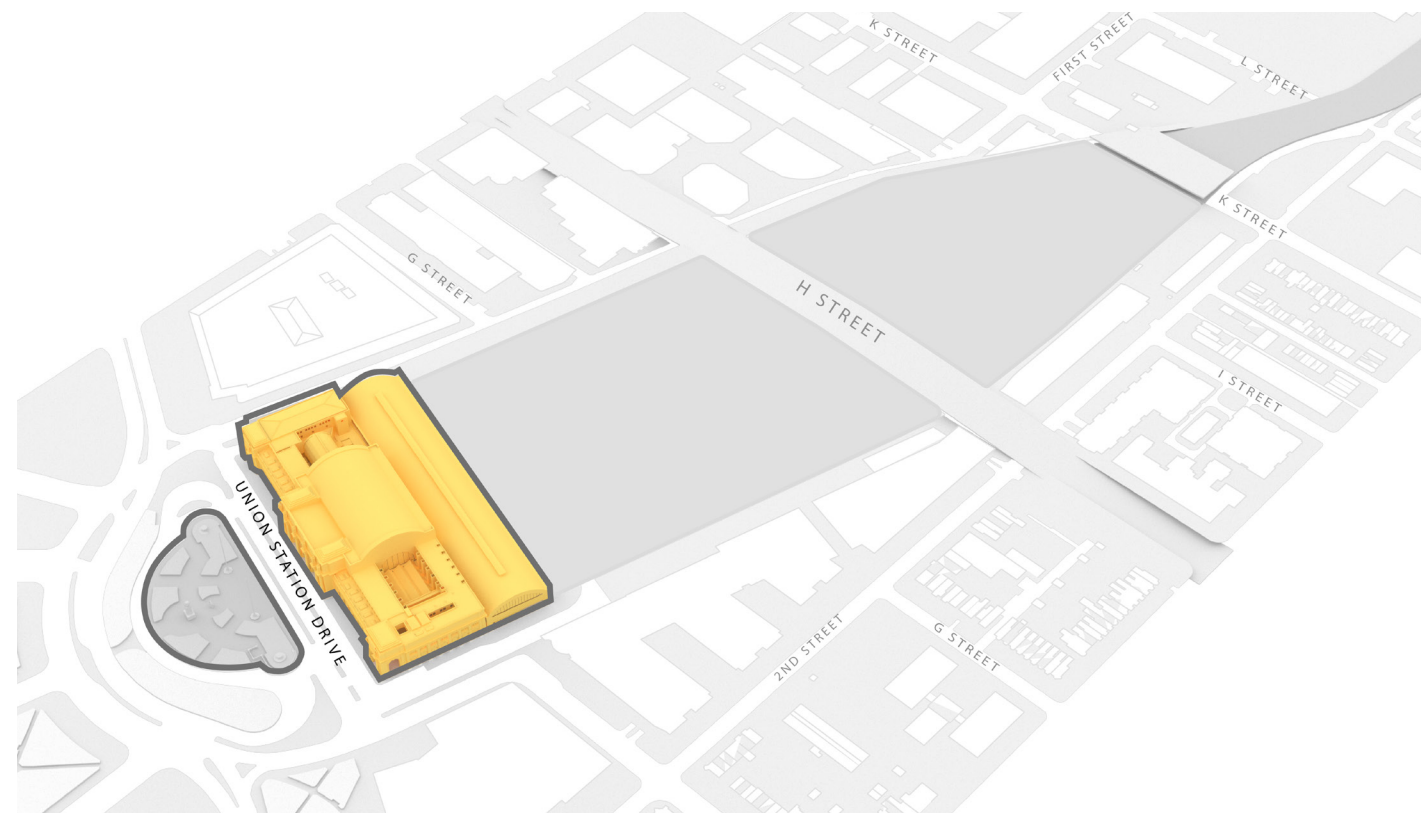


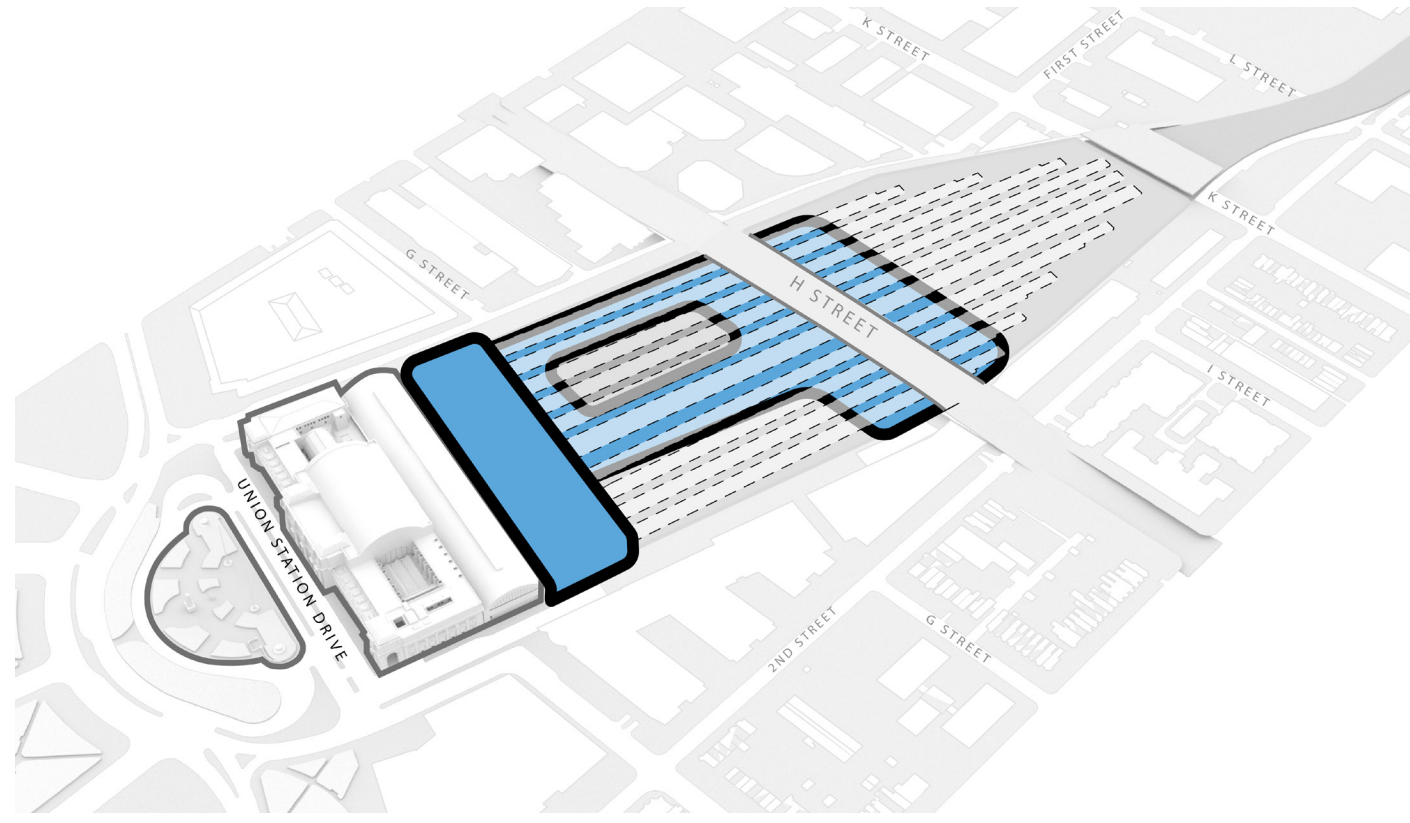
# ELEMENTS COMMON TO ACTION ALTERNATIVES

(\*FOR ILLUSTRATION PURPOSES ONLY AND NOT TO SCALE)

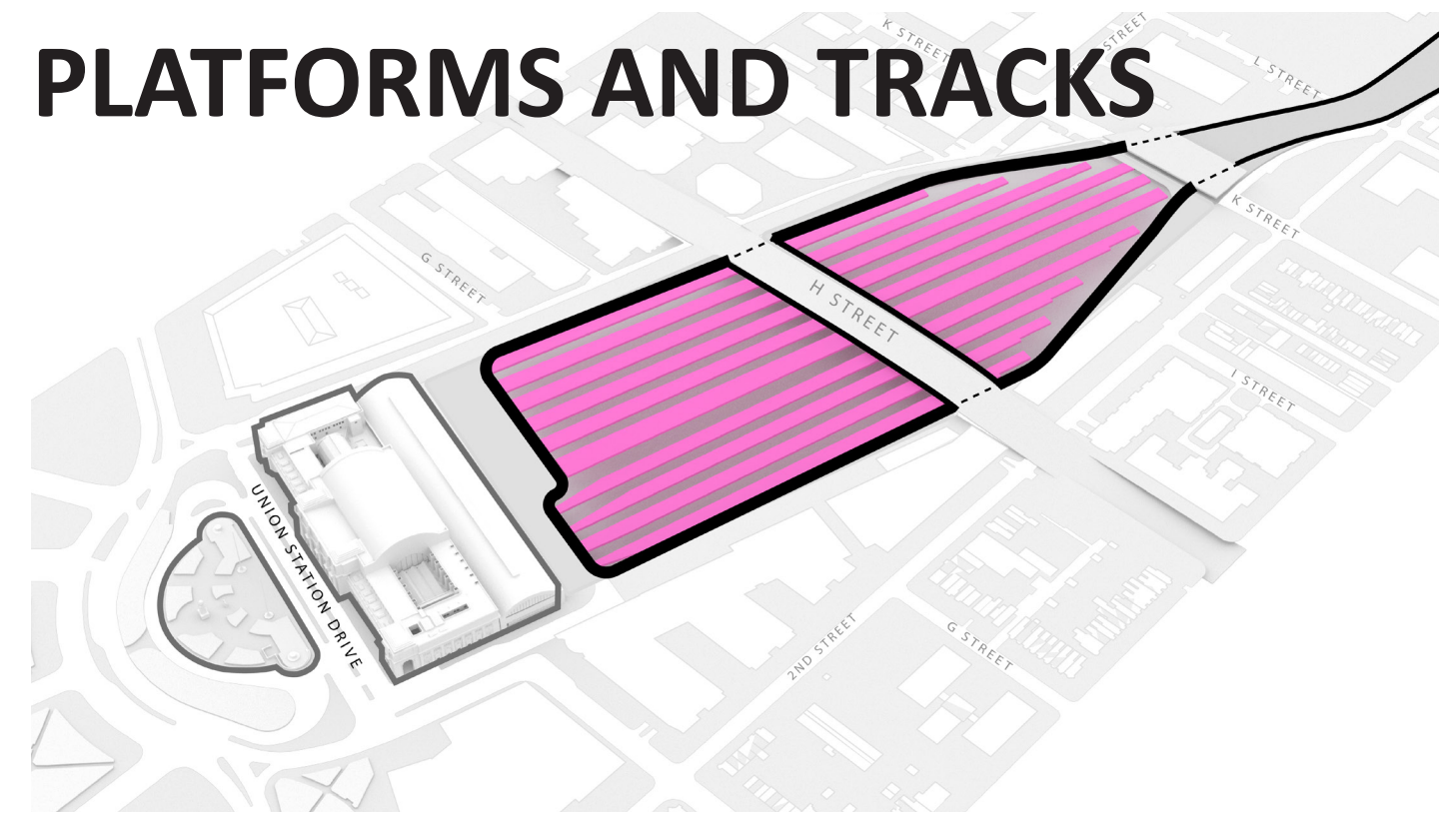
## HISTORIC UNION STATION



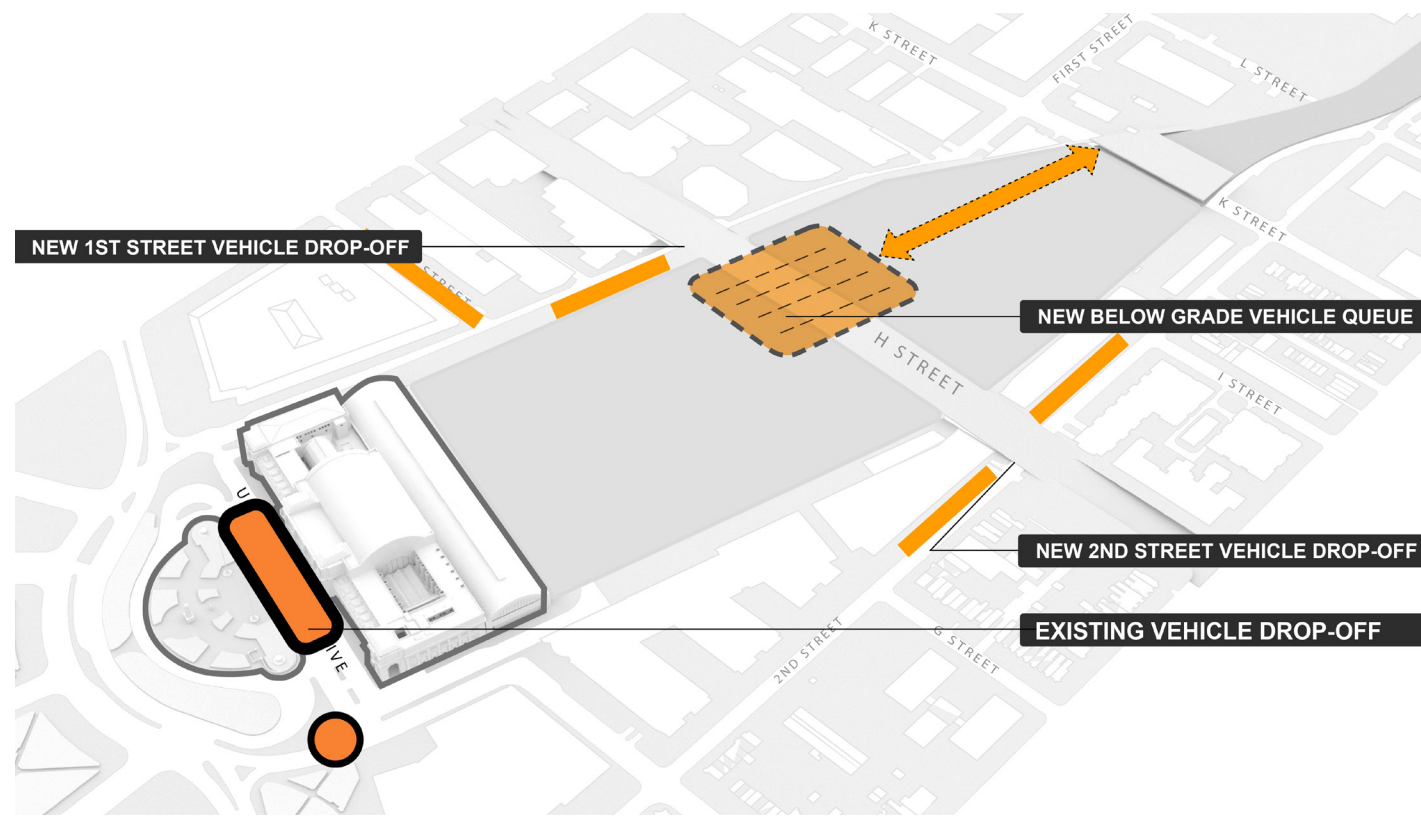
## CONCOURSES



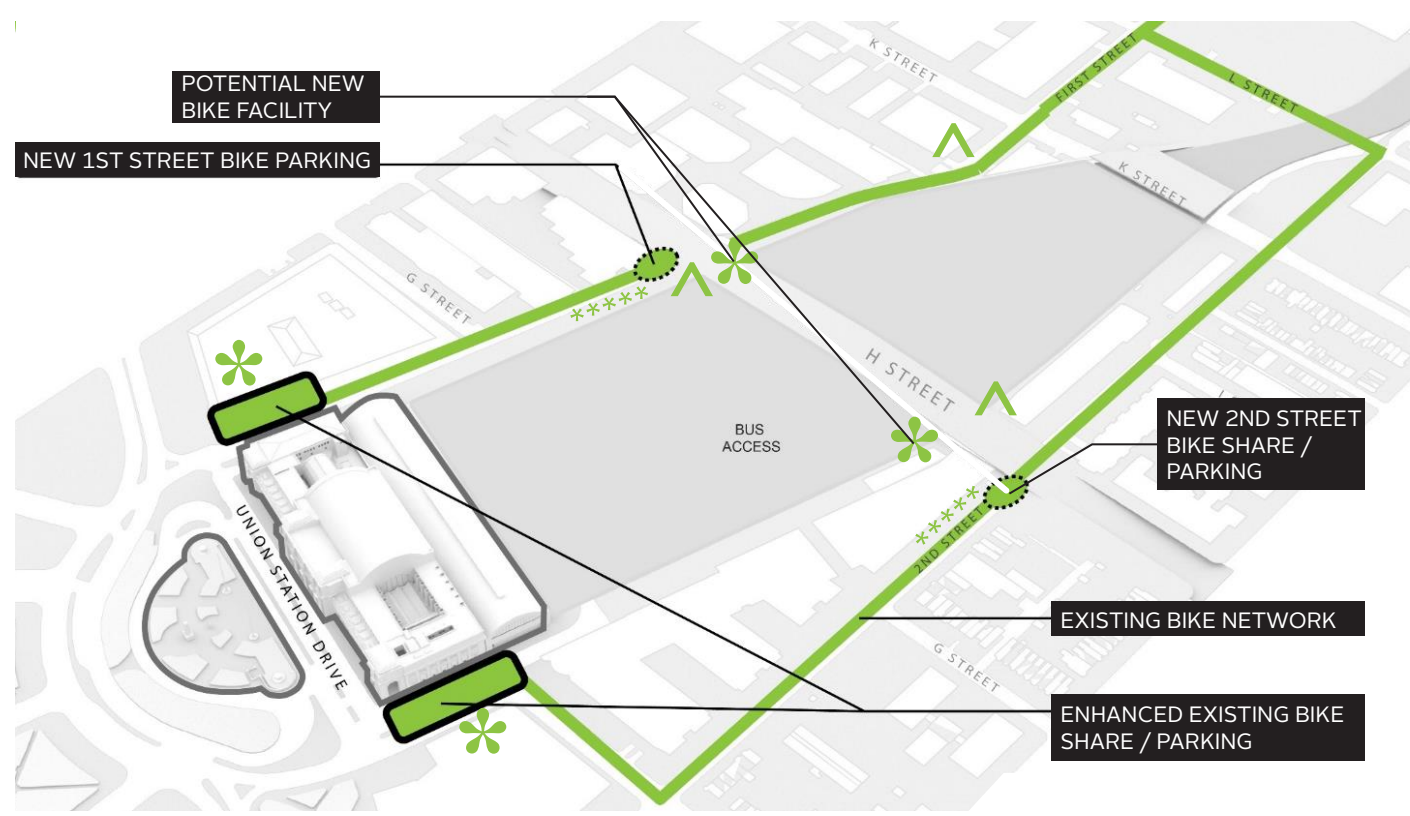
## REALIGNED AND IMPROVED PLATFORMS AND TRACKS



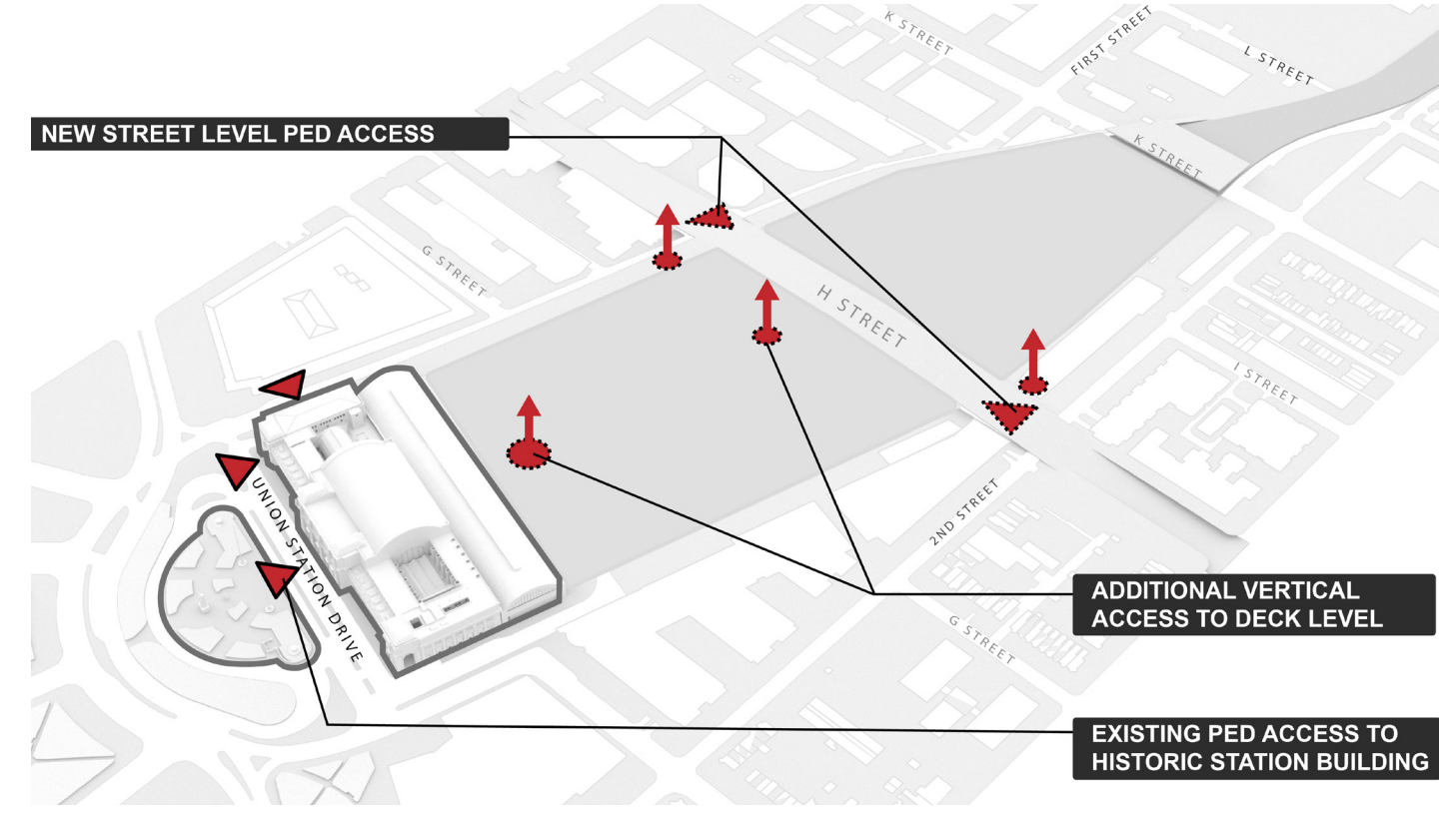
## RIDE-FOR-HIRE FACILITIES



## BICYCLE FACILITIES



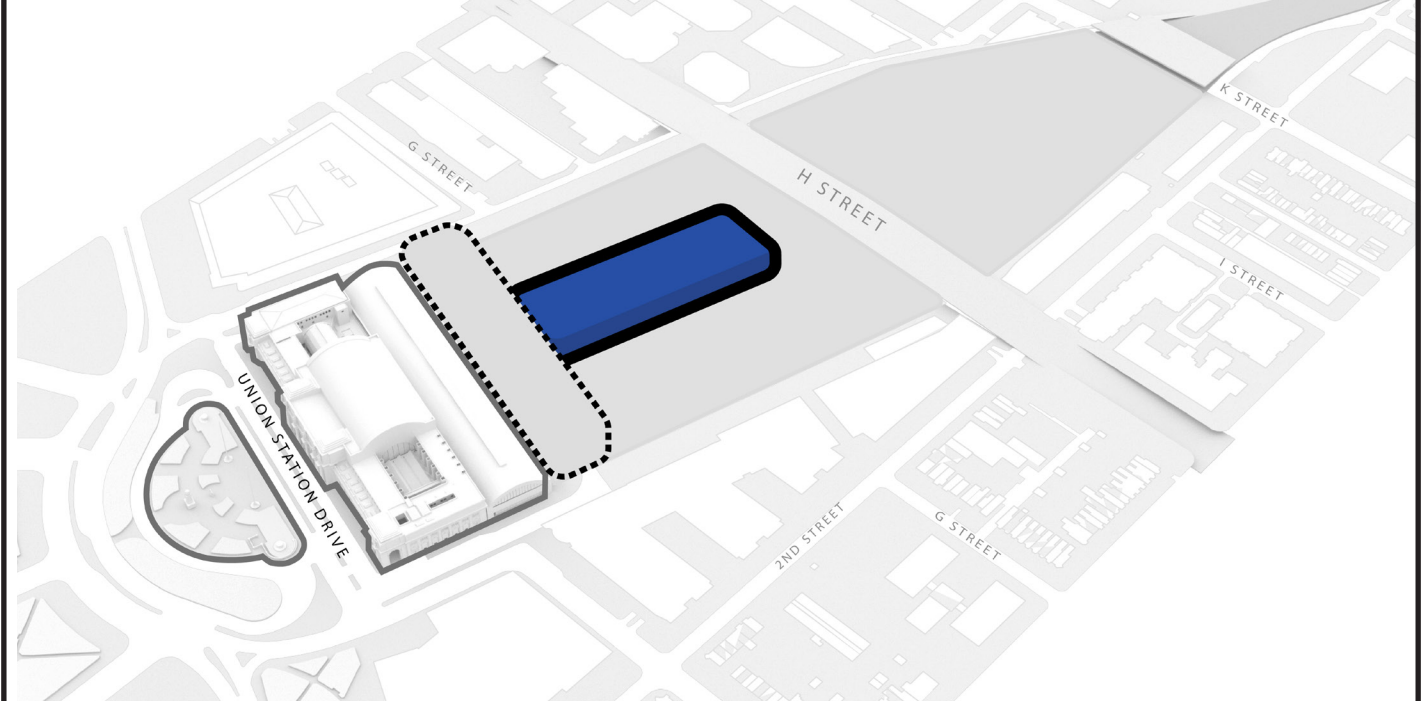
## PEDESTRIAN ACCESS



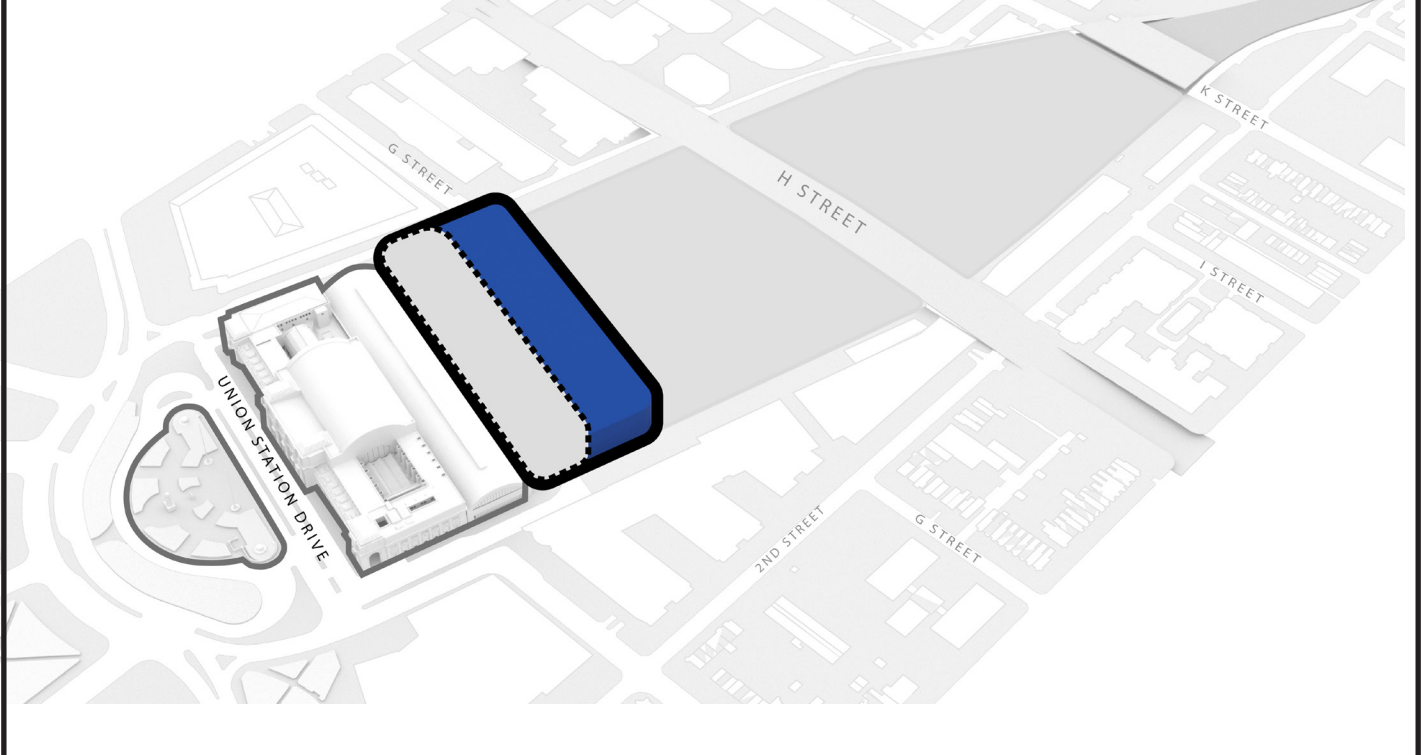
# ELEMENTS THAT VARY IN ACTION ALTERNATIVES

