



FEASIBILITY REPORT

W RADIO DRIVE (S-1060) AT EBENEZER ROAD (S-112) CORRIDOR IMPROVEMENTS/ROAD WIDENING From David McLeod Boulevard to Hoffmeyer Road Florence County, South Carolina

Prepared by the South Carolina Department of Transportation
Office of Planning
SCDOT Project I.D. No. P040197 (Planning Phase)

Jerome Pearson, Regional Planner
Office of Planning
South Carolina Department of Transportation

Date of Approval

Leah Quattlebaum, Regional Production Group Engineer
Preconstruction
South Carolina Department of Transportation

Date of Approval

Ethan Brown, Planner
Florence Area Transportation Study

Date of Approval

Betsy McCall, P.E., Feasibility Report Manager
Office of Planning
South Carolina Department of Transportation

Date of Completion

The following individuals may be contacted for additional information concerning the project:

Ethan Brown
Planner, Florence County Planning
Florence Area Transportation Study
518 South Irby Street
Florence, SC 29501
Phone:(843) 676-8600

Brian Dix
Program Manager
S.C. Department of Transportation
955 Park Street
Columbia, South Carolina 29201
Phone:(803) 737-1085

Table of Contents

EXECUTIVE SUMMARY	1
1.0 Feasibility Report Introduction	1
2.0 Strategic Goal Alignment	1
2.1 Strategic Goal and Objective.....	1
2.2 SCDOT Ranking.....	2
3.0 Purpose and Need	4
4.0 Cost Estimate	6
5.0 Conclusion	7
Appendices.....	i
Cost and Schedule Data	ii
Freight and Rail Data.....	iii
Meeting Minutes.....	iv
Traffic Safety Data.....	v
Transit Data.....	vi
Sponsor Data.....	vii

EXECUTIVE SUMMARY

The corridor improvement on W Radio Drive and Ebenezer Road from David McLeod Boulevard to Hoffmeyer Road in Florence County was originally identified for congestion and economic development. FLATS nor the City of Florence could confirm any future growth nor could the travel demand model show congestion. Since no problem was identified, it is recommended to not move the project forward into project development.

1.0 Feasibility Report Introduction

In an effort to manage expectations of project sponsors and the citizens of South Carolina, the Office of Planning developed the Feasibility Report process. Feasibility Reports (FR) develop the purpose and need, project scope, identify potential impacts and risks, and baseline estimated cost and schedules prior to project development commencing. The FR process provides a living document that outlines project goals and objectives with measureable metrics that are to be accomplished based on the project purpose and need. In addition, the process increases collaboration and facilitates communication across different disciplines within the department; which provides the opportunity to integrate risk management into the planning process. Gathering and evaluating data in the planning phase provides a path for viable and beneficial projects to progress through to the engineering phase of work, expediting project delivery. The FR document is incorporated into the Planning (PL) phase of work and must be signed by the Metropolitan Planning Organization (MPO) before the Preliminary Engineering (PE) phase of work can be initiated.

This report is a summary of the findings for this section of roadway. It is imperative to read the meeting minutes from the PDT meetings to ascertain the breadth of data that was gathered and to learn the rationale behind the decisions that were made. The minutes detail what was discussed, eliminated, and deemed pertinent.

2.0 Strategic Goal Alignment

2.1 Strategic Goal and Objective

The South Carolina Department of Transportation has developed an agency-wide Strategic Plan 2018-2020 that reflects the current priorities and critical goals. The Strategic Plan identifies five core goals that support SCDOT's vision to rebuild our transportation system over the next decade to provide adequate, safe and efficient transportation services for the movement of people and goods in South Carolina. The plan guides SCDOT's initiatives through the Transportation Asset Management Plan (TAMP) which implements priorities by establishing investment levels and designated targets. Utilizing risk management strategies through initiatives, such as the Feasibility Report process, helps us to identify and mitigate potential obstacles to achieving success and alignment with the Strategic Plan.

This project was initially identified as congestion relief due to the mall located across from David McLeod Boulevard and for future growth on Ebenezer Road. FLATS nor the City of Florence could confirm any

future growth. Based on the output from the travel demand model using the most current growth rates from the MPO, this section of roadway was operating within SCDOT standards. Since no problem was identified that aligned with a strategic goal, it is recommended to not move the project forward into project development.

2.2 SCDOT Ranking

The identification number for this project is listed as FL_09 and ranks third in the MPO's Long Range Transportation Plan (LRTP). FLATS is in the process of updating their LRTP and the travel demand data for this area will be reflected in the plan.



Figure 1. W Radio Drive and Ebenezer Road, Shown in Yellow

3.0 Purpose and Need

The “purpose” is the problem that must be addressed. The “need” is the data that defines the problem and justifies that the problem exists. The purpose and need (P&N) is the foundation for the entire project. Data was gathered by the Project Development Team (PDT) and much discussion was had by the PDT concerning the problem.

The original purpose and need was provided to the PDT from FLATS:

To reduce congestion and improve flow of traffic of corridor while improving safety.

During the scoping meeting it was deemed that there was no data presented to support the purpose and need. The project was tabled until data could be presented to either support the problem or support that the road was meeting criteria. No other problems were presented other than congestion due to future growth.

W Radio Drive runs from David McLeod Boulevard to the intersection with S Ebenezer Road. It is two lanes with sidewalks through most of the roadway. S Ebenezer Road runs from W Radio toward I-95 and I-20. At I-20 it is renamed N Ebenezer Road. N Ebenezer intersects with Hoffmeyer Road. It is a two lane facility.

W Radio contains restaurants, motels and connection to the civic center and adjacent park. This area is nearly built out. Open parcels line Ebenezer. The city and MPO both researched evidence of growth that would lead to economic development. None was found. Developers were interested in some parcels, but none had committed to development. With this, the growth rates from the MPO were not altered. SCDOT ran the travel demand model with the provided rates. See the model output for existing and projected LOS below in Table 1 with references in Figure 2.

Three scenarios were evaluated: Existing two lanes, widening David McLeod by two additional lanes, widening David McLeod and Radio/Ebenezer both by two additional lanes. No additional capacity was considered for the purple S Ebenezer section. This section of road (purple) is not part of the project in the LRTP. It is shown here for context and remains a 2 lane facility in the model. The LOS of this section is not affected by growth nor by the scenarios.

LOS of C is considered acceptable by SCDOT criteria. The roadway under consideration meets the criteria in the existing year and future year. There was no substantial effect on LOS by the widening of Radio/Ebenezer, nor was there any effect on Radio/Ebenezer by widening David McLeod. Radio Road does move from C to B, but by looking at the numbers in the model, Radio barely meets the C criteria without widening. The additional lanes changes the numbers enough to move the LOS from a very low C to a very high B. Therefore, there is no substantial gain to additional lanes.

The last few sections of N Ebenezer remained two lanes thus explaining how the LOS dropped from A to B in these sections in 2045. Again, LOS of C is meeting criteria, therefore, B is meeting criteria.

Modified Network

Route	Section ID	2015 LOS	2045 LOS		
		No Build	No Build	Build 1	Build 2
W. Radio Dr	45344	B	B	B	A
W. Radio Dr	47480	C	C	C	B
W. Radio Dr	46943	C	C	C	B
W. Radio Dr	46942	C	C	C	B
S Ebenezer Rd	46940	D	D	D	D
S Ebenezer Rd	47801	A	A	A	A
N Ebenezer Rd	47840	A	A	A	A
N Ebenezer Rd	47677	A	A	A	A
N Ebenezer Rd	47839	A	A	A	B
N Ebenezer Rd	47615	A	A	A	B

Build 1: 2 Additional Lanes on David McLeod

Build 2: 2 Additional Lanes on David McLeod and 2 Additional Lanes on Radio and Ebenezer from David McLeod to Westfield Drive

See color references in Figure 2 below.

Table 1. LOS for No Build and Two Build Scenarios for W Radio, S Ebenezer, and N Ebenezer



Figure 2. Color Reference for Table 1

This information was presented to the MPO. They expressed that the model output reflected the existing observed performance. Based on the lack of data to support a problem, this project did not seem practical to pursue at this time. If development does materialize then the MPO could revisit this roadway.

These scoping discussions are documented in Appendix Meeting Minutes.

4.0 Cost Estimate

Since no alternatives were evaluated, no cost or schedule will be generated. FLATS's LRTP includes a cost estimate of approximately \$9 million in 2018 dollars as shown in Table 2.

2023-2030 PROJECTS

ID	Project Description	Existing Lanes	Future Lanes	Length	Project Cost (2018 \$)	Weighted Score	Project Cost (2026 \$)
4	S Irby Street & Second Loop Road/Pamplico Highway Intersection Improvements	n/a	n/a		\$3,500,000	6.43	\$4,790,000
FL_12	David H. McLeod Boulevard Operational Improvements I-95 NB Ramp to Woody Jones Boulevard	4	4	0.68	\$3,734,000	5.32	\$5,110,000
FL_09	Radio Drive/Ebenezer Road Widening David H. McLeod Boulevard to Hoffmeyer Road	2	4	1.41	\$9,166,000	4.72	\$12,544,000
FL_08	Holly Circle Widening Palmetto Street (US 76) to Second Loop Road	2	4	0.22	\$1,430,000	4.47	\$1,957,000

Table 2. LRTP Excerpt Showing 2018 and 2026 Costs.

