



**Date of Council Meeting:** June 28, 2016

**TOWN OF LEESBURG  
TOWN COUNCIL WORK SESSION**

**Subject:** Request for VDOT to Plow Certain Primary Roads in Leesburg

**Staff Contact:** Keith Markel, Deputy Town Manager  
Renee Lafollette, Director of Public Works and Capital Projects

**Council Action Requested:** To authorize the Mayor to send an official letter requesting the Virginia Department of Transportation to assume snow clearing responsibility for certain primary roads within the Town limits.

**Staff Recommendation:** Staff supports the issuance of an official letter to the Virginia Department of Transportation to plow certain primary roads in Leesburg as identified specifically as follows:

- 1) South King Street between the Southern Town Limit at Virts Corner north to the By-pass which is a distance of approximately 1.4 miles. This would allow VDOT to have uninterrupted clearing between Route 15 south of Town which they already plow, and the By-pass which they also plow.
- 2) The section of the By-pass between Sycolin Road and the norther Town Limits at Dry Hollow Road which is a distance of approximately 2.45 miles. VDOT currently plows all of the By-pass west of Sycolin Road and Route 15 north of the Town limits.

Town staff does not support returning full maintenance responsibilities for these roads back to VDOT as this would greatly limit the control that the Town would have over these roads, especially related to maintenance schedules and the Town's ability to manage traffic signalization.

**Commission Recommendation:** None

**Fiscal Impact:** If the Virginia Department of Transportation agrees to plow the requested primary roadway sections in Leesburg, they may deduct a portion of annual maintenance funds provided to the Town for those road segments. If accepted, the Town will not have snow plowing responsibilities for some primary roads so the decrease in state contributions would be offset by saving from the Town not having to plow these roads.

**Work Plan Impact:** If VDOT provides snow plowing support for the identified sections of primary roadway it would allow Town resources to move into the neighborhoods to begin snow clearing faster than is currently possible.

**Executive Summary:** Following Winter Storm Jonas, the Town has been reviewing its snow clearing plans and looking for potential efficiencies for the snow clearing operation. To reduce the time it takes the Town's in-house and contracted crews to clear the primary roads and get

into the neighborhoods, it has been proposed that the Virginia Department of Transportation be asked to increase the number of primary road lane miles they clear in Town.

**Background:** When towns in Virginia exceed a population of 3,500 residents, the Code of Virginia requires that locality assume maintenance responsibly for all its secondary streets. In lieu of Virginia Department of Transportation (VDOT) maintenance, the State provides maintenance funding to localities based on lane miles. Localities can also request to maintain primary roads within their jurisdiction under this arrangement.

A number of years ago the Town and VDOT agreed that the Town would maintain the entire length of King Street (Route 15) inside the Town's corporate limits and Market Street (Route 7) inside of the By-pass. The Town also agreed to maintain the By-pass from Sycolin Road around to the northern corporate limits at Dry Hollow Road. Having total maintenance control provides the Town several benefits including: the ability to control the timing and nature of road maintenance, control over street closings for events and activities, control over improvements such as new curb cuts or sidewalk widening, and signage and signalization. If VDOT were to have total maintenance responsibility, it would have complete control over these elements.

Town staff has shared this hybrid maintenance concept with VDOT District Office staff. They were not able to find any other locality in Virginia that has this unique arrangement where the locality retained maintenance responsibly for the road, but asked for VDOT to plow the streets. District staff felt that it would be more likely that VDOT would take an all or nothing approach to the request. They may be willing to plow the streets, but it would mean that the roads would all revert back to VDOT maintenance and with it all other aspects of road control.

**Attachments:** None