

DULLES CORRIDOR METRORAIL PROJECT

*Update Seminar
July 25, 2007*





DULLES CORRIDOR METRORAIL PROJECT

WELCOME

Cathy Hudgins

***Fairfax County Board, Hunter Mill
Chair, Transportation Planning Board***





DULLES CORRIDOR METRORAIL PROJECT

Construction: What, Where, and When

***Sam Carnaggio
Project Director
Dulles Corridor Metrorail Project***





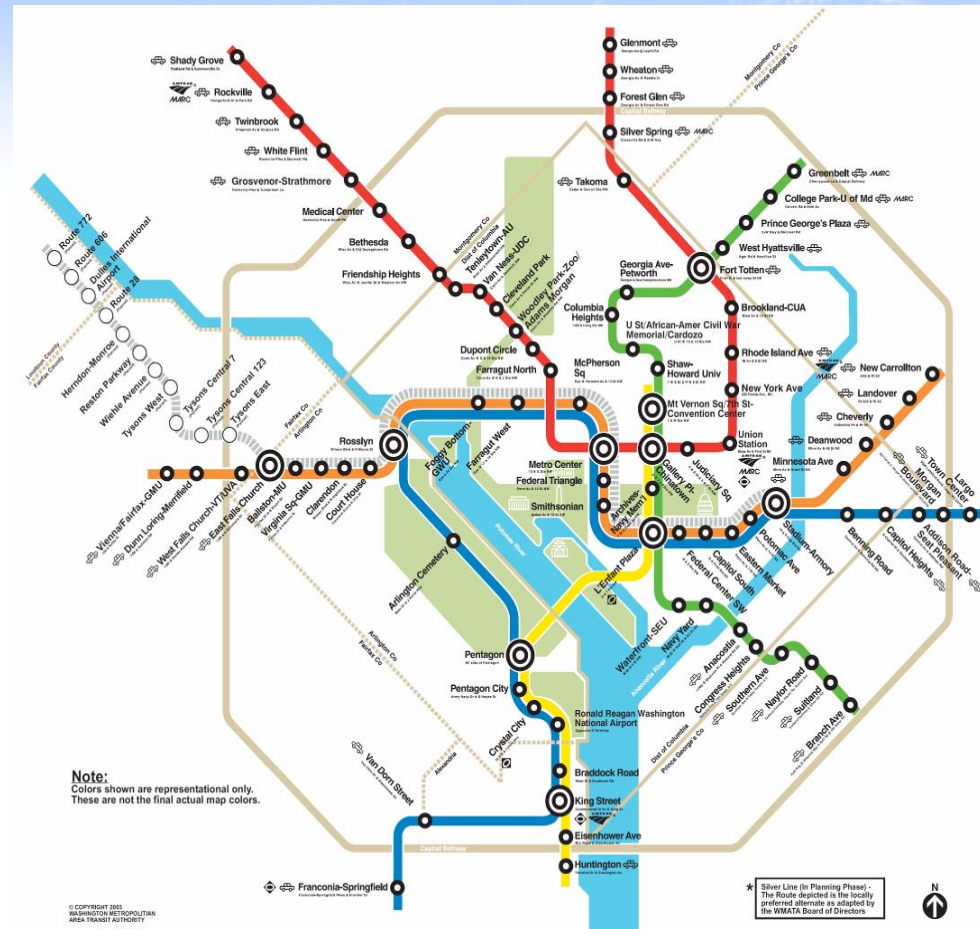
PROJECT BENEFITS

Making a 50 Year Vision...A Reality



Dulles Metrorail Extension At-a-Glance

- 23-mile new Metrorail line branching off the Orange Line after East Falls Church
- 11 new stations
 - 5 in Phase 1
 - 6 in Phase 2
- Seamless integration with current 106-mile system
- Approx. 50% of Tysons' commuters originate from eastern points accessible to existing metrorail



