

Route 15 North – Montessor to Maryland State Line Proposed Comprehensive Plan Amendment (CPAM)
CPAM Comments Received 7.1.2021 through 9.28.2021

No	Name	Questions / Comments	DTCI Responses
1	David Goodrum	How much is this projected to cost? Looking at the FY22 Budget documents, it looks like \$134M, but I keep hearing people say \$400M	According to the Adopted <u>FY 2022 Budget</u> , which the Board <u>approved on April 6, 2021</u> , the Route 15 north project was broken into four segment to deliver incremental improvements more effectively. The funding approved by the Board for those segments was unchanged; the total is \$134,481,000. Phase 1 is the design & construction of a roundabout at Rt 15/Spinks Ferry Road and realigned Newvalley Church Road. Phase 2 is for design/construction of a traffic signal at Route 15/Lovettsville Road. Phase 3 is a 4 lane median divided bypass around Lucketts, with roundabout at Stumptown Road/Lucketts Road and 2 lane median divided road north of Stumptown Road/Lucketts Road. Phase 4 is the design only of the roadway improvements north of Montessor Road not including Phases 1-3. An updated estimate, including a construction estimate, is currently being prepared and will be available as part of the next update to the County’s Capital Improvement Program (FY23-FY28 CIP).
2	David Goodrum	Does this amendment allow four laning all the way to the bridge? Or is it just to Lucketts, but allows widening to the bridge to allow emergency pull of shoulders, etc.	The CTP amendment only reflects the widening of Route 15 from 2 to 4 lanes south of Lucketts Road / Stumptown Road, where the road will be realigned around the village. The road would transition to a 2 lane median divided section north of Lucketts Road / Stumptown Road to St. Clair Lane. From St Clair Lane north to the Point of Rocks Bridge, the existing two lane undivided section would be upgraded to comply with VDOT’s current Road Design Manual (2 lanes undivided with shoulders).
3	Chris Holt	Maryland and Pennsylvania commuters far outnumber the Virginian residents who use this section of route 15. Instead of ruining the scenery, destroying farmland and inviting yet more traffic into this rural area, has the board considered placing a toll on the road at the state line which could serve	The Point of Rocks bridge was constructed pursuant to a agreement between Loudoun County, the Virginia Department of Transportation (VDOT) and the state of Maryland. The agreement allowed for the collection of tolls to retire the debt until such time that the debt was retired. The bridge debt is retired.

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		as a major county income booster, safety checkpoint and likely reduce traffic?	
4	Gem Bingol	As you plan road improvements through the village of Lucketts, will the county include a comprehensive land use and transportation community planning effort? The residents and businesses of Lucketts will be directly affected by changes in road width and medians along the road and these may well combine with village zoning to bring unwelcome redevelopment interests and also negatively impact affordable housing in the village center. This 1 hr session is inadequate to meet the community's needs.	A separate land use and small area planning effort is not included within the specific scope of this CPAM process. However, DTIC understands the important links between transportation and land use planning and will work with the Board of Supervisors, the Planning Commissioners, and the relevant county departments for discussions on this matter.
5	Anthony Pego	Specific intersection choices that have been set in the design do not have any study data to support them. I want to know why they are being specified.	<p>The intersection improvements that are shown on the proposed improvement concepts on Route 15 North were based on several factors that were identified during the Route 15 Safety and Operational Study including current traffic volumes and turning movement counts, crash history, future forecasted traffic volumes and associated level of service and queueing, and public preference.</p> <p>When the improvement concepts were endorsed for future planning and implementation by the Board of Supervisors on July 18, 2019, their action resulted in the conceptual improvements identified by the study being added to the County's capital improvement program for funding and implementation.</p> <p>The recent Transportation Summit that was held on June 29, 2021 included an item titled Transportation Project Development Process which describes the right-of-way acquisition process, which begins on page 7. It also identified the following issue:</p> <p><i>Differences between Study and Design</i> – Over the last few years, DTIC has conducted multiple planning studies to help identify the specific transportation and safety needs along particular corridors, within specific neighborhoods and streets, or at individual</p>

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			<p>intersections. These studies often include public presentation and encourage public feedback. Examples of corridors, neighborhoods, and intersections studied by DTIC or currently being studied are Route 9, Route 15, Evergreen Mills Road, Arcola Mills Drive, Waterford, Dulles Farms, Waxpool Road intersections, and Route 7 intersections.</p> <p>Upon completion, the planning study recommendations and reports often include graphic renderings of proposed improvements. Although these renderings are based on basic engineering principles, they are only concept plans and not engineered designs. They are very helpful in refining a project's scope, but still require engineering design before a concept can be advanced to construction. The engineering design process takes the concepts and translates them into specific drawings and specifications that a contractor utilizes to construct the improvements. Although a concept drawing can show the proposed alignment of a transportation project, it does not include the vertical profile of the improvements, the location and type of drainage structures, structural details for traffic signals, retaining walls, culverts, or bridges, and many other details. The process to conduct the engineering design is complex, requires multiple steps, and must integrate elements such as right-of-way acquisition, and utility relocation. DTIC has encountered confusion among the public who think the planning study concept plans are engineered plans and assume a project is ready for construction after completion of a study. Except for the simplest projects, multiple years are required to go from planning study completion to design completion.</p> <p>Because many years pass between the completion of a study and the initiation of design for a road project, updated traffic studies are conducted during the design of project. Those studies will be submitted to the Virginia Department of Transportation to review</p>

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			<p>and approve the specific intersection control, such as traffic signal or roundabout.</p> <p>Regarding the extent of the 4-laning, the recommendation in the Route 15 north study reflected the minimum recommended widening. When the study was presented to the Board in July 2019, some of the Board members expressed a desire to extend the widening to the Point of Rocks bridge, but the Board ultimately endorsed the improvements depicted on Concept B which widens Route 15 to the bypass and depicts a 4-lane section of the bypass to Stumptown Road.</p> <p>Since the Board’s action on the Route 15 Safety and Operational Study (Whites Ferry Road to the Maryland State Line) did not amend the Countywide Transportation Plan (CTP), which is part of the County’s Comprehensive Plan, we are currently processing a Comprehensive Plan Amendment for the widening of Route 15 to revise the CTP to align it with the Board’s direction.</p> <p>Specific intersection types (stop controls, signal controls and or roundabouts) will be assessed during final design and ultimately be subject to VDOT approval.</p>
6	Mary Gustafson	If 75% of the traffic on this section of road is out of state traffic why is Loudoun County paying for this misguided plan to make Rt 15 and interstate expressway that solves 0 problems?	Residents of Loudoun County are impacted by safety and operational issues on Route 15. CIP funding decisions, including funding of any segments of this project, are adopted by the Board of Supervisors.
7	Peter Gustafson	Nonsense/Why does Loudoun insist on a destructive plan to waste millions of our tax dollars that will limit local access, will NOT increase safety and reduce congestion.	Comment noted. CIP funding decisions, including funding of any segments of this project, are adopted by the Board of Supervisors. Median divided roadways would increase safety by reducing the likelihood of head-on collisions and opposite direction sideswipe crashes. Medians are beneficial because they minimize headlight glare and provide a recovery area for out of control vehicles. First responders will benefit from these improvements because the

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			widened roadway and upgraded shoulders will provide adequate area for their apparatus to pass traffic.
8	David Craighead	<p>Hello,</p> <p>I'm writing to support the expansion and safety improvements being considered in widening Route 15 north of Leesburg to the Maryland state line. This part of Route 15 is the main access road for my family. This needed to be done years ago and we would appreciate expediting it to the extent possible.</p> <p>Thanks, David Craighead</p>	Comment noted.
9	Peter McKenna	The ferry is closed and business is returning to normal. The backup caused by the light at Raspberry Dr is already disgraceful. Put in a roundabout so traffic can continue to flow unheaded.	Comment noted. The intersection of US 15 at Whites Ferry Road / Raspberry Drive is not part of the limits of this CPAM. On February 2, 2021, the Board of Supervisors endorsed the design of the Route 15 Widening project between Battlefield Parkway and Montessor Road.
10	Shawn Julien	<p>I hope this message finds you well. As the elected Route 15 stakeholder for the Village Green community, we are a 300+ home rural community with over 1,000 residents, just north of Lockett's. The widening of Route 15 from to the Point of Rocks bridge is extremely important for us.</p> <p>Safety for our children, family and local community is the top priority, with numerous lives claimed year-over-year on these sections of Route 15. We all traverse the corridor and have our children sitting on buses to and from school, and each week fear an accident or another life threatening head on collision occurring.</p> <p>A close second concern is congestion, without widening the</p>	Comment noted.

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		<p>road to help with congestion, our First Responders (Ambulances, Fire/Rescue and Sheriff Departments) are unable to reach our community/others when there is an emergency. Our first responders have weighed in on prior input sessions and have also expressed this same level of concern.</p> <p>Thank you for making this a priority!</p>	
11	Molly Julien	<p>As a Mother of 3 daughters (ages 3, 6, 9) in the Village Green community, we are a 300+ home rural community with over 1,000 residents, just north of Lockett's. The widening of Route 15 up to the Point of Rocks bridge is extremely important for us.</p> <p>Safety for our children, family and local community is the top priority, with numerous lives claimed year-over-year on these sections of Route 15. We all traverse the corridor and have our children sitting on buses to and from school, and each week fear an accident or another life threatening head on collision occurring.</p> <p>A close second concern is congestion, without widening the road to help with congestion, our First Responders (Ambulances, Fire/Rescue and Sheriff Departments) are unable to reach our community/others when there is an emergency. Our first responders have weighed in on prior input sessions and have also expressed this same level of concern.</p> <p>Thank you for making this a priority!</p>	Comment noted.
12	David Lazorchak	Need a roundabout at raspberry falls entrance. Stop lights are made to stop people, no matter how smart they are. With whites ferry out of business there is no need for a light. You	Comment noted. The intersection of US 15 at Whites Ferry Road / Raspberry Drive is not part of the limits of this CPAM. On February 2, 2021, the Board of Supervisors endorsed the design of the

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		need to keep the traffic moving and a roundabout moves more cars.	Route 15 Widening project between Battlefield Parkway and Montessor Road.
13	Lauren Harris	I 100% support this project. Without it, we continue to face an incredible congestion issue that reduces spend in our local businesses and a major safety concern. With 3 kids in my home that are all close to driving age (or are driving now), we are not comfortable with their driving on 15 as it stands today.	Comment noted.
14	Roy Liggett	I fully support the widening of route 15. it will go a long way to improve the disastrous traffic jams during rush hours, but will also do a great deal for added safety. i have personally witnessed emergency vehicles struggling to get to the scene of a crash with injuries. This due to the inadequacy of the current roadway.	Comment noted.
15	Tim Zullo Received at dtci@loudoun.gov	Hi, I was provided your email addresses regarding the Route 15 North – Montresor Road to the Maryland State Line Project. I would like to express my approval for this project as I am a homeowner on this corridor that has progressively seen the traffic worsen leading to increased risks. I have lived in Loudoun County for over 24 years and was a resident of Maryland near White Ferry for an additional 20 years. I have witnessed firsthand the increased traffic and danger on RT 15 North. I firmly believe with the right controls and thought in improving RT 15 North we can make a drastic improvement in safety without damaging the surrounding	Comment noted.

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		<p>beauty of our region. By widening RT 15 North to 4 lanes and decreasing speeds we can;</p> <ol style="list-style-type: none"> 1. Improve traffic flow 2. Reduce pollution 3. Continue to enjoy the scenic beauty the area has to offer 4. Improve safety 5. Satisfy overdue improvements to the infrastructure that hasn't kept pace with growth <p>I am gravely concerned when I hear that the State and County are considering defunding this important project. I request that the State and County go back to the original community concerns collected from surveys and traffic studies to reeducate new people working this project.</p> <p>If you would like further input from me I am happy to speak with any representative regarding this project.</p> <p>Thank you, Tim Z.</p> <p>Tim Zullo timzullo@yahoo.com 703.927.2974</p>	
16	John Fay Received at dtci@loudoun.gov	<p>Good afternoon TPB/DTCI,</p> <p>I am the father of 2 boys (13 and 15) in the Village Green community, we are a 300+ home rural community with over 1,000 residents, just north of Lucketts. The widening of Route 15 from Battlefield to North of Montesor is extremely</p>	Comment noted.

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		<p>important to us, as is the next phase from Montresor to the Point of Rocks bridge.</p> <p>Safety for our children, family and local community is the top priority, with numerous lives claimed year-over-year on these sections of Route 15. We all traverse the corridor and have our children sitting on buses to and from school, and each week fear an accident or another life-threatening head on collision occurring. I will soon have a young driver in my house who will need to be on Rt 15 for school and work.</p> <p>A close second concern is congestion, without widening the road to help with congestion, our First Responders (Ambulances, Fire/Rescue and Sheriff Department) are unable to reach our community/others when there is an emergency. Our first responders have weighed in on prior input sessions and have also expressed this same level of concern.</p> <p>We request these improvements to be accelerated/focused on to help prevent further loss of life.</p> <p>Thank you for making each phase a priority to help widen up to the Point of Rocks Bridge and we request your help accelerating this critical lifesaving transportation project!</p> <p>Regards, John Fay</p>	
17	Ken and Terry Sunday	We would like to take this opportunity to thank you for expanding the Rt. 15 widening project to include widening it to four lanes.	Comment noted.

