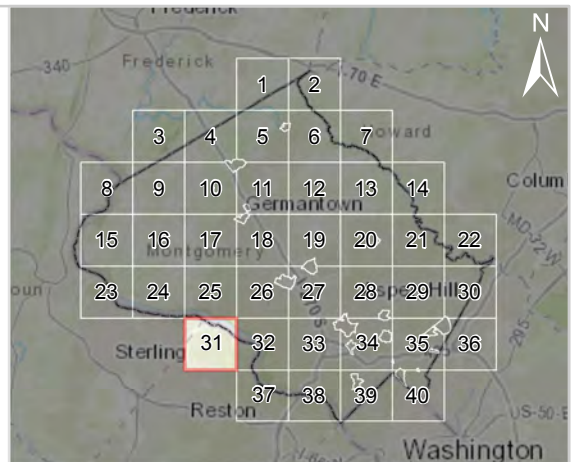
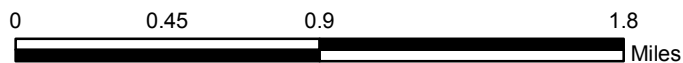
- Freeway with Planned BRT
- Controlled Major Highway
- Controlled Major Highway with Planned BRT
- Major Highway
- Arterial
- Arterial with Planned BRT
- Primary Residential (Planned)
- Primary Residential
- Business (Planned)
- Industrial
- Rustic Road





Master Plan of Highways and Transitways Designations

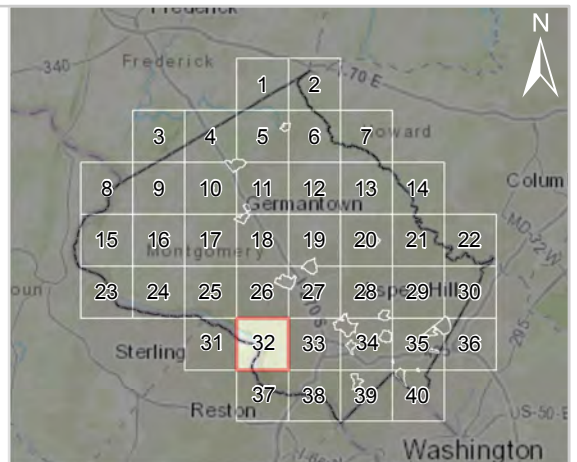
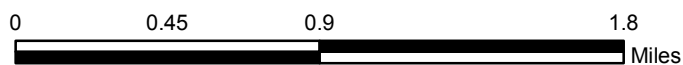
— Major Highway
 — Rustic Road

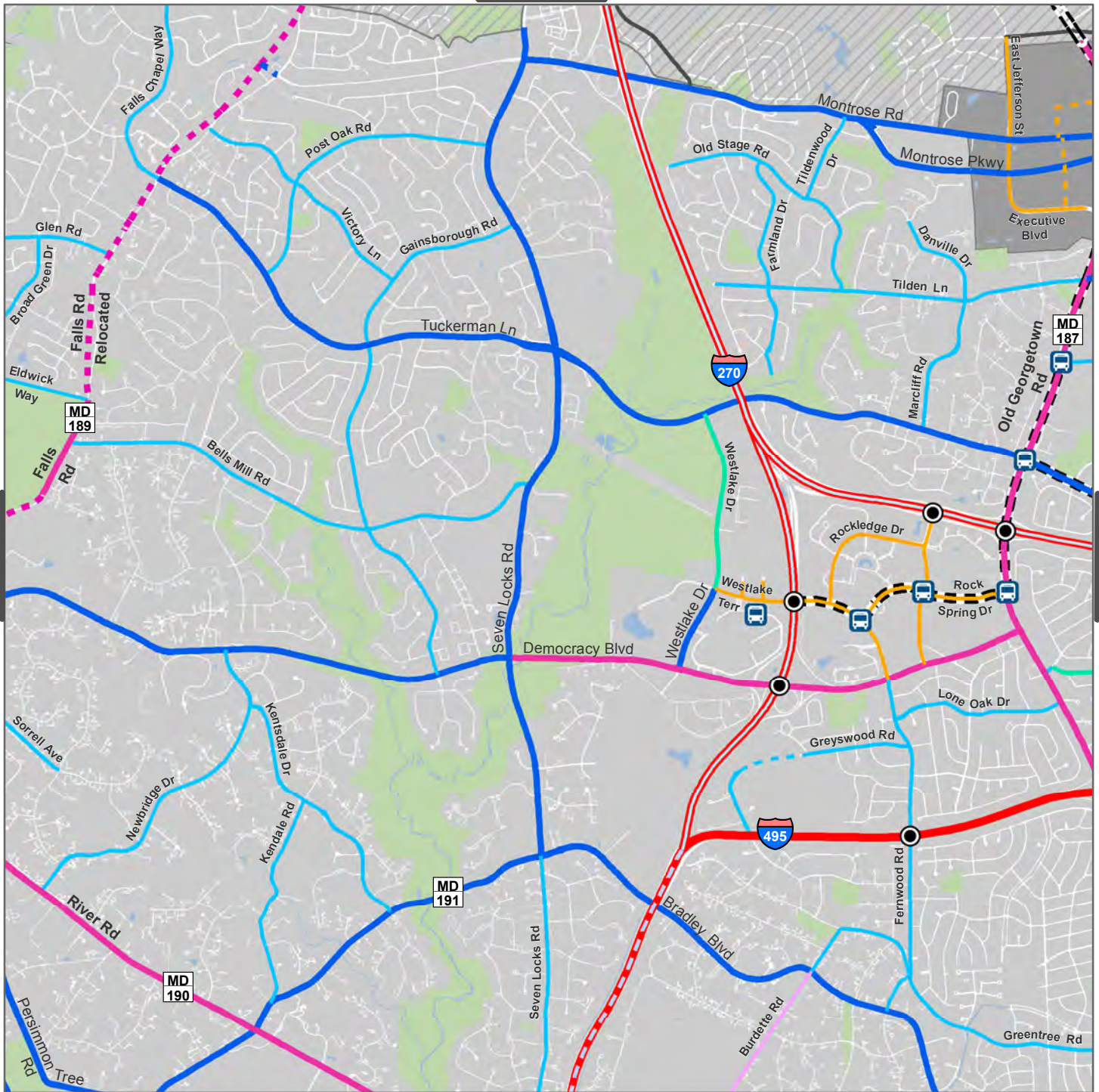




Master Plan of Highways and Transitways Designations

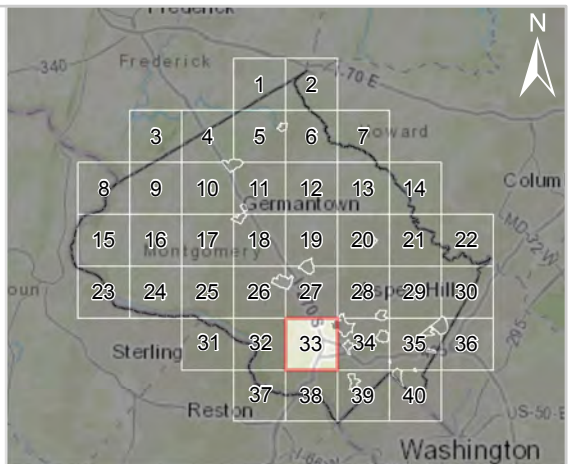
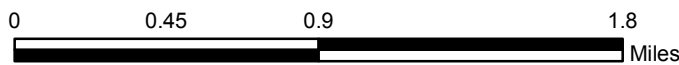
- Major Highway (Planned)
- Major Highway
- Arterial
- Primary Residential
- Country Road
- Rustic Road
- Exceptional Rustic Road

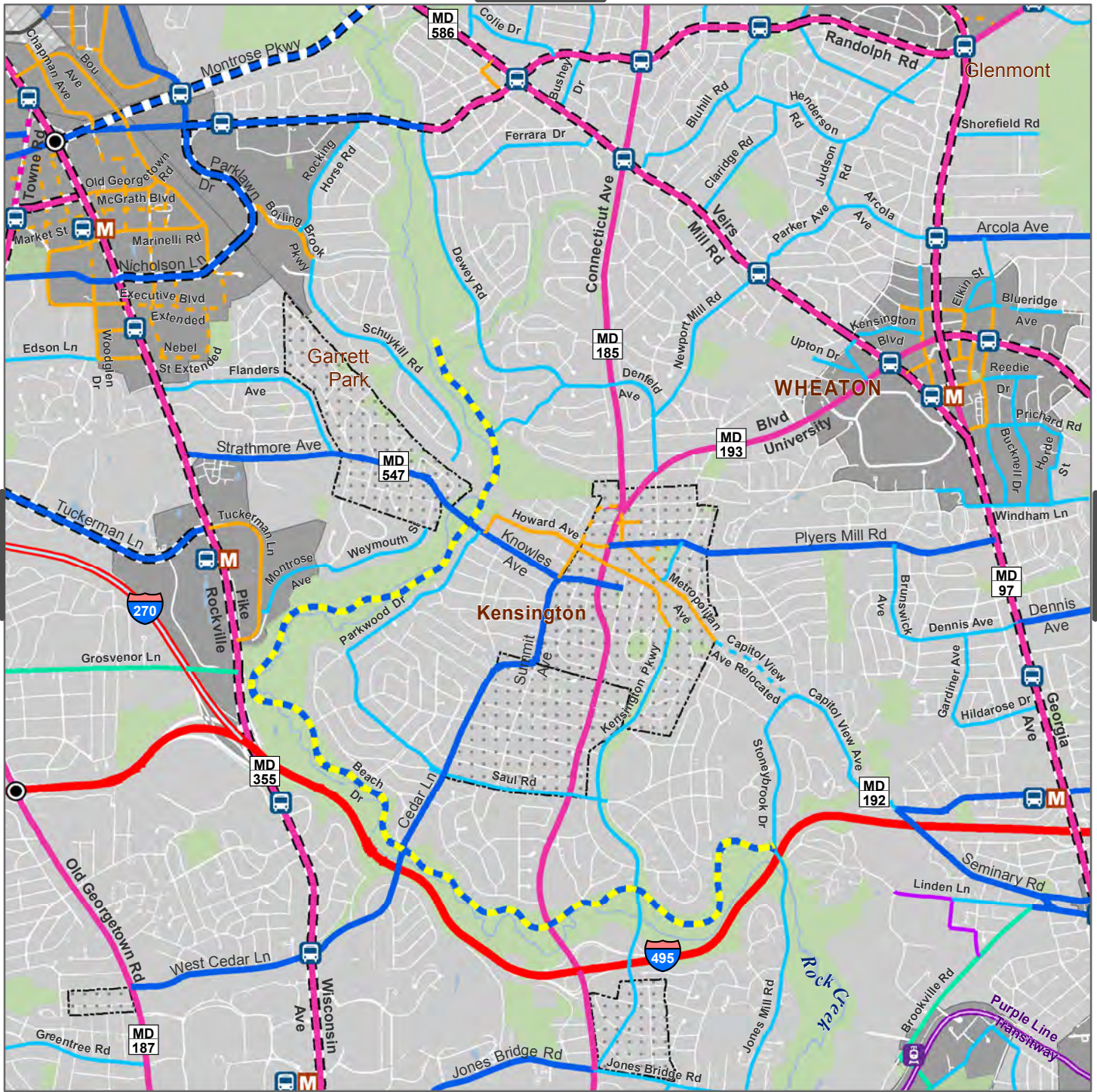




Master Plan of Highways and Transitways Designations

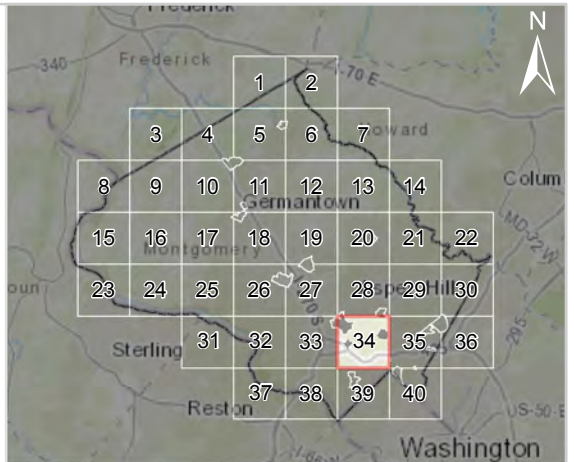
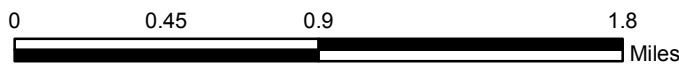
- Planned BRT
- Freeway
- Freeway with HOV Lanes
- Freeway with Planned HOV Lanes
- Major Highway (Planned)
- Major Highway
- Major Highway with Planned BRT
- Arterial (Planned)
- Arterial
- Arterial with Planned BRT
- Minor Arterial
- Primary Residential (Planned)
- Primary Residential
- Principal Secondary
- Business (Planned)
- Business
- Business with Planned BRT
- Major Municipal Roads

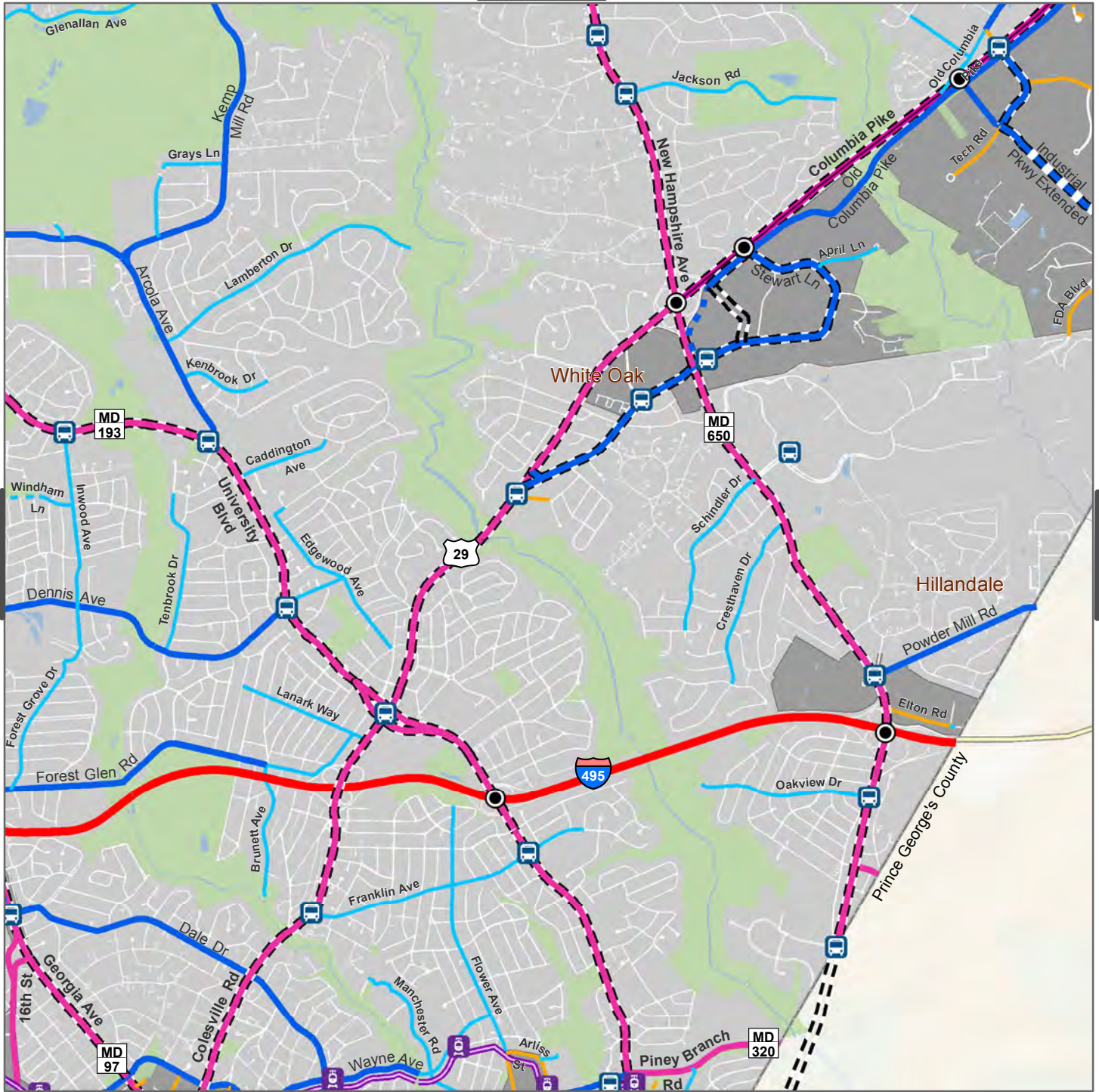




Master Plan of Highways and Transitways Designations

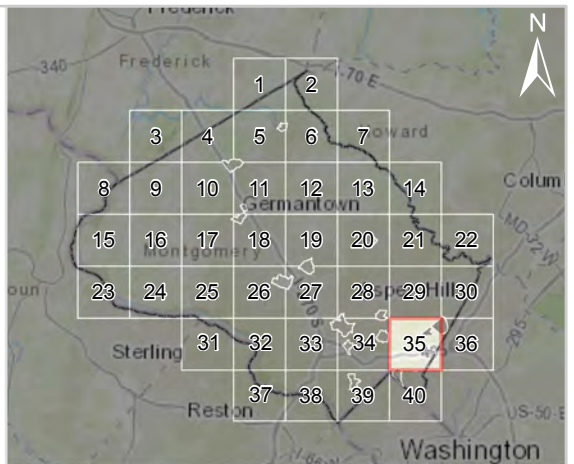
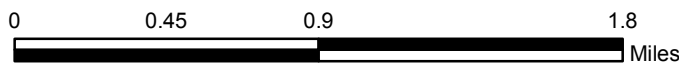
- Planned Light Rail
- Freeway
- Freeway with HOV Lanes
- Major Highway (Planned)
- Major Highway
- Major Highway with Planned BRT
- Major Highway (Planned) with Planned BRT
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Minor Arterial
- Primary Residential (Planned)
- Primary Residential
- Business (Planned)
- Business
- Business with Planned BRT
- Industrial
- Park Road
- Major Municipal Roads





Master Plan of Highways and Transitways Designations

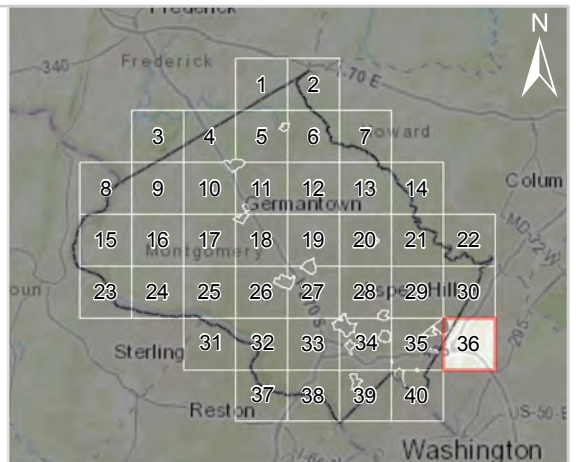
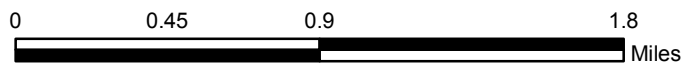
- Planned BRT
- Planned Light Rail
- Freeway
- Controlled Major Highway with Planned BRT
- Major Highway
- Major Highway with Planned BRT
- Major Highway with Planned BRT and Light Rail
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Arterial with Planned Light Rail
- Primary Residential (Planned)
- Primary Residential
- Primary Residential with Planned Light Rail
- Business (Planned)
- Business
- Business with Planned Light Rail





Master Plan of Highways and Transitways Designations

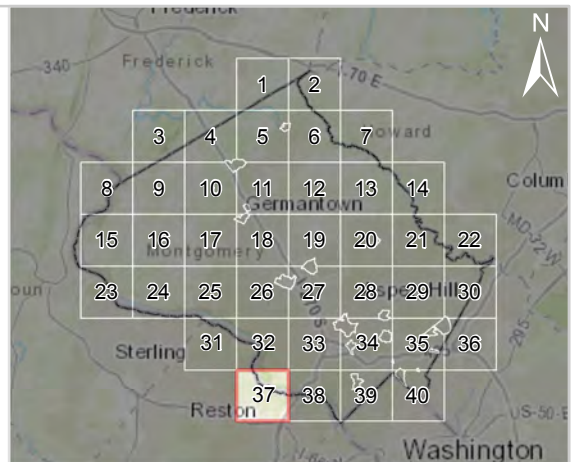
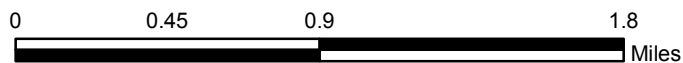
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Business with Planned BRT





Master Plan of Highways and Transitways Designations

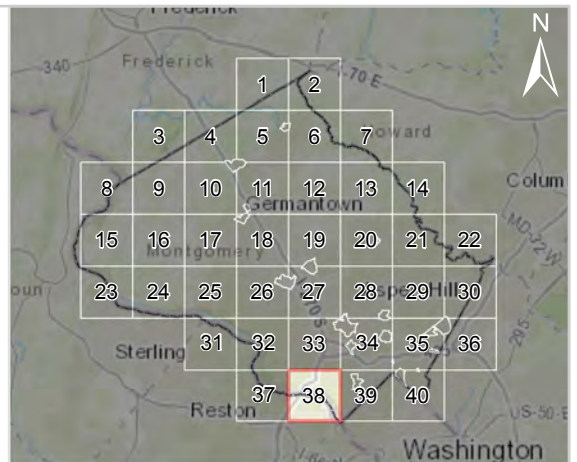
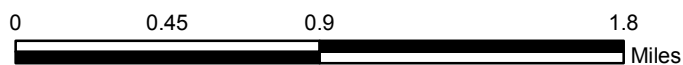
- Parkway
- Primary Residential
- Arterial





Master Plan of Highways and Transitways Designations

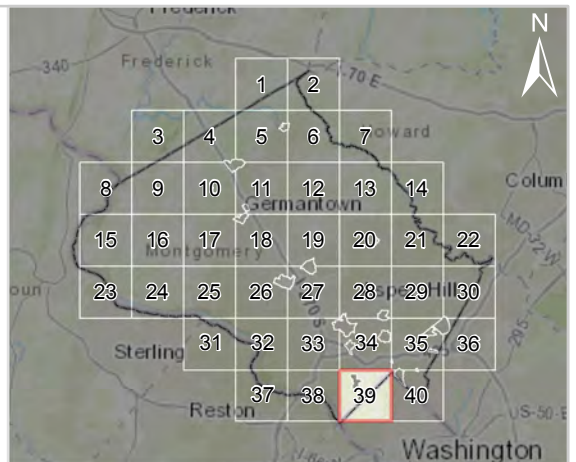
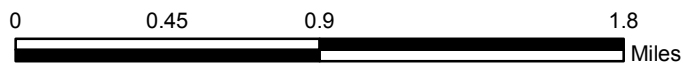
- Freeway
- - - Freeway with Planned HOV Lanes
- Major Highway
- Parkway
- Arterial
- Primary Residential
- Principal Secondary

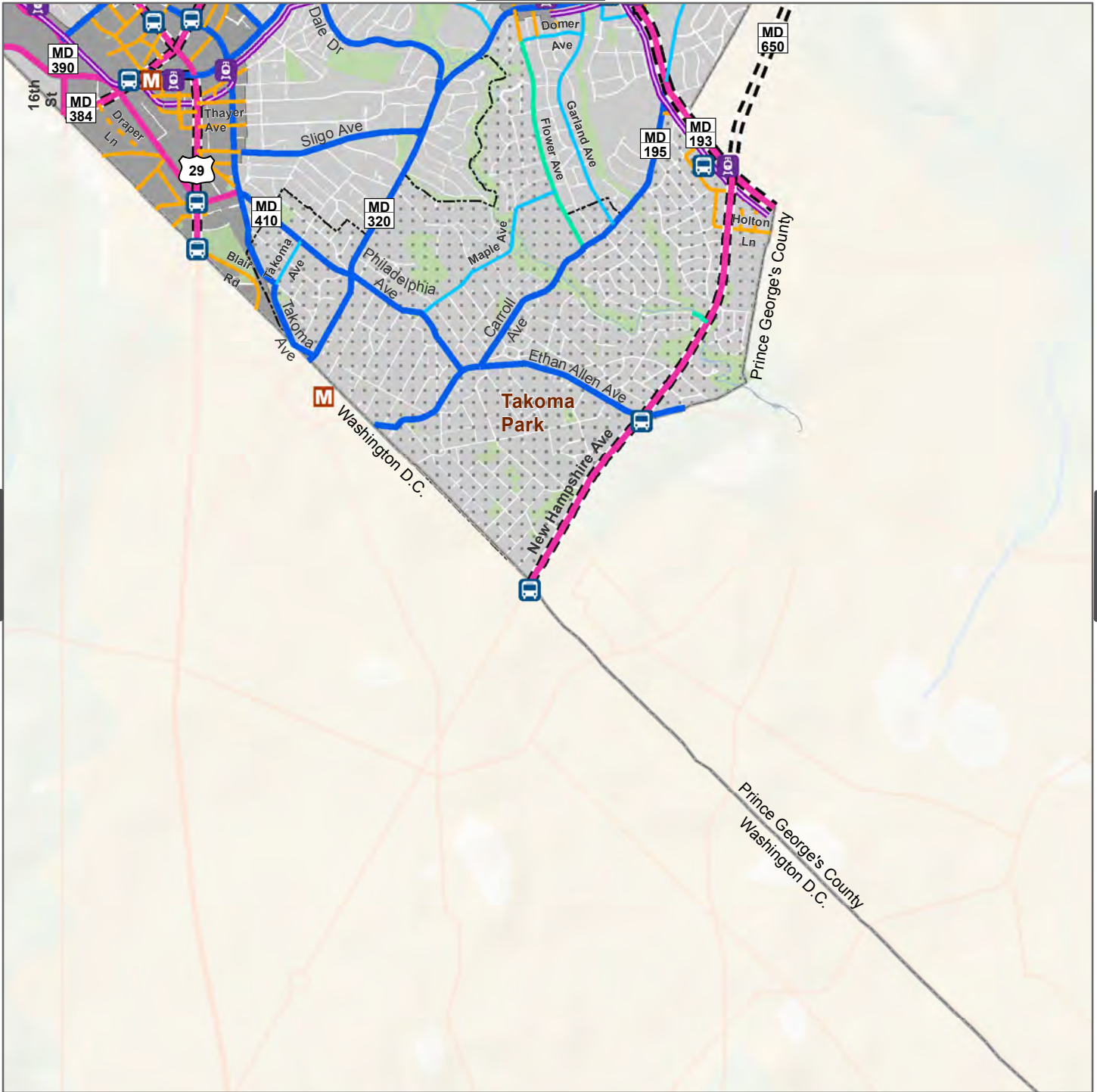




Master Plan of Highways and Transitways Designations

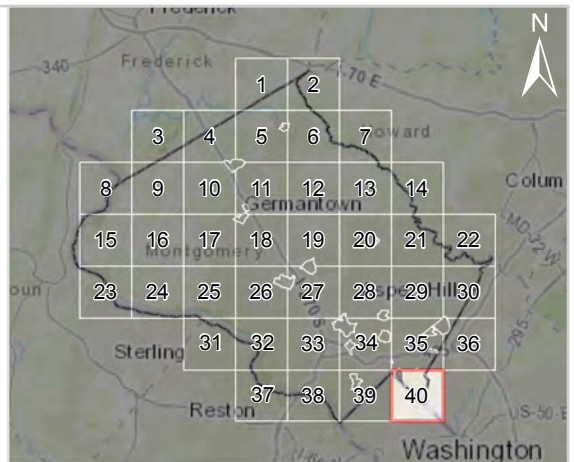
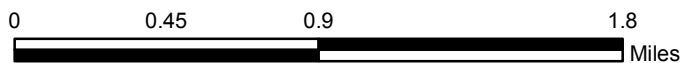
- Planned Light Rail
- Major Highway
- Major Highway with Planned BRT
- Parkway
- Arterial
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business
- Park Road





Master Plan of Highways and Transitways Designations

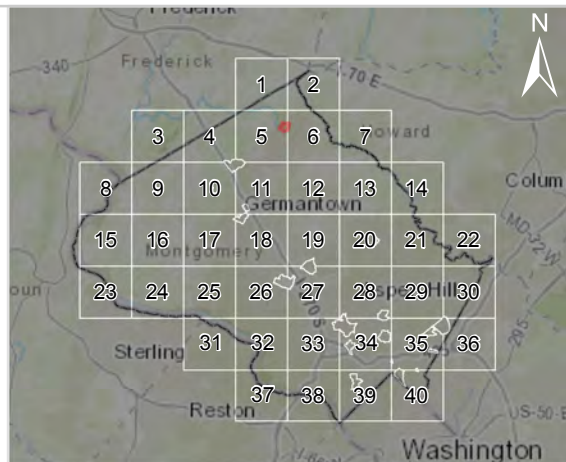
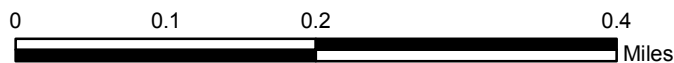
- Planned BRT
- Planned Light Rail
- Major Highway
- Major Highway with Planned BRT
- Major Highway with Planned BRT and Light Rail
- Arterial
- Arterial with Planned BRT
- Arterial with Planned Light Rail
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business
- Business with Planned Light Rail

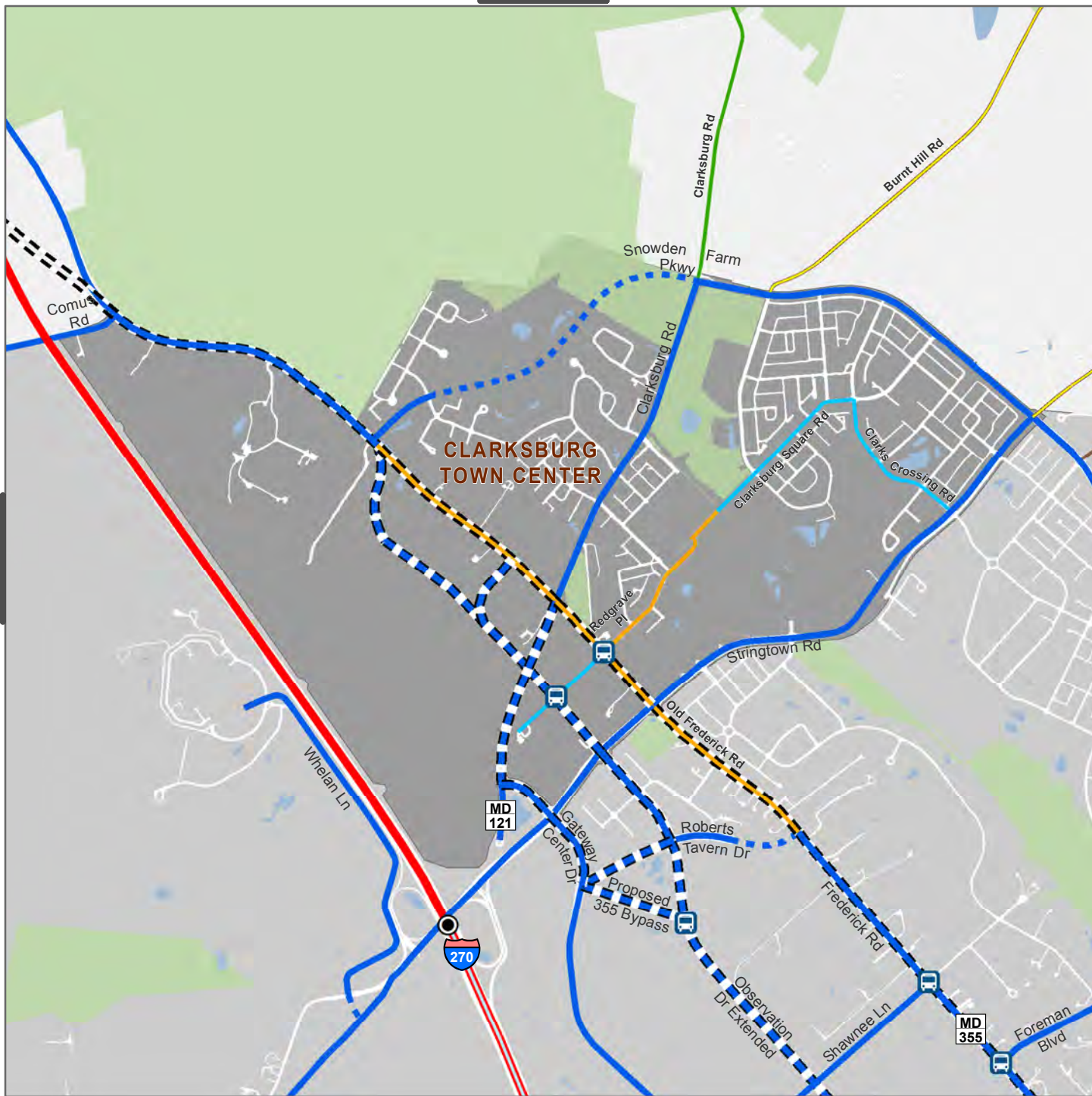




Master Plan of Highways and Transitways Designations

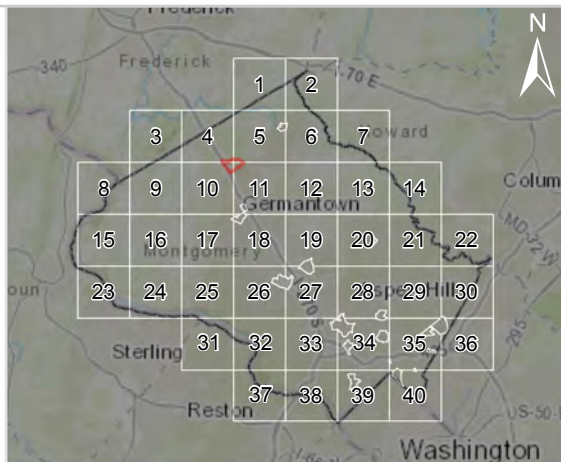
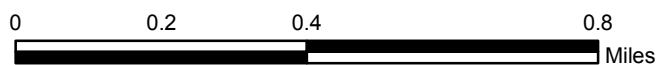
- Arterial
- Business
- - - Business (Planned)
- Country Road

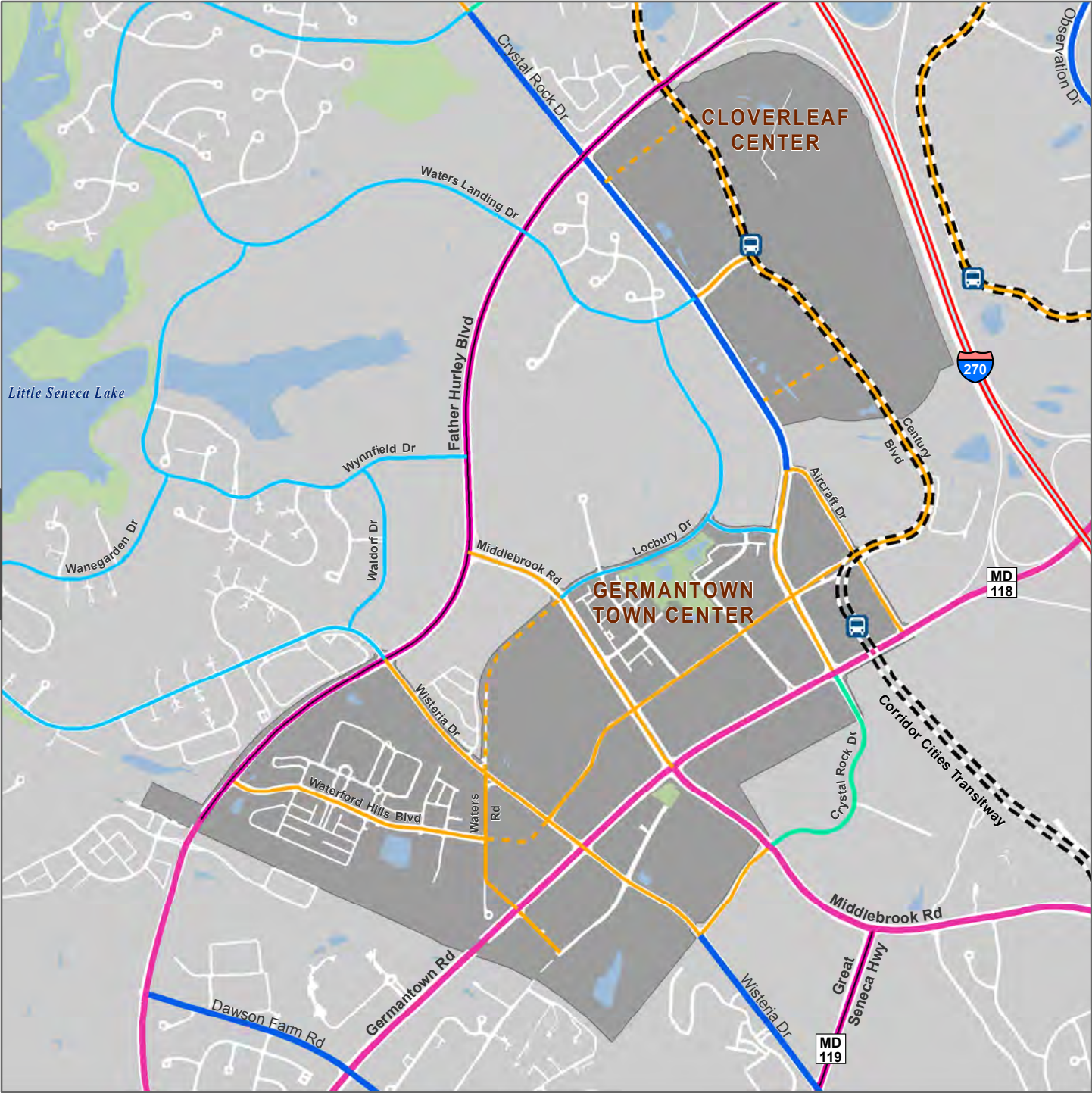




Master Plan of Highways and Transitways Designations

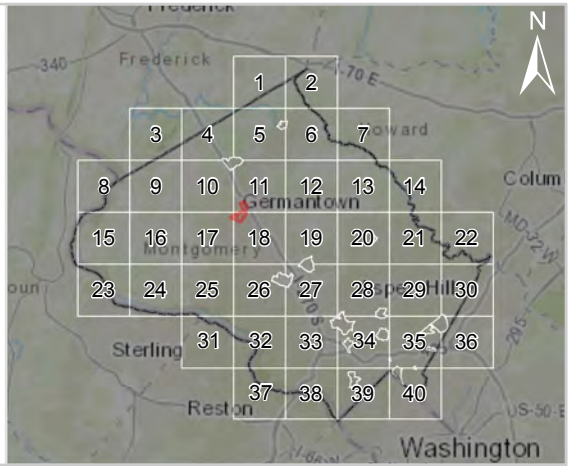
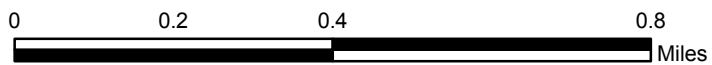
- Planned BRT
- Freeway
- Freeway with HOV Lanes
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business
- Business with Planned BRT
- Country Arterial
- Country Road
- Rustic Road





Master Plan of Highways and Transitways Designations

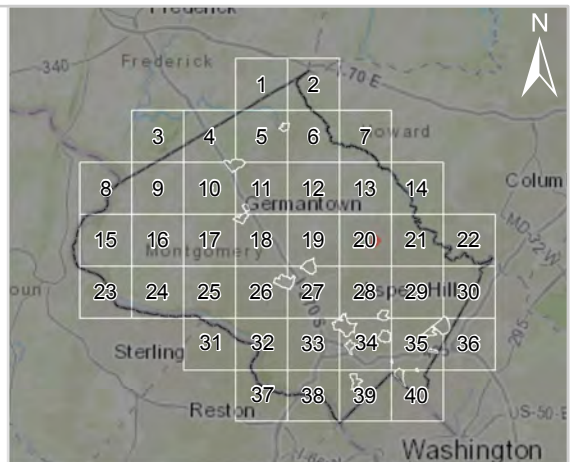
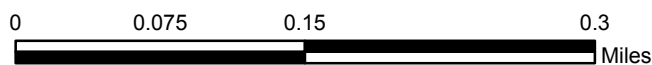
- Planned BRT
- Freeway with HOV Lanes
- Controlled Major Highway
- Major Highway
- Arterial
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business
- Business with Planned BRT

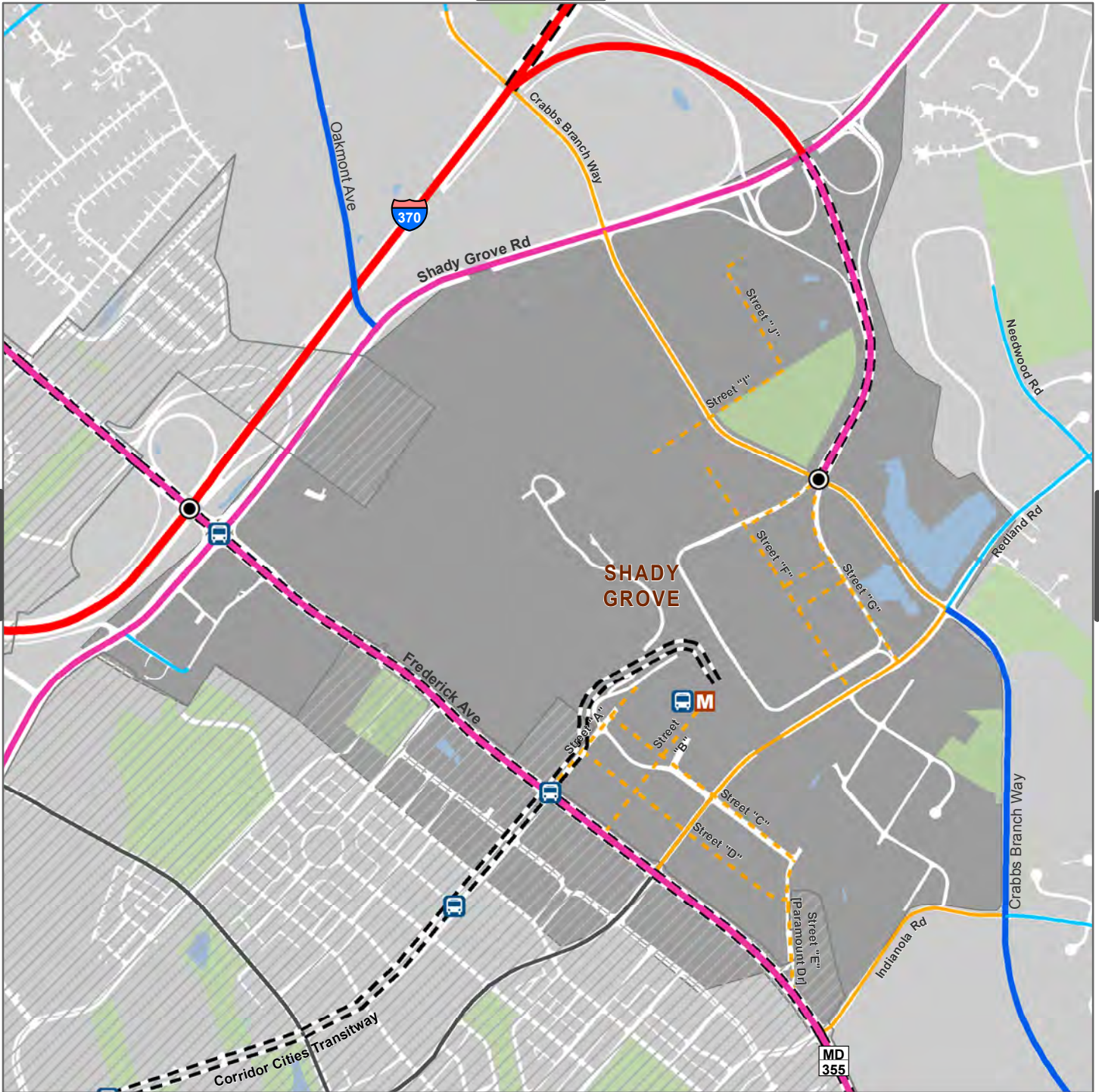




Master Plan of Highways and Transitways Designations

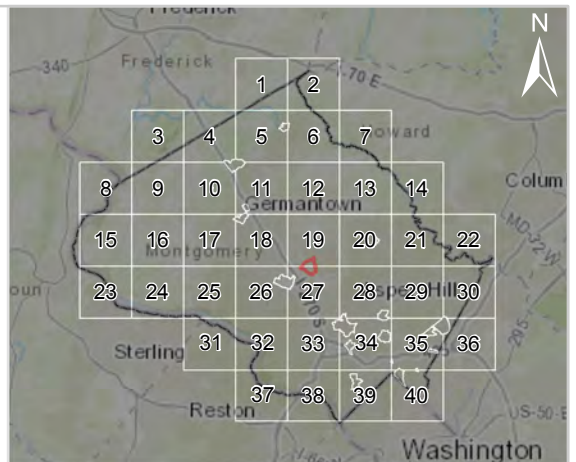
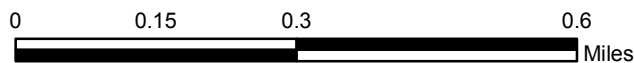
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)
- Business

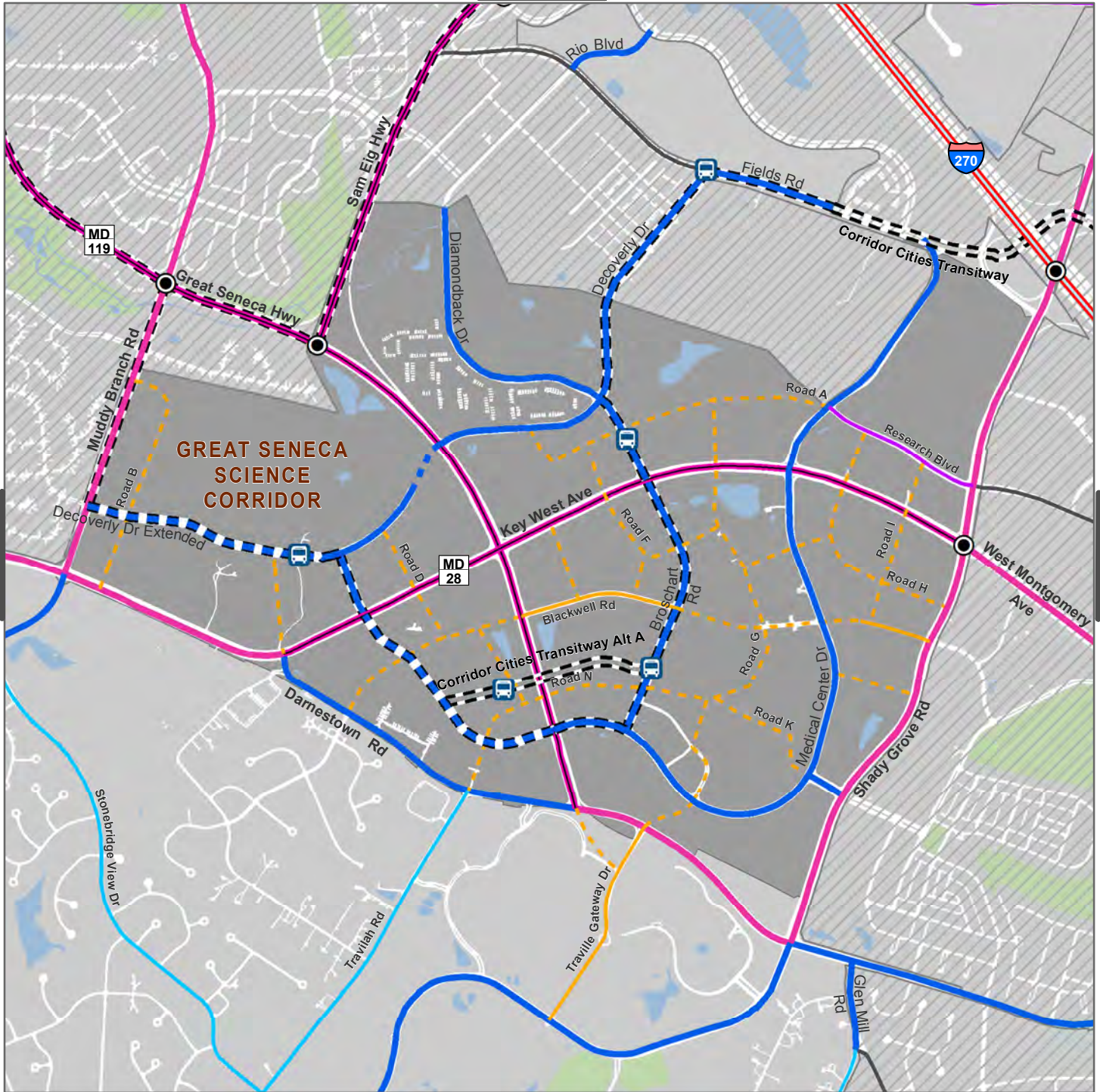




Master Plan of Highways and Transitways Designations

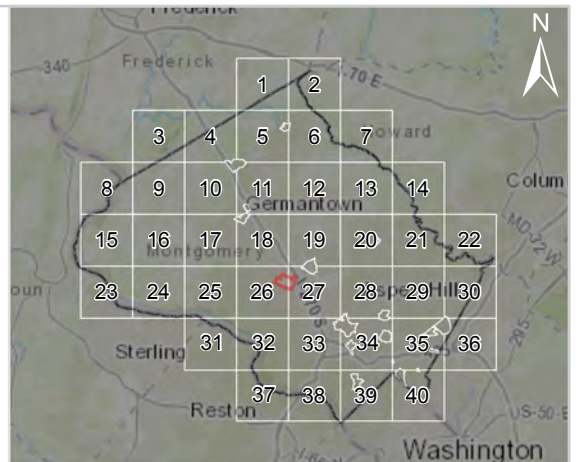
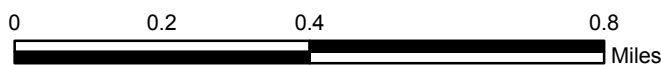
- Planned BRT
- Freeway
- Freeway with Planned BRT
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Primary Residential (Planned)
- Primary Residential
- Business (Planned)
- Business
- Major Municipal Roads





Master Plan of Highways and Transitways Designations

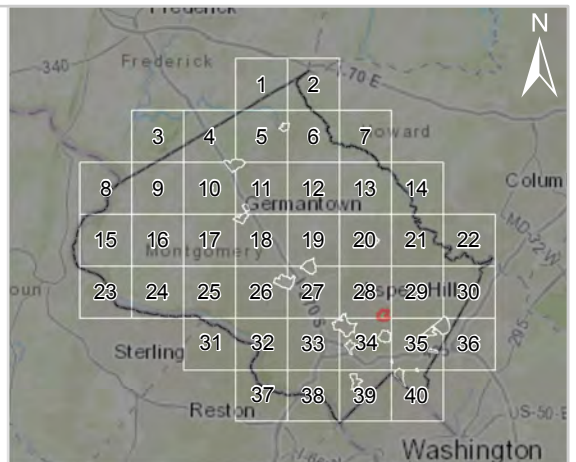
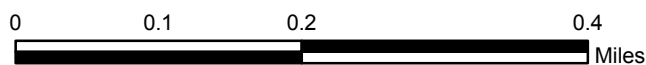
- Planned BRT
- Freeway with HOV Lanes
- Controlled Major Highway
- Controlled Major Highway with Planned BRT
- Major Highway
- Major Highway with Planned BRT
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Industrial
- Major Municipal Roads

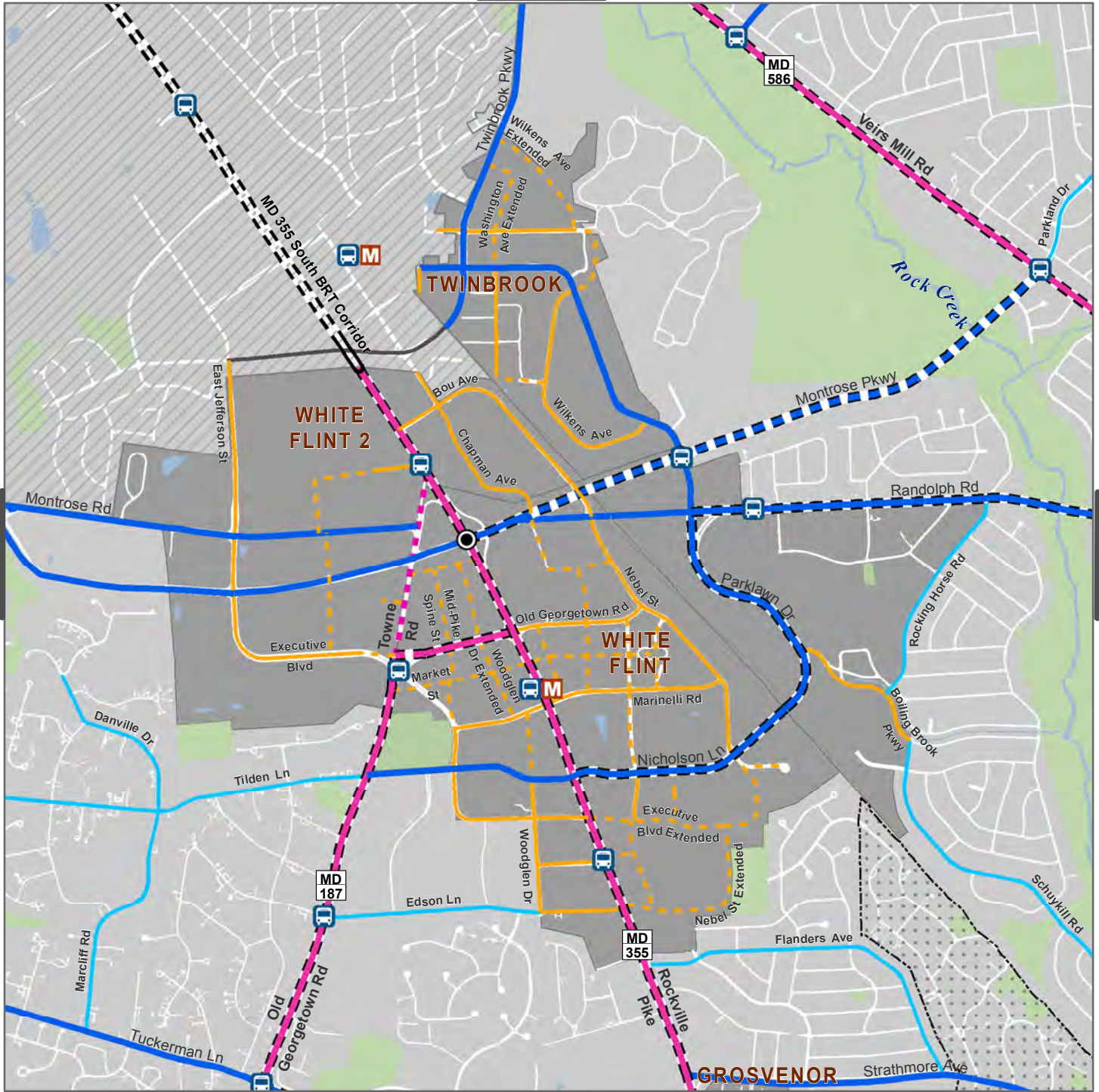




Master Plan of Highways and Transitways Designations

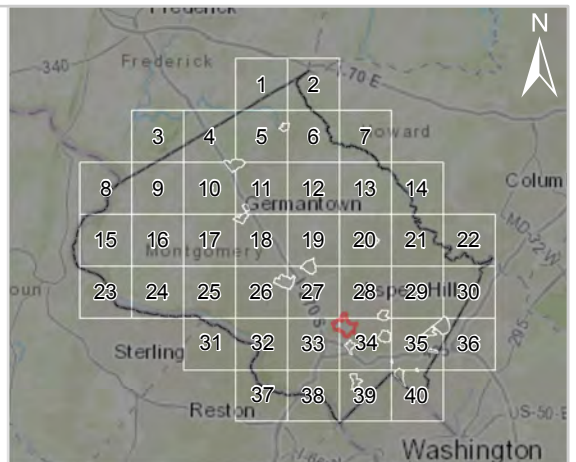
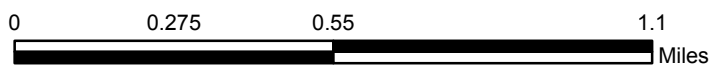
- Major Highway
- - - Major Highway with Planned BRT
- - - Arterial with Planned BRT
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)

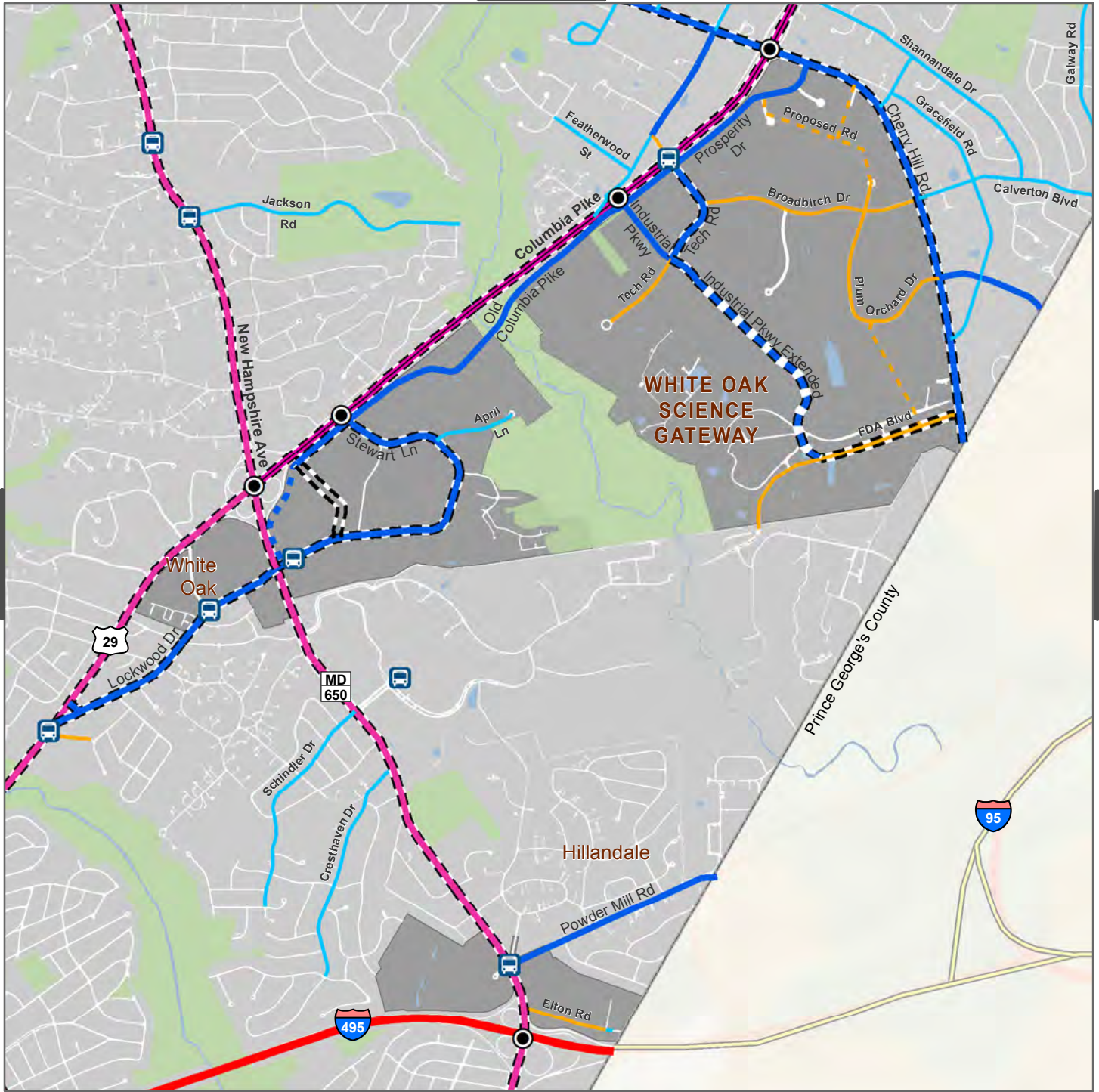




Master Plan of Highways and Transitways Designations

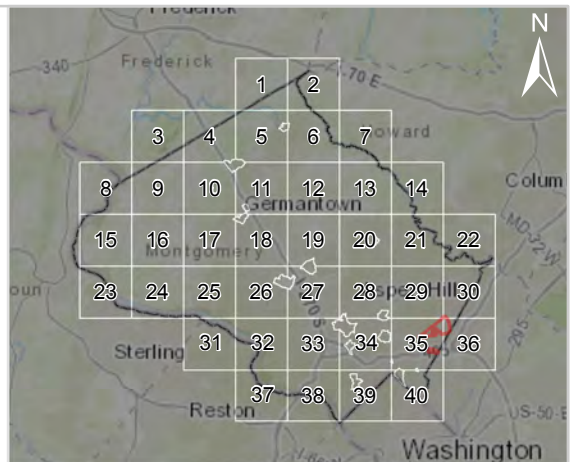
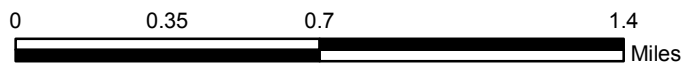
- == Planned BRT
- Major Highway (Planned)
- Major Highway with Planned BRT
- Major Highway (Planned) with Planned BRT
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Major Municipal Roads

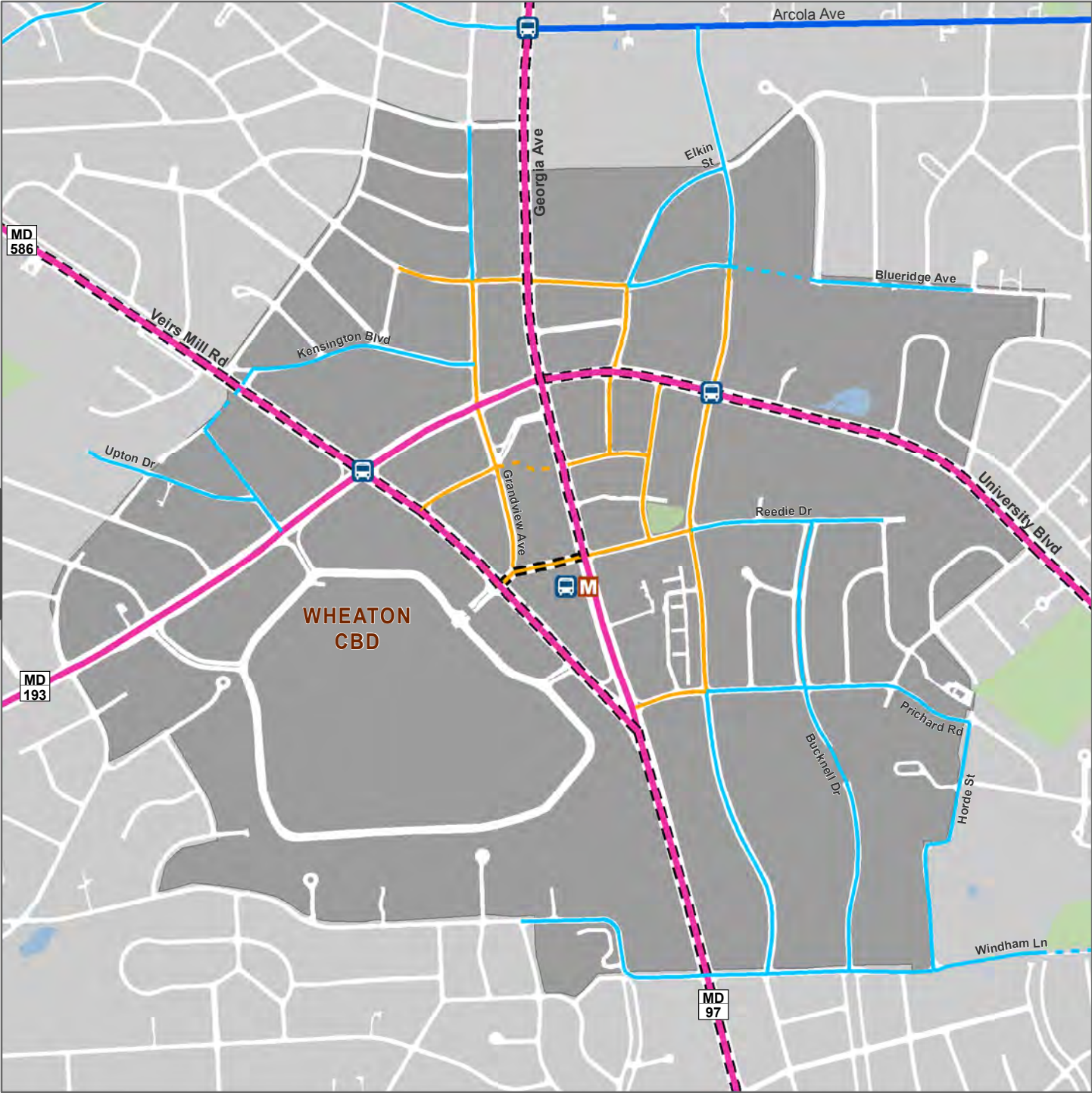




Master Plan of Highways and Transitways Designations

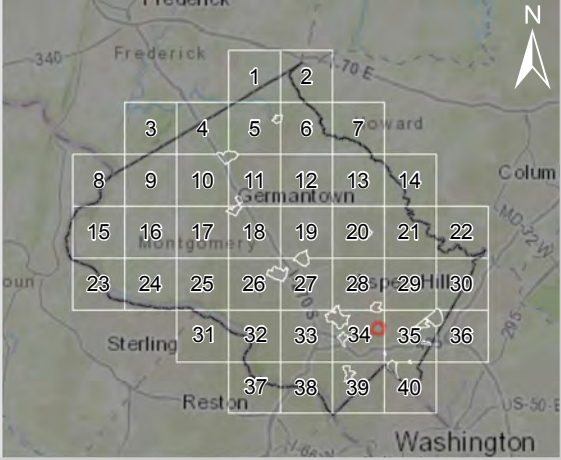
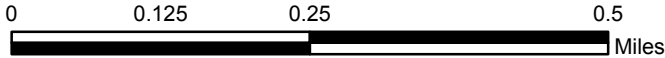
- Planned BRT
- Freeway
- Controlled Major Highway with Planned BRT
- Major Highway with Planned BRT
- Arterial (Planned)
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Business with Planned BRT

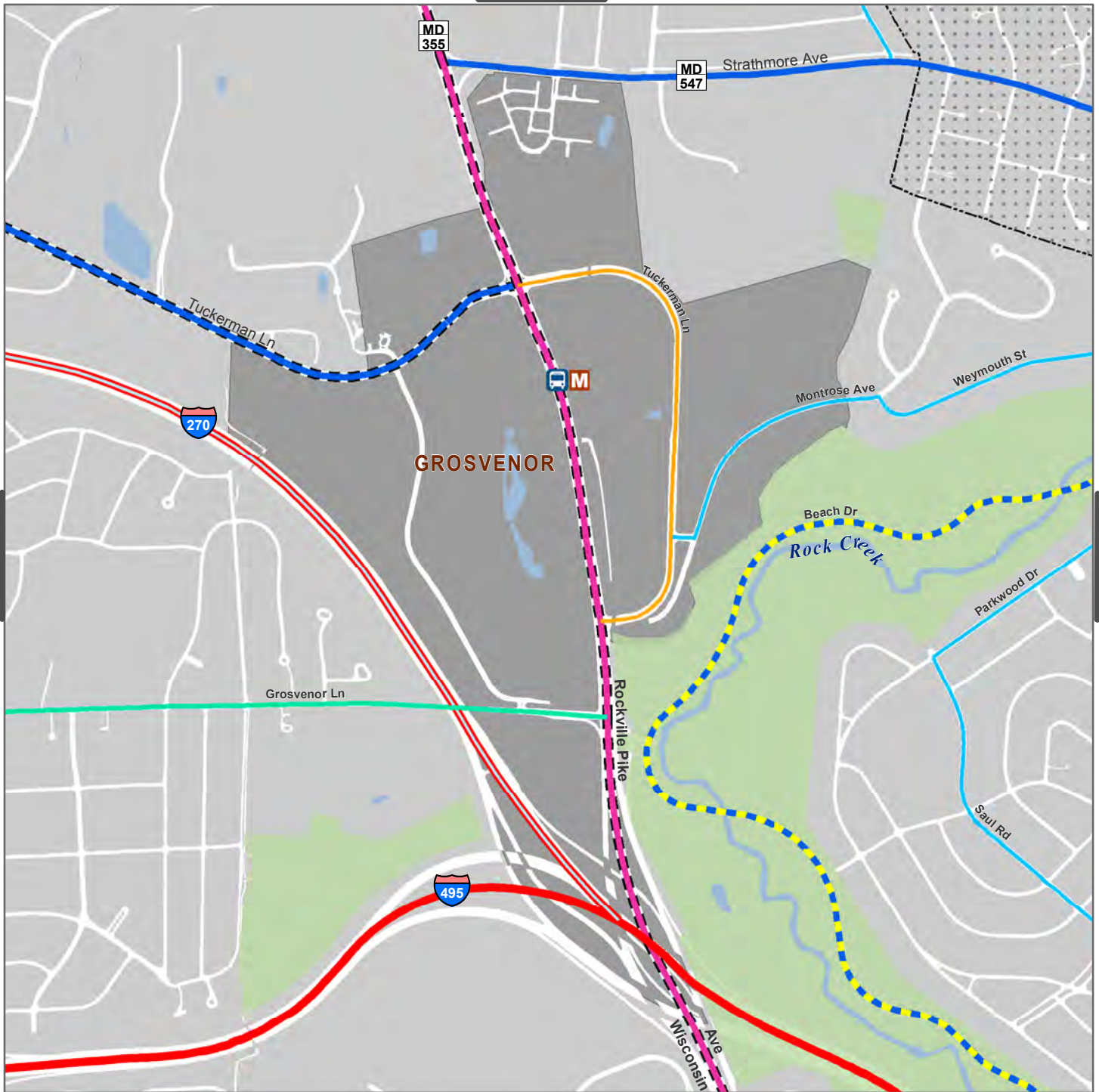




Master Plan of Highways and Transitways Designations

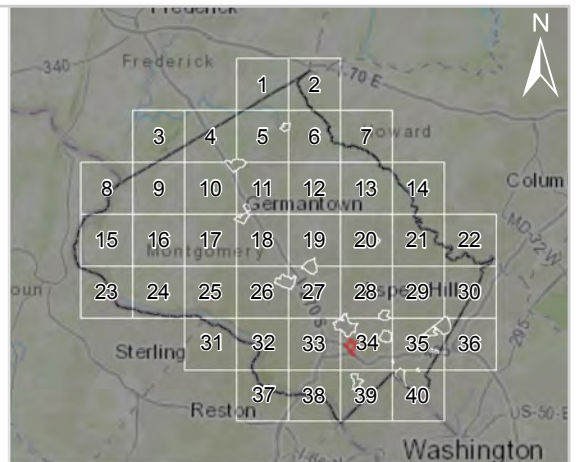
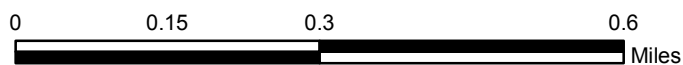
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)
- Business
- - - Business with Planned BRT

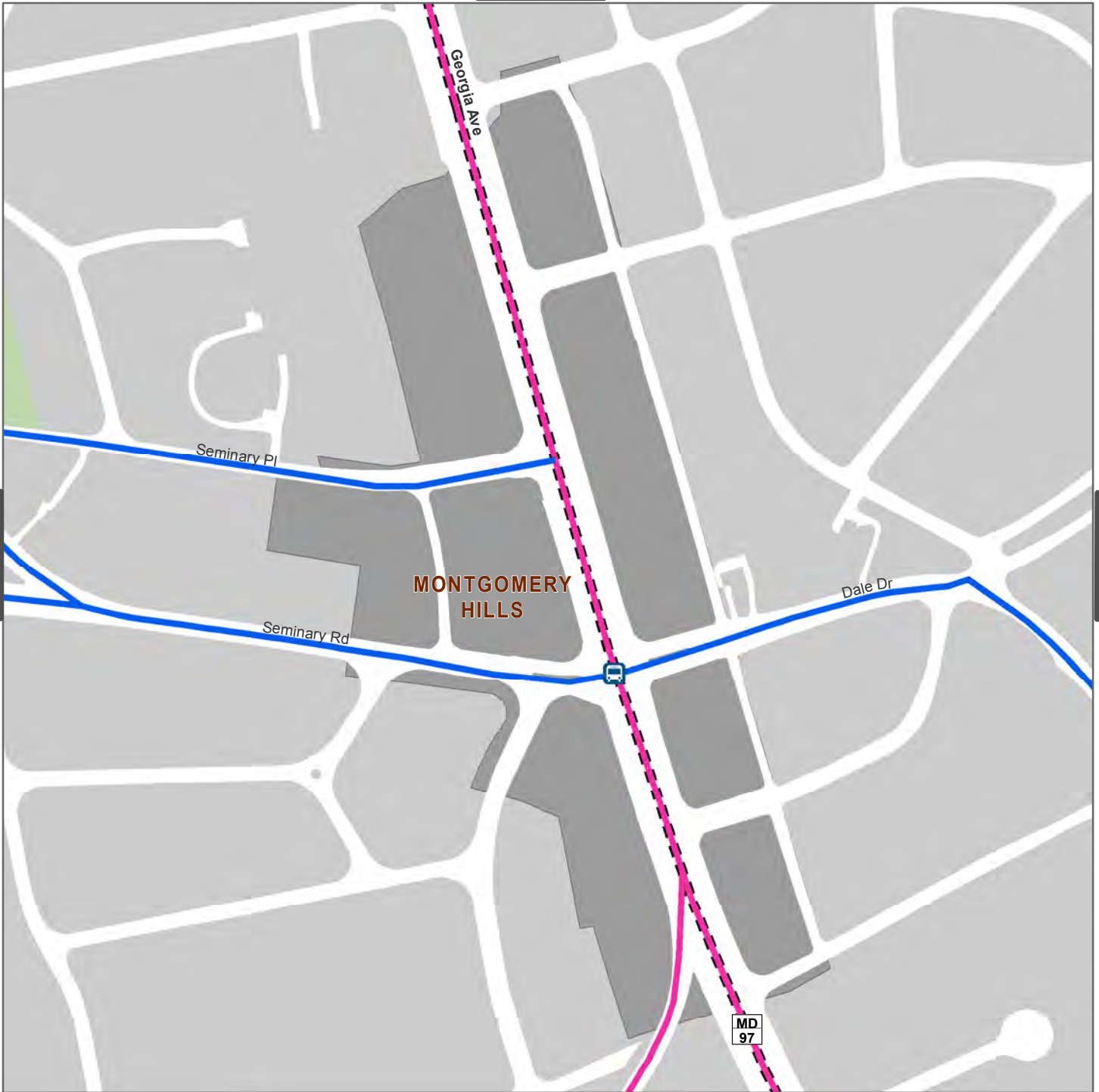




Master Plan of Highways and Transitways Designations

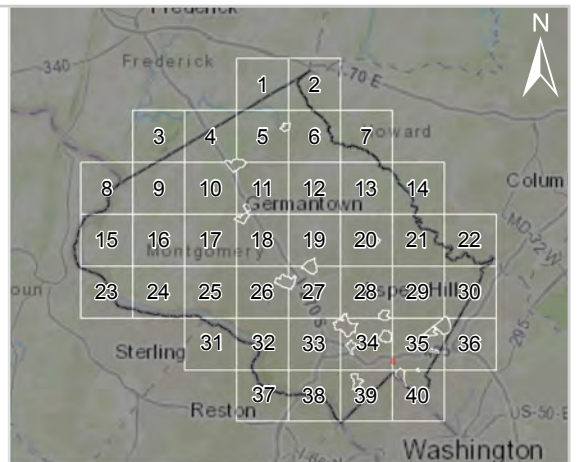
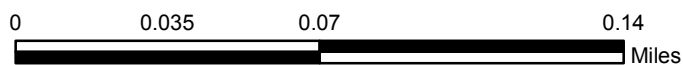
- Freeway
- = Freeway with HOV Lanes
- - - Major Highway with Planned BRT
- Arterial
- - - Arterial with Planned BRT
- Minor Arterial
- Primary Residential
- Business
- - - Park Road





Master Plan of Highways and Transitways Designations

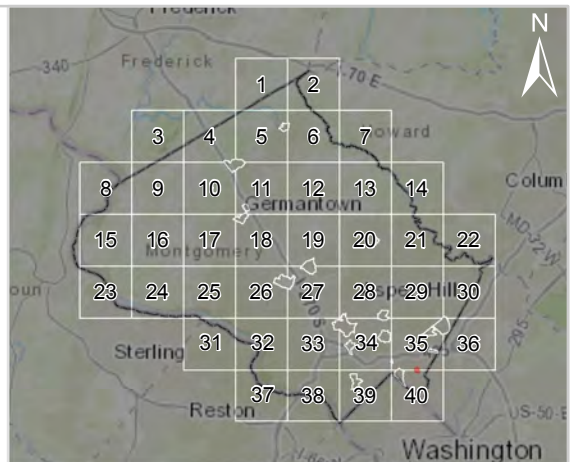
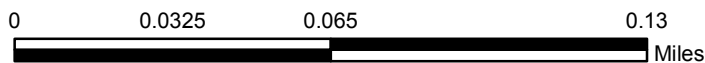
- Major Highway
- Arterial
- - Major Highway with Planned BRT

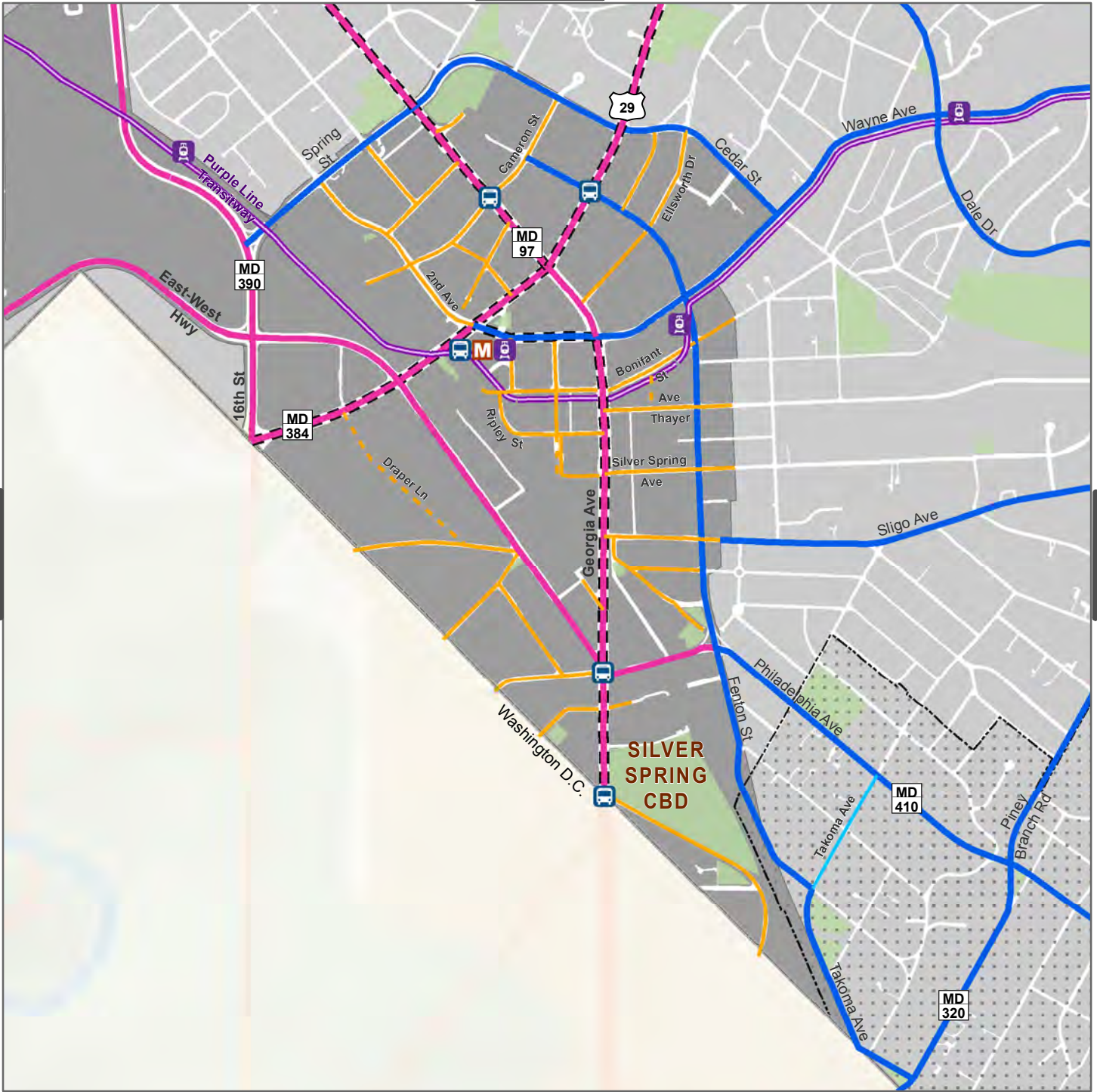




Master Plan of Highways and Transitways Designations

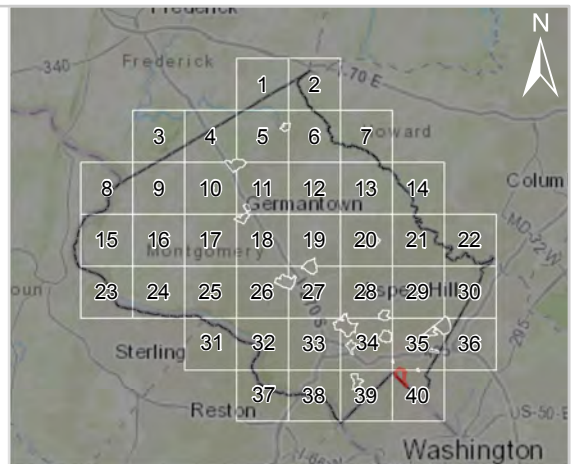
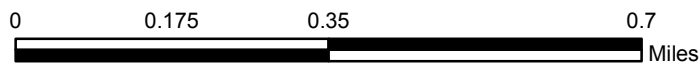
- Planned Light Rail
- Arterial
- Arterial with Planned Light Rail
- Primary Residential
- Business (Planned)
- Business
- Business with Planned Light Rail

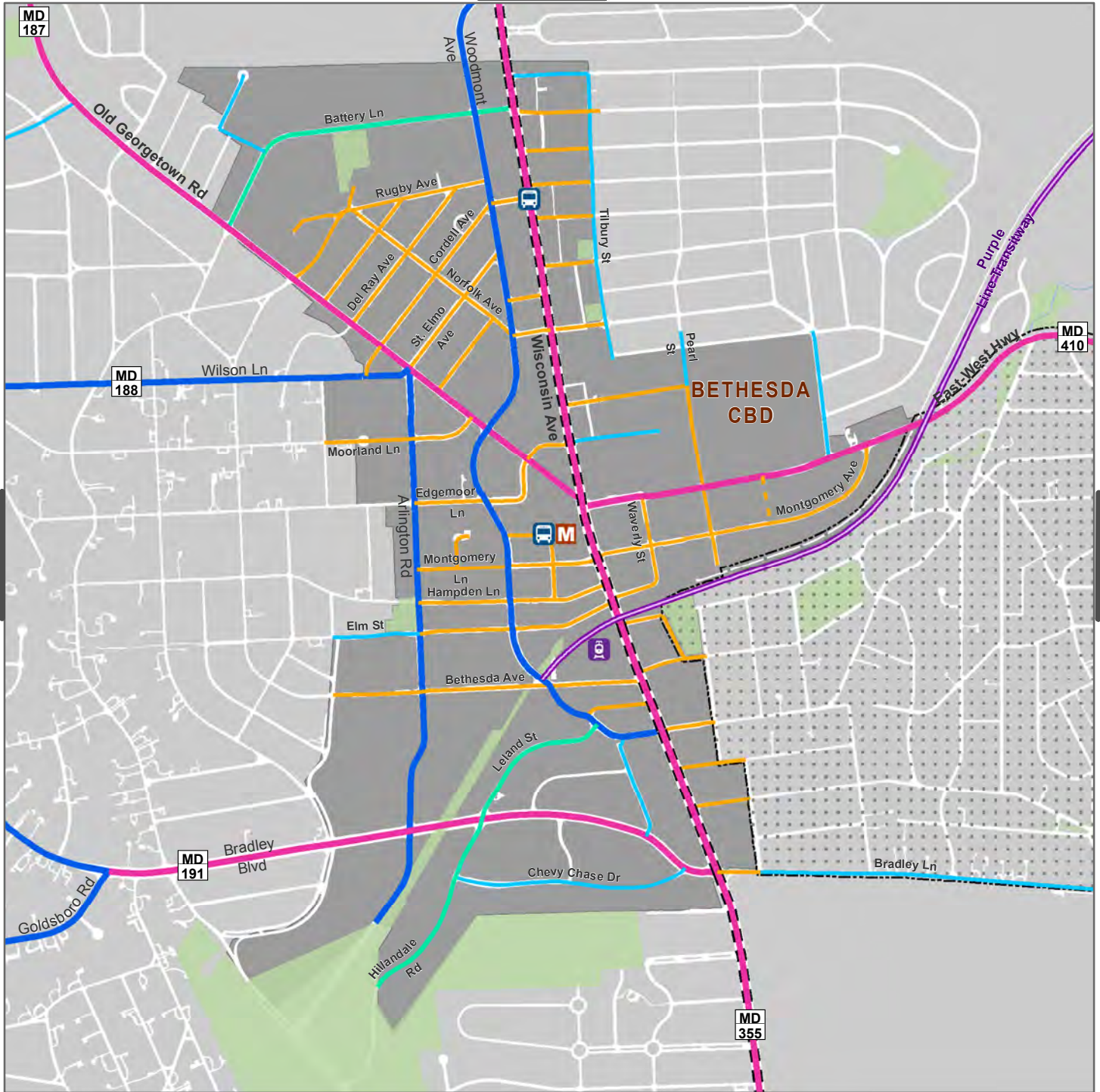




Master Plan of Highways and Transitways Designations

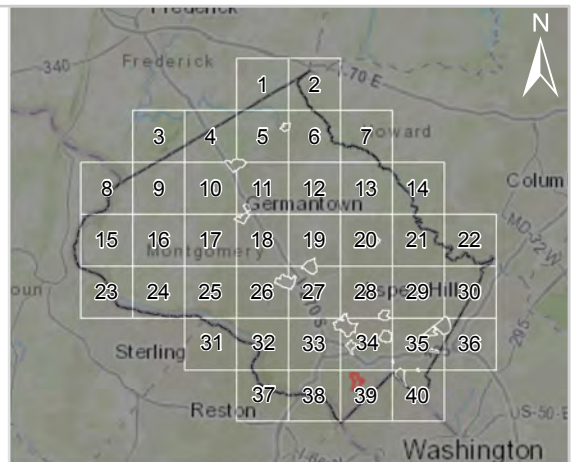
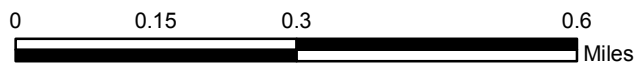
- Planned Light Rail
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Arterial with Planned BRT
- Arterial with Planned Light Rail
- Primary Residential
- Business (Planned)
- Business
- Business with Planned Light Rail

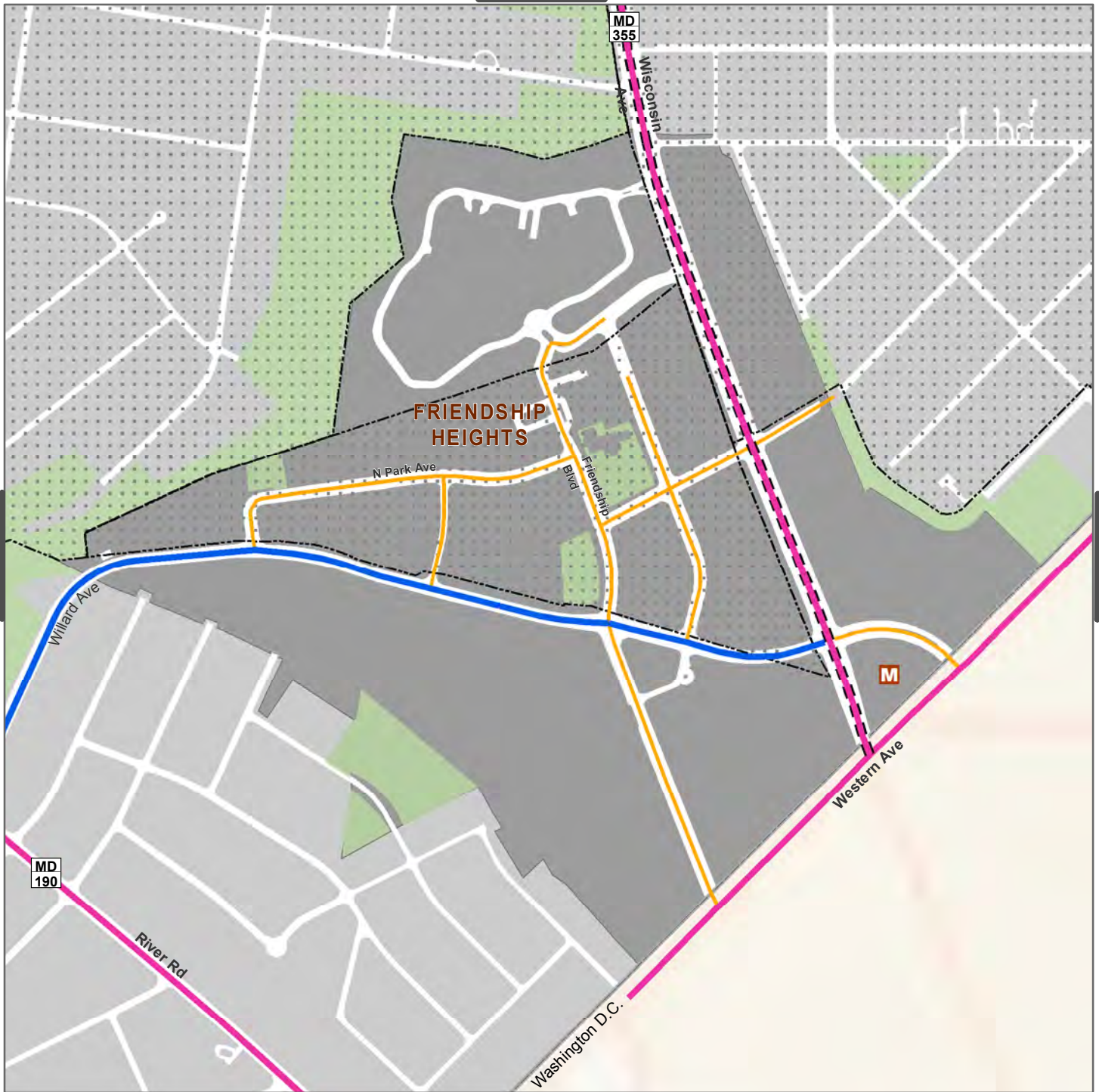




Master Plan of Highways and Transitways Designations

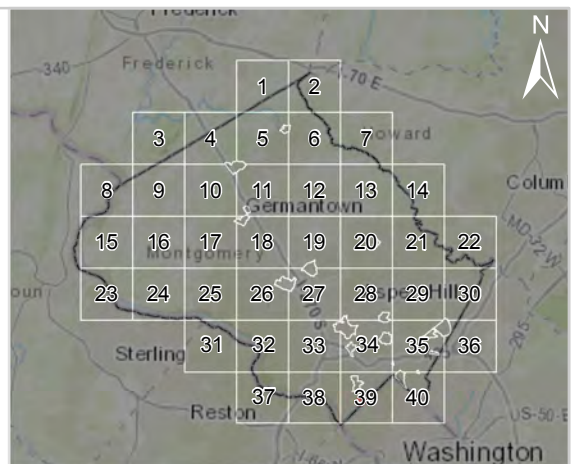
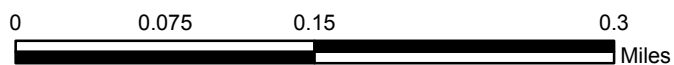
- Planned Light Rail
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business





