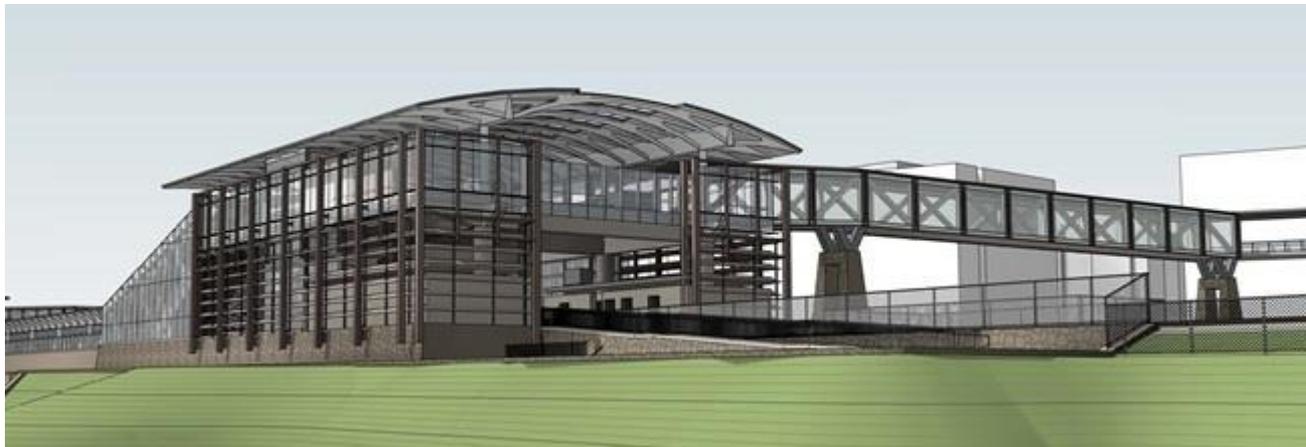


# POTOMAC YARD METRORAIL STATION PROJECT

Potomac Yard Metrorail  
Implementation Work Group  
April 22, 2019



# AGENDA

- Ongoing Activities
- PYC/Contractor Pre-construction Update
- Update on Southwest Entrance Pricing Process
- Southwest Entrance Design Ideas
- Southwest Entrance Objective Statement & Matrix

# ONGOING ACTIVITIES

- Submitted Joint Permit Application (JPA)
  - Army Corps has posted their public notice
    - April 5<sup>th</sup> - May 6<sup>th</sup>
    - [www.nao.usace.army.mil/Media/Public-Notices/Article/1806450/nao-2012-02012](http://www.nao.usace.army.mil/Media/Public-Notices/Article/1806450/nao-2012-02012)
    - <https://www.alexandriava.gov/potomacyard/default.aspx?id=101657#April2019>
  - DEQ continues reviewing application
  - City responding to questions and information requests
  - DEQ will post their public comment period and hearing date
- Southwest entrance pricing process

# PYC / CONTRACTOR UPDATE



# SUMMARY LOOK AHEAD SCHEDULE

ACTIVITY	2019						
	APR	MAY	JUN	JUL	AUG	SEP	OCT
PERMITS	[Green bar]						
DESIGN SURVEY	[Green bar]						
STATION DESIGN	[Green bar]						
RELOCATE TOT LOT AND ADJUST TRAFFIC CIRCLE		[Green bar]	[Green bar]		[Yellow bar]		
SECURE AND SETUP PARKING/STAGING AREAS/TRAILERS		[Green bar]	[Green bar]	[Green bar]			
DOCUMENTATION OF EXISTING CONDITIONS		[Green bar]	[Green bar]				
CONSTRUCTION OF WORK BRIDGE OVER WMATA TRACKS			[Green bar]	[Green bar]			
CONSTRUCTION OF AC SWITCHGEAR BUILDING			[Green bar]	[Green bar]	[Green bar]		
INSTALL ELECTRIC/STORM DRAIN/WATER ETC. UNDER WMATA TRACKS				[Green bar]	[Green bar]		
PLACE FILL FOR STATION				[Green bar]	[Green bar]	[Yellow bar]	[Yellow bar]



# **SOUTHWEST ENTRANCE PRICING PROCESS**

# SOUTHWEST ENTRANCE PRICING PROCESS

- TASK 1 - Completed
  - Advance engineering sufficiently to allow the performance of independent cost estimates and schedule impact analyses for each of the 3 ideas
  - Approximately two months to complete (April)
- TASK 2 - On going
  - WMATA and PYC will both perform the cost estimates and schedule analyses
  - The cost and schedule analysis results will be included in the Matrix
  - Approximately one month to complete (May)