## TRAIN HALL

### NORTH-SOUTH TRAIN HALL

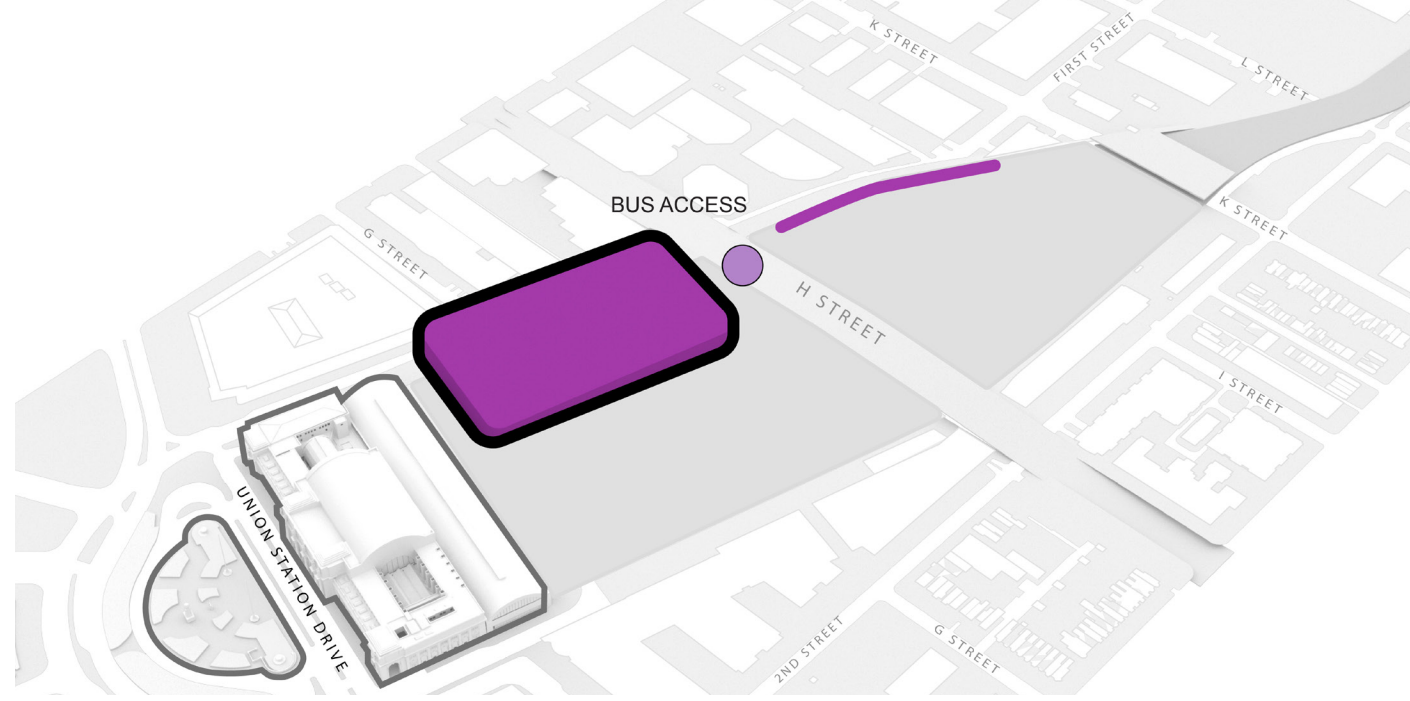


### EAST-WEST TRAIN HALL

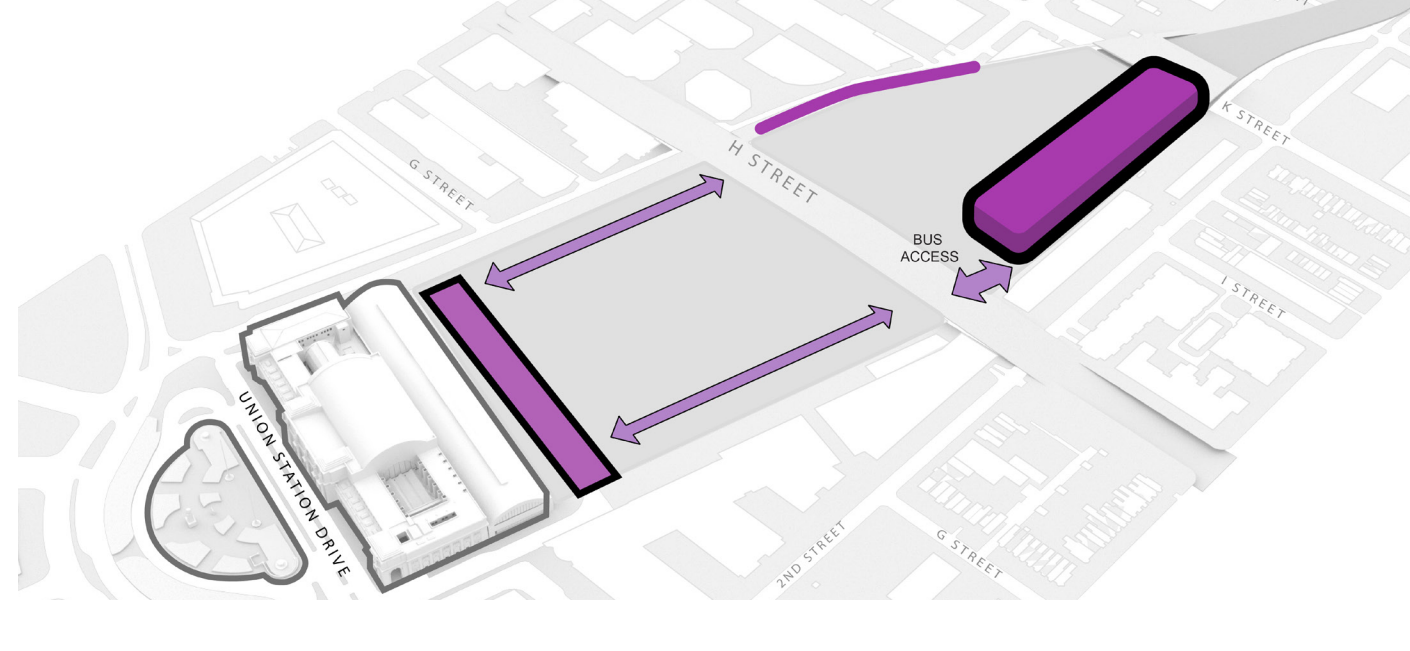


## BUS TERMINAL

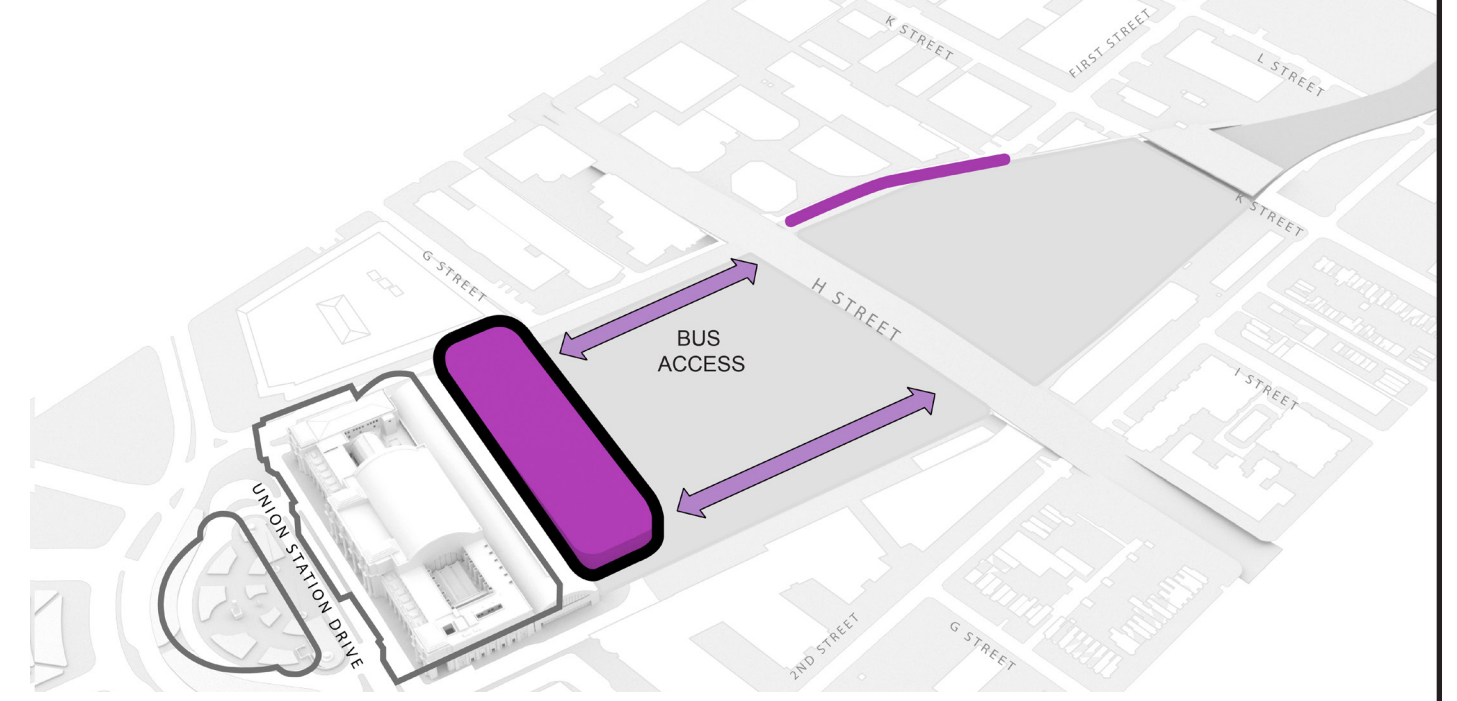
### SOUTHWEST BUS TERMINAL



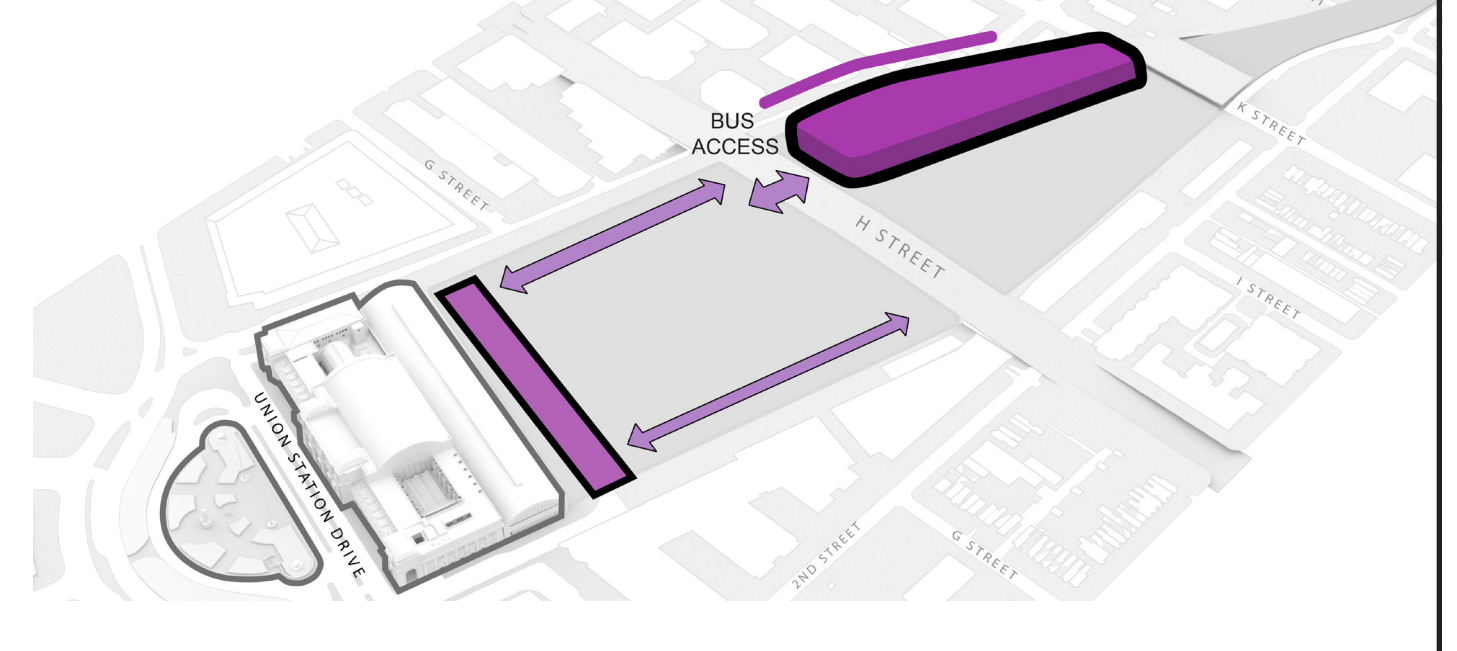
### NORTHEAST BUS TERMINAL AND SOUTH DROP-OFF



