

Route 15 and Spinks Ferry Road Roundabout

**Comments and Questions from
Public Information Meeting and Comment Period**

Submission Date	First Name	Last Name	Comments and Questions	Department of Transportation and Capital Infrastructure Response
9/15/2021 via Comment form	Jay	Frankenfield	<p>Offset cul-de-sac option 1 is located in the floodplain. Offset cul-de-sac option 2 is located in wetlands. Why is it not designed to be located in between these 2 options so that it does not effect the floodplain or the wetlands?</p> <p>The road realignment cuts through the Lane's field and across the floodplain, requiring the expense of 2 culverts, a floodplain study, and possibly a wetlands mitigation. Why can't the road be aligned to turn north before reaching the floodplain and avoid the flooding areas completely?</p>	<p>The cul-de-sac location will be adjusted based on wetland/floodplain impacts as well as in coordination with the impacted landowners.</p> <p>The expense of the culverts, floodplain study and wetland mitigation would be less than the cost of the longer roadway realignment. The floodplain study is underway and will follow County and Virginia requirements.</p>

<p>9/21/2021 via Comment form</p>	<p>Lauren</p>	<p>D</p>	<p>Thank you for working to improve transportation along Rt. 15.</p> <p>My comment is a question, more interest than concern. What is the purpose of the clearing of land in the southwest corner of Rt 15 and New Valley Church Road? The bulldozers are clearing a large swath of land.</p> <p>Thank you.</p>	<p>Current clearing of land is for a separate project. A nutrient credit bank is being developed at the Gum Brothers property (GPIN#180-27-9390).</p>
<p>9/23/2021 via Comment form</p>	<p>Ryan</p>	<p>Schelske</p>	<p>There needs to be a multi-use path add to the plan.</p>	<p>This project provides a graded space for a shared use path on the west side of Route 15. The actual path will be provided on the west side of Route 15 as indicated in the Countywide Transportation Plan when there is connectivity to the north and south of the Route 15/Spinks Ferry project limits.</p>
<p>9/26/2021 via Comment form</p>	<p>David</p>	<p>Lazorchak</p>	<p>I like the idea of a roundabout at Spinx Farrey and 15 why not have a roundabout at raspberry and 15 a light does not make any sense the same traffic flow is for both areas</p>	<p>This comment is beyond the project limits and scope of the Route 15/Spinks Ferry Road project.</p>

9/23/21 via email	Robert	Lane	<p>Excerpt with comments only, see letter for full text: What we ask is that this section be graded so as to connect it to the middle third so that the farm equipment can better access it for farming. This would make one contiguous piece. Since the heavy equipment will be there to remove the old pavement and stone, and, since this would not require much extra work to flatten the berms, this can easily be done. We are very familiar with heavy equipment and what can be accomplished. There may be a requirement to bring in topsoil for crop growth, but this is not that difficult. This will help reduce the extra effort to move equipment to the segregated field. On your website there is a picture of the proposed changes to Rt. 663 and the roundabout. The picture shows 2 proposed cul-de-sacs on the old Rt. 663 just off Rt. 15. It is assumed that one will be chosen. This picture shows both being on our property only, not shared by any other property owner. We feel this is a bit much to ask us to bear the full burden of this change as well. One can see that the cul-de-sac closer to Rt. 15 lines up with church property, but the other cul-de-sac is past the church property, not affecting it at all. We feel it is unfair that our farm be the only land burdened by this massive change when it doesn't have to be. To ask us to bear the full burden is egregious.</p>	<p>The details of land acquisition will be worked out with the property owner during right of way negotiations. The intent is to abandon and restore the existing roadway to its original condition.</p> <p>The cul-de-sac location will be adjusted based on wetland/floodplain impacts as well as coordination with the impacted landowners.</p>
9/23/21 via email	Connie	Rice	<p>the maps online are impossible to read. Can you put up a link to a higher resolution map? And, also please send me one?</p>	<p>Joe Powers (Loudoun County) provided the Plans directly to Ms. Rice.</p>

9/21/21 via email	Muriel	Sarmadi	<p>Below, please find comments for portions of the roundabout. As available on my part, I've shared document files in the cloud for your review as some are too large and exceed size limit as attachment. They may give you background and details to better understanding the basis of my issues/concerns. Should you have trouble with access or need additional documentation, please let me know.</p> <p>Eastern portion of the RAB on Spinks Ferry Road: As part of my site plan submission in the building of Roots 657 Café & Market (Roots), a variance had to be approved by VDOT for the location of its driveway entrance. The entrance had to be moved closer to Route 15 to accommodate the line of sight at the 35 mph. Document, TEA HOUSE SITE PLAN SUBMISSION I 2013 0821 PG14, provide work product for the effort.</p>	The spacing standards are different for a Roundabout and our intent is to maintain the access at the same location for the proposed roundabout configuration.
9/21/21 via email	Muriel	Sarmadi	<p>The design for the north, west and south portions of the RAB have large curves and splinter grass medians to slow down rate of travel before entry, but not the east portion. Spinks Ferry Road has only a small concrete median that may have no impact in lowering speed of travel. Residents notwithstanding, there could be thousands of visitors that use Spinks Ferry Road on the weekends to go to the wineries, brewery, event venues at Droumavalla Farm and the Barn at Willow Brook, and White's Ford Regional Park. There should be consideration of reduce speed features when approaching the RAB entry with respect to the line of sight concern; perhaps widening Spinks Ferry Road</p>	By omitting the median for the Spinks Ferry approach, the design is able to maintain full access to the Roots property and to avoid utility impacts to the north. This configuration is allowable for this approach based on the lower traffic volumes.

