Construction of Phase 2 of the Silver Line from Reston to Ashburn has hit the 30 percent mark.

“We have continued to build momentum through good weather prior to the recent snow storm, and work is continuing,” said Kevin Volbrecht, Project Director for Phase 2, Package A. “The storm didn’t impact the critical underground hand-mining for future utilities in the Dulles airport highway corridor.” Hand mining is required because of vast amounts of below-grade granite in the corridor.

At Dulles Airport, workers have recovered and removed the snow and are setting 84 and 72 inch girders, according to Volbrecht. However, the pouring of the giant concrete slab for the future Dulles Airport Metrorail Station was delayed to allow the snow to melt and drain.

During the first week of February, crews erected a large tower crane at the site of the future station to be located between Daily Garage One and Saarinen Circle and began pile driving necessary to support construction of the future Reston Parkway station. The project launched extensive public outreach to notify those who live, play and work in the Reston Town Center and other areas where the pile driving noise may be heard.

Noise from blasting to remove granite at the site of the future rail yard being built along Route 606 west of the terminal can be heard near Mercure Business Park. Alerts continue to warn drivers of temporary road closings caused by blasting.

Meanwhile, construction continues in the median of the Dulles International Airport Access Highway, at the future Herndon, Innovation, Dulles Airport and Loudoun Gateway stations. Project officials continue to be optimistic about the pace of construction. “We are expecting to make tremendous progress in 2016,” Volbrecht said.
Pedestrian Bridge Closes to Make Way for the Silver Line

The pedestrian tunnel between the main terminal and Garage 1 at Washington Dulles International Airport has been closed to permit construction of the future Dulles Airport Metrorail Station along the Silver Line.

The tunnel will remain closed for approximately two years, during which shuttle buses will carry travelers between the terminal and the garage. Shuttles will run every five minutes during peak travel hours to minimize delays.

“Maintaining pedestrian access is a primary concern as we undertake these changes,” said Charles Stark, the Rail Project’s Executive Director.

Extensive signage is in place throughout the airport to direct travelers. The Jan. 4 closing required extensive coordination with airport staff. Rail officials and airport staff will continue to monitor travelers’ experience and make changes to signage, if needed.

Walkway access between Garage 2 and the main terminal remains open. The construction work includes multiple utility and communication line installations and reconfigurations. In addition, moving walkways must be shortened and adjusted to accommodate the new rail station at the mezzanine level of the airport.

When Metrorail opens, the tunnel will connect the station, as well as the garage, to the terminal.

Silver Line Support Straddle Bents Will Total 8

Crews working on the Dulles Corridor Metrorail Project successfully completed a significant operation on Jan. 8, by pouring 473 cubic yards of concrete needed to construct a large “straddle bent” over the Dulles International Airport Access Highway.

A straddle bent supports a structure that spans a particularly wide area where piers cannot be used directly beneath the span.

Massive concrete operations require significant coordination between project crews and the airport.

The work on Jan. 8 required 49 truckloads of concrete, and caused minimal interruptions to eastbound traffic along the Access Highway. The concrete pour took about 6.5 hours to complete, including preparation time.

To ensure structural integrity, several tests are conducted prior to pouring the concrete. Test cylinders are poured and post-tensioning cables are tested to confirm compliance.

As the project continues, it will require seven additional large straddle bents on or near airport property, including two more over the eastbound Access Highway lanes and one over the westbound lanes. This work is scheduled to be completed by the third quarter of 2016. Work on the four remaining straddle bents over the eastbound lanes of the Dulles Greenway is projected to begin in late 2016.