

# POTOMAC YARD METRORAIL STATION PROJECT

Potomac Yard Metrorail  
Implementation Work Group  
June 10, 2019



# AGENDA

- Permit Update
- PYC (Contractor) Summer Construction Activities
  - Construction Access Plan
- Update on Southwest Entrance Pricing Process
- Discussion
- Public Comment

# PERMIT UPDATE

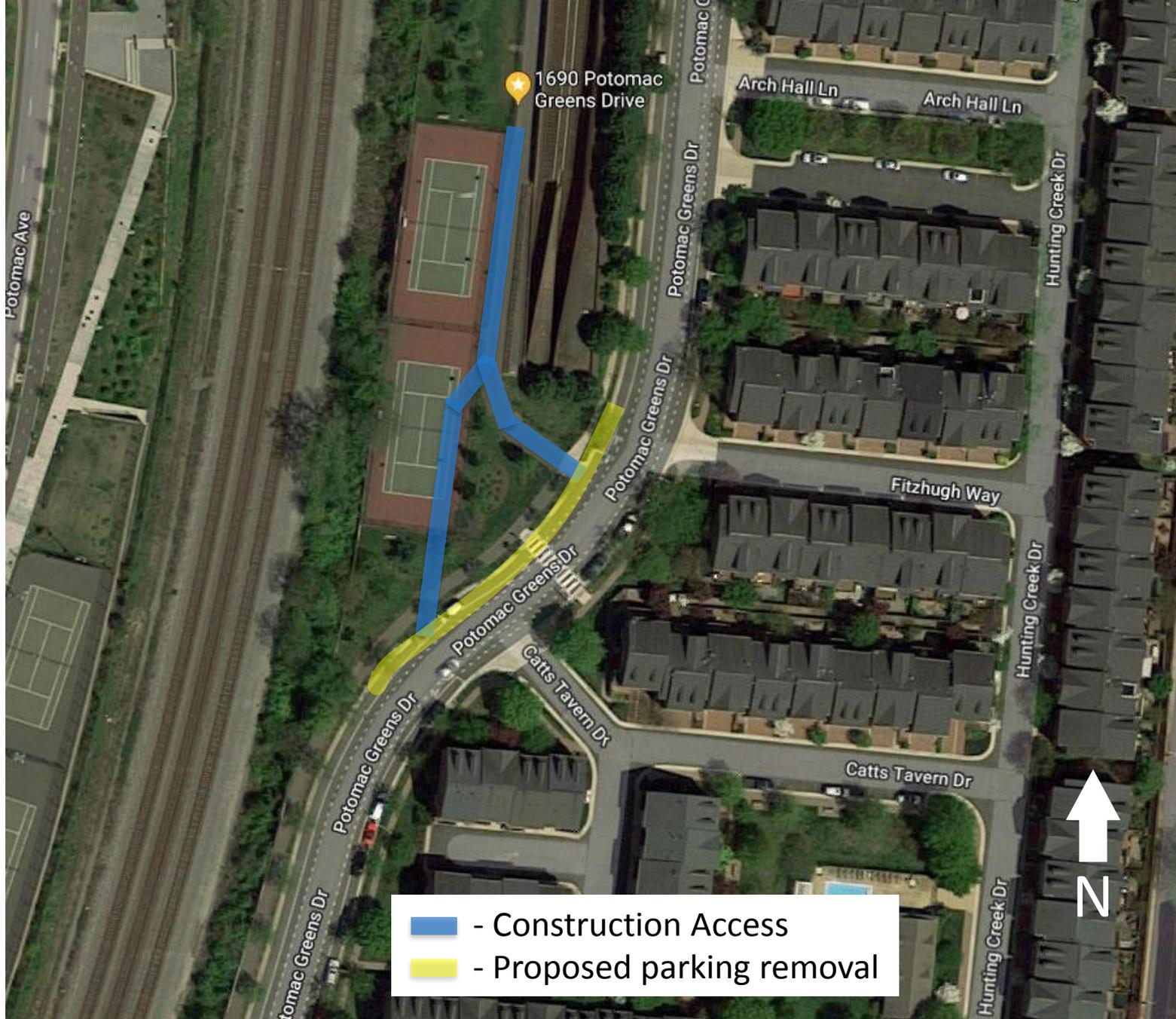
- Submitted Joint Permit Application (JPA)
  - Army Corps held their public comment period
    - April 5<sup>th</sup> - May 6<sup>th</sup>
  - DEQ Public Comment Period:
    - June 13, 2019 - Notice of comment period to be posted in Washington Post, City website, City Wide eNews
    - June 14, 2019 to July 31, 2019
  - DEQ Public Hearing:
    - July 16, 2019 at 7:00pm at the Oswald Durant Arts Center, 1605 Cameron Street, Alexandria VA, 22314
      - Information briefing: 6:00pm to 6:45pm
  - State Water Control Board Meeting anticipated in September 2019