Master Plan of Highways and Transitways Designations

- Major Highway
- Arterial
- Major Highway with Planned BRT
- Business



Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|-------------------------------|--------------------------------|--------------------------------|----------------------------------|---|----------------|---------------|------------|-------------|
| Blair Mill Rd | Blair Mill Way | Georgia Ave | Business | Silver Spring CBD | 2 | 2 | 60 | Unassigned |
| Blair Rd | Georgia Ave (MD 97) | CSX Railroad | Business | Silver Spring CBD | 2 | 2 | 60 | Unassigned |
| Bloomfield Rd | Olney Mill Dr | Briars Rd | Primary Residential | Olney | 2 | 2 | 70 | P-10 |
| Blueridge Ave | Amherst Ave | Bucknell Dr | Primary Residential (Planned) | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-11 |
| Blueridge Ave | Wheaton Hills Dr | Elkin St | Business | Wheaton CBD Sector Plan | 2 | 2 | 25 | B-15 |
| Blueridge Ave | Elkin St | Amherst Ave | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-11 |
| Blueridge Ave | Bucknell Dr | Naim Farmhouse Ct | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-11 |
| Bluhill Rd | Dalewood Rd | Randolph Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-27 |
| Blunt Rd | Frederick Rd | Middlebrook Rd | Business | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 60 | B-8 |
| Boiling Brook Pkwy | Parklawn Dr | Schuykill Rd | Business | White Flint 2 Sector Plan | 4 | 4 | 80 | B-8 |
| Boland Farm Rd | Frederick Rd | Observation Dr | Arterial | Germantown Employment Area Sector Plan (2009) | 2 | 4 | 80 | A-20 |
| Boland Farm Rd | Observation Dr | Sunnyview Dr | Primary Residential | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 80 | P-27 |
| Bonanza Way | Snouffer School Rd | Beechcraft Ave | Industrial | Gaithersburg Vicinity | 2 | 4 | 80 | I-4 |
| Bonifant Rd | Layhill Rd | New Hampshire Ave | Arterial | Aspen Hill / Cloverly | 2 | 2 | 80 | A-40 |
| Bonifant St | Purple Line | Fenton St | Business with planned light rail | Purple Line Functional Plan | 2 | 2 + 2T | 40-70 | Unassigned |
| Bonifant St | Fenton St | Approx. 488' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 80 | Unassigned |
| Bonifant St | CSX Railroad | Purple Line | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| Bonifant St | Purple Line | Fenton St | Business | Silver Spring CBD | 2 | 2 | 40 | Unassigned |
| Bordly Dr | Georgia Ave | Brighton Dam Rd | Primary Residential | Olney | 2 | 2 | 70 | P-23 |
| Boswell Ln | Piney Meetinghouse Rd | Maplecrest Ln | Rustic Road | Potomac | 2 | 2 | 70 | R-1 |
| Boswell Ln | Maplecrest Dr | Glen Mill Rd | Rustic Road | Rustic Roads / Potomac | 2 | 2 | 70 | R-1 |
| Bou Ave | Chapman Ave | Nebel St | Business | White Flint 2 Sector Plan | 4 | 4 | 80 | B-5 |
| Bowie Mill Rd | Muncaster Mill Rd | North Branch of Rock Creek | Arterial | Upper Rock Creek | 2 | 2 | 80 | A-42 |
| Bowie Mill Rd | Cashell Rd | Olney-Laytonsville Rd | Primary Residential | Olney | 2 | 2 | 80 | P-2 |
| Bowie Mill Rd | North Branch of Rock Creek | Cashell Rd | Arterial | Olney | 2 | 2 | 80 | A-42 |
| Bowman Mill Rd | Walter Johnson Rd | Germantown Rd | Business | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 60 | B-16 |
| Boylston St | Marinelli Rd | Old Georgetown | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-4 |
| Bradley Blvd (MD 191) | 565' west of Arlington Rd | Wisconsin Ave | Major Highway | Bethesda Downtown Plan | 4 | 4 | 120 | M-3 |
| Bradley Blvd (MD 191) | Goldsboro Rd | Capital Beltway (I-495) | Arterial | Bethesda-Chevy Chase | 2-4 | 2-4 | 100 | A-39 |
| Bradley Blvd (MD 191) | Capital Beltway (I-495) | Persimmon Tree Rd | Arterial | Potomac | 2 | 2 | 100 | A-39 |
| Bradley Blvd (MD 191) | 565' west of Arlington Rd | Goldsboro Rd | Major Highway | Bethesda-Chevy Chase | 6 | 6 | 120 | M-3 |
| Bradley Ln | West Ave | Connecticut Ave (MD 185) | Primary Residential | Bethesda-Chevy Chase | 2 | 2 | 70 | P-4 |
| Bradley Ln | Wisconsin Ave (MD 355) | West Ave | Business | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Brahms Ave | Fairland Rd | Schubert Dr | Primary Residential | Fairland | 2 | 2 | 70 | P-33 |
| Brandermill Dr | Scenery Dr | Germantown Rd Relocated | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Briardale Rd | 1600' n of Shady Grove Rd | Shady Grove Rd | Primary Residential | Shady Grove | 2 | 2 | 70 | P-12 |
| Briars Rd | Bowie Mill Rd | Heritage Hills Dr | Primary Residential | Olney | 2 | 2 | 70 | P-6 |
| Briars Rd | Bowie Mill Rd | Heritage Hills Dr | Primary Residential | Olney | 2 | 2 | 70 | P-6 |
| Brickyard Rd | Falls Rd | MacArthur Blvd | Primary Residential | Potomac | 2 | 2 | 70 | P-23 |
| Briggs Chaney Rd | New Hampshire Ave | Paint Branch | Arterial | Cloverly | 2 | 2 | 80 | A-51 |
| Briggs Chaney Rd | Columbia Pike | Gateshead Manor Way | Arterial with planned BRT | Fairland | 4D | 4D + OT | 120 | A-86 |
| Briggs Chaney Rd | ICC | Prince George's County Line | Arterial | Fairland | 2 | 4 | 80 | A-86 |
| Briggs Chaney Rd | Old Columbia Pike | Columbia Pike | Arterial | Fairland | 4D | 4 | 80 | A-86 |
| Briggs Chaney Rd | Paint Branch | Old Columbia Pike | Arterial | Fairland | 2 | 2 | 80 | A-86 |
| Briggs Chaney Rd | Gateshead Manor Way | ICC | Arterial | Fairland | 4D | 4D | 120 | A-86 |
| Briggs Rd | Layhill Rd | Middlevale Dr | Primary Residential | Glenmont | 2 | 2 | 70 | P-22 |
| Briggs Rd | Lutes Dr | Layhill Rd | Primary Residential | Glenmont | 2 | 2 | 80 | P-22 |
| Brighton Dam Rd | Bordly Dr | New Hampshire Ave | Country Road | Olney | 2 | 2 | 70 | CR-1 |
| Brighton Dam Rd | New Hampshire Ave | Howard County Line | Arterial | Olney | 2 | 2 | 80 | A-15 |
| Brighton Dam Rd | Town of Brookeville | Bordly Dr | Rustic Road | Olney | 2 | 2 | 70 | R-62 |
| Brimstone Academy Dr | Prince Philip Dr | Old Baltimore Rd | Primary Residential | Olney | 2 | 2 | 70 | P-1 |
| Brink Rd | Frederick Rd | Midcounty Hwy | Arterial | Clarksburg | 2D | 4D | 100 | A-36 |
| Brink Rd | Frederick Rd | Midcounty Hwy | Arterial | Clarksburg | 2 | 4D | 100 | A-36 |
| Brink Rd | Midcounty Hwy | Wightman Rd | Arterial | Agriculture and Open Space | 2 | 2 | 80 | A-36 |
| Brink Rd | Goshen Rd | Town of Laytonsville | Arterial | Agriculture and Open Space | 2 | 2 | 80 | A-14 |
| Broad Green Dr | Eldwick Way | Glen Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-12 |
| Road A | Omega Dr | Decoverly Dr Extended | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-2 |
| Broadbirch Dr | Cherry Hill Rd | Tech Rd | Business | White Oak Science Gateway | 2 | 4 | 100 | B-9 |
| Broadway Ave | Clarksburg Rd (MD 121) | Little Seneca Pkwy | Arterial | Clarksburg | 2D | 2D | 120 | A-304 |
| Broadway Ave | Little Seneca Pkwy | West Old Baltimore Rd | Arterial | Clarksburg | 2D | 2D | 120 | A-304 |
| Brooke Rd | New Hampshire Ave | Olney-Sandy Spring Rd | Primary Residential | Sandy Spring-Ashton | 2 | 2 | 70 | P-2 |
| Brooke Rd | Olney-Sandy Spring Rd (MD 108) | 200' north of Station Dr | Primary Residential | Sandy Spring Rural Village Plan | 2 | 2 | 70 | P-2 |
| Brooke Rd | New Hampshire Ave | Olney-Sandy Spring Rd | Primary Residential | Sandy Spring-Ashton | 2 | 2 | 70 | P-2 |
| Brookeville Bypass (Proposed) | Georgia Ave S of Brookeville | Georgia Ave N of Brookeville | Major Highway (Planned) | Olney | N/A | 2 | 80 | M-8 |
| Brookeville Rd | Olney-Laytonsville Rd | Georgia Ave | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-39 |
| Brookville Rd | Lyttonsville Pl | Linden Ln | Minor Arterial | Greater Lyttonsville Sector Plan | 2 | 2 | 80 | MA-3 |
| Brookville Rd (MD 186) | Western Ave (D.C. Line) | East-West Hwy (MD 410) | Primary Residential | Bethesda-Chevy Chase | 2 | 2 | 70 | P-5 |
| Broschart Rd | Key West Ave | Medical Center Dr | Arterial with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | A-261b |
| Brunett Ave | Sligo Creek Pkwy | Forest Glen Rd | Primary Residential | Four Corners | 2 | 2 | 70 | P-6 |
| Brunswick Ave | Plyers Mill Rd | Dennis Ave | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-39 |
| Bryants Nursery Rd | New Hampshire Ave | Norwood Rd | Rustic Road | Cloverly | 2 | 2 | 70 | Unassigned |
| Bucklodge Rd | Darnestown Rd | Barnesville Rd | Country Road | Rustic Roads | 2 | 2 | 70 | CR-5 |
| Bucknell Dr | Windham Ln | Prichard Rd | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-10 |
| Bucknell Dr | Prichard Rd | Reedie Dr | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 84 | P-10 |
| Budd Rd | Hughes Rd | Poolesville Town Line | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-2 |
| Buehler Rd | Prince Phillip Dr | Buehler Road (Planned) | Primary Residential | Olney | 2 | 2 | 70 | P-24 |
| Buehler Rd | Spartan Rd | Prince Phillip Dr | Primary Residential | Olney | 2 | 2 | 70 | P-24 |
| Buehler Rd | Buehler Rd (Planned) | Spartan Rd | Primary Residential | Olney | 2 | 2 | 70 | P-24 |
| Buehler Rd (Proposed) | Buehler Rd | Buehler Rd | Primary Residential | Olney | N/A | 2 | 70 | P-24 |
| Burdette Ln | Schaeffer Rd | Black Rock Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-13 |
| Burdette Rd | Greentree Rd | Bradley Blvd (MD 191) | Primary Residential | Bethesda-Chevy Chase | 2 | 2 | 70 | P-15 |
| Burdette Rd | Bradley Blvd (MD 191) | River Rd | Principal Secondary | Bethesda-Chevy Chase | 2 | 2 | 70 | PS-1 |
| Burlington Ave (MD 410) | Georgia Ave | Fenton St | Major Highway | Silver Spring CBD | 3 | 3 | 80 | M-20 |
| Burnt Hill Rd | Snowden Farm Pkwy | Prices Distillery Rd | Rustic Road | Rustic Roads / Damascus | 2 | 2 | 70 | R-14 |
| Burtonsville Blvd | South of Spencerville Rd | Dustin Rd | Major Highway | Fairland | 4D | 6D | 100-200 | M-10a |
| Bushey Dr | Weller Rd | Veirs Mill Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-24 |
| Business 29 | Dustin Rd | PEPCO | Arterial | Burtonsville Crossroads | 4 | 4D | 100 | A-315 |
| Business 29 | PEPCO | MD 198 | Arterial | Burtonsville Crossroads | 4D | 4D | 100-200 | A-315 |
| Cabin John Pkwy (I-495X) | Capital Beltway (I-495) | Clara Barton Pkwy | Freeway | Bethesda-Chevy Chase | 4 | 4D | Varies | F-2 |
| Caddington Ave | University Blvd | Loxford Terr | Primary Residential | Kemp Mill | 2 | 2 | 70 | P-4 |
| Calverton Blvd | Cherry Hill Rd | Prince George's County Line | Primary Residential | Fairland | 2-4 | 2-4 | 80 | P-46 |
| Cameron St | Second Ave | Georgia Ave | Business | Silver Spring CBD | 2 | 2 | 74 | Unassigned |
| Cameron St | Georgia Ave | Spring St | Business | Silver Spring CBD | 2 | 2 | 75 | Unassigned |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|-------------------------------------|---|---|-------------------------------------|---|----------------|---------------|------------|-------------|
| Cannon Rd | New Hampshire Ave | Broadmore Rd | Primary Residential | White Oak | 2 | 2 | 70 | P-10 |
| Capital Beltway | Potomac River | I-270 west spur | Freeway with planned HOV Lanes | Bethesda-Chevy Chase / Potomac | 8D | 8D | 300 | F-8 |
| Capital Beltway | Rockville Pike | Northwest Branch | Freeway | Kensington-Wheaton | 8D | 8D | 300 | F-8 |
| Capital Beltway | Northwest Branch | Prince George's County Line | Freeway | White Oak Science Gateway | 8-10D | 10D | 300 | F-8 |
| Capital Beltway | I-270 west spur | Rockville Pike | Freeway | Bethesda-Chevy Chase | 6D | 6D | 300 | F-8 |
| Capitol View Ave | Forest Glen Rd | Approximately 100' north of Forest Glen Rd | Primary Residential | Capitol View | 2 | 2 | 70 | P-5 |
| Capitol View Ave (MD 192) | Approximately 300' south of Beechbank Rd | Stoneybrook Dr | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-5 |
| Capitol View Ave Relocated (MD 192) | Stoneybrook Dr | Approximately 170' south of Edgewood Rd | Primary Residential (Planned) | Kensington-Wheaton | N/A | 2 | 70 | P-5 |
| Capitol View Ave Relocated (MD 192) | Approximately 100' north of Forest Glen R | Approximately 300' south of Beechbank Rd | Primary Residential (Planned) | Kensington-Wheaton | N/A | 2 | 70 | P-5 |
| Carroll Ave | Glenside Dr | Merrimac Dr | Arterial | Takoma Langley Crossroads Sector Plan | 4 | 4 | 90 | A-89 |
| Carroll Ave | Merrimac Dr | University Blvd | Arterial | Long Branch Sector Plan | 2 | 2 | 90 | A-89 |
| Carroll Ave | University Blvd | Piney Branch Rd | Primary Residential | Long Branch Sector Plan | 2 | 2 | 70 | P-2 |
| Carroll Ave (MD 195) | Tulip Ave | Ethan Allen Ave | Arterial | Takoma Park | 2 | 2 | 55 | A-89 |
| Carroll Ave (MD 195) | Ethan Allen Ave | Glenside Dr | Arterial | Takoma Park / East Silver Spring | 2 | 2 | 50 | A-89 |
| Carroll Ave (MD 195) | Eastern Ave (D.C. Line) | Tulip Ave | Arterial | Takoma Park | 2 | 2 | 70 | A-89 |
| Cashell Rd | Hines Rd | Emory Ln | Primary Residential | Olney | 2 | 2 | 70 | P-25 |
| Castle Blvd | Briggs Chaney Rd | Approximately 1115' north of Briggs Chaney Rd | Industrial | Fairland | 2 | 2 | 80 | I-7 |
| Castle Blvd | Approximately 1115' north of Briggs Chaney Rd | Castle Ridge Circle | Industrial | Fairland | 2 | 2 | 80 | I-7 |
| Cattail Rd | Darnestown Rd | Town of Poolesville boundary | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-53 |
| Cavanaugh Dr | Piney Meetinghouse Rd | Glen Mill Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-1 |
| CCL East - New Street | Chevy Chase Lake Dr | Manor Rd | Business (Planned) | Chevy Chase Lake Sector Plan | 2 | 2 | 60 | B-1 |
| Cedar Ln | Beach Dr | I 270 | Arterial | Bethesda-Chevy Chase | 4 | 4 | 80 | A-67 |
| Cedar Ln | Summit Ave | Beach Dr | Arterial | Bethesda-Chevy Chase / Kensington-Wheaton | 2 | 2 | 80 | A-67 |
| Cedar Ln | I 270 | Rockville Pike (MD 355) | Arterial | Kensington-Wheaton | 2 | 2 | 80 | A-67 |
| Cedar St | Ellsworth Dr | Wayne Ave (MD 594-A) | Arterial | Silver Spring CBD | 2 | 2 | 80 | A-263 |
| Cedar Tree Dr | Sandy Spring Rd | Islewood Terr | Primary Residential | Fairland | 2 | 2 | 70 | P-45 |
| Cedar Tree Ln Extended | Islewood Terrace | Prince George's County Line / Minick Rd | Primary Residential (Planned) | Fairland | N/A | 2 | 70 | P-45 |
| Cedarbluff Dr | Scenery Dr | Yellow Leaf Wy | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Centerway Rd | Montgomery Village Ave | Goshen Rd | Arterial | Montgomery Village Master Plan | 4 | 4 | 80 | A-275 |
| Centerway Rd | Goshen Rd | Snouffer School Rd | Arterial | Gaithersburg Vicinity | 2 | 4 | 80 | A-275 |
| Central Ave | 500' East of Md 355 | 350' North of Oakmont Ave | Primary Residential | Great Seneca Science Corridor | 2 | 2 | 70 | P-9 |
| Century Blvd | Crystal Rock Dr | Dorsey Mill Rd | Business | Germantown Employment Area Sector Plan (2009) | 2 | 4 | 100 | B-10 |
| Century Blvd | Dorsey Mill Rd | Cloverleaf Center Dr | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 4D | 4D + 2T | 134 | B-10 |
| Century Blvd | Cloverleaf Center Dr | Aircraft Dr | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 4D | 4D + 2T | 134 | B-10 |
| Century Blvd | Wisteria Dr | Crystal Rock Dr | Business | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | B-22 |
| Century Blvd | Aircraft Dr | Crystal Rock Rd | Business | Germantown Employment Area Sector Plan (2009) | 4D | 4D | 134 | B-10 |
| Century Blvd Extended | Waterford Hills Blvd | Wisteria Dr | Business (Planned) | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | B-22 |
| Cessna Ave | Airpark Rd | 1100' west | Industrial | Gaithersburg Vicinity | 2 | 4 | 80 | I-2 |
| Chandlee Mill Rd | Gold Mine Rd | Brooke Rd | Primary Residential | Sandy Spring-Ashton | 2 | 2 | 70 | P-1 |
| Chapman Ave | Old Georgetown Rd | Montrose Pkwy | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-12 |
| Chapman Ave | Marinelli Rd | Old Georgetown Rd | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-12 |
| Chapman Ave | Rockville City Limits | Bou Ave | Business | White Flint 2 Sector Plan | 4 | 2 | 70 | B-4 |
| Chapman Ave | Bou Ave | Montrose Pkwy | Business | White Flint 2 Sector Plan | 2 | 2 | 70 | B-4 |
| Chase Ave | Wisconsin Ave (MD 355) | Tilbury St | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Cheltenham Dr | Wisconsin Ave (MD 355) | Tilbury St | Business | Bethesda Downtown Plan | 2 | 2 | 80 | Unassigned |
| Cheltenham Dr | Woodmont Ave | Wisconsin Ave (MD 355) | Business | Bethesda Downtown Plan | 2 | 2 | 80 | Unassigned |
| Chelton Rd | Sleaford Rd | East West Hwy | Primary Residential | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Cherry Hill Rd | Columbia Pike (US 29) | Prince George's County Line | Arterial with planned BRT | White Oak Science Gateway | 4 | 4 | 80 | A-98 |
| Cherry Valley Dr | Wellfleet Dr | Georgia Ave | Primary Residential | Olney | 2 | 2 | 70 | P-3 |
| Cherry Valley Dr | 4000' w. of Cashell Rd | Wellfleet Dr | Primary Residential | Olney | 2 | 2 | 70 | P-8 |
| Cheshire Dr | Old Georgetown Rd | Grosvenor Ln | Primary Residential | Rock Spring | 2 | 2 | 70 | P-5 |
| Chestnut St | Wisconsin Ave | Tilbury St | Primary Residential | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Chevy Chase Dr | Hillandale Rd | Bradley Blvd (MD 191) | Primary Residential | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Christopher Ave | Gaithersburg City Limits | Montgomery Village Ave | Arterial | Montgomery Village Master Plan | 4 | 4 | 95 | A-18 |
| Cider Barrel Rd | Germantown Rd | 600' south of Oxbridge Dr | Primary Residential | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | P-1 |
| Cider Barrel Rd | 600' south of Oxbridge Dr | Gunners Dr | Primary Residential | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | P-1 |
| Cider Press Pl | Cider Barrel Dr | Observation Dr Extension | Minor Arterial (planned) | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | MA-4 |
| Cider Press Pl | Frederick Rd (MD 355) | Cider Barrel Rd | Minor Arterial | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | MA-4 |
| Citadel Ave | Marinelli Rd | Nicholson Ln | Business (Planned) | White Flint Sector Plan | 2 | 2 | 70 | B-4 |
| Clara Barton Pkwy | MacArthur Blvd | D.C. Line | Parkway | Potomac / Bethesda-Chevy Chase | 4 | 4 | Varies | PW-2 |
| Claridge Rd | Veirs Mill Rd | Henderson Ave | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-29 |
| Clarks Crossing Rd | Clarksburg Square Rd | Stringtown Rd | Primary Residential | Clarksburg | 2 | 2 | 70 | P-5 |
| Clarksburg Rd | Clopper Rd (in Boyds) | Approx. 300' south of Ascot Square Court | Arterial | Clarksburg | 2 | 2 | 80 | A-27 |
| Clarksburg Rd | Snowden Farm Pkwy | Frederick County Line | Country Arterial | Rustic Roads | 2 | 2 | 80 | CA-27 |
| Clarksburg Rd | Old Frederick Rd | Snowden Farm Pkwy | Arterial | Clarksburg | 2 | 2 | 80 | A-27 |
| Clarksburg Rd | Approx. 200' north of Chrisman Hill Dr | Approx. 750' south of W Old Baltimore Rd | Arterial | Clarksburg | 2 | 2 | 80 | A-27 |
| Clarksburg Rd | Approx. 300' south of Ascot Square Court | Approx. 200' north of Chrisman Hill Dr | Arterial | Boys | N/A | 2 | 80 | A-27 |
| Clarksburg Rd | Approx. 750' south of W Old Baltimore Rd | West Old Baltimore Rd | Arterial | Clarksburg | 2 | 2 | 80 | A-27 |
| Clarksburg Rd | Gateway Center Dr | Old Frederick Rd | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 + 2T | 80 | A-27 |
| Clarksburg Rd | 500' south of Gateway Center Dr | Gateway Center Dr | Arterial | Clarksburg | 2 | 2 | 80 | A-27 |
| Clarksburg Rd | West Old Baltimore Rd | Dunlin St | Arterial | Clarksburg | 2 | 2 | 80 | A-27 |
| Clarksburg Rd | Goldeneye Ave | I-270 | Arterial | Clarksburg | 6D | 6D | 150 | A-27 |
| Clarksburg Rd | Bryne Park DrBryne Park Dr | Goldeneye Avenue | Arterial | Clarksburg | 4D | 4D | 120 | A-27 |
| Clarksburg Rd | West Old Baltimore Rd | Broadway Ave | Arterial | Clarksburg | 2 | 2 | 90 | A-27 |
| Clarksburg Square Rd | Little Seneca Creek | Clarks Crossing Rd | Primary Residential | Clarksburg | 2 | 2 | 70 | P-5 |
| Clipper Ln | River Rd | 300' north of River Rd | Business | Westbard Sector Plan (2016) | 2 | 2 | 60 | B-4 |
| Clopper Rd | Longdraft Rd | Great Seneca Creek | Major Highway | Great Seneca Science Corridor | 4 | 4-6 | 150 | M-26 |
| Clopper Rd | Little Seneca Creek | Germantown Rds | Major Highway | Boys / Germantown | 2 | 6 | 150 | M-26 |
| Clopper Rd | Clarksburg Rd | Little Seneca Creek | Major Highway | Boys / Germantown | 2 | 6 | 150 | M-26 |
| Clopper Rd | Great Seneca Hwy | Great Seneca Creek | Major Highway | Boys / Germantown | 2 | 6 | 120 | M-26 |
| Clopper Rd | Germantown Road | Great Seneca Hwy | Major Highway | Boys / Germantown | 2 | 6 | 150 | M-26 |
| Cloverleaf Center Dr | Crystal Rock Dr | Century Blvd | Business | Germantown Employment Area Sector Plan (2009) | 4D | 4D | 100 | B-12 |
| Cloverly St | New Hampshire Ave | Gallaudet Ave | Business | Cloverly | 2+Parking | 2 | 70 | B-2 |
| Club Hollow Rd | Elmer School Rd | Edwards Ferry Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-15 |
| Club House Rd | Watkins Mill Rd | Montgomery Village Ave | Business | Montgomery Village Master Plan | 2 | 2 | 70 | B-2 |
| Club House Rd | Montgomery Village Ave | Centerway Rd | Business | Montgomery Village Master Plan | 2 | 2 | 80 | B-2 |
| Colesville Rd | East-West Hwy (MD 410) | Eastern Ave/16th St | Major Highway with planned BRT | Countywide Transit Corridors | 6 | 6 + 0T | 125 | M-10 |
| Colesville Rd | Georgia Ave (MD 97) | East-West Hwy (MD 410) | Major Highway with planned BRT | Countywide Transit Corridors | 6 | 6 + 0T | 125 | M-10 |
| Colesville Rd (US 29) | Fenton St | Georgia Ave (MD 97) | Major Highway with planned BRT | Countywide Transit Corridors | 5-6 | 5-6 + 0T | 100 | M-10 |
| Colesville Rd (US 29) | Sligo Creek Pkwy | Fenton St | Major Highway with planned BRT | Countywide Transit Corridors | 5-6 | 5-6 + 0T | 120 | M-10 |
| Colesville Rd (US 29) | Southwood Ave | Sligo Creek Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 120 | M-10 |
| Colesville Rd (US 29) | Northwest Branch Stream Valley | Southwood Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | M-10 |
| Colie Dr | Havard St | Randolph Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 80 | P-1 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|-------------------------|---|---|---|---|----------------|---------------|------------|-------------|
| Flower Ave | Arliss St | Plymouth St | Primary Residential | Long Branch Sector Plan | 2 | 2 | 70 | P-3 |
| Flower Ave | Domer Ave | Arliss St | Business | Long Branch Sector Plan | 2 | 2 | 70 | B-1 |
| Flower Ave | Marshall Ave | Franklin Ave | Primary Residential | Four Corners / East Silver Spring | 2 | 2 | 70 | P-2 |
| Flower Ave | Franklin Ave | Wayne Ave | Primary Residential | East Silver Spring | 2 | 2 | 70 | P-2 |
| Flower Ave | Wayne Ave | Plymouth St | Primary Residential | East Silver Spring | 2 | 2 | 70 | P-2 |
| Flower Ave (MD 787) | Carroll Ave (MD 195) | Domer Ave | Minor Arterial | Long Branch Sector Plan | 2 | 2 | 70 | MA-2 |
| Flower Ave (MD 787) | Domer Ave | Piney Branch Rd (MD 320) | Business | Long Branch Sector Plan | 2 | 2 | 70 | B-1 |
| Flower Hill Way | Washington Grove Ln | Woodfield Rd | Primary Residential | Gaithersburg Vicinity | 2 | 2 | 70 | Unassigned |
| Foreman Blvd | Frederick Rd | Timber Creek Ln | Arterial | Clarksburg | 2 | 2 | 80 | A-306 |
| Foreman Blvd | Timber Creek Ln | Midcounty Hwy | Arterial | Clarksburg | N/A | 2 | 80 | A-306 |
| Forest Glen Rd | Georgia Ave (MD 97) | Woodland Dr | Arterial | Forest Glen | 4 | 4 | 80 | A-57 |
| Forest Glen Rd | Woodland Dr | Sligo Creek Pkwy | Arterial | Forest Glen | 2 | 2 | 80 | A-57 |
| Forest Glen Rd | Sligo Creek Pkwy | Brunett Ave | Arterial | Four Corners | 2 | 2 | 80 | A-57 |
| Forest Glen Rd | Brunett Ave | Sutherland Rd | Primary Residential | Four Corners | 2 | 2 | 80 | P-7 |
| Forest Glen Rd (MD 192) | Seminary Rd | Belvedere Pl | Arterial | Forest Glen | 2 | 2 | 80 | A-57 |
| Forest Glen Rd (MD 192) | Belvedere Pl | Georgia Ave (MD 97) | Arterial | Forest Glen | 4 | 4 | 80 | A-57 |
| Forest Grove Dr | Imperial Dr | Forest Glen Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-16 |
| Franklin Ave | Colesville Rd | University Blvd (MD 193) | Primary Residential | Four Corners / East Silver Spring / Kemp Mill / North & | 2 | 2 | 70 | P-1 |
| Franklin Ave | University Blvd | Lawnsberry Terr | Primary Residential | East Silver Spring | 2 | 2 | 100 | P-1 |
| Fraser Ave | Linden Ln | Montgomery St | Industrial | Greater Lyttonsville Sector Plan | 2 | 2 | 70 | I-1 |
| Frederick Ave (MD 355) | Game Preserve Rd | Gaithersburg City Limits (N Westland Dr) | Major Highway with planned BRT | City of Gaithersburg | 4 | 6 + T | M-6 | |
| Frederick Ave (MD 355) | Gaithersburg City Limits (500' north of I-370) | 1250' south of Shady Grove Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-6 |
| Frederick Ave (MD 355) | Ridgemont Ave | Indianola Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 123 | M-6 |
| Frederick Ave (MD 355) | 1,000 feet south of Indianola Rd | 270 feet north of N. Campus Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-6 |
| Frederick Ave (MD 355) | Gaithersburg City Limits (500' north of I-370) | S Westland Dr | Major Highway with planned BRT | City of Gaithersburg | 4 | 6 + T | M-6 | |
| Frederick Ave (MD 355) | S Westland Dr | Gaithersburg City Limits (N Westland Dr) | Major Highway with planned BRT | Countywide Transit Corridors | 4 | 6 + T | 120 | M-6 |
| Frederick Ave (MD 355) | Indianola Rd | 1,000 feet south of Indianola Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + T | 150 | M-6 |
| Frederick Rd (MD 355) | southern terminus of Hyattstown Bypass | Frederick County Line | Rustic Road | Clarksburg | 2 | 2 | 80 | R-3 |
| Frederick Rd (MD 355) | Comus Rd | southern terminus of Hyattstown Bypass | Arterial | Clarksburg | 2 | 2 | 80 | A-251 |
| Frederick Rd (MD 355) | Snowden Farm Pkwy / Observation Dr Extended | Comus Rd | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 + 2T | 130 | A-251 |
| Frederick Rd (MD 355) | Roberts Tavern Dr | Little Seneca Pkwy | Arterial with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2D | 4D + 0T | 120 | A-251 |
| Frederick Rd (MD 355) | Game Preserve Rd | Germantown Rd (MD 118) | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 250 | CM-6 |
| Frederick Rd (MD 355) | Little Seneca Pkwy | Shakespeare Blvd | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 250 | CM-6 |
| Frederick Rd (MD 355) | Shakespeare Blvd | Germantown Road (MD 118) | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 250 | CM-6 |
| Freyman Dr | Meadowbrook Ln | Terrace Dr | Primary Residential | North and West Silver Spring | 2 | 2 | 70 | P-2 |
| Friendlywood Rd | Fairdale Rd | Perrywood Dr | Primary Residential | Fairland | 2 | 2 | 70 | P-16 |
| Friendship Blvd | Western Ave | Willard Ave | Business | Friendship Heights | 4 | 4 | 80 | Unassigned |
| Friendship Blvd | Willard Ave | Somerset Terr | Business | Friendship Heights | 2 | 2 | 80 | Unassigned |
| Gainsborough Rd | Democracy Blvd | Seven Locks Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-17 |
| Gaither Rd | Shady Grove Rd | City of Gaithersburg | Industrial | Great Seneca Science Corridor | 2 | 4 | 100 | I-7 |
| Galway Rd | Calverton Blvd | Fairland Rd | Primary Residential | Fairland | 2 | 2 | 70 | P-35 |
| Game Preserve Rd | Frederick Rd (MD 355) | Clopper Rd (MD 117) | Rustic Road | Great Seneca Science Corridor | 2 | 2 | 70 | R-63 |
| Gardiner Ave | Dennis Ave | Hildarose Dr | Primary Residential | Forest Glen | 2 | 2 | 70 | P-18 |
| Garland Ave | Arliss St (MD 594-D) | 600' east of Arliss St (beyond Long Branch Library) | Primary Residential | Long Branch Sector Plan | 2 | 2 | 60 | P-4b |
| Garland Ave | Wabash Ave | Piney Branch Rd | Primary Residential | Long Branch Sector Plan | 2 | 2 | 60 | P-4a |
| Garland Ave | Carroll Ave | Wabash Ave | Primary Residential | East Silver Spring | 2 | 2 | 60 | P-4 |
| Gateshead Manor Way | Briggs Chaney Rd | Dogwood Ln | Primary Residential | Fairland | 2 | 2 | 70 | P-31 |
| Gateway Center Dr | Shawnee Ln | Stringtown Rd (A-260) | Arterial | Clarksburg | 4D | 4D | 80 | A-300 |
| Gateway Center Dr | Shawnee Ln | Stringtown Rd (A-260) | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 4D | 4D + T | 80 | A-300 |
| Georgia Ave (MD 97) | Veirs Mill Rd | Dennis Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 120 | M-8 |
| Georgia Ave (MD 97) | Flora Ln | 18th St | Major Highway with planned BRT | Countywide Transit Corridors | 7 | 7D - 8D + 0T | 120 | M-8 |
| Georgia Ave (MD 97) | Spring St | Colesville Rd (US 29) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 126 | M-8 |
| Georgia Ave (MD 97) | Spartan Rd | Old Baltimore Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-8 |
| Georgia Ave (MD 97) | Turkey Branch (Matthew Henson State Park) | Weller Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 130 | M-8 |
| Georgia Ave (MD 97) | Weller Rd | Denley Rd | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 135 | M-8 |
| Georgia Ave (MD 97) | Denley Rd | Layhill Rd | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 145 | M-8 |
| Georgia Ave (MD 97) | Layhill Rd (MD 182) | 500' south of Randolph Rd | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 170 | M-8 |
| Georgia Ave (MD 97) | 500 feet south of Randolph Rd | Mason St | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 124 | M-8 |
| Georgia Ave (MD 97) | Olney-Laytonsville Rd/Olney-Sandy Spring | Prince Philip Rd (North) | Major Highway | Olney | 2-4 | 6D | 120 | M-8 |
| Georgia Ave (MD 97) | 18th St | Spring St | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | M-8 |
| Georgia Ave (MD 97) | Norbeck Rd (MD 28) | Turkey Branch (Matthew Henson State Park) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-8 |
| Georgia Ave (MD 97) | Dennis Ave | Capital Beltway (I-495) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 110 | M-8 |
| Georgia Ave (MD 97) | Emory Ln | Norbeck Rd (MD 28) | Major Highway with planned BRT | Countywide Transit Corridors | 2D | 6D + 1T | 150 | M-8 |
| Georgia Ave (MD 97) | Gold Mine Rd / Proposed Brookville Bypass | Brookville Town Line | Major Highway | Olney | 2 | 2 | 80 | M-8 |
| Georgia Ave (MD 97) | Prince Philip Rd (North) | Gold Mine Rd / Proposed Brookville Bypass | Major Highway | Olney | 2 | 2 | 80 | M-8 |
| Georgia Ave (MD 97) | Brookville Rd | Howard County Line | Major Highway | Olney | 2 | 2 | 80 | M-8 |
| Georgia Ave (MD 97) | Olney-Laytonsville Rd/Olney-Sandy Spring (MD 108) | Spartan Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 121 | M-8 |
| Georgia Ave (MD 97) | Old Baltimore Rd | Emory Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-8 |
| Georgia Ave (MD 97) | Mason St | 400' north of Blueridge Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 120 | M-8 |
| Georgia Ave (MD 97) | 400' north of Blueridge Ave | Reedie Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 129 | M-8 |
| Georgia Ave (MD 97) | Reedie Dr | Veirs Mill Rd | Major Highway | Wheaton CBD Sector Plan | 6D | 6D | 120 | M-8 |
| Georgia Ave (MD 97) | Capital Beltway (I-495) | Flora Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6 | 7D - 8D + 0T | 120 | M-8 |
| Georgia Ave (US 29) | Wayne Ave (MD 594-A) | Blair Mill Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6-6D | 6-6D + 0T | 125-140 | M-8 |
| Georgia Ave (US 29) | Blair Mill Rd | Eastern Ave (D.C. Line) | Major Highway with planned BRT | Countywide Transit Corridors | 6-6D | 6-6D + 0T | 125 | M-8 |
| Georgia Ave (US 29) | Colesville Rd (MD 384) | Wayne Ave (MD 594-A) | Major Highway | Silver Spring CBD | 6-6D | 6 - 6D | 120 | M-8 |
| Germantown Rd | I-270 | Frederick Rd (MD 355) | Major Highway | Germantown Employment Area Sector Plan (2009) | 6D | 6D | 150 | M-61 |
| Germantown Rd | Clopper Rd | Clopper Rd | Major Highway | Germantown (1989) | 6D | 6D | 150 | M-61 |
| Germantown Rd | CSX Railroad Tracks | I-270 west side ramps | Major Highway | Germantown Employment Area Sector Plan (2009) | 6D | 6D | 150 | M-61 |
| Germantown Rd | Frederick Rd (MD 355) | Wayfarer Rd | Major Highway | Germantown (1989) | 6D | 6D | 150 | M-61 |
| Germantown Rd | Great Seneca Creek (Southern Branch) | Great Seneca Creek (Northern Branch) | Major Highway | Agriculture and Open Space | 2 | 2-4 | 120 | M-61 |
| Germantown Rd | Darnestown Rd | Great Seneca Creek (Southern Branch) | Major Highway | Potomac | 2 | 2-4D | 120 | M-61 |
| Germantown Rd | Riffle Ford Rd | Richter Farm Rd | Major Highway | Germantown (1989) | 2 | 6D | 120 | M-61 |
| Germantown Rd | Great Seneca Creek (Northern Branch) | Riffle Ford Rd | Major Highway | Germantown (1989) | 2D | 2-4 | 120 | M-61 |
| Germantown Rd | Richter Farm Rd | Clopper Rd | Major Highway | Germantown (1989) | 2D | 6D | 120 | M-61 |
| Gilbert St | Barron St | University Blvd | Primary Residential | Long Branch Sector Plan | 2 | 2 | 70 | P-10 |
| Gilbert St Extension | University Blvd (MD 193) | Piney Branch Rd (MD 320) | Business (Planned) | Long Branch Sector Plan | N/A | 2 | 70 | B-5 |
| Gist Ave | Philadelphia Ave | Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| Glen Mill Rd | Circle Dr | Wootton Pkwy | Primary Residential | Potomac | 2 | 2 | 70 | P-3 |
| Glen Mill Rd | Red Barn Ln | Circle Dr | Rustic Road | Rustic Roads / Potomac | 2 | 2 | 70 | R-3 |
| Glen Mill Rd | Glen Rd | Red Barn Ln | Exceptional Rustic Road | Rustic Roads / Potomac | 2 | 2 | 80 | E-2 |
| Glen Mill Rd | Wootton Pkwy | Darnestown Rd | Arterial | Potomac | 2 | 2 | 80 | A-72 |
| Glen Rd | Query Mill Rd | Piney Meetinghouse Rd | Rustic Road | Rustic Roads / Potomac | 2 | 2 | 70 | R-2 |
| Glen Rd | Piney Meetinghouse Rd | Beekman Place | Exceptional Rustic Road | Rustic Roads / Potomac | 2 | 2 | 80 | E-1 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|---------------------------|----------------------------------|---|---|---|----------------|---------------|------------|-------------|
| Glen Rd | Beekman Pl | Falls Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-7 |
| Glenallan Ave | Georgia Ave (MD 97) | Layhill Rd | Arterial with planned BRT | Glenmont | 4 | 4 | 90 | A-56 |
| Glenallan Ave | Layhill Rd | 450' north of Randolph Rd | Arterial with planned BRT | Glenmont | 2 | 2 | 80 | A-56 |
| Glenallan Ave | 450' north of Randolph Rd | Randolph Rd | Arterial with planned BRT | Glenmont | 2 | 2 | 95 | A-56 |
| Glenallan Ave | Glenfield Rd | Kemp Mill Rd | Primary Residential | Kemp Mill | 2 | 2 | 70 | P-12 |
| Glenallan Ave | Randolph Rd | Glenfield Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-12 |
| Glenbrook Rd | Old Georgetown Rd | Road terminus | Business | Bethesda Downtown Plan | 2 | 2 | 80 | Unassigned |
| Glenview Ave | Domer St | Piney Branch Rd | Business (Planned) | Long Branch Sector Plan | N/A | 2 | 70 | B-3 |
| Gold Mine Rd | Heritage Hill Dr | New Hampshire Ave | Primary Residential | Olney | 2 | 2 | 70 | P-7 |
| Goldenrod Ln | Observation Dr | Germantown Rd | Business with planned BRT | Countywide Transit Corridors | 4 | 4 + OT | 80 | B-4 |
| Goldsboro Rd (MD 614) | MacArthur Blvd | Massachusetts Ave | Arterial | Bethesda-Chevy Chase | 2 | 2 | 80 | A-84 |
| Goldsboro Rd (MD 614) | River Rd | Bradley Blvd | Arterial | Bethesda-Chevy Chase | 2 | 2 | 80 | A-84 |
| Goldsboro Rd (MD 614) | Massachusetts Ave | River Rd | Major Highway | Bethesda-Chevy Chase | 2 | 4 | 120 | M-93 |
| Good Hope Rd | New Hampshire Ave | Spencerville Rd | Primary Residential | Cloverly | 2 | 2 | 70 | P-12 |
| Goodhill Rd | Bluhill Rd | Valleywood Dr | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-28 |
| Goshen Rd | Warfield Rd | Brink Rd | Arterial | Agriculture and Open Space | 2 | 2 | 80 | A-14 |
| Goshen Rd | OdenHal Ave | Warfield Rd | Major Highway | Montgomery Village Master Plan | 4 | 4 | 105 | M-25 |
| Goshen Rd Extended | Goshen Mill Court | Brink Rd | Arterial (Planned) | Agriculture and Open Space | N/A | 2 | 80 | A-14 |
| Gracefield Rd | O'Fallon St | Cherry Hill Rd | Primary Residential | Fairland | 2 | 2 | 70 | P-38 |
| Gracefield Service Rd | Gracefield Rd | Prince George's County Line | Arterial | Fairland | 2 | 4 | 80 | A-287 |
| Grand Elm St | Stringtown Rd | Piedmont Rd | Country Road | Clarksburg | 2 | 2 | 60 | CR-4 |
| Grand Pre Rd | Bel Pre Rd | Connecticut Ave | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-18 |
| Grandview Ave | Blueridge Ave | Dawson Ave | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-30 |
| Grandview Ave | Reedie Dr | Blueridge Ave | Business | Wheaton CBD Sector Plan | 2 | 2 | 70 | B-18 |
| Grays Ln | Monticello Ave | Kemp Mill Rd | Primary Residential | Kemp Mill | 2 | 2 | 70 | P-1 |
| Great Seneca Hwy | CSX Railroad Bridge | Great Seneca Creek | Major Highway | Germantown (1989) | 4D | 6D | 120 | M-90 |
| Great Seneca Hwy (MD 119) | 2800' south of Quince Orchard Rd | Muddy Branch Rd | Controlled Major Highway with planned BRT | City of Gaithersburg | 6 | 6 + 2T | 150 | CM-90 |
| Great Seneca Hwy (MD 119) | Key West Ave | Darnestown Rd | Controlled Major Highway | Great Seneca Science Corridor | 6 | 6 | 150 | CM-90 |
| Great Seneca Hwy (MD 119) | Sam Eig Hwy | Key West Ave (MD 28) | Controlled Major Highway | Great Seneca Science Corridor | 6 | 6 | 150-200 | CM-90 |
| Great Seneca Hwy (MD 119) | Great Seneca Hwy (MD 119) | Longdraft Rd (Gaithersburg City Limits) | Controlled Major Highway | Great Seneca Science Corridor | 6 | 6 | 150 | CM-90 |
| Great Seneca Hwy (MD 119) | Middlebrook Rd | CSX Railroad Bridge | Controlled Major Highway | Germantown Employment Area Sector Plan (2009) | 4D | 6D | 150 | CM-90 |
| Great Seneca Hwy (MD 119) | Quince Orchard Rd | CCT GSSC Master Plan Alignment | Controlled Major Highway with planned BRT | City of Gaithersburg | 6 | 6 + 2T | 150 | CM-90 |
| Great Seneca Hwy (MD 119) | Muddy Branch Rd | Sam Eig Hwy (Gaithersburg City Limits) | Controlled Major Highway with planned BRT | City of Gaithersburg | 6 | 6 + 2T | 150 | CM-90 |
| Greencastle Rd | Old Columbia Pike | Columbia Pike | Primary Residential | Fairland | 2 | 2 | 70 | P-14 |
| Greencastle Rd | Columbia Pike | Prince George's County Line | Arterial | Fairland | 2 | 4 | 80 | A-10 |
| Greentree Rd | Old Georgetown Rd | Burdette Rd | Primary Residential | Bethesda-Chevy Chase | 2 | 2 | 70 | P-2 |
| Greentree Rd | Capital Beltway (I-495) | Greyswood Rd extended | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-2 |
| Greenwood Ave | Domer Ave | Piney Branch Rd | Business | Long Branch Sector Plan | 2 | 2 | 70 | B-4 |
| Gregg Rd | Riggs Rd | Georgia Ave | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-21 |
| Greyswood Rd | Fernwood Rd | Derbyshire Ln | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-3 |
| Greyswood Rd Extended | Derbyshire Ln | Greentree Rd extended | Primary Residential (Planned) | North Bethesda/Garrett Park | N/A | 2 | 70 | P-3 |
| Gridley Rd | Selfridge Rd | Veirs Mill Rd | Business | Kensington-Wheaton | 2 | 2 | 80 | B-2 |
| Griffith Rd | Laytonville Rd | Damascus Rd | Country Road | Olney / Rustic Roads | 2 | 2 | 70 | CR-2 |
| Grosvenor Ln | Cheshire Dr | I-270 | Minor Arterial | Grosvenor-Strathmore Metro Area | 2 | 2 | 70 | MA-5 |
| Grosvenor Ln | I-270 | Rockville Pike (MD 355) | Minor Arterial | Grosvenor-Strathmore Metro Area | 2 | 2 | 70 | MA-5 |
| Grubb Rd | Lyttonsville Rd | Terrace Dr | Primary Residential | Greater Lyttonsville Sector Plan | 2 | 2 | 70 | P-2 |
| Grubb Rd | East-West Hwy (MD 410) | Lyttonsville Rd | Minor Arterial | Greater Lyttonsville Sector Plan | 2 | 2 | 80 | MA-3 |
| Grubb Rd | East-West Hwy (MD 410) | D.C. Line | Arterial | North and West Silver Spring | 2 | 2 | 80 | A-61 |
| Gue Rd | 5000' east of Ridge Rd | Howard Chapel Dr | Primary Residential | Damascus | 2 | 2 | 70 | CR-11 |
| Gue Rd | Howard Chapel Dr | Long Corner Rd | Country Road | Damascus | 2 | 2 | 70 | CR-8 |
| Gue Rd | Ridge Road | 5000' east of Ridge Rd | Primary Residential | Damascus | 2 | 2 | 70 | P-1 |
| Gunners Dr | Frederick Rd | Cider Barrel Rd | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Gunners Branch Rd | Frederick Rd at Scenery Dr | Frederick Rd | Primary Residential | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 80 | P-4 |
| Hadley Farms Dr | Woodfield Rd | Woodfield Rd | Primary Residential | Gaithersburg Vicinity | 2 | 2 | 70 | Unassigned |
| Haines Rd | Lewisdale Rd | Frederick County Line | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-22 |
| Hammond Ave | Hilton Ln | Kennewick Ave | Business | Takoma Langley Crossroads Sector Plan | 2 | 2 | 70 | Unassigned |
| Hampden Ln | Arlington Rd | Wisconsin Ave | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Hathaway Dr | Weller Rd | Layhill Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-20 |
| Hathaway Dr | Dalewood Dr | Weller Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-20 |
| Havard St | Veirs Mill Rd | Barbara Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-22 |
| Haviland Mill Rd | Brinkwood Rd | Howard County Line | Rustic Road | Rustic Roads / Sandy Spring-Ashton | 2 | 2 | 60 | R-2 |
| Hawkes Rd | Ridge Rd | Stringtown Rd | Rustic Road | Rustic Roads / Clarksburg | 2 | 2 | 70 | R-4 |
| Hawkesbury Ln | Randolph Rd | Locksley Ln | Primary Residential | White Oak | 2 | 2 | 70 | P-9 |
| Hawkins Creamery Rd | Laytonville Rd | Woodfield School Rd | Primary Residential | Damascus | 2 | 2 | 70 | P-6 |
| Hawkins Creamery Rd | Woodfield School Rd | Woodfield Rd | Primary Residential | Damascus | 2 | 2 | 70 | P-6 |
| Headwaters Dr | Morningwood Dr | Olney-Laytonville Rd | Primary Residential | Olney | 2 | 2 | 70 | P-22 |
| Heathfield Rd | Bauer Dr | Georgia Ave | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-3 |
| Henderson Corner Rd | Frederick Rd | Ridge Rd Relocated | Arterial | Germantown (1989) | 4 | 4 | 100 | A-273 |
| Henderson Rd | Valleywood Rd | Judson Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-30 |
| Heritage Hills Dr | Olney-Laytonville Rd | Georgia Ave | Arterial | Olney | 2 | 2 | 80 | A-45 |
| Heurich Rd | Randolph Rd | Glenallan Ave | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-26 |
| Hewitt Ave | Rippling Brook Dr | Georgia Ave | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-11 |
| High Corner St | Ridge Rd (MD 27) | Lewis Dr | Business | Damascus | 2 | 2 | 80 | B-5 |
| Highland Ave | Wisconsin Ave | Tilbury St | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Hillardose Dr | Gardiner Ave | Georgia Ave | Primary Residential | Forest Glen | 2 | 2 | 70 | P-19 |
| Hillandale Rd | 1040' south of Chevy Chase Dr | Bradley Blvd (MD 191) | Minor Arterial | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Hillcrest Ave | Georgia Ave | Olney-Sandy Spring Rd | Business | Olney | 2 | 2 | 70 | B-3 |
| Hillwood Dr | Columbia Pike (US 29) | 500' east of Columbia Pike (US 29) | Business | White Oak Science Gateway | 2 | 2 | 80 | B-4 |
| Hines Rd | Georgia Ave | Cashell Rd | Arterial | Olney | 2 | 2 | 80 | A-49 |
| Hipsley Mill Rd | Damascus Rd | Howard County Line | Rustic Road | Rustic Roads / Damascus / Olney | 2 | 2 | 70 | R-23 |
| Holton Ln | Hammond Ave | New Hampshire Ave (MD 650) | Business | Takoma Langley Crossroads Sector Plan | 2 | 2 | 70 | B-3 |
| Holton Ln | New Hampshire Ave | Prince George's County Line | Business | Takoma Langley Crossroads Sector Plan | 2 | 2 | 70 | B-3 |
| Homecrest Rd | Longmeade Crossing Dr | Bel Pre Rd | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-12 |
| Hopkins Rd | Clopper Rd | Father Hurlley Blvd | Arterial | Germantown (1989) | 2 | 4 | 80 | A-80 |
| Horde St | Windham Ln | Prichard Rd | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 60 | P-34 |
| Howard Ave | Kensington Pkwy | Connecticut Ave | Business | Kensington Sector Plan | 2 | 2 | 60 | B-7 |
| Howard Ave | Connecticut Ave | Knowles Ave | Business | Kensington Sector Plan | 2 | 2 | 60 | B-6 |
| Howard Chapel Dr | Gue Rd | Damascus Rd | Country Road | Damascus | 2 | 2 | 70 | CR-8 |
| Howard Chapel Rd | Damascus Rd | Howard County Line | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-54 |
| Hoyles Mill Rd | White Ground Rd | Little Seneca Creek | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 70 | E-12 |
| Hubbard Dr | Rockville Pike (MD 355) | Chase Crossing Cir | Business | White Flint 2 Sector Plan | 2 | 2 | 60 | B-1 |
| Hubbard Dr Extended | Chase Crossing Cir | JCC property | Business | White Flint 2 Sector Plan | 2 | 2 | 60 | B-1 |
| Huff Ct | Executive Blvd | Nicholson Ln | Business | White Flint Sector Plan | 4 | 4 | 70 | B-4 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|-----------------------------|---|---|---------------------------------------|---|----------------|---------------|------------|-------------|
| Leaman Farm Rd | Germantown Rd | Kingsview Village Ave | Arterial | Germantown (1989) | 4D | 4D | 100 | A-298 |
| Leaman Farm Rd | Kingsview Village Ave | Germantown Rd | Arterial | Germantown (1989) | 2 | 4D | 100 | A-298 |
| Leaman Farm Rd | Richter Farm Rd | Schaeffer Rd | Arterial | Germantown (1989) | 2D | 4D | 100 | A-298 |
| Leaman Farm Rd Extended | Schaeffer Rd | Kingsview Village Ave | Arterial (Planned) | Germantown (1989) | N/A | 4D | 100 | A-298 |
| Leland St | Wisconsin Ave | 46th St | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Lewis Dr | Ridge Rd (MD 27) | 900' west of High Corner St | Business | Damascus | 2 | 2 | 80 | B-4 |
| Lewisberry Dr | Snouffer School Rd | East Village Ave | Primary Residential | Montgomery Village Master Plan | 2 | 2 | 70 | P-32 |
| Lexington St Extension | Plyers Mill Rd | Metropolitan Ave | Business (Planned) | Kensington Sector Plan | N/A | 2 | 60 | B-5 |
| Lindell St | Randolph Rd | Mason St | Primary Residential | Glenmont | 2 | 2 | 70 | P-20 |
| Linden Ln | Second Ave | Brookville Rd | Arterial | North and West Silver Spring | 4 | 4 | 80 | A-60 |
| Linden Ln | Stephen Sitter Ave | Fraser Ave | Industrial | Greater Lyttonville Sector Plan | 2 | 2 | 70 | I-1 |
| Linden Ln | Hale Pl (440' east of Fraser Ave) | Brookville Rd | Primary Residential | North and West Silver Spring | 2 | 2 | 50 | P-4 |
| Linden Ln | Fraser Ave | Hale Pl (440' east of Fraser Ave) | Primary Residential | Greater Lyttonville Sector Plan | 2 | 2 | 50 | P-4 |
| Link Rd | Ednor Rd | end-of-road | Rustic Road | Rustic Roads / Cloverly | 2 | 2 | 70 | Unassigned |
| Little Seneca Pkwy | Fairgarden Ln | Frederick Rd | Arterial | Clarksburg | 4 | 4D | 120 | A-302 |
| Little Seneca Pkwy | Midcounty Hwy | Ridge Rd | Arterial | Clarksburg | 2 | 2 | 80 | A-302 |
| Little Seneca Pkwy | Frederick Rd | Midcounty Hwy | Arterial | Clarksburg | 4 | 4D | 120 | A-302 |
| Little Seneca Pkwy | Broadway Ave | A-307 (Proposed) | Arterial | Clarksburg | 4 | 4D | 120 | A-302 |
| Little Seneca Pkwy extended | Observation Dr Extended | Fairgarden Ln | Arterial (Planned) | Clarksburg | N/A | 4D | 120 | A-302 |
| Little Seneca Pkwy Extended | A-307 (Proposed) | Observation Dr Extended | Arterial (Planned) | Clarksburg | N/A | 4D | 120 | A-302 |
| Loobury Dr | Middlebrook Rd | Wisteria Dr | Business (Planned) | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 80 | B-5 |
| Loobury Dr | Waters Landing Dr | Middlebrook Rd | Primary Residential | Germantown Employment Area Sector Plan (2009) | 2 | 4 | 70 | P-2 |
| Locksley Ln | Randolph Rd | Beaumont Rd | Primary Residential | White Oak | 2 | 2 | 70 | P-8 |
| Lockwood Dr | West Side of White Oak Shopping Center | Stewart Ln | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | A-286 |
| Lockwood Dr | 400' west of New Hampshire Ave (MD 650) | West Side of White Oak Shopping Center | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | A-286 |
| Lockwood Dr | Columbia Pike (US 29) | Northwest Dr | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 80 | A-286 |
| Lockwood Dr | Northwest Dr | 400 ft West of New Hampshire Ave (MD 650) | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 80 | A-286 |
| Lone Oak Dr | Old Georgetown Rd | Fernwood Rd | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-4 |
| Long Corner Rd | Damascus Rd | Howard County Line | Country Road | Rustic Roads / Damascus | 2 | 2 | 70 | CR-7 |
| Longdraft Rd | Goldenpost Rd (City of Gaithersburg) | Clopper Rd (MD 117) | Arterial | Great Seneca Science Corridor | 2 | 2 | 80 | A-33 |
| Longdraft Rd | Quince Orchard Rd (MD 124) | 180' north of Longdraft Ct (City of Gaithersburg) | Arterial | Great Seneca Science Corridor | 2 | 2 | 80 | A-33 |
| Longmeade Crossing Dr | Layhill Rd | Wintergate Dr | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-13 |
| Lost Knife Rd | Montgomery Village Ave | Oden/Hal Ave | Arterial | Montgomery Village Master Plan | 4 | 4 | 100 | A-18 |
| Lyttonsville Pl | Lyttonsville Rd | Brookville Rd | Minor Arterial | Greater Lyttonville Sector Plan | 4 | 2 | 80 | MA-3 |
| Lyttonsville Rd | Grubb Rd | Lyttonsville Pl | Minor Arterial | Greater Lyttonville Sector Plan | 2 | 2 | 80 | MA-3 |
| Lyttonsville Rd | Michigan Ave (446' west of Maine Ave) | Michigan Ave (446' west of Maine Ave) | Primary Residential | Greater Lyttonville Sector Plan | 2 | 2 | 60 | P-5 |
| Macarthur Blvd | Western Ave (D.C. Line) | Capital Beltway (I-495) | Arterial | Bethesda-Chevy Chase | 2 | 2 | Varies | A-300 |
| Macarthur Blvd | Capital Beltway | Falls Rd | Arterial | Potomac | 2 | 2 | 80 | A-300 |
| Mahan Rd | Ferrara Dr | Dewey Rd | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-2 |
| Main St | Woodfield Rd (MD 124) | Howard Chapel Dr | Arterial | Damascus | 2 | 2 | 80 | A-26 |
| Main St | Woodfield Rd | Ridge Rd at Lewis Dr | Business | Damascus | 2 | 2 | 80 | B-1 |
| Manchester Rd | Piney Branch Rd (MD 320) | Wayne Ave (MD 594-A) | Primary Residential | Long Branch Sector Plan | 2 | 2 | 70 | P-5 |
| Manchester Rd | Wayne Ave (MD 594-A) | Three Oaks Dr | Primary Residential | East Silver Spring | 2 | 2 | 70 | P-5 |
| Manor Rd | Connecticut Ave | Jones Bridge Rd | Primary Residential | Chevy Chase Lake Sector Plan | 2 | 2 | 70 | P-14 |
| Maple Ave | Wisconsin Ave | Tilbury St | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Maple Ave | Philadelphia Ave | Maplewood Ave | Primary Residential | Takoma Park | 2 | 2 | 60 | P-2 |
| Maplewood Ave | Maple Ave | Flower Ave (MD 787) | Primary Residential | Takoma Park | 2 | 2 | 60 | P-3 |
| Marcliff Rd | Tuckerman Ln | Tilden Ln | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-13 |
| Marinelli Rd | Executive Blvd | Nebel St | Business | White Flint Sector Plan | 4 | 4 | 90 | B-6 |
| Market St | Old Georgetown Rd | Rockville Pike (MD 355) | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-10 |
| Martinsburg Rd | Darnestown Rd | North PEPSCO Entrance | Country Arterial | Rustic Roads | 2 | 2 | 80 | CA-4 |
| Martinsburg Rd | North Pepco Entrance | Whites Ferry Rd | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 80 | E-4 |
| Massachusetts Ave (MD 396) | Western Ave (D.C. Line) | Sangamore Rd | Major Highway | Bethesda-Chevy Chase | 4 | 4 | 120 | M-1 |
| Massachusetts Ave (MD 396) | Sangamore Rd | Goldsboro Rd | Major Highway | Bethesda-Chevy Chase | 2 | 4 | 120 | M-1 |
| Mateny Rd | Great Seneca Hwy northeast | Dairymaid Dr | Arterial | Germantown (1989) | 2D | 4D | 100 | A-290 |
| Mateny Rd | Dairymaid Dr | Great Seneca Hwy | Arterial | Germantown (1989) | 2 | 2 | 80 | A-290 |
| McCrath Blvd | Rockville Pike (MD 355) | Wentworth Pl | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-10 |
| Mcknew Rd | Sandy Spring Rd | Sparrow House Ln | Primary Residential | Fairland | 2 | 2 | 70 | P-26 |
| MD 355 North BRT Corridor | 270 feet north of N. Campus Dr | Church St | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | T | T |
| MD 355 South BRT Corridor | Church St | 250 ft south of Twinbrook Pkwy | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | T | T |
| Meadowbrook Ln | East-West Hwy | Freyman Dr | Primary Residential | North and West Silver Spring | 2 | 2 | 70 | P-2 |
| Medical Center Dr | Broschart Rd | Key West Ave | Arterial | Great Seneca Science Corridor | 4 | 4 | 100-150 | A-261d |
| Medical Center Dr | Key West Ave | Great Seneca Hwy | Arterial (Planned) with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | A-261d |
| Medical Center Dr | Great Sceneca Hwy | Broschart Rd | Arterial with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | A-261d |
| Medical Center Way | Shady Grove Rd | Medical Center Dr | Arterial | Great Seneca Science Corridor | 2 | 4 | 100 | A-263 |
| Meeting House Rd | Olney-Sandy Spring Rd (MD 108) | 0.4 mile south of MD 108 | Exceptional Rustic Road | Sandy Spring Rural Village Plan | 2 | 2 | 80 | E-14 |
| Merrimac Dr | Carroll Ave | University Blvd (MD 193) | Business | Takoma Langley Crossroads Sector Plan | 2 | 2 | 70 | B-1 |
| Metro Access Road | Intercountry Connector | Proposed Street "G" | Major Highway with planned BRT | Shady Grove | 4D | 4D + T | 150 | M-94 |
| Metropolitan Ave (MD 192) | Plyers Mill Rd | Approximately 170' south of Edgewood Ave | Business | Kensington Sector Plan | 2 | 2 | 70 | B-4 |
| Michigan Ave | Michigan Ave (446' west of Maine Ave) | Pennsylvania Ave | Primary Residential | Greater Lyttonville Sector Plan | 2 | 2 | 60 | P-5 |
| Mid County Hwy | Shady Grove Rd | Goshen Rd | Major Highway | Shady Grove | 4D | 4-6D | 150 | M-83 |
| Mid County Hwy | Grassy Knoll Terr | Middle Brook Rd | Major Highway | Montgomery Village Master Plan | 6 | 6 | 150 | M-83 |
| Mid County Hwy | Germantown Rd | Wayfarer Rd | Major Highway | Germantown East | 6 | 6 | 150 | M-83 |
| Mid County Hwy | Goshen Rd | Montgomery Village Ave | Major Highway | Montgomery Village Master Plan | 4 | 6 | 150 | M-83 |
| Mid County Hwy (Proposed) | Redland Rd | Intercountry Connector (MD 200) | Major Highway (Planned) | Upper Rock Creek | N/A | 4-6D | 150 | M-83 |
| Mid County Hwy (Proposed) | 650' west of Watkins Mill Rd | Ridge Rd | Major Highway (Planned) | Montgomery Village Master Plan | N/A | 6 | 150 | M-83 |
| Mid County Hwy (Proposed) | Montgomery Village Ave | 1700' west of Montgomery Village Ave (see footnote 3) | Major Highway (Planned) | Montgomery Village Master Plan | N/A | 6 | 150 | M-83 |
| Mid County Hwy (Proposed) | 1200' east of Watkins Mill Rd | Watkins Mill Rd (see footnote 3) | Major Highway (Planned) | Montgomery Village Master Plan | N/A | 6 | 150 | M-83 |
| Mid County Hwy (Proposed) | 1700' west of Montgomery Village Ave (see footnote 3) | 1200' east of Watkins Mill Rd (see footnote 3) | Major Highway (Planned) | City of Gaithersburg | N/A | 6 | 150 | M-83 |
| Mid County Hwy (Proposed) | Watkins Mill Rd | 650' west of Watkins Mill Rd (see footnote 3) | Major Highway (Planned) | City of Gaithersburg | N/A | 6 | 150 | M-83 |
| Mid County Hwy (Proposed) | Shady Grove Rd | Redland Rd | Major Highway (Planned) | Shady Grove | N/A | 6D | 150 | M-83 |
| Middlebrook Rd | Father Hurley Blvd | Germantown Rd | Business | Germantown Employment Area Sector Plan (2009) | 4D | 4D | 120 | B-20 |
| Middlebrook Rd | Crystal Rock Dr | Observation Dr | Major Highway | Germantown Employment Area Sector Plan (2009) | 6D | 6D | 150 | M-85 |
| Middlebrook Rd | Germantown Rd | Crystal Rock Dr | Major Highway | Germantown Employment Area Sector Plan (2009) | 6D | 6D | 150 | M-85 |
| Middlebrook Rd | Germantown Rd | Frederick Rd (MD 355) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + OT | 150 | M-85 |
| Middlebrook Rd | Frederick Rd | Midcounty Hwy | Major Highway | Germantown (1989) | 2 | 6D | 150 | M-85 |
| Middleton Ln | Wisconsin Ave | Pearl St | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Middlevale Ln | Briggs Rd | Randolph Rd | Primary Residential | Glenmont | 2 | 2 | 70 | P-23 |
| Mid-Pike Spine St | New St (B-16) | Old Georgetown Rd | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-15 |
| Mid-Pike Spine St | Marinelli | Old Georgetown | Business (Planned) | White Flint Sector Plan | N/A | 4 | 80 | B-15 |
| Mill Run Dr | Redland Rd | Park Mill Dr | Primary Residential | Gaithersburg Vicinity | 2 | 2 | 70 | P-14 |
| Millenium Ct | Germantown Rd | end of road | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Miller Ave | Woodmont Ave | Wisconsin Ave | Business | Bethesda Downtown Plan | 2 | 2 | 50 | Unassigned |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|-------------------------------------|--|--|---------------------------------------|---|----------------|---------------|---------------|-------------|
| Miller Fall Rd | Muncaster Mill Rd | Midcounty Hwy | Primary Residential | Gaithersburg Vicinity | 2 | 2 | 70 | P-13 |
| Miller Fall Rd | Midcounty Hwy | Shady Grove MS | Primary Residential | Shady Grove | 2 | 2 | 70 | P-13 |
| Mink Hollow Rd | Ashton Rd | Howard County Line | Primary Residential | Sandy Spring-Ashton | 2 | 2 | 70 | P-3 |
| Monona Dr | Crabbs Branch Way | Indianola Dr | Primary Residential | Shady Grove | 2 | 2 | 70 | P-2 |
| Montevideo Rd | River Rd | Sugartand Rd | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 80 | E-5 |
| Montgomery Ave | Wisconsin Ave | East-West Hwy | Business | Bethesda Downtown Plan | 2 | 2 | 80 | Unassigned |
| Montgomery Ln | Arlington Rd | Woodmont Ave | Business | Bethesda Downtown Plan | 2 | 2 | 52 | Unassigned |
| Montgomery Ln | Woodmont Ave | East Ln | Business | Bethesda Downtown Plan | 4 | 2 | 80 | Unassigned |
| Montgomery Ln | East Ln | Wisconsin Ave | Business | Bethesda Downtown Plan | 4 | 2 | 70 | Unassigned |
| Montgomery St | Fraser Ave | Warren St | Industrial | Greater Lyttonsville Sector Plan | 2 | 2 | 70 | I-1 |
| Montgomery St | Wisconsin Ave | terminus | Business | Friendship Heights | 2 | 2 | 60 | Unassigned |
| Montgomery Village Ave | Mid County Hwy | Wightman Rd | Arterial | Montgomery Village Master Plan | 4 | 4 | 100 | A-295 |
| Montgomery Village Ave | Gaithersburg City Limits (830' south of Lost Knife Rd) | Mid County Hwy | Major Highway | Montgomery Village Master Plan | 6 | 6 | 120 | M-24 |
| Monticello Ave | Kemp Mill Rd | Approximately 150' north of Brentwood Dr | Primary Residential | Kemp Mill | 2 | 2 | 70 | P-1 |
| Monticello Ave Extended | Approximately 150' north of Brentwood Ln | Grays Ln | Primary Residential (Planned) | Kemp Mill | N/A | 2 | 70 | P-1 |
| Montrose Ave | Tuckerman Ln | Weymouth St | Primary Residential | Grosvenor-Strathmore Metro Area | 2 | 2 | 60 | P-1 |
| Montrose Pkwy | Rockville Pike | Chapman Ave (Maple Ave) | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4D + 1T | 300 | A-270 |
| Montrose Pkwy | Towne Rd | Rockville Pike | Arterial | White Flint Sector Plan | 4D | 4D | 300 | A-270 |
| Montrose Pkwy | Montrose Rd | Approx 780' west of East Jefferson St | Arterial | North Bethesda/Garrett Park | 4D | 4 | 300 | A-270 |
| Montrose Pkwy | East Jefferson St | Towne Rd | Arterial | White Flint 2 Sector Plan | 4D | 4D | 130 | A-270 |
| Montrose Pkwy | Approx 780' west of East Jefferson St | East Jefferson St | Arterial | White Flint 2 Sector Plan | 4D | 4D | 300 | A-270 |
| Montrose Pkwy (Proposed) | Parklawn Dr | Rock Creek Park | Arterial (Planned) with planned BRT | Countywide Transit Corridors | N/A | 4D + 1T | 300 | A-270 |
| Montrose Pkwy (Proposed) | Rock Creek Park | Veirs Mill Rd | Arterial (Planned) with planned BRT | Countywide Transit Corridors | N/A | 4D + 1T | 300 | A-270 |
| Montrose Pkwy (Proposed) | Chapman Ave (Maple Ave) | Parklawn Dr | Arterial (Planned) with planned BRT | White Flint 2 Sector Plan | 4D | 4D + 1T | 300 | A-270 |
| Montrose Rd | Old Bridge Rd | 246' west of Montrose Village Terr | Arterial | North Bethesda/Garrett Park | 4 | 4 | 80 | A-90 |
| Montrose Rd | Seven Locks Rd | I-270 | Arterial | Potomac | 2-4 | 6D | 300 | A-293 |
| Montrose Rd | 246' west of Montrose Village Terr | East Jefferson St | Arterial | White Flint 2 Sector Plan | 4D | 4D | 80 | A-90 |
| Montrose Rd | Tower Oaks Blvd | Old Bridge Rd | Arterial | North Bethesda/Garrett Park | 4 | 4 | 300 | A-90 |
| Montrose Rd (MD 927) | I-270 | Tower Oaks Blvd | Arterial | North Bethesda/Garrett Park | 4 | 4 | 300 | A-90 |
| Montrose Rd Extended | Existing Falls Rd | Relocated Falls Rd (approximately 400 feet west) | Arterial (Planned) | Potomac | N/A | 2 | 100 | A-203 |
| Mooney Dr | Snouffer School Rd | Beechcraft Ave | Industrial | Gaithersburg Vicinity | 2 | 4 | 80 | I-5 |
| Moore Rd | Peach Tree Rd | Bucklodge Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-25 |
| Moorland Ln | Clarendon Rd | Arlington Rd | Business | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Moorland Ln | Arlington Rd | Old Georgetown Rd | Business | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Morningwood Dr | Cashell Rd | Golden Spring Ct | Primary Residential | Olney | 2 | 2 | 70 | P-11 |
| Morningwood Dr | Golden Spring Ct | Georgia Ave | Primary Residential | Olney | 2 | 2 | 70 | P-11 |
| Motor City Dr | Westlake Terr | Current Terminus/Future Private Street | Business | Rock Spring | 2 | 2 | 70 | B-7 |
| Mount Ephraim Rd | Dickerson Rd | West Harris Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-26 |
| Mount Nebo Rd | West Offutt Rd | River Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-27 |
| Mountain View Rd | Kings Valley Rd | Purdum Rd / Prices Distillery Rd | Rustic Road | Rustic Roads / Damascus | 2 | 2 | 70 | R-58 |
| Mouth Of Monocacy Rd | Frederick County Line | Dickerson Rd | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 80 | E-6 |
| Mouth Of Monocacy Rd | Mount Ephraim Rd | Litle Monocacy River | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 80 | E-6 |
| Mouth Of Monocacy Rd | Dickerson Rd | Mount Ephraim Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-9 |
| Moxley Rd | Clarksburg Rd | Kempton Rd | Rustic Road | Rustic Roads / Damascus | 2 | 2 | 70 | R-29 |
| Moyer Rd | Woodfield Rd | Moyer Road Park | Primary Residential | Damascus | 2 | 2 | 70 | P-8 |
| Muddy Branch Rd | Decoverly Dr Extended | Darnestown Rd (City of Gaithersburg) | Major Highway | Great Seneca Science Corridor | 4 | 6 | 150 | M-15 |
| Muddy Branch Rd | West Diamond Ave (MD 117) | Great Seneca Hwy (MD 119) | Major Highway | Great Seneca Science Corridor | 4 | 6 | 150 | M-15 |
| Muddy Branch Rd | Great Seneca Hwy (MD 119) | Decoverly Dr Extended | Major Highway with planned BRT | Great Seneca Science Corridor | 4 | 6 + 2T | 170 | M-15 |
| Muddy Branch Rd | Dufief Mill Rd | Darnestown Rd | Arterial | Potomac | 2 | 2 | 80 | A-32 |
| Muncaster Mill Rd (MD 115) | Redland Rd | North Branch of Rock Creek | Arterial | Upper Rock Creek | 2 | 2 | 80 | A-93 |
| Muncaster Mill Rd (MD 115) | Woodfield Rd | Redland Rd | Arterial | Upper Rock Creek | 2 | 4D | 100 | A-93 |
| Muncaster Mill Rd (MD 115) | North Branch of Rock Creek | Norbeck Rd (MD 28) | Arterial | Olney | 2 | 2 | 80 | A-93 |
| Muncaster Rd | Muncaster Mill Rd (MD 115) | Olney-Laytonsville Rd (MD 108) | Arterial | Upper Rock Creek | 2 | 2 | 80 | A-102 |
| Musgrove Rd | Old Columbia Pike | Fairland Rd | Arterial | Fairland | 2 | 2 | 80 | A-100 |
| N High St | Georgia Ave | Morningwood Dr | Business | Olney | 2 | 2 | 70 | B-2 |
| N Horners Ln | Dover Rd | Westmore Ave | Industrial | Upper Rock Creek | 2 | 2 | 70 | I-2 |
| N Park Ave | Friendship Blvd | Willard Ave | Business | Friendship Heights | 2 | 2 | 80 | Unassigned |
| N. Brook Ln | Keystone Ave | end-of-road | Primary Residential | Bethesda Downtown Plan | 2 | 2 | 80 | Unassigned |
| Nadine Dr | Norbeck Rd | Bauer Dr | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-5 |
| Nebel St | Nicholson Ln | Randolph Rd | Business | White Flint Sector Plan | 2 | 3-4 | 80 | B-5 |
| Nebel St | Bou Ave | Montrose Pkwy | Business | White Flint 2 Sector Plan | 4 | 4 | 80 | B-5 |
| Nebel St Extended | Rockville Pike (MD 355) | Nicholson Ln | Business (Planned) | White Flint Sector Plan | N/A | 2-3 | 80 | B-5 |
| Needwood Rd | Redland Rd | Muncaster Mill Rd | Primary Residential | Upper Rock Creek | 2 | 2 | 70 | P-8 |
| Needwood Rd | Redland Rd | Blueberry Hill Local Park | Primary Residential | Shady Grove | 2 | 2 | 70 | P-8 |
| New Connector Rd | River Rd | Westbard Ave | Business (Planned) | Westbard Sector Plan (2016) | N/A | 2 | 54 | B-2 |
| New Hampshire Ave (MD 650) | Lockwood Dr | Oaklawn Dr | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 1T | 130* | M-12 |
| New Hampshire Ave (MD 650) | Spencerville Rd | Bryant's Nursery Rd | Major Highway | Cloverly | 4 | 4 | 125 | M-12 |
| New Hampshire Ave (MD 650) | Norwood Rd | Intercounty Connector (MD 200) | Major Highway | Cloverly | 4 | 4 | 125 | M-12 |
| New Hampshire Ave (MD 650) | Colesville Park & Ride | Lockwood Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | M-12 |
| New Hampshire Ave (MD 650) | Capital Beltway (I-495) | Northampton Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-12 |
| New Hampshire Ave (MD 650) | Georgia Ave | Olney-Sandy Spring Rd/Ashton Rd | Arterial | Olney | 2 | 2 | 80 | A-13 |
| New Hampshire Ave (MD 650) | Olney-Sandy Spring Rd/Ashton Rd | Spencerville Rd | Major Highway | Sandy Spring-Ashton / Cloverly | 2 | 2 | 120 | M-12 |
| New Hampshire Ave (MD 650) | 250' north of Cloverly St | Bryant's Nursery Rd | Major Highway | Cloverly | 4 | 4 | 100 | M-12 |
| New Hampshire Ave (MD 650) | 250' north of Cloverly St | Briggs Chaney Rd | Major Highway | Cloverly | 4 | 4 | 120 | M-12 |
| New Hampshire Ave (MD 650) | Briggs Chaney Rd | Norwood Rd | Major Highway | Cloverly | 4 | 4 | 125 | M-12 |
| New Hampshire Ave (MD 650) | Intercounty Connector (MD 200) | Colesville Park & Ride | Major Highway | White Oak | 6D | 6D | 120 | M-12 |
| New Hampshire Ave (MD 650) | Oaklawn Dr | Powder Mill Rd | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 1T | 120-130* | M-12 |
| New Hampshire Ave (MD 650) | Powder Mill Rd | Capital Beltway (I-495) | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 1T | 130* | M-12 |
| New Hampshire Ave (MD 650) | University Blvd (MD 193) | Approx. 380' south of Sligo Creek Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D-8D | 6D + 1T | 150**** | M-12 |
| New Hampshire Ave (MD 650) | Approx. 380' south of Sligo Creek Pkwy | Eastern Ave (D.C. Line) | Major Highway with planned BRT | Countywide Transit Corridors | 6D-8D | 6D + 0T | 150**** | M-12 |
| New Hampshire Ave BRT Corridor | University Blvd (MD 193) | Northampton Dr | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | e George's CT | |
| New Rd | Holton Ln | University Blvd (MD 193) | Business (Planned) | Takoma Langley Crossroads Sector Plan | N/A | 2 | 70 | B-2 |
| New Rd | Crystal Rock Dr | Century Blvd | Business (Planned) | Germantown Employment Area Sector Plan (2009) | N/A | 2 | 100 | B-19 |
| New Rd (Glenmont Shopping Center) | Seneca Meadows Pkwy | Milestone Center Dr | Business (Planned) with planned BRT | Germantown Employment Area Sector Plan (2009) | N/A | 2 + 2T | 130 | B-25 |
| New Road (Glenmont Shopping Center) | Georgia Ave | Randolph Rd | Business (Planned) | Glenmont | 2 | 2 | 70 | B-2 |
| New Road (Glenmont Shopping Center) | Layhill Rd | Randolph Rd | Business (Planned) | Glenmont | 2 | 2 | 70 | B-1 |
| New St | Chapman St | Nebel St | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-18 |
| New St | Nicholson St | Executive Blvd Extended | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-19 |
| New St (Mid-Pike rung) | Hoya St | Rockville Pike (MD 355) | Business (Planned) | White Flint Sector Plan | N/A | 2 | 80 | B-16 |
| New Street | Crystal Rock Dr | Century Blvd | Business | Germantown Employment Area Sector Plan (2009) | 2 | 2 | 70 | B-17 |
| New Street (Metrocenter Dr) | Georgia Ave | Layhill Rd | Primary Residential (Planned) | Glenmont | 2 | 2 | 70 | P-26 |
| New Street (Winexburg Manor) | Layhill Rd | Randolph Rd | Primary Residential (Planned) | Glenmont | 2 | 2 | 70 | P-27 |
| Newbridge Dr | Democracy Blvd | River Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-8 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|--------------------------|---|---------------------------------------|---|---|----------------|---------------|-------------|-------------|
| Redland Rd | Crabbs Branch Way | Frederick Rd | Business | Shady Grove | 4D | 4D | 100 | B-1 |
| Redland Rd | Needwood Rd | Crabbs Branch Way | Primary Residential | Shady Grove | 2 | 4 | 70 | P-7 |
| Reedie Dr | Amherst Ave | Dodson St | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-36 |
| Reedie Dr | Georgia Ave | Amherst Ave | Business | Wheaton CBD Sector Plan | 3 | 2 | 70 | B-22 |
| Reedie Dr | Veirs Mill Rd | Georgia Ave | Business with planned BRT | Countywide Transit Corridors | 2 | 2 | 70 | B-22 |
| Research Blvd | Omega Dr | Rockville City Limits | Industrial | Great Seneca Science Corridor | 4 | 4 | 80 | I-8 |
| Rexmore Dr | Locbury Dr | Crystal Rock Dr | Primary Residential | Germantown (1989) | 2 | 2 | 80 | Unassigned |
| Richter Farm Rd | Clopper Rd | Great Seneca Hwy | Arterial | Germantown (1989) | 4D | 4D | 100 | A-297 |
| Ridge Rd | I-270 | Brink Rd | Major Highway | Germantown/Clarksburg | 6D | 6D | 150 | M-27 |
| Ridge Rd | I-270 | Frederick Rd (MD 355) | Controlled Major Highway | Germantown Employment Area Sector Plan (2009) | 6D | 6D | 150 | CM-27 |
| Ridge Rd | Mid County Hwy (Proposed) | Brink Rd | Major Highway | Clarksburg | 2 | 6D | 150 | M-27 |
| Ridge Rd | Skylark Rd | Mid County Hwy (Proposed) | Major Highway | Clarksburg | 2D | 4D | 120 | M-27 |
| Ridge Rd | 1000' south of Sweepstakes Rd | Skylark Rd | Arterial | Clarksburg | 2 | 2 | 80 | A-11 |
| Ridge Rd | Howard County Line | Howard County Line | Country Arterial | Damascus | 2 | 2 | 100 | CA-12 |
| Ridge Rd | Bellison Rd | Howard County Line | Country Arterial | Damascus | 2 | 2 | 100 | CA-12 |
| Ridge Rd (MD 27) | 1000' south of Sweepstakes Rd | Bethesda Church Rd | Arterial | Damascus | 2 | 2 | 100 | A-11 |
| Ridge Rd (MD 27) | 450' n. of High Corner St | Bellison Rd | Arterial | Damascus | 2 | 2 | 100 | A-11 |
| Ridge Rd (MD 27) | Bethesda Church Rd | 450' n. of High Corner St | Business | Damascus | 2 | 2 | 80 | B-5 |
| Ridgefield Rd | Westbard Ave | River Rd | Business | Westbard Sector Plan (2016) | 4 | 4 | 100 | B-1 |
| Riding Stable Rd | Sandy Spring Rd | Prince George's County Line | Primary Residential | Fairland | 2 | 2 | 70 | P-47 |
| Riffle Ford Rd | Germantown Rd | Great Seneca Creek | Arterial | Germantown (1989) | 2 | 2 | 80 | A-103 |
| Riffle Ford Rd | 220' east of Hallman Ct | Darnestown Rd (MD28) | Arterial | Great Seneca Science Corridor | 2 | 4 | 80 | A-103 |
| Riffle Ford Rd | Great Seneca Creek | 700' north of Woodsboro Dr | Arterial | Great Seneca Science Corridor | 2 | 4 | 80 | A-103 |
| Riggs Rd | Zion Rd | Gregg Rd | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-35 |
| Rileys Lock Rd | C & O Canal | River Rd | Rustic Road | Rustic Roads / Potomac | 2 | 2 | 70 | R-40 |
| Rio Blvd | Washingtonian Blvd (City of Gaithersburg) | Fields Rd | Arterial | Great Seneca Science Corridor | 4 | 4 | 80 | A-23 |
| Ripley St | Georgia Ave | CSX Railroad | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| Ripley St | end of existing St | Bonifant St | Business | Silver Spring CBD | N/A | 2 | 70 | B-AL |
| Rippling Brook Dr | Bel Pre Rd | Hewitt Ave | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-10 |
| Rippling Brook Dr | Matthew Henson Greenway | Georgia Ave | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-14 |
| River Rd | Mount Nebo Rd | West Willard Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-36 |
| River Rd | West Willard Rd | Seneca Creek | Country Arterial | Rustic Roads | 2 | 2 | 80 | CA-29 |
| River Rd | Seneca Creek | Esworthy Rd | Arterial | Potomac | 2 | 2 | 80 | A-1 |
| River Rd | Little Falls Pkwy | Western Ave (D.C. Line) | Major Highway | Bethesda-Chevy Chase | 4 | 4-6 | 100 | M-2 |
| River Rd | Esworthy Rd | Riverwood Dr | Major Highway | Potomac | 2 | 2 | 150 | M-2 |
| River Rd | Seven Locks Rd | Capital Beltway (I-495) | Major Highway | Potomac | 2-4 | 4D | 150 | M-2 |
| River Rd | Falls Rd | Seven Locks Rd | Major Highway | Potomac | 2 | 2 | 150 | M-2 |
| River Rd | Capital Beltway (I-495) | Ridgefield Rd | Major Highway | Bethesda-Chevy Chase | 4-6 | 6 - 8 | 150 | M-2 |
| River Rd | Ridgefield Rd | Little Falls Pkwy | Major Highway | Westbard Sector Plan (2016) | 4 | 4 | 110 | M-2 |
| River Rd | River Oaks Ln | Falls Rd | Major Highway | Potomac | 2 | 2 | 150 | M-2 |
| River Rd | Whites Ferry Rd | Edwards Ferry Rd | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 80 | E-7 |
| River Rd Relocated | Riverwood Dr | River Oaks Ln | Major Highway (Planned) | Potomac | N/A | 2 | 150 | M-2 |
| Road B | Darnestown Rd | Muddy Branch Rd | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-3 |
| Road C | Decoverly Dr Extended | Key West Ave | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-4 |
| Road D | Blackwell Rd | Decoverly Dr | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-5 |
| Road E | Blackwell Rd | Key West Ave | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-6 |
| Road F | Road A | Road G | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-7 |
| Road G | Road A | Medical Center Dr | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-8 |
| Road H | Research Blvd | Shady Grove Rd | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-9 |
| Road I | Research Blvd | Blackwell Rd Extended | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-10 |
| Road J | Road G | Road H | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-11 |
| Road K | Road G | Medical Center Dr | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-12 |
| Road L | Blackwell Rd | Road N | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-13 |
| Road M | Blackwell Rd | Road F | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-14 |
| Road N | Medical Center Dr | Road G | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-15 |
| Road Q | Traville Gateway Dr | Darnestown Rd | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-18 |
| Road R | Medical Center Dr | Shady Grove Rd | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 60 | B-19 |
| Roberts Tavern Dr | New Cut Rd Extended | Observation Dr Extended (A-19) | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 2D | 4D | 120 | A-251 |
| Roberts Tavern Dr | New Cut Rd Extended | Observation Dr Extended (A-19) | Arterial (Planned) | Ten Mile Creek Area Limited Amendment (2014) | N/A | 4D | 120 | A-251 |
| Robey Rd | Briggs Chaney Rd | Greencastle Rd | Primary Residential | Fairland | 2 | 2 | 70 | P-29 |
| Rock Spring Dr | Fernwood Rd | Old Georgetown Rd (MD 187) | Business with planned BRT | Rock Spring | 4 | 2 + 2T | 80 + 40** | B-1 |
| Rocking Horse Rd | Randolph Rd | Bolling Brook Pkwy | Primary Residential | White Flint 2 Sector Plan | 2 | 2 | 70 | P-15 |
| Rockledge Dr | Fernwood Rd | Rockledge Blvd | Business | Rock Spring | 4 | 2 | 80 | B-4 |
| Rockledge Dr | Democracy Blvd | Rockledge Blvd | Business | Rock Spring | 4 | 2 | 80 | B-5 |
| Rockledge Dr | Rockledge Blvd | I-270 Southbound Ramps | Business | Rock Spring | 4 | 3 | 130 | B-5 |
| Rockledge Dr | I-270 Southbound Ramps | I-270 Northbound Ramps | Business | Rock Spring | 5 | 4 | 80 | B-5 |
| Rockville Pike (MD 355) | Montrose Pkwy | Hillery Way | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 150 (162**) | M-6 |
| Rockville Pike (MD 355) | 745' north of Montrose Pkwy | 250 ft south of Twinbrook Pkwy | Major Highway with planned BRT | White Flint 2 Sector Plan | 6D | 6D + 2T | 150 (162**) | M-6 |
| Rockville Pike (MD 355) | Grosvenor Ln | Capital Beltway (I-495) | Major Highway with planned BRT | Grosvenor-Strathmore Metro Area | 6D | 6D + 2T | 200 | M-6 |
| Rockville Pike (MD 355) | Strathmore Ave (MD 547) | Grosvenor Ln | Major Highway with planned BRT | Grosvenor-Strathmore Metro Area | 6D | 6D + 2T | 150 (162**) | M-6 |
| Rockville Pike (MD 355) | Montrose Pkwy | 745' north of Montrose Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 150 (162**) | M-6 |
| Rockville Pike (MD 355) | Hillery Way | Strathmore Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 150 | M-6 |
| Rocky Rd | Woodfield Rd | Laytonsville Rd | Rustic Road | Rustic Roads / Damascus | 2 | 2 | 70 | R-37 |
| Roeder Rd | Fenton St | Cedar St | Business | Silver Spring CBD | 2 | 2 | 60 | Unassigned |
| Rose Ave Extended | Towne Rd | Wilco Property | Business | White Flint 2 Sector Plan | 2 | 2 | 70 | B-3 |
| Rosedale Ave | Wisconsin Ave | 60' east of Tilbury St | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Roslyn Ave | Redland Rd | Beauvoir Blvd | Primary Residential | Gaithersburg Vicinity 1990 | 2 | 2 | 70 | P-16 |
| Rothbury Dr | Arrowhead Rd | 700' west of Goshen Rd | Primary Residential | Montgomery Village Master Plan | 2 | 2 | 70 | P-20 |
| Rothbury Dr | 700' west of Goshen Rd | Goshen Rd | Business | Montgomery Village Master Plan | 2 | 2 | 80 | B-3 |
| Rugby Ave | end-of-road | Glenbrook Rd | Business | Bethesda Downtown Plan | 2 | 2 | 80 | Unassigned |
| Rugby Ave | Glenbrook Rd | Auburn Ave | Business | Bethesda Downtown Plan | 2 | 2 | 50 | Unassigned |
| Rugby Ave | Auburn Ave | Woodmont Ave | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Russett Rd | Bauer Dr | Arctic Ave | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-6 |
| Saddle Creek Dr | McKnew Rd | Approximately 200' SE of Bender Court | Primary Residential | Fairland | 2 | 2 | 70 | P-27 |
| Saddle Creek Dr Extended | Approximately 200' SE of Bender Court | Cedar Tree Ln | Primary Residential (Planned) | Fairland | N/A | 2 | 70 | P-27 |
| Saint Paul St | Metropolitan Ave | Plyers Mill Rd | Primary Residential | Kensington Sector Plan | 2 | 2 | 70 | P-6 |
| Sam Eig Hwy | Great Seneca Hwy (MD 119) | I-270 | Controlled Major Highway with planned BRT | Great Seneca Science Corridor | 6 | 6 + T | 250 | CM-28 |
| Sandy Spring Rd | Business 29 | US 29 | Major Highway | Burtonsville Crossroads | 4D | 4D | 130-170 | M-76 |
| Sandy Spring Rd | Columbia Pike | Prince George's County Line | Major Highway | Fairland | 4D | 4D | 120 | M-76 |
| Sangamore Rd | Massachusetts Ave | MacArthur Blvd | Arterial | Bethesda-Chevy Chase | 2 | 2 | 80 | A-63 |
| Santini Rd | Spencerville Rd north | end-of-road | Rustic Road | Fairland | 2 | 2 | 70 | Unassigned |
| Saul Rd | Parkwood Dr | Kensington Pkwy | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-3 |
| Scenery Dr | Frederick Rd | Middlebrook Rd | Arterial | Germantown Employment Area Sector Plan (2009) | 2 | 4 | 100 | A-21 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|---------------------------------|---|---|---------------------------|---|----------------|---------------|--------------|-------------|
| Scenery Dr | Middlebrook Rd | Germantown Rd | Arterial | Germantown (1989) | 2 | 4 | 80 | A-21 |
| Schaeffer Rd | White Ground Rd | Germantown Park Dr | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-38 |
| Schaeffer Rd | Germantown Park Dr | Clopper Rd | Primary Residential | Germantown / Agriculture and Open Space | 2 | 2 | 80 | Unassigned |
| Schindler Dr | Crest Park Dr | New Hampshire Ave | Primary Residential | White Oak Science Gateway | 2 | 2 | 70 | P-14 |
| Schuykill Rd | Wyaconda Rd | CSX Railroad ROW | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-15 |
| Schuykill Rd | Boiling Brook Pkwy | Wyaconda Rd | Primary Residential | White Flint 2 Sector Plan | 2 | 2 | 70 | P-15 |
| Scott Dr | Rockville City Line (east of Wescott Pl) | Rockville City Line (east of Carriage Ct) | Primary Residential | Potomac | 2 | 2 | 70 | P-2 |
| Scottsby Dr | Shakespeare Blvd | Seneca Crossing Dr | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Second Ave | Seminary Rd/Seminary Pl | Linden Ln | Arterial | North and West Silver Spring | 2 | 2 | 80 | A-30 |
| Security Ln | Woodglen Dr | Rockville Pike (MD 355) | Business | White Flint Sector Plan | 2 | 2 | 70 | B-17 |
| Security Ln Extended | Rockville Pike (MD 355) | Huff Ct | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-17 |
| Selfridge Rd | Gridley Rd | Randolph Rd | Business | Kensington-Wheaton | 2 | 2 | 80 | B-2 |
| Selim Rd | Sligo Ave | Philadelphia Ave | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| Seminary Pl | Georgia Ave | Second Ave / Seminary Rd | Arterial | North and West Silver Spring | 2 | 2 | 80 | A-31 |
| Seminary Rd | Forest Glen Rd | Capital Beltway (I-495) | Arterial | Kensington-Wheaton | 2 | 2 | 80 | A-30 |
| Seminary Rd | Capital Beltway (I-495) | Georgia Ave | Arterial | North and West Silver Spring | 2 | 2 | 80 | A-30 |
| Seneca Crossing Dr | Scottsby Dr | Hendersons Corner Rd | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Seneca Meadows Pkwy | Seneca Meadows Corporate Park BRT Station | New Rd | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 4 | 4D + 2T | 130 | B-13 |
| Seneca Meadows Pkwy | Germantown Road (MD 118) | Seneca Meadows Corporate Park BRT Station | Business with planned BRT | Countywide Transit Corridors | 4 | 4D + 0T | 100 | B-13 |
| Seneca Meadows Pkwy | New Rd | Observation Dr | Business with planned BRT | Countywide Transit Corridors | 4 | 4D + 1T | 130 | B-13 |
| Seneca Rd | River Rd | Darnestown Rd | Arterial | Potomac | 2 | 2 | 80 | A-29 |
| Serpentine Way | East Randolph Rd | Fairland Rd | Primary Residential | Fairland | 2 | 2 | 70 | P-21 |
| Seven Locks Rd | MacArthur Blvd | I-495 | Principal Secondary | Bethesda-Chevy Chase | 2 | 2 | 60 | PS-2 |
| Seven Locks Rd | I-495 | Bradley Blvd (MD 191) | Primary Residential | Potomac | 2 | 2 | 70 | P-26 |
| Seven Locks Rd | Bradley Blvd (MD 191) | Rockville City Limits | Arterial | Potomac | 2 | 2 | 80 | A-79 |
| Shady Grove Rd | Darnestown Rd | 1200' west of Frederick Rd | Major Highway | Great Seneca Science Corridor | 6 | 6D | 150 | M-42 |
| Shady Grove Rd | Cavanaugh Dr | Darnestown Rd | Arterial | Great Seneca Science Corridor | 4 | 4 | 100 | A-34 |
| Shady Grove Rd | I-370 | Mid County Hwy | Major Highway | Shady Grove | 6D | 6D | 120 | M-42 |
| Shady Grove Rd | 1200' west of Frederick Rd | I-370 | Major Highway | Shady Grove | 6D | 6D | 150 | M-42 |
| Shady Grove Rd | Mid County Hwy | Muncaster Mill Rd | Major Highway | Gaithersburg Vicinity | 4-6D | 6D | 120-150 | M-42 |
| Shakespeare Blvd | Observation Dr | Frederick Rd (MD 355) | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4D + 2T | 123 | A-291 |
| Shakespeare Blvd | Frederick Rd | Germantown Rd | Arterial | Germantown (1989) | 2 | 4 | 80 | A-291 |
| Shannandale Dr | Deer Park Dr | Calverton Blvd | Primary Residential | Fairland | 2 | 2 | 70 | P-36 |
| Shawnee Ln | Gateway Center Dr | Frederick Rd | Arterial | Clarksburg | 2D | 4D | 120 | A-301 |
| Sheffield Manor Dr | Guilford Run Ln | Aston Manor Dr | Primary Residential | Fairland | 2 | 2 | 70 | P-32 |
| Shiloh Church Rd | West Old Baltimore Rd | Comus Rd | Country Road | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 70 | CR-1 |
| Shoemaker Farm Ln | North Park Ave | Willard Ave | Business | Friendship Heights | 1 | 1 | 50 | Unassigned |
| Shorefield Rd | Georgia Ave | Wheaton Regional Park | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-34 |
| Silver Spring Ave | Georgia Ave | Approx. 280' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| Skylark Rd | Piedmont Rd | Ridge Rd | Primary Residential | Clarksburg | 2 | 2 | 70 | P-2 |
| Skymeadow Way | Olney-Sandy Spring Rd (MD 108) | Proposed Internal Connector | Business | Sandy Spring Rural Village Plan | 2 | 2 | 60 | B-26 |
| Slidell Rd | Southern Boundary (Ten Mile Creek) | Comus Rd | Rustic Road | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 80 | R-8 |
| Slidell Rd | Barnesville Rd | Southern Boundary (Ten Mile Creek) | Rustic Road | Rustic Roads 2004 / Clarksburg / Boyds | 2 | 2 | 80 | R-8 |
| Slidell Rd | Comus Rd | Clarksburg MP Northern Boundary | Rustic Road | Clarksburg | 2 | 2 | 80 | R-8 |
| Sligo Ave | Georgia Ave | Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| Sligo Ave | Approx. 149' east of Fenton St | Piney Branch Rd | Arterial | East Silver Spring | 2 | 2 | 50 | A-87 |
| Sligo Ave | Fenton St | Approx. 149' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 80 | Unassigned |
| Sligo Creek Parkway | Glengarry Pl | New Hampshire Ave | Minor Arterial | Takoma Langley Crossroads Sector Plan | 2 | 2 | 60 | MA-1 |
| Snouffer School Rd | Ridge Heights Dr | Flower Hill Way | Arterial | Gaithersburg Vicinity | 2 | 4 | 80 | A-16 |
| Snouffer School Rd | Flower Hill Way | Woodfield Rd | Arterial | Gaithersburg Vicinity | 4 | 4 | 80 | A-16 |
| Snouffer School Rd | Goshen Rd | Ridge Heights Dr | Arterial | Montgomery Village Master Plan | 2 | 4 | 80 | A-16 |
| Snowden Farm Pkwy | Stringtown Rd | Clarksburg Rd | Arterial | Clarksburg | 2 | 2 | 80 | A-305 |
| Snowden Farm Pkwy | Ridge Rd | Stringtown Rd | Arterial | Clarksburg | 4 | 4D | 120 | A-305 |
| Snowden Farm Pkwy | Woodcrest Manor Way | Frederick Rd (MD 355) | Arterial | Clarksburg | N/A | 2 | 80 | A-305 |
| Snowden Farm Pkwy (Proposed) | Clarksburg Rd | Woodcrest Manor Way | Arterial (Planned) | Clarksburg | N/A | 2 | 80 | A-305 |
| Sorrell Ave | Democracy Blvd | Bentcross Dr | Primary Residential | Potomac | 2 | 2 | 70 | P-25 |
| South Glen Rd | Glen Rd | Deep Glen Dr | Exceptional Rustic Road | Rustic Roads / Potomac | 2 | 2 | 70 | E-3 |
| South Glen Rd | Deep Glen Dr | Falls Rd | Country Road | Rustic Roads / Potomac | 2 | 2 | 70 | CR-18 |
| South Park Ave | Wisconsin Ave | Friendship Blvd | Business | Friendship Heights | 2 | 2 | 80 | Unassigned |
| Southlawn Ln | E Gude Dr | Incinerator Ln | Industrial | Upper Rock Creek | 2 | 2-4 | 70 | I-1 |
| Southlawn Ln | Incinerator Ln | Avery Rd | Industrial | Upper Rock Creek | 2 | 2-4 | 70 | I-1 |
| Spartan Rd | Georgia Ave | Appomattox Ave | Business | Olney | 2 | 2 | 80 | B-5 |
| Spartan Rd | Appomattox Ave | Old Baltimore Rd | Primary Residential | Olney | 2 | 2 | 70 | P-5 |
| Spencerville Rd | New Hampshire Ave | Thompson Rd | Major Highway | Cloverly | 2 | 4 | 120 | M-76 |
| Spencerville Rd | Thompson Rd | 360' east of Batson Rd | Major Highway | Cloverly | 2 | 4 | 70 | M-76 |
| Spencerville Rd | 360' east of Batson Rd | Old Columbia Pike | Major Highway | Cloverly / Fairland | 2 | 4 | 120 | M-76 |
| Spring Meadows Dr | Seneca Rd | Darnestown Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-24 |
| Spring St | 630' west of Second Ave | First Ave | Arterial | Silver Spring CBD | 4D | 4 | 100 | A-263 |
| Spring St | Georgia Ave | Fairview Rd | Arterial | Silver Spring CBD | 4D | 4 | 100 | A-263 |
| Spring St | Fairview Rd | Cameron St | Arterial | Silver Spring CBD | 4 | 4 | 80 | A-263 |
| Spring St | Colesville Rd | Ellsworth Dr | Arterial | Silver Spring CBD | 4-4D | 4 | 80 | A-263 |
| Spring St | Cameron St | Colesville Rd | Arterial | Silver Spring CBD | 4 | 4 | 100 | A-263 |
| Spring St | 16th St (MD 390) | 630' west of Second Ave | Arterial | Greater Lyttonsville Sector Plan | 4D | 4 | 100 | A-263 |
| St. Elmo Ave | Old Georgetown Rd | Woodmont Ave | Business | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Stanford St | Wisconsin Ave | West Ave | Business | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Station St | Marinelli Rd | Old Georgetown Rd | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-11 |
| Stedwick Rd | Watkins Mill Rd | Montgomery Village Ave | Business | Montgomery Village Master Plan | 2 | 2 | 80 | B-1 |
| Stedwick Rd (LOOP) | Watkins Mill Rd | Watkins Mill Rd | Primary Residential | Montgomery Village Master Plan | 2 | 2 | 70 | P-11 |
| Steeple Rd | Clopper Rd | Hopkins Rd | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Stewart Ln | Lockwood Dr | Columbia Pike (US 29) | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | A-286 |
| Stewartown Rd | Watkins Mill Rd | Montgomery Village Ave | Minor Arterial (planned) | Montgomery Village Master Plan | N/A | 2 | 56 | MA-298 |
| Stewartown Rd | Montgomery Village Ave | Goshen Rd | Minor Arterial | Montgomery Village Master Plan | 2 | 2 | 70 | MA-298 |
| Stonebridge View Dr | Muddy Branch Rd | Travilah Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-30 |
| Stonegate Dr | New Hampshire Ave | Notley Rd | Primary Residential | Cloverly | 2 | 2 | 70 | P-5 |
| Stoney Creek Rd | Travilah Rd | River Rd | Rustic Road | Potomac | 2 | 2 | 80 | R-7 |
| Stoneybrook Dr | Beach Dr | Capital View Ave | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-17 |
| Stratford Garden Dr | East Randolph Rd | end-of-road | Primary Residential | Fairland | 2 | 2 | 70 | P-24 |
| Strathmore Ave (MD 547) | Rockville Pike | Beach Dr | Arterial | Grosvenor-Strathmore Metro Area | 2 | 2 | 80 | A-272 |
| Strathmore St | Woodmont Ave | Bradley Blvd (MD 191) | Primary Residential | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Strawberry Knoll Rd | Emory Grove Rd | Centerway Rd | Primary Residential | Gaithersburg Vicinity | 2 | 2 | 70 | P-4 |
| Street "A" (King Farm Blvd Ext) | Rockville Pike | 1100' south of Shady Grove Metro Station | Business (Planned) | Shady Grove | N/A | 2 | 120 | B-4 |
| Street "B" (Proposed) | Rockville Pike | Proposed Street "D" | Business (Planned) | Shady Grove | N/A | 2 | 190 (Varies) | B-5 |
| Street "B" (Proposed) | 700' from Street "D" | Shady Grove Metro Station | Business (Planned) | Shady Grove | N/A | 2 | 120 | B-5 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|--|--|--------------------------------------|---|-------------------------------------|----------------|---------------|------------|-------------|
| Street "C" (Somerville Dr Ext) | Proposed Street "A" | Proposed Street "E" | Business (Planned) | Shady Grove | N/A | 2 | 70 | B-6 |
| Street "D" (Proposed) | Proposed Street "A" | Proposed Street "E" | Business (Planned) | Shady Grove | N/A | 2 | 60 | B-7 |
| Street "E" (Paramount Dr] (Proposed) | Rockville Pike | Proposed Street "C" | Business (Planned) | Shady Grove | N/A | 2 | 70 | B-8 |
| Street "F" (Proposed) | Redland Rd | Proposed Street "I" | Business (Planned) | Shady Grove | N/A | 2 | 70 | B-9 |
| Street "G" (Proposed) | Redland Rd | Metro Access Rd | Business (Planned) | Shady Grove | N/A | 2 | 80 | B-10 |
| Street "H" (Proposed) | Proposed Street "F" | Metro Access Rd | Business (Planned) | Shady Grove | N/A | 2 | 70 | B-11 |
| Street "I" (Proposed) | 550' w of Crabbs Branch Way | 900' e of Crabbs Branch Way | Business (Planned) | Shady Grove | N/A | 2 | 70 | B-12 |
| Street "J" (Proposed) | Proposed Street "I" | 700 LF north | Business (Planned) | Shady Grove | N/A | 2 | 70 | B-13 |
| Street "K" (Proposed) | Proposed Street "F" | Proposed Street "G" | Business (Planned) | Shady Grove | N/A | 2 | 60 | B-14 |
| Street "L" (Proposed) | Proposed Street "F" | Proposed Street "G" | Business (Planned) | Shady Grove | N/A | 2 | 60 | B-15 |
| Stringtown Rd | Piedmont Rd | Kings Valley Rd | Rustic Road | Clarksburg / Rustic Roads | 2 | 2 | 70 | R-7 |
| Stringtown Rd | Frederick Rd | Overlook Park Dr | Arterial | Clarksburg | 2 | 4D | 120 | A-260 |
| Stringtown Rd | Gateway Center Dr | Frederick Rd (MD 355) | Arterial | Clarksburg | 4 | 4 | 120 | A-260 |
| Stringtown Rd | Overlook Park Dr | Piedmont Rd (Future A-305) | Arterial | Clarksburg | 2 | 4D | 120 | A-260 |
| Sugarland Ln | Sugarland Rd | 2300' south of Sugarland Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-12 |
| Sugarland Rd | Hughes Rd | Sugarland Ln | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-11 |
| Sugarland Rd | Whites Ferry Rd | Darnestown Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-11 |
| Sugarland Rd | Sugarland Ln | Whites Ferry Rd | Exceptional Rustic Road | Rustic Roads | 2 | 2 | 80 | E-8 |
| Summit Ave | Knowles Ave | Plyers Mill Rd | Business | Kensington Sector Plan | 2 | 2 | 70 | B-2 |
| Summit Ave | Cedar Ln | Knowles Ave | Arterial | Kensington Sector Plan | 2 | 2 | 80 | A-67 |
| Summit Ave Extension | Plyers Mill Rd | Farragut Ave (to Connecticut Ave) | Business (Planned) | Kensington Sector Plan | 2 | 2 | 60 | B-3 |
| Sundale Ave | East-West Hwy (MD 410) | Porter Rd | Primary Residential | Greater Lyttonville Sector Plan | 2 | 2 | 70 | P-3 |
| Sundown Rd | Town of Laytonsville boundary | Damascus Rd | Country Arterial | Rustic Roads / Olney | 2 | 2 | 80 | CA-14 |
| Sunflower Dr | Emory Ln | Hornbeam Dr | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-2 |
| Sutherland Rd | Forest Glen Rd | Lanark Way | Primary Residential | Four Corners | 2 | 2 | 80 | P-7 |
| Swains Lock Rd | C&O Canal | River Rd | Exceptional Rustic Road | Rustic Roads / Potomac | 2 | 2 | 80 | E-9 |
| Sweepstakes Rd | Ridge Rd | Woodfield Rd | Primary Residential | Damascus | 2 | 2 | 70 | P-4 |
| Sweet Meadow Ln | Belle Chase Dr | Dorsey Rd | Primary Residential | Upper Rock Creek | 2 | 2 | 70 | P-2 |
| Sycamore Landing Rd | C&O Canal | River Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-52 |
| Takoma Ave | Fenton St | DC Line | Arterial | Takoma Park | 2 | 2 | 80 | A-264 |
| Takoma Ave | Philadelphia Ave | Albany Ave/Fenton St | Primary Residential | Takoma Park | 2 | 2 | 60 | P-4 |
| Tamarack Rd | East Randolph Rd | Fairland Rd | Primary Residential | White Oak | 2 | 2 | 70 | P-11 |
| Taunton Dr | Amity Dr | Shady Grove MS | Primary Residential | Shady Grove | 2 | 2 | 70 | P-17 |
| Tech Rd | Industrial Pkwy | 1600 Ft Southwest of Industrial Pkwy | Business | White Oak Science Gateway | 2 | 2 | 100 | B-11 |
| Tech Rd | Columbia Pike (US 29) | Industrial Pkwy | Arterial with planned BRT | White Oak Science Gateway | 2 | 4 | 100 | A-107 |
| Tech Rd | Old Columbia Pike | Columbia Pike | Business | Fairland | 4 | 4 | 80 | B-6 |
| Tenbrook Dr | Breewood Rd | Dennis Ave | Primary Residential | Kemp Mill | 2 | 2 | 70 | P-5 |
| Terrace Dr | Grubb Rd | Freyman Dr | Primary Residential | Greater Lyttonville Sector Plan | 2 | 2 | 70 | P-1 |
| Thayer Ave | Georgia Ave | Fenton St | Business | Silver Spring CBD | 2 | 2 | 60 | Unassigned |
| Thayer Ave | Fenton St | Approx. 288' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | Unassigned |
| The Hills Plaza | Willard Ave | Somerset Terr | Business | Friendship Heights | 2 | 2 | 80 | Unassigned |
| Thompson Rd | Peach Orchard Rd | Briggs Chaney Middle School | Primary Residential | Cloverly | 2 | 2 | 70 | P-8 |
| Thompson Rd Extended | Briggs Chaney Middle School | Rainbow Dr | Primary Residential (Planned) | Cloverly | N/A | 2 | 70 | P-8 |
| Tilbury St | Chestnut St | Sleaford Rd | Primary Residential | Bethesda Downtown Plan | 2 | 2 | 60 | Unassigned |
| Tilden Ln | Old Georgetown Rd | 200' east of I-270 | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-7 |
| Tildenwood Dr | Montrose Rd | Old Stage Rd | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | P-11 |
| Tivoli Lake Blvd | Randolph Rd | Poplar Run Dr | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-13 |
| Towne Rd | Rockville Pike (MD 355) | Executive Blvd / Old Georgetown Rd | Major Highway (Planned) | White Flint 2 Sector Plan | 2 | 4D | 120 | M-4a |
| Travilah Rd | Unicorn Way | Darnestown Rd | Primary Residential | Great Seneca Science Corridor | 2 | 2 | 70 | P-14 |
| Travilah Rd | Darnestown Rd | Dufief Mill Rd | Primary Residential | Potomac | 2 | 2 | 70 | P-14 |
| Travilah Rd | Dufief Mill Rd | River Rd | Arterial | Potomac | 2 | 2 | 80 | A-32 |
| Travilah Rd Extended | Darnestown Rd | Medical Center Dr Extended | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-17 |
| Traville Gateway Dr | Shady Grove Rd | Darnestown Rd | Business | Great Seneca Science Corridor | 2 | 2 | 70 | B-16 |
| Traville Gateway Dr | Shady Grove Rd | Medical Center Dr | Business (Planned) | Great Seneca Science Corridor | N/A | 2 | 70 | B-16 |
| Triadelphia Lake Rd | Georgia Ave | Patuxent River | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-61 |
| Trundle Rd | Whites Ferry Rd for 1.0 mile | Road terminus | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-5 |
| Wisconsin Ave (MD 355) | Bethesda Downtown Plan Boundary | Chestnut St | Major Highway with planned BRT | Bethesda Downtown Plan | 6D | 6D + 1T | 120 | M-6 |
| Leland St | Bradley Blvd (MD 191) | Woodmont Ave | Minor Arterial | Bethesda Downtown Plan | 2 | 2 | 80 | MA-3 |
| Wisconsin Ave (MD 355) | Elm St | Woodmont St | Major Highway with planned BRT | Bethesda Downtown Plan | 6 | 6 + 1T | 114 | M-6 |
| Wisconsin Ave (MD 355) | Bradley Blvd (MD 191) | Nottingham Drive | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | M-6 |
| Wisconsin Ave (MD 355) | Nottingham Drive | Oliver St | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 120 | M-6 |
| Tschiffely Mill Rd | River Rd | C&O Canal | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-41 |
| Tucker Ln | New Hampshire Ave | Ednor View Terr | Primary Residential | Sandy Spring-Ashton | 2 | 2 | 70 | P-5 |
| Tucker Ln | Ednor View Terrace | Ashton Rd | Rustic Road | Sandy Spring-Ashton | 2 | 2 | 60 | R-3 |
| Tuckerman Ln | Falls Rd | Old Georgetown Rd | Arterial | Potomac/North Bethesda-Garrett Park | 2 | 2 | 80 | A-71 |
| Corridor Cities Transitway/Twin Lakes Dr | Quince Orchard Rd | Great Seneca Hwy | Transitway (Planned) with planned BRT | Great Seneca Science Corridor | N/A | 2T | 50-70 | T |
| Quince Orchard Rd | Great Seneca Hwy | Longdraft Rd | Major Highway | City of Gaithersburg | 4 | 4 | 120 | M-24 |
| Great Seneca Hwy (MD 119) | Longdraft Rd (Gaithersburg City Limits) | Quince Orchard Rd | Controlled Major Highway | City of Gaithersburg | 6 | 6 | 150 | CM-90 |
| Decoverly Dr | 930' east of Johns Hopkins Dr | Johns Hopkins Dr | Arterial with planned BRT | Great Seneca Science Corridor | N/A | 4 + 2T | 100-150 | A-284 |
| Corridor Cities Transitway Alt A | Corridor Cities Transitway | Broschart Rd | Transitway (Planned) with planned BRT | Great Seneca Science Corridor | N/A | 2T | 50-70 | T |
| Tuckerman Ln | Old Georgetown Rd (MD 187) | Rockville Pike (MD 355) | Arterial with planned BRT | Grosvenor-Strathmore Metro Area | 4D | 4D + 0T | 80 | A-71 |
| Tuckerman Ln | Rockville Pike (MD 355) | Rockville Pike (MD 355) | Business | Grosvenor-Strathmore Metro Area | 2 | 2 | 80 | B-1 |
| Turkey Foot Rd | Darnestown Rd | Travilah Rd | Rustic Road | Rustic Roads / Potomac | 2 | 2 | 70 | R-6 |
| Twig Rd | Good Hope Rd | Windmill Ln | Primary Residential | Cloverly | 2 | 2 | 70 | P-17 |
| Twinbrook Pkwy | 780' south of Parklawn Dr (southern Rockville City Limits) | Ardennes Ave | Arterial | Twinbrook Sector Plan | 6D | 6D | 104 | A-37 |
| Twinbrook Pkwy | 950' north of Ardennes Ave | Veirs Mill Rd | Arterial | North Bethesda/Garrett Park | 4 | 4 | 80 | A-37 |
| Twinbrook Pkwy | Ardennes Ave | 950' north of Ardennes Ave | Arterial | Twinbrook Sector Plan | 4D | 4D | 120 | A-37 |
| University Blvd (MD 193) | Bayfield St | Carroll Ave | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 142** | M-19 |
| University Blvd (MD 193) | Gilbert St | Seek Ln | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 150*** | M-19 |
| University Blvd (MD 193) | Piney Branch Rd | Gilbert St | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 5D + 2T | 163** | M-19 |
| University Blvd (MD 193) | Langley Dr | Piney Branch Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | M-19 |
| University Blvd (MD 193) | Seek Ln | Bayfield St | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 141**** | M-19 |
| University Blvd (MD 193) | Hillsdale Dr / Drumm Ave | Amherst Ave | Major Highway | Wheaton CBD Sector Plan | 6D | 6D | 120 | M-19 |
| University Blvd (MD 193) | Carroll Ave | Prince George's County Line | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 6D + 2T | 120* | M-19 |
| University Blvd (MD 193) | Connecticut Ave | Saint Paul St | Major Highway | Kensington Sector Plan | 6D | 6D | 120 | M-19 |
| University Blvd (MD 193) | Williamsburg Dr | Langley Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | M-19 |
| University Blvd (MD 193) | Easecrest Dr (Wheaton CBD Sector Plan Boundary) | Sligo Creek Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | M-19 |
| University Blvd (MD 193) | Amherst Ave | Dayton St | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | M-19 |
| University Blvd (MD 193) | Sligo Creek Pkwy | Dennis Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | M-19 |
| University Blvd (MD 193) | St. Paul St | Hillsdale Dr / Drumm Ave | Major Highway | Wheaton CBD | 6D | 6D | 120 | M-19 |
| University Blvd (MD 193) | Georgia Ave (MD 97) | Amherst Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 129 | M-19 |
| University Blvd (MD 193) | Colesville Rd | Williamsburg Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | M-19 |
| University Blvd (MD 193) | Dennis Ave | Lorain Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | M-19 |

Master Plan of Highways and Transitways Functional Classification - Effective 12/05/2017 (Revised)

| Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW (Feet) | Designation |
|---------------------------|---|--|--------------------------------|---|----------------|---------------|------------|-------------|
| Whelan Ln Extended | Existing Whelan Ln | Clarksburg Rd relocated | Arterial (Planned) | Clarksburg | N/A | 2 | 80 | A-304 |
| White Ground Rd | Darnestown Rd | Clopper Rd | Exceptional Rustic Road | Rustic Roads / Boyds | 2 | 2 | 70 | E-46 |
| Whites Ferry Rd | River Rd | Wasche Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-47 |
| Whites Ferry Rd | Wasche Rd | Poolesville western boundary | Country Arterial | Rustic Roads | 2 | 2 | 80 | CA-35 |
| Whites Ferry Rd | Poolesville eastern boundary | Approx. 2000' east of Poolesville eastern boundary | Country Arterial | Rustic Roads | 2 | 2 | 120 | CA-35 |
| Whites Ferry Rd | Partnership Rd | Darnestown Rd | Country Arterial | Rustic Roads | 2 | 2 | 120 | CA-35 |
| Whites Ferry Rd | Poolesville eastern boundary | Approx. 2000' east of Poolesville eastern boundary | Country Arterial | Rustic Roads | 2 | 2 | 120 | CA-35 |
| Whites Ferry Rd Relocated | Approx 2000' E of Poolesville boundary | Partnership Rd | Country Arterial (Planned) | Agriculture and Open Space | N/A | 2 | 120 | CA-35 |
| Whites Store Rd | Peach Tree Rd | Bucklodge Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-48 |
| Whittier Blvd | River Rd | Wilson Ln | Primary Residential | Bethesda-Chevy Chase | 2 | 2 | 70 | P-9 |
| Wickham Dr/Rd | North Branch of Rock Creek | Bowie Mill Rd | Primary Residential | Olney | 2 | 2 | 70 | P-5 |
| Wickham Rd | Olney-Laytonsville Rd (MD 108) | North Branch of Rock Creek | Primary Residential | Upper Rock Creek | 2 | 2 | 70 | P-5 |
| Wicomico Ave | Parklawn Dr | Wicomico Ave | Business | Twinbrook Sector Plan | 2 | 2 | 70 | B-9 |
| Wightman Rd | Brink Rd | Goshen Rd | Arterial | Montgomery Village Master Plan | 2 | 2 | 80 | A-36 |
| Wildcat Rd | Brink Rd | Davis Mill Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-49 |
| Wildcat Rd | Davis Mill Rd | Watkins Rd | Rustic Road | Rustic Roads | 2 | 2 | 70 | R-49 |
| Wilkens Ave | Parklawn Dr (160' south of existing Fishers Ln) | Parklawn Dr (340' north of Academy Way) | Business | Twinbrook Sector Plan | 2 | 2 | 70 | B-15 |
| Wilkens Ave Extended | Fishers Ln | Twinbrook Pkwy | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 60 | B-16 |
| Wilkens Ave Extended | Parklawn Dr | Fishers Ln | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 60 | B-14 |
| Willard Ave | River Rd | Friendship Blvd | Arterial | Friendship Heights | 2 | 2 | 85 | A-78 |
| Willow Ln | Wisconsin Ave | 46th St | Business | Bethesda Downtown Plan | 2 | 2 | 70 | Unassigned |
| Wilson Ln | MacArthur Blvd | 30' west of Cordell Ave | Arterial | Bethesda-Chevy Chase | 2 | 2 | 80 | A-83 |
| Wilson Ln | 30' west of Cordell Ave | Old Georgetown Rd | Arterial | Bethesda Downtown Plan | 2 | 2 | 80 | A-83 |
| Windham Ln | 625' east of Horde St | 130' west of Huntley Pl | Primary Residential (Planned) | Kensington-Wheaton | 2 | 2 | 70 | P-9 |
| Windham Ln | Douglas Ave/400' west of Georgia Ave | Horde St | Primary Residential | Wheaton CBD Sector Plan | 2 | 2 | 70 | P-9 |
| Windham Ln | 130' west of Huntley Pl | Inwood Ave | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-9 |
| Windham Ln | Horde St | 625' east of Horde St | Primary Residential | Kensington-Wheaton | 2 | 2 | 70 | P-9 |
| Windmill Ln | Eastway Dr | Twig Rd | Primary Residential | Cloverly | 2 | 2 | 70 | P-43 |
| Wintergate Dr | Longmeade Crossing Dr | Norbeck Rd | Primary Residential | Aspen Hill | 2 | 2 | 70 | P-14 |
| Wisconsin Ave (MD 355) | Cedar Ln | Woodmont Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6 + 1T | 123 | M-6 |
| Wisconsin Ave (MD 355) | Chestnut St | Elm St | Major Highway with planned BRT | Bethesda Downtown Plan | 6 | 6 + 1T | 122 | M-6 |
| Wisconsin Ave (MD 355) | Capital Beltway (I-495) | Cedar Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 120 | M-6 |
| Wisconsin Ave (MD 355) | Woodmont Ave | Bethesda Downtown Plan Boundary | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 120 | M-6 |
| Wisconsin Ave (MD 355) | Woodmont St | Bradley Blvd (MD 191) | Major Highway with planned BRT | Bethesda Downtown Plan | 6 | 6 + 1T | 120 | M-6 |
| Wisconsin Ave (MD 355) | Oliver St | Western Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | M-6 |
| Wisconsin Circle | Wisconsin Ave | Western Ave | Business | Friendship Heights | 2 | 2 | 60 | Unassigned |
| Wisteria Dr | Wanegarden Dr | Father Hurley Blvd | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Wisteria Dr | Father Hurley Blvd | Germantown Rd | Business | Germantown Employment Area Sector Plan (2009) | 4 | 4D | 112 | B-2 |
| Wisteria Dr | Germantown Rd | Crystal Rock Dr | Business | Germantown Employment Area Sector Plan (2009) | 4 | 4D | 112 | B-2 |
| Wisteria Dr | Crystal Rock Dr | Great Seneca Hwy | Arterial | Germantown Employment Area Sector Plan (2009) | 2 | 4D | 100 | A-74 |
| Wisteria Dr | Crystal Rock Dr | Waring Station Rd | Arterial | Germantown (1989) | 2 | 4 | 80 | A-74 |
| Woodfield Rd | Warfield Rd | Emory Grove Rd | Major Highway | Montgomery Village Master Plan | 2-6 | 6 | 120 | M-21 |
| Woodfield Rd | Warfield Rd | Rocky Rd | Arterial | Agriculture and Open Space | 2 | 2 | 80 | A-12 |
| Woodfield Rd | Fieldcrest Rd | Warfield Rd | Major Highway | Montgomery Village Master Plan | 2-6 | 6 | 120 | M-21 |
| Woodfield Rd (MD 124) | Rocky Rd | Ridge Rd (MD 27) | Arterial | Damascus | 2 | 2 | 80 | A-12 |
| Woodfield School Rd | Woodfield Rd | Hawkins Creamery Rd | Primary Residential | Damascus | 2 | 2 | 70 | P-5 |
| Woodglen Dr | Edson Ln | Nicholson Ln | Business | White Flint Sector Plan | 2 | 2 | 70 | B-3 |
| Woodglen Dr Extended | Marinelli Rd | New Street (Mid-Pike Runq B-16) | Business (Planned) | White Flint Sector Plan | N/A | 2 | 70 | B-3 |
| Woodglen Dr Extended | Nicholson Ln | Marinelli Rd | Business (Planned) | White Flint Sector Plan | N/A | 2 | 60 | B-3 |
| Woodmont Ave | 387' north of Battery Ln | Leland St | Arterial | Bethesda Downtown Plan | 2 | 2 | 80 | A-68 |
| Woodmont Ave | Wisconsin Ave | 387' north of Battery Ln | Arterial | Bethesda Downtown Plan | 2 | 2 | 80 | A-68 |
| Wynfield Dr | Father Hurley Blvd | Waters Landing Dr | Primary Residential | Germantown (1989) | 2 | 2 | 70 | Unassigned |
| Zion Rd | Riggs Rd | Olney-Laytonsville Rd | Country Road | Rustic Roads / Olney | 2 | 2 | 70 | CR-3 |
| Zion Rd | Sundown Rd | Riggs Rd | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-57 |
| Zion Rd | Sundown Rd | Riggs Rd | Rustic Road | Rustic Roads / Olney | 2 | 2 | 70 | R-57 |

Table A2: MPOHT interchanges

| Interchange | Status | Access | Master Plan |
|---|----------|-------------|---|
| Georgia Ave (MD 97) / Norbeck Rd (MD 28) | Planned | Interchange | Olney Master Plan |
| Georgia Ave (MD 97) / Randolph Rd | Existing | Interchange | Glenmont Sector Plan |
| Germantown Rd (MD 118) / Mid County Hwy | Planned | Interchange | Germantown 1989 Master Plan |
| Great Seneca Hwy (MD 119) / Clopper Rd (MD 117) | Planned | Interchange | Germantown 1989 Master Plan |
| Great Seneca Hwy (MD 119) / Muddy Branch Rd | Planned | Interchange | Great Seneca Science Corridor Master Plan |
| Great Seneca Hwy (MD 119) / Quince Orchard Dr | Planned | Interchange | Great Seneca Science Corridor Master Plan |
| Great Seneca Hwy (MD 119) / Sam Eig Hwy | Planned | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 / Clarksburg Rd (MD 121) | Existing | Interchange | Clarksburg |
| I-270 / Dorsey Mill Rd | Planned | Transit/HOV | Germantown Employment Area Sector Plan |
| I-270 / Gude Dr | Planned | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 / I-370 | Existing | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 / Little Seneca Pkwy | Planned | Interchange | Clarksburg |
| I-270 / Montgomery Village Ave | Existing | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 / Old Georgetown Rd (MD 187) | Existing | Interchange | Rock Spring |
| I-270 / Rockledge Blvd | Existing | Interchange | Rock Spring |
| I-270 / Shady Grove Rd | Existing | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 / W Diamond Ave | Existing | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 / Watkins Mill Rd | Planned | Interchange | Great Seneca Science Corridor Master Plan |
| I-270 spur / Democracy Blvd | Existing | Interchange | Rock Spring |
| I-270 spur / Westlake Terr | Planned | Transit/HOV | Countywide Transit Corridors |
| I-370 / ICC (MD 200) | Existing | Interchange | Shady Grove |
| I-370 / MD 355 | Existing | Interchange | Great Seneca Science Corridor Master Plan |
| I-495 / Fernwood Rd | Existing | Interchange | North Bethesda-Garrett Park Master Plan |
| I-495 / New Hampshire Ave (MD 650) | Existing | Interchange | White Oak Science Gateway |
| I-495 / Old Georgetown Rd (MD 187) | Existing | Interchange | Rock Spring |
| I-495 / University Blvd (MD 193) | Existing | Interchange | White Oak Science Gateway |
| ICC (MD 200) / Briggs Chaney Rd | Existing | Interchange | ICC Limited Functional Plan Amendment |
| ICC (MD 200) / Georgia Ave (MD 97) | Existing | Interchange | ICC Limited Functional Plan Amendment |

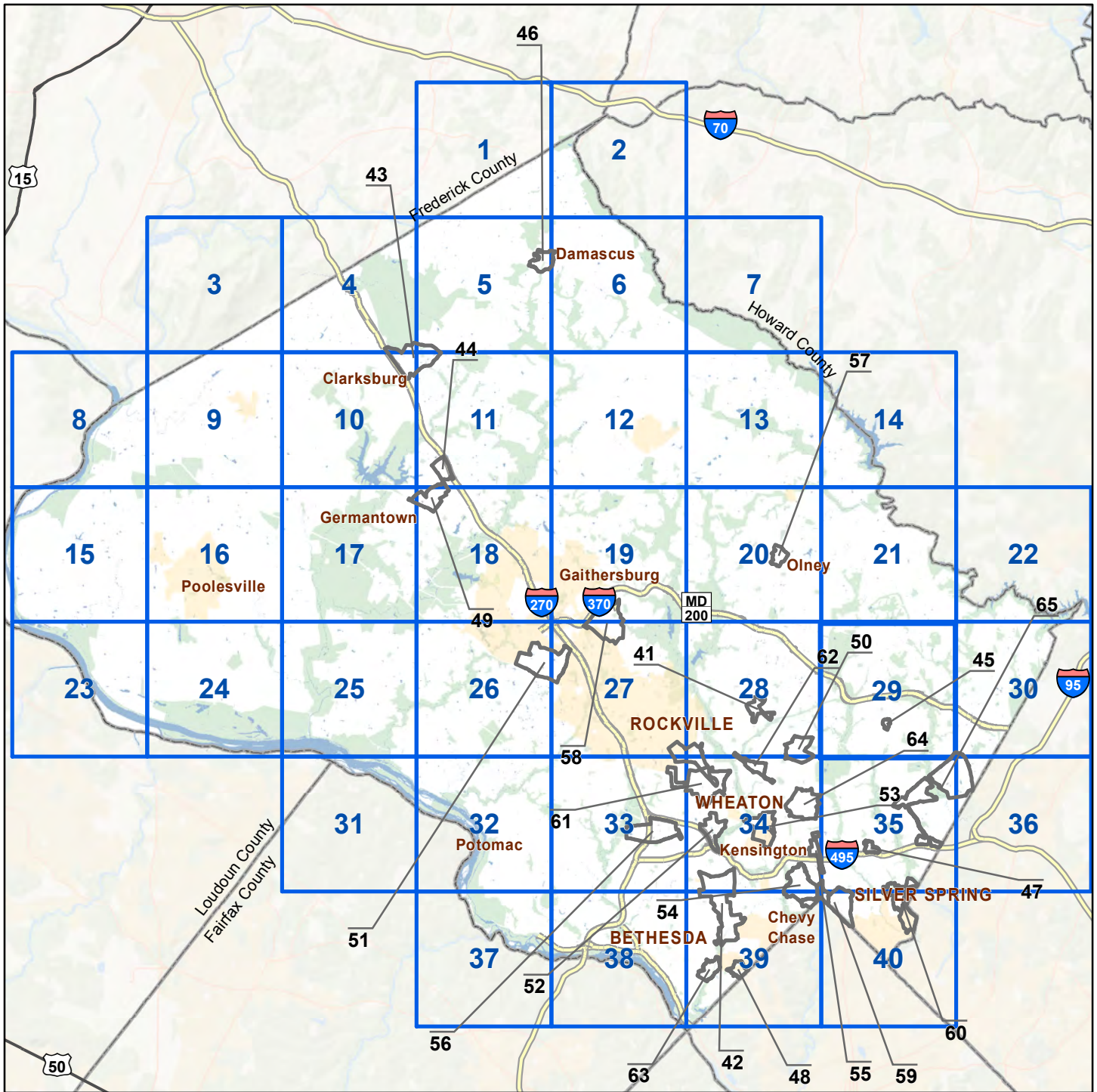
Effective 12/05/2017

| Interchange | Status | Access | Master Plan |
|---|----------|-------------|---|
| ICC (MD 200) / Layhill Rd (MD 182) | Existing | Interchange | ICC Limited Functional Plan Amendment |
| ICC (MD 200) / Mid County Hwy | Planned | Interchange | ICC Limited Functional Plan Amendment |
| ICC (MD 200) / New Hampshire Ave (MD 650) | Existing | Interchange | ICC Limited Functional Plan Amendment |
| ICC (MD 200) / US 29 | Existing | Interchange | ICC Limited Functional Plan Amendment |
| MD 27 / Observation Dr | Planned | Interchange | Germantown Employment Area Sector Plan |
| MD 355 / Cedar Ln | Planned | Interchange | Bethesda-Chevy Chase Master Plan |
| MD 355 / Germantown Rd (MD 118) | Planned | Interchange | Germantown Employment Area Sector Plan |
| MD 355 / Gude Dr | Planned | Interchange | Shady Grove |
| MD 355 / Middlebrook Rd | Planned | Interchange | Germantown Employment Area Sector Plan |
| MD 355 / Montrose Pkwy | Existing | Interchange | North Bethesda-Garrett Park Master Plan |
| MD 355 / Ridge Rd (MD 27) | Planned | Interchange | Germantown Employment Area Sector Plan |
| Metro Access Rd / Crabbs Branch Way | Planned | Interchange | Shady Grove |
| Montrose Pkwy / Parklawn Dr | Planned | Interchange | Twinbrook Sector Plan |
| Sam Eig Hwy / Washingtonian Blvd | Existing | Interchange | Great Seneca Science Corridor Master Plan |
| Shady Grove Rd / Key West Ave (MD 28) | Planned | Interchange | Great Seneca Science Corridor Master Plan |
| US 29 / Blackburn Rd | Planned | Interchange | Fairland |
| US 29 / Briggs Chaney Rd | Existing | Interchange | Fairland |
| US 29 / Dustin Rd | Planned | Interchange | Fairland |
| US 29 / Fairland Rd | Planned | Interchange | White Oak Science Gateway |
| US 29 / Greencastle Rd | Planned | Interchange | Fairland |
| US 29 / Industrial Pkwy* | Planned | Interchange | White Oak Science Gateway |
| US 29 / Musgrove Rd | Planned | Interchange | White Oak Science Gateway |
| US 29 / New Hampshire Ave (MD 650) | Existing | Interchange | White Oak Science Gateway |
| US 29 / Randolph Rd | Existing | Interchange | White Oak Science Gateway |
| US 29 / Sandy Spring Rd (MD 198) | Existing | Interchange | Fairland |
| US 29 / Stewart Ln | Planned | Interchange | White Oak Science Gateway |
| US 29 / Tech Rd* | Planned | Interchange | White Oak Science Gateway |
| Veirs Mill Rd (MD 586) / Randolph Rd | Planned | Interchange | Master Plan of Highways Amendment (2004) |

*Refer to corresponding master plan for further detail.

