



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Amended 12-18-2017:
Route 15 Bypass Widening: Battlefield Parkway to Montresor Road
TransAction ID: 191

FY 2018-2023 SIX YEAR PROGRAM Project Application Form

The FY2018-2023 Six Year Program is a competitive program for Northern Virginia Transportation Authority Regional Revenues. The Authority's project selection process is comprised of five complementary components: preliminary screening, TransAction analyses, congestion reduction relative to cost analysis, qualitative considerations (such as leveraging of other funds excluding NVTa regional revenues, geographic and modal balance, project readiness, past performance, etc.), and public input.

General Instructions:

- **Deadline for application is noon, December 15, 2017.**
- **Deadline for resolution(s) of support is noon, January 19, 2018.**
- Applications must be submitted electronically to Sree Nampoothiri at Sree.Nampoothiri@TheNoVaAuthority.org. (Please provide applications in word and pdf formats not to exceed a total 6MB attachment size in each email. Also provide any GIS files or other supporting documentation. For large file sizes, contact Sree Nampoothiri, in advance).
- Incomplete applications, and applications received after the deadline, will be rejected; however draft applications may be submitted for review by NVTA staff by noon, November 9, 2017.

For assistance please contact Sree Nampoothiri at Sree.Nampoothiri@TheNoVaAuthority.org



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Route 15 Bypass Widening: Battlefield Parkway to Montresor Road
TransAction ID: 191 (amended 12-18-2017)

Submitting Jurisdiction/Agency: Loudoun County

1) General Project Information

1.1 TransAction Project Title(s), ID(s), and page number(s) of Project in TransAction Plan¹ (Include corridor and corridor segment numbers. Please provide TransAction ID in the header too.):

TransAction Project ID - 191

Project Name - Route 15 Bypass Widening: Battlefield Parkway to Montresor Road

Project Description - Widen Route 15 Bypass to four lanes from Battlefield Parkway interchange to Montresor Road

Corridor – 9 - US 15

Corridor Segment – 9-1 US 15 — Potomac River to Rt. 7

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¹ See TransAction Plan Project List: <http://nvtatransaction.org/wp-content/uploads/2017/10/TransActionPlanProjectList.pdf>

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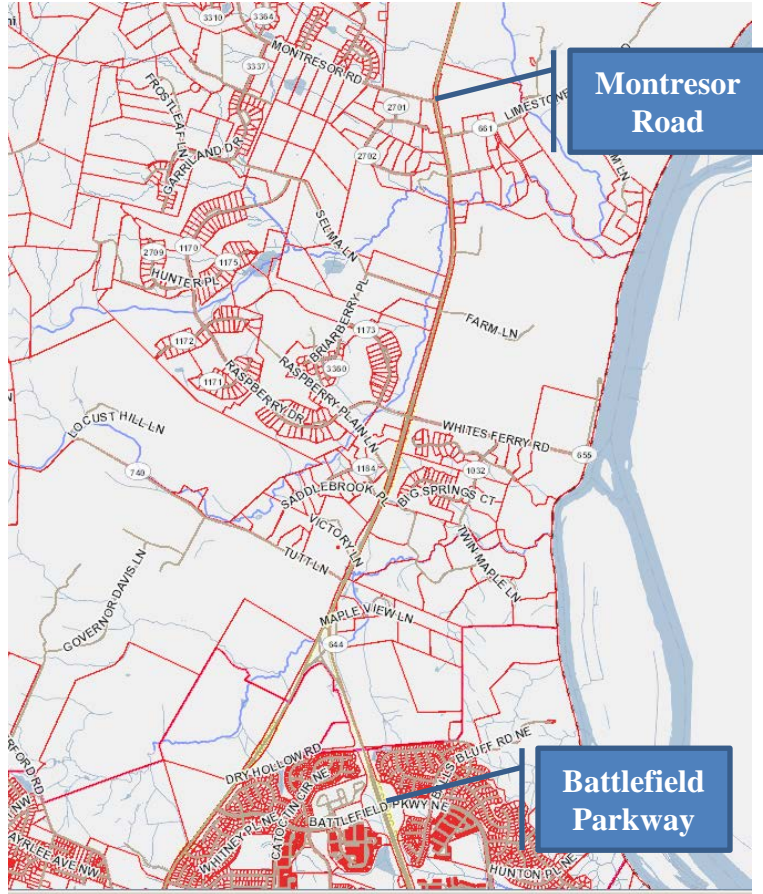
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1.2 Project Sub-Title (If applying for a subset of a TransAction project or a combination of multiple TransAction projects):

1.3 Project Location, including terminal points (If applicable):
(Add location map marking project extent. Provide GIS shapefile if available)

1.4 Project Description (Maximum 2 paragraphs / 500 words. Include description of terminal points, intersections, turning lanes, transit routes, services, facility, etc. sufficient enough to code into a traffic model for detailed analyses):

This project will implement the improvement recommendations from the Route 15 Congestion Report presented to the Board on May 18, 2017. This project will widen 3.5 miles of U.S. Route 15 from Battlefield Parkway to Montresor Road. This principal arterial will be widened from 2-lanes to 4-lanes divided between the limits described. Additional improvements are required to transition the improved 4-lane section to the existing 2-lane section north of Montresor Road. The project will also improve the intersection at King Street and Whites Ferry Road/Raspberry Falls Drive.



