

Eastern Blue Ridge District Transportation Update

Brambleton, Willowsford, Loudoun Valley Estates, Aldie, and Arcola Areas

Congestion relief, enhanced connectivity and improved safety are some of my top priorities. As such, my office has been working with County staff, VDOT and various developers to accelerate a number of much needed transportation improvements for our area. That said, I'm happy to provide the following updates:

Loudoun County Parkway & Rt 606/Arcola Rd Signal:

Approved - Scheduled to be in place by September 2017.

Belmont Ridge Rd & Shreveport Dr Signal:

Approved - Scheduled to be in place by September 2017.

Shreveport Dr & Loudoun County Pkwy Signal:

Approved - Scheduled to be in place by September 2017.

Northstar Blvd & Creighton Rd Signal:

Met VDOT Warrant on March 9 - At my request, a warrant study was completed ahead of schedule and the intersection was able to meet

warrant based on future conditions which VDOT has not previously allowed. My office continues work to accelerate construction of a signal and will provide additional updates as soon as a completion date has been identified.

Evergreen Mills Rd/Creighton Rd/Fleetwood Rd Signal:

Met VDOT Warrant on March 30 - At my request, a warrant study was completed ahead of schedule and the intersection was able to meet warrant based on future conditions which VDOT has not previously allowed. My office continues work to accelerate construction of a signal and will provide additional updates as soon as a completion date has been identified.

Northstar Blvd & Belmont Ridge Rd Signal:

Approved - This project will replace the current interim safety solution with a traffic signal, crosswalk and pedestrian crossing signal. The necessary easements have been obtained and construction RFP issued. I expect bids will be received and brought to the Board for contract award in the next quarter (June). Boring for soil samples has begun for this project. Construction is planned for a 6 month period with a Winter 2018 estimated completion.

Northstar Blvd & Ryan Rd Signal:

Installed and activated - Many thanks to the Brambleton developer for working with my office, the county and VDOT to construct this signal for the county in order to ensure an earlier completion date than the county could have done.



Rt 50 & Fleetwood Rd Signal:

VDOT Warrant study requested - A Warrant study failed last year; however, it was conducted prior to the paving of Fleetwood Rd from Rt 50 to Evergreen Mills Rd and prior to the Boards approval of the Corpus Christi Parish Application. I have requested a new Warrant study be conducted in hopes that it will pass this time. If it does, my office will work to accelerate construction of the signal and will provide additional updates as soon as possible.

Claiborne Pkwy & Loudoun County Pkwy Signal:

VDOT Warrant study requested - A signal at this intersection has been identified as critical upon completion and opening of the Claiborne Pkwy missing link (Croson - Ryan) scheduled for completion in Summer of 2018. As such, I have requested that a signal warrant study based on future conditions be completed as soon as possible. If the study meets warrant, my office will work to accelerate construction of the signal and will provide additional updates as soon as possible.

Loudoun County Pkwy & Creighton Rd/Evergreen Ridge Rd Signal:

Installed Aug 2016 - Scheduled to be in activated by September 2017.

Braddock Rd/Trailhead Dr All Way Stop Signs:

VDOT Request in Progress - My office has requested a VDOT traffic study be conducted for possible installation of "All Way Stop" signs at the intersection due to increased safety concerns stemming from the recent connection of Trailhead Dr from Braddock Rd to Rt 50 and the upcoming Fall 2017 opening of MS-7. This intersection will also receive a warrant study for a future signal as part of the HS-9 scoping process.

Braddock Rd & Summerall Dr/Supreme Dr All Way Stop Signs:

Approved and installed - See below for update on signal project for this intersection.



Braddock Rd & Summerall Dr/Supreme Dr Signal:

Environmental Assessment Phase - This project will construct a traffic signal and turn lanes at the intersection of Braddock Rd and Summerall Dr/Supreme Dr. The missing half section of Braddock Rd near the subject intersection will be widened from two lanes to four lanes. An environmental assessment is expected to occur in the next few months which will be followed by the design and right-of-way acquisition phases. I will provide additional updates as they become available.