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	<p>Received at dtci@loudoun.gov</p>	<p>WE SUPPORT THIS PROJECT 100% as it is not only a congestion issue but a major safety issue as well. Studies have shown that this expansion will greatly improve safety which is our highest concern.</p> <p>Also, the bike and pedestrian trail from Montessor to the town of Leesburg will help create an alternative transportation method that we and many members of our community look forward to using.</p> <p>Thank you for considering our support of this project.</p> <p>Ken and Terry SundayR 41688 Wakehurst Place Leesburg, VA 20176</p>	
18	<p>Vijay Patel</p> <p>Received at dtci@loudoun.gov</p>	<p>Good afternoon TPB/DTCI,</p> <p>I hope this message finds you well. As a father of 4 kids(ages 16,13,8,8) in the Village Green community, we are a 300+ home rural community with over 1,000 residents, just north of Lockett's. The widening of Route 15 from Battlefield to North of Montresor is extremely important to us, as is the next phase from Montresor to the Point of Rocks bridge.</p> <p>Safety for our children, family and local community is the top priority, with numerous lives claimed year-over-year on these sections of Route 15. We all traverse the corridor and have our children sitting on buses to and from school, and each week fear an accident or another life threatening head on collision occurring.</p> <p>A close second concern is congestion, without widening the road to help with congestion, our First Responders</p>	<p>Comment noted.</p>

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19	<p>Vijay Patel</p> <p>Received at dtci@loudoun.gov</p>	<p>I hope you have seen enough deaths and accidents going into Lucketts. I have spent almost 30 years and it is getting worse everyday. So to the politicians if you don't make changes to the road you will be not in the office to see another term.</p>	<p>Comment noted.</p>
20	<p>Osama & Kristy Malik</p> <p>Received at dtci@loudoun.gov</p>	<p>Good afternoon TPB/DTCI,</p> <p>I hope this message finds you well. I am a father of 5 children (ages 14, 11, 10, 7 and 3) in the Village Green community, we are a 300+ home rural community with over 1,000 residents, just north of Lockett's. The widening of Route 15 from Battlefield to North of Montresor is extremely important to us, as is the next phase from Montresor to the Point of Rocks bridge.</p> <p>Safety for our children, family and local community is the top priority, with numerous lives claimed year-over-year on these sections of Route 15. We all traverse the corridor and have our children sitting on buses to and from school, and each</p>	<p>Comment noted.</p>

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		<p>week fear an accident or another life threatening head on collision occurring.</p> <p>A close second concern is congestion, without widening the road to help with congestion, our First Responders (Ambulances, Fire/Rescue and Sheriff Department) are unable to reach our community/others when there is an emergency. Our first responders have weighed in on prior input sessions and have also expressed this same level of concern.</p> <p>We request these improvements to be accelerated/focused on to help prevent further loss of life.</p> <p>Thank you for making each phase a priority to help widen up to the Point of Rocks Bridge and we request your help accelerating this critical lifesaving transportation project!</p> <p>Best regards, Osama & Kristy Malik</p>	
21	<p>Nancy Browne</p> <p>Received at dtci@loudoun.gov</p>	<p>Dear DTCL,</p> <p>The residents of Lucketts still haven't been consulted on the current 4-laning from Montessor Rd and bypass-Lucketts plan. Why haven't Lucketts village residents been fully involved in this plan? Why hasn't the feedback you've received over many years been reflected in the plan? It seems like it might be because it's clear that the plan doesn't meet the needs or feedback of Lucketts villagers, and consulting them would make that clear - setting back efforts to force this plan through.</p> <p>Further questions: Why hasn't the County considered a cheaper but effective Lucketts congestion reduction plan (\$14M) presented as part of a new state VDOT initiative in early 2020?</p>	<p>The intent of the Route 15 North CPAM is to align the Countywide Transportation Plan with the Route 15 Safety and Operational Study conceptual improvement alternatives that were selected by the Board of Supervisors on July 18, 2019. Extensive public engagement was conducted as part of that study; three public input meetings were held and surveys were conducted after each meeting. Lucketts residents attended those meetings and participated in the surveys. Additionally, a stakeholder committee was established that had representation from the Lucketts Ruritan Club, Lucketts Business Collaborative, Catocin Coalition and from homeowners associations in the vicinity of Lucketts: Glynn Tarra, Lees Crossing, Loy Estates and Village Green. The feedback that the County received from these groups was reflected in the study and the action item that was presented to the Board. In addition, a virtual public meeting to discuss the CPAM was held on July 12, 2021. The CPAM will be considered by the Loudoun County</p>

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		<p>Not fully considering less expensive and more effective options is wasteful of the public fisc and abuses the public trust.</p> <p>Why hasn't the county asked the village how it wants to spend the \$2 million in federal funds <u>citizens</u> obtained for traffic calming?</p> <p>Why hasn't the County followed the 2019 Comp Plan that directs that the residents' vision for the future must be developed, with compatible zoning?</p> <p>Why hasn't the County acknowledged the negative impacts 4-laning the road and by-passing Lucketts will have on businesses, homes, historic properties and churches along the corridor? How will the County mitigate and/or compensate homeowners and business-owners and congregations for the costs of those impacts? How will the County compensate the public for the degradation and loss of resources, including environmental, cultural and historical?</p> <p>I am extremely concerned about the impact of this massive project on the delicate karst underlying the area -- my neighbors and I rely on groundwater for drinking. It's well documented that karst is extremely susceptible to contamination through cracks in the formations. Contamination from the road (metals, oils, sealants, etc.) and agriculture (pesticides, fertilizers, etc) will decrease groundwater quality and safety. This has been locally demonstrated in the Raspberry Falls. development. How will the County guarantee that wells won't be polluted by this huge project that involves heavy equipment and earth moving? How will the County pay for new wells needed when the inevitable contamination happens?</p>	<p>Planning Commission in the Fall of 2021 and ultimately by the Board of Supervisors following Planning Commission Review.</p> <p>The Office of Intermodal Planning and Investment (OIPi)'s proposed quadrant roadway could serve as one leg of the future Lucketts Bypass, DTCl expressed concern about its placement in the southeast quadrant of the Route 15/Lucketts Road/Stumptown Road intersection because it could impact County owned facilities that have recently undergone multi-million dollar capital improvements projects. Additionally, OIPi's proposed alternatives are focused on a particular intersection, rather than considering the entire corridor of Route 15 north of Montresor Road. It should also be noted that Alternative 5 of the OIPi quadrant road proposal traverses through the Black Oak Wildlife Sanctuary. OIPi's efforts were focused on the intersection of Route 15/Lucketts Road/Stumptown Road; the County's study considered Route 15 between Montresor Road and the Point of Rocks bridge.</p> <p>VDOT has scheduled a virtual public information meeting for the Lucketts safety improvements which was held on July 29, 2021 at 6:30pm; information about the project is available on their web page.</p> <p>Lucketts businesses, homes and churches will continue to be accessible via the existing Route 15; the proposed bypass realigns the highway around the villages to improve pedestrian safety and reduce traffic in the village.</p> <p>With respect to karst, DTCl will initiate geophysical and geotechnical investigations to characterize subsurface conditions once the roadway location is endorsed. Given the extent of the limestone overlay district throughout the Route 15 corridor,</p>

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		<p>How will the County justify this plan when the majority of Loudoun residents want to keep west Loudoun rural, including maintaining its beauty, historic assets, farmland, communities and environmental resources.</p> <p>How does the County square this hugely expensive plan with the 2020 VDOT OIPI low-cost congestion reduction alternatives?</p> <p>Why haven't County staff been directed by the Board of Supervisors to explore the most cost-effective ways to address Route 15 safety issues in a way that best preserves its scenic and historic tourism values and the small businesses that prosper because of the National Scenic Byway.</p> <p>Why did the County submit funding applications for widening out of public view and before citizen input was collected?</p> <p>Why did the survey I participated in, provided by County contractors, present 4-laning the road as the only solution to safety issues/accidents and congestion? It was obvious to all those in the room that the survey methods were flawed, and the options presented were inconsistent with what the majority of the Lucketts area residents favor. The concern about the options presented was widely shared during the meeting.</p> <p>Why was the Route 15 Stakeholders group dominated by the newest HOAs? Only 2 of its 19 members represented two thirds of Lucketts area rural residents.</p> <p>Why didn't the County involve its Rural Economic Development staff or Visit Loudoun? The county's \$1.8 B</p>	<p>altering the location to avoid areas with potential karst features is not feasible so the focus of the design is to identify karst features (if any) along the selected location and to develop mitigation strategies for karst features identified. There are specific VDOT design standards on how to mitigate karst features that will be included in the construction specifications. If any karst features of concern are identified during the subsurface investigations, special provisions will be incorporated into the construction specifications to mitigate these features.</p> <p>The majority (70%) of the residents who responded to the Route 15 Safety and Operational Study expressed a desire for the improvements depicted in Concept B, which is the alternative that was endorsed by the Board. The Board has directed staff during this CPAM to consider bypass scenarios consistent with Concept B (western bypass) and Concept A (eastern bypass).</p> <p>County staff is acting on the direction provided by the Board at its July 18, 2019 Business Meeting.</p> <p>At its July 3, 2018 Business Meeting, the Board endorsed the list of projects to be submitted for round 3 of Smart Scale funding, which included the Route 15 north improvements.</p> <p>The Route 15 safety and operational study provided two improvement alternatives: Concept A was safety focused and Concept B was capacity and safety focused. Alternatively, the Board could've decided to do nothing (No Build Concept) or they could've directed staff to implement specific improvements.</p> <p>The stakeholder committee members were identified by the Catoclin District Supervisor's office.</p>

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		<p>annual tourism income—much of it from visitors enjoying rural Loudoun and businesses accessed along Route 15 -- would make consulting those groups logical.</p> <p>Why does the County’s future travel demand model create <i>artificially high</i> future traffic volumes, making it seem like adding new lanes is the only solution?</p> <p>Why does the County say that it needs 4 lanes so that ladder-trucks can deploy their stabilizers? There aren't any buildings near enough to Rt 15 that a ladder truck parked on Rt 15 could reach. [The exception might be the Old Lucketts Store antique building -- but it has a large parking lot behind it that can accommodate a ladder truck.]</p> <p>Why does the County give more weight to input from those not living in the impacted area?</p> <p>Why does the County want to move traffic jams up Route 15 rather than solving the traffic problem in a safe, less expensive manner that is consistent with State guidelines and solutions elsewhere in Loudoun?</p> <p>I look forward to your full response to these questions.</p> <p>Finally, I request a robust and in-person comprehensive planning process for Lucketts community members that addresses all of the issues and questions articulated above.</p> <p>Thank you, Nancy Browne 42770 Lucketts Rd</p>	<p>Staff from the Department of Economic Development participated in a Partner Agency meeting that was held for the Route 15 safety and operational study. Additionally, the proposed Route 15 improvements were discussed at Rural Economic Development Committee meetings.</p> <p>As discussed during the July 18, 2019 Board Business meeting, it was noted that in the event of an emergency incident that requires a ladder truck conduct aerial operations, the apparatus must deploy its outriggers which extend 4 to 5 feet on both sides of the vehicle. The typical fire truck is 8 feet wide, when its outriggers are deployed it needs 18 feet.</p> <p>The County treats all public input the same; it did not place a higher weight on those who live outside the impacted area.</p>

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22	Gladys Lewis	<p>A few years ago, when I spoke to a planning commissioner who was planning to vote on the first section of the Rt 15 plan in three days, he said "I don't know where Montessor Rd is". If you want to see the spots that all of Lucketts are worried about, please let me know, each of you, and I will devote the time to show you our current and anticipated problems. Please don't vote on any of these issues without driving our roads in person.</p> <p>Would anyone like to come? Please email me at gladyslewis@alumni.duke.edu or call 703.777.6281.</p> <p>Long ago, I was involved in getting Frank Wolf to visit the old Lucketts schoolhouse which led to his obtaining \$3 million for a project to move traffic through Lucketts easily and beautify the village.</p> <p>VDOT has spent \$1 million of this money. We wonder why the County does not follow the plans drawn up by an internationally known traffic engineer? The \$2 million should be returned to the Lucketts community for the purpose it was obtained. It is clear from the plans that, indeed, a roundabout would fit in the space available. If you do not want to follow this plan, talk to the citizens of Lucketts to come up with a plan that please them....rather than imposing one on them.</p> <p>The current proposal calls for ending the 4-lane section just north of Lucketts. This will create a merge-backup in the town of Lucketts with resulting exhaust fumes in town. Moving the end of this section's 4-laning south of Lucketts would fit nicely with using the Lockwood plan which has designed a roundabout in town to replace the current light.</p>	<p>The county recognizes the concerns noted and will continue to engage with residents, businesses, and other authorities to gather feedback throughout the CPAM process and will consider all comments and development options received accordingly.</p>

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		<p>Why not end the 4-laning just south of Lucketts so the merge-backup is not in the town itself?</p> <p>One supervisor was quoted in the newspapers saying she voted for leaving the traffic light at White’s Ferry Rd for the 200 homes at Raspberry Falls. Yet, the Lockett’s folks (over 1700 homes; well over 200 homes at RF) are ignored.</p> <p>Why not work closely with rural residents whose community center is Lucketts, and commit to a transparent process for transportation planning in the village?</p> <p>p.s. The pronunciation of Montessor which I have been hearing for the 44 years we have been living here, is not the one I am hearing from staff. It should be announced MON-tres-or.</p>	
23	Martha Polkey	<p>Loudoun’s Comp Plan sets forth guidelines regarding coordination with villages on small area plans that reflect residents’ vision. Will the county initiate a community charrette with village and rural Lucketts area residents to allow them to set village priorities, before the CPAM process advances further? Will the county adhere to previous vision statements submitted by citizens to the county?</p>	<p>A separate land use and small area planning effort is not included within the specific scope of this CPAM process. However, DTCI understands the important links between transportation and land use planning and will work with the Board of Supervisors, the Planning Commissioners, and the relevant county departments for discussions on this matter.</p>
24	Martha Polkey	<p>The county’s previous Route 15 surveys had no control questions, could be taken multiple times, and most respondents did not live in the Lucketts area. Would you agree that such online surveys are inappropriate for community planning?</p>	<p>The County seeks to solicit public input using a variety of research methods such as surveys and are aware that completing a survey might not be the first choice for some members of the public. However, the County has a duty to consider all comments received irrespective of the method by which a comment is received and will continue to maintain a continuous feedback loop of providing information and receiving input from the public.</p> <p>Web surveys are managed to eliminate the ability for duplicate submittals from unique IP addresses but this does not eliminate</p>

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			the ability for an individual advocacy group to share links to their members.
25	Martha Polkey	VDOT invited Loudoun to apply for \$14M in Smartscale funding for a Lucketts congestion reduction project it offered in 2020, which would better address village needs with improvements on the east side of the village. Why hasn't the County shared that plan with the public, especially given that its bypass plan is estimated to cost taxpayers \$55M?	The county is aware of the Virginia Office of Intermodal Planning's concept for a quadrant roadway east of Lucketts and could consider some of the relevant components during design if a bypass alignment around Lucketts east of US 15 is pursued. It should also be noted that Alternative 5 of the OIPI quadrant road proposal traverses through the Black Oak Wildlife Sanctuary.
26	Martha Polkey	VDOT has spent \$1 million of \$3 million in federal money obtained in 2003 that was supposed to have gone for a traffic calming project in Lucketts. Why hasn't the county returned to the village to ask how community residents (who obtained the funding) would like the money spent, after DTCI's 2019 plan to spend \$2M on two splitter islands was panned by citizens at a September 2019 Lucketts meeting? Will you work closely with Lucketts village and area rural residents, and commit to a transparent process for transportation planning in the village?	VDOT has scheduled a virtual public information meeting for the Lucketts safety improvements which was held on July 29, 2021 at 6:30pm; information about the project is available on their web page .
27	Martha Polkey	Has the county integrated the 2014 architectural survey of Lucketts, prepared for VDOT, into its planning? See "Reconnaissance Architectural Survey for Lucketts Safety Improvements, Routes 15 and 662, Loudoun County, Virginia, VDOT Project 0015-053-128, C501, P101, R201. VDHR File 2007-0494."	This survey information has been provided to the DTCI design team.
28	Martha Polkey	Does the county plan to avoid federal oversight dictated by the Section 106 process for National Scenic Byways for the village of Lucketts and the corridor from Montresor to the river, as it has sought to do for Phase 1?	The County will coordinate with other relevant authorities to ensure that improvements along Route 15 will be constructed in conformance with the Heritage Resource Policies of the CTP, the Historic, Archaeologic, and Scenic Resources Policies of the General Plan, and the Heritage Corridor and Cultural Landscape Policies of the Heritage Preservation Plan and any applicable Federal requirements including Section 106 of the National Environmental Policy Act (NEPA).

