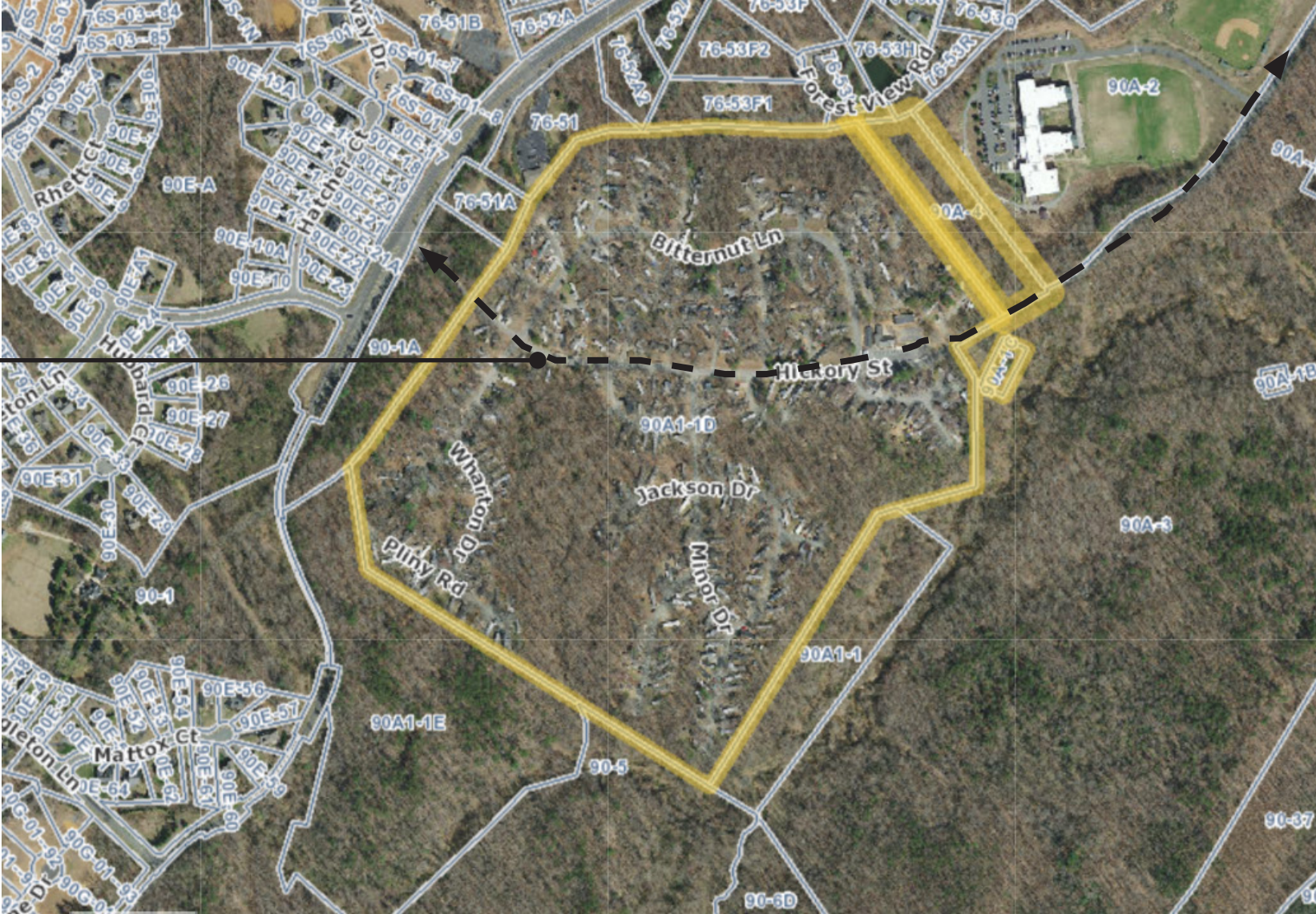


- 1 Hickory Street
- 2 Sunset Avenue / 5th Street Intersection
- 3 Stagecoach Road / 5th Street Intersection

**Southwood Phase II Rezoning  
Primary Transportation Concerns**

Hickory Street, a private road, currently runs through the Southwood community, serving as the primary access point from Old Lynchburg Road

