

# 2040 Roadway Classifications

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## Revisions reflected on map

1. Willowbrook Road – reclassified from Collector to Local, as Willowbrook will truncate into a cul-de-sac prior to Bloomfield.
2. Update roads in Crum Farm area to reflect planned development:
  - a. Opossumtown Pike – reclassified from Collector to Primary Arterial between Christophers Crossing and Biggs Ford Road.
  - b. Planned Service Road west of US15 north from Christopher’s Crossing – reclassified from Collector to Local.
  - c. Removed connection across US15 as the connection does not exist.
  - d. Opossumtown Pike from Willowbrook to Bloomfield Road – reclassified from Local to Minor Arterial.
  - e. Added planned connection between Walter Martz to Opossumtown Pike.
  - f. New northern roadway from Willowbrook Road. Realigned. Reclassified from Collector to Primary Arterial.
3. Removed proposed interchange at Monocacy. Project complete.
4. Removed interchanges from N/S Road to reflect ambiguity regarding the road.
5. Terminated the NS road at MD26 and MD144. Instead, showing arrows to lead to the north and south. This is to reflect the ambiguity of the road’s alignment, especially in these areas.
6. Removed small western Collector spur from Thomas Johnson Drive to Christophers Crossing to reflect planned road network in the area.
7. Updated Gas House Pike alignment over the Monocacy to reflect new construction.
8. Schifferstadt Boulevard from Gas House Pike to proposed Lindley Road extension – marked as complete.
9. Monocacy Boulevard from Hughes Ford Road to Gas House Pike – marked as complete.
10. Lindley Road – marked as complete through Nicodemus. Realigned to Schifferstadt Boulevard to reflect reality.
11. East 7<sup>th</sup> Street from East Street to East Church Street. Changed from Complete to Proposed.
12. Removed proposed Pine Avenue spur to Highland to reflect the planned road network in the area.
13. Highland Street extension from Monocacy Boulevard to Monroe Avenue (proposed) – reclassified from Local to Collector. Heavier traffic is expected on the extension, and a collector indicates a higher priority for signals, centerlines, and so on.
14. Prospect Boulevard from Center Avenue to South Jefferson Street – reclassified from Local to Collector.
15. Added planned connection from South Jefferson Street to Braddock Avenue/Norva Avenue.
16. North Jefferson Street from East Patrick to Carroll Parkway – reclassified from Primary Arterial to Local.
17. Carroll Parkway from North Jefferson through FCPS property – reclassified from Collector to Local from Jefferson to FCPS and removed roadway through FCPS property. The parkway dead-ends at either side of FCPS property, and the “roadway” shown through it was a parking lot service aisle.
18. Removed Carroll Parkway north from Fairview Avenue at the apartments.
19. Realigned Butterfly Lane between Jefferson Pike and Himes Avenue to reflect planned network changes in the area.

