

Battlefield Parkway / Route 15 Bypass Interchange Project

Answers to Questions asked during the April 28, 2022 Neighborhood Meeting
 (includes questions received via email before and after the meeting)

#	Question	Answer
1	The Rt 15 light is currently not really an issue since the traffic backs up from the Raspberry Falls light. What is being done to remove that bottle neck? And have we investigated if after removing the Raspberry Falls light we still NEED a bypass? It's only 2 hours in the afternoon that this is an issue.	<p>This Battlefield Parkway Interchange Access Report (IAR) study is not specifically examining improvements at the Raspberry Falls traffic signal. Improvements to Route 15 north of Leesburg (including the Raspberry Falls signal) have been evaluated and design of those improvements are underway by Loudoun County. Based on a review of the studies performed by Loudoun County, in the 2045 design year, northbound Route 15 Bypass queues from the traffic signal at Raspberry Drive/Whites Ferry Road will not extend to Battlefield Parkway after implementation of the County project.</p> <p>The construction of an interchange at Battlefield Parkway will remove the last remaining traffic signal on the Route 15 Bypass (assuming that the proposed interchange on Route 15 at Edwards Ferry Road and Fort Evans Road has been constructed) and eliminate a choke point on Route 15. Removing the signal is consistent with the Town Plan goal of converting the Route 15 Bypass into a full limited access highway.</p> <p>The existing at-grade signalized intersection also does not fully address the goal to provide safe passage for pedestrians and bicycles across the Bypass. An interchange in this location will eliminate the need for pedestrians and bicycles to cross Route 15 Bypass traffic, which will greatly improve safety for this crossing.</p>
2	i can hear you	Not a question.
3	yes audio is fine thanks	Not a question.

#	Question	Answer
4	<p>What will you do to discourage more development along Rt 15 if the road is widened? We can keep widening the roads and ruin the scenery forever and it will NEVER be enough if you keep allowing more development</p>	<p>The projects north of the Town limits are Loudoun County projects tied to the Loudoun County Comprehensive Plan both from a planning and zoning perspective. The Town does not control development outside of the Town Limits.</p> <p>The purpose of this project is to reduce congestion at the Battlefield intersection, improve safety for pedestrians and bicycles crossing the Route 15 Bypass and to remove the signal from the intersection in accordance with the Town Plan.</p>
5	<p>Why are we trying to make it easier for people from MD to commute over POR, instead of pushing back and making them agree to a bridge that extends 28 across the Potomac</p>	<p>Although construction of another Potomac River bridge is something that has been discussed among the surrounding jurisdictions, a plan for a new river crossing the extends Route 28 is not currently in the long-range plan. Additionally, a plan for an improved river crossing at the Point of Rocks is also not currently in the long-range plan.</p> <p>The proposed interchange at Route 15/Battlefield Parkway is included in all local and regional plans. It is part of a long-range plan to eliminate traffic signals on the Leesburg Bypass. This limited access plan for the bypass dates to the 1980s and has been reaffirmed in each Leesburg Town Plan since 1986, including the most recent Town Plan that was adopted in March of this year.</p> <p>On a local basis, this project is intended to help residents by reducing the congestion occurring at the intersection on most days. Residents from subdivisions in the project area regularly contact the Town expressing concerns about congestion and safety at the intersection. This daily congestion impacts mobility and safety of residents in neighboring subdivisions who must travel through the intersection (by vehicles, on-foot, or by bicycle). By reducing congestion at the intersection, access by emergency vehicles to residents will be improved.</p>
6	<p>you should use the current orientation of balls bluff road not the abandoned right of way</p>	<p>The improved Balls Bluff Road will not be modified under any of the alternatives proposed for an interchange between Route 15 Bypass and Battlefield Parkway. The currently gated access point between the unimproved portion of the old Balls Bluff Road and Route 15 is proposed to be permanently closed as part of this project, which will meet the Town Plan goal of making the bypass a fully limited access facility.</p>

#	Question	Answer
7	What will you do to mitigate noise pollution that is caused by the increased traffic on 15? It is already noisy as it is, and at least now cars have to stop along the way.	The Interchange Access Report (IAR) completed during this initial phase will have a high-level review and summary of the potential need for sound barriers. A formal noise analysis will be completed during the detailed design phase of the project as part of the environmental document. The noise analysis will be developed following all federal and VDOT requirements. All the alternatives are expected to have a similar level of potential noise impact. Potential sound barriers would only be constructed as part of the proposed future interchange project.
8	What impacts are anticipated to the church property east of the interchange? Will land be needed for the sidewalk?	The design will strive to keep all alternatives within the existing right-of-way wherever possible. It is anticipated that most of the land rights required will be for temporary grading easements. There is also the possibility that a small strip of right-of-way or sidewalk easement could be needed for the sidewalk in some areas, including on the church property.
9	When construction happens, will the Battlefield Pkwy/US Route 15 intersection close for a detour route similar to the Battlefield Pkwy/Virginia Route 7 SPUI when that interchange was constructed?	The details of determining how the traffic will be managed is typically assessed at a later stage of final design. For the alternatives as shown during the meeting, the alignment of the Battlefield Parkway overpass has been shifted to the south so that traffic flow along the existing Battlefield Parkway can be maintained while the new facilities are constructed. Some short duration closures may be required to complete specific elements, but overall, the concepts as designed are intended to maintain traffic flow for as much of the construction period as possible.
10	Option 2 won't work - people will take the shortest path and no one thinks that tunnels are safe for pedestrians	Alternate A - Option 2 was developed to provide an option that eliminates pedestrians and bicycles crossing active roadways, while continuing to meet standards for accessible pedestrian facilities located within public rights of way. Should this alternative be recommended for further study and/or design, the intention is to incorporate design features that promote safety and security and to discourage pedestrians from taking other routes that would cross roadways.
11	Will the bridge over the US Route 15 Bypass have a bridge support pier in the middle?	A detailed design of the bridge will occur later during the detailed design phase of the project. It is possible to eliminate the median pier by using a single span bridge, however, often a pier is designed in the median because it reduces the vertical height of the bridge required over the Bypass. During detailed design, the cost and safety benefits of a pier in the median of the Bypass will be analyzed before finalizing the bridge design.

#	Question	Answer
12	How will people get across RT 15 while the construction is going on?	The details of determining how pedestrians and bicycles will be accommodated during construction will be assessed during final design. The goal will be to maintain full pedestrian and bike access through the project limits during construction, no matter which interchange alternative is selected.
13	why not roundabout option 1 with a red signal on demand on the ramps for pedestrians	Part of the reason that roundabouts function efficiently is because vehicles entering the roundabout are typically able to find a gap in the traffic. The roundabout approaches are designed with curvatures intended to slow speeds and help pedestrians find safe gaps in traffic. Installing a traffic signal at the roundabout changes the overall function and would be an unexpected situation. Motorists do not typically expect to stop at a traffic signal near a roundabout. It is felt that the roadway geometry used to slow traffic approaching the roundabout will improve pedestrian safety at the crossings.
14	What would any option do for the traffic just north of the intersection that backs up to the light at Whites Ferry Road?	<p>The goals of this proposed interchange at Battlefield Parkway are to improve traffic congestion in the vicinity of the interchange, improve safety for pedestrians and bicyclists crossing the Route 15 Bypass, and to complete the conversion of the Bypass to a full limited access highway.</p> <p>Congestion and backups on Route 15 at the Whites Ferry intersection are being addressed with the Loudoun County project to widen Route 15 north of Leesburg. The adopted Loudoun County plan for the intersection at Whites Ferry Road is to increase capacity of the intersection by widening Route 15 from a two-lane road to a 4-lane divided road through the intersection. Traffic studies prepared by Loudoun County and VDOT indicate that with these improvements, the daily traffic backup at the signal will be reduced. Those studies are available from Loudoun County and VDOT.</p>

#	Question	Answer
15	<p>Opening up the intersection at Battlefield and 15 will further enhance the Dragstrip that exists today. Tractor Trailers and others fly down 15 through these areas. Also, considerable money and focus given to pedestrian crossings when there is little need for same!</p>	<p>The purpose of the project is to reduce congestion, improve crash safety and provide a safe pedestrian and bicycle crossing for Route 15 Bypass at Battlefield Parkway. The Town of Leesburg recently constructed a trail on Battlefield Parkway to cross Route 15 Bypass as an interim measure, until a grade-separated crossing is constructed in the future. Although speeds may increase along Route 15 Bypass as a result of the removal of the traffic signal, the current traffic signal creates the potential for crashes involving higher speed traffic along the Route 15 Bypass with lower speed traffic and pedestrians along Battlefield Parkway. During the five-year crash study period from January 2015 through December 2019, 45 crashes were reported at the Route 15 Bypass at Battlefield Parkway intersection with the highest portion of crashes occurring during the PM peak hour when congestion is greatest. No crashes were reported involving pedestrians, however, the Town is taking a proactive approach to improve safety at this intersection.</p> <p>One goal of the Legacy Leesburg Town Plan adopted March 22, 2022 is to design public streets to accommodate a mix of pedestrians, bikes, transit, traditional vehicles and other forms of mobility. Strategy 4.4.2 of the plan states that the design of streets should prioritize pedestrian and bicycle safety and comfort in addition to moving cars efficiently. Each alternative for the interchange includes provisions to improve access for pedestrian and bicycles on Battlefield Parkway crossing the Route 15 Bypass.</p> <p>In addition to the Town Plan goals and strategies, the Town has worked jointly with Bike Loudoun over the past several years to improve the bicycle route network. By improving the Route 15 crossing for bicycles, the project will enhance connectivity between the "Blue Trail" in the Leesburg Bike Trail network and the designated bike lanes on Plaza Street.</p>
16	<p>Why can't all the bypass projects be moved further north past Battlefield and nearer the Business 15 merge?</p>	<p>Loudoun County is currently designing a project to widening Route 15 Bypass from two to four lanes from north of Battlefield Parkway to Montresor Road, which will also include modification of the intersection between Route 15 and Route 15 Business. That project is scheduled to be completed in fiscal year 2026.</p> <p>The proposed improvements being considered at Battlefield Parkway is a separate project with additional goals of improving congestion in the vicinity of the intersection and improving safety for pedestrians and bicyclists.</p>

