

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: Poplar Tree Road Bridge Construction to Four Lanes
b. * Project Type (select all 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: Poplar Tree Road at Route 28 (Fairfax County)
d. Terminal Points (if applicable): Start: Newbrook Drive End: Stonecroft Boulevard
e. * Opening/Implementation Date: 2022
f. * Detailed Description: As part of the Transform I-66 Outside the Beltway project, Poplar Tree Road bridge is proposed to be constructed as a two lane bridge. However, the County proposes that the bridge be constructed as a four-lane facility instead. This matches the ultimate configuration reflected in the Fairfax County Comprehensive Plan. At a minimum, the County requests the proposed two-lane bridge to be constructed by the I-66 project not preclude the future widening of this bridge structure to a four lane facility.
g. Short description: Widen Poplar Tree Road bridge over Route 28 to be constructed by Express Mobility Partners from two to four lanes.
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: <ul style="list-style-type: none">• Improves movement of people to and from the new I-66 Express Lanes ramps at the Route 28 / I-66 interchange, as well as the Stringfellow Road Park and Ride lot and I-66 Express Lanes ramps.• Reduces disruption to users of the Route 28 corridor and the proposed I-66 Express Lanes when this bridge needs to be widened to a four-lane facility in the future.• Increases capacity for all modes of travel and better serves local traffic that currently uses the congested Westfields Boulevard interchange at Route 28 and those who will no longer be able to make right turns from Walney Road to the Route 28 northbound approach.

2.2 Project Delivery Information

a. * Planning Status (select all 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 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.

- The project will be in compliance with all applicable laws, rules, and regulations, and will have received or will receive all required regulatory approvals.
- 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.

***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):** By reducing disruption to users of the Route 28 corridor and the proposed I-66 Express Lanes when this bridge needs to be widened to a four-lane facility in the future, degradation to the operations and reduction in throughput to the I-66 corridor can be avoided through implementation of this project concurrently with the I-66 project. Project also improves access to I-66 Express Lanes from Greenbriar/Westfields areas.

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.

***Choose one:**

- Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person
- Project is likely to result in moderate reductions (15 to 30 percent) in inbound AM peak hour total travel time per person

- Project is likely to result in minimal or indirect reductions (5 to 15 percent) in inbound AM peak hour total travel time per person
- Project is likely to result in no significant change (i.e. less than 5 percent in inbound AM peak hour travel time).

****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):***

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:

Project enhances connectivity to Sully Station Park-and-Ride which is served by Fairfax Connector providing service in the I-66 corridor to the Vienna Metrorail Station.

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.

John Bresciani
Name

Director,
Fairfax County Department of
Transportation
Title

1/4/18
Date