

# PUBLIC INFORMATION MEETING



**Tuesday, May 14, 2024**

**4 p.m. to 7 p.m.**

Saint John's Episcopal Church – Walton Hall  
3673 Maybank Highway  
Johns Island, SC 29455

**Charleston County is pleased to have you attend this public information meeting for Main Road Corridor Segment C: Bohicket Road from Maybank Highway to Betsy Kerrison Parkway. This meeting presents the Recommended Preferred Alternative.**

In October 2020, Charleston County introduced multiple preliminary alternatives for Main Road Corridor Segment C. Charleston County initially identified five alternatives that met the purpose and need of the project and presented these preliminary alternatives at an Online Public Information Meeting in October–December 2020. During the public comment period, the public showed a desire for an in-person meeting and the County agreed to hold a second meeting once COVID-19 restrictions were lifted. Since that online meeting, the project team further analyzed the alternatives, while incorporating public and stakeholder input. Three additional alternatives were identified (Alternatives 1a, 6, and 7), and Alternatives 2 and 5 were eliminated from further consideration due to extensive impacts.

A second public information meeting was held in person on April 28 and May 12, 2022, where six reasonable alternatives were presented for public comment (Alternatives 1, 1a, 3, 4, 6, and 7). All six alternatives met the purpose and need of the project and had varying impacts on the natural and human environments. Public involvement has continued since the second public meeting. During this time, Alternatives 1, 3, 4, and 7 were removed from consideration due to further analysis, and a new Alternative 8 was developed based on public/stakeholder/elected official input, which is a combination of Alternatives 1a and 6.

The project team has further analyzed the three alternatives (1a, 6, and 8), while incorporating public input. Charleston County has identified the Recommended Preferred Alternative for the public's consideration.

**View the Public Information Meeting online at: [MainRoadCorridor.com/Segment-C/vpim3](https://MainRoadCorridor.com/Segment-C/vpim3)**

## PROJECT PURPOSE

The purpose of the project is to enhance traffic operations by reducing existing traffic congestion along the Main Road corridor while accommodating future traffic needs.

**The primary purpose of the project is to:**

- Reduce congestion
- Increase capacity on Main Road/Bohicket Road from Maybank Highway to Betsy Kerrison Parkway

**The secondary purpose of the project is to:**

- Provide opportunities for bicyclists and pedestrians to safely travel throughout the project area.

**The purpose of this meeting is to provide the local community, concerned citizens, and project stakeholders an opportunity to review and comment on the Recommended Preferred Alternative.**

The project team invites you to review the Recommended Preferred Alternative and provide input to Charleston County by submitting comments via the project website (below) or in person during the public information meeting on May 14, 2024.

**Comments will be accepted from May 14, 2024, through June 14, 2024.**

## SEGMENT C PROJECT BACKGROUND AND STATUS



### PROJECT BACKGROUND

Charleston County identified funding to improve Main Road in the 2016 Transportation Sales Tax ordinance. At that time, the ordinance listed the project as the US 17 at Main Road flyover and widening Main Road from Bees Ferry Road to Betsy Kerrison Parkway. To expedite improvements, the County has separated the project into three segments.

Segment C, the focus of this handout, begins at the intersection of Bohicket Road and Maybank Highway and extends to Betsy Kerrison Parkway. The project team studied several options for the segment, including improving Bohicket, Plow Ground, and River Roads, improving intersections, and constructing a new road across the island.



