



Main Road Segment C

Public Information Meeting Results

PROJECT PURPOSE

The applicants stated purpose of the project is to improve mobility and enhance traffic operations by reducing congestion within 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:

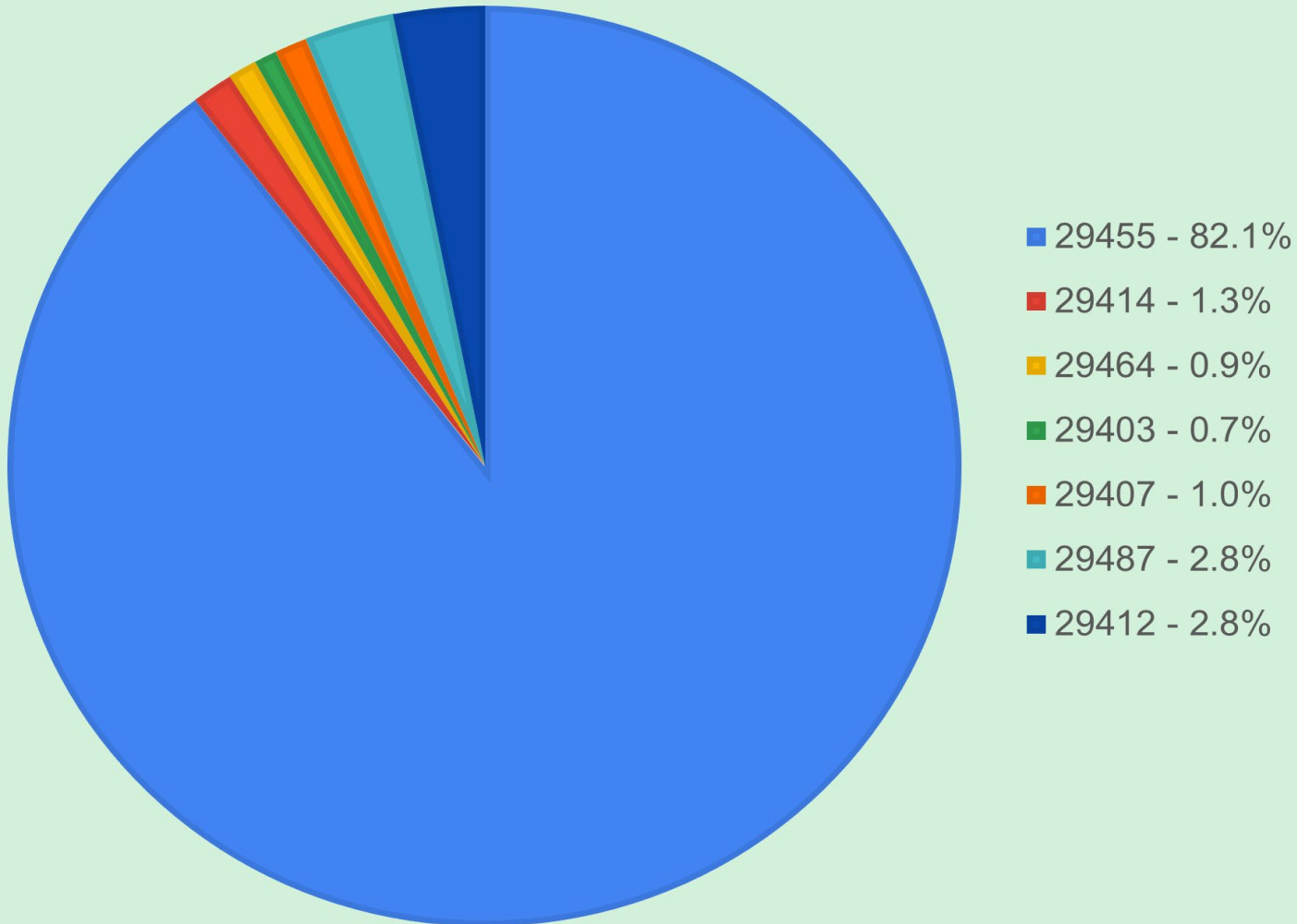
- Provide opportunities for bicyclist and pedestrians to travel throughout the project area

PROJECT NEED

There are three primary areas that contribute to the need of the project:

- Growth in population and employment
- Decreased mobility and increased traffic congestion
- Lack of pedestrian and bicycle accommodations

