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Yellow line metro dc map

DC Metro Map is a key tool for anyone living in or visiting the Washington DC area. The subway can be one of the most efficient ways to travel around the city, and understanding the system map can make travel easy. There are six metro lines: The Red Line, the Blue Line, the Orange Line, the Silver Line, the Yellow Line and the Green Line. (Click for full size image) The stations are indicated by small white circles. Double circles indicate transfer points. The lines running adjacent to the map indicate a shared track, in which case both lines are available from stations along that portion of the system. The broken lines indicated the Rush Plus service. During rush hour, some orange and yellow line trains will run on this track instead of their usual route. This is indicated on the information panels of the trains and stations at the train station. If travelling during peak periods at stations where these trains deviate from their regular route, pay particular attention to the final station of each train. Of particular interest are the common track areas and platforms, as well as transfer points: In addition to the stations that are shared between the lines, the transfer points are: Metro Center Station (Red Line, Blue Line, Orange Line, and Silver Line) Fort Totten Station (RedLine, Green Line, and Yellow Line) Gallery Place Station (Red Line, Green Line, and Yellow Line) L'Enfant Station (Blue Line, Orange Line, Silver Line, Green Line, and Yellow Line) Home About Work Services Contact Washington Metro Fast Transit Line Yellow LineYellow Train Line departing Greenbelt stationOverviewStatusOperatingLocaleFairfax County, Alexandria, and Arlington, VAWashington, D.C.Prince George's County, MDTerminiHuntingtonGreenbeltStations21ServiceTypeRapid transitSystemWashington Metro Operator (s) Washington Metropolitan Area Transit Authority stock2000-series, 3000 series, 7000-seriesHistoryOpedApril 30, 1983; 37 years ago (April 30, 1983)[1]TechnicalLine length21.37 mi (34.392 km) (Includes greenbelt extension)Number of parts2CharacterAt-grade, elevated, and undergroundTrack gauge4 ft 8 1/4 in (1,429 mm)ElectrificationAii of 750 V DC Route map Legend Capital Subdivision of Baltimore Greenbelt Yard I-95 / I-495 (Capital Beltway) Greenbelt College Park Capital Subdivision Union Station Prince George's Plaza West Hyattsville MDDC Fort Totten (at Glennt) Georgia Avenue-Petworth Columbia Heights U Street Shaw-Howard University Mount Vernon Square Gallery Place-Chinatown (at Shady Grove) Archives at Lar City Go Center at New Carrollton L'Enfant L'Enfant Plaza at Branch Avenue I-395 (Southwest Freeway) 14th Street Bridges (Potomac River) DVASTA by Rosslyn Pentagon I-395 (Shirley Highway) Pentagon City Crystal Crystal | CrystalCity National Airport Four Mile Run Potomac Yard (se deschide 2021) Braddock Road King Street-Old Town | AlexandriaUnion Sta. RF&P Subdiviziunea Richmond la la Eisenhower Avenue I-95 / I-495 (Capital Beltway) Cameron Run Huntington All stations are accessible This chart: viewtalked WMATA system map shows the Yellow Line running from Huntington to Greenbelt. The Yellow Line is a fast transit line of the Washington Subway System, consisting of 21 stations in Fairfax County, Alexandria, and Arlington County, Virginia, as well as Washington, D.C. and Prince George County, Maryland. The Yellow Line runs from Huntington in Virginia to Greenbelt station at all times from May 2019. Before then, it used to turn short to Mount Vernon Square during rush hour and ended at Fort Totten station during rush hour. [2] [3] [4] [note 1] [6] The line shares the pieces with the Green Line from L'Enfant Plaza north to Greenbelt. It's a quick link between downtown Washington and the National Airport, and shares almost all of its railroad with either Green or Blue Line. The Yellow Line has only two stations that are not shared by other lines (Eisenhower Avenue and Huntington), and only two sections of railway that are not shared by other lines - the section at the southern end of the line, and the section between the Pentagon and L'Enfant Plaza stations, which cross the Potomac River. The planning of history for the metro began with the Study of Mass Transportation in 1955, which tried to provide both the highway and public transport systems sufficient to meet the needs of the region designed for 1980. [7] In 1959, the study's final report included two fast-moving lines that anticipated subways in downtown Washington. [8] As the plan provided for an extensive construction of highways in the District of Columbia, alarmed residents lobbied for federal law by creating a regional transportation agency with a moratorium on highway construction until 1 July 1962. [9] The new agency, the National Transport Administration of the Capital, issued a 1962 report on transport to the National Capital Region, which did not include the route that became the Yellow Line. [10] A central route under 7th Street in the city centre was only added in 1967, mainly to serve the city centre. [11] In March 1968, the board of directors of the Washington Metropolitan Area Transit Authority (WMATA) approved the 98-mile (158 