

# Dulles Metro is Coming

September 2012



## Focus Turns to Stations, Systems, Pedestrian Bridges



**TYSONS EAST GUIDEWAY FOR RAIL COMPLETED ALONG ROUTE 123:** This view of the Tysons East guideway looking east with Route 123 in the foreground shows the rail bridges (also known as guideway) snaking along the northwest side of the busy highway and crossing Interstate 495. Track installation is complete here. The final precast barrier panels will be installed later this month. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

### Silver Line Tie-In to Orange Line Testing Continues

Phase 1 construction is now 79 percent complete with tracks in place almost along the entire alignment from East Falls Church to Wiehle Avenue in Reston.

Now that bridges for tracks in Tysons Corner are virtually complete, crews are focusing on station systems and pedestrian bridges to provide access to those stations.

All five Metrorail stations are clearly visible. Construction of pedestrian pavilions that will contain stairs, escalators and elevators to provide customer access to bridges over major roads to enter those stations is under way.

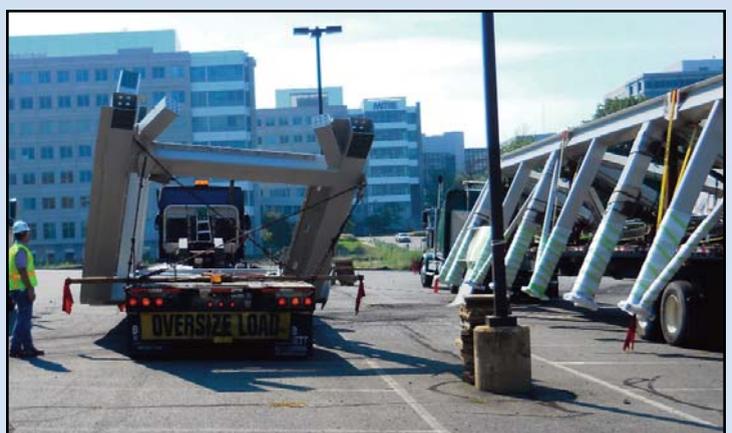
Construction of those bridges is taking place in a complicated process. For example, crews are building the bridge that will be installed from the south side of Route 123 at Colshire Drive to the Tysons East/McLean station on land behind the pavilion construction now taking place at the Route 123 Colshire intersection. That bridge will be moved into place in early October, causing the closing of Route 123. Details will be announced later.

Pedestrian bridges for the Wiehle –Reston East Station will be installed across the east and westbound lanes of the Dulles Toll Road/Dulles Airport Access Highway in mid to late October.

*continued on page 2*



**PEDESTRIAN ACCESS:** Significant progress continues at the pavilion that will contain stairs, escalators and elevators to carry patrons to the Tysons East Station (known officially as the McLean Station). In the background, the framing for the station platform canopy is visible. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*



**ASSEMBLING A BRIDGE:** Crews are building the pedestrian bridge that this fall will be moved to the Route 123 corridor to provide access to the Tysons East (McLean) Station. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

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.

continued from page 1

In addition, the project team continues to focus on the critical tie-in where the Silver Line will merge with the existing Orange Line near I-66 and the Dulles Connector Road.

The Metropolitan Washington Airports Authority's rail team continues to work very closely with the Washington Metropolitan Area Transit Authority to coordinate necessary slowdowns and shutdowns of existing rail service between the East Falls Church Metro and West Falls Church stations because of testing and other necessary Silver Line construction.

Silver Line construction is on track for completion in the summer of 2013.

## Pile Driving Continues to Support Sound Cover Box at West Falls Church Rail Yard

Construction on the long-awaited sound cover box at the West Falls Church Yard is under way.



PROVIDING SUPPORT: Piles to support the sound cover box are visible around the edge of the track bed. Photo by Stephen Barna, Dulles Corridor Metrorail Project

For the last several weeks, residents of the area have heard the sounds of the installation of H-piles that are needed to support the foundations of the large facility which has been designed to help lower noises generated by trains on the loop track.

Residents of the neighboring streets met with rail project staffers and Dranesville District Supervisor John Foust in early summer. A follow-up meeting will be held this fall.

## Tysons Express Ridership Swells

Riders love the Loudoun Tysons Express buses. A record number of commuters jumped aboard the buses in August, with 6,749 passenger trips reported. That's up from 6,474 reported during August of 2011.

Average passengers trips per day totaled 293.4, according to Steven Angulo who runs the service for Loudoun County.

The Tysons Express buses pick up passengers at park-and-ride lots in Harmony, Leesburg and Broadlands and drop them off at various locations in Tysons Corner.

A special Tysons East shuttle serving the Tysons East Station area (now renamed the McLean Station), has been a great success with its service to Capital One, Northrup Grumman and Mitre Corporation.

The Tysons East shuttle surpassed 1000 passenger trips for the first time, finishing the month with 1064 trips.

This service was created as part of the Dulles Corridor Metrorail Project's transportation management plan.



LOOKING WEST: Rail construction proceeds along Route 7 in Tysons Corner. Photo by Charles Samuelson, Dulles Corridor Metrorail Project



PROGRESS AT WIEHLE-RESTON EAST: Piers are complete to support the north pedestrian bridge to carry passengers from the parking lot within the future Reston Station development to the future Wiehle-Reston East Station. Photo by Stephen Barna, Dulles Corridor Metrorail Project

## New Ramp Opens from Airports Highway to I-495

A new ramp and flyover bridge connecting the eastbound Dulles Airport Access Highway to I-495 opened to traffic on September 8.

The ramp provides a direct connection to the northbound and southbound Capital Beltway (I-495), improving safety and convenience for traffic near the interchange.

Drivers on the Access Highway no longer need to exit to the Dulles Toll Road and cross multiple lanes of traffic to reach the Beltway. New overhead signage on the Access Highway directs drivers to the new ramp.

Traffic destined for Route 123 or the 495 Express lanes (to open later this year) will continue using the existing ramp to the eastbound Dulles Toll Road near the main toll plaza.

## Ramp from Route 123 to Westbound Route 7 Reopens

Drivers in Tysons Corner who are trying to get from southbound Route 123 to westbound Route 7 must follow a new traffic pattern because the former ramp from southbound Route 123 onto westbound Route 7 has reopened now that construction of the tunnels for the Dulles Corridor Metrorail Project is complete.