Appendix B

Current Adopted MPOHT Transitways/BPPA Mapbook, Transitways
Table and Transit Stations Table



MASTER PLAN OF HIGHWAYS AND TRANSITWAYS ANCILLARY LEGEND

INTERCHANGES

TRANSIT/HOV ACCESS

TRANSIT STATIONS

BUS RAPID TRANSIT (PLANNED)

LIGHT RAIL (PLANNED)

METRO RAIL

MARC RAIL

MARC (RECOMMENDED)

MUNICIPALITIES/ZONING AUTHORITY

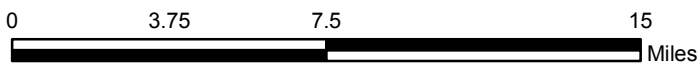
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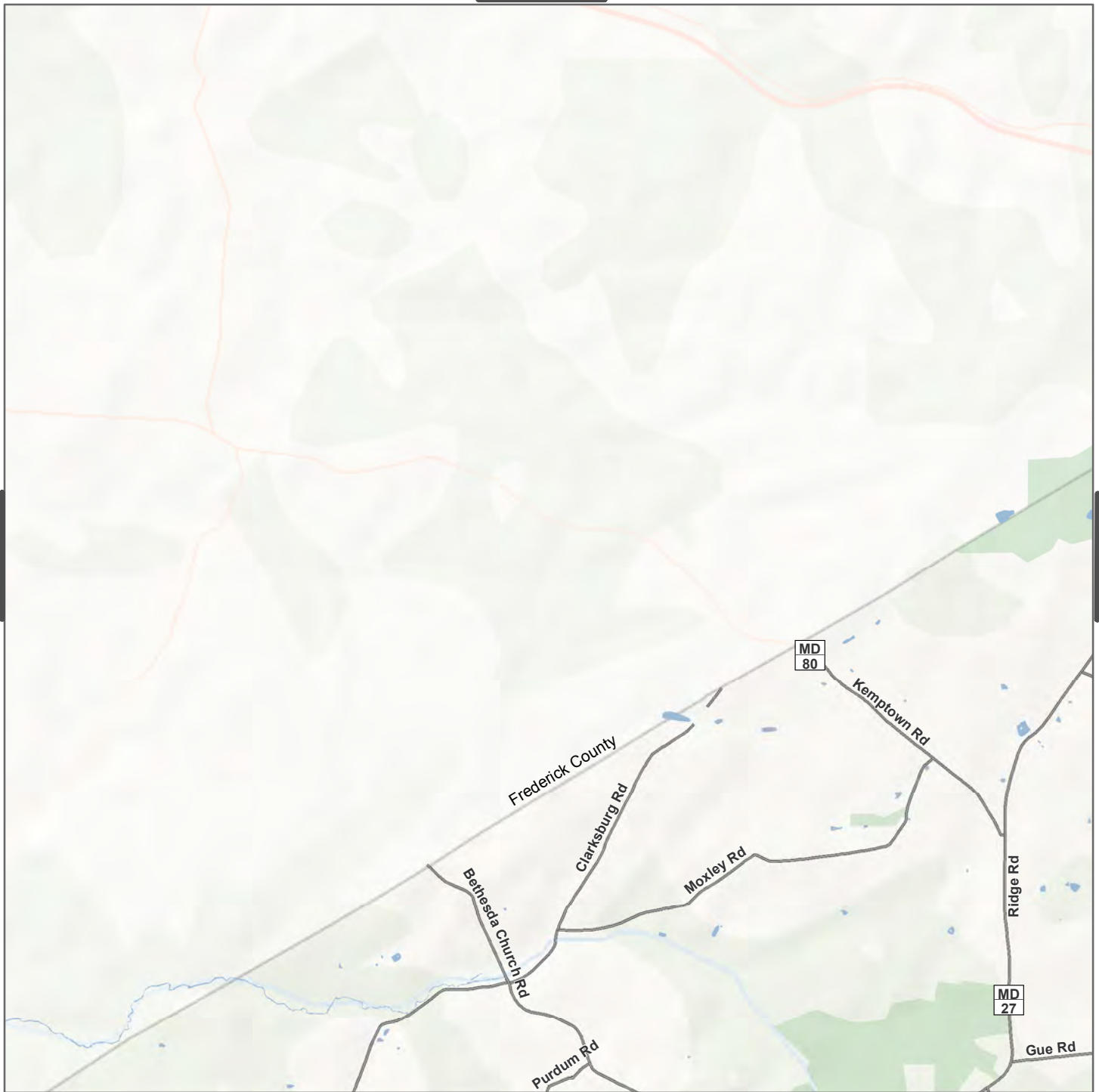
INDEPENDENT ZONING

PARKS

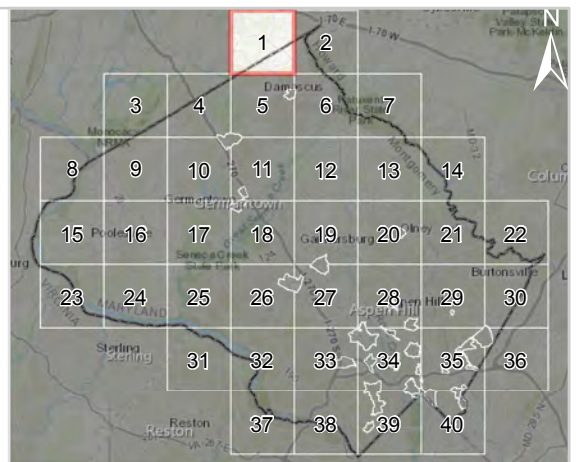
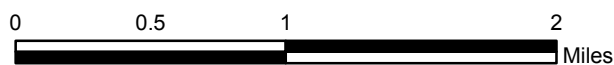
BICYCLE PEDESTRIAN PRIORITY AREAS

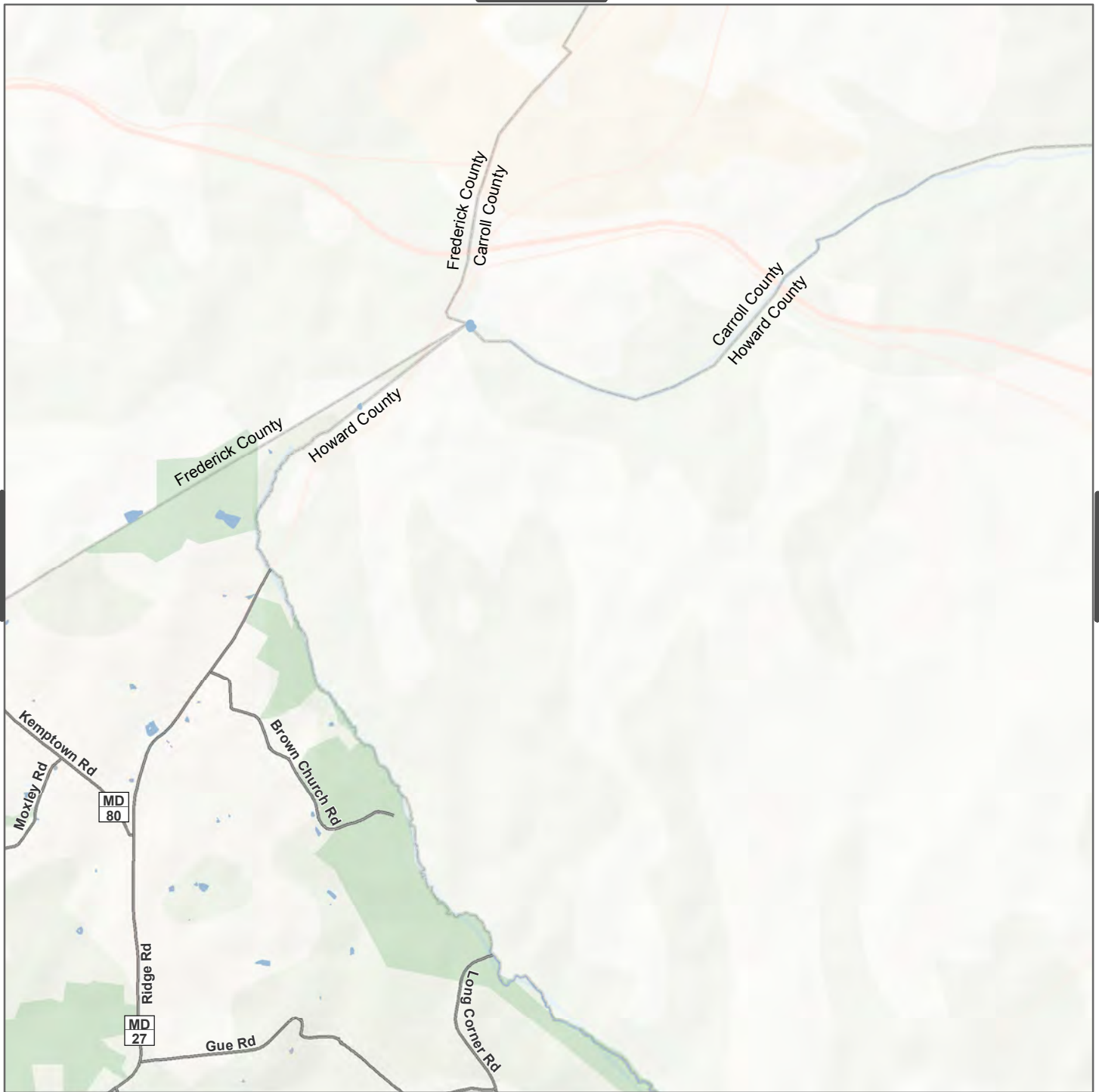
PLEASE NOTE: LEGEND DETAILING MASTER PLAN DESIGNATIONS CAN BE FOUND ON INDIVIDUAL MAP PAGES



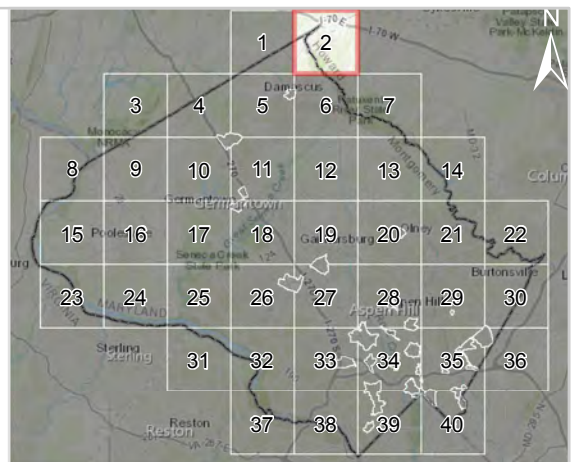
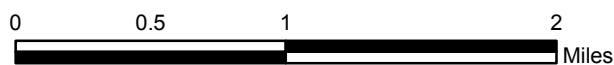


Master Plan of Highways and Transitways Designations



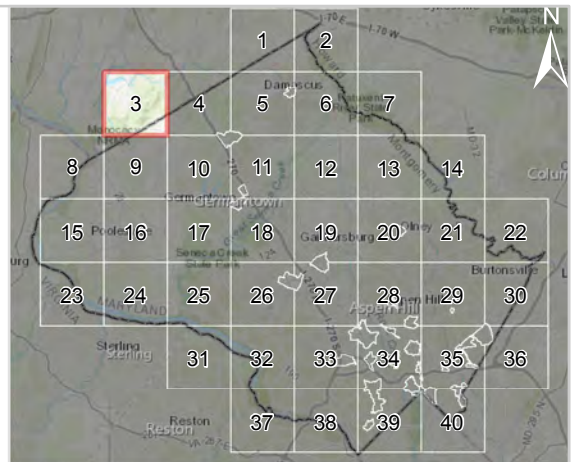
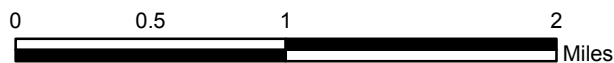


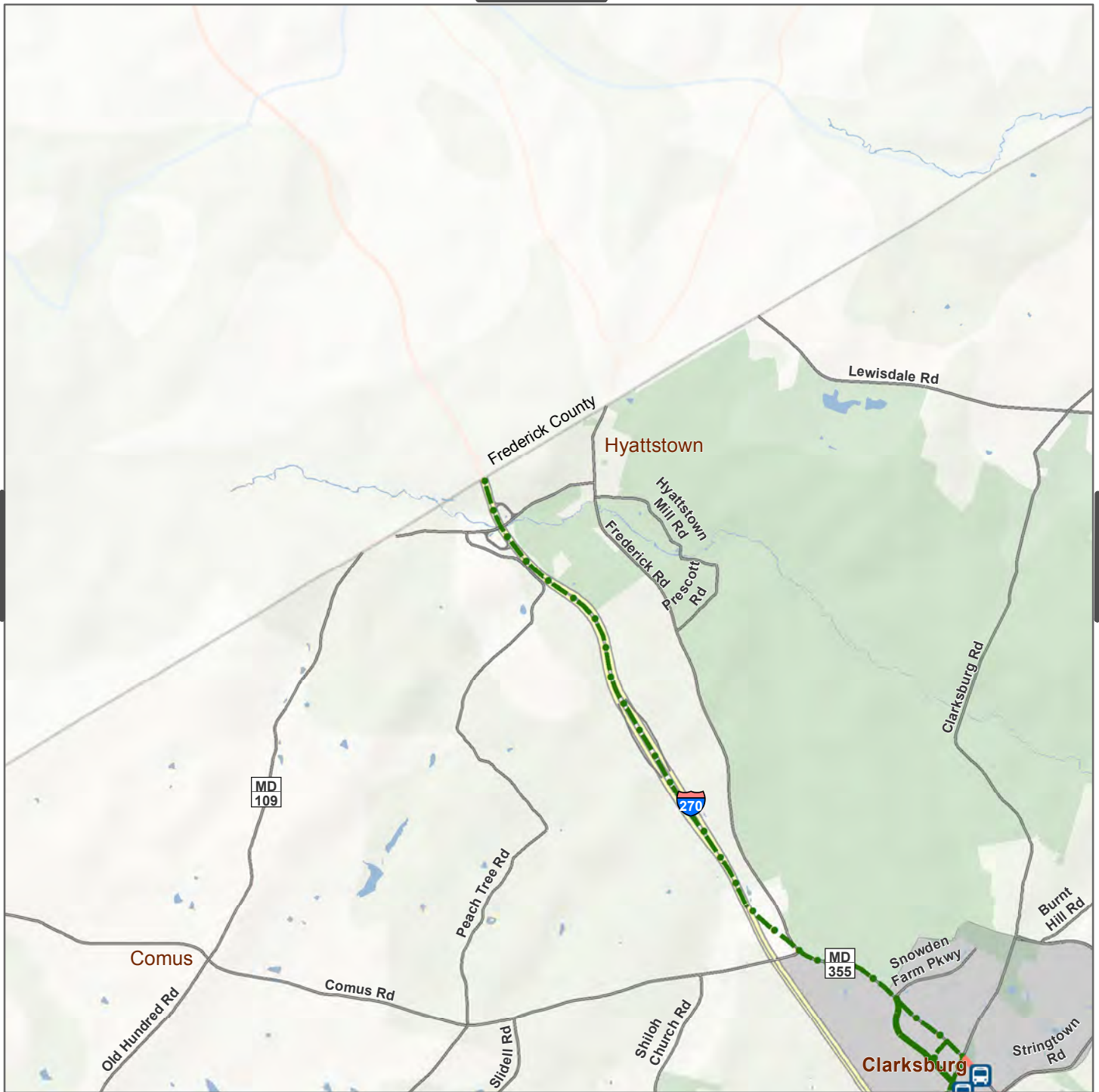
Master Plan of Highways and Transitways Designations





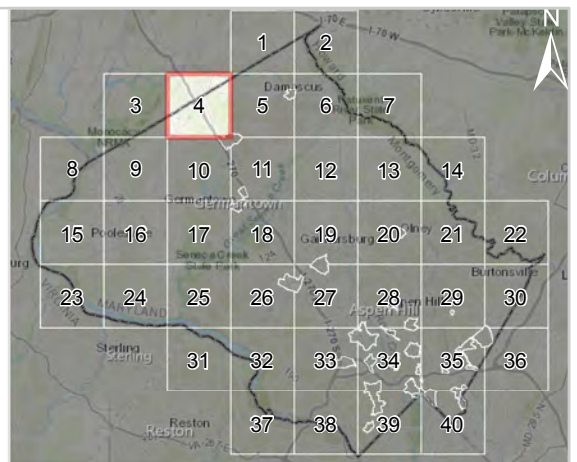
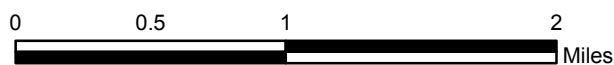
Master Plan of Highways and Transitways Designations

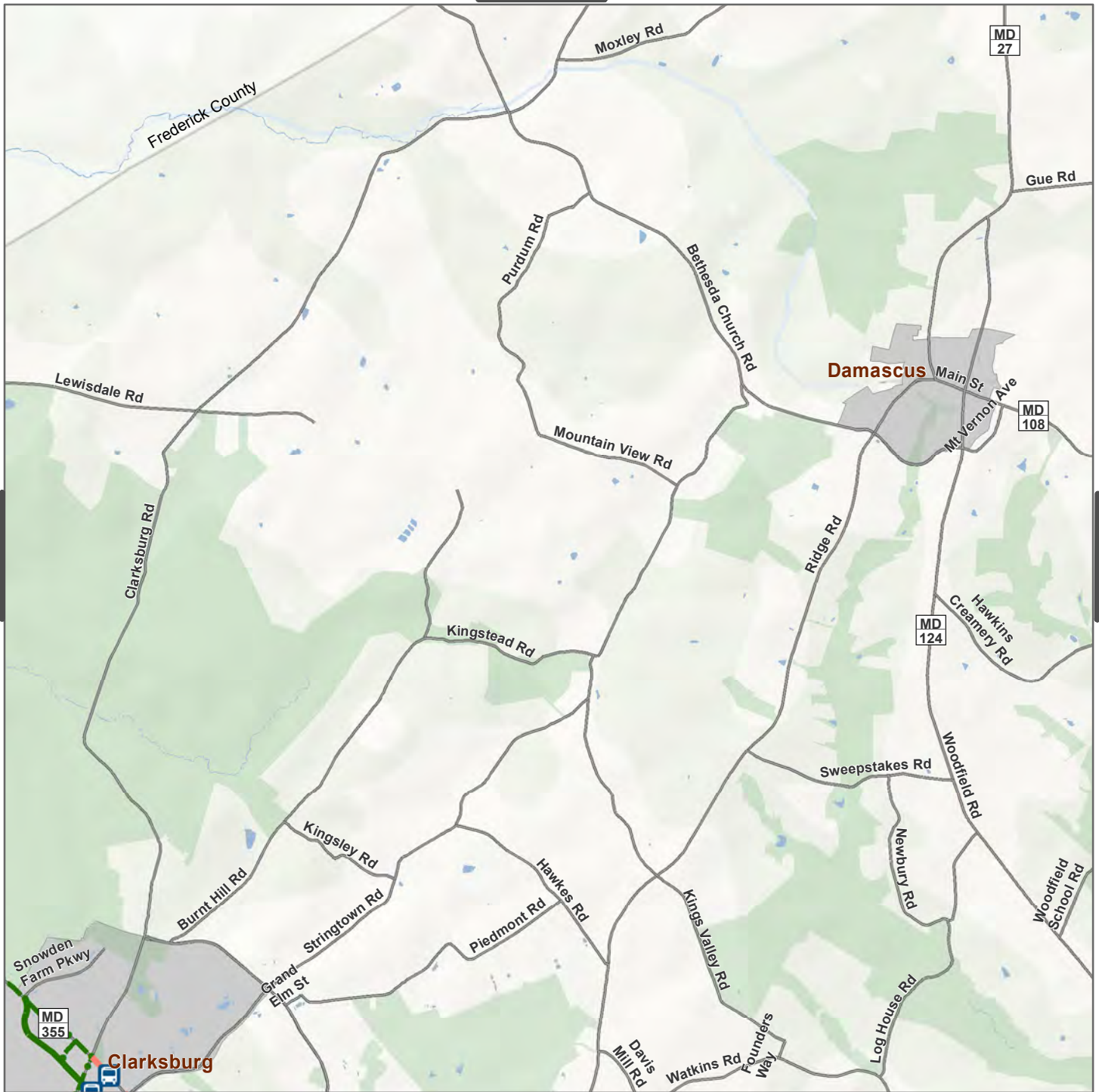




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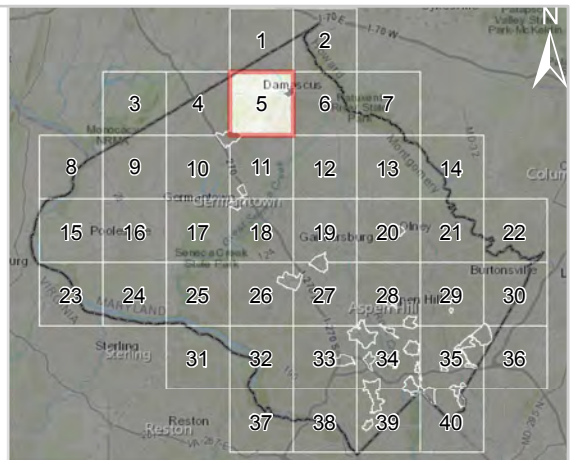
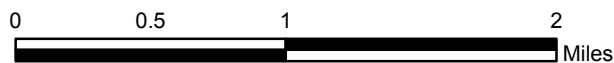
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- - - Corridor Cities Transitway - Ten Mile Creek Alt
- Corridor Cities Transitway

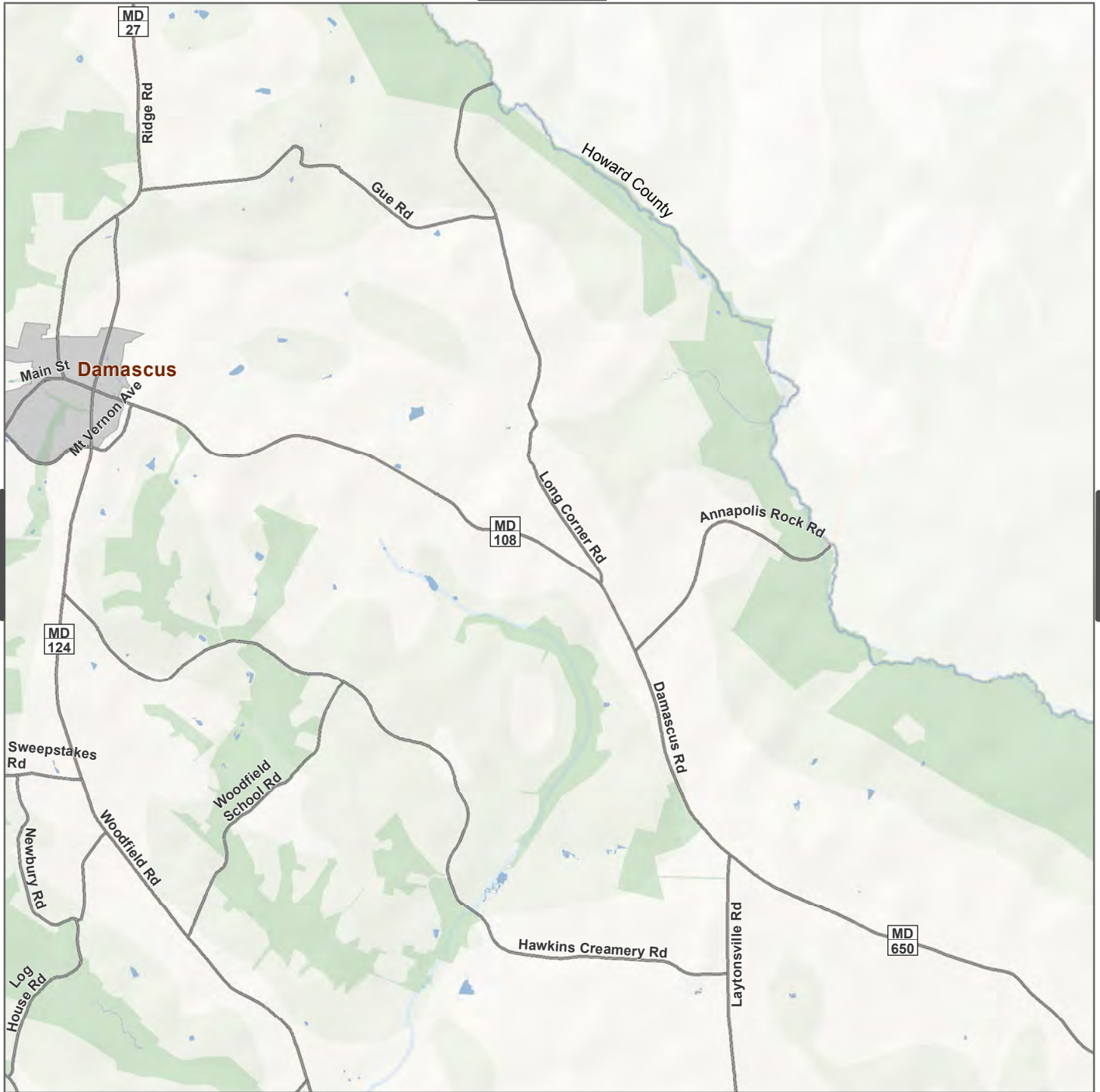




Master Plan of Highways and Transitways Designations

- Corridor 3 (MD 355 North) - Ten Mile Creek Alt
- Corridor Cities Transitway
- - - Corridor Cities Transitway - Ten Mile Creek Alt

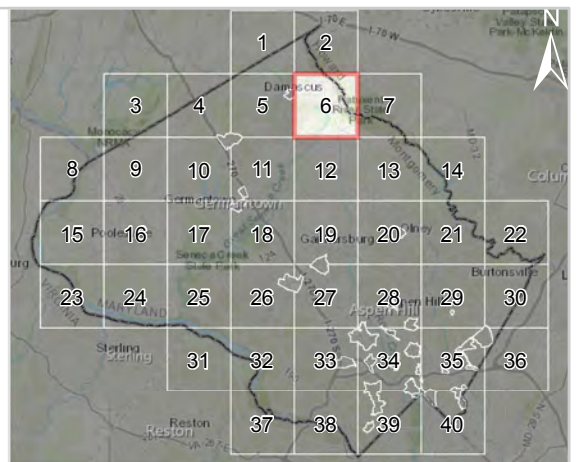
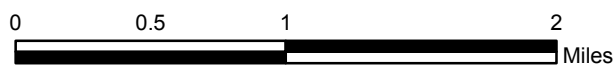




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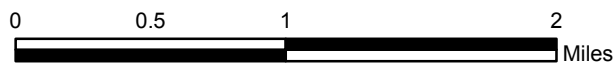
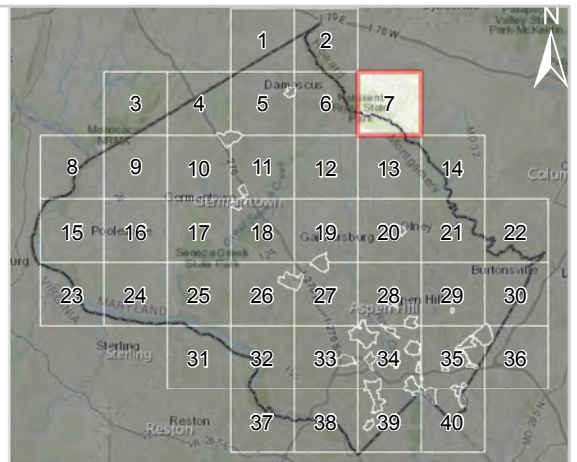
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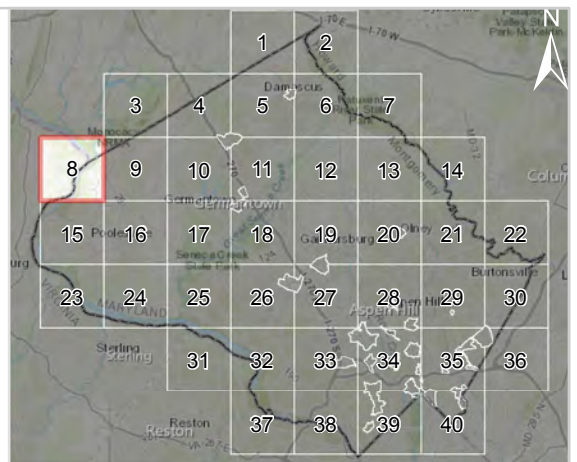
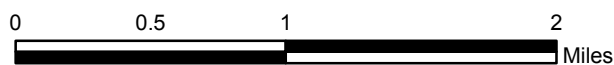
Master Plan of Highways and Transitways Designations

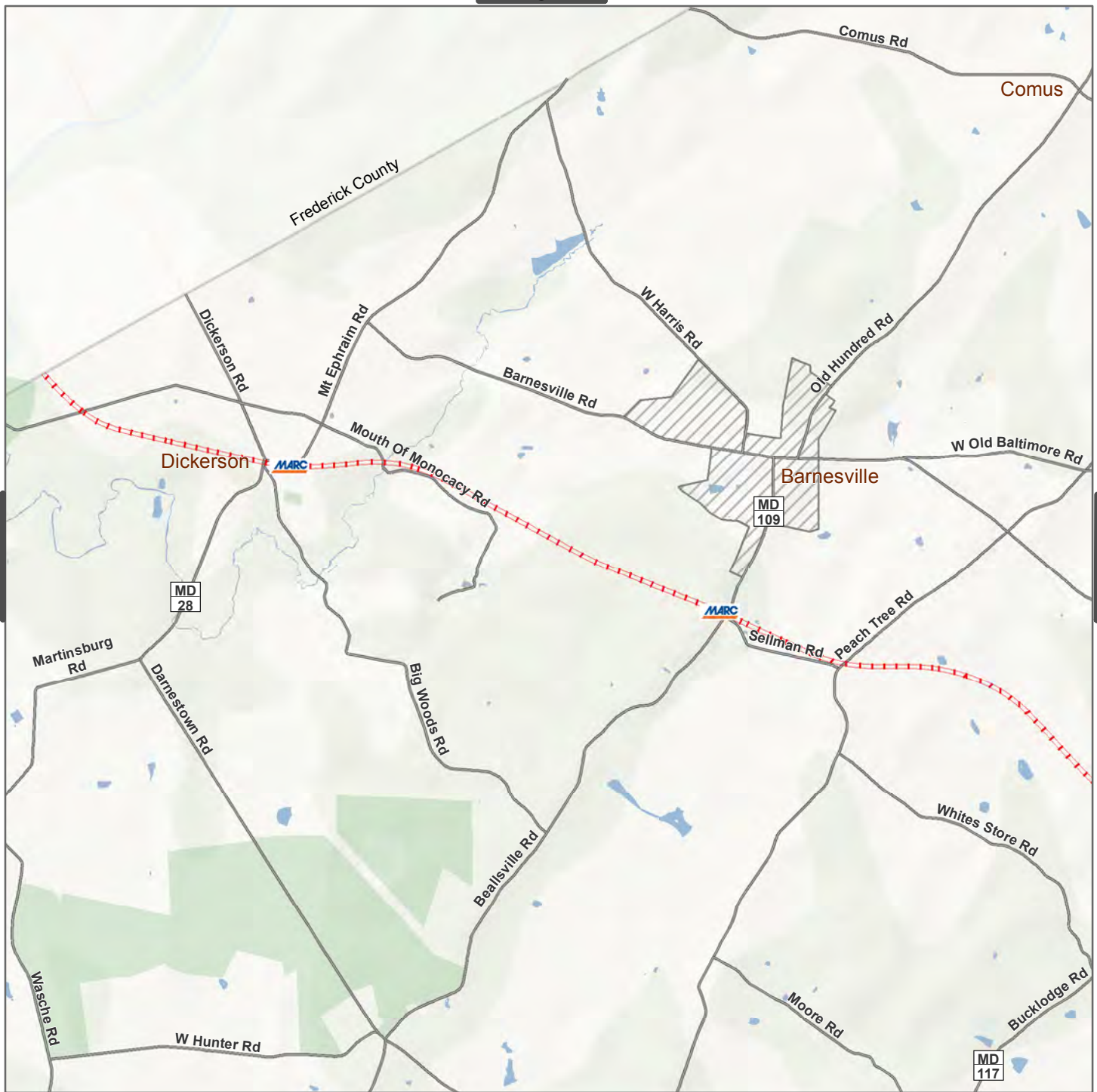




Master Plan of Highways and Transitways Designations

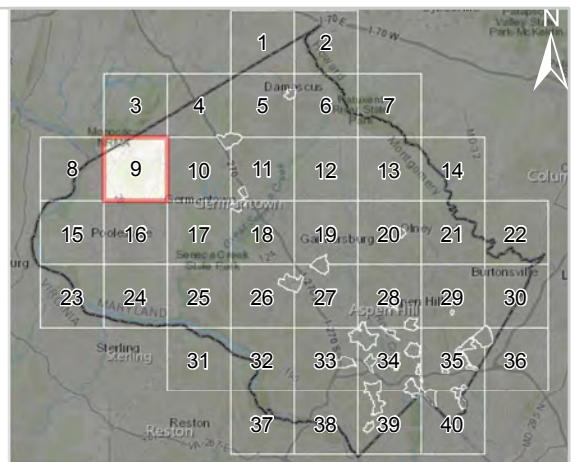
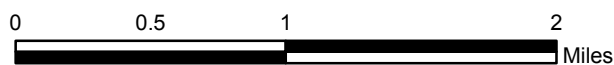
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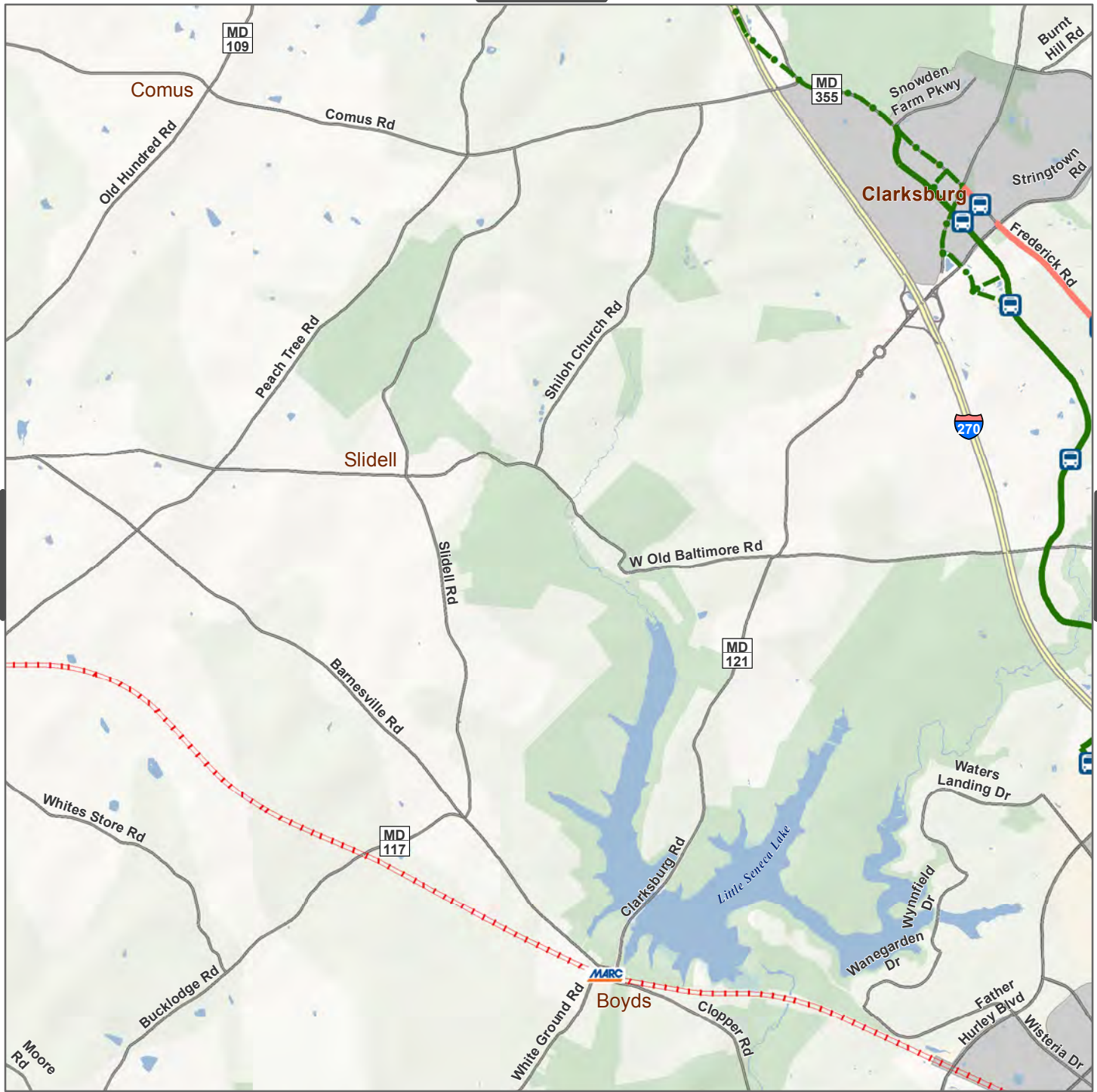




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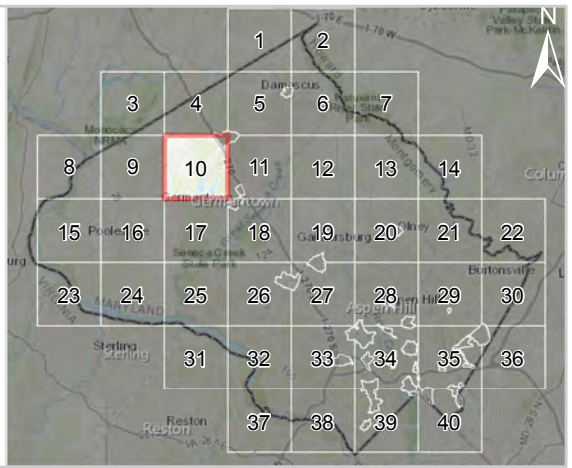
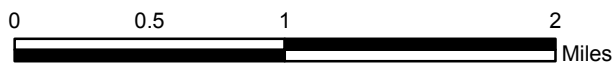
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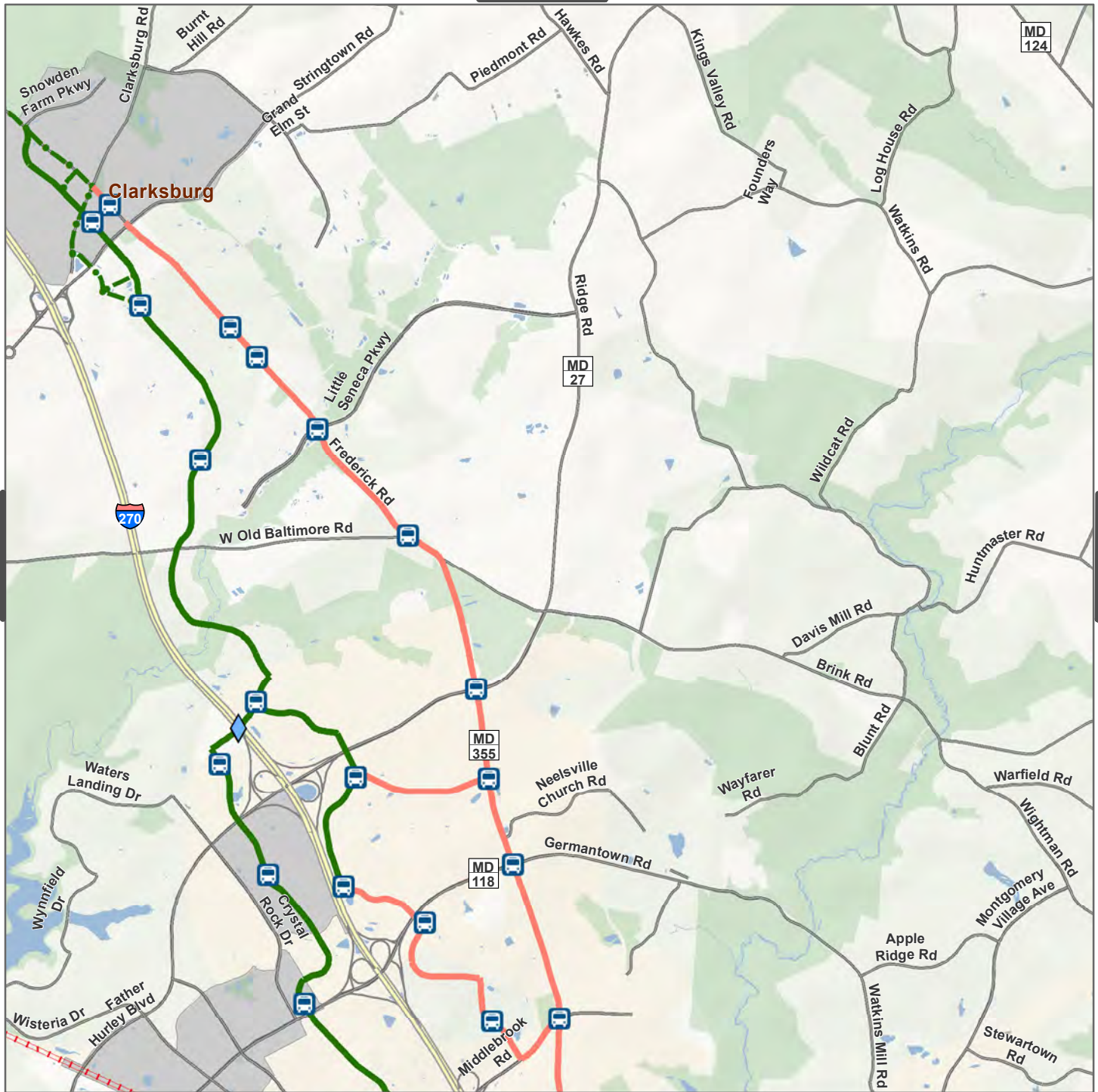




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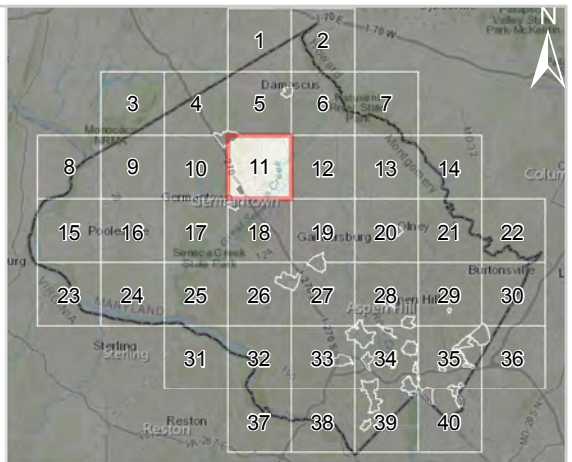
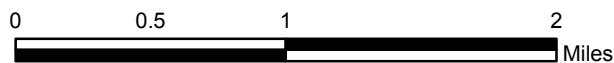
- Recommended MARC 3rd Track
- Corridor 3 (MD 355 North)
- Corridor 3 (MD 355 North) - Ten Mile Creek Alt
- Corridor Cities Transitway
- Corridor Cities Transitway - Ten Mile Creek Alt

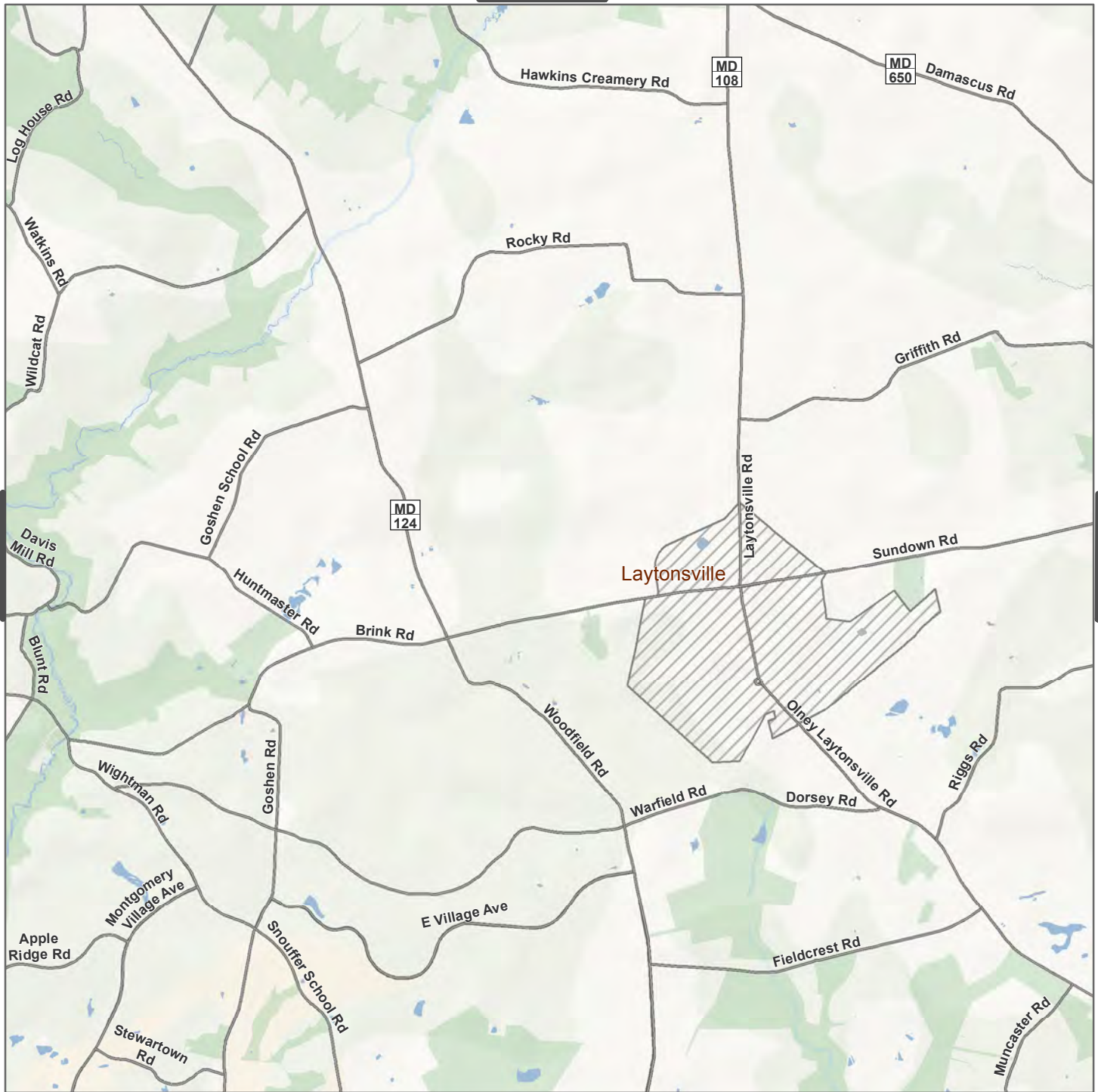




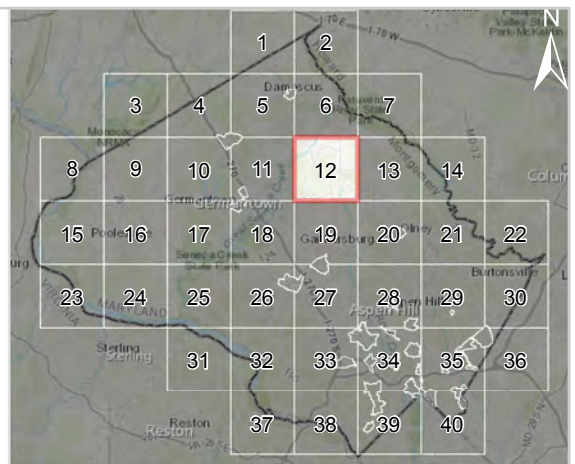
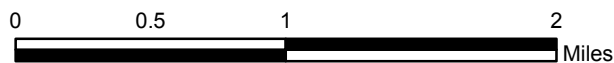
Master Plan of Highways and Transitways Designations

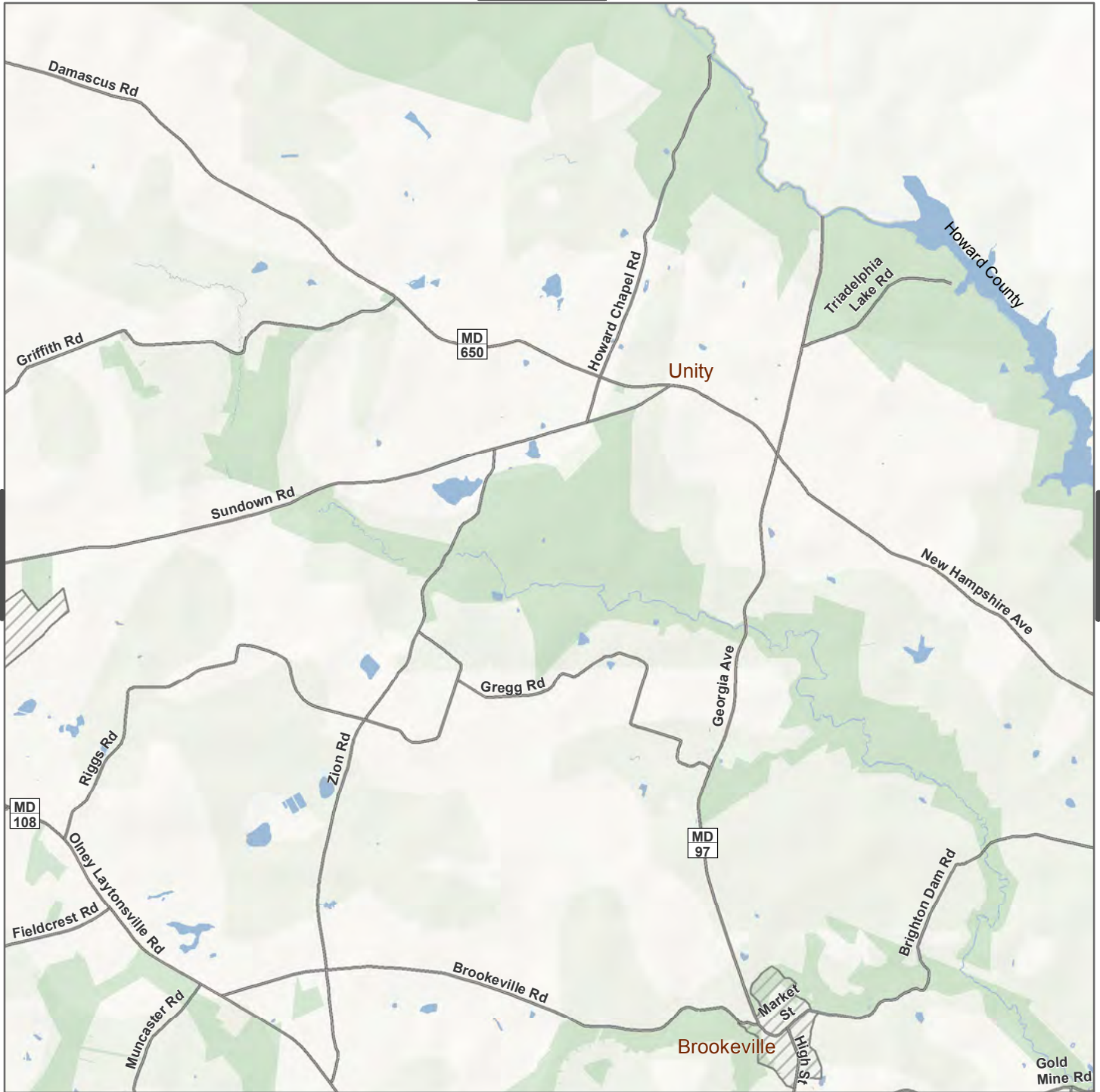
- Recommended MARC 3rd Track
- Corridor 3 (MD 355 North)
- Corridor 3 (MD 355 North) -
- Corridor Cities Transitway
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- Ten Mile Creek Alt
- Ten Mile Creek Alt





Master Plan of Highways and Transitways Designations

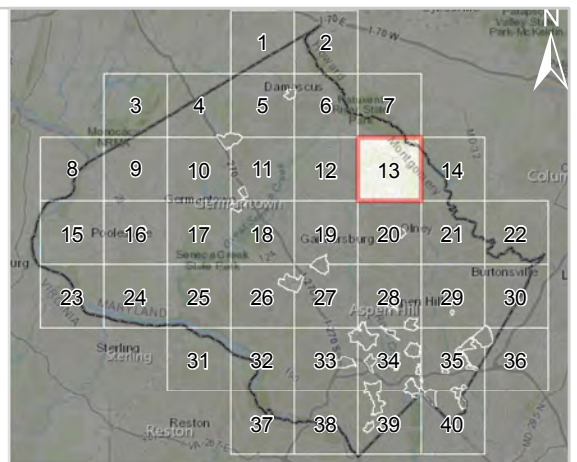
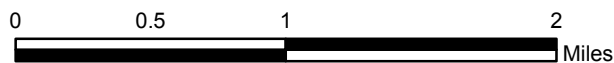




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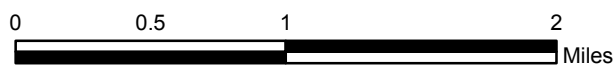
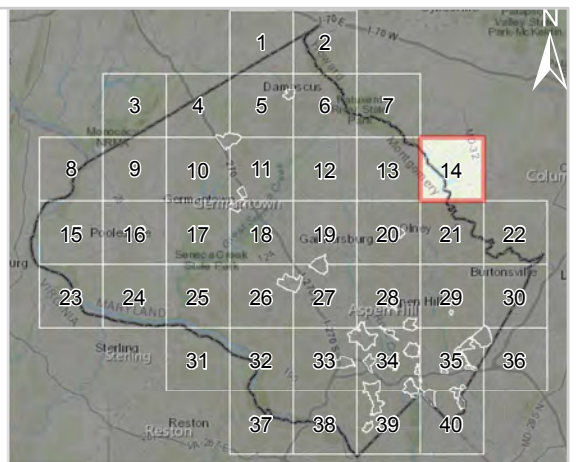
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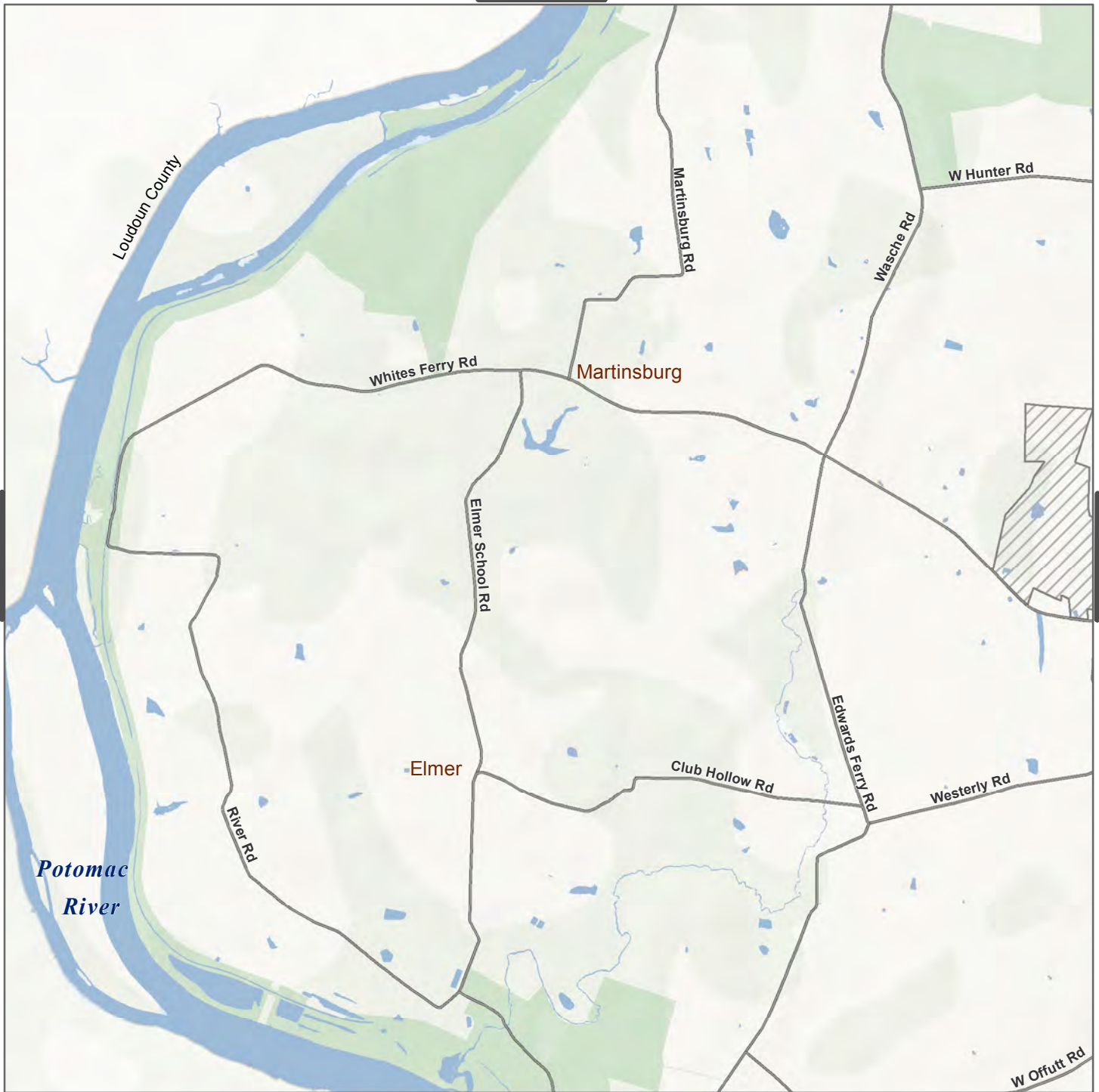
Master Plan of Highways and Transitways Designations



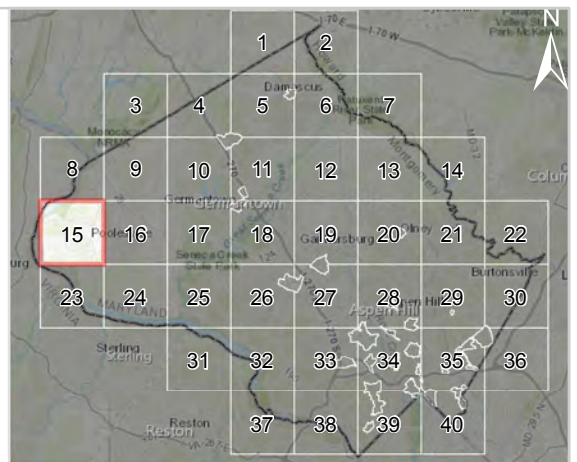
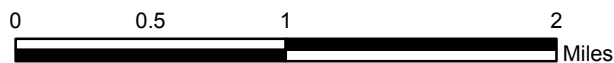


Master Plan of Highways and Transitways Designations



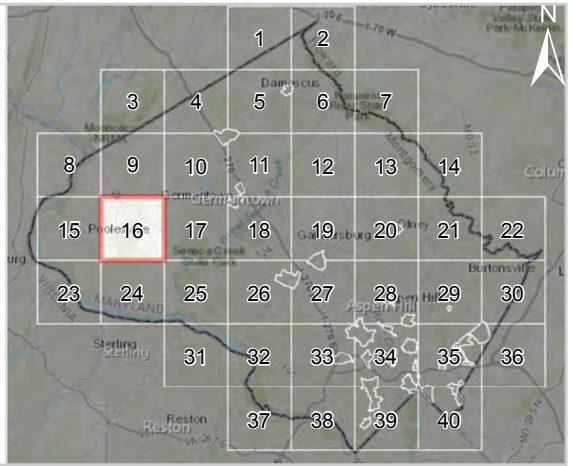
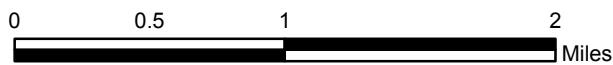


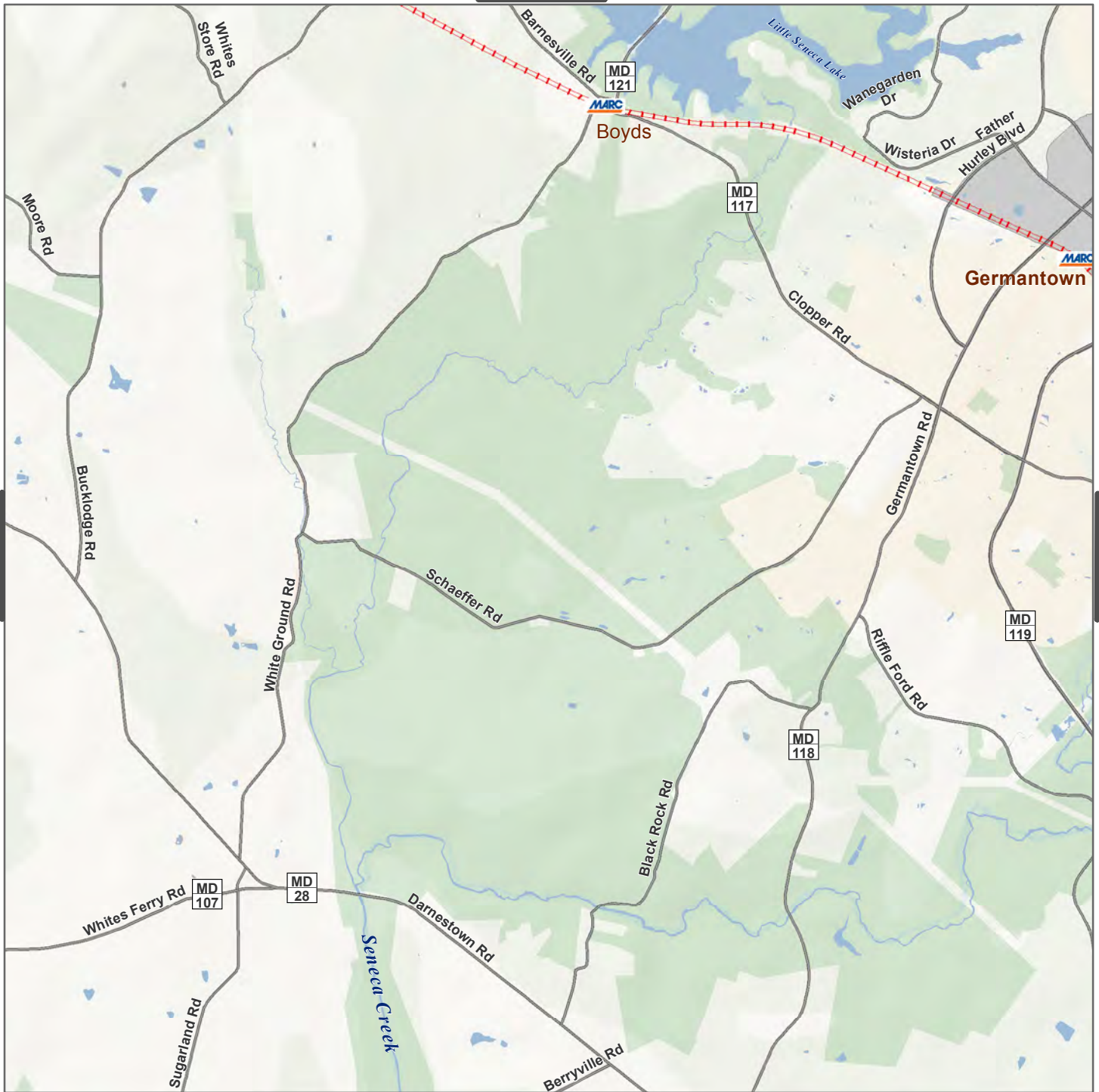
Master Plan of Highways and Transitways Designations





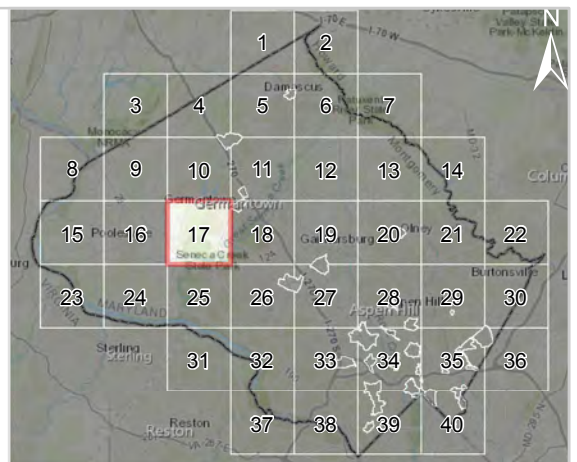
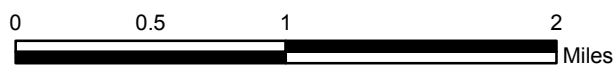
Master Plan of Highways and Transitways Designations

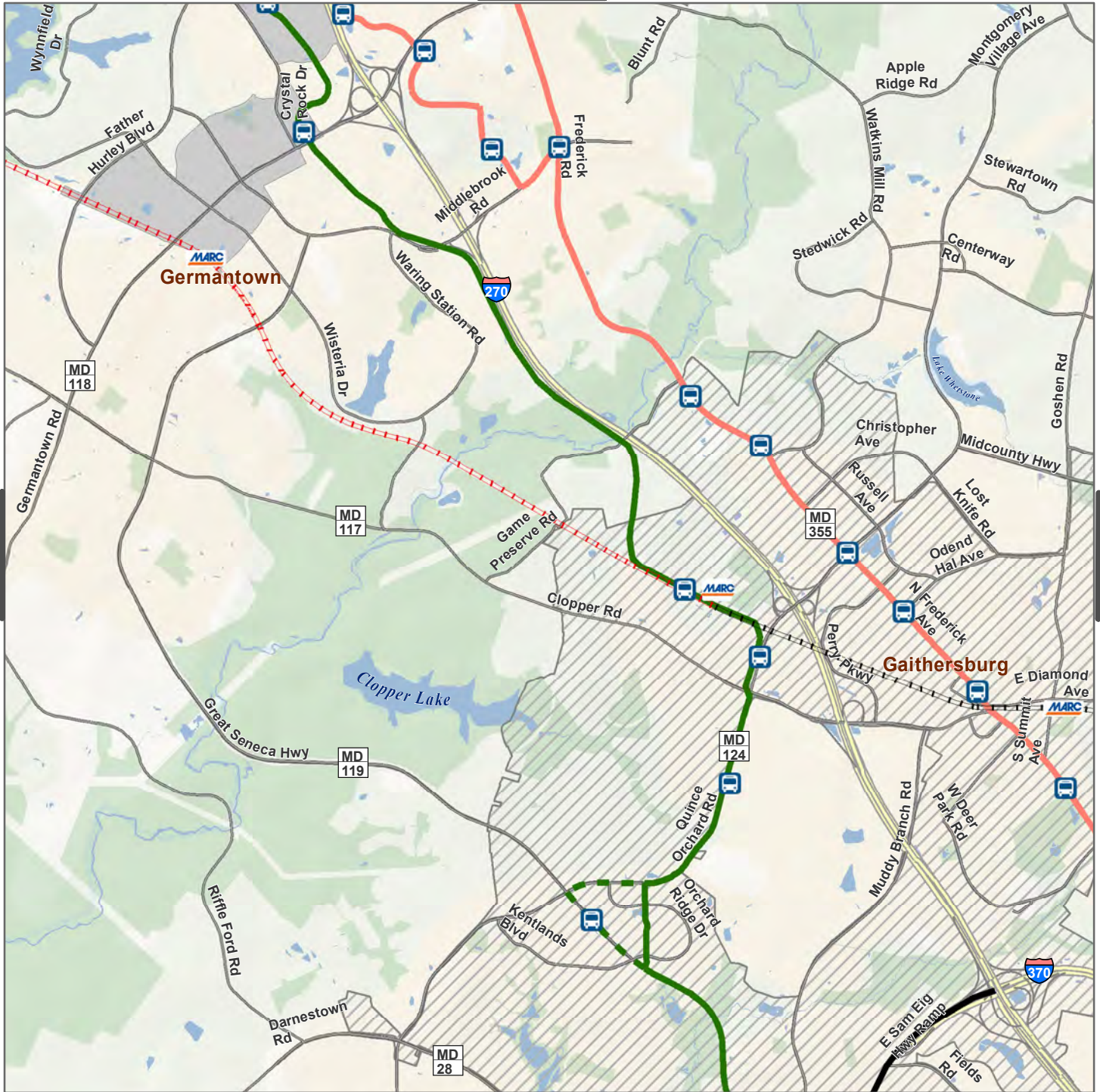




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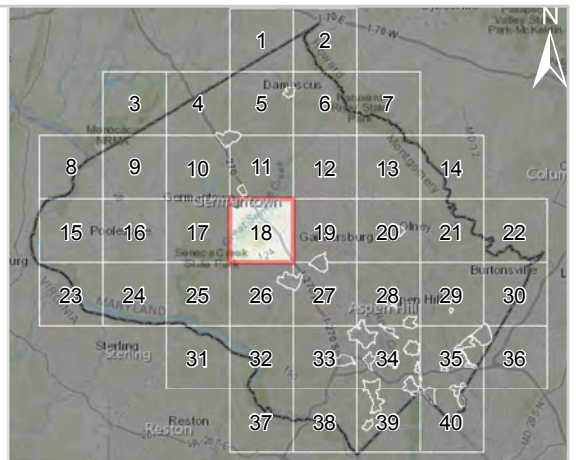
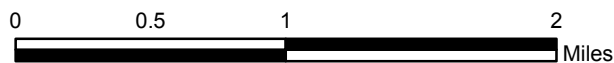
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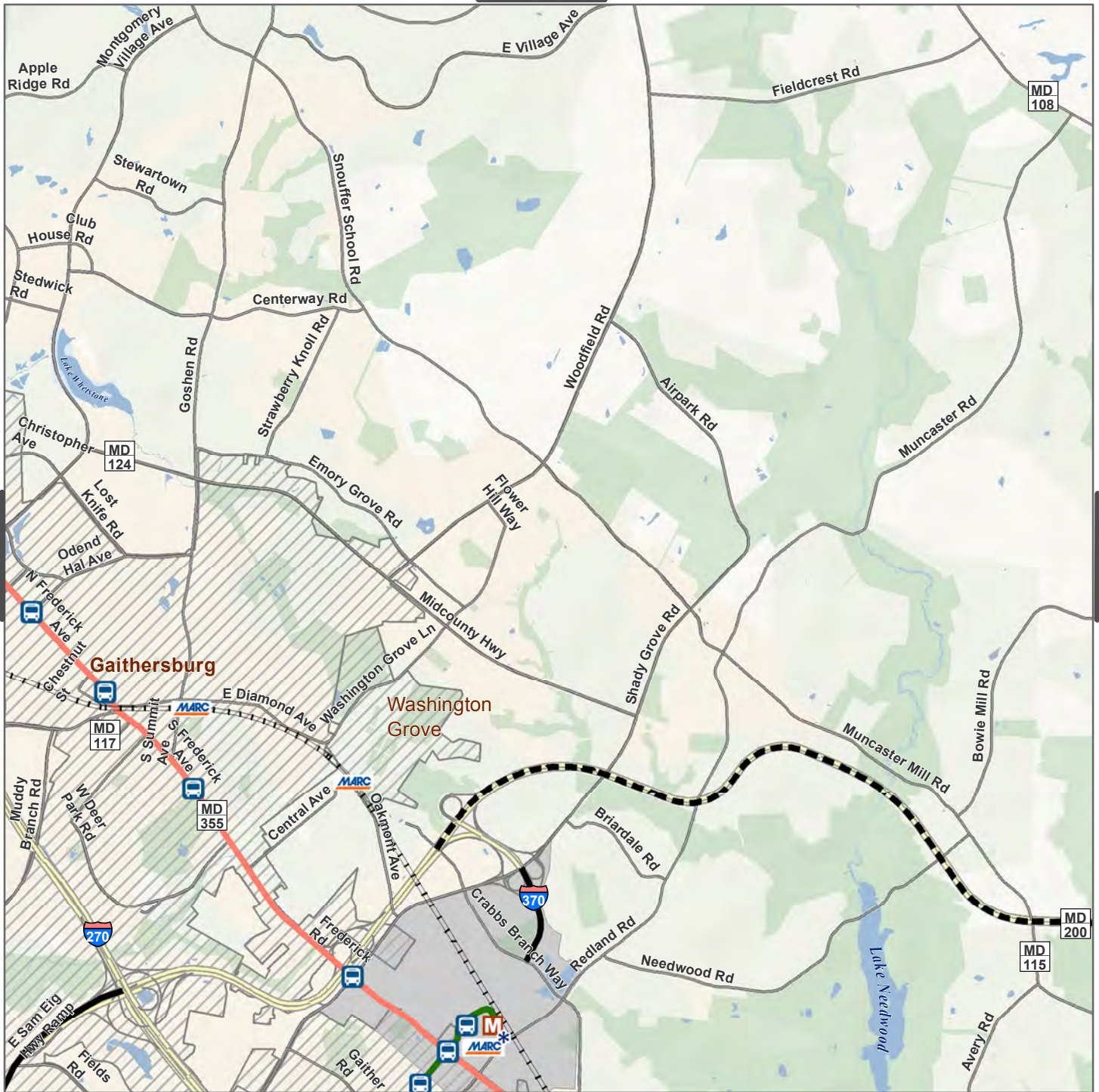




Master Plan of Highways and Transitways Designations

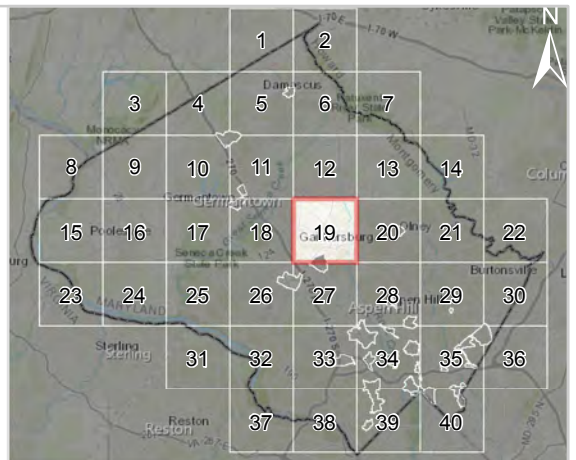
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- Recommended MARC 3rd Track
- Corridor 3 (MD 355 North)
- Corridor Cities Transitway
- Unspecified Transitway
- Corridor Cities Transitway - GSSC Alt

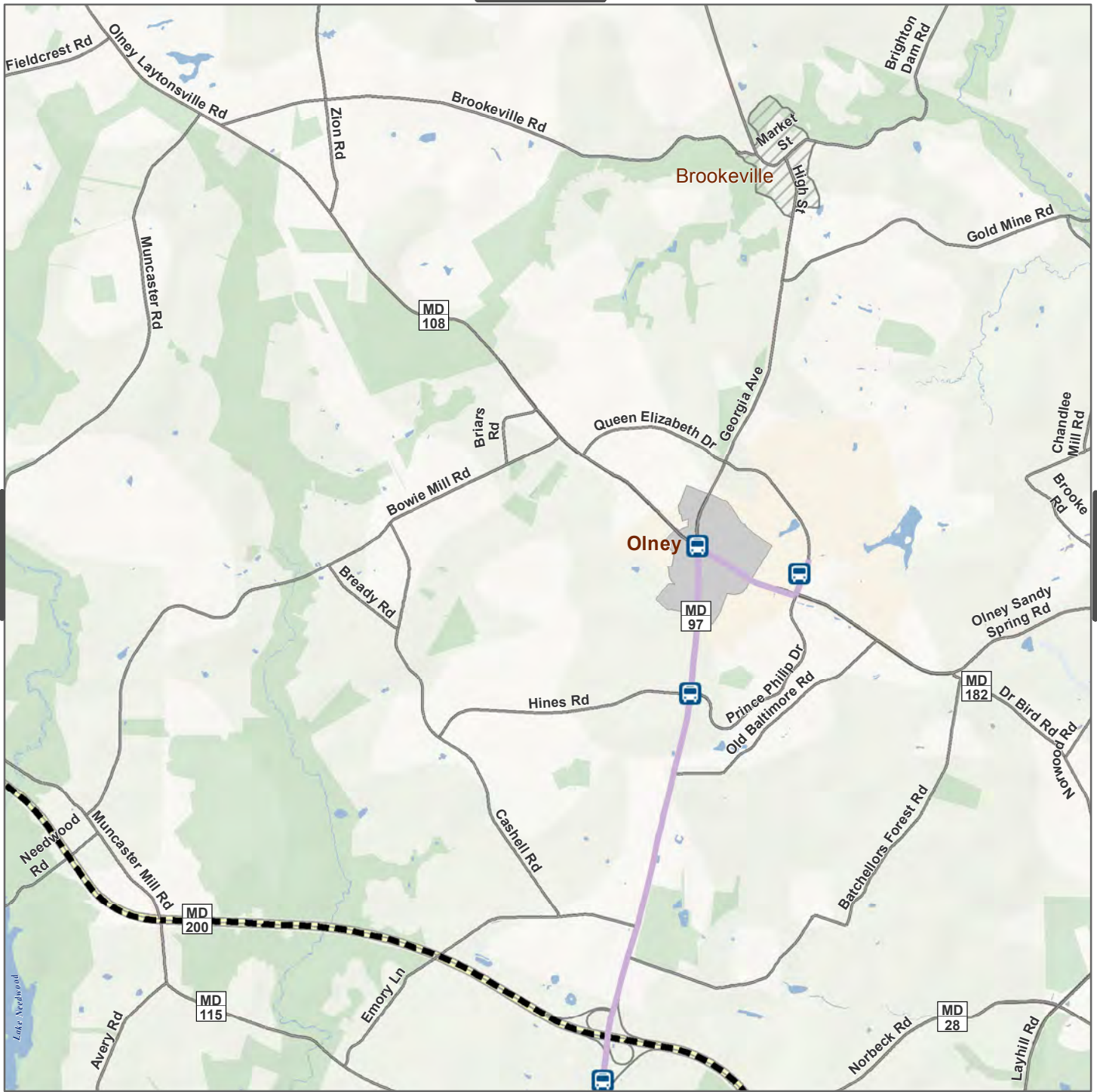




Master Plan of Highways and Transitways Designations

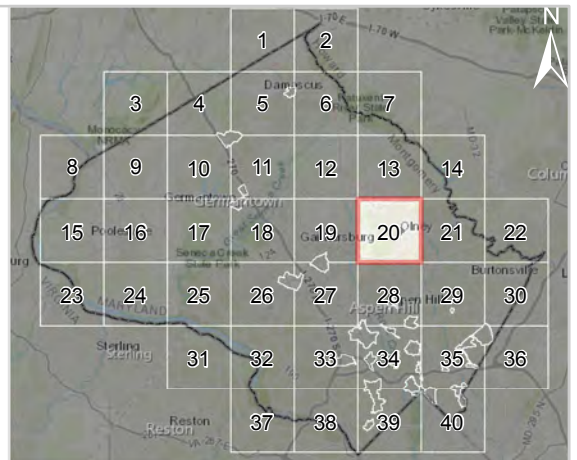
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- ICC
- Corridor 3 (MD 355 North)
- Unspecified Transitway
- Corridor Cities Transitway

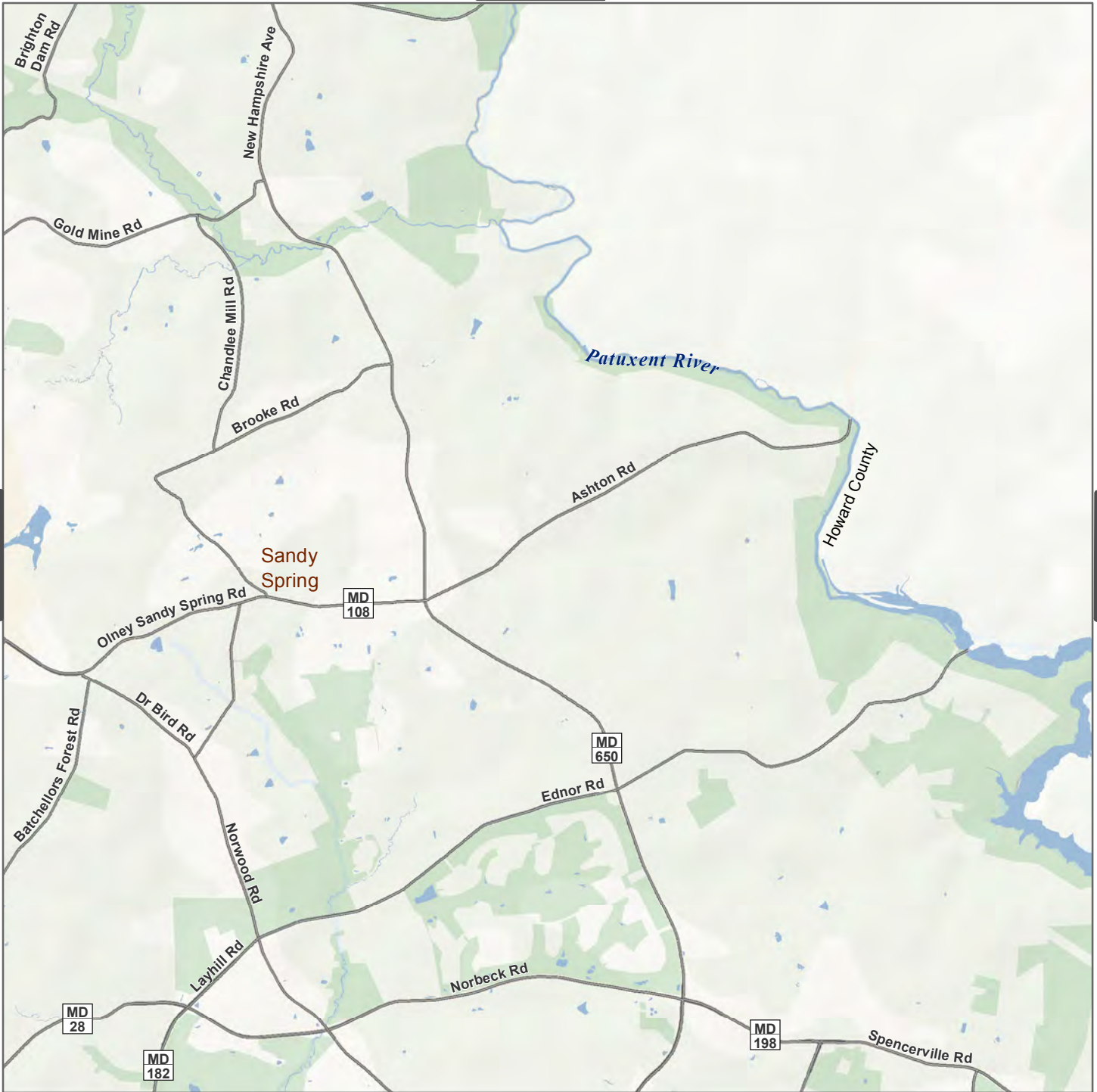




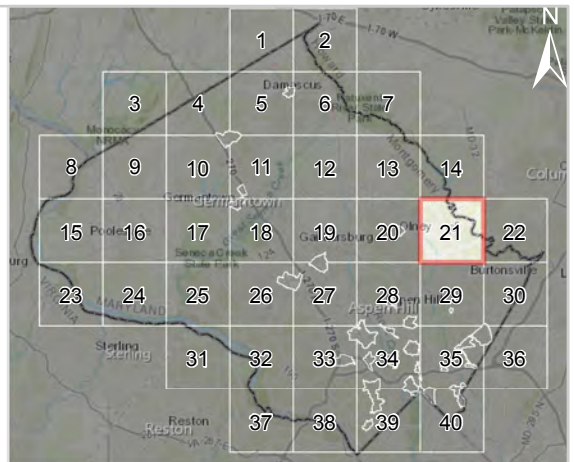
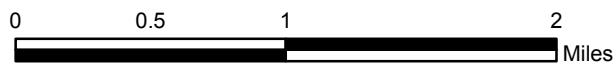
Master Plan of Highways and Transitways Designations

— Corridor 1 (Georgia Ave North)
 ICC



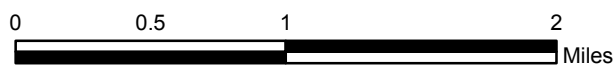
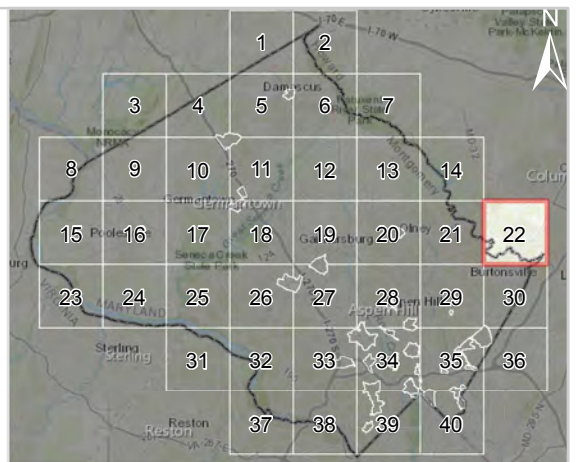


Master Plan of Highways and Transitways Designations



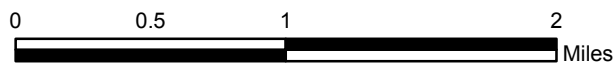
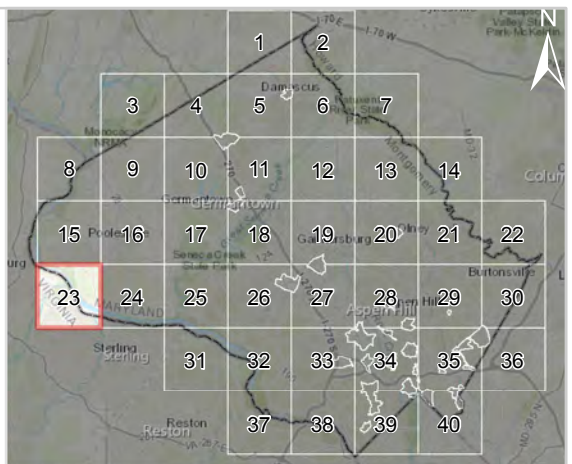


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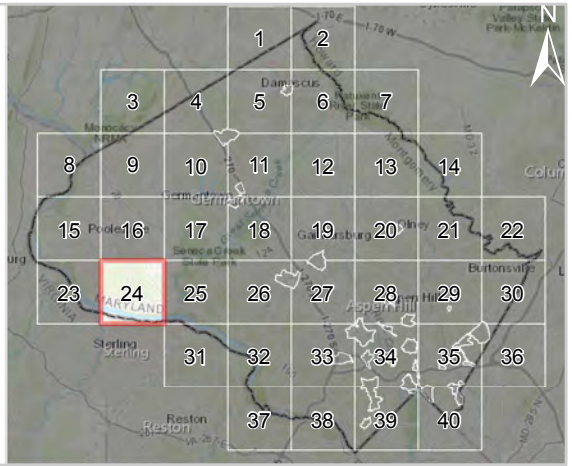
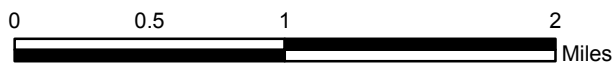


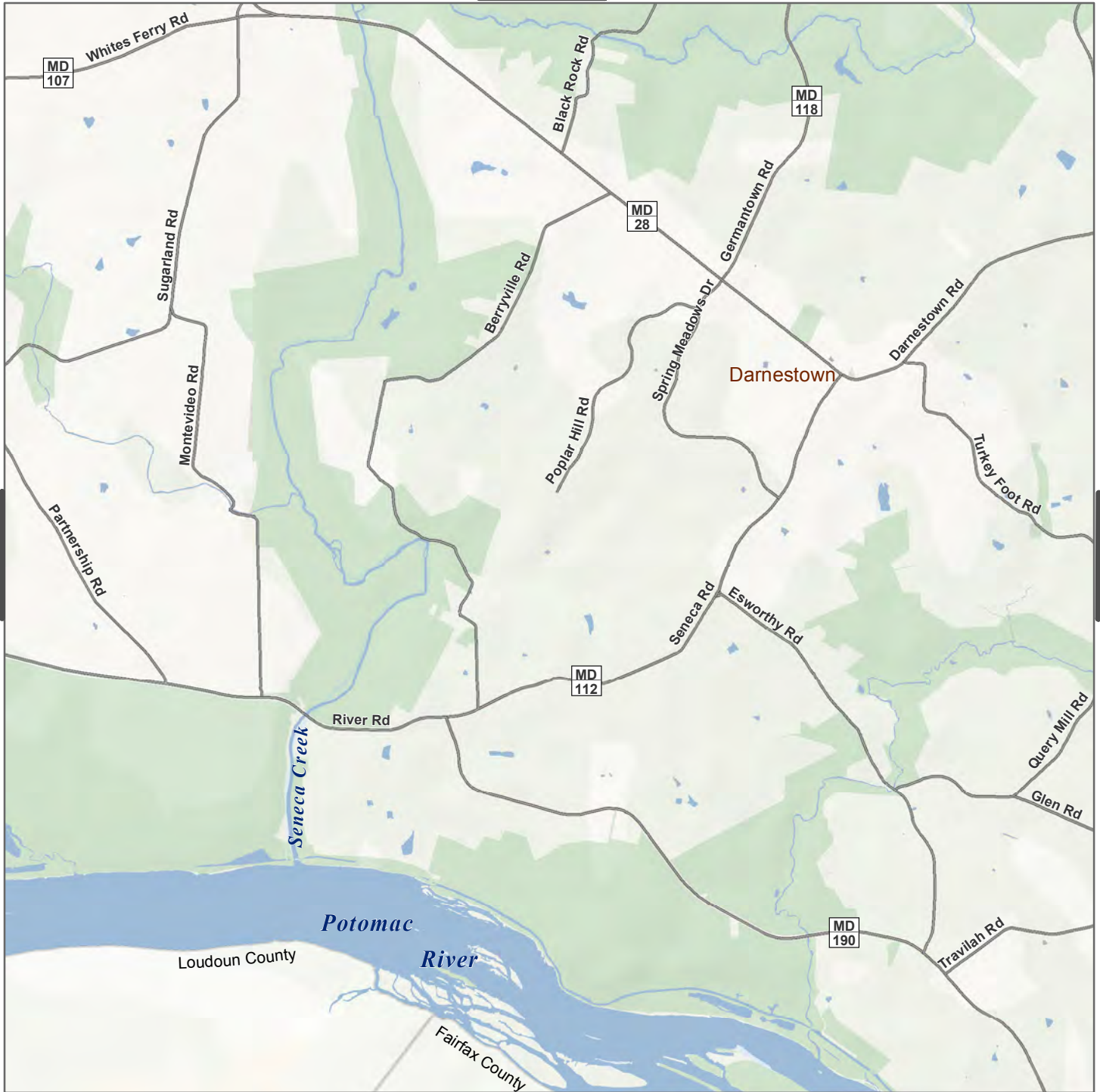
Master Plan of Highways and Transitways Designations



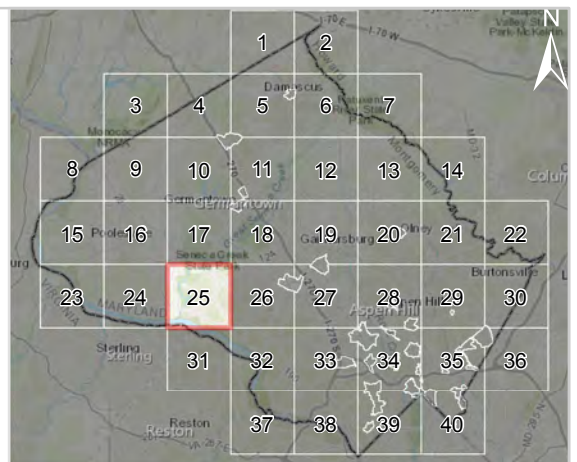
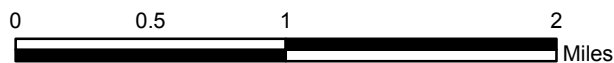


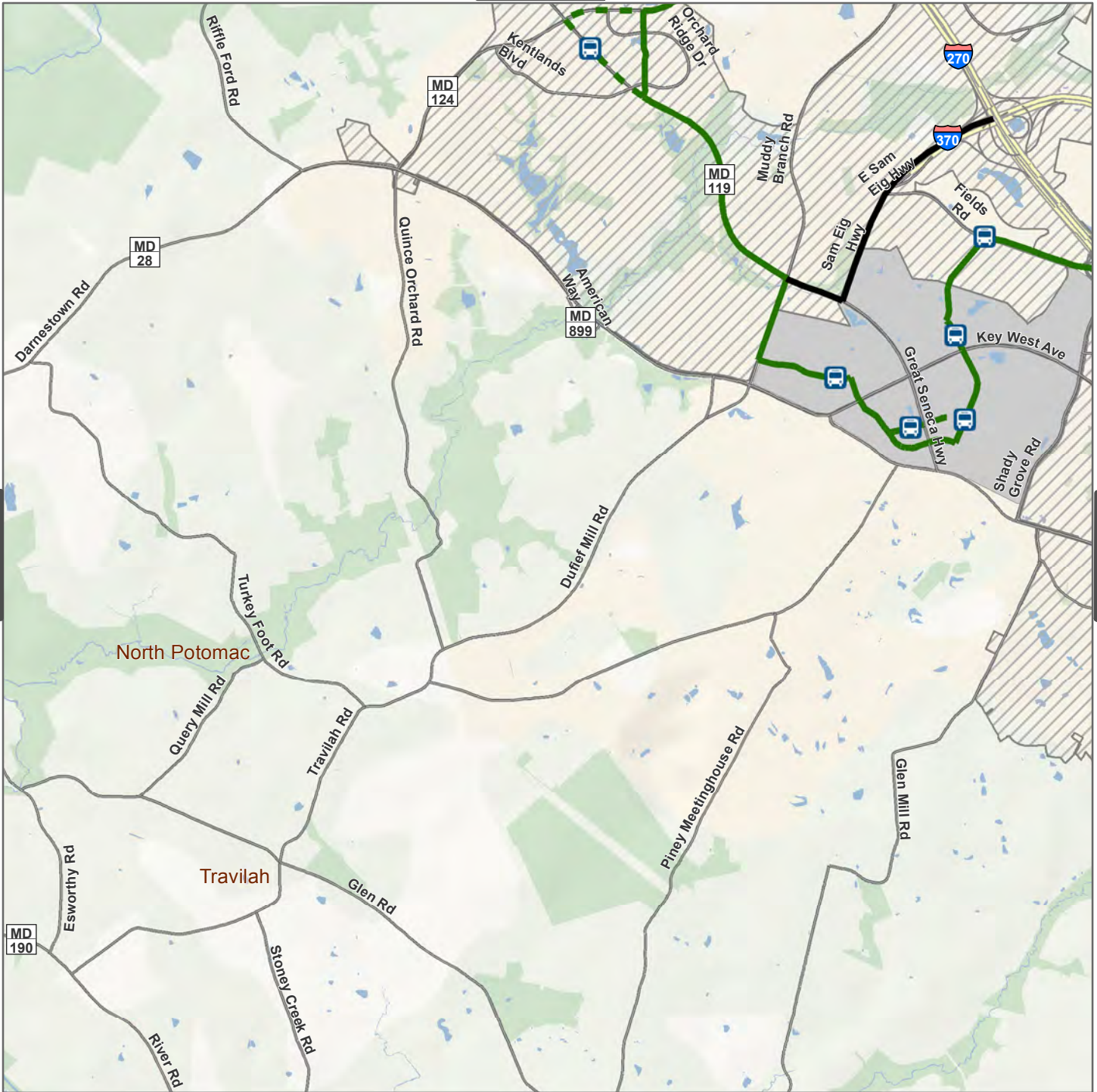
Master Plan of Highways and Transitways Designations





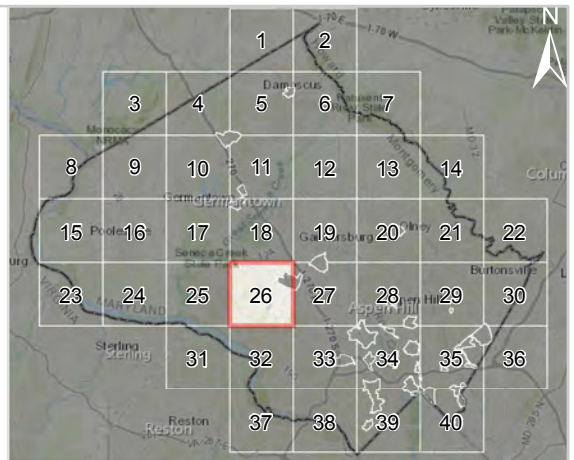
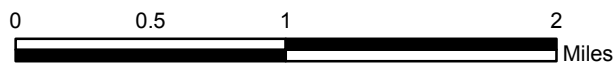
Master Plan of Highways and Transitways Designations

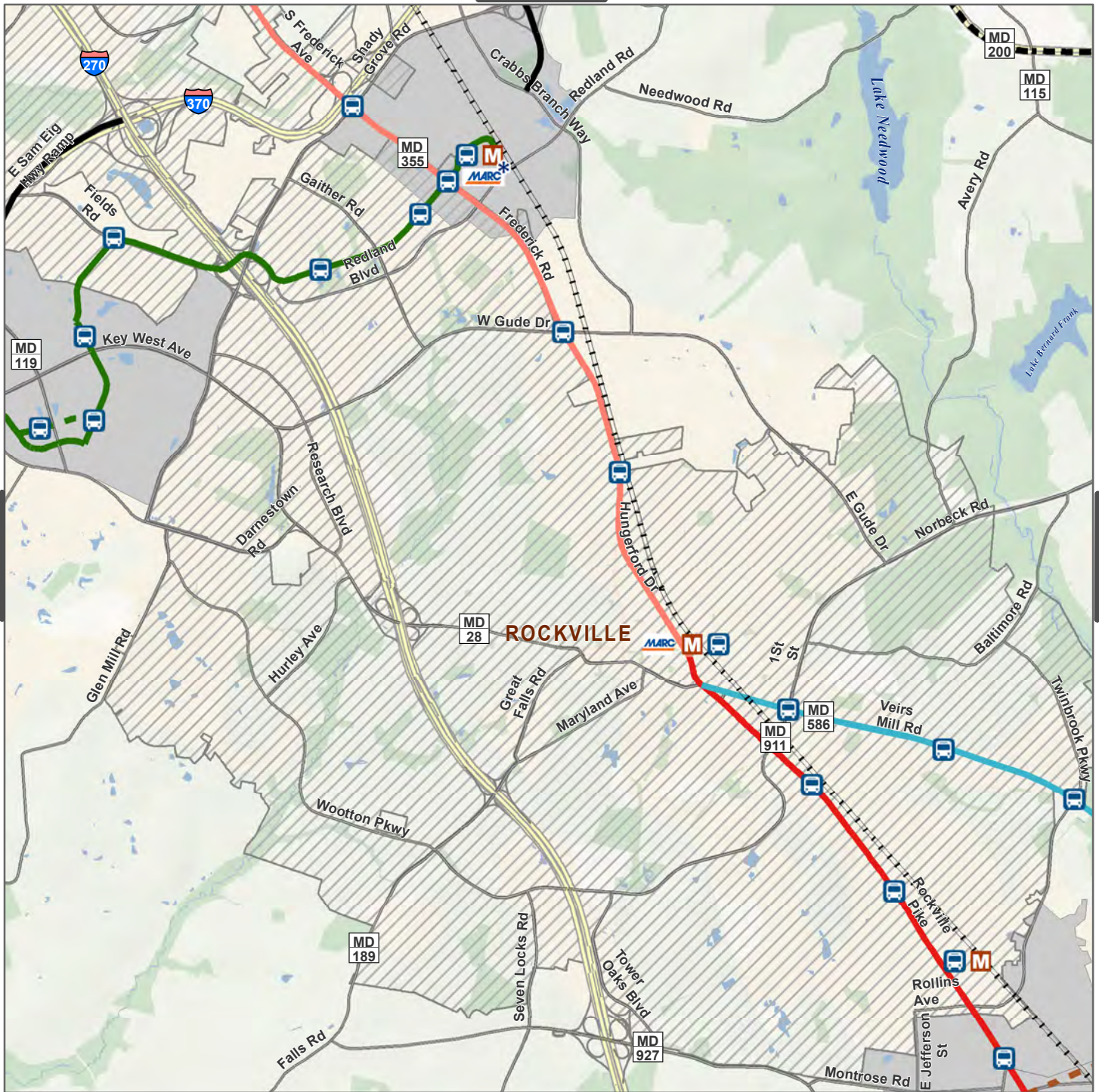




Master Plan of Highways and Transitways Designations

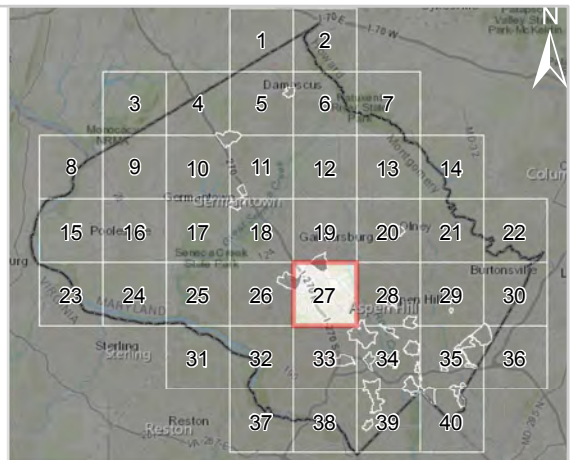
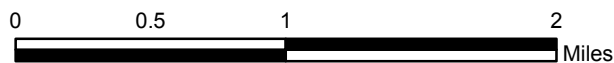
- Corridor Cities Transitway
- - - Corridor Cities Transitway - GSSC Alt
- Unspecified Transitway

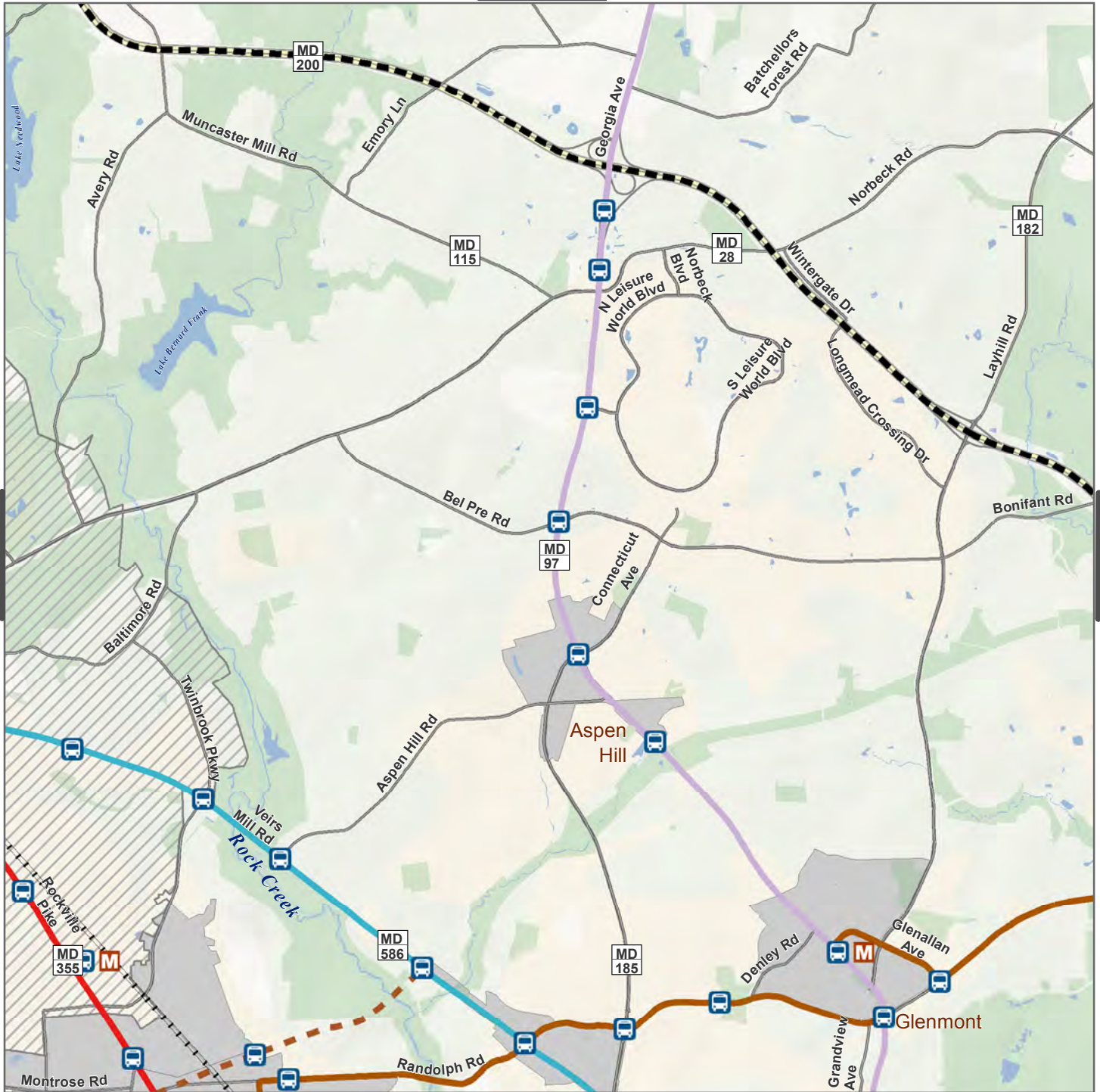




Master Plan of Highways and Transitways Designations

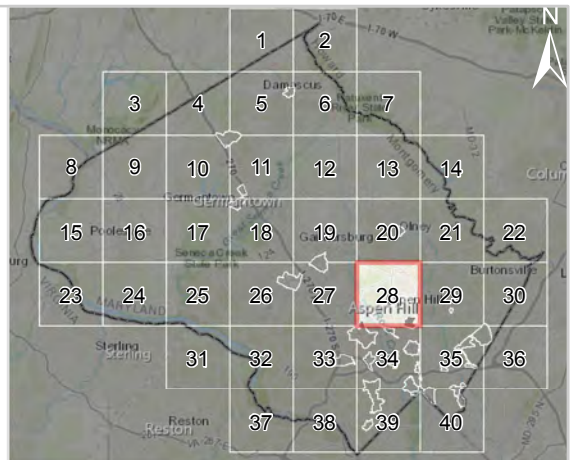
- Existing MARC Rail
- Corridor 3 (MD 355 North)
- Corridor 4 (MD 355 South)
- Corridor 7 (Randolph Road) - Alt
- Corridor 10 (Veirs Mill Road)
- Corridor Cities Transitway
- Corridor Cities Transitway - GSSC Alt
- ICC
- Unspecified Transitway

