DCMP Phase 2 crews are gearing up to begin setting Silver Line pedestrian bridges in the month of August.

The pedestrian bridges will provide access for Metrorail passengers to five of the six Phase 2 stations, and will extend over the Dulles Toll Road, Dulles Access Highway, Dulles Greenway and local roads.

The bridges are constructed primarily of steel and will be set on concrete columns that have been built on the north and south sides of the stations.

Pedestrian bridge installation will begin on the south side of Innovation Center Station, and will require lane closures and detours on the highways and surrounding roads. Additional information will be forthcoming as the work progresses through July and in the upcoming months.

In addition, drivers should be aware of the following work near the Herndon-Monroe Park and Ride:

*Traffic Pattern Changes Coming to Herndon-Monroe Park and Ride*

Inside the Future Dulles Airport Station

The interior of the ground floor of the Dulles International Airport Station. Pictured are three elevator shafts in the center from the fare gate area to the platform above. Photo courtesy of Charles Stark.

Phase 2 pedestrian bridges will look like these at Wiehle-Reston East. Photo by Chuck Samuelson.
Nearly Half of Metro’s New 7000-Series Trains in Service

By Robert O’Shaughnessy

New railcars are about to be a staple of the Silver Line. The Washington Metropolitan Area Transit Authority (WMATA) announced that it would be adding two 7000-series trains to regular service on the Silver Line. That means more reliable service and more eight-car trains for Silver Line customers. Most of the trains currently running on the Silver Line are in a six-car configuration. Eight-car trains take up the whole platform at Metro stations, allowing more passengers to ride.

In the earliest days of the Metro-rail system, it was common to have four-car trains pulling into the station.

As the system expanded and became more popular, WMATA phased out the four-car configuration to allow more customers to ride at once. 7000-series trains are also the most reliable, according to WMATA. That means fewer offloads and more on-time arrivals.

WMATA plans to phase out its least reliable 4000- and 1000-series railcars replacing them with the 7000-series. "By retiring the last of our oldest and least reliable railcars, we will be in a much better position to deliver more reliable service for our customers," said Metro General Manager Paul J. Wiedefeld. "We have already seen the positive results of this effort in the form of fewer railcar-related delays and fewer offloads."

WMATA currently has 344 new 7000-series railcars in service out of the 748 they ordered. They are receiving new cars at a rate of up to 20 per month. Japan-based Kawasaki is building the 7000-series cars at a plant in Lincoln, Neb.