### SOUTH BUS TERMINAL

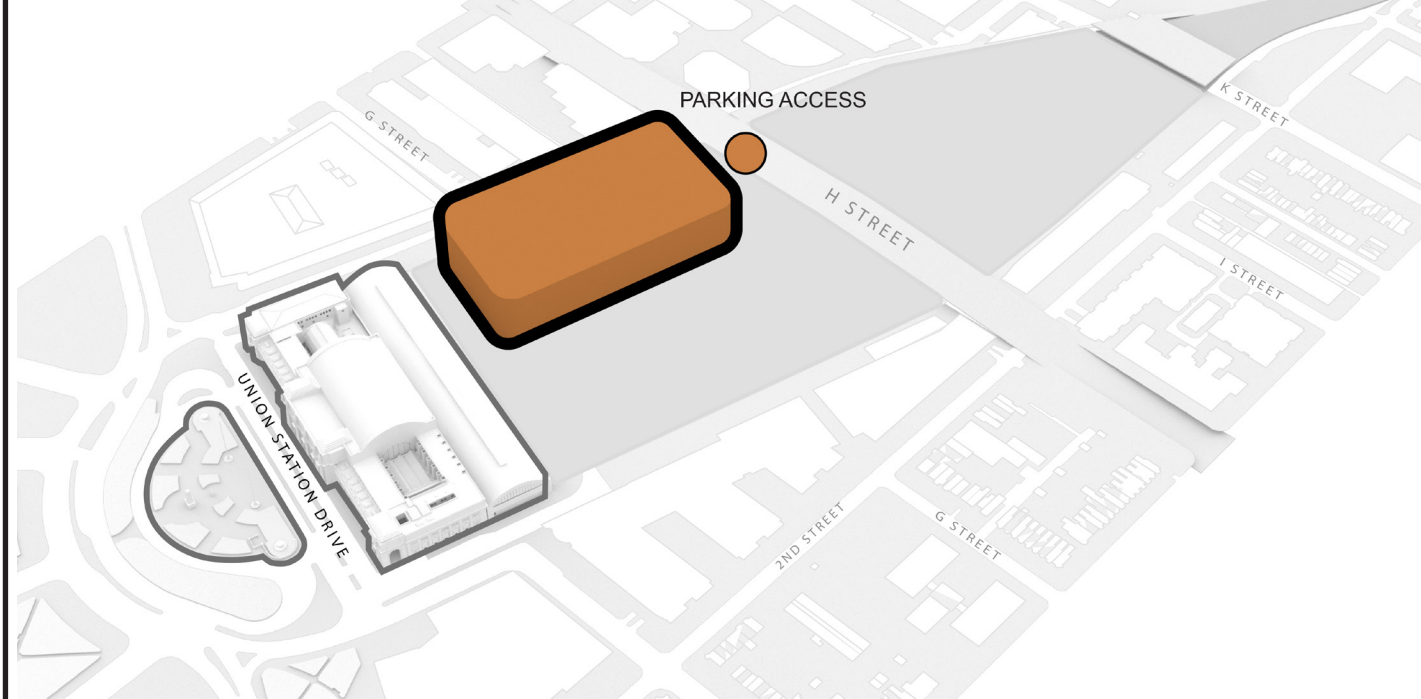


### NORTHWEST BUS TERMINAL AND SOUTH DROP-OFF

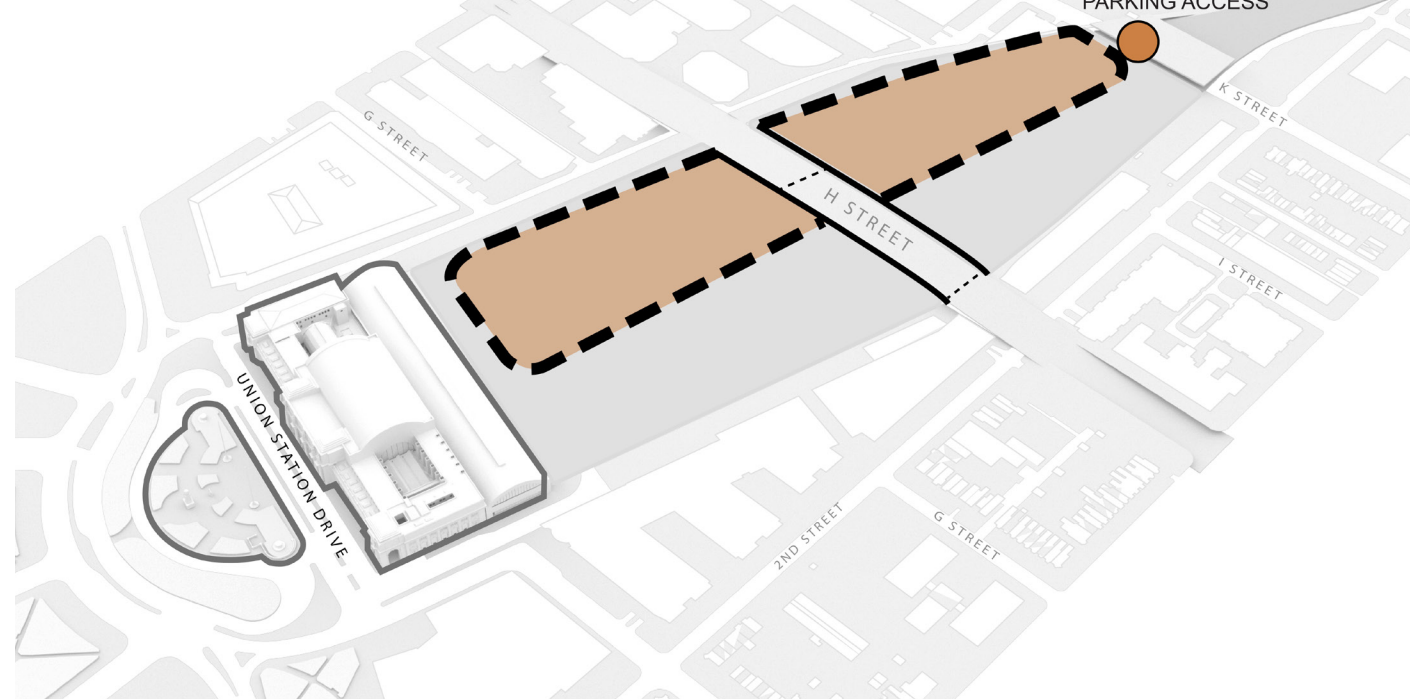


## PARKING \*Actual locations of parking vary per Alternatives.

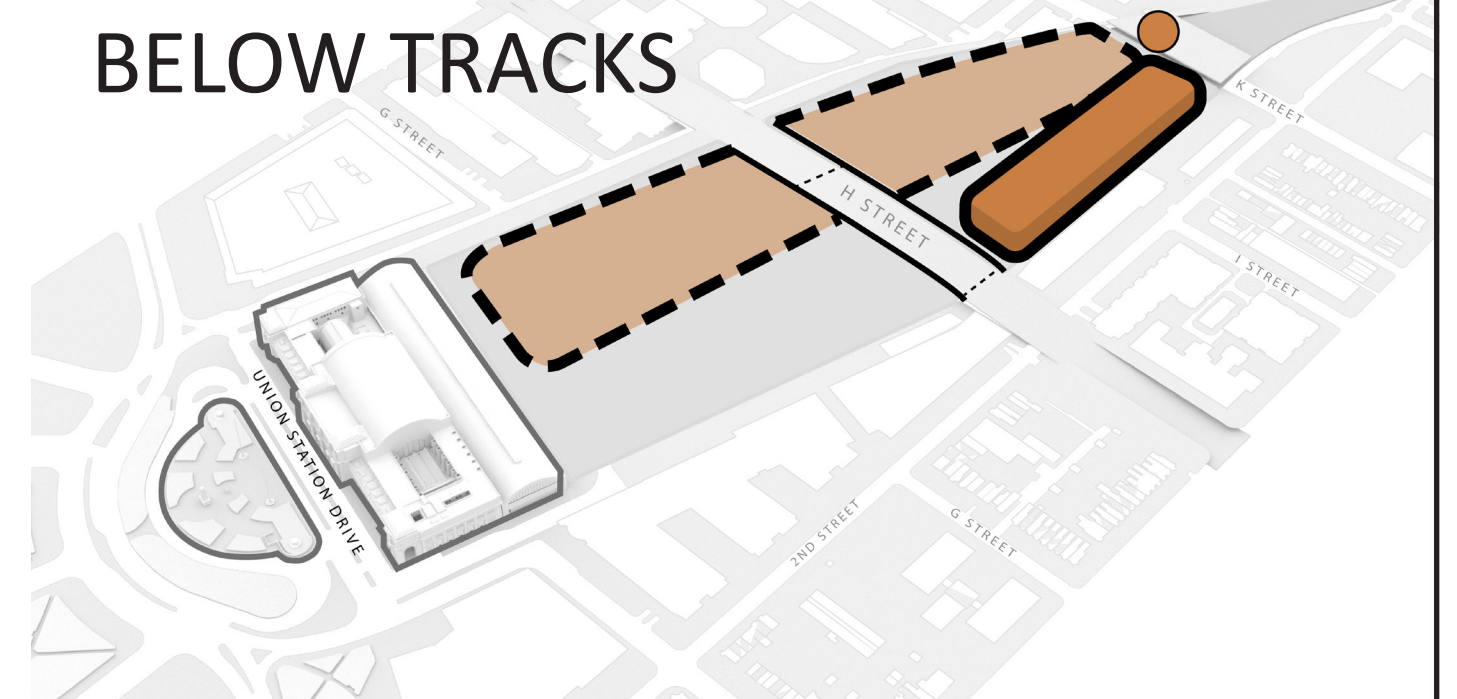
### PARKING ABOVE TRACKS



### PARKING BELOW TRACKS

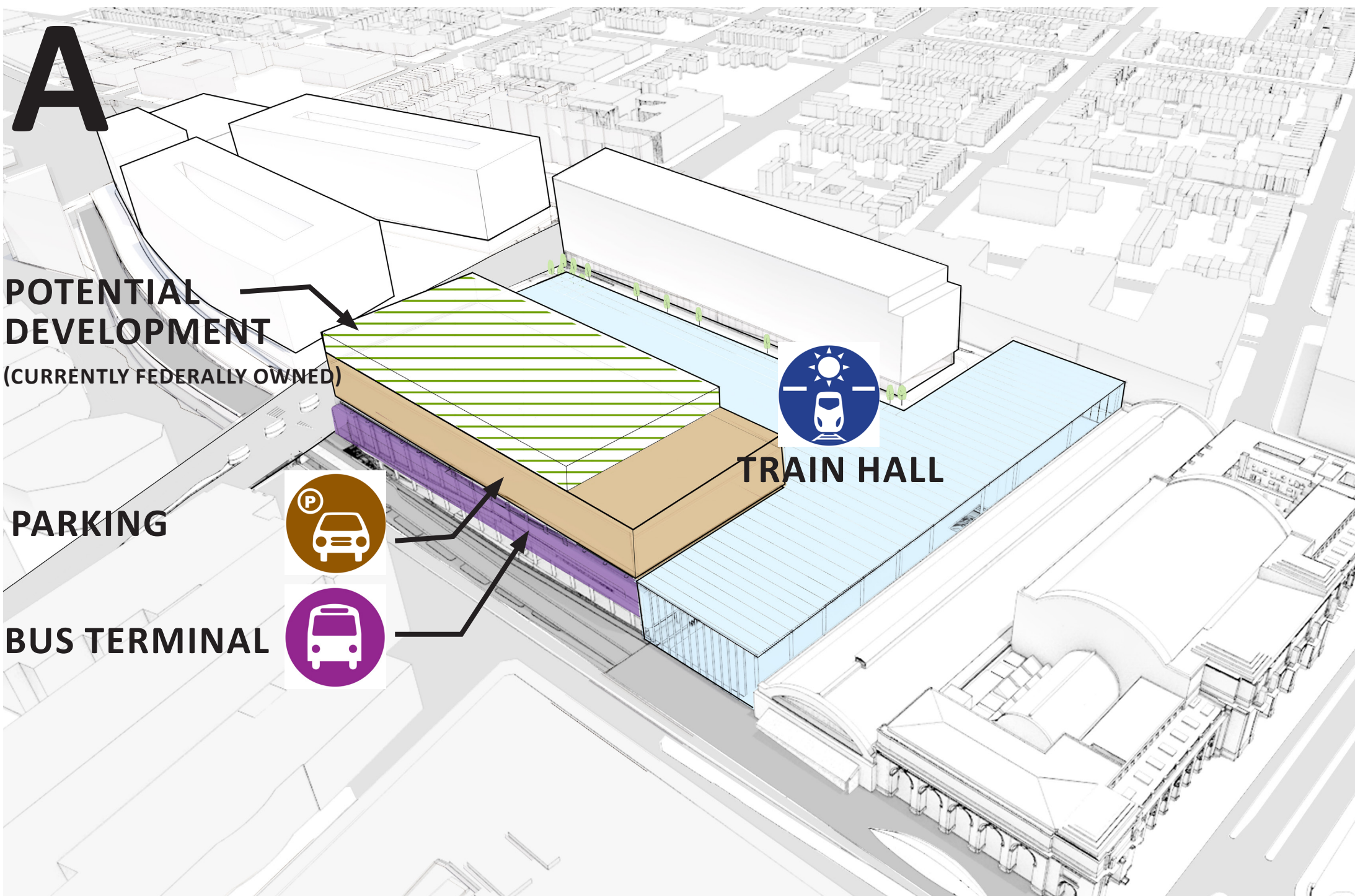


### PARKING ABOVE AND BELOW TRACKS

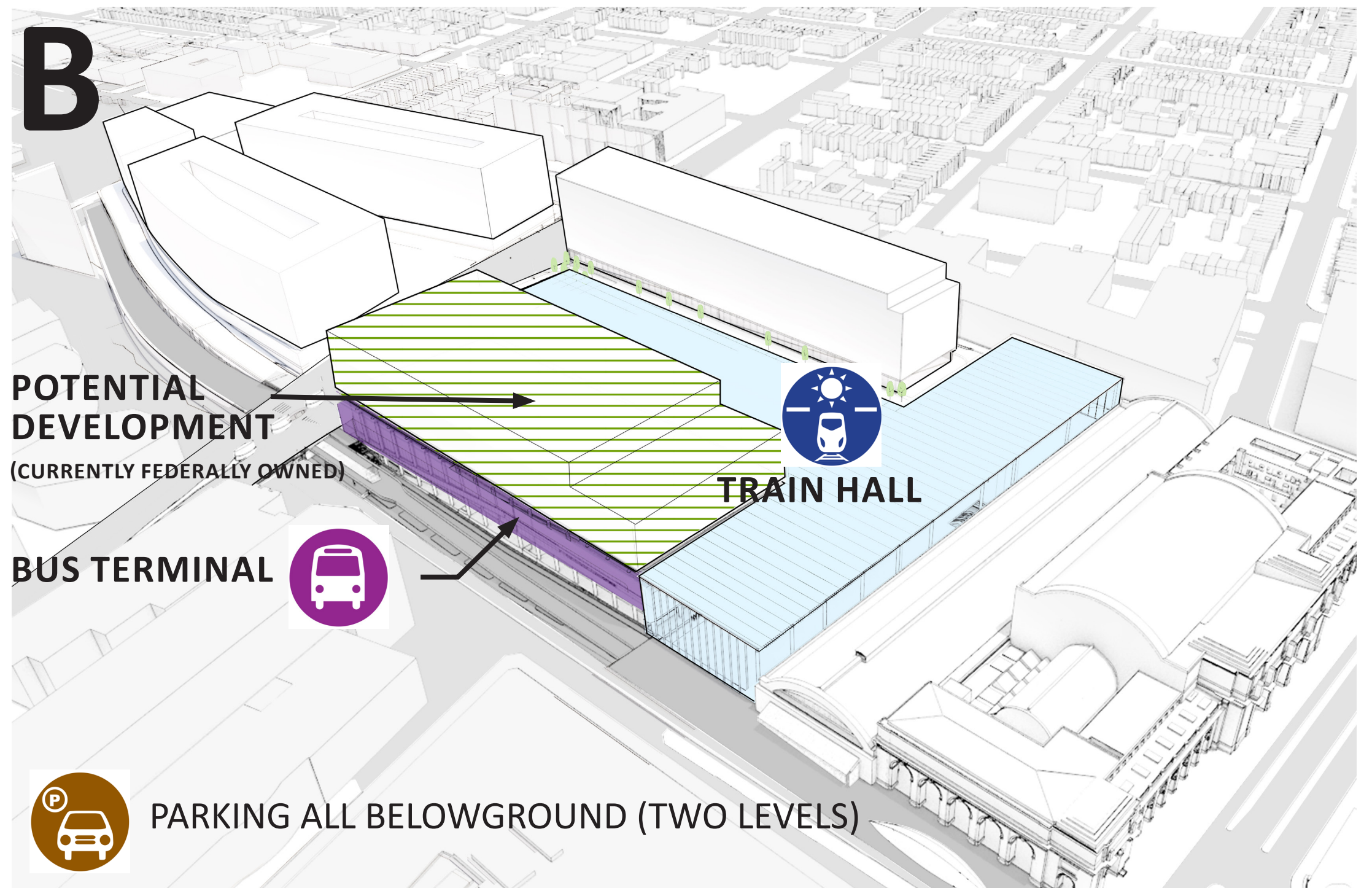


# AERIAL VIEW

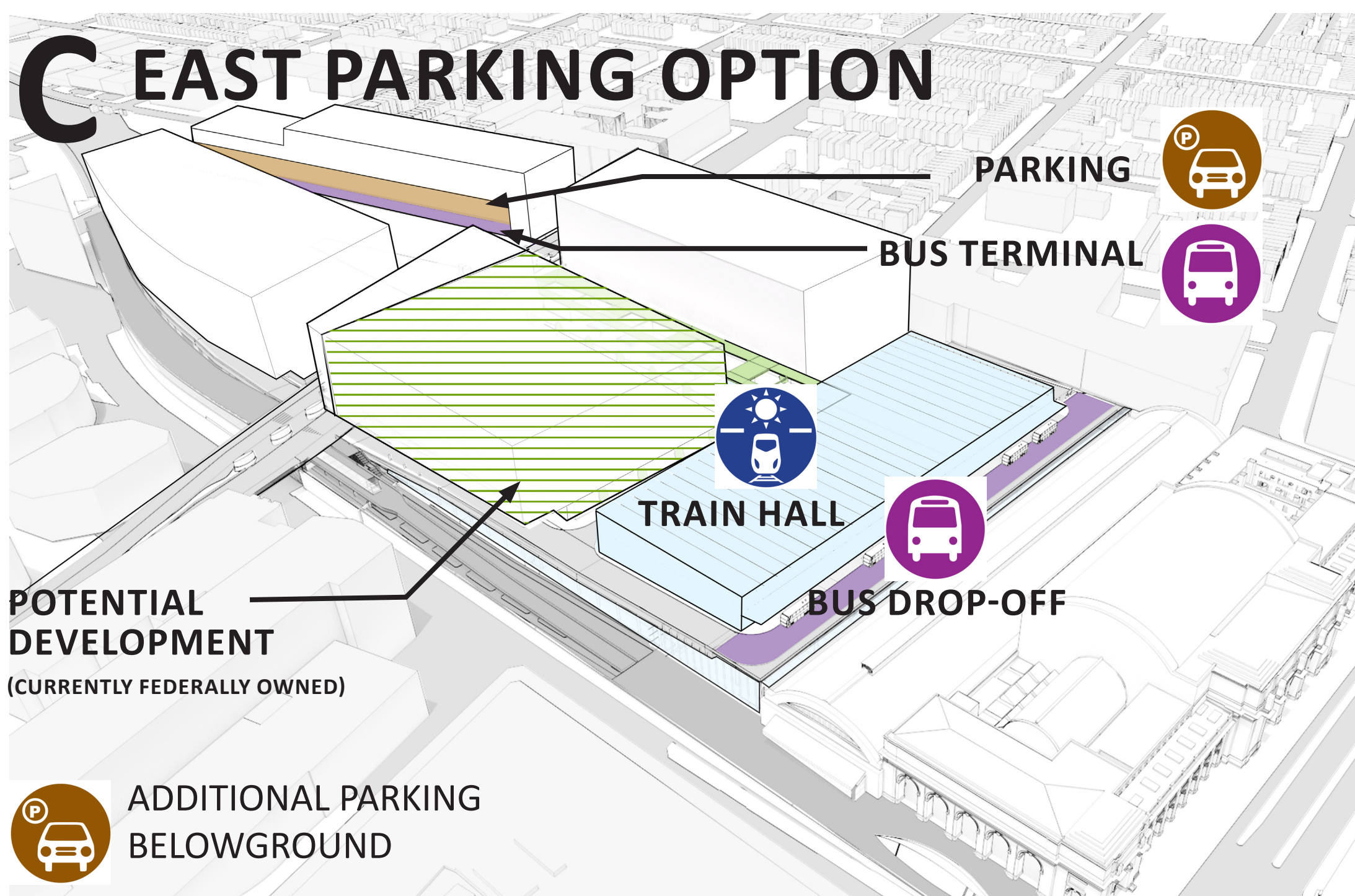
(\*FOR ILLUSTRATION PURPOSES ONLY)



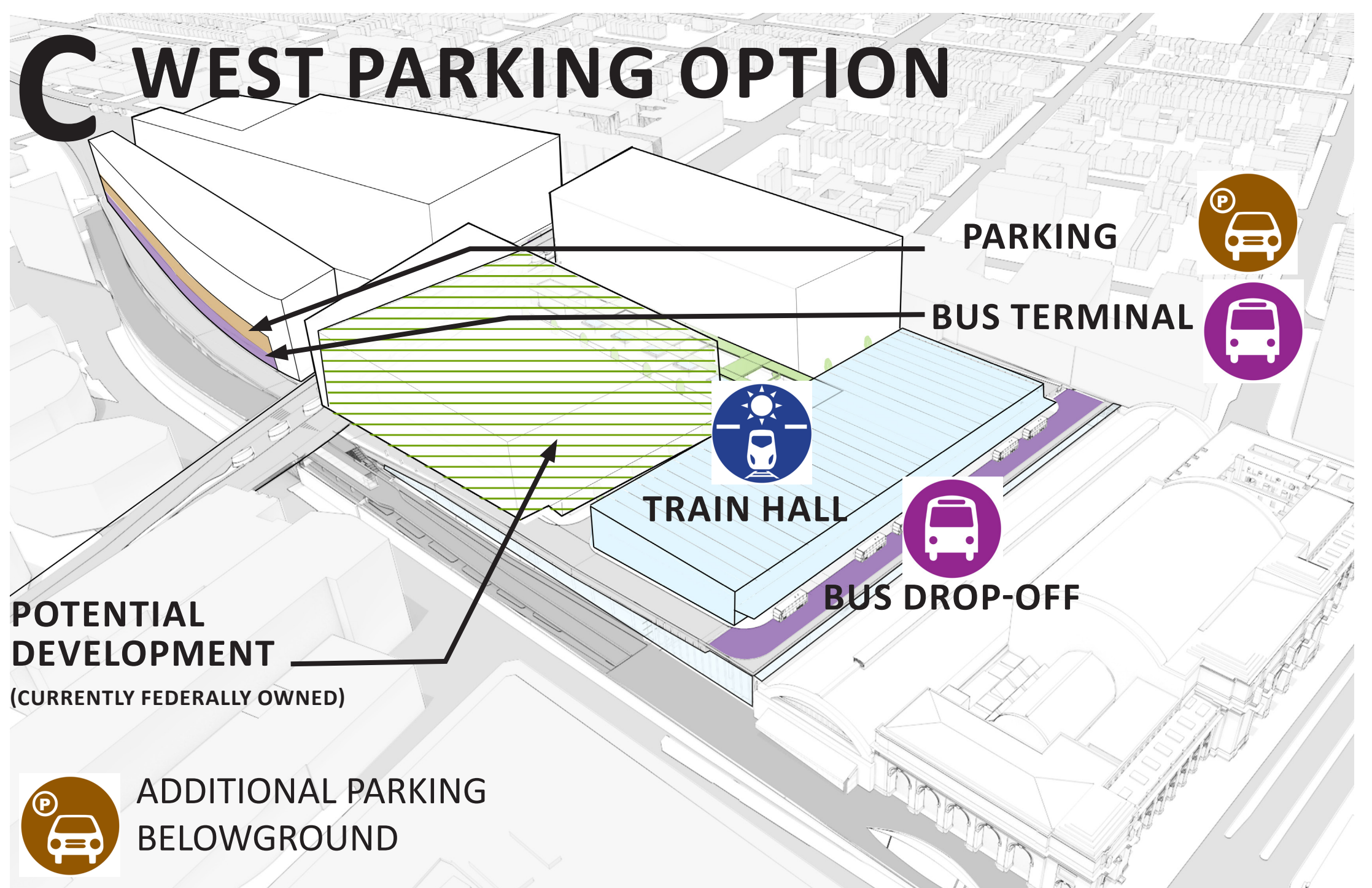
- NORTH-SOUTH TRAIN HALL
- SOUTHEAST BUS TERMINAL: 26 BUSES
- PARKING ABOVE: 1600 CARS (6 LEVELS)



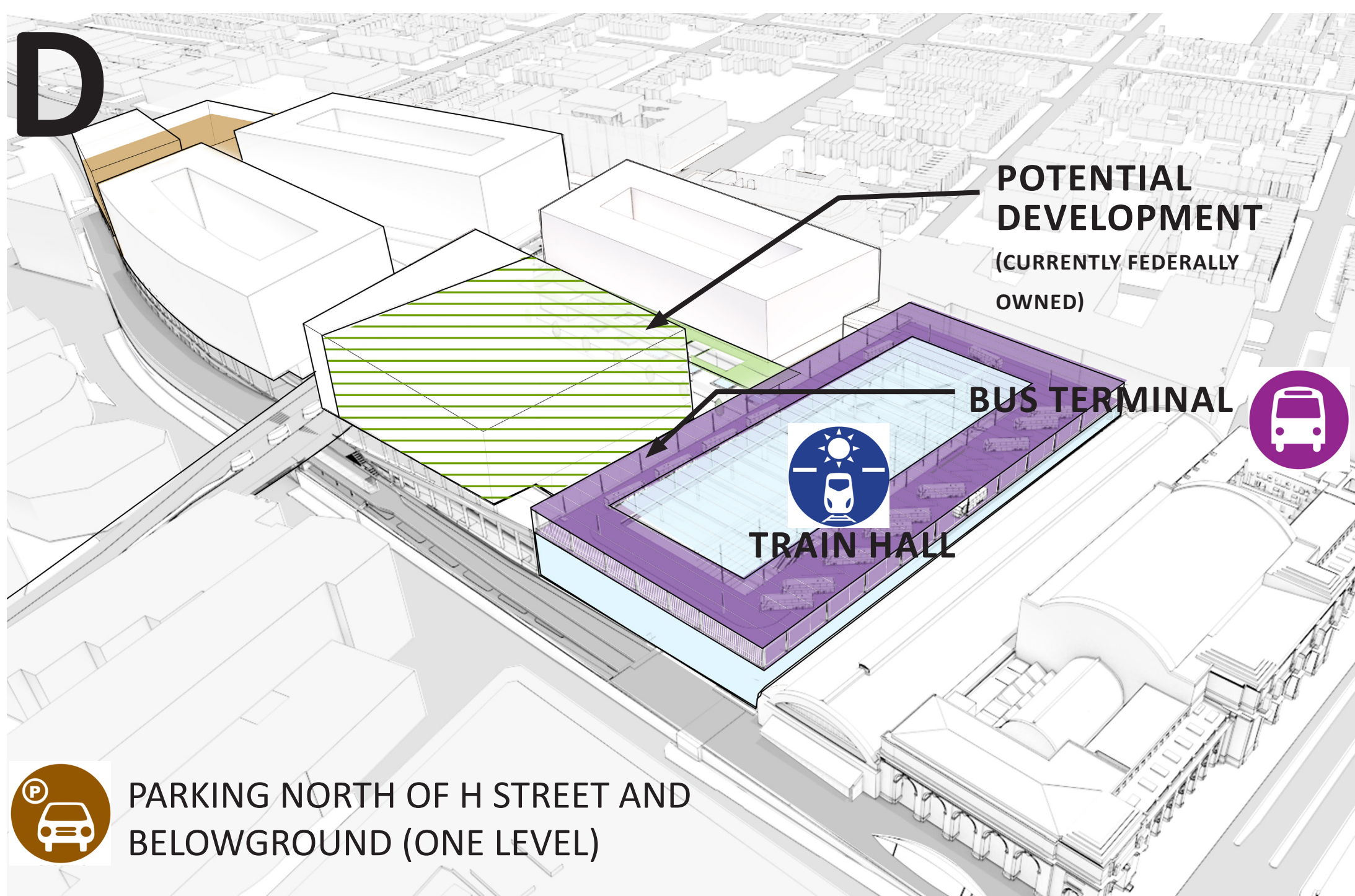
- NORTH-SOUTH TRAIN HALL
- SOUTHEAST BUS TERMINAL: 26 BUSES
- PARKING BELOW: 1700 CARS (2 LEVELS)



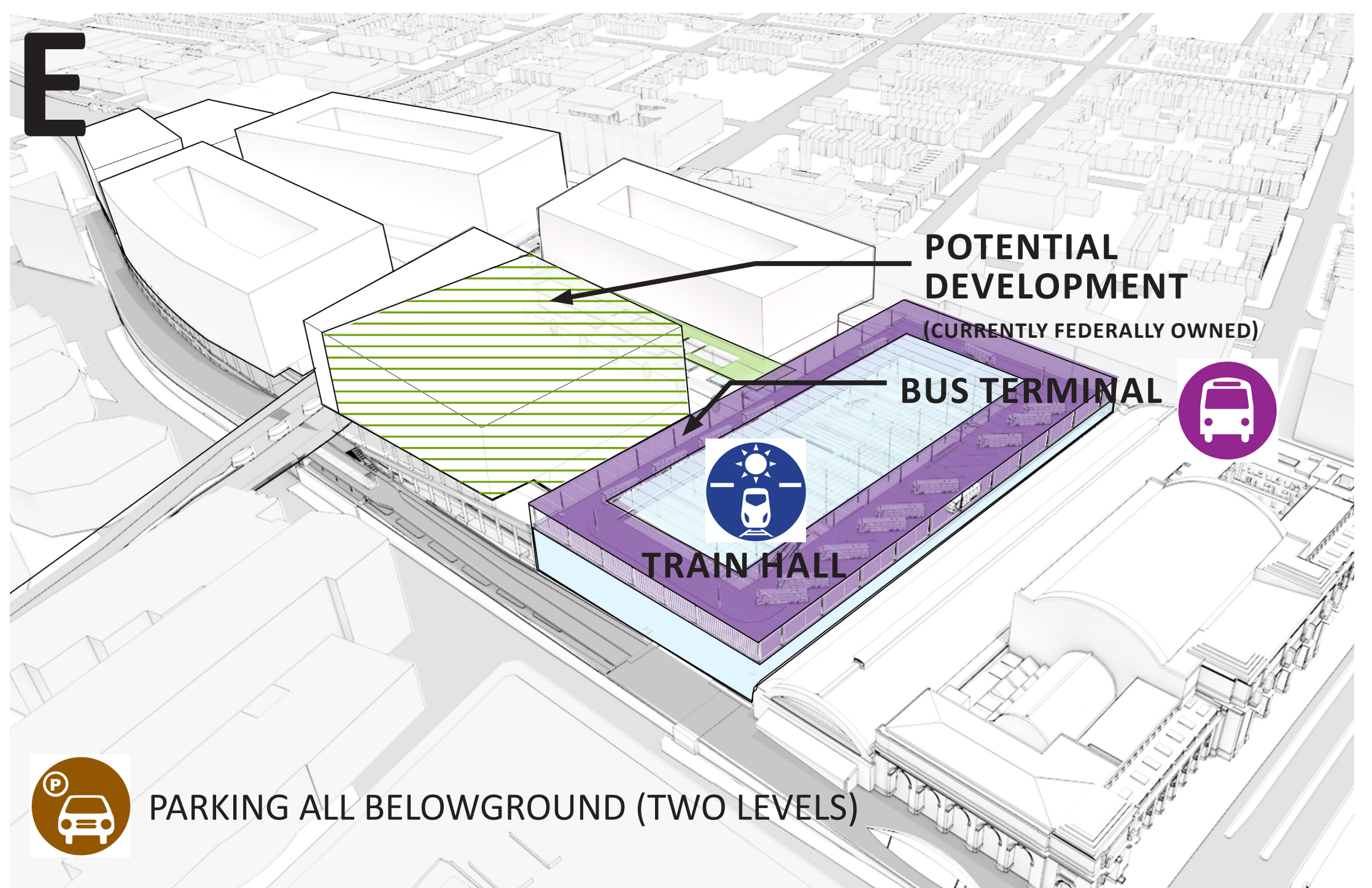
- EAST-WEST TRAIN HALL
- SOUTH BUS DROP OFF AND NORTH BUS TERMINAL - TOTAL 28 BUSES
- PARKING ABOVE AND BELOW
  - TOTAL 1600 CARS
  - PARKING ABOVE: 1000 CARS (4 LVLS)
  - PARKING BELOW: 600 CARS



- EAST-WEST TRAIN HALL
- SOUTH BUS DROP OFF AND NORTH BUS TERMINAL - TOTAL 28 BUSES
- PARKING ABOVE AND BELOW
  - TOTAL 1600 CARS
  - PARKING ABOVE: 1000 CARS (4 LVLS)
  - PARKING BELOW: 600 CARS



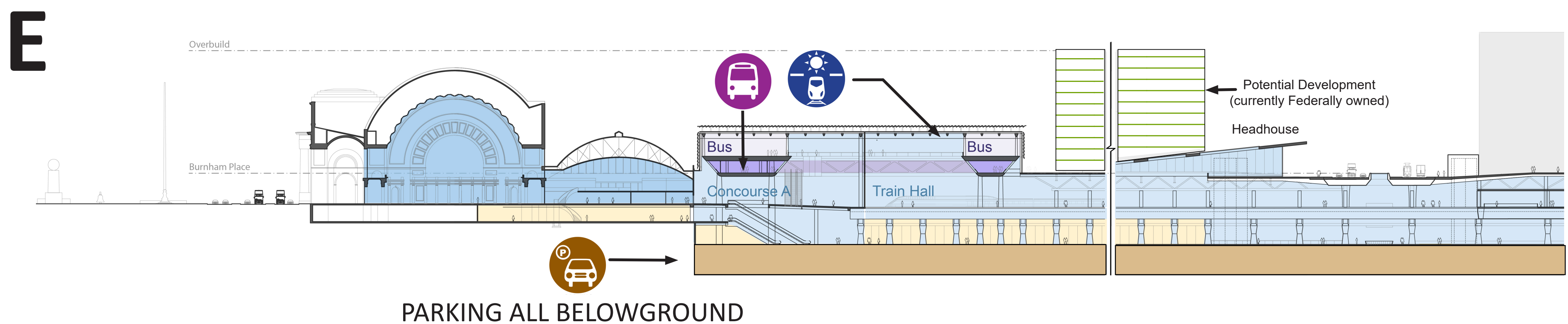
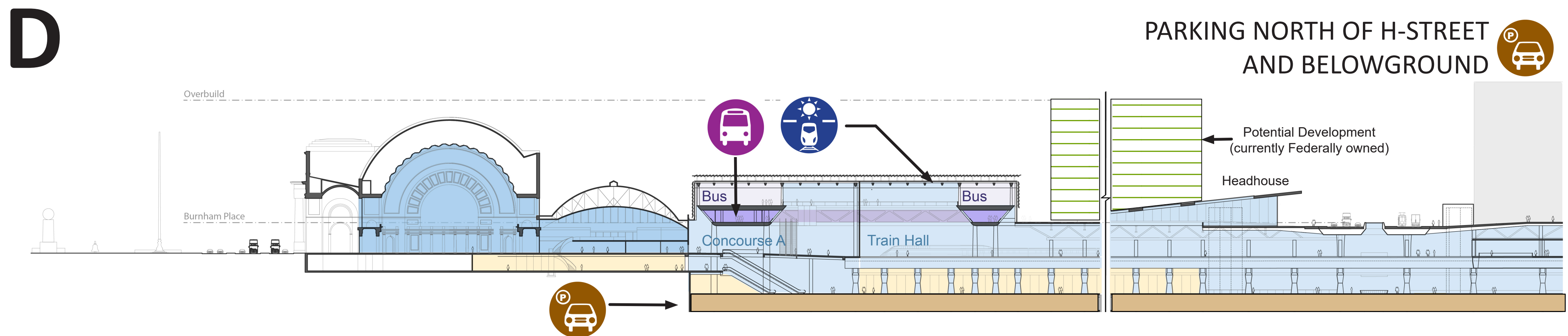
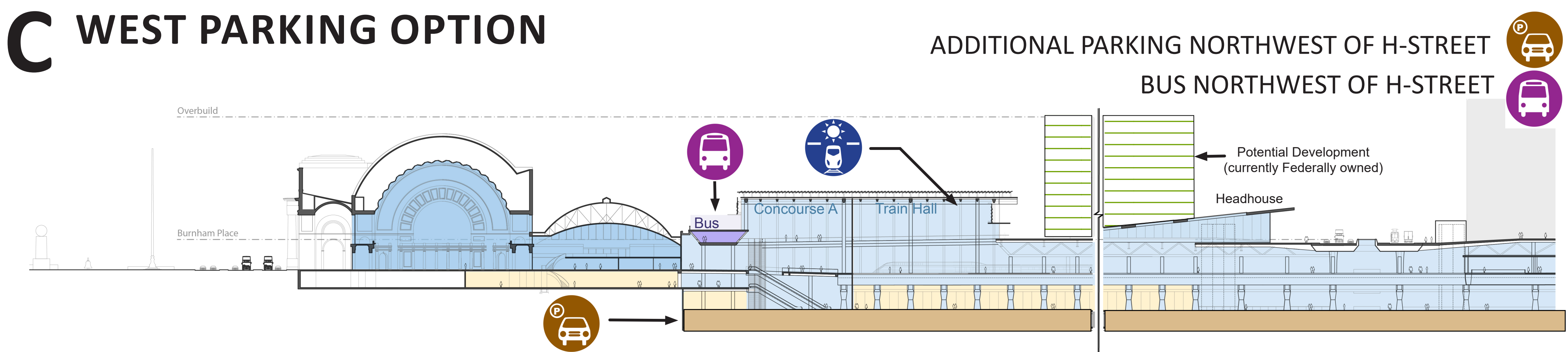
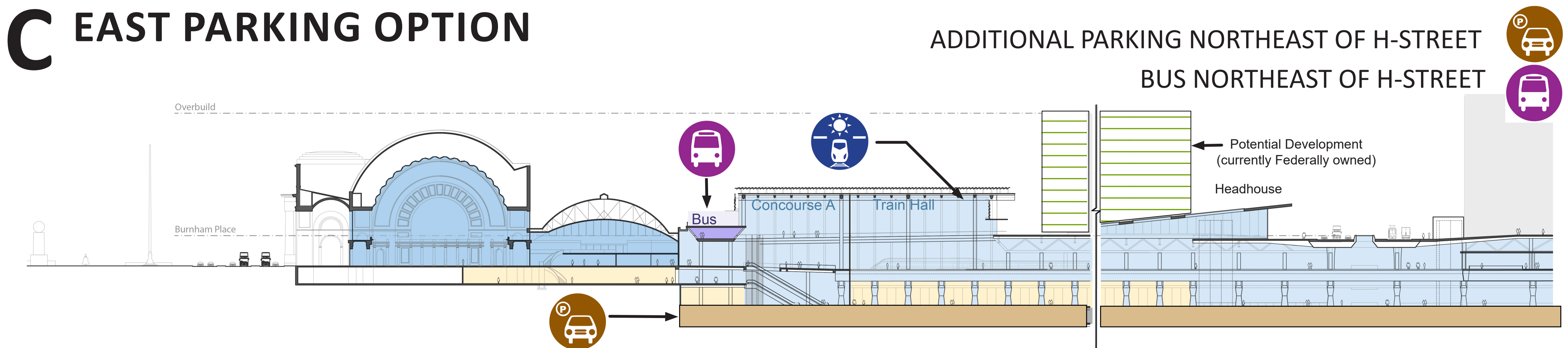
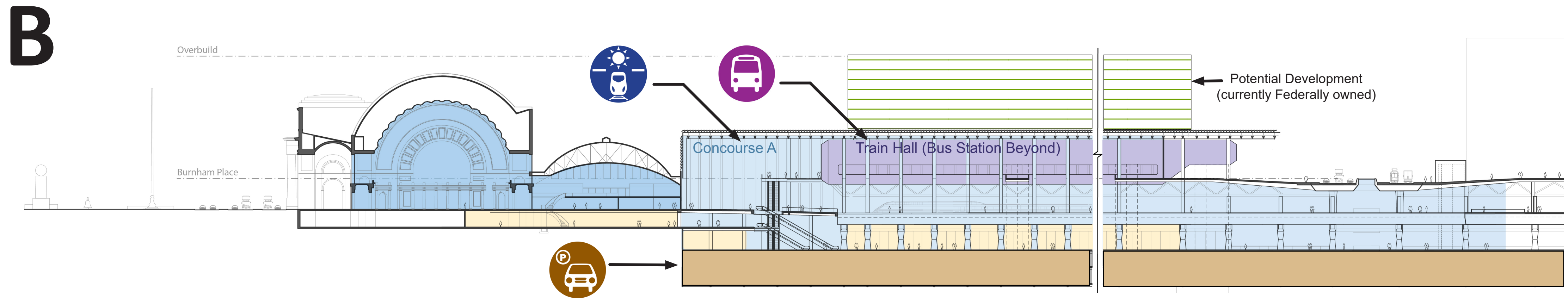
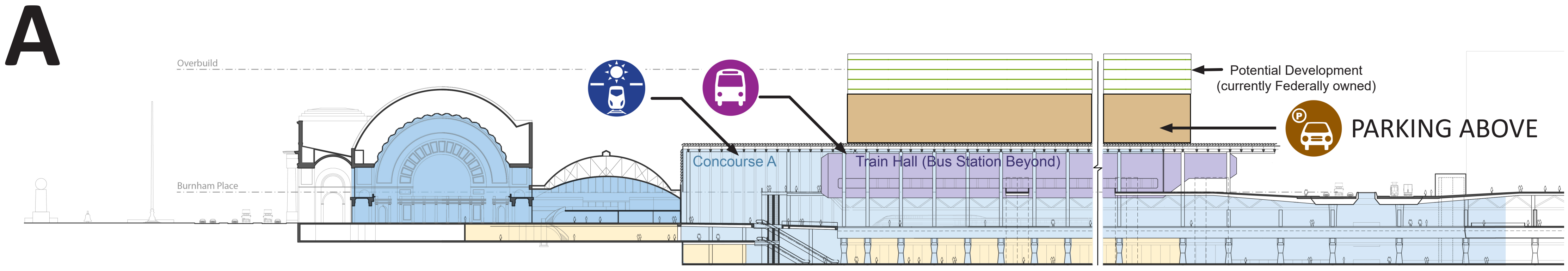
- EAST-WEST TRAIN HALL
- SOUTH BUS TERMINAL - TOTAL 25 BUSES
- PARKING:
  - TOTAL 1600 CARS
  - PARKING ABOVE: 1000 CARS (4 LVLS)
  - PARKING BELOW: 600 CARS