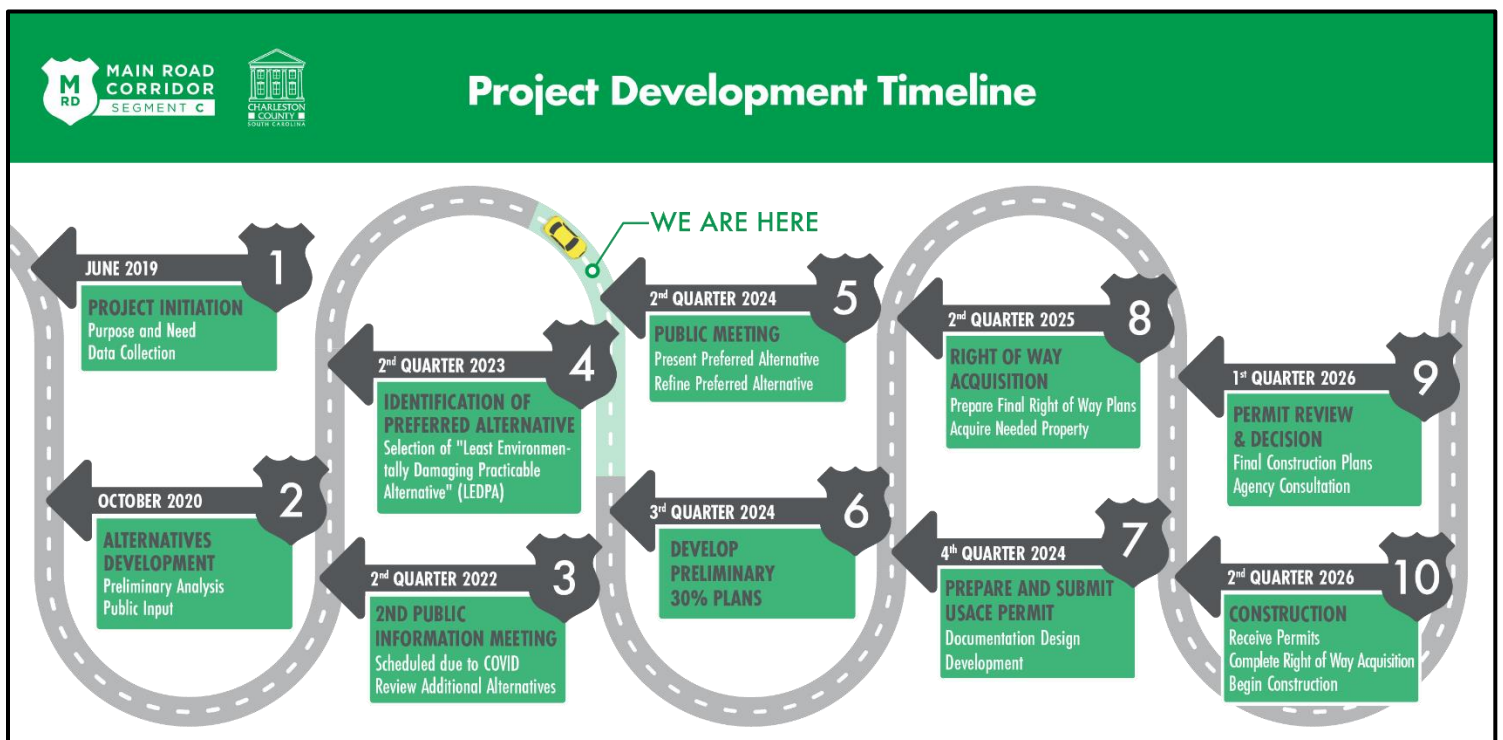
### CURRENT STATUS

Charleston County is presenting the Recommended Preferred Alternative for public comment.



### PROJECT DEVELOPMENT AND SCHEDULE

Additional design refinement will be completed in 2024 after the comment period has closed and all comments have been analyzed and responded to. Right-of-way plans will be developed for the preferred alternative once the right-of-way acquisition process starts, as shown in the timeline below.





