



DULLES CORRIDOR METRORAIL PROJECT



The Dulles Corridor Metrorail Right of Way

FTA Real Estate Workshop, 2014



Dulles Corridor Metrorail Project









At-a-Glance

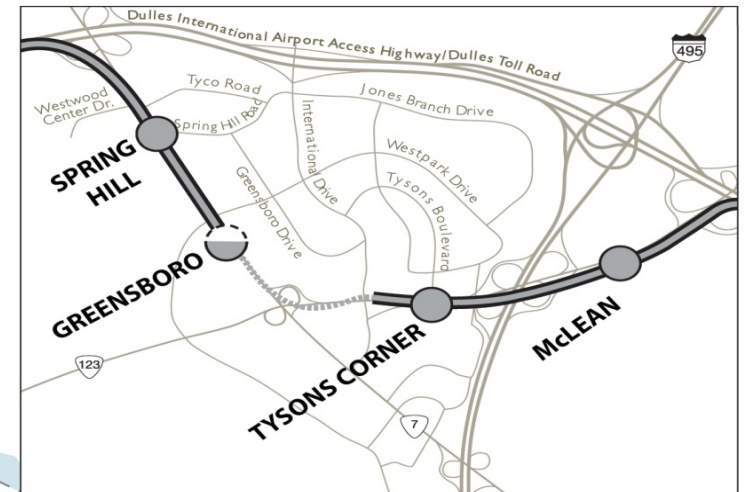
- Seamless integration with current 106-mile Metro system
- 23-mile extension that branches off existing Orange Line after East Falls Church Station, providing direct connections to DC without transfers
- 11 new stations
 - 5 in Phase 1
 - 6 in Phase 2
- Phase 1: East Falls Church to Wiehle Avenue in Reston; Opens: Anticipated late Summer 2014
- Phase 2: Wiehle Avenue through Dulles Airport to Ashburn