- EAST-WEST TRAIN HALL
- SOUTH BUS TERMINAL - TOTAL 25 BUSES
- PARKING:
  - PARKING BELOW: 1700 CARS

# SECTIONS

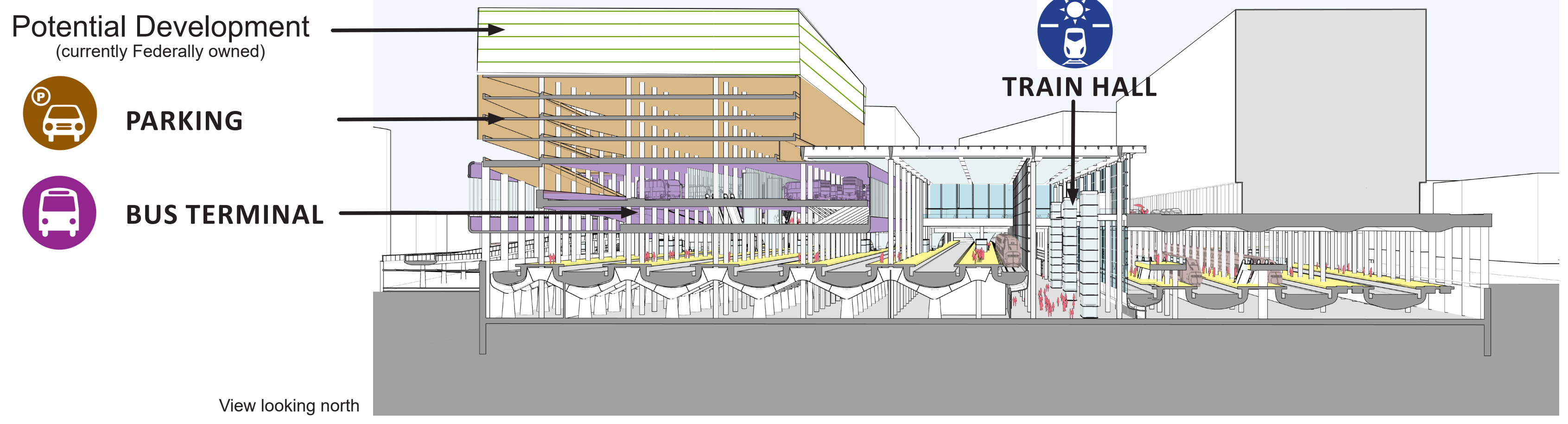
(\*FOR ILLUSTRATION PURPOSES ONLY)



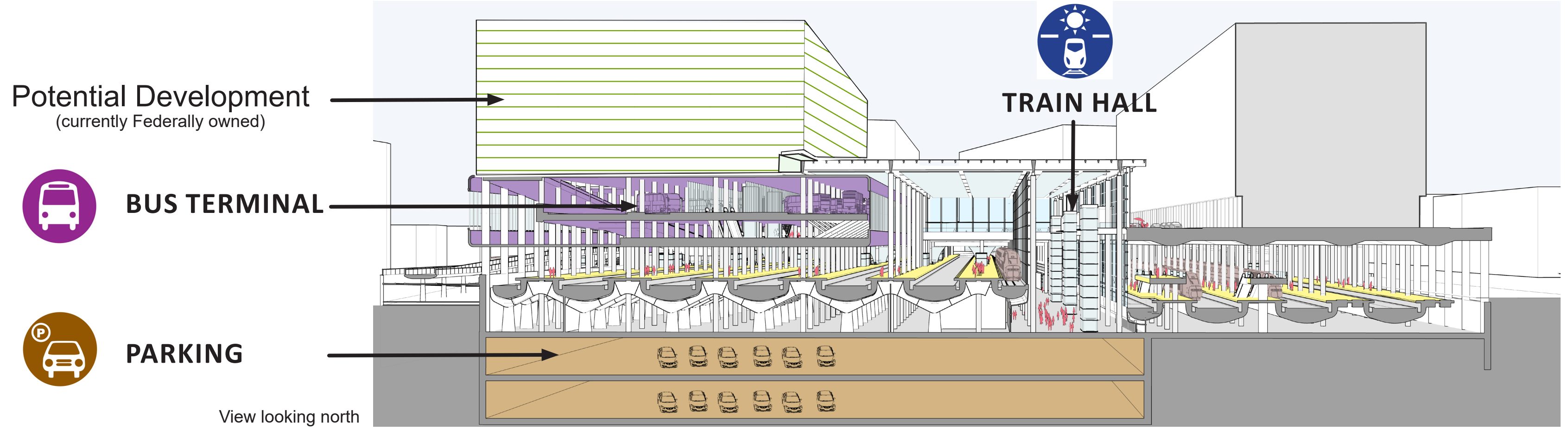
# SECTION PERSPECTIVE

(\*FOR ILLUSTRATION PURPOSES ONLY)

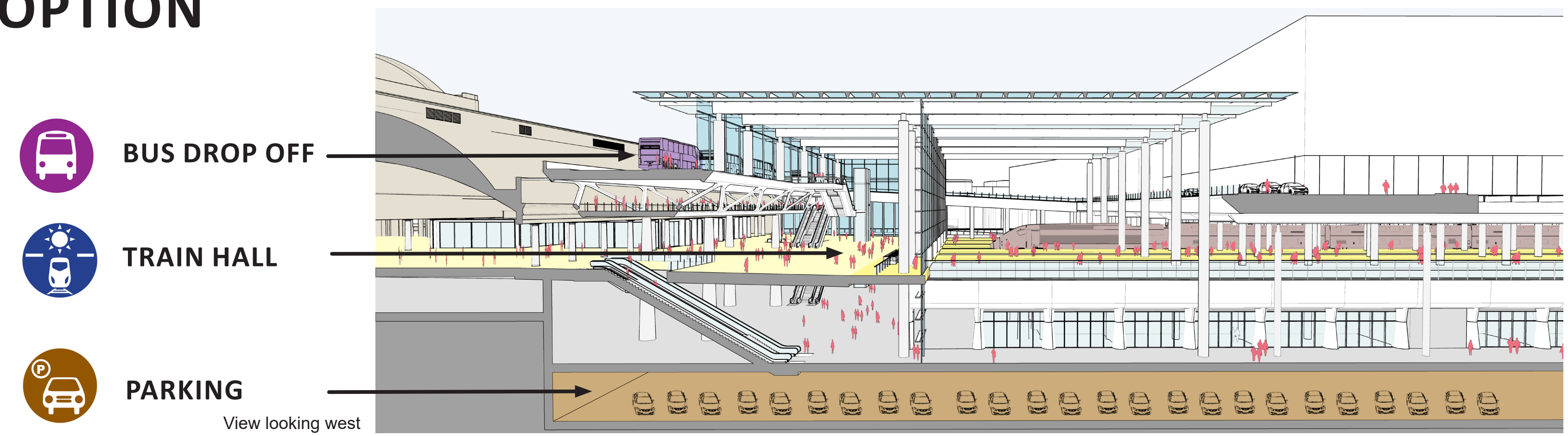
**A**



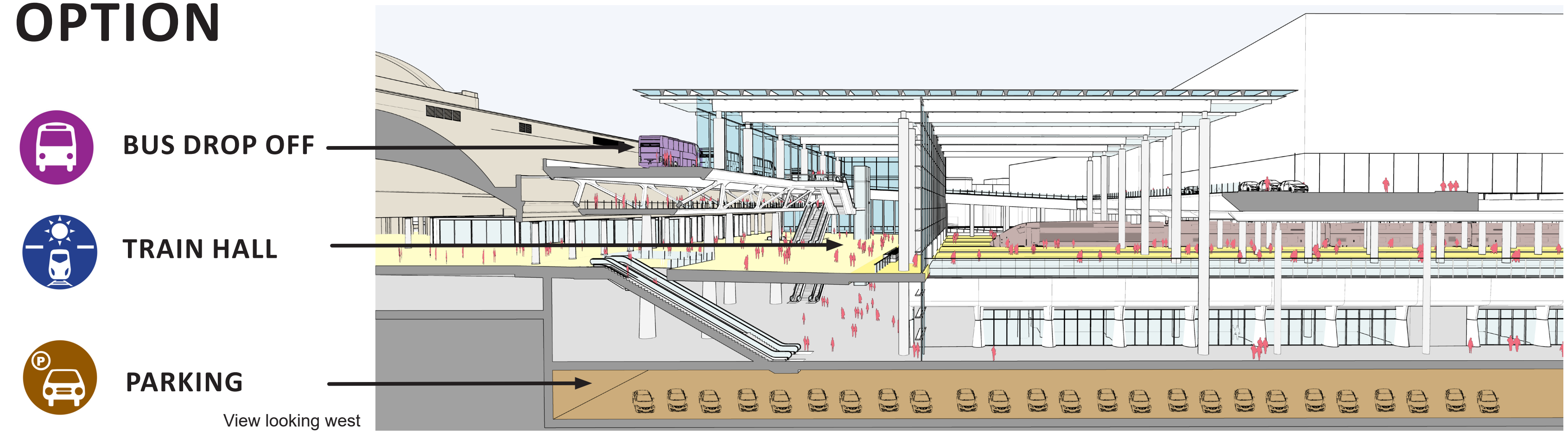
**B**



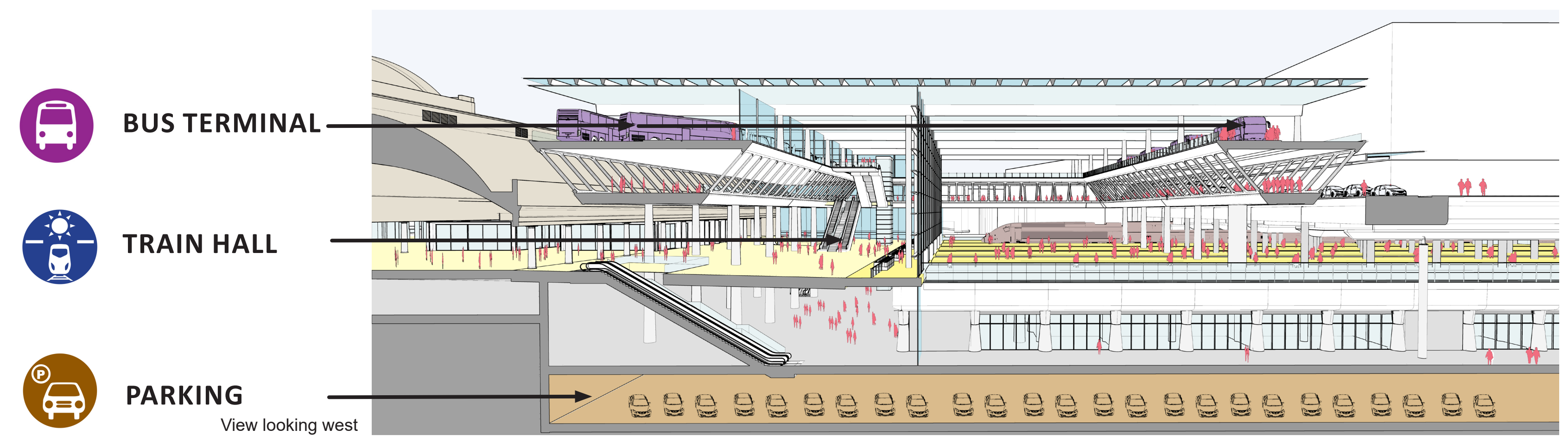
**C EAST PARKING OPTION**



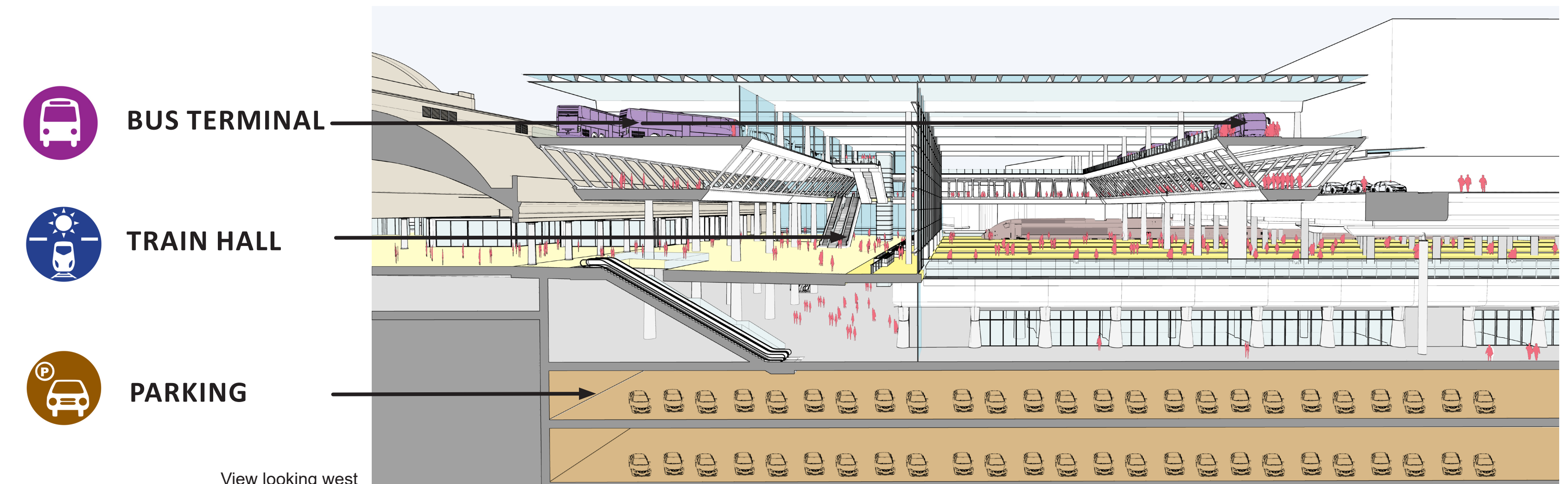
**C WEST PARKING OPTION**



**D**



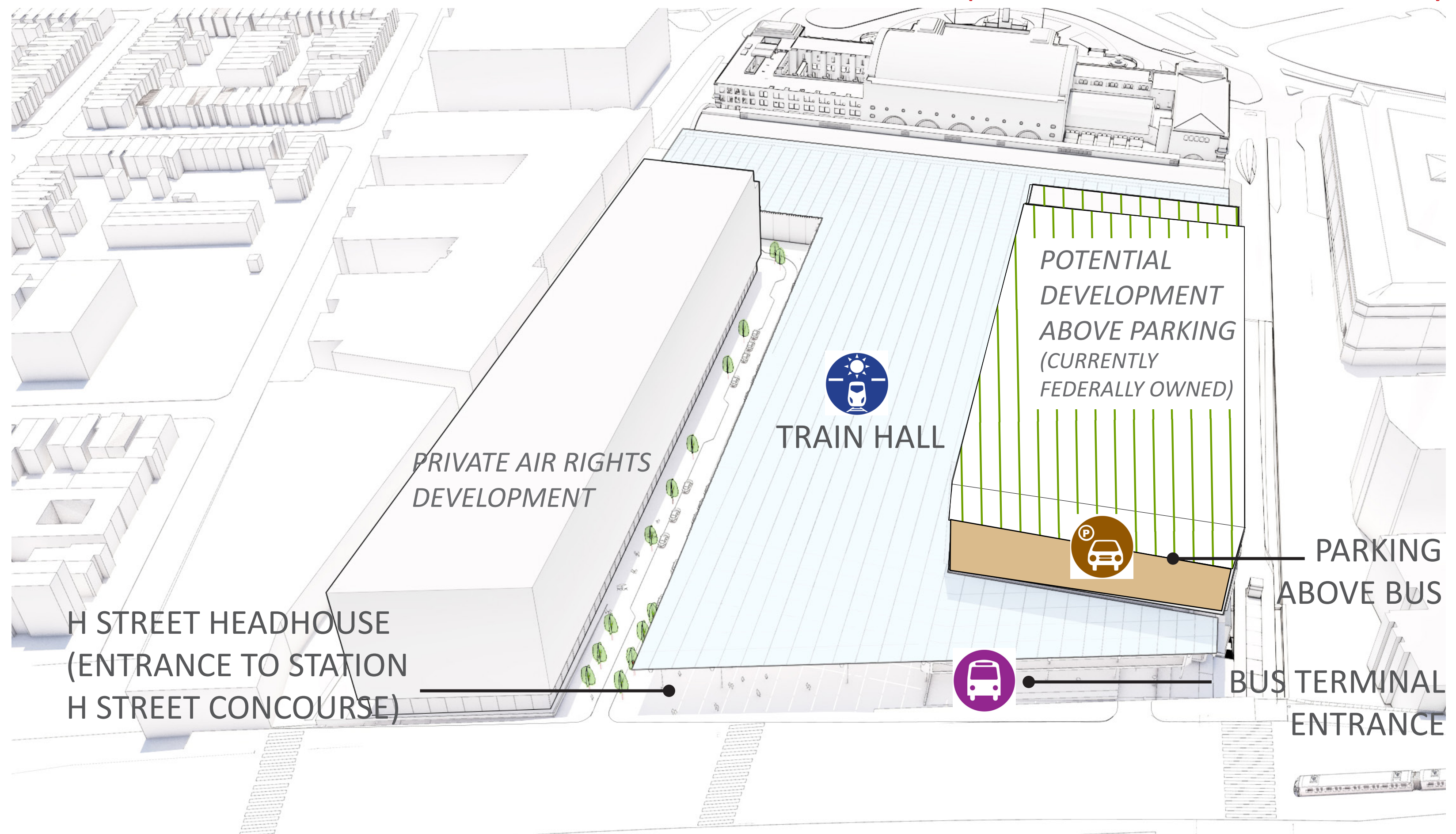
**E**



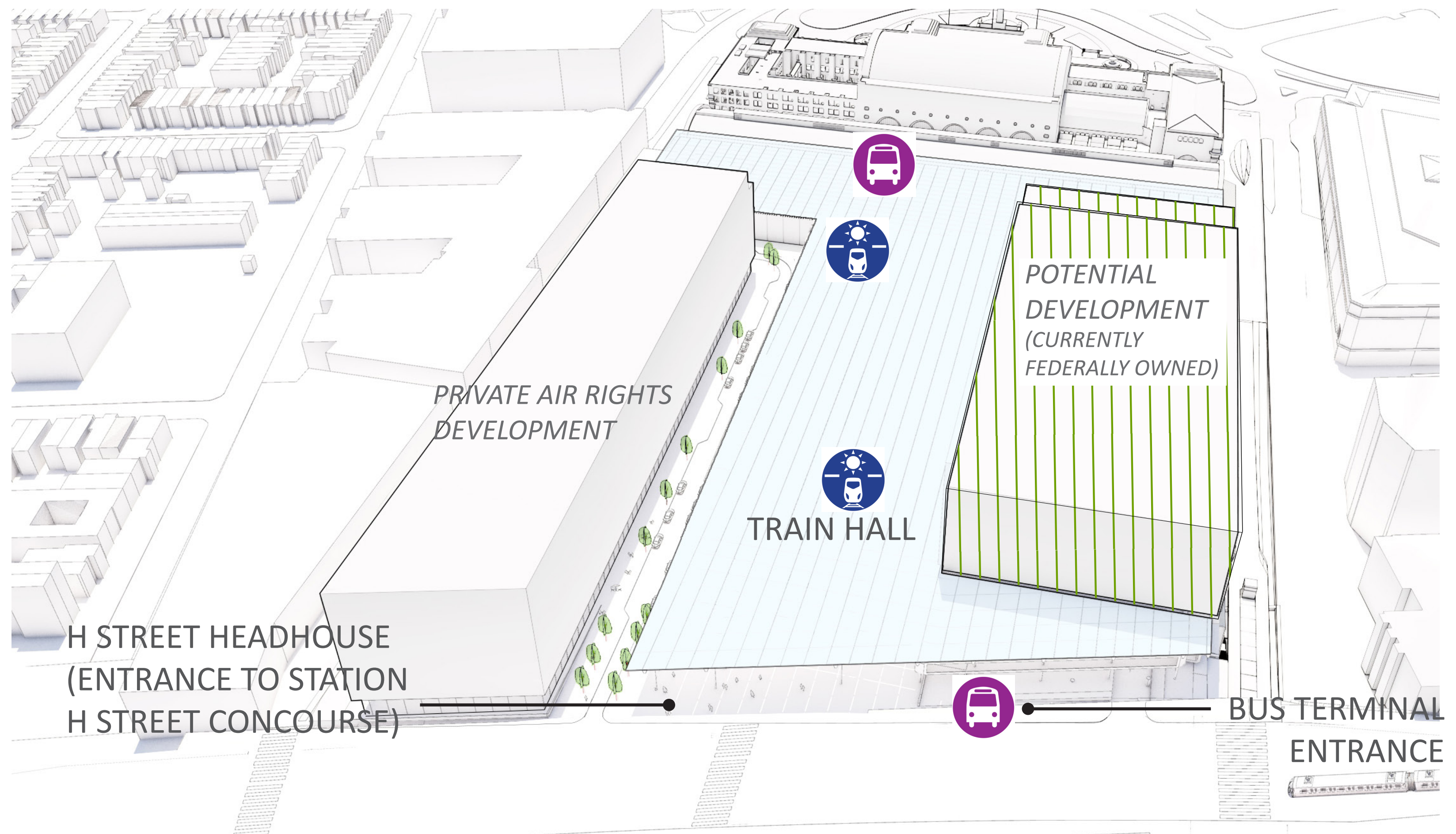
# NEW H STREET ENTRANCE AERIAL VIEW FROM ABOVE H STREET

(\*FOR ILLUSTRATION PURPOSES ONLY)

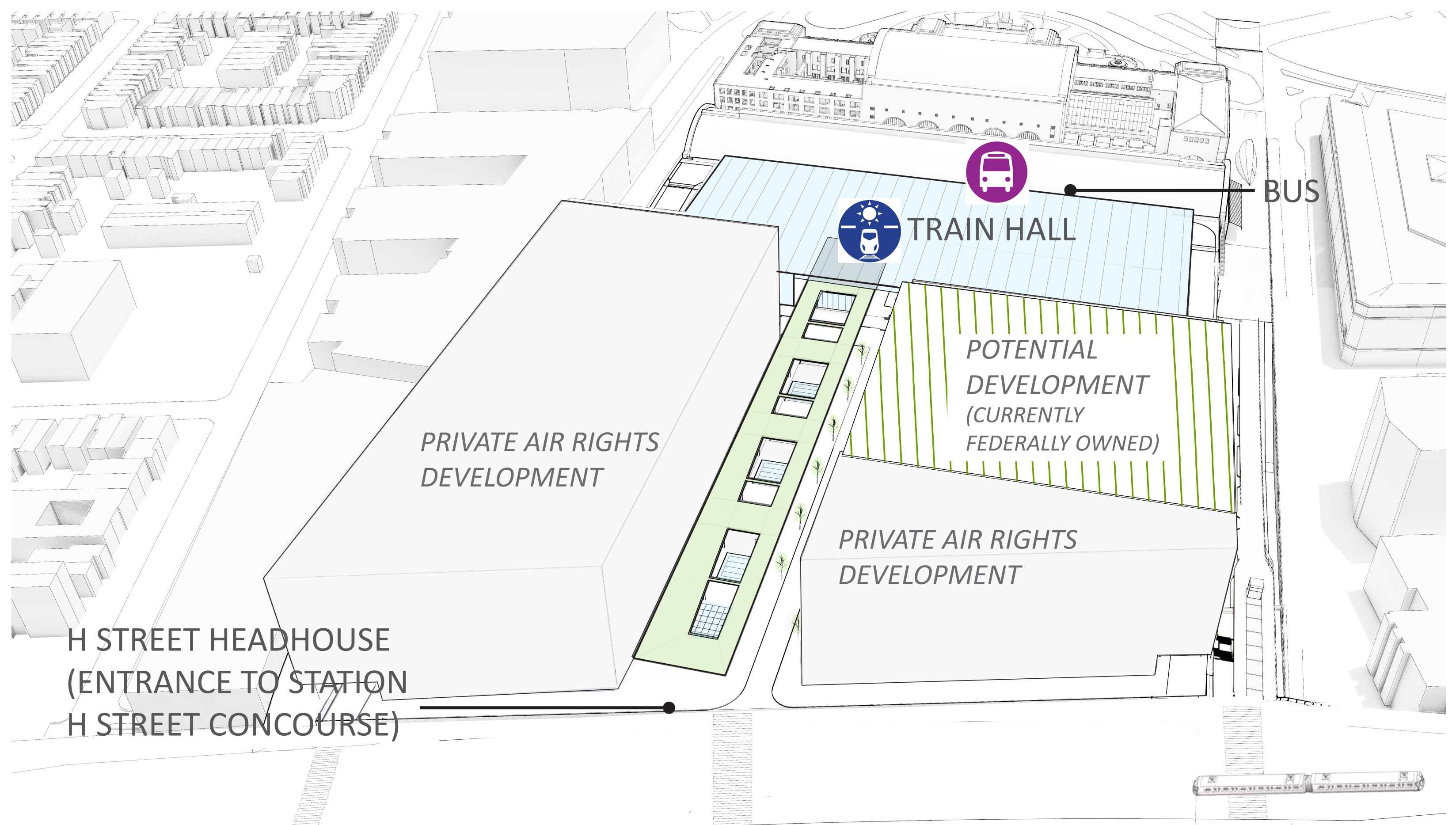
## A



## B



## C/D/E

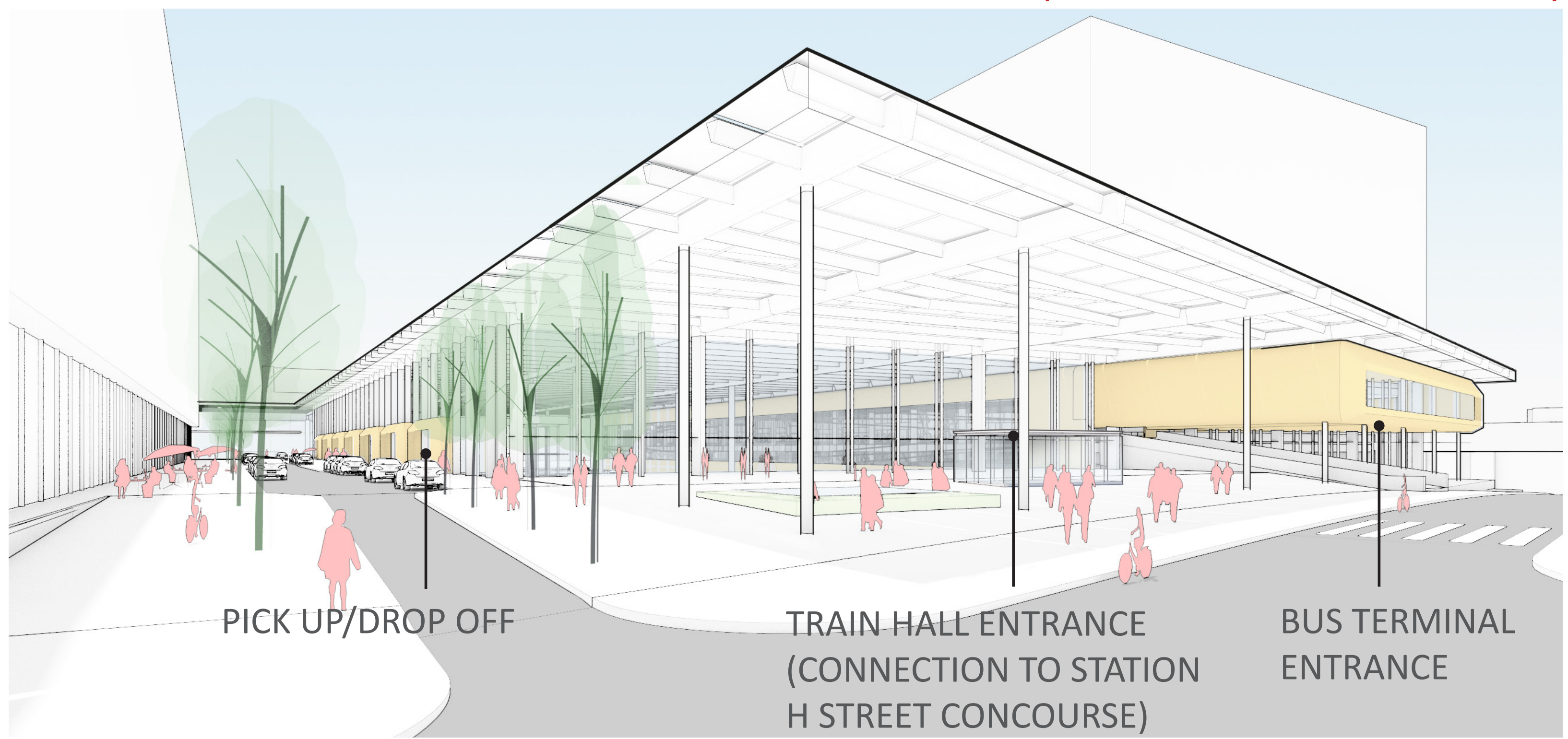
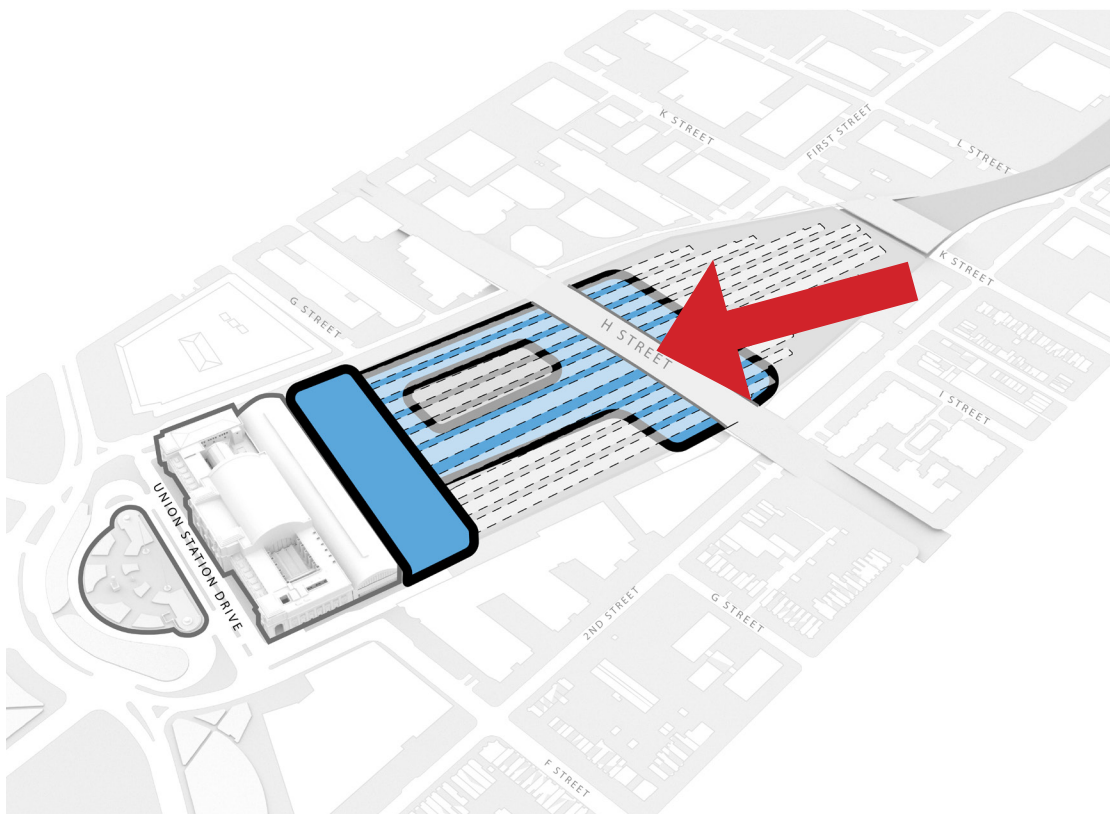


