

**Pole Green Rd Widening Project  
Project #0627-042-873, P101, R201, C501 (UPC 109260)  
Citizen Information Meeting Input & Responses  
February 8, 2021**

**In the following, responses are provided to public input leading up to and within 10 days following the Citizen Information Meeting held October 27, 2020 regarding the proposed widening of Pole Green Rd. PLEASE NOTE THAT THE DESIGN IS PRELIMINARY AT THIS POINT AND HAS NOT BEEN REVIEWED BY VDOT, AND THUS IS SUBJECT TO CHANGE.**

#1: I live on Bartram Springs Drive and access Pole Green Rd via Antique Lane. My concern with the construction and afterwards is the traffic congestion coming off of I295 onto Pole Green and traveling towards Lee-Davis Rd. During peak hours I have to make a left turn from Antique Lane onto Pole Green. I can sit there for 10 minutes sometimes waiting to be able to turn Left onto Pole Green. The construction from the ABC project is now beginning to limit Pole Green to one lane making it more difficult to get onto Pole Green.

When the project begins from Bell Creek to Lee Davis Rd, it will also add to the backup due to only one lane of traffic during much of the construction. Both of these projects will make it extremely hazardous for residents to make left turns off and onto Antique Lane. How do you plan to alleviate the difficulty we will have accessing Pole Green Rd--specifically making left turns?

To add to the congestion, when tractor-trailers make a left turn from AMF Rd onto Pole Green Rd now, they block all four lanes.

Please let us know how you plan to allow residents and truck drivers to safely navigate turns at Antique Lane and AMF Drive. How will the construction help these citizens?

**Response:** The Pole Green Rd widening project does not address the segment west of Bell Creek Rd. However, as part of the approval of the Commonwealth Park development, where the new ABC facility is currently under construction, there will be several intersection improvements to help with the anticipated congestion in the area. These include converting the intersection at Antique Ln to a Continuous-T which will facilitate left turns from Antique Ln to Pole Green Rd. Also, AMF Dr. will be realigned to the east to link to a new signalized intersection serving the development. This will provide protected left-turns from this new connection to Pole Green Rd. This work will be completed in 2021, well ahead of the Pole Green Rd widening project.

#2: I am writing to express concern regarding the plans for the widening of Pole Green Road. I live on Culley Drive and have property on Bartram Springs Road. Property on Bartram Springs must exit using a private road that connects to Antique Lane.

I am concerned that the proposed plan does not adequately address the problem of exiting my property to access Pole Green Road. Currently, the volume of traffic makes it almost impossible to enter Pole Green Road during the morning and evening commutes. Today, on a "quiet" Tuesday at 11:15, it took over 7 minutes for me to safely make a left hand turn onto Pole Green Road. During other times, it is impossible, forcing me to go drive to Shady Grove Road to make a U-turn.

In addition to the residents along Antique Lane, there are several businesses (Governor's Antiques, VDOT etc.) and a church. Vehicles from these locations need SAFE access to Pole Green

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Making it even more difficult are tractor-trailers making a left turn from AMF drive. These vehicles block all four lanes. As the ABC warehouse is completed, I anticipate that even more trucks will use AMF drive to enter Pole Green Road and Interstate 295, thus massively compounding the existing problem.

Further, tractor-trailers currently exiting the ABC property are going into the shopping center on Bell Creek Road, turning left into the Food Lion parking lot and using the small road next to the 7-11 to enter Pole Green Road and head towards 295. This is creating unfair wear on the private property at the shopping center. Large tractor-trailers will continue to leave the ABC when it is completed. This problem will surely continue if not addressed now.

How do you plan to alleviate these problems? People and businesses that use Antique Lane to enter Pole Green Road deserve a safe way to navigate. The properties along Bartram Springs have no other way to leave their properties.

**Response:** The Pole Green Rd widening project does not address the segment west of Bell Creek Rd. However, as part of the approval of the Commonwealth Park development, where the new ABC facility is currently under construction, there will be several intersection improvements to help with the anticipated congestion in the area. These include converting the intersection at Antique Ln to a Continuous-T which will facilitate left turns from Antique Ln to Pole Green Rd. Also, AMF Dr. will be realigned to the east to link to a new signalized intersection serving the development. This will provide protected left turns from this new connection to Pole Green Rd. This work will be completed in 2021, well ahead of the Pole Green Rd widening project.

