

Public Meeting – August 27, 2008

Folly Road/Camp Road Intersection Improvements

Charleston County, SC

General Information regarding the RoadWise Program

In November of 2004, the citizens of Charleston County voted to enact a half-cent sales tax to be used for the purposes of transportation improvements, greenbelt facilities, and mass transit. Collection of the tax began in May 2005 and continues for 25 years or until \$1.3 billion is collected. In November 2006, the voters of Charleston County authorized the county to issue an additional \$205 million in bonds. The Folly/Camp Road Intersection is one of the six projects that may be funded by the additional bonds.

Folly/Camp Intersection Improvements Project Description:

This project consists of intersection improvements along Folly Road (SC 171) south of its intersection with the James Island Connector (SC 30). The intersections to be analyzed for improvements are: Folly Road and Camp Road, Folly Road and Eugene Gibbs/River Point Row, and Folly Road and Oak Point/Ellis Oak Avenue. This project will also include analyzing and developing solutions for a few drainage issues which have been identified within the project limits.

Overview of Prior Design Alternates:

Charleston County Roadwise has previously presented three proposed alternatives to alleviate the traffic congestion at the Folly Road/ Camp Road Intersection. As a result of the comments received from the previous public meetings, we have developed an additional alternate that minimizes the tree impacts while maintaining the functionality of the intersection. All of the prior alternates presented at the May 14th public meeting share the following characteristics:

- Dual left turn lanes on Southbound Folly Road
- Exclusive right turn lane on Northbound and Southbound Folly Road
- Bicycle lanes on both sides of Folly Road
- Exclusive left turn lanes on Eastbound and Westbound Camp Road
- Exclusive right turn lanes on Westbound Camp Road
- Dual receiving lanes on Camp Road ending at Bradford Ave.
- Exclusive left turn lane on Eugene Gibbs Street
- Exclusive left and right turn lane on River Point Row
- Realigning both Eugene Gibbs and River Point Row to allow the through lanes to line up with each other across Folly Road

Overview of Proposed Design Alternate:

Alternate 5 retains the above mentioned characteristics with a few changes to reduce the number of tree impacts.

- 11 foot travel lanes will be utilized instead of the traditional 12 foot lanes.
- Sidewalks will meander through the trees instead of being placed directly behind the curb and gutter.
- The new design of Camp Road will include curves to avoid trees, because of this, the speed limit on Camp Road will be reduced to 30 mph in the project limits.
- A drainage design will be used that places most of the drainage underneath the roadway instead of being behind the curb and gutter.

These changes have been included to create the least amount of tree impacts while maintaining the benefits that this project will provide to the traffic flow through this intersection.

Roadway Drainage Study

This project will include a drainage study to analyze the specified areas and develop solutions for each area. A few of the areas to be analyzed include the ponding water issue located within the Folly Road/Camp Road intersection and the flooding issue located between Folly Road and West Madison Avenue.

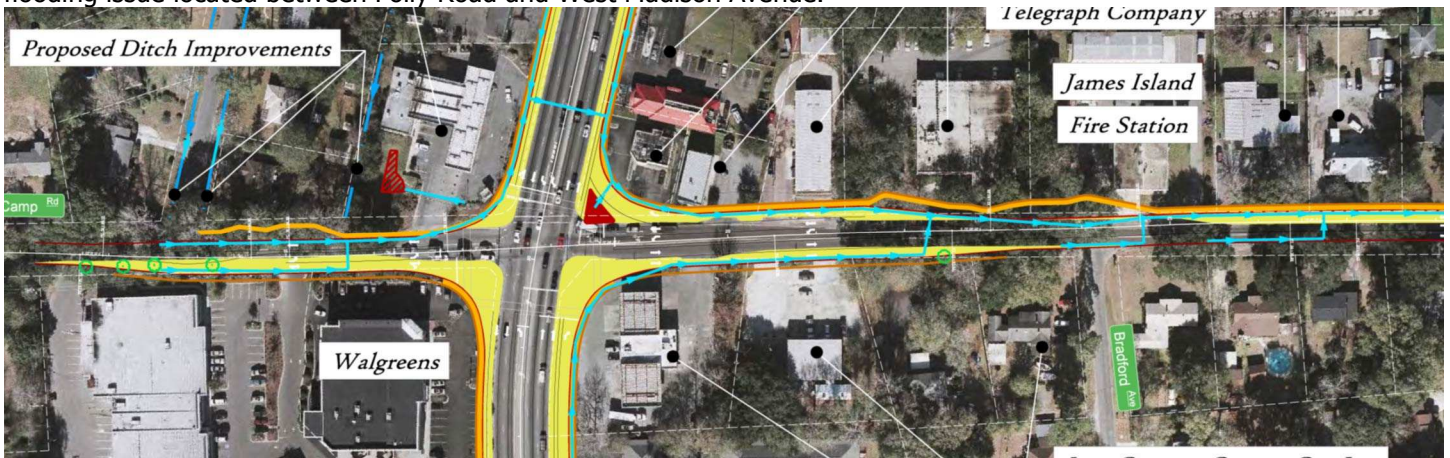


Figure 1: Alternate 5

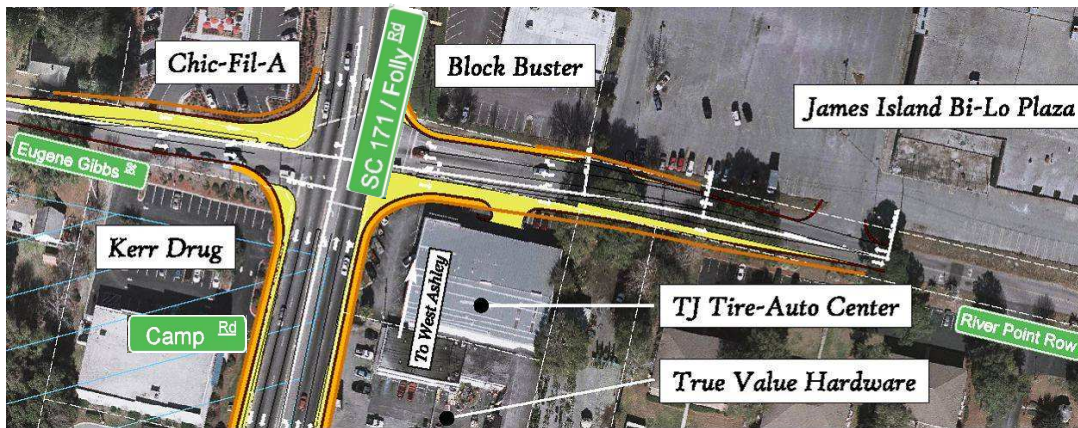


Figure 2: Folly Road/ Eugene Gibbs Street/ River Point Row Intersection

Table 1: Comparison of Alternate Impacts

Alternate	# OF PROPERTIES IMPACTED	# OF GRAND TREES IMPACTED
ALT 1	47	41
ALT 2	41	28
ALT 3	0	0
ALT 4	48	30
ALT 5	39	5