Potomac Yard Metrorail Station Environmental Impact Statement

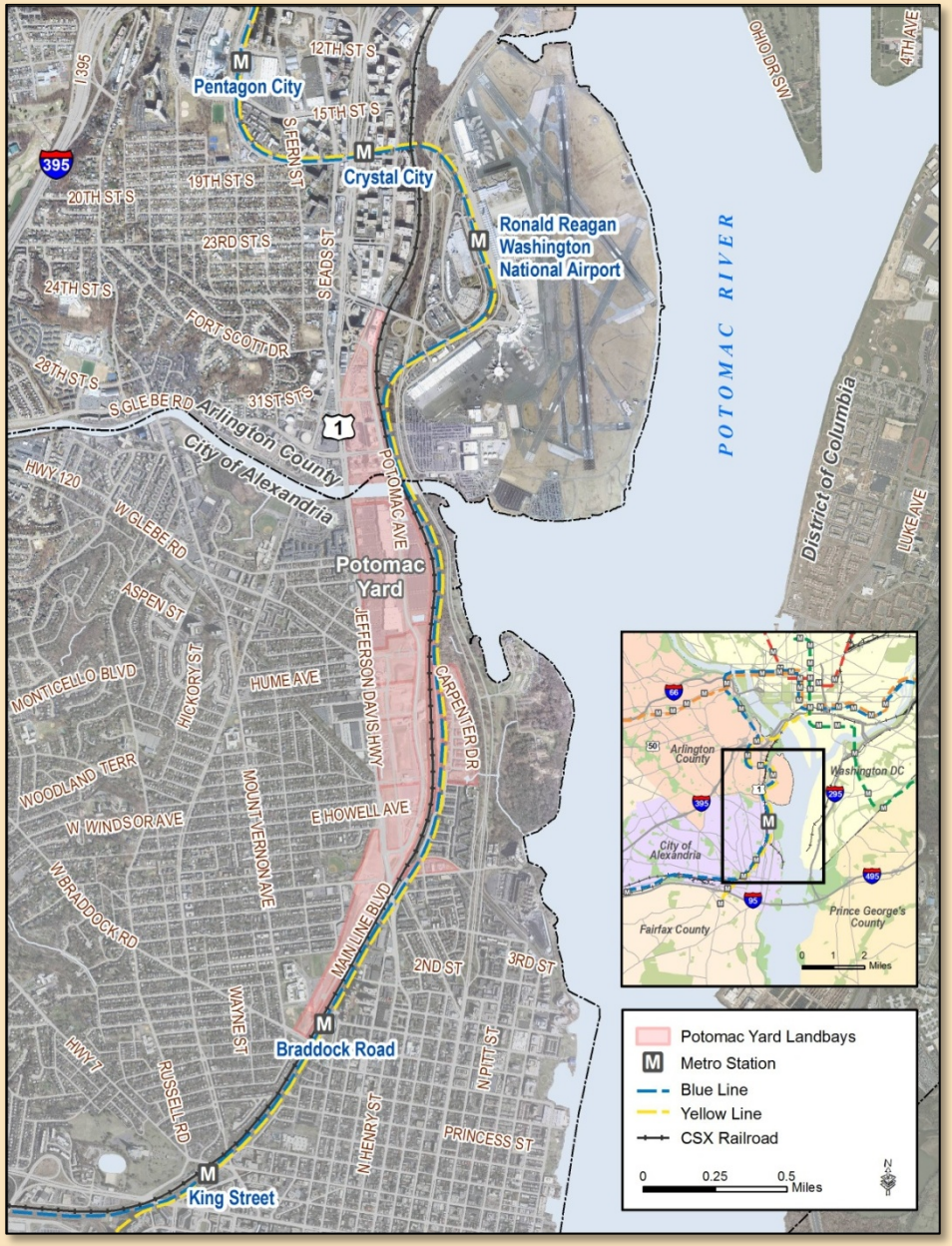
Alternative Refinement

February 6, 2012

Agenda

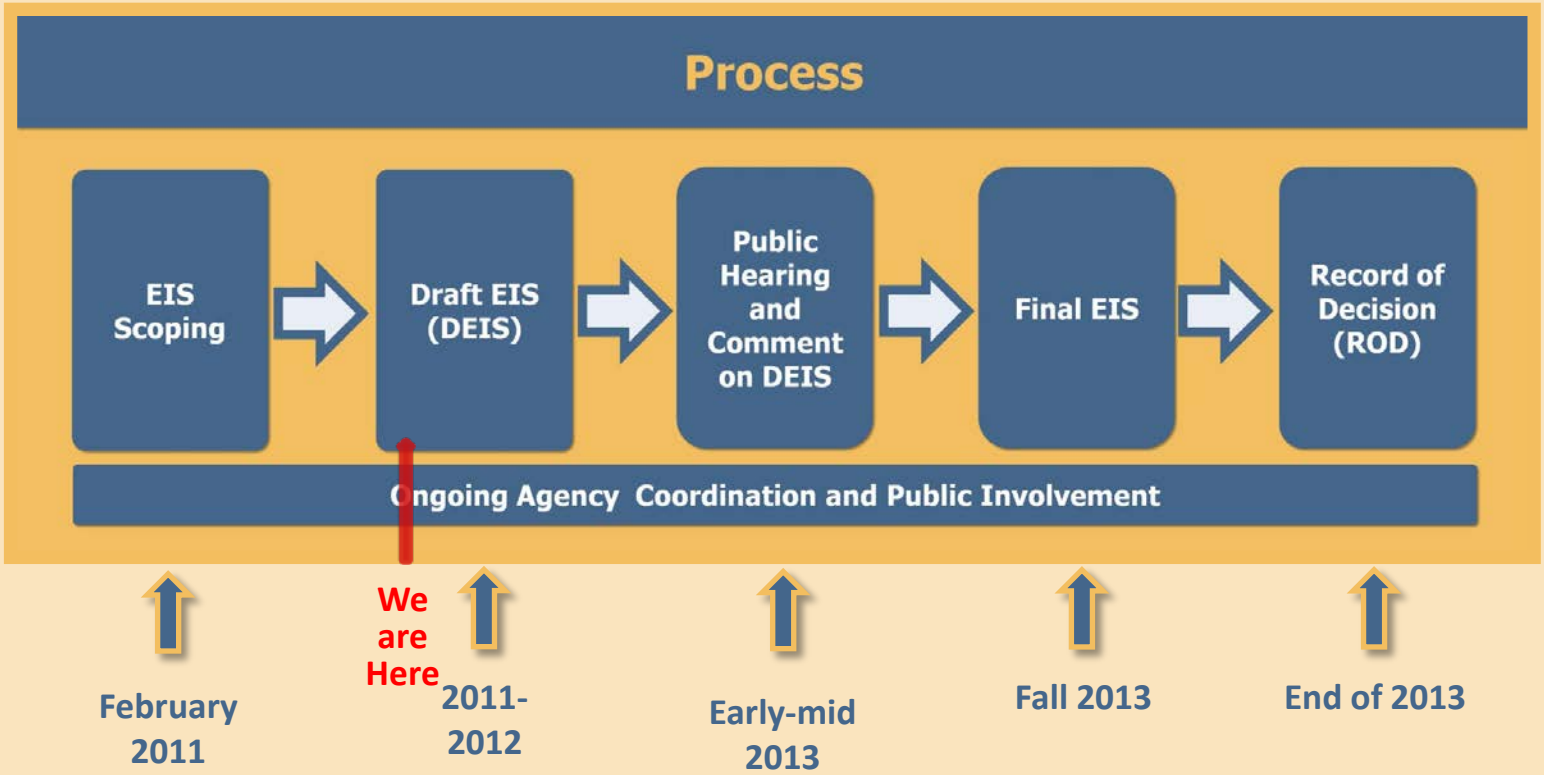
1. Welcome and Review of Project to Date
2. Refinement of Alternatives
3. Functionality and Appearance
4. Cost Drivers
5. Schedule
6. Next Steps

Study Area


Pentagon City
Crystal City
Ronald Reagan Washington National Airport
Potomac Yard
Braddock Road
King Street
POTOMAC RIVER
Arlington County
City of Alexandria
District of Columbia
Potomac Yard Landbays
Metro Station
Blue Line
Yellow Line
CSX Railroad
0 0.25 0.5 Miles

Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
2. Scoping Process (June 2011) & first meeting of PYMIG
3. Screening Document (October 2011) and second meeting of PYMIG
4. Refinement of Alternatives



Station Location Zones

LEGEND

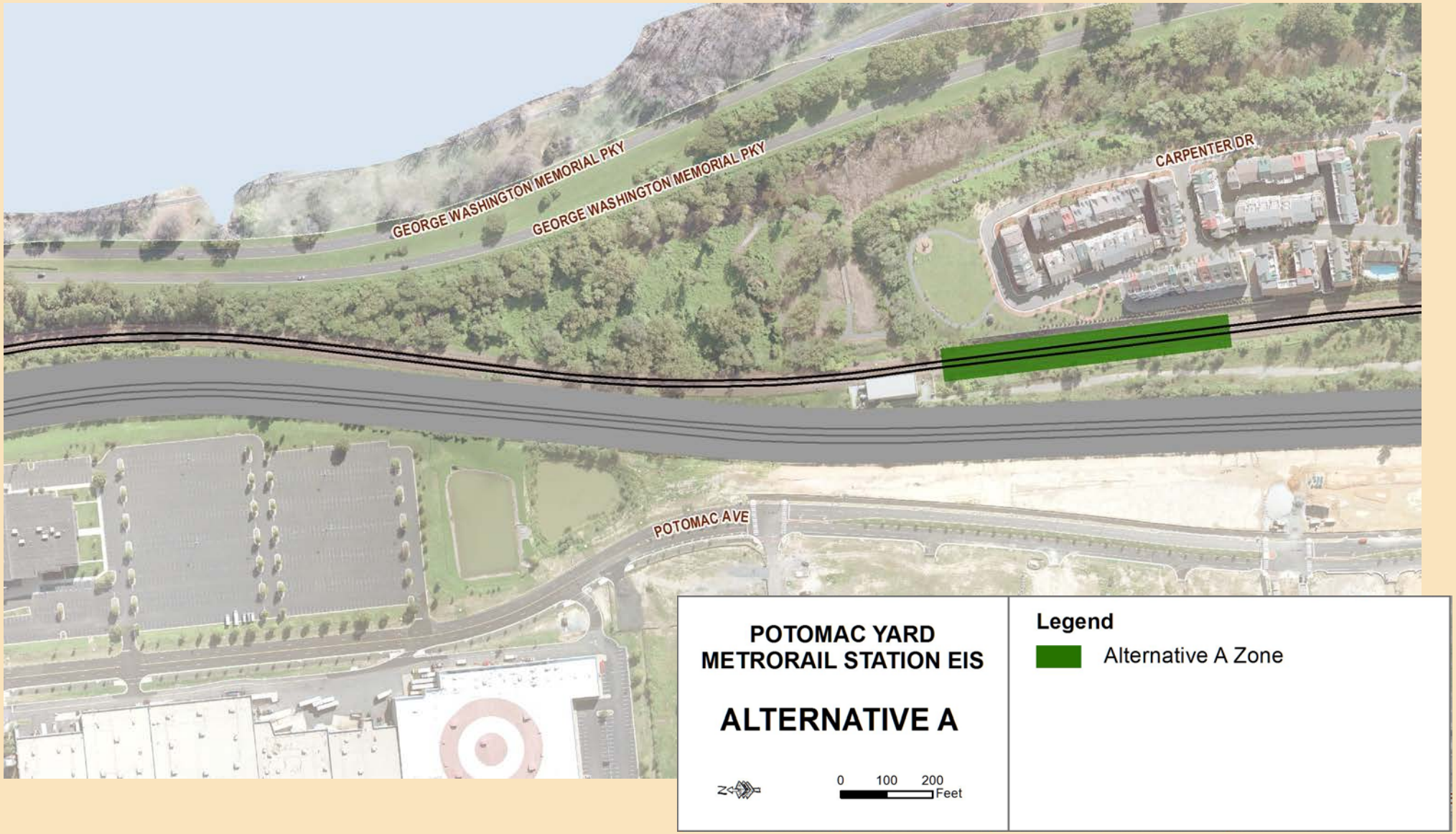
- Zone A
- Zone B
- Zone D
- Existing Metrorail Blue/Yellow Line
- CSX Railroad

