

ALTERNATIVE 11

MONTGOMERY VILLAGE - STEDWICK - UPPER WATKINS MILL - MASTER PLAN ALIGNMENT Recommended for ARDS (Alternatives Retained for Detailed Study)

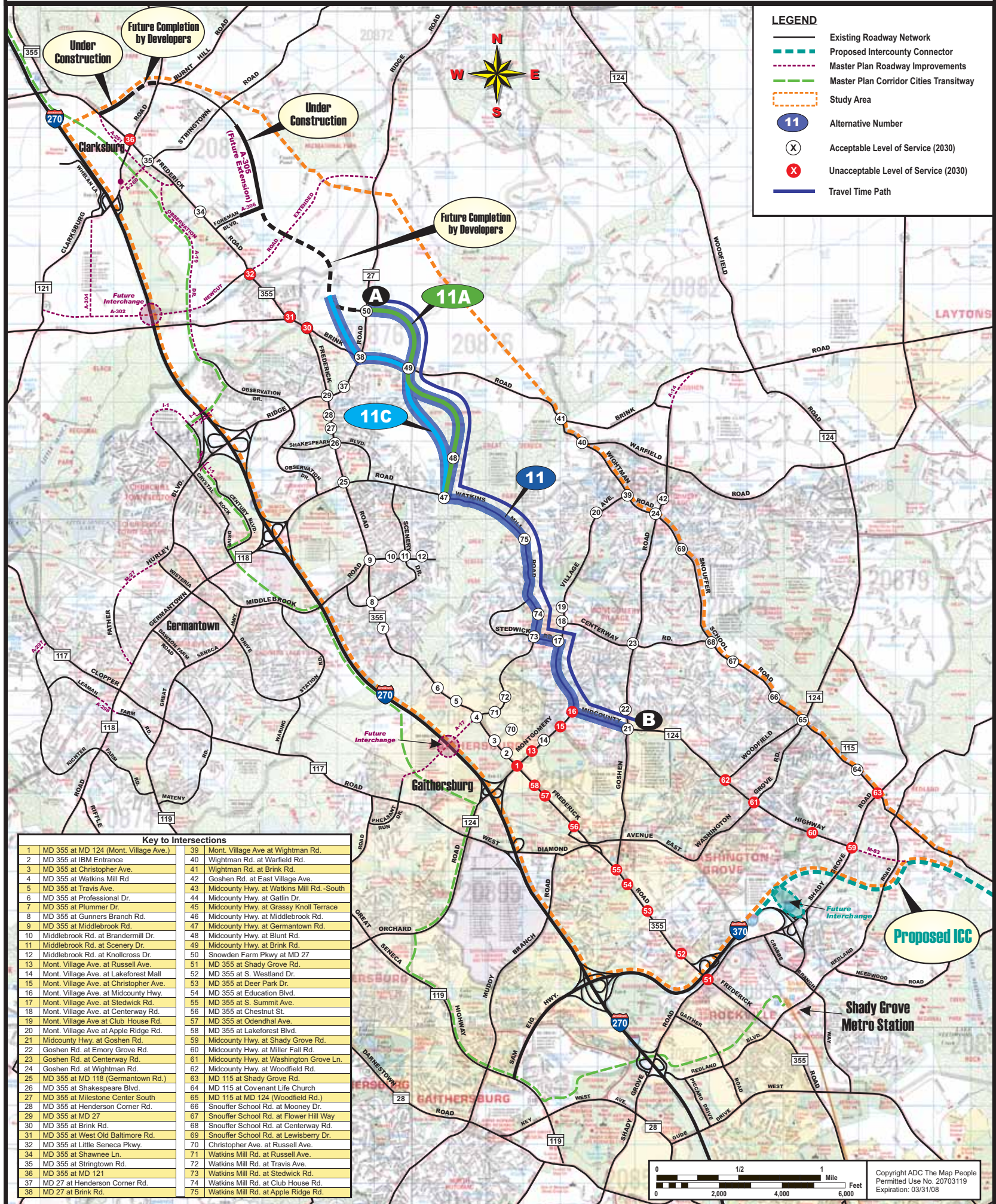
- Improve existing MD 124 (Midcounty Highway) from existing 4 lanes to 5 lanes (3EB, 2WB) from Goshen Road to Montgomery Village Avenue
- Maintain existing Montgomery Village Avenue from Midcounty Highway to Stedwick Road
- Improve Stedwick Road from existing 2 lanes to 6 lanes to Watkins Mill Road
- Improve Watkins Mill Road to 4 lane, divided w/ 16'-28' median from Stedwick Road to northern intersection with proposed Master Plan Alignment
- Northern Terminus Design Options:

OPTION 11C

- Master Plan Alignment with 4 lanes, divided w/ 16'-28' median to the west of the park to westernmost proposed intersection with Brink Road
- Improve Brink Road to 4 lanes, divided w/ 28' median to the intersection with MD 27 (Ridge Road)
- Build new alignment with 4 lanes, divided w/ 28' median to point west of proposed terminus of future Snowden Farm Parkway (A-305)

OPTION 11A

- Master Plan Alignment with 4 lanes, divided w/ 16'-28' median to proposed terminus of future Snowden Farm Parkway (A-305)



ALTERNATIVE 11

Advantages:

- Moderate travel time improvement
- Relatively few access points thus fewer traffic conflicts
- Moderate natural resource and park impacts

Disadvantages:

- High pedestrian traffic along portion of route
- Relatively high residential property impacts

Master Plan:

- No, Stedwick and Watkins Mill Road Master Planned as a 4-lane, undivided arterial (Alternative 11 proposes 4-lane, divided)

OPTION 11A

Advantages:

- Less impact to residences
- Does not conflict with approved alignment for Snowden Farm Parkway (A-305)

Disadvantage:

- More environmental impacts

OPTION 11C

Advantages:

- Least impact to biodiversity and Forest Interior Dwelling Species (FIDS) areas and upland forest
- Less impact to most other natural resources

Disadvantages:

- Potentially conflicts with approved alignment for a portion of Snowden Farm Parkway (A-305)
- More impact to farmland

| Environmental Criteria | Option | |
|--|--------|----|
| | A | C |
| Length of Route (miles) | 6 | 6 |
| Total Wetland Impacts (acres) | 5 | 3 |
| Stream Crossings Impacted | 12 | 12 |
| Forested Land Impacts (acres) | 36 | 28 |
| Farmland Impacts (acres) | 21 | 39 |
| Publicly-owned Parks & Recreational Facilities Impacts (acres) | 36 | 27 |
| Right-of-Way Impacts (acres) | 87 | 86 |
| Purpose & Need Criteria | | |
| Over-Congested Intersections in the Study Area | 21 | 21 |
| Round Trip Peak Hour Travel Time (minutes) | 30 | 30 |
| Signalized Intersections | 10 | 11 |
| Unsignalized Intersections | 13 | 14 |
| Driveways | 13 | 13 |

DPWT will diligently work with environmental regulatory agencies to avoid, minimize, and mitigate environmental impacts.