



Route 522 and Route 208 Intersection Improvements

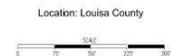
Frequently Asked Questions

The Virginia Department of Transportation has approved the construction of a roundabout at the intersection of Routes 522 and 208 (at Dickinson's Store) in Louisa County.

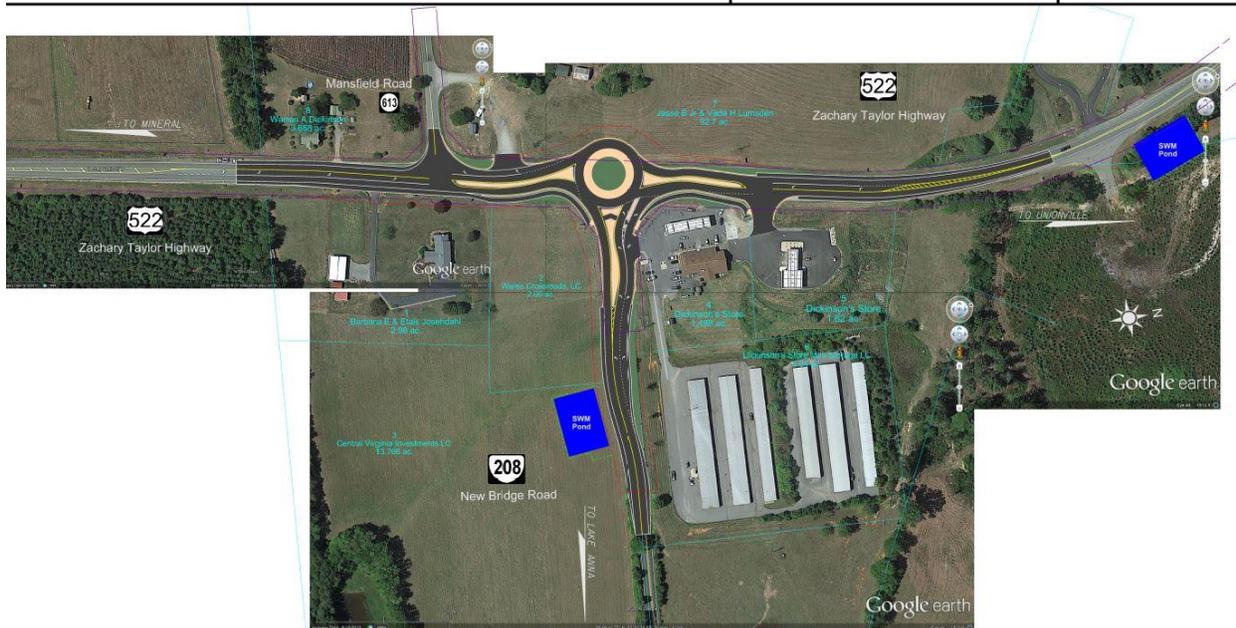


Routes 522 and 208
Roundabout Concept
July 2016

| Legend | |
|--------|----------------------------------|
| | Proposed ROW |
| | Concrete Median/Curb/Truck Apron |
| | Pavement/Lane Markings |
| | Existing ROW (from Survey) |
| | Concrete Median Curb |
| | Proposed Perm. Drainage Esm't |



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Answers to frequently asked questions are below.

1. Who handles state road improvements in Louisa?
 - a. The Virginia Department of Transportation ([VDOT](#)) funds, maintains and improves state routes (such as 522 and 208) in the County. The County works with area/regional VDOT representatives regarding concerns and requested improvements. Through the state's annual [Smartscale](#) process, these needs are

ranked and available funding is allocated to projects according to their cost and benefit.

2. Will County funds be used to fund the improvements to the intersection?
 - a. No.
3. How much does the roundabout cost? Is there any difference in operating costs?
 - a. The roundabout will cost approximately \$5.4 million (2023 dollars), which includes all aspects of the project design, right-of-way acquisition, utility relocation, construction, storm water management and contingencies.
 - b. Although the initial cost of a roundabout is more expensive than a signaled intersection, over the expected life of the roundabout the total cost for construction and regular maintenance is less than a signaled intersection.
4. What is the basis for concerns at the intersection?
 - a. The Route 208-522 intersection is a Culpeper District "Top 100" intersection, identified for improvements based on the number of serious or fatal crashes.
 - b. Issues have become more frequent over the years as activity at the intersection has increased. In 2014 and after being involved in a serious accident at the intersection, a Louisa County High School student made a presentation to the Board of Supervisors regarding safety concerns.
 - c. The volume of traffic, types of vehicles and the potential for those factors to increase in this area due to seasonal lake activity and future growth pose potential safety and congestion concerns for this intersection.
 - d. According to the 2015 traffic counts provided by VDOT, approximately 3,900 vehicles use this segment of Route 522 and 5,900 vehicles use this segment of Route 208 on a daily basis. Additional data is located on VDOT's public website, and VDOT's public crash database (which displays recorded accidents a map format) is [available here](#).
5. What steps have been taken to get to this point?
 - a. The County has communicated safety and congestion concerns at the intersection to VDOT over the years.
 - b. VDOT added an offset right turn lane to the northbound lane of 522. As a further effort to mitigate concerns, VDOT placed staff to control traffic at the intersection with flags in 2016. Issues persisted.
 - c. The Board publicized and held a work session in May 2016 to discuss potential highway projects for consideration under the upcoming year's Smartscale process. Along with other projects being considered for application, the intersection of Routes 522/208 was discussed. The Board prioritized the list of projects and at its regular meeting and directed staff to develop applications for final Board approval later in the year.
 - d. At the Board's regular meeting in October 2016, staff presented the final project applications (including the roundabout's, which is [available online](#)). These were approved by the Board and staff submitted the applications to the state.

- e. State funding for the roundabout was approved by the Commonwealth Transportation Board in June 2017.
6. What factors were used to determine the use of a roundabout instead of a traffic signal?
- a. VDOT uses the Federal Highway Administration's Manual, which includes guidelines for application of Uniform Traffic Control Devices. This manual identifies 9 warrants that state transportation agencies use when considering the most appropriate solution for a dangerous intersection prior to installing any traffic control devices. Based on accident history, area growth plans, and traffic studies, the intersection did not meet the requirements for a signal.
7. What are the benefits of a roundabout?
- a. VDOT offers comprehensive roundabout information [online](#). According to the agency, roundabouts reduce accidents involving injuries and fatalities by up to 75% due to lower speeds and less contact points. There have been only 2 documented fatalities in the state at roundabouts – one involved an impaired driver and the other a high-speed chase.
 - b. Delays are reduced since traffic yields rather than coming to a complete stop.
 - c. Fewer delays lead to lower fuel consumption and cleaner air.
8. Does the County have any control over cost?
- a. Very little. However, the County, property owners, and members of the community participate (through public hearings) in the review/design process prior to final design and construction. The project design will be based on established design criteria, but community and local business involvement will be important.
9. What is the timeline for the effort?
- a. Project engineering should begin by 2020. Construction is anticipated to start in 2023.