



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Project Information

Submitting Jurisdiction/Agency: Prince William County

Project Title: Balls Ford Road Widening - Groveton Road to Route 234 Business

Project Location: (map)

Project Description:

The project involves widening Balls Ford Road from two to four lanes from Groveton Road to Route 234 Business, a distance of 1.95 miles. Project will also include a shared use trail and sidewalk.

General Project Eligibility Consideration Criteria. Please check all that apply.

Provide supporting documentation

Project in a Regionally Adopted Plan/ Document:

- a. TransAction 2040 _____
- b. VTrans 2040 _____
- c. I-66 Corridor of Statewide Significance (COSS) X
- d. Comprehensive Plan X
- e. Capital Improvement Plan _____
- f. Regional Transportation Priorities Plan _____
- g. Constrained Long Range Plan X
- h. Transportation Improvement Program _____
- i. Other Regionally Adopted Plan (*please specify*) _____
- j. Letter or resolution of support via formal approval by the governing body X

Please see attached

- TransAction Draft Plan, Page 47
- COSS Description
- PWC Comp Plan, Pages Trans 15 and Trans 26
- The 2016 CLRP Amendments and FY 2017 – 2022 TIP Air Quality Conformity Network Inputs, Page 30
- PWC/Board of County Supervisors Resolution No. 17- 269

Additional Project Criteria.

Provide supporting documentation

Projects must meet all of the following criteria:

Projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor.

The “Balls Ford Road Widening – Groveton Road to Route 234 Business” Project is located in the I-66 Outside the Beltway Corridor (OTB). One of the potential strategies for projects in this corridor is to improve capacity of parallel roadway facilities to relieve congestion on I-66. This project will widen 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 located .2 miles south of I-66. The project will also include a 10-foot shared use trail on the south side of the facility and a 5-foot sidewalk on the north side of the facility. This road provides access to and from I-66 for the nearby existing and planned industrial uses along the corridor.

For years, Balls Ford Road and Balls Ford Road/Route 234 Business intersection have been major choke points in the county, prompting numerous concerns from residents and local businesses regarding congestion as well as safety issues at the roadway and intersection. The Transform I-66 project includes a proposed 1,300-capacity park & ride facility located along Notes Drive, which can only be accessed from Balls Ford Road. The new park & ride facility will add more congestion to an already failing intersection at Balls Ford Road and Sudley Road (Route 234 Business) and another failing intersection at Balls Ford Road and Prince William Parkway. Transform 66 is not proposing any improvements to help mitigate the impacts of the new park & ride lot on either of these two access points onto Balls Ford Road. This project will provide improved access to the new park & ride facility, in comparison to the existing two-lane facility, and help mitigate increased congestion from the commuters accessing the new park & ride lot.

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. Additionally, it will relieve congestion for local traffic generated by the proposed employment centers along Route 234 (Prince William Parkway) and in nearby areas such as Innovation Park. Balls Ford Road is parallel to both I-66 and Route 29 (Lee Highway); therefore, this project would provide traffic relief to multiple roadways during times of heavy congestion.

This arterial provides access to I-66 at both the eastern termini of the project and at the western end, just past Groveton Road. The facility is a major chokepoint for morning and evening peak periods, including the intersection of Route 234 Business and Balls Ford Road.

Projects must demonstrate utilization of concessionaire funding by toll day one (mid-2022).

Upon receipt of funding, the design phase of the project will begin. This can occur as early as November 2017. This would allow the project to have an estimated completion date of October 2023; therefore, the project will begin utilizing the concessionaire funding before toll day one (2022).

Projects must demonstrate commitment of any required operation and/or maintenance funds.

All the roads and intersections are maintained by VDOT. VDOT will maintain this portion of Balls Ford Road after the project is complete.

Projects must show benefit to users within the corridor.

The new park & ride facility will add more congestion to an already failing intersection at Balls Ford Road and Sudley Road (Route 234 Business) and another failing intersection at Balls Ford Road and Prince William Parkway. Transform 66 is not proposing any improvements to help mitigate the impacts of the new park & ride lot on either of these two access points onto Balls Ford Road. This project will provide improved access from the eastern end of Balls Ford Road to the new park & ride facility, in comparison to the existing two-lane facility. In addition, widening Balls Ford Road will provide enhanced access to the existing 450-capacity park & ride facility on Cushing Road, adjacent to the on-ramp to I-66 eastbound.

