



Chapter VI: Streets, Roads, and Highways

Introduction

It is of critical importance that the roads, streets, and highways be maintained and preserved as a segment of the transportation infrastructure for Prince George's County, in order to supplement and support the transit and nonmotorized elements into the future. For the county to grow in population and jobs without a corresponding increase in traffic congestion, the road infrastructure will need improvements that eliminate any gaps that may impede the transit network and accommodate nonmotorized travel along it.

In addition to maintaining and enhancing the transportation infrastructure, transportation demand management (TDM) strategies, such as construction of park-and-ride lots and making transit and nonmotorized modes more convenient, will help to manage the demand for the existing transportation facilities and services. TDM helps reduce the need for expansion of the transportation infrastructure, which is important because the opportunities for significant expansion of highway capacity in the most urbanized areas of the county, particularly in the Developed and parts of the Developing Tiers, are limited. The policies provided later in this chapter and the strategies recommended below are intended to enable the county to attain the transportation systems goals of the General Plan.

The Streets, Roads, and Highways Element will:

- A. Recommend the appropriate facilities to efficiently serve existing and future county development patterns and guide future public and private investments in highway facilities—including freeways, arterials and collectors—consistent with the goals, strategies, and policies of the General Plan, including the desirability of removing facilities such as A-44 (the Intercounty Connector Extended).

- B. Identify future locations for rights-of-way for highway facilities so that these can be protected from future development.
- C. Include recommendations for development of access controls that are appropriate to the functional classification of the highway.

The highway system is classified into various categories, delineated according to the geometric, right-of-way, and service characteristics. Highway classification by function is useful for planning and design purposes, and is delineated as follows:

- A. Freeway: A divided highway for through traffic with full control of access and grade-separated interchanges at selected public roads.
- B. Expressway: A divided highway for through traffic with full or partial control of access and interchanges at selected public roads with some at-grade intersections at 1,500–2,000 foot intervals.
- C. Arterial: A highway for through and local traffic, either divided or undivided, with controlled access to abutting properties and at-grade intersections.
- D. Major Collector: A four-lane divided roadway with controlled access to abutting properties and at-grade intersections.
- E. Collector: A two- or four-lane roadway with minimal control of access providing movement between developed areas and the arterial system.
- F. Other: Residential (subdivision), industrial, and commercial roads providing access to and between developed areas that are selectively shown on area master plans.

This *Approved Countywide Master Plan of Transportation* (MPOT) makes recommendations for road facilities in the above categories.

The following six-level system (A–F) defines the transportation level of service on a given transportation facility segment or intersection. Figure 2: Guide to Traffic at Signalized Intersections, illustrates these levels of service.

Traffic Level of Service Summary		
Service Level	Description	Volume/Capacity Ratio
A	Free flow, turns easily made, excess green time on all phases, very low delay. This level of service occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to low delay.	0.275 or lower
B	Stable flow, some platooning of vehicles, less than ten percent of cycles loaded at traffic signals. This level of service occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	0.276–0.450
C	Stable flow with less than 30 percent of traffic signal cycles loaded. This level of service occurs under fair progression, longer cycle lengths, or both. Individual cycle failures (i.e., approaches not fully clearing during a green cycle) may begin to appear at this level. The number of vehicles stopping is significant with this level, though many still pass through the intersection without stopping.	0.451–0.650
D	Approaching unstable flow with less than 70 percent of traffic signal cycles loaded. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.651–0.844
E	Theoretical capacity with less than 100 percent of traffic signal cycles loaded. Long delays indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent occurrences.	0.845–1.000
F	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long traffic signal cycle lengths may be contributing causes to such high levels of delay. Individual cycle failures are frequent.	Higher than 1.00

Adapted from Chapter 8, Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, 2000.

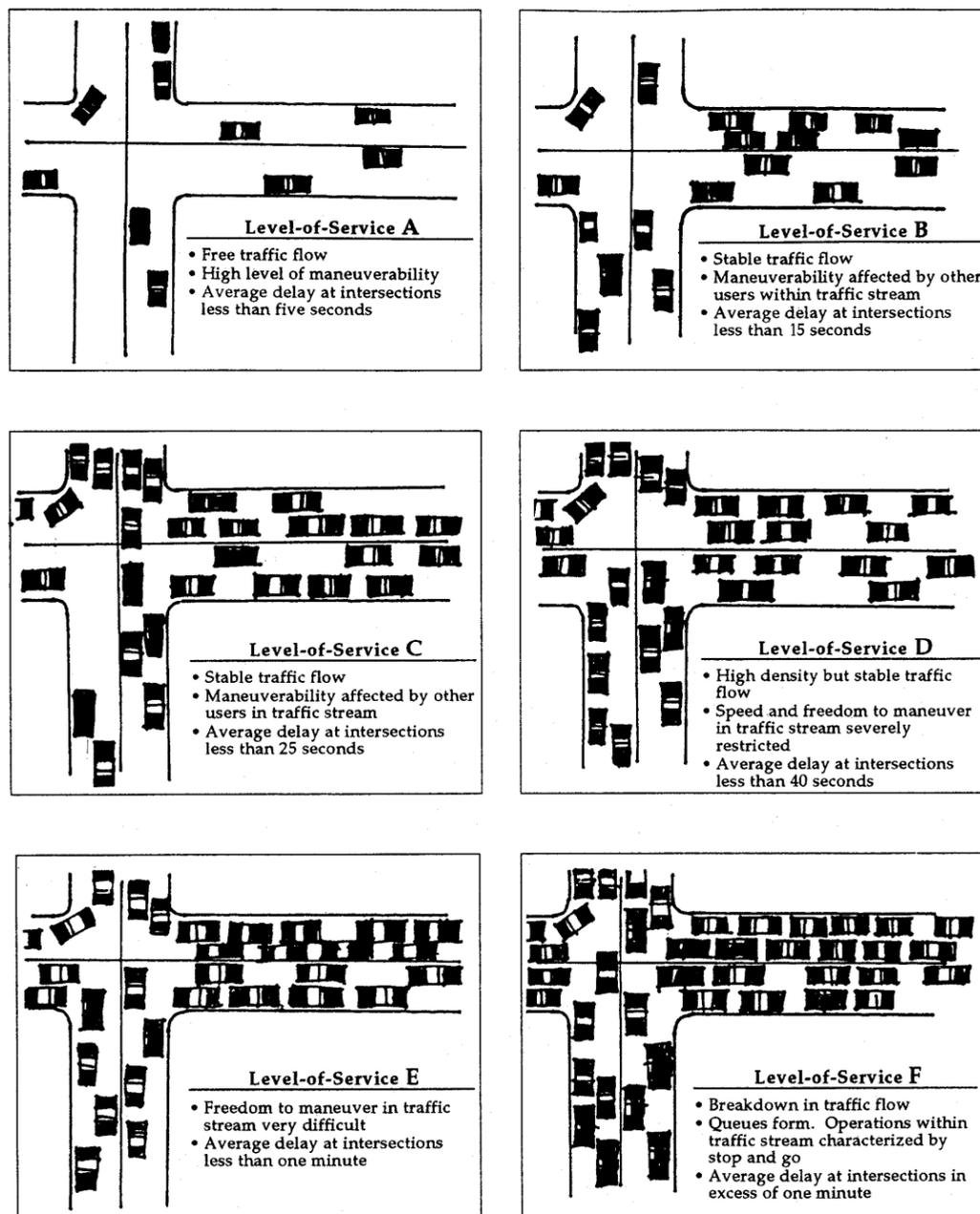


Figure 2:
Guide to Traffic
at Signalized
Intersections

Complete Streets

As stated earlier, this master plan supports the concept of complete streets, which places emphasis on street, road, and highway design and construction measures that serve the transportation needs of pedestrians, bikers, motorists, seniors, and persons with disabilities, as well as transit riders. With increased emphasis on accommodating all users of the street, road, and highway network, recommendations continue to include improvements that benefit every user of the overall multimodal transportation network. The goal is to provide more and improved mode choices for travelers who may want alternatives to the single-occupancy vehicle. The complete streets policy is an important tool in achieving the General Plan goal of sustainability, as well as county transit support, adequate public facilities, and environmental protection priorities.

Goal:

Manage capacity and minimize congestion of the streets, roads, and highways network by safely and efficiently providing access for all users to existing and planned land uses, with emphasis on General Plan corridors and centers.

Policy 1:

The street, road and highway recommendations of the master plans adopted and approved since 1982, as shown and amended in Table 4, Street, Road, and Highway Facility Recommendations, constitute the facilities in the Streets, Roads and Highways Element recommendation of this master plan for the Prince George's County transportation network.

STRATEGIES:

1. Produce an integrated, multimodal transportation network that includes the streets, roads and highways configuration shown in Table 4: Street, Road, and Highway Facility Recommendations (at the end of this chapter).
2. Construct MD 197 (A-24) as a four- to six-lane arterial from US 301 to the Baltimore–Washington Parkway to maintain the operational integrity of MD 197, in light of the deletion of A-44 from the Prince George's County highway network.

3. Construct ramps to provide a full-movement interchange at MD 200 (ICC), and MD 201, Kenilworth Avenue extended (A-56).
4. Show F-9 and F-10 south of the MD 5/US 301 interchange as study corridors, per the US 301 Waldorf Area Transportation Study.
5. The proposed completion of the interchange on the Capital Beltway (I-95/495) at the Greenbelt Metrorail station as proposed in the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*:

“This plan recommends an interchange symbol on the Capital Beltway at the Greenbelt station. This recommendation is made to facilitate possible future County and State action to obtain the FHWA interstate access point (IAP) permit needed to improve Beltway access to and from the rail stations at Greenbelt.” (pp 49-50)
6. Evaluate the operational and environmental feasibility of restoring A-58, or a functional operational equivalent, to the county highway network. The evaluation should consider the feasibility of restoring a state-maintained arterial facility to the county highway network, between an intersection with MD 197 in Prince George's County and with MD 424 in Anne Arundel County, and contingent upon the facility being added to the SHA Highway Needs Inventory and extended into Anne Arundel County.
7. Failing levels of service (LOS) of Hanover Parkway and Cherrywood Lane.

Policy 2:

Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement bicycle, pedestrian, and transit mobility strategies as an integral component of the project, thereby reducing the dependence on automobiles, reducing greenhouse gas emissions and traffic congestion, and preserving road infrastructure.

STRATEGIES

1. Include in street, road, and highway project planning the consideration of implementing high occupancy vehicle lanes, bus

pull-off bays, sidewalks, signage, and other enhancements where appropriate, along routes that provide access to rail transit stations, that serve current or future bus or BRT service, and that serve multifamily, compact, or infill development, with emphasis on General Plan corridors.

2. Increase the connectivity of bikeways established within street, road, or highway rights-of-way, especially in the vicinity of current or future transit stations and bus services and in areas of multifamily, compact, or infill development, with emphasis on General Plan corridors as well as off-road trails and trail systems.
3. Ensure consistency with environmental justice principles by implementing the complete streets policy widely and equitably, thereby benefiting low-income and minority populations as well as the elderly and disabled.
4. Implement TDM practices that reduce trips (through park-and-ride lots and other strategies) and trip length, manage routes and peak-period travel, and generally focus on changing travel behavior.
5. Improve network connectivity and system integrity by eliminating gaps that impede transit service and improving safety for all by using engineering, education, and enforcement to reduce traffic accidents.
 - Revise the Planning Board’s “Guidelines for the Analysis of the Traffic Impact of Development Proposals” to include all links with 20 percent or more of site-generated traffic in a traffic impact study area.
 - To support construction of off-site transportation improvements by developer applicants, consider legislation to reference the third-party right-of-way acquisition language in Section 23-142(f) of the Road Ordinance within Section 24-124 of the Subdivision Ordinance.
 - All streets where bus service is anticipated should be constructed to at least a primary residential street (60-foot right-of-way) standard and publicly maintained.
6. Improve transportation system performance through management strategies, keeping commuter traffic on expressways and arterials

and preventing encroachment of through traffic into residential neighborhoods.

- At signalized intersections, require a minimum of two lanes on each approach.
 - In the design of internal residential subdivision streets, apply the traffic volume criteria from the DPW&T Neighborhood Traffic Management Program and the trip generation rates from the “Guidelines for the Analysis of the Traffic Impact of Development Proposals” to determine:
 - Number of subdivision access points
 - Street typical sections
 - Maximum length of culs-de-sac
 - Dead-end “stub” streets connecting to adjacent vacant parcels should be designed to primary residential street (60-foot right-of-way) standards.
7. Review street and road design standards, regulations, and guidelines with both county and state operating agencies to ensure full and continual consideration of pedestrian mobility and safety requirements, particularly in the Developed and Developing Tiers, and within and near all General Plan centers and corridor nodes.

