

**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: CPAM-2021-0002, US Route 15 North – Widening and Safety Improvements

ELECTION DISTRICT(S): Catoctin

CRITICAL ACTION DATE: August 8, 2022

STAFF CONTACT(S): Lou Mosurak, Transportation and Capital Infrastructure
Nancy Boyd, Transportation and Capital Infrastructure
Joshua Peters, Planning and Zoning
Joe Kroboth III, Planning and Zoning

PURPOSE: To amend the *Loudoun County 2019 Countywide Transportation Plan* (2019 CTP) by changing the planned ultimate condition of US Route 15 between Montresor Road and the Maryland state line, to accommodate Concept B – Capacity and Safety Improvements, which the Board of Supervisors (Board) endorsed (6-2-1: Buffington and Higgins opposed; Buona absent) on July 18, 2019.

This item was originally scheduled for the June 21, 2022, Board Business Meeting and was deferred to the July 5, 2022, Board Business Meeting without discussion. The contents of this item are the same as that published for the June 21, 2022, Board Business Meeting.

RECOMMENDATION(S):

Planning Commission: At the Planning Commission (Commission) Work Session on March 11, 2022, the Commission forwarded (5-4: Combs, Kirchner, Merrithew, and Vance opposed) the Comprehensive Plan Amendment (CPAM) to the Board with a recommendation to approve the CPAM, along with the following additional comments or recommendations:

1. Commission support for the village of Lucketts bypass does not include endorsement of a specific alignment.
2. The Commission recommends that safety improvements be prioritized if the ultimate project is phased and requests that the Board act on safety improvements within 24 months.
3. The Commission recommends that the Board commission a study to better understand the economic impacts of proposed improvements on local businesses and farms.

Staff: Staff recommends that the Board approve the CPAM as presented in Attachments 1 and 2 to the July 5, 2022, Board Business Meeting Action Item.

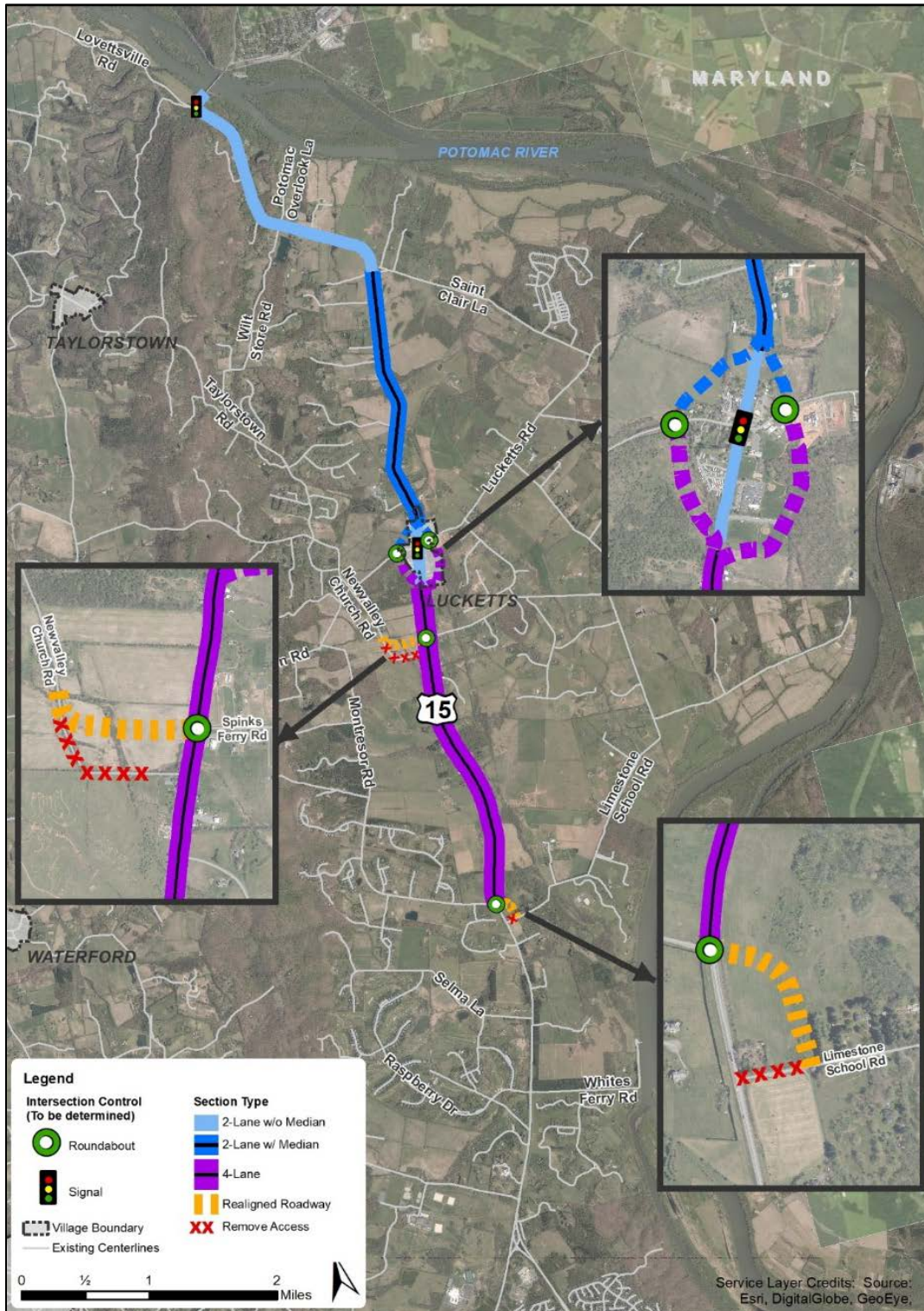
Additional Staff Recommendations

Staff further recommends that the Board endorse these additional recommendations for future roadway improvements that would be subject to CPAM-2021-0002. These recommendations respond to concerns raised during the review process and public hearing. The additional recommendations are not proposed as formal amendments to the 2019 CTP; rather, they will be recorded as further Board direction to staff for future implementation and staff reporting.

1. Prioritize a bypass option that avoids impacts to the JK Black Oak Wildlife Sanctuary.
2. Demonstrate consistency with the Heritage Resource Policies of the 2019 CTP and design principles and practices of [The Journey Through Hallowed Ground \(JTHG\) National Heritage Area Corridor Management Plan](#) (JTHG Corridor Management Plan) with future roadway improvements presented for final Board approval.
3. Consult with the County Archaeologist prior to approval of construction plans regarding historic resources identified through the Phase I Cultural Resources Survey and conduct Phase II significance evaluations and Phase III impact mitigation measures as recommended.
4. Avoid direct impacts, such as acquisition of land or interest in land, to any parcel that is enrolled with an Agricultural and Forestal District (AFD).
5. Consult with the Department of General Services (DGS) regarding any enhanced stormwater management features that are proposed to be incorporated into future roadway improvements prior to Board approval of future roadway improvements.
6. Consult with Loudoun County Combined Fire and Rescue System (LC-CFRS) regarding bypass alignment and intersection improvements prior to final Board approval of any eastern bypass alignment around the village of Lucketts.
7. Consult with Loudoun Water regarding bypass alignment prior to final Board approval of any eastern bypass alignment.

The CPAM is ready for Board action.

**Figure 1: Proposed Ultimate Condition of US Route 15
(Montesor Road to the MD state line)**



BACKGROUND: Safety and congestion relief within the US Route 15 corridor north of Leesburg have been topics of ongoing study and discussion with the Board, County staff, and stakeholder groups for many years, as outlined with greater detail in the [May 11, 2022, Board Public Hearing Staff Report](#).

At the July 18, 2019, Board Business Meeting, Department of Transportation and Capital Infrastructure (DTCI) staff presented a [Safety and Operations Study](#) to the Board to seek direction on which roadway improvement concept to pursue for ongoing safety and operations improvements within the US Route 15 corridor between Whites Ferry Road and the Maryland state line. At that meeting, the Board endorsed Concept B (6-2-1: Buffington and Higgins opposed; Buona absent).

Concept B proposes the following improvements, with an asterisk (*) denoting those that require a CPAM for implementation (depicted in Figure 1):

1. Four-lane roadway with median/turn lanes and shoulders between Montresor Road and the vicinity of Spinks Ferry Road where US Route 15 will be realigned to bypass the village of Lucketts.*
2. Safety improvements north of the village of Lucketts with a two-lane median-divided roadway with turn lanes and shoulders between the northern terminus of the bypass and St. Clair Lane, and shoulder improvements made to the existing two-lane roadway north of St. Clair Lane to the Potomac River.*
3. Traffic calming within the village of Lucketts.
4. Bypass of the village of Lucketts consisting of a four-lane roadway with median/turn lanes and shoulders south of Route 662 Stumptown Road/Lucketts Road, and a two-lane roadway with median/turn lanes and shoulders north of Route 662 Stumptown Road/Lucketts Road.*
5. Roundabouts at Montresor Road, Spinks Ferry Road, and the intersection of Stumptown Road/Lucketts Road with the Lucketts bypass;
6. Realigning the intersection of US Route 15 with Newvalley Church Road at a planned roundabout at Spinks Ferry Road, and realigning the intersection of US Route 15 with Limestone School Road at a planned roundabout at Montresor Road.
7. Traffic signal at Lovettsville Road.
8. Bike, pedestrian, and transit service opportunities.

Final design and construction plans for roadway construction on US Route 15 must be deemed consistent with the 2019 CTP in order to be approved through state permitting. To enable the County to move forward with final design and implementation of the US Route 15 Safety and Operational Improvements of Concept B, the 2019 CTP must be amended to reflect the lane configuration as shown in Figure 1.

As such, the CPAM proposes amendments to the Countywide Transportation Roadway Plan Map (CTP Map) and Appendix 1 – Planning Guidelines of the 2019 CTP (Attachments 1 and 2) as follows:

- Widening: Amend the ultimate condition of US Route 15 from Montresor Road north to Stumptown Road/Lucketts Road, including a future Lucketts Bypass, from a rural two-lane undivided Principal Arterial (Other) to a rural four-lane median divided Principal Arterial (Other) roadway.
- Lucketts Bypass/US Route 15 Business: Amend the ultimate condition of the existing US Route 15 from the future southern Lucketts Bypass intersection to the future northern Lucketts bypass intersection from a rural two-lane undivided Principal Arterial (Other) to a two-lane Major Collector roadway. This would become future US Route 15 Business through Lucketts on the existing US Route 15 alignment.
- Median Divide: Amend the ultimate condition of US Route 15 from Stumptown Road/Lucketts Road, including a future Lucketts Bypass, north to Saint Clair Lane from a rural two-lane undivided Principal Arterial (Other) to a rural two-lane median divided Principal Arterial (Other) roadway.

Depictions of anticipated road segments that would be constructed pursuant to Concept B and the subject CPAM are provided as Attachment 3. The existing 2019 CTP Map is provided as Attachment 4.

At the March 16, 2021, Board Business Meeting, the Board voted (8-1: Buffington opposed) to initiate CPAM-2021-0002 to amend the 2019 CTP to include the Concept B improvements outlined above.

Commission: The Commission held a [Public Hearing on November 30, 2021](#) and two subsequent work sessions on [January 13, 2022](#) and [March 11, 2022](#). Discussion during the Commission meetings sought to clarify the safety- and congestion-related benefits associated with each CPAM component and consider whether to recommend an alternative roadway improvement concept. The Commission generally agreed that safety on this segment of US Route 15 is an issue of concern, exacerbated by high traffic volumes. Some Commissioners expressed concern about the likely impacts on private property caused by the proposed road widening and Lucketts bypass concepts, and the impact on farms and small businesses caused by the proposed median divide. These concerns led the Commission to provide additional comments or recommendations. The Commission forwarded (5-4: Combs, Kirchner, Merrithew, and Vance opposed) the CPAM to the Board with a recommendation to approve the CPAM, along with the following comments and recommendations:

1. Commission support for the Village of Lucketts bypass does not include endorsement of a specific alignment.

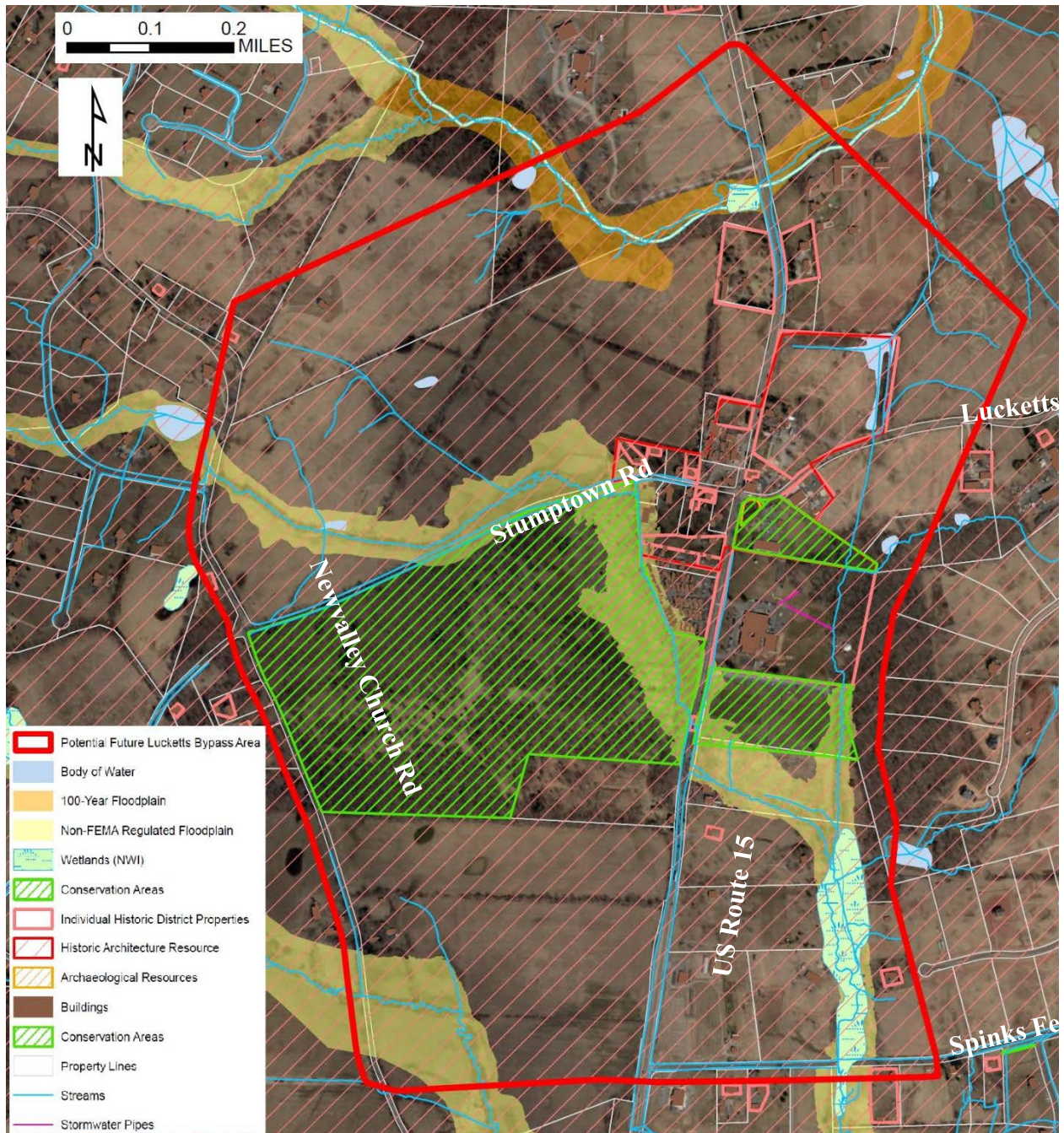
2. The Commission recommends that safety improvements be prioritized if the ultimate project is phased and requests that the Board act on safety improvements within 24 months.
3. The Commission recommends that the Board commission a study to better understand the economic impacts of proposed improvements on local businesses and farms.