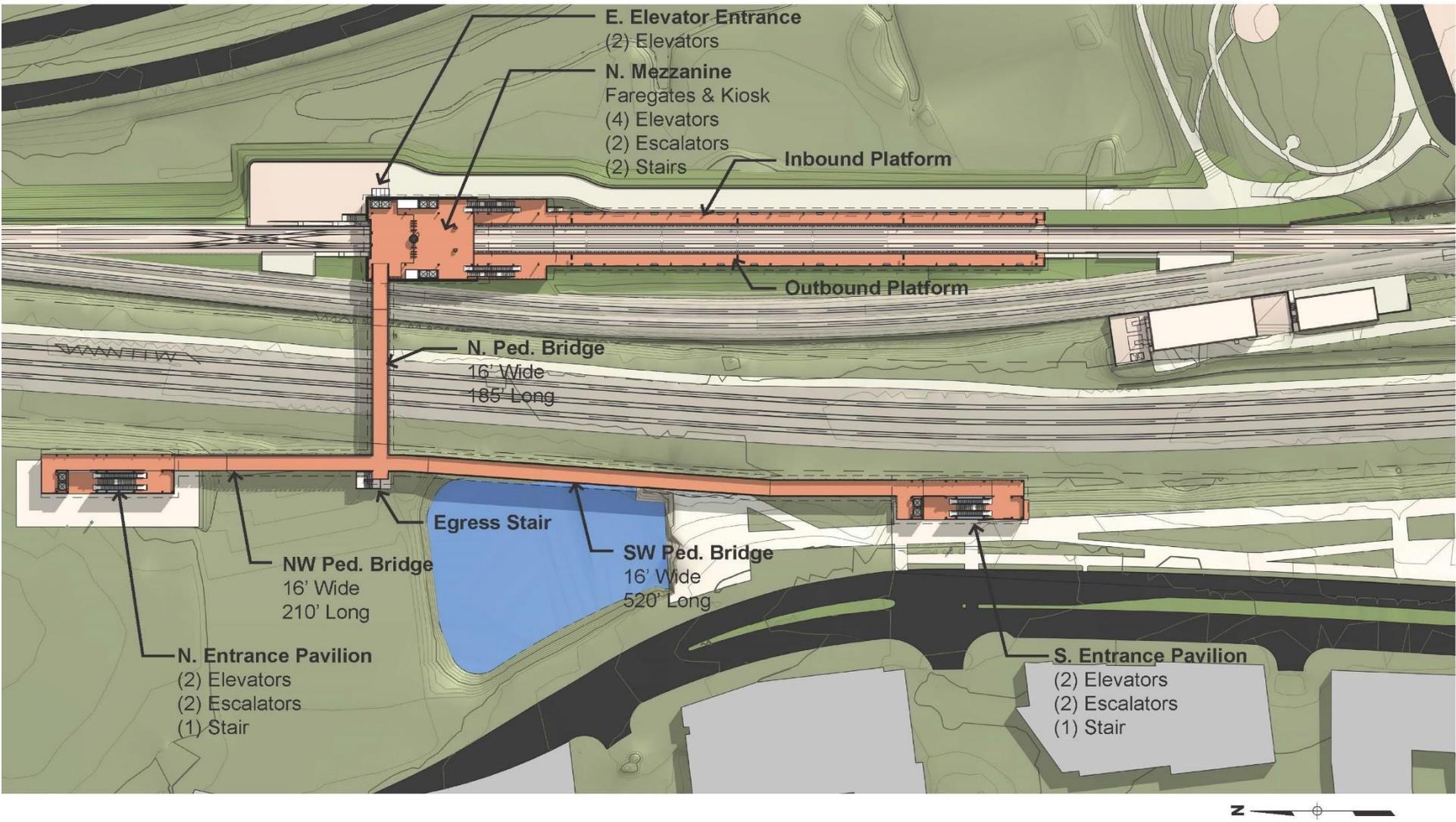
# **SOUTHWEST ENTRANCE DESIGN IDEA #1**

## **SOUTHWEST ENTRANCE PAVILION W/ BRIDGE**

# SOUTH ENTRANCE DESIGN IDEA #1

## SOUTH ENTRANCE PAVILION W/ BRIDGE

As presented during the 1/14/19 and 3/18/19 PYMIG meetings

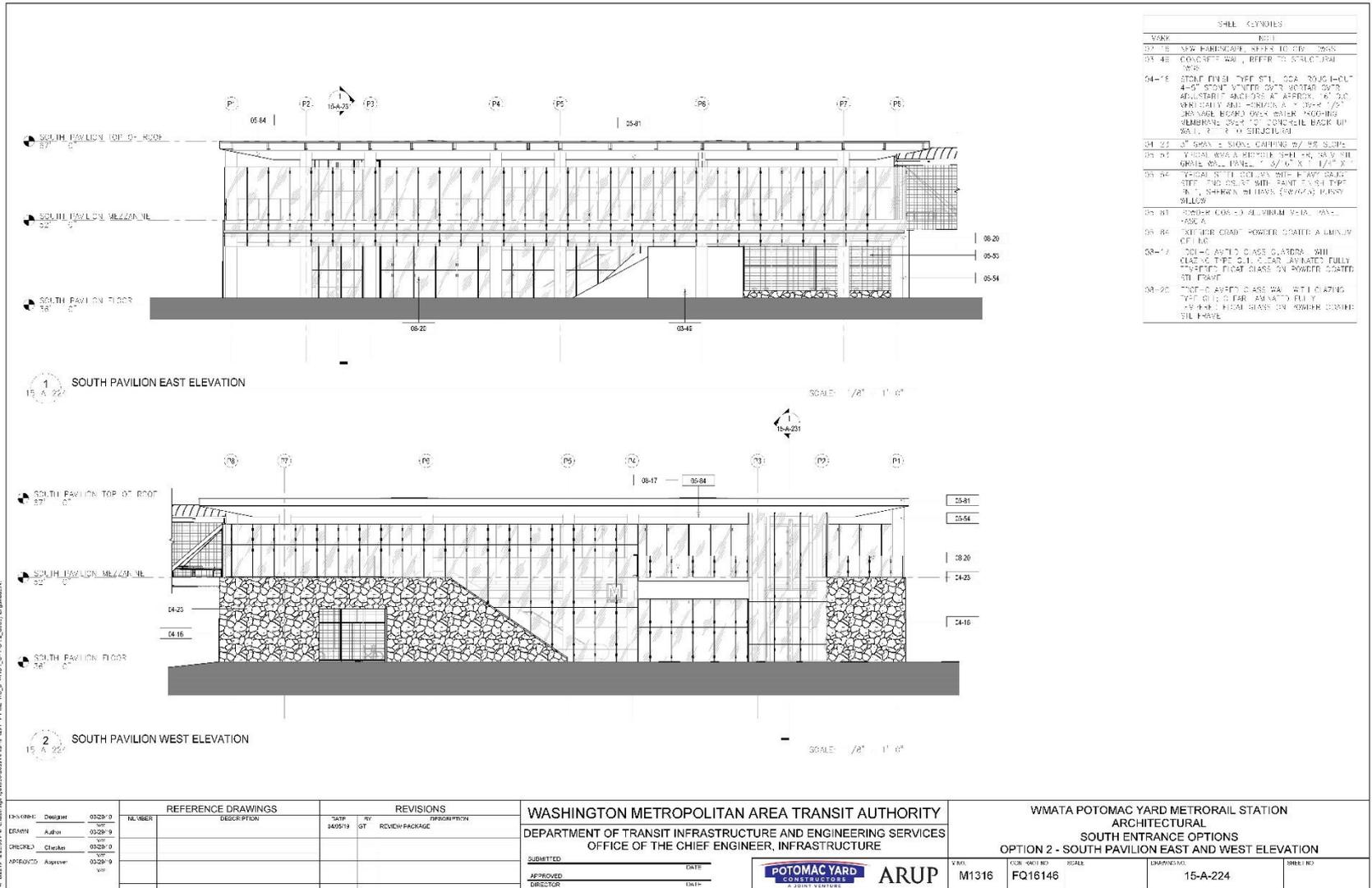






# SOUTHWEST ENTRANCE DESIGN IDEA #1

## SOUTHWEST ENTRANCE PAVILION EAST AND WEST ELEVATION

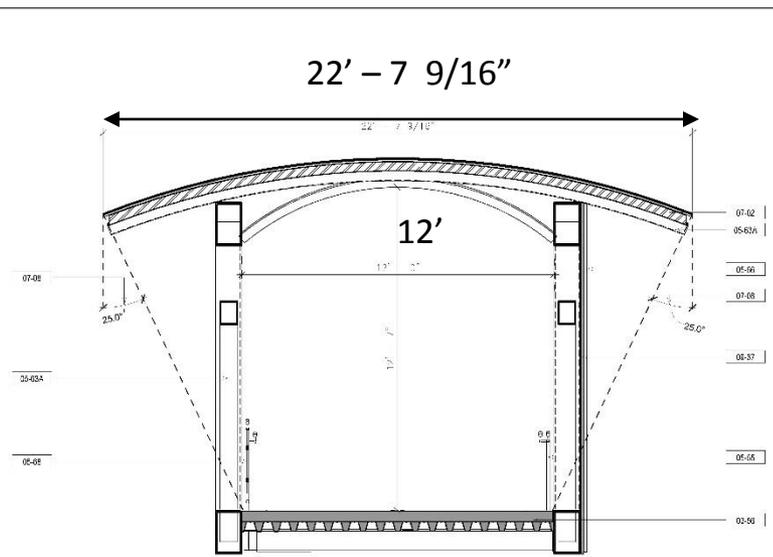


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# SOUTHWEST ENTRANCE DESIGN IDEA #1

## BRIDGE - TYPICAL SECTION



REVISIONS	
00-00	AS BUILT
01-06	2\"/>

1 BRIDGE TYPICAL SECTION  
 15-A-230 SCALE: 1/2" = 1'-0"

4520 91-1-2022 04 - C:\projects\pymig\station\15-A-230\15-A-230.dwg

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Deleight	Clarke	Alipio	03/29/19	01	REVISION PACKAGE			
Austin			03/29/19	02				
			03/29/19	03				
			03/29/19	04				

<b>REFERENCE DRAWINGS</b> NUMBER DESCRIPTION		<b>REVISIONS</b> DATE BY DESCRIPTION		<b>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</b> DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE		<b>WMATA POTOMAC YARD METRORAIL STATION</b> ARCHITECTURAL SOUTH ENTRANCE OPTIONS OPTION 2 - BRIDGE TYPICAL SECTION	
SUBMITTED _____ DATE _____ APPROVED _____ DATE _____ DIRECTOR _____				VAW: M1316	CON. REV. NO.: FQ16146	SCALE:	DRAWING NO.: 15-A-230