New Travel Option for Northern Virginia

Benefits of Making a 50 Year Dream... a Reality

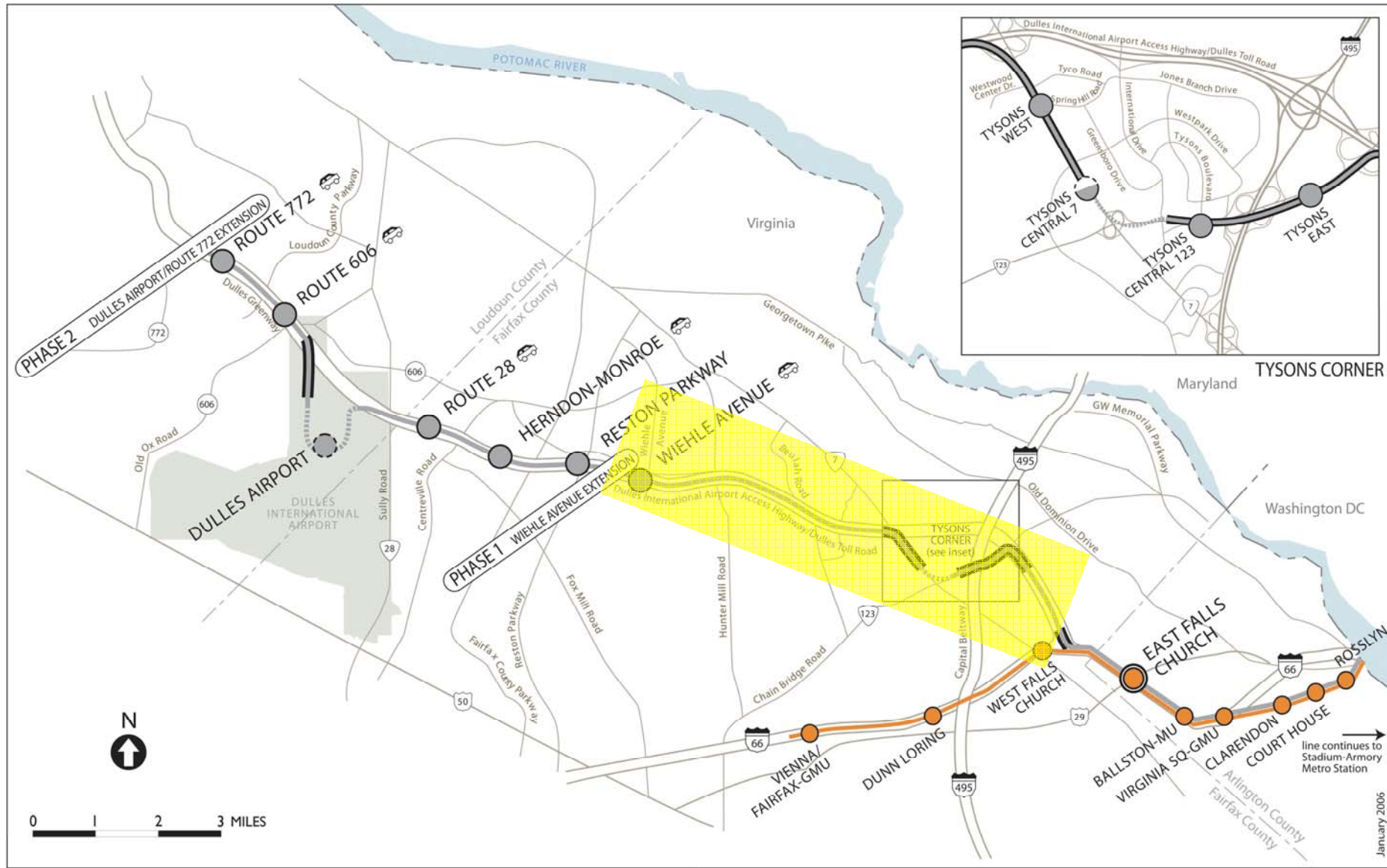
- Provide connectivity and pedestrian friendly access to major employment/retail centers and airport
- Gives commuters more travel options
- Leads the way for transformation of Tysons
 - *Utilities to be moved underground*
 - *Sidewalks added to Route 7*
 - *Pedestrian walkways across key intersections*