## SEGMENT C ALTERNATIVES CONSIDERED

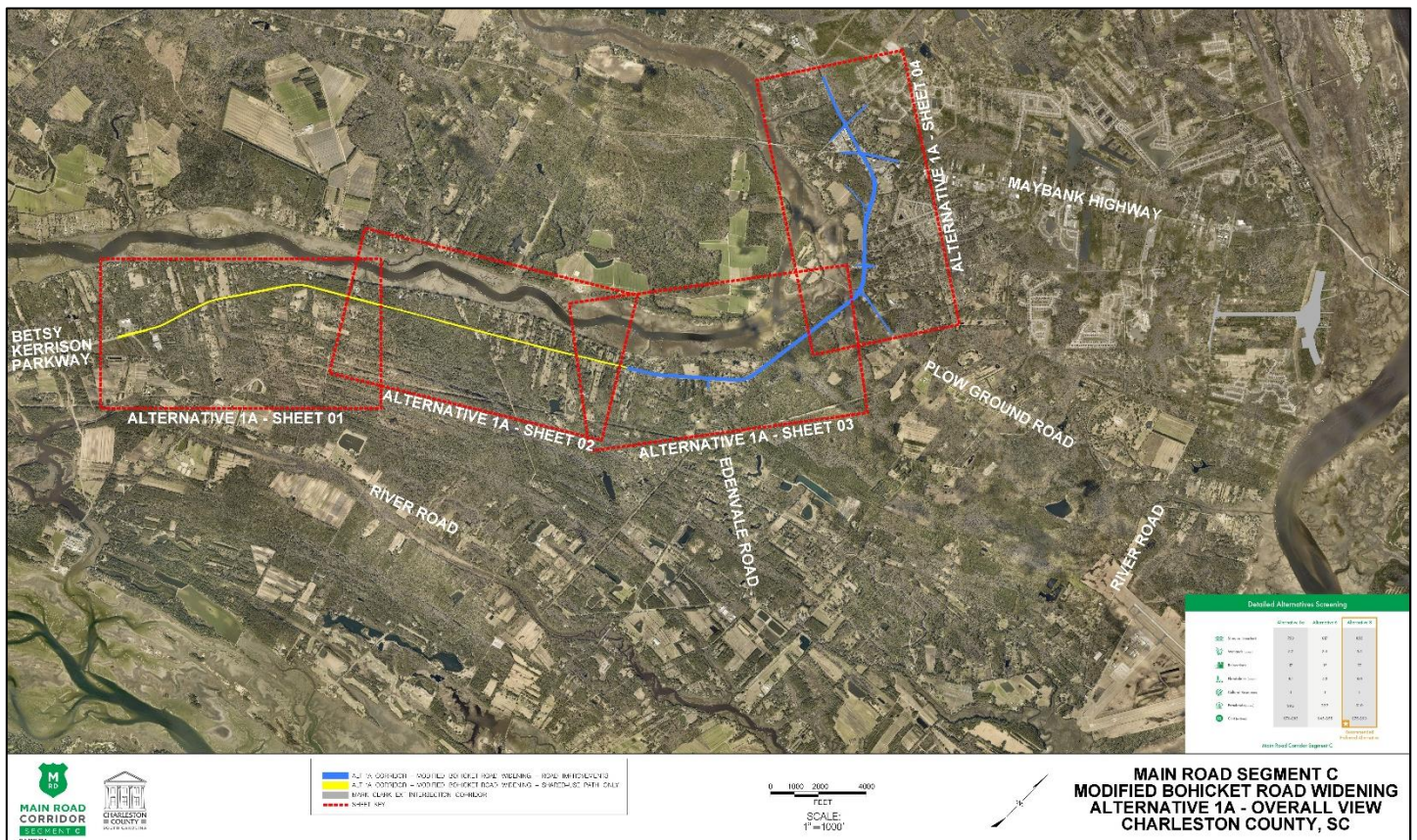
### Alternatives for Bohicket Road Improvements – Maybank Highway to Betsy Kerrison Parkway

**Alternative 1a** was developed to reduce impacts to grand trees along the southern section of Bohicket Road compared to Alternative 1—which was presented in the 2020 public meeting—because tree impacts were of significant interest during the first public information meeting. Alternative 1a includes a multiuse path for the entirety, and the southern terminus for road improvements is shortened. Alternative 1a includes widening Bohicket Road from Edenvale Road to Brownswood Road. This alternative includes sections of a 4-lane divided roadway with a center left-turn lane to minimize impacts to grand trees. Some sections include a 5-lane roadway with a center turn lane to minimize impacts to residents in the more densely populated area of Bohicket Road. This alternative includes intersection improvements at Edenvale Road, Plow Ground Road, Maybank Highway, and Brownswood Road, and includes a multiuse path from Betsy Kerrison Parkway to Maybank Highway.

