

# Dulles Metro is Coming

July 2012



## Rail Bridges in Tysons Finished This Month

Hailed as a major milestone in the path toward a mid-summer 2013 construction completion of the long-awaited Dulles Corridor Metrorail Project, the last span of concrete segments of the bridges for rail in Tysons Corner has been lowered into place by a 365-ton horizontal crane.

The span is above the eastbound lanes of the Dulles Toll Road leading to the median of the Dulles International Airport Access Highway, just west of Route 7.

Dulles Transit Partners crews have started dismantling the bright yellow truss which has been working on the bridges between Route 7 and the Airport Access Highway median for several months.

At one point, three of the giant trusses were being used to build the bridges in Tysons.

Construction of the first of these bridges (also known as a guideway) in Tysons began in 2010 in the median of the Dulles Connector Road near Route 123.

Here are some facts about these bridges:

- Each of the horizontal cranes (trusses) used weighs approximately 375 tons.
- Aerial spans built totaled 258 and required 2,769 segments.
- Each segment was custom cast on land at Dulles Airport and transported individually by truck to the site.

There is also an aerial guideway where the new line connects with the existing Orange Line near I-66 and the Dulles Connector Road. Dulles Transit Partners used traditional bridge-building methods for that portion of the line.



**NEARING THE FINISH LINE:** The final span in the bridges for rail in Tysons is poised for installation in the median of the Dulles International Airport Access Highway/Toll Road corridor just west of the Route 7 interchange. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*



**LIFTING SEGMENTS:** Crane lifts segments for bridge spans along the Dulles Airport Access Highway/Dulles Toll Road near Route 7. *Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

## Procurement Process for Phase 2 Contractor Begins

The Metropolitan Washington Airports Authority has initiated the procurement process to select a design-build contractor for Phase 2 of the Dulles Corridor Metrorail Project. This is an important milestone for the project to extend Metrorail to Dulles Airport and Loudoun County.

The Authority has issued a Request for Qualifications Information (RFQI) to solicit qualifications statements from potential bidders on the 11.5-mile extension from Wiehle Avenue westward through Dulles Airport to Route 772 in eastern Loudoun County.

Patrick Nowakowski, Executive Director of the Dulles Corridor Metrorail Project said, "We are grateful to our project partners in the Federal Government, Virginia, Fairfax and Loudoun Counties who have helped keep this project moving forward. We will conduct a process to select a highly qualified team to design and build Phase 2 in the most cost-effective manner."

The RFQI has been posted on the Airports Authority website at <http://www.mwaa.com/5015.htm>.

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For general information on the Dulles Corridor Metrorail Project, please visit our website at [www.dullesmetro.com](http://www.dullesmetro.com) or call (703) 572-0506.

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Statements of Qualifications will be gathered from prospective bidders and a “short list” of no more than five teams will be developed. Next, a Request for Proposals (RFP) seeking both technical and price proposals will be issued to the short-listed teams. The contract will then be awarded to the team that meets the technical requirements and has the lowest price.

It is currently estimated that a contract could be awarded as soon as late spring 2013 and construction of Phase 2 could be completed approximately five years after the contract is awarded.

On July 3, the Loudoun County Board of Supervisors voted to continue to be part of the Rail Project.

That action means that two stations will be built in eastern Loudoun County. Both will be in the middle of the Dulles Greenway. The first one will be at Route 606 and the second one at Route 772.

The supervisors vote ended months of meetings with project partners and Loudoun residents. Loudoun had long been a partner in the project but the February completion of preliminary engineering for the project’s second phase triggered the latest discussions and vote.

### Phase 1 Construction Tops 76 Per Cent

Construction of Phase 1 of the Dulles Corridor Metrorail Project is now 76 per cent complete and the project is quickly changing from heavy construction of bridges to a focus on systems, station completion and track work.



LET THERE BE LIGHT: Crews install light fixtures and conduit in the inbound and outbound tunnels that will be carrying trains from Route 123 to Route 7. Photo by Stephen Barna, Dulles Corridor Metrorail Project

In spite of the construction progress, drivers can still expect some traffic delays in the coming weeks and months. Traffic delays along the Dulles Toll Road/Dulles Airport Access Highway near Route 7 will improve because bridges to carry trains from Route 7

to the median of the toll and airport roads is almost done.

Installation of acoustical barriers along the aerial guideway (bridges) will continue, causing some lane closings all along the alignment.

Work continues at all five stations—four in Tysons Corner and one at Wiehle Avenue on the eastern edge of Reston. Pedestrian pavilions to provide access to bridges are being built.

Construction is the most advanced at the **Wiehle-Reston East Station** in the median of the Airport Highway just west of the



A SOUTHERN VIEW: This view of the construction of the concrete foundation and reinforcing steel installations for wall at the Greensboro Station (formerly the Tysons Central 7 Station) shows proximity of the station to the Marshalls/Home Goods/Sports Authority shopping center. Photo by Stephen Barna, Dulles Corridor Metrorail Project

Wiehle Avenue overpass.

Drivers in this area may be a bit confused when they see a sign for “Reston Station” on the north side of the toll road. The sign is on the site of the future Reston Station mixed-use development being built by Comstock LLC. The project, a joint venture development with Fairfax County, includes underground parking for the rail line.

At the **McLean Station** (formerly Tysons East) at Route 123 and Scotts Crossing Road, precast walls, stair towers and service rooms are complete and the foundations for the pedestrian bridge access pavilion across Route 123 from the station are complete.

At **Tysons Corner Station** (formerly Tysons Central 123) near Tysons Corner Center, the precast platform deck and the steel mezzanine level are built.

At **Greensboro Station** (formerly Tysons Central 7) in the middle of Route 7, the reinforced concrete foundations are almost complete.

At **Spring Hill Station** (formerly Tysons West), the concrete rail plinths are under construction and side barrier panels are in place.



AT WIEHLE AVENUE: The Fairfax County/Comstock joint venture development has completed the excavation for the lower level parking decks that serve the Wiehle-Reston East Station. Photo by Stephen Barna, Dulles Corridor Metrorail Project