# PYC / CONTRACTOR UPDATE



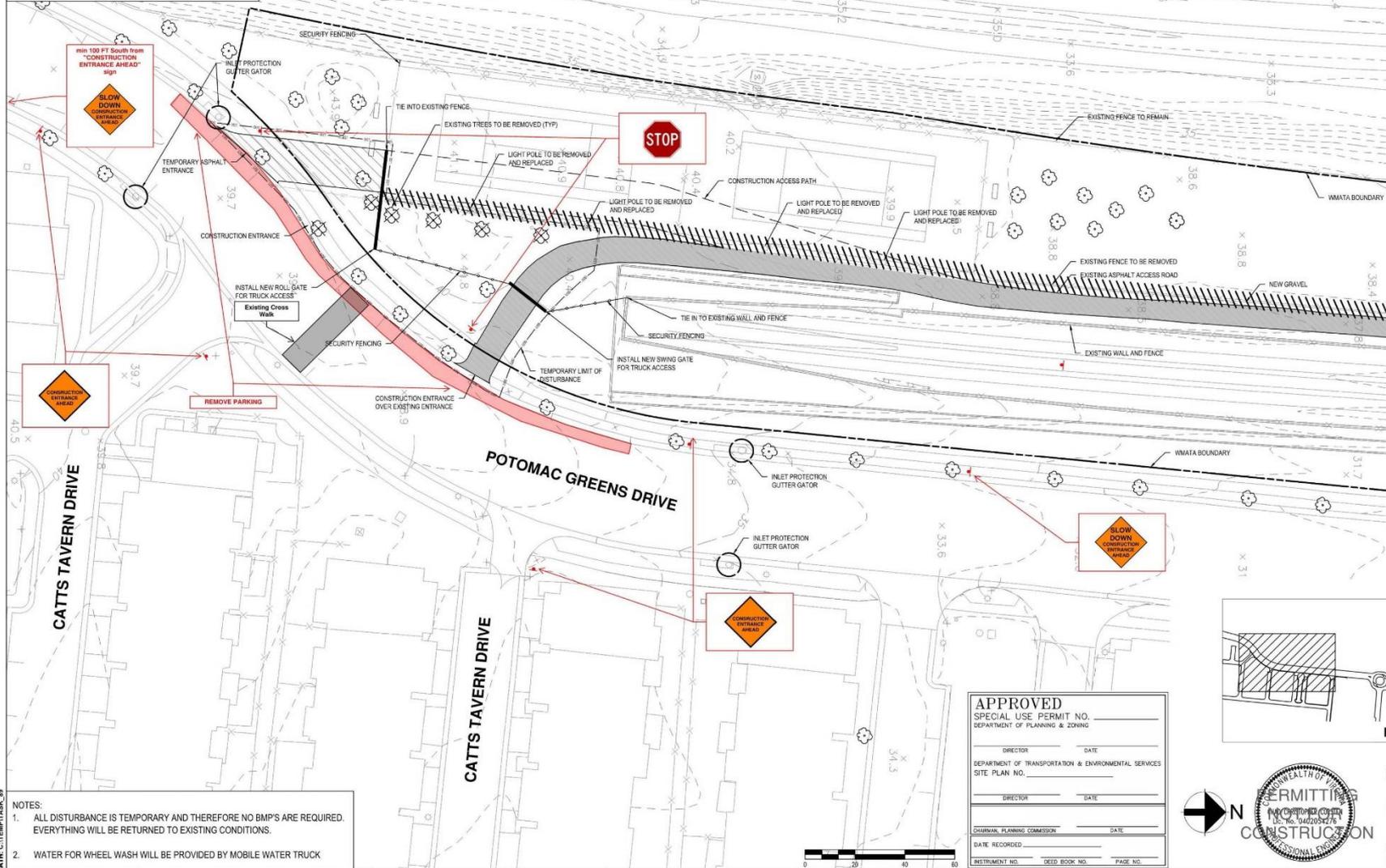
# SUMMARY LOOK AHEAD SCHEDULE

| ACTIVITY   | 2019        |             |             |             |             |
|--|-------------|-------------|-------------|-------------|-------------|
|  | JUN         | JUL         | AUG         | SEP         | OCT         |
| PERMITS  | [Green bar] |             |             |             |             |
| STATION DESIGN   | [Green bar] |             |             |             |             |
| RELOCATE TOT LOT AND ADJUST TRAFFIC CIRCLE                 | [Green bar] |             | [Green bar] |             |             |
| SECURE AND SETUP PARKING/STAGING AREAS/TRAILERS            | [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] |



-  - Construction Access
-  - Proposed parking removal

TOTAL AREA OF TEMPORARY DISTURBANCE = 1.94 AC  
 TOTAL AREA OF EXISTING IMPERVIOUS = 0.02 AC  
 TOTAL AREA OF TEMPORARY IMPERVIOUS = 0.31 AC



- NOTES:
1. ALL DISTURBANCE IS TEMPORARY AND THEREFORE NO BMP'S ARE REQUIRED. EVERYTHING WILL BE RETURNED TO EXISTING CONDITIONS.
  2. WATER FOR WHEEL WASH WILL BE PROVIDED BY MOBILE WATER TRUCK

**APPROVED**  
 SPECIAL USE PERMIT NO. \_\_\_\_\_  
 DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_  
 DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES  
 SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_  
 CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_  
 INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_



| DESIGNED | JD | DATE     | REFERENCE DRAWINGS |             | REVISIONS |    |
|----------|----|----------|--------------------|-------------|-----------|----|
|          |    |          | NUMBER             | DESCRIPTION | DATE      | BY |
| DRAWN    | AF | 04/23/19 |                    |             |           |    |
| CHECKED  | TW | 04/23/19 |                    |             |           |    |
| APPROVED | TW | 04/23/19 |                    |             |           |    |

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES  
 OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 DIRECTOR \_\_\_\_\_

