

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: Route 50 & Waples Mill Road Intersection Improvements
b. * Project Type (select all that apply): <input checked="" type="checkbox"/> Roadway <input 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: Waples Mill Road at I-66 (Fairfax County)
d. Terminal Points (if applicable): Start: . End: .
e. * Opening/Implementation Date: Mid 2022
f. * Detailed Description: Intersection Improvement at Route 50 and Waples Mill Road by providing a second left turn lane from Route 50 Westbound onto Waples Mill Road. In addition to the second turn lane, other intersection modifications that would help facilitate access to and from I-66 to this intersection include: <ul style="list-style-type: none">• Traffic Signal timing improvements on Waples Mill Road approaches;• Three EB through lanes, Three NB left turn lanes;• Reconfigure EB I-66 on-ramp from WB Route 50 to shared thru/exit lane
g. Short description: Intersection improvements at Route 50 and Waples Mill Road
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: This intersection improvement will facilitate improved movement for commuters entering and exiting the I-66 General Purpose and Express Lanes at the I-66/Route 50 interchange from the east, as well as improve local traffic on Route 50 that is crossing I-66. Currently, eastbound queuing during the AM and PM peak hours at US 50 and Waples Mill Road approaches the I-66 eastbound off-ramp, but does not extend onto the ramp itself. During the PM peak hour, southbound queues extend up to 1,500 feet from the intersection at US 50 and Waples Mill Road. According to the study undertaken in 2016, compared to existing traffic volumes, mainline hourly traffic volumes along US 50 are expected to increase approximately 15 percent during the AM peak hour and approximately 5 percent during the PM peak hour in 2025. The majority of turning movements are expected to increase in volume over the next ten years. Overall, the 2025 traffic volumes do not indicate any significant shifts in travel patterns, just an increase in total volume.

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 checked="" type="checkbox"/> Planning / Safety Study <input type="checkbox"/> Vision Long-Range Plan <input checked="" type="checkbox"/> Capital Improvement <input type="checkbox"/> Other Regional Plan
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(MPO)	Program
<input 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: <i>TBD</i>
d. Administered (select all that apply):	
<input type="checkbox"/> VDOT <input type="checkbox"/> Locality <input type="checkbox"/> Agency	<input checked="" type="checkbox"/> Other: <i>TBD</i>
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 type="checkbox"/> Other:

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):**
 Based on the previous simulation analyses performed by FCDOT, the intersection operations would improve substantially reducing delay at this intersection. As this intersection is proximate to the Route 50 entry ramp to I-66, these improvements along with the adjusted timing would improve access to I-66 and is anticipated to provide additional throughput volume.

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):** Comparison is for non-toll paying single occupant vehicle trip.

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:
Improve access and traffic flow for commuters entering and existing the I-66 General Purpose and Express Lanes.

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.

Figure 1: Project Location Map

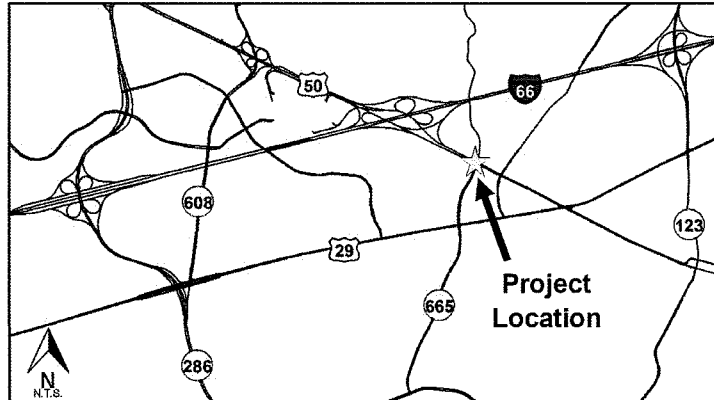


Figure 2: Limits of Recommended Improvements



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.

Jeff Beaudry
Name

*Director
Fairfax County Department of
Transportation*

Title

1/4/18
Date