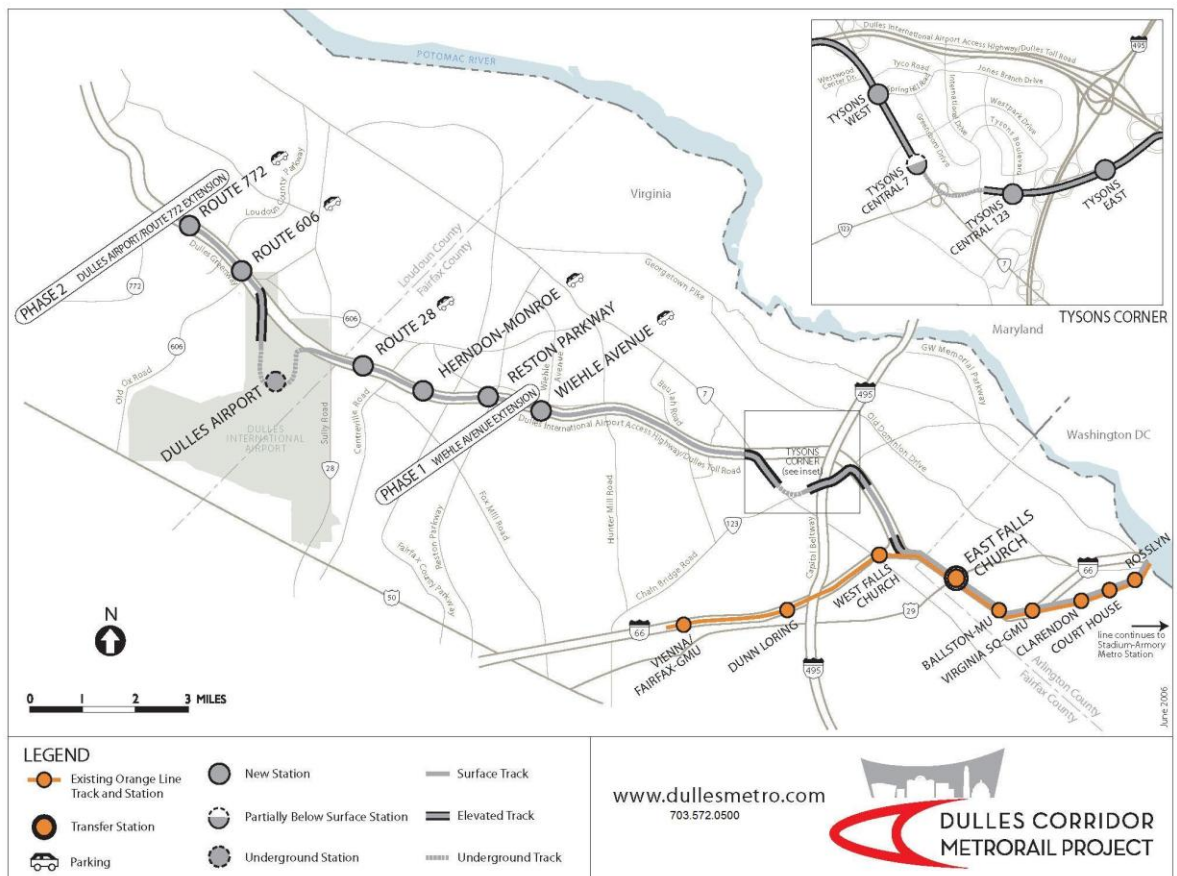


Phase 2 Update Information Packet

Project Overview

- The Metropolitan Washington Airports Authority (MWAA) is constructing a 23-mile, 11-station extension of the existing Metrorail system, which will be operated by the Washington Metropolitan Area Transit Authority from East Falls Church to Washington Dulles International Airport and west into Loudoun County.
- The purpose of Dulles Metrorail is to provide transit service in the Dulles Corridor. New Metrorail service in the corridor will expand the reach of the existing regional rail system, offer a viable alternative to automobile travel and support future transit-oriented development along the corridor.
- The extension will serve Tysons Corner, Virginia's largest employment center, and the Reston Herndon area, the state's second largest employment concentration providing a one-seat ride from Dulles International Airport to downtown Washington as well as Loudoun County.



