Dulles Corridor Metrorail Project
Quarterly Update

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MAY 2012
Environmental, Safety & Health Performance

1. Since Design-Build start (March 2009)
   - No Environmental Enforcement Actions
   - Lost Time Rate: 0.08 compared to industry rate of 2.1
   - Recordable Incident Rate: 1.49 compared to industry rate of 4.0 (9.8 million man-hours)

2. Current Program Focus:
   - Preventing slips, trips, and falls
   - Rail construction and controlled access
   - Work site congestion and greater numbers of subcontractors
   - People Based Safety (craft on craft observations for improving safe behaviors)
   - Accountability and recognition to sustain changed behaviors
Design-Build Schedule

1. DTP continues to implement the Mitigation Plan to offset the previous forecasted schedule impacts due to Remote Monitoring and Emergency Trip Station changes.

2. The balance of fixed-facilities nears completion sufficient for track and systems installations to progress and complete in 2012.

3. Ten weekend outages at the existing Orange Line were successfully completed in 2011; another 20 outages (13 single-track and 10 full) are planned in 2012.

4. The Project is 79 percent complete through March 2012.
Project Staffing

Professional Staff 

305

Manual Craft – DTP and Subcontractors (March 2012) 

1,150

*Project emphasis shifting to systems. Approximately 300 electricians from around the region are being brought on board to complete the train systems installation.*
DTP Direct and Subcontractor Craft by State during March 2012

OH
DTP/Sub
0/30=30
2.6%

PA
DTP/Sub
3/25=28
2.4%

WV
DTP/Sub
15/12=27
2.4%

OTHERS
DTP/Sub
12/14=26
2.3%

VA
DTP/Sub
250/303 = 553
48.2%

MD
DTP/Sub
290/159 = 449
39.1%

DC
DTP/Sub
31/4=35
3%

Total Craft for March 2012 = 1,148
DTP Direct and Subcontract Craft by Race/Ethnicity during March 2012

- Hispanic or Latino: 299/266 = 565
- Did Not Identify: 18/4 = 22
- White: 148/230 = 378
- Black/African American: 132/30 = 162
- Pacific Isle/HI: 1/0 = 1
- Native American/AK: 0/6 = 6
- Asian: 3/11 = 14

Total Craft for March 2012 = 1,148
DTP DBE Goal Status as of April 24, 2012

- DBE Project Goal: $176,935,383
- DBE Committed Value Against Awarded Contracts: $229,777,535
- Actual DBE Dollars Paid: $136,559,365
# Construction Milestones

## 1. Aerial
- Complete Tysons East Guideway Segmental Erection 03/23/12 A
- Complete Tysons West Guideway Segmental Erection 07/27/12 F

## 2. Stations
- Complete concrete structure at Tysons East 04/19/12A
- Complete concrete structure at Tysons West 06/29/12F
- Complete concrete structure at Tysons 123 07/13/12F
- Complete concrete structure at Tysons Central 7 07/27/12F

## 3. Civil
- Complete West Cut & Cover Tunnel (Track Access) 01/13/12 A
- Complete At-Grade Walls (Excluding Track Access points) 04/13/12 A

*A = Actual  
F = Forecast*
West Falls Church Yard
West Falls Church Yard – Stream Restoration
O1 Guideway – Looking East
Tysons East Guideways/Stations
Tysons East Guideway – Final Segment Lift – March 20, 2012
Tysons East Guideway – Dismantling LG1
Tysons Central 123 Station
Tunnels
Tunnels at Route 123 and Route 7 – December 2011
Tunnels at Route 123 and Route 7
Tysons Central 7 Station/
Tysons West Guideway
Tysons Central 7 Station
Tysons West Guideway
Tysons West Station
Tysons West Guideway at DIAAH
Track west of Wiehle Avenue Station
Train Systems – Traction Power Substation (TPSS)
Train Systems