km) adopted regional system (ARS), which included the Yellow Line from Franconia and Backlick Road (in Springfield) to Greenbelt. [12] While a cut tunnel for the Yellow Line was built under 7th and U Streets, both street traffic and pedestrian access to these streets were difficult. [13] The result was the loss of traditional retail enterprises along the route. The central segment of the line was originally designed to open in [14] Obtaining approval from the district of Columbia and Prince Georges County for the exact alignment of the Yellow Line north of U Street delayed construction. Initially, ARS requested the line be placed in the median strip of the planned north-central highway,[14] but after the road was cancelled, the route of the replacement metro tunnel became controversial, resulting in years of costly delays. [15] The Yellow Line service began on April 30, 1983, adding Archives to the system and linking the two stations already built in Gallery Place and the Pentagon with a bridge over the Potomac River. It was extended beyond the National Airport with four stops to Huntington on December 17, 1983, the first station outside the Capital Beltway. [1] When the green line link to U Street opened on May 11, 1991, it acted as an extension of the Yellow Line until the southern branch of the Green Line was completed. [1] [13] When the Green Line service began, the Yellow Line was truncated in Mount Vernon Square, where there is a pocket track to transmit trains. [1] The Yellow Line was originally planned to follow a slightly different route in Virginia. The plan would have sent Yellow Line trains to Franconia-Springfield, with Blue Line trains serving Huntington's. This was changed due to a lack of carriages at the time of completing the line to Huntington. Because fewer railway carriages were required to operate the Yellow Line service than would be necessary to run the Blue Line service at Huntington's - because of the Shorter Yellow Line route - the line names were changed. From 1999 to 2008, the Yellow Line operated at Franconia-Springfield on July 4th as part of the metro special services model that day. [16] One of hundreds of signs that were reformulated from just National Airport In 1998, Congress changed the name of Washington National Airport to Ronald Reagan Washington National Airport, with the law specifying that no money was spent to implement the name change. As a result, WMATA did not change the name of the National Airport station (which never included the full name of the airport). In response to repeated questions from Republican congressmen about renaming the station, WMATA said stations are renamed only at the request of local jurisdiction. Because both Arlington County and the District of Columbia were controlled by Democrats, the name change was blocked. Finally, in 2001, Congress made the station name change a condition of further federal funding. [17] [18] [19] [20] In May 2018, Metro announced an extensive renovation of platforms at twenty stations in the system. To accommodate these reconstructions of the platform, the Blue and Yellow Lines south of Ronald Reagan Washington National Airport will be closed from May 25 to September 8, 2019, in what would be the longest line closure in Metro's history. [21] [22] As a result, all Yellow Line services and stopped at Ronald Reagan Washington National Airport during the closure. [23] From 26 March 2020 to 28 June 2020, trains bypassed Eisenhower Boulevard, Archives, Archives, Vernon Square and College Park-University-University in Maryland because of the 2020 coronavirus pandemic. [24] [25] All stations have been reopened since 28 June 2020. [26] Extensions In 2006, Jim Graham and D.C. Mayor Anthony A. Williams proposed extending the Yellow Line service to Fort Totten station or even Greenbelt station, which was the northern terminus originally planned for the line. Their proposal did not involve the construction of a new line, as either the extension would run along the same route as the existing green line and thus exempt the congestion on that line. Suburban board members initially opposed the proposal. Through a compromise that also increased service on the Red Line, on April 20, 2006, the WMATA board approved a Yellow Line extension at Fort Totten station during rush hour. An 18-month pilot program began on December 31, 2006, at a cost of \$5.75 million for the District of Columbia. [27] [28] On June 26, 2008, due to the success of the 18-month process, the Yellow Line was permanently extended to operate to fort Totten metro station at times other than during rush hour during the weekweekhours. [5] Since 18 June 2012, the Yellow Line has been extended as part of the Rush Plus initiative process to operate up to Greenbelt at the northern end and several trains have been diverted to Franconia-Springfield at the southern end. However, the service was discontinued on 25 June 2017 due to budget cuts. In 2019, Metro announced that yellow Line trains will be re-established from Mt Vernon Sq/Fort Totten back to Greenbelt at any time from May 25, 2019, to provide additional services to the green line. [30] Route Crossing the Potomac River from Virginia on the Yellow Line, with