Board: The Board held a [Public Hearing on May 11, 2022](#). A majority of the 52 speakers who provided public comments noted that safety was the primary concern along US Route 15. A majority of the speakers expressed support for the CPAM overall, while providing varied input on operational details, especially regarding the village of Lucketts bypass options. Public Speakers also expressed concerns over a range of other issues including impacts to private property, businesses, and farms; changes to the character of the roadway; and interest in a village of Lucketts small area planning process. The Board's discussion focused on the anticipated impacts that would be caused by either of the two village of Lucketts bypass options, which in broad terms would include impacts to sensitive resource areas on the west side and impacts to subdivision open space, private property, and the built environment, including village connectivity, on the east side. The Board forwarded the item (6-2-1: Buffington and Turner opposed; Letourneau absent) to the June 21, 2022, Business Meeting for action, with direction to staff to further analyze the village of Lucketts bypass issue, including the eastern and western bypass options. Staff has provided the requested analysis within the Issues section below.

UPDATE: The following are updates to materials and staff recommendations since the May 11, 2022, Board Public Hearing.

1. **Environmental Constraints Map** – An expanded environmental constraints map is depicted in Figure 2 and provided as Attachment 5. The mapping extent includes the areas of the potential eastern and western bypass alignments discussed during the May 11, 2022, Board Public Hearing, with the addition of areas farther to the west and north. The mapped constraints include surface water; floodplain; wetlands; conservation easements; individual historic district properties; utility easements; historic, archaeological, and architecture resources; buildings; and stormwater pipes.
2. **Expanded Analysis of Bypass Alternatives** – The Issues section below provides consideration of the environmental constraints, Comprehensive Plan policies, general best practices, threatened and endangered species, conservation easements, and impacts to property values.
3. **Revision to Additional Staff Recommendation #1** – Staff's Additional Recommendation #1 has been revised such that an eastern bypass is no longer prioritized over a western option; however, staff continues to recommend avoidance of the wildlife sanctuary.

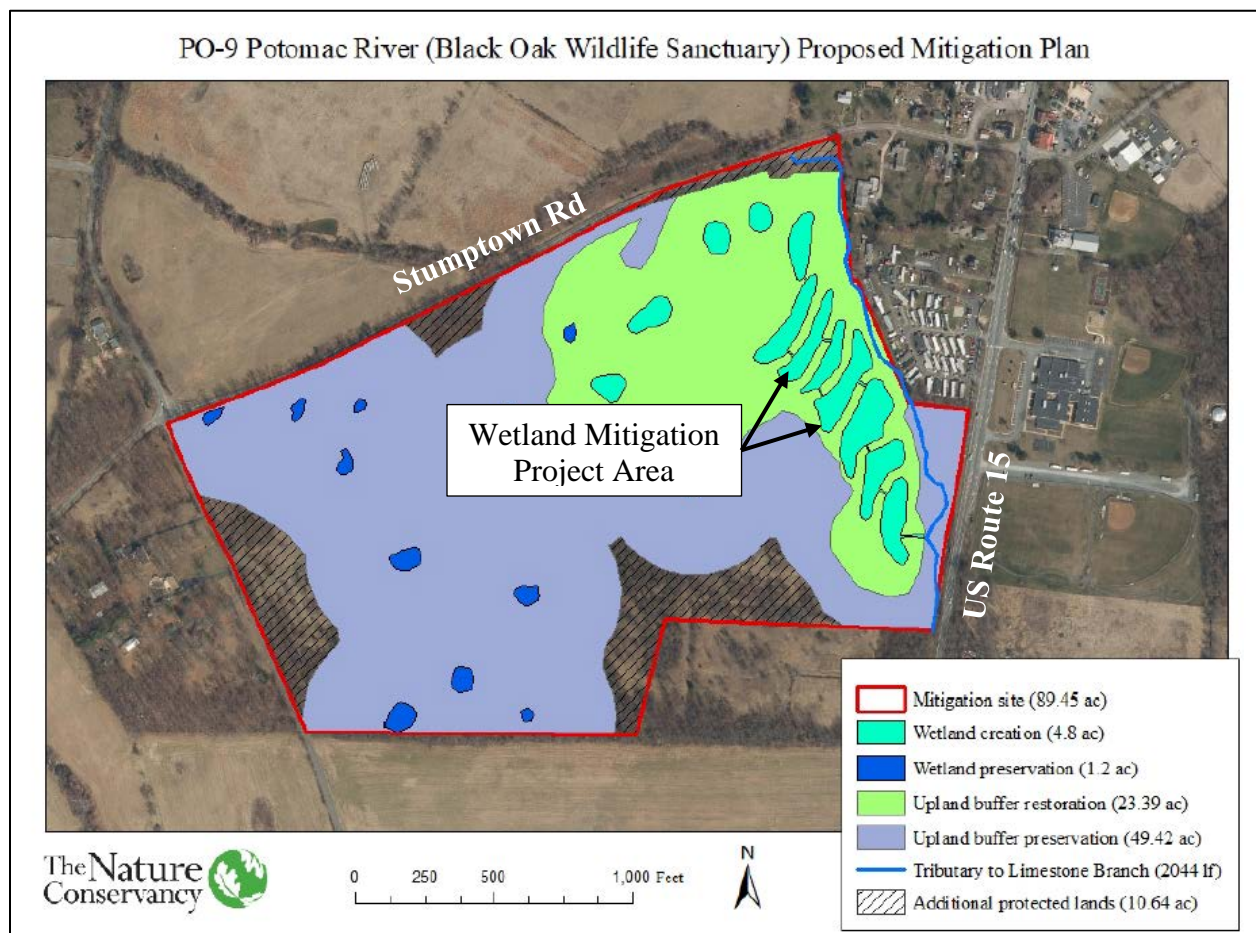
Figure 2. Environmental Constraints Map



ISSUES:

1. **Village of Lucketts Bypass Alternatives** – The CPAM contemplates an undefined Lucketts bypass, with final alignment to be determined during a future design phase. The final alignment will be based on a formal project alternatives study and will require Board approval prior to construction. The CPAM process is an opportunity for the Board to evaluate public feedback, planning level data, and to provide more specific direction to staff for future implementation, if appropriate.

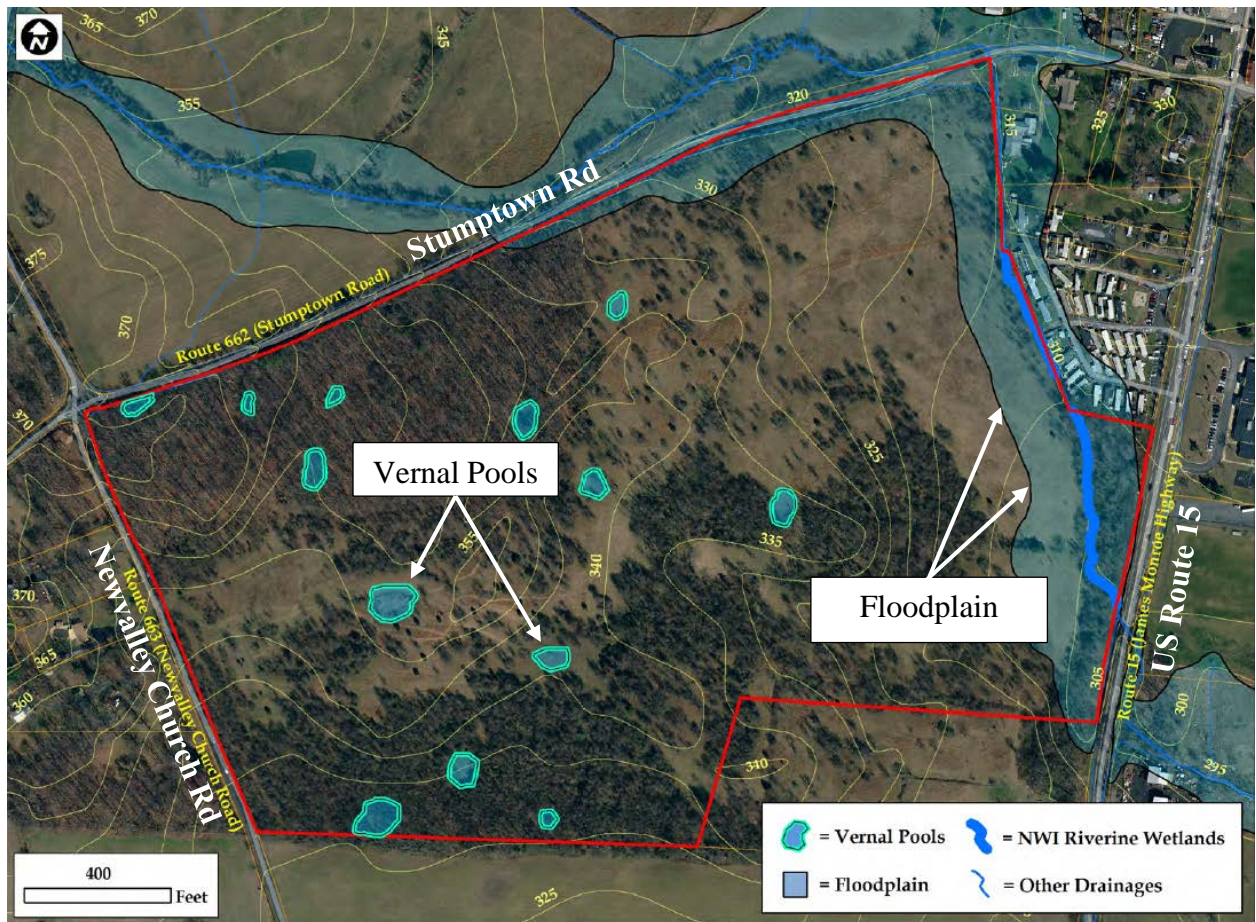
Figure 3: Wildlife Sanctuary – Wetlands Mitigation Project



When the Safety and Operations Study was presented to the Board in 2019, staff anticipated that bypassing the village on the west side was the more viable approach because there appeared to be fewer design challenges on the west side at the time. Since then, approximately half of the property that would be impacted by a western alignment (as presented in the Safety and Operations Study) was purchased by the Loudoun Wildlife Conservancy, placed under conservation easement, and subsequently dedicated as the JK Black Oak Wildlife Sanctuary. The wildlife sanctuary hosts an active wetland mitigation

project (Figure 3), and County staff has become aware of globally rare environmental conditions (Figure 4) and numerous species of amphibians, insects, mammals, and birds that are designated as species of greatest conservation need by the Virginia Department of Game and Inland Fisheries.¹ A western alignment would adversely impact these resources unless that alignment is able to utilize property farther to the west.

Figure 4: Wildlife Sanctuary – Natural Resources



An alignment located farther to the west could potentially use a segment of existing Newvalley Church Road to avoid impacting the wildlife sanctuary. Such an alignment could begin on the south side at the planned roundabout and realigned intersection of Newvalley Church Road/Spinks Ferry Road, continue on the current Newvalley Church Road alignment to a point north of the wildlife sanctuary, and rejoin existing US Route 15 farther north than was depicted in previous illustrations. Although there would be

¹ Access Virginia's 2015 Wildlife Action Plan [here](#).

constraints (e.g., surface water, floodplain) to navigate with this approach as well, as depicted in Figure 2, it poses another viable alternative.

Bypassing the village on the east side would also likely involve impacts to floodplain, private property, existing physical improvements, and easements. The extent of natural resources and easements appears to be less constraining for an eastern bypass than for a western bypass. However, impacts to private property are potentially greater since the eastern option would likely impact an open space parcel associated with the adjacent Falconaire community. Further, an eastern alignment could have greater impacts on the built environment including, but not limited to, connectivity between residential development and village amenities.

2. General Best Practices –

Consideration of Alternatives – Engineering best practice and any potential review under the National Environmental Policy Act (NEPA) would require a formal alternatives study, which could include bypass concepts on either side of the village area. It is appropriate for the Board to consider the range of possible bypass alignments and associated impacts when deciding on the CPAM, and if necessary, issue additional direction to staff. However, the CPAM process does not include parcel-level investigation and analysis, and therefore, is not the ideal process for fully eliminating viable alternatives. If the Board is more favorable of a specific alignment (or side of the village), this could be appropriately recorded as a further motion, while the formal components of the CPAM remain broad enough to accommodate a future alternatives study.

