

# 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: Prince William 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: Ricardo Canizales
d. Job Title: Director, Prince William County Department of Transportation
e. Phone Number: (703) 792-5985
f. Email Address: rcanizales@pwcgov.org

##### Secondary Project Contact

g. Name: Paolo Belita
h. Job Title: Regional Transportation Planner
i. Phone Number: (703) 792-6273
j. Email Address: pbelita@pwcgov.org

### 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 234 at Balls Ford Road Interchange Including Balls Ford Road Improvements
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: Route 234 at Balls Ford Road (Prince William County)
d. Terminal Points (if applicable): Start: Balls Ford Relocated – Doane Drive End: Devlin Road
e. * Opening/Implementation Date: 2023
f. * Detailed Description: This project includes the construction of a new Diverging Diamond Interchange at Route 234 Bypass (Prince William Parkway) and relocated Route 621 (Balls Ford Road). The project includes a grade-separated overpass crossing of Relocated Balls Ford Road over Line B of the Norfolk Southern Railroad. In addition, the project will relocate Balls Ford Road as a new four-lane facility with a raised median between Devlin Road and Doane Drive. The project also will provide a 10-ft shared used path along relocated Balls Ford Rd.
g. Short description: Route 234 at Balls Ford Road Interchange Including Balls Ford Road Improvements
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: The existing intersection of Prince William Parkway and Balls Ford Road is at capacity during both the AM and PM peak periods. The proposed interchange will provide significant travel time savings for both NB Prince William Parkway traffic heading to EB I-66, and SB Prince William Parkway vehicles exiting WB I-66. Grade-separation of relocated Balls Ford Road over Prince William Parkway and over Norfolk Southern Railroad will improve safety for all users by eliminating conflict points. Relocation of Balls Ford Road farther from existing I-66 interchange will improve operations for vehicles traveling along Prince William Parkway to/from I-66 and points along Balls Ford Road. Delay reduction and additional capacity of the widened/ relocated Balls Ford Road will improve access to: I-66 (via Prince William Parkway), Cushing Rd commuter lot, proposed Balls Ford Rd Park and Ride lot and prop. Western Bus Maintenance & Storage facility, increasing attractiveness of ride share and transit options. The 10-ft shared use path along Prince William Parkway will complement bike/ped. options along the I-66 corridor.

## 2.2 Project Delivery Information

a. * Planning Status (select <u>all</u> documents/plans that reference the project):
<input checked="" type="checkbox"/> Constrained Long Range Plan (MPO) <input type="checkbox"/> Transit Development Plan <input type="checkbox"/> Planning / Safety Study <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Other:
d. Administered (select all that apply):				
<input type="checkbox"/> VDOT	<input checked="" type="checkbox"/> Locality	<input type="checkbox"/> Agency	<input type="checkbox"/> Other:	
e. Delivery Method (select all that apply):				
<input type="checkbox"/> Not Determined	<input checked="" 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.*

<input checked="" type="checkbox"/>	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="checkbox"/>	The project is federal-aid eligible pursuant to Title 23 of the U.S. Code. (Partial exemption will be requested)

*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):** The project's opening year AM peak period increase in person throughput is approximately 3,000 persons. The interchange will reduce delay (free-flow for Prince William Parkway traffic, reduced delay due to widened Balls Ford Road along proposed Diverging Diamond bridges). This interchange reduction in delay, coupled with the additional capacity provided by the widened Balls Ford Road will allow more vehicles to access both I-66 (directly via Prince William Parkway), the existing Cushing Road commuter lot and the proposed Balls Ford Road lot east of the interchange, increasing the attractiveness of carpool and transit options and transportation choices.

#### **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):** All multi-modal trips will be increased including carpools, buses, and vanpools. Single occupant vehicles on I-66 will be reduced. Free-flow future condition travel time (157 s., estimated with construction of interchange) is being compared to existing AM travel times along SB PWP (225 s.). Travel time savings per person =  $(225-157)s/225s = 30.2\%$

### 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 addresses connectivity by improving operations not only along the I-66 OTB corridor, but also along the Route 234 (Prince William Parkway) corridor, which is part of the North-South Corridor of Statewide Significance. The Route 234 Bypass corridor carries high volumes of traffic in various travel modes, and facilitates connections among activity centers within the region. Route 234 Bypass/ Prince William Parkway connects both western and eastern Prince William County by connecting the I-95 corridor to the I-66 corridor. By reducing congestion and improving access to jobs, employees, markets and regional destinations, this project improves connectivity that benefits the users of I-66. The project includes a 10-ft. shared use path along Prince William Parkway will complement bike/ped. options along the I-66 corridor. Additional benefits include reduction in delay and additional capacity of the interchange and widened/relocated Balls Ford Road will improve access to I-66 for all modes (directly via Prince William Parkway, as well as via ramps connecting existing Cushing Road P&R and proposed Balls Ford Rd P&R to I-66) and to proposed Western Bus Maintenance & Storage facility. These will increase attractiveness of ride share and transit options.

## PART 4 ADDITIONAL INFORMATION

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

### Additional Attachments

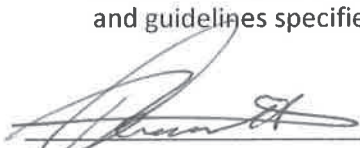
- Project sketch/concept plan/vicinity map, if applicable
- Photos or other graphics to support your application
- Quantitative data and/or analyses demonstrating benefits to the users of the I-66 Express Lanes Outside the Beltway.

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**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. 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.

  
Name

*DIRECTOR OF TRANSPORTATION*  
Title

*1/4/07*  
Date