

# 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: Balls Ford Road Widening - Groveton Road to Route 234 Business
b. * Project Type (select <b>all</b> that apply): <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bicycle/Pedestrian <input checked="" type="checkbox"/> Transit ( <i>Improved access to proposed Western Bus Maintenance and Storage Facility</i> ) <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: Groveton Road End: Route 234 Business
e. * Opening/Implementation Date: 2023
f. * Detailed Description: The project involves widening Balls Ford Road from two to four lanes, from Groveton Road to Route 234 Business for a distance of 1.95 miles. This section of Balls Ford Road is parallel to I-66 and is located 0.2 miles south of I-66. The project includes a 10-foot shared use trail and a 5-foot sidewalk on the entire length of the facility. This road provides access to the proposed Balls Ford Road/Century Park Drive Park and Ride Lot and new Express Lane ramps to/from Eastbound I-66. The improvement extends to the proposed interchange project at Route 234 (Prince William Parkway) and Balls Ford Road to enhance accessibility to I-66 at the western end of Balls Ford Road.
g. Short description:
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: This project will provide improved access from the eastern end of Balls Ford Road to the new Balls Ford Road Park & Ride facility and to the proposed Express Lanes to and from Eastbound I-66. The new Park and Ride Lot will include approximately 1200 parking spaces, 34 kiss and ride spaces, space for slugging and 3 Bus Bays. Widening Balls Ford Road will also provide enhanced access to the existing 450-space park & ride facility on Cushing Road, adjacent to the on-ramp to I-66 eastbound. Traffic destined to I-66 via either Route 234 Business or Route 234 (Prince William Parkway) experiences major congestion and delays during the peak AM and PM periods. This project will help alleviate congestion at those two access points and improve access to I-66. In addition to the widening, the project will include modified traffic signals, crosswalks and other pedestrian improvements for all the intersections along the corridor, which will improve safety for both commuters and pedestrians, especially at the Balls Ford Road and Route 234 Business Intersection. Intersection enhancements will entail full intersection design providing turn lanes, pedestrian facilities (sidewalk and/or shared use path), pedestrian crossings, pedestrian signalization, traffic signings/pavement markings and streetlights, if warranted. The proposed 10-ft. shared use path and 5-ft concrete sidewalk will also 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 Plan	
<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 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 checked="" type="checkbox"/> Not Determined	<input type="checkbox"/> Design-Build	<input checked="" 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. (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):** It can be assumed that there will be reduction in delay at the interchange with free-flow on Prince William Parkway and reduced side-street delay on Balls Ford Road. Therefore, this reduction in delay and subsequent expansion in capacity will allow more vehicles to access both I-66 (directly via Prince William Parkway and the Balls Ford Park and Ride lots, increasing the attractiveness of park-and-ride/carpool options.

**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 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. This project 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.

### **3.3 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 comprises 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 from 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. Additional benefits include reduction in delay and additional capacity which 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.

**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 \_\_\_\_\_

*6/4/17*  
Date \_\_\_\_\_