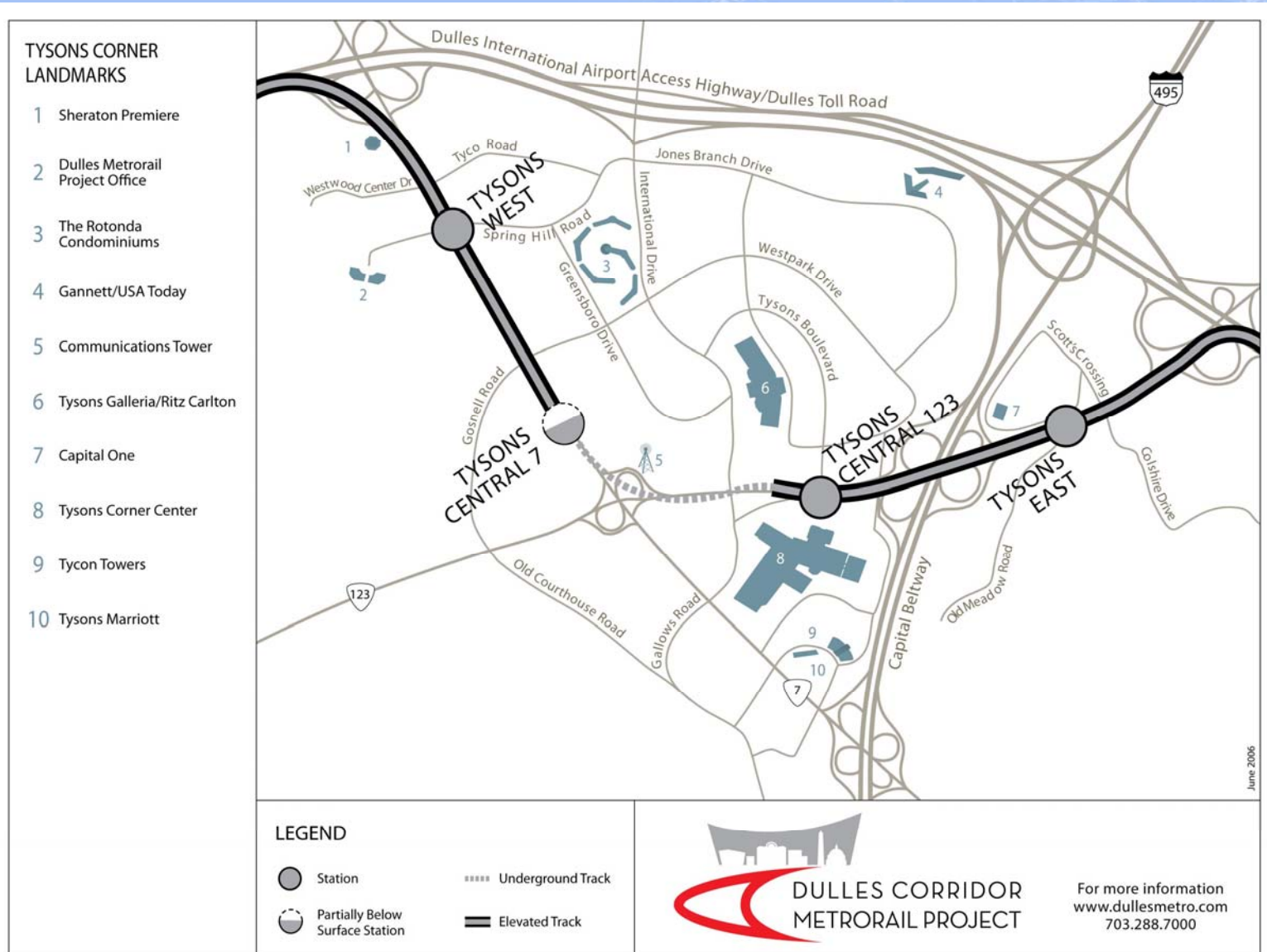
A Close Look at Phase 1 Stations



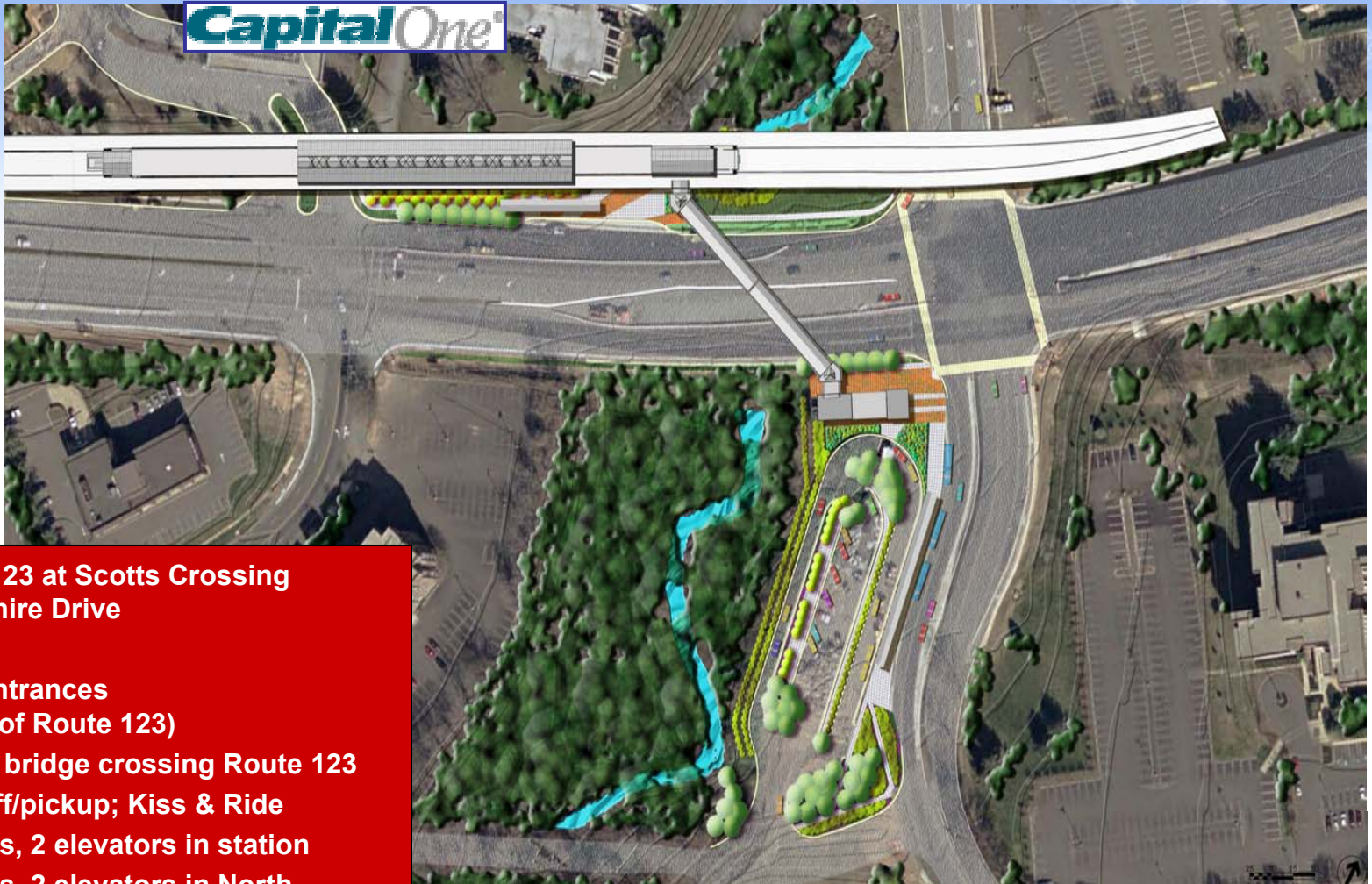
Route Map



A Closer Look at Tysons Corner Stations

