



Viewing SMART SCALE Application

Route 15 Whites Ferry Road to Points of Rock Bridge Project

Status: **Submitted**

Organization: Loudoun County

Project ID: 3593

Submitted: 08/06/2018 @ 3:18PM by Bob Brown
 Created: 05/08/2018 @ 3:58PM by Bob Brown
 Last Updated: 08/06/2018 @ 3:18PM by Bob Brown

General

Point of Contact Information

Project Point of Contact Name	Project Point of Contact Email	Project Point of Contact Phone
Bob Brown	bob.brown@loudoun.gov	(703) 777-0122

Project Information

Project Title	Principal Improvement
Route 15 Whites Ferry Road to Points of Rock Bridge	Highway

Project Short Description
 Safety and Operations Improvements on Route 15

Does this project include any improvements to non-VDOT maintained roadways?	Application Program	VDOT District
No	Statewide High Priority District Grant	Northern Virginia

Project Detailed Description

The Route 15 Congestion Report focused on the segment of Route 15 between Battlefield Parkway and Whites Ferry Road, and recommended widening of Route 15 to Montresor Road. A follow-up study is underway, known as the Route 15 Safety and Operations Study from Whites Ferry Road to the Maryland State Line. This Safety and Operations Study, although not completed, has indicated the need for further roadway improvements which included roundabouts and limited widening of Route 15. The following description of improvements were included in the previously mentioned studies; however, the Board of Supervisors have not endorsed any concepts in this segment of Route 15 as of the date of this Smart Scale application. The Route 15 Congestion Report identified some locations where lanes improvements and widening may be needed in certain section of this corridor. These are described in the attached conceptual plan, from the soon to be published Safety and Operations Study that shows 12' travel lanes and 8' wide shoulders of which 4' are paved and 4' are gravel. The median would be a grass ditch median which also acts as a location for turn lanes at key intersection and major business entrances. There are over 100 access points along the corridor which, according to the Route 15 Congestion Report would be controlled in some segments by making some driveway entrances right in - right out to reduce left turn conflict onto Route 15. Also shown in the attached concept from the Safety and Operations Study are intersections along Route 15 that would need to receive intersection improvements, primarily roundabouts, and turn lanes along the entire corridor. A 10' wide shared use path, as indicated in the Concept Plan (attached), would be included along the entirety of the corridor on the western side of Route 15 from Leesburg north to Maryland where it can link up with the C&O canal.

The State's Understanding of the Scope of Work

Location

VTRANS Needs Categories:

Regional Network

Safety

Areas Served

Districts Served

NOVA

MPOs Served

National Capital Region Transportation
Planning Board

PDCs Served

Northern Virginia

Jurisdictions Served

Loudoun County

Regional Network

NOVA_C	Make roadway safety and operational improvements to alleviate bottlenecks and reduce acute congestion, including "hot spots" with frequent but unpredictable (non-recurring) congestion - Corridor Reliability, Network Connectivity	Route 15 is a major arterial and serves both local, commuter and through traffic to Maryland, WV and even Penn. The roadway suffers daily from heavy congestion and has one of the highest accident rates in the County if not in Northern VA. . The roadway comes up continuously as one of the most congested in NOVA.
--------	--	--

Safety

James Monroe Hwy PR/NP (Loudoun Cnty), US-15N/S	High crash rates all throughout the roadway in this diagram
James Monroe Hwy PR/NP (Loudoun Cnty), Stumptown Rd PR/NP (Loudoun Cnty), SC-662E/W (Loudoun Cnty), US-15N/S	High crash rates all throughout the roadway in this diagram
James Monroe Hwy PR/NP (Loudoun Cnty), US-15N/S	High crash rates all throughout the roadway in this diagram
James Monroe Hwy PR/NP (Loudoun Cnty), US-15N/S	High crash rates all throughout the roadway in this diagram
James Monroe Hwy PR/NP (Loudoun Cnty), US-15N/S	The recommended concept proposes a signal to improve operations and safety
James Monroe Hwy PR/NP (Loudoun Cnty), SC-661E/W (Loudoun Cnty), US-15N/S	The recommended improvement proposes a roundabout to improve congestion and safety at Montresor Road
US-15N	The improvement includes median dividing the roadway and adding 8' shoulders to improve safety along the corridor
US-15N	The improvement includes median dividing the roadway and adding 8' shoulders to improve safety along the corridor
US-15N	The improvement includes median dividing the roadway and adding 8' shoulders to improve safety along the corridor
US-15N	The improvement includes median dividing the roadway and adding 8' shoulders to improve safety along the corridor
US-15N	The improvement includes median dividing the roadway and adding 8' shoulders to improve safety along the corridor

