

2.0 INITIAL SCREENING CRITERIA AND ANALYSIS

This section describes the criteria used to screen the initial range of alternatives. As noted in Section 1.1, the initial screening analysis evaluates each alternative based on the screening criteria and evaluation measures described in detail in the following sections. The screening criteria and order of evaluation are as follows:

1. Responsiveness to project purpose and need;
2. Consistency with land use and development plans; and
3. Technical feasibility.

For the initial screening, if an alternative is clearly inconsistent with a criterion or does not meet the basic feasibility requirements for a criterion, it will not be evaluated further against the subsequent criteria and will not pass the initial screening.

2.1 Responsiveness to Project Purpose and Need

This criterion evaluates whether or not each alternative addresses the project purpose and need as well as the goals and objectives established for the project. The project purpose and need is described below. The goals and objectives established for the project are outlined in **Table 2-1**.

The alternatives were reviewed for consistency with the project purpose and need. If an alternative was potentially consistent with or had some potential to achieve each of the specific goals of the project, then it was considered responsive to the purpose and need for screening purposes. Only those alternatives which were contrary to or had no potential to achieve the goals and objectives were considered inconsistent with the purpose and need and screened out for further analysis.

The results of the initial screening of alternatives based on consistency with the purpose and need are presented in **Table 2-2**.

Project Purpose and Need

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of Potomac Yard—a major transit-oriented, mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria, Virginia, is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30 percent population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center to the north. The existing retail center is approved for redevelopment, with 2.25 million square feet of total mixed-use development including office, retail, residential and hotel uses, assuming no Metrorail station is in place. If a Metrorail station is in place, a total of 7.5 million square feet of development may be built. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately four million square feet of development. The Coordinated Development Districts (CDDs) in the Potomac Yard redevelopment area are shown in **Figure 2-1**. This additional development will impact the existing roadway network with increased travel demand resulting in additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail tracks to the east and limited east-west connectivity west of U.S. Route 1.

Table 2-1: Project Goals and Objectives

Project Goals	Project Objectives
Goal 1: Improve access to the regional Metrorail system	<ul style="list-style-type: none"> • Support WMATA's current system expansion plans for the Metrorail system • Support regional long-range transportation plans • Maximize access and minimize travel times for regional transit trips to and from existing and planned development in the Potomac Yard area
Goal 2: Serve population and employment growth in the Potomac Yard area	<ul style="list-style-type: none"> • Maximize accessibility of transit to existing and planned population and employment within the project study area • Support the City of Alexandria's redevelopment plans and transportation plans and policies for Potomac Yard and the U.S. Route 1 corridor
Goal 3: Accommodate projected travel demand and improve regional air quality	<ul style="list-style-type: none"> • Increase transit ridership to and from the Potomac Yard area • Increase overall transit mode share for trips in the Potomac Yard area • Reduce automobile vehicle miles traveled
Goal 4: Provide a cost-effective and financially feasible transportation investment	<ul style="list-style-type: none"> • Maximize ridership for existing transit infrastructure • Minimize capital and operating costs • Provide financially feasible transportation choices • Provide opportunities for private sector funding
Goal 5: Enhance transportation and pedestrian safety	<ul style="list-style-type: none"> • Minimize walking distances from the station to residential and commercial development • Maximize direct connections with surface transit services and planned pedestrian and bicycle facilities • Minimize potential for conflicts between pedestrians, transit users, and automobile traffic

Note: Consistency with Goal 4 regarding cost-effectiveness and financial feasibility was not considered as part of this screening. The alternatives are not yet developed to a sufficient level of detail to assess their cost-effectiveness or financial feasibility.

Currently, the project area is not served by Metrorail or any other rapid transit services which provide regional connectivity. The project area is located between two Metrorail stations that are 3.1 miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested U.S. Route 1 corridor. These bus routes have numerous local stops resulting in slow transit travel speeds, resulting in relatively long transit travel times to access the site. The Crystal City/Potomac Yard Transitway, which will provide bus priority lanes on nearby U.S. Route 1, will improve reliability and travel times of local transit services along the U.S. Route 1 corridor; however, direct access to the Metrorail system is still needed to accommodate regional transit trips.