ZIPCODE BREAKDOWN



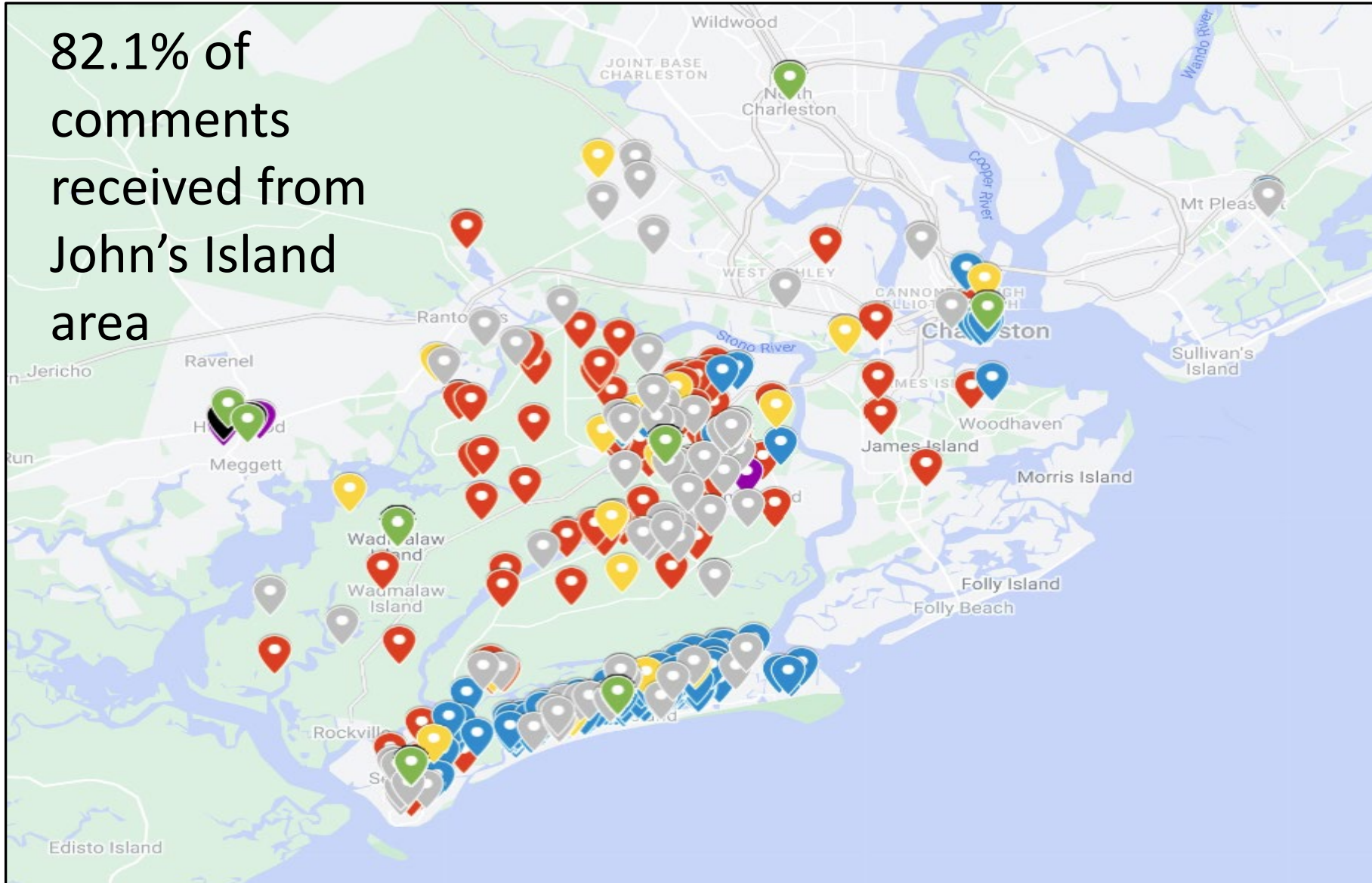
82.1% from John's Island area (29455)