# NEW H STREET ENTRANCE

(\*FOR ILLUSTRATION PURPOSES ONLY)

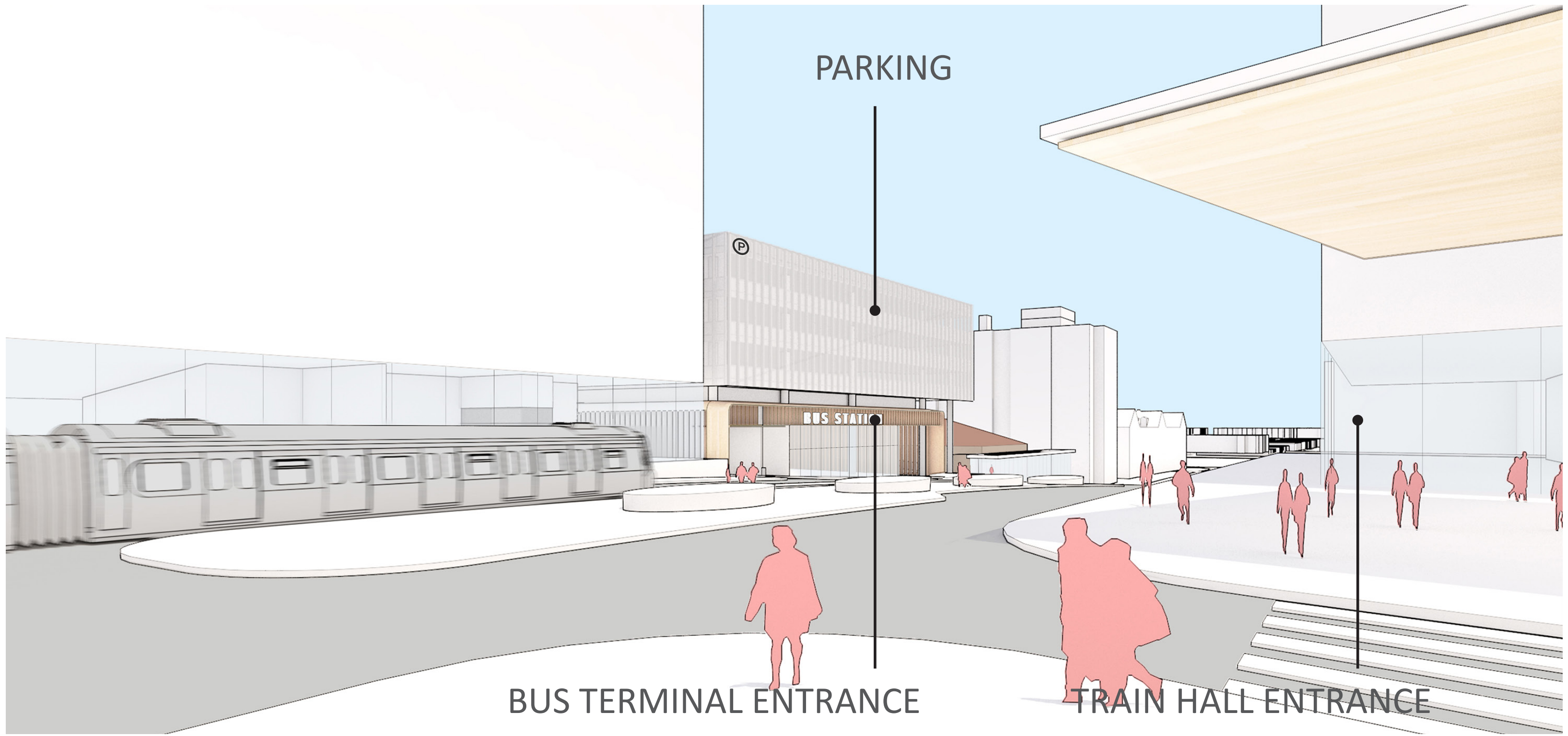
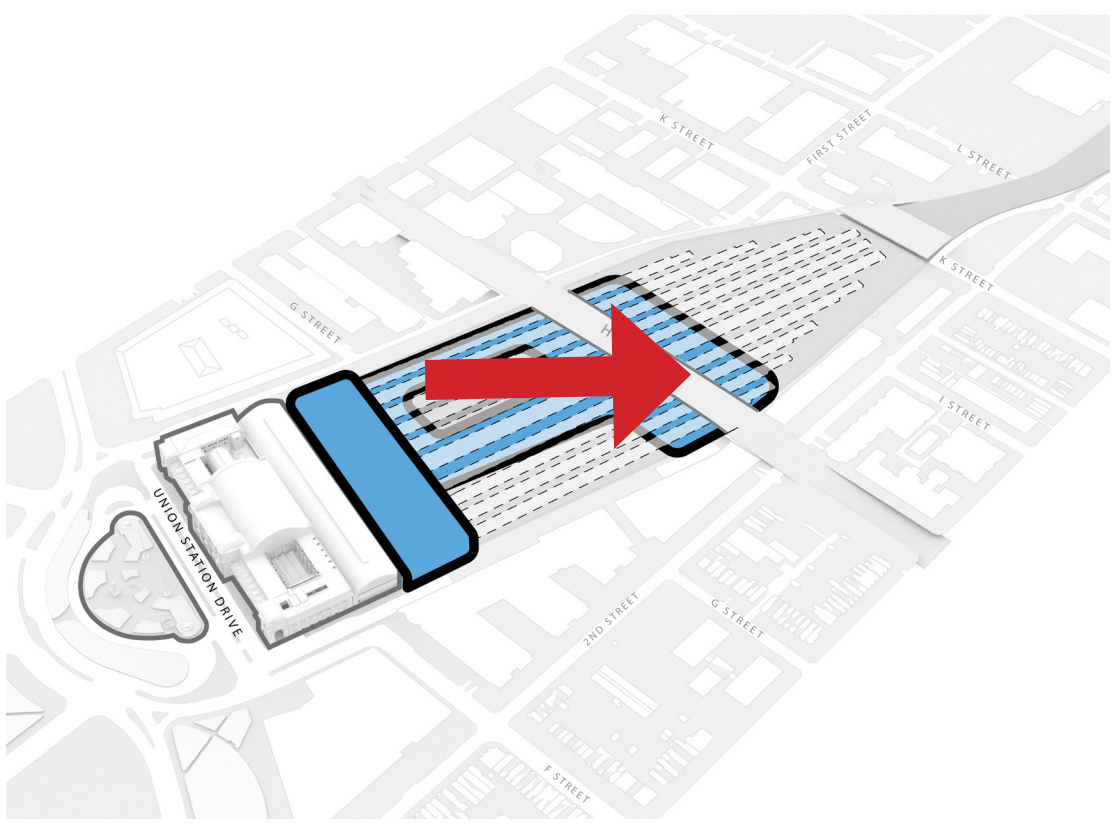
## A/B

VIEW LOOKING SOUTH  
TOWARD THE HEADHOUSE  
FROM H STREET



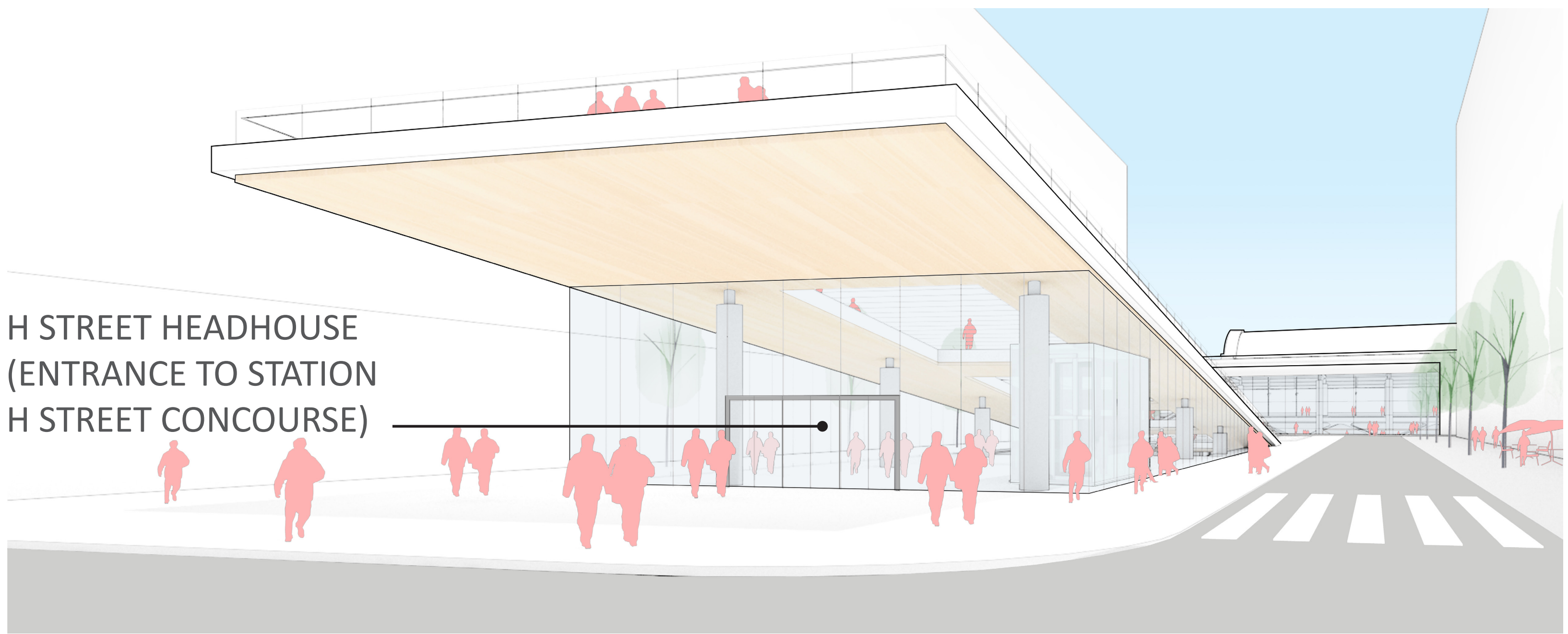
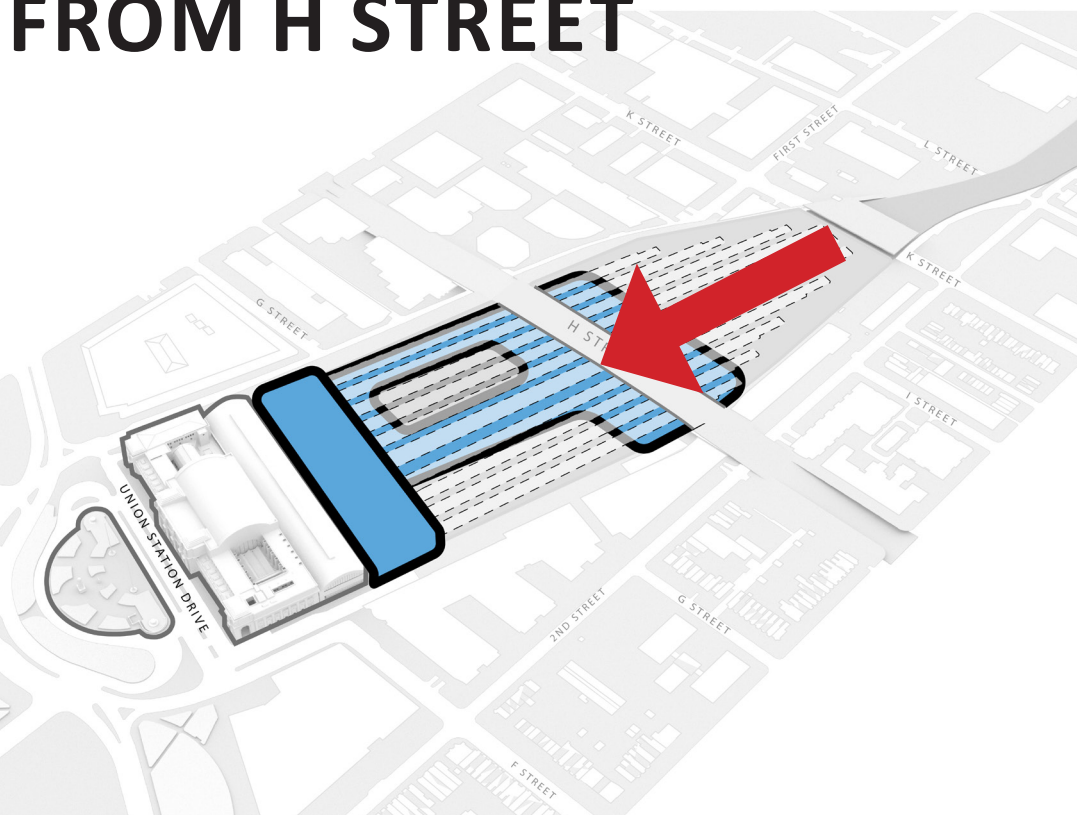
## C EAST PARKING

VIEW LOOKING NORTHEAST  
TOWARD THE BUS TERMINAL  
FROM H STREET



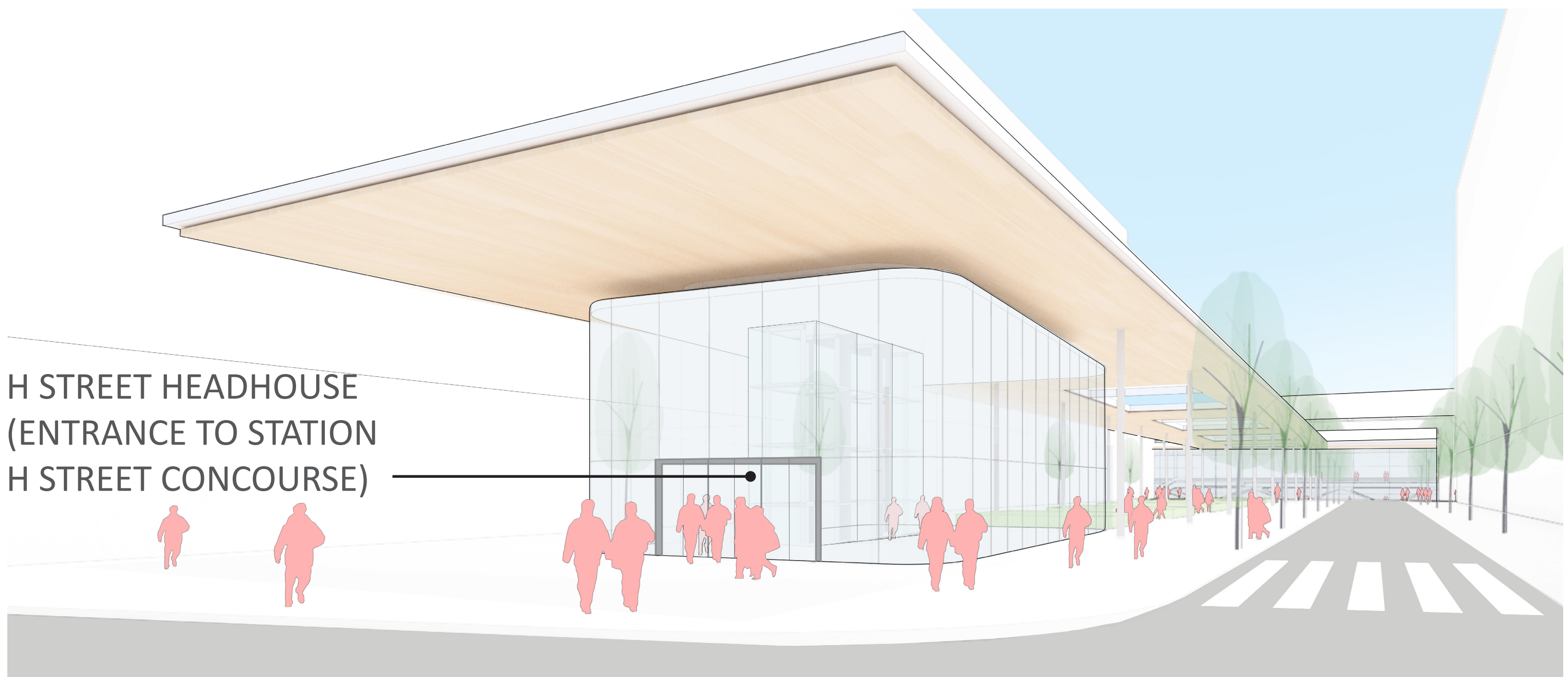
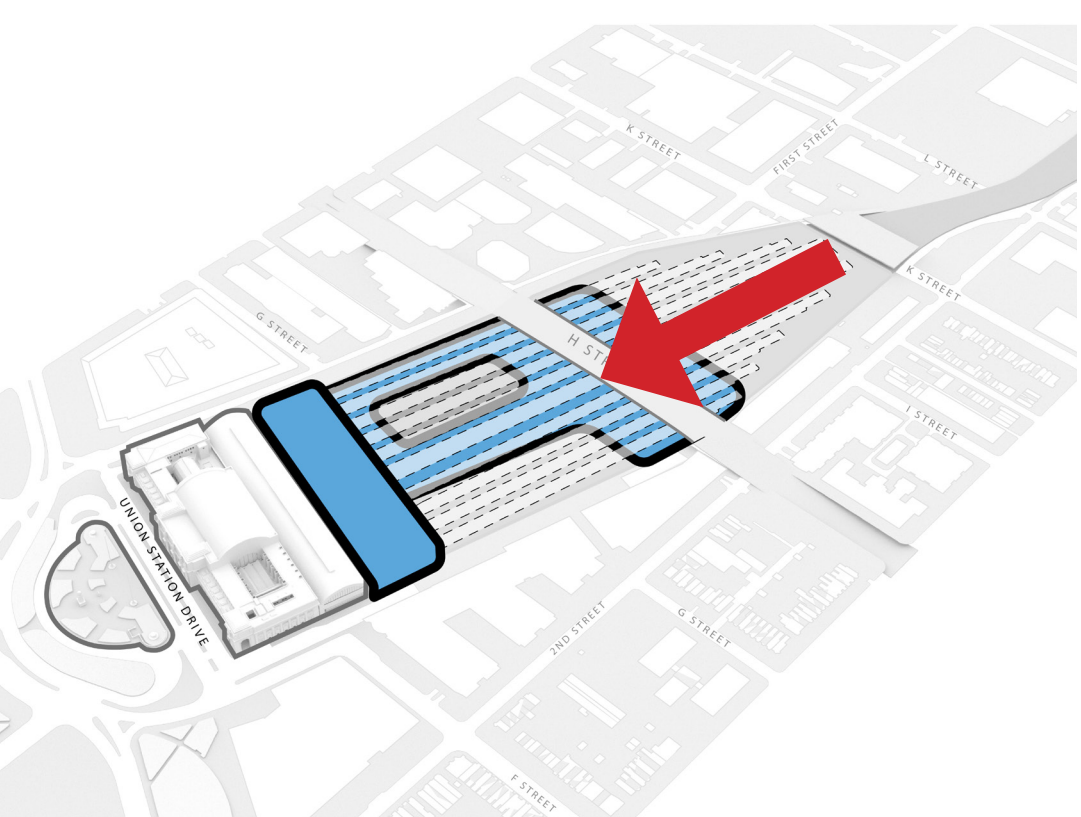
## C/D/E

VIEW LOOKING SOUTH  
TOWARD THE HEADHOUSE  
FROM H STREET



## C/D/E

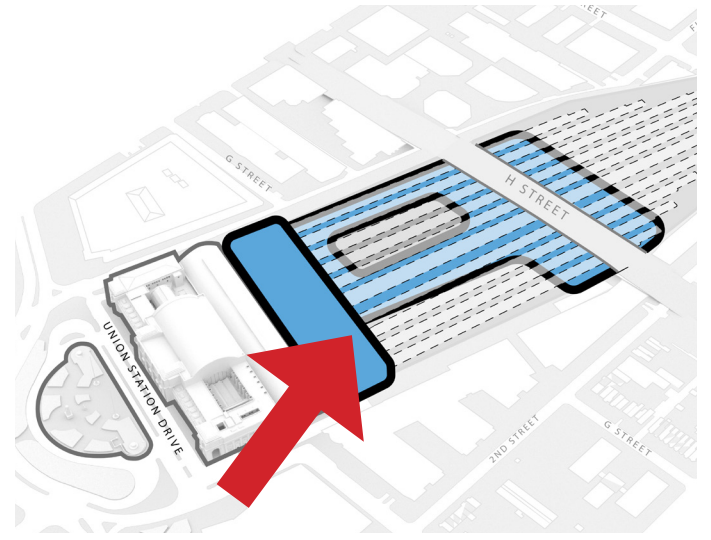
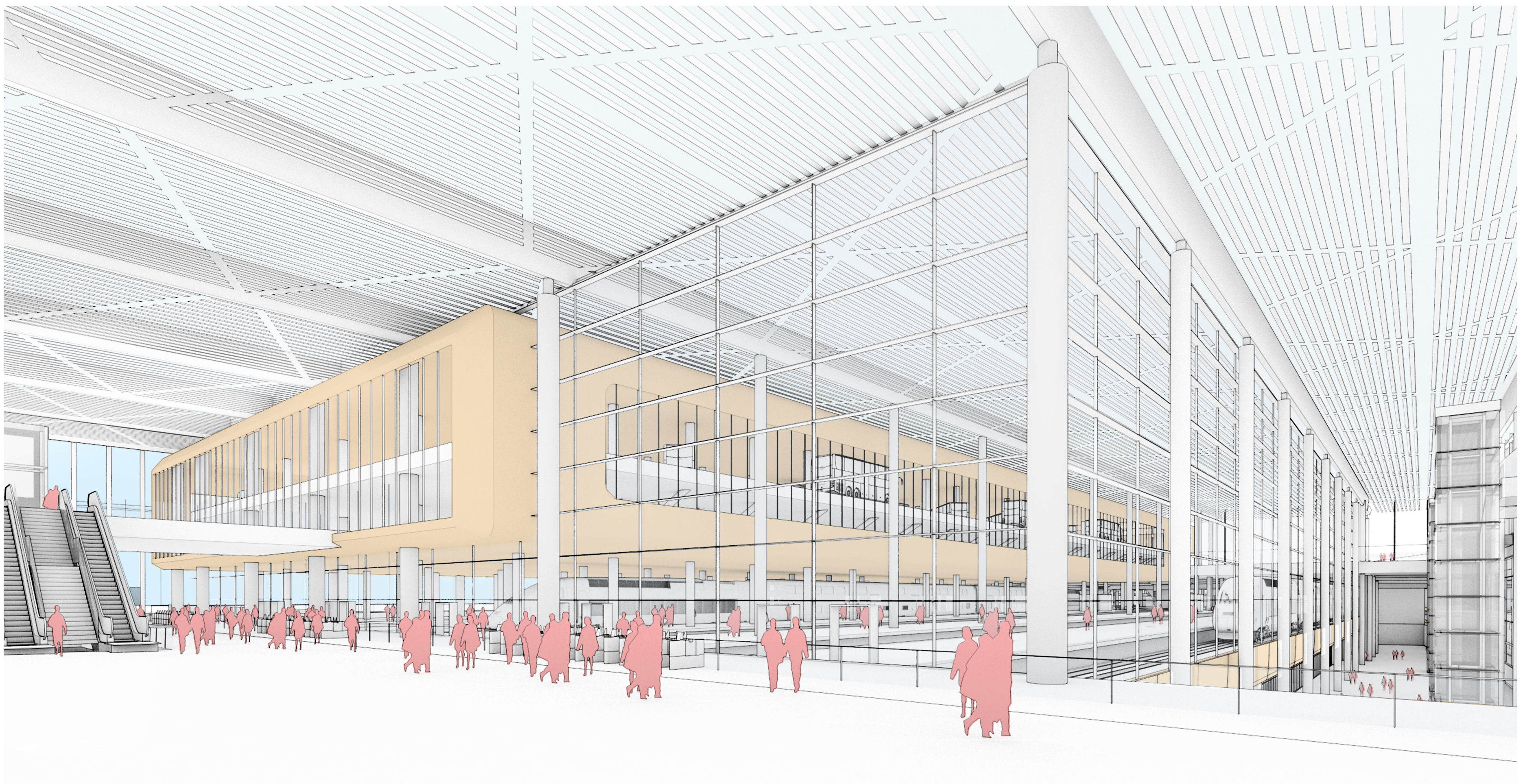
VIEW LOOKING SOUTH  
TOWARD THE HEADHOUSE  
FROM H STREET



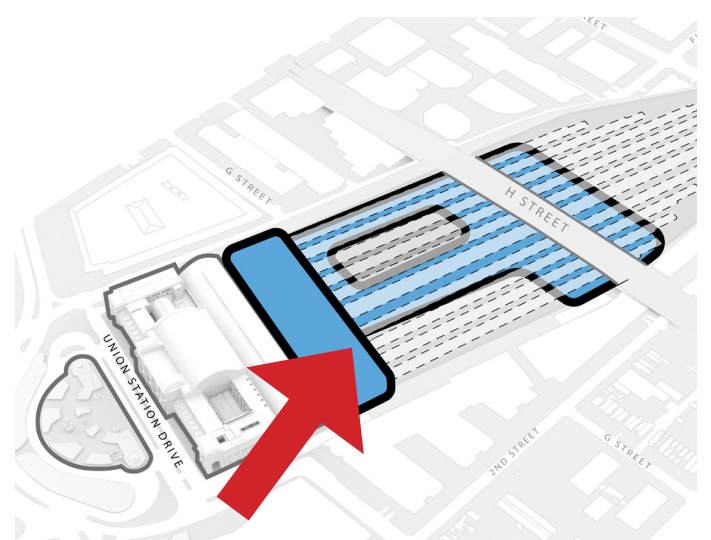
# TRAIN HALL LOOKING NORTH FROM CONCOURSE A

(\*FOR ILLUSTRATION PURPOSES ONLY)