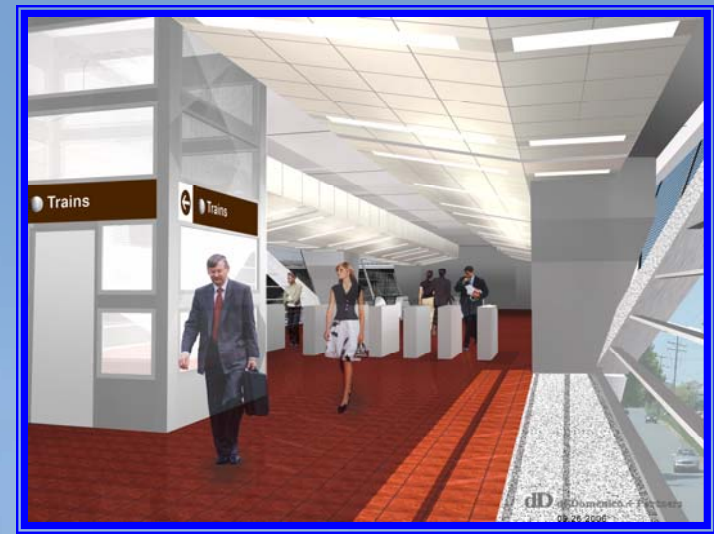


Tysons East



- 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 East Station Draft Design



