

Attachment C

Detailed Comparison of Alignment Options

Factor/Option	Option #1 (Selim Road)	Option #2 (South side Philadelphia Avenue)	Option #3 (North side Philadelphia Avenue)	Option #4 (Selim Road/ Philadelphia Avenue)	Option #5 (South side Philadelphia Avenue)
Length	0.62 miles	0.61 miles	0.61 miles	.65 miles	.63 miles
Trail Quality/ Project Goals	<ul style="list-style-type: none"> • Most direct-highest quality bike facility • Meets all Project Goals • All Options the same west of Georgia Avenue 	<ul style="list-style-type: none"> • Less direct route • Increased potential for conflict between trail users and cars • All options the same west of Georgia Avenue 	<ul style="list-style-type: none"> • Less direct route • Increased potential for conflict between trail users and cars (less conflicts than Option #2) • All options the same west of Georgia Avenue 	<ul style="list-style-type: none"> • Slightly less direct link than Option #1 • At-grade crossing of Selim Road and Burlington Avenue creates increased potential for trail user conflict with cars. • All options the same west of Georgia Avenue 	<ul style="list-style-type: none"> • Less direct route • Increased potential for conflict between trail users and cars along Philadelphia Avenue • West of the crossing of Georgia Avenue, this option is the same as all others
Road/Driveway Crossings	<ul style="list-style-type: none"> • Grade separated crossing at Burlington Avenue • New bridge over Georgia Avenue 	<ul style="list-style-type: none"> • At-grade crossings of Selim Road, Old Philadelphia Avenue, Burlington Avenue, and King Street • Eliminates channelized right turn lane from Fenton Street to Burlington Avenue • 7 driveway crossings on Philadelphia Avenue • Reconfiguration of Selim Road/Philadelphia Avenue intersection • New bridge over Georgia Avenue 	<ul style="list-style-type: none"> • At-grade crossings of Philadelphia Avenue, Burlington Avenue and King Street • Eliminates channelized right turn lane from Fenton Street to Burlington Avenue • New bridge over Georgia Avenue 	<ul style="list-style-type: none"> • At-grade crossings of Selim Road (at 903 Selim Road), Philadelphia Avenue, Burlington Avenue, and King Street • At-grade crossing of Burlington Avenue eliminates channelized right-turn lane from Fenton Street to Burlington Avenue • New bridge over Georgia Avenue 	<ul style="list-style-type: none"> • At-grade crossing of Selim Road, Old Philadelphia Avenue, Burlington Avenue, and King Street • Eliminates channelized right-turn lane from Fenton Street to Burlington Avenue • 7 driveway crossings on Philadelphia Avenue • Reconfiguration of Selim Road/Philadelphia Avenue intersection • Existing bridge over Georgia Avenue
Distinguishing Design Factors	<ul style="list-style-type: none"> • Burlington Avenue Tunnel • Retaining wall along Selim Road • Selim Road narrowed 	<ul style="list-style-type: none"> • Primarily a widened sidewalk along the south side of Philadelphia Avenue, but maintains property access with trail crossings • Philadelphia Avenue is within approved/adopted 2000 Silver Spring CBD District/Vicinity Sector Plan. May require variance/exemption for this proposed typical section along Philadelphia Avenue • Need coordination with Fenton Gateway Park 	<ul style="list-style-type: none"> • Existing connection between Gist Avenue and Philadelphia Avenue and Selim Road is eliminated • Philadelphia Avenue is within approved/adopted 2000 Silver Spring CBD District/Vicinity Sector Plan. May require variance/exemption for this proposed typical section along Philadelphia Avenue • Need coordination with Fenton Gateway Park 	<ul style="list-style-type: none"> • Retaining wall along Selim Road • Selim Road narrowed • Links trail directly to proposed Fenton Gateway Park 	<ul style="list-style-type: none"> • Philadelphia Avenue traffic lanes are narrowed • Philadelphia Avenue is within approved/adopted 2000 Silver Spring CBD District/Vicinity Sector Plan. May require variance/exemption for this proposed typical section along Philadelphia Avenue • Links trail directly to proposed Fenton Gateway Park
Public Parking Impacts	<ul style="list-style-type: none"> • Net loss estimated 18 spaces (approximately) 	<ul style="list-style-type: none"> • Net loss estimated 32 spaces (approximately) 	<ul style="list-style-type: none"> • Net loss estimated of 24 spaces (approximately) 	<ul style="list-style-type: none"> • Net loss estimated 26 spaces (approximately) 	<ul style="list-style-type: none"> • Net loss estimated 39 spaces (approximately)
Utility Impacts	<ul style="list-style-type: none"> • Significant temporary/permanent overhead and underground line construction impacts along Selim Road and beneath Burlington Avenue • Potential impacts to utilities beneath Georgia Avenue (Verizon) at bridge pier 	<ul style="list-style-type: none"> • Potential impacts to utilities beneath Georgia Avenue (Verizon) at bridge pier • Permanent overhead line construction impacts along Philadelphia Avenue (less severe than along Selim Road) 	<ul style="list-style-type: none"> • Potential impacts to utilities beneath Georgia Avenue (Verizon) at bridge pier • Permanent overhead line construction impacts along Philadelphia Avenue (less severe than along Selim Road) 	<ul style="list-style-type: none"> • Significant temporary/permanent overhead and underground line construction impacts along Selim Road • Potential impacts to utilities beneath Georgia Avenue (Verizon) at bridge pier 	<ul style="list-style-type: none"> • Permanent overhead line construction impacts along Philadelphia Avenue (less severe than along Selim Road)

