Bus Stops Near Spring Hill, McLean Metro Stations Reopen

Repairs at Fairfax Connector bus stops along westbound Route 7 between Spring Hill and Tyco roads near the Spring Hill Metrorail Station in Tysons Corner have been completed by the Dulles Corridor Metrorail Project and those bus stops have reopened.

In addition, the temporary closing of the far lane of Route 7 in this area is no longer in place.

Repairs at bus stops along the southbound lanes of Route 123 at the McLean Station are also completed.

The work is part of warranty and closeout obligation for Phase 1 of the Silver Line which opened in July 2014.

Pedestrian Bridge Work Continues On Silver Line

Fire Suppression devices and water pipes to be installed

Work on the Silver Line’s pedestrian bridges is ongoing at five of the six Silver Line Phase 2 stations currently under construction.

Fire suppression utilities are being installed at night on the underside of all of the bridges leading from the stations to the pavilions on the north and south sides of the Dulles Toll Road, Dulles Access Highway and Dulles Greenway, requiring nighttime lane closures and 20-minute stoppages after midnight.

The work involves the installation of water pipes that run the length of the pedestrian bridges.

In the event of a fire at one of the Silver Line Phase 2 stations, this piping infrastructure will allow fire department water trucks to park at pavilion sites and pump water to the stations, thus minimizing the number of emergency vehicles parked along the highways at the affected station site. Piping installation at the various station sites will continue through the summer months.

In late July, rail project crews planned to set one of the final pedestrian bridges at the Herndon North pavilion site.

Because of the location of the bridge, the site conditions in this area, and the size of the crane required, a full nighttime detour of the westbound Dulles Toll Road between Fairfax County Parkway and Centreville Road was planned to set the bridge in place.

The final pedestrian bridge will be set in the coming weeks at the Herndon-Monroe Park & Ride facility on the south side of the Herndon Metrorail Station and will connect the station to the existing Park and Ride garage.
The Road to Success: Building Horsepen Bridge

The key to connecting the mainline track of the Silver Line to the new WMATA rail yard at Dulles Airport has been construction of the Horsepen Bridge.

Work began in the fall of 2015, to span the Emergency Spillway of the Horsepen Dam.

Construction included westbound and eastbound segments that share common elements. Each bridge includes a superstructure composed of beams, decks and sidewalks that support vehicle and pedestrian traffic substructure foundation.

Early on, crews faced the challenge of hard rock, which has caused headaches all along the Phase 2 alignment. The rock made it very difficult for drilling crews trying to install the westbound bridge assembly’s abutments at each end of a bridge.

Special hammerheads operated by four generators, each generator approximately the size of an SUV, pulverized the underlying rock into pebble-sized stones that were more easily removed.

“One of the most memorable moments was the delivery and installation of the precast concrete beams,” said Sanjeev Suri, an area construction engineer with the Virginia Department of Transportation (VDOT).

He was referring to the beams composing the superstructure. The massive task of setting the 128-foot-long, 65-ton beams required the use of a 264,500-pound all-terrain truck crane.

Contact the Dulles Corridor Metrorail Project’s Communications and Outreach Office at 703-572-0506 or outreach@dullesmetro.com. To report construction concerns, call the Project Hotline at 1-844-385-7245.

CORRECTION: The June 2018 newsletter incorrectly reported that the construction of Loudoun Gateway Station had slowed because the contractor hit hard rock. Construction of the station’s parking garage has slowed because of hard rock.