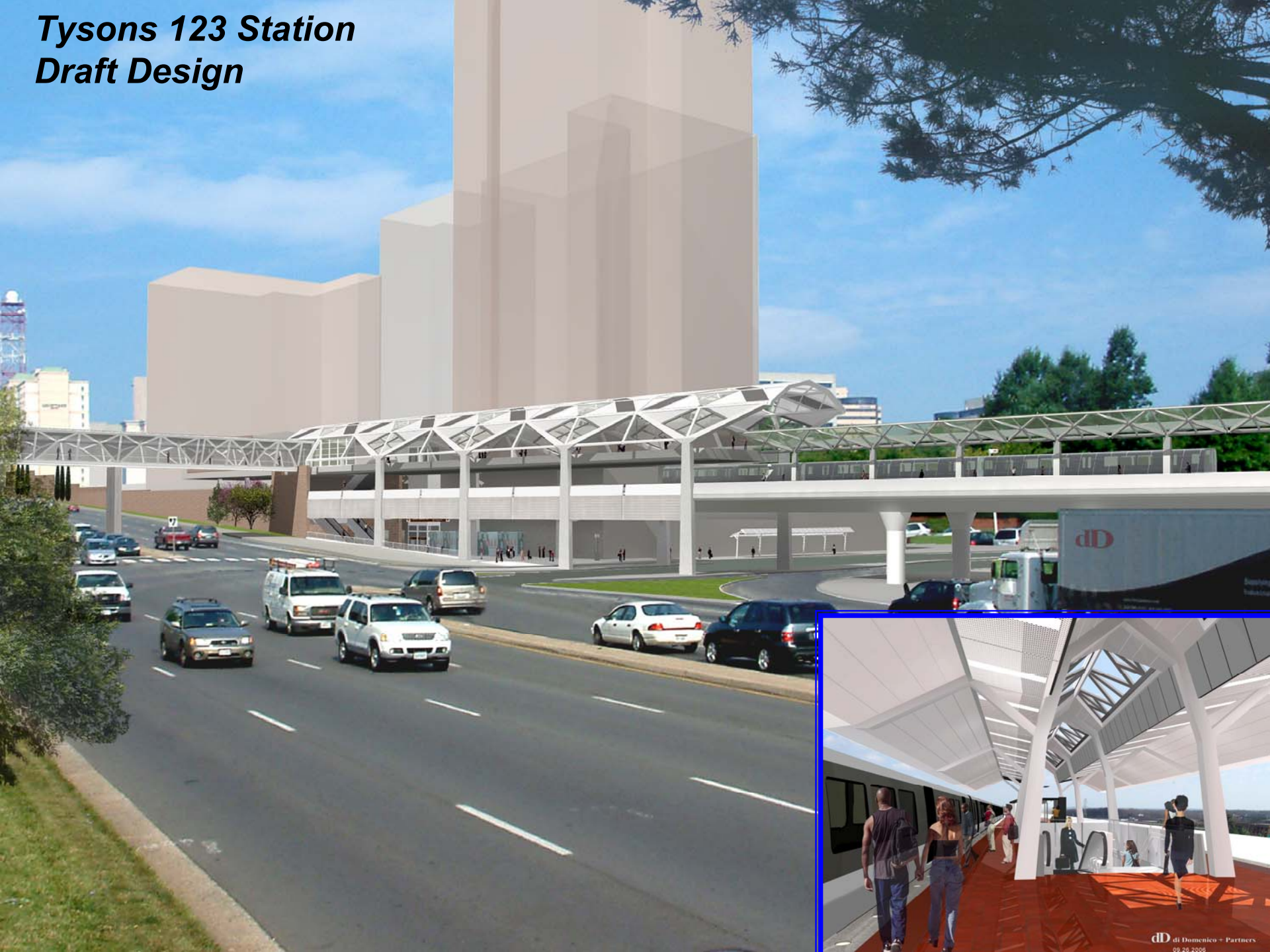
Tysons Central 123



- 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



Tyson's 123 Station Draft Design



Tysons 123 Station

Future Development on Tysons Corner Center Site



**Pedestrian
Bridge to Station**



Future of Tysons Corner Center Site



**Tysons 123
Station**

Tysons Central 7

Booz | Allen | Hamilton

SAIC

- 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 both North and South entrances



