



DEPARTMENT OF TRANSPORTATION

# MIDCOUNTY CORRIDOR STUDY (MCS)

## Environmental Effects and Transportation Summary

|   | Alt. 1 – No Build | Alt 2 | Alt 4 Mod. | Alt 5 | Alt 8 with Option A | Alt 8 with Option B | Alt 8 with Option D | Alt 9 with Option A | Alt 9 with Option B | Alt 9 with Option D |
|---|-------------------|-------|------------|-------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Residences Displaced  | 0                 | 0     | 2          | 0     | 0                   | 1                   | 1                   | 0                   | 1                   | 1                   |
| Businesses Displaced  | 0                 | 0     | 0          | 2     | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   |
| Properties Where Well or Septic System is Impacted          | 0                 | 0     | 20         | 0     | 0                   | 5                   | 0                   | 0                   | 5                   | 0                   |
| Properties Impacted   | 0                 | 0     | 339        | 187   | 152                 | 174                 | 154                 | 179                 | 201                 | 181                 |
| Streams Piped (LF)  | 0                 | 0     | 707        | 0     | 514                 | 286                 | 838                 | 1081                | 853                 | 1405                |
| Streams Relocated (LF)                                      | 0                 | 0     | 0          | 0     | 0                   | 0                   | 0                   | 746                 | 746                 | 746                 |
| Wetlands Filled (Ac)  | 0                 | 0     | 0.6        | 0     | 0.8                 | 0.8                 | 0.8                 | 0.9                 | 0.9                 | 0.9                 |
| Forest (Ac)   | 0                 | 0     | 31.0       | 2.0   | 57.6                | 52.5                | 61.4                | 72.9                | 67.7                | 76.7                |
| Parkland Impacts (Ac)                                       | 0                 | 0     | 19.5       | 0.2   | 44.0                | 29.4                | 28.4                | 48.1                | 33.5                | 32.5                |
| Farmland Impacts (Ac)                                       | 0                 | 0     | 2.8        | 0     | 18.9                | 3.1                 | 34.4                | 18.9                | 3.1                 | 34.4                |
| Signalized/Unsignalized Intersections along the Alternative | 31                | 31    | 35         | 30    | 23                  | 28                  | 23                  | 11                  | 16                  | 11                  |
| Driveways along the Alternative                             | 76                | 76    | 90         | 46    | 21                  | 35                  | 21                  | 1                   | 15                  | 1                   |
| Round Trip Peak Hour Travel Time (mins)*                    | 51.8              | 41.5  | 35.6       | 35.5  | 35.8                | 36.4                | 35.8                | 23.3                | 25.8                | 23.3                |

\*Travel Time is the Projected 2030 Round Trip Travel Time in the AM and PM Peak Hours, in minutes, between the intersection of MD 27/Future Snowden Farm Pkwy and the intersection of Goshen Road/Midcounty Highway. For Alt 1 and Alt 2, this time is measured along existing MD 355. For the other alternatives, the travel time is measured along the alternative.



MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

<http://www.montgomerycountymd.gov/midcountycorridorstudy>

