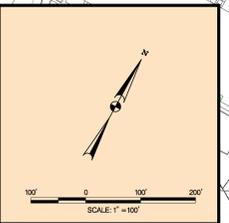


MD 180 @ US 340 RAMPS		
	AM PEAK	PM PEAK
2030 NO-BUILD	F (>300 sec) (unsignalized)	F (>300 sec) (unsignalized)
2030 BUILD	C (22 sec) (signalized)	E (78 sec) (signalized)



MD 180 @ HIMES AVENUE		
	AM PEAK	PM PEAK
2030 NO-BUILD	F (>300 sec)	F (>300 sec)
2030 BUILD	B (18 sec)	E (61 sec)

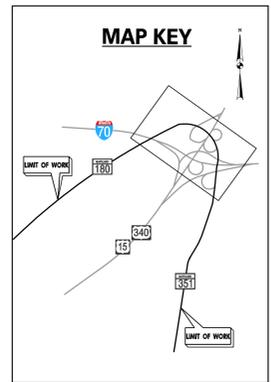
MD 180 @ SOLAREX COURT		
	AM PEAK	PM PEAK
2030 NO-BUILD	F (182 sec)	F (188 sec)
2030 BUILD	E (56 sec)	E (77 sec)

MD 180 @ RELOCATED BUTTERFLY LANE		
	AM PEAK	PM PEAK
2030 NO-BUILD	D (39 sec)	F (185 sec)
2030 BUILD	B (13 sec)	B (13 sec)

MD 180 @ FAIR OAKS DRIVE		
	AM PEAK	PM PEAK
2030 NO-BUILD	F (>300 sec) (unsignalized)	F (>300 sec) (unsignalized)
2030 BUILD	A (7 sec)	A (4 sec)

LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Existing Roadway
- Existing Right of Way
- Proposed Right of Way
- Existing Property
- Waters of the US
- FEMA 100-Year Floodplain
- Wetland - GIS
- Wetland - Delineated
- Historic Boundary
- Potential Res. Displacement
- Potential Bus. Displacement
- Forest
- Park Boundary
- City - County Line
- Proposed Retaining Wall



**MD 180/ MD 351
PROJECT PLANNING STUDY
US 340 INTERCHANGE OPTION B MODIFIED**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
1"=100' SCALE

BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2006

JUNE 2009