Pedestrian connectivity – Pedestrian connections within the Rural Historic Village boundary should be preserved, including nearby residences and businesses, and future roadway design should consider the possibility that the dense village development pattern may expand over time.

Context Sensitive Design – Implementation of Concept B improvements will incorporate Context Sensitive Design, which is an approach to roadway design recognized by the Federal Highway Administration that seeks to preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. Context Sensitive Design includes guiding principles for process that call for early, continuous, meaningful public participation throughout the project life cycle, including project delivery.

3. Comprehensive Plan Guidance – The following is an overview of *Loudoun County 2019 General Plan* (2019 GP) and 2019 CTP policy guidance that is applicable to the CPAM and most pertinent to the village of Lucketts bypass. A more thorough inventory of relevant plan policies is provided within Attachment 6, Route 15 Lucketts Bypass Considerations.

- “Development and uses in Rural Historic Villages must be compatible with the historic development pattern, community character, visual identity, intensity, and scale of the individual villages” (2019 GP, Chapter 2, Rural Historic Villages Policy 1).

Application: The CPAM/Concept B improvements should be implemented in a manner that maintains village character. This is most applicable to a potential eastern alignment, which would potentially disrupt pedestrian connections between the commercial uses that front on US Route 15 and the homes situated farther to the east. Road design will seek alignments and design solutions that are least detrimental and/or enhance village character.

- “Promote private, state, and federal conservation programs and their allocated resources to advance conservation programs within the County through public and private means such as grants, voluntary easements, and dedications” (2019 GP, Chapter 3, Natural, Environmental, and Heritage Resources Strategy 1.2).

Application: The CPAM/Concept B improvements should be implemented with minimal impacts to conservation programs. This is directly applicable to the wildlife sanctuary and associated natural resource features (Figures 3 and 4).

- “Prioritize protection of the following priority open space areas...Rural areas immediately adjacent to the Towns, JLMAs, and Rural Historic Villages that help form greenbelts and gateway buffers... [and] Other areas of local natural, historic, or cultural significance including designated scenic rivers and roads” (2019 GP, Chapter 3, Natural, Environmental, and Heritage Resources Action 1.4.A).

Application: The CPAM/Concept B improvements should be implemented with minimal impacts to protected open space. This is most applicable to the identified wildlife sanctuary, which is partially within the village of Lucketts and partially outside but immediately adjacent to the village of Lucketts.

- “Support the mitigation of stream and wetland impacts and the creation of stream and wetland mitigation banks within Loudoun County to improve water quality in Loudoun” (2019 GP, Chapter 3, River and Stream Corridor Resources Action 2.1.I).

Application: The CPAM/Concept B improvements should be implemented without impacts to the active wetland mitigation project that is within the wildlife sanctuary (Figure 4).

- “Conserve and protect natural heritage resources including rare, threatened, and endangered plant and animal species; species of greatest concern; exemplary natural communities, habitats, and ecosystems; and other natural features of the County” (2019 GP, Chapter 3, NHR Strategy 6.1).

Application: *The CPAM/Concept B improvements should be implemented without impacts to the identified rare, threatened, and endangered plant and animal species identified within the wildlife sanctuary. Relevant species identified within the wildlife sanctuary property include the Northern Long-eared Bat and numerous other amphibian and aquatic species. With regard to the northern long-eared bat, on March 23, 2022, the U.S. Fish and Wildlife Service (USFWS) issued a proposal to revise its current listing of the bat from threatened to endangered, which could be effective as early as December 2022. The final decision regarding the Northern Long-eared bat will occur the end of November 2022. When a future road design is reviewed by the Department of Environmental Quality (DEQ) and the U.S. Army Corps of Engineers, impacts to threatened and endangered species on site would be part of the evaluation and approval process.*

- “Conserve and protect wildlife habitats, wildlife travel corridors, and access to streams and water sources through the preservation of natural resources such as native vegetation, forest cover, woodlands, floodplains, streams and stream corridors, wetlands, and undeveloped areas associated with steep slopes” (2019 GP, Chapter 3, NHR Strategy 6.2).

Application: *The CPAM/Concept B improvements should be implemented without impacts to the natural resources identified within the wildlife sanctuary.*

- “The County will coordinate with VDOT on review of planned road improvement plans for rural roads so that the County can limit potential negative impacts on rural character, including features such as, tree canopy, stone walls and fences, hedgerows, historic and agricultural structures, significant view sheds, [and] limestone/karst topography” (2019 CTP, Chapter 3, Rural Roads Policy 3-4.11).

Application: *The CPAM/Concept B Improvements should be implemented with location choices that avoid impacts to identifying characteristics and design that is context sensitive.*

- “Road crossings of the river and stream corridor resources will avoid or, when avoidance is not feasible, minimize and mitigate disturbances within floodplains and steep slopes. Road crossings will be constructed generally perpendicular to the flow of the drainage way to minimize impacts. Road alignments designed to extend within and parallel to the floodplain will be avoided” (2019 CTP, Chapter 7, Water Quality Policy 7-2.1).

Application: *As described above, a formal alternatives study will be used during the design phase to identify all relevant resources when finalizing alignments associated with the Concept B improvements.*

- “The County supports heritage resource and archeological studies for transportation project and will implement measures to protect cultural, historic and archaeological sites which are affected by state-funded road improvement projects and supports archeological studies for state-funded improvements, including use of Section 106 and 4F processes when required” (2019 CTP, Chapter 7, Heritage Resource Policy 7-4.1).

Application: The ultimate location and design of roadway improvements will be informed by identification and avoidance of historic landmarks and buildings within the Village of Lucketts and along the greater corridor.

4. **Impacts to a Conservation Easement** – Impacts to conservation easements appear possible or likely under any potential bypass scenario. Conservation easements may be amended if the parties to the easement agree and would typically entail some requirement for compensation or replacement. In the alternative, a public body may exercise eminent domain over a conservation easement, which would also entail requirements for compensation or replacement.
5. **Property Values** – Some Board members asked whether the subject CPAM is expected to negatively affect property values. The Office of the Commissioner of the Revenue does not consider the Comprehensive Plan, including the 2019 CTP, as a factor to determine annual property values.

FISCAL IMPACT: Direct project costs to process this CPAM have been absorbed into the DTCL and Department of Planning and Zoning operating budgets, consistent with the Board-endorsed work plan.

If approved, the CPAM would facilitate implementation of Concept B – Capacity and Safety Improvements, as described within this report. The planning-level estimate for these improvements (including four-lane widening, bypass, shoulders, and shared use path) is between \$294 – \$308 million. These costs are not directly triggered by approval of an amendment to the 2019 CTP. However, considering the Board’s previous endorsement of the Concept B improvements, it is appropriate to note the relationship between potentially approving this CPAM and full implementation of Concept B, which would create fiscal impacts. Funding sources would be determined based on Department of Finance and Budget guidance (e.g., local revenue, bonding, regional/state/federal funds). Approval of the CPAM positions the County to apply for regional, state, and federal funding.

ALTERNATIVES:

1. The Board may choose to approve the CPAM as presented.
2. The Board may choose to approve the CPAM in-part and/or with additional direction to staff.

3. The Board may choose to refer the item to the Transportation and Land Use Committee for additional recommendations.²
4. The Board may choose to deny the CPAM.

DRAFT MOTIONS:

1. I move that the Board of Supervisors approve CPAM-2021-0002, US Route 15 North – Widening and Safety Improvements, as presented in Attachments 1 and 2 to the July 5, 2022, Board of Supervisors Business Meeting Action Item.

I further move that the Board of Supervisors endorse staff's additional recommendations as presented in the July 5, 2022, Board of Supervisors Business Meeting Action Item.

OR

2. I move an alternate motion.

ATTACHMENT(S):

1. Proposed 2019 CTP Map
2. Proposed 2019 CTP Appendix 1 – Planning Guidelines
3. Concept B Improvements Map and Cross Sections
4. Existing 2019 CTP Map
5. Environmental Constraints Map
6. Lucketts Bypass Considerations

² The Board would still need to act on the CPAM by August 8, 2022. Failure to act within 150 days of the Commission's recommending resolution would require re-certification by the Commission of their March 11, 2022, recommendation.

LOUDOUN 2019 COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP

CPAM 2021-0002, CTP AMENDMENT ROUTE 15 NORTH

BOS Business Meeting June 21, 2022; MAP #2021-272



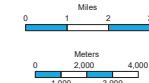
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Roadway General Notes:
(1) Planned roadway elements shown are conceptual and subject to further engineering. Agreements will be further refined as part of the planning process and through the land development application process.
(2) This map is part of the Countywide Transportation Plan, a component of the Comprehensive Plan, which includes more detail regarding planning design and implementation.
(3) Refer to specific Town Plans for transportation plans within town limits. Roads within Town boundaries shown on this plan, except for Routes 7 and 28, are for reference purposes only.
(4) Planned roadways along Routes 7, 28, and 50 will be considered for managed lanes through future study.
(5) Urban interchanges and other localized improvements are not shown on this map; such improvements are considered to be part of the County's Comprehensive Plan.
(6) Safety and operational studies will be conducted along primary roadways in the Rural Policy Area to assess current roadway conditions and identify potential solutions to improve traffic flow and safety. Improvements based on these studies will be implemented as directed by the Board of Supervisors.
(7) This is a planning document. Future CTP and VDOT improvements made based on this plan will meet all requirements for public input prior to construction.
(8) Road names for planned roadways are conceptual and some do not conform to the County Street Naming Ordinance. The final approved names must conform to the County Street Naming Ordinance.

Roadway Location Notes:
(1) Boundary Survey Road will be studied for alternate logical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
(2) Ultimate access along Route 7 corridor between Route 28 and Occoquan will be identified through future corridor study.
(3) Ultimate access along Woodport Road between Front and Route 28 will be identified through future corridor study.
(4) Along Route 604, the interchange at the Dulles Gateway and at Rockville Drive will need to be integrated into a single interchange complex.
(5) The segment of Route 604 between US 50 and the interchange at Dulles Gateway will be integrated into a single interchange complex.
(6) Along Route 604, the interchange at Dulles Gateway and the Dulles Toll Road will be studied for integration through a future corridor design study.
(7) Access to and through the Western Lehigh of Dulles Airport to be coordinated with MVA.
(8) Access to Dulles Gateway Road will be coordinated with Glen Spring Road interchange.
(9) The western terminus of US Route 50 Alternate and associated connections with US Route 50 and Loudoun County Parkway to be determined through future study.
(10) Access interchanges along US Route 40 and US Route 60 alternate, including interchanges at related access, connections to Route 28, and potential southern access to Dulles Airport to be evaluated in future study in coordination with MVA.
(11) Widening of Route 604 to eight lanes between Loudoun County Park and the Dulles Gateway and identification of additional interchange locations is anticipated at such time when traffic volumes necessitate additional capacity and the County initiates a study for a dedicated bus lane corridor.
(12) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northern Boulevard to six lanes south of US Route 50.
(13) Refer to Chapter 2 for discussion and policy language regarding a potential Palomares River Crossing in this area.
(14) Route 28 partial interchange at Vantage Drive for vehicles exiting northbound Route 28 only.
(15) Route 28 partial interchange at Vantage Drive for vehicles exiting southbound Route 28 only.
(16) Northern Boulevard and the segment of Belmont Ridge Road between Northern Boulevard and Route 7 is a designated Corridor of Statewide Significance by the Commonwealth Transportation Board.
(17) A study will be conducted to assess the need for additional capacity at the intersection of Route 7 and Route 15 North of the intersection of US Route 50 and the segment of Belmont Ridge Road between Northern Boulevard and County Lane to be initiated.
(18) The 2021-2025 CTP will be updated to include a potential bypass around the Village of Leesburg. A future segment of the bypass and number of lanes south of Stoneman Road/Leesburg Road will be determined on the basis of a formal project alternatives study to be performed in coordination with project design.

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LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	PLANNED # OF LANES
10 Lanes	10 Lanes
8 Lanes	8 Lanes
6 Lanes	6 Lanes
4 Lanes	4 Lanes
2 Lanes	2 Lanes
Freeway (State Route 28)	Freeway (State Route 28)
Refer to Town Plan (see Note 3)	Refer to Town Plan (see Note 3)
Existing/Planned Interchange	Existing/Planned Interchange
Existing/Planned Partial Interchange	Existing/Planned Partial Interchange
Existing/Planned Overpass	Existing/Planned Overpass
Scenic Byway	Scenic Byway
Proposed Scenic Byway	Proposed Scenic Byway
Metrorail Silver Line	Metrorail Silver Line
Metrorail Station	Metrorail Station
Village Conservation Overlay District	Village Conservation Overlay District
Washington & Old Dominion Trail	Washington & Old Dominion Trail
Refer to Chapter 2 for Ultimate Roadway Geometry	



**BOS Business Meeting June 21, 2022;
MAP #2021-272**

**BOS Business Meeting June 21, 2022;
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LEGEND	
ROADWAY ELEMENTS	
CTP <u>ROADS</u>	PLANNED # OF LANES
	To Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	2 Lanes
	Freeway
	Refer to Town Plan ¹ (See Note 1)
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metropolitan Silver Line
	Metropolitan Station
	Village Conservation Overlay District
	Washington & Old Dominion Trail

Refer to Chapter 2 for Ultimate Roadway Geometry

Refer to Chapter 2 for Ultimate Roadway Geometry

****DRAFT****



Roadway General Notes:
 (i) Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
 (ii) This map is part of the Countywide Transportation Plan, a component of the Comprehensive Plan, which includes more detail regarding roadway design and features.

