

BROOKLYN PARK
PRIORITY PROJECT 3

SUMMER 2026

BALTIMORE METROPOLITAN COUNCIL

ACKNOWLEDGMENTS

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Project PURPOSE

In 2023, Anne Arundel County prepared the Brooklyn Park Neighborhood Transportation Study, which identified opportunities to make it safer and easier for people to navigate Brooklyn Park. The Study presents recommendations to adequately address the different connectivity and mobility needs of the community, and includes improvements so that residents can access transit, schools, parks, the local library, and the different businesses and services in the neighborhood, safely independently of the mean of transportation chosen.

The purpose of this project is to, following the recommendations for Priority Project #3, develop a feasibility study for bike facilities on these three neighborhood corridors. See map on following page:

- 10th Avenue: between Belle Grove Road and Ritchie Highway – 0.5 mi. approximately (Bike Map #7).
- Morgan Road: between road end south of 17th Avenue and Belle Grove Road – 1.0 mi. approximately (Bike Map #1).
- Ballman Avenue: between Church Street and Townsend Avenue – 0.5 mi. approximately (Bike Map #4).

This feasibility study includes preliminary design (15%) of a preferred alternative and cost estimates for each corridor based on the data collected and the findings from a site visit conducted by BMC, AA, and RK&K staff on February 2026. It will also include recommendations for improvements related to mobility, accessibility, and traffic calming based on current standards and guidelines and best design practices aimed at increasing the safety and comfort of the most vulnerable roadway users.



10th Avenue at Harbor Valley Drive, looking East

Context AND ANALYSIS

Brooklyn Park is census-designated place in Anne Arundel County, Maryland, about 5.5 miles from downtown Baltimore City. A diverse and storied community, it is composed of neighborhoods with borders defined by MD 2 and MD 171.





TRANSPORTATION HABITATS AND ENVIRONMENT

Brooklyn Park is generally characterized as a medium-to-high intensity commercial and mixed-use suburban environment on the arterials, with most local roads having a quieter feel with low-to-medium density residential uses. Due to its highly developed nature, it is not anticipated that natural resources investigations or mitigations will play a significant role in the implementation of recommended designs.

Like many suburbs in the Baltimore region, many people in Brooklyn Park primarily rely on a vehicle for transportation, with only ~6% of households in Brooklyn Park having no access to a vehicle and an average of 2 vehicles per household. Approximately 27% of households in Brooklyn Park contains an individual with a disability which registers as slightly higher than national trends.[1]

From 2019-2023, there have been approximately 58 reported crashes involving Vulnerable Road Users (VRU) in the study area, with none of the crashes on the target corridors being classified as a "fatal" or "severe injury" crash.[2] Only Suspected Minor injury crashes were reported on Ballman Avenue and Morgan Road and a Possible Injury crash also on Morgan Road.

Bicycle Level-of-Stress is calculated by MDOT SHA using a variety of roadway characteristic and traffic factors. 10th Avenue has a current LTS score of "2", indicating a moderate level of stress for bicyclists, while Morgan Road and Ballman Avenue each have a score of "1", indicating a relatively low-stress travel environment.

1 U.S. Census 2020-2024 American Community Survey
2 MDOT SHA


208 10th Avenue, looking East

10th Avenue EXISTING CONDITIONS

This is the first access route to Brooklyn Park from I-695 and other south roadways via Belle Grove Road. It connects Belle Grove Road and Ritchie Highway southbound. Traffic to Ritchie Highway northbound can use any of the crossing roads to continue east on 11th Avenue where a left turn is allowed. 10th Avenue also provides access to the Brooklyn Park fields parking lot.



SIDEWALK AND BIKE LANE LIMITS



NARROWER ROADWAY FOOTPRINT

BROOKLYN PARK 10TH AVENUE FIELDS ENTRANCE

BIKE LANE WB ONLY



BELLE GROVE ROAD SHARED USE PATH CONNECTION TO 10TH AVENUE IS MISSING

WIDER ROADWAY FOOTPRINT



ON STREET PARKING EB ONLY



STEEP INCLINE ON THE EB DIRECTION



CHARACTERISTICS

The 10th Avenue corridor starts at Belle Grove Road on its west end and terminates at Ritchie Highway on its eastern end. The posted speed is 25MPH. This corridor runs through a residential area with single home units with driveways, except at the Belle Grove Road approach where Brooklyn Park and a fenced industrial facility can be found on the north side, and the parking lot for an entertainment facility is located on the south side. This facility has access on 10th Avenue, delineated only with pavement markings, along a 200' stretch of no curb. The vertical alignment of the corridor includes a steep section between Valley Road and Chatham Road with a slope of approximately 9%.

Between Belle Grove Road and Chatham Road, 10th Avenue is 40' wide across, and includes two travel lanes, a 5' bike lane heading west, and on-street parking in front of houses on the eastbound side. East of Chatham Road, 10th Avenue is 22' wide with on-street parking intermittently available in both directions with vehicular traffic operating on a yield condition.

Stop controlled intersections include Belle Grove Road, Marshall Road (All Way Stop), Morgan Road, and Ritchie Highway.

PEDESTRIAN AND BICYCLE FACILITIES

At the western terminus of the 10th Avenue corridor, on Belle Grove Road, a shared-use path ends just south of the intersection. A curb ramp connects this shared-use path to the south corner of the 10th Avenue intersection, but no crosswalks are provided to cross either Belle Grove Road or 10th Avenue. On the north side of 10th Avenue, a sidewalk and curb ramp can be found to connect to the shared-use path, however this facility ends before the Brooklyn Park Youth Athletic Association (BPYAA) driveway. Adjacent to this sidewalk, a 5' single bike lane runs for the same stretch. This is the only bicycle facility along the corridor.

Another segment of sidewalk can be found on the south side running from approximately 90' south of the Harbor Valley Drive intersection to an abrupt end at approximately 70' south of Chatham Road. Lastly, additional sidewalks can be found on both sides of 10th Avenue between Morgan Road and Ritchie Highway. These sidewalks are all concrete and are about 4' wide. Curb ramps are present at intersections within sidewalk segments, but no crosswalks are provided.



323 10th Avenue, looking West

Morgan Rd EXISTING CONDITIONS(South)

Morgan Road runs parallel to Ritchie Highway, providing an alternative route for local traffic. It provides access to the Brooklyn Park Elementary School. Ritchie Highway can be accessed from Morgan Road from any crossing road for southbound traffic and for northbound traffic the two main access points are 11th Avenue and 16th Avenue, where traffic signals are provided and left turns are allowed. At Brooklyn Park Elementary School, a mid-block crossing exists that connects to a grass landscape along the northbound side of the road, rather than a sidewalk.



CONTINUOUS SIDEWALK THROUGHOUT THE CORRIDOR, ONLY ON THE SB SIDE OF MORGAN ROAD



SPEED BUMP



Captured from Google Street view

MID-BLOCK CROSSING TO BROOKLYN PARK E.S. CURB RAMPS AND SIDEWALK ON NB SIDE ARE MISSING



Captured from Google Street view

ROLLING TOPOGRAPHY - CONTINUOUS VERTICAL CURVES ALONG SEGMENTS OF THE CORRIDOR



Morgan Rd EXISTING CONDITIONS(North)

Morgan Road connects to Belle Grove Road at its northern terminus. It can also be accessed from the north through 1st Avenue, which intersects Morgan Road and Belle Grove Road. A pedestrian refuge area is available at the intersection of the three roads.



CONTINUOUS SIDEWALK THROUGHOUT THE CORRIDOR, ONLY ON THE SB SIDE OF MORGAN ROAD



ROLLING TOPOGRAPHY - CONTINUOUS VERTICAL CURVES ALONG SEGMENTS OF THE CORRIDOR



SPEED BUMP



Captured from Google Street view

Roadway CHARACTERISTICS

Morgan Road runs from the dead-end south of 17th Avenue on the south to Belle Grove Road on the north. This is a 25MPH road that consists of two 12-15' travel lanes, on a closed section, with no on-street parking. The vertical alignment consists of a series of vertical curves following the rolling topography of the corridor. This is a residential area, with multiple driveways on both sides of the corridor. Other uses include Brooklyn Park Elementary School which is located adjacent to Morgan Road and can be accessed through 13th and 14th Avenue, and a Post Office that can be accessed on Morgan Road and 16th Avenue. South of 16th Avenue, the northbound side of Morgan Road is abutted by the back of the shopping center.

There are two controlled intersections, 11th Avenue (All Way stop condition) and Belle Grove Road. A series of speed humps can be located along the corridor with the corresponding warning signage.

PEDESTRIAN AND BICYCLE FACILITIES

Morgan Road has a continuous sidewalk running along the southbound side of the roadway. This is an about 4' wide concrete sidewalk right behind the curb. A narrower stretch of sidewalk can be found on the northbound side between 1st Avenue and Belle Grove Road.

All intersections include curb ramps, along Morgan Road and where sidewalk exists along the crossing roads, however these are inconsistent and, in many cases, non-ADA compliant. Designated crosswalks are only being provided between 11th Avenue and 14th Avenue. In addition, a raised mid-block crossing is located between 13th Avenue and 14th Avenue in front of the Brooklyn Park Elementary School field, but it does not include ramps or a sidewalk on the east side.

There are no bicycle facilities along the Morgan Road corridor. Belle Grove Road, in the area adjacent to the Morgan Road intersection, includes what could be considered as a ridable shoulder on both sides. However, this is not a formalized bicycle facility.



Morgan Road and 1st Avenue, looking West

Ballman Ave EXISTING CONDITIONS

This is the main corridor connecting Ritchie Highway with the Arundel Village area of Brooklyn Park, via Church Street and Townsend Avenue. Church Street also served as a key link in the route connecting Brooklyn Park to the Key Bridge.

CHURCH STREET INTERSECTION
MISSING CROSSWALK

ON STREET PARKING

END OF SIDEWALK





Captured from Google Street view

NARROWER ROADWAY FOOTPRINT

WIDER ROADWAY FOOTPRINT

ON STREET PARKING



END OF SIDEWALK

Roadway CHARACTERISTICS

The Ballman Avenue corridor runs between Church Street on the south and Townsend Avenue on the north. This is exclusively a residential area with numerous driveways on both sides of the road. This two-way corridor with 30MPH posted speed includes both open and closed sections, and varying widths. The segment between Church Street and Magie Street is about 40' wide, at its maximum on the south end of the corridor and 35' wide closer to Magie Street, and it consists of a closed section with on-street parking on both sides of the road. The segment between Magie Street and Kramme Avenue has a mix of open and closed sections on the northbound side and an approximate width of 28'. North of Kramme Avenue, the roadway is consistently narrower, at about 25' across, operating on a yield condition with a mix of open and closed sections and no on-street parking.

The are no controlled intersections within the corridor. The termini intersections of Church Street and Townsend Avenue are stop controlled for traffic on Ballman Avenue only.

PEDESTRIAN AND BICYCLE FACILITIES

The Ballman Avenue corridor includes continuous concrete sidewalks, on both sides of the road, from Church Street to Magie Street. The sidewalk varies from 3' to 5' wide. It includes a grass buffer in the segment between Alley 27 and Magie Street. North of Magie Street the sidewalk is intermittent and with gaps along the remaining segment of the corridor. Curb ramps are provided at intersections where sidewalks exist. However, these are inconsistent and, in most cases, non-ADA compliant.

There is only one designated crosswalk throughout the corridor at the north leg of the intersection with Taney Avenue. The Church Street intersection does not have a designated crosswalk on any of the legs.

There are no bicycle facilities along the Ballman Avenue corridor.



Ballman Avenue at Alley 27, looking North

Exploring
OPPORTUNITIES

Over time, the built environment is inherently dynamic and perpetually changing to reflect changes in society and technology - buildings are erected and razed, bridges and tunnels are built or closed, and roadways are constantly adjusted based on volumes, uses, and surrounding land use changes. It is time to re-imagine each of the these corridors and decide what each of these key corridors in Brooklyn Park will look and operate in the years to come.

Baltimore Metropolitan Council, Anne Arundel County, and their project partners engaged in several technical and qualitative exercises to develop concepts for each of these three target corridors with the intent of creating facilities and spaces that allowed for greater neighborhood mobility for users of all transportation modes.

HOW DID
WE GET HERE?