A potential Potomac Yard Metrorail Station was included in WMATA's 1999 *Transit Service Expansion Plan*, the 2010 *Financially Constrained Long-Range Transportation Plan for the National Capital Region (CLRP)*, and earlier WMATA and regional transportation plans, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and 2010 *North Potomac Yard Small Area Plan*. Establishing a new access point to the regional Metrorail system would promote more transit-friendly development patterns close to the urban core supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the site on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality.

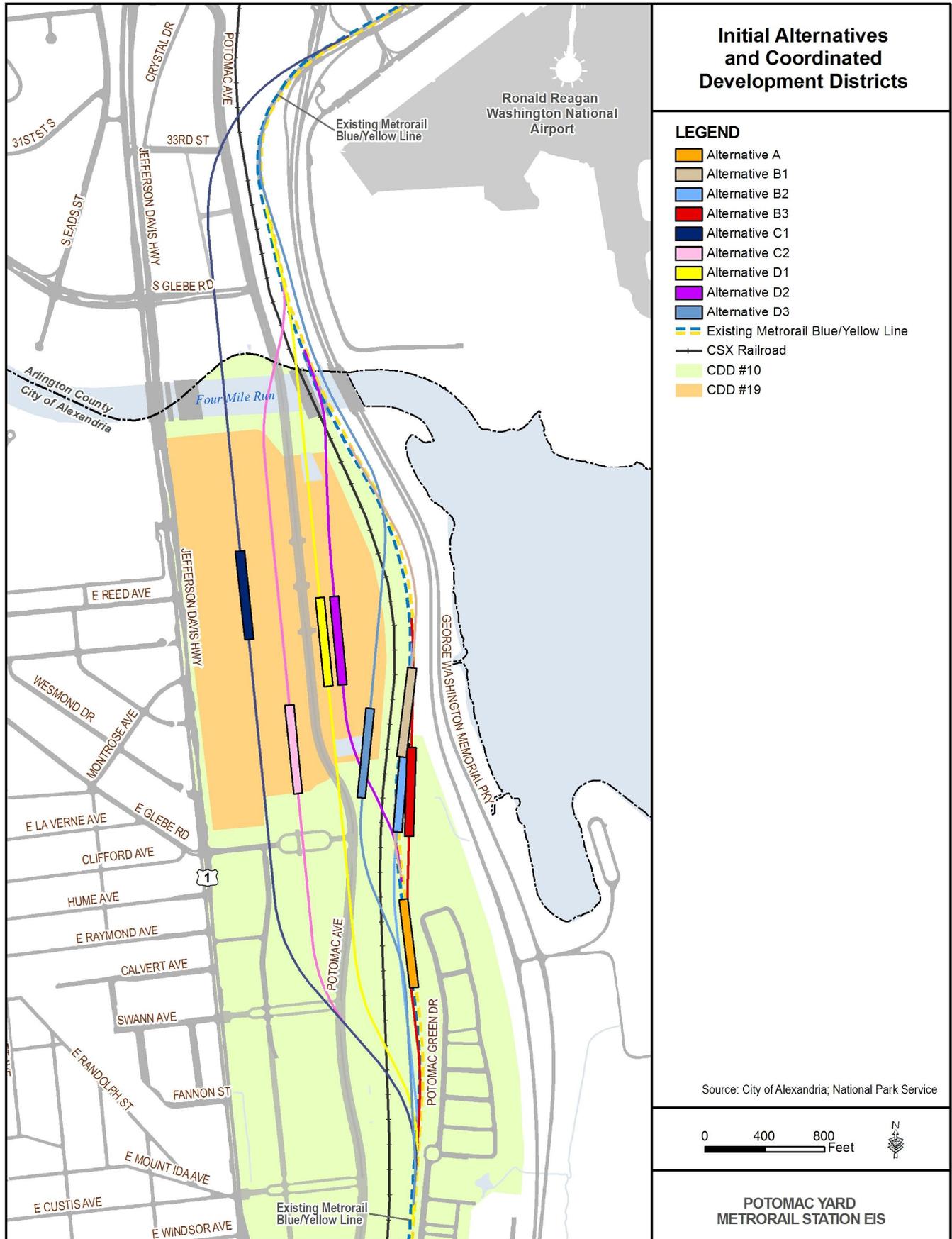
2.1.1 Alternatives A, B1, B2, and B3

Alternatives A, B1, B2, and B3, whether underground, at-grade, or aerial, would be consistent with the goals and objectives of the project purpose and need. Therefore, these alternatives pass the initial screening.

