

ALTERNATIVE 9

MASTER PLAN ALIGNMENT

Recommended for ARDS (Alternatives Retained for Detailed Study)

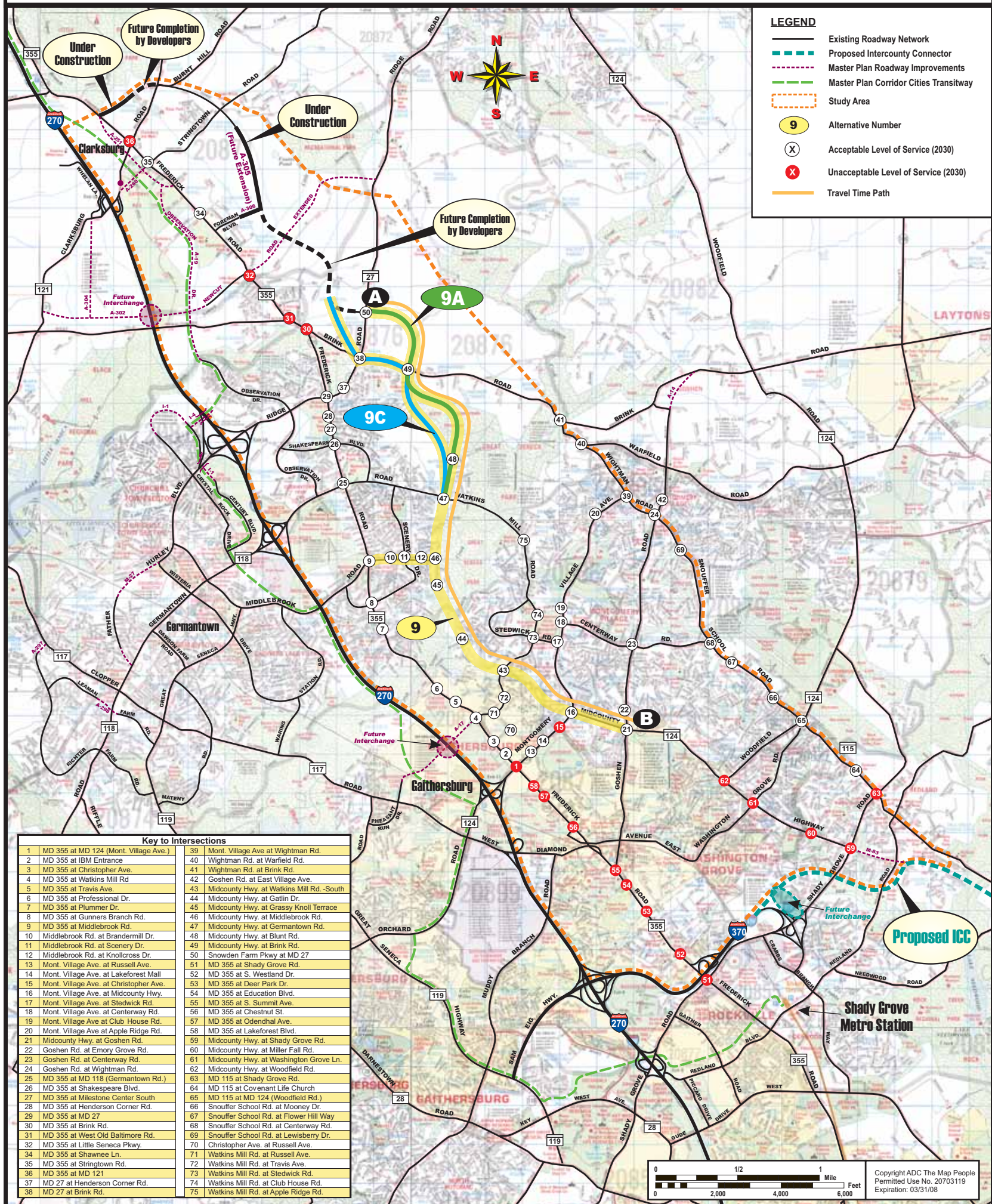
- Improve existing MD 124 (Midcounty Highway) from existing 4 lanes to 5 lanes (3 EB, 2 WB) from Goshen Road to Montgomery Village Avenue
- Build Master Plan Alignment with 4-6 lanes, divided w/ 16'-28' median from Montgomery Village Avenue to Middlebrook Road
- Improve Middlebrook Road from MD 355 to the Master Plan Alignment
 - Widen from existing 2 lanes to 7 lanes (4WB, 3EB), divided w/ 16' median
 - Sidewalk on north side
- Build Master Plan Alignment with 6 lanes, divided w/ 16'-28' median from Middlebrook Road to Watkins Mill Road
- Northern Terminus Design Options:

OPTION 9A

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

OPTION 9C

- 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)
- Build new alignment with 4 lanes, divided w/ 28' median to point west of proposed terminus of future Snowden Farm Parkway (A-305)



ALTERNATIVE 9

Advantages:

- Greatest improvement for travel time
- Improves travel time along other routes
- Fewest traffic conflict points

Disadvantage:

- Significant natural resource, park, and property impacts

Recommended in Master Plan:

- Yes

OPTION 9A

Advantages:

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

Disadvantage:

- More environmental impacts

OPTION 9C

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	
	A	C
Length of Route (miles)	6	6
Total Wetland Impacts (acres)	14	12
Stream Crossings Impacted	17	17
Forested Land Impacts (acres)	75	68
Farmland Impacts (acres)	23	41
Publicly-owned Parks & Recreational Facilities Impacts (acres)	44	35
Right-of-Way Impacts (acres)	112	111
Purpose & Need Criteria		
Over-Congested Intersections in the Study Area	19	19
Round Trip Peak Hour Travel Time (minutes)	23	23
Signalized Intersections	5	6
Unsignalized Intersections	5	5
Driveways	0	1

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