20. Butterfly Lane from Homes Avenue to Jefferson Pike (existing) – reclassified from Minor Arterial to Local to reflect planned network changes in the area.
21. Swallowtail Drive – reclassified from Collector to Local.
22. Realigned Mount Philip Road to reflect already constructed roadway.
23. Mount Philip Road from Teal Lane to Old National Pike – reclassified from Primary Arterial to Local.
24. Marked Waverly Drive and Shaffer Drive to as complete.
25. Montevue Lane from Shookstown Road to Rosemont Avenue – reclassified from Local to Minor Arterial.
26. Shookstown Road from Montevue Lane to Baughmans Lane – reclassified from Minor Arterial to Collector.
27. Baughmans Lane from Shookstown Road to Rosemont Avenue – reclassified from Collector to Minor arterial.
28. Marked Baughmans Lane at Rosemont as complete.
29. Marked Christophers Crossing from Poole Jones Road/Walter Martz Road to Crestone Drive as complete.
30. Add proposed roads for requested Christoff annexation to reflect planned road network.
31. Add proposed roads for Renn Development including connection to Highland Boulevard to reflect planned road network.
32. Show Biggs Ford Interchange (error in revision to map).
33. Show realignment of Wormans Mill Road through Nathan property through SHA Park and Ride connecting to service roads along US15. Connect to Brook Valley Road stub from Worman’s Mill development.
34. Add Sunday’s Lane (labeling) and internal local roads for Bloomfields Development.
35. McClellan Drive. Reclassify to a Collector, as that is how it functions.
36. Local road connection from MD26 through Lee, Monocacy Center, Frederick Health (old State Farm) to Wormans Mill Road.
37. Gas House Pike from North-South Parallel Highway to the east. Reclassified to Local.
38. Hughes Ford Road from Monocacy Boulevard to Aviation Way. Reclassified to Local.
39. Butterfly Lane from Mount Philip Road to the Summers Property. Renamed to Old Butterfly Lane. New Primary Arterial from the current intersection of Butterfly Lane to be the new Butterfly Lane.
40. Shookstown Road west from Christophers Crossing. Reclassified to Local to reflect road volumes and use.
41. East Greenleaf Drive from Tuscanney Drive to Cobblestone Way, Cobblestone Way from East Greenleaf Drive to West Greenleaf Drive, and West Greenleaf Drive from Cobblestone Way to Independence Street. Reclassified to Collector, as that is how it functions.
42. Opossumtown Pike from Willowbrook Road to the County. Reclassified to Collector to reflect road volumes and use.
43. Possible elimination of Shookstown courtesy bridge, severing connection from Shookstown to Rosemont, to reflect potential pedestrianization.
44. Correct (straighten) Monocacy Boulevard alignment from South Market Street to South Street, as it was drawn incorrectly.
45. Correct East Street alignment between traffic circle and South Street to match road as constructed.
46. Consider using an alternative linetype to designate the MARC rail line to avoid confusion.

47. Realignment of Schaeffer Drive and Millhouse Run through Bell Aire subdivision in accordance with approved plans.
48. Realignment of Waverly Drive and disconnection and abandonment of old Waverly Drive through the Waverly View subdivision from Key Parkway to Shookstown Road to match as approved and constructed.
49. Reclassify Schaeffer Drive from Waverly Drive to the Rock Creek School as a Local road to reflect road volumes and use.
50. Add local connector through Winpenny Annexation to provide a connection between Walter Martz Road and Yellow Springs Road.
51. Correct alignment of Wormans Mill Road to match reality.
52. Add a proposed connection between Progress Drive and the North-South Connector Highway as required per Renn Farm Annexation.
53. Show extension of East 5<sup>th</sup> Street to existing East 7<sup>th</sup> Street to reflect paper street plans.
54. Change Franklin Street to Collector, connecting E Patrick Street and E South Street to reflect use.
55. Add Orchard Avenue Extension between Highland Street and East Street as a local connector to reflect planned paper street.
56. Show internal connection through Gateway East Plaza between E Patrick St (at Key Avenue) and Monocacy Boulevard (at I-70 WB Ramps) to reflect planned paper street if the site were to be redeveloped.
57. Show I-70 WB Ramps at Monocacy Blvd to reflect reality.
58. Recolor Interstate highways to Limited Access Divided Highway to avoid confusion.
59. Carroll Parkway. Reclassify from Collector to Local to reflect its use.
60. West College Terrace from West Patrick Street to West 2<sup>nd</sup> Street. Reclassify to Collector to reflect its use.
61. Butterfly Lane at Jefferson Pike. Butterfly is planned to dead-end just before MD 180.
62. Show that the Old Waverly Dr connection to Shookstown Rd is removed.
63. Rocky Springs Road from Yellow Springs to Christophers Crossing. Reclassify from Local to Collector to reflect its use.
64. Add Regiment Way extension south from Battery Court to Walter Martz Road as a local connector, running parallel to Farm Lane to reflect planned roadways.
65. Reclassify Poole Jones Road from Christophers Crossing to Opossumtown Pike from Collector to Local to reflect its use.
66. Correct Fort Detrick boundary in the vicinity of Kemp Lane.
67. Revise color for Fort Detrick to indicate that it is within the City to avoid confusion.
68. Reclassify 7<sup>th</sup> Street as a Collector to reflect traffic flow and volume levels.
69. Show Gas House Pike as a major arterial up to the N-S Road to reflect its use.