No	Name	Questions / Comments	DTCI Responses
29	Martha Polkey	Does the county still intend to secure an exemption from the National Environmental Protection Act for Route 15 redesign, as it stated in its federal BUILD grant application?	The BUILD grant was not received. If there are impacts that trigger NEPA, the County will follow all relevant requirements.
30	Martha Polkey	Will the county follow the actual National Scenic Byway Corridor Management Plan for Phase 2, or will it continue to exclude economic and preservation considerations, and limit JTHG input to tree and shrub choices to replace the trees and hedgerows destroyed during construction?	The County supports The Journey Through Hallowed Ground (JTHG) America’s (National Scenic) Byway designation of Route 15 and will incorporate the JTHG Byway Corridor Management guidelines to ensure that improvements are constructed to meet these standards, where applicable. The County will also coordinate with VDOT on road improvement plans along this corridor.
31	Martha Polkey	Will the county closely coordinate with the Heritage Commission, the county’s preservation director, local nonprofits like the Piedmont Heritage Area Association and Loudoun County Preservation and Conservation Coalition, the REDC, rural economic development staff, and Visit Loudoun to modify the Route 15 plan to prevent economic losses to businesses along the corridor and protect its scenic and historic resources, and tourism value?	The County will coordinate to ensure that improvements along Route 15 would be designed in conformance with the Heritage Resource Policies of the CTP, the Historic, Archaeologic, and Scenic Resources Policies of the General Plan, and the Heritage Corridor and Cultural Landscape Policies of the Heritage Preservation Plan. The CPAM agency referral was forwarded to Heritage Commission for their review and comment and DTCI briefed the Heritage Commission on the CPAM at their meeting on 9/20/2021.
32	Martha Polkey	<p>The county stated in its 2018 federal BUILD grant application that the 4-laning project’s purpose is to encourage growth “where it is most efficiently served in Loudoun.” Former Supervisor Higgins said Lucketts was going to be redeveloped, and the owner of the trailer park tried to buy 11 acres of the wildlife reserve and has sought option-to-buy agreements from adjacent village residents, in anticipation of the western bypass alignment. A Loudoun developer submitted a redevelopment plan for the village’s west side, that would eliminate affordable housing current residents rely upon.</p> <p>Since this project creates a new bottleneck that won’t fix the interstate traffic problem, and the county is avoiding state and federal oversight, it is a reasonable assumption that Loudoun tax dollars are being used to facilitate more housing development in rural Loudoun, instead of to improve safety, flow, and access in a fiscally responsible way. Please share</p>	According to the Loudoun On-line Land Applications system (www.loudoun.gov/LOLA), there are no active land development applications for parcels in the vicinity of the Village of Lucketts.

No	Name	Questions / Comments	DTCI Responses
		with citizens all correspondence and planning documents relevant to this concern, including correspondence between county planners, property owner representatives, Supervisors Higgins and Kershner and their aides, from 2017 forward.	
33	Martha Polkey	<p>Why does the county continue to reject roundabouts for Route 15 in Lucketts village? Why did staff tell OIPI that it did not want a roundabout on Route 15 in Lucketts last year? Past county and VDOT assertions (since 2002), without accompanying data, have stated that RABs will not “fit,” contradicted by</p> <ul style="list-style-type: none"> • The 2003 design from the engineering consultant for the Route 50 Traffic Calming Project, showing that a 110-foot roundabout would fit at an Lucketts intersection, shifted slightly south. • The 2018 Toole Design analysis showing that a single-lane roundabout would function well at White’s Ferry, into the future. • The 2018 Smart Mobility Inc. analysis, which shows the flaws in Loudoun’s future demand traffic model (which does not meet minimum federal standards and exaggerates north-south volumes), and which shows the widening itself will result in new traffic, which will not occur without capacity expansion. <p>Please provide the rationale and documentation for the rejection of this cheaper alternative</p>	<p>The sketch plan that Ian Lockwood drew sometime between 1985-2000 is not an engineered plan; it was not based on a traffic study, it lacks stormwater management facilities and fails to account for utility relocation.</p> <p>A conceptual design was recently prepared for the Route 15/Spinks Ferry Road/Newvalley Church Road roundabout. It appears that the diameter of roundabout is 210 feet; and the right-of-way footprint is approximately 350 feet, with additional areas required for SWM facilities. Based on those measurements, at a minimum, a roundabout at Route 15/Lucketts Road/Stumptown Road would destroy the antique stores and private residences and adversely impact the gas mart, mobile home community, Lucketts Community Center and impact other private properties due to SWM and revised roadway configuration. Furthermore, roundabouts, still could be considered at other locations away from the existing Village Center intersection if a bypass is constructed or any other intersection needing operational enhancements within the limits of this CPAM.</p> <p>Additional evaluation and consideration of specific intersection types would be assessed during any design / engineering phase.</p>
34	Martha Polkey	<p>The 2017 Comp Plan Foundations report (p. 71) states: “Loudoun is also home to karst geology where limestone rock exists approximately one mile either side of State Route 15 from south of Leesburg north to the Potomac River. This landform causes constraints on development, as it is porous and forms natural conduits to the larger groundwater system of the County. This makes the land use above the limestone</p>	<p>For Route 15 road projects, DTCI will initiate geophysical and geotechnical investigations to characterize subsurface conditions once the roadway location is endorsed. Given the extent of the limestone overlay district throughout the Route 15 corridor, altering the location to avoid areas with potential karst features is not feasible so the focus of the design is to identify karst features (if any) along the selected location and to develop mitigation</p>

No	Name	Questions / Comments	DTCI Responses
		<p>directly relevant to preserving the County's water quality. The rock can be susceptible to developing sinkholes."</p> <p>DTCI's investigation of the karst features in the Phase 1 project appear limited to assessing features within the construction zone; we have seen no plans for mapping the groundwater system itself. A geologist who has reviewed the proposal states "There can be no guarantees of interpretations from any testing strategy particularly in a karst terrain that is known but not yet well documented....It's a watershed issue with an uncertain footprint."</p> <p>This places all the risk on landowners, if water resources are disturbed or impaired. What measures will the county take to preserve water quality for the thousands of residents in the karst region who have individual wells and septic systems, as the county plans this massive project? Will it conduct dye tracing to map the groundwater system? Will it pay for baseline water quality testing for all LOD residents? Will it agree to remediate any subsequent impairment at county expense?</p>	<p>strategies for karst features identified. There are specific VDOT design standards on how to mitigate karst features that will be included in the construction specifications. If any karst features of concern are identified during the subsurface investigations, special provisions will be incorporated into the construction specifications to mitigate these features.</p>
35	Janet Bartoli	<p>As a proud Democrat, and voter of yours, as well as current resident within the Lucketts area (bordering the proposed Eastern Bypass proposal) at 42446 Black Talon Court, I'd like to write to you to voice my concerns about the Lucketts potential Bypass East proposal.</p> <p>I attended the most recent public hearing on June 23rd and understand that the East vs West bypass is still "TBD". It was also requested by you, as well as others leading the meeting, the need for comments and feedback, particularly from those of us, who would be directly impacted, and live in or near Lucketts Village.</p> <p>I have attached a screenshot of the Eastern Bypass plan with an arrow pointing to my home's property line. Just over that</p>	<p>Comments noted. All comments received will be shared with the Planning Commission and Board of Supervisors for their consideration. The specific location (east vs. west) of a potential bypass will be a primary point of discussion in staff reporting.</p>

No	Name	Questions / Comments	DTCI Responses
		<p>line is Falconaire HOA property. This is a buffer between our development and the Lucketts Elementary School and community park.</p> <p>My concerns are as follows:</p> <ol style="list-style-type: none"> 1. The proximity and potential adverse impacts on the elementary school and students. This puts the children between Route 15 and the Bypass. Making this an unhealthy, and potential a safety issue for these children 2. The "eastern bypass" as I understand is meant to "bypass the village" it actually does the opposite by forcing 4 lanes of traffic through the backyards of the school, community park, and community center where we vote, narrowly between the old and new Fire/Rescue and back side of Lucketts Store. 3. This also negatively impacts the HOA property of Falconaire, and brings with it increased traffic and additional road noise much closer to the neighboring properties. 4. The reason my husband and I purchased this quiet lot that backed the elementary school, in a very rural, scenic part of the county is because we didn't want to spend less to live adjacent to a busy highway. This would also greatly decrease the property values of all the homes on Black Talon Court 5. The Eastern Bypass cuts right through the Village Conservation Overlay District 6. The Falconaire community is part of a natural preserve - there is a great deal of wildlife that lives here. It is a bird sanctuary, and as part of our agreement within our HOA this property is not meant 	

No	Name	Questions / Comments	DTCI Responses
		<p>to disturb the wildlife that lives within this sanctuary. Running a 4 lane bypass right through this protected property would further disrupt and quite potentially damage the wildlife that has lived in our community long before we arrived.</p> <p>7. By opting for the Western Bypass, the already heavy traffic on Route 15 would be diverted, and actually bypass the surrounding Lucketts village, including the residents within the mobile home park alongside Route 15.</p> <p>8. Back in 2019, it was our understanding, according to then representative Higgins, that the bypass, specifically, an Eastern Bypass course of action, was not seriously being considered. Furthermore, the presences of the Falconaire Community, new fire station, wetland, and potential expansion of the Lucketts Elementary School makes the Eastern Bypass NON Viable</p> <p>I have spoken with the majority of the residents within the Falconaire community, who also oppose the idea of an Eastern Bypass and have and continue to voice their opposition. I did submit my comments through the CPAM site, and am planning on sending an email to dtci@loudoun.gov.</p> <p>It was also important for me to make sure to email you, as the Chair, and someone with whom I voted for, to share my concerns. It's my understanding that popular opinion was for the Western Bypass, as was mentioned during the recent public hearing. I do hope that you can support the</p>	

No	Name	Questions / Comments	DTCI Responses
		community, our concerns and the Village of Lucketts in underscoring the importance of opposing the idea of an Eastern Bypass.	
36	Elizabeth Witmer	Please DO NOT move forward with the western bypass option on Route 15. This change in the landscape will impact the JK Black Oak Wildlife Sanctuary and this sanctuary is a beloved part of Loudoun County. It is a very rare wetland and NEEDS protection. Thank you very much for your consideration.	Comment noted.
37	Dedra Salitrik	I'm writing due to my interest in preserving the wetlands in and around the Loudoun County VA area. My husband and I are avid bird watching visitors to Banshee Reeks, and am concerned that the habitat of many birds will be destroyed by the rerouting of roads thru wild lands.	Comment noted.
38	Carol Miller	We strongly prefer the Eastern bypass. The terrain is more open and drier. Also there are more reasons for people to drive that way - Tarara, Potomac River. The very unique wetlands of the JK Black Oak Wildlife Sanctuary are to the west and all efforts should be made to preserve this unique reserve. Carol and Bob Miller	Comment noted.
39	Vijay Patel	This project needs to be completed ASAP. We have been for 30 years for the expansion. We have seen numerous accidents and deaths on route 15. It's about time the county needs to resolve this situations. To many kids and trucks driving on this route 15. The safety issue is number one. So, please move along the expansion speedy as possible.	Comment noted.
40	Jennifer Morabito	Hello, I'm writing with my feedback on Route 15 which is to please stop asking for public feedback and get on with the	The County has a duty to solicit public comment during the CPAM process. Comment noted.

No	Name	Questions / Comments	DTCI Responses
		work of widening and doing whatever is necessary to improve traffic flow and safety. Thank you!	
41	Rebecca Argabrite Grove and Shawn Grove	<p>I am writing to express my disappointment with the way this project has been considered. There appears to be a significant lapse of attention to the environmental, historical, and safety impacts of the proposals currently offered. The citizens of this area who do not live in large HOA dominated neighborhoods have not been fully engaged, many of whom may be lower income or even second language speaking members of our community and do not have the resources to attend meetings or share their voice via digital means (including families who live in the trailer parks in Lucketts who likely don't want four lanes of traffic buzzing past their properties and further impacting their quality of life). Has anyone met directly with the families of these two trailer parks? Their voices should be considered as equally valuable as the voices of others who live in large HOA managed neighborhoods.</p> <p>The proposal for a bypass must give equal consideration to preserving the rural, historical, environmental, and safety needs of this area. The western bypass will destroy land that is protected by conservation easement and disrupt the quality of life and property value for residents in this area while drawing more potential for expanded home building which further stresses traffic and classroom seats in schools. The eastern bypass utilizes a majority of county owned land making it less expensive and sustains traffic flow through the small business area we want to remain open.</p> <p>Please don't destroy western Loudoun as you plan for this bypass. Let us maintain the rural Loudoun living we chose when selecting the Catocin district as our home. Put your residents and small businesses first ahead of the Maryland and Pennsylvania drivers that dominate the Rt. 15 traffic.</p>	<p>The CPAM public involvement process is designed to be inclusive as possible. Public input is ongoing and individuals and groups can submit comments electronically or send comments through post.</p> <p>The intent of the Route 15 North CPAM is to align the Countywide Transportation Plan with the Route 15 Safety and Operational Study conceptual improvement alternatives that were selected by the Board of Supervisors on July 18, 2019. Extensive public engagement was conducted as part of that study; three public input meetings were held and surveys were conducted after each meeting. Lucketts residents attended those meetings and participated in the surveys. Additionally, a stakeholder committee was established that had representation from the Lucketts Ruritan Club, Lucketts Business Collaborative, Catocin Coalition and from homeowners associations in the vicinity of Lucketts: Glynn Tarra, Lees Crossing, Loy Estates and Village Green. The feedback that the County received from these groups was reflected in the study and the action item that was presented to the Board. In addition, a virtual public meeting to discuss the CPAM was held on July 12, 2021. The CPAM will be considered by the Loudoun County Planning Commission in the Fall of 2021 and ultimately by the Board of Supervisors following Planning Commission Review.</p> <p>The County will coordinate with other relevant authorities to ensure that improvements along Route 15 will be constructed in conformance with the Heritage Resource Policies of the CTP, the Historic, Archaeologic, and Scenic Resources Policies of the General Plan, and the Heritage Corridor and Cultural Landscape Policies of the Heritage Preservation Plan.</p>

