

Dulles Metro is Coming

June 2011



Phase 1 Construction Hits 40 Percent Mark

Construction of Phase 1 of the Dulles Corridor Metrorail Project, which runs from East Falls Church to the edge of Reston, has reached a major milestone.

Construction has now hit the 40 percent mark, according to project officials. Completion of this phase is expected in 2013.

This phase of the project includes four stations in Tysons Corner and one in Reston. Construction is well underway on all five stations:

- The Tysons East Station is along Route 123 at Scotts Crossing near the Capital One complex. Construction is 24 percent complete.
- Tysons Central 123, on the northwest side of Route 123 at Tysons Boulevard near Tysons Corner Center and Tysons Galleria, is 22 percent complete.
- Tysons Central 7, in the median of Route 7 west of Route 123 near SAIC and Marshalls, is 10 percent complete.
- Tysons West, in the median of Route 7 between Spring Hill and Tyco roads, is 16 percent complete.
- Wiehle Avenue, in the median of the Dulles International Airport Access Highway and Dulles Toll Road just west of the Wiehle Avenue overpass, is 28 percent complete.

Drivers using westbound Route 7 in Tysons Corner have said they are startled at the speed of construction that is readily apparent as drivers pass below the Route 123 overpass and see the piers for the future guideway spread before them in the median of the thoroughfare.

Meanwhile, project officials are pointing to a host of successes including:

- Significant progress at I-66 and the Dulles Connector Road where the extension will merge with Metro's existing Orange line. Construction of the aerial guideway in that area is more than 93 percent complete.



WORK HARDLY EVER STOPS: Construction changes Route 7 in Tysons at night. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

- Construction of the east and westbound tunnels to carry trains from the Tysons Central 123 Station below the Route 7/Route 123 intersection to the Tysons Central 7 Station are more than 70 percent complete.
- The popular ramp for southbound traffic from McLean to the Route 267 Dulles Connector Road toward I-66 and downtown Washington has re-opened after being closed for a year for construction of the aerial guideway to carry tracks from the Connector Road to the northwest side of Route 123.
- Significant work is taking place on the piers and guideway to carry rail from Route 7 to the median of the Toll Road and Airport Access Highway.
- The final shift of lanes along Route 7 between Route 123 and the Dulles Toll Road to create the wide median/construction zone for the rail line and two stations has been accomplished.
- Construction of the aerial bridges for rail across I-495 is continuing to cause lane closings on the northbound lanes along with some related ramp closings and detours. In a few weeks, lane closings will also take place in the southbound lanes.

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



BUILDING BRIDGES ALONG ROUTE 7: Crews are now assembling a huge yellow and blue horizontal truss along Route 7 near the future Tysons Central 7 Metrorail Station. It is being used to build bridges for tracks west of this station. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

Giant Yellow Truss Moves To Route 7 From Route 123

Overnight closings of Westpark/Gosnell intersection to be scheduled

One of the three horizontal trusses being used for construction of the Dulles Corridor Metrorail Project is officially on the move. The work involving the truss/crane on a portion of the aerial guideway, including the crossing of the Westpark Bridge, has been completed.

Now, crews are disassembling that truss and are reassembling it piece-by-piece in the median of Route 7 near SAIC. The first piece is already located in the median, where the future Tysons Central 7 Station is under construction.

Much as was done in its previous location, it will be used to construct the aerial guideway that will rise up from the station and run along the Route 7 median. The truss assembly will last about 6-8 weeks, and the first crossing over Westpark Drive/Gosnell Road is scheduled for late summer.

During aerial guideway construction, large trucks will transport massive precast concrete segments to the site. Each segment will be lifted into place by the truss, and the segments together will form a bridge span between two piers, over the roadway. This lifting will require full overnight closures of the Westpark/Gosnell intersection, and details will be released as soon as the work is scheduled.

In Brief

Work Nearing Completion Near Difficult Run

Motorists using the left lane of the westbound Dulles International Access Highway (DIAAH) should be aware that this lane will continue to be closed between 8 a.m. and 2 p.m. until mid to late June because of rail bridge construction.

Drivers also need to watch for trucks carrying large girders and equipment that will be pulling into and out of the site throughout the day. For construction-related emergencies, call the Dulles Corridor Metrorail Project Hotline at **877-585-6789**.



PIERS, PIERS, PIERS: Piers for the aerial guideway magnify the path for rail in the middle of Route 7. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*



BUILDING THE DIFFICULT RUN BRIDGE: Crews erect steel girders between Pier 2 and Abutment 1 at the Difficult Run Bridge in the median of the Airport Access Highway/Dulles Toll Road. *Photo by Geoff Griffith, Dulles Corridor Metrorail Project*