



**Planning and Development Committee**

**Board Action Item III-B**

**November 16, 2006**

Approval of Dulles PE Refinement Public Hearing Staff Report and Authorization for GM to Execute Agreement with Metropolitan Washington Airports Authority (MWAA) for Design-Build Support Services

**Washington Metropolitan Area Transportation Authority  
Board Action/Information Summary**

Action  
 Information

MEAD Number:  
99697

Resolution:  
 Yes  No

**PURPOSE**

That the Board of Directors adopt the Supplemental Public Hearing Staff Report on the Preliminary Engineering Design Refinements and approve the modifications to the General Plans for the Dulles Corridor Metrorail Project.

The Board of Directors approve the addition of an eighth condition to be added to the seven "Adopted Regional System (ARS) Contingencies".

That the Board of Directors authorize the General Manager to negotiate an Amendment to the Second Agreement with DRPT for the Design and Construction of facilities within the WMATA Existing System (WES).

That the Board of Directors authorize the General Manager to negotiate with the Metropolitan Washington Airports Authority (MWAA) and other appropriate agencies for all aspects of the Project.

**DESCRIPTION**

As preliminary engineering for the Dulles Corridor Metrorail Project has advanced, the Virginia Department of Rail and Public Transportation (DRPT) has proposed several refinements to the design for the Extension to Wiehle Avenue that was approved by the Board of Directors in September 2004. On January 19, 2006, the Board of Directors authorized a public hearing on the proposed refinements and authorized the General Manager to release the public hearing staff report when ready. The Public Hearing Report was released for comment June 26, 2006. No comment was received on this document. Staff requests approval of the Supplemental Public Hearing Staff Report and Amendments to the General Plans for the Preliminary Design Refinements.

Staff recommends that an eighth condition be added to the seven "Adopted Regional System (ARS) Contingencies" condition eight would read as follows: 8. "All land use and permitting approvals from any federal, state, or local regulatory agency shall be complete and final before WMATA's acceptance of the Project in

the ARS, to ensure that jurisdictional stakeholders do not impose additional requirements upon transfer of interests to WMATA for operational purposes.”

An Amendment to the Second Agreement with DRPT for the Design and Construction of facilities within the WES is required. The reimbursable agreement would facilitate advancing specific schedule sensitive Civil, Structural and Systems physical plant modifications to the WES including:

- West Falls Church Service and Inspection shop facilities and Yard improvements
- K-Line Junction Trackwork, Crossover, Turnout and Systems Tie-In
- ROCS software upgrades
- Communications equipment
- Fiber Optic cable
- LAN/WAN equipment

Once negotiations are final the Agreement will be submitted to the Board for approval.

Events since Board authorization given to the General Manager on April 15, 2004, to negotiate a third agreement with DRPT require a revision which would authorize the General Manager to negotiate an agreement with the MWAA and other appropriate agencies for all aspects of the Project and to submit the Agreement to the Board for approval.

## **FUNDING IMPACT**

This action in itself has no impact on funding.

## **RECOMMENDATIONS**

That the Board of Directors adopt the Supplemental Public Hearing Staff Report on the Preliminary Engineering Design Refinements and approve the modifications to the General Plans for the Dulles Corridor Metrorail Project.

That the Board of Directors approve the addition of an eighth condition to be added to the seven “Adopted Regional System Contingencies”.

That the Board of Directors Authorize the General Manager to negotiate an Amendment to the Second Agreement with DRPT for the Design and Construction of facilities within the WES. The reimbursable agreement would facilitate advancing specific schedule sensitive Civil, Structural and Systems physical plant modifications to the WES.

That the Board of Directors authorize the General Manager to negotiate an agreement with the MWAA and other appropriate agencies for all aspects of the Project.



**Dulles Corridor Metrorail Project  
Preliminary Engineering  
Refinements and Authority for  
General Manager to Execute an  
Agreement with Metropolitan  
Washington Airports Authority**

*Presented to the Board of Directors:*

**Planning and Development Committee**

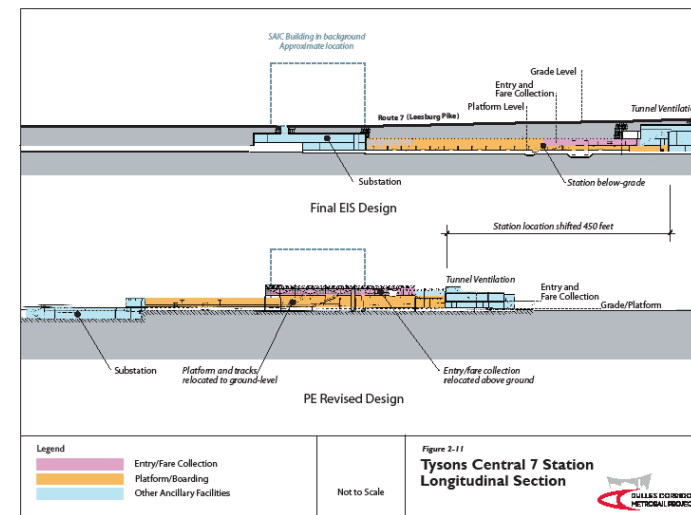
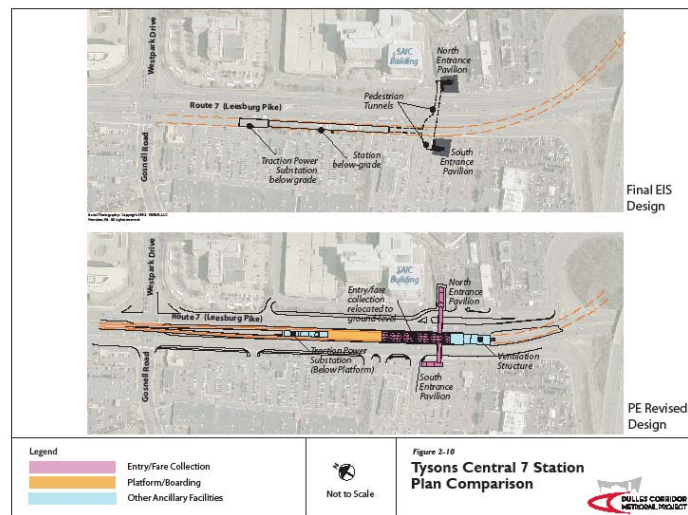
November 16, 2006





# PE Design Refinements

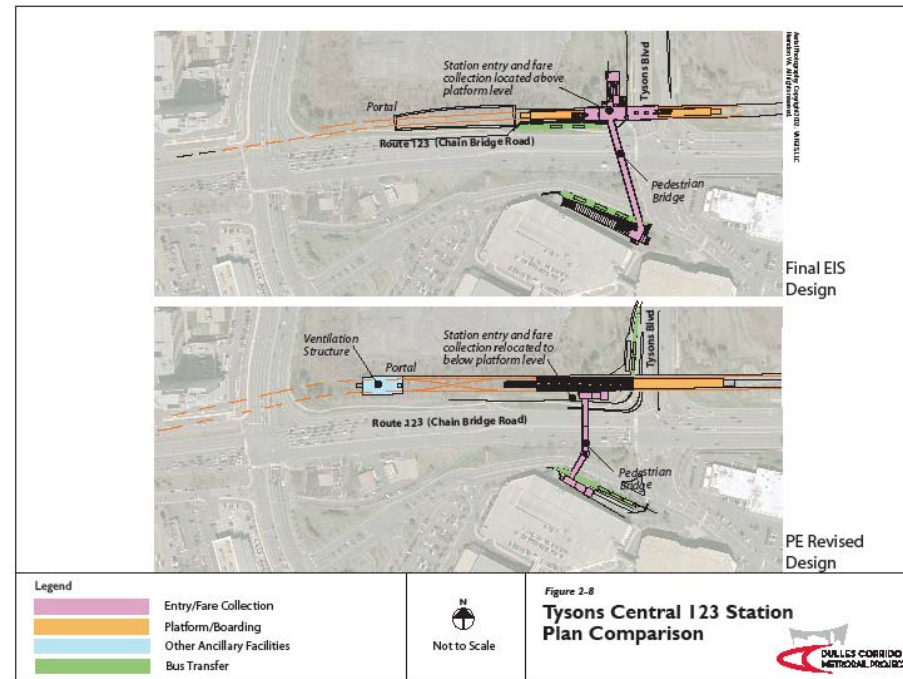
- WMATA Compact public hearing held March 28, 2006, on PE Design Refinements. Interim General Manager released the public hearing staff report June 26, 2006.
- Most Preliminary Engineering Design Refinements are recommended by staff.