Phases 1 and 2

- Dulles Metrorail is being constructed in two phases:
 - Phase 1 will run 11.5 miles from East Falls Church to Wiehle Avenue on the eastern edge of Reston. It will include four stations in Tysons Corner: Tysons East, Tysons Central 123, Tysons Central 7 and Tysons West. Construction began in March 2009 and is scheduled to be completed in late 2013.
 - Phase 2 of the Project extends the line another 11.6 miles from Wiehle Avenue in Fairfax County to Washington Dulles International Airport and on to Route 772 in Loudoun County. New stations will be built at Reston Parkway, Herndon-Monroe, Route 28, Dulles International Airport, Route 606 and Route 772.

Phase 2 Current Status

- Preliminary Engineering (PE) is currently underway for Phase 2 that will result in the preparation of a Design-Build construction solicitation for Phase 2. Completion of PE and preparation of the Design-Build solicitation is scheduled to be completed in 2011.
- Phase 2 includes new stations at:
 - [Reston Parkway](#)
 - [Herndon Monroe](#)
 - [Route 28](#)
 - [Dulles International Airport](#)
 - [Route 606](#)
 - [Route 772](#)
- Phase 2 of the Project also includes a major rail yard at Dulles Airport.

Phase 2 Design Refinements

- Since the Federal environmental approval for the project was issued in March 2005, there have been several refinements to the proposed design based on: additional engineering, updated design standards and applicable regulations, a greater understanding of site conditions and planned construction approaches, and requests from Fairfax County and Loudoun County to better support transit-oriented development at station sites.
- These design refinements are currently being reviewed to compare and assess, as necessary, any possible changes in effects to the environment. These comparisons will be included in a reevaluation document that will summarize the changes.

- Specific design refinements are outlined below and include updates to the:
 - [Alignment](#)
 - [Stations](#)
 - [Yard & Shop](#)
 - [Other Elements](#)

