



# DULLES CORRIDOR METRORAIL PROJECT

***Project Update  
April 26, 2007***

***TPB - AFA Advisory Committee***

***Charles S. Carnaggio, PE***





## ***Dulles Metrorail: Meeting the Needs of a Thriving Region***





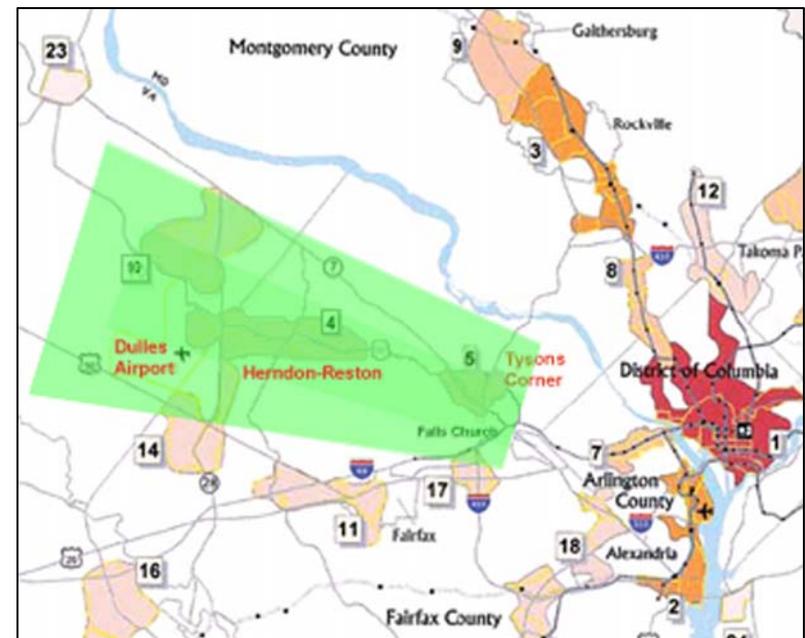
## ***The Vision Realized***

### ***Northern Virginia Today***

- **Tysons Corner** is the largest employment center in the Commonwealth
  - Larger than central business districts of Miami, St. Louis, and San Diego
  - 115,000 jobs and 43 million square feet of commercial space
  - Nation's 5th largest shopping center and 6 million square feet of retail space
- **Reston/Herndon** is home to 70,000 jobs and 29 million square feet of commercial real estate
- **Loudoun County** is one of the fastest growing counties in the country; already home to 100,000 jobs
- **Dulles Airport** employs more than 19,000 people, serves 27million passengers a year and generates \$4.6 billion in revenue for the regional economy

## ***What the Future Holds***

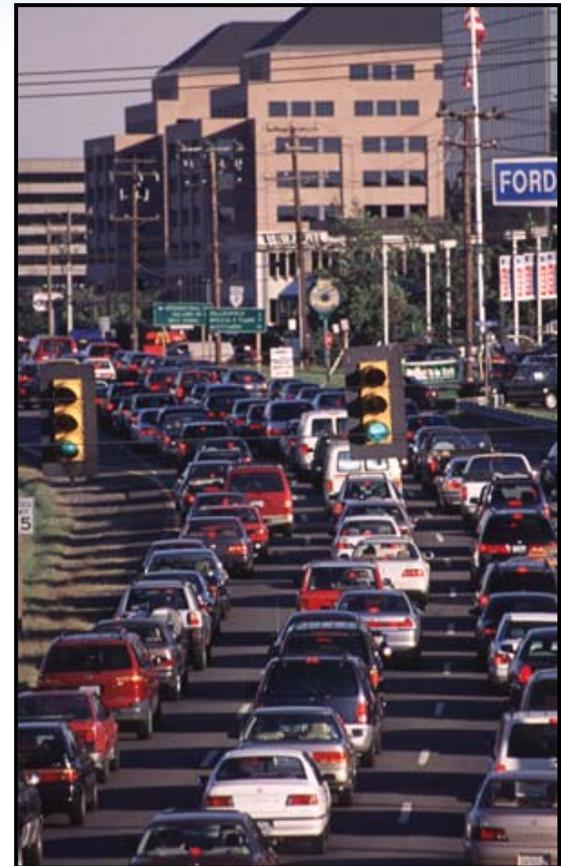
- **Employment** in the corridor is expected to increase 63% in the next 20 years
- **Tysons Corner** businesses employ over 90,000 professionals today – expected to employ 125,000 by 2025
- **Dulles International Airport** is expected to grow from 27 million passengers a year to 55 million passengers at build out
- **Loudoun County** – population expected to increase 150% by 2025



# ***With Progress Come Challenges***

## ***Growing Congestion***

- Washington region has 3rd worst congestion in nation
- Annual delay of 69 hours per traveler; congestion “cost” of \$2.5 billion and rising
- 5 of 8 main roads in corridor will be gridlocked by 2010
- Currently planned roadway improvements will only maintain existing levels of service
- Land availability, financial and air quality constraints make additional roadway expansion impractical
- Improved bus service offers only partial solution