The project will provide much needed improvement to Balls Ford Road between Groveton Road and Route 234 Business. Access to I-66 via either Route 234 Business or Route 234 (Prince William Parkway) has major congestion and delays, especially 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 the turn lanes, pedestrian facilities (sidewalk and/or shared use path), pedestrian crossings, pedestrian signalization, traffic signings/pavement markings and streetlights, if warranted.

Additionally, an application for Transform 66 OTB Concessionaire Funding is also being submitted for an adjacent project "Route 234 at Balls Ford Road Interchange, including Balls Ford Road Improvements." It would be possible to improve the economies of scale by combining the two projects and potentially selecting one contractor for the Design-Build project contract. This could save quite a bit in project costs.

Studies are ineligible for funding consideration.

N/A

If other funding sources is required to complete the project, project must demonstrate other such funding has been appropriated/allocated or otherwise currently available to the project.

N/A

Project Milestones

Specify start and end dates

Project Milestones by Project Phase:

- PE/Design: 11/1/2017 – 5/1/2020
- Right-of-Way Acquisition: 1/1/2019 – 1/1/2020
- Construction: 1/1/2020 – 7/1/2023
- Capital Asset Acquisitions:
- Other:

Project Cost

Total Requested Concessionaire Funds: Rounded to \$67,500,000

Total Cost to Complete Project: Rounded to \$67,500,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by Source)	Total Cost by Phase
PE/Design	\$4,500,000		\$4,500,000
Right-of-Way Acquisition	\$9,570,000		\$9,570,000
Construction	\$37,400,000		\$37,400,000
Capital Asset Acquisitions			
Other	\$15,935,000		\$15,935,000
TOTAL	\$67,405,000		\$67,405,000

Prioritization – This is the County Priority Number 2

Priority consideration will be given to projects that can accomplish two or more of the following:

- Project has undergone a performance-based evaluation process (i.e., TransAction 2040, SmartScale).

The Balls Ford Road Widening project from Groveton Road to Route 234 Business has undergone performance-based evaluation in the second round of Smart Scale. It received a project benefits score of 8.87 (in the middle compared to other projects across the state) but the Smart Scale score (Project Benefit divided by Smart Scale Cost) was 1.66. The proposed cost of the project reduced the Smart Scale score.

The project was evaluated in the NVTAs TransAction Draft Plan. The project is part of the corridor segment 2.3 (Rt. 234 _ I-66 to I-95). Performance of all the projects in each corridor segments were evaluated in total, not individually. The segment had a performance rating of 21.0, which was relatively low. The consultant conducting the evaluation noted that segments with the lowest performance ratings generally have less acute travel conditions and/or serve fewer travelers.

- Project can demonstrate the ability to reduce congestion.

The improvement from this project 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. Additionally, it will relieve congestion for local traffic generated by the proposed employment centers along Route 234 (Prince William Parkway) and in nearby areas such as Innovation Park. Balls Ford Road is parallel to both I-66 and Route 29 (Lee Highway); therefore, this project would provide traffic relief to multiple roadways during times of heavy congestion.

The facility is a major chokepoint for both morning and evening peak periods and that includes the intersection at Route 234 Business. The widening of Balls Ford Road will provide major congestion relieve along the facility, especially with the added congestion created by the new park & ride facility. The project will improve access, in comparison to the existing two-lane facility, to both the new park & ride facility and the existing park & ride lot on Cushing Road.

- Project is a joint effort between two or more localities or agencies.

VDOT and Prince William County will be involved in the project. Prince William County will manage the project and VDOT will provide oversight.

VDOT oversight will include:

- PE Phase: Provide previous project design package; provide design oversight/ approvals, about 10-15% of PE
- CEI/ CN oversight: 2% of CN
- Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project.

The Balls Ford Road widening project will provide access to a proposed 1,300-capacity park & ride facility as part of the Transform-66 project along Notes Drive that can only be accessed only from Balls Ford Road (just south of the intersection of Balls Ford Road and Prince William Parkway). The widening will provide improved access to the existing 450-capacity park & ride facility on Cushing Road.

- Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation).

On June 20, 2016, via Resolution No. 17 - 269, the Prince William County Board of County Supervisors adopted a list of six priority projects for Transform 66 OTB. This project was included. Please see attached BOCS Resolution.

- Project can be constructed prior to toll day one (mid-2022).

The project will be under construction and complete within approximately one year after toll day one. Please see schedule.

Additional Documentation/Information in Support of this Project

- Regional and Detailed Maps
- Traffic Volume Map for 2016