FLATS consulted the Study Team to ascertain any objection to not pursuing the project. No objection was found. If developers do pursue construction then this project may be considered in the future. The monies dedicated to the Planning Phase (PL) minus any expenditures can be released from this project and reallocated to other needs.

5.0 Conclusion

This report documents the lack of a defined problem and other items brought forth from the Project Development Team (PDT) during discussions about the project.

The original intent was to address congestion and future growth due to economic development in the area. The MPO nor the city could substantiate the claims of economic development. The SCDOT presented data from the travel demand model based on growth rates supplied by the MPO. The recommendation from the SCDOT to the MPO was to not pursue the project due to a lack of congestion in the existing and future model. See Table 1.

To conclude the FR process is the initial step in the planning process and describes the project purpose and need, costs, schedule and identifies risks that require consideration in the future planning and design phases. Since no problem was found, none of these were developed. The PL funds minus the expenditure for the FR can be redirected to other projects. If development does materialize then this project can be reconsidered by the MPO in the future.

All data gathered for the FR can be found in the appendices.

Appendices

Cost and Schedule Data

2023-2030 PROJECTS

ID	Project Description	Existing Lanes	Future Lanes	Length	Project Cost (2018 \$)	Weighted Score	Project Cost (2026 \$)
4	S Irby Street & Second Loop Road/Pamplico Highway Intersection Improvements	n/a	n/a		\$3,500,000	6.43	\$4,790,000
FL_12	David H. McLeod Boulevard Operational Improvements <i>I-95 NB Ramp to Woody Jones Boulevard</i>	4	4	0.68	\$3,734,000	5.32	\$5,110,000
FL_09	Radio Drive/Ebenezer Road Widening <i>David H. McLeod Boulevard to Hoffmeyer Road</i>	2	4	1.41	\$9,166,000	4.72	\$12,544,000
FL_08	Holly Circle Widening <i>Palmetto Street (US 76) to Second Loop Road</i>	2	4	0.22	\$1,430,000	4.47	\$1,957,000
					Available Revenue: \$25,602,000		
					Total Cost (2026 Dollars): \$24,401,000		
					Remaining Balance: \$1,201,000		

Freight and Rail Data

Freight / Rail Feasibility Report Input

PROJECT:Radio Road/Ebenezer Road Widening (David McLeod Blvd to Hoffmeyer Rd)

1 Is project on Statewide Freight Network?

Yes, David McLeod portion only

2 Truck AADT:

2019 Truck AADT

Station #	Total AADT	Truck AADT	Truck Percentage	Class 4 & 5	Class 6 & Above	Class 8 & Above	Location Note
437	6,100	204	3.34%	N/A	N/A	N/A	2020 Factored AADT, SCDOT ITMS
581	10,200	251	2.46%	N/A	N/A	N/A	2020 Factored AADT, SCDOT ITMS

3 Predominant Truck Type in Project Area

Indicate average volume of class of truck

Station #	% Class 4 & 5	Class 6 & Above	Class 8 & Above	Location Note
N/A	N/A	N/A	N/A	N/A

4 Tonnage of Freight

SCDOT/Transearch Segment ID:

45006283 (David McLeod)-No Transearch Data Available

2016

2025

2040

AVERAGE ESTIMATED ANNUAL TONS	AVERAGE ESTIMATED ANNUAL VALUE	AVERAGE ESTIMATED ANNUAL UNITS
No data available	No data available	No data available
No data available	No data available	No data available
No data available	No data available	No data available

5 At-grade RR Crossings?

List crossings or state 'none'

None

6 Truck-Based Safety Data in Area of Proposed Project

List truck-involved accidents/crashes

Location	Year(s)	Total Crashes	Truck-Involved Crashes	% Truck-Involved Crashes	Notes
Ebenezer Road (S-112)	1/1/17-9/30/20	54	0	0%	Source: SCDOT Safety Office
Radio Road (S-1060)	1/1/17-9/30/20	75	2	3%	Source: SCDOT Safety Office

7 OSOW Restrictions / Impact on the Statewide Freight Network

8 Additional Considerations for Efficient Truck Movements

None

Meeting Minutes

June 10, 2021 / 9am-10am

Scoping Meeting Minutes – Ebenezer Drive and W. Radio Road Corridor Improvements

Reviewed benefits of Feasibility Report Process

Main Goals

Goals of Scoping Meeting

FR Agenda

Discussion FLATS, Background & History / Defining the Problem

- Safety doesn't seem to be an issue, the corridor is performing as expected
- Overall view – if you are going from David McLeod Blvd. to Palmetto Street, one is through Bintree Lane the other is through Ebenezer Road, only two ways to get to Southside of Florence because of Jefferies Creek
- New developments coming south of Ebenezer, townhouses, subdivisions / residential
- What is the problem that brought this project on the radar – was on the LRTP for a corridor improvement. Talking to previous staff it was congestion at the mall, and coming development off of Ebenezer Road. The consultant that did the LRTP did not provide data to support the ranking.

FLATS 2040 Long Range Transportation Plan

2023-2030 PROJECTS

ID	Project Description	Existing Lanes	Future Lanes	Length	Project Cost (2018 \$)	Weighted Score	Project Cost (2026 \$)
4	S Irby Street & Second Loop Road/Pamlico Highway Intersection Improvements	n/a	n/a		\$3,500,000	6.43	\$4,790,000
FL_12	David H. McLeod Boulevard Operational Improvements I-95 NB Ramp to Woody Jones Boulevard	4	4	0.68	\$3,734,000	5.32	\$5,110,000
FL_09	Radio Drive/Ebenezer Road Widening David H. McLeod Boulevard to Hoffmeyer Road	2	4	1.41	\$9,166,000	4.72	\$12,544,000
FL_08	Holly Circle Widening Palmetto Street (US 76) to Second Loop Road	2	4	0.22	\$1,430,000	4.47	\$1,957,000

- Pedestrian connections are an issue between the Florence center and other commercial restaurants and shopping areas, also trails in the areas.
- Area north of David H. McLeod is developing with subdivisions
- Main entrance to Florence Center is unsignalized
- One of the additional concerns is the pedestrian crossing across David H. McLeod over to the mall area. It is common to see pedestrians try to make this movement.
- Radio and David H. McLeod – 1 Pedestrian crash 2018



- Sidewalks are on Ebenezer, wide walk on Woody Jones, also connects to Florence Rail Trail
- We need future growth rates to support purpose and need if the need is economic development

Preliminary Purpose and Need - FLATS

To reduce congestion and improve flow of traffic of corridor while improving safety.

Purpose and Need

Could not be determined at this time based on lack of growth rate data to support economic development.

No other problem was suggested for this area since the sidewalks and connections were made on Radio recently. Crossing David McLeod will be addressed in the corridor FR for that project.

Action Items

Item	Date Assigned	Responsible Party	Resources Needed
Growth Rates / Economic Development	6/10/2021	Betsy McCall	System Performance / Growth Rates

Project Development Team in Attendance

- Samantha Carr – Traffic Engineering
- Brian Dix – Upstate RPG PM
- Clint Moore – Assistant City Manager City of Florence
- Robert Giddens – ROW
- Ron Hinson – Traffic Engineering
- Vanetta Jackson – Utilities
- Jason Riley – ROW
- Dahae Kim – Materials and Research
- Diane Lackey – Freight
- Rashad Pinckney – Planning
- Mark Pleasant – FHWA
- Clayton Richter – Director of Construction
- Chris Kelly – Director of Maintenance
- Jason Stillwell – Upstate RPG Design Manager
- Eugene Taylor – Traffic Safety
- Martin Fox – City Manager City of Florence
- Douglas Giovanetti -
- Betsy McCall – Feasibility Reports
- Erin Porter – Feasibility Reports

Meeting on Growth Rates

Milhan Moomen, Siddiqui, Erin Porter, Ethan Brown, Jerome Pearson, Betsy McCall

6/11/2021

- Talked about growth numbers in FLATS model
- Not sure if the development talked about in the FR is represented in model
- FLATS would need to confirm the growth in order to change the model input
- FHWA suggested that for the FR don't redo the model input. Instead compare growth from zones (TAZ) and the region from base model to 2045
- FLATS has the data from the model.
- Economic development as a project purpose may be support by the comparison.
- FLATS or the city have zoning plans? Agreements for developments? FLATS to talk to city. This may support economic development.
- Spreadsheet from model focus
 - Population
 - Employment
 - School enrollment ties to population
 - Housing ties to population/employment
- The numbers may show only part of the corridor has a problem or none of the corridor has a problem based on the current model.
- FLATS will develop a table of values and talk to the city and then get back with Betsy. If there is support of a problem, then the FR will continue.

