



Supervisor

Caleb A. Kershner

Catoctin District



Loudoun County
VIRGINIA



Key Progress on the Route 15 North CPAM

Dear Catoctin Residents,

As October fades away into the rearview mirror, we're starting to get some winter-ish weather. I'm relying on [Jay's Wintry Mix](#) to predict whether we can expect snow. Jay says we can expect [some roller coaster weather in November](#), but so far, no serious chance of snow on our horizon. That's a reprieve for now for those of you on Team Snow Who Needs It, and a glimmer of future hope for those on Team Snow Delights Us.

I also have a Loudoun history story to share with you, drawn once again from the work of [Waterford historian Eugene Scheel](#). In 1830, a group of investors decided that the time had come to turn Goose Creek into a more navigable riverway. They met in Leesburg at the old Peers Hotel (which has since become the [Laurel Brigade Inn](#)) to talk the idea over and figure out how to raise funds for construction. What they eventually built can still be seen today - at least when the water is low enough.

Let me tell you the story of the Goose Creek Canal.

- The Goose Creek Canal was dreamed up in 1830 as an easier way to transport ground grain from Loudoun mills to more distant markets. By converting 20 miles of Goose Creek into a navigable waterway, the mills could load the grain onto boats and float them to the Potomac, then use the Chesapeake and Ohio (C&O) Canal to take their cargoes the rest of the way to markets in Alexandria or Washington, D.C.
- The first hurdle the investors had to clear was the issue of money. The General Assembly would often enter into public-private transportation partnerships, but the private parties still needed to put up 40% of the funds. So far, so good, though. This was a group of investors, after all. How hard could it be?
- It took *nine years* to get that private funding together. First the investors had to persuade people who increasingly suspected that railroads would replace canals as the main transportation system for Loudoun. Then the United

States [tripped into an economic depression in 1837](#), which lasted into the mid-1840s.

- At last the funding was ready! The investors hired two seasoned engineers, [William Gibbs McNeill](#) and [John Henry Alexander](#), to survey Goose Creek and plan the canal. But the project kept bogging down. Different types of locks were proposed. The lock designs were argued over. Investors kept worrying about the railroads. And then the canal company's first president and major investor, [George Carter I](#), passed away in 1846.
- But in 1849, these obstacles were finally overcome. The company settled on stone locks, made them shorter in length, and told the engineers to start building. They made steady progress at last. By the end of 1850, they had finished the outer locks near the Potomac. By the end of 1851, they had turned seven miles of Goose Creek into a navigable waterway.
- Then a potential fatal design issue cropped up. The canal was starting to get unstable as it got longer. So the company cut its losses. Instead of a 20 mile waterway, they stopped at 12 miles, ending at Ball's Mill (today Evergreen Mills). This shortened project was finally completed in 1854.
- At that point the company turned to the construction contractor and said they would only pay if a canal boat could navigate the entire 12-mile canal. It had been a dry spring and an early summer, and Goose Creek had started to fill with sandbars. But the contractor was undeterred. He had his crew drag a boat through the sandbars and shallow water from one of Goose Creek until it fetched up at Ball's Mill. There he took his payment and left.
- The canal managed to scrape by for another three years. By 1857, however, it was clear to the investors that the project was dead. Once again, the culprits were the railroads (which were finally being built in Loudoun) and [another national economic depression](#). When the company's president sent his final letter to the state and to the stockholders, the company's books showed a balance of \$1.95.
- Today you can still see the remains of some of the Goose Creek Canal's old locks. When the water level is low enough, you can also see what's left of that one proof-of-concept boat, the only boat known to have navigated the entire stretch of the Goose Creek Canal; the contractor never took it back out of the old mill pond after he got paid, and there it lies still.

Stories like this shed some light on our county's remarkable background. They also help give some much-needed context for our current infrastructure projects - while we always try to do better, it's encouraging to know that we aren't the first Loudounians to wrestle with these transportation issues, or to stub our toes on project delays.

Please keep sending us your thoughts. We will be posting regular updates for the Catoclin District on [my Facebook page](#), and will be adding more information and resources to [my webpage](#).

Sincerely,

Caleb Kershner



If I tried to put all the interesting news from the Catoctin District into one monthly email, you'd be scrolling the rest of the month before you hit the bottom.

Which is why I also have a Facebook page.

So stay tuned to these newsletters for the big-picture news from the Catoctin District. But for the other day-to-day stories and updates, drop by my Facebook page and give it a like.

[Go to Facebook](#)

CURRENT EVENTS

CPAM / Concept B Improvements

1. Four lanes: Montresor Road to vicinity of Spinks Ferry Road.*
2. Two lanes with Median: North of Village of Lucketts.*
3. Traffic calming within the Village of Lucketts.
4. Bypass around Village of Lucketts.*
5. Roundabouts: Montresor Road, Newvalley Church Road, Stumptown Road/Lucketts bypass.
6. Realigned intersections: Montresor Road/Limestone School Road and Newvalley Church Road/Spinks Ferry Road.
7. Traffic signal at Lovettsville Road.
8. Bike, pedestrian and transit service opportunities.

* Required for CPAM

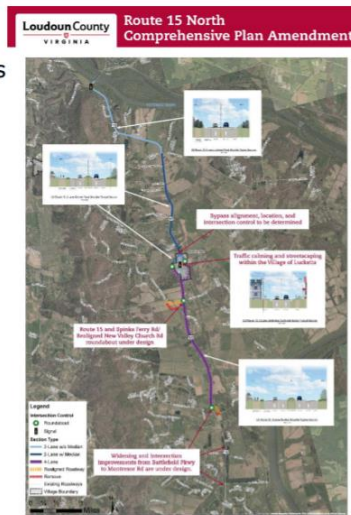


Image Credit: [Slide](#) from June 23, 2021 public information presentation on Route 15 CPAM / Loudoun County Government

The Route 15 North CPAM (CPAM -2021-0002) Goes to the Planning Commission on Nov. 30

I'm pleased to report another key milestone for the Route 15 North project: The Comprehensive Plan Amendment (CPAM 2021-0002), which [passed the Board in March](#), will go before the Planning Commission at their November 30 meeting.