Regarding road design features:

- (I) Planned improvements include widening of all roads within plow limits. Roads within State boundaries shown on this plan, except Routes 7 and 15, are for reference purposes only.
- (II) Planned highways along Routes 7, 21, and 50 will be considered for managed lanes through further study.
- (III) Planned improvements also include the improvement and/or show-up on this map, such improvements are considered to be part of the County's Comprehensive Plan.
- (IV) Safety and operational studies will be conducted along prior roadways in the Rural Policy Area to assess current roadway conditions and identify areas where improvements are needed to improve safety. Improvements to these studies will be referenced as directed by the Board of Supervisors.
- (V) This is a planning document. Future County and VDOT improvements based on this plan will meet all requirements for public input prior to construction.
- (VI) Road names for planned roadways are conceptual and some do not conform to the County Street Naming Ordinance. The

Roadway Location Notes:

(A) Edwards Ferry Road was studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.

(D) Along Route 606, the interchanges at the Dulles Greenway and at Randolph Drive will need to be integrated into a single

(E) The alignment of Pacific Boulevard from Old Ox Road to Innovation Avenue, including a westbound ramp to access the Dulles

(F) Along Route 28, the interchanges at Route 606, Innovation Avenue, the Dulles Greenway, and the Dulles Toll Road will be studied for integration through a future corridor design study.

(H) Along Loudoun County Parkway, the interchanges at the Evergreen Mills Road and at Dulles West Boulevard will need to be

(D) The eastern terminus of I-95 Route 60 Alternate and associated operations with I-95 Route 60 and existing Florida Turnpike

(K) Access management along US Route 50 and US Route 50 Alternate, including considerations of limited access, connections

(f.) Widening of Route 606 to eight lanes between Loudoun County Pkwy and the Dulles Greenway and identification of additional

interchange locations is anticipated at such time when traffic volumes necessitate additional capacity or the County initiates a study for a dedicated bus lane corridor.

(N) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northstar Road to six lanes.

(D) Refer to Chapter 6 for discussion and policy language regarding a potential Potomac River Crossing in this area.

(R) Route 287 partial interchange at Combes Creek Parkway for vehicles exiting northbound Route 287 only.

(5) Northstar Boulevard and the segment of Belmont Ridge Road between Northstar Boulevard and Route 7 is a designated Corridor of Statewide Significance by the Commonwealth Transportation Board.

(T) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northstar Boulevard north of US Route 50 or the segment of Belmont Ridge Road between Northstar Boulevard and Croson Lane to six lanes.

(U) Per CHAM 2021-0000, the widening of Route 15 includes a planned bypass around the Village of Luckett. Final alignment of the bypass and number of lanes south of Slumpton Road/Luckett Road will be determined on the basis of a formal project

alternatives study to be performed in conjunction with project design.

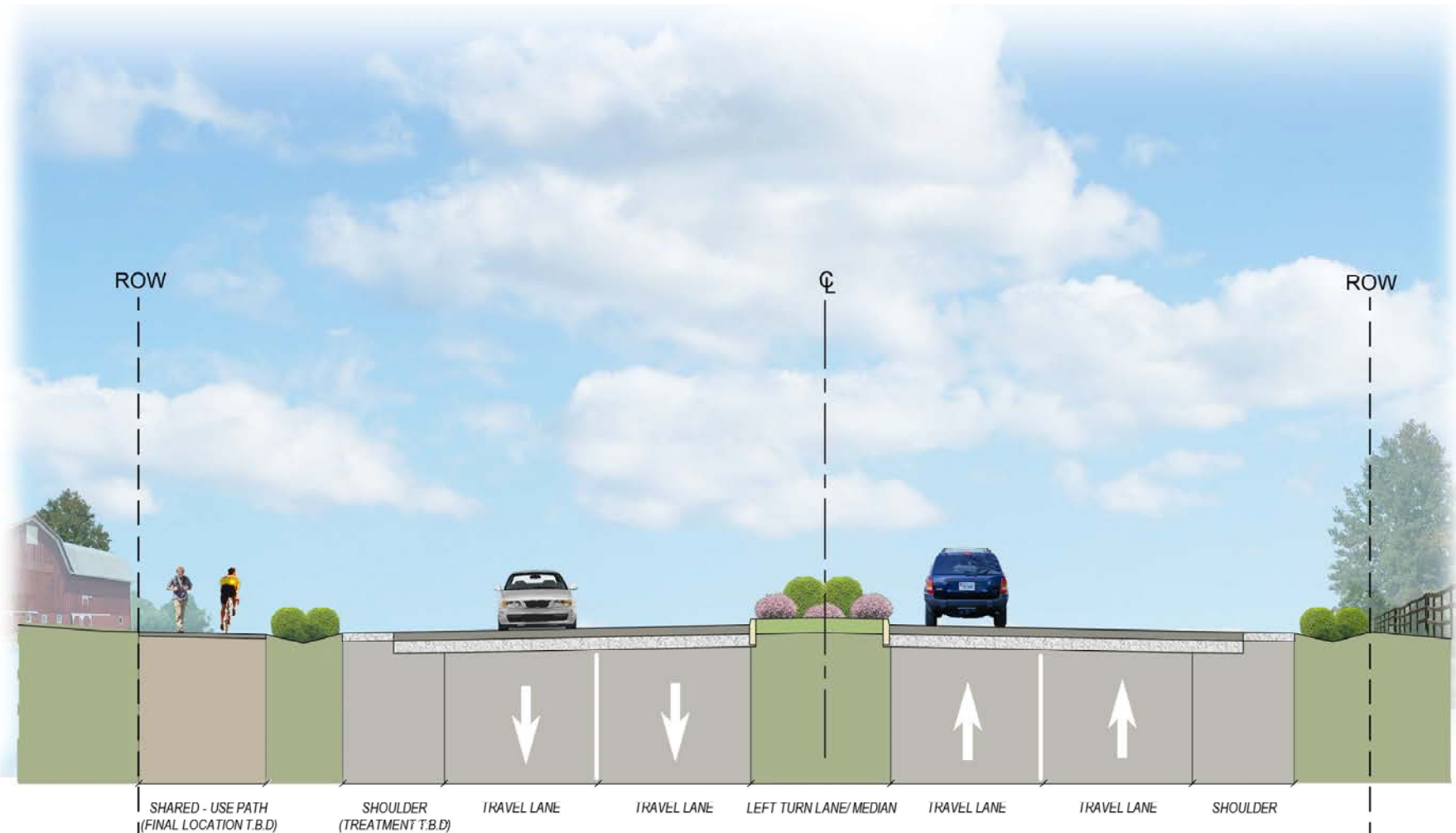
CTP Appendix 1 - Planning Guidelines for Major Roadways Countywide

Segment ID	Name	Route Number	North / West End (FROM)	South / East End (TO)	Functional Classification	Ultimate Travel Lanes	Ultimate Cross Section	On Street Bike Facilities	Ultimate Access Type	Right-of-Way Width (See Note 1) (Distance in Feet)	Policy Area	Transit Corridor	DRPT Type	Notes
157	GEORGE WASHINGTON BLVD	1050	BRIDGEFIELD WY	RUSSELL BRANCH PKWY	Major Collector	4	U4M (ST)	None	Controlled	110	Suburban			
158	HALEYBYRD DR	ND	CITY CENTER BLVD	RIDGEPORT CR	Neighborhood Collector	2	U2 (SS)	Striped	Local	70	Suburban			
159	HAMILTON STATION RD	704	CLARKES GAP RD	E COLONIAL HWY	Major Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural, JLMA			3
160	HARMONY CHURCH RD	704	E COLONIAL HWY	ROUTE 15	Major Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	JLMA, Rural			2,3
161	HARPERS FERRY RD	671	JEFFERSON PIKE	CHARLES TOWN PIKE	Major Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural			3
162	HARRY BYRD HWY	7	CLARKE COUNTY	W LOUDOUN ST	Principal Arterial (Other)	4	R4M	None	Controlled	200	Rural, JLMA			3
163	HARRY BYRD HWY	7	W LOUDOUN ST	HILLSBORO RD	Principal Arterial (Freeway)	4	R4F	None	Limited	200	JLMA, Rural			3
164	HARRY BYRD HWY	7	HILLSBORO RD	CHARLES TOWN PIKE	Principal Arterial (Freeway)	6	R6F	None	Limited	200	JLMA, Town, Rural	Yes		3
165	HARRY BYRD HWY	7	CHARLES TOWN PIKE	W MARKET ST	Principal Arterial (Freeway)	8	R8F	None	Limited	200	Rural	Yes		3
166	HARRY BYRD HWY	7	W MARKET ST	DULLES GREENWAY	Principal Arterial (Freeway)	8	R8F	None	Limited	200	Town	Yes		
167	HARRY BYRD HWY	7	CROSSTRAIL BLVD / RIVER CREEK PKWY	ALGONKIAN PKWY / ATLANTIC BLVD	Principal Arterial (Freeway)	8	U8F	None	Limited	200	Suburban	Yes		
168	HARRY BYRD HWY	7	ALGONKIAN PKWY / ATLANTIC BLVD	FAIRFAX COUNTY	Principal Arterial (Other)	6	U6M (TT)	None	Controlled	Varies / Subject to DTCI Review	Suburban	Yes		
169	HARTLAND DR	3395	EVERGREEN MILLS RD	ROUTE 50	Major Collector	2	R2 (T)	Striped	Local	70	Transition			
170	HARDWOOD FOREST DR	1671	ALGONKIAN PKWY	ALGONKIAN PKWY	Neighborhood Collector	2	U2 (SS)	Striped	Local	60	Suburban			
171	HAY RD	642	BELMONT RIDGE RD	W OF WILDBROOK CT	Minor Collector	2	U2 (SS)	Striped	Local	70	Suburban			
172	HAY RD	642	W OF WILDBROOK CT	ASHBURN RD	Minor Collector	2	U2 (SS)	Shared	Local	50	Suburban			
173	HEMINGWAY DR	2090	FARMWELL RD	FAULKNER PKWY	Neighborhood Collector	2	U2 (SS)	Shared	Local	60	Suburban			
174	HIGH ST (ROUND HILL)	TOWN	W LOUDOUN ST	TOWN OF ROUND HILL - NCL	Refer to Town	TOWN	Refer to Town	Refer to Town	Refer to Town	Refer to Town	Town			
175	HIGH ST (ROUND HILL)	ND	TOWN OF ROUND HILL - NCL	TOWN OF ROUND HILL - WCL	Minor Collector	2	R2	Shared	Local	50	JLMA			
176	HIGH ST (ROUND HILL)	TOWN	TOWN OF ROUND HILL - WCL	N MAIN ST	Refer to Town	TOWN	Refer to Town	Refer to Town	Refer to Town	Refer to Town	Town			
177	HIGH ST (WATERFORD)	665	MAIN ST	FACTORY ST	Minor Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural			2,3
178	HILLSBORO RD	TOWN	CHARLES TOWN PIKE	TOWN OF HILLSBORO - SCL	Refer to Town	TOWN	Refer to Town	Refer to Town	Refer to Town	Refer to Town	Town			
179	HILLSBORO RD	690	TOWN OF HILLSBORO - SCL	ROUTE 7	Major Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural, JLMA			3
180	HOWERS BRANCH DR	884	ROUTE 15	ROUTE 50	Principal Arterial (Other)	2	R2 (T)	None	Varies / Subject to DTCI Review	Varies / Subject to DTCI Review	Rural			3
181	INNOVATION AVE	209	ROUTE 28	FAIRFAX COUNTY	Major Collector	4	U4M (TT)	Striped	Controlled	120	Urban	Yes	Boulevard	
182	IRISH CORNER RD	673	MOUNTAIN RD	TOWN OF LOVETTSVILLE - WCL	Major Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural			3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	15	MARYLAND STATE LINE	MONTRESOR RD	Principal Arterial (Other)	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			2,3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	15	MARYLAND STATE LINE	ST CLAIR LANE	Principal Arterial (Other)	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			2,3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	15	ST CLAIR LANE	NORTH END LUCKETTS BYPASS	Principal Arterial (Other)	2	R2M (T)	None	Controlled	Varies / Subject to DTCI Review	Rural			2,3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	15	NORTH END LUCKETTS BYPASS	STUMPTOWN ROAD / LUCKETTS ROAD	Principal Arterial (Other)	2	R2M (T)	None	Controlled	Varies / Subject to DTCI Review	Rural			2,3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	15	STUMPTOWN ROAD / LUCKETTS ROAD	SOUTH END LUCKETTS BYPASS	Principal Arterial (Other)	4	R4M (T)	None	Controlled	Varies / Subject to DTCI Review	Rural			2,3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	15	SOUTH END LUCKETTS BYPASS	MONTRESOR RD	Principal Arterial (Other)	4	R4M (T)	None	Controlled	Varies / Subject to DTCI Review	Rural			2,3
PROPOSED CPAM CHANGE	JAMES MONROE HWY	US 15 Business	US 15 NORTH OF LUCKETTS	US 15 SOUTH OF LUCKETTS	Major Collector	2	R2 (SS)	Striped	Local	Varies / Subject to DTCI Review	Rural			2,3
184	JAMES MONROE HWY	15	MONTRESOR RD	N KING ST	Principal Arterial (Other)	4	R4M (T)	None	Controlled	Varies / Subject to DTCI Review	Rural			2,3
185	JAMES MONROE HWY	15	MASONS LANE	HARMONY CHURCH RD	Principal Arterial (Other)	4	R4M (T)	None	Controlled	Varies / Subject to DTCI Review	Rural			2,3
186	JAMES MONROE HWY	15	HARMONY CHURCH RD	PRINCE WILLIAM COUNTY	Principal Arterial (Other)	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			2,3
187	JEFFERSON PARK ST	ND	MOOREFIELD BLVD	CENTERGATE DR	Major Collector	2	U2 (SS)	None	Local	70	Urban		Avenue	
188	JEFFERSON PARK ST	ND	CENTERGATE DR	LOUDOUN COUNTY PARKWAY	Major Collector	4	U4M (SS)	None	Controlled	90	Urban		Major Avenue	
189	JEFFERSON PKY	340	WEST VIRGINIA STATE LINE	MARYLAND STATE LINE	Principal Arterial (Other)	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			2,3
190	JOHN MOSBY HWY	50	FAUQUIER COUNTY	FAUQUIER COUNTY	Minor Arterial	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			3
191	JOHN MOSBY HWY	50	FAUQUIER COUNTY	TOWN OF MIDDLEBURG - WCL	Minor Arterial	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			3
192	JOHN MOSBY HWY	50	TOWN OF MIDDLEBURG - ECL	SNICKERSVILLE PIKE	Minor Arterial	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			3
193	JOHN MOSBY HWY	50	SNICKERSVILLE TPKE	ROUTE 15	Minor Arterial	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			3
194	JOHN MOSBY HWY	50	ROUTE 15	EVERFIELD DR	Principal Arterial (Other)	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			3
195	JOHN MOSBY HWY	50	EVERFIELD DR	TRAILHEAD DR	Principal Arterial (Non-Freeway)	2	R2 (TT)	None	Local	Varies / Subject to DTCI Review	Transition			
196	JOHN MOSBY HWY	50	TRAILHEAD DR	W OF FLEETWOOD RD	Principal Arterial (Non-Freeway)	4	U4M (TT)	None	Controlled	Varies / Subject to DTCI Review	Transition			
197	JOHN MOSBY HWY	50	W OF FLEETWOOD RD	NORTHSTAR BLVD	Principal Arterial (Non-Freeway)	4	U4M (TT)	None	Controlled	Varies / Subject to DTCI Review	Transition, Suburban			
198	JOHN MOSBY HWY	50	NORTHSTAR BLVD	STONE SPRINGS BLVD	Principal Arterial (Freeway)	6	U6F (TT)	None	Limited	200	Suburban	Yes		
199	JOHN MOSBY HWY	50	STONE SPRINGS BLVD	FAIRFAX COUNTY	Principal Arterial (Freeway)	6	U6F (TT)	None	Limited	200	Suburban	Yes		
200	KINCAID BLVD SE	TOWN	BATTLEFIELD PKWY	TOWN OF LEESBURG - SCL	Refer to Town	TOWN	Refer to Town	Refer to Town	Refer to Town	Refer to Town	Town			
201	KINCAID BLVD	ND	TOWN OF LEESBURG - SCL	CROSSTRAIL BLVD	Minor Collector	4	U4M (ST)	None	Controlled	90	JLMA			
202	LADBROOK DR	1276	LOUDOUN RESERVE DR	WESTWIND DR	Minor Collector	2	U2 (SS)	Striped	Local	70	Suburban			
203	LANDSDOWNE BLVD	2400	RIVERPOINT DR	RIVERSIDE PKWY	Neighborhood Collector	4	U4M (ST)	Striped	Controlled	120	Suburban			
204	LANDSDOWNE BLVD	2400	RIVERSIDE PKWY	ROUTE 7	Major Collector	4	U4M (ST)	None	Controlled	120	Suburban			
205	LEESBURG BYP	15	DULLES GREENWAY	E MARKET ST	Principal Arterial (Freeway)	8	U8F	None	Limited	200	Town	Yes		
206	LEESBURG BYP	15	E MARKET ST	BATTLEFIELD PKWY	Principal Arterial (Freeway)	4	U4F	None	Limited	200	Town			
207	LEESBURG BYP	15	BATTLEFIELD PKWY	N KING ST	Principal Arterial (Freeway)	4	U4F (T)	None	Limited	200	Town			
208	LENAH RD	600	BRADDOCK RD	TRAILHEAD DR	Minor Collector	2	R2 (T)	Shared	Local	70	Transition			
209	LIME KILN RD	733	SNICKERSVILLE TPKE	ROUTE 15	Minor Collector	2	R2 (T)	Shared	Local	Varies / Subject to DTCI Review	Rural			3
210	LOCKHART RD	789	PRENTICE DR	SHIELDS RD	Major Collector	4	U4M (SS)	Striped	Controlled	120	Urban		Boulevard	
211	LOUDOUN COUNTY PKWY	607	RIVERSIDE PKWY / GW BLVD	WAXPOOL RD	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Suburban	Yes		
212	LOUDOUN COUNTY PKWY	607	WAXPOOL RD	PRENTICE DR	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Suburban	Yes		
213	LOUDOUN COUNTY PKWY	607	PRENTICE DR	DULLES GREENWAY	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Urban	Yes	Multimodal Through Corridor	
214	LOUDOUN COUNTY PKWY	607	DULLES GREENWAY	RYAN RD	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	150	Urban	Yes	Multimodal Through Corridor	
215	LOUDOUN COUNTY PKWY	607	RYAN RD	OLD OX RD / ARCOLA BLVD	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	150	Suburban	Yes		
216	LOUDOUN COUNTY PKWY	606	OLD OX RD / ARCOLA BLVD	ROUTE 50	Principal Arterial (Freeway)	8	U8F (TT)	None	Limited	200	Suburban	Yes		
217	LOUDOUN COUNTY PKWY	606	ROUTE 50	TALL CEDARS PKWY	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Suburban	Yes		
218	LOUDOUN COUNTY PKWY	606	TALL CEDARS PKWY	BRADDOCK RD	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Suburban			
219	LOUDOUN COUNTY PKWY	606	BRADDOCK RD	DULLEY BRANCH BLVD	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Suburban			
220	LOUDOUN COUNTY PKWY	606	FOLEY BRANCH BLVD	FAIRFAX COUNTY LINE	Principal Arterial (Non-Freeway)	6	U6M (TT)	None	Controlled	120	Suburban			
221	LOUDOUN RESERVE DR	3101	EVERGREEN RIDGE DR	STUKELY DR	Minor Collector	2	U2 (SS)	Striped	Local	70	Suburban			
222	LOUDOUN RESERVE DR	3101	STUKELY DR	LADBROOK DR	Minor Collector	2	U2 (SS)	Striped	Local	70	Suburban			
223	LOUDOUN ST SW	TOWN	W MARKET ST	S KING ST	Refer to Town	TOWN	Refer to Town	Refer to Town	Refer to Town	Refer to Town	Town			
224	LOUDOUN ST SE	TOWN	S KING ST	E MARKET ST	Refer to Town	TOWN	Refer to Town	Refer to Town	Refer to Town	Refer to Town	Town			

