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\(^{th}\) - May 6\(^{th}\)
  - 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

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>2019</th>
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<tbody>
<tr>
<td></td>
<td>JUN</td>
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<tr>
<td>PERMITS</td>
<td></td>
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<tr>
<td>STATION DESIGN</td>
<td></td>
</tr>
<tr>
<td>RELOCATE TOT LOT AND ADJUST TRAFFIC CIRCLE</td>
<td></td>
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<tr>
<td>SECURE AND SETUP PARKING/STAGING AREAS/TRAILERS</td>
<td></td>
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<tr>
<td>DOCUMENTATION OF EXISTING CONDITIONS</td>
<td></td>
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<tr>
<td>CONSTRUCTION OF WORK BRIDGE OVER WMATA TRACKS</td>
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<tr>
<td>CONSTRUCTION OF AC SWITCHGEAR BUILDING</td>
<td></td>
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<tr>
<td>INSTALL ELECTRIC/STORM DRAIN/WATER ETC. UNDER WMATA TRACKS</td>
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<tr>
<td>PLACE FILL FOR STATION</td>
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</tbody>
</table>
- Construction Access
- Proposed parking removal
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**

- E. Elevator Entrance
  - (2) Elevators
- N. Mezzanine
  - Faregates & Kiosk
  - (4) Elevators
  - (2) Escalators
  - (2) Stairs
- Inbound Platform
- Outbound Platform
- N. Ped. Bridge
  - 16’ Wide
  - 185’ Long
- NW Ped. Bridge
  - 16’ Wide
  - 210’ Long
- Egress Stair
- SW Ped. Bridge
  - 16’ Wide
  - 520’ Long
- S. Entrance Pavilion
  - (2) Elevators
  - (2) Escalators
  - (1) Stair
**South Entrance Design Idea #2**

**E. Glebe Ramp w/ Moving Walkway**

- **E. Elevator Entrance**
  - (2) Elevators

- **N. Mezzanine**
  - Faregates & Kiosk
  - (4) Elevators
  - (2) Escalators
  - (2) Stairs

- **Inbound Platform**
- **Outbound Platform**

- **N. Ped. Bridge**
  - 16' Wide
  - 165' Long

- **NW Ped. Bridge**
  - 16' Wide
  - 210' Long

- **Egress Stair**

- **W. Ramp w/ Moving Walkways**
  - 24' Wide
  - 520' Long
  - (4) Moving Walkways
    - 6' Wide
    - 220' Long

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**Notes:**

- The design includes an elevator entrance with two elevators.
- The mezzanine features faregates and kiosks, with four elevators, two escalators, and two stairs.
- The inbound and outbound platforms are clearly marked.
- The north pedestrian bridge is 16 feet wide and 165 feet long.
- The north entrance pavilion includes two elevators, two escalators, and one stair.
- The west ramp includes four moving walkways, with one 6 feet wide and 220 feet long.
**South Entrance Design Idea #3 - PYC Proposal**

**South Entrance Pavilion w/ Small Mezzanine**

- Relocate to S.E. E. Elevator Entrance
  - (2) Elevators
- N. Mezzanine Faregates & Kiosk
  - (4) Elevators
  - (2) Escalators
  - (2) Stairs

- East/West pedestrian crossing now located at southern bridge

- Relocate Fare Gates to Mezzanine

- (2) Elevators
  - (1) Stair

- Inbound Platform
- Outbound Platform
- N. Ped. Bridge
  - 16’ Wide
  - 185’ Long
- NW Ped. Bridge
  - 16’ Wide
  - 210’ Long
- S. Ped. Bridge
  - 16’ Wide
  - 220’ Long
- S. Entrance Pavilion
  - (2) Elevators
  - (2) Escalators
  - (1) Stair
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

<table>
<thead>
<tr>
<th>Alternative Concept ($ in millions)</th>
<th>Total Estimated Budget Increase</th>
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<tbody>
<tr>
<td>Idea #1 (South Access Pavilion with Bridge to North Entrance)</td>
<td>$75 m</td>
</tr>
<tr>
<td>Idea #2 (E. Glebe Ramp with Moving Walkway to North Entrance)</td>
<td>$90 m</td>
</tr>
<tr>
<td>Idea #3 (Southwest Access Pavilion with Small Mezzanine)</td>
<td>$100 m</td>
</tr>
</tbody>
</table>
## Cost Implications