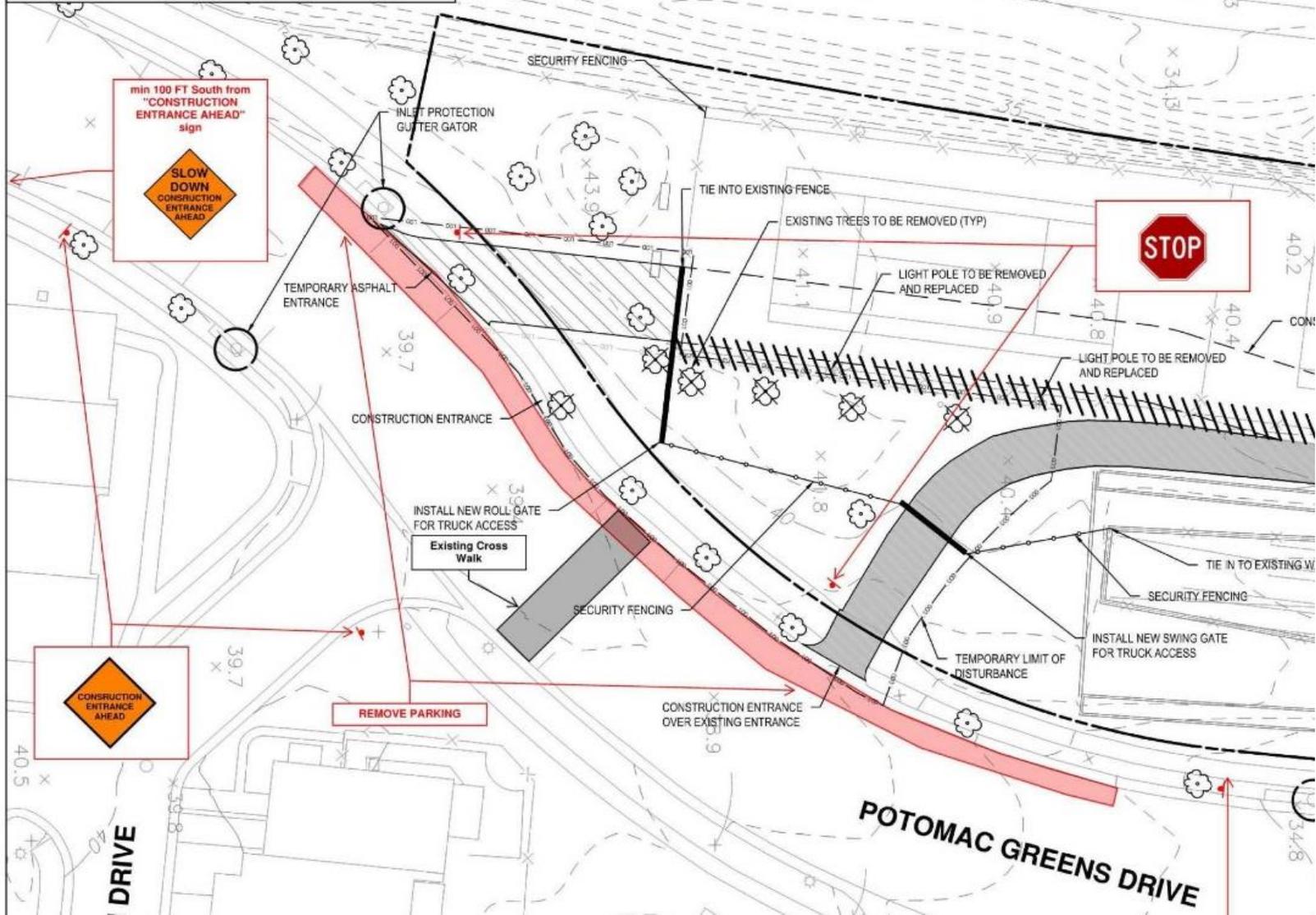


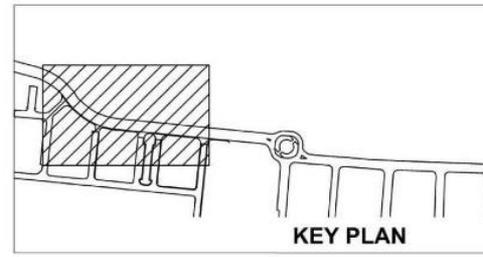
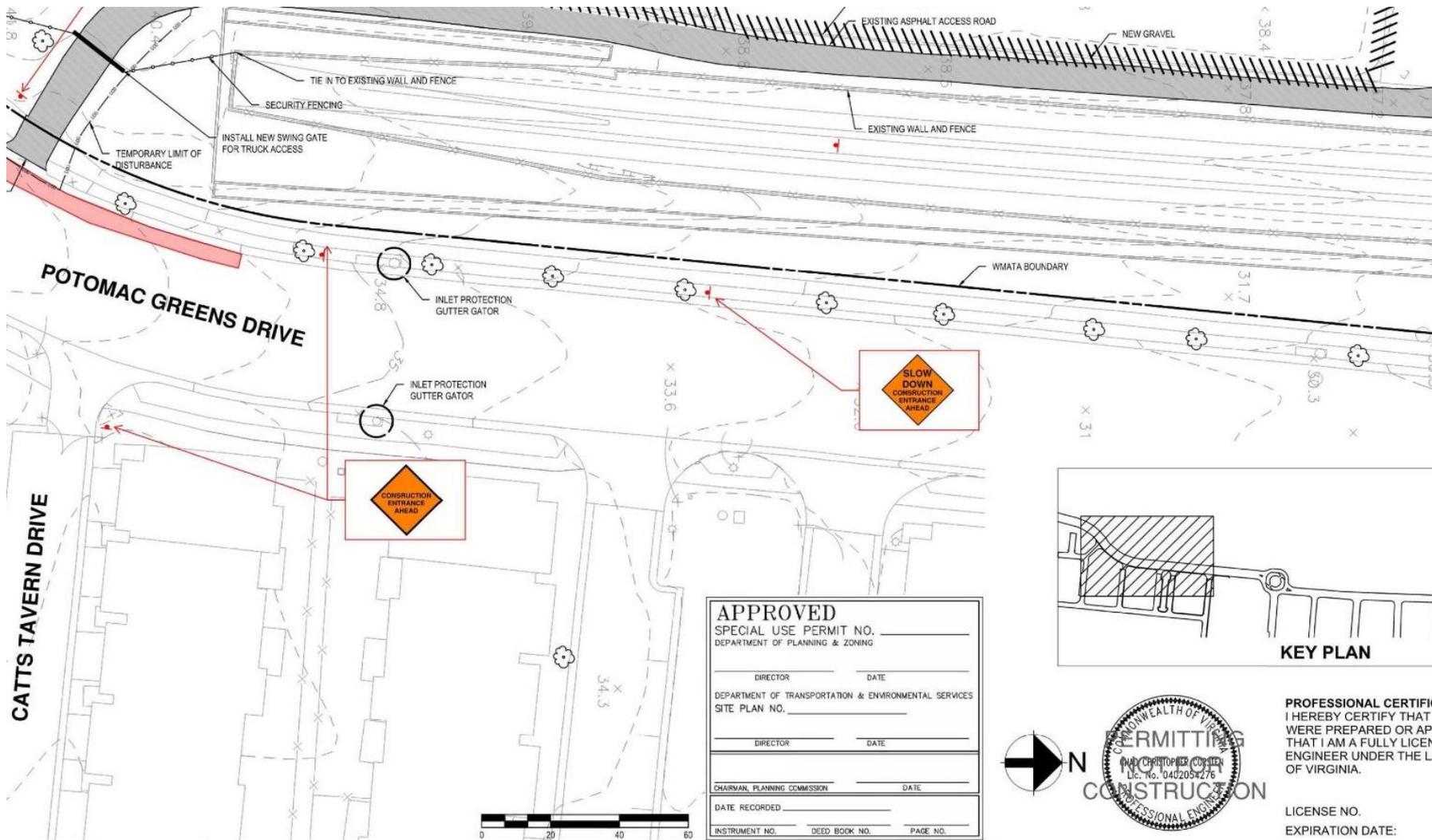
**POTOMAC YARD METRO CIVIL**  
 TEMPORARY CONSTRUCTION  
 PLAN 1 OF 3