This CPAM will [amend our Countywide Transportation Plan](#) to reflect a series of improvements to Route 15 between Montresor Road and the Maryland state line. This is part of Phase 3 of the overall effort to widen Route 15 North. (As I've mentioned here before, we have split the project into three separate phases, which are all moving forward at one stage or another. The great advantage to doing this is that if one phase hits a snag, it won't slow down progress on the other two.)

Note on Lovettsville Road: This project provides for the planning, design, right-of-way acquisition, and construction of a signalized intersection on Route 15 at Lovettsville Road. The scope of work includes roadway, turn lane, and shoulder widening to improve safety and traffic operations at the intersection.

During this quarter, our task order design consultant, Gorove Slade, provided a proposal to DTCI staff to design the intersection improvements; the county issued a purchase order to Gorove Slade on September 2. In the next quarter, initial traffic analyses will be performed, and the team will get started on the design work.

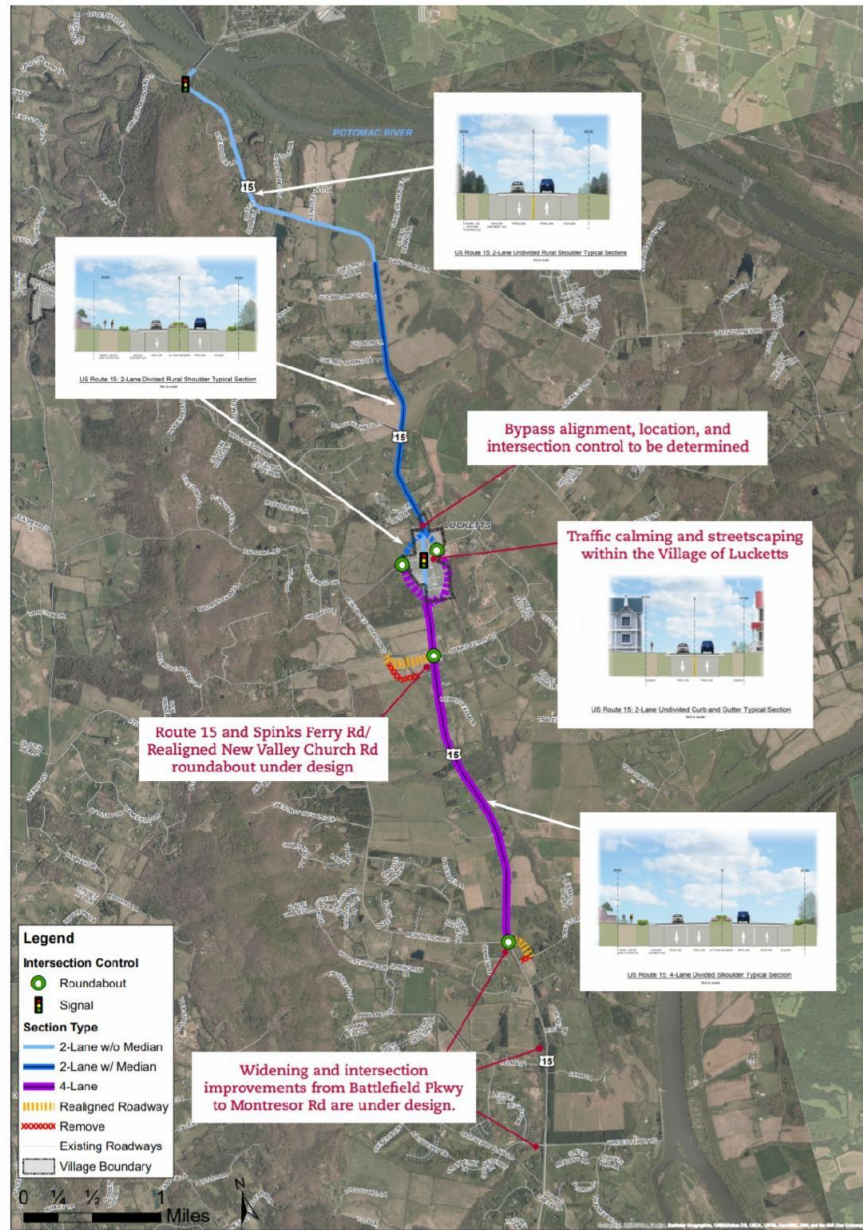


Image Credit: [Map](#) of the proposed CPAM / Loudoun County Government

Visiting the Route 15 Corridor

This past Friday, I had the opportunity to join the Journey Through Hallowed Ground and other organizations and tour part of the section of Route 15 that is covered by this CPAM.

At several points we stopped at a key building or business, where we met with residents and talked about the challenges and needs they face on this part of the Route 15 corridor.

Our first stop was the [Lucketts Community Center](#). It's housed in what was once the Lucketts School, a local schoolhouse built in 1914 schoolhouse. The school closed in 1971 when a new elementary school opened next door, and this old building wore down over time, until Lucketts residents stepped up to raise funds, renovate it, and convert it into their community center. Today it is the site for after-school programs, daycare, community meetings, and bluegrass music concerts.

The second stop was the historic [Christ Church Episcopal](#). It was built in 1869 by David William Fry, who also built the nearby Bethel United Methodist Church on Stumptown Road. The church's first rector was actually Sewell Hepburn, the grandfather of the actress [Katherine Hepburn](#). Over time the church's congregation faded, and the church closed its doors in 1956. But local residents rallied to raise \$55,000 to repair and refurbish the building, and in 1988 it reopened its doors for Sunday services. To this day the church holds an annual Strawberry Festival to raise funds to help keep the church and its grounds maintained.