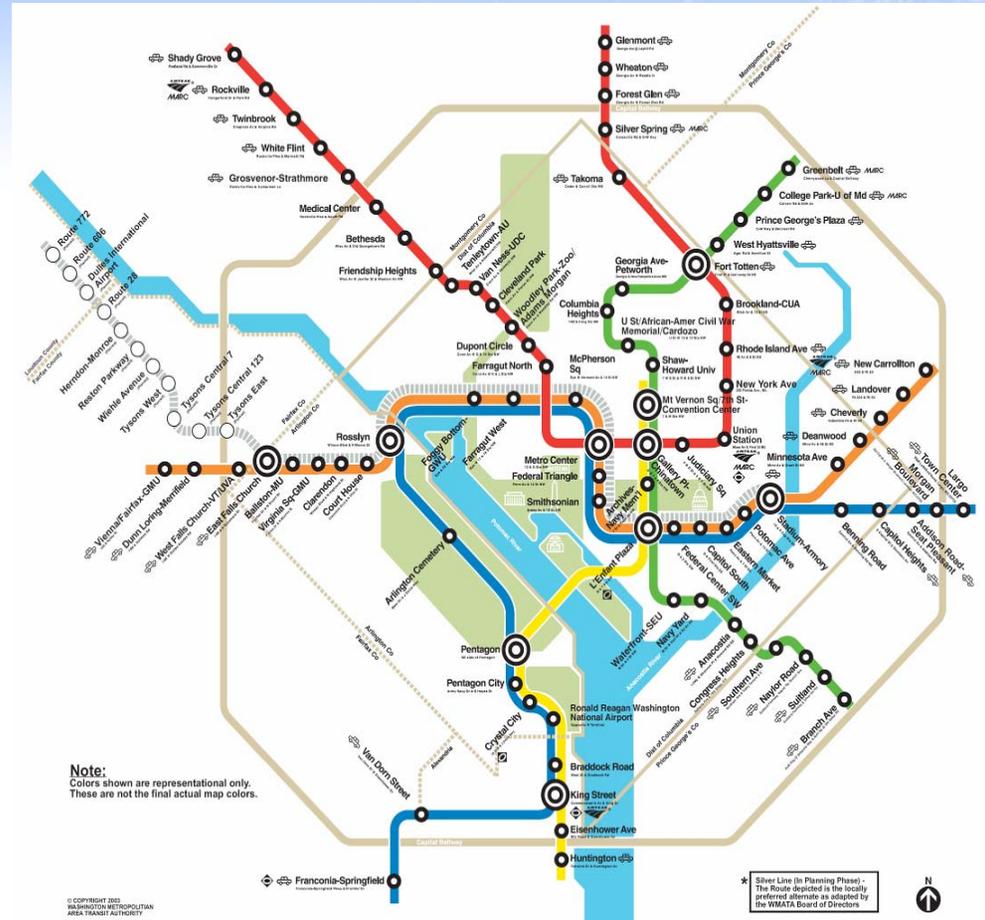


## ***About Dulles Metrorail***

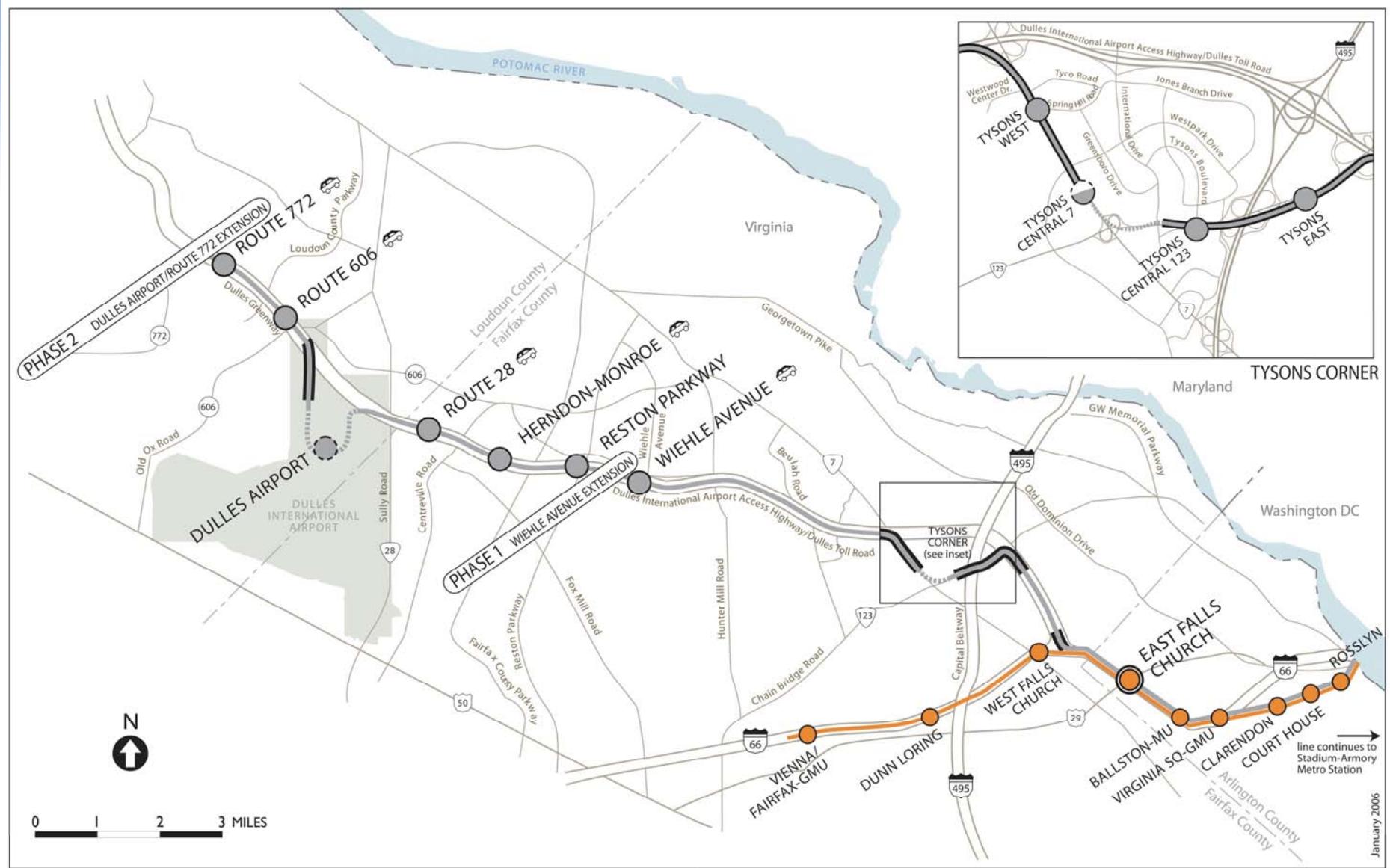


# At-a-Glance

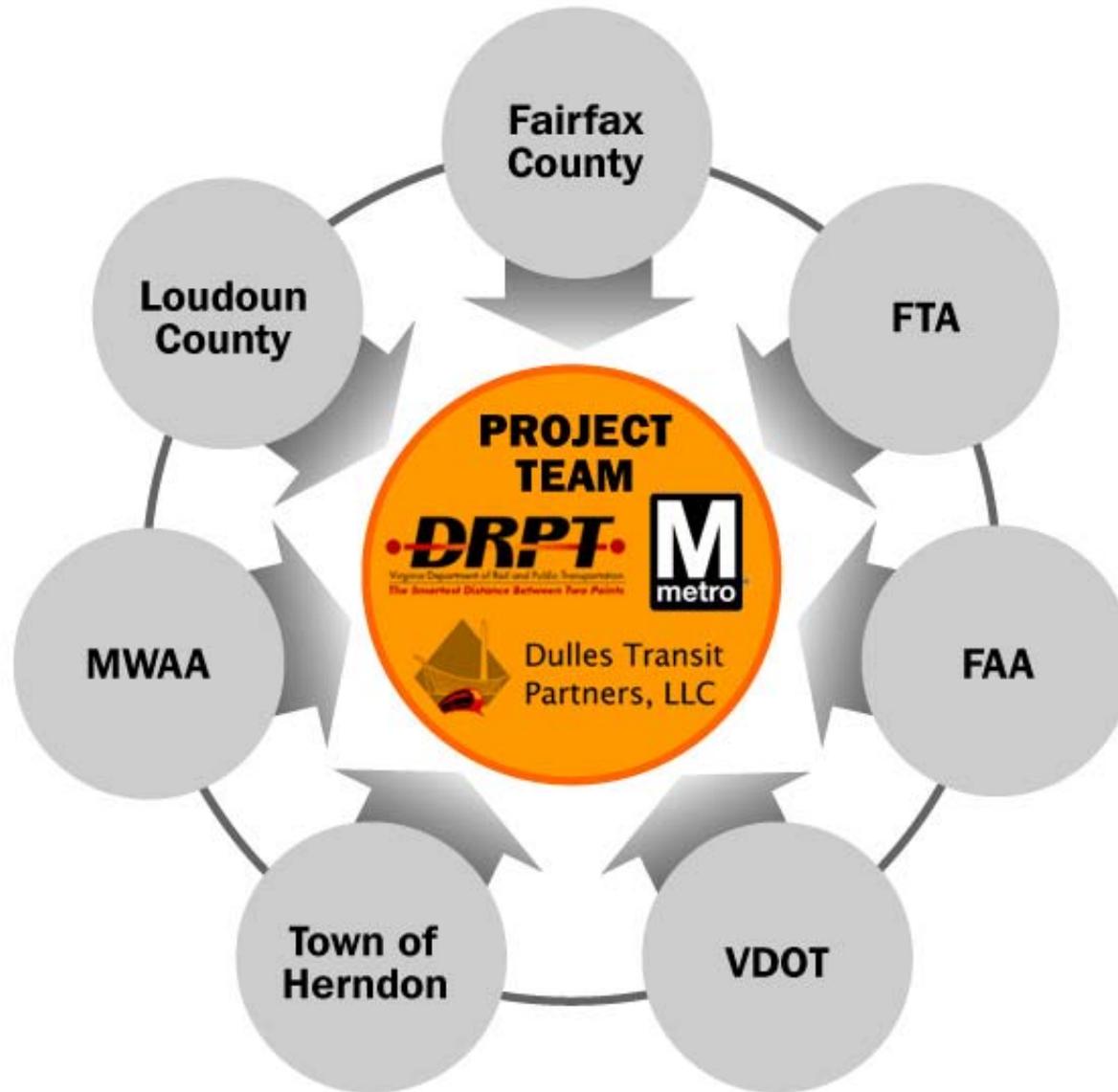
- 23-mile new Metrorail line branching off the Orange Line after East Falls Church
- 11 new stations
  - 5 in Phase 1
  - 6 in Phase 2
- Seamless integration with current 106-mile system
- 40-year vision for the region