#	Question	Answer
17	Who are you aiming to serve here? Are you prioritizing vehicles and out-of-state travelers, or people who live here? Your proposals mostly prioritize cars, not the people who live here?	The proposed interchange at Route 15 Bypass/Battlefield Parkway is intended to serve all transportation modes that travel through the intersection including local residents, short and long-distance travelers, pedestrians, and bicyclists. This daily congestion at this intersection impacts mobility and safety of residents in the neighboring subdivisions along Battlefield Parkway who must travel through the intersection (by vehicles, on-foot, or by bicycle). The grade-separation of the intersection will allow local residents to travel across Route 15 Bypass without interacting with the high volume, higher speed traffic along the Route 15 Bypass. Replacing the signalized intersection with a grade-separated interchange will improve safety for all users of the intersection.
18	Until such time that Rte 15 is widened north of Battlefield, these changes will do nothing but expedite traffic to the congestion area where 15 narrows.	The widening of Route 15 Bypass north of Battlefield Parkway and Route 15 to Montresor Road is currently funded and is under design by Loudoun County. The schedule included in the Loudoun County Capital Improvement Program indicates completion of that project in Fiscal Year 2026. This project to develop an Interchange Access Report (IAR) is one of the initial steps of developing an interchange between Battlefield Parkway and the Route 15 Bypass. Actual construction of an interchange at this location, if approved, is not expected until after the scheduled completion of Route 15 North widening project.
19	How will the current Battlefield Pkwy/US Route 15 Bypass intersection handle the extra traffic once the 66 Outside the Beltway Express Lanes open to traffic?	The traffic forecasting effort for this project takes into account the regional travel demand model which includes the 66 Outside the Beltway Express Lanes as a project to be completed prior to the 2030 and 2050 project design year.

#	Question	Answer
20	How does this align with national and state Vision Zero goals and has the Virginia Highway Safety Improvement office guided the design alternatives?	<p>One of the goals of Vision Zero is to prioritize safety for all road users, including pedestrians, bicycles, and motorized vehicles. Similarly, one of the goals of the Battlefield Parkway interchange project is to improve safety for all users. All build alternatives developed provide independent separate pedestrian and bicycle facilities. The alternatives all eliminate the existing at-grade crossing of the high-speed Route 15 Bypass traffic.</p> <p>Another Vision Zero goal is to incorporate road designs that help to self-enforce safe speeds. The alternatives developed for this interchange will be evaluated with respect to meeting this goal. For example, roundabout intersections are one of the proven safety countermeasures.</p> <p>As part of the IAR, the study team will coordinate closely with VDOT (who will review and approve the study) to ensure the study is consistent with the goals and objectives of the Virginia Highway Safety Improvement Program.</p>
21	Was driver confusion (like with roundabouts or DDI) considered when determine the relative pedestrian safety analysis?	<p>Roundabouts and Divergent Diamond Interchanges (DDI) are becoming more common in Virginia and throughout the US. One of the key elements of these innovative intersections is that they help reduce travel speeds through the intersection and reduce conflict points. The scores in the matrix that were presented during the April 28, 2022 public meeting provide a relative level of safety between alternatives. All alternatives are effective and safe options for pedestrians and vehicles. The study team is consulting with the Police Department and evaluating suggestions to improve safety for each of the alternatives. In addition, the intent of the survey is to assist the study team with gaining an understanding of the public's opinion regarding which interchange type is preferred from the perspective of safety, operations, and comfort.</p>
22	Are you answering questions publicly?	<p>During the April 28, 2022 public meeting, questions were answered in the order that they were submitted until the end of the meeting, established to be 9:00 PM. Questions not responded to during the meeting are answered in this document.</p>
23	While this project is awaiting funding, is there a plan in place to extend Safe-T Ride operating hours to allow pedestrians safe transportation across Route 15 (most employees/patrons of businesses East of RT 15 work beyond the 7PM weekday/ 6PM weekend cutoff)?	<p>The Safe-T Ride system is operated by Loudoun County Transit and obtains funding from the Town of Leesburg. Currently, Safe-T Ride operates on a route connecting residents and businesses on each side of Route 15 at Edwards Ferry Road and Fort Evans Road from 7 AM to 7 PM weekdays and 9 AM to 6 PM on weekends. There are no current plans to extend those hours. However, recognizing that this is a concern, the Town can initiate a conversation with Loudoun County about modifications to the operating hours.</p>

#	Question	Answer
24	The land acquired from the Potomac Crossing developer in the 1980's for this intersection is large enough to accommodate a classic cloverleaf interchange. That was the largest thing they thought they'd need to accommodate. If you don't need all that land for Alternatives A or C, what would become of the right of way originally acquired?	The right-of-way at this intersection was conveyed to the Town as part of the approval process for the Exeter and Potomac Crossing subdivisions in 1987 and was set to accommodate a cloverleaf interchange. It is noted that the drawings of the various alternatives only depict the alignment for roadways and pedestrian/bicycle facilities. Other elements of the project (such as embankment slopes, drainage and stormwater management facilities, utilities, sound walls, and landscaping) will extend the footprint of the project and are not shown on the Conceptual Alternative drawings. Any land that is not needed for the project will remain as existing right of way.
25	Detailed diagrams of all options to vote on?	Exhibits of the Alternatives are provided on the Town web site for review and are provided on the survey form for easy reference when filling out the survey.
26	I have little confidence that the road towards point of rocks will be fixed and free flowing. what happens to these options when the traffic northbound stops	The Loudoun County project to widen Route 15 from north of Battlefield Parkway to Montresor Road is fully funded currently under design. The traffic study prepared as part of this Battlefield Parkway Interchange Access Report (IAR) assumed that Loudoun County widening project will be completed prior to construction of the Battlefield interchange. Based on traffic studies completed for that widening project, northbound traffic on Route 15 is not anticipated to back up to the Battlefield Parkway after that project is completed. For all the alternatives, the community traffic on Battlefield Parkway crossing the Route 15 Bypass will be improved as it will be able to cross the bypass freely regardless of congestion along the Bypass.
27	Alt A looks similar to the double roundabout near Paeonian Springs. Would that interchange be similar?	The intersection at Route 9 and Route 7 has two-lane roundabouts. Two-lane roundabouts are often considered to be more difficult for drivers traverse because they have more conflict points. The concept provided in Alternate A includes single lane roundabouts. The design team believes that these single lane roundabouts will operate efficiently and be safer because the fewer lanes result in fewer conflict points. In addition, the single lane roundabout only requires pedestrians to cross one lane which reduces makes it easier for them to find a gap to cross and is therefore safer compared to the two-lane roundabouts. In summary, these two roundabouts may be similar in shape but are different from an operations and safety perspective.

#	Question	Answer
28	I am a resident living off Balls Bluff and having a backyard facing 15 Bypass, I am not for any of these options without further study of the traffic impacts north of battlefield as this appears to be the largest issue	<p>The traffic studies being prepared for this Route 15/Battlefield Parkway project fully consider the projected impact of the proposed improvements currently under design for widening of Route 15 north to Montresor Road.</p> <p>This comment is noted and will be incorporated into the Survey feedback.</p>
29	My concern is all of the additional traffic along Battlefield - it is already a racetrack. How will pedestrians safely cross Battlefield near the elementary school?	<p>Traffic studies indicate that these improvements will remove some of the traffic currently experienced on Battlefield Parkway. Currently, Battlefield Parkway is used sometimes by motorists to bypass congestion anticipated on the Route 15 Bypass. With this interchange project, in conjunction with the Loudoun County projects to the north, the congestion is expected to decrease. With the alternatives presented, speeds of traffic along Battlefield Parkway will be controlled either by the geometry of the roundabouts (Alternate A) or by the potential need to stop at a signal (Alternates B and C).</p>
30	I listened to the briefing given by LoCo & VDOT to the Town Council, and they're planning on adding yet another traffic light at 15 Bypass/King Street intersection. Adding more traffic lights here doesn't make sense. Have these plans taken their planning into account?	<p>This Interchange Access Report (IAR) will consider the projects to the north proposed by Loudoun County. The signal that is being designed at the Route 15 Bypass/Route 15 Business (North King Street) intersection is called a Green T which offers an innovative way to control which traffic movements are required to stop. For this intersection, northbound Route 15 Bypass traffic will not be required to stop at that signal. This will minimize the potential for the traffic to back up into the Battlefield Parkway intersection. For those interchange alternatives which include traffic signals on Battlefield Parkway, these signals will have fewer signal phases (including not requiring phases for Route 15 Bypass traffic) and therefore are expected to work much more efficiently for Battlefield Parkway motorists.</p>
31	For option A-1, will the pedestrian crossings include pedestrian alert buttons (sounds, lights) to indicate to the incoming traffic right of way?	<p>There will not be a push button to stop traffic, but other elements such as high visibility markings, flashing lights, and signs could be considered to notify motorists of pedestrian crossings.</p>
32	Will studies be done to analyze the need for sound barriers at the interchange?	<p>See response to Question 7 above.</p>