-  Alt 1
-  Alt 1a
-  Alt 3
-  Alt 4
-  Alt 6
-  Alt 7
-  No Build

Widespread
area comments
received from

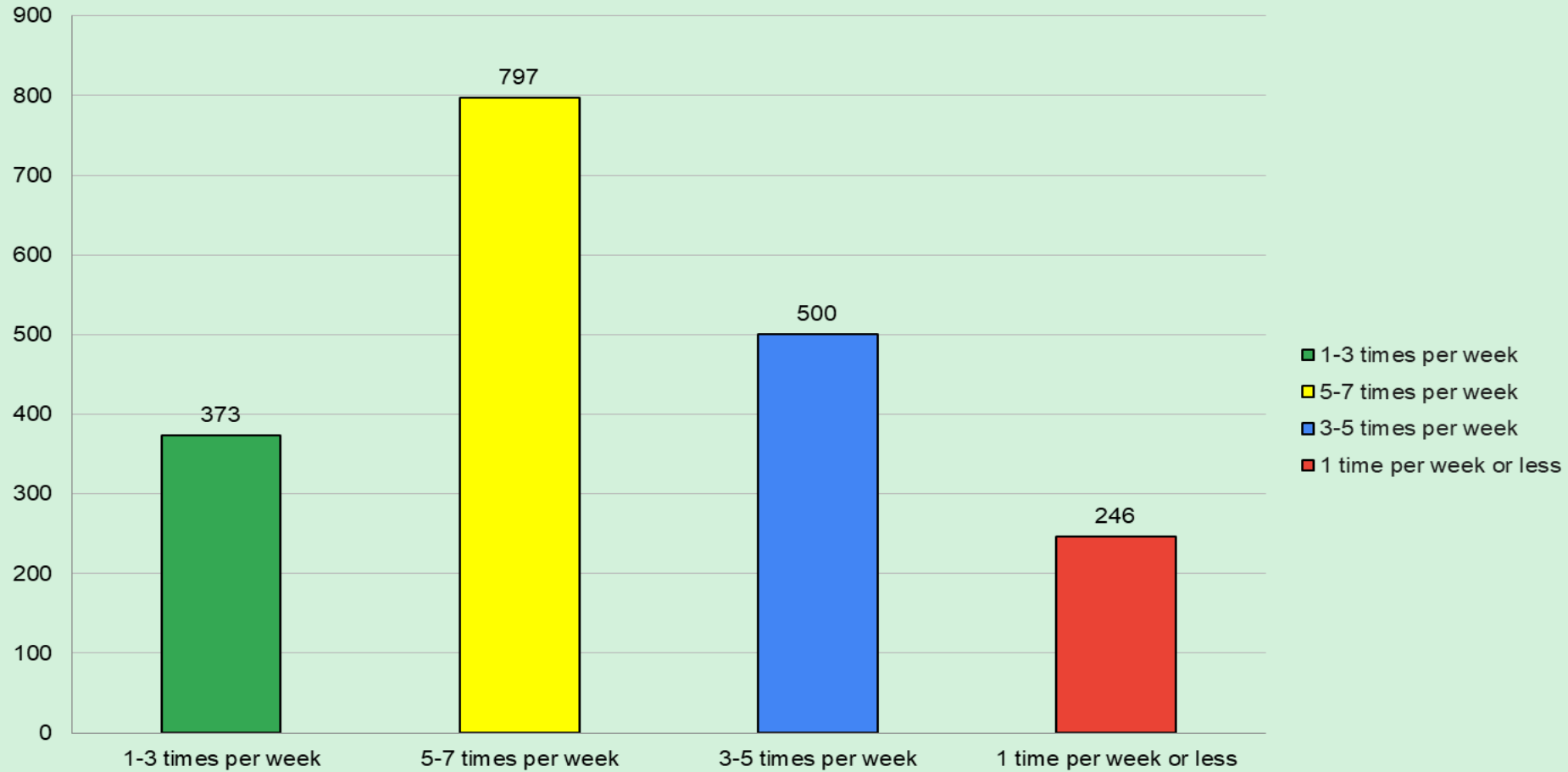
82.1% of comments received from John's Island area