Traffic Safety Data

Crash Summary

S- 112 (N EBENEZER ROAD) from MPT 4.119 (HOFFMEYER ROAD) to MPT 5.789 (W RADIO DR)

FLORENCE COUNTY

01/01/2017 - 09/30/2020 (3.7 years)

Length = 1.670 miles

AADT = 6,700

Functional Class = Urban -- Major Collector

Crashes by Injury Class

Fatality Crashes	0
Injury Crashes	12
PDO Crashes	42
Total Crashes	54

Crashes by Manner Of Collision

Rear End	32
Angle	11
Sideswipe	3
Head On	0
Run Off Road	6
Animal	1
Bicycle	1
Pedestrian	0
Other	0
Total Crashes	54

Special Contributing Factors

Night	12
Day	42
Wet	12
Dry	42

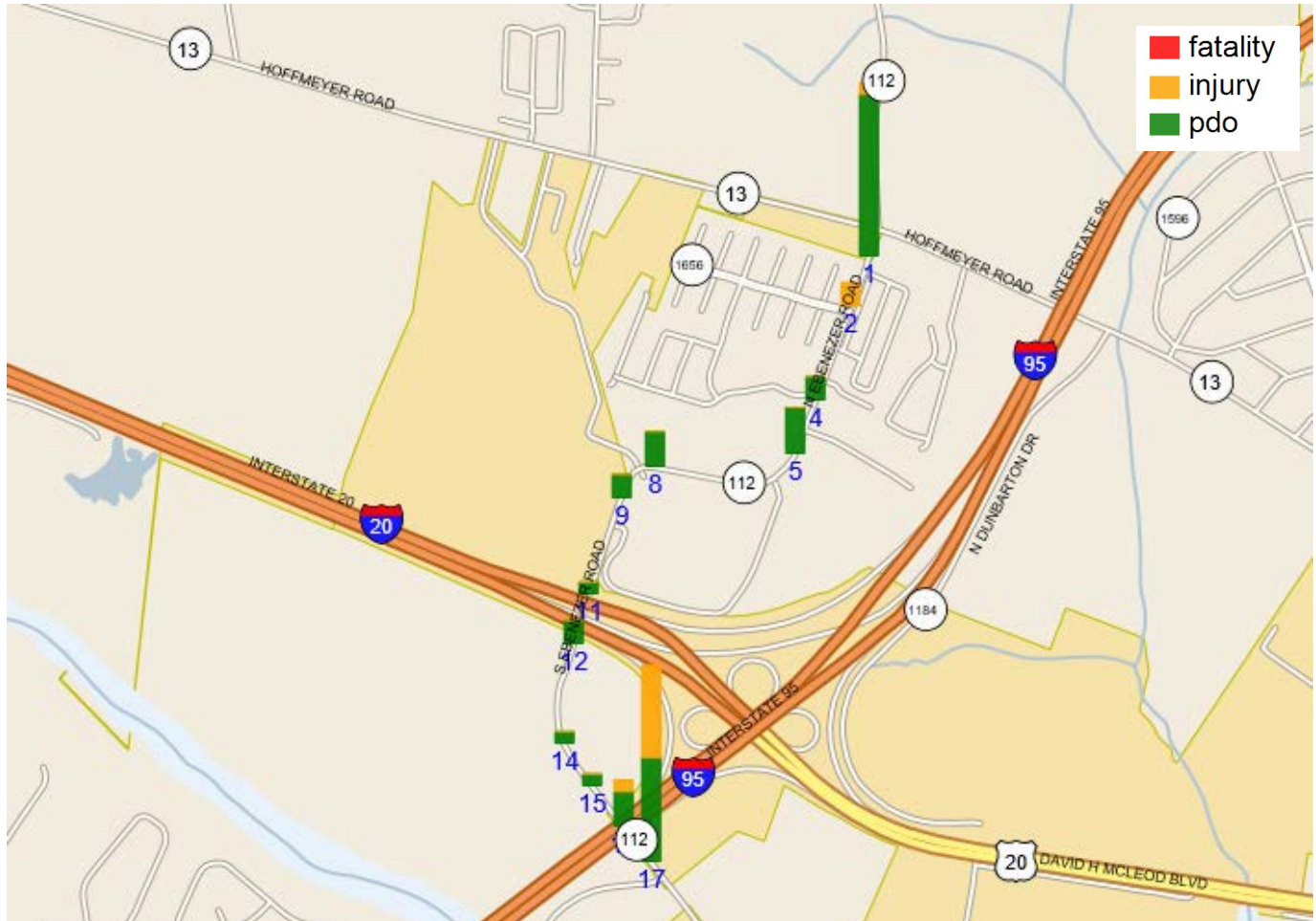
S- 112 (N EBENEZER ROAD) from MPT 4.119 (HOFFMEYER ROAD) to MPT 5.789 (W RADIO DR)

FLORENCE COUNTY

01/01/2017 - 09/30/2020 (3.7 years)

Length = 1.670 miles AADT = 6,700

Functional Class = Urban -- Major Collector



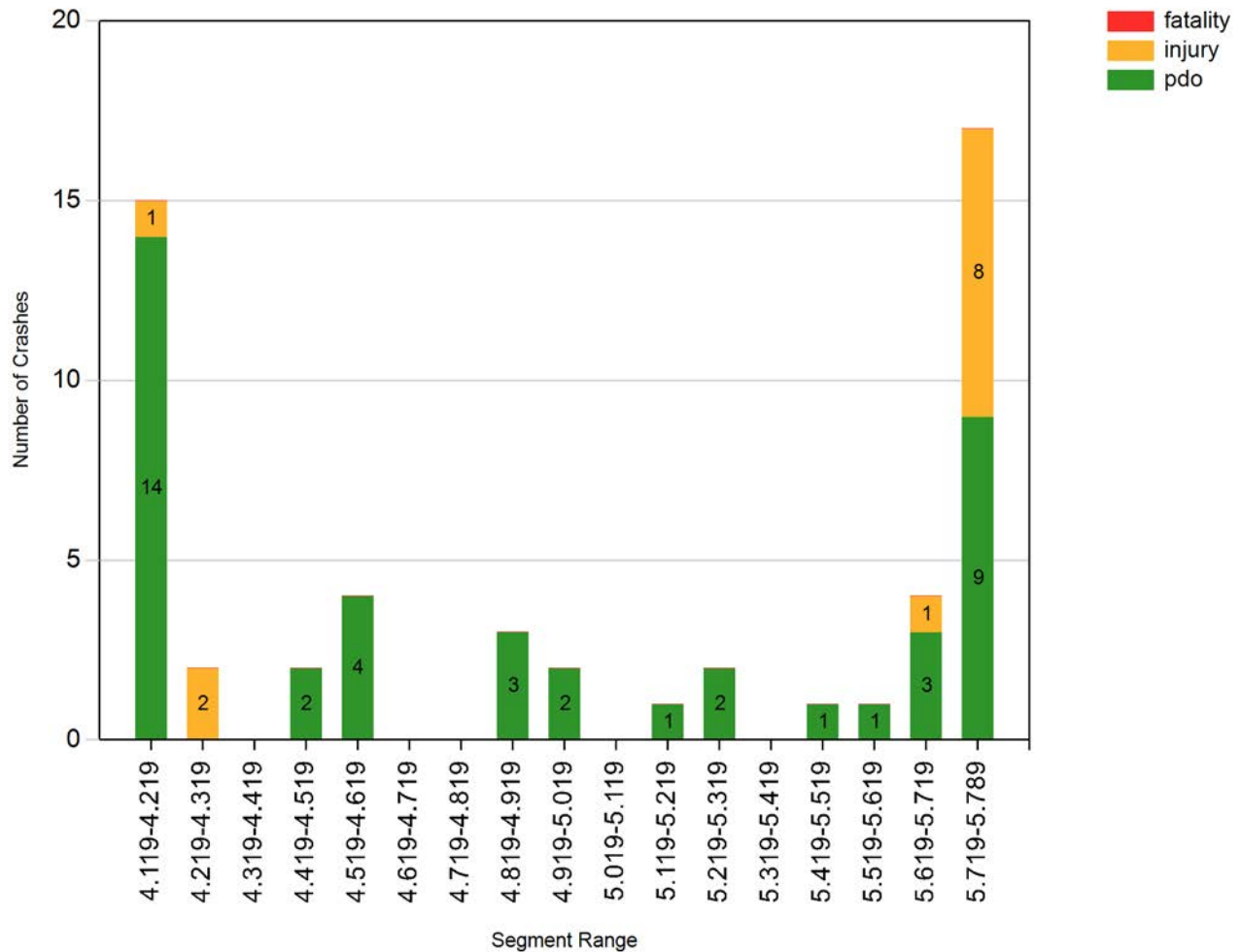
S- 112 (N EBENEZER ROAD) from MPT 4.119 (HOFFMEYER ROAD) to MPT 5.789 (W RADIO DR)

FLORENCE COUNTY

01/01/2017 - 09/30/2020 (3.7 years)

