

Dulles Metro is Coming

July 2010



Construction Ramps Up from East Falls Church to Reston

Motorists, Pedestrians Urged to Use Caution All Along the Rail Corridor

Dulles Corridor Metrorail construction is visible all along the 11.7-mile alignment of Phase 1 of the 23-mile extension of Metro's existing Orange Line.

By early fall, construction of all five stations between East Falls Church and Reston will be under way. Crews are building aerial bridges to carry tracks across the westbound lanes of I-66 near the Dulles Connector Road (Route 267) where the rail extension will tie into the Orange Line. There is ongoing bridge construction at Pimmit Run and Magarity Road. Pile driving activities will continue through September all along the Connector Road as tracks are built at grade level in most areas.

As the Connector Road approaches Route 123, a 400-ton truss is being used to erect bridge spans between piers to carry the tracks from the Connector Road to the northwest side of Route 123 and to the Tysons East Metrorail Station, already under construction near Scotts Crossing Road.

Pier construction continues along Route 123. This month, another erection truss will be assembled in a cloverleaf of the Capital Beltway at Route 123. Later this fall, it will be used to erect bridge spans to carry the rail tracks above the Beltway.

Behind a green fence that encompasses the main construction site bordered by Route 123, Tysons Boulevard, Galleria Drive and International Drive, crews have started the Tysons Central 123 Station near Tysons Corner Center and the Galleria at the corner of Route 123 and Tysons Boulevard.

At Route 123 and International Drive are the entrances to the inbound and outbound tunnels that will carry tracks from Route 123 to Route 7 and the Tysons Central 7 Station in the median of Route 7. Tunnel miners have now completed approximately 1,150 feet of the outbound tunnel and more than 890 feet of the inbound tunnel.

Earlier this summer, eastbound Route 7 from the Best Buy area to Route 123 was widened significantly as the roadway



Construction crews work into the night atop a pier in the middle of the existing Metro tracks along I-66 approaching the Dulles Connector Road. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

shifted 40 feet south. This was necessary to provide space for the Tysons Central 7 Station where preliminary construction work is taking place.

Later this summer, a similar shift will take place from the Best Buy area west to the Dulles Toll Road/Route 7 interchange. When that happens, construction will begin on the Tysons West Station in the median of Route 7 between Spring Hill and Tyco Roads. Meanwhile, drivers can expect multiple lane closings in this area day and night.

Crews have also started work on the aerial bridges that will carry tracks from Route 7 to the median of the Dulles International Airport Access Highway and the Dulles Toll Road. *(Continued on page 2.)*



Pedestrians have a little bit of help crossing the widened Route 7 at Westpark Drive/Gosnell Road because crews have installed new traffic signals to allow walkers to walk halfway across, stop and press a signal button to get a green light to continue to cross the road. Site preparations for construction of the Tysons Central 7 Metrorail Station are visible in the median. *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.

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For several months, crews have been working on the Wiehle Avenue Station in the middle of the Airport Highway just west of Wiehle Avenue. This station is the last station in Phase 1. Also in the Reston area, work continues on the rail bridge over the W&OD Trail.

Rail project officials are urging drivers, bicyclists and pedestrians to be extremely careful when driving in the construction areas and to be alert for changing traffic patterns and lane shifts.

Lane Shifts on Dulles Airport Access Road Make Space for Wiehle Station Construction

Drivers using the Dulles Toll Road and Dulles International Airport Access Highway continue to experience some lane shifts and closings from Tysons Corner to Reston.

Prep work for tracks continue all along the corridor and crews continue to work to complete bridges for rail tracks at several locations.



This design for the Wiehle Avenue Metrorail Station is the prototype for stations in Phase 2 of the Dulles Rail Project except for the station at Washington Dulles International Airport. Rendering by Dulles Corridor Metrorail Project

Crews are now building platform walls and installing water lines and drain lines for the station.

But the most intense construction efforts are taking place at the site of the Wiehle Avenue Metrorail Station in the median of the Dulles Airport

Access Highway and the Dulles Toll Road where the station platform is increasingly visible every day.

This work is causing significant lane shifts in the eastbound and westbound lanes of the Airport Highway to create a sufficiently large construction zone to build this station. It will be the last stop in Phase 1 of the 23-mile extension of the existing Metro system.

Free Bus Rides in Tysons During Lunch Time

It is too hot to walk or jump in a hot car to go to lunch these days. Instead, those who live and work in Tysons Corner can jump on one of the bright orange and blue Tysons Connector



Wiehle Avenue Station construction in the median of the Dulles Airport Access Highway/Dulles Toll Road in between the Wiehle Avenue and Reston Parkway overpasses. Photo by Shea Daugherty, Dulles Transit Partners

TRAFFIC ADVISORY SIGN UP

Keep up to date on construction. Please visit www.dullesmetro.com/info/signup.cfm to sign up for our traffic advisory/construction notification email blasts.

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.

buses and take a free ride to Tysons Corner Center and Tysons Galleria mid-day.

Funded by the Dulles Corridor Metrorail Project, the buses run every 10 minutes weekdays from 10 a.m. to 2:30 p.m., stopping at key locations. The buses are operated by Fairfax County. For more information visit:

www.fairfaxcounty.gov/connector/routes/tysonsconnector.htm.

Pier Construction Continues Along Route 123 and the Dulles Connector Road

Pier construction impacts on southbound Route 123 are scheduled to last approximately another three months near the Dulles Connector Road between McLean and I-495. Lanes have shifted to the right on southbound Route 123 at the Connector Road overpass to create a work zone for pier construction.

Left lane closures are also expected in this area as the work continues.

Meanwhile, the ramp from southbound Route 123 to the eastbound Dulles Connector Road (toward eastbound I-66) will remain closed through October. When the ramp first closed in March, it was expected to have reopened this summer. However, VDOT agreed with the Rail Project's recommendation to leave the ramp closed until additional pier construction is completed.



Intermittent closings will take place along the W&OD Trail as it passes under the Dulles Airport Access Highway/Dulles Toll Road in the coming weeks as crews continue to build the bridge that will carry the rail tracks over the trail. Trail users will continue to experience detours on the trail in this area. Rail Project officials are urging bicyclists and pedestrians to be extremely vigilant in this area. Details of the closings will be posted at www.dullesmetro.com. Photo by Stephen Barna, Dulles Corridor Metrorail Project