

INTERSECTION SUGGESTIONS FOR RT TURN PAVEMENT INSUFFICIENCY

SEE SCHOOL FLOW NOTES ALSO

Potentially similar problem with vehicles leaving pavement on RT turn here. (Recent construction made it difficult to determine severity of pavement/shoulder degradation) Evaluate need to install additional pavement around turn, potential to move utility pole and/or guy wire.

School Bus Driver complained of traffic backup at this light. Evaluate potential to extend lane line.

School Bus Driver was most concerned with signals at this intersection no longer being coordinated with other adjacent signals along Pepper's Ferry resulting in delays along Pepper's Ferry.

SIGNIFICANT problem with vehicles leaving pavement on RT turn here. Relocate VDOT Traffic box, utility pole, and gas line markers to install additional pavement around turn

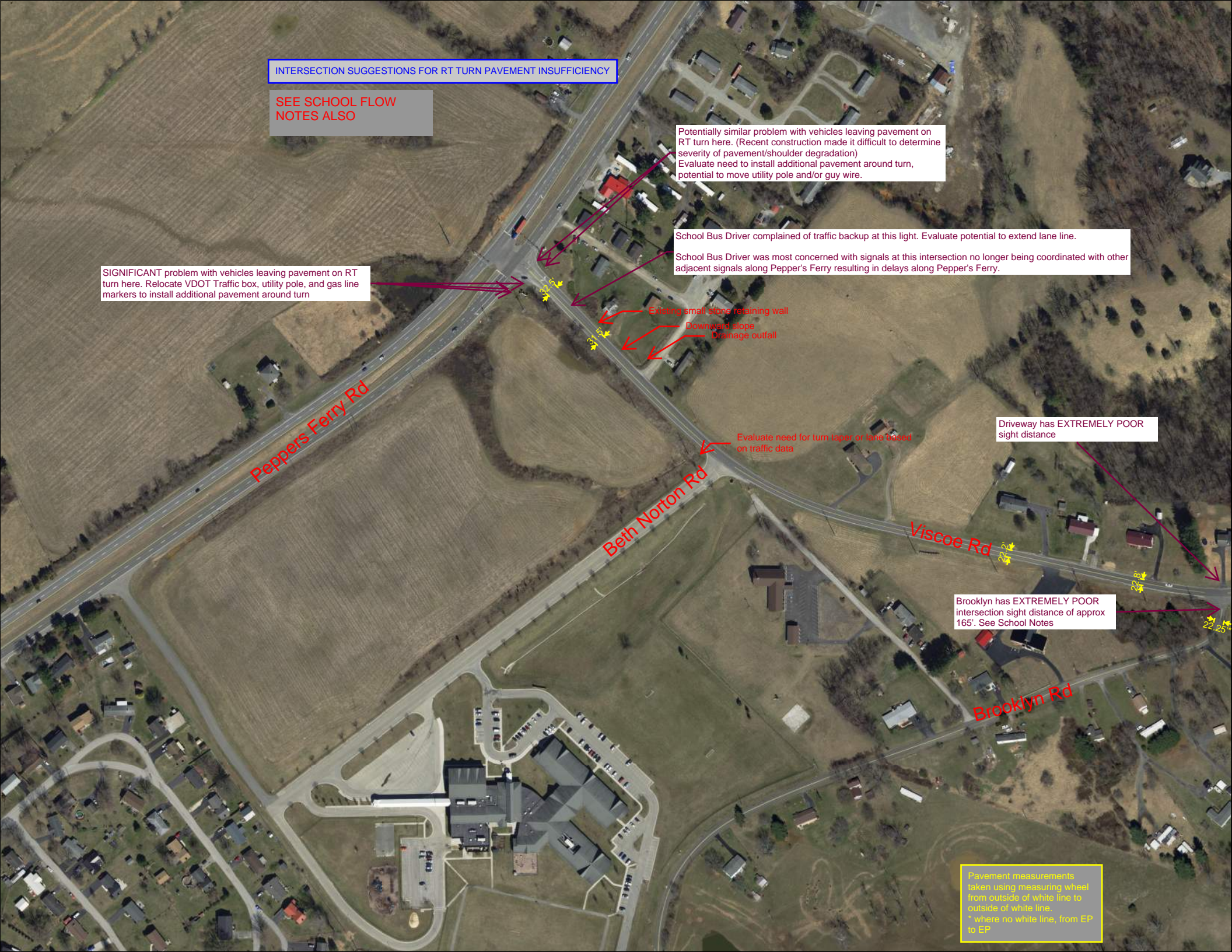
Existing small stone retaining wall  
Downward slope  
Drainage outfall

Evaluate need for turn taper or lane based on traffic data

Driveway has EXTREMELY POOR sight distance

Brooklyn has EXTREMELY POOR intersection sight distance of approx 165'. See School Notes

Pavement measurements taken using measuring wheel from outside of white line to outside of white line.  
\* where no white line, from EP to EP



Bradley Rd

Overgrowth (and likely the berm too) SEVERELY obscure sight distance, even when you pull up close to the road REMOVE

**GUARDRAIL AREA**  
Guardrail does not have proper terminals on either end and worsens sight distance at curve to the left due to grade rising from left to right in this view. Guardrail is right up against the road and there is a flat area behind which would accommodate pushing the guardrail back.  
Recommend pushing back guardrail and erradicating vegetation. Paving in front of guardrail could provide additional space for vehicles to recover and less maintenance to keep vegetation at bay.  
Note from man who lives in house adjacent to guardrail: Was installed after woman heading N on Viscoe under icy conditions down the hill on a windy day was blown into dropoff area and had to be cut out of the car.

old foundation spray painted orange in this area needs to be removed

Existing grassy area could potentially accommodate pulloff area. Note existing fire hydrant is 9'10" from EP.