#3: I live in the Hanover Grove subdivision and have an initial comment about the Pole Green Road widening plans. I love the proposed sidewalk for the entire stretch of the project. However, it would make it that much more useful if there could be a crosswalk from the south side of Pole Green Road at Bell Creek Road to the shopping center on the north side of the road. I would love to be able to walk with my family from our home to the shopping center, but that last section just isn't quite there yet.

**Response:** The plans have been revised to provide curb cuts, crosswalks and pedestrian signals at the intersection to provide access to the shopping center.

#4: We are residents of Meredith Place off Pole Green and Lee-Davis Roads and have concerns about traffic problems through Janice Ave as to the many drive thrus on this road who don't adhere to posted stop nor speed limit signs; speed bumps could help tremendously. Traffic leaving the market cut through Janice every day; some driving down our street, which is a dead-end (Homeplace Court). We, as residents, would like to see less traffic diverting through our neighborhood; any consideration for this area will be greatly appreciated.

**Response:** The concerns noted are beyond the scope of the project, however, the proposed median along Pole Green Rd at Janice Ave will eliminate some cut through traffic. Public Works staff and the Sheriff's Office are aware of the cut through traffic and speeding concerns on Janice Ave and have communicated with the community in the past. In 2016, Janice Ave was evaluated for a through traffic restriction however the traffic volumes were determined to be too low to qualify and overall the speeds are too low to qualify for other traffic calming measures.

#5: I was looking at the exhibits on the Roads and Transportation website that was posted for Pole Green widening and had 2 questions:

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1. Are we doing a shared use or a bike lane? I see both exhibits on this and was not sure which was chosen.
2. Would a roundabout work better at Rural Point and Pole Green vs the concrete median?

**Response:** Based on feedback in response to the two options, the plans are being revised to provide a marked bike lane in both directions.

A roundabout was considered; however, we feel the Continuous-T is the best solution at this time. Roundabouts are most effective when the traffic volumes approaching the intersection from all directions are substantially equal; however, in the case of the Rural Point Rd intersection, the traffic on Pole Green Rd is significantly greater than the traffic approaching from Rural Point Rd. Therefore, a roundabout would not be the best option at this intersection.

#6: Why is there not a traffic light in these initial plans at Pole Green Road and Hanover Grove Boulevard or Plum Grove Drive?

**Response:** There isn't sufficient traffic volume beyond the morning and afternoon peak periods at Hanover Grove Blvd or Plum Grove Dr. to warrant the installation of a traffic signal per VDOT standards. We're proposing a Continuous-T at Plum Grove Dr. which will help with left turns at this intersection.

#7: I am a resident of Legacy Park, which is on Pole Green Road. Is there any chance that we can get a traffic light at our entrance (and that of Bishop's Park)? It would certainly make life safer for us and the residents of the back side of Sherrington who always cut through Legacy Park to get to Pole Green Road.

We are a community of senior citizens and it is difficult right now for many of us to exit our community and turn left onto Pole Green Road. Once the widening project is complete, instead of having to turn and cross 2 lanes of traffic, we will be dealing with FOUR lanes of traffic plus a median strip. I am already worried that our older residents will never be able to exit the community without a light. Their reflexes aren't the best at their age and it is already hard to get out. When Bishop's Park opened up, this also added more traffic at this intersection.

Adding a sidewalk on Pole Green Road is a great idea .... however it won't help the residents of Legacy Park very much because it won't be safe to cross Pole Green Road to get to the sidewalk, plus, the only place along Pole Green Road worth going to is the produce market and it will be next to impossible for our residents to cross Pole Green Road, walk down the sidewalk to Lee Davis and then cross back over Pole Green to get to the produce market. Seriously, if the sidewalk is going to be on the southern side of Pole Green Road from Bell Creek to Lee Davis, couldn't it continue on the south side until Rural Point Road?