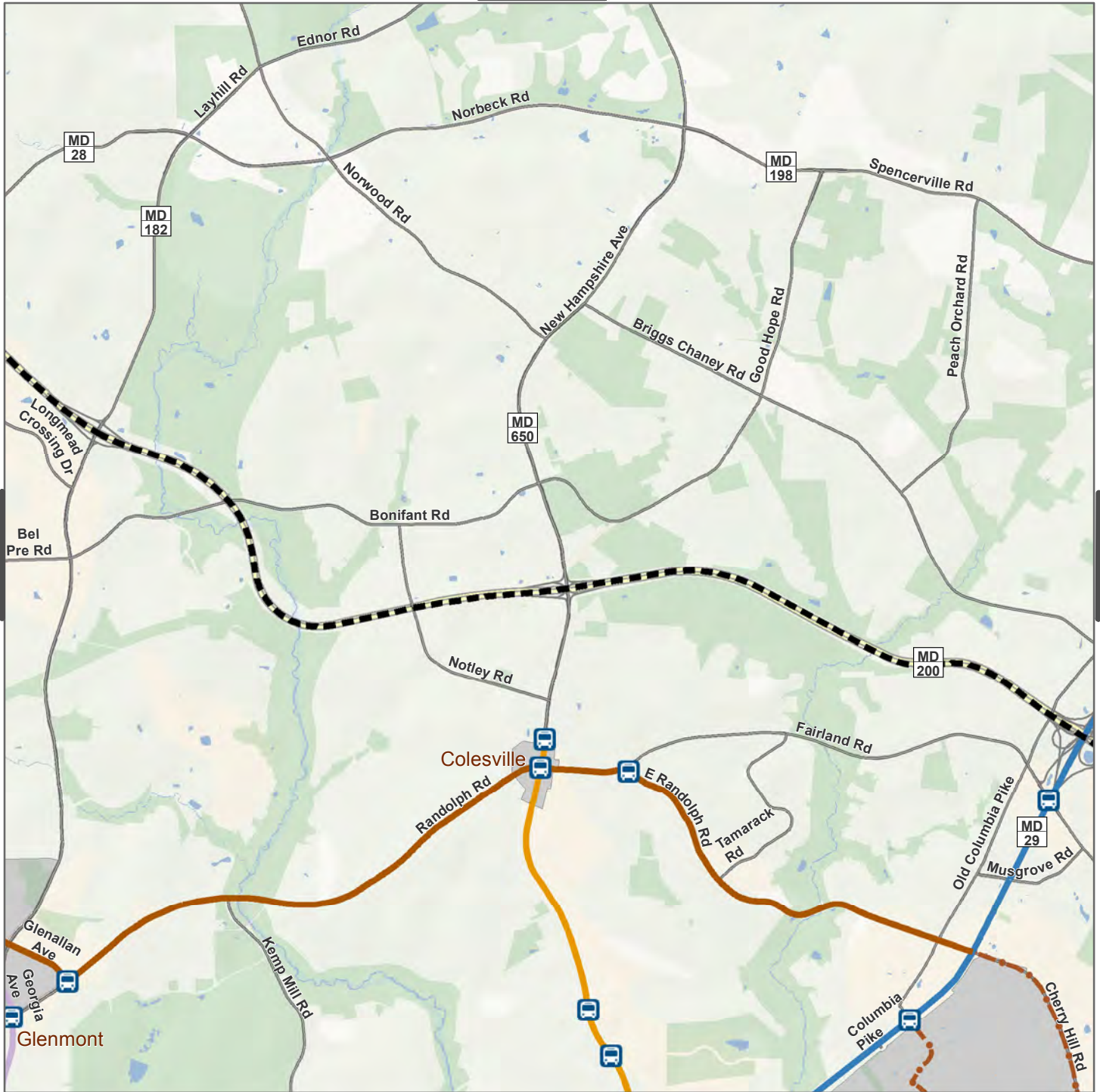




Master Plan of Highways and Transitways Designations

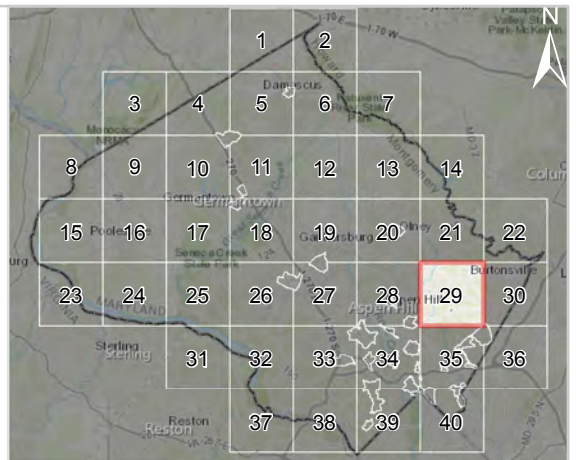
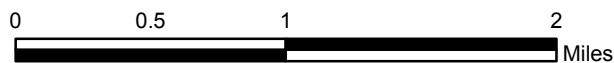
- Existing MARC Rail
- Corridor 1 (Georgia Ave North)
- Corridor 4 (MD 355 South)
- Corridor 7 (Randolph Road)
- Corridor 10 (Veirs Mill Road)
- ICC
- Corridor 7 (Randolph Road) - Alt

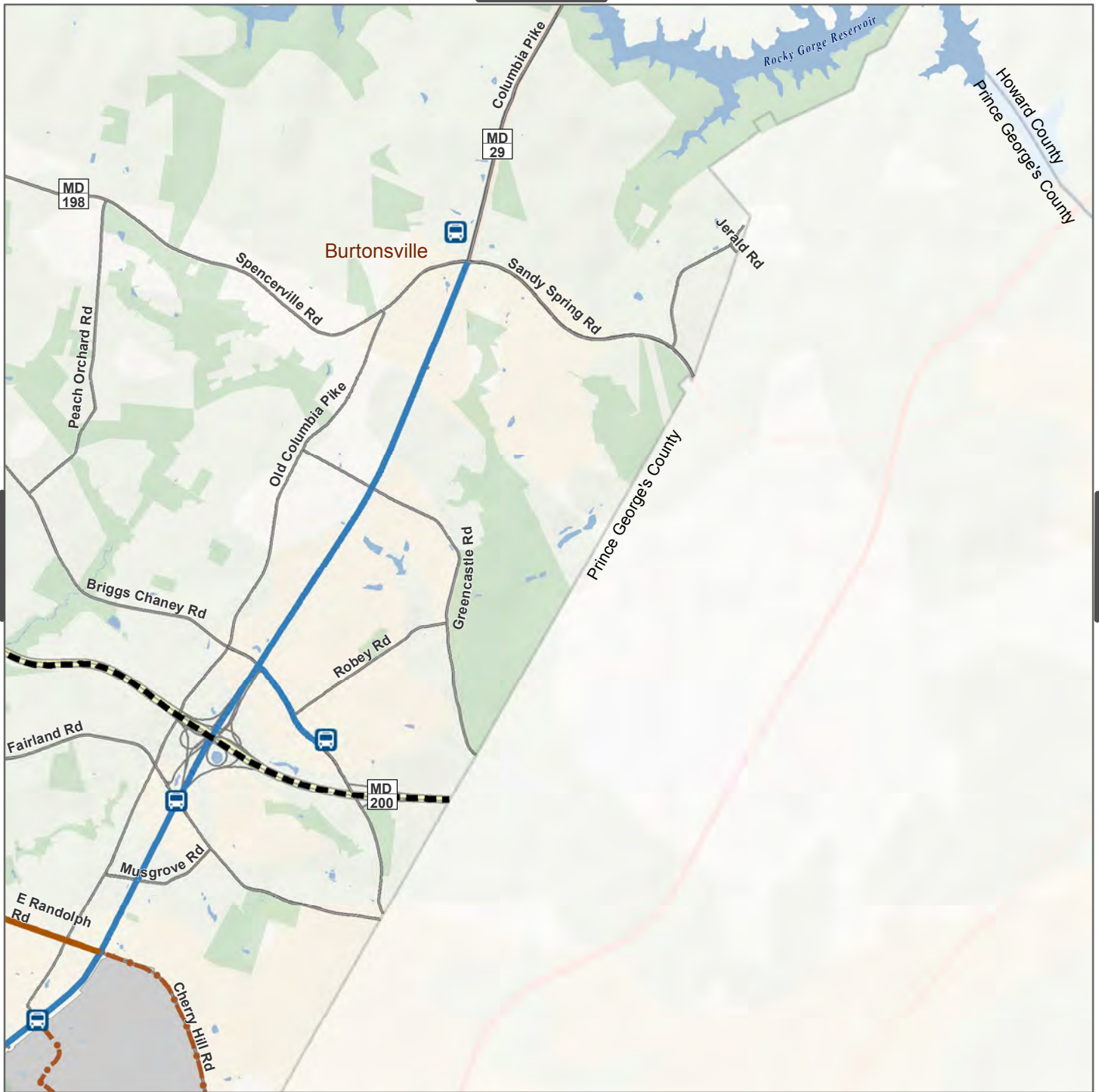




Master Plan of Highways and Transitways Designations

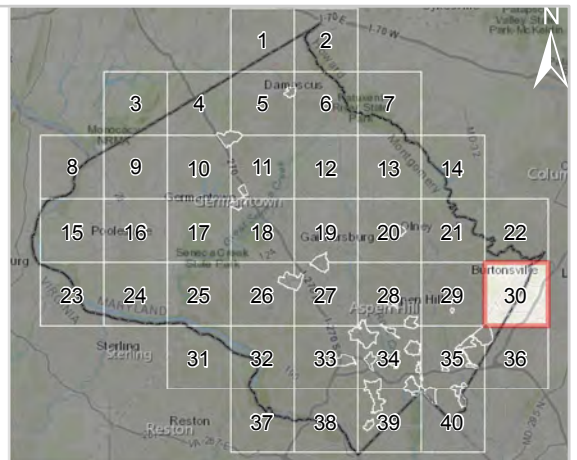
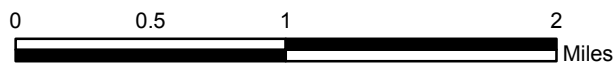
- Corridor 1 (Georgia Ave North)
- Corridor 5 (New Hampshire Avenue)
- Corridor 7 (Randolph Road)
- - - Corridor 7 (Randolph Road) - WOSG Alt
- Corridor 9 (US 29)
- - - ICC





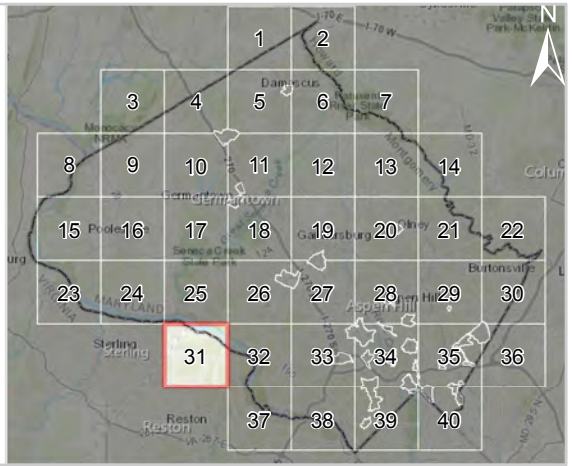
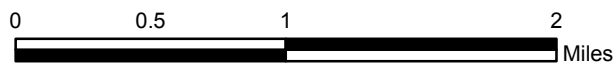
Master Plan of Highways and Transitways Designations

- Corridor 7 (Randolph Road)
- Corridor 9 (US 29)
- - - Corridor 7 (Randolph Road) - ICC
- - - WOSG Alt



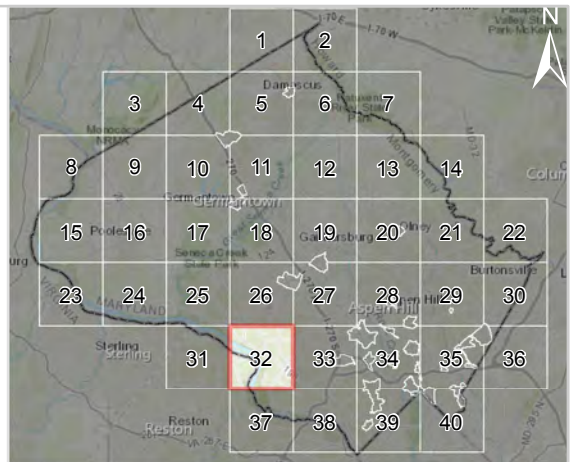
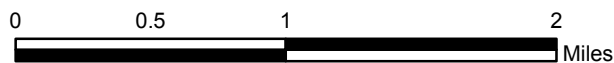


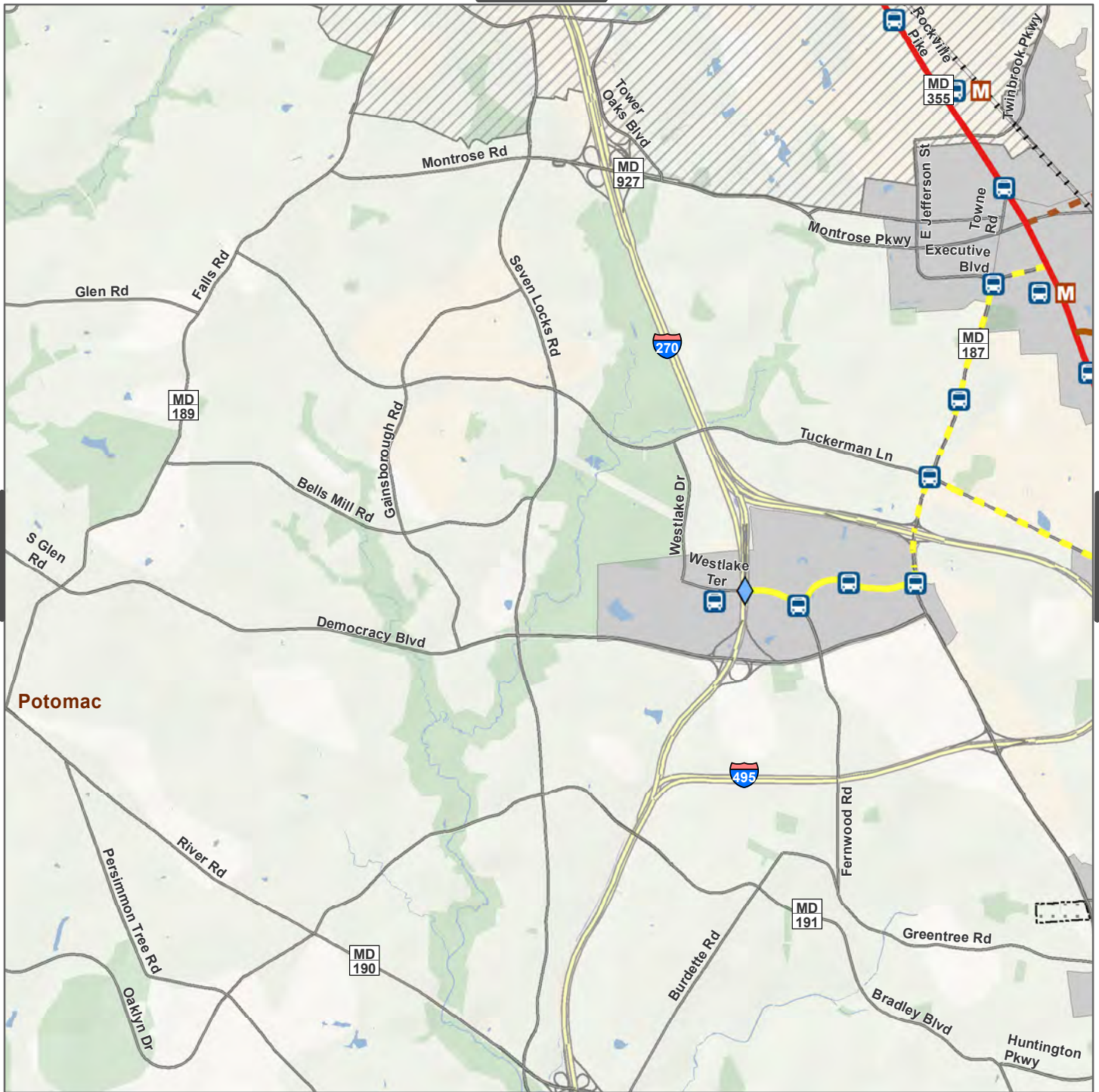
Master Plan of Highways and Transitways Designations





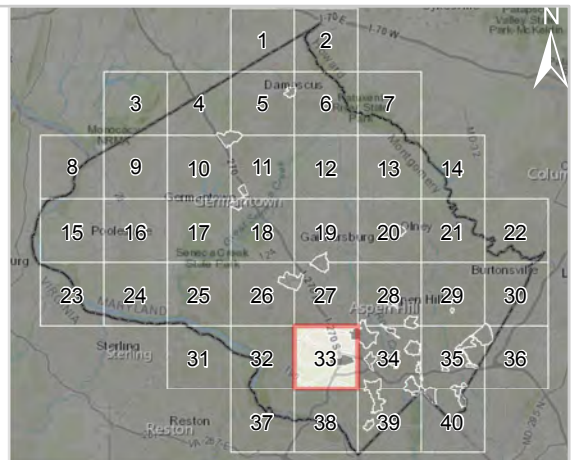
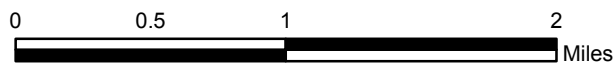
Master Plan of Highways and Transitways Designations

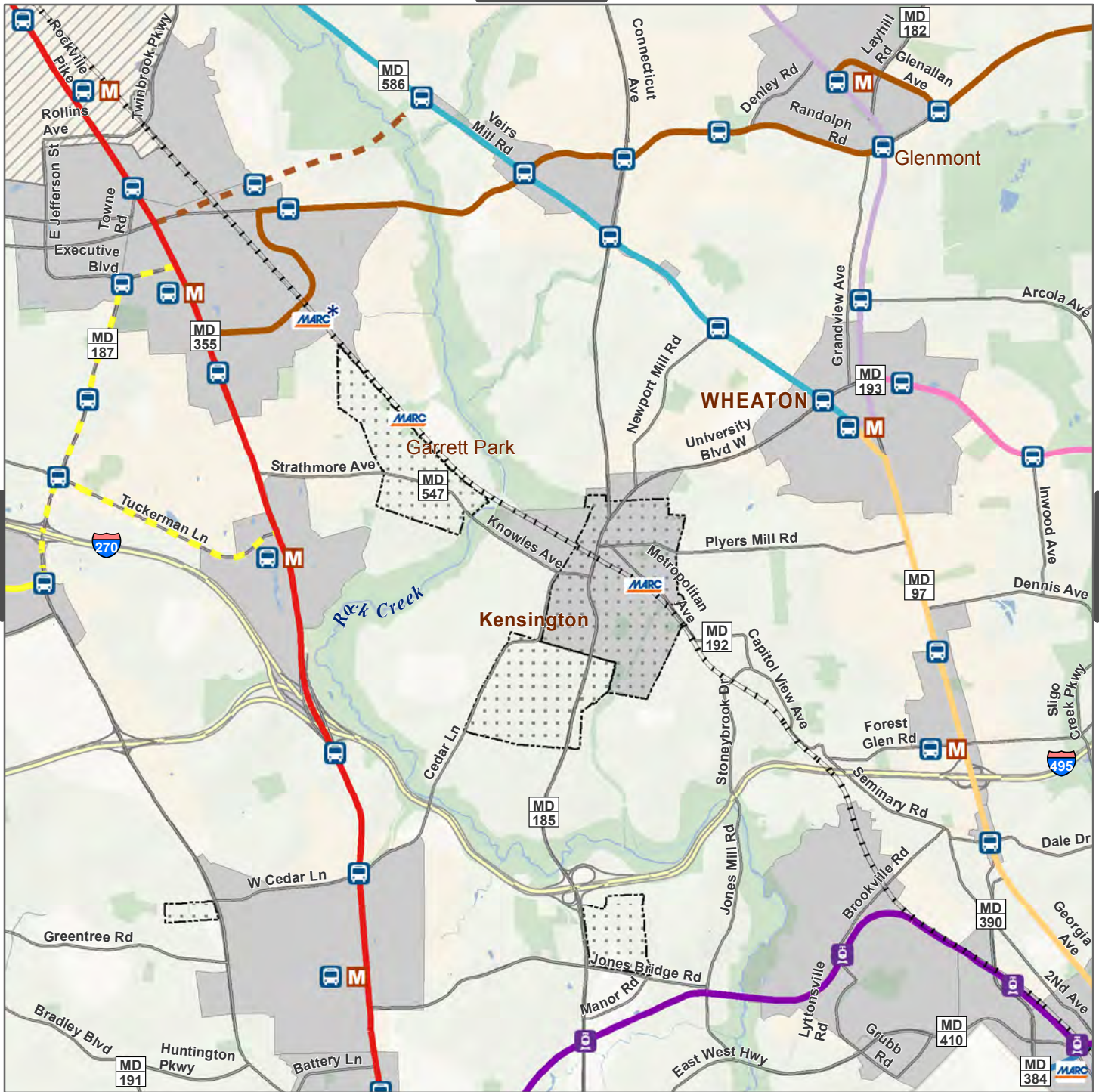




Master Plan of Highways and Transitways Designations

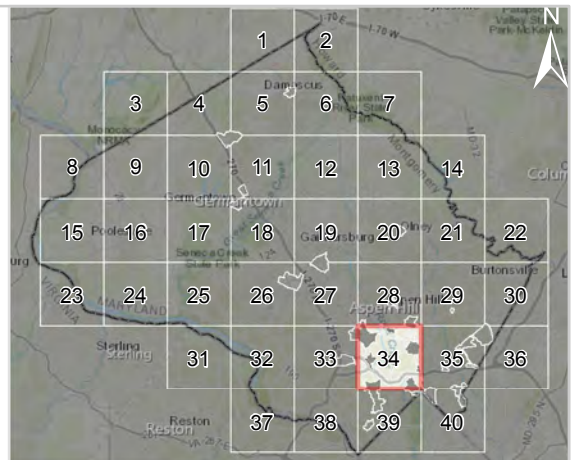
- Existing MARC Rail
- Corridor 4 (MD 355 South)
- Corridor 6 (North Bethesda Transitway)
- Corridor 6 (North Bethesda Transitway) - Alt
- Corridor 7 (Randolph Road)
- Corridor 7 (Randolph Road) - Alt

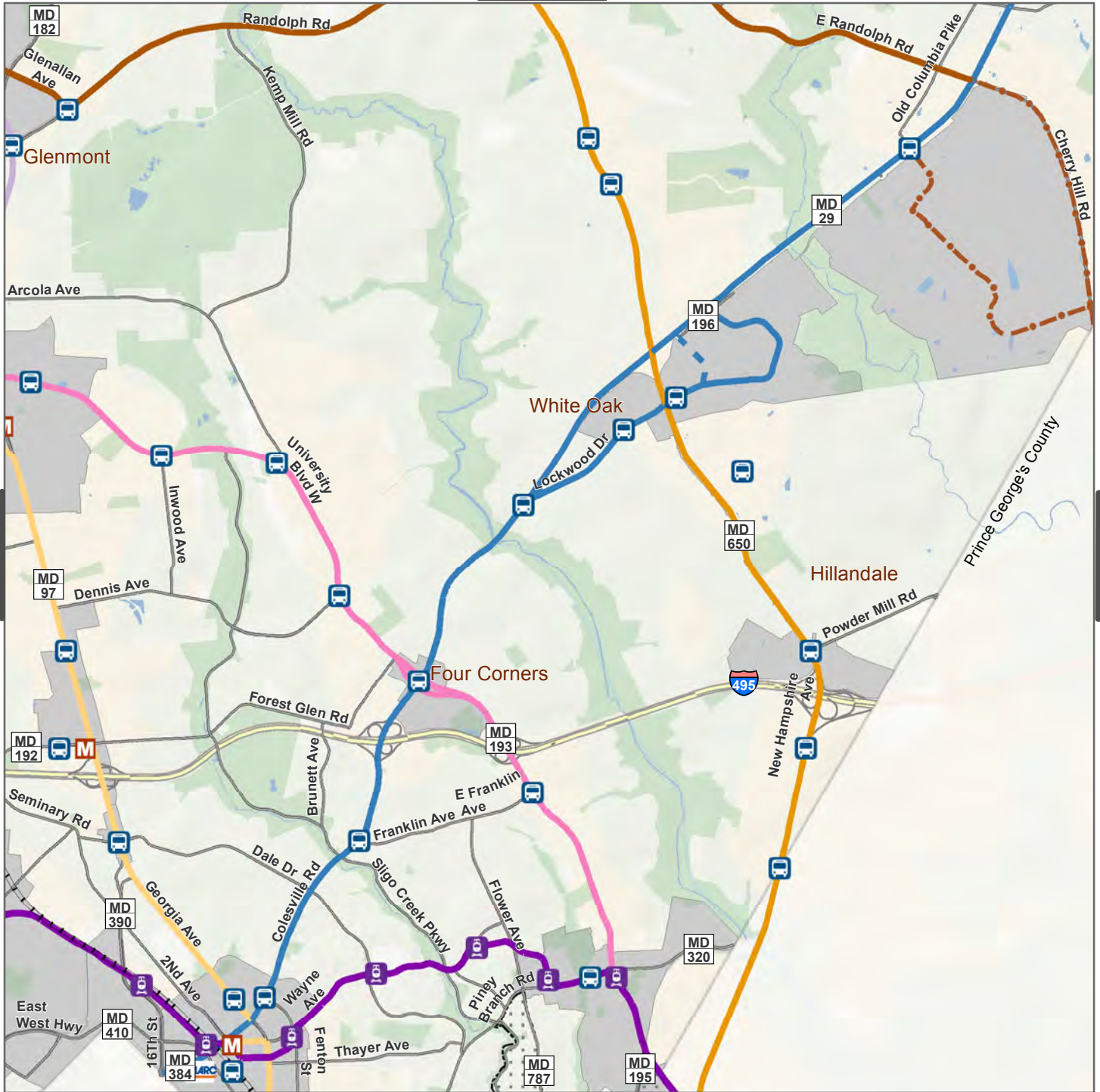




Master Plan of Highways and Transitways Designations

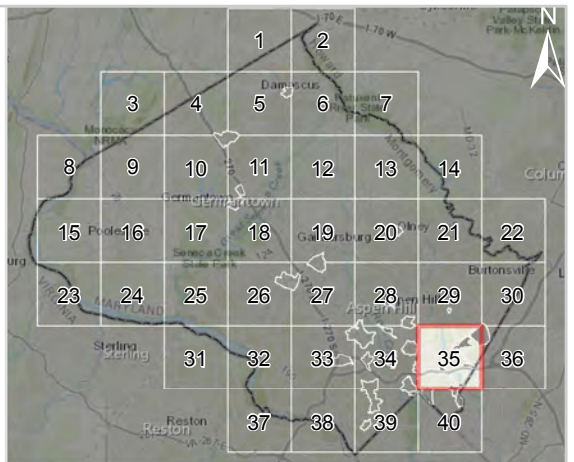
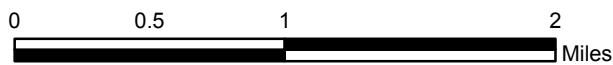
- Existing MARC Rail
- Purple Line
- Corridor 1 (Georgia Ave North)
- Corridor 2 (Georgia Ave South)
- Corridor 4 (MD 355 South)
- Corridor 6 (North Bethesda Transitway)
- Corridor 6 (North Bethesda Transitway) - Alt
- Corridor 7 (Randolph Road)
- Corridor 7 (Randolph Road) - Alt
- Corridor 8 (University Boulevard)
- Corridor 9 (US 29)
- Corridor 10 (Veirs Mill Road)





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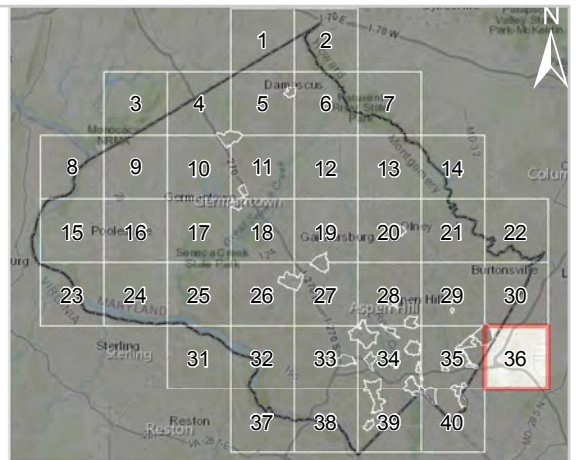
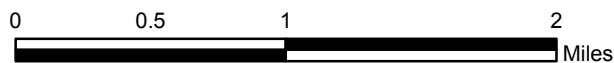
- Existing MARC Rail
- Purple Line
- Corridor 1 (Georgia Ave North)
- Corridor 2 (Georgia Ave South)
- Corridor 5 (New Hampshire Avenue)
- Corridor 7 (Randolph Road)
- Corridor 7 (Randolph Road) - WOSG Alt
- Corridor 8 (University Boulevard)
- Corridor 9 (US 29)
- Corridor 9 (US 29) - WOSG Alt

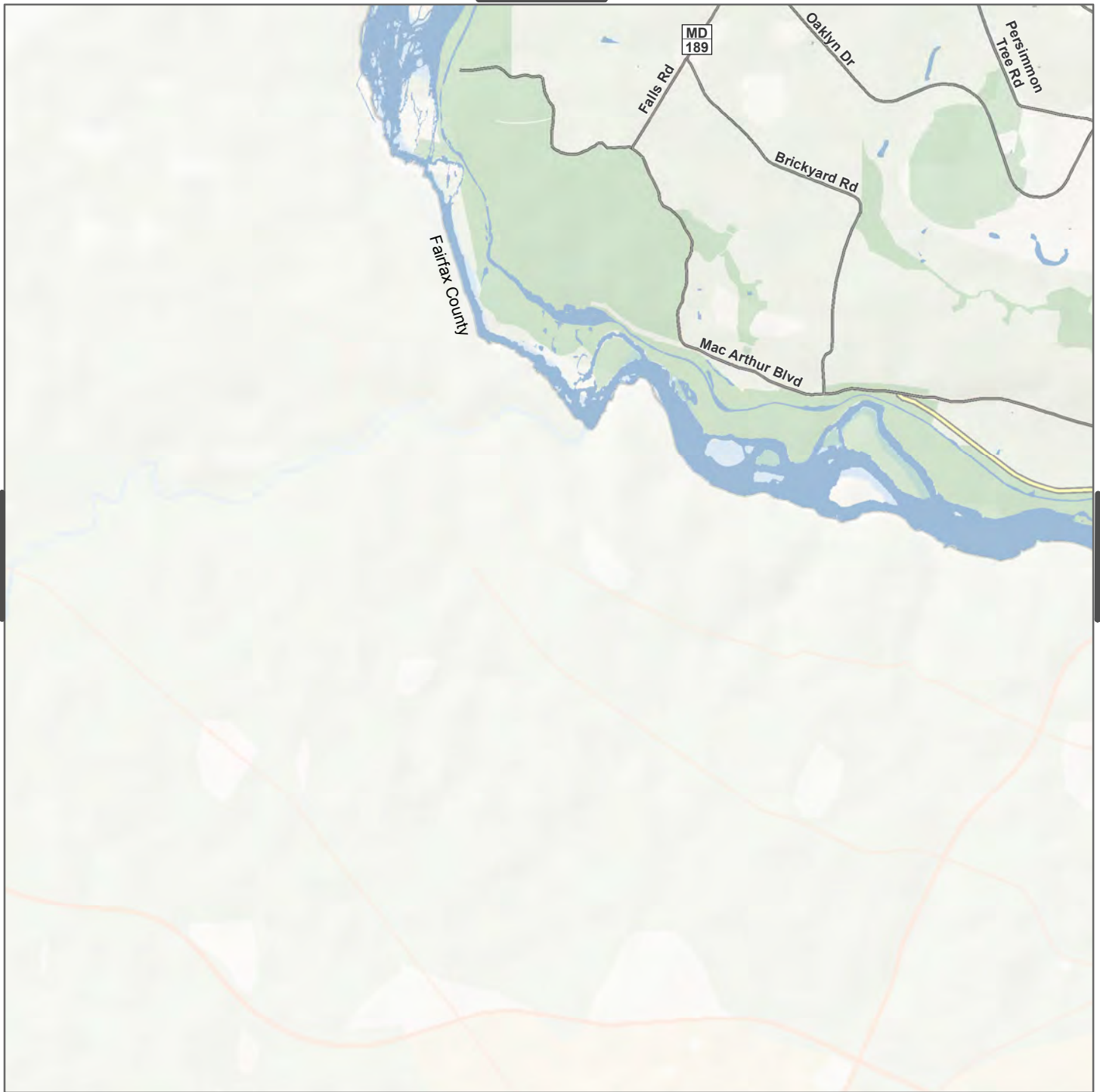




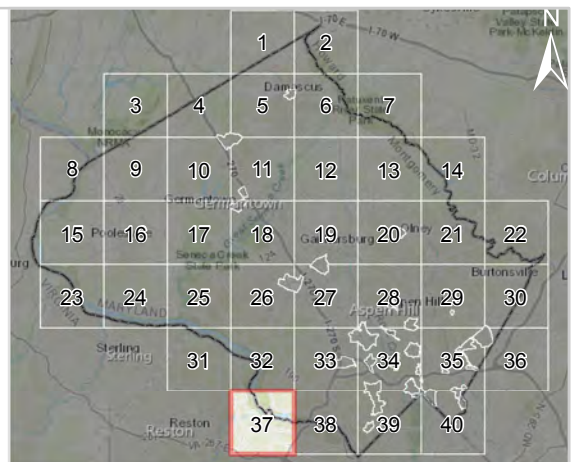
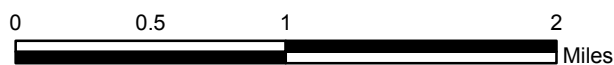
Master Plan of Highways and Transitways Designations

- Corridor 7 (Randolph Road)
- - - Corridor 7 (Randolph Road) - WOSG Alt
- Corridor 9 (US 29)



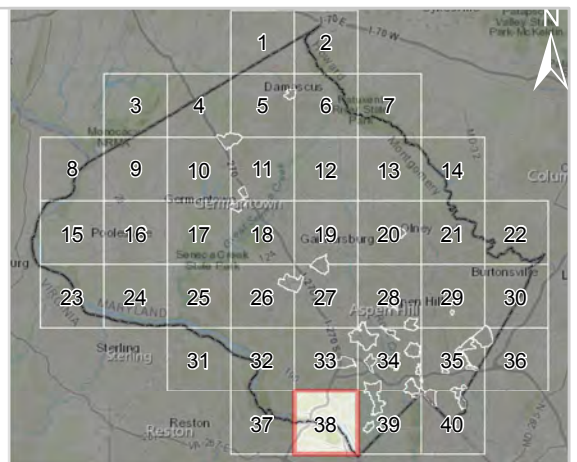
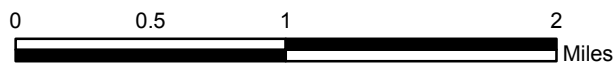


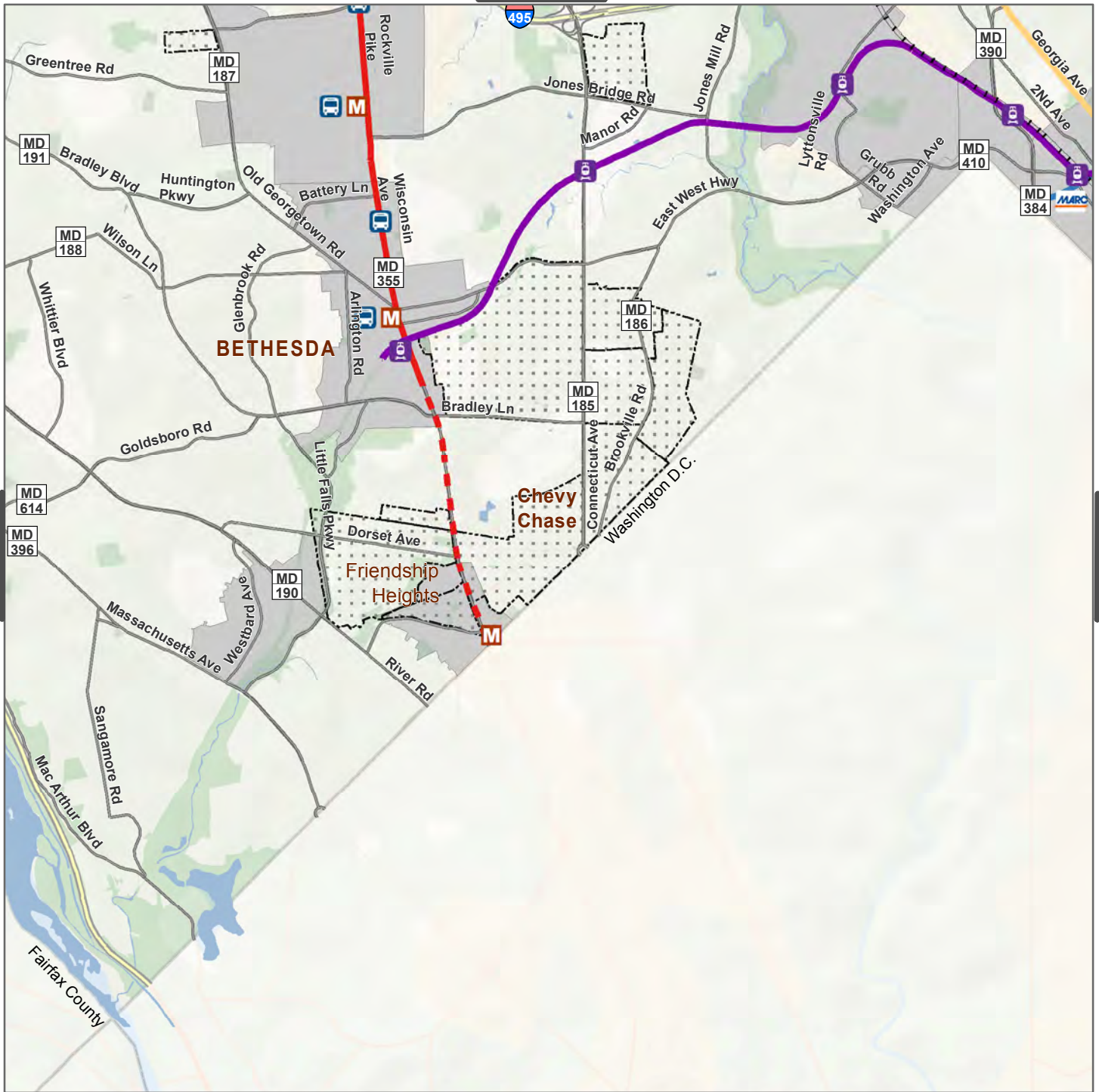
Master Plan of Highways and Transitways Designations





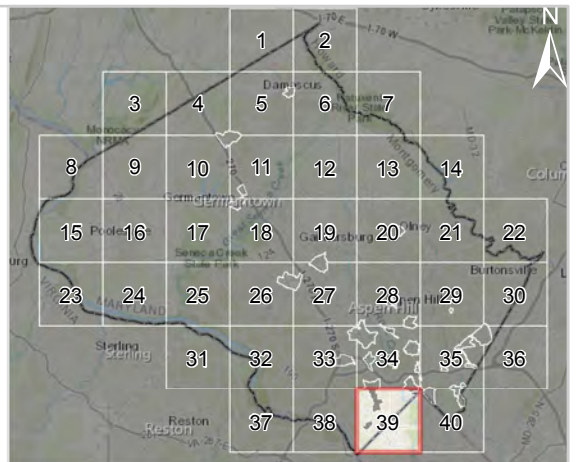
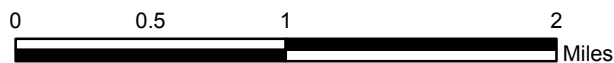
Master Plan of Highways and Transitways Designations

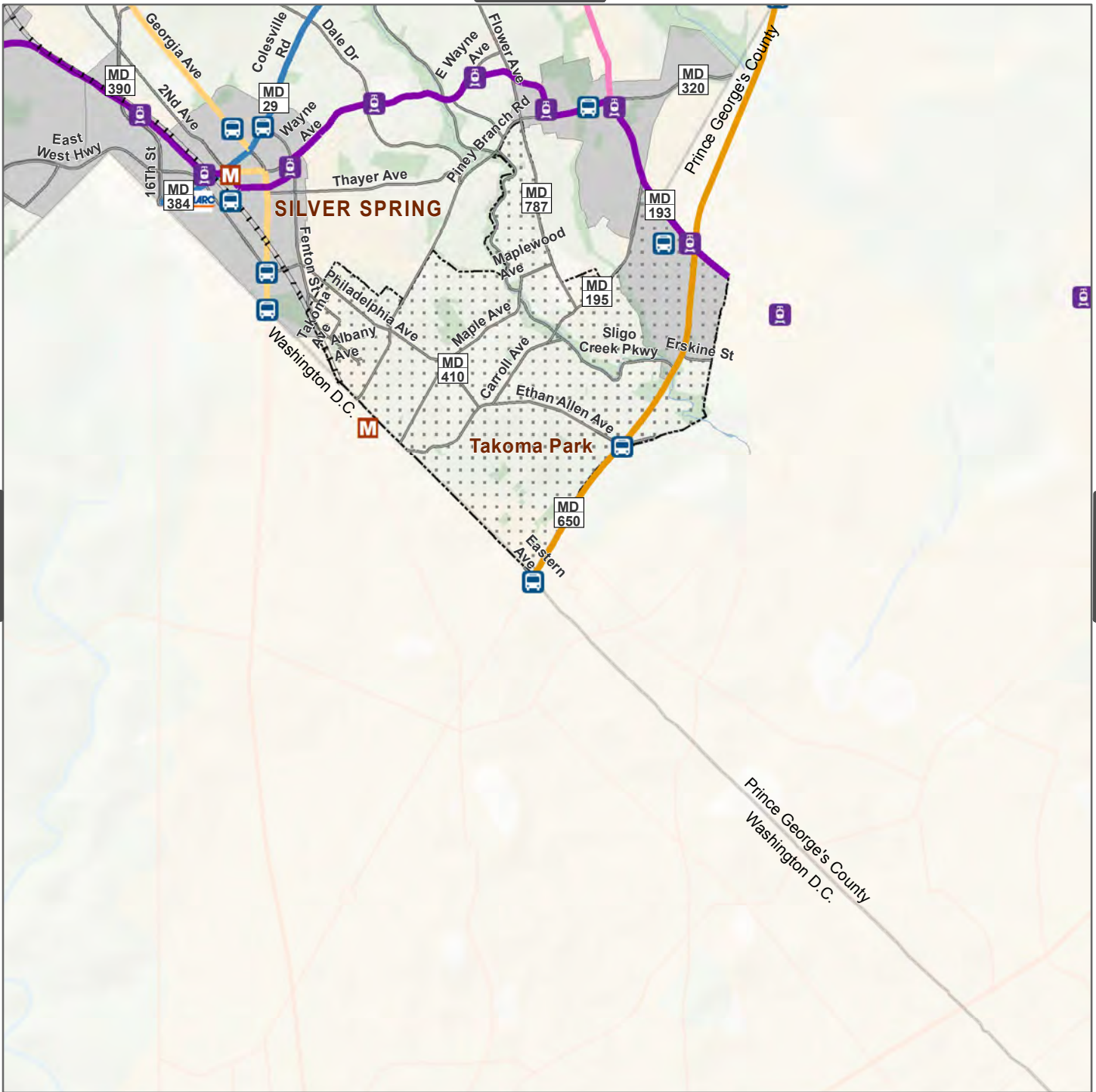




Master Plan of Highways and Transitways Designations

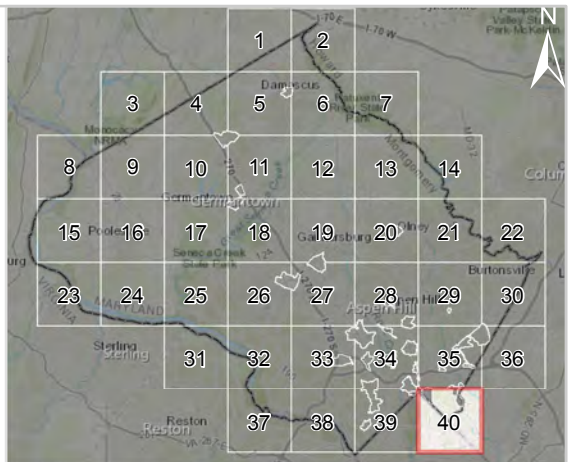
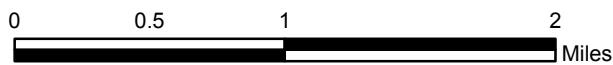
- Existing MARC Rail
- Purple Line
- Corridor 2 (Georgia Ave South)
- Corridor 4 (MD 355 South)
- Corridor 4 (MD 355 South) - Extended
- Corridor 9 (US 29)

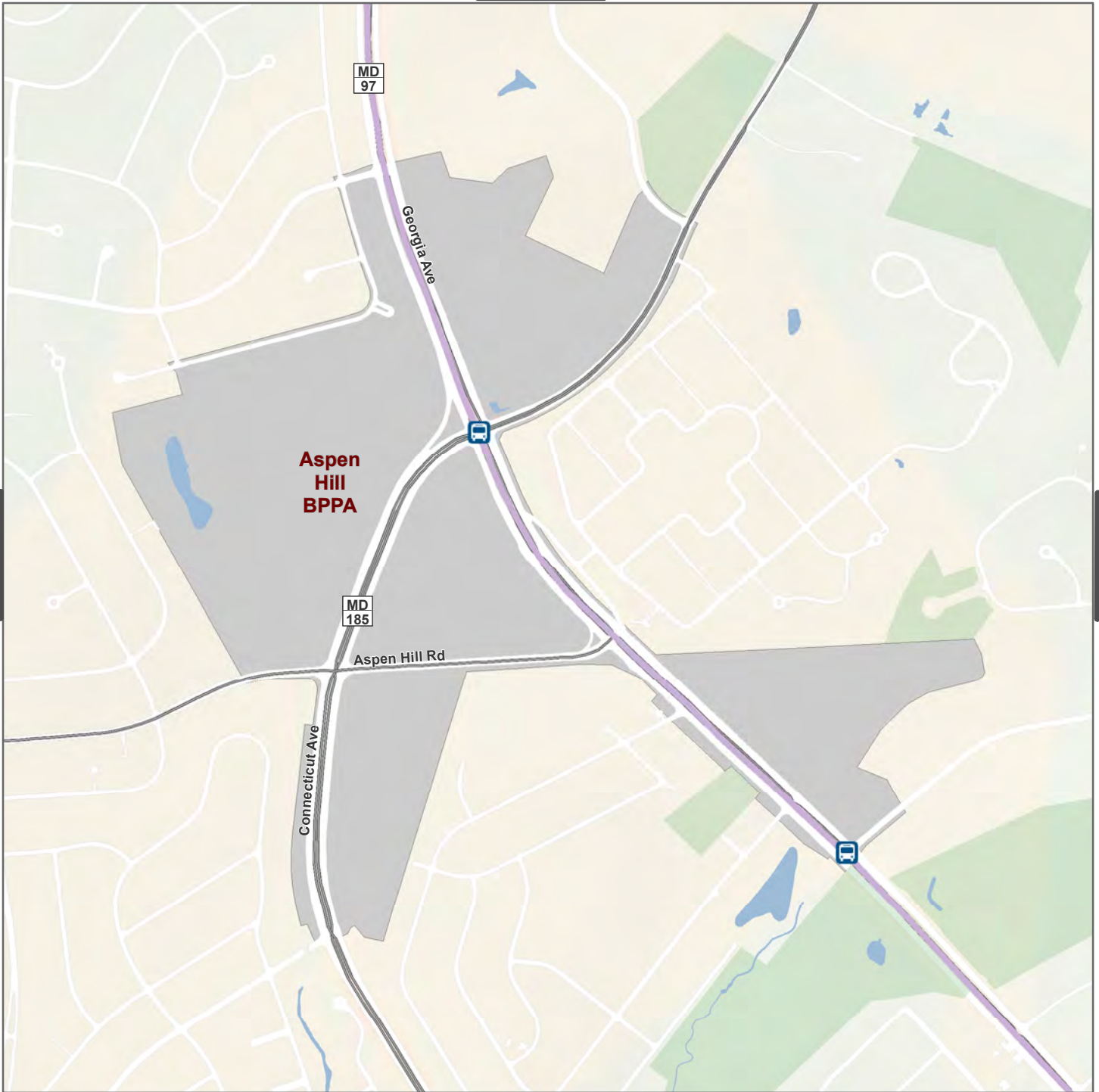




Master Plan of Highways and Transitways Designations

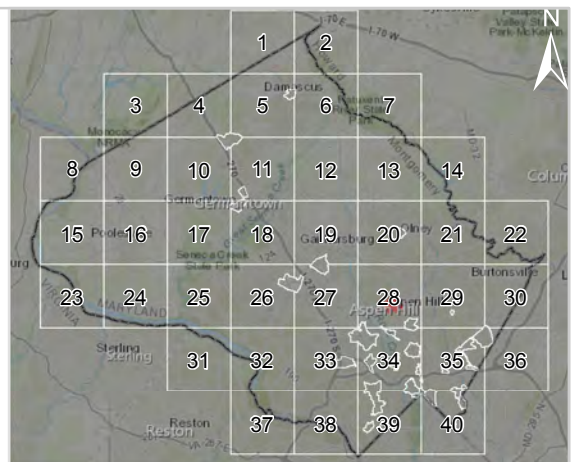
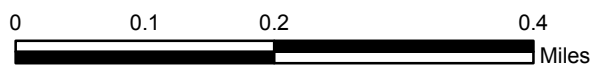
- Existing MARC Rail
- Purple Line
- Corridor 2 (Georgia Ave South)
- Corridor 5 (New Hampshire Avenue)
- Corridor 8 (University Boulevard)
- Corridor 9 (US 29)

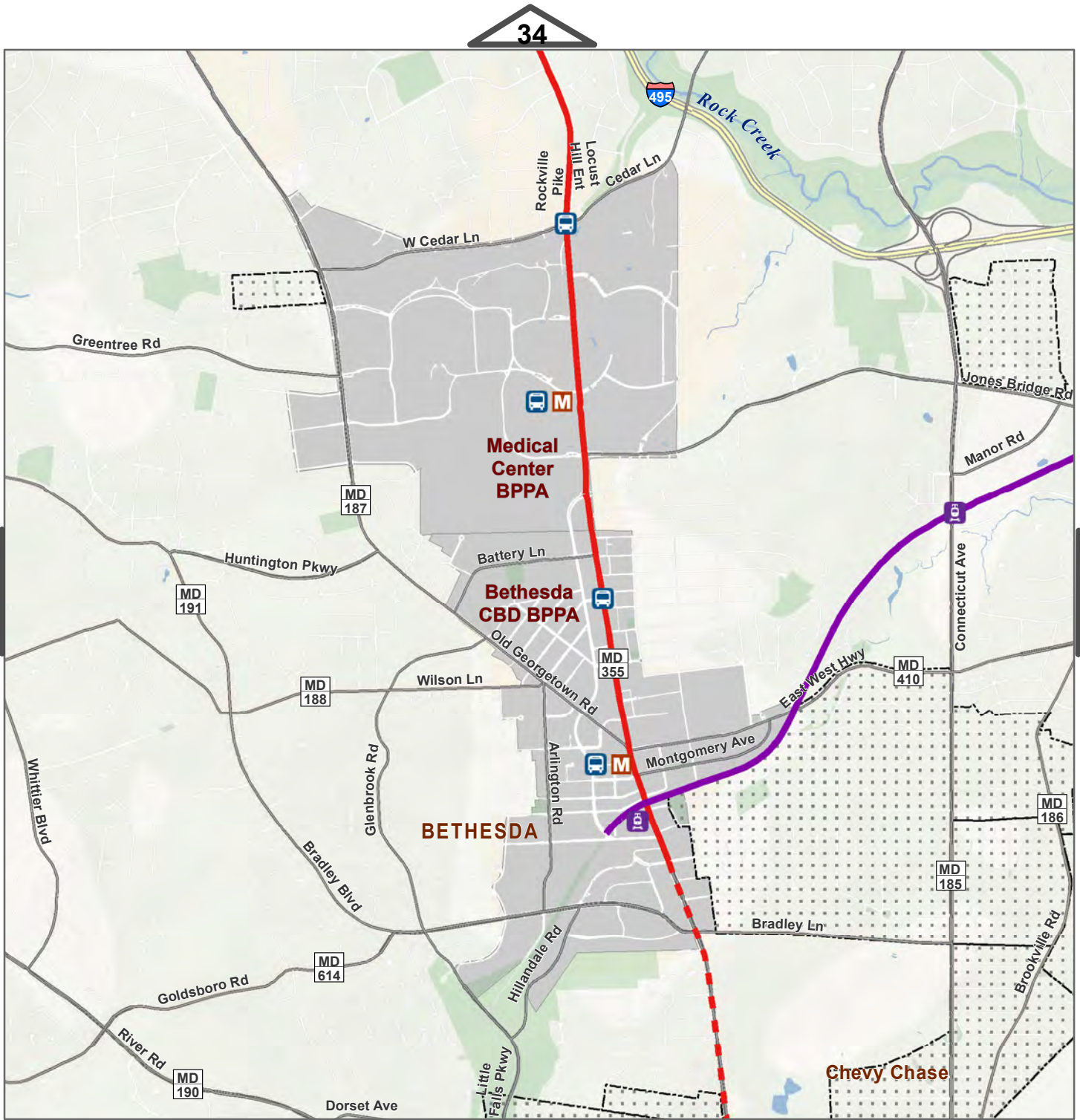




Master Plan of Highways and Transitways Designations

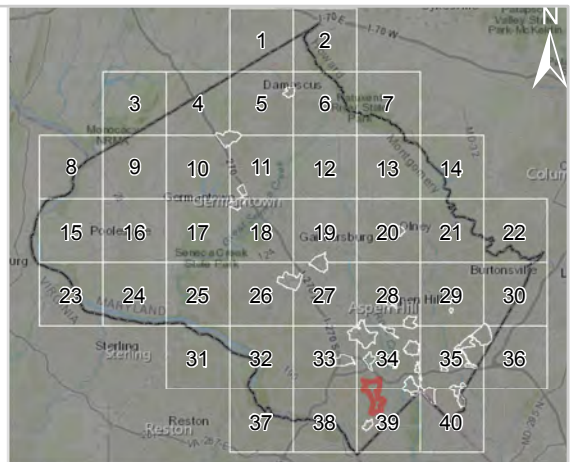
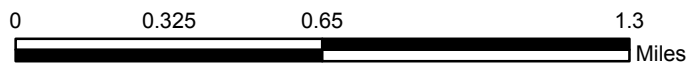
— Corridor 1 (Georgia Ave North)

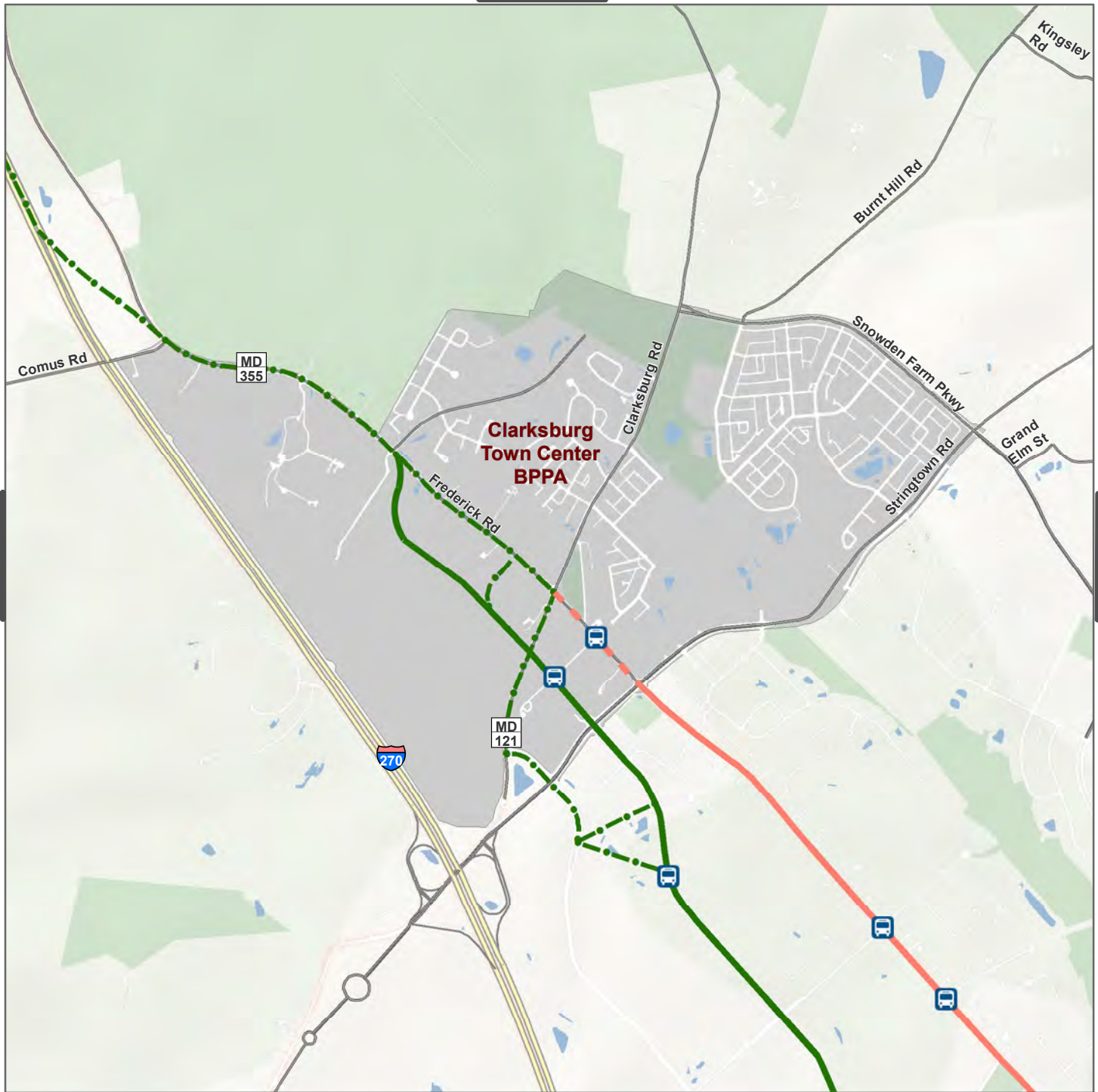




Master Plan of Highways and Transitways Designations

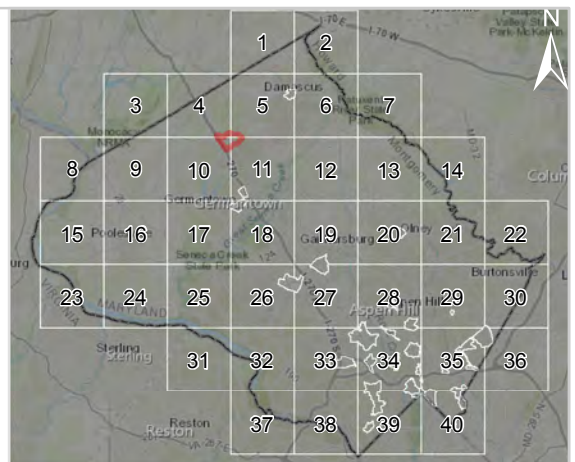
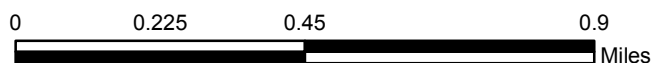
- Purple Line
- Corridor 4 (MD 355 South)
- - - Corridor 4 (MD 355 South) - Extended





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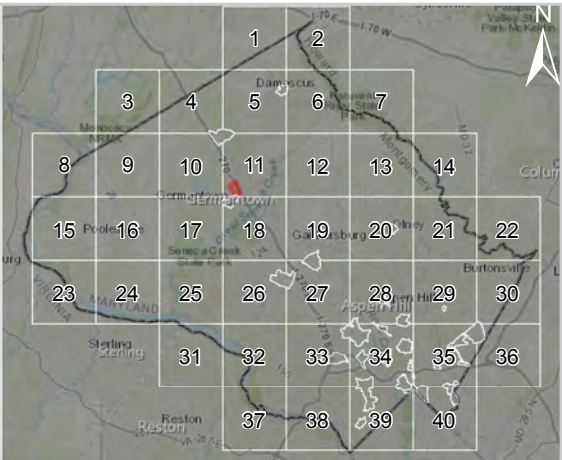
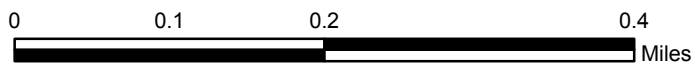
- Corridor 3 (MD 355 North)
- - Corridor 3 (MD 355 North) - Ten Mile Creek Alt
- Corridor Cities Transitway
- - Corridor Cities Transitway - Ten Mile Creek Alt





Master Plan of Highways and Transitways Designations

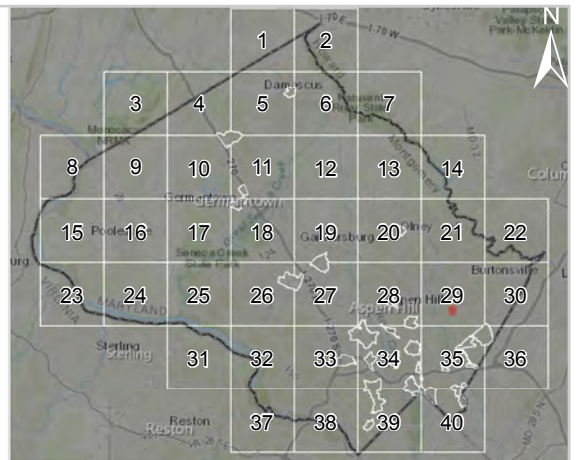
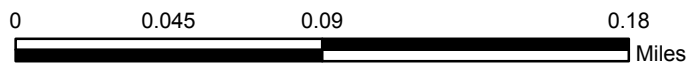
— Corridor 3 (MD 355 North) — Corridor Cities Transitway





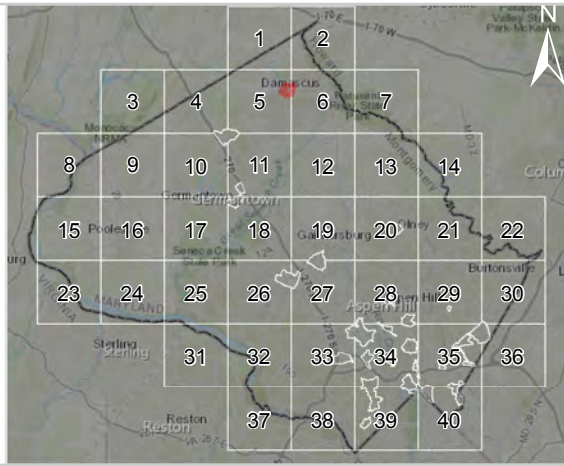
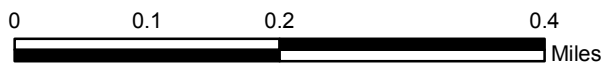
Master Plan of Highways and Transitways Designations

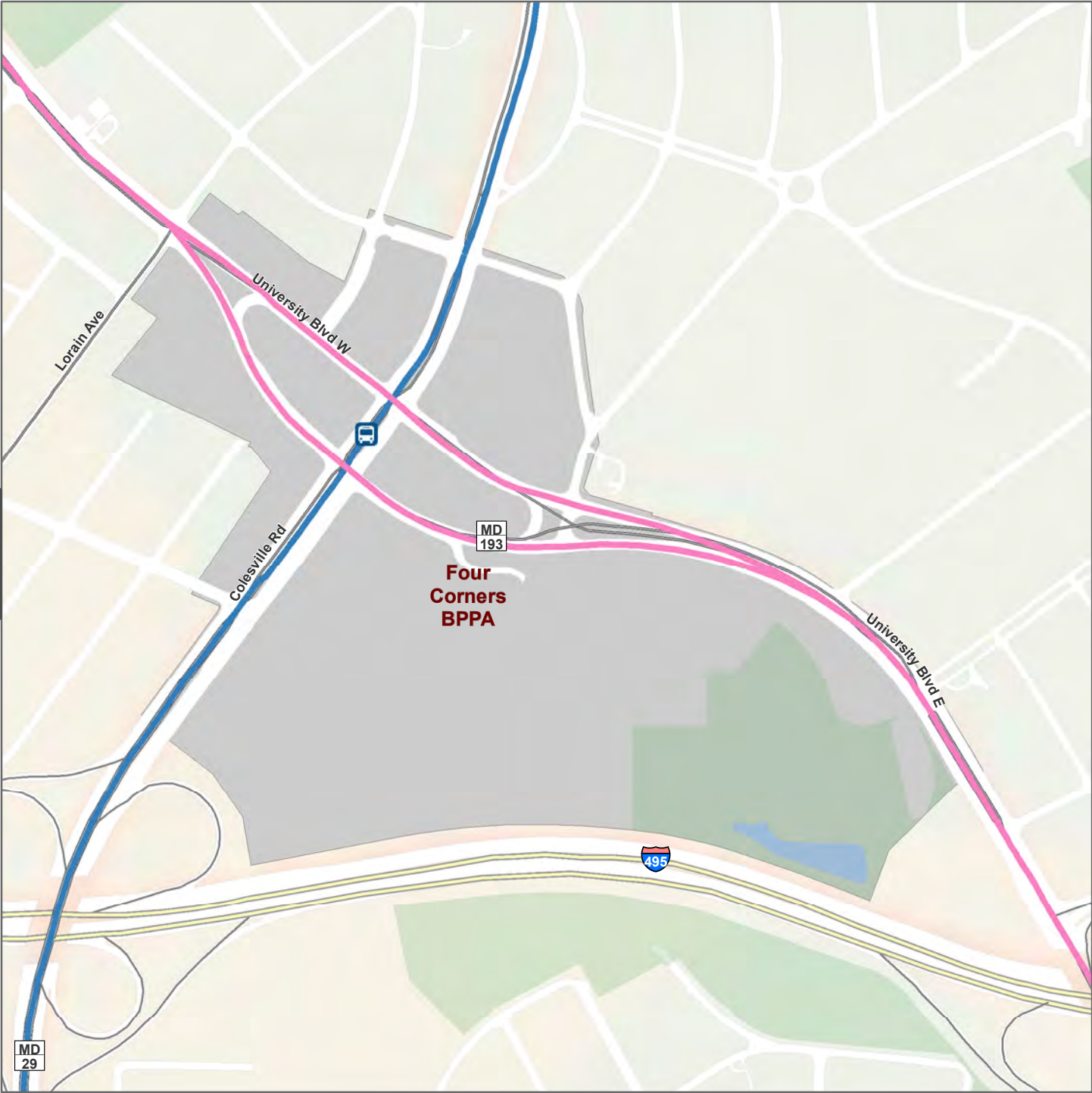
— Corridor 5 (New Hampshire Avenue) — Corridor 7 (Randolph Road)





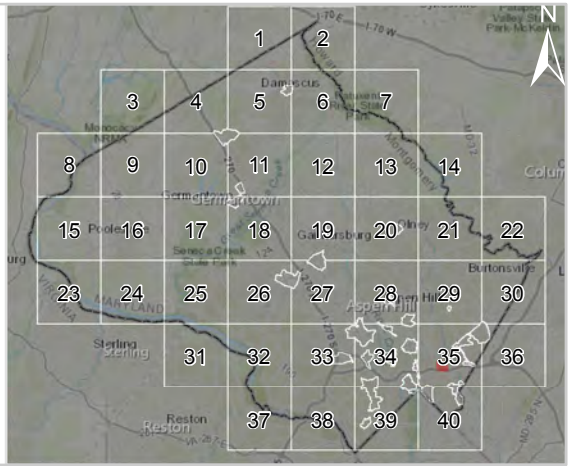
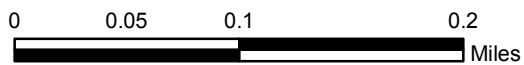
Master Plan of Highways and Transitways Designations






Master Plan of Highways and Transitways Designations

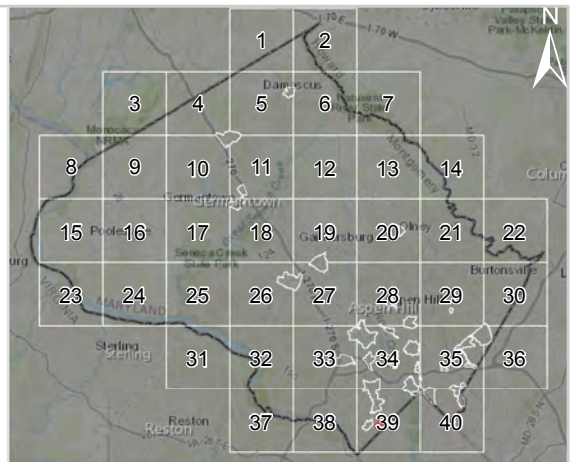
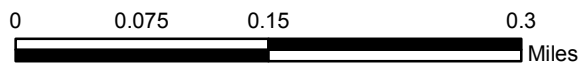
— Corridor 8 (University Boulevard)
 — Corridor 9 (US 29)





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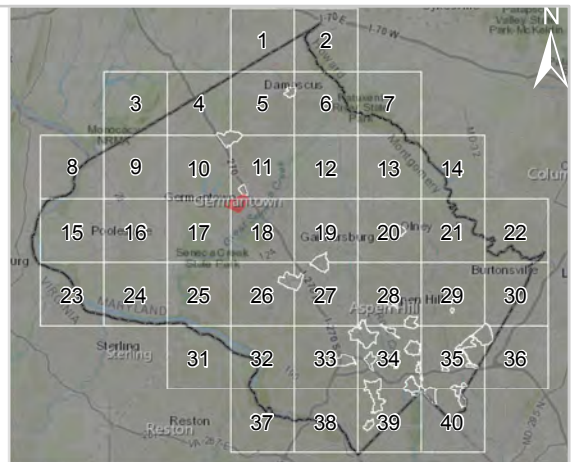
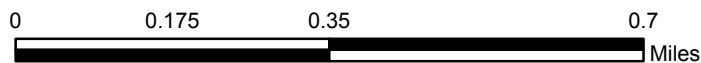
 Corridor 4 (MD 355 South) - Extended





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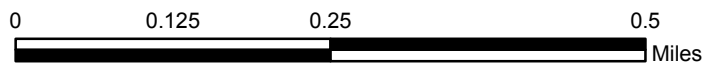
- Recommended MARC 3rd Track
- Corridor Cities Transitway
- Corridor 3 (MD 355 North)

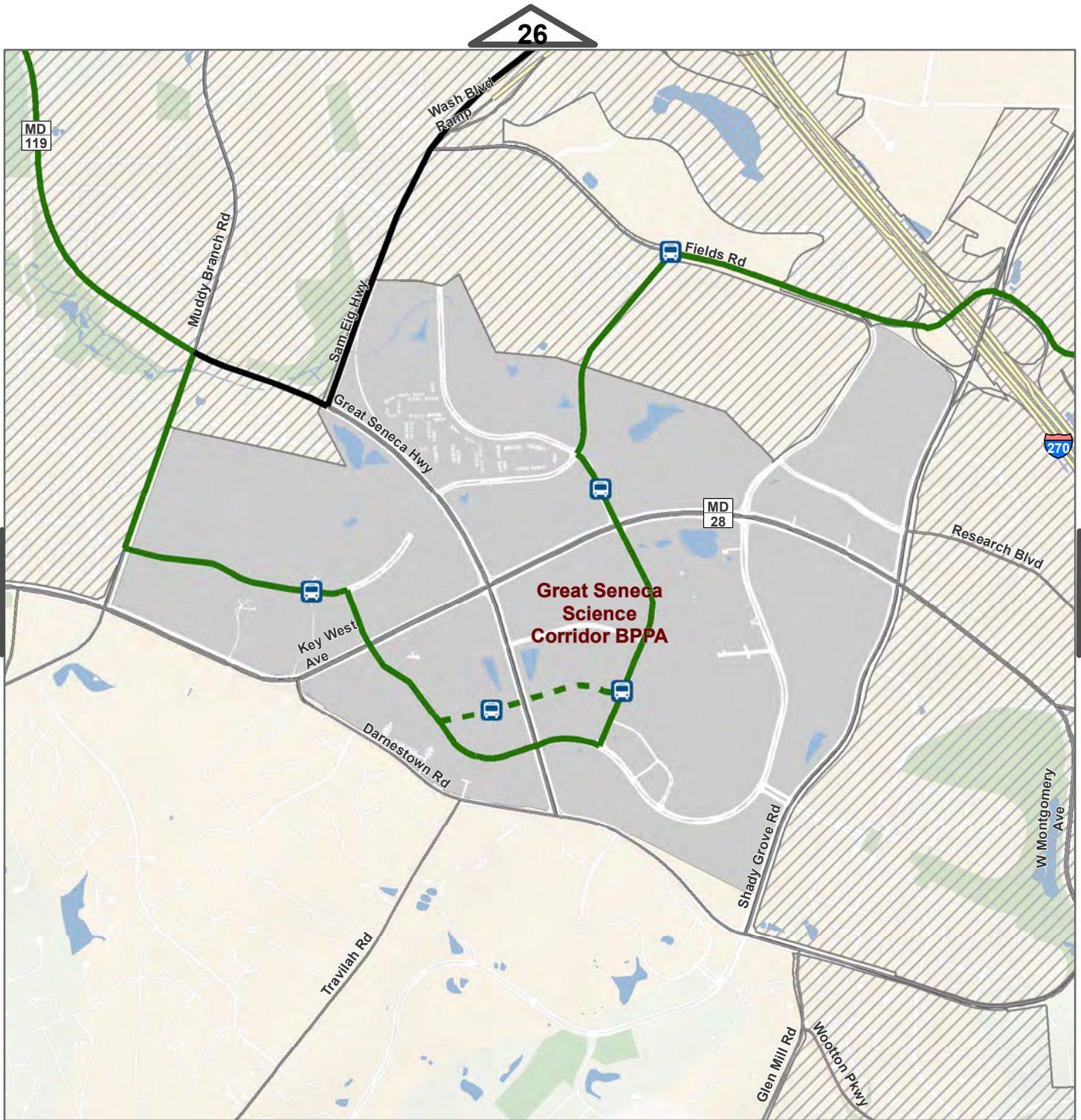




Master Plan of Highways and Transitways Designations

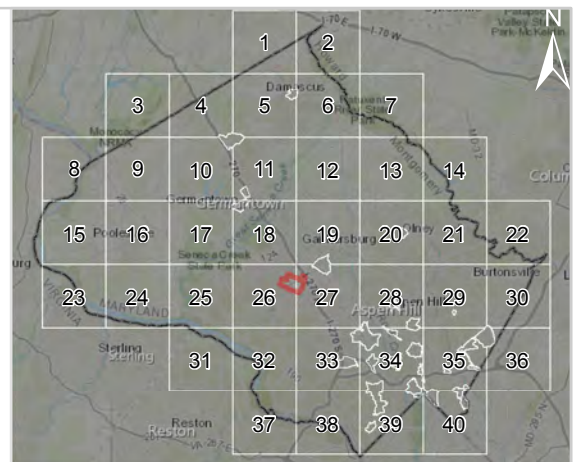
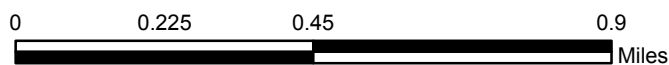
— Corridor 1 (Georgia Ave North)
 — Corridor 7 (Randolph Road)





Master Plan of Highways and Transitways Designations

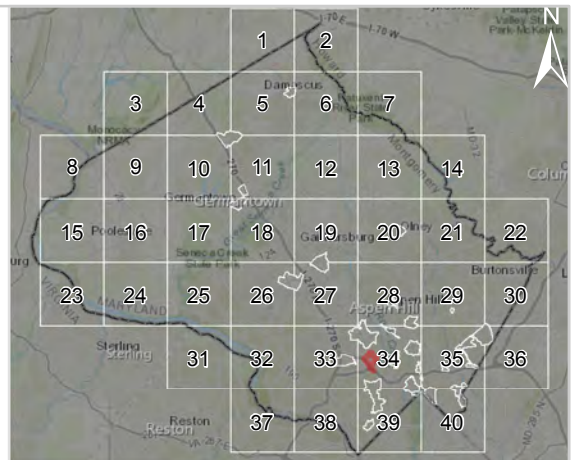
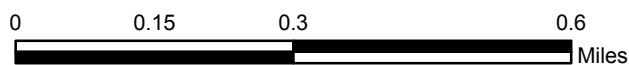
- Corridor Cities Transitway
- - - Corridor Cities Transitway - GSSC Alt
- Unspecified Transitway

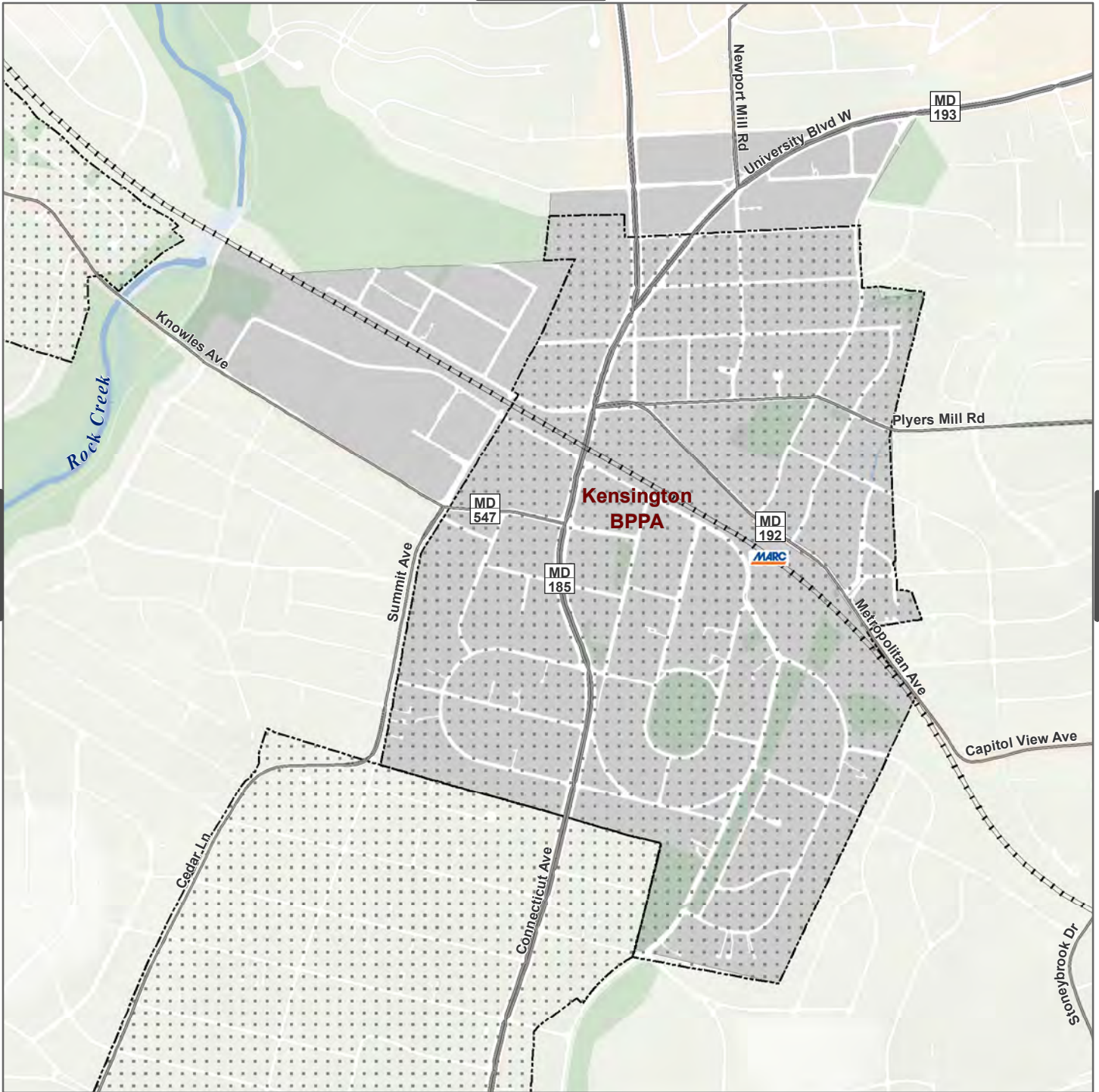




Master Plan of Highways and Transitways Designations

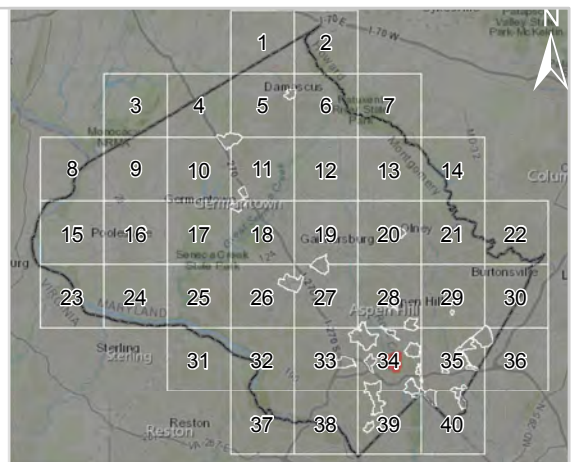
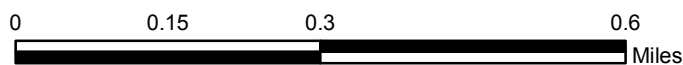
- Existing MARC Rail
- Corridor 4 (MD 355 South)
- Corridor 6 (North Bethesda Transitway - Alt)

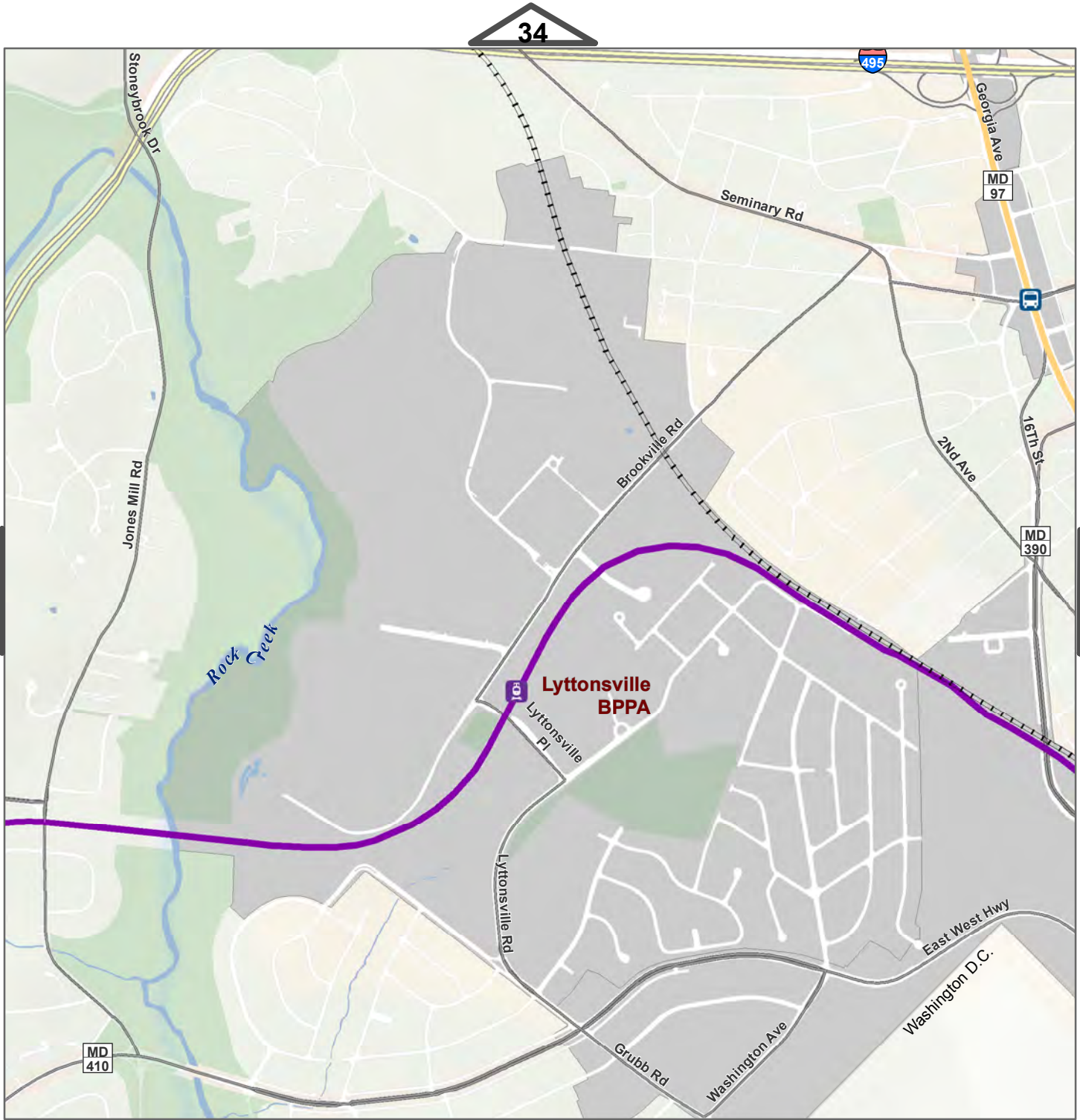







Master Plan of Highways and Transitways Designations

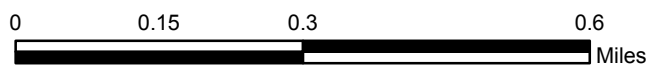
Existing MARC Rail

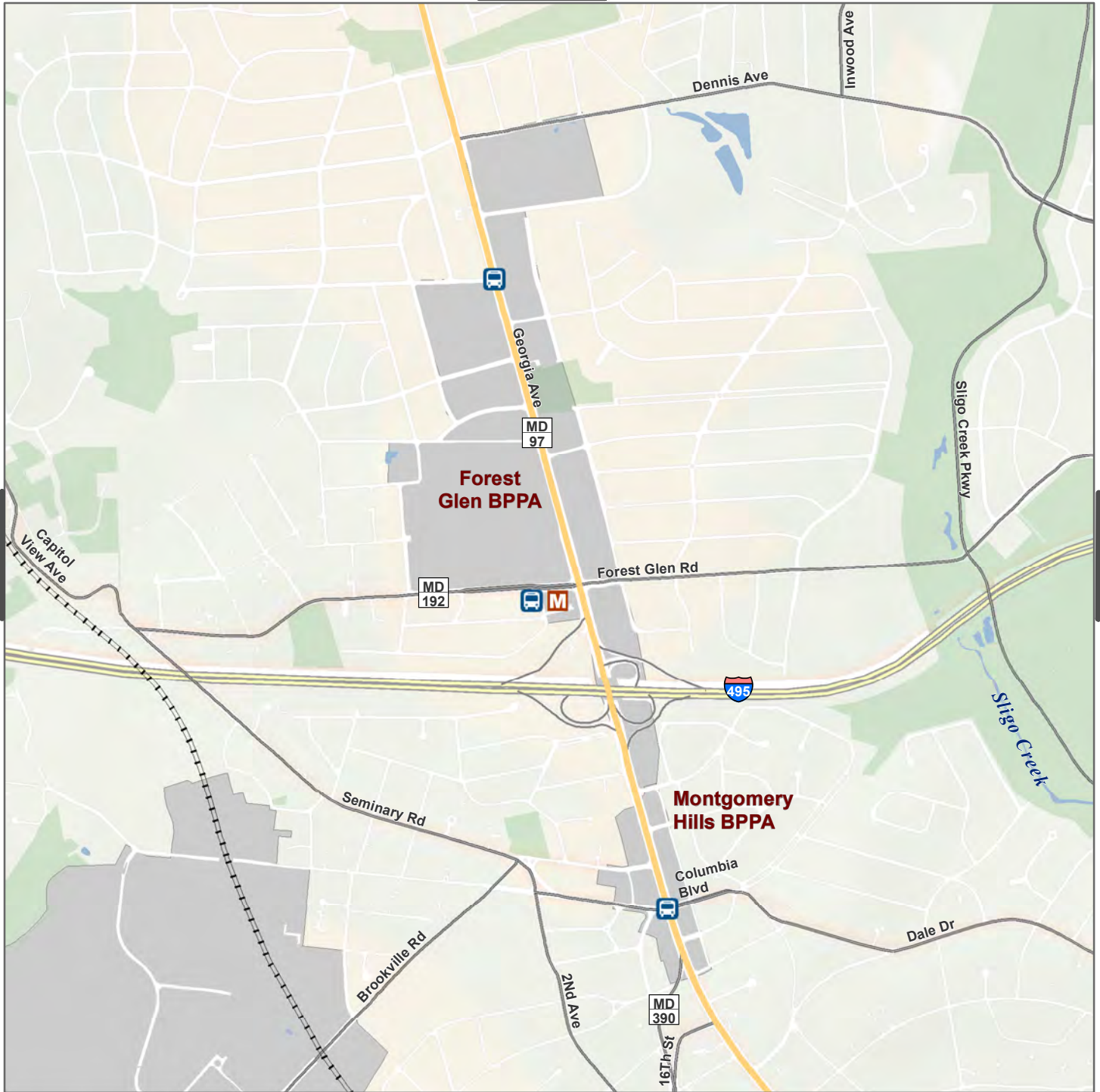




Master Plan of Highways and Transitways Designations

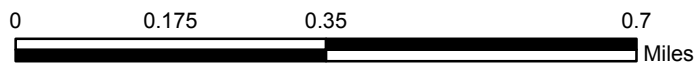
-  Existing MARC Rail
-  Purple Line
-  Corridor 2 (Georgia Ave South)

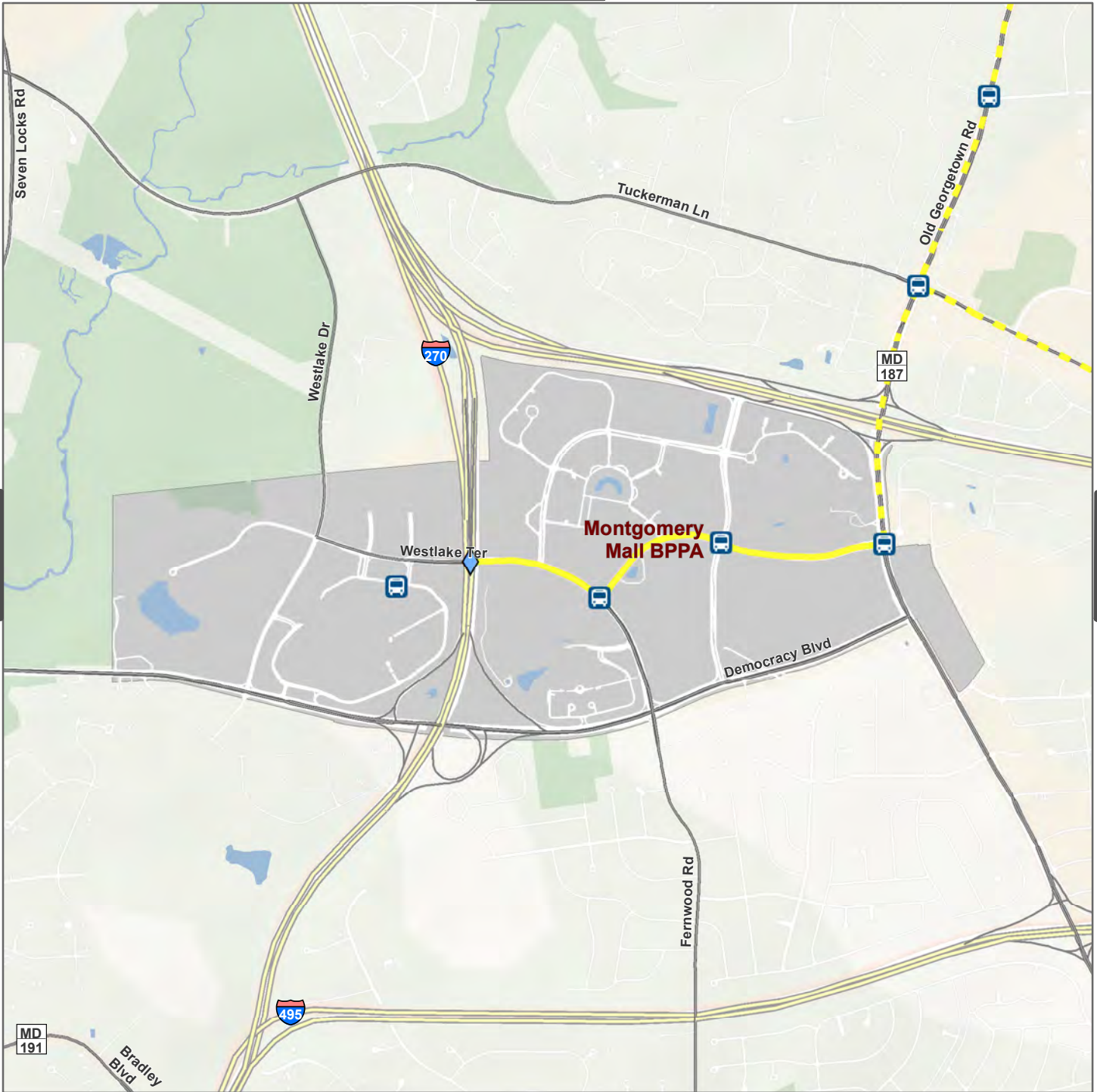




Master Plan of Highways and Transitways Designations

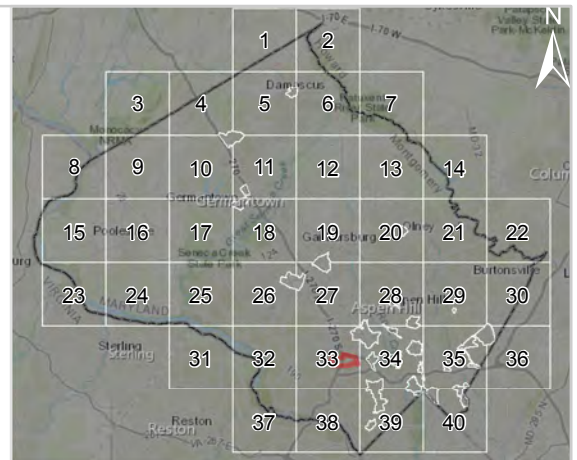
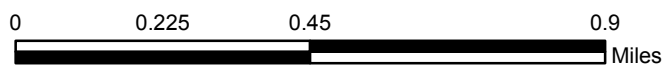
- Existing MARC Rail
- Corridor 2 (Georgia Ave South)

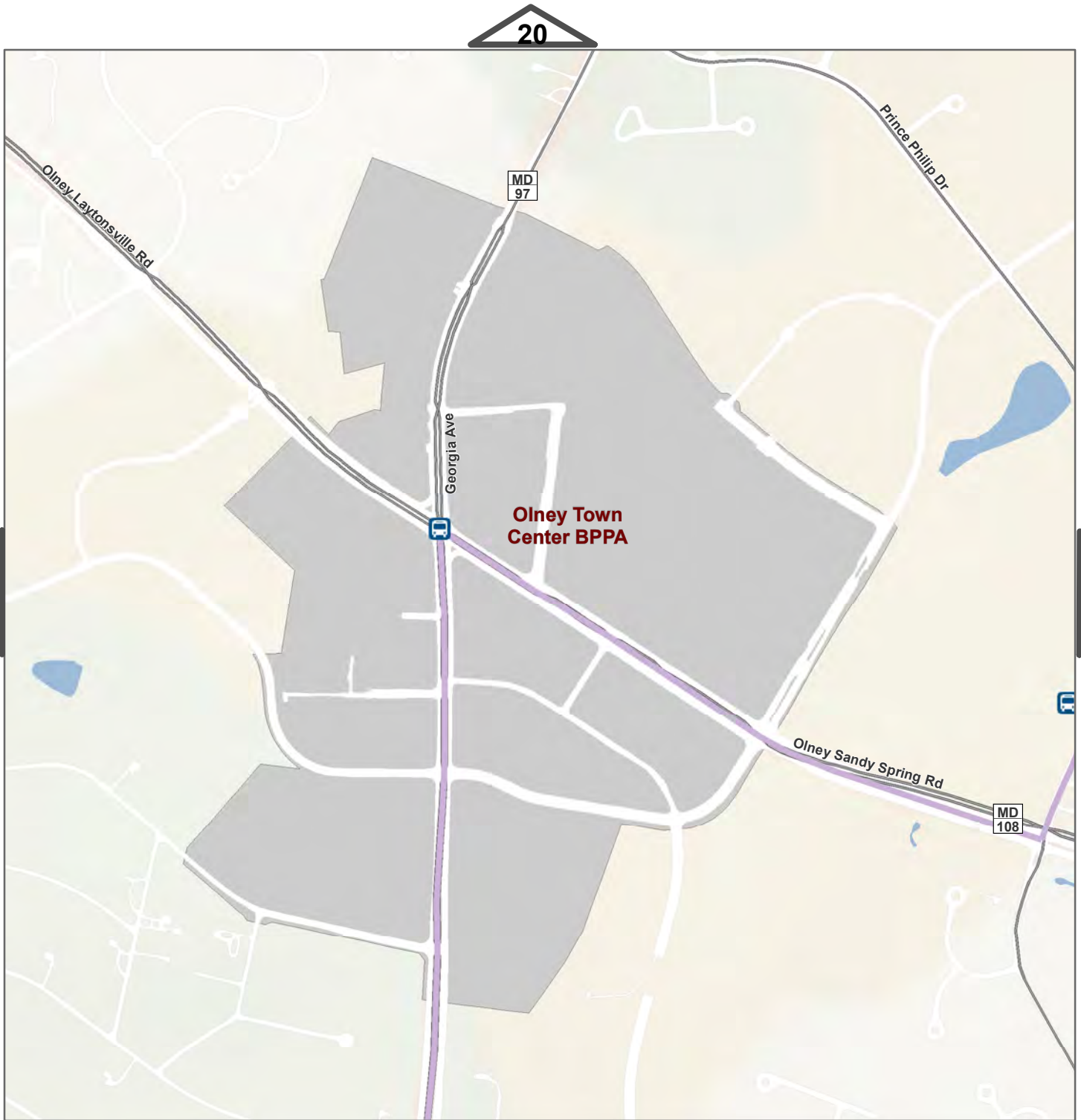




Master Plan of Highways and Transitways Designations

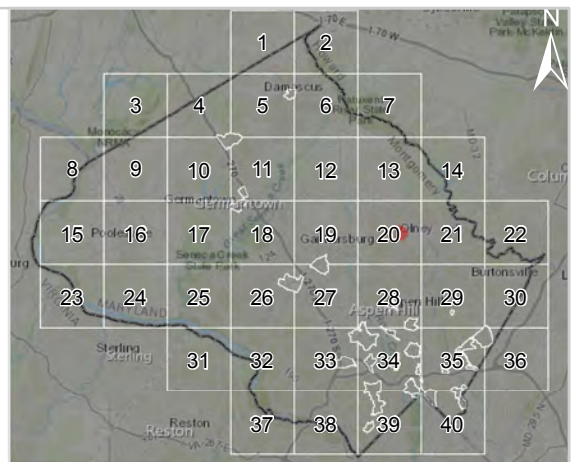
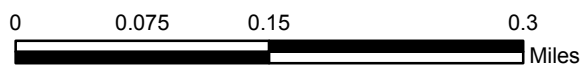
- Corridor 6 (North Bethesda Transitway)
- Corridor 6 (North Bethesda Transitway) - Alt

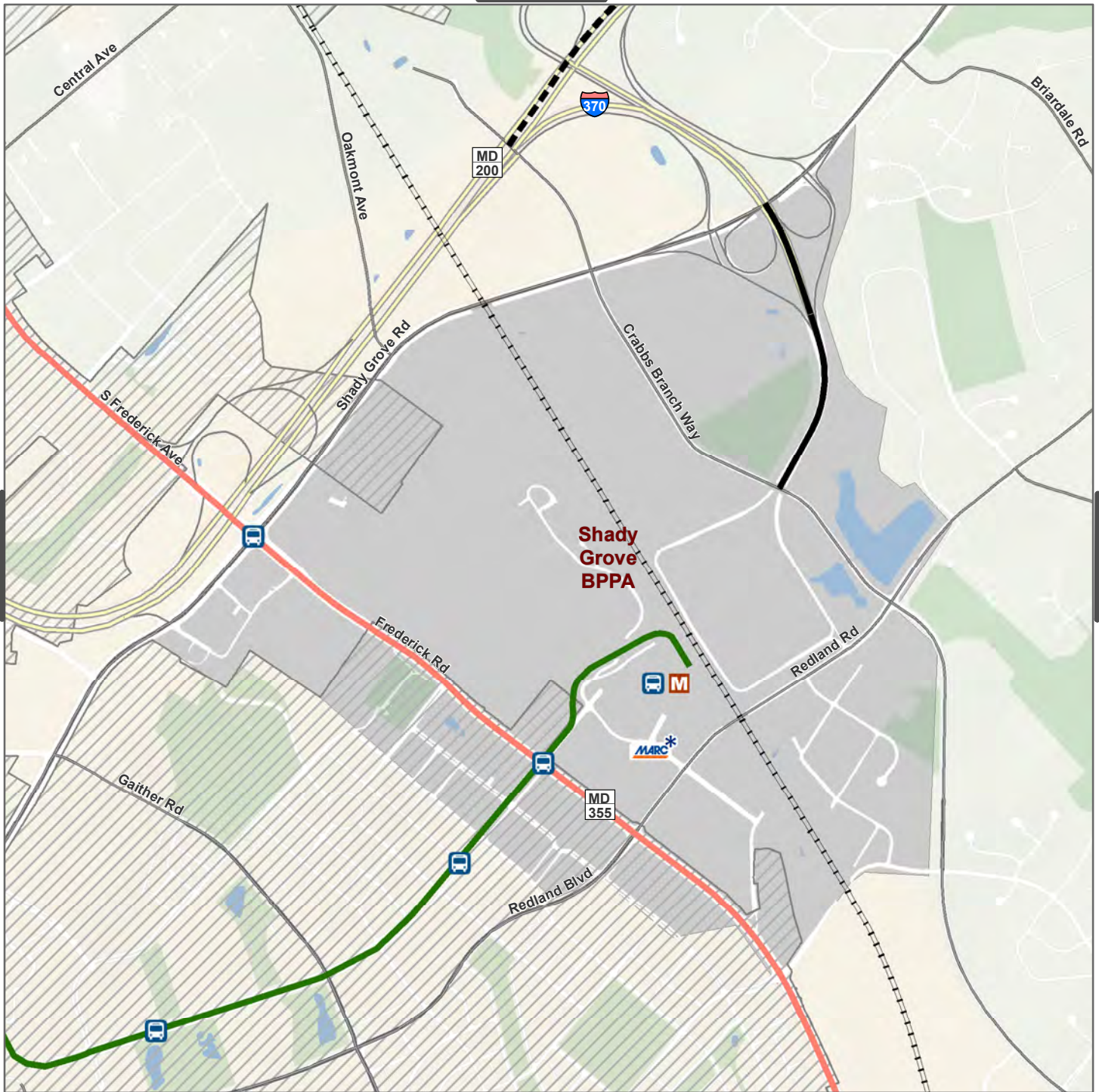




Master Plan of Highways and Transitways Designations

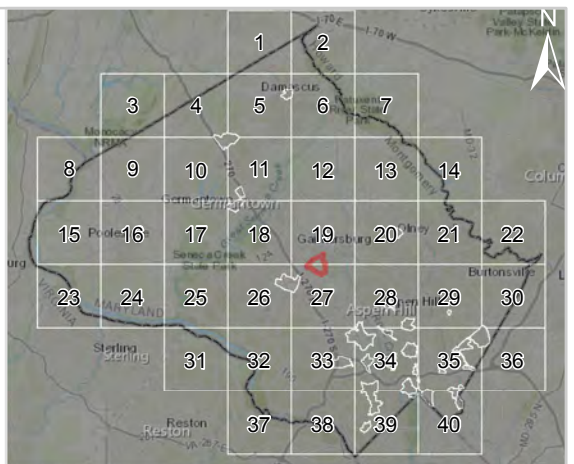
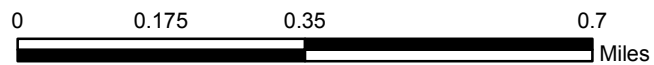
— Corridor 1 (Georgia Ave North)





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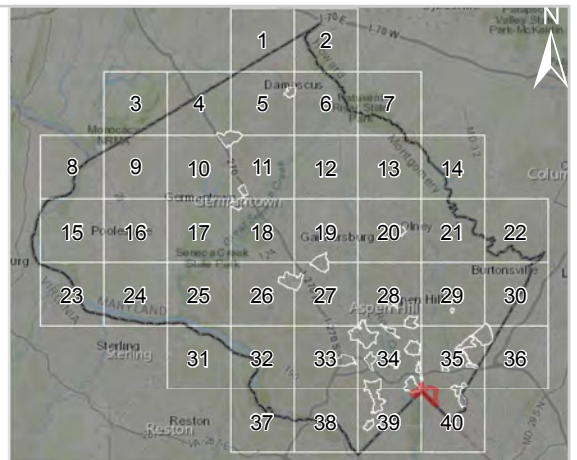
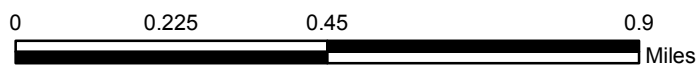
- Existing MARC Rail
- ICC
- Corridor 3 (MD 355 North)
- Unspecified Transitway
- Corridor Cities Transitway





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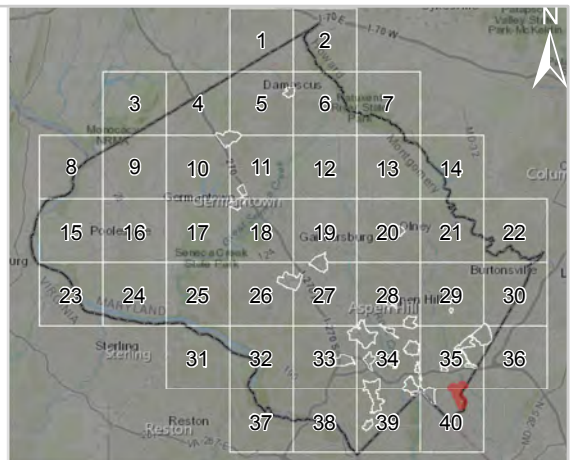
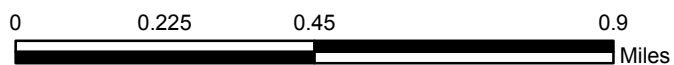
- Existing MARC Rail
- Purple Line
- Corridor 2 (Georgia Ave South)
- Corridor 9 (US 29)





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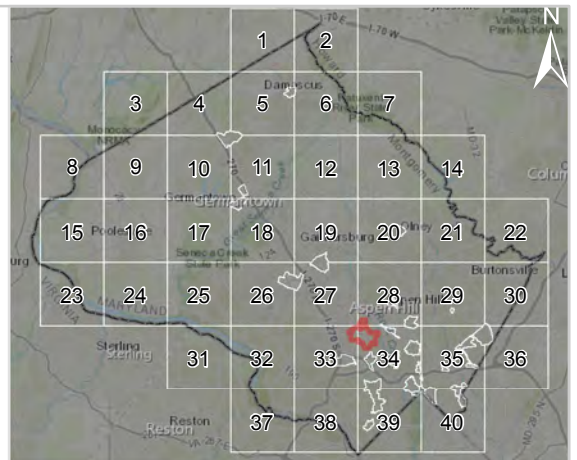
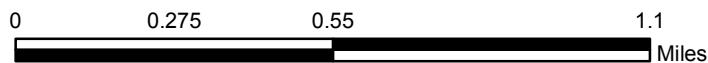
- Purple Line
- Corridor 5 (New Hampshire Avenue)
- Corridor 8 (University Boulevard)





Master Plan of Highways and Transitways Designations

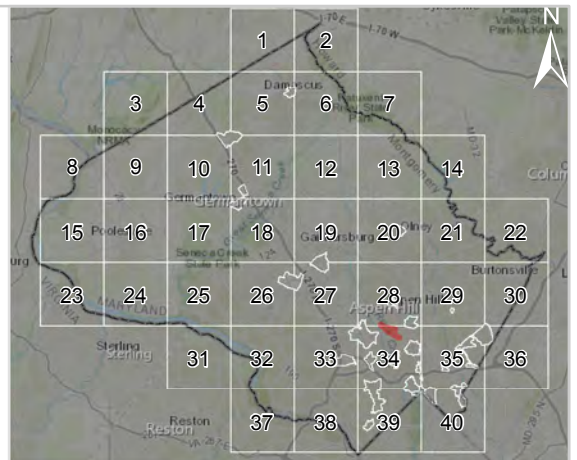
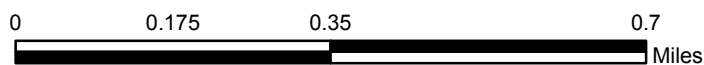
- Existing MARC Rail
- Corridor 4 (MD 355 South)
- Corridor 6 (North Bethesda Transitway) - Alt
- Corridor 7 (Randolph Road)
- Corridor 7 (Randolph Road) - Alt
- Corridor 10 (Veirs Mill Road)





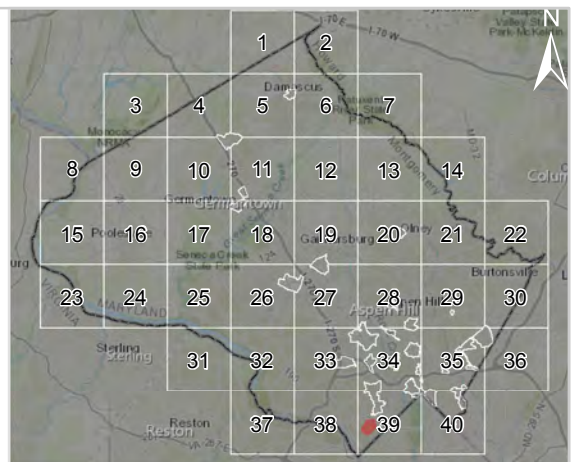
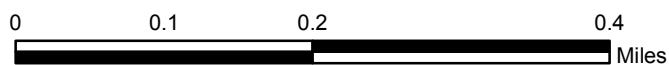
Master Plan of Highways and Transitways Designations

- Corridor 7 (Randolph Road)
- Corridor 10 (Veirs Mill Road)
- Corridor 7 (Randolph Road) - Alt





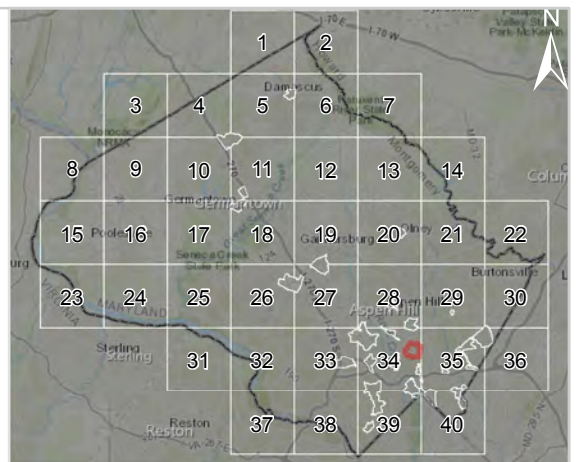
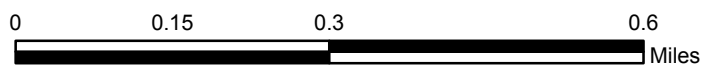
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- Corridor 1 (Georgia Ave North)
- Corridor 2 (Georgia Ave South)
- Corridor 8 (University Boulevard)
- Corridor 10 (Veirs Mill Road)





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- Corridor 5 (New Hampshire Avenue)
- Corridor 7 (Randolph Road)
- - - Corridor 7 (Randolph Road) - WOSG Alt
- Corridor 8 (University Boulevard)
- Corridor 9 (US 29)
- - - Corridor 9 (US 29) - WOSG Alt