-  Alt 1
-  Alt 1a
-  Alt 3
-  Alt 4
-  Alt 6
-  Alt 7
-  No Build

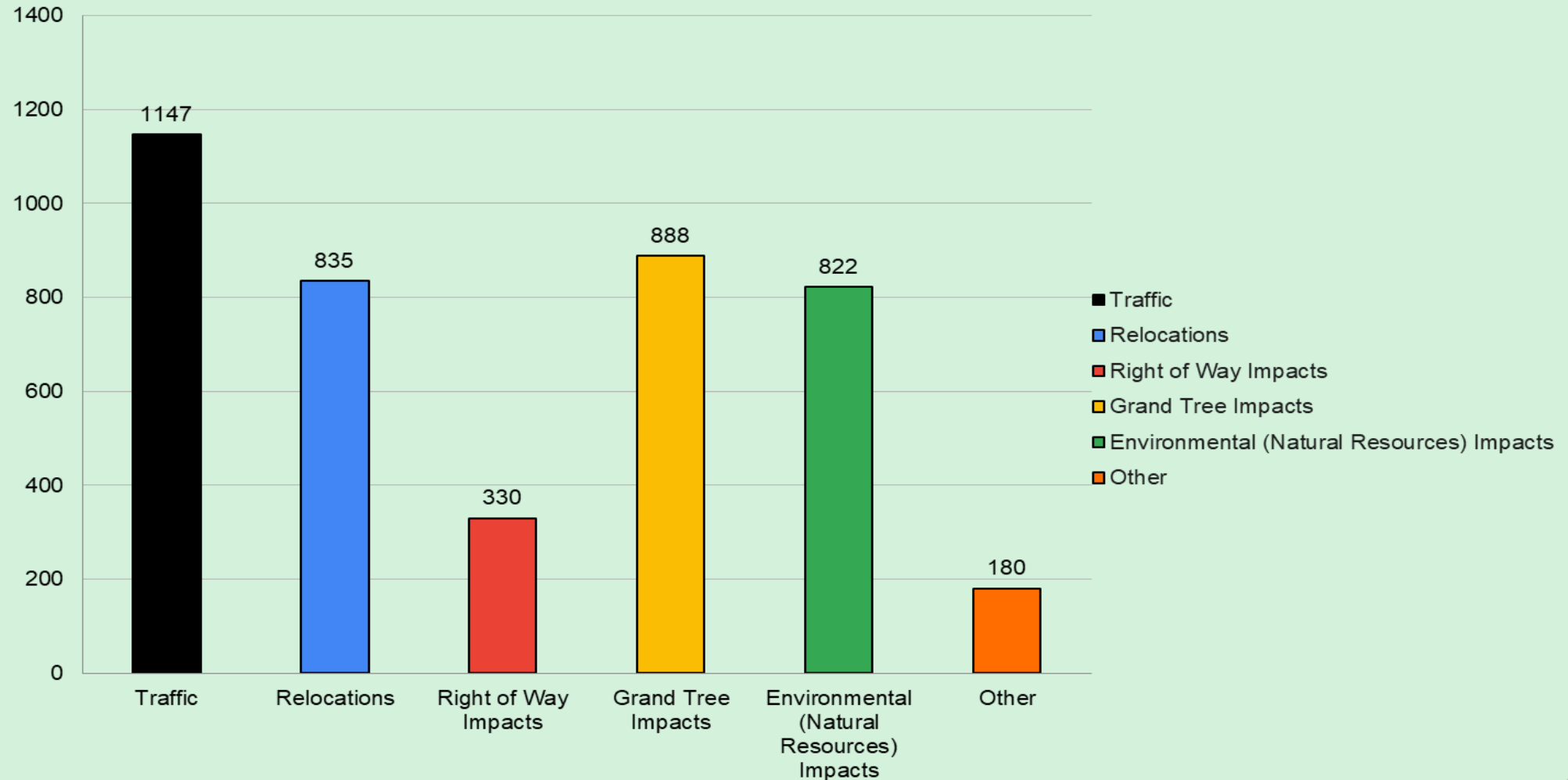


Travel Frequency Breakdown