# Route Map



## PROJECT PARTNERS



# Virginia Leading the Way

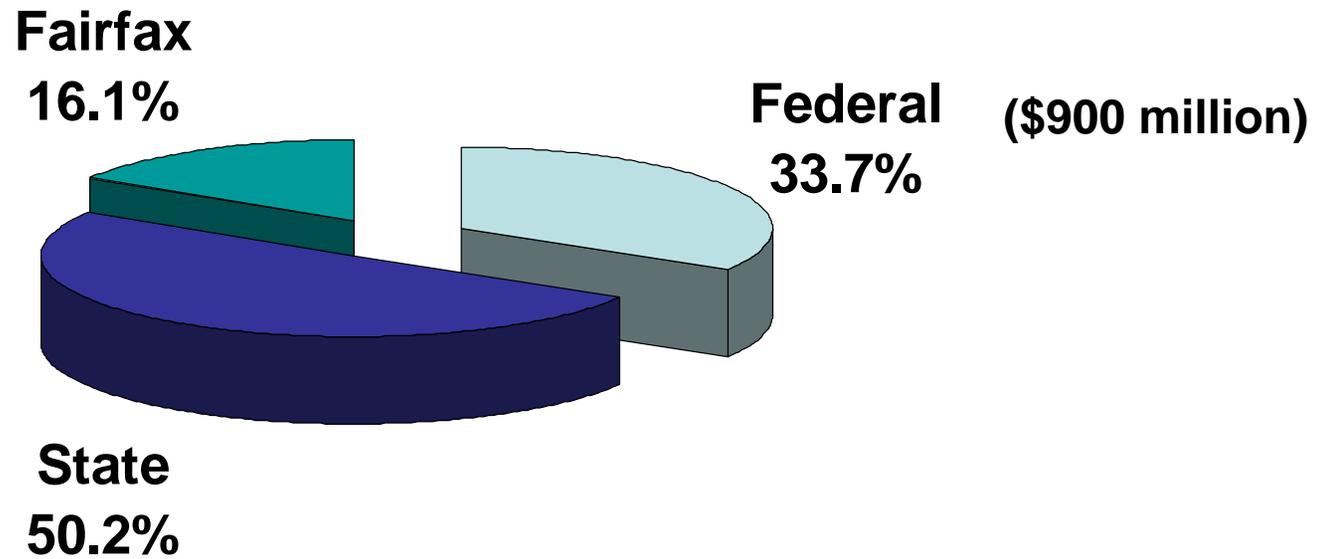
## Nation's First Transit Public/Private Partnership

- Competitive selection process
  - Virginia's Public-Private Transportation Act of 1995
  - Bechtel Infrastructure & Washington Group International
- Reduces project timeline by performing key tasks simultaneously
- Promotes design and construction efficiencies
- Maximizes expertise and competitive efficiencies of private sector
- Encourages innovative financing and project management