Stop number three was [Roots 657](#). An eat-in and take-out cafe and market located at the crossroads of Route 657 and Route 15, it offers regionally curated products from local farmers and artisans. Roots 657 was co-founded by Rich Rosendale and Muriel Sarmadi. Rich is one of [70 Certified Master Chefs](#) in the United States, and oversees the culinary side of things. Muriel is a [Loudoun entrepreneur](#) who saw the potential for a cafe that both sourced and showcased products from local farms and creators; she oversees the cafe's daily operations.

Due to the heavy rain, we couldn't make it to our last stop of the day, but I'd be remiss if I didn't tell you about them too. [Brossman's Farm](#) is a family-owned farm along the James Monroe Highway. They've been operating since 2005, and bit by bit they've added new produce and offerings, from pumpkins and spring plantings to farm-fresh eggs and Italian ice. Their peaches even show up at the annual [Loudoun County Fair](#).

On a final note, here is a video that shows some of these buildings and businesses, along with others in the Lucketts area. This is one of the #LoveLoudoun videos that was created by the talented folks at Visit Loudoun. I highly recommend watching the whole thing.



Image Credit: [Screenshot](#) from #LoveLikeALocal - Lucketts / Visit Loudoun



Image Credit: Screenshot of Sep. 21 Board business meeting / Loudoun County

FGOEDC Discusses Next Year's Budget (SPOILER: County Spending Will Be An Issue)

At our October 12 committee meeting, the Finance/Government Operations and Economic Development Committee (FGOEDC) received an [initial staff briefing](#) on the coming FY 2023 budget process, including tax rate, estimating revenue, and considering expenses.

One thing we're having to grapple with this year is uncertainty about our personal property tax revenues. That's being driven in large part by the possibility that data center construction may taper off, and (to a lesser extent) by changes in vehicle valuations.

Staff walked us through some possible options for navigating this revenue uncertainty. Much of their advice boiled down to "don't put all your eggs in one basket." They recommended that we cultivate a more diversified mix of tax revenues, and especially look for tax sources that tend to remain stable year over year, such as real property taxes.

What we have not seen yet is a similarly detailed look at county *expenditures*. That is going to be vital to properly balancing Loudoun's budget.

As you may recall, last year the Board voted to [fully fund all departmental budget requests](#) (with the exception, I believe, of the request from the Office of the Commonwealth's Attorney). That was not a fiscally conservative decision. I voted against it, as did Supervisors Umstattd, Letourneau, and Buffington, but we lost in a 5-4 vote.

Now the consequences of that funding decision (and other decisions to increase expenditures) are starting to catch up with us. We should certainly work to put the county's tax burden on a fair and diversified set of tax revenues - but all the diversification in the world won't help much if we don't also trim our expenses.

This is going to be more complicated than just saying "No" to every request for funding. Some of those requests are going to be vital. That means the Board, and staff, are going to have to dig deep into these requests and suss out the county's real needs and opportunities. We are going to have to turn down some funding requests, and that is going to disappoint some people. But we need to start making these difficult calls now in order to get the county back onto a more stable fiscal footing.

That brings us to one other controversial item we'll have to tackle this year: the coming LCPS budget request.

LCPS will need to answer some hard questions this budget cycle. I note that their enrollment is [down once again this year](#), even as our county continues to grow. We are going to need to seriously consider the nuts and bolts of their proposed budget - because while we don't create the LCPS budget, we do fund the vast majority of it with dollars taken from our taxpayers. That payment is an enormous line item in the county's budget every year. If we are going to strengthen and diversify our own fiscal situation, we will have to tackle this thorny but important problem.

Those are my initial thoughts on the FY 2023 budget so far. They will not be my last. I'll keep you posted here on the highlights and major developments as this year's budget process gets fully underway.



Image Credit: [Photo](#) of rural Loudoun scenery / Loudoun County (trimmed from original)

Concerned About Large-Scale Solar Panels Dotting Loudoun's Rural Countryside?

On November 17, from 6:00 - 8:00 PM, you'll have the chance to tell Loudoun County what you think about [putting solar panels in rural Western Loudoun](#), and about other items on Loudoun's Draft Environmental Goals. These goals were proposed by Loudoun's new [Environmental Commission](#), which was formed earlier this year to advise the Board on policies and best practices for dealing with the environment, sustainability, and energy management issues.

As you might imagine, I am paying *careful* attention to the bit that discusses solar panels. In [Initiative 1: Sustainability and Energy Management](#), the Environmental Commission says we should "increase use of photovoltaic power." They suggest creating some pilot [agrivoltaic projects](#) (i.e. using the same agricultural land to farm sunlight and grow produce simultaneously), and to introduce solar panels into our rural zoning.

Here's a snapshot of the proposal document, with the key language highlighted:

Increase use of solar photovoltaic power	Establish solar zoning for utility scale and non-utility scale solar	- Industrial zoning for utility scale PV (<i>Short-term</i>) - Residential HOA solar zoning (<i>Short-term</i>) - County solar permit by rule (<i>Short-term</i>) - Solar zoning re-write (<i>Mid-term</i>) - Rural zoning (<i>Mid-term</i>)
	Encourage residential solar use	Develop model template for HOA policies (<i>Short-term</i>)
	Encourage commercial solar use	Large commercial rooftop solar mandate (<i>Short-term</i>)
	Create incentives for solar use in rural and agricultural areas	- Create pilot solar agrivoltaic installations (<i>Short-term</i>) - Stakeholder review of rural solar zoning (<i>Medium-term</i>)

Image Credit: [Screenshot](#) of Initiative 1: Sustainability and Energy Management / Loudoun County (trimmed from original)

Solar panels can be used well. If we're smart about it, they can be set up in ways that don't disrupt our beautiful rural county. But we've got to be smart about it. I'm interested in increasing solar use in Loudoun, as long as it isn't subsidized and is put in appropriate concentrations and locations.

