

Project 4 – Ashburn Village Boulevard

Project Description

This Proposed Project consists of the construction of a shared-use path along the west side of Ashburn Village Boulevard between Pipeline Plaza and Farmwell Road. An Alternate Project would consist of shared-use path segments that would fill in the gaps of the existing network network along the east side of Ashburn Village Boulevard between Red Rum Drive and Pipeline Plaza. The Proposed west side path is approximately 0.15 miles long, while the Alternate east side path segments total approximately 0.25 miles in length. The paths will fill in gaps of the existing path and sidewalk network, allowing for uninterrupted movement along at least one side of Ashburn Village Boulevard between Farmwell Road and Waxpool Road. The project was identified for study in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study. **It is recommended that the Proposed Project be constructed.** Construction of the Alternate Project would also be beneficial, as completion of both projects would allow for full path connectivity along either side of Ashburn Village Boulevard between Waxpool Road and Farmwell Road.

Project Elements

Path segments

The Proposed Project consists of the following path segments:

(See Draft Conceptual Plan Sheet 4-1 for illustration of proposed improvements)

- From Pipeline Plaza to Farmwell Road: A 10' shared-use path will be constructed on the west side of Ashburn Village Boulevard.

The Alternate Project consists of the following path segments:

(See Draft Conceptual Plan Sheet 4-1 for illustration of proposed improvements)

- From Red Rum Drive to Grace Bridge Drive: A 10' shared-use path will be constructed on the east side of Ashburn Village Boulevard.
- From existing path on Loudoun County Public Schools property to Pipeline Plaza: A 10' shared-use path will be constructed on the east side of Ashburn Village Boulevard.

Cross sections

The typical sections for the infrastructure in both the Proposed and Alternate Projects will include the following:

Typical Cross Sections A-A and B-B:

- 10' shared-use path
- 7.5' of clearance between path and back of curb
- 3' of clearance between path and edge of ROW

Planned Developments by Others

Planned infrastructure development by others within the project limits include:

- To the north of Waxpool Road along the west side of Ashburn Village Boulevard, development of Netway Center at Ashburn is currently underway. A 10' shared-use path will be constructed along the frontage of this development beside Waxpool Road and Ashburn Village Boulevard. This path will tie into the existing shared-use path north of Red Rum Drive.

Impacts on Existing Features

Following a study of existing plans and field reconnaissance, construction of the proposed shared-use path will need to consider the following existing features and associated potential conflicts.

For the Proposed Project:

- Several utility hand holes, boxes, and an existing electricity meter lie within the proposed path right-of-way.
- Existing underground utility work is currently underway.
- Fiber optic cables run underground along the path right-of-way.

For the Alternate Project:

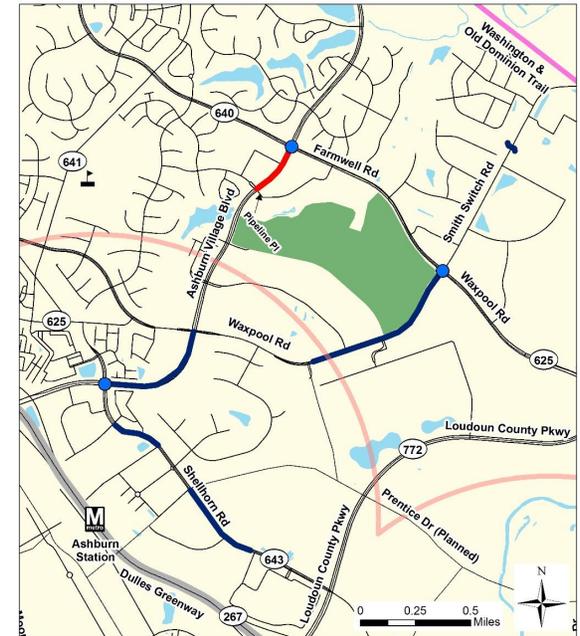
- The path right-of-way between Red Rum Drive and Grace Bridge Drive will require clearing of thick brush, and some cutting into the existing slope may be necessary at the path approach to Grace Bridge Drive.
- An underground water utility line runs in the right-of-way along both segments of the proposed path.
- Telecommunication lines and utility boxes are present within the proposed path right-of-way near pipeline plaza.
- A large culvert and drainage ditch may limit the available buffer space between the proposed path and the roadway.

Connectivity

Surrounding path/sidewalk network

On both sides of Ashburn Village Boulevard between Waxpool Road and Farmwell Road, shared-use paths already exist or are to be constructed by others in all locations that are not proposed for improvement in this project. Neither the Proposed Project nor the Alternate Project will impact any of this existing infrastructure. This project will connect to Project 3 to the south and will also connect to a proposed improvement project at the intersection of Ashburn Village Boulevard and Farmwell Road. Project infrastructure would tie into existing curb ramps and existing sidewalks along Pipeline Plaza. Other paths and sidewalks already exist along Ashburn Village Boulevard north of Farmwell Road and within the commercial developments between Pipeline Plaza and Farmwell Road.

From Red Rum Drive to Farmwell Road



Surrounding trip generators

Several likely trip generators are located in the immediate vicinity of the proposed shared-use paths. These include:

- The Morley Corner residential community
- The Farmwell Hunt residential community
- The Netway Center at Ashburn
- The Pipeline Plaza commercial development
- The Ashburn Town Square shopping center
- The Golden Pond School and Discovery Elementary School
- Broad Run High School, within a half-mile of the project corridor and connected to the corridor by existing shared-use paths
- The W&OD Trail, less than one mile north of the project corridor

Planning-Level Opinion of Probable Cost

A planning-level opinion of probable cost was generated for the Proposed Project. These values are based on preliminary layouts and field review of the project area and are subject to change. Further cost break down is provided in **Attachment A**.

Base Construction Costs	\$97,000
Utilities and Right-of-Way	\$113,000
Preliminary Engineering	\$17,000
Additional Construction Items	\$0
Total	\$230,000

A similar opinion of probable cost was also generated for the Alternate Project.

Base Construction Costs	\$127,000
Utilities and Right-of-Way	\$157,000
Preliminary Engineering	\$23,000
Additional Construction Items	\$20,000
Total	\$330,000

Project Status

This project was identified as a priority in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study and recommended for study by the Loudoun County Board of Supervisors. This project is currently in the planning phase.