Policy 3:

Emphasis is placed on linking the population and economic growth rates with the availability of transportation funds to support them and ensuring that land development projects are approved on the condition that developer contributions sufficiently provide for the construction or expansion of the transportation infrastructure needed to maintain an acceptable LOS and transit mode share.

STRATEGIES

1. Construct road improvements on an incremental basis as the demand for capacity increases and as funding becomes available.
2. Consider requiring that subdivision plan approval be contingent upon adequate provisions for right-of-way needs to accommodate long-term transportation demand.

3. Amend the Subdivision Ordinance to require lots adjacent to roads of major collector or higher classification to front on interior streets or service roads.
4. Institute within transit districts a mechanism to collect and set aside funding for transit operations and maintenance.
5. Consider varying adequate public facility (APF) standards in the Developed and Developing Tiers and in growth policy centers according to level of density or intensity.
6. Consider adding to the Planning Board’s “Guidelines for the Analysis of the Traffic Impact of Development Proposals” a test of the proposed development’s propensity to minimize (or generate) vehicle trips and vehicle miles of travel based on (1) the development’s ability to accommodate all modes of travel, and (2) its proximity to or distance from General Plan centers and priority funding areas.
7. The Maryland-National Capital Park and Planning Commission, Prince George’s County Department of Public Works and Transportation, and the City of Greenbelt should work collectively to address both (1) the failing levels of service of Hanover Parkway and Cherrywood Lane, and (2) all other traffic and operational challenges associated with the buildout land use projected by the master plans for this part of Prince George’s County.

Policy 4:

Using both traditional and innovative methods, essential street, road, and highway projects are implemented using federal, state, and local financial resources, public/private partnerships, and developer funding when traffic impacts from development or redevelopment projects are assessed.

STRATEGIES

1. Develop and continually evaluate funding strategies, such as impact and adequate public facility fees, value pricing, and other staging strategies, to be considered by policy makers as policy options for implementing this master plan and the transportation recommendations of master plans adopted and approved in the future. (Discussed in Chapter VII: Strategic Transportation Policy and Master Plan Implementation.)

2. Research and identify successful financing mechanisms for needed transportation projects, such as temporary “penny” sales tax funds, or other strategies that are controlled by local elected officials, and that can be implemented equitably and fairly.
3. Consider channeling parking revenues to transportation improvements and pricing parking space in a way that limits free parking, reflects the true cost of parking, and prices on-street parking to make it more costly than or at least as expensive as parking in lots and garages.
4. Seek opportunities with developers as well as federal, state, and county stakeholders to engage in public/private partnerships that provide benefits for all parties, including the traveling public.
5. As part of the development process, consider (1) rewarding features that enhance multimodalism and (2) imposing fees for proposed developments that reinforce reliance on the automobile, based on information added to the traffic impact analysis that tests the proposed development’s ability to minimize vehicle trips and vehicle miles traveled.
6. Consider future pricing strategies that redistribute traffic volumes to nonpeak hours, manage through trips, free up capacity for goods movement, and provide income streams for transit and other congestion-reducing enhancements to the transportation system.

Policy 5:

Mainly through the National Environmental Protection Act (NEPA) process and in coordination with the *Approved Countywide Green Infrastructure Plan*, street, road and highway projects are implemented in a manner that protects the natural environment, minimizes dislocation and disruption, and is consistent with the county’s environmental stewardship goals.

STRATEGIES

1. Develop an awards program to recognize projects that promote sustainability, reduce noise, incorporate energy-saving features, and otherwise exceed expectations for environmental stewardship.
2. Recognize projects that are constructed in an environmentally sensitive manner.

3. Implement the transportation network in an environmentally sensitive manner by:
 - Minimizing the crossings of streams and wetlands, where possible, by careful planning or road locations, maximizing use of existing stream crossings, and coordinating the road network between parcels to limit the need for stream crossings and other environmental impacts.
 - Crossing streams (where stream crossings are unavoidable) at right angles except where prevented by geologic features.
 - Constructing stream crossings using clear span bridges or, where bridges cannot be used for design reasons, bottomless culverts or other low-impact crossing structures that have a width that matches or exceeds the natural width of the stream and that minimizes the impact to stream habitats, fish, and other stream organisms.
 - Using drainage structures, such as water turnouts or broad-based dips, on both sides of a crossing as needed to prevent road and ditch runoff from directly entering the stream.
 - Retrofitting stream crossings (where necessary) in a manner that removes fish blockages.

Conservation and Enhancement of Special Roadways: Scenic and Historic Roads

Goal:

To conserve viewsheds and other natural and cultural features of scenic and historic roads, scenic byways, and parkways to the extent possible when considering transportation improvements and when reviewing new land development proposals.

Introduction

The preservation of existing roads as historic and scenic assets is important to retaining the heritage and community character of the county. Several reports have inventoried the county's historic and scenic assets, including the 1984 Scenic Roads Study and the 1992 *Prince George's County Historic Sites and Districts Plan*. Other roads have been designated in area master plans, the General Plan, or

through separate resolutions of the County Council. A state-designated scenic byway crosses the county as well, and two significant parkways, owned and managed by the National Park Service, act as major circulation corridors as well as gateways to the nation's capital. The existing scenic and historic roads, the scenic byway, and the parkways are shown on the Designated and Proposed Special Roadways Map.

Conservation and enhancement of these specially designated roadways are intended to provide safe and enjoyable travel, while preserving the scenic and historic resources both within the rights-of-way and on adjacent land. It is also necessary that all road designs and construction provide, insofar as practicable, a consistently safe but visually varied environment that is pleasing to all road users and adjacent property owners.

It should be noted that all designated scenic and historic roadways and scenic byways are considered "designated roadways" in this plan. Because of their unique ownership and their designation as National Register Historic Districts, the two existing parkways are not included in the definition of "designated roadways."

Scenic and Historic Roads

Scenic and historic roads are important resources that need to be protected and preserved for enjoyment both today and in the future. During the land development process and the review of road improvement projects, the resources that exist within the right-of-way are evaluated for preservation. When land is proposed to be developed adjacent to a designated scenic or historic road, the natural and historical resources that remain are evaluated for preservation or enhancement.

A scenic road is defined in Subtitle 23 of the Prince George's County Code as: "a public or private road, as designated by the County Council, which provides scenic views along a substantial part of its length through natural or man-made features, such as forest or extensive woodland, cropland, pasturage, or meadows; distinctive topography including outcroppings, streambeds and wetlands; traditional building types; historic sites; or roadway features such as curving, rolling roadway alignment and leaf tunnels."

A historic road is defined in Subtitle 23 as: "a public or private road, as designated by the County Council, which has been documented by historic surveys or maps, and which maintains its historic alignment and historic landscape context through views of natural features, historic landscape patterns, historic sites and structures, historic farmstead groupings, or rural villages."

The Master List of Scenic and Historic Roads (Table 5: Special Roadways, at the end of this chapter) is a listing of roads that have been designated as scenic or historic by the County Council and includes additional historic roads that are proposed to be designated with the adoption of this plan. This list is maintained by the Prince George's County Planning Department, M-NCPPC, and is periodically updated in response to County Council actions. New scenic roads will be evaluated for designation during subsequent master and sector plan processes.

The historic roads that are proposed for designation with this plan were identified in the 1828 Levy Court Road Survey and have been analyzed by M-NCPPC staff and refined to list those segments that still maintain their historic alignments. The 1828 Levy Court Road Survey of public roads in the county was prepared by a committee appointed by the Prince George's County Levy Court in 1827. It was the third such survey conducted, the first being prepared in 1739 and the second in 1762. Most of the roads identified in the 1828 road survey can also be identified on the 1861 Simon J. Martenet's map of Prince George's County. All of the roads have been widened, straightened, and of course, paved. Planning Department staff used a 2005 publication of the M-NCPPC Natural and Historical Resources Division, Department of Parks and Recreation, entitled *The 1828 Levy Court Road Survey, Prince George's County: A Description of the Roads as They Currently Exist* to prepare the list of proposed historic roads. The staff analysis has resulted in a list of roads that still follow the general pathway of the old roads and still maintain historic alignment and landscape context.

An Inventory of Scenic and Historic Features is composed of text and maps necessary to describe significant visual features of the site. Guidance in the preparation of visual inventories can be found in the

document, "Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland" and in the publications "National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes" and "National Register Bulletin 30: How to Identify, Evaluate and Register Rural Historic Landscapes."

Natural and cultural resources within the rights-of-way and adjacent to scenic and historic roads are important and in need of protection. The predominant encroachment on these resources occurs when new development proposals are submitted. Extensive efforts have been made to preserve and enhance the viewsheds of designated scenic and historic roads through the careful evaluation of these proposals and the placement of new development out of the viewsheds as much as possible and through the preservation or enhancement of the existing vegetation along the roadway. Scenic easements have been established to provide permanent protections to the viewsheds adjacent to scenic and historic roadways.

Parkways

A parkway is a linear, landscaped park designed to encompass a roadway that is restricted to use by automobiles. Although the first concept for a parkway design in the Washington area was proposed by Pierre L'Enfant in his 18th-century plan for the city, the first parkway in Washington, D.C., was not approved until 1902.

There are five major parkways in the national capital region, all under the jurisdiction of the National Park Service. All of the parkways have open qualities worthy of preservation and are characterized by their scenic and pastoral views, while providing important circulation linkages. Two are partly located in Prince George's County.

Suitland Parkway: The Suitland Parkway was opened in 1944. It connects Andrews Air Force Base to South Capitol Street and serves as a major transportation link used by visitors and commuters approaching the nation's capital from the east and as a gateway to the District of Columbia for foreign heads of state and dignitaries who arrive at Andrews.

Baltimore–Washington Parkway: The Baltimore–Washington Parkway opened in 1954. It is a 29-mile scenic highway that connects Baltimore to Washington, D.C., and runs through the northern portion of Prince George’s County. This roadway is also part of the designated Star-Spangled Banner Scenic Byway, based on a theme of events in the Chesapeake Campaign related to the War of 1812.

Visual and physical encroachments on and adjacent to the parkways are threats to the scenic and pastoral qualities of the parkways. In recent years, development adjacent to the parkways has threatened to encroach on, and in some cases already has encroached on, the viewsheds from the parkways and associated parklands. In addition, demands for new Metrorail lines and parkway interchanges due to development pressures continue to threaten the scenic views and vistas of the parkways. Safety and transportation management are important, but a balance must be achieved to preserve the scenic qualities and design character of the historic parkways.

Scenic Byways

The Maryland State Highway Administration (SHA) has designated 31 state scenic byways with names that reflect the rich heritage of the region surrounding each of the routes. By driving these byways, visitors and residents can explore and appreciate the area’s significant place in history within the county.

The SHA is not only promoting scenic byways but is also encouraging the preservation of the heritage resources along these routes by offering communities assistance in applying for competitive grants through the National Scenic Byways Program to create community-driven corridor management plans (CMP). With a CMP in place, project sponsors may apply for funding for safety improvements, rest areas, interpretive facilities, overlooks, recreational areas, access enhancements, and protection in the form of easements.

In Prince George’s County, the Lower Patuxent River Tour was originally designated in 1999. The theme of this scenic byway was based on the path of the British troops from Benedict, in Calvert County, to Washington, D.C., in 1814, passing by many historic sites

that mark the early history of the county, state, and nation. The Lower Patuxent River Tour has recently been incorporated into the Star-Spangled Banner Scenic Byway.

Two tasks related to the development of the CMP have been accomplished. A Lower Patuxent Scenic Byway Intrinsic Quality Inventory Report was completed in 2007, and the Croom Road Tobacco Barn Survey Report was completed in 2006. The next step is the development of a CMP for the 17-mile stretch previously known as the Lower Patuxent Scenic Byway.

Policy 1:

Conserve and enhance the scenic and historic values along special roadways.

STRATEGIES:

1. Identify opportunities for designation of additional scenic or historic roads as new master and sector plans are prepared.
2. Require submission of an inventory of scenic and historic features with all applications that propose work within the right-of-way of a designated roadway.
3. Utilize the “Guidelines for the Design of Scenic and Historic Roadways in Prince George’s County, Maryland” (DPW&T, 2006) when evaluating applications within the rights-of-way of scenic and historic roadways.
4. Consider a variety of techniques in order to protect the scenic and historic qualities of the designated roads during the review of applications that involve work within the right-of-way of a designated roadway. These techniques include alternative ways to circulate traffic; the use of the historic road section as one leg of a needed dual highway; provision of bypass roads; and limiting certain types of development and signs in the viewshed.
5. Review existing County Code and related standards for conflicts with the conservation and enhancement of designated roadways and make recommendations for code changes as necessary.
6. Maintain a database and a GIS layer of designated roadways.