2.1.2 Alternatives C1 and C2

Alternatives C1 and C2 would be consistent with the goals and objectives of the project purpose and need, whether underground, at-grade, or aerial. Therefore, these alternatives pass the initial screening.

Figure 2-1: Potomac Yard Redevelopment Area



2.1.3 Alternatives D1, D2, and D3

Alternatives D1, D2, and D3 would be consistent with the goals and objectives of the project purpose and need, whether underground, at-grade, or aerial. Therefore, these alternatives pass the initial screening.

2.1.4 Alternatives E1 and E2

Alternative E1 would not be consistent with the goals and objectives of the project purpose and need, because of the distance from the proposed location in Old Town Alexandria to Potomac Yard. Likewise, Alternative E2 would not be consistent with the goals and objectives of the project purpose and need, because its proposed location is in the West End of Alexandria and far from Potomac Yard. Therefore, these alternatives would not provide direct transit service to Potomac Yard nor enhance Metrorail access or transit connectivity for Potomac Yard. Furthermore, Alternatives E1 and E2 would not accommodate travel demand or support safer travel modes in the Potomac Yard area. Therefore, these alternatives do not pass the initial screening.

2.1.5 VRE Station Alternative

The VRE Station Alternative would not be consistent with the goals and objectives of the project purpose and need, because it would not provide direct access to the Metrorail system and would only serve a small portion of existing and potential transit users. Specifically, the alternative would not provide direct access to the regional Metrorail system. Therefore, this alternative does not pass the initial screening.

2.1.6 Bus Alternative

The Bus Alternative would not be consistent with the project purpose and need, because it does not establish a new access point to the regional Metrorail system. Therefore, this alternative does not pass the initial screening.

2.1.7 Parking Garage Alternative

The Parking Garage Alternative would not be consistent with the goals and objectives of the project purpose and need, because it does not address the need to accommodate projected travel demand in the U.S. Route 1 corridor. Specifically, the alternative:

- Would not provide access to the regional Metrorail system;
- Would not improve transit access to Potomac Yard;
- Would help meet parking demand at the site but would not enhance mobility in the vicinity of Potomac Yard;
- Would not support travel modes that have the potential to improve regional air quality; and
- Would potentially increase auto traffic in the Potomac Yard development, which would create additional opportunities for conflicts with pedestrians and bicyclists.

Therefore, this alternative does not pass the initial screening.

Table 2-2: Consistency with the Project Goals and Objectives*

Alternative		Goal 1: Improve Potomac Yard Access to the Regional Metrorail System	Goal 2: Serve Population & Employment Growth in the Potomac Yard Area	Goal 3: Accommodate Travel Demand to and from the Potomac Yard Area & Improve Regional Air Quality	Goal 5: Enhance Transportation & Pedestrian Safety in the Potomac Yard Area
Metrorail Station Alternative A	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative B1	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative B2	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative B3	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative C1	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative C2	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative D1	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes

Alternative		Goal 1: Improve Potomac Yard Access to the Regional Metrorail System	Goal 2: Serve Population & Employment Growth in the Potomac Yard Area	Goal 3: Accommodate Travel Demand to and from the Potomac Yard Area & Improve Regional Air Quality	Goal 5: Enhance Transportation & Pedestrian Safety in the Potomac Yard Area
Metrorail Station Alternative D2	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative D3	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative E1	underground	No	No	No	No
	at-grade	No	No	No	No
	aerial	No	No	No	No
Metrorail Station Alternative E2	underground	No	No	No	No
	at-grade	No	No	No	No
	aerial	No	No	No	No
VRE Station Alternative		Yes (limited) [†]	Yes	No	Yes
Bus Alternative		No	Yes	Yes	Yes
Parking Garage Alternative		No	Yes	No	No

**Note: Consistency with Goal 4 regarding cost-effectiveness and financial feasibility was not considered as part of this screening. The alternatives are not yet developed to a sufficient level of detail to assess their cost-effectiveness or financial feasibility.*

[†] A VRE station would not provide direct access to the regional Metrorail system, but would provide access via transfer at the King Street, Crystal City, L'Enfant Plaza, and Union Station Metrorail stations.