#### ALTERNATIVE 1A

##### Modified Bohicket Road Widening

|                                   |               |
|-----------------------------------|---------------|
| Wetland Impacts (Acres).....      | 5.7           |
| Stream Impacts (Linear Feet)..... | 753           |
| Potential Relocation.....         | 17            |
| Floodplain Impacts (Acres) .....  | 8.1           |
| Farmlands of Statewide            |               |
| Significances (Acres).....        | 29.5          |
| Cost .....                        | (\$70M-\$85M) |





## SEGMENT C ALTERNATIVES CONSIDERED

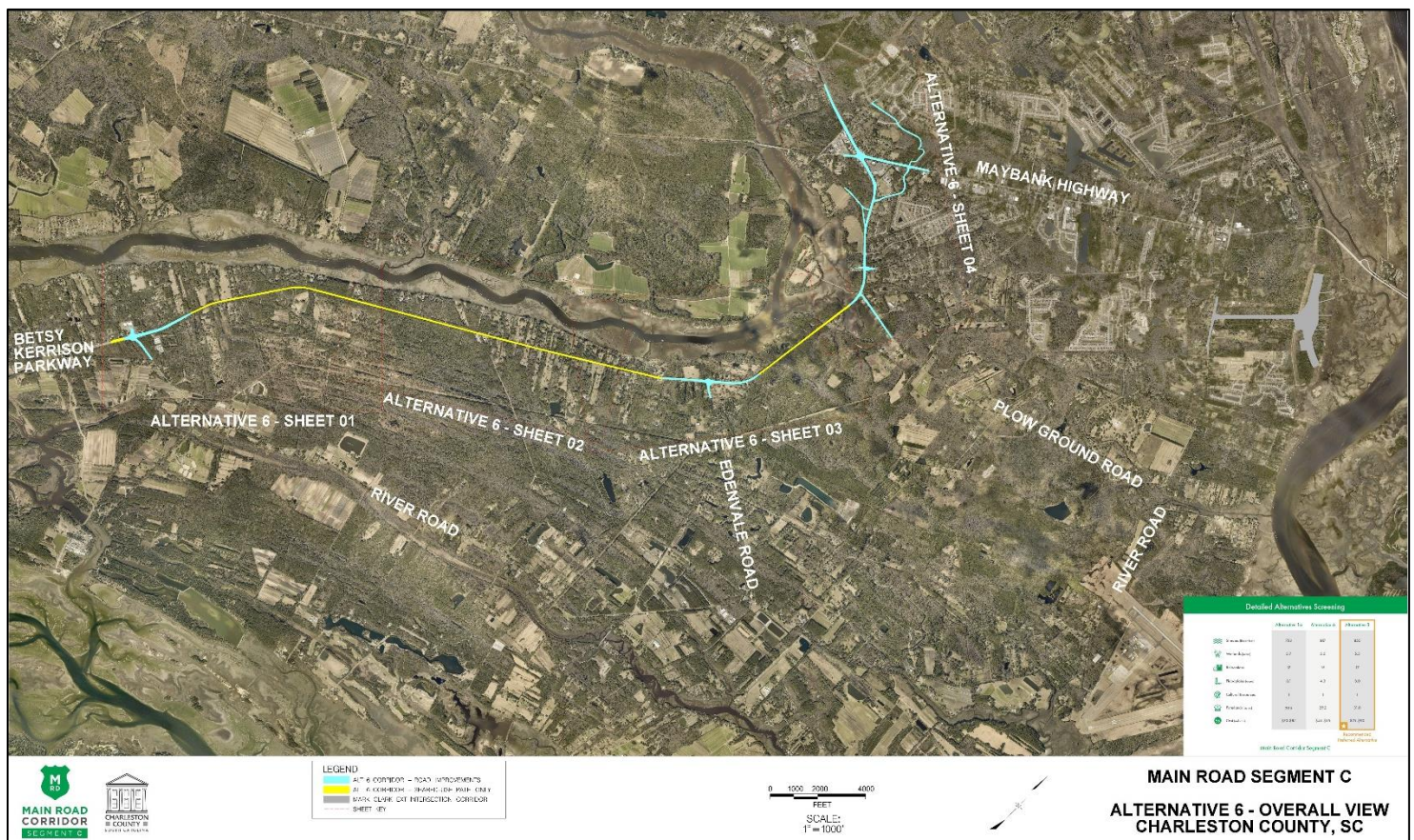
### Alternatives for Bohicket Road Improvements – Maybank Highway to Betsy Kerrison Parkway

