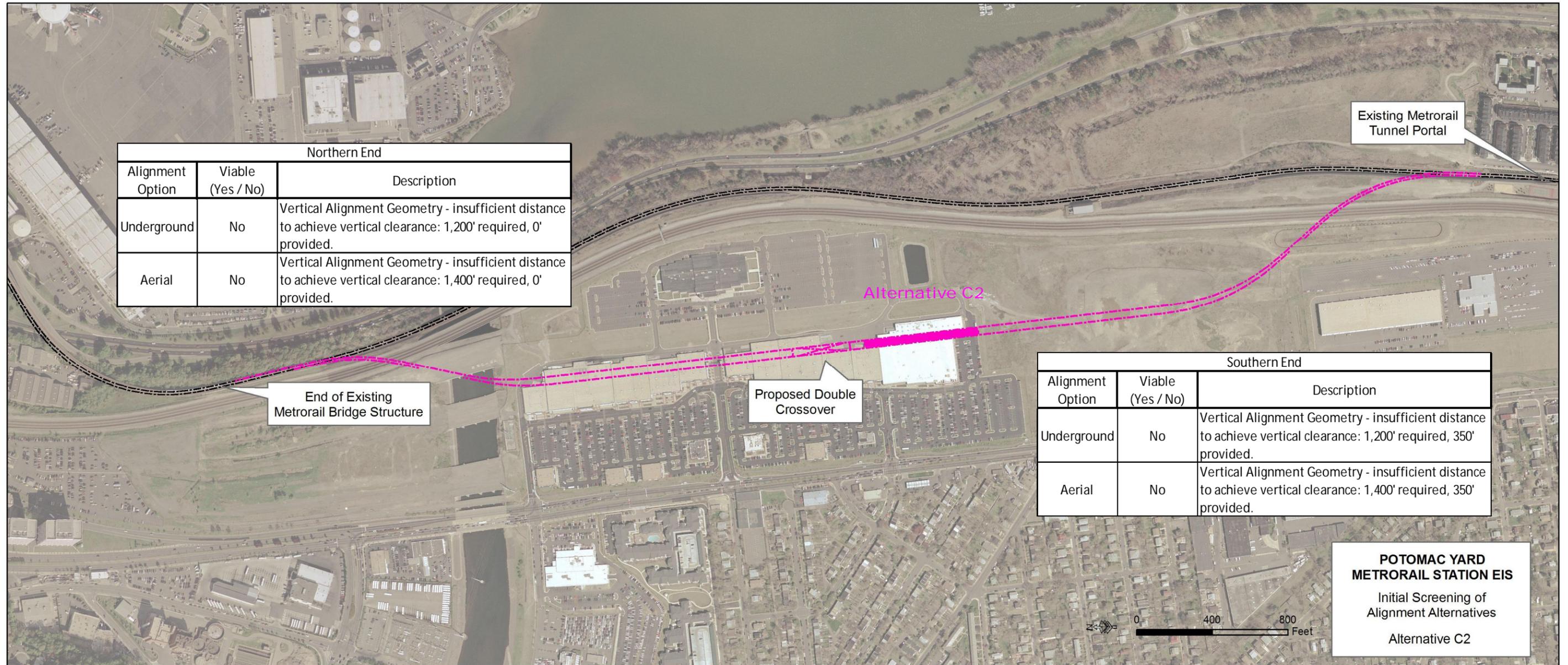


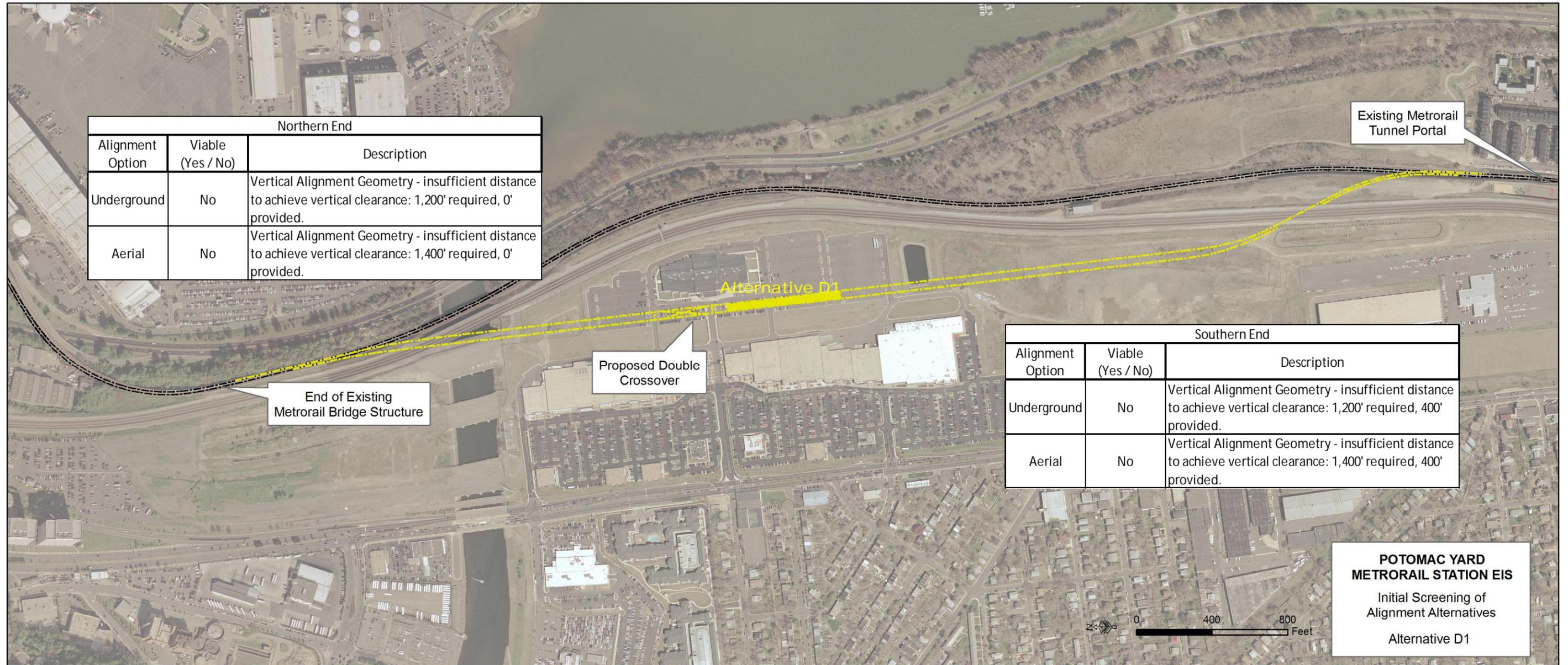
Figure 2-8: Alternative C2 Alignment and Initial Screening