Widening this key arterial route north of Leesburg will provide more capacity along the project corridor, relieve congestion that impacts Leesburg and the village of Lucketts, and reduce the attractiveness of secondary routes for commuters through Waterford and Stumpton. A shared use path will also be constructed along the east side of this project to connect pedestrians and bicyclists from Battlefield Parkway to Whites Ferry Road.

1.5 What is the local priority for this project among all the projects submitted by your jurisdiction/agency for NVTa regional revenues? (e.g. Top three; X of Y):

At the November 8, 2017 Loudoun County Board of Supervisors Business Meeting the Board endorsed 9 projects for submission to NVTa. The Board indicated the importance of each project to the County



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and the Region and directed staff to notify the Northern Virginia Transportation Authority that their top three projects are, in no particular order:

- U.S. Route 15 (Battlefield Parkway to Montresor Road)
- Shellhorn Road (Loudoun County Parkway to Moran Road)
- Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway)

2) Project Milestones

2.1 Project Milestones by Project Phase (Provide actual or expected start and end dates – month/year – for all applicable phases, including phases that have already occurred):

	FY17 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY24 or later (specify)
Design, Engineering, Environmental		Location Survey and procurement of consultant services	Start 1/19		Finish 6/21			
Right of Way					Start 6/21		Finish 6/23	
Utilities Relocations					Start 6/21		Finish 6/23	
Construction							Start 6/23	Finish 6/27
Other (please explain clearly what this includes)								

2.2 Are there any potential risk factors that may delay the milestones? If yes, please describe (e.g. project implementation depends on the completion of another project.)

- None

3) Project Cost

3.1 Total Cost to Complete Project (Needed to achieve the intended transportation functionality of the project, e.g. completion of construction, implementation of an expanded transit service):

- \$81,163,683



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3.2 Total Cost by Project Phase and Fiscal Year when expenditure is expected to occur (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #3.1):

	FY2017 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY2024 or later	TOTAL
Design, Engineering, Environmental	\$0	\$2,595,683	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$6,095,683
Right of Way	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$12,000,000
Utilities Relocations	\$0	\$0	\$0	\$0	\$0	\$5,592,000	\$0	\$0	\$5,592,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$57,476,000	\$0	\$57,476,000
Other (please explain clearly what this includes)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$2,595,683	\$3,500,000	\$0	\$6,000,000	\$11,592,000	\$57,476,000	\$0	\$81,163,683

3.3 If this is expected to be a Design-Build project, what is the estimated date for funding verification? (i.e. the date by which sufficient committed funding sources must formally be documented in order for Design-Build bids to be invited. Provide month/year)

- Not a Design Build Project (but to be managed by VDOT)

3.4 Provide the basis year of costs:

- 2017



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4) Funding Request

4.1 Requested NVTA Funds (Excludes any previous approvals for 70% Regional Revenues):

- \$54,000,000

4.2 Requested NVTA Funds by Project Phase and Fiscal Year of Expenditure (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #4.1):

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024 or later	TOTAL
Design, Engineering, Environmental								\$0
Right of Way				\$6,000,000	\$6,000,000			\$12,000,000
Utilities Relocations								
Construction						\$42,000,000		\$42,000,000
Other (please explain clearly what this includes.)								\$0
TOTAL	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$42,000,000	\$0	\$54,000,000

Note: Include contract administration expenses to corresponding phase(s)

5) Other Funding Sources

5.1 Other Sources of Funding by Project Phase (Specify the amounts by source and complete for all applicable phases – must match with phase totals provided under items #3.2 and #4.2):

Note: 'Other Funding Sources' may include previously approved NVTA 70% Regional Revenues, NVTA 30% Local Distribution Revenues, CMAQ, RSTP, State, Proffers (or local equivalent), private, recipient entity funds, and others. You may describe if you have concurrently applied for other funding sources or plan to apply within the next six months.

	Committed Funds			NVTA Request per this application (\$) (should match with item #4.2)	Funding Gap (\$)	TOTAL (\$) (should match with item #3.2)
	Source (identify each source and amount separately)	Amount (\$)	Total by phase (\$)			
		[a]	[b]	[c]	[d]	[e=b+c+d]
Design, Engineering, Environmental	Federal Earmark NVTB Bond State (Location Survey) Loudoun County	\$1,665,801 \$929,882 TBD \$3,500,000	\$1,665,801 \$929,882 TBD 3,500,000			\$6,095,683
Right of Way				\$12,000,000		\$12,000,000
Utilities Relocations	Loudoun County	\$5,592,000	\$5,592,000			\$5,592,000
Construction	Loudoun County	\$15,476,000	\$15,476,000	\$42,000,000		\$57,476,000
Other (please explain clearly what this includes)						
TOTAL		\$27,163,683	\$27,163,683	\$54,000,000		\$81,163,683

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5.2 Please confirm all necessary operations/maintenance funds with the project have been secured and provide the source(s).

