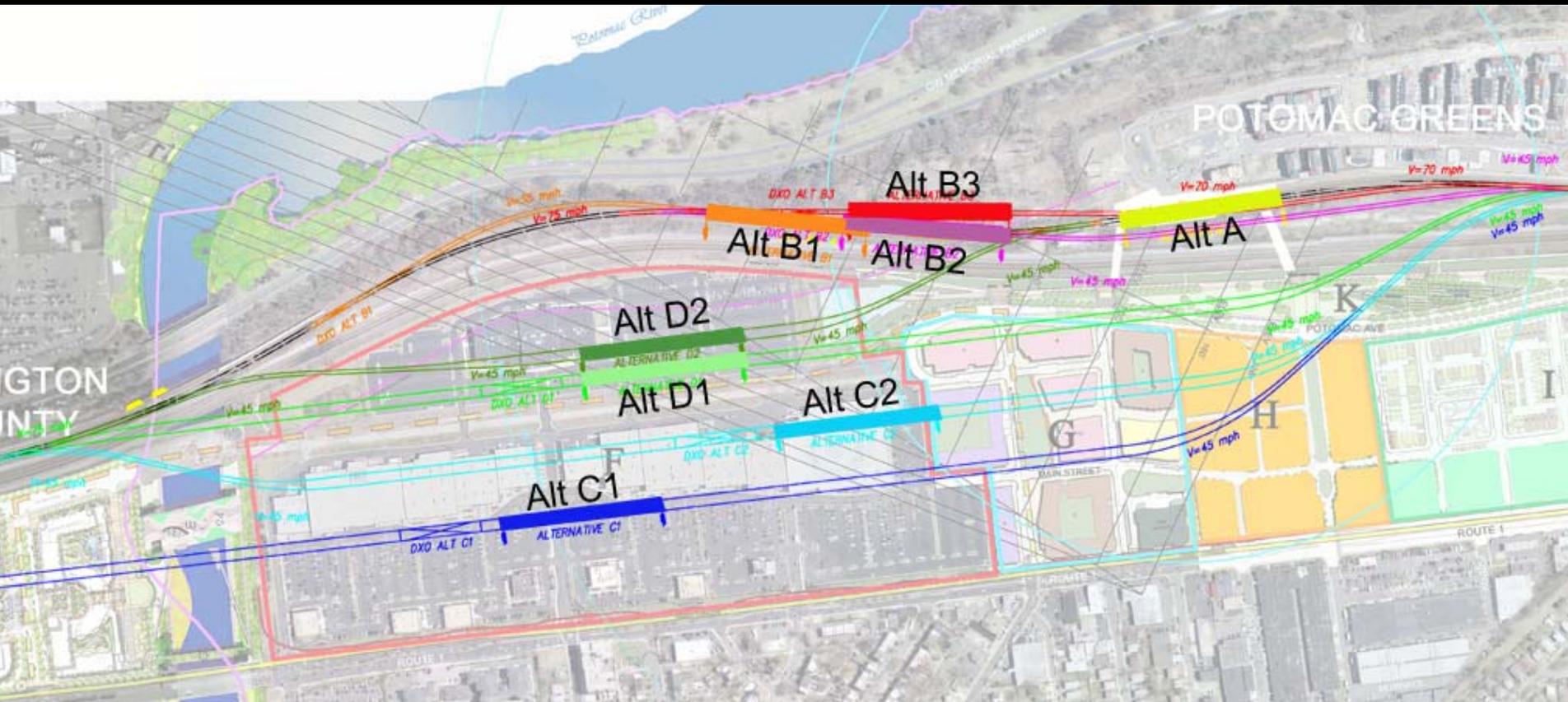


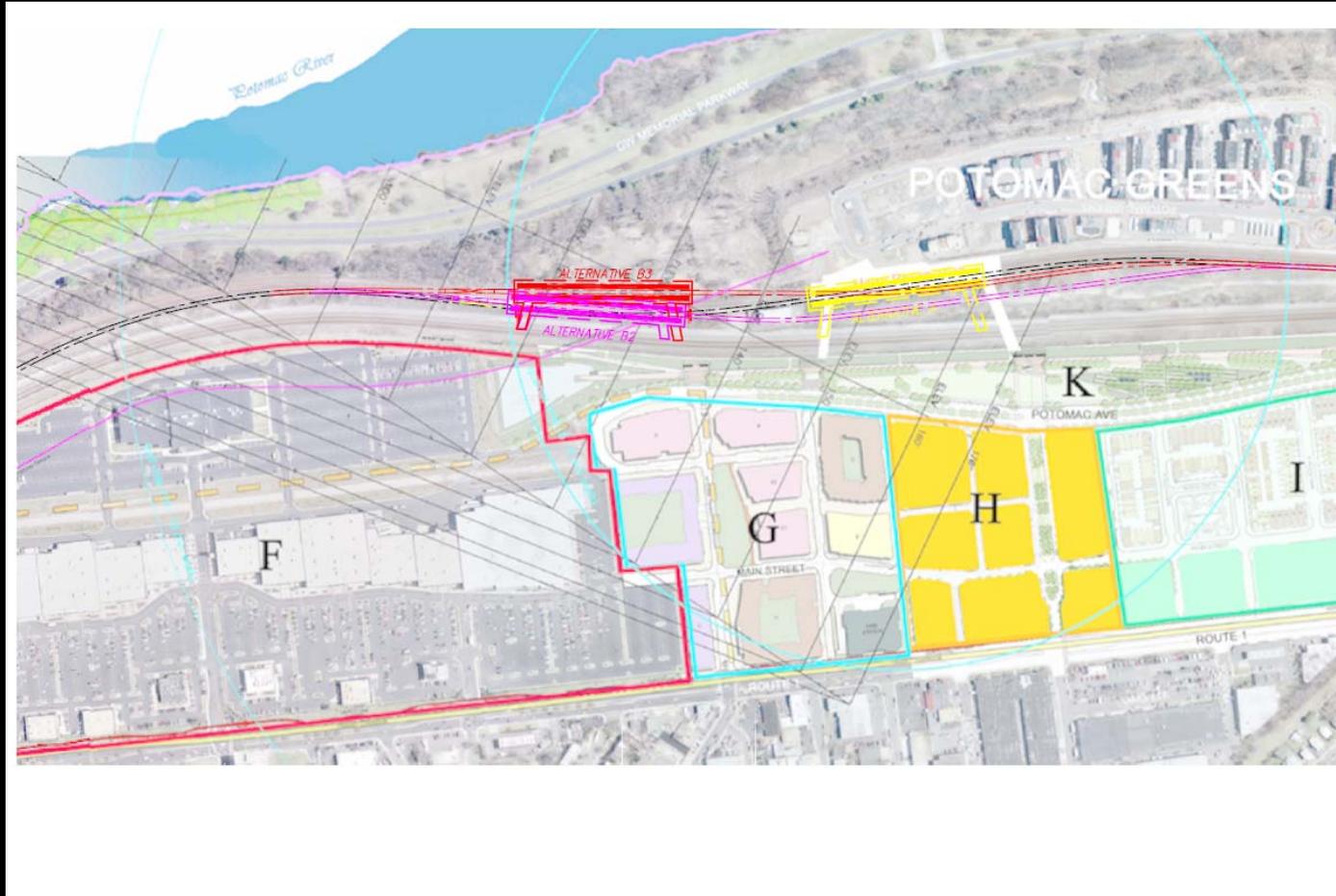
# Potomac Yard Metrorail Station

# Station Location Alternatives