



Dulles Corridor Metrorail Project

Board Transportation Committee Update

June 30, 2020

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Phase 1

- Old Meadow Road Realignment – 100% design complete
 - Utility relocation is complete
 - Roadway construction is scheduled to be completed in Fall 2020
- VDOT Punch List
 - Sidewalk, underdrains, ADA ramps, VDOT structures repairs ongoing
 - Dulles Connector Road median stormwater completed in April
 - Dulles Connector Road shoulder repairs final design submitted
 - All items expected to be completed in Fall 2020
- Phase 1 Close out - \$2.982B (no change)



Cable installation



Communications vault work at Old Meadow Road



ADA ramp reconstruction along Route 7

Phase 2

- Overall Phase 2 – 98% complete

- Budget

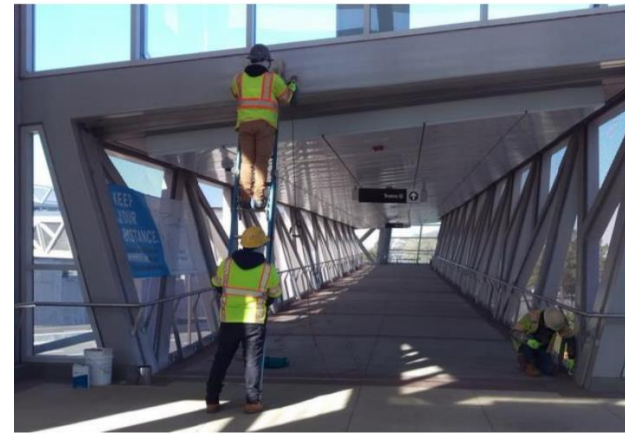
• Total Budget	\$2.778B
• Total Forecast	\$2.778B
• Total Expenditures	\$2.330B
• Total Contingency	\$551.5M
• Total Contingency Utilized	<u>\$348.0M</u>
• Remaining Contingency	\$203.5M

- General Activities

- Package A - Interior station finishes and clean up, elevator and escalator internal testing, touchup paving and roadway striping, and final alignment of track and switches.
- Package B (Rail Yard) - Testing, building punch lists, and software programming

- Timeline

- Package A (Rail, systems, stations) completion – Late 2020/Early 2021 (target)
- Package B (Yard) completion – Late 2020/Early 2021 (target)
- Metro Board to establish Revenue Operations Date



Touch-ups on
Pedestrian Bridge
In Reston



Train Wash
Testing



Reston Town Center
Station Entrance
Pavilion

Ongoing Issues

- Concrete Panel Deficiencies
 - Deficient panels with inadequate concrete cover of reinforcing steel were removed.
 - Sealant was applied to panels with insufficient water-cement ratios, re-inspected, and, in cases where the panels failed to meet requirements, the sealant was reapplied using a different technique.
 - WMATA OIG is conducting their own inspection of panels and will make recommendations to the Metro Board.
 - A sinking fund to pay for future sealant applications has been established (from legal settlement) but has not approved by WMATA at this time.
- Concrete Ties/Cross Level Deficiencies
 - WMATA used an independent track consultant to survey and review cross level issue. During their review gaps below the track plates were also observed.
 - CRC has completed the rework and re-tamping at the majority of the crossover/switch areas.
 - WMATA has accepted the work at one location and is reviewing the other areas that have received the same treatment.
 - CRC is evaluating the concrete ties that need to be replaced due to improper curvature.