M. NO. M1316 CONTRACT NO. FQ16146 SCALE: 1" = 20'  
 DRAWING NO. \_\_\_\_\_

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TOTAL AREA OF TEMPORARY DISTURBANCE = 1.94 AC  
TOTAL AREA OF EXISTING IMPERVIOUS = 0.02 AC  
TOTAL AREA OF TEMPORARY IMPERVIOUS = 0.31 AC





**APPROVED**  
 SPECIAL USE PERMIT NO. \_\_\_\_\_  
 DEPARTMENT OF PLANNING & ZONING

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

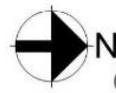
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES  
 SITE PLAN NO. \_\_\_\_\_

DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_



**PROFESSIONAL CERTIFICATION**  
 I HEREBY CERTIFY THAT THE PLANS WERE PREPARED OR APPROVED BY ME AS A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF VIRGINIA.

LICENSE NO. \_\_\_\_\_  
 EXPIRATION DATE: \_\_\_\_\_

| REVISIONS | DESCRIPTION |
|-----------|-------------|
|           |             |
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**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES  
 OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

**POTOMAC YARD METRORAIL STATION CIVIL**  
 TEMPORARY CONSTRUCTION OFFICE COMPLEX  
 PLAN 1 OF 3

SUBMITTED \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

DIRECTOR \_\_\_\_\_



|       |              |          |             |
|-------|--------------|----------|-------------|
| M NO. | CONTRACT NO. | SCALE:   | DRAWING NO. |
| M1316 | FQ16146      | 1" = 20' | C-101       |