Wendy's

Marshalls

Tysons Central 7 Station Draft Design



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

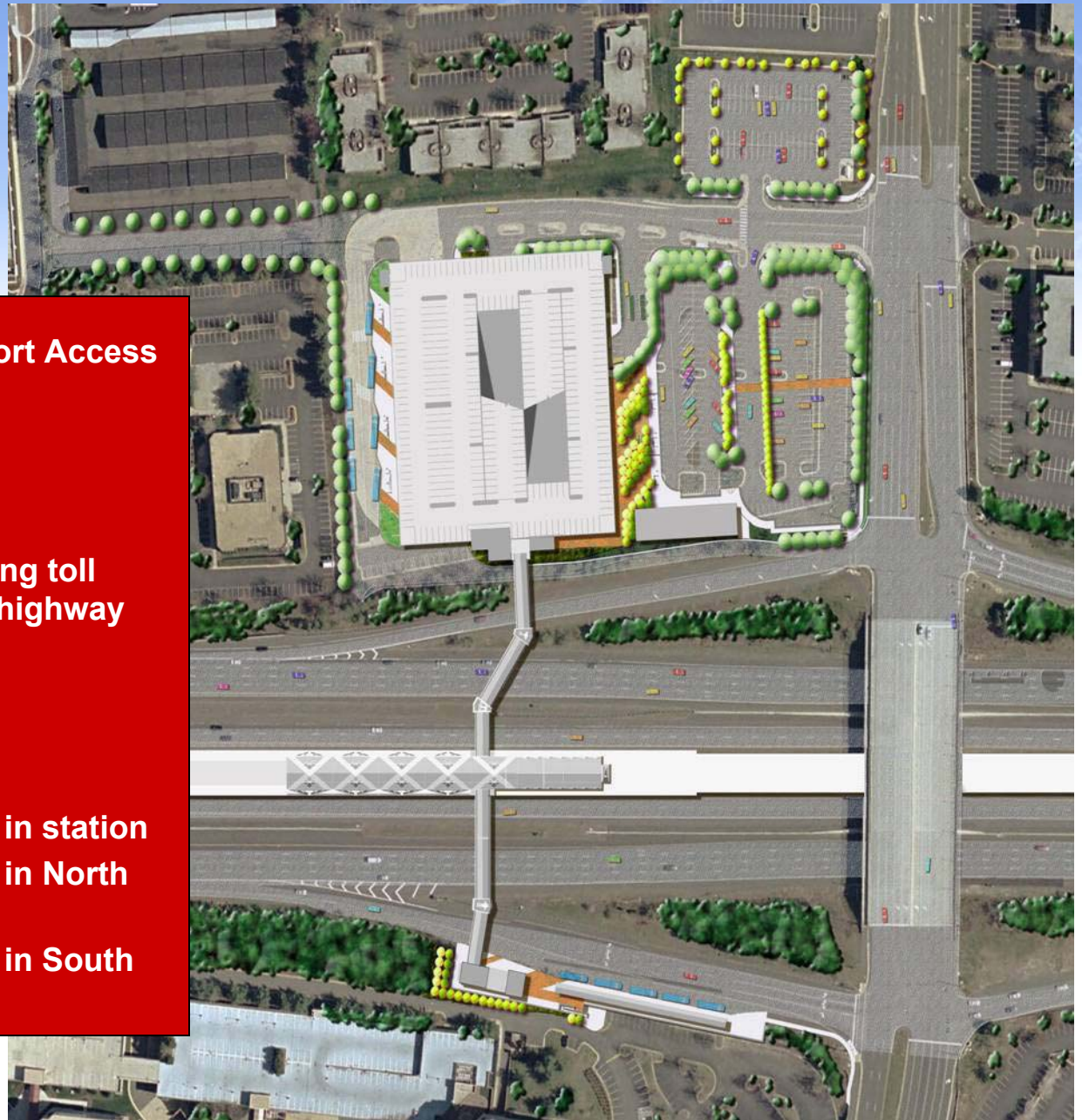


Tysons West Station Draft Design



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



Wiehle Station Draft Design



A yellow excavator is positioned on a pile of dirt, working on the installation of a large, curved concrete pipe. The excavator's arm is extended towards the pipe. In the background, another yellow excavator is visible. The scene is set against a clear blue sky. The top of the image features a blue header with a faint map overlay showing various roads and locations.