7. Utilize existing County Code provisions for scenic easement tax credits by establishing a voluntary easement program to protect viewsheds along designated roadways.
8. Prepare corridor management plans for significant designated roadways.
9. Implement the recommendations of established corridor management plans.

Policy 2:

Conserve and enhance the **viewsheds** along designated roadways.

STRATEGIES:

1. Require submission of an inventory of scenic and historic features with all applications that propose work adjacent to the right-of-way of a designated roadway.
2. Require the conservation and enhancement of the existing viewsheds of designated roads to the fullest extent possible during the review of land development or permit applications, whichever comes first. Elements to be considered shall include views of structures from the roadway; design character and materials of constructed features; preservation of existing vegetation, slopes and tree tunnels; use of scenic easements; and limited access points.
3. Develop guidelines for the design of activities adjacent to designated roadways to include building setbacks, landscaping, scenic easements, and utility clearing.
4. There will be no widening of the section of Livingston Road through the Broad Creek Historic District, thus upholding the historic district guidelines previously adopted by the County Council except in accordance with the county’s scenic and historic road design guidelines.

Policy 3:

Carefully consider visual and physical encroachments along and within **parkways**.

STRATEGIES:

1. Work with the National Park Service to maintain parkways as scenic landscape corridors and protect their historic aspects.
2. Carefully evaluate development activities adjacent to the parkways to minimize the visual impacts to the parkway corridor.
3. Require action to minimize and mitigate visual and physical impacts to maintain parkway characteristics where transportation system impacts are unavoidable.

Policy 4:

Preserve, protect, and enhance the right-of-way and viewshed of the **Star-Spangled Banner Scenic Byway**.

STRATEGIES:

1. Complete the development of the Lower Patuxent CMP and the implementation of the recommendations.
2. Amend the Lower Patuxent CMP to include the extended limits of the Star-Spangled Banner Scenic Byway in Prince George’s County.
3. Work with the Maryland State Highway Administration in applying the guidance provided by the document “Context Sensitive Solutions for Work on Scenic Byways” (MDSHA, April 2005) to state roadways associated with the designated scenic byway.
4. Coordinate protection of the intrinsic scenic and historic qualities of the scenic byway through application of the *Guidelines for the Design of Scenic and Historic Roadways in Prince George’s County, Maryland*, where appropriate.
5. Develop design guidelines to conserve and enhance the viewshed of the scenic byway when development is proposed.

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
FREEWAYS						
F-1	I-95	I-95	Beltway to Howard County	300-400	8+ C-D roads	Subregion I-1990
F-2	Baltimore-Washington Parkway	MD 295	D.C. line to Anne Arundel County	Varies	4 to 6	Bladensburg-1994
F-3	Intercounty Connector	MD 200	Montgomery County line to Baltimore Avenue	200-300	6	Subregion I-1990 Bowie 2006 MPOT: Delete east of current MDOT ICC project limits
F-4	John Hanson Highway	US 50/ US 301	DC line to Anne Arundel County	300	6 to 8	Bowie-2006
F-5	I-95/I-495 Capital Beltway	I-95/I-495	Montgomery County to Woodrow Wilson Bridge	300	8 to 12	Heights-2000
F-6	Pennsylvania Avenue Extended	MD 4	Beltway to Anne Arundel County	300	6 to 8	Westphalia-2007
F-7	Suitland Parkway	NPS Facility	DC line to Pennsylvania Avenue	Varies	4 to 6	Heights-2000
F-8	Anacostia Freeway	I-295	I-95/I-495 to DC Line	120-200	4 to 6	Heights-2000
F-9	Branch Avenue	MD 5	Charles County Line to Beltway	300	6 to 8 ¹⁰	Subregion 5-2009
F-10	Crain Highway	US 301/ MD 3	Charles County to Anne Arundel County (See MD 5) ¹¹	300-450	6 to 8	Subregion 5-2009
F-11	Indian Head Highway	MD 210	Berry Road to Beltway	Varies	6 to 8	Henson Creek-2006
EXPRESSWAYS						
E-1	Central Avenue	MD 214	Beltway to Anne Arundel County	150-200	4 to 8	Bowie-2006
E-3	Pennsylvania Avenue Extended	MD 4	DC Line to Beltway	200	4 to 6	Suitland-1985
E-4	Branch Avenue	MD 5	Beltway to DC Line	200-300	4 to 6	Heights-2000
E-5	Indian Head Highway	MD 210	Charles County to Berry Road	250	4	Subregion 5-2009
E-6	Landover Road/Largo Road	MD 202	Pennsylvania Avenue/Crain Highway to Barlowe Road	150-200	4 to 8	Landover Gateway-2009
E-7	Berry Road	MD 228	Indian Head Highway to Charles County	250	4	Subregion 5-2009
ARTERIALS						
A-1	Sandy Spring Road	MD 198	Montgomery County to Anne Arundel County (outside City of Laurel)	120-150	4	MPOT-2009
A-2	Cherry Lane		Kenilworth Avenue to Laurel-Bowie Road	120	6	Subregion I-1990
A-3	Van Dusen Road Extended		Virginia Manor Road to A-59	120	6	Subregion I-1990
A-4	Laurel-Bowie Road	MD 197	Baltimore-Washington Parkway to City of Laurel	120-200	6	Subregion I-1990 MPOT Recommendation
A-6	Contee Road Extended		Old Gunpowder Road to Sweitzer Lane—4 lanes; Sweitzer Lane to Baltimore Avenue—6 lanes	80-120	4 and 6	MPOT-2009
A-8	Powder Mill Road	MD 212	Montgomery County to Collier Road—2 lanes; Collier Road to Ammendale Road—6 lanes	80-120	2 and 6	MPOT-2009
A-9	Baltimore Avenue	US 1	Beltway to City of Laurel	100-120	6	Subregion I-1990
A-10	Adelphi Road		East West Highway to Montgomery County	100-120	4 to 6	Langley Park-1989
A-11	New Hampshire Avenue	MD 650	DC Line to East West Highway and University Boulevard to Montgomery County	100-120	6	Langley Park-1989
A-12	Riggs Road	MD 212	DC Line to University Boulevard	120	6	Langley Park-1989
A-13	Queens Chapel Road	MD 500	DC Line to East West Highway	120	6	Hyattsville-PA 68-1994
A-14	Kenilworth Avenue	MD 201	Baltimore Washington Parkway to Sunnyside Avenue	90-120	4 to 6	College Park TDDP-1997
A-15	East West Highway/ Veterans Parkway	MD 410	New Hampshire Avenue to Pennsy Drive	100-120	4 to 6	Landover-1993
A-16	University Boulevard/ Greenbelt Road/Glenn Dale Boulevard	MD 193	Montgomery County to Annapolis Road	120-200	4 to 6	Greenbelt-2001
A-17	Bladensburg Road	US Alt 1	DC Line to Kenilworth Avenue	120	4 to 6	1982 MPOT

¹⁰ Includes two reversible lanes or six lanes plus fixed-guideway transit facility.

¹¹ Study corridors between Branch Avenue and Charles County.

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
A-18	Annapolis Road	MD 450	Kenilworth Avenue to Lanham-Severn Road	120	6	Glenn Dale-1993
A-19	Lanham-Severn Road	MD 564	Annapolis Road to Springfield Road	120	4 to 6	Glenn Dale-1993
A-20	Landover Road	MD 202	Annapolis Road to Barlowe Road	120	6	Landover-1993
A-21	Sheriff Road		DC Line to Martin Luther King, Jr. Highway	100-120	6	Landover-1993
A-22	Martin Luther King, Jr. Highway	MD 704	DC Line to Annapolis Road	120-150	4 to 6	Glenn Dale-1993
A-23	Annapolis Road	MD 450	Lanham-Severn Road to Crain Highway	120-150	4 to 6	Bowie-2006
A-24	Collington Road/Laurel Bowie Road	MD 197	US 301 to Baltimore-Washington Parkway	120	4 to 6	Bowie-2006; Limits include former C-107: MPOT Recommendation
A-25	Mitchellville Road		Mt. Oak Road to Collington Road	120	4 to 6	Bowie-2006
A-26	Lottsford Road/Woodmore Road/Mt Oak Road		Largo Drive W to Mitchellville Road	80-150	4 to 6	Bowie-2006
A-27	Watkins Park Road/Enterprise Road	MD 193	Largo Road to Annapolis Road	120-200	4	Largo-1990
A-29	Evarts Street/Campus Way		Brightseat Road to Harry S Truman Drive	120	4 to 6	Morgan Boulevard-2004
A-30	Bishop Peebles Drive/Arena Drive/Lake Arbor Way		FedEx Way to Campus Way	120-150	6	Morgan Boulevard-2004
A-31	Ritchie Road/Morgan Boulevard/FedEx Way/Redskins Road/Brightseat Road		Walker Mill Road to Evarts Street	120	6	Morgan Boulevard-2004
A-32	E. Capitol Street/Central Avenue	MD 214	DC Line to Beltway	120-150	6 to 8	Morgan Boulevard-2004
A-33	Addison Road South		Walker Mill Road to Central Avenue	120	4 to 6	Addison Road-2000
A-34	Brooks Drive		Pennsylvania Avenue to Addison Road	120	4 to 6	Addison Road-2000
A-35	Walker Mill Road		Silver Hill Road to Beltway	120	4 to 6	Suitland-1985
A-36	White House Road/Ritchie Marlboro Road		Beltway to Largo Road	120-140	6 to 8	Westphalia-2007
A-37	Westphalia Road		Pennsylvania Avenue to MC-634	120-140	6 to 8	Westphalia-2007
A-38	Harry S Truman Drive		White House Road to Largo Drive West (C-346)	80-120	4 to 6	Morgan Boulevard-2000
A-39	Ritchie Marlboro Road		Pennsylvania Avenue to White House Road at Harry S Truman Drive	100-120	4 to 6	Westphalia-2007
A-40	Silver Hill Road	MD 458	Branch Avenue to Walker Mill Road	120	4 to 6	Suitland-1985
A-41	Suitland Road		Silver Hill Road to Allentown Road	89-120	4 to 6	Heights-2000
A-42	Ager Road		Queens Chapel Road to East West Highway	100	4	Hyattsville-PA 68-1994
A-43	Naylor Road	MD 637	DC Line-Branch Avenue	100-200	4	Heights-2000
A-45	St. Barnabas Road	MD 414	Beltway to Silver Hill Road	120	4 to 6	Heights-2000
A-46	Temple Hill Road		Capital Beltway to Tinkers Creek	120	4 to 6	Henson-2006
A-48	Oxon Hill Road	MD 414	Beltway to I-295 Off-Ramp	146-154	4 to 6	Henson-2006
A-49	Indian Head Highway	MD 210	Beltway to DC Line	Varies	4 to 6	Heights-2000
A-50	Allentown Road	MD 337	Branch Avenue to Suitland Parkway	100-120	4 to 6	Henson-2006
A-51	Allentown Road		Brinkley Road to Branch Avenue	120-150	4 to 6	Henson-2006
A-52	Dower House Road/Dower House Road Extended		Foxley Road to A-66	120	6	Melwood-1994
A-53	Woodyard Road	MD 223	Branch Avenue to Presidential Parkway	120-150	4 to 6	Melwood-1994
A-54	Piscataway Road/Woodyard Road/Livingston Road/Farmington Road East	MD 223	Indian Head Highway to Branch Avenue (study corridor from Temple Hill Road to Branch Avenue)	Varies (120 min.)	4 to 8	Subregion 5-2009
A-55	Accokeek Road/Livingston Road	MD 373	Indian Head Highway to A-63	Varies (120 min.)	4	Subregion 5-2009
A-56	Kenilworth Avenue/Edmonston Road/Virginia Manor Road/Van Dusen Road	MD 201	Sunnyside Avenue to City of Laurel	120-150	4 to 6	Subregion I-1990
A-57	Piney Branch Road	MD 320	Montgomery County to New Hampshire Avenue	100-120	4	Langley Park-1989
A-59	Mall Road		ICC to Contee Road Extended	120	6	Subregion I-1990

