

ALTERNATIVE 7

MD 355 - MIDDLEBROOK ROAD - MASTER PLAN ALIGNMENT

- Improve existing MD 124 (Midcounty Highway) from existing 4 lanes to 5 lanes (3 EB, 2 WB) from Goshen Road to Montgomery Village Avenue
- Improve Montgomery Village Avenue (MD 124) from existing Midcounty Highway to MD 355 (Frederick Road)
 - Major intersection improvements at Midcounty Highway and at MD 355
 - Bike path on the east side
- Improve MD 355
 - from existing 6 lanes to 8 lanes from Montgomery Village Avenue (MD 124) to Professional Drive
 - with auxiliary lanes between select intersections from Professional Drive to Middlebrook Road
- Improve Middlebrook Road from MD 355 to the Master Plan Alignment
 - Widen from existing 2 lanes to 7 lanes (4 WB, 3 EB), divided w/ 16' median
 - Sidewalk on north side
- Build Master Plan Alignment with 4-6 lanes, divided w/ 16'-28' median from Middlebrook Road to Watkins Mill Road

Northern Terminus Design Options:

OPTION 7A

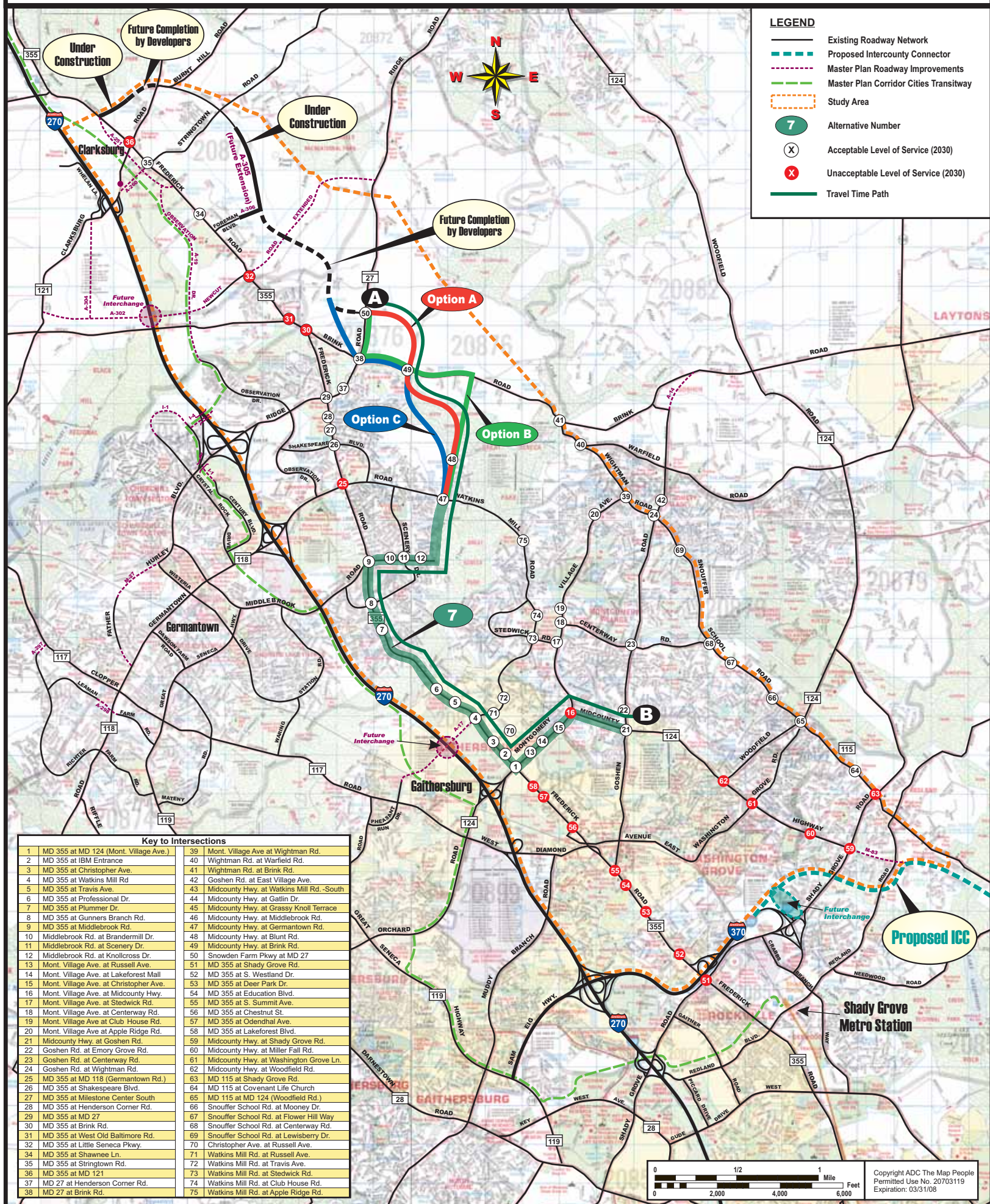
- Master Plan Alignment with 4-6 lanes, divided w/ 16'-28' median to proposed terminus of future Snowden Farm Parkway (A-305)

OPTION 7B

- Master Plan Alignment with 4-6 lanes, divided w/ 16'-28' median to easternmost proposed intersection with Brink Road
- Improve Brink Road to 4 lanes, divided w/ 16' median to the intersection with MD 27 (Ridge Road)
- Improve MD 27 (Ridge Road) with a sidewalk on east side to proposed terminus of future Snowden Farm Parkway (A-305)

OPTION 7C

- Master Plan Alignment with 4-6 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)
- Improve alignment with 4 lanes, divided w/ 28' median to point west of proposed terminus of future Snowden Farm Parkway (A-305)



ALTERNATIVE 7

- Advantages:**
- Relatively low residential property impacts
 - Improves more over-congested intersections within the study area

OPTION 7A

- Advantages:**
- Less impact to residences
 - Does not conflict with approved alignment for Snowden Farm Parkway (A-305)
- Disadvantage:**
- More environmental impacts

- Disadvantages:**
- More locations for traffic conflicts (e.g. intersections and driveways) than most other alternatives
 - No significant travel time improvement
 - Moderate natural resource impacts
 - Significant park impacts
 - Significant business impacts

OPTION 7B

- Advantage:**
- Least impact to streams and Special Protection Areas
- Disadvantages:**
- Most impact to residential properties
 - Longest travel distance
 - Most indirect route
 - Requires a left turn for through traffic desiring to continue to and from Snowden Farm Parkway (A-305)

Recommended in Master Plan:

- No, MD 355 master planned as 6 lanes at Middlebrook Rd. and south of Game Preserve Rd. (Alt. 7 proposes 8 lanes).

OPTION 7C

- Advantages:**
- Less 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	B	C
Length of Route (miles)	8	8	8
Total Wetland Impacts (acres)	5	4	4
Stream Crossings Impacted	12	10	12
Forested Land Impacts (acres)	48	52	40
Farmland Impacts (acres)	22	19	39
Publicly-owned Parks & Recreational Facilities Impacts (acres)	40	31	32
Right-of-Way Impacts (acres)	96	89	94
Purpose & Need Criteria			
Over-Congested Intersections in the Study Area	19	19	19
Round Trip Peak Hour Travel Time (minutes)	41	41	41
Signalized Intersections	19	20	20
Unsignalized Intersections	15	19	16
Driveways	38	51	41

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