

## WHEELS TURN AT WIEHLE-RESTON EAST

The adage “if you build it they will come” has been proven once again. This time it applies to the Wiehle-Reston East Metrorail Station and the developer who created a mixed-use development adjacent to the station five years ago.



*View of commercial development at Wiehle-Reston East Metrorail Station where Google has leased office space. (Photo courtesy Jahn Photography/Comstock)*

Take a look at what’s happening near that station that has been the temporary end of the Silver Line since Phase 1 opened in 2014.

Google has signed a lease to take about 90,000 square feet of space in the 1900 Reston

Metro Plaza building along the north side of the Dulles International Airport Access Highway and toll lanes, thereby providing a big name tenant to much of the space in the dramatic glass-walled building built by Comstock Partners LC.

News of the Google decision, coupled with the anticipated completion of Phase 2 to the airport and beyond, is apparently sparking interest in other space in the same building and in two additional office buildings under construction by Comstock development.

This is not the only good news coming to this station area.

Comstock will soon build a Marriott Renaissance Hotel between Reston Station Boulevard and Sunset Hills Road.

On the south side of the Dulles Toll Road, Comstock also purchased the three buildings in Commerce Metro Center, built in the 1980s by Centennial Development Corp.

This will give the developer control of properties on both sides of the toll road/airport access highways and a development called Loudoun Station near the Ashburn Station at the end of the Silver Line’s second phase.

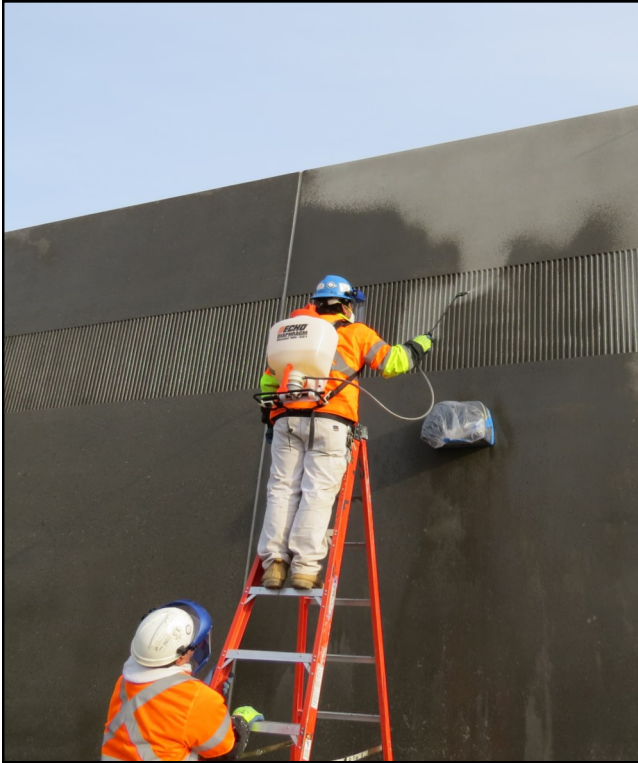
### First Train Tests on Phase 2 a Success

The first phase of dynamic testing for Phase 2 of the Silver Line was completed ahead of schedule, and crews with the contractor, Capital Rail Constructors (CRC), are preparing for the start of the second phase of testing.

Working with the Washington Metropolitan Area Transit Authority staff, CRC crews ran trains to remove accumulated rust by polishing the tracks before launching dynamic testing in February. This process was started along tracks west of Innovation Station almost to the rail yard that is being built off Old Ox Road.

The next phase of dynamic testing will include tracks near the Herndon Station westward toward Innovation Station.

# PROTECTIVE SEALANT APPLICATION UNDERWAY ON PHASE 2 OF SILVER LINE



*Crews with the contractor, Capital Rail Constructors, use what, at first glance, appears to be a milk jug worn like a backpack to spray the Silane solution on concrete panels located at the Herndon Metrorail Station. (Photo courtesy Phil DeLeon, Virginia Department of Rail and Public Transportation)*

Dulles Metrorail crews have resumed spraying a protective sealant called Silane on precast concrete wall panels to help prevent future damage from road spray and salt at five of the Phase 2 Metrorail stations.

Sealant application is almost complete at Herndon Station and will begin soon at Reston Town Center Station. Spraying is also planned at the Ashburn and Loudoun Gateway stations.

Working when weather permits, crews appear to passersby as if they might be exterminators. Indeed, they are not. The chemical they are applying is a protectant that has been approved as a solution to a problem with the concrete panels related to air entrain-

ment and improper ratios of the water-to-cement mix in the concrete. These issues did not create safety concerns, but did raise concerns about the panels' long-term durability.

In fall of 2018, crews for Capital Rail Constructors (CRC), the project's lead contractor for the Silver Line rail extension, had replaced precast concrete panels that had been deemed inadequate. Inspections determined that the concrete problems originated in a subcontractor's manufacturing process.

The Airports Authority and the Washington Metropolitan Area Transit Authority (WMATA), which will take over the project when it's completed, and the contractor agreed to additional mitigation -- which is the application of the protective coating periodically over the next 100 years. These coatings will be funded by the contractor and the frequency of coatings will be determined by WMATA.

CRC suspended spraying at the Innovation Center Station in February because of weather after completing about 75 percent of that work.

Warmer, drier weather should allow the process to move forward at a faster pace, according to John Kearney, the rail project's construction manager.



*Facing northwest, Reston Town Center Station is directly south of Reston Town Center. The pedestrian bridge connects to the north pavilion along Sunset Hills Drive. (Photo courtesy of Phil DeLeon, Virginia Department of Rail and Public Transportation.)*

**For information, contact the Dulles Metrorail Project's Communications and Outreach Office at 703-572-0506 or [outreach@dullesmetro.com](mailto:outreach@dullesmetro.com). To report construction concerns, call the Project Hotline at 1-844-385-7245.**



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