#	Question	Answer
33	Why is this even being considered? There is no issue at this light that a non-signalized intersection is resolving.	<p>Construction of an interchange between Battlefield Parkway and the Route 15 Bypass will address the following project goals:</p> <ol style="list-style-type: none"> 1) Reduce congestion at the existing at-grade signalized intersection: Drivers through this intersection routinely experience significant congestion. This congestion not only impacts vehicles using Route 15, but also impacts the residents in subdivisions adjacent to Battlefield Parkway and their ability to cross the Bypass during certain peak hours of the day. The traffic analysis for this project indicates that traffic volumes on Battlefield Parkway are expected to be reduced once delays on the Route 15 Bypass are eliminated with the removal of the traffic signal. Currently, vehicles sometimes utilized Battlefield Parkway and other local streets as a short cut to avoid congestion at intersections on the Route 15 Bypass. With reduction in congestion on the Bypass, there will be less incentive for through-traffic to utilize these local streets. 2) Improve pedestrian and bicycle access crossing the Bypass: The grad-separated crossing will allow pedestrians and bicyclists to cross without interacting with the higher speed, higher volume Route 15 Bypass Traffic. The Leesburg Police Department has identified the Route 15 Bypass as one of the most dangerous corridors for pedestrians in Leesburg. 3) Complete the conversion of the Leesburg Bypass to a completely limited access highway: Elimination of traffic signals on the Bypass has been included in the Leesburg Town Plan since 1986. It is also included in other local, regional and state long-range transportation plans. This project will eliminate the last traffic signal on the Bypass (pending construction of an interchange on the Bypass at the Edwards Ferry Road and Fort Evans Road intersections).
34	Can you share - What are the pedestrian counts? Weekdays vs weekends?	<p>Pedestrian and bicycle counts were taken crossing the Bypass on May 18, 2021 from 6 AM to 10 AM and from 3 PM to 7 PM. During the four-hour period in the morning, 14 pedestrians and bicycles crossed the Route 15 Bypass. During the four-hour period in the afternoon, 36 pedestrians or bicycles crossed the Route 15 Bypass. Pedestrian crossing data on weekends is not currently available. There is the potential that some pedestrians and bicyclists may be hesitant to cross the Route 15 Bypass along Battlefield Parkway due to the potential for conflicts with the heavy volume and higher speed traffic.</p>

#	Question	Answer
35	What is the difference in distance for the pedestrian options for Alternative A?	The shared use path along the north side of Battlefield Parkway is 1,200 feet longer with Option 2 (pedestrian tunnel option) compared to Option 1 (at grade pedestrian crossings). The sidewalk along the south side of Battlefield Parkway is 1,300 feet longer with Option 2 compared to Option 1.
36	Both sides of Battlefield Parkway are residential areas. How will you address additional increase in traffic recklessness, speeding?	As the study team completes the study phase and moves into the detailed design phase, we will continue to work with the Leesburg Police Department and identify engineering components that are appropriate and effective for reducing speeding and facilitating enforcement. These items can then be incorporated into the final design.
37	Why can't we just have an overpass? No traffic from Battlefield onto and off of 15? Remove that access?	<p>The purpose of the interchange as it relates to the Town Transportation Plan is to provide a system that does not put all the traffic into one location to access Route 15 Bypass. An interchange with full access has been included in the Leesburg Town Plan since 1986 and continues to be included in the most recent Town Plan update which was adopted on March 22, 2022.</p> <p>When traffic movements are prohibited, a more circuitous (indirect) travel pattern is created that can take longer and can cause congestion in other locations. If the access to the Route 15 Bypass from Battlefield Parkway was removed, traffic would be forced to use other access points (Edwards Ferry Road, Fort Evans Road, or Route 15 Business) to access the Route 15 Bypass. This would exacerbate the existing congestion at the Edwards Ferry Road and Fort Evans Road intersections, that is already significant. In addition, there is more potential for U-turn activity in other areas, that were not designed for this vehicle movement, which reduces safety. Making Route 15 Bypass a limited access corridor will help to keep traffic on the bypass rather than cutting through neighborhoods along Battlefield and therefore is expected to improve safety on Battlefield Parkway.</p>
38	Has there been thoughts about combining the ped. walkways before the RT 15 crossing, so only one is required rather than two?	<p>Construction of a single pedestrian/bicycle crossing on only one side of Battlefield Parkway has the advantage of reducing the bridge width and accordingly reducing project costs. However, this would potentially require pedestrians and bicyclists on the side of Battlefield Parkway that does not include a sidewalk to cross Battlefield Parkway twice.</p> <p>Having a shared use path on one side and a sidewalk on the other is in compliance with the Legacy Leesburg Town Plan. A change from the Town Plan requirements would require approval during final design.</p>

#	Question	Answer
39	<p>It sounds like the entire project is only aimed at removing a light in the name of removing a light. Has anyone reported any issues with bike or pedestrian access ever since the crosswalk and sidewalk were added?</p>	<p>The project has several goals, including reducing congestions and improving safety for pedestrians and bicyclists. One goal of the project is to convert the Route 15 Bypass to a full limited access highway, in accordance with the recommendations of the Town Plan.</p> <p>The project team is not aware of any documented issues with the at-grade crossing. The recently constructed at-grade shared use path crossing was intended to be an interim measure until the interchange project can be completed. The existing crossing of 6 lanes on a roadway with a moderate to high speed of 45 MPH may still cause concern for some potential users. An interchange facility that separates the Route 15 Bypass traffic and the Battlefield Parkway traffic will provide a safer pedestrian route.</p>
40	<p>If the option is chosen that affects Fieldstone, would a pedestrian light be added? People already threaten pedestrians there.</p>	<p>At the intersections of Battlefield Parkway with Fieldstone Drive and Balls Bluff Road, traffic counts were obtained in mid-April 2022 and the Town is conducting a study to determine if traffic signals are warranted at either of these intersections. This analysis will be completed for current conditions, interchange completion conditions and future interchange conditions. The study will review traffic volumes, crash data, pedestrian volumes, travel speeds, safety conditions, and other factors that would contribute to the need for a traffic signal. These factors are evaluated to determine if they meet the federal criteria in the Manual on Uniform Traffic Control Devices (MUTCD) to warrant a traffic signal. In addition, both intersections are being included in the modeling analysis to identify whether any of the alternatives would make it easier or more difficult to cross Battlefield Parkway at Fieldstone Drive or Balls Bluff Road. If a traffic signal is warranted at either of the intersections, pedestrian signals would be included to allow pedestrians to cross Battlefield Parkway and the side streets.</p>

#	Question	Answer
41	<p>I would like to ask about Dry Hollow Road, as I believe that who owns the road has not been determined. What road or land would be developed in the Dry Hollow Road Alternative (which John Maddox referred to)? My house backs to the undeveloped road and that would negatively impact the natural beauty, abundant wildlife, school climate, and property value.</p>	<p>The unimproved portion of Dry Hollow Road that extends between a gated intersection at the Route 15 Bypass to the gated rear entrance to Frances Hazel Reid Middle School is within public right-of-way outside the Town of Leesburg corporate limits. Under current conditions, this existing gated intersection with the Bypass could be opened in the future.</p> <p>One of the goals of this project is to convert the Route 15 Bypass to a fully limited access highway which would require the removal of the ability for the private property owner to have direct access to the Bypass.</p> <p>The parcel of land immediately north of the unimproved portion of Dry Hollow Road, between the school and the Bypass is known as the O'Connor property. Current access to that parcel is via the improved portion of Dry Hollow Road to North King Street.</p> <p>The Dry Hollow Road Alternative discussed during the April 28, 2022 meeting will not involve improving Dry Hollow Road or developing adjacent properties.</p>
42	<p>What type of traffic backup or issues do you anticipate from school buses if you build Alternative A with the two roundabouts?</p>	<p>The preliminary traffic analysis for the roundabouts indicates minimal delays with the roundabout option. The traffic counts separate out heavy vehicles and this data is incorporated into the traffic operations models. The roundabouts will be designed to accommodate a school bus traversing the roundabout and therefore we do not anticipate that school buses in the roundabout would cause significant backups.</p>

#	Question	Answer
43	If pedestrian safety is the main goal - why not build a pedestrian bridge/walkway over 15?	<p>Pedestrian and bicycle safety is one of several goals for the project. Other goals include reducing congestion at the intersection and converting the Bypass into a full limited access highway by eliminating the final traffic signal. Construction of a pedestrian bridge could satisfy the goal of improving pedestrian safety but would not address the other goals.</p> <p>In the past, the Town has performed studies and obtained public feedback on the potential of constructing pedestrian/bicycle bridges across the Bypass at other locations (near the Edwards Ferry Road and Fort Evans Road intersections, and near the South King Street intersection). Public feedback of those proposed pedestrian/bicycle bridges included concerns that due to the additional length required to meet ADA requirements, there could be a tendency for pedestrians and bicyclists to avoid the bridge and cross the Bypass at the existing intersection, which would be less safe.</p> <p>Given these previous concerns and considering the estimated cost of a pedestrian/bicycle bridge that would not address some of the goals of the project, this was not considered to be an economically feasible alternative.</p>
44	how have the various interchange designs been rated/received? example - RT66/RT15 interchange - how successful has it been found? ditto with RT7/RT9 interchange? both of these designs are being considered here.	<p>VDOT has established Crash Modification Factors for various interchange types including Diverging Diamond Interchanges (DDI). Converting a traditional diamond interchange to a DDI would be anticipated to reduce crashes by 33 to 41 percent, depending on the crash severity.</p> <p>The Route 9/Route 7 interchange has heavy traffic movements on Route 9 approaching the roundabout from the west that dominates the traffic in the roundabout. For the roundabout alternative presented for Battlefield Parkway and Route 15 Bypass, more evenly distributed traffic on each leg is expected (compared to Route 7 and Route 9), thus a single lane roundabout configuration is expected to function well at this location. From a traffic operations standpoint, all three interchange alternatives are expected to operate efficiently on all approaches to the interchange in the design year.</p>
45	Why Is there not an option to eliminate access to 15 from Battlefield? I am sick of not being able to leave my development because of every Maryland license plate speeding down Battlefield. I would rather drive further to access 15 than have this speedway get even more dangerous.	See response to Question 37 above.