Motion Control Systems

Driveway has EXTREMELY POOR sight distance, even with no leaves in vegetative area. Recommend advance warning sign on SB Viscoe as well as removal of berm and vegetation as well as speed and curve warning signs in advance.

Existing gravel pulloff area for mailboxes. Evaluate for paving.

existing grassy area near power pole could accommodate pulloff area

Recommend to wlden shoulders throughout entire area. Combination of vertical grades and horizontal curves creates sight distance problems throughout this area.  
Recommend having sight distances surveyed to determine extent of vegetation and berm removal required at each location.  
Recommend reducing speed limit, or adding speed warning signs along with curve warning signs throughout corridor

Overgrowth SEVERELY obscure sight distance, even when you pull up close to the road REMOVE

Driveway has EXTREMELY POOR sight distance. Can only see approx. 130' to the RT, may be significantly worse in summer when vegetation is thick

Overgrowth SEVERELY obscure sight distance REMOVE

SB speed limit sign with "YOUR SPEED" does not have a counterpart in the opposite direction. Install similar sign assembly for NB traffic approaching these curves.

Pavement measurements taken using measuring wheel from outside of white line to outside of white line





Overgrowth obscure sight distance  
REMOVE

Viscoe Rd

Camrett Industries

**BIKE / PED SHARED USE PATH  
CONNECTIVITY**

School  
Egress

Brooklyn Rd

Dudley Ferry Rd

Trail has been mostly finished up through here and connects to community center driveway about where this cluser of trees was

**SUGGESTIONS:**  
Dudley Ferry Rd and Brooklyn Rd have little to no R/W to add a lane for bikes, even in one direction. There are utilities along both roads, a berm with fence along Dudley, and the houses along Brooklyn are very close to the road. Grade differences would require retaining walls along the vast majority of any route along Dudley Ferry or Brooklyn Rd.  
There was a little more room along Dudley, especially once you reach the access road/gravel portion to the water treatment plant. However at the end of the water treatment plant pavement there is a considerable slope and there seems to be a lot of rock in the soil based on the rock you can see along the treatment plant fence line. A connection could likely be made to Viscoe, however it may be expensive due to existing conditions along Dudley.  
A connecting route along Brooklyn does not seem feasible mainly due to the proximity of the houses to the roadway.

"SCHOOL" pavement marking placed in this area (not shown) is off-centered and overlaps double yellow lines. Is accompanied by a school crossing sign.

**INGRESS Suggestions:**  
-Existing striping along Beth Norton Rd is nearly invisible. Refreshing paint would provide clearer direction.  
-Replace "SCHOOL" pavement markings with correctly placed/installed ones.  
-Add school zone signage with flashers. Add reduced school zone speed limit signs to ensure drivers slow down. Provide additional law enforcement for a period of time when these are first installed.  
- School should review internal traffic flow patterns and consider having flaggers to direct traffic at conflict points, especially in the PM pickup time.  
**SEE NOTES ON SCHOOL TRAFFIC FLOW 02 FOR EGRESS SUGGESTIONS**

**BUSES**  
Bus driver said that sometimes parents cars block buses from leaving here as they go from Brooklyn Rd back toward Peppers Ferry. Bus driver complained of speeds of vehicles through here making it hard to turn left.

**Riverlawn Elementary  
PM Pickup Traffic Pattern**  
Volumes were worse than AM

"SCHOOL" pavement marking placed in this area (not shown) is off-centered and overlaps double yellow lines.

Small queue of cars observed with potential to block bus if they had pulled across lanes

Curb radii through here may hamper flow, especially for larger vehicles. However, modifying might allow cars to go too fast.

**BUSES**  
Bus driver said that sometimes parents cars block buses from leaving here

Difficult to tell how much green traffic was delayed by purple traffic overflow, if at all

Minimal cars

Berm and overgrowth SEVERELY obscure sight distance, even when you pull up close to the road

**Beth Norton Rd**

**Viscoe Rd**

**Brooklyn Rd**

pick-up area

Cones

pick-up area

This is the pickup/dropoff loop and area that was designed for school that they no longer use for anything but some buses



Riverlawn Elementary  
AM Dropoff/ PM Pickup  
Traffic Pattern  
PM Volumes were worse than AM

Stop sign located too far back  
No stop bar  
Observed cars stopping twice  
(at sign and at edge of  
Brooklyn Rd)

School  
Egress

Portable/temporary sign with sand or  
water base blocks traffic trying to enter  
from Brooklyn Rd; Reads:  
DO NOT ENTER  
ONE WAY TRAFFIC

Bamboo SEVERELY obscures sight  
distance, even when you pull up close  
to the road

Brooklyn Rd

EGRESS Suggestions:  
- Remove cluster of Bamboo that obscures sight distance.  
- Push stop sign up to correct distance from Brooklyn Rd.  
- Add a supplementary stop sign on the back of the portable/temporary do not enter sign they use.  
- Add a stop bar  
- Add SCHOOL pavement markings at correct locations  
- Add school zone signage with flashers. Add reduced school zone speed limit signs to ensure drivers slow down. Provide additional law enforcement for a period of time when these are first installed.  
SEE NOTES ON SCHOOL TRAFFIC FLOW 01 FOR INGRESS SUGGESTIONS