

PROJECT REALITIES - A FACTSHEET

Route 15 Lucketts Bypass:



KEEPS COMMUNITIES WAITING

Residents of the Lucketts community and the surrounding area urgently need relief from safety concerns and a lack of accessibility and travel time reliability.

The County's current estimate is that it will take **nearly a decade to complete the Lucketts Bypass**, with construction from 2033 to 2035 [1][2].

- Relocating the Fiber Optic cable currently being installed in the Route 15 right of way may extend the construction schedule [3].
- Phase 1 & 2 widening up to Montresor have already been delayed by two years [4]
- The County never implemented the Route 15 North Safety and Operational Seven Year Improvements considered when the Bypass plan was passed in 2022 [5].

Conclusion: There is no near term relief for the community.



ESTIMATE IS 7X OVER BUDGET

All Loudoun residents deserve cost-effective transportation investment with their taxes.

In FY 2026, the County budgeted a total \$46.1M for the Bypass, but the consultant's October estimate shows the **Bypass will exceed its budget sevenfold** reaching \$319.1M (Route 1) or \$322.8M (Route 1A) [6][2].

- ↳ The Bypass cost alone now surpasses the \$294-\$308M estimated for the entire Route 15 North corridor four years ago, with adoption of CPAM-2021-0002 [7].

Conclusion: The County has severely underestimated the cost of this work.



DISPROPORTIONATELY INVESTS

All Loudoun residents deserve equitable transportation investment in their safety.

The scale of expenditures required to complete the Bypass, and connecting road expansions to the North and South, may **limit the funds available for priority safety improvements elsewhere in the County** (measured by VDOT's Potential for Safety Improvement metric, see Figure 1) [8].

- The consultant's 1A Bypass estimate is 7x the FY26 estimate. Conservatively applying one third of that differential (2.33) to the six other projects north of Montresor Road (estimated at \$252.2M, see Figure 2), and adding the revised 1A Bypass estimate (\$322.8M), increases the expected cost to \$911.3M, excluding Phase 1 & 2 projects up to Montresor [6]. Altogether, Route 15 North corridor projects would **exceed a billion dollars**, funded in large part by Loudoun taxpayers.
- For context, Virginia's SMART SCALE program, which awards local transportation funding every two years, gave a total \$983.6 million in 2025 across 53 projects statewide [9].

Conclusion: An unreasonable project cost will disproportionately use local funds.

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Route 15 Lucketts Bypass:



WILL TAKE PEOPLE'S PROPERTY

No one should lose their home to save minutes of driving.

Between 77 and 85 properties could have portions of their land taken to build the Bypass. Of those, at least 21 homes and businesses would have substantial takings and up to four structures could be lost [2].

- The Lucketts Bypass is a 2.49 to 2.57 mile stretch of road [10]. For reference, the I-66 widening added four new lanes between I-495 and Gainesville, a 22.5 mile stretch that took ten homes [11].
- Additionally, in the years preceding, during, and after construction, property owners may find their homes, property and businesses significantly devalued or impossible to sell or refinance.

Conclusion: The Bypass has outsized impacts, especially on homeowners.



PHASE DELIVERY IS DISJOINTED

Traffic projects should be phased appropriately to limit disruption.

The County estimates the widening of Route 15, from the proposed Bypass' southern connection to Montresor Road (see Figure 3), will have its design phase completed in 2037, ultimately **connecting widened stretches four years or more after the Bypass opening** [6].

- Under the proposed plan, southbound traffic on the two Bypass lanes will converge with the Rt 15 Business lane for about 2.7 miles of single lane roadway before reaching Montresor, creating a high potential for extreme congestion and accidents.
- Construction of the missing section may be significantly impacted by increased southbound traffic levels after completion of the Bypass.

Conclusion: Route 15 work is being planned in a disjointed manner that will cause further dysfunction for residents of the corridor.



HAS NO INTERSTATE BUY-IN

Effective transportation planning is comprehensive and cooperative.

The State of **Maryland has no plans to expand the two-lane bridge at Point of Rocks** or add roadway capacity on the section of Route 15 between Point of Rocks and Route 340 [12].

