

# Dulles Metro is Coming

June 2010



## Stations, Aerial Bridges for Track Under Construction

### Truss Building Spans on Dulles Connector Road Toward Route 123

For weeks, a giant yellow and blue truss has been in place along the Dulles Connector Road (Route 267) near Route 123 where the trains will move from the Connector Road to the northwest side of Route 123. That truss weighs about 366 tons and is now being used to lift huge concrete segments into place to make the spans between piers that will create the aerial bridges for support tracks across Tysons Corner. Those piers have been built along Route 123 and in the middle of the Dulles Connector Road.



The truss located on the Dulles Connector Road is now in action as it lifts the segments to build the aerial guideway tracks.  
*Photo by Stephen Barna, Dulles Corridor Metrorail Project*

A different truss will be put into place to build the spans across I-495 starting this fall, and a third truss will be used for aerial spans to be built in the middle of Route 7 in Tysons Corner.

### Connecting with Metro's Orange Line

Trains on the Dulles Corridor Metrorail extension will merge with Metro's existing Orange Line just east of the West Falls Church Metrorail Station and use the existing Metrorail tracks to carry passengers all the way to the Stadium Armory Metro Station. That means passengers boarding future trains in Tysons Corner, Reston, Washington Dulles International

Airport and Ashburn will not need to transfer to get into downtown Washington.

Building the track connections to make this system work is not easy. For many months crews have been building caissons and piers that will carry the tracks from the new line to the existing Orange Line near I-66 and the Dulles Connector Road. Metro service was disrupted for several weeks so additional piers could be built adjacent to the existing tracks.

Now the construction of the aerial guideway is taking place in that area.



Inside the connected segments being built as part of the aerial guideway. *Photo by Dulles Corridor Metrorail Project*



Construction at the I-66/Dulles Connector Road interchange, where the new line will merge with the existing Orange Line. *Photo by Dulles Corridor Metrorail Project*

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

## Work Beginning on all Five Phase 1 Stations

Construction is now beginning on the Tysons Central 7 Metrorail Station along Route 7 just west of the Route 123 overpass.

The station is being built in the median of Route 7 between SAIC on the north side of the road and the Marshalls Shopping Center on the south. The eastbound lanes of Route 7 from just east of Spring Hill Road to Koons was shifted about 40 feet south in early June to make way for station construction.

In late summer, a similar lane shift will take place on Route 7 between Spring Hill and Tyco Roads to make room for construction of the Tysons West Metrorail Station, also in the median of Route 7.

Construction is already under way on the Tysons East Station on the northwest side of Route 123 at Scotts Crossing Road/Colshire Drive and at the Tysons Central 123 Station, also on the north side of Route 123, near Tysons Galleria and Tysons Corner Center.

Construction of the platform for the Wiehle Avenue Station, the fifth station in Phase 1 of the Dulles Rail Project, has started in the median of the Dulles International Airport Access Highway, just west of the Wiehle Avenue overpass.

By fall, construction of all five of the Phase 1 rail stations will be taking place.



Aerial guideway construction starting near the I-66/Dulles Connector Road interchange. Photo by Dulles Corridor Metrorail Project

## Piers, Piers, Piers

Piers will soon be built in the median of Route 7 and along the median of the Dulles International Airport Access Highway and the Dulles Toll Road just west of Route 7, using the same processes that are being used from I-66 and the Dulles Connector Road and along Route 123.



Tysons East Station construction progressing on Route 123 near the Colshire Drive intersection. Photo by Stephen Barna, Dulles Corridor Metrorail Project



Construction of the Wiehle Avenue Station in the median of the Dulles Toll Road and Dulles International Airport Access Highway. Photo by John Odorisio

## Utility Relocations Almost Completed in Tysons

During the past several years, crews have relocated and undergrounded 21 different utilities along Routes 7 and 123.

Those relocations are 95 percent complete, and most of the old brown utility poles that lined Route 7 are gone. In place below ground are room-sized manholes and ductbanks where utility operators have pulled and spliced cable that support the demands of the businesses and residents of Tysons Corner. When future expansions and repairs are needed, crews can do that work inside the new manholes without digging up the new roadway.

## Moving Along Far Below Tysons Corner

Construction of the outbound and inbound tunnels that will carry tracks to and from Routes 123 and 7 is on schedule.

Miners using the New Austrian Tunneling Method (NATM) have completed more than 1,000 feet of the outbound tunnel and more than 750 feet of the inbound tunnel. Both tunnels are completed below International Drive, one of the busiest thoroughfares in Tysons Corner.

## TRAFFIC ADVISORY SIGN UP

Keep up to date on construction. Please visit [www.dullesmetro.com/info/signup.cfm](http://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](mailto: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.