One idea I've heard is putting solar panels on the rooftops of our 95 school buildings. That sounds like a good place to start. Placing solar panels on individual roofs or on barn/outbuilding rooftops also sounds like an idea that's worth looking into.

What we need to avoid, though, is putting up large solar arrays (or those "solar farms" with whole collections of arrays) on our farmland, on our open space parcels, or in other vulnerable areas of rural Loudoun. That would be a spectacularly effective way to wreck our viewshed throughout Loudoun. (If you thought that a monopole on the Short Hill ridgeline would have been trouble, this would be just as bad or worse.)

I strongly encourage you to read these draft goals, and then sign on to [the public input meeting](#) on **November 17 at 6:00 PM**.

How to Comment on These Goals

Speak at the Meeting: If you want to speak at the meeting, you'll need to sign up in advance by **noon on November 17**. Send [an email to the team](#), or call (571) 258-3444, and ask to sign up to speak at the public input meeting.

Send in Comments Before/Afterwards: You can also send your comments straight to the team, either through [their online form](#) or by [emailing them](#). In fact, even if you plan to speak at the meeting, it's often best to make one main point at the meeting, and then send a follow-up document with any other points that you wanted to bring up.

Read the Draft Goals

- [Initiative 1: Sustainability and Energy Management](#)
 - [Initiative 2: Identify, Protect, and Enhance the Natural Environment](#)
 - [Initiatives 3-5: Advance Environmental Justice](#)
-



Image Credit: [Photo](#) of cleaned grave markers at Mt. Sinai Cemetery / Lovettsville Historical Society & Museum

Preserving Mount Sinai Cemetery & Church

At the Board business meeting on November 3, I got the chance to work with Chair Randall to [support the preservation](#) of the Mount Sinai Cemetery and Church. The Board of Supervisors unanimously voted for our initiative, which directed staff to research options for purchasing and/or protecting the Mount Sinai Cemetery and Church, and to return to the Board with recommendations.

Thank you to the Family & Friends of Mount Sinai Cemetery, and to Ed Spannus from the Lovettsville Historical Society, for initiating this fantastic historic restoration project. I've also included a link [here](#) to an article by the Lovettsville Historical Society, which gives more details and insight into the fascinating history of this church.

[Read the Article](#)



Image Credit: [Promo image](#) for the LC-CFRS Annual Coat Drive / Loudoun County Fire and Rescue

Fire and Rescue's Annual Coat Drive - Now Through **November 7**

Loudoun County Fire and Rescue is holding their annual coat drive to collect winter clothing for local residents in need. They've partnered with the Loudoun Career Firefighters Association Local 3756, One Warm Coat, and Mobile Hope Loudoun to collect and distribute these clothing donations.

For this coat drive, they are looking for new or gently used and clean coats, jackets, scarves, winter hats, gloves, and mittens. You can drop off your items **now through November 7** at any of their [drop off locations](#). All of the items will be given to Mobile Hope Loudoun to be distributed to residents who need them. If you'd prefer to make a monetary donation, you can give directly to Mobile Hope Loudoun [here](#).

[Learn More](#)



Image Credit: [Photo](#) of John Beatty, School Board Member for the Catoctin District / LCPS

October Update from John Beatty, Catoctin's School Board Representative

As Thanksgiving rounds the corner, it is difficult to practice the virtue of gratitude. I think we can be incredibly grateful that our schools are open and most students can be with their friends every day. I am very grateful that we were able to appoint Mr. Andrew Hoyler for Broad Run's vacant board seat. I look forward to working with Mr. Hoyler to help all students across the county. With Ms. Beth Barts resigning, the school board needs to fill the Leesburg spot. I would encourage anyone with an interest in improving our schools and living in the Leesburg district to consider going through the appointment.

The news reports around the sexual assaults in our schools show there are horrible things happening, and I will fix our policies so that these events cannot happen again. There were many breakdowns, and the board must investigate what went wrong and why those breakdowns occurred. In the future, the board must be better informed about what's going on in our schools. We can't go back and change the mistakes that were made, but we can try to fix any problems in the system so this doesn't happen again. Sexual assault cannot be tolerated to any degree in any school, and families should be seen and recognized and cared for if it happens.

Parents have serious, reasonable, and legitimate criticisms of how LCPS has been run in the last few months, and I believe our attendance numbers reflect parents' concerns. With that in mind, I wanted to save tax payer money, so that there would less of a burden on

our families, and tried to remove the “Hold Harmless Enrollment Funding” from our legislative program. This provision would encourage Virginia legislators to continue giving LCPS the same amount of funds in spite of the thousands fewer students we have in our schools. The motion failed in a 3-3 vote, and we will consider it again in a later meeting. Education is expensive, but LCPS’ funding should rise and fall along with its enrollment numbers.

Even amidst the controversies, the board and administration still seek to solve issues. We have a shortage of bus drivers and substitute teachers. To address that problem, we’re increasing incentives for substitutes on “high volume days” so that we can continue educating our students in-person. We’re also offering signing bonuses and more hours for drivers.

As the board continues to consider important questions, don’t lose heart. Keep on fiercely advocating for your children, and I will strive to represent you and your families.

Sincerely,

John Beatty
John.Beatty@lcps.org
[Website](#)
[Facebook](#)



Image Credit: [Logo](#) for the Loudoun Cooperative Market / Loudoun Cooperative Market

Lovettsville Cooperative Market Breaks Ground For Their New Building

The Lovettsville Cooperative Market held [their symbolic groundbreaking](#) on October 9. True to form, they also held their Fall Market at the same time, which featured a number of their local producers. The co-op estimates that 300 people attended, walking through the building's outlined blueprint, talking about the construction plan, and buying produce from the market vendors.

Once complete, this building will house the first community-owned co-op in Northern Virginia. It will be a full-service grocery store, where people can shop for local-grown produce. The co-op also plans to serve as a community hub, sponsoring programs and events focused on local needs and interests.



