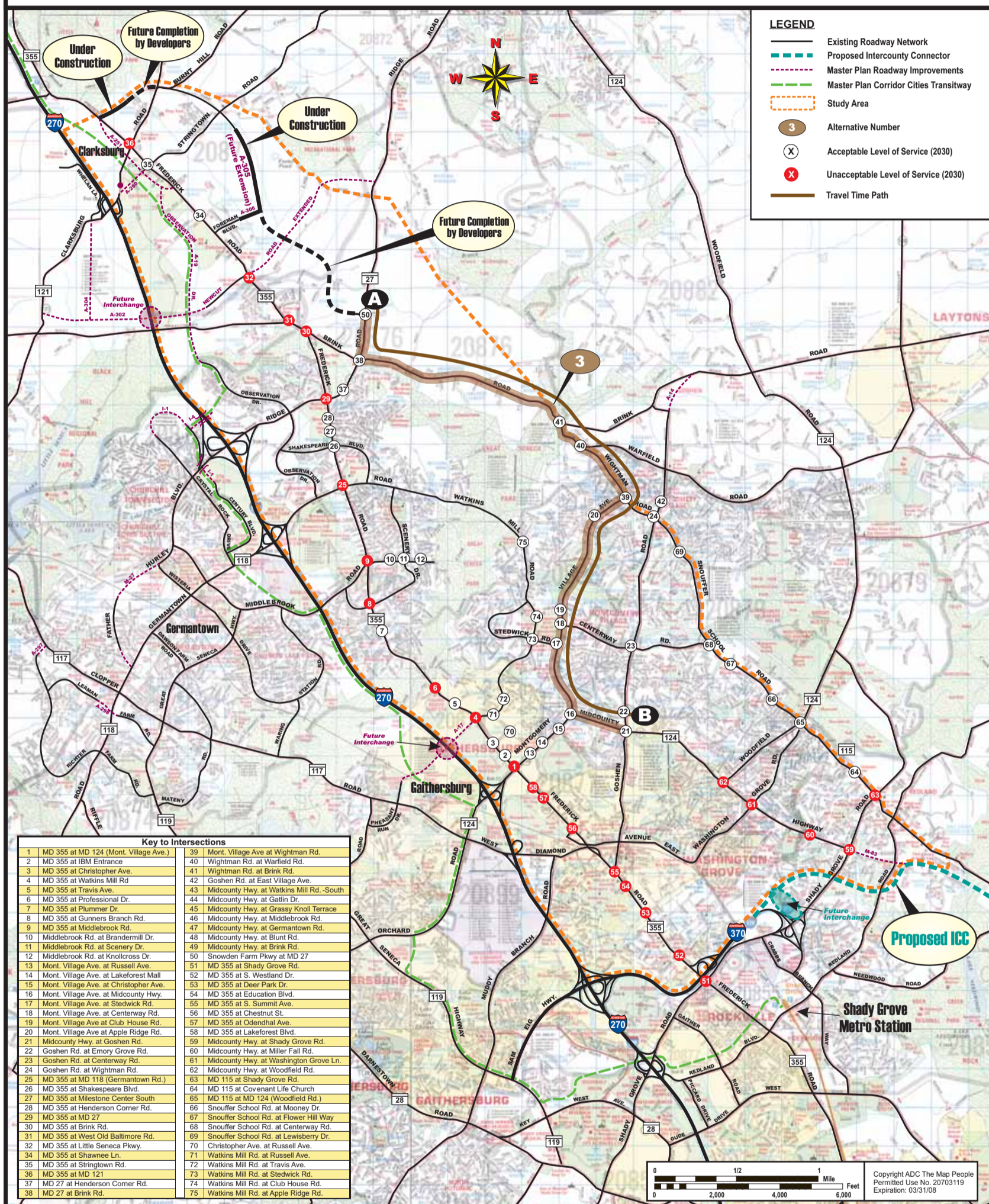


ALTERNATIVE 3

MONTGOMERY VILLAGE - WIGHTMAN - BRINK

- Improve existing MD 124 (Midcounty Highway) from existing 4 lanes to 6 lanes from Goshen Road to Montgomery Village Avenue
- Improve Montgomery Village Avenue with a bike path on the east side from existing Midcounty Highway to Wightman Road
- Improve both Wightman Road and Brink Road to 4 lanes, divided w/ 16' median
- Improve MD 27 (Ridge Road) with a sidewalk on the east side to future Snowden Farm Parkway (A-305)



ALTERNATIVE 3

Advantages:

- Constructed entirely along existing roadways
- Improves safety of existing roads by providing a median

Disadvantages:

- More natural resource, park and property impacts than Alternative 4
- Does not improve many over-congested intersections in the study area
- Travel time similar to Alternative 4

Recommended in Master Plan:

- No, Brink Rd. master planned as 2-lane roadway from M-83 to Wightman Rd. (Alt. 3 proposes 4-lane divided)

| Environmental Criteria | |
|--|----|
| Length of Route (miles) | 7 |
| Total Wetland Impacts (acres) | 4 |
| Stream Crossings Impacted | 10 |
| Forested Land Impacts (acres) | 18 |
| Farmland Impacts (acres) | 21 |
| Publicly-owned Parks & Recreational Facilities Impacts (acres) | 10 |
| Right-of-Way Impacts (acres) | 63 |
| Purpose & Need Criteria | |
| Over-Congested Intersections in the Study Area | 24 |
| Round Trip Peak Hour Travel Time (minutes) | 27 |
| Signalized Intersections | 9 |
| Unsignalized Intersections | 23 |
| Driveways | 44 |

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

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