			northward though there are utilities currently at the northeast corner.	
9/21/21 via email	Muriel	Sarmadi	<p>Southern portion of the RAB from New Valley Church, northbound:</p> <p>The topography is at 295.2’ at the center of Route 15 approaching Spinks Ferry Road. As you moved eastward toward the Roots building, the topography steps down to 290.8 in the parking lot. The proposed southeastern Right of Way (ROW) carves deeply into the parcel that may have negative impact to the existing sewage disposal system. Page 16 of the original design document, Tea House Final septic design 2017 0905 Submission, shows the location of the septic tanks. A DWG file may help see the drop in elevation more easily and the location of the original tanks. Since the opening of Roots, the septic system has been twice enhanced to include additional holding tanks and a scrub treatment tank. Document, Tea House – Grading Pages is provided showing topography changes at Roots.</p>	The designer has received the septic system plans and will incorporate this information into their design and confirm no impacts to the system.
9/21/21 via email	Muriel	Sarmadi	<p>As I am also the owner of the Little Rock Motel, I am concerned that the proposed ROW will encroach into its parking lot such that it will not be wide enough for both a travel lane and parking. Though the design of the RAB is separate from the discussion and issues of a 4-lane Route 15, I want to mention that the motel’s septic tank and field is directly behind the building and it would require a large capital investment to relocate the parking lot and infrastructure; if that’s even possible.</p>	This comment is beyond the project limits and scope of the Route 15/Spinks Ferry Road project and will be provided to the Route 15 North - Montresor Road to the Maryland State Line Comprehensive Plan Amendment (CPAM) project.

9/21/21 via email	Muriel	Sarmadi	<p>Western portion of the RAB at New Valley Church: The Stormwater management basin is quite large; similar in size of the Roots building or perhaps larger - rough estimate of 7,200sf. Would the designer consider the straddling the basin on either side of New Valley Church with an underpass/culvert rather than only one on the southwest side? That “split” may be more aesthetically pleasing and giving the impression of a smaller basin rather than a “large hole in the ground”. It is possible to include landscape and aspects that showcase the rural characteristics found in this part of the County?</p>	This is a preliminary stormwater management concept and modifications to the size and location will be assessed. Landscaping and slope treatments will be considered to improve the aesthetics of the pond.
9/21/21 via email	Muriel	Sarmadi	<p>Roundabout at Spinks Fery Road Overall, the Spinks Ferry Roundabout would be a great asset to “Lucketts” as it will provide safe access to businesses and residents as well as reduce the number of accidents that occur on this section of Route 15.</p> <p>Northern portion of the RAB There’s a wide grass area due west on the southbound lane as one approaches Brossman’s Farm. Why not add a left turn lane so cars attempting the turn have safe harbor and not be afraid of getting rear ended which currently happen when cars are illegally and unsafely passing on the right.</p> <p>Is there room to add an acceleration lane northbound coming out of Brossman’s Farm</p>	The design team will assess whether a left turn lane on the southbound approach to Brossman's farm and/or an acceleration lane northbound out of Brossman's farm is warranted and feasible.

Written Q&A Questions from September 23, 2021 Public Information Meeting

9/23/2021	Martha	Polkey	To response to Stacy Carey: With all do respect, this intersection realignment was requested originated in Supervisor Kurtz's terms. She requested that VDOT study combining these roads with a roundabout, at citizens' request. At that point, VDOT declined to consider this option. I am happy to share documentation. Please include this in the public record	Thank you for your comment.
9/23/2021	Martha	Polkey	Please share what assessments of the karst geology will be performed, and whether the stormwater controls are approved and recommended in karst geology. Have you consulted with Virginia's Karst Protection Office?	Geotechnical investigations are ongoing. Karst geology will be addressed and coordinated with VDOT as the design advances.
9/23/2021	Martha	Polkey	Thank you for this great improvement to the safety and function of our National Scenic Byway. It will increase safety, access and flow along the corridor. Those of us who have sought this improvement since 2003 are very pleased that, 18 years later, it will finally be accomplished. But I would be remiss if I did not thank area residents alive in the 19th century, who also requested this alignment (ALBEIT not with a modern roundabout).	Thank you for your comment.