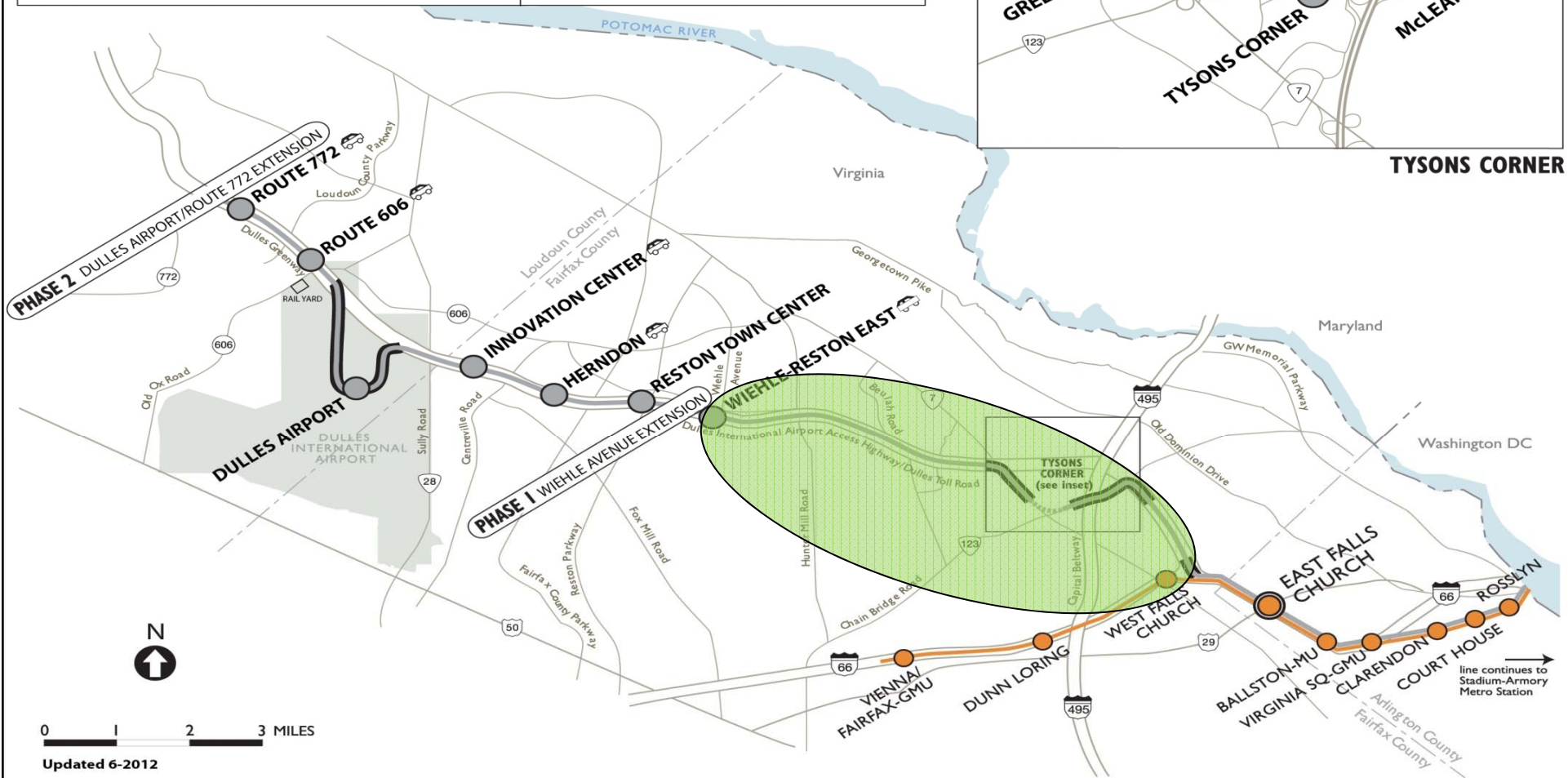
Route Map – Phase 1 Highlighted

LEGEND

-  Existing Orange Line Track and Station
-  Transfer Station
-  Parking
-  New Station
-  Partially Below Surface Station
-  Surface Track
-  Elevated Track
-  Underground Track