#	Question	Answer
46	If pedestrian and bicycle safety is an issue, why not just build an overpass for non-motorized vehicles?	See response to Question 43 above.
47	It is incredible that this project is not coordinated with the Rt. 15 segment. Retention of the signal will make this a wasted project. To say that it's not your problem is absolute nonsense. How is this good planning and good expenditure of public funds.	This study is being coordinated with the improvements currently under design by Loudoun County on Route 15 north to Montresor Road. Traffic studies for this project have considered the improvements currently under design by Loudoun County for Route 15 North. Those traffic studies indicate that any of the alternative interchanges being considered will provide an acceptable traffic level of service with the Route 15 widening completed and a traffic signal at the Whites Ferry intersection.
48	When do you anticipate Request for Proposal to be released and construction be started?	<p>Currently there is no schedule established for construction.</p> <p>The Interchange Access Report (IAR) is only the first phase of developing this project. After approval of the IAR, the Town will work toward obtaining project funding. Once funding is identified, detailed design, environmental studies, land acquisition, and utility relocation must be completed before construction can begin.</p>
49	At this point do you have an order of magnitude cost comparison for the options that show a higher cost?	<p>The major cost item for all alternatives is the bridge over the Route 15 Bypass. Accordingly, the costs of the different alternatives are expected to be similar. The Alternative A - Roundabout option is expected to have the lowest cost because the bridge is not as wide - there will only be two lanes (one in each direction) going across the bridge. The Alternate B - Traditional Diamond and Alternate C - Diverging Diamond Interchange (DDI) options are expected to have similar costs, but slightly more than Alternate A due to the wider bridges and potentially more earthwork required.</p> <p>The order-of-magnitude costs are expected to be similar enough that the selection a preferred alternative should be based on operational characteristics and preferences for functionality.</p>

#	Question	Answer
50	For Option A-2, given that the pedestrian tunnels are significantly removed from view, what design elements have been considered to reduce security concerns in the tunnels at night.	<p>The project team is in communication with the Police Department regarding safety and security at the proposed interchange. If Alternative A - Option 2 is selected as the preferred alternative, coordination with the police will continue to obtain input on incorporation of design features that will enhance safety and security.</p> <p>Design elements such as lighting and security cameras may be considered if this option is selected as the preferred alternative. Tunnel visibility from the Route 15 Bypass is also a design consideration that will be considered. The alternatives are only conceptual designs at this time, so specific items like lighting type have not been determined yet.</p>
51	Why do the tunnels in Alt A Opt 2 have to be so far out of the way?	<p>The pedestrian/bicycle tunnels in Alternate A - Option 2 are conceptually designed to meet Americans with Disability Act (ADA) requirements for longitudinal slope of pedestrian facilities. There is a significant change in elevation between the proposed bridge over Route 15 and the tunnels under the roadway ramps. Accordingly, additional length of sidewalk is needed to meet the ADA maximum slope requirements. The Alternative A-Option 2 concept design was developed without switchbacks in the sidewalk, which requires the tunnel locations to be farther away from Battlefield Parkway.</p>
52	Adding this improvement will create more traffic through the Potomac Crossing neighborhoods without really solving the traffic issue upstream. If the goal is pedestrian, why not just create a pedestrian bridge.	<p>Traffic studies project that the project will not result in an increase in traffic in the adjacent neighborhoods as the project does not change the access of the neighborhoods to Battlefield Parkway. Please refer to Question 43 regarding the pedestrian bridge.</p>
53	While not part of this project, but you mentioned surveys all the way up to Maryland border. Have there been any plans about widening/replacing the Point of Rocks bridge to/from Maryland?	<p>Various alternatives for increasing capacity across the Potomac River have been suggested and evaluated over the past several decades, including improving existing bridges and constructing new crossings. Improving vehicular access across the river is a regional and multi-state issue which is subject to evaluation by both Virginia and Maryland, the Federal Highway Administration, Metropolitan Washington Council of Governments, and various local governments. Addition of a new bridge across the Potomac River is not currently included in any of the state or regional long range transportation plans.</p>

#	Question	Answer
54	With all options will a signal get added at Balls Bluff Rd? Our community pool is there, and it is already like playing a version of frogger to get across Battlefield.	See response to Question 40 above.
55	At the present time, there's little incentive for people to use Battlefield Parkway as a shortcut in the afternoon. What makes you think that by making it easy to go from Battlefield Parkway to 15 that this will not become a convenient shortcut. Battlefield Parkway has many children. So it seems that a problem that does not exist is being exchanged for a safety problem for children.	<p>The goal of establishing the Bypass as a limited access facility is to encourage traffic to remain on Route 15, rather than using Battlefield Parkway and shortcutting through neighborhoods to avoid congestion.</p> <p>Under existing conditions, it appears that some Route 15 through traffic utilizes Battlefield Parkway and other local streets as a cut-through to avoid congestion on the Bypass. The traffic analysis for this interchange indicates that removal of the signal the Battlefield Parkway/ Route 15 intersection, combined with the planned improvements on Route 15 north of Leesburg, congestion on the Bypass will be reduced. This congestion mitigation on Route 15 will reduce the incentive for drivers to use Battlefield Parkway and other local streets to save time. As a result. it is anticipated this project will result in a reduction of traffic volumes on Battlefield Parkway.</p>
56	Why aren't we reading all questions and comments posted?	At the virtual public meeting held on April 28, 2022, there was a relatively large number of participants and many questions. Due to time constraints, not all questions were answered during the meeting, but questions were answered in the order that they were received. All questions (questions answered during the meeting, those received during the meeting but not answered at that time, and questions received after the meeting) are answered in this document.

#	Question	Answer
57	Would it be possible to entertain a Bike/Walk path that runs south from Battlefield to Edwards Ferry Rd. alongside Rt 15.	<p>The purpose and need of this interchange project is not supported by a shared use path adjacent to the Route 15 Bypass between Battlefield Parkway and Edwards Ferry Road. Therefore, that segment of a shared use path is not included in the project.</p> <p>However, recognizing that a shared use path in this location is desired by some residents, final design of the interchange will be developed so that it will not preclude a future shared use path in this location. This accommodation can be provided with any of the interchange alternatives being considered.</p> <p>It is noted that a shared use path in this location was suggested during the alternative selection for the proposed interchange at Edwards Ferry Road. Similarly, the design of that interchange will be developed to accommodate a future trail.</p>
58	Were any proposed changes to the intersections of Plaza Dr/Battlefield and Catoctin Circle/Battlefield reviewed? I missed a few minutes at the beginning?	The intersections of Battlefield Parkway with Plaza Street and Catoctin Circle are included in the traffic operations analysis study area. However, the proposed interchange improvements do not extend to these intersections. Therefore, modification of those intersections is not considered as part of this project.
59	Pedestrian tunnels often lead to crime opportunities of many types - what type of lighting? Will there be a recommendation for increased police patrol on foot/bicycle in the pedestrian tunnel if that option is chosen?	See response to Question 50 above.

#	Question	Answer
60	<p>What is the panel's response to the fact that while ""doing nothing"" impacts traffic, environmental impacts are least negative (according to your chart) by not doing anything. And given that this entire redesign is on the assumption traffic will be improved, what evidence is there that it will improve traffic if further north remains congested?</p>	<p>This Interchange Access Report (IAR) is one of the first steps in developing an interchange at this location. Should this study move forward to a funded project, the potential environmental impacts will be fully evaluated to comply with state and federal environmental laws and regulations. However, based on preliminary evaluation during this study phase, potential environmental impacts are generally considered minor in nature.</p> <p>Based on this preliminary environmental evaluation, none of the alternatives (build or no-build) are expected to impact any contributing historic properties, Section 4(f) or Section 6(f) properties, threatened or endangered species, prime farmland, or open space easements, agricultural or forestal districts. Further detailed analysis must be performed to determine if the build alternatives will result in negative impacts to other natural resources, such a wetlands. Noise impacts on adjacent receptors will be evaluated during final design (see response to Question 7).</p> <p>It is expected that the No Build Alternative, with the at-grade signalized intersection, will have greater negative impacts on air quality caused by Route 15 vehicles being stopped for longer periods of time.</p> <p>This proposed interchange is part of a comprehensive program to improve traffic congestion and safety for vehicles, pedestrians and bicyclists. Future projects to improve traffic along Route 15 include the Loudoun County project to widen Route 15 north of Leesburg (currently under design and scheduled for completion in FY 2026), and a Town of Leesburg project to construct an interchange on Route 15 Bypass at the Edwards Ferry Road and Fort Evans Road intersections (included in the Town Capital Improvements Program with scheduling pending receipt of funding). Traffic analyses indicate that these improvements will each improve congestion on Route 15, and combined, will improve the entire corridor.</p>
61	<p>Are Balls Bluff residents going to lose Battlefield access to RT 15 for all options?</p>	<p>During the April 28, 2022 public meeting presentation, there was discussion of removing access between Balls Bluff Road and Route 15 Bypass. The connection is referring to the old and unimproved Balls Bluff Road located along the rear of homes along Barksdale Drive and not to the paved portion of Balls Bluff Road. There will be no change in access to Battlefield Parkway for Potomac Crossing residents via Balls Bluff Road NE.</p>

#	Question	Answer
62	Is there consideration of aligning this project with widening RT 15 to north town limits. Has there been any consideration of removing the business interchange north of town and have that traffic funnel to this interchange removing the choke point north of town.	The development of interchange alternatives at Route 15/Battlefield Parkway by the Town of Leesburg is being coordinated with the Loudoun County project to improve Route 15 north of Town. The intersection of Route 15/Route 15 Business is being designed as a "Green T" signalized intersection. With that type of intersection, the northbound traffic will not be controlled by the traffic signal (similar to the current signalized intersection at Route 15 with Fort Evans Road for southbound Route 15 traffic). The selection of that type of signalized intersection at Route 15 Business was endorsed by both the Loudoun County Board of Supervisors and the Leesburg Town Council after completion of detail traffic studies and a public input process. No reevaluation of that intersection or consideration of eliminating the intersection is being considered as part of the interchange alternative selection for Route 15 Bypass at Battlefield Parkway.
63	How long is the projected time for completion, and how much will the local traffic be disrupted.	For this type and size interchange, it is anticipated that the construction period will be between 30 and 36 months. After an alternative is selected and the final design progresses, a more definitive schedule will be developed.
64	Furthermore, direct ramping from Battlefield North will only push traffic congestion slightly North, and will increase traffic back-up on the East Side of Battlefield into the Potomac Crossing neighborhood. Until 15 is fully widened traffic will either stall on Rte. 15 or on Battlefield	Based on the current project schedule, the Loudoun County project to widen Route 15 North from Battlefield Parkway to Montresor Road will be completed in fiscal year 2026, well in advance of this project to construct an interchange at the Battlefield Parkway and Route 15 Bypass Intersection. Traffic studies indicate that once the Route 15 North Widening project is completed, traffic backups from the north will extend into this intersection. See response to Question 1.
65	What will be done to discourage those traveling west on Battlefield, from turning right onto Balls Bluff Road, and by passing the intersection at 15 Bypass and Battlefield. You'll be surrounding the homes NE of the intersection with traffic.	The intersection of old Balls Bluff Road with Route 15 Bypass north of the intersection will be permanently closed as part of this project, further discouraging drivers from attempting to use the old, unimproved portion of Balls Bluff Road as a short-cut. With the interchange alternatives under consideration, the operations at the interchange ramps are expected to experience improved efficiency so that the vehicles travelling on Battlefield Parkway towards the Route 15 Bypass face minimal delays and therefore are not motivated to use the old Balls Bluff Road (gravel road intersecting with Route 15 Bypass north of Battlefield) as a cut through.