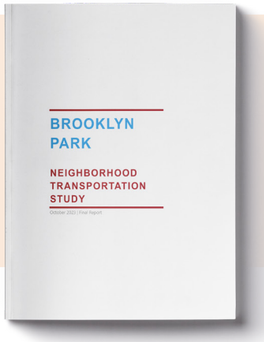
This study represents the third "Priority Project" to come from the Brooklyn Park Neighborhood Transportation Study (2023). The previous two "priority projects" from the study included a group of corridors for multimodal and traffic adjustment feasibility studies and a group of streets identified for pedestrian priorities upgrades.

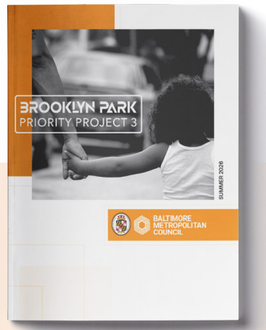
The aim of this effort is to advance the multimodal recommendations for each of these neighborhood collectors from being a symbol on a map and line on a table, into a concept-level design that could be advanced through future phases and permitting processes and eventually constructed.

Each of the corridors that are the focus of this report were identified in the Neighborhood Transportation Study primed for bicycle mobility improvements and traffic calming.

2023

All ideas need to start somewhere - the Neighborhood Transportation Study outlined several multimodal improvement projects.



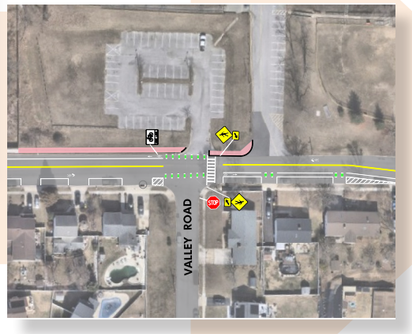


2026

WE ARE HERE: ***The next step in the process is testing alternatives to develop concepts for each corridor - this document shows the process and the results.***

Beyond 2026

With established concepts, the County can move forward with the final design and permitting processes, explore funding options, and begin construction.



Feasibility PROCESS

The feasibility study process is used to explore possible designs and their implications - it is the pivot point between identifying an area for improvement, and establishing a direction for what precisely those improvements are.

Using previous studies, GIS base data, input from project stakeholders, and the lived experience of local residents, the technical team developed plausible designs for each corridor.

After hearing from the public and conducting a comparison analysis, the best parts of each alternative concept were synthesized to create "the preferred alternative", which will guide the future phases of design and implementation.



Data Collection AND Field Review

Plan Review
Basemapping
Stakeholder Site Tour

Initial Concepts AND Alternatives Analysis

Draft Alternatives
Comparison Analysis

Public Input AND Concept Refinement

Public Workshop
Development of Preferred Alternatives

Published Study AND Next Steps

Finalized Preferred Alternatives
Expected Benefits
Design, Permitting, and Funding Strategy

PUBLIC ENGAGEMENT

Much like the original Neighborhood Transportation Study, public engagement is an essential component to this feasibility study. While the former effort primarily asked **"where?"**, as in where in the neighborhood should we focus our efforts; this report asked residents in the neighborhood **"what?"**, as in, what do you want the future of these connector corridors to look like?

Public engagement for this study centered around a public workshop, hosted at the Brooklyn Park Public Library in May 2026, as well as a presentation to representatives of the Harbor Valley HOA in the same month. The technical team presented each of the preliminary recommendation alternatives to attendees and then collected feedback, preferences, and priorities from present community members via roll maps, comment cards, and interactive exercises.

Some of the consistent themes that emerged from the workshop included:

- Questions surrounding maintenance and snow clearing responsibilities on new facilities
- Prioritizing the pedestrian experience in addition to the new bicycle facilities
- Concerns about visibility and driver behavior in relation to some of the proposed alternatives

This feedback as well as site-specific comments were considered and incorporated in the process of developing the preferred alternative for each corridor.



ENGAGEMENT SUMMARY

The public engagement meeting was held on May 6th, 2026 at the Brooklyn Park Public Library. Three alternatives for each corridor were presented, along with existing conditions and the overarching scope of the transportation study that the project was started from. About ten community members attended, with county council members, as well as local community leaders present. Anne Arundel County also presented the alternatives at a local HOA meeting the following week to gather more community input.

Primary concerns that were raised included that traffic calming would further affect the increase of traffic volumes and existing congestion off of 10th Avenue on Belle Grove Road due to the Key Bridge collapse. Notes suggested the removal of the pedestrian crosswalk across Belle Grove across 10th Avenue, despite the crosswalk existing before the project. Attendees inquired about a traffic study for the area and potential drainage issues on Belle Grove Road. Attendees also cited observed accidents at the intersection of 10th Avenue and Morgan Road, as well as a potential increase in crime in the community.



The potential removal of parking along 10th Avenue, as well as an increased presence of cyclists and pedestrians along the road were added concerns. Due to the Brooklyn Park Youth Athletic Association, parking on weekends surrounding the area can be more constrained than observed during the weekday. Reasons bicycle infrastructure was opposed were low sight distances over the steep hill towards Chatham Road, as well as high speeds and novice drivers entering and exiting along the corridor. Sidewalk and bike lane extensions heading westbound on 10th Avenue were favored.

Residents strongly opposed the shared-use path alternative for Morgan Road, citing concerns about responsibility of maintenance, adverse impacts to property value, and potential loitering along the proposed path. Attendees also expressed that bike ridership is extremely low and pedestrian improvements would be preferred.

Other alternatives for Morgan Road, as well as the alternatives for Ballman Avenue, were not commented on.



10th Avenue GENERAL CONSIDERATIONS

Traffic Calming: During the site visit, high speeds were observed for vehicles turning onto 10th Avenue from Belle Grove Road. This may be attributed to the wider pavement footprint and open characteristics of the roadway, that are conducive to speeding. The proposed alternatives include a curb extension to tighten the turning radius at the southeast corner to facilitate speed reduction as vehicles enter the corridor. Similarly, resizing the travel lanes to accommodate bicycle facilities will also help to induce a reduction in the traveling speeds of vehicles.

Driveway Definition: As described on the existing conditions section, the 10th Avenue entrance to the entertainment facility on Belle Grove Road is only defined by faded pavement markings along an open section of road. The proposed alternatives include a delineation of the entrance by either adding curb or a combination of pavement markings and flex posts. This measure will support the efforts of traffic calming for vehicles accessing or exiting the parking lot.

Connection to Belle Grove shared use path: Supplementing the traffic calming measures described above, and adequate connection between the 10th Avenue corridor and the shared use path on Belle Grove Road is being provided. This will consist of designated crosswalks on the east and south leg of the intersection and new curb ramps that accommodate bicycles.

Connection to Brooklyn Park: All the proposed alternatives include extending the existing sidewalk on the westbound side of 10th Avenue east of Belle Grove Road. Currently, this sidewalk ends abruptly west of the Brooklyn Park parking lot entrance. The alternatives also include a crossing at Valley Road to connect to the sidewalk network on the south side of 10th Avenue and the Harbor Valley community.

Reduced Roadway Width: Given the reduced width of roadway available on 10th Avenue east of Chatham Road, the only type of facility that could be accommodated within the existing setting is shared lanes. This condition is common for all the three alternatives presented for the 10th Avenue corridor. The design differences between alternatives presented are specifically for the segment between Belle Grove Road and Chatham Road.

Shared-use Path: Among the alternatives considered, the installation of a shared-use path along the eastbound side of 10th Avenue, holding the back of the existing sidewalk edge.

The roadway configuration for this alternative would consist of the two travel lanes with a 10' shared use path and a landscape buffer where possible. One of the main issues encountered with this alternative is the impacts to the existing setting, particularly large trees that will need to be removed and utilities that will need to be relocated along with the curb line to accommodate the shared-use path. In addition, driveways may need to be rebuilt impacting private properties. All these reasons translate into major costs that deem this alternative as undesirable.

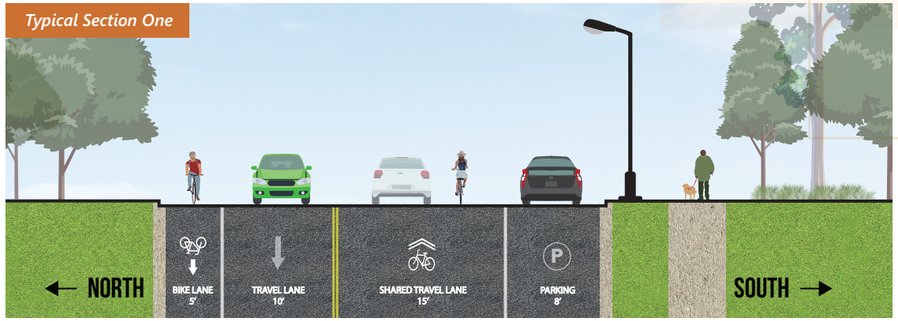


10th Avenue and Morgan Road Intersection

10th Avenue
ALTERNATIVE 1

As mentioned in general considerations, speeding was a significant issue - tightening the Belle Grove Road intersection aids in reducing vehicle speeds turning onto 10th Ave and increasing traffic calming efforts. This alternative maintains the existing travel lanes, parking lane on the eastbound, and bike lane on the westbound direction south of the Brooklyn Park entrance. The main feature of this alternative is the inclusion of a climbing lane to separate cyclists from vehicular traffic as they travel at a lower speed climbing the steep grade between Valley Road and Chatham Road. The climbing lane will transition back to a shared lane east of Chatham Road. The westbound direction will also consist of a shared lane throughout the corridor except for the existing bike lane at the Belle Grove Road approach.