2.2 Consistency with Land Use and Development Plans

Following the screening based on responsiveness to the project purpose and need, the remaining build alternatives (underground, at-grade, and aerial station options for Alternatives A, B1, B2, B3, C1, C2, D1, D2, and D3) were evaluated based on consistency with the *North Potomac Yard Small Area Plan* (2010) and the *Potomac Yard Coordinated Development District (CDD #10) Concept Plan* (approved 1999, updated 2010). See **Figure 2-1** for CDD locations.

The plans identify where future development is intended or planned to occur in Potomac Yard. The evaluation of consistency with land use and development plans determined whether a build alternative or station option is consistent with or has potential to support the applicable land use and development plans. Alternatives which are consistent with these plans were considered consistent for screening purposes. Alternatives which are contrary to these land use and development plans were considered inconsistent and screened out for further analysis. The results of the initial screening of alternatives based on consistency with the land use and development plans are presented in **Table 2-3**.

Potomac Yard Coordinated Development District (CDD #10) Concept Plan

The *Potomac Yard Coordinated Development District (CDD #10) Concept Plan* proposes a development program to transform an underutilized tract into a high-density, mixed-use community. The plan proposes a street grid, network of open spaces, and a development program for approximately 166 acres of land. One of the main aspects of the proposed development program is a high-density, mixed-use “Town Center” surrounded by open spaces and medium-density residential communities. The center would be located immediately south of the existing Potomac Yard Retail Center. Although the concept plan does not propose or require a new Metrorail station at Potomac Yard, it assumes the use of the Metro Reservation site at Alternative A for a future Potomac Yard Metrorail Station. The concept plan locates the “Town Center” adjacent to Alternative A and the existing Potomac Yard Retail Center, with the intent that the “Town Center” would “draw upon the success” of the retail center’s activity.

North Potomac Yard Small Area Plan (2010)

The City of Alexandria’s *North Potomac Yard Small Area Plan* is intended to guide future growth and redevelopment in the area that currently includes the Potomac Yard Retail Center, which is just north of the “Town Center,” proposed in the *Potomac Yard CDD #10 Concept Plan*. Unlike the *Potomac Yard CDD #10 Concept Plan*, the *North Potomac Yard Small Area Plan*, does not assume the continued use of the Potomac Yard Retail Center. The plan recommends a rezoning of North Potomac Yard to be a new CDD (CDD #19), apart from CDD #10. The plan calls for high-density transit-oriented development, mostly office or mixed-use, connected by a multi-modal transportation network that is characterized by a “highly walkable urban environment, minimal automobile impact, and maximum use of existing and new Metro stations.”

2.2.1 Alternative A

Alternative A underground, at-grade, and aerial station options meet the criteria for consistency with land use and development plans. The *Potomac Yard CDD Concept Plan* assumes, but does not require, the use of the Metro Reservation site at this location for the Metrorail Station. Alternative A would serve the Potomac Yard area and would not conflict with land use and development plans. Therefore, Alternative A passes the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

2.2.2 Alternatives B1, B2, and B3

Alternatives B1, B2, and B3 underground, at-grade, and aerial station options meet the criteria for consistency with land use and development plans. The *North Potomac Yard Small Area Plan* includes a Metrorail Station at roughly the location of Alternative B2 or B3. The B Alternatives would serve the Potomac Yard area and would not conflict with land use and development plans. Therefore, Alternatives B1, B2, and B3 pass the initial screening. It should be noted that although there is no current General Management Plan for the George Washington Memorial Parkway, potential impacts to planned land uses and viewsheds within the park will be evaluated in detail as part of the EIS.

