

Dulles Rail Phase 1 – Status Report

July 2013

Status

- Overall Phase 1 Construction - 95% complete
- Stations:
 - McLean – 86%
 - Tysons Corner – 79%
 - Greensboro – 72%
 - Spring Hill – 71%
 - Wiehle – 93%
- Wiehle garage: 96% Complete
 - Garage substantial completion - August 19, 2013
 - Estimated cost - \$87.9M
 - Record of Decision roadway improvements - 90% complete
 - Completion - Fall 2013
 - Fairfax Connector staff plan bus testing at Wiehle in early August 2013
- West Falls Church rail yard:
 - Completion – January 2014
 - Sound box and tail track – November 2013
 - Site work – 97%
 - Service & Inspection Building – 45%
 - Track Work – 96%
 - Systems – 65%
 - Testing – 5%
- First delivery of 7000-series rail cars – February 2014
- Testing, walk downs, and early punchlist activities ongoing

Schedule

- Substantial completion/MWAA turn-over to WMATA delayed eight weeks
 - Revised Scheduled Substantial Completion Date (SSCD) - November 4, 2013
- Testing, commissioning, acceptance by WMATA ongoing thru Revenue Operations Date (ROD)
 - 4 sets of 2 car trains conducting testing
 - 3rd rail energized
 - WMATA acceptance testing – SSCD to ROD (90 days est.)
- Estimated passenger revenue service - Feb/March 2014
 - Date determined by WMATA

Current Milestones – Past 30 Days

- Phase 1 Maintenance & Land Conveyance process ongoing
- Regional planning and coordination efforts continue for Phase 1 bus service (Fairfax Connector, WMATA, Washington Flyer, PRTC, Loudoun County Transit)
- USDOT TIFIA meeting June 21
 - Funding Partners presented financial plans
- Wiehle Garage – parking rates, bike locker rental rates, and specialty spaces approved by BOS – July 2013
- Land conveyances for Phase 1 approved by BOS – July 2013
- WMATA lead for Phase 1 marketing and outreach
 - Under construction – <http://silverlinemetro.com/>

Dulles Rail Phase 2 – Status Report

July 2013

Status

- Packet A contract award: May 2013
- Packet A Notice to Proceed - July 9, 2013
 - Phase 2 Team - Capital Rail Constructors, Joint Venture of Clark Construction and Kiewit International
 - Work crews will soon be in the field surveying, performing site preparations and making geological assessments while they finalize permits and other design work. Actual construction work using heavy equipment and cranes will likely begin in spring of 2014.
- Status of Phase 2 Bid Packages:
 - Packet A - rail Line, station, and systems (includes Innovation Center Station) - Awarded
 - Packet B – Yard and shop – Procurement Fall 2013
 - Packet C – Parking garages (may not be issued)
- Parking garages
 - DPWES – Building Design Branch is leading the design/construction effort for Herndon Station and Innovation Center Station garages
 - BOS approved RECO for Innovation Center Station garage

Budget

- Cost Estimate: \$3.093B
- Cost Estimate with value engineering , Packet A savings, and garages funding outside the project: \$2.6B
- Cost to build garages in Fairfax County: \$135M est.

Schedule

- Substantial Completion: Summer 2018.
- Revenue Operations: Late 2018.

Current Milestones Past 30 Days

- Innovation Center Station garage
 - FCDOT, Rocks, and other stakeholders presented the results of the “Route 28 Grid Analysis” traffic study
- FTA oversight of Phase 2 under discussion - Ongoing.
- TIFIA Letter of Interest submitted - Ongoing.
- WMATA Art in Transit – Final presentations by the artists - July
- Town Center Parkway tunnel design under review by WMATA and MWAA.
- USDOT meeting on TIFIA
 - Funding Partners financial plans presented to USDOT on June 21.
- FTA oversight of Phase 2 under discussion.



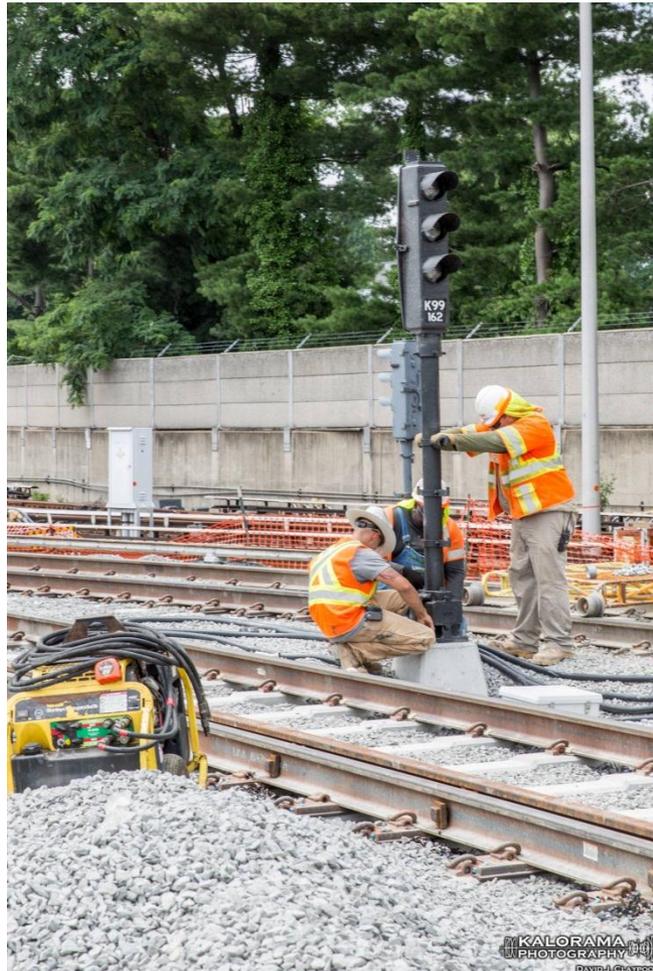
West Falls Church yard service and inspection building. Installation of the split face concrete masonry unit walls nearing completion. Photo courtesy Stephen Barna, Dulles Corridor Metrorail Project (DCMP).

