

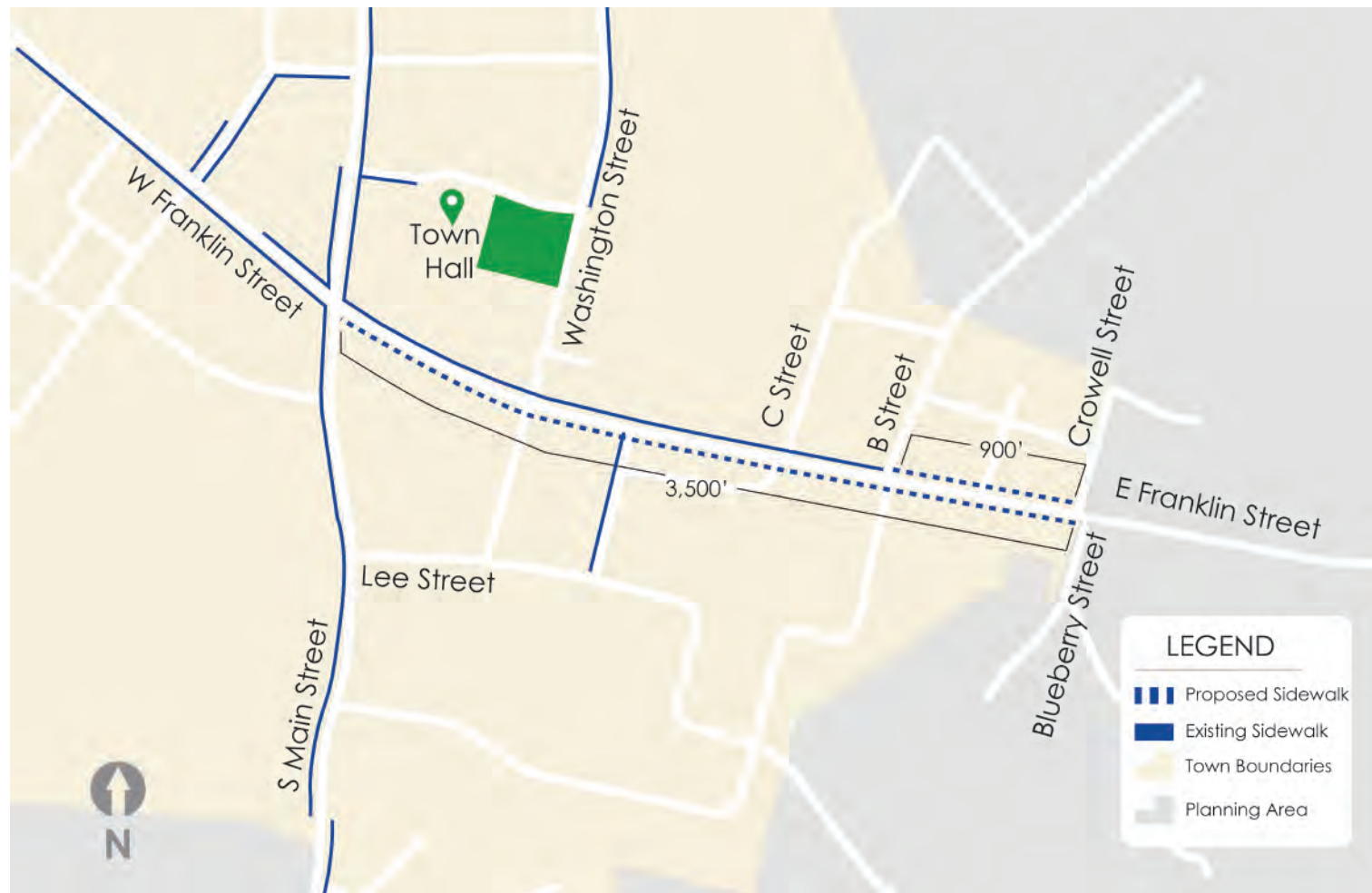
C. FRANKLIN STREET - MAIN STREET TO BLUEBERRY STREET

PROPOSED PROJECT: NEW CONSTRUCTION

- Extension of sidewalk along north side of street from B Street to intersection with Crowell Street
- Extension of sidewalk along south side of street from Main Street to Blueberry Street

CORRIDOR CHARACTERISTICS

- 0.7-mile-long segment
- 60' right-of-way (no acquisition required)
- Two lane, two-way roadway
- No side stripes but shallow curb throughout most of the corridor.
- From Main Street, speed limit is 20 MPH for 300', then increases to 35 MPH.
- A mix of land uses, including residential, commercial and industrial.



PROJECT OBSERVATIONS

Opportunities

- Provides pedestrian connection to downtown Mount Pleasant
- Provides pedestrian connectivity from residential to a variety of retail, institutional, and employment land uses
- Improves ADA access along W. Franklin Street

Constraints

- Long stretches of valley gutter entrances make safe pedestrian access difficult to navigate
- Dead end sidewalks on east end are not at a desired location for a crosswalk across W. Franklin Street

PRIORITIZATION SCORE OVERVIEW

- A pedestrian crash **has** occurred on this corridor at the intersection with Main Street.
- The proposed facility will connect to the existing sidewalk network.
- Business frontage is present along this corridor.
- This corridor connects **1 community destination**.
- The proposed project cost is **\$1,415,000** (design + construction).