**Alternative 6** was proposed by Rational Roads for Johns Island after extensive public involvement since the first public information meeting. Alternative 6 consists of intersection improvements along Bohicket Road, North Edenvale Road, Plow Ground Road, Maybank Highway, and at River Road and Betsy Kerrison Parkway. A new connection from Bohicket Road to Brownswood Road in the vicinity of Haut Gap Middle School is also proposed. This new road would extend across Maybank Highway at Boyd N Hayes Road. ***This alternative as presented is a modification of Alternative 6 as presented by Rational Roads. It has been modified based on traffic and environmental analyses and constraints to meet the purpose and need of the project (the original Alternative 6 Proposal can be found on Rational Roads for John's Island Website).***

#### ALTERNATIVE 6

##### Bohicket/North Edenvale/Plow Ground/River Roads & Maybank Highway Improvements

|                                   |               |
|-----------------------------------|---------------|
| Wetland Impacts (Acres).....      | 3.5           |
| Stream Impacts (Linear Feet)..... | 817           |
| Potential Relocation.....         | 16            |
| Floodplain Impacts (Acres) .....  | 4.3           |
| Farmlands of Statewide            |               |
| Significances (Acres).....        | 29.2          |
| Cost .....                        | (\$45M-\$55M) |





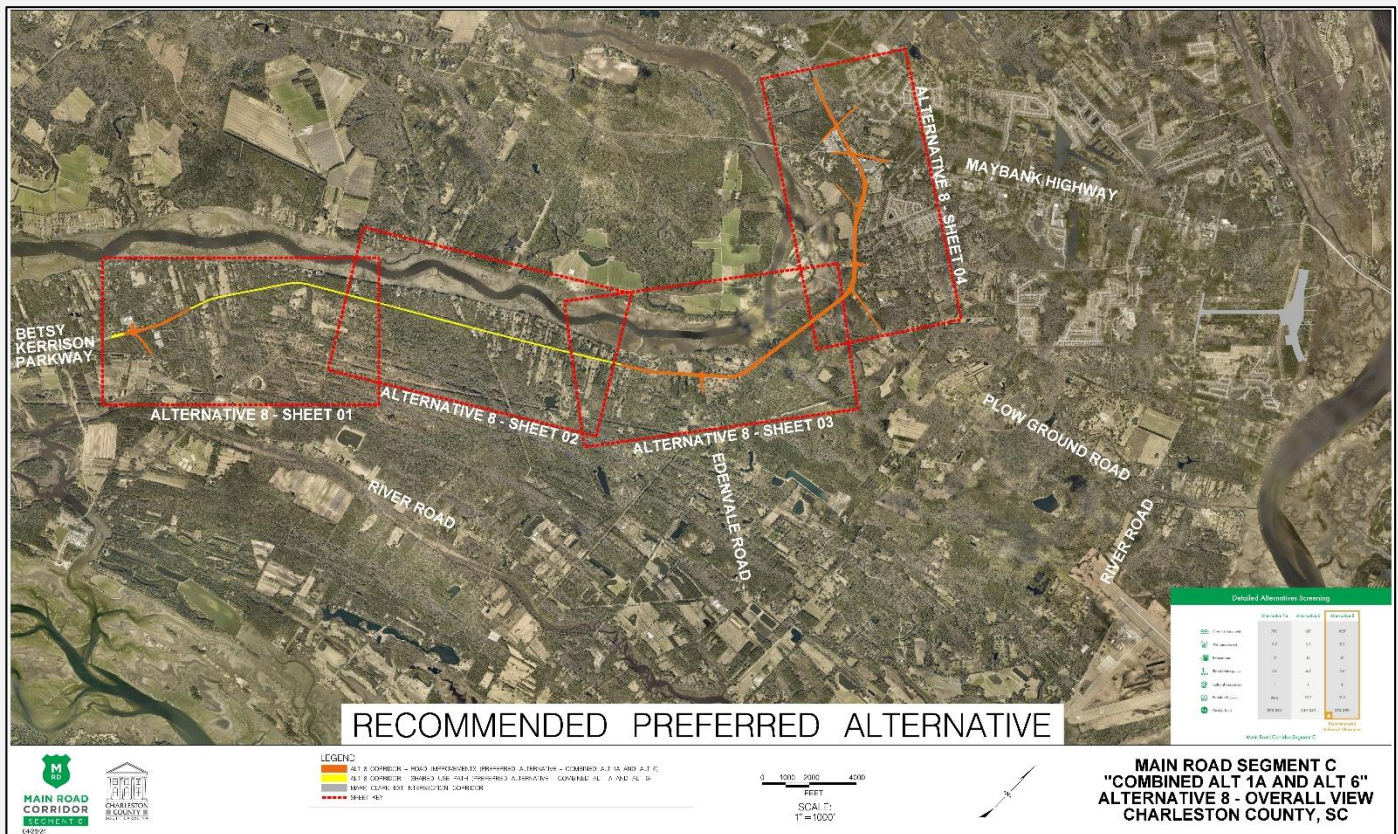
## SEGMENT C ALTERNATIVES CONSIDERED

**Alternative 8** was developed after the second public meeting in 2022 based on input from stakeholder groups, municipalities, elected officials, and County staff. Alternative 8 is a combination of modified Alternative 6, which was originally proposed by Rational Roads for Johns Island, and Alternative 1a. Alternative 8 includes widening Bohicket Road from Edenvale Road to Brownswood