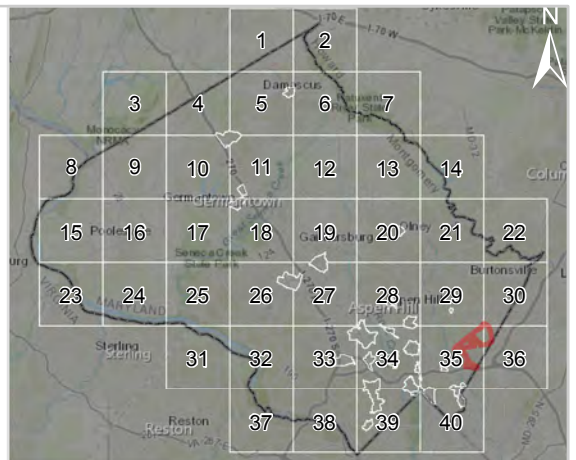


Table 5: Master Planned Transitways

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|--------------------------------|------------------------|---|---|--------------------------------|------------------------------|----------------|---------------|---------------------------|-----------------|
| Corridor 1 (Georgia Ave North) | Prince Phillip Dr | Olney-Sandy Spring Rd | Brooke Farm Dr | Arterial with planned BRT | Countywide Transit Corridors | 2 | 4 | 80 | BRT mixed |
| Corridor 1 (Georgia Ave North) | Olney-Sandy Spring Rd | Georgia Ave | Prince Phillip Dr | Major Highway with planned BRT | Countywide Transit Corridors | 4 | 4D | 150 | BRT mixed |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Olney-Laytonsville Rd/Olney-Sandy Spring (MD 108) | Spartan Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 121 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Spartan Rd | Old Baltimore Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Old Baltimore Rd | Emory Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Emory Ln | Norbeck Rd (MD 28) | Major Highway with planned BRT | Countywide Transit Corridors | 2D | 6D + 1T | 150 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Norbeck Rd (MD 28) | Turkey Branch (Matthew Henson State Park) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Turkey Branch (Matthew Henson State Park) | Weller Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 130 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Weller Rd | Denley Rd | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 135 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Denley Rd | Layhill Rd (MD 182) | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 145 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Layhill Rd (MD 182) | 500' south of Randolph Rd | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 170 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | 500' south of Randolph Rd | Mason St | Major Highway with planned BRT | Glenmont | 6D | 6D + 1T | 124 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | Mason St | 400' north of Blueridge Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 120 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Georgia Ave (MD 97) | 400' north of Blueridge Ave | Reedie Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 129 | BRT dedicated |
| Corridor 1 (Georgia Ave North) | Reedie Dr | Veirs Mill Rd | Georgia Ave | Business with planned BRT | Countywide Transit Corridors | 2 | 2 | 70 | BRT mixed |
| Corridor 2 (Georgia Ave South) | Veirs Mill Rd (MD 586) | Reedie Dr | Georgia Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + T | 129 | BRT dedicated |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Veirs Mill Rd | Dennis Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 120 | BRT mixed |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Dennis Ave | Capital Beltway (I-495) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 110 | BRT mixed |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Capital Beltway (I-495) | Flora Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6 | 7D - 8D + 0T | 120 | BRT mixed |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Flora Ln | 16th St | Major Highway with planned BRT | Countywide Transit Corridors | 7 | 7D - 8D + 0T | 120 | BRT mixed |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|---------------------------------------|------------------------|--|--|---|--|----------------|---------------|---------------------------|-----------------|
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | 16th St | Spring St | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | BRT dedicated |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Spring St | Colesville Rd (US 29) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 126 | BRT dedicated |
| Corridor 2 (Georgia Ave South) | Wayne Ave | Colesville Rd (US 29) | Georgia Ave (MD 97) | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4 | 120 | BRT mixed |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Wayne Ave | Blair Mill Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6-6D | 6-6D + 0T | 125-140 | BRT dedicated |
| Corridor 2 (Georgia Ave South) | Georgia Ave (MD 97) | Blair Mill Rd | Eastern Ave (D.C. Line) | Major Highway with planned BRT | Countywide Transit Corridors | 6-6D | 6-6D + 0T | 125 | BRT dedicated |
| Corridor 3 (MD 355 North) | Old Frederick Rd | Roberts Tavern Dr | Stringtown Rd | Business with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 50 | BRT mixed |
| Corridor 3 (MD 355 North) | Frederick Rd (MD 355) | Roberts Tavern Dr | Little Seneca Pkwy | Arterial with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2D | 4D + 0T | 120 | BRT mixed |
| Corridor 3 (MD 355 North) | Frederick Rd (MD 355) | Little Seneca Pkwy | Shakespeare Blvd | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 250 | BRT mixed |
| Corridor 3 (MD 355 North) | Frederick Rd (MD 355) | Shakespeare Blvd | Germantown Road (MD 118) | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 250 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Rd (MD 355) | Germantown Rd (MD 118) | Game Preserve Rd | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 250 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | Game Preserve Rd | Gaithersburg City Limits (N Westland Dr) | Major Highway with planned BRT | Great Seneca Science Corridor | 4 | 6 + T | | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | Gaithersburg City Limits (N Westland Dr) | S Westland Dr | Major Highway with planned BRT | Countywide Transit Corridors | 4 | 6 + T | 120 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | S Westland Dr | Gaithersburg City Limits (500' north of I-370) | Major Highway with planned BRT | Countywide Transit Corridors | 4 | 6 + T | | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | Gaithersburg City Limits (500' north of I-370) | 1250' south of Shady Grove Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | 1250' south of Shady Grove Rd | Ridgemont Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + T | 150 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | Ridgemont Ave | Indianola Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 123 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | Indianola Rd | 1,000 feet south of Indianola Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + T | 150 | BRT dedicated |
| Corridor 3 (MD 355 North) | Frederick Ave (MD 355) | 1,000 feet south of Indianola Rd | 270 feet north of N. Campus Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|---|---------------------------|---------------------------------|---|---------------------------------------|--|----------------|---------------|---------------------------|-----------------|
| Corridor 3 (MD 355 North) | MD 355 North BRT Corridor | 270 feet north of N. Campus Dr | Church St | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | | BRT dedicated |
| Corridor 3 (MD 355 North) | Seneca Meadows Pkwy | New Rd | Observation Dr | Business with planned BRT | Countywide Transit Corridors | 4 | 4D + 2T | 130 | BRT dedicated |
| Corridor 3 (MD 355 North) | Shakespeare Blvd | Observation Dr | Frederick Rd (MD 355) | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4D + 2T | 123 | BRT dedicated |
| Corridor 3 (MD 355 North) | Seneca Meadows Pkwy | Germantown Road (MD 118) | Seneca Meadows Corporate Park BRT Station | Business with planned BRT | Countywide Transit Corridors | 4 | 4D + 0T | 100 | BRT dedicated |
| Corridor 3 (MD 355 North) | Goldenrod Ln | Observation Dr | Germantown Rd | Business with planned BRT | Countywide Transit Corridors | 4 | 4 + 0T | 80 | BRT dedicated |
| Corridor 3 (MD 355 North) | Observation Dr | Goldenrod Ln | Middlebrook Rd | Arterial with planned BRT | Countywide Transit Corridors | N/A | 4 + 0T | 80 | BRT dedicated |
| Corridor 3 (MD 355 North) | Middlebrook Rd | Germantown Rd | Frederick Rd (MD 355) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 150 | BRT dedicated |
| Corridor 3 (MD 355 North) - Ten Mile Creek Alt | Old Frederick Rd | Stringtown Rd | Clarksburg Rd (MD 121) | Business with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 50 | BRT mixed |
| Corridor 4 (MD 355 South) | MD 355 South BRT Corridor | Church St | 250 ft south of Twinbrook Pkwy | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | | BRT dedicated |
| Corridor 4 (MD 355 South) | Rockville Pike (MD 355) | 745' north of Montrose Pkwy | 250 ft south of Twinbrook Pkwy | Major Highway with planned BRT | White Flint 2 Sector Plan | 6D | 6D + 2T | 150 (162**) | BRT dedicated |
| Corridor 4 (MD 355 South) | Rockville Pike (MD 355) | Montrose Pkwy | 745' north of Montrose Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 150 (162**) | BRT dedicated |
| Corridor 4 (MD 355 South) | Rockville Pike (MD 355) | Montrose Pkwy | Hillery Way | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 150 (162**) | BRT dedicated |
| Corridor 4 (MD 355 South) | Rockville Pike (MD 355) | Hillery Way | Strathmore Ave (MD 547) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 150 | BRT dedicated |
| Corridor 4 (MD 355 South) | Rockville Pike (MD 355) | Strathmore Ave (MD 547) | Grosvenor Ln | Major Highway with planned BRT | Grosvenor-Strathmore Metro Area | 6D | 6D + 2T | 150 (162**) | BRT dedicated |
| Corridor 4 (MD 355 South) | Rockville Pike (MD 355) | Grosvenor Ln | Capital Beltway (I-495) | Major Highway with planned BRT | Grosvenor-Strathmore Metro Area | 6D | 6D + 2T | 200 | BRT dedicated |
| Corridor 4 (MD 355 South) | Wisconsin Ave (MD 355) | Capital Beltway (I-495) | Cedar Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 120 | BRT dedicated |
| Corridor 4 (MD 355 South) | Wisconsin Ave (MD 355) | Cedar Ln | Woodmont Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6 + 1T | 123 | BRT dedicated |
| Corridor 4 (MD 355 South) | Wisconsin Ave (MD 355) | Woodmont Ave | Bethesda Downtown Plan Boundary | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 120 | BRT dedicated |
| Corridor 4 (MD 355 South) | Wisconsin Ave (MD 355) | Bethesda Downtown Plan Boundary | Chestnut St | Major Highway with planned BRT | Bethesda Downtown Plan | 6D | 6D + 1T | 120 | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|---|--------------------------------|--|--|---------------------------------------|------------------------------|----------------|---------------|---------------------------|-----------------|
| Corridor 4 (MD 355 South) | Wisconsin Ave (MD 355) | Chestnut St | Elm St | Major Highway with planned BRT | Bethesda Downtown Plan | 6 | 6 + 1T | 122 | BRT dedicated |
| Corridor 4 (MD 355 South) | Wisconsin Ave (MD 355) | Elm St | Woodmont St | Major Highway with planned BRT | Bethesda Downtown Plan | 6 | 6 + 1T | 114 | BRT dedicated |
| Corridor 4 (MD 355 South) Extended | Wisconsin Ave (MD 355) | Woodmont St | Bradley Blvd (MD 191) | Major Highway with planned BRT | Bethesda Downtown Plan | 6 | 6 + 1T | 120 | BRT dedicated |
| Corridor 4 (MD 355 South) Extended | Wisconsin Ave (MD 355) | Bradley Blvd (MD 191) | Nottingham Drive | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | BRT dedicated |
| Corridor 4 (MD 355 South) Extended | Wisconsin Ave (MD 355) | Nottingham Drive | Oliver St | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 120 | BRT dedicated |
| Corridor 4 (MD 355 South) Extended | Wisconsin Ave (MD 355) | Oliver St | Western Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | Colesville Park & Ride | Lockwood Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | Lockwood Dr | Oaklawn Dr | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 1T | 130* | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | Oaklawn Dr | Powder Mill Rd | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 1T | 120-130* | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | Powder Mill Rd | Capital Beltway (I-495) | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 1T | 130* | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | Capital Beltway (I-495) | Northampton Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave BRT Corridor | Northampton Dr | University Blvd (MD 193) | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | Prince George's County | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | University Blvd (MD 193) | Approx. 380' south of Sligo Creek Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D-8D | 6D + 0T | 150*** | BRT dedicated |
| Corridor 5 (New Hampshire Avenue) | New Hampshire Ave (MD 650) | Approx. 380' south of Sligo Creek Pkwy | Eastern Ave (D.C. Line) | Major Highway with planned BRT | Countywide Transit Corridors | 6D-8D | 6D + 0T | 150**** | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) | Old Georgetown Rd (MD 187) | I-270 | Tuckerman Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 130 | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) | Old Georgetown Rd (MD 187) | Rock Spring Dr | I-270 | Major Highway with planned BRT | Rock Spring | 6D | 6D + 2T | 150 | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) | Rock Spring Dr | Fernwood Rd | Old Georgetown Rd (MD 187) | Business with planned BRT | Rock Spring | 4 | 2 + 2T | 80 + 40** | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) | Fernwood Rd | Rock Spring Dr | Rockledge Dr | Business with planned BRT | Rock Spring | 4 | 2 + 2T | 80 + 40** | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|---|----------------------------|--|--|--|---------------------------------|----------------|---------------|---------------------------|-----------------|
| Corridor 6 (North Bethesda Transitway) | Westlake Terr | I-270 Spur | Rockledge Dr | Business with planned BRT | Rock Spring | 4 | 2 + 2T | 90 + 40** | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) - Alt | Old Georgetown Rd (MD 187) | 400' east of Towne Rd | Rockville Pike (MD 355) | Major Highway with planned BRT | Countywide Transit Corridors | 4D | 4D | 120 | BRT mixed |
| Corridor 6 (North Bethesda Transitway) - Alt | Old Georgetown Rd (MD 187) | Towne Rd | 400' east of Towne Rd | Major Highway (Planned) with planned BRT | White Flint Sector Plan | 6D | 6D | 120 | BRT mixed |
| Corridor 6 (North Bethesda Transitway) - Alt | Old Georgetown Rd (MD 187) | 830' north of Nicholson Ln / Market St | Executive Blvd / Towne Rd | Major Highway (Planned) with planned BRT | White Flint 2 Sector Plan | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) - Alt | Old Georgetown Rd (MD 187) | Nicholson Ln | 830' north of Nicholson Ln / Market St | Major Highway with planned BRT | White Flint 2 Sector Plan | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) - Alt | Old Georgetown Rd (MD 187) | Tuckerman Ln | Nicholson Ln | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 126 | BRT dedicated |
| Corridor 6 (North Bethesda Transitway) - Alt | Tuckerman Ln | Old Georgetown Rd (MD 187) | Rockville Pike (MD 355) | Arterial with planned BRT | Grosvenor-Strathmore Metro Area | 4D | 4D + 0T | 80 | BRT dedicated |
| Corridor 7 (Randolph Road) | East Randolph Rd | Fairland Rd | Columbia Pike (US 29) | Arterial with planned BRT | Countywide Transit Corridors | 5 | 5-Apr | 80 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | Middlevale Rd | Fairland Rd/E Randolph Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | 400' West of Glenallan Ave | Middlevale Rd | Major Highway with planned BRT | Glenmont | 6D | 6D | 120 | BRT mixed |
| Corridor 7 (Randolph Road) | Glenallan Ave | 450' north of Randolph Rd | Randolph Rd | Arterial with planned BRT | Glenmont | 2 | 2 | 95 | BRT mixed |
| Corridor 7 (Randolph Road) | Glenallan Ave | Layhill Rd | 450' north of Randolph Rd | Arterial with planned BRT | Glenmont | 2 | 2 | 80 | BRT mixed |
| Corridor 7 (Randolph Road) | Glenallan Ave | Georgia Ave (MD 97) | Layhill Rd (MD 182) | Arterial with planned BRT | Glenmont | 4 | 4 | 90 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | Judson Rd | Georgia Ave (MD 97) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 140 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | Lindell St/Denley Rd | Judson Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | Veirs Mill Rd | Lindell St/Denley Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | Dewey Rd | Veirs Mill Rd (MD 586) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 7 (Randolph Road) | Randolph Rd | Rocking Horse Rd | Dewey Rd | Arterial with planned BRT | Countywide Transit Corridors | 4 | 4 | 100 | BRT mixed |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|--|--------------------------|---|---|-------------------------------------|------------------------------|----------------|---------------|---------------------------|-----------------|
| Corridor 7 (Randolph Road) | Randolph Rd | Parklawn Dr | Rocking Horse Rd | Arterial with planned BRT | White Flint 2 Sector Plan | 4 | 4 | 100 | BRT mixed |
| Corridor 7 (Randolph Road) | Parklawn Dr | Randolph Rd | CSX tracks / 980' east of Nicholson Ln Extended | Arterial with planned BRT | White Flint 2 Sector Plan | 4 | 4 | 80 | BRT mixed |
| Corridor 7 (Randolph Road) | Nicholson Ln | Rockville Pike | CSX tracks | Arterial with planned BRT | Countywide Transit Corridors | 4 | 4 | 90 | BRT mixed |
| Corridor 7 (Randolph Road) - Alt | Montrose Pkwy (Proposed) | Rock Creek Park | Veirs Mill Rd (MD 586) | Arterial (Planned) with planned BRT | Countywide Transit Corridors | N/A | 4D + 1T | 300 | BRT dedicated |
| Corridor 7 (Randolph Road) - Alt | Montrose Pkwy (Proposed) | Parklawn Dr | Rock Creek Park | Arterial (Planned) with planned BRT | Countywide Transit Corridors | N/A | 4D + 1T | 300 | BRT dedicated |
| Corridor 7 (Randolph Road) - Alt | Montrose Pkwy (Proposed) | Chapman Ave (Maple Ave) | Parklawn Dr | Arterial (Planned) with planned BRT | White Flint 2 Sector Plan | 4D | 4D + 1T | 300 | BRT dedicated |
| Corridor 7 (Randolph Road) - Alt | Montrose Pkwy | Rockville Pike (MD 355) | Chapman Ave (Maple Ave) | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4D + 1T | 300 | BRT dedicated |
| Corridor 7 (Randolph Road) - WOSG Alt | Cherry Hill Rd | Columbia Pike (US 29) | Prince George's County Line | Arterial with planned BRT | White Oak Science Gateway | 4 | 4 | 80 | BRT mixed |
| Corridor 7 (Randolph Road) - WOSG Alt | Tech Rd | Columbia Pike (US 29) | Industrial Pkwy | Arterial with planned BRT | White Oak Science Gateway | 2 | 4 | 100 | BRT mixed |
| Corridor 7 (Randolph Road) - WOSG Alt | Industrial Pkwy | Tech Rd | FDA Blvd | Arterial with planned BRT | White Oak Science Gateway | 2 | 4 | 100 | BRT mixed |
| Corridor 7 (Randolph Road) - WOSG Alt | Industrial Pkwy Extended | Tech Rd | FDA Blvd | Arterial (Planned) with planned BRT | White Oak Science Gateway | N/A | 4 | 100 | BRT mixed |
| Corridor 7 (Randolph Road) - WOSG Alt | FDA Blvd | Cherry Hill Rd | Industrial Pkwy Extended | Business with planned BRT | White Oak Science Gateway | 4 | 4 | 100 | BRT mixed |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Georgia Ave (MD 97) | Amherst Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 129 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Amherst Ave | Dayton St | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Dayton St | Easecrest Dr (Wheaton CBD Plan Boundary) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Easecrest Dr (Wheaton CBD Sector Plan Boundary) | Sligo Creek Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Sligo Creek Pkwy | Dennis Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Dennis Ave | Lorain Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|--|--------------------------|---|--|---|------------------------------|----------------|---------------|---------------------------|---------------------------|
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Lorain Ave | Colesville Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Colesville Rd | Williamsburg Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | BRT mixed |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Williamsburg Dr | Langley Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Langley Dr | Piney Branch Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 124 | BRT dedicated |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Piney Branch Rd | Gilbert St | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 5D + 2T | 163** | BRT dedicated, Light rail |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Gilbert St | Seek Ln | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 150*** | BRT dedicated, Light rail |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Seek Ln | Bayfield St | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 141**** | BRT dedicated, Light rail |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Bayfield St | Carroll Ave | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 142** | BRT dedicated, Light rail |
| Corridor 8 (University Boulevard) | University Blvd (MD 193) | Carroll Ave | Prince George's County Line | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 6D + 2T | 120* | BRT dedicated, Light rail |
| Corridor 9 (US 29) | Columbia Pike (US 29) | Sandy Spring Rd (MD 198) | East Randolph Rd/Cherry Hill Rd | Controlled Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 2T | 200 | BRT dedicated |
| Corridor 9 (US 29) | Columbia Pike (US 29) | East Randolph Rd/Cherry Hill Rd | Paint Branch Stream Valley | Controlled Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 2T | 100-200 | BRT dedicated |
| Corridor 9 (US 29) | Columbia Pike (US 29) | Paint Branch Stream Valley | Stewart Ln | Controlled Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 2T | 200 | BRT dedicated |
| Corridor 9 (US 29) | Stewart Ln | Lockwood Dr | Columbia Pike (US 29) | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | BRT mixed |
| Corridor 9 (US 29) | Lockwood Dr | West Side of White Oak Shopping Center | Stewart Ln | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | BRT mixed |
| Corridor 9 (US 29) | Lockwood Dr | 400' west of New Hampshire Ave (MD 650) | West Side of White Oak Shopping Center | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | BRT mixed |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|--------------------------------------|---|------------------------------------|---|---|------------------------------|----------------|---------------|---------------------------|-----------------|
| Corridor 9 (US 29) | Lockwood Dr | Columbia Pike (US 29) | 400 ft West of New Hampshire Ave (MD 650) | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 80 | BRT mixed |
| Corridor 9 (US 29) | Columbia Pike (US 29) | Stewart Ln | New Hampshire Ave (MD 650) | Controlled Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 0T | 200 | BRT dedicated |
| Corridor 9 (US 29) | Columbia Pike (US 29) | New Hampshire Ave (MD 650) | Northwest Branch Stream Valley | Major Highway with planned BRT | White Oak Science Gateway | 6D | 6D + 0T | 122 | BRT dedicated |
| Corridor 9 (US 29) | Colesville Rd (US 29) | Northwest Branch Stream Valley | Southwood Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 122 | BRT dedicated |
| Corridor 9 (US 29) | Colesville Rd (US 29) | Southwood Ave | Sligo Creek Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 0T | 120 | BRT dedicated |
| Corridor 9 (US 29) | Colesville Rd (US 29) | Sligo Creek Pkwy | Fenton St | Major Highway with planned BRT | Countywide Transit Corridors | 6-May | 5-6 + 0T | 120 | BRT dedicated |
| Corridor 9 (US 29) | Colesville Rd (US 29) | Fenton St | Georgia Ave (MD 97) | Major Highway with planned BRT | Countywide Transit Corridors | 6-May | 5-6 + 0T | 100 | BRT dedicated |
| Corridor 9 (US 29) | Colesville Rd (US 29) | Georgia Ave (MD 97) | East-West Hwy (MD 410) | Major Highway with planned BRT | Countywide Transit Corridors | 6 | 6 + 0T | 125 | BRT dedicated |
| Corridor 9 (US 29) | Colesville Rd (US 29) | East-West Hwy (MD 410) | Eastern Ave/16th St | Major Highway with planned BRT | Countywide Transit Corridors | 6 | 6 + 0T | 125 | BRT dedicated |
| Corridor 9 (US 29) | Briggs Chaney Rd | Columbia Pike | Gateshead Manor Way | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4D + 0T | 120 | BRT mixed |
| Corridor 9 (US 29) - WOSG Alt | Potential Supplemental BRT Route (US 29 Corridor) | Lockwood Dr | Old Columbia Pike | Transitway (Planned) | White Oak Science Gateway | | TBD | | BRT TBD |
| Corridor 9 (US 29) - WOSG Alt | Old Columbia Pike | Approx. 1000' west of Stewart Ln | Industrial Pkwy | Arterial with planned BRT | White Oak Science Gateway | 4 | 4 | 80 | BRT mixed |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd BRT Corridor | MD 355 | Meadow Hall Dr (City of Rockville) | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | T | City of Rockville | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Meadow Hall Dr (City of Rockville) | Twinbrook Pkwy | Major Highway with planned BRT | Countywide Transit Corridors | 4D | 4D + 1T | 150 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Twinbrook Pkwy | Parkland Dr | Major Highway with planned BRT | Countywide Transit Corridors | 4D-6D | 6D + 2T | 150 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Parkland Dr | Turkey Branch | Major Highway with planned BRT | Countywide Transit Corridors | 4D-6D | 6D + 1T | 150 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Turkey Branch | Gridley Rd | Major Highway with planned BRT | Countywide Transit Corridors | 4D-6D | 6D + 1T | 120 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Gridley Rd | Randolph Rd | Major Highway with planned BRT | Countywide Transit Corridors | 4D-6D | 6D + 1T | 120 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Randolph Rd | Ferrara Ave | Major Highway with planned BRT | Countywide Transit Corridors | 5D | 6D + 1T | 120 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Ferrara Ave | Connecticut Ave (MD 185) | Major Highway with planned BRT | Countywide Transit Corridors | 5D | 6D + 1T | 120 | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|--------------------------------------|--|----------------------------------|---------------------------------|---|-------------------------------|----------------|---------------|---------------------------|-----------------|
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Connecticut Ave (MD 185) | Newport Mill Rd | Major Highway with planned BRT | Countywide Transit Corridors | 5D | 6D + 1T | 120 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Newport Mill Rd | College View Dr | Major Highway with planned BRT | Countywide Transit Corridors | 5D | 6D + 1T | 120 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | College View Dr | Galt Ave | Major Highway with planned BRT | Countywide Transit Corridors | 5D | 6D + 1T | 120 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Galt Ave | Ennalls Ave | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 129 | BRT dedicated |
| Corridor 10 (Veirs Mill Road) | Veirs Mill Rd (MD 586) | Ennalls Ave | Reedie Dr | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D + 1T | 129 | BRT dedicated |
| Corridor Cities Transitway | Corridor Cities Transitway | Fields Road | Shady Grove Metro Station | Transitway (Planned) with planned BRT | Shady Grove | N/A | 2T | 50-70 | BRT dedicated |
| Corridor Cities Transitway | Fields Rd | Discoverly Dr | 675' West of Washingtonian Blvd | Arterial with planned BRT | Great Seneca Science Corridor | 2 | 4 + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Discoverly Dr | Diamondback Dr | Fields Rd | Arterial with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Broschart Rd | Key West Ave | Medical Center Dr | Arterial with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Diamondback Dr | Key West Ave | Great Seneca Hwy (MD 119) | Arterial with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Medical Center Dr | Great Seneca Hwy | Broschart Rd | Arterial with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Medical Center Dr | Key West Ave | Great Seneca Hwy | Arterial (Planned) with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Johns Hopkins Dr | Key West Ave | Discoverly Dr | Arterial with planned BRT | Great Seneca Science Corridor | 2 | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Discoverly Dr | 930' east of Johns Hopkins Dr | Johns Hopkins Dr | Arterial with planned BRT | Great Seneca Science Corridor | N/A | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Discoverly Dr Extended | Muddy Branch Rd | 930' east of Johns Hopkins Dr | Arterial (Planned) with planned BRT | Great Seneca Science Corridor | N/A | 4 + 2T | 100-150 | BRT dedicated |
| Corridor Cities Transitway | Muddy Branch Rd | Great Seneca Hwy (MD 119) | Discoverly Dr Extended | Major Highway with planned BRT | Great Seneca Science Corridor | 4 | 6 + 2T | 170 | BRT dedicated |
| Corridor Cities Transitway | Great Seneca Hwy (MD 119) | 2800' south of Quince Orchard Rd | Muddy Branch Rd | Controlled Major Highway with planned BRT | Great Seneca Science Corridor | 6 | 6 + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Corridor Cities Transitway/Twin Lakes Dr | Quince Orchard Rd | Great Seneca Hwy | Transitway (Planned) with planned BRT | Great Seneca Science Corridor | N/A | 2T | 50-70 | BRT dedicated |
| Corridor Cities Transitway | Corridor Cities Transitway | Quince Orchard Rd | Century Blvd | Transitway (Planned) with planned BRT | Great Seneca Science Corridor | N/A | 2T | 50-70 | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|----------------------------|----------------------------|--|--|---------------------------------------|---|----------------|---------------|---------------------------|-----------------|
| Corridor Cities Transitway | Quince Orchard Rd | Twin Lakes Dr | Gaithersburg City Limit | Major Highway with planned BRT | Great Seneca Science Corridor | 4 | 6 + 1T | 170 | BRT dedicated |
| Corridor Cities Transitway | Century Blvd | Cloverleaf Center Dr | Aircraft Dr | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 4D | 4D + 2T | 134 | BRT dedicated |
| Corridor Cities Transitway | Century Blvd | Dorsey Mill Rd | Cloverleaf Center Dr | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 4D | 4D + 2T | 134 | BRT dedicated |
| Corridor Cities Transitway | Dorsey Mill Rd (Proposed) | Milestone Center Dr | Crystal Rock Dr | Business (Planned) with planned BRT | Germantown Employment Area Sector Plan (2009) | N/A | 4 + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Dorsey Mill Rd | Observation Dr | Milestone Center Dr | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 2 | 4 + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Seneca Meadows Pkwy | Seneca Meadows Corporate Park BRT Station | New Rd | Business with planned BRT | Germantown Employment Area Sector Plan (2009) | 4 | 4D + 2T | 130 | BRT dedicated |
| Corridor Cities Transitway | New Rd | Seneca Meadows Pkwy | Milestone Center Dr | Business (Planned) with planned BRT | Germantown Employment Area Sector Plan (2009) | N/A | 2 + 2T | 130 | BRT dedicated |
| Corridor Cities Transitway | Corridor Cities Transitway | 1500' south of proposed Cloverleaf station | Observation Dr 750' NE of proposed Dorsey Mill Station | Transitway (Planned) with planned BRT | Countywide Transit Corridors | N/A | 2T | | BRT dedicated |
| Corridor Cities Transitway | Observation Dr | Woodcutter Dr | Dorsey Mill Rd | Arterial with planned BRT | Germantown Employment Area Sector Plan (2009) | 4D | 4D + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Observation Dr | Woodcutter Dr | Little Seneca Creek | Arterial (Planned) with planned BRT | Germantown Employment Area Sector Plan (2009) | N/A | 4D + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Observation Dr Extended | Little Seneca Creek | West Old Baltimore Rd | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | N/A | 4D + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Observation Dr Extended | West Old Baltimore Rd | Roberts Tavern Dr | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | N/A | 4D + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Observation Dr Extended | Roberts Tavern Dr | Stringtown Rd | Arterial with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2 | 4D + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway | Observation Dr Extended | Stringtown Rd | Clarksburg Rd | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | N/A | 4D + 2T | 150 | BRT dedicated |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|--|----------------------------------|---|---|---|--|----------------|---------------|---------------------------|-----------------|
| Corridor Cities Transitway | Observation Dr Extended | Clarksburg Rd | Frederick Rd (MD 355) | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | N/A | 2 + 2T | 130 | BRT dedicated |
| Corridor Cities Transitway - GSSC Alt | Corridor Cities Transitway Alt A | Corridor Cities Transitway | Broschart Rd | Transitway (Planned) with planned BRT | Great Seneca Science Corridor | N/A | 2T | 50-70 | BRT dedicated |
| Corridor Cities Transitway - GSSC Alt | Great Seneca Hwy (MD 119) | Quince Orchard Rd | CCT Great Seneca Science Corridor Master Plan Alignment | Controlled Major Highway with planned BRT | Great Seneca Science Corridor | 6 | 6 + 2T | 150 | BRT dedicated |
| Corridor Cities Transitway - GSSC Alt | Quince Orchard Rd | Twin Lakes Dr | Great Seneca Hwy | Major Highway with planned BRT | Great Seneca Science Corridor | 4 | 4 + 2T | 120 | BRT dedicated |
| Corridor Cities Transitway - Ten Mile Creek Alt | Proposed 355 Bypass | Gateway Center Dr | Observation Dr Extended | Arterial | Ten Mile Creek Area Limited Amendment (2014) | | TBD | TBD | BRT TBD |
| Corridor Cities Transitway - Ten Mile Creek Alt | Proposed 355 Bypass | Gateway Center Dr | Roberts Tavern Dr | Arterial | Ten Mile Creek Area Limited Amendment (2014) | | TBD | TBD | BRT TBD |
| Corridor Cities Transitway - Ten Mile Creek Alt | Gateway Center Dr | Shawnee Ln | Stringtown Rd (A-260) | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 4D | 4D + T | 80 | BRT TBD |
| Corridor Cities Transitway - Ten Mile Creek Alt | Clarksburg Rd | Gateway Center Dr | Old Frederick Rd | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 + 2T | 80 | BRT dedicated |
| Corridor Cities Transitway - Ten Mile Creek Alt | Old Frederick Rd | Clarksburg Rd (MD 121) | Snowden Farm Pkwy / Observation Dr Extended | Business with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 50 | BRT mixed |
| Corridor Cities Transitway - Ten Mile Creek Alt | Observation Dr Extended | Clarksburg Rd | Frederick Rd (MD 355) | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | | 2 + 2T | 130 | BRT dedicated |
| Corridor Cities Transitway - Ten Mile Creek Alt | Frederick Rd (MD 355) | Snowden Farm Pkwy / Observation Dr Extended | Comus Rd | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 + 2T | 130 | BRT dedicated |
| Corridor Cities Transitway - Ten Mile Creek Alt | Corridor Cities Transitway | I-270 | Frederick Rd (MD 355) | Transitway (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | | 2T | TBD | BRT dedicated |
| Corridor Cities Transitway - Ten Mile Creek Alt | I-270 | Frederick County Line | Proposed CCT Ramp | Freeway | Clarksburg | 4D | 6D + 2T | Existing + 100' | BRT dedicated |
| ICC | Intercounty Connector (MD 200) | Crabbs Branch Way | Shady Grove Rd | Freeway with planned BRT | Shady Grove | 6 | 6D + T | 300 | BRT mixed |
| ICC | Intercounty Connector (MD 200) | Shady Grove Rd | Muncaster Mill Rd | Freeway with planned BRT | Shady Grove | 6 | 6D + T | 300 | BRT mixed |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned | Transitway Type |
|---------------------|-----------------------------------|-------------------------------------|-------------------------------------|----------------------------------|------------------------------|----------------|---------------|--------------------|-----------------|
| | | | | | | | | ROW (Feet) | |
| ICC | Intercounty Connector (MD 200) | Muncaster Mill Rd | Georgia Ave (MD 97) | Freeway with planned BRT | ICC | 6 | 6D + T | 300 | BRT mixed |
| ICC | Intercounty Connector (MD 200) | Georgia Ave (MD 97) | Layhill Rd | Freeway with planned BRT | ICC | 6 | 6D + T | 300 | BRT mixed |
| ICC | Intercounty Connector (MD 200) | Layhill Rd | Notley Rd | Freeway with planned BRT | ICC | 6 | 6D + T | 300 | BRT mixed |
| ICC | Intercounty Connector (MD 200) | Notley Rd | Prince George's County Line | Freeway with planned BRT | ICC | 6 | 6D + T | 300 | BRT mixed |
| MARC Brunswick Line | Brunswick Line | DC Line | Metropolitan Grove MARC Station | | Countywide Transit Corridors | | | Existing ROW | |
| MARC Brunswick Line | Brunswick Line | Metropolitan Grove MARC Station | Frederick County Line | | Countywide Transit Corridors | | | Existing ROW + 25' | |
| Purple Line | Purple Line Transitway (Proposed) | Woodmont Ave | West end of Bethesda Station Tunnel | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 66 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Bethesda South Station | East end of Bethesda Station Tunnel | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 40 - 50 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | East end of Bethesda Station Tunnel | Pearl St | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 57 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Pearl St | East-West Hwy (MD 410) | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 66 - 85 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | East-West Hwy (MD 410) | ROW trail access at Kentbury Way | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 66 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | ROW trail access at Kentbury Way | Connecticut Ave (MD 185) | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 66 - 100 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Connecticut Ave (MD 185) | Jones Mill Road | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 90 - 100 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Jones Mill Rd | Lyttonsville Pl | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 66 - 225 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Lyttonsville Pl | Stewart Ave | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 100 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Stewart Ave | CSX/WMATA ROW | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 80 - 85 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | CSX/WMATA ROW | 16th St | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 120 - 160 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | 16th St | Silver Spring Transit Center | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 180 | Light rail |
| Purple Line | Bonifant St | Purple Line | Fenton St | Business with planned light rail | Purple Line Functional Plan | 2 | 2 + 2T | 40-70 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Fenton St | Wayne Ave | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | 40 - 70 | Light rail |
| Purple Line | Wayne Ave (MD 594-A) | Fenton St | Cedar St | Arterial with planned light rail | Purple Line Functional Plan | 4 | 2 + 2T | 70 - 100 | Light rail |

| Transit Corridor | Name | From Location | To Location | Existing Classification | Master Plan | Existing Lanes | Planned Lanes | Master Planned ROW (Feet) | Transitway Type |
|-------------------------------------|-----------------------------------|--|--|---|-------------------------------|----------------|---------------|---------------------------|---------------------------|
| Purple Line | Wayne Ave (MD 594-A) | Cedar St | Sligo Creek Pkwy | Arterial with planned light rail | Purple Line Functional Plan | 4 | 2 + 2T | 70 - 100 | Light rail |
| Purple Line | Wayne Ave (MD 594-A) | Sligo Creek Pkwy | Wayne Ave/Manchester Place Station - Purple Line | Primary Residential with planned light rail | Purple Line Functional Plan | 2 | 2 + 2T | 70 | Light rail |
| Purple Line | Purple Line Transitway (Proposed) | Wayne Ave/Manchester Place Station - Purple Line | Arliss St | Transitway (Planned) | Purple Line Functional Plan | N/A | 2T | Varies | Light rail |
| Purple Line | Arliss St (MD 594-D) | Purple Line | Garland Ave | Business with planned light rail | Long Branch Sector Plan | 2 | 2 + 2T | 110 | Light rail |
| Purple Line | Arliss St (MD 594-D) | Garland Ave | Piney Branch Rd | Business with planned light rail | Long Branch Sector Plan | 2 | 2 + 2T | 127 | Light rail |
| Purple Line | Piney Branch Rd (MD 320) | Arliss St | University Blvd | Arterial with planned light rail | Long Branch Sector Plan | 4 | 4D + 2T | 112 | Light rail |
| Purple Line | University Blvd (MD 193) | Piney Branch Rd | Gilbert St | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 5D + 2T | 163** | BRT dedicated, Light rail |
| Purple Line | University Blvd (MD 193) | Gilbert St | Seek Ln | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 150*** | BRT dedicated, Light rail |
| Purple Line | University Blvd (MD 193) | Seek Ln | Bayfield St | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 141**** | BRT dedicated, Light rail |
| Purple Line | University Blvd (MD 193) | Bayfield St | Carroll Ave | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 4D + 2T | 142** | BRT dedicated, Light rail |
| Purple Line | University Blvd (MD 193) | Carroll Ave | Prince George's County Line | Major Highway with planned BRT and light rail | Countywide Transit Corridors | 6D | 6D + 2T | 120* | BRT dedicated, Light rail |
| Unspecified Transit Corridor | Great Seneca Hwy (MD 119) | Muddy Branch Rd | Sam Eig Hwy (Gaithersburg City Limits) | Controlled Major Highway with planned BRT | Great Seneca Science Corridor | 6 | 6 + 2T | 150 | BRT dedicated |
| Unspecified Transit Corridor | Sam Eig Hwy | Great Seneca Hwy (MD 119) | I-270 | Controlled Major Highway with planned BRT | Great Seneca Science Corridor | 6 | 6 + T | 250 | BRT dedicated |
| Unspecified Transit Corridor | Metro Access Road | Intercounty Connector | Proposed Street "G" | Major Highway with planned BRT | Shady Grove | 4D | 4D + T | 150 | BRT dedicated |

Note: For ROW footnotes, reference the respective transitway corridor in the 2013 Countywide Transitway Corridors Functional Master Plan.

Table B2: Master Planned Transit Stations

| STATION | MODE | SERVICES | MASTER PLAN |
|--|-------------------------------|---|---|
| Bethesda Metro Station | Bus Rapid Transit, Light Rail | Corridor 4 (MD 355 South), Purple Line | Countywide Transit Corridors, Purple Line Functional Plan |
| Briggs Chaney Park and Ride | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| Burtonsville Park and Ride | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| Clarksburg Town Center | Bus Rapid Transit | Corridor Cities Transitway | Clarksburg |
| Cloverleaf | Bus Rapid Transit | Corridor Cities Transitway | Germantown |
| Colesville Park-and-Ride | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| COMSAT | Bus Rapid Transit | Corridor Cities Transitway | Clarksburg |
| Connecticut Avenue Purple Line Station | Light Rail | Purple Line | Purple Line Functional Plan |
| Crown Farm | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| Dale Drive Purple Line Station | Light Rail | Purple Line | Purple Line Functional Plan |
| DANAC | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| Dorsey Mill | Bus Rapid Transit | Corridor Cities Transitway | Germantown |
| East Gaither | Bus Rapid Transit | Corridor Cities Transitway | Gaithersburg Vicinity Master Plan |
| FDA White Oak Campus | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| First Field | Bus Rapid Transit | Corridor Cities Transitway | Gaithersburg Vicinity Master Plan |
| Forest Glen | Bus Rapid Transit | Corridor 2 (Georgia Ave South) | Countywide Transit Corridors |
| Gateway Center | Bus Rapid Transit | Corridor Cities Transitway | Clarksburg |
| Germantown Center | Bus Rapid Transit | Corridor Cities Transitway | Germantown |
| Glenmont Metro Station | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Grosvenor Metro Station | Bus Rapid Transit | Corridor 4 (MD 355 South), Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| Holy Cross Hospital/Pinkney Life Science Park | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| ICC Park-and-Ride | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| Kentlands | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| Lockwood Drive and Oak Leaf Drive | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| Long Branch Purple Line Station | Light Rail | Purple Line | Purple Line Functional Plan |

Effective 12/05/2017

| STATION | MODE | SERVICES | MASTER PLAN |
|---|-------------------|--|------------------------------|
| LSC Belward | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| LSC Central | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| LSC West | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| Lyttonsville Purple Line Station | Light Rail | Purple Line | Purple Line Functional Plan |
| Manchester Place Purple Line Station | Light Rail | Purple Line | Purple Line Functional Plan |
| Manekin | Bus Rapid Transit | Corridor Cities Transitway | Germantown |
| MD 108 and MD 97 | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 187 and Edson Lane/Poindexter Lane | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| MD 187 and Executive Boulevard/Hoya Drive | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| MD 187 and Tuckerman Lane | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| MD 193 and Amherst Avenue | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 193 and Arcola Avenue | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 193 and Dennis Avenue | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 193 and E Franklin Avenue | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 193 and Gilbert Street | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 193 and Inwood Avenue | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 193 and US 29 | Bus Rapid Transit | Corridor 8 (University Boulevard) | Countywide Transit Corridors |
| MD 355 and Brookes Avenue | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Cedar Lane | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Cordell Avenue | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Edmonston Drive | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Education Boulevard | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Foreman Boulevard | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Gude Drive | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Halpine Road | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Hubbard Drive | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |

Effective 12/05/2017

| STATION | MODE | SERVICES | MASTER PLAN |
|---|-------------------|---|------------------------------|
| MD 355 and King Farm Boulevard | Bus Rapid Transit | Corridor 3 (MD 355 North), Corridor Cities Transitway | Countywide Transit Corridors |
| MD 355 and Little Seneca Parkway | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Mannakee Street/Montgomery College - Rockville Campus | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and MD 118 | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and MD 124 | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Middlebrook Road | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Odendhal Avenue | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Pooks Hill Road | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Professional Drive | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Redgrave Place | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Ridge Road | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Security Lane | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Shady Grove Road | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Shakespeare Boulevard | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Shawnee Lane | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and Templeton Place | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| MD 355 and Watkins Mill Road | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 355 and West Old Baltimore Road | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| MD 586 and Aspen Hill Road | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and Broadwood Drive | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and MD 185 | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and MD 193 | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and Newport Mill Road | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and Norbeck Road | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and Parkland Drive | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 586 and Randolph Road | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |

Effective 12/05/2017

| STATION | MODE | SERVICES | MASTER PLAN |
|---|-------------------|---|------------------------------|
| MD 586 and Twinbrook Parkway | Bus Rapid Transit | Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| MD 650 and Eastern Avenue | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 650 and Jackson Road | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 650 and MD 410 | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 650 and Northampton Drive | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 650 and Oakview Drive | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 650 and Randolph Road | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue), Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| MD 650 and Valleybrook Drive | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 650 at Hillandale | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |
| MD 97 and Arcola Avenue | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Bel Pre Road | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Cameron Street | Bus Rapid Transit | Corridor 2 (Georgia Ave South) | Countywide Transit Corridors |
| MD 97 and Connecticut Avenue | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Dexter Avenue | Bus Rapid Transit | Corridor 2 (Georgia Ave South) | Countywide Transit Corridors |
| MD 97 and Eastern Avenue/Burlington Avenue/Montgomery College - Silver Spring/Takoma Park Campus | Bus Rapid Transit | Corridor 2 (Georgia Ave South) | Countywide Transit Corridors |
| MD 97 and East-West Highway | Bus Rapid Transit | Corridor 2 (Georgia Ave South) | Countywide Transit Corridors |
| MD 97 and Hewitt Avenue | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Hines Road | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Norbeck Road Park-and-Ride | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Randolph Road | Bus Rapid Transit | Corridor 1 (Georgia Ave North), Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| MD 97 and Rossmoor Boulevard | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| MD 97 and Seminary Road | Bus Rapid Transit | Corridor 2 (Georgia Ave South) | Countywide Transit Corridors |
| Medical Center Metro Station | Bus Rapid Transit | Corridor 4 (MD 355 South) | Countywide Transit Corridors |
| Metropolitan Grove | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| Montgomery College Germantown Campus | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| Montgomery Mall Transit Center | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |

Effective 12/05/2017

| STATION | MODE | SERVICES | MASTER PLAN |
|--|---------------------------------|---|---|
| Montrose Parkway and MD 586 | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Montrose Parkway and Parklawn Drive | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| NIST | Bus Rapid Transit | Corridor Cities Transitway | Great Seneca Science Center |
| Olney Transit Center / Montgomery General Hospital | Bus Rapid Transit | Corridor 1 (Georgia Ave North) | Countywide Transit Corridors |
| Randolph Road and Bluhill Road | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Randolph Road and Fairland Road | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Randolph Road and Glenallan Ave | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Randolph Road and Lauderdale Drive | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Randolph Road and MD 185 | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Randolph Road and MD 586 | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| Rock Spring Drive and MD 187 | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| Rockledge Drive and Rock Spring Drive | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| Rockspring Drive and Fernwood Road | Bus Rapid Transit | Corridor 6 (North Bethesda Transitway) | Countywide Transit Corridors |
| Rockville Metro Station | Bus Rapid Transit | Corridor 3 (MD 355 North), Corridor 4 (MD 355 South), Corridor 10 (Veirs Mill Road), MARC | Countywide Transit Corridors |
| Seneca Meadows | Bus Rapid Transit | Corridor Cities Transitway, Corridor 3 (MD 355 North) | Germantown, Countywide Transit Corridors |
| Seneca Meadows Corporate Park | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| Shady Grove Metro | Bus Rapid Transit,Commuter Rail | Corridor Cities Transitway, MARC Brunswick Line | Shady Grove Sector Plan, Countywide Transit Corridors |
| Silver Spring Library Purple Line Station | Light Rail | Purple Line | Purple Line Functional Plan |
| Silver Spring Transit Center | Bus Rapid Transit, Light Rail | Corridor 2 (Georgia Ave South), Corridor 9 (US 29), Purple Line | Countywide Transit Corridors, Purple Line Functional Plan |
| Takoma/Langely Transit Center | Bus Rapid Transit, Light Rail | Corridor 5 (New Hampshire Avenue), Corridor 8 (University Boulevard), Purple Line | Countywide Transit Corridors, Purple Line Functional Plan |
| The Shops at Seneca Meadows | Bus Rapid Transit | Corridor 3 (MD 355 North) | Countywide Transit Corridors |
| US 29 and Fairland Road | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| US 29 and Fenton Street | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| US 29 and Franklin Avenue | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| US 29 and Hillwood Drive | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |

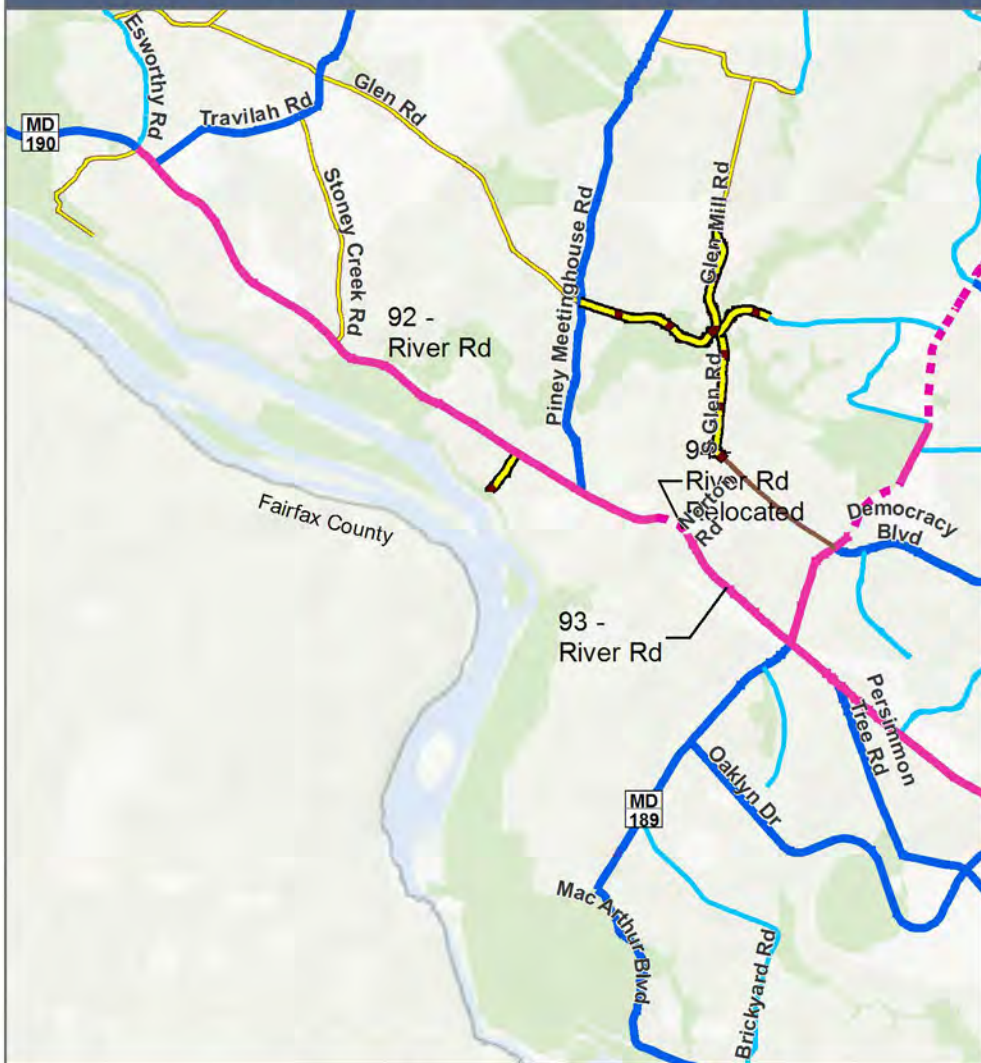
Effective 12/05/2017

| STATION | MODE | SERVICES | MASTER PLAN |
|--------------------------------------|-------------------|--|--|
| US 29 and MD 193 | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| US 29 and Tech Road | Bus Rapid Transit | Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| US 29 and Tech Road | Bus Rapid Transit | Corridor 9 (US 29) | Countywide Transit Corridors |
| West Gaither | Bus Rapid Transit | Corridor Cities Transitway | Gaithersburg Vicinity Master Plan |
| Wheaton Metro Station | Bus Rapid Transit | Corridor 1 (Georgia Ave North), Corridor 2 (Georgia Ave South), Corridor 8 (University Boulevard), Corridor 10 (Veirs Mill Road) | Countywide Transit Corridors |
| White Flint Area MARC Station | Commuter Rail | MARC Brunswick Line | White Flint Sector Plan, White Flint 2 Sector Plan |
| White Flint Metro Station | Bus Rapid Transit | Corridor 4 (MD 355 South), Corridor 6 (North Bethesda Transitway), Corridor 7 (Randolph Road) | Countywide Transit Corridors |
| White Oak Transit Center | Bus Rapid Transit | Corridor 5 (New Hampshire Avenue) | Countywide Transit Corridors |

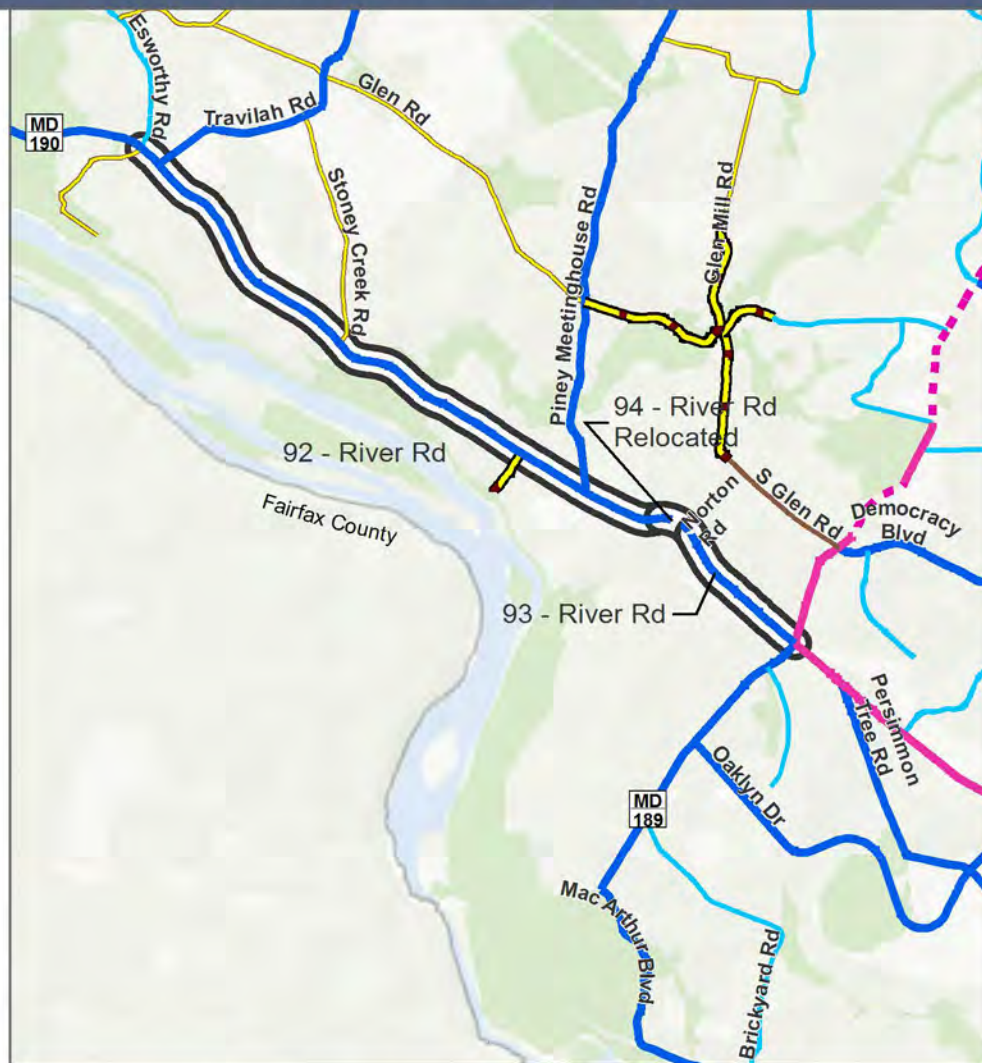
Appendix C

Detailed Maps of Proposed Classification Changes

Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

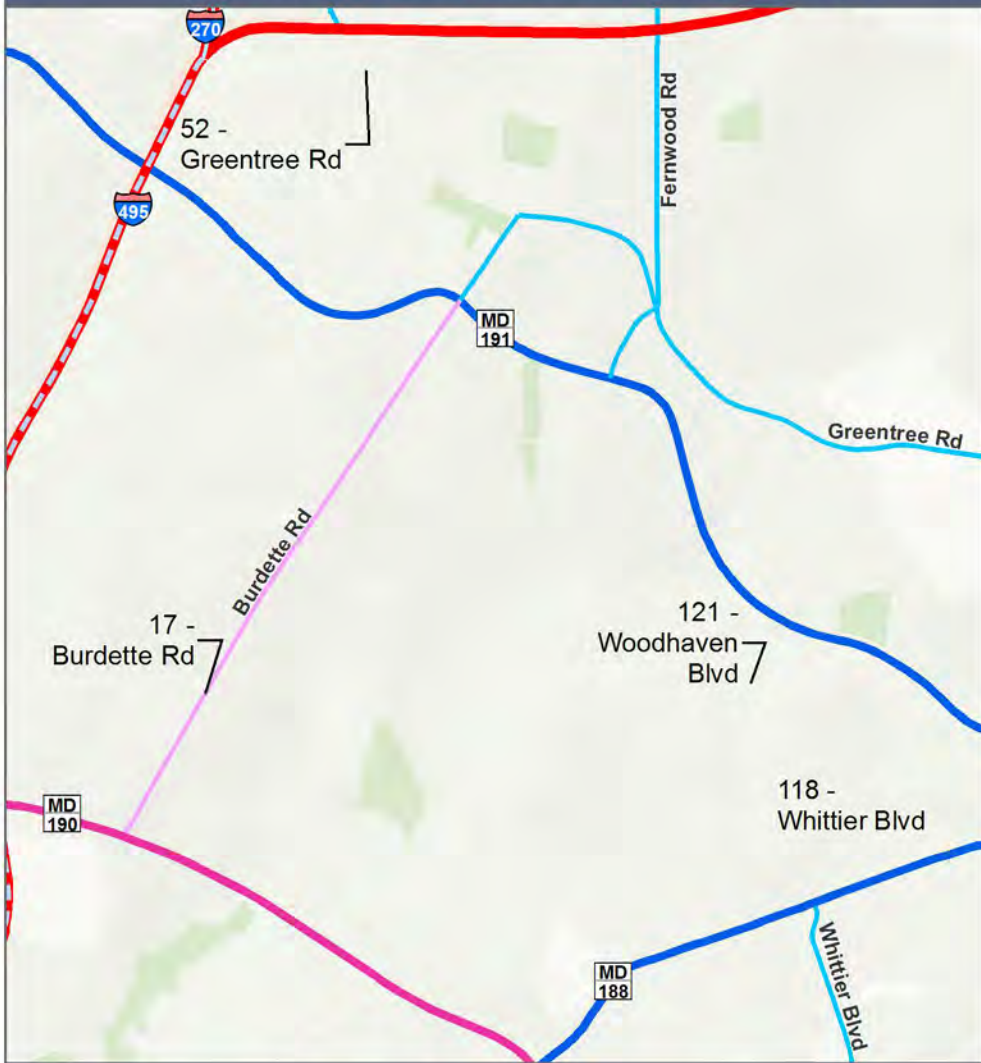
0 4.5 Miles

- Major Highway (Planned)
- Major Highway
- Arterial
- Primary Residential
- Country Road
- Rustic Road
- Exceptional Rustic Road

- Major Highway (Planned)
- Major Highway
- Arterial (Planned)
- Arterial
- Primary Residential
- Country Road
- Rustic Road
- Exceptional Rustic Road



Master Plan of Highways - Proposed Classification Changes
















Current Classification(s)



Proposed Classification(s)

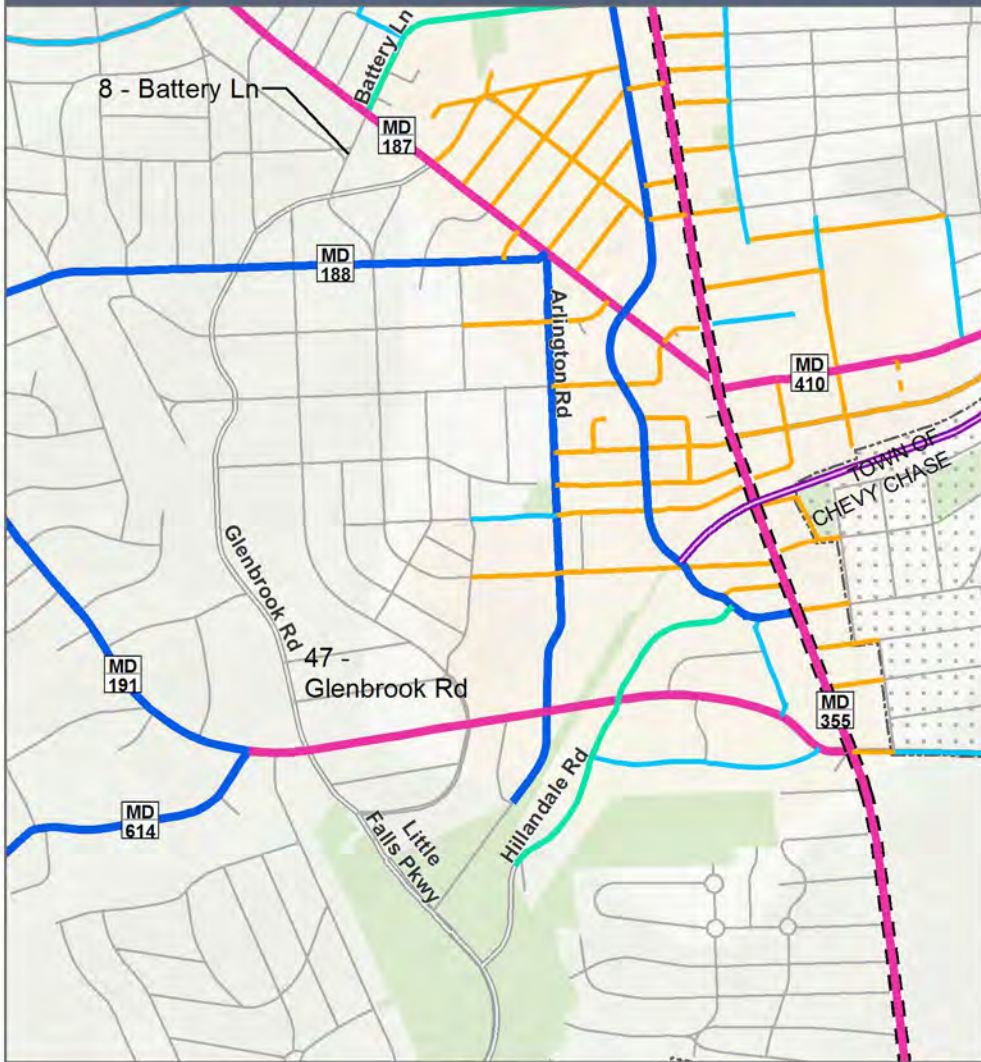
0 1 Miles

- | | |
|--|---|
|  Freeway |  Arterial |
|  Freeway with HOV Lanes |  Primary Residential |
|  Freeway with Planned HOV Lanes |  Principal Secondary |
|  Major Highway | |

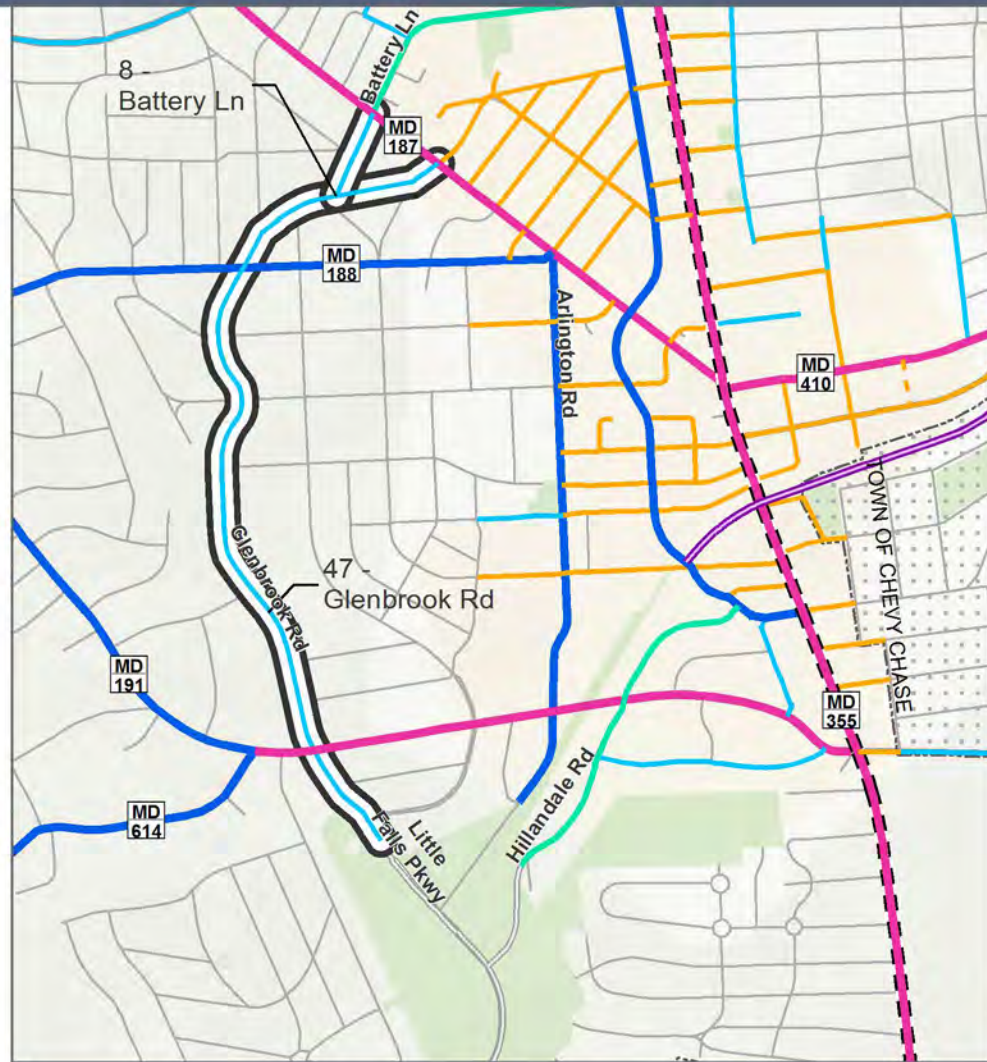
- | | |
|--|---|
|  Freeway |  Major Highway |
|  Freeway with HOV Lanes |  Arterial |
|  Freeway with Planned HOV Lanes |  Primary Residential |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

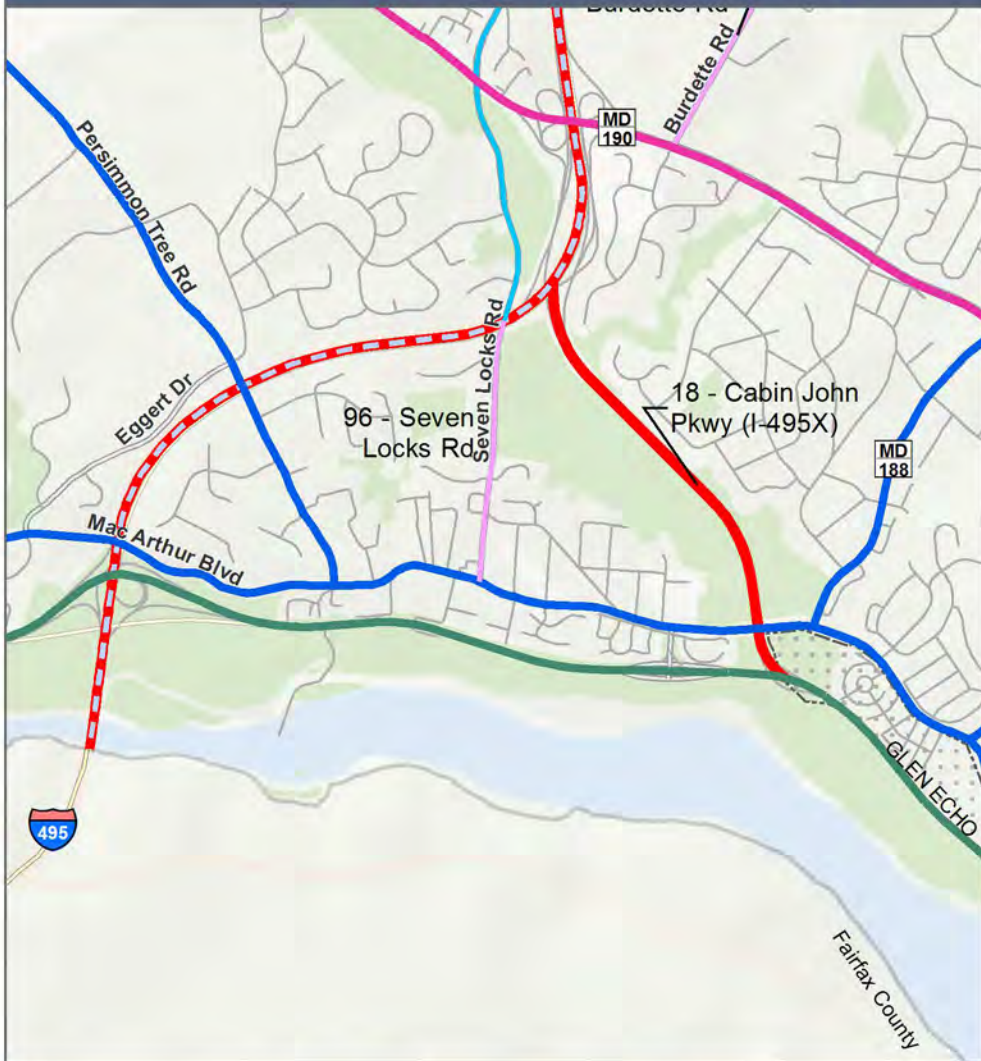
0 1 Miles

- Planned Light Rail
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business

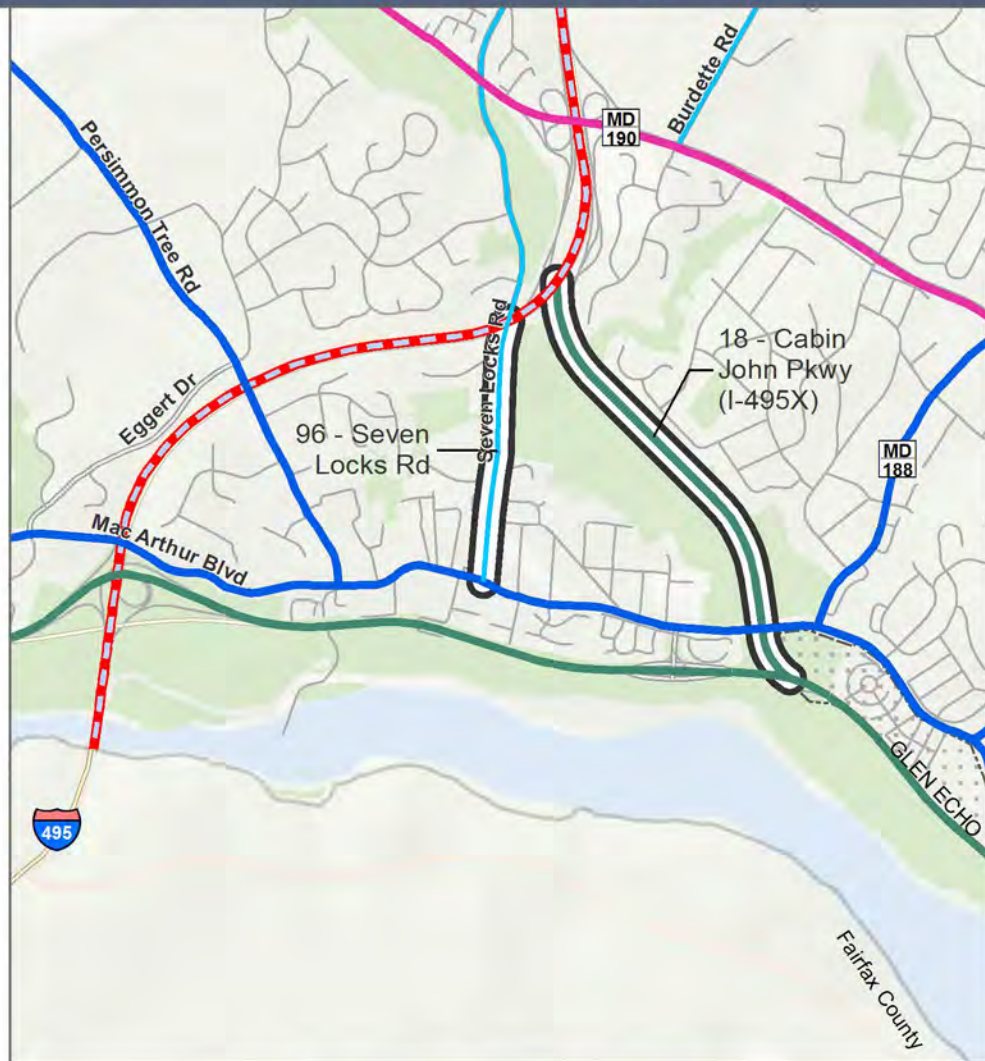
- Planned Light Rail
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

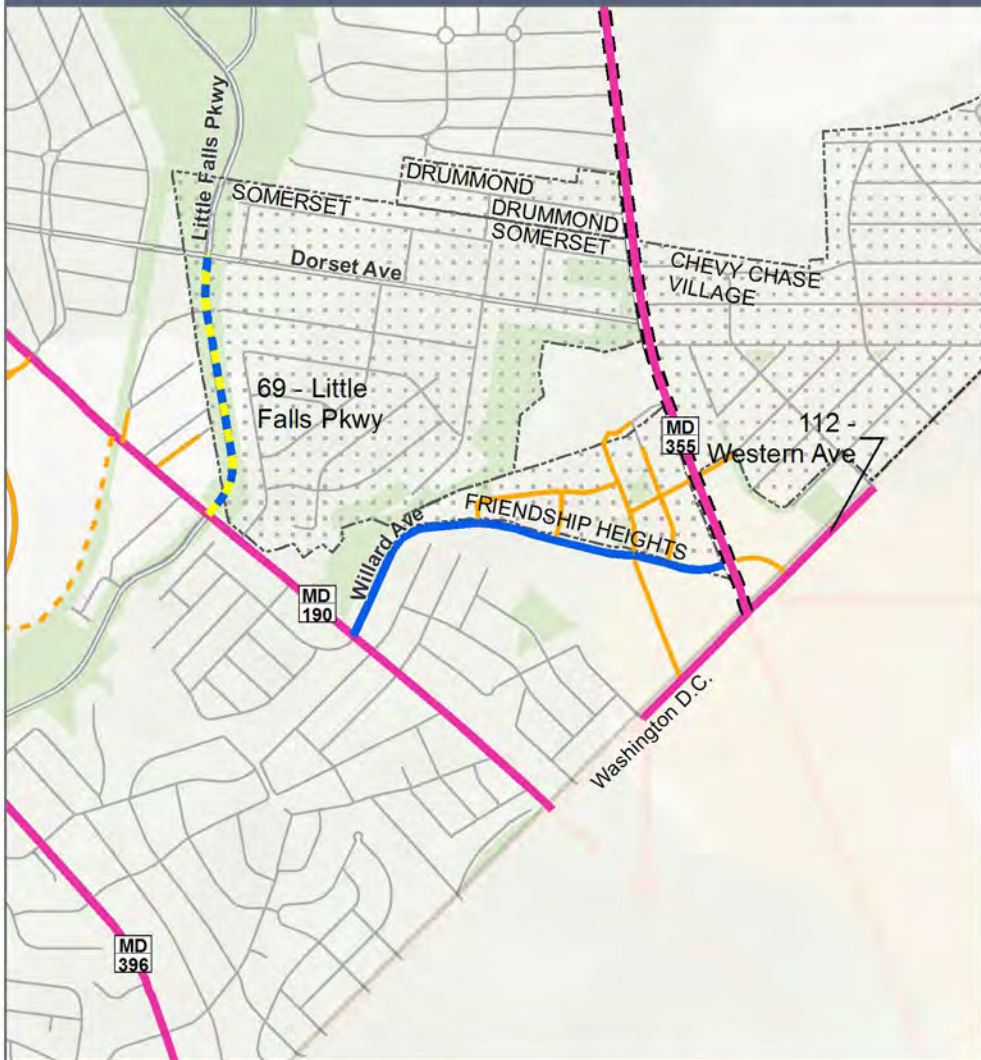
0 1.5 Miles

- Freeway
- - - Freeway with Planned HOV Lanes
- Major Highway
- Parkway
- Arterial
- Primary Residential
- Principal Secondary

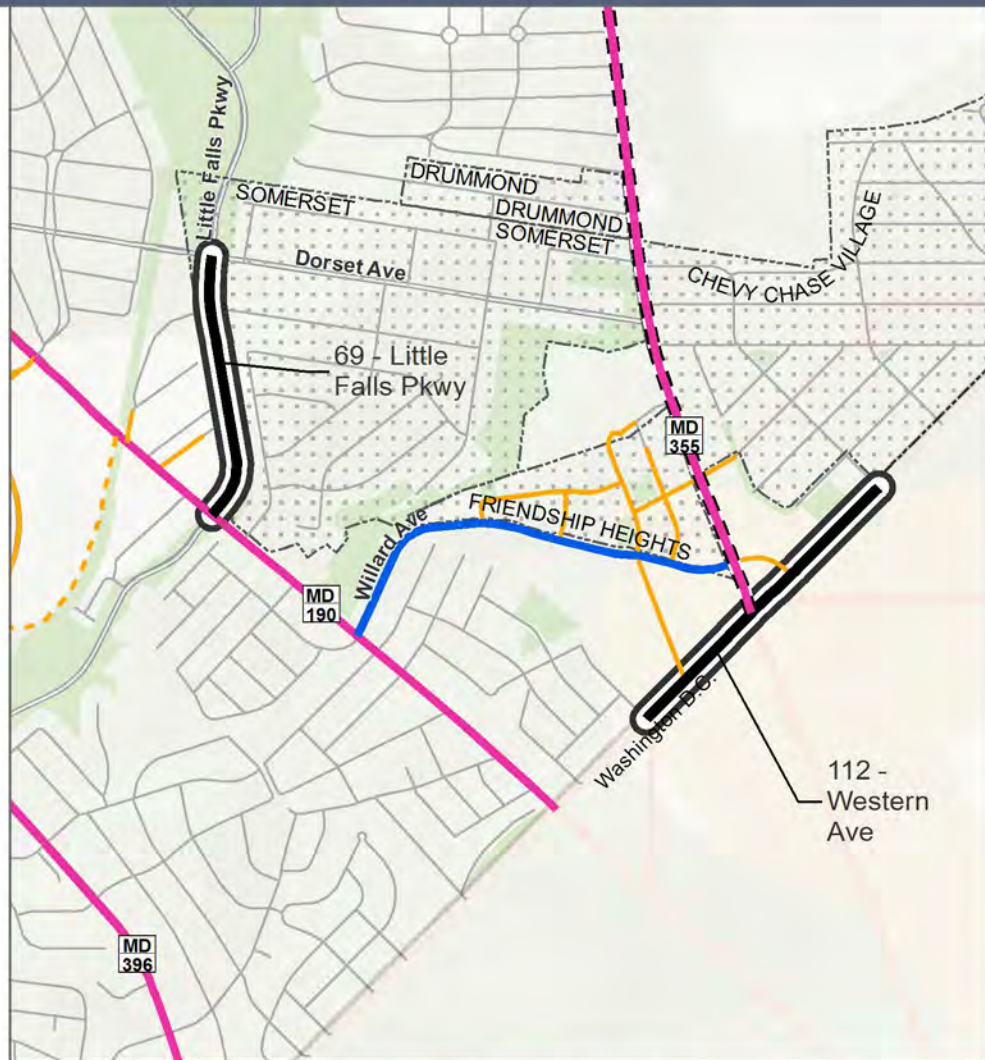
- - - Freeway with Planned HOV Lanes
- Major Highway
- Parkway
- Arterial
- Primary Residential



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

0 1 Miles

- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Business (Planned)
- Business
- Park Road

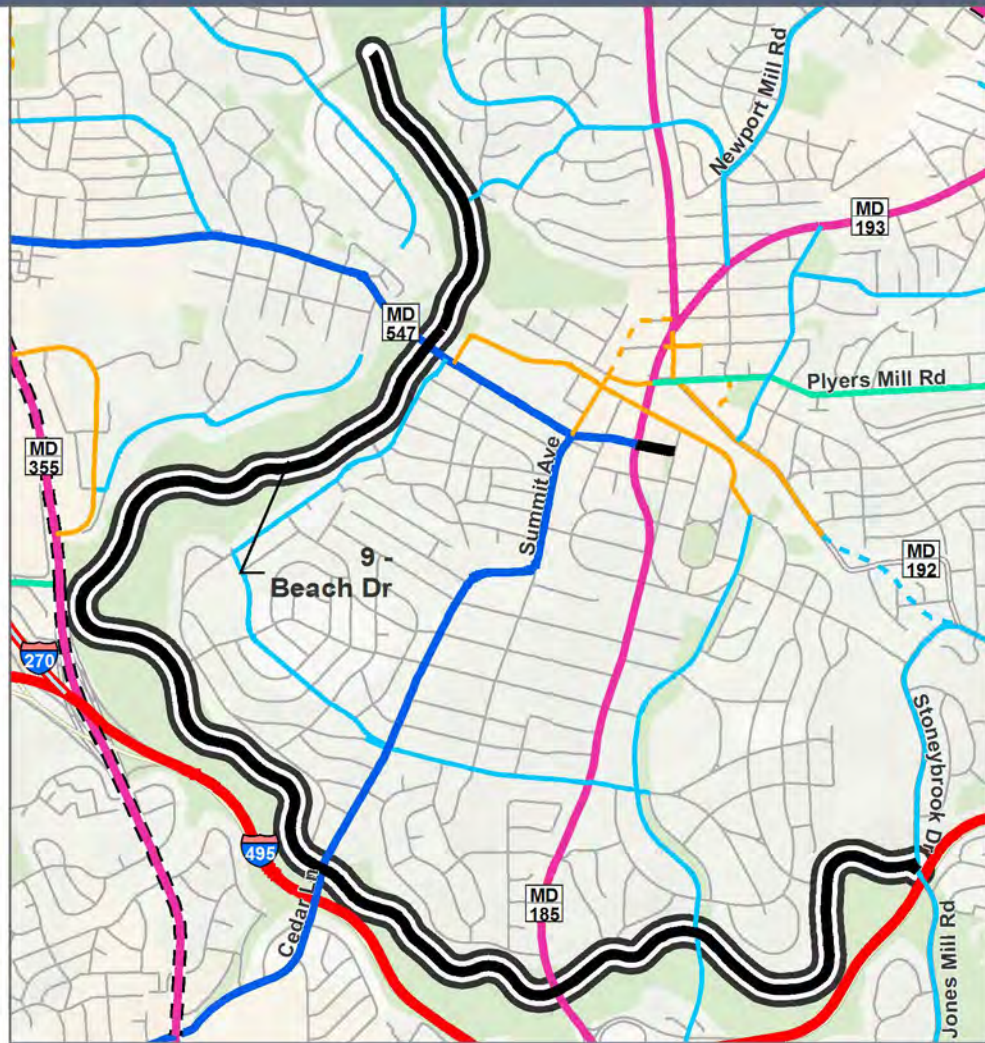
- To be removed
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Business (Planned)
- Business



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

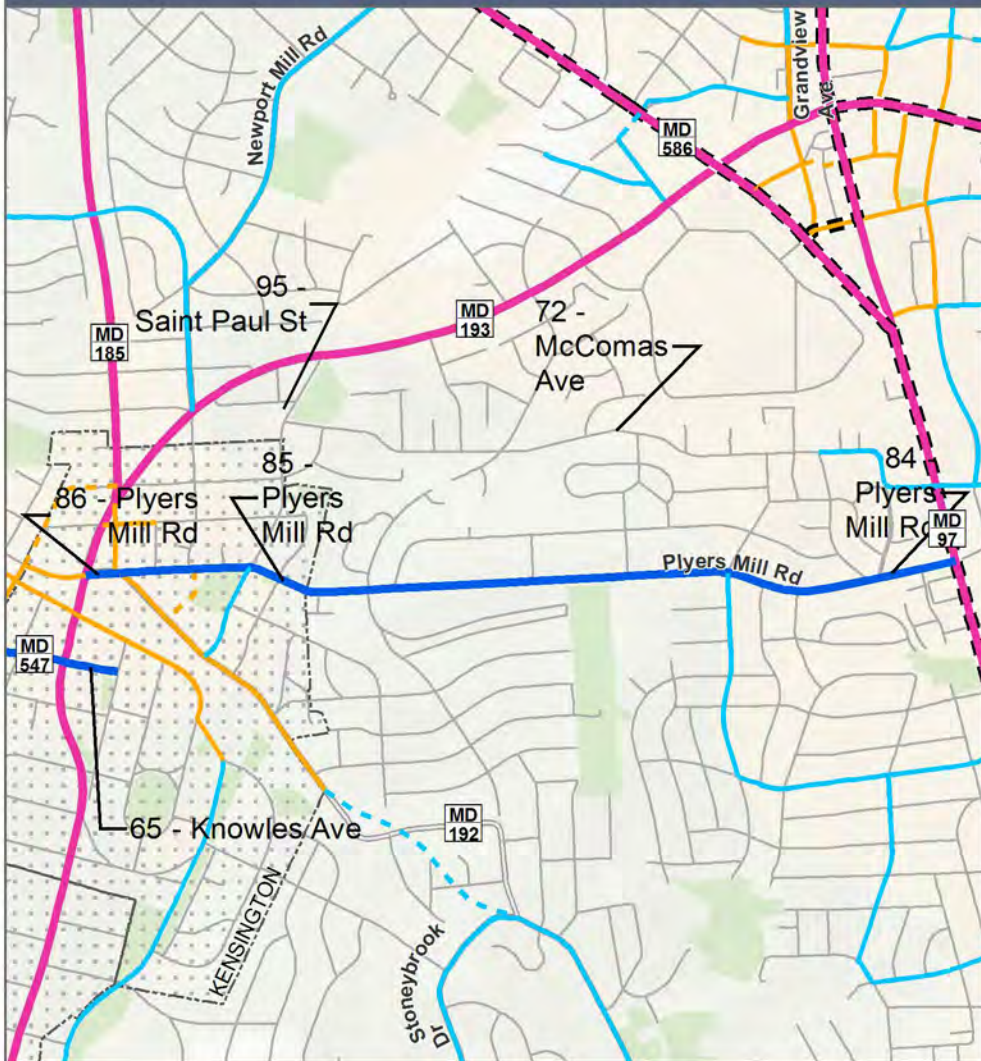
0 2 Miles

- | | |
|--------------------------------|-------------------------------|
| Freeway | Minor Arterial |
| Freeway with HOV Lanes | Primary Residential (Planned) |
| Major Highway | Primary Residential |
| Major Highway with Planned BRT | Business (Planned) |
| Arterial | Business |
| Arterial with Planned BRT | Park Road |

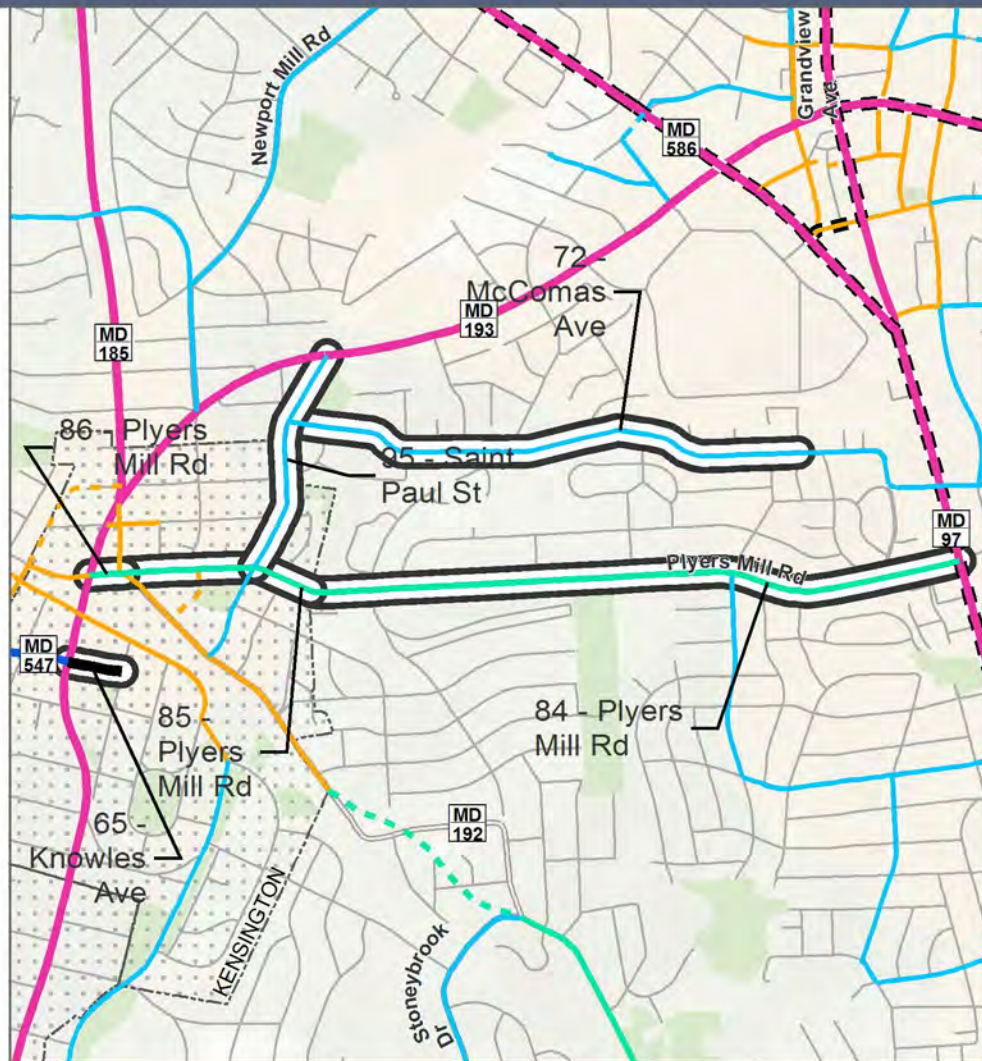
- | | |
|--------------------------------|-------------------------------|
| To be removed | Arterial with Planned BRT |
| Freeway | Minor Arterial |
| Freeway with HOV Lanes | Primary Residential (Planned) |
| Major Highway | Primary Residential |
| Major Highway with Planned BRT | Business (Planned) |
| Arterial | Business |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

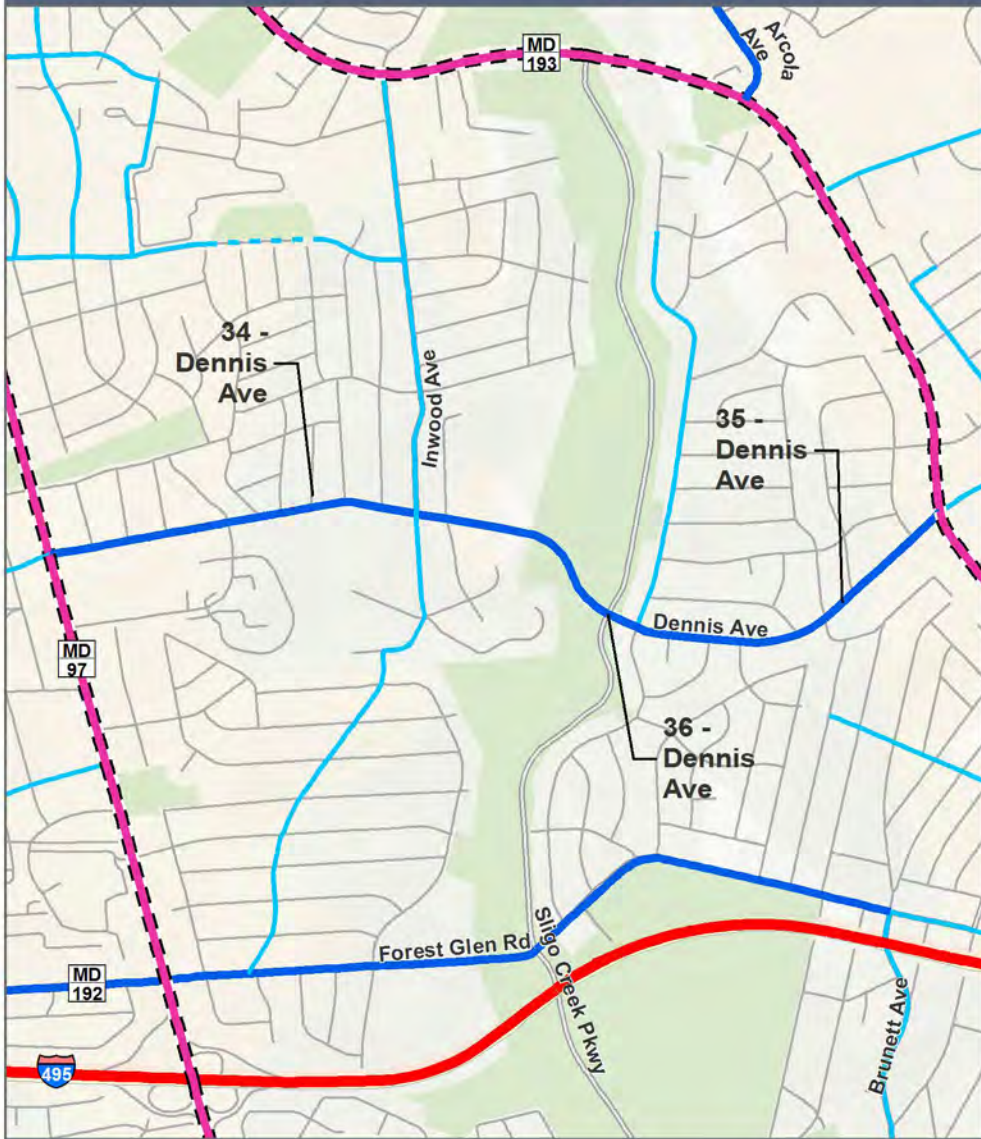
0 1 Miles

- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)
- Business
- - - Business with Planned BRT

- To be removed
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Primary Residential (Planned)
- Primary Residential
- - - Business (Planned)
- Business
- Minor Arterial
- - - Business with Planned BRT



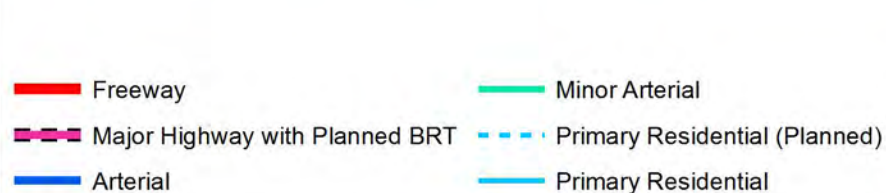
Master Plan of Highways - Wayne Ave Alternative Recommendation



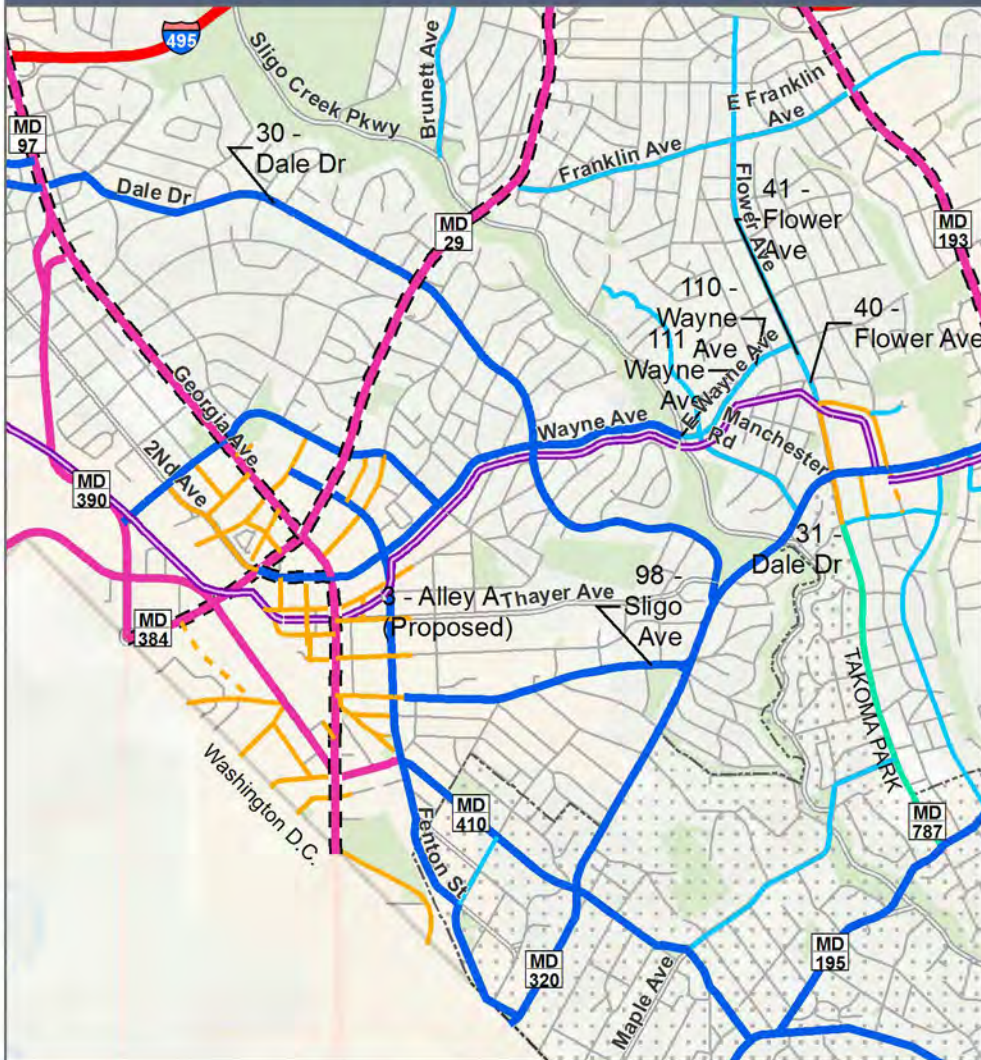
Current Classification(s)



Proposed Classification(s)

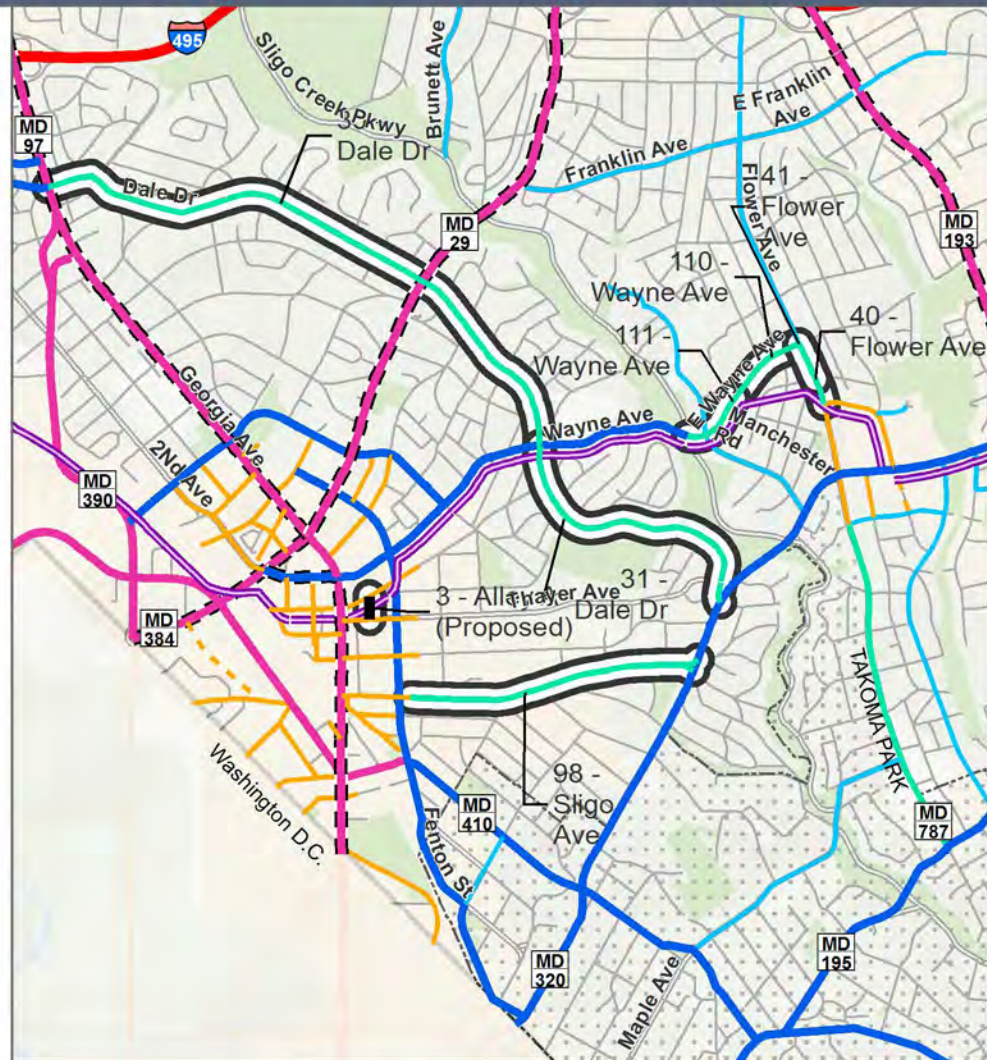


Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

- | | |
|---|---|
| 0 | 1.5 Miles |
| | Planned Light Rail |
| | Freeway |
| | Major Highway |
| | Major Highway with Planned BRT |
| | Arterial |
| | Arterial with Planned BRT |
| | Arterial with Planned Light Rail |
| | Minor Arterial |
| | Primary Residential |
| | Primary Residential with Planned Light Rail |
| | Business (Planned) |
| | Business |
| | Business with Planned Light Rail |

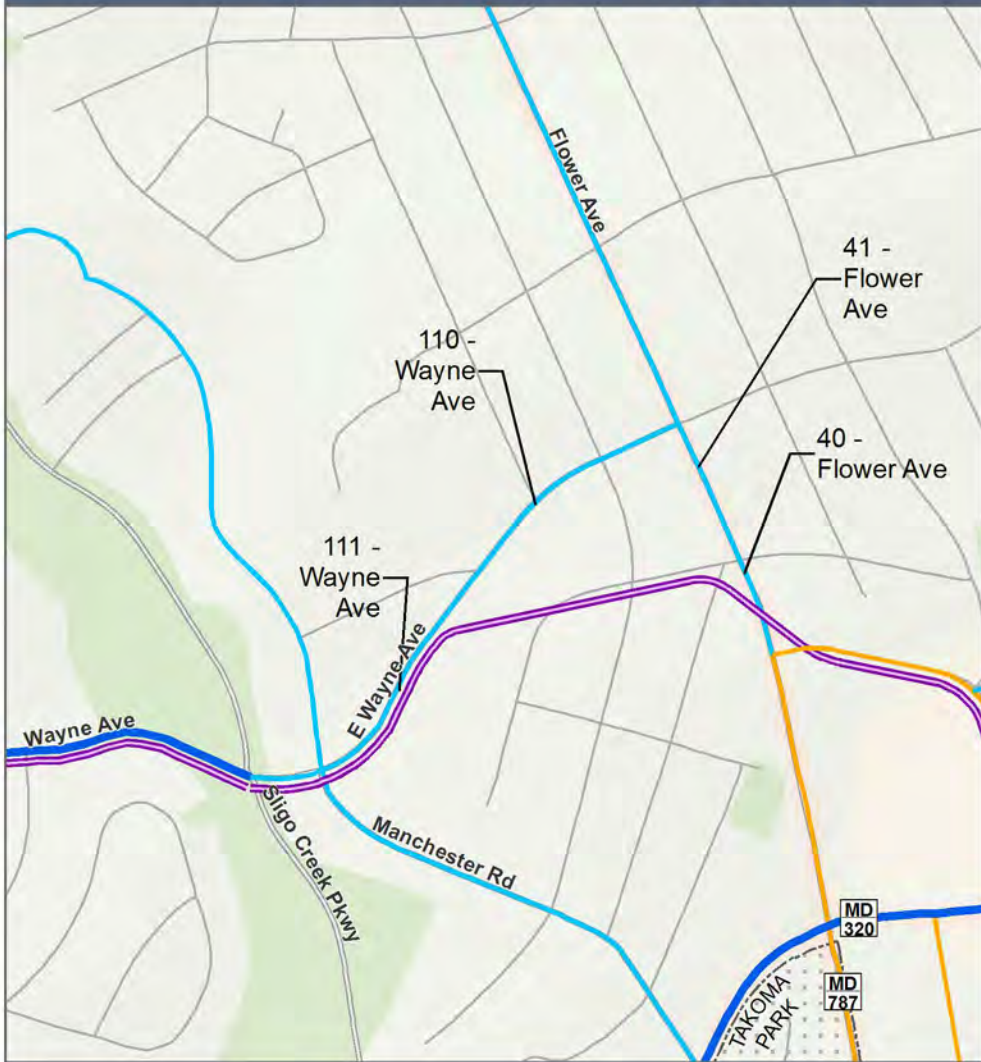


Proposed Classification(s)

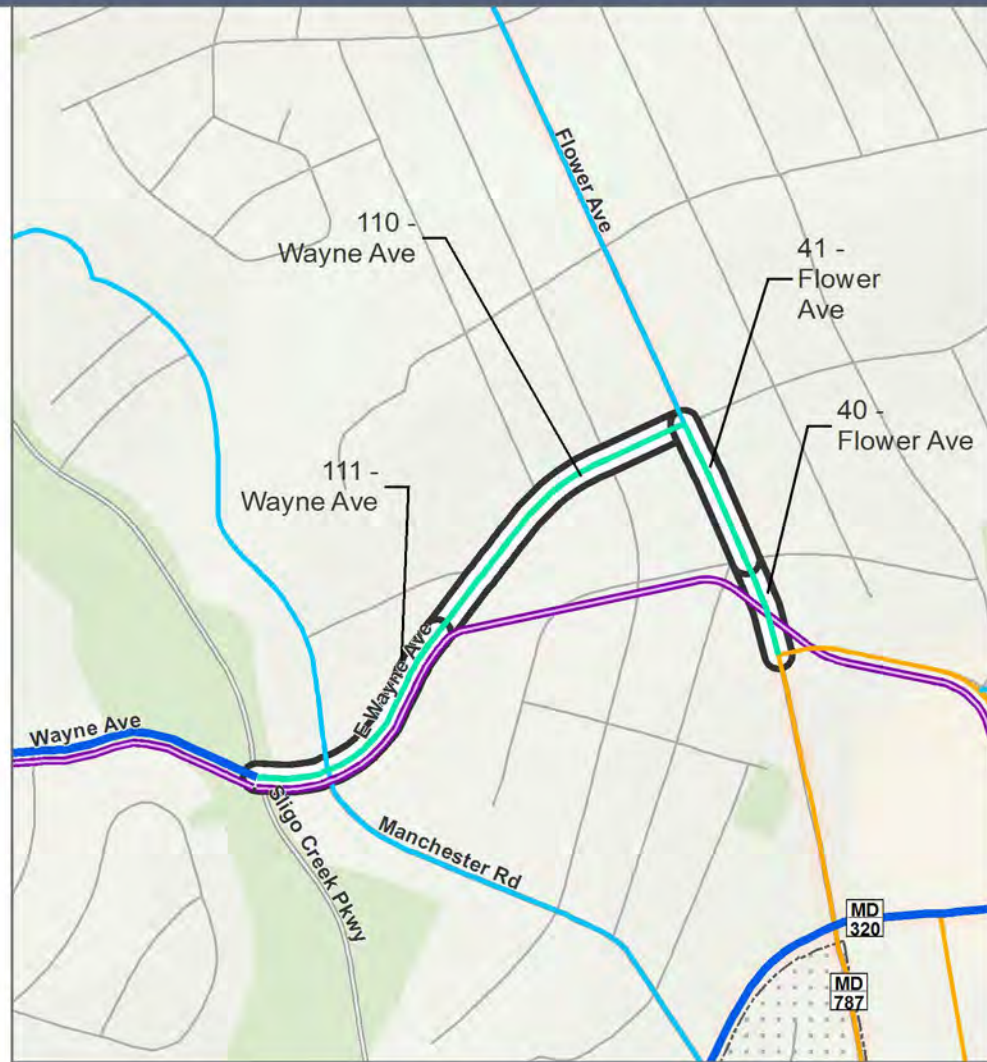
- | | | | |
|--|--------------------------------|--|--|
| | To be removed | | Arterial with Planned Light Rail |
| | Planned Light Rail | | Minor Arterial |
| | Freeway | | Minor Arterial with Planned Light Rail |
| | Major Highway | | Primary Residential |
| | Major Highway with Planned BRT | | Business (Planned) |
| | Arterial | | Business |
| | Arterial with Planned BRT | | Business with Planned Light Rail |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

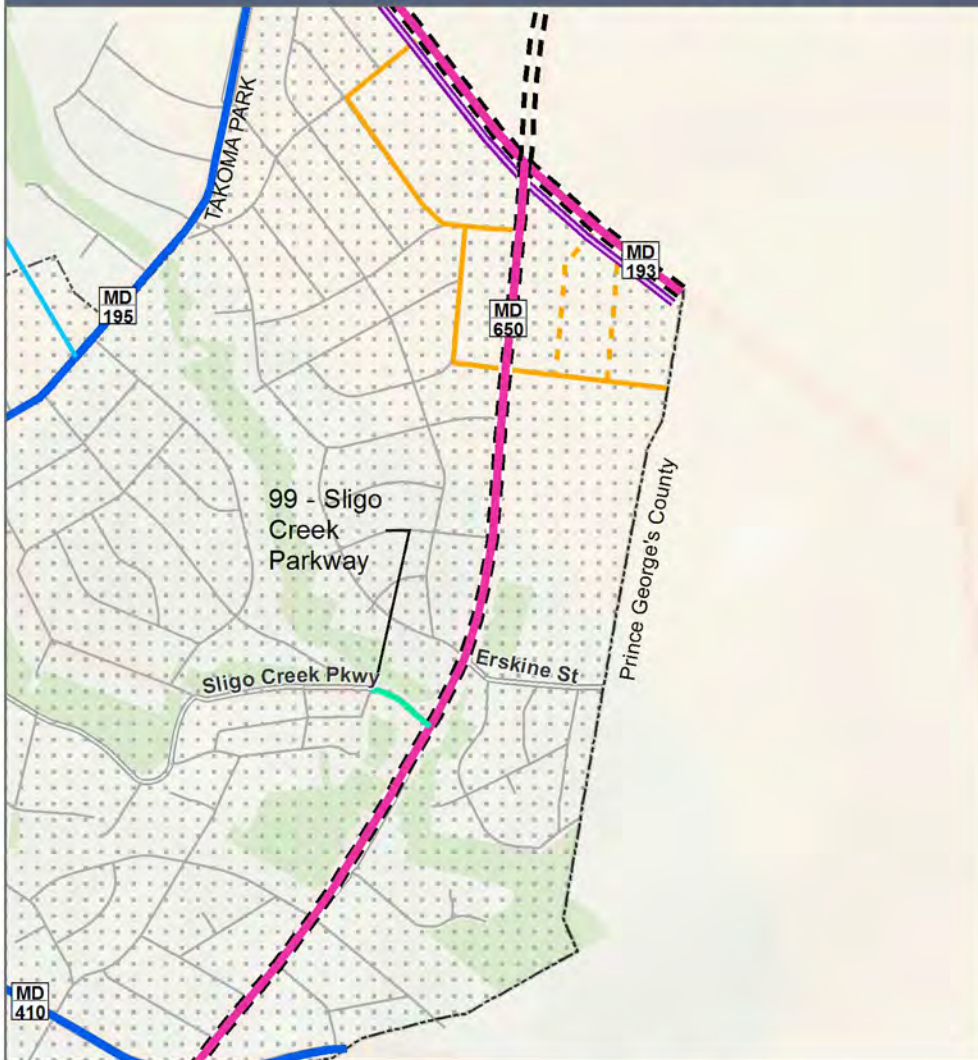
0 0.45 Miles

- | | |
|----------------------------------|---|
| Planned Light Rail | Primary Residential with Planned Light Rail |
| Arterial | Business |
| Arterial with Planned Light Rail | Business with Planned Light Rail |
| Primary Residential | |

- | | |
|----------------------------------|--|
| Planned Light Rail | Minor Arterial with Planned Light Rail |
| Arterial | Primary Residential |
| Arterial with Planned Light Rail | Business |
| Minor Arterial | Business with Planned Light Rail |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