Features

Highway Improvements

Project Features	Description (type, quantity, location)
<p data-bbox="215 600 532 926"> Add New Through Lane(s) Please upload a Planning Study/Safety Study for your project if not done during pre-app </p>	<p data-bbox="630 600 1406 989"> The Route 15 Congestion Report focused on the segment of Route 15 between Battlefield Parkway and Whites Ferry Road, and recommended widening of Route 15 to Montresor Road. A follow-up study is underway, known as the Route 15 Safety and Operations Study from Whites Ferry Road to the Maryland State Line. This Safety and Operational Study has indicated the need for further roadway improvements that could include more roundabouts and limited widening of Route 15. As of the date of this Application, the Board of Supervisors has not endorsed any concepts in this segment of Route 15. </p>
<p data-bbox="215 1094 532 1167"> Widen Existing Lane(s) (No New Lanes) </p>	<p data-bbox="630 1094 1406 1482"> The Route 15 Congestion Report focused on the segment of Route 15 between Battlefield Parkway and Whites Ferry Road, and recommended widening of Route 15 to Montresor Road. A follow-up study is underway, known as the Route 15 Safety and Operations Study from Whites Ferry Road to the Maryland State Line. This Safety and Operational Study has indicated the need for further roadway improvements that could include more roundabouts and limited widening of Route 15. As of the date of this Application, the Board of Supervisors has not endorsed any concepts in this segment of Route 15. </p>
<p data-bbox="215 1587 483 1661"> Managed Lane(s) (HOV/HOT/Shoulder) </p>	
<p data-bbox="248 1713 565 1745"> Shoulder Improvement(s) </p>	<p data-bbox="630 1713 1398 1829"> The conceptual plan for this project would widen and create 8 foot wide shoulders the entirety of the corridor. Currently many locations are missing or have no shoulders along the road. </p>

Turn Lane Improvement(s)	Turn lanes would be implemented at key businesses and intersections along the corridor to provide safer access to communities and business.
Access Management	As part of the concept for the corridor improvements a grass median is being proposed from Whites Ferry Road to Potomac Overlook road. This median would control access from driveways and require right in -right out movements along the corridor to increase safety.
Road Diet	
Roadway Reconstruction/Realignment	
<div style="border: 1px solid black; padding: 5px;"> <p>Roadway on New Alignment</p> <p>Please upload a Planning Study/Safety Study for your project if not done during pre-app</p> </div>	As part of the concept (attached) a bypass is proposed around the Village of Lucketts to provide congestion relief and remove the heavy volume of traffic which travels through the village daily. The bypass is approximately 4,000 feet long traveling on the west side of Lucketts.
Intersection Improvement(s)	All of the intersections along the corridor would receive improvements including turn lanes and intersection treatments to make them safer.
Innovative Intersection(s) / Roundabout(s) more information	Roundabouts are proposed in the conceptual plan at the following locations, Montresor Road, Spinks Ferry Road, and at Stumptown Road with the conceptual bypass west of Lucketts
New Intersection	A new intersection at the conceptual bypass and stumptown road would be created and a roundabout installed at this location.
New Traffic Signal	

Traffic Signal Modification	
ITS Improvement(s) / Adaptive Signal Control	
Improve Rail Crossing	
Ramp Improvement(s)	
Improve Grade-Separated Interchange	
New Interchange, Non-Limited Access Facility	
New Interchange, Limited Access Facility	
Improve/Replace Existing Bridge(s)	
New Bridge	
Highway Other	

Bicycle and Pedestrian Improvements

Project Features	Description (type, quantity, location)
Add/Construct Bike Lane	
Construct Shared-Use Path	The conceptual plan for the Route 15 improvements includes a 10 foot wide shared use path along the west side of Route 15 for the entirety of the corridor. This creates a connection from the W&OD Trail in Leesburg to the C&O canal in Maryland
Construct Sidewalk	

Improve Bike/Pedestrian Crossing (At Grade)	
Improve Bike/Pedestrian Crossing (Grade Separated)	
Bike/Pedestrian Other	

Bus Transit Improvements

Project Features	Description (type, quantity, location)
New Route/Service	
Increase Existing Route Service - Additional Vehicle(s) or Increased Frequency	
Construct or Convert Existing General Purpose or Parking Lane to Bus-only Lane	
Construct or Improve Bus Stop / Shelter	
Construct/Expand Bus Facility	
Other Transit Technology Improvements	

