



Route 522 and Route 250 Intersection Improvements

Frequently Asked Questions

The Virginia Department of Transportation has approved the construction of a roundabout at the intersection of Routes 522 and 250 in Louisa County.



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 250) in the County. The County works with area/regional VDOT representatives regarding concerns and requested improvements.
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 \$2.1 million, 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 522-250 intersection is an area of concern due to a high frequency of traffic accidents in recent years.
 - b. The primary purpose of this project is to replace the existing intersection with a roundabout that will improve safety and traffic flow within the project limits.
 - c. 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 allocated Highway Safety Improvement Program (HSIP) funding to make the improvements designed for this intersection.
 - c. VDOT held a Public Information Meeting on February 28, 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. This project is in the design phase and construction is anticipated to start in 2020.