- This is a VDOT roadway, and VDOT will maintain the road when the project is complete.

6) Project Impacts

For items #6.1 thru #6.5, Address how this project supports the regional coherence philosophy embedded in TransAction, and how it will improve Northern Virginians' quality of life with respect to travel conditions. Please provide reports, data, and other supporting information such as GIS files, simulation videos, etc.

6.1 What regional benefits does this project offer? (Describe how the project addresses travel conditions in TransAction corridor(s) and corridor segment(s) with a focus on the TransAction vision and goals):

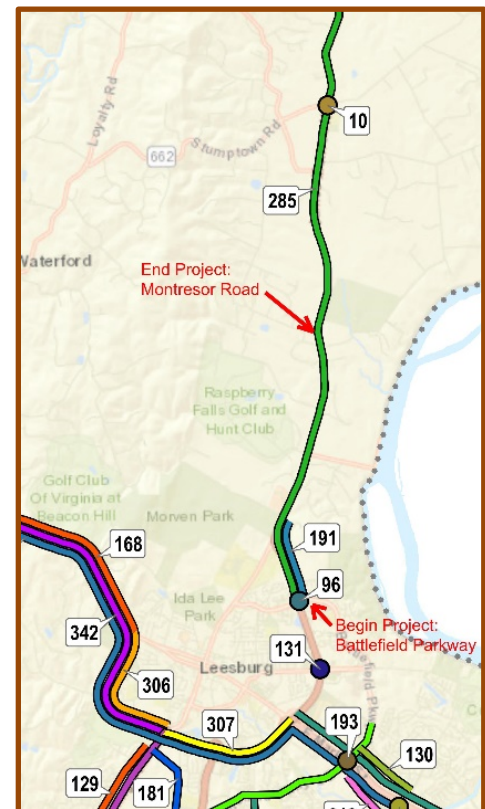
The Route 15 widening project between Battlefield Parkway and Montresor Road represents an opportunity to improve the commutes of tens of thousands of Virginians and Marylanders in western Loudoun County. The Route 15 widening project is identified in the TransAction Plan as Project 191. This project is located in TransAction Corridor Segment 9-1 identified in the TransAction Plan as the U.S. 15, Potomac River to Route 7 Corridor.

Completion of the Route 15 Widening Project of the project limits shown in Figure 6-1 will result in significant short-term benefits to the citizens of Loudoun County and contribute to significant long-term benefits to the Northern Virginia region as a whole. The Route 15 widening project addresses significant travel conditions in the western portion of Loudoun County and achieves many of the goals laid out in the TransAction Plan. The specific means by which the Route 15 widening project achieves the three primary goals as defined in the TransAction Plan are discussed below.

Goal 1: Enhance Quality of Life and Economic Strength of Northern Virginia through Transportation

The Route 15 widening project supports the goal of enhancing quality of life and economic strength by reducing congestion, improving travel time, increasing access to employees, markets, jobs and destinations and improving connections among and within areas of regional growth.

Congestion Reduction/Travel Time Improvement: This proposed project will dramatically reduce congestion on the most heavily traveled portions of U. S. 15 in the State of Virginia. As described in Section 6.2, the widening of Route 15 will significantly improve the levels of service of the intersections within this corridor segment. In most cases, intersections will operate at a level of service of "C" or better compared with levels of service of "F" if U.S. Route 15 is not widened. Queuing distances in both the AM and pm peak hour are also dramatically reduced with implementation of this project.





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Increasing Access to Employees, Markets, Jobs and Destinations: US Route 15 is part of the Journey Through Hallowed Ground corridor from Gettysburg, PA to Monticello in Charlottesville, VA. The corridor was designated as a National Scenic Byway in 2009 and is a primary touring route from which visitors can explore a scenic and historically rich landscape. The Journey Through Hallowed Ground Partnership formed to ensure that the bypass receives respect and intentional planning, as well as to promote the conservation and enhancement of the corridor's scenic, historic, archaeological, cultural, natural, and recreational resources. The widening of U.S. Route 15 in this portion of the corridor will facilitate the movement of tourists along this corridor and support the historically significant landmarks this route connects.



The widening of U.S. Route 15 will also improve access to the western portions of Loudoun County. The western portion of Loudoun County is a rural area supported in large part by small farms and wineries that are supported through the local tourism economy. This roadway is the primary route by which the population of Northern Virginia as a whole can enjoy this unique rural experience.