Creighton Rd (Northstar Blvd - Evergreen Mills Rd):

This segment is being constructed by the Brambleton developer. They have already opened the portion from Northstar to Madison's Trust Elementary and will open the remaining section from Madison's Trust Elementary to Evergreen Mills Rd by July 1, 2017. My office continues work to accelerate construction of the traffic signals on both ends of this segment and will provide additional updates as soon as completion dates have been identified.

Ryan Rd (Northstar Blvd - Beaverdam Dr):

Currently, this section of roadway receives an immense amount of traffic combined with poor drainage thus the road bed is deteriorating rapidly. My office has worked with VDOT for improvements and proactive maintenance to address the existing safety issues. I am thankful for the improvements that VDOT made last week and will continue to keep an eye on this section until scheduled improvements occur. This section of Ryan Road will eventually be widened and repaved by the Brambleton Developer. I will provide additional updates when a timeline has been established.

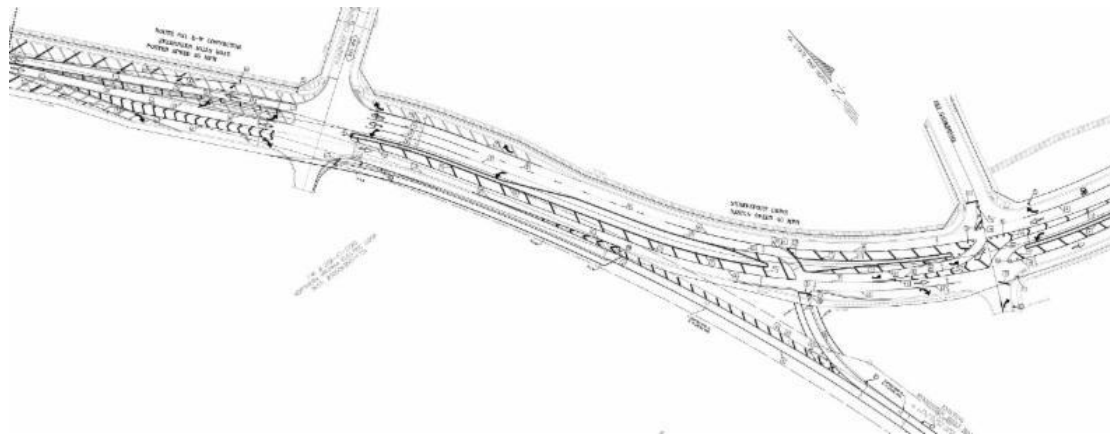
Claiborne Pkwy Missing Link (Croson Rd - Ryan Rd):

Construction to Begin Soon - This project constructs Claiborne Parkway as a four lane median divided roadway from Ryan Rd to Croson Ln with a traffic signal at the intersection of Claiborne Pkwy and Ryan Rd. A pre-construction meeting is scheduled for tomorrow, followed by the notice to proceed with construction. Construction is scheduled to conclude in late Summer of 2018.

Evergreen Mills Rd & Shreveport Dr Alignment:

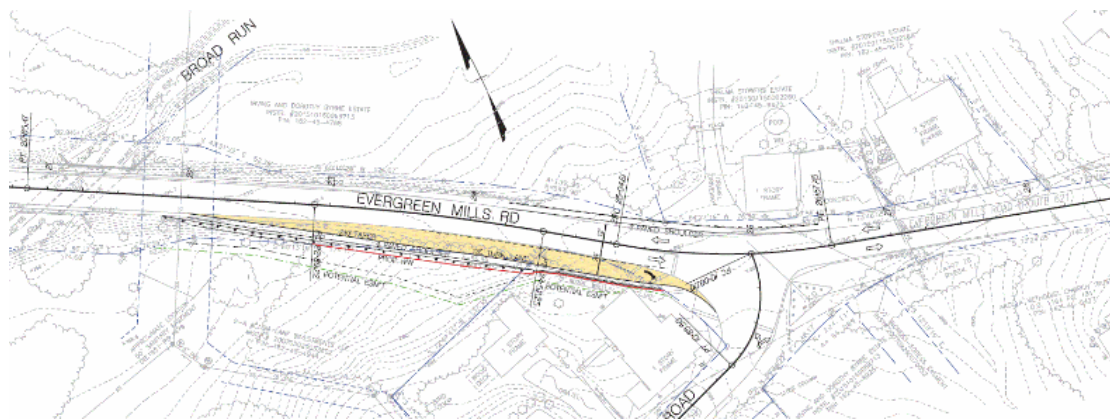
Alignment Finalized - I recently worked with VDOT and the Brambleton developer to finalize the below pictured alignment for Shreveport Dr and Evergreen Mills Rd (EMR). This alignment will allow for the full use of both roadways into the future. Both VDOT and County staff have approved all aspects of this project. The Brambleton developer is actively working with NOVEC to coordinate the necessary right-of -ay and utility relocation for this alignment.