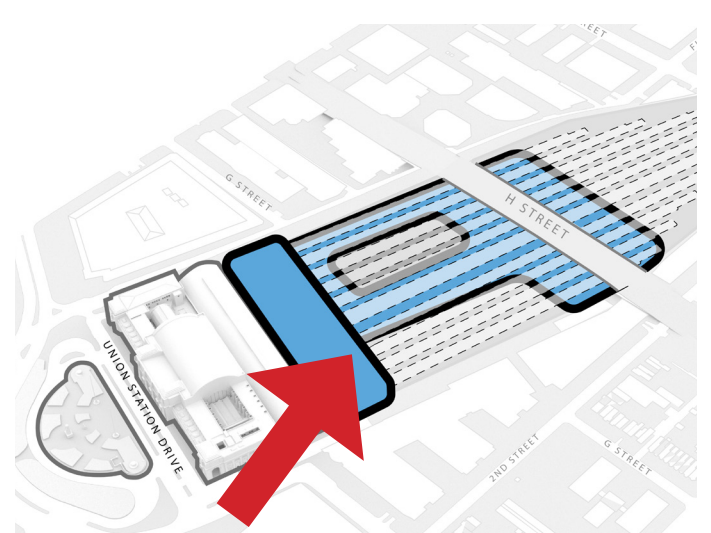
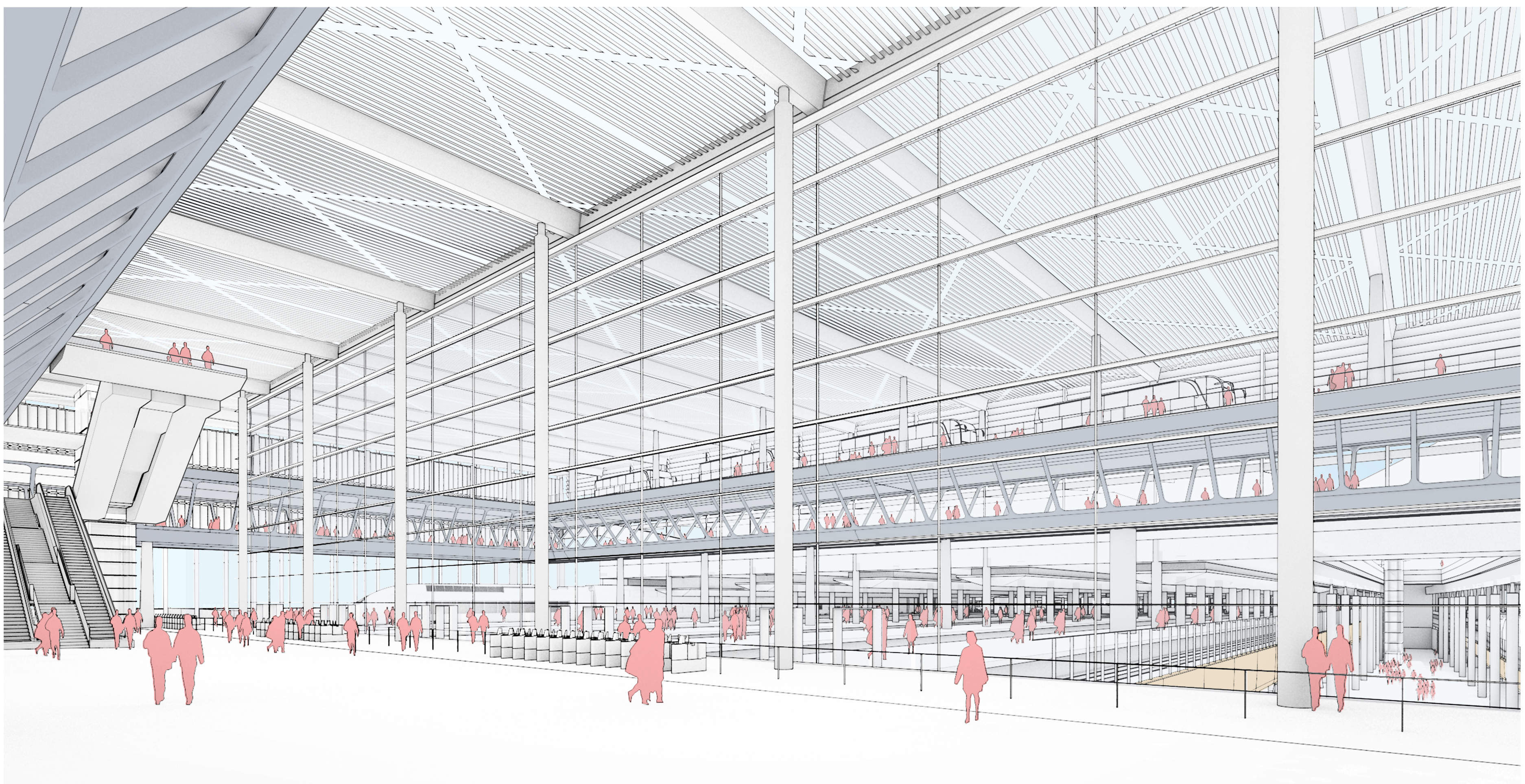
## A/B



## C



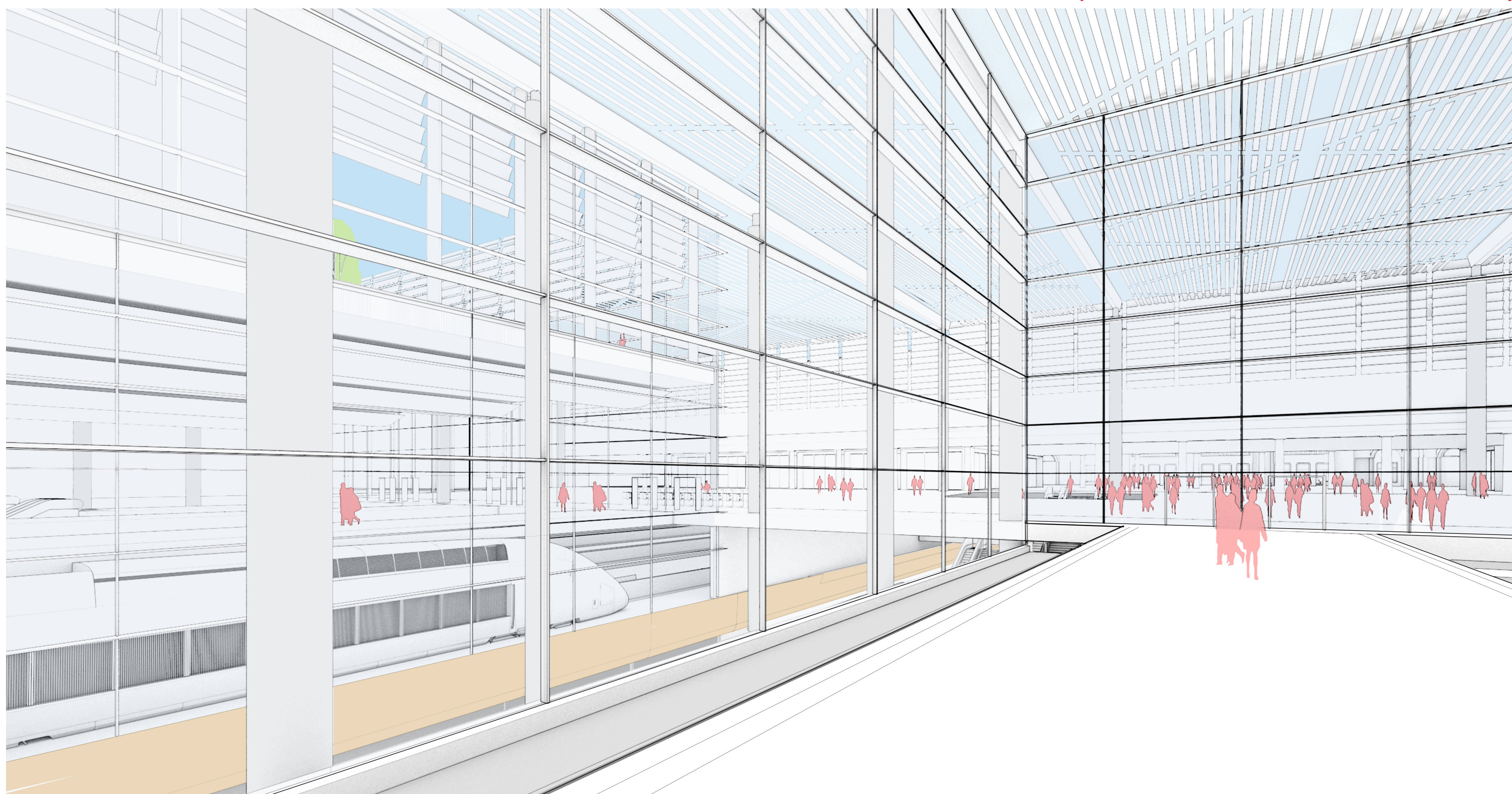
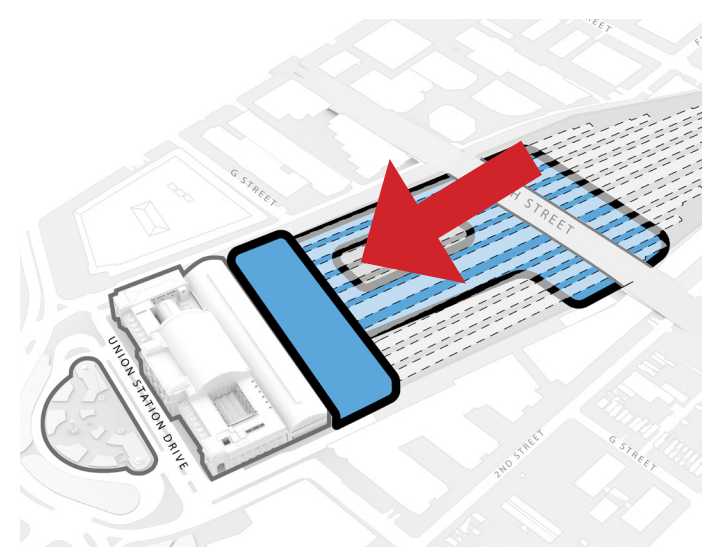
## D/E



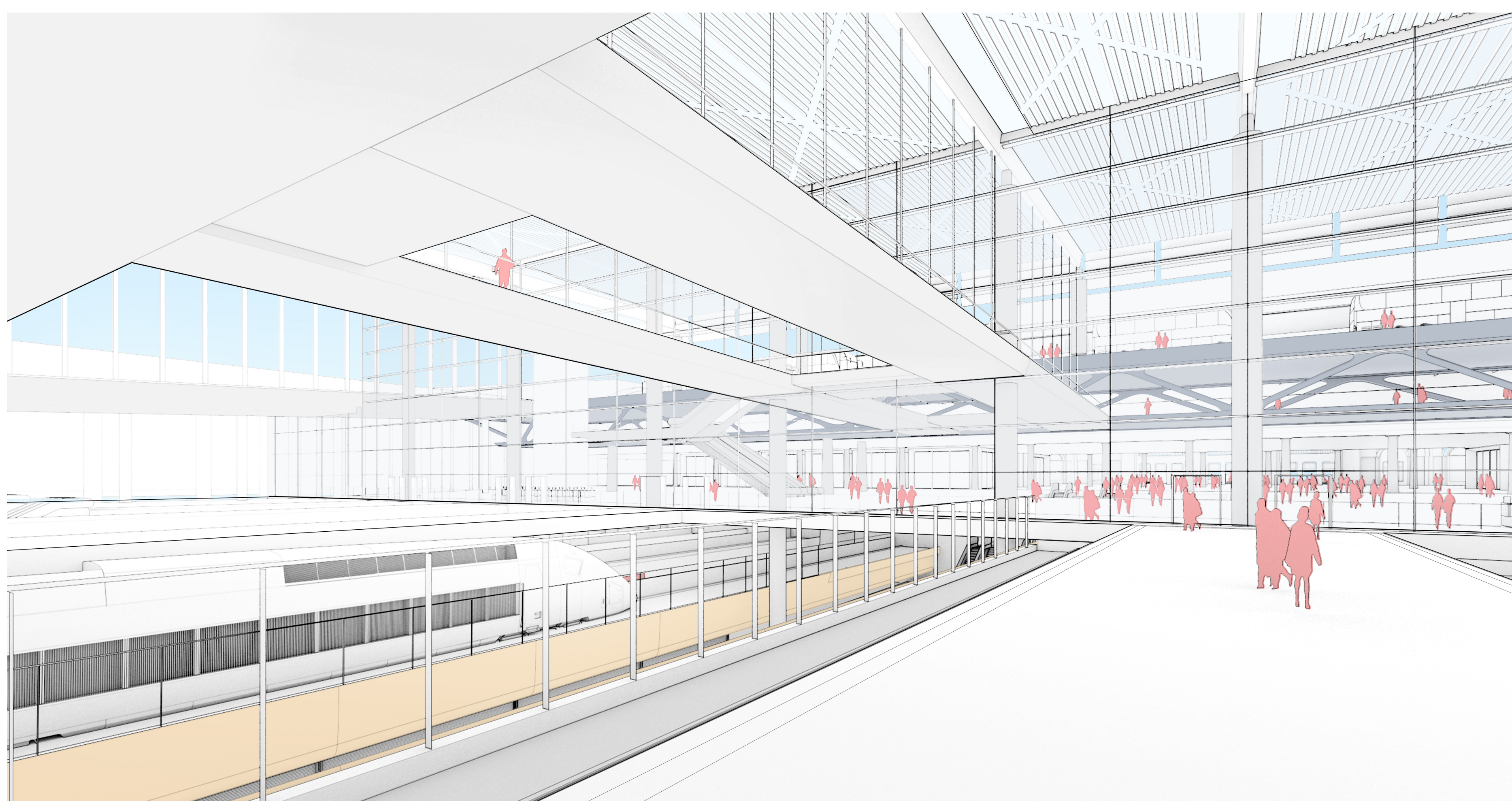
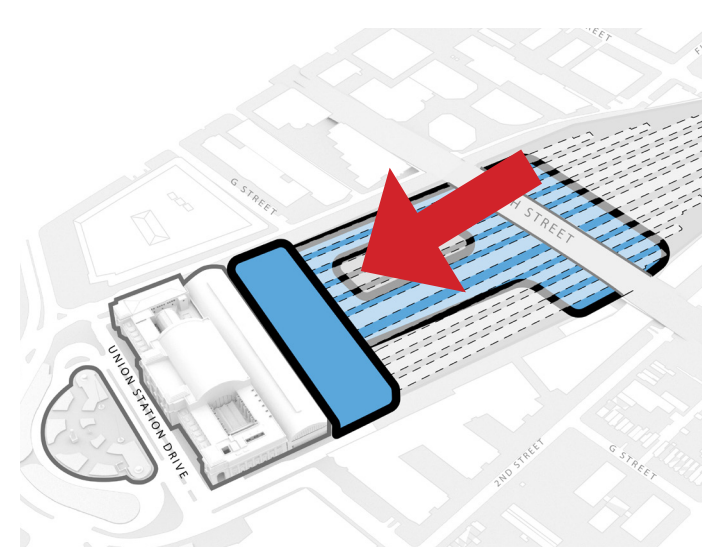
# TRAIN HALL LOOKING SOUTH FROM PLATFORM INSIDE TRAIN HALL

(\*FOR ILLUSTRATION PURPOSES ONLY)

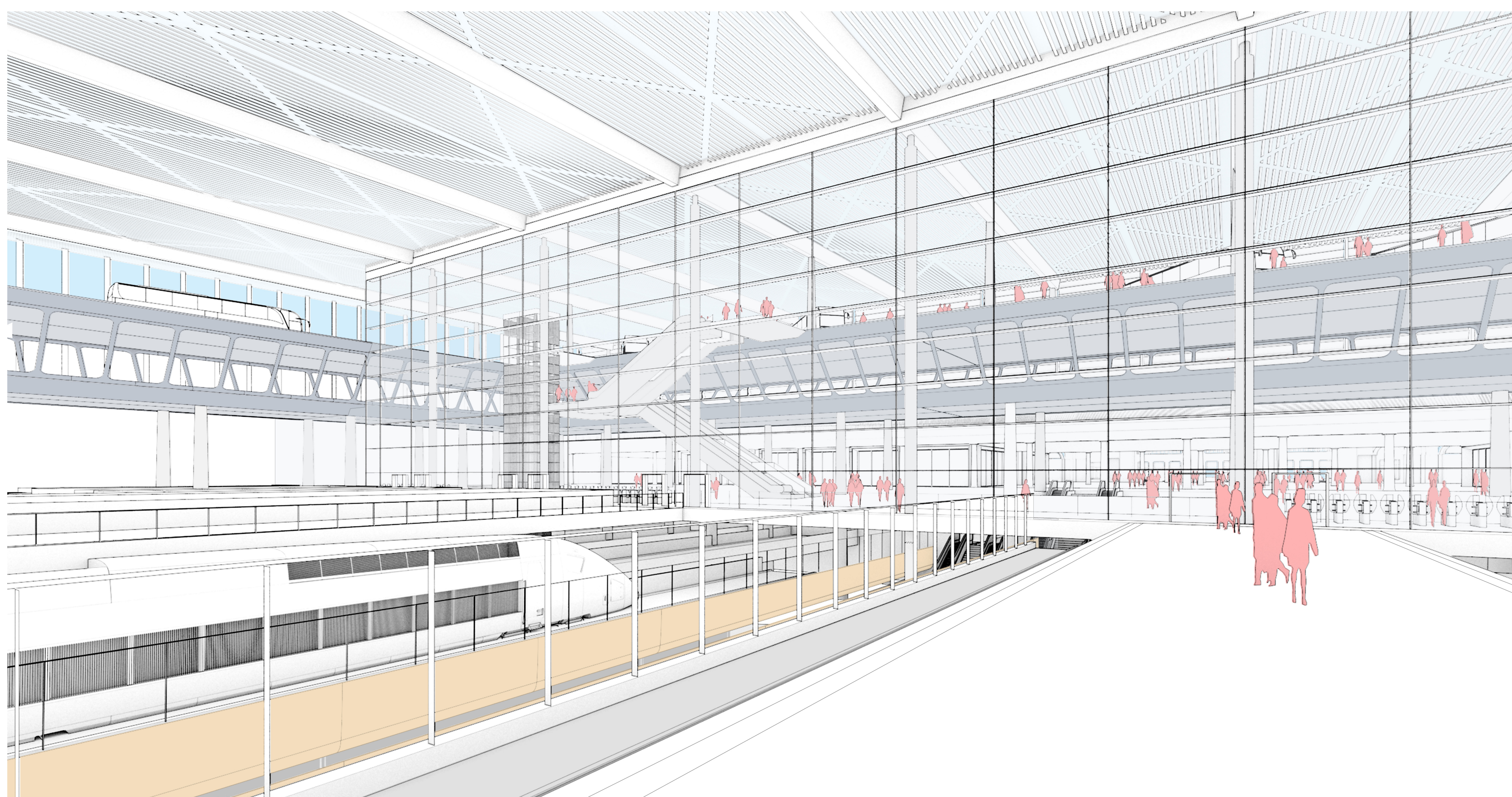
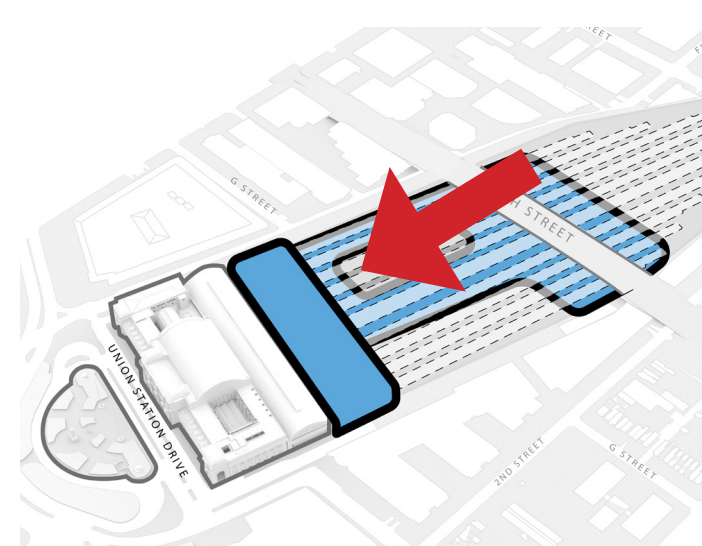
## A/B



## C



## D/E



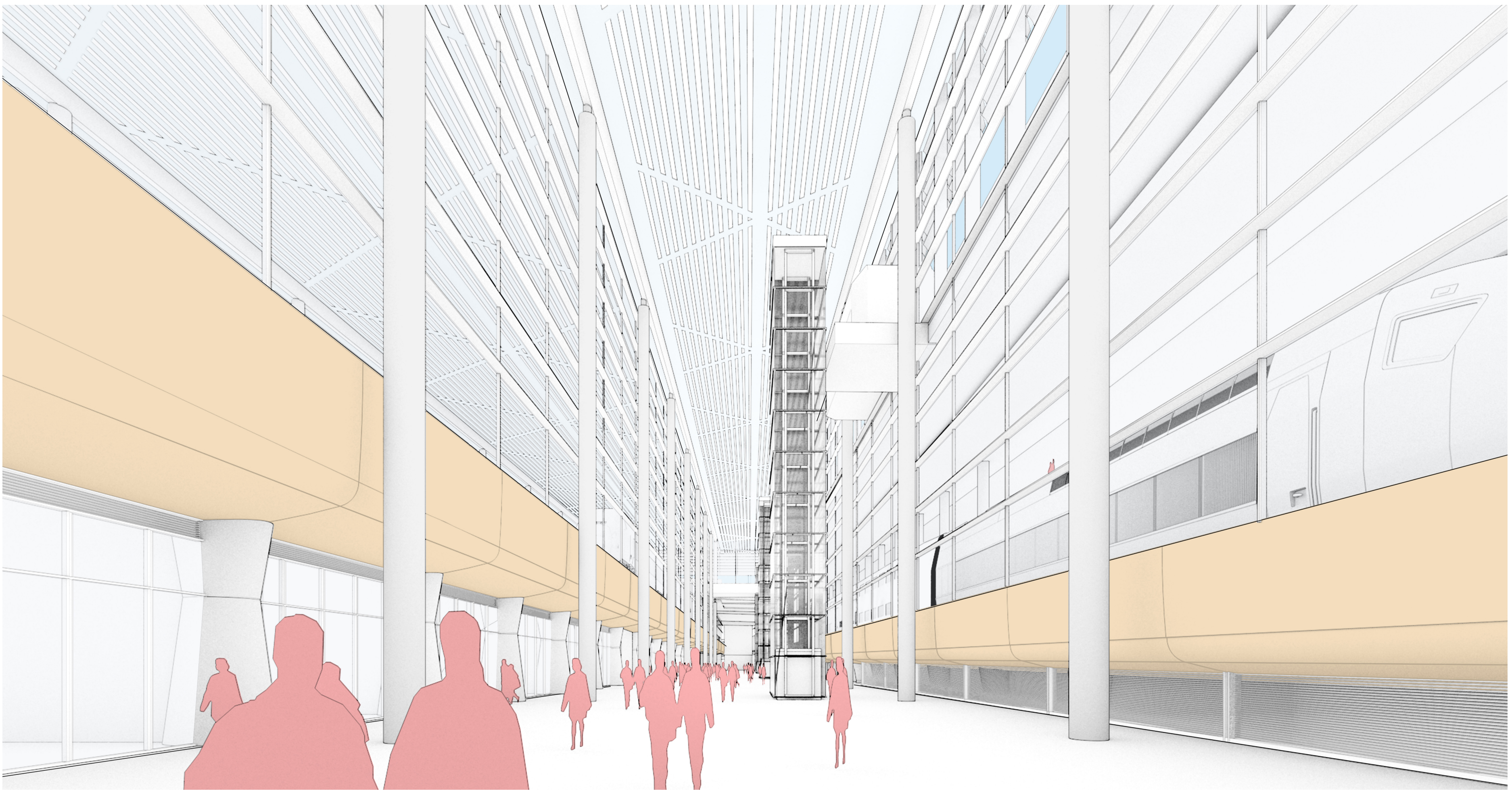


# CENTRAL CONCOURSE

# LOOKING NORTH TOWARD H STREET CONCOURSE FROM CENTRAL CONCOURSE

(\*FOR ILLUSTRATION PURPOSES ONLY)

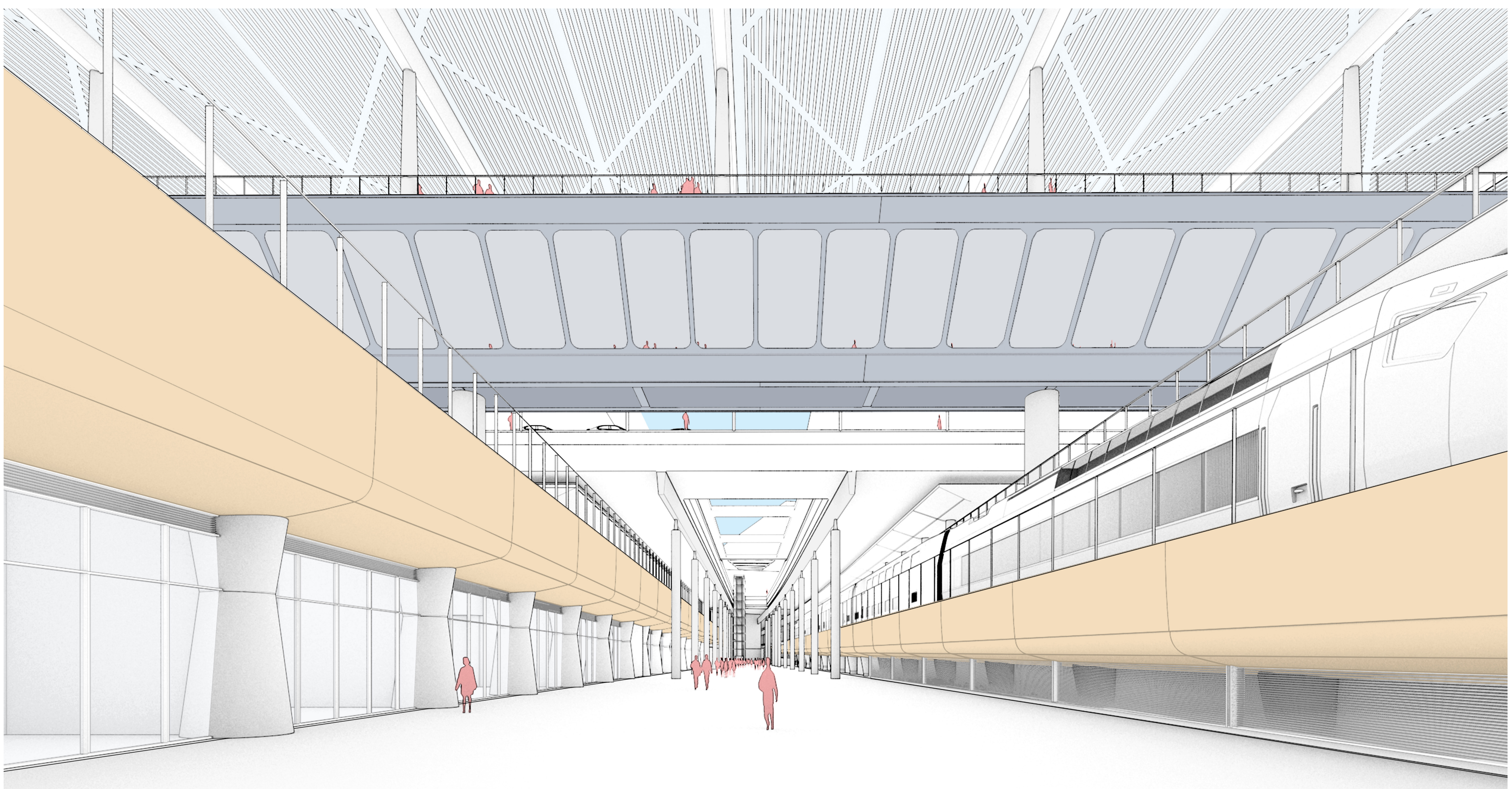
## A/B



## C



## D/E



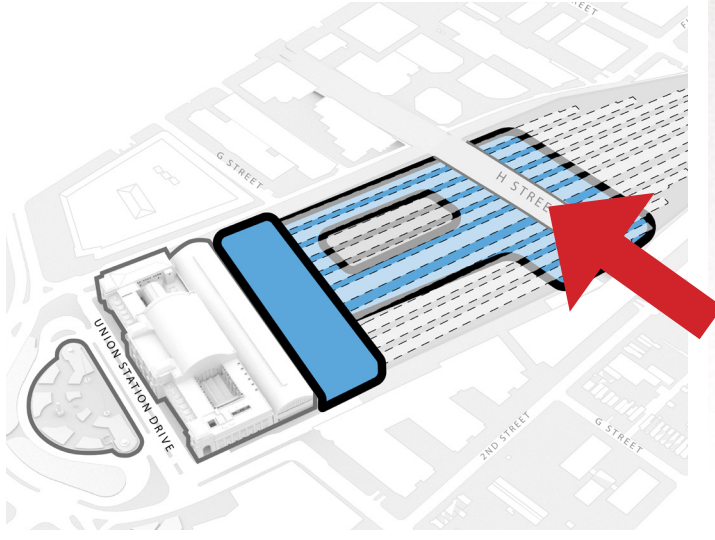
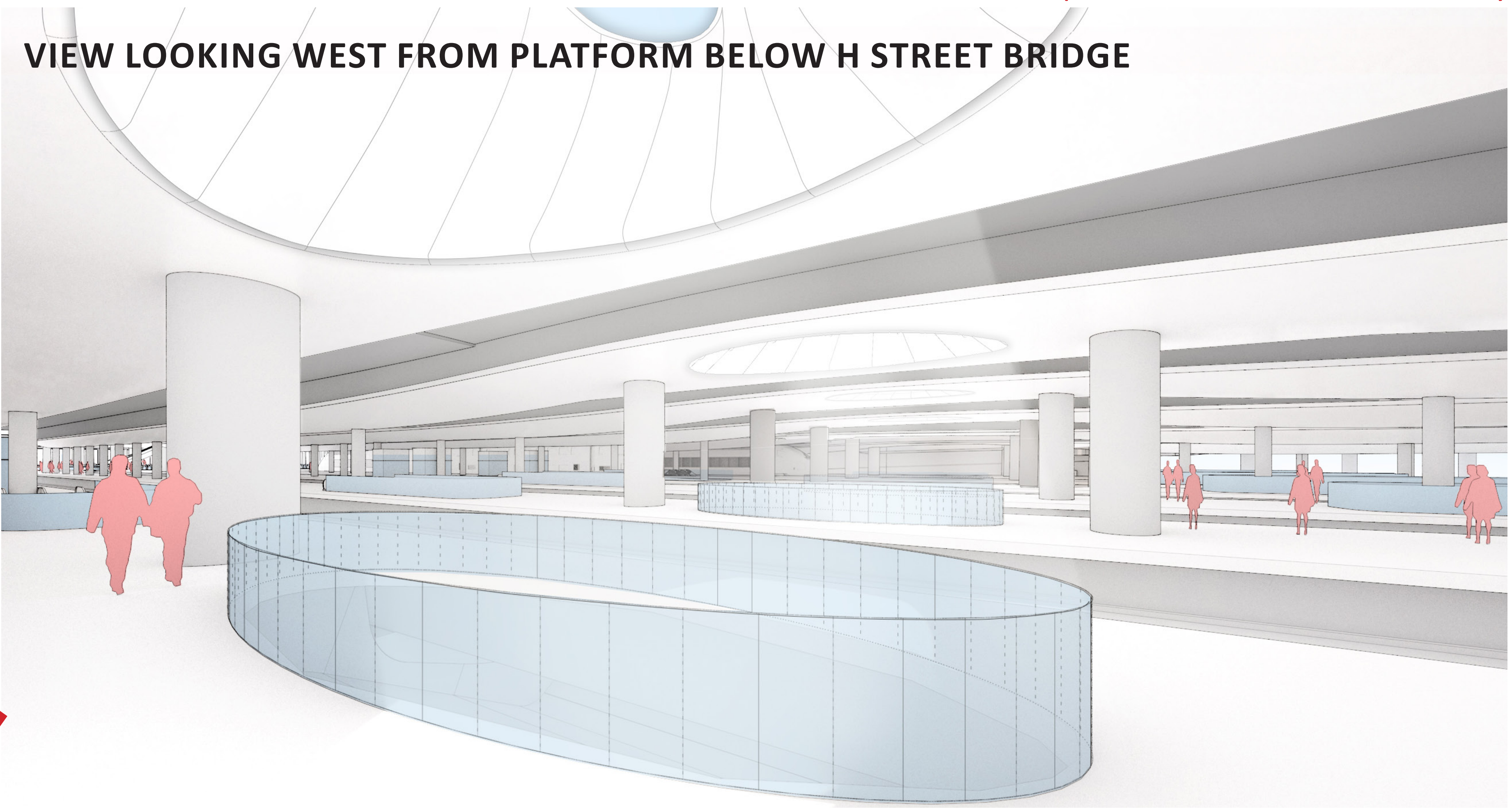
# H STREET CONCOURSE UNDER H STREET BRIDGE

