

# ROUTE 15



## **Route 15 Safety and Operational Study: Stakeholder Meeting #3**

Loudoun County Government Center

Dulles Conference Room

November 16, 2017, 6:00 – 9:00 PM

### **Summary of Comments and Questions**

This is a summary of the comments that were discussed and questions that were answered at the stakeholder meeting.

1. *Question:* Will notes be taken during this meeting?

**Response:** Yes, meeting notes are being taken similar to the prior meetings.

2. *Comment:* Could we get an update on the installation of the “mumble strips” and how they differ from rumble strips

**Response:** VDOT identified that the centerline mumble strips will complete installation soon and the traffic group is currently wrapping up a study of locations for shoulder rumble strips. VDOT also clarified that “mumble strips” vary in nature in that they are not as loud as rumble strips but provide the same level of vibration to the driver.

3. *Question:* How much money is available to begin design and phase 1 improvements?

**Response:** VDOT identified that there is approximately 2.6 million dollars in federal and state funds that were previously allocated to the safety improvements in Lucketts.

4. *Comment:* When the additional phase 1 improvement is installed please consider a sign to take turns when merging rather than the existing yield signage.

**Response:** VDOT appropriate signage and marking will be considered with the implementation of the phase 1 improvement.

5. *Question:* Why was the widening point decided to be Montresor Road and not beyond with the current CPAM?

**Response:** DTCl determined this location based on the information provided in the Congestion Report findings. The length of widening beyond Montresor Road will be determined and further analyzed in the current Safety and Operations Study.

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6. *Question:* The amendment to the CTP has been ongoing for since May of 2017, should the process to move the CTP widening further north begin now to ensure the project continues with its momentum?

**Response:** The CTP amendment directed by the Board of Supervisors has moved rather quickly through the County's established process. At the conclusion of the Safety and Operations Study, a subsequent CTP amendment can be initiated by the Board of Supervisors if further widening is recommended.

7. *Question:* How is the King Street and Battlefield Parkway intersection being addressed in terms of safety and congestion?

**Response:** The King Street and Battlefield Parkway intersection is outside of the study limits and within the Town of Leesburg. Based on the recommended improvements of widening Route 15 to 4 lanes north of Whites Ferry Road, it is anticipated that traffic along King Street will reduce at Battlefield Parkway.

8. *Question:* What are the spacing guidelines for the roundabouts shown in the bow-tie roundabout concept?

**Response:** The spacing guidelines are based on the VDOT Road Design Manual and operational analysis to minimize the potential for queue spillback. VDOT's requirements are set forth in [Appendix F](#) of the Road Design Manual.

9. *Question:* What is the difference in performance and functionality of each intersection treatment proposed as part of the Congestion Report? And if they all function equally why not choose the cheapest?

**Response:** All of the intersection options listed on the Decision Matrix (except the roundabout at King Street and Route 15) will operate adequately in 2040 with unconstrained widening beyond Montresor Road. Without widening beyond Montresor Road by 2040, the queue spillback will impact traffic operations for all intersection options. DTCl and the Board understand that there are other factors to consider and have shown the other factors in the Decision Matrix.

10. *Comment:* It seems like design should move forward more quickly so that the project will score better with NVTA as it is more shovel ready.

**Response:** In terms of NVTA funding, shovel ready does not mean construction ready. NVTA can fund anything from design to construction. However, NVTA funding cannot be used for studies.

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11. *Comment:* The decision matrix should show more information including relative costs of the improvements and the time of disruption for construction based on choices. Also, the decision matrix should consider safety, environment, and driver behavior modifications.

**Response:** The Decision Matrix will be revised and sent to the stakeholders with the meeting notes.

12. *Comment:* Roundabouts should be considered due to the increase in mobility, safety, and the signal costs do not take into account the long-term maintenance costs which a roundabout does not require.

**Response:** Comment noted. The cost noted in the matrix was related to the capital costs. Roundabouts may also result in higher number of crashes however they tend to show a decrease in fatal and serious injury crashes.

13. *Question:* What are the implementation costs of the proposed intersection alternatives?

**Response:** DTCL noted that planning level costs for a traffic signal is \$700,000, a roundabout is \$8 million, and a flyover is \$22 million. Also roadway widening is approximately \$5 million per lane mile. The current project estimate to widen and apply treatments from Leesburg to Montessor Road varies from approximately \$30 - \$50 million dollar depending on which intersection options are selected.

14. *Question:* What are the specific instructions for the stakeholder with the Decision Matrix?

**Response:** The stakeholder group will be provided with a revised Decision Matrix along with the meeting notes to take back to their constituents for discussion. The Stakeholders are asked to let Susan Glass know whether they agree or disagree with staff's recommendations.

15. *Question:* What does 7-day continuous count mean, and what are corridor the peak hours?

**Response:** 7-day continuous counts are tubes laid out along the roadway which count vehicular traffic volume for an entire week. This information will be provided as a part of the Safety and Operational Study. The corridor weekday peak periods ranged from 6am to 9am and 4pm to 7pm.

16. *Comment:* A signal, roundabout, or at the very least turn lanes should be installed at the intersection of Lovettsville Road and Route 15.

**Response:** VDOT previously prepared a preliminary design for a traffic signal at the Lovettsville Road/Route 15 intersection. However the project did not advance due to the constraints at that location which included the proximity of houses. Improvements at this intersection will be considered as part of the Safety and Operations Study.

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17. *Comment:* With the widening to Montresor Road, realigning the intersection with Limestone School Road and installing a roundabout should be considered.

**Response:** VDOT's access management policies encourage consolidation of access points. Therefore, it is possible that this improvement could be included in the Route 15 Congestion Report recommendations that will be presented to the Board in early 2018.

18. *Comment:* It would really help to see these Safety and Operations Study congestion relief ideas converted into drawings and cross sections to better represent what they will look like.

**Response:** More information will be available at the next stakeholder meeting for review.