



Citizen Information Meeting

# Intersection Improvements at Hopkins Rd. & Kingsland Rd. Chesterfield County

Thursday, September 7, 2017  
Beulah Elementary School  
4216 Beulah Road North Chesterfield, VA 23237

## Public Meeting

Welcome to the Virginia Department of Transportation’s (VDOT) citizen information meeting on proposed improvements to the intersection at Hopkins Road (Route 637) and Kingsland Road (Route 611) in Chesterfield County. A roundabout and a lane reduction option are under consideration to improve safety of this intersection. This public information meeting 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.

Completed since the Citizen Information Meeting on May 24, 2016:

- A “stop ahead” sign was installed on Kingsland Road.
- Alternatives (including a signal) were studied to identify viable options to improve safety at the intersection.
- The design of the existing roundabout proposal was refined to be 25% smaller and less expensive with less right-of-way impact.

## Get Involved

In addition to submitting your comments at the meeting today, comments can also be submitted via email to [jason.zhang@vdot.virginia.gov](mailto:jason.zhang@vdot.virginia.gov). Information must be postmarked, emailed or delivered to VDOT within 10 calendar days of today’s meeting (September 17, 2017) in order to be included in the citizen information meeting record.

## Contact Information

**Primary Contact:**  
**Jason Zhang, P.E.**

Project  
Manager

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	SINGLE LANE ROUNDABOUT	LANE REDUCTION (W/ EXISTING STOP CONTROL)
<b>SAFETY</b> (COMPARED TO EXISTING)	1) Reduces number of conflict points to eight (8) allowing fewer and simpler decisions for drivers when entering the intersection 2) Expects to significantly reduce the number and severity of crashes 3) Eliminates left turn/head-on types of crashes	1) Enhances drivers' view of the STOP sign 2) Improves drivers' ability to judge when to safely enter the intersection by limiting their number of decisions 3) Reduces the exposed time of a vehicle to conflicting traffic by reducing the width of the intersection
<b>OPERATIONS</b> (COMPARED TO EXISTING)	1) Decreases overall delay and shorter queues 2) Significantly lowers traveling speed on Hopkins Rd 3) Eliminates unnecessary stops at the intersection 4) Serves all intersection movements equally and simultaneously	1) Reduces footprint of the intersection with fewer lanes and shorter distances for drivers to cross 2) Promotes lower speed with less pavement 3) Causes no significant decline in operation
<b>RIGHT OF WAY &amp; UTILITY IMPACTS</b>	Minimum	None
<b>ESTIMATED COST</b>	\$2.5M total project cost	Minimal (by using state forces)
<b>SCHEDULE</b>	Construction expected to start in 2020	Start and complete construction in 2018