Most respondents drive corridor regularly

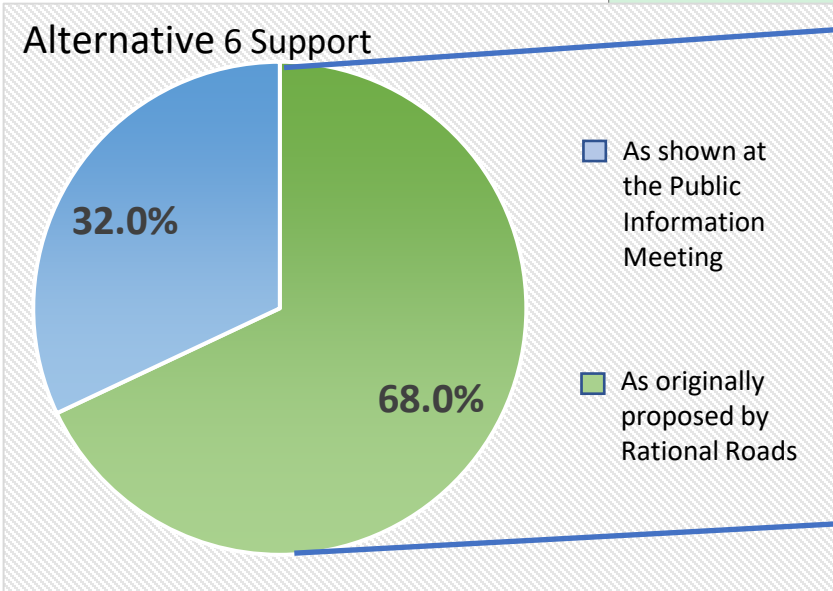
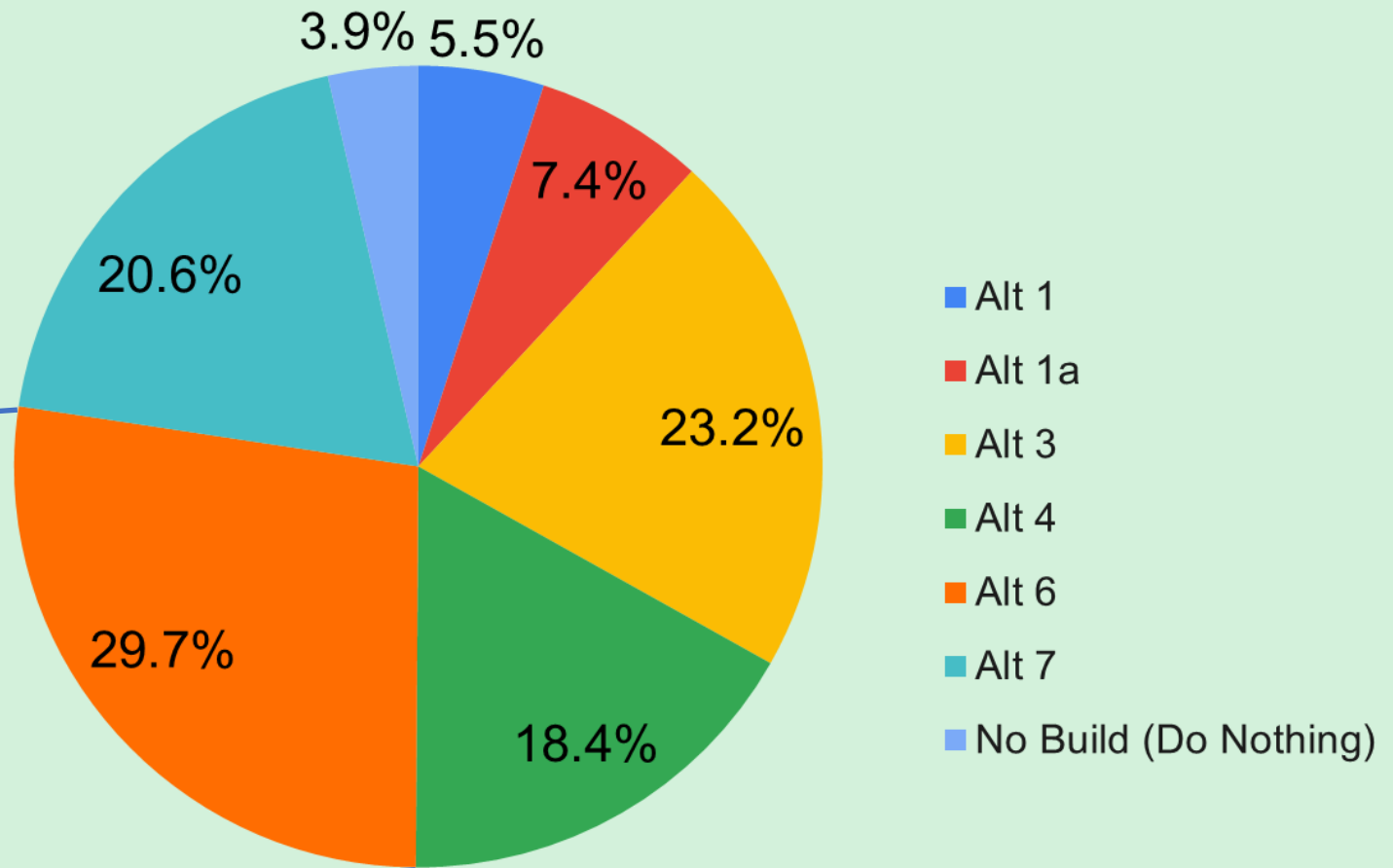
Common Concerns









