

# Woods Edge Road Safety Improvements

Citizen Information Meeting  
Summary of Public Comments

# Time and Location

Wednesday, August 11, 2021

6:00-7:30 p.m.

Marguerite Christian Elementary School

4801 Woods Edge Road

South Chesterfield, VA 23834

## Question 1: The Information at this meeting was clear and easy to understand

- Strongly Agree: 40% (4)
- Agree: 40% (4)
- Neutral: 20% (2)
- Disagree: 0
- Strongly Disagree: 0

## Question 2: The County representatives were helpful and able to answer my questions

- Strongly Agree: 50% (5)
- Agree: 50% (5)
- Neutral: 0
- Disagree: 0
- Strongly Disagree: 0

## Question 3: I positively support this project moving forward

- Strongly Agree: 45% (5)
- Agree: 27% (3)
- Neutral: 18% (2)
- Disagree: 0
- Strongly Disagree: 9% (1)

# Citizen Comment



# County Response

Comment

Extend the sidewalk from Walthall Creek to World of Life Outreach Ministry

Response

Currently, this extension is outside of the scope of the project and the project's budget. However, the project team will evaluate the feasibility of extending the sidewalk within the existing budget constraints and will design the project such that the sidewalk can be extended when future funding becomes available.

Comment

Extend sidewalk past Walthall Creek Dr. to daycare

Response

Currently, this extension is outside of the scope of the project and the project's budget. However, the project team will evaluate the feasibility of extending the sidewalk within the existing budget constraints and will design the project such that the sidewalk can be extended when future funding becomes available.

# Citizen Comment



Response

# County Response

## Comment

While I am still opposed to Cavana coming in, it is imperative that the road be built/modified to accommodate the project. I am thrilled to be getting sidewalks between Southcreek and Walthall Creeek. However, there is an incredibly dangerous shoulder on the east side of Woods Edge just before the entrance to Southcreek. With increased traffic anticipated from Carvana, I believe this is a road hazard which also needs to be addressed.

## Response

We are currently working with VDOT to better ensure the developer's road improvements address the lane widths through this area. We anticipate some adjustments to their design that will better utilize the available space. We're awaiting these updated plans, but the most recent correspondence indicated that we'd have a 13' northbound lane in this area. That should be a marked improvement. At the same time, we will coordinate with the adjacent property owners to remove the 3-4 large trees that are closest to the existing shoulder. This will improve safety by removing the obstacles and providing an improved sight line.

## Comment

It would have been more effective to have an engineer on hand to explain the project

## Response

A significant number of engineers (8) were on-hand during the meeting. We are sorry that you were not able to speak with any of them. Please contact Bill Arel at 748-1998 if you have questions that were not answered.

# Citizen Comment



# County Response

Comment

I feel that the sidewalk should go all the way down Woods Edge Road. We have a daycare on Woods Edge Road, and they need a sidewalk. The road needs to be widened because of the big trucks are always hitting a pole and leaving us without lights.

Response

Currently, this extension is outside of the scope of the project and the project's budget. However, the project team will evaluate the feasibility of extending the sidewalk within the existing budget constraints and will design the project such that the sidewalk can be extended when future funding becomes available.

Comment

Chessa Walker was very helpful. Good information.

Response

Thank you



## Citizen Comment



## County Response

### Comment

The first concern is on the southern end of Wood Edge Road. In particular the eastern side of the northbound lane between station 11+00 continuing northbound to Station 16+-00 right. This remains an unsafe matter and is not being addressed by either the developer's plan nor the County's plan. Some background, I came before the County during both the Planning Commission meetings and again at the Board of Supervisor's meeting. Each time I specifically brought up the unsafe aspect of this northbound lane. Those examples include lane width narrowness, the poor center line alignment both horizontally and vertically, the lack of any recovery zone along the eastern edge of the road section and obstructions like stumps/tress and a fire hydrant just off the edge of pavement, and a major drop off at the edge of pavement. I do not see the correction in either of these plans to these most important aspect regarding "improving safety". The whole point of this funding source is to improve travel segment safety. In my view it is not there. Perhaps a better explanation or more details can accomplish the goal here. My experience tells me that if it is not indicated clearly and if it is not on the plans clearly, it will not be done. We need to talk more on this subject matter.