- The Maryland Department of Transportation's recent budget deficits make the near-term expansion of these facilities highly unlikely. In 2024, MDOT projected a budget deficit of \$1.3B over the next six years and suspended most planning studies for new projects [13].
- However, 70% of the vehicles on Route 15 during peak demand hours are from Maryland and other states [14].

Conclusion: Road expansion is driven by commuter congestion without interstate cooperation.

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Supplementals:

FIGURE 1

VDOT 2020-2024
Potential for Safety Improvement
(PSI) Top 100 Intersection
and Segment Locations

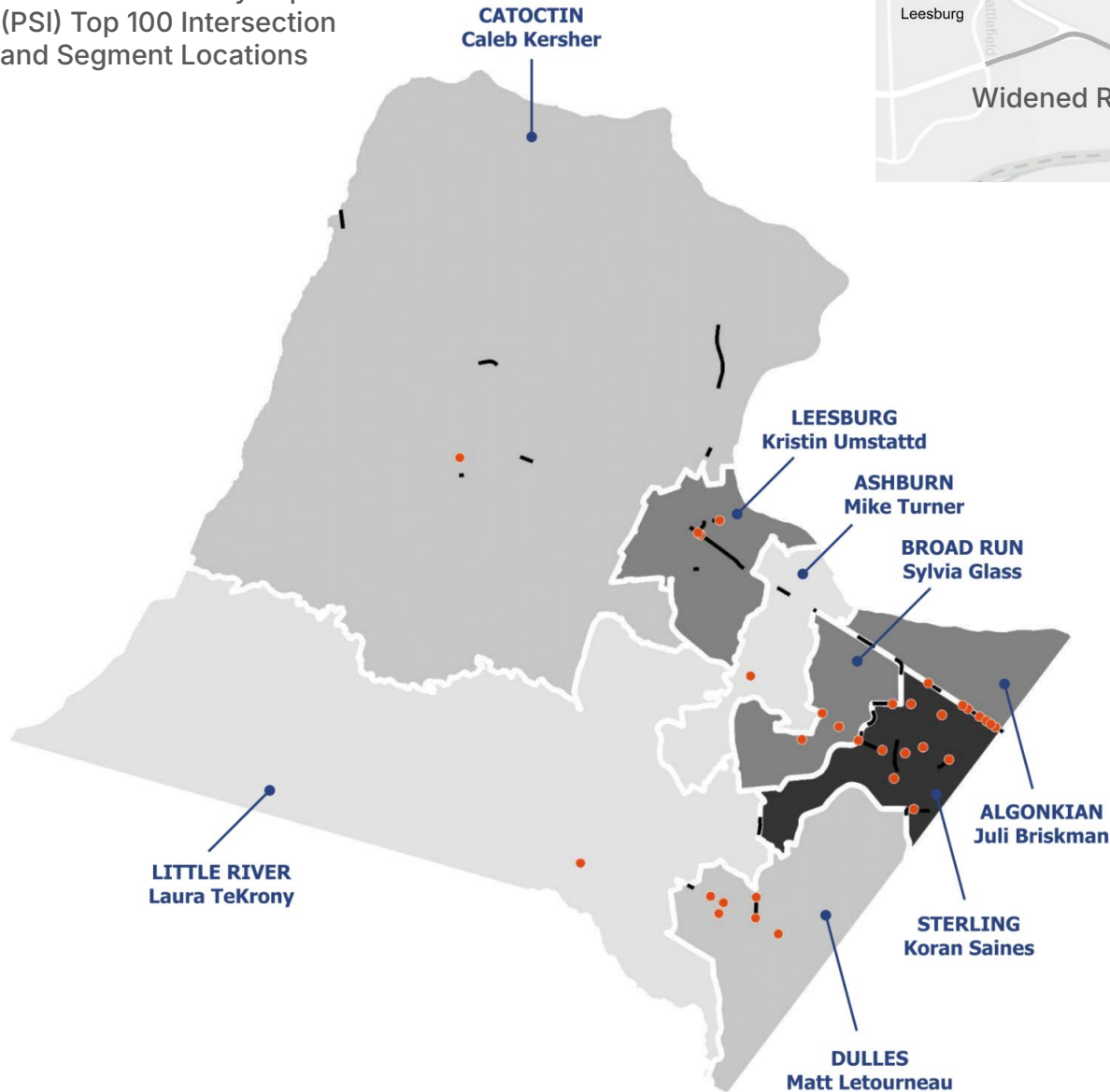


FIGURE 3

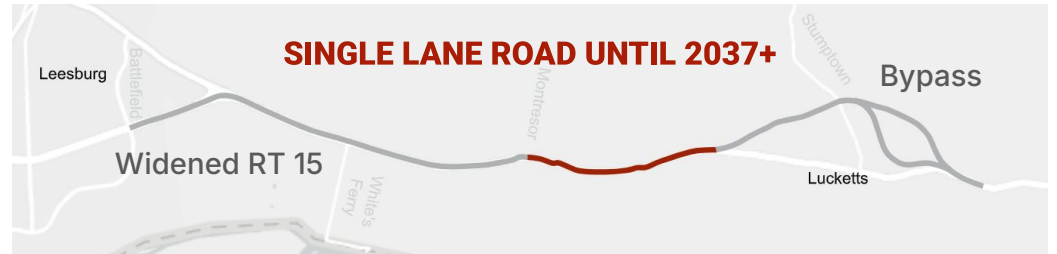


FIGURE 2

Loudoun County
Fiscal Year 2026 Adopted Budget

	Projects North of Montessor	FY26 Budget
Phase 1	Spinks Ferry Roundabout	\$25.015M
Phase 2	Lovettsville Road Intersection	\$8.824M
Phase 3	Route 15 Lucketts Bypass	\$46.079M
Phase 4	Route 15 Widening – Montessor Road to Lucketts Bypass Phase 1	\$30.839M
Phase 5	Route 15 Widening - Montessor Road to Lucketts Bypass Phase 2	(Future) \$62.300M to \$65.415M
Phase 6	Lucketts Bypass to St. Clair Lane	(Future) \$73.560M to \$77.200M
Phase 7	St. Clair Lane to Lovettsville Road	(Future) \$51.700M to \$54.300M

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Sources:

- [1] Lucketts Voice. November 10, 2025. Supervisor Comments: "[Supervisor Kershner & Lucketts Voice Route 15 Committee](#)"