Table 2-3: Consistency with Land Use and Development Plans

Alternative		Consistency with the <i>Potomac Yard CDD #10 Concept Plan</i> and <i>North Potomac Yard Small Area Plan</i>
Metrorail Station Alternative A	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative B1	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative B2	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative B3	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative C1	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative C2	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative D1	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative D2	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative D3	underground	Yes
	at-grade	No
	aerial	Yes

2.2.3 Alternatives C1 and C2

Alternatives C1 and C2 **underground** station options are consistent with land use and development plans. The options would not conflict with the new street grid, potential development, or open space proposed in the plans. Therefore, Alternatives C1 and C2 **underground** pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

Alternatives C1 and C2 **at-grade** station options, which would require new track alignments through North Potomac Yard, are inconsistent with the plans. The at-grade station options would require grade separated crossings for auto, pedestrian, and bicycle traffic, which would force the street grid onto aerial structures over the WMATA right-of-way or into tunnels under the right-of-way. Grade separated crossings would conflict with the goal of creating a highly walkable urban environment. Therefore, Alternatives C1 and C2 **at-grade** do not pass the initial screening.

Alternatives C1 and C2 **aerial** station options, which would require establishing new track alignments through the planned development, as shown in the *North Potomac Yard Small Area Plan*, are consistent with the plans. The *Potomac Yard Metrorail Station Concept Development Study* (2010) identified a set of aerial options (Alternatives D1 and D2) which would require alterations to the planned street and block grid. Although this type of station option would require the use of parcels identified for high density for the right-of-way needs of the Metrorail station and elevated track, a restructuring of the grid to accommodate the C1 and C2 alignment locations could potentially be done in a way that upholds the integrity and purpose of the adopted plans. Therefore, Alternatives C1 and C2 **aerial** station options are consistent with development plans and pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

2.2.4 Alternatives D1, D2, and D3

Alternatives D1, D2 and D3 **underground** station options are consistent with land use and development plans. The options would not conflict with the new street grid, potential development, or open space proposed in the plans. Therefore, Alternatives D1, D2, and D3 **underground** pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require new planning processes.

Alternatives D1 and D2 **at-grade** station options, which would require new track alignments through North Potomac Yard, are inconsistent with the plans. The at-grade station options would require grade separated crossings for auto, pedestrian, and bicycle traffic, which would force the street grid onto aerial structures over the WMATA right-of-way or into tunnels under the right-of-way. Grade separated crossings would conflict with the goal of creating a highly walkable urban environment. Therefore, Alternatives D1 and D2 **at-grade** do not pass the initial screening.

The Alternative D3 **at-grade** station option is inconsistent with land use and development plans, because it would result in the station and track alignment displacing or disrupting access to a planned park and recreational trail which is part of the *North Potomac Yard Small Area Plan*. The Alternative D3 at-grade option would potentially isolate the proposed parkland and trail between the realigned Metrorail line and the existing CSXT freight rail line. This planned park is intended to provide an accessible and continuous open space connection and off-street trail from Four Mile Run to Braddock Road. Therefore, Alternative D3 **at-grade** does not pass the initial screening.

As noted in the *Potomac Yard Metrorail Station Concept Development Study*, the **aerial** station options for Alternatives D1 and D2 would require alterations to the planned grid. The D1 aerial option would utilize an alleyway between new buildings for its alignment, and the D2 aerial option would require the realignment of Potomac Avenue for its alignment. The D1, D2 and D3 aerial station options would require the use of parcels identified for development or parks/open space for the right-of-way needs of the Metrorail station and elevated track. However, the modifications required for the Metrorail station could potentially be done in a way that upholds the integrity and purpose of the adopted plans. Therefore, Alternatives D1, D2, and D3 **aerial** station options pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