Road. This alternative includes sections of a 4-lane divided roadway and sections of a 5-lane roadway with a center turn lane to minimize impacts to residents in the more densely populated area of Bohicket Road. This alternative includes Parkway, Edenvale Road, Plow Ground Road, Maybank path from Betsy Kerrison Parkway to Clark Hills Circle







## ALTERNATIVE 8

## Bohicket/North Edenvale/Plow Ground/River Roads & Maybank Highway Improvements

|  |               |
|--|---------------|
| Wetland Impacts (Acres).....                         | 5.5           |
| Stream Impacts (Linear Feet).....                    | 855           |
| Potential Relocation.....                            | 17            |
| Floodplain Impacts (Acres) .....                     | 8.0           |
| Farmlands of Statewide<br>Significances (Acres)..... | 31.0          |
| Cost .....   | (\$75M-\$90M) |



# Detailed Alternatives Screening

|   | Alternative 1a | Alternative 6 | Alternative 8                     |
|---|----------------|---------------|-----------------------------------|
|  Streams (linear feet) | 753            | 817           | 855                               |
|  Wetlands (acres)      | 5.7            | 3.5           | 5.5                               |
|  Relocations           | 17             | 16            | 17                                |
|  Floodplains (acres)  | 8.1            | 4.3           | 8.0                               |
|  Cultural Resources  | 1              | 1             | 1                                 |
|  Farmlands (acres)   | 29.5           | 29.2          | 31.0                              |
|  Cost (millions)     | \$70-\$85      | \$45-\$55     | \$75-\$90                         |
|   |                |               | ★                                 |
|   |                |               | Recommended Preferred Alternative |

