

**Pole Green Road Widening Project – 30% Design Citizen Information Meeting
Project #0627-042-873, P101, R201, C501 (UPC 109260)**

Hanover County's responses to comments/questions received in response to the Citizen Information Meeting on September 13, 2021 regarding the County's 30% design of proposed widening of Pole Green Rd between Bell Creek Rd and Rural Point Rd are provided below.

- #1: What is the design vehicle for U-Turns?
Response: In most of the corridor, the design vehicle for the U-turn movements is a typical passenger vehicle; the exception to that is at the Lee Davis Rd intersection. We have left more room there so a typical box truck could make a U-turn from westbound Pole Green Rd, however larger vehicles will need to adjust their route to reach their destination.
- #2: Are historic property documents available for public view?
Response: Yes. To receive a copy of the documents, contact Joe Vidunas at (804) 365-6176 or jevidunas@hanovercounty.gov.
- #3: Is the Rt. 360 project on-schedule for 2021 advertisement?
Response: We believe it is. We are resolving some final issues with the design in particular with regard to pedestrian accommodations on Rt. 360. We hope to bid and begin construction soon such that it will be complete well ahead of the improvements planned for Pole Green Rd.
- #4: Is a shared use path the same a bicycle path?
Response: We are providing a shared use path which is designed to accommodate both pedestrians and two-way bicycle traffic.
- #5: Why is the Verdi Lane right turn lane being reduced from 16 feet to 11 feet?
Response: All of the proposed travel lanes throughout the project are 11' and with respect to the right turn lane, we are trying to minimize some of the impacts to the properties on the south side of Pole Green Rd through this area. Every foot that we can reduce the width of the roadway might be the difference between having to purchase entire properties, including homes, and less onerous project impacts.
- #6: Is Bishops Park inside of the suburban services area. Does the suburban services area end of Rural Point Rd?
Response: Bishops Park is in the suburban service area which ends at Rural Point Rd on the north side of Pole Green Rd.
- #7: What is the historical significance of Wingfield Property?
Response: The property dates back to the 1700's and was recently determined by the Virginia Department of Historic Resources to be eligible for listing in the National Register of Historic Places. All of the documents pertinent to this determination are available for review by contacting Joe Vidunas at (804) 365-6176 or jevidunas@hanovercounty.gov.
- #8: How will the continuous T at Plum Grove effect people trying to turn into daycare center? That seems abrupt or a quick move to right turn.
Response: The entrance to the daycare is beyond the transition of the Continuous-T. We acknowledge that it probably is not advisable to turn left out from Plum Grove Rd and attempt to make a right into the daycare. We would recommend taking a right out of Plum Grove Rd and making a U-turn at the Continuous-T at Verdi Ln and then taking a right into the daycare.

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- #9: How can you be sure to hire a competent contractor to undertake the construction on the roadway?
We have seen some horrendous bulldozer and grader operators that were careless and totally incompetent.
Response: It's our practice to put qualifications in our bid documents to ensure that bidders meet a predetermined minimum level of competency. We also hire a number of onsite inspectors and will assign a project manager to perform the day to day supervision of the construction activities. Every effort will be made to prevent and minimize any non-intended impacts and will also be available to address any concerns that may arise from the public.
- #10: At Hanover Grove Drive, if the property to the north develops, would it justify the installation of a traffic signal at that intersection?
Response: It depends on the type of development. It may not warrant a traffic signal if the property is developed as residential, which tends to be heaviest for short periods in the morning and evening. However, traffic related to a commercial development which tends to be more steady throughout the day, may be more likely to warrant a signal.
- #11: If there is increased development impacting the intersection of Verdi Lane, would it be possible to install a signal light at that location?
Response: Yes. In fact, a Continuous-T can be signaled in which case the southbound and westbound movements would be controlled by the signal and the eastbound through lanes on Pole Green Rd would be allowed to continue without stopping.
- #12: Is a signal warranted at Hanover Grove, would it be permissible to have a signal at Verdi land as well?
Response: If warranted, there is sufficient distance between the two intersections to allow a signal at both locations. A minimum 1,050 ft. is required and the intersections are 1,750 ft. apart.
- #13: I virtually attended the Sept 13 presentation of the Pole Green widening project and would like more information on the historic property located on Pole Green near the intersection with Verdi Lane.
Response: All of the historic documents are available for review by contacting Joe Vidunas at (804) 365-6176 or javidunas@hanovercounty.gov.
- #14: I just listened to the 9-13-2021 meeting about Pole Green Road Widening. I live at the corner of Hanover Grove Road and Pole Green Road. It keeps getting worse.....at first we were told we would get a light....then we were told we would get a protected T at the intersection. Now the latest plan calls for two left turn lanes....both going west and going east...even though there is NOTHING to turn left going East on Pole Green road. Thanks to your "planning" it will be IMPOSSIBLE to make a left turn onto Pole green road from Hanover Grove Road during the morning or the evening. I suggest someone from your "Planning Group" come to see out how bad the traffic is NOW....let alone after all the traffic lanes are added. I keep hearing comments like we want to have "minimal" impact on the residents.....well your current plan WILL have a major impact on the residents of Hanover Grove sub-division. I await your reply.
Response: The intersection was evaluated and a signal is not warranted. A Continuous-T was also considered, however it would likely be removed when the property to the north develops, and would preclude the ability for eastbound U-turns to be made if installed. The eastbound left turn lane provides an opportunity for properties to the south and west of Hanover Grove to make a safe U-turn maneuver outside of eastbound through traffic. As an alternative to making a left turn out of Hanover Grove, residents can turn right out of Hanover Grove and make a U-turn at Verdi Lane. As an additional option,

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residence can also travel through the subdivision to make a left turn at the Continuous-T provided at Plum Grove Dr.