Image Credit: [Aerial photo](#) of LCM's groundbreaking / Loudoun Cooperative Market

Construction is being handled by [Eco Developers](#), a company that incorporates sustainable building practices into their projects. Two of Eco Developer's principals, Gary Large and Jennifer Perry, were there to tell visitors about the project. Gary said he hopes to break ground (non-symbolically this time) in November, and that [it should take 8 to 9 months](#) to complete the construction.

Learn More



Image Credit: [Construction photo](#) of the new Lucketts Fire Station / Loudoun County Government

Updates on the New AND Old Fire and Rescue Stations in Lucketts

The new Fire and Rescue Station in Lucketts has come to an end. Loudoun will be holding a [dedication ceremony](#) for the new station on **November 4, 2021, at 3:00 PM**. This ceremony will celebrate the much-anticipated end of construction and the facility's ownership by the Loudoun County Department of Fire and Rescue.

Just as this new station is coming online, the old station is getting a new lease on life. The Lucketts Ruritan Club has been in talks with the Lucketts Volunteer Fire Company to see if they can find an adaptive reuse for the old station. That would be a wonderful outcome for the old Station 10, which was established back in 1960.

One issue, as I mentioned in an earlier newsletter, is the sewer service. The old fire station gets its sewer service through an existing wastewater treatment plan that is operated by LCPS on the Lucketts Elementary School property. LCPS and Loudoun County had agreed to turn that service off now that the old station was being decommissioned. That would have thrown a monkey wrench into any plans to bring a new use to the station.

Fortunately the Ruritans caught up with me before this could happen. Once they explained the situation, it was clear that we needed to keep the sewer service running until an alternative could be devised.

So at the Board's business meeting on October 5, I presented a motion to do the following:

- Direct our County Administrator, Tim Hemstreet, to ask LCPS to leave the old station connected to their sewer system for up to one more year (to buy time for the county, the Lucketts Volunteer Fire Company, the Lucketts Ruritan Club, and others, to find a viable use for the property),
- Have county staff determine if public uses can be developed on the property, and to bring their analysis back to the Board within the next 180 days, *and*
- Direct county staff to coordinate with and assist the Lucketts Ruritan Club and the Lucketts Volunteer Fire Company with implementing an alternate plan for sewage service, such as a pump and haul system, in case a public use cannot be found for the old station.

That motion was seconded by Supervisor Buffington, and I'm pleased to say it passed by a healthy 7-0-2 (Supervisor Letourneau and Chair Randall were absent for the vote).

EVENTS

MORVEN PARK



FALL INTERNATIONAL HORSE TRIALS



Riding for Tremaine: Preview the Inaugural Morven Park...

Thanks to Erin Gilmore Photography for this awesome video of the 4*-L course at this year's Morven Park Fall International Horse Trials & CCI! And thanks to our Course Designer Derek Digrazia for narrating!

[Read more](#)
eventingnation.com

!! NEW EVENT AT MORVEN PARK !!

"HOLIDAY ROAD"

November 26, 2021 - January 2, 2022



Get ready for the holiday fun as Holiday Road opens as a walking trail in 3 cities across the country, LA, Atlanta & North Virginia, for a night full of bright lights, hot drinks, holiday activities, and heartwarming memories. The Northern Virginia location is our very own Morven Park!

Holiday Road is the premiere holiday event. Expansive grounds filled with eye-catching, twinkling lights and installations will welcome visitors as they meander through the winding trail.

Guests will be transported into a winter wonderland complete with everything from the North Pole, Elf Village, Gingerbread Lane, light tunnels, Christmas tree forests, and much more! "We're thrilled to introduce our annual Holiday Road event in an even bigger way this year by expanding to beautiful Morven Park in Leesburg, VA," said founding team members Ben Biscotti, Tony Schubert, and Bobby Rossi in a joint statement. "We can't wait for guests across the DMV area to experience the magic of Holiday Road and fully immerse themselves in an unforgettable winter wonderland."

Enjoy the sights and be sure to share your pictures on Instagram. Grab yourself a keepsake from our souvenir shop. Enjoy adult beverages from our Holiday Bar. Have a bite to eat at some of the best food trucks the area has to offer. Our holiday event is sure to take your breath away. Now that the winter holidays are here, it's time to share the excitement.

Buy Holiday Road Tickets



Image Credit: [Logo](#) for the Town of Lovettsville / Town of Lovettsville

Upcoming Events in Lovettsville



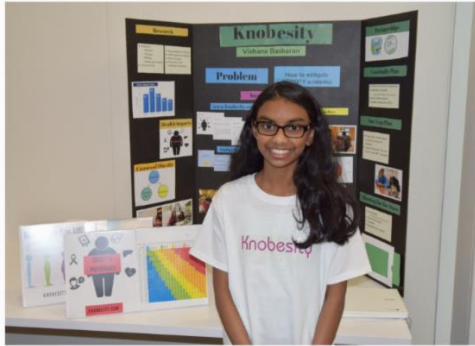
Image Credit: [Map](#) of Catoctin Holiday Art Tour / CatoctinArt.com

Catoctin Holiday Art Tour

- **WHEN:** November 13 - 14, 10:00 AM - 6:00 PM
- **WHERE:** Various locations in and around Lovettsville
- **WHAT:** This is a scenic art tour held during the holiday season north of Route 9 near Lovettsville. This year, the Art Tour has added new artists who work in glass, textiles, and painted wood. All eight studios are located within a five mile radius, so you can hit all the stops in one day - or you can take things slow, stop in town for lunch or brunch, and spend the weekend enjoying your tour. This group of Loudoun artists has been busy throughout the pandemic, creating original works in paint, wood, clay, glass, metal, fiber, and more, and they can't wait to see you.

[Learn More](#)

PRESENTED BY:



2021-22 STEP UP LOUDOUN YOUTH COMPETITION

Empowering all students to make meaningful contributions
to their community or to the world around them.