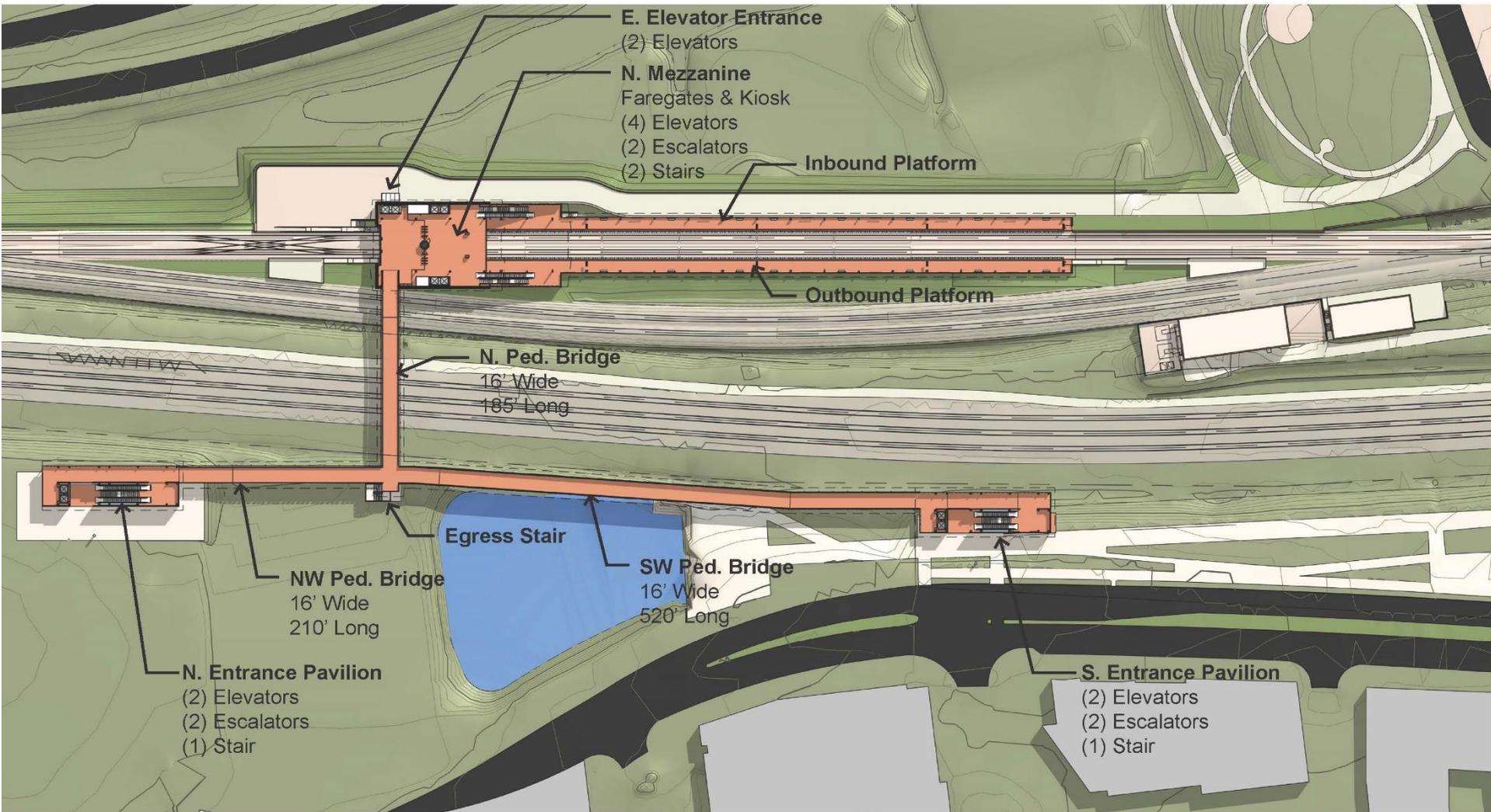
# SOUTHWEST ENTRANCE PRICING PROCESS

# SOUTHWEST ENTRANCE PRICING PROCESS

- \$50 million State funding for enhanced access from southwest
- Three design ideas developed
- Pricing exercise:
  - TASK 1 - Completed
    - Advanced engineering sufficiently to allow the performance of independent cost estimates for each of the 3 ideas
  - TASK 2 - Completed
    - PYC and WMATA both developed cost estimates