Main Road Corridor Segment C

## SEGMENT C TREE IMPACTS & TRAFFIC OPERATIONS

| Main Road Segment C Alternatives Analysis - Tree Evaluation   |      |                 |          |  |      |                 |          |               |      |                 |          |     |
|---|------|-----------------|----------|--|------|-----------------|----------|---------------|------|-----------------|----------|-----|
| Worst Case Scenarios. Every tree is considered "impacted" if the tree protection zone encroaches into the proposed ROW/Existing ROW.<br>Note many trees would likely <u>not</u> be removed as a result of construction (see removals) |      |                 |          |  |      |                 |          |               |      |                 |          |     |
| Alternative 1A  |      |                 |          | Alternative 6*   |      |                 |          | Alternative 8 |      |                 |          |     |
| Road  | Path | Total # Impacts | Removals | Road   | Path | Total # Impacts | Removals | Road          | Path | Total # Impacts | Removals |     |
| Tree impacts for Road vs Path for 1a, 6, and 8 as currently designed  |      |                 |          |  |      |                 |          |               |      |                 |          |     |
| Existing Design Tree Impacts  | 337  | 304             | 641      | 130  | 353  | 317             | 670      | 192           | 398  | 284             | 682      | 167 |
| Live Oaks - B   | 156  | 138             | 294      | 50   | 136  | 148             | 284      | 72            | 187  | 132             | 319      | 67  |
| Live Oaks - C   | 1    | 6               | 7        | 0  | 3    | 4               | 7        | 1             | 3    | 4               | 7        | 0   |
| Live Oaks - D   | 1    | 2               | 3        | 1  | 1    | 1               | 2        | 1             | 2    | 1               | 3        | 2   |
| Live Oaks - F   | 0    | 2               | 2        | 0  | 0    | 2               | 2        | 0             | 0    | 2               | 2        | 0   |
| Other Hardwoods - B   | 22   | 22              | 44       | 8  | 18   | 23              | 41       | 10            | 26   | 19              | 45       | 12  |
| Other Hardwoods - C   | 76   | 66              | 142      | 29   | 53   | 68              | 121      | 20            | 84   | 60              | 144      | 40  |
| Other Hardwoods - D   | 73   | 60              | 133      | 39   | 71   | 60              | 131      | 31            | 84   | 58              | 142      | 43  |
| Other Hardwoods - F   | 8    | 8               | 16       | 3  | 6    | 11              | 17       | 2             | 12   | 8               | 20       | 3   |
| ROW = right-of-way  |      |                 |          | *ADDED 4 TREES PER ACRE = 65 TREES FOR NEW ROAD ALT 6* |      |                 |          |               |      |                 |          |     |

## MAIN ROAD/BOHICKET ROAD TRAFFIC OPERATIONS

| Year 2045 Maximum Peak Hour Volume to Capacity (V/C) Ratios  |          |                |               |               |
|--|----------|----------------|---------------|---------------|
| Main Road/Bohicket Road Segment  | No Build | Alternative 1A | Alternative 6 | Alternative 8 |
| Between Brownswood Rd and Maybank Hwy  | 1.05     | 0.41           | 1.05          | 0.41          |
| Between Maybank Hwy and Plow Ground Rd   | 1.10     | 0.52           | 1.10          | 0.52          |
| Between Plow Ground Rd and Edenvale Rd   | 1.08     | 0.56           | 1.08          | 0.56          |
| Between Edenvale Rd and River Rd   | 0.78     | 1.01           | 0.78          | 1.01          |
| v/c: 0.00 to 0.80 – not congested, 0.80 to 1.00 – approaching congestion, 1.00 to 1.20 – congested, 1.20 to 10.00 – severely congested |          |                |               |               |

| Projected 2045 Alternative Peak Hour Level of Service (LOS) and Delay<br>AM Peak Hour/PM Peak Hour |  |               |               |                     |                    |                    |
|--|--|---------------|---------------|---------------------|--------------------|--------------------|
| Intersection/Scenario  | Traffic Control <sup>a</sup>   | 2017 Existing | 2045 No Build | 2045 Alternative 1A | 2045 Alternative 6 | 2045 Alternative 8 |
| Main Rd. at Brownswood Rd.   | S (Existing, No Build, Alt 1A, Alt 8)<br>R (Alt 6)                                     | C/B           | D/C           | C/B                 | C/C                | B/B                |
| Main Rd./Bohicket Rd. at Maybank Hwy.  | S (Existing, No Build, Alt 1A, Alt 8)<br>R (Alt 6)                                     | E/D           | F/F           | D/D                 | B/C                | D/D                |
| Bohicket Rd. at New Alternative 6 Roadway  | S (Alt 6 only)   | N/A           | N/A           | N/A                 | D/C                | N/A                |
| Bohicket Rd. at Plow Ground Rd./Hoopstick Island Rd.   | U (Existing, No Build)<br>S major imprvmt. (Alt 1A, Alt 8)<br>S minor imprvmt. (Alt 6) | F/E           | F/F           | C/C                 | D/E                | C/C                |
| Bohicket Rd. at Edenvale Rd.   | U (Existing, No Build) S (Alt 1A)<br>2 Lane R with WBR bypass lane (Alts 6, 8)         | B/C           | E/F           | C/D                 | A/B                | C/D                |
| Bohicket Rd./Betsy Kerrison Pkwy. at River Rd./Island Center                                       | S (Existing, No Build, Alt 1A)<br>R (Alts 6, 8)  | B/B           | C/C           | B/C                 | C/B                | C/B                |

