

F.S.M. Traffic Study Guidelines (12/07)  
Checklist for Application Acceptance  
Page 1 of 4

Loudoun County Virginia  
Office of Transportation Services

Application Name: Math Archer (Info dated 7/21/09) Date: 8/4/09  
Application Type: Special Exception Reviewer: Gene Phillips  
# of Guidelines Satisfied: 13 of 13  
Accept or Reject: Accept Comment: \_\_\_\_\_

- (1) **Study Area:** Roadways internal or adjacent to the development site shall be included in the traffic study. The study area should be defined at the scoping meeting and as a guideline should include other external roads to the extent that the project's generated traffic is anticipated to exceed 10 percent of the road's current/existing traffic volumes (at the time of application).

Does Study Meet Guidelines? yes Comments: Milltown Road / April Circle area

- (2) **Traffic Count Locations:** Traffic counts are required on the adjacent roads, the adjacent intersections beyond the project's frontage on adjacent roads in the study area. The AM/PM peak period traffic counts shall not be more than twelve (12) months old at the time of the application submission. Twenty-four (24) hour weekday traffic counts are also required for roadway segments.

Does Study Meet Guidelines? yes Comments: N.A

VDOT Traffic Data (Daily) for Milltown Road is attached

- (3) **Trip Generation:** As a general guide to vehicle trip generation, the latest edition of the Institute of Transportation Engineer's (I.T.E.). Trip Generation Report shall be used. These rates may be supplemented by additional information provided by the County. If the applicant chooses to use different rates, they shall be documented and agreed to at the scoping meeting prior to their use in the traffic analyses. Primary trip reductions associated with passby trips and methodologies for trip reductions associated with passby trips shall be discussed and agreed upon at the scoping meeting.

Does Study Meet Guidelines? yes Comments: See applicant's traffic information (4 employees and 1 UPS delivery each day (business / weekday))

- (4) **Traffic Volume Projections:** The traffic study shall include an agreed upon build out year and provide existing and projected traffic volumes, with and without the subject project, for Average Daily Traffic (ADT), as well as AM and PM peak hours. The peak hour of the project/individual land use(s) (as given in the ITE Trip Generation Report) should be added to the corresponding AM/PM existing peak hour of the adjacent roadway traffic volumes (to show the worst case scenario), if the peak hour of the project/individual land use(s) for the generator is greater than the peak hour of the adjacent roadway (per ITE Trip Generation Report). The existing peak hour of traffic on the roads adjacent to the subject project site shall be identified. These traffic volumes shall be provided at roadway intersections and commercial or private accessways/entrances.

Does Study Meet Guidelines? yes Comments: N.A.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- (5) **LOS Analysis:** : Level of Service (LOS) calculations for existing and projected conditions, with and without the subject project, for highway segments, intersection legs, and entrances shall be provided. Calculations shall be in accordance with the Highway Capacity Manual (HCM) and/or the Highway Capacity Software (HCS), or as may be agreed at the scoping meeting. Traffic volumes and LOS information shall be provided for each phase of development, to include conditions at date of project completion. Projections shall also be made for date of completion plus ten (10) years or to an agreed upon forecast year.

Does Study Meet Guidelines? yes Comments: N.A.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- (6) **Minimum Roadway/Intersection LOS Standards:** Recommendations for phased improvements to the road network links in order to maintain an acceptable LOS (minimum LOS "D") shall be provided. For each phase up to and including buildout, a minimum approach and overall LOS "D" at intersections shall apply.

Does Study Meet Guidelines? yes Comments: ~~N.A.~~  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(7) **Background Traffic Assumptions:** Assumptions which determine projected background traffic, including through traffic growth rate to be applied on roadway links, shall be confirmed at the scoping meeting. The sources for determining future traffic projections will include one or more of the following:

- The Loudoun County Growth Summary or similar documents from Loudoun County.
- The Loudoun County transportation model which incorporates COG's Cooperative Forecasts for Loudoun County.
- Approved developments in the vicinity of the proposed development.

Specific other approved development names and respective development square footage or residential units in the study shall be provided.

Does Study Meet Guidelines? yes Comments: N.A.

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(8) **Traffic/Trip Distribution:** Directional trip distribution information shall be provided for project entrances and collector and arterial intersections within the study area for the phases and categories (e.g., residential, office, retail, industrial and institutional) of development.

Does Study Meet Guidelines? yes Comments: All to Milltown Road via

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(9) **LOS Calculations Assumptions:** Traffic counts and LOS worksheets and projected traffic volume LOS analyses, using agreed upon analysis techniques, including existing AM/PM peak hour signal timing, shall be included as a part of the traffic study.

