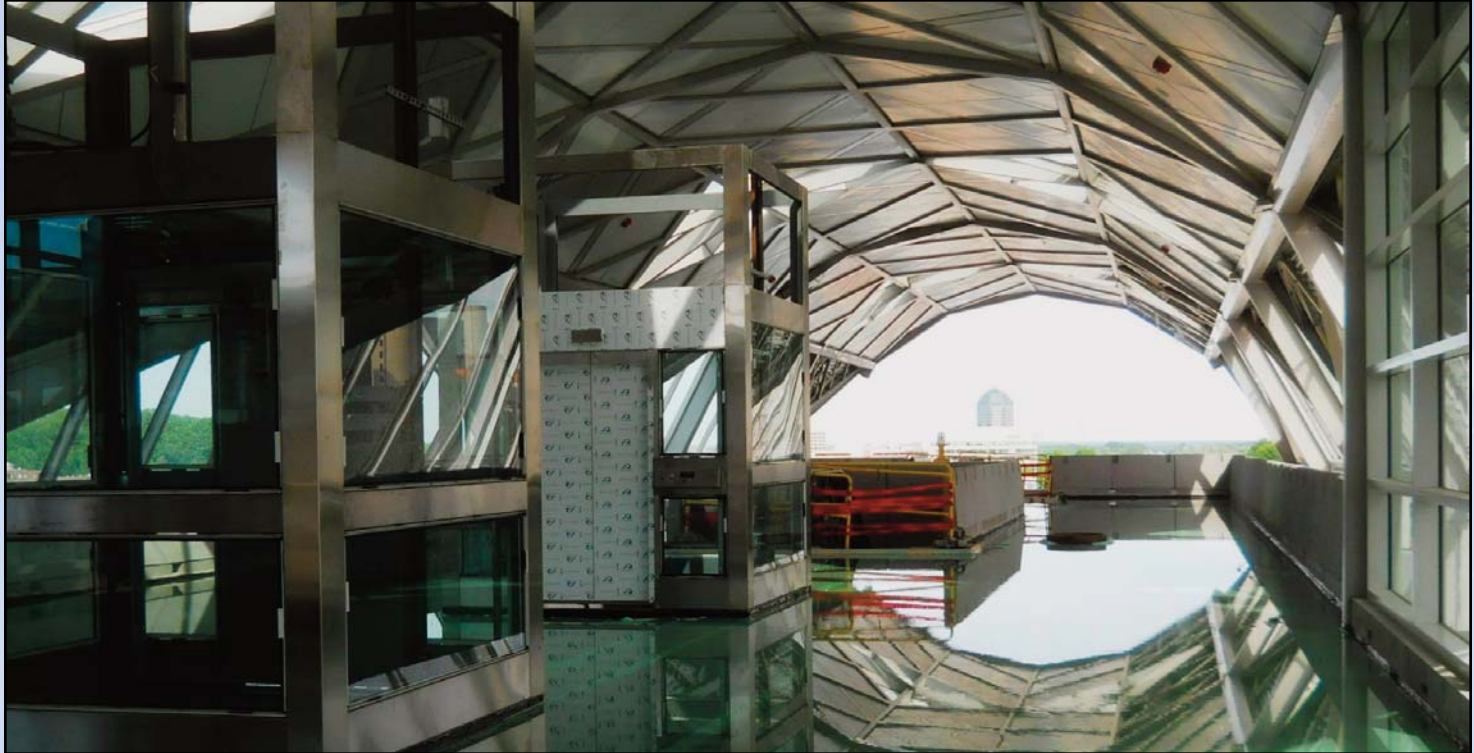


Dulles Metro is Coming

June 2013



Silver Line Will Provide No-Transfer Rides from Reston/Tysons to Downtown; Phase 1 94% Done



REFLECTIVE TESTING AT THE GREENSBORO STATION: This photo shows Greensboro Station's canopy vault during a waterproofing test of the mezzanine level looking west-bound. Next to the dramatic reflection below the vault are two elevators. *Photo by Yasmine Doumi, Dulles Corridor Metrorail Project*

When Phase 1 of the Silver Line is completed, riders boarding trains in Reston and Tysons Corner will not have to transfer to get to some of their favorite destinations in downtown Washington and beyond.