Applying Precast Sealant at Innovation Center Station Stair Tower



Power Washing Prior to Sealant Application



Track switches

Ongoing Issues

- Fouled Ballast
 - Ballast in the Rail Yard did not meet specifications.
 - Additional locations needing remediation were identified by MWAA and WMATA after the contractor removed and replaced ballast in areas previously identified by MWAA.
 - MWAA has sent a directive letter to the contractor to mitigate the remaining ballast and remediations are moving forward.
- Automatic Train Control
 - Software tie-in between Phase 1 and Phase 2 systems
 - One continuous outage to coincide with the Silver Line shutdown this summer is allowing the tie-in work to proceed.
 - CRC will still need to provide software design validation, verification, and simulation to ensure compatibility with the existing system.
- Others
 - Surge arresters that were being activated and impacting safe breaking testing have been replaced.
 - Replacement of insulated joints in the Rail Yard is ongoing.
 - Hoists in the Service and Inspection Building under evaluation by WMATA to ensure synchronization has been addressed long-term.



Dulles Rail Yard



Rail Car Testing



Insulated Joint

Fairfax County Parking Garages

Herndon Station Garage – Completed April 2019

- Total Project Estimate: \$44.5M (org. \$56.7M)
- Additional bus loop work expected to be completed in July 2020.

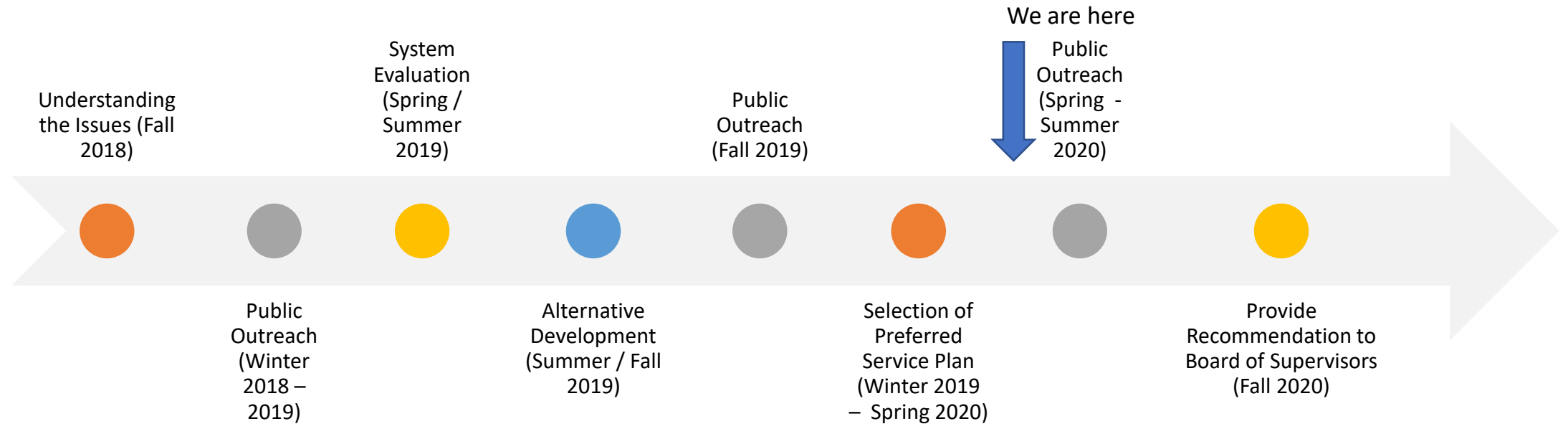
Innovation Center Station Garage

- Total Project Estimate: \$52M (org. \$57M)
- Construction Progress:
 - Garage is 98% complete.
 - Substantial completion date: June 2020.
 - All site inspections complete. Awaiting official occupancy permit.



Innovation Garage Photos

Silver Line Phase II Bus Service Plan



Recommended preferred plan

- Reflects the completion of Silver Line Phase II
- New connections and routes
 - Chantilly/Centreville to Dulles Corridor; NVCC (Loudoun Campus); Sterling to Herndon
- Creates more direct connections
- Shortens travel time
- Increases access to transit dependent population and employment
- Maintains significant bus stop coverage

Public Outreach

- Various stakeholder and working group briefings scheduled for the end of June
- Virtual public meeting planned for July
- Online Survey:
www.fairfaxcounty.gov/connector/reston-herndon-bus-service-review-survey-preferred

QUESTIONS?