

# Dulles Metro is Coming



March 2014  
Phases 1 & 2

## MWAA Tells Silver Line Contractor Work Is Not Done

The Metropolitan Washington Airports Authority (MWAA) on Feb. 24, after concluding a review of the Silver Line Phase 1 Substantial Completion Submission from Dulles Transit Partners (DTP), determined the contractor has not yet met the contract requirements for substantial completion.

The contract requires the submission to meet criteria in 12 different areas. Seven of the 12 areas were determined to be deficient. Examples of problem areas include:

- Failure to deliver certificates of occupancy for almost 20 wayside buildings, including stations, power substations and the tunnel;
- Performance issues with the Automatic Train Control System that prevent WMATA from beginning Operational Readiness Testing;
- Failure to fully correct defects that impact operations, including track gage problems;
- Elevator and escalator problems, and water leaks in buildings;
- Incomplete documentation for testing requirements and safety/security verifications.

MWAA project officials, WMATA and representatives of Dulles Transit Partners are working to resolve the many outstanding issues as quickly as possible. MWAA will monitor DTP's progress and assure that all contractual obligations are met, project officials said.

Substantial completion is a major milestone in the process of advancing the project to WMATA's Operational Readiness Testing, safety certification and finally revenue service. After determining operational readiness, WMATA has up to 90 days to conduct further testing before setting the date for revenue service.

During the 90-day period, the Tri-State Oversight Committee and the Federal Transit Administration also will conduct reviews.

Phase 1 of the Silver Line runs from East Falls Church to the eastern edge of Reston with four stops in Tysons Corner.



FROM THE BOTTOM DOWN BELOW AT DULLES: This photo from the bottom-up of a drilled shaft foundation rebar cage shows the three Osterberg Cell piston and pressure chambers used for testing the foundation design for the future elevated guideway for tracks at Dulles Airport. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

### Phase 2 Crews Focus on Geotech Tests as Preliminary Construction Continues

#### Testing key to final design at Dulles Airport

Cranes and surveyors are popping up along the Dulles Toll Road, the Dulles Greenway and at Dulles Airport as Capital Rail Constructors (CRC), the Phase 2 design-build contractor, undertakes a variety of testing and site evaluations for the rail project.

Phase 2 will run from the future Wiehle-Reston East Metrorail Station, the temporary terminus of Phase 1, and Dulles Airport to Route 772 in eastern Loudoun. Phase 2 includes six stations. While CRC designers are focusing on the final design, teams of geotechnical engineers and surveyors have been along the alignment to document existing conditions and gather the coordinates for construction of at-grade and aerial alignments of the guideway, stations and wayside facilities.

Geotechnical engineers are supervising crews boring test holes (only 8 to 12 inches in diameter but many are as deep as 40 to 60 feet) to determine whether soil conditions are suitable for the type of construction planned for each location.

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More than 1,000 of the approximately 1,300 total test holes needed already have been drilled.

CRC crews use a vacuum excavation method to identify underground utilities to determine which need to be relocated to make way for the Silver Line.

In February, crews installed six test shafts at three locations at the airport. Results will confirm the load carrying capacity of the foundation design for the aerial guideway, the support for the tracks, as it passes above ground through the airport.

These shafts are cylindrical concrete structures measuring six feet in diameter and from 39 to 60 feet deep. Only four feet of the shafts are visible above ground. Each cylinder was manufactured on site using approximately 50 cubic yards of concrete and between 30,000 and 50,000 pounds of steel rebar.

Heavy construction is expected to begin later this year.

## MWAA, Counties Asked to Apply for \$1.9 Billion Federal Loan

### Dollars would help reduce toll road revenues needed

On-going efforts to secure approximately \$1.9 billion in low-interest federal loans to support the Silver Line got a major boost in late February when the U.S. Department of Transportation formally invited the project to apply for the loans which would reduce the amount of funding that must be generated by tolls on the Dulles Toll Road to pay for the rail line.

The Metropolitan Washington Airports Authority (MWAA) and two of its partners in the \$5.6 billion rail project, Fairfax and Loudoun counties, have been asked by the Department of Transportation to apply formally for the loans. All of the parties are now working on those applications. Formal approval could come later this year.

“Assuming the process is completed successfully, and with the added \$300 million from the Commonwealth of Virginia, the loan will be instrumental in helping the Airports Authority achieve its goal of holding toll rates constant through 2018,” the Airports Authority said.

The dollars would come through the federal Transportation Infrastructure Finance and Innovation Act (TIFIA).



WINTERTIME: The recent snow atop the tracks in the median of Route 7. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project



ALMOST SNOW COVERED: Heavy snows on March 3 blanket the McLean Station near the Capital One Building along Route 123. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

## Freezing Temps Interfere with Paving Along Routes 7 and 123 in Tysons Corner

“Old Man Winter, he just keeps rolling along....” and the freezing temperatures just keep on slowing the final road pavings being done in Tysons Corner as part of Silver Line construction.

It’s simply been too cold to finish critical paving along Route 123 near Tysons Corner Center and along Route 7.

The reason: Temperatures must be above 40 degrees several hours before paving starts and after it ends. There have been very few days or nights when temperatures have reached those levels.

Project officials say they look for breaks in the weather and pay close attention to long range weather forecasts.

There is still a lot of work to be done along Route 7 westbound from Route 123 to the Dulles Toll Road, particularly in the far right lane. While this lane may look ready for cars, it is not yet safe and barrels continue to block it off near SAIC and the Westpark Hotel. At the intersection of Route 7 and West Park Drive, there is still plenty to do.

Most of the intersection of Route 123 and Tysons Boulevard is yet to be repaved, including the right turn lane area from the boulevard to southbound Route 123.

Project officials warn that it will be at least April or May before this work is completed.

Meanwhile, most of the work on the eastbound lanes of Route 7 from the Dulles Toll Road interchange east to Route 123 has been completed but some lane closings are still needed to provide finishing touches. The far right lane is now open, completing the four-lane east bound traffic. In addition, there are now dual left turn lanes from eastbound Route 7 to Tyco Road. In recent weeks, the entrance from Route 7 into and out of the Marshalls Shopping Center has been repaved. Those leaving the center now have two right-turn lanes to exit the center. Prior to construction of the rail line and the nearby Greensboro Station, traffic could enter the center from both east and west bound Route 7. Today, the entrance is accessible only from eastbound lanes.