Rail Transit Improvements (Streetcar, Light Rail, Heavy Rail, Commuter Rail)

Project Features	Description (type, quantity, location)
Rail Service Improvements	

New Station or Station Improvements	
Rail Transit Other	

Intercity Passenger Rail

Project Features	Description (type, quantity, location)
Intercity Passenger Rail Service Improvements	
New Intercity Passenger Rail Station or Station Improvements	

Freight Rail

Project Features	Description (type, quantity, location)
Freight Rail Improvements	

Travel Demand Management (TDM) Improvement(s)

Project Features	Description (type, quantity, location)
New Park and Ride Lot	Loudoun County is coordinating with Frederick County, MD to utilize the existing MARC train station parking lot as a new bus facility and park and ride lot to pickup regional traffic currently commuting on Route 15
Improve Park and Ride Lot	
New/Expanded Vanpool or On-Demand Transit Service	

TDM Other

Right-of-Way and Utilities

Project Features	Description (type, quantity, location)
Right-of-Way/Easements acquisition required	Right of way needs, based solely on the conceptual plan, would likely be required for widening and shoulder improvements along the corridor. It is likely that ROW will be required in the form of easements along most of the length of the corridor from Whites Ferry Road to the Maryland State Line which currently has approximately 220 parcels fronting Route 15. The impacts will be due to widening along the existing primarily narrow and prescriptive ROW.
Includes Utility Relocations	As part of the improvements existing utilities would likely need to be relocated to avoid conflict with the new roadway.
Includes In-Plan Utility Betterment	

Factors

Accessibility

Accessibility	Response	Supporting Information
1- Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	Yes	The concept for Route 15 would include new transit service and park and ride lot in Point of Rocks Maryland to various location within Loudoun County

<p>2- Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).</p> <div data-bbox="188 296 646 516" style="border: 1px solid #add8e6; padding: 5px;"> <p>This factor has been pre selected because you selected New Park and Ride Lot or/and Improve Park and Ride Lot</p> </div>	YES	The concept for Route 15 would include new transit service and park and ride lot in Point of Rocks Maryland to various location within Loudoun County
<p>3- Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.</p>		
<p>4- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required</p> <div data-bbox="188 947 646 1203" style="border: 1px solid #add8e6; padding: 5px;"> <p>This factor has been pre selected because you selected Add/Construct Bike Lane Feature and/or Construct Shared-Use Path</p> </div>	YES	A new 10' shared use path would be constructed on the west side of Route 15 along the entirety of the corridor per the conceptual plans identified in the Safety and Operations Study
<p>5- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).</p> <div data-bbox="188 1556 646 1818" style="border: 1px solid #add8e6; padding: 5px;"> <p>This factor has been pre selected because you selected Construct Sidewalk Feature and/or Construct Shared-Use Path</p> </div>	YES	A new 10' shared use path would be constructed on the west side of Route 15 along the entirety of the corridor per the conceptual plans identified in the Safety and Operations Study. These improvements would also dictate pedestrian crossings and crosswalks at the roadway crossings and intersections along the corridor.

6- Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	No	
7- Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
<p>1- Project includes improvements to rail transit or passenger rail facilities?</p> <div data-bbox="186 772 813 953" style="border: 1px solid #add8e6; padding: 5px;"> <p>Answers selected in Features tab indicate that this question is not required for this application</p> </div>	N/A	
<p>2- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).</p> <div data-bbox="186 1190 813 1371" style="border: 1px solid #add8e6; padding: 5px;"> <p>This factor has been pre selected because you selected Add/Construct Bike Lane Feature and/or Construct Shared-Use Path</p> </div>	YES	A new 10' shared use path would be constructed on the west side of Route 15 along the entirety of the corridor per the conceptual plans identified in the Safety and Operations Study
<p>3- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).</p> <div data-bbox="186 1646 813 1827" style="border: 1px solid #add8e6; padding: 5px;"> <p>This factor has been pre selected because you selected Construct Sidewalk Feature and/or Construct Shared-Use Path</p> </div>	YES	A new 10' shared use path would be constructed on the west side of Route 15 along the entirety of the corridor per the conceptual plans identified in the Safety and Operations Study

