

Get Involved

The public comment period will close 10 days after this public hearing (September 22, 2019). VDOT representatives will review and evaluate any information received as a result of the public hearing.

Project information shared here is available for review after the public hearing at VDOT's Richmond District Office located at 2430 Pine Forest Drive, South Chesterfield, VA 23834.

Comments can also be submitted in writing to Anthony.Haverly@VDOT.Virginia.gov. Information must be postmarked, e-mailed or delivered to VDOT within 10 calendar days of today's meeting (September 22, 2019) in order to be included in the public hearing record.

Contact Information

Primary Contact: Anthony Haverly, PE, PMP	Project Manager	2430 Pine Forest Dr. Colonial Heights, VA 23834	804-524-6000
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Location Public Hearing

Fairground Road (Route 632) Extension Goochland County

Thursday, September 12, 2019, 5-7 p.m.
Goochland County Administration Building
1800 Sandy Hook Road
Goochland, VA 23063

Public Meeting

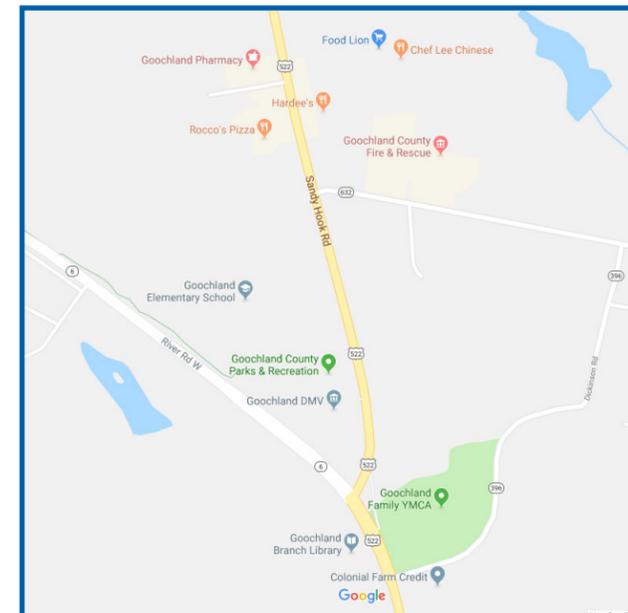
Welcome to the Virginia Department of Transportation's (VDOT) location public hearing on the proposed extension of Fairground Road (Route 632) in Goochland County.

This public hearing is held to provide an opportunity for citizens or organizations to give VDOT comments and/or suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on

transportation projects and programs affecting them. VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handouts for this meeting and your input is encouraged. All oral and written comments received on this project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

Project Overview



Total Estimated Cost (Preferred Option) – \$3.8 million

Purpose – Extend Fairground Road (Route 632) from the proposed roundabout at Sandy Hook Road (Route 522) to a new intersection at River Road W. (Route 6).

Location – From 0.076 miles west of Sandy Hook Road (Route 522) to River Road W. (Route 6)

Total Length – 1,160 ft.

State Project – 0632-037-R83, P101, R201, C501;
UPC 113323

Project Description

The primary purpose of this project is to extend Fairground Road (Route 632) from the proposed roundabout at Sandy Hook Road (Route 522) to a new intersection at River Road W. (Route 6). The preferred extension (in yellow) provides more

direct access to areas north of the project, as well as greater development space to the east and south. Additionally, the preferred extension is the second lowest cost alternative compared to others pictured below and it minimizes wetland impacts.

Project Graphic

Preferred Extension (Yellow), Alternative 1 (Blue), Alternative 2 (Green) and Alternative 3 (Orange) and Cost Alternatives



	PREFERRED ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Cost	\$3,800,000	\$3,700,000	\$4,000,000	\$4,300,000
Length (ft.)	1,160	1,085	1,080	955
Advantages	<ul style="list-style-type: none"> Very near lowest cost alternative Provides more direct access to northern parcels than other alternatives Provides greater development space on the east/south side of the Fairground Rd Extension than the other alternatives Minimizes wetland impacts Fairground Rd Extension intersects River Rd at a 90-degree angle, which is preferred 	<ul style="list-style-type: none"> Lowest cost alternative 	<ul style="list-style-type: none"> Fairground Rd Extension intersects River Rd at a 90-degree angle, which is preferred 	<ul style="list-style-type: none"> Aligns new roadway further to the east/south in order to provide more developable property on the western portion of the impacted parcels/properties Consolidates access points on River Rd Fairground Rd Extension intersects River Rd at a 90-degree angle, which is preferred
Challenges	<ul style="list-style-type: none"> Slightly longer alignment Does not consolidate access points on River Rd 	<ul style="list-style-type: none"> Uneconomical remnant of land remaining on east/south side of impacted parcel Proposed new intersection with River Rd is not at a 90-degree angle, which is not preferable Does not consolidate access points on River Rd Limited development opportunities due to wetland and stream features on the properties to the east of the new road alignment and north of River Rd 	<ul style="list-style-type: none"> Does not consolidate access points on River Rd Slight increased cost due to excavation Limited development opportunities due to wetland and stream features on the properties to the east of the new road alignment and north of River Rd 	<ul style="list-style-type: none"> Highest cost alternative Significant increased costs due to excavation Road widening will impact mobile home community driveway, increasing cost and lengthening schedule Greatest wetland impacts

Estimated Project Cost - Preferred Option

Total cost:

\$3.8 million

Engineering of roadway plans:

\$500,000

Right of way acquisition and utility relocation:

\$400,000

Construction:

\$2.9 million

This cost is subject to change as design progresses.

Civil Rights

Representatives from VDOT are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation systems and projects affecting them. VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.

Right of Way

As the design is developed, VDOT will determine what right of way and easements will be needed to accommodate the construction. Concept right of way and easement information will be available at the public meeting. Additional easements not shown on plans may be required for utility relocation. The property owners will be notified of the exact location of the right of way and easements needed during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT's brochure, "Right of Way and Utilities: a Guide for Property Owners and Tenants." Copies of this brochure are available here from a VDOT right of way agent.

Anticipated Schedule

The following schedule is proposed:

Design approval – Spring 2020

Begin right of way acquisition – Spring 2021

Begin construction – Spring 2023

Estimated completion – Winter 2023

Environmental Review

VDOT's Richmond District Environmental Office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development, and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best practices will protect the environment during construction.

Representatives from VDOT's Environmental Section are available to answer questions.