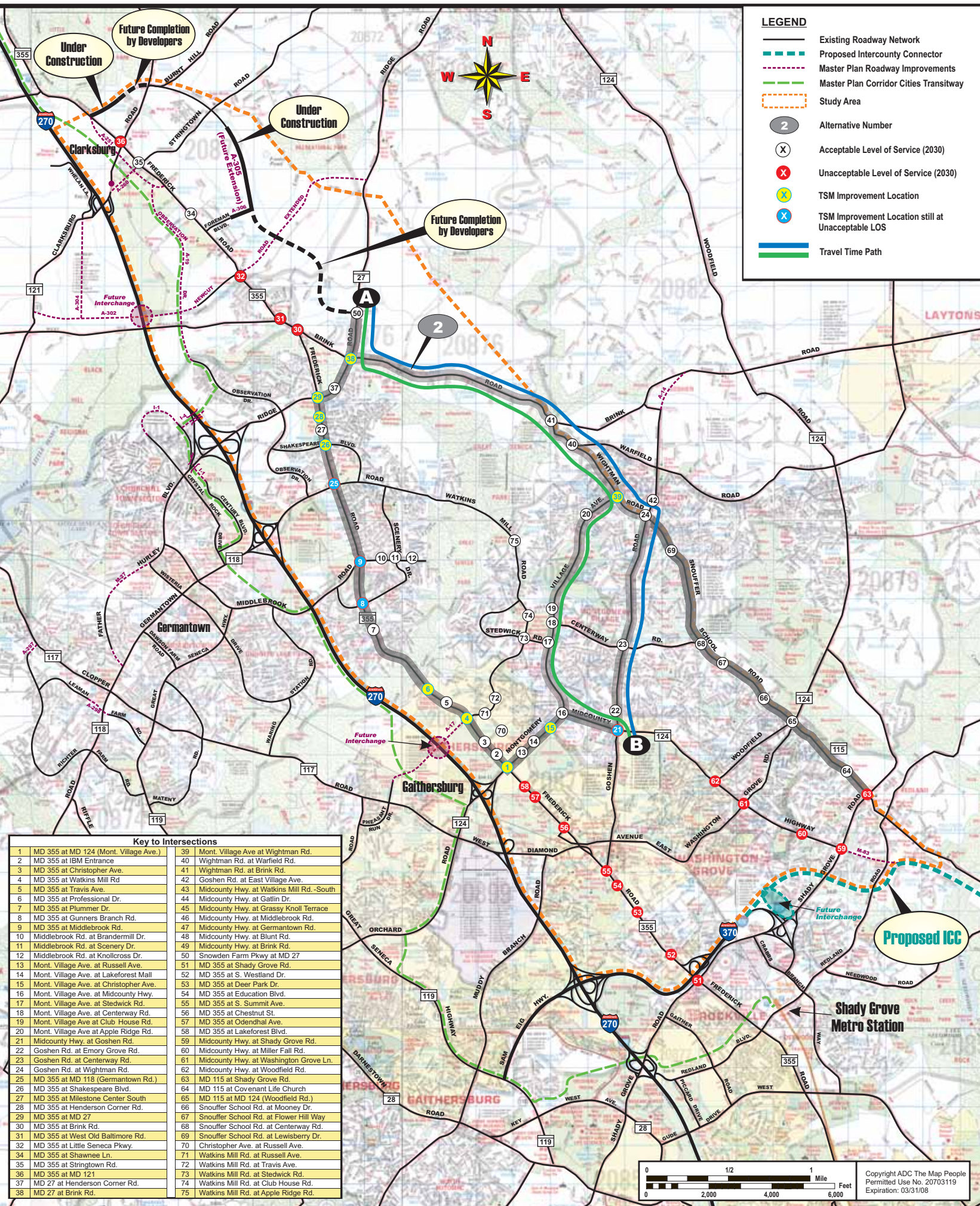


ALTERNATIVE 2

TRANSPORTATION SYSTEM MANAGEMENT / TRAVEL DEMAND MANAGEMENT

- Improve MD 355 (Frederick Road) with auxiliary lanes between select intersections from Montgomery Village Avenue to MD 27
- Improve all intersections with unacceptable LOS under No-Build with improvements that fit within the existing right-of-way
- Improve existing MD 124 (Midcounty Highway) with a sidewalk and bike path from Goshen Road to Montgomery Village Avenue
- Improve Montgomery Village Avenue with a bike path on the east side from existing Midcounty Highway to MD 355
- Improve MD 27 (Ridge Road) with a sidewalk on the east side from Brink Road to future Snowden Farm Parkway (A-305)



ALTERNATIVE 2

Advantages:

- Constructed entirely along existing roadways
- Lowest natural resource, park, and property impacts
- Improves some over-congested intersections and peak hour travel times over Alternative 1, No Build.
- Could be combined with other alternatives for more widespread study area congestion improvement.

Disadvantages:

- Only spot intersection improvements
- More locations for traffic conflicts (e.g. intersections and driveways) than most other alternatives
- No significant safety or access improvements

Recommended in Master Plan:

- Yes, Alt. 2 only includes intersection improvements to Master Plan roads

Environmental Criteria

Length of Route (miles)	Varies
Total Wetland Impacts (acres)	1
Stream Crossings Impacted	7
Forested Land Impacts (acres)	1
Farmland Impacts (acres)	3
Publicly-owned Parks & Recreational Facilities Impacts (acres)	<1
Right-of-Way Impacts (acres)	11
Purpose & Need Criteria	
Over-Congested Intersections in the Study Area	21
Round Trip Peak Hour Travel Time (minutes)	28
Signalized Intersections	23
Unsignalized Intersections	18
Driveways	58

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