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
A-61	Crain Highway	US 301	Old Crain Highway to Collington Road	Varies	4 to 6	Subregion 6-2009
A-63	Brandywine Employment Spine Road		Crain Highway to Brandywine Road	120	6	Subregion 5-2009
A-64	Crain Highway	US 301	Charles County to F-9 north of A-63	200	6 to 8	Subregion 5-2009
A-65	Old Fort Road Extended		Piscataway Road to Branch Avenue	80-120	2 to 4	Subregion 5-2009
A-66	Presidential Parkway		MC 637 to Woodyard Road	100-140	4 to 6	Westphalia-2007
A-67	Suitland Parkway Extended		Pennsylvania Avenue to MC 634	120-140	6 to 8	Westphalia-2007
A-68	New Arterial		Oxon Hill Road to Brinkley Road	100	4	Henson Creek-2006
A-69	Branch Avenue	MD 5	DC line to St. Barnabas Road	120-150	6	Branch Ave. Corridor-2008
MAJOR COLLECTORS						
MC-200	Baltimore Avenue	US 1	Guilford Drive to Beltway	90-110	4	College Park-2002
MC-300	Church Road		Oak Grove Road to Annapolis Road	90	4	Bowie-2006
MC-417	Evarts Street/ Ruby Lockhart Way		Brightseat Road to St. Joseph's Drive	90-110	4	Landover Gateway-2009
MC-418	Campus Way North		Woodmore Town Center to Ruby Lockhart Way	90-110	4	Landover Gateway-2009
MC-500	Hagan Road/ Temple Hill Road		Piscataway Road to Tinkers Creek; St. Barnabas Road to I-95/I-495	80-100	4	Subregion 5-2009
MC-501	Old Alexandria Ferry Road		Woodyard Road to Branch Avenue	80-100	4	Subregion 5-2009
MC-502	General Lafayette Boulevard/ McKendree Road (West Brandywine Spine Road)		Branch Avenue to A-55	100	4	Subregion 5-2009
MC-503	Matapeake Business Drive		A-55 (south of Timothy Branch) to A-55 (at A-63)	100	4	Subregion 5-2009
MC-600	Oak Grove Road/ Leeland Road		MD 193 to US 301	100	4	Bowie-2006
MC-601	Heathermore Boulevard		MC-602 to East Marlton Avenue	120	4	Subregion 6-2009
MC-602	New Major Collector		Old Crain Highway to Croom Road	100	2 to 4	MPOT-2009
MC-631	Suitland Parkway Extended		MC 634 to Ritchie-Marlboro Road	100	4	Westphalia-2007
MC-632	Westphalia Boulevard		MC-631 to A-66	100	4	Westphalia-2007
MC-634	Presidential Parkway Extended		A-66 to White House Road	100	4	Westphalia-2007
MC-635	D'Arcy Road Extended		MC-637 to MC-631	100	4	Westphalia-2007
MC-637	New Road		A-66 to MC-632	100	4	Westphalia-2007
MC-700	Palmer Road/Tucker Road		Indian Head Highway to Allentown Road (C-718)	90-100	4	Henson-2006
MC-701	Brinkley Road		St. Barnabas Road to Allentown Road	80-116	2 to 4	Henson-2006
MC-702	Allentown Road		Allentown Road (C-718) to Brinkley Road	90-100	4	Henson-2006
MC-703	Old Fort Road North/Old Fort Road East		Livingston Road to Piscataway Road	80-100	4	Henson-2006
COLLECTORS						
C-101	New Road		A-3 to Kenilworth Avenue Extended	80	4	Subregion I-1990
C-102	New Road		A-3 to Contee Road Extended	80	4	Subregion I-1990
C-105	Sweitzer Lane		Contee Road to Sandy Spring Road	80	4	Subregion I-1990
C-106	Contee Road		Baltimore Avenue to Laurel Bowie Road	80	4	Subregion I-1990
C-107	Old Gunpowder Road		Powder Mill Road to Sandy Spring Road	80	4	Subregion I-1990
C-108	Old Baltimore Pike/ Cedarhurst Drive		Kenilworth Avenue Extended to north of Alloway Lane	80	4	Subregion I-1990
C-109	Muirkirk Road		A-3 to Laurel-Bowie Road	80	4	Subregion I-1990
C-110	Greencastle Road		Montgomery County to Old Gunpowder Road	80	2	MPOT-2009
C-111	Ammendale Road		Virginia Manor Road to Baltimore Avenue	80	4	Subregion I-1990
C-112	Powder Mill Road		Old Gunpowder Road to Baltimore Avenue—2 lanes; Baltimore Avenue to Kenilworth Avenue Extended—4 lanes	80	2 and 4	MPOT-2009
C-113	Bond Mill Road		Sandy Spring Road to Brooklyn Bridge Road	80	2	MPOT-2009
C-117	Brooklyn Bridge Road		Bond Mill Road to City of Laurel	80	2	MPOT-2009

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-118	Rhode Island Avenue		Greenbelt Road to Quimby Avenue	80	2	MPOT-2009
C-120	Sunnyside Avenue		Baltimore Avenue to Kenilworth Avenue	80-120	4 to 6	Greenbelt-2001
C-123	Beltsville Drive		Calverton Boulevard to Powder Mill Road	80	4	Subregion I-1990
C-132	Montpelier Drive		Muirkirk Road to Laurel-Bowie Road	80	2	MPOT-2009
C-133	Briggs Chaney Road		Montgomery County to Old Gunpowder Road	80	2	MPOT-2009
C-134	Calverton Boulevard		Montgomery County to Beltsville Drive	80	4	Subregion I-1990
C-200	Sargent Road		DC Line to Riggs Road	80	4	Langley Park-1989
C-201	Cherry Hill Road		Montgomery County to Baltimore Avenue	80	4	College Park-2002
C-202	Paint Branch Parkway		Baltimore Avenue to Kenilworth Avenue	80-100	4	College Park-2002
C-203	Campus Drive/Mowatt Lane/Guilford Drive		Adelphi Road to Baltimore Avenue	80-100	4	College Park-2002
C-204	River Road		Paint Branch Parkway to Kenilworth Avenue	80	4	College Park TDDP-1997
C-205	Charles Armentrout Drive		Baltimore Avenue to Rhode Island Avenue	80	2	Hyattsville-PA 68-1994
C-206	North South Connector		Greenbelt Road to Greenbelt Metrorail Station and C-206 to Cherrywood Lane	80-100	2 to 5	Greenbelt-2001
C-207	Riggs Road	MD 212	University Boulevard to Adelphi Road—4 lanes; Adelphi Road to Powder Mill Road—2 lanes	80-100	4 and 2	MPOT-2009
C-208	Cherrywood Lane		Greenbelt Road to Kenilworth Avenue Extended	80-100	2 to 4	Greenbelt-2001
C-209	Rhode Island Avenue/Baltimore Avenue.	US 1	DC Line to Guilford Drive	80-110	4	Hyattsville-PA 68-1994
C-210	Brae Brooke Drive		Hanover Parkway to Cipriano Road	80	4	Langley Park-1989
C-211	Hanover Parkway		Good Luck Road to Greenbelt Road	80-120	4	Langley Park-1989
C-212	Mandan Road		Brae Brooke Drive to Greenbelt Road	80	4	Langley Park-1989
C-213	Ivy Lane		Cherrywood Lane to Kenilworth Avenue Extended	80	4	Langley Park-1989
C-214	Chillum Road	MD 501	DC Line to Queens Chapel Road	80	4	Hyattsville-PA 68-1994
C-215	Decatur Street		Baltimore Avenue to Kenilworth Avenue	80	2	Hyattsville-PA 68-1994
C-218	Metzerott Road		New Hampshire Avenue to University Boulevard	80	2	MPOT-2009
C-220	Ellin Road/85th Avenue		Annapolis Road to East West Highway	60-80	2 to 4	Bladensburg-1994
C-221	Riverdale Road		East West Highway to Annapolis Road	80	2 to 4	Bladensburg-1994
C-222	Quincy Street/52nd Avenue		Kenilworth Avenue to 48th Street	80	2 to 4	Bladensburg-1994
C-223	57th Avenue		Annapolis Road to Emerson Street	80	2 to 4	Bladensburg-1994
C-224	Baltimore Avenue	US Alt 1	Annapolis Road to US 1	Varies	4	Bladensburg-1994
C-225	Cooper Lane		Old Landover Road to Annapolis Road	80	2 to 4	Bladensburg-1994
C-226	Ardwick-Ardmore Road		Annapolis Road to south of Elsie Court	80	2 to 4	Bladensburg-1994
C-227	Greenbelt Road	MD 430	US 1 to MD 193	80	4	Langley Park-1989
C-229	Belcrest Road		Queens Chapel Road to Adelphi Road	100	4	PG Plaza-1998
C-230	Hamilton Street		Jamestown Road to 38th Avenue	80-100	2 to 4	Hyattsville-PA 68-1994
C-234	38 th Street	MD 208	Bladensburg Road to Rhode Island Avenue	80	2	Hyattsville-PA 68-1994
C-301	High Bridge Road/Chestnut Avenue		Annapolis Road to 11th Street	50-80	2 to 4	Bowie-2006
C-302	Fairwood Parkway		Annapolis Road to Church Road	80	4	Bowie-2006
C-303	Old Chapel Road		High Bridge Road to Laurel-Bowie Road	80	2	Bowie-2006
C-304	Mitchellville Road		Mount Oak Road to Crain Highway	80	4	Bowie-2006
C-305	Mount Oak Road		Mitchellville Road to Crain Highway	80	4	Bowie-2006
C-306	Northview Drive		Mitchellville Road to New Haven Drive	80	4	Bowie-2006
C-307	Excalibur Road		Evergreen Parkway to Crain Highway (A-61)	80	4	Bowie-2006
C-308	Mitchellville Road		Collington Road to Renaissance Center	80	4	Bowie-2006
C-309	Melford Boulevard		Crain Highway to MD Science and Tech Center. (Melford)	80	4	Bowie-2006
C-310	Race Track Road		Annapolis Road to Old Chapel Road	80	4	Bowie-2006
C-311	Old Chapel Road		Laurel-Bowie Road to Race Track Road	80	4	Bowie-2006

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-312	Duckettown Road		Springfield Road to Chestnut Avenue	80	2	Bowie-2006
C-313	Old Laurel-Bowie Road		Laurel-Bowie Road to 9 th Street	50-80	2 to 4	Bowie-2006
C-314	Lanham-Severn Road/ 9th Street/11th Street/ Race Track Road	MD 564	Springfield Road to Jericho Park Road	80	2 to 4	Bowie-2006
C-315	Race Track Road/Jericho Park Road		Old Chapel Road to Laurel-Bowie Road	80	2 to 4	Bowie-2006
C-322	Springfield Road		Lanham-Severn Road to Good Luck Road	80	2	Bowie-2006
C-327	Princess Garden Parkway		Annapolis Road to Good Luck Road	80	4	Glenn Dale-1993
C-328	Cipriano Road		Lanham-Severn Road to Greenbelt Road	80	4	Glenn Dale-1993
C-329	Whitfield Chapel Road		Ardwick-Ardmore Road to Annapolis Road	80	4	Glenn Dale-1993
C-338	Glenn Dale Road	MD 953	Annapolis Road to Enterprise Road	80	2 to 4	Glenn Dale-1993
C-339	Forbes Boulevard		Lottsford-Vista Road to Lanham-Severn Road	80	4	Glenn Dale-1993
C-340	Relocated Forbes Boulevard		Lanham-Severn Road to Greenbelt Road	80	4	Glenn Dale-1993
C-341	Good Luck Road		Kenilworth Avenue to Springfield Road	80	2 to 4	East Glenn Dale-2005
C-342	Prospect Hill Road/ Fletchertown Road		Glenn Dale Boulevard to High Bridge Road	80	2 to 4	Bowie-2006
C-343	Hillmeade Road		Annapolis Road to Fletchertown Road	80	2 to 4	Bowie-2006
C-344	Lottsford-Vista Road		Lottsford Road to Martin Luther King, Jr. Highway	80	4	Glenn Dale-1993
C-345	McCormick Road/ St. Joseph's Drive		Lottsford Road to Ardwick-Ardmore Road	70-120	4	Morgan Boulevard-2004
C-346	Harry S Truman Drive/ Largo Drive W/Largo Center Drive		Arena Drive to Arena Drive (Loop Road)	80-100	4	Morgan Boulevard-2004
C-347	Ardwick-Ardmore Road		Martin Luther King, Jr. Highway to Lottsford-Vista Road	80	2 to 4	Largo-1990
C-348	Mount Lubentia Way		Harry S Truman Drive to Largo Road	80	4	Largo-1990
C-349	Kettering Drive/ Lake Arbor Way		Largo Road to Campus Way North	80	2 to 4	Largo-1990
C-374	Carter Avenue		Annapolis Road to Lanham-Severn Road	80	4	Glenn Dale-1993
C-376	Bell Station Road		Glenn Dale Boulevard to Annapolis Road	80	4	Glenn Dale-1993
C-400	Brightseat Road		Evarts Street to Ardwick-Ardmore Road	80	4	Landover Gateway-2009
C-401	Barlowe Road/Evarts Street		Martin Luther King, Jr. Highway to Brightseat Road	80	4	Landover Gateway-2009
C-402	Pennsy Drive		Landover Road to Ardwick-Ardmore Road	70	2	Landover-1993
C-403	75 th Avenue		Landover Road to Pennsy Drive	80	2	Landover-1993
C-404	Marblewood Avenue		Sheriff Road to Columbia Park Road	80	2	Landover-1993
C-405	Sheriff Road		Martin Luther King, Jr. Highway to Redskins Road	80	2 to 4	Landover-1993
C-406	Belle Haven Drive/Hill Oaks Road/Nalley Road		FedEx Way to Martin Luther King, Jr. Highway	70-80	4	MPOT-2009
C-407	Hill Road		Central Avenue to Martin Luther King, Jr. Highway	80	4	Morgan Boulevard-2004
C-408	Addison Road		DC Line to Central Avenue	70-80	2	Addison Road-2000
C-409	Central Avenue/ Old Central Avenue	MD 332	DC Line to Addison Road	80	2 to 4	Addison Road-2000
C-410	Marlboro Pike		DC Line to Forestville Road	80-100	2 to 4	Suitland-1985
C-411	Columbia Park Road		John Hanson Highway to Martin Luther King, Jr. Highway	80	2 to 4	Landover-1993
C-412	Brightseat Road		Central Avenue to Redskins Road	80	4	Landover-1993
C-413	Garden City Drive	MD 950	Ardwick-Ardmore Road to Beltway ramps	80	4	Landover-1993
C-414	Shady Glen Drive		Walker Mill Road to Central Avenue	80	2 to 4	Morgan Boulevard-2004
C-415	Suitland Road	MD 218	DC Line to Silver Hill Road	80	2 to 4	Suitland-1985
C-416	Cattail Creek Drive		Evarts Street to MD 202	80	4	Landover Gateway-2009
C-422	Brooks Drive		Silver Hill Road to Pennsylvania Avenue	80	2 to 4	Suitland-1985
C-423	Regency Parkway		Marlboro Pike to Suitland Road	80-100	2 to 4	Suitland-1985
C-424	Walters Lane		Cul-de-sac to Pennsylvania Avenue	80	2 to 4	Suitland-1985