No	Name	Questions / Comments	DTCI Responses
		Finally, chose the cost effective eastern bypass option given the incredibly high costs this project has taken on since its inception. Loudoun residents should not have to foot a higher bill for the costs that out of state drivers are creating.	Furthermore, during initial design additional outreach will be undertaken regarding directly affected property owners and a design public meeting.
42	Christie Berlin	Strongly support the widening project. Rt-15 needs to be widened as far north as possible!	Comment noted.
43	Sherif Yacoub	Please proceed with full RT 15 widening to the point of rocks... enough is enough (lot of life have been lost) . Enough time wasted in traffic jam . Enough money wasted in debating true necessity fact of needs to widen RT 15. How long you want residents to suffer? It is really sad to see our politicians come and go but still RT 15 is not on anyone priority	Comment noted.
44	L Maschler	Everyone will have a personal opinion on why this highly traveled road should or should not be widened. However, I don't think anyone would disagree with the very real safety issues that continue to plague this road even during covid. If you live along this road or travel this road for work, you, a friend or a member of your family could likely share some personal experiences regarding the safety issues along this road. It's unfortunate the many approved road improvements that many worked so hard to bring forward decades ago were ultimately defeated. Why? History reflects a proposed bypass over a decade ago at Lucketts yet it was pulled out of the transportation plan. How does this happen? It seems the focus only turns to road improvements after a severe accident, a fatality or emergency. I believe there is a way to meet the Virginia Department of Transportation safety standards and maintain the scenic beauty. It's simply no longer an option!	Comment noted.
45	Mahin Khan	I Strongly support the route 15 Widening project all the way to the Maryland border.The traffic is always such a problem with huge delays causing back ups all the way to the town of	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>Leesburg. The Widening Project would reduce risk of accidents and head on collisions which are common place on this road. I am a homeowner in the raspberry falls neighborhood located off Route 15. In summary, I strongly support the project to widen route 15 all the way to the Maryland border</p>	
46	Peter McKenna	<p>Do away with the traffic light at Raspberry Drive</p>	<p>Comment noted. The intersection of US 15 at Whites Ferry Road / Raspberry Drive is not part of the limits of this CPAM. On February 2, 2021, the Board of Supervisors endorsed the design of the Route 15 Widening project between Battlefield Parkway and Montessor Road.</p>
47	Chris Morris Rasperry Falls Resident	<p>Team, Thank you once again for looking at addressing the safety concerns of Route 15 North from Leesburg to the Maryland State line. There are a lot of groups trying to stop/delay this effort but we have to be realistic and understand that we can still keep this throughfare beautiful but also address the safety concerns. With the amount of Agricultural small businesses that are supported along this route, we need to be able to address the increase in traffic and make it a safe thoroughfare for all, including the residents of Lucketts.</p> <p>In the 40 years plus of living in Loudoun County, I have watched Route 28 go from a 2 lane road to a 6 lane highway, Route 7 go to 6 lanes and lights removed. The development of Dulles, Ashburn, Landsdowne, among others, have created an influx of residents and increased traffic. What did we do? We increased the infrastructure to support that increase and tried to ensure safe passage through those areas. Evergreen Mills is a prime example of that and due to its safety concerns, we</p>	<p>Comment noted.</p>

No	Name	Questions / Comments	DTCI Responses
		<p>have widened and tried to make it a safer route for all that travel it. Route 15 is no different in its need.</p> <p>Please continue the decision to move forward with a 4 lane project from Montresor Rd to the Maryland State Line and help prevent the head on collisions, catastrophic accidents that occur on the narrow lanes of Route 15. I would take saving lives over the argument of “we are interfering with a scenic byway”.</p> <p>Thank you again for your time and I look forward to future discussions on this matter.</p>	
48	Larry Winnick ColorNet Printing & Graphics	<p>I just completed the survey and wanted to send a comment via email.</p> <p>I live in Raspberry Falls and have two young children and am worried every time I drive on Route 15, with them in the car. This road is a huge safety issue and it needs to be rectified now. Please please now that the design has been approved for Phase 1, break ground!!</p> <p>Please contract the folks who just did the Battlefield Parkway and Belmont Ridge road fly overs above Route 7. They were done to perfection and very fast. We need that to happen on Route 15. There have been way too many surveys, way too much back and forth over a light or a roundabout or whatever, we just need to make a decision and go with it.</p> <p>You cannot please everyone, but you will please everyone if you get the 4 lanes done all the way to Maryland, which will saver many live in doing so.</p> <p>What do I have to do to help Break Ground, I'll be ready with shovels and asphalt, this really has to happen now.</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		Thanks	
49	Willaim Crowell	Route 15 from Leesburg to the MD state line is a critical route for travel to and from Maryland, Pennsylvania and Virginia as it is the only route crossing the Potomac River for over 45 miles. Because of this, Rt. 15 has become extraordinarily crowded at all hours of the day, but particularly during the commuting hours of 5:30am to 9am and again from 3pm to 7pm. Traffic accidents are commonplace on this route and many of them have involved fatalities since the route is only a two lane road. Unless the Rt 15 improvements are made soon, these conditions will only get worse. In addition, many communities along Rt 15 now experience extremely long delays in getting just a few miles down Rt. 15 to their homes during the rush hours. Often a commute from Tysons or Reston or Herndon to Leesburg suburbs takes only minutes to get down Rt. 267 to the Leesburg Bypass and then take 3/4's of an hour to an hour to get from Battlefield Parkway to Montresor Rd., a distance of only 3.5 miles.	Comment noted.
50	Roy Ligett	I strongly favor these improvements. Not only is the congestion a huge problem, but more importantly, I have personally witnessed several incidents where people making left turns into into cross roads collided with opposite direction traffic. While waiting to make a left turn during rush hour, people become impatient and take chances. In addition, I have seen emergency vehicles struggling to reach an accident or house fire during rush hour. In my opinion, it is imperative for the safety of the citizens that we follow through on these improvements.	Comment noted.
51	Sarah Snyder	We are absolutely opposed to a bypass going through the JK Black Oak Wildlife Sanctuary! This is unnecessary, and we urge you to consider other options.	Comment noted.
52	Alexandra Denale	To Whom It May Concern, I absolutely disagree with widening the bypass if it has to traverse the wetlands. Wetlands are a protected area for a	Comment noted

No	Name	Questions / Comments	DTCI Responses
		<p>reason. Loudoun County prides itself on wildlife, especially in Western Loudoun. Do not disappoint us by being greedy with land. Find a way around it - a bridge possibly? Something. Get creative! This is our moment to protect and you are our voice and the animals only voice.</p>	
53	Claudia Butts	<p>Dear all, I strongly object to the western bypass option. It would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland. Everyone should be committed to preserving and enhancing this habitat by protecting the sensitive vernal pools, unique geologic setting, and the rich amphibian and wildlife populations. The goal is to create an ecologically significant sanctuary for the conservation and study of native wildlife and flora there and to educate others in their value. Furthermore, there are efforts underway in cooperation with The Nature Conservancy to construct additional wetlands that will extend west of the creek beyond the edge of the existing floodplain and form a continuous chain of wetlands to the western border of the property along Newvalley Church Road. Thank you.</p>	<p>Comment noted. (Sent twice via form and email)</p>
54	Marjorie Prochaska	<p>Preserve the wetlands; preserve the wildlife sanctuary. If you pave now, to make a commute easier, you will never get the natural area back. Think. Pause. Come up with something else.</p>	<p>Comment noted.</p>
55	Cecelia Kope	<p>You sucked the tax dollars out of me for the studies leading to the comprehensive plan. Now you have the plan and you want to throw it out the window so you can allow yet even more traffic on the road. DO YOU EVER LISTEN??? Maryland does not want to connect to 15 in a bigger way. They just put in the round a bout just as we put in the traffic calming efforts. Now, only a few months/year later you want to open the "can of worms" again even though you paid a consultant big bucks to tell you what you are going against.</p>	<p>Comment noted.</p>

No	Name	Questions / Comments	DTCI Responses
56	Victoria Mantyla	Please do not create the western bypass on Route 15. I would prefer no bypass at all, to preserve our beautiful county and the wildlife and fauna that is located within it, but in particular, the western will encroach on an area that should not be disturbed by man. Our once untouched area has been destroyed enough. Thank you for your consideration in this matter.	Comment noted.
57	Kristin DeAnfrasio	This map fails to illustrate the existing JK Black Oak Wildlife Sanctuary, through which the potential Western Bypass would traverse. This sanctuary is a globally rare wetland that contains sensitive vernal pools, unique geologic settings, and rich amphibian and wildlife populations. A conservation easement is held by the Land Trust of Virginia to preserve and protect the conservation values found at this property, and an additional overlay easement will include additional protections for the area including, and surrounding, the wetlands creation project. Virginia's Department of Conservation and Recreation's Natural Heritage program has studied the property and concluded it supports a globally rare wetland community. Not only would this bypass plan destroy this incredible preserve, but it will likely fail to ameliorate Route 15 congestion over the long-term, resulting in the loss of this natural habitat in vain.	Comment noted. The map that is included in the CPAM documents is for illustrative purposes and is by no means the final engineered design map /plans.
58	Maria Brito	(EMAIL) I strongly oppose the western bypass option as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland. Enough of the ecocide happening in LoCo!, enough of the overdevelopment, and enough of the lack of respect for our nature preserves. I moved to green Loudoun almost ten years ago, and my family and I feel sad every time we see how our forests are being destroyed. (FORM)	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>I strongly oppose the western bypass option as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland.</p> <p>Enough from the ecocide happening in LoCo. There is no respect for nature in this County.</p> <p>Wildlife deserves a space to be, we the community have the right to enjoy the beauty of nature. Do not destroy every piece of green area left in our County, STOP the ecocide!</p>	
59	Harry Pavulaan	<p>Traffic on Route 15 north has become intolerable. Most traffic comes from Maryland. Trying to make a left turn onto Route 15 has become an exercise in patience and frustration and can be dangerous. If the road cannot be widened to 4 lanes, then it requires extensive traffic controls like left-turn lanes for side roads and driveways, wide shoulders and a few traffic lights to give people a chance to pull out. Also a few passing lanes to get by all those slow trucks.</p>	Comment noted.
60	Stacie Yamin	<p>Thank you for allowing a forum where residents who are affected by this can respond. I think it is imperative that we continue to expand route 15. This will help to create a more safe environment and help to ease the congestion. Thank you!</p>	Comment noted.
61	Susan Joyce	<p>I support the recommendations proposed by the Loudoun Wildlife Conservancy to create an Eastern Bypass on Route 15 in order to preserve the JK Black Oak Wildlife Sanctuary.</p>	Comment noted.
62	Nicole Fainsan	<p>(Form)</p> <p>I strongly oppose the western bypass option as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland. We are committed to preserving and enhancing its habitat by protecting the sensitive vernal pools, unique geologic setting, and the rich amphibian and wildlife populations. Our goal is to create an ecologically significant sanctuary for the conservation and study of native wildlife and flora there and to educate others in their value.</p> <p>(Email)</p>	<p>Comment noted.</p> <p>(Sent twice via form and email)</p>

No	Name	Questions / Comments	DTCI Responses
		Please please please let us protect the small amount of nature we've got left!!	
63	Wendy Fox	I oppose the potential Western Bypass option, as it would disturb the JK Black Oak Wildlife Sanctuary.	Comment noted.
64	Robert Dilger	Please do not move the Lucketts Route 15 bypass to the east. I strongly oppose moving the traffic closer to the elementary school which would "box in" the students, send more traffic in their direction, and increase both noise and air pollution from vehicle exhaust in their general vicinity. Student pedestrian traffic, buses, and parent and teacher automotive traffic should stay as far away as possible from the bypass traffic. Also, I live in the relatively new Falconaire development, just east of the proposed eastern bypass. At the risk of sounding like a NIMBY, I don't want that traffic noise invading our wonderful neighborhood.	Comment noted.
65	Erica Ehrhardt	I'm writing to express my opposition to the proposed Lucketts western bypass through JK Black Oak Wildlife Sanctuary. This bypass could kill a lot of wildlife in this rare wetland ecosystem. The wildlife sanctuary offers essential habitat to 155 species of insects, spiders, reptiles and mammals, as well as many spring peepers, wood frogs and Jefferson salamanders that breed in the vernal pools and live in the forest there. This precious natural area needs to be preserved in quiet and safety, not used as a building site for a huge road where the animals will be thoughtlessly squashed.	Comment noted.
66	Miguel José Torres Barrios	As a new resident of Loudoun County I want to express my opposition to any alignment of a western bypass option that traverses JK Black Oak Wildlife Sanctuary. One of the reasons why we moved to this county is to be closer to nature and this proposed route would take away from that. The destruction/altering of this sanctuary takes away a public service that cannot be easily replaced or relocated, it sets off a dangerous precedence of undermining conservation efforts	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		specially those that have private partnerships like JK Moving Services. Best regards,	
67	Tami Carlow	I could go on and on how important our natural areas and wildlife are important to save. It is obvious we have a wonderful Black Jack Oak area that needs to be preserved on the western side of Lucketts. I think the Eastern Bypass option is the obvious choice for future development around Lucketts.	Comment noted. (Sent comment via email and form)
68	Dr Anne B Owen	<p>(EMAIL) The purpose of this email is to make known my views on the possible "western" bypass of Lucketts.</p> <p>I am writing as a Loudoun County resident, taxpayer and voter, a Virginia Master Naturalist and a member of Loudoun Wildlife Conservancy (LWC).</p> <p>It seems likely that a western bypass option that traverses JK Black Oak Wildlife Sanctuary, which is owned by LWC. Loudoun Wildlife Conservancy purchased this property in 2020 after initial public outreach. Our goal for the property is to forever preserve and enhance the globally rare wetlands at JK Black Oak Wildlife Sanctuary as a wildlife sanctuary by protecting the sensitive vernal pools, unique geologic setting, and the rich amphibian and wildlife populations. Additionally, we aim to serve as a model and catalyst to conserve adjacent lands and to create an ecologically significant sanctuary for the conservation and study of native wildlife and flora there and to educate others in their value.</p> <p>A conservation easement is held by the Land Trust of Virginia to preserve and protect the conservation values found at the property, and an additional overlay easement will include additional protections for the area including, and surrounding, the wetlands creation project. Virginia's Department of Conservation and Recreation's Natural Heritage program has studied the property and concluded it supports a globally rare wetland community. This particular parcel holds tremendous innate value for wildlife, but it is also a special place for the Village of Lucketts. We look</p>	Comment noted. (Sent comment via email and form)