Refinement of Stations

Criteria for Refinement:

- NPS Property
- Wetlands
- Existing, Approved Plans
- Ownership
- Track Geometry
- Construction Impacts/Access
- Potential Ridership Capture

Alternative A



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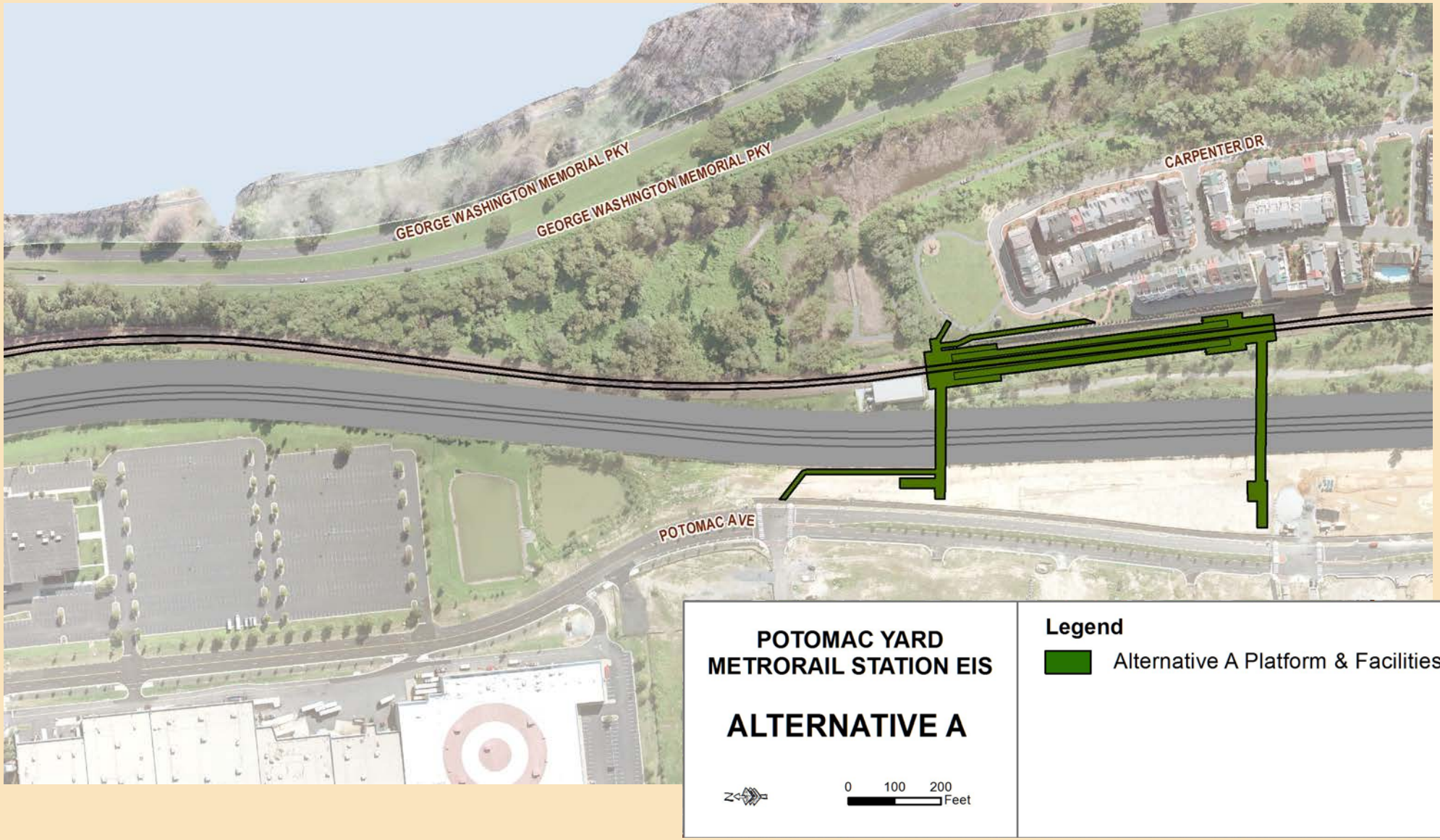

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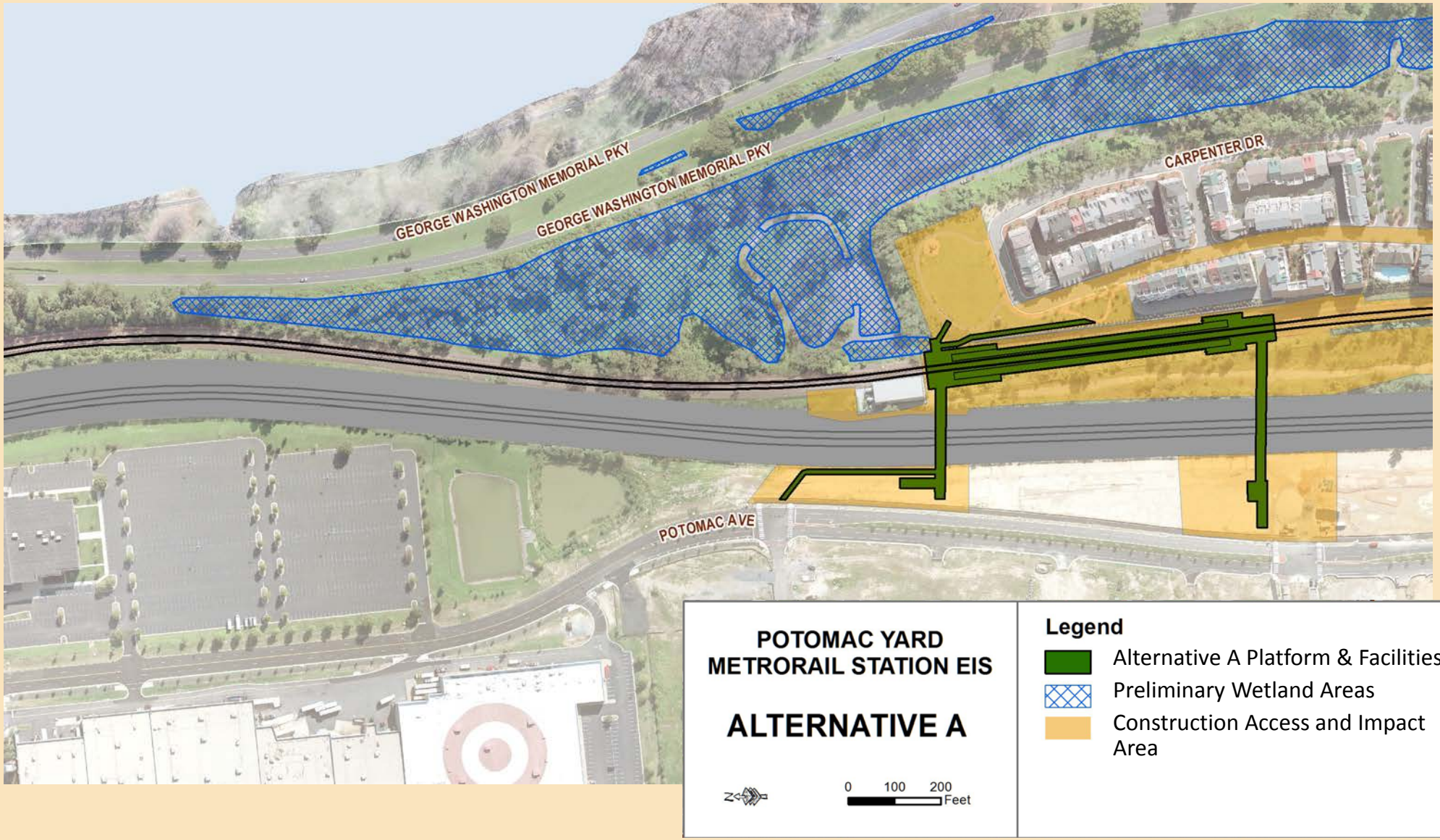