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-425	Donnell Drive		Pennsylvania Avenue to Marlboro Pike	100	4	Suitland-1985
C-426	Ritchie Road/ Forestville Road		Allentown Road to Walker Mill Road	80	2 to 4	Suitland-1985
C-427	Walker Mill Road		Marlboro Pike to Silver Hill Road	80	2 to 4	Suitland-1985
C-428	Rollins Avenue/ Suffolk Avenue		Walker Mill Road to Central Avenue	80	2 to 4	Addison Road-2000
C-429	Karen Boulevard		Walker Mill Road to Central Avenue	80	2 to 4	Addison Road-2000
C-510	Dangerfield Road		Surratts Road to Woodyard Road	80	2 (4 lanes only at approaches to the intersection with Woodyard Road)	Subregion 5-2009
C-511	Coventry Way		Old Branch Avenue to Old Alexandria Ferry Road	80	4	Subregion 5-2009
C-512	Kirby Road		Temple Hill Road to Old Branch Avenue	80	4	Subregion 5-2009
C-513	Old Branch Avenue/ Brandywine Road		Floral Park Road to Branch Avenue at Kirby Road	80	4	Subregion 5-2009
C-514	Surratts Road Extended		Piscataway Road to Brandywine Road	80	4	Subregion 5-2009
C-515	Temple Hill Road Extended		Piscataway Road to C-514	80	4	Subregion 5-2009
C-516	Steed Road		Piscataway Road to Allentown Road	80	4	Subregion 5-2009
C-517	Shady Oak Parkway		Branch Avenue to Dyson Road	80	4	Subregion 5-2009
C-518	Hyde Field/ Edelen Collector Facility		MC-703 to Steed Road	80	4	Subregion 5-2009
C-519	Gallahan Road		Piscataway Road to Old Fort Road South	80	2 to 4	Subregion 5-2009
C-520	Windbrook Drive		Floral Park Road to Piscataway Road	80	2	Subregion 5-2009
C-521	Thrift Road		Windbrook Drive to Brandywine Road	80	2 to 4	Subregion 5-2009
C-522	Floral Park Road		Piscataway Road to Brandywine Road	80	2 to 4	Subregion 5-2009
C-523	Livingston Road		Piscataway Road to Indian Head Highway	80	4	Subregion 5-2009
C-524	Livingston Road/ Bealle Hill Road		Farmington Road East to Accokeek Road	80	4	Subregion 5-2009
C-525	Livingston Road		Indian Head Highway (Independence Road) to Indian Head Highway (at MD 373)	80	4	Subregion 5-2009
C-526	Manning Road Relocated		Indian Head Highway to Accokeek Road	80	4	Subregion 5-2009
C-527	Accokeek Road		A-55 to Floral Park Road	80	4	Subregion 5-2009
C-528	Dyson Road		A-63 to Cherry Tree Crossing Road	80	4	Subregion 5-2009
C-529	Farmington Road West		Livingston Road to Indian Head Highway	80	2	Subregion 5-2009
C-530	Berry Road		Accokeek Road to Livingston Road	80	2	Subregion 5-2009
C-531	Danville Road		Accokeek Road to Floral Park Road	80	2	Subregion 5-2009
C-532	Gardner Road		Charles County to Accokeek Road	80	2	Subregion 5-2009
C-533	Tippett Road		Thrift Road to Piscataway Road	80	2	Subregion 5-2009
C-602	Brown Station Road		Old Marlboro Pike to White House Road	80	2 to 4	Subregion 6-2009
C-603	Old Crain Highway		MC-602 to Old Marlboro Pike	80	4	Subregion 6-2009
C-604	Old Marlboro Pike		Woodyard Road to Brown Station Road	80	2 to 4	Subregion 6-2009
C-605	William Beanes Road Ext		Woodyard Road to Old Crain Highway	80	2 to 4	Subregion 6-2009
C-606	Osborne Road/ Osborne Road Relocated		MC-602 to Woodyard Road	80	4	Subregion 6-2009
C-607	Rosaryville Road		MC-602 to Woodyard Road	80	4	Subregion 6-2009
C-608	Duley Station Road		MC-602 to Croom Road	80	4	Subregion 6-2009
C-609	Surratts Road		Brandywine Road to Frank Tippett Road	80	2 to 4	Subregion 6-2009
C-610	Frank Tippett Road/ Cherry Tree Crossing Road		A-63 to Rosaryville Road	80	4	Subregion 6-2009
C-611	East Marlton Avenue		Duley Station Road to Heathermore Boulevard	80	4	Subregion 6-2009
C-612	Grandhaven Avenue		MC-602 to Heathermore Boulevard	80	4	Subregion 6-2009
C-613	Brandywine Road/ Aguasco Road	MD 381	A-63 to Charles County Line	80	2 to 4	Subregion 6-2009

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-614	Dille Drive/ Dille Drive Extended		Brown Station Road to Ritchie Marlboro Road	80	2 to 4	Subregion 6-2009
C-615	Croom Road	MD 382	Charles County to MC-602	80	2 to 4	Subregion 6-2009
C-616	North Keys Road		Brandywine Road to Molly Berry Road	80	2	Subregion 6-2009
C-617	Cedarville Road		A-55 to Brandywine Road	80	2 to 4	Subregion 6-2009
C-618	Candy Hill Road		Molly Berry Road to Croom Road	80	2	Subregion 6-2009
C-619	Baden-Westwood Road/ Bald Eagle School Road/ Westwood Road		Aquasco Road to Croom Road	80	2	Subregion 6-2009
C-620	Molly Berry Road		Candy Hill Road to Croom Road	80	2	Subregion 6-2009
C-621	Eagle Harbor Road		Aquasco Road to Trueman Point Road	80	2	Subregion 6-2009
C-622	Doctor Bowen Road		Charles County to Aquasco Road	80	2	Subregion 6-2009
C-623	Horsehead Road		Charles County to Aquasco Road	80	2	Subregion 6-2009
C-624	Cross Road Trail		Cherry Tree Crossing Road to North Keys Road	80	2	Subregion 6-2009
C-626	Westphalia Road/ Old Marlboro Pike		A-37 to Ritchie-Marlboro Road Pennsylvania Avenue to Suitland Parkway	80	2 to 4	Westphalia-2007
C-627	D'Arcy Road		MC-631 to Ritchie Road	80	4	Westphalia-2007
C-628	Dower House Road/ McCormick Road		Foxley Road to Woodyard Road	80	4	Melwood-1994
C-629	Old Marlboro Pike/ Marlboro Pike		Dower House Road to Woodyard Road	80	4	Melwood-1994
C-630	Sansbury Road		D'Arcy Road to MC 634	80	2 to 4	Westphalia-2007
C-633	Brown Road		Ritchie Marlboro Road to Brown Station Road	80	2	Melwood-1994
C-700	Livingston Road		Oxon Hill Road to Indian Head Highway at Forest Heights	80	4	Henson-2006
C-701	Owens Road		DC Line-Wheeler Road	80	4	Heights-2000
C-702	Iverson Street		Owens Road to Branch Avenue	100	4	Heights-2000
C-703	Wheeler Road		DC Line to St. Barnabas Road	80	4	Heights-2000
C-704	23rd Parkway		DC Line to St. Barnabas Road	80-120	4	Heights-2000
C-705	Auth Road		Branch Avenue to Allentown Road	80	2 to 4	Heights-2000
C-706	Auth Place		Auth Road to Capital Gateway	80	4	Heights-2000
C-707	Auth Way		Branch Avenue to Capital Gateway	80	2 to 4	Heights-2000
C-708	Oxon Hill Road		National Harbor/I-295 Off Ramp to Livingston Road	80	2	Henson-2006
C-709	Kerby Hill Road		Oxon Hill Road to Indian Head Highway	80	2	Henson-2006
C-710	Livingston Road		Oxon Hill Road/Old Fort Road North to Indian Head Highway at Palmer Road	80	4	Henson-2006
C-711	St. Barnabas Road		Livingston Road to A-68	80	4	Henson-2006
C-712	Bock Road		Tucker Road to Livingston Road	80	4	Henson-2006
C-715	Barrowfield Road		St. Barnabas Road to Brinkley Road	80	2	Henson-2006
C-716	Old Branch Avenue		Tinkers Creek to Sharon Road	80	2 to 4	Henson-2006
C-718	Allentown Road		Old Fort Road North to Tucker Road	80	2 to 4	Henson-2006
C-719	Old Fort Place/ Old Fort Road South		Allentown Road to Livingston Road	80	2	Henson-2006
C-721	Old Fort Road South/ Washington Lane		Fort Washington Road to Livingston Road	80	2	Henson-2006
C-722	Fort Washington Road		Fort Washington Park to Indian Head Highway	80	2 to 4	Henson-2006
C-723	Swan Creek Road		Fort Washington Road to Indian Head Highway	80	2 to 4	Henson-2006
C-724	Livingston Road		Swan Creek Road to Fort Washington Road	80	4	Henson-2006
C-725	Tucker Road		Palmer Road to St. Barnabas Road	80	2	Henson-2006
C-726	Livingston Road		A-68 to Indian Head Highway at Kerby Hill Road	80	4	Henson-2006
C-727	New Road		Bock Road to 800 feet north of Oxon Hill Road	240	2	Henson-2006