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***West Falls Church yard new storage track connection (6G/6H) connection to the Service & Inspection Building.
Photo courtesy Stephen Barna, DCMP.***



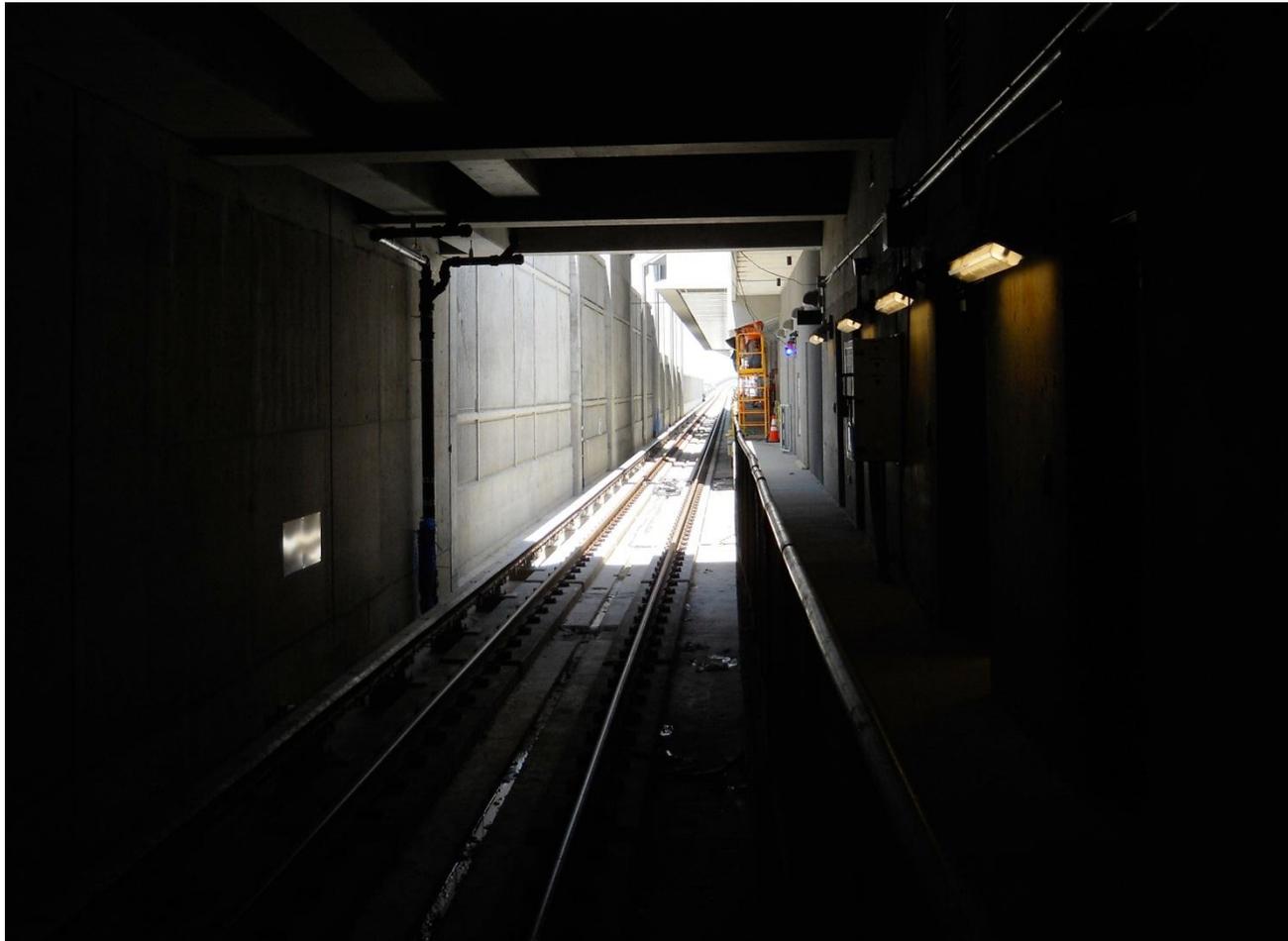
West Falls Church rail year signal installation near storage tracks 6H and 6G. Photo courtesy David Claypool, Kalorama.