<p>4- Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).</p> <div style="border: 1px solid #add8e6; padding: 5px; margin-top: 10px;"> <p>This factor has been pre selected because you selected New Park and Ride Lot or/and Improve Park and Ride Lot</p> </div>	<p>YES</p>	<p>The existing MARC train facility would be improved to include transit and park and ride lot for a future bus transit route between maryland and virginia.</p>
<p>5- Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.</p>	<p>Yes</p>	<p>The existing MARC train facility would be improved to include transit and park and ride lot for a future bus transit route between maryland and virginia.</p>
<p>6- Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).</p>	<p>No</p>	
<p>7- Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).</p>	<p>No</p>	

Delivery/Funding

Project Delivery Information

Project Planning Status

Transportation Element of Local Comprehensive Plan

Planning/Safety Study

Project Administered By

Locality

Project Delivery Method

Design-bid-Build

VDOT %

Locality %

Consultant %

100

Phase Estimate and Schedule

Phase Milestone		Status	
PE (Survey, Environmental, Design)		Not Started	
Percent Complete	Cost Estimate	Start Date	End Date
0	\$8,728,200	2022-03-16	2024-03-04

Phase Milestone		Status	
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started	
Percent Complete	Cost Estimate	Start Date	End Date
0	\$26,252,723	2024-03-04	2025-01-06

Phase Milestone		Status	
CN (Construction, Oversight, Inspection, Contingencies)		Not Started	
Percent Complete	Cost Estimate	Start Date	End Date
0	\$75,700,563	2025-04-07	2027-06-10

Total Cost Estimate
\$110,681,486

Project Funding Sources

SYIP Allocations

Provide Existing Project VDOT UPC(s) or DRPT Project Number(s), if applicable

Project UPC/DRPT Project ID	UPC Type	UPC Description	VDOT / DRPT (\$)
-----------------------------------	----------	-----------------	---------------------

Total SYIP
\$0

Other Committed Funds

Provide Information on Other Committed funds

Other Funds Committed to Project	Description of Fund Type	Amount
County Taxes/ Bond Revenue	Local Roadway Tax Fund or GO Bonds	\$20,359,820

Other Funds Committed to Project	Description of Fund Type	Amount
NVTA	County proposes to submit funding for the FY 2020-2025 SYP update that will start in July of 2019 and approved in June of 2020.	\$34,980,923

Total Other Committed Funds

\$55,340,743

Project Financial Information

Total SYIP Allocations	\$0
Total Other Committed Funds	\$55,340,743
Total SMART SCALE Requested Funds	\$55,340,743
Total Project Funding	\$110,681,486
Total Cost Estimate	\$110,681,486

Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy?

Yes

Leesburg North Landing

Site Name	Building square footage	Category of Property
------------------	--------------------------------	-----------------------------

Leesburg North Landing	5600	Zoned Only
------------------------	------	------------

Development project lacks an approved or submitted conceptual or detailed site plan but is consistent with local comprehensive plan's future land use or zoning map and/or zoning code/ordinance. To be eligible, a zoned-only site must have primary access to the project or be directly adjacent to the project.

Existing

Access Provision

Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.

Driving distance to development project from transportation project

User Input	Calculated from Map
-------------------	----------------------------

<input type="checkbox"/>	Description	Attachment Type	File Name
<input type="checkbox"/>	Leesburg North Landing	Development Project Zoning/Proffer Reference	06-15-18 REZONING and SPEX PLAT – FINAL.pdf

Download Selected Attachments

Download All Attachments

Supporting Documents

Filter By:

Description/File Name:

Description/File Name...

Attachment Type:

▼

<input type="checkbox"/>	Description	Attachment Type	File Name	Site Name
<input type="checkbox"/>	Planning Study	Planning Study/Safety Study	Route 15 ExistingConditions Summary_2018-02-21.pdf	
<input type="checkbox"/>	Project limits	Project Sketch	Project sketch.pdf	
<input type="checkbox"/>	Cost Estimate	Detailed Cost Estimate	Route 15 PCES Concept B.XLSX	
<input type="checkbox"/>	Board Resolution	Governing Body Resolution of Support	FY20-FY25 Statewide Six Year Improvement Program Smart Scale Submissions_Resolution.pdf	
<input type="checkbox"/>	MPO Resolution	MPO Required Resolution of Support	MPO resolution of support (002).pdf	
<input type="checkbox"/>	Conceptual Plan for Route 15	Project Sketch	Modified ConceptB.pdf	
<input type="checkbox"/>	Maryland Partner Meeting Notes	Rail and Transit Project Detail Form	2018-02-05_MeetingSummary.pdf	
<input type="checkbox"/>	Leesburg North Landing	Development Project Zoning/Proffer Reference	06-15-18 REZONING and SPEX PLAT – FINAL.pdf	Leesburg North Landing