**Response:** At this time, there isn't sufficient traffic at the entrances to Bishops Park or Legacy Park to warrant the installation of a traffic signal per VDOT standards. Regarding the ability to make left turns across 4 lanes at Midday Ln/Bishops Park Dr., we understand this concern. We will ensure that adequate sight distance, which accounts for vehicle speeds and crossing distance, is provided for all movements at this intersection. Additionally, there are alternative routes through the back of the neighborhood to access Pole Green Rd via Sherrington Dr. and Laurel Meadows Dr. to Lee Davis Rd. At Sherrington Dr., stop controlled left turns will be permitted across 2 lanes rather than 4 lanes of traffic. At Lee Davis Rd, signalized (protected) left turns are provided to Pole Green Rd.

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A sidewalk is proposed along the south side of Pole Green Rd between Midday Ln and Lee Davis Rd as well as on the north side between Bishops Park and Lee Davis Rd. This will provide improved pedestrian access for your neighborhood.

#8: The project spans 5 years in the CIP; how long will it take to complete the widening to Rural Point Rd?

**Response:** The current schedule is for construction to be completed in the spring of 2026.

#9: Are there plans or consideration into furthering the widening to Route 360?

**Response:** The Hanover County Comprehensive Plan identifies Pole Green Rd as a 4-lane facility between I-295 and Rt. 360, however there are no plans at this time to widen Pole Green Rd beyond Rural Point Rd.

#10: What are the source of funds for the project and have the Federal and State funds been committed with a memo of understanding or similar binding agreement?

**Response:** The funding is comprised of Federal RSTP (Regional Surface Transportation Program) funds allocated by the Richmond Regional Transportation Policy Organization (RRTPO), VDOT Secondary Six-Year Plan allocations, Hanover County General Funds, Central Virginia Transportation Authority (CVTA) revenues and Proffers from the ABC development. The project is being administered by Hanover County under a project administration agreement with VDOT that addresses project funding.

#11: Are these funds part of CMAQ funds? If not, might this source be an additional source of funds?

**Response:** Federal Congestion Mitigation and Air Quality (CMAQ) funds are not being used. The project is fully funded and does not qualify for CMAQ funding.

#12: When will be the public hearings for this project?

**Response:** The current schedule is for the Public Hearing to be held late 2021/early 2022.

#13: When might the preliminary work begin?

**Response:** The design, also referred to as Preliminary Engineering, began February 2020. The current schedule is for construction to begin late 2024.

#14: First, thank you for the invitation to the Alive-streamed meeting on Oct 27, 2020. I did attend and look forward to the next session. As requested, I am sending you additional comments:

1. I do not believe that a U-turn at Pole Green and Lee Davis will help to cut down on or eliminate the traffic cutting through Meredith Place but may in fact, increase it. I believe that most likely drivers will avoid the danger of a U-turn and opt to turn left onto Lee Davis and then left onto Janice to get to the Produce Mkt OR to go back down Pole Green. Also, coming from Bell Creek they now turn right and then come into Meredith Place and turn around in our driveways or make a U-turn there (which is part of the reason the shoulders at Janice deteriorate so fast) to get back onto Lee Davis so they can get into to the gas station OR they cut thru on Janice to get to the produce market/gas station
2. I am currently observing many construction vehicles already using Janice Ave as a cut thru including 18 wheelers, dump trucks, lawn maintenance trucks, delivery trucks, service vehicles,

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etc. that cut thru on Janice to get from Pole Green to Lee Davis and/or from Lee Davis to Pole Green. I do LIKE the sound of the roundabout at the intersection of Pole Green and Lee Davis. With the continuing growth of family housing in this area the traffic between 360 and Pole Green on Lee Davis will likely continue to increase. Many of these travelers that are cutting through do not observe our stop signs or the speed limit in Meredith Place creating a very real safety concern for our residents. Please consider speed bumps (even though in your view is outside this project) and/or enhancing visibility of stop signs and the speed limit on Janice Ave.

3. Is there really no chance that the produce mkt entrance/exit that dumps onto Janice can be closed off - forcing all traffic to both enter and exit the produce market from Pole Green?

Our community is very concerned about the ongoing safety of our over 55 population and appreciate whatever you, Mr. Flagg and Mr. Davis can do to alleviate our continuing safety concerns.

