

Dulles Metro is Coming

Winter: December 2011/January 2012



2011: Construction Success All Along Phase 1

Track Being Laid in Some Areas; Bridge Work Continues in Tysons

Construction of Phase 1 of the Dulles Corridor Metrorail Project has passed the 60 percent mark.

All along the 11.8-mile alignment, progress is changing the landscape from East Falls Church to Reston.

During early 2011 the project saw a ramp-up to peak employment levels, a significant boost to the region's economy.

A highlight continues to be the ongoing construction of the tie-in for the Silver Line to WMATA's existing Orange Line between the existing East Falls Church and West Falls Church Metrorail stations.

This tie-in will provide a one-seat, no transfer ride to downtown Washington from Reston and Tysons Corner when the new line opens in late 2013.

Other signs of progress include:



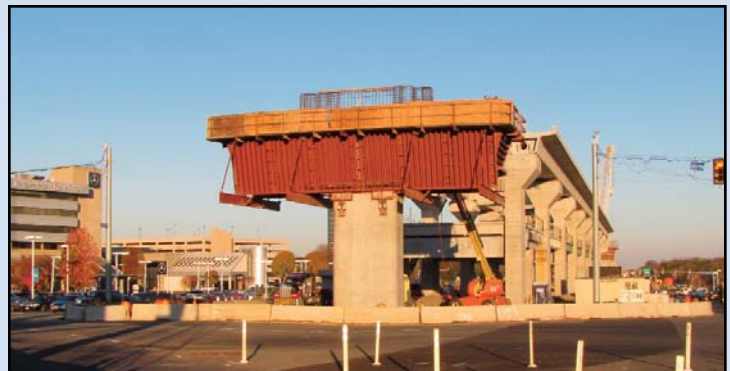
INTO THE SKY AT WIEHLE: Dulles Metrorail crews erect the structural steel canopy on the mezzanine at the Wiehle Avenue Station under construction in the median of the Dulles Airport Access Highway/Dulles Toll Road corridor. Photo by Stephen Barna, Dulles Corridor Metrorail Project

- Each one of the five rail stations is clearly visible.
- Bridges are in place to carry the rail line from the Dulles Connector Road to the northwest side of Route 123, all along Route 123 and Route 7 in Tysons Corner.
- Track is being laid in many places.
- The bridges to carry rail from Route 7 to the Dulles Toll Road/ Dulles Airport Access Highway are being built.
- Construction of the bridges across I-495 are almost complete.

continued on page 2



COMPLETING WORK NEAR CAPITAL ONE: This horizontal crane continues its work building bridges for rail along Route 123. Photo by Stephen Barna, Dulles Corridor Metrorail Project



TYSONS WEST: Work continues at the site of the future Tysons West Metrorail Station near Spring Hill Road at Route 7. Photo by Chuck Samuelson, 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.



BRIDGES FOR RAIL ALONG ROUTE 7: Crews are making rapid progress building bridges for the Silver Line. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

continued from page 1

- Tunnels are being readied for track in Tysons.
- A tunnel to provide access for trains into the West Falls Church Yard is well under way.

Here are some details. Mining and concrete operations for the in-bound and out-bound tunnels connecting the Tysons Central 7 and Tysons Central 123 stations were completed earlier this year and track will soon be put in place. These twin tunnels run beneath the highest natural point in Fairfax County at the intersection of Routes 7 and 123.



CREATING A BRIDGE: Concrete segments being hoisted into place along Route 7 are creating a bridge for rail in the median of Route 7 in Tysons Corner. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

Both tunnels are approximately 2,400 feet in length, just shy of a half-mile. During mining operations, this team successfully excavated more than 100,000 cubic yards of dirt which was carried by truck to Washington Dulles International Airport grounds.

The most visible construction continues to be the aerial bridges (or guideways), which are being built using the large, horizontal cranes commonly called trusses. Those 366-ton pieces of

TRAFFIC ADVISORY SIGN UP

Keep up to date on construction. Please visit www.dullesmetro.com/info/signup.cfm to sign up for our traffic advisory/construction notification email blasts.

WANT TO KNOW MORE?

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) 448-5550.

CONSTRUCTION HOTLINE

For construction-related emergencies, call the Dulles Corridor Metrorail Project Hotline at 877-585-6789.



PROGRESS AT THE WEST FALLS CHURCH YARD: Crews complete jack-and-bore crossings for the Service and Inspection building. Photo by Stephen Barna, Dulles Corridor Metrorail Project

specialized bridge-building equipment were awe-inspiring mainstays of Tysons Corner for most of the year.

During the summer, three trusses were in commission simultaneously, a construction feat that is believed to have been accomplished nowhere else in North America.

In Spring 2011, the truss building the sections of bridges between the west side of the Beltway and the Tysons Central 123 Station completed its work, was disassembled, and then reassembled in the median of Route 7 where it continues to work today.

Bridge work is now taking place in the one-mile stretch of Route 7 between Route 123 and the Dulles Toll Road. The truss has moved through the Tysons Central 7 Station area (between SAIC and the Marshalls/Home Goods shopping center) and is now near the Tysons West Station (between Spring Hill and Tyco Road). It will continue its westward bridge building efforts toward the Tyco Road/Westwood Center Drive area in the coming weeks.

There has been significant progress at all five stations—Tysons East, Tysons Central 123, Tysons Central 7, Tysons West and Wiehle Avenue this year. Tysons East and Wiehle Avenue construction is ahead of the other three. The first escalators are in place in the Wiehle Avenue Station where the steel canopy is very visible to drivers using the Dulles Airport Access Highway and the Dulles Toll Road.

The project's first Traction Power Substation and Train Control Room were moved to sites along the Dulles Connector Road and bridges were built across Magarity Road, Pimmit Run, Difficult Run and the Washington and Old Dominion Trail.



LOOKING WEST: The guideway/bridge for rail in Tysons is almost ready for track. This photo is looking westward from the Tysons West Station area with the Tysons Sheraton in the background. Photo by Stephen Barna, Dulles Corridor Metrorail Project