

TRANSFORM66: OUTSIDE THE BELTWAY

Concession Fee Project Eligibility

*Required Entry

PART 1 GENERAL INFORMATION

1.1 Applicant Information

Please indicate the jurisdiction or agency that is submitting this project application. If a project is being submitted by two or more jurisdictions or agencies, please indicate both the lead and partner applicant(s).

a. *Submitting/Lead Jurisdiction or Agency: Fairfax County
b. Partner Jurisdiction or Agency:

1.2 Point of Contact Information

Please indicate the point(s) of contact for this project.

Primary Project Contact

c. Name: Tom Biesiadny
d. Job Title: Director, Fairfax County Department of Transportation
e. Phone Number: (703) 877-5663
f. Email Address: tom.biesiadny@fairfaxcounty.gov

Secondary Project Contact

g. Name: Sung Shin
h. Job Title: Senior Transportation Planner, Fairfax County Department of Transportation
i. Phone Number: (703) 877-5753
j. Email Address: sung.shin@fairfaxcounty.gov

PART 2 PROJECT INFORMATION

2.1 Project Background

Please provide relevant background information about the project. This information may be used in outreach material shared with the public.

Provide relevant and specific project information for your project type.

- Roadway projects: include project limits, changes to number or use of lanes, any changes to traffic control systems, and complimentary bicycle/pedestrian improvements
- Bike/Pedestrian projects: include geographic area served, specific improvements or amenities considered, and magnitude of travel impacts
- Transit projects: include service route, operating schedule frequency, stops/station locations, and station access information
- TDM projects: include program details with anticipated nature and magnitude of travel impacts
- ITS projects: include details about operation, communication, and magnitude of travel impacts

***Required Entry**

a. * Title/Name: Jermantown Road Bridge over Interstate 66
b. * Project Type (select <u>all</u> that apply): <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Transit <input type="checkbox"/> Transportation Demand Management (TDM) <input type="checkbox"/> Intelligent Transportation System (ITS) <input type="checkbox"/> Other:
c. * Location: Jermantown Road at I-66 (Fairfax County)
d. Terminal Points (if applicable): Start: Oakton Road End: Carol Street
e. * Opening/Implementation Date: Mid 2022
f. * Detailed Description: The Transform 66 Project will construct managed lanes in the center of I-66, which will require rebuilding a number of bridges crossing I-66 within the project area, from Route 15 to I-495. The Virginia Department of Transportation (VDOT) currently intends to construct a two-lane replacement Jermantown Road Bridge while not precluding an ultimate four-lane width. This project will add an additional lane in each direction, resulting in a four-lane bridge over I-66.
g. Short description: Widen Jermantown Road Bridge from two to four lanes.
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: A wider bridge will facilitate the movement of local traffic that travels between neighborhoods north and south of I-66. Drivers generally utilize Route 50, Jermantown Road, and Route 123 to traverse I-66 in this area of the corridor. Widening this bridge will alleviate the local traffic on Routes 50 and 123, thereby improving service for the commuters that will be utilizing these interchanges to enter/exit the I-66 General Purpose and Express Lanes. Additionally, widening this bridge as part of the project would avoid additional construction impacts and potential negative impact on toll revenue after the I-66 project is complete.

2.2 Project Delivery Information

a. * Planning Status (select <u>all</u> documents/plans that reference the project): <input type="checkbox"/> Constrained Long Range Plan (MPO) <input type="checkbox"/> Transit Development Plan <input type="checkbox"/> Planning / Safety Study <input type="checkbox"/> Vision Long-Range Plan (MPO) <input type="checkbox"/> Capital Improvement Program <input type="checkbox"/> Other Regional Plan <input checked="" type="checkbox"/> Local Comprehensive Plan <input type="checkbox"/> NEPA Study <input type="checkbox"/> Other:
b. Existing VDOT UPC or DRPT Number or locality ID Number:

c. Designed by (select all that apply): <input type="checkbox"/> VDOT <input type="checkbox"/> Locality <input type="checkbox"/> Agency <input type="checkbox"/> Consultant <input checked="" type="checkbox"/> Other: EMP
d. Administered (select all that apply): <input checked="" type="checkbox"/> VDOT <input type="checkbox"/> Locality <input type="checkbox"/> Agency <input type="checkbox"/> Other:
e. Delivery Method (select all that apply): <input checked="" type="checkbox"/> Not Determined <input type="checkbox"/> Design-Build <input type="checkbox"/> Design-Bid-Build <input type="checkbox"/> State Forces <input type="checkbox"/> Locality Forces <input checked="" type="checkbox"/> Other: DBFOM