May, 2009



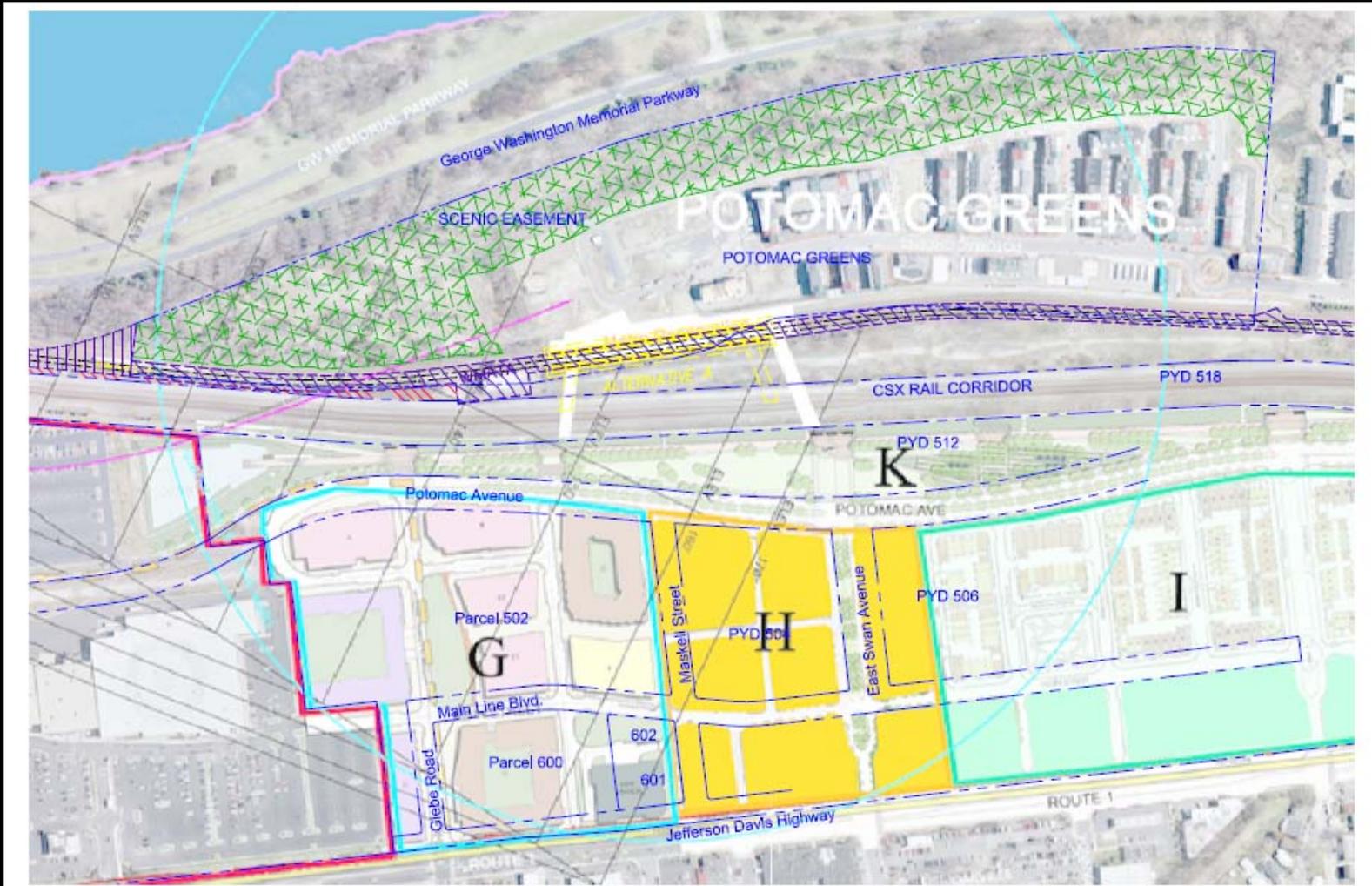
- Alt A – Existing Reservation
- Alt B – Northern Stations
- Alt C – Underground
- Alt D – Aerial