# SOUTHWEST ENTRANCE DESIGN IDEA #1

## SOUTHWEST ENTRANCE PAVILION LOOKING NORTHEAST





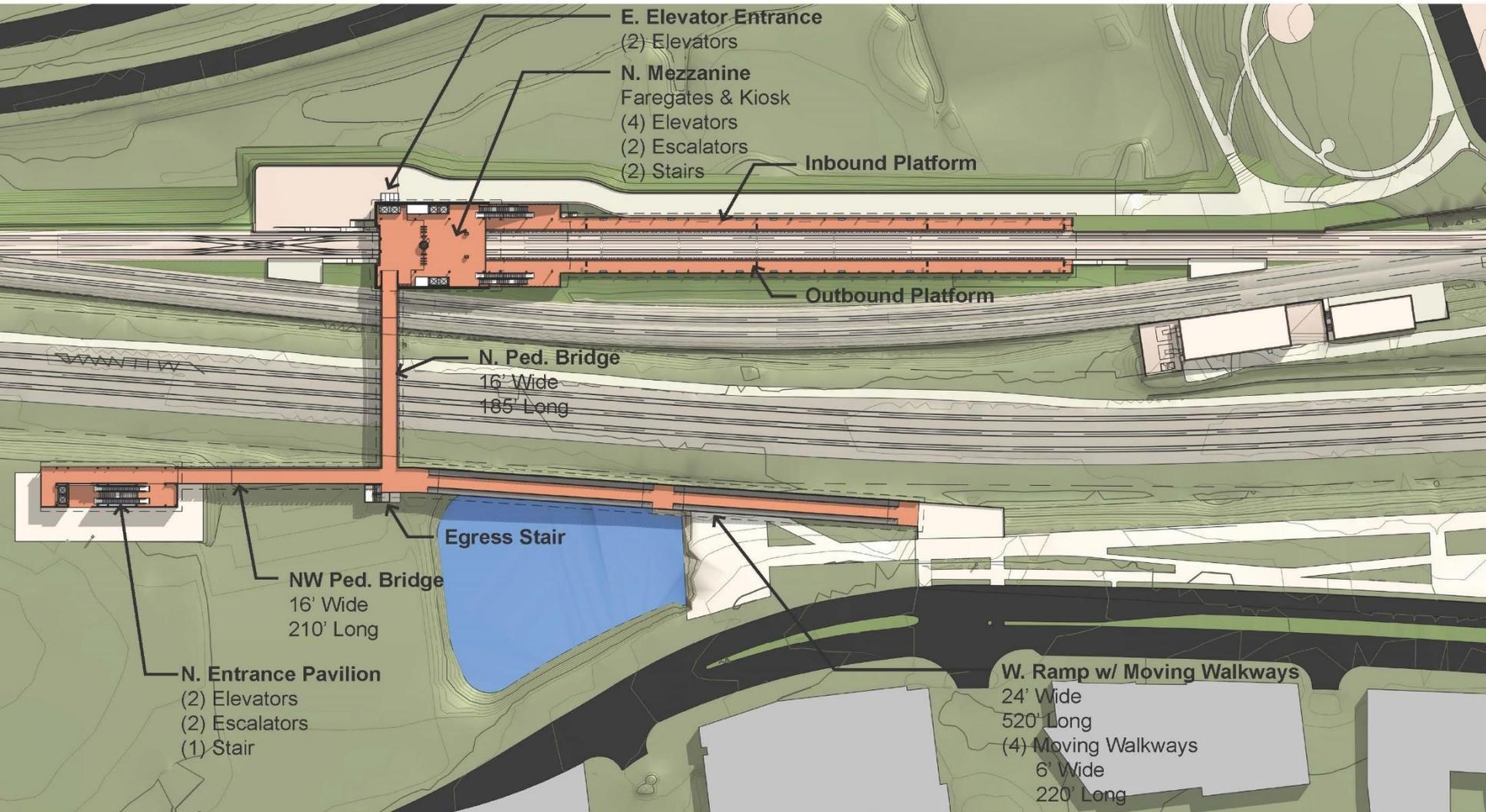
# **SOUTHWEST ENTRANCE DESIGN IDEA #2**

## **E. GLEBE RAMP W/ MOVING WALKWAY**

# SOUTH ENTRANCE DESIGN IDEA #2

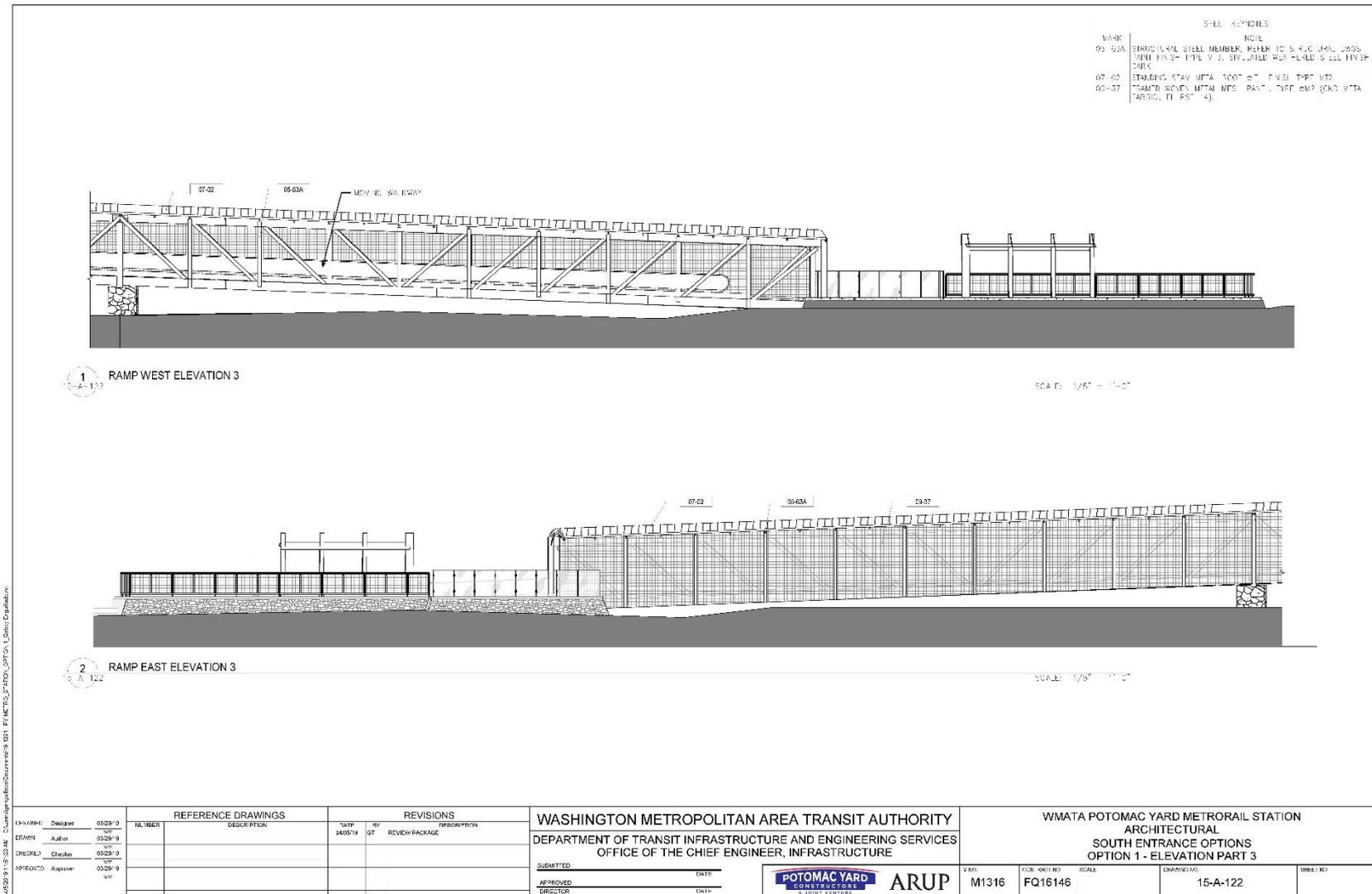
## E. GLEBE RAMP W/ MOVING WALKWAY

As presented during the  
1/14/19 and 3/18/19  
PYMIG meetings



# SOUTHWEST ENTRANCE DESIGN IDEA #2

## E. GLEBE RAMP W/ MOVING WALKWAY - WEST AND EAST ELEVATION



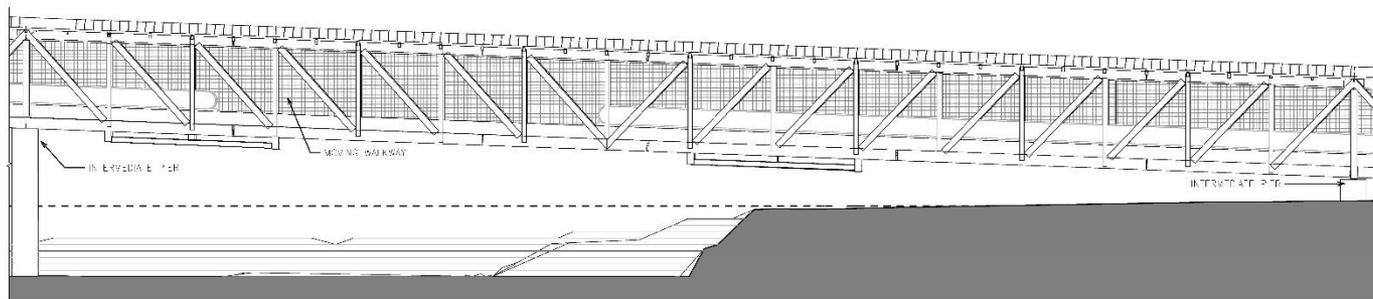
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# SOUTHWEST ENTRANCE DESIGN IDEA #2

## E. GLEBE RAMP W/ MOVING WALKWAY - WEST AND EAST ELEVATION

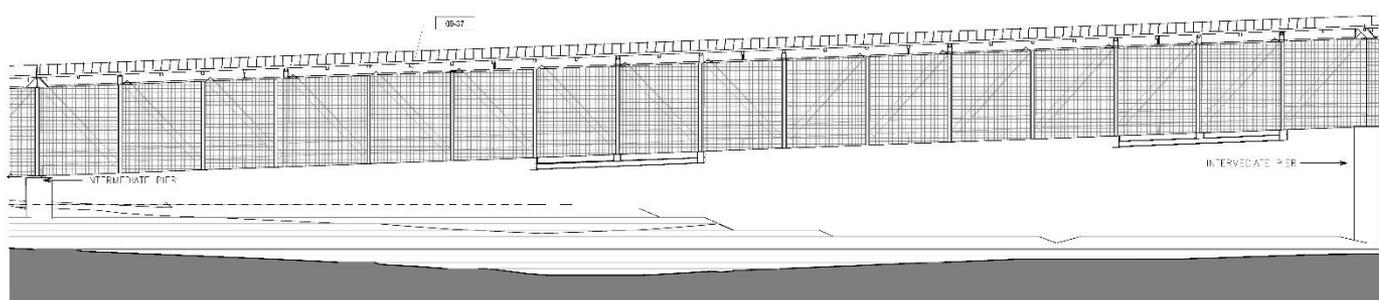
SELECT NOTES  
 50-57 TRAMWAY MOVING WALKWAY  
 50-58 TRAMWAY MOVING WALKWAY  
 50-59 TRAMWAY MOVING WALKWAY



1  
S.A. 121

RAMP WEST ELEVATION 2

SCALE: 1/8" = 1'-0"