(\*FOR ILLUSTRATION PURPOSES ONLY)

## ALL

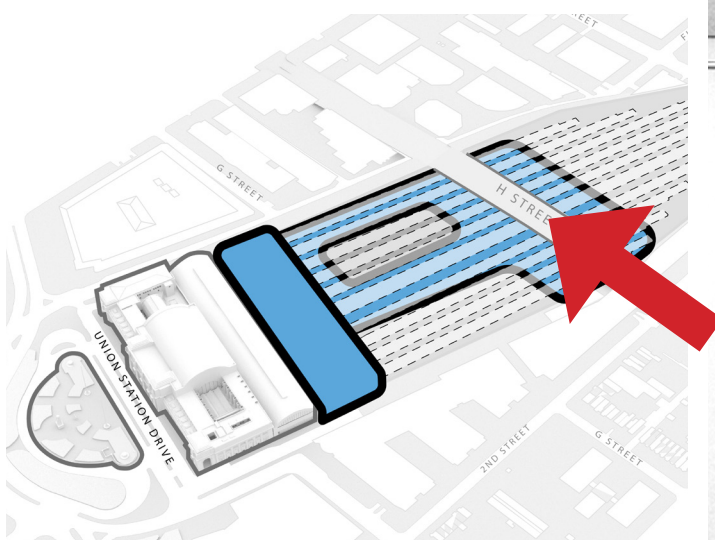
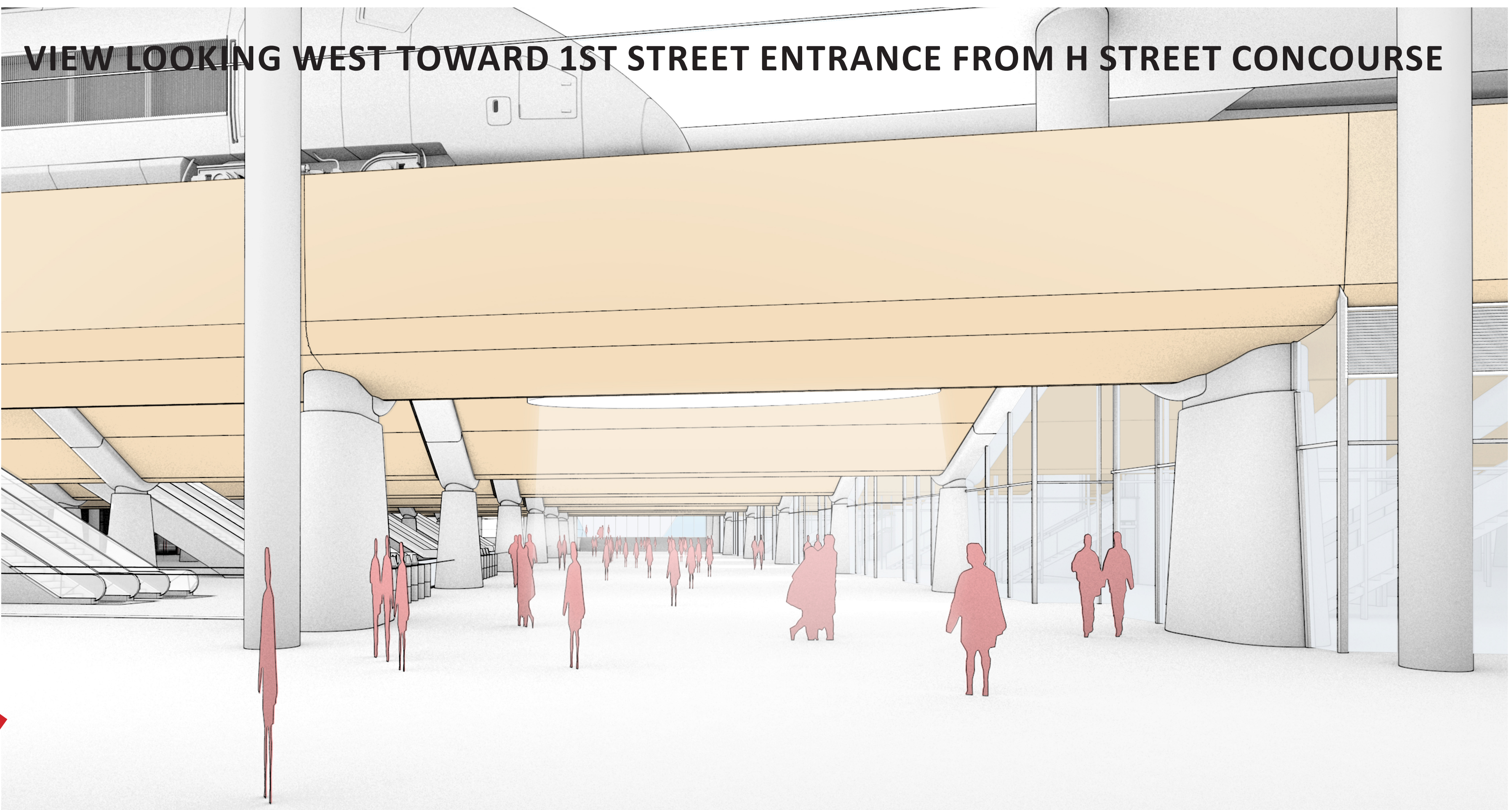
### PROPOSED PLATFORM VIEW

VIEW LOOKING WEST FROM PLATFORM BELOW H STREET BRIDGE



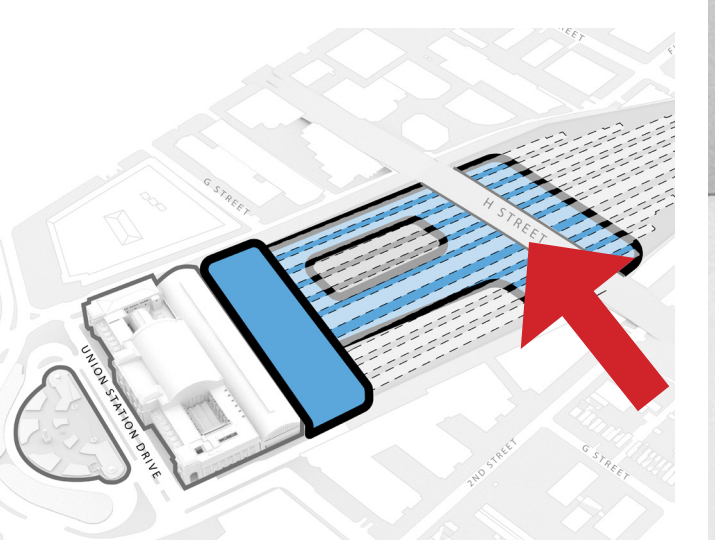
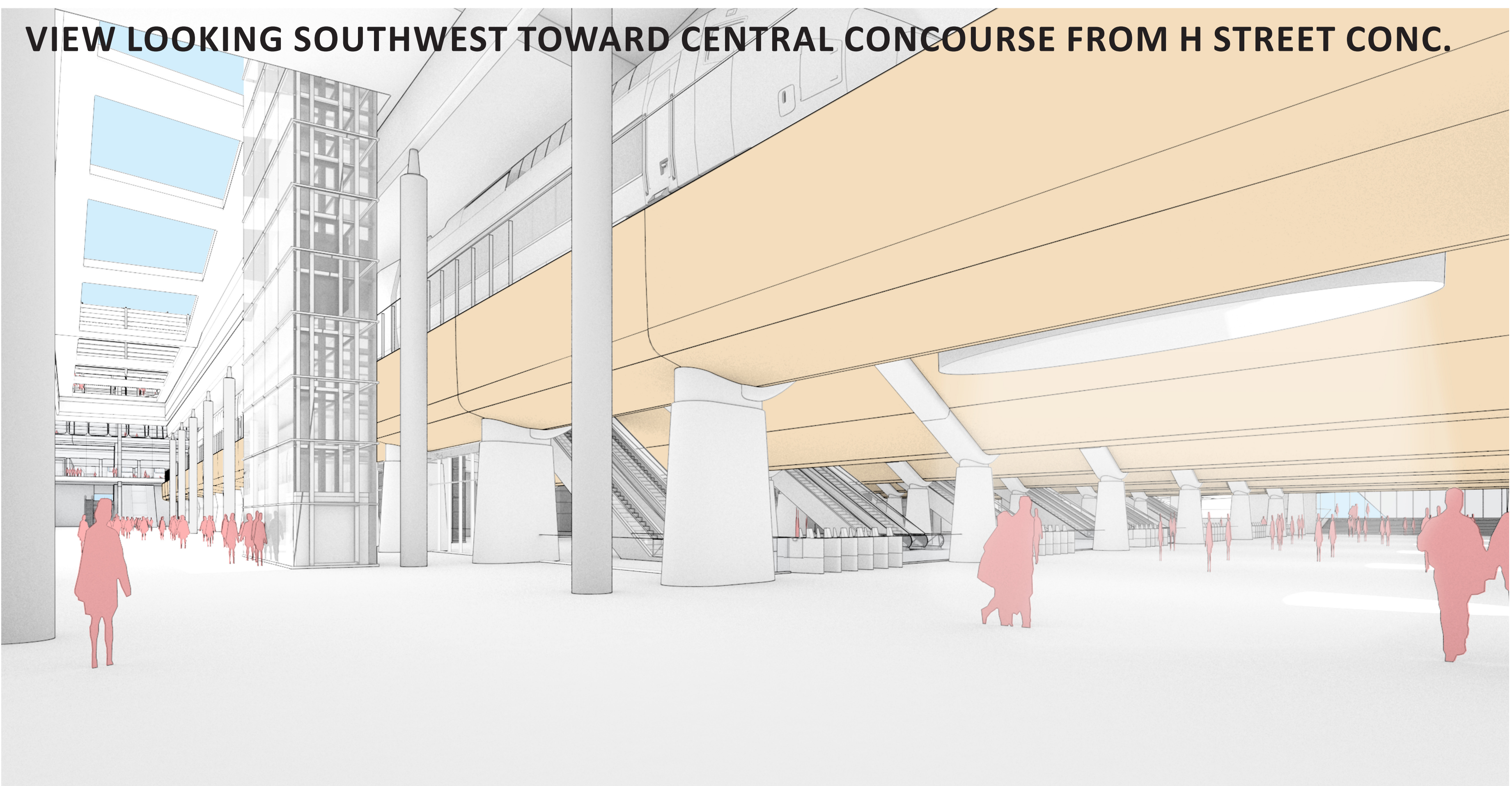
### PROPOSED H STREET CONCOURSE VIEW

VIEW LOOKING WEST TOWARD 1ST STREET ENTRANCE FROM H STREET CONCOURSE



### PROPOSED H STREET CONCOURSE VIEW

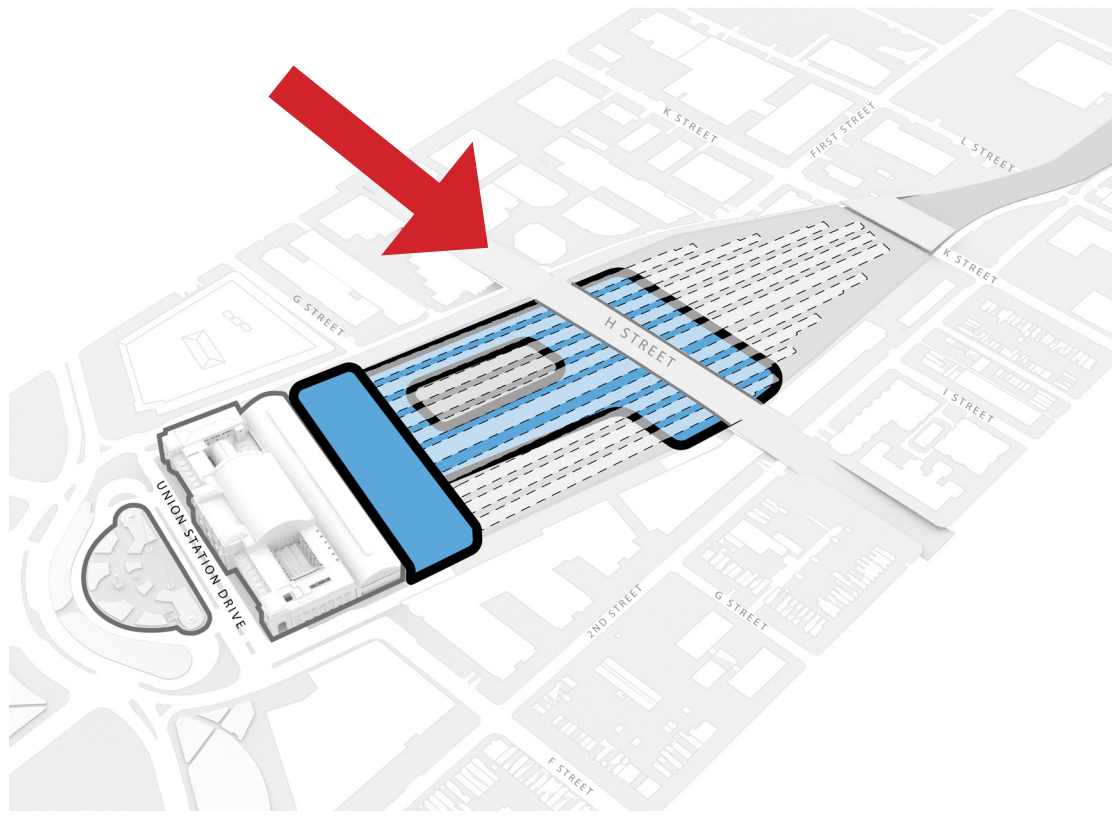
VIEW LOOKING SOUTHWEST TOWARD CENTRAL CONCOURSE FROM H STREET CONC.



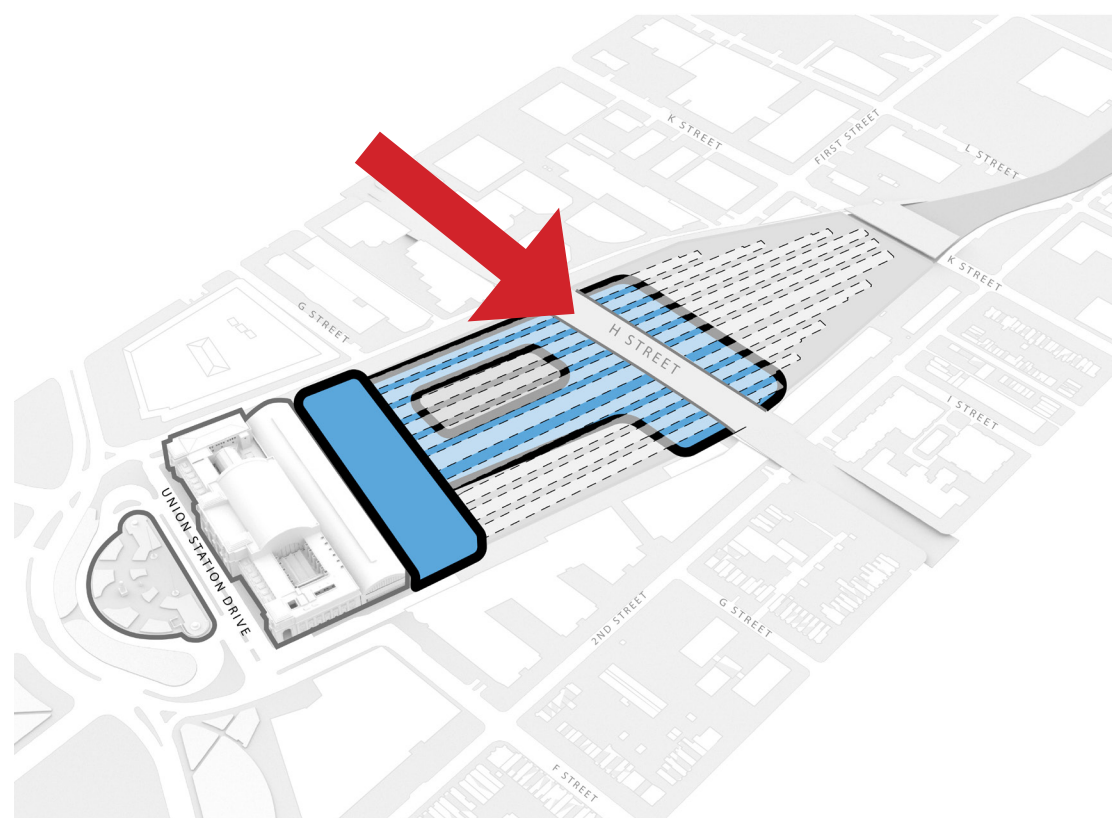
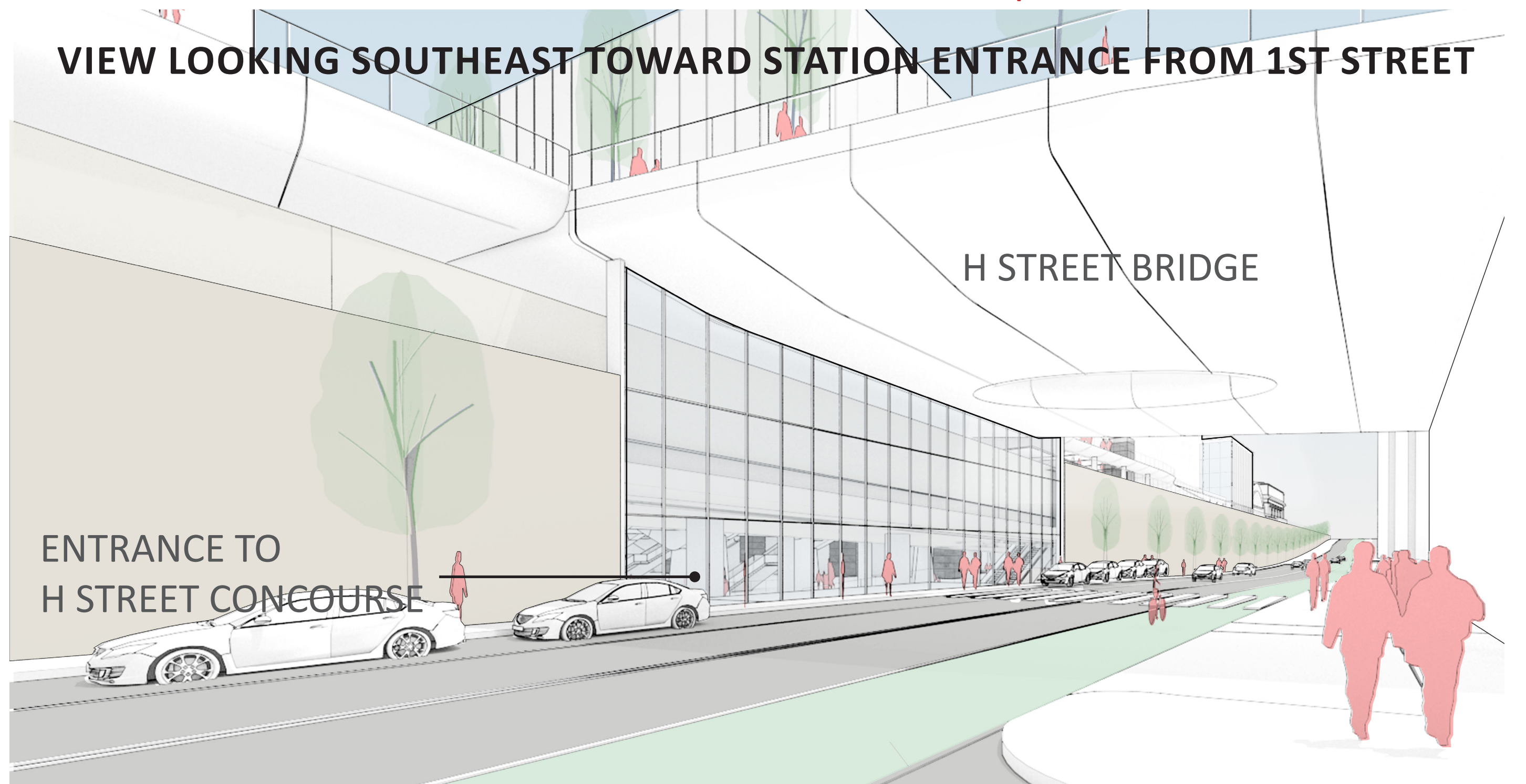
# NEW STREET ENTRANCES

(\*FOR ILLUSTRATION PURPOSES ONLY)