***Construction Ahead
Work to Begin This Year***

MOVING FORWARD

Utility Relocation to Begin this Year

- Anticipated start of work – Late Summer/Early Fall 2007
- Working with landowners along Route 7 to provide information about likely property impacts
- Official notifications sent to landowners in June
- Relocating utilities prior to construction reduces risk and saves dollars



Utility Relocation: August/September 2007 – Summer 2008

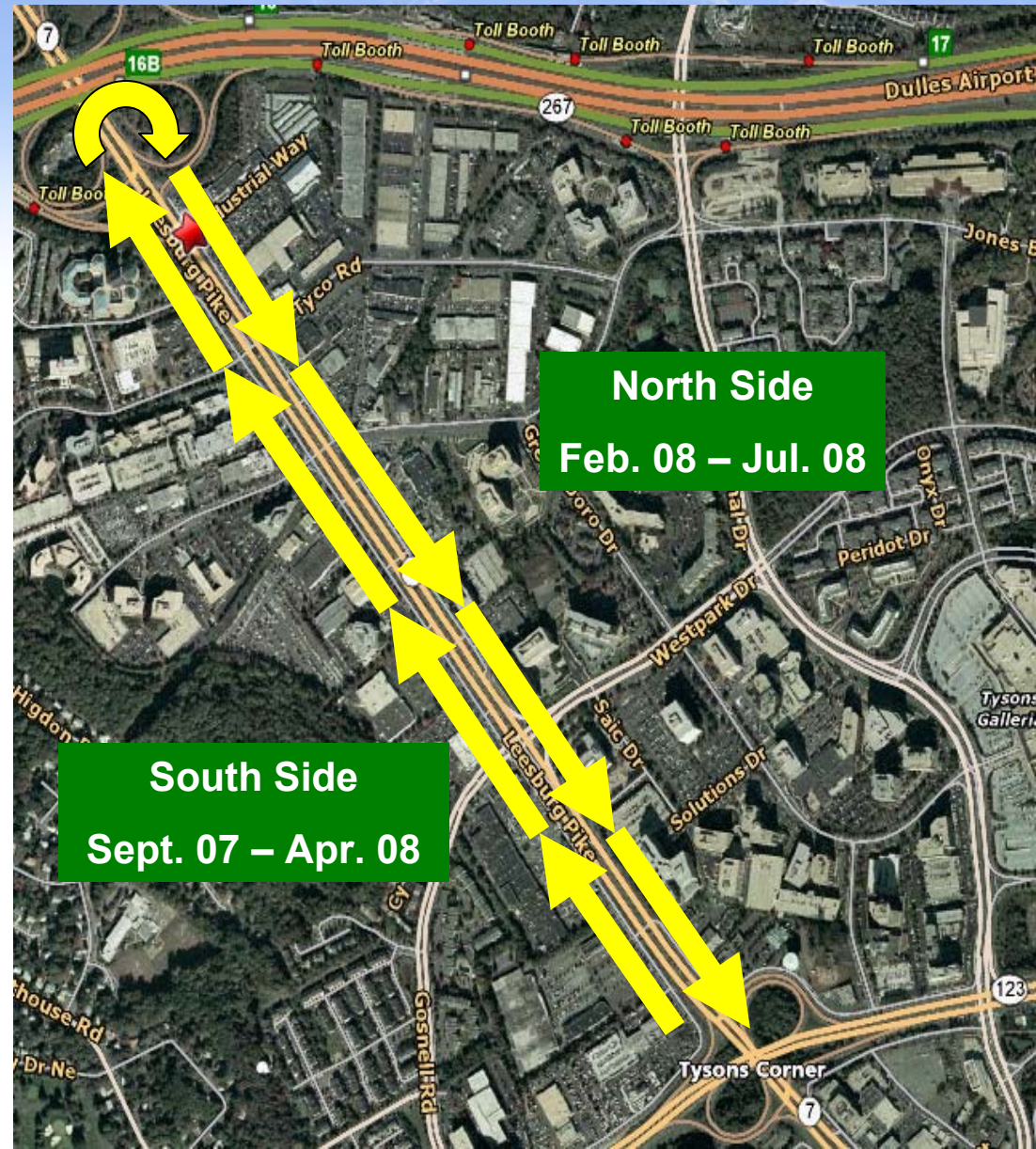
Route 7

- Start at east end of southern side; continue west
- Business access maintained during work/business hours