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

## Baseline Project Budget

- **Southwest Access Pavilion with Bridge to North Entrance**: $320m
- **E. Glebe Ramp with moving walkway to North Entrance**: $320m
- **Southwest Access Pavilion with Small South Mezzanine**: $320m

## Addl. Cost of Idea

- **Southwest Access Pavilion with Bridge to North Entrance**: $75m
- **E. Glebe Ramp with moving walkway to North Entrance**: $90m
- **Southwest Access Pavilion with Small South Mezzanine**: $100m

## State Revenue

- **Southwest Access Pavilion with Bridge to North Entrance**: $50m
- **E. Glebe Ramp with moving walkway to North Entrance**: $50m
- **Southwest Access Pavilion with Small South Mezzanine**: $50m

## New Project Budget

- **Southwest Access Pavilion with Bridge to North Entrance**: $345m
- **E. Glebe Ramp with moving walkway to North Entrance**: $360m
- **Southwest Access Pavilion with Small South Mezzanine**: $370m

## Addl. Debt Service Impact

- **Southwest Access Pavilion with Bridge to North Entrance**: $49m
- **E. Glebe Ramp with moving walkway to North Entrance**: $78m
- **Southwest Access Pavilion with Small South Mezzanine**: $98m

## Estimated Schedule Impact Delay

- **Southwest Access Pavilion with Bridge to North Entrance**: 0 to 6 months
- **E. Glebe Ramp with moving walkway to North Entrance**: 0 to 6 months
- **Southwest Access Pavilion with Small South Mezzanine**: 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 Discussion

Idea 1

Idea 2

Modified Idea 1

Modified Idea 1

TBD

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

<table>
<thead>
<tr>
<th>Entrance Alternatives:</th>
<th>Rating Criteria/Construction Cost/Budget</th>
<th>Operation &amp; Maintenance Cost</th>
<th>Schedule Risks</th>
<th>Distance to Mezzanine (ft)/Travel Time</th>
<th>Travel Experience</th>
<th>Sense of Arrival</th>
<th>Economic Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base - Ramp</td>
<td>$25 million</td>
<td></td>
<td>No delay</td>
<td>(~765' ~3:30 - 6:00)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1) South Entrance Pavilion w/ Bridge</td>
<td>$75 million</td>
<td></td>
<td>Estimated 0 to 6 months of delay</td>
<td>(~765' ~3:20 - 5:45)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) E. Glebe Ramp w/ Moving Walkway</td>
<td>$90 million</td>
<td></td>
<td></td>
<td>(~765' ~3:00 - 5:50)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) South Entrance Pavilion w/ Small Mezzanine</td>
<td>$100 million</td>
<td></td>
<td>Estimated 8 to 12 months of delay</td>
<td>(~420' ~2:00 - 3:30)</td>
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## Matrix - Southwest Entrance

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Definition</th>
<th>Rating Scale</th>
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<tbody>
<tr>
<td>Construction Cost</td>
<td>Cost within available funds</td>
<td>Pass/fail</td>
</tr>
<tr>
<td>Operation &amp; Maintenance (O&amp;M) Cost</td>
<td>Qualitative assessment of O&amp;M costs</td>
<td>Low, Medium, and High</td>
</tr>
<tr>
<td>Schedule Risks</td>
<td>Potential impact to completion date</td>
<td>Low, Medium, and High</td>
</tr>
<tr>
<td>Distance to Mezzanine / Travel Time</td>
<td>Distance from entrance to mezzanine / travel time</td>
<td>Low, Medium, and High</td>
</tr>
<tr>
<td>Travel Experience</td>
<td>- Improve walkability - Health, environmental, and economic benefits</td>
<td>Low, Medium, and High</td>
</tr>
<tr>
<td></td>
<td>- Quality of walk - Level of effort required, noise, safety</td>
<td></td>
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<tr>
<td></td>
<td>- Integrated use of Crime Prevention Through Environmental Design (CPTED) principles to improve public safety</td>
<td></td>
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<tr>
<td>Sense of Arrival</td>
<td>- Customer experience of entering into the Metrorail System</td>
<td>Low, Medium, and High</td>
</tr>
<tr>
<td></td>
<td>- Customer sense of place/arrival into the neighborhood</td>
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<td></td>
<td>- Integrate public art/welcoming design</td>
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<tr>
<td>Economic Potential</td>
<td>Convenient access to retail development</td>
<td>Low, Medium, and High</td>
</tr>
</tbody>
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