Length = 1.670 miles AADT = 6,700

Functional Class = Urban -- Major Collector



S- 112 (N EBENEZER ROAD) from MPT 4.119 (HOFFMEYER ROAD) to MPT 5.789 (W RADIO DR)

FLORENCE COUNTY

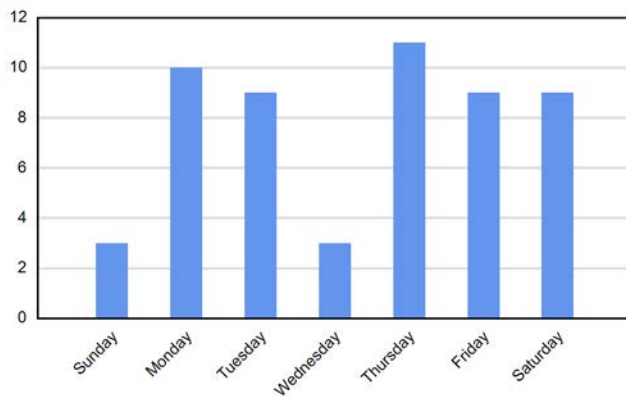
01/01/2017 - 09/30/2020 (3.7 years)

Length = 1.670 miles AADT = 6,700

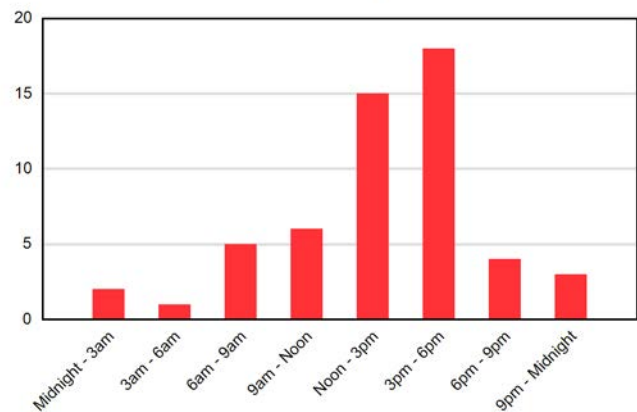
Functional Class = Urban -- Major Collector

Year	2017	2018	2019	2020	Total
Rear End	11	7	8	6	32
Angle	4	6	0	1	11
Sideswipe	0	2	0	1	3
Head On	0	0	0	0	0
Run Off Road	2	2	1	1	6
Animal	0	0	0	1	1
Bicycle	0	0	1	0	1
Pedestrian	0	0	0	0	0
Other	0	0	0	0	0
	17	17	10	10	54

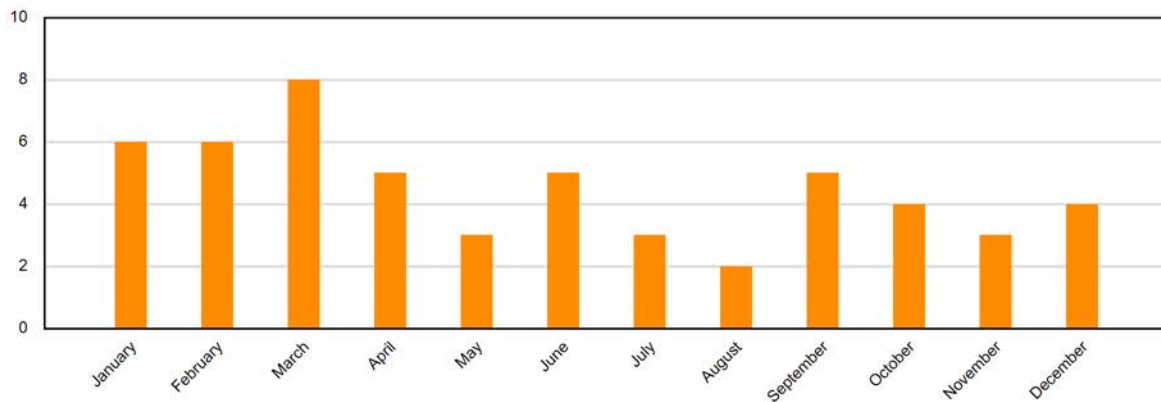
Day of the Week



Time of Day



Month of the Year



Section Crashes

MPT 4.119 to 4.219 (Stack #1)

Total Crashes: 15 Light: 12 Dark: 3 Dry: 14 Wet: 1 Fatalities: 0 Injuries: 1 PDO: 14

1	17545995	4.119	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	ANGLE
2	17604728	4.119	INJ0	DUSK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
3	17629765	4.119	INJ2	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
4	17644927	4.119	INJ0	DAY	DRY	CURB	NO COLLISION W/MV
5	18500025	4.155	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
6	18530359	4.140	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
7	18578199	4.144	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
8	18587179	4.121	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
9	18639522	4.143	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
10	18654610	4.165	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
11	18661965	4.121	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	ANGLE
12	19554795	4.141	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
13	20509548	4.145	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
14	20512150	4.126	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
15	20542309	4.124	INJ0	DAWN	DRY	MOTOR VEHICLE (STOPPED)	REAR END

MPT 4.219 to 4.319 (Stack #2)

Total Crashes: 2 Light: 1 Dark: 1 Dry: 2 Wet: 0 Fatalities: 0 Injuries: 2 PDO: 0

1	17519723	4.219	INJ2	DARK	DRY	DITCH	NO COLLISION W/MV
2	19602659	4.308	INJ1	DAY	DRY	PEDALCYCLE	NO COLLISION W/MV

MPT 4.419 to 4.519 (Stack #4)

Total Crashes: 2 Light: 2 Dark: 0 Dry: 1 Wet: 1 Fatalities: 0 Injuries: 0 PDO: 2

1	17524872	4.469	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
2	20268303	4.476	INJ0	DAY	WET	RAN OFF ROAD RIGHT	NO COLLISION W/MV

MPT 4.519 to 4.619 (Stack #5)

Total Crashes: 4 Light: 3 Dark: 1 Dry: 2 Wet: 2 Fatalities: 0 Injuries: 0 PDO: 4

1	17679564	4.519	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	18552458	4.542	INJ0	DARK	WET	OTHER (POST, POLE, SUPPORT, ETC)	NO COLLISION W/MV
3	20219374	4.519	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
4	20229611	4.592	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE

Section Crashes

MPT 4.819 to 4.919 (Stack #8)

Total Crashes: 3 Light: 2 Dark: 1 Dry: 3 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 3

1	17516700	4.911	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
2	17535110	4.903	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	17578433	4.819	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 4.919 to 5.019 (Stack #9)

Total Crashes: 2 Light: 2 Dark: 0 Dry: 1 Wet: 1 Fatalities: 0 Injuries: 0 PDO: 2

1	17535642	4.926	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
2	20269301	4.944	INJ0	DAY	WET	ANIMAL (DEER ONLY)	NO COLLISION W/MV

MPT 5.119 to 5.219 (Stack #11)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 1 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 1

1	18567691	5.216	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
---	----------	-------	------	-----	-----	-------------------------	----------

MPT 5.219 to 5.319 (Stack #12)

Total Crashes: 2 Light: 1 Dark: 1 Dry: 2 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 2

1	18504997	5.284	INJ0	DARK	DRY	TREE	NO COLLISION W/MV
2	19543565	5.239	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

MPT 5.419 to 5.519 (Stack #14)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 0 Wet: 1 Fatalities: 0 Injuries: 0 PDO: 1

1	18564644	5.460	INJ0	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
---	----------	-------	------	-----	-----	------------------------------	----------------

MPT 5.519 to 5.619 (Stack #15)

Total Crashes: 1 Light: 1 Dark: 0 Dry: 1 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 1

1	18625715	5.587	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
---	----------	-------	------	-----	-----	------------------------------	----------

MPT 5.619 to 5.719 (Stack #16)

Total Crashes: 4 Light: 4 Dark: 0 Dry: 3 Wet: 1 Fatalities: 0 Injuries: 1 PDO: 3

1	18538545	5.654	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
2	18683493	5.665	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE OPP
3	19569349	5.711	INJ2	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
4	20517189	5.641	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE OPP

Section Crashes

MPT 5.719 to 5.789 (Stack #17)

Total Crashes: 17 Light: 12 Dark: 5 Dry: 12 Wet: 5 Fatalities: 0 Injuries: 8 PDO: 9

1	17502626	5.784	INJ1	DUSK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	17535424	5.789	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
3	17585896	5.789	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
4	17616607	5.789	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
5	17644471	5.789	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
6	17655963	5.789	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
7	18508526	5.781	INJ0	DARK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
8	18683527	5.756	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
9	18683530	5.784	INJ1	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
10	19518081	5.733	INJ1	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
11	19535147	5.743	INJ1	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
12	19578419	5.745	INJ3	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
13	19586212	5.762	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
14	19599562	5.771	INJ0	DARK	DRY	DITCH	NO COLLISION W/MV
15	19660081	5.721	INJ1	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
16	20504050	5.777	INJ0	DARK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
17	20507339	5.782	INJ1	DARK	WET	MOTOR VEHICLE (STOPPED)	REAR END

Project-Specific EB Method Summary Results** (Only through intersection of Radio Dr. at Woody Jones Blvd.)

