

COMMONWEALTH of VIRGINIA

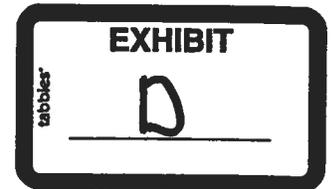
DEPARTMENT OF TRANSPORTATION

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(703) 383-VDOT (8368)
June 16, 1998

DAVID R. GEHR
COMMISSIONER

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

Mr. Charles Yudd
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
Leesburg, Virginia 20177-7000



Re: ZMAP 1998-0003 WorldCom Nova Campus
Loudoun County

Dear Mr. Yudd:

I have reviewed the above plan as requested in your original submittal dated May 26, 1998, including subsequent faxes. The following responses to the previous comments are indicated in italics as follows:

1. It is not anticipated all crossovers will be signalized on Loudoun Parkway and Waxpool/Farmwell Road. Internal site designs should keep this in mind.

This is a note to the applicant.

2. Entrance "E" should be moved south or made into a right in/right out only entrance. Spacing needs to be provided to allow the adjoining landowners to the south access to Loudoun Parkway. Alternatively; entrance "E" could be moved northward and entrance "F" could be made right in/right out only.

I have discussed this with the applicant's engineer and the engineer and I feel this issue can be addressed. My concern is to provide adequate and safe Loudoun Parkway access to the landowners to the south, while still providing adequate length for storage of the left turn movements.

3. The two crossover points "I" and "J" indicated on the concept plan for Land Bay B should be combined into one, with possible right in/right out access points allowed as each land bay develops. One option is to keep entrance "J" in the current location as a right in/right out only entrance. Entrance "I" could then be moved ~200' east to provide full movements.

3. Better spacing of the median crossovers will allow for more flexibility in approving right in/right out entrances. Every entrance should not be full access since this compromises the nature and use of Loudoun Parkway.

The developer's engineer has indicated they would comply with this item on the construction plans. This modification allows VDOT and the applicant more flexibility in permitting right in/right out entrances onto Loudoun Parkway, while providing adequate length for left turn storage.

4. The concept plan should indicate the possibility of a park and ride lot on this site.

This is a recommendation to the County. The need for additional park and ride lots in the eastern Loudoun area will be necessary as residential and business square footage increases. This recommendation is intended to remind of the future needs of this area of the County. This becomes especially critical prior to the future crossing of Broad Run and this additional access point to the regional park and ride lot. With the current boom in Loudoun development, the VDOT park and ride lot will require supplemental park and ride lots near residential neighborhoods.

5. Access to the W&OD regional trail should be considered in following with the concept of providing recreational access and facilities (multi-purpose trails) to the site for the employees to walk, bike, rollerblade, etc.

This item is addressed per Proffer II.I.

6. Entrance "N" on Rt. 625 MAY be relocated 50' +/- east. Negotiations are currently underway between the landowners on the north side of the roadway. If the necessary right of way can not be secured for a shared entrance on the north side, the crossover centerline will be relocated ~50' east of the current centerline of the crossover. This information is provided to assist in planning the entrances to landbay "B".

This is a note to the designer concerning a pending review.

7. The eastbound third lane on Rt. 625 between Smith Switch Road (Rt. 607) and the Broad Run bridge should be constructed with this development. This becomes especially crucial if the Loudoun Parkway connection south to the Greenway is not made in a timely manner. It also conforms with improvements proposed to the west.

This is agreed to by the applicant in proffer II.F.

8. Proffer II.C.(1) should include construction of Loudoun Parkway to the southern property line of this development, whether or not the segment south of this property is constructed.

This item is addressed in the revised proffer.

9. Proffer II.C.(1) should include additional measures to mitigate traffic impacts if the Loudoun Parkway connection south to the Greenway is not constructed.

This item is addressed in Proffer II.B.(a).

10. Consideration of additional right in/right out entrances will be reviewed with individual site or landbay plans.

This is a note to the applicant.

If you have any questions, please call me at (703)383-2424.

Sincerely,



Kevin Nelson
Transportation Engineer

cc: Mr. T. F. Butler, Jr., P.E.
Attn: Mr. Steve Tyrrell, P.E.

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