2  
S.A. 122

RAMP EAST ELEVATION 2

SCALE: 1/8" = 1'-0"

4/25/19 10:25 AM C:\Users\jacob.brown\OneDrive\19\0251\_PYMIG\FQ16146\_OPTION 1 - SOUTH ENTRANCE

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151-0001	Auto	03/29/19	SM						
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151-0001	Approve	03/29/19	SM						

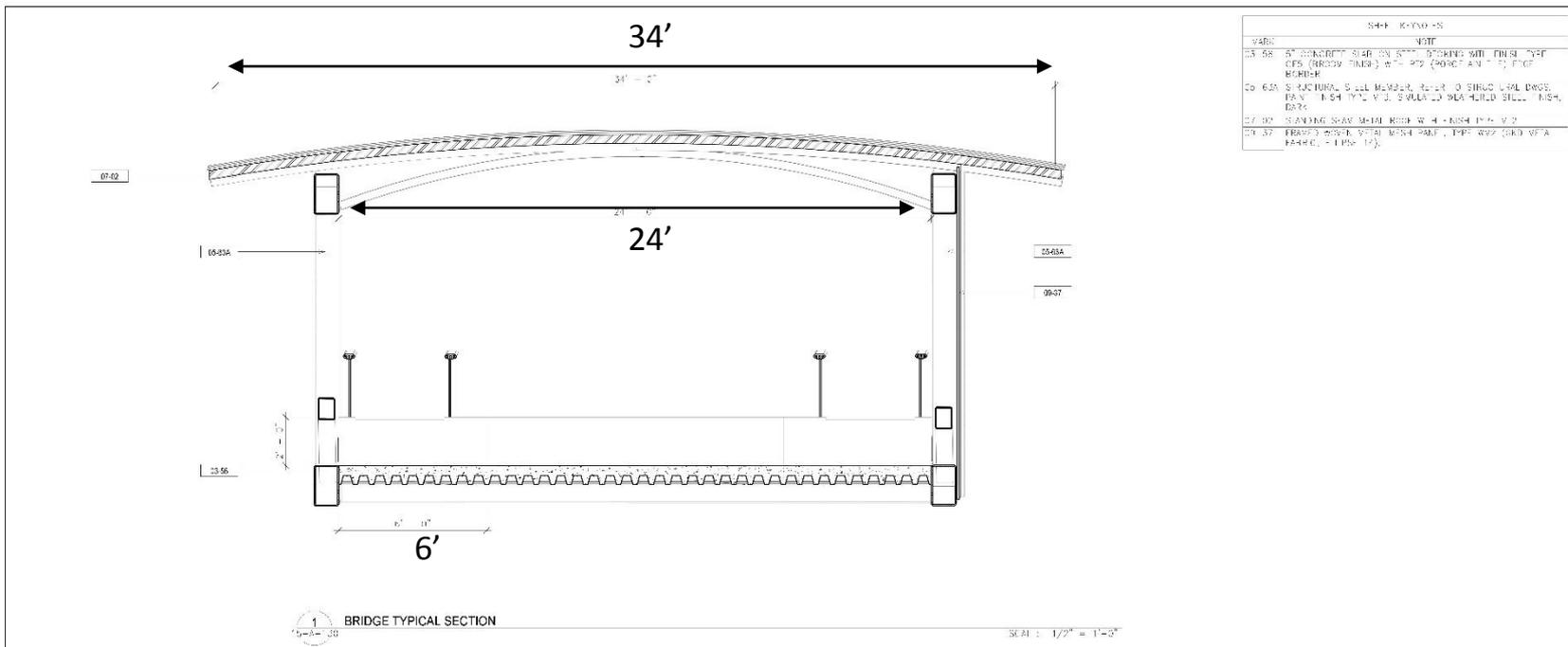


V.N.O.	C.O.B. (ARCH. NO.)	SCALE	DRAWING NO.	SHEET NO.
M1316	FQ16146		15-A-121	



# SOUTHWEST ENTRANCE DESIGN IDEA #2

## RAMP - TYPICAL SECTION



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05-01	05-01-19	ISSUE FOR CONSTRUCTION
05-02	05-01-19	REVISED TO REFLECT CHANGES TO THE RAMP
05-03	05-01-19	REVISED TO REFLECT CHANGES TO THE RAMP
05-04	05-01-19	REVISED TO REFLECT CHANGES TO THE RAMP
05-05	05-01-19	REVISED TO REFLECT CHANGES TO THE RAMP
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DESIGNER		DATE		DESCRIPTION		SUBMITTED		DATE		DESCRIPTION	
DESIGNER	03/29/19	DATE	04/05/19	DESCRIPTION	DESCRIPTION	DATE		DESCRIPTION		DESCRIPTION	
AUTHOR	03/29/19	DATE		DESCRIPTION							
CHECKED	03/29/19	DATE		DESCRIPTION							
APPROVED	03/29/19	DATE		DESCRIPTION							

REFERENCE DRAWINGS		REVISIONS	
NO.	DESCRIPTION	DATE	BY

<b>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</b> DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE		<b>WMATA POTOMAC YARD METRORAIL STATION</b> ARCHITECTURAL SOUTH ENTRANCE OPTIONS OPTION 1 - TYPICAL SECTION	
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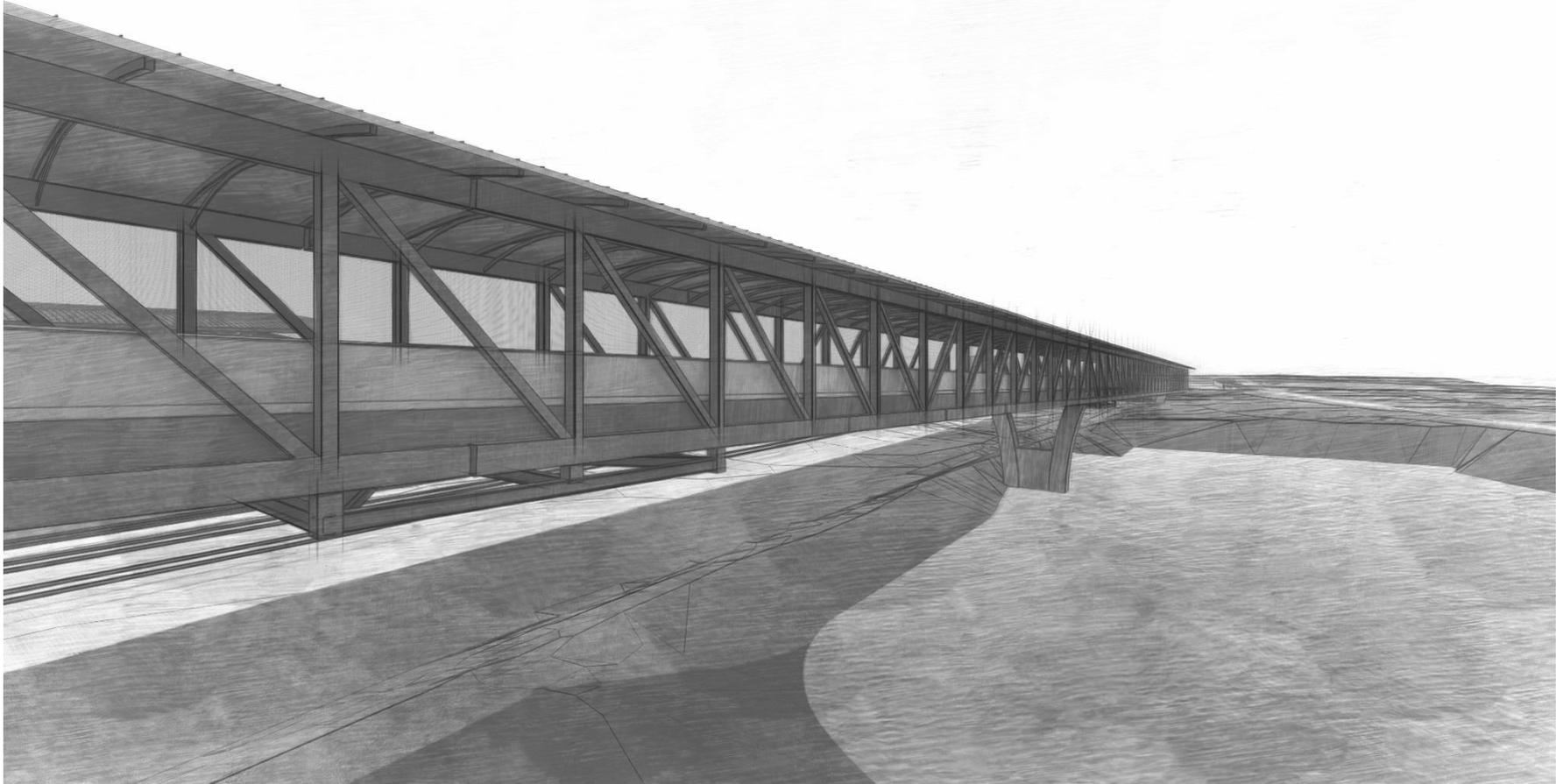
# SOUTHWEST ENTRANCE DESIGN IDEA #2