**Response:** The concerns noted are beyond the scope of the project, however, the proposed median along Pole Green Rd at Janice Ave will eliminate some cut through traffic. Public Works staff and the Sheriff's Office are aware of the cut through traffic and speeding concerns on Janice Ave and have communicated with the community in the past. In 2016, Janice Ave was evaluated for a through traffic restriction however the traffic volumes were determined to be too low to qualify and speeds are too low to qualify for other traffic calming measures.

A roundabout was evaluated at the Pole Green Rd/Lee Davis Rd intersection. A dual-lane roundabout would be required to accommodate the projected traffic volume through the intersection. Though a dual-lane roundabout could be adapted, some movements would be difficult at certain times of the day due to unbalanced traffic volumes, and thus affect the functionality at the most critical periods. For example, traffic entering from Lee Davis Rd on the northbound approach in the morning could limit westbound traffic on Pole Green Rd from entering the roundabout, thus resulting in significant westbound delays on Pole Green Rd. Furthermore, due to the proximity of the commercial property in the southeastern quadrant of the intersection (7-Eleven), the dual-lane roundabout would need to be shifted offset to the north, which would result in additional impacts to homes and businesses on the north side of the intersection, as well as significantly increase construction costs when compared to a traditional signalized intersection. For these reasons, we feel that a traditional signalized intersection is the best solution at this time.

Regarding the entrance to market on Janice Ave, we don't have the authority to close the entrance.

#15: I live on Hanover Grove Boulevard off Pole Green Road. I streamed the Pole Green Widening project meeting tonight and would like to express my opinion on a couple of the proposed recommendations.

1. There should be a dedicated bicycle lane. This way both the bicycle rider and the operator of the vehicle know where their boundaries are. I think it would be more dangerous for the rider to be in the same lane as the vehicle.
2. I enter and exit my subdivision, Hanover Grove, from Hanover Grove Blvd onto Pole Green Road. It is very difficult to get out into the road NOW with just trying to cross one lane. I will never be able to get across multiple lanes of traffic when the road is widened. I am really concerned that cars will be able to make a U-turn here. U-turns are dangerous. The increase in the traffic trying to make a U-turn will definitely impede me trying to turn left out of my subdivision onto Pole Green Rd.

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3. As you are aware, Pole Green Road is very busy because of all the housing developments that have gone up in recent years. Even beyond the Rural Point Road turnoff, there are numerous subdivisions. These people take their kids to school and then proceed down Pole Green Road to connect with Interstate 295 to go to work. Many times I go through my neighborhood (Hanover Grove), and go to Lee Davis so that I can get out. In other words, go around the block so that I can get out! Go to Lee Davis, turn left and go to the stop light at Pole Green and Lee Davis. Then turn left and pass by my neighborhood because I can't get out!

I am very concerned. Residents who live on Hanover Grove Boulevard will not be able to cross 2 lanes of traffic and make a left turn onto Pole Green Road. I'm not sure how we are going to get out! The meeting was very informative. Thank you for the opportunity for citizens to voice their concerns.

**Response:** Based on feedback in response to the two options, the plans are being revised to provide a marked bike lane in both directions.

The widening of Pole Green Rd and the addition of a median requires the use of U-turns to facilitate east/west traffic. As far as exiting your neighborhood, a cross-over is being provided at Hanover Grove Blvd on Pole Green Rd which will provide a refuge area in the median which will facilitate left turns. Another option is to take a right onto Pole Green Rd, proceed to Lee Davis Rd and make a U-turn at the light. Finally, the proposed Continuous-T intersection at Plum Grove Dr. will provide for sheltered left turns onto westbound Pole Green Rd.

#16: I'm a resident of Hanover Grove and I streamed the meeting tonight concerning the Pole Green Widening project. It was very informative and appreciate that the information was made available to concerned citizens. I have two observations on the information presented:

1. I vote for more of a dedicated bicycle lane with markings. As a bicycle rider, I would feel safer knowing that there is a demarcation between the bike lane and the lane for automotive traffic. Additionally, having a dedicated lane would provide automotive traffic more direction in staying in their specific lane of travel.
2. I was very concerned with all the discussion about allowing for U-turns along Pole Green. In my experience, U-turns are among the most dangerous road maneuvers. I especially was concerned when I heard that it was suggested that residents who live between Bell Creek Road and Hanover Grove Blvd who can't turn left onto Pole Green, do a U-turn at Hanover Grove Blvd. I cringe when I think of the possible accidents and problems this will cause.