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-728	Branch Avenue Metro Connector Road		Branch Avenue to Branch Avenue Metro Station	80	2-4	MPOT-2009
PRIMARY ROADS						
P-200	Autoville Drive North		Cherry Hill Road to Hollywood Road	60	2	College Park-2002
P-201	Auburn Avenue		Riverdale Road to Good Luck Road	60	2	Bladensburg-1994
P-202	Toledo Road		Belcrest Road to Adelphi Road	60	2	PG Plaza-1998
P-203	Toledo Terrace		East West Highway to Belcrest Road	60	2	PG Plaza-1998
P-204	Nicholson Street		Lancer Drive to Queens Chapel Road	60	2	PG Plaza-1998
P-205	Edmonston Road		Annapolis Road to Kenilworth Avenue	60	2	Bladensburg-1994
P-206	Carters Lane		Kenilworth Avenue to Greenvale Parkway	60	2	Bladensburg-1994
P-207	Cheverly Avenue		Columbia Park Road to Landover Road	70	2 to 4	Bladensburg-1994
P-208	Lamont Drive		Riverdale Road to Good Luck Road	60	2	Bladensburg-1994
P-209	Finns Lane		Annapolis Road to Riverdale Road	70	2 to 4	New Carrollton-1989
P-210	Harkins Road		Annapolis Road to Ellin Road/85th Avenue	80	4	New Carrollton-1989
P-300	Hall Road		Central Avenue at Jennings Mill Drive to Central Avenue west of Pennsbury Drive	60	2	Bowie-2006
P-301	Hillmeade Road Extended		Fairwood Parkway to Annapolis Road	60	2	Bowie-2006
P-302	Daisy Lane		Glenn Dale Boulevard to Hillmeade Road	60	2	East Glenn Dale-2006
P-303	Northern Avenue		Good Luck Road to Greenbelt Road	60	2	East Glenn Dale-2006
P-400	Main Street		Central Avenue to Rollins Avenue	60	2	Addison Road-2000
P-401	M-NCPPC Access Road		Morgan Boulevard to M-NCPPC Property	60	2	Morgan Boulevard-2004
P-402	Walker Mill Drive/Old Ritchie Road		Shady Glen Road to Ritchie Road	60	2	Morgan Boulevard-2004
P-500	Bealle Hill Road		Berry Road to Accokeek Road	60	2	Subregion 5-2009
P-501	Manning Road East		Livingston Road to Berry Road	60	2	Subregion 5-2009
P-503	Pinta Street Extended		Kirby Road to Chris-Mar Avenue	60	2	Subregion 5-2009
P-504	McKendree Road		C-502 to A-55	60	2	Subregion 5-2009
P-600	Water Street	MD 717	Pennsylvania Avenue to Main Street	70	2-4	Subregion 6-2009
P-601	Governor Oden Bowie Drive/ Ring Road		Water Street to Main Street	70	2	Subregion 6-2009
P-602	Largo Road	MD 202	Ring Road to E-6	70	2-4	Subregion 6-2009
P-603	Wallace Lane		MC-602 to Midland Turn	60	2	Subregion 6-2009
P-604	Tam-O-Shanter Drive		Wallace Lane to Muirfield Drive	60	2	Subregion 6-2009
P-605	Midland Turn		Fairhaven Avenue to Wallace Lane	60	2	Subregion 6-2009
P-606	Trumps Hill Road		Heathermore Boulevard to Croom Road	70	2	Subregion 6-2009
P-607	US 301 Service Road		Frank Tippett Road to Rosaryville Road	60	2	Subregion 6-2009
P-608	Marlboro Pike	MD 725	P-602 to A-61	70	2-4	Subregion 6-2009
P-609	Chrysler Way Extended		E-6 to Marlboro Pike	70	2	Subregion 6-2009
P-610	Brooke Lane		Ritchie Marlboro Road to Brown Station Road	60	2	Melwood-1994
P-613	Soueid Street Connector		Andris Street to Risen Star Drive	60	2	Melwood-1994
P-614	Richmanor Terrace Extended		Richmanor Terrace to Marlboro Pike Relocated	60	2	Melwood-1994
P-615	New Road/ Bridle Ridge Road		P-617 to MC-632	60-70	2	Westphalia-2007
P-616	New Road		MC-631 to Westphalia Road	60-70	2	Westphalia-2007
P-617	New Road/ North Riding Road		P-616 to Ritchie-Marlboro Road	60-70	2	Westphalia-2007
P-618	New Road/ Marlboro Ridge Road		P-615 to Ritchie-Marlboro Road	60-70	2	Westphalia-2007
P-619	New Road		P-615 to MC-631	70	2	Westphalia-2007
INDUSTRIAL ROADS						
I-100	Old Baltimore Pike Extended		Maryland Avenue to Kenilworth Avenue Extended	70	2 to 4	Subregion I-1990
I-101	Ammendale Road		Industrial Park Property to Old Baltimore Pike	70	2 to 4	Subregion I-1990

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
I-102	Odell Road		Maryland Avenue to Edmonston Road	70	2 to 4	Subregion I-1990
I-103	Cook Road/ Maryland Avenue Extended		Powder Mill Road to Odell Road	70	2 to 4	Subregion I-1990
I-108	Bauer Lane Extended		Contee Road Extended to Sandy Spring Road	70	2 to 4	Subregion I-1990
I-111	Chevy Chase Drive		Bauer Lane Extended to Sweitzer Lane	70	2 to 4	Subregion I-1990
I-112	Frost Place		Bauer Lane Extended to Sweitzer Lane	70	2 to 4	Subregion I-1990
I-200	Branchville Industrial Access Road		Greenbelt Road to 51st Place	70	2	Langley Park-1989
I-202	54th Avenue Replacement/ Ballew Avenue		Branchville Road to 900 ft. south of Berwyn Road	70	2	Langley Park-1989
I-203	Riverdale Road		Kenilworth Avenue to East West Highway	70	2	Bladensburg-1994
I-204	Tuxedo Road/Arbor Street		B-W Parkway Ramp to Cheverly Avenue	70	2	Tuxedo Road-2005
I-205	48 th Street		Kenilworth Avenue to Kenilworth Avenue	70	2	Bladensburg-1994
I-206	Tanglewood Drive/ Buchanan Street		Alt US 1 to Kenilworth Avenue	70	2	Bladensburg-1994
I-207	46th Avenue		Decatur Street to Lafayette Place	70	2	Hyattsville-PA 68-1994
I-208	Rivertech Court		NOAA to River Road	70	2	College Park TDDP-1997
I-209	Rhode Island Avenue Extended		Rhode Island Avenue to Madison Street	70	2	Hyattsville-PA 68-1994
I-300	Prince George's Boulevard Extended		Leeland Road to existing Prince George's Boulevard	70	4	Bowie-2006
I-305	Aerospace Road		MD 193 to Forbes Boulevard	70	2	Glenn Dale-1993
I-306	Business Parkway		Forbes Boulevard to Martin Luther King, Jr. Highway	70	2	Glenn Dale-1993
I-308	Ruby Lockhart Way/ Palmetto Drive/ Woodview Drive		St. Joseph's Drive to Campus Way N	70	4	Largo-1990
I-310	New Road		Ruby Lockhart Way to Landover Road	70	4	Largo-1990
I-311	Apollo Drive		Lottsford Road to Arena Drive	70	4	Largo-1990
I-312	Technology Way/ Mercantile Lane		Apollo Drive to Landover Road	70	4	Largo-1990
I-313	Peppercorn Place		McCormick Drive to Landover Road	70	4	Largo-1990
I-400	Ardwick-Ardmore Road		John Hanson Highway to Beltway	70	2 to 4	Landover-1993
I-401	Truck Way Extended		Hampton Park Boulevard to Truck Way	70	2	Morgan Boulevard-2004
I-402	Morgan Boulevard/ MD 214 Access Road		Morgan Boulevard to Central Avenue	70	2	Morgan Boulevard-2004
I-403	Cabin Branch Drive		Sheriff Road to John Hanson Highway	70	2 to 4	Landover-1993
I-404	Hubbard Road		Pennsy Drive to Martin Luther King, Jr. Highway	70	2 to 4	Landover-1993
I-405	Jefferson Avenue		Pennsy Drive to Ardwick-Ardmore Road	70	2 to 4	Landover-1993
I-412	Brightseat Business Park Road		Redskins Road to Brightseat Road	70	2 to 4	Landover-1993
I-413	Hampton Park Boulevard/ Kaverton Road		Marlboro Pike to Central Avenue	70	2 to 4	Suitland-1985
I-415	Ritchie Road Spur		Ritchie Road to Hampton Park Boulevard	70	2 to 4	Suitland-1985
I-416	Cryden Way/Parston Drive		Forestville Road to Kaverton Boulevard	70	2 to 4	Suitland-1985
I-417	Marlboro Pike		Forestville Road to Kaverton Boulevard	70	2 to 4	Suitland-1985
I-502	Louie Pepper Drive		Old Alexandria Ferry Road to Woodyard Road	70	2	Subregion 5-2009
I-503	Short Cut Road		A-63 to Brandywine Road	70	2	Subregion 5-2009
I-601	Foxley Road/Woodyard Industrial Road		Dower House Road to Woodyard Road	70	4	Melwood-1994
I-602	Fallard Drive		Dower House Road to Dower House Road	70	2 to 4	Melwood-1994
I-603	MD 4 Service Road		A-37 to MC-634	70	2 to 4	Westphalia-2007
I-604	Old Marlboro Pike Loop		Marlboro Pike to Old Marlboro Pike	70	2 to 4	Melwood-1994

The graphics in master plans and sector plans are, of necessity, generalized. Exact alignments for master plan highways cannot be shown at the scales used in this document. More detailed information on master plan rights-of-way is available at www.pgatlas.com. The alignments that are shown at this web site are the result of more detailed studies that have been performed after consultation with state and county agencies and are used during the subdivision and zoning process. These alignments are all subject to change in light of new information and discussions with property owners, prospective developers, and National Environmental Protection Act review processes.