# Station Location Alternatives September, 2009



Alt A – Existing Reservation  
Alt B – Northern Stations

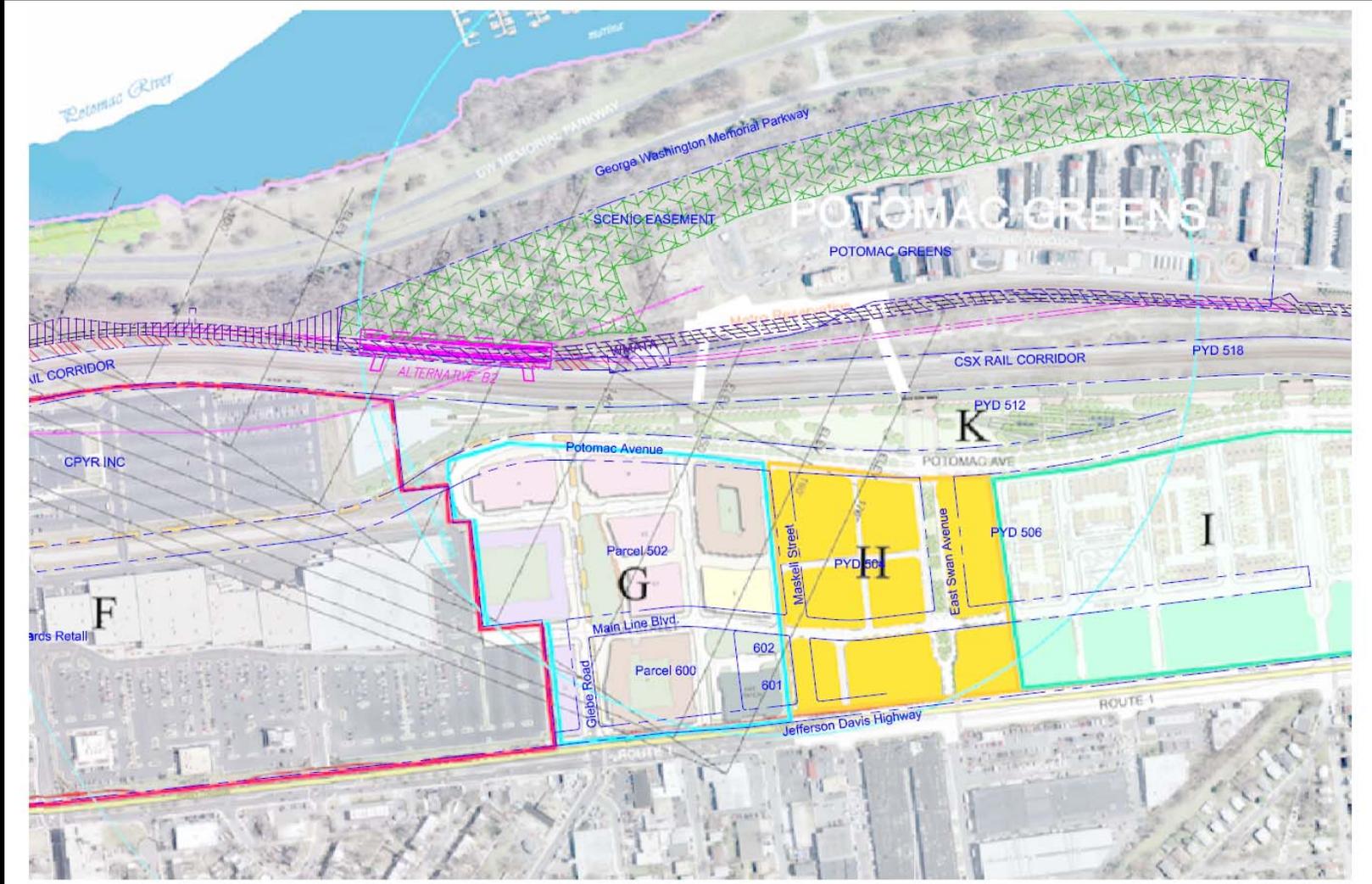
# Properties at Alternative A



# Properties at Alternative A

- City-owned property would provide location for station. Design development required to ensure station would be within city-owned property.
- Requires yet-to-be-defined construction easement.

