

Crosstrail Boulevard Segment C – Sycolin Road to the Dulles Greenway

Summary of Public Information Meeting and Comment Period Questions and Comments

Q1: How may we sign up to ask questions?	
A1:	Please post your question here in the Q&A box. After the presentation, we will read the questions to the participants and answer your question.
Q2: Has this project had soil test conducted and been reviewed by the Department of Environmental Quality based on traffic impact on surrounding wells and bodies of water? Will there be follow up water testing conducted?	
A2:	Soil testing is currently underway for geotechnical recommendations for the proposed improvements. Wetland delineations have also been completed for the project and a wetland delineation report has been sent to the Corps of Engineers (USACE) to obtain a Jurisdictional Determination. A Joint Permit Application (JPA) has not been sent to the permitting agencies yet, but will be once design is progressed to a point at which impacts are identified and finalized. The USACE, Department of Environmental Protection (DEQ), and Virginia Marine Resources Commission (VMRC) will review permit documentation and determine if additional input from the Environmental Protection Agency (EPA) and other regulatory agencies is necessary. Additional testing will be completed if requested by the permitting agencies.
Q3: How close to the property lines will this project come to the neighboring property owners? Specifically that of 20121 Sycolin Rd.	
A3:	Minor widening is necessary on Sycolin Road south of the intersection with Crosstrail Boulevard to create a left turn lane from northbound Sycolin Road onto westbound Crosstrail Boulevard Segment C, heading towards the Dulles Greenway. That widening will extend to a point approximately 550' north of the 20121 Sycolin Road driveway.
Q4: Are there plans to shut down Shreve Mill Rd as a result of this new road project?	
A4:	Shreve Mill Road east of the Dulles Greenway is planned to be terminated to accommodate construction of Crosstrail Boulevard, and a portion of the road will be abandoned and demolished. The intersection of Shreve Mill Road and Sycolin Road will remain open, and Shreve Mill Road will remain open to traffic to a point just west of the existing bridge over the Tributary to Sycolin Creek to maintain property access.
Q5: Is there any timeline for improvement of the extension of Crosstrail Blvd to connect to Evergreen Mills, or has that been abandoned as a plan?	
A5:	The extension of Crosstrail Boulevard to Evergreen Mills Road is still on the Countywide Transportation Plan, but it is currently not funded and a date for design and/or construction has not been identified.
Q6: I'm guessing the segment I'm asking about would be Crosstrail Segment D, if it still exists.	
A6:	Please see response to Q5 above. That portion of Crosstrail Boulevard, although not officially named as "Segment D", has not been removed from the Countywide Transportation Plan.
Q7: If this project will IFB in 2023, would that estimate completion sometime in 2024 or 2025? or later. or earlier	

A7:	The timeline presented at the Public Information Meeting identified an Invitation For Bid (IFB) of 2024. Based on that date, construction completion is expected in 2027 or 2028.
Q8: Are there plans to expand Sycolin Rd beyond Crosstrail BLVD towards Shreve Mill Rd?	
A8:	There are no current plans to expand Sycolin Road beyond Crosstrail Boulevard towards Shreve Mill Road. However, the Countywide Transportation Plan does identify a 4-lane typical section for the entire length of Sycolin Road, so the intersection is being designed to accommodate this future widening to 4-lanes on Sycolin Road.
Q9: Is the future plan to realign Shreve Mill Rd and Compass Creek to come out further south on Evergreen Mills Rd?	
A9:	We believe this comment is referring to the extension of Crosstrail Boulevard further to the west, intersecting with Evergreen Mills Road. That section of Crosstrail Boulevard, west of the Dulles Greenway, has not been designed, but it is envisioned to connect to Evergreen Mills Road to the south of the existing intersection of Evergreen Mills Road and Shreve Mill Road. East of the Dulles Greenway, there are no plans to extend Compass Creek Parkway to the south of Crosstrail Boulevard.
Q10: Thank you all, very clear and brief.	
A10:	We appreciate your comment.
Q11: When do you plan to present the plans to the Department of Environmental Quality?	
A11:	We anticipate submitting a permit application for wetland and stream impacts to DEQ, USACE, and VMRC sometime in late 2022.
Q12: Will there be any effort to use a Loudoun county wetland bank for any required wetland mitigation, and is there any possibility of using native grasses and plants for the median and right of way?	
A12:	Permitting agencies prefer that mitigation be completed within the same service area, so an effort will be made to purchase mitigation from a bank in Loudoun County or within the same Hydrologic Unit Code (HUC). Planting and seeding of all disturbed areas within project limits will use native grasses and non-invasive seed mixes.
Q13: No question - just confirming you received my comment and it will be included in the record of tonight's meeting	
A13:	<ul style="list-style-type: none"> • Roy - thank you for your comment. I've shared it with the project team. We'll address those comments in the future • Roy - if you could send your full question to the DTCl email address which will be provided on the last slide, that will be helpful. The graphic you referenced in the second part of your comment did not come through
Q14: Comment from Roy Barnett which was sent as a "private" message during the presentation to Jim Zeller (Loudoun County DTCl) and Steve Kuntz (Dewberry): Good evening Jim and Steve. This is Roy Barnett, Group President of Land Acquisition, Planning, and Development, Van Metre Companies. I am submitting these comments on behalf of Orme Farm, LLC. Orme Farm objects to the elimination of the current connection of Shreve Mill Road to the existing bridge across the Dulles Greenway which will be utilized by the future Crosstrail Boulevard extension. Orme Farm representatives have worked with the Dulles Greenway management team on a design concept that will maintain certain connectivity between the proposed terminus of Shreve Mill Road and the northbound exit	