Crash severity level	N observed (Crashes / Year)	N predicted (Crashes / Year)	N expected (Crashes / Year)
Total	22.1	25.5	24.2
Fatal and injury (FI)	4.0	7.9	7.8
Property damage only (PDO)	18.1	17.6	16.4

Crash Summary

S- 1060 (W RADIO DR) from MPT 0.000 to MPT 0.860 (DAVID H MCLEOD BLVD)

FLORENCE COUNTY

01/01/2017 - 09/30/2020 (3.7 years)

Length = 0.860 miles

AADT = 11,100

Functional Class = Urban -- Major Collector

Crashes by Injury Class

Fatality Crashes	0
Injury Crashes	11
PDO Crashes	64
Total Crashes	75

Crashes by Manner Of Collision

Rear End	37
Angle	21
Sideswipe	8
Head On	0
Run Off Road	3
Animal	0
Bicycle	0
Pedestrian	1
Other	5
Total Crashes	75

Special Contributing Factors

Night	22
Day	53
Wet	15
Dry	60

S- 1060 (W RADIO DR) from MPT 0.000 to MPT 0.860 (DAVID H MCLEOD BLVD)

FLORENCE COUNTY

01/01/2017 - 09/30/2020 (3.7 years)

Length = 0.860 miles AADT = 11,100

Functional Class = Urban -- Major Collector



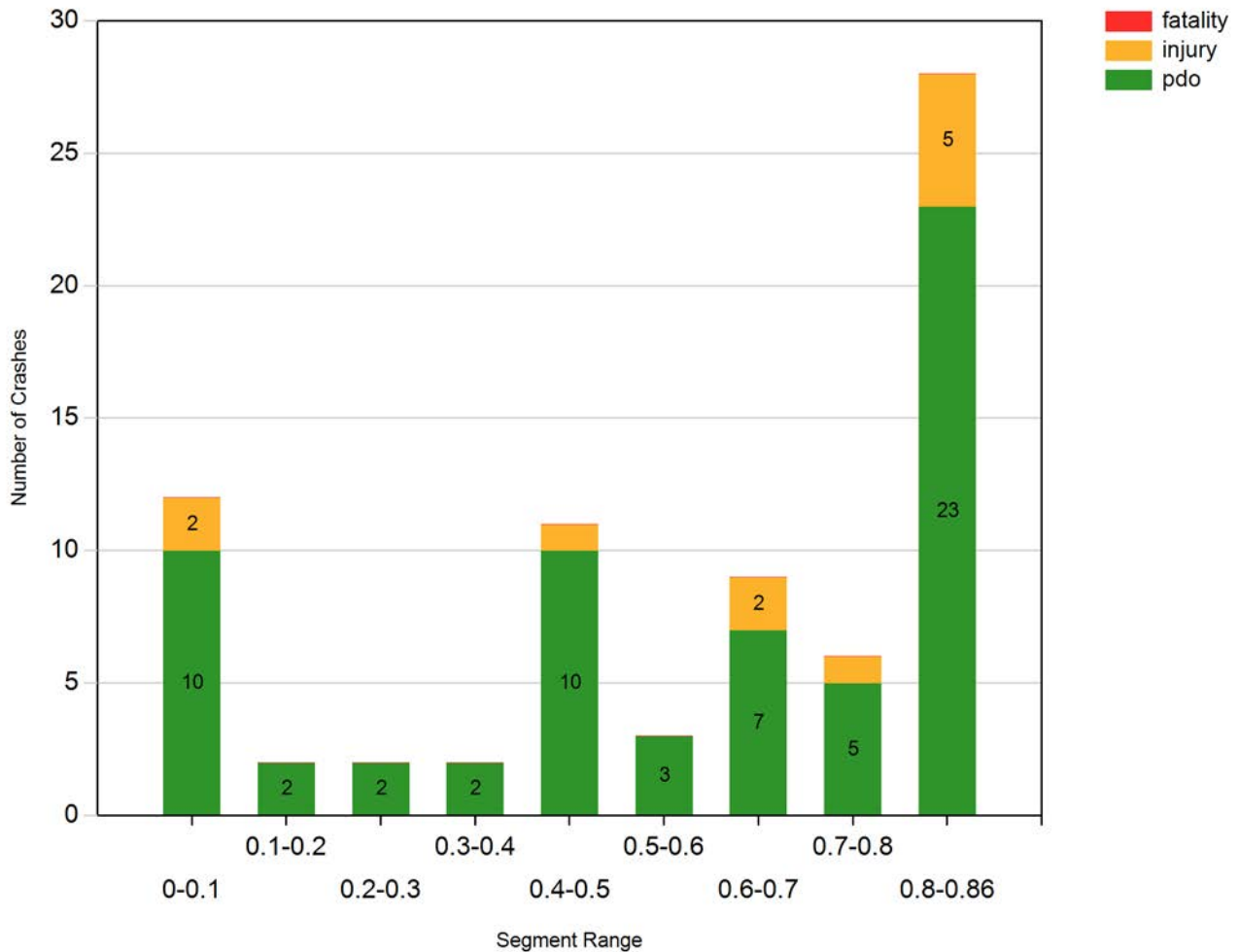
S- 1060 (W RADIO DR) from MPT 0.000 to MPT 0.860 (DAVID H MCLEOD BLVD)

FLORENCE COUNTY

01/01/2017 - 09/30/2020 (3.7 years)

Length = 0.860 miles AADT = 11,100

Functional Class = Urban -- Major Collector



S- 1060 (W RADIO DR) from MPT 0.000 to MPT 0.860 (DAVID H MCLEOD BLVD)

FLORENCE COUNTY

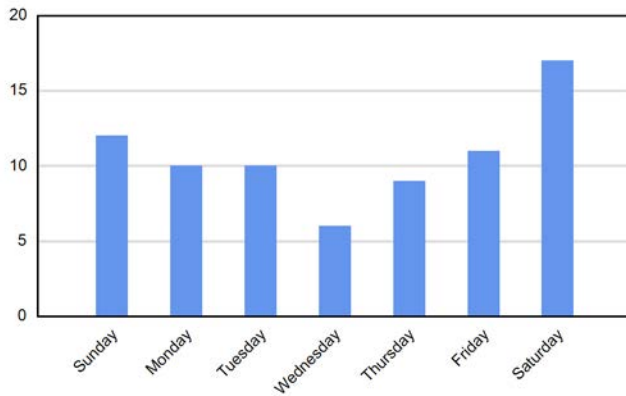
01/01/2017 - 09/30/2020 (3.7 years)

Length = 0.860 miles AADT = 11,100

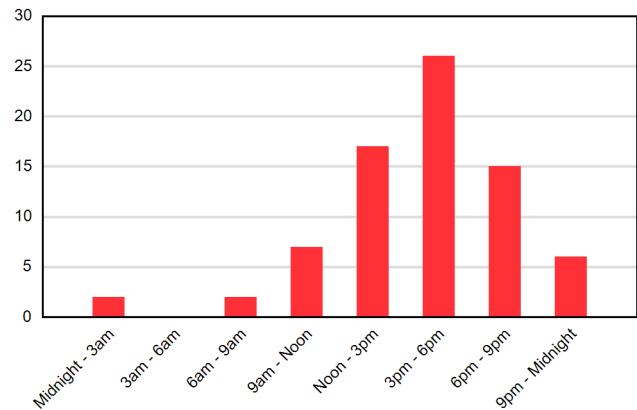
Functional Class = Urban -- Major Collector

Year	2017	2018	2019	2020	Total
Rear End	5	15	14	3	37
Angle	10	4	7	0	21
Sideswipe	2	1	1	4	8
Head On	0	0	0	0	0
Run Off Road	0	1	1	1	3
Animal	0	0	0	0	0
Bicycle	0	0	0	0	0
Pedestrian	0	1	0	0	1
Other	1	2	1	1	5
	18	24	24	9	75

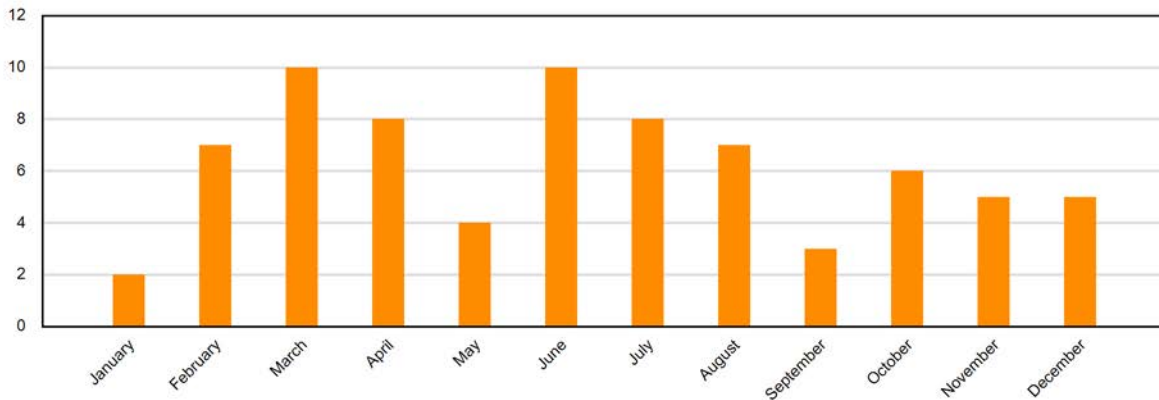
Day of the Week



Time of Day



Month of the Year



Section Crashes

MPT 0.000 to 0.100 (Stack #1)