Project Implementation

This project has been identified by Loudoun County and is currently in the planning stage. The next major implementation steps are as follows:

- Identify and secure project funding
- Finalize project scope
- Initiate design of project
- Construct bicycle/pedestrian infrastructure project



Excavation was occurring within the proposed path area at the time field visits were conducted



Several utility conflicts at the Pipeline Plaza intersection



Several utility boxes exist within the project corridor



An existing desire path along the Alternate Project corridor



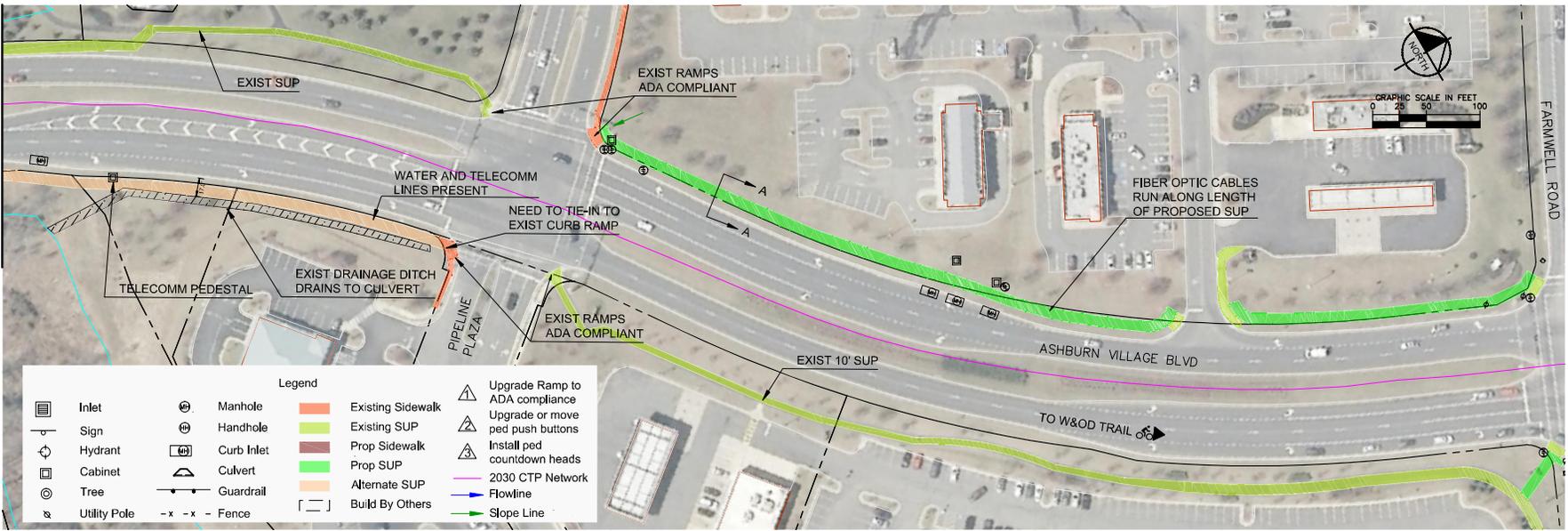
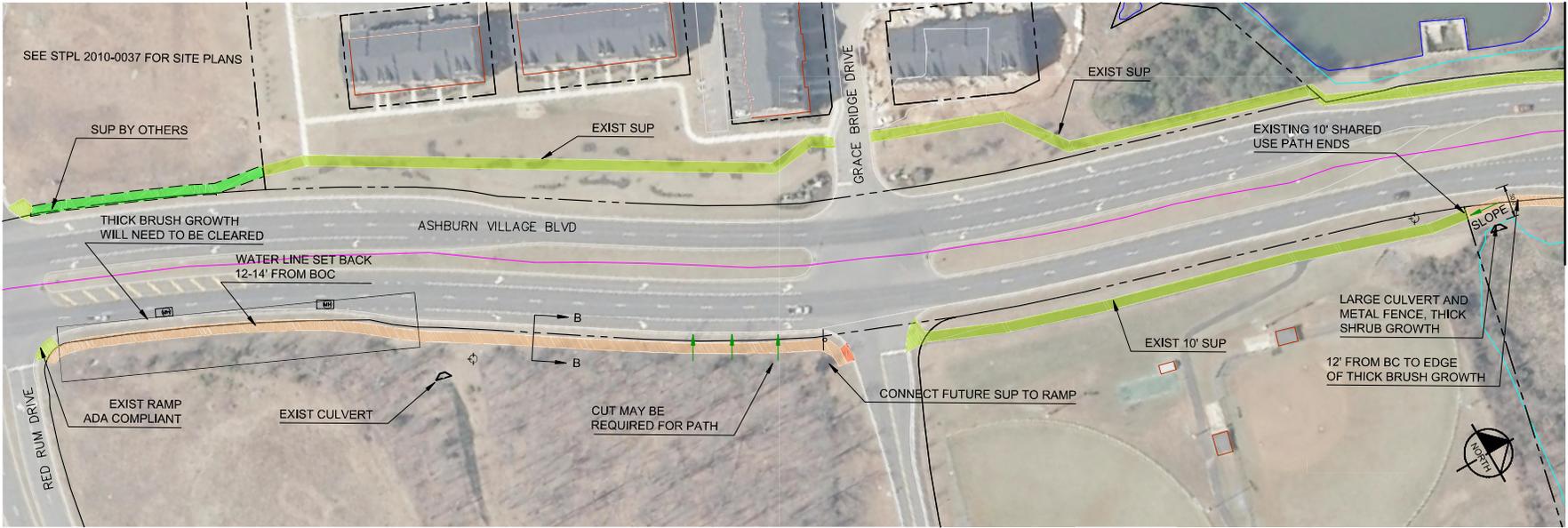
Fiber optic cable runs along the Proposed Project corridor



An existing path on the west side of Ashburn Village Boulevard ends mid-block



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Legend	
	Inlet
	Sign
	Hydrant
	Cabinet
	Tree
	Utility Pole
	Manhole
	Handhole
	Curb Inlet
	Culvert
	Guardrail
	Fence
	Existing Sidewalk
	Existing SUP
	Prop Sidewalk
	Prop SUP
	Alternate SUP
	Build By Others
	Upgrade Ramp to ADA compliance
	Upgrade or move ped push buttons
	Install ped countdown heads
	2030 CTP Network
	Flowline
	Slope Line



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LOUDOUN COUNTY METRO RAIL
 STATIONS BICYCLE AND
 PEDESTRIAN ACCESS STUDY
 DRAFT CONCEPTUAL IMPROVEMENTS
 PROJECT 4

LOUDOUN COUNTY
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SHEET NUMBER
4-1

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Project 5 – Waxpool Road

Project Description

This project consists of the construction of a shared-use path along the northwest side of Waxpool Road between the proposed Lockridge Road West intersection and Farmwell Road. The proposed path will extend approximately 0.55 miles. The path will be the first pedestrian/bicycle infrastructure constructed along this segment of road. The project was identified for study in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study.

Project Elements

Path segments

This project consists of the following path segments:

(See Draft Conceptual Plan Sheets 5-1 and 5-2 for illustration of proposed improvement)

- From Future Lockridge Road West to Farmwell Road: A 10' shared-use path will be constructed.

Cross sections

The typical sections for the infrastructure in this project will include the following:

Typical Cross Section A-A:

- 10' shared-use path
- 7.5' of clearance between path and back of curb
- 3' of clearance between path and edge of ROW

Typical Cross Section H-H:

- 10' curbside shared-use path
- 4' of clearance between path and edge of ROW

Planned Developments by Others

Planned infrastructure development by others within the project limits include:

- Lockridge Road West, a planned urban four-lane road with median in the Countywide Transportation Plan (CTP), will intersect with Waxpool Road and provide access to Prentice Drive to the south. Per CTP guidelines, this road corridor will include one 10' shared-use path and one 6' sidewalk.