Note: There were previous plans to cul-de-sac EMR upon the full opening of Shreveport Dr. This would have allowed only local residential traffic on EMR from Belmont Ridge Rd to the EMR cul-de-sac near Shreveport and Somerset Crossing Pl. I was opposed to that plan and am pleased to have come to a viable solution that will keep all roads connected and open for use.



Evergreen Mills Rd & Stone Springs Blvd Turn Ln:

Possible Short Term Solution - Chronic traffic congestion continues to be an issue in this area. As such, I recently put forth a motion which was approved by the Board for county staff to look for low cost spot improvements, such as the addition of an eastbound turn lane as shown below (yellow highlighted section). This would provide short term relief while awaiting completion of the planned widening of this section of Evergreen Mills Rd currently scheduled for completion in January of 2023.



Mooreview Pkwy Missing Link:

Currently under construction - This project constructs Mooreview Pkwy as a four lane median divided roadway from Croson Ln to Old Ryan Rd. It will also include a shared use path on one side of the road and a sidewalk on the other to improve access in the area. Construction began on April 18th and is expected to conclude in Spring of 2018.

Note: This project is not in the Blue Ridge District (BRD); however, it will be heavily utilized by BRD residents and is a project that I am frequently asked about.



Northstar Blvd (Rt 50 - Shreveport Dr):

This project has been identified as a top priority for the county and will construct an 8,800' section of Northstar Blvd between Rt 50 and Shreveport Dr. Last month, a request for design services was issued in anticipation of the design contract being awarded in Summer of 2017. Last year the county secured \$8.2 million in state funding which will be used for design and a portion of the right-of-way acquisition phase. While progress on the design and right-of-way acquisition phases continue, the Board and county staff are actively working to secure additional funding for completion of the remaining phases of the project. I will provide additional updates as they become available.

Northstar Blvd (Rt 50 - Tall Cedars Pkwy):

This project will construct an 4,300' section of Northstar Blvd between Rt 50 and Tall Cedars Pkwy. It is currently awaiting final design approval from VDOT. The county continues to coordinate with FEMA and VDOT for review and approval of bridge plans designed to minimize floodplain impact. Appraisals are being prepared for necessary right-of-way acquisition. Final project design approval and preparation of the construction bid documents are expected for Summer of 2017. Pending completion of right-of-way acquisition and utility relocation, it is anticipated that construction advertisement will occur in Fall of 2018.

Loudoun County Pkwy Extension from Brambleton to Rt 606: The Brambleton developer has completed its portion of Loudoun County Pkwy (LCP) and VDOT is constructing the final connection to Brambleton's section. Per VDOT, LCP between Creighton Rd and the new Rt 606 intersection will open in September of 2017 with the following lane configurations:

- Two northbound lanes.
- Two southbound lanes.
- Two southbound turn lanes for traffic wishing to turn east onto Rt 606.

