

ALTERNATIVES SUMMARY: Tuckerman Lane Pedestrian and Bicycle Improvements (February 2018)

No-Build: Existing Conditions										
<ul style="list-style-type: none"> Two 11'-12' thru lanes (three 12'-16' thru lanes at the Seven Locks Road intersection and four 12' thru lanes at the MD 187 intersection), 10'-11' turn lane(s), plus a 0'-16' shoulder on both sides Intermittent sidewalks at Herbert Hoover Middle School, Winston Churchill High School, Cabin John Mall, and some intersections and bus stops 										
Alternative 1 : Lowest cost and impacts, no additional roadway pavement, substandard parking lane and standard sidewalk on north side, and substandard bike lanes on both sides										
<ul style="list-style-type: none"> Segment 1 - Falls Road to Snakeden Branch (residential/school/commercial-PEPCO) and Segment 4 - Whisperwood Lane to Old Georgetown Road (residential/commercial) <ul style="list-style-type: none"> Restripe pavement markings to provide 11' thru lanes, an 7' parking lane on north side, plus a 1.5' marked buffer and a 4' bike lane on both sides. Construct a 5' sidewalk behind the swale on north side. Segment 2 - Snakeden Branch to Angus Place (residential/commercial) <ul style="list-style-type: none"> Narrow the existing median and restripe pavement markings to provide 11' thru lanes, 10' turn lanes, plus a 5.5' bike lane on both sides. Maintain the existing 5' sidewalk on both sides. Construct new 5' sidewalk on south side from Seven Locks Road to Angus Place. Segment 3 - Angus Place to Whisperwood Lane (residential/school-depot/commercial/park) <ul style="list-style-type: none"> Restripe pavement markings to provide 11' thru lanes, 10' turn lanes, plus a 5' min. bikeable shoulder (or bike lane where sidewalk is provided - see below) on both sides. Construct a 5' sidewalk on north side from Angus Place to the picnic area. Construct a 5' sidewalk on south side from Angus Place to the entrance of Cabin John Regional Park. 										
Alternative 1a: Low medium cost and impacts, additional roadway pavement, standard parking lane and sidewalk on north side, and standard bike lanes on both sides										
<ul style="list-style-type: none"> Segment 1 - Falls Road to Snakeden Branch (residential/school/commercial-PEPCO) <ul style="list-style-type: none"> Widen roadway pavement and restripe pavement marking to provide 11' thru lanes, an 8' parking lane on north side, plus a 3' marked buffer and a 5' bike lane on both sides. Construct a 5' sidewalk behind the swale on both sides. Segment 2 - Snakeden Branch to Angus Place (residential/commercial) <ul style="list-style-type: none"> Narrow the existing median and restripe pavement markings to provide 11' thru lanes, 10' turn lanes, plus a 5.5' bike lane on both sides. Replace the existing 5' sidewalk on north side with a new 8' shared use path and maintain the existing 5' sidewalk on south side. Construct a new 5' sidewalk on south side from Seven Locks Rd to Angus Place. Segment 3 - Angus Place to Whisperwood Lane (residential/school-depot/commercial/park) <ul style="list-style-type: none"> Restripe pavement markings to provide 11' thru lanes, 10' turn lanes, plus a 5' min. bikeable shoulder (or bike lane where sidewalk is provided - see below) on both sides. Construct a 5' sidewalk on north side from Angus Place to the picnic area. Construct a 8' shared use path on south side from Angus Place to the entrance of Cabin John Regional Park. Segment 4 - Whisperwood Lane to Old Georgetown Road (residential/commercial) <ul style="list-style-type: none"> Widen roadway pavement and restripe pavement markings to provide 11' thru lanes, an 8' parking lane on north side, plus a 3' marked buffer and a 5' bike lane on both sides. Construct a 5' sidewalk behind the swale on north side. 										