LEARN MORE AT [LOUDOUNYOUTH.ORG](https://loudounyouth.org)

REGISTRATION IS OPEN!

\$25 PER PARTICIPANT

REGISTRATION CLOSING DECEMBER 17!

Working as a team or individually, middle and high school youth across the county are encouraged to identify an issue of their choice and share their project during the Step Up Loudoun Youth Competition and win \$\$ for their hard work.

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MAJOR ROAD PROJECTS



The Route 15 North Widening Project

Summary of the Project

The Route 15 North Widening project involves expanding Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. This will involve a slew of road design, land acquisition, and construction tasks, all while following the Journey Through Hallowed Ground guidelines wherever possible.

The widening project will include:

- A signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping,
- An updated signalized intersection at Whites Ferry Road,
- A two-lane hybrid roundabout at Montresor Road,
- A realigned section of Limestone School Road to connect with the Montresor Road roundabout,
- A shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road, *and*
- A shared use path along the entire length of Whites Ferry Road.

Latest Updates

At this point, the 60% design plans are being reviewed by Loudoun's Department of Building and Development and by VDOT. (Those plans were submitted to both organizations on June 23.) The geotechnical investigations are making progress, and the signal justification report for Route 15 and North King Street was approved on August 26, 2021. Right-of-way (ROW) acquisition is still expected to start in summer 2022.

Visit Project Website



Safety and Operational Study West Virginia to Route 7

The Route 9 Safety & Operational Study

The Route 9 Safety and Operational Study (SOS) is reviewing Route 9 from the West Virginia border to Route 7 to identify safety and traffic operational issues along the corridor. As with the Route 15 South Safety and Operations Study, public and focus group meeting will be held.

Ongoing Evaluation

No change since the last update. Work is still underway to evaluate existing conditions along Route 9, including roadway and intersection safety, roadway design and traffic.

Final Focus Group Meeting on December 13

The final focus group meeting for this project will be held virtually on **Monday, December 13, from 6:00 - 7:30 PM**. You can find the login information [here](#).

The [initial Route 9 focus group meeting](#) was held on February 13, 2020. Follow-up meetings were held throughout 2020 and 2021, including a recent public input meeting on September 22, 2021. These focus group meetings are intended to allow discussion with property owners whose use or activity generates significant traffic, business owners, and representatives of civic organizations located in the area.

You can check the [project website](#) for further information. Please feel free to [email me](#) with your thoughts about the project.

Visit Project Website



Safety and Operational Study Leesburg to Prince William County

The Route 15 South Safety & Operational Study

The purpose of the Route 15 South Safety and Operational Study (SOS) is to identify safety and traffic operational issues along the corridor. The goal of the proposed improvements is to ensure that this segment of Route 15 continues to carry local and commuter traffic safely and efficiently while still preserving the unique context of the historical roadway.

From October 2020 - January 2021, the study team worked on preliminary concept designs, which incorporated [feedback that the focus group offered](#) at the October 1 meeting. The team refined those draft designs by taking them back to the focus group, getting more detailed feedback, and applying it. They followed up with another focus group on September 1, 2021, where they got highly granular feedback on their [proposed concepts](#).

No update since last time. The next steps on this project include getting VDOT's feedback, lining up the project cost estimates, and revising and submitting the final report. The full proposal is expected to come to the Board in December.

The [project website](#) includes all the documents from the focus group and public input meetings. Please take a look at it for further information, and feel free to [email me](#) with your thoughts about the project.

[See Project Website](#)

OTHER KEY ROAD PROJECTS

The latest on County and VDOT projects that impact Catoclin District residents

Crosstrail Boulevard - Segment B

Summary of the Project

The design and construction from Kincaid Boulevard to Russell Branch Parkway. A contract award for construction of this proffer item was approved at the Board Business Meeting on December 3, 2019.

Latest Update

Construction is moving forward on both bridge and drainage tasks.

Crosstrail Boulevard - Segment C

Summary of the Project

This project provides for the planning, design, ROW acquisition, and the construction of a four lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120 ft. wide ROW. The project also includes shared use paths on both sides of Crosstrail Boulevard and a bridge over Sycolin Creek.

Latest Update

This Quarter: The design consultant, Dewberry, conducted project survey and field investigations.

Next Quarter: Survey and field investigations will continue and concept design will be initiated.

Evergreen Mill Road Widening – Town of Leesburg

Summary of the Project

This project adds two lanes to the two existing lanes on Evergreen Mill Road from South King Street to the eastern entrance of Heritage High School. This project is managed by the Town of Leesburg.

Latest Update

As of October 18, the design phase has gotten underway. The intermediate design plans (approximately 60% complete) have been completed and under review. A second neighborhood meeting is expected in winter 2021 or spring 2022.

Route 7 Improvements, Phase 3

Summary of the Project

This project provides for the planning, design, Right-of-Way acquisition, and construction to widen Route 7 eastbound from two lanes to three lanes between Route 9 and the Dulles Greenway (267), and Westbound from two lanes to three lanes from South King Street to West Market Street. It includes reconstructing/widening the following bridges:

West Market Street over Route 7, Dry Mill Road over West Market Street, Children's Center Road over Route 7, W&OD Trail over Route 7, and Route 7 over Route 15.

DTCI will work with VDOT to develop a project agreement, where VDOT will administer a project to lengthen the acceleration lane on westbound Route 7 east of the Route 9 interchange. Concurrently, Loudoun County will perform investigations and develop a National Environmental Policy Act (NEPA) document for the Route 7 widening planned between Route 9 and the Dulles Greenway.

Latest Update

This Quarter: After consulting with DFB's Procurement Division, DTCI decided to change their procurement strategy for design services on this section of the roadway. Instead of using a task order consultant to perform the NEPA work, a design RFP would be prepared to procure a design consultant to do that work, and then the same consultant will perform the future design work as funding becomes available.

Next Quarter: DTCI will work with the Procurement Division to prepare the design RFP.