**Response:** Based on feedback in response to the two options, the plans are being revised to provide a marked bike lane in both directions.

Several studies have shown that U-turns are generally safer than left turns and experience less delay than a left turn from a driveway or side street under high-volume conditions.

#17: I just reviewed the proposals and had some input as a resident who lives off of Pole Green/Williamsville Rds and have the dreaded commute along this area during peak commute times. The bike plans, as a cyclist's perspective, is a nightmare/dangerous with a shared lane option. There should be a dedicated lane or forget it. Speeds on this road typically EXCEED the posted speed limit of 45MPH when not in gridlock!

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All along, I have questioned why does the expansion of this road stop at Rural Point even though traffic counts at various intersections East of Rural Point (like Walnut Grove Rd) FAR exceed those in the Atlee area where they have been expanded.

Furthermore, the roadbed along the Sherrington neighborhood washes out ALL the time and should have been included in the plan.

VDOT & Hanover has not fully taken into account commuters who use Pole Green as a cut through from King William, King & Queen, and the Northern Neck. As that region continues to grow like it has, so will the traffic on Pole Green. Have you ever thought of prohibiting 'through' traffic and keep those vehicles on Rout 360? Just a thought.

Finally, how will the construction/expansion of Route 360 near Lee-Davis road impact Pole Green and its construction?

**Response:** Based on feedback in response to the two options, the plans are being revised to provide a marked bike lane in both directions.

Regarding the scope of the project, financial constraints place a limitation on the extent of the widening. Continuing the widening east of Rural Point Rd will be considered in the future among other needs as funding allows.

The pavement and shoulder maintenance concerns in Sherrington are beyond the scope of this project. These concerns have been referred to VDOT.

Upon completion of the proposed widening of Rt. 360, we believe Rt. 360 will become the preferred route for westbound commuters. Furthermore, there is no legal mechanism to limit the use of Pole Green Rd to local traffic.

The proposed widening of Rt. 360 will be completed prior to the construction of Pole Green Rd; therefore, it will not have any adverse impact on Pole Green Rd.

#18: I listened in last night regarding the Pole Green expansion. Glad we are moving forward. I own a home next to Hanover Grove. I agree with your concerns regarding the undeveloped property across from Hanover Grove Blvd. I would also suggest the inclusion of a left turn lane at the intersection on the eastbound side for future use and for U-turns now.

**Response:** The design is being modified to provide a left turn lane in the eastbound direction at the Hanover Grove Blvd intersection.

#19: The following comments were received from residents of Meredith Place:

- Highlight the walkway at both signs.
- Please take these concerns under consideration. Janice Avenue is becoming a dangerous street.
- Have the Sheriff's Department do more speed checks.
- I am concerned about the number of cars that do not stop at the Pole Green Market stop sign at Janice. They pull right out and block Janice Avenue completely to line up at the Pole Green & Janice making it impossible for anyone turning left onto Janice from Pole Green to continue on Janice.
- Reduce the speed limit to 15 mph in Meredith Place.
- Cars are constantly speeding through our neighborhood.
- Enforce the no U-turn at Lee Davis & Janice.

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- Design traffic patterns to access both entrances/exits on Janice Avenue that realistically do not impede drivers and, thus, create dangerous situations.

**Response:** These comments pertain to issues and concerns that are outside of the scope of the project. Many of these items fall under the purview of the Sheriff's Office and VDOT and have been referred to them for further action as they deem appropriate.

#20: Once the widening of Pole Green Road is complete, the traffic divider on Pole Green will be extended, so as to not allow anyone traveling east to make a left turn onto Janice in order to access the market. They will have to turn at the light onto Lee Davis and turn left onto Janice Ave at the other end to back up to the market.

Likewise, no one attempting to leave the market heading east will be able to turn left onto Pole Green. They will have to use Janice to get back to Lee Davis and go up to the light for a left turn.

