

# Dulles Metro is Coming

November 2013



## Testing Continues on the Road to Completion



A VIEW FROM ABOVE: Virginia Department of Transportation Photographer Trevor Wrayton captured this view of the McLean Station and the aerial guideway along Route 123 near the Dulles Connector Road/Toll Road. Capital One is at the lower right. The ball fields are on the grounds of Capital One.

### WMATA to Set Opening Date for Silver Line

As winter approaches, crews are putting the finishing touches on construction of Phase 1 of the Dulles Corridor Metrorail Project. Landscaping has been put in place along much of the guideway in the middle of Route 7 and on the sides of Route 123.

Sidewalks are in place and heavy equipment used to build the

rail system and realign Route 7 have disappeared.

New traffic signals are in place along the new alignment of Route 7.

Pedestrian bridges and pavilions provide future customers with safe crossings of Routes 7, 123 and 267 (Dulles Toll Road).



LIGHTING UP TYSONS: Headlights from early evening traffic mix with the lights at the pedestrian bridge and entry pavilion for the Tysons Corner Station at Route 123 and Tysons Boulevard. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

Signage displaying the familiar Metro 'M' identify the four stops in Tysons Corner – McLean, Tysons Corner, Greensboro and Spring Hill – and the Wiehle-Reston East Station.

Fare card machines and turnstiles are functioning and just about everything is being tested, specifically the elevators and escalators.

Bathrooms for passengers have been installed and bicycle racks are in place. At the Wiehle-Reston East Station, bicycle parking is in the below-grade parking garage and is a locked facility.

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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.



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Fairfax County and Comstock LLC have worked together in a joint venture to provide underground parking for rail users at the Wiehle Station. In Tysons Corner, there are Kiss and Ride lots at two stations— McLean and Spring Hill.



**DYNAMIC TESTING:** Throughout the Phase 1 alignment, testing of the Automatic Train Control continues. Photo by Stephen Barna, Dulles Corridor Metrorail Project

until the site is eventually redeveloped.



**STEPPING UP:** The steps at the parking facility at Wiehle-Reston East Metrorail Station. Photo by David Madison Photography

When the multiple tests are completed, The Authority will transfer the project to WMATA where it will become part of D.C.'s regional transit system.

An opening date has not been set.

## Geotech Testing Taking Place For Phase 2

As Phase 1 nears completion, geotechnical testing for Phase 2 of the Dulles Corridor Metrorail Project is well underway all along the 11.4-mile alignment.

Test crews can be seen on the Dulles Access Highway and Toll Road, the Greenway, and on secondary roads in both Loudoun and Fairfax Counties. Some testing is taking place in the Reston/Herndon area also.

Geotechnical testing provides information on the physical properties of soil and rock that engineers will use as they work through the final design of Phase 2 of the Silver Line.

The testing consists of drilling small diameter holes (about 8 inches). If utilities are located nearby, the first few feet of the

A private developer, in cooperation with the county, is now building a commuter parking lot close to the McLean Station on the site of the old Mitre buildings on Route 123. The landowner will operate that lot in cooperation with Fairfax County

There is ample work to be done, including lots of testing, according to the Metropolitan Washington Airports Authority Project Executive Director Pat Nowakowski.

The Airports Authority, its design-build contractor Dulles Transit Partners, and the Washington Metropolitan Area Transit Authority (WMATA), the agency that soon will take over the rail project, known as the Silver Line, are working together to complete testing.



**ALMOST READY FOR CUSTOMERS:** Fare card machines are in place at the Wiehle-Reston East Metrorail Station. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

boring will be removed by a vacuum excavator that suctions rock and soil at a minimal risk of damage. Once utilities have been cleared, a small drill rig is brought in to extract soil samples



**ALONG THE GREENWAY IN LOUDOUN:** Capital Rail Constructors crews perform geotech work for future Phase 2 rail construction near Broad Run. Photo by Scott Evans, Dulles Corridor Metrorail Project

at depths of two to 30 feet. When the testing is complete, the holes are backfilled and the surfaces are patched in kind.

More than 1,300 geotechnical test borings will be drilled during Phase 2. To date, approximately 600 have been completed.

While some of the work may appear to be a few blocks from the actual future stations, this testing is needed to prepare for future traffic mitigation efforts near future stations and parking garages.

## 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](mailto:outreach@dullesmetro.com) or call (703) 572-0696 or (703) 572-0506.

For general project information, visit [www.dullesmetro.com](http://www.dullesmetro.com).