#	Question	Answer
66	<p>You say it will ultimately help residents, but you are prioritizing allowing drivers from out of state to have less delay, increasing expance to local residents--at the same time you are reducing safe access on local roads (Dry Hollow, etc.).</p>	<p>The purpose and need of this project are to reduce congestion at the intersection, improve pedestrian and bicycle access across the bypass, and remove the signal at the intersection as part of the long-range goal of converting the Bypass to a limited access facility. These goals will benefit both local residents and non-resident drivers on the Bypass.</p> <p>Dry Hollow Road provides alternate gated paved access from North King Street to the rear of Frances Hazel Reid Elementary School and Smart's Mill Middle School. The closure of the limited access break between Dry Hollow Road and the Bypass will not impact the access to the two schools. Between the rear gated access to the schools and the Bypass, Dry Hollow Road is unpaved, unmaintained, and provides access to a single adjacent undeveloped parcel of property. With elimination of the access point at the Bypass, that single undeveloped parcel will still have access to North King Street.</p>
67	<p>It is unclear on why the pedestrian issue is being focused on Battlefield. It seems that there are more pedestrians attempting to cross 15 at the Edwards Ferry Road to get to the target shopping area now that Walmart no longer exists. Are there plans to provide pedestrian crossing at that intersection?</p>	<p>A project to develop an interchange at the intersection of the Route 15 Bypass and Edwards Ferry Road is included in the current Town of Leesburg Capital Improvement Program. The project is also included in the Town Plan, the Loudoun County Countywide Transportation Plan, the Metropolitan Washington Council of Governments Transportation Improvement Plan, and the VDOT Six-Year Improvement Plan. That Edwards Ferry Road interchange project includes extensive pedestrian facilities to improve safety of pedestrians and bicycles crossing the Bypass and traveling between Edwards Ferry Road and Fort Evans Road. Funding for and scheduling of the project is pending.</p>
68	<p>How close will the on and off ramps be for the residents at the intersection of battlefield and 15 - specifically the homes that back to Rte 15 in the Potomac Crossing neighborhood?</p>	<p>The distance varies depending on the alternative chosen and which house is being considered. The following ranges indicate the approximate distance from the edge of ramp pavement to the nearest point on the back of homes based on the concept design:</p> <p>Alternate A (Roundabout Interchange) - 150 feet to 340 feet Alternate B (Traditional Diamond Interchange) - 150 feet to 250 feet Alternate C (Divergent Diamond Interchange) - 150 feet to 205 feet</p> <p>These order of magnitude distances will likely be adjusted based on final design. Also, note that the actual grading and other construction will be closer to the homes than the edge of pavement.</p>

#	Question	Answer
69	Slide 5 and 8 refer to Balls Bluff Rd. Slide 5 / I assume closes unused openings on 15 Bypass?? / great Slide 8- do either access alternative use current Potomac Crossing property in back of Barksdale homes from Battlefield to 15 Bypass?	Slide 8 depicts the old Balls Bluff Road that runs behind the homes on Barksdale Drive and Jenifer Court. This road is unpaved and not maintained. Although currently unused, several properties have legal access to this roadway. As part of converting the Route 15 Bypass to a full limited access roadway, the connection of this unused and unmaintained roadway with the bypass would be permanently closed to traffic. One option being considered to provide access to these properties (Balls Bluff Alternate 2 on slide 8) is using the short segment of the unimproved old Balls Bluff Road behind the homes on Jenifer Court. This option would not utilize the right-of-way behind the homes along Barksdale Drive.
70	What changes are under consideration for the Battlefield Parkway intersection w/ Balls Bluff Road?	No physical changes are planned at the intersection. The project limits are immediately west of the Balls Bluff Road NE intersection. During construction, there may be temporary shifts in traffic on Battlefield Parkway required at the Balls Bluff Road intersection. The Town is conducting a signal warrant study to evaluate the potential need to add a signal at the Balls Bluff intersection (See response to Question 40 above). If determined to be warranted, the signal will be added to the alternatives.
71	Have you compared the relative environmental impact of each of these alternatives (emissions, limestone karst, etc.). How do alternatives rank in the reduction of emissions?	<p>Detail environmental analysis has not been conducted at this stage. However, an overview of anticipated environmental impacts has been considered as part of the development of alternatives. A detailed environmental evaluation will be completed during the next phase of the project. If the project involves a federal action, the environmental studies will be in accordance with National Environmental Policy Act (NEPA) requirements.</p> <p>With respect to emissions, it is expected that the No Build alternative, with the at-grade signalized intersection, will have a greater negative impact caused by vehicles being stopped for longer periods of times. It is anticipated that Alternate A (Roundabout Interchange) will produce the least emissions of the build alternatives, since vehicles will have very little stopping.</p> <p>Other environmental impacts such as socio-economic, cultural resources, natural resources, right-of-way and relocations, and cumulative and indirect impacts are anticipated to be very similar for the three build alternatives.</p>

#	Question	Answer
72	It appears that all options would require elimination of the existing community monuments on both sides of battlefield parkway. Is that correct?	It is likely that the community monuments (signs) on both sides of the Route 15 Bypass near the intersection will be impacted by the construction and will require removal or relocation. The Town typically will coordinate with the Homeowners' Associations (HOA) in the removal or relocation of the monuments. However, the relocated monument may not have the same landscaping or footprint as the original based on the space available and would continue to be the responsibility of the HOA to maintain.
73	Regardless of what, if anything is done for this exchange, the bottleneck will always be the bridge which is owned by Maryland which will create a bigger parking ;to The larger the footprint means the closer this noisy traffic is to my house 24 hours a day to address traffic issues which only occur a couple hours a day, why would I or any of my neighbors think this sacrifice by us for thru traffic is a reasonable idea?	This project has multiple goals, including reduction of traffic congestion at the Battlefield Parkway intersection and improving safety for pedestrians and bicyclists. This study considers the impacts on traffic operations from proposed roadway improvement projects to the north and to the south. One purpose of this initial study phase of the project is to obtain the community's input, which is an important part of this process. The community's input will help the study team to better understand the needs of everyone using the intersection and will help to determine the direction for this project as it moves forward.
74	Why are you stating that roundabouts mean uncontrolled pedestrian access? You make the rules--pedestrians in the RAB means drivers stop.	We have defined an uncontrolled crossing as a crossing where the pedestrian would not have a walk indication and the motorist would not be given a red stop indication. It is correct that vehicles are required by law to yield to pedestrians within a crosswalk, however, the vehicle will not have an official stop indicator. Therefore, we are distinguishing the crossings at the roundabouts as uncontrolled because there is not an official stop indicator and therefore more cooperation is needed between the motorists and the pedestrians.
75	Are alternatives being explored that do not remove the signal?	Under the No Build alternative, the intersection will remain at-grade, and the existing signal will remain. One of the goals of the project is to convert the Route 15 Bypass to a limited access facility in accordance with the Town Plan. Accordingly, no additional "Build" alternatives were considered to leave a signal at this intersection.
76	Why not have Rt 15 go under Battlefield in a tunnel?	Considering the terrain, karst geology of the area, and potential issues with storm drainage, reconstructing Route 15 Bypass below Battlefield Parkway in a tunnel would likely be a more expensive alternative.

#	Question	Answer
77	What factors will impact the decision for lights at Fieldstone and Balls Bluff Road?	See response to Question 40 above.
78	You could incorporate the walk lights at the roundabout by just moving it a bit further away from the roundabout itself and a bit further into the straightaways, reducing potential driver confusion.	A traffic signal on the approach to the roundabout or downstream from the roundabout would cause the traffic to back up into the roundabout circulatory area which would degrade the operation of the roundabout. It is not desirable to have traffic signals in the immediate vicinity of roundabouts to allow for free-flow operations into and out of the roundabout.
79	Based on all of the options, the open green area in the Potomac Crossing neighborhood will be lost. Am I looking at the diagrams correctly?	All alternates being considered for the interchange will utilize much of this existing green open space. This property was acquired by the Town in 1987 as part of the approval process for Exeter and Potomac Crossing subdivisions for the purpose of constructing an interchange at this location. It should be noted that certain project items are not shown on the concept drawings, such as stormwater management facilities, embankment slopes, and sound walls. However, after the interchange is constructed, there may be some green space remaining. The amount of open space that remains will depend on the alternative selected and on final design.
80	If the 4-lane expansion of route 15 north does not happen / get funded, will the battlefield interchange not happen since that project supersedes this interchange?	<p>The development of this Interchange Access Report is one of the initial steps in developing a grade-separated interchange between Route 15 Bypass and Battlefield Parkway. No funding has been identified, and accordingly no schedule has been established for final design and construction.</p> <p>Widening of Route 15 from Battlefield Parkway to Montresor Road is a fully funded project, currently under design, and included in the Loudoun County Capital Improvement Program. Based on the schedule adopted by Loudoun County, those improvements will be completed in FY 2026.</p> <p>Development of an interchange at Battlefield Parkway will consider and coordinate with the Route 15 widening project and other roadway improvement projects in the area.</p>