In other words, most of the hundreds of people who visit the market daily using Pole Green will have to cut through via Janice, either to get there, or to get back the way they came. This, in addition to all of those who use it as a cut through already.

This will simply not work. Janice Ave is not meant to be a major thoroughfare; it simply cannot handle the traffic. The only workable solution, other than keeping the turn option to or from Pole Green/Janice available (no blocking divider), is to close off the side access to the market. Please do something about this design flaw while there is still time.

**Response:** An alternative for customers leaving the vegetable market wanting to go west on Pole Green Rd, is to use their entrance on Pole Green Rd and take a right and then make a U-turn at the Bishops Park Dr./Midday Ln intersection. This is more direct than using Janice Ave to Lee Davis Rd.

#21: We are requesting your assistance with a current traffic problem in our neighborhood of Meredith Place Subdivision, which is located between Pole Green and Lee Davis Roads.

We expect that our current problems will only get worse as with the anticipated construction of the road improvements of Pole Green Road, and the growth of additional residential homes. Our home is actually located in front of one of two STOP signs that are consistently ignored on Janice Avenue. We see constantly that our street of Janice Avenue is a cut-through for many cars who consider Janice Avenue as a short cut for traveling between Lee Davis and Pole Green Roads. These folks are in such a hurry that they either do not see the two stop signs that are located mid-way on Janice Avenue or choose to ignore them. Our speed limit of 25 MPH is completely ignored by many also. Of course, speed interferes with honoring the STOP signs.

In the past, we have sought help from our Hanover Sheriff's Department, who have ticketed such offenders; but this has not remedied the issue on a long-term basis. We would like to ask that you consider a more positive approach: (1) by painting a line on the pavement to indicate a STOP and (2) write the word "STOP" on the pavement. There are no markings at the STOP sign at the northbound intersection of Janice Avenue and Home Place Court. No wonder that people don't STOP! Specifically, we have noticed that such road markings are used at the intersection of Verdi Lane and Bell Creek Road. These markings are very visible for all drivers. We consider that our suggestions are relatively an



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inexpensive way to resolve an increasingly dangerous traffic problem. By using some paint now, we can see if it is an effective tool to manage this increasing problem before the construction on Pole Green Road begins. Personally, we are opposed to the use of speed bumps to manage traffic.

Another issue that we would appreciate your help in fixing is the large potholes at either side of Janice Avenue at Lee Davis Road. Previously, gravel has been used to fill in the potholes; but the gravel soon spills out causing the pothole to return bigger than ever. We think that a generous patch of pavement is needed to remedy each of the potholes.

**Response:** These comments pertain to issues and concerns that are outside of the scope of the project. Many of these items fall under the purview of the Sheriff's Office and VDOT and have been referred to them for further action as they deem appropriate.

- #17: Has the option of a 3-way Roundabout been considered for the intersection of Rural Point Road and Pole Green Road? Not only for the convenience of having a safe place to change driving directions when forced to drive eastbound when exiting the Pole Green Fruit Market and also Janice Avenue, Meredith Place, but school busses attempting to merge onto Pole Green from Rural Point Road traveling eastbound would have a much safer opportunity to safely merge into traffic.

This Roundabout should also keep out gasoline tanker trucks that fill the underground tanks at the 7-11 at the corner of Pole Green Road and Lee Davis Road from driving down our front street on a frequent basis. Forcing the majority of traffic from the 7-11 and the Fruit Market onto Janice Avenue will not only make our community unsafe, but it also will create a bottleneck of vehicles on Janice Avenue trying to exit onto Lee Davis Road, especially during school and rush hour traffic. As it stands now, it is almost an impossibility during these busy times to turn left from Janice onto Lee Davis Road heading south.

Much of the thru traffic on Janice Avenue already disregards the 2 interior stop signs and many vehicles take the sharp right turn on Janice too fast which one day may lead to property damage or an elderly person getting injured from the traffic traveling too fast through here.

Keep in consideration our small over 55 Community where these road changes will have a major impact on our lives. The widening will impede the access of emergency vehicles to the vulnerable residents of Hanover. Many thanks for your time.