# PE Design Refinements

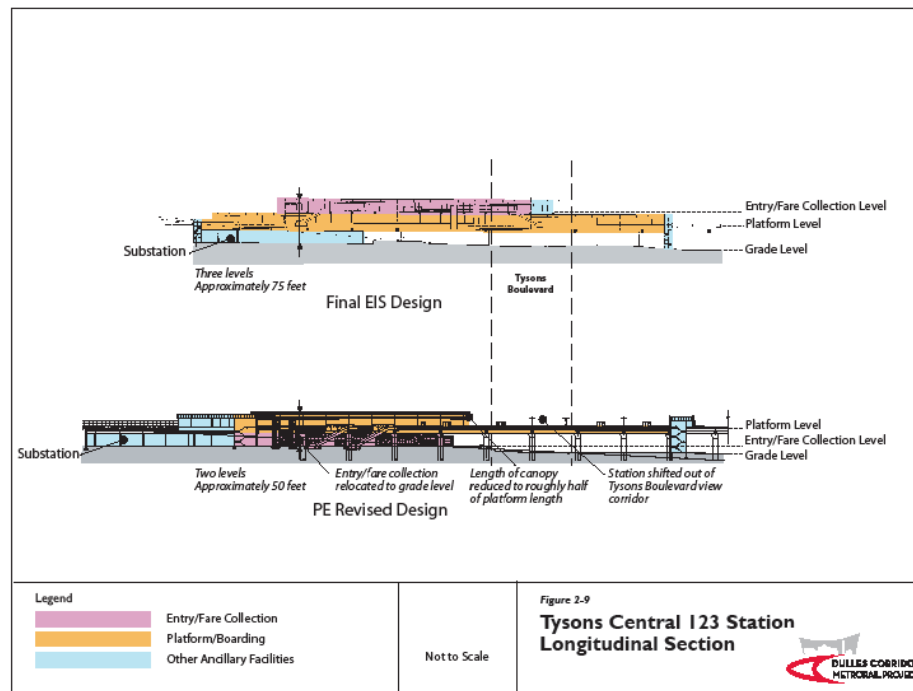
- Requirements:
  1. Redundant Elevators at pedestrian bridge entrances
  2. West Falls Church Maintenance Shop Expansion
  3. Stormwater management facility west of Hunter Mill Road





# PE Design Refinements

- **Conditionally Acceptable Refinements:**
  1. Reduction of the platform canopy length from 600 feet to 300 feet, assuming appropriate engineering.

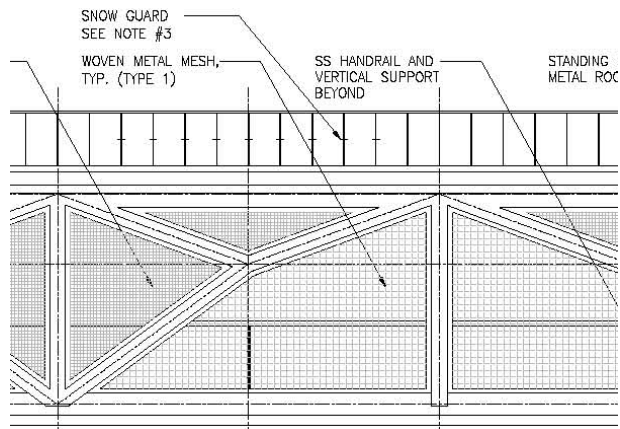
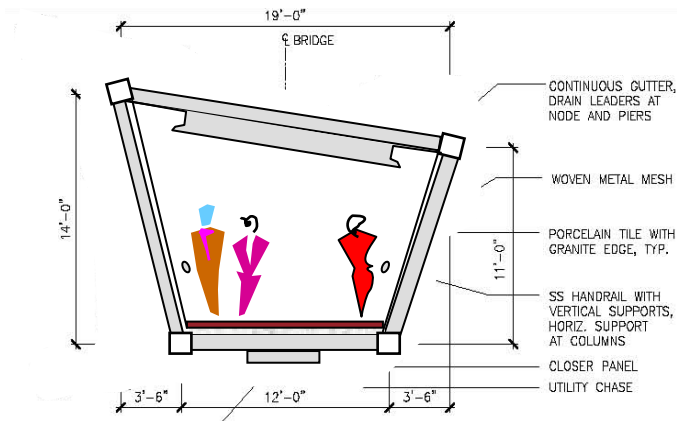




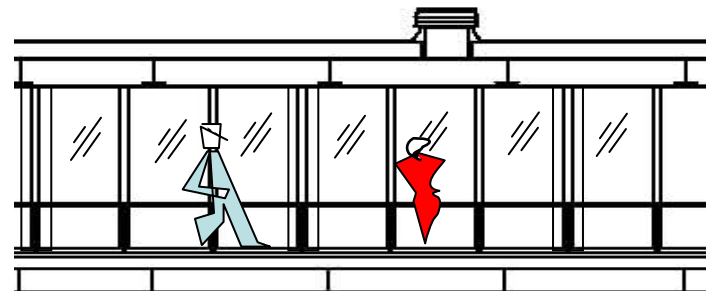
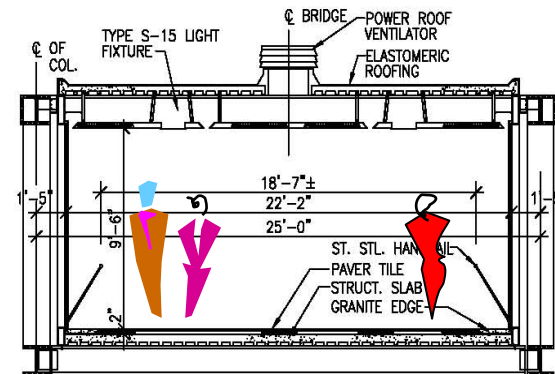
# PE Design Refinements

- **Conditionally Acceptable Refinements:**
  2. Substitution of glazing with wire mesh on the pedestrian bridges, assuming appropriate engineering.

Typical Dulles Extension



Typical Orange Line







# ARS Contingency

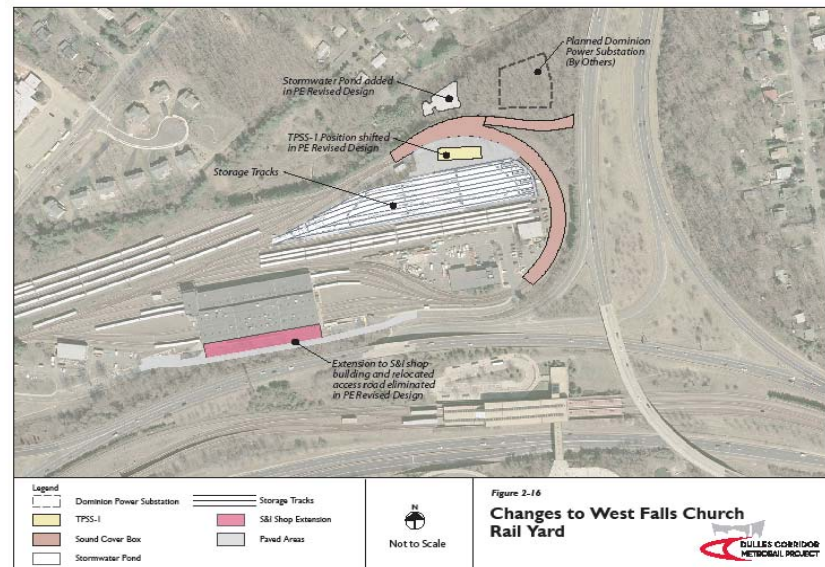
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- To ensure that all parties concur with the appropriate design standards, staff proposes that an eighth condition be added to the seven “Adopted Regional System (ARS) Contingencies.”
  - **Eighth Contingency**
    - All land use and other permitting approval be complete before WMATA’s acceptance.
    - Ensures jurisdictional stakeholders will not impose additional requirements upon transfer to WMATA.



# Amended Second Agreement

- Authorize the General Manager to negotiate an Amendment to the Second Agreement with DRPT for the Design and Construction of facilities within the WMATA Existing System (WES).
- The reimbursable agreement would facilitate advancing specific schedule sensitive Civil, Structural and Systems physical plant modifications to the WES. Once negotiations are final the Agreement will be submitted to the Board for Approval.