Total Crashes: 12 Light: 7 Dark: 5 Dry: 11 Wet: 1 Fatalities: 0 Injuries: 2 PDO: 10

1	17574847	0.000	INJ2	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	17667324	0.000	INJ1	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
3	18561189	0.002	INJ0	DARK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
4	18572234	0.082	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
5	18576212	0.000	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
6	18594999	0.054	INJ0	DAY	DRY	EQUIPMENT	NO COLLISION W/MV
7	18667202	0.001	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
8	19529046	0.041	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
9	19600573	0.020	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
10	19658303	0.029	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
11	19670556	0.000	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
12	19682740	0.003	INJ0	DUSK	WET	MOTOR VEHICLE (STOPPED)	REAR END

MPT 0.100 to 0.200 (Stack #2)

Total Crashes: 2 Light: 1 Dark: 1 Dry: 1 Wet: 1 Fatalities: 0 Injuries: 0 PDO: 2

1	18531962	0.191	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
2	19511224	0.152	INJ0	DARK	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.200 to 0.300 (Stack #3)

Total Crashes: 2 Light: 1 Dark: 1 Dry: 2 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 2

1	17607690	0.210	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	BACKED INTO
2	19525753	0.297	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END

MPT 0.300 to 0.400 (Stack #4)

Total Crashes: 2 Light: 1 Dark: 1 Dry: 1 Wet: 1 Fatalities: 0 Injuries: 0 PDO: 2

1	19644933	0.327	INJ0	DUSK	WET	OVERTURN/ROLLOVER	NO COLLISION W/MV
2	20509546	0.330	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

MPT 0.400 to 0.500 (Stack #5)

Total Crashes: 11 Light: 9 Dark: 2 Dry: 8 Wet: 3 Fatalities: 0 Injuries: 1 PDO: 10

1	17525321	0.436	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	18565792	0.419	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	18579977	0.436	INJ0	DARK	WET	MOTOR VEHICLE (STOPPED)	REAR END
4	18610784	0.429	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

Section Crashes

5	18610787	0.427	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
6	18651326	0.442	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
7	19525193	0.435	INJ0	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
8	19549058	0.435	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
9	19602763	0.423	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
10	19681988	0.436	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
11	20511597	0.410	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME

MPT 0.500 to 0.600 (Stack #6)

Total Crashes: 3 Light: 2 Dark: 1 Dry: 3 Wet: 0 Fatalities: 0 Injuries: 0 PDO: 3

1	18561277	0.524	INJ0	DARK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
2	18583891	0.578	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	19542038	0.589	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

MPT 0.600 to 0.700 (Stack #7)

Total Crashes: 9 Light: 5 Dark: 4 Dry: 7 Wet: 2 Fatalities: 0 Injuries: 2 PDO: 7

1	17607248	0.688	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	17665592	0.685	INJ1	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
3	19508494	0.695	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
4	19515323	0.686	INJ1	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
5	19602762	0.634	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
6	19630583	0.689	INJ0	DUSK	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
7	20509725	0.675	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
8	20519185	0.671	INJ0	DUSK	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
9	20551414	0.698	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME

MPT 0.700 to 0.800 (Stack #8)

Total Crashes: 6 Light: 5 Dark: 1 Dry: 6 Wet: 0 Fatalities: 0 Injuries: 1 PDO: 5

1	17535934	0.748	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
2	18536556	0.767	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
3	18574937	0.795	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	BACKED INTO
4	18621169	0.788	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
5	19605451	0.750	INJ1	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
6	20518319	0.768	INJ0	DARK	DRY	EQUIPMENT FAILURE	NO COLLISION W/MV

MPT 0.800 to 0.860 (Stack #9)

Total Crashes: 28 Light: 22 Dark: 6 Dry: 21 Wet: 7 Fatalities: 0 Injuries: 5 PDO: 23

1	17514760	0.850	INJ0	DUSK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
---	----------	-------	------	------	-----	-------------------------	----------

Section Crashes

2	17519664	0.850	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
3	17535851	0.839	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
4	17540853	0.850	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
5	17544612	0.850	INJ1	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
6	17546752	0.818	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
7	17574175	0.850	INJ1	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
8	17587601	0.850	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
9	17605237	0.850	INJ1	DAY	WET	MOTOR VEHICLE (STOPPED)	REAR END
10	17654576	0.813	INJ2	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
11	17669601	0.850	INJ1	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
12	18545351	0.832	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
13	18590526	0.802	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
14	18604312	0.841	INJ0	DARK	DRY	PEDESTRIAN	NO COLLISION W/MV
15	18605854	0.838	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
16	18651092	0.824	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
17	18653519	0.844	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	BACKED INTO
18	18667050	0.805	INJ0	DARK	DRY	MOTOR VEHICLE (STOPPED)	REAR END
19	18686659	0.818	INJ0	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	REAR END
20	19531238	0.860	INJ0	DARK	DRY	MOTOR VEHICLE (IN TRANSPORT)	ANGLE
21	19586563	0.840	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	REAR END
22	19587842	0.845	INJ0	DAY	DRY	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
23	19590574	0.842	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
24	19624106	0.847	INJ0	DAY	WET	MOTOR VEHICLE (STOPPED)	BACKED INTO
25	19641909	0.805	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END
26	20517881	0.806	INJ0	DAY	WET	MOTOR VEHICLE (IN TRANSPORT)	SIDESWIPE SAME
27	20530411	0.834	INJ0	DARK	WET	MOTOR VEHICLE (STOPPED)	BACKED INTO
28	20533438	0.845	INJ0	DAY	DRY	MOTOR VEHICLE (STOPPED)	REAR END

Project-Specific EB Method Summary Results** (Only through intersection of Radio Dr. at Woody Jones Blvd.)			
Crash severity level	N observed (Crashes / Year)	N predicted (Crashes / Year)	N expected (Crashes / Year)
Total	22.1	25.5	24.2
Fatal and injury (FI)	4.0	7.9	7.8
Property damage only (PDO)	18.1	17.6	16.4

Transit Data

From: [Ethan Brown](#)
To: [McCall, Betsy D](#)
Cc: [Shawn Brashear](#); [Nickolas Ammons](#); [Pearson, E. Jerome](#); [Porter, Erin P.](#)
Subject: Feasibility Report Follow Up
Date: Thursday, July 22, 2021 3:57:22 PM
Attachments: [image001.png](#)

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Betsy,

As you requested at our last feasibility report meeting, I checked our LRTP to see if any of the projects fell into an area that was designated a bike or ped route. The only one that falls into this category is Radio Drive. The section of Radio Dr. that runs from David H. McLeod to the I-95 Bridge is a designated bike route. The LRTP recommends that this section of road include a signed route. I do not believe the Rail Trail will affect any of the areas where these projects will be occurring, but Martin Fox at the City would probably be able to provide more insight on that. Please let me know if any further information is needed.