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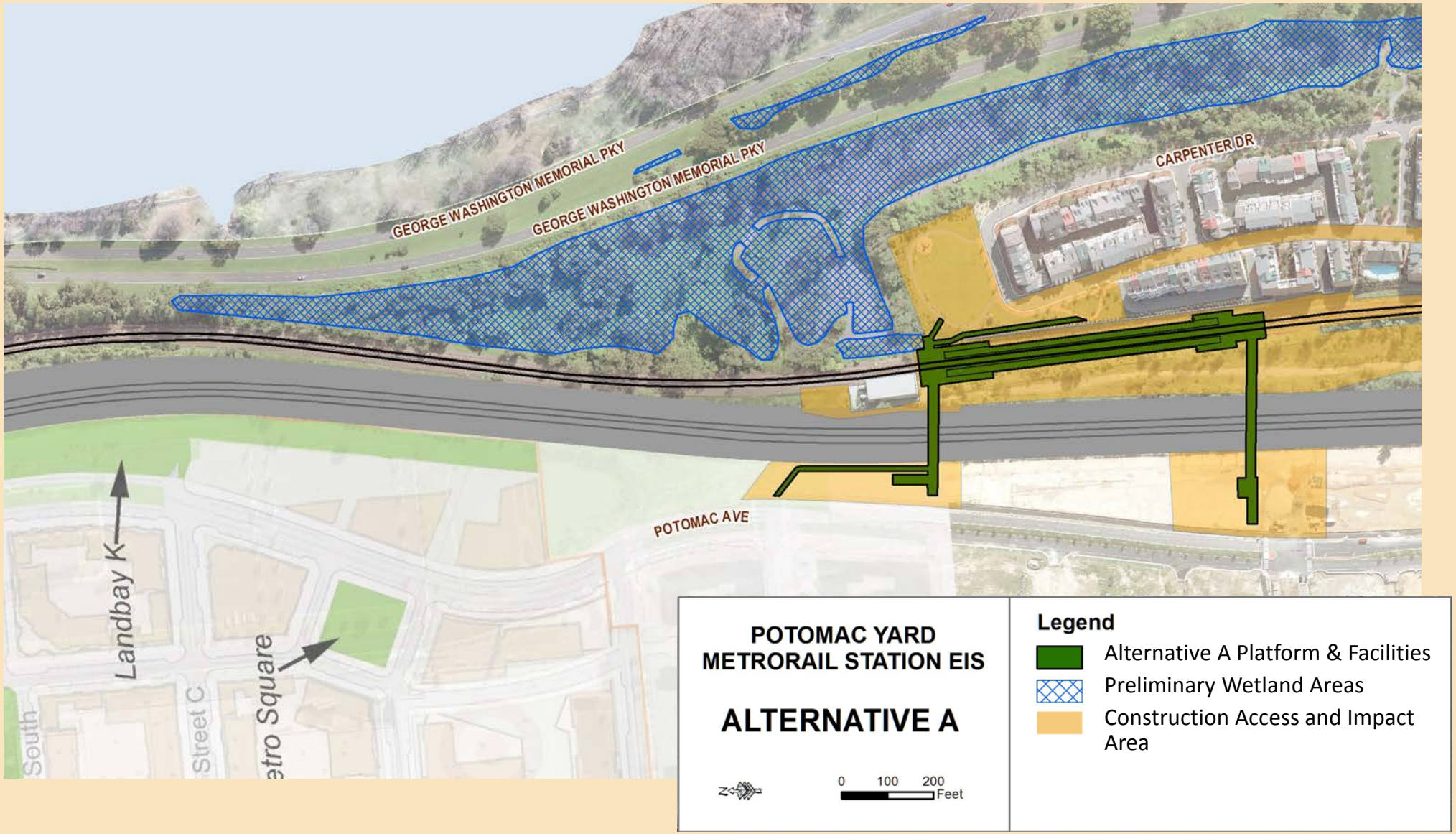

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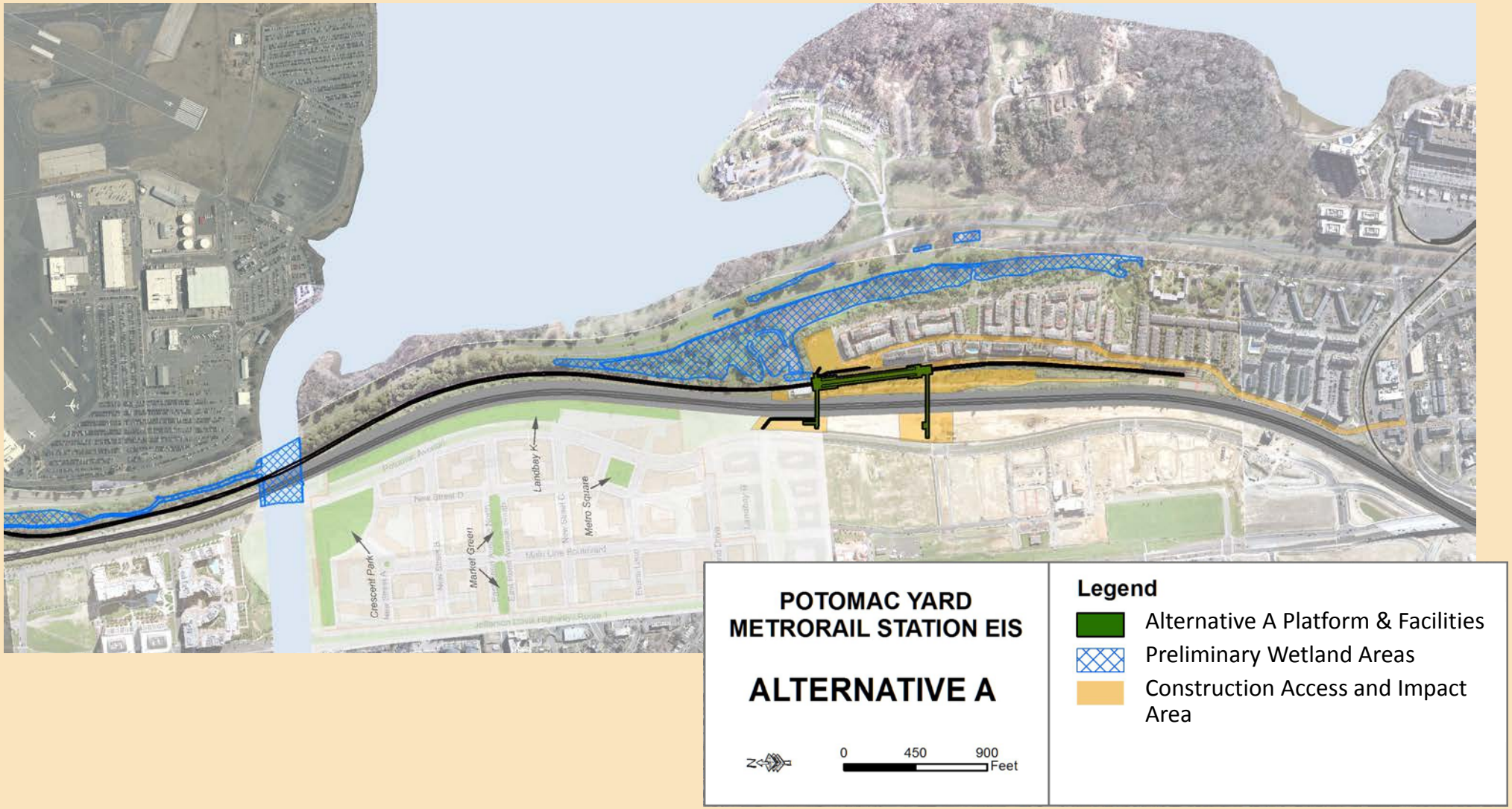

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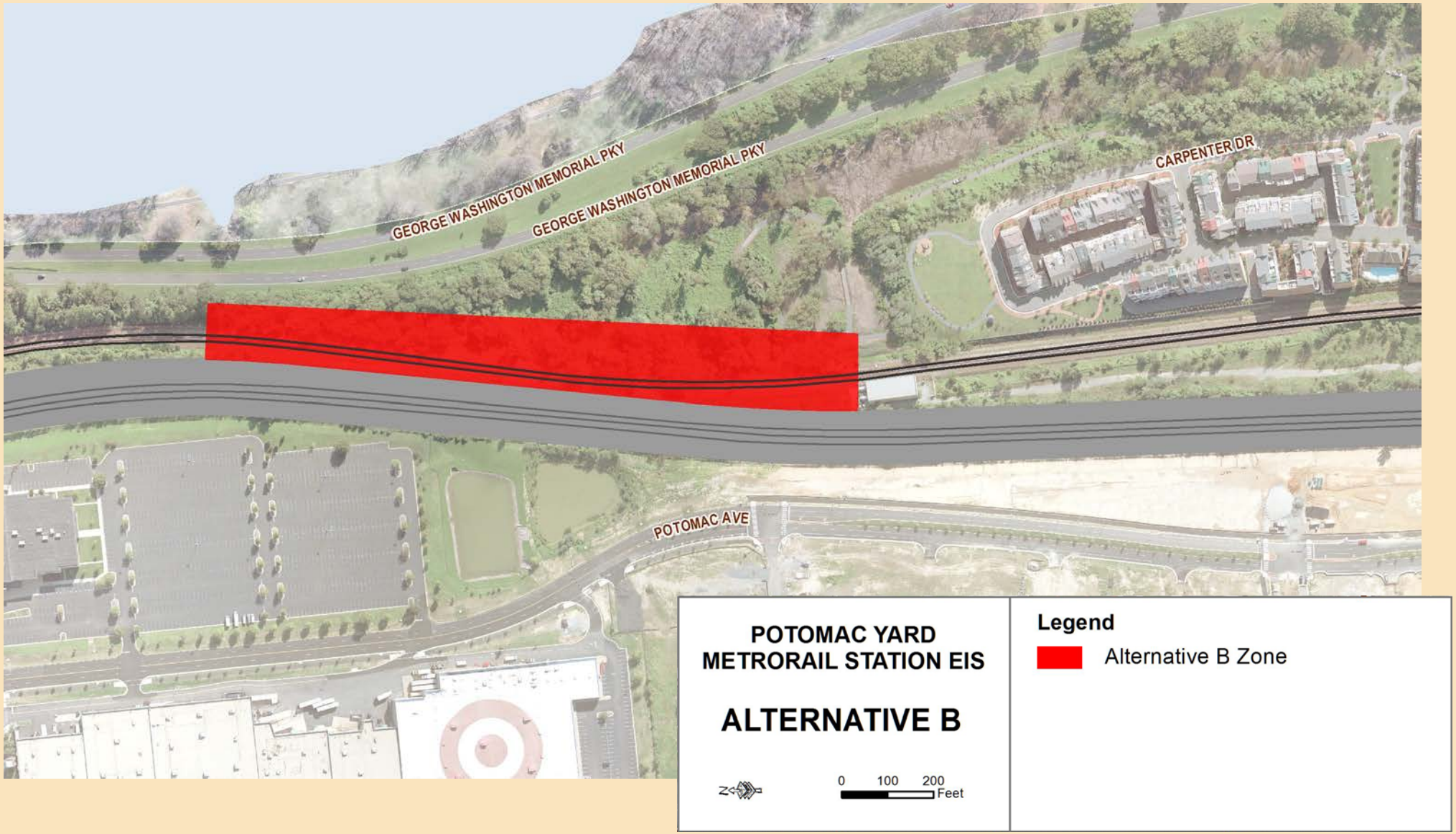