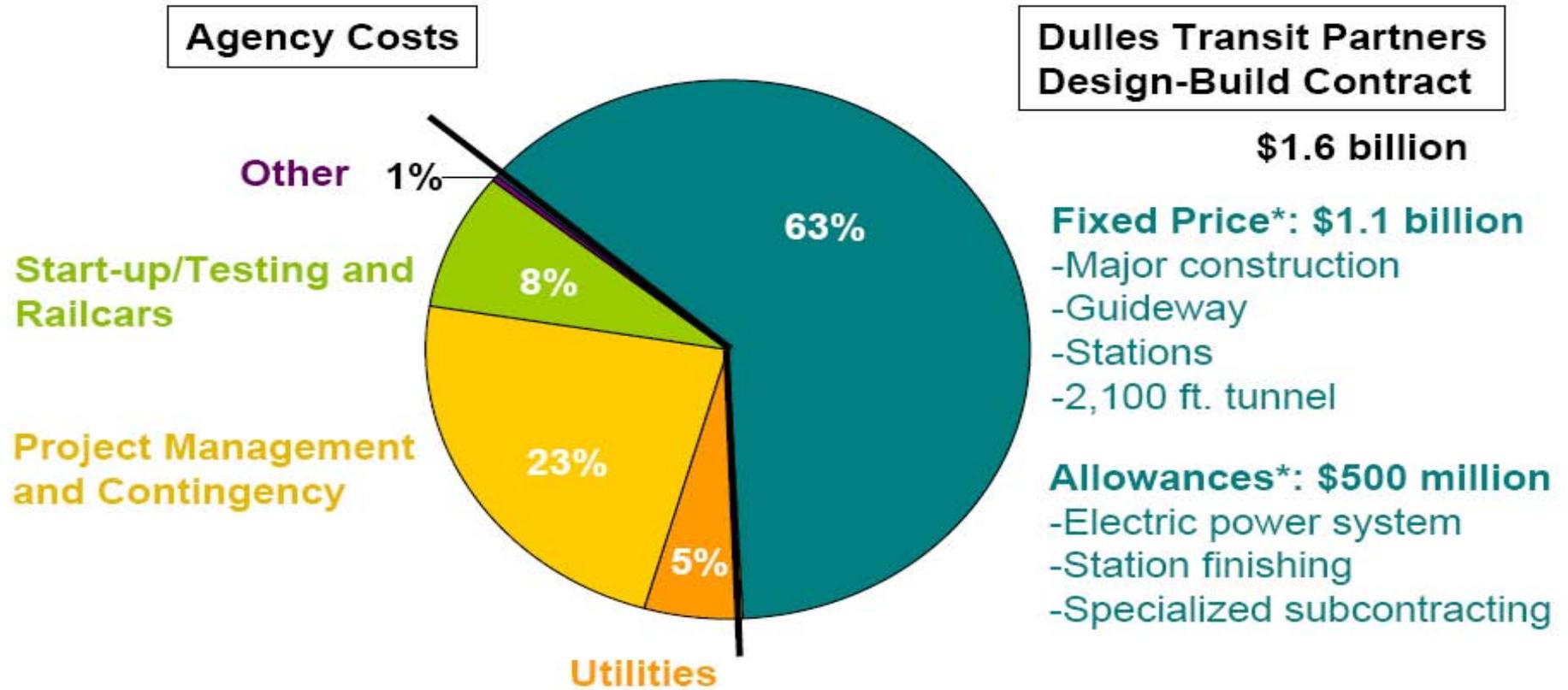


# FUNDING SOURCES

## Federal, State, and Local



# Dulles Corridor Metrorail Project- Phase 1 Financial Information



**Total Project Price for Phase 1: Between \$2.4 - \$2.7 Billion**

\*examples of items included



# Tysons East

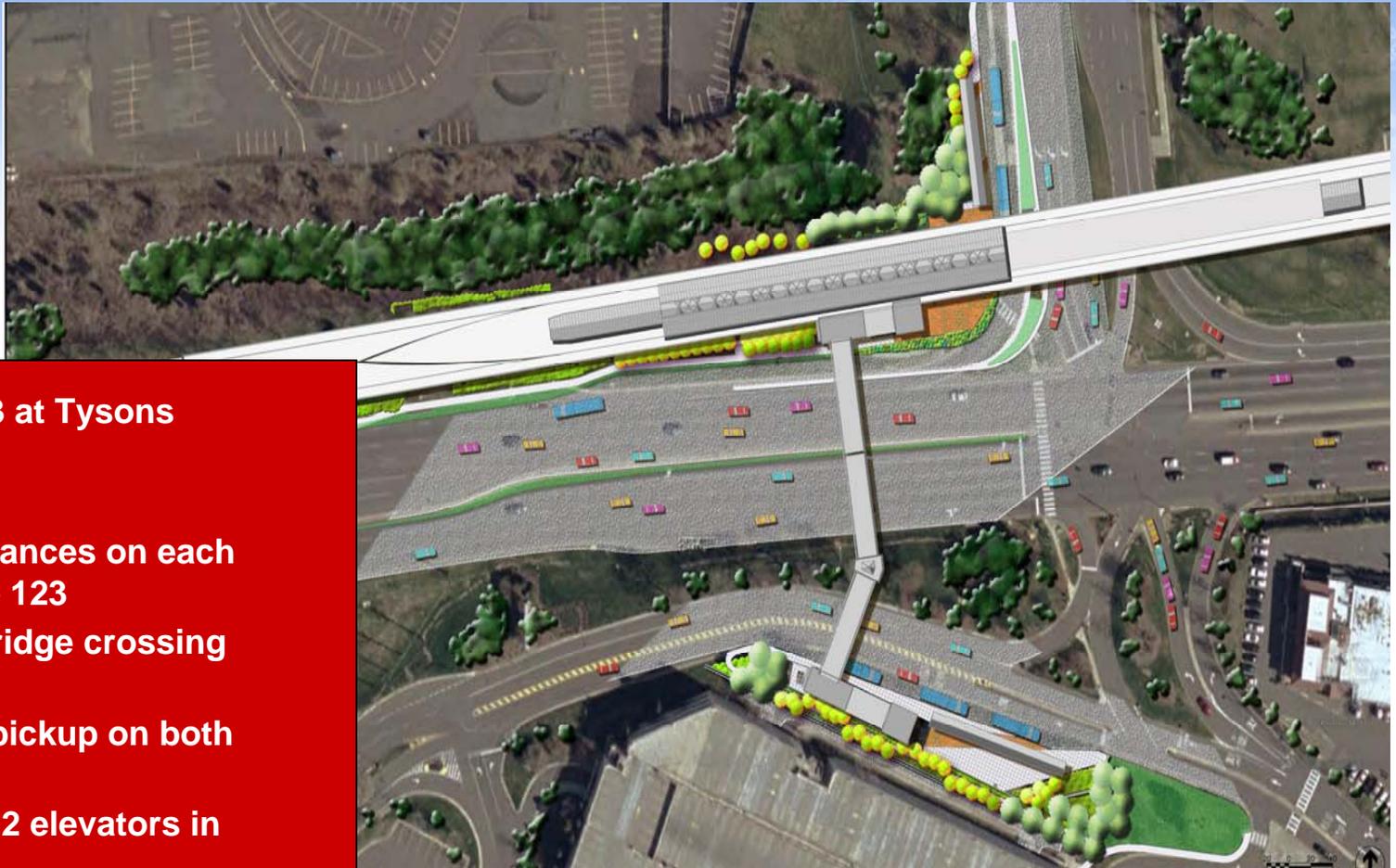


- On Route 123 at Scotts Crossing Road/Colshire Drive
- Elevated
- 2 station entrances (each side of Route 123)
- Pedestrian bridge crossing Route 123
- Bus dropoff/pickup; Kiss & Ride
- 2 escalators, 2 elevators in station
- 2 escalators, 2 elevators in North entrance
- 2 escalators, 2 elevators in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