Notes: If the intersection is unsignalized, the LOS of the worst side street approach was reported. Traffic volumes on the main line would operate in free flow conditions.

a. S = Signalized, R = Roundabout, U = Unsignalized, WBR = westbound right turn



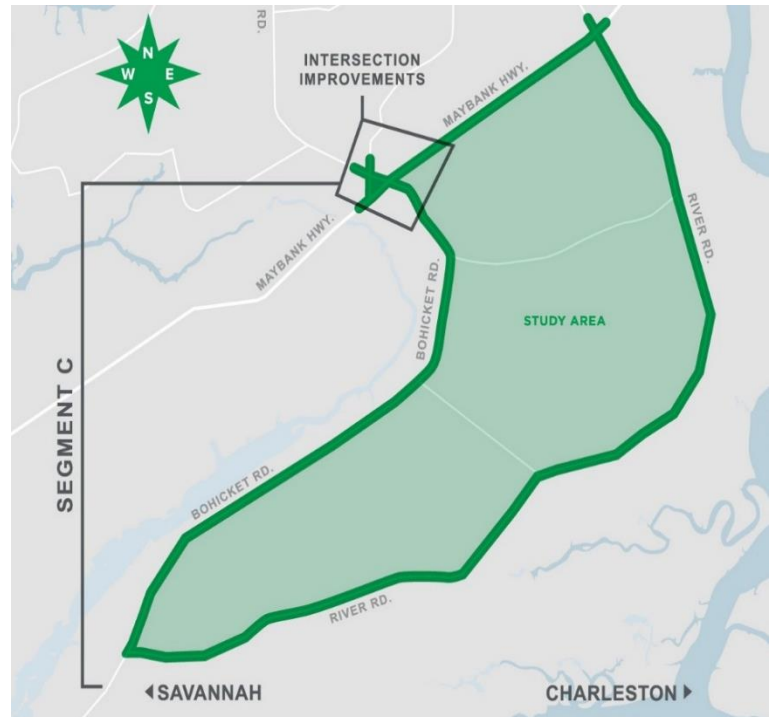
## SEGMENT C ALTERNATIVES ANALYSIS PROCESS & PUBLIC INPUT

### How the Recommended Preferred Alternative was Chosen

The alternatives went through a multi-tiered screening process to determine the Recommended Preferred Alternative. Each alternative was evaluated on how it met the project's purpose and need while also evaluating estimated impacts to residential and business properties as well as wetlands, streams, floodplains, prime and unique farmlands. Each alternative was also evaluated on how it would function with anticipated future traffic volumes (measured in terms of level of service, or LOS), and overall project cost. LOS is measured from F being the worst (severely congested) and A being the best (free flowing) traffic conditions.

All comments from the previous public information meetings were reviewed, responded to, and taken into consideration while also evaluating traffic operations, cost, and environmental impacts of each alternative. Additionally, input from public officials, stakeholders, and municipalities were also considered. Based on detailed analysis, Charleston County proposes to move forward with Alternative 8 as the Recommended Preferred Alternative. The Recommended Preferred Alternative is based on providing the best overall traffic operation while minimizing environmental impacts, including trees to the maximum extent possible, and taking all input into consideration.

### SEGMENT C STUDY AREA



### YOUR FEEDBACK IS IMPORTANT!

Charleston County will accept comments for 30 days, until **June 14, 2024**.

You may submit your comments multiple ways:

Fill out a paper form and put it in a comment box before you leave the in-person meeting.



Mail written correspondence to:  
**Charleston County Public Works**  
Attn: Alexander Owsiak, P.E.  
4045 Bridge View Drive  
North Charleston, SC 29405



Submit comments electronically at:  
**MainRoadCorridor.com/  
Segment-C**



### STAY INVOLVED

Visit [MainRoadCorridor.com/contact/](https://MainRoadCorridor.com/contact/) to submit a comment or join the

mailing list for project announcements. [MainRoadCorridor.com](https://MainRoadCorridor.com)



Follow Charleston County on Social Media @ChasCountyGov