

## D. FRANKLIN STREET - DUCHESS DRIVE TO HALIFAX STREET

### PROPOSED PROJECT: NEW CONSTRUCTION

- Extension of sidewalk along north side of street for 1,800'.
- Extension of sidewalk along south side of street for 1,600' from the intersection with Duchess Drive and for 1,800' from the intersection with S Halifax Street.

### PROJECT OBSERVATIONS

#### Opportunities

- Provides pedestrian connectivity between residential and several retail locations.
- Provides improved pedestrian access for employees to Kindly Mill.
- Provides pedestrian connection to downtown Mount Pleasant, in coordination with another priority pedestrian project Segment on W. Franklin Street.
- Improves ADA access along W. Franklin Street.

#### Constraints

- Adding sidewalk along the steep cut slopes on the south side of the road could have increased project costs and significant property impacts.
- Long stretches of valley gutter entrances make safe pedestrian access difficult to navigate.

### PRIORITIZATION SCORE OVERVIEW

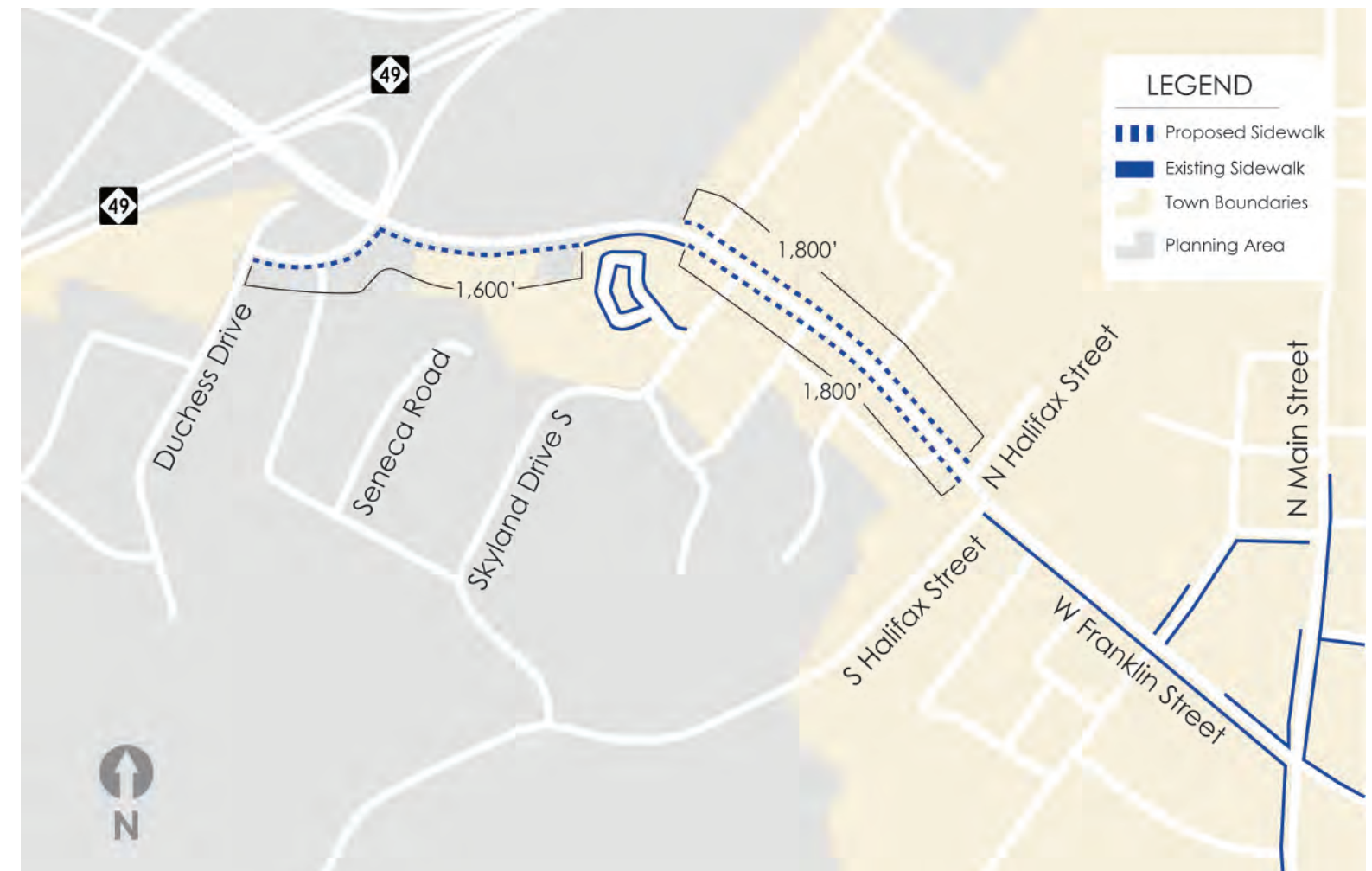
- A pedestrian crash **has** occurred on this corridor at the intersection with N Halifax Street.
- The proposed facility will connect to the existing sidewalk network.
- Business frontage is present along this corridor.
- This corridor connects **1 community destination**.
- The proposed project's cost is **\$1,225,000** (design + construction).