# Recommendations

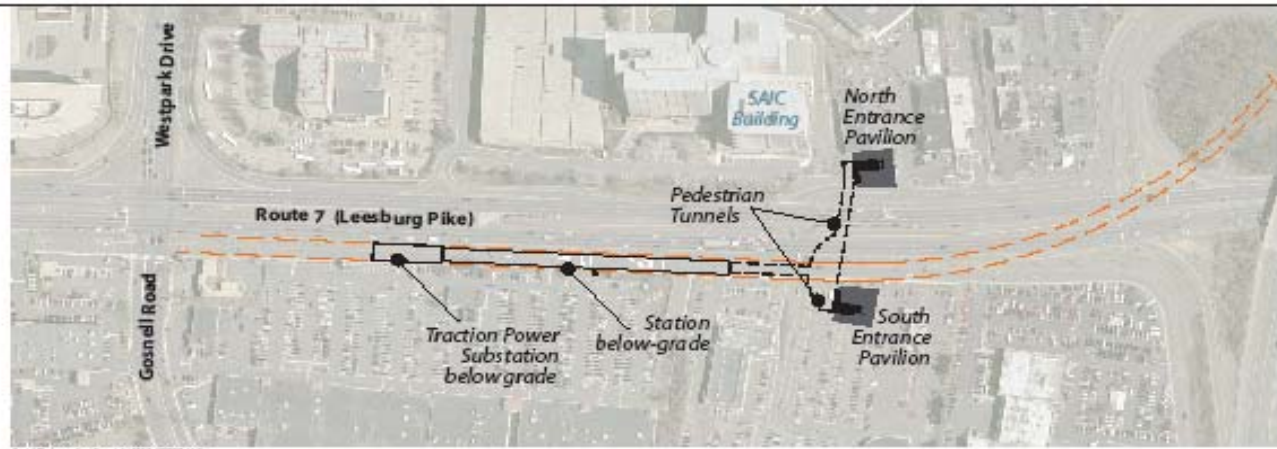
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- **Adopt the Supplemental Public Hearing Report on the Preliminary Engineering Design Refinements.**
- **Approve the modifications to the General Plans for the Dulles Corridor Metrorail Project as documented in the resolution.**
- **Adopt an eighth condition to the seven “ARS Contingencies” requiring that all land use and other jurisdictional permitting approvals shall be completed and final before WMATA’s acceptance of the Project into the ARS to ensure that jurisdictional stakeholders will not impose additional requirements upon transfer of the project to WMATA for operational purposes.**
- **Authorize the General Manager to negotiate an agreement with the Metropolitan Washington Airports Authority and other appropriate agencies for all aspects of the Project and to submit the agreement to the Board of Directors for approval.**