FUNDING & IMPLEMENTATION STRATEGY

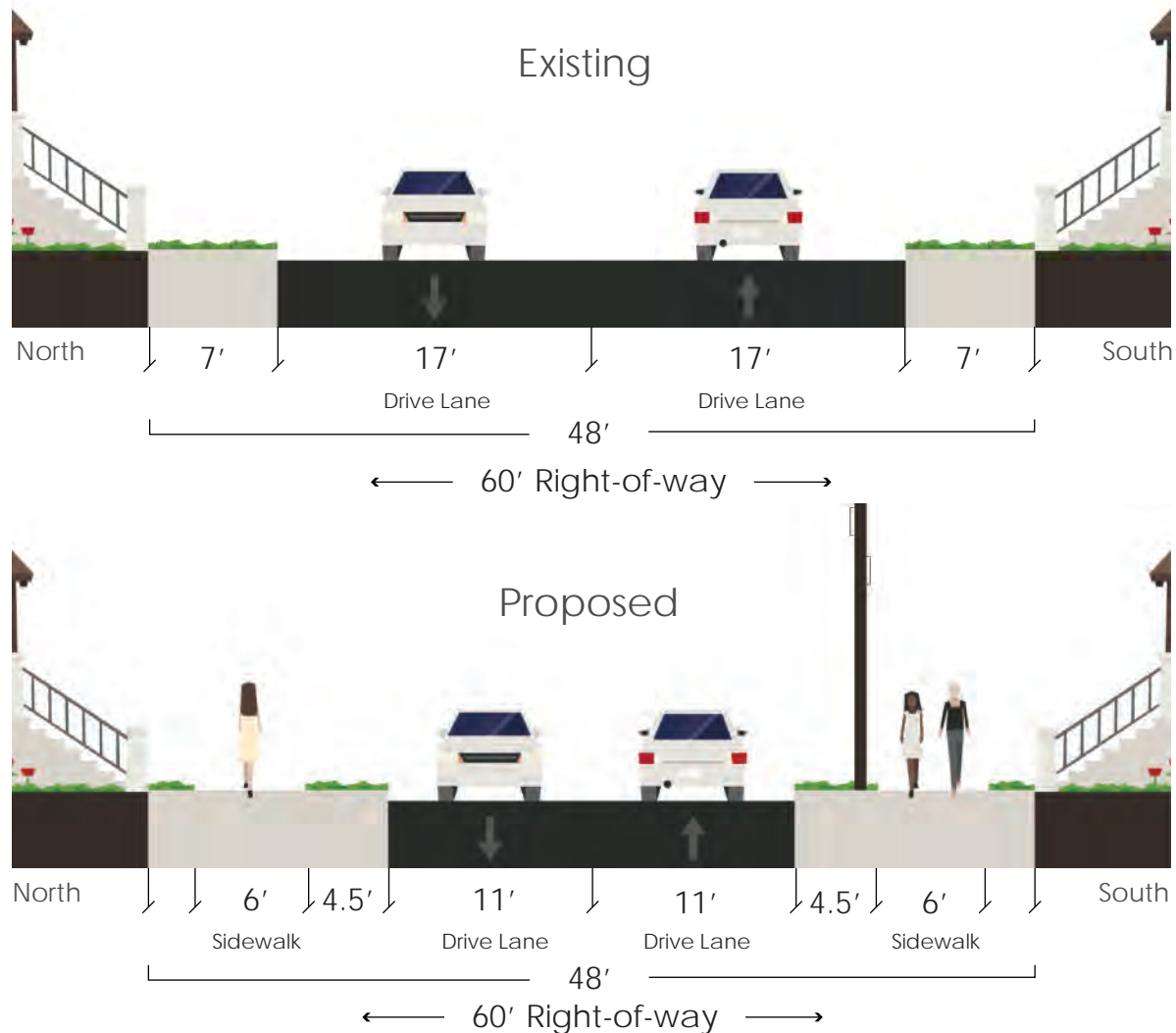
Since the sidewalk improvements are on a state-maintained roadway, funding will be pursued through state maintenance, retrofit, and/or new construction project funding.

