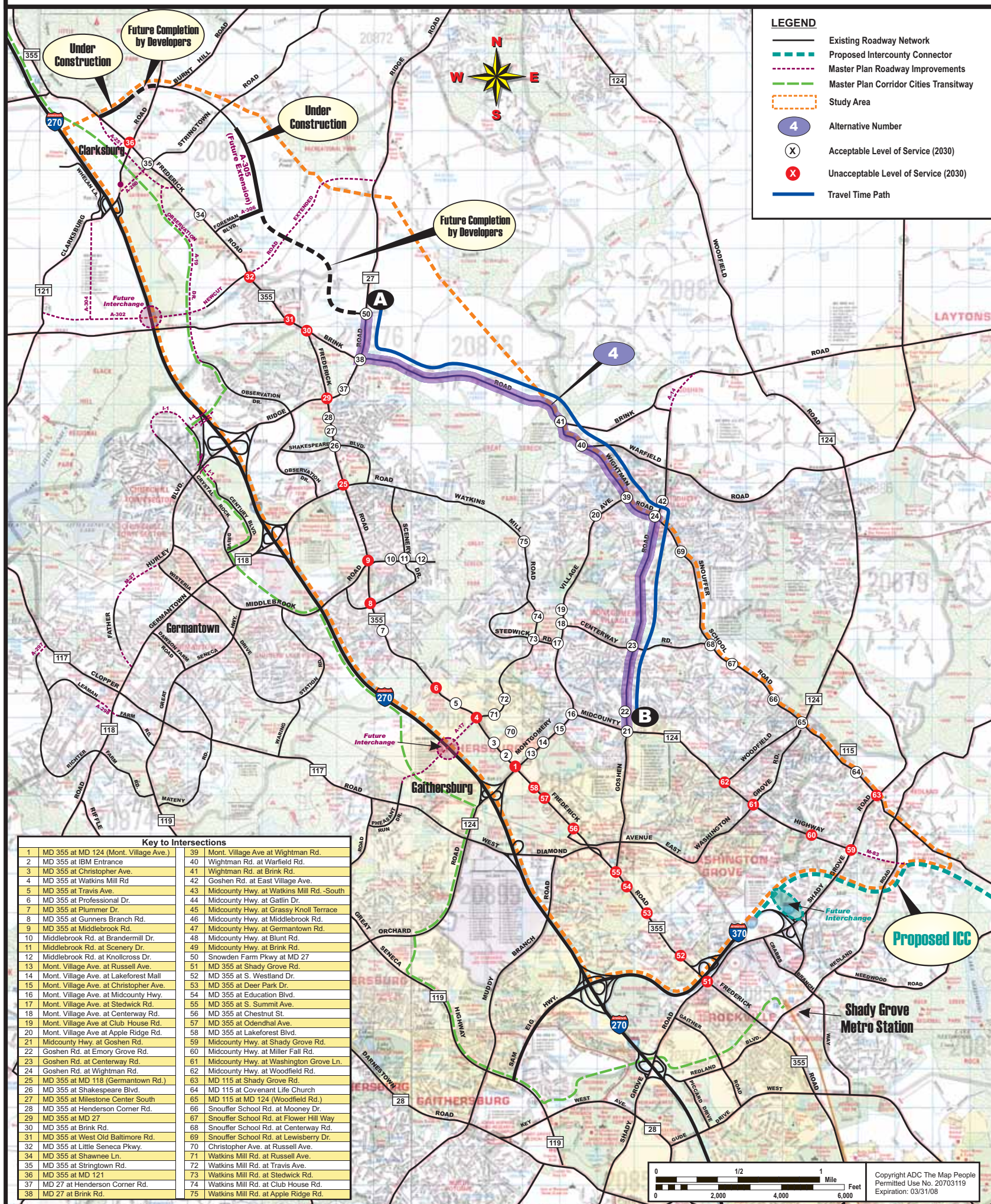


ALTERNATIVE 4 GOSHEN - WIGHTMAN - BRINK

Recommended for ARDS (Alternatives Retained for Detailed Study)

- Maintain 4-lane Goshen Road (currently under design by MCDPWT)
- 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 4

Advantages:

- Constructed entirely along existing roadways
- Improves safety of existing roads by providing a median
- Relatively low natural resource, park and property impacts
- Impacts mainly restricted to only Brink and Wightman Roads
- Improved travel time

Disadvantage:

- Does not improve many over-congested intersections in the study area

Recommended in Master Plan:

- Yes, Brink Road and Wightman Road are Master Planned as 4-lane arterials (divided from MD 355 to M-83, unspecified median type east of M-83)

Environmental Criteria

Length of Route (miles)	6
Total Wetland Impacts (acres)	4
Stream Crossings Impacted	4
Forested Land Impacts (acres)	18
Farmland Impacts (acres)	21
Publicly-owned Parks & Recreational Facilities Impacts (acres)	10
Right-of-Way Impacts (acres)	60

Purpose & Need Criteria

Over-Congested Intersections in the Study Area	24
Round Trip Peak Hour Travel Time (minutes)	27
Signalized Intersections	7
Unsignalized Intersections	26
Driveways	52

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