# Tysons 123 Station Draft Design



## *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 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

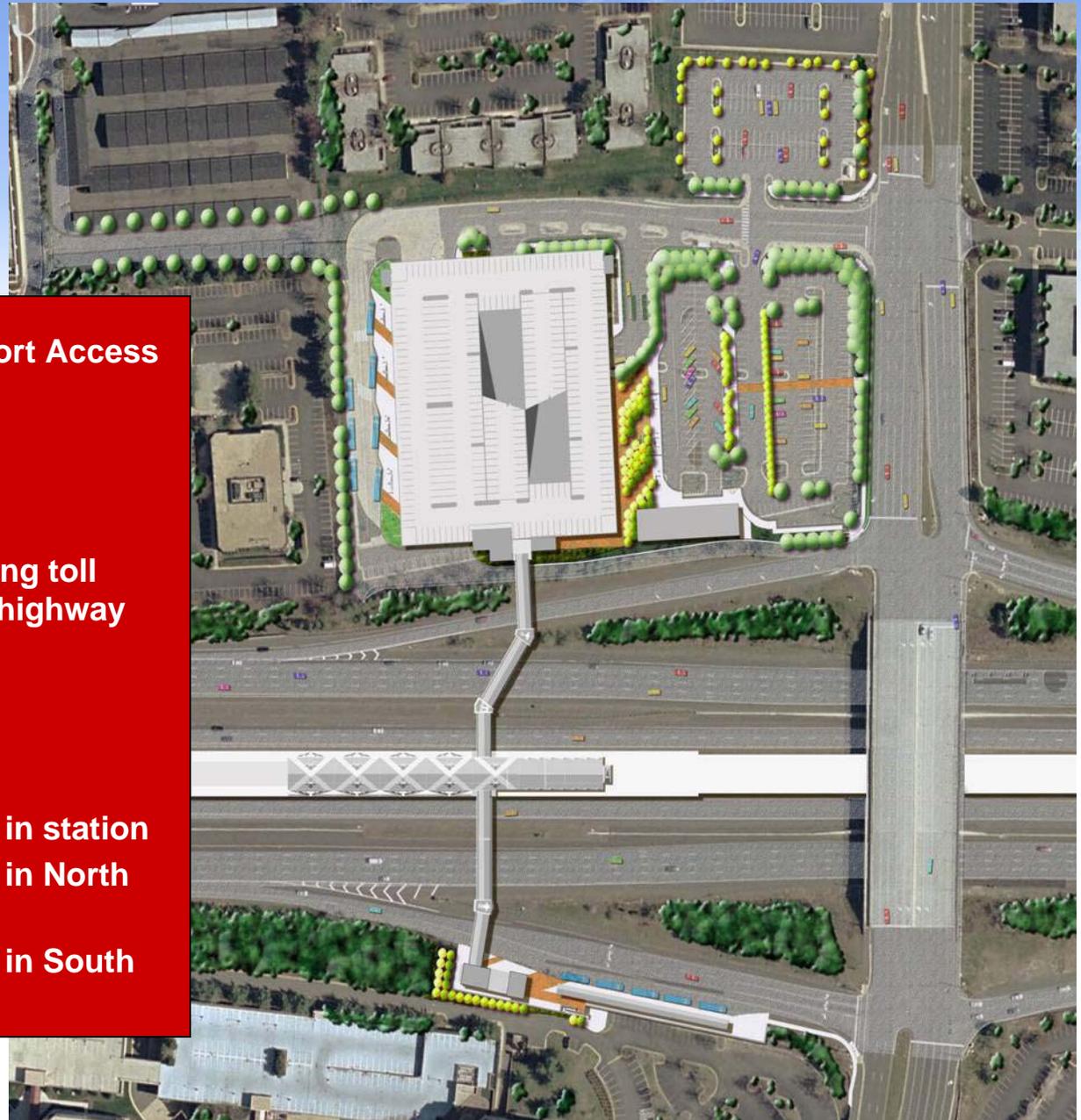


# *Tysons West Station Draft Design*



## 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

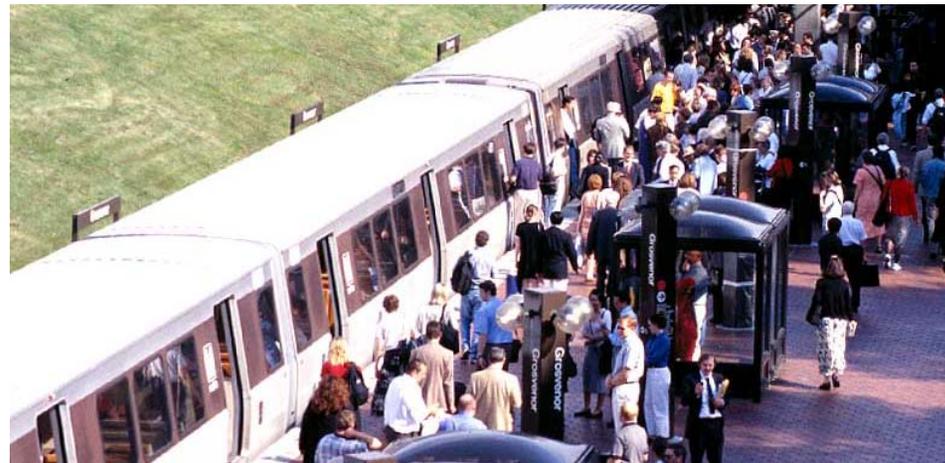