#	Question	Answer
81	<p>What would be the height of the overpass and slope of Battlefield on approach to the overpass? Thinking from a pedestrian/cyclist perspective... the overpass at Rt. 7 and Battlefield is rough for the casual cyclist/pedestrian. I guess there's no options to route pedestrians and cyclists under Rt. 15?</p>	<p>The height will need to provide approximately 17 feet of clearance from the bottom of the bridge to the Route 15 Bypass surface which will make the Battlefield Parkway overpass roadway surface approximately 22 feet above the Bypass pavement. As designed for the concepts, the sidewalk and shared use path both have a maximum slope of 4% grade. The sidewalk / shared use path crossing Route 7 at the recently completed Battlefield Parkway interchange sidewalk has a maximum slope of 6.75% - considerably steeper than the grades proposed here.</p> <p>Routing pedestrians under Route 15 would require a long tunnel causing potential issues with personal safety, drainage, geological and cost constraints.</p>
82	<p>have you differentiated b</p>	<p>Not a question.</p>
83	<p>If option 2 for the roundabout option is selected, what would need to be done to mandate all pedestrian traffic use the safer pedestrian tunnel?</p>	<p>If this option is chosen, the project will be designed so that pedestrians and bicyclists would perceive that taking the shared use path is the natural and easiest path. Design features (including signage, fences, barriers, and landscaping features) could be included that would guide them towards the shared use path or sidewalk. In consultation with the adjacent neighborhoods, additional connections from sidewalk/trails nearby the designed shared use paths can also be considered to improve access.</p>
84	<p>Are there any major utility relocations anticipated?</p>	<p>Preliminary investigations and data collection for this concept have identified certain underground and overhead utilities within the project area that may be impacted by the construction. Based on available data, the major utilities likely to be impacted include overhead power lines and underground communications (such as fiber optic lines) located parallel to the Route 15 Bypass. During final design, the underground utilities will be precisely located. Potential conflicts between the utilities and the construction will be identified, and the utility owners will relocate lines as necessary. Because existing utilities are currently within the public right-of-way, most of the cost of utility relocations will be the responsibility of the utility owners.</p>
85	<p>pedestrians and bikes from cyclists that use the road like a car?</p>	<p>This is not a complete question and therefore cannot be answered.</p>

#	Question	Answer
86	Why not just build a bridge from Rt 28 in Sterling across to MD? The new traffic light at Battlefield and Rt 15 light has improved pedestrian/bike crossing.	<p>See response to Question 5 above regarding construction of a Route 28 bridge across the Potomac River.</p> <p>The new at-grade pedestrian/bicycle crossing of the Bypass at Battlefield Parkway was constructed as an interim measure to improve safety until a grade-separated interchange is built. The interchange will further improve safety by separating the pedestrians and bicyclists from the high-speed traffic on the Bypass.</p>
87	Will this presentation be available on the Town's website? I missed the first 15 minutes.	<p>Yes, a copy of the PowerPoint presentation and a recording of the April 28, 2022 public meeting have been posted to the Town of Leesburg website at:</p> <p>www.leesburgva.gov/departments/capital-projects/current-projects/street-projects/battlefield-parkway-route-15-bypass-interchange.</p> <p>Also, all questions asked during the meeting and additional questions that have been asked after the meeting will be posted with responses. In addition, a Frequently Asked Questions section will also be added to the web page.</p>
88	Where would this funding come from? Will town taxpayers and property owners along the route be responsible for this project?	<p>The initial \$2 million to complete this first phase developing the Interchange Access Report has been funded through the Northern Virginia Transportation Authority (NVTa). The Town intends to apply for funding for final design and construction from multiple sources including county, regional, state, and federal grant programs. Some grant programs require a local funding match, so it is possible Town funds will be needed.</p>
89	Level of Service is being replace in forward-looking jurisdictions with Vehicle Miles Traveled metrics. It looks like Leesburg engineers are wedded to the expensive, outmoded Level of Service metric. Please comment.	<p>Currently the Town of Leesburg Design policy requires Level of Service evaluation as one metric of the design approval. However, various measures of effectiveness will be used throughout the study development (including vehicle delay, vehicle density, and safety - conflict points and predicted crashes) to evaluate the alternatives under consideration. The study will include a detailed description of the steps taken and the results of the analysis, which are still in currently in the early stages of analysis.</p>

#	Question	Answer
90	We are making unwanted modifications in Leesburg that will not solve auto traffic because the towns up 15 will not widen 15. If the focus is pedestrian, one option for a ped bridge should be present vs just building more roads on green land. Why isn't it?	See response to Question 43 above.
91	as part of this project will you remove the invasive trees growing along Rt 15 (e.g. Bradford pears and Autumn Olive)? And will you plant native trees in their stead?	The project design will attempt to limit the impact to existing trees as much as possible. However, it is anticipated that the construction will require removal of some trees. During design, existing trees will be inventoried, and a landscaping plan will be developed to replace the removed trees. Tree species for the landscaping plan will be approved by the Town's Urban Forester, with the goal of using native species.
92	Will the speed limit of 15 North stay 45 mph? Will noise pollution be same for alternatives? If noise is not considered until design, how do we consider alternatives not knowing of walls will or will not be included? What could be speed limit of the associated ramps in alternatives?	<p>There are currently no plans to modify the 45-mph speed limit for the Route 15 Bypass.</p> <p>A preliminary review and summary of the potential need for sound barriers is being completed during this study phase. The project team anticipates any potential sound barrier needs and location to be similar for each of the presented alternatives. See response to Question 7 for additional discussion of the sound barrier process.</p> <p>The conceptual design of alternatives developed for this Interchange Access Report (IAR) utilizes a design speed of 35 MPH for ramps.</p>
93	Will there be an auxiliary lane between the Edwards Ferry Rd Interchange and the Battlefield Pkwy Interchange?	An auxiliary lane is proposed for the proposed Battlefield Interchange for each of the alternatives to connect to the Edwards Ferry Interchange project. The auxiliary lane is shown on the graphics as the third lane between the interchanges.
94	Why not open White's Ferry? That would lessen the traffic build up at Battlefield.	<p>Reopening Whites Ferry would have little impact on traffic in the vicinity of Battlefield Parkway. Most vehicles traveling on Route 15 between Maryland and Virginia will utilize the Leesburg Bypass and pass through the Battlefield Parkway intersection regardless of whether they cross the Potomac River at Whites Ferry or at Point of Rocks.</p> <p>In addition, opening Whites Ferry will not address other goals of the Battlefield Parkway interchange project such as pedestrian and bicycle safety and mitigation of localized congestion.</p>

#	Question	Answer
95	Related to stormwater management, has there been any preliminary review to understand what may be required (i.e. ponds) and where they may be constructed in relation to the four quadrants?	A preliminary overview of the requirements related to stormwater management has begun with the identification of potential locations for stormwater management facilities. This includes potential pond locations along ramps where sufficient right of way exists. Stormwater management BMP's (Best Management Practices) will be further evaluated once an alternative is recommended and refined. It is not anticipated that the stormwater management needs will be significantly different between each of the alternatives presented.
96	Are any of the presenters familiar with the many national studies on how facilitating highway expansion to the detriment of local communities is futile, in terms of congestion reduction? Where is the leadership here? Loudoun's transportation planners are sticking with these failed policies, but Leesburg doesn't have the data center revenue to continue to finance expansions. The lack of forward-thinking is financially onerous.	This project involves mitigating congestion at a single intersection and improving safety for motorized and non-motorized vehicles and pedestrians. The project does not involve adding traffic lanes to either Route 15 or Battlefield Parkway to increase capacity.
97	What is the statistical significance between the 4 designs relative to pedestrian-auto accidents? there are different possibilities of accidents because on the number of times a pedestrian has to walk across the road.	As part of the detailed traffic studies and comparison of alternatives, the potential conflicts between pedestrians and vehicles will be documented and considered as part of the recommendation of a preferred interchange alternative. Slide 15 of the presentation discusses the number of uncontrolled and controlled crossings with each of the alternatives under consideration. We have defined an uncontrolled crossing as a crossing where the pedestrian would not have a walk indication and the motorist would not be given a red stop indication. The number and type of conflict points (controlled versus uncontrolled) contributes to the relative safety of pedestrians and is a primary factor in the potential for pedestrian-related crashes. See response to Question 74 for additional discussion about pedestrian crossings for the roundabout option.

#	Question	Answer
98	<p>If Edwards Ferry intersection becomes an interchange, and Battlefield Pkwy becomes an interchange, what happens at the White's Ferry signal, which the county is going to retain (despite public preference for a roundabout). Can you share how these \$160M projects are going to work with a signal instead of a roundabout at White's Ferry? Please share the studies and the coordination.</p>	<p>The adopted Loudoun County plan for the intersection at Whites Ferry Road is to increase capacity of the intersection by widening Route 15 from a two-lane road to a 4-lane divided road through the intersection. Traffic studies prepared by Loudoun County and VDOT indicate that with these improvements, the daily traffic backup at the signal will be reduced. Those studies are available from Loudoun County and VDOT.</p> <p>The purpose and need established for the proposed interchange being studied at Battlefield Parkway includes reducing congestion at the intersection, improving safety for pedestrians and bicyclists crossing the Bypass, and completing the conversion of the Bypass to a full limited access facility in accordance with the Town Plan.</p>
99	<p>What is the impact of any of these alternatives on the houses that back up to Battlefield between 15 and Shanks Evans Road? Specifically, will turn lanes be constructed behind the houses on the north side of Battlefield?</p>	<p>Minimal impact to houses that back to Battlefield Parkway between Fieldstone Drive and Balls Bluff Road NE are anticipated with any of the alternatives. Although the concept designs all include some construction on Battlefield Parkway between Fieldstone Drive and Balls Bluff Road NE, the majority of the permanent facilities and most of the construction activities will be limited to areas within the existing right-of-way. No additional turn lanes are being proposed at the Battlefield Parkway intersections with Fieldstone Drive or Balls Bluff Road. Also, no construction is proposed west of Fieldstone Drive or east of Balls Bluff Road NE.</p>
100	<p>Vehicle storage on the ramps and exiting speeds - which design best addresses the related safety factors?</p>	<p>The roundabout option addresses the speed safety factor by slowing the traffic through the roundabouts and across the bridge. The design for the roundabout also enables vehicles to yield to pedestrians and other traffic within the roundabouts and to proceed when there is an opportunity, thus reducing the number of stopped vehicles on the ramps to Battlefield Parkway. For all the alternatives, storage will be provided in left and right-turn lanes (where applicable) to accommodate anticipated queues for the design year.</p>

#	Question	Answer
101	how will people visit the businesses on Rt 15 North if there is no break in traffic caused by the lights further South?	<p>Because there are no businesses located on Route 15 immediately north of Battlefield Parkway, it is believed that this question is referring to businesses on Route 15 located north of Whites Ferry Road up to the Potomac River. If that is the case, the Loudoun County project to widen Route 15 between Battlefield Parkway and Montresor Road will retain a traffic signal at the Whites Ferry Road intersection. That signal will provide breaks in traffic going northbound.</p> <p>If the question is referring to issues with traffic accessing northbound Route 15 from Battlefield Parkway, all alternatives for the proposed interchange include ramps to Route 15 Bypass with acceleration lanes that will allow vehicles to merge with traffic along Route 15 Bypass at speed.</p>
102	Have pedestrian bridges been removed from consideration? They seem to be an excellent way to remove pedestrians from traffic?	See Question 43 for answer.
103	How many accidents (vehicular/ pedestrian) have occurred at this intersection that requires this interchange?	During the five-year study period from January 2015 through December 2019, 45 crashes were reported at the Route 15 Bypass at Battlefield Parkway intersection including 10 involving injuries. No pedestrian-related crashes have been reported at the intersection.