Design Refinements: Alignment

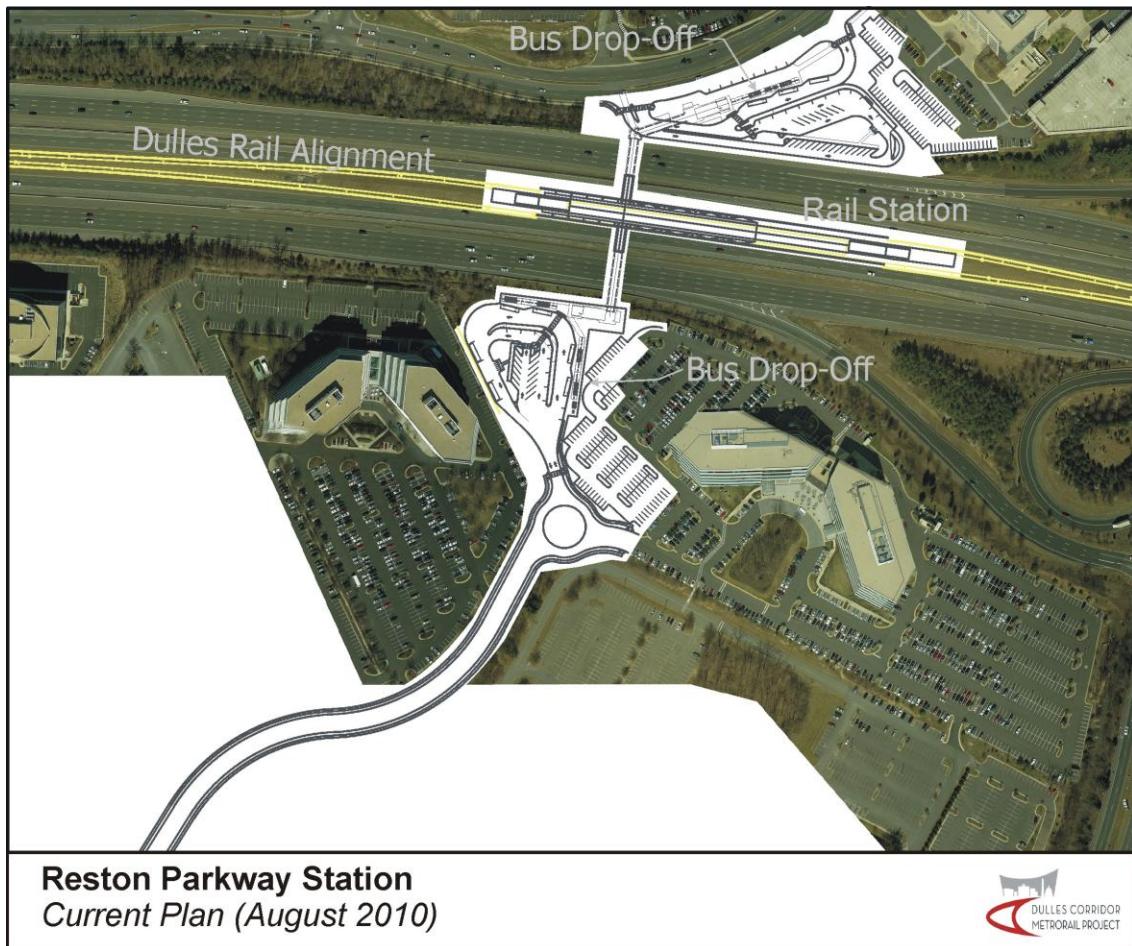
- **Dulles International Airport**

- Horizontal and vertical alignment of the tunnel has been modified based on additional engineering design, change in proposed construction method, and further coordination with the airport owner/operator. Design refinements include:
 - East of the airport terminal, the tunnel's horizontal alignment is shifted approximately 375 feet to the west along the DIAAH and off the active airfield.
 - West of the airport terminal, the tunnel's horizontal alignment shifts approximately 100 feet to the west between Saarinen Circle and Autopilot Drive.
 - Change in proposed tunnel construction method from a "cut and cover mix" to a bored tunnel with mined station to reduce impacts to airport operations.
 - Shift of the east tunnel portal approximately 60 feet and west tunnel portal approximately 2,000 feet north to accommodate revised track alignment and reduce impacts to airport roadways.