Improving Connections among and within Areas of Regional Growth: The widening of U.S. Route 15 promotes the movement of people, goods and services between the States of Maryland and Virginia. U.S. Route 15 represents the first crossing of the Potomac River between Virginia and Maryland west of the Interstate 495 beltway.

With more than 24,000 vehicles per day utilizing this corridor, the widening of U.S. Route 15 will provide an improved connection between the two states.

Goal 2: Enable Optimal use of the Transportation Network and Leverage the Existing Network

The U.S. Route 15 widening project supports the goal of enabling the optimal use of the transportation network by improving the safety of the network, increasing integration between modes and systems and improving the operation of the regional system.

Increasing Network Safety: In response to the large number of accidents that occur regularly along U.S. Route 15, three separate safety studies have been undertaken over the past ten years. As part of the Route 15 Safety Study North Segment completed in 1998, VDOT completed a safety study between the Potomac River and Balls Bluff Road. The study analyzed crash data and physical conditions of the roadway, resulting in several improvement recommendations to alleviate safety problems throughout the corridor.

As part of the U.S. Route 15 Roadway Safety Improvements Village of Lucketts Study completed in 2006, Loudoun County completed a transportation study for roadway safety improvements for Route 15 in the Village of Lucketts. The study resulted in recommendations for improving pedestrian and vehicle safety, slowing speeding motorists, and maintaining traffic at reasonable vehicle speeds.

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As part of the Route 15 Safety Assessment completed in 2007, VDOT evaluated previously identified safety improvements, provided updates on progress to complete these recommendations and identified interim solutions for speed reduction.

Increasing Integration between Modes and Systems: In addition to congestion reduction, the widening of U.S. Route 15 will include the construction of a new shared-use path that will connect two of the region's most heavily utilized bike trails, the W&OD trail and the C&O Canal trail.

Improving Operation of Regional System:

By widening U.S. Route 15, the U.S. Route 15 corridor may become more attractive for those travelers wishing to move between the western portions of Northern Virginia and central and western Maryland. This benefit could be felt as far away as the American Legion Bridge carrying Interstate 495 over the Potomac River.

Goal 3: Reduce Negative Impacts of Transportation on Communities and the Environment

The U.S. Route 15 widening project supports the goal of reducing negative impacts of transportation on communities and the environment by widening the road in a manner that is consistent with the historic landmarks it connects and creating a roadway with minimal impacts to the natural environment and reducing emissions.

Through the careful planning of the proposed roadway, the widening of U.S. Route 15 has been established to avoid or minimize significant environmental impacts including park impacts and wetland impacts.

The proposed U.S. Route 15 widening project will employ some of the newest and most efficient stormwater controls being utilized across the country. These controls will likely include groundwater recharge facilities, storm water management ponds with wetland forebays and stormwater filters. It is expected that as a result of the implementation of these controls, the construction of U.S. Route 15 widening will result in no net increase of surface runoff.

6.2 How will the project reduce congestion and increase capacity? (Which facilities will experience capacity increases and how will this result in improved traffic flow/transit services? Provide current and forecasted capacity of facilities, services, etc. including bike-ped facilities. What congestion problem does the project address and how will it reduce congestion? Provide current and forecasted AADT/transit ridership with and without the project and details of models used (type, source, version, etc.):

The widening of Route 15 between Battlefield Parkway and Montresor Road will relieve a significant source of traffic congestion in western Loudoun County. As stated in the recently completed report entitled "Route 15 Congestion Report between Battlefield Parkway and White's Ferry Road" dated May 18, 2017, U.S. Route 15 north of the Town of Leesburg experiences recurring congestion in both the am and pm peak periods as well as weekends. With limited Potomac River crossings in Northern Virginia, US Route 15 serves as a major regional road facility between Maryland and Virginia.

This portion of the Route 15 corridor has been the subject of numerous studies. In addition to the aforementioned 2017 study, the Route 15 Safety Study North Segment was conducted in 1998 by VDOT, the U.S. Route 15 Roadway Safety Improvements Village of Lucketts Study was conducted in 2006 by

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Loudoun County, the Route 15 Safety Assessment was conducted in 2007 by VDOT, the U.S. Route 15 at Whites Ferry Road Roundabout Evaluation was conducted by the Town of Leesburg in 2014 and the U.S. 15 Congestion Relief Analysis- North of Leesburg was conducted in 2016 by VDOT. Each of these studies recognized and sought to determine the most appropriate means to mitigate the significant congestion experienced along this section of U.S. Route 15.

Figure 6-4 on this page shows existing 2017 peak hour volumes and average daily traffic on Route 15 north of Leesburg.