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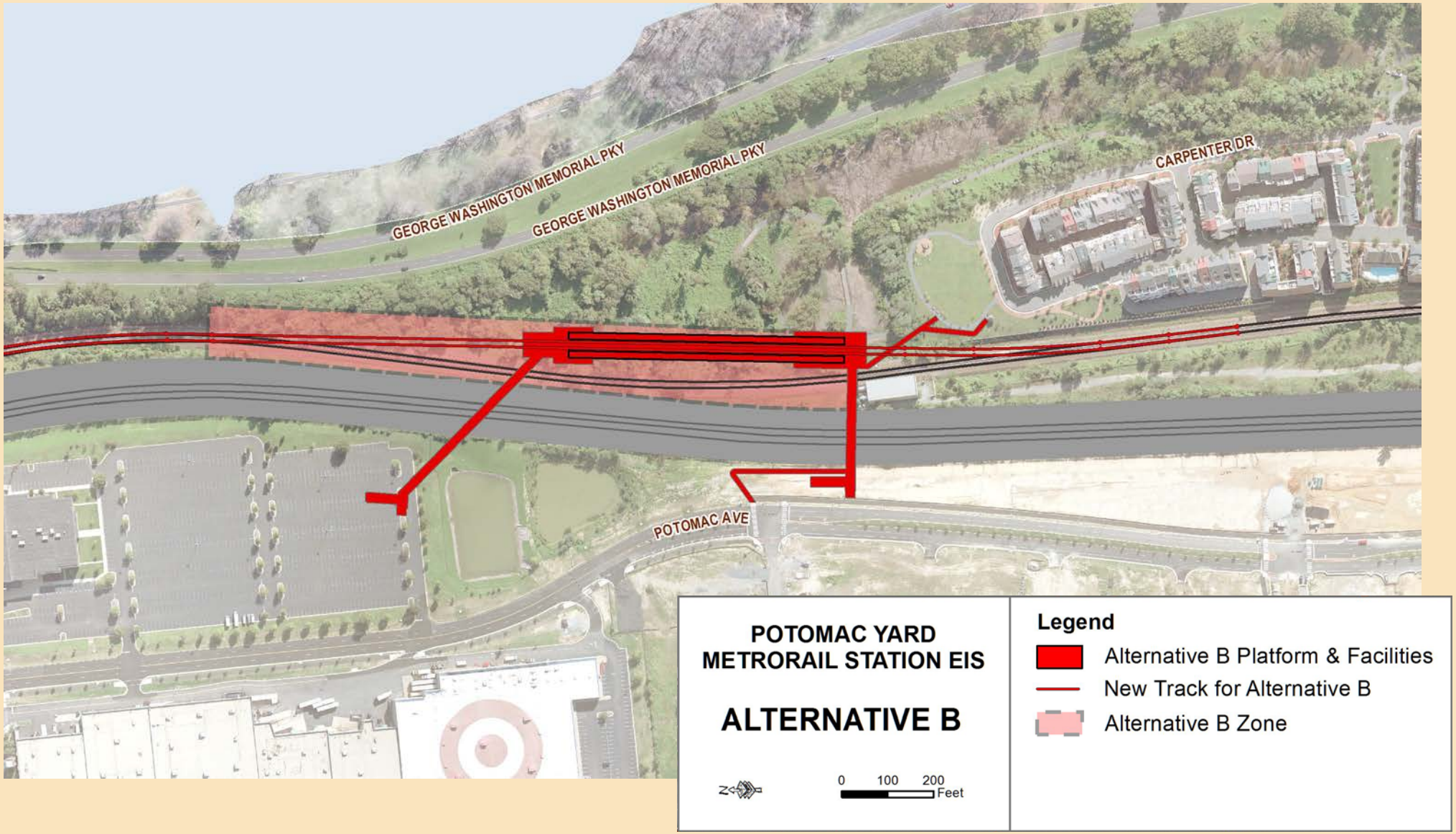

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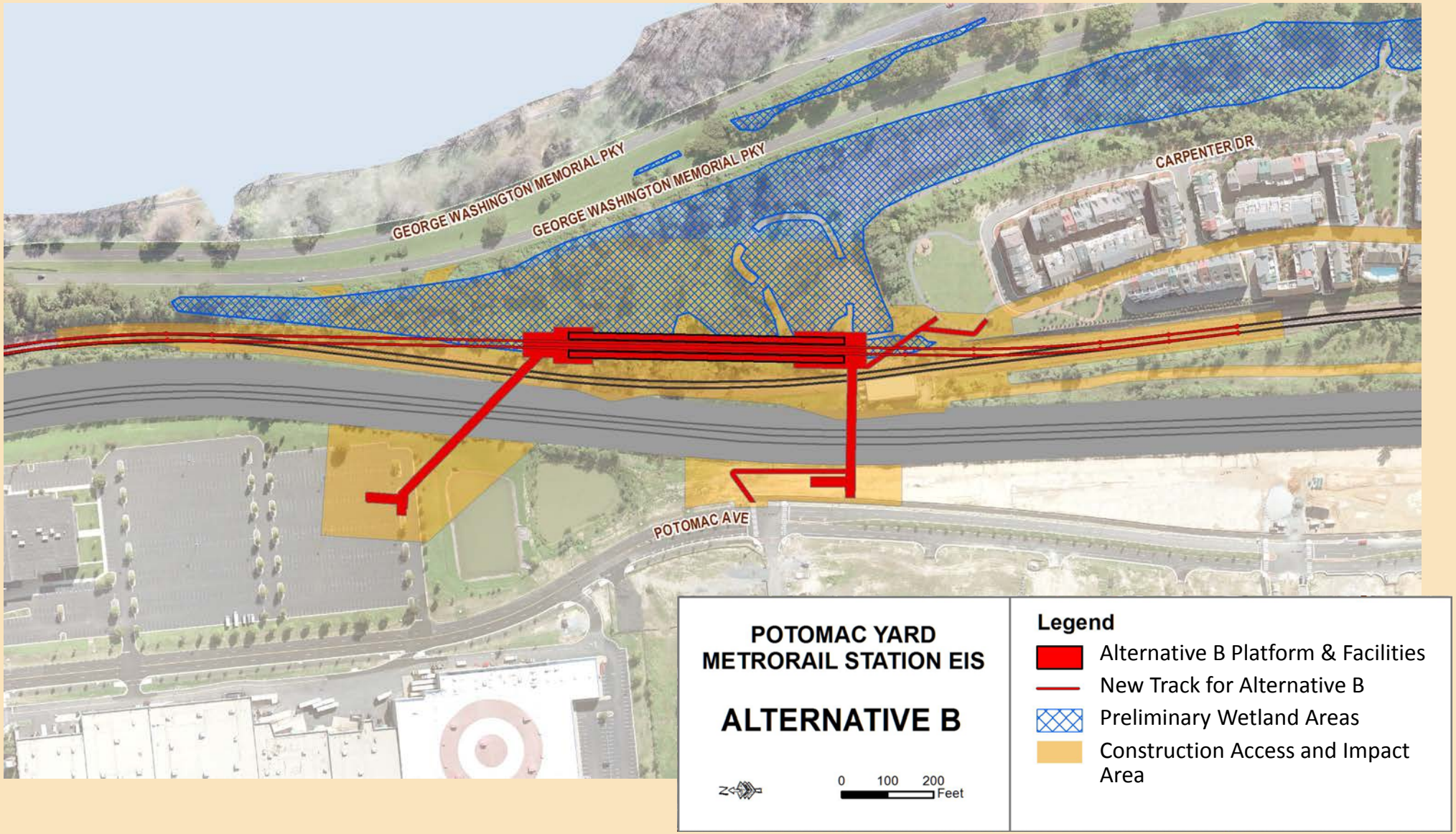

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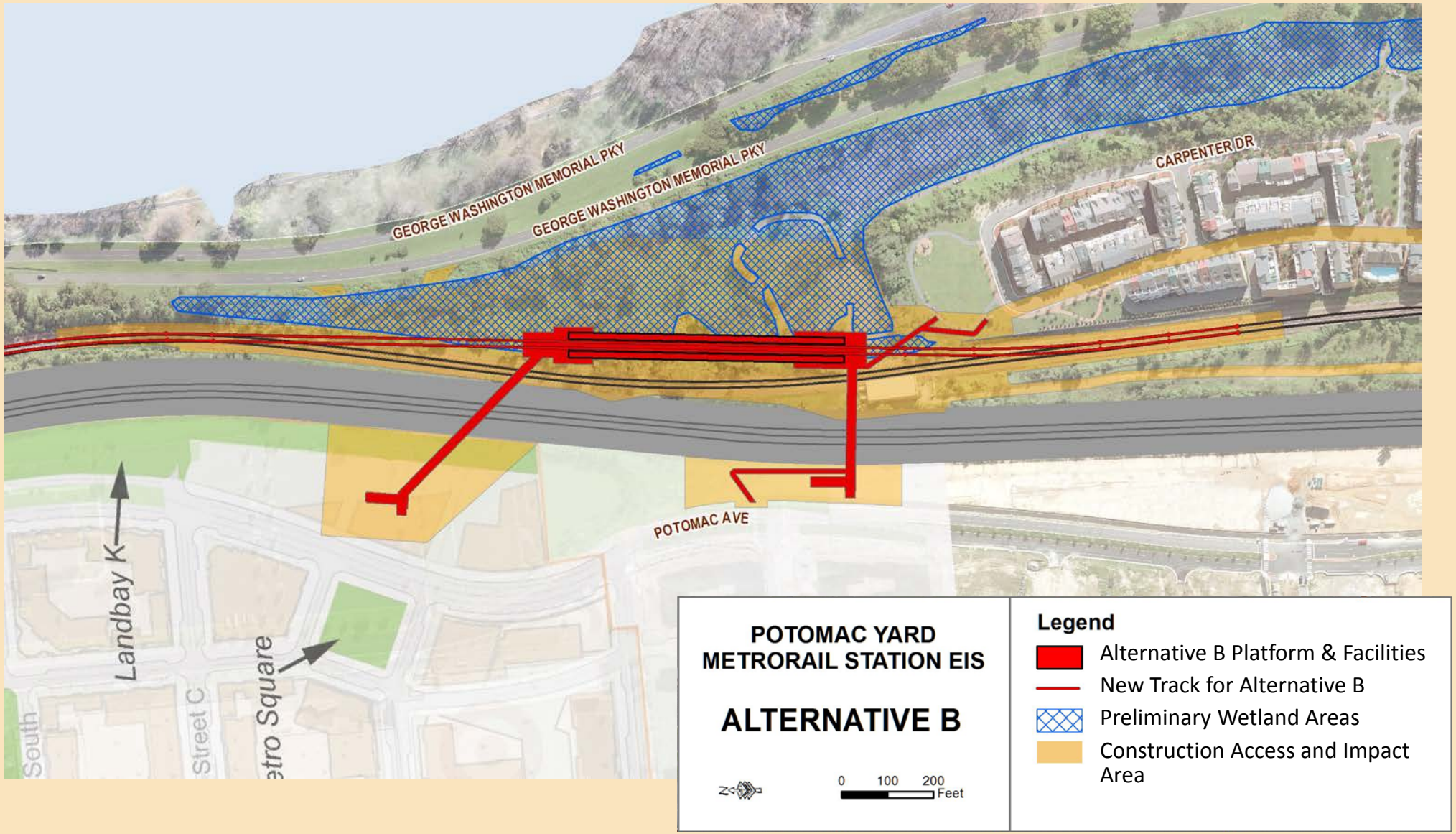