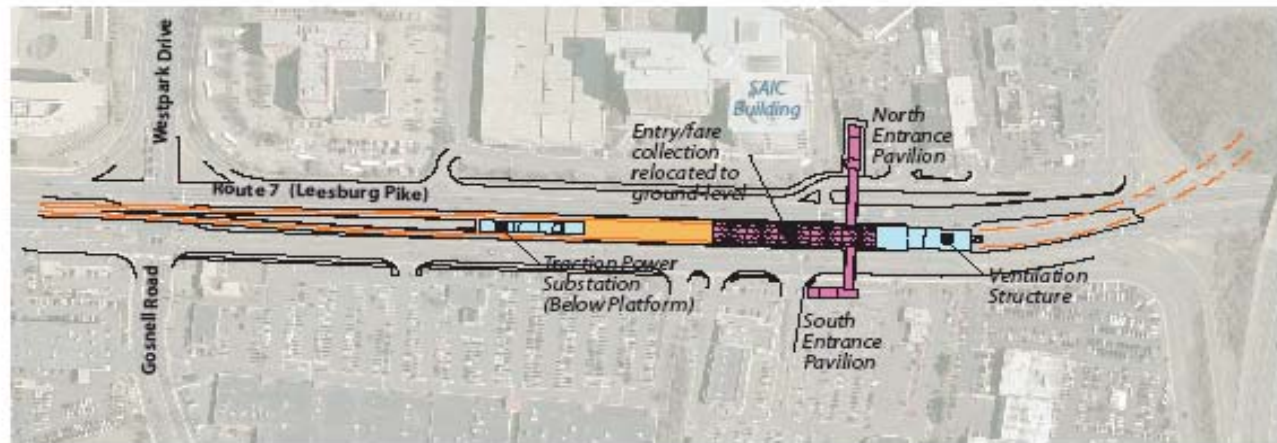


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# APPENDIX



Final EIS Design



PE Revised Design

Legend

- Entry/Fare Collection
- Platform/Boarding
- Other Ancillary Facilities



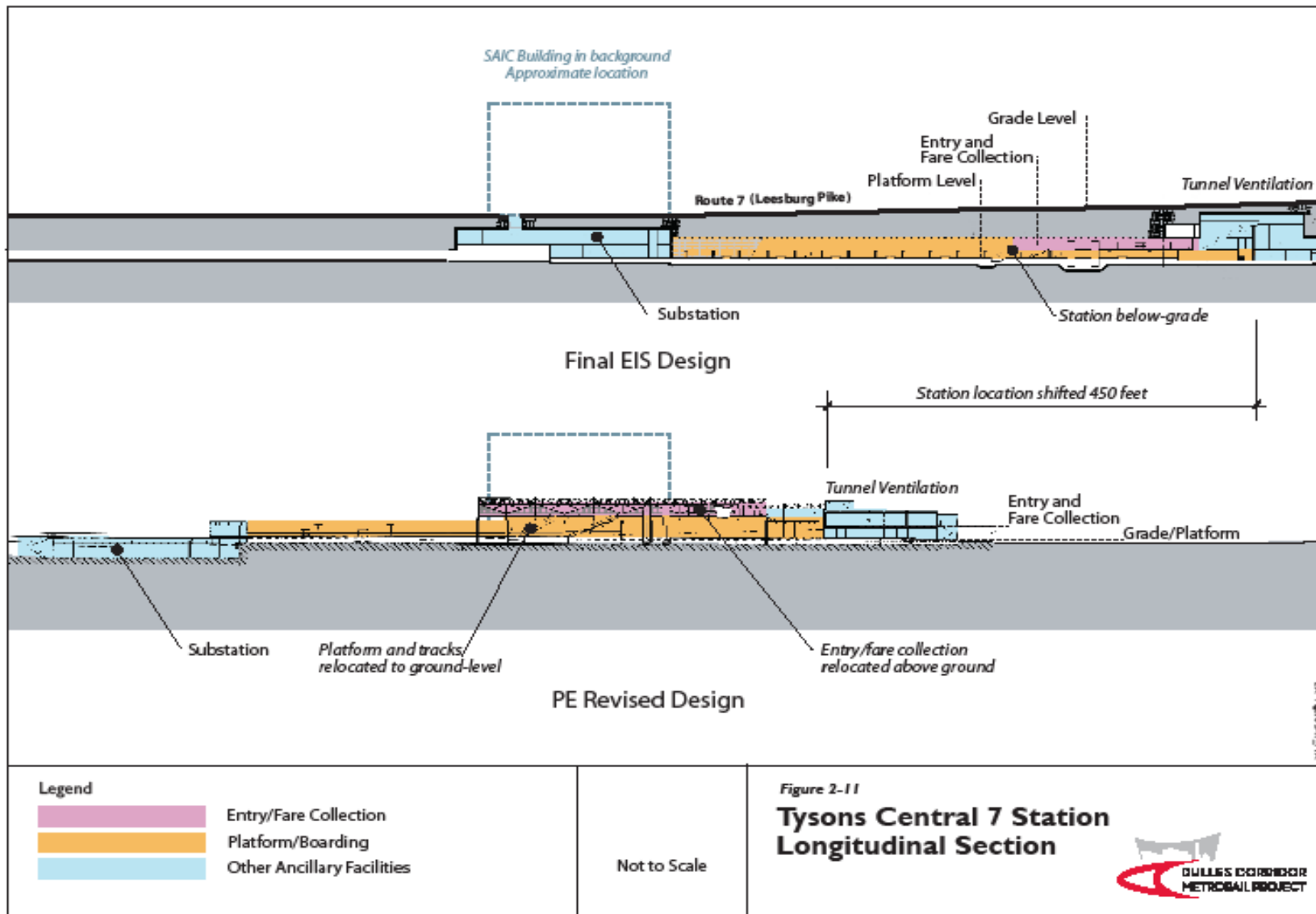
Not to Scale

Figure 2-10

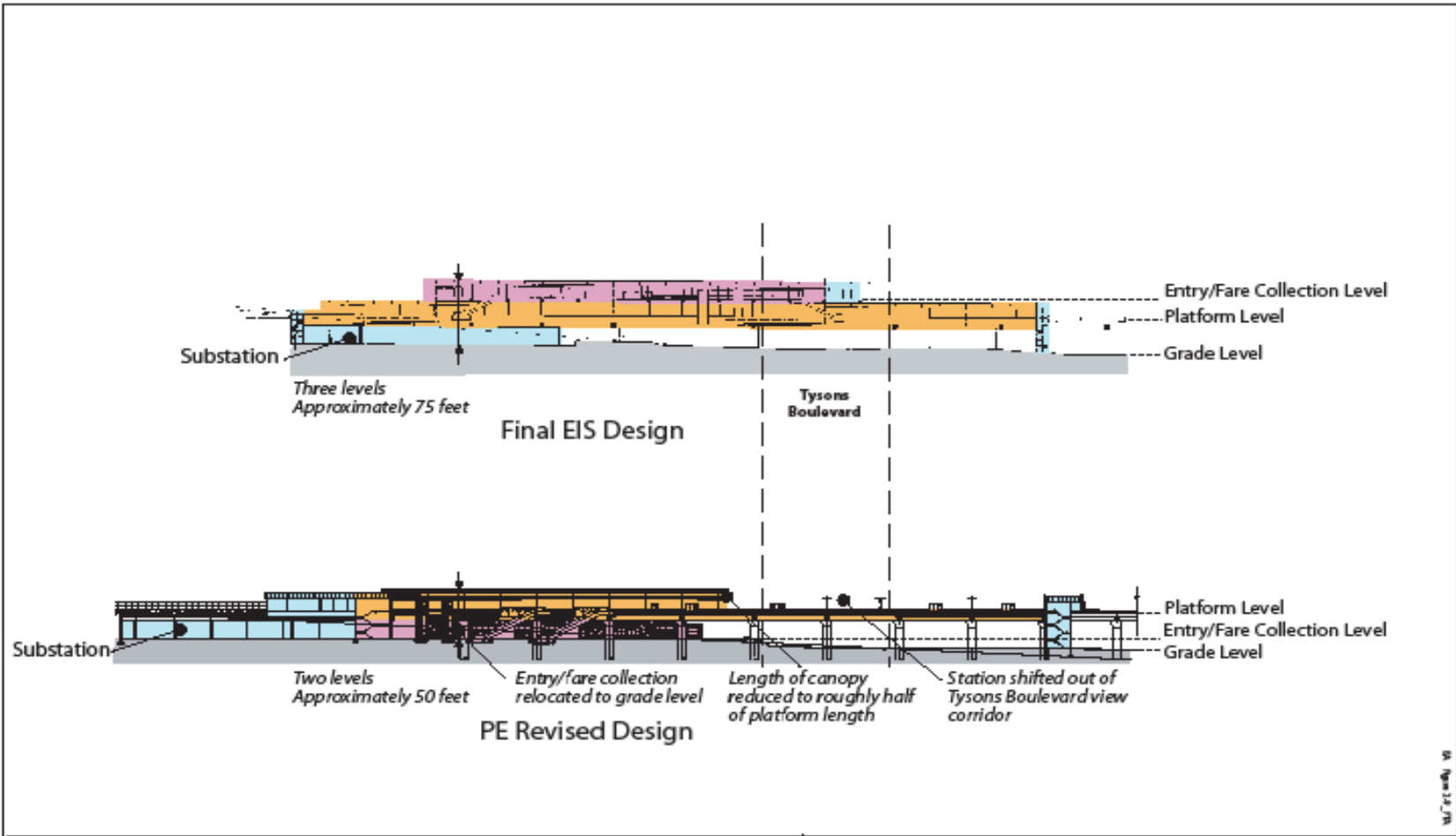
**Tysons Central 7 Station  
Plan Comparison**




SA 10/11/10



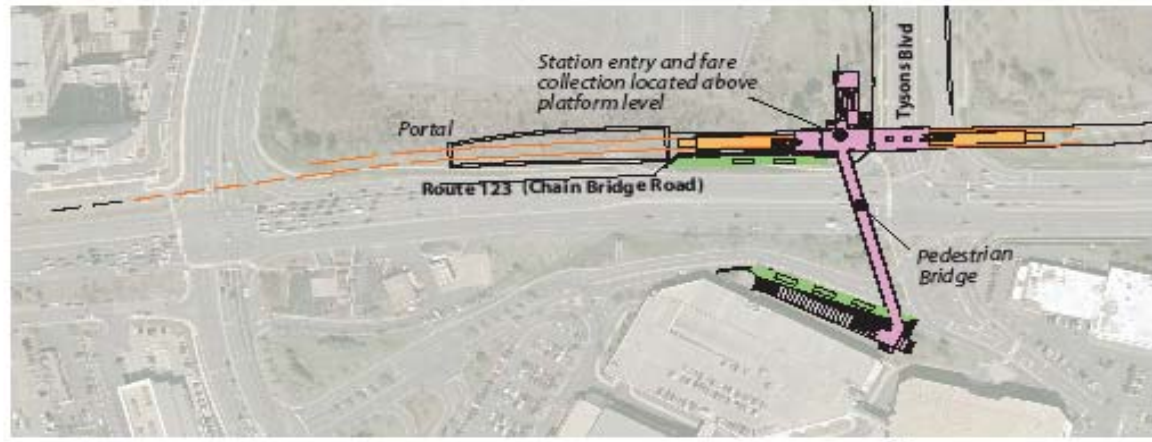




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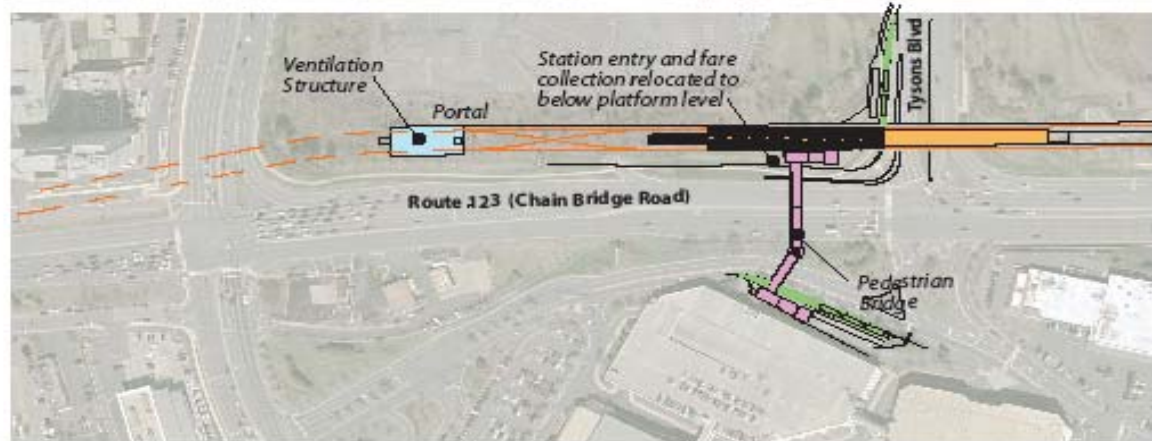
<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #e699a6; margin-right: 5px;"></span> Entry/Fare Collection</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #f4a460; margin-right: 5px;"></span> Platform/Boarding</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #a6d8e6; margin-right: 5px;"></span> Other Anillary Facilities</li> </ul>	<p>Not to Scale</p>	<p><b>Figure 2-9</b>  <b>Tysons Central I23 Station</b>  <b>Longitudinal Section</b></p> 
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Architectural Configuration: WSP|P|K  
November 19, 2010