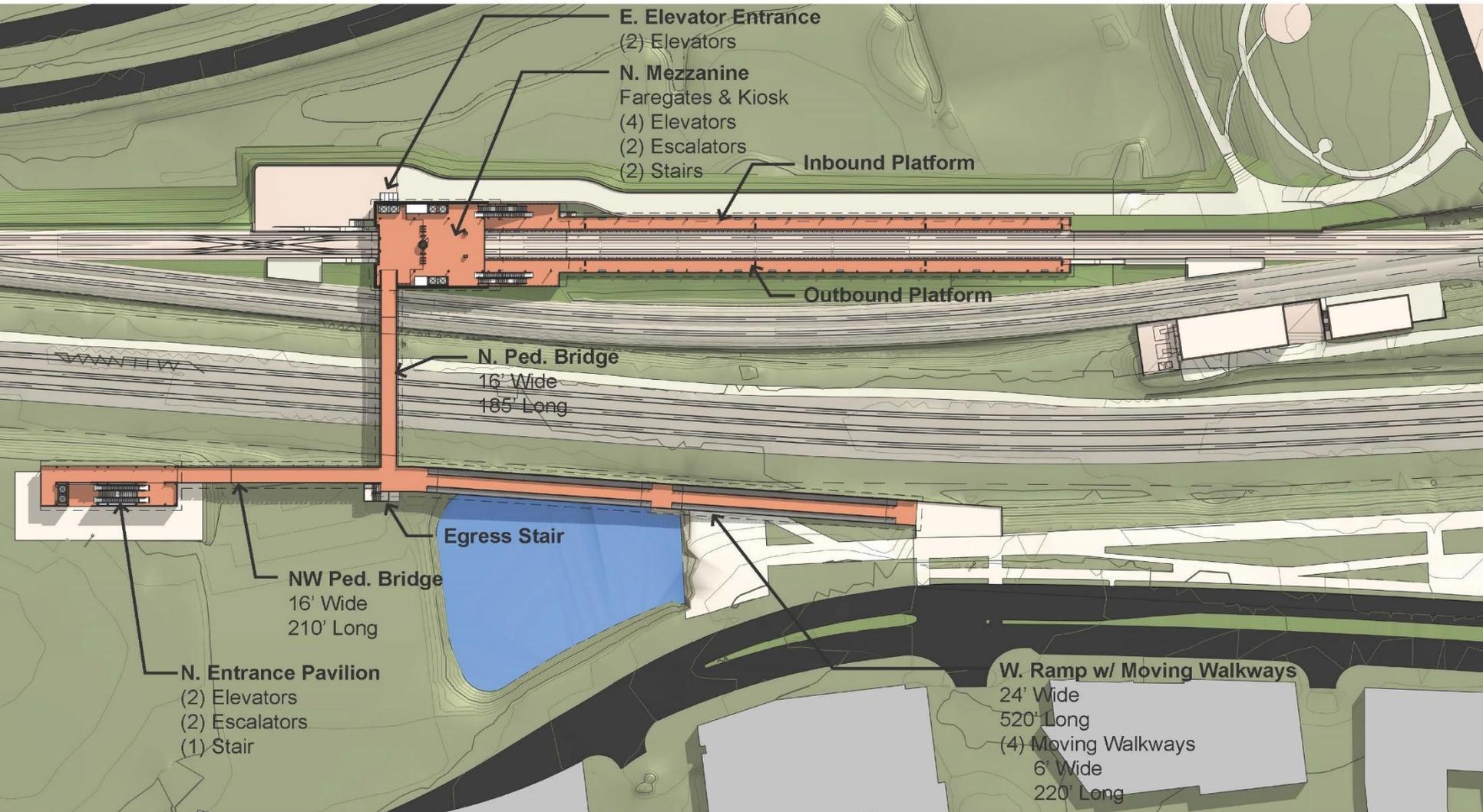
# SOUTH ENTRANCE DESIGN IDEA #1

## SOUTH ENTRANCE PAVILION W/ BRIDGE



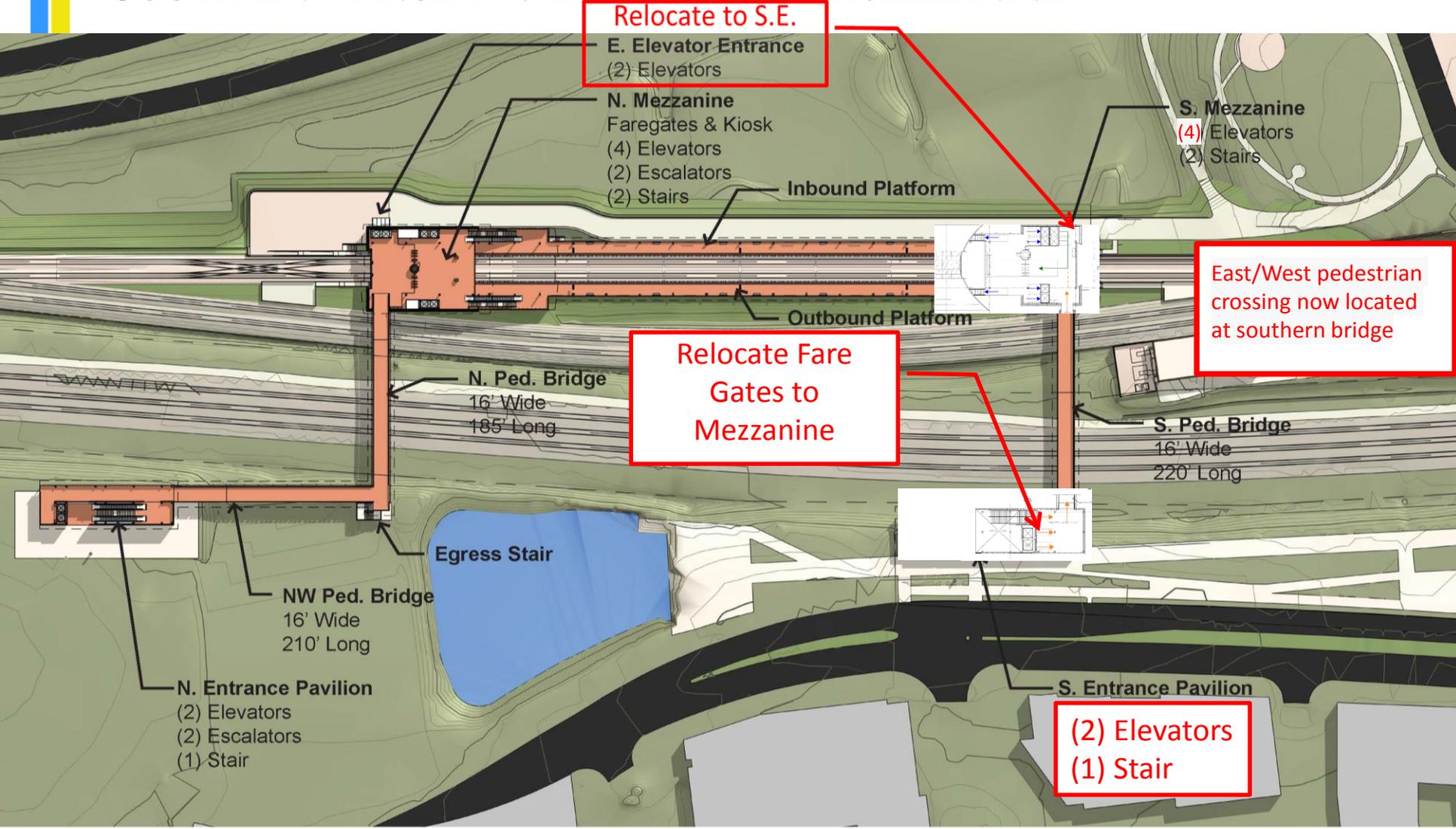
# SOUTH ENTRANCE DESIGN IDEA #2

## E. GLEBE RAMP W/ MOVING WALKWAY



# SOUTH ENTRANCE DESIGN IDEA #3-PYC PROPOSAL

## SOUTH ENTRANCE PAVILION W/ SMALL MEZZANINE



# PRICING PROCESS UPDATE

- Pricing is preliminary and not intended to be final costs
- Estimated budget increase includes:
  - Allowances for items not included in the preliminary pricing
  - Construction contingencies
  - Project management/administration costs

| Alternative Concept (\$ in millions)                           | Total Estimated Budget Increase |
|--|---------------------------------|
| Idea # 1 (South Access Pavilion with Bridge to North Entrance) | \$75 m                          |
| Idea #2 (E. Glebe Ramp with Moving Walkway to North Entrance)  | \$90 m                          |
| Idea #3 (Southwest Access Pavilion with Small Mezzanine)       | \$100 m                         |

# COST IMPLICATIONS

|                                 | Southwest Access Pavilion with Bridge to North Entrance | E. Glebe Ramp with moving walkway to North Entrance | Southwest Access Pavilion with Small South Mezzanine |
|---------------------------------|---|---|--|
| Baseline Project Budget         | \$320m  | \$320m  | \$320m   |
| Addl. Cost of Idea              | \$75m   | \$90m   | \$100m   |
| State Revenue                   | \$50m   | \$50m   | \$50m  |
| New Project Budget              | \$345m  | \$360m  | \$370m   |
| Addl. Debt Service Impact       | \$49m   | \$78m   | \$98m  |
| Estimated Schedule Impact Delay | 0 to 6 months   | 0 to 6 months                                       | 8 to 12 months                                       |

