

Supervisor

MATT LETOURNEAU

Dulles District



DULLES SOUTH PUBLIC SAFETY CENTER



Tall Cedars / Elk Lick Intersection Interim Improvements

Message boards have been placed this week in anticipation of implementing changes to the Tall Cedars and Elk Lick Intersection in South Riding on July 20-21.

We are implementing the changes that I shared earlier this year: removing the stop signs on Tall Cedars Parkway and restricting left turns from Elk Lick Road. The existing pavement markings will be removed and flex posts will be installed to channelize the turns from Tall Cedars onto Elk Lick Road and prevent Elk Lick traffic from crossing Tall Cedars or making a left. The final project is anticipated to be completed during 2020 to coincide with VDOT's planned repaving of Tall Cedars Parkway. In the graphic, the current project is to implement the "interim" configuration in the middle.

VDOT's contractor will be working from 7 AM - 7 PM over the weekend of July 20 and 21. Should weather become an issue, the project will be shifted to the following weekend. There will be lane closures at the intersection to allow for a safe work area and I would encourage you to seek alternate routes during this time.



Matthew F. Letourneau
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We have been actively studying and working on the Tall Cedars/Elk Lick intersection for five years. In 2018, we implemented a median closure on Route 50 at Elk Lick Road and modifications to the Elk Lick approach to allow right-in and right-out turning movements. We also installed a new lane configuration on Defender Drive between Elk Lick and South Riding Boulevard due to the increase in traffic volume expected to be rerouted when the median closed.

After a period of several months we reevaluated the traffic patterns to see whether there was any noticeable improvement at the Elk Lick and Tall Cedars intersection. Unfortunately, we continued to see accidents occurring there at an alarming rate - one every 35 days - and very little traffic volume change on Elk Lick. The changes being implemented this summer are expected to significantly improve safety at the intersection. You can see the presentation from the Town Hall meeting I conducted on this topic back in February [here](#).

The new configuration will change some traffic patterns. Extensive traffic studies show no major issues with new patterns but we will be monitoring carefully. It will likely take drivers some time to figure out the best way to complete their trips, but this is an area with a significant amount of parallel connectivity.

There are a few questions that come up repeatedly on this topic:

Why not just put in a traffic signal?

The VDOT minimum separation required for intersections with traffic signals is 1,050 feet. This intersection is 720 feet from the South Riding Boulevard/Tall Cedars Parkway signalized intersection and therefore does not meet the minimum standard. In addition, removing the traffic signals on Tall Cedars will improve the level of service on Tall Cedars Parkway, which has much more traffic volume

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than the other roads in the vicinity. Tall Cedars is an important artery that serves as a reliever for Route 50.

Why not a roundabout?

Tall Cedars Parkway is 4 lanes (2 in each direction). The only roundabout that would fit in this intersection would be a single lane roundabout. Therefore, Tall Cedars would have to channel down to 2 lanes. Traffic studies show that would create a great deal more congestion, and back ups would extend in both directions through South Riding Boulevard and Loudoun County Parkway. A larger roundabout would require us to take a great deal of property and would impact residential structures. Such a project would take many years and cost tens of millions of dollars to complete.

Does a change really need to be made?

All of us involved in this lengthy process are in agreement that we must take action. Beyond just the poor accident rate, numerous field observers including Sheriff's deputies, VDOT engineers, and traffic consultants have all observed numerous, repeated near-misses. We do not believe that the operation of this intersection will improve - its proximity to the signalized intersection at South Riding and the standard challenges with four way stop signs and ever-increasing volume have made it necessary to take steps to improve safety.

I certainly recognize that the changes will make some movements less convenient for those in the immediate vicinity. However, there does exist a significant parallel road network, and there are alternate routes available in every direction. Of course, as I said we will be monitoring those alternatives after these changes are made.

Over the years, I have had multiple town hall meetings on this issue, and have given many reports in my monthly newsletters. We also notified residents of this upcoming change in my Annual Report, which

[VDOT 511 Traffic Information](#)

[Loudoun County Traffic Incident Map](#)

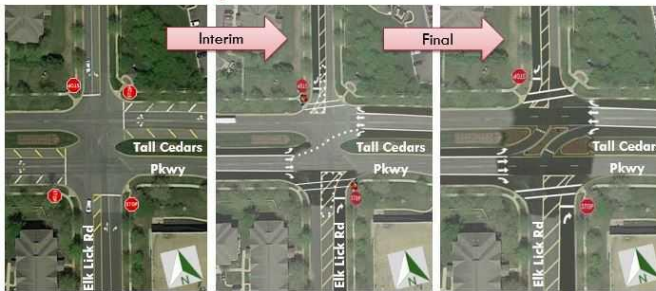
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was mailed to every household in the Dulles District, and sent by email to this list. I certainly understand that people are busy and sometimes miss notifications, but we have done our best to get information out, and others such as the South Riding Proprietary have also shared our updates. If you have any further questions please feel free to contact me at matt.letourneau@loudoun.gov.

Tall Cedars Parkway and Elk Lick Road



Dominion Power Line Project Meeting

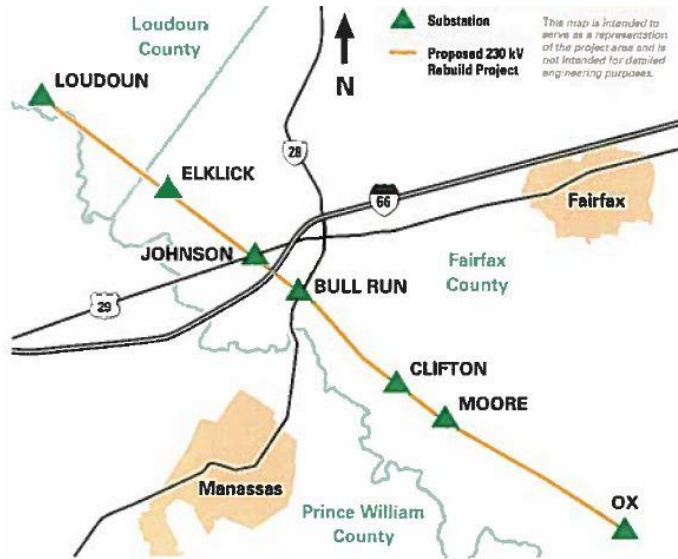
Dominion Energy will be working to replace approximately 19 miles of power line that has been in operation for 50 years and reached the end of its service life. Rebuilding the line will ensure continued reliable coverage. The 19 mile transmission line is located between Dominion's Loudoun Substation and its Ox Substation in Fairfax County.

During this process, Dominion will also be removing 8.5 miles of co-located power line in the right of way, which will reduce the amount of needed structures in the corridor. Upon approval from the Virginia SCC, the project is expected to begin in 2021 and end in 2024.

Dominion will be hosting an informational meeting at John Champe High School on Tuesday, July 16 from 5:30 - 7:30 PM. Electric transmission construction experts will be on hand to answer any questions you may have about the project.

Information about the project is available by visiting Dominion's website at: www.dominionenergy.com/L-Ox.

In addition, citizens can contact Dominion Energy by sending an e-mail to powerline@dominionenergy.com or by calling 888-291-0190.



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