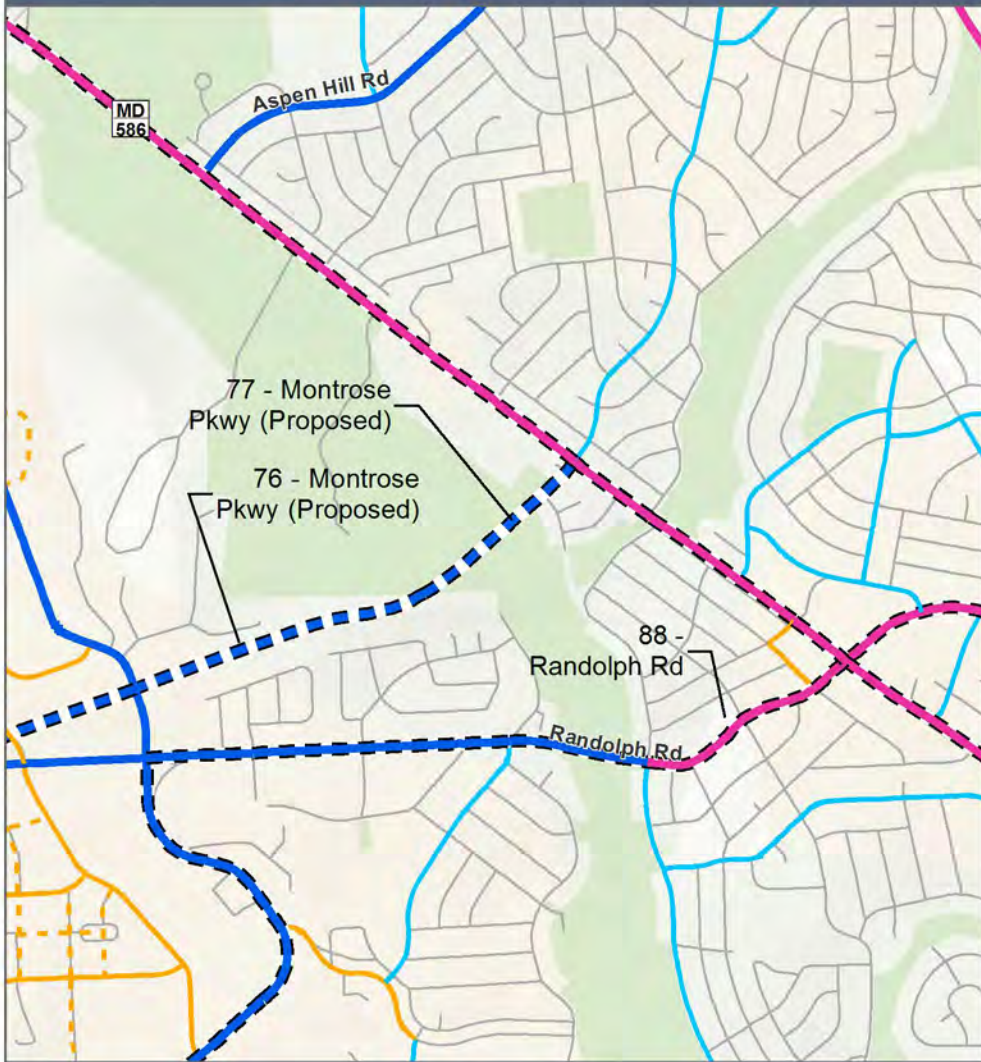
Proposed Classification(s)

0 0.75 Miles

-  Planned BRT
-  Major Highway with Planned BRT
-  Major Highway with Planned BRT and Light Rail
-  Arterial
-  Minor Arterial
-  Primary Residential
-  Business (Planned)
-  Business

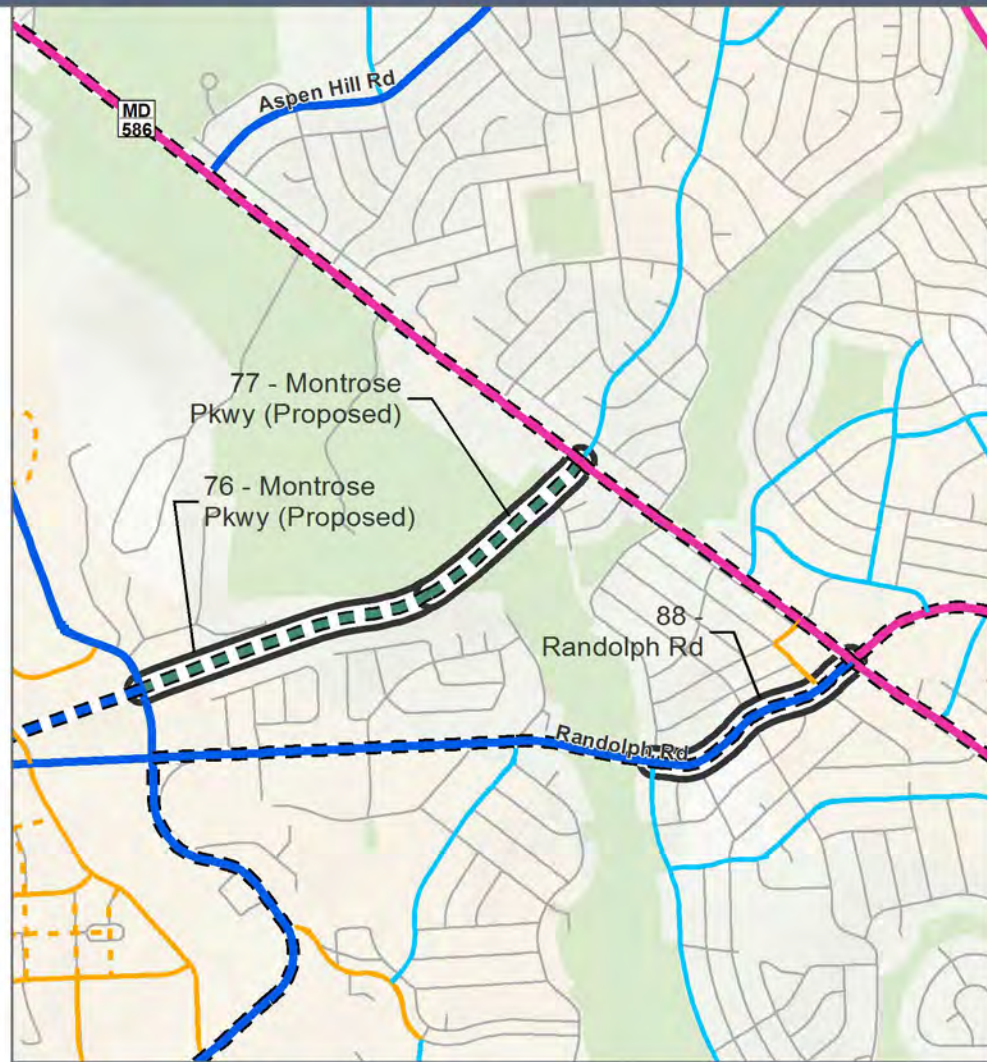
-  To be removed
-  Planned BRT
-  Major Highway with Planned BRT
-  Major Highway with Planned BRT and Light Rail
-  Arterial
-  Primary Residential
-  Business (Planned)
-  Business

Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

- | | |
|-------------------------------------|---------------------------|
| 0 | 1 Miles |
| Major Highway | Arterial with Planned BRT |
| Major Highway with Planned BRT | Primary Residential |
| Arterial (Planned) with Planned BRT | Business (Planned) |
| Arterial | Business |

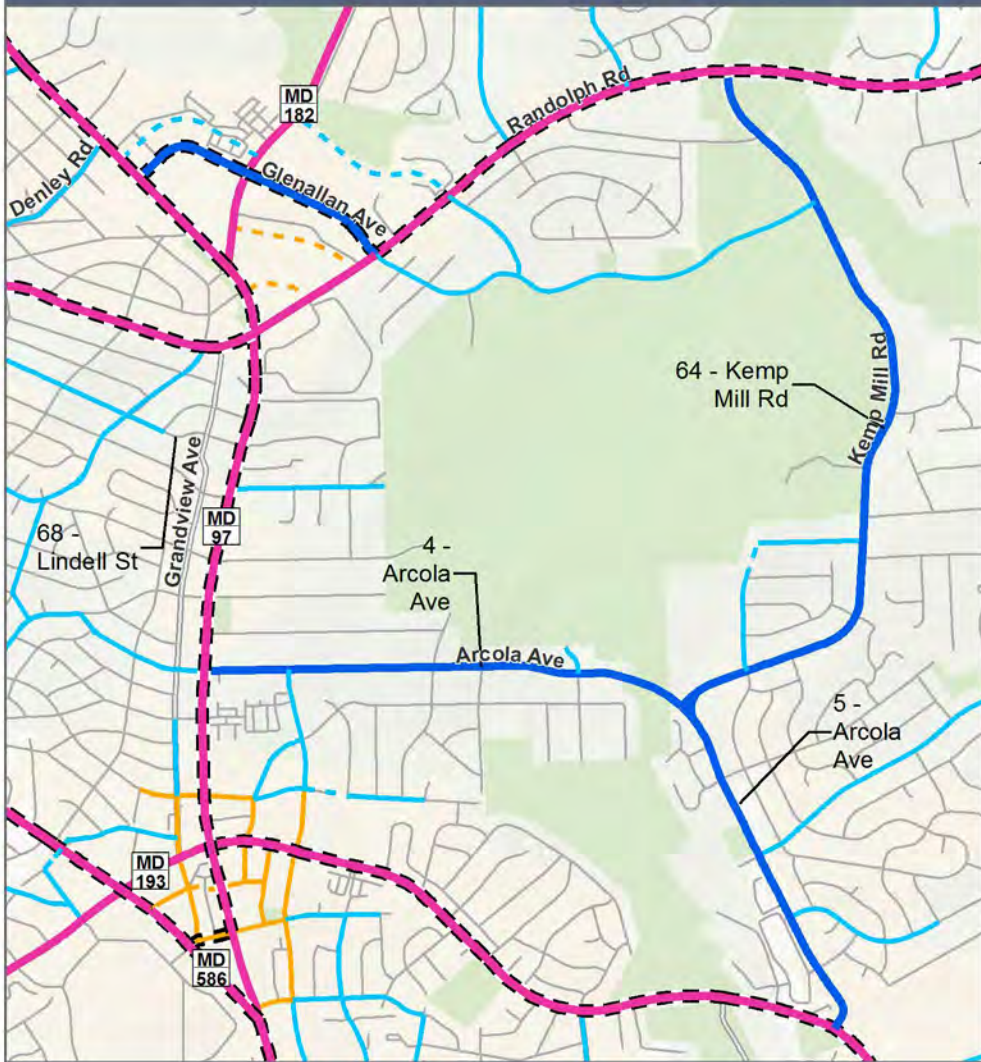


Proposed Classification(s)

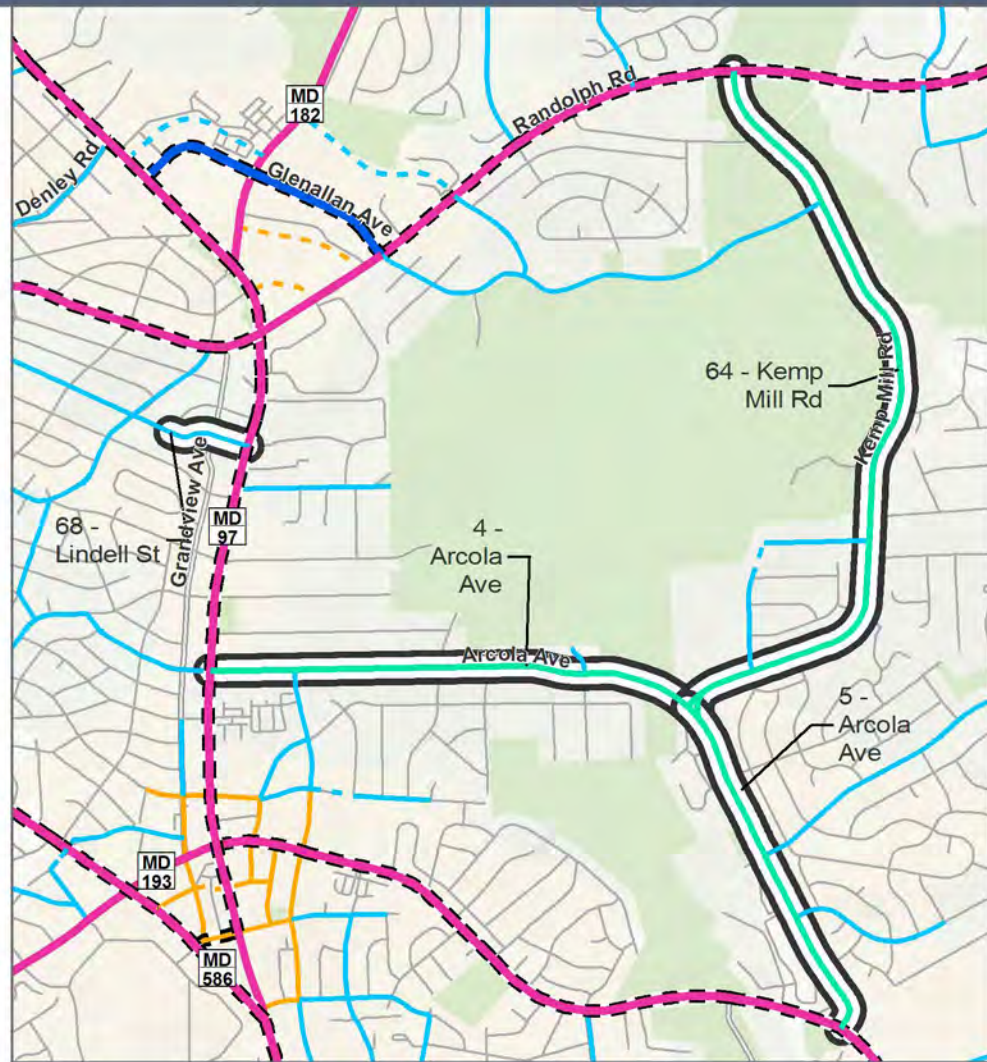
- | | |
|-------------------------------------|---------------------------|
| Major Highway | Arterial with Planned BRT |
| Major Highway with Planned BRT | Primary Residential |
| Parkway (Planned) with Planned BRT | Business (Planned) |
| Arterial (Planned) with Planned BRT | Business |
| Arterial | |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

0 1.5 Miles

- | | |
|--------------------------------|---------------------------|
| Major Highway | Primary Residential |
| Major Highway with Planned BRT | Business (Planned) |
| Arterial | Business |
| Arterial with Planned BRT | Business with Planned BRT |
| Primary Residential (Planned) | |

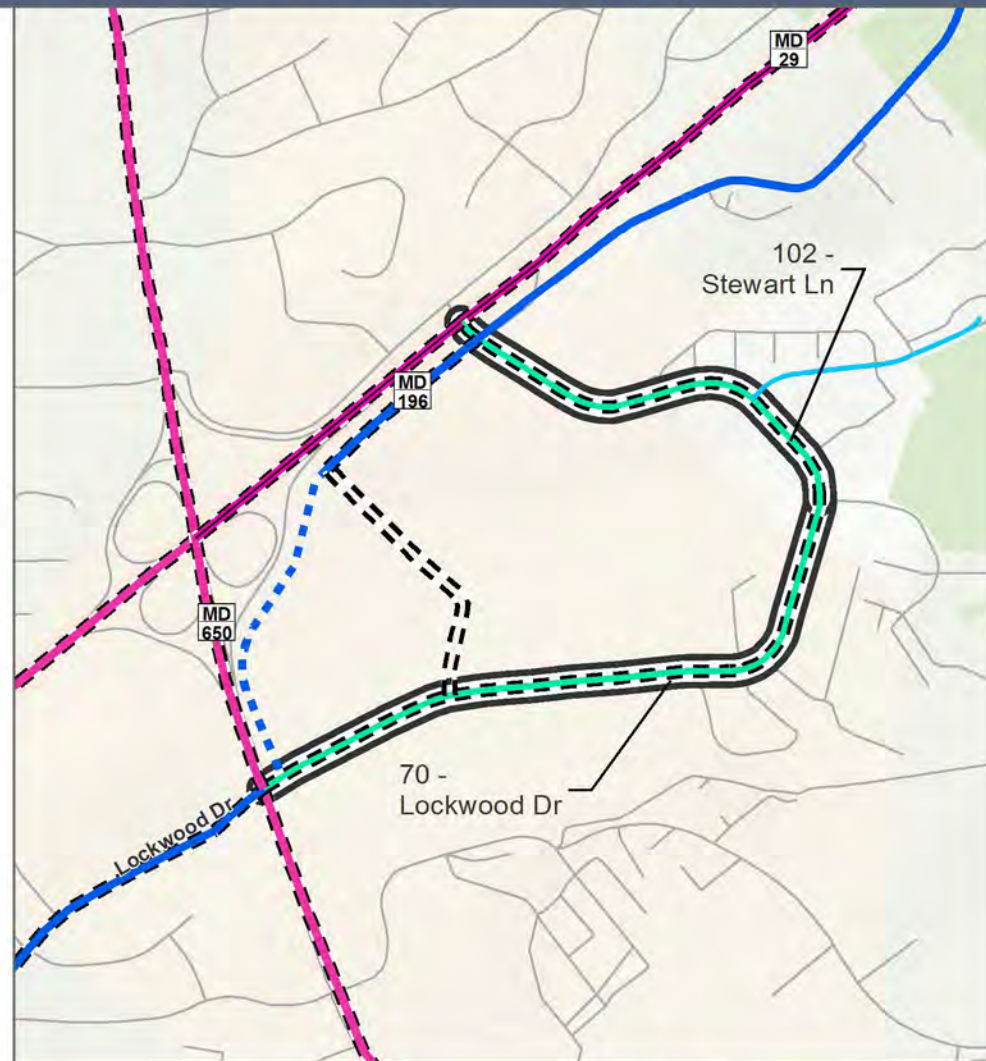
- | | |
|--------------------------------|---------------------------|
| Major Highway | Primary Residential |
| Major Highway with Planned BRT | Business (Planned) |
| Arterial with Planned BRT | Business |
| Minor Arterial | Business with Planned BRT |
| Primary Residential (Planned) | |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



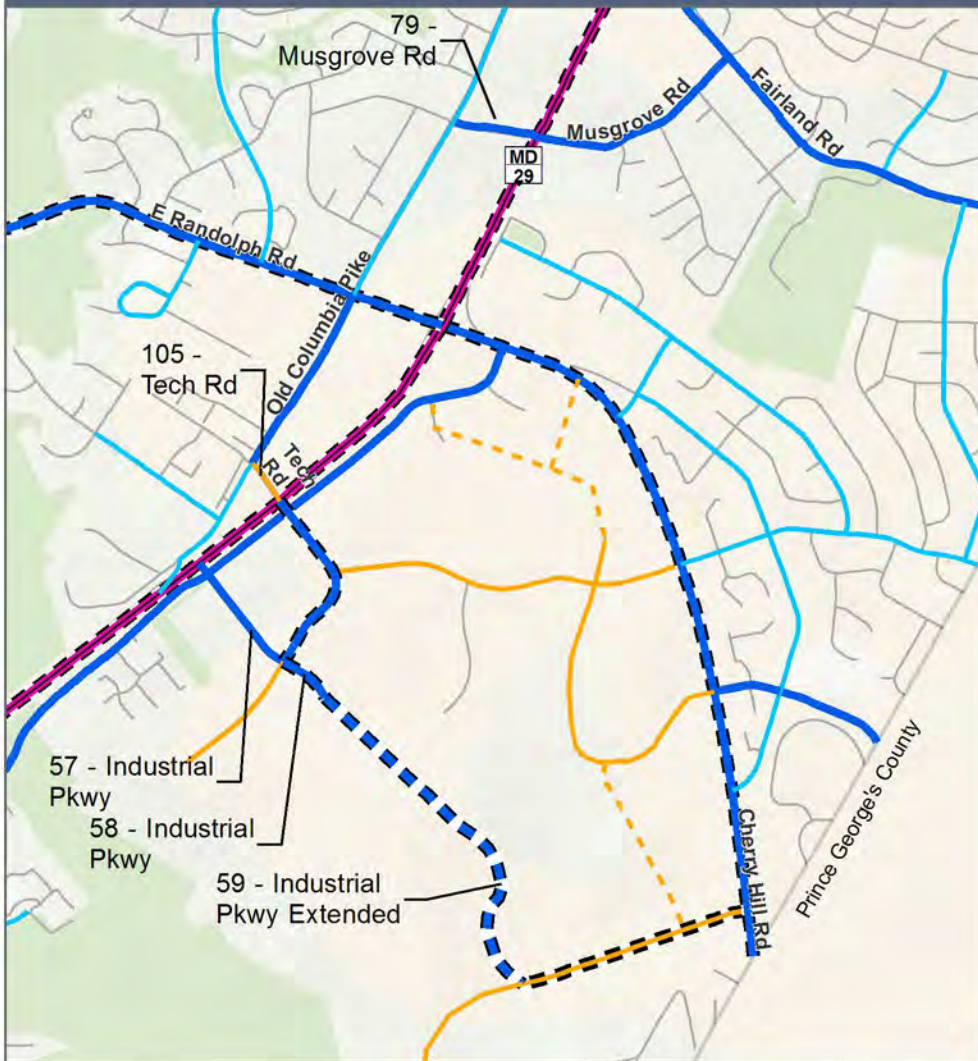
Proposed Classification(s)

- 0 0.7 Miles
- ▬▬▬ Planned BRT
 - ▬▬▬ Controlled Major Highway with Planned BRT
 - ▬▬▬ Major Highway with Planned BRT
 - ▬▬▬ Arterial (Planned)
 - ▬ Arterial
 - ▬▬▬ Arterial with Planned BRT
 - ▬ Primary Residential

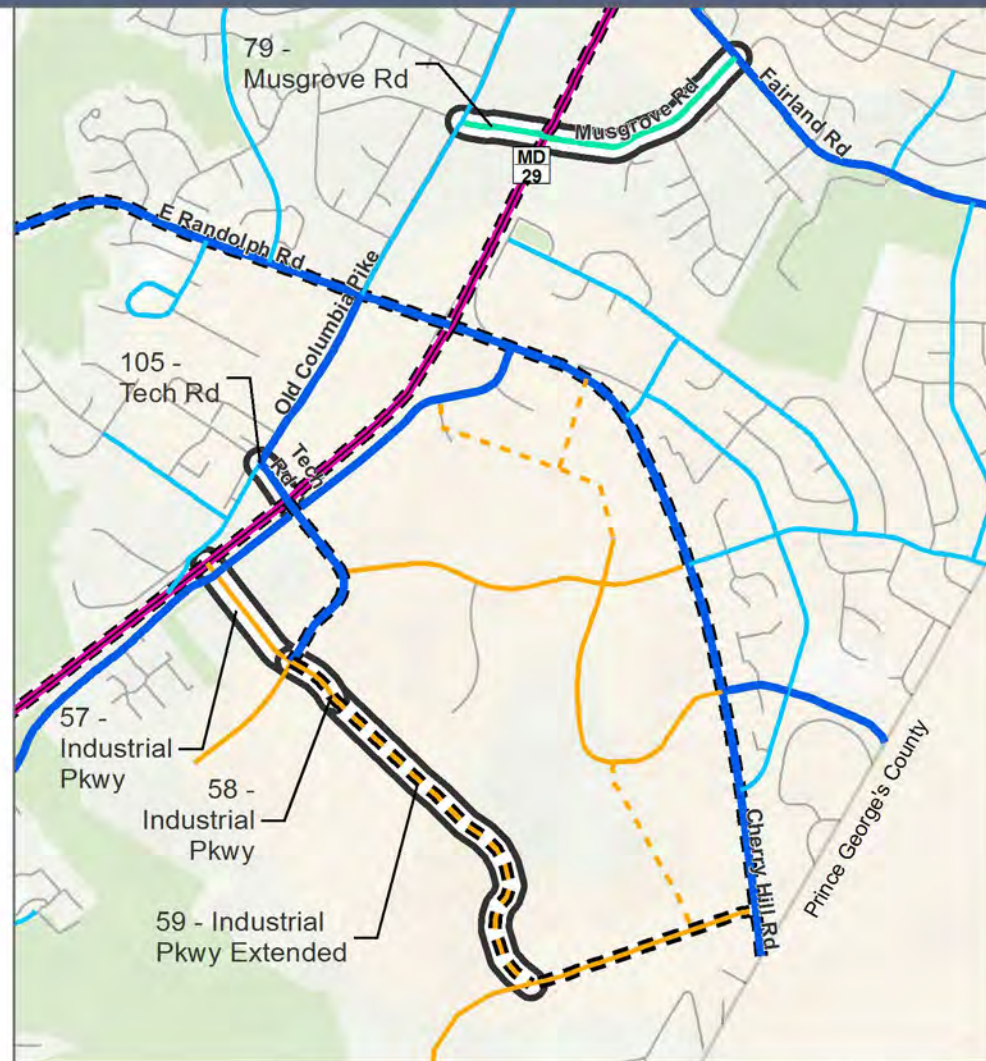
- ▬▬▬ Planned BRT
- ▬▬▬ Controlled Major Highway with Planned BRT
- ▬▬▬ Major Highway with Planned BRT
- ▬▬▬ Arterial (Planned)
- ▬ Arterial
- ▬▬▬ Arterial with Planned BRT
- ▬▬▬ Minor Arterial with Planned BRT
- ▬ Primary Residential



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

0 1 Miles

- Controlled Major Highway with Planned BRT
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential
- Business (Planned)
- Business
- Business with Planned BRT

- Controlled Major Highway with Planned BRT
- Arterial (Planned) with Planned BRT
- Arterial
- Arterial with Planned BRT
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business (Planned) with Planned BRT
- Business
- Business with Planned BRT



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

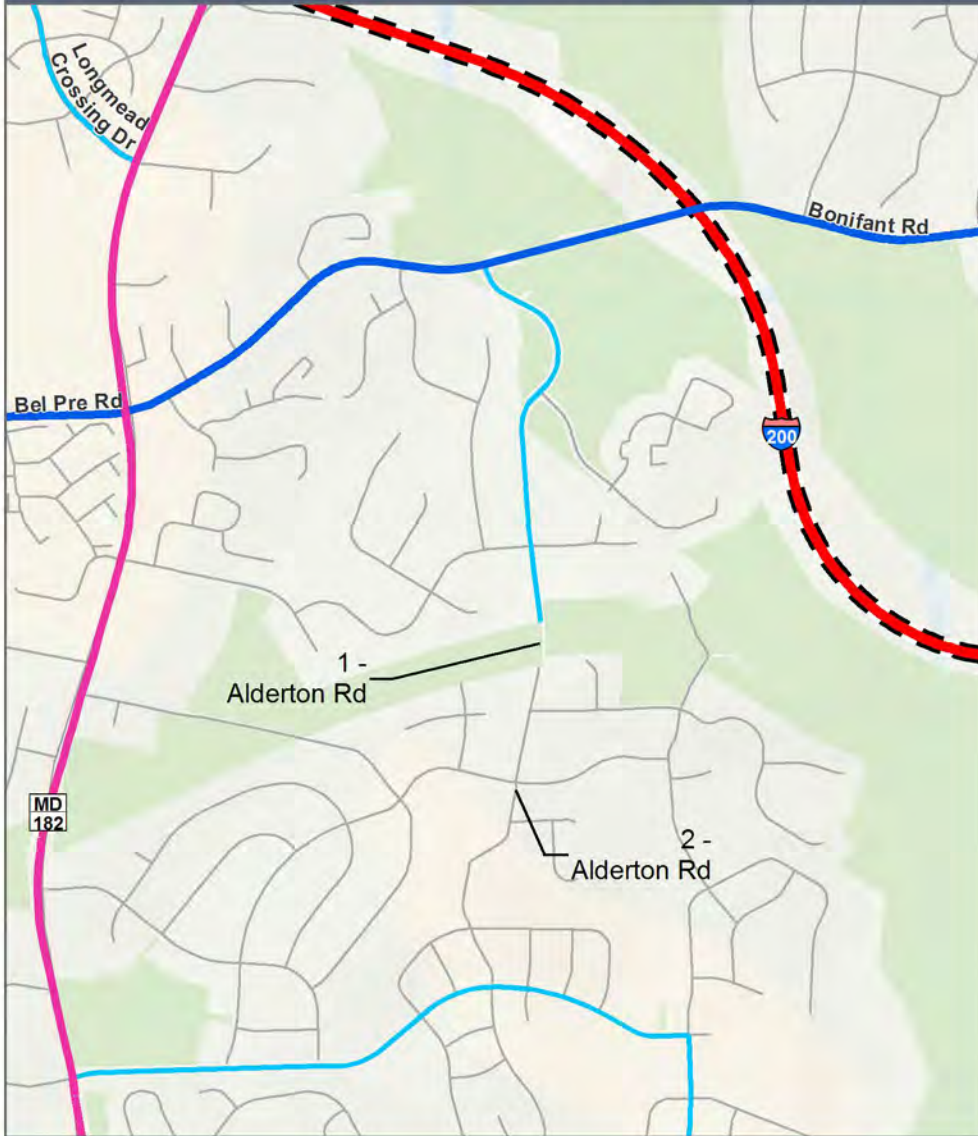
0 1 Miles

- Freeway with Planned BRT
- Controlled Major Highway with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential (Planned)
- Primary Residential
- Industrial

- Freeway with Planned BRT
- Controlled Major Highway with Planned BRT
- Arterial
- Arterial with Planned BRT
- Primary Residential (Planned)
- Primary Residential
- Business
- Industrial
- Minor Arterial



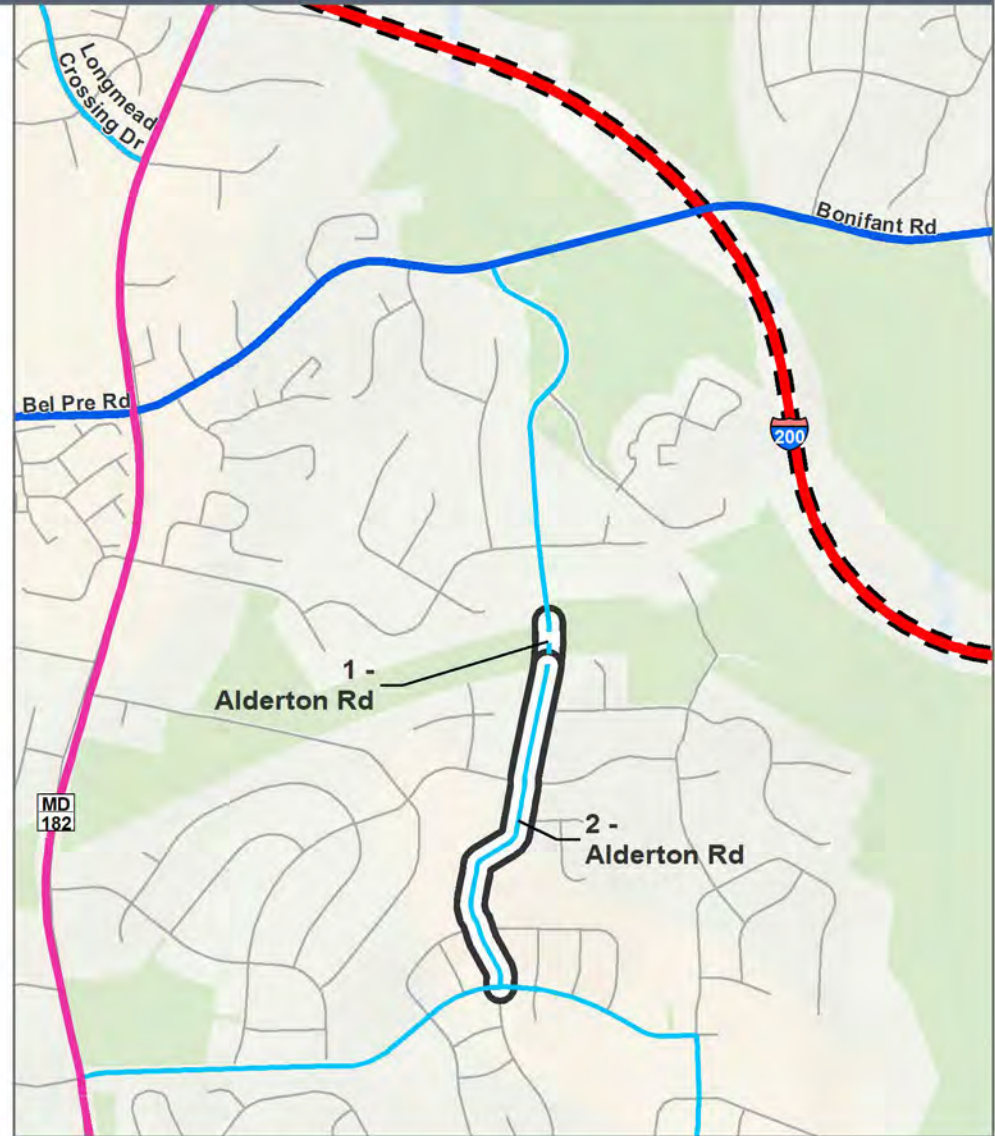
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 1 Miles

-  Freeway with Planned BRT
-  Major Highway
-  Arterial
-  Primary Residential

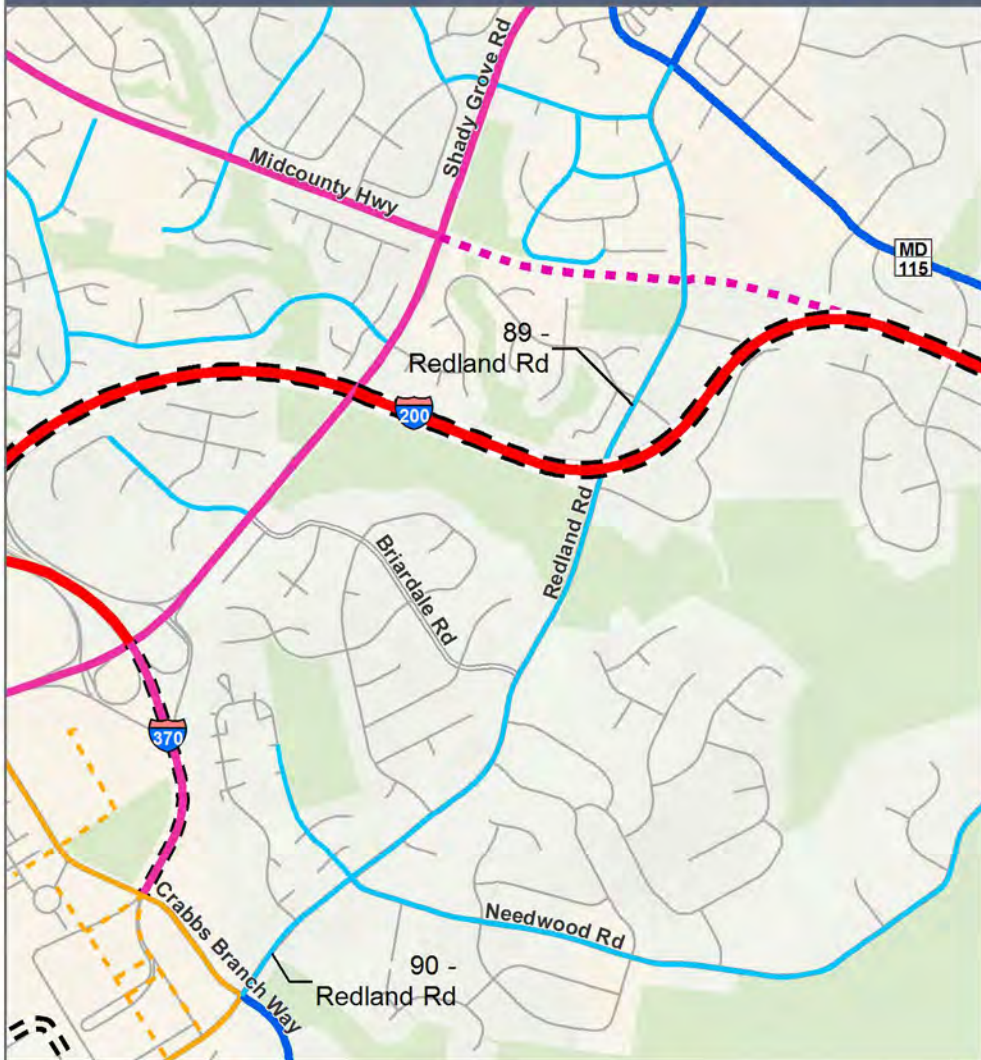


Proposed Classification(s)

-  Freeway with Planned BRT
-  Major Highway
-  Arterial
-  Primary Residential (Planned)
-  Primary Residential



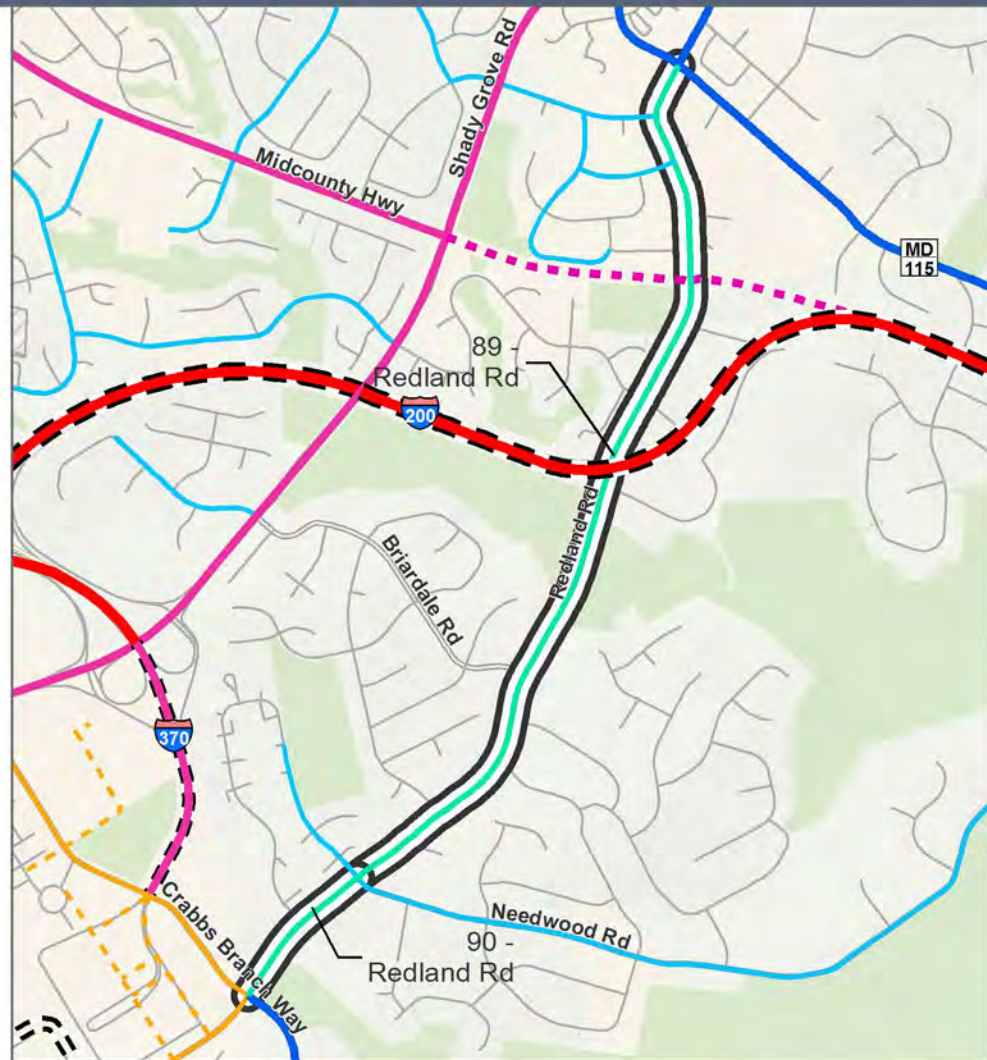
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 1 Miles

- === Planned BRT
- == Freeway
- Freeway with Planned BRT
- Major Highway (Planned)
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Primary Residential
- Business (Planned)
- Business

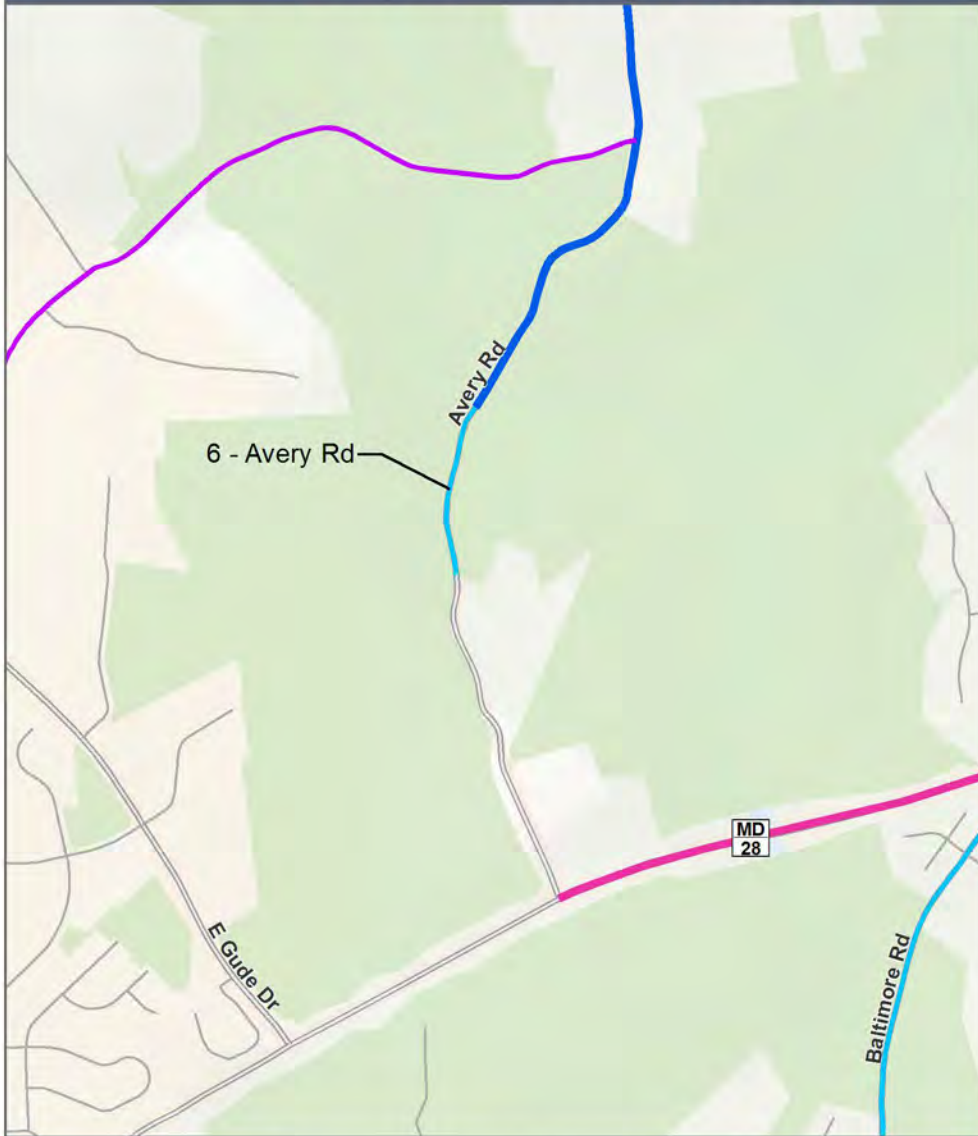


Proposed Classification(s)

- === Planned BRT
- == Freeway
- Freeway with Planned BRT
- Major Highway (Planned)
- Major Highway
- Major Highway with Planned BRT
- Arterial
- Minor Arterial
- Primary Residential
- Business (Planned)
- Business



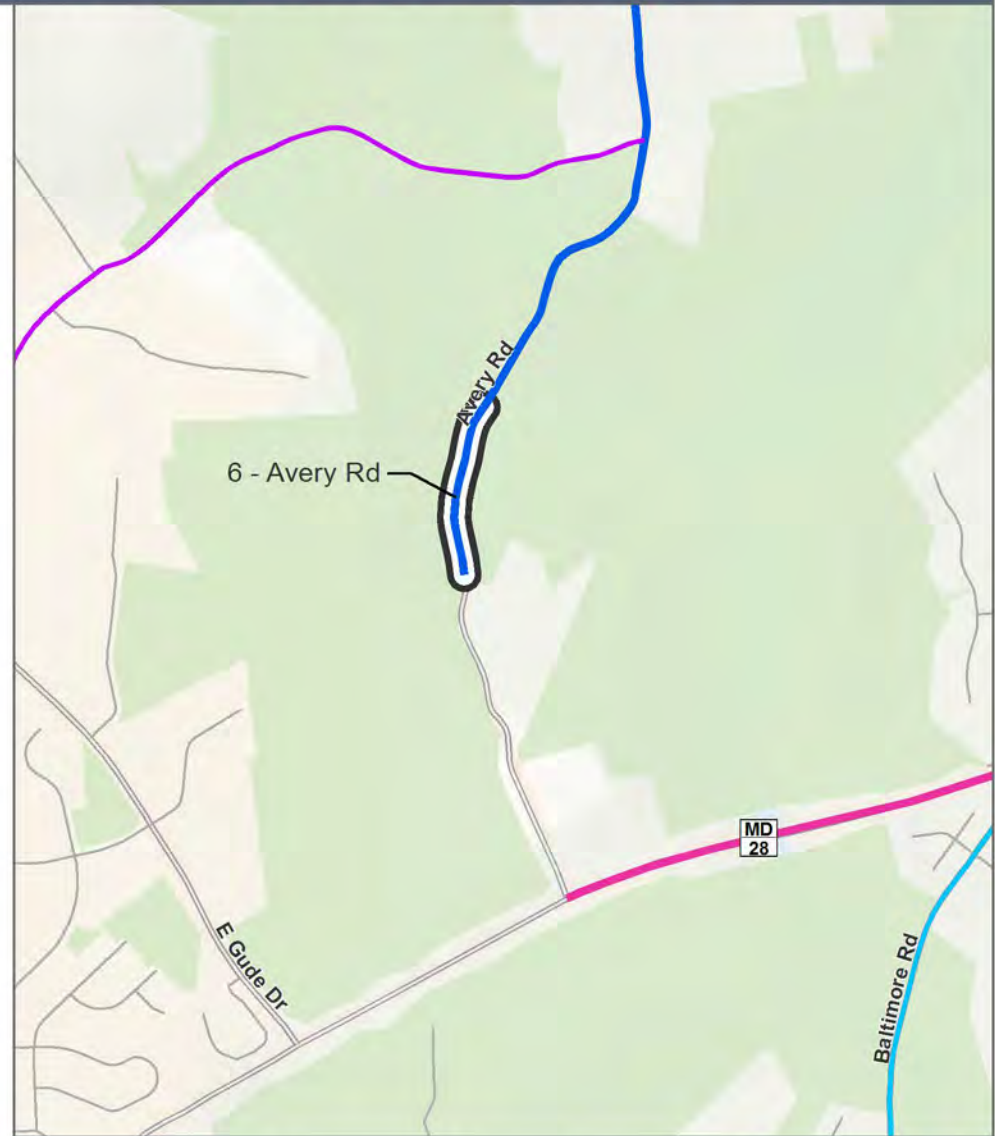
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 1 Miles

- Major Highway
- Arterial
- Primary Residential
- Industrial

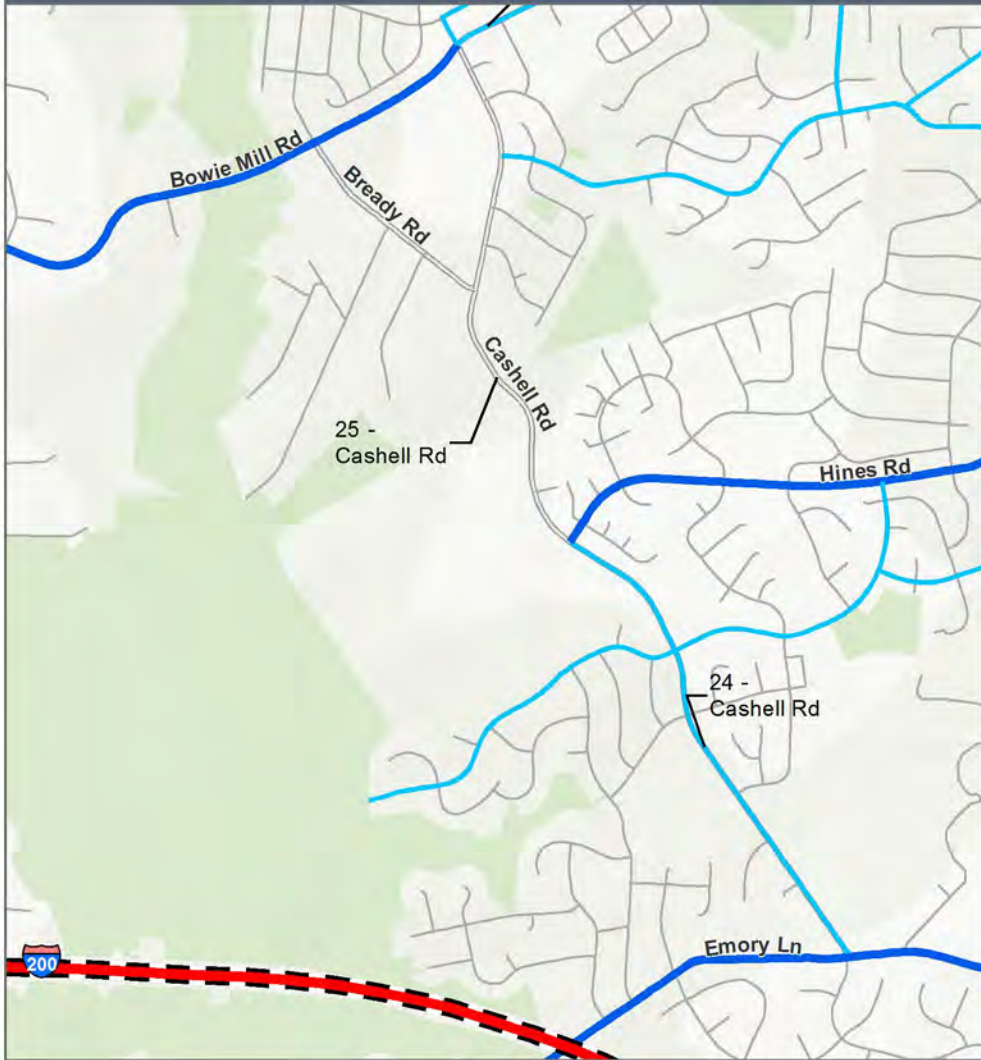


Proposed Classification(s)

- Major Highway
- Arterial
- Primary Residential
- Industrial



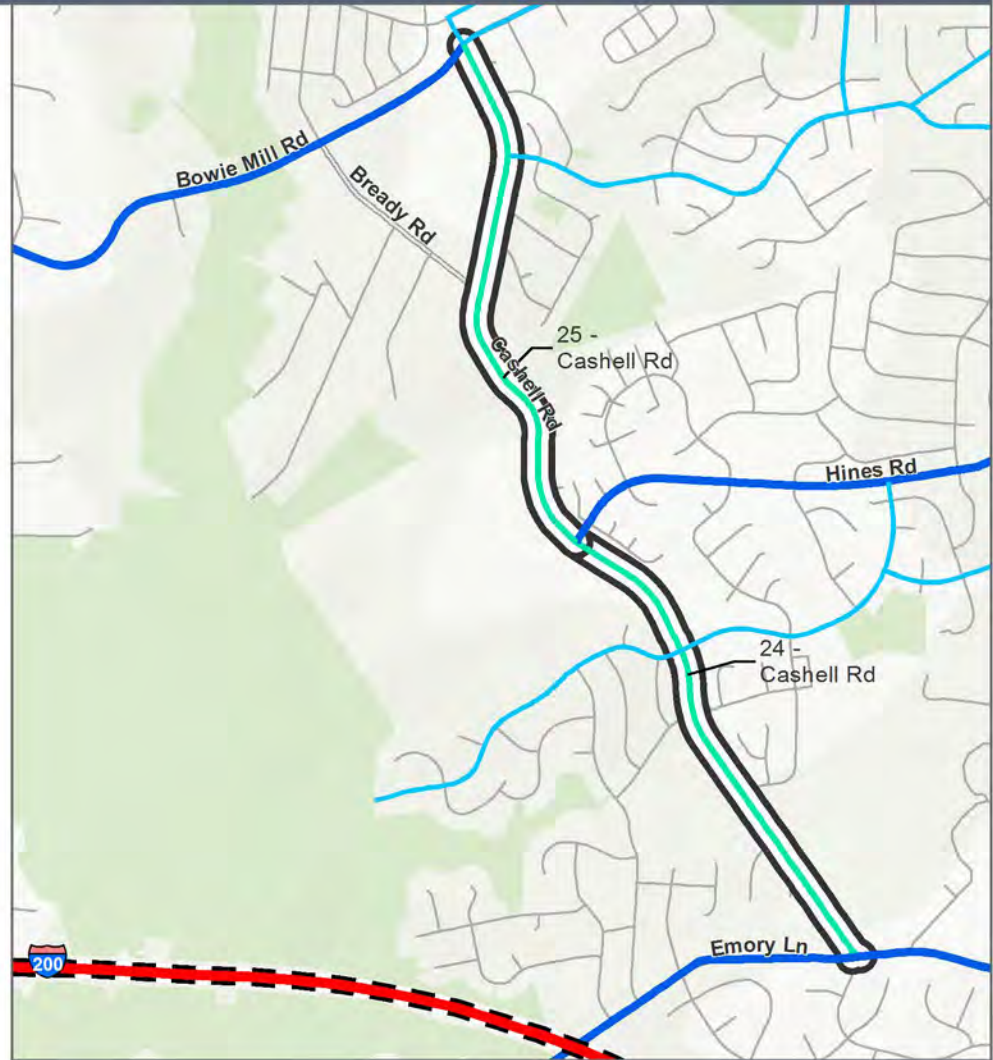
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 1.5 Miles

- Freeway with Planned BRT
- Arterial
- Primary Residential

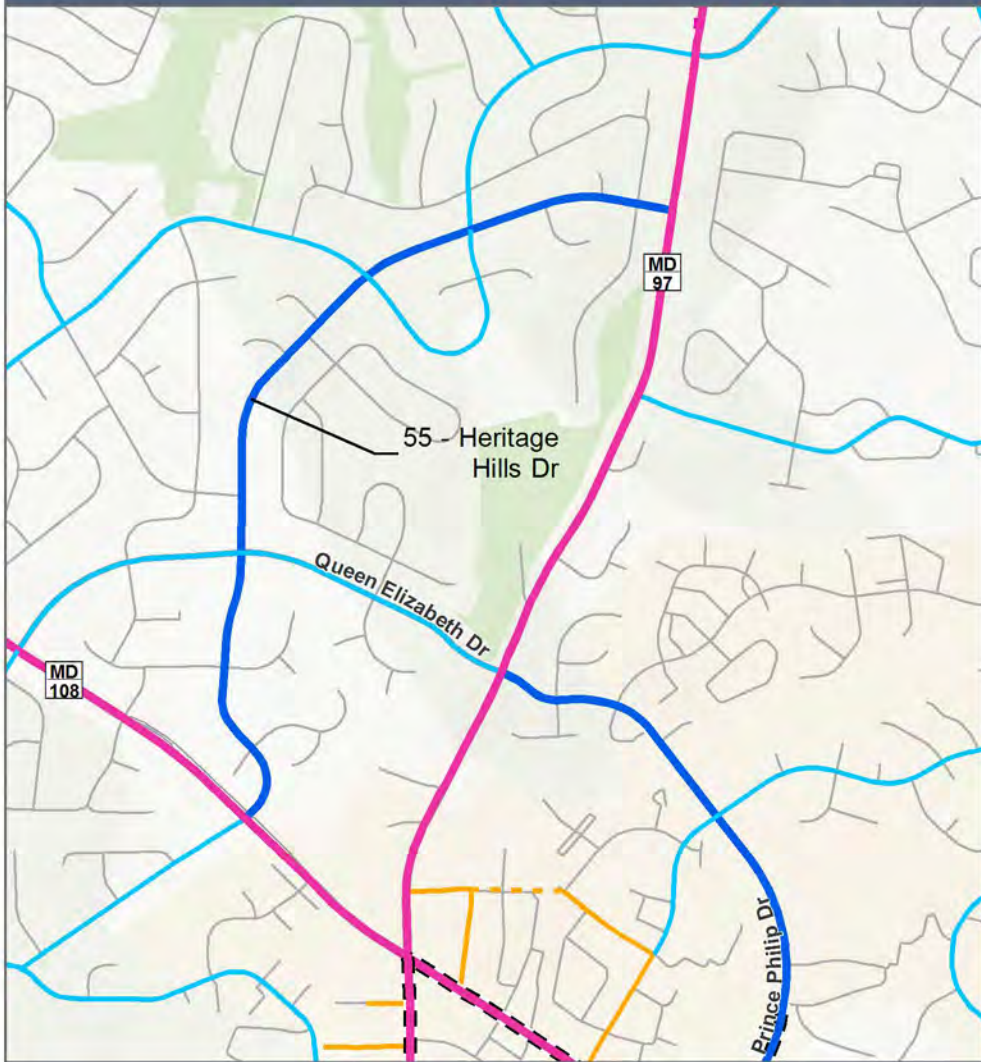


Proposed Classification(s)

- Freeway with Planned BRT
- Arterial
- Minor Arterial
- Primary Residential



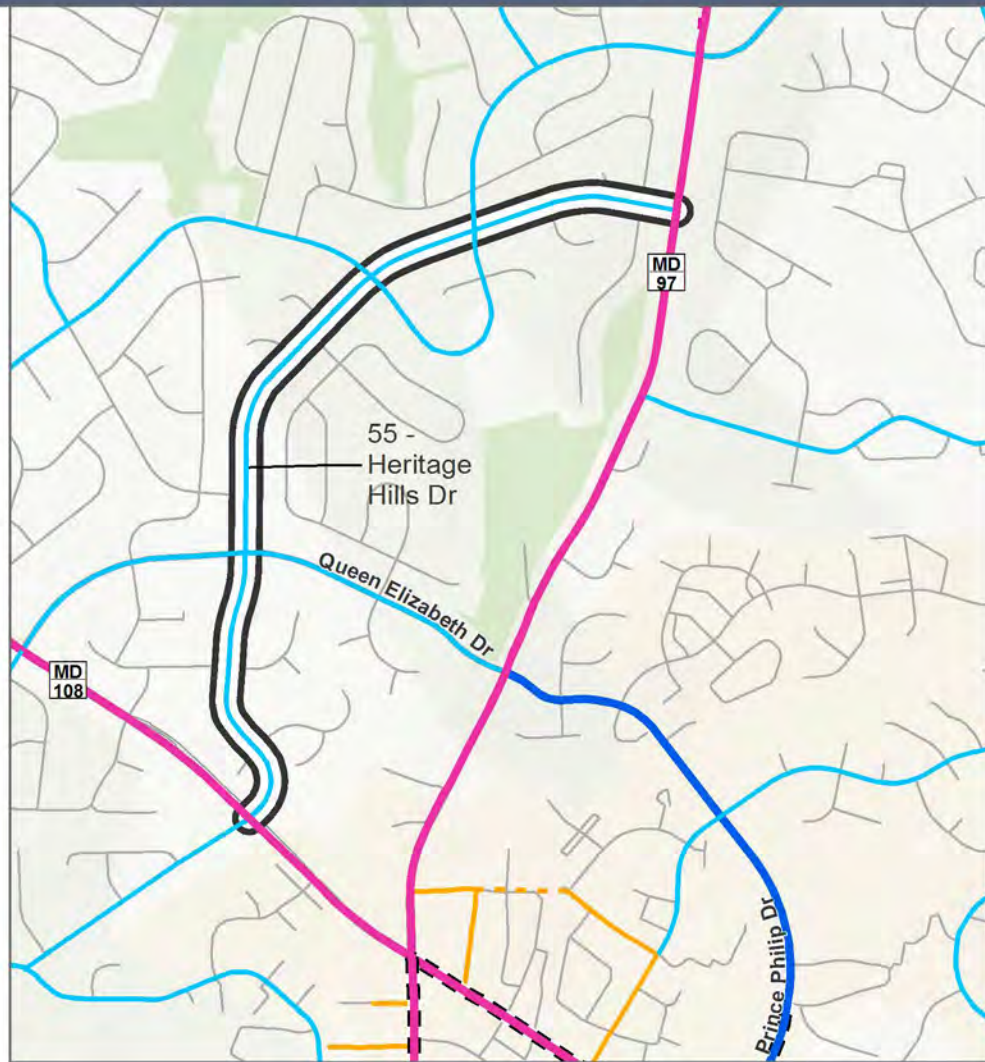
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 1 Miles

- Major Highway (Planned)
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Arterial with Planned BRT
- Primary Residential
- - - Business (Planned)
- Business



Proposed Classification(s)

- Major Highway (Planned)
- Major Highway
- - - Major Highway with Planned BRT
- Arterial
- - - Arterial with Planned BRT
- Primary Residential
- - - Business (Planned)
- Business



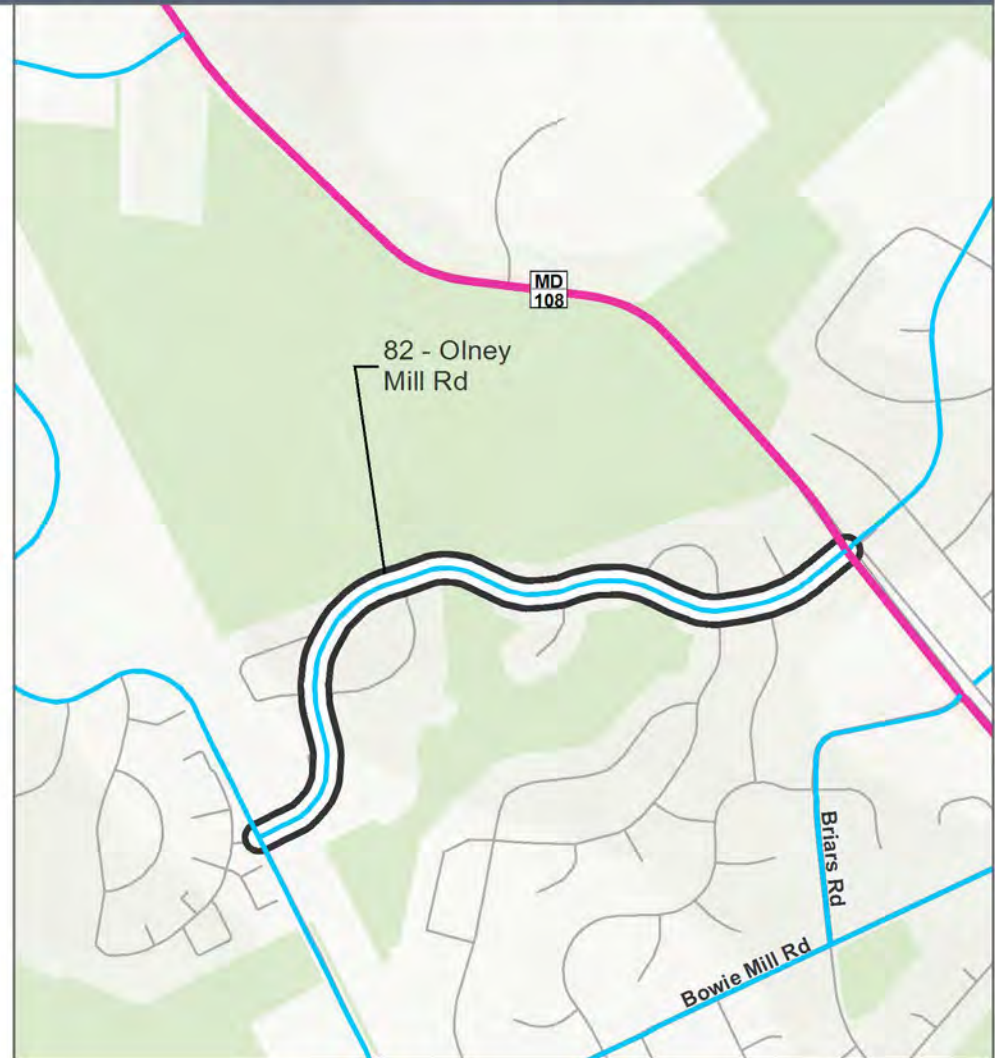
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 0.8 Miles

Major Highway Primary Residential

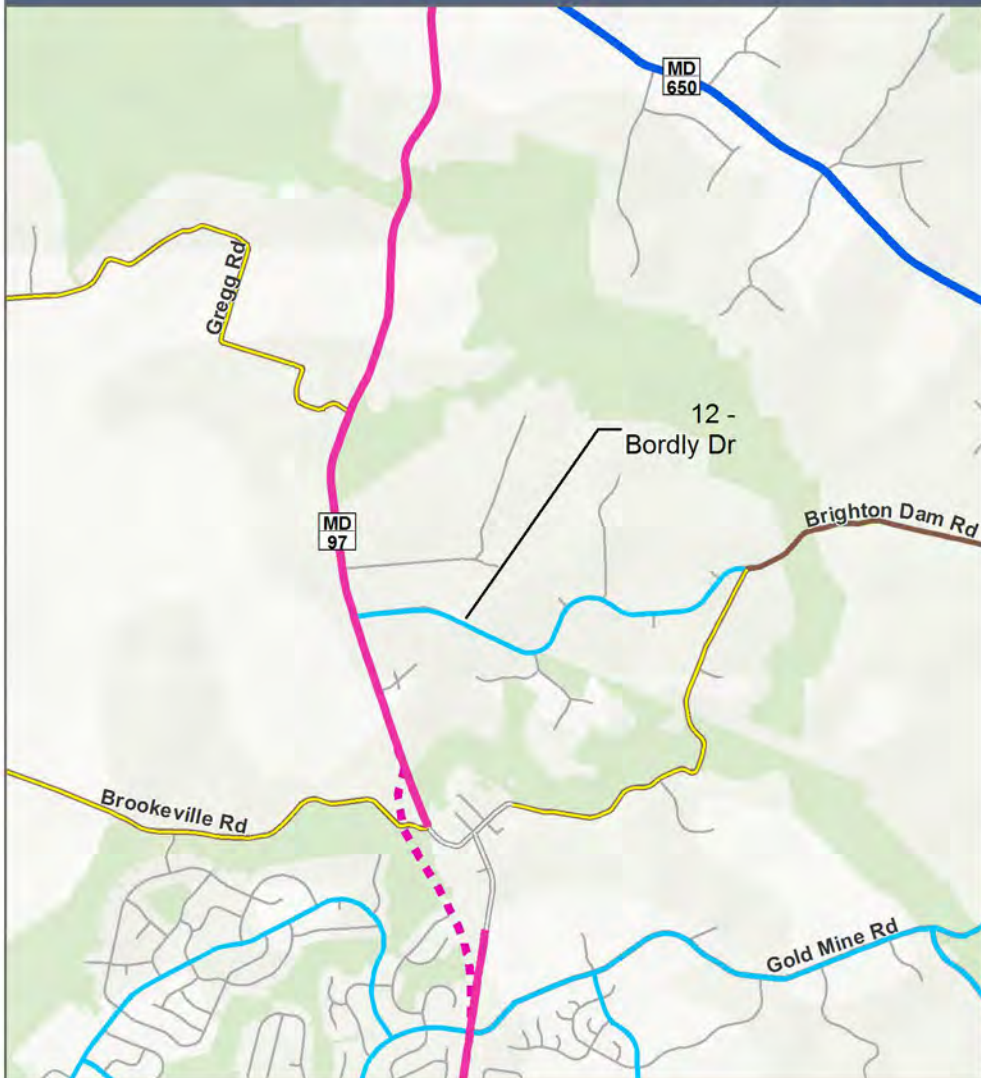


Proposed Classification(s)

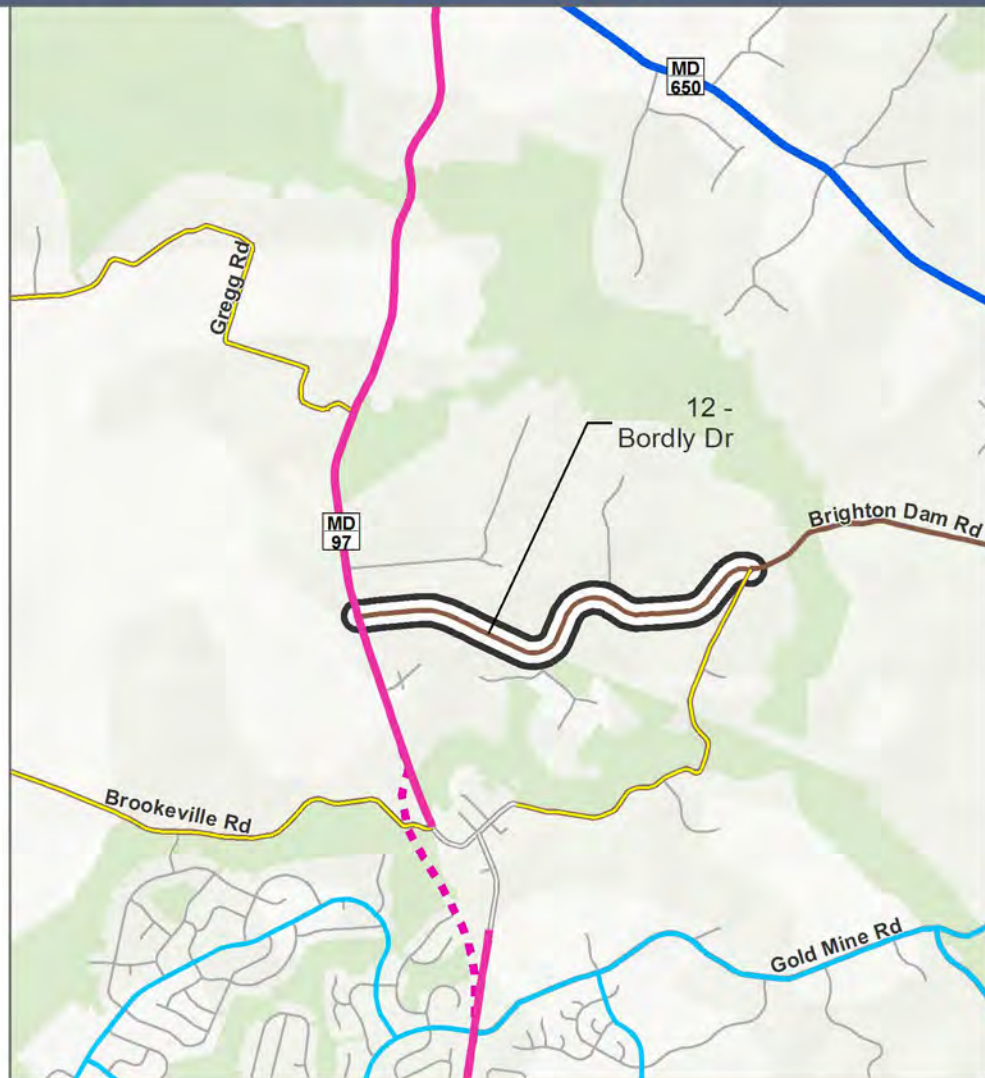
Major Highway Primary Residential



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

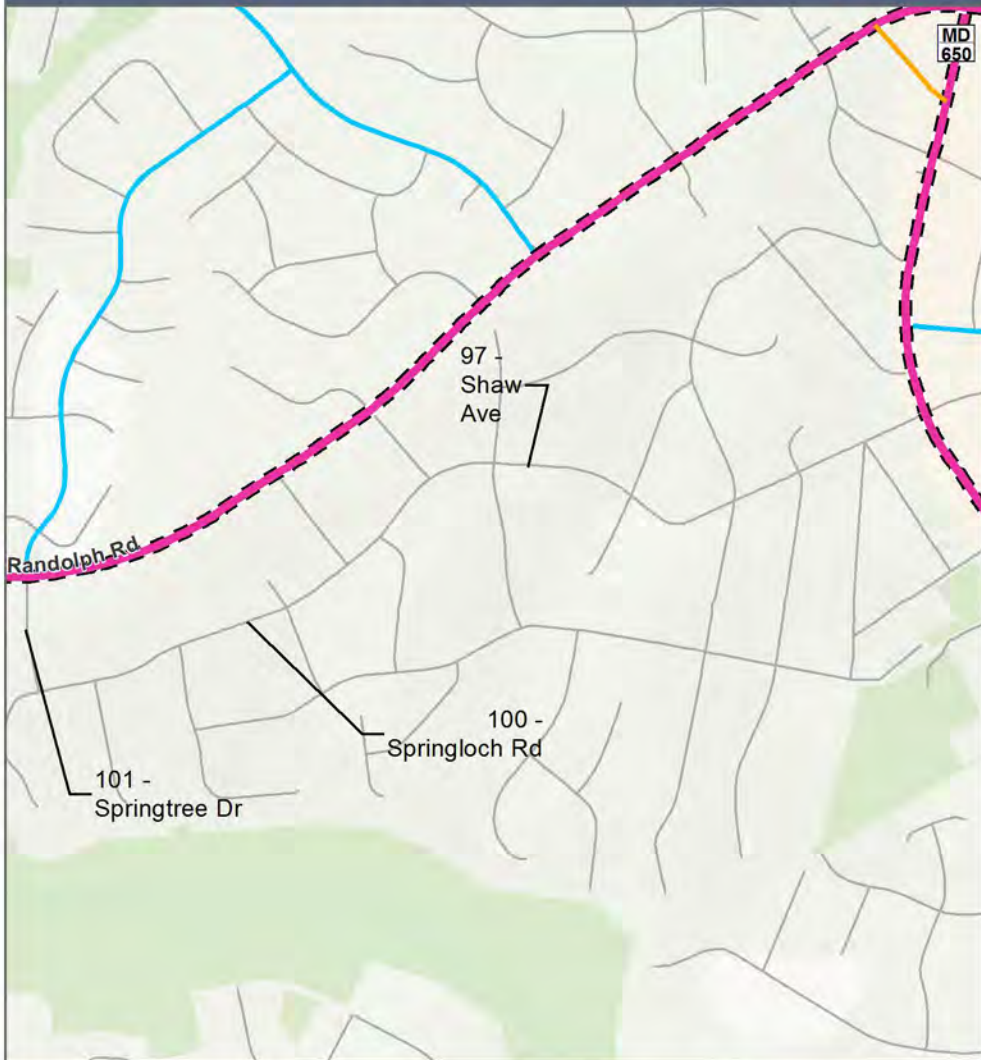
0 2.5 Miles

- - - Major Highway (Planned)
- Major Highway
- Arterial
- Primary Residential
- Country Road
- Rustic Road

- - - Major Highway (Planned)
- Major Highway
- Arterial
- Primary Residential
- Country Road
- Rustic Road



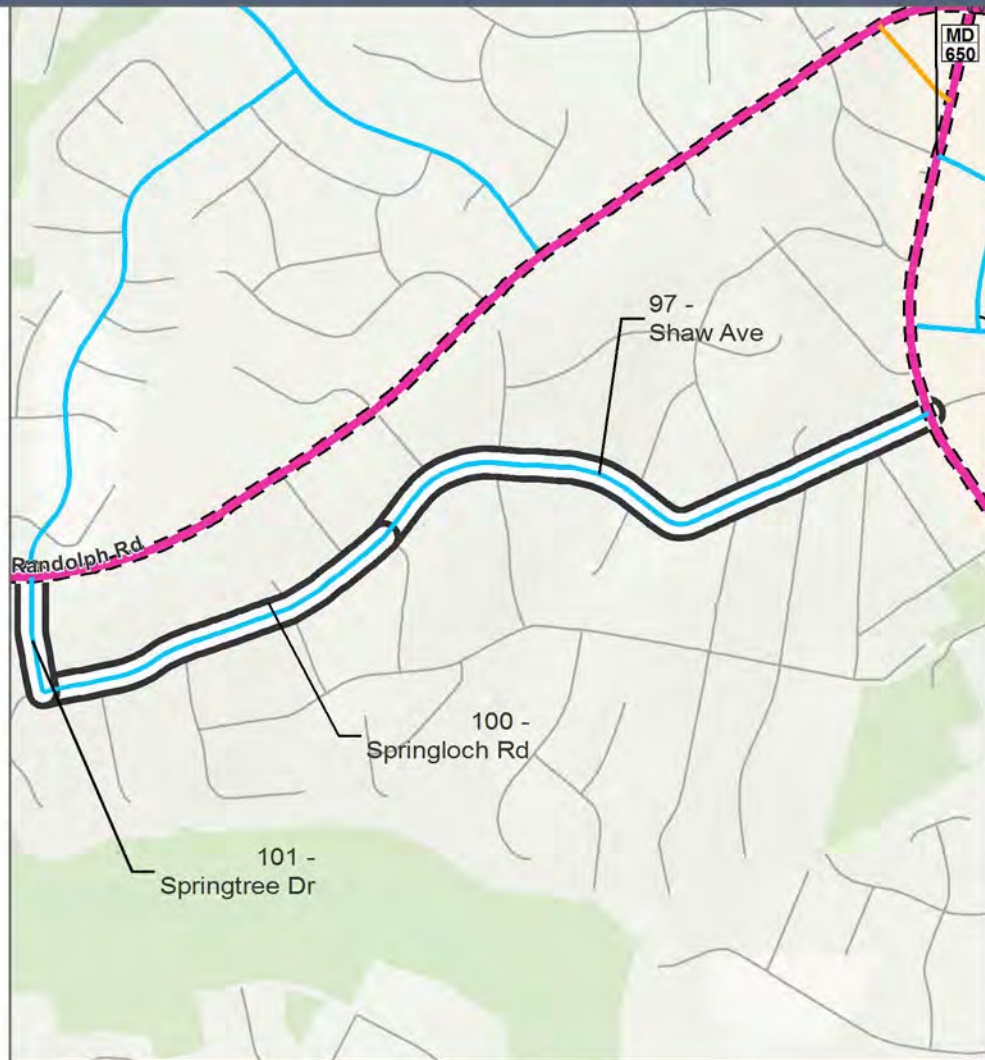
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 0.85 Miles

- Major Highway with Planned BRT
- Business
- Primary Residential

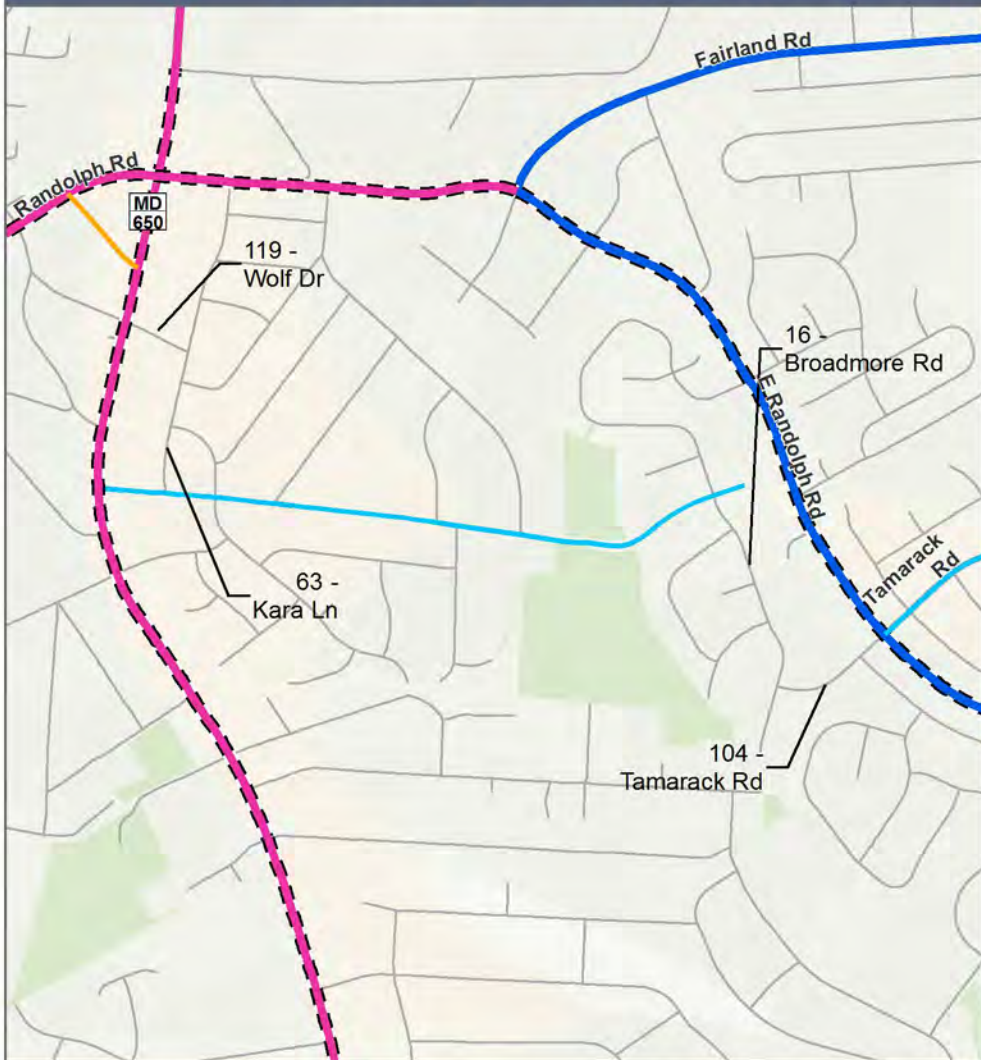


Proposed Classification(s)

- Major Highway with Planned BRT
- Business
- Primary Residential



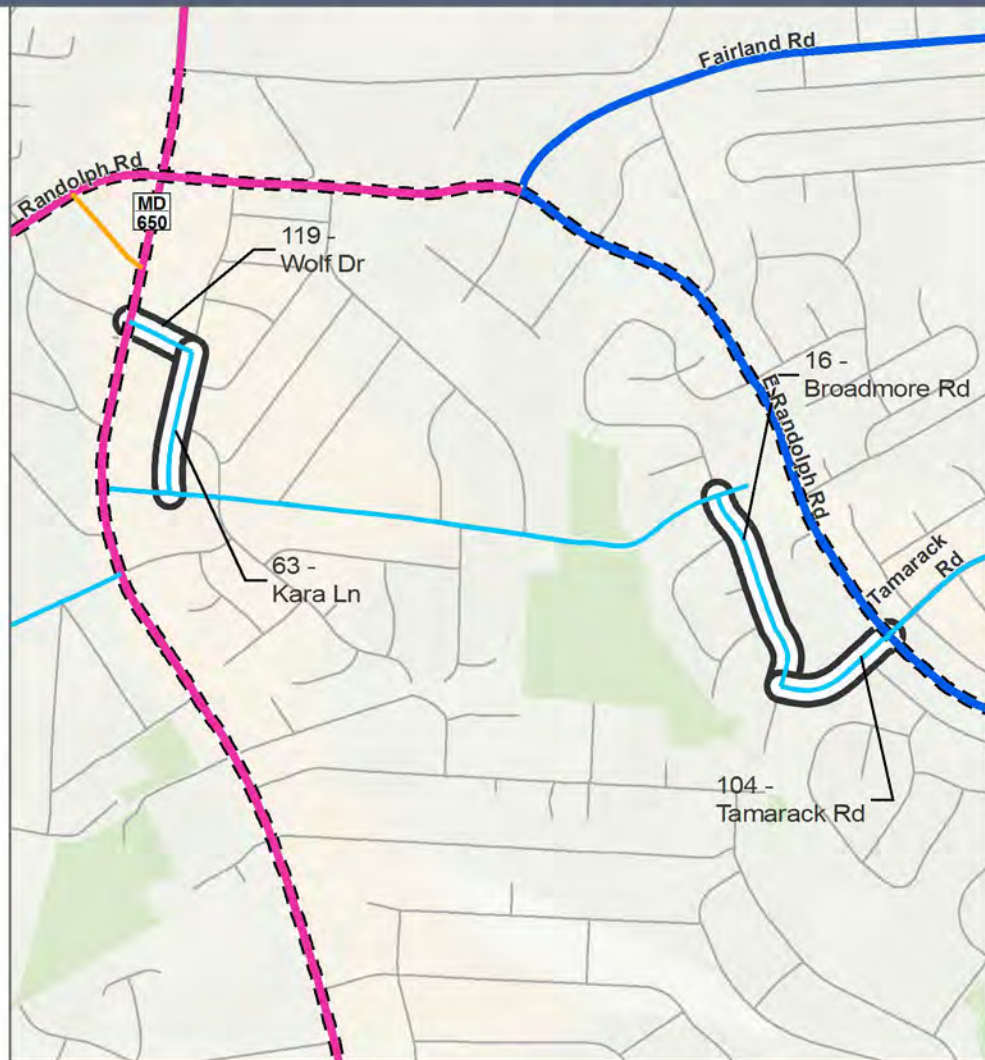
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 0.85 Miles

- Major Highway
- Major Highway with Planned BRT
- Arterial with Planned BRT
- Primary Residential
- Arterial
- Business

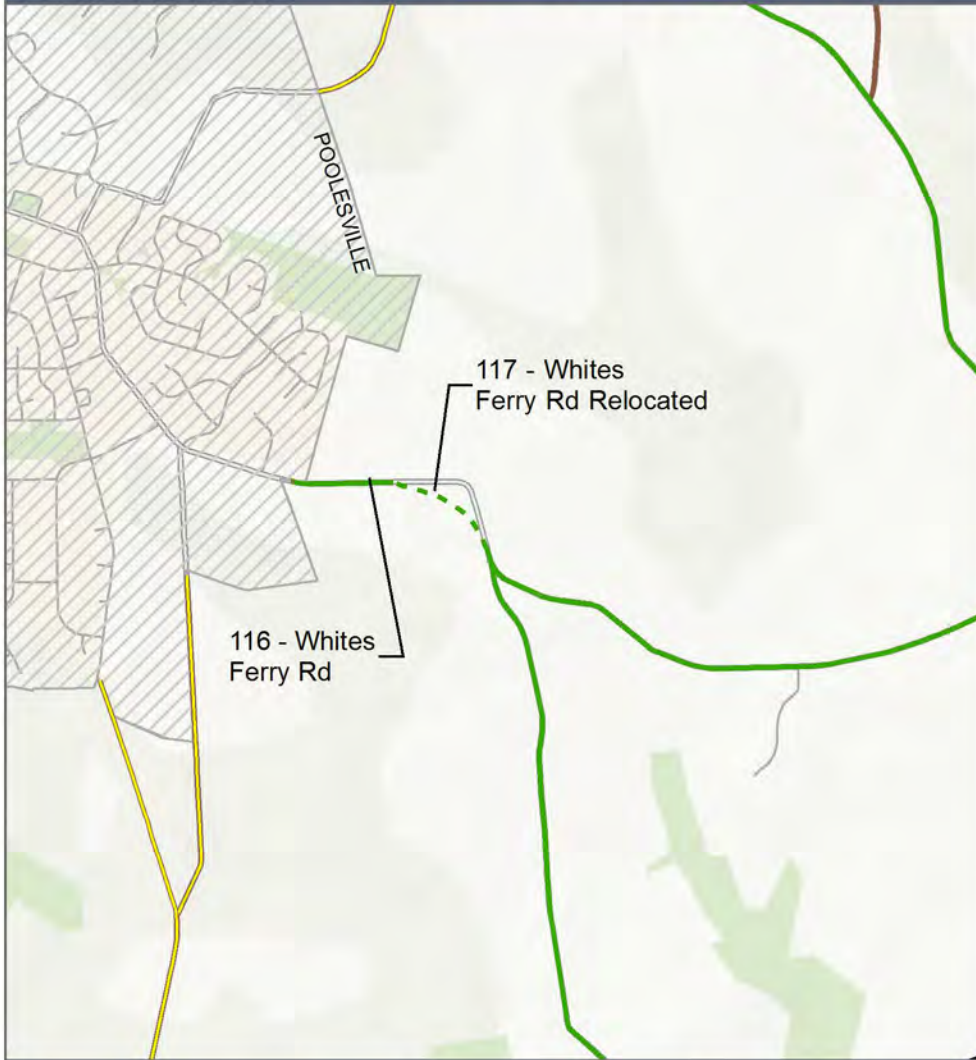


Proposed Classification(s)

- Major Highway
- Major Highway with Planned BRT
- Arterial with Planned BRT
- Primary Residential
- Arterial
- Business



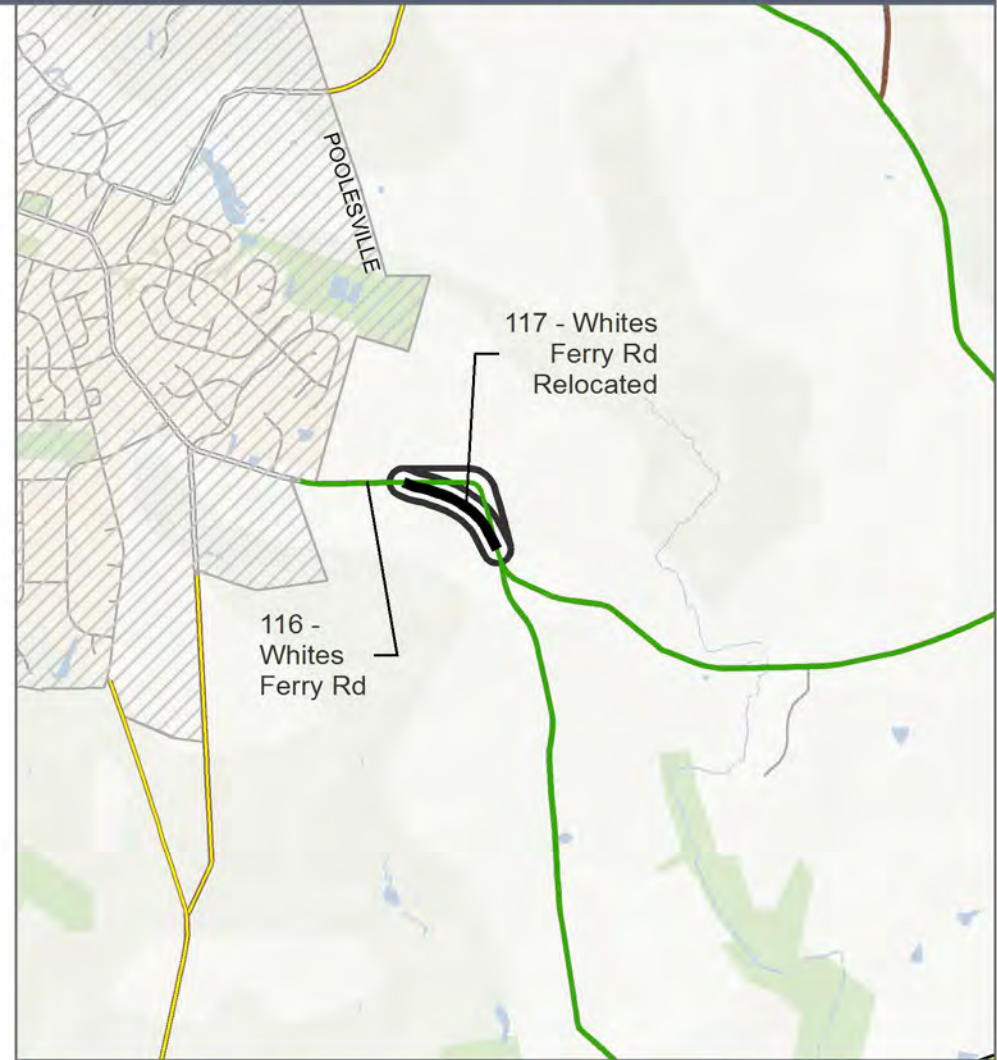
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 2 Miles

- Country Arterial (Planned)
- Country Arterial
- Country Road
- Rustic Road
- Exceptional Rustic Road

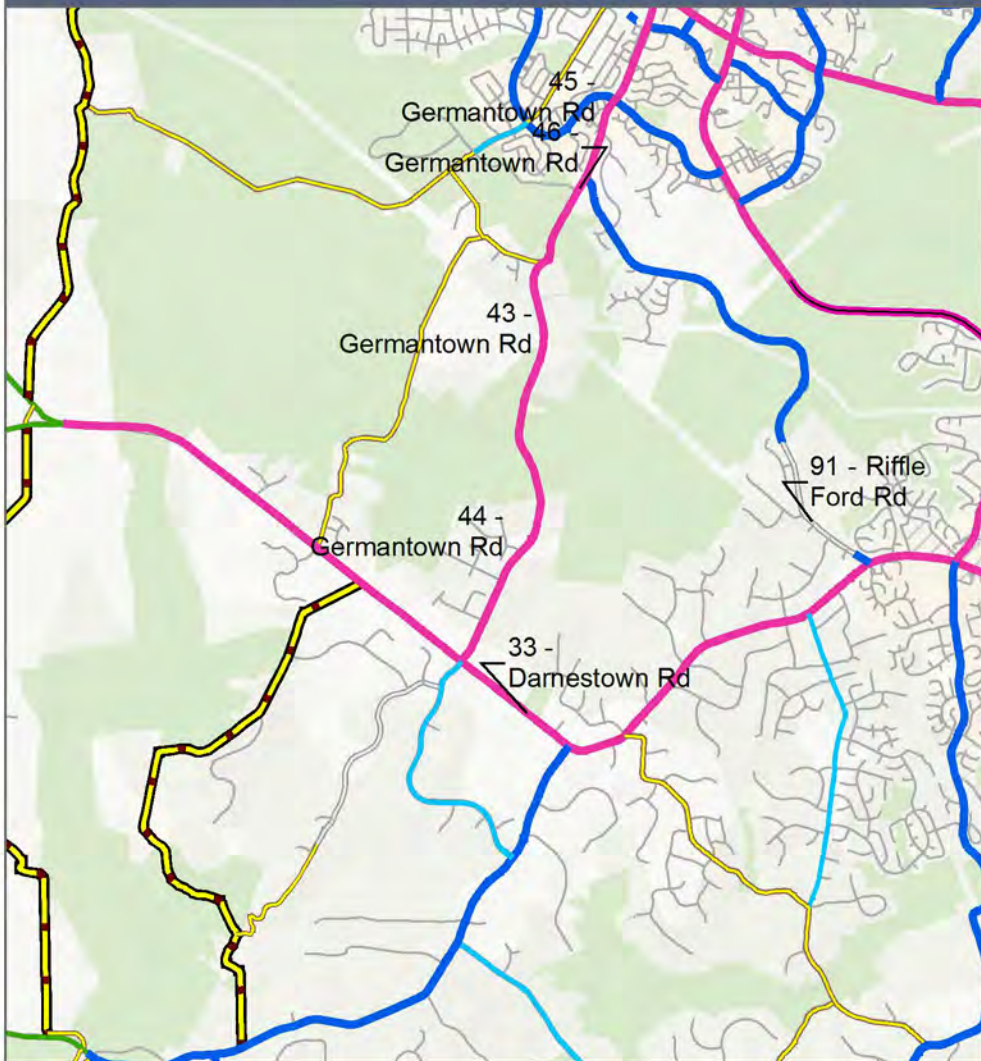


Proposed Classification(s)

- To be removed
- Country Arterial
- Country Road
- Rustic Road
- Exceptional Rustic Road



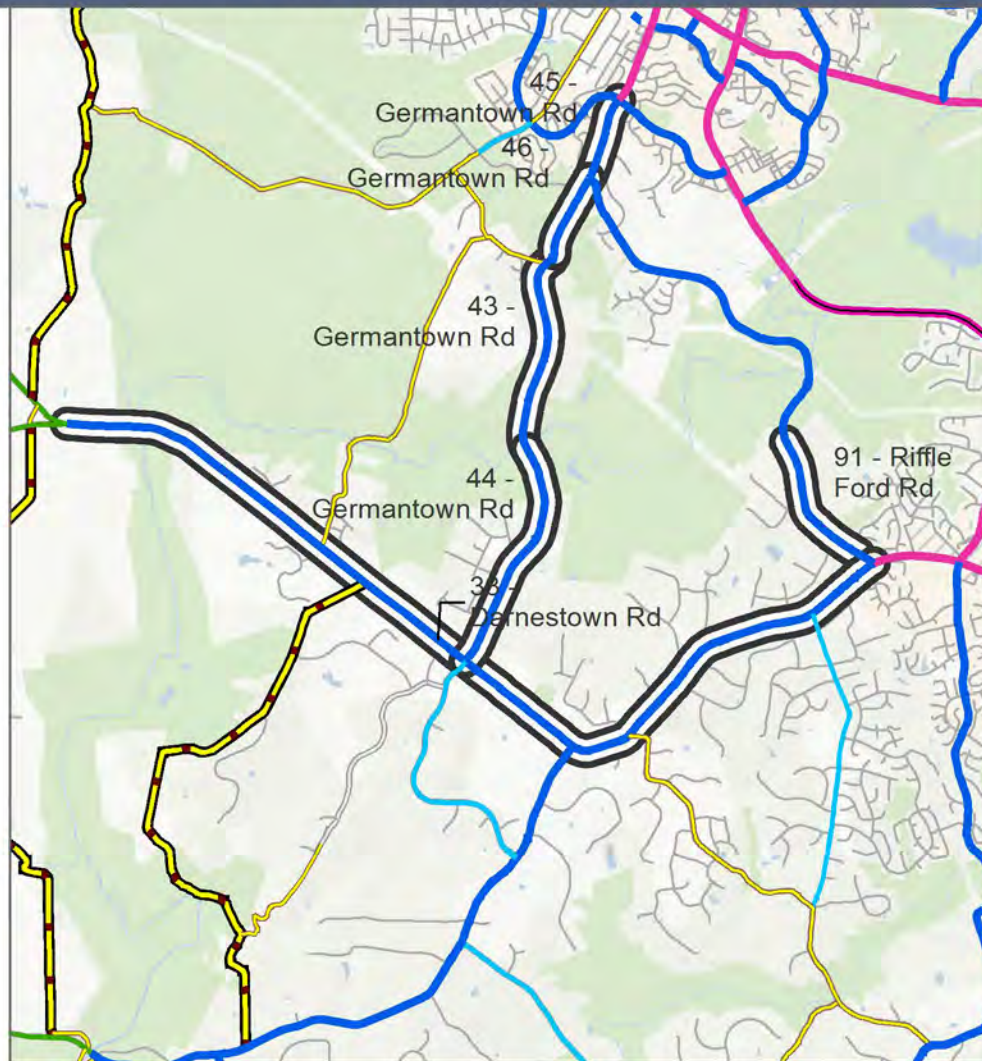
Master Plan of Highways - Proposed Classification Changes



Current Classification(s)

0 4 Miles

- Controlled Major Highway
- Major Highway
- Arterial (Planned)
- Arterial
- Primary Residential
- Country Arterial
- Rustic Road
- Exceptional Rustic Road

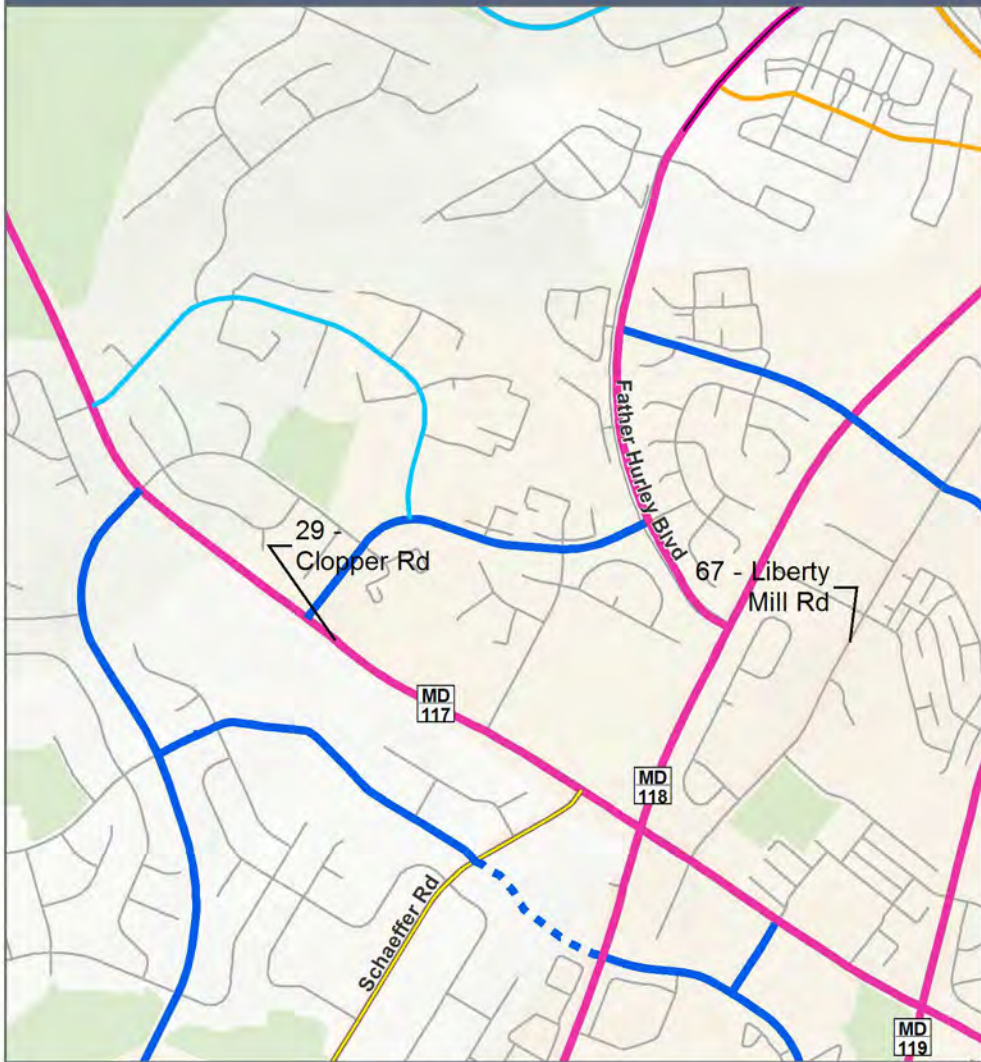


Proposed Classification(s)

- Controlled Major Highway
- Major Highway
- Arterial (Planned)
- Arterial
- Primary Residential
- Country Arterial
- Rustic Road
- Exceptional Rustic Road



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

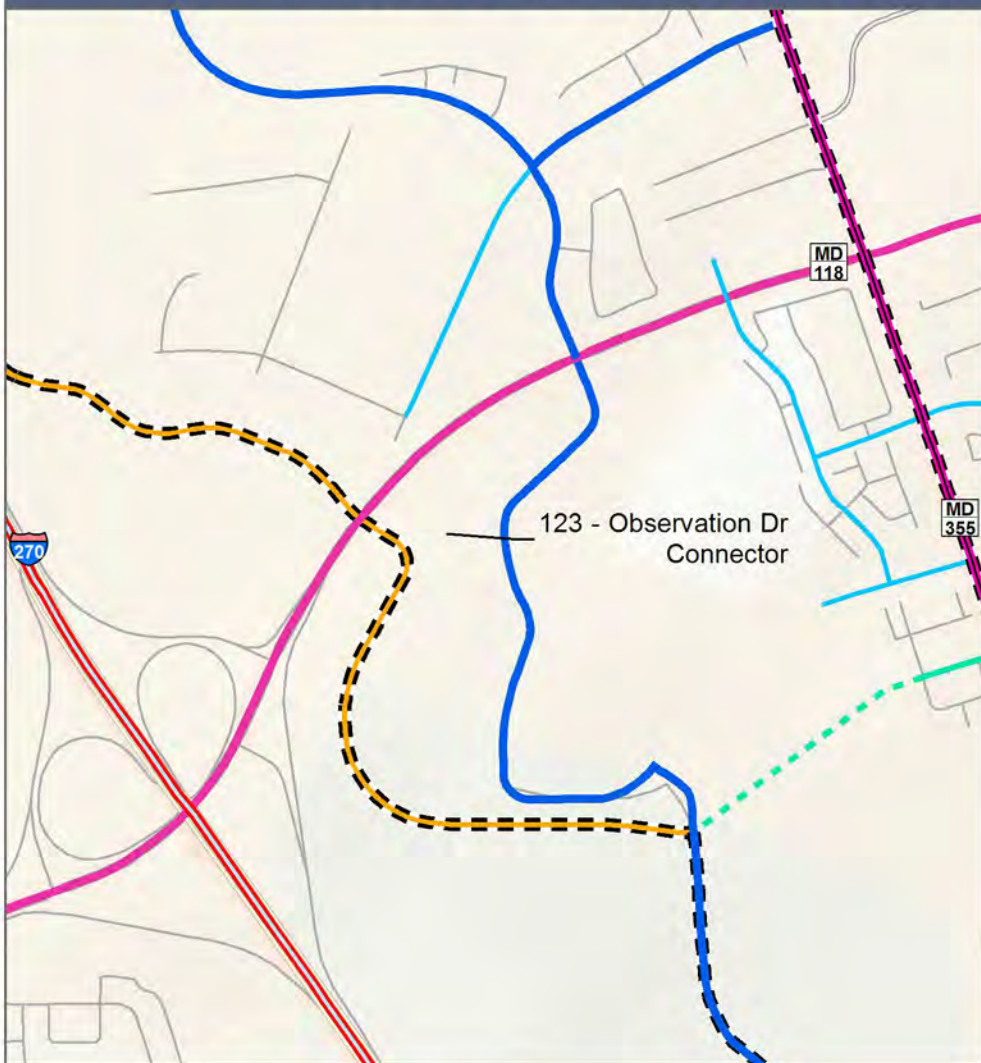
0 1 Miles

- Controlled Major Highway
- Major Highway
- Arterial
- Primary Residential
- Business
- Rustic Road
- - - Arterial (Planned)

- Controlled Major Highway
- Major Highway
- Arterial
- Primary Residential
- Business
- Rustic Road
- - - Arterial (Planned)



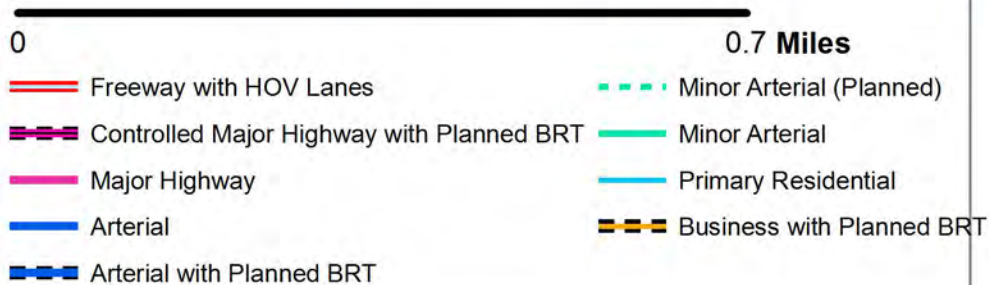
Master Plan of Highways - Proposed Classification Changes



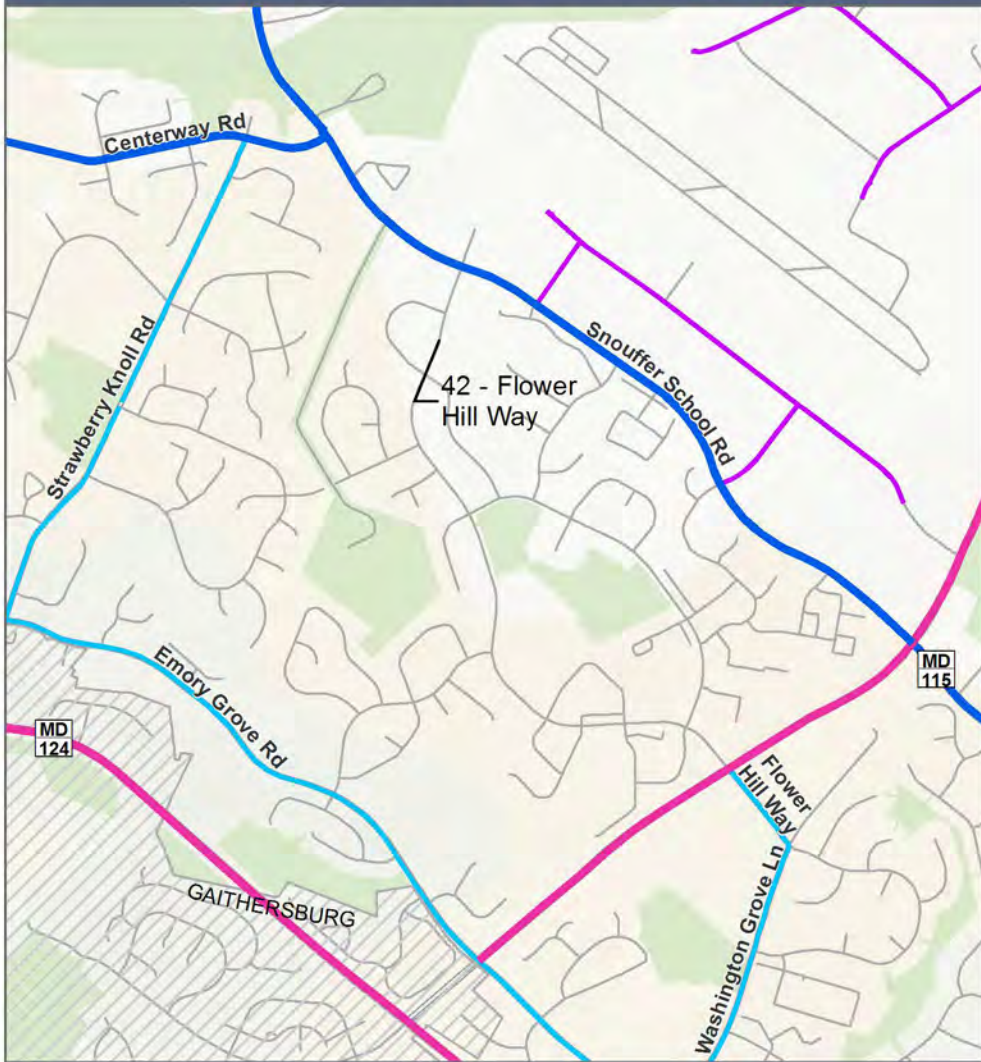
Current Classification(s)



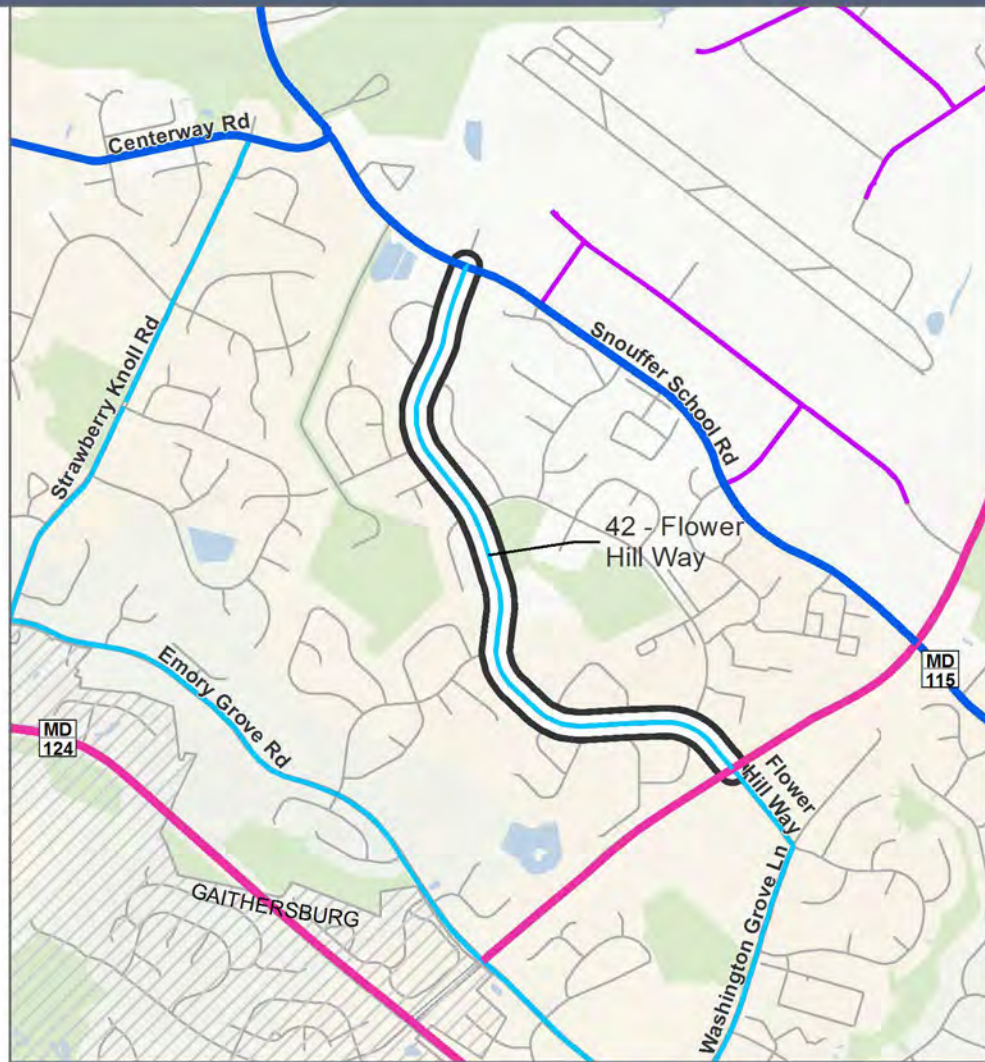
Proposed Classification(s)