Does Study Meet Guidelines? yes Comments: N.A.

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(10) **Mode Choice:** Modal split information shall be provided for the phases of the analysis, with sources of information identified (e.g., COG model).

Does Study Meet Guidelines? yes Comments: N.A.

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- (11) **Safety Locations**: Road safety hazards, as identified by the ISTEA set-aside funding criteria and/or as identified by the County at the scoping meeting, within the study area shall be analyzed for all roadway links and intersections in the traffic study.

Does Study Meet Guidelines? yes Comments: See description in the

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- (12) **Traffic Mitigation Measures**: If trip reduction factors are used in the study, measures necessary to implement the reduction must be specified, with supporting documentation.

Does Study Meet Guidelines? yes Comments: N.A.

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- (13) **Bicycle & Pedestrian Accommodations**: When bicycle and pedestrian accommodations are used to reduce anticipated traffic volumes, a description of the physical and functional characteristics of the proposed bicycle and pedestrian accommodations shall be provided. If such separate bicycle accommodations (e.g., striped lanes or multi-purpose trails) are anticipated, they shall also be identified. A description of the functional characteristics shall be provided to identify the transportation options that these accommodations provide (e.g., pedestrian access to retail center, safe bicycle route to elementary school, inter-parcel connections to adjacent neighborhoods, access to W&OD trail, etc.)

Does Study Meet Guidelines? yes Comments: N.A.

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**George Phillips - RE: FW: SPEX Traffic Letter**

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**From:** George Phillips  
**To:** Archer, Matt  
**Date:** 7/21/2009 10:54 AM  
**Subject:** RE: FW: SPEX Traffic Letter  
**CC:** VanHorn, Ginni

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Thanks Matt- 7/21/09

Go ahead and include this with your application. You are good to go.

Thanks, George

>>> "Matt Archer" <matt@agsisystems.com> 7/21/2009 10:24 AM >>>  
George,

I went out and measured. Milltown Rd. is a standard two lane road and measueres approximately 21 feet wide. April Circle is 20 feet wide. I've attached the Map. Let me know so I can continue with the rest of the minor SPEX application process.

Matt Archer  
office 540-882-3535  
cell 703-863-9366  
efax 410-630-5003

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**From:** George Phillips [mailto:George.Phillips@loudoun.gov]  
**Sent:** Monday, July 20, 2009 3:57 PM  
**To:** Matt Archer  
**Subject:** RE: FW: SPEX Traffic Letter

Matt- 7/20/09

I think it would be more accurate to just measure them. You could also try Live Search Maps (Bing) in the internet but even at the bird's eye view it may be hard to get an exact measurement. Check it out and see.

George

>>> "Matt Archer" <matt@agsisystems.com> 7/20/2009 1:15 PM >>>  
George,

Do you know where I would find the width of the streets online or should I just go measure them?

Matt Archer  
office 540-882-3535  
cell 703-863-9366  
efax 410-630-5003

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**From:** George Phillips [mailto:George.Phillips@loudoun.gov]  
**Sent:** Monday, July 20, 2009 10:32 AM  
**To:** Matt Archer  
**Subject:** Re: FW: SPEX Traffic Letter

Matt- 7/20/09

Thanks for sending this. The only other thing you need to attach is a map of the neighborhood which includes the location of the property.

Also, you need to mention how wide the roads are. For example, is Milltown Road 18 feet wide? 24 feet wide? etc. How about April Circle?

That's it. Once I get this information back from you, I can then recommend that this traffic information be accepted with your over all application.

Thanks, George Phillips

>>> "Matt Archer" <matt@agsisystems.com> 7/14/2009 6:56 PM >>>  
George,

See the information you requested below in red. Let me know so I can proceed with my minor SPEX application.

What business does - We are an IT solutions provider for the Federal Governemnt  
hours of operations - 8:30-6

how many employees (including people at house) my wife and I live at the house + 4 employees

how many trips, lunches, deliveries, coming and going from work, 3 cars come at 8:30 and leave around 6pm.