Segment ID	Name	Route Number	North / West End (FROM)	South / East End (TO)	Functional Classification	Ultimate Travel Lanes	Ultimate Cross Section	On Street Bike Facilities	Ultimate Access Type	Right-of-Way Width (See Note 1) (Distance in Feet)	Policy Area	Transit Corridor	DRPT Type	Notes
225	LOUDOUN STATION DR	ND	SHELLHORN RD	ASHBURN METRO STATION	Major Collector	2	U4 (SS)	Shared	Local	70	Urban		Avenue	
226	LOUDOUN TECH DR	1795	ROUTE 7	RIDGETOP CIR	Neighborhood Collector	4	U4M (ST)	None	Controlled	120	Suburban	Yes		
227	LOVETTSVILLE RD	672	TOWN OF LOVETTSVILLE - ECL	ROUTE 15	Major Collector	2	R2 (T)	None	Local	Varies / Subject to DTCI Review	Rural			3
228	LOWES ISLAND BLVD	1652	WATERMARK PL	ALGONKIAN PKWY	Neighborhood Collector	4	U4M (SS)	Shared	Controlled	90	Suburban			
229	LOYALTY RD	665	TAYLORSTOWN RD	BROWNS LN	Minor Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural			2,3
230	LOYALTY RD	665	BROWNS LN	OLD WATERFORD RD	Minor Collector	2	R2	Shared	Local	Varies / Subject to DTCI Review	Rural			2,3



US Route 15/Bypass, not including section through Village of Lucketts (Montresor Road to Stumptown Road/ Lucketts Road)



US Route 15: 4-Lane Divided Shoulder Typical Section

Not to scale

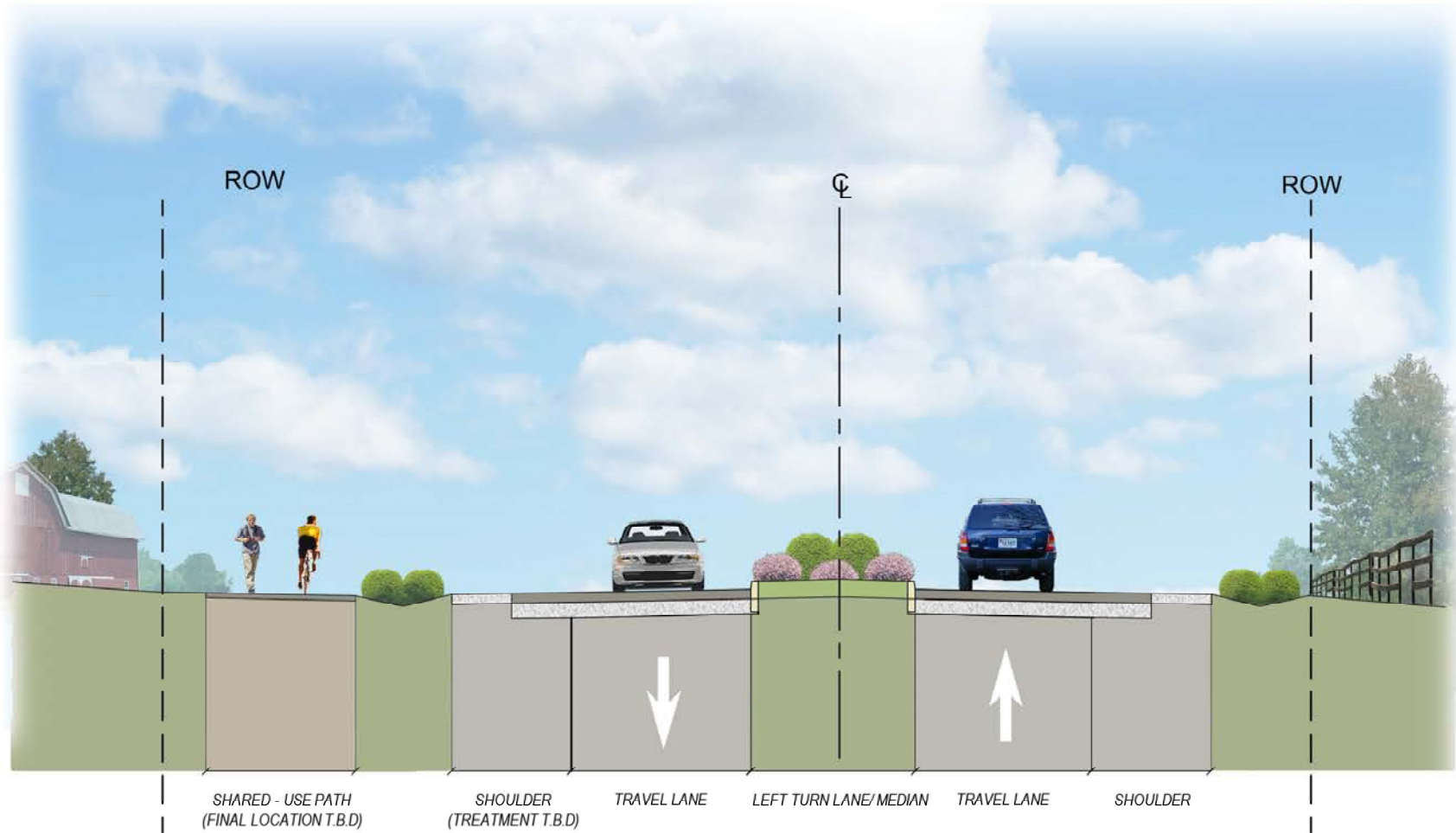
Route 15 Business (Village of Lucketts)



US Route 15: 2-Lane Undivided Curb and Gutter Typical Section

Not to scale

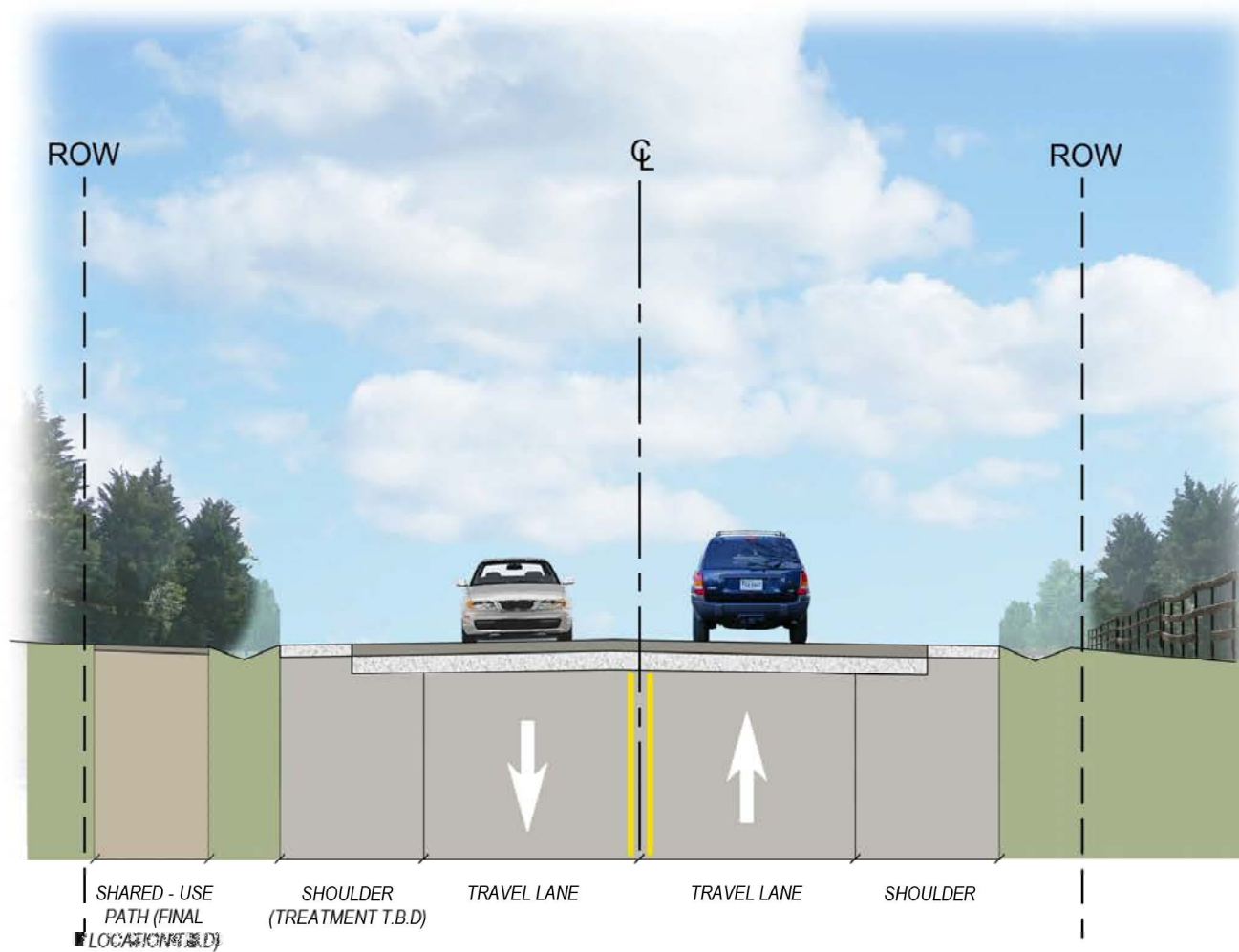
US Route 15/Bypass, not including section through Village of Lucketts (Stumptown Road/Lucketts Road to St. Clair Lane)