No	Name	Questions / Comments	DTCI Responses
		<p>forward to continuing to engage the Lucketts community, and all Loudoun County residents, to experience the awe and wonder of the unique flora and fauna found at JK Black Oak Wildlife Sanctuary.</p> <p>LWC along with the Nature Conservancy is in the process of constructing additional wetlands in the exact location identified on the potential western bypass illustrative. While we recognize that the exact alignment will be determined at a later stage, the new mitigation wetlands will extend west of the existing creek beyond the edge of the existing floodplain and form a continuous chain of wetlands to the western border of the property along Newvalley Church Road. This area is unique to Loudoun, to Virginia and is of a character that is globally rare. It absolutely deserves protection now and into the future to preserve precious and globally rare fauna. Once local gems of global diversity like this are lost, they are lost forever; nothing will ever replace them, nor restore the ecosystems that are destroyed. That destruction impoverishes Loudoun County now and for future generations.</p> <p>I ask you more sincerely and urgently to reject a western bypass route for Lucketts.</p> <p>(FORM)</p> <p>I am writing as a Loudoun County resident, taxpayer and voter, a Virginia Master Naturalist and a member of Loudoun Wildlife Conservancy (LWC).</p> <p>It seems likely that a western bypass option that traverses JK Black Oak Wildlife Sanctuary, which is owned by LWC. Loudoun Wildlife Conservancy purchased this property in 2020 after initial public outreach.</p> <p>This area is unique to Loudoun, to Virginia and is of a character that is globally rare. It absolutely deserves protection now and into the future to preserve precious and globally rare fauna. Once local gems of global diversity like</p>	

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		<p>this are lost, they are lost forever; nothing will ever replace them, nor restore the ecosystems that are destroyed. That destruction impoverishes Loudoun County now and for future generations.</p> <p>I ask you more sincerely and urgently to reject a western bypass route for Lucketts.</p>	
69	Liam Dolan	<p>The work on Route 7 I understood, it regularly congested due to west and east bound traffic into D.C. This expansion, however, makes no sense to me, as 15 is far less congested for that very reason: It doesn't stem into a major job center. Thus, I see no reason to expand it. I am opposed to this expansion.</p>	Comment noted.
70	David Wheeler	<p>(FORM) From my personal observations the only issue with Route 15 north of Leesburg is the amount of traffic traveling south from Maryland at the start of the working day. This presumably reflects the lower costs of living in Maryland. I therefore do not support the easing of traffic flows on Route 15. It is well known that when roads are built or improved the amount of traffic increases. Loudoun County is already being subjected to seemingly unregulated growth and "development" with the consequential destruction of the natural environment.</p> <p>In particular, the area west of Lucketts is an area of outstanding natural beauty with unique and irreplaceable wetland environments. Therefore, under no circumstances should this wetland be destroyed in order to build a by pass around the settlement of Lucketts.</p> <p>It is the duty of the Loudoun County Board of Supervisors to protect our natural environment for the benefit of this and future generations. I trust that you will not fall short in this regard.</p> <p>(EMAIL)</p>	<p>Comment noted.</p> <p>(Sent comment via email and form)</p>

No	Name	Questions / Comments	DTCI Responses
		<p>From my personal observations the only issue with Route 15 north of Leesburg is the amount of traffic traveling south from Maryland at the start of the working day. This presumably reflects the lower costs of living in Maryland. I therefore do not support the easing of traffic flows on Route 15. It is well known that when roads are built or improved the amount of traffic increases. Loudoun County is already being subjected to seemingly unregulated growth and "development" with the consequential destruction of the native, natural environment.</p> <p>In particular, the area west of Lucketts is an area of outstanding natural beauty with unique and irreplaceable wetland environments. Therefore, under no circumstances should this wetland be destroyed in order to build a by pass around the settlement of Lucketts. This area is the subject of an Environmental Easement and therefore deserves to have its preservation status protected.</p> <p>It is the duty of the Loudoun County Board of Supervisors to protect our natural environment for the benefit of this and future generations. I trust that you will not fall short in this regard and that you will not permit a by pass road to be constructed to the west of Lucketts.</p>	
71	Charlotte McConnell	<p>opposes the western bypass option as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland. We are committed to preserving and enhancing its habitat by protecting the sensitive vernal pools, unique geologic setting, and the rich amphibian and wildlife populations. Our goal is to create an ecologically significant sanctuary for the conservation and study of native wildlife and flora there and to educate others in their value.</p>	Comment noted.
72	Awah (Shah?) ashah12	<p>Hello, Understand the widening of the route 15 is looking to happen from Montessori rd to the MD bridge. I own 2 plots off of Myerville Ln which touch route 15.. if the road is widened, how do I know if the State would be taking over my</p>	<p>While widening of the roadway from north of the Village of Lucketts to the Maryland Line / Potomac River to accommodate a two-lane roadway with median and shoulders is reflected in the County's Adopted FY22-FY27 Volume II Capital Improvement</p>

No	Name	Questions / Comments	DTCI Responses
		<p>property? If the state does need the property will they compensate for folks who are being affected? I am also wondering when the the project dated to start and completed.</p>	<p>Program, funding for design / engineering of the roadway is not available until Fiscal Year 2025 (July 1 2024). Funding for any required property acquisition or construction is not identified in the adopted CIP until Fiscal Year 2027 or beyond with no specific schedule at this time.</p> <p>At the beginning of design and engineering, it is typical that the design team would reach out to any affected adjacent property owner(s) to discuss any potential temporary (construction) or permanent right-of-way needs. Design is also time to minimize or remove right of way impacts, where feasible. Since design has not been initiated, we are not able to further identify any specific temporary or permanent impacts to parcels along US 15 between north of the Village of Lucketts and the Maryland Line / Potomac River.</p> <p>In the event that temporary or permanent property may be needed for a project, the County is required by law to obtain a property appraisal by a professional licensed appraiser and offer to pay the appraised value for the needed land. County staff strives to work cooperatively with property owners and reach an acceptable compensation agreement. Attached please find a Guide for Property Owners and Tenants that discusses the Right of Way process</p>
73	Sarah Flanagan	<p>I oppose the western bypass option as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland. The county should be committed to preserving and enhancing its habitat by protecting the sensitive vernal pools, unique geologic setting, and the rich amphibian and wildlife populations of JK Black Oak Wildlife Sanctuary.</p>	<p>Comment noted.</p>
74	Gladys Lewis	<p>The Black Oak property must be protected. It is unique. In addition, it is full of sink-holes and wet areas that support endangered species. The area to the East presents none of these problems. Years</p>	<p>Comment noted.</p>

No	Name	Questions / Comments	DTCI Responses
		ago, it was planned for a housing development called Breezewood but the Board quickly realized it was not suitable for housing.....nor will it be an easy place on which to build a highway. Please use some good sense and respect the will of the people of Lucketts and, indeed, the County to protect this recently saved property for posterity.	
75	Anne Peterson	I oppose the Western bypass as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland.	Comment noted.
76	Ashley Gam	Please strongly consider alternative bypass construction that does not infringe on the conservation efforts established by Loudoun Wildlife Conservancy in the JK Black Oak Wildlife Sanctuary. This is a opportunity to make informed infrastructure decisions that are educated and best preserve the ecological value in Loudoun County. Thank you.	Comment noted.
77	Daniel West	I recommend putting all four lanes on the proposed Western Bypass Path. This would be ideal for residents in the Main Town of Lucketts and residents in Eastern Lucketts, but would be difficult for residents such as myself in Western Lucketts (Glynn Tarra Estates). To alleviate that pain point for us, on Stumptown Rd, utilize an overpass to connect the residents of Western Lucketts, Main Town of Lucketts, and Eastern Lucketts without the need to interact directly with Route 15 at all. This would provide easier access to the Elementary School, Community Center, Fire Station, Gas Station, and other necessary town amenities for residents on the Western side of Lucketts, while providing uninterrupted thru access to Waterford/Hamilton/Purcellville for residents on the Main Town of Lucketts and Eastern side of Lucketts. This overpass would have on/off ramps with north/south bound to access Route 15. This overpass only needs to be single lane in each direction as Stumptown Rd are currently	Comment noted.
78	Patrick Lewis	I believe the proposed Eastern Bypass in Lucketts is the better option as the Western option would destroy rare and	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		sensitive wetlands habitat at the JK Black Oak Wildlife Sanctuary.	
79	Marie Mitesser	<p>I strongly oppose the western bypass option as it would traverse through JK Black Oak Wildlife Sanctuary, a globally rare wetland. I am committed to preserving and enhancing its habitat by protecting the sensitive vernal pools, unique geologic setting, and the rich amphibian and wildlife populations. The goal is to create an ecologically significant sanctuary for the conservation and study of native wildlife and flora there and to educate others in their value.</p> <p>How is shifting the traffic rurally going to ease congestion? It is infuriating that this problem exists in a large part due to Maryland traffic and the states unwillingness to assist with addressing this issue! Maryland doesn't want to impact their wetlands. Well what about our wetlands!!!!!!</p>	Comment noted.
80	Abigail Just	Please do not run a bypass through critical wild resources. I have already been disappointed with the amount of development being permitted west of 15 which I thought was against the long term development plans.	Comment noted.
81	Gem Bingol Loudoun Land Use The Piedmont Environmental Council	<p>Route 15 North CPAM-Montresor to Maryland County Line Comments by Gem Bingol, Piedmont Environmental Council 7-12-21</p> <p>The following questions include and expand on my comments from the public input session on June 23, 2021:</p> <p>Can the transportation planning process for the village of Lucketts be more inclusive of land use issues that may arise from changes to Route 15? If not, those issues at least deserved to be addressed concurrently by the Planning and Zoning Department.</p> <p>There has been a lot of public outreach on Phase One including residents from all areas. For the village of Lucketts, though, the chosen Option B, does not appear to comport with the wishes of the Lucketts community itself.</p>	A separate land use and small area planning effort is not included within the specific scope of this CPAM process. However, DTCI understands the important links between transportation and land use planning and will work with the Board of Supervisors, the Planning Commissioners, and the relevant county departments for discussions on this matter.

No	Name	Questions / Comments	DTCI Responses
		<p>In the staff report for the July 18, 2019 meeting, at which the Board of Supervisors voted on their preferred option, staff noted that the Lucketts Business Cooperative preferred Option A while the Lucketts Ruritan, Catoctin Coalition and Taylorstown Community Association preferred the “Other” option for traffic calming the length of the corridor (pg. 10).</p> <p>Notably, it was also not the choice of Supervisor Gary Higgins, the sitting supervisor for the Catoctin District, nor the choice of Supervisor Tony Buffington in the Blue Ridge District, neither of whom voted for Option B at their July 2019 business meeting.</p> <p>See Copy Teste below:</p> <p>No matter which option is ultimately chosen, the residents and businesses in Lucketts will</p> <p>be directly affected. Of course the physical changes in road width and new medians will impact them, but the improvements also have the likelihood of bringing unwelcome development interests that could negatively impact the businesses and affordable housing in the village center among other things. Current zoning is CR4 or 4 units to the acre which would make redevelopment a lucrative opportunity and the 50+ residents in the mobile home parks could easily lose their homes. Further, if not managed according to the Village Conservation Overlay District (VCOD) the historic character of the community could be completely lost.</p>	

No	Name	Questions / Comments	DTCI Responses
81	Gem Bingol Loudoun Land Use The Piedmont Environmental Council	<p>Will you consider VDOT’s Smart Scale performance based planning pilot as a 3rd option in addition to the eastern and western bypass choices?</p> <p>In April 2020, VDOT's Office of Intermodal Planning and Investment (OIPI) published a pilot study looking at less expensive options besides a bypass for reducing traffic congestion in Lucketts (along with projects in other localities). The study examines less costly alternatives based on performance, and it highlights a “Quadrant Roadway” as the choice with the best performance. Since this hasn’t been included in any previous outreach, it seems reasonable to discuss and include it with the current choices. If the community is supportive, it could save limited funds to go to other transportation projects needed in the County.</p>	<p>The county is aware of the Virginia Office of Intermodal Planning’s concept for a quadrant roadway east of Lucketts and could consider some of the relevant components during design if a bypass alignment around Lucketts east of US 15 is pursued. It should also be noted that Alternative 5 of the OIPI quadrant road proposal traverses through the Black Oak Wildlife Sanctuary.</p>
81	Gem Bingol Loudoun Land Use The Piedmont Environmental Council	<p>If the bypass survey closing on July 23rd happens to show a different preference, will that change what is currently funded and in place?</p> <p>The 2022 budget has funding in place for the western alternative. Presumably this placeholder can be easily adjusted?</p>	<p>Cost estimates currently shown in the CIP would be adjusted based on the ultimate bypass alignment chosen by the Board of Supervisors.</p>
81	Gem Bingol Loudoun Land Use The Piedmont Environmental Council	<p>Where did the \$400 million dollar cost figure come from?</p> <p>During the meeting, no clear answer was given. The answer is in the Route 15 Safety and Operations Study from White’s Ferry to the Maryland State Line, available on the county’s Rt. 15 North website. The figure came from a VDOT Smart Scale estimate of Concept B in Table 12 on page 68 of the study:</p>	<p>According to the <u>Adopted FY 2022 Budget</u>, which the Board approved on April 6, 2021, the Route 15 north project was broken into four segment to deliver incremental improvements more effectively. The funding approved by the Board for those segments was unchanged; the total is \$134,481,000. Phase 1 is the design & construction of a roundabout at Rt 15/Spinks Ferry Road and realigned Newvalley Church Road. Phase 2 is for design/construction of a traffic signal at Route 15/Lovettsville</p>

