

Dulles Metro is Coming

February 2011



Construction Starts on Bridges Over the Capital Beltway

Large concrete segments are being hoisted into place above Interstate 495 (the Capital Beltway) to build spans between piers that will be connected to create the bridges for Dulles Corridor Metrorail tracks to cross this busy interstate in Tysons Corner, the largest concentration of office and retail development in Virginia.

Using what is called a “balanced cantilever construction technique”, the process involves a huge white horizontal crane, also known as a truss. Crews officially began working on the crossing of the Beltway in mid-February. Project officials estimate this work will take almost a year to complete.

Over the coming months, this work will require overnight lane closings on the inner and outer loops of the Beltway near Route 123. Some of those closings will be for multiple lanes.

Currently, three northbound lanes are closed nightly Sundays through Fridays from 11 p.m. to 5 a.m. These closings will continue until late March, causing significant delays for motorists. However, traffic continues to flow through the single open lane northbound.

In addition, the exit ramps from northbound I-495 to both northbound and southbound Route 123 will be closed during these same hours. Drivers are being directed to use the following detour:

- To access Route 123 from I-495, drivers will be directed



OVER THE BELTWAY: Construction begins to bring the Dulles Metro tracks over the Beltway in Tysons Corner using a white truss. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

to detour by continuing on the Beltway north, exiting Georgetown Pike (Route 193), turning around at Georgetown Pike, then entering the southbound Beltway.

- Drivers will be able to exit to both directions of Route 123 from southbound I-495.

However, drivers on northbound I-495 approaching the Route 123 exit seeking destinations in the heart of Tysons Corner or in the Vienna /McLean/Falls Church area can also exit the Beltway at Route 7.

Additional closings will be announced at a later date. In mid-Summer, complete closures of the northbound and/or southbound lanes of I-495 will be scheduled.



WORKING SIDE BY SIDE WITH METRO: Dulles Corridor Metrorail crews continue to work on the bridge spans for tracks above the existing Orange Line tracks near I-66 and the Dulles Connector Road (Route 267) where the rail extension will connect with the Orange Line. 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.

Wiehle Avenue Station Construction Speeds Up; Steel for Mezzanine Level in Place

Construction is moving rapidly ahead on the Wiehle Avenue Metrorail Station, the last stop in Phase 1 of the Dulles Corridor Metrorail Project.

Located in the median of the Dulles International Airport Access Highway and the Dulles Toll Road, the station is being built just west of the Wiehle Avenue intersection.

Those who drive in this area can easily see the Wiehle Avenue Station construction, the most readily identifiable station along the Phase 1 corridor at this time. Construction is underway at the other four stations in Tysons Corner, but the station work is difficult to distinguish from construction of the bridges for future tracks along the edge of Route 123 and in the middle of Route 7.

At the Wiehle Station, the platform deck has been completed and work continues on structural steel for the mezzanine level. Barrier walls between the Airport Access Highway and the station are in place.

In the coming weeks, the erection of steel to support the station canopy will begin.

There are stacks of track at the site and rails are being welded together. Track laying will begin this Spring in this area, starting at the station and moving eastward toward Tysons Corner.

Meanwhile, significant progress has been made between Fairfax County and Comstock Partners LLC on the joint venture development planned on the north side of the Airport Highway/Toll Road corridor at the station site.

This development is not part of the Dulles Corridor Metrorail Project construction. However, the development will include the parking garage and bus, auto drop-off and bicycle parking to support the station and will have direct connections to the station via pedestrian bridge. Parking will be below ground. The parking facilities are part of the rail project plans that were approved locally and by the Federal Transit Administration.



FUTURE WIEHLE AVENUE STATION: An artist's rendering shows the station in the median of the Dulles International Airport Access Highway/Dulles Toll Road just west of Wiehle Avenue. The white parking structure in the background will now be built underground as part of a joint development between Fairfax County and a private developer. Rendering by Dulles Corridor Metrorail Project



STATION CONSTRUCTION: Crews continue to work on the structural steel for the mezzanine. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

Comstock Partners in early February announced that James G. Davis Construction of McLean has been selected as the general contractor for the construction of the parking facility.

Completion of the parking facility is scheduled to coincide with the completion of Phase 1 of the Metrorail extension in 2013.



FUTURE DEVELOPMENT: Artist rendering shows the future development planned by Comstock Partners LLC adjacent to the Wiehle Avenue Station. Rendering courtesy of Comstock Partners



Comstock Development Plan with underground parking facility for Wiehle Ave. Metro Station