## RAMP WITH MOVING WALKWAY LOOKING NORTH



# SOUTHWEST ENTRANCE DESIGN IDEA #2

## RAMP WITH MOVING WALKWAY LOOKING SOUTH





# **SOUTHWEST ENTRANCE**

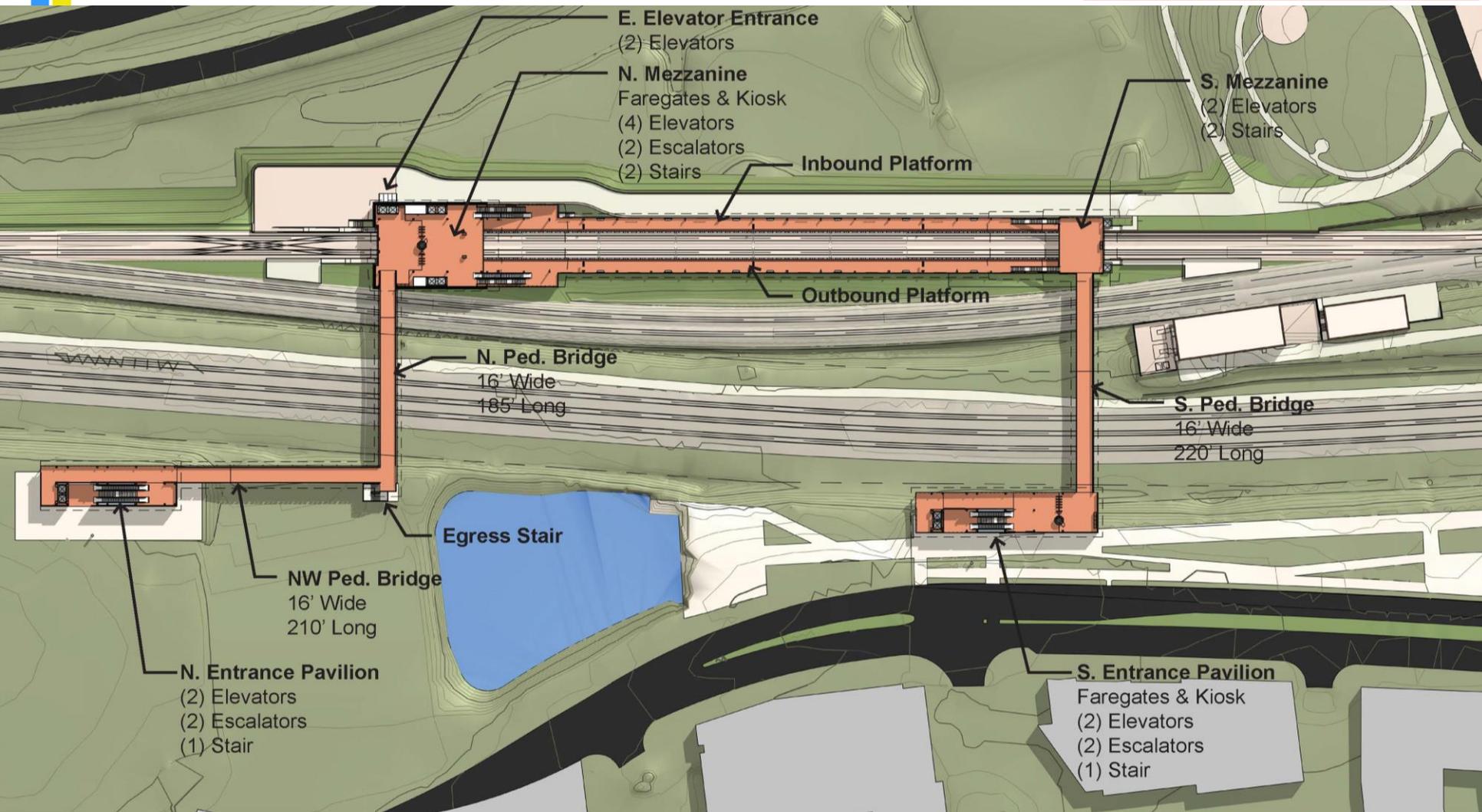
## **DESIGN IDEA #3**

**SOUTHWEST ENTRANCE PAVILION W/ SMALL  
MEZZANINE**

# SOUTH ENTRANCE DESIGN IDEA #3

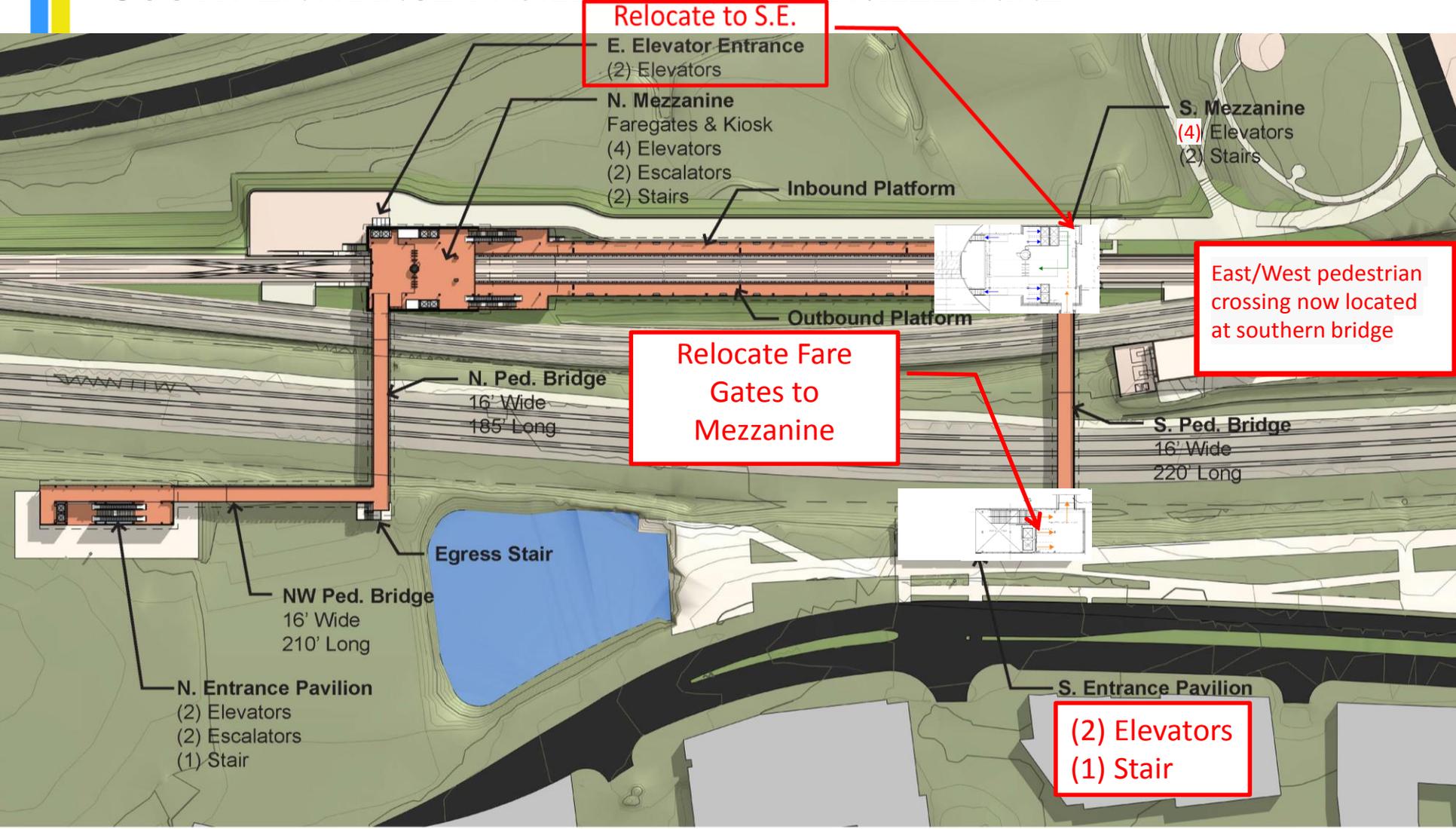
## SOUTH ENTRANCE PAVILION W/ SMALL MEZZANINE