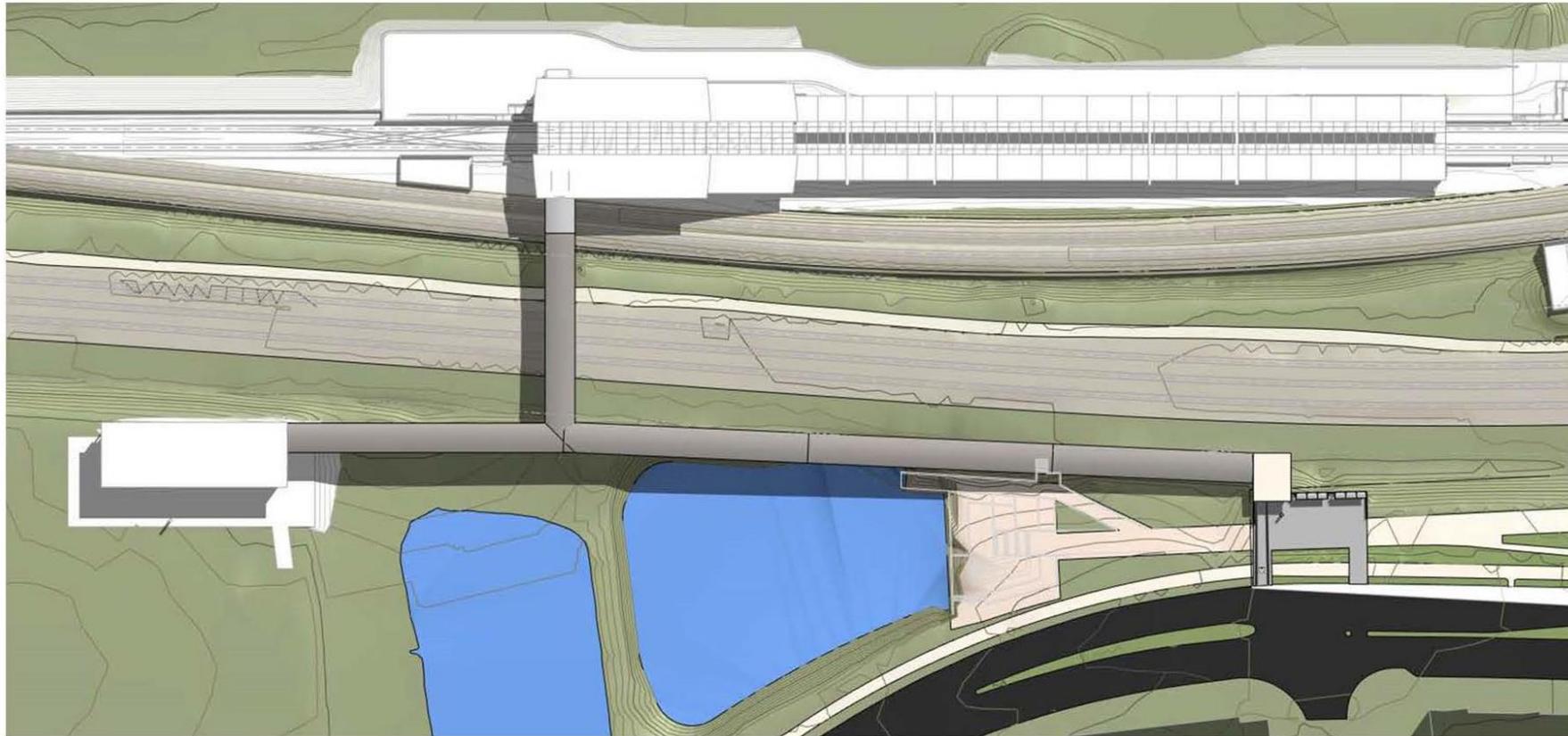
# DSUP RAMP UPDATE

- Approved by City Council in December 2018
  - Included a pedestrian ramp from the north entrance extending down and to the south, landing at E. Glebe Road.
  - Estimated cost at time of approval was to be about \$15 million
- WMATA has developed an estimate for this ramp using similar price information provided for the design ideas
  - The estimated budget required for this ramp is \$25 million



# Council Approved DSUP

(with Ramp from E. Glebe Rd. to North Entrance)



