



Dulles Corridor Metrorail Project

Board Transportation Committee
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Phase 1

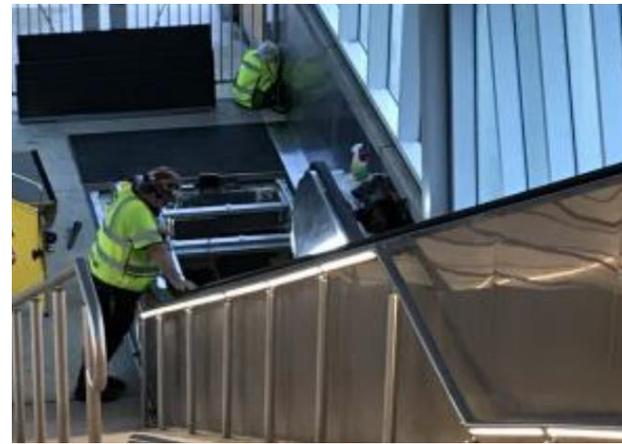
- Old Meadow Road Realignment
 - Final paving and striping are complete
 - The only remaining work is to finish new pedestrian signal pole tie-in.
- VDOT Punch List
 - Sidewalk, ADA ramp, and underdrain remediations are complete.
 - Dulles Connector Road (DCR) shoulder repairs final design submitted.
 - Remaining manhole/structure repair work has been issued for proposal and the work is scheduled to be completed in Spring 2021
 - All remaining work is expected to be completed in Summer 2021.
- Phase 1 Close out - \$2.982B (no change)



Phase 2

- Overall Phase 2 – 99% complete
- Budget
 - Total Budget \$2.778B
 - Total Forecast \$2.778B
 - Total Expenditures \$2.396B

 - Total Contingency \$551.5M
 - Total Contingency Used \$382.3M
 - Remaining Contingency \$169.2M
- General Activities
 - Package A - Interior station finishes and clean up, dynamic testing, and final alignment of track and switches.
 - Package B (Rail Yard) – Testing and commissioning, building punch lists, and software programming.
- Timeline
 - Package A (Rail, systems, stations) completion – Spring 2021 (target)
 - Package B (Yard) completion – Early 2021 (target)
 - Metro needs approximately 6 months after substantial completion to complete testing and open the system; Metro Board to establish Revenue Operations Date



Performing Maintenance on Herndon Escalators



Landscaping Work along Eastbound Toll Road



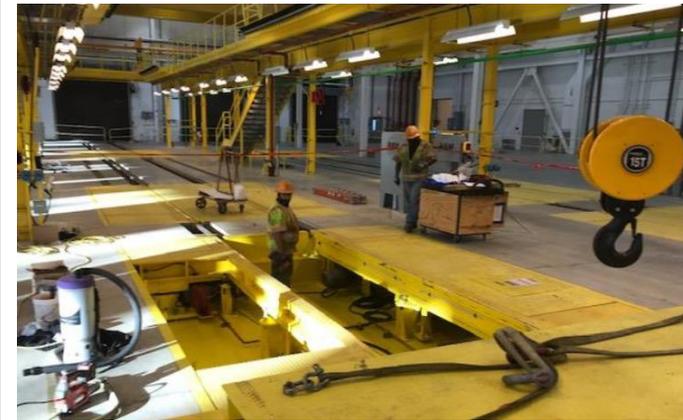
Minor Repairs to Track Walls Along Eastbound Dulles Airport Access Road

Ongoing Issues

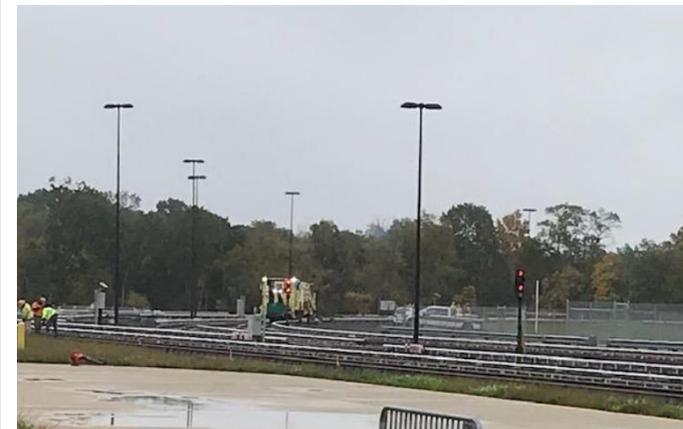
- Concrete Panel Deficiencies
 - Deficient panels with inadequate concrete cover of reinforcing steel were removed and sealant applied to panels with insufficient water-cement ratios.
 - WMATA OIG conducted their own inspection. CRC repaired all cracks identified and submitted a response to WMATA.
 - A sinking fund to pay for future sealant applications has been established (from legal settlement) but not approved yet. Additional funding may be required to address OIG recommendations.
- Concrete Ties/Cross Level Deficiencies
 - Independent track consultant used to survey and review cross level issue.
 - CRC has completed the rework at majority of the crossover/switch areas.
 - WMATA has indicated it will accept the five remaining areas with the provision of funding to offset any future additional maintenance.