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

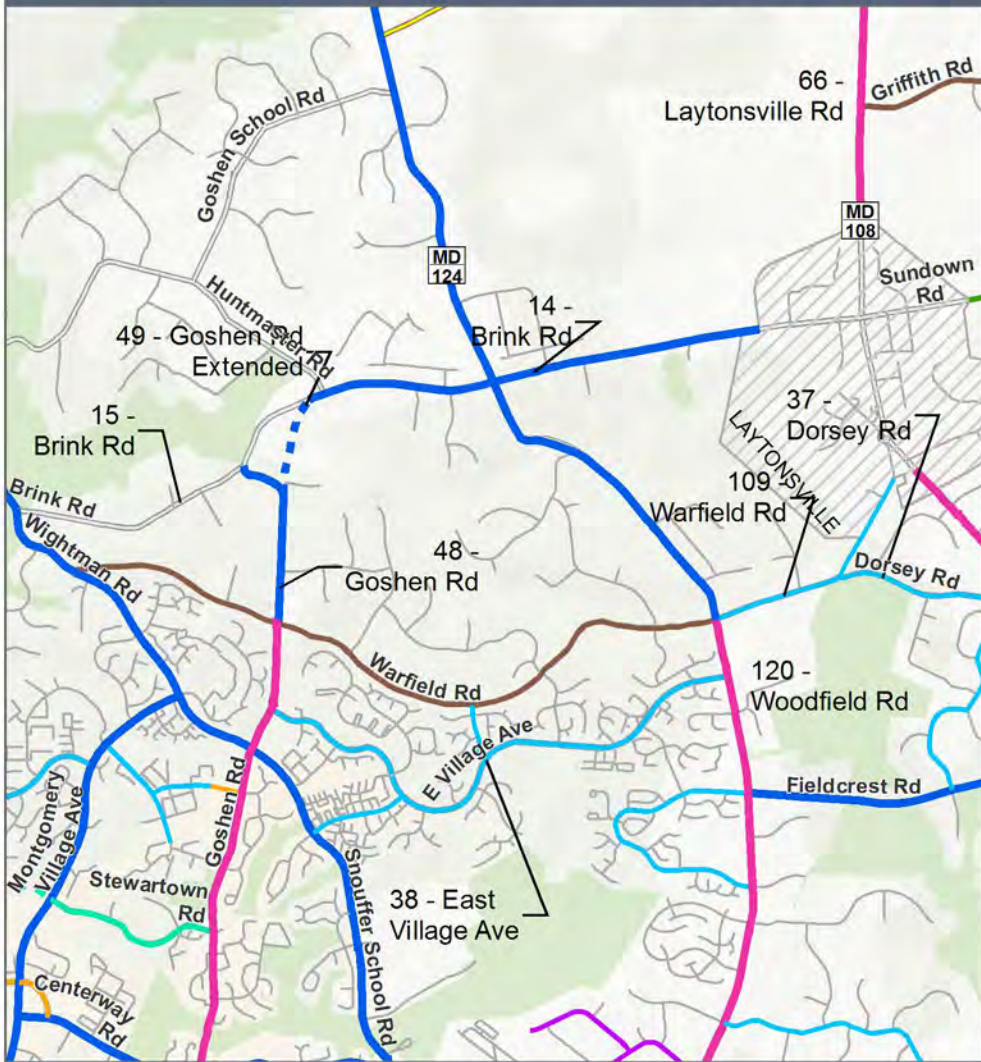
0 1 Miles

- Major Highway
- Arterial
- Primary Residential
- Industrial

- Major Highway
- Arterial
- Primary Residential
- Industrial

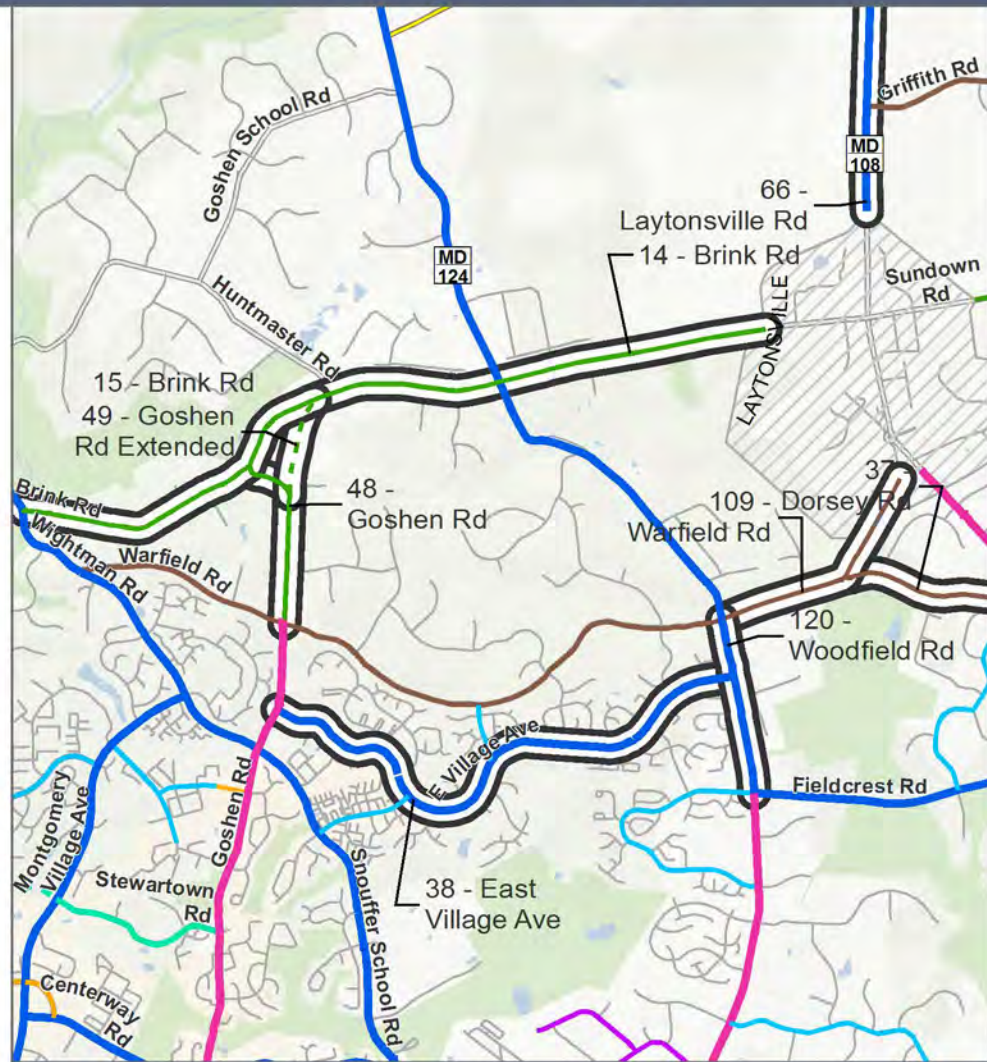


Master Plan of Highways - Proposed Classification Changes














Current Classification(s)

- | | | | | |
|---|--------------------------|---|------------------|------------------|
|  | Major Highway |  | Business | 2.5 Miles |
|  | Arterial (Planned) |  | Industrial | |
|  | Arterial |  | Country Arterial | |
|  | Minor Arterial (Planned) |  | Country Road | |
|  | Minor Arterial |  | Rustic Road | |
|  | Primary Residential | | | |

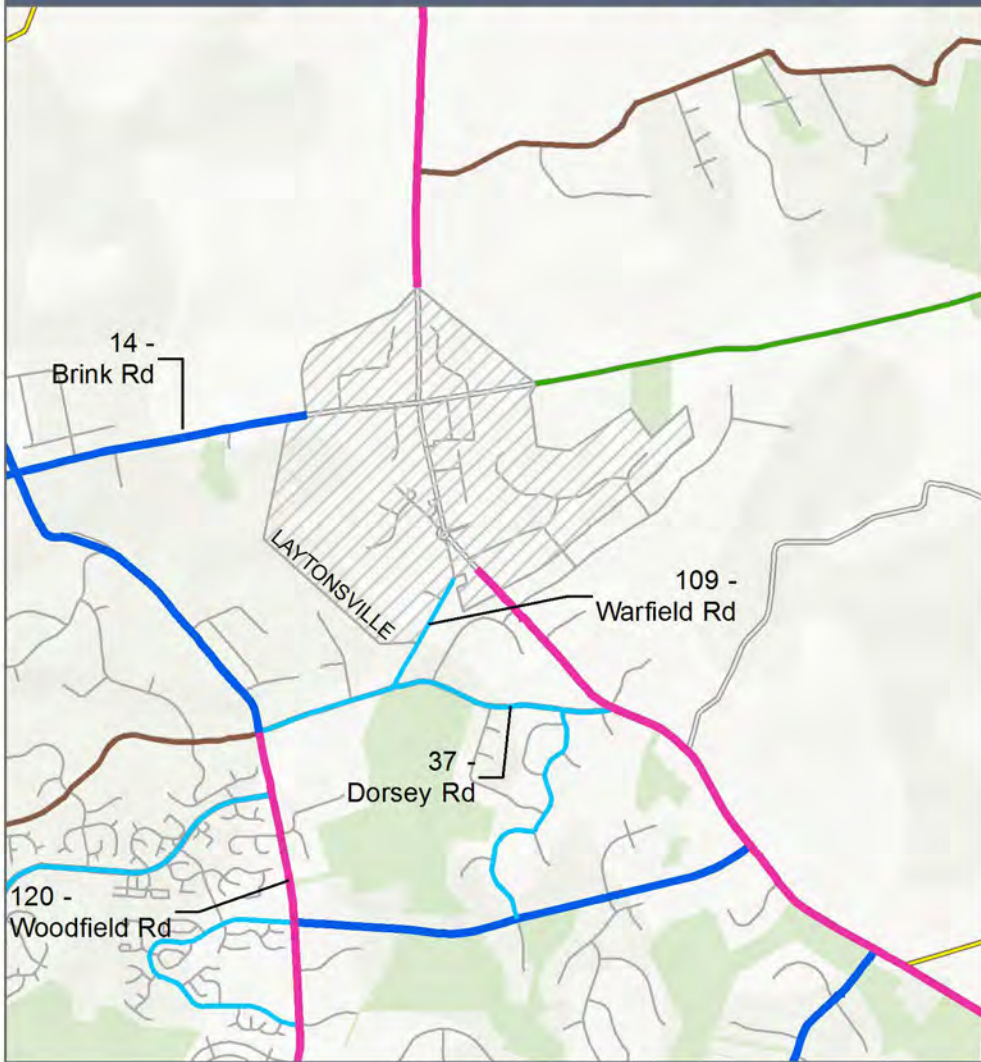


Proposed Classification(s)

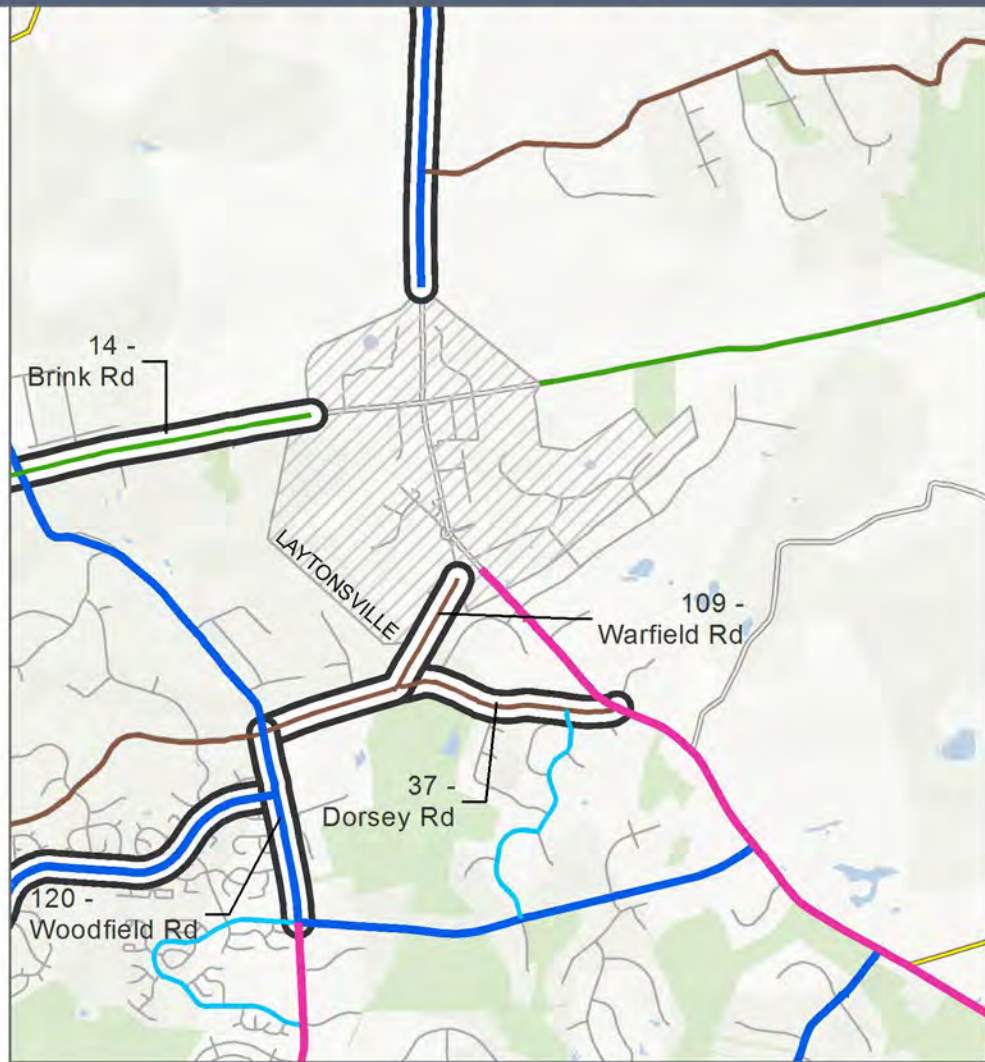
- | | | | |
|---|--------------------------|---|----------------------------|
|  | Major Highway |  | Industrial |
|  | Arterial |  | Country Arterial (Planned) |
|  | Minor Arterial (Planned) |  | Country Arterial |
|  | Minor Arterial |  | Country Road |
|  | Primary Residential |  | Rustic Road |
|  | Business | | |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

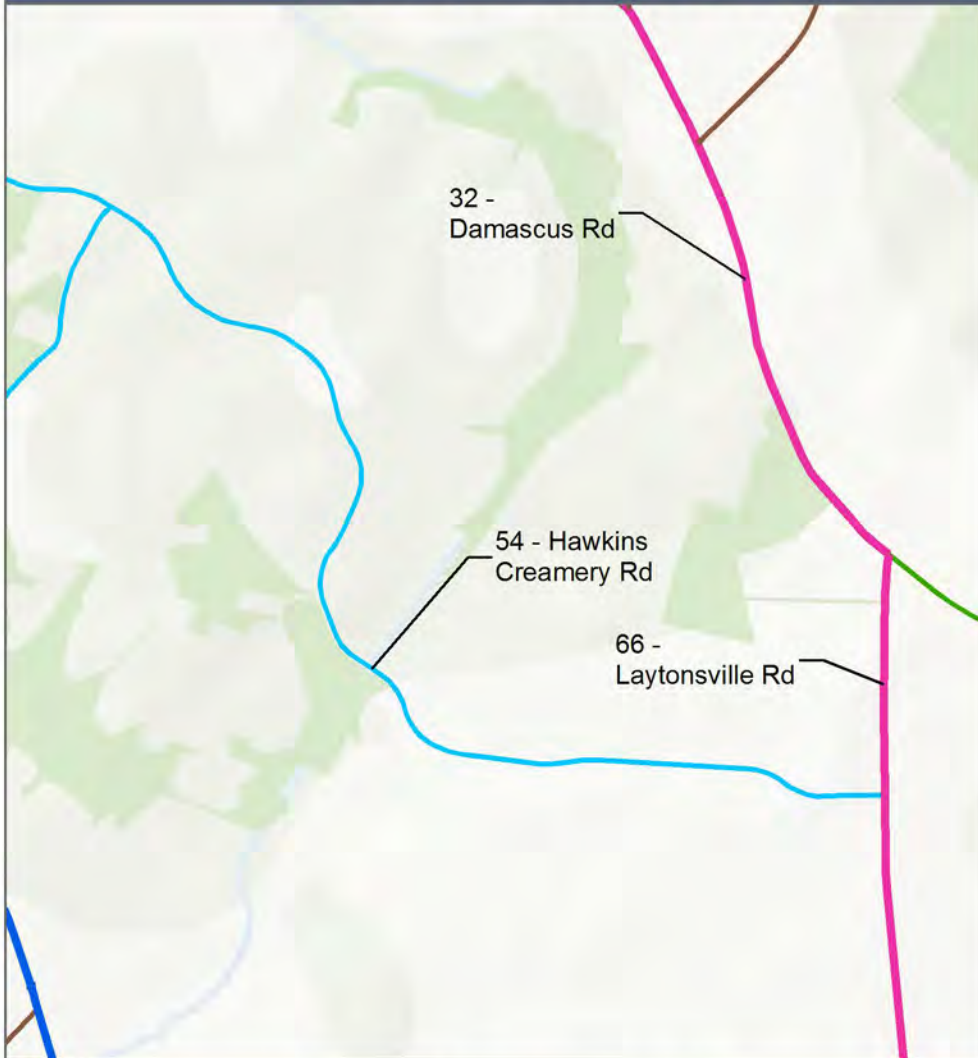
0 2.5 Miles

- Major Highway
- Arterial
- Primary Residential
- Country Arterial
- Country Road
- Rustic Road

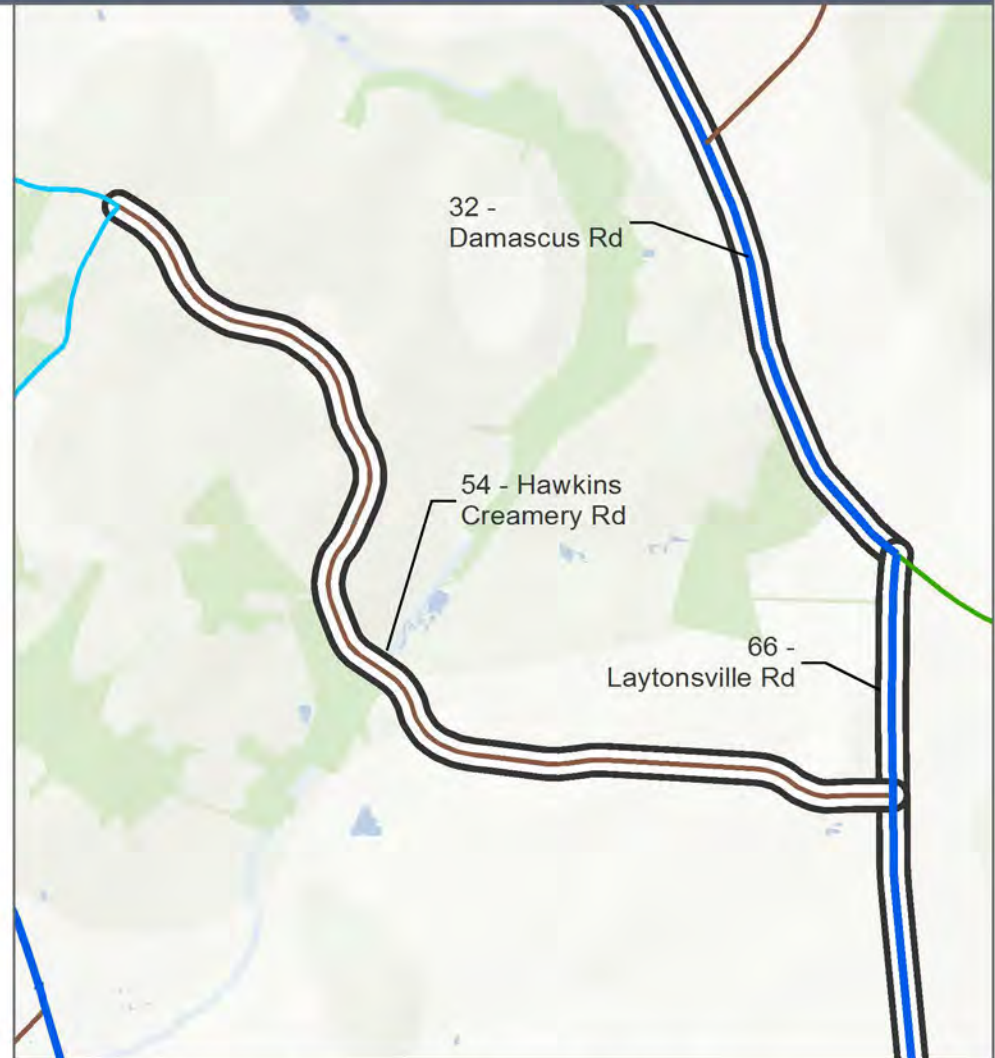
- Major Highway
- Arterial
- Primary Residential
- Country Arterial
- Country Road
- Rustic Road



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

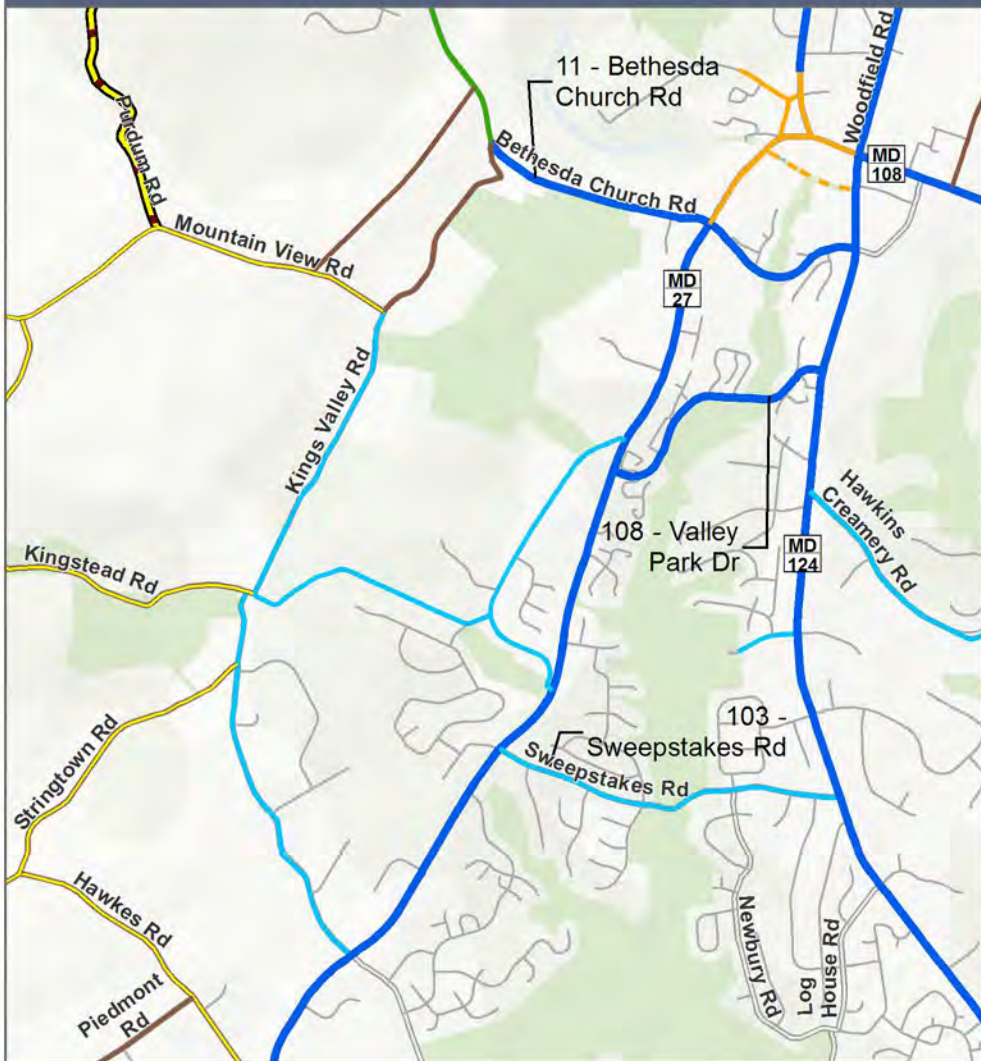
0 1.5 Miles

- Major Highway
- Arterial
- Primary Residential
- Country Arterial
- Country Road

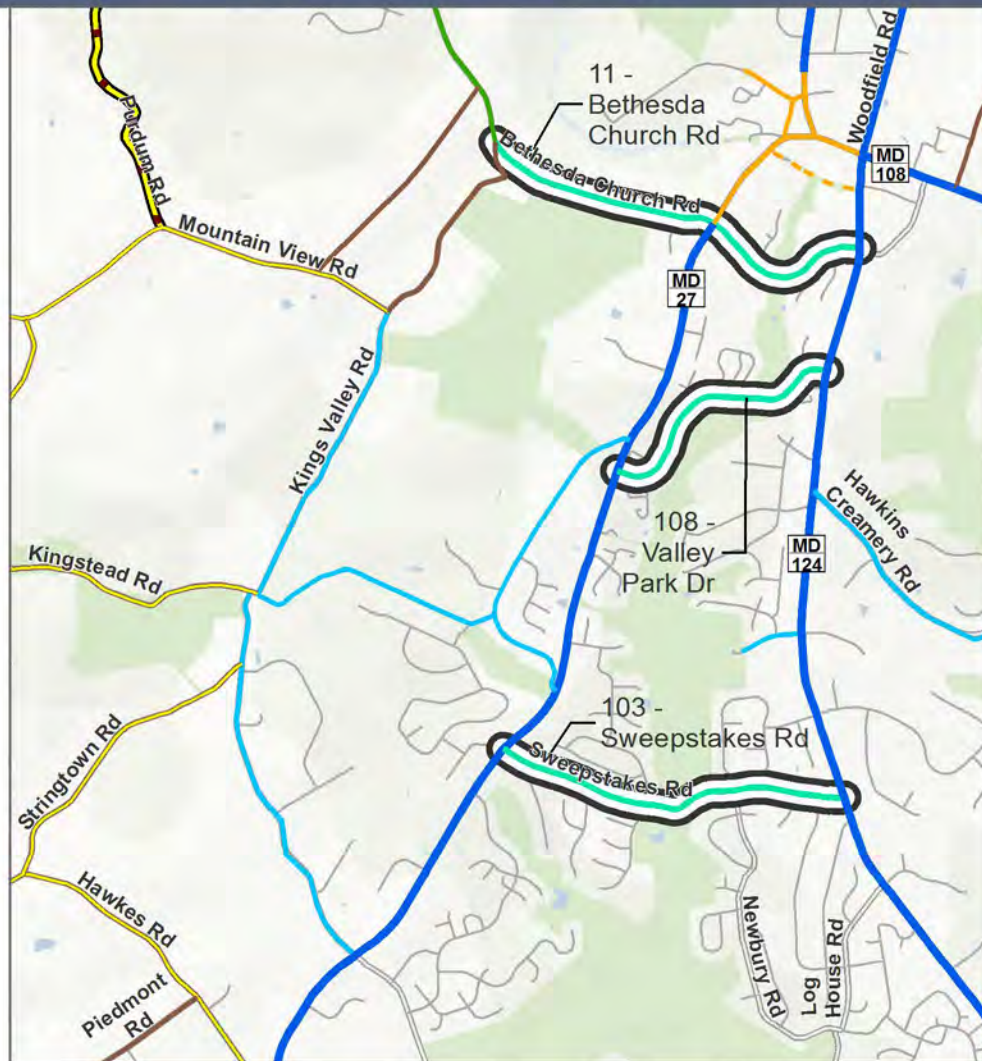
- Arterial
- Primary Residential
- Country Arterial
- Country Road



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

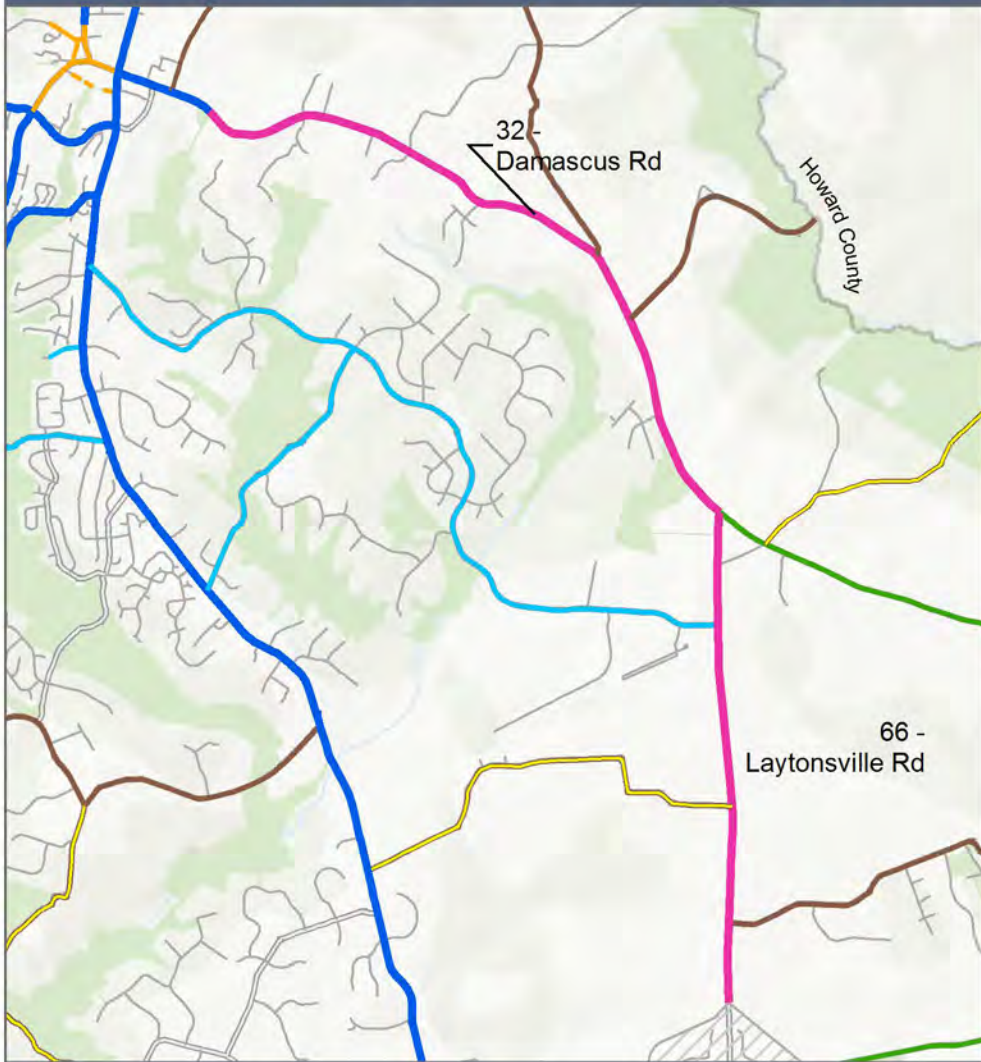
0 2 Miles

- | | | | |
|--|---------------------|--|-------------------------|
| | Arterial | | Country Arterial |
| | Primary Residential | | Country Road |
| | Business (Planned) | | Rustic Road |
| | Business | | Exceptional Rustic Road |

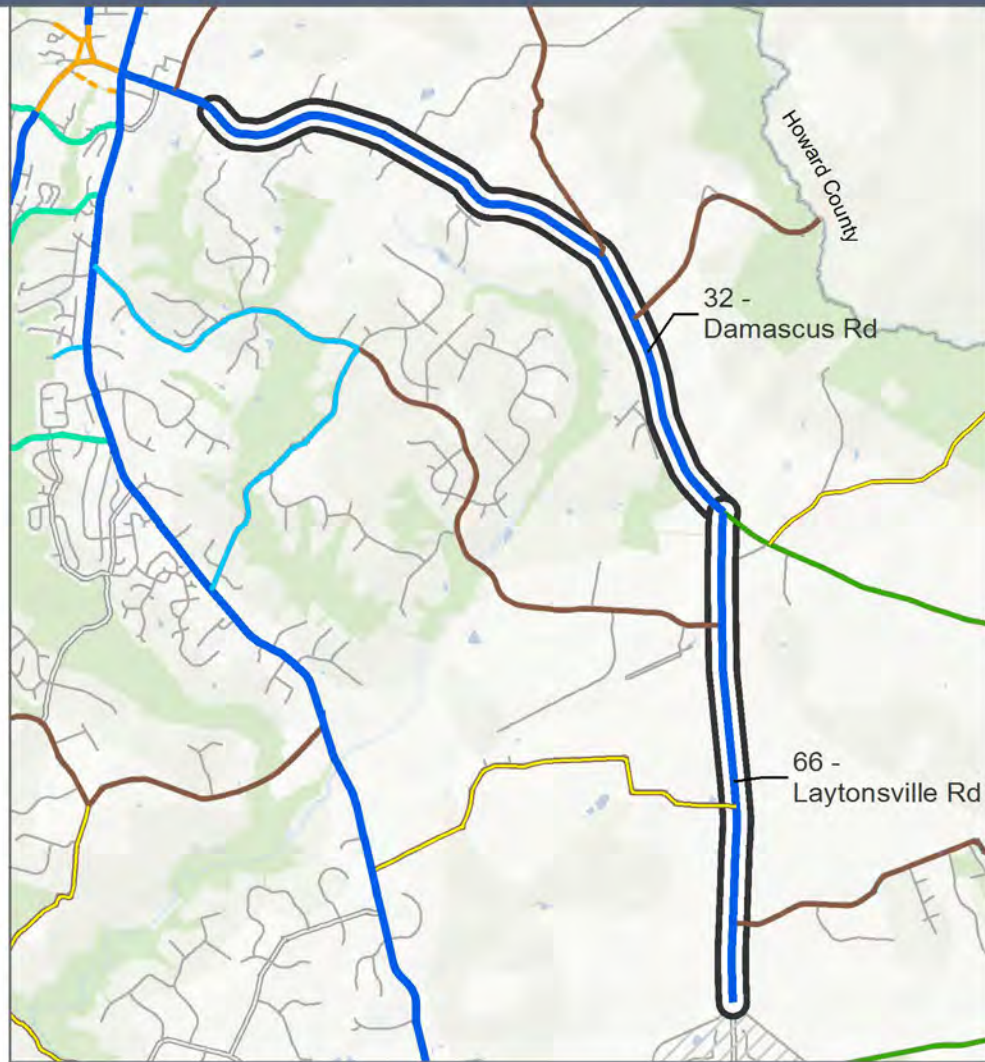
- | | | | |
|--|---------------------|--|-------------------------|
| | Arterial | | Country Arterial |
| | Minor Arterial | | Country Road |
| | Primary Residential | | Rustic Road |
| | Business (Planned) | | Exceptional Rustic Road |
| | Business | | |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

0 4 Miles

- | | |
|--|---|
| — Major Highway | — Business |
| — Arterial | — Country Arterial |
| — Primary Residential | — Country Road |
| — Business (Planned) | — Rustic Road |

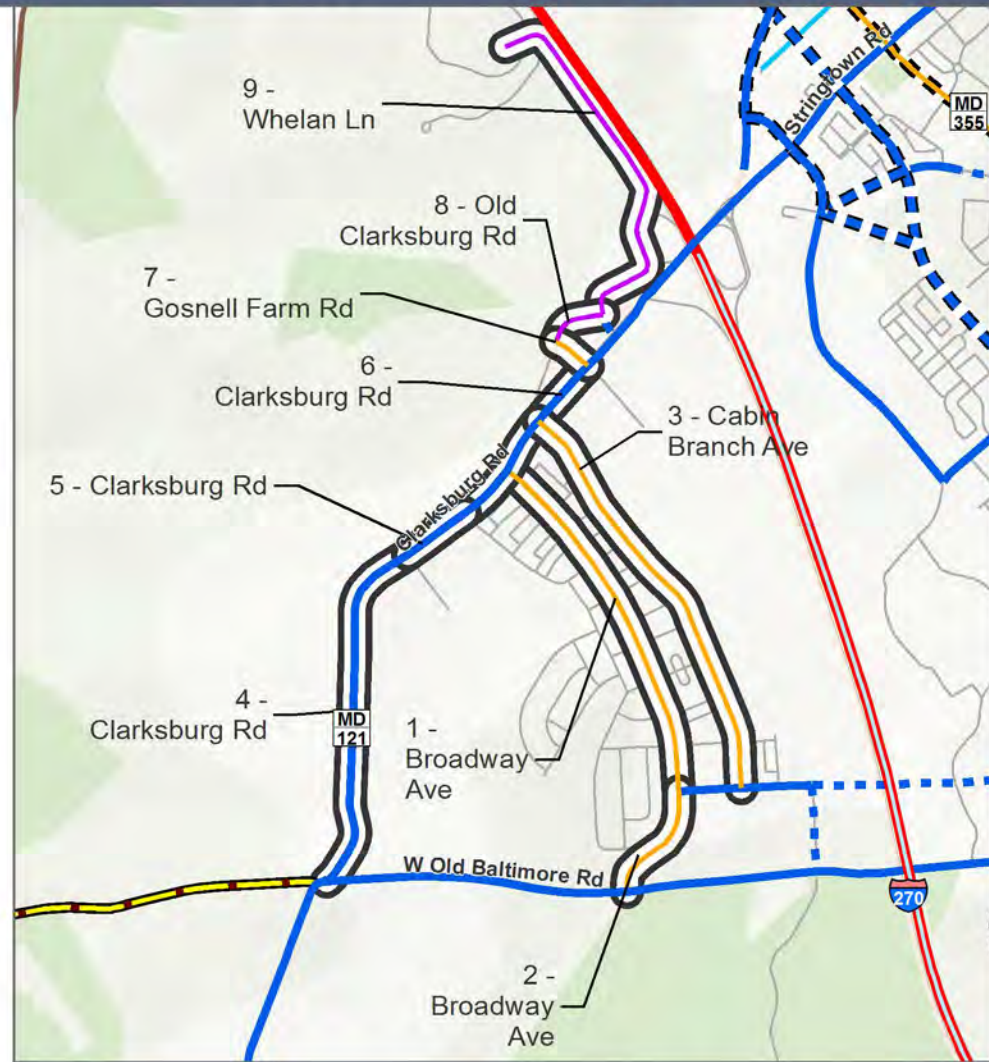
- | | |
|--|---|
| — Arterial | — Business |
| — Minor Arterial | — Country Arterial |
| — Primary Residential | — Country Road |
| — Business (Planned) | — Rustic Road |



Master Plan of Highways - Proposed Classification Changes



Current Classification(s)



Proposed Classification(s)

- | | |
|-------------------------------------|---------------------------|
| Freeway | Arterial with Planned BRT |
| Freeway with HOV Lanes | Primary Residential |
| Arterial (Planned) | Business with Planned BRT |
| Arterial (Planned) with Planned BRT | Country Road |
| Arterial | Exceptional Rustic Road |

- | | |
|-------------------------------------|---------------------------|
| Freeway | Primary Residential |
| Freeway with HOV Lanes | Business |
| Arterial (Planned) | Business with Planned BRT |
| Arterial (Planned) with Planned BRT | Industrial |
| Arterial | Country Road |
| Arterial with Planned BRT | Exceptional Rustic Road |



Appendix D

Correction of Unnumbered Streets

Appendix D

Unnumbered Streets in the MPOHT – Technical Correction

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|---------------|------------------------|------------------------|----------------|------------------------|-------------------------------|--------------------------------|
| 47th St | Elm St | Willow Ln | Business | Bethesda Downtown Plan | Unassigned | B-2 |
| Auburn Ave | Old Georgetown Rd | Rugby Ave | Business | Bethesda Downtown Plan | Unassigned | B-3 |
| Bethesda Ave | Clarendon Rd | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-4 |
| Bradley Ln | Wisconsin Ave (MD 355) | West Ave | Business | Bethesda Downtown Plan | Unassigned | B-5 |
| Chase Ave | Wisconsin Ave | Tilbury St | Business | Bethesda Downtown Plan | Unassigned | B-6 |
| Cheltenham Dr | Wisconsin Ave (MD 355) | Tilbury Dr | Business | Bethesda Downtown Plan | Unassigned | B-7 |
| Cheltenham Dr | Woodmont Ave | Wisconsin Ave (MD 355) | Business | Bethesda Downtown Plan | Unassigned | B-7 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|-------------|-------------------|-------------------|----------------|------------------------|-------------------------------|--------------------------------|
| Commerce Ln | Old Georgetown Rd | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-8 |
| Cordell Ave | Wilson Ln | Old Georgetown Rd | Business | Bethesda Downtown Plan | Unassigned | B-9 |
| Cordell Ave | Old Georgetown Rd | Woodmont Ave | Business | Bethesda Downtown Plan | Unassigned | B-9 |
| Cordell Ave | Woodmont Ave | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-9 |
| Del Ray Ave | Old Georgetown Rd | Rugby Ave | Business | Bethesda Downtown Plan | Unassigned | B-10 |
| East Ln | Montgomery Ln | Hampden Ln | Business | Bethesda Downtown Plan | Unassigned | B-11 |
| Edgemoor Ln | Beverly Rd | Old Georgetown Rd | Business | Bethesda Downtown Plan | Unassigned | B-12 |
| Elm St | Arlington Rd | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-13 |
| Elm St | Wisconsin Ave | 47th St | Business | Bethesda Downtown Plan | Unassigned | B-13 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|--------------|-------------------|---------------|----------------|------------------------|-------------------------------|--------------------------------|
| Fairmont Ave | Old Georgetown Rd | Woodmont Ave | Business | Bethesda Downtown Plan | Unassigned | B-14 |
| Fairmont Ave | Woodmont Ave | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-14 |
| Glenbrook Rd | Old Georgetown Rd | Road terminus | Business | Bethesda Downtown Plan | Unassigned | B-15 |
| Hampden Ln | Arlington Rd | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-16 |
| Highland Ave | Wisconsin Ave | Tilbury St | Business | Bethesda Downtown Plan | Unassigned | B-17 |
| Leland St | Wisconsin Ave | 46th St | Business | Bethesda Downtown Plan | Unassigned | B-18 |
| Maple Ave | Wisconsin Ave | Tilbury St | Business | Bethesda Downtown Plan | Unassigned | B-19 |
| Middleton Ln | Wisconsin Ave | Pearl St | Business | Bethesda Downtown Plan | Unassigned | B-20 |
| Miller Ave | Woodmont Ave | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-21 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|----------------|---------------|-----------------------|----------------|------------------------|-------------------------------|--------------------------------|
| Montgomery Ave | Wisconsin Ave | East-West Hwy | Business | Bethesda Downtown Plan | Unassigned | B-22 |
| Montgomery Ln | Arlington Rd | Woodmont Ave | Business | Bethesda Downtown Plan | Unassigned | B-23 |
| Montgomery Ln | Woodmont Ave | East Ln | Business | Bethesda Downtown Plan | Unassigned | B-23 |
| Montgomery Ln | East Ln | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-23 |
| Moorland Ln | Clarendon Rd | Arlington Rd | Business | Bethesda Downtown Plan | Unassigned | B-24 |
| Moorland Ln | Arlington Rd | Old Georgetown Rd | Business | Bethesda Downtown Plan | Unassigned | B-24 |
| Norfolk Ave | Rugby Rd | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-25 |
| North Ln | Woodmont Ave | East Ln | Business | Bethesda Downtown Plan | Unassigned | B-26 |
| Pearl St | Middleton Ln | Georgetown Branch ROW | Business | Bethesda Downtown Plan | Unassigned | B-27 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|--------------|-------------------|------------------------|----------------|------------------------|-------------------------------|--------------------------------|
| Rosedale Ave | Wisconsin Ave | 60' east of Tilbury St | Business | Bethesda Downtown Plan | Unassigned | B-28 |
| Rugby Ave | end-of-road | Glenbrook Rd | Business | Bethesda Downtown Plan | Unassigned | B-29 |
| Rugby Ave | Glenbrook Rd | Auburn Ave | Business | Bethesda Downtown Plan | Unassigned | B-29 |
| Rugby Ave | Auburn Ave | Woodmont Ave | Business | Bethesda Downtown Plan | Unassigned | B-29 |
| St. Elmo Ave | Old Georgetown Rd | Woodmont Ave | Business | Bethesda Downtown Plan | Unassigned | B-30 |
| Stanford St | Wisconsin Ave | West Ave | Business | Bethesda Downtown Plan | Unassigned | B-31 |
| Walsh St | Wisconsin Ave | West Ave | Business | Bethesda Downtown Plan | Unassigned | B-32 |
| Waverly St | East West Hwy | Wisconsin Ave | Business | Bethesda Downtown Plan | Unassigned | B-33 |
| West Ln | Montgomery Ln | end-of-road | Business | Bethesda Downtown Plan | Unassigned | B-34 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|-------------------|---------------|-----------------------|---------------------|------------------------|-------------------------------|--------------------------------|
| West Virginia Ave | Wisconsin Ave | Tilbury St | Business | Bethesda Downtown Plan | Unassigned | B-35 |
| Willow Ln | Wisconsin Ave | 46th St | Business | Bethesda Downtown Plan | Unassigned | B-36 |
| Avondale St | Wisconsin Ave | end-of-road | Primary Residential | Bethesda Downtown Plan | Unassigned | P-1 |
| Chelton Rd | Sleaford Rd | East West Hwy | Primary Residential | Bethesda Downtown Plan | Unassigned | P-2 |
| Chestnut St | Wisconsin Ave | Tilbury St | Primary Residential | Bethesda Downtown Plan | Unassigned | P-3 |
| Chevy Chase Dr | Hillandale Rd | Bradley Blvd (MD 191) | Primary Residential | Bethesda Downtown Plan | Unassigned | P-4 |
| Elm St | Clarendon St | Arlington Rd | Primary Residential | Bethesda Downtown Plan | Unassigned | P-5 |
| Keystone Ave | Battery Ln | N. Brook Ln | Primary Residential | Bethesda Downtown Plan | Unassigned | P-6 |
| N. Brook Ln | Keystone Ave | end-of-road | Primary Residential | Bethesda Downtown Plan | Unassigned | P-7 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|-------------------|-----------------------|-----------------|---------------------|------------------------|-------------------------------|--------------------------------|
| Pearl St | Sleaford Rd | Middleton Ln | Primary Residential | Bethesda Downtown Plan | Unassigned | P-8 |
| Strathmore St | Bradley Blvd (MD 191) | Leland St | Primary Residential | Bethesda Downtown Plan | Unassigned | P-9 |
| Tilbury St | Chestnut St | Sleaford Rd | Primary Residential | Bethesda Downtown Plan | Unassigned | P-10 |
| Friendship Blvd | Western Ave | Willard Ave | Business | Friendship Heights | Unassigned | B-1 |
| Friendship Blvd | Willard Ave | Somerset Terr | Business | Friendship Heights | Unassigned | B-1 |
| Montgomery St | Wisconsin Ave | terminus | Business | Friendship Heights | Unassigned | B-2 |
| Shoemaker Farm Ln | North Park Ave | Willard Ave | Business | Friendship Heights | Unassigned | B-3 |
| South Park Ave | Wisconsin Ave | Friendship Blvd | Business | Friendship Heights | Unassigned | B-4 |
| The Hills Plaza | Willard Ave | Somerset Terr | Business | Friendship Heights | Unassigned | B-5 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|------------------|------------------|-------------------------|---------------------|--------------------|-------------------------------|--------------------------------|
| Wisconsin Circle | Wisconsin Ave | Western Ave | Business | Friendship Heights | Unassigned | B-6 |
| Appledowre Way | Frederick Rd | Brandermill Rd | Primary Residential | Germantown (1989) | Unassigned | P-5 |
| Brandermill Dr | Scenery Dr | Germantown Rd Relocated | Primary Residential | Germantown (1989) | Unassigned | P-6 |
| Cedarbluff Dr | Scenery Dr | Yellow Leaf Wy | Primary Residential | Germantown (1989) | Unassigned | P-7 |
| Gunners Dr | Frederick Rd | Cider Barrel Rd | Primary Residential | Germantown (1989) | Unassigned | P-9 |
| Millenium Ct | Germantown Rd | end of road | Primary Residential | Germantown (1989) | Unassigned | P-10 |
| Oxbridge Dr | Cider Barrel Rd | Frederick Rd | Primary Residential | Germantown (1989) | Unassigned | P-11 |
| Rexmore Dr | Locbury Dr | Crystal Rock Dr | Primary Residential | Germantown (1989) | Unassigned | P-12 |
| Scottsbury Dr | Shakespeare Blvd | Seneca Crossing Dr | Primary Residential | Germantown (1989) | Unassigned | P-14 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|--------------------|--------------------|----------------------|---------------------|---|-------------------------------|--------------------------------|
| Seneca Crossing Dr | Scottsbury Dr | Hendersons Corner Rd | Primary Residential | Germantown (1989) | Unassigned | P-15 |
| Steeple Rd | Clopper Rd | Hopkins Rd | Primary Residential | Germantown (1989) | Unassigned | P-16 |
| Waldorf Dr | Wynnfield Dr | Wisteria Dr | Primary Residential | Germantown (1989) | Unassigned | P-17 |
| Wanegarden Dr | Wynnfield Dr | Wisteria Dr | Primary Residential | Germantown (1989) | Unassigned | P-18 |
| Waters Landing Dr | Crystal Rock Dr | Crystal Rock Dr | Primary Residential | Germantown (1989) | Unassigned | P-19 |
| Wisteria Dr | Wanegarden Dr | Father Hurley Blvd | Primary Residential | Germantown (1989) | Unassigned | P-20 |
| Wynnfield Dr | Father Hurley Blvd | Waters Landing Dr | Primary Residential | Germantown (1989) | Unassigned | P-21 |
| Schaeffer Rd | Germantown Park Dr | Clopper Rd | Primary Residential | Germantown / Agriculture and Open Space | Unassigned | P-13 |
| Amherst Ave | Arcola Ave | Blueridge Ave | Primary Residential | Kensington-Wheaton | Unassigned | P-28 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|----------------|-------------------|---------------|---------------------|--------------------|-------------------------------|--------------------------------|
| Arcola Ave | Georgia Ave | Parker Ave | Primary Residential | Kensington-Wheaton | Unassigned | P-20 |
| Barbara Rd | Bushey Dr | Colie Dr | Primary Residential | Kensington-Wheaton | Unassigned | P-22 |
| Belle Crest Ln | Rippling Brook Dr | Hathaway Dr | Primary Residential | Kensington-Wheaton | Unassigned | P-30 |
| Bluhill Rd | Dalewood Rd | Randolph Rd | Primary Residential | Kensington-Wheaton | Unassigned | P-26 |
| Brunswick Ave | Plyers Mill Rd | Dennis Ave | Primary Residential | Kensington-Wheaton | Unassigned | P-31 |
| Bushey Dr | Weller Rd | Veirs Mill Rd | Primary Residential | Kensington-Wheaton | Unassigned | P-35 |
| Claridge Rd | Veirs Mill Rd | Henderson Ave | Primary Residential | Kensington-Wheaton | Unassigned | P-32 |
| Dalewood Dr | Veirs Mill Rd | Bluhill Rd | Primary Residential | Kensington-Wheaton | Unassigned | P-38 |
| Dalewood Dr | Randolph Rd | Hathaway Dr | Primary Residential | Kensington-Wheaton | Unassigned | P-34 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|--------------------|---------------|-------------------------|----------------------------------|-----------------------------|-------------------------------|--------------------------------|
| Denfeld Ave | Wexford Dr | Newport Mill Rd | Primary Residential | Kensington-Wheaton | Unassigned | P-28 |
| Dennis Ave | Brunswick Ave | Georgia Ave | Primary Residential | Kensington-Wheaton | Unassigned | P-21 |
| Gardiner Ave | Dennis Ave | Hildarose Dr | Primary Residential | Kensington-Wheaton | Unassigned | P-37 |
| Bonifant St | Purple Line | Fenton St | Business with planned light rail | Purple Line Functional Plan | Unassigned | B-7 |
| 13th St | Georgia Ave | Eastern Ave (D.C. Line) | Business | Silver Spring CBD | Unassigned | B-3 |
| 1st Ave | Spring St | Fenwick Ln | Business | Silver Spring CBD | Unassigned | B-1 |
| 2nd Ave | Spring St | Cameron St | Business | Silver Spring CBD | Unassigned | B-2 |
| 2nd Ave | Cameron St | Colesville Rd | Business | Silver Spring CBD | Unassigned | B-2 |
| Alley A (Proposed) | Bonifant St | Thayer St | Business (Planned) | Silver Spring CBD | Unassigned | To be removed from MPOHT |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|--------------------|---------------------------|--------------------------------|--------------------|-------------------|-------------------------------|--------------------------------|
| Apple Ave | CSX Railroad | Second Ave | Business | Silver Spring CBD | Unassigned | B-4 |
| Blair Mill Rd | District of Columbia Line | East-West Hwy (MD 410) | Business | Silver Spring CBD | Unassigned | B-5 |
| Blair Mill Rd | East-West Hwy | Georgia Ave | Business | Silver Spring CBD | Unassigned | B-5 |
| Blair Rd | Georgia Ave (MD 97) | CSX Railroad | Business | Silver Spring CBD | Unassigned | B-6 |
| Bonifant St | Fenton St | Approx. 488' east of Fenton St | Business | Silver Spring CBD | Unassigned | B-7 |
| Bonifant St | CSX Railroad | Purple Line | Business | Silver Spring CBD | Unassigned | B-7 |
| Bonifant St | Purple Line | Fenton St | Business | Silver Spring CBD | Unassigned | B-7 |
| Colonial Ln | Ripley St | Georgia Ave | Business | Silver Spring CBD | Unassigned | B-9 |
| Dixon Ave Extended | Ripley St | Silver Spring Ave | Business (Planned) | Silver Spring CBD | Unassigned | B-10 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|----------------------|-------------------------|--|--------------------|-------------------|-------------------------------|--------------------------------|
| Draper Ln (Proposed) | Colesville Rd | Blair Mill Rd | Business (Planned) | Silver Spring CBD | B-AL2 | B-11 |
| Ellsworth Dr | Cedar St | 450' west of Fenton St | Business | Silver Spring CBD | Unassigned | B-12 |
| Fenwick Ln | Georgia Ave | Second Ave | Business | Silver Spring CBD | Unassigned | B-13 |
| Fidler Ln | Second Ave | Georgia Ave | Business | Silver Spring CBD | Unassigned | B-14 |
| Gist Ave | Philadelphia Ave | Fenton St | Business | Silver Spring CBD | Unassigned | B-15 |
| Kennett St | Newell St | 13th St | Business | Silver Spring CBD | Unassigned | B-16 |
| King St | Eastern Ave (D.C. Line) | 50' east of Georgia Ave and From B & O Railroad to Albany Av | Business | Silver Spring CBD | Unassigned | B-17 |
| Newell St | Eastern Ave (D.C. Line) | East-West Hwy (MD 410) | Business | Silver Spring CBD | Unassigned | B-18 |
| Philadelphia Ave | Selim Rd | Fenton St | Business | Silver Spring CBD | B-20 | B-20 |

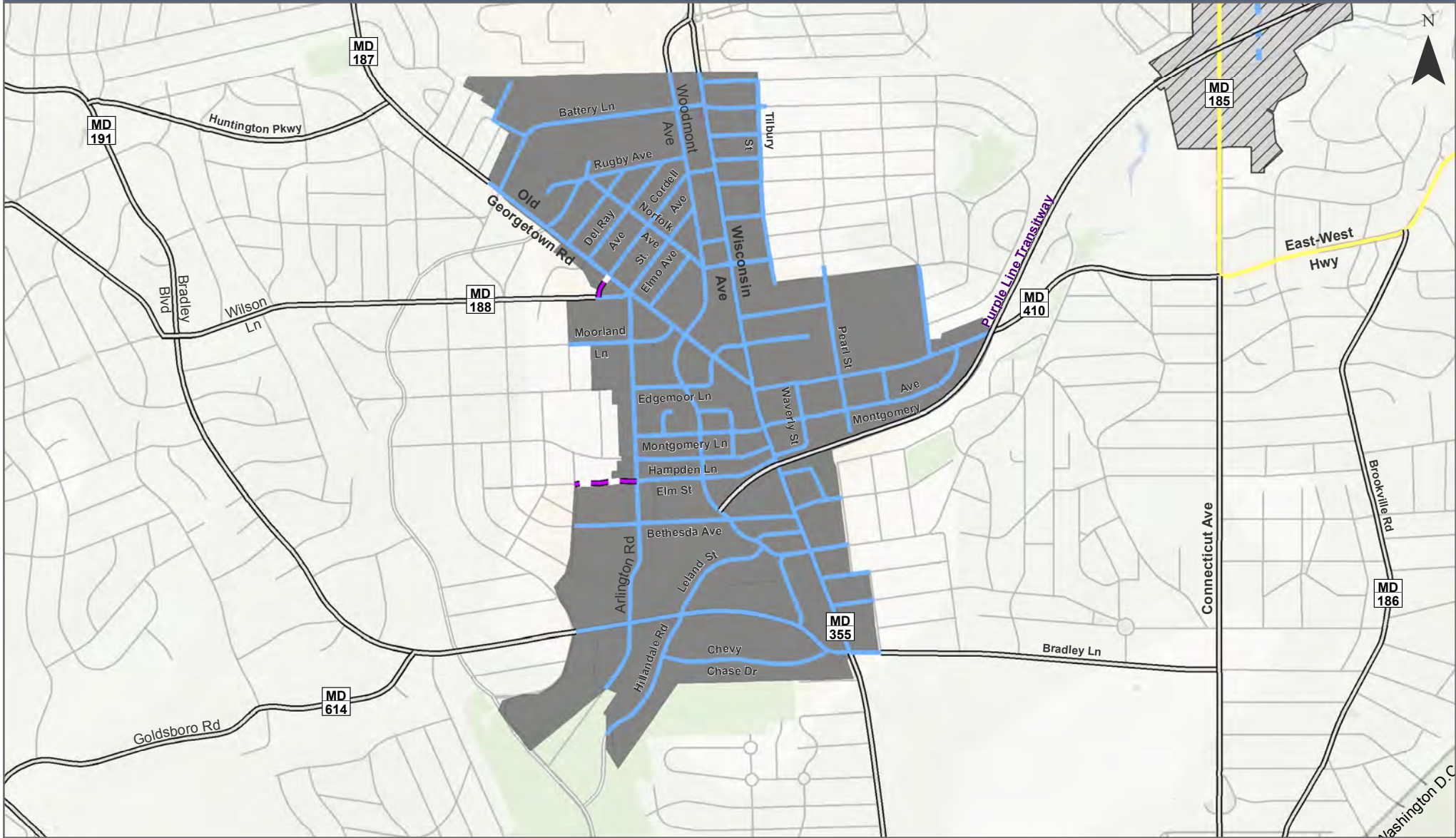
| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|-------------------|--------------------|--------------------------------|----------------|-------------------|-------------------------------|--------------------------------|
| Planning Pl | Georgia Ave | Silver Spring Parking Lot # 2 | Business | Silver Spring CBD | Unassigned | B-19 |
| Ramsey Ave | Cameron St | Colesville Rd | Business | Silver Spring CBD | Unassigned | B-21 |
| Ramsey Ave | Wayne Ave | Bonifant St | Business | Silver Spring CBD | Unassigned | B-21 |
| Ripley St | end of existing St | Bonifant St | Business | Silver Spring CBD | B-AL | B-22 |
| Ripley St | Georgia Ave | CSX Railroad | Business | Silver Spring CBD | Unassigned | B-22 |
| Roeder Rd | Fenton St | Cedar St | Business | Silver Spring CBD | Unassigned | B-23 |
| Selim Rd | Sligo Ave | Philadelphia Ave | Business | Silver Spring CBD | Unassigned | B-24 |
| Silver Spring Ave | Georgia Ave | Approx. 280' east of Fenton St | Business | Silver Spring CBD | Unassigned | B-25 |
| Sligo Ave | Georgia Ave | Fenton St | Business | Silver Spring CBD | Unassigned | B-26 |

| Road Name | From Location | To Location | Classification | Master Plan | Current Identification Number | Proposed Identification Number |
|---------------|---------------|--------------------------------|----------------|---------------------------------------|-------------------------------|--------------------------------|
| Sligo Ave | Fenton St | Approx. 149' east of Fenton St | Business | Silver Spring CBD | Unassigned | B-26 |
| Thayer Ave | Georgia Ave | Fenton St | Business | Silver Spring CBD | Unassigned | B-27 |
| Thayer Ave | Fenton St | Approx. 288' east of Fenton St | Business | Silver Spring CBD | Unassigned | B-27 |
| Anne St | Kennewick Ave | University Blvd (MD 193) | Business | Takoma Langley Crossroads Sector Plan | Unassigned | B-4 |
| Hammond Ave | Holton Ln | Kennewick Ave | Business | Takoma Langley Crossroads Sector Plan | Unassigned | B-5 |
| Kennewick Ave | Anne St | New Hampshire Ave | Business | Takoma Langley Crossroads Sector Plan | Unassigned | B-6 |

Appendix E

Urban Road Code Boundaries – Expansion and Target Speeds

Bethesda CBD Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

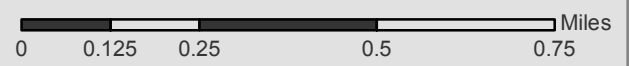
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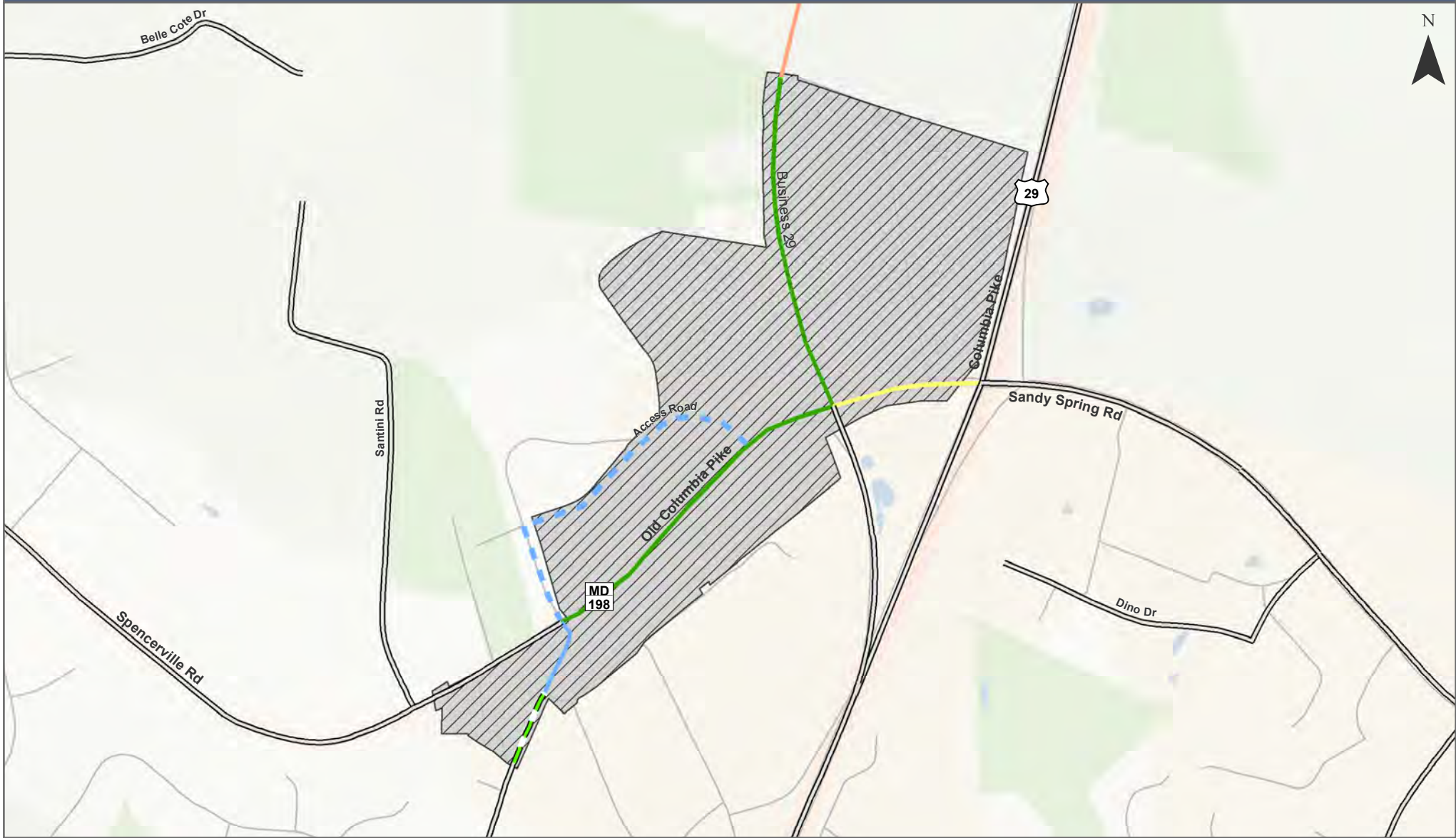
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- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Burtonsville (Proposed) Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

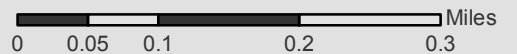
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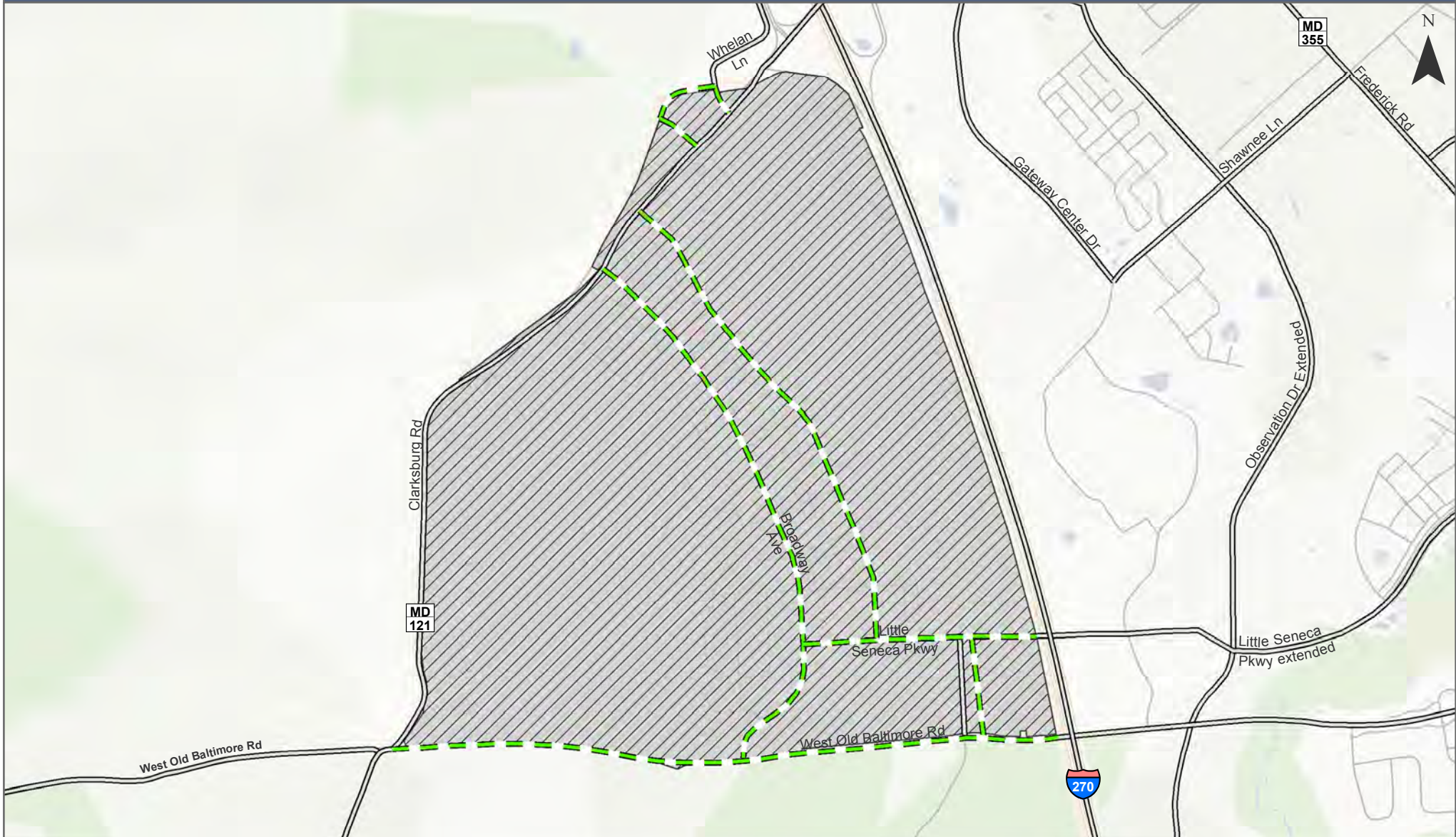
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- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Cabin Branch (Proposed) Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

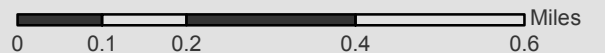
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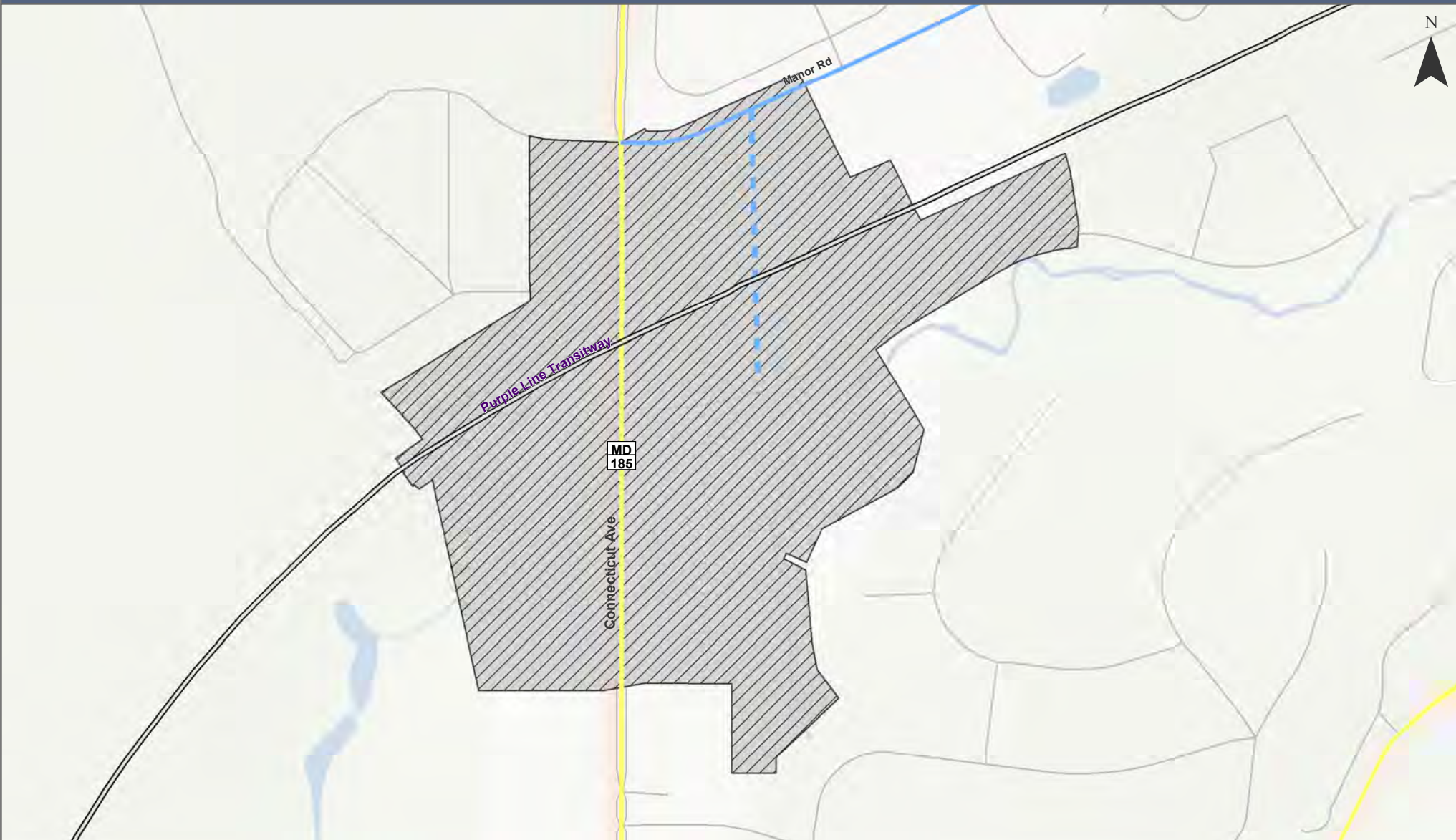
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- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Chevy Chase Lake (Proposed) Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

MASTER PLANNED SPEEDS

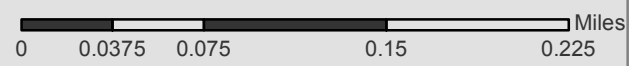
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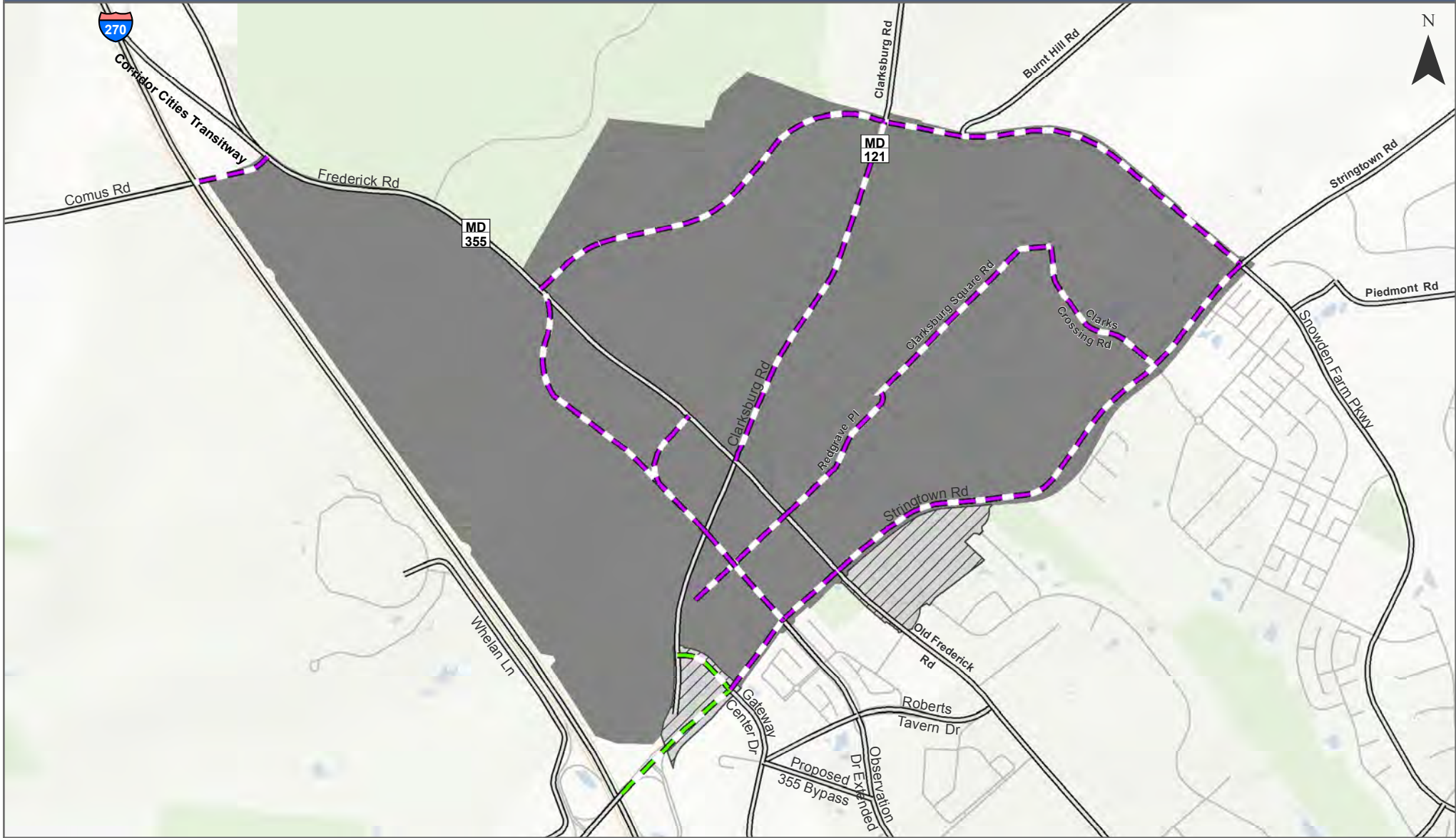
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- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Clarksburg Town Center Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

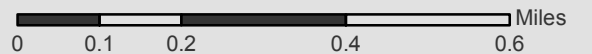
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- 30 MPH PLANNED ROAD

- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Damascus Town Center Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

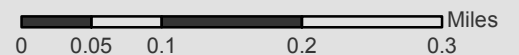
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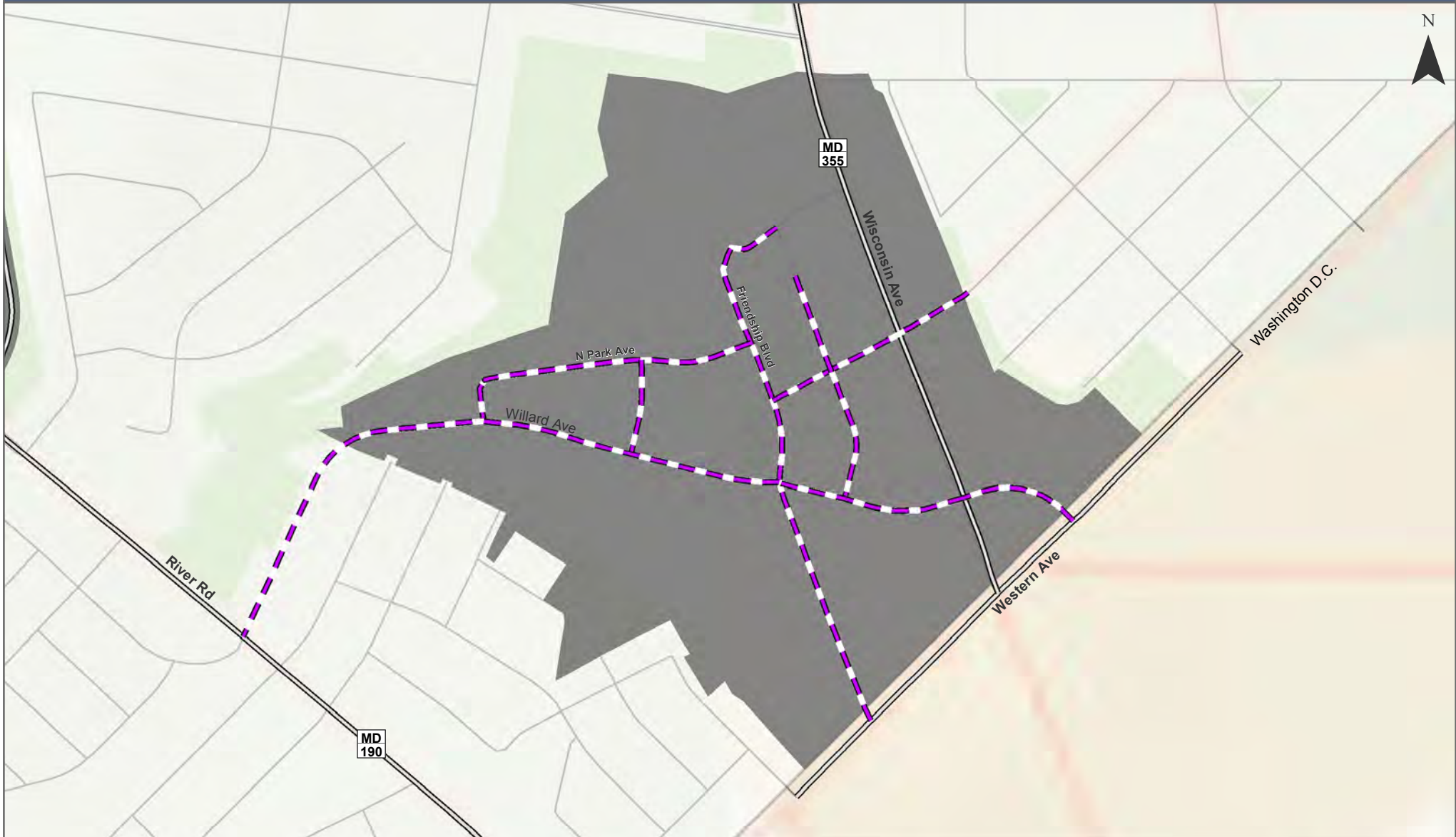
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URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE








Friendship Heights Urban Road Code








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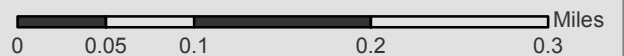
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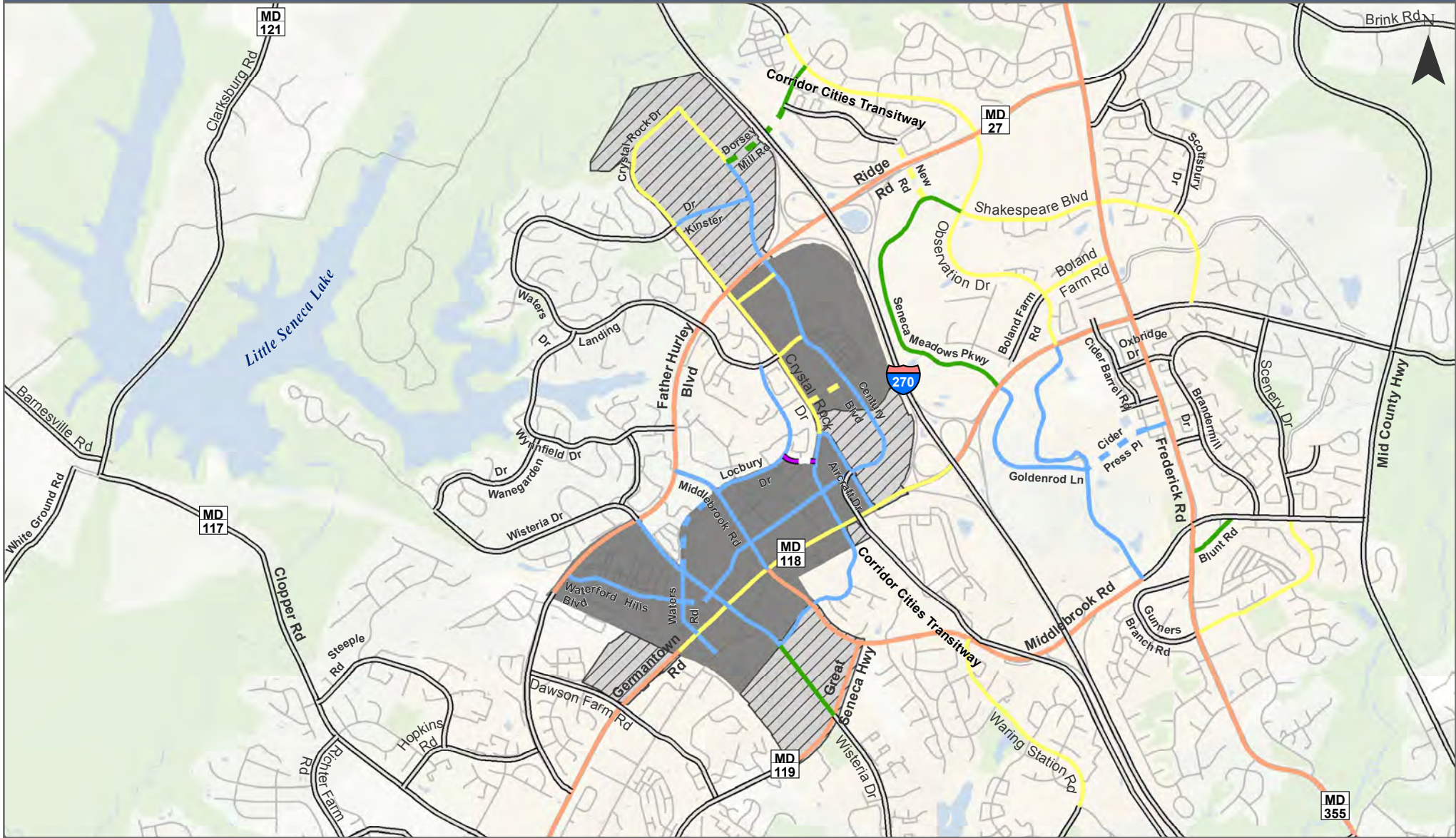
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URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



Germantown Town Center Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

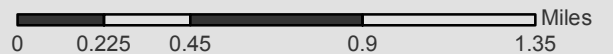
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- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
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URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE








Glenmont Urban Road Code








URBAN ROAD CODE



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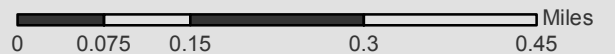
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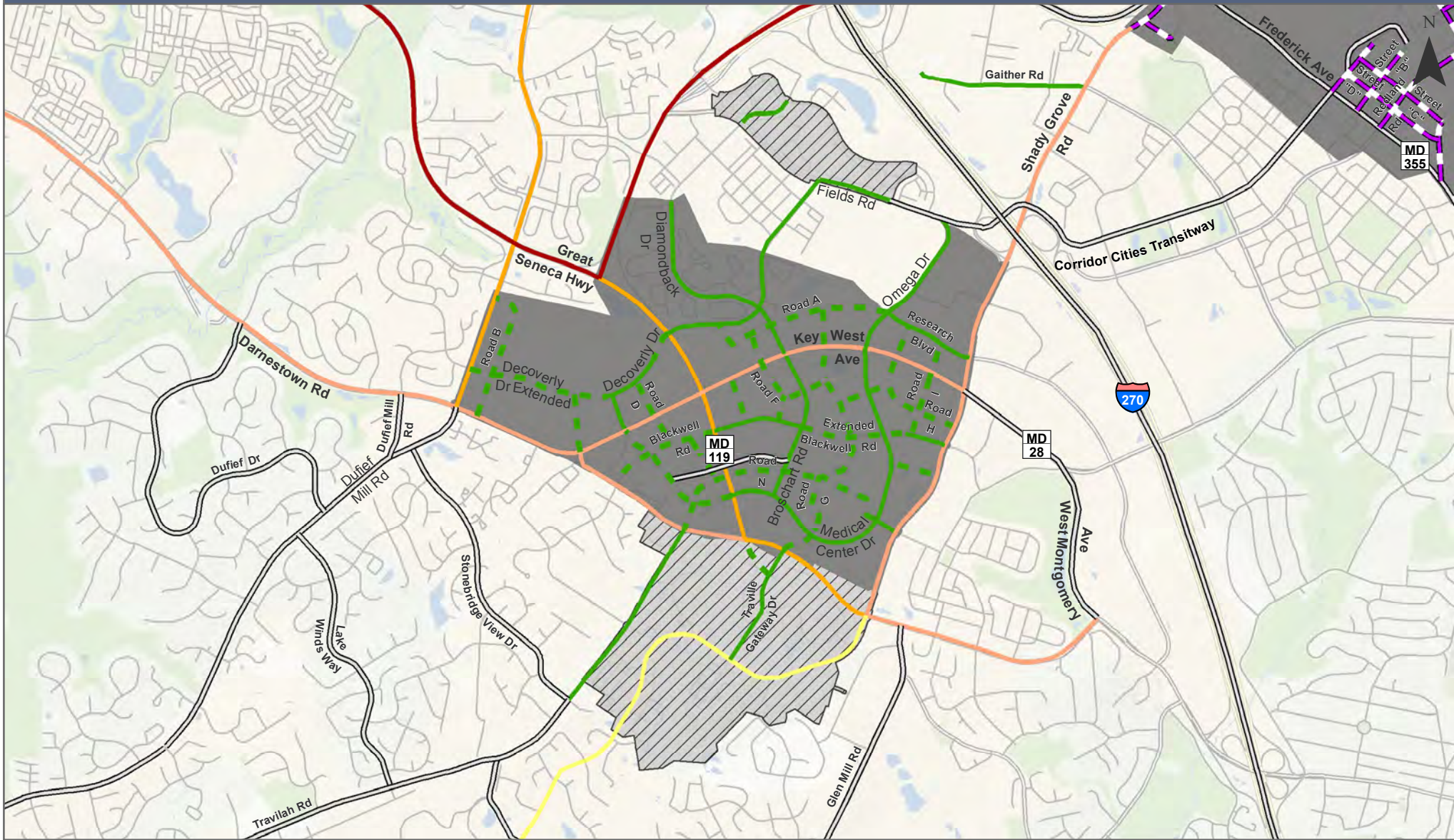
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-  50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



Great Seneca Science Corridor Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

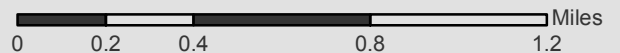
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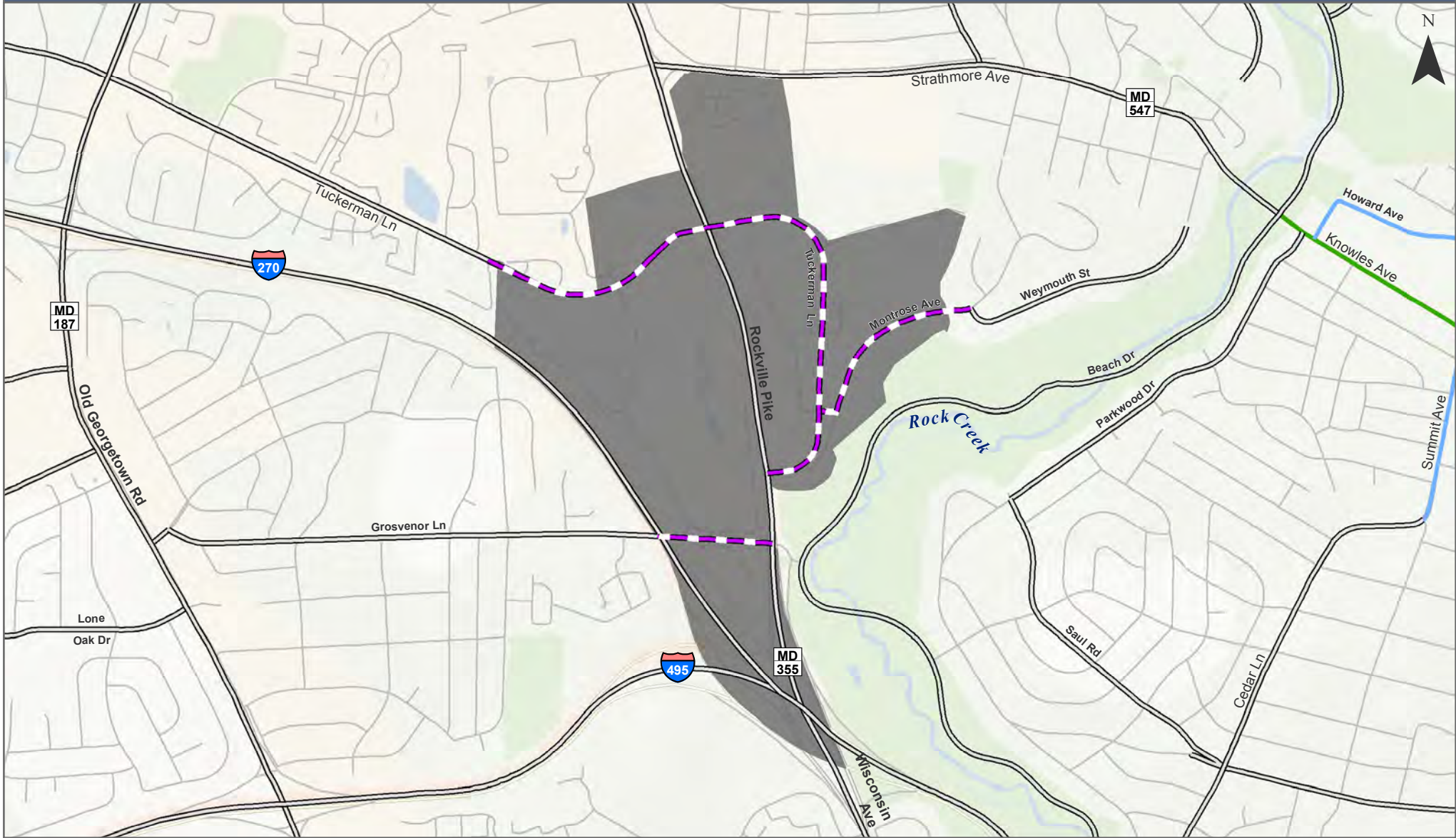
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URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Grosvenor Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

MASTER PLANNED SPEEDS

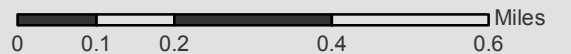
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35 MPH EXISTING ROAD

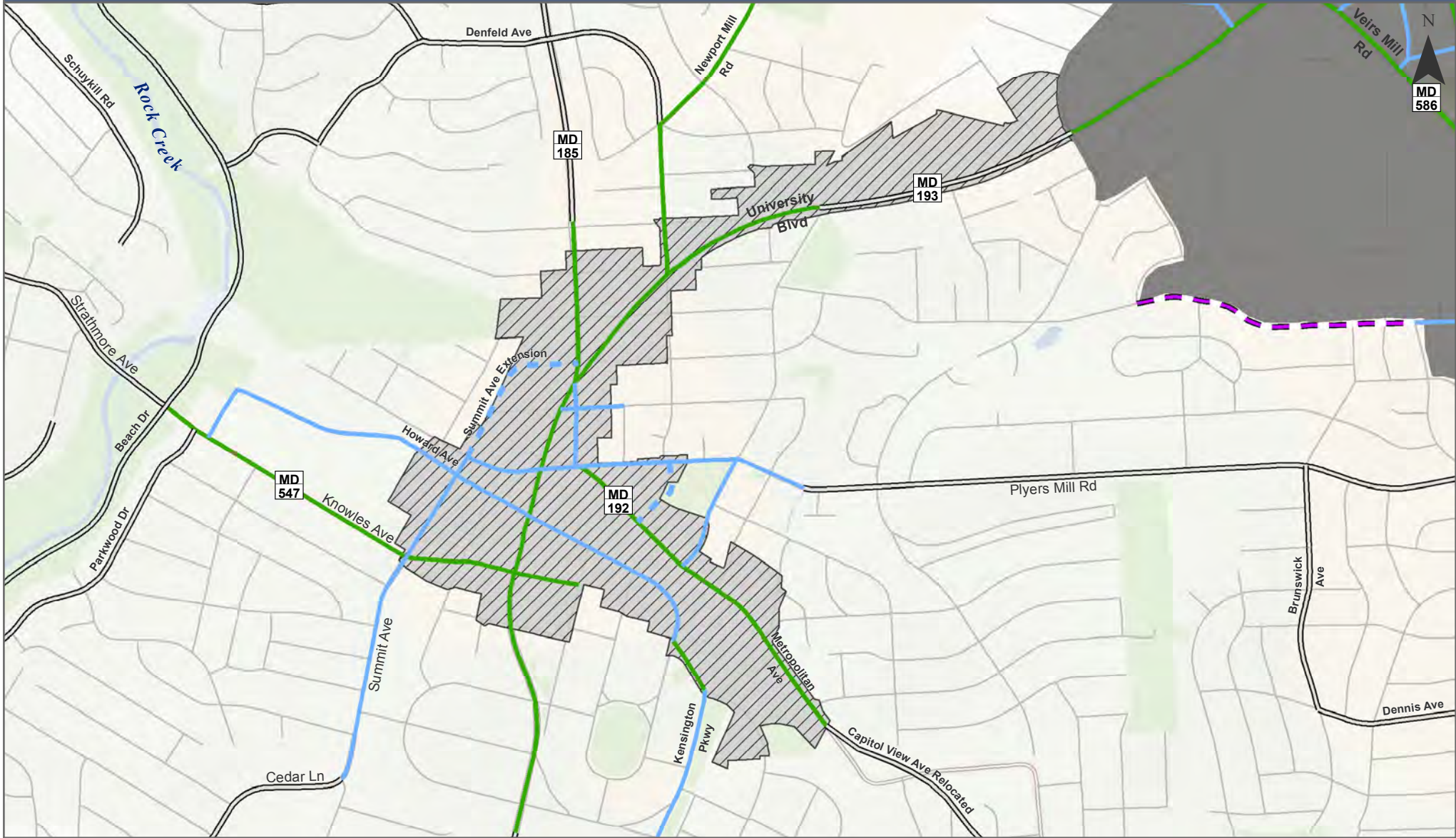
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URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE







Kensington (Proposed) Urban Road Code








URBAN ROAD CODE



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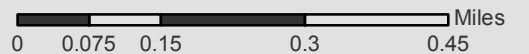
MASTER PLANNED SPEEDS

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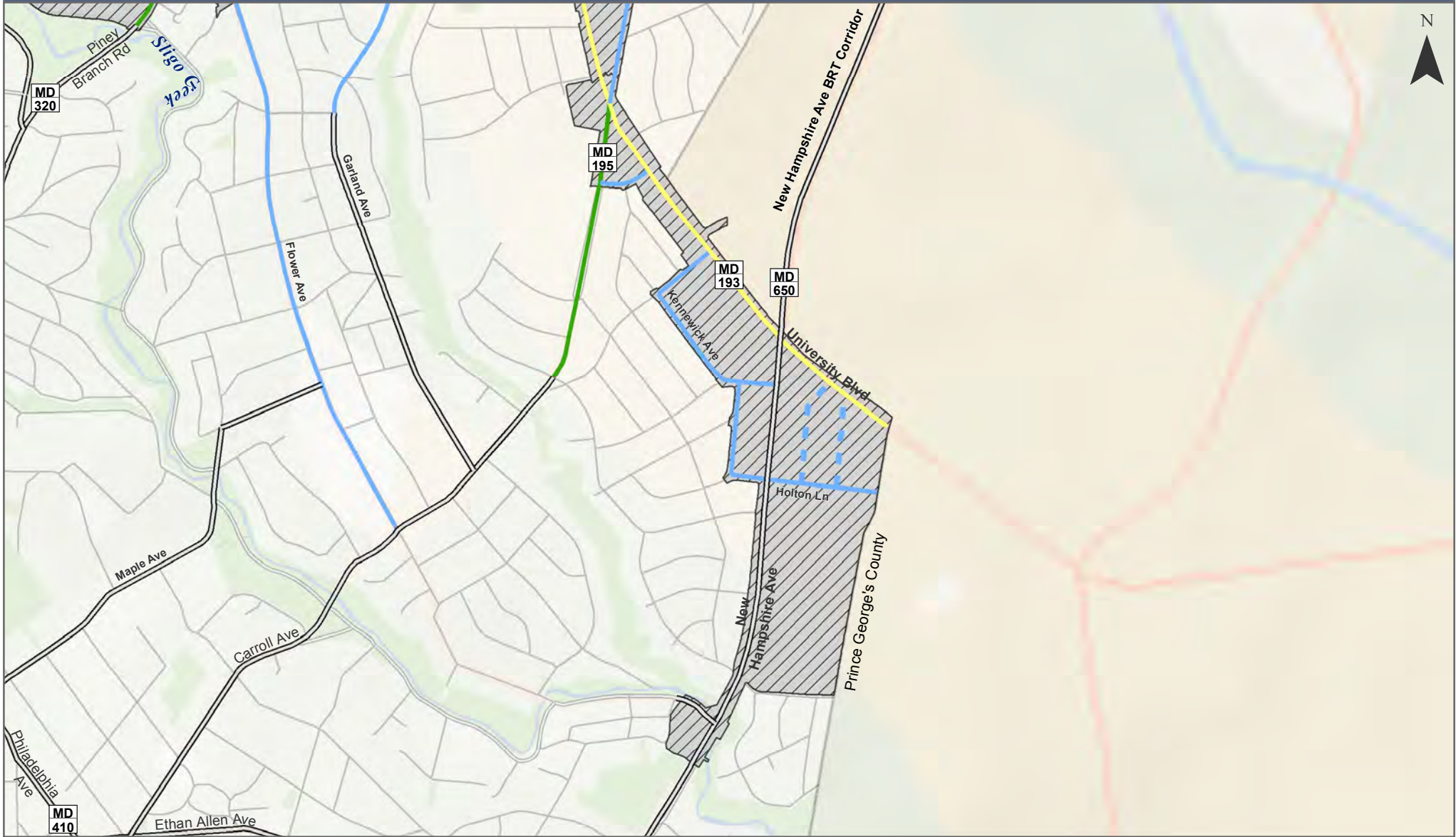
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URBAN ROAD CODE 25 MPH TARGET SPEEDS



-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE








Langley Crossroads Urban Road Code








URBAN ROAD CODE



-  EXISTING
-  PROPOSED

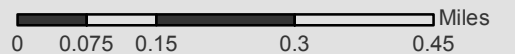
MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

-  35 MPH EXISTING ROAD
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE







Lyttonsville Purple Line Station Urban Road Code








URBAN ROAD CODE



-  EXISTING
-  PROPOSED

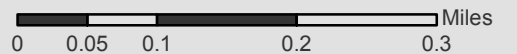
MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

-  35 MPH EXISTING ROAD
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



Montgomery Hills Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

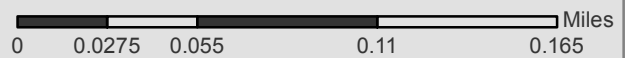
MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

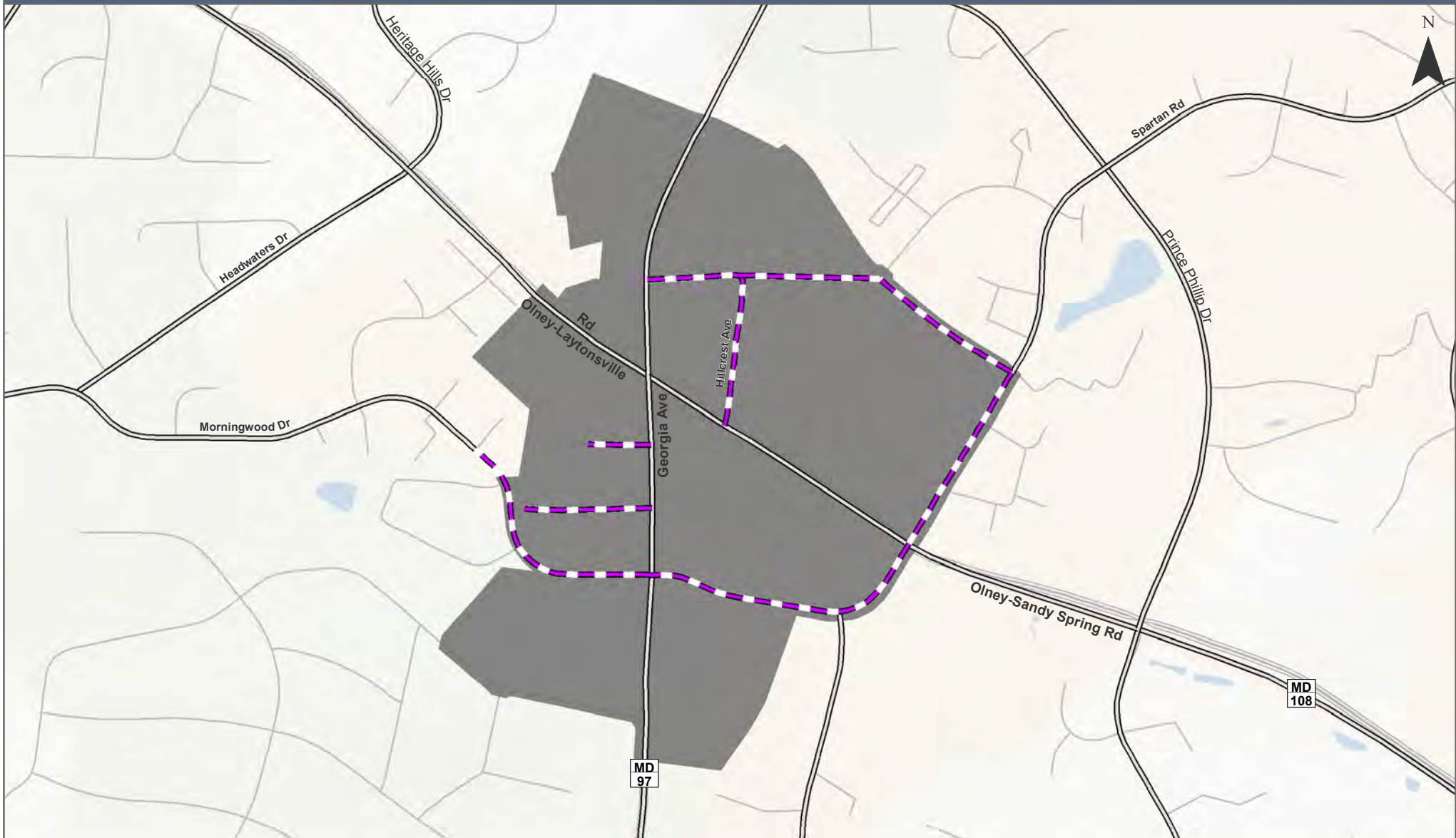
- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Olney Town Center Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

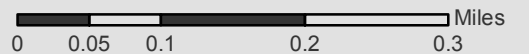
MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

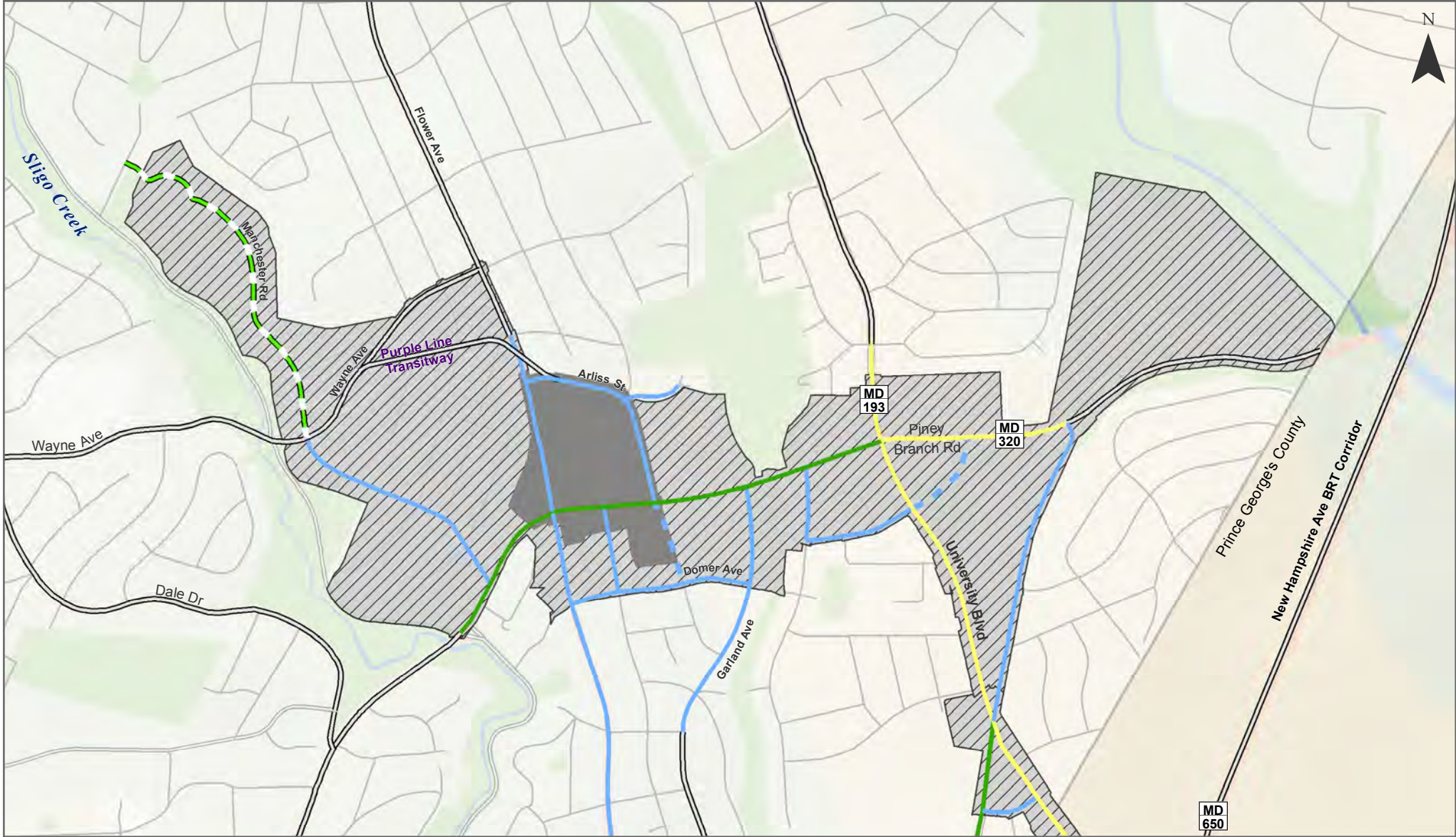
- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Piney Branch Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

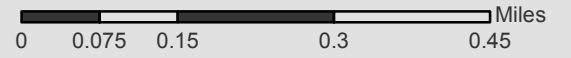
MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

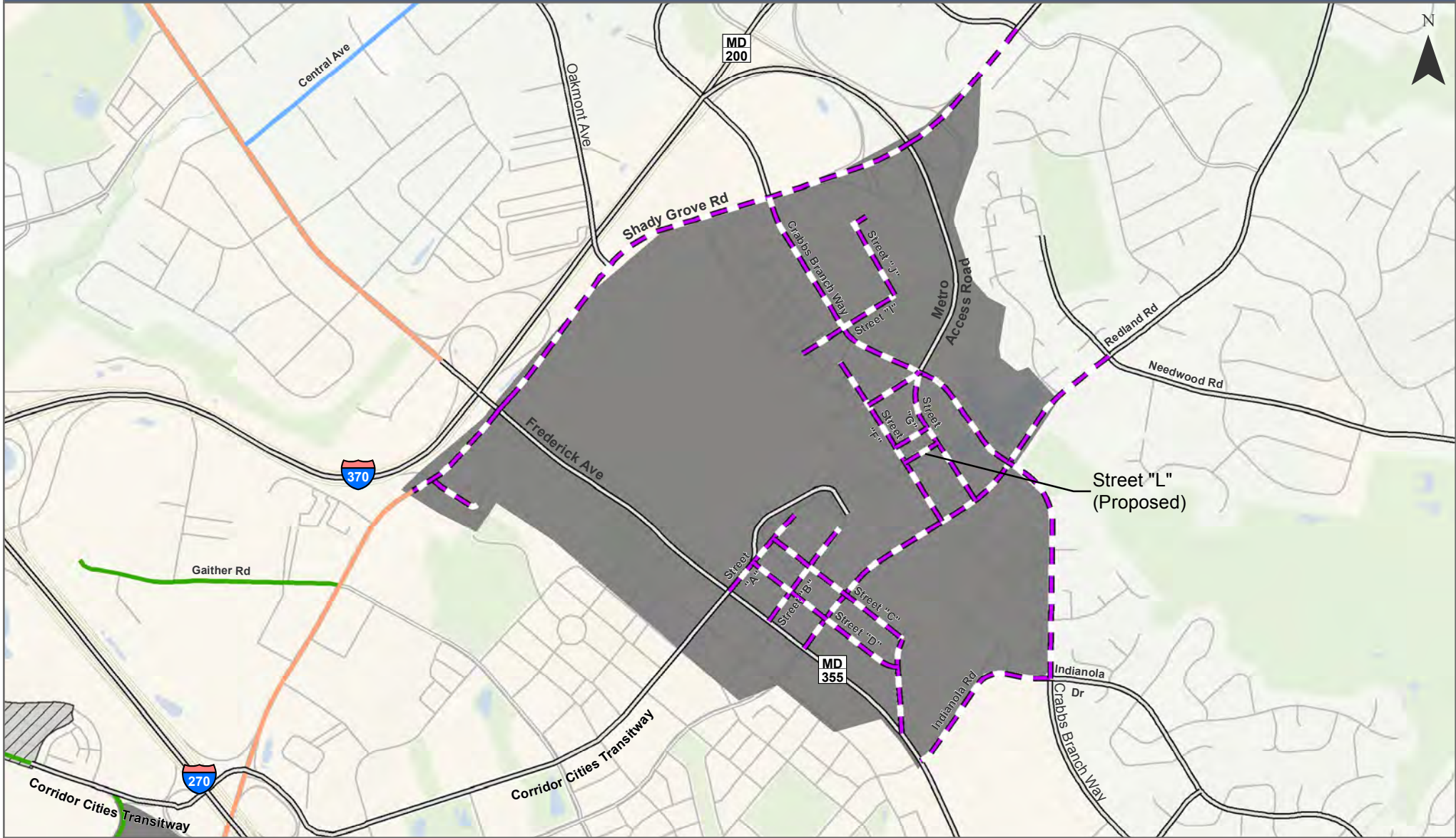
- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Shady Grove Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