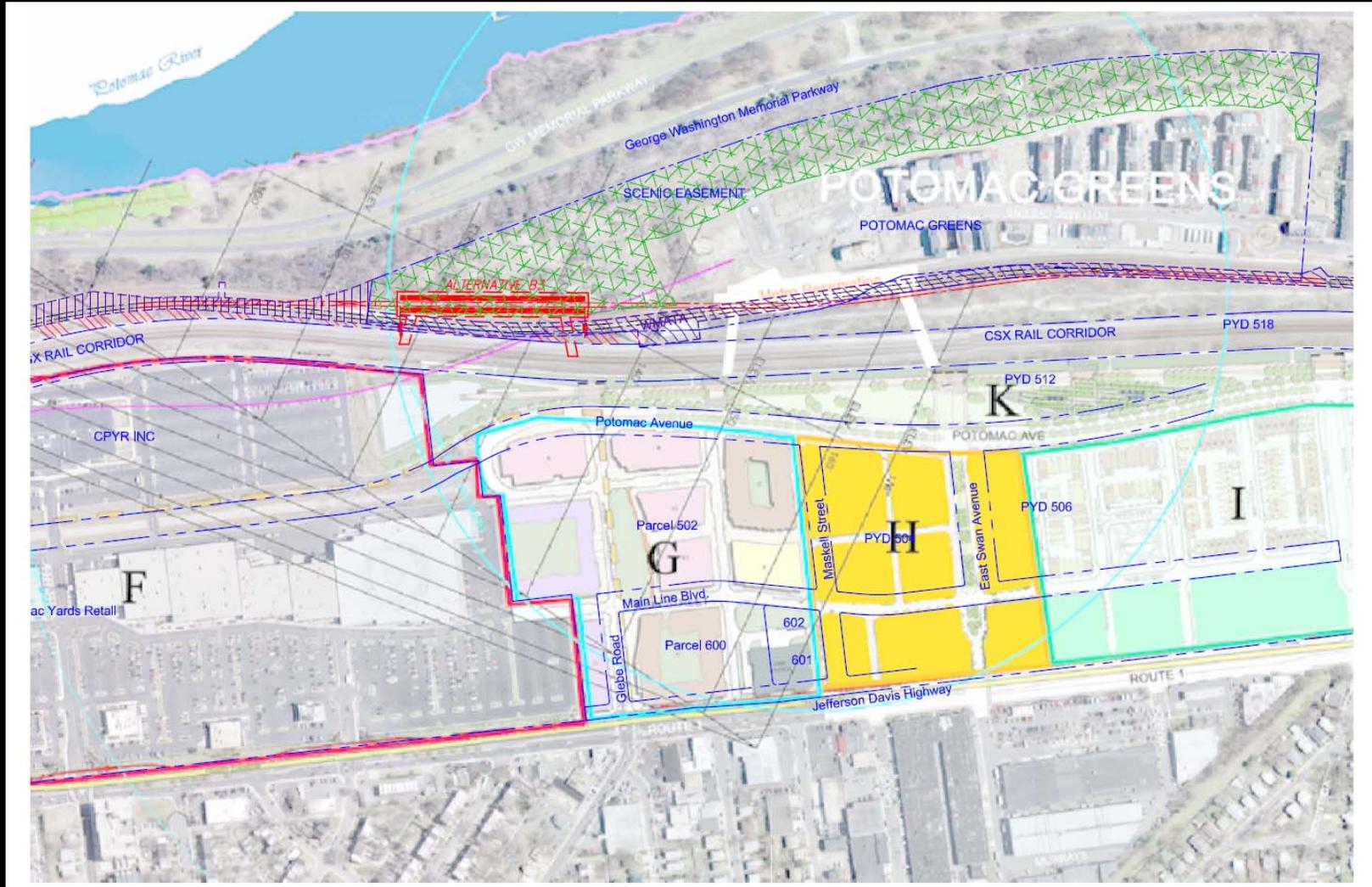
# Properties at Alternative B2



# Properties at Alternative B2

- Tracks, station, and yet-to-be-defined construction easement affect existing scenic easement.
- Requires new traction-power substation and additional right-of-way to replace existing one.

# Properties at Alternative B3



# Properties at Alternative B3

- Short length of tracks takes parkland, which is a Section 4(f) resource that requires special consideration before use.
- Affects existing scenic easement.
- Requires yet-to-be-defined construction easement that also affects existing scenic easement.