Silver Line passengers will have easy access to all stations now served by the Orange Line in Arlington and downtown DC, including Ballston, Clarendon, Courthouse, Rosslyn, Foggy Bottom, Farragut West, McPherson Square, Metro Center, Federal Triangle, Smithsonian, L'Enfant Plaza, Federal Center SW, Capital South, Eastern Market, Potomac Avenue and Stadium Armory. This means access to museums, galleries, FedEx Field and RFK and transfers to Nationals Park and Verizon Center.

The Silver Line will run on new tracks being built from Reston to the Orange Line between East Falls Church and West Falls Church where the new tracks will merge with the existing Orange Line tracks and share them all the way to Stadium Armory when the Silver Line trains will then use the Blue Line tracks to carry passengers to Largo.

In addition, Reston-Tysons residents will have easy rail access to National Airport and Union Station.

Not only will Northern Virginians have rail options to their jobs but residents of other parts of the region now served by the current 106-mile system will have access to jobs in Northern Virginia.

Construction of the new line is 94 percent complete and on track for completion in late September.

When that happens, the Metropolitan Washington Airports Authority, owners and managers of the project, will turn the project over to the Washington Metropolitan Area Transit Authority, the agency that will set the opening date and operate the line as a key part of the regional system. Metro officials have said they anticipate opening in late December.

Dulles Transit Partners is the design-build contractor for Phase 1.

For general information on the Dulles Corridor Metrorail Project, please visit our website at www.dullesmetro.com or call (703) 572-0506.

Finishing Touches; Testing, Paving Continue

While rail crews push toward completion this fall, residents, shoppers and commuters continue to see a burst of activity along the 11.7-mile alignment, near all five stations and along Routes 7 and 123 in Tysons Corner.

WMATA rail cars are frequently traveling the tracks and a variety of tests are being conducted night and day, according to Stephen Barna, P.E., senior project manager for construction. "Traction power, automatic train control and communications systems continue to undergo testing for safety and reliability in the weeks ahead," he said.

All station structures are in place and the pedestrian bridges and pavilions that will provide passenger access to the stations are in various stages of finishing.

- Granite steps have been installed at the pedestrian bridge pavilion at Wiehle-Reston East, with similar work beginning at the other stations later this month.
- At the McLean Station, the Kiss and Ride lot is clearly visible next to the pedestrian pavilion at Route 123 and Colshire Drive.
- Testing of electronic equipment has been completed at the McLean Station and will continue at the other stations for the next six to eight weeks.
- Station work remaining includes interior finishes, including ceilings, tile, installation of plumbing and signage.

Construction of the final configuration of Route 123, Route 7, I-66, the Dulles Connector Road, Dulles Toll Road, Dulles International Airport Access Highway, and side roads & entrances will continue. This work will include paving along Routes 7 and 123, and installation of sidewalks, curbs, signals, lighting and landscaping.



CONSTRUCTING WHAT WAS PROMISED

The actual Wiehle-Reston East Metrorail Station, pictured above, is almost identical to the early renderings of this station, prompting a lot of positive comments from project observers. With completion of the Silver Line only months away, the commuter parking facility for this station, known as the Reston Station Transportation Hub, is nearing completion and will be delivered to Fairfax County by its builders Comstock Partners LLC. in mid-summer.

In addition to 2,300 parking spaces, the transit center will be home to 12 bus bays serving the Fairfax Connector, a 60-space Park & Ride, and a large secure bicycle storage facility.

All of these services are beneath the Reston Station Plaza that provides direct access to the Metro station. The Plaza will provide retail offerings and community events as Metro opens; residences, offices and additional retail construction is ongoing. *Photos by Chuck Samuelson, Dulles Corridor Metrorail Project and Comstock Partners LLC (David Madison Photography)*



SILVER LINE WORK CONTINUES IN TYSONS: Finishing work continues at the Spring Hill Metrorail Station. Here the roofing system skylights, ceiling panels and light on the platform canopy are being installed. Platform pavers are complete. Platform light and windscreen installation will begin soon. This photo is looking east along Route 7. *Photo by Stephen Barna, Dulles Corridor Metrorail Project*