# Wiehle Station Draft Design



## ***Pedestrian Access***

- All stations have pedestrian bridges over major roadways, such as Route 7, Route 123 and the Dulles Toll Road
- All stations have redundant elevators and meet or exceed all federal requirements
- All stations will be served by MetroAccess



# Signature Design

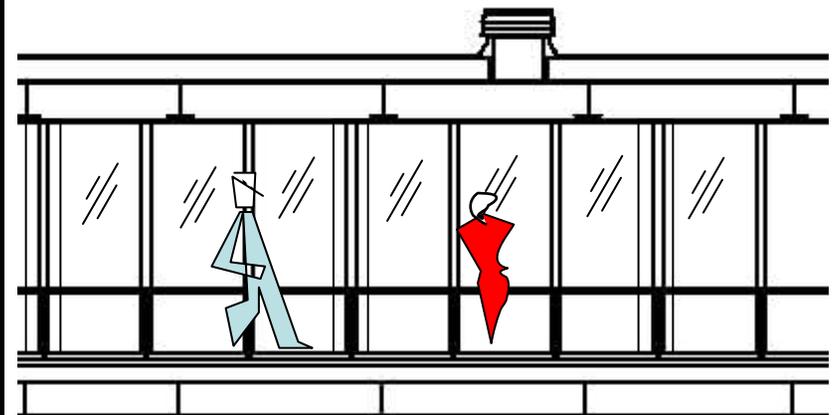
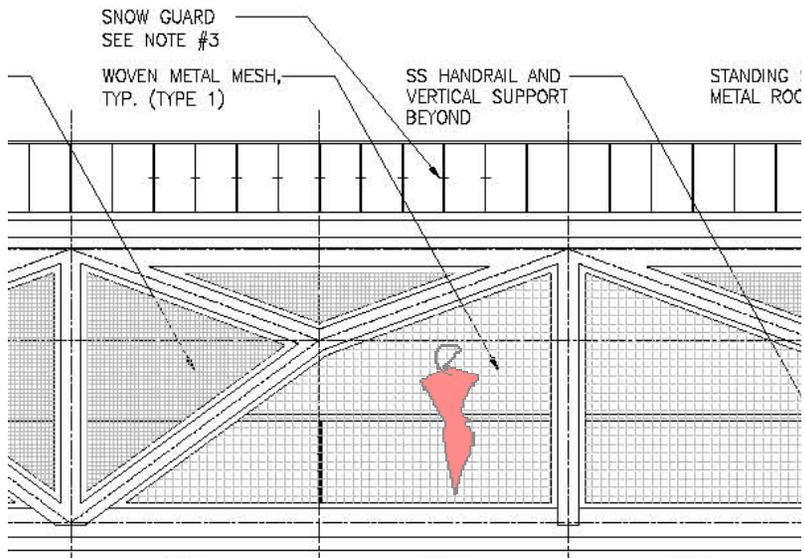