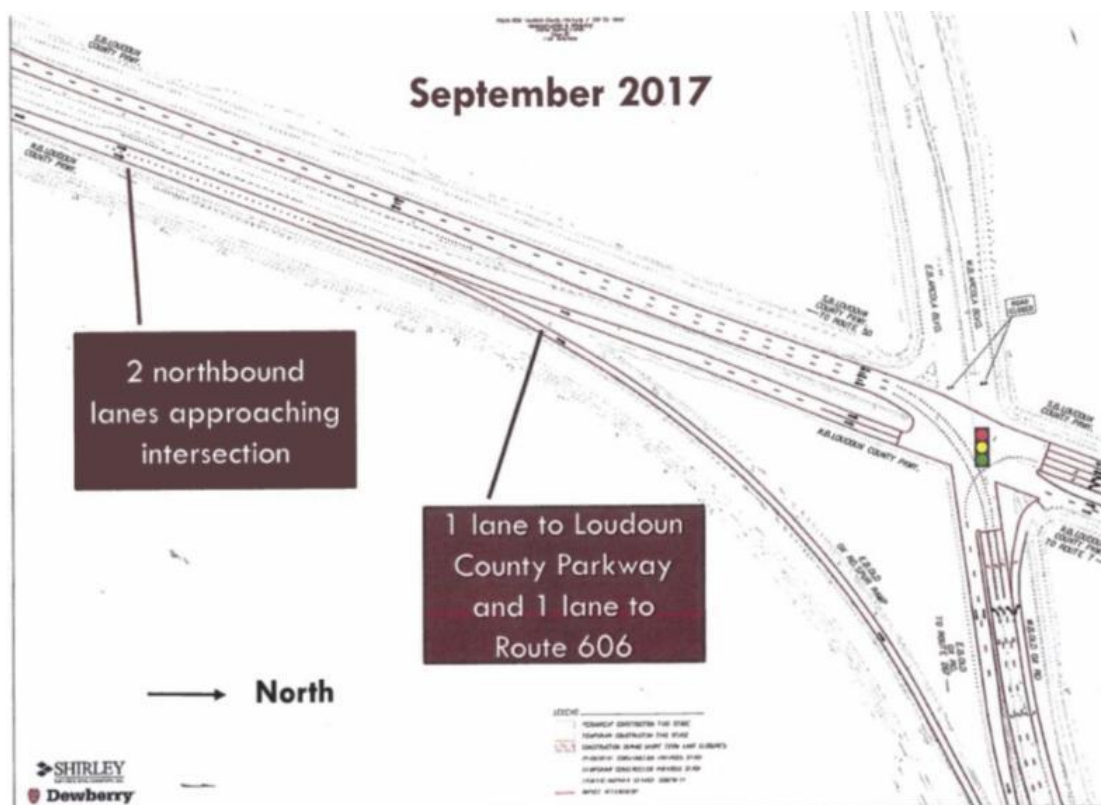


Rt 606 Widening & the Rt 606/LCP/Arcola Blvd Intersection: This project widens the existing 2 lane roadway (1 lane each way) along Rt 606 to 4 lanes (2 lanes each way) between the Greenway and Loudoun County Pkwy (LCP). It also includes construction of an intersection at Rt 606/LCP/Arcola Blvd and the addition of a third southbound lane on LCP from the Rt 606 intersection to Dulles West Blvd. The project also includes bicycle and pedestrian accommodations.

VDOT plans to open the Rt 606 Widening project and the Rt 606/LCP/Arcola Blvd intersection in the following 3 phases:

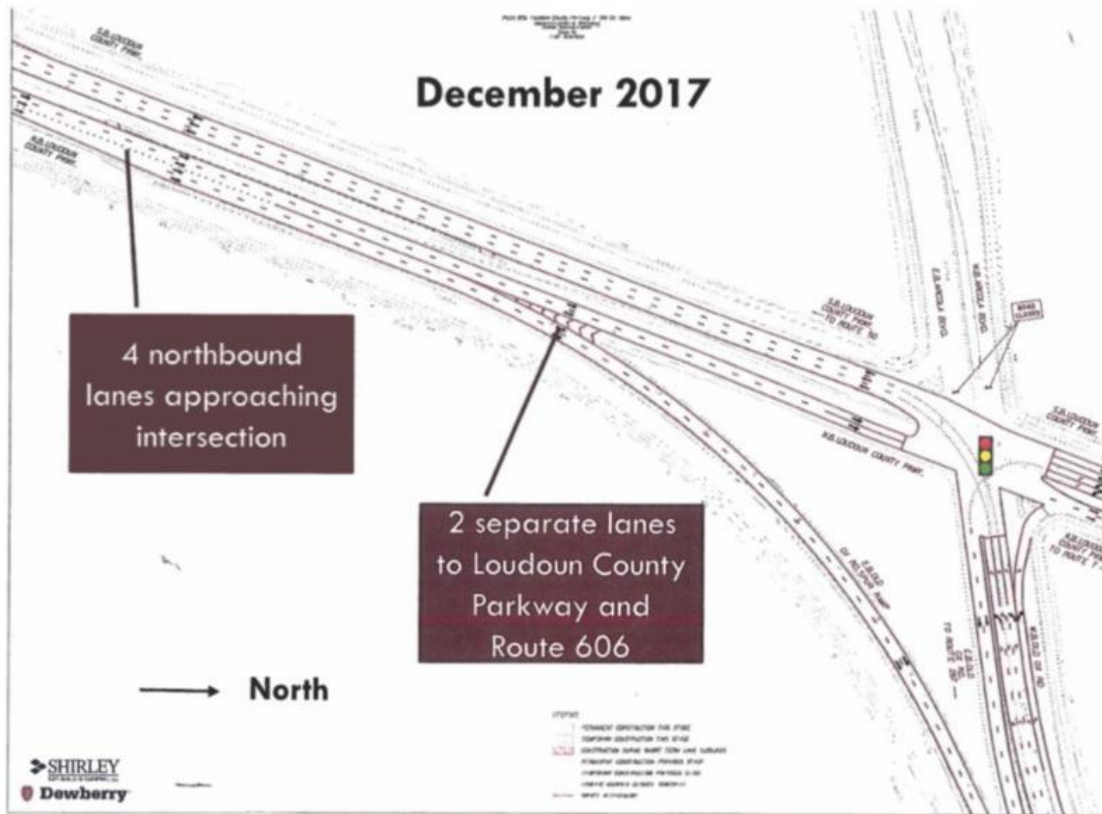
Phase 1 (September 2017)

- Westbound traffic on Rt 606 turning south onto LCP will be served by three left turn lanes. Traffic will have to merge back down to two lanes after making the turn onto southbound LCP.
- Northbound traffic on LCP wishing to travel eastbound onto Rt 606 will be served by a single lane ramp. Traffic continuing eastbound on Rt 606 will be served by one lane all the way to the Greenway.
- Northbound traffic on LCP wishing to continue northbound through the intersection will have to briefly merge into a single lane which will expand into two lanes prior to entering the intersection. Those two lanes will then continue through the intersection.
- Southbound traffic on LCP turning east onto Rt 606 will be served by two left turn lanes. Traffic will have to merge back down to one lane after making the turn onto eastbound Rt 606.
- Southbound traffic on LCP wishing to continue southbound through the intersection will have two lanes to do so.
- Arcola Blvd will remain closed to traffic.



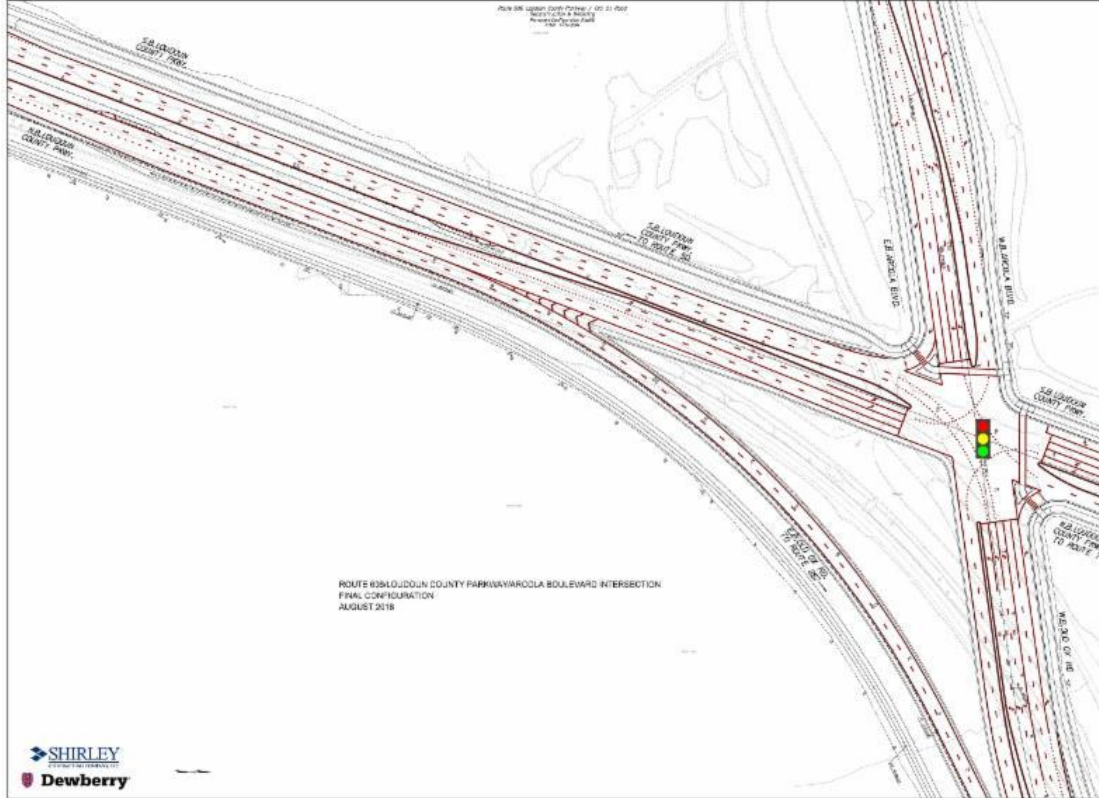
Phase 2 (December 2017)