Impacts on Existing Features

Following a study of existing plans and field reconnaissance, construction of the proposed shared-use path will need to consider the following existing features and associated potential conflicts:

- Several underground power and telecommunication lines and handholes, in addition to an existing drainage ditch, run parallel to Waxpool Road either within or immediately adjacent to the proposed path right-of-way.
- The site immediately southwest of Farmwell Drive along the proposed path right-of-way is currently under development. Plans show property fencing that will encroach the proposed path right-of-way to the point that a design waiver will be necessary to construct the path.
- The northern half of the proposed path segment features numerous telecommunication utility line and handhole conflicts. In addition, a drainage ditch is located between 12' and 15' from the existing roadway back of curb.

Connectivity

Surrounding path/sidewalk network

Existing curb ramps throughout the project area and existing sidewalk and pedestrian infrastructure along Waxpool Road to the west of the project area will not be impacted by this project. This project will connect to Project 6 along Waxpool Road to the north and will also connect to a proposed improvement project at the intersection of Waxpool Road/Farmwell Road/Smith Switch Road. No path or sidewalk infrastructure currently exists along Waxpool Road within the project corridor, although shared-use path infrastructure does exist on either side of Smith Switch Road immediately north of the project corridor.

Surrounding trip generators

Several likely trip generators are located in the immediate vicinity of the proposed shared-use paths. These include:

- The Morley Corner residential community
- The Farmwell Hunt residential community
- The Netway Center at Ashburn
- The Pipeline Plaza commercial development
- The Ashburn Town Square shopping center
- The Golden Pond School and Discovery Elementary School
- Broad Run High School, within a half-mile of the project corridor and connected to the corridor by existing shared-use paths
- The W&OD Trail, less than one mile north of the project corridor

From Future Lockridge Road West to Farmwell Road



Planning-Level Opinion of Probable Cost

A planning-level opinion of probable cost was generated for this project. These values are based on preliminary layouts and field review of the project area and are subject to change. Further cost break down is provided in **Attachment A**.

Base Construction Costs	\$299,000
Utilities and Right-of-Way	\$170,000
Preliminary Engineering	\$53,000
Additional Construction Items	\$0
Total	\$530,000

Project Status

This project was identified as a priority in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study and recommended for study by the Loudoun County Board of Supervisors. This project is currently in the planning phase.

Project Implementation

This project has been identified by Loudoun County and is currently in the planning stage. The next major implementation steps are as follows:

- Identify and secure project funding
- Finalize project scope
- Initiate design of project
- Construct bicycle/pedestrian infrastructure project



Some proposed developments are under construction now



An existing drainage ditch at the northeast end of the project corridor



Proposed property fence lines and underground utilities may add difficulty to path construction



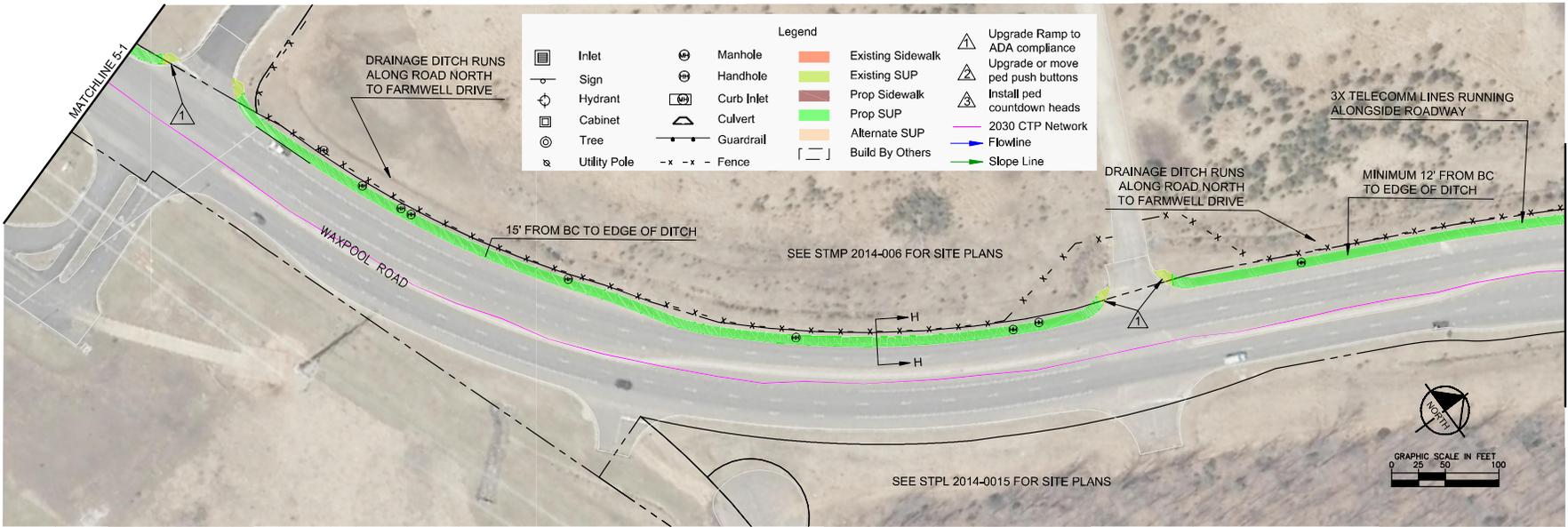
The proposed path will need to navigate utility access points associated with the adjacent data center campus



Curb ramp upgrades are required, and underground utilities run along the length of the project corridor



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Legend	
	Inlet
	Sign
	Hydrant
	Cabinet
	Tree
	Utility Pole
	Manhole
	Handhole
	Curb Inlet
	Culvert
	Guardrail
	Fence
	Existing Sidewalk
	Existing SUP
	Prop Sidewalk
	Prop SUP
	Alternate SUP
	Build By Others
	Upgrade Ramp to ADA compliance
	Upgrade or move ped push buttons
	Install ped countdown heads
	2030 CTP Network
	Flowline
	Slope Line



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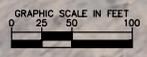
PROJECT 5

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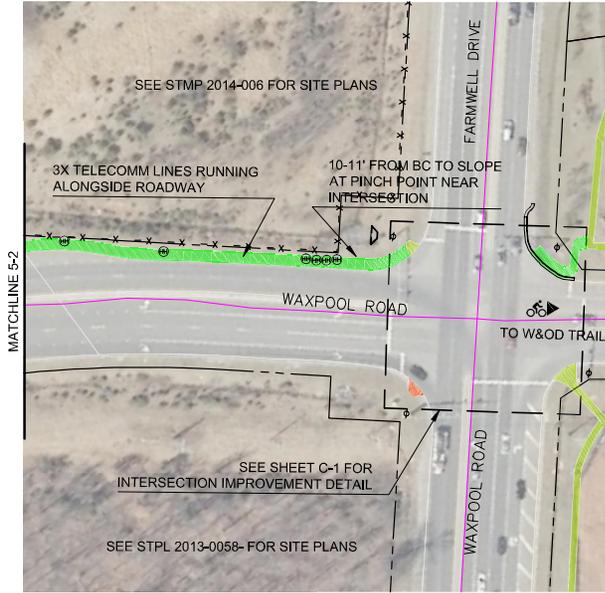
VIRGINIA

