



DULLES CORRIDOR METRORAIL PROJECT

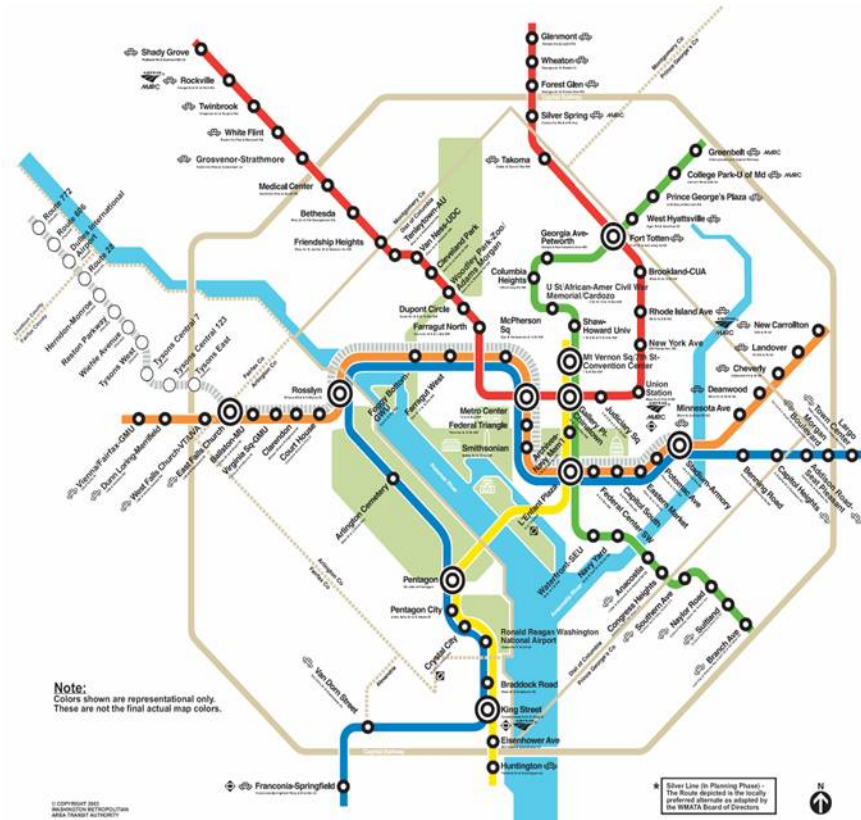
***Project Update
Fairfax County Board of Supervisors
Transportation Committee***

***Corey W. Hill, Director
Administration and Capital Projects
Virginia Department of Rail and Public Transportation***



Today's Presentation

- How we get there: steps leading to construction
- Update on project status and critical scope elements
- Question & Answers



Complete Federal Project Development Process

Key Federal Milestones

Amended Record Of Decision <ul style="list-style-type: none">• Authority to Buy Right-of-Way• Authority to Relocate Utilities• Authority to Make WMATA System Improvements	Fall 2006
Final Design Approval	Spring 2007
Submit FFGA application	Spring 2007
Execute FFGA	Fall 2007



Complete Negotiations with Design/Build Contractor

Negotiations underway with Dulles Transit Partners

- Metropolitan Washington Airports Authority is leading the negotiations
- Airports Authority and DRPT have discussed negotiation issues with partners and will continue communications with partners
- Price proposal expected by end of year, will include pricing for design elements requested by Fairfax (except for tunnel in FEIS)
- MWAA and DRPT will develop independent cost estimate and pricing analysis to ensure that pricing is competitive, commercially viable and appropriate
- If acceptable, agreement expected by February 2007



Critical Scope Elements

- Pedestrian access and safety remain among top priorities
- All stations have pedestrian bridges over major roadways
- Launched streetscape program to evaluate:
 - Landscaping
 - Sidewalks
 - Lighting
 - Pedestrian access
- All stations have redundant elevators



Dulles Design



Tysons East

Standard Design



Dunn Loring

Tysons East



- On Route 123 at Scotts Crossing Road/Colshire Drive
- Elevated
- 2 station entrances (each side of Route 123)
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup; Kiss & Ride
- 2 escalators, 2 elevators in station
- 2 escalators, 2 elevators in North entrance
- 2 escalators, 2 elevators in South entrance

Tysons Central 123



- On Route 123 at Tysons Boulevard
- Elevated
- 2 station entrances on each side of Route 123
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup on both sides
- 2 escalators, 2 elevators in station
- 1 escalator, 2 elevators in North entrance
- 1 escalator, 2 elevators in South entrance