Final EIS Design



PE Revised Design

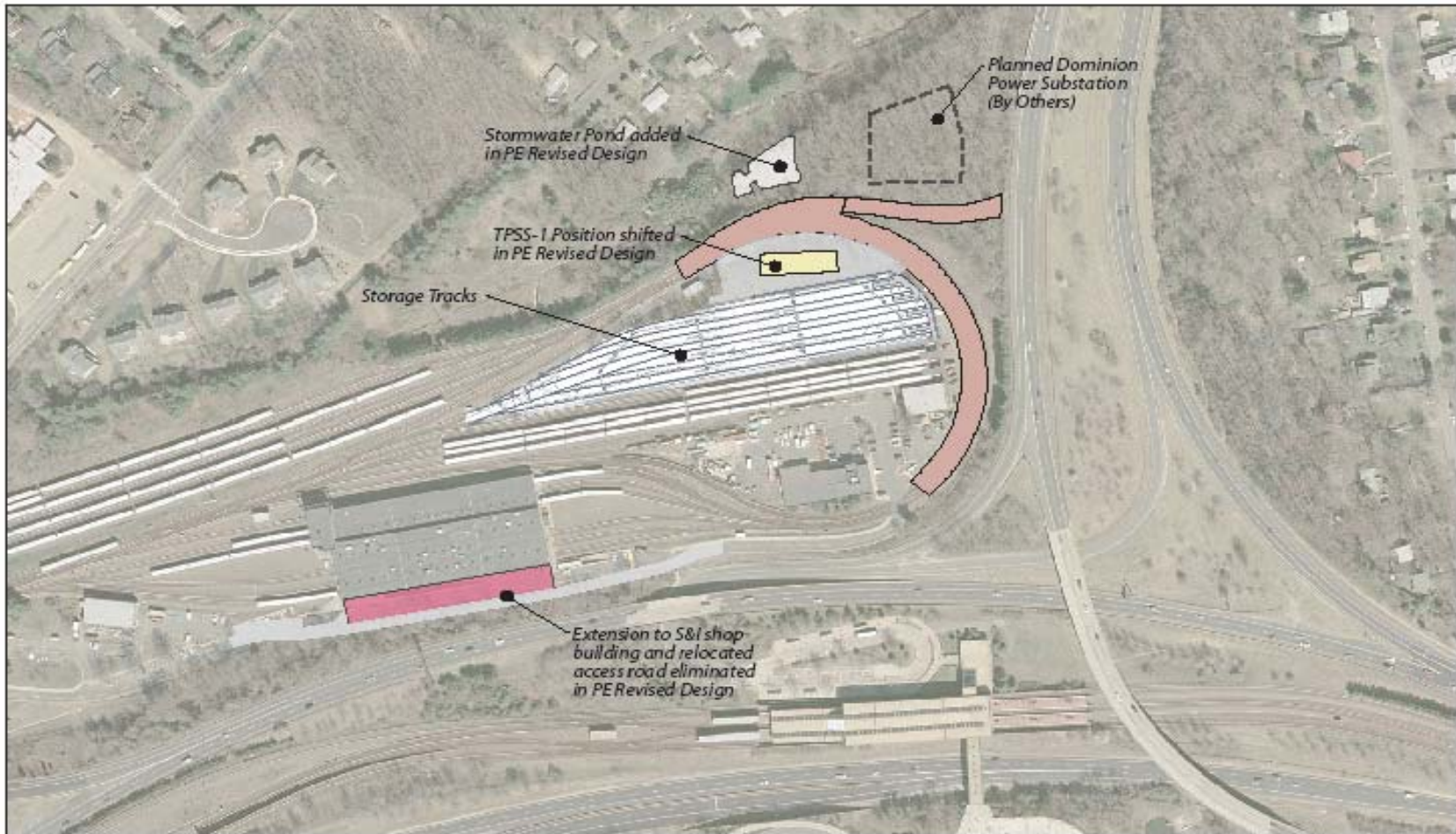
Legend	
	Entry/Fare Collection
	Platform/Boarding
	Other Ancillary Facilities
	Bus Transfer

  
 Not to Scale

Figure 2-8  
**Tysons Central I23 Station  
 Plan Comparison**




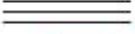



11/19/10



Author/Designer/Compiler: W&A LLC  
 Date: 04/18/2014

04/18/2014

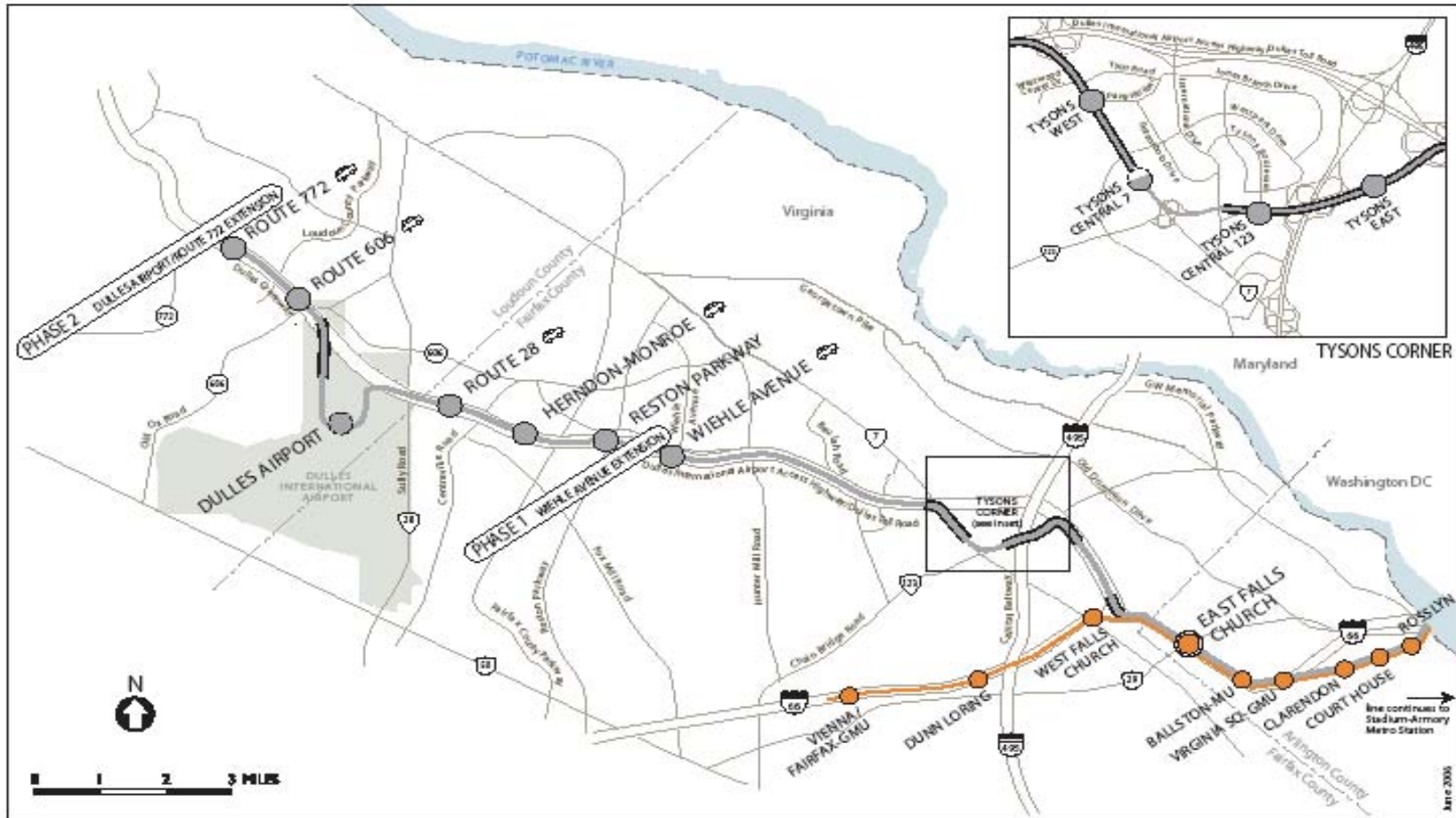
Legend	
	Dominion Power Substation
	TPSS-1
	Sound Cover Box
	Stormwater Pond
	Storage Tracks
	S&I Shop Extension
	Paved Areas

  
 Not to Scale

Figure 2-16  
**Changes to West Falls Church  
 Rail Yard**







**LEGEND**

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

[www.dullesmetro.com](http://www.dullesmetro.com)  
 703.288.7000

**DULLES CORRIDOR METRO RAIL PROJECT**

Apr. 2006

**PRESENTED AND ADOPTED:**

**SUBJECT: DULLES CORRIDOR – APPROVAL OF THE SUPPLEMENTAL PUBLIC HEARING STAFF REPORT AND DESIGN REFINEMENTS FOR THE DULLES CORRIDOR METRORAIL PROJECT AND AUTHORIZE THE GENERAL MANAGER TO NEGOTIATE AGREEMENTS WITH METROPOLITAN WASHINGTON AIRPORTS AUTHORITY AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**

**PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

**WHEREAS; The Board of Directors (the "Board") has adopted a regional rapid transit system referred to as the Adopted Regional System (ARS); and**

**WHEREAS, The Virginia Department of Rail and Public Transportation (DRPT) and the Transportation Planning Board included the Dulles Corridor Rapid Transit Project (the "Project") in the Metropolitan Washington, D.C. region's Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP), including identification of funding for the Preliminary Engineering (PE) and the environmental review of the Project; and**

**WHEREAS, The Dulles Corridor has been identified as a priority corridor for bus and rail transit service expansions in the Northern Virginia 2020 Subregional Plan and in the WMATA Transit Service Expansion Plan; and**