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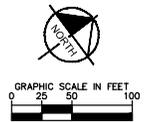
SHEET NUMBER
5-1



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Legend			
	Inlet		Manhole
	Sign		Handhole
	Hydrant		Curb Inlet
	Cabinet		Culvert
	Tree		Guardrail
	Utility Pole		Fence
	Existing Sidewalk		Existing SUP
	Prop Sidewalk		Prop SUP
	Alternate SUP		Build By Others
	Upgrade Ramp to ADA compliance		Upgrade or move ped push buttons
	Install ped countdown heads		2030 CTP Network
	Flowline		Slope Line



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PROJECT 5

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SHEET NUMBER
5-2

Project 6 – Smith Switch Road

Project Description

This project consists of a Proposed Project and an Alternate Project. The Proposed Project includes the installation of a mid-block crosswalk and associated path approaches that would connect two existing paths on opposite sides of the street north of Saint Germain Court. The Alternate Project includes the construction of a shared-use path along the west side of Smith Switch Road between Ice Rink Plaza and the existing path terminus north of Saint Germain Court. The Proposed path segments (including the crosswalk) total a combined length of approximately 100 feet, while the Alternate improvement totals a length of approximately 0.40 miles. The project options will fill in gaps and better connect the existing path and sidewalk network along Smith Switch Road, allowing for connectivity between the W&OD Trail to the north and other infrastructure to the south of Waxpool Road and Farmwell Road. The project was identified for study in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study. **It is recommended that only the Proposed Project be incorporated due to high costs and property impacts associated with the Alternate Project.**

Project Elements

Path segments

The Proposed Project consists of the following path segments:

(See Draft Conceptual Plan Sheet 6-1 for illustration of proposed improvement)

- North of Saint Germain Court: A 10' shared-use path will tie into existing path ends and a midblock crosswalk will be installed across Smith Switch Road.

The Alternate Project consists of the following path segments:

(See Draft Conceptual Plan Sheet 6-1 for illustration of proposed improvement)

- From Ice Rink Plaza to existing path north of Saint Germain Court: An 8-10' shared-use path will be constructed on the west side of Smith Switch Road.

Cross sections

The typical sections for the infrastructure in the Alternate Project will include the following:

Typical Cross Section E-E:

- 10' shared-use path
- Variable clearance between path and back of curb
- Variable clearance between path and edge of ROW

Planned Developments by Others

Planned infrastructure development by others within the project limits include:

- Smith Switch Road is currently a two lane facility north of Ice Rink Plaza. This roadway segment is a planned urban four-lane road in the Countywide Transportation Plan. Per plan guidelines, this road corridor will include one 10' shared-use path and one 6' sidewalk. This road widening project, when it occurs, may impact the alternate project corridor were it to be built.

Impacts on Existing Features

Following a study of existing plans and field reconnaissance, construction of the Proposed Project will require a pedestrian crosswalk justification study for the midblock crosswalk. No existing features will be impacted by the Proposed Project. Construction of the Alternate Project will need to consider the following existing features and associated potential conflicts:

- Between Ice Rink Plaza and Hastings Drive, telecommunications utility lines run along the roadway in the project corridor.
- Near where Smith Switch Road currently narrows to two lanes, three utility boxes and a large utility pole with cable supports lie within the project corridor. Some or all of these features will require relocation in order to construct the alternate project.
- Near where Smith Switch Road narrows, an existing property fence cornerpost encroaches the roadway curb, leaving 9' of space for a path.
- In order to stay out of the proposed Smith Switch Road widening footprint, the path will travel through private property for the entirety of the existing two-lane segment. Right-of-way acquisition or other agreements will be necessary.
- South of Chilum Place, a drainage ditch jogs away from the existing road and moves within the alternate project corridor.

Connectivity

Surrounding path/sidewalk network

Existing paths along the east side of Smith Switch Road within the project area and along the west side of the road north of the project area and south of Ice Rink Plaza will not be impacted. This project will connect to Project 5 along Waxpool Road to the south and will also connect to a proposed improvement project at the intersection of Waxpool Road/Farmwell Road and Smith Switch Road. This project improves direct access to the W&OD Trail via shared-use paths.

From Waxpool Road to North of Saint Germain Court



Surrounding trip generators

Several likely trip generators are located in the immediate vicinity of the project. These include:

- The Ashburn Business Park
- The Cameron Chase residential community
- The Cameron Chase Village Center shopping center
- Discovery Elementary School, located less than a mile southwest of the project corridor
- The W&OD Trail, less than a half mile to the north of the project corridor

Planning-Level Opinion of Probable Cost

A planning-level opinion of probable cost was generated for the Proposed Project. These values are based on preliminary layouts and field review of the project area and are subject to change. Further cost break down is provided in **Attachment A**.

Base Construction Costs	\$55,000
Utilities and Right-of-Way	\$1,000
Preliminary Engineering	\$10,000
Additional Construction Items	\$25,000
Total	\$100,000

A similar opinion of probable cost was also generated for the Alternate Project.

Base Construction Costs	\$190,000
Utilities and Right-of-Way	\$290,000
Preliminary Engineering	\$34,000
Additional Construction Items	\$0
Total	\$520,000

Project Status

This project was identified as a priority in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study and recommended for study by the Loudoun County Board of Supervisors. This project is currently in the planning phase.

Project Implementation

This project has been identified by Loudoun County and is currently in the planning stage. The next major implementation steps are as follows:

- Identify and secure project funding
- Finalize project scope
- Initiate design of project
- Construct bicycle/pedestrian infrastructure project



Approximate location of proposed mid-block crossing



Existing shared-use path terminus at the north end of the project corridor



Utilities and gently sloped drainage features run along the Alternate Project corridor



Numerous utility features and property fencing are challenges for implementing the Alternate Project



The Alternate Project proposal would be set back a significant distance from the curb in anticipation of the widening of Smith Switch Road



Project 7 – Croson Lane

Project Description

This project consists of two parts: the construction of a shared-use path along the south side of Croson Lane between Claiborne Parkway and existing path that ends west of Fairlawn Drive, and the construction of a sidewalk along the north side of Croson Lane between Mooreview Parkway and Old Ryan Road. The proposed shared-use path totals 0.45 miles in length, while the proposed sidewalk totals 0.20 miles in length. The path and sidewalk will fill in gaps of the existing path and sidewalk network, bringing the segment of Croson Lane within the project limits up to compliance with the Countywide Transportation Plan in anticipation of the future widening of Croson Lane. The improvements will enhance connectivity between various residential neighborhoods and the future Ashburn Metrorail Station. The project was identified for study in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study.