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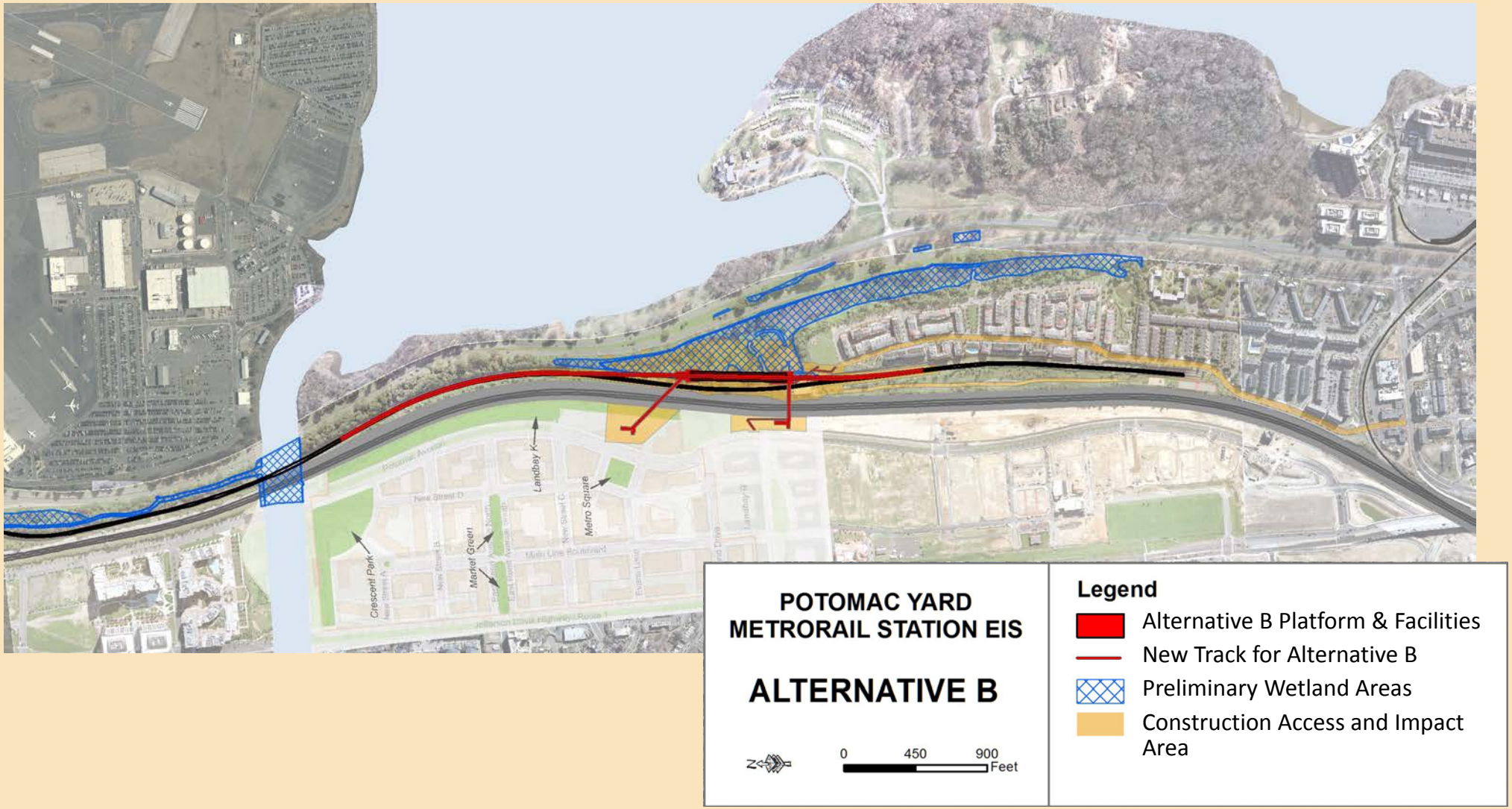
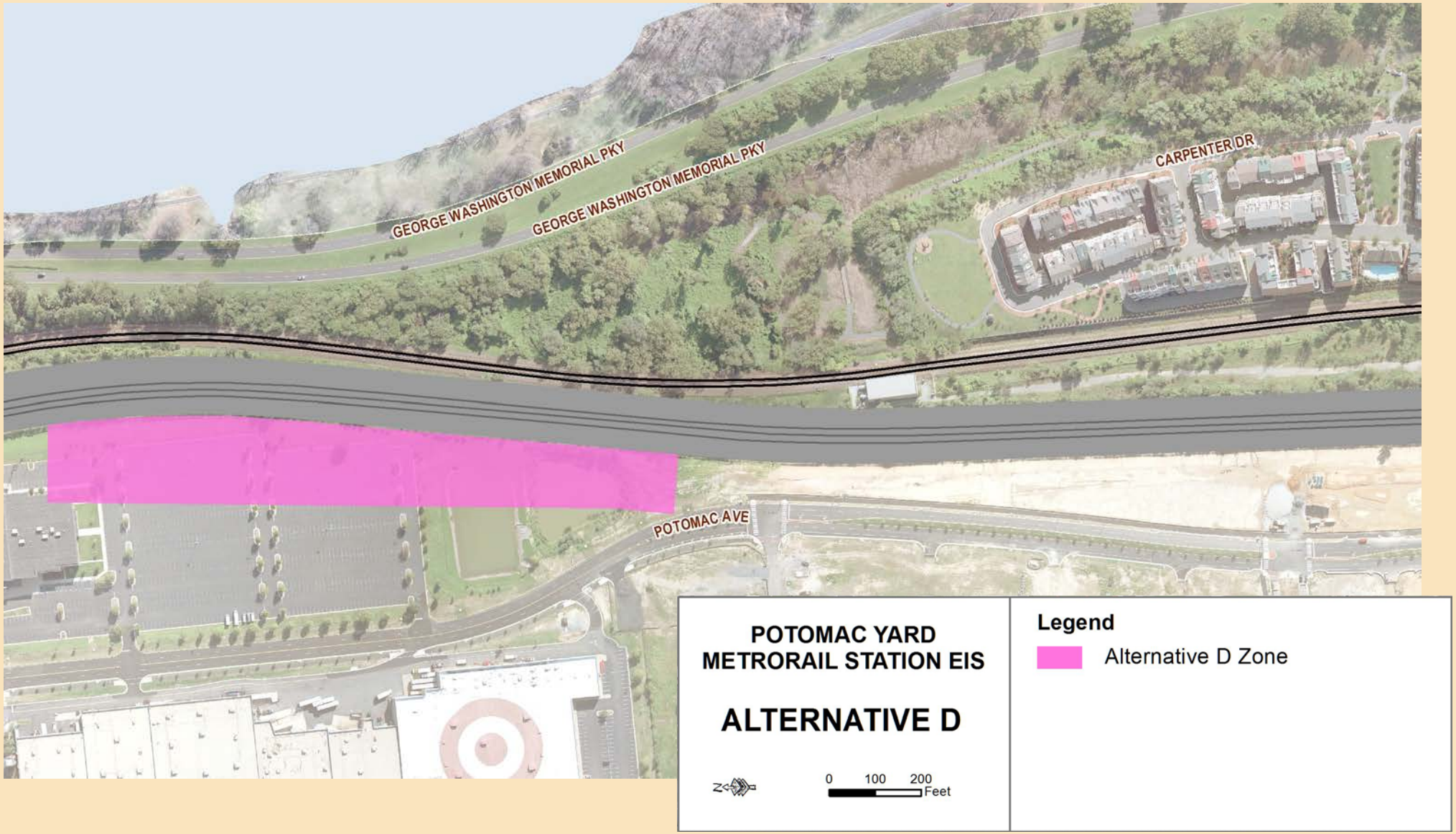