Completing Glass Panel Installation at Dulles Station South Wall



Beginning Rework on Car Hoist



Re-tamping the Remediated Ballast

Ongoing Issues

- Fouled Ballast
 - Ballast in the Rail Yard did not meet specifications.
 - Additional locations needing remediation were identified after the contractor removed and replaced ballast in areas previously identified by MWA.
 - Remediation and testing have been completed.
- Automatic Train Control (ATC)
 - Software tie-in between Phase 1 and Phase 2 systems
 - Final tie in work for the third rail, Emergency Trip Stations (ETS) and dynamic testing with WMATA is planned for Presidents Day weekend 2021.
 - Location and spacing of track circuits and cross bonds were evaluated. CRC's proposed revisions being reviewed by WMATA.
- Others
 - Replacement of insulated joints in the Rail Yard has been completed and are awaiting the results from testing.
 - There are 14 outstanding quality issues. Ten require additional discussion to develop a path forward between MWA and WMATA: rail insulators, impedance bonds, fixation track fasteners, exhaust fans, distances between insulated joints and signals (Yard), station pavers, snow-melters, turntable (Yard), track deficiencies (Yard), and clearances in the elevator room (Yard).



Dulles Rail Yard



Screening
Ballast to
Remove Fines



Thermite
Welding
Replacement
Insulated Joint
'Plug' in Place

Fairfax County Parking Garages

Herndon Station Garage – Completed April 2019

- Total Project Estimate: \$44.5M (org. \$56.7M)
- Bus loop repaving was completed in July 2020.
- Architectural panel replacement is being completed by the contractor.



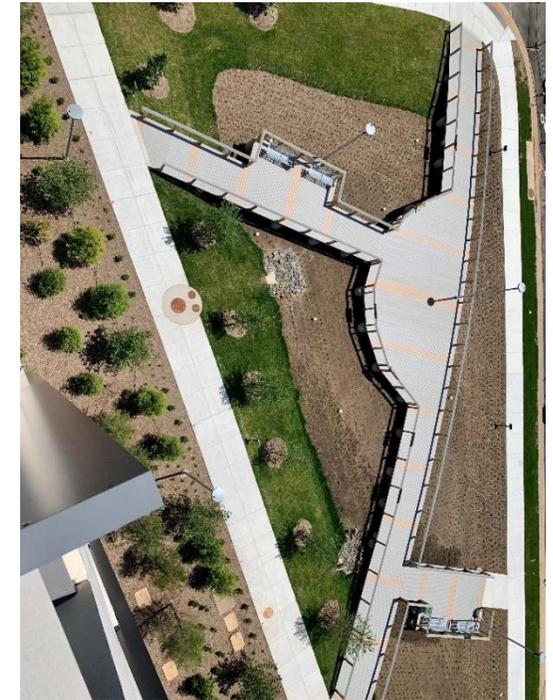
Herndon Bus Loop

Innovation Center Station Garage

- Total Project Estimate: \$52M (org. \$57M)
- Construction Progress:
 - Substantial completion date: June 2020.
 - Limited punch list work remaining.

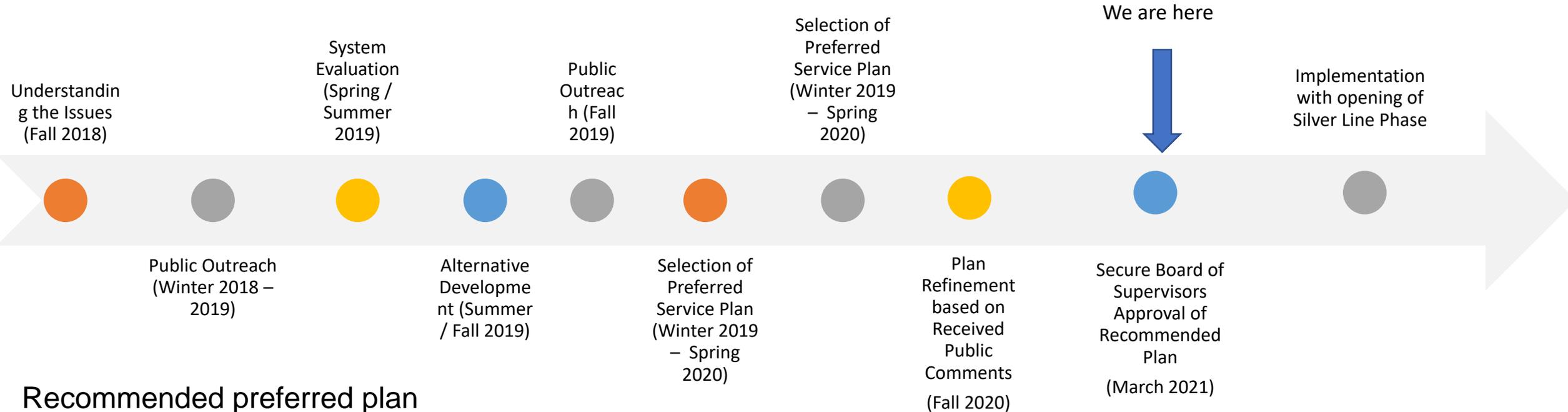


Innovation Garage



Bioretention pond & boardwalk

Silver Line Phase 2 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
- Title VI analysis (in process):
 - Evaluating impacts of proposed changes on minority and low-income riders

Public outreach

- Various stakeholder and working group briefings, June 2020
- Conducted virtual public meeting in July 2020
- Online survey, with 200+ comments received
- Resolving outstanding comments
- Board briefed on December 8, 2020
- Board consideration of recommended plan in March 2021

Action Items

- FCDDOT continues to work with Phase 2 project partners to encourage the resolution of construction quality issues.

Does the Board desire any further action to address the identified construction quality issues?

- Future briefings and presentations on the Dulles Rail Project

How frequently would the Board like to received briefings or presentations on the Dulles Rail Project?

Is there additional information the Board would appreciate in future presentations?