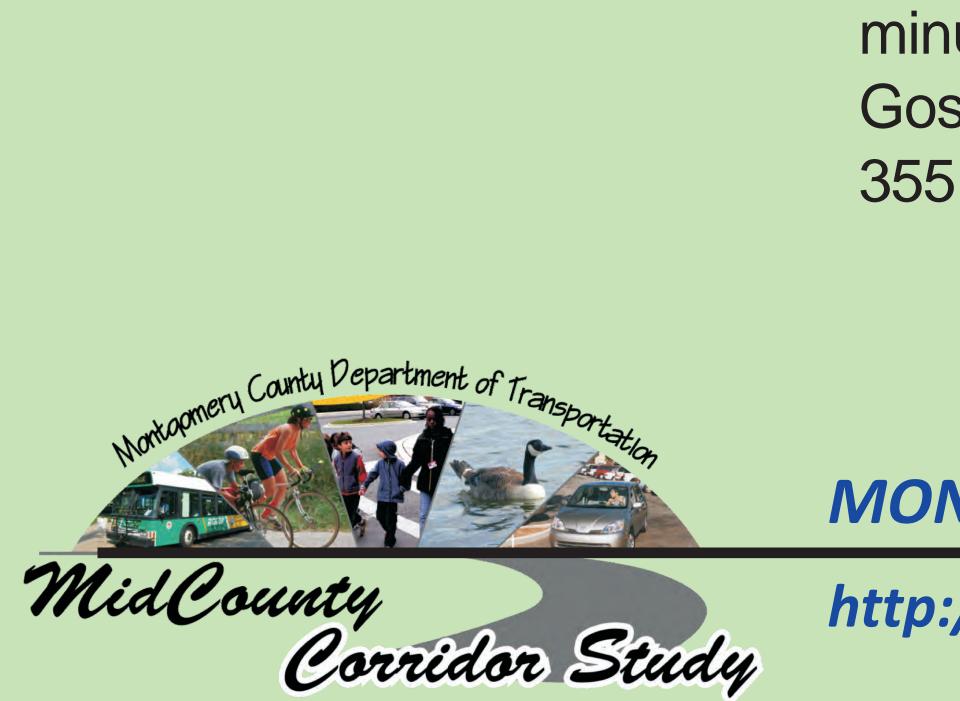


DEPARTMENT OF TRANSPORTATION



	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



MIDCOUNTY CORRIDOR STUDY (MCS)

Environmental Effects and Transportation Summary

* 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