Functionality and Appearance:
Example: At-Grade Station – Morgan Boulevard

Alternative D



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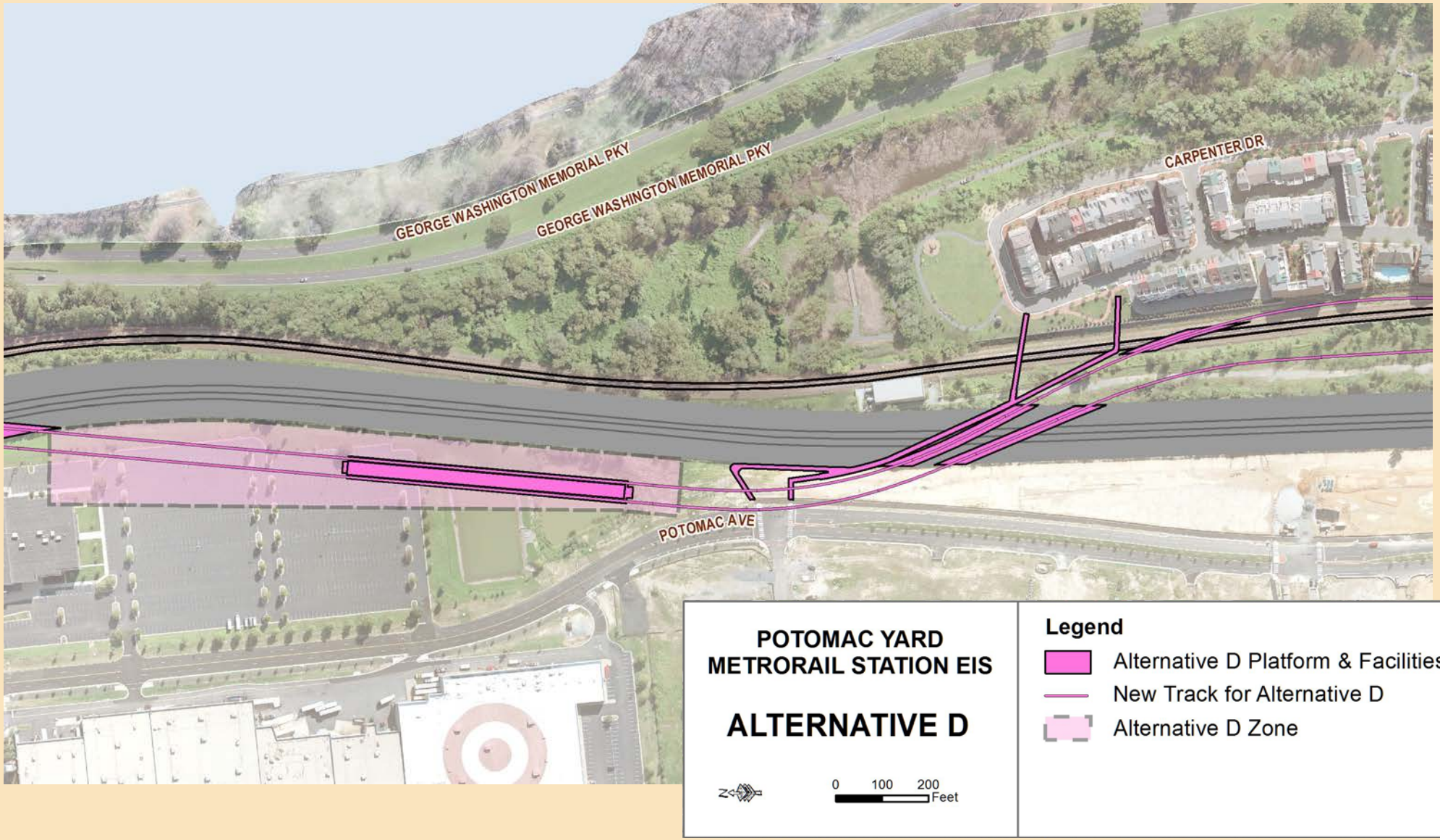

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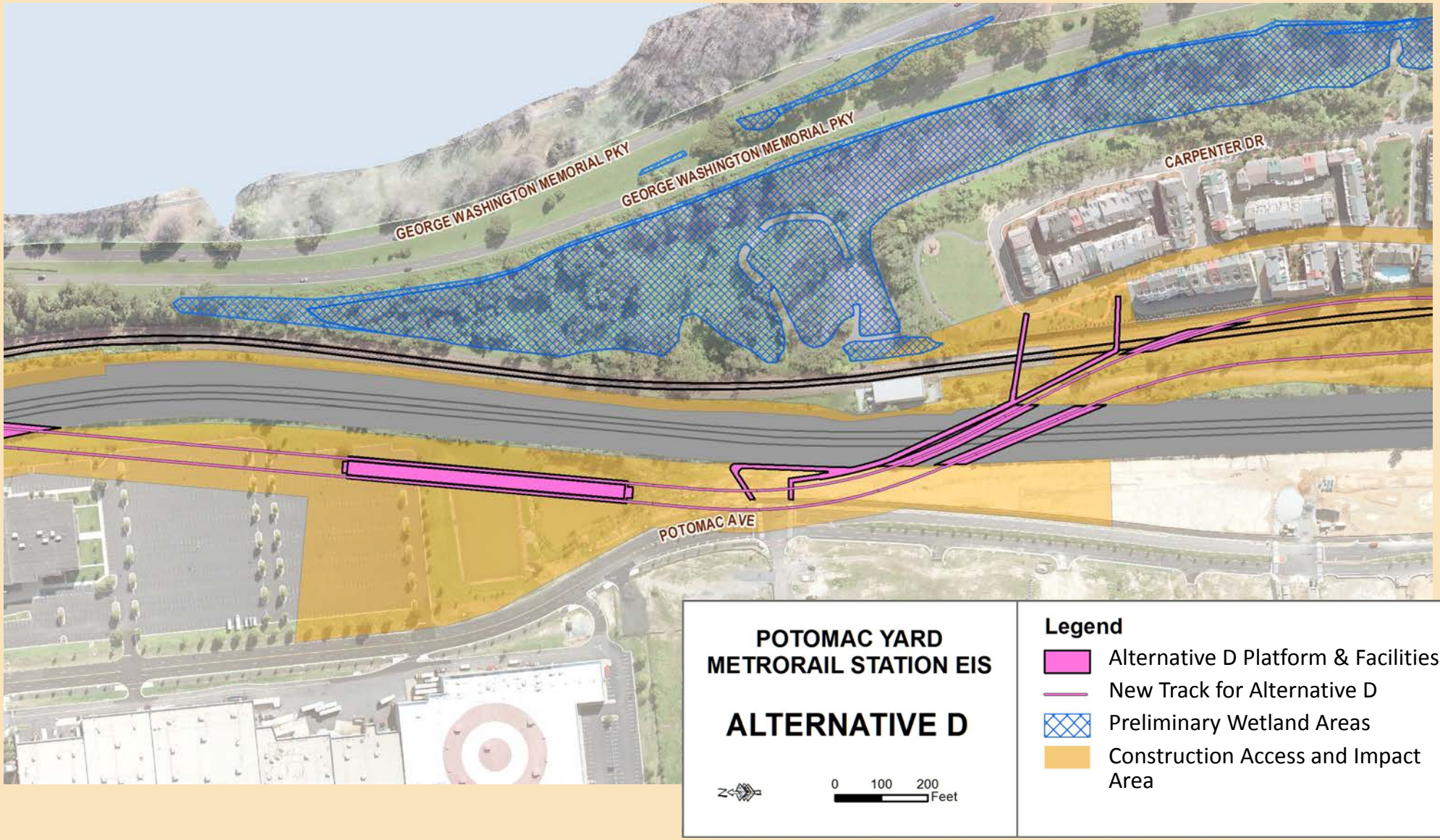

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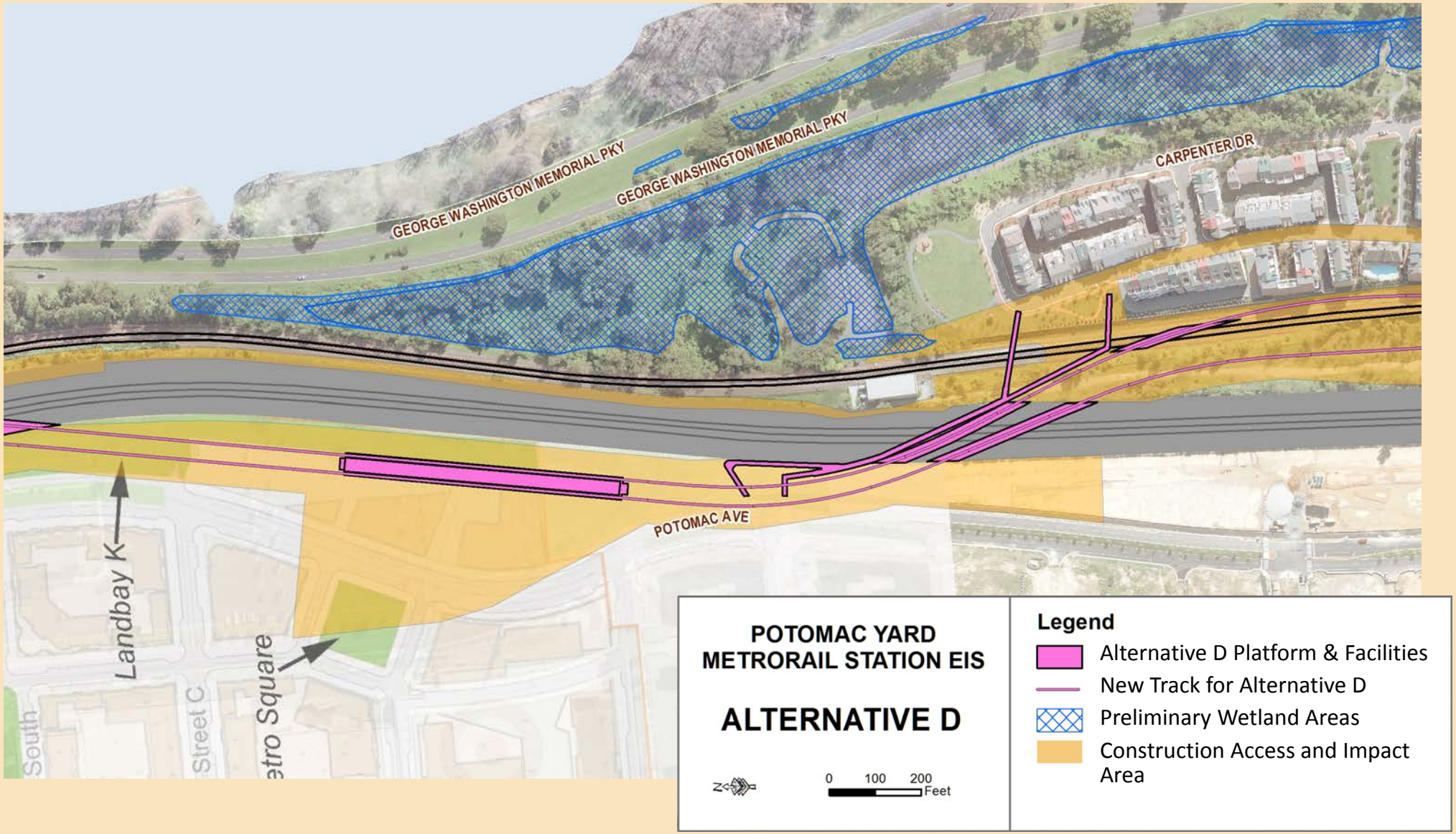