9/23/2021	Martha	Polkey	Can you share the timeline of improvements on spinks ferry vs. the montresor/limestone school road RAB? function during construction is a great concern.	The Spinks Ferry Roundabout project is funded for construction starting in 2025 and completion in 2026. The Route 15, Montessor to Point of Rocks project, which contains the Montessor/Limestone roundabout, is funded for construction starting in 2026 and completion in 2028. Construction of the two projects will be coordinated to minimize impacts to the public.
9/23/2021	Martha	Polkey	Can you let us know when we can expect the recording, and a transcript of questions and answers be published online? Can you make sure that this goes out in regular county updates?	The recording has been posted and the questions and answers will be posted to the project website after the comment period is closed.
9/23/2021	Martha	Polkey	Thank you!	Thank you for your comment.
9/23/2021	Ryan	Schelske	What side of the road is the shared-use path? and why isnt a shared use path part of this design?	The shared use path will be on the west side of US-15. This project will provide a graded bench and the needed right-of-way for the future construction of the path. The path will not be built at this time due to the lack of connecting facilities on both the north and south of the project.

9/23/2021	Ryan	Schelske	where would pedestrian crossing be placed?	The pedestrian crossing of the median is shown on the west leg of the roundabout crossing the proposed Newvalley Church Road. The full crossing including accessibility ramps and pavement markings will be provided when the trail is constructed in the future.
9/23/2021	Ryan	Schelske	Why is there a turn lane on 15 South Bound, south of the roundabout? and like wise why is there an area to cross 15 IVO Brossman farm entrance ? I thought the main purpose of the roundabout was preventing crossing traffic in the area	The turn lane south of the roundabout is an existing turn lane to Little Rock Motel. That access will be maintained based on the current design. This project will improve traffic flow and reduce speed as the traffic approaches the proposed roundabout. The slower speeds will provide longer gaps for turning traffic to safely access local business and other facilities.
9/23/2021	Ryan	Schelske	can the old section of the newvalley road be used as a multiuse path?	The project intends to abandon and return the affected portion of the old Newvalley Church Road right-of-way to the original property owners and will not be available.
9/23/2021	Ryan	Schelske	is there any way to speed up the timeline?	The timing is dependent on the County budget which has construction funding available in 2025.
9/23/2021	Janet	Lyman	Is there a preference on Option 1 versus Option 2 on Newvalley Church Road?	The turnaround design will be based on public input, design constraints and coordination with the impacted property owners.

9/23/2021	Robert	Lane	CAN I SPEAK?	Mr. Robert Lane was allowed to speak.
9/23/2021	Kevin	Mentz	What type of structure is planned for the crossing of the watercourse?	A concrete culvert is proposed.
9/23/2021	Patricia	Logue	Is this plan being coordinated with the larger Rt 15 north of Montresor Road? If so, how will the two plans work together? If not, why not?	Yes, the projects have been coordinated. The Loudoun County Capital Improvement Program has several projects planned between Montresor Road and Village of Lucketts which are coordinated but will be funded and constructed on different timelines.
9/23/2021	Peter	Gustafson	Thank you for your efforts on our behalf. I am generally in favor of the proposed plans. Why are participants hidden? The stormwater retention pond looks like a "sump". We would NOT want this ugly feature in our community. I would suggest a "rain garden" feature compatible with the grassy drainage already proposed.	This is a preliminary stormwater management concept and modifications to the size and location will be assessed. Landscaping and slope treatments will be considered to improve the aesthetics of the pond.
9/23/2021	Peter	Gustafson	Why are the medians so wide on the north and south of the roundabout? Why medians at all? The swoop is designed to slow traffic to 35 mph so am unable to understand why more footprint is needed. Thank you for designing a roundabout for this intersection, this is a good start. Mary Gustafson	The approach medians are laid out to slow traffic in advance of the roundabout and to align their approach with a specific approach angle that allows for clear sight lines and safer operations within the roundabout.

9/23/2021	Peter	Gustafson	median width as queried by Mary Gustafson, the wide median width is not the case at the Point of Rocks Roundabout which already accomodates the same types of vehicles as the proposed. Rumble strips would also slow the vehicles, no?	<p>Rumble strips and other measures could also be used to encourage drivers to slow in advance of the roundabout. However, physical obstructions, like the raised median, are the most effective measure since they cannot be ignored.</p> <p>This project cannot comment on the justification of the Point of Rocks design. However, the wider medians proposed here will provide a greater speed reduction and thus increased safety for vehicles operating in the roundabout.</p>
9/23/2021	Peter	Gustafson	Mary Gustafson again. I just want to say for the record I am very much in favor of this project but where we can make it the most aesthetically pleasing and highly preforming We need to make that happen. This our entry to our village and we care very much about our village. I'm not keen to see this be just another over engineered project rather an example of traffic calming and context sensitive.	Thank you for your comment.
9/23/2021	Peter	Gustafson	Roudabouts at Gilberts Corner possess swoops but there are no median	This project cannot comment on the justification of the Gilberts Corner design. However, the larger "swoops" and physical raised medians proposed here will provide a greater speed reduction and thus increased safety for vehicles operating in the roundabout.