**WHEREAS, On August 12, 1999, the Board authorized WMATA's participation in the Project and further authorized the General Manager to negotiate and execute an agreement with DRPT for WMATA to provide technical management of the PE and the environmental review of the Project; and**

**WHEREAS, In June 2002, WMATA, in cooperation with DRPT, completed the proposed General Plans and the Draft Environmental Impact Statement (EIS) for the proposed Project, which evaluates in detail four Build Alternatives and compares these four Build Alternatives with a No Build Alternative as a baseline for evaluation; and**

**WHEREAS, On November 21, 2002, the Board selected the Metrorail Build Alternative of the Project from the Orange Line in Fairfax County to the terminus at Route 772 in Loudoun County as the Locally Preferred Alternative (LPA) after consideration of staff**

recommendations and the record of three (3) public hearings held on the Draft EIS and the proposed General Plans in July 2002; and

WHEREAS, On November 21, 2002, the Board authorized the General Manager to negotiate and execute an agreement with DRPT for WMATA to provide technical management and control of the PE of the Metrorail Build Alternative of the Project on a reimbursable basis; and

WHEREAS, In December 2002, the Federal Transit Administration (FTA) suggested that DRPT, the project sponsor, should consider a shorter, initial section of the LPA that would be affordable and fundable and, in response, DRPT proposed LPA Phase 1 from the Orange Line to Wiehle Avenue that would be 11.6 miles and have five (5) stations; and

WHEREAS, FTA also requested that a supplemental environmental document be prepared for the shorter section and for other project changes and additions since the selection of the LPA and that the document be brought to officials, stakeholders and public; and

WHEREAS, On September 25, 2003, the Board authorized the General Manager to approve the Supplemental Draft EIS and the proposed General Plans-Revisions for the purpose of the public hearings and for the staff to hold the public hearing on these documents, as soon as the documents were available; and

WHEREAS, On September 25, 2003, the General Manager was also authorized to release the Public Hearings Report on the Public Hearings for the Supplemental Draft EIS for public review, as soon as the Report was available; and

WHEREAS, Concurrent with the completion of the Supplemental Draft EIS, WMATA completed the proposed General Plans-Revisions for the Project; and

WHEREAS, Public hearings were held on the Supplemental Draft EIS and the proposed General Plans-Revisions on Wednesday, December 3, 2003, at Langston Hughes Middle School in Reston, Virginia; and December 11, 2003, at Farmwell Station Middle School in Ashburn, Virginia, both beginning at 7:00 p.m.; and

WHEREAS, The record of the public hearings remained open until December 29, 2003; and

WHEREAS, A report on the public hearings entitled *Public Hearings Report; Review of Public Hearings and Project Team Recommendations; Supplemental Draft Environmental Impact Statement and General Plans For the Proposed Dulles Corridor Rapid Transit Project; Hearing No. 159; Hearing No. 160; Docket No. R03-6* dated February 2004 (Team Report) was prepared; and

WHEREAS, The Team Report addressed issues and comments raised at the public hearings and during the post-hearing comment period, then presented the Team's recommendations for the Project; and

WHEREAS, On February 11, 2004, the General Manager authorized the Team Report to be released for public review for a two- (2) week period; and

WHEREAS, The Team Report, including the transcripts of the public hearings, was available for public review through the Office of Extensions at its Arlington, Virginia office; and

WHEREAS, The public review period closed on Wednesday, February 25, 2004; and

WHEREAS, A report entitled *Public Hearings Report Supplement; Analysis of Comments Received From the Public Review of the Public Hearings Report and Final Team Recommendations; Supplemental Draft Environmental Impact Statement and General Plans For the Proposed Dulles Corridor Rapid Transit Project; Hearing No. 159; Hearing No. 160; Docket No. R03-6* dated March 2004 (Team Report Supplement) was prepared to summarize the Team Report public review process and respond to issues and comments raised during the review and also to present the final Team recommendations; and

WHEREAS, On August 8, 2003, DRPT, as project sponsor, submitted a request to FTA to enter PE; and

WHEREAS, The record of the December 2003 public hearings included comments that support the development and Team evaluation of alternative site plans and locations for the Tysons West Station (four site plan options, including that of the proposed General Plans-Revisions), for a tiebreaker station (three location options) and for a traction power substation; and

WHEREAS, The Team has evaluated the alternative site and location plans for the Tysons West Station, tiebreaker station and traction power substation; and

WHEREAS, Post-hearing conferences with property owners and other interested parties addressing the alternative site and location plans for the Tysons West Station, a tiebreaker station and a traction power substation were required; and

WHEREAS, On April 15, 2004, the Planning, Development and Administration Committee was briefed on the contents of the Team Report and Team Report Supplement including issues raised in the record of the public hearings and from the public review of the Team Report and including the final Team recommendations; and

WHEREAS, On April 15, 2004, Board Resolution 2004-15 amended the ARS to add, for planning purposes, the Metrorail Build Alternative of the Project from the Orange Line in Fairfax County, with an interim terminus at Wiehle Avenue in Fairfax County, and then to the terminus at Route 772 in Loudoun County, to be constructed in two (2) phases contingent upon the fulfillment of the following conditions identified as the "ARS Contingencies":

1. Satisfactory completion of the FEIS;
2. Issuance of a Record of Decision by the Federal Transit Administration (FTA);
3. Board approval of a final financial plan for the construction, acquisition and operation of the new facilities;
4. Execution of implementing financial commitments between DRPT and funding sources in the form of local funding agreements and the Federal full funding agreement;
5. WMATA's determination that the Project has been completed in accordance with the Final EIS, approved General Plans and all WMATA system requirements and that the Project, as built and tested, is suitable for acceptance into the ARS;
6. Conveyance to WMATA by DRPT of a property interest in the Project property adequate to assure WMATA's continuing control of the Project property throughout the useful life of the Project; and
7. Any indemnification obligation from WMATA to Toll Road Investors Partnership II, the Metropolitan Washington Airports Authority, or any other entity associated with the Project is subject to Board approval and any indemnification obligation provided by DRPT to Toll Road Investors Partnership II, Metropolitan Washington Airports Authority, or any other entity associated with the Project, will be subject to a determination by WMATA that such indemnification does not create a liability or potential liability for WMATA; and

WHEREAS, On April 15, 2004, Board Resolution 2004-15 Authorized the General Manager to Sign the Second Agreement and to Negotiate a Third Agreement with DRPT for all aspects of Project final design, construction, suitability for acceptance, ownership, operation, maintenance and infrastructure renewal and to submit the Third Agreement to the Board for approval; and

WHEREAS, On September 16, 2004, the Board approved the final Team recommendations resulting from the post-hearing conference, which recommendations included revised locations (a) for the Tysons West Station; (b) for the Tie Breaker Station #2; and (c) for the Traction Power Substation #2; and

WHEREAS, On September 16, 2004, the Board approved the Final EIS and final General Plans in Board Resolution 2004-45; and

WHEREAS, The Virginia DRPT and WMATA entered into PE for the segment from the Orange Line to the interim terminal at Wiehle Avenue, known as the "Wiehle Avenue Extension;" and

WHEREAS, As PE for the Wiehle Avenue Extension advanced, proposed design refinements, were identified and adopted subject to public hearing; and

WHEREAS, The Board of Directors authorized the Interim General Manager (IGM) to release the Environmental Assessment associated with these design refinements and it was released on February 9, 2006; and

WHEREAS, The Board of Directors authorized a WMATA Compact public hearing, to be held jointly with DRPT on the proposed design refinements to the design for the Wiehle Avenue Extension and the public hearing was held March 28, 2006; and

WHEREAS, In December 2005, the Metropolitan Washington Airports Authority submitted a proposal to assume responsibility for the Dulles Toll Road and both phases of the Dulles Corridor Metrorail Project; and

WHEREAS, On March 27, 2006, the Governor of the Commonwealth of Virginia announced the signing of a Memorandum of Agreement between the Commonwealth and the Metropolitan Washington Airports Authority to complete the Dulles Corridor Metrorail Project, with the transfer of responsibilities, assuming satisfaction of FTA requirements and certifications, scheduled for March 30, 2007; and

WHEREAS, The public comment period remained open for two (2) weeks following the public hearing and closed on April 11, 2006; and

WHEREAS, The Board of Directors authorized the IGM to release the public hearing report for public review, and the *PE Design Refinements Public Hearing Report* was released June 26, 2006; and

WHEREAS, The public review period on the *PE Design Refinements Public Hearing Report* remained open for two (2) weeks until July 10, 2006; and

WHEREAS, Continued discussions with DRPT have resulted in agreement on which design refinements should be adopted, and the proposed design refinements with the staff recommendation for each are shown in Attachment A to this Resolution, and

WHEREAS, Staff has determined that the design refinements proposed for acceptance in Attachment A:

- a. are equivalent in safety with relevant standards or plans and specifications;
- b. are recognized as good industry practice for comparable facilities;
- c. will not cause any material increase in operating and life-cycle costs for the completed project; and
- d. are reasonably likely to achieve the estimated cost impact, including any savings.