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KEY DESIGN CONSIDERATIONS

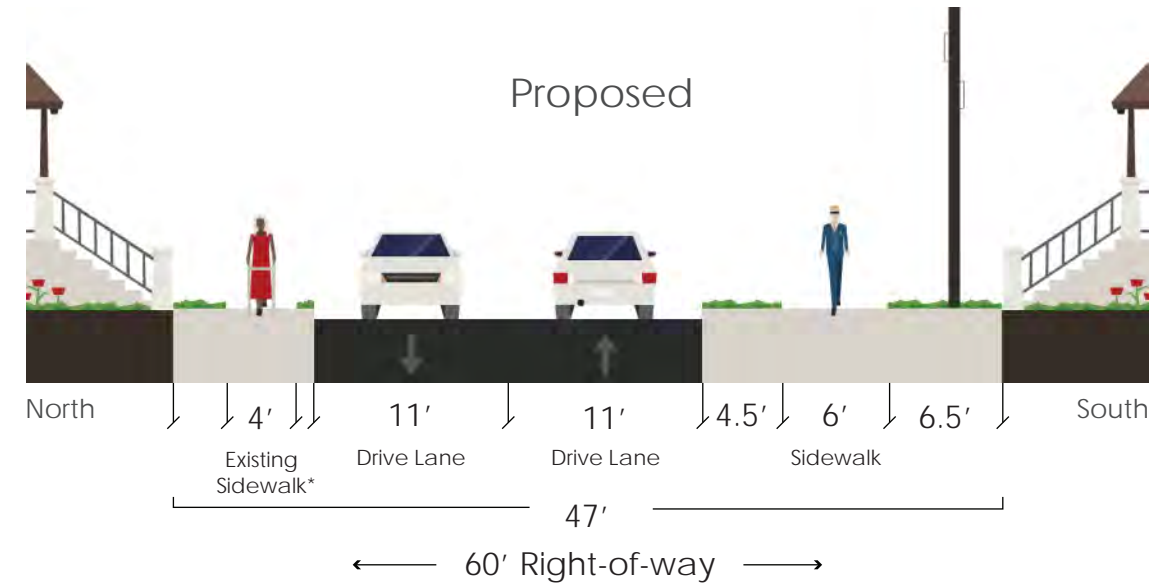
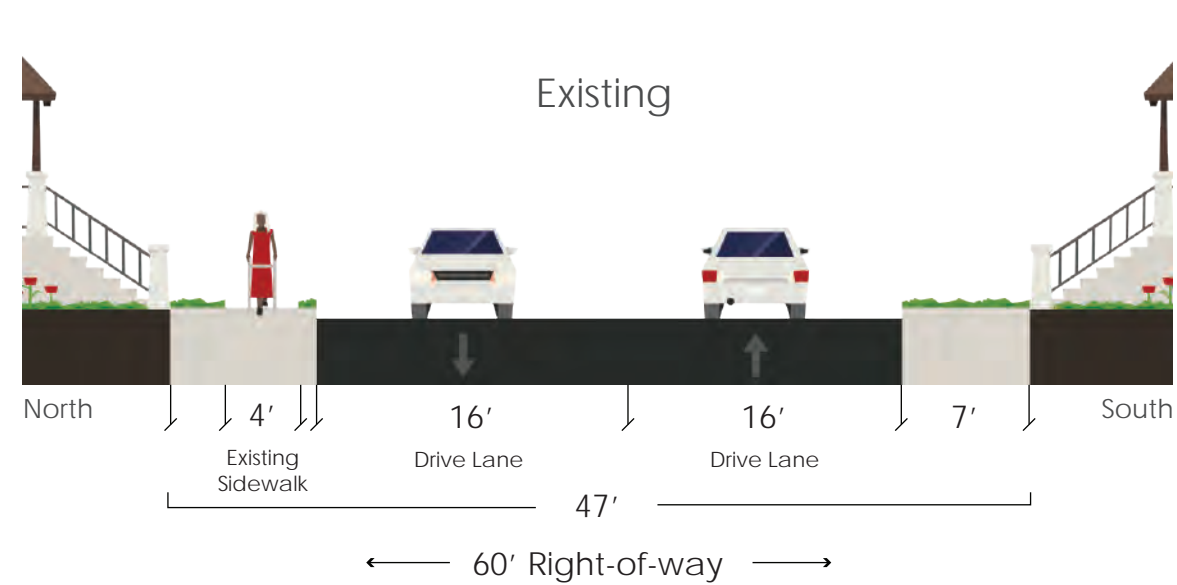
- For improved pedestrian safety and access management, the extended stretches of private property pavement that is flush with the roadway edge of pavement should be replaced with well-defined entrances and sidewalk between the entrances.
- Steep existing sideslopes on the south side of E. Franklin Street will require short retaining walls and/or a cut slope in order to accommodate a new sidewalk on the south side of the road.
- With pedestrian accommodations now provided at the southeast corner of the E. Franklin Street and S. Main Street intersection, additional crosswalk(s) and traffic signal modifications will be needed at the intersection in order to provide safe pedestrian access.
- Utility pole location varies along corridor, utility pole and sidewalk location to be determined in future design phase.

E FRANKLIN STREET CONCEPT DESIGN (EAST OF B STREET)



C. FRANKLIN STREET - MAIN STREET TO BLUEBERRY STREET

E FRANKLIN STREET CONCEPT DESIGN (WEST OF B STREET)



*Prefer sidewalk widened to 6', however, was not prioritized for the fiscally constrained project implementation plan.