**Response:** A roundabout was considered; however, we feel that a Continuous-T is the best solution at this time. Roundabouts are most effective when the traffic volumes approaching the intersection from all directions are substantially equal; however, in the case of the Rural Point Rd intersection, the traffic on Pole Green Rd is significantly greater than the volume approaching from Rural Point Rd. Therefore, a roundabout would not be the best option. We believe that the proposed Continuous-T will facilitate left-turns from Rural Point Rd to Pole Green Rd and will increase safety by reducing the number of conflict points.

An alternative for customers leaving the vegetable market wanting to go west on Pole Green Rd, is to use their entrance on Pole Green Rd and take a right and then make a U-turn at the Bishops Park Dr./Midday Ln intersection. This is more direct than using Janice Ave to Lee Davis Rd.

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#18: I am objecting to the additions of bicycle and sidewalks. For the amount of foot traffic, the expense is not worth it. I cannot see a number of people using these pathways. It is 1.25 miles of going nowhere. For the maybe 10 people from Bishops Park and Legacy Park, the money should be spend on other projects.

I personally object to people walking in front of my house. Even though it is not all country now, my neighbors and I enjoy the rural aspect of my house and our privacy.

**Response:** We are required to provide reasonable accommodations for all users, including bicyclist and pedestrians. There are a number of attractors or points of interest in the corridor including the vegetable market, two convenience stores, a grocery store, a bank, medical offices, retail shops and restaurants that will now be more accessible on foot or bike.

#19: How is this going to help traffic going to 360? Why did you decide a sidewalk is necessary? It is already difficult to make a left turn onto Lee Davis when heading east. How do you expect a U-turn to work?

**Response:** The proposed widening of Pole Green Rd will improve traffic flow in the corridor which will result in improved access to Rt. 360.

We are required to provide reasonable accommodations for all users, including bicyclist and pedestrians. We feel that a sidewalk is the best option for pedestrians. There are a number of attractors or points of interest in the corridor including the vegetable market, two convenience stores, a grocery store, a bank, medical offices, retail shops and restaurants that will now be more accessible on foot or bike.

The widening of Pole Green Rd and the addition of a median requires the use of U-turns to facilitate east/west traffic and the widening will increase the turn radius for both cars and trucks, thus making U-turns easier to complete.

#20: Where will the traffic light be located? Who will put up privacy & noise fence? How high and what material will they be? How will we get in and out during construction? How will the work schedule be? When will the project begin?

**Response:** The existing traffic signal at Lee Davis Rd will be upgraded to align with the additional lanes. No new traffic signals are proposed.

During the engineering phase of the project, a noise study will be performed using actual decibel data and modeling software. Should the modeling predict significant increases in decibel levels, noise walls may be a solution to reduce these levels. However, due to the number and location of existing residential driveways along both sides of Pole Green Rd, the construction of noise walls is highly unlikely.

A Maintenance of Traffic (MOT) plan will be prepared prior to construction to coordinate the movement of traffic efficiently through the construction zone. In general, the improvements have been planned so that the existing traffic pattern can be maintained while 2 additional lanes are constructed. Once the additional lanes are completed, traffic will be switched to the new lanes while the existing lanes are improved. There are some locations where this becomes more challenging, such as at intersections, but this is the general approach we seek to construct the road. Access to all properties in the project limits will be maintained at all times, with only brief interruptions when work is being performed in the entrance. In these instances, you will be contacted in advance to coordinate access to your property. We plan to hold an information meeting prior to the start of construction to review the specifics of the

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project. Construction is tentatively scheduled to begin late 2024 and take approximately 18 months to complete.

#21: Storm water mitigation – is the basin on private property? Will plan for environmental, beautification, and natural buffers include trees, flowers, mulch, fencing, bushes, shrubs?

**Response:** The planned storm water basins will provide retention of storm water runoff, which will greatly decrease soil erosion of the natural storm water conveyances. We expect to incorporate the use of environmental friendly infiltration practices to the extent practical based on the results of testing the existing infiltration rates at basin locations, which will allow more accumulated water to infiltrate in the ground and lessen the amount of water in the basin itself. This infiltration practice can utilize any number of natural buffers (trees, flowers, bushes, shrubs, etc.) to enhance the appearance of the basin.