the Washington Monument and the Jefferson Memorial in the background The Southern Terminus of the Yellow Line is adjacent to kings highway (Virginia Route 241) in Fairfax County, Virginia. [31] The line heads northeast on a bridge over Hunting Creek and the Washington Beltway (Interstate 95) to a station south of Eisenhower Avenue, which serves a number of government office buildings, including the United States Patent Office. The Yellow Line then merges with the Blue Line and follows the right of passage of the RF&P railway through the city of Alexandria. [31] The line enters a short tunnel below U.S. Route 1. After crossing a bridge over the Four Mile Run, the line enters Arlington County on a high structure above the National Airport parking lots. [32] At the northern end of the airport, the Yellow Line enters a tunnel under 18 South Street and South Hayes Street in Crystal City. [31] The tunnel continues along the southwest face of the Pentagon, which is a two-level station to facilitate a fork with Blue. After the Pentagon station, the Yellow Line exits the tunnel. Tunnel, and crosses the Charles R. Fenwick Bridge over George Washington Memorial Park, the Potomac River and Ohio Drive. [31] At the end of the bridge, the Yellow Line re-enters a tunnel near the Jefferson Memorial and crosses under the Washington Canal. [31] The tunnel merges with the Green Line Tunnel under 7 southwest, south of L'Enfant Plaza. [31] The Yellow Line Common Tunnel — The Green Line continues north through downtown Washington under 7th Street, turns west below Florida Avenue and U Street, then north below 14th Street Northwest. [31] The tunnel then turns northeast under Park Road and New Hampshire Avenue. [31] The tunnel then bends east under Rock Creek Cemetery and Fort Totten Park to appear just before entering the lower level of Fort Totten Station. By May 2019, it was the northernmost terminal for the Yellow Line service, with the runway continuing northeast as just the Green Line to the green end. [31] Since then, the Yellow Line has continued along these tracks as far as Greenbelt with Green Line. The Yellow Line needs 10 six-car trains (60 wagons) to run at full capacity. [33] Domestically, the Virginia Yellow Line was named the Huntington Route (C) and the route through the District of Columbia and beyond Greenbelt as Greenbelt Route (E). [34] As of March 2018, all trains on the Yellow Line must run only 8 trains. [35] [36] The

following stations are along the line, from south to north. Station Code Opend Image Alte MetroLine (e) Note Huntington C15 1983 Terminus South Eisenhower Avenue C14 1983 King Street - Old Town C13 1983 at Alexandria Union Station Transfer station for Blue Line (South) Braddock Road C12 1983 Potomac Yard C11 2022 (designed) Ronald Reagan Washington National Airport C10 1977 Crystal City C09 1977 Manassas Line, Fredericksburg Line Pentagon City C08 1977 Pentagon C07 1977 Transfer station for the Blue Line (north); cross the Potomac River through Fenwick Bridge. Built as a multi-level station due to geographical constraints, with trains heading south to Huntington (Yellow Line) and Franconia-Springfield (Blue Line) at the lower level, and trains heading north to Greenbelt (Yellow Line) and Largo Town Center (Blue Line) at the upper level. L'Enfant Plaza F03 1977 Manassas Line, Fredericksburg Line at L'Enfant transfer station for blue, orange, green and silver lines. Archives F02 1983 Gallery Place F01 1976 Transfer Station for Red Line Mount Vernon Square E01 1991 Shaw - Howard University E02 1991 U Street E03 1991 Columbia Heights E04 1999 Georgia Avenue - Petworth E05 1999 Fort Totten E06 1993 Transfer Station for Red Line. The only station on the metro network that has a platform both underground and at ground level. West E07 1993 Prince George's Plaza E08 1993 1993 renamed Hyattsville Crossing in 2021. College Park-University of Maryland E09 1993 Purple Line (planned) Camden Line Greenbelt E10 1993 Camden Line Northern Terminus Future On November 16, 1995, WMATA and developer of the potomac yard area of Alexandria, Virginia, signed an agreement to build a new station between Braddock Road and The National Airport, which will be funded by the developer. [37] The Federal Transit Administration, in cooperation with WMATA, the National Park Service and the Alexandria City Government, completed an environmental impact statement for the project in June 2016. [38] The station will be completed by spring 2022. [39] A second improvement project involves the construction of a pedestrian tunnel for the interconnection of the Gallery Place station with the Metro Center. A July 2005 study proposed connecting Metro Center's eastern mezzanine with the western mezzanine of Gallery Place, which are just a block away. The proposed connection would reduce the number of passengers using the Red Line to transfer between the Yellow Line and the Blue and Orange lines from Metro Center. Since 2011, the project has remained unfunded. [40] See also the List of Subway Stations in Washington Note ^ Peak hours are from 5 a.m to 9:30 a.m. and 3 p.m. to 7 p.m.[5] References ^ a b c d WMATA History (PDF). WMATA. 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