PART 3 PROJECT ELIGIBILITY CRITERIA

Projects must benefit the users of I-66 Express Lanes Outside the Beltway to be considered eligible as part of TRANSFORM66: OUTSIDE THE BELTWAY projects. Please provide any supporting documentation.

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| <input checked="" type="radio"/> The project will be in compliance with all applicable laws, rules, and regulations, and will have received or will receive all required regulatory approvals. |
| <input checked="" type="radio"/> The project is federal-aid eligible pursuant to Title 23 of the U.S. Code. |

The information provided in this section will be used to review project eligibility.

3.1 Person Throughput

The objective of the person throughput evaluation criteria is to assess how well a project is suited to move more people through the corridor efficiently.

<p>*For applicable projects, what is the project's opening year inbound AM peak period increase in person throughput (i.e. how many more people will your project move through the corridor): Constructing the Jermantown Road bridge as a 4-lane bridge rather than a 2-lane bridge will increase its throughput capacity by approximately 15,000 vehicles per day.</p>
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3.2 Peak Period Travel Time

The objective of the peak period travel time criteria is to evaluate a project's ability to provide or support consistent travel duration during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network.

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| <p>*Choose one:</p> <ul style="list-style-type: none"> <input type="radio"/> Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person <input type="radio"/> Project is likely to result in moderate reductions (15 to 30 percent) in inbound AM peak hour total travel time per person <input checked="" type="radio"/> Project is likely to result in minimal or indirect reductions (5 to 15 percent) in inbound AM peak hour total travel time per person <input type="radio"/> Project is likely to result in no significant change (i.e. less than 5 percent in inbound AM peak hour travel time). |
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***Describe trip to which project travel time is being compared (i.e. a non-toll paying single occupant vehicle trip between X and Y, walk to B Metrorail station and ride to C):** Comparison is likely impact of future construction of Jermantown Road Bridge on both general purpose lane and Express Lane users.

3.3 Connectivity

The objective of the connectivity criteria is to evaluate how well a project creates, completes, or links transportation network elements and/or modes. This measurement of this criteria is based on the number of connections between modes created or enhanced by the project and the promotion of transportation choice in daily travel.

***Choose one:**

- Project provides or enhances connections between two or more travel modes
- Project provides new modal connections AND/OR further promotes transportation choice
- Project has no impact on connectivity
- Project creates a barrier between modes OR results in a loss of travel options

(Optional): Describe how the project addresses connectivity and benefiting the users of I-66:

This project enables the future widening of Jermantown Road between Phoenix Drive and US 50 (by others) to increase capacity for all modes of travel. Also, this project will better serve existing and future demand headed towards the Route 123 interchange at I-66, and facilitate better movement of traffic to and from the new I-66 Express Lanes ramps at that location. Also, this project will eliminate the need for future disruption to I-66 users if the bridge is widened later and reduce congestion, moves more people, and increases travel options.

PART 4 ADDITIONAL INFORMATION

(Optional): List internet links to any additional information in support of this project:

***Additional Attachments**

- Project sketch/concept plan/vicinity map, if applicable
- Photos or other graphics to support your application
- Quantitative data and/or analyses demonstrating benefits to the users of the I-66 Express Lanes Outside the Beltway.



PART 5 APPLICANT SIGNATURE

If this application is confirmed for funding, the information contained in this application will become the foundation for a follow-on funding agreement, where applicable.

*I have reviewed the project eligibility requirements and that the information submitted in this application is true and correct to the best of my knowledge. If awarded funding through **TRANSFORM66: OUTSIDE THE BELTWAY**, I agree that the execution and delivery of the project will adhere to the requirements and guidelines specified in the Memorandum of Agreement.

[Handwritten Signature]

 Name

*Director
 Fairfax County Department of
 Transportation*

 Title

1/4/18

 Date