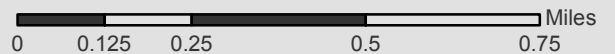
MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

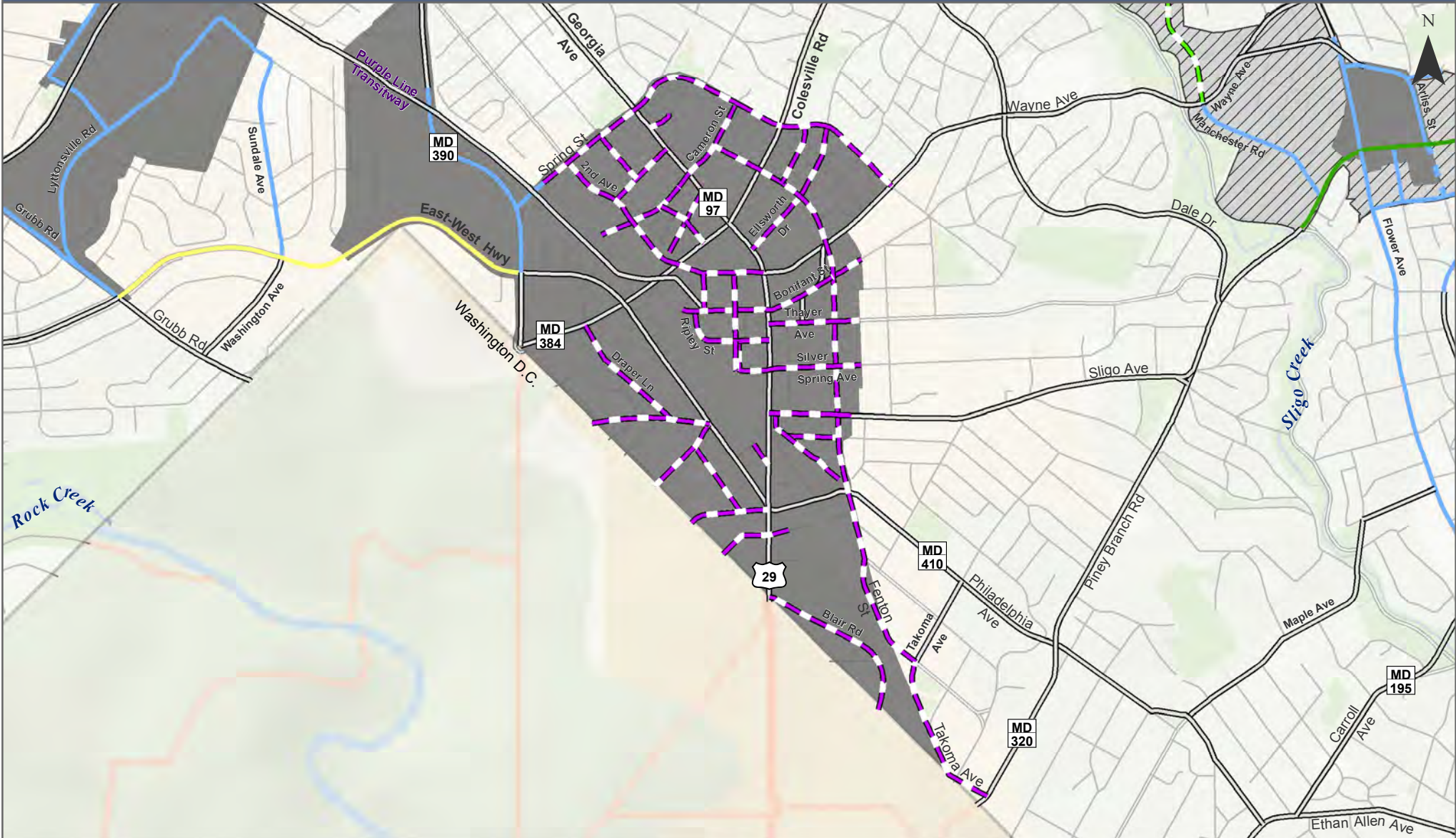
- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Silver Spring CBD Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

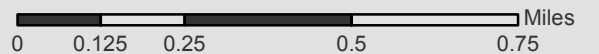
MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

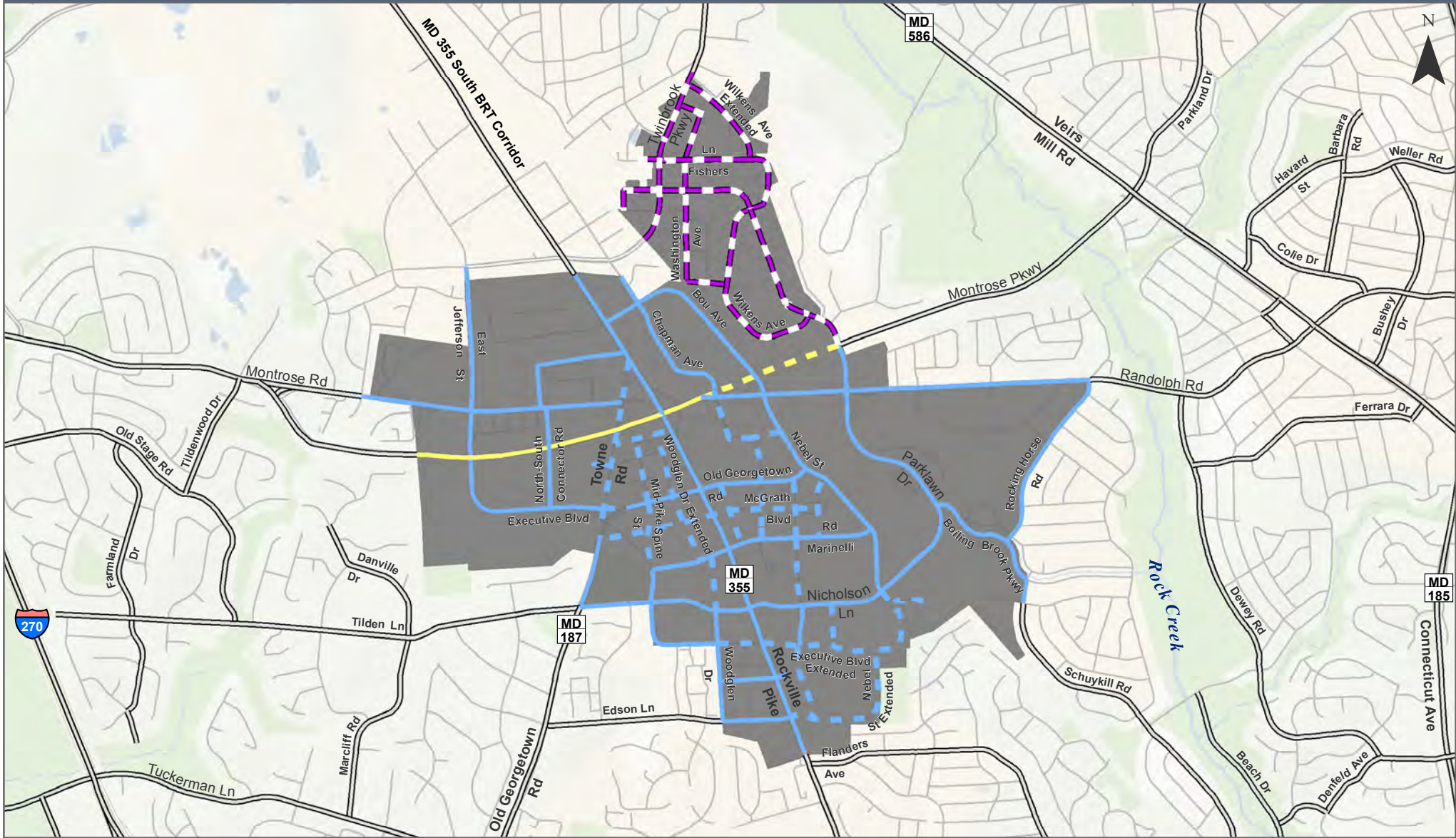
- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



Twinbrook/White Flint/White Flint 2 Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

MASTER PLANNED SPEEDS

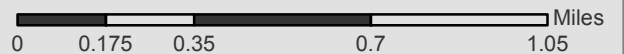
- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

35 MPH EXISTING ROAD

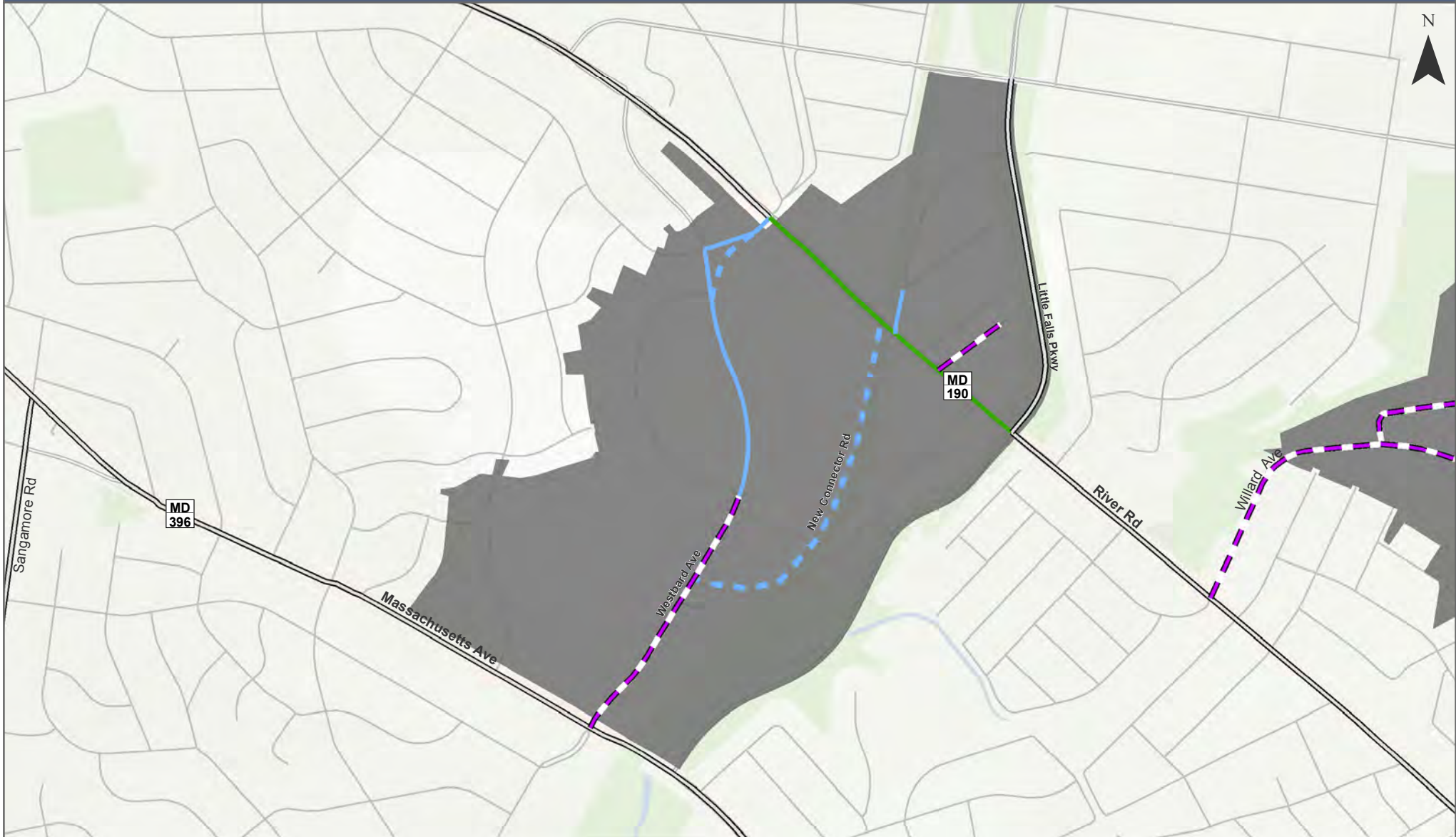
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE








Westbard Urban Road Code








URBAN ROAD CODE



-  EXISTING
-  PROPOSED

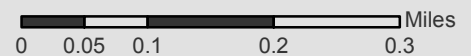
MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

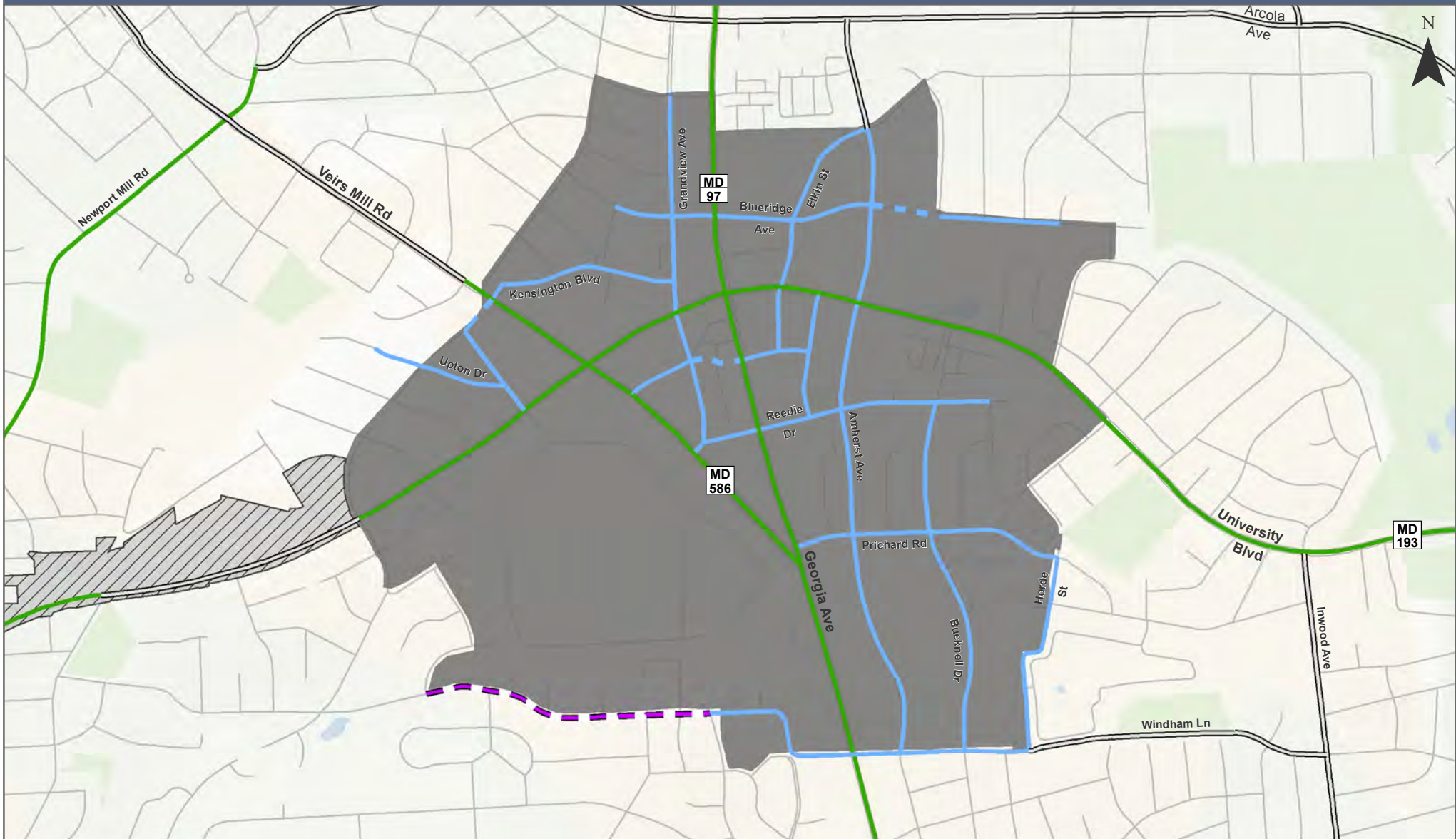
-  35 MPH EXISTING ROAD
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE








Wheaton CBD Urban Road Code








URBAN ROAD CODE



-  EXISTING
-  PROPOSED

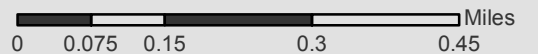
MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

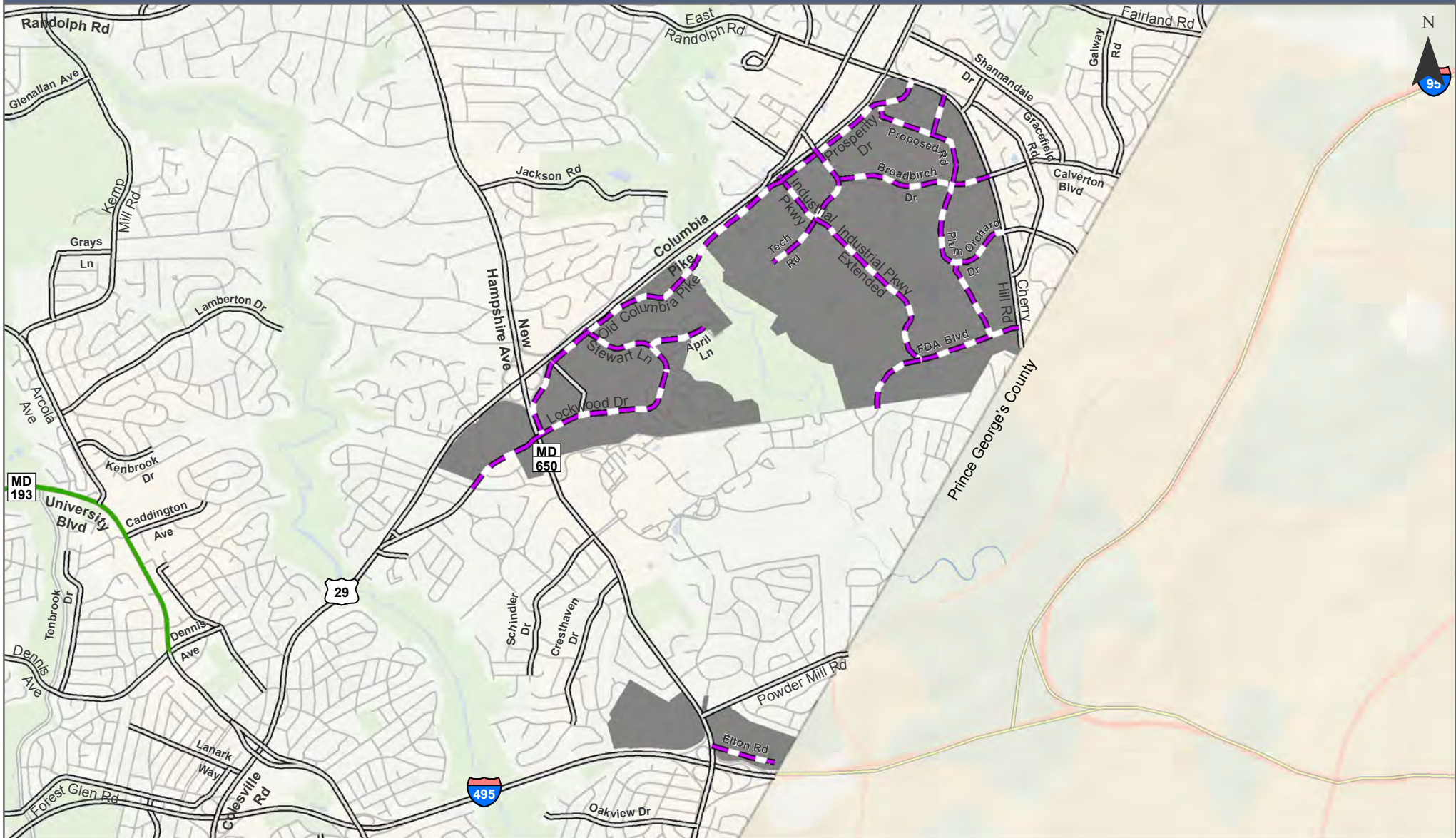
-  35 MPH EXISTING ROAD
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



White Oak Science Gateway Urban Road Code



URBAN ROAD CODE

- EXISTING
- PROPOSED

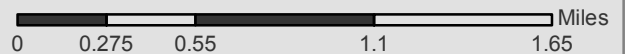
MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

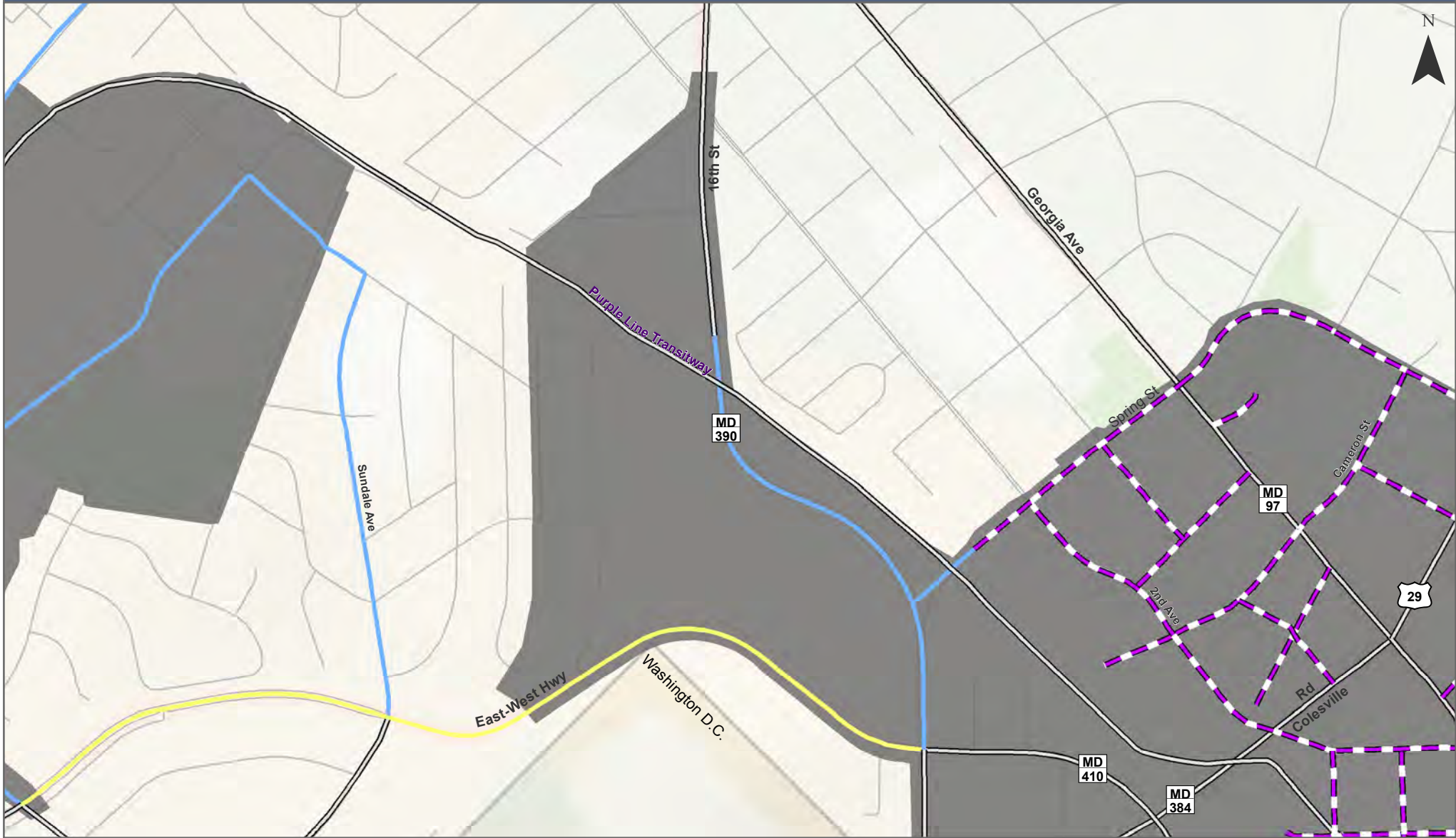
- 35 MPH EXISTING ROAD
- 35 MPH PLANNED ROAD
- 40 MPH EXISTING ROAD
- 45 MPH EXISTING ROAD
- 50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE






Woodside Purple Line Station Urban Road Code








URBAN ROAD CODE



-  EXISTING
-  PROPOSED

MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

-  35 MPH EXISTING ROAD
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE

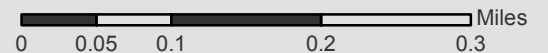


Table E1: Proposed 25 MPH speed limits summarized by functional class and Urban Road Code areas

| Urban Road Code (URC) Area | Classification | Existing URC Miles | Proposed URC Miles | Total Miles |
|---|-------------------------------------|--------------------|--------------------|-------------|
| Bethesda CBD | Business | 0.05 | 0.00 | 0.05 |
| | Primary Residential | 0.12 | 0.00 | 0.12 |
| Burtonsville (Proposed) | Primary Residential | 0.00 | 0.08 | 0.08 |
| Cabin Branch (Proposed) | Arterial | 0.00 | 2.61 | 2.61 |
| | Arterial (Planned) | 0.00 | 0.33 | 0.33 |
| | MPOHT propsoed additions | 0.00 | 1.03 | 1.03 |
| Clarksburg Town Center | Arterial | 2.77 | 0.11 | 2.88 |
| | Arterial (Planned) | 0.56 | 0.00 | 0.56 |
| | Arterial (Planned) with planned BRT | 0.98 | 0.00 | 0.98 |
| | Business | 0.34 | 0.00 | 0.34 |
| | Primary Residential | 0.83 | 0.00 | 0.83 |
| Damascus Town Center | Arterial | 0.52 | 0.00 | 0.52 |
| | Business | 0.48 | 0.00 | 0.48 |
| | Business (Planned) | 0.30 | 0.00 | 0.30 |
| Friendship Heights | Arterial | 0.93 | 0.00 | 0.93 |
| | Business | 0.97 | 0.00 | 0.97 |
| Germantown Town Center | Primary Residential | 0.12 | 0.00 | 0.12 |
| Glenmont | Arterial with planned BRT | 0.63 | 0.00 | 0.63 |
| | Business (Planned) | 0.44 | 0.00 | 0.44 |
| | Major Highway | 0.32 | 0.00 | 0.32 |
| | Major Highway with planned BRT | 0.68 | 0.00 | 0.68 |
| | Primary Residential | 0.96 | 0.00 | 0.96 |
| | Primary Residential (Planned) | 0.35 | 0.00 | 0.35 |
| Grosvenor | Arterial with planned BRT | 0.44 | 0.00 | 0.44 |
| | Business | 0.69 | 0.00 | 0.69 |
| | Primary Residential | 0.57 | 0.00 | 0.57 |
| Lyttonsville Purple Line Station | Primary Residential | 0.32 | 0.00 | 0.32 |
| Montgomery Hills | Arterial | 0.50 | 0.00 | 0.50 |
| Olney Town Center | Business | 1.07 | 0.00 | 1.07 |
| | Business (Planned) | 0.14 | 0.00 | 0.14 |
| | Primary Residential | 0.25 | 0.00 | 0.25 |
| Piney Branch | Primary Residential | 0.00 | 0.50 | 0.50 |
| Shady Grove | Arterial | 0.47 | 0.00 | 0.47 |

| Urban Road Code (URC) Area | Classification | Existing URC Miles | Proposed URC Miles | Total Miles |
|----------------------------------|----------------------------------|--------------------|--------------------|--------------|
| | Business | 1.66 | 0.00 | 1.66 |
| | Business (Planned) | 2.68 | 0.00 | 2.68 |
| | Major Highway | 1.61 | 0.00 | 1.61 |
| | Primary Residential | 0.41 | 0.00 | 0.41 |
| Silver Spring CBD | Arterial | 2.48 | 0.00 | 2.48 |
| | Arterial with planned BRT | 0.18 | 0.00 | 0.18 |
| | Business | 4.67 | 0.00 | 4.67 |
| | Business (Planned) | 0.33 | 0.00 | 0.33 |
| | Business with planned light rail | 0.24 | 0.00 | 0.24 |
| Twinbrook | Arterial | 1.35 | 0.00 | 1.35 |
| | Business | 1.19 | 0.00 | 1.19 |
| | Business (Planned) | 0.88 | 0.00 | 0.88 |
| Westbard | Business | 0.39 | 0.00 | 0.39 |
| Wheaton CBD | Primary Residential (Proposed) | 0.42 | 0.00 | 0.42 |
| White Oak Science Gateway | Arterial | 2.56 | 0.00 | 2.56 |
| | Arterial (Planned) | 1.05 | 0.00 | 1.05 |
| | Arterial with planned BRT | 1.71 | 0.00 | 1.71 |
| | Business | 2.70 | 0.00 | 2.70 |
| | Business (Planned) | 1.01 | 0.00 | 1.01 |
| | Primary Residential | 0.27 | 0.00 | 0.27 |
| | | | Total | 49.27 |

Table E2: Roadways with proposed 25 MPH speed limits within urban road code areas

| Road Name | From Location | To Location | Classification | Master Plan | Existing Lanes | Planned Lanes | ROW | Proposed Classification Change | Urban Road Code |
|------------------------------------|-----------------------------|-------------------------|---------------------|--|----------------|---------------|-----|--------------------------------|-------------------------|
| Cordell Ave | Wilson Ln | Old Georgetown Rd | Business | Bethesda CBD | 2 | 2 | 60 | | Bethesda CBD |
| Elm St | Clarendon St | Arlington Rd | Primary Residential | Bethesda CBD | 2 | 2 | 60 | | Bethesda CBD |
| Old Columbia Pike | Spencerville Ct | Spencerville Rd | Primary Residential | Fairland | 2 | 2 | 70 | Minor Arterial | Burtonsville (Proposed) |
| A-307 (Proposed) | New Cut Rd Extended (A-302) | West Old Baltimore Rd | Arterial (Planned) | Clarksburg | N/A | 2 | 80 | | Cabin Branch (Proposed) |
| Broadway Ave | Clarksburg Rd (MD 121) | West Old Baltimore Rd | Arterial | Clarksburg | 4D | 4D | 120 | | Cabin Branch (Proposed) |
| Cabin Branch Ave | Clarksburg Road (MD 121) | Little Seneca Pkwy | N/A | MPOHT | 2D | 2D | 80 | Business | Cabin Branch (Proposed) |
| Gosnell Farm Rd | Clarksburg Rd (MD 121) | Old Clarksburg Rd | N/A | MPOHT | 4D | 4D | 80 | Business | Cabin Branch (Proposed) |
| Little Seneca Pkwy | Broadway Ave | A-307 (Proposed) | Arterial | Clarksburg | 4 | 4D | 120 | | Cabin Branch (Proposed) |
| Little Seneca Pkwy Extended | A-307 (Proposed) | I-270 | Arterial (Planned) | Clarksburg | N/A | 4D | 120 | | Cabin Branch (Proposed) |
| Old Clarksburg Rd | Gosnell Farm Rd | Whelan Ln | N/A | MPOHT | 2 | 2 | 60 | | Cabin Branch (Proposed) |
| Stringtown Rd | I-270 | Gateway Center Dr | Arterial | Clarksburg | 4 | 4 | 120 | | Cabin Branch (Proposed) |
| West Old Baltimore Rd | Clarksburg Road (MD 121) | I-270 | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 80 | | Cabin Branch (Proposed) |
| Whelan Ln Extended | Existing Whelan Ln | Clarksburg Rd relocated | Arterial (Planned) | Clarksburg | N/A | 2 | 80 | | Cabin Branch (Proposed) |
| Clarks Crossing Rd | Clarksburg Square Rd | Stringtown Rd | Primary Residential | Clarksburg | 2 | 2 | 70 | | Clarksburg Town Center |
| Clarksburg Rd | Old Frederick Rd | Snowden Farm Pkwy | Arterial | Clarksburg | 2 | 2 | 80 | | Clarksburg Town Center |

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|-------------------------------------|-----------------------|-----------------------|-------------------------------------|--|-----|---------|-----|--|------------------------|
| Clarksburg Square Rd | Little Seneca Creek | Clarks Crossing Rd | Primary Residential | Clarksburg | 2 | 2 | 70 | | Clarksburg Town Center |
| Comus Rd | MD 355 | I-270 | Arterial | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 80 | | Clarksburg Town Center |
| Observation Dr Extended | Clarksburg Rd | Frederick Rd (MD 355) | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | N/A | 2 + 1T | 130 | | Clarksburg Town Center |
| Observation Dr Extended | Stringtown Rd | Clarksburg Rd | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | N/A | 4D + 1T | 150 | | Clarksburg Town Center |
| Observation Dr Extended | Clarksburg Rd | Frederick Rd (MD 355) | Arterial (Planned) with planned BRT | Ten Mile Creek Area Limited Amendment (2014) | | 2 + 2T | 130 | | Clarksburg Town Center |
| Redgrave Pl | Frederick Rd | Little Seneca Creek | Primary Residential | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 70 | | Clarksburg Town Center |
| Redgrave Pl | Frederick Rd (MD 355) | Little Seneca Creek | Business | Ten Mile Creek Area Limited Amendment (2014) | 2 | 2 | 70 | | Clarksburg Town Center |
| Snowden Farm Pkwy | Stringtown Rd | Clarksburg Rd | Arterial | Clarksburg | 2 | 2 | 80 | | Clarksburg Town Center |
| Snowden Farm Pkwy | Woodcrest Manor Way | Frederick Rd (MD 355) | Arterial | Clarksburg | N/A | 2 | 80 | | Clarksburg Town Center |
| Snowden Farm Pkwy (Proposed) | Clarksburg Rd | Woodcrest Manor Way | Arterial (Planned) | Clarksburg | N/A | 2 | 80 | | Clarksburg Town Center |

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|-------------------------------|-------------------|-----------------------------|--------------------|--------------------|-----|----|-----|----------------|-----------------------------------|
| Stringtown Rd | Frederick Rd | Overlook Park Dr | Arterial | Clarksburg | 2 | 4D | 120 | | Clarksburg Town Center |
| Stringtown Rd | Gateway Center Dr | Frederick Rd (MD 355) | Arterial | Clarksburg | 4 | 4 | 120 | | Clarksburg Town Center |
| Stringtown Rd | Overlook Park Dr | Piedmont Rd (Future A-305) | Arterial | Clarksburg | 2 | 4D | 120 | | Clarksburg Town Center |
| Gateway Center Dr | Clarksburg Rd | Stringtown Rd (A-260) | Arterial | Clarksburg | 4D | 4D | 80 | | Clarksburg Town Center (Proposed) |
| Bethesda Church Rd | Ridge Road | Woodfield Rd | Arterial | Damascus | 2 | 2 | 80 | Minor Arterial | Damascus Town Center |
| Damascus Ln (Proposed) | Ridge Rd | Woodfield Rd | Business (Planned) | Damascus | N/A | 2 | 60 | | Damascus Town Center |
| High Corner St | Ridge Rd (MD 27) | Lewis Dr | Business | Damascus | 2 | 2 | 80 | | Damascus Town Center |
| Lewis Dr | Ridge Rd (MD 27) | 900' west of High Corner St | Business | Damascus | 2 | 2 | 80 | | Damascus Town Center |
| Main St | Woodfield Rd | Ridge Rd at Lewis Dr | Business | Damascus | 2 | 2 | 80 | | Damascus Town Center |
| Friendship Blvd | Western Ave | Willard Ave | Business | Friendship Heights | 4 | 4 | 80 | | Friendship Heights |
| Friendship Blvd | Willard Ave | Somerset Terr | Business | Friendship Heights | 2 | 2 | 80 | | Friendship Heights |
| Montgomery St | Wisconsin Ave | terminus | Business | Friendship Heights | 2 | 2 | 60 | | Friendship Heights |
| N Park Ave | Friendship Blvd | Willard Ave | Arterial | Friendship Heights | 2 | 2 | 80 | | Friendship Heights |
| Shoemaker Farm Ln | North Park Ave | Willard Ave | Business | Friendship Heights | 1 | 1 | 50 | | Friendship Heights |
| South Park Ave | Wisconsin Ave | Friendship Blvd | Business | Friendship Heights | 2 | 2 | 80 | | Friendship Heights |
| The Hills Plaza | Willard Ave | Somerset Terr | Business | Friendship Heights | 2 | 2 | 80 | | Friendship Heights |
| Willard Ave | River Rd | Friendship Blvd | Arterial | Friendship Heights | 2 | 2 | 85 | | Friendship Heights |
| Willard Ave | Friendship Blvd | Wisconsin Ave | Arterial | Friendship Heights | 4 | 4 | 90 | | Friendship Heights |
| Wisconsin Circle | Wisconsin Ave | Western Ave | Business | Friendship Heights | 2 | 2 | 60 | | Friendship Heights |

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|--|----------------------------|--------------------------------|--------------------------------|------------------------------|----|----|-----|----------------|------------------------|
| Rexmore Dr | Locbury Dr | Crystal Rock Dr | Primary Residential | Germantown (1989) | 2 | 2 | 80 | | Germantown Town Center |
| Briggs Rd | Lutes Dr | Layhill Rd | Primary Residential | Glenmont | 2 | 2 | 80 | | Glenmont |
| Denley Rd | Georgia Ave (MD 97) | Randolph Rd | Primary Residential | Glenmont | 2 | 2 | 70 | | Glenmont |
| Glenallan Ave | Georgia Ave | Layhill Rd | Arterial with planned BRT | Glenmont | 4 | 4 | 90 | | Glenmont |
| Glenallan Ave | Layhill Rd | 450' north of Randolph Rd | Arterial with planned BRT | Glenmont | 2 | 2 | 80 | | Glenmont |
| Glenallan Ave | 450' north of Randolph Rd | Randolph Rd | Arterial with planned BRT | Glenmont | 2 | 2 | 95 | | Glenmont |
| New Road (Glenmont Shopping Center) | Georgia Ave | Randolph Rd | Business (Planned) | Glenmont | 2 | 2 | 70 | | Glenmont |
| New Road (Glenmont Shopping Center) | Layhill Rd | Randolph Rd | Business (Planned) | Glenmont | 2 | 2 | 70 | | Glenmont |
| New Street (Metrocenter Dr) | Georgia Ave | Layhill Rd | Primary Residential (Planned) | Glenmont | 2 | 2 | 70 | | Glenmont |
| Randolph Rd | Lindell St/Denley Rd | Judson Rd | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 120 | | Glenmont |
| Randolph Rd | Judson Rd | 400 feet west of Glenallan Ave | Major Highway | Glenmont | 6D | 6D | 140 | | Glenmont |
| Randolph Rd | Judson Rd | Georgia Ave (MD 97) | Major Highway with planned BRT | Countywide Transit Corridors | 6D | 6D | 140 | | Glenmont |
| Randolph Rd | 400' West of Glenallan Ave | Glenallan Ave | Major Highway | Glenmont | 6D | 6D | 120 | | Glenmont |
| Weller Rd | Holdridge Rd | Georgia Ave (MD 97) | Primary Residential | Glenmont | 2 | 2 | 70 | | Glenmont |
| Grosvenor Ln | I-270 | Rockville Pike (MD 355) | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 70 | Minor Arterial | Grosvenor |

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|--------------------------------|---------------------------|--------------------------|---------------------------|---------------------------------|-----|---------|----|--|----------------------------------|
| Montrose Ave | Tuckerman Ln | Weymouth St | Primary Residential | North Bethesda/Garrett Park | 2 | 2 | 60 | | Grosvenor |
| Tuckerman Ln | Rockville Pike (MD 355) | Rockville Pike (MD 355) | Business | Grosvenor-Strathmore Metro Area | 2 | 2 | 80 | | Grosvenor |
| Tuckerman Ln | Tuckerman Access Ln | Rockville Pike (MD 355) | Arterial with planned BRT | Grosvenor-Strathmore Metro Area | 4D | 4D + 0T | 80 | | Grosvenor |
| Tuckerman Ln | Tuckerman Access Ln | Rockville Pike (MD 355) | Arterial with planned BRT | Grosvenor-Strathmore Metro Area | 4D | 4D + 0T | 80 | | Grosvenor |
| Freyman Dr | Meadowbrook Ln | Terrace Dr | Primary Residential | North and West Silver Spring | 2 | 2 | 70 | | Lyttonsville Purple Line Station |
| Seminary Pl | Georgia Ave | Second Ave / Seminary Rd | Arterial | North and West Silver Spring | 2 | 2 | 80 | | Montgomery Hills |
| Seminary Rd | Second Ave / Seminary Ave | Georgia Ave (MD 97) | Arterial | North and West Silver Spring | 2 | 2 | 80 | | Montgomery Hills |
| 3rd Ave | Georgia Ave | 400' west of Georgia Ave | Business | Olney | 2 | 2 | 70 | | Olney Town Center |
| Appomattox Ave | Spartan Rd | end-of-road | Business | Olney | 2 | 2 | 70 | | Olney Town Center |
| Appomattox Ave Extended | Existing Appomattox Ave | Hillcrest Ln | Business (Planned) | Olney | N/A | 2 | 70 | | Olney Town Center |
| Hillcrest Ave | Georgia Ave | Olney-Sandy Spring Rd | Business | Olney | 2 | 2 | 70 | | Olney Town Center |
| Morningwood Dr | Golden Spring Ct | Georgia Ave | Primary Residential | Olney | 2 | 2 | 70 | | Olney Town Center |
| N High St | Georgia Ave | Morningwood Dr | Business | Olney | 2 | 2 | 70 | | Olney Town Center |
| Spartan Rd | Georgia Ave | Appomattox Ave | Business | Olney | 2 | 2 | 80 | | Olney Town Center |
| Manchester Rd | Piney Branch Rd | Three Oaks Dr | Primary Residential | East Silver Spring | 2 | 2 | 70 | | Piney Branch (Proposed) |

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|---|----------------------------|--|---------------------|-------------|-----|----|--------------|----------------|-------------|
| Crabbs Branch Way | Redland Rd | Shady Grove Rd | Business | Shady Grove | 4D | 4D | 100 | | Shady Grove |
| Crabbs Branch Way | Indianola Dr | Redland Rd | Arterial | Shady Grove | 4 | 4 | 80 | | Shady Grove |
| Indianola Rd | Frederick Rd | Crabbs Branch Way | Business | Shady Grove | 2 | 2 | 70 | | Shady Grove |
| Pleasant Rd | Shady Grove Rd | Fedor Ave | Primary Residential | Shady Grove | 2 | 2 | 70 | | Shady Grove |
| Redland Rd | Crabbs Branch Way | Frederick Rd | Business | Shady Grove | 4D | 4D | 100 | | Shady Grove |
| Redland Rd | Needwood Rd | Crabbs Branch Way | Primary Residential | Shady Grove | 2 | 4 | 70 | Minor Arterial | Shady Grove |
| Shady Grove Rd | 1200' west of Frederick Rd | I-370 | Major Highway | Shady Grove | 6D | 6D | 150 | | Shady Grove |
| Shady Grove Rd | I-370 | Briardale Rd | Major Highway | Shady Grove | 6D | 6D | 120 | | Shady Grove |
| Street "A" (King Farm Blvd Ext) | Rockville Pike | 1100' south of Shady Grove Metro Station | Business (Planned) | Shady Grove | N/A | 2 | 120 | | Shady Grove |
| Street "B" (Proposed) | Rockville Pike | Proposed Street "D" | Business (Planned) | Shady Grove | N/A | 2 | 190 (Varies) | | Shady Grove |
| Street "B" (Proposed) | 700' from Street "D" | Shady Grove Metro Station | Business (Planned) | Shady Grove | N/A | 2 | 120 | | Shady Grove |
| Street "C" (Somerville Dr Ext) | Proposed Street "A" | Proposed Street "E" | Business (Planned) | Shady Grove | N/A | 2 | 70 | | Shady Grove |
| Street "D" (Proposed) | Proposed Street "A" | Proposed Street "E" | Business (Planned) | Shady Grove | N/A | 2 | 60 | | Shady Grove |
| Street "E" [Paramount Dr] (Proposed) | Rockville Pike | Proposed Street "C" | Business (Planned) | Shady Grove | N/A | 2 | 70 | | Shady Grove |
| Street "F" (Proposed) | Redland Rd | Proposed Street "I" | Business (Planned) | Shady Grove | N/A | 2 | 70 | | Shady Grove |
| Street "G" (Proposed) | Redland Rd | Metro Access Rd | Business (Planned) | Shady Grove | N/A | 2 | 80 | | Shady Grove |
| Street "H" (Proposed) | Proposed Street "F" | Metro Access Rd | Business (Planned) | Shady Grove | N/A | 2 | 70 | | Shady Grove |

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| Street "I" (Proposed) | 550' w of Crabbs Branch Way | 900' e of Crabbs Branch Way | Business (Planned) | Shady Grove | N/A | 2 | 70 | | Shady Grove |
| Street "J" (Proposed) | Proposed Street "I" | 700 LF north | Business (Planned) | Shady Grove | N/A | 2 | 70 | | Shady Grove |
| Street "K" (Proposed) | Proposed Street "F" | Proposed Street "G" | Business (Planned) | Shady Grove | N/A | 2 | 60 | | Shady Grove |
| Street "L" (Proposed) | Proposed Street "F" | Proposed Street "G" | Business (Planned) | Shady Grove | N/A | 2 | 60 | | Shady Grove |
| 13th St | Georgia Ave | Eastern Ave (D.C. Line) | Business | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| 1st Ave | Spring St | Fenwick Ln | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| 2nd Ave | Spring St | Cameron St | Business | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| 2nd Ave | Cameron St | Colesville Rd | Business | Silver Spring CBD | 4 | 4 | 105 | | Silver Spring CBD |
| Apple Ave | CSX Railroad | Second Ave | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Blair Mill Rd | Eastern Ave (D.C. Line) | East-West Hwy (MD 410) | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Blair Mill Rd | Blair Mill Way | Georgia Ave | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Blair Rd | Georgia Ave (MD 97) | CSX Railroad | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Bonifant St | Purple Line | Fenton St | Business with planned light rail | Purple Line Functional Plan | 2 | 2 + 2 T | 40 - 70 | | Silver Spring CBD |
| Bonifant St | Fenton St | Approx. 488' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| Bonifant St | CSX Railroad | Purple Line | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Bonifant St | Purple Line | Fenton St | Business | Silver Spring CBD | 2 | 2 | 40 | | Silver Spring CBD |
| Cameron St | Second Ave | Georgia Ave | Business | Silver Spring CBD | 2 | 2 | 74 | | Silver Spring CBD |
| Cameron St | Georgia Ave | Spring St | Business | Silver Spring CBD | 2 | 2 | 75 | | Silver Spring CBD |

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| Cedar St | Ellsworth Dr | Wayne Ave | Arterial | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| Colonial Ln | Ripley St | Georgia Ave | Business | Silver Spring CBD | N/A | N/A | 80 | | Silver Spring CBD |
| Dixon Ave | Wayne Ave | Ripley St | Business | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| Dixon Ave Extended | Ripley St | Silver Spring Ave | Business (Planned) | Silver Spring CBD | N/A | 4 | 80 | | Silver Spring CBD |
| Draper Ln (Proposed) | Colesville Rd | Blair Mill Rd | Business (Planned) | Silver Spring CBD | N/A | 2 | 60 | | Silver Spring CBD |
| Ellsworth Dr | Cedar St | 450' west of Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Fenton St | Cameron St | Albany Ave/Takoma Avenue | Arterial | Silver Spring CBD / East Silver Spring / Takoma Park | 2+Parking | 2 | 80 | | Silver Spring CBD |
| Fenwick Ln | Georgia Ave | Second Ave | Business | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| Fidler Ln | Second Ave | Georgia Ave | Business | Silver Spring CBD | 2 | 2 | | | Silver Spring CBD |
| Gist Ave | Philadelphia Ave | Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Kennett St | Newell St | 13th St | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| King St | Eastern Ave (D.C. Line) | 50' east of Georgia Ave and From B & O Railroad to Albany Av | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Newell St | Eastern Ave (D.C. Line) | East-West Hwy (MD 410) | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Philadelphia Ave | Selim Rd | Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Planning Pl | Georgia Ave | Silver Spring Parking Lot # 2 | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Ramsey Ave | Cameron St | Colesville Rd | Business | Silver Spring CBD | 2 | 2 | 54 | | Silver Spring CBD |

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|--------------------------|-------------------------|--------------------------------|---------------------------|------------------------------|------|--------|-----|--|-------------------|
| Ramsey Ave | Wayne Ave | Bonifant St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Ripley St | Georgia Ave | CSX Railroad | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Ripley St | End of existing St | Bonifant St | Business | Silver Spring CBD | N/A | 2 | 70 | | Silver Spring CBD |
| Roeder Rd | Fenton St | Cedar St | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Selim Rd | Sligo Ave | Philadelphia Ave | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Silver Spring Ave | Georgia Ave | Approx. 280' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Sligo Ave | Georgia Ave | Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Sligo Ave | Fenton St | Approx. 149' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 80 | | Silver Spring CBD |
| Spring St | 630' west of Second Ave | First Ave | Arterial | Silver Spring CBD | 4D | 4 | 100 | | Silver Spring CBD |
| Spring St | Georgia Ave | Fairview Rd | Arterial | Silver Spring CBD | 4D | 4 | 100 | | Silver Spring CBD |
| Spring St | Fairview Rd | Cameron St | Arterial | Silver Spring CBD | 4 | 4 | 80 | | Silver Spring CBD |
| Spring St | Colesville Rd | Ellsworth Dr | Arterial | Silver Spring CBD | 4-4D | 4 | 80 | | Silver Spring CBD |
| Spring St | Cameron St | Colesville Rd | Arterial | Silver Spring CBD | 4 | 4 | 100 | | Silver Spring CBD |
| Takoma Ave | Fenton St | DC Line | Arterial | Takoma Park | 2 | 2 | 80 | | Silver Spring CBD |
| Thayer Ave | Georgia Ave | Fenton St | Business | Silver Spring CBD | 2 | 2 | 60 | | Silver Spring CBD |
| Thayer Ave | Fenton St | Approx. 288' east of Fenton St | Business | Silver Spring CBD | 2 | 2 | 70 | | Silver Spring CBD |
| Wayne Ave | Colesville Rd (US 29) | Georgia Ave (MD 97) | Arterial with planned BRT | Countywide Transit Corridors | 4D | 4 + 0T | 120 | | Silver Spring CBD |

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|--------------------------------|--|---|--------------------|-----------------------------|-----|----|-----|---------------------|-------------|
| Fishers Ln | 180' West of Twinbrook Pkwy | Wilkins Ave Extended | Business | Twinbrook Sector Plan | 2 | 2 | 80 | | Twinbrook |
| Kraft Dr Extended | CSX Rail | Parklawn Dr | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 70 | | Twinbrook |
| Parklawn Dr | Wicomico Ave (Rockville City Limits) | Montrose Pkwy | Arterial | Twinbrook Sector Plan | 4 | 4 | 80 | | Twinbrook |
| Twinbrook Pkwy | 760' south of Parklawn Dr (southern Rockville City Limits) | Ardennes Ave | Arterial | Twinbrook Sector Plan | 6D | 6D | 104 | | Twinbrook |
| Twinbrook Pkwy | Ardennes Ave | 950' north of Ardennes Ave | Arterial | Twinbrook Sector Plan | 4D | 4D | 120 | | Twinbrook |
| Washington Ave | Kraft Dr Extended | Fishers Ln | Business | Twinbrook Sector Plan | 2 | 2 | 70 | | Twinbrook |
| Washington Ave Extended | Fishers Ln | Twinbrook Pkwy | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 60 | | Twinbrook |
| Washington Ave Extended | Parklawn Dr | Fishers Ln | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 70 | | Twinbrook |
| Wicomico Ave | Parklawn Dr | Wicomico Ave | Business | Twinbrook Sector Plan | 2 | 2 | 70 | | Twinbrook |
| Wilkins Ave | Parklawn Dr (160' south of existing Fishers Ln) | Parklawn Dr (340' north of Academy Way) | Business | Twinbrook Sector Plan | 2 | 2 | 70 | | Twinbrook |
| Wilkins Ave Extended | Fishers Ln | Twinbrook Pkwy | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 60 | | Twinbrook |
| Wilkins Ave Extended | Parklawn Dr | Fishers Ln | Business (Planned) | Twinbrook Sector Plan | N/A | 2 | 60 | | Twinbrook |
| Clipper Ln | River Rd | 300' north of River Rd | Business | Westbard Sector Plan (2016) | 2 | 2 | 60 | | Westbard |
| Westbard Ave | Westbard Cir | Massachusetts Ave | Business | Westbard Sector Plan (2016) | 4 | 4 | 74 | | Westbard |
| McComas Ave | Douglas Ave | Peregoy Dr | N/A | MPOHT (Pending) | 2 | 2 | 70 | Primary Residential | Wheaton CBD |

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|---------------------------------|---|---|---------------------------|---------------------------|-----|---|-----|---------------------------------|---------------------------|
| April Ln | Stewart Ln | 0.3 miles east of Stewart Ln | Primary Residential | White Oak Science Gateway | 2 | 2 | 70 | | White Oak Science Gateway |
| Broadbirch Dr | Cherry Hill Rd | Tech Rd | Business | White Oak Science Gateway | 2 | 4 | 100 | | White Oak Science Gateway |
| Elton Rd | Avenel Gardens Ln | Montgomery-Prince Georges County Line | Primary Residential | White Oak Science Gateway | 2 | 2 | 70 | | White Oak Science Gateway |
| Elton Rd | New Hampshire Ave | Avenel Gardens Ln | Business | White Oak Science Gateway | 2 | 2 | 80 | | White Oak Science Gateway |
| FDA Blvd | Cherry Hill Rd | Industrial Pkwy Extended | Business | White Oak Science Gateway | 4 | 4 | 100 | | White Oak Science Gateway |
| FDA Blvd | FDA Gate | Industrial Pkwy Extended | Business | White Oak Science Gateway | 4 | 4 | 100 | | White Oak Science Gateway |
| Industrial Pkwy | Columbia Pike (US 29) | Tech Rd | Arterial | White Oak Science Gateway | 2 | 4 | 100 | | White Oak Science Gateway |
| Industrial Pkwy | Tech Rd | FDA Blvd | Arterial | White Oak Science Gateway | 2 | 4 | 100 | | White Oak Science Gateway |
| Industrial Pkwy Extended | Tech Rd | FDA Blvd | Arterial (Planned) | White Oak Science Gateway | N/A | 4 | 100 | | White Oak Science Gateway |
| Lockwood Dr | West Side of White Oak Shopping Center | Stewart Ln | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | Minor Arterial with planned BRT | White Oak Science Gateway |
| Lockwood Dr | 400' west of New Hampshire Ave (MD 650) | West Side of White Oak Shopping Center | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | | White Oak Science Gateway |
| Lockwood Dr | Northwest Dr | 400 ft West of New Hampshire Ave (MD 650) | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 80 | | White Oak Science Gateway |

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| Old Columbia Pike | Approx. 1000' west of Stewart Ln | Industrial Pkwy | Arterial | White Oak Science Gateway | 4 | 4 | 80 | | White Oak Science Gateway |
| Old Columbia Pike | Lockwood Dr | Approx. 1000' west of Stewart Ln | Arterial (Planned) | White Oak Science Gateway | 4 | 4 | 80 | | White Oak Science Gateway |
| Old Columbia Pike | Approx. 1000' west of Stewart Ln | Industrial Pkwy | Arterial with planned BRT | White Oak Science Gateway | 4 | 4 | 80 | | White Oak Science Gateway |
| Plum Orchard Dr | Cherry Hill Rd | Broadbirch Dr | Business | White Oak Science Gateway | 2 | 2 | 80 | | White Oak Science Gateway |
| Proposed Rd | Plum Orchard Dr | FDA Blvd | Business (Planned) | White Oak Science Gateway | N/A | 2 | 70 | | White Oak Science Gateway |
| Proposed Rd | Plum Orchard Ct Extended (B-6) | Whitehorn Ct | Business (Planned) | White Oak Science Gateway | N/A | 2 | 70 | | White Oak Science Gateway |
| Proposed Rd | Cherry Hill Rd | Plum Orchard Ct Extended (B-6) | Business (Planned) | White Oak Science Gateway | N/A | 2 | 70 | | White Oak Science Gateway |
| Prosperity Dr | Industrial Pkwy | Cherry Hill Rd | Arterial | White Oak Science Gateway | 2 | 4 | 80 | | White Oak Science Gateway |
| Stewart Ln | Lockwood Dr | Columbia Pike (US 29) | Arterial with planned BRT | White Oak Science Gateway | 2 | 2 | 90 | Minor Arterial with planned BRT | White Oak Science Gateway |
| Tech Rd | Industrial Pkwy | 1600 Ft Southwest of Industrial Pkwy | Business | White Oak Science Gateway | 2 | 2 | 100 | | White Oak Science Gateway |
| Tech Rd | Columbia Pike (US 29) | Industrial Pkwy | Arterial | White Oak Science Gateway | 2 | 4 | 100 | | White Oak Science Gateway |

Appendix F

Public Hearing Comments and Planning Board Responses

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

| No. | Name | Representing | Comment Input | Comments |
|-----|----------------------|---|---------------|---|
| 1 | Mayor Jeffrey Slavin | Town of Somerset | Testimony | Introduced Elizabeth Hurwit. Her comments mirror Mayor's Slavin's personal opinions. Not enough time to obtain official town response |
| 2 | Elizabeth Hurwit | Somerset Ad Hoc Traffic Committee | Testimony | Do not re-classify Dorset Avenue through the Town of Somerset |
| 3 | Jerry Garson | Seven Locks Civic Association | Testimony | Add freeway F-11 back into MPOHT. Build second Potomac River crossing |
| 4 | Jerry Garson | Seven Locks Civic Association | Testimony | If you do not want to build an additional bridge across the Potomac, we ask tyou to eliminate the HOV restrictions on the western spur of I-270 or provide other relief. HOV restrictions impact Seven Locks Road |
| 5 | Jerry Garson | Seven Locks Civic Association | Testimony | Provide free Ride On service to Montgomery County residents |
| 6 | Jerry Garson | Seven Locks Civic Association | Testimony | We do not see any planning for the effect of self-driving vehicles in the Master Plan |
| 7 | Jon Lourie | Woodside Park Civic Association | Testimony | We support down-classification of Dale Drive from Arterial to Minor Arterial |
| 8 | Charles Tilford | Self | Testimony | Agree with Brink Road recommendations |
| 9 | Charles Tilford | Self | Testimony | Build M-83 |
| 10 | Charles Tilford | Self | Testimony | BRT is not a realistic solution |
| 11 | Charles Tilford | Self | Testimony | Third rail would be wonderful but a complete three rail ROW does not exist |
| 12 | Margaret Shoap | Coalition for Transportation Alternatives to Mid-County Highway | Testimony | Delete Observation Drive Extended from MPOHT |
| 13 | Margaret Shoap | Coalition for Transportation Alternatives to Mid-County Highway | Testimony | Delete M-83 from MPOHT |
| 14 | Margaret Shoap | Coalition for Transportation Alternatives to Mid-County Highway | Testimony | M-83 and Observation Drive Extended are contary to the County's Sustainability Policy |
| 15 | Margaret Shoap | Coalition for Transportation Alternatives to Mid-County Highway | Testimony | Consider Council resolution "Transportation Solutions for Northwest Montgomery County" in developing this Draft Master Plan |

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

| No. | Name | Representing | Comment Input | Comments |
|-----|------------------|---|------------------|--|
| 16 | Mr Weller | Self | Testimony | Replan the Corridor Cities Transitway and BRT projects to a single alignment, not piecemeal. |
| 17 | Paul Goldman | Action Committee for Transit | Testimony | Delete M-83, Observation Drive Extended from MPOHT |
| 18 | Erin Johansson | Seven Oaks-Evanswood Civic Association | Testimony | Re-classify Wayne Avenue from Arterial to Minor Arterial between Cedar Street and Manchester Road. |
| 19 | Ann Smith | Self | Testimony/E-mail | No GIS overlay for projects that do not have approval by the county council |
| 20 | Ann Smith | Self | Testimony/E-mail | Studies are not reflected in the MPOHT |
| 21 | David Barron | Kenwood Park Citizens Association | Testimony | Do not re-classify Dorset Avenue through Kenwood Park |
| 22 | Mac Steele | Self | Testimony | Rethink classification on Wayne Avenue between Cedar and Sligo Creek |
| 23 | Susan Swift | Suburban Maryland Transportation Alliance | Testimony/E-mail | Support for Montrose Parkway completion |
| 24 | Rosalind Grigsby | City of Takoma Park | E-mail | Agree with removal of Sligo Creek Parkway segment from MPOHT |
| 25 | Rosalind Grigsby | City of Takoma Park | E-mail | Numbering portions of three streets in the new T/LC Urban Road Area so that they're consistent with others in the updated MPOHT will ensure that the T/LC Sector Plan is consistent. It will not impact the T/LC Sector Plan's function or implementation. |

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

| No. | Name | Representing | Comment Input | Comments |
|-----|-----------------------|---|-------------------------------------|--|
| | | | | A number of roads were incorrectly added to the MPOHT that are outside of the intent and jurisdiction of the plan, and don't serve a useful functional purpose. These include roads such as Sligo Creek Parkway that run through and service Montgomery Park properties, restrict heavy trucks and are used for general purpose traffic. It's sensible to remove park roads from the MPOHT that lack long-term plans for widening or altering their right-of-way. Takoma Park will benefit from the change that preserves Sligo Creek Parkway for local use. |
| 26 | Rosalind Grigsby | City of Takoma Park | E-mail | |
| 27 | Arco Sen | Carrol County Departmen of Planning | E-mail | No Comments |
| 28 | Christopher Johansson | Seven Oaks Evanswood Civic Association | E-mail | We support down-classification of Dale Drive from Arterial to Minor Arterial |
| | | | | We support reclassification of Wayne Avenue from Arterial to Minor Arterial between Cedar Street and Manchester Place. We ask that you reclassify Wayne to a Minor Arterial road and work with us to make the street safe for all users. This classification is more suitable since this type of road is meant "nearly equally for the through movement of vehicles access to abutting properties." A much stronger argument can be made for Wayne Ave to be a Minor Arterial road than to classify it as Arterial. |
| 29 | Christopher Johansson | Seven Oaks Evanswood Civic Association | E-mail | |
| 30 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Clarity of MPOHT to other Master Plans particularly the Countywide Transit Corridors Master Plan and the Bicycle Master Plan |
| 31 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | 1997 Fairland Master Plan omitted from Table 2 |
| 32 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Page 20 states that the entire White Oak Science Gateway Master Plan is included in the Urban Area Road Code |
| 33 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | There are no Type 2 speed humps (Table 5) |

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| No. | Name | Representing | Comment Input | Comments |
|-----|-------------|---|-------------------------------------|--|
| 34 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Greencastle Road - Change number of planned lanes to 3 |
| 35 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Greencastle Road - Change from Primary Residential to Minor Arterial between Old Columbia Pike to US Route 29. |
| 36 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Old Columbia Pike between Randolph Road and MD 198 - change from Primary Residential to Minor Arterial |
| 37 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Reclassify Kara Lane and Wolf Lane from Secondary streets to Primary Residential streets |
| 38 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Reclassify portions of Broadmore Road and Tamarack Road from Secondary streets to Primary Residential streets |
| 39 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Reclassify portions of Shae Avenue and Springtree Road from Secondary streets to Primary Residential streets |
| 40 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Agree with Proposed classification changes (Table 12): Castle Blvd, ICC and Tech Road west of US Route 29. |
| 41 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Make Industrial Parkway and FDA Parkway the same classification (arterial or business). They should be consistent. |
| 42 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Arterial section of Tech Road is four lanes not two lanes |
| 43 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Old Columbia Pike south of Industrial Parkway is two lanes, not four lanes |
| 44 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Old Columbia Pike stops at Tech Road not Industrial parkway |
| 45 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Cherry Hill Road on boundary of Road Code Urban Area is not in Urban Area |
| 46 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Powder Mill Road - not in Urban Road Code except for a few hundred feet near New Hampshire Avenue |

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

| No. | Name | Representing | Comment Input | Comments |
|-----|------------------------------------|---|-------------------------------------|--|
| 47 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | Lockwood Drive 400 feet west of New Hampshire Avenue to US29 not in Urban Road Code |
| 48 | Dan Wilhelm | Greater Colesville Citizens Association | E-mail and Public Hearing Testimony | FDA Parkway, Industrial Parkway - 35 mph is more appropriate. Tech Road south of Broadbirch - 30mph is more appropriate |
| 49 | Emily Ellenbogen | Capital View Park Citizens Association | E-mail | Remove Capital View Avenue relocated sections from MPOHT |
| 50 | Michael L Denger | Chevy Chase Village | E-mail | Do not re-classify Brookville Road from a Primary Residential Street into a Minor Arterial Street |
| 51 | Gilbert Chlewicki | Kemp Mill Civic Association | E-mail | Do not re-classify Arcola Avenue and Kemp Mill Roads from Arterial Streets into Minor Arterial Street |
| 52 | Gilbert Chlewicki | Kemp Mill Civic Association | E-mail | Update Kemp Mill Sector Plan and study re-classifications in the context of a Sector Plan update |
| 53 | Julian Mansfield | Village of Friendship Heights | E-mail | North Park Avenue is a Business District Street, not an Arterial |
| 54 | Melissa Daston | West Laurel Civic Association | E-mail | Change Old Route 29 into a smaller two-lane road, including turns to allow the creation of the urban area scheduled for Burtonsville |
| 55 | Corinne Hart | Dale Drive Safety Coalition | E-mail and testimony | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 56 | Dale Drive Safety Petition Signatu | Dale Drive Safety Coalition | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 57 | Charles and Jill Vest | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 58 | Emma Whelan | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 59 | Evan Wentworth | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |

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| No. | Name | Representing | Comment Input | Comments |
|-----|-----------------------------|---|---------------|---|
| 60 | Allan Berger | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 61 | Rhea Cohn | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 62 | Herbert Alleman | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 63 | George F. Zipf | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 64 | Eva Brown and Jeff Medeiros | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 65 | Kenneth Jeruchim | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 66 | Marian Dirda | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 67 | Jaclyn & John Martin | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 68 | Tanner wray | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 69 | Alain Norman | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 70 | Jean Cavanaugh | resident in support of Dale Drive and Wayne Avenue reclassification | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 71 | Jean Cavanaugh | resident in support of Dale Drive and Wayne Avenue reclassification | E-mail | Re-classify Wayne Avenue from Arterial to Minor Arterial between Cedar Street and Manchester Place. |
| 72 | Ruth P Kelly | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |
| 73 | Julie Englund | Dale Drive Area Resident | E-mail | Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street |

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| No. | Section | Comment | Planning Board Response |
|-----|-----------------|---|--|
| 74 | | Consider optimizing graphics (particularly maps) for colorblind accessibility. (the <i>NoCoffee</i> plugin for Chrome may be very helpful for simulating the effects of vision disabilities) | Thank you for your suggestion. Creating documents that are accessible to all is important to the Montgomery County Planning Department. We will review the document and make any changes necessary to achieve an acceptable level of ADA compliance. |
| 75 | In MCDOT Letter | Provide some narrative regarding transitways, which do not appear to have any consolidated description. Given the name of the MPOHT: is this plan intended to substantially replace the Countywide Transit Corridors Functional Master Plan? If so, it should at least provide as much information as in the 2013 plan, with updates per new master plans (such as WOSG) and where new information is available (as from ongoing design efforts [US 29] or development impacts [Rock Spring]). | More detail was added to Page 18 of the document including a Transitway overview map, a Transitways table, and a Transit Station table. Appendix E is being modified from a BPPA Mapbook into a Mapbook showing transitways, transit stations and BPPAs. |
| 76 | In MCDOT Letter | Clarify any roadways where changes in ROW are proposed, particularly those proposed to have less ROW than under existing plans. In any such cases: we would initially suggest retaining the additional ROW, which might be used for additional ped/bike facilities as the state of the art/practice changes, or for turn lanes, SWM, landscaping, utilities, etc. | In this technical update, only ROW increases will be recommended. Where ROW increases are proposed the Recommended ROW width will be shown in bold typeface. |
| 77 | | Consider what may occur if a(n) (Exceptional) Rustic Road were to lose its designation. Would a new classification be assigned to it at that time, with an update to the MPOHT? Or should there be any consideration toward the underlying classification of Rustic Roads now? [this question is specifically asked with Batchellor's Forest Rd in mind, which has been heavily built-out, is increasingly trafficked, and has lost much of its rustic nature] | The management of the Rustic Road program is covered in the Rustic Roads Functional Master Plan and consistent with Chapter 49, Article 8 of the Montgomery County Code. The Rustic Roads Advisory Committee considers changes to this Functional Master Plan periodically. Per the Rustic Road functional master plan, if a Rustic or Exceptional Rustic Road was to lose its designation, the likely replacement classifications would be County Road or Country Arterial. |
| 78 | | Consider how to address roads that will be substantially impacted in usage & operations due to associated capital projects. One example is Montrose Rd, highlighted in a subsequent comment. Another is MD 97 (Brookeville Rd) between the two junctions with the Brookeville Bypass. In the case of Brookeville: should a lower classification be proposed now? Or will the MPOHT be updated as the project begins or finishes construction? (noting that construction is presently considered to be very near-term) | For Brookville Road, the existing road is primarily in the Town of Brookville and is therefore not included in the MPOHT. |
| 79 | | Consider the best means of adding new streets to the MPOHT created as part of projects but not otherwise envisioned in this plan. An example may be a frontage road, as currently proposed in the 60% design for the 29/Fairland/Montrose interchange along the east side of US 29. | The Master Plan amendment process is the appropriate format for updating the MPOHT. This can occur as part of ongoing area master plans, a master plan amendment that follows a highway or transit corridor that includes several master plans, or a part of other function master plans. The intent of this Technical Update is to formalize an update process. We recommend that updates to the MPOHT be considered biennially. |
| 80 | | Consider how to update the MPOHT if new developments are approved which will construct streets of adequate classificatoin as to appear in the MPOHT, but are not otherwise currently in any master plans. | The Master Plan amendment process is the appropriate format for updating the MPOHT. This can occur as part of ongoing area master plans, a master plan amendment that follows a highway or transit corridor that includes several master plans, or a part of other function master plans. The intent of this Technical Update is to formalize an update process. We recommend that updates to the MPOHT be considered biennially. |
| 81 | | To ease with the Fiscal Estimate, enumerate any changes to the Capital Program prompted by proposals contained within this plan. | |
| 82 | Table 5 | <i>Controlled Major Highway</i> - The minimum ROW of 150 ft is accurate as per our 6 lane standards. However, noting that (1) other classifications have a range of min ROWs, and (2) we do not have any standards for 8-lane ctrl maj hwys --- Should the ROW for this line be given as a range, between 150 ft and some larger number? | The ROWs shown are minimums, but they are typically based on either a specific reference in the Road Code or a MCDOT Design standard. We would be happy to provide a range if a new cross section was developed by MCDOT, even at the conceptual level. Without a wider standard, we would typically add two lanes to the 6-lane cross section standard. |
| 83 | Table 5 | <i>Parkway</i> - The minimum right-of-way for rural parkway per the CSRD standards is 150 ft. Should the minimum right-of-way be a range of 120-150 ft? | Yes |
| 84 | Table 5 | <i>Arterial</i> - As there is a standard for a 5-lane arterial (counting the center turn lane as a lane), consider either changing the "No. Lanes" to 2-5, or add a footnote for the "No. Lanes" column that defines lanes as the number of continuous thru-travel lanes. | We will add a footnote as suggested by MCDOT. |
| 85 | Table 5 | <i>Minor Arterial</i> - There are a number of standards with 80 ft min ROW. Consider a range here of 70-80 ft min ROW. | Agreed |
| 86 | Table 5 | <i>Primary Residential Street</i> - While we are not opposing the current phrasing that divided roadways are allowed, be aware that we do not currently have any CSRD standards for divided Primary Residential streets, nor do we have any requiring min 100 ft ROW. | There are many streets within the county that were built as Primary Residnetial Dual Roads with 100-foot rights of way. Examples include Parkland Drive in Apen Hill and Huntington Parkway in Bethesda. |

**Summary of MCDOT Comments and Planning Board Responses
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| No. | Section | Comment | Planning Board Response |
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| 87 | Table 5 | <i>Secondary Streets (not in MPOHT)</i> - The open section street has a minimum right-of-way of 78 ft. Should the minimum right-of-way be a range as specified in other roadway classification? | Agreed |
| 88 | Table 5 | <i>Tertiary Streets (not in MPOHT)</i> - Per our CSRD standards, the minimum right-of-way should be 44 ft for sidewalk on one side and 50 ft for sidewalk on both sides. We do not have any standards beneath these values; certainly not as small as 21 ft. | This change will be made. |
| 89 | Table 5 | Consider including the classifications of Industrial Street, Country Arterial, Country Road, and Business District Street in the table. | We will add these road classifications into the table |
| 90 | Table 5 | Should we specify a minimum right-of-way for (Exceptional) Rustic Roads in this table? | There is not a specific minimum ROW width specified for Rustic Roads. |
| 91 | Table 6 | Consider whether such levels of detail regarding the design of speed humps is necessary or appropriate in a master plan. We suggest this information be removed, and that traffic calming references be generalized as needed. | The intent was to clarify the types of traffic calming allowed on different roadway classifications, not to be specific. The detail on types of speed humps will be removed. |
| 92 | Table 6, Table 8 | Montgomery County Executive Regulation 32-08 does not provide a definition of a Flat Top speed hump that is 12' wide, nor a 750' min spacing between speed humps that are 22' wide, and a 300' min spacing between speed hump and intersection. Only parabolic speed humps are defined as being 12' in width, while flat top speed humps are defined as being 22' in width. While it is understood that Section 49-30 of the Montgomery County Code currently discusses "Type 3" speed humps (flat top, 22' wide, with 750' min spacing between speed humps and 300' min spacing from an intersection), this pertains to speed humps on Minor Arterials, which are not addressed in Executive Regulation 32-08. It is not the intent of MCDOT to permit speed humps on Minor Arterials, and this intent is reflected in the Executive Regulation. Please consider editing these tables as needed, including to remove Type 3 Speed Humps and list 22' as the width of a Flat Top speed hump for Type 2. | Noted. The intent of this section was solely to distinguish the design and operational characteristics of different road classifications. References to traffic calming or speed humps will be retained but in a less specific format |
| 93 | Table 8 | What classification applies between 15,000 and 18,000 vpd, or between 20,000 and 35,000 vpd? | The numbers presented were maximums, so volume ranges between 15,000 to 18,000 do occur on Minor Arterials, and volume ranges between 20,000 and 35,000 do occur on Arterials. Daily volume thresholds will be removed from this table, as they are subjective depending on local conditions. The intent was to use a generalized relationship between Daily traffic volume and peak hour capacity, similar to the State of Florida Quality of Service Manual to identify max volumes where road widening might be needed. |
| 94 | Table 9 | We do not necessarily oppose most of these reclassifications, which appear to realign a roadway's class based on its parameters. However, it would be helpful to include a column for Max Daily Traffic Flow such that an assessment can be made as to whether Minor Arterial is indeed the best fit (noting the info presented in Table 8). | 2040 Daily traffic volume projections have been developed by the Travel Forecasting group in Functional Planning and Policy. This information will be presented in a separate table for each proposed down classification |
| 95 | Table 9 | Please clarify whether any of the master planned rights-of-way are proposed to be changed from current master plans. | All recommended classification changes presented in Tables 9,12 |
| 96 | Table 9 | <i>Greencastle Rd</i> - This is shown as being reduced from 4 planned lanes to 2. Have there been any safety &/or operational studies (accounting for future growth and travel demand) performed to establish if these down-classifications are feasible, and/or if there is a safety need to do so? | We have run 2040 daily traffic projections from our Travel4 model, and this section of Greencastle Road between US Route 29 and the Prince George's County line is projected to have 2040 daily traffic volumes ranging between 5,500 and 7,500 vehicles per day. If you use a rough rule of thumb of 10,000 vehicles per day per lane (service flow volume at LOS D/E), this can easily be accommodated within the recommended reduced 2-lane cross section. |
| 97 | Table 9 | <i>Musgrove Rd</i> - The design for the interchange at 29/Fairland/Musgrove (on hold at 60% design) includes a severance of Musgrove Rd. Consider including a footnote that the western portion of Musgrove (between Old Columbia and US 29) could be reduced to a TBD lower-class roadway if such a severance occurs, and also consider whether the eastern portion should remain an Arterial as it would directly serve the northbound on/off-ramps. | Until the design is finalized/re-started from its current on-hold status, any modifications to the MPOHT is premature. |

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| No. | Section | Comment | Planning Board Response |
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| 98 | Figure 7 | Gue Rd is shown as a new Primary Residential Street, but on the Online Map this specific segment is listed as unchanged from an existing Primary street. The segment to its immediate west, however, is highlighted as a proposed upclassified Primary Street. Recognising that the Online Map was used in development of the text & may no longer be applicable, this specific issues still appears to imply that something is amiss. | Yes, this was an error. Thank you for noting it. We are now not seeking any road classification changes on Gue Road |
| 99 | Table 12 | Table 12 does not appear to list the current classification in the two adjacent road sections, as is stated in the text on p50. Instead, it lists the current classification of a section of roadway. To avoid potential confusion, please either revise the table or the text to ensure consistency. | Thank you. The words "adjacent road sections" will be replaced by "road section". |
| 100 | Table 12 | <i>Castle Blvd</i> - The first several hundred feet from Briggs Chaney run along the frontage of a commercial property (CRT-2.25) not befitting of a Residential-class street. Consider retaining the Industrial designation or applying a Business designation for the segment south of the Woodvale Apartments. | <i>A business district classification will be applied for this short section of Castle Boulevard.</i> |
| 101 | Table 12 | <i>Castle Blvd</i> - Consider an endpoint name less prone to change, replacing Woodvale Apartments perhaps with a distance (800 ft from Briggs Chaney Rd). | Agreed. We will modify the endpoint description. The distance will be 1115' feet north of Briggs Chaney Road. |
| 102 | Table 12 | <i>MD 124 (Woodfield Rd)</i> - This is shown as being reduced from 6 planned lanes to 4. Have there been any safety &/or operational studies (accounting for future growth and travel demand) performed to establish if these down-classifications are feasible, and/or if there is a safety need to do so? | We have run 2040 daily traffic projections from our Travel4 model, and this section of MD 124 between Fieldcrest Road and Warfield Road is projected to have a 2040 daily traffic volume of 24,800 vehicles per day. If you use a rough rule of thumb of 10,000 vehicles per day per lane (service flow volume at LOS D/E), this can easily be accomodated within the recommended reduced 4-lane cross section. |
| 103 | Table 12 | <i>I-495X (Cabin John Pkwy)</i> - While SHA's input should be considered for all other SHA-maintained roadways, this one, in particular, may raise some concern. This route is currently classed as a Freeway and is treated as an extension of an Interstate. It is designed and operates much like a freeway, despite its short length and southern terminus with a more distinctive Parkway. | MDOT-SHA did not object to the proposed re-classification. See comment 107 from SHA. This road section is not a signed Interstate highway, but it is a state highway with a special designation (I-495-X). The design features on Cabin John Parkway and Clara Barton Parkway are extremely similar in character and design. Our recommendation remains unchanged |
| 104 | Table 13 | <i>MD 117 (Clopper Rd)</i> - This is shown as being reduced from 6 planned lanes to 4. Have there been any safety &/or operational studies (accounting for future growth and travel demand) performed to establish if these down-classifications are feasible, and/or if there is a safety need to do so? | We have run 2040 daily traffic projections from our Travel4 model, and this section of MD 124 between Clarksburg Road and Germantown Road is projected to have a 2040 daily traffic volume between 12,700 and 15,000 vehicles per day. If you use a rough rule of thumb of 10,000 vehicles per day per lane (service flow volume at LOS D/E), this can easily be accomodated within the recommended reduced 4-lane cross section. |
| 105 | Table 13 | <i>Whites Ferry Rd Relocated</i> - Clarify this proposed removal. Has this been removed previously by other master plans / amendments, and this is only a technical correction? Or is this removal being proposed as a part of this plan? If the latter- what is the purpose of this removal? | The master planning team feels that this road relocation is both not needed based on traffic safety experience (see MDOT- SHA comment 167) and inconsistent with the Country Arterial classification. |
| 106 | Table 14, Figure 11 | The text on p58 states that many of the proposed reclassifications of roadway types are either to provide consistency between adjacent road sections or a smoother transition between road classification types. Changing the classification from Major Highway or Controlled Access Highway to Arterial may have significant future implications for future roadway capacities, as well as future roadway design -- particularly along MD 118 (Germantown Rd), which shows reductions in from 4 to 2 lanes, and 6 to 4 lanes. Have any studies been performed to identify if these potential impacts have any significantly adverse impacts on roadway operations? | Staff has conducted a review of projected 2040 traffic daily volumes on all roads where down-classifications have been recommended in the Public Hearing Draft. This information has been shared with MCDOT and the projected 2040 Daily traffic flows are indicated in response to specific MCDOT comments No. 94, 100, and 104. |
| 107 | Table 14 | <i>Father Hurley Blvd</i> - Consider retaining Controlled Major Highway. While the intersections formed along FH Blvd may not always be at public streets, the distant intersection spacing & that FH Blvd can only be accessed at these disparate points would appear to support a controlled access classification. | The access characteristics of Father Hurley Boulevard are more consistent with a Controlled Major Highway; however, the operations of this road with speed cameras is set at a speed inconsistent with the standard target speeds identified in COMCOR Chapter 49 Standard No. 020.01 Target and Design Speed. For a suburban area, a range of 40 to 55 mph is identified in this Standard. We are willing to retract this recommendation; however, we wanted to not that this road section is inconsistent with the current road classification |

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| No. | Section | Comment | Planning Board Response |
|-----|------------------------------|---|--|
| 108 | Figure 12 | Consider showing unchanged master planned roads, such as A-302 and A-307. This is partly to help show the context of the network, but also to reaffirm that these are unchanged (particularly with regard to A-307, which could have a case made should be realigned with Cabin Branch Ave and/or Lake Ridge Dr). | We will modify the maps to show select names or road designations, such as A-302 and A-307 where needed for identification. |
| 109 | Figure 12 | In the 3/15/2018 worksession: Newcut Rd Extended (potentially synonymous with Little Seneca Pkwy Extended) was shown as a proposed Arterial. We support this change, particularly as an interchange is proposed along this road with I-270. However, we suggest also considering whether Broadway Ave should be an arterial between Newcut and W Old Baltimore Rd. | Newcut Road/Little Seneca Parkway was master planned as an arterial in the Clarksburg Master Plan. We are comfortable with keeping Broadway Avenue between Little Seneca Parkway and West Old Baltimore Road as a business district street with a 120 Master Planned Right-of-Way. |
| 110 | Figure 14, Table 16 | As the MPOHT is a product of an agency that includes Parks & also that it does not affect road ownership: we suggest that Parks roads be retained in the MPOHT to ensure that readers are given a full picture of the transportation network. In many cases these roadways can play a significant role in the transportation network. | The rationale for removing these roads from the MPOHT has been clearly stated and we intend to remove these roads from the MPOHT. These roads will be displayed on all MPOHT maps in a green color (entire length of roadways). These are simply not Master Planned as part of the Montgomery Planning process. |
| 111 | Inclusion of HOV Lanes | Delete "in" in the first sentence of the first paragraph. | Noted. The requested change will be made. |
| 112 | Inclusion of HOV Lanes | Has consideration been given to including Governor Hogan's Traffic Relief Plan (TRP Plan, an intended P3 Project) to widen I-270 and I-495 by 4 lanes each? | The traffic relief plan is in a very preliminary stage. These proposals have not been incorporated within the MPOHT. The level of analysis required for this is currently not prepared and outside the scope of work of this technical update. |
| 113 | Target Speeds in Urban Areas | The plan should highlight that target speeds are not synonymous with posted speeds, but are the speeds toward which planning, engineering, enforcement, and education should be seeking to move toward. A change in speed limit signing is not in itself a method of reducing speeds, but is only one part of a wider approach to comprehensively reducing operating speeds. In some cases the level of effort needed may not occur until well beyond the lifetime of the master plan, particularly along streets expressly planned and designed for arterial purposes which are unlikely to change in design and/or purpose. In many cases, the land development patterns are not urban in nature and may not be so for a long time (zoning may even prevent them from developing in patterns conducive toward 25 MPH streets), and reconstructing a street's design may necessitate substantial funding that may not be realised for a long time. Some examples are listed in our comments on Appendix B. | Noted. Additional language will be added as requested. One of many important elements of the urban road code was to formalize the use of 25 mph as a design standard. MCDOT's jurisdiction certainly is in balancing this mandate versus the design and operation of safe road facilities. MCDOT input on the practical ability to reach the 25 mph target speed is a valuable component of this process. Future design projects in the urban road code, however, should provide more focus on trying to add project elements to help achieve the desired target speed (traffic calming including roundabouts, and revised vertical and horizontal geometry) . |
| 114 | Table 19 | Consider adding a map showing Existing and Proposed Urban Road Code areas. | Agreed. A graphic will be prepared. |
| 115 | | Consider titles on each Appendix banner-page which states what the Appendix is. | Agreed |
| 116 | | Noting that this is intended to be a living document, consider keeping a changelog with any/all updates to the MapBook to provide a clear record of what has changed and when. This may help provide an easily searchable record. | A changelog will be updated and provided on the MPOHT website. |
| 117 | | Consider adding some sort of descriptor to each appendix's title page to indicate what it is for / showing. | Agreed |
| 118 | Table B-2 Clarksburg | <i>Comus Rd</i> - This is likely to be reduced to 25 MPH concurrent at such time as development in the area creates a more urban environment & reconstructed street frontage. | Agreed. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 119 | Table B-2 Clarksburg | <i>Snowden Farm Pkwy</i> - In its current form as a seeming perimeter street with limited development (particularly to the north/east), it is not particularly well-activated and would subsequently be difficult to attain a 25 MPH operating speed under the current development patterns. Feasibility of a 25 MPH operating speed will significantly depend on how the area continues to be developed and oriented, as to promote an urban rather than suburban context. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |

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| 120 | Table B-2 Clarksburg | <i>Stringtown Rd</i> - The master planned width (4 lanes, in many cases divided) coupled with the suburban-style development patterns will render it difficult to achieve a 25 MPH operating speed along Stringtown. As with Snowden Farm: it will be important to consider how future developments interact with and frame the roadway, seeking to create an urban context conducive toward slower speeds. Wide streets through distinctively urban areas benefit from being enclosed by building heights (psychologically reinforcing a slower speed); such heights are not currently permitted in this area -- at this time it appears that Stringtown is likely to continue to feel like a wide open roadway. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 121 | Table B-2 Damascus | <i>Bethesda Church Rd</i> - West of Damascus ES the roadway context is presently rural, and at+east of Damascus ES the context is a very low-density suburban. Both of these contexts may render it difficult to achieve 25 MPH operating speeds, unless significant higher-density redevelopment is implemented to alter the context into that of a more urban street. | This road is located along the edge of the Urban Road Code. We concur with MCDOT's comment to the west of Ridge Road (MD27). The target speed in this section will be set to 30 mph (existing posted speed). |
| 122 | Table B-2 Germantown | <i>Century Blvd</i> - The master planned width of the eastern/northern segment (4 lanes divided) coupled with the suburban-style development patterns will render it difficult to achieve a 25 MPH operating speed along in the near-term. Long-term changes in development patterns coupled with the addition of a BRT alignment in dedicated lanes are expected to eventually contribute to a more urban context conducive toward a lower speed, but this may not occur for a long time. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 123 | Table B-2 Germantown | <i>Crystal Rock Dr</i> - The master planned width of most segments (4 lanes divided) coupled with the suburban-style development patterns will render it difficult to achieve a 25 MPH operating speed, and given current patterns and zoning: it does not appear likely that there will be significant street-facing urban development for the lifetime of the plan. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 124 | Table B-2 Germantown | <i>Middlebrook Rd</i> - The segment north of MD 118 may be difficult to achieve a 25 MPH operating speed, but may not be insurmountable (particularly if there is concurrent redevelopment into a more urban environment). The segment south of MD 118, in its current form, does not offer any opportunity for achieving a 25 MPH operating speed. The MARC Communities Plan proposes treatments which may increase this potential, but even under the road diet configurations a 25 MPH operating speed may still be difficult to achieve given the very suburban development patterns. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 125 | Table B-2 Germantown | <i>Wisteria Dr</i> - The current width and context of Wisteria is very suburban, with a relatively straight 4-lane divided section and minimal land uses aligned to front and activate the roadway. It will be difficult to achieve a 25 MPH operating speed given the current land uses. Consideration in the MARC Communities Plan should be given to how to develop adjacent properties into urban street-facing uses conducive toward slower speeds. | We will remove any recommendation within the MARC Rail boundary |
| 126 | Table B-2 N Bethesda | <i>Parklawn Dr</i> - The current width and context of Parklawn is very suburban, with a 4-lane section and minimal land uses aligned to front and activate the roadway. It will be difficult to achieve a 25 MPH operating speed given these current land uses. | Concern noted. The area of Parklawn Drive to the north of Randolph Road |
| 127 | Table B-2 Olney | <i>Spartan Dr</i> - The current width and context of Spartan is very suburban, with a wide 2-lane section and minimal land uses aligned to front and activate the roadway. Particularly north of Appomattox Ave, it may be difficult to achieve a 25 MPH operating speed given these current land uses. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 128 | Table B-2 | <i>Redland Rd</i> - Realization of a 25 MPH operating speed may be dependent on redevelopment of adjacent land uses into street-facing urban-style configurations. This may be more likely west of the railroad tracks, as the areas to the east of the railroad tracks may be more likely to preserve a more suburban higher-speed land use context. | We concur, but hope that a lower target speed can be achieved during any re-design efforts. |
| 129 | Table B-2 | <i>Shady Grove Rd</i> - It will be difficult to achieve a 25 MPH operating speed along this corridor given the wide four-lane divided section and the suburban-style development patterns. Given the layout and nature of existing development, it appears unlikely that there will be significant redevelopment along this corridor to create a land use context conducive toward naturally lowering operating speeds, and road design alone may not be able to adequately achieve 25 MPH. | We concur, but hope that a lower target speed can be achieved during any re-design efforts. |

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| 130 | Table B-2 | Page 43 and 44 (pdf pages 45 and 46) appear to be duplicates. | Thank you. Correction will be made |
| 131 | Table B-2 | <i>Montrose Pkwy</i> - Designed as an access controlled four-lane divided parkway and including one grade-separated junction, both the existing and remaining master planned segments of Montrose Pkwy are planned to provide a more mobility-focused east-west connection that will not be conducive toward 25 MPH operating speeds. Adjacent properties are not expected to provide any fronting land uses to create an urban context, and as such we do not believe it to be readily feasible to achieve 25 MPH speeds along this corridor. | We concur and retract this recommendation. The target speed for Montrose Parkway was set in the White Flint Sector Plan at 35 mph (page 51, April 2010). |
| 132 | Table B-2 | Page 48 and 49 (pdf pages 50 and 51) appear to be duplicates. | Thank you. Correction will be made |
| 133 | Table B-2 | <i>Cherry Hill Rd</i> - The relatively straight four-lane section and very low-density suburban environment are both not conducive toward 25 MPH operating speeds or urban context, and none of these traits are expected to change into the foreseeable future. | We concur and retract this recommendation. |
| 134 | Table B-2 | <i>Old Columbia Pike</i> - While this road functions are more of a residential street today, when the bridge is reconstructed the master planned four-lane section and low-density suburban environment along most of Old Columbia Pike (particularly the segment north of Stewart Lane) will not be conducive toward 25 MPH urban design, and none of these traits are expected to change into the foreseeable future. The presence of a major highway along the west side of Old Columbia limits the potential for land uses friendly toward innately lowering speeds. | Concern noted. We propose to maintain the 25 mph Target Speed on this street as a desired condition, recognizing that it may be difficult to achieve. |
| 135 | Table B-2 | <i>Powder Mill Rd</i> - The straight four-lane section includes very low-density suburban environment, both traits not being conducive toward 25 MPH operating speeds or urban context. None of these traits are expected to change into the foreseeable future. | We concur. The road section is very short, so it is not practical. |
| 136 | | Clarify what Appendix C is showing. Some maps appear to show Existing and Proposed, but others appear to show only Existing despite there being unshown changes (Cabin John being a good example). | A cover sheet will be provided at the beginning of each Appendix with background on what is being provided. Name used in Appendix C was incorrect. It should read Cabin Branch. |
| 137 | | Consider moving the Existing Urban Road Code layers to the bottom. Their current layer alignment on top reduces the legibility of lines and text beneath. Alternately, consider using a colored shading to signify Existing vs Proposed. | Formatting comments are appreciated. We will address this comment in revising the graphics in Appendix C. |
| 138 | Cabin Branch | <i>Little Seneca Pkwy</i> - Both the existing alignment and proposed extension are relatively straight, wide (4-lanes divided), and do not have fronting urban-oriented land uses conducive toward 25 MPH operating speeds. With a master planned interchange, this road is currently planned to take on a more arterial role, which could make it difficult or infeasible to achieve 25 MPH operating speeds. | We concur, but hope that a lower target speed can be achieved during any re-design efforts. |
| 139 | Cabin Branch | <i>West Old Baltimore Rd</i> - This road is relatively straight, and the multiple hills create numerous segments where motorists are likely to pickup speed. Coupled with the lack of urban-oriented land uses fronting the roadway (even with Cabin Branch built-out it will remain a rural/suburban-feeling roadway), it may be difficult to achieve 25 MPH operating speeds. | We concur, but hope that a lower target speed can be achieved during any re-design efforts. |
| 140 | | The MARC Rail Communities Plan for Germantown recommends expanding the Urban Road Code to include the area of Middlebrook Road surrounding Seneca Valley HS, and does not include any area west of the railroad tracks. Please be sure to maintain consistency between what is ultimately recommended in that Plan, and what is shown on this map and in MPOHT. | The MPOHT will precede the MARC Rail Communities Plan. Recommendations within that Sector Plan area will be recommended with the MARC plan, not the MPOHT. |
| 141 | | Show Wisteria Dr as a Business street north of 119, per the draft MARC plan. | The MPOHT will precede the MARC Rail Communities Plan. Recommendations within that Sector Plan area will be recommended with the MARC plan, not the MPOHT. |
| 142 | | Ensure that the MPOHT and MARC Plan match with regard to the MARC plan's proposed extension of Walter Johnson Rd to Middlebrook Rd. We have submitted comments on the MARC Plan seeking that this extension be aligned as to keep a new intersection with Middlebrook Rd a minimum 100 ft (measured between Points of Curvature) from the intersection with 118. | The MPOHT will precede the MARC Rail Communities Plan. Recommendations within that Sector Plan area will be recommended with the MARC plan, not the MPOHT. |

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| 143 | | Ensure that the MPOHT and MARC Plan match with regard to the MARC plan's proposed streets in the vicinity of Century Blvd, Waters Rd, Water House Rd, Waterford Hills Blvd, etc. Both plans appear to show differing configurations in this immediate area. | The MPOHT will precede the MARC Rail Communities Plan. Recommendations within that Sector Plan area will be recommed with the MARC plan, not the MPOHT. |
| 144 | | Ensure that the MPOHT and MARC Plan match with regard to Middlebrook Rd. The MARC plan currently calls for this to be a 4-lane Arterial, though we have submitted comments on the MARC Plan seeking additional analysis to ensure that these proposed changes are implementable. | The MPOHT will precede the MARC Rail Communities Plan. Recommendations within that Sector Plan area will be recommed with the MARC plan, not the MPOHT. |
| 145 | | Add the applicable icon to the Legend to indicate Grade Separation. | Agreed. |
| 146 | | Ensure that the MPOHT and MARC Plan match with regard to the MARC plan's proposed streets in Boyds. Both plans appear to show differing classifications. Note that the MARC Plan's classification of MD 117 between Boyds and Germantown is still in a state of flux, pending continued discussion between the Planning Board and MNCPPC staff. | The MPOHT will precede the MARC Rail Communities Plan. Recommendations within that Sector Plan area will be recommed with the MARC plan, not the MPOHT. |
| 147 | | Consider whether E Randolph Rd and Cherry Hill Rd (to the east of the former's intersection with Fairland Rd) should be upclassified to Major Highway, noting the increased development intensity in the White Oak area as well as the proposed BRT. | We agree that this re-classification is warranted based on existing road usage; however, this was dropped from the MPOHT. It should be re-considered at a later date. The East Randolph Road section has limited room for ROW expansion. The Cherry Hill Road ROW could be expanded by 20 feet (from 80 feet to 100 feet) |
| 148 | | Confirm whether grade separation should be shown at MD 355 and Cedar Lane. | This location has an interchange master planned from the Bethesda-Chevy Chase plan. While the Bethesda Downtown Plan showed that this interchange was not needed, the interchange was retained. |
| 149 | | The A-105 extension through the White Oak Shopping Center (by 650/Lockwood) is currently shown as directly adjacent to the 29 Ramps and 650, leaving minimal gap between intersections along Lockwood. On the other hand, a BRT alignment is shown which appears to follow to the eastern edge of the shopping center property. We suggest that the BRT be shown along the A-105 Extension, and that the Extension be shown approximately through the middle of the property -- aligning at Lockwood opposite the eastern edge of the self-storage property. | We concur, as the current alignments would be extremely difficult to design and implement. These planned road connection will be re-drawn as desire lines as suggested by MCDOT. |
| 150 | | The WOSG Master Plan calls for a connection between Lockwood Dr and FDA, but does not expressly define what this connection is (though it is not noted on the street map in the WOSG plan). As design of the US 29 BRT has progressed, there is increasing interest in this connection as a potential BRT connection between the White Oak Transit Center and FDA. Consider showing this connection on the map, which would run between A-105 (noting the previous comment), alongside the east side of the self-storage property, and into the FDA site. Coordination with FDA on this extension is ongoing. | Illustratives in the WOSG Master Plan and the WOSG Design guidelines (Figure 2, p. 37 of the WOSG Master Plan; illustrative on p. 10 of the WOSG Design Guidelines) show the FDA connection south of Lockwood Drive aligned as described in the comment. Page 11 of the design guidelines call for a "north-south connection between Lockwood Drive and Old Columbia Pike to link to a possible connection to the FDA campus to the south." The master plan intent for the FDA segment is for a pedestrian connection, but we agree that combined with BRT the entire connection should become a street. |

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| 151 | <input type="checkbox"/> Any road included in the National Highway System, of which many MDOT SHA and local roads in Montgomery County are component facilities, must remain compliant with the transportation performance measure processes, goals, and targets called for in MAP-21 and the FAST Act. <i>Existing master plan comments:</i> | Noted. |
| 152 | <input type="checkbox"/> I-270 – MDOT SHA recommends staff update existing master plans to align with MDOT SHA's I-495 and I-270 P3 Project, a component of the Traffic Relief Plan, which will add two express toll lanes in both directions along the entirety of I-270. This project and these additional lanes are components of the draft constrained element of the National Capital Region Transportation Planning Board's (TPB) <i>Visualize 2045</i> long-range transportation plan and are included in the Metropolitan Washington Council of Government's (MWCOC) air quality conformity model. Specifically, MDOT recommends the following updates: <input type="checkbox"/> I-270 (I-495 (Capital Beltway) to I-270Y (I-270 Spur)) – proposed lanes 8D <input type="checkbox"/> I-270 (I-270Y (I-270 Spur) to I-370) – proposed lanes 14D <input type="checkbox"/> I-270 (I-370 to Middlebrook Road) – proposed lanes 12D <input type="checkbox"/> I-270 (Middlebrook Road to north of MD 121 (Clarksburg Road)) – proposed lanes 10D <input type="checkbox"/> I-270 (North of MD 121 (Clarksburg Road) – Montgomery/Frederick county line) – proposed lanes 8D <input type="checkbox"/> Change all classifications to freeway with planned managed lanes | The Traffic Relief Plan is too premature to modify the MPOHT. Once detailed design plans and more technical information is provided by the selected P3 consultant, these changes may be considered. |
| 153 | <input type="checkbox"/> I-270Y (I-270 Spur) – MDOT SHA recommends staff update existing master plans to align with MDOT SHA's I-495 and I-270 P3 Project, a component of the Traffic Relief Plan, which will add two express toll lanes in both directions along the entirety of I-270Y (I-270 Spur). This project and these additional lanes are components of the draft constrained element of TPB's <i>Visualize 2045</i> long-range transportation plan and are included in MWCOC's air quality conformity model. Specifically, MDOT recommends the following updates: <input type="checkbox"/> I-270Y (I-270 Spur) (I-495 (Capital Beltway) to I-270) – proposed lanes 8D <input type="checkbox"/> Change classification to freeway with planned managed lanes | The Traffic Relief Plan is too premature to modify the MPOHT. Once detailed design plans and more technical information is provided by the selected P3 consultant, these changes may be considered. |
| 154 | <input type="checkbox"/> I-370 – MDOT SHA requests staff consider changing master planned I-370 lanes between I-270 and MD 200 (Intercounty Connector) from 6D to 8D to reflect the MDOT SHA Highway Needs Inventory (HNI). | Noted. Change will be made to add the "D" designation to the existing and planned lanes field. |
| 155 | <input type="checkbox"/> I-495 (Capital Beltway) – MDOT SHA recommends staff update existing master plans to align with MDOT SHA's I-495 and I-270 P3 Project, a component of the Traffic Relief Plan, which will add two express toll lanes in both directions along the entirety of I-495 (Capital Beltway) in Maryland. This project and these additional lanes are components of the draft constrained element of TPB's <i>Visualize 2045</i> long-range transportation plan and are included in MWCOC's air quality conformity model. Specifically, MDOT recommends the following updates: <input type="checkbox"/> I-495 (Capital Beltway) (Maryland/Virginia state line to I-270Y (I-270 Spur)) – proposed lanes 12D <input type="checkbox"/> I-495 (Capital Beltway) (I-270Y (I-270 Spur) to I-270) – proposed lanes 10D <input type="checkbox"/> I-495 (Capital Beltway) (I-270 to Montgomery/Prince George's county line) – proposed lanes 12D <input type="checkbox"/> Change classification to freeway with planned managed lanes | The Traffic Relief Plan is too premature to modify the MPOHT. Once detailed design plans and more technical information is provided by the selected P3 consultant, these changes may be considered. |
| 156 | <input type="checkbox"/> MD 28 (Key West Avenue) – MDOT SHA requests staff consider changing master planned MD 28 (Key West Avenue) lanes between Shady Grove Road and Darnestown Road from 8 to 8D to reflect the MDOT SHA HNI. | We will make the correction to reflect the Great Seneca Science Corridor Master Plan. |
| 157 | <input type="checkbox"/> MD 182 (Layhill Road/Norwood Road/Doctor Bird Road) – MDOT SHA requests staff consider changing master planned MD 182 (Layhill Road/Norwood Road/Doctor Bird Road) lanes from north of Bel Pre Road to MD 108 (Olney Sandy Spring Road) from 2/4 to 4D to reflect the MDOT SHA HNI. | We will change the segment of Layhill Rd between Ednor Rd – Norbeck Rd from 4 to 4D. Norwood Rd between Ednor Rd and Doctor Bird Rd exists and is master planned as a 2 lane section. Doctor Bird Rd between Norwood Rd and MD 108 exists and is master planned as a 2 lane section. We will continue to reflect the master planned sections on the Ednor Rd and Doctor Bird Rd portions of MD 182. |

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| 158 | <input type="checkbox"/> MD 190 (River Road) – MDOT SHA notes that the MDOT SHA HNI does not include MD 190 (River Road) widening between Western Avenue and Little Falls Parkway and between Ridgefield Road and I-495 (Capital Beltway) as noted in existing master plans. | We will make the correction to reflect the Bethesda-Chevy Chase 1990 Comprehensive Amendment. |
| 159 | <input type="checkbox"/> MD 195 (Carroll Avenue) – MDOT SHA notes that existing master plans do not correctly describe MD 195 (Carroll Avenue) between Glenside Drive and Merrimac Drive. Existing master plans describe this segment as a four-lane road when it is a two-lane road. Furthermore, MDOT SHA requests staff consider changing master planned MD 195 (Carroll Avenue) lanes from 4 to 2 to ensure consistency between adjacent segments. | We will make the correction to reflect the Takoma Langely Crossroads Sector Plan. |
| 160 | <input type="checkbox"/> MD 355 (proposed Clarksburg Bypass) – MDOT SHA remains concerned as to master planned assumptions related to the future of MD 355 at Clarksburg. Existing master plans assume a bypass around central Clarksburg making use of Roberts Tavern Drive and Observation Drive, neither of which was built to MDOT SHA standards and neither of which, in its present state, will MDOT SHA accept for maintenance. Furthermore, considerable environmental issues related to the area north of Stringtown Road and associated with the Tenmile Creek valley may prevent a northward extension of Observation Drive to complete the proposed bypass. In addition, existing master plans, based on the assumption a bypass will be completed, provide for only the existing two lanes along existing MD 355 (Frederick Road). The MDOT SHA HNI plans for a six-lane section between MD 27 (Ridge Road) and Snowden Farm Parkway. | Noted. The Clarksburg Bypass is an important planned transportation recommendation in the 1994 Clarksburg Master Plan and Hyattstown Special Area and the 2011 Ten-Mile Creek Limited Amendment. This action is outside the scope of work of this technical update to the MPOHT. |
| 161 | <input type="checkbox"/> MD 390 (16th Street) - MDOT SHA requests staff consider changing master planned MD 390 (16th Street) lanes from south of Lyttonsville Road to MD 410 (East West Highway) from 4 to 6 to ensure consistency between adjacent segments. | We disagree. The adopted Lyttonsville Sector Plan has specific transportation recommendation for a 4-lane section on 16 th Street at this location. Page 41 of the Planning Board version of the Lyttonsville Plan (the only version available today), shows the 4-lane cross section. The 4-lane cross section is important for safe pedestrian access to the 16 th Street Purple Line Station. Page 73 of the Lyttonsville Plan includes a rendering of 16 th Street showing how the street should look, feel, and function near the Purple Line Station. People living in the apartments across the street should not be crossing a 6-lane highway to access the station. As the station is completely isolated from the eastern neighborhoods, the safety of the people living on the west side of 16 th street are the primary users of the station. The 4-lane cross section matches the cross section as 16 th Street meets the DC boundary. |
| <i>Technical Update comments – Proposed minor arterial candidates (down-classification):</i> | | |
| 162 | <input type="checkbox"/> p. 37, table 9, #92 (MD 192 (Plyers Mill Road) between MD 185 (Connecticut Avenue) and Metropolitan Avenue)) – No comment regarding downclassing to minor arterial. MDOT SHA does note, though, that per Montgomery County Code Chapter 49 §49-30, minor arterials can be considered for Type 3 traffic calming. Presently, MDOT SHA does not permit any traffic calming consisting of raised roadway surfaces, e.g., speed humps. | Speed humps are not allowed on SHA roads and on MCDOT Minor Arterials and Arterials. |
| <i>Technical Update comments – Future possible minor arterial candidates (up-classification):</i> | | |
| 163 | <input type="checkbox"/> pp. 41-42, table 10, #18-21 (MD 192 (Capitol View Avenue) between Edgewood Road and Forest Glen Road) – No comment regarding upclassing to minor arterial. MDOT SHA does note, though, that per Montgomery County Code Chapter 49 §49-30, minor arterials can be considered for Type 3 traffic calming. Presently, MDOT SHA does not permit any traffic calming consisting of raised roadway surfaces, e.g., speed humps. | Speed humps are not allowed on SHA roads and on MCDOT Minor Arterials and Arterials. |
| 164 | <input type="checkbox"/> p. 44, table 10, #115 (MD 594A (Wayne Avenue) between Manchester Place Purple Line Station and Flower Avenue) – No comment regarding upclassing to minor arterial. MDOT SHA does note, though, that per Montgomery County Code Chapter 49 §49-30, minor arterials can be considered for Type 3 traffic calming. Presently, MDOT SHA does not permit any traffic calming consisting of raised roadway surfaces, e.g., speed humps. | Speed humps are not allowed on SHA roads and on MCDOT Minor Arterials and Arterials. |

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| <i>Technical Update comments – Re-classification candidates to correct master plan inconsistencies:</i> | | |
| 165 | <input type="checkbox"/> p. 52, table 12, #116 (MD 594A (Wayne Avenue) between Sligo Creek Parkway and Manchester Place Purple Line Station) – No comment. | Noted |
| 166 | <input type="checkbox"/> p. 52, table 12, #124 (MD 124 (Woodfield Road) between Fieldcrest Road and Warfield Road) – No comment. | Noted |
| 167 | <input type="checkbox"/> p. 52, table 12, #126 (I-495X (Cabin John Parkway) between Clara Barton Parkway and I-495 (Capital Beltway)) | Noted |
| <i>Technical Update comments – Rural boundary modifications:</i> | | |
| 168 | <input type="checkbox"/> p. 55, table 13, #28 (MD 117 (Clopper Road) between Little Seneca Creek and MD 118 (Germantown Road)) – No comment. | Noted |
| 169 | <input type="checkbox"/> p. 56, table 13, #121-122 (MD 107 (White Ferry Road) between Poolesville east corporate limit and Partnership Road) – MDOT SHA notes the heretofore proposed MD 107 realignment, while potentially merited to smooth the existing roadway geometry, does not appear to be merited by documented safety concerns in this segment. | Noted. See MCDOT Comment 103. |
| <i>Technical Update comments – Major and controlled major highways:</i> | | |
| 170 | <input type="checkbox"/> p. 59, table 14, #32 (MD 108 (Damascus Road) between Laytonsville Road and MD 124 (Woodfield Road)) – MDOT SHA notes no documented pattern of safety concerns that would lead MDOT SHA to dispute the proposed downclassing of MD 108 at Etchison. | Noted |
| 171 | <input type="checkbox"/> p. 59, table 14, #33 (MD 28 (Darnestown Road) between MD 107 (Whites Ferry Road) and Riffle Ford Road) – No comment. | Noted |
| 172 | <input type="checkbox"/> p. 59, table 14, # 47-50 (MD 118 (Germantown Road) between MD 28 (Darnestown Road) and Richter Farm Road) – No comment. | Noted |
| 173 | <input type="checkbox"/> p. 60, table 14, #75 (MD 108 (Laytonsville Road) between MD 650 (Damascus Road) and Rocky Road) – MDOT SHA notes no documented pattern of safety concerns that would lead MDOT SHA to dispute the proposed downclassing of MD 108 at Etchison. | Noted |
| 174 | <input type="checkbox"/> p. 60, table 14, #100 (MD 190 (River Road) between Esworthy Road and MD 189 (Falls Road)) – No comment. | Noted |
| <i>Technical Update comments – Classification adjustments due to Cabin Branch development:</i> | | |
| 175 | <input type="checkbox"/> p. 63, table 15, #3-5 (MD 121 (Clarksburg Road) between West Old Baltimore Road and Goldeneye Avenue) – No comment. | Noted |