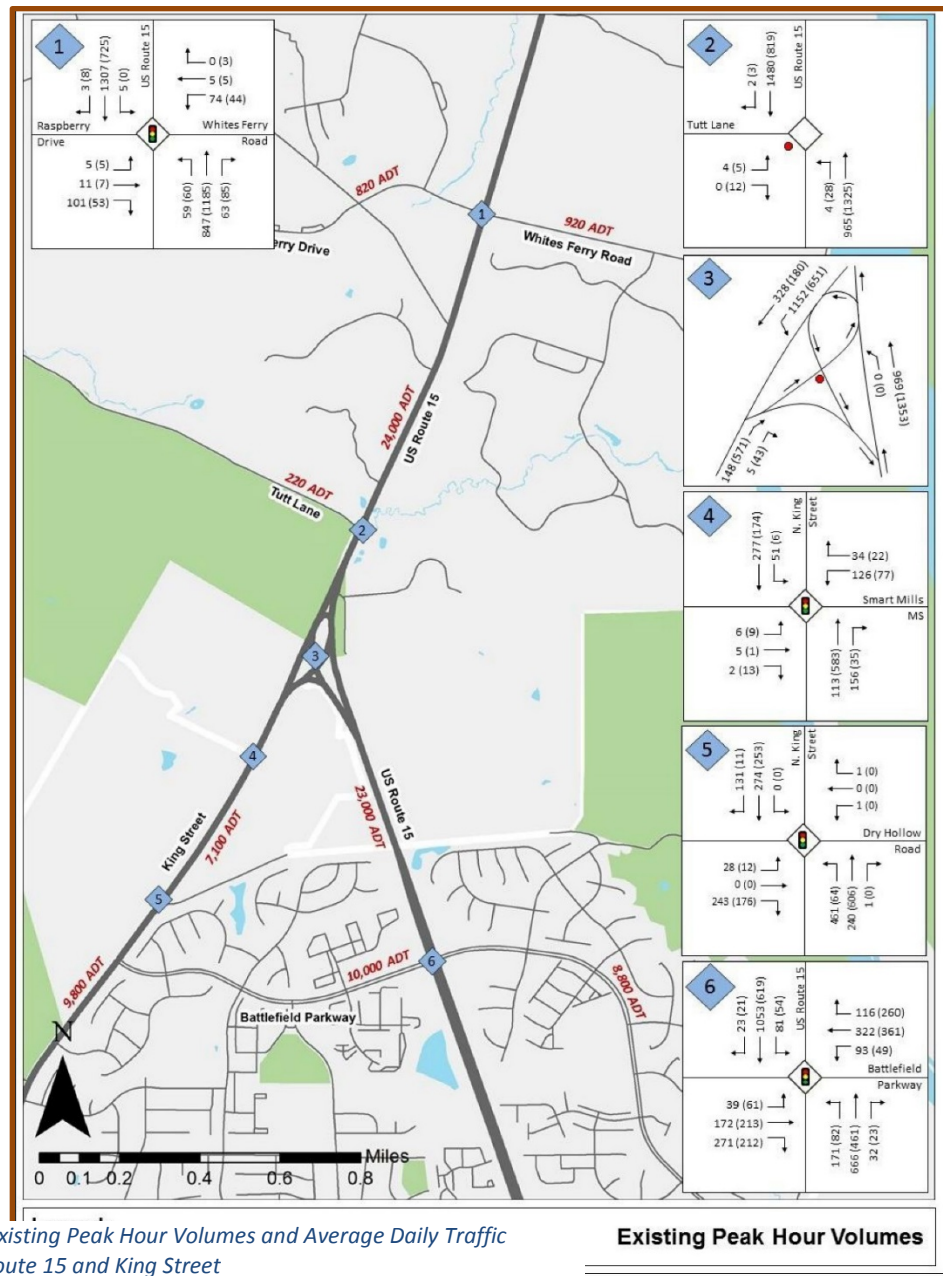


Figure 6-4 – Existing Peak Hour Volumes and Average Daily Traffic Volumes at Route 15 and King Street