Tysons Corner Station – the barrel canopy is complete; curtain wall and wire mesh infill are under construction. Photo courtesy Stephen Barna, DCMP.



***Tysons Corner Station – looking west at the tunnel portal from the pedestrian bridge over Chain Bridge Road.
Photo courtesy Stephen Barna, DCMP.***



Looking west toward Greensboro Station – view of the passenger platform from the inbound west cut and cover tunnel portal. Photo courtesy Stephen Barna, DCMP.



Greensboro Station mezzanine level finishes. Station manager kiosk installation has begun. Photo courtesy Stephen Barna, DCMP.

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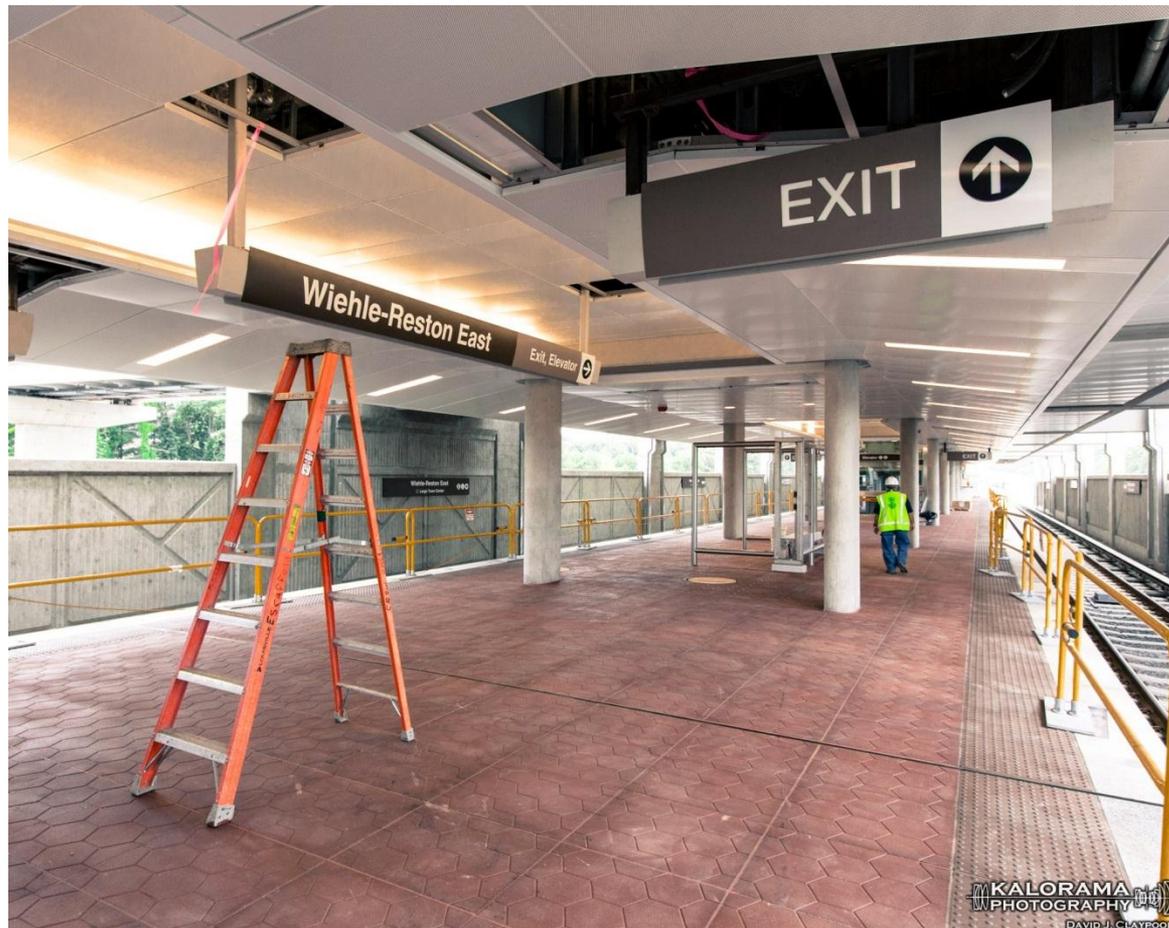
***Greensboro Station – looking west from the top of the mezzanine level escalator down to the platform level.
Photo courtesy Stephen Barna, DCMP.***



Eastbound Leesburg Pike streetscape installation at Spring Hill Station. Photo courtesy Stephen Barna, DCMP.



Wiehle-Reston East Station – platform level station signs installed. Looking south. Photo courtesy Nick Perfili, FCDOT.



Wiehle-Reston East Station – platform level finished and signage. Photo courtesy David Claypool, Kalorama.

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Metro Center Drive (opposite Isaac Newton Square) looking northwest toward Sunset Hills Road. Photo courtesy Stephen Barna, DCMP.



Wiehle-Reston East Station – looking east across Metro Center Drive along Reston Station Blvd and the Comstock Reston Station development. Photo courtesy Stephen Barna, DCMP.