No	Name	Questions / Comments	DTCI Responses
	ental Council	In the meeting, staff said the cost of Phase 1 up to Montresor Rd is \$113 million. When Concept B is added to the cost for Phase One, and the overlap from White's Ferry to Montresor is subtracted, the \$400,000 figure for overall improvements seems to be a fair estimate. State funds have not been secured for this section of Route 15 North and may explain why the VDOT OIPI office chose to model a Smart Scale alternative.	Road. Phase 3 is a 4 lane median divided bypass around Lucketts, with roundabout at Stumptown Road/Lucketts Road and 2 lane median divided road north of Stumptown Road/Lucketts Road. Phase 4 is the design only of the roadway improvements north of Montresor Road not including Phases 1-3. An updated estimate, including a construction estimate, is currently being prepared and will be available as part of the next update to the County's Capital Improvement Program (FY23-FY28 CIP).
81	Gem Bingol Loudoun Land Use The Piedmont Environmental Council	<p>No state or federal funds have been allocated to Phase II of the Route 15 road improvements. What other steps can the county take to reduce costs in this phase while improving safety and operations immediately?</p> <p>There are multiple transportation projects including access to Metro that will serve more Loudoun residents but are not currently funded. If Route 15 north safety and operations can be improved at a lesser cost, it is worth doing to get more accomplished and serve Loudoun residents' needs more effectively.</p>	Phase 2 of the Route 15 Improvements (page 10-71 of the FY22 Adopted CIP) is intended to fund improvements at the intersection of Lovettsville Road and US 15. Cost minimization and alternative safety and operational improvements will be pursued during the currently active design phase.
81	Gem Bingol Loudoun Land Use The Piedmont Environmental Council	<p>Please post the VDOT OIPI office Smart Scale Alternative Report and power point slides on the Route 15 North – Montresor Road to Maryland State Line and Route 15 North websites.</p> <p>The Smart Scale alternative report and power point slides are public documents and should be easily accessible.</p>	<p>Virginia's Office of Intermodal Planning and Investment is the author of the report. DTCI has inquired as to it's online availability.</p> <p>The Commonwealth Transportation Board Slides related to the report are here starting on page 69: https://townhall.virginia.gov/L/GetFile.cfm?File=Meeting%5C78%5C31001%5CAgenda_VDOT_31001_v4.pdf</p>

No	Name	Questions / Comments	DTCI Responses
82	Laura Olivia deStanley	I firmly oppose the suggest bypass as it will damage protected and import land	Comment noted.
83	Jon Moore	Please don't take the land.	Comment noted.
84	Sean Leonard	Great idea. Do it.	Comment noted.
85	Yvonne Lucas	I oppose this bypass as it will have a large negative impact on scarce wildlife habitat and water resources.	Comment noted.
86	Sarah Deans	Hello, the purpose of this comment is to express opposition for the chosen route as it runs through the Black Oak wildlife sanctuary. Please find an alternate route. Thank you,	Comment noted.
87	Karen Wallace	What happens when you reach the Point of Rocks Bridge? Even with a signal at/near Lovettsville Rd, traffic will back up through Furnace Mountain. What happens to the people and homes now residing along Rt. 15. What about Right-only access? My driveway is 1/2 a mile from the bridge. Assuming you do not take my home through Eminent Domain, how do I get to Brunswick & Frederick, Md for medical appointments, pharmacy, Vet, grocery shopping, vehicle repair & maintenance? Your plan - or should we call it NON_PLAN, will destroy our rural setting. All to benefit Maryland commuters daily lives while destroying that of Virginia homeowners and taxpayers. This wonderful NON_PLAN through supposedly "Hallowed Ground" is little more than a ruse to increase	Additional lanes are not proposed north of St Clair Lane as part of this CPAM. The only potential changes to the US 15 north of St. Clair Lane, if funded, would be shoulders consistent with VDOT standards and the 2019 CTP Shared Use Path. Access to all residences and business would be maintained.

No	Name	Questions / Comments	DTCI Responses
		development, encourage shopping centers, fast foods, more POLLUTION, DEPLETION OF THE WATER TABLE. AND DISTRUTION OF WILDLIFE HABITAT. We who live here in Furnace Mountain do not want to be your next Ashburn!	
88	Elaine Meilahn	NO' to the Lucketts Hwy 15 Bypass. Too much damage to the wildlife preserve. We will never be able to restore the preserve once it is ruined by the highway bypass. As a County we have already destroyed far too much of our natural habitat to accommodate cars and houses. We need a better balance with our natural world. NO to the bypass.	Comment noted.
89	Phoebe Charles	I live in Lucketts and object to the proposed western bypass on Route 15. The western bypass would be detrimental to the land that it would intersect, land which is in conservation. It would also impact a greater number of residential properties than the proposed eastern bypass.	Comment noted.
90	Michael Myers, MNM Executive Director Loudoun Wildlife Conservancy	Hi, I wanted to follow up to ensure our previous comments were received. I also wanted to share additional information about our property and plans for the property. I have attached the wetlands creation proposal that was submitted to, and approved by, the Army Corps of Engineers. This includes maps of the wetlands creation area, and adjacent restoration and preservation buffers, which includes the majority of our parcel. I have also attached the Baseline Data Report compiled by the Land Trust of Virginia that details the conservation values of the conservation easement held by them. Since this report was filed, we have continued to collect data on the value and importance of protecting this unique property.	Comment noted. The documents noted will be reviewed and shared accordingly.

No	Name	Questions / Comments	DTCI Responses
		<p>These two files are rather large, so please confirm receipt of this email, and I can resend as two separate emails if necessary.</p> <p>Sincerely, Michael Myers</p> <p>Michael Myers, MNM Executive Director Loudoun Wildlife Conservancy</p> <p>Cell: 775.432.9192 mmyers@loudounwildlife.org LoudounWildlife.org</p>	
91	Jane Fragola	<p>I'd like to add my name to those opposed to the proposed Route 15 bypass through the Black Oak Wildlife Sanctuary. This would have a devastatingly negative impact on current water resources and wildlife habitat, not to mention the addition of more impervious surface to Loudoun County. I know I speak as a new resident of Loudoun County but we moved here from Fairfax County after surviving 32 years of increasing population and development that we are hoping won't happen in Loudoun County. While I'm well aware of the need for additional housing as our population increases I'm sincerely hoping that land conservation where relevant, appropriate and feasible is maintained.</p> <p>Thank you for your attention.</p> <p>Sincerely,</p> <p>Jane Fragola</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
92	Tom Blackburn President Audubon Society of Northern Virginia 11100 Wildlife Center Drive Reston, VA 20190	<p data-bbox="348 211 1102 276">Please find enclosed the comments of the Audubon Society of Northern Virginia on the proposed Lucketts bypass.</p> <p data-bbox="348 316 1102 349">Pasted text from attachment.</p> <p data-bbox="348 389 1102 422">July 16, 2021</p> <p data-bbox="348 462 1102 560">Department of Transportation and Capital Infrastructure 101 Blue Seal Drive Leesburg, VA 20177</p> <p data-bbox="348 600 1102 665">Re: Route 15 North – Montresor Road to the Maryland State Line CPAM</p> <p data-bbox="348 706 1102 990">On behalf of the more than 5,000 members of Audubon Society of Northern Virginia (ASNV), I urge the Department of Transportation and Capital Infrastructure to either construct the eastern bypass around Lucketts instead of the western bypass or determine not to construct either bypass. The western bypass around Lucketts would traverse and substantially degrade or destroy globally rare wetlands that are preserved by the JK Black Oak Wildlife Sanctuary.</p> <p data-bbox="348 1031 1102 1372">The Virginia Department of Conservation and Recreation has determined that the wooded vernal pools within the Wildlife Sanctuary “support a globally rare wetland community type endemic, or nearly so, to six counties in the Culpeper Basin of the northern Virginia and adjacent Maryland Piedmont. The wetlands at this site are part of the only known occurrence occupying karst features formed by dissolution limestone conglomerate.” The Wildlife Sanctuary supports a rich variety of amphibian and wildlife species, as well as plant communities that are unique to that environment. More</p>	

No	Name	Questions / Comments	DTCI Responses
		<p>information about the wildlife and plant communities in the Wildlife Sanctuary can be found here.</p> <p>Recognizing the ecological importance of this property, the Loudoun Wildlife Conservancy and JK Moving Services entered into an agreement pursuant to which JK Moving purchased the property, placed it under a conservation easement held by the Land Trust of Virginia, and then resold the property to Loudoun Wildlife Conservancy at its conserved value. Loudoun Wildlife has since worked to preserve and enhance the Wildlife Sanctuary and has partnered with The Nature Conservancy to create additional wetlands on the property.</p> <p>The decision on whether to construct the western Lucketts bypass should be evaluated within the context of the larger issue of how to balance the pressure for increased development within the county against the imperative to preserve and enhance the county’s remaining natural areas wherever possible. The western bypass will undeniably harm the sensitive habitat within the JK Black Oak Wildlife Sanctuary. The other two alternatives available to the county – either constructing the eastern bypass or deciding against the bypass – will not. ASNV urges the County to decide to not construct the western Lucketts bypass.</p> <p>Page 2 We engage all Northern Virginia communities in enjoying, conserving, and restoring nature for the benefit of birds, other wildlife, and people.</p>	

No	Name	Questions / Comments	DTCI Responses
		<p>ASNV appreciates your consideration of its comments. If you have questions or need additional information, you can contact me at president@audubonva.org.</p> <p>Sincerely, Tom Blackburn President</p> <p>cc: Eric Combs, Ashburn District, Eric.Combs@loudoun.gov Jane Kirchner, Algonkian District, Jane.Kirchner@loudoun.gov Rover Vance, Blue Ridge District, Roger.Vance@loudoun.gov Michelle Frank, Broad Run District, Michelle.Frank@loudoun.gov Mark Miller, Vice Chairman, Catoclin District, Mark.Miller@loudoun.gov Jeff Salmon, Dulles District, Jeff.Salmon@loudoun.gov Ad Barnes, Leesburg District, ad.barnes@loudoun.gov John Merrithew, Sterling District, John.Merrithew@loudoun.gov Michael Myers, Executive Director, Loudoun Wildlife Conservancy, info@loudounwildlife.org</p>	
93	Austin Derry	<p>I'm concerned for the funding source to increase this added length of road.</p> <p>The ~2006 MDOT study showed that updating the POR bridge would be roughly \$3 Billion 2x the cost of extending 28 from Loudoun north (commonly referred to as the "zombie bridge" by MD) only tipping the scales around \$1.5 Billion.</p> <p>That alone would be enough to financially scrap the project for most tax players, yet here we are.</p> <p>I also remember around 2010 when this same "improvement" was determined by the army corps of engineers to be cost prohibitive due to the cost of a retaining wall for the rock passing just before the POR bridge.</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
94	Linda Sher	Oppose western bypass on Rt 15 Protect the wetlands	Comment noted.
95	Glen Hayes	The Western bypass is the most logical option as the resources required would have very minor impact to wildlife in the selected area. However an Eastern bypass creates greater danger for families and children attending the school in Lucketts. Closing the school in with a road that users already exceed the speed limit will increase the likelihood of a catastrophe	Comment noted.
96	Frank Kijak	I support the widening of Rt 15 from Montessor to the Maryland state line!!	Comment noted.
97	Kizsonya Holmes	I strongly support the widening of route 15 to lucketts, VA. If the addition of a bypass, helps the businesses, I support that design as well. Thank you	Comment noted.
98	Sam Ghannam	Please move forward and continue widening Rt. 15 around Montessor, lucketss, and bypass area to Old Town Leesburg... the traffic on Rt. 15 is awful, so many accidents we have seen and it can take 40 minutes using Rt. 15 to get 10 miles... my neighbors in Selma Estates and family really support the project! We are concerned about our kids safety walking down or riding bikes on Rt. 15 and would support a sidewalk and proper pull off for vehicles and emergency vehicles. We love the area, but the traffic is simply awful for us and safety is an issue.	Comment noted.
99	Natalie Pien Loudoun Climate Project	Hello. I oppose the proposed western bypass as it: <ul style="list-style-type: none"> • cuts through the JK Black Oak Wildlife Sanctuary; • the Sanctuary has a globally rare wetland that Loudoun County should commit to protect; • will interfere with Loudoun Wildlife Conservancy and the Nature Conservancy's project to expand wetlands habitat to create a connected, extensive preserve; 	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<ul style="list-style-type: none"> an alternative that does not threaten valuable ecosystems and habitat exists. <p>Thank you.</p> <p>Stay masked, socially distanced, and safe,</p> <p>Natalie Pien (she, her, hers) Loudoun Climate Project</p> <p>"We do not inherit the Earth from our ancestors, we borrow it from our children." Chief Seattle. 1786-1866</p>	
100	Sam Ghannam	<p>Please expedite this project. You have our full support. We own a home in Selma Estates and the daily traffic during our commute for work in D.C. and Tyson's Corner is absolutely awful on Rt. 15 all the way to the Greenway exit. It could take just 30 minutes getting down Rt. 15 alone. We have seen so many accidents from Montessor to Battlefield parkway we have lost count and some very, very bad accidents with vehicles flipped over. People walking or family with kids on bikes use Rt. 15 but it is not safe, there is very little room for them and there should be a dedicated sidewalk for people all the way from Montessor to Battlefield, or from Montessor to Old Town past Ida Lee Park. It would be extremely appreciated if we can get work started on this project soon as I understand discussions, surveys, ect have been ongoing for several years. We look forward to this needed change and the improvement it will bring to our area. Thank you.</p> <p>Respectfully, Sam Ghannam Selma Estates</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
101	Victory Daniels	I support widening Rte 15 north to the Maryland line in an effort to reduce the traffic and danger on this road....	Comment noted.
102	CJ Grimm	I live in Lucketts and oppose 4 lanes and a bypass. It would change the character of this area. In addition, it's all going to feed to a one lane each way bridge in Maryland so it will not solve any issues, just move the traffic jam north. I am more concerned with safety of the road. The traffic issues all stem around the light at whites ferry so if that stays put, so will the traffic. The safety issues seem to stem from no shoulders that make the lanes feel closer together than they are. Maybe add a third line in the center like Maryland did to cushion cars. Also, can we explore alternative routes from leesburg to Lucketts for those who live here? Let those passing through stuck to 15 and give country road alternatives to those in Lucketts to get to and from.	Comment noted.
103	Jason Spessard	I am in favor of Route 15 safety and congestion improvements. My biggest concern is local resident access to route 15. My lane, Potomac Overlook, and the cross street, Wilt Store, are unlikely to get access across a potential divided highway based on our volume usage. I would sincerely ask that the options for right and left turns at this intersection (and other similar intersections) be added to the plans on the northern portion of the Route 15 improvement plan. Perhaps a central two-way turn lane can replace the physical divider in select locations	Comment noted.
104	Catherine Sutherland	Please bypass Lucketts (Eastern version) and make 15 4 lanes with a concrete divider to prevent head on collisions. Please also make Lucketts Village walkable.	Comment noted.
105	Jennifer Trussell	Make the traffic less congested and safer. Residents are not traffic engineers. We should report to you the problems (insane traffic and far too many fatal accidents and near misses) and then you should hire the right people to fix those problems. Please stop asking for our input and just start working on it!	Comment noted. The County has a duty to solicit public comment during the CPAM process.