# Summary of Alternatives

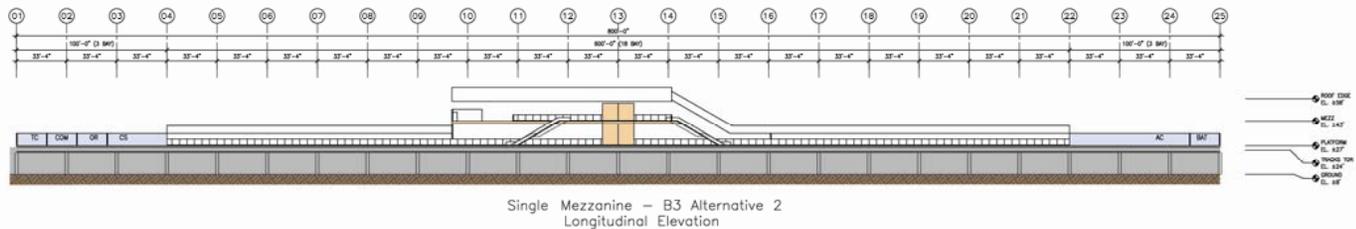
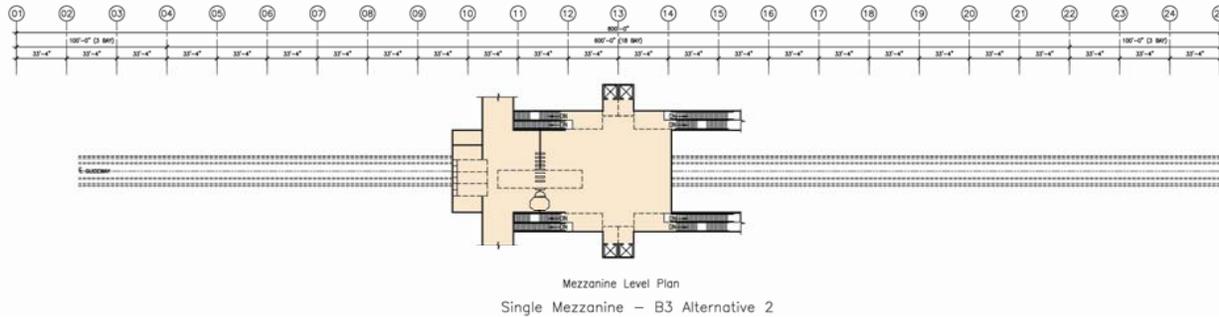
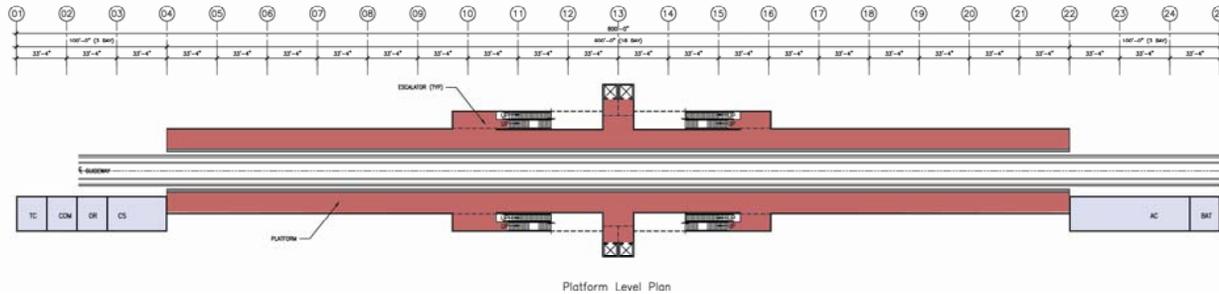
Characteristic	Alternatives							
	A	B1	B2	B3	C1	C2	D1	D2
Station Type	At-grade, side platform	Not Viable	At-grade, side platform	At-grade, side platform	Not Viable	In tunnel, center platform	Aerial, center platform	Aerial, center platform
Approximate development within ¼ mile, million square feet	3.5		5.5	5.5		10.0	9.5	9.5
Approximate development within ½ mile, million square feet*	10.0		14.0	14.0		14.5	14.0	14.0
Construction impacts on Metrorail operations	High		High	Medium		Medium	Medium	Medium
Preliminary estimated capital cost, million 2012 dollars	\$140-180		\$150-200	\$140-180		\$410-520	\$230-300	\$200-260

*No longer under consideration*

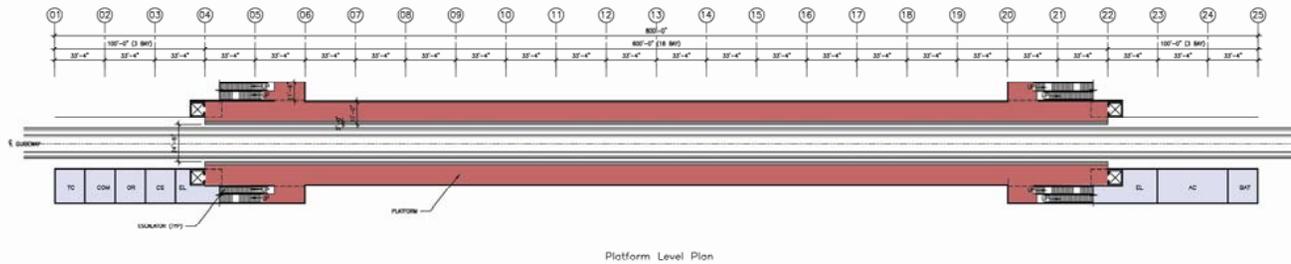
Estimated cost of \$x million for 2<sup>nd</sup> mezzanine and elevated connection to Potomac Greens not Included in the above estimates.