Project Elements

Path segments

This project consists of the following path segments:

(See Draft Conceptual Plan Sheets 7-1 and 7-2 for illustration of proposed improvement)

- From Claiborne Parkway to the existing path that ends west of Fairlawn Drive: A 10' shared-use path will be constructed on the south side of Croson Lane.
- From Mooreview Parkway to Old Ryan Road: A 6' sidewalk will be constructed on the north side of Croson Lane.

Cross sections

The typical sections for the infrastructure in this project will include the following:

Typical Cross Section C-C:

- 6' sidewalk
- 4' of clearance between sidewalk and back of curb
- 1' of clearance between sidewalk and edge of ROW

Typical Cross Section D-D:

- 6' curbside sidewalk
- Variable clearance between path and edge of ROW

Typical Cross Section I-I:

- 10' shared-use path
- Variable clearance between path and back of curb
- Variable clearance between path and edge of ROW

Planned Developments by Others

Planned infrastructure development by others within the project limits include:

- Croson Lane, a planned urban four-lane road with median in the Countywide Transportation Plan, will be widened from its existing two-lane configuration within the project limits. The proposed bicycle and pedestrian infrastructure improvements are sited so that they will not need to be reconstructed after the road widening takes place.
- Plans are approved for the extension of Croson Lane east of Old Ryan Road as an urban three-lane road that will provide access to the future Ashburn Metrorail Station. The plans provide for a sidewalk on each side of the road.
- Moorefield Station Parcel 22, a planned residential development at the northwest corner of the Old Ryan Road and Croson Lane intersection, has published a site plan that specifies the construction of a 5' sidewalk along the entire property frontage.

Impacts on Existing Features

Following a study of existing plans and field reconnaissance, construction of the proposed shared-use path will need to consider the following existing features and associated potential conflicts:

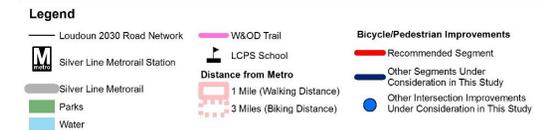
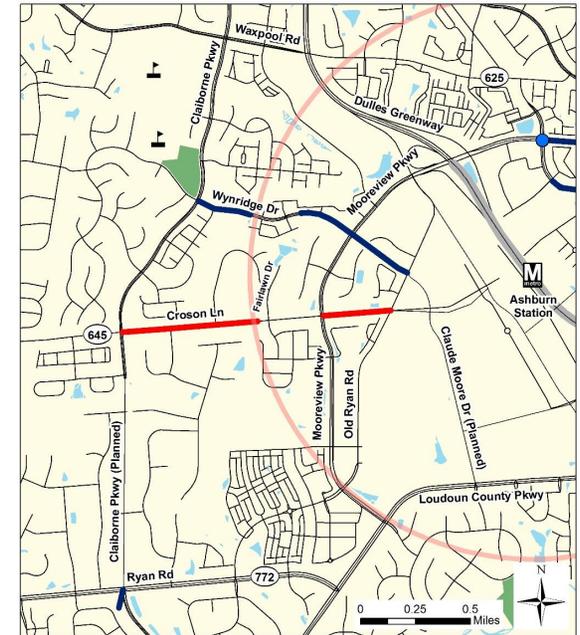
- An existing drainage ditch between Claiborne Parkway and Val Varaita Drive lies within the proposed shared-use path right-of-way.
- An existing two-pipe culvert lies within the proposed shared-use path right-of-way, near the site of the connection to the existing shared-use path west of Fairlawn Drive.
- The proposed sidewalk will need to cross both an underground sewer line and an underground water line.
- An existing guardrail runs along the north side of Croson Lane between Mooreview Parkway and Old Ryan Road and a minimum setback from the existing back-of-curb of 3.5'. This guardrail runs in front of a ditch beside the road. In order for a sidewalk to pass through the area as proposed, the ditch and guardrail conflicts will need to be considered.

Connectivity

Surrounding path/sidewalk network

The existing paths to the south of Croson Lane and sidewalks to the north of Croson Lane will not be impacted by the proposed improvement project. This project will connect to Project 2 and to the Ashburn Metrorail Station once Croson Lane and Claude Moore Drive are extended to the east of Old Ryan Road. Currently the only pedestrian or bicycle infrastructure that intersects the project area are paths that extend south along one side of Claiborne Parkway and Mooreview Parkway and a sidewalk that extends south along one side of Fairlawn Drive.

From Claiborne Parkway to Old Ryan Road



Surrounding trip generators

Several likely trip generators are located in the immediate vicinity of the proposed shared-use path. These include:

- The Quail Pond Estates residential community
- The Lakes at Belle Terra residential community
- The Amberleigh residential community
- The Vantage Pointe residential community
- The Station View residential community
- The Broadlands South residential community
- Moorefield Station Elementary School, located less than ½-mile south of the project corridor
- Future Ashburn Metrorail Station, via an extension of Croson Lane to be constructed in the future

Planning-Level Opinion of Probable Cost

A planning-level opinion of probable cost was generated for this project. These values are based on preliminary layouts and field review of the project area and are subject to change. Further cost break down is provided in **Attachment A**.

Base Construction Costs	\$324,000
Utilities and Right-of-Way	\$25,000
Preliminary Engineering	\$58,000
Additional Construction Items	\$130,000
Total	\$540,000

Project Status

This project was identified as a priority in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study and recommended for study by the Loudoun County Board of Supervisors. This project is currently in the planning phase. The segments identified for improvement in this project were included in a Fiscal Year 2016-2017 VDOT Highway Safety Improvement Program application for Bike and Pedestrian Safety Improvement projects. This program may represent one potential source of funding for the proposed infrastructure improvements.

Project Implementation

This project has been identified by Loudoun County and is currently in the planning stage. The next major implementation steps are as follows:

- Identify and secure project funding
- Finalize project scope
- Initiate design of project
- Construct bicycle/pedestrian infrastructure project



Ditch and guardrail next to road may impact placement of sidewalk on the east side of the project corridor



Existing Croson Lane configuration with space reserved for a future widening



The proposed shared-use path will need to navigate a steep existing slope in order to avoid the footprint reserved for the planned widening of Croson Lane