Typical Section One





TRANSITION TO BIKE LANE

PROPOSED PEDESTRIAN CROSSING

CONNECTION TO MORGAN ROAD PROPOSED FACILITY

BELLE GROVE ROAD SHARED USE PATH INTERSECTION IMPROVEMENTS AND ENHANCED CONNECTION

SEE TYPICAL SECTION 1

ON STREET PARKING MAINTAINED

EXISTING WB BIKE LANE MAINTAINED AND EXTENDED

SHARED LANE EB

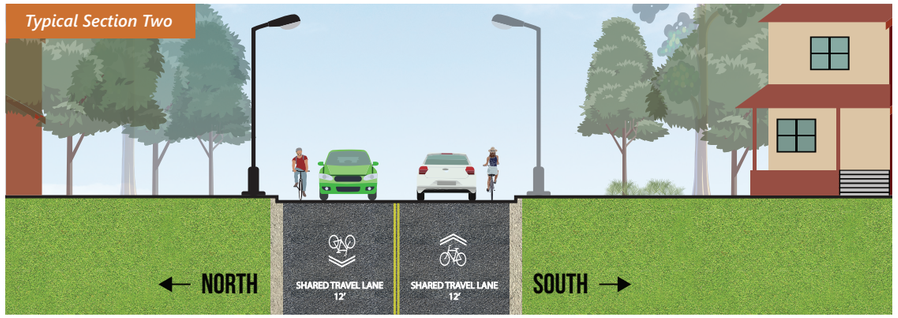
PROPOSED SIDEWALK EXTENSION TO BROOKLYN PARK 10TH AVENUE FIELDS ACCESS ROAD

TRANSITION TO CLIMBING LANE

TRANSITION TO SHARED LANE

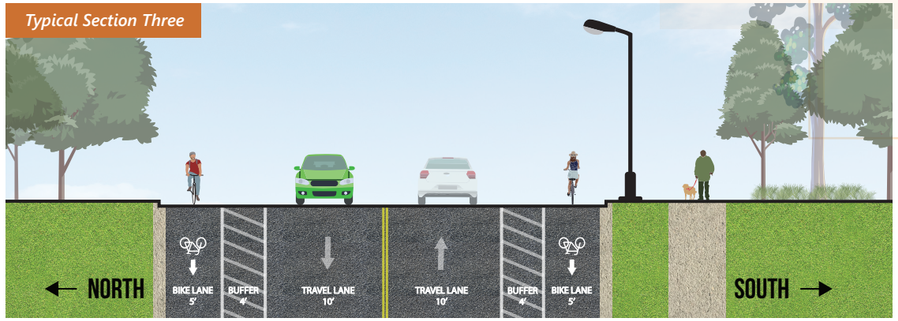
SEE TYPICAL SECTION 2

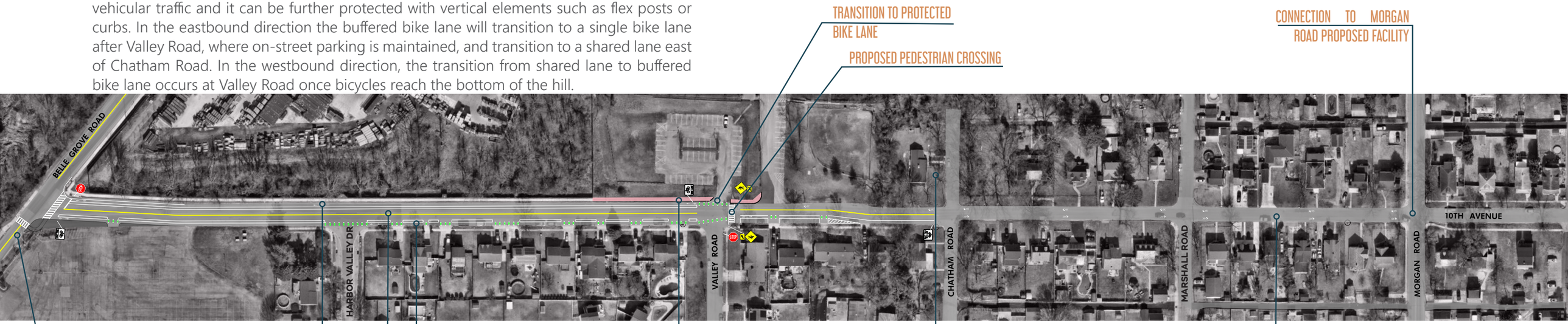
Typical Section Two

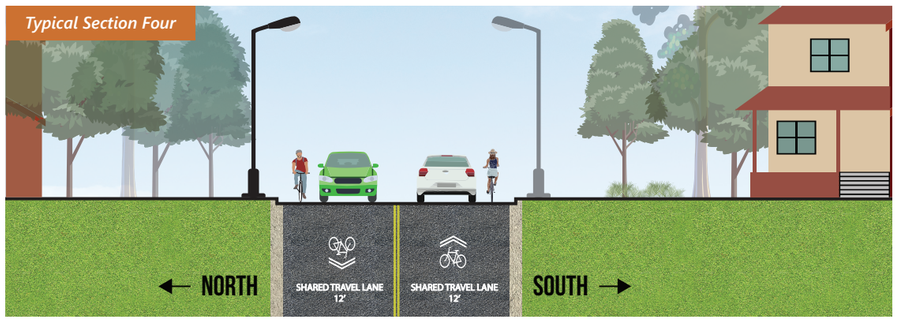


10th Avenue
ALTERNATIVE 2

East of the improved Belle Grove Road intersection previously described, the roadway configuration for this alternative consists of two 10' wide travel lanes with 5' wide bike lanes on both directions with a 4' wide buffer. To accommodate these bike lanes the existing parking lane is removed. This buffer as a minimum will be painted to indicate a space separate from vehicular traffic and it can be further protected with vertical elements such as flex posts or curbs. In the eastbound direction the buffered bike lane will transition to a single bike lane after Valley Road, where on-street parking is maintained, and transition to a shared lane east of Chatham Road. In the westbound direction, the transition from shared lane to buffered bike lane occurs at Valley Road once bicycles reach the bottom of the hill.



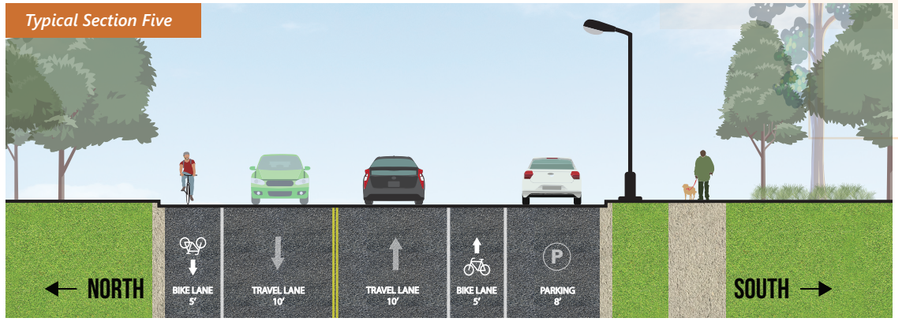




10th Avenue PREFERRED ALTERNATIVE

This alternative consists of an improved intersection at Belle Grove to accommodate pedestrians and bicycles. It maintains the existing westbound bike lane and provides a counterpart for the eastbound direction. The two travel lanes are resized to 10' wide and the 8' parking lane in front of the Harbor Valley homes on 10th Avenue is preserved. The curb extension at the corridor terminus and the roadway reconfiguration and resizing will serve as traffic calming measures that will improve the safety and comfort of all roadway users, including bicycles, and reducing speeds. On the eastbound direction, this configuration remains up to the Chatham Road approach where the road narrows and the facilities transition to the shared lanes condition. For the westbound direction, the transition from shared lanes to single bike lane takes place at Valley Road. Conflict pavement markings and the corresponding signage are also being proposed.

Typical Section Five





BELLE GROVE ROAD SHARED USE PATH INTERSECTION IMPROVEMENTS AND ENHANCED CONNECTION

SEE TYPICAL SECTION 5

ON STREET PARKING MAINTAINED ALONG PROPOSED BIKE LANE

EXISTING WB BIKE LANE MAINTAINED AND EXTENDED

SINGLE EB BIKE LANE

PROPOSED SIDEWALK EXTENSION TO BROOKLYN PARK 10TH AVENUE FIELDS ACCESS ROAD

TRANSITION TO BIKE LANE

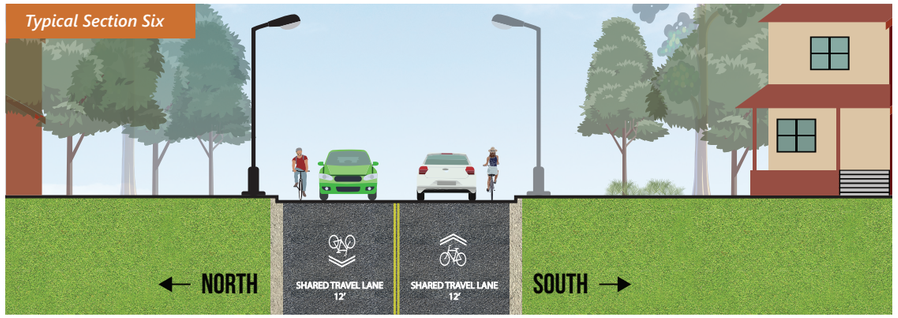
PROPOSED PEDESTRIAN CROSSING

TRANSITION TO SHARED LANE

CONNECTION TO MORGAN ROAD PROPOSED FACILITY

SEE TYPICAL SECTION 6

Typical Section Six



Morgan Rd GENERAL CONSIDERATIONS

Intersection with Belle Grove Road: The different alternatives proposed for the Morgan Road corridor include improvements to the Belle Grove Road intersection. These consist of designated crosswalks along Morgan Road and Belle Grove Road. In addition, on the Morgan Road northbound approach, a wider sidewalk is proposed that can also be used for bicycles to connect to Belle Grove Road and to and from the proposed crosswalks.

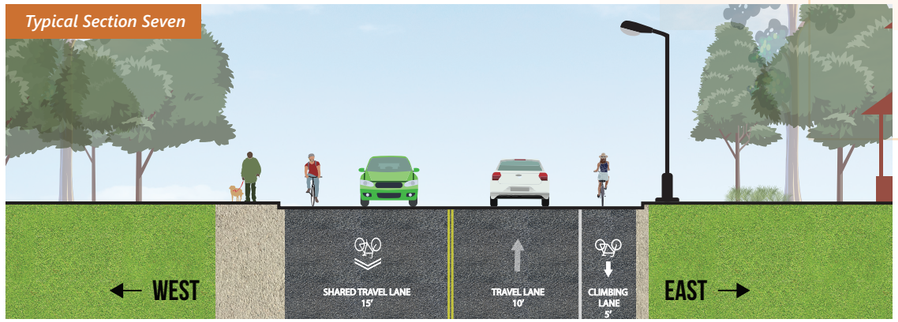
Connection to Brooklyn Park Elementary School: Other common improvement consists of the addition of a sidewalk segment between 13th and 14th Avenues adjacent to the existing mid-block crossing connecting to Brooklyn Park Elementary School. This will also include the installation of pedestrian curb ramps where none currently exists.

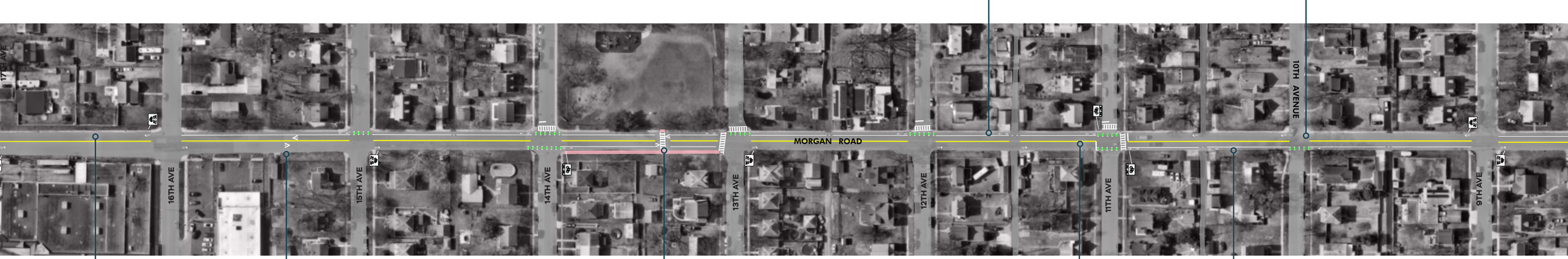


Morgan Rd
ALTERNATIVE 1(South)

Alternative one includes shared lanes along flat segments of the corridor with transitions to intermittent 5' wide climbing lanes at key locations. The purpose of the climbing lanes is to separate cyclists from vehicular traffic as they move at a lower speed traveling uphill on the different steep grades along the corridor. Throughout all of the alternatives, an additional sidewalk on the northbound side of the road is proposed at the mid-block crossing of the elementary school to increase accessibility of the crossing.

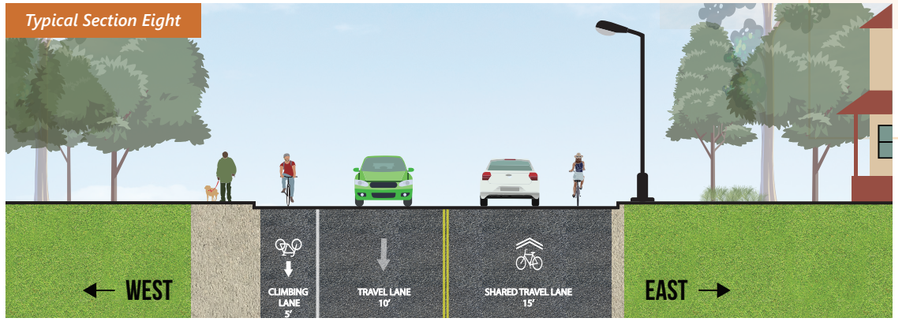
Typical Section Seven





Morgan Rd
ALTERNATIVE 1(North)

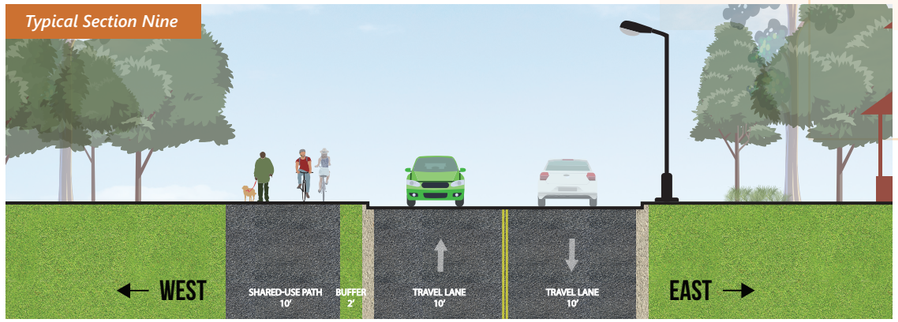
For Alternative one, the north segment consists of a continuation of the facilities proposed for the south segment: shared lanes along flat segments of the corridor with transitions to intermittent 5' wide climbing lanes at key locations based on the topography of the corridor. As previously mentioned, at the north end of the corridor, the Belle Grove Road intersection will be improved and include pedestrian crossings and transitions for bicycles.

