



Public Information Meeting

SC 183 (Farrs Bridge Road) @ S-95 (Jameson Road) Intersection Improvement

Welcome!

Welcome to the Public Information Meeting for SC 183 @ S-95 Intersection Improvement Project Pickens County, SC

Dacusville Community Center
Tuesday, January 24, 2017
5:00-7:00 PM

Sign In

View Exhibits

Ask Questions

Provide Comments

The South Carolina Department of Transportation (SCDOT) welcomes you to the Public Information Meeting for the intersection improvement at SC 183 (Farrs Bridge Road) @ S-95 (Jameson Road.). The design of the proposed improvements is available for viewing on the visual displays at your convenience. Members of SCDOT engineering and right-of-way staff are available to answer questions.

MEETING PURPOSE

The purpose of this meeting is to gather feedback from the public as well as inform the community about roundabouts and the proposed design for the intersection. Public involvement is an integral part of the project development process, so we appreciate your attendance at this meeting and encourage your feedback.

PROJECT PURPOSE

The purpose of the project is to improve the safety of the intersection by reducing the frequency and severity of crashes and decreasing the potential for future crashes.

EXISTING INTERSECTION

The existing intersection consists of two-way stop control at the intersection of Jameson Road with Farrs Bridge Road. Old Dacusville Road approaches the intersection at a skew, offset approximately 300-ft to the east.

PROPOSED INTERSECTION

The proposed intersection converts the existing two-way stop control intersection with skewed offset approach to a modern roundabout in an effort to improve safety and operation with minimal right-of-way impacts.

PROJECT FUNDING

The project will be funded through the Greenville-Pickens Area Transportation Study (GPATS). The project budget is approximately \$2,260,000.00.

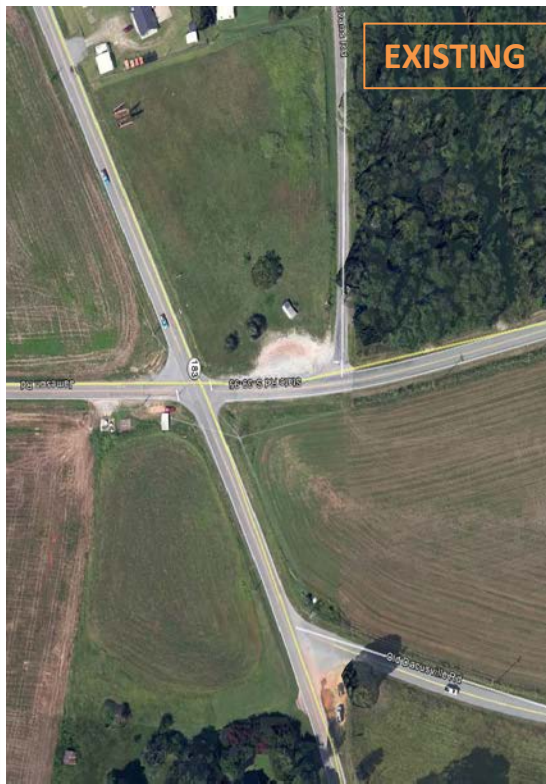
CRASH DATA (01/01/08 – 06/30/16)

- 41 total crashes reported
- 16 crashes resulted in personal injuries
- 19 crashes were of the right-angle, the most severe type crash

SCDOT SAFETY OFFICE STATISTICS FOR ROUNDABOUTS

The following are statistics from converting intersections to roundabouts in South Carolina. Many roundabouts have been completed across the state, resulting in the following crash reduction percentages:

- 74% reduction in total crashes
- 68% reduction in injury crashes
- 100% reduction in fatal crashes



The South
Carolina
Department of
Transportation
appreciates your
participation!

CONTACT INFORMATION

SCDOT, in partnership with the Federal Highway Administration and the Greenville-Pickens Area Transportation Study (GPATS), is the contact organization for the development of this project:

Mr. Tommy Elrod, P.E.
SCDOT Program Manager
252 S. Pleasantburg Drive
Greenville, SC 29607
864-239-6098
ElrodJT@scdot.org

REQUESTED FEEDBACK

If you would like to submit written comments about the project, you may do so as follows:

1. Complete a comment form and deposit it in the comment box, located in this meeting room.
2. Mail or e-mail your comments using the contact information provided above.