\* Does not include potential development for properties west of Route 1

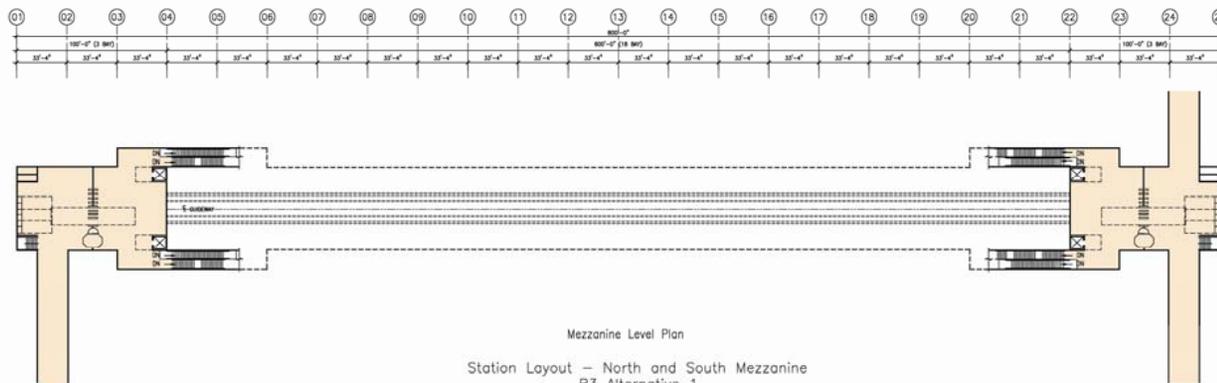
# Typical Single Entrance Layout



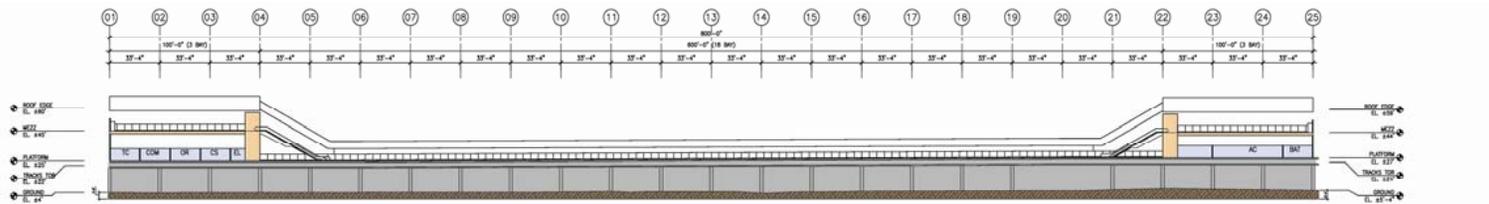
# Typical Double Entrance Layout



Platform Level Plan



Station Layout – North and South Mezzanine  
B3 Alternative 1

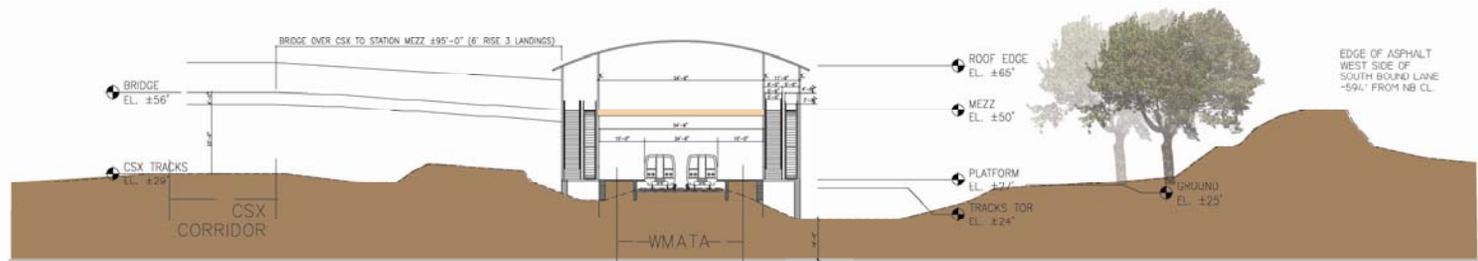


Station Layout – North and South Mezzanine  
B3 – Longitudinal Elevation



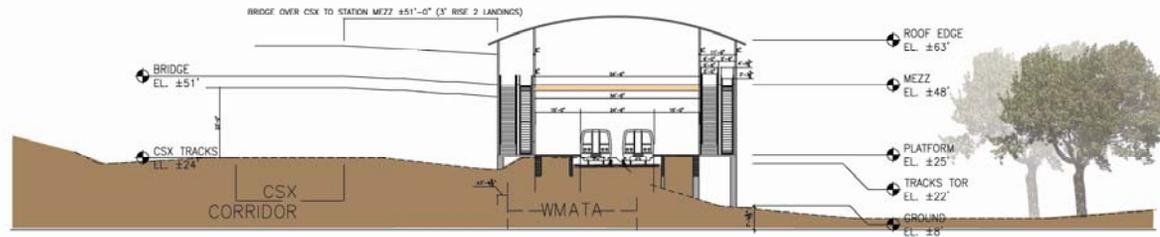
POTOMAC YARD STATION