No	Name	Questions / Comments	DTCI Responses
106	Mildred Porter	<p>Oppose Western Loop</p> <p>It would negatively impact the globally rare wetlands at JK Black Oak Wildlife Sanctuary that include sensitive vernal pools, a unique geologic setting, and rich amphibian and wildlife populations.</p> <p>This property has been placed under a conservation easement held by the Land Trust of Virginia to protect the conservation values found there.</p> <p>Loudoun Wildlife is partnering with The Nature Conservancy to construct additional wetlands that will extend west of the existing creek beyond the edge of the existing floodplain and form a continuous chain of wetlands to the western border of the property along Newvalley Church Road</p> <p>By email: oppose a western bypass option that would traverse JK Black Oak Wildlife Sanctuary.</p> <ul style="list-style-type: none"> • It would negatively impact the globally rare wetlands at JK Black Oak Wildlife Sanctuary that include sensitive vernal pools, a unique geologic setting, and rich amphibian and wildlife populations. • This property has been placed under a conservation easement held by the Land Trust of Virginia to protect the conservation values found there. • Loudoun Wildlife is partnering with The Nature Conservancy to construct additional wetlands that will extend west of the existing creek beyond the edge of the existing floodplain and form a continuous chain of wetlands to the western border of the property along Newvalley Church Road. 	Comment noted.

No	Name	Questions / Comments	DTCI Responses
107	Barbara Day	PLEASE select the EASTERN BYPASS option as it is the one that most preserves our county's precious natural land/habitat for which we are so famous. Thank you!!	Comment noted.
108	Robert Brose	<p>I am a resident of the Lucketts area. I am strongly OPPOSED to the Western bypass option, for multiple reasons. These include the harm to unique wetland, limestone, and mountain habitats in which native plants and animals live; increased runoff and pollution into such habitats; encroachment into areas where organic and artisanal farming is occurring; Western Bypass inconsistency with citizen views expressed in - and local government promises made during - various 'envision Loudoun' meetings; and potential for increased, potentially illegal, and already frequently disruptive, heavy truck traffic on Rt662/Stumptown Rd, an issue which county planners and the Sheriff have promised to address in the past but which continues. Moreover, a sharp curve on the north segment of the proposal seems certain to lead to accidents, and suggests a non-engineering driven decision to 'take' certain properties while leaving others - perhaps deserving more scrutiny.</p> <p>Also by email: Loudoun Government officials,</p> <p>Regarding the Rt 15 Bypass,</p> <p>I am a resident of the Lucketts area. I am strongly OPPOSED to the Western bypass option, for multiple reasons. These include the harm to unique wetland, limestone, and mountain habitats in which native plants and animals live; increased runoff and pollution into such habitats; encroachment into areas where organic and artisanal farming is occurring; Western Bypass inconsistency with citizen views expressed in - and local government promises made during - various</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>'envision Loudoun' meetings; and potential for increased, potentially illegal, and already frequently disruptive, heavy truck traffic on Rt662/Stumptown Rd, an issue which county planners and the Sheriff have promised to address in the past but which continues.</p> <p>Should you or anyone you work with like more details on any of my concerns, I would be glad to provide them.</p> <p>Respectfully,</p> <p>Robert Brose 4+ Acres, artisanal farm with Audubon certified habitat onsite, within walking distance of Lucketts primary intersection</p>	
109	Robert Santone	<p>I have lived on Route 15 for over 22 years. I have donated my property 150 acres between Route 15 and the Potomac River to Northern Virginia parks authority. I've done this to keep it as a bucolic area in keeping with previous board of supervisors requests. The citizens of Lucketts should have equal and forceful say in changes to route 15 since it affects their daily lives- There seems to be no communication between the parties involved at the federal state and local level. Widening route 15 to 4 lanes to the Maryland border is an idiot like attempt to solve a problem because of traffic jam at the point of rocks bridge. Changes to Locketts need to have input from the citizens of the immediate Lucketts area. I would be happy to participate in any committee we're input would be added to the present plans . I can be reached by</p>	<p>The CPAM public involvement process is designed to be inclusive as possible. Public input is ongoing and individuals and groups can submit comments electronically or send comments through post.</p> <p>The County will coordinate with other relevant authorities to ensure that improvements along Route 15 will be constructed in conformance with the Heritage Resource Policies of the CTP, the Historic, Archaeologic, and Scenic Resources Policies of the General Plan, and the Heritage Corridor and Cultural Landscape Policies of the Heritage Preservation Plan.</p> <p>Furthermore, during initial design additional outreach will be undertaken regarding directly affected property owners and a design public meeting.</p>

No	Name	Questions / Comments	DTCI Responses
		<p>return email or by telephone at 202-494-3354. Thank you Robert Santone MD</p> <p>Sent from my iPhone--Robert Santone</p>	
110	Michele R. Wright	<p>This is absolutely tragic and a travesty for not only Loudoun County but for VA! How truly pathetic to be brainwashed into believing anything driven by the Marxist/Communist Ideologies! Wake up! This is America NOT Communist China! So glad I moved to a RED STATE!!!</p> <p><i>Make It A Great Day!</i></p> <p>Michele R. Wright</p> <p>Sent from my iPhone</p>	Comment noted.
111	Allison Gallo	<p>To whom it may concern,</p> <p>I am opposed to the Western bypass. It seems to me that unless the bridge is widened into Maryland any work done on route 15 is a temporary fix at best and the less expensive traffic calming measures that many of residents of Lucketts prefer should be considered.</p> <p>If the only option being considered continues to be a bypass then building it to the east, where the county already owns a good portion of the land, would be the preferable route.</p> <p>The western bypass would go through the globally rare wetland of JK Black Oak Wildlife Sanctuary a conserved property owned by Loudoun Wildlife Conservancy. Loudoun Wildlife Conservancy is currently working with The Nature Conservancy to enhance the wetlands on the property. This work should begin in 2022. The current path of the western</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>bypass would go directly through the location where The Nature Conservancy will be creating and enhancing the wetlands. The creation of a bypass on any portion of the property would create fragmentation and change the nature of the property which would likely destroy the globally rare wetlands and drastically decrease the sanctuary's benefits to wildlife.</p> <p>With all the construction going on in Loudoun County, wildlife is taking a serious hit on a regular basis due to loss of habitat. JK Wildlife Sanctuary provides much-needed habitat for wildlife in Loudoun County. Not only is it valuable as it currently stands, but the work being done by the Loudoun Wildlife Conservancy and the Nature Conservancy will make this globally rare wetland even more beneficial for wildlife in Loudoun County. It will also benefit the residents of Loudoun County by being a peaceful location where they can enjoy and learn about nature. For these reasons, I oppose a western bypass.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Allison Gallo</p>	
112	Laurie Sweet	<p>Please use the Eastern By Pass option for Route 15 ! Loudoun has lost so much of the beautiful natural habitat for housing ,industrial buildings and road ways.</p> <p>To lose the globally rare wetlands at JK Black Oak Wildlife Sanctuary that include sensitive vernal pools, a unique geologic setting, and rich amphibian and wildlife populations to build a By Pass would be a great blow to not just Loudoun County but to the country and nations that value habitat.</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>VDOT has provided several workable alternatives for the Western By Pass.</p> <p>Let Loudoun county do the right thing by saving JK Black Oak Wildlife Sanctuary from construction of the Western By Pass</p>	
113	Yvonne Centala	<p>I beseech you to approve the eastern bypass, saving the wetlands to the west. Our stewardship of the land calls on us to protect what cannot be re-created.</p> <p>Gratefully, Yvonne Centala</p>	Comment noted.
114	Virginia Baxter	<p>—</p> <p>If a bypass plan is determined to be the best solution to ease the traffic in Lucketts, I request that the Board select the eastern bypass plan. I do not like the western bypass plan because it would negatively impact the globally rare wetlands at JK Black Oak Wildlife Sanctuary which include sensitive vernal pools, a unique geologic setting, and rich amphibian and wildlife populations. Further, the Sanctuary has been placed under a conservation easement held by the Land Trust of Virginia to protect the conservation values found there. The western bypass would negate that. Also, my understanding is that Loudoun Wildlife is partnering with The Nature Conservancy to construct additional wetlands that will extend west of the existing creek beyond the edge of the existing floodplain and form a continuous chain of wetlands to the western border of the property along Newvalley Church Road.</p>	Comment noted.
115	Robert Santone	<p>Every couple years Board of supervisors changes and mandates change along with them. I have donated my farm 150 acres between rt 15 and the Potomac River to nova parks in order to establish a park in this area based on previous BOS</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>recommendations that western Loudoun remain bucolic. COVID-19 has changed traffic patterns on route 15 and should be assessed prior to any major changes in the physical alignment of Route 15 through Lucketts. There are just are not the same amount of cars on Rt15 To substantiate any of these plans which ultimately would funnel into the 2 lane point of rocks bridge and cause congestion back into Lucketts Stop the insanity and wait before you do anything consult the citizens of Lucketts-I have lived here for 22 years I have consulted my lawyers Who assured me there are ways to hold up Any planned changes To pre-existing traffic patterns. I assure you I will outlast this board of supervisors And I will fund the next candidates who will see It my way. Stop i</p>	
116	Susan El Yazgi	<p>Hello,</p> <p>I have the following questions:</p> <ol style="list-style-type: none"> 1. Is there a comprehensive outline/explanation of overall impact to the communities and traffic if/when this plan is implemented? Where can this be found? 2. How does this plan compare to the VDOT \$14 million plan and what are the pros & cons of each plan? Why has this plan been chosen/pushed forward over VDOT plan? Is it for more than “growth” reasons? 3. The solid median from Lucketts Rd to St. Claire will make it difficult for me, my neighbors and all the homes living between these streets to get in and out of our streets when turning in or out from the opposite side of the street. Where will the opening to these medians be placed? If it’s not decided yet when and how will it be decided? 4. Have traffic circles been considered? 	<ol style="list-style-type: none"> 1. A detailed report can be found here: https://lfportal.loudoun.gov/LFPortalInternet/0/edoc/218963/Item%2006%20Route%2015%20Congestion%20Report%20Findings.pdf 2. The county is aware of the Virginia Office of Intermodal Planning’s concept for a quadrant roadway east of Lucketts and could consider some of the relevant components during design if a bypass alignment around Lucketts east of US 15 is pursued. It should also be noted that Alternative 5 of the OIPI quadrant road proposal traverses through the Black Oak Wildlife Sanctuary. 3. Direct access to all homes and businesses will be maintained in the northbound or southbound direction. Access to the opposite direction homes will either be provided via a direct access cut to median at the specific access point or via u-turns with turn lanes typically placed at existing roadway intersections. The number and location of specific cross-over locations, u-turn locations and direct access points would be determined during a future design phase.

No	Name	Questions / Comments	DTCI Responses
		<p>5. I would like these streets to be safer /more pedestrian friendly and less dangerous for drivers overall and I appreciate you taking the time to hear out the community.</p> <p>Thanks, Susan</p>	<p>4. Roundabouts will continue to be considered at intersections needing operational and or safety controls during a future design phase.</p>
117	Ruth Davis	Please reconsider your plan to do a bypass for the town of Lucketts -	Comment noted.
118	Mary Gustafson via form and email	<p>I oppose amending the Comprehensive Plan “to revise the planned ultimate condition of Route 15 North of Montresor Road to the Maryland State line”. My comments below are steeped in the belief that Loudoun County is not operating in the best interest of its citizens by considering the bypass scenarios expressed in the survey or the proposed widening of Route 15. With that said...</p> <p>The Western bypass option should be removed entirely from consideration. It traverses the eastern edge of the JK Black Oak Wildlife Sanctuary and the wetland currently being restored with assistance of The Nature Conservancy. The Eastern option would be marginally less objectionable with redesign that more closely aligns with the ATCS Quadrant Roadway that begins south of the Lucketts Elementary School on Route 15 with a roundabout and terminates east of the new firehouse at Lucketts Road, with a roundabout.</p> <p>I oppose the western option and the eastern does not appeal to me. I have clicked “other”. I prefer a plan which was conceptualized by nationally recognized traffic engineer Ian Lockwood. Lockwood is renowned for his traffic solutions utilizing substantial community input and context sensitive principles. Additionally, he was retained to design the highly acclaimed Route 50/Route 15 system of roundabouts. In 2003 Lockwood designed a traffic calming alternative for the</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>Village of Lucketts which gained the attention of Congressman Frank Wolf and was subsequently awarded \$3mil. in earmarked funding to further the conceptual plan. The cost to tax payers of either bypass is staggering at \$55mil and unacceptable when a cheaper, more efficient, and less intrusive alternative concept is available and has already received public support. In any case, the Lucketts community MUST have extensive input to the design of whatever is done. They are the majority stakeholders who have the most invested and the most to lose.</p>	
119	Alistair Stanton	<p>Until the Rt 15 Bridge at the VA/MD boarder is rebuilt to have 4 lanes.....building 4 lanes to a 2 lane bridge is a waste of time and money. (Not to mention, just moving the choke point. All false hope!!)</p> <p>I'm all for a comprehensive and inclusive plan, if we were working with MD to increase the size of the bridge and remove the traffic light at Point of Rocks. Until then, Round-a-bouts and Bypass Lucketts are about the only help Rt.15 can hope for.</p> <p>Moving the choke points is just typical Governmental wasted money, and misplaced hope for actually solving the issue</p>	Comment noted.
120	Adam Bowser	<p>To whom it may concern:</p> <p>I am writing to express my strong opposition to the Lucketts Eastern Bypass option under consideration. While it should be obvious that the Western Bypass option is the only sensible choice between the bypass options by looking at the maps, here are some additional points for the county to consider:</p> <p><u>Safety</u></p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<ul style="list-style-type: none"> <li data-bbox="407 289 1073 526">• An Eastern Bypass would surround an elementary school, daycare center and public park with a 4-lane highway, creating a much greater potential for an accident with a child. The Western Bypass by contrast would divert traffic <i>away</i> from the school and be much safer for the kids in the community. This alone should settle the issue. <li data-bbox="499 574 1087 850">• Beyond safety, having potentially <i>years</i> of heavy construction occurring right behind the school and community center will be incredibly disruptive to the students and teachers. If the county cares about the well being of the kids attending Lucketts Elementary School and the Community Center, it would choose the Western Bypass. <li data-bbox="407 899 1094 1094">• An Eastern Bypass would run directly into the new fire station, so bypass traffic would have to frequently stop for the fire trucks leaving the station in emergency situations – defeating the whole purpose of having a bypass (i.e., to keep traffic moving through Lucketts). <li data-bbox="407 1110 1073 1321">• An Eastern Bypass would have to run through a significant amount of wooded area filled with deer – so expect many accidents (and blocked traffic) when the deer inevitably run out into oncoming traffic, because deer are morons. The county cannot fix stupid. <p data-bbox="352 1403 659 1422">Economic/Quality of Life</p>	

No	Name	Questions / Comments	DTCI Responses
		<ul style="list-style-type: none"> • As I understand it, every private landowner on the eastern side opposes the Eastern Bypass, while that is not true for the Western. <ul style="list-style-type: none"> • Everything else equal (which it is clearly not), the county should favor the option with willing sellers, and oppose the option with the greatest number of unwilling landowners. • The Eastern Bypass would take the common area of the relatively new Falconaire development, if not some of the individual lots closest to Lucketts Elementary. <ul style="list-style-type: none"> • The County would not only be directly taking 50+ families'/owners' property rights in the common area, the Eastern Bypass would indisputably damage the value of these new homes by putting a 4-lane highway in their backyards. Both the direct seizure of the common areas and the damage to property values are compensable takings under Virginia law. The county will likely become mired in litigation/takings proceedings and wind up having to compensate 50+ landowners for taking and damaging their property if the county foolishly proceeds with the Eastern Bypass option, while the County has willing sellers on the Western side. Put differently, everyone gets what they want with a Western bypass. 	

