

Dulles Metro is Coming

March 2013



Construction at 89 Percent, Completion Anticipated in Late Summer

Many Months of Testing Now Taking Place

Four years ago this month, construction of Phase 1 of the Dulles Corridor Metrorail Project began. Today project construction is 89 percent complete.

Station structures are in place at the four stations in Tysons Corner and one at Wiehle Avenue in Reston. Track work is virtually complete. Tunnels to carry trains below the Route 7/123 intersection are done. Pedestrian bridges to carry passengers and pedestrians across Routes 7 and 123 and the Dulles Airport Highway Corridor have been installed.

What remains are the finishing touches, installing the systems that will make stations accessible to users and ensure that the trains run safely, including intensive work where the new line, now called the Silver Line, will merge with Metro's existing Orange Line near I-66 and the Dulles Connector Road. That work is extremely dangerous because it is taking place next to the operating Orange Line.

Testing is well under way, starting with the December running of the first WMATA clearance car along the alignment from Wiehle Avenue to East Falls Church.

Project Director Patrick Nowakowski says construction is expected to be completed in late summer and then the project



IN PLACE AT TYSONS CORNER STATION: Crews complete the installation of the last segment of the pedestrian bridge that connects the Tysons Corner Station with the pedestrian pavilion near Tysons Corner Center. Framework for pavilion escalators is at right. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

will be turned over to the Washington Metropolitan Area Transit Authority (WMATA) for additional testing. WMATA will set the actual opening date.

Meanwhile, between now and opening, train cars will be visible in the corridor as testing continues. Some weekend disruptions of Orange Line service will be needed to complete the Orange Line tie-in.

Where are the stations?

- McLean Station (aka Tysons East) along the northwest side of Route 123 near Scotts Run and Colshire Drive and Capital One;
- Tysons Corner Station (aka Tysons Central 123) on the northwest side of Route 123 at Tysons Boulevard near Tysons Corner Center and Tysons Galleria;
- Greensboro Station (aka Tysons Central 7) in the median of Route 7 near SAIC, Marshalls and Pike 7 Plaza;
- Spring Hill Station (aka Tysons West) in the median of Route 7;
- Wiehle-Reston East Station in the median of the Dulles Airport Access Highway/Dulles Toll Road Corridor just west of the Wiehle Avenue overpass.



TESTING TAKING PLACE: Safe braking testing is taking place as shown during a crew shift change at the West Falls Church Station platform in early March. *Photo by Denny Ondo, 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.

Photos Capture Construction Along Alignment in 2012



Track work on inbound tracks at the Wiehle-Reston East Station.



Preparing for the installation of the second segment of pedestrian bridge at McLean Station along Route 123.



Walking along the tracks above the Dulles Connector Road near the tie-in with Metro's Orange Line.



Route 7 along the Tysons West Guideway near Spring Hill Road, looking east.



Working along the Tysons West Guideway near Tyco Road, looking east.



A crew member works on the pavilion at the Wiehle-Reston East Station.

Photos by Chuck Samuelson, Dulles Corridor Metrorail Project

WANT TO KNOW MORE?

Are you looking for detailed information on the rail project? What is happening now in Tysons Corner and Reston? Or what is planned for Phase 2?

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) 572-0696 or (703) 572-0506.