

Viscoe Road Existing



11'

No turn lane

11'

No turn lane

Made with **Streetmix**

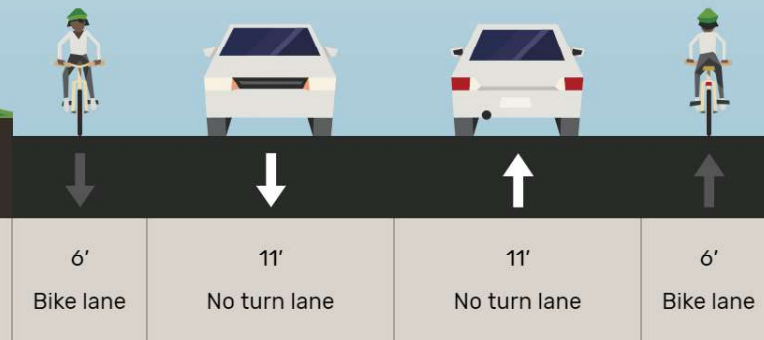
Viscoe Rd Shoulders & SUP

#6a: 10' sidewalk on north side of Viscoe Road with 4' buffers



Viscoe Rd Bike Lanes

#6b. 6' wide shoulder for bicycle use in both directions of Viscoe Road



Made with **Streetmix**

Viscoe Rd Shoulders

#6c: 4' wide shoulder for bicycle use in both directions of Viscoe Road



4'
Wide
Shoulder

11'
No turn lane

11'
No turn lane

4'
Wide
Shoulder

Made with **Streetmix**

Viscoe Rd Buffer & S/W

#6d: 5' Sidewalk with 4' buffer on north side of Viscoe Road



Viscoe Road Improvement Ideas				
#	High Level Planning Cost Estimate	Improvement Description	Pros	Cons
1	\$	School Zone on Viscoe Road (with or without School Speed Limit Zone)	<ul style="list-style-type: none"> • Low Cost 	<ul style="list-style-type: none"> • School traffic impact on Viscoe is not severe
2	\$\$	Tree Trimming for sight distance improvement at various locations on the corridor	<ul style="list-style-type: none"> • Moderate Cost • Improves Sight Distance/Improves Safety 	
3	\$\$	Extend Northbound right turn lane length at Peppers Ferry Road	<ul style="list-style-type: none"> • Moderate Cost • Minor Increase in Capacity/Operations 	<ul style="list-style-type: none"> • Only needed for short school periods
4	\$	Install additional pavement for northbound right turn movements by trucks onto Peppers Ferry Road	<ul style="list-style-type: none"> • Low Cost 	
5	\$	Modify Elementary School internal traffic flow	<ul style="list-style-type: none"> • Low Cost 	<ul style="list-style-type: none"> • School traffic impact on Viscoe is not severe • Requires school cooperation
6	\$\$\$\$\$	Install Bicycle/Pedestrian Facilities on Viscoe Road	<ul style="list-style-type: none"> • Provides an asset that doesn't exist • Connects Heron's Ridge with Elementary School and potentially the Community Center • May Improve Vehicular Safety 	<ul style="list-style-type: none"> • Very High Costs • Right-of-Way Acquisition Required for the entire corridor
6a		a. 10' Shared Use Path on north side of Viscoe Road with 4' buffers	<ul style="list-style-type: none"> • Provides an adequate facility for bicycles and pedestrians 	
6b		b. 6' wide shoulder for bicycle use in both directions of Viscoe Road	<ul style="list-style-type: none"> • Provides refuge for vehicle breakdowns 	<ul style="list-style-type: none"> • Only provides for bicycle accommodations
6c		c. 4' wide shoulder for bicycle use in both directions of Viscoe Road		<ul style="list-style-type: none"> • Only provides for bicycle accommodations
6d		d. 5' Sidewalk with 4' buffer on north side of Viscoe road		<ul style="list-style-type: none"> • Potentially mixes bicycle and pedestrian traffic on a narrow facility
7	\$\$\$\$\$	Install Bicycle/Pedestrian Facilities on Brooklyn Road.	<ul style="list-style-type: none"> • Provides an asset that doesn't exist • Provides Connection to Smith Farm Trail and Community Center 	<ul style="list-style-type: none"> • Very High Costs • Right-of-Way Acquisition Required for the entire corridor • Encroaches close to many residences
7a		a. 5' Sidewalk with no buffer		
8	\$	Modify Traffic Control at Heron's Landing Drive and Viscoe Road to make the path to/from Heron's Landing Drive free-flow and the northbound Viscoe Road approach stop controlled.	<ul style="list-style-type: none"> • Creates direct flow for higher volume movements 	<ul style="list-style-type: none"> • Trucks exiting Camrett Logistics will have to stop when exiting

\$ 0-25,000

\$\$ 25,001-100,000

\$\$\$ 100,001-500,000

\$\$\$\$ 500,000-2,000,000

\$\$\$\$\$ 2,000,001-5,000,000+