ALTERNATIVE 11

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

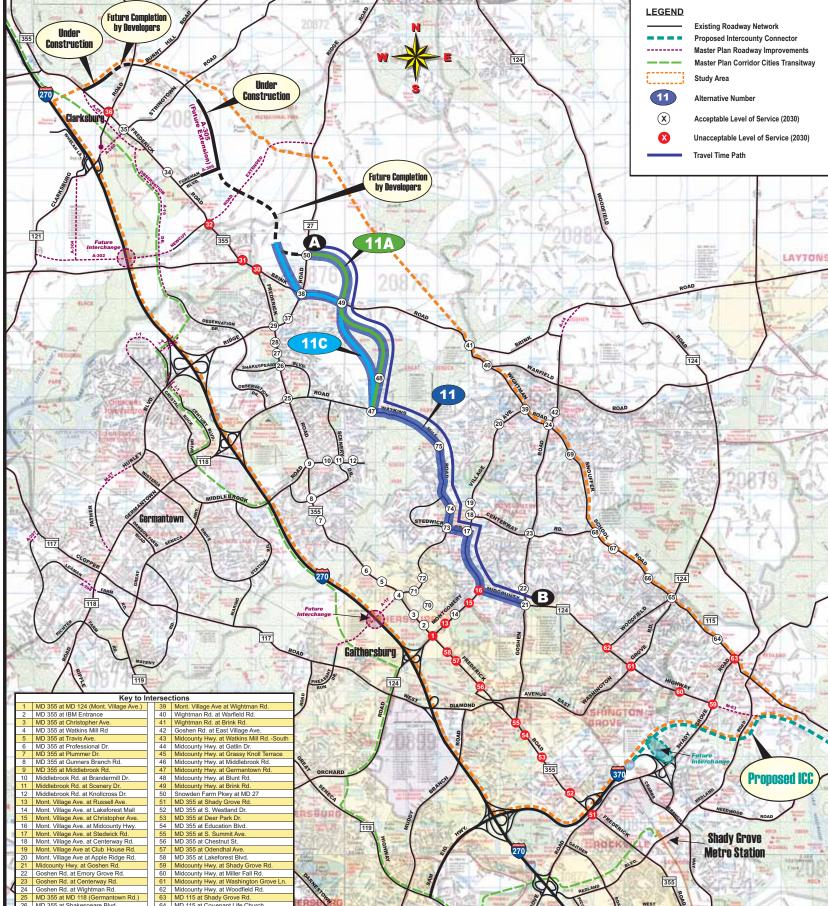
- Improve existing MD 124 (Midcounty Highway) from existing
- 4 lanes to 5 lanes (3EB, 2WB) from Goshen Road to Montgomery Village Avenue • Maintain existing Montgomery Village Avenue from Midcounty Highway to Chadwick Road
- Stedwick Road • Improve Stedwick Road from existing 2 lanes to 6 lanes to Watkins Mill Road
- \bullet 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 11A

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

OPTION 11C

- $_{\odot}$ Master Plan Alignment with 4 lanes, divided w/ 16'-28'
- median to the west of the park to westernmost proposed intersection with Brink Road
- $_{\odot}$ 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)



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	37 MD 27 at Henderson Corner Rd.		74	Watkins Mill Rd. at Club House Rd.		Section of the sectio	and the second	* \				Feet	Permitted Use No. 207031	119
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ALTERNATIVE 11

Advantages:

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

OPTION 11A

Advantages:

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

Disadvantage:

More environmental 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 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					
Environmental Chieffa	Α	С				
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.						