The Dulles Corridor Metrorail Right of Way

FTA Real Estate Workshop, 2014
Dulles Corridor Metrorail Project

At-a-Glance

- Seamless integration with current 106-mile Metro system
- 23-mile extension that branches off existing Orange Line after East Falls Church Station, providing direct connections to DC without transfers
- 11 new stations
  - 5 in Phase 1
  - 6 in Phase 2
- Phase 1: East Falls Church to Wiehle Avenue in Reston; Opens: Anticipated late Summer 2014
- Phase 2: Wiehle Avenue through Dulles Airport to Ashburn
Phase 1

- 11.7 miles - West Falls Church to Wiehle Avenue
- 5 Stations, 2 Vent Buildings & Wayside Facilities
- 2 Tunnels
- 5 Bridges and 3 Aerial Viaduct Structures 3.2 miles in length
- Bridges and Aerial Structure crossing I-495 beltway
- Over 8 miles of retaining walls
- Existing WMATA West Falls Church Yard Modifications
- Miscellaneous Roadway modifications
- Systems Tie-ins at existing Orange Line & Operations Facilities
- Effort to Complete is over 9M man (person) hours!
Project Structure – DCMP Phase 1

Financial Stakeholders
- MWAA (Dulles Toll Road)
- Tax District Jurisdiction(s)
  - Fairfax County
  - Loudoun County
- DTP (CAPRA)

MWAA
- PMSS: Jacobs, Lea + Elliot, STV

Dulles Transit Partners
Design-Build

WMATA
Operations & Testing

FTA

MWAA Inter-Governmental Agreements
- WMATA
- Fairfax County
- VDOT
- DRPT
- Loudoun County

Project Management Oversight (Hill International)
Enhancing Route 7

BEFORE

Service Road

AFTER

Thru/ Right-Hand Turning Lane

Sidewalk

Subsurface Utility Corridor

Service Road

Sidewalk

Thru/ Right-Hand Turning Lane
Route 7

Spring Hill Station

Greensboro Station
International Drive/Tysons Blvd
Identified 129 ROW Parcels during PE

Required 92 acquisitions (including land, easements and relocations)

3 (or 300) relocations (Merchants Tire, Business Bank and Reston Self Storage)

11 Acquisitions that required Negotiations with Used Car Dealers
Project Specific Challenges in Negotiations

- Land Values Ranged from $7.00/SF to $115.00/SF
- Offers Ranged from $1,999.00 to $24,000,000
- Density Credit Dedications to FFX County (15)
- TCE’s for 4+ years
- Requests for extensive design changes
- Landowners did not believe Metro was really coming
- Landowners believed Metro was already here (and wanted more $$$)
Dedications for Density Credit

WHY it worked for the DCMP Phase 1:

- Fairfax Land Use and Transportation Planning Process started from early 2000’s
- Floor Area Ratios (FAR) were in the process of increasing from about 1.75 to 6
- Many parcels along the alignment were owned or controlled by Real Estate Developers

Challenges:

- Most Dedications were conditioned on complicated plan changes
- Timing of the Dedications (without Condemnation)
Today’s STATS:

- 92 acquisitions are complete
- 57 Settlements prior to Cert
- 35 Condemnations
- 30 of 35 Settled w/o litigation
- 5 Trial concluded
- Conveyance of Rights Acquired to WMATA - in progress
Tysons East Guideway and McLean Station
Wiehle – Reston East Station
Spring Hill Station Construction Video
-courtesy of Bechtel

Dulles Corridor Metrorail Project
Tysons West Guideway