- Westbound traffic on Rt 606 turning south onto LCP will be served by three left turn lanes. Traffic will no longer have to merge down to two lanes after the turn.
- Northbound traffic on LCP wishing to travel eastbound onto Rt 606 will be served by a two lane ramp.
- Northbound traffic on LCP wishing to continue northbound through the intersection will have two lanes to do so. Traffic will no longer have to merge down to one lane prior to the intersection.
- Southbound traffic on LCP turning east onto Rt 606 will be served by two left turn lanes through the intersection. Traffic will no longer have to immediately merge back down to one lane after making the turn onto eastbound Rt 606.
- Southbound traffic on LCP wishing to continue southbound through the intersection will have two lanes to do so. Once through the intersection traffic will have three lanes available.
- Rt 606 will open in its new four lane configuration (2 lanes each way) at the northern and southern ends of the project. The middle section (Commerce Center Ct - the area just east of the intersection) will remain two lanes (1 lane each way).
- Arcola Blvd will remain closed to traffic.



Phase 3 (August 2018)

- The Rt 606 Widening project and Rt 606/LCP/Arcola Blvd intersection complete and open to traffic.
- The portion of Arcola Blvd abutting Rt 606 will be constructed as a four lane median divided roadway with turn lanes to and from LCP.



Rt 50 & Everfield Dr Roundabout:

Making Progress - I'm working hard to maintain the rural, historic and scenic character of Rt 50 west of Fleetwood Rd; therefore, I prefer the installation of roundabouts or other traffic calming measures as opposed to traffic signals whenever possible throughout this corridor. Additionally, I've seen first hand with the previous removal of the traffic signal at Rt 15 and Rt 50, how a roundabout can reduce traffic congestion and create a safe and continuous flow of traffic. As such, I recently put forth a motion which was approved by the Board directing staff to:

1. Develop for Board consideration an agreement for the Willowsford developer to participate in the design and construction of a roundabout;
2. Incorporate a roundabout at this location in the ongoing revisions to the Countywide Transportation Plan (CTP);
3. Develop a cost estimate for construction of a roundabout at this location to be considered in next years Capital Improvement Program discussion.

The Willowsford developer supports the idea of a roundabout as opposed to a traffic signal and has offered to fund the cost of design. Willowsford has prepared the traffic analysis and submitted it to VDOT for review. VDOT has agreed that a roundabout (similar to the one at Watson Rd) will work at Everfield Dr; therefore, Willowsford is prepared to move forward with roundabout design if the Board approves the draft agreement. I will provide additional updates as they become available.

