



Report to the Board of Directors

Recommendation to Approve
Virginia Department of Transportation
Request for Easements across Washington Dulles
International Airport Property at Route 7

October 2015



PURPOSE

The Strategic Development Committee approved and recommends that the Board authorize the President and Chief Executive Officer to execute the easements as depicted on Exhibit A, in favor of the Virginia Department of Transportation (VDOT) in connection with the Route 7 bridge widening project. Should the area of the final easements increase by more than 10 percent, an amended easement request will be submitted to the Board for review and approval.



BACKGROUND

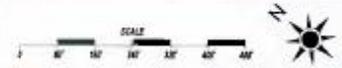
- VDOT is undertaking a project to rehabilitate the Route 7 bridge over the DTR and DIAAH, due to its age and condition.
- Elements of the project include widening the bridge, replacing its deck and widening a portion of Route 7 from four lanes to six lanes.
- The project also includes construction of a shared use path on both sides of Route 7 for pedestrian and bicycle use.
- VDOT has requested easements across 10.0 acres of Airports Authority property, including 6.5 acres for the shared use path, 1.0 acre for drainage and 2.5 acres for the widening of the bridge. The easement areas are shown on Exhibit A. Exact boundaries of the easements will be determined during final design.

Project Location

Fairfax County



North Arrow & Scale



Legend

- SUP Easement Area = 6.5 Acres
- Drainage Easement Area = 1.0 Acres
- Route 7 Bridge Easement Area = 2.5 Acres

TOTAL Area = 10.0 Acres



Revised on 8/28/15
Plotted on 8/28/15

DISCUSSION

- Staff has worked with VDOT to address concerns including:
 - Minimizing area of easements
 - Preserving Airports Authority property for future uses
 - Accommodating current Airports Authority uses of the property
 - Ensuring that the project's design is compatible with existing Airports Authority facilities
- Consistent with long standing practice, VDOT will not be assessed a charge for the easements.



RECOMMENDATION

The Strategic Development Committee approved and recommends that the Board authorize the President and Chief Executive Officer to execute the easements as depicted on Exhibit A, in favor of VDOT in connection with the Route 7 bridge widening project. Should the area of the final easements increase by more than 10 percent, an amended easement request will be submitted to the Board for review and approval.



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

REPORT TO THE BOARD OF DIRECTORS

RECOMMENDATION TO APPROVE VIRGINIA DEPARTMENT OF TRANSPORTATION REQUEST FOR EASEMENTS ACROSS WASHINGTON DULLES INTERNATIONAL AIRPORT PROPERTY AT ROUTE 7

OCTOBER 2015

ACTION REQUESTED

The Strategic Development Committee approved and recommends to the Board of Directors that it authorize the President and Chief Executive Officer to execute easements across Metropolitan Washington Airports Authority (Airports Authority) land located in the vicinity of the intersection of Route 7 and the Dulles Toll Road (DTR) and the Dulles International Airport Access Highway (DIAAH) in favor of the Virginia Department of Transportation (VDOT) in connection with its Route 7 bridge widening project. A depiction of the requested easement areas is shown on the document identified as “Easement Required from MWAA - Route 7 over DTR/DAAR – SUP over Ramps B & C and along Route 7,” dated August 28, 2015, which is attached as Exhibit A.

BACKGROUND

VDOT is undertaking a project to rehabilitate the Route 7 bridge over the DTR and DIAAH, which was built in the early 1960s, due to its age and poor condition (Project). The Project will also provide the opportunity for VDOT to increase the bridge’s capacity in the future. Elements of the Project include widening the bridge, replacing its deck, and widening Route 7 (as shown on Exhibit A) from a four-lane divided highway to a six-lane divided highway, from approximately 0.1 mile west of Jarret Valley Drive to approximately 0.16 miles west of Tyco Road in Tysons Corner.

The bridge also does not meet the current standard for vertical clearance over the DTR and DIAAH. As part of the Project, the bridge will be widened to accommodate one additional lane in each direction. The entire superstructure, including the existing steel beams/girders, will be replaced, widened, lengthened and raised to provide the necessary vertical clearance. The existing piers will be repaired and modified or replaced to accommodate the raised superstructure. The existing abutments will be replaced and retaining wall structures will be constructed in front of the abutments to accommodate the future construction of collector-distributor (CD) lanes under the end spans. To accommodate these future CD lanes, the bridge length needs to be increased from 420 feet to approximately 437 feet. As noted, Route 7 will also be widened to a six-lane

facility within the Project limits to match the section that was constructed as part of the Dulles Rail Phase 1 project on the east side of the DTR.