All comments received will be made part of an official public meeting file, which will be available for review, along with the displays and public meeting handout, in the SCDOT Greenville District Office at 252 S. Pleasantburg Drive in Greenville, SC. Information presented at this meeting as well as the comment form will also be available online, via SCDOT's website at http://www.scdot.org/inside/public_hearings.aspx. Although you will not receive a formal written response to your comments, please know the SCDOT values your feedback and appreciates your participation.

Comments should be submitted no later than February 8, 2017.

Please share this information with any interested persons unable to attend today.

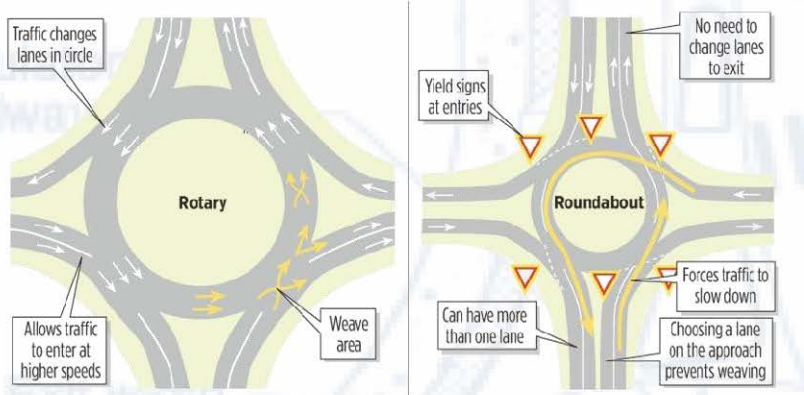
Anticipated
Schedule

Right-Of-Way
Acquisition
2017

Construction
Letting
2018 - 2019

Roundabout Benefits

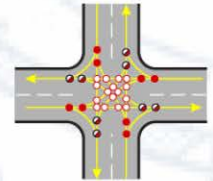
“Rotary” Type Intersections vs. Modern Roundabouts



- Modern roundabouts are smaller and impact less of the surrounding area.
- Modern roundabouts are designed for slower entry, circulating, and exit speeds
- Approach traffic on modern roundabouts always yields to circulatory traffic
- Modern roundabouts are designed with raised splitter islands to slow and deflect traffic prior to entry
- Modern roundabouts facilitate safer pedestrian crossings

Modern Roundabouts vs. Traffic Signals at Intersections

- While installing a traffic signal is effective in some cases, roundabouts are safer because they eliminate many conflict points and only have right-in and right-out movements.
- Installing a traffic signal can sometimes increase crashes because more vehicles are coming to a stop.
- Roundabouts reduce delay and improve traffic flow
- Installing a traffic signal at the wrong location can cause undue delay and driver frustration.
- While the initial cost of a roundabout can be higher, the total cost over the life of the project is similar to that of a traffic signal when power and maintenance costs are figured in.
- Typically less right-of-way is needed for a roundabout.
- Roundabouts are more aesthetically pleasing and can provide numerous landscaping options.
- Vehicles must yield at roundabouts but are not required to stop if the roundabout is clear. This leads to fewer vehicles while stopped at an intersection.



A comparison of conflict points:
A four-way intersection vs. a modern roundabout



Safety

- When implementing a roundabout, national stats show an expected decrease in total crashes of 35%, a decrease in injury crashes by 76%, and a decrease in fatal crashes by 89%
- To date in South Carolina, the SCDOT Safety Office has constructed 16 roundabouts, 9 of which have before and after crash data available. There has been a decrease in total crashes by 74%, a decrease in injury crashes by 68%, and a decrease in fatal crashes by 100%.
- Roundabouts force drivers to slow down to speeds of 15-20 mph, so crashes that do occur are usually minor.
- Roundabouts promote a continuous flow of traffic.

Pedestrian & Bicycles

- Splitter islands provide a safe refuge area for pedestrians, so that they only need to cross one direction of traffic at a time.
- Crossing distances are short, and traffic speeds are lower than at traditional intersections.
- Bicycles can ride along with traffic in a roundabout and easily make any maneuver a vehicle can.

Large & Emergency Vehicles

- Large vehicles can navigate a roundabout through the use of a raised concrete truck apron. The truck's cab stays on the asphalt circulatory roadway, and the trailer can ride on the apron.
- All emergency vehicles can easily navigate a roundabout.