# MODIFIED IDEA #1

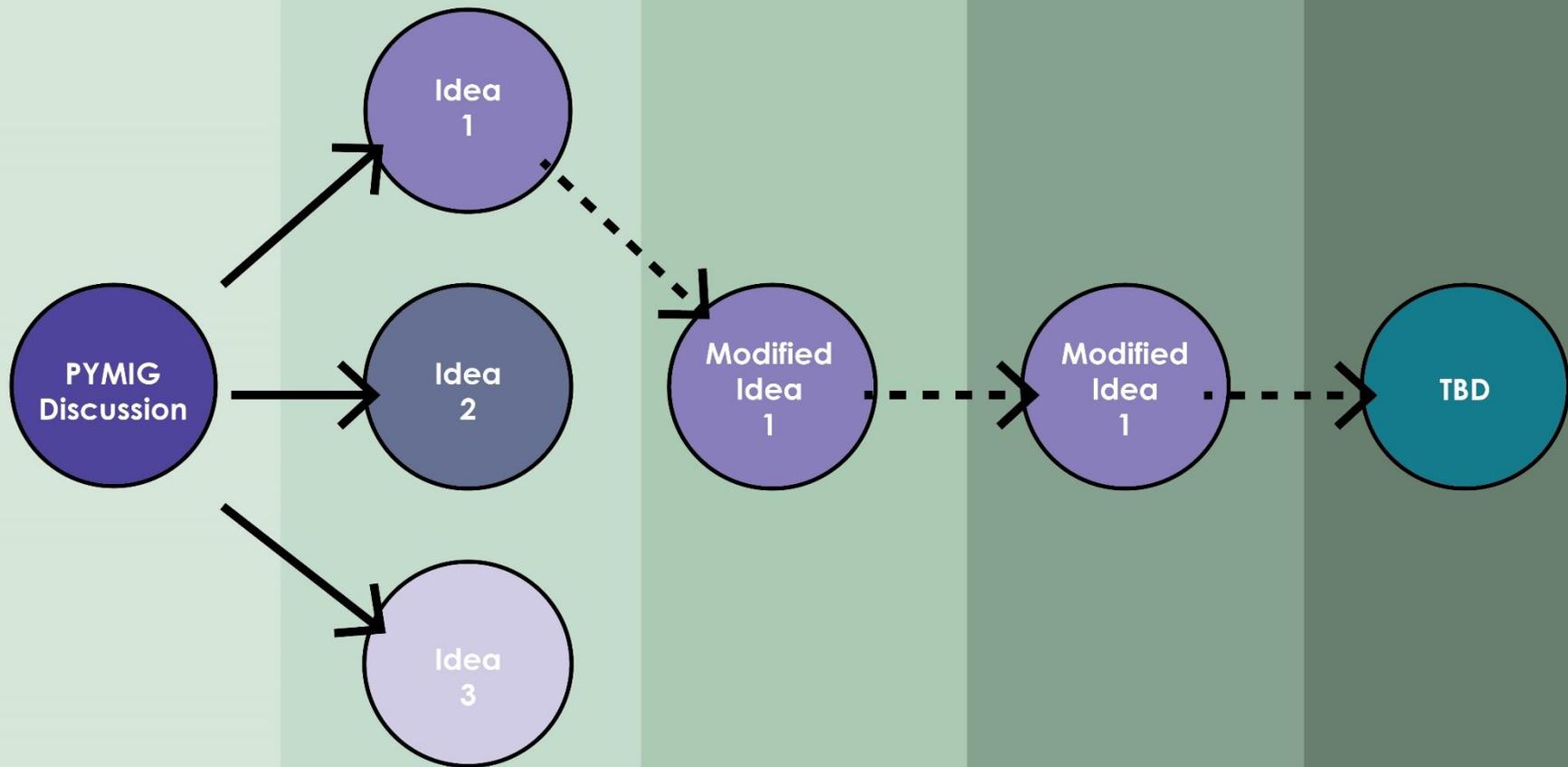
- Estimated cost may be able to be reduced through further design refinement to bring the cost close to or within available funding:
  - Remove escalators
  - Reduce pavilion footprint
  - Reduce mechanical and electrical components

# RECOMMENDATION AND NEXT STEPS

- Staff's Recommendation to PYMIG:
  - Further advance the design of Modified Idea #1
- Public hearing at the City Council meeting on Saturday, June 22, 2019
- Consideration and action by Council at the Legislative Meeting on Tuesday, June 25, 2019
- If Council approves this recommendation, WMATA would direct PYC to further the design and negotiate a price for Modified Idea # 1 by the fall
- Negotiated price and schedule information will be considered by Council in the fall
- PYC will continue with design and construction of the Station in the approved DSUP plan

# PROCESS - SCHEDULE - NEXT STEPS

## SOUTHWEST ENTRANCE



PYMIG

Option Discussion

Staff Recommendation

Fall - Discuss Refined Cost

Next Steps



# Discussion

# UPCOMING MEETINGS

- Public hearing at the City Council meeting on Saturday, June 22, 2019
- Consideration and action by Council at the Legislative Meeting on Tuesday, June 25, 2019
- DEQ Public Comment Period:
  - June 14, 2019 to July 31, 2019
- DEQ Public Hearing on Tuesday, July 16, 2019 at 7:00pm
  - Oswald Durant Arts Center, 1605 Cameron Street, Alexandria VA, 22314
  - Information briefing: 6:00pm to 6:45pm

# OBJECTIVE STATEMENT

“The objective is to enhance the Potomac Yard Metro southwest station entrance by maximizing accessibility, promoting walkability, and increasing 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>                                   | \$ 25 million              |                              | No delay                          | ( ~765'<br>~3:30 - 6:00 )                |                   |                  |                    |
| <b>1) South Entrance Pavilion w/ Bridge</b>          | \$ 75 million              |                              | Estimated 0 to 6 months of delay  | ( ~765'<br>~3:20 - 5:45 )                |                   |                  |                    |
| <b>2) E. Glebe Ramp w/ Moving Walkway</b>            | \$ 90 million              |                              |                                   | ( ~765'<br>~3:00 - 5:50 )                |                   |                  |                    |
| <b>3) South Entrance Pavilion w/ Small Mezzanine</b> | \$ 100 million             |                              | Estimated 8 to 12 months of delay | ( ~420'<br>~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                   | <ul style="list-style-type: none"> <li>-Improve walkability - Health, environmental, and economic benefits</li> <li>-Quality of walk - Level of effort required, noise, safety</li> <li>-Integrated use of Crime Prevention Through Environmental Design (CPTED) principles to improve public safety</li> </ul> | Low, Medium, and High |
| Sense of Arrival                    | <ul style="list-style-type: none"> <li>-Customer experience of entering into the Metrorail System</li> <li>-Customer sense of place/arrival into the neighborhood</li> <li>-Integrate public art/welcoming design</li> </ul>  | Low, Medium, and High |
| Economic Potential                  | Convenient access to retail development   | Low, Medium, and High |