

ROUTE 15



Stakeholder Meeting #5 - Route 15 Safety and Operational Study

Loudoun County Department of Transportation and Capital Infrastructure

Large Conference Room

May 7, 2018, 6:30 – 8:30 PM

Agenda: available on the project website: <https://www.loudoun.gov/Route15>

Attendees: Sign-in sheet was recorded by DTCI staff

Summary of Comments and Questions

All questions and comments were answered at the stakeholder meeting unless otherwise specified.

1. *Comment:* Supervisor Higgins informed Stakeholders about May 9th and May 10th meetings regarding the NVTA six year program. The May 9th meeting is to be held at the Loudoun County Board Room and the May 10th meeting it at the NVTA office in Fairfax at 3040 Williams Drive.

2. *Question:* What is the time frame for the short-term improvements at Tutt Lane?

Response: VDOT – once the signage and pavement marking plan is revised based on the comments from the residents of Little Spring Road, it will be programmed for construction by VDOT’s special maintenance division.

3. *Question:* How are the current short-term improvements to extend the merge lane to Tutt Lane being incorporated into the National Scenic Byway Corridor Management Plan, Journey Through Hallowed Ground (JTHG)?

Response: The phase 1 interim improvement (northbound auxiliary lane) will be constructed within the existing pavement; therefore, no additional landscaping will be provided. Staff has met with JTHG from the beginning of the Route 15 Congestion project and have been working to provide context sensitive design for the future improvements.

4. *Request:* Please clarify the NVTA 30% and 70% funding sources

Response: DTCI – the NVTA 30% fund is distributed to Loudoun County based on proportional revenues collected by the County. The amount of funding appropriated to a project must be matched by the county and must be used for transportation projects. Generally, Loudoun County receives around \$15 million annually via the NVTA 30% fund. The NVTA 70% is competitively distributed to regional projects that are scored through qualitative and quantitative measures. Quantitative factors are based on modeling and how well the project reduces congestion, and improves mobility and regional connections. The qualitative factors are based on public support, project readiness, and approval by local jurisdictions.

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5. *Question:* The Route 15 project ranked high in NVTA projects, how did it rank among Loudoun County projects?

Response: The Route 15 Project ranked as the number one project within the County for consideration to NVTA. The NVTA published the [Quantitative and Qualitative Evaluations](#) which has two rankings: TransAction project ranking (HB599) and CRRC rank (Cost Reduction Related to Congestion). Additional information about the NVTA's ranking can be accessed via this [link](#) to their website.

6. *Question:* How far will the widening go regarding the Congestion Report Recommendations?

Response: The Congestion Report analyzed Route 15 between Battlefield Parkway and Whites Ferry Road. It recommends widening Route 15 to at least 2,000 feet beyond Whites Ferry Road. A new analysis will be conducted to model the effects of widening to Montresor Road including a roundabout and realignment of Limestone School Road.

7. *Question:* What would the design of roundabout at Montresor Road look like?

Response: DTCL – The roundabout would be a 2-lane hybrid with 2 northbound lanes entering one which continues north and another act as a left and u-turn lane. The southbound approach would have 1 lane from Route 15 and would merge with a bypass lane from Montresor Road becoming a 2-lane southbound section. Limestone School Road would be realigned with the roundabout to reduce access points on the roadway.

8. *Question:* Have we talked with Maryland regarding a commuter bus service? If so, who would run and fund the bus service in and out of Maryland?

Response: Initial ideas have been discussed with Maryland but no plans have been established. Continued discussion with Maryland MTA is anticipated in the future.

9. *Question:* Why didn't the public survey questions offer an option of a 4-lane section of Route 15 north of Lucketts to the Maryland State Line?

Response: There are three points to consider:

- Initial traffic analysis showed that widening to 4-lanes north of Lucketts does little to eliminate congestion because of the two-lane Point of Rocks bridge and the traffic signal at Clay Street.
- Initial Stakeholder meeting small group information did not suggest that this was a priority.
- The public comments thus far have not expressed overwhelming support for this option.

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10. *Question:* How are grass medians maintained?

Response: VDOT maintains grass medians.

11. *Request:* Analysis of the proposed concepts would be helpful for community representatives

Response: Stakeholders should comment on the concepts that were distributed during the meeting and also provide comments after additional traffic analysis is performed.

12. *Question:* What are the business impacts with a 4-lane section?

Response: The business and access impacts are addressed at a higher level in this study with the questions concerning medians, turn lanes, and intersection treatments. Individual access will be handled in more detail during the design phase of the project.

13. *Comment:* Concern was expressed about development along the proposed Lucketts bypass.

Response: Supervisor Higgins expressed that the development of townhouses along the proposed Lucketts bypass is not supported by current zoning and land use regulations.

14. *Question:* Can we do a more refined analysis from the survey of where the people who live within Lucketts and other communities voted regarding features nearest them such as the bypass and roundabouts?

Response: The survey data contains address as a data attribute; however, it would be unethical to log and map individual responses.

15. *Question:* Can 3 concepts be looked at; the two presented and another concept that would be like Concept A without the bypass?

Response: DTCI staff will review all comments by Stakeholders and decide what needs to be developed and or changed.

16. *Question:* Will the gas station application across from the existing gas mart be factored into the traffic analysis?

Response: The new station is required to do their own independent traffic impact analysis to determine impacts to traffic. The regional analysis of the Route 15 Safety and Operational Study incorporates approved land-uses.

17. *Question:* The shared use path is shown on the west side in the Route 15 concepts but NVTA application states that it will be on the east side. Is the NVTA application binding?

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Response: No, The NVTA application is not binding in terms of the location of the shared use path. The location will be determined during of the project.

18. *Comment:* If a bypass is incorporated, we may need to consider other types of crossings such as grade separated and also consider equestrian users in addition to bikers and pedestrians.

Response: This will be documented and shared in design process if approved for consideration.