#	Question	Answer
104	<p>If pedestrian safety is truly the justification for this process, then please present to us now what statistics you have on pedestrian-involved accidents at this intersection. We need to hear evidence supporting your rationale.</p>	<p>Safety of pedestrians and bicyclists is one purpose and need for the project. Other project goals include reducing traffic congestion at the intersection and removing the traffic signal at Battlefield Parkway to convert the Bypass to a full limited access highway.</p> <p>Nationally, pedestrian crashes involving injury and death have increased significantly over the past several years. The largest ever annual increase in the rate at which drivers struck and killed pedestrians occurred in 2020. Pedestrians accounted for 17% of traffic deaths in 2019, compared to 13% in 2010 (Governors Highway Safety Association "Pedestrian Traffic Fatalities by State: 2020 Preliminary Data Addendum").</p> <p>Also, the relationship between severity of pedestrian accidents and the speed of vehicles has been studied extensively. One national study concluded that the average risk of severe injury for a pedestrian struck by a vehicle is 50% at 31 mph, and increases to 90% at 46 mph (AAA Foundation for Traffic Safety "Impact Speed and a Pedestrian's Risk of Severe Injury or Death").</p> <p>Currently, pedestrians cross the Route 15 Bypass which has a posted speed limit of 45 mph. The interchange alternatives being considered will all provide means for pedestrians to go from one side of the Bypass to the other without crossing the Route 15 lanes. Instead, the pedestrians will need to only cross the interchange ramps, which will have significantly less traffic volume and much slower vehicle speeds as the vehicles either approach or leave Battlefield Parkway.</p> <p>Pedestrian safety is a priority for the Town of Leesburg. No pedestrian crashes have been reported at the study intersection during the five-year study period from 2015 through 2019.</p>
105	<p>Does Alt A 2 pedestrian crossing have a bridge or an underground? Not obvious by drawing</p>	<p>Roundabout Alternative A Option 2 is proposing that the pedestrian/bicycle routes go through tunnels to cross under the ramps and then climb up to the same level as Battlefield Parkway and cross Route 15 Bypass on the same bridge used for Battlefield Parkway.</p>

#	Question	Answer
106	Those of us who daily travel this intersection to points north know that the backups at Battlefield are just an extension of the backups at the White's Ferry Rd signal. It looks like there hasn't been any coordination between the jurisdictions. If I'm wrong, can you detail what coordination has occurred?	<p>The widening of Route 15 from north of Battlefield Parkway to Montresor Road is currently under design by Loudoun County. During that design, Loudoun County has briefed Town Council, and has provided Town staff with opportunities to review the construction plans at each major submittal milestone.</p> <p>Likewise, the Town of Leesburg has coordinated with Loudoun County in the development of the alternatives being considered for this interchange at Battlefield Parkway.</p>
107	What are you doing to address the environmental impacts (the limestone karst geology)?	During final design, the extent of limestone and karst features at the project site will be investigated by geotechnical engineers and a report will be generated providing recommendations for design and construction to minimize impacts from any karst geology found.
108	Several times there has been mention that these improvements are for pedestrian and bicycle safety. I used this crossing frequently and never consider it ""unsafe"" if I follow the signals. I also have not heard of any pedestrian accidents at this intersection. Have there been any? Hard to understand this expenditure if it is really for pedestrian and bicycle safety.	See response to Question 104 above.
109	All of this is over 25 pedestrians per day?	The counts provided during the presentation were for the morning peak hour and the evening peak hour only on a weekday. Pedestrian and bicycle counts were taken crossing the Bypass on May 18, 2021 from 6 AM to 10 AM and from 3 PM to 7 PM. During the four-hour period in the morning, 14 pedestrians and bicycles crossed the Route 15 Bypass. During the four-hour period in the afternoon, 36 pedestrians or bicycles crossed the Route 15 Bypass. Pedestrian crossing data on weekends is not available at this time. There is the potential that some pedestrians and bicyclists may be hesitant to cross the Route 15 Bypass along Battlefield Parkway due to safety concerns and there is the possibility that the number of users will increase if the crossing is perceived to be safer where it is no longer necessary to cross 4+ lanes of traffic on the Route 15 Bypass.

#	Question	Answer
110	No easy answer to speeding." The engineer who leads Strong Towns.org says a road's safety issues are not an enforcement issue, but a design issue. Please comment, and please review Charles Marohn's videos and then comment. Speeding and safety is are design issues.	The study team agrees that the design of a roadway heavily contributes to the travel speed along a roadway; however, speeding is a complex issue involving engineering, driving behavior, education, and enforcement.
111	Please better explain Balls Bluff alternatives (slide 8). Where does alternative 1 and 2 go to meet up with Bypass? - through Nancy Conner property? or behind Barksdale homes?	The old Balls Bluff Road Alternative Access #1 would improve Little Spring Road to provide a state-maintained road and cul-de-sac that provides access to the north portion of the O'Connor property. Little Spring Road currently connects to the Route 15 Bypass just north of the Route 15 Business intersection. The old Balls Bluff Road Alternative #2 would provide access to the O'Connor property from the east along the portion of the unimproved Old Balls Bluff Road at the rear of the houses on Jenifer Court. This access would connect to the Balls Bluff Road NE at the entrance to Veterans Park. The unimproved portion of old Balls Bluff Road that backs to the Barksdale homes is not proposed to be used for access to the O'Connor property.
112	These proposals all mask the real issue of a need to have additional crossings into Maryland. What are you doing to A) reopen White's Ferry and B) build a bridge that accommodates Maryland bound traffic from 28? This proposal just encourages increased thru-traffic at the expense of safety and quality of life for Leesburg.	See responses to Questions 5 and 94 above.
113	Why aren't you reading all comments/questions posted?	During the April 28, 2022 virtual public meeting, questions were responded in the order that they were submitted. Due to time limitations, many questions were not answered during that meeting. However, this document addresses all questions asked during that meeting.
114	I had to put my kids to bed so not sure if this has been asked ... will a noise barrier wall be installed particularly on the NE corner of the intersection? It seems like this could be done long before the interchange is actually built.	See response to Question 7 above.

#	Question	Answer
115	So to make sure I understand Ms. LaFollette's statement, a pedestrian bridge was considered too expensive but a full overpass is not?	See response to Question 43 above.
116	the fieldstone drive area had a tunnel that was closed due to crime, why are we considering four new tunnels	<p>During the alternative consideration, concerns were expressed about the safety of pedestrian/bicycle crossings of roadways at uncontrolled locations for the Alternative A Roundabout option. Option 2 for the roundabout alternative provides tunnels under the roadway ramps to eliminate the conflict points of pedestrians/bicycles crossing active roadways. Since pedestrian access is an important goal of this project, both options for the roundabout are being presented to obtain feedback from the public.</p> <p>The issues that led to the decision to close the nearby tunnel under Battlefield Parkway are acknowledged. If this alternative is selected as the preferred alternative, measures to mitigate those issues will be investigated.</p>
117	Could the local school curriculum include anything for road safety as a pedestrian and/or cyclist? Thinking of both the German education system which has this in elementary school, and thinking of a boy I saw who almost got hit at the 15/Battlefield intersection when he ignored the crossing signal and simply darted out into traffic.	Pedestrian safety is one of the many goals of this project by providing pedestrian and bicycle routes adjacent to Battlefield Parkway and be separated from the Route 15 Bypass. Suggestions for curriculum additions should be addressed to the Loudoun County Public Schools.
118	Thank you :) Very thoughtful and informative!	Comment is noted.
119	since this is essentially a residential interchange, what considerations are being given to aesthetic impacts on adjacent neighborhoods?	The design of the interchange is intended to utilize the existing right of way previously obtained by the Town while minimally impacting adjacent properties. Each of the alternatives presented can incorporate landscape design and aesthetic treatments. The study team encourages the neighboring communities to give input on the type of aesthetics and landscaping that could potentially be incorporated into the interchange design.
120	Please remember that the pedestrian tunnel under Battlefield (in Exeter) was totally closed off due to safety concerns about 15 years ago.	See response to Question 117 above.