Source: AECOM

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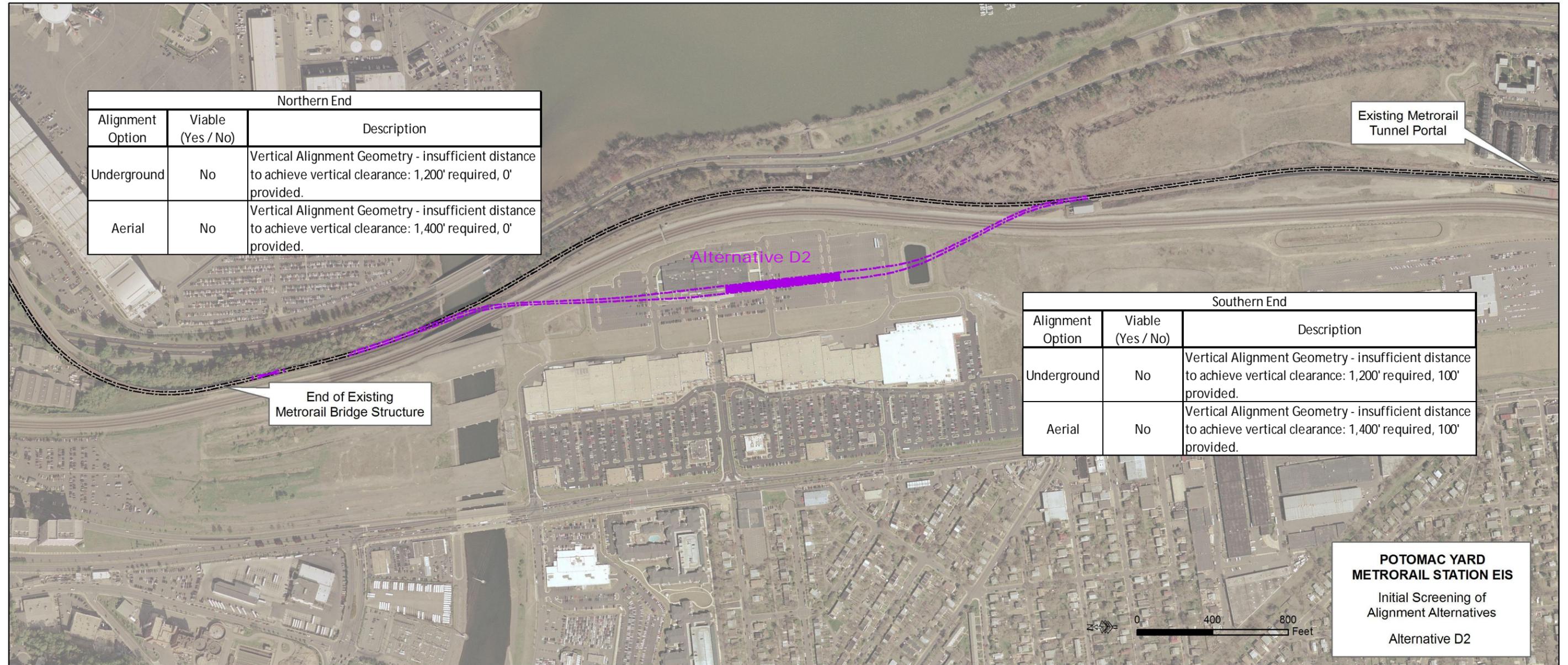
Figure 2-9: Alternative D1 Alignment and Initial Screening



Source: AECOM

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Figure 2-10: Alternative D2 Alignment and Initial Screening



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Figure 2-11: Alternative D3 Alignment and Initial Screening



Source: AECOM

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2.3.6 Technically Feasible Zones

The technical screening demonstrates that, for the alternatives deemed feasible, there could be multiple minor refinements in terms of design and configuration. Thus the concept of a “technically feasible zone” was developed for each group of alternatives. This term describes a zone within which a station could feasibly be located, but does not include areas that may be needed for connecting track. The technically feasible zone for each group of alternatives is described below and depicted in **Figure 2-12**. These zones will be carried into the environmental and community impact screening.

Zone A

The technically feasible zone in the vicinity of Alternative A is constrained by the available tangent (length of straight track) for a station.

Zone B

The technically feasible zone in the vicinity of the B alternatives is constrained by the ability to construct new track so that there is sufficient tangent for a station, and tie the new track back into existing track without requiring the Blue and Yellow lines to be out of service for longer than 76 hours.

Zone C

Based on the technical criteria, the only technically feasible zone for a Metrorail station west of the CSXT tracks is Zone D, described below. It would not be possible to locate a station closer to U.S. Route 1: given the required vertical alignment and clearances, the curves required to reach the Alternative C locations from the existing Metrorail alignment would be too tight to allow for the 45 mph minimum speed. Therefore, there is no technically feasible zone for the C alternatives.

Zone D

The technical feasibility of alternatives west of the CSXT tracks is constrained by the ability to tie back into the existing Metrorail tracks, the minimum horizontal curve required to achieve a 45 mph speed, and the ability to achieve the vertical clearance needed to cross over the CSXT tracks. The tie-in must be at the end of the aerial structure that leads to the Ronald Reagan National Airport Station, because tying in on the aerial structure would require a service outage of approximately three to six weeks, beyond the acceptable 76-hour maximum closure period. In addition, approaching the tie-in to the existing Metrorail mainline from the west side of the existing tracks is not possible given the proximity of the existing CSXT tracks.

Figure 2-12: Technically Feasible Station Location Zones