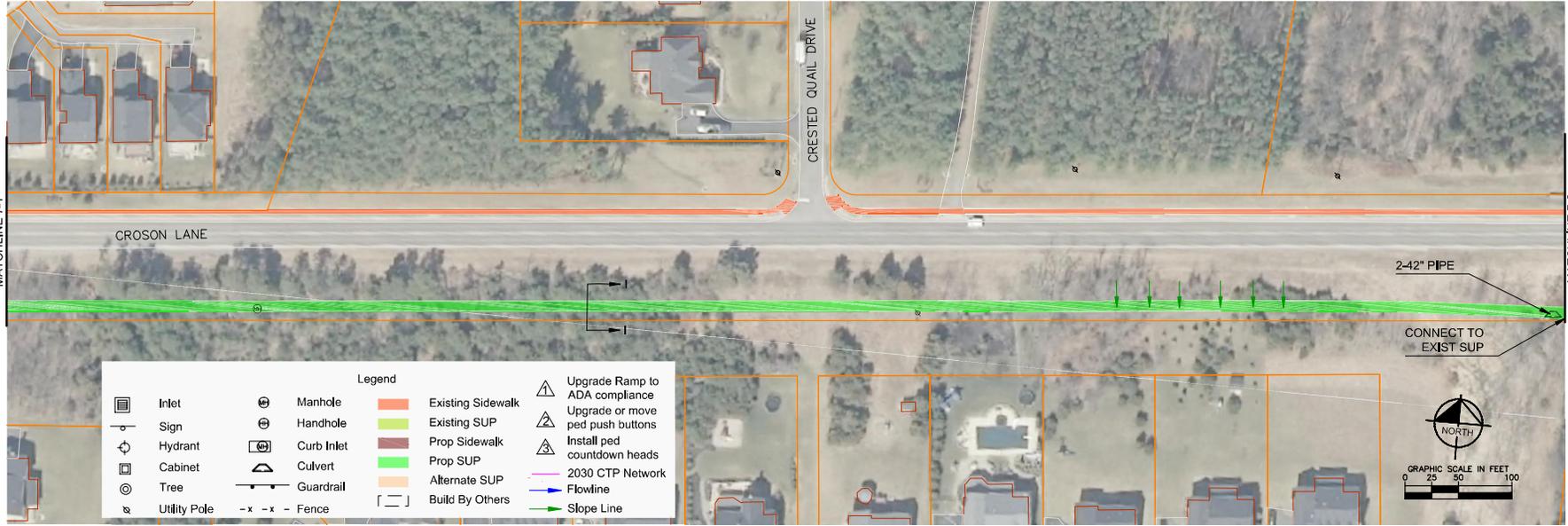
Proposed path will require clearing of vegetation and will tie into existing curb ramps



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MATCHLINE 7-1



MATCHLINE 7-2

Legend	
	Inlet
	Sign
	Hydrant
	Cabinet
	Tree
	Utility Pole
	Manhole
	Handhole
	Curb Inlet
	Culvert
	Guardrail
	Fence
	Existing Sidewalk
	Existing SUP
	Prop Sidewalk
	Prop SUP
	Alternate SUP
	Build By Others
	Upgrade Ramp to ADA compliance
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LOUDOUN COUNTY METRO RAIL
STATIONS BICYCLE AND
PEDESTRIAN ACCESS STUDY
DRAFT CONCEPTUAL IMPROVEMENTS
PROJECT 7

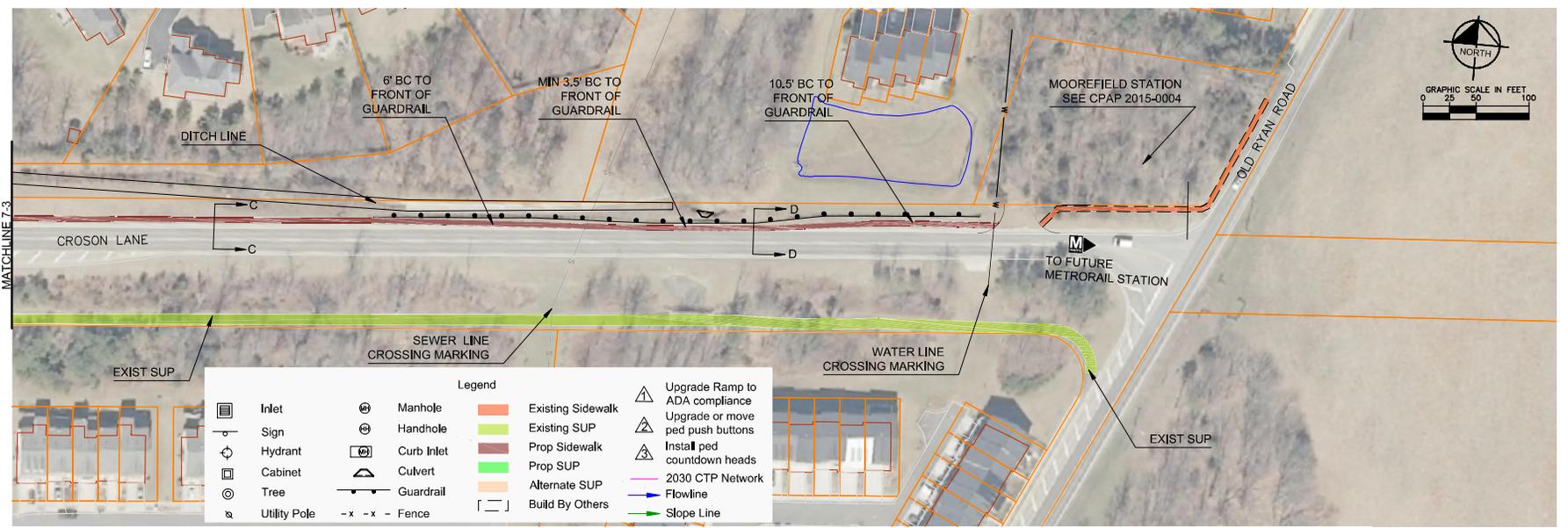
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Legend			
	Inlet		Existing Sidewalk
	Sign		Existing SUP
	Hydrant		Prop Sidewalk
	Cabinet		Prop SUP
	Tree		Alternate SUP
	Utility Pole		Build By Others
	Manhole		Upgrade Ramp to ADA compliance
	Handhole		Upgrade or move ped push buttons
	Curb Inlet		Install ped countdown heads
	Culvert		2030 CTP Network
	Guardrail		Flowline
	- x - x - Fence		Slope Line



Kimley-Horn

LOUDOUN COUNTY METRORAIL
STATIONS BICYCLE AND
PEDESTRIAN ACCESS STUDY
DRAFT CONCEPTUAL IMPROVEMENTS
PROJECT 7

LOUDOUN COUNTY
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SHEET NUMBER
7-2

LOUDOUN CO. VIRGINIA

Project 9 – Lockridge Road

From Future Loudoun Gateway Metro Garage Entrance to Prentice Drive

Project Description

This project consists of the construction of a shared-use path along the east side of Lockridge Road between the future Loudoun Gateway Metro Garage Entrance and Prentice Drive in locations that are not already under development as a part of the Dulles East Planned Unit Development. The proposed path segments total a combined length of approximately 0.25 miles. The path will fill allow for connectivity between the Loudoun Gateway Metrorail Station and points to the northeast along Lockridge Road, Prentice Drive, and Pacific Boulevard in conjunction with other proposed projects. The project was identified for study in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study.