### CORRIDOR CHARACTERISTICS

- 0.6-mile-long segment
- 60' - 145' right-of-way (no acquisition required)
- Four lane at the intersection with Duchess Drive, then two lane, two-way.
- Speed limit is 45 MPH, decreasing to 35 MPH 500' from the intersection with Duchess Drive.
- Wide variety of land uses along corridor, mostly commercial and residential.

### FUNDING & IMPLEMENTATION STRATEGY

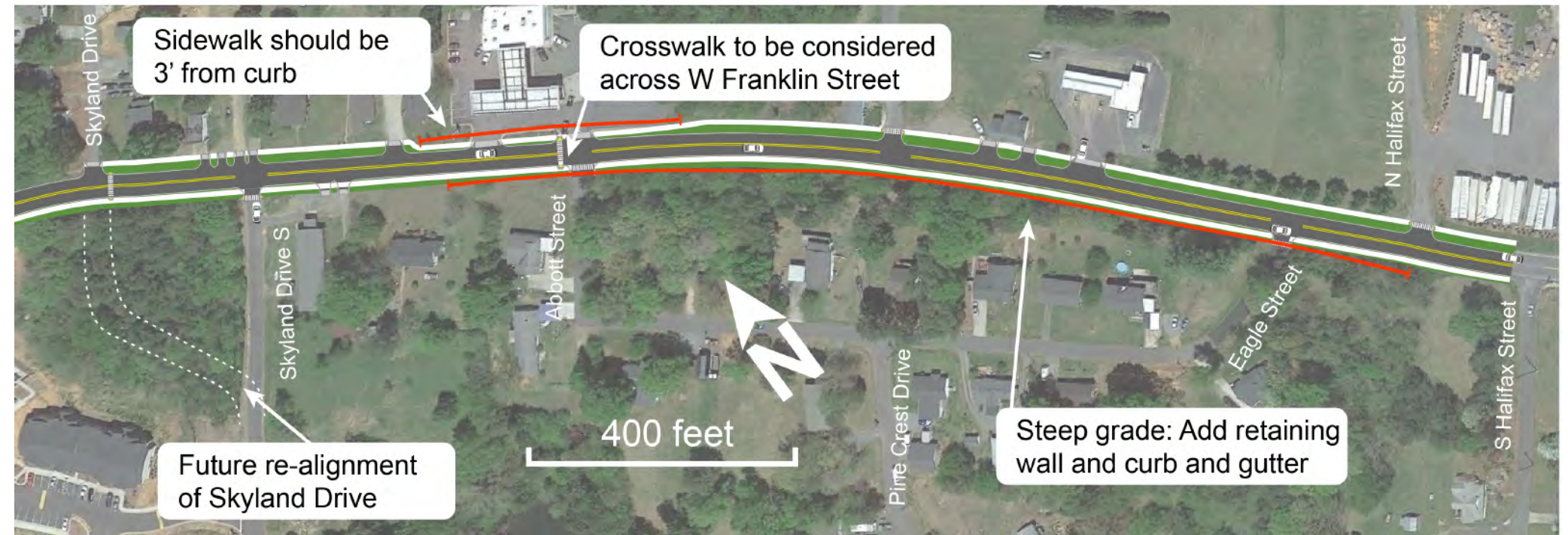
Since the sidewalk improvements are on a state-maintained roadway, funding will be pursued through state maintenance, retrofit, and/or new construction project funding.



