

Dulles Metro is Coming

August 2010



Second Route 7 Lane Shift Coming This Summer

Road Being Widened for Construction of Tysons Central 7 and Tysons West Metrorail Stations

Another big change is coming to Route 7. On or about August 25, Dulles Corridor Metrorail Project crews will dramatically shift the eastbound lanes south into parking lots of car dealers and other retailers from the Best Buy area west to the Dulles Toll Road (Route 267) interchange.

This shift will create the large construction zone that is needed in the median of Route 7 to build the future Tysons West Metrorail Station. This change involves both the Westwood Center Drive/Tyco Road and Spring Hill Road intersections where pedestrians and drivers will need to pay special attention to new lane patterns and the wider Route 7 crosswalks.

The last remaining mid-block left turn between Route 123 and the Dulles Toll Road will also be closed. That means drivers will no longer be able to make left turns across oncoming traffic directly into businesses on this stretch of Route 7 from 123 to the Toll Road. Instead, drivers will be able to make U-turns at the existing intersections: Gosnell Road/Westpark Drive, Spring Hill Road and Westwood Center Drive/Tyco Road.

Earlier this summer, Route 7 eastbound from the Best Buy area to Route 123 was shifted more than 40 feet southward to create the construction zone for the Tysons Central 7 Station near SAIC, the Marshalls shopping center and Pike 7 Plaza.

This change provided residents, commuters and shoppers a stunning view of what construction of rail stations in the middle of Route 7 will look like and how wide the roadway will be. But it also changed driving patterns. For example, drivers exiting Pike 7 and the Marshalls center can no longer turn left on to westbound Route 7. They must turn right heading east, turn right on Route 123 south to a right on Old Courthouse Road/Gosnell Road to return to Route 7 where they turn left and head west.



The newly shifted Route 7 to accommodate the Tysons Central 7 Station in the median, as seen from Route 123, in Tysons Corner. Photo by Stephen Barna, Dulles Corridor Metrorail Project

Also, pedestrians crossing Route 7 and Gosnell Road/Westpark Drive saw a change in traffic signals. New signals that allow walkers to cross halfway and push buttons to get signal changes to allow them to cross the other half of Route 7 are now in place.

In the coming weeks, changes also will be made in the westbound lanes from Route 123 to the Toll Road when those lanes are shifted north to or just beyond the curb lines of the service roads that are now being abandoned to create a wider roadbed. These shifts will not be as substantial as the shifts on the eastbound lanes, but traffic patterns will change.

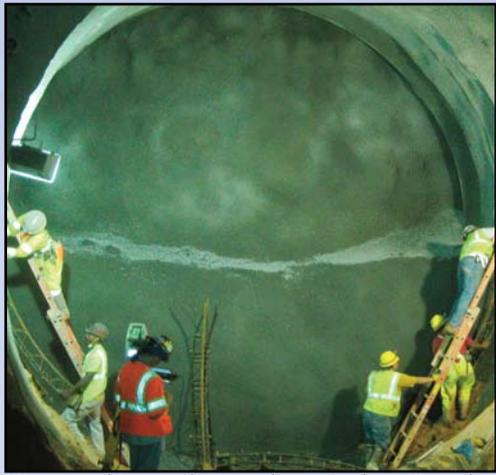


Crews work on the new eastbound lanes of Route 7 near the Nissan and Infiniti dealerships and Ruth's Chris Steak House where the roadway will be widened to make room for construction of the rail line and the Tysons West Metrorail Station just west of this area. Photo by Stephen Barna, Dulles Corridor Metrorail Project

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

Moving Along Below Ground: Tunnel Work Progresses Toward Route 7

Construction of the inbound and outbound tunnels that will carry rail tracks from Route 123 to Route 7 in Tysons Corner continues at a steady pace.



Miners working on the tunnels create dramatic underground scenes below the intersection of Routes 123 and 7. Photo by Dulles Corridor Metrorail Project

Miners continue to use the New Austrian Tunneling Method (NATM) six days a week to build these tunnels through the highest natural point in Fairfax County.

By the end of July, the outbound tunnel measured 1,218 feet and the inbound tunnel

was at 957 feet. When completed the tunnels will be 2,400 feet.

Night Closings of I-66 Coming

Overnight closures of westbound I-66 at the Dulles Connector Road (Route 267) split are expected to begin before the end of August, causing significant detours.

The closures will allow Dulles Rail construction crews to build large concrete structures that will straddle the road between piers near where the new rail line will merge into Metro's existing Orange Line. The structures are known as straddle bents. Traffic will not be allowed to flow below this construction work for safety reasons.

The closings will take place over a period of about five weeks but the specific dates have not been set. The closings will



Civil crews have been working on several bridges over roads, trails and streams. This bridge work over Magarity Road in the median of the Dulles Connector Road (Route 267) is the beginning of some of the superstructure work, which requires massive amounts of rebar, concrete and system support. These bridges are part of the at-grade portions of the track that will eventually carry the future rail tracks. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project

TRAFFIC ADVISORY SIGN UP

Keep up to date on construction. Please visit www.dullesmetro.com/info/signup.cfm to sign up for our traffic advisory/construction notification email blasts.

WANT TO KNOW MORE?

To set up a briefing for your homeowners association, civic group, professional or business group, or business, please email outreach@dullesmetro.com or call (703) 448-5550.

CONSTRUCTION HOTLINE

For construction-related emergencies, call the Dulles Corridor Metrorail Project Hotline at 877-585-6789.

happen during overnight hours from midnight to 5 a.m. All lanes will be reopened by the morning rush.

When I-66 westbound lanes close, traffic will be detoured on to the Dulles Connector Road westbound, to Route 123 south toward Tysons Corner, to a right turn to the ramp to the Capital Beltway south toward Richmond. Drivers can then rejoin I-66 from the Beltway.

Second Erection Truss Coming to Tysons Corner

Crews soon will begin building a second of the large yellow and blue trusses that are being used to build the bridges to carry the aerial tracks for the rail line along the northwest side of Route 123 in Tysons Corner.

Work is scheduled to begin by mid-August on the truss that will be used to erect spans of the bridges above the Capital Beltway between piers. The assembly will take place along Route 123 in a cloverleaf at the Beltway.

Construction will start on the spans above the Beltway in October.

Drivers using Route 123 should already be seeing sections of the truss being moved to the site.

This truss is slightly different from the one that is now erecting spans along the Dulles Connector Road (Route 267) near Route 123. Spans across Route 123 will be built later this fall.



The first truss, located in the median of the Dulles Connector Road (Route 267) near the Route 123 intersection, continues guideway construction as it moves closer to Route 123. Photo by Dulles Corridor Metrorail Project