

Metro Station Alternatives

Alt A – Existing Reservation

- Side-platform station
- 3.5 million sf of potential development within ¼ mile walkshed, 10.0 million within ½ mile
- Most accessible from east side, access from main market area via pedestrian bridge across CSX
- Requires the least modification of existing facilities
- In-line construction requiring extensive night work and impact to Potomac Greens residents
- Capital costs approximately \$140 to \$180 million

Alt B1 - Northern

- Moves station 1600 feet north of Alternative A
- Side-platform station
- 5.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Less accessible from east side, access from main market area via pedestrian bridge across CSX
- Track realignment would require acquisition of right-of-way from National Park Service
- No longer being considered due to NPS impact

Alt B2

- Moves station 950 feet north of Alternative A
- Side-platform station
- 5.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Less accessible from east side, access from main market area via pedestrian bridge across CSX
- No right-of-way required from National Park Service for track realignment
- Capital cost approximately \$150 to \$200 million

Alt B3

- Moves station 1,250 feet north of Alternative A
- Side-platform station
- 5.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Less accessible from the east side, access from main market area via pedestrian bridge across CSX
- Requires reconstruction of about 3,000 feet of tract
- Off-line construction, more efficient construction and less impact to Potomac Greens residents
- Capital cost approximately \$140 to \$180 million.

Alt C1 - Underground

- Tunnel & aerial alternatives
- Underground center-platform station
- 10.0 million sf of potential development within ¼ mile walkshed, 14.5 million within ½ mile
- Least accessible from the east side due to distance and need to access via pedestrian bridge across CSX
- Requires construction of about 17,000 feet of track
- Aerial segment north of Four Mile Run severely impacts existing development
- No longer being considered due to impact to existing Development

Alt C2

- Tunnel & aerial Alternative
- Underground center-platform station
- 10.0 million sf of potential development within ¼ mile walkshed, 14.5 million within ½ mile
- Least accessible from the east side due to distance and need to access via pedestrian bridge across CSX
- Requires construction of about 9,000 feet of track
- Aerial segment south of the new station negatively impacts Landbays G & H
- Capital costs approximately \$410 to \$520 million.

Alt D1 - Aerial

- Aerial Alternative
- Aboveground center-platform station
- 9.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Least accessible from the east side due to distance and need to access via pedestrian bridge across CSX
- Requires construction of about 7,300 feet of track
- Aerial segment south of the new station negatively impacts Landbays G, H & K
- Capital costs approximately \$230 to \$300 million.

Alt D2

- Aerial Alternative
- Aboveground center-platform station
- 9.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Least accessible from the east side due to distance and need to access via pedestrian bridge across CSX
- Requires construction of about 5,400 feet of track
- New aerial segment was proposed to locate track outside of Landbays G and H
- Capital costs approximately \$200 to \$260 million.