Attachment C, Page 2

Factor/Option	Option #1 (Selim Road)	Option #2 (South side Philadelphia Avenue)	Option #3 (North side Philadelphia Avenue)	Option #4 (Selim Road/ Philadelphia Avenue)	Option #5 (South side Philadelphia Avenue)
Traffic Impacts (Permanent)	<ul style="list-style-type: none"> Narrowing of Selim Road and adjusting intersection with Philadelphia Avenue 	<ul style="list-style-type: none"> Southbound right-turns would be signalized at the Fenton Street/Burlington Avenue intersection in lieu of the existing channelized right-turn lane. Slight differences in overall intersection operation. 	<ul style="list-style-type: none"> Southbound right-turns would be signalized at the Fenton Street/Burlington Avenue intersection in lieu of the existing channelized right-turn lane. Slight differences in overall intersection operation. Philadelphia Avenue will become one-way from Selim Road to Old Philadelphia Avenue. Traffic to this section of Philadelphia Avenue must approach from the Selim Road entrance on Burlington Avenue. All Selim Road traffic will need to enter Philadelphia Avenue and follow to the intersection with Fenton Street. 	<ul style="list-style-type: none"> Southbound right-turns would be signalized at the Fenton Street/Burlington Avenue intersection in lieu of the existing channelized right-turn lane. Slight differences in overall intersection operation. Narrowing of Selim Road and Fenton Street Trail users and automobiles may be required to stop for the at-grade crossing of Selim Road (located at the current location of 903 Selim Road). This will need further study and discussion/clarification due to the presence of inadequate stopping sight distance from the Burlington Avenue/Selim Road intersection. 	<ul style="list-style-type: none"> Southbound right-turns would be signalized at the Fenton Street/Burlington Avenue intersection in lieu of the existing channelized right-turn lane. Slight differences in overall intersection operation. Narrowing of Philadelphia Avenue traffic lanes to 20' Bicycle traffic would stop to dismount and walk across the existing bridge
Right-of-Way Impacts	<ul style="list-style-type: none"> 11 properties (approximately 0.94 acres fee simple right-of-way) Includes relocation of 1 business (EHB) and impacts to Progress Place More WMATA Property Impacts 	<ul style="list-style-type: none"> 21 properties (approximately 0.59 acres fee simple right-of-way) More commercial property impacts Includes relocation of 1 business (EHB) and impacts to Progress Place 	<ul style="list-style-type: none"> 22 properties (approximately 0.71 acres fee simple right-of-way) More commercial property impacts Includes relocation of 1 business (EHB) and impacts to Progress Place 	<ul style="list-style-type: none"> 12 properties (approximately 1.06 acres fee simple right-of-way) Total property take assumed for 903 Selim Road and 906 Philadelphia Avenue Includes relocation of 3 businesses and impacts to Progress Place. 	<ul style="list-style-type: none"> 9 properties (approximately .41 acres fee simple right-of-way) Includes relocation of 1 business (EHB) and impacts to Progress Place
Historic Resources Impacted	<ul style="list-style-type: none"> Silver Spring B&O Railroad Station Railroad underpass at B&O Station would be permanently closed Existing Georgia Avenue Railroad Bridge (if determined historic) 	<ul style="list-style-type: none"> Silver Spring B&O Railroad Station Railroad underpass at B&O Station would be permanently closed Existing Georgia Avenue Railroad Bridge (if determined historic) 	<ul style="list-style-type: none"> Silver Spring B&O Railroad Station Railroad underpass at B&O Station would be permanently closed Existing Georgia Avenue Railroad Bridge (if determined historic) 	<ul style="list-style-type: none"> Silver Spring B&O Railroad Station Railroad underpass at B&O Station would be permanently closed Existing Georgia Avenue Railroad Bridge (if determined historic) 	<ul style="list-style-type: none"> Silver Spring B&O Railroad Station Railroad underpass at B&O Station would be permanently closed
Environmental Impacts	<ul style="list-style-type: none"> No wetlands No forest stands or significant/specimen trees 	<ul style="list-style-type: none"> No wetlands No forest stands or significant/specimen trees 	<ul style="list-style-type: none"> No wetlands No forest stands or significant/specimen trees 	<ul style="list-style-type: none"> No wetlands No forest stands or significant/specimen trees 	<ul style="list-style-type: none"> No wetlands No forest stands or significant/specimen trees
Other Considerations	<ul style="list-style-type: none"> Safety/security of tunnel Coordination with SHA for the Georgia Avenue bridge crossing Significant coordination efforts (both during design and construction) required with WMATA, CSXT, and SHA regarding adjacent construction along Selim Road and tunnel underneath Philadelphia Avenue 	<ul style="list-style-type: none"> Proximity to planned Fenton Gateway Park Coordination with SHA for the Georgia Avenue bridge crossing 	<ul style="list-style-type: none"> Proximity to planned Fenton Gateway Park Coordination with SHA for the Georgia Avenue bridge crossing 	<ul style="list-style-type: none"> Coordination with SHA for the Georgia Avenue bridge crossing during design and construction) Significant coordination efforts (both required with WMATA, CSXT, and SHA regarding adjacent construction along Selim Road 	<ul style="list-style-type: none"> Some coordination with WMATA/CSX regarding proximity of trail to railroad