# Cross-Section Alternative A

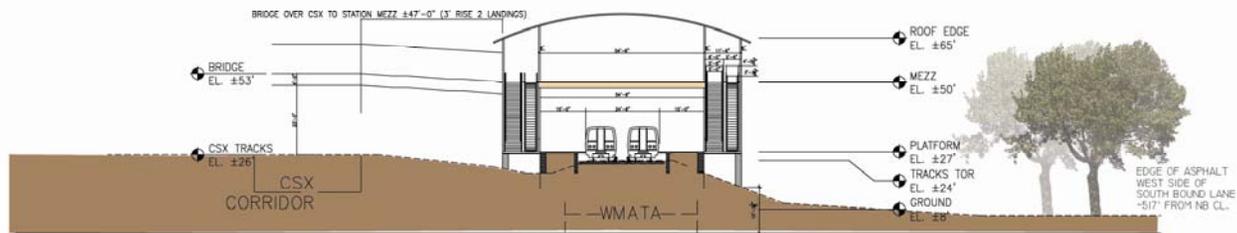


CROSS SECTION:  
ALT A NORTH END

# Cross-Section Alternative B2

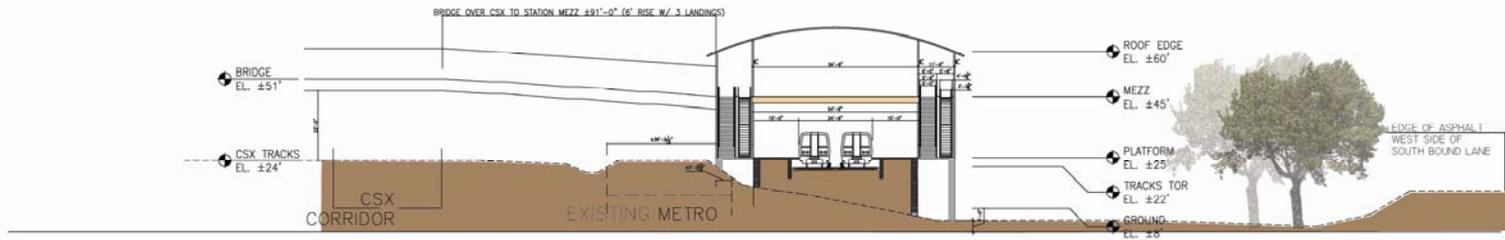


CROSS SECTION:  
ALT B2 NORTH END

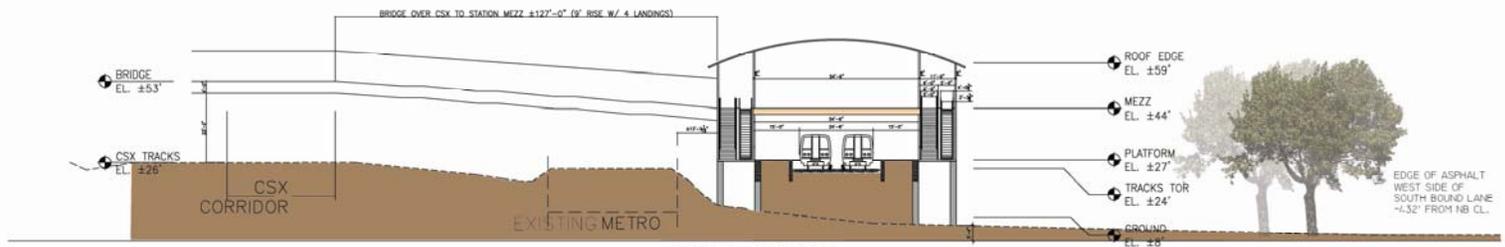


CROSS SECTION:  
ALT B2 SOUTH END

# Cross-Section Alternative B3



CROSS SECTION:  
ALT B3 NORTH END



CROSS SECTION:  
ALT B3 SOUTH END

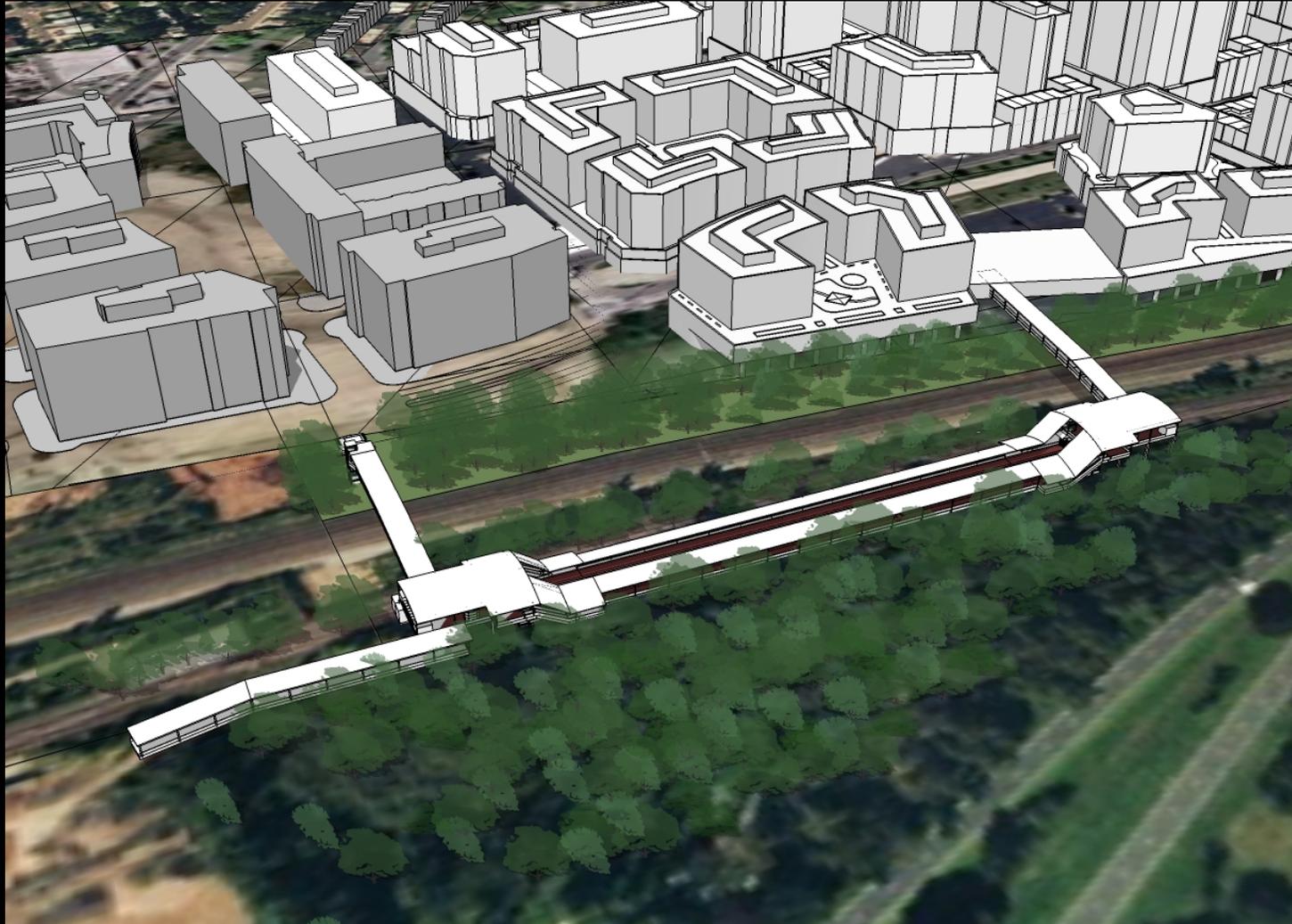
# Alternative B3 – Looking East

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# Alternative B3 – Looking West