US Route 15: 2-Lane Divided Rural Shoulder Typical Section

Not to scale

US Route 15 (St. Clair Lane to Point of Rocks Bridge)

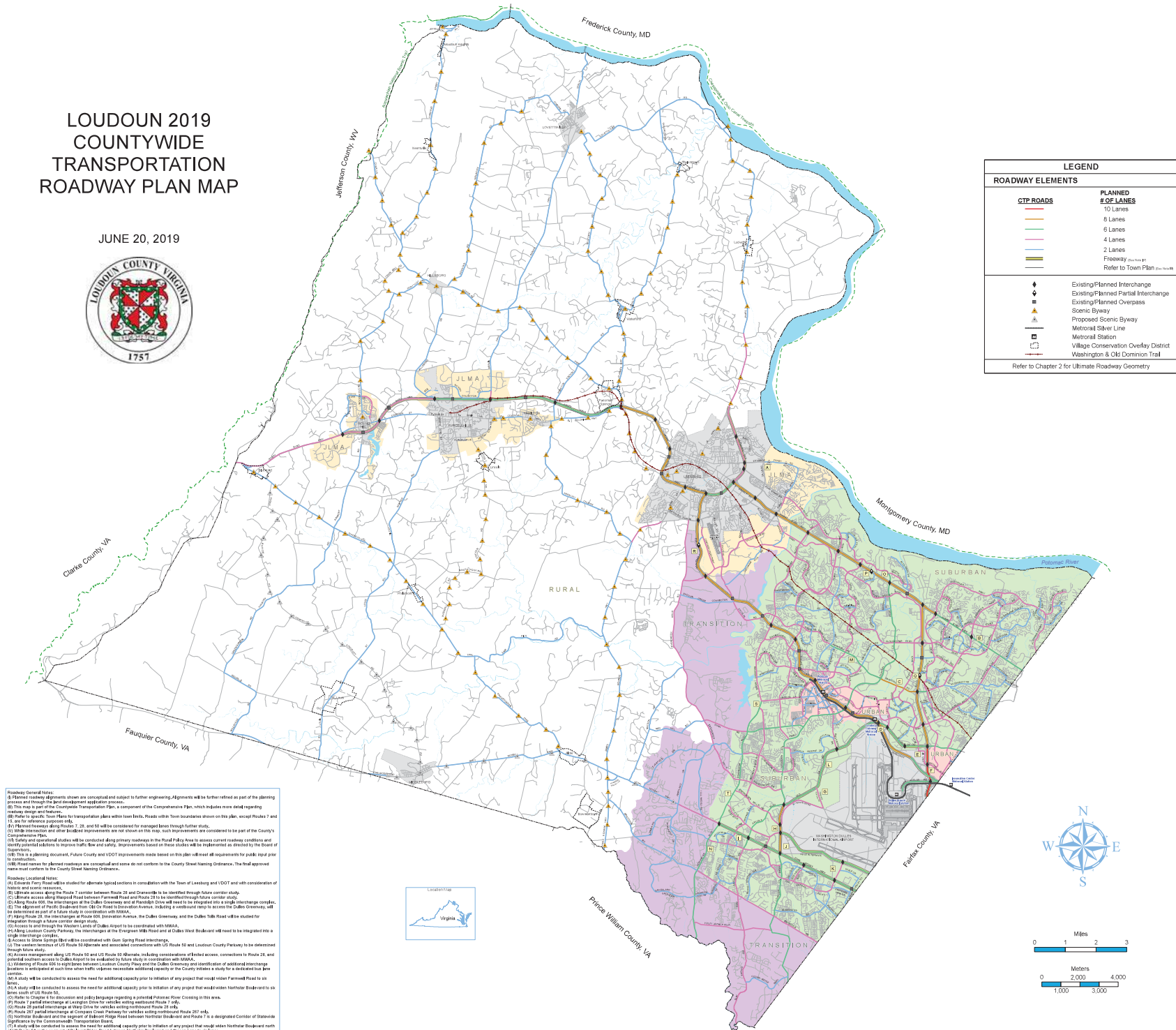


US Route 15: 2-Lane Undivided Rural Shoulder Typical Sections

Not to scale

LOUDOUN 2019 COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP

JUNE 20, 2019

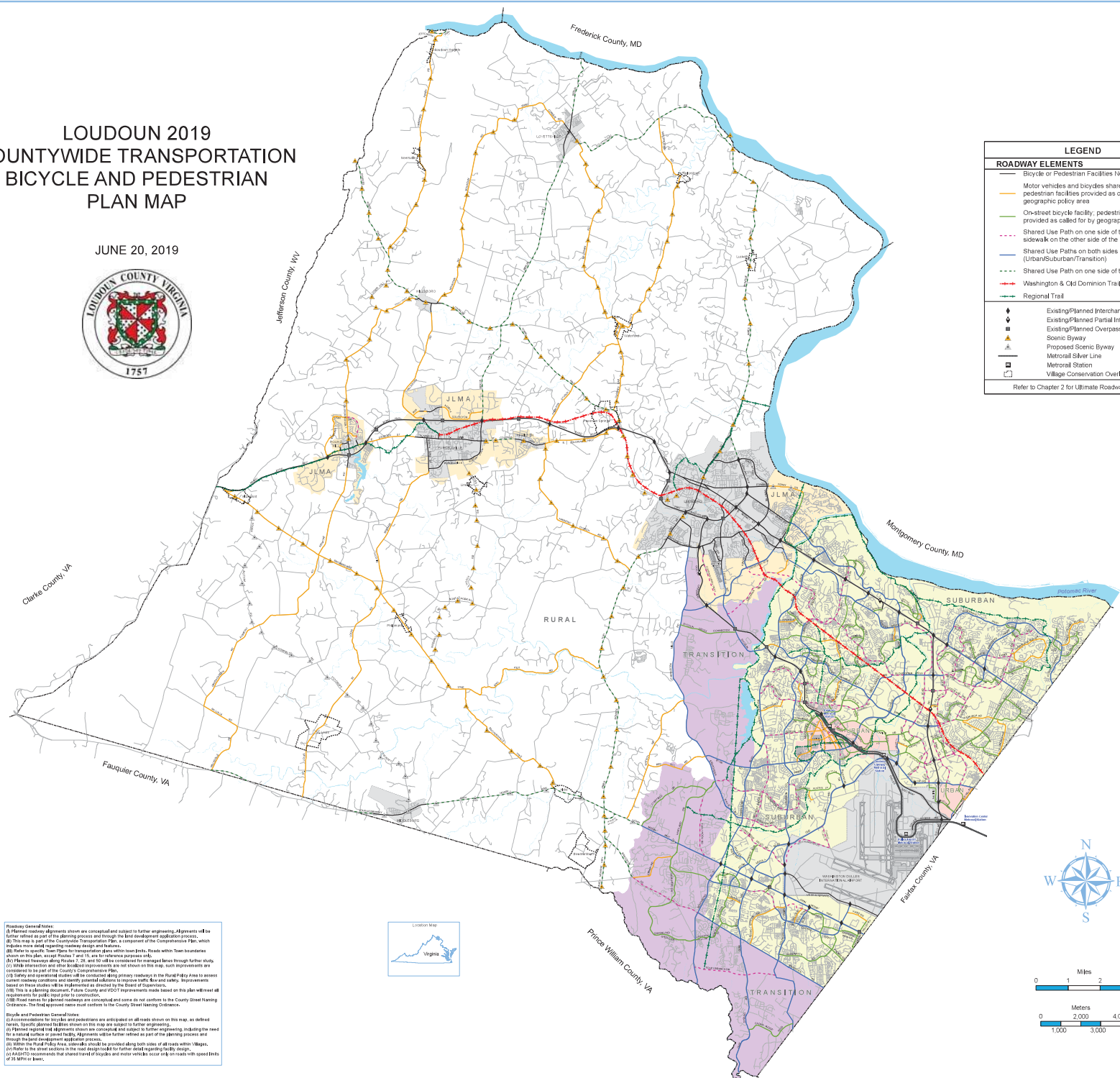










LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	PLANNED # OF LANES
—	10 Lanes
—	8 Lanes
—	6 Lanes
—	4 Lanes
—	2 Lanes
—	Freeway (See Item #1)
	Refer to Town Plan (See Item #8)
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metrorail Silver Line
	Metrorail Station
	Village Conservation Overlay District
	Washington & Old Dominion Trail
Refer to Chapter 2 for Ultimate Roadway Geometry	

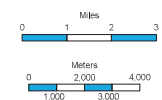
Roadway General Notes:
 (A) Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the final development application process.
 (B) This map is part of the Comprehensive Transportation Plan, a component of the Comprehensive Plan, which includes more detail regarding roadway design and future roadway improvements.
 (C) Refer to specific Town Plans for transportation plans within town limits. Roads within town boundaries shown on this plan, except Routes 7 and 15, are for reference purposes only.
 (D) Planned roadways along Routes 7, 28, and 50 will be considered for managed lanes through further study.
 (E) While intersection and other roadway improvements are not shown on this map, such improvements are considered to be part of the County's Comprehensive Plan.
 (F) Safety and operational studies will be conducted along primary roadways in the Rural Policy Area to assess current roadway conditions and identify potential solutions to improve traffic flow and safety. Improvements based on these studies will be implemented as decided by the Board of Supervisors.
 (G) This is a planning document. Future County and VDOT improvements based on this plan will meet all requirements for public input prior to construction.
 (H) Road names for planned roadways are conceptual and some do not conform to the County Street Naming Ordinance. The final approved name must conform to the County Street Naming Ordinance.

Roadway Location Notes:
 (A) Elmore Ferry Road will be studied for alternate alignment options in consultation with the Town of Leesburg and VDOT with consideration of historic and scenic resources.
 (B) Elmore access along the Route 7 corridor between Route 28 and Chantrelle will be identified through future corridor study.
 (C) Elmore access along the Route 7 corridor between Route 28 and Chantrelle will be identified through future corridor study.
 (D) Elmore access along the Route 7 corridor between Route 28 and Chantrelle will be identified through future corridor study.
 (E) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (F) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (G) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (H) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (I) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (J) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (K) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (L) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (M) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (N) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (O) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (P) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (Q) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (R) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (S) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (T) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (U) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (V) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (W) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (X) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (Y) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.
 (Z) The alignment of Route 28 will be studied for the need to be integrated into a single interchange complex.

JUNE 20, 2019



LEGEND	
ROADWAY ELEMENTS	
	Bicycle or Pedestrian Facilities Not Assigned
	Motor vehicles and bicycles share the travel lane, pedestrian facilities are provided as called for by geographic policy area
	On-street bicycle facility, pedestrian facilities provided as called for by geographic policy areas
---	Shared Use Path on one side of the road and sidewalk on the other side of the road
---	Shared Use Paths on both sides of the road (Urban/Suburban/Transition)
---	Shared Use Path on one side of the road (Rural)
---	Washington & Old Dominion Trail
	Regional Trail
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metrorail Silver Line
	Metrorail Station
	Volunteer Conservation Overlay District
Refer to Chapter 2 for Ultimate Roadway Geometry	

[illegible]

LOUDOUN 2019 COUNTYWIDE TRANSPORTATION ROADWAY PLAN FUNCTIONAL CLASSIFICATION MAP

JUNE 20, 2019



Roadway Classification:

(A) Planned roadway alignments shown are conceptual and subject to further engineering. Agreements will be further refined as part of the planning process and through the final development application process.

(B) This map is part of the Countywide Transportation Plan, a component of the Comprehensive Plan, which includes more detail regarding roadway design and features.

(C) Refer to specific Town/Plan for transportation plans within town limits. Roads within town boundaries shown on this plan, except Routes 7 and 28, are for reference purposes only.

(D) Major Interchanges along Routes 7, 28, and 267 are considered for managed lanes through future study.

(E) While intersection and other localized improvements are not shown on this map, such improvements are considered to be part of the County's Comprehensive Plan.

(F) Safety and operational studies will be conducted along primary roadways in the Rural Public Area to assess current roadway conditions and identify potential solutions to improve traffic flow and safety. Improvements based on these studies will be implemented as directed by the Board of Supervisors.

(G) This is a planning document. Future County and VDOT improvements made based on this plan will meet all requirements for public input prior to implementation.

(H) Road names for planned roadways are conceptual and some do not conform to the County Street Naming Ordinance. The final approved names must conform to the County Street Naming Ordinance.

Roadway Location Notes:

(A) Loudoun County Road 7 will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of adjacent and existing roadways.

(B) Rural areas along Route 7 corridor between Route 28 and Shenandoah will be identified through future corridor study.

(C) Loudoun County Road 28 will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT.

(D) Along Route 28, the interchange at Dulles Gateway and at Herndon Drive will need to be integrated into a single interchange complex.