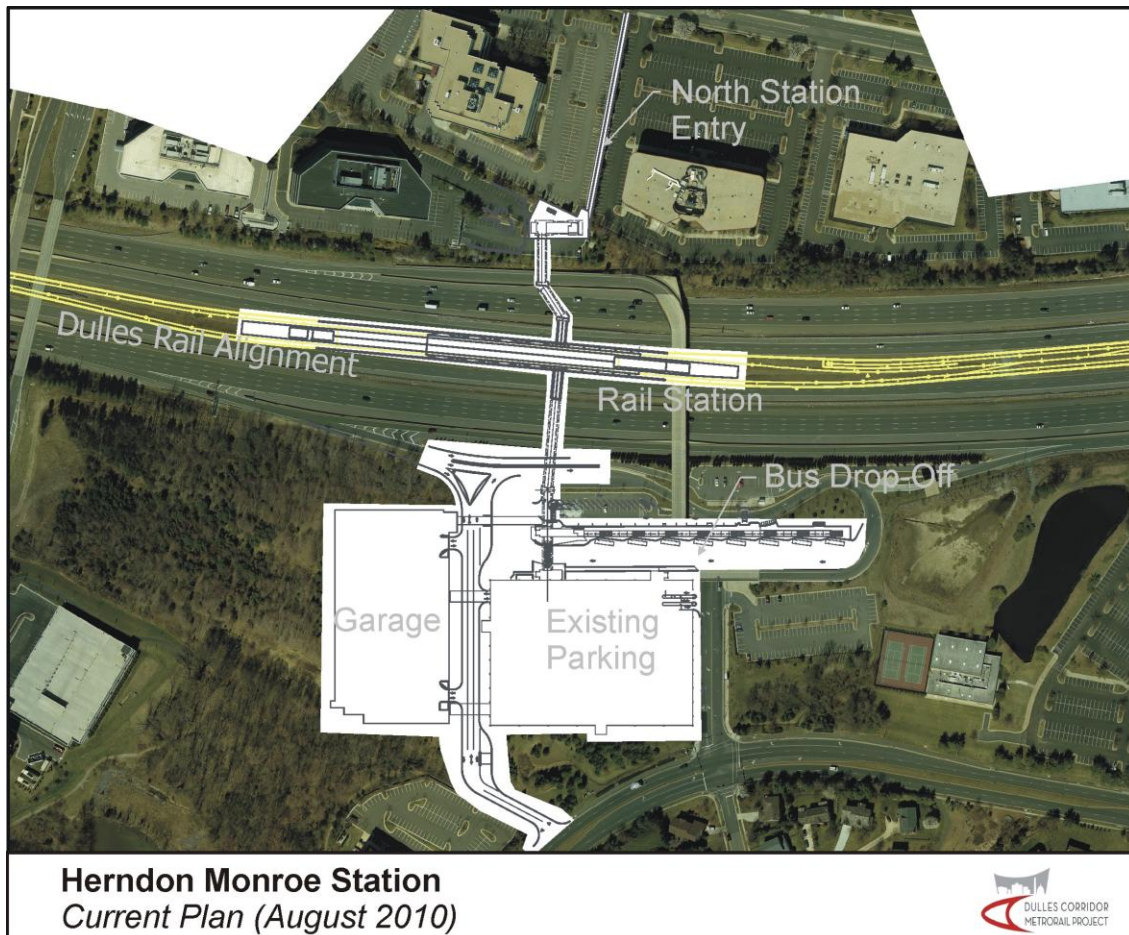
Design Refinements: Stations

- **Reston Parkway Station**
 - North Side Facilities: Bus loop and bus bays have been reconfigured to improve circulation within the site.
 - South Side Facilities: Bus loop entry/exit and bus bays are reconfigured to improve circulation within the site.



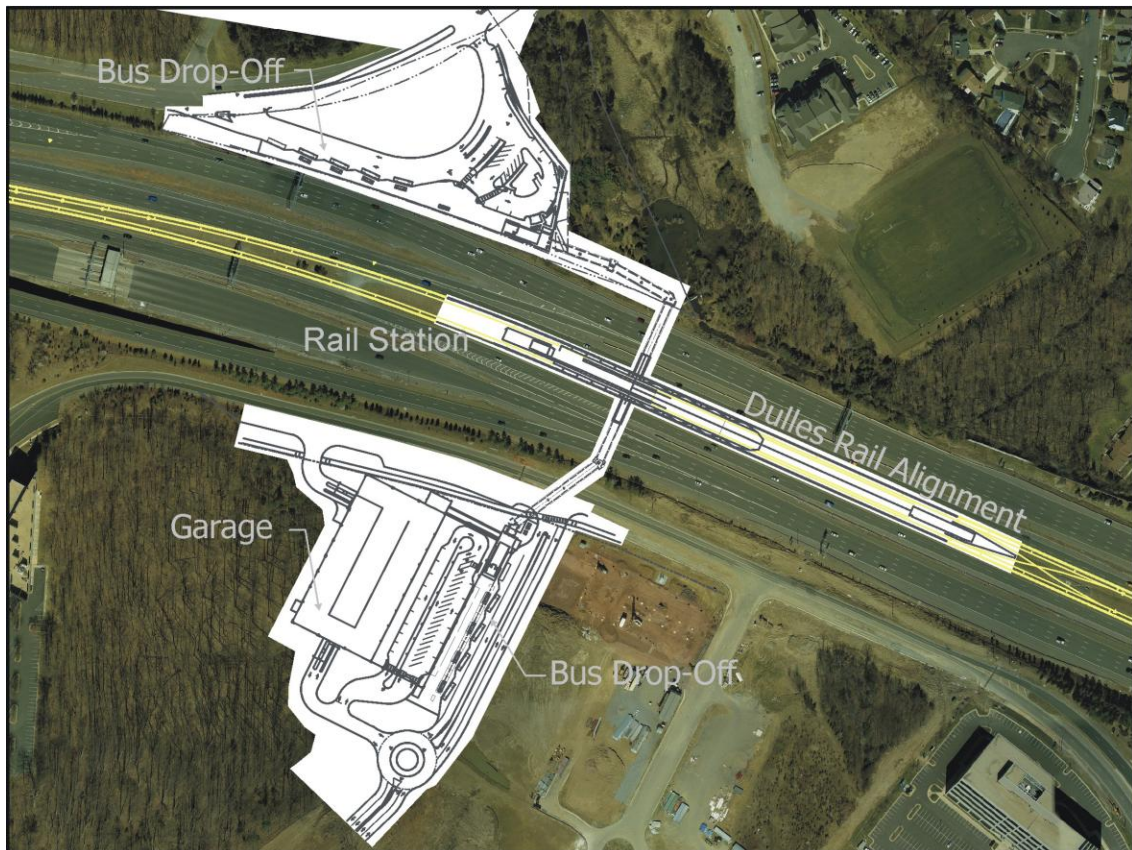
- **Herndon Monroe Station**

- North Side Facilities: Re-orientation of the entrance pavilion.
- South Side Facilities: Elimination of new parking garage (1,000 spaces) on the east of the existing Fairfax County parking garage; consolidation of all new parking in a reconfigured west garage. Addition of separate entry/exit roadway for west garage from Sunrise Valley Drive.



