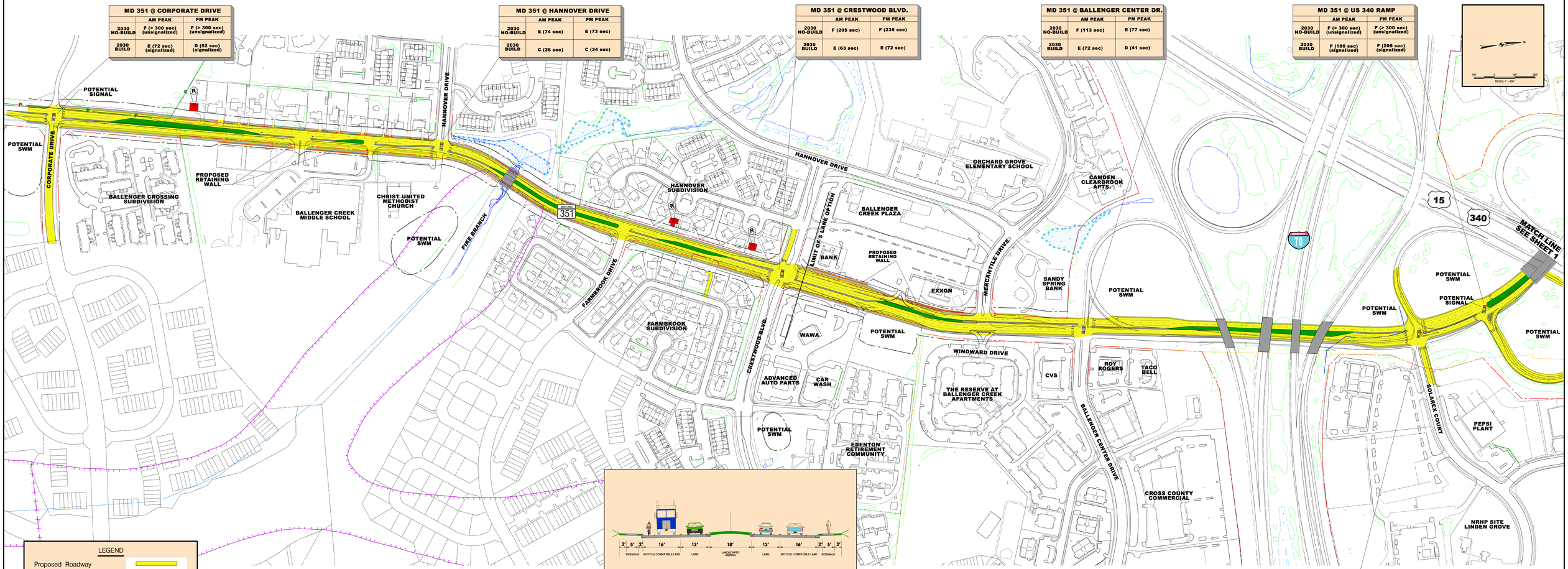
MD 351 @ CORPORATE DRIVE	AM PEAK	PM PEAK
2030 NO-BUILD	F (> 300 sec) (unsignalized)	F (> 300 sec) (unsignalized)
2030 BUILD	E (72 sec) (signalized)	D (52 sec) (signalized)

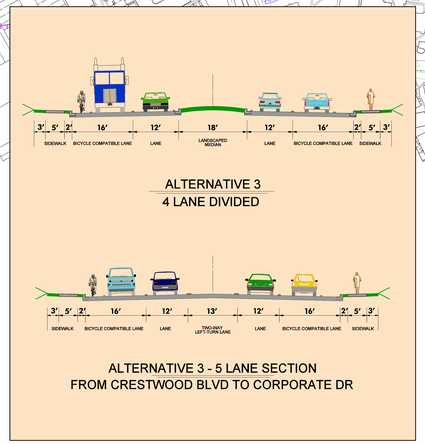
MD 351 @ HANNOVER DRIVE	AM PEAK	PM PEAK
2030 NO-BUILD	E (74 sec)	E (73 sec)
2030 BUILD	C (26 sec)	C (34 sec)

MD 351 @ CRESTWOOD BLVD.	AM PEAK	PM PEAK
2030 NO-BUILD	F (205 sec)	F (235 sec)
2030 BUILD	E (63 sec)	E (72 sec)

MD 351 @ BALLENGER CENTER DR.	AM PEAK	PM PEAK
2030 NO-BUILD	F (113 sec)	E (77 sec)
2030 BUILD	E (72 sec)	D (41 sec)

MD 351 @ US 340 RAMP	AM PEAK	PM PEAK
2030 NO-BUILD	F (> 300 sec) (unsignalized)	F (> 300 sec) (unsignalized)
2030 BUILD	F (186 sec) (signalized)	F (206 sec) (signalized)



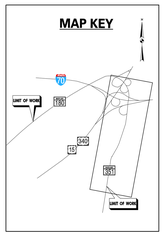


MD 180 @ SOLAREX CT.	AM PEAK	PM PEAK
2030 NO-BUILD	F (182 sec)	F (>188 sec)
2030 BUILD	F (107 sec)	F (159 sec)

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

MAP KEY



MD 180/ MD 351
PROJECT PLANNING STUDY
ALTERNATIVE 3 - FOUR LANE DIVIDED

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

BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2006

SHEET 2 OF 2
JUNE 2009