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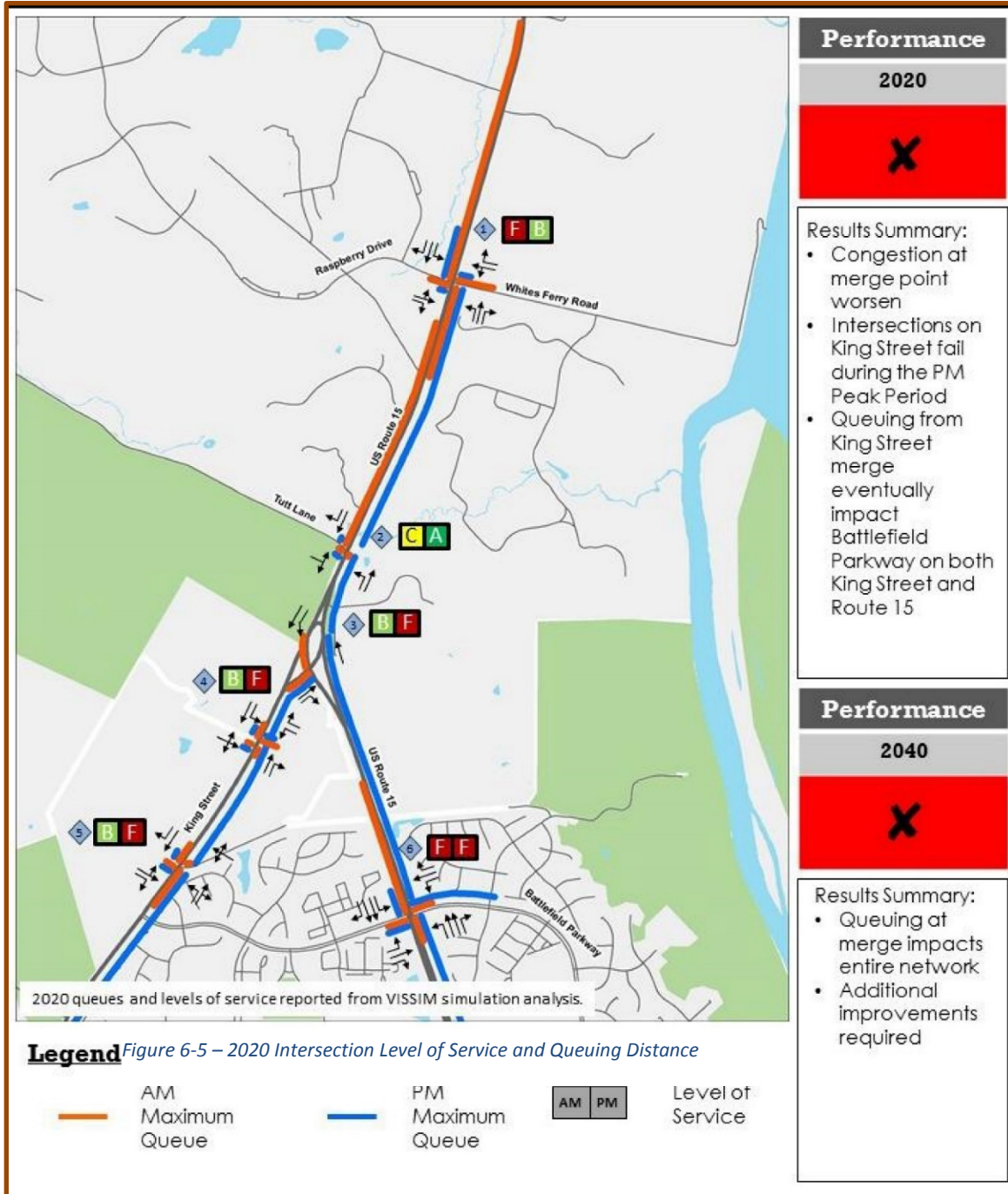
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Based on the aforementioned 2017 report, the widening of U.S. Route 15 will have a significant beneficial impact on the corridor. Figure 6-5 on this page reflects 2020 intersection levels of service and queuing distances given current conditions. As seen in the figure, five of the six intersections within the study area have a level of service of "F" given this scenario. Notably, the intersection of U.S. Route 15 and Battlefield Parkway experiences a level of service of "F" in both the AM and PM peak hours.



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Figure 6-6 on this page reflects 2040 intersection levels of service and queuing distances of the improved corridor segment. As reflected in the figure below, five of the six intersections within the study area have a