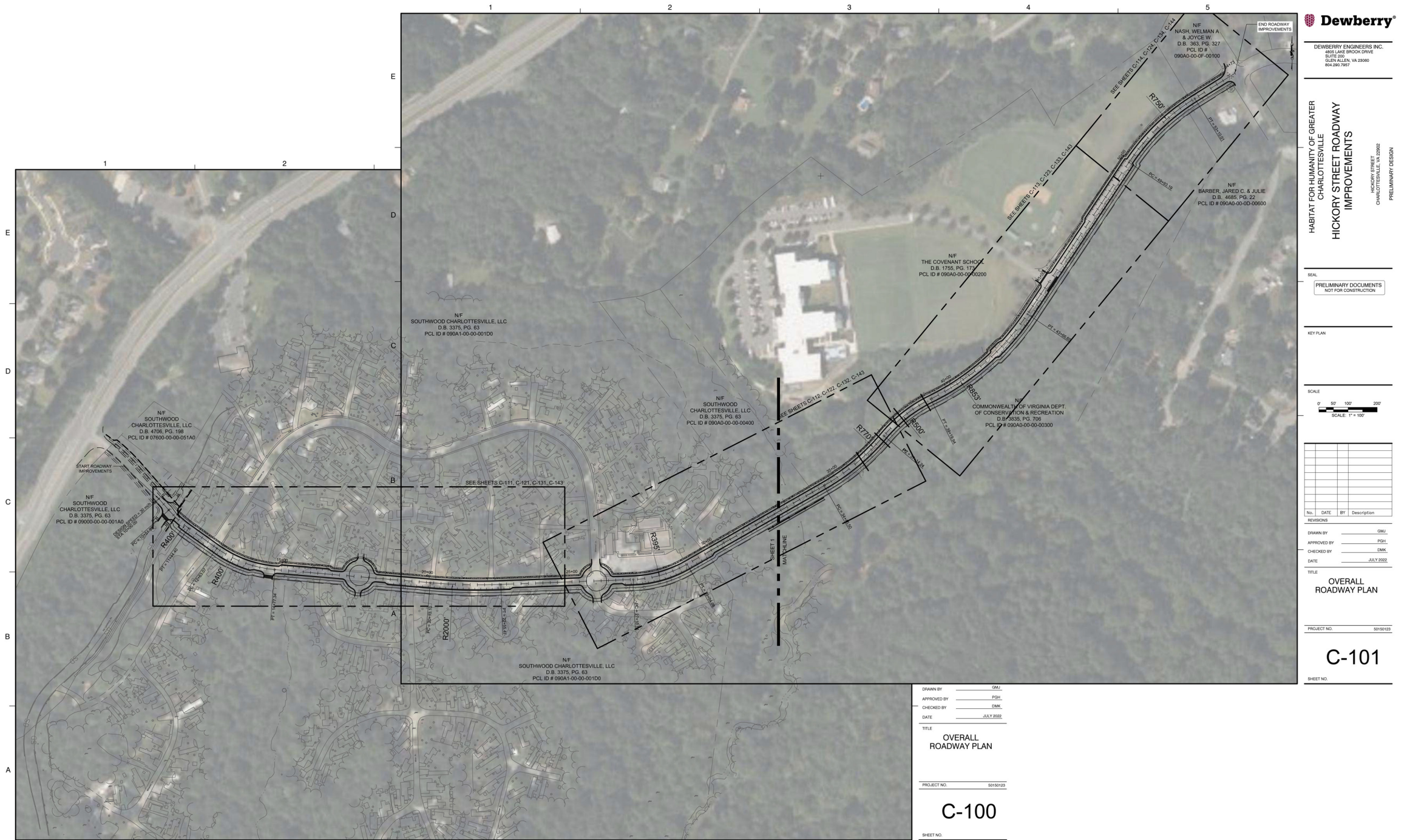


## Southwood Phase II Rezoning Hickory Street Improvements

Habitat is providing 30% design drawings and cost estimates for the future build out of Hickory Street, with the latest version shown here.

The County could utilize these drawings for a future grant application to fund the final engineering and construction of a portion or all of Hickory Street.

Based on the timeline needed to complete the project in coordination with the construction of homes in Southwood, staff's recommendation would be to pursue revenue sharing funds.



# Southwood Phase II Rezoning Hickory Street Improvements

Left hand turning movements from Sunset Avenue Extended onto 5th Street will be significantly delayed as a result of the increased traffic from the Southwood Development.