- **Route 28 Station**

- North Side Facilities: The north side parking, bus bays, kiss and ride, and entrance pavilion are shifted west, and will be incorporated into the proposed development at the site. This shift changes the angle and increases the length of the north side pedestrian bridge.
- South Side Facilities: The south side entrance pavilion is shifted slightly to the west. The south side parking garage is accessed further west on Sunrise Valley Drive. The angle and the length of the south side pedestrian bridge are modified to connect to the new pavilion location.



Route 28 Station
Current Plan (August 2010)



- **Dulles International Airport Station**

- Horizontal and vertical alignment of station is modified based on additional engineering design, change in proposed construction method, and further coordination with airport owner/operator.
- The station platform is moved 50 feet further away from the Main Terminal to improve connection with the existing pedestrian tunnel. Station is lowered by approximately 25 feet to allow use of tunnel boring machines and mined excavation of the station.



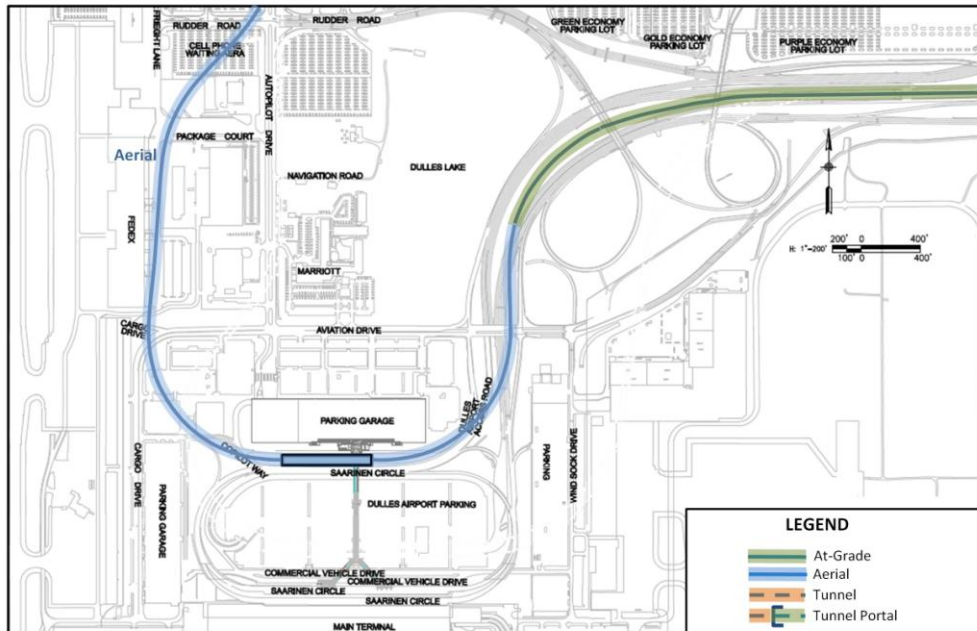
- **Airport Station Design Option**
 - An option also under consideration would shift the design from an underground station to an aerial station at Dulles International Airport. The station would be on the south face of the existing North Garage with direct connection to the existing pedestrian tunnel with a moving walkway between the North Garage and the main terminal. The aerial station would be located approximately 600 feet further from Main Terminal than the underground station, located approximately 550 feet from the Main Terminal.