As presented during the  
1/14/19 and 3/18/19  
PYMIG meetings



# SOUTH ENTRANCE DESIGN IDEA #3-PYC PROPOSAL

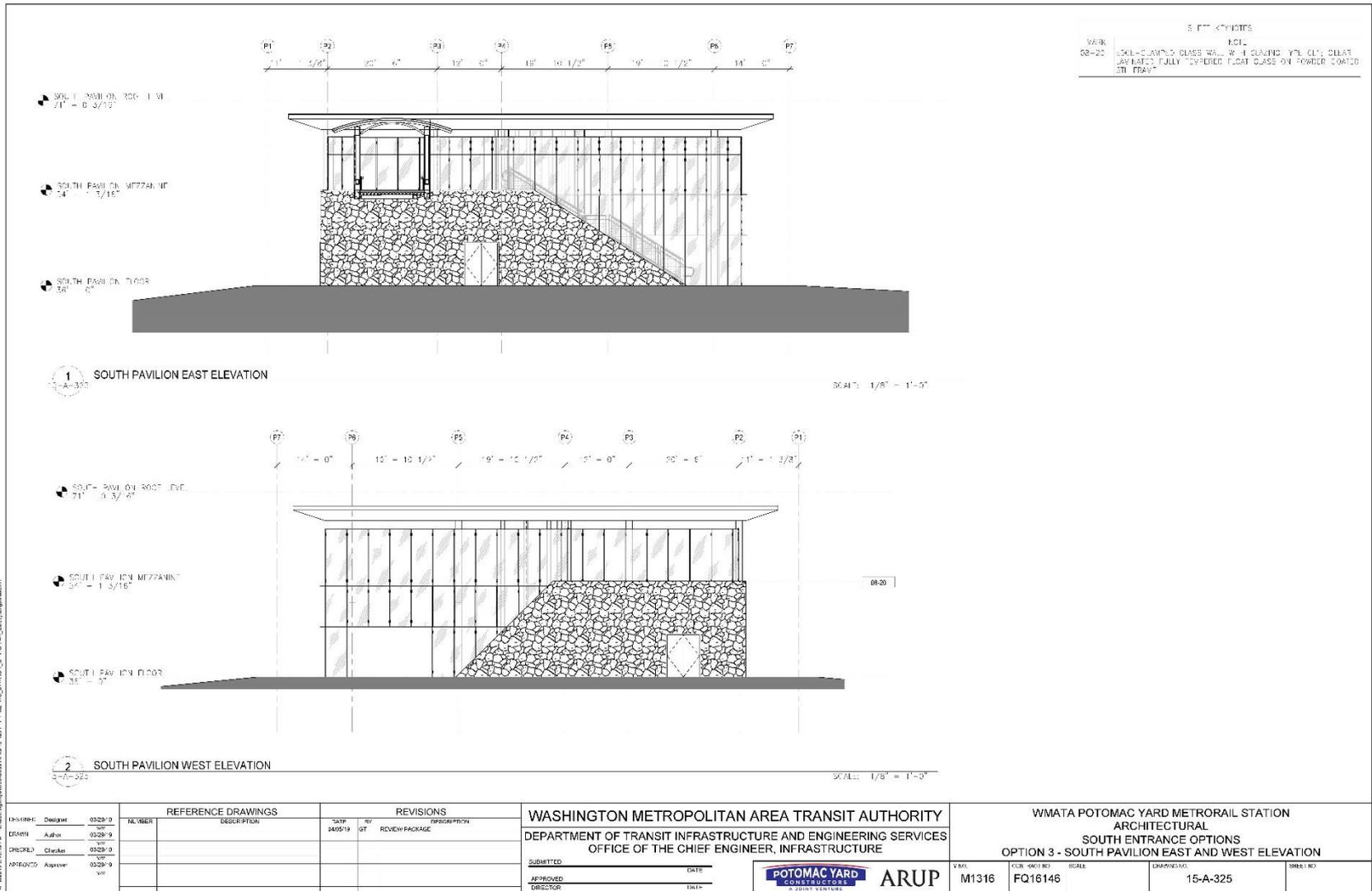
## SOUTH ENTRANCE PAVILION W/ SMALL MEZZANINE