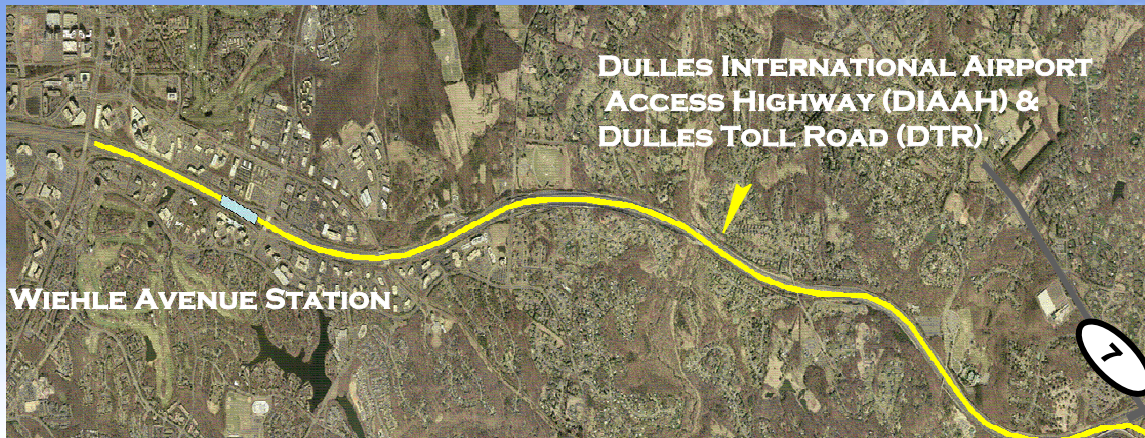


TYSONS CORNER



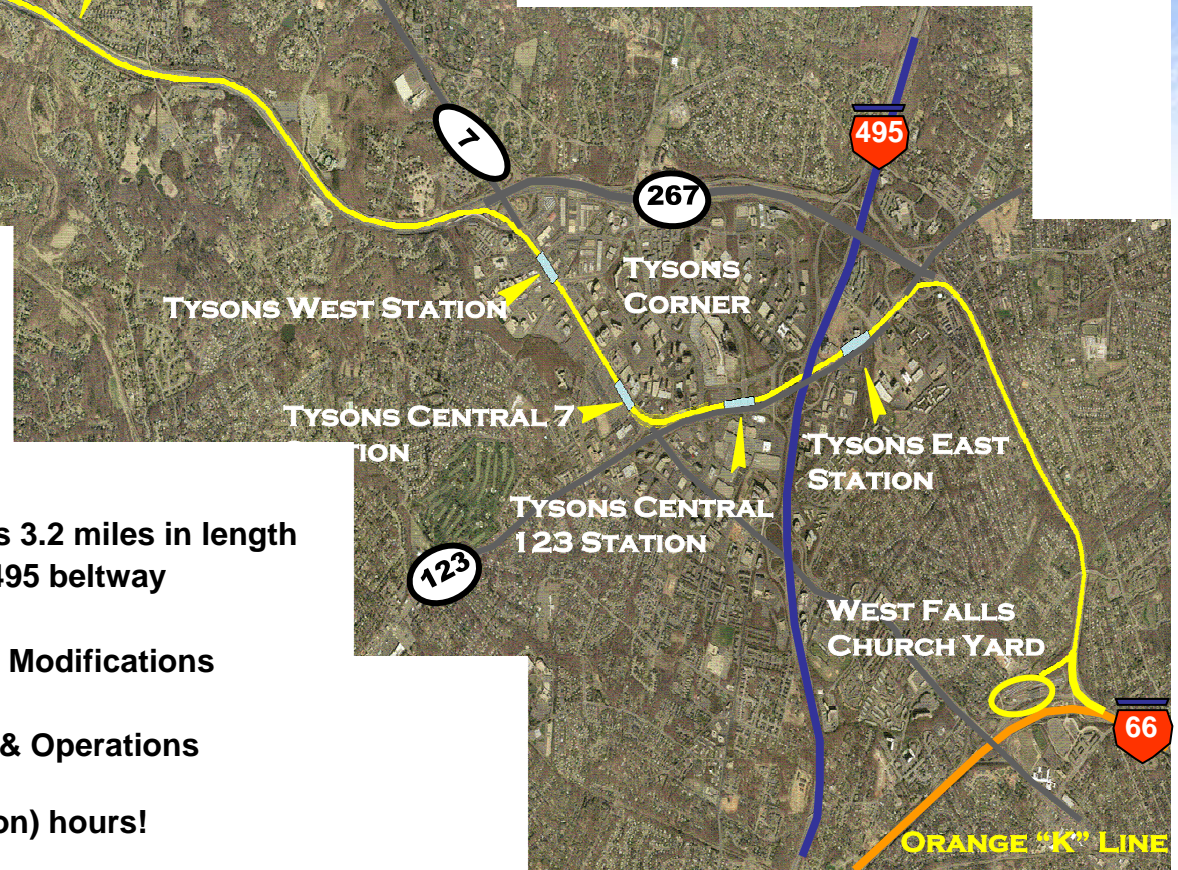
0 1 2 3 MILES

Updated 6-2012

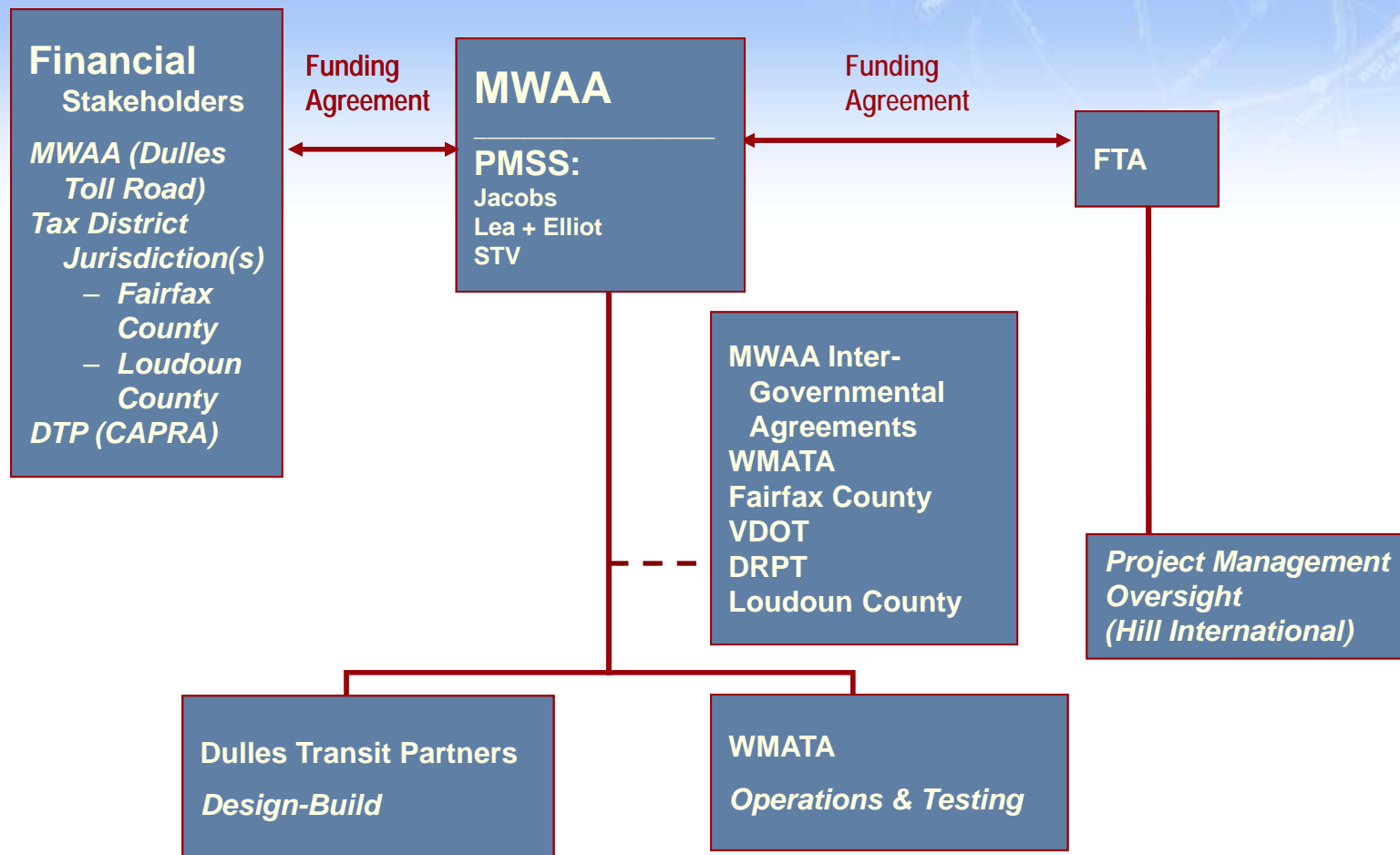


Phase 1

- 11.7 miles - West Falls Church to Wiehle Avenue
- 5 Stations, 2 Vent Buildings & Wayside Facilities
- 2 Tunnels
- 5 Bridges and 3 Aerial Viaduct Structures 3.2 miles in length
- Bridges and Aerial Structure crossing I-495 beltway
- Over 8 miles of retaining walls
- Existing WMATA West Falls Church Yard Modifications
- Miscellaneous Roadway modifications
- Systems Tie-ins at existing Orange Line & Operations Facilities
- Effort to Complete is over 9M man (person) hours!