#22: If traveling east on Pole Green, will a left turn be possible onto Verdi?

**Response:** Yes, a left turn from Pole Green Rd to Verdi Ln is provided in the Continuous-T design.

#23: Did you say there will be a Continuous-T at Hanover Grove Boulevard?

**Response:** We are proposing a traditional cross-over at Hanover Grove Blvd. A Continuous-T treatment is proposed at Plum Grove Blvd and Verdi Ln.

#24: With curb and gutter, will there be drainage under edge of pavement with grates along curb? Would any parent allow their kid in bike lane or up on sidewalk? Better to use sidewalk & bike lane as one unit.

**Response:** Curb and gutter connected to an underground storm sewer system is proposed. We intend to provide curb inlets that don't require grates due to maintenance/access challenges. Curb inlets that situate the underground pipes and drainage structures behind the curb are most ideal. In locations, where constraints exist behind the curb which would preclude the ability to place storm pipes behind the curb, we may introduce grates in the gutter pan with drainage pipes under the curb to avoid possible conflicts at certain locations.

We agree that children on bikes should use the sidewalk; while adults and advanced riders should travel in the road, be it a shared-use lane or bike lane. A shared use path offset from the road was considered, however it is not being implemented due to the right-of-way impacts which are greater than the combination of sidewalk and some type of on-road accommodation for bikes.

#25: With the divided road, I will have to turn left on Pole Green Road (east). Where can I make a U-turn to go back west on Pole Green Road? Will the stop light at Lee Davis accommodate a U-turn?

**Response:** It is unclear from the question the specific location you are referring to. U-turns will be permitted at all proposed median crossovers and at Lee Davis Rd. Passenger vehicles will easily be able to make U-turns at these locations.

#26: I just watched the recording of the citizen's information meeting, and thank you for adding the crosswalks at Pole Green Road and Bell Creek Road! Here are a couple more comments I have after watching the video.

**Pole Green Rd Widening Project**  
**Project #0627-042-873, P101, R201, C501 (UPC 109260)**  
**Citizen Information Meeting Input & Responses**  
**February 8, 2021**

1. I prefer the design with the dedicated bike lane; knowing how fast some people go on Pole Green Road, I think cyclists would feel safer with a fully striped lane. However, I appreciate the comment about debris building up in the lane, so either alternative works for me.
2. I would definitely like a Continuous-T at Plum Grove Drive (or at Hanover Grove Blvd.); I like that option more than any potential signal.

**Response:** Based on feedback on the two options, the plans are being revised to provide a marked bike lane in both directions.

A Continuous-T is proposed at the Plum Gove Dr. intersection; a traditional crossover is planned at the Hanover Grove Blvd. Neither intersection includes a signal.

#27: While I feel this is long past due, I am hoping it will not overlap 360 widening by more than a couple months or not at all considering these routes already share a lot of the same traffic.

**Response:** Construction of the two projects will not overlap. The Rt. 360 project is tentatively scheduled to begin construction in the summer of 2021 and take two years to complete. Pole Green Rd construction will not begin until late 2024.

#28: I am writing to you both to urge you to take whatever steps that lay within your power to preserve the historic Wingfield property located at the intersection of Verdi Lane and Pole Green Road. It has come to my attention that a road widening project contemplated by the county will irretrievably alter the historic setting of the home.

The rapid growth that has occurred in Hanover over the last forty years has paved over countless thousands of important, historic homes and property. Little is left of our rich history in 2020, which necessitates that we are doubly vigilant in preserving what little is left. At a time when there is so much renewed interest in preserving historic Civil War sites, it would be a tragedy to damage this unspoiled setting, if there are any possible alternatives.

**Response:** A National Environmental Policy Act (NEPA) document is being prepared for the project. The document will include an assessment of the potential impacts on any cultural, historic, architectural or archaeological resources located in the immediate vicinity of the proposed project to include the Wingfield property. An "intensive-level survey and documentation" of the Wingfield property was requested by the Virginia Department of Historic Resources (VDHR) and is being completed. This investigation will result in a recommendation as to the property's potential eligibility for listing in the National Register of Historic Places (NRHP) either individually or as part of a historic district. The project will comply with NEPA study findings and outcomes.