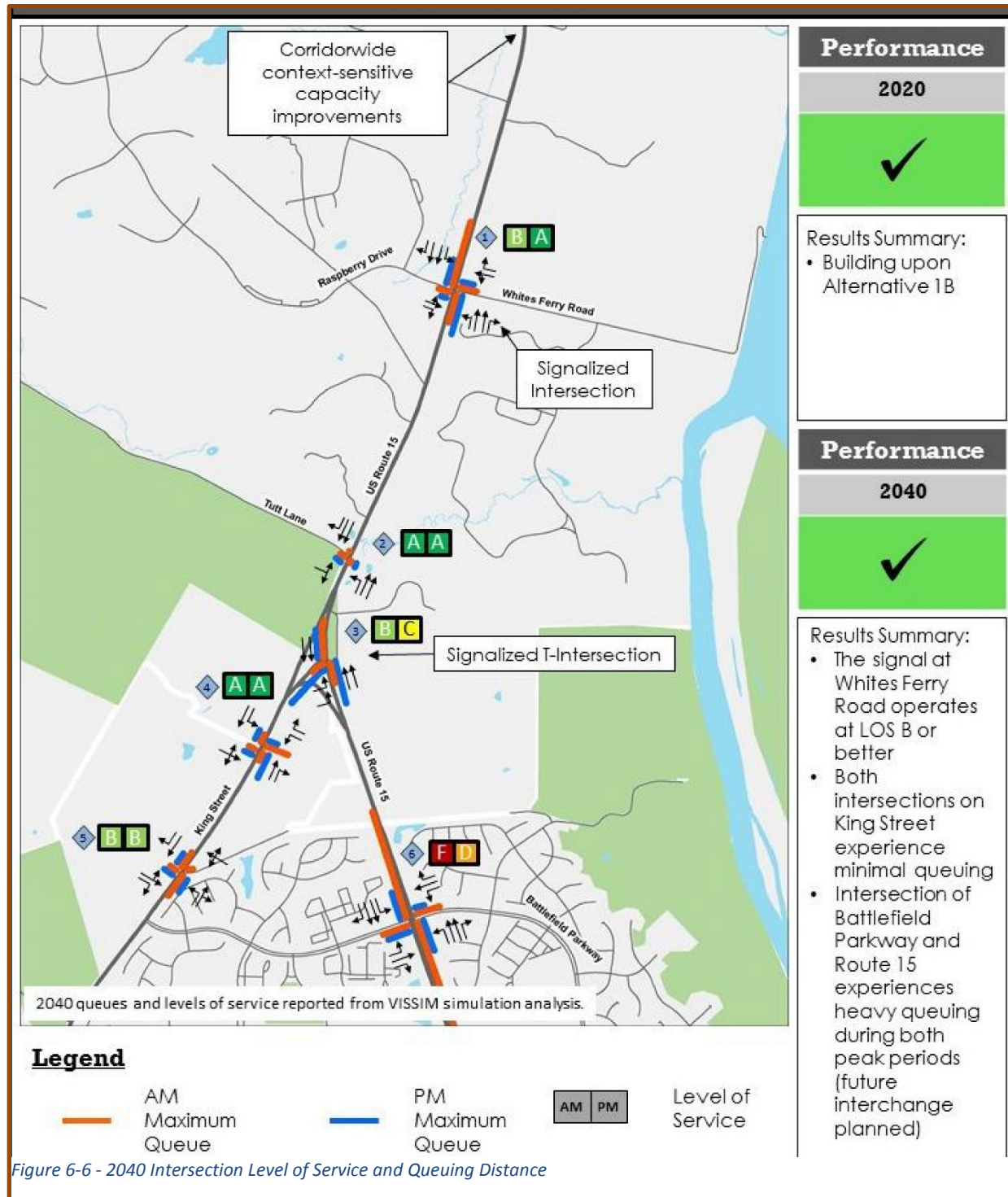


Figure 6-6 - 2040 Intersection Level of Service and Queuing Distance

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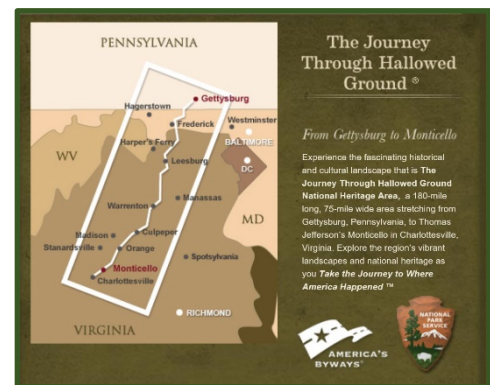
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level of service of “C” or better in both the AM and PM peak hours. Queuing distances are dramatically reduced as well.

6.3 How will the project improve regional connectivity? (Specifically list how Northern Virginians will experience improved connectivity between/within designated regional activity centers and jurisdictions. Provide information such as congestion levels, origin-destination patterns from any studies/analysis conducted):

U.S. Route 15 is part of the Journey Through Hallowed Ground corridor from Gettysburg, PA to Monticello in Charlottesville, VA. The corridor was designated as a National Scenic Byway in 2009 and is a primary touring route from which visitors can explore a scenic and historically rich landscape. The Journey Through Hallowed Ground Partnership formed to ensure that the bypass receives respect and intentional planning, as well as to promote the conservation and enhancement of the corridor’s scenic, historic, archaeological, cultural, natural, and recreational resources. The widening of U.S. Route 15 in this portion of the corridor will facilitate the movement of tourists along this corridor and support the historically significant landmarks this route connects.



The widening of U.S. Route 15 has the potential to allow the corridor to become more attractive for those travelers wishing to move between the western portions of Northern Virginia and central and western Maryland. This benefit could be felt as far away as the American Legion Bridge carrying Interstate 495 over the Potomac River.

6.4 How will the project improve integration between modes and systems? (Describe specifics such as motorized/non-motorized modes, first/last mile connection, new and enhanced technology systems such as Integrated Corridor Management, etc.):

As part of the U.S. Route 15 widening project, the installation of a new 10-foot wide asphalt shared use path will be take place. This path will connect two of the Washington D.C. metro regions most popular and historic trails.



