

Dulles Metro is Coming

November/December 2012



20 Questions About Dulles Corridor Metrorail Project

With the opening of Phase 1 of the Dulles Rail Project from East Falls Church to Tysons Corner and the eastern edge of Reston approximately a year from now, questions from residents and business leaders increase daily.

Here is a review of the basics. The Silver Line is a 23.4-mile expansion of rail service in Northern Virginia. Known as the Silver Line, the line will merge with Metro's existing Orange Line between the East Falls Church and West Falls Church Metrorail Stations.

Being built in two phases, Phase One includes five stations, four in Tysons Corner, and one at Wiehle Avenue in Reston. Phase 2 will have six stations, and will run from Wiehle Avenue through Dulles Airport to Ashburn.

Here are 20 of the most frequently asked questions and the answers to them:

Phase 1

Q. When will construction end and service begin?

A. Construction will be complete in the summer of 2013. The project will be turned over to the Washington Metropolitan Area Transit Authority (WMATA). WMATA will set the opening date.

Q. Why is there a delay between completion and opening?

A. WMATA will do extensive testing before opening the line.

Q. Overall, what is the status of construction?

A. As of mid-November, construction is 83 percent complete.

Q. Where are the stations?

A. There are five stations, four in Tysons Corner and one on the eastern edge of Reston at Wiehle Avenue. It is the Wiehle-Reston East Station. In Tysons Corner, two stations are along the northwest side of Route 123 and two are in the middle of Route 7. Along Route 123, the McLean (Tysons East) Station is at Scotts Crossing/Colshire Drive near Capital One. The Tysons Corner Station (formerly Tysons Central 123) is at Tysons Boulevard near Tysons Corner Center. Along Route 7, the Greensboro Station (formerly Tysons Central 7) is near SAIC and the Marshalls



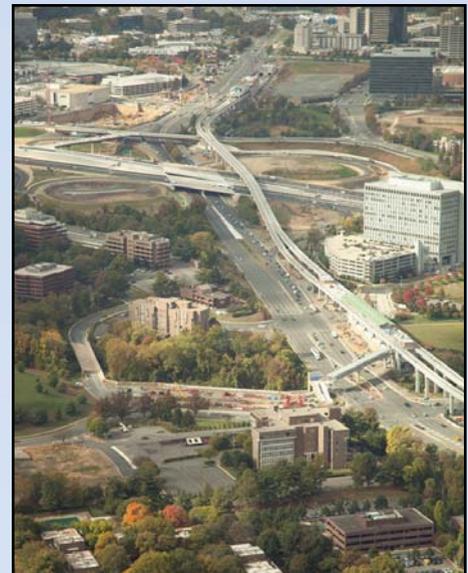
CROSSING THE TOLL ROAD/AIRPORT ACCESS HIGHWAY: Silver Line users will be able to get to the Wiehle-Reston East Metrorail Station from pedestrian bridges on the north and south sides of the highway corridor. This early morning photo provides a look at the inside of one of those two bridges which were put into place in early November. This view is looking south. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

shopping center and Pike 7 Plaza and the Spring Hill Station (formerly Tysons West) is at Spring Hill Road.

Q. Do Silver Line passengers boarding in Reston or Tysons and bound for downtown have to change trains at the East Falls Church Station?

A. No. The Silver Line will provide service all the way to the Stadium-Armory Station without transfers. The trains will stop at all stations currently served by the Orange Line in Arlington and D.C. en route to Stadium Armory. Passengers can transfer to other lines at the appropriate stations, including Rosslyn and Metro Center.

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ROUTE 123 FROM THE AIR: The Silver Line has changed the landscape of Route 123 in Tysons Corner. The pedestrian bridge that will carry users from the south side of Route 123 to the McLean Station at Scotts Crossing/Colshire Drive, is now clearly visible. Photo by Trevor Wrayton, Virginia Department of Transportation

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

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Passengers seeking to travel west to Vienna, Dunn Loring or West Falls Church will transfer to the Orange Line at East Falls Church.

Q. Can passengers headed to Tysons and Reston take Orange and Silver Line trains to get out of D.C.?

A. Yes, but those boarding Orange Line trains must then transfer to Silver Line trains at or before the East Falls Church Station.



CONNECTING THE RAILS: Rail segments from the east and west will soon connect in the area of the alignment where the bridges from the middle of the Dulles Toll Road/Airport Access Highway corridor will carry tracks to the middle of Route 7. Photo by Trevor Wrayton, Virginia Department of Transportation

Q. Where are Phase 1 commuter parking garages located?

A. There are no commuter parking garages in Tysons, but there will be commuter parking facilities at the Wiehle-Reston East Station. There will be kiss-and-ride lots at the McLean Station (Tysons East) and at the Spring Hill Station (Tysons West).

Q. I live near the McLean (formerly Tysons East) Station. How can I access transit if there are no parking garages? Will there be bicycle facilities at the stations?

A. Stations will include bicycle racks. Fairfax County has been working to improve pedestrian, bus and bicycle access to stations. For more information, please visit Fairfax County's Dulles Rail website: <http://www.fairfaxcounty.gov/connector/routes/dullesrail/>.

Q. All of the stations are along the side of or in the middle of some of the area's busiest streets. How do passengers access the stations?

A. Pedestrian bridges will connect stations to pedestrian access pavilions at all stations. The pavilions include stairs, escalators and elevators leading to the bridges. Those bridges have been installed at the McLean, Wiehle-Reston East and Greensboro stations. The others will be installed in a few months.

Q. Can pedestrians who are not using transit use the bridges to cross the busy roads like Routes 7 and 123 without paying a transit fare?

A. Yes

Q. Will the bridges be open 24 hours a day?

A. No, the bridges will open during the hours that Metro is open.

Q. What will it cost to ride?

A. The fares will be established by WMATA.

Q. A lot of re-development seems to be planned for land near the

stations in Tysons Corner and Reston. Who controls that?

A. Fairfax County

Q. The Metropolitan Washington Airports Authority is building the Silver Line but who will operate it?

A. When the project is completed next summer, it will be turned over to the Washington Metropolitan Area Transit Authority.

Phase 2

Q. What's happening with Phase 2? Is Loudoun County in or out?

A. Loudoun County is in, following a July vote by the county's board of supervisors to proceed with the project. Preliminary engineering was completed in February 2012. The procurement process is under way to select a design-build contractor for Phase 2.

Q. When will the contractor be selected?

A. Price proposals are due in April 2013; contract to be awarded in May 2013.

Q. When will Phase 2 be completed?

A. Completion is anticipated in 2018.

Q. Phase 2 has six stations. Where will they be?

A. These stations are in the middle of the Dulles Airport Access Highway/Dulles Toll Road corridor and in the middle of the Dulles Greenway except for the Dulles Airport Station. The stations are: Reston Town Center (near Reston Parkway); Herndon (near Herndon-Monroe), Innovation Station (near Route 28 and the Center for Innovative Technology), Dulles Airport, Route 606 and Route 772 (Ashburn).

Q. Do the Phase 2 stations have commuter parking?

A. Four of the six stations will have commuter parking; Route 772/Ashburn Station will have two parking facilities. Dulles Airport Station and Reston Parkway will not have commuter parking.

Q. When Phase 2 is completed, will I be able to get from Dulles Airport to National Airport by train?

A. Indeed you will. Passengers needing to go from one airport to other will transfer at the Rosslyn Station.



FROM THE INSIDE OUT: This is the view from inside the McLean (formerly Tysons East) Station looking out on the existing ball fields at the Capital One complex. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project