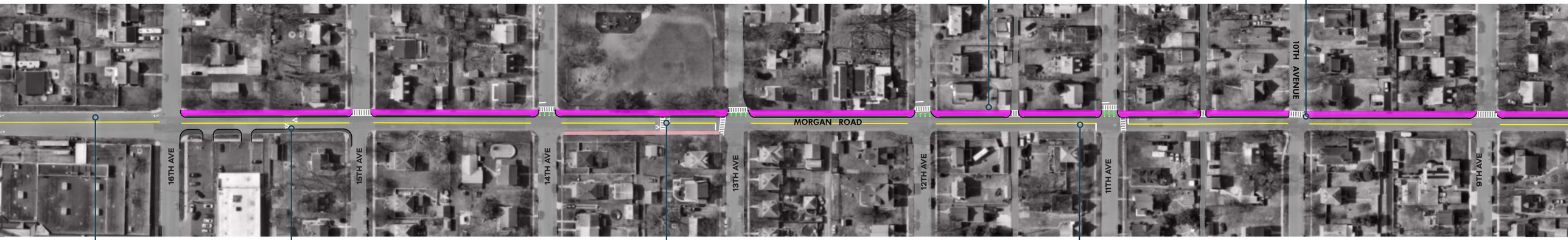


Morgan Rd
ALTERNATIVE 2(South)

For this alternative, a shared-use path is being proposed by widening the existing sidewalk on the southbound side of the corridor. The configuration of the road will remain as existing, but the travel lanes will be resized to 10' wide. The newly installed shared-use path will be 10' wide and will include a 2' grass buffer. The sidewalk expansion will hold the back of the existing sidewalk to avoid impacts to adjacent property. However, driveways will need to be rebuilt to adjust aprons to the new grades. This alternative will also require tree removals, utility relocations, and adjustments to some of the existing storm drain inlets. Throughout all of the alternatives, an additional sidewalk on the northbound side of the road is proposed at the mid-block crossing of the elementary school to increase accessibility of the crossing.

Typical Section Nine





SHARED USE PATH - EXISTING SIDEWALK EXPANSION

CONNECTION TO 10TH AVENUE PROPOSED FACILITIES

SHARED LANES - BOTH DIRECTIONS

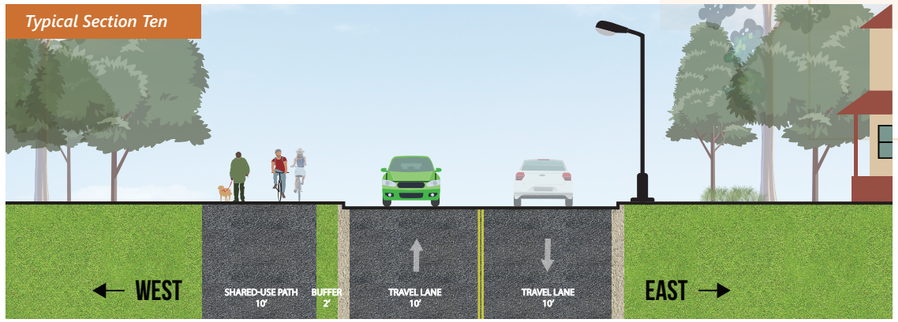
EXISTING SPEED HUMPS ARE MAINTAINED

PROPOSED NEW SIDEWALK AND PEDESTRIAN RAMPS TO BROOKLYN PARK E.S.

SEE TYPICAL SECTION 9

Morgan Rd
ALTERNATIVE 2(North)

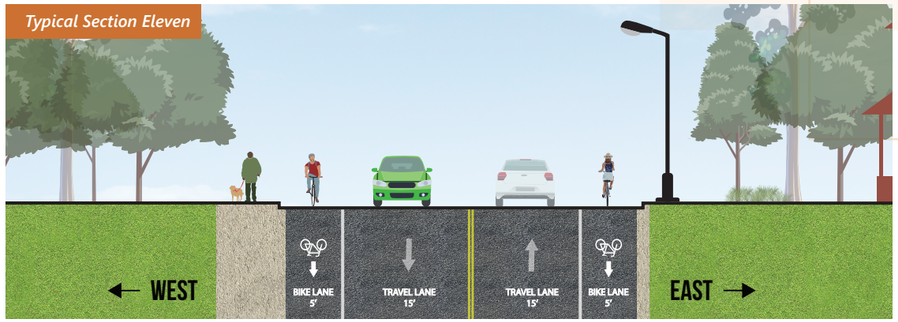
The proposed 10' wide shared-use path continues along this segment of the corridor. Similar to the south segment, the configuration of the road will remain as existing, with the travel lanes resized to 10' wide to accommodate the sidewalk expansion. Driveway resets, tree removals, utility relocations, and adjustments to some of the existing storm drain inlets will be required. This alternative would be the most expensive, with the highest impact to the surrounding area. Similarly to the previous alternative, the Belle Grove Road intersection will be improved to enhance safety and community.

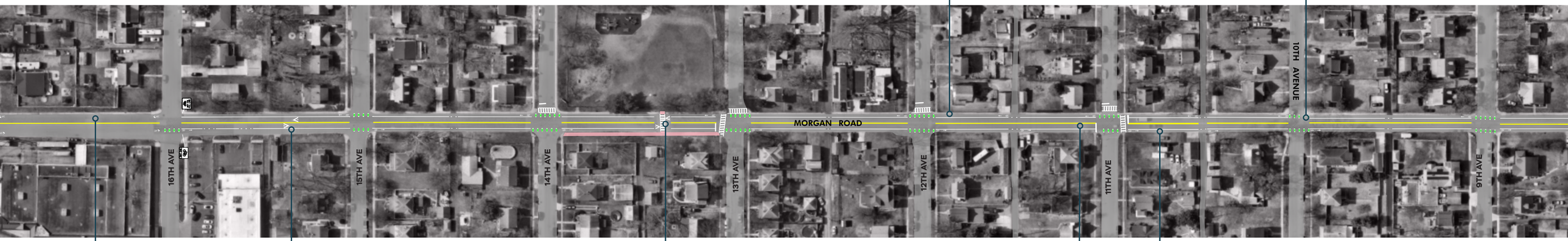


Morgan Rd PREFERRED ALTERNATIVE(South)

This alternative consists of resizing the two travel lanes to 10' wide to install a 5' wide bike lane in each direction. In corridor segments where the roadway is narrower creating pinch points, the curb line must be reset to maintain the 5' width for the bike lanes. If adjusting the curb lines is not feasible, then in the direction that is not on an elevating grade a transition to a shared travel lane must be provided while keeping the side with the increasing grade available for a climbing lane. Throughout all of the alternatives, an additional sidewalk on the northbound side of the road is proposed at the mid-block crossing of the elementary school to increase accessibility of the crossing.

Typical Section Eleven





SINGLE BIKE LANE SB

CONNECTION TO 10TH AVENUE PROPOSED FACILITIES

SHARED LANES - BOTH DIRECTIONS

EXISTING SPEED HUMPS ARE MAINTAINED

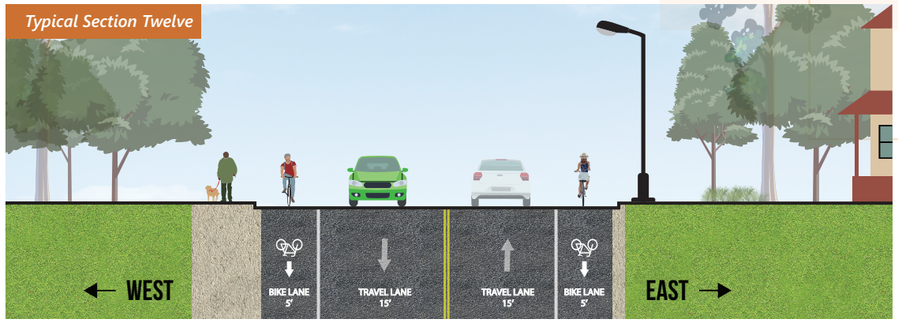
PROPOSED NEW SIDEWALK AND PEDESTRIAN RAMPS TO BROOKLYN PARK E.S.

SEE TYPICAL SECTION 11

SINGLE BIKE LANE NB

Morgan Rd PREFERRED ALTERNATIVE (North)

The proposed 5' wide bike lane continues through the northern part of the corridor. Similar to the south segment, where the roadway is narrower, the curb line must be reset to maintain the 5' width for the bike lanes. An improved intersection will include designated pedestrian crossings for bicycles to use to transition from and to Belle Grove Road. This alternative allows the greatest improvement to bicycle and pedestrian access to the corridor with minimal impact on existing conditions.



Ballman Ave GENERAL CONSIDERATIONS

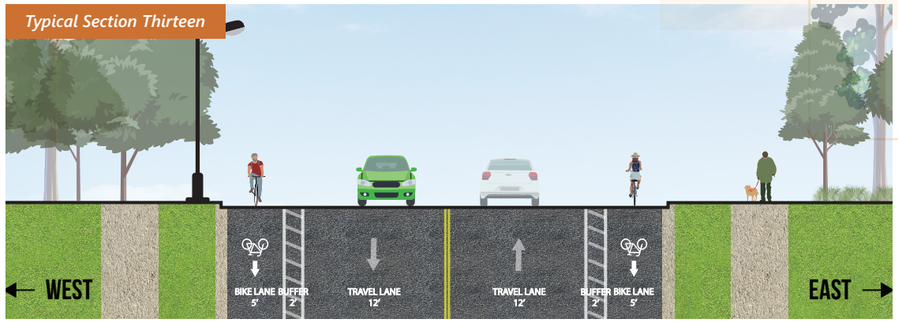
Church Street: As previously described, Church Street is one of the main roadways east of Ritchie Highway, it connects to the shopping center and transit in both directions. During the site visit, many pedestrians were observed walking along Church Street. Improving the Church Street and Ballman Avenue intersection is a proposed feature of all the alternatives for this corridor. At a minimum, a designated crosswalk can be installed to cross Ballman Avenue.

Reduced Roadway Width: Given the reduced width of roadway available on Ballman Road north of Ball Park Drive/Seward Avenue, the only type of facility that could be accommodated within the existing setting is shared lanes. This condition is common for all the three alternatives presented for the Ballman Road corridor. The design differences between alternatives presented are specifically for the segment between Church Street and Ball Park Drive/Seward Avenue.

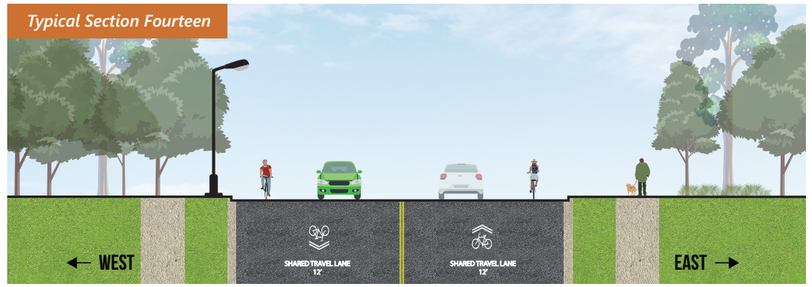


Ballman Ave
ALTERNATIVE 1

For the segment south of Seward Avenue, this alternative includes two 10' wide travel lanes and the removal of on-street parking to accommodate 5' wide protected bike lanes in each direction. North of Seward the bike lanes will transition to/from shared lanes, and this condition will remain up to Townsend Avenue.