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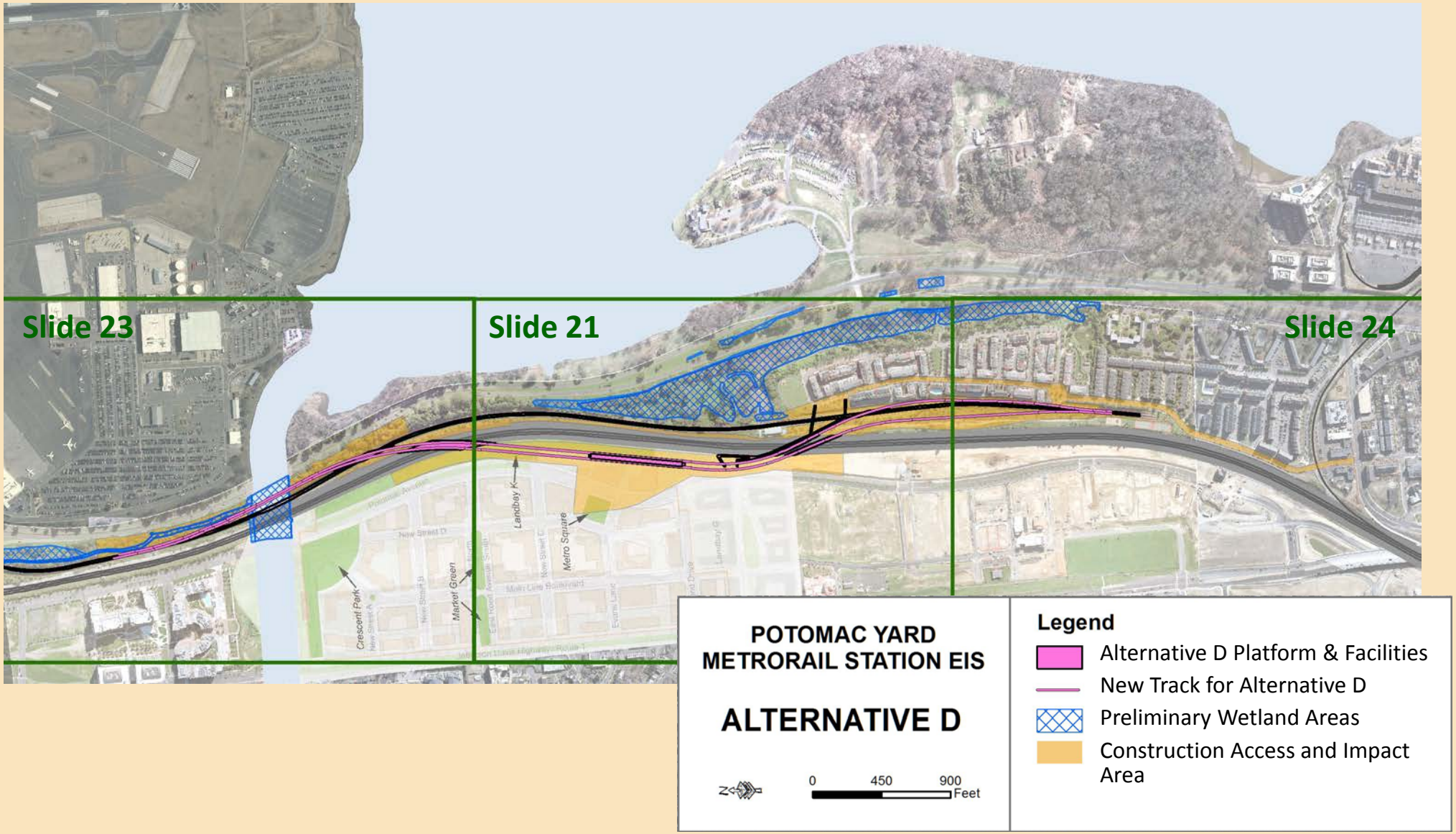
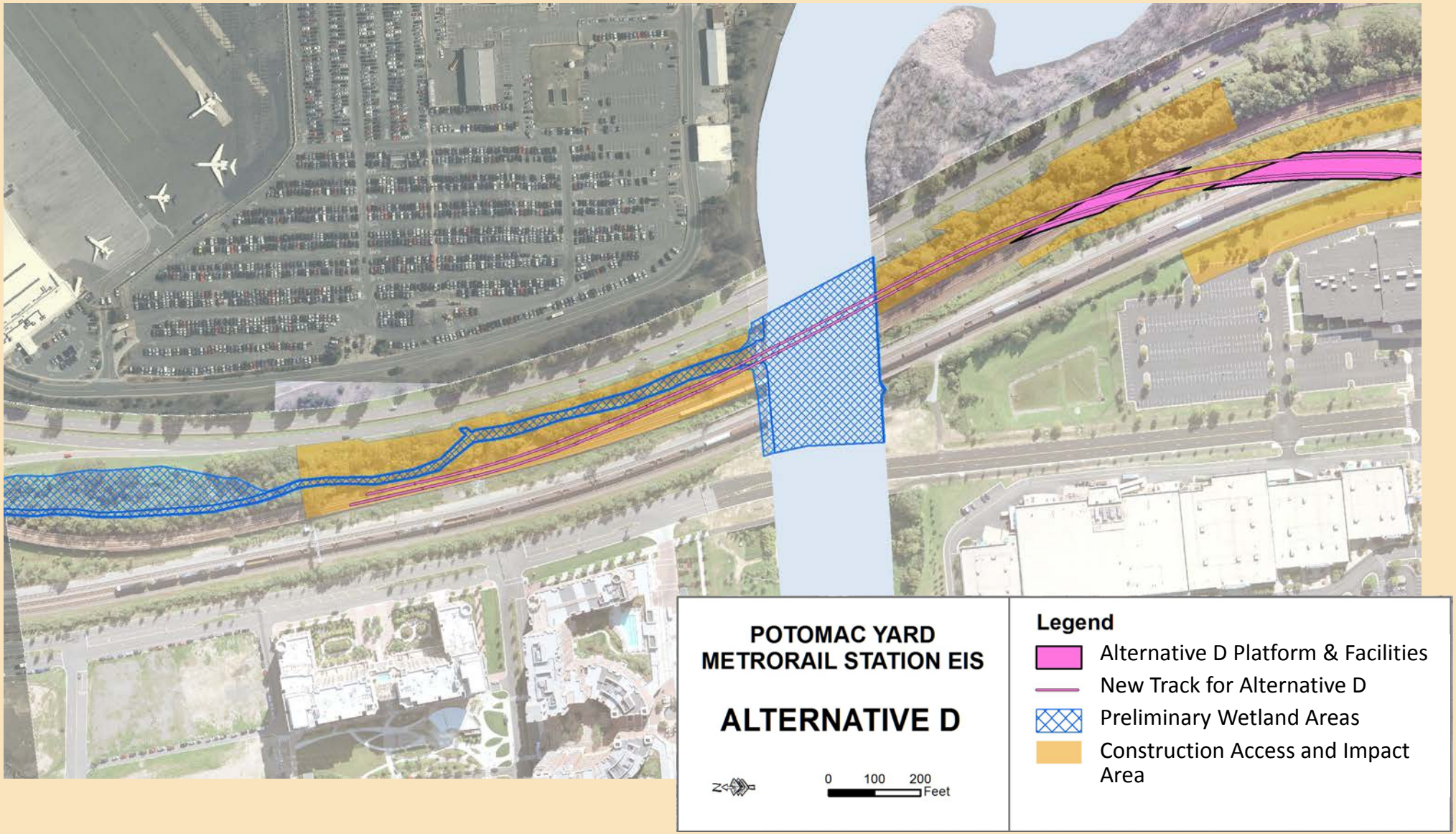
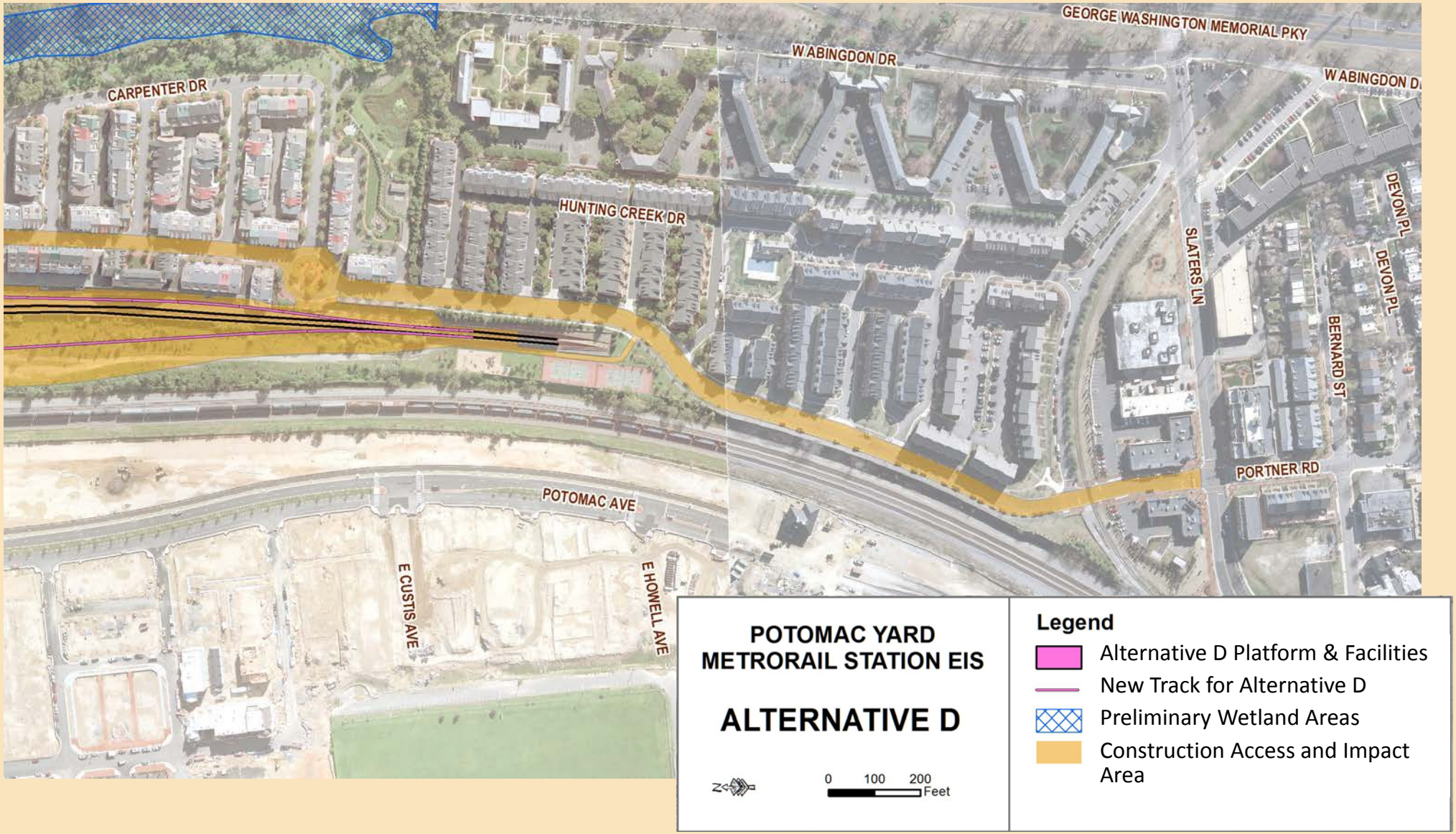