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
40th Place	Crittenden Street to Hamilton Street	Local	1828 Levy Court Survey	Hyattsville-PA 68	68	Yes		
Accokeek Road (MD 373)	Bealle Hill Road to 0.9 mi W of Branch Avenue (MD 5)	Arterial Parkway	1992 HS & D Plan	Subregion 5	84/85A	Yes		
	0.9 mi W of MD 5 to 0.4 mi west of Branch Avenue (MD 5)	Expressway/Arterial	1992 HS & D Plan	Subregion 5	85A	Yes		
	0.4 mi west of Branch Avenue (MD 5) to MD 5	Expressway/Arterial	1992 HS & D Plan	Subregion 5	85A	Yes		
Accokeek Road West	Livingston Road to end	Arterial	1828 Levy Court Survey	Subregion 5	83	Yes	Yes	Yes
Ager Road	Hamilton Street to Riggs Road (MD 212)	Arterial	1828 Levy Court Survey	Langley Park; Hyattsville-PA 68	65/68	Yes		
Allentown Road	Tucker Road to Brinkley Road	Major Collector	1828 Levy Court Survey	Henson Creek	76B	Yes		
Annapolis Road (MD 450)	Crain Highway (MD 3) to Folly Branch at Buena Vista (Martin Luther King Jr. Highway)	Arterial	1828 Levy Court Survey	Glenn Dale-Seabrook-Lanham and Vicinity Bowie and Vicinity	70/71A	Yes		
Aquasco Farm Road	Aquasco Road to end	Local	1984 Scenic Road Study	Subregion 6	87A, 87B		Yes	
Aquasco Road (MD 381)	Brandywine Road to Charles County	Collector		Subregion 6	86A, 85A, 85B, 87A	Yes	Yes	Yes
Ardwick-Ardmore Road	Jefferson Street to Lottsford Vista Road	Collector	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
Baden-Naylor Road	Baden-Westwood Road to Croom Road (MD 382)	Local	1992 HS&D	Subregion 6	86B	Yes	Yes	Yes
Baden-Westwood Road	Horsehead Road to Aquasco Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Baden-Westwood Road	Croom Road (MD 382) to Horsehead Road	Collector/Local	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Bald Eagle School Road	Baden-Westwood Road to Croom Road (MD 382)	Collector/Local	1828 Levy Court Survey	Subregion 6	87A	Yes		
Baltimore–Washington Parkway	DC line to Anne Arundel County line	Freeway	Scenic Byway (Connector), NHRD		62, 64, 67, 69	Yes	Yes	Yes
Bealle Hill Road	Berry Road (MD 228) to Accokeek (MD 373)	Primary	Subregion 5 Master Plan	Subregion 5	84	Yes		
	Accokeek Road (MD 373) to Livingston Road	Primary	Subregion 5 Master Plan	Subregion 5	84	Yes		
	Livingston Road to Charles County	Primary	1828 Levy Court Survey	Subregion 5	84	Yes		
Beaverdam Road	Edmonston Road to Springfield Road	Local		Subregion 1	62		Yes	
Bell Station Road	Annapolis Road (MD 450) to Enterprise Road (MD 193)	Collector	1992 HS&D Plan	Glenn Dale	70	Yes	Yes	Yes
	Old Prospect Hill Road to Enterprise Road (MD 193)	Collector	1992 HS&D Plan	Glenn Dale	70			
Berry Road	Livingston Road to Accokeek Road	Collector	1828 Levy Court Survey	Subregion 5	84	Yes		
Bock Road	Tucker Road to St. Barnabas Road	Collector		Henson Creek	76B	Yes		
Brandywine Road (MD 381)	North Keys Road to PEPCO R/W near Gibbons Church	Collector	1992 HS&D Plan	Subregion 6	85B	Yes		
	CSX Railroad track (Popes Creek Line) to North Keys Road	Collector	Subregion 6 Master Plan	Subregion 6	85A/85B	Yes		
	“Timothy Branch” (Kathleen Lane) to Subregion 6 boundary	Collector	1828 Levy Court Survey	Subregion 5	86A, 85A, 85B, 87A	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Brandywine Road (County)	Marbury Road to Kathleen Lane	Collector	1828 Levy Court Survey	Subregion 5	85A	Yes		
	Marbury Road to Piscataway Road/Woodyard Road	Collector	1828 Levy Court Survey	Subregion 5	81A	Yes		
Brooke Lane	Ritchie-Marlboro Road to Brown Station Road	Primary	1992 HS&D Plan	Melwood-Westphalia	78/79	Yes		
Brooks Church Road	Baden-Naylor to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	86B	Yes		
Brown Road	Brown Station Road to Ritchie Marlboro Road	Collector	1828 Levy Court Survey	Melwood-Westphalia	78	Yes		
Brown Station Road	Marlboro Pike (MD 725) to White House Road	Collector	1828 Levy Court Survey	Melwood-Westphalia; Subregion 6	78/79	Yes		
	Main Boulevard to Farmington Road West	Local	CR-113-1992	Subregion 5	83		Yes	
	Main Boulevard to Accokeek Road East/Livingston Road	Local	1828 Levy Court Survey	Subregion 5	83	Yes		
	Farmington Road W to National Colonial Farm	Local	Subregion 5 Master Plan	Subregion 5	83	Yes	Yes	Yes
Cactus Hill Road	Old Marshall Hall Road to Bryant Point Road	Local	Staff recommendation	Subregion 5	83			
Candy Hill Road	Croom Road (MD 382) to Molly Berry Road	Collector	1828 Levy Court Survey	Subregion 6	82B/86A/86B	Yes	Yes	Yes
	Nottingham Road to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	82B/86A/86B	Yes	Yes	Yes
Cedarville Road	A-55 to Chalk Point RR	Collector	1992 HS&D Plan	Subregion 5	85A	Yes		
	Chalk Point RR to Brandywine Road (MD 381)	Collector	1992 HS&D Plan	Subregion 5	85B	Yes		
	US 301 to Cedarville Road (part of A-55)	Arterial	1992 HS&D Plan	Subregion 5	85A	Yes		
Cedarville Road/McKendree Road	MC-502 to Accokeek Road	Primary	1828 Levy Court Survey	Subregion 5	85B	Yes		
	Brandywine Road to A-55	Collector	1828 Levy Court Survey	Subregion 5	85B	Yes		
Cheltenham Road	Old Indian Head Road to Duley Station Road	Local	1984 Scenic Roads Study	Subregion 6	82A		Yes	
Cherry Hill Road	I-95 to Baltimore Avenue (US 1)	Collector	1828 Levy Court Survey	Subregion 1; Langley Park	61/66	Yes		
Cherry Tree Crossing Road	Old Indian Head Road to Crain Highway (US 301)	Collector/Local	1828 Levy Court Survey	Subregion 5; Subregion 6	82A/85A/86A	Yes		
Chew Road	Croom Station Road to Popes Creek RR	Local	1992 HS&D Plan	Subregion 6	82A	Yes	Yes	Yes
Church Road	0.9 mi. S of Annapolis Road (MD 450) to Oak Grove Road	Major Collector	1992 HS&D Plan	Bowie and Vicinity	71A	Yes	Yes	Yes
	Annapolis Road to 0.9 mi. S of Annapolis Road (MD 450)	Local	1992 HS&D Plan	Bowie and Vicinity	71A/71B	Yes	Yes	Yes
Collington Road (MD 197)	Mitchellville Road to Annapolis Road (MD 450)	Arterial	1828 Levy Court Survey	Bowie and Vicinity	71B	Yes		
Croom Airport Road	Croom Acres Drive to Duvall Road	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
	Croom Road to Croom Acres Drive	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
	Duvall Road to Selby's Landing/Patuxent River	Local	1828 Levy Court Survey	Subregion 6	82B/86A	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Croom Road (MD 382)	Croom Station Road to Mount Calvert Road	Collector	1828 Levy Court Survey	Subregion 6	82A	Yes	Yes	Yes
	Duley Station Road to Mount Calvert Road	Collector	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
	Charles County to Tanyard Road	Collector	1828 Levy Court Survey	Subregion 6	87A, 86B	Yes	Yes	Yes
	Tanyard Road to Nottingham Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
	Nottingham Road to Duley Station Road	Collector	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
Croom Station Road	Chew Road to Popes Creek RR	Local	1992 HS&D Plan	Subregion 6	82A	Yes		
	Crain Highway (US 301) to Croom Road	Local	Subregion 6 Master Plan	Subregion 6	82A	Yes	Yes	Yes
Cross Road Trail	North Keys Road to Cherry Tree Crossing Road	Collector	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
Danville Road	Accokeek Road (MD 373) to Floral Park Road	Collector	Subregion 5 Master Plan	Subregion 5	84	Yes		
Dent Road	Charles County to Cedarville Road	Local	1828 Levy Court Survey	Subregion 6	85B	Yes	Yes	Yes
Doctor Bowen Road	Aquasco Road (MD 381) to Swanson Creek/ Charles County	Collector	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Duckettown Road	Springfield Road to Old-Laurel Bowie Road	Collector	1828 Levy Court Survey	Bowie and Vicinity	71A	Yes		
	Old Laurel-Bowie Road to Myrtle Avenue	Local	1828 Levy Court Survey	Bowie and Vicinity	71A	Yes		
Duley Station Road	Wallace Lane to Grandhaven Avenue	Major Collector	HS&D Plan	Subregion 6	82A/86A	Yes	Yes	Yes
	Grandhaven Avenue to Croom Road (MD 382)	Collector/Major Collector	HS&D Plan	Subregion 6	82A/86A	Yes	Yes	Yes
Duley Station Road (Same as 3-26A)	Old Indian Head Road to Wallace Lane	Major Collector/ Local	1828 Levy Court Survey	Subregion 6	82A/86A	Yes		
Duvall Road	Croom Airport Road to Mt. Calvert Road	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
Eagle Harbor Road	Trueman Point Road to Patuxent River	Local	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
	Aquasco Road (MD 381) to Trueman Point Road	Collector	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Edmonston Road/ Kenilworth Avenue (MD 201)	Odell Road to Cherrywood Lane	Arterial	1828 Levy Court Survey	Subregion 1; Langley Park	61/62/66/68	Yes		
Enterprise Road (MD 193)	Central Avenue (MD 214) to Annapolis Road (MD 450)	Arterial	1828 Levy Court Survey	Largo-Lottsford; Bowie and Vicinity	70/73/74A	Yes		
Farm Road	South Osborne Road to Old Crain Highway	Local	Staff recommendation	Subregion 6	82A		Yes	
Farmington Road East	MD 210 to Livingston Road	Arterial	Subregion 5 Master Plan	Subregion 5	84	Yes		
Farmington Road West	Livingston Road to 650 Farmington Road West	Collector	Subregion 5 Master Plan	Subregion 5	83	Yes	Yes	Yes
Fenno Road	Nottingham Road to St. Thomas Church Road	Local	1828 Levy Court Survey	Subregion 6	82B/86A	Yes	Yes	Yes
Floral Park Road	Piscataway Road (MD 223) to Brandywine Road	Collector	Subregion 5 Master Plan	Subregion 5	84/85A	Yes	Yes	Yes
	Livingston Road to Piscataway Road (MD 223)	Local	1828 Levy Court Survey	Subregion 5	84	Yes		
Gallahan Road	Piscataway Road (MD 223) to 12600 Gallahan Road/Old Piscataway	Collector	1828 Levy Court Survey	Subregion 5	81B	Yes	Yes	Yes
	12600 Gallahan Road to Old Fort Road	Collector	1828 Levy Court Survey	Subregion 5	81B	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Gardiner Road	Accokeek Road (MD 373) to Charles County	Collector	Staff Recommendation	Subregion 5	84/85A		Yes	
Gibbons Church Road	Brandywine Road to North Keys Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes		
Glenn Dale Road	Annapolis Road (MD 450) to Enterprise Road (MD 193)	Collector		Glenn Dale-Seabrook-Lanham and Vicinity	70	Yes		
Good Luck Road	Near Perkin's Chapel on Springfield Road to Kenilworth Avenue (MD 201)	Collector	1828 Levy Court Survey	Glenn Dale-Seabrook-Lanham and Vicinity	64/70	Yes		
Governor's Bridge Road	Patuxent River to Crain Highway (US 301)	Local	1828 Levy Court Survey	Bowie and Vicinity	74B	Yes		
Hamilton Street	40th Place to Ager Road	Collector	1828 Levy Court Survey	Hyattsville (PA 68)	68	Yes		
Hillmeade Road	Prospect Hill Road to Annapolis Road (MD 450)	Collector	1828 Levy Court Survey	Bowie and Vicinity	70	Yes		
Horsehead Road	Aquasco Road (MD 381) to Charles County	Collector	1828 Levy Court Survey	Subregion 6	86A/87A	Yes	Yes	Yes
	Aquasco Road (MD 381) to Baden Naylor Road	Local	1828 Levy Court Survey	Subregion 6	86B/87A	Yes	Yes	Yes
Landover Road	Baltimore-Washington Parkway to Capital Beltway	Arterial/ Expressway	Scenic Byway (Connector)	Landover and Vicinity	72	Yes		
Largo Road (MD 202)	Drumsheugh Road to Lottsford Road	Expressway	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
	Old Largo Road to Watkins Park Drive (MD 193)	Expressway	1828 Levy Court Survey	Subregion 6	79	Yes		
	Watkins Park Drive (MD 193) to Drumsheugh Lane	Expressway	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	73/79	Yes		
	Marlboro Pike (MD 725) to Old Largo Road	Expressway/ Primary	1828 Levy Court Survey	Subregion 6	79	Yes		
Laurel Bowie Road (MD 197)	Normal School Road to 5100 Laurel Bowie Road (MD 197) (Lerner Place)	Arterial	1828 Levy Court Survey	Bowie and Vicinity	71A/71B	Yes		
Laurel-Bowie Road/ Collington Road (MD 197)	Turtle Trail/Mallard Pond to Jericho Park Road	Arterial	1828 Levy Court Survey	Bowie and Vicinity	64/71A	Yes		
Leeland Road South	US 301 to Oak Grove Road	Major Collector	Subregion 6 Master Plan	Subregion 6	74A		Yes	
Livingston Road	Old Piscataway Road to Old Saint John's Way	Collector/ Local	1828 Levy Court Survey	Henson Creek	80	Yes		
	Bealle Hill Road to Farmington Road East	Collector	Subregion 5 Master Plan	Subregion 5	84	Yes		
	Swan Creek Road to Ft. Washington Road	Collector	1992 HS&D Plan	Henson Creek	80	Yes		
	Fort Washington Road to Old St. John's Way	Local	Subregion 5 Master Plan	Subregion 5	80	Yes		
	Farmington Road East to Floral Park Road	Arterial	Subregion 5 Master Plan	Subregion 5	80/84	Yes		
	Ft. Washington Road to W. Livingston Road	Local	1992 HS&D Plan	Subregion 5	80	Yes		
	Farmington Road West to Indian Head Highway	Collector	1828 Levy Court Survey	Subregion 5	84	Yes		
	Accokeek Road West to Charles County	Collector/ Arterial	1828 Levy Court Survey	Subregion 5	83/84	Yes		
	Bealle Hill Road to Floral Park Road	Collector	1828 Levy Court Survey	Subregion 5	84	Yes		
	Bealle Hill Road to Charles County	Arterial	1828 Levy Court Survey	Subregion 5	83	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Lottsford Road	Landover Road (MD 202) to Enterprise Road (MD 193)	Arterial	1984 Scenic Roads Study	Largo-Lottsford	73	Yes	Yes	
	Landover Road (MD 202) to Lottsford Vista Road	Arterial	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
Lottsford Vista Road	US 50 to Lottsford Road	Collector	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
Magruder's Ferry Road	Croom Road (MD 382) to Patuxent River	Local	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Main Street/ Brooklyn Bridge Road	9th Street to Baltimore-Washington Boulevard	Collector	1828 Levy Court Survey	Subregion 1	60/62	Yes		
Marlboro Pike	Old Marlboro Pike (Wells Corners) to Crain Highway	Local	1828 Levy Court Survey	1993 Subregion 6	79	Yes	Yes	Yes
	Largo Road to Crain Highway	Collector	1828 Levy Court Survey	Subregion 6	79	Yes		
	Woodyard Road to Pennsylvania Avenue (MD 4)	Collector	1828 Levy Court Survey	Subregion 6	78	Yes		
Marlboro Pike (MD 725)	Main Street to Brown Station Road	Primary	1828 Levy Court Survey	Subregion 6	79	Yes		
Marshall Hall Road	Old Marshall Hall Road to Charles County	Local	Staff recommendation	Subregion 5	83	Yes	Yes	Yes
Martin Road	Molly Berry Road to North Keys Road	Local	1984 Scenic Roads Study	Subregion 6	86B		Yes	
Mattaponi Road	Croom Road (MD 382) to St. Thomas Church Road	Local	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
McKendree Road	Accokeek Road to 0.2 N of Mister Road	Primary	Subregion 5 Master Plan	Subregion 5	85A	Yes		
	0.2 N of Mister Road to 0.6 mi W of US 301	Primary	Subregion 5 Master Plan	Subregion 5	85A	Yes		
	US 301 to 0.6 mi W of US 301	Major collector	Subregion 5 Master Plan	Subregion 5	85A	Yes		
Melwood Road	Old Marlboro Pike to Westphalia Road	Trail	1828 Levy Court Survey	Westphalia	78	Yes		
Mill Branch Road	Queen Anne Bridge Road to Crain Highway (US 301)	Local	1828 Levy Court Survey	Bowie and Vicinity	74B	Yes	Yes	Yes
Milltown Landing Road	Croom Road (MD 382) to End (Patuxent River)	Local	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Mitchellville Road	Mount Oak Road to Collington Road (MD 197)	Arterial	1828 Levy Court Survey	Bowie and Vicinity	71B/74B	Yes		
	Crain Highway (US 301) to Mount Oak Road	Collector	1828 Levy Court Survey	Bowie and Vicinity	71B/74B	Yes		
Molly Berry Road	North Keys Road to Van Brady Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
	Van Brady Road to Croom Road (MD 382)	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
	Baden Naylor Road to Candy Hill Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
	Candy Hill Road to North Keys Road	Collector C-620	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
Mount Calvert Road	Duvall Road to End	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
	Croom Road to Duvall Road	Local	1984 Scenic Roads Study	Subregion 6	86B	Yes	Yes	Yes
Mount Oak Road	Church Road	Arterial	1828 Levy Court Survey	Bowie & Vicinity	71B/74B		Yes	
Nelson Perrie Road	Bald Eagle School Road to Baden Naylor Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Normal School Road	Jericho Park Road to Laurel-Bowie Road (MD 197)	Local	1828 Levy Court Survey	Bowie and Vicinity	71A/71B	Yes		

