

Dulles Metro is Coming

March 2012



Construction at 67 Percent Mark as Stations Take Shape

Wiehle Avenue and Tysons East Stations Furthest Along; Rail Bridges Dominate Route 7

Dulles Corridor Metrorail Project crews took full advantage of the mild winter and have pushed construction beyond the 67 percent completion mark.

Construction of Phase 1 of the project began in spring of 2009. Since then, project crews have changed the shape of Tysons Corner and the roads through the Dulles Corridor.

The construction of the aerial rail bridges in Tysons are nearing completion. According to Deputy Director of Construction for the project, Kevin Volbrecht, the section of the aerial guideway that crosses the Capital Beltway will be complete this spring, connecting the Tysons East guideway to the Tysons Central 123 guideway.

“This piece of work will mark the dramatic completion of the guideway over the region’s busiest road, Interstate 495,” states Volbrecht. “The project has had numerous lane closures of both the north and southbound lanes of 495 since spring of 2011 to complete the bridges that will carry the trains of the Silver Line.”

This spring, bridges will cross from the median of Route 7 over the eastbound lanes of Route 7 where the line makes its way to the median of Route 267, the Dulles International Airport Access Highway and the Dulles Toll Road.

Each of the five stations in Phase 1 of the project is taking shape. The Tysons East Station, located on the north side of Route 123 near Colshire Drive in McLean has the precast wall panels underway, as well as the elevator shafts, stairway stringers and escalator supports complete and awaiting the installation of their equipment.

Crews have started work on the foundation of the pedestrian pavilion at the Tysons East Station where the pedestrian bridge will connect to the south side of Route 123.

Steel erection at mezzanine levels has started at the Tysons Central 123 Station and Tysons Central 7. Also at the Tysons Central 7 Station in the median of Route 7, near Marshall’s Shopping Center and SAIC, the canopy has been placed topping off the station, according to Stephen Barna, Senior



DEFINING THE RAIL LINE ON ROUTE 7: Bridges for tracks in the median of Route 7 are nearing completion. Areas below the bridges will be landscaped. Photo by Stephen Barna, Dulles Corridor Metrorail Project

Project Manager of Construction.

Inside the tunnels that connect Tysons Central 123 to Tysons Central 7, track installation has started.

At the Wiehle Avenue Station on the eastern edge of Reston, crews are putting the finishing touches on the floors and the walls and have started setting foundations for the pedestrian pavilions and bridge columns.

Crews are working on the connection to the Silver Line with Metro’s existing Orange Line where outages and single-tracking have taken place throughout the past year. As equipment installation comes to a close, full closures on the Orange Line should be minimal for the next few months. Equipment testing will start this spring before full systems testing later this year.

Meanwhile, the West Falls Church rail yard is being expanded and additional facilities must be constructed to house, inspect and service Metro’s rail cars and the newly purchased rail cars for the Silver Line and the existing system. Construction of new tracks, a new Service and Inspection (S and I) building and a sound coverbox will begin this spring. The sound coverbox will be a noise minimizing facility that will cover the existing loop ramps to help control noises resulting from train wheels hitting the tracks.

Construction of Phase 1 is scheduled to be completed in the summer of 2013. The line is expected to open in December.

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



TRANSFORMING ROUTE 123: This birds-eye view of Route 123 shows the Dulles Corridor Metrorail Project guideway (bridges) along the northwest side of the highway, the widened I-495/Capital Beltway and Express Lanes and the new bridge from those lanes to West Park Bridge near Tysons Corner Center. *Photo by Trevor Wrayton, Virginia Department of Transportation*

You Can Help Name the Silver Line Stations

So you want to have a say in what the Metrorail stations along the new Silver Line will be named? Here's your chance.

Metro, in partnership with Fairfax County, is conducting an online survey to collect public input on station names for the new Silver Line, which will extend Metrorail service to Dulles International Airport and Loudoun County through the Tysons Corner, Reston, and Herndon areas of Fairfax County.

The survey will remain open until 5 p.m. on Wednesday, March 21, and includes proposed station names for the eight Silver Line stations in Fairfax County. Phase 1 of the Silver Line, currently under construction, includes five new stations that are expected to be named this summer. Customers taking the survey are also asked about their opinion on station names for three Fairfax County stations in Phase 2.

Direct link to the survey: www.wmata.com/silversurvey.

The primary purpose of a station name is to help customers plan their trips. Through previous research, Metro customers have indicated that station names help them locate destinations.



WORK! WORK! WORK!: Construction of the Wiehle Avenue Metrorail Station is ahead of the other four stations in Phase 1. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

Long lasting names in Metro's system have typically included the names of towns, streets, neighborhoods, and landmarks that have withstood the test of time. Metro has a policy that requires the names to be:

- Relevant: Identify station locations by geographical features, centers of activity or be derived from the names of cities, communities, neighborhoods or landmarks within one-half mile (or walking distance) of the station;
- Brief: Limited to 19 characters with spaces and punctuation, including both primary and secondary names;
- Unique: Distinctive and not easily confused with other station names;
- Evocative: Evoke imagery in the mind of the patron.

Through the survey, which is available in English and Spanish, Metro hopes to identify station names that resonate with riders and provide assistance for customers planning their trips. Survey respondents have the option of writing in names of their choice or selecting from a list of proposed names for each station. The final names for the stations must be approved by the Metro Board of Directors after formal submission by the Fairfax County Board of Supervisors.

THIS IS THE SILVER LINE

The Silver Line, the official name of the 23-mile extension of Metro's existing Orange Line, branches off between the East and West Falls Church stations and follows Route 267 (Dulles Connector Road) to Tysons Corner where it then moves to the north side of Route 123, where two new stations are located, Tysons East and Tysons Central 123.

The line then goes underground through tunnels to the median of Route 7. With two additional stations in the median of Route 7, Tysons Central 7 and Tysons West, the line extends back into the median of Route 267, to the final Phase 1 station at Wiehle Avenue.