

# Dulles Metro is Coming

June 2012



## Silver Line Stations Officially Named in Fairfax County

### Tysons Corner Stations to be Called McLean, Tysons Corner, Greensboro, Spring Hill

What's in a name? Just about everything, just ask the thousands who suggested names for the new Metrorail stations along the Silver Line.

After many months and multiple selections, Fairfax County's Board of Supervisors recommended names for the stations that would replace the names that have identified the Fairfax County stops since the beginning of the environmental impact study processes in the early 2000s.

In late April, the members of the Board of Directors of the Metropolitan Washington Area Transit Authority (WMATA) approved the names.

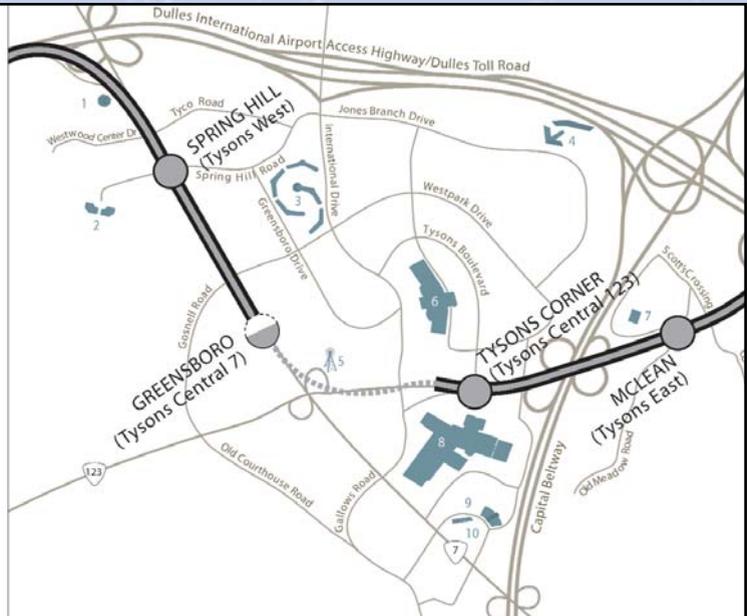
The Metropolitan Washington Airports Authority, owners and builders of the rail line, will turn over to WMATA Phase 1 of the project from East Falls Church to Wiehle Avenue after it is completed in the summer of 2013. There will be months of testing before WMATA opens the new line. This is anticipated in late 2013.

There are five stations in Phase 1. Four are in Tysons Corner and one is at the eastern edge of Reston along the Dulles Airport Access Highway corridor. Construction is well under way on each one.



GETTING TO THE MCLEAN (formerly Tysons East) STATION: Walls are under construction for the pavilion which will provide pedestrian access from the southwest side of Route 123 to the station. Photo by Stephen Barna, Dulles Corridor Metrorail Project

TYSONS CORNER LANDMARKS	
1	Sheraton Premiere
2	Dulles Metrorail Project Office
3	The Rotonda Condominiums
4	Gannett/USA Today
5	Communications Tower
6	Tysons Galleria/Ritz Carlton
7	Capital One
8	Tysons Corner Center
9	Tycon Towers
10	Tysons Marriott



Here are the new names of the Phase 1 stations from east to west:

- Currently known as **Tysons East**, the station along the northwest side of Route 123 at Scotts Crossing near Capital One, will now be named **McLean**.
- Now identified as **Tysons Central 123**, the station on the northwest side of Route 123 at Tysons Boulevard between Tysons Corner Center and Tysons Galleria, will now be called **Tysons Corner**.
- Currently known as **Tysons Central 7**, the station in the median of Route 7 near SAIC and Marshalls, will be named **Greensboro**.
- Now labeled **Tysons West**, this station in the median of Route 7 near Spring Hill Road, will be called **Spring Hill**.
- Now identified as **Wiehle Avenue**, this station in the median of the Dulles International Airport Access Highway/Dulles Toll Road just west of the Wiehle Avenue overpass will be called **Wiehle-Reston East**.

All of the Phase 1 stations will open at the same time.

Here are the names selected for the stations along the Phase 2 alignment from Wiehle Avenue west to the Fairfax County line:

- Now called **Reston Parkway**, the new name of this station in the median of the Airport Access Highway/Dulles Toll Road corridor just west of the

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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.



CONTROLLING THE TRAINS ON THE SILVER LINE: Crews perform static testing on automatic train control equipment in the train control room at the Wiehle-Reston East Station. Photo by Geoff Griffith, Dulles Corridor Metrorail Project continued from page 1

Reston Parkway overpass, is the **Reston Town Center Station**.

- Currently known as **Herndon-Monroe Station**, the next station will be called **Herndon**. It is also in the median of the Dulles Airport Access Highway corridor and is close to the existing Herndon-Monroe park and ride lot.
- The name of the next station at **Route 28** has been changed to **Innovation Station**. Also located in the median of the Dulles Highway corridor, it is close to the Center for Innovative Technology.

WMATA did not take any action of the names for the Dulles Airport station or the two Phase 2 stations planned in Loudoun.

After Route 28, the next stop along the line will be the Dulles Airport Station and it is located on the airport property across the parking bowl from the airport terminal.

Two stations are planned in Loudoun County, west of Dulles Airport, one at Route 606 and one at Ashburn. However,



AT THE YARD: Work has started at the West Falls Church Rail Yard to build the service and inspection building. This photo is looking southwest with the existing traction power substation building on the right. Photo by Stephen Barna, Dulles Corridor Metrorail Project

Loudoun County is considering dropping out of the project. At deadline time that decision had not been made.

## Construction to Begin on Sound Cover Box, Service and Inspection Building at Rail Yard

Construction of several new structures necessary for operations of the Silver Line, the extension of the existing Metrorail service from East Falls Church to Reston, is beginning within the existing West Falls Church Rail Yard.

Work on a new service and inspection annex building is starting this month and will continue for several months.

Pile driving to build foundations for the building will be required and will cause noise.

Construction will also begin soon on a large sound cover box to mitigate the effects of sounds resulting from the movement of Metrorail trains on tracks being installed as a part of the expansion of the yard and the existing loop tracks. Pile driving also will be required to support the foundations for the box.

Residents of the area will get advance notifications of pile driving and other work.



MOVING TOWARD COMPLETION: Crews continue to use a huge bright yellow horizontal crane to build the bridges for rail from Route 7 to the median of the Dulles International Airport Access Highway/Dulles Toll Road. This work is expected to be completed in July. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project



POWERING THE SILVER LINE: A large crane moves components of a traction power substation from heavy haul trucks at Magarity Road and Olney Road in the McLean/Falls Church area. Photo by Stephen Barna, Dulles Corridor Metrorail Project