Tysons East

# Standard Design



Dunn Loring



# Enhancing Route 7

**BEFORE**

Service Road

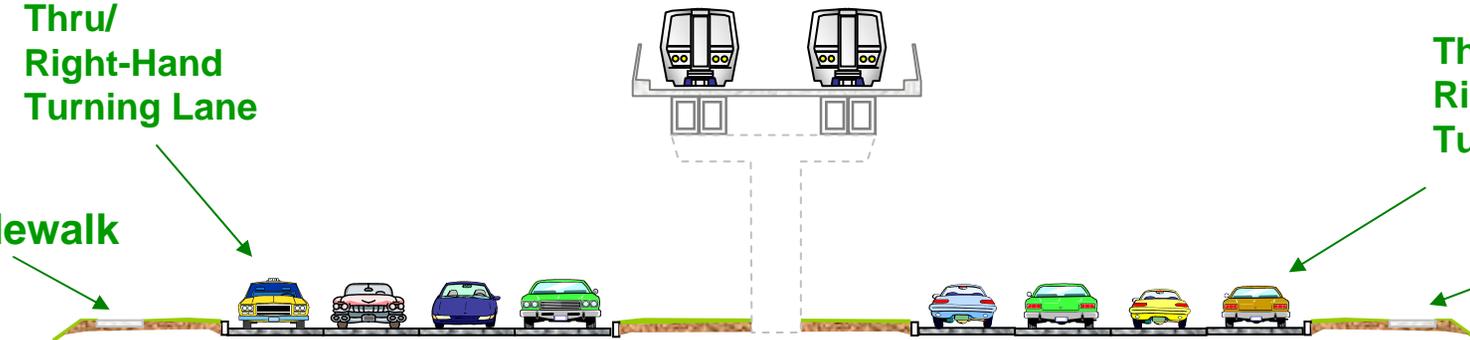


Service Road

**AFTER**

Thru/  
Right-Hand  
Turning Lane

Sidewalk



Thru/  
Right-Hand  
Turning Lane

Sidewalk



## ***Congestion Management Planning***



# Congestion Management Plan

- Finalized year-long planning
- 45-member task force included:
  - DRPT
  - Fairfax County
  - FC Fire & Rescue, Police
  - FCDOT
  - FHWA
  - LCOT
  - MWAA, MWAA Police
  - VDOT
  - Virginia State Police
  - WMATA
  - Dulles Transit Partners
- Draft plan with recommendations prepared
- Will be integrated with regional plans



## ***Maintenance of Traffic***

- MOT is an integral component of all construction projects
- Will be coordinated between project managers/partners and TMP manager
- No lane closures during rush hours, weekends and holidays



# *Commute Options*

## **Potential Commute Options**

- Carpool/Vanpool
- Express Bus
- Local Bus
- Shuttle Bus
- Telework
- Variable Work Hours
- Guaranteed Ride Home
- FlexCar/ZipCar
- Circulator Bus
- Alternative Work Schedules
- Metrocheck
- Fare Buy-Down
- Carpool Incentive Program



# WHAT'S NEXT...

## Milestones

- Working with FTA on schedule details
- **April 2007** – Project team refines Request to Enter Final Design for submission to FTA in May
- **May 2007** – FTA conducts risk assessment, obtains independent review of the proposed budget
- **Summer 2007** – Anticipated approval to enter final design
- **Late Summer 2007** – Utility relocation begins
- **Early 2008** – Anticipated approval of FFGA
- **Spring 2008** – Phase 1 construction begins
- **2013** – Completion of Phase 1
- **2015** – Completion of Phase 2



## **Contact Information**



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