

Dulles Metro is Coming

January 2013



Clearance Car Launches Months of Pre-Opening Testing

Phase 1 Construction Tops 87 Percent, Pedestrian Bridges Move into Place at All Five Stations

Construction of Phase 1 of the Dulles Corridor Metrorail Project from East Falls Church to Wiehle Avenue in Reston has reached the 87 percent mark.

Work is on track for a completion in summer of this year, according to rail project officials.

When that work is completed, the Metropolitan Washington Airports Authority (MWAA) will turn the project over to the Washington Metropolitan Area Transit Authority. That agency will determine the start of revenue service.

Meanwhile, construction has shifted from heavy construction to systems. The track work for the 11.6-mile alignment, including the track over the aerial guideway (bridges) in Tysons Corner and at the I-66/Dulles Connector Road, is essentially done.

Here are some January/February highlights:

- All five stations – McLean (aka Tysons East), Tysons Corner (aka Tysons Central 123), Greensboro (aka Tysons Central 7), Spring Hill (aka Tysons West) and Wiehle-Reston East (aka Wiehle Avenue) are well along in their construction. Station finishes and completion of mechanical and electrical equipment are the current focus.
- Construction of pedestrian bridges which provide access to the stations across some of the region's busiest roads – Route 123, Route 7 and the Dulles International Airport Access Highway/Dulles Toll Road– will be completed in January-February with installations at the Spring Hill Station on Route 7 and at the Tysons Corner Station on Route 123 at Tysons Boulevard.

In addition, testing of the line started in late 2012 with the running of a clearance car, a specifically outfitted vehicle with feelers extending all around it, mimicking the area that a Metrorail car would be expected to use during normal operations. The car was able to check for any obstructions that might be in its path.

To ensure the safety of anyone who might have been working on or near the tracks, the clearance car was preceded by a Hi-Rail vehicle operated by Dulles Transit Partners, the Phase 1 design-build contractor. The vehicle, a truck equipped to travel



TESTING TRACKS AT SPRING HILL STATION: The clearance car rolls through the Spring Hill (aka Tysons West) Metrorail Station. Photo by Leslie Pereira, Dulles Transit Partners

on rail, drove approximately 1,000 feet in front of the car to ensure that the track was clear.

The car's trips along the tracks from East Falls Church to the Wiehle-Reston East stations were the first obvious testing of the new line that will take place over the next nine months for Phase 1 of the Silver Line, Dulles Corridor Metrorail Project officials said.

"This is a very visible sign of the project's shift from intense heavy civil construction to systems and testing that are necessary to ensure the safe and reliable operations of the rail line," said Pat Nowakowski, Executive Director of the Dulles Corridor Metrorail Project.

Test trains will be seen running along the line for much of 2013.



ON THE PLATFORM: The clearance car runs through the Wiehle-Reston East Metrorail Station platform on the outbound track. Photo by Denny Ondo, 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.

Photos Capture Progress All Along the Silver Line

Significant progress on the Dulles Rail Project is captured in these photos that were taken along the alignment from East Falls Church to Reston.

The five stations are nearing completion. Track work is almost completed. Intense work continues at the tie-in with the existing Orange Line near I-66 and the Dulles Connector Road. And, the expansion of the existing West Falls Church Rail Yard continues and landscaping is in place at most wayside support facilities.

These photos provide a visual journey of Silver Line construction.



ON THE TYSONS WEST GUIDEWAY LOOKING NORTHEAST: Construction of walls, track bed, track and security fences are complete. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*



INSIDE A PEDESTRIAN BRIDGE AT WIEHLE STATION: Pedestrian bridge spans have been erected and await interior and exterior finishing. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

Silver Line Praised As Model for America

U.S. Transportation Secretary Ray LaHood recently praised the Silver Line as a model transportation project for this country.

“It is a model for funding. It is a model taking the Metro system and making sure it is complete. It is a model for economic development. It is a model for jobs,” LaHood told those attending a December gathering of the Dulles Corridor Rail Association at the Marriott Courtyard Hotel in Tysons Corner just before the holidays.

“This is about the next generation of transportation for the next generation. This is about your children and your grandchildren. This is the same kind of vision that people in this region have had for a long period of time,” he said, referring to those who



READY FOR LAUNCH: Spans for the pedestrian bridges at the Spring Hill (Tysons West) Station were assembled in preparation for erection across eastbound and westbound lanes of Route 7. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*



AT THE SPRING HILL (aka TYSONS WEST) STATION: The framing for the Spring Hill Station canopy is complete. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*



GETTING INTO A STATION: The pedestrian pavilion structure and roof are complete at the McLean Station (aka Tysons East) along Route 123. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

had the vision to build Dulles Airport 50 years ago.



PRAISING RAIL: U.S. Transportation Secretary Ray LaHood speaks in Tysons.

“This project is about the vision thing,” LaHood said. “Just like Dulles Airport was about the vision thing. Can you imagine what people were saying 50 years ago when somebody was proposing an airport out here, in the farmland?”

LaHood was recognized by the association for his support of the rail project. But he turned the table on the hosts a bit by thanking the individuals who live and work here for all they have done over the years to make the Dulles Rail Project a reality.