

Dulles Metro is Coming

October 2012



First Pedestrian Bridge in Place at McLean Station



IN PLACE: The first section of the pedestrian bridge across Route 123 into the McLean Station, aka Tysons East Metrorail Station, is put into place. At left, workers inside the station itself watch as crews connect the bridge section to the station. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

Sections Walked Along Colshire, 123 at Night

The first pedestrian bridge at a Silver Line Metrorail station is now in place.

During two dramatic overnight operations that forced the closing of busy Route 123 in the heart of Tysons Corner, the sections of the pedestrian bridge were literally walked from a staging area on Colshire Drive to Route 123 where they were installed on piers connecting the McLean Station (aka Tysons East) and a pedestrian access building at the corner of the

southwest side of Route 123 at Colshire. The work took place overnights October 12 and 15.

On Friday night, crews installed a huge bridge section between the McLean Station and a specially-constructed pier which was built in the median of Route 123. The second section was put into place between the pier in the median of Route 123 and the pier located off the road near the corner of Route 123 and Colshire Drive Monday night, October 15.

A third and final section of the bridge will be installed off the road and require only a single lane closure.

Installation of the large segments was no small order. To expedite the process and reduce the time the roads would need to be closed, the bridge was assembled at a staging area located at the corner of Route 123 north and Colshire Drive.

It was then secured onto jacks that are mounted on a Self Propelled Modular Trailer (SPMT) system and transported from the staging area to the station.

The full height of the first transport was 43 feet, which required that the traffic lights at both Colshire Drive and Route 123 be dropped to allow the transport to pass through the intersection, and then reinstalled after the transport had finished its work. The transport was 144 feet long, 24-34 feet wide, and weighed 182,000 pounds.



PREPARING THE MOVE: The transport is moved into position under the pedestrian bridge. Each tire on the transport is able to move 360 degrees, greatly increasing its maneuverability. *Photo by Leslie Periera, Dulles Transit Partners*

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The 400,000-pound, computer-driven transport moved slowly and into place, escorted by the computer operator who walked by its side. The process was repeated for the second bridge section.

When this work was completed, the transport devices moved from the Route 123 site to staging areas just west of the Wiehle-Reston East Station in the median of the Dulles International Airport Access Highway where sections of the pedestrian bridges for that station have been assembled. Those bridges are to be put into place later this month.

A Quick Peak at Future Metrorail Cars

A preview of new railcars for Metro and the new Silver Line shows the next generation of railcars.



GETTING READY: Metro displays mock up of new rail cars. Photo courtesy of Washington Metropolitan Area Transit Authority

has ordered 80 of these cars.

"We are pleased that these cars meet stricter safety standards than the cars they will replace," said Congressman Frank Wolf. "We look forward to Metro offering these new trains on the Silver Line."

Production of the cars is expected to begin this winter in Lincoln, Nebraska, and is being credited with the creation of about 1,000 new jobs nationwide.

"This is an important achievement on our path to improving safety, reliability and customer service," said Metro Board Chair Catherine Hudgins. "These new railcars represent the next generation of a Metro that will continue to expand and grow with the region in the decades ahead."

The new fleet of railcars will include:

- Stainless steel car body for increased durability,
- Closed circuit television cameras for added safety and security,
- LCD map displays to allow customers to easily track their location,
- LED screens that provide current and upcoming station information,
- Improved seats that provide more knee room and better lumbar support,
- Wider aisles to facilitate movement within the car,
- Additional space near the doors for standees and wheelchairs,
- Resilient nonslip flooring, rather than carpet,



BRIDGES FOR WIEHLE: Sections of the pedestrian bridges for the Wiehle-Reston East Station await erection. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

- Digital public address systems for improved announcement clarity,
- And, more reliable door systems using proven technology.

Construction Reaches 82 Percent Mark, On Track for Mid-Summer 2013 Completion

Construction of Phase 1 of the Silver Line, the extension of Metro's existing service which adds 23 miles of tracks between East Falls Church and Ashburn, has surpassed the 82 percent mark. Trackways are virtually complete and track work will soon be completed. Systems work is 22 percent complete. Overall, the project is on track to complete construction in the summer of 2013 and Metro says it will open the new line in late 2013.

Meanwhile, there is significant progress everywhere:

- Track work is done in Tysons Corner.
- A traction power substation is visible along Route 7 east near the Sheraton Hotel. It is one of many all along the alignment. These facilities ensure the continuous flow of electricity to the rail line but they do not actually generate electricity.
- The Wiehle-Reston East Metrorail Station, the furthest along of all stations, is the prototype for all stations west of Tysons Corner except for the Dulles Airport Station. It provides residents of western Fairfax and Loudoun communities that will be served by Phase 2 of the Rail Project a vision of what the Reston Town Center, Herndon, Innovation, Route 606 and Route 772 stations will look like.
- Tracks are complete along the Dulles Connector Road.

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.

For general project information, visit www.dullesmetro.com.