(E) The alignment of Pacific Boulevard from Old Ox Road to Broadview Avenue, including a westbound ramp to access the Dulles Gateway, will be studied as part of a future study in coordination with WMATA.

(F) Along Route 28, the interchange at Route 28, Herndon Avenue, the Dulles Gateway, and the Dulles Toll Road will be studied for integration through a future corridor design study.

(G) Access to travel through the Western Lands of Cape May to be coordinated with WMATA.

(H) Along Loudoun County Parkway, the interchange at the Evergreen Mills Road and at Dulles Gateway will need to be integrated into a single interchange complex.

(I) Access to Stone Springs Rd will be coordinated with Dulles Gateway.

(J) The eastern terminus of US Route 50/Arden and associated connections with US Route 50 and Loudoun County Parkway to be determined through future study.

(K) Access management along US Route 50 and US Route 50/Arden, including considerations of future access, connections to Route 28, and potential future access to Dulles Gateway to be evaluated by future study in coordination with WMATA.

(L) Widening of Route 28 to eight lanes between Loudoun County Parkway and the Dulles Gateway and identification of additional interchanges. Location is anticipated at such time when traffic volume necessitates additional capacity in the County either in a study for a dedicated bus lane corridor.

(M) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Herndon Boulevard to six lanes.

(N) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Herndon Boulevard to six lanes south of US Route 50.

(O) Refer to Chapter 7 for discussion and policy language regarding a potential Potomac River Crossing in this area.

(P) Phase 2 panel interchange at Airport Drive for vehicle entry/exit/through Route 7 only.

(Q) Phase 2 panel interchange at Airport Drive for vehicle entry/exit/through Route 28 only.

(R) Phase 2 panel interchange at Airport Drive for vehicle entry/exit/through Route 28 only.

(S) Further study and design of Airport Drive interchange between Herndon Boulevard and Route 7 is a designated Corridor of Strategic Importance to the Commonwealth Transportation Board.

(T) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Herndon Boulevard south of US Route 50 or the segment of Airport Drive between Herndon Boulevard and Crofton Lane to six lanes.



LEGEND

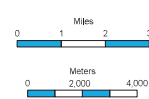
Loudoun 2040 CTP Facilities

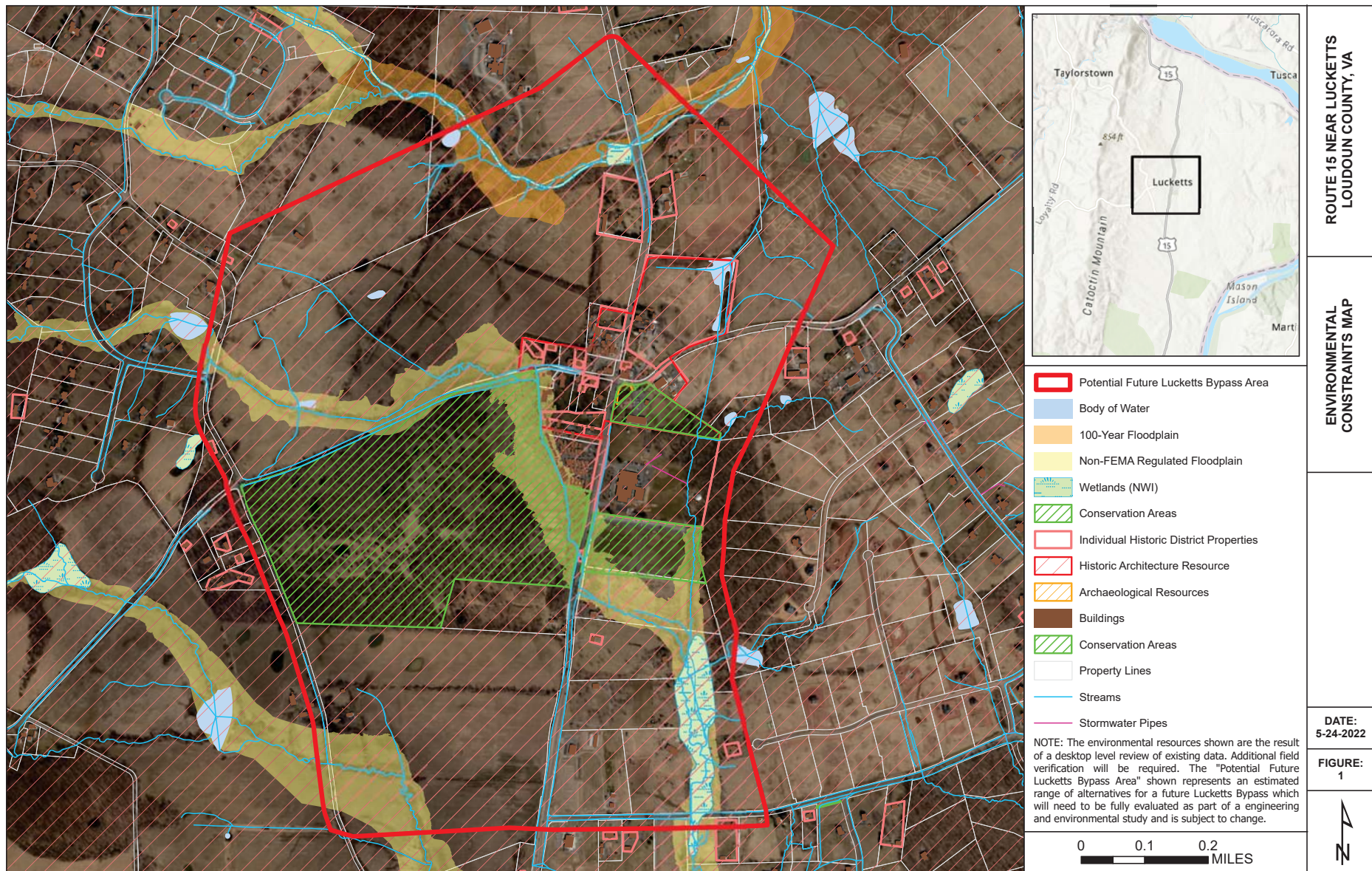
Functional Classification

- Principal Arterial (Freeway)
- Principal Arterial (Non-Freeway / Other)
- Minor Arterial
- Major Collector
- Minor Collector
- Neighborhood Collector
- Roads within a Town
- Local Roads

Other Roadway Elements

- Existing/Planned Interchange
- Existing/Planned Partial Interchange
- Existing/Planned Overpass
- Scenic Byway
- Proposed Scenic Byway
- Metrorail Silver Line
- Metrorail Station
- Village Conservation Overlay District
- Washington & Old Dominion Trail





Attachment 5

Route 15 Lucketts Bypass Considerations

Considerations	Western Area	Eastern Area
NEPA Related Issues		
Natural Resources		
T&E Species		
Presence of wildlife refuges and management areas	Black Oak Wildlife Sanctuary is located within western area	No known wildlife refuges and/or management areas identified
Presence of threatened and endangered species	Two confirmed occurrences of state-listed threatened species were identified, including the wood turtle (Glyptemys insculpta) and the loggerhead shrike (Lanius ludovicianus). The northern long-eared bat is also listed as a federally threatened species which has the potential to occur in this area. Further coordination with DWR and USFWS will be required to determine potential impacts to these species.	Two confirmed occurrences of state-listed threatened species were identified, including the wood turtle (Glyptemys insculpta) and the loggerhead shrike (Lanius ludovicianus). The northern long-eared bat is also listed as a federally threatened species which has the potential to occur in this area. Further coordination with DWR and USFWS will be required to determine potential impacts to these species.
Presence of critical habitat	A site specific critical habitat assessment is required to establish presence of critical habitat	A site specific critical habitat assessment is required to establish presence of critical habitat
Water Resources		
Wetlands/Waters of the U.S.	Loudoun County GIS indicates presence of streams, ditches, bodies of water, and wetlands within the western area, approximately: 27,000 linear feet of streams and ditches 2 bodies of water (<0.5 acres acres) 1.5 acres of wetlands	Loudoun County GIS indicates presence of streams, ditches, bodies of water, and wetlands within the western area, approximately: 22,000 linear feet of streams and ditches 4 bodies of water (2 acres) 7.5 acres of wetlands
Floodplains	Loudoun County GIS indicates presence of major (approx. 11 acres) and minor floodplain (approx 50 acres) within western area associated with tributary to Limestone Branch and Clarks Run	Loudoun County GIS indicates presence of major (approx. 0.5 acres) and minor floodplain (approx 22 acres) within western area associated with tributary to Limestone Branch and Clarks Run
Resource Protection Area	Present	Present
Water Quality		
Aquatic biota	A site-specific critical habitat assessment is required to establish presence of critical habitat	A site specific critical habitat assessment is required to establish presence of critical habitat
Presence of impaired waters	No known impaired waters are located within western area	No known impaired waters are located within eastern area
Public water supplies	A site-specific analysis of the presence of wells and septic fields will be required within western area	A site specific analysis of the presence of wells and septic fields will be required within eastern area
Trout waters	None anticipated	None anticipated
Noise		
Noise	A project specific noise study would be required during the NEPA phase. Multiple noise receptors are located within the western area.	A project specific noise study would be required during the NEPA phase. Multiple noise receptors are located within the eastern area, including some which may be deemed sensitive.
Air Quality		
Air quality	A project specific air quality impacts study would be required during the NEPA phase.	A project specific air quality impacts study would be required during the NEPA phase.
Cultural Resources		
Historic Resources	Catoctin Rural Historic District; Lucketts Historic District; Lee Lynn Farm/Merrifield-Spencer House/Merryville Farm (Historic) 14 individual properties within District	Catoctin Rural Historic District; Lucketts Historic District; Lucketts Community Center/Lucketts School 10 individual properties within District
Archaeological Resources	None determined to be eligible for NRHP	One site potentially eligible for NRHP

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3. The corridors shown on the attached map and listed in the right-most three columns represent only three potential corridors which could be evaluated as potential alignments for a Lucketts Bypass. These corridors are not exhaustive of all alternatives that could be evaluated and have not been studied in detail for engineering feasibility. Each corridor assumes a 200-foot wide area for illustration purposes only. An in-depth engineering and NEPA study would be required to evaluate all potential alternatives and to apply avoidance and minimization measures.

Route 15 Lucketts Bypass Considerations

Considerations	Western Area	Eastern Area
Socioeconomic and Land Use		
Farmland	No agricultural districts identified, some private farmland present, approximately 75 forested acres	No agricultural districts identified, some private farmland present, approximately 35 forested acres
Environmental justice	A study to identify potential EJ populations would be required during the NEPA phase. A mobile home park was identified in the western area, which may be an indicator of low-income populations.	A study to identify potential EJ populations would be required during the NEPA phase.
Parks, Recreations Resources and Open Spaces	One conservation easement totaling approximately 89 acres	Lucketts Park and Lucketts Community Center totaling 15.5 acres
Community Resources	The western area contains a mobile home park, some small businesses, and a place of worship.	Lucketts Park and Lucketts Community Center totaling 15.5 acres. Additionally the eastern area contains the local fire department, Elementary School, and some small businesses.An eastern alignment could potentially separate the downtown Lucketts area from adjacent residential developments to the east.
Economic	A few small businesses are contained within the western area.	An eastern alignment could potentially separate the downtown Lucketts business area from adjacent residential developments to the east. A few small businesses are contained within the eastern area.
Land use	Contains 32 parcels totaling approximately 350 acres and around 160 structures. The western area contains an option to use more existing roadway facilities as compared to a completely new location roadway.	Contains 37 parcels totaling approximately 170 acres and around 80 structures
Traffic		
Traffic (based on modeling of alternatives)	Formal modeling of the proposed alignment and intersections would be required to identify potential impacts to traffic.	Formal modeling of the proposed alignment and intersections would be required to identify potential impacts to traffic.
Right-of-Way		
Property	Contains 32 parcels totaling approximately 350 acres and around 160 structures.	Contains 37 parcels totaling approximately 170 acres and around 80 structures
Utility	Utility location surveys will need to be conducted during the study phase of this project.	5 stormwater pipes were identified on Loudoun County GIS in the eastern area. Utility location surveys will need to be conducted during the study phase of this project.
Public Opinion		
Public Opinion	Public concerns were raised regarding potential impacts to the wildlife refuge and protected species. In depth public engagement activities would need to be held during the NEPA phase of this project.	Public concerns are likely to be raised due to potential impacts to the community center, Lucketts Community Park, Elementary School, and neighborhood properties. In depth public engagement activities would need to be held during the NEPA phase of this project.