#15: Question about the 30% plans, with homes being forced to be closer to the road, will the speed limit along Pole Green Rd be lowered thru this corridor?

Response: Pole Green Rd through the project segment is posted at 45 mph and we don't anticipate the speed limit to be changed as a result of the project.

#16: Thank you so much for the informative meeting tonight. I have a couple comments after watching the live feed.

- I really like the shared use path. I am so appreciative that you all talked to the Richmond Area Bicyclist Association and got their input on what people want, and I think it is wide enough to support bikes and pedestrians. I also appreciate that you have the path and sidewalks throughout the entire project. I support pedestrian accommodations in every road project in the Suburban Service Area; I see so many kids walking to Mechanicsville High School and Bell Creek Middle School up and down Lee Davis Road, and people trying to cross Mechanicsville Turnpike, and giving them accommodations makes things so much safer.
- I also like the various continuous T's throughout the project area. I know some people in my neighborhood would prefer a signalized intersection, but I agree that there is currently not enough traffic to justify. A continuous t makes turning much safer while still allowing traffic to flow.
- My daughter goes to the daycare mentioned in the meeting (The Learning Connection) and I turn out of Plum Grove Drive to get her there. However, the vast majority of the time I turn east on Pole Green Road, turn onto Verdi Lane, and then turn into the Atlee Church property. For the convenience of both the church and the daycare, there is a connection between the church lot and the daycare lot, so I can get to the daycare from Verdi Lane and therefore not have to make a left turn from Plum Grove and then try to merge across a bunch of traffic lanes. The safety of your proposal outweighs trying to cut across all those lanes.
- Finally, I would love to read the documents of the Wingfield property. I have seen some of the structures there and would love to learn more.

Thank you so much for your consideration of public input!

Response: Thank you for your comments. All of the historic documents are available for review by contacting Joe Vidunas at (804) 365-6176 or jevidunas@hanovercounty.gov.

#17: I heard you discussing the amount of property owners/parcels and want to be sure you are aware that Hanover Grove HOA owns the flower beds, signs, and the vinyl 3 rail fencing along Pole Green Road. We need to be a part of the discussions when the time comes for discussions for those areas and the costs of rebuilding the fence and entrances to the neighborhood. In reference to the Wingfield Property, I would definitely be interested in seeing the report.

I have one resident that brought up a very good question to me. Has there been any talk of guard rails or other safety barriers of this project? In June, we had a traffic crash that caused significant damage to the entrances of the neighborhood, sign, our fence, and more importantly a resident's second fence that landed the vehicle in their backyard within feet of their in-ground pool. Also, residents on Pole Green Road have had drunk drivers run off the road into their property.

Also, are there any sound reduction strategies involved?

Response: Thank you for letting us know about the HOA items. A representative of the County will be in touch at the appropriate time to discuss impacts to these items. Regarding the Wingfield property, all

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of the historic documents are available for review by contacting Joe Vidunas at (804) 365-6176 or jevidunas@hanovercounty.gov. Regarding guardrail, we do not see the need for any type of guardrail at this time. Also, keep in mind that guardrail itself is a crash hazard due to the fact that it is typically placed adjacent to or within 8 ft. of the roadway. Lastly, a noise study was performed and noise barriers were found to be infeasible for the impacted residences along Pole Green Rd due to the need to maintain driveway access, and the gaps in the barrier that would result. As such, noise barriers are not being provided.

#18: Will the work plan to be completed all at night or will day work will be involved as well? Just the road paving is an extreme nuisance as it is so close to my house. We actually have plaster damage in our living room as a result of the last paving project. Felt like the milling machine was sitting in my living room!! Any day work would be greatly appreciated!

Response: The construction will be done during daytime hours, though there may be a few occasions when night work is necessary.

#19: We're concerned about the U-turn at the light being made only with passenger vehicles. We have larger vehicles as well as trailers with lots of equipment, boats, etc. That will be a tight U-turn. We also run our business off of Pole Green and that will be a tight turn for any box truck trying to make a U-turn. Can that be looked at? Of course, we don't want any more land taken off of the north side of Pole Green as that is ours and my father in laws property and then of course we have two properties on the south side directly across as well!

Response: All of the intersections within the project area have been designed to accommodate U-turns by passenger vehicles. There is not enough space to accommodate U-turns by larger vehicles without significantly impacting adjacent properties. Larger vehicles will need to adjust their route to avoid the need to make a U-turn to reach their destination.