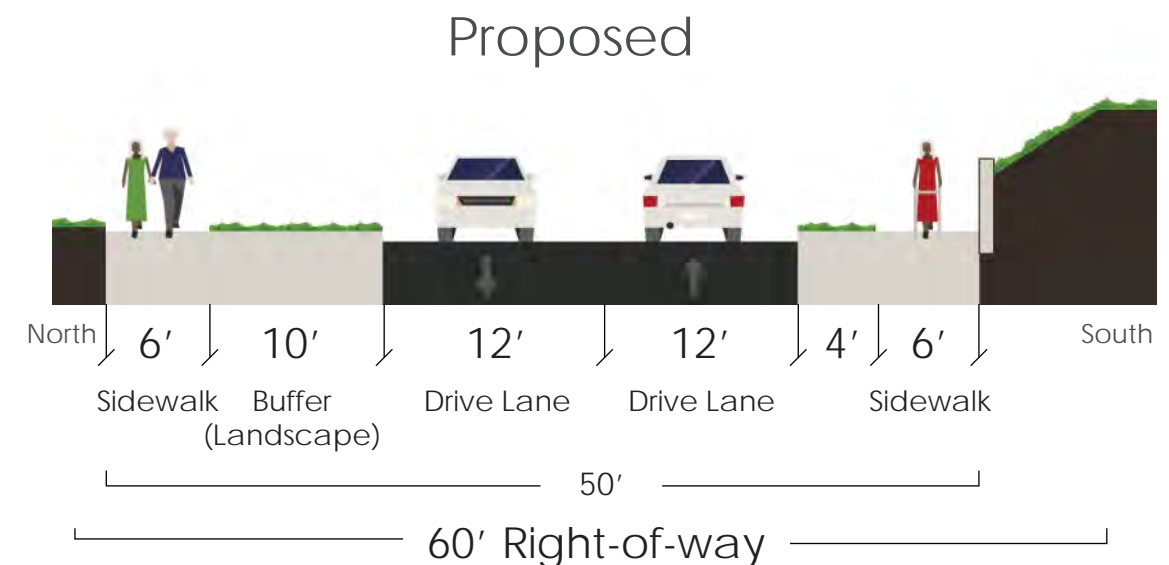
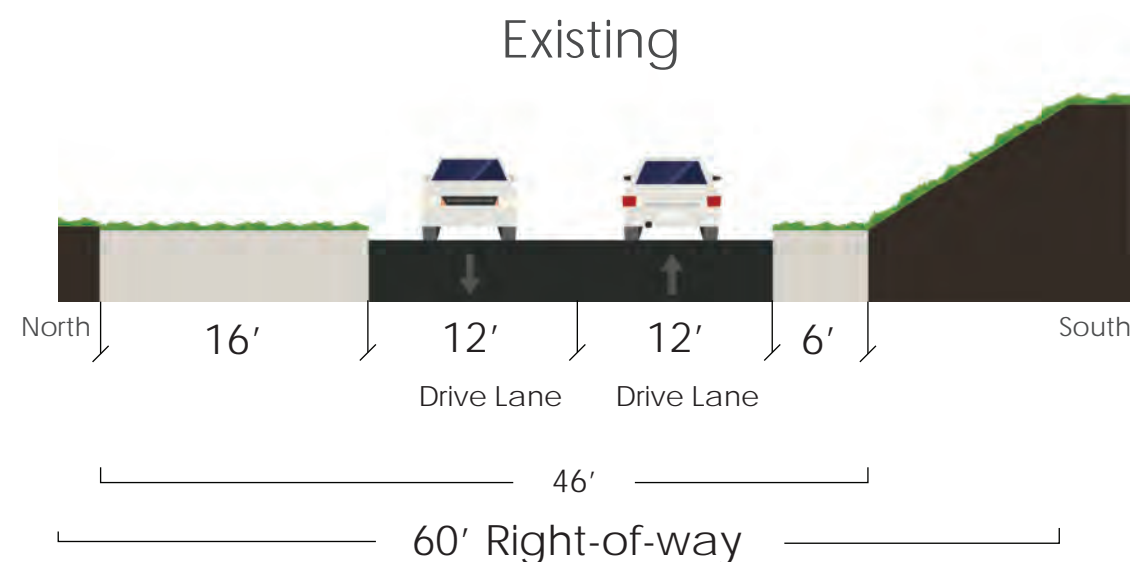
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## KEY DESIGN CONSIDERATIONS

- Pedestrian access across W Franklin Street will require implementing countermeasures consistent with the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.
- 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 W Franklin Street will require new retaining walls and/or a tighter typical section in order to limit the impacts of a new sidewalk on the south side of the road.



## W FRANKLIN STREET CONCEPT DESIGN (EAST OF SKYLAND DRIVE)



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## W FRANKLIN STREET CONCEPT DESIGN (WEST OF SKYLAND DRIVE)

