



Dulles Corridor Metrorail Project

Board Transportation Committee Update
November 10, 2020

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Phase 1

- Old Meadow Road Realignment – 100% design complete
 - Paving and landscaping complete. Median work ongoing
 - Roadway construction scheduled to be completed by the end of 2020.
- VDOT Punch List
 - Sidewalk, ADA ramps repairs and underdrain remediations are complete.
 - Dulles Connector Road (DCR) shoulder repairs final design submitted.
 - Remaining manhole/structure repair work pending finalizing scope with VDOT.
 - The remaining work is expected to be completed in winter/spring 2021.
- Phase 1 Close out - \$2.982B (no change)



OMR Phase 2 Traffic Switch



OMR island construction



Route 7 Underdrain Replacement

Phase 2

- Overall Phase 2 – 99% complete

- Budget

▪ Total Budget	\$2.778B
▪ Total Forecast	\$2.778B
▪ Total Expenditures	\$2.371B
▪ Total Contingency	\$551.5M
▪ Total Contingency Used	<u>\$373.0M</u>
▪ Remaining Contingency	\$178.5M

- General Activities

- Package A - Interior station finishes and clean up, touchup paving and roadway striping, 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 – Early 2021 (target)
- Package B (Yard) completion – 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 conducted their own inspection, and CRC is reviewing their report and preparing a response.
- A sinking fund to pay for future sealant applications has been established (from legal settlement) but has not approved by WMATA at this time. Additional funding may be required to address OIG recommendations.

■ 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.
- Resolution of the final five switch areas remain under WMATA consideration.



Testing During
Outage with
WMATA Trains on
Phases 1 and 2



Installing Louver
Panels at North
Dulles Screen
Wall



Contractor
Developing Storm
Water
Management
Ponds and
Drainage Systems

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.
 - Remediation is complete. Sample testing is ongoing in the lab. The first two tests were acceptable.

- Automatic Train Control (ATC)
 - Software tie-in between Phase 1 and Phase 2 systems
 - One continuous outage has coincided with the Silver Line shutdown this summer is allowing the tie-in work to proceed.
 - The contractor was successful in completing its initial phases of this work. Outages are planned for the weekends of November 7th, November 21st, and December 5th, to complete all testing between Phase 2 and the existing WMATA ATC System.
 - Location and spacing of track circuits and cross bonds is under review by CRC.

- 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.



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.
- Honorable Mention Award for Institutional Design Excellence in the 2020 James M. Scott Exceptional Design Awards Program



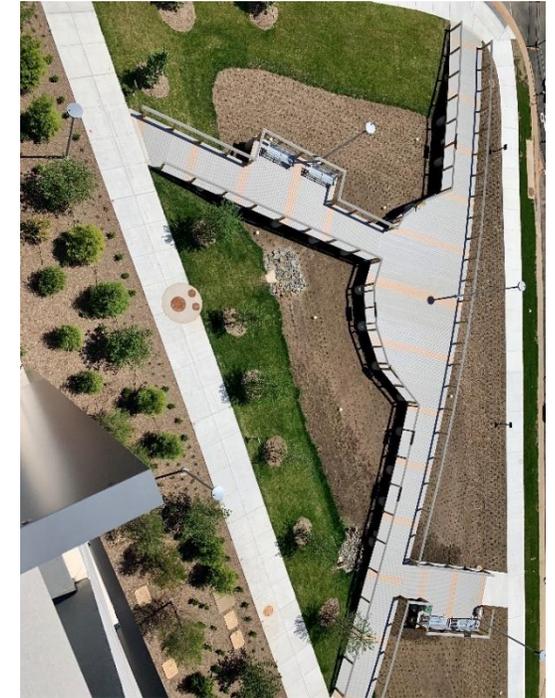
Herndon Bus Loop



Innovation Garage

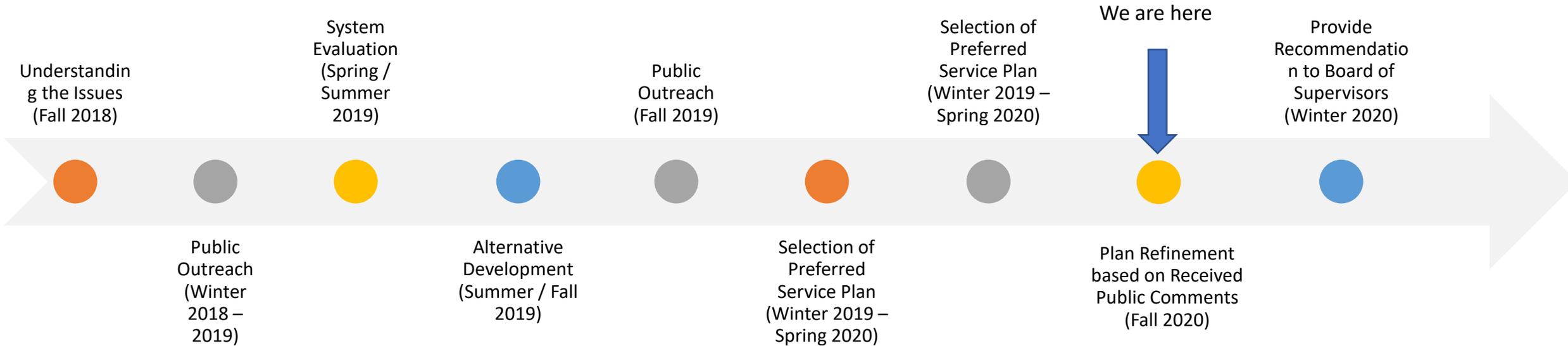
Innovation Center Station Garage

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



Bioretention pond & boardwalk

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
 - Board consideration of recommended plan in early 2021

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

QUESTIONS?