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
North Keys Road	Molly Berry Road to Gibbons Church Road	Collector	1992 HS&D Plan	Subregion 6	86B	Yes	Yes	Yes
	Cross Road Trail to Martin Road	Collector	1992 HS&D Plan	Subregion 6	86B	Yes	Yes	Yes
	Molly Berry Road to Cross Road Trail	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
	Gibbons Church Road to Brandywine Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Nottingham Road	Candy Hill Road to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	82B/86A	Yes	Yes	Yes
	Tanyard Road to Candy Hill Road	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
Oak Grove Road	MD 193 to Leeland Road	Major Collector	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	74A/79	Yes	Yes	Yes
	Largo Road (MD 202) to Watkins Park Road (MD 193)	Major Collector	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	74A/79	Yes	Yes	
Odell Road	Muirkirk Road to "Paint Branch"	Local	1828 Levy Court Survey	Subregion 1	62	Yes		
Old Baltimore Pike	Prop MD 201 Ext (A-56) to Odell Road	Local	1992 HS&D Plan	Subregion 1	62	Yes		
	Cook Road to Prop MD 201 Ext. (A-56)	Industrial	1992 HS&D Plan	Subregion 1	61/62	Yes		
	Edmonston Road to Muirkirk Road	Collector	1992 HS&D Plan	Subregion 1	62	Yes		
Old Branch Avenue	Brandywine Road to Baldwin Avenue	Collector	1828 Levy Court Survey	Subregion 5	81A	Yes		
	St. Barnabas Road to (Just short of) Woodyard Road/Piscataway Road	Collector/ Local	1828 Levy Court Survey	Subregion 5	81A	Yes		
Old Crain Highway	Wells Corners/ Old Marlboro Pike to Village Drive West	Local	1828 Levy Court Survey	Subregion 6	79	Yes		
	Old Marlboro Pike (E of US 301) to Crain Highway (US 301)	Local	1828 Levy Court Survey	Subregion 6	79	Yes	Yes	Yes
	Upper Marlboro Town Line south to Crain Highway (US 301)	Collector	CR-39-1999	Subregion 6	82A	Yes	Yes	Yes
Old Enterprise Road	Watkins Park Dr. to entrance of Watkins Park	Local	1992 HS&D Plan	Largo-Lottsford	73	Yes		
	Segment through Watkins Regional Park	Local	1990 Largo-Lottsford	Largo-Lottsford	73	Yes	Yes	Yes
Old Farmington Road West	650 Old Farmington Road West to Livingston Road	Collector	1828 Levy Court Survey	Subregion 5	83	Yes		
Old Fort Road	Indian Head Highway to Fort Washington Road (Tantallon area)	Collector	1828 Levy Court Survey	Henson Creek	80	Yes		
Oxon Hill Road	Broad Creek Church Road to Livingston Road	Collector	1828 Levy Court Survey	Henson Creek	80	Yes		
Old Fort Road North	Livingston Road to Old Fort Road South	Collector	1828 Levy Court Survey	Henson Creek	76B/80	Yes		
Old Gunpowder Road	I-95 to Sandy Spring Road	Collector	1828 Levy Court Survey	Subregion 1	60/61	Yes		
Old Indian Head Road	Brandywine Road to Cherry Tree Crossing Road	Local	1828 Levy Court Survey	Subregion 6	85B	Yes		
Old Indian Head Road	Duley Station Road to Rosaryville Road	Primary	1828 Levy Court Survey	Subregion 6	82A	Yes		
	Crain Highway to Duley Station Road	Local	1828 Levy Court Survey	Subregion 6	82A		Yes	

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Old Marlboro Pike	Main Street to Roblee Acres Subdivision	Collector/Local	1828 Levy Court Survey	Subregion 6; Westphalia	79	Yes		
	Roblee Acres Subdivision to Woodyard Road	Collector	1828 Levy Court Survey	Westphalia	78/79	Yes		
	Forestville Road to Washington, D.C.	Collector	1828 Levy Court Survey	Suitland-District Heights	75A	Yes		
Old Marshall Hall Road	Livingston Road to Old Colonial Lane/Cactus Hill Road	Local	1984 Scenic Roads	Subregion 5	83		Yes	
	Cactus Hill Road to Charles County	Local	1828 Levy Court Survey	Subregion 5	NA	Yes	Yes	Yes
Old Muirkirk Road	Loop off of Muirkirk E of CSX RR	Local	1992 HS&D Plan	Subregion 1	62	Yes		
Old Piscataway Road	End to Livingston Road	Local	1828 Levy Court Survey	Henson Creek	80	Yes		
Old Saint John's Way	Livingston Road to Broad Creek Church Road	Local	1828 Levy Court Survey	Henson Creek	80	Yes		
Piscataway Road (MD 223)	Floral Park Road to Woodyard Road	Arterial	1828 Levy Court Survey	Subregion 5	84/81A/81B	Yes		
Powder Mill Road	Edmonston Road to Laurel-Bowie Road	Local	1828 Levy County Survey	Subregion 1	64	Yes		
Queen Anne Bridge Road	US 301 to Mill Branch Road	Local	1828 Levy County Survey	Bowie and Vicinity	74B	Yes	Yes	Yes
	Central Ave to Mill Branch Road	Local	1828 Levy Court Survey	Bowie and Vicinity	74B	Yes	Yes	Yes
	Central Avenue (MD 214) to Patuxent River	Local	1984 Scenic Roads Study	Bowie and Vicinity	74B	Yes	Yes	Yes
Queen Anne Road	Queen Anne Bridge Road to Crain Highway (US 301)	Local	1992 HS&D Plan	Bowie and Vicinity	74B	Yes	Yes	Yes
Ritchie Marlboro Road	White House Road to Ritchie Road	Arterial	1828 Levy Court Survey	Largo-Lottsford; Suitland-District Heights; Westphalia	73/75A/78	Yes		
	Old Marlboro Pike to White House Road	Arterial	1828 Levy Court Survey	Westphalia; Subregion 6	73/75A/78/79	Yes		
Ritchie-Forestville Road	Ritchie Marlboro Road to Pennsylvania Avenue (MD 4)	Collector	1828 Levy Court Survey	Suitland-District Heights	75A	Yes		
River Airport Road	Croom Road to Patuxent River Park	Local	1984 Scenic Road Study	Subregion 6	87A		Yes	
Rosaryville Road	Frank Tippett Road to Crain Highway (US 301)	Collector	1828 Levy Court Survey	Subregion 6	82A	Yes		
Saint Mary's Church Road	At Last Farm Road to Aquasco Road (MD 381)	Local	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Sharperville Road	Accokeek Road to Charles County	Local	1828 Levy Court Survey	Subregion 5	84	Yes		
South Osborne Road	0.1 mi. S of Carroll Way to William Beanes Road	Local	Subregion 6 Master Plan	Subregion 6	82A		Yes	
Springfield Road	Powder Mill Road to Duckettown Road	Collector (Local inside BARC)	1828 Levy Court Survey		64	Yes		
St. Phillips Road	Aquasco Road to end	Local	1984 Scenic Road Study	Subregion 6	87B		Yes	
St. Thomas Church Road	Mattaponi Road to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
	Fenno Road to Mattaponi Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Steed Road	Piscataway Road (MD 223) to Allentown Road	Collector	1828 Levy Court Survey	Henson Creek; Subregion 5	76B/81B	Yes		
Suitland Parkway	D.C. Line to Pennsylvania Avenue (MD 4)	Freeway	NHRD	Suitland-District Heights; The Heights	75A/76A	Yes		
Tanyard Road	Croom Road (MD 382) to Nottingham Road	Local	1828 Levy Court Survey	Subregion 6	82B/86B	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Thrift Road	Windbrook Road to Brandywine Road	Collector	1828 Levy Court Survey	Subregion 5	81A/81B	Yes		
Tower Road	Brandywine Road to Old Indian Head Road	Local	1828 Levy Court Survey	Subregion 6	85B	Yes		
Trumps Hill Road	Croom Road (MD 382) to Heathermore Boulevard	Primary	1992 HS&D Plan	Subregion 6	82B	Yes		
	Heathermore Boulevard to US 301	Local	1992 HS&D Plan	Subregion 6	82B	Yes		
	Crain Highway (US 301) to Croom Road	Primary/Local	1828 Levy Court Survey	Subregion 6	82B	Yes		
Van Brady Road	Molly Berry Road to Old Indian Head Road	Local	1828 Levy Court Survey	Subregion 6	82A	Yes	Yes	Yes
Walker Mill Drive/Old Ritchie Road	Central Avenue to Ritchie Road	Primary	1828 Levy Court Survey	Suitland-District Heights	75A/75B	Yes		
Watkins Park Drive (MD 193)	Oak Grove Road to Old Enterprise Road	Arterial	1992 HS&D Plan	Largo-Lottsford; Bowie and Vicinity	73/79	Yes		
	Largo Road (MD 202) to Oak Grove Road	Arterial	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	73/79	Yes		
Westphalia Road	Pennsylvania Avenue to Presidential Pkwy Ext	Arterial	1828 Levy Court Survey	Westphalia	78	Yes		
	Presidential Parkway Extended to Ritchie Marlboro Road	Collector	1828 Levy Court Survey	Westphalia	78	Yes		
Westwood Road	Baden Westwood Road to Bald Eagle School Road	Collector	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Wharf Road	Farmington Road W to Piscataway Bay	Local	Subregion 5	Subregion 5	83	Yes	Yes	Yes
White House Road (Same as 3-15)	Ritchie Marlboro Road to Largo Road (MD 202)	Arterial	1828 Levy Court Survey	Largo-Lottsford; Westphalia	73	Yes		
Whites Landing Road	Croom Road (MD 382) to End (Patuxent River)	Local	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Windbrook Drive	Floral Park Road to Thrift Road	Collector	1828 Levy Court Survey	Subregion 5	81B/85A	Yes		
Woodmore Road	Enterprise Road (MD 193) to Church Rd	Arterial	1992 HS&D Plan	Bowie and Vicinity	74A	Yes	Yes	Yes
Woodmore Road/Lottsford Road	Enterprise Road to Landover Road (MD 202)	Arterial	1828 Levy Court Survey	Largo-Lottsford	74A	Yes	Yes	Yes
Woodyard Road	Marlboro Pike to Rosaryville Road	Arterial	1828 Levy Court Survey	Melwood-Westphalia; Subregion 5; Subregion 6	77/81A/82A	Yes		
	Rosaryville Road to Old Alexandria Ferry Road	Arterial	1828 Levy Court Survey	Subregion 5	81A	Yes		
	Old Branch Avenue to Old Alexandria Ferry Road	Arterial	1828 Levy Court Survey	Subregion 5	81A	Yes		
Wyville Road	Old Crain Highway to Old Crain Highway	Local	Subregion 6 Master Plan	Subregion 6	79		Yes	