Project Elements

Path segments

This project consists of the following path segments:

(See Draft Conceptual Plan Sheet 9-1 for illustration of proposed improvement)

- From the Future Loudoun Gateway Metrorail Station North Access Road to the southern end of the Dulles East development: A 10' shared-use path and accompanying curb ramp will be constructed.
- From the northern end of the Dulles East development to Prentice Drive: A 10' shared-use path will be constructed.

Cross sections

The typical sections for the infrastructure in this project will include the following:

Typical Cross Section I-I:

- 10' shared-use path
- Variable clearance between path and back of curb
- Variable clearance between path and edge of ROW

Planned Developments by Others

Planned infrastructure development by others within the project limits include:

- Prentice Drive, a planned urban four-lane road with median in the Countywide Transportation Plan, will extend westward from its current terminus at Lockridge Road. Per plan guidelines, this road corridor will include one 10' shared-use path and one 6' sidewalk.
- West Dulles Station, a planned-unit development to be constructed within the project corridor on the east side of Lockridge Road, will construct a 10' shared-use path along its frontage on Lockridge Road. The path will tie into this project at both ends.
- A large parking, transit, and kiss-and-ride facility will be constructed on the west side of Lockridge Road at the south end of the project corridor. This facility will service the future Loudoun Gateway Metrorail Station. The plans for this project also involve some minor road work along Lockridge Road at the southern end of the project corridor.

Impacts on Existing Features

Following a study of existing plans and field reconnaissance, construction of the proposed shared-use path will need to consider the following existing features and associated potential conflicts:

- Overhead telecommunication lines run parallel to Lockridge Road within the project right-of-way to the north of the Dulles East development. There is likely sufficient right-of-way to navigate the shared-use path around the telecommunication poles so that utility relocation will not be necessary.
- Two underground gas utility lines cross the project right-of-way north of the Dulles East development.

Connectivity

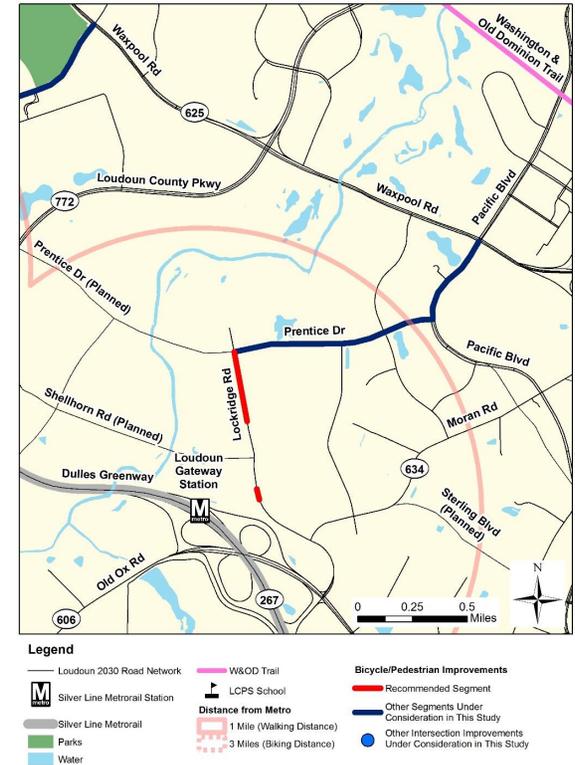
Surrounding path/sidewalk network

No pedestrian or bicycle infrastructure currently exists along Lockridge Road within the project corridor. No pedestrian or bicycle infrastructure currently exists along roads adjacent to the project corridor. This project will connect to Project 11 along Prentice Drive.

Surrounding trip generators

Several likely trip generators are located in the immediate vicinity of the proposed shared-use path. These include:

- The Broad Run Business Center
- The Broad Run Technology Park
- The Loudoun Gateway Metrorail Station, to which the project will connect via the Metrorail parking area at the southern end of the project corridor



Planning-Level Opinion of Probable Cost

A planning-level opinion of probable cost was generated for this project. These values are based on preliminary layouts and field review of the project area and are subject to change. Further cost break down is provided in **Attachment A**.

Base Construction Costs	\$127,000
Utilities and Right-of-Way	\$120,000
Preliminary Engineering	\$23,000
Additional Construction Items	\$0
Total	\$270,000

Project Status

This project was identified as a priority in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study and recommended for study by the Loudoun County Board of Supervisors. This project is currently in the planning phase.

Project Implementation

This project has been identified by Loudoun County and is currently in the planning stage. The next major implementation steps are as follows:

- Identify and secure project funding
- Finalize project scope
- Initiate design of project
- Construct bicycle/pedestrian infrastructure project



The planned Loudoun Gateway Station park-and-ride lot will connect with the proposed shared-use path



A small berm runs along the length of the project corridor near Prentice Drive



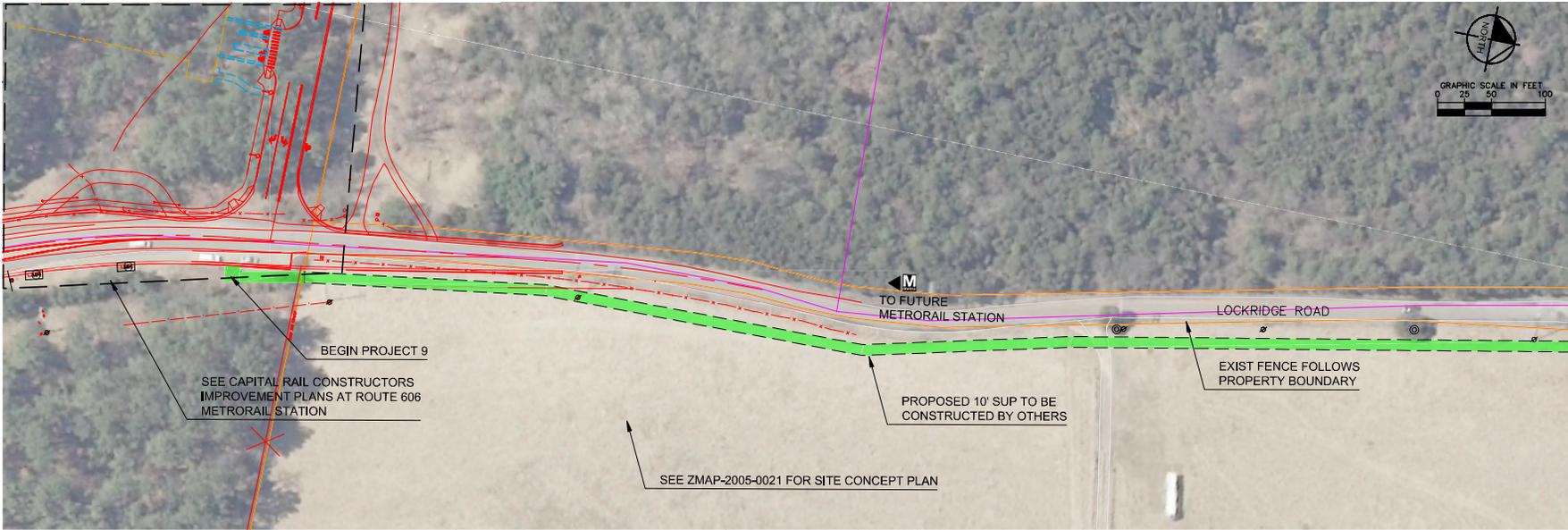
The proposed path will connect with a planned path being constructed as a part of the West Dulles Station development