## Southwood Phase II Rezoning Sunset Avenue / 5th Street Intersection

## Sunset Avenue Extended / 5th Street Intersection



County staff recently submitted a smart scale application to construct a “road diet”, which would replace one southbound travel lane with a multi-use path.

Preliminary estimates to complete the project are \$10 million.

A future application could include a phase II on the opposite side of the roadway. The reduction from four down to two travel lanes would significantly improve safety associated with turning movements.

## Southwood Phase II Rezoning 5th Street / Lynchburg Road Diet

The Stagecoach Road / 5th Street intersection currently has failing movements that will be further degraded with traffic from Southwood

Access to Southwood via Hickory Street



## Southwood Phase II Rezoning Stagecoach Road / 5th Street Intersection

The 5th Street Corridor Study identified two potential solutions to address traffic congestion and safety at the Stagecoach intersection.

The first solution included an R-cut to restrict movements at the intersection.

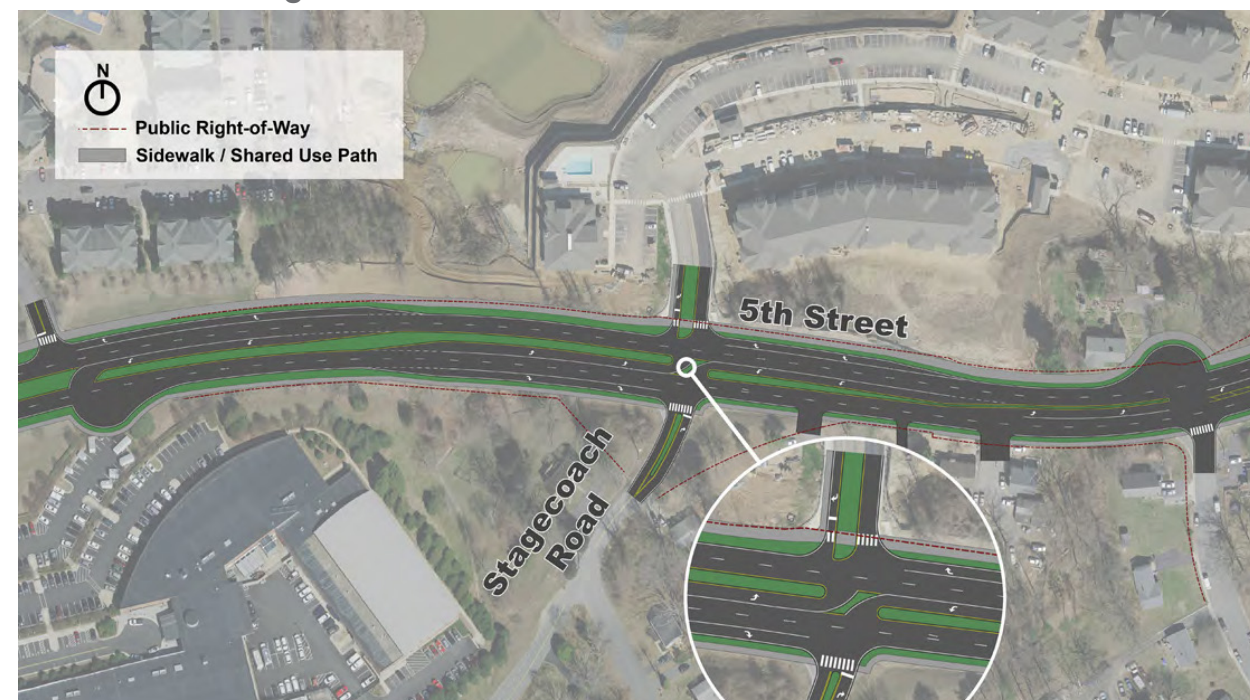
The second solution included a roundabout, which would continue to accommodate all turning movements.

Cost estimates have not been developed for either solution at this time. A similar roundabout is currently funded for construction at the intersection with Old Lynchburg Road at an estimated \$8 million.

Either option could be a potential candidate for a future smart scale application.

Figure 21  
Stagecoach Road Alternatives

Restricted Crossing U-Turn



Roundabout



## Southwood Phase II Rezoning Stagecoach Road / 5th Street Intersection