Alternative 2: Highest cost and impacts, additional roadway pavement, with standard sidewalks, parking lanes and separated bike lanes on both sides										
<ul style="list-style-type: none"> Segment 1 - Falls Road to Snakeden Branch (residential/school/commercial-PEPCO) <ul style="list-style-type: none"> Reconstruct the roadway to provide 11' thru lanes, plus a 8' parking lane (20' long 8' wide planted areas provided at 200' +/- intervals along parking lane) on both sides. Construct a 3' to 11' green buffer, a 6.5' separated bike lane and a 6' sidewalk on both sides. Segment 2 - Snakeden Branch to Angus Road (residential/commercial) <ul style="list-style-type: none"> Narrow the roadway to provide 11' thru lanes and 10' turn lanes. Construct a 6' green buffer, a 6.5' separated bike lane and a 6' sidewalk on both sides. Segment 3 - Angus Place to Whisperwood Lane (residential/school-depot/commercial/park) <ul style="list-style-type: none"> Widen roadway pavement to provide 11' thru lanes and 10' turn lanes, plus a 2' concrete island buffer and a 6.5' separated bike lane on both sides. Construct a 6' sidewalk on north side from Angus Place to the picnic area. Construct a 8' sidewalk on south side. Segment 4 - Whisperwood Lane to Old Georgetown Road (residential/commercial) <ul style="list-style-type: none"> Narrow the roadway to provide 11' thru lanes and a 10' center turn lane. Construct a 6' green buffer, a 6.5' separated bike lane and a 6' sidewalk on both sides. 										
Alternative 3: Low medium cost and impacts (Modified Alt. 1a) Segments 1 - 4 (Falls Road to Old Georgetown Road)										
<ul style="list-style-type: none"> Segment 1 - Differences from Alternative 1a <ul style="list-style-type: none"> Removes 3' marked buffers on both sides of roadway + constructs 10' shared use path on north side. Segment 2 - Differences from Alternative 1a <ul style="list-style-type: none"> Provides a new 10' shared use path (rather than an 8' shared use path) to replace the existing 5' sidewalk on north side. Segment 3 - Same as Alternative 1a Segment 4 - Differences from Alternative 1a <ul style="list-style-type: none"> Removes 3' marked buffers on both sides of roadway + constructs a 10' shared use path on north side. 										
Additional improvements for every build alternative										
<ul style="list-style-type: none"> Reduce posted speed limit from 35 mph to 30 mph between Falls Road and Seven Locks Road (remains 25 mph in school zone). Provide additional crosswalks at five intersections: 1) Deborah Drive; 2) Angus Place; 3) Westlake Drive; 4) Whisperwood Lane; and 5) Marcliff Road. 										
Item	No-Build	Alternative 1		Alternative 1a		Alternative 2		Alternative 3		
TOTAL: Falls Road (MD 189) to Old Georgetown Road (MD 187) - 3.83 mile										
Temp. Grading Easement (Acre / Properties)	Residential	---	1.65	79	3.99	175	4.83	210	4.14	179
	School	---	---	---	0.33	2	0.43	5	0.61	3
	Commercial	---	0.19	3	0.39	4	0.67	5	0.39	4
	Park	---	0.02	2	0.15	2	1.64	9	0.15	2
Land and Construction Costs (\$million)	---	10.0		16.8		51.1		14.3		
Segment 1: Falls Road (MD 189) to Snakeden Branch - 1.69 mile (residential/school/commercial-PEPCO)										
Traffic Lane	12' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane
Shoulder	6'-10' (both sides)	---	---	---	---	---	---	---	---	---
Parking Lane	Both sides	7' north side	7' north side	8' north side	8' north side	8' both sides ^b	8' both sides ^b	8' both sides ^b	8' north side	8' north side
Bike Lane Buffer	---	1.5' both sides (marked ^a)	1.5' both sides (marked ^a)	3' both sides (marked ^a)	3' both sides (marked ^a)	3' both sides (green ^a)	3' both sides (green ^a)	3' both sides (green ^a)	---	---
Bike Lane	---	4' both sides	4' both sides	5' both sides	5' both sides	6.5' both sides	6.5' both sides	6.5' both sides	5' both sides	5' both sides
Sidewalk / Shared Use Path	---	5' north side	5' north side	5' north side	5' north side	6' both sides	6' both sides	6' both sides	10' north side, 5' south side	10' north side, 5' south side
Temp. Grading Easement (Acres / Properties)	Residential	---	1.16	62	3.3	150	1.65	140	3.3	150