Thanks,

W. Ethan Brown

Florence County Planning

Planner II

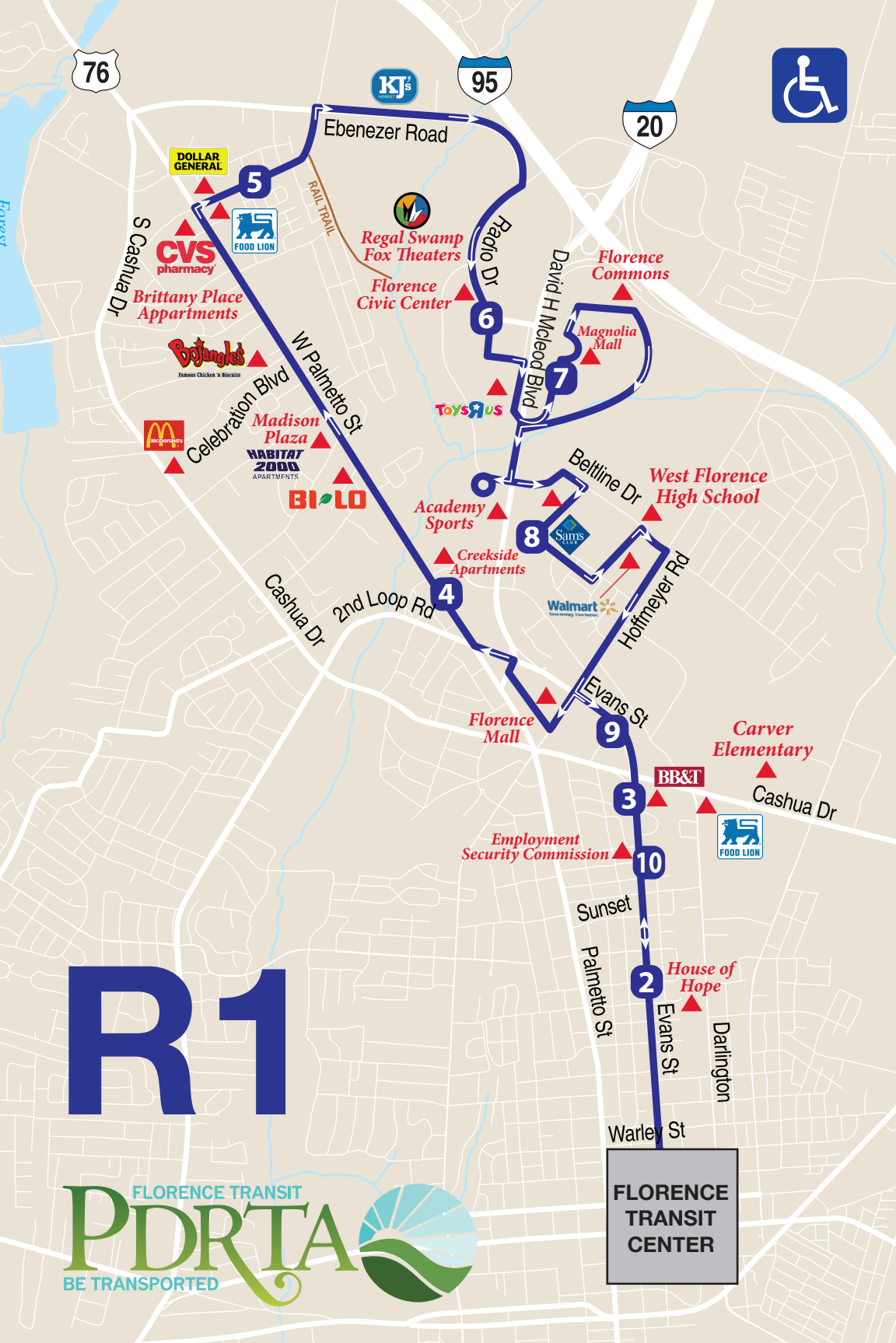
518 South Irby Street

Florence, SC 29501

Office: 843.676.8600

Direct: 843.656.1503





Route 1 West

1	2	3	4	5	6	7	8	9	10	1
Florence Transit Center	Federal Building	BB&T Evans	Palmetto and Bintree	Old Ebenezer Road	Florence Civic Center	Magnolia Mall Food Court	Sam's Club Super Walmart	K-Mart	Employ. Security Comm.	Florence Transit Center

Connecting you to work and play!

6:00	6:02	6:10	6:15	6:18	6:22	6:28	6:35	6:39	6:41	6:50
7:00	7:02	7:10	7:15	7:18	7:22	7:28	7:35	7:39	7:41	7:50
8:00	8:02	8:10	8:15	8:18	8:22	8:28	8:35	8:39	8:41	8:50
9:00	9:02	9:10	9:15	9:18	9:22	9:28	9:35	9:39	9:41	9:50
10:00	10:02	10:10	10:15	10:18	10:22	10:28	10:35	10:39	10:41	10:50
11:00	11:02	11:10	11:15	11:18	11:22	11:28	11:35	11:39	11:41	11:50
12:00	12:02	12:10	12:15	12:18	12:22	12:28	12:35	12:39	12:41	12:50
1:00	1:02	1:10	1:15	1:18	1:22	1:28	1:35	1:39	1:41	1:50
2:00	2:02	2:10	2:15	2:18	2:22	2:28	2:35	2:39	2:41	2:50
3:00	3:02	3:10	3:15	3:18	3:22	3:28	3:35	3:39	3:41	3:50
4:00	4:02	4:10	4:15	4:18	4:22	4:28	4:35	4:39	4:41	4:50
5:00	5:02	5:10	5:15	5:18	5:22	5:28	5:35	5:39	5:41	5:50

FARES • FULL FARE \$1.50 • HALF FARE \$0.75

Senior citizens age 65+, persons with disabilities, Veterans w/ID and Medicare card holders ride half fare. Children under 42 inches ride for free, children above 42 inches tall ride for regular fare. FDTC semester passes accepted, discounted and available for purchase at the book store. FMU Students, Faculty and Staff ride free with current FMU ID.

SERVICE HOURS

Monday thru Friday: 6am-6pm • Saturday: 8am-11am • 1pm-4pm

For more information please call (843) 665-2227 or visit us at www.PDRTA.org

We offer ADA Complementary Para Transit services for passengers that cannot access the fixed route system and reside within 3/4 of a mile from the fixed route. For more information or an application, contact PDRTA at (843) 665-2227.



FINKLEA LAW FIRM
ATTORNEYS AND COUNSELORS AT LAW

814 West Evans Street | (843) 317-4900 | FinkleaLaw.com

Sponsor Data



South Carolina Department of Transportation

PLANNING & SPONSOR INFORMATION REQUEST FOR FEASIBILITY REPORT

**PROJECT: Radio Dr./Ebenezer Road Widening
From David McLeod Blvd. to Hoffmeyer Rd**

County: Florence

Prepared by the South Carolina Department of Transportation
Office of Planning
SCDOT Project I.D. No. P040197
Date: 11/3/20



FR Preliminary Sponsor and Planning Information Request Instructions:

- *Sponsor to fill out pages 2-6, all boxes highlighted in yellow, attach any additional information in PDF format*
- *SCDOT will insert project mapping/aerials and ITMS information on pages 7+*

Preliminary Problem:

Congestion

Preliminary Purpose and Need:

To reduce congestion and improve flow of traffic of corridor while improving safety.

Financial Plan / Funding Source:

FLATS guideshare funding. Project cost estimate and schedule to be reviewed after feasibility review to determine project financial feasibility. Three other projects will also be reviewed for funding feasibility by FLATS guideshare funding.

Project Ranking / Inclusion in Documents:

FLATS 2040 Long Range Transportation Plan							
2023-2030 PROJECTS							
ID	Project Description	Existing Lanes	Future Lanes	Length	Project Cost (2018 \$)	Weighted Score	Project Cost (2026 \$)
4	S Irby Street & Second Loop Road/Pamplico Highway Intersection Improvements	n/a	n/a		\$3,500,000	6.43	\$4,790,000
FL_12	David H. McLeod Boulevard Operational Improvements	4	4	0.68	\$3,734,000	5.32	\$5,110,000
FL_09	I-95 NB Ramp to Woody Jones Boulevard						
	Radio Drive/Ebenezer Road Widening	2	4	1.41	\$9,166,000	4.72	\$12,544,000
	David H. McLeod Boulevard to Hoffmeyer Road						
FL_08	Holly Circle Widening	2	4	0.22	\$1,430,000	4.47	\$1,957,000
	Palmetto Street (US 76) to Second Loop Road						

Limited List of Items to Investigate:

Utilizing as much of newly installed improvements on Radio Drive at David McLeod.
Widening of bridges over I-95 and I-20 vs. replacing.
Utility relocation costs.

Sponsor Information Request: Fill out boxes in yellow

Fill out all roadways, types and number impacted by project

Roadway Type	Roadway Number	Roadway Name
<i>S, SC, US, Interstate</i>	<i>100</i>	<i>Road Name</i>
US	US 20 Spur	David McLeod Blvd
S	S-112	Ebenezer Road
S	S-1060	Radio Drive
S	S-13	Hoffmeyer Rd

Corridor Information: Fill out boxes in yellow

Fill out pertinent corridor information

Corridor Information	Examples	Sponsor Information
Nearby Projects	<i>Planned gas station, big box stores, strip malls, housing developments, manufacturing</i>	
Corridor Characteristics	<i>Recent traffic signals, widening, paving, traffic calming, intersection improvements, congestion, master plan, safety issues</i>	Operation improvements made by City of Florence on Radio Drive from David McLeod Blvd to Woody Jones
Adjacent Projects	<i>Widening, intersection improvements, signals that are not on the mainline but could affect traffic flow</i>	David McLeod Blvd feasibility review also ongoing.
Other	<i>Adaptive signal plans, concerns from the public, regional plans</i>	Civic Center is on this road and can generate a lot of traffic during events.

Project Goals: Fill out boxes in yellow

What do you want to see accomplished by this project?

Widening of roadway to improvement traffic flow.

Project History: *Information from recent public comments, political concerns, project ranking, previous roadway studies or designs, if attached please note here*

Feasibility review of David Mcleod also being done. Civic center can produce traffic during non-traditional peak times. City of Florence made operational improvements recently to area of Radio Drive near David McLeod Blvd.

Project Background: *CMP Process Results, Issues trying to develop this project in the past, any other improvements to help the issues on the roadway(s)*

Commitments: *Politicians, Public, Developers, Businesses, Property Owners*

3 – 7 month timeline for feasibility study results.