Route 123

- Relocations only at station sites

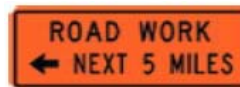
No lane closures during peak rush hours on Route 7 or Route 123



Dulles MOT (Maintenance of Traffic)

for Utility Relocation and Project Construction

- No scheduled lane closures during peak rush hours
- Entrances to businesses will remain accessible during work hours throughout construction
- Temporary lane closures will be in evenings/weekends
 - All business/residents will be notified in advance through email, direct mail, outreach meetings and advertisement
- Variable message signs will inform and prepare commuters before entering construction areas
- The Project will follow Fairfax County's noise protocols



Dulles MOT (Maintenance of Traffic)

Project Construction

- **1st Year of Construction (*Reconfiguring Route 7*)**

- During Rush Hour: 3 lanes to remain continuously open on Route 7



- Service roads to be modified
- No major reconfiguration of Route 123

- **2nd Year Through End of Construction**

- During Rush Hour: 4 lanes to remain continuously open on Route 7



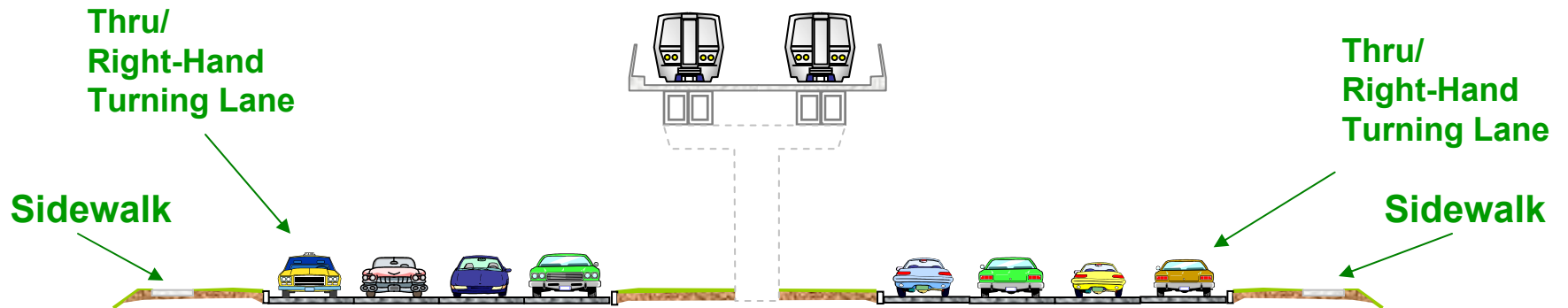
- Service road eliminated
- No major reconfiguration of Route 123

Enhancing Route 7

BEFORE



AFTER

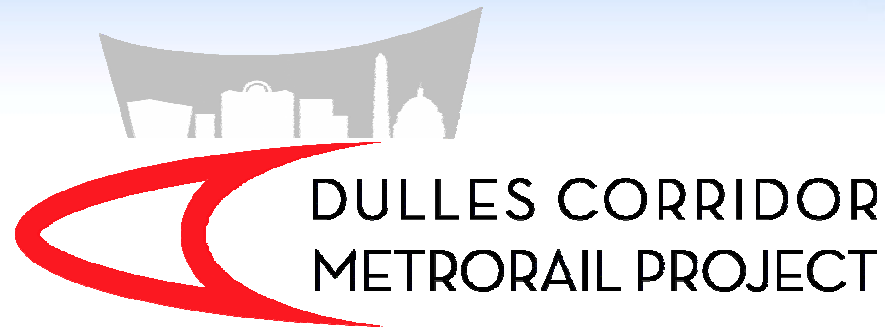


NEXT STOP, TYSONS

Dulles Metrorail is on Track!

- Recent Approval of Operation and Financial Agreement by:
 - Fairfax County – June 18
 - Loudoun County – June 19
 - WMATA Board – June 28
- **Early July 2007** – MWAA & Dulles Transit Partners Sign Phase 1 Contract
- **Late Summer/Early Fall 2007** – Utility Relocation to Start
- **2008** – Anticipated FFGA
- **2008** – Project Construction Starts

Contact Information



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