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# Current View From the Parkway

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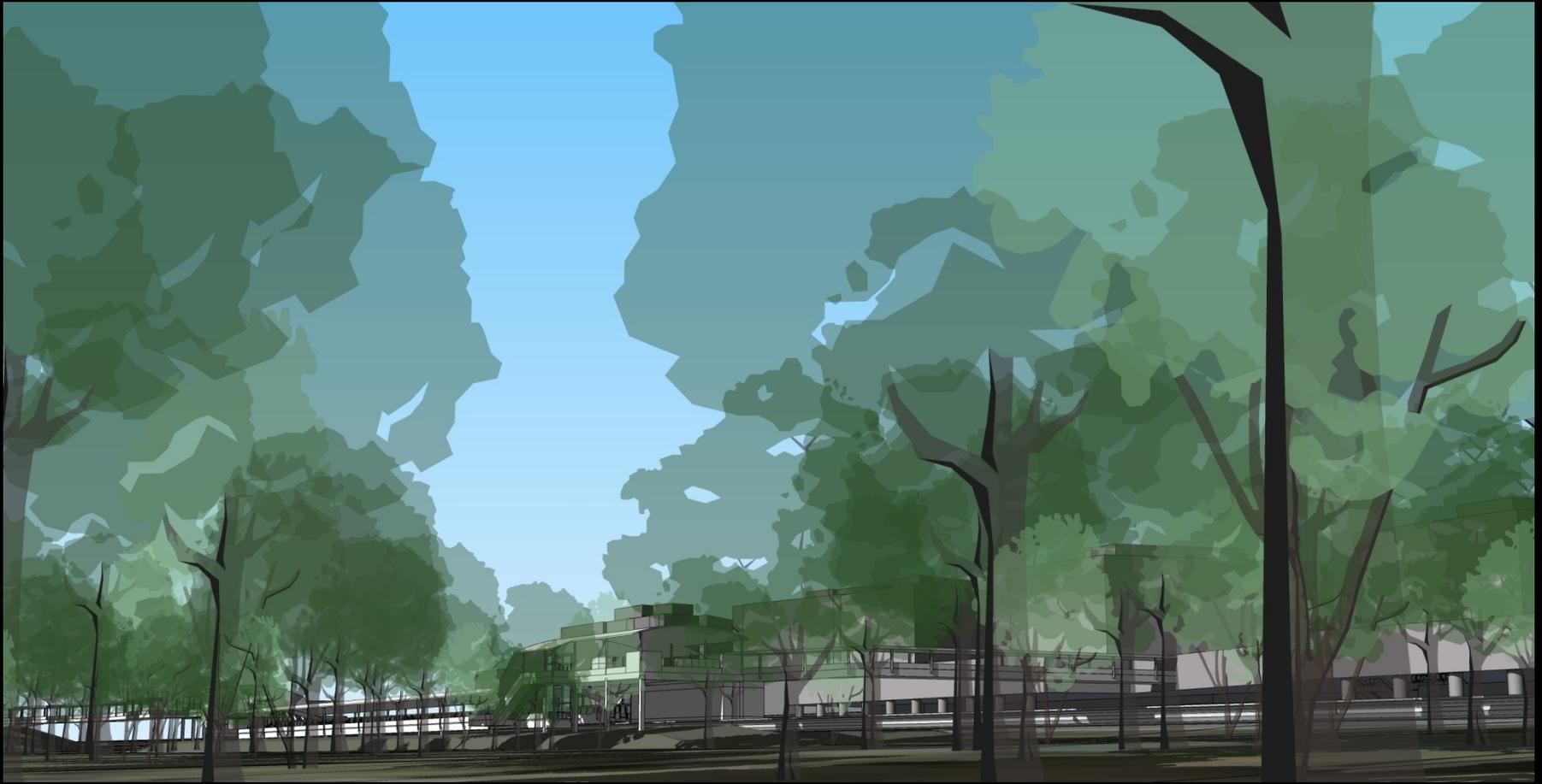
# View of Station From the Parkway

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# View from the Parkway

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# Station Financial Analysis

Indicative Scenario: Hypothetical Comparison of Project Revenue and Cost