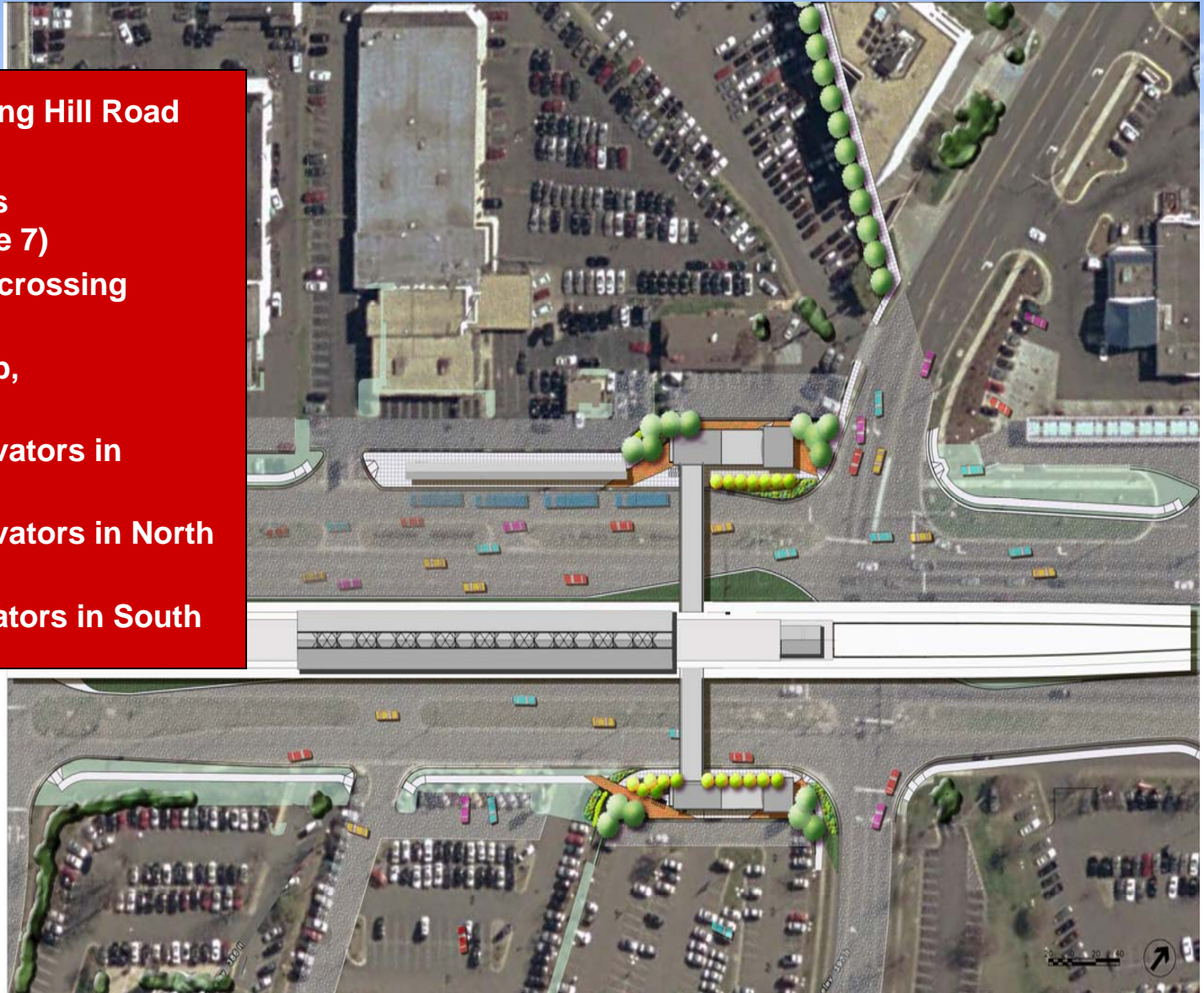
Tysons Central 7



- On Route 7 just northwest of Route 123
- Partially Underground
- 2 station entrances (each side of Route 7)
- 2 escalators, 2 elevators in station
- 1 escalator, 2 elevators in North entrance
- 1 escalator, 2 elevators in South entrance

Tysons West

- On Route 7 at Spring Hill Road
- Elevated
- 2 station entrances (each side of Route 7)
- Pedestrian bridge crossing Route 7
- Bus dropoff/pickup, Kiss & Ride
- 2 escalators, 2 elevators in station
- 2 escalators, 2 elevators in North entrance
- 1 escalator, 2 elevators in South entrance



Wiehle Avenue

- In median of Dulles Airport Access Highway
- Ground Level
- 2 station entrances (both sides of Toll Road)
- Pedestrian bridge crossing toll road and airport access highway
- Bus dropoff/pickup; Kiss & Ride (north side)
- Parking for 2,300 cars (north side)
- 2 escalators, 2 elevators in station
- 4 escalators, 3 elevators in North entrance
- 2 escalators, 2 elevators in South entrance



Conclusion

- At last, construction is in our sights.
- Our year-long path to construction is aggressive and challenging but can be achieved with support from all of our partners.
- The Federal Transit Administration is committed to helping us meet our goal.
- We must remain disciplined, determined and focused to bring this project home.