Rt 50 & Lenah Rd Roundabout:

For the reasons stated above, my office is also making an effort to proceed towards implementation of a roundabout at Rt 50 and Lenah Rd as the level of service at the intersection is degrading. Doing so will require support from my colleagues on the Board to update the Countywide Transportation Plan through the current Envision Loudoun process. This roundabout is the easternmost element of the Route 50 Traffic Calming corridor. As such, scoping, NEPA, and formal public involvement for this roundabout is complete. I appreciate the support shown from the Willowsford developer, county staff, VDOT and concerned residents in the area.



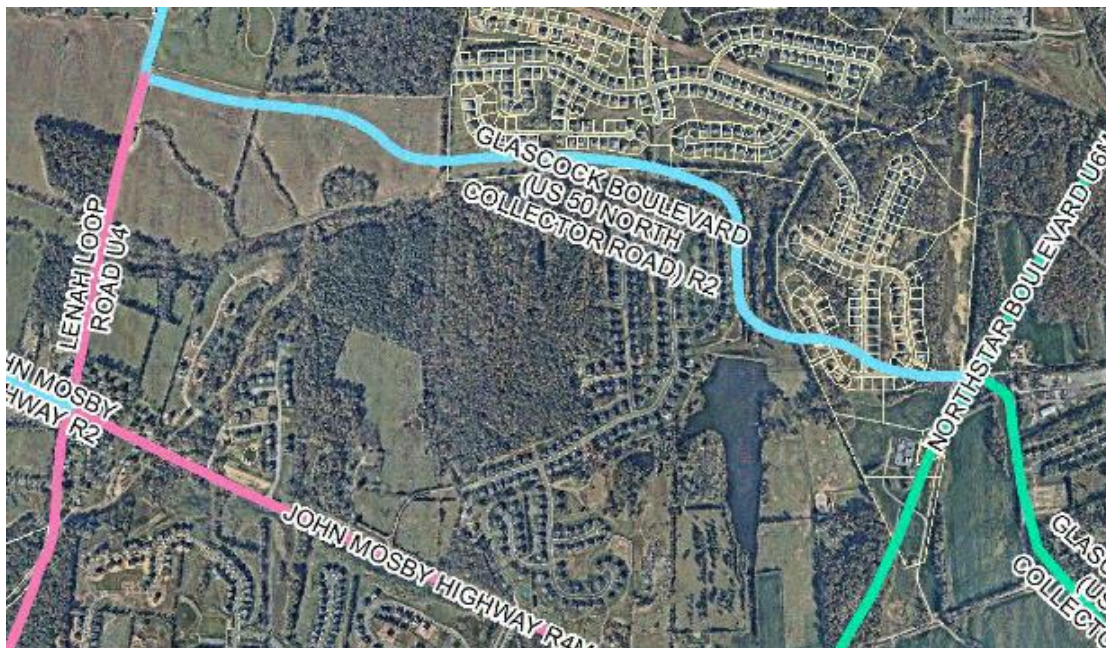
Dulles West Blvd (future segment located west of Northstar Blvd):

This section is currently shown on the Countywide Transportation Plan (CTP); however, it has not been funded in the county's Capital Improvement Plan.

For the following reasons, I don't believe the addition of this segment is necessary, nor do I think it would serve the greater good of our county or area residents:

- The logical alignment is obstructed by a large existing lake sometimes referred to as Quail Run Pond. This would force a northward turn in the alignment between established communities and would negatively impact dozens of existing residents.
- The alignment would need to cross below the existing Quail Run Pond dam raising additional engineering concerns.
- To the extent that additional clearing and grading would remove tree cover and future open space areas, leaving the area undisturbed would allow for buffers between existing communities and along Route 50.
- The commercially zoned properties closer to Route 50 that could possibly benefit from this segment would likely not be served by the ultimate alignment.
- Traffic can be sufficiently accommodated by other existing and planned transportation network improvements.

For these reasons, I have begun an effort to request the removal of this future segment of roadway from the CTP as part of the ongoing Envision Loudoun process. I am hopeful that my colleagues on the Board will support this effort.



Many thanks to VDOT, county staff and our area developer's for their willingness to take proactive steps to reduce traffic congestion and improve safety in the eastern portion of our District.

As always, I will continue to do everything in my power to reduce traffic congestion and increase safety within the District!

Note: Anyone who did not receive this update directly and would like to in the future can do so [here](#) or by texting blueridgeconnect to 22828

All my best,



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