The Project also includes construction of a shared use path (SUP) on both sides of the Route 7 bridge to provide continuous pedestrian and bicycle facilities, including access to the Springhill Silver Line Metrorail station. The SUP will significantly improve the safety for pedestrians and bicyclists in this area. The proposed SUP will be at grade in the southwest quadrant of the intersection and will utilize ramp underpasses in the northwest quadrant. The proposed SUP will span the ramps in the northeast and southeast quadrants of that interchange utilizing a pedestrian overpass structure.

VDOT requests permanent easements over an estimated total of 10 acres of Airports Authority property to support the Project, including a SUP easement of 6.5 acres, a drainage easement area of 1.0 acres and an easement of 2.5 acres for the widening of the Route 7 bridge. The easement areas are shown on Exhibit A.

DISCUSSION

Staff has been working with VDOT since early 2014 to evaluate VDOT's request for easements and ensure that the Airports Authority's interests were protected. Staff's concerns included minimizing the required easement areas, preserving the Airports Authority's property for future uses, accommodating current uses of the property and ensuring that the design of the Project was similar in appearance to other facilities along the DTR and DIAAH. Staff has worked with VDOT to address each of the Airports Authority's concerns and to develop solutions which will allow the Project to progress largely as planned.

VDOT's original easement request was for a total of approximately 22 acres. After many meetings, discussions and revisions to initial plans, VDOT reduced its easement request to 10 acres. The Airports Authority initially had concerns about the alignment of the SUP and its effect on existing and future uses of Airports Authority property. VDOT accommodated these concerns by changing the design of the SUP to include overhead pedestrian bridges in the northeast and southeast quadrants of the Route 7-DTR-DIAAH interchange. The overhead pedestrian bridges allow the infield areas inside the ramps to remain open and available for current and future Airports Authority use. VDOT also originally proposed constructing two storm water management ponds on Airports Authority property. The ponds have been eliminated from the Project, which enabled the requested drainage easement to be reduced to 1.0.

The Airports Authority expressed its concern that the Project would not have a similar look to the other facilities along the DTR and DIAAH. VDOT agreed that the new bridge will be painted to match other Airports Authority facilities and that other elements of the Project (e.g., retaining walls) will match the design of nearby Airports

Authority facilities. The Airports Authority also requested that VDOT minimize the use of mechanically stabilized retaining walls lining the roadway ramps along the SUP, preferring an open design, to avoid creating a tunneling effect for motorists, and VDOT agreed to this request.

Since VDOT is in the preliminary phase of the Project at this time, the exact metes and bounds of the desired easements have not yet been determined. The precise boundaries of the easements will be set during the Project's final design. Should the area of the final easements increase from what is shown on Exhibit A by more than ten percent (10%), an amended easement request will be submitted to the Board for review.

VDOT will not be assessed a charge for the easements. The Airports Authority's long-standing practice has been to provide easements on its land to governmental entities at no cost.

CONCLUSION

The Strategic Development Committee approved and recommends to the Board that it authorize the President and Chief Executive Officer to execute easements across Airports Authority land located in the vicinity of the intersection of Route 7 and the DTR and DIAAH in favor of VDOT in connection with its Route 7 bridge widening project, as such easements are depicted on Exhibit A. Should the area of the final easements increase from what is shown on Exhibit A by more than ten percent (10%), an amended easement request will be submitted to the Board for review.

Prepared by:

Office of General Counsel
October 2015

Attachment

Easement Required from MWAA

Route 7 over DTR / DAAR - SUP over Ramps B&C and along Route 7

Project Location



Fairfax County

North Arrow & Scale



Legend

SUP Payment Area = 6.5 Acres

Drivage Easement Area = 5.0 Acres

Route 7 Bridge Easement Area = 2.4 Acres

TOTAL Area = 10.0 Acres

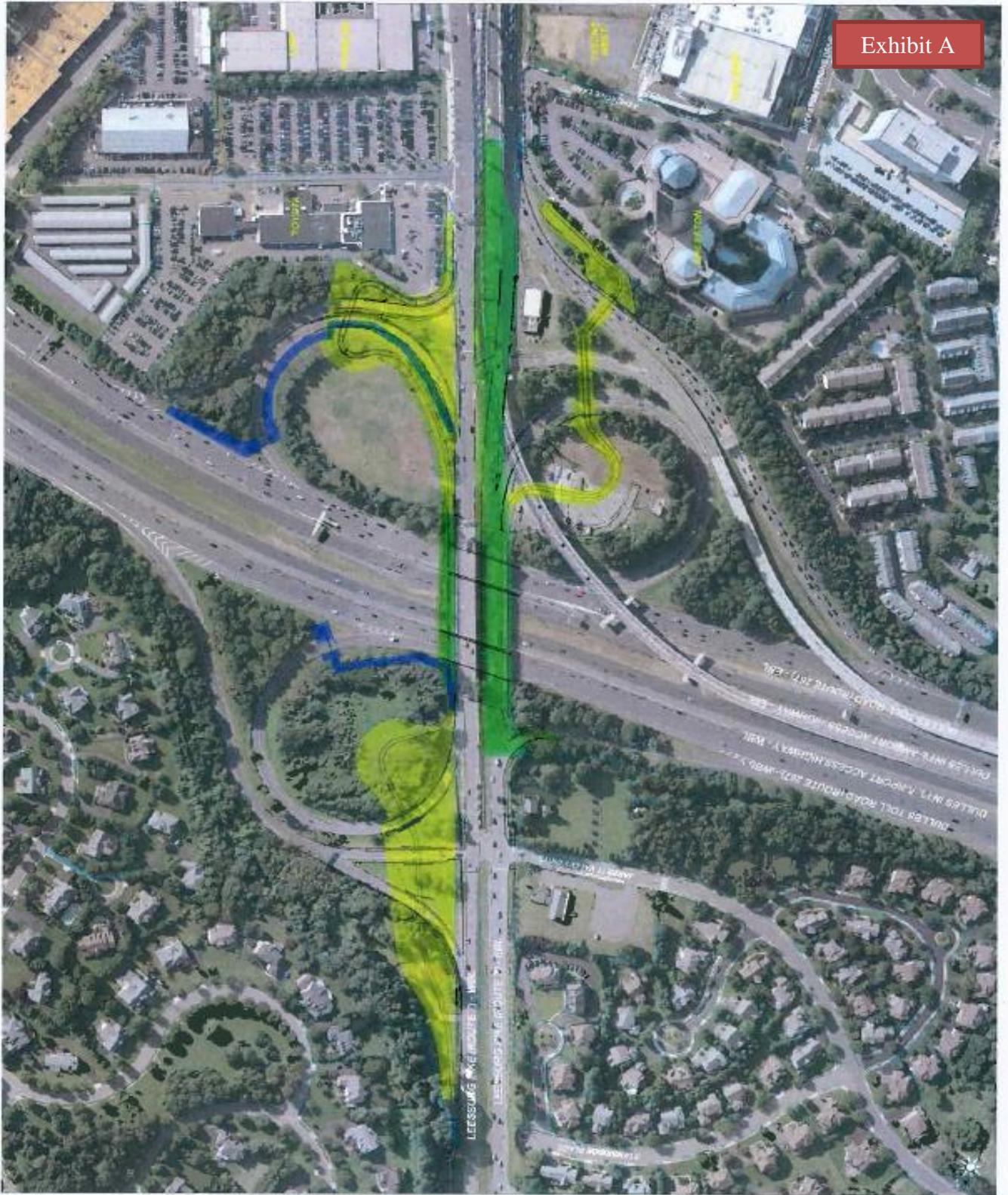


Exhibit A

Revised on 8/28/15
Plotted on 8/28/15

Route 7 over DTR / DAAR - SUP over Ramps B&C and along Route 7
Fairfax County, Virginia
800-421-2261, FAX 541-3241, FAX 541-3241
800-421-2261

Proposed Resolution

Authorizing the Conveyance of Easements to the to the Virginia Department of Transportation for the Widening of the Route 7 Bridge

WHEREAS, Due to the age and condition of the Route 7 bridge, the Virginia Department of Transportation is undertaking a bridge rehabilitation project, which includes replacing the deck, raising the structure to increase the vertical clearances over the Dulles Toll Road and the Dulles International Airport Access Highway and widening the bridge and a portion of Route 7 from four lanes to six lanes;

WHEREAS, The project also includes construction of a shared use path on both sides of Route 7 for pedestrian and bicycle use;

WHEREAS, A portion of this project impacts Airports Authority property at Washington Dulles International Airport;

WHEREAS, In order to complete this project, the Virginia Department of Transportation has requested easements across 10.0 acres of Airports Authority property, including 6.5 acres for the shared use path, 1.0 acre for drainage and 2.5 acres for the widening of the bridge;

WHEREAS, The precise boundaries of the easements will be set during final design of the project; and

WHEREAS, The Strategic Development Committee has reviewed the proposed easements, as presented by staff at its September 2015 Meeting, and recommended that they should be granted at no cost; now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to execute the easements to Virginia Department of Transportation as identified in the documents presented to the Board of Directors at its October 2015 Meeting; and

2. Should the area of the final easements increase by more than 10 percent, an amended easement request will be submitted to the Board for review and approval.

*Recommended by the Strategic Development Committee
on September 16, 2015
For Consideration by the Board of Directors on October 21, 2015*