

# Dulles Metro is Coming

March 2011



## Progress Marks Second Construction Anniversary

March marks the second anniversary of the start of construction of Phase 1 of the Dulles Corridor Metrorail Project.

On March 9, 2009, the U.S. Department of Transportation approved a Full Funding Grant Agreement that provided \$900 million in federal funding for the project, completing the financial package.

Within days, construction started and the past 24 months have been filled with significant construction successes. The landscape all along the 11.7 miles of the Phase 1 alignment has been altered as construction races along on this public infrastructure project that is already setting the stage for the transformation of Tysons Corner.

### Tunnels in Tysons

Construction has reached the 33 percent mark, including completion of the mining of both the inbound and outbound tunnels under the Route 7 and Route 123 intersection where crews are now working inside both those tunnel cavities. Crews have been reinforcing the walls with steel framework and are waterproofing. A large steel arch form is being used to mold the arches.

At the ends of the mined tunnels, a "cut and cover" construction method is being used to build the tunnel connections to the Tysons Central 7 and Tysons 123 Metrorail Stations.

### At the Future Orange Line Connection

At I-66 and the Dulles Connector Road (Route 267) where the new rail line will connect with Metro's Orange Line, traditional bridge building methods are being used to erect the structure to carry the tracks.

Last month, night crews began working in this area as construction accelerated. Bridge decking will be completed by Summer.

### At the Future Metrorail Stations

Construction of all five stations has started:

- Tysons East, along the northwest side of Route 123 at Scotts Crossing Road near Capital One;
- Tysons Central 123, on the northwest side of Route 123 at Tysons Boulevard near Tysons Corner Center and Tysons Galleria;
- Tysons Central 7, in the median of Route 7 west of Route 123 near SAIC and Marshalls;



**READY TO CROSS I-495:** This horizontal crane, or truss, is being used to build segments between piers to create bridges to carry Dulles Rail trains across the Capital Beltway. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

- Tysons West, in the median of Route 7 between Spring Hill and Tyco roads;
- Wiehle Avenue, in the median of the Dulles International Airport Access Highway/Dulles Toll Road west of Wiehle Avenue.

### Along Route 7

- Relocation of 21 different utilities is almost complete along Route 7 between the Dulles Toll Road and Route 123.
- Utilities have been placed underground.
- Sidewalks have been built.
- This mile-long stretch of Route 7 has been shifted as much as 60 feet to create a much wider median where the Tysons West and Tysons Central 7 Stations are being built; the last lane shift near Koons Toyota will take place in April.
- Piers for the aerial bridges are almost complete.
- Service roads along Route 7 have been removed.
- Access to all businesses is being maintained.

### In the Skies at Tysons

Large concrete segments are being hoisted into place above Interstate 495 (the Capital Beltway) to build spans between piers that will be connected to create the bridges for Dulles Corridor Metrorail tracks. Similar bridges continue to be built along the northwest side of Route 123 from the Dulles Connector Road southward to Tysons Boulevard. Crews officially began working on the crossing of the Beltway in mid-February. Project officials estimate this work will take almost a year to complete.

Partial and full closings of lanes on the inner and outer loops of I-495 are required from time to time. The full closures will take place this Summer. Advance notifications will be provided.

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.

# Two Years of Construction in Pictures



Dulles Corridor Metrorail Project photos by Stephen Barna, Chuck Samuelson and Dulles Transit Partners