

Dulles Metro is Coming

January 2011



Dulles Rail Construction Hits the 27 Percent Milestone

Bridges at I-66 Progressing as Work Speeds Up at All Five Phase 1 Metrorail Stations

Construction of Phase 1 of the Dulles Corridor Metrorail Project moved into 2011 on a rapid pace. Construction is continuing all along the alignment from East Falls Church to Wiehle Avenue in Reston.

Project officials report that design is now more than 95 percent complete and construction has passed the 27 percent mark.

Construction of all five stations is continuing. Four are in Tysons Corner: Tysons East along Route 123 at Scotts Crossing Road, Tysons Central 123 along Route 123 at Tysons Boulevard near Tysons Corner Center and Tysons Galleria, Tysons Central 7 in the median of Route 7 near SAIC and Marshalls, and Tysons West, in the median of Route 7 between Spring Hill and Tyco Roads. The last stop in Phase 1 is in the median of the Dulles International Airport Access Highway and the Dulles Toll Road, just west of the Wiehle Avenue overpass.

The mining of the inbound and outbound tunnels to carry tracks from Route 123 to Route 7 and connect the Tysons Central 123 and Central 7 Stations is complete. Crews are now doing waterproofing and other work inside these tunnels.



AT THE CONNECTING POINT: Girders have been set and more than 50 percent of the trackway concrete decks have been completed where the Dulles Corridor Metrorail Project's 23-mile extension of Metro's existing system joins the Orange Line tracks at I-66 and the Dulles Connector Road (Route 267). *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

In addition, crews have almost completed the bridge over the W&OD Trail in Reston.

On Route 123, between the Dulles Connector Road (Route 267) and Tysons Boulevard, two large yellow and blue horizontal cranes (known as trusses) are being used to build the aerial bridges for tracks in this area. A third truss – this one is white – is being assembled near I-495. Later this year, it will be used to build bridge spans across the Capital Beltway.

Phase 1 is expected to be completed in 2013.



WATERPROOFING: Dulles Transit Partners crews continue with waterproofing operations inside one of the two tunnels that will carry tracks from the Tysons Central 123 Station at Route 123 and Tysons Boulevard to the Tysons Central 7 Station in the median of Route 7 just west of Route 123 near SAIC. Mining for both inbound and outbound tunnels was completed last year. *Photo by Dulles Corridor Metrorail Project*



CROSSING ROUTE 123: The bridge construction at the Dulles Connector Road/Route 123 interchange is in the midst of reaching a major milestone, as the large truss has launched and is currently working over Route 123. This is another significant crossing for the truss, which has been commissioned since last Spring. Overnight closures of Route 123 should be expected when the bridge work is being performed overhead. Once this crossing is complete, the truss will continue moving westward, pier-to-pier, assembling bridge spans toward Scotts Crossing Road and the future Tysons East Metro Station. *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.

Construction Begins on Bridge for Rail at Route 7/Dulles Toll Road Interchange

Construction of the bridge that will carry the future Dulles Corridor Metrorail tracks from Route 7 into the median of the Dulles International Airport Access Highway (DIAAH) is taking place.



BRIDGE FROM ROUTE 7 TO TOLL ROAD MEDIAN BEGINS: Cranes are now driving piles to support the Tysons West guideway which will carry future trains from Route 7 to the median of the Dulles International Airport Access Highway and the Dulles Toll Road. To the right of this photo is the Sheraton Hotel and the Westwood Village residential community. On the other side of the highway behind the trees is the Carrington community. *Photo by Dulles Corridor Metrorail Project*

Construction of this bridge is the first aerial work for the project in this section of the construction near the Route 7/Dulles Airport Highway and Dulles Toll Road interchange. Crews have been working in the median of the DIAAH in this area for months in preparation for the bridge construction.

Residents of neighborhoods and businesses near the site were notified before pile driving to support foundations for this bridge began in early January.

Pile driving will continue for approximately three months and will occur between 7 a.m. and 5 p.m. on weekdays and occasionally on Saturdays. Pile driving is not permitted in this area at night.

Residents of the neighborhoods surrounding this work area who may hear the pile driving noise include Wolf Trap Woods, Westwood Village, Carrington, The Trails, McLean 100, The Manors at Wolf Trap and The Bluffs at Wolf Trap.



PREPARING FOR TYSONS CENTRAL 7: Piles to support the Tysons Central 7 Metrorail Station near SAIC in the foreground of the landmark communications tower at Route 7 and Route 123. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

Tyson's Central 7 Rising in the Median

Drivers have a lot to see on Route 7 these days as construction continues on the rail stations under construction between Route 123 and the Dulles Toll Road.

Drivers are encouraged to avoid texting and using cell phones in this area and in all Dulles Corridor Metrorail construction zones.

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.

Work Beginning on Pond, Stream Restoration at West Falls Church Yard

The existing rail yard at the West Falls Church Metro Station is being expanded as part of the Dulles Corridor Metrorail Project.

The expansion will provide storage and maintenance space for the additional rail cars that will be used for Phase 1 of the extension of the existing rail line. Part of the work needed at the yard involves construction of a storm water detention pond and other storm water management measures.

Crews for Dulles Transit Partners, the project's Phase 1 design-build contractor, in early February will begin clearing and grubbing work for construction of a detention pond and significant stream restoration work that is being done to rectify some existing erosion and storm water problems in this area. All of the stream restoration and pond work is taking place on public land or on land within an existing drainage easement that dates back to 1952.

This expansion of the yard was approved by Fairfax County Supervisors last year after extensive public meetings and hearings. The construction team and project officials continue to meet with local residents as the work progresses.

When the pond and stream work is completed, crews will implement an extensive landscaping plan for the stream restoration and pond areas. That landscaping will include only plantings that are native to this area and are on Fairfax County's list of approved plants and trees for replanting projects.



AIMING FOR THE BELTWAY: Crews are assembling the horizontal crane, also known as a truss, that will be used to build bridges for aerial tracks across the Capital Beltway starting in the Spring. Two other similar cranes are being used to build bridge spans from the Dulles Connector Road to Route 123 and have become familiar sights as the giant yellow and blue devices dominate the skies of Tysons. The new crane is white. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*