

Dulles Metro is Coming

April 2013



Route 7 Lane Shifts and Paving, Installation of Sidewalks and Streetlight Foundations Signal Coming of Silver Line

With construction completion of Phase 1 of the Dulles Corridor Metrorail Project anticipated in September, motorists and pedestrians are seeing an increase in project-related activities all along Leesburg Pike (Route 7) from the Dulles Toll Road to the overpass at Route 123.

Project construction crews are completing the paving of the traffic lanes closest to the median of the road and moving the three left lanes into their final configuration.

This work has been taking place in phases and is being followed, also in phases, by the demolition and reconstruction work on what will become the permanent fourth lane and final curbsides along eastbound and westbound Route 7.

Also, preparations for the installation of the permanent traffic signals are taking place. Timing for the traffic signals will be based on the final four-lane configuration.

Meanwhile, other crews are installing the permanent sidewalks, planters and foundations for streetlights. Dominion Virginia Power will install the streetlight poles.

Once this work is done, landscaping will begin along the sides of the roads.



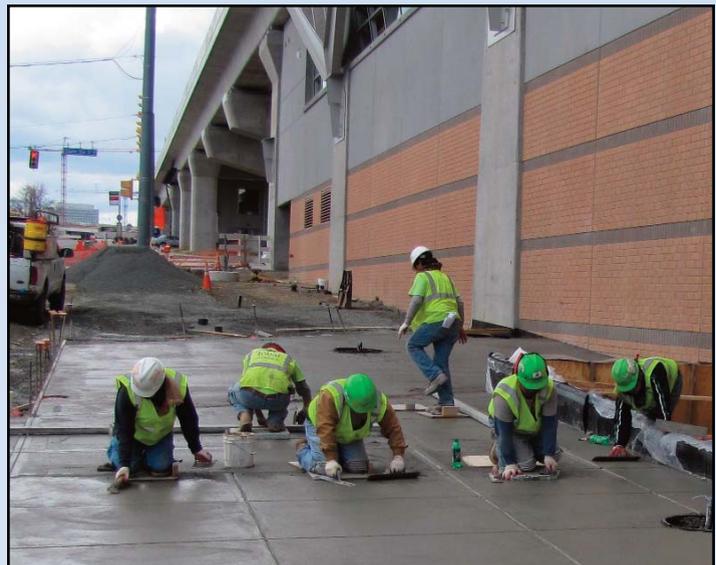
CHANGING LANES: Dulles Metrorail crews pave sections of Route 7 near the Greensboro Metrorail Station near SAIC and Marshalls. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

Schedules call for all of this work to be completed in June. Lane closures, pedestrian detours and temporary walkways will be in place while this work is being done.

Rail project officials have encouraged drivers, pedestrians and bikers to be very careful when walking or driving through these areas while all of this work is taking place.



UNDER THE TRACKS: This large hole is a basin construction happening beneath the aerial guideway in the Route 7 median looking west from Gosnell Road where drain piping and a gravel bed are being installed prior to placement of soils. Photo by Stephen Barna, Dulles Corridor Metrorail Project



RACING FOR SEPTEMBER COMPLETION: Crews pave sections of Route 7 near SAIC as construction hits 92 percent mark. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

For general information on the Dulles Corridor Metrorail Project, please visit our website at www.dullesmetro.com or call (703) 572-0506.

Clark Construction, Kiewit Infrastructure South Team on Track to Build Major Portion of Phase 2

Airports Authority Issues Notice of Recommended Award to Capital Rail Constructors, Contract to be Awarded in Late May

The Metropolitan Washington Airports Authority on Thursday, April 25, issued a Notice of Recommended Award to Capital Rail Constructors for the major design-build portion of Phase 2 of the Dulles Corridor Metrorail Project, known as the Silver Line. The announcement of the Notice of Recommended Award formally identifies the team consisting of Clark Construction Group and Kiewit Infrastructure South Co. as the low-price proposer for the contract, but does not constitute a final award of the contract.

The announcement follows an Airports Authority review of Capital Rail Constructors' \$1,177,777,000.00 price proposal, which was determined to meet all necessary requirements. Capital Rail Constructors' price proposal was the lowest of the five read by the Airports Authority at a public opening on Friday, April 19.

"We are very encouraged by the price submitted by Capital Rail Constructors and the potential savings it includes," said Pat Nowakowski, executive director of the Dulles Corridor Metrorail Project. "This has been a very successful competitive procurement process. The winning proposal is well below our original estimates of \$1.4 billion to \$1.6 billion for this portion of the project, which hopefully will allow us to pass on additional savings to users of the Dulles Toll Road."

The Notice of Recommended Award is the next step in a competitive procurement process that began in July 2012. The Airports Authority will now request additional documentation from the team, including insurance certificates, and payment and performance bonds. A final award of the contract is expected in May.

This contract includes the construction of 6 stations, 11.4 miles of track and guideways, and wayside components. The stations are Reston Town Center, Herndon, Innovation Center, Washington Dulles International Airport, Route 606 and Route 772/Ashburn. Additional contracts will be competed in the near future for the rail yard and parking garages.

The Silver Line project is being undertaken by the Metropolitan Washington Airports Authority in partnership with Loudoun and Fairfax counties and the Commonwealth of Virginia.



UP ON TOP: The canopy is almost complete at the McLean Station. Photo by Stephen Barna, Dulles Corridor Metrorail Project



CONNECTING METRORAIL WITH TYSONS CORNER CENTER: The pedestrian pavilion (foreground) shows the connecting point for the future bridge to connect the pedestrian bridge across Route 123 at the Tysons Corner Station to commercial structures under construction adjacent to the mall, including a hotel, an office tower and a residential building. Photo by Stephen Barna, Dulles Corridor Metrorail Project

Dynamic Testing Now Taking Place All Along Silver Line from East Falls Church to Reston

Dynamic testing is taking place all along the Phase 1 Silver Line alignment from East Falls Church to the Wiehle-Reston East Metrorail Station.

Now that the line has been energized (that means the power is on), Dulles Transit Partners, the Phase 1 design contractor, is conducting what is called dynamic testing in cooperation with the Washington Metropolitan Area Transit Authority (WMATA).

Testing uses two four-car trains which are owned and operated by WMATA during the testing operations. Testing includes:

- Safe Braking Testing to ensure that the railcars are able to stop within specified distances at varying speeds.
- Control Line Testing to ensure the proper signaling communications between the train and the supporting wayside facilities, including traction power substations and train control rooms.

The trains can be spotted on the westernmost section of the alignment in the median of the Dulles Access Highway.

In addition, rail polishing is also happening.



TESTING, TESTING: Reston resident David Emery shot this photo of test trains running between Hunter Mill Road and Wolf Trap.