Now, therefore be it

**RESOLVED**, That the Board of Directors hereby adopts the Supplemental Public Hearing Report on the Preliminary Engineering Design Refinements for the Dulles Corridor Metrorail Project; and be it further



*RESOLVED*, That the Board of Directors hereby approves the modifications to the General Plans of Dulles Corridor Metrorail Project identified and proposed for acceptance in Attachment A to this Resolution; and be it further

*RESOLVED*, That an eighth condition be added to the seven "Adopted Regional System Contingencies" (listed on page 4 of this document). Condition eight would read as follows:

"8. All land use and permitting approvals from any federal, state, or local regulatory agency necessary for WMATA's use and operation of the Project shall be complete and final before WMATA's acceptance of the Project into the ARS, to ensure that jurisdictional permitting agencies do not impose additional requirements upon WMATA after the transfer of the Project to WMATA for operational purposes.";

and be it further

*RESOLVED*, That the Board of Directors authorizes the General Manager to negotiate an Amendment to the Second Agreement with DRPT for the Design and Construction of facilities within the WMATA Existing System. The reimbursable agreement would facilitate advancing specific schedule sensitive Civil, Structural and Systems physical plant modifications to the WES including:

- West Falls Church Service and Inspection shop facilities and Yard improvements
- K-Line Junction Trackwork, Crossover, Turnout and Systems Tie-In
- ROCS software upgrades
- Communications equipment
- Fiber Optic cable
- LAN/WAN equipment

Once negotiations are final, the Agreement will be submitted to the Board of Directors for approval; and be it further

*RESOLVED*, That the Board of Directors authorizes the General Manager to negotiate an agreement with the Metropolitan Washington Airports Authority and other appropriate agencies for all aspects of Project final design, construction, suitability for acceptance, ownership, operation, maintenance, and infrastructure renewal and to submit the agreement to the Board for approval; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe  
General Counsel

**Attachment A**  
**DULLES CORRIDOR METRORAIL PROJECT**  
**Preliminary Engineering Design Refinements**  
**Summary of Changes from the Final EIS/General Plans**

<b>ID</b>	<b>Design Refinement</b>	<b>Status</b>
<b>ALIGNMENT</b>		
<b>AL-1</b>	Shift the Route 7 portion of the alignment and stations (Tysons Central 7 and Tysons West) from the south side (service road) to the median between Route 123 and the Dulles Toll Road.	Refinement proposed for acceptance.
<b>AL-3</b>	Lower the alignment approximately 10 feet between the Tysons East Station and Tysons Central 123 stations.	Refinement proposed for acceptance.
<b>AL-4</b>	Raise and shorten the Tysons tunnel segment and replace the underground Tysons Central 7 station with an at-grade station in the median of Route 7. West of the Tysons Central 7 station, replace underground alignment section with aerial alignment in the median of Route 7. Add tunnel ventilation structures near Tysons Central 7 station and Tysons Central 123.	Refinement proposed for acceptance.
<b>AL-5</b>	Adjust the alignment along the Dulles Connector Road and Dulles International Airport Access Highway to more closely follow the existing grade.	Refinement proposed for acceptance.
<b>AL-6</b>	Replace pocket track near the Tysons West station with double crossover in same location.	Refinement proposed for acceptance.
<b>AL-7</b>	Eliminate stormwater management pond on the north side of the Dulles International Airport Access Highway west of Hunter Mill Road.	Refinement proposed for rejection.
<b>AL-8</b>	Add new stormwater management pond near Chathams Ford Drive.	Refinement proposed for acceptance.

## Attachment A

### DULLES CORRIDOR METRORAIL PROJECT

#### Preliminary Engineering Design Refinements

#### Summary of Changes from the Final EIS/General Plans

<b>GUIDEWAY</b>		
<b>GW-1</b>	Utilize AASHTO Box Girders for the O1 alignment (except over traffic) and the Tysons East and Tysons West tangent alignments.	Refinement proposed for acceptance.
<b>AT-GRADE</b>		
<b>AG-1</b>	Reduce the height of retaining walls in association with alignment changes to more closely follow the existing grade.	Refinement proposed for acceptance.
<b>TYSONS EAST STATION</b>		
<b>TE-1</b>	Shift station platform 200 feet west to avoid stream impacts and to reduce height of structure supporting station.	Refinement proposed for acceptance.
<b>TE-2</b>	Redesigned station canopy with reduced coverage (300 feet long).	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states that "The Dulles Corridor Metrorail Project currently has plans for canopy lengths of 600 feet ...[and] includes the new WMATA proposed "non-slip" square tile on the project."
<b>TE-3</b>	Redesigned pedestrian bridge with reduced width (12 feet) and with mesh enclosure instead of glazing.	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states: "The "Dulles Corridor Metrorail Project currently has plans for...pedestrian bridges with a width of 16 feet, handrail to handrail. Additionally, the Project Scope includes the new WMATA proposed "non-slip" square tiles on the project." It further assures WMATA that they will "...follow the provision for changes...to ensure the safe and efficient operations (sic) of this system."

**Attachment A**  
**DULLES CORRIDOR METRORAIL PROJECT**  
**Preliminary Engineering Design Refinements**  
Summary of Changes from the Final EIS/General Plans

<b>TE-4</b>	Deletion of second elevator at south station entrance.	Refinement proposed for rejection.
<b>TYSONS CENTRAL 123 STATION</b>		
<b>TC-1</b>	Relocate mezzanine from elevated position above platform, to street-level location below the platform; pedestrian bridge decouple from mezzanine.	Refinement proposed for acceptance.
<b>TC-2</b>	Bus bays relocated from Route 123 to Tysons Boulevard.	Refinement proposed for acceptance.
<b>TC-3</b>	Redesigned station canopy with reduced coverage (300 feet long).	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states that "The Dulles Corridor Metrorail Project currently has plans for canopy lengths of 600 feet ...[and] includes the new WMATA proposed "non-slip" square tile on the project."
<b>TC-4</b>	Redesigned pedestrian bridge with reduced width (12 feet) and with mesh enclosure instead of glazing.	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states: "The "Dulles Corridor Metrorail Project currently has plans for...pedestrian bridges with a width of 16 feet, handrail to handrail. Additionally, the Project Scope includes the new WMATA proposed "non-slip" square tiles on the project." It further assures WMATA that they will "...follow the provision for changes...to ensure the safe and efficient operations (sic) of this system."
<b>TC-5</b>	Deletion of second elevator at the pedestrian bridge south and north entrances.	Refinement proposed for rejection.
<b>TC-6</b>	Deletion of second escalator at the pedestrian bridge south and north entrances.	Refinement proposed for rejection.

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<b>(AL-6)</b>	Relocate double crossover from Tysons Central 7 station to Tysons Central 123	Refinement proposed for acceptance.
<b>TYSONS CENTRAL 7 STATION</b>		
<b>T7-1</b>	Replace the underground Tysons Central 7 station with an at-grade station in the median of Route 7 (no change to station entrance locations).	Refinement proposed for acceptance.
<b>T7-2</b>	Replace underground pedestrian walkways with pedestrian bridges.	Refinement proposed for acceptance.
<b>T7-3</b>	Eliminate underground station ventilation equipment.	Refinement proposed for acceptance.
<b>T7-4</b>	Redesigned station canopy with reduced coverage (300 feet long).	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states that "The Dulles Corridor Metrorail Project currently has plans for canopy lengths of 600 feet ...[and] includes the new WMATA proposed "non-slip" square tile on the project."
<b>T7-5</b>	Redesigned pedestrian bridge with reduced width (12 feet) and with mesh enclosure instead of glazing.	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states: "The "Dulles Corridor Metrorail Project currently has plans for...pedestrian bridges with a width of 16 feet, handrail to handrail. Additionally, the Project Scope includes the new WMATA proposed "non-slip" square tiles on the project." It further assures WMATA that they will "...follow the provision for changes...to ensure the safe and efficient operations (sic) of this system."
<b>T7-6</b>	Delete second elevator at the south and north station entrances.	Refinement proposed for rejection.