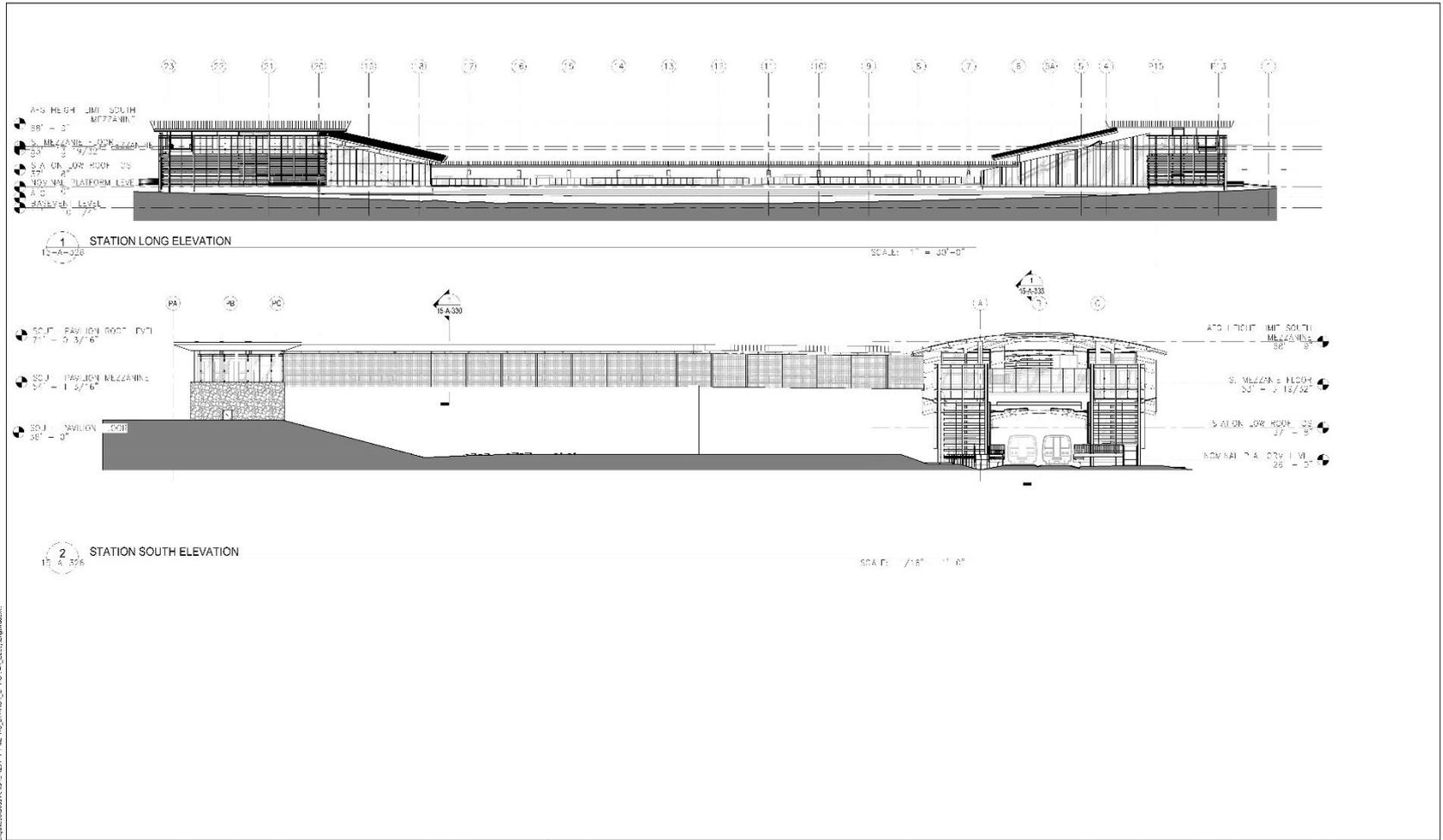
# SOUTHWEST ENTRANCE DESIGN IDEA #3

## SOUTH PAVILION EAST AND WEST ELEVATION



# SOUTHWEST ENTRANCE DESIGN IDEA #3

## WEST ELEVATION / SOUTH ELEVATION



A:\62516\M25\M25 - Chas\pymig\1502\1502\1502 - POTOMAC YARD\OPTION 3 - WEST LONG ELEVATION

DESIGNED: Designer 03/29/19 DRAWN: Author 05/29/19 CHECKED: Checker 05/29/19 APPROVED: Approver 05/29/19	<table border="1"> <thead> <tr> <th>NUMBER</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>04/05/19</td> <td>GT</td> <td>REVIEW PACKAGE</td> </tr> </tbody> </table>	NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION			04/05/19	GT	REVIEW PACKAGE	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE	WMATA POTOMAC YARD METRO RAIL STATION ARCHITECTURAL SOUTH ENTRANCE OPTIONS OPTION 3 - WEST LONG ELEVATION
NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION									
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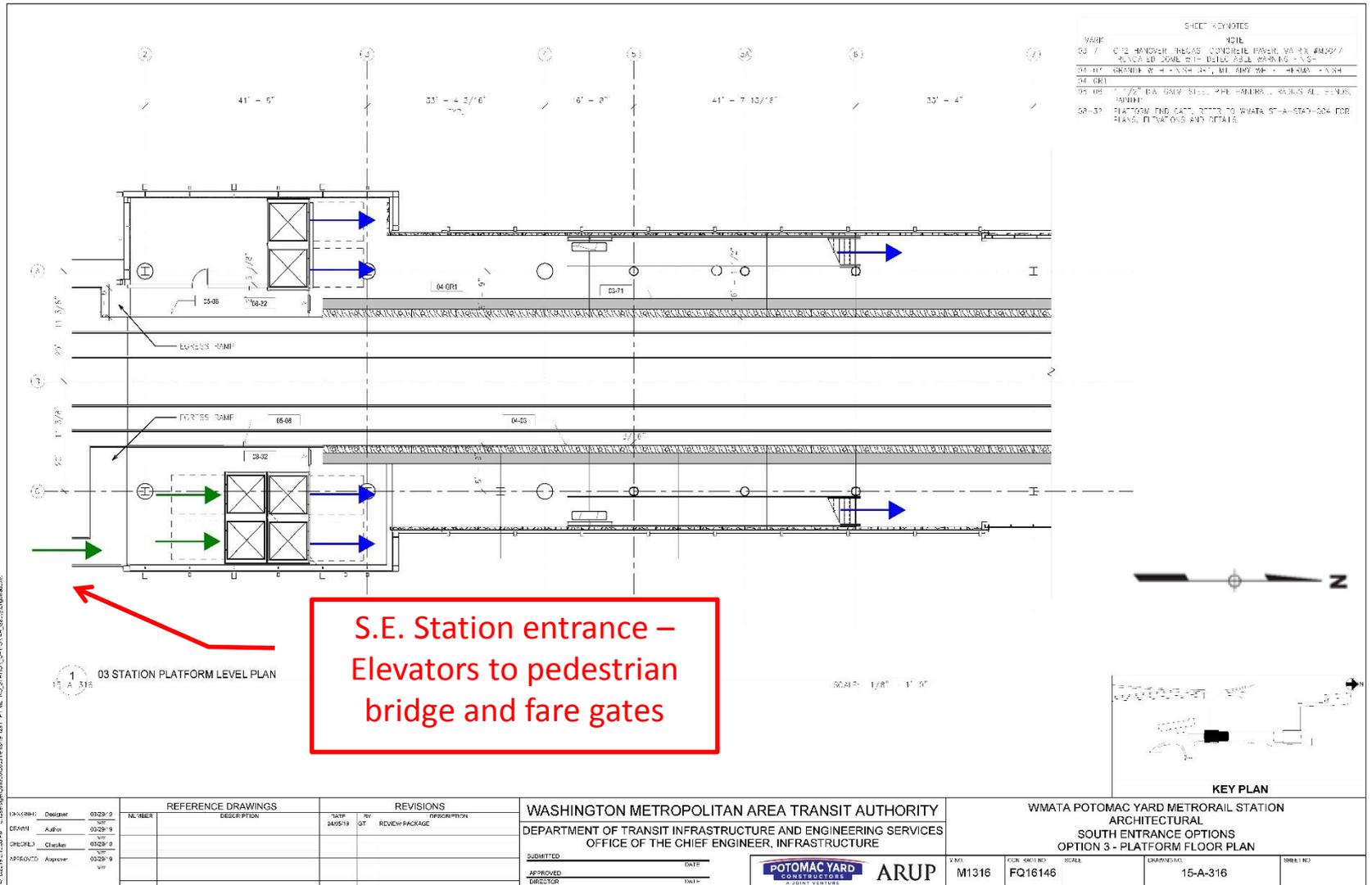