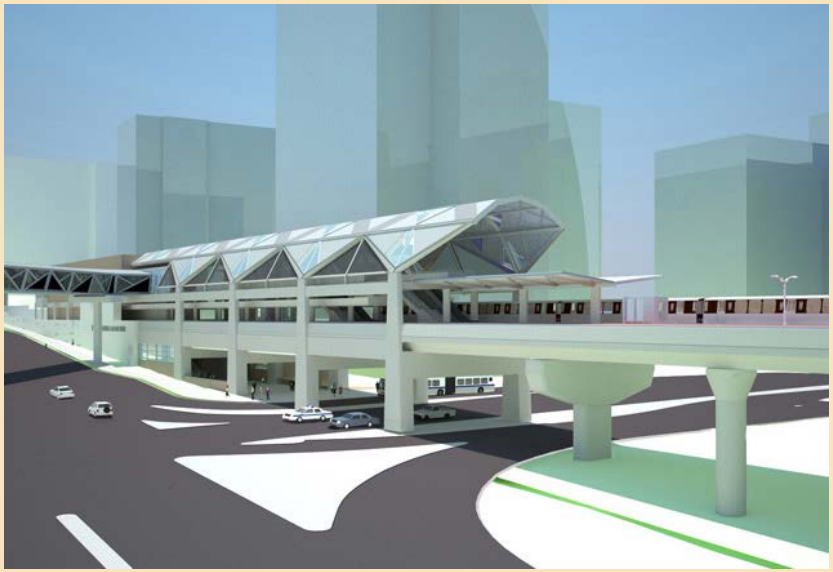
Alternative D – North End



Alternative D – South End



Functionality and Appearance:
Example: Aerial Station – Tysons Corner

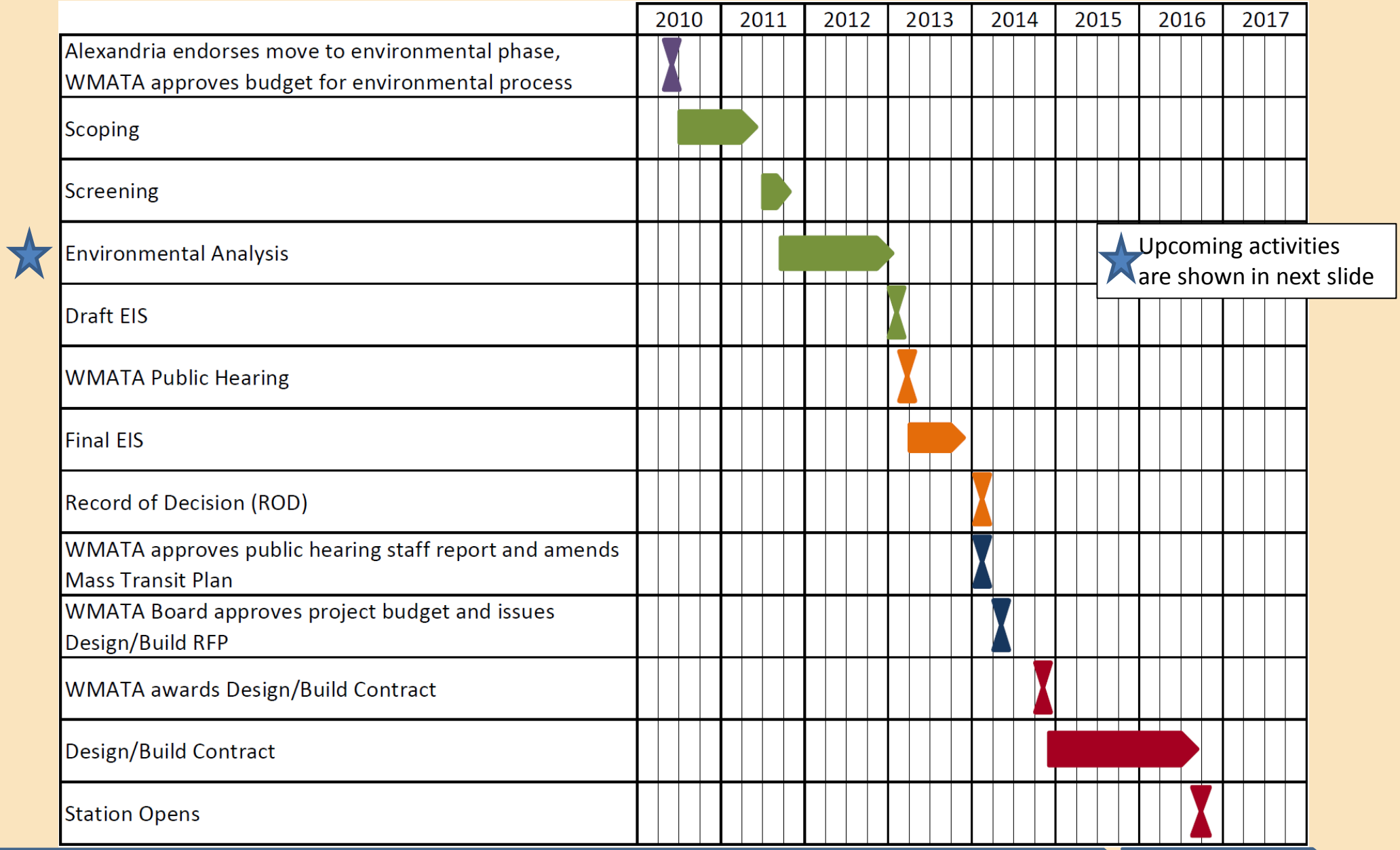


Functionality and Appearance:
Example: Aerial Station – Tysons Corner – during construction

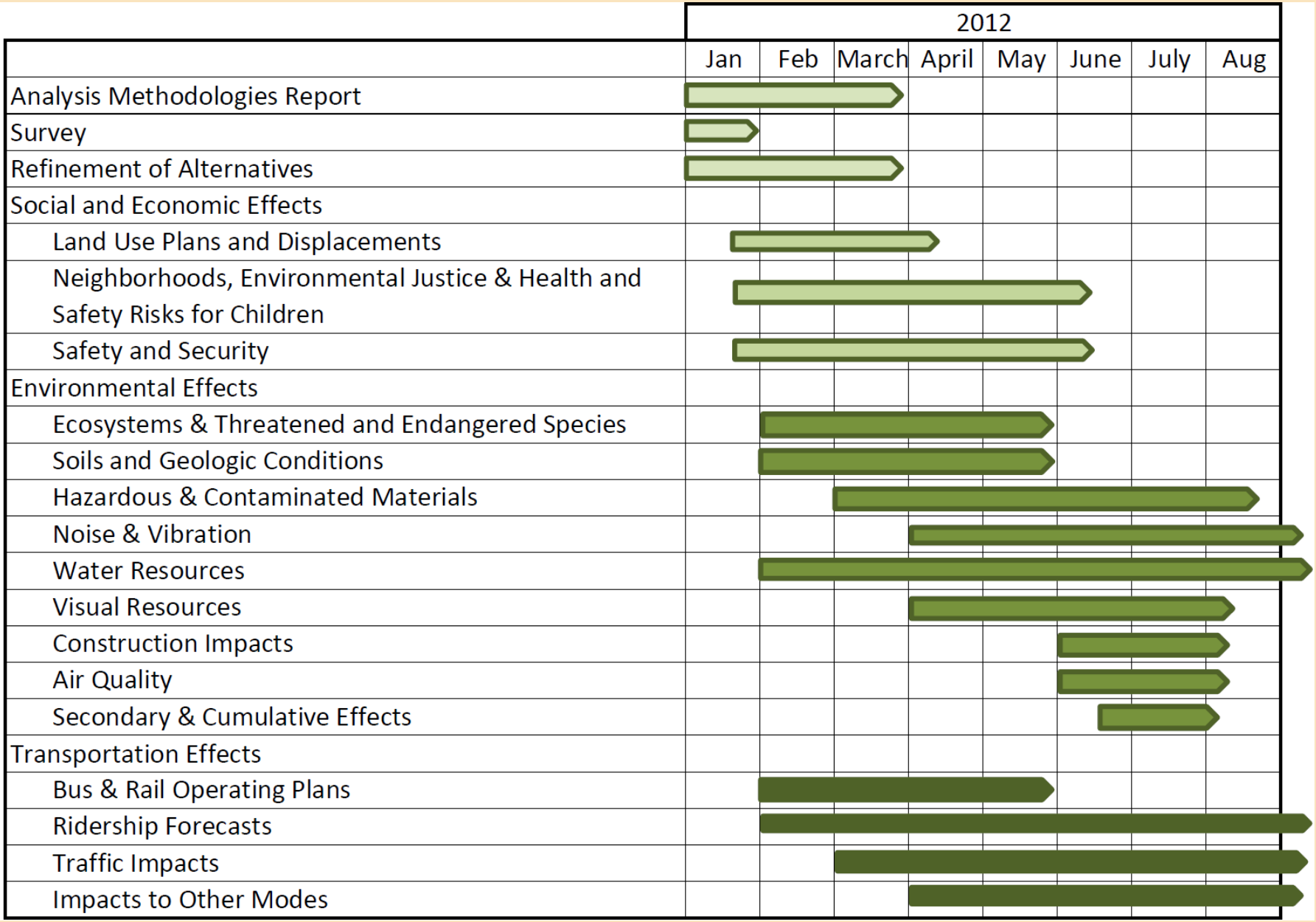
Cost Drivers

	Alt A	Alt B	Alt D
Structures Required	• 2 pedestrian bridges	• 2 pedestrian bridges • Retaining wall	• New Metrorail bridge over Four Mile Run; • 2 new Metrorail bridges • 1 pedestrian bridge • Aerial track and supports
New Track Construction	0-feet	Approximately 2,000-feet	Approximately 6,000-feet
Complexity of Construction Staging	Moderate	Moderate-High	High
Requires Construction Along Live Tracks	High	Medium	Medium-Low

Overall Project Schedule



Further Cost Drivers and Upcoming Schedule



Next Steps

- Individual environmental impact methodology reports
- Environmental analysis for each of the proposed alternatives
- Next level of cost information
  - Cost estimates (Expected Fall, 2012)

- Next Meeting (tentatively May, 2012)