ramp of the Dulles Greenway as shown below. Orme Farm respectfully requests that the proposed design of Crosstrail Boulevard, Segment C, include this connectivity.	
A14:	The closure of Shreve Mill Road and extension of Crosstrail Boulevard from the Dulles Greenway Interchange is consistent with the Countywide Transportation Plan and maintains the functionality of the interchange as it was originally designed and constructed. Limited Access control currently extends along the interchange ramp, beyond the end of the Orme Farm property, and to a point where the Dulles Greenway right-of-way intersects the existing Public Access Easement encompassing Shreve Mill Road. The sketch provided via email related to this comment would require approval from the owners of the Dulles Greenway, VDOT, and the Commonwealth Transportation Board due to the break in Limited Access control along the Dulles Greenway right-of-way which the proposed access would require. Further, the proposed connection to Shreve Mill Road and the Crosstrail Boulevard intersection does not meet VDOT Access Management requirements. This concept is not compatible with the overall roadway network configuration, nor does it comply with Loudoun's Countywide Transportation Plan. Access to Orme Farm and the adjacent properties along Shreve Mill Road will be maintained via Sycolin Road.
Q15: I wasn't able to attend the Oct 25th meeting to submit this question. I'd assume when this segment is complete, the current segment of Shreve Mill from the Greenway to Sycolin would be destroyed and all debris removed?	
A15:	Only a portion of existing Shreve Mill Road, immediately east of the Dulles Greenway, will be demolished and abandoned, as necessary to facilitate construction of Crosstrail Boulevard while also maintaining access to private properties east of the Dulles Greenway.
Q16: This is Roy Barnett, Group President of Land Acquisition, Planning, and Development, Van Metre Companies. I am submitting these comments on behalf of Orme Farm, LLC. Orme Farm objects to the elimination of the current connection of Shreve Mill Road to the existing bridge across the Dulles Greenway which will be utilized by the future Crosstrail Boulevard extension. Orme Farm representatives have worked with the Dulles Greenway management team on a design concept that will maintain certain connectivity between the proposed terminus of Shreve Mill Road and the northbound exit ramp of the Dulles Greenway. Orme Farm respectfully requests that the proposed design of Crosstrail Boulevard, Segment C, include this continuing connectivity of Shreve Mill Road with the existing Dulles Greenway bridge crossing and Crosstrail Boulevard, Segment C.	
A16:	Please see the response to Q14 above, as this is the same comment which was provided during the Public Information Meeting via the chat/comment feature.
Q17: To Whom it May Concern:	
I hope that this comment finds you well. "I am submitting these comments on behalf of Orme Farm, LLC. Orme Farm objects to the elimination of the current connection of Shreve Mill Road to the existing bridge across the Dulles Greenway which will be utilized by the future Crosstrail Boulevard extension. Orme Farm representatives have worked with the Dulles Greenway management team on a design concept that will maintain certain connectivity between the proposed terminus of Shreve Mill Road and the northbound exit ramp of the Dulles Greenway. Orme Farm respectfully requests that the proposed design of Crosstrail Boulevard, Segment C, include this continuing connectivity of Shreve Mill Road with the existing Dulles Greenway bridge crossing and Crosstrail Boulevard, Segment C."	

Sincerely and Respectfully Yours,
Peter O. Hitchen
Partner Orme Farm, LLC

A17:	Please see the response to Q14 above.
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