Alternative Support Breakdown

96.1% overall support for project


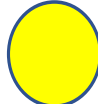


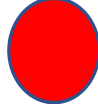
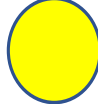


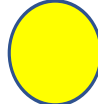
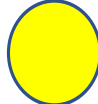








*Original Rational Roads proposal was revised to meet current minimum design standards and project purpose and need. Link to County Council Presentation outlining necessary changes can be found at the following link: [03/10/2022 Charleston County Council meeting - YouTube](#)

Reasonable Alternatives Screening

	Alternative 1	Alternative 1a	Alternative 3	Alternative 4	Alternative 6	Alternative 7
 Streams (linear feet)	1461	795	590	1484	935	1124
 Wetlands (acres)	8.4	5.8	35.3	34.0	3.8	9.0
 Relocations	18	14	2	16	16	28
 Floodplains (acres)	8.0	8.0	8.8	14.6	3.8	12.6
 Cultural Resources	1	1	0	1	1	4
 Farmlands (acres)	40.6	29.6	79.8	28.5	28.5	75.3
 Cost (millions)	\$120-\$145	\$65-\$85	\$170-\$195	\$170-\$200	\$40-\$50	\$135-\$155

SEGMENT C: BOHICKET ROAD TRAFFIC OPERATIONS

Bohicket Road Traffic Operational Improvements vs No Build						
	Alternative 1	Alternative 1A	Alternative 3	Alternative 4	Alternative 6	Alternative 7
Segments Along Bohicket Road						
Intersections Along Bohicket Road						
	 Best Operational Improvement			 Marginal Operational Improvement		
	 Significant Operational Improvement			 Minimal Operational Improvement		



Common Concerns

Trees Impacts The County is aware of the significance of Grand Trees to the Johns Island community and will work diligently to preserve as many of the grand live oaks as possible. Alternative 1 was developed with sections of divided roadway to minimize impacts to the live oaks along the roadway and preserve the tree canopy along Bohicket and River Roads. Other alternatives have been developed to reduce the termini of the project in an attempt to not impact the grand tress and tree canopy along the southern portion of Bohicket Road.

Bike/Ped Accommodations The secondary purpose of the Main Road Corridor Segment C project includes providing opportunities for bicyclists and pedestrians. The project is being developed in compliance with the National Environmental Policy Act (NEPA) which requires all proposed alternatives meet the purpose and need of the project. Each presented alternative includes a multi-use path denoted by a dark purple line. The final design of the recommended Preferred Alternative will include bicycle and pedestrian facilities.

Development/Zoning Concerns The Public Works Department does not have the authority to address development. Please direct any concerns regarding development on Johns Island to the County's Zoning and Planning Department at planning@charlestoncounty.org or the City of Charleston's Planning, Preservation, and Sustainability Department at 843-724-7311. You can also review the City's developing City Plan for more information regarding the growth within urban growth boundary at charlestoncityplan.com.



Common Concerns

Traffic All of the alternatives meet the primary purpose and need of the project which is to reduce congestion in the corridor. Although some alternatives are better than others with congestion relief this is just one factor to be considered when selecting the preferred alternative.

Flooding The project design must adhere to regulatory agencies permit regulations which require that stormwater is managed in a manner such that neither any significant on-site nor off-site damage and/or problem is caused or increased.

Relocations Charleston County is extremely sensitive to the rights of property owners affected by this project and will make every effort to reduce the number of relocations as the project advances through the development process. If a relocation is unavoidable, the occupant will be provided with relocation assistance during the Right of Way acquisition phase of the project.

Environmental (Natural Resource Impacts) Impacts to the natural environment will continue to be analyzed and minimized as much as possible through the project development process. The current list of impacts can be found on slide 8, as the design is advanced the design team will look for opportunities to reduce these impacts as much as possible.



Path Forward

After a comprehensive review of public feedback, Charleston County will continue coordination with all regulatory agencies to evaluate and determine if there is more than one alternative that could move forward. If it