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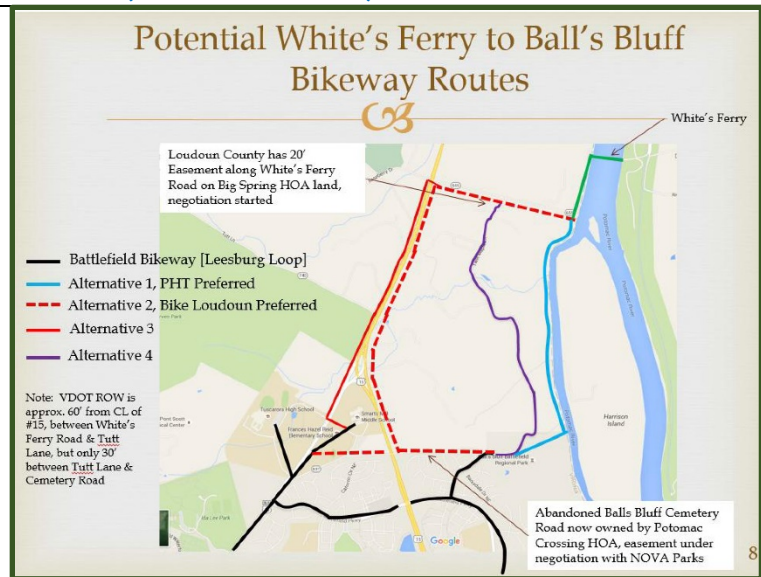
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Connecting the W&OD trail and the C&O Canal trail via White's Ferry will allow recreational bicyclists and pedestrians alike to safely complete a loop from Washington D.C. to Leesburg and back.

The proposed trail shared-use path along Route 15 will also connect several more local trails as shown in the figure to the right.

6.5 How will the project improve safety? (Describe any safety issue this project is addressing and how the project will improve safety. Please include relevant safety data.):



In response to the large number of accidents that occur regularly along U.S. Route 15, three separate safety studies have been undertaken over the past ten years. As part of the Route 15 Safety Study North Segment completed in 1998, VDOT completed a safety study between the Potomac River and Balls Bluff Road. The study analyzed crash data and physical conditions of the roadway, resulting in several improvement recommendations to alleviate safety problems throughout the corridor.

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As part of the Route 15 Safety Assessment completed in 2007, VDOT evaluated previously identified safety improvements, provided updates on progress to complete these recommendations and identified interim solutions for speed reduction.

The widening of U.S. Route 15 will address many of issues raised by these numerous safety studies and reduce the number of accidents along this segment of corridor by increasing capacity and improving roadway geometrics.



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7) Other Information

- 7.1 Project Title and ID in 2016 CLRP (or indicate if not included):
- 7.2 Project Title and ID in the current TIP (or indicate if not included):
- 7.3 Project VDOT UPC Number or DRPT Number (if available):
- 7.4 List internet links to any additional information in support of this project:
- 7.5 Do you intend to provide photos or other graphics to support your application? Yes / No
(If yes, coordinate with Sree Nampoothiri, sree.nampoothiri@thenovaauthority.org)

8) Resolution of Support

- 8.1 Please include a signed copy of Board/Council resolutions in support of this application. Agencies must submit resolutions from affected jurisdiction Boards/Councils in addition to a resolution from their own governing body. (The resolution(s) must include, at a minimum, TransAction ID, Project Title, and the requested funding amount)
- [copy teste Loudoun County endorsement of NVTa application November 8, 2017](#)
- 8.2 Projects that are located in multiple jurisdictions must demonstrate multi-jurisdictional support in order to advance. (e.g. resolutions of support from the governing body of each affected jurisdiction).

- | |
|---|
| <ul style="list-style-type: none">• Deadline for application is noon, December 15, 2017.• Deadline for resolution(s) of support is noon, January 19, 2018. |
|---|



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9) Certifications

- Applicant acknowledges that past performance regarding achievement of drawdown commitments for previously approved projects (SPA Appendix B's and revisions) will be used as a qualitative consideration in SYP project selection.
- If project is approved for funding, applicant will:
 - Commit all necessary operations/maintenance funds;
 - Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.;
 - Provide a monthly status report on project progress to NVTA staff;
 - Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
 - Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included;
 - Provide NVTA with appropriate insurance certification and keep the certificates up to date;
 - Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing;
 - Coordinate with NVTA staff before finalizing any third party project administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
 - Adhere to all relevant NVTA Policies.

	Signature of the Submitter (Director level or above)
Name:	Joe Kroboth, III, PE,
Title:	Director; Transportation and Capital Infrastructure
Email:	Joe.Kroboth@loudoun.gov
Phone:	703-771-5107
Signature:	

Staff Point of Contact	Public Information Officer (PIO) Contact
Bob Brown	Glen Barbour
Regional Transportation Coordinator	Public Affairs and Communications Officer
Bob.brown@loudoun.gov	Glen.Barbour@loudoun.gov
703-777-0122	703-771-5086