

Dulles Metro is Coming

October 2010



Aerial Rail Construction Approaches I-495 in Tysons



The giant blue and yellow truss now being used along Route 123 in Tysons Corner approaches I-495. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

Bridge-Building Truss Prepares to Cross from Connector Road Across Route 123

Two large 366-ton bright golden yellow and blue erection trusses are now being used along Route 123 as construction of the aerial bridges for rail in Tysons Corner hits an all time high – literally and figuratively.

The first truss that has been working in the median of the Dulles Connector Road for the last five months soon will be moving across Route 123 to the northwest side of Route 123 approaching the Tysons East Station, the busiest of the four rail construction sites in Tysons Corner. Once in place there, the truss will move from pier to pier building spans for the rail tracks.

The second truss in place is located between the Capital Beltway and the Westpark Bridge. During load tests prior to actual span construction, drivers using Route 123 were able to see the concrete segments hanging between the piers before they were aligned and post-tensioned into place. (See photo above.)

This truss is being used to build spans across the ramp from

southbound Route 123 to southbound I-495, causing some overnight ramp closings and detours. It will eventually be used to build the bridges across I-495. That work will take approximately one year to complete because of the complexity of the work. Motorists will experience multiple lane closures over the next year. All will be announced well in advance of the closings.

Phase 1 of the Rail Project's 11.7-mile alignment includes three miles of inbound and outbound bridges, or guideways, for a total of six miles of aerial track. The average height of the guideway is 33.7 feet. The highest point of the guideway is 55 feet above the southbound entrance from Route 123 to I-495.

The guideways will be constructed by connecting more than 2,700 precast concrete segments, each weighing about 25 to 40 tons, using the trusses.

Rizzani de Eccher, headquartered in Italy, is the subcontractor for the aerial construction, and is operating under the direction of Dulles Transit Partners, the design-build contractor for the Dulles Corridor Rail Project.

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

Straddling I-66 and Causing Frequent Nighttime Detours for Westbound Drivers

Drivers using westbound I-66 from downtown DC will continue to experience intermittent overnight closings of I-66 near the Dulles Connector Road (Route 267) during the coming months.

Dulles Corridor Metrorail crews are continuing to build huge



The straddle bent over westbound I-66 just after the Dulles Connector Road interchange. Photo by Dulles Corridor Metrorail Project

detour and use local roads to find their destinations.

The structures are known as “straddle bents” because they straddle the highway, like westbound I-66 pictured above. Crews will pour thousands of cubic yards of concrete into this form work which will eventually become bridges to carry aerial tracks in this area where the new rail extension will merge with Metro’s existing Orange Line.

Construction Starts on All 5 Phase 1 Stations; Some Lane Shifts Continue on Westbound Route 7 in Tysons Corner

Construction is now under way on all five of the Phase 1 Metrorail stations.

Significant lane shifts, some as much as 60 feet, have created construction zones in the median of Route 7 where work has started on both the Tysons Central 7 and the Tysons West stations. Tysons Central 7 is located east of Route 123 near SAIC, the Marshall’s Shopping Center and Pike 7 Plaza. Tysons West is being built between Spring Hill and Tyco Roads.

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.



Construction of the Tysons Central 7 Station is progressing in the median of the eastbound and westbound lanes of Route 7 in Tysons Corner near the Route 123 interchange. Photo by Dulles Corridor Metrorail Project

While the eastbound lane shifts are almost complete and some sections of the westbound lanes have shifted north, there is still some work to be done on the westbound lanes, primarily near Spring Hill Road and West Park Drive.

Construction is clearly evident as foundations are rising at the Tysons East Station on Route 123 near Colshire Drive/Scotts Crossing Road. It is hard to see behind the green fence surrounding the project’s construction headquarters along Route 123 at Tysons Boulevard, but work has started on the Tysons Central 123 Station.

And, drivers along the Dulles Toll Road and the Dulles International Airport Access Highway can see piers and foundations rising for the Wiehle Avenue Station in the median of those highways west of the Wiehle Avenue overpass.

New Exit from Route 123 to Frontage Road and Westbound Route 7 Opens for Three Months

Drivers using southbound Route 123 to get to westbound Route 7 and the popular strip shopping centers in that area now have a new way to get there.

Construction of the Dulles Rail Project has forced the closing of the old ramp from Route 123 to Route 7.

Traffic to Reston, Wolf Trap National Park for the Performing Arts and westbound Route 7 is now directed to a new exit onto Frontage Road where Clyde’s Restaurant and other businesses are located. For the first time, these stores have direct access from Route 123.



New Directions: Crews have opened a new exit from Route 123 to Frontage Road. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

Drivers are urged to be extremely careful when turning from Frontage Road to westbound Route 7 because there is no longer a traffic signal in place there.

The new traffic pattern will be in place until the end of this year.