Employees usually eat lunch on site. They may go out on special occasions in one car. We usually have 1 UPS or FedEx delivery a day.

parking - at present there are three cars that park in my 4 car garage

describe roads and directions to get there - 13276 April Circle, turn on Milltown road, turn on to April Circle

how wide roads are standard 2 lane highway roads

entrance turn lanes yes right hand turn entrance lane into neighborhood

no site distance problems, appears adequate

Matt Archer

**AGSI Systems**

office 540-882-3535

cell 703-863-9366

efax 410-630-5003

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Loudoun Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Loudoun County</b>																
(670) Folly Lane	1.20	300	R								NA		NA			03/02/2002
From: 53-672 Lovettsville Rd						To: Dead End										
(671) Harpers Ferry Rd	1.44	3300	F	98%	0%	1%	0%	1%	0%	C	0.095	F	0.760	3500	F	2008
From: SR 9 Charles Town Pike						To: 53-787 Kidwell Rd										
(671) Harpers Ferry Rd	1.84	3100	F	97%	1%	1%	0%	1%	0%	C	0.097	F	0.776	3300	F	2008
From: 53-687 Sagle Rd						To: 53-683 Branchriver Rd										
(671) Harpers Ferry Rd	3.48	3200	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.837	3400	F	2008
From: 53-683 Branchriver Rd						To: US 340 Jefferson Pike										
(671) Harpers Ferry Rd	0.79	3300	F	97%	1%	1%	0%	1%	0%	F	0.087	F		3600	F	2008
<b>Town of Lovettsville</b>																
(672) Lovettsville Rd	0.08	1900	F	95%	2%	2%	0%	0%	0%	C	0.103	F	0.516	2000	F	2008
From: 53-673 Broad Way East						To: ECL Lovettsville										
<b>Loudoun County</b>																
(672) Lovettsville Rd	3.03	1900	N	95%	2%	2%	0%	0%	0%	N	0.103	N	0.516	2000	N	2008
From: ECL Lovettsville						To: 53-667 Yakey; 53-668 E, Ropp Lane										
(672) Lovettsville Rd	2.64	1400	F	95%	2%	2%	0%	0%	0%	F	0.106	F	0.779	1500	F	2008
From: 53-667 Yakey; 53-668 E, Ropp Lane						To: US 15 James Monroe Hwy										
(673) Evan Rd	0.50	120	R								NA		NA			05/02/2005
From: 53-680 Axline Rd						To: 53-675 Fry Farm Rd										
(673) Evan Rd	0.70	180	R								NA		NA			05/02/2005
From: 53-675 Fry Farm Rd						To: 53-690 Mountain Rd										
(673) Irish Corner Rd	0.30	480	F	94%	3%	2%	1%	0%	0%	F	0.105	F	0.673	510	F	2008
From: 53-690 Mountain Rd						To: 53-853 Long Lane										
(673) Irish Corner Rd	0.32	640	F	94%	3%	2%	1%	0%	0%	C	0.097	F	0.627	690	F	2008
From: 53-853 Long Lane						To: 53-852 Georges Mill Rd										
(673) Irish Corner Rd/Broad	1.53	1200	F	94%	3%	2%	1%	0%	0%	F	0.100	F	0.699	1300	F	2008
From: 53-852 Georges Mill Rd						To: WCL Lovettsville										
<b>Town of Lovettsville</b>																
(673) Irish Corner Rd/Broad	0.30	1200	N	94%	3%	2%	1%	0%	0%	N	0.100	N	0.699	1300	N	2008
From: WCL Lovettsville						To: SR 287 Berlin Tpke										
(673) Broad Way East	0.22	2900	F	96%	2%	1%	1%	1%	0%	C	0.111	F	0.685	3100	F	2008
From: SR 287 Berlin Tpke						To: 53-796 Loudoun St										
(673) Broad Way East	0.07	2800	F	96%	2%	1%	1%	1%	0%	F	0.112	F	0.77	2900	F	2008
From: 53-796 Loudoun St						To: 53-1503 Locust St										
(673) Broad Way East	0.25	3300	F	96%	2%	1%	1%	1%	0%	F	0.109	F	0.709	3500	F	2008
From: 53-1503 Locust St						To: 53-672 SCL Lovettsville										
<b>Loudoun County</b>																
(673) Milltown Rd	2.05	320	R								NA		NA			05/02/2005
From: 53-672 SCL Lovettsville						To: 53-681 S, Orrison Rd										
(673) Featherbed Lane	2.70	110	R								NA		NA			05/02/2005
From: 53-681 S, Orrison Rd						To: 53-665 N, Loyalty Rd										
(673) Bald Hill Rd	2.00	220	R								NA		NA			05/02/2005
From: 53-665 N, Loyalty Rd						To: 53-663 Taylorsville Rd										
From: 53-663 Taylorsville Rd						To: Dead End										
(674) Dutchmans Creek Rd	1.40	90	R								NA		NA			03/02/2002
From: Dead End						To: 53-663 Tollhouse Rd										

efax 410-630-5003

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**Sent:** Monday, July 20, 2009 10:32 AM  
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7/22/2009

Google maps

Address 13276 April Cir  
Lovettsville, VA 20180

Get Google Maps on your phone



Text the word "GMAPS" to 466453