- [2] RK&K. October 8, 2025. Consultant Report: "Route 15 Lockett Bypass Cost Estimate"
- [3] VDOT. Nov 21, 2025. Map: Fiber optic installation of four active permits
- [4] Loudoun County. October 14, 2025. Staff Report: "[Quarterly Report/Capital Improvement Projects, 1st Quarter, FY 2026](#)"
- [5] Loudoun County. December 6, 2022. Staff Report: "[Route 15 North Safety and Operational Seven Year Improvements](#)"
- [6] Loudoun County. April 1, 2025. Official Budget: "[FY 2026 Adopted Budget: Capital Improvement Program Transportation Projects](#)"
- [7] Loudoun County. July 5, 2022. Staff Report: "[CPAM-2021-0002, US Route 15 North – Widening and Safety Improvements](#)"
- [8] VDOT. November 25, 2025. GIS Map: "[VDOT Potential for Safety Improvement \(PSI\) 20-24-Loudoun](#)"
- [9] Commonwealth Transportation Board. May 20, 2025. Presentation: "[SMART SCALE Round 6 Consensus Scenario](#)"
- [10] Loudoun County and RK&K. June 4, 2025. Supplemental: "[June 4 2025 Public Exhibit Alignment Summary](#)"
- [11] NBC4 Washington. August 22, 2018. News Article: "[Virginia Gov. Sides With Homeowners Affected by I-66 Expansion](#)"
- [12] MDOT. September 1, 2025. Statewide Report: "[Draft FY 2026 - 2031 Maryland Consolidated Transportation Program](#)"
- [13] WYPR News, Emily Hofstaedter. September 3, 2024. News Article: "[Draft Plan Reveals Look at Maryland's \\$1.3B Transportation Budget Cuts](#)"
- [14] Loudoun County. June 5, 2025. Meeting Response: "[Comments/Questions from June 4, 2025 Public Information Meeting](#)"

[VIEW SOURCE DOCUMENTS](#)

