

Dulles Metro is Coming

April 2012



Construction Tops 70 Percent; Bridges Almost Done



ALMOST DONE: The large yellow and blue horizontal crane that has been working along the Tysons East Guideway since May 2010 has completed its work. Crews are now taking it down. This is what remained in place as of early April. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

Bridges Now Snake Through Tysons Corner Area as Impacts of Traffic Decrease Along Alignment

Construction of Phase 1 of the Dulles Corridor Metrorail Project continues to dramatically change the landscape along Routes 267, 7 and 123 from Falls Church through Tysons Corner to the eastern edge of Reston.

The changes in Tysons are stunning and it seems to have happened almost overnight, according to some business owners and commuters who say they will be glad when train service begins.

Now 73 percent complete, Phase 1 construction will be completed in the summer of 2013 with opening planned for late next year, according to Kevin Volbrecht, Deputy Director for Construction for the rail project, which is being built by the Metropolitan Washington Airports Authority.

In recent weeks, the rail project has switched from heavy construction to a focus on tracks, systems and station building. This is good news for commuters because the traffic impacts have dramatically eased and will only get better.

"We'll become a little less visible to the public as we move into the intricate work of connecting the Dulles extension to the existing rail line and start to power up," said Larry Melton,

Project Executive Director for Dulles Transit Partners, the design-build contractor for the Dulles Corridor Metrorail Project. "We are bringing on approximately 300 electricians from around the region to help us with this next stage of construction."

Aerial Construction

For example, the bridge construction above I-495 was completed last fall and now track is being laid behind the sound barriers along those bridges without impact to the traveling public.

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OVERHEAD AT WIEHLE: Construction continues on the canopy at the Wiehle Avenue Metrorail Station. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

For general information on the Dulles Corridor Metrorail Project, please visit our website at www.dullesmetro.com or call (703) 572-0506.

Other aerial guideway construction along Route 123 from the Dulles Connector Road into the future Route 123 Metrorail Station near Tysons Corner Center and Tysons Galleria is complete and track continues to be laid.

Crews are now working on bridges crossing from Route 7 to the median of the Dulles International Airport Access Highway/Dulles Toll Road using a large 370-ton horizontal crane. Just a few months ago, three of those cranes were being used. The beltway crane and the Route 123 crane are now gone. Aerial work from Route 7 to the airport road will be completed in late summer, according to the Airports Authority's Volbrecht.

Temporary road shifts to accommodate the construction of the pedestrian pavilions at the Tysons Central 7 and Tysons West stations also will be required.

Typing into Metro's Orange Line

Metro riders will continue to experience some service disruptions because of electrical system work and testing.



WHAT YOU CAN'T SEE FROM ROUTE 7: The platform, concrete columns, trackway invert and barrier walls are complete for the future Tysons Central 7 Station near SAIC. Photo by Stephen Barna, Dulles Corridor Metrorail Project

This is one of the most challenging portions of the project. Metro users will continue to see some service disruptions between the East and West Falls Church Metro stations over the next year. Most of these outages (either full outages or single-tracking outages) will be for electrical system work and testing.

In addition, crews are almost finished with a cut-and-cover-tunnel that will ultimately allow trains access to the West Falls Church Rail Yard which is being expanded to provide maintenance for rail cars.

Support Facilities

Rail line construction includes wayside support facilities such as traction power substations, train control rooms and communications rooms along the corridor. Several of those are in place – at Chatham's Ford near Beulah Road near the Dulles Toll Road and at Fisher Avenue along I-66 near the Arlington-Fairfax County line and others.

WANT TO KNOW MORE?

To set up a briefing for your homeowners association, civic group, professional or business group, or business, please email outreach@dullesmetro.com or call (703) 448-5550.

CONSTRUCTION HOTLINE

For construction-related emergencies, call the Dulles Corridor Metrorail Project Hotline at 877-585-6789.

In late spring and summer, more of these will be installed along the alignment. All wayside facilities are expected to be installed by late summer, Volbrecht said.

Stations

Construction of all five stations – Tysons East, Tysons Central 123, Tysons Central 7, Tysons West and Wiehle Avenue – is well underway. All are clearly visible to passersby. Tysons East and Wiehle are the most advanced.

At Wiehle, the station structure is complete, escalators, canopies and rooftop are in place and track work is complete. At Tysons East, interiors are ready for equipment installation, escalators are in place and architectural precast work is complete.

Construction of pedestrian bridges to carry travelers from the sides of busy roads to the stations has started at Wiehle and Tysons East, with the pedestrian pavilions along Route 7 to get into full swing this summer.

Fairfax Supervisors Approve Phase 2

As construction continues for Phase 1 of the Dulles Corridor Metrorail Project, there are still questions to be answered regarding Phase 2, which will run from Wiehle Avenue west to Washington Dulles International Airport and to Ashburn in Eastern Loudoun County.

Members of Fairfax County's Board of Supervisors voted April 10 to approve participation in Phase 2. Loudoun County supervisors will vote in early July.

Preliminary engineering was completed at the end of February. The estimated cost of Phase 2 is \$2.7 billion.

The Metropolitan Washington Airports Authority is managing and building both Phase 1 and Phase 2. Project partners include the Washington Metropolitan Area Transit Authority (WMATA), the Commonwealth of Virginia and Fairfax and Loudoun Counties. When each phase is completed, it will be turned over to WMATA to own and operate. Phase 1 opens in December 2013.



FROM HIGH ABOVE THE TYSONS EAST STATION: Work continues on the Tysons East Metrorail Station. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project