Town of Hamilton Pedestrian Improvements

Summary of the Project

This project provides drainage improvements and repair to the existing pedestrian sidewalks along Route 7 – Colonial Highway adjacent to the Town's western limits.

Latest Update

This project is being managed by the Town of Hamilton.

This Quarter: The project is finished! The construction work was all wrapped up by the end of this quarter, and the project passed Loudoun County's erosion and sediment control inspection requirements. The final payment has been made to the contractor.

Route 7 & Route 287

Summary of the Project

This project provides for the planning, design, and construction of improvements for the Route 7 and Berlin Turnpike (Route 287) interchange. The project is funded using local tax funding and VDOT Smart Scale funding.

Latest Update

No update since last time. Loudoun modified the project design by adding a shared use path (SUP) on the west side of Route 287, which will run from the W&OD Trail on the south side of the interchange over to East Gate Drive. The revision was submitted to VDOT for their review and final approval.

The environmental documents required for Smart Scale funding were also revised to incorporate the SUP, and the revised documents were submitted to VDOT for review and approval. In addition, the design team held the preliminary utility field inspection meeting to coordinate with the utility stakeholders on the project.

This project is in its design phase, which is expected to wrap up in fall 2022.

Route 7 & Route 690

Summary of the Project

This project funds the design, right-of-way acquisition and construction of an interchange at Route 7 and Route 690 in Purcellville.

Latest Update

The Town of Purcellville has not yet provided their response to the design plan or plat submissions. Our design consultant, Dewberry, has already heard back from VDOT, who approved the bridge plans and gave additional feedback about the 100% design plans; Dewberry is currently updating those plans to address this feedback.

In the next quarter, the design team will coordinate with VDOT to resolve those last outstanding plan comments. They will keep following up with the Town of Purcellville to get their response to the plan and plat submissions, and will keep working on utility relocation. Due to the Town of Purcellville's unresponsiveness to plan and plat submissions, design phase completion has been extended from summer 2021 to spring 2022.

John G. Lewis Memorial (Featherbed Lane) Bridge over Catoctin Creek

Summary of the Project

The purpose of this project is to develop conceptual bridge alternatives to address the existing historic truss bridge. VDOT presented three options to the State Department of Historic Resources. The DHS chose option 2A: building a new structure from the deck down, allowing the trusses to remain as ornamental.

John G. Lewis Memorial Bridge (Route 673 - Featherbed Lane) over Catoctin Creek is a single span steel pin connected Pratt through truss with a timber deck and asphalt overlay, supported on stringers and floor beams. The bridge was listed in the National Register of Historic Places on June 25, 1974. It is 157 feet long, has an overall width of about 14 feet and clear roadway width of 11.16 feet. It carries one alternating traffic lane. The bridge was originally erected in 1889 on the Leesburg & Alexandria Turnpike (Route 7) over Goose Creek, to replace a bridge destroyed by flooding. In 1932 the bridge was dismantled and moved to its current location. The bridge was posted 15 tons in 2004 and reduced to 3 tons in 2013 due to insufficient capacity. The existing bridge has an average traffic count of 57 vehicles per day with daily truck traffic less than 3 trucks.

Latest Update

No change since last time. VDOT reports that "construction work continues," so while the project won't be done *by* November (given that you're reading about it in this newsletter), it may be on target to finish up *in* November.

Route 7 & Battlefield Parkway

Summary of the Project

This project will replace the traffic signal at Route 7 (East Market Street) and Battlefield Parkway with a grade-separated interchange, and remove or modify the signalized intersection at Route 7 and Cardinal Park Drive to reduce congestion and improve traffic operations. Other improvements include accommodations for cyclists and pedestrians, and new interchange lighting. The Town of Leesburg has executed an agreement with VDOT to administer this project on the Town's behalf. The Town has also executed a reimbursement agreement with NVTA.

Latest Update

The double lane closures on Route 7 [have been rescheduled](#). Here's when you can now expect those closures either eastbound or westbound, weather permitting.

Eastbound Route 7

- **Nov 2 - 4**, from 8:30 PM - 4:30 AM
- **Nov 5**, from 9:30 PM - 8:00 AM
- **Nov 6**, from 9:30 PM - 7:00 AM
- **Nov 7 - 12**, from 8:30 PM - 4:30 AM

Westbound Route 7

- **Nov 1 - 4**, from 9:30 PM - 6:00 AM
- **Nov 5**, from 9:30 PM - 8:00 AM
- **Nov 6**, from 9:30 PM - 7:00 AM
- **Nov 7 - 12**, from 9:30 PM - 6:00 AM

During these lane closures, work crews will be doing their final milling, paving, and striping tasks. VDOT expects the work to be finished in fall 2021.

Route 9 & Route 287 Roundabout

Summary of the Project

This project includes design and construction of a roundabout at the intersection of Charles Town Pike (Route 9) and Berlin Turnpike (Route 287).

Latest Update

Right now there is ongoing coordination with VDOT and with Building & Development on the second submission of the 100% design plans. The design phase is now expected to wrap up by the end of fall 2021, which will give enough time to resolve the remaining comments on the 100% plans and the floodplain study. In the meantime, work is moving forward on right-of-way acquisition and utility relocation, to make sure the project is able to stay on schedule.

Route 15 - Route 15 Interchange at Edwards Ferry/Fort Evans Road

Summary of the Project

This project includes the design and construction of grade separated interchanges at Route 15/Edwards Ferry Road and Route 15/Fort Evans Road.

Latest Update

A project agreement is under development.

Town of Lovettsville Broadway Streetscape, Phase 2A

Summary of the Project

This project provides for the design, ROW, and construction of sidewalk improvements along Broadway Street from Park Place to Light Street. This project is managed by the Town of Lovettsville.