Airport Station Design Option

Phase 2: Extension to Dulles Airport/Route 772

Aerial Station on South Face of North Garage

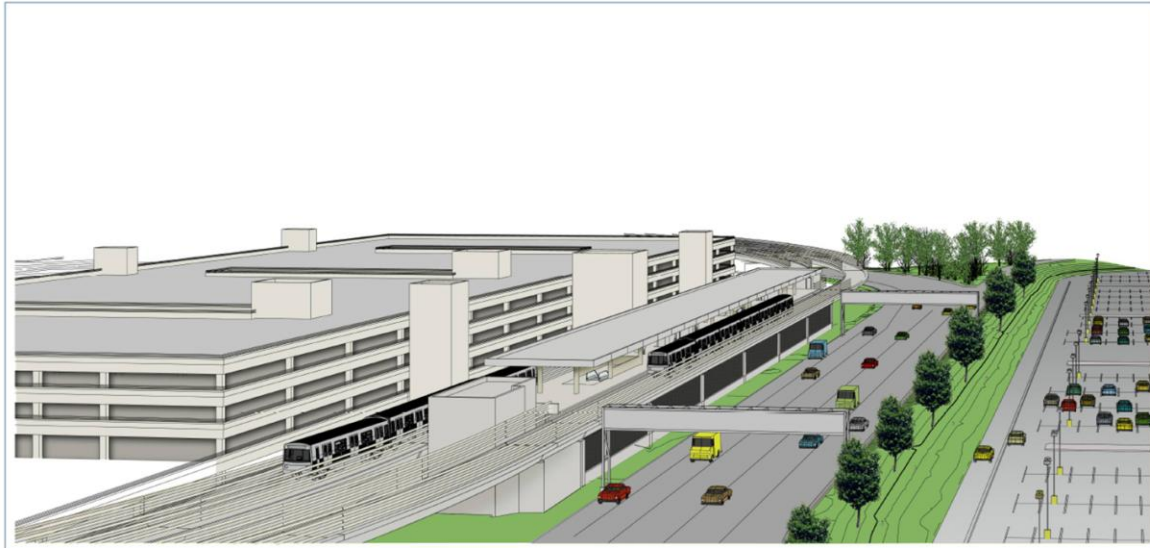




Airport Station Design Option

Phase 2: Extension to Dulles Airport/Route 772

Bird's Eye View (Looking East)



Airport Station Design Option

Phase 2: Extension to Dulles Airport/Route 772

View from Vehicle Approaching Terminal on Saarinen Circle



Existing View



Illustrative View with Design Option



Airport Station Design Option

Phase 2: Extension to Dulles Airport/Route 772

View From Main Terminal (Looking North)