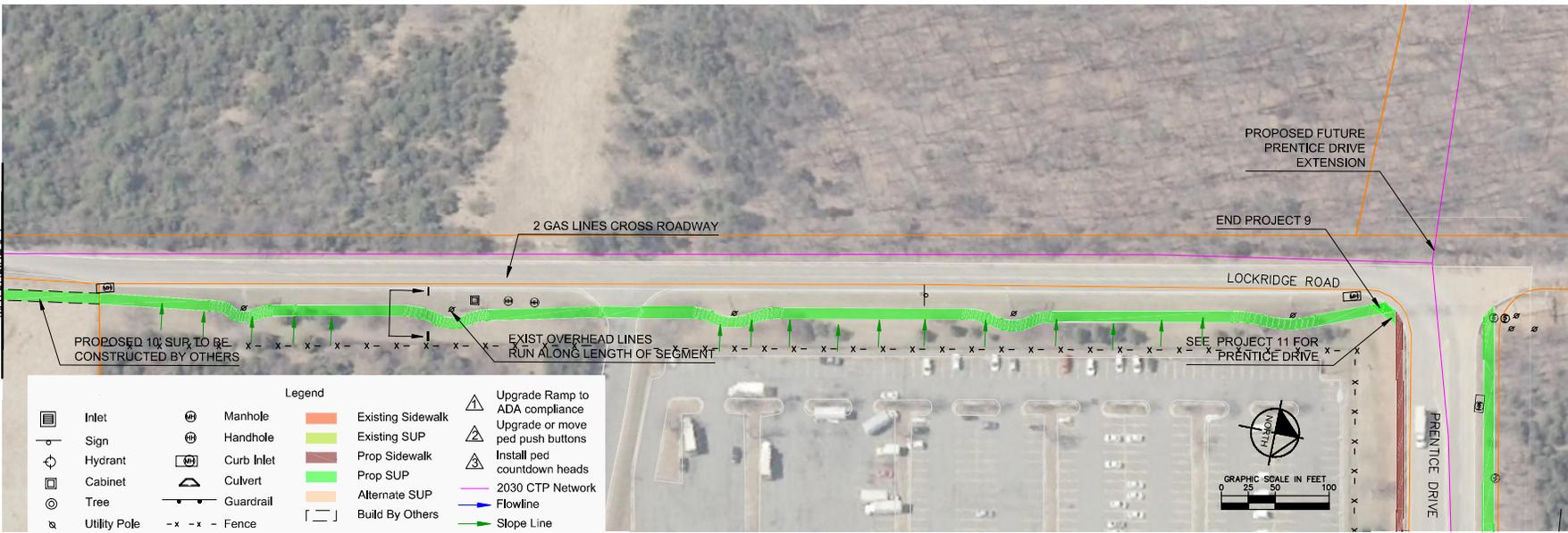
Several underground gas lines cross the project corridor



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MATCHLINE 9-1



Legend	
	Inlet
	Sign
	Hydrant
	Cabinet
	Tree
	Utility Pole
	Manhole
	Handhole
	Curb Inlet
	Culvert
	Guardrail
	- x - x - Fence
	Existing Sidewalk
	Existing SUP
	Prop Sidewalk
	Prop SUP
	Alternate SUP
	Build By Others
	Upgrade Ramp to ADA compliance
	Upgrade or move ped push buttons
	Install ped countdown heads
	2030 CTP Network
	Flowline
	Slope Line



Kimley-Horn

LOUDOUN COUNTY METRORAIL
STATIONS BICYCLE AND
PEDESTRIAN ACCESS STUDY
DRAFT CONCEPTUAL IMPROVEMENTS
PROJECT 9

LOUDOUN COUNTY
DTCI

VIRGINIA

LOUDOUN CO.

SHEET NUMBER
9-1

Project 10 – Moran Road

East of Lockridge Road

Project Description

This project was identified for study in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study. After an analysis of the existing conditions along Moran Road and planned future developments within the project corridor, it is recommended that no path be constructed until the proposed changes to the roadway associated with the Loudoun Gateway Metrorail parking facility and the future Moran Road and Sterling Boulevard intersection are completed.

Project Elements

Path segments

No path construction is recommended at this time.

Cross sections

No path construction is recommended at this time.

Planned Developments by Others

Planned infrastructure development by others within the project limits include:

- A large parking, transit, and kiss-and-ride facility will be constructed on the west side of Lockridge Road immediately to the west of the Moran Road project corridor. This facility will service the future Loudoun Gateway Metrorail Station. The plans for this project include minor road work along Moran Road at the west end of the project corridor.
- The extension of Sterling Boulevard, a planned urban four-lane road with median in the Countywide Transportation Plan (CTP), will intersect Moran Road at the eastern end of the project area. Per CTP guidelines, this road corridor will include one 10' shared-use path and one 6' sidewalk. This project may require some road realignment and additional right-of-way acquisition.



Major roadway work is planned for the eastern end of the project corridor

Impacts on Existing Features

Following a study of existing plans and field reconnaissance, construction of any infrastructure would need to consider the following existing features and associated potential conflicts, in addition to potential conflicts that would arise from the planned roadway improvements described above:

- On either side of Moran Road west of Randolph Drive, an existing berm abuts the road curb. Cutting into this berm would be necessary to construct a path or sidewalk.
- Assorted telecommunication, gas, power, and fiber optic lines run underground along the Moran Road corridor east of Randolph Drive.
- On the north side of Moran Road east of Randolph Road, a 150' segment of the corridor features a steep dropoff several feet from the existing curb. Fill may be required to construct a path or sidewalk through this section of the project corridor.
- No curb ramps currently exist at the intersection of Moran Road and Randolph Drive. They would need to be constructed as a part of this project.

Connectivity

Surrounding path/sidewalk network

The only existing pedestrian or bicycle infrastructure within the project corridor is a 250' segment of sidewalk on the north side of Moran Road at the east end of the project corridor.

Surrounding trip generators

Several likely trip generators are located in the immediate vicinity of the project corridor. These include:

- The Broad Run Business Center
- The Four Corners Industrial Park
- The Summit at Dulles Business Park
- The Loudoun Business Park
- The Loudoun Gateway Metrorail Station, to which the project will connect via the Metrorail parking area at the western end of the project corridor

Planning-Level Opinion of Probable Cost

No project is recommended at this time.

Project Status

This project was identified as a priority in the June 2014 Loudoun County Pedestrian and Bicycle Station Access Study and recommended for study by the Loudoun County Board of Supervisors. No project is recommended at this time.

Project Implementation

No project is recommended at this time.