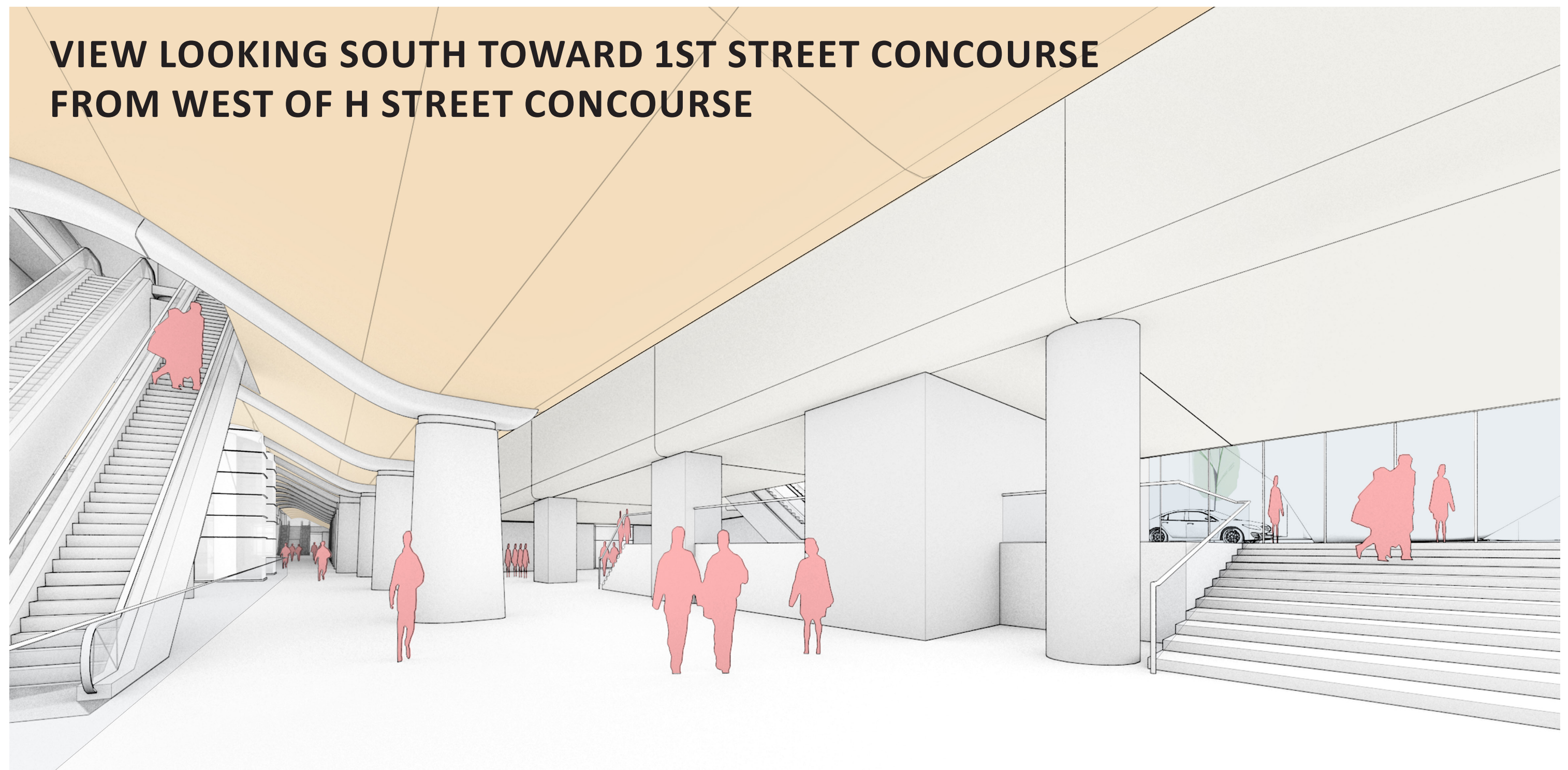
## ALL 1ST STREET ENTRANCE



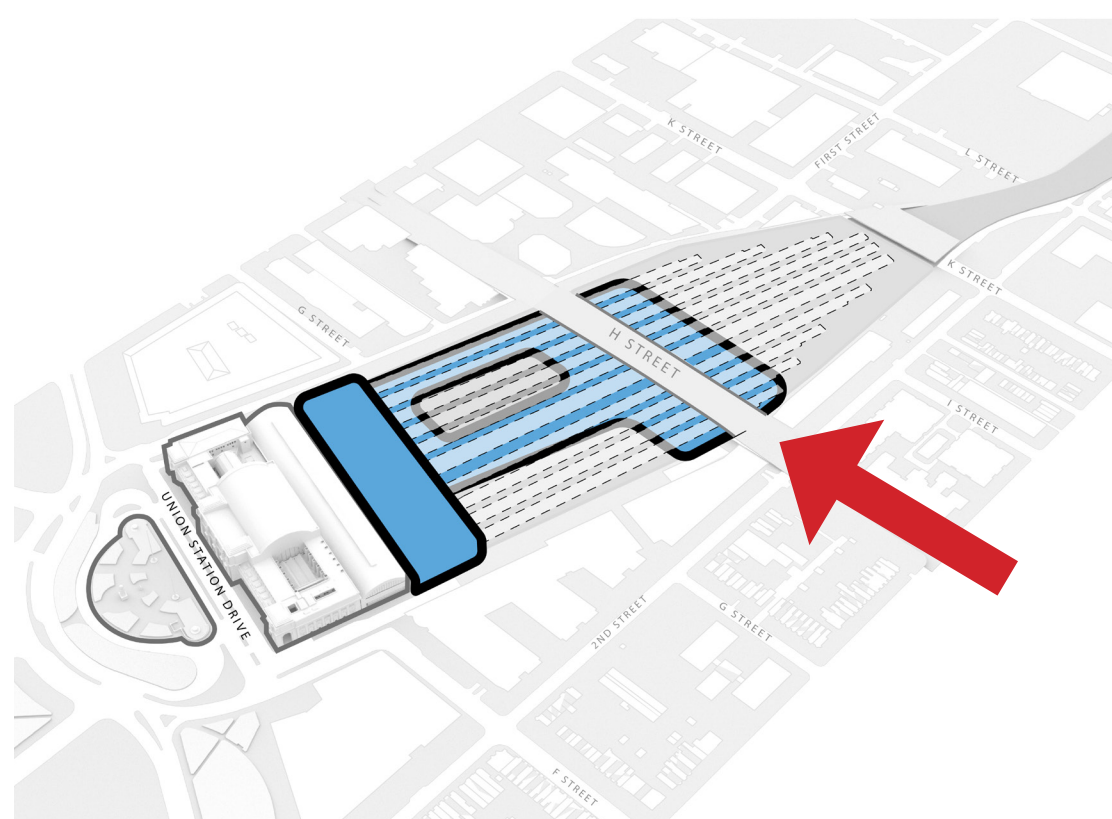
VIEW LOOKING SOUTHEAST TOWARD STATION ENTRANCE FROM 1ST STREET



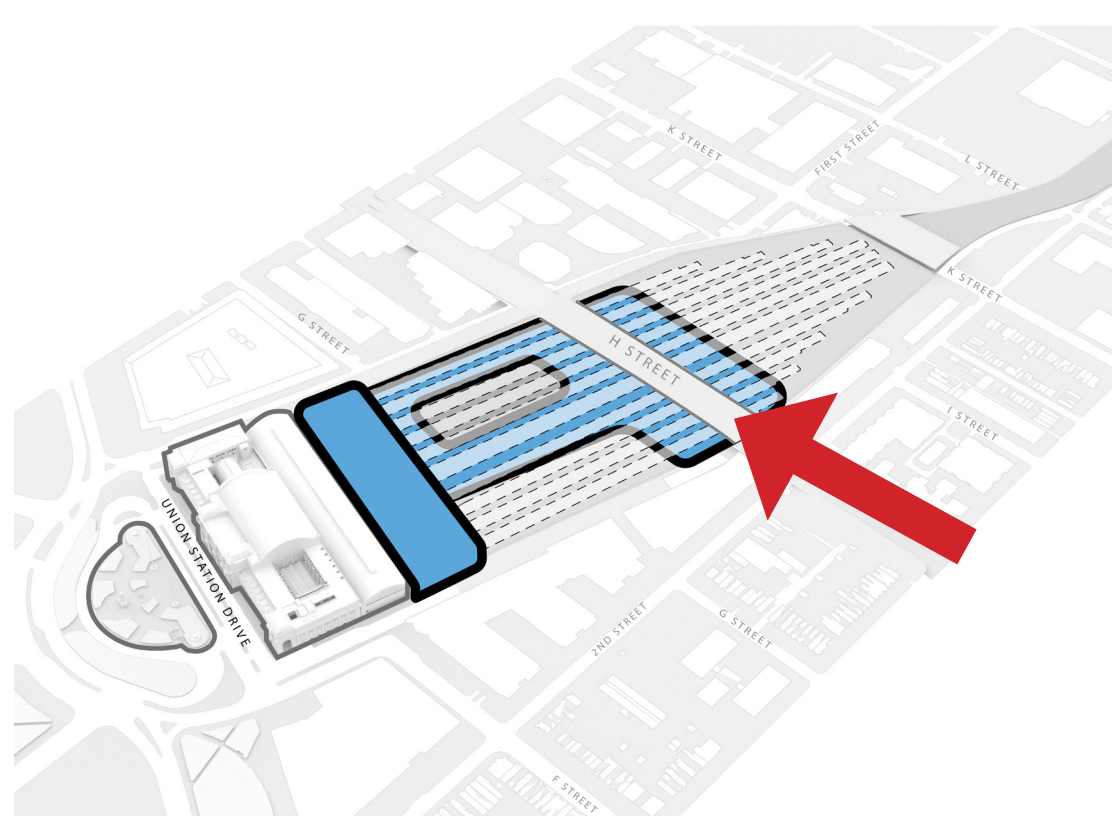
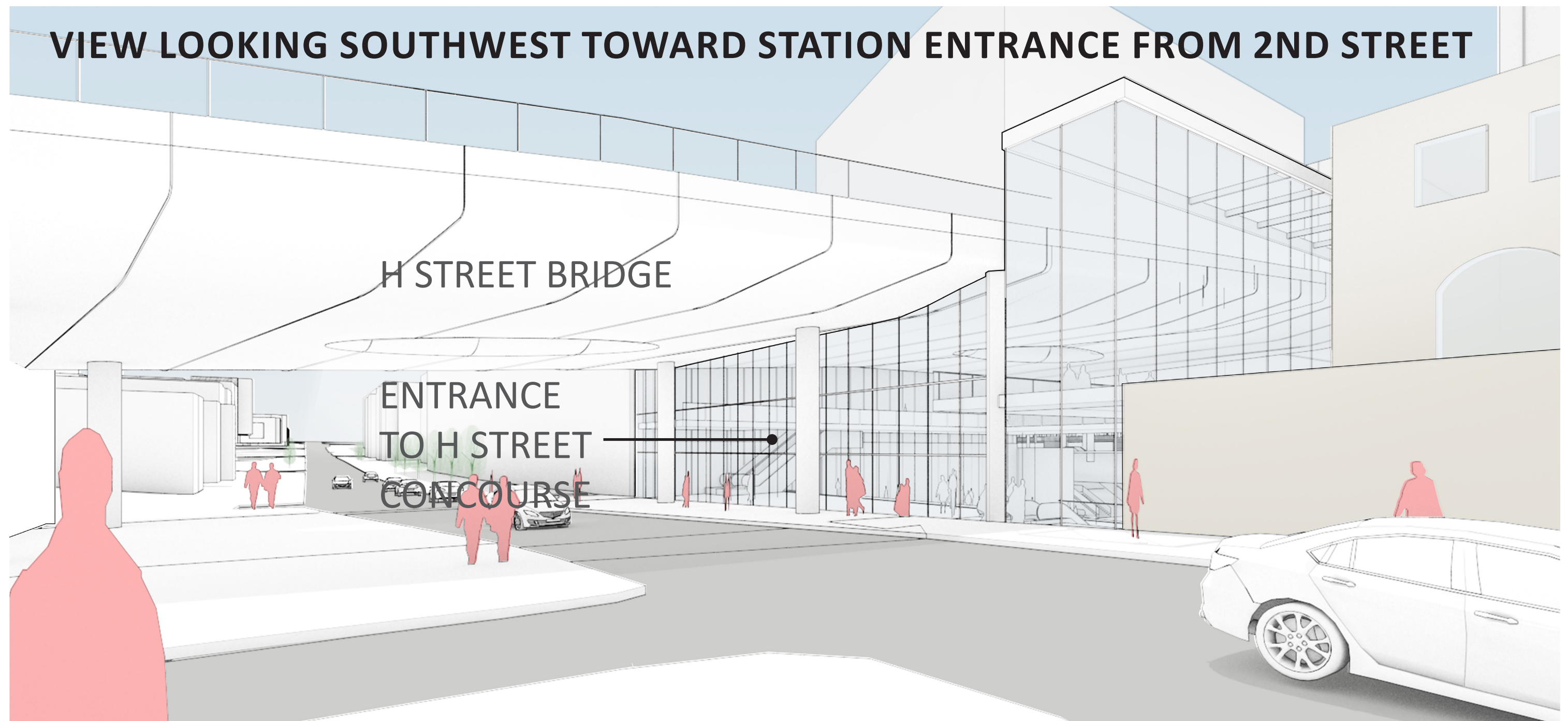
VIEW LOOKING SOUTH TOWARD 1ST STREET CONCOURSE FROM WEST OF H STREET CONCOURSE



## ALL 2ND STREET ENTRANCE



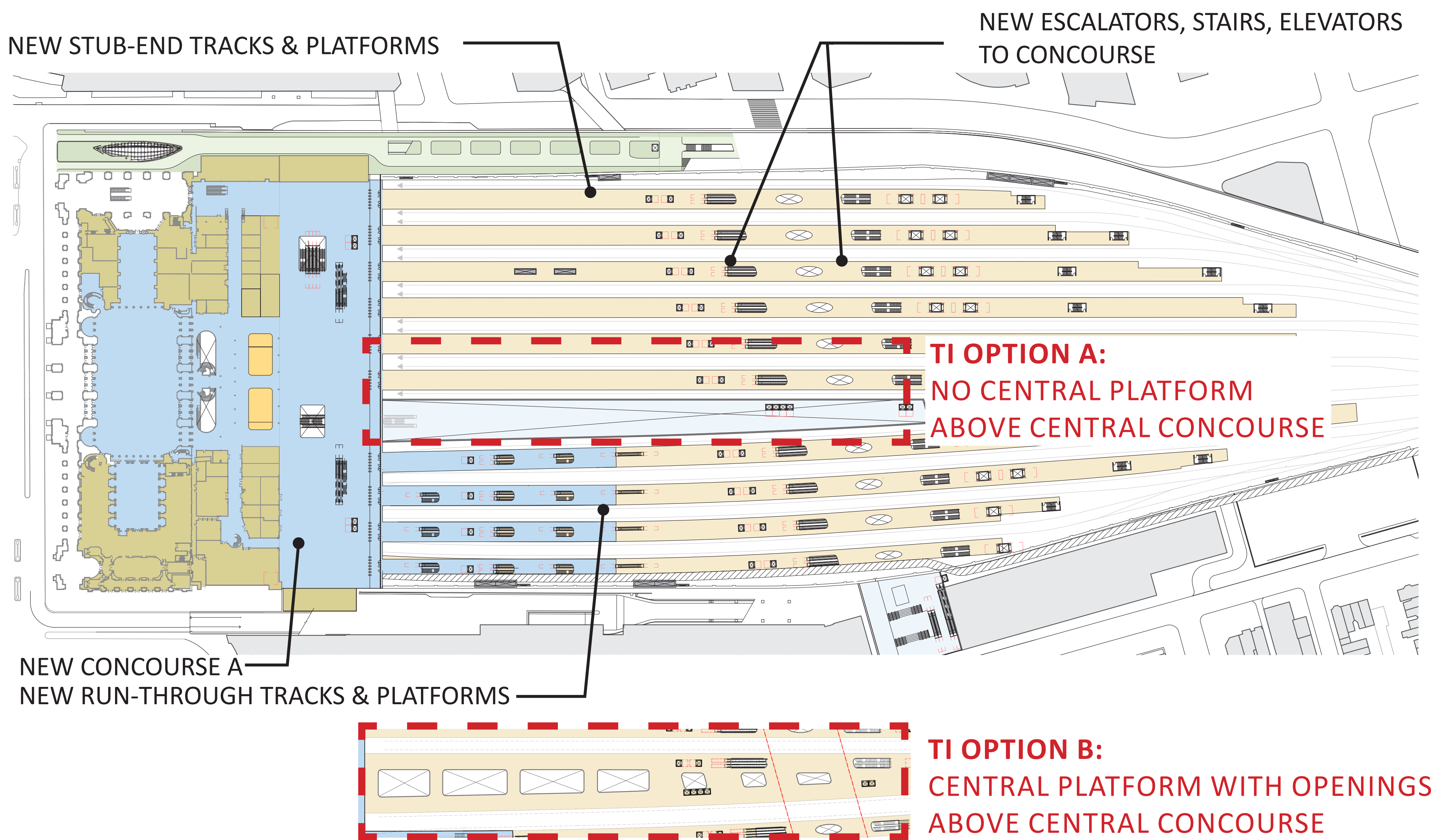
VIEW LOOKING SOUTHWEST TOWARD STATION ENTRANCE FROM 2ND STREET



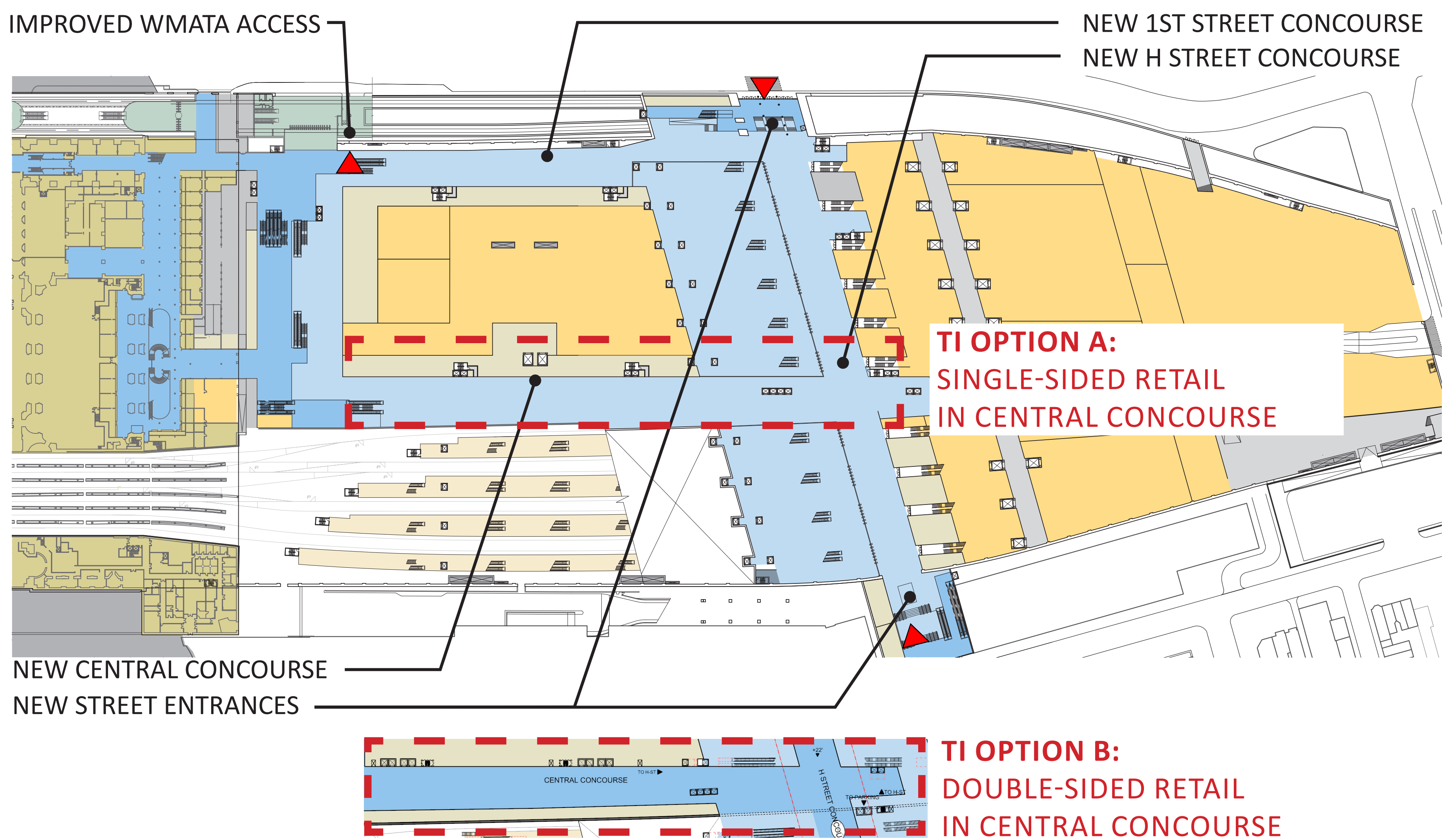
VIEW LOOKING WEST TOWARD H STREET CONCOURSE FROM STATION ENTRANCE



## ALL PLATFORM LEVEL PLAN



## ALL LOWER CONCOURSE LEVEL PLAN



## TRACK AND PLATFORM PLAN DETAILS

Designed to meet 2040 Operating Plan for Station

- 95% Growth in Amtrak Ridership
- 150% Growth in MARC Ridership
- 250% Growth in VRE Ridership
- Increase in frequencies of all services through more efficient and effective rail operation
- Potential for MARC-VRE through-running and Metropolitan service

Features 19 tracks and 10 platforms

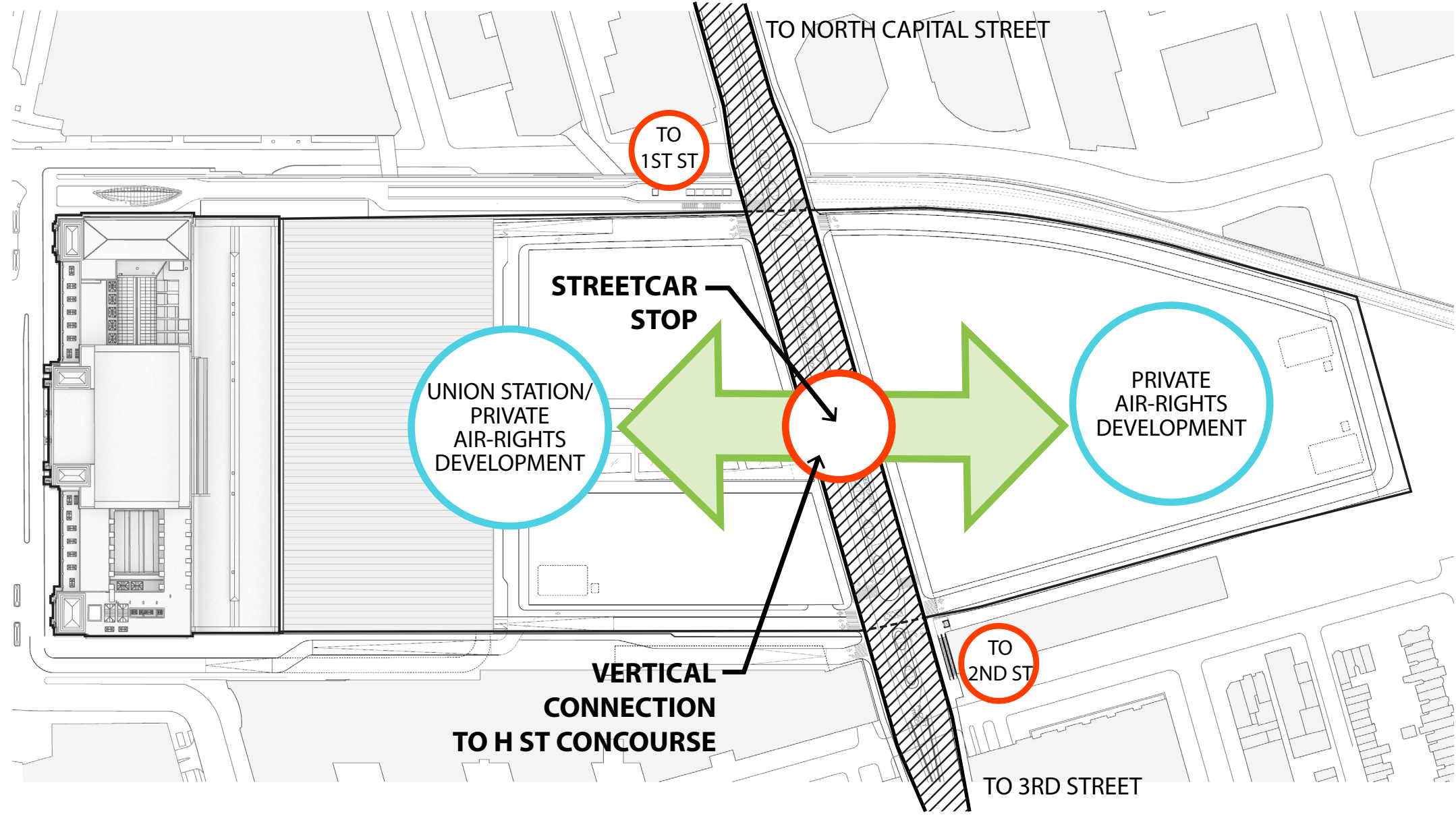
- Platforms have longer usable edge, allowing double-berthing and increased capacity
- Wider, 30 foot platforms allow for faster loading and more comfortable passenger experience
- ADA and safety code compliance is met
- Multiple points of egress off track, including into new H Street Concourse

Includes reconstruction of terminal infrastructure

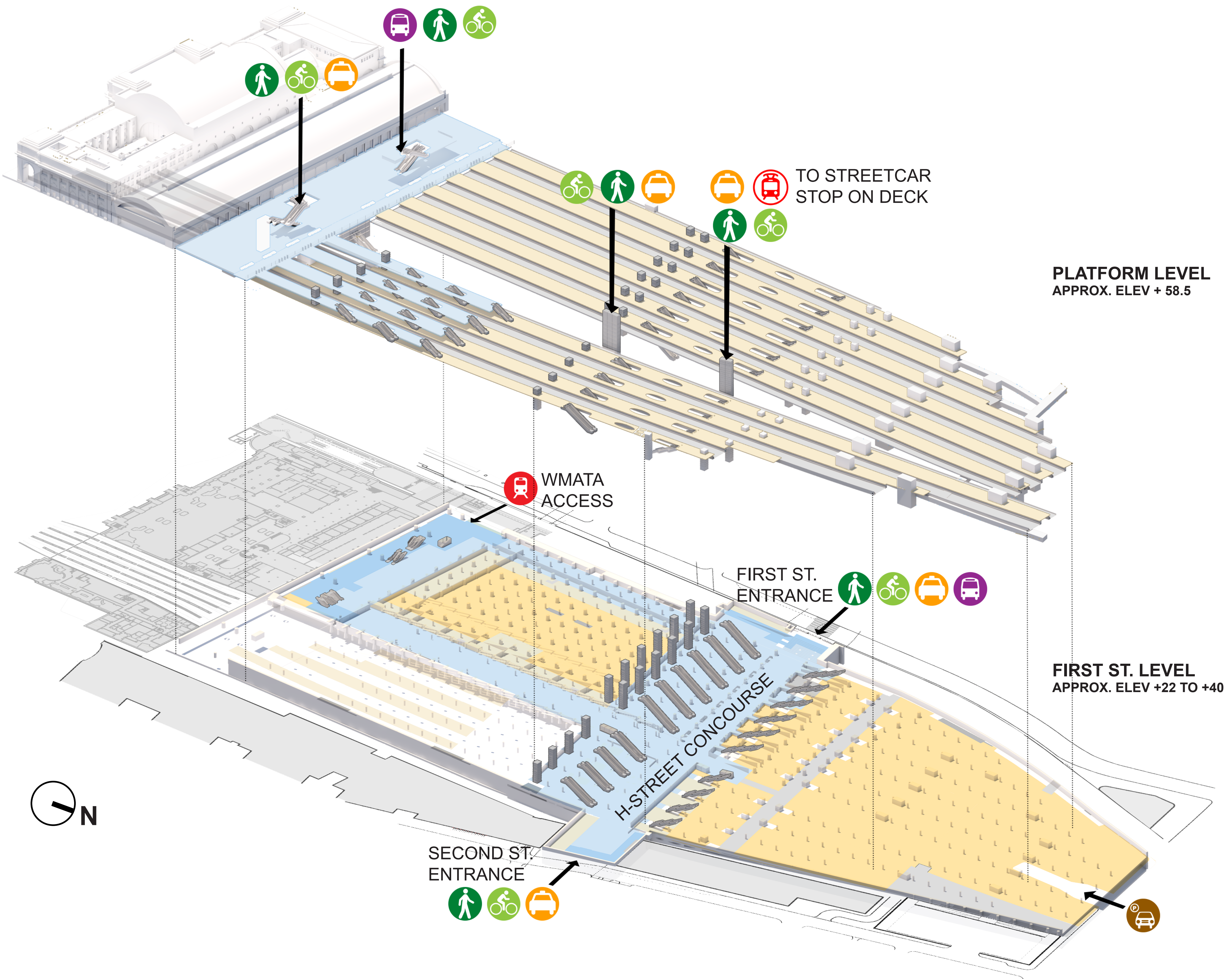
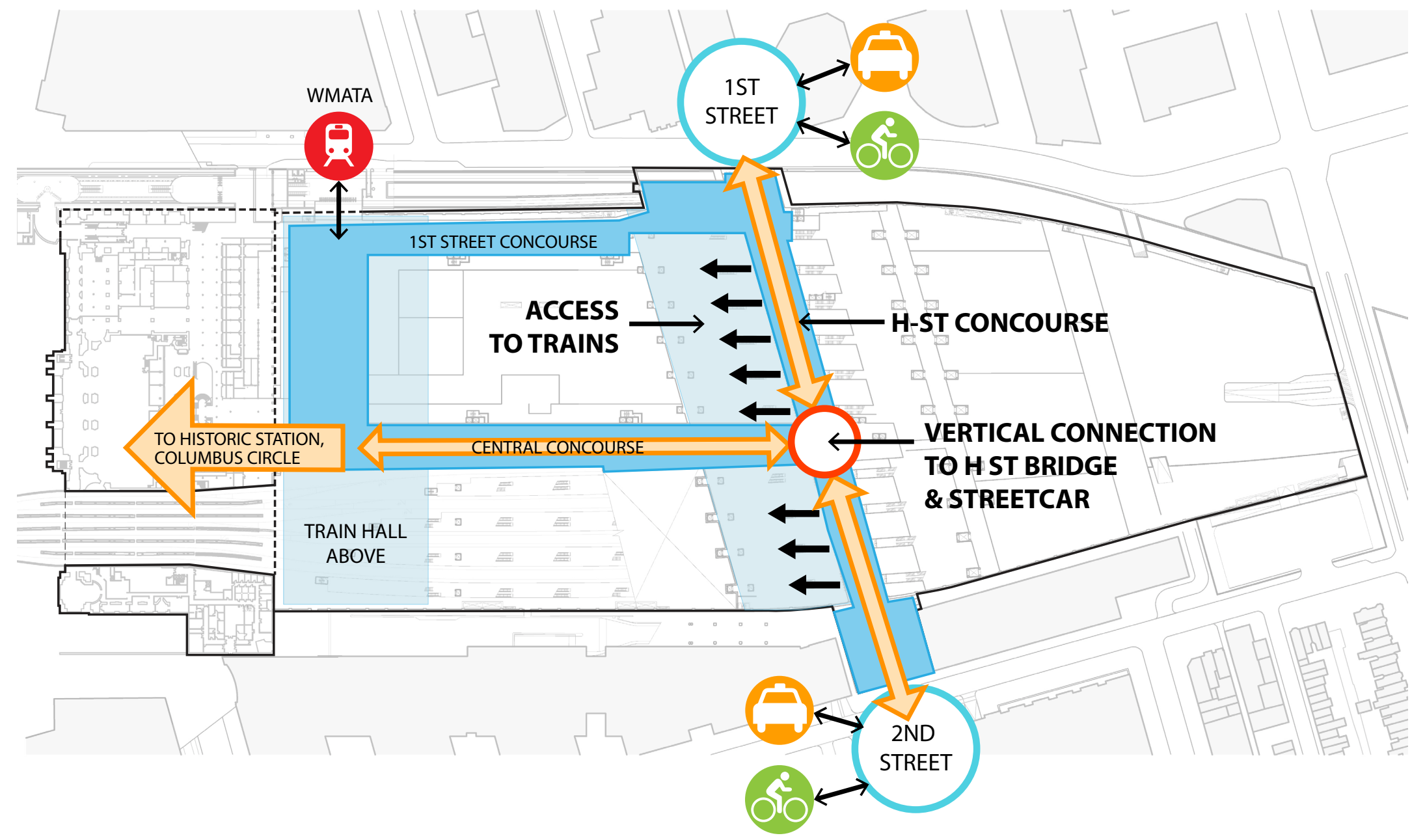
- Alterations to tracks and rail infrastructure are made from Station to New York Avenue

# CONCOURSE PLANNING

**H ST. LEVEL**  
APPROX. ELEV. +86.5



**FIRST ST. LEVEL**  
APPROX. ELEV. +22 TO +40



-  BIKE
-  WMATA
-  TAXI/  
RIDESHARE
-  PARKING
-  PEDESTRIAN
-  STREETCAR
-  BUS