2.3 Technical Feasibility

Following the screenings based on responsiveness to the Purpose and Need and Consistency with Land Use and Development Plans criteria, the remaining alternatives (Alternatives A, B1, B2, and B3 underground, at-grade, and aerial; and Alternatives C1, C2, D1, D2, and D3 underground and aerial) were analyzed for technical feasibility. Engineering design of each alternative was developed to the level necessary to assess technical feasibility, which is approximately five percent design. Rail engineers conducted a technical feasibility analysis which evaluated the alternatives for compliance with design criteria as they apply to maximum allowable track speed, horizontal and vertical alignment geometry, horizontal and vertical clearance requirements, and constructability/construction phasing requirements. This set of design criteria comprises the current adopted WMATA Manual of Design Criteria, Release 9 (2008) and relevant CSXT Criteria. Alternatives that do not meet the technical feasibility criteria were eliminated. A detailed listing of all criteria and sources is provided in **Appendix A**. See **Figure 2-2** (insets A through F) for an illustration of the technical feasibility criteria. The key criteria include:

- Constructability and Construction Phasing: WMATA policy requires that construction activities cannot interrupt existing Metrorail operations on the Blue and Yellow line for a period longer than a three-day holiday weekend (76 hours). In terms of this study, where proposed station locations require adjustments to mainline track alignments, tie-in to the existing mainline must be at-grade, and cannot occur along the aerial or tunnel track segments to the north and south of Potomac Yard;
- The maximum vertical grade for track is four percent (see **Inset A**);
- Vertical Clearance: 35 feet minimum is required over CSXT track, and 25 feet minimum is required under CSXT track (see **Inset B**);¹
- Horizontal geometry must allow for a minimum speed of 45 mph (radius=755 feet; see **Inset C**);
- Horizontal Clearance: 50 feet minimum is required from the centerline of Metrorail track to the centerline of CSXT track, and 40 feet minimum is required from the face of a Metrorail bridge, pier, or tunnel portal to the centerline of CSXT track (see **Inset D**); and
- Horizontal and vertical alignment at a station: a minimum 730 feet of tangent (straight track) is required; 600 feet along the platform, and 65 feet at either end of the platform before the beginning of a horizontal or vertical curve (see **Inset E**).

The following assumptions were made during the review process:

- For purposes of this study, CSXT top of rail elevations were considered to be similar to existing Blue and Yellow line top of rail elevations at the proposed crossing locations;
- Aerial Station: The top of rail is assumed to be 30 feet above surface;
- The top of rail is assumed to be 40 feet below surface under Four Mile Run. The existing ground profile shows a 20-foot depth to Four Mile Run. However, review of contour maps indicates this depth may be greater than 20 feet;
- To meet WMATA minimum mainline outage requirements, the existing aerial structure to the north and tunnel structure to the south will not be altered for purposes of accommodating the Potomac Yard Metrorail Station alignment;

¹ 35 feet of clearance over CSXT includes 23 feet clear from the top of CSXT rail to the bottom of the Metrorail structure, and 12 feet of structure depth from the bottom of Metrorail structure to the top of rail; 25 feet of clearance under CSXT or Four Mile Run includes 20 feet from the top of rail to top (or outside) of tunnel structure and 5 feet of additional clearance to top of CSXT rail.

- For constructability of above-grade or below-grade alignments, the new mainline vertical alignment will not begin rising or descending until the proposed alignment is 15 feet away horizontally from the existing mainline alignment (see **Inset F**); and
- Construction of temporary parallel mainline alignments is not considered feasible as a way of addressing constructability issues.

The screening results are described in the sections below and are summarized in **Table 2-4**. A more detailed description of the technical feasibility screening process is available in **Appendix A**.

Table 2-4: Technical Feasibility

Alignment Option		Meets Constructability Requirements	Meets Vertical Clearance Requirements	Meets Horizontal Clearance Requirements
Metrorail Station Alternative A	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative B1	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative B2	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative B3	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative C1	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative C2	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative D1	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative D2	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative D3	underground	No	No	No
	aerial	Yes	Yes	Yes

2.3.1 Alternative A

Alternative A is located on the existing WMATA Blue and Yellow line horizontal alignment. The station would be placed within a segment of existing horizontal tangent which has sufficient length to accommodate a station. The Alternative A alignment and screening results are shown in **Figure 2-3**.

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