Latest Update

No update since last time. The design plans for the East Broadway Streetscape Improvements are being developed. The project is still on schedule, as agreed upon by Lovettsville and their partnering engineering firm, Volkert. Lovettsville planned to meet with VDOT in late September to discuss the project design, and right-of-way (ROW) acquisition should start in January 2022.

Town of Lovettsville, Church Street & Pennsylvania Avenue Sidewalk Improvements

Summary of the Project

This project provides for improvements to the sidewalk at South Church Street and East Pennsylvania Avenue. In addition to sidewalks, improvements include roadway widening, storm water management, and street lights.

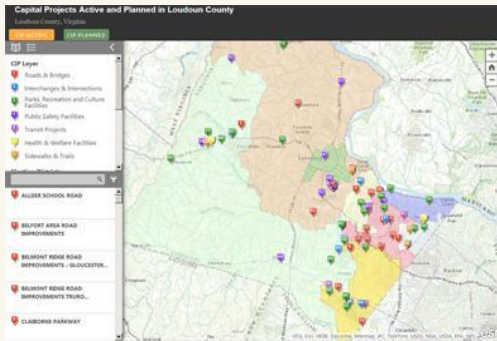
This project is managed by the [Town of Lovettsville](#).

Latest Update

This Quarter: The Town of Lovettsville worked with design engineers to review comments on the 60% design plans. They also coordinated with other stakeholders, businesses, and residents that live along South Church Street, to let them know about the planned improvements for that street.

Next Quarter: The design engineer will keep working on the 90% design plans, which will be submitted to VDOT for their review.

ROAD RESOURCES



Loudoun's Capital Improvement Projects (CIP)

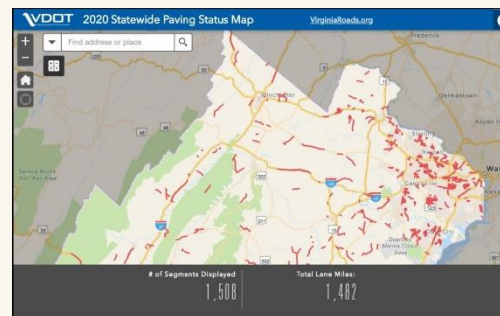
Use the county's interactive map to track capital improvement projects in Loudoun. It will show you active projects (currently funded) and planned projects (part of a later budget plan).

[View the map](#)

VDOT's Road Paving Projects

Use VDOT's interactive map to track the status of all road paving projects in Loudoun. The map includes roads that are getting all types of treatments, including plant mix, latex, and slurry.

[View the map](#)



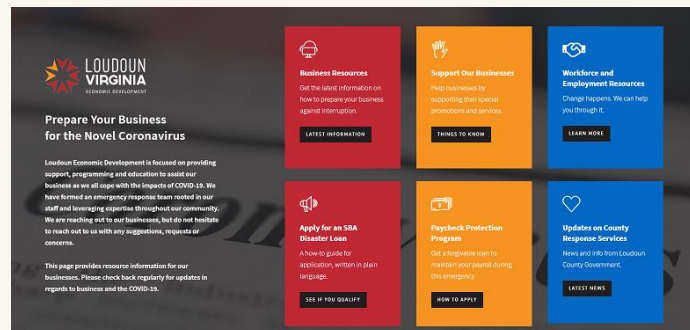
BUSINESS RESOURCES



The Official Guide To Starting Your Rural Business In Loudoun

Are you thinking of starting a rural business in Loudoun County? Our Department of Economic Development has put together this guide just for you. It gives an overview of important information for rural businesses, from farm and breweries to restaurants and bed & breakfasts, and helps you figure out if your specific use is permitted on your property.

Read Now



Guides & Resources

Whether you're anticipating interruptions in your supply chain and/or customer sales, there are resources that can help bolster your business. Learn more about financing, education and training opportunities, and what data centers are doing to fuel digital tools.

Here are the top online resources offered by the Department of Economic Development:

COVID-19 Resources

- [Join The Take Loudoun Home Campaign](#)
- [Workforce Resources for Businesses](#)
- [Workforce Resources for Employees & Job Seekers](#)

General Business Resources

- [Rural Business Educational Resources](#)
- [Financing and Loans](#)

- [Business Training & Education](#)
- [Digital Business Resources](#)

NEAT COUNTY RESOURCES



Loudoun Express Request

Loudoun Express Request is a helpful tool for contacting county staff regarding a wide spectrum of issues. Internet service, property use, environmental health, and much more can be entered on LEX. Enter your question or concern and LEX will contact appropriate county staff! Learn more [here](#).

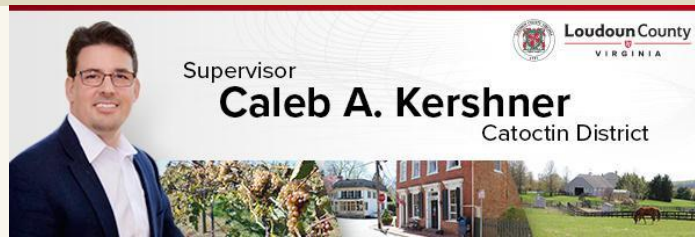
Ask A Question



Volunteer with Loudoun Cares

It's always a good time to think about volunteering. Check out volunteer opportunities with Loudoun Cares Volunteer Center. The Volunteer Center is the one-stop resource connecting nonprofit organizations in Loudoun County to individuals in the community looking for a place to volunteer their time and resources.

Volunteer Now



Share This Newsletter!

Do you have a friend or a neighbor who would benefit from the information in this newsletter? Go ahead and forward this newsletter to them!

My office is working to ensure as many Catoctin residents as possible are being informed about important issues - whether those are public hearing notices, road closure announcements, inclement weather advisories, or other updates on issues of importance to the district and to the county.

If you're the friend who got this newsletter, and you're interesting in getting more of them, click the button to subscribe.

Subscribe

Sincerely,

Caleb Kershner

Catoctin District | 1 Harrison St. SE, Leesburg, VA 20175

[Constant Contact Data Notice](#)

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