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<b>T7-7</b>	Delete second escalator at the south and north station entrances.	Refinement proposed for rejection.
<b>TYSONS WEST STATION</b>		
<b>TW-1</b>	Bus bays relocated from interior parcel to east side of Route 7 (kiss and ride lot location unchanged).	Refinement proposed for acceptance.
<b>TW-2</b>	Reduce length of pedestrian bridge connection to north side of Route 7.	Refinement proposed for acceptance.
<b>TW-3</b>	Redesigned station canopy with reduced coverage (300 feet long).	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states that "The Dulles Corridor Metrorail Project currently has plans for canopy lengths of 600 feet ...[and] includes the new WMATA proposed "non-slip" square tile on the project."
<b>TW-4</b>	Redesigned pedestrian bridge with reduced width (12 feet) and with mesh enclosure instead of glazing.	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states: "The "Dulles Corridor Metrorail Project currently has plans for...pedestrian bridges with a width of 16 feet, handrail to handrail. Additionally, the Project Scope includes the new WMATA proposed "non-slip" square tiles on the project." It further assures WMATA that they will "...follow the provision for changes...to ensure the safe and efficient operations (sic) of this system "
<b>TW-5</b>	Deletion of second elevator at the south and north station entrances.	Refinement proposed for rejection.
<b>WIEHLE AVENUE STATION</b>		
<b>WA-1</b>	Rotate orientation of parking garage and north side bus bays.	Refinement proposed for acceptance.

## Attachment A

### DULLES CORRIDOR METRORAIL PROJECT

#### Preliminary Engineering Design Refinements

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<b>WA-2</b>	Redesigned station canopy with reduced coverage (300 feet long).	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states that "The Dulles Corridor Metrorail Project currently has plans for canopy lengths of 600 feet ...[and] includes the new WMATA proposed "non-slip" square tile on the project."
<b>WA-3</b>	Redesigned pedestrian bridge with reduced width (12 feet) and with mesh enclosure instead of glazing.	Proposed for acceptance pursuant to the DRPT letter of Nov. 2, 2006 (M. Tucker) which states: "The "Dulles Corridor Metrorail Project currently has plans for...pedestrian bridges with a width of 16 feet, handrail to handrail. Additionally, the Project Scope includes the new WMATA proposed "non-slip" square tiles on the project." It further assures WMATA that they will "...follow the provision for changes...to ensure the safe and efficient operations (sic) of this system."
<b>WA-4</b>	Delete second elevator at the south and north station entrances.	Refinement proposed for rejection.
<b>YARD &amp; SHOP</b>		
<b>Y-1</b>	Eliminate expansion of the existing shop building and associated roadway reconstruction, utility relocation, and systems.	Refinement proposed for rejection.
<b>SYSTEMWIDE</b>		
<b>SY-1</b>	Use trackside cable troughs instead of concrete ductbanks.	Refinement proposed for acceptance.
<b>SY-2</b>	Use future yard site (Y-15) on Dulles Airport property for storage/placement of excavated soil.	Refinement proposed for acceptance.

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<b>WEST FALLS CHURCH YARD</b>		
<b>WFC-1</b>	Eliminate enlargement of the West Falls Church S&I Shop	Refinement proposed for rejection.
<b>WFC-2</b>	Construct a stormwater management pond at the West Falls Church Yard.	Refinement proposed for acceptance.



PUBLIC HEARING  
STAFF REPORT SUPPLEMENT

STAFF ANALYSIS OF THE PUBLIC REVIEW OF  
THE PUBLIC HEARING STAFF REPORT  
AND  
STAFF RECOMMENDATIONS

PE DESIGN REFINEMENTS  
DULLES CORRIDOR METRORAIL PROJECT  
VIRGINIA

Hearing No. 172  
Docket No. B06-2  
March 28, 2006

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
(WMATA)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
PUBLIC HEARING STAFF REPORT SUPPLEMENT

STAFF ANALYSIS OF THE PUBLIC REVIEW  
OF THE PUBLIC HEARING REPORT

PE DESIGN REFINEMENTS  
DULLES CORRIDOR METRORAIL PROJECT  
VIRGINIA

HEARING NO. 172  
DOCKET NO. B06-2

This report summarizes the public circulation process for the report on the March 28, 2006, public hearing concerning Preliminary Design Refinements to the Dulles Corridor Metrorail Project entitled *PE Design Refinements, Public Hearing Report*; Hearing No. 172; Docket No. B06-2. This report describes the public review process, summarizes comments received during the public review, responds to issues raised and presents the final staff recommendations at the conclusion of this report. This report includes the following sections:

- I. Background
- II. Summary and Analysis of Comments on the Public Hearing Staff Report
- III. Final Staff Recommendations

## **I. BACKGROUND**

To expedite the public hearing process, the WMATA Board of Directors authorized the Interim General Manager (IGM) to release the Public Hearing Report for public review as soon as the Staff Report was completed. The Public Hearing Report was released June 26, 2006.

The public hearing was held on March 28, 2006. Fifty-one groups or individuals provided comments for the public record. After the public hearing, the comment period extended until April 11, 2006. After the close of the comment period, the staff report was prepared and circulated within WMATA and DRPT for comment and approval.

The IGM authorized staff to release the staff report, and the staff report was released for public review on June 26, 2006. The staff report, the public hearing transcript and supplemental material submitted for the public hearing record were available for review in the Office of the Secretary. Copies of the staff report were provided or available to state, regional and local governments and agencies, elected officials, including parties who presented testimony or submitted statements for the public hearing record and people who had requested copies of the report.

The staff report comment period closed on July 10, 2006, with no additional comments or letters received.

## **II. SUMMARY AND ANALYSIS OF COMMENTS ON THE PUBLIC HEARING STAFF REPORT**

No additional comments were received.

## **III. STAFF RECOMMENDATIONS**

Based on the analysis conducted as part of the EA and the public comments received, the project team has the following recommendations regarding the design refinements, required mitigation measures, and amendments to the Record of Decision (ROD).

### **1. PE Design Refinements**

Except as discussed here, the project team recommends that all of the design refinements evaluated in the EA be adopted.

-The project team recommends retention of redundant elevators at the pedestrian bridge entrances. Although DRPT had proposed removal of elevators, this refinement was withdrawn. Redundant elevators will promote greater system reliability.

-The project team recommends retention of the West Falls Church maintenance shop expansion and the associated modifications to the West Falls Church Yard. At the initiation of the EA, it appeared that adequate maintenance capability would exist within the WMATA system. Now, it appears that capacity will not be available, and consequently, the previously-planned expansion is required.

-The project team recommends retention of the stormwater management facility west of Hunter Mill Road. At the initiation of the EA, it appeared that adequate stormwater management capability would exist for this section of the alignment. Now, it appears

that capacity will not be available, and consequently, the previously-planned pond is required.

-The project team concurs with reduction of the platform canopy length from 600 feet to 300 feet, assuming appropriate engineering controls are installed, including sufficient foundations for a future extension of the canopy to 600 feet total length, adoption of high friction paver tiles, and an engineering mechanism to heat the tile surface to minimize the buildup of ice and snow.

--The project team concurs with the replacement of glazing on the pedestrian bridges, assuming appropriate engineering controls are installed including adoption of high friction paver tiles and an engineering mechanism to heat the tile surface to minimize the buildup of ice and snow.

## 2. Mitigation

Based on the findings documented in the EA, the following changes in the mitigation measures in FTA's ROD are recommended:

Displacements and Relocations. The acquisition of right-of-way and the relocation of displacees should be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended. Relocation resources should be made available to all residential, business, and nonprofit displacees without discrimination. DRPT should prepare a detailed relocation plan prior to initiating any property acquisition or relocation activities.

Noise Effects. Parapet (noise) walls should be added to the new elevated section of the alignment along Route 7, consistent with similar treatment on other elevated sections of the alignment.

Transportation Effects. Additional turning lanes should be added to Route 606 for access to the storage and inspection yard site during the project's initial phase rather than the second phase to facilitate the use of this site for construction staging.

Construction Effects. Surveys for the wood turtle should be conducted in Pimmit Run and Difficult Run immediately prior to construction activities by a qualified and permitted biologist. Any wood turtles encountered should be safely relocated to suitable habitat in the nearest perennial stream.

This change in mitigation is related to the potential effects disclosed in the Final EIS not changes in effects documented in the EA. This measure was suggested by the Virginia Department of Conservation and Recreation during its reassessment of its Coastal Zone Consistency Determination to protect the wood turtle during construction.

The project team recommends that these mitigation measures be added to an amended ROD by the Federal Transit Administration to signify its acceptance of the preliminary engineering design refinements.