	School	---	---	---	0.33	2	0.28	3	0.61	3
	Commercial (PEPCO)	---	0.07	1	0.15	2	0.08	2	0.15	2
Land and Construction Costs (\$million)	---	3.7		8.5		18.7		6.6		
Segment 2: Snakeden Branch to Angus Place - 0.27 mile (residential/commercial)										
Traffic Lane	12'-16' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane
Shoulder	---	---	---	---	---	---	---	---	---	---
Parking Lane	---	---	---	---	---	---	---	---	---	---
Bike Lane Buffer	---	---	---	---	---	6' both sides (green ^a)	6' both sides (green ^a)	6' both sides (green ^a)	---	---
Bike Lane	---	5.5' both sides	5.5' both sides	5.5' both sides	5.5' both sides	6.5' both sides	6.5' both sides	6.5' both sides	5.5' both sides	5.5' both sides
Sidewalk / Shared Use Path	---	5' both sides	5' both sides	8' north side, 5' south side	8' north side, 5' south side	6' both sides	6' both sides	6' both sides	10' north side, 5' south side	10' north side, 5' south side
Temp. Grading Easement (Acres / Properties)	Residential	---	0.03	1	0.19	6	1.38	11	0.19	6
	Commercial	---	0.04	1	0.04	1	0.04	1	0.04	1
Land and Construction Costs (\$million)	---	2.1		2.4		5.8		2.5		
Segment 3: Angus Place to Whisperwood Lane - 1.18 mile (residential/school-depot/commercial/park)										
Traffic Lane	11'-12' thru lane / 11' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane
Shoulder	2'-16' both sides	5' min. both sides	5' min. both sides	5' min. both sides	5' min. both sides	---	---	---	5' min. both sides	5' min. both sides
Bike Lane Buffer	---	---	---	---	---	2' both sides (concrete ^a)	2' both sides (concrete ^a)	2' both sides (concrete ^a)	---	---
Bike Lane	---	---	---	---	---	6.5' both sides	6.5' both sides	6.5' both sides	---	---
Sidewalk / Shared Use Path	---	---	---	---	---	8' south side ^e	8' south side ^e	8' south side ^e	---	---
Temp. Grading Easement (Acres / Properties)	Residential	---	0.09	2	0.13	5	0.57	15	0.13	5
	School (Depot)	---	---	---	---	---	0.15	2	---	---
	Commercial	---	0.08	1	0.2	1	0.5	1	0.2	1
	Park	---	0.02	2	0.15	2	1.64	9	0.15	2
Land and Construction Costs (\$million)	---	2.3		3.1		19.1		3.1		
Segment 4: Whisperwood Lane to Old Georgetown Road (MD 187) - 0.69 mile (residential/commercial)										
Traffic Lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane	11' thru lane / 10' turn lane
Center Turn Lane	---	---	---	---	---	10'	10'	10'	---	---
Shoulder	5'-10' (both sides)	---	---	---	---	---	---	---	---	---
Parking Lane	---	7' north side	7' north side	8' north side	8' north side	---	---	---	8' north side	8' north side
Bike Lane Buffer	---	1.5' both sides (marked ^a)	1.5' both sides (marked ^a)	3' both sides (marked ^a)	3' both sides (marked ^a)	6' both sides (green ^a)	6' both sides (green ^a)	6' both sides (green ^a)	---	---
Bike Lane	---	4' both sides	4' both sides	5' both sides	5' both sides	6.5' both sides	6.5' both sides	6.5' both sides	5' both sides	5' both sides
Sidewalk / Shared Use Path	---	5' north side	5' north side	5' north side	5' north side	6' both sides	6' both sides	6' both sides	10' north side	10' north side
Temp. Grading Easement (Acres / Properties)	Residential	---	0.37	14	0.37	14	1.23	44	0.52	18
	Commercial	---	---	---	---	---	0.05	1	---	---
Land and Construction Costs (\$million)	---	1.9		2.8		7.4		2.1		
Notes:										
a. Type of Bike Lane Buffer (marked : pavement markings on roadway; green : curbed grass or planted space; concrete : raised concrete island).										
b. 20' long planted areas to be provided at 200'+/- intervals along parking lane.										
c. An additional 5' sidewalk on north side from Angus Place to the picnic area, and an additional 5' sidewalk on south side from Angus Place to the entrance of Cabin John Regional Park.										
d. An additional 5' sidewalk on north side from Angus Place to the picnic area, and an additional 8' shared use path on south side from Angus Place to the entrance of Cabin John Regional Park.										
e. An additional 6' sidewalk on north side from Angus Place to the picnic area.										
f. An 8' wide shoulder will be provided on north side between Lux Lane and Rosemont Drive.										