# SOUTHWEST ENTRANCE DESIGN IDEA #3

## SOUTH MEZZANINE - PLATFORM FLOOR PLAN

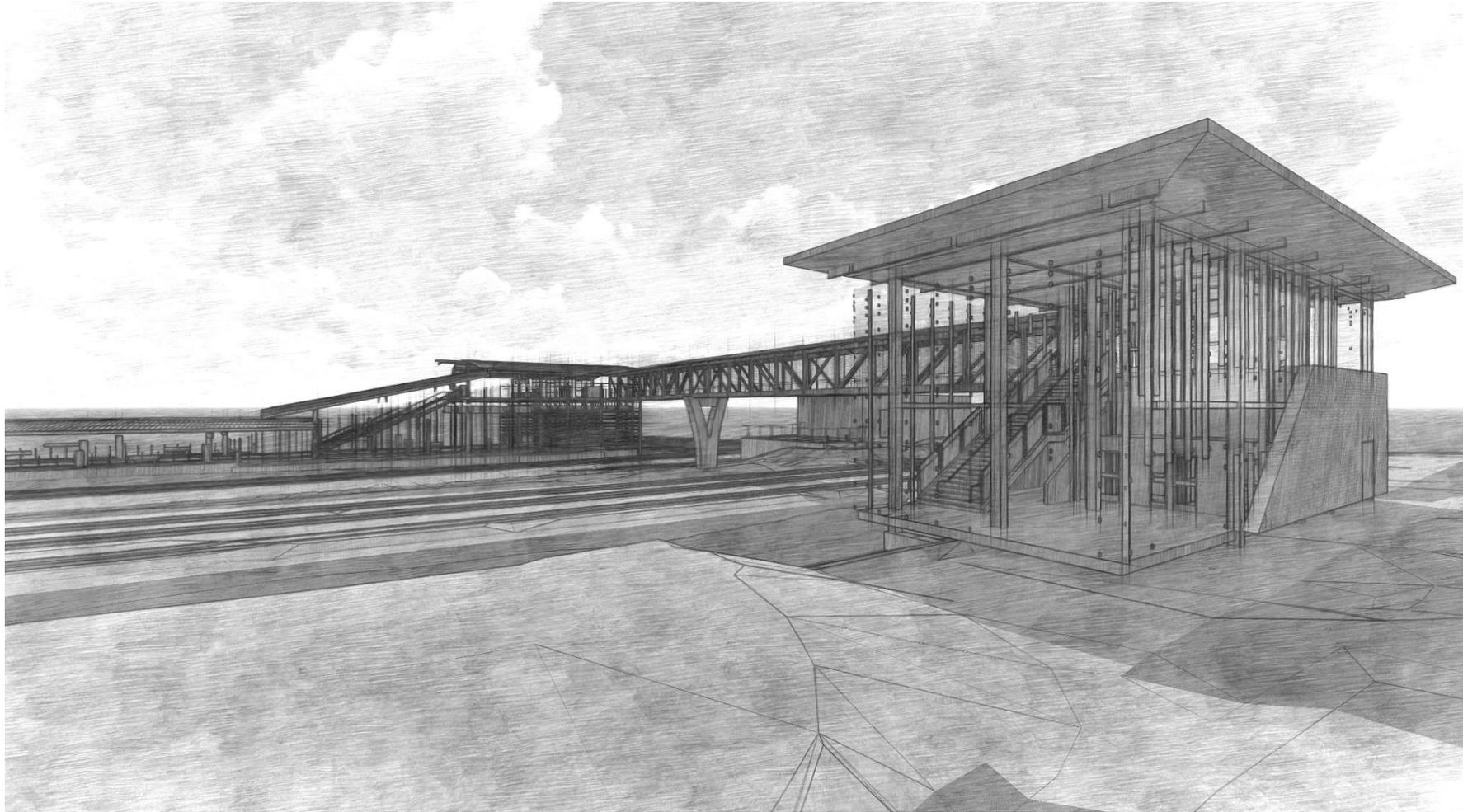






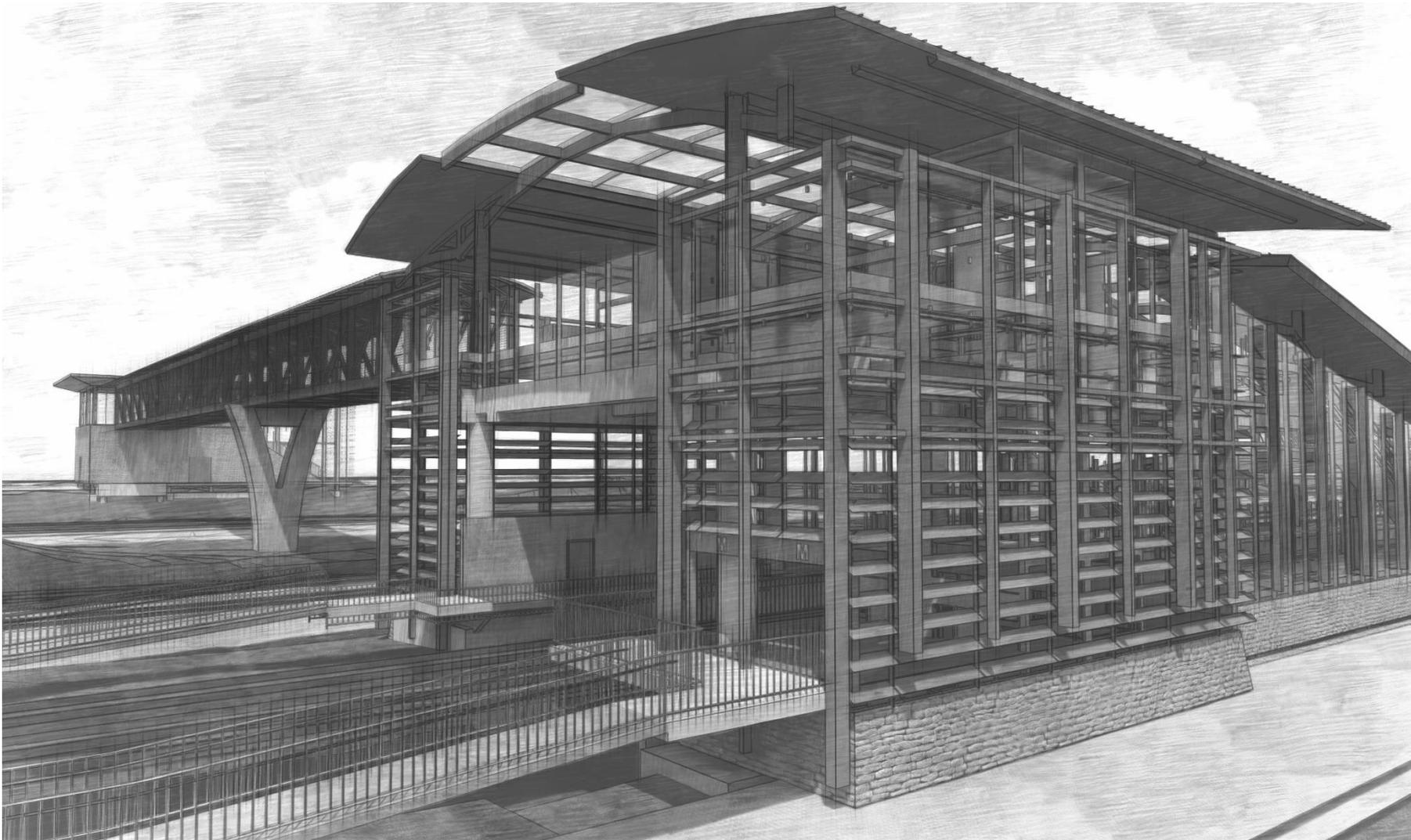
# SOUTHWEST ENTRANCE DESIGN IDEA #3

## SOUTH PAVILION AND SOUTH MEZZANINE LOOKING SOUTHEAST



# SOUTHWEST ENTRANCE DESIGN IDEA #3

## SOUTH MEZZANINE LOOKING NORTHWEST





# **SOUTHWEST ENTRANCE OBJECTIVE STATEMENT & MATRIX**

# COMMENTS FROM THE PREVIOUS MEETING

- Develop an objective statement
  - Define what we are trying to accomplish
- Use low/medium/high rating for Matrix
- ADD:
  - Travel times
    - People wheelchair bound & able-bodied
  - Operation & Maintenance cost
  - Travel experience:
    - Quality of walk
    - Level of effort required (ramps, stairs, elevators)
    - Noise
    - Safety / Crime
  - Economic potential - with respect to south PY development

# OBJECTIVE STATEMENT

**“Based on the Amazon corporate headquarters arrival to the National Landing area, the objective is to enhance the Potomac Yard Metro southwest station entrance by maximizing accessibility and improving mobility to the station. Increasing station visibility and desirability will maximize access and economic potential for the Potomac Yard area.”**

# MATRIX - SOUTHWEST ENTRANCE

Potomac Yard Metrorail Station - Enhanced Southwest Entrance Alternatives Evaluation

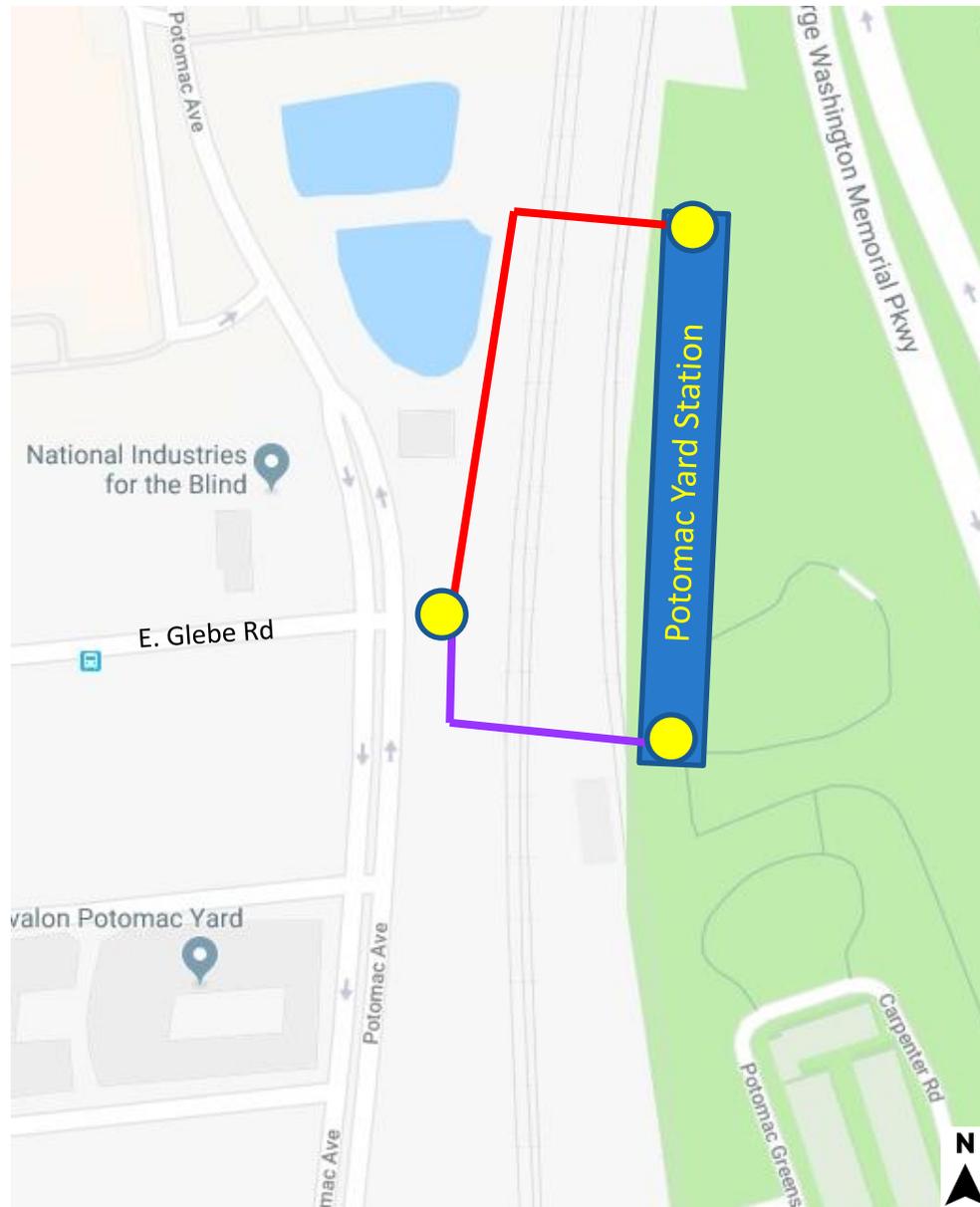
Rating Criteria -->	Construction Cost / Budget	Operation & Maintenance Cost	Schedule Risks	Distance to Mezzanine (ft) / Travel Time	Travel Experience	Sense of Arrival	Economic Potential
<b>Entrance Alternatives:</b>							
<b>Base - Ramp</b>				( ~765' ~3:30 - 6:00 )			
<b>1) South Entrance Pavilion w/ Bridge</b>				( ~765' ~3:20 - 5:45 )			
<b>2) E. Glebe Ramp w/ Moving Walkway</b>				( ~765' ~3:00 - 5:50 )			
<b>3) South Entrance Pavilion w/ Small Mezzanine</b>				( ~420' ~2:00 - 3:30 )			

# MATRIX - SOUTHWEST ENTRANCE

Criteria	Definition	Rating Scale
Construction Cost	Cost within available funds	Pass/fail
Operation & Maintenance (O&M) Cost	Qualitative assessment of O&M costs	Low, Medium, and High
Schedule Risks	Potential impact to completion date	Low, Medium, and High
Distance to Mezzanine / Travel Time	Distance from entrance to mezzanine / travel time	Low, Medium, and High
Travel Experience	Quality of walk - level of effort required, noise, safety	Low, Medium, and High
Sense of Arrival	Customer experience of entering into the Metrorail System	Low, Medium, and High
Economic Potential	More visibility = more riders = more economic potential	Low, Medium, and High

# TRAVEL TIME CALCULATIONS

- Starting point: East Glebe Rd & Potomac Ave
- Ending point: Fare Gates
- Factors:
  - Walking speed ranges based on industry design standards
  - Level of effort exerted for each option
  - Potential wait times for elevators





# Discussion

# UPCOMING PYMIG MEETING

- **Tuesday, May 21<sup>st</sup>:**
  - Contractor update
    - Summer construction activities
  - Southwest entrance update
- **Early June Meeting (TBD):**
  - Contractor update
  - Southwest entrance update