### Response

We are currently working with VDOT to better ensure the developer's road improvements address the lane widths through this area. We anticipate some adjustments to their design that will better utilize the available space. We're awaiting these updated plans, but the most recent correspondence indicated that we'd have a 13' northbound lane in this area. That should be a marked improvement. At the same time, we will coordinate with the adjacent property owners to remove the 3-4 large trees that are closest to the existing shoulder. This will improve safety by removing the obstacles and providing an improved sight line.

# Citizen Comment



# County Response

## Comment

The second concern is the Storm Water Detention basin and its location. This is a of major concern to me and the community. In referencing the Preliminary Plans sheets C3.14 and C3.13 of the site layout plan, we were glad to see a sphere of save area directly across the road from Walthall Creek Drive entrance, our gateway entrance. The sphere of save wooded area reached back over 400 feet to the west interior clearing limits and moving in radius to the south the save area to the interior clearing limits extended up to 480 feet and as much as 500 feet the further south one looked. Having this buffer and save area was of great importance for many reason I'm sure I don't need to list. Anyway, the Developer's conditions and plan of development granted a 100-foot buffer from the ultimate right-of-way line on the west side. The SWM pond will encroach into this entire buffer, removing mature growth. The pond foot print at toe of slope to clearing line will take away an estimated 120 feet of that first portion of this buffer and save area.

SWM impoundments like what is proposed here are generally major eyesores. There's no getting around it. They are not maintained well, overwhelmed with overgrowth, debris collectors, often backed up and inundated and most often overlooked until there's a dysfunctional problem. If you don't believe my assessment just drive down Route 10 East Hundred Road towards I-295, turn onto Kingston Avenue at the MAPCO and Wendy's, then drive to the end and look at that beauty. I do question the need, but I know all too well the environmental constraints being imposed.

There are options to the impoundment basin that need to be explored. This can be accomplished with subsurface detention methods, whereby the hydrologic functions of the SWM Facility are satisfied. The subsurface detention zone can be heavily landscaped to reinstate the lost buffer and save area taken away by the installation. The surface detention can take up far less area and quite often provide a more effective service. Depending the SWM/BMP selection it can require less periodic maintenance and deliver higher performance. Protecting the inlet throats is a key factor too. This can be done very easily.

# Citizen Comment



# County Response

## Response

We acknowledge that the proposed basin is within the 100' buffer area to Carmax. As you note, the Carmax site plan shows the closest point of their development to be 500'-600' from this area. Unfortunately, we need to locate the basin in this same general area so that it can outfall to the existing drainage channel. As noted below, we will work to make this location as visually appealing as we practically can. Regarding the impoundment being an eyesore, we will include landscaping (evergreen screening) along the slope closest to the road. We can discuss other treatment methods but understand that both the initial (County) cost and the long-term VDOT maintenance costs are critical factors. VDOT must approve whatever is proposed, as it will be theirs to maintain.

# Citizen Comment



# County Response

## Comment

WCHOA requests moving sidewalk as far as you can towards the fence. You may remove B. Pear trees as necessary. We will re-landscape.

Reason: future expansion of right-hand turn lane. Traffic moves at 55 mph. I believe the SCHOA would like their sidewalk further from the road, too. Need to consider sidewalks down to Ruffin Mill and over to car dealers and other businesses. We're 2 miles from work but can't walk or bike there. Need to make sure Woods Edge Road coming up the hill is safe (break down lane).

## Response

In the time since the public meeting was held, the engineer has reviewed this area in detail and provides the following comments:

- The sidewalk cannot be moved closer to the fence near Walthall Creek Drive due to American Disabilities Act requirements that sidewalk longitudinal slopes not exceed 5%. There is a steep hillside here which would force the sidewalk slope to approach 15% if it were to follow a horizontal alignment along the fence line.

- There is not enough room between the fence line and the roadway for the construction of a switchback sidewalk system. Any adjustment to the horizontal location of the sidewalk will likely require impacts to the fence and private property of Justin and Amanda Boggs

- At the beginning of the full-width left turn lane at station 32+25 right, the sidewalk cannot be extended to the south to provide room for future turn-lane extensions due to a conflict with the existing utility pole

Mitigations:

- A traffic analysis was performed on the northbound right turn lane at Walthall Creek Drive. A queue length of 2 feet (essentially no queue) was calculated within the right turn lane storage, which measures 100 feet. Therefore, there is no expectation that the turn lane will require extension in future.

- A 4' grass buffer is proposed between the back of curb and the sidewalk, meeting VDOT requirements.