#	Question	Answer
121	What about another bridge - not just a wider one.	Constructing a second parallel bridge will require a larger interchange footprint which generates increased earthwork, pavement and structural project costs.
122	Why does the Alt A O2 not have an option for a pedestrian bridge vice an underground? This could reduce the distance needed per ADA.	Tunnels were identified as more cost effective than multiple bridges. Providing a separate pedestrian structure at each crossing will result in a longer route for pedestrians and bicycle users. In addition, to meet the American with Disabilities Act (ADA) requirements for maximum slope of the sidewalk or trail, the height of the pedestrian bridge would require multiple switchbacks, increasing the costs.
123	Have you considered a hybrid of Alternative A options 1 and 2, where the sidewalk on the south side of Battlefield Parkway crosses the ramps at grade via crosswalks, and the mixed-use path on the north uses tunnels?	This is another option that can be considered further if there is enough interest. The main concern with this option would be that pedestrians may need to cross Battlefield Parkway to utilize their preferred access route.
124	We did have a tunnel across Battlefield from N-S and it hs been filled in and covered. I think that was an unsafe tunnel.	Comment is noted. See response to Question 116 for additional information.
125	Why are talking about building more pedestrian tunnels when the tunnel under Battlefield in Exeter was filled in?	See response to Question 116 above.
126	Do you anticipate a backup for people from Battlefield trying to get onto Rt15? Without a light it will be really hard to get onto RT15 when it's heavily travelled	The ramps proposed in each of the alternatives to provide access to Route 15 Bypass from Battlefield Parkway will be designed to provided sufficient space and time to merge with the Route 15 Bypass traffic. It is anticipated that there will be less delays for vehicles from Battlefield Parkway to turn onto Route 15 once the interchange is completed compared to existing conditions.
127	If this goes down to one lane how does that impact emergency vehicles	The design of the roundabout includes the consideration of emergency vehicle sizes and turning abilities. In addition, the roundabout will be designed to provide wider lanes to facilitate emergency vehicle travel through the interchange. If this alternative is selected, final design will be coordinated with emergency services agencies.

#	Question	Answer
128	Why did Dana just ignore my environmental question?	During the April 28, 2022 virtual public meeting, questions were responded in the order that they were submitted. Due to time limitations, many questions were not answered during that meeting. However, this document addresses all questions asked during that meeting.
129	If the widening of Rt 15 will remove back ups, then why are we doing all of this?	There are multiple goals of this project that will not be resolved by the improvements on Route 15 north of Leesburg. This project is intended to improve mobility of the residents living in the communities that use Battlefield Parkway to cross the Bypass, to improve safety for pedestrians and bicyclists crossing the Bypass, reduce congestion at the intersection, and to promote safety on the Bypass by converting it to a full limited access roadway in accordance with the Town Plan.
130	What do you think the removal of signals on Rte 15 will do to the speed of traffic through this area. As is, commuter vehicles fly down this strip	<p>The removal of the signal at Battlefield Parkway will establish free flow traffic conditions on the Bypass and eliminate traffic coming to a stop condition at the existing signalized intersection. The posted speed limit on the Bypass is to remain 45 mph.</p> <p>The impact on vehicle speeds due to the elimination of the at-grade intersection is impossible to predict. However, safety for traffic on the Bypass is expected to improve since the interchange will eliminate the conflicts between the slower Battlefield Parkway traffic crossing the Bypass with the higher speed Route 15 traffic.</p>
131	How would the ramps affect residents in Exeter, who live along Dry Hollow Road, in the Exeter subdivision? What would be the proximity?	The proposed ramp in the northwest quadrant of the interchange will vary depending on final design. Based on the concept plans developed for this study, the edge of the ramp pavement will be approximately 185 feet from the closest home on Catoctin Circle in the Exeter subdivision in the vicinity of Dry Hollow Road.
132	Have you considered the possibilities of sinkholes in your design plan? Given this area has had numerous geological occurrences in the last decade, is this capable of being safely planned for?	See response to Question 107 above.
133	Do all alternatives result in elimination of the Exeter and Potomac Crossing monuments?	See response to Question 72 above.

#	Question	Answer
134	Why does it make sense to spend money on widening Rt 15 when all the traffic from MD comes South, only to turn and head towards Dulles/Herndon	See responses to Questions 5 and 17 above.
135	This project is NOT in the best interest of neighbors in this community. NO BUILD IS OUR VOTE.	Comment is noted and will be incorporated into the Survey feedback.
136	The current Pedestrian crossings are not always heeded by motorists on Battlefield.	Comment is noted and will be incorporated into the Survey feedback. See response to Question 104 for more information on pedestrian safety.
137	Thank you all for taking the time to attempt to answer questions. The online format, although great in some ways, does hinder a civil back-and-forth that would make for a richer interchange.	<p>Comment is noted and will be incorporated into the Survey feedback.</p> <p>It is noted that this on-line meeting was intended as an informational meeting to inform citizens of the on-going study and the alternatives that are being considered. This is just one step in the public involvement program for the project. As the project progresses, there will be numerous additional opportunities for public input.</p>
138	Would there be no thru trucks on battlefield with constructing any alternative? If yes, could the design significantly reduce the current engine braking/jake brake	Currently, through trucks are prohibited on Battlefield Parkway. This restriction is assumed to continue with any of the interchange alternatives.
139	Given all the projects being discussed or referred to - is anyone responsible for watching the scheduling and how they might impact each other	The Town continues to monitor these projects as they progress. Loudoun County recently briefed Town Council on the status of the Route 15 Widening project. At the staff level, the Town has participated in the review of the construction plans for the Route 15 North Widening project as the design has progressed. Likewise, Loudoun County and VDOT have participated with the Town on the development of alternatives for this Route 15 / Battlefield Parkway interchange project. This coordination and cross reviews help to ensure consistency between the projects and assist in coordinating such items as land acquisition, utility relocations, and construction scheduling.

#	Question	Answer
140	If the overpass is 17 feet in height and a 4 degree angle of incline. How far does the expanse increase?	The overpass will provide 17 feet of clearance over Route 15 Bypass. Battlefield Parkway will start to rise approximately 650 feet in advance of the bridge in both directions. West of the Bypass, Battlefield Parkway will begin to rise approximately 400 feet east of the Fieldstone Drive intersection. East of the Bypass, Battlefield Parkway will begin to rise approximately 400 feet west of the Balls Bluff Road NE intersection.
141	Will the Battlefield Pkwy bridge over US Route 15 have a bridge support pier? I have seen the Route 234/Balls Ford Rd interchange bridge over Route 234 be constructed without any bridge support pier.	See response to Question 11 above.
142	Will the bridge be wide enough to accommodate 3 or 4 lanes in each direction on US Route 15 if this road is to be widened in the future?	The bridge will be designed to accommodate planned future widenings of Route 15 Bypass at the time of final design.
143	As discussed in our previous emails, my concern was with the property behind our homes along Barksdale Drive from the Battlefield Regional Park out to the 15 Bypass. If I understand slide 2 from the presentation, the access on the Bypass would be closed. Is that Correct?	<p>The access to Route 15 Bypass from old Balls Bluff Road (gravel road) intersecting directly with Route 15 behind the houses along Barksdale Drive will be closed with this project. Even though this access point with the Bypass is currently gated and unused, several properties have legal access to use that connection. Because this project proposes to close that access point, alternate access must be provided to those property owners. Options for that property access was illustrated and discussed on slide 8 of the presentation from the April 29 public meeting.</p> <p>Access to Battlefield Parkway for the Potomac Crossing neighborhood will remain unchanged utilizing the Balls Bluff NE Road intersection with Battlefield Parkway.</p>

#	Question	Answer
144	I was confused by the information on slide 8. Where do alternatives 1 and 2 for Balls Bluff Road go, and why are they necessary since current "access" was never used? -through Nancy Connor estate property?	<p>Closing the access to the Route 15 Bypass from old Balls Bluff Road (gravel road behind the homes on Barksdale Drive) is necessary because it is within the functional area of the proposed interchange ramps, and because Route 15 Bypass is classified as a Limited Access facility.</p> <p>Even though the intersection of this road with the Route 15 Bypass is currently unused and gated, several properties have a legal right to utilize the road for access. If the access is closed as part of this project, alternative access must be provided to those property owners.</p> <p>Alternative Access #1 provides access to the O'Connor property from Route 15 via Little Spring Road to the north. Alternative Access #2 provides access to the O'Connor property from Balls Bluff Road NE near the Veterans Park entrance road. The project will select only one of these access alternatives to replace the existing access to Route 15 Bypass.</p>
145	I am curious about accommodation for handicap access for the pedestrian portion of the designs. I know there is a powered wheelchair person that uses the current at grade crossing between Exeter and Potomac Crossing.	All sidewalks, shared use paths, handicap ramps, etc. will be designed to meet the requirements of the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) as appropriate.
146	With the different designs, will the recent fiber optic cables require relocation? I mention this because there is very little fiber traffic now but with the time frame of the project, this could result in a cost over run if there is an impact.	See response to Question 84 above.
147	has LCSO and Leesburg Police been contacted for input?	The project team has met with the Leesburg Police Department to obtain their input on the proposed alternative. This coordination with the Leesburg Police and other emergency services agencies will continue as the project progresses.

#	Question	Answer
148	<p>I don't visually understand what they are trying to do, but I am concerned with the language on the project that specifically says that one of the main purposes of this project is to discourage pedestrian crossing - basically cutting Potomac Crossing and Exeter from each other by foot or bicycle. How does this promote community, how does this help the businesses on the west side of Route 15, and how does this help the environment and wellbeing of the community if it discourages physical outdoor activities?</p>	<p>The webpage write up referenced in this question previously stated that "in addition to vehicular traffic issues, the bypass acts as a barrier to discourage pedestrians and bicycles from traveling between the residential and recreational areas east and west of Route 15". This description was identifying this as an existing problem that the project is intended to help. The text was misleading and has been rewritten to be clearer. One of the main goals of this project is to improve pedestrian and bicycle access and safety across the Route 15 Bypass. The Town agrees that providing safe access across the Route 15 Bypass is in the best interest for the environment and the wellbeing of the community.</p>
149	<p>Have noise studies been done at this intersection? If not, how does one go about requesting a study? If so, can one get a copy of the study and are the results high enough to warrant sound walls be installed? With the current and increasing traffic patterns, the expansion project, and the future overpass project traffic noise is a concern to the residents that live close to this intersection.</p>	<p>As discussed in the answer to Question 7 above, this project is in the very first phase of study and a formal noise analysis will be completed during the detailed design phase of the project as part of the environmental document. VDOT requires that a noise study be performed if a project is federally funded, and it must be a new road on a new alignment, cause an increase of capacity on an existing road, or move traffic closer to a sensitive noise receptor. There are no VDOT provisions for performing a noise study if there is no project, therefore the noise study cannot be initiated until the start of the detailed design phase for this project.</p>