Considerations	Western Area	Eastern Area
Loudoun County Policy Issues		
Loudoun County 2019 General Plan Chapter 2 - Land Use		
Rural Historic Villages		
RHV Policy 1. Development and uses in Rural Historic Villages must be compatible with the historic development pattern, community character, visual identity, intensity, and scale of the individual villages.	TBD	TBD
Strategy 1.1. Encourage the retention and development of a variety of compatible residential, commercial, and community uses that enhance the attractiveness and vitality of the Rural Historic Villages	TBD	TBD
Strategy 1.2: Preserve the character of the villages and their historic structures and sites through the rehabilitation and adaptive reuse of existing buildings.	TBD	TBD
Strategy 1.3. Limited increases in residential densities within the Rural Historic Villages may be considered through legislative approval processes when the design of the project reinforces the character, development pattern, and identity of the village. Conventional, suburban forms of development are not appropriate in or contiguous to Rural Historic Villages.	TBD	TBD
Strategy 1.4. Business and commercial uses in the Rural Historic Villages should be 1) small scale, 2) compatible with existing development patterns, 3) generate limited vehicular traffic, and 4) meet local community needs or support rural tourism.	TBD	TBD

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Route 15 Lucketts Bypass Considerations

Considerations	Western Area	Eastern Area
Loudoun County 2019 General Plan Chapter 3 - Natural, Environmental and Heritage Resources		
Natural, Environmental, and Heritage Resources		
NEHR Policy 1: Provide protection for natural, environmental, and heritage resources	TBD	TBD
Strategy 1.1. Support mechanisms to further the goals of conservation, preservation, restoration, recapture, and education to protect the health, safety, and welfare of Loudoun residents.	TBD	TBD
Strategy 1.2. Promote private, state, and federal conservation programs and their allocated resources to advance conservation programs within the County through public and private means such as grants, voluntary easements, and dedications	TBD	TBD
Strategy 1.3. Act as a leader and educator in environmental design to achieve and sustain a high-quality built environment	TBD	TBD
Strategy 1.4. Link natural, environmental, and heritage resources to create opportunities for open space corridors for the enjoyment of current and future generations	TBD	TBD
River and Stream Corridor Resources		
RSCR Policy 2: The County will protect natural ecosystems, restore water quality, serve Loudoun’s population, and support the built environment through healthy surface and groundwater resources.	TBD	TBD
Strategy 2.1. Establish and maintain a healthy river and stream corridor ecosystem that meets desired water quality standards, protecting from the damages of soil erosion and flooding while promoting biological diversity	TBD	TBD
Strategy 2.2. Establish River and Stream Corridor Resource (RSCR) buffers to promote river and stream health (streambank/streambed stability, temperature moderation, nutrient removal, sediment removal, flood control, and aquatic food and habitat).	TBD	TBD
Strategy 2.3 Protect and improve stream quality and watershed health by decreasing the amount of stormwater runoff and pollutants from reaching local waters.	TBD	TBD
Strategy 2.4. Protect and enhance impaired streams and their tributaries to improve water quality and provide ecological benefits while also providing opportunities for passive recreation.	TBD	TBD
Strategy 2.5. Protect rivers and public drinking water reservoirs to ensure a clean, safe, and adequate supply of drinking water	TBD	TBD
Strategy 2.6. Preserve and protect groundwater quantity and quality.	TBD	TBD
Soils and Geologic Resources		
SGR Policy 3: Preserve and protect the County’s soils, unique geologic characteristics, farmland, steep slopes, mountainsides, and ridgelines recognizing their sensitivity to land disturbance and development as well as their contribution to healthy ecosystems and the quality of life valued by residents and visitors.	TBD	TBD
Strategy 3.1. Protect limestone geology areas susceptible to sinkholes, cavity collapse, ground slippage, pollution, and other hazards.	TBD	TBD
Strategy 3.2. Preserve and protect prime farmland and agricultural soils, recognizing their importance to the overall economic health of the rural economy.	TBD	TBD
Strategy 3.3. Protect steep slopes, ridgelines, and mountainside areas against destabilization, erosion, building and/or road failure, downstream flooding, and other hazards and to maintain the scenic and rural nature of these areas.	TBD	TBD
Forests, Trees, and Vegetation		
FTV Policy 4: Preserve, protect, and manage Loudoun County’s forests and trees for current and future use and enjoyment, recognizing these resources provide many benefits, such as improving air and water quality; offering important habitat for birds, small mammals and other wildlife; providing buffers between communities; conserving energy; reducing wind speed and redirecting airflow; and reducing stormwater runoff and soil erosion.	TBD	TBD
Strategy 4.1. Preserve, protect, and manage forest resources for their economic and environmental benefits.	TBD	TBD
Strategy 4.2. Promote tree planting and preservation to reduce the heat island effect, manage stormwater run-off, and improve water quality, air quality, and wildlife habitat	TBD	TBD
Historic, Archaeologic, and Scenic Resources		
HASR Policy 5: Loudoun County’s distinctive cultural landscapes encompass scenic and heritage resources, including Scenic Rivers and Byways, historic buildings, archaeological sites, battlefields, and historic cemeteries. These resources are foundational elements of the County’s changing landscape that together tell the story of the formation and settlement of the County. The County will protect and enhance these resources, recognizing them as relevant, character-defining elements of both the natural and built environments	TBD	TBD
Strategy 5.1. Preserve cultural and scenic character through conservation and preservation of designated heritage areas, battlefields, cemeteries, scenic corridors, Scenic Rivers, the Potomac River, significant geological features, archaeological sites, historic structures and their settings. Convey the benefit of these resources to the public through public education in collaboration with private landowners and preservation organizations.	TBD	TBD
Natural Heritage Resources		
NHR Policy 6: Preserve, protect, and create a network of privately and publicly protected open space, favoring large contiguous areas rather than smaller disconnected areas; maintaining natural, environmental, and heritage resource assets; preventing habitat fragmentation; and reinforcing the unique character of the diverse communities in the County.	TBD	TBD
Strategy 6.1. Conserve and protect natural heritage resources including rare, threatened, and endangered plant and animal species; species of greatest concern; exemplary natural communities, habitats, and ecosystems; and other natural features of the County.	TBD	TBD
Strategy 6.2. Conserve and protect wildlife habitats, wildlife travel corridors, and access to streams and water sources through the preservation of natural resources such as native vegetation, forest cover, woodlands, floodplains, streams and stream corridors, wetlands, and undeveloped areas associated with steep slopes.	TBD	TBD

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Route 15 Lucketts Bypass Considerations

Considerations	Western Area	Eastern Area
Complementary Elements		
CE Policy 7: The County promotes healthy air and low levels of noise and light pollution as essential elements for current and future residents	TBD	TBD
Strategy 7.1. Preserve and protect air quality.	TBD	TBD
Strategy 7.2. Protect noise-sensitive uses	TBD	TBD
Strategy 7.3. Prevent light pollution.	TBD	TBD
Sustainability		
SUS Policy 8: Promote sustainability efforts throughout the County.	TBD	TBD
Strategy 8.1. Support sustainability practices within the Loudoun County Government.	TBD	TBD
Strategy 8.2. Support energy efficient practices for all in Loudoun County.	TBD	TBD
Strategy 8.3. Support sustainable economic practices within Loudoun County to strengthen economic growth and innovation.	TBD	TBD
SUS Policy 9: Encourage sustainable development practices, including long-term water conservation, green building principles, sustainable site design, renewable energy, preservation and adaptive re-use of historic structures, and integrated energy management planning	TBD	TBD
Strategy 9.2. Promote the use of salvaged, recycled, or locally produced materials whenever possible.	TBD	TBD
Strategy 9.3. Evaluate the establishment of Eco-districts within the County.	TBD	TBD
Strategy 9.4. Promote green building standards and green building.	TBD	TBD
Strategy 9.5. Support renewable energy.	TBD	TBD
Loudoun County 2019 Countywide Transportation Plan Chapter 3 - The Built Environment - Transportation and Land Use		
Rural Roads Policies		
3-4.6 Intent Transportation road improvements in the Rural Policy Area will be focused on the safety of all users and will be designed to protect the rural character of the road network. Such improvements will be consistent with the Roadway Design Toolkit	TBD	TBD
3-4.7 Traffic Calming Traffic calming measures will be incorporated into road projects in the Rural Policy Area to improve safety, with particular focus on Towns, Villages, and other historic areas. Improvements to roads in or adjacent to existing Villages will incorporate site specific design solutions to preserve the existing aesthetic and character	TBD	TBD
3-4.8 Improvements All transportation improvements made within the Rural Policy Area will be designed to a rural standard, including use of shoulder and ditch sections, native plantings, and provision of turn lanes only where warranted and needed for safety and maintenance of traffic operations.	TBD	TBD
3-4.9 Roadway Districts The County will seek to protect the historic and scenic qualities of roads within the Rural Policy Area through the designations of Historic Roadway Districts, Virginia Scenic Byways, and Historic Access Corridors.	TBD	TBD
3-4.10 Necessary Improvements The County will seek to make only essential safety improvements on unpaved rural roads based on volumes, the nature of the road users (local vs. regional traffic), and crash data	TBD	TBD
3-4.11 Preservation The County will coordinate with VDOT on review of planned road improvement plans for rural roads so that the County can limit potential negative impacts on rural character, including features such as: • Tree canopy • Stone walls and fences Page 3-29 • Hedgerows • Historic and Agricultural Structures • Significant View Sheds • Limestone / Karst topography	TBD	TBD
3-4.12 Low-Impact Improvements The County supports maintaining the unpaved roads as feasible. In cases where unpaved roads must be paved, the VDOT Pave-in-Place and Rural Rustic Road programs will be used to the maximum extent possible. The County will work with VDOT to expand opportunities and refine application of these standards through legislation.	TBD	TBD
3-4.13 Unpaved Roads The County's commitment to maintain unpaved rural roads is a de facto recognition of the traffic calming effect of these roads on local traffic. Other traffic calming measures along rural roads will be designed with considerations of rural context and character	TBD	TBD
3-4.14 Roundabouts Roundabouts should be considered as an alternative to traffic signals and stop controls in the Rural Policy Area.	TBD	TBD
Loudoun County 2019 Countywide Transportation Plan Chapter 7 - Environmental and Heritage Resources		
Air Quality Policies		
7-1.1 Clean Air Attainment The County will participate in the regional Clean Air Act Attainment Plan air quality conformity evaluation process.	TBD	TBD
7-1.2 National Environmental Policy Act All transportation planning will comply with the Federal Clean Air Act Amendments of 1990 through support of the State Implementation Plan (SIP)	TBD	TBD
7-1.3 Reducing Trips The County will implement land use policies that will reduce vehicular trips and vehicle miles traveled to achieve the air quality standards required by the federal, state or county government, whichever are the most stringent. Such land use measures may promote pedestrian facilities, bicycle use, ridesharing, mass-transit options, and mixed-use communities.	TBD	TBD
7-1.4 Electric Vehicle Charging Stations The County encourages the use and installation of electric vehicle charging stations at County owned facilities and County park and ride lots. Electric vehicle charging stations are encouraged to be installed at private parking lots.	TBD	TBD

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Route 15 Lucketts Bypass Considerations

Considerations	Western Area	Eastern Area
Water Quality Policies		
7-2.1 Road Crossing Locations Road crossings of the river and stream corridor resources will avoid or, when avoidance is not feasible, minimize and mitigate disturbances within floodplains and steep slopes. Road crossings will be constructed generally perpendicular to the flow of the drainage way to minimize impacts. Road alignments designed to extend within and parallel to the floodplain will be avoided.	TBD	TBD
7-2.2 Stream Maintenance Road crossings will avoid, minimize, and compensate for filling of jurisdictional waters and wetlands in a manner consistent with requirements of the United States Army Corps of Engineers and the Virginia Department of Environmental Quality. A natural stream channel will be maintained beneath road crossings to minimize impacts on stream flow and habitat. The County supports the mitigation of stream and wetland impacts and the creation of stream and wetland mitigation banks to improve water quality within Loudoun County.	TBD	TBD
7-2.3 Riparian Buffers Forested riparian buffers are a crucial component of environmental planning. Road crossings will avoid disturbance of forested riparian buffers. Where this is not feasible, road crossing projects will include reforestation to compensate for lost forest habitat	TBD	TBD
7-2.4 Limestone Road projects proposed in areas underlain by limestone / karst features will seek to avoid sensitive environmental features	TBD	TBD
Noise Policies		
7-3.1 Land Development All proposals for residential, institutional, or other noise sensitive uses adjacent to existing or proposed arterial and major collector roads will complete a study of predicted traffic noise to ensure that forecasted noise levels fall within acceptable levels, or can be abated to meet County standards	TBD	TBD
7-3.2 Noise Studies Roadway noise studies will use the most recent version of the Federal Highway Administration’s Highway Traffic Noise Prediction Model (FHWA-RD-77-108, as amended), or other industry-accepted highway noise model. Studies will use a design year no less than 10 years after the road corridor is anticipated to be completed to its ultimate condition and open to traffic, with considerations for planned design speed, pavement type, future topography, and lane configurations. Forecasted traffic volume projections will be provided by the County upon request	TBD	TBD
7-3.3 Noise Abatement Criteria A noise level is considered to approach the noise abatement criteria when it is 1 dBA less than the noise abatement criteria for a defined use. A noise level is considered to substantially exceed existing noise levels when noise levels increase by 10 dBA or more. Hourly A-Weighted Sound Levels in Decibels (dBA) will demonstrate future noise levels at, or below the following levels:	TBD	TBD
7-3.4 Noise Reduction Noise abatement will provide at least a 5dBA reduction in highway traffic noise levels in order to provide noticeable and effective attenuation and will be in place prior to the issuance of occupancy permits for any impacted structures	TBD	TBD
7-3.5 Noise Abatement Types Structural noise abatement measures, such as concrete walls, shall not be used unless required noise reductions cannot be reached by other means. Passive noise abatement measures are preferred including adequate setbacks, earthen berms, wooden fences, and dense tree vegetation. When used, noise walls will include design elements such as articulated walls and gradual descents that blend with natural features in the landscape. Walls should be supplemented with appropriate landscaping and reflect the character of the surrounding natural environment	TBD	TBD
7-3.6 Responsibility Construction and maintenance costs associated with noise abatement measures needed for land development activities will be borne by the associated development(s).	TBD	TBD
Heritage Resource Policies		
7-4.1 Preservation and Protection The County supports heritage resource and archeological studies for transportation project and will implement measures to protect cultural, historic and archaeological sites which are affected by state-funded road improvement projects and supports archeological studies for state-funded improvements, including use of Section 106 and 4F processes when required	TBD	TBD
7-4.2 National Scenic Byways The County supports The Journey Through Hallowed Ground National Scenic Byway designation of US Route 15 and will incorporate the National Scenic Byway guidelines to ensure that improvements are constructed to meet these standards, as applicable. The County will coordinate with VDOT on road improvement plans along this corridor.	TBD	TBD
7-4.3 Virginia Byways The County will work with the state to recommend and implement Virginia Scenic Byway designations along roads of significant aesthetic or historical value. The County will coordinate with VDOT on road improvement plans along these corridors.	TBD	TBD
7-4.4 Designation of Corridors and Districts The County will identify, define, and designate Historic Roadway Districts, and Historic Access Corridor Districts beneficial to preserving the rural and community character of the County. The creation of Historic Roadway Districts and Historic Access Corridors will be a community-driven process to include relevant Advisory Boards, Commissions, and Committees.	TBD	TBD
7-4.9 Historic Towns and Villages In addition to those noted in the above policies, the County will seek opportunities to enhance and protect historic landmarks and buildings within the incorporated Towns and designated Villages	TBD	TBD

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