Project Structure – DCMP Phase 1



Enhancing Route 7

BEFORE

Service
Road

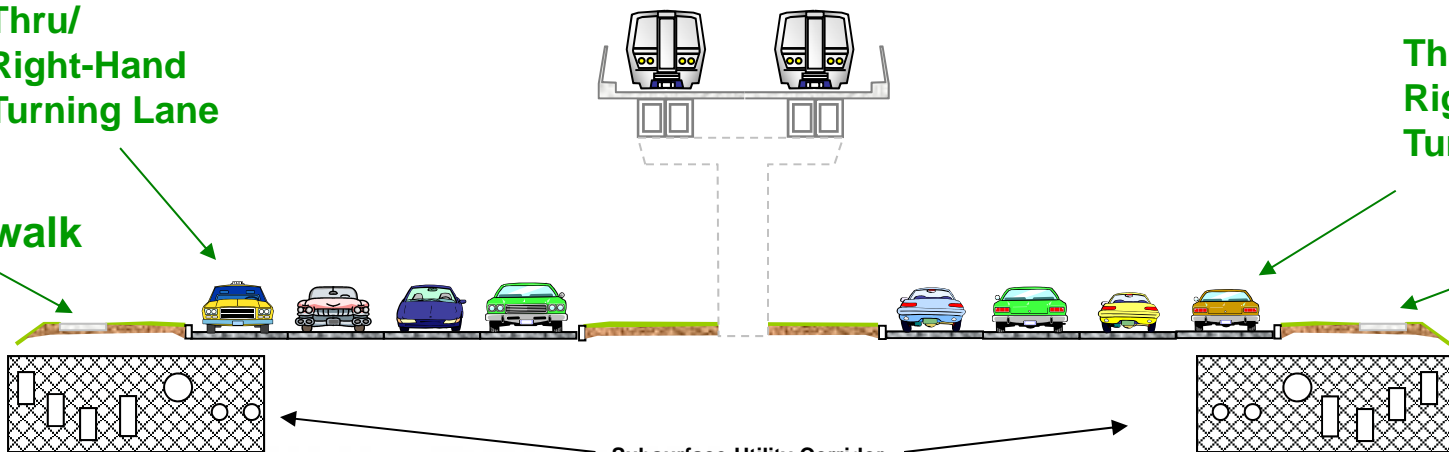


Service
Road

AFTER

Thru/
Right-Hand
Turning Lane

Sidewalk



Thru/
Right-Hand
Turning Lane

Sidewalk

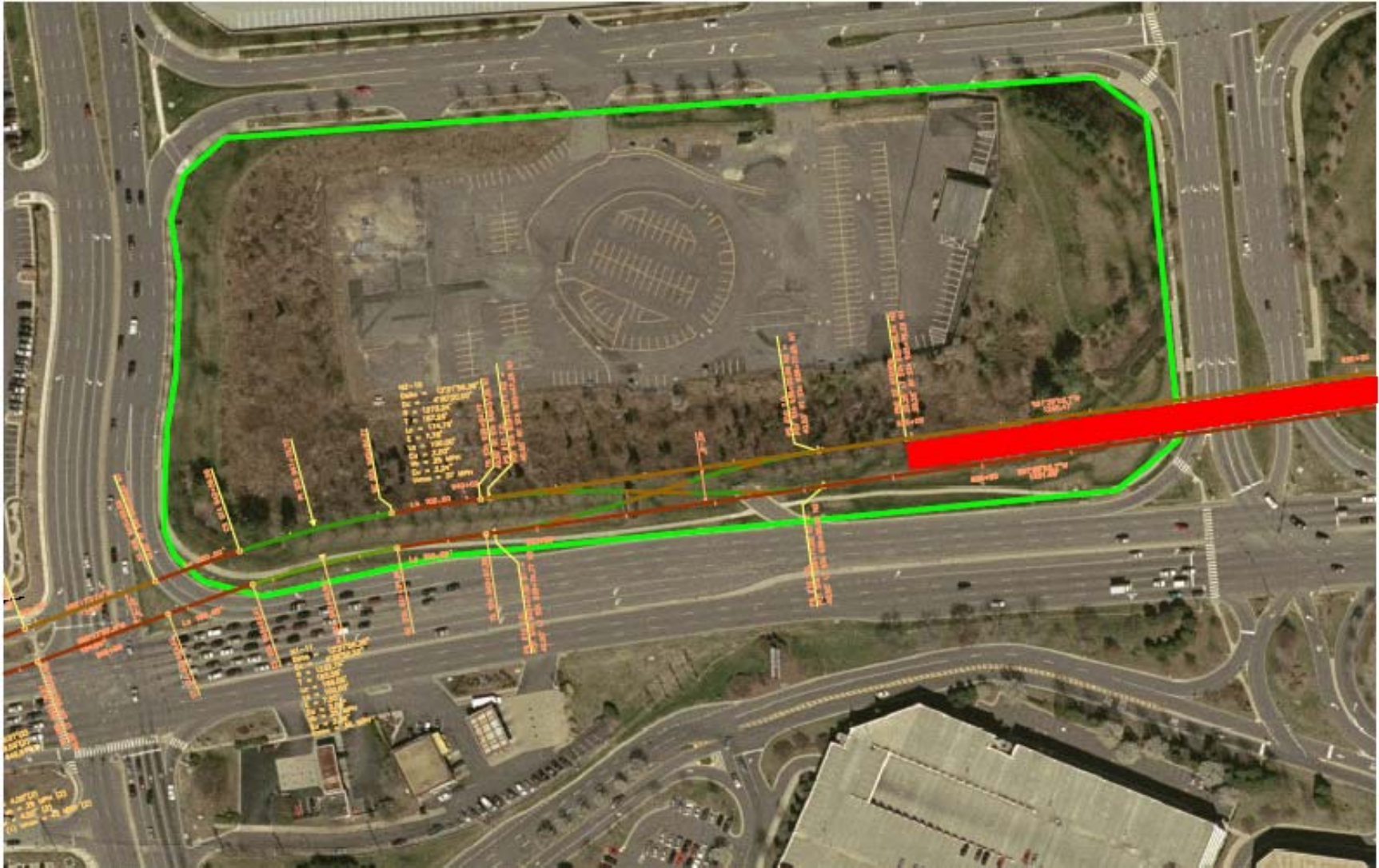
Subsurface Utility Corridor

WASHINGTON AIRPORTS AUTHORITY
WWW.MWAA.COM

Route 7



International Drive/Tyson's Blvd



PHASE I - ROW Overview

- **Identified 129 ROW Parcels during PE**
- **Required 92 acquisitions (including land, easements and relocations)**
- **3 (or 300) relocations (Merchants Tire, Business Bank and Reston Self Storage)**
- **11 Acquisitions that required Negotiations with Used Car Dealers**

Project Specific Challenges in Negotiations

- **Land Values Ranged from \$7.00/SF to \$115.00/SF**
- **Offers Ranged from \$1,999.00 to \$24,000,000**
- **Density Credit Dedications to FFX County (15)**
- **TCE's for 4+ years**
- **Requests for extensive design changes**
- **Landowners did not believe Metro was really coming**
- **Landowners believed Metro was already here (and wanted more \$\$\$)**

Dedications for Density Credit

WHY it worked for the DCMP Phase 1:

- **Fairfax Land Use and Transportation Planning Process started from early 2000's**
- **Floor Area Ratios (FAR) were in the process of increasing from about 1.75 to 6**
- **Many parcels along the alignment were owned or controlled by Real Estate Developers**

Challenges:

- **Most Dedications were conditioned on complicated plan changes**
- **Timing of the Dedications (without Condemnation)**

Today's STATS:

- **92 acquisitions are complete**
- **57 Settlements prior to Cert**
- **35 Condemnations**
- **30 of 35 Settled w/o litigation**
- **5 Trial concluded**
- **Conveyance of Rights Acquired to WMATA- in progress**



McLean Station



McLean Station



Tysons East Guideway and McLean Station



Route 123 at West Park Drive 2012



Tysons Corner Station





Tunnels Below Route 123 and Route 7



Spring Hill Station - 2012



Spring Hill Station - 2014



Wiehle-Reston East Station 2011



Wiehle–Reston East Station Construction 2014



Wiehle – Reston East Station



Wiehle – Reston East Station

Spring Hill Station Construction Video -courtesy of Bechtel

Dulles Corridor Metrorail Project Tysons West Guideway