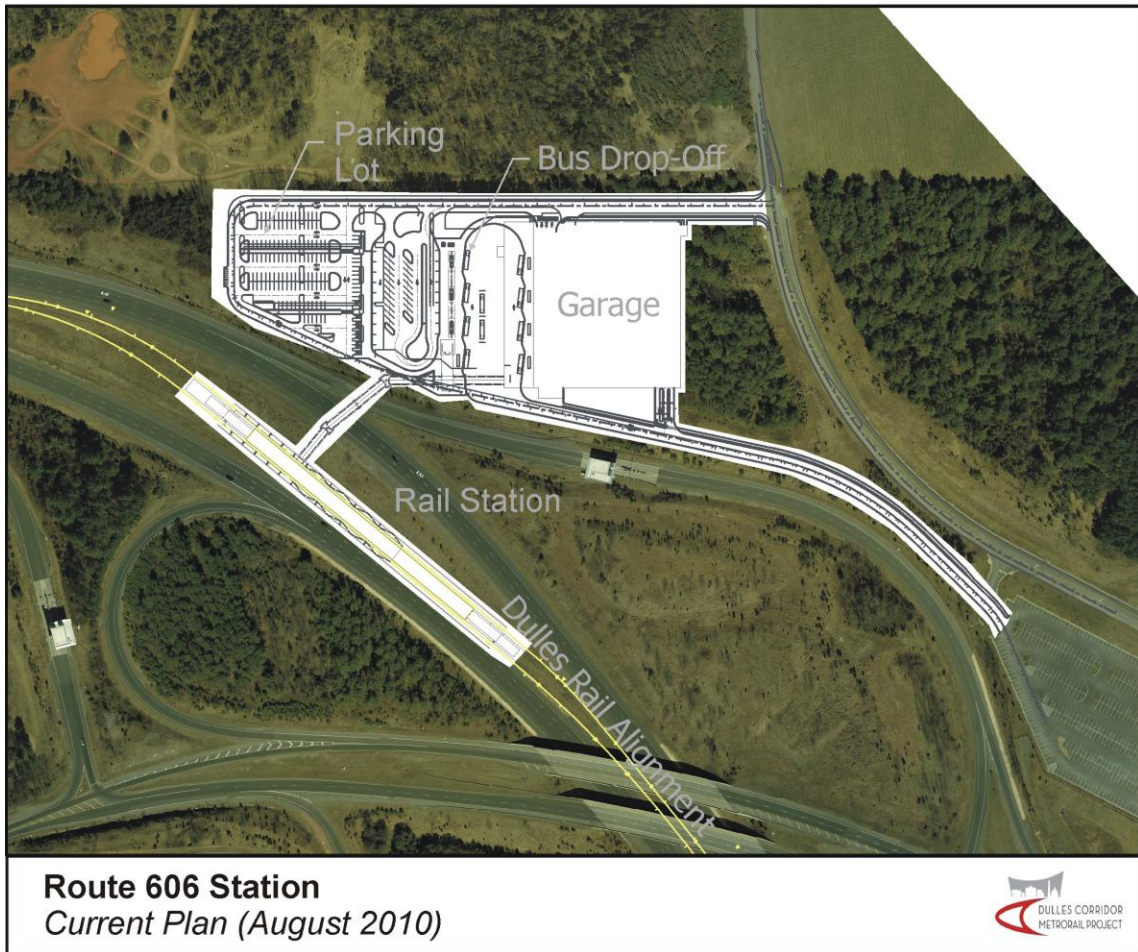


Existing View



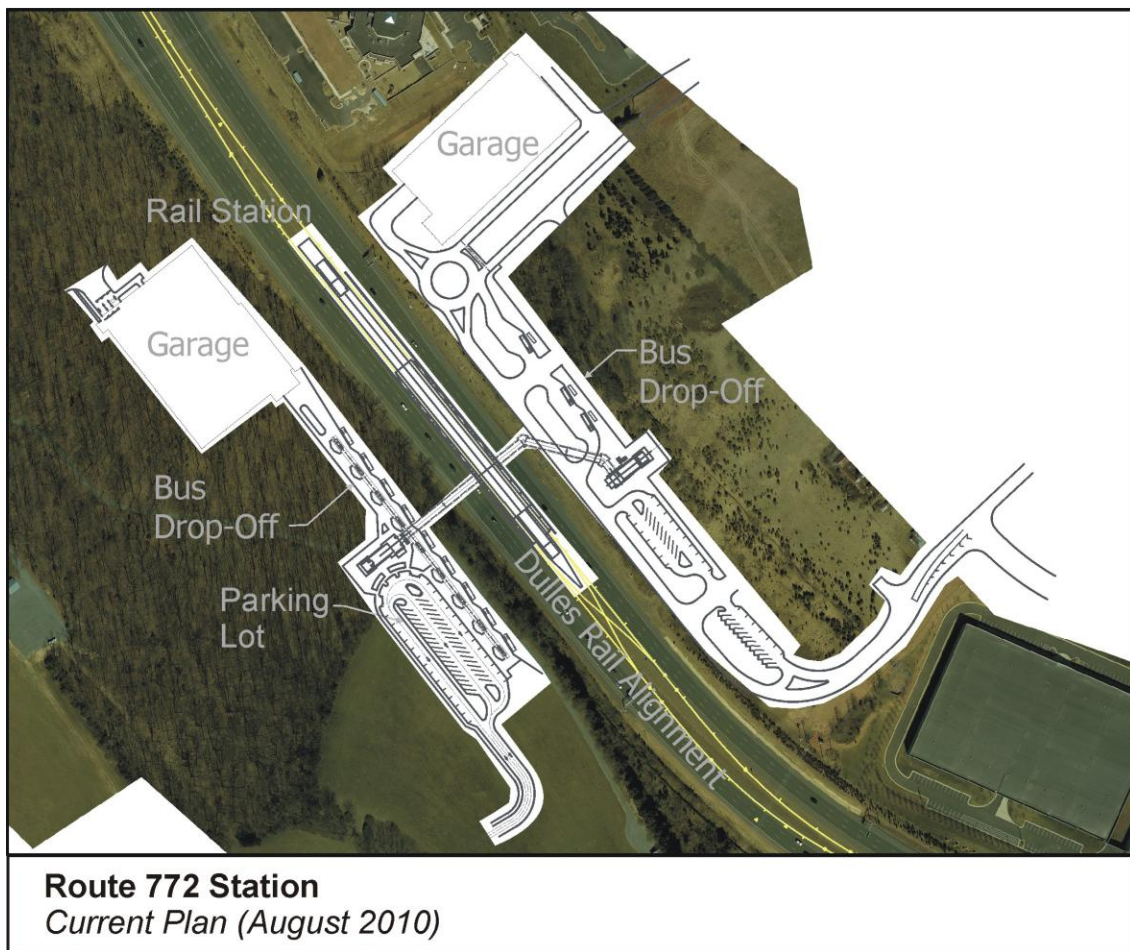
Illustrative View with Design Option

- 606 Station
 - No design refinements



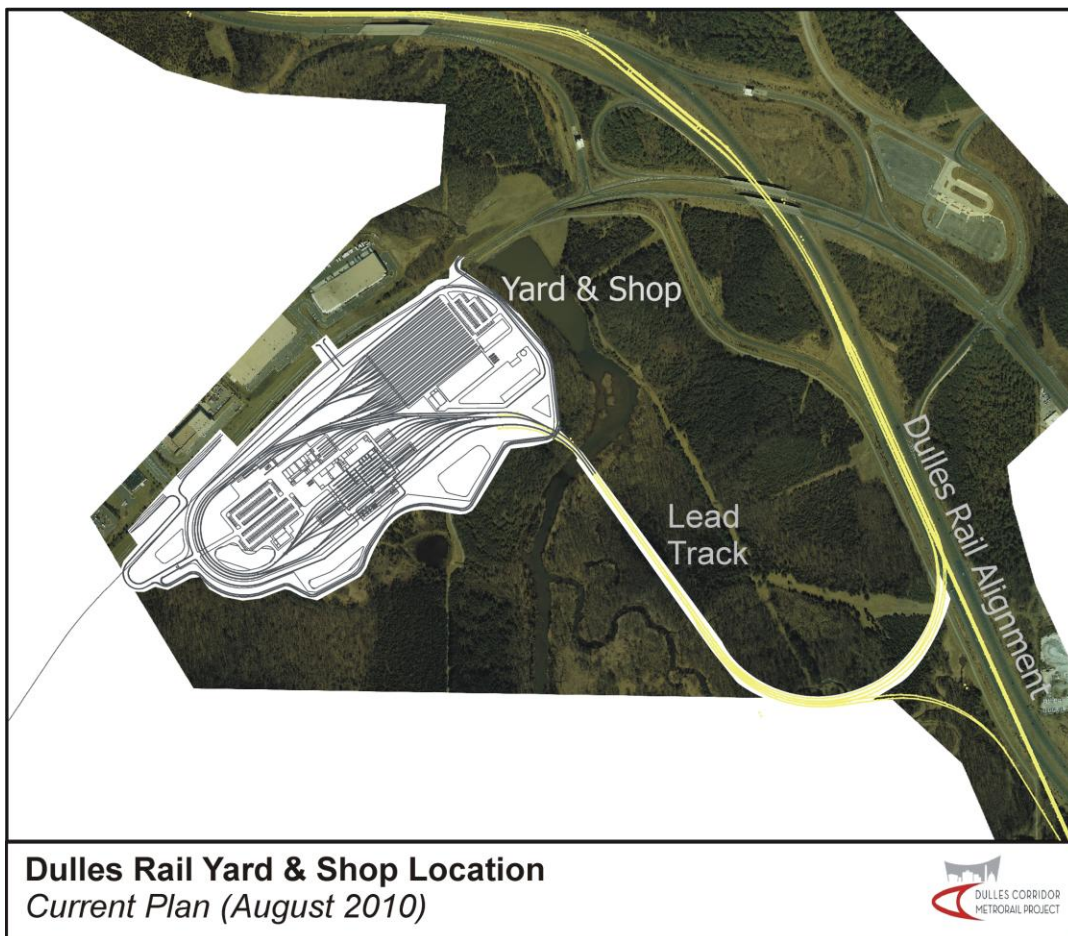
- **Route 772 Station**

- North Side Facilities: Minor refinements to the configuration of the north side bus bays and kiss & ride lot to integrate with adjacent development.
- South Side Facilities: Proposed surface parking (approximately 300 spaces) is eliminated and the kiss & ride lot and bus bays are reconfigured to maximize land availability for future transit-oriented development. Slight shift in the pedestrian bridges and the entrance pavilion location based on the new site plan. Temporary stormwater pond to be located adjacent to kiss & ride lot within the original station facility footprint (permanent pond to be provided as part of adjacent development).



Design Refinements: Yard & Shop

- Maintenance and Storage Facility (Yard)
 - Expansion and reconfiguration of the yard layout to enhance operations and safety. New perimeter roadway and new stormwater management ponds added.
- Yard Lead Track
 - Shift in the location of the yard lead tracks (inbound and outbound) to enhance operations, reduce track length, and provide better connection to revised yard layout.



Design Refinements: Other Elements

- Tail Track
 - Length of the tail track at the line terminus has been shortened by approximately 700 feet. Additional storage tracks in the expanded yard reduce the need for the longer tail track
- Traction Power Substations and Tie Breaker Stations
 - New locations for several Traction Power Substations (TPSS) and Tie Breaker Stations (TBS) to comply with updated criteria and additional site engineering.
- Stormwater Management (SWM) Ponds
 - New locations for SWM Ponds based on additional engineering and coordination with regulatory agencies:

Comments

We would like your comments. Please email your thoughts and comments on the current design refinements to Phase2Comments@dullesmetro.com.