No	Name	Questions / Comments	DTCI Responses
		<ul style="list-style-type: none"> • From a fairness perspective, the residents of Falconaire shelled out a lot of money for new homes in a quiet rural setting, not to have a four-lane highway in their backyards. • By contrast, the individuals living in the mobile home park moved there obviously knowing that Rt. 15 would be a few yards away. And with a Western bypass, Rt. 15 traffic would be moved farther away from them and it would be safer for the kids living there frequently crossing 15 to get to the school and parks. Again, everyone wins with the Western Bypass. • Relatedly, an Eastern bypass will undoubtedly have a significant negative impact on property values for every landowner – again, 50+ compared to a handful on the Eastern side. And lower property values means less property taxes for the county (permanently) – so this also needs to be factored in by the County. <p><u>Environmental</u></p> <ul style="list-style-type: none"> • The Eastern Bypass option will go through a substantial amount of existing wetlands (and woodland), while the Western bypass would just 	

No	Name	Questions / Comments	DTCI Responses
		<p>bisect the drainage ditch along Stumptown Rd. and be a relatively straight shot through open field. Clearly then, the Eastern bypass would have a much greater negative environmental impact compared to the Western.</p> <ul style="list-style-type: none"> I understand a certain “Conservancy” group opposes the Western bypass because they <i>may</i> try to <i>create</i> additional wetlands in the path of the Western bypass option. But the Eastern bypass option will indisputably result in the greatest destruction of existing wetlands and old forest – so if this group actually cares about “conserving” the environment, it would be adamantly opposed to the Eastern Bypass first and foremost. <p>At bottom, every important consideration – and common sense – makes the Western Bypass the only sensible choice.</p> <p>Adam Bowser Lucketts resident</p>	
121	Raymond Jones	<p>I firmly believe that the idea of adding a traffic light (stop light) to the intersection of Lovettsville Rd and Rte 15 is a terrible idea. Traffic lights impede traffic, and the addition of a stop light at this intersection will only cause more backups going both north and south bound on Rte 15.</p> <p>Any thoughts of widening Rte 15 north of Lucketts to the Point of Rocks bridge would also be a terrible idea because it would, again, move the choke point to the bridge.</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
123	Victor Wither	The 4-lane expansion is downright Wasteful Spending if the MD bridge stays as 2 lanes. This plan creates a chokepoint on the VA side going North that will be felt through Lucketts, while happy MD'ers enjoy faster Southbound traffic. MD must expand the bridge and surrounding areas for better flow.	Comment noted.
124	Karen Walson	The eastern bypass will preserve the wildlife sanctuary. I believe preserving the sanctuary is of prime importance.	Comment noted.
125	Paul Jackson	All members of our household strongly request that the highway route planned through Lucketts to not be routed through the school, fire department and Lucketts store area. It would add more congestion to an already busy area. Routing the highway around Lucketts on the west side makes much more sense and would keep the future high traffic area away from these busy locations. Routing the highway to the east would simply give us a different traffic problem instead of a fix to our current traffic problem.	Comment noted.
126	Carole Myers-Rakes	Dear Board of Supervisors, First, thank you for your public service. In these times of turmoil in our Country your work is appreciated even more. I am writing to you to voice a concerned opinion re: the proposed RT 15 road changes in the Town of Lucketts. The purpose of this letter is to ask you to “do the right thing” which may be opposite to what is currently being proposed by various entities. Rt. 15 does not need a by-pass around the town of Lucketts! The County does not need to let road contractors with heavy equipment destroy wildlife habitat and the beauty of the Loudoun countryside in order to install another road merge. Another road merge, which will frustrate those of us who drive on Rt. 15 frequently! I also drive through the Town of Hillsboro often and am so impressed with the new Rt. 9 improvements there. The road is safer, “calmer” and allows for the beauty of Hillsboro to be seen. Other examples are the roundabouts on Rt. 50, which	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p><i>calmly</i> move a huge volume of daily traffic. Roundabouts work for both drivers, residents, and our fragile countryside. This is the best option for Lucketts, and again is an option that VDOT proposed.</p> <p>Installing a roundabout is an option VDOT has put forward, and it makes sense for the Town of Lucketts. Even for the long-term Rt 15 improvement goals a roundabout makes more sense. Unless of course the actual goal of adding additional roads is for allowing more strip malls to be built and destruction of the beauty of Virginia. The people of Lucketts deserve better.</p> <p>Sincerely, Carole Myers-Rakes 17647 Hamilton Heights, Hamilton, VA</p>	
127	Jane Haro	<p>I believe the VDOT plan from April 2020 to relieve the congestion at the Lucketts intersection, which would cost just \$14 million--and which VDOT offered to pay would be the best solution! Creating round-a-bouts at Lovettsville rd/rt 15, Stumpt/rt15 and Spinks Ferry/ rt15 would promote safe continuous flow of traffic and keep our area the charming Hamlet that residents know and Love!!!</p>	Comment noted.
128	Sarah Richardson	<p>I am writing in support of a plan to use a roundabout rather than the expensive bypass projects proposed. I want to protect the vernal pools and rich ecological diversity in JK Black Oak Sanctuary. I believe the residents of Lucketts should have a voice in the decisions and planning that will affect their homes and businesses.</p> <p>Sarah Richardson Leesburg, Va.</p>	Comment noted.
129	Patricia Logue	<p>I do not support the CPAM Amendment for increasing Route 15 to 4 lanes north of Montresor Road. It will increase both speed and volume instead of safety. In addition it will disrupt</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>a thriving small business community in Lucketts. The \$51MM this will cost local taxpayers could be put to much better use. COVID has changed much and at a minimum, no further widening of the road should occur until data is updated and clearly indicates the need for more capacity. Building a 4-lane connection between a two-lane bridge and empty office buildings is irresponsible. Especially when it destroys the rhythm of a local community in the process.</p>	
130	Frank Graziano Wetland Studies and Solutions	<p>Good Morning,</p> <p>Wetlands Studies and Solutions, Inc. (WSSI) is working with The Nature Conservancy (TNC) to develop the Black Oak Wetland Mitigation project in Lucketts. I would first like to say that as a former resident of Leesburg with family in Frederick that we visited often, I have firsthand knowledge of the need for this bypass! Having said that, I wanted to provide you with some background information regarding the western option as it relates to the approved wetland mitigation bank. The western bypass road alignment as it currently stands would eliminate the viability of the wetland creation area of the project as it is in the exact same location, and there simply isn't room to accommodate both projects.</p> <p>As additional background, Loudoun County has long sought to have more mitigation projects located within the County to offset impacts to County streams and wetlands. In this instance, the created wetland credits (acres) would be used by TNC to offset wetland impacts within the larger watershed that extends beyond Loudoun – an even better proposition (i.e. wetland impacts in other jurisdictions may be replaced in Loudoun)!</p> <p>Lastly, I also wanted to mention the potential impact as it relates to the floodplain. The tributary in question runs along</p>	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>the property line between the proposed wetlands and the existing mobile home community, part of which is already within the 100-yr floodplain. We are currently developing a floodplain model to investigate the potential impact of our project, which we have intentionally designed to represent a net cut within the floodplain to prevent an increase in the 100-yr WSE (this will be confirmed with our floodplain model) given the close proximity of the mobile home community. I'm certain floodplain impacts resulting from the road fill have or will be considered, but wanted to mention the increased flood potential within the existing mobile home community that would have to be addressed.</p> <p>Thank you for the opportunity to provide these comments and feel free to reach out if you have any questions!</p> <p>Frank</p> <p>Frank R. Graziano, PE Vice President</p> <p>Wetland Studies and Solutions, Inc., a Davey company 5300 Wellington Branch Drive, Suite 100 Gainesville, Virginia 20155 O: 703.679.5600 D: 703.679.5651 M: 571.329.0407 Email: fgraziano@wetlands.com</p> <p><i>There's no one better in the field!</i> wetlands.com</p>	
131	Kati Booth	VIA FORM - The Nature Conservancy OPPOSES the western bypass. It will be detrimental to Black Oak Wildlife Sanctuary, which is protected by a conservation easement, and will	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>eliminate a mitigation project worth \$4 million in wetland credits, forcing offsets out of the County, and impact the trailer park.</p> <p>VIA EMAIL - To Whom It May Concern,</p> <p>I am writing to express The Nature Conservancy's grave concerns regarding the proposed western route option for the Route 15 bypass around the town of Lucketts. The Virginia Aquatic Resources Trust Fund (VARTF) is an In-Lieu-Fee wetland and stream mitigation program operated by The Nature Conservancy (TNC), in partnership with the US Army Corps of Engineers (USACE) and the Virginia Department of Environmental Quality (VDEQ). TNC holds a significant stake in a property which the western route would heavily impact. This property, located immediately west of Route 15 and Lucketts, is known as the Black Oak Wildlife Sanctuary, has been purchased and is managed by Loudoun Wildlife Conservancy in partnership with TNC. Wetland mitigation funding through VARTF was used to acquire the property and is being used to restore wetlands on the property. The bypass should not be directed through the wildlife sanctuary because:</p> <ul style="list-style-type: none"> • The Black Oak Wildlife Sanctuary protects rare karst geology and vernal pool wetlands which are critical habitat for rare amphibians and other obligate vernal pool species, as identified and reported by the Virginia Department of Conservation and Recreation—Division of Natural Heritage. • The wildlife sanctuary is within the Limestone Overlay District, adopted by the Loudoun County Zoning Board to regulate development and protect sensitive geology in karst regions. The Black Oak Wildlife 	

No	Name	Questions / Comments	DTCI Responses
		<p>Sanctuary was established specifically to protect karst geology.</p> <ul style="list-style-type: none"> • The recently purchased wildlife sanctuary will be open to the public as a nature preserve with trails and educational opportunities. • The wildlife sanctuary is protected by a conservation easement, held by the Land Trust of Virginia, recorded in 2019, which is intended to protect the conservation values of the property in perpetuity. The impacts of the western bypass would be contrary to the purposes and terms of the easement. • The western route would specifically impact the floodplain of an unnamed tributary to Limestone Branch, which runs parallel to Route 15. A large wetland restoration project will be constructed within this floodplain in summer 2022. This mitigation project, to offset wetland impacts in the Potomac River basin, has been in development since 2018. The USACE issued public notice of the project in January 2020. The restored wetlands will serve as habitat for the rare species and replace vernal pool habitat that has already been destroyed by development in the immediate area. This project is worth approximately \$4 million through wetland mitigation credits and will be used to offset impacts by developers within the Potomac watershed. • There would be considerable economic and financial ramifications if the mitigation project had to be terminated as a result of the Rt. 15 bypass. TNC is currently under a \$1.5 million contract with Wetland Studies and Solutions, Inc. for engineering and construction of the project. Developers within the Potomac watershed would have fewer options to 	

No	Name	Questions / Comments	DTCI Responses
		<p>obtain credits necessary for permits, at higher costs, should this restoration project be impacted.</p> <ul style="list-style-type: none"> • It is our understanding that Loudoun County has been working for years to obtain wetland mitigation within the county, rather than seeing mitigation projects pursued in surrounding counties. Eliminating this mitigation project because of the western bypass would be in direct conflict with mitigation policies the County is trying to implement. • Not only would the impacts to the 100-year floodplain be detrimental to aquatic resources (thereby requiring mitigation), but also the residents within the trailer park community that are located between the current Rt. 15 could suffer additional flooding. The amount of fill required to keep the proposed road elevated above the floodplain would deflect and funnel water runoff to the eastern floodplain of the stream, which is where the trailer park is located. <p>Thank you for considering the many reasons the bypass project should not be allowed to go through the Black Oak Wildlife Sanctuary as the western option currently depicts. Please see attached memo which also details these comments.</p> <p>Kati Booth Wetland Restoration Specialist The Nature Conservancy</p>	
132	W. Joseph Coleman	The proposal to put a bypass on the west side of Lucketts is absurd. Virtually the entire route would be in a flood plain.	Comment noted.

No	Name	Questions / Comments	DTCI Responses
		<p>One would think by now that planners would realize that placing impervious surfaces in flood plains is not workable and will result in increased flooding downstream.</p> <p>Furthermore, this route would also destroy valuable wetlands and in fact would damage, if not destroy, a special natural area that the Virginia Department of Conservation and Recreation's Natural Heritage Program has cited as a globally rare wetlands community. It is hard to believe that anyone with any knowledge of either and the ecosystem services they provide would suggest such a bad idea.</p> <p>I am strongly opposed to any western bypass option.</p> <p>W. Joseph Coleman, Jr. 19499 Yellow Schoolhouse Rd Round Hill, VA 20141</p>	
133	Kristin Jones	<p>To whom it may concern,</p> <p>I live on Barksdale drive near the cul de sac. My back yard faces route 15 (near the intersection of battlefield). I was reading that the widening project should start in 2024. Are they going to be taking down the tree line between 15 and our backyard/by the water shed in order to widen 15? If so, will any sort of privacy and/ noise reducer be put up?</p> <p>Thanks, Kristen Jones</p>	<p>This CPAM covers the area of US 15 north of Montessor Road. DTCI staff has forwarded this inquiry to the design team for the segment fronting the backyards of Barksdale Road.</p>

No	Name	Questions / Comments	DTCI Responses
134	Elizabeth Evans	<p>Please do not build the bypass on the western side of 15. The county needs to save habitat esp. wetlands which help control excess water and prevent flooding. The plans to expand the western side wetlands which are sensitive and home to globally rare species make sense as we must adapt and prepare for future climate challenges.</p> <p>I think if a bypass must be built it should be on the east side of 15.</p> <p>Thank you, Elizabeth Evans</p>	Comment noted.