Traffic Demand Information: Fill out boxes in yellow

Existing Year: *(The year associated with traffic data below)*

2019

Provide any additional information as PDF attachment, copy tables as needed for additional roadways

Roadway Number/Name:	S-1060 W Radio DR
Volume (ADT)	11,100
% Truck Volume	2.46
Turning Movement Counts Attached (Yes or No)	NO
Free Flow Speed, MPH	
Travel Time, seconds	
AM Peak Period Delay, seconds	
PM Peak Period Delay, seconds	
Existing Level of Service (LOS)	

Roadway Number/Name:	S-112 North Ebenezer Road
Volume (ADT)	6700
% Truck Volume	3.34
Turning Movement Counts Attached (Yes or No)	NO
Free Flow Speed, MPH	
Travel Time, seconds	
AM Peak Period Delay, seconds	
PM Peak Period Delay, seconds	
Existing Level of Service (LOS)	

Roadway Number/Name:	US-20 Spur David McLeod Blvd.
Volume (ADT)	17,700
% Truck Volume	4.64

Turning Movement Counts Attached (Yes or No)	NO
Free Flow Speed, MPH	
Travel Time, seconds	
AM Peak Period Delay, seconds	
PM Peak Period Delay, seconds	
Existing Level of Service (LOS)	

Traffic Demand Information: Fill out boxes in yellow
Future Year: (The year associated with traffic data below)

20--

Roadway Number/Name:	
Future Volume (ADT)	
Future LOS	

Roadway Number/Name:	
Future Volume (ADT)	
Future LOS	

Roadway Number/Name:	
Future Volume (ADT)	
Future LOS	

Project Enhancements: Fill out boxes in yellow

Mark yes or no in enhancement box if the non-standard enhancements are requested and give details of the requests, if plans already exist, provide them as PDF attachment

Enhancement (Yes or No)	Description	Non-Standard Request Details
Yes	Lighting	Lighting on portion of roadway now. Will have to coordinate with City of details.
???	Mast Arms	Will have to coordinate with City to see if they want.
	Pedestrian Poles	
	Coatings	
	Fencing	
Yes	Pedestrian Facilities	Sidewalks on part of corridor now.
	Shoulder Width	
	Sidewalk Facade	
	Design Exception	
	Other	

GIS Data: Fill out boxes in yellow



Begin Linear Referencing System (LRS)	Roadway Name/Number	End Linear Referencing System (LRS)

Begin Mile Marker	Roadway Name/Number	End Mile Marker
4.111	S-112 N Ebenezer Road	5.797
0.00	S-1060 W Radio Drive	0.870



Figure 1. Overall Location Map



Figure 2. Intersection of N. Ebenezer and Hoffmeyer



Figure 3. N. Ebenezer Road



Figure 4. Merioneth Road and N. Ebenezer Intersection



Figure 5. Balbec Drive and N. Ebenezer Intersection



Figure 6. Japonica Lane and N. Ebenezer Intersection



Figure 7. Beechwood Road and N. Ebenezer Intersection



Figure 8. N. Ebenezer Road



Figure 9. Colony Lane and N. Ebenezer Intersection



Figure 10. N. Ebenezer Road and 5 Star Way



Figure 11. N. Ebenezer Road and Westfield Drive

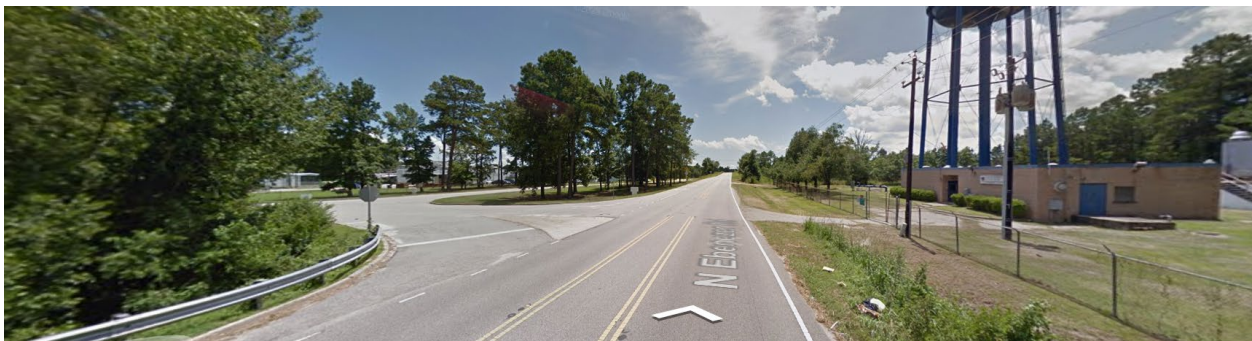


Figure 12. N. Ebenezer Road and 5 Star Way



Figure 13. N. Ebenezer / S. Ebenezer



Figure 14. S. Ebenezer Bridge Overpass I-95

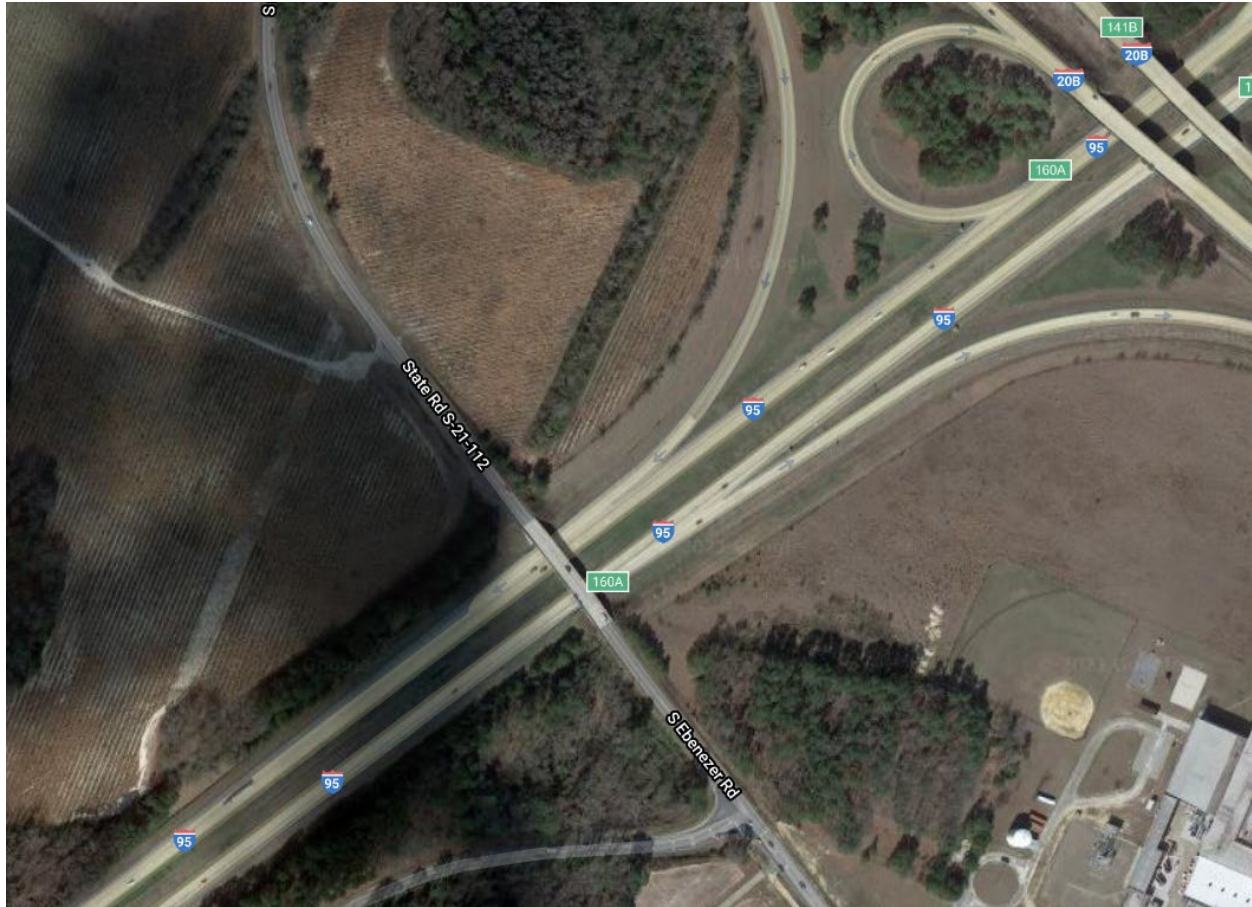


Figure 15. S. Ebenezer Road / I-95 Bridge Crossings



Figure 16. S. Ebenezer Road / I-95 Bridge Overpass



Figure 17. South Ebenezer Road and W. Radio Drive



Figure 18. S. Ebenezer & S. Ebenezer Intersection & W. Radio Drive



Figure 19. W. Radio Drive and Woody Jones Blvd



Figure 20. W. Radio Drive and Hospitality Blvd.



Figure 21. W. Radio Drive and David H. McLeod Blvd.