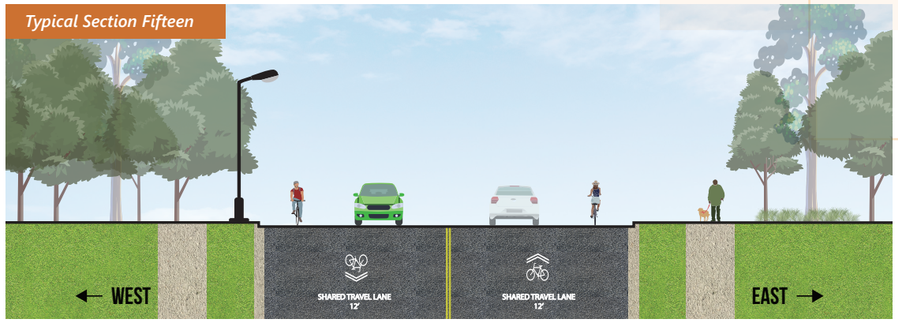




Ballman Ave
ALTERNATIVE 2

For this alternative, the existing roadway configuration is maintained and pavement marking and signage indicating that the travel lanes are to be shared with bicycles will be implemented. This condition is applied for the whole length of the corridor.

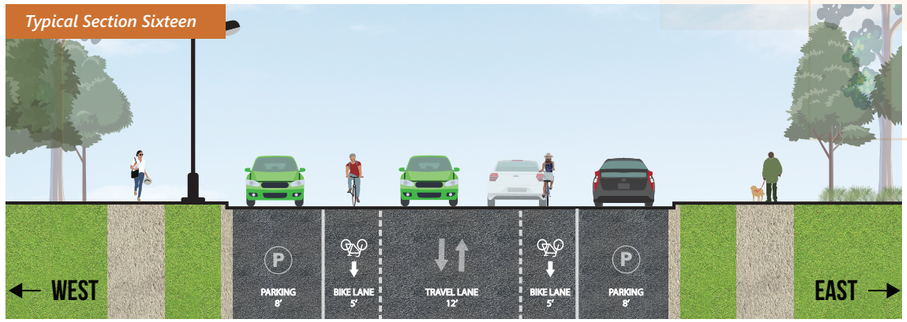
Typical Section Fifteen



Ballman Ave PREFERRED ALTERNATIVE

The segment south of Seward Avenue allows for the installation of advisory bike lanes, an experimental roadway treatment. This alternative holds a two-way single 10' wide travel lane with a yield condition. On either side of the centered travel lane, there are 5' wide bike lanes, that cars may encroach on to maneuver around each other. This concept maintains a 7' wide parking lane on both sides of the roadway with a 2' wide buffer in between the bike lane and parking lane where the total roadway width allows. North of Seward the advisory bike lanes will transition to/from shared lanes, and this condition will remain up to Townsend Avenue.

Typical Section Sixteen





IMPROVEMENTS AT CHURCH ST INTERSECTION

SEE TYPICAL SECTION 16

ON-STREET PARKING

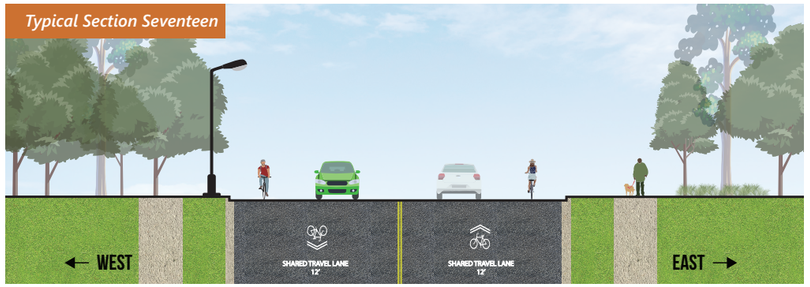
TRANSITION TO ADVISORY BIKE LANE

TRANSITION TO SHARED LANE

SHARED LANES BOTH DIRECTIONS

SEE TYPICAL SECTION 17

Typical Section Seventeen



FINAL **RECOMMENDATIONS**

An initial recommendation is the installation of a sidewalk and the corresponding curb ramps on the south side of 10th Avenue between Chatham Road and Morgan Road will close the existing gap in the corridor while supporting a greater connectivity across the overall network of pedestrian infrastructure. Additional recommendations related to overall connectivity in the neighborhood include the installation of wayfinding signage at key locations along the corridors. For Ballman Road, it will consist of signage directing to the different local destinations east of Ritchie Highway, such as the Public Library, the Brooklyn Park Community Center, Park Elementary School, and Arundel Village Park. The Brooklyn Park connectors part of the Priority Project #4 shall also be considered for wayfinding. These connectors include use of alley ways and formalization of desire lines for pedestrians and bicycles to shorten the distances to these destinations.

For Morgan Road, access to Ritchie Highway in the southbound direction is possible at any of the crossing roads, however, to connect to the northbound direction, at a designated location, is only possible via 11th Avenue and 16th Avenue. It is recommended to include wayfinding signage on these intersections with Morgan Avenue to communicate to pedestrians and bicycles the crossing locations. Although outside the scope of this project, additional crossings at median brakes along Ritchie Highway that can be pedestrian activated should be evaluated.

Additional wayfinding signage at the intersection of 10th Avenue should also be provided for connections to the proposed 10th Avenue facility and destinations such as Brooklyn Park and the Belle Grove Road shared-use path. Similarly, signage at the southern limit of the Morgan Corridor is recommended directing to one of the connectors proposed as part of Priority Projects #4, linking the back of the Brooklyn Park middle school with Ritchie Highway via Morgan Road.

Tactical urbanism in the form of pavement murals and markings can be contemplated to supplement wayfinding, brand the proposed improvements, and engage the community and local schools.

FINAL Recommendations **and Next Steps**

NEXT STEPS

So where do we go from here? The next step in the process of making these preferred alternatives become a reality on the streets of Brooklyn Park will be advancing the conceptual design and prepare engineering plans that can support the sourcing efforts for funding for construction, and working through all of the County and State level permitting processes associated with the implementation.

MDOT's Kim Lamphier Bikeways Network Program is a potential funding source for this project. It provides grant support for projects that maximize bicycle connectivity. Other potential sources for funding may include Safe Routes to Schools (MDOT SHA), Transportation Alternative Program (MDOT SHA), Active Transportation Infrastructure Investment Program (FHWA), and Surface Transportation Block Grant Program (FHWA).

What is the impact of advancing these designs? Each of the preferred alternatives will provide additional dedicated space for multimodal travel, creating a safer and more connected environment for those who bike and walk in Brooklyn Park. On 10th Avenue, the proposed bike lane, sidewalk extension, shared-use lanes, and enhanced crossing will connect MD-2 Ritchie Highway with Belle Grove Road, two of the community's major arterials. Whether Morgan Road becomes a neighborhood greenway or if bike lanes are added, it will become a more reliable north-south connector in the neighborhood, allowing for a travel alternative to the busy and fast MD-2 Ritchie Highway. The Ballman Road improvements will similarly provide greater north-south connectivity in the neighborhood on the east side of MD-2 Richie Highway. The inclusion of advisory bike lanes at this location can serve as a pilot that will provide the County with valuable data for this treatment to be implemented in other similar corridors.

APPENDIX A:
PREFERRED ALTERNATIVE PLANS



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BALTIMORE METROPOLITAN COUNCIL

BROOKLYN PARK BICYCLE/PEDESTRIAN CONNECTORS PROJECT #3

10TH AVENUE

PREFERRED ALTERNATIVE

SCALE 1" = 30' DATE JULY 2026 CONTRACT NO. XXXXXX

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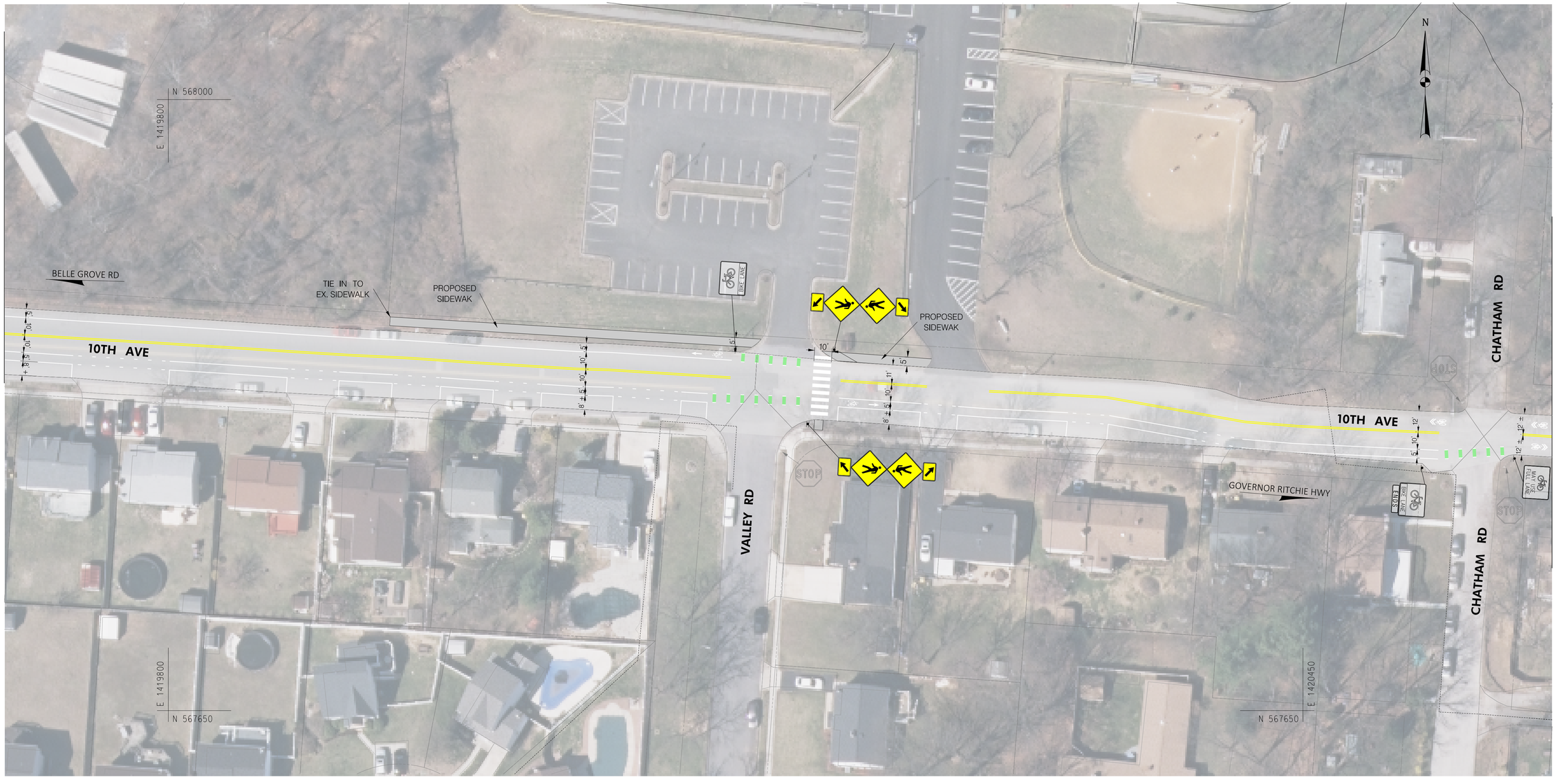
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SHEET NO. 1 OF 13

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10TH AVENUE

PREFERRED ALTERNATIVE

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10TH AVENUE

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BALLMAN AVENUE

PREFERRED ALTERNATIVE

SCALE 1" = 30' DATE JULY 2026 CONTRACT NO. XXXXXX

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BALLMAN AVENUE

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BALLMAN AVENUE

PREFERRED ALTERNATIVE

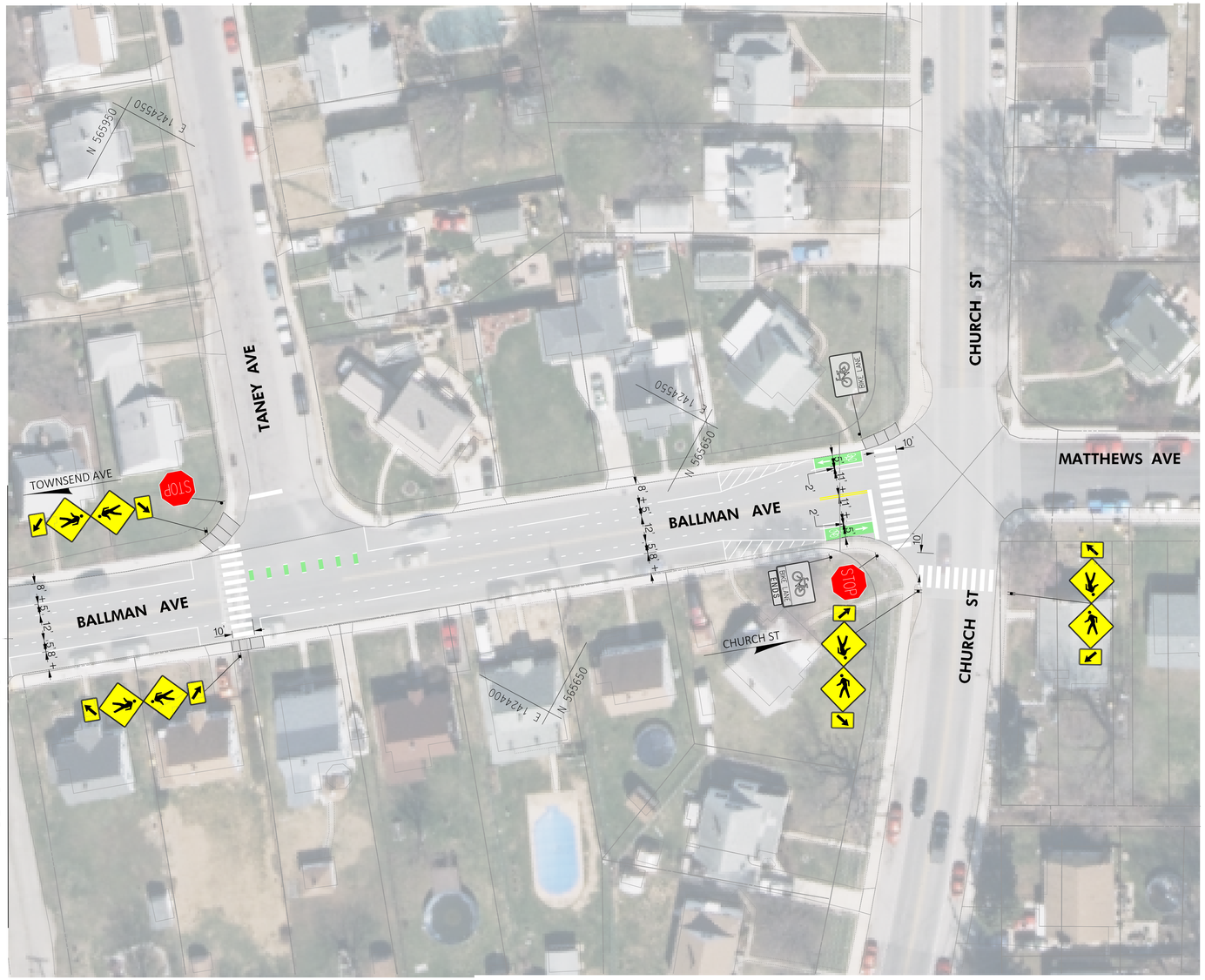
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BALLMAN AVENUE

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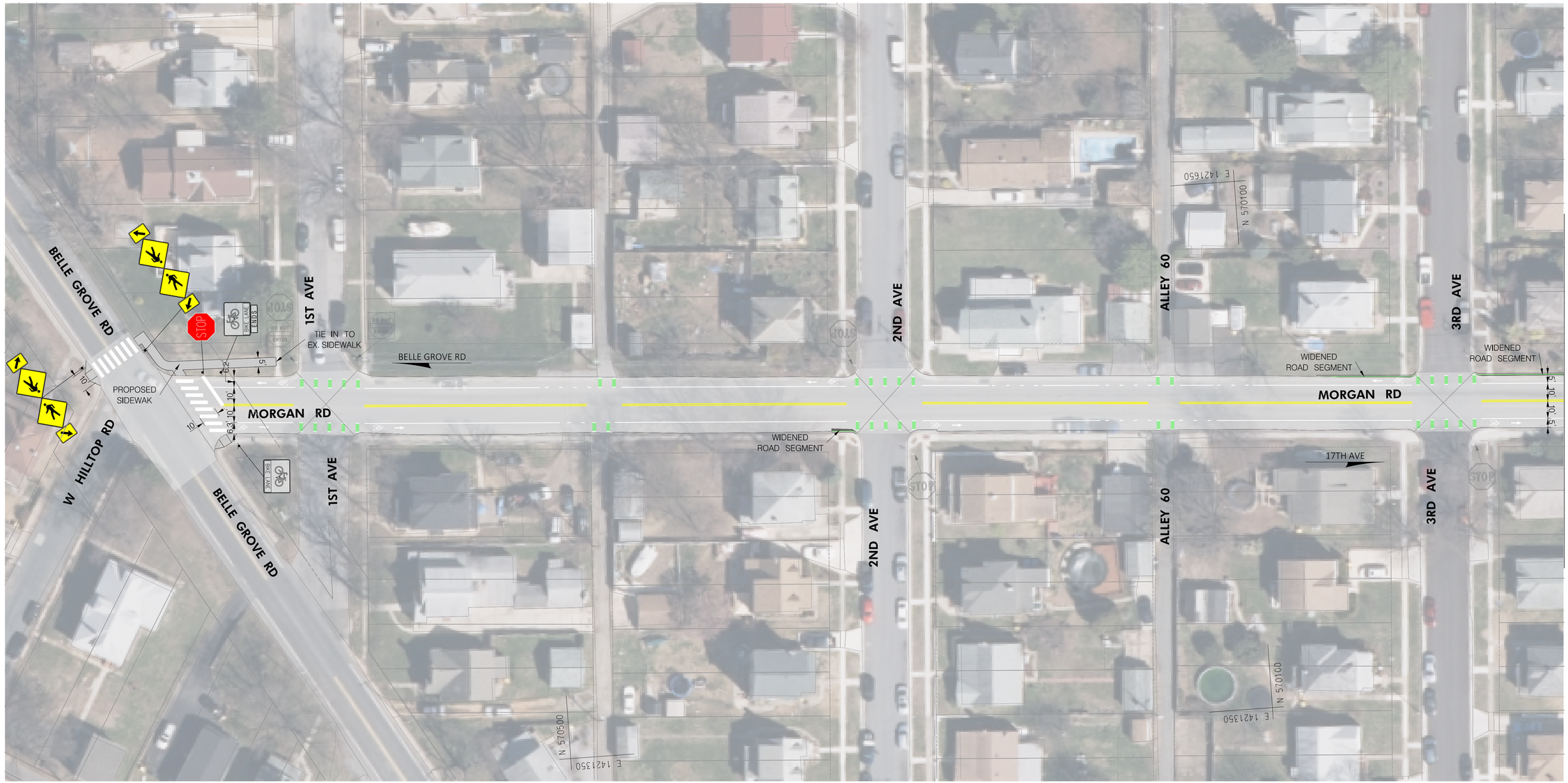
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CONNECTORS PROJECT #3

MORGAN ROAD

PREFERRED ALTERNATIVE

SCALE 1" = 30' DATE JULY 2026 CONTRACT NO. XXXXXX

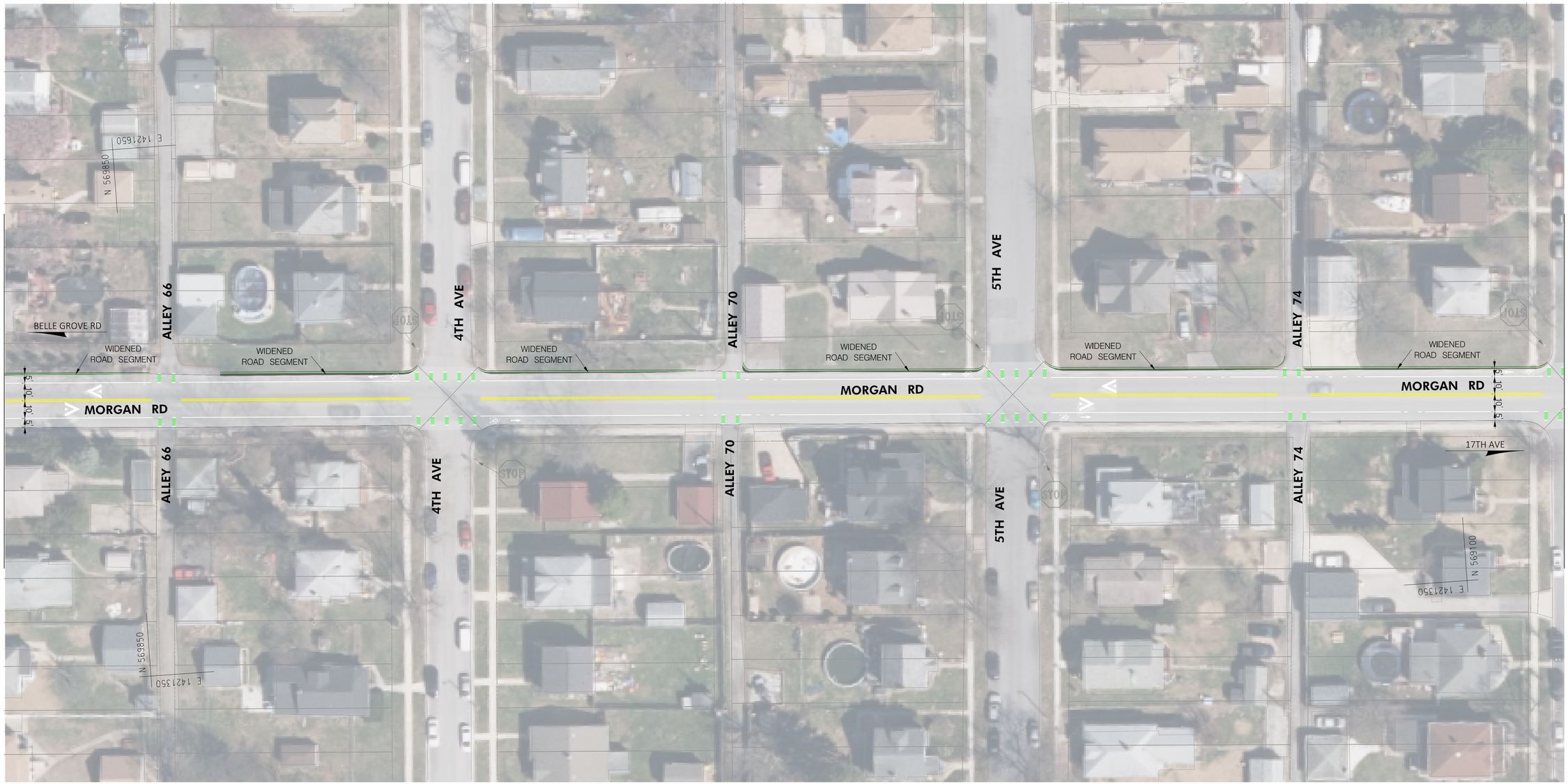
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CONNECTORS PROJECT #3

MORGAN ROAD

PREFERRED ALTERNATIVE

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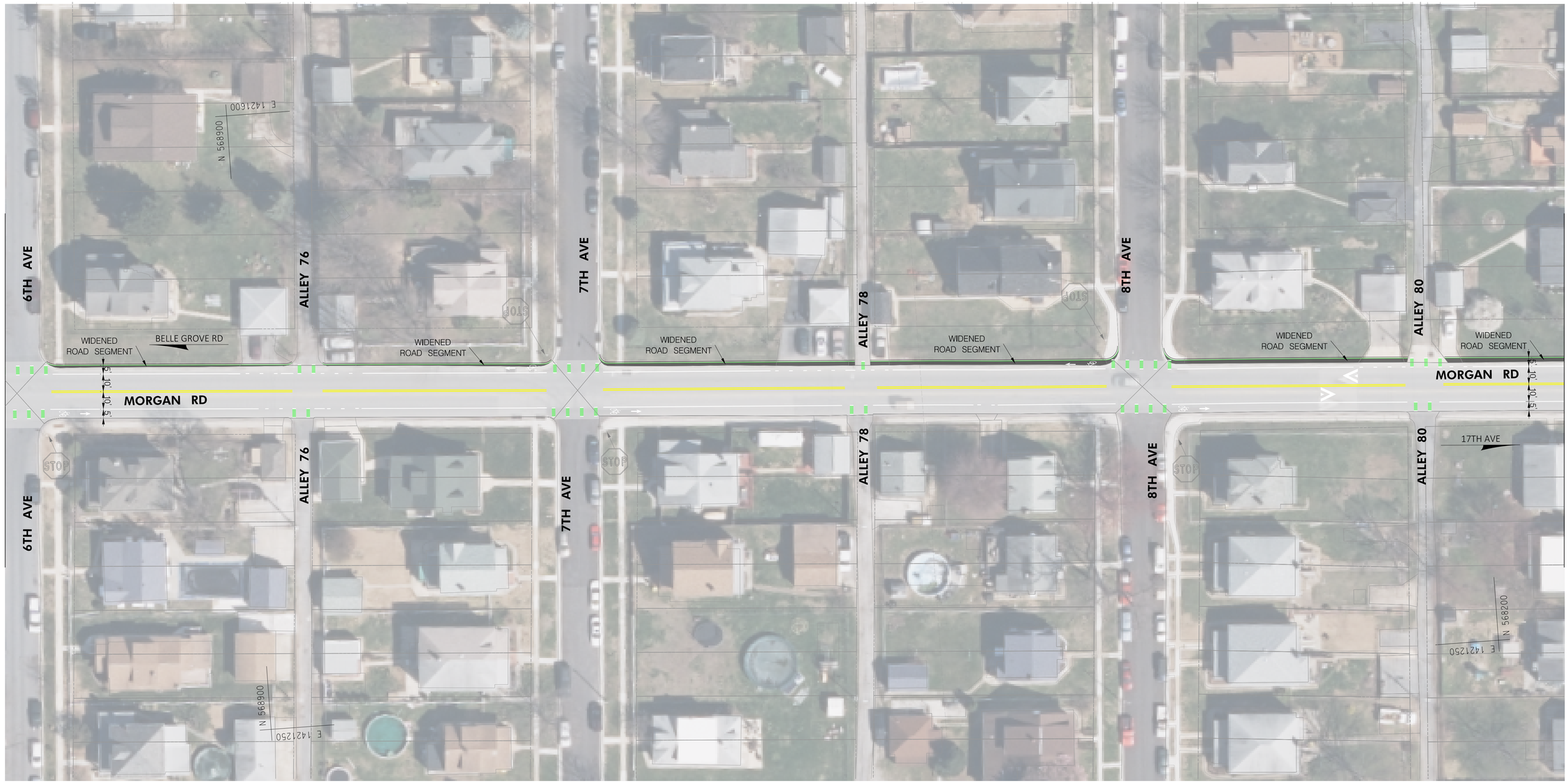
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MORGAN ROAD

PREFERRED ALTERNATIVE

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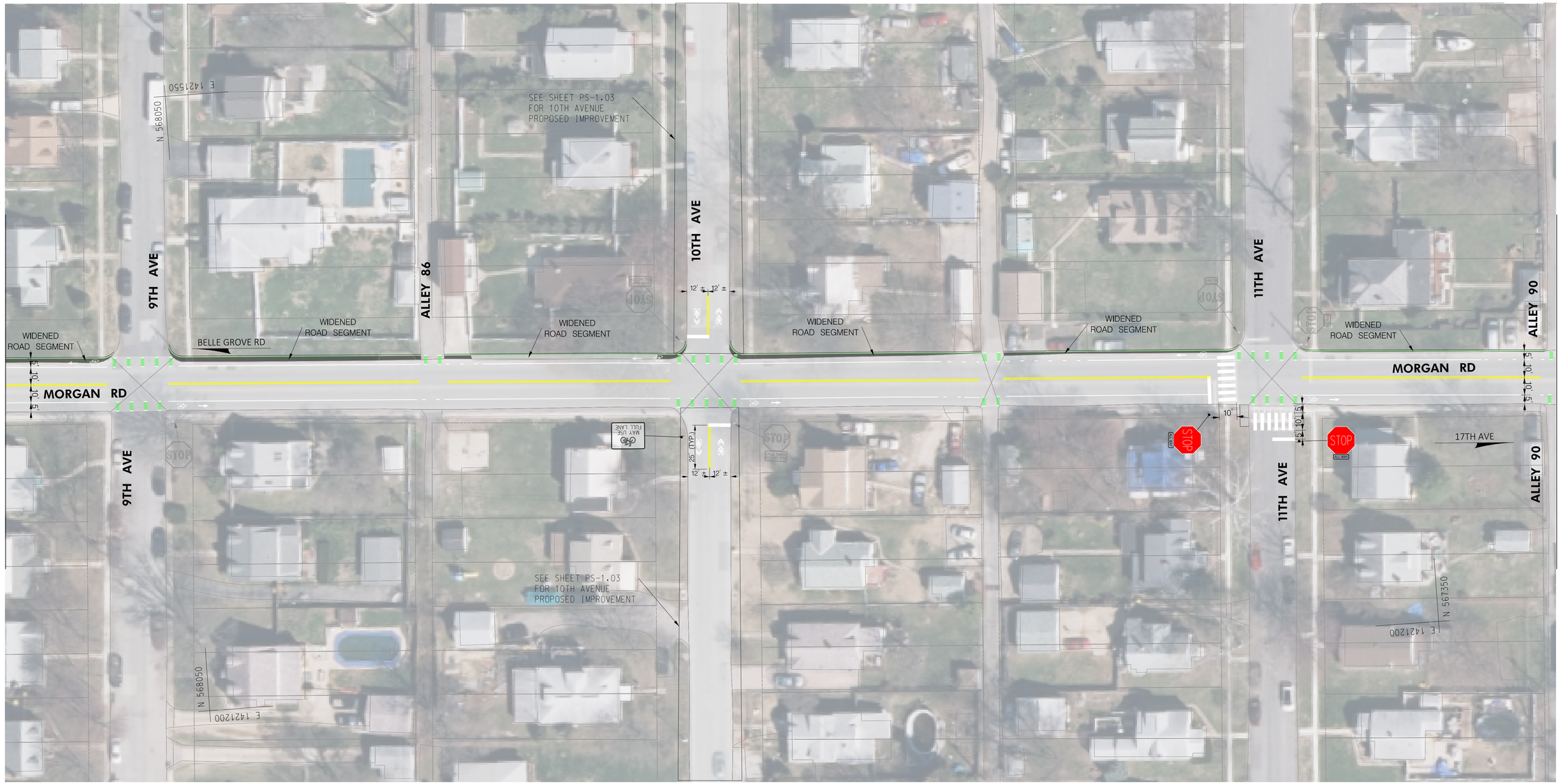
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MORGAN ROAD

PREFERRED ALTERNATIVE

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LOGMILE XXXXXX

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BELLE GROVE RD

MORGAN RD

12TH AVE

ALLEY 94

13TH AVE

ALLEY 96

14TH AVE

17TH AVE

WIDENED ROAD SEGMENT

TIE IN TO EX. SIDEWALK

PROPOSED SIDEWAK

STOP

DO NOT ENTER

N 567200 E 1421150

N 566550 E 1421150

N 562000 E 1421450

30' 0 30' 60'

SCALE: 1" = 30'

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TEL:410.730.1001 FAX:410.730.5403

BY: Wengang –

BALTIMORE METROPOLITAN COUNCIL

BROOKLYN PARK BICYCLE/PEDESTRIAN CONNECTORS PROJECT #3

MORGAN ROAD

PREFERRED ALTERNATIVE

SCALE 1" = 30' DATE JULY 2026 CONTRACT NO. XXXXXX

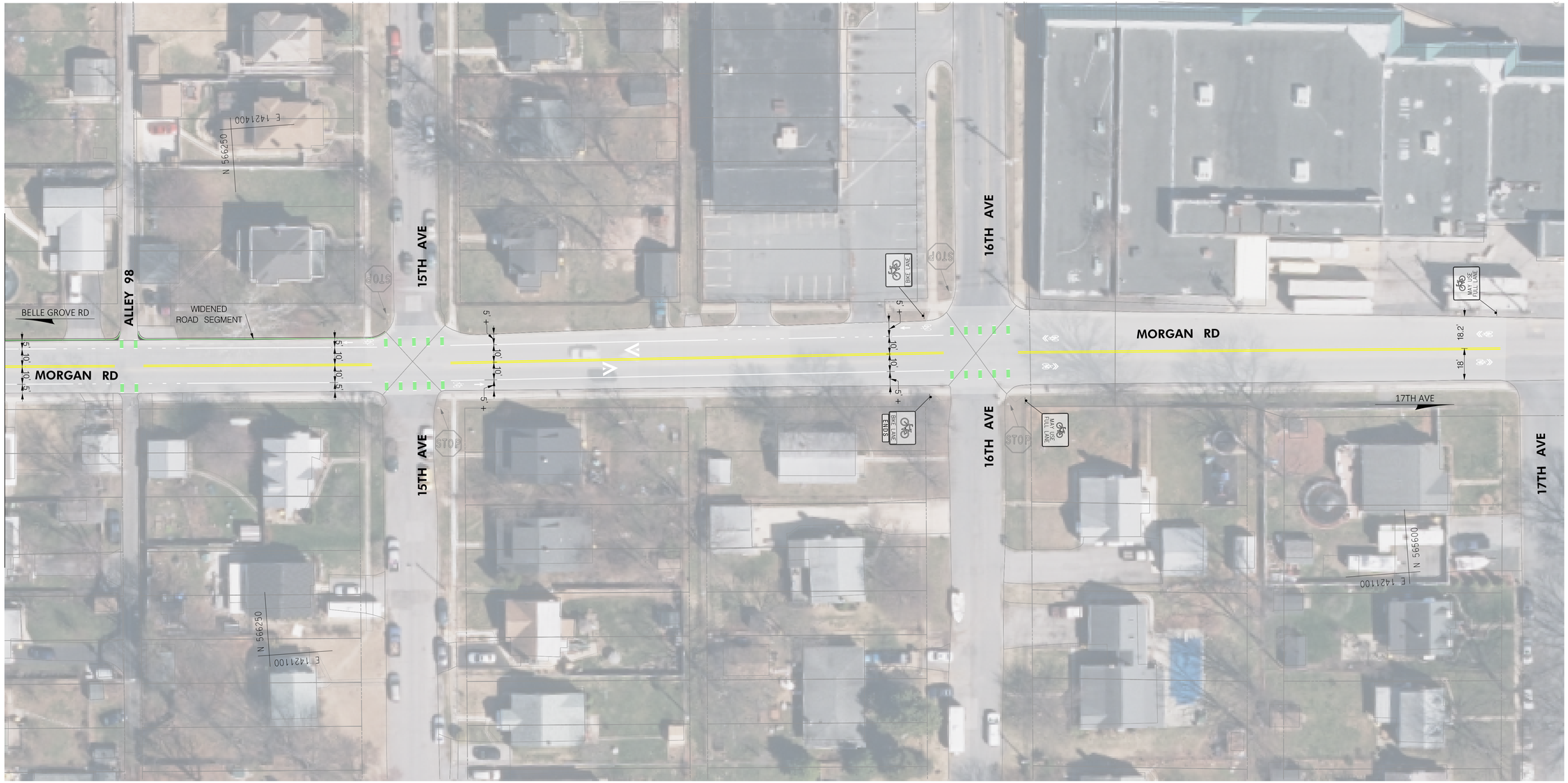
DESIGNED BY WZ
DRAWN BY MG
CHECKED BY DZ
MDE/PRD TBD

COUNTY ANNE ARUNDEL
LOGMILE XXXXXX

DRAWING NO. **PS – 3.05** OF **3.06**

SHEET NO. 12 OF 13

PLOTTED: 7/29/2026
FILE: P:\BMC\Brooklyn Park Connectors Project #3\00_Design\pRD_3005_SBP Morgan.dgn



MATCH LINE – SEE DRAWING PS-3.05

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30' 0 30' 60'
SCALE: 1" = 30'

BALTIMORE METROPOLITAN COUNCIL

BROOKLYN PARK BICYCLE/PEDESTRIAN CONNECTORS PROJECT #3

MORGAN ROAD

PREFERRED ALTERNATIVE

SCALE 1" = 30' DATE JULY 2026 CONTRACT NO. XXXXXX

DESIGNED BY WZ
DRAWN BY MG
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MDE/PRD TBD

COUNTY ANNE ARUNDEL
LOGMILE XXXXXX

DRAWING NO. **PS – 3.06** OF **3.06**
SHEET NO. 13 OF 13

PLOTTED: 7/29/2026
FILE: P:\BMC\Brooklyn Park Connectors Project #3\00_Design\pRD_3006_SBP Morgan.dgn

APPENDIX B:
COST ESTIMATES

ENGINEER'S CONSTRUCTION COST ESTIMATE

DATE: July 21, 2026
PROJECT TITLE: Brooklyn Park Bicycle/Pedestrian Connectors Project #3
PROJECT NO. Baltimore Metropolitan Council Project #25T09A
ACCOUNT NO.:

ROADWAY = TBD MILES
BRIDGES = 0.00 MILES
TOTAL LENGTH = TBD MILES

PREPARED BY: MG
CHECKED BY: WZ

CITY DOT PM:
PHONE NUMBER:
CALENDAR DAYS FOR COMPLETION = TBD
ADVERTISE DATE: TBD

QUANTITY BREAK DOWNS AND FEDERAL AID PARTICIPATION PERCENTAGES ARE AS FOLLOWS:

CATEGORY CODE NO.	ITEM DESCRIPTION	QUANT.	UNIT	UNIT COST	TOTAL
	CATEGORY 100 - PRELIMINARY				
100470	MAINTENANCE OF TRAFFIC	1	LS	$ 17,751.13	$17,751.13
101040	CONSTRUCTION STAKEOUT	1	LS	$ 2,535.88	$2,535.88
101050	MOBILIZATION	1	LS	$ 12,679.38	$12,679.38
				Subtotal - Category 100	**$32,966.38**
	CATEGORY 200 - GRADING				
201032	CLASS 2 EXCAVATION	490	CY	$ 150.00	$ 73,500.00
210011	REMOVAL OF EXISTING COMBINATION CURB & GUTTER	695	LF	$ 10.00	$ 6,950.00
210025	REMOVAL OF EXISTING PAVEMENT	490	CY	$ 100.00	$ 49,000.00
				Subtotal - Category 200	**$129,450.00**
	CATEGORY 300 - DRAINAGE				
				Subtotal - Category 300	**$0.00**
	CATEGORY 500 - PAVING				
520113	6 IN. GRADED AGGREGATE BASE COURSE	475	SY	$ 20.00	$ 9,500.00
549401	5 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS	3,080	LF	$ 1.00	$ 3,080.00
549403	5 IN. YELLOW THERMOPLASTIC PAVEMENT MARKINGS	3,595	LF	$ 1.50	$ 5,392.50
549419	24 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS	350	LF	$ 10.00	$ 3,500.00
549622	BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW	40	SF	$ 30.00	$ 1,200.00
549624	SHARED BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING	120	SF	$ 30.00	$ 3,600.00
549800	REMOVAL OF EXISTING PAVEMENT MARKING LINES, ANY WIDTH	3,065	LF	$ 1.00	$ 3,065.00
549805	REMOVAL OF EXISTING PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS AND NUMBERS	25	SF	$ 5.00	$ 125.00
500000	METHYLMETHACRYLATE GREEN BIKE PAINT (INTERSECTIONS ONLY)	330	SF	$ 10.00	$ 3,300.00
				Subtotal - Category 500	**$32,762.50**
	CATEGORY 600 - SHOULDERS				
601360	5 INCH CONCRETE SIDEWALK	4,275	SF	$ 8.00	$ 34,200.00
634312	TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH	695	LF	$ 60.00	$ 41,700.00
				Subtotal - Category 600	**$75,900.00**
	CATEGORY 700 - LANDSCAPING				
705500	TURFGRASS ESTABLISHMENT	520	SY	$ 10.00	$ 5,200.00
				Subtotal - Category 700	**$5,200.00**
	CATEGORY 800 - UTILITIES AND TRAFFIC				
801130	SQUARE PERFORATED TUBULAR STEEL SIGN POSTS	15	EA	$ 220.00	$ 3,300.00
801135	SQUARE TUBULAR STEEL ANCHOR BASES	15	EA	$ 150.00	$ 2,250.00
801605	SHEET ALUMINUM SIGNS	135	SF	$ 35.00	$ 4,725.00
				Subtotal - Category 800	**$10,275.00**
				TOTAL NEAT CONSTRUCTION (CAT. 1 - CAT. 9)	**$286,553.88**
				CONTINGENCY (40%):	**$ 115,000.00**
				TOTAL PROJECT COST	**$ 401,553.88**

ENGINEER'S CONSTRUCTION COST ESTIMATE

DATE: July 21, 2026
PROJECT TITLE: Brooklyn Park Bicycle/Pedestrian Connectors Project #3
PROJECT NO. Baltimore Metropolitan Council Project #25T09A
ACCOUNT NO.:

ROADWAY = TBD MILES
BRIDGES = 0.00 MILES
TOTAL LENGTH = TBD MILES

PREPARED BY: MG
CHECKED BY: WZ

CITY DOT PM:
PHONE NUMBER:
CALENDAR DAYS FOR COMPLETION = TBD
ADVERTISE DATE: TBD

QUANTITY BREAK DOWNS AND FEDERAL AID PARTICIPATION PERCENTAGES ARE AS FOLLOWS:

CATEGORY CODE NO.	ITEM DESCRIPTION	QUANT.	UNIT	UNIT COST	TOTAL
	CATEGORY 100 - PRELIMINARY				
100470	MAINTENANCE OF TRAFFIC	1	LS	$ 4,403.53	$4,403.53
101040	CONSTRUCTION STAKEOUT	1	LS	$ 629.08	$629.08
101050	MOBILIZATION	1	LS	$ 3,145.38	$3,145.38
				Subtotal - Category 100	**$8,177.98**
	CATEGORY 200 - GRADING				
201032	CLASS 2 EXCAVATION	40	CY	$ 150.00	$ 6,000.00
210011	REMOVAL OF EXISTING COMBINATION CURB & GUTTER	55	LF	$ 10.00	$ 550.00
210025	REMOVAL OF EXISTING PAVEMENT	40	CY	$ 100.00	$ 4,000.00
				Subtotal - Category 200	**$10,550.00**
	CATEGORY 300 - DRAINAGE				
				Subtotal - Category 300	**$0.00**
	CATEGORY 500 - PAVING				
520113	6 IN. GRADED AGGREGATE BASE COURSE	55	SY	$ 20.00	$ 1,100.00
549401	5 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS	3,090	LF	$ 1.00	$ 3,090.00
549403	5 IN. YELLOW THERMOPLASTIC PAVEMENT MARKINGS	1,945	LF	$ 1.50	$ 2,917.50
549419	24 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS	440	LF	$ 10.00	$ 4,400.00
549622	BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW	25	SF	$ 30.00	$ 750.00
549624	SHARED BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING	285	SF	$ 30.00	$ 8,550.00
549800	REMOVAL OF EXISTING PAVEMENT MARKING LINES, ANY WIDTH	2,185	LF	$ 1.00	$ 2,185.00
500000	METHYLMETHACRYLATE GREEN BIKE PAINT (INTERSECTIONS ONLY)	920	SF	$ 10.00	$ 9,200.00
				Subtotal - Category 500	**$32,192.50**
	CATEGORY 600 - SHOULDERS				
601360	5 INCH CONCRETE SIDEWALK	455	SF	$ 8.00	$ 3,640.00
634312	TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH	55	LF	$ 60.00	$ 3,300.00
				Subtotal - Category 600	**$6,940.00**
	CATEGORY 700 - LANDSCAPING				
705500	TURFGRASS ESTABLISHMENT	5	SY	$ 10.00	$ 50.00
				Subtotal - Category 700	**$50.00**
	CATEGORY 800 - UTILITIES AND TRAFFIC				
801130	SQUARE PERFORATED TUBULAR STEEL SIGN POSTS	20	EA	$ 220.00	$ 4,400.00
801135	SQUARE TUBULAR STEEL ANCHOR BASES	20	EA	$ 150.00	$ 3,000.00
801605	SHEET ALUMINUM SIGNS	165	SF	$ 35.00	$ 5,775.00
				Subtotal - Category 800	**$13,175.00**
				TOTAL NEAT CONSTRUCTION (CAT. 1 - CAT. 9)	**$71,085.48**
				CONTINGENCY (40%):	**$ 29,000.00**
				TOTAL PROJECT COST	**$ 100,085.48**

ENGINEER'S CONSTRUCTION COST ESTIMATE

DATE: July 21, 2026
PROJECT TITLE: Brooklyn Park Bicycle/Pedestrian Connectors Project #3
PROJECT NO. Baltimore Metropolitan Council Project #25T09A
ACCOUNT NO.:

ROADWAY = TBD MILES
BRIDGES = 0.00 MILES
TOTAL LENGTH = TBD MILES

PREPARED BY: MG
CHECKED BY: WZ

CITY DOT PM:
PHONE NUMBER:
CALENDAR DAYS FOR COMPLETION = TBD
ADVERTISE DATE: TBD

QUANTITY BREAK DOWNS AND FEDERAL AID PARTICIPATION PERCENTAGES ARE AS FOLLOWS:

CATEGORY CODE NO.	ITEM DESCRIPTION	QUANT.	UNIT	UNIT COST	TOTAL
	CATEGORY 100 - PRELIMINARY				
100470	MAINTENANCE OF TRAFFIC	1	LS	$ 32,311.65	$32,311.65
101040	CONSTRUCTION STAKEOUT	1	LS	$ 4,615.95	$4,615.95
101050	MOBILIZATION	1	LS	$ 23,079.75	$23,079.75
				Subtotal - Category 100	**$60,007.35**
	CATEGORY 200 - GRADING				
201032	CLASS 2 EXCAVATION	305	CY	$ 150.00	$ 45,750.00
210011	REMOVAL OF EXISTING COMBINATION CURB & GUTTER	3,910	LF	$ 10.00	$ 39,100.00
				Subtotal - Category 200	**$84,850.00**
	CATEGORY 300 - DRAINAGE				
				Subtotal - Category 300	**$0.00**
	CATEGORY 500 - PAVING				
504530	SUPERPAVE ASPHALT 12.5 MM PG 64S-22 FOR SURFACE, LEVEL - 2	75	TON	$ 100.00	$ 7,500.00
504580	SUPERPAVE ASPHALT 25.0 MM PG 64S-22 FOR BASE, LEVEL - 2	225	TON	$ 65.00	$ 14,625.00
520113	6 IN. GRADED AGGREGATE BASE COURSE	780	SY	$ 20.00	$ 15,600.00
549401	5 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS	9,625	LF	$ 1.00	$ 9,625.00
549403	5 IN. YELLOW THERMOPLASTIC PAVEMENT MARKINGS	5,070	LF	$ 1.50	$ 7,605.00
549419	24 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS	815	LF	$ 10.00	$ 8,150.00
549425	THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS	180	SF	$ 20.00	$ 3,600.00
549622	BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW	200	SF	$ 30.00	$ 6,000.00
549624	SHARED BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING	45	SF	$ 30.00	$ 1,350.00
549800	REMOVAL OF EXISTING PAVEMENT MARKING LINES, ANY WIDTH	7,230	LF	$ 1.00	$ 7,230.00
549805	REMOVAL OF EXISTING PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS AND NUMBERS	180	SF	$ 5.00	$ 900.00
500000	METHYLMETHACRYLATE GREEN BIKE PAINT (INTERSECTIONS ONLY)	2,310	SF	$ 10.00	$ 23,100.00
				Subtotal - Category 500	**$105,285.00**
	CATEGORY 600 - SHOULDERS				
601360	5 INCH CONCRETE SIDEWALK	2,895	SF	$ 8.00	$ 23,160.00
634312	TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH	3,910	LF	$ 60.00	$ 234,600.00
				Subtotal - Category 600	**$257,760.00**
	CATEGORY 700 - LANDSCAPING				
				Subtotal - Category 700	**$0.00**
	CATEGORY 800 - UTILITIES AND TRAFFIC				
801130	SQUARE PERFORATED TUBULAR STEEL SIGN POSTS	20	EA	$ 220.00	$ 4,400.00
801135	SQUARE TUBULAR STEEL ANCHOR BASES	20	EA	$ 150.00	$ 3,000.00
801605	SHEET ALUMINUM SIGNS	180	SF	$ 35.00	$ 6,300.00
				Subtotal - Category 800	**$13,700.00**
				TOTAL NEAT CONSTRUCTION (CAT. 1 - CAT. 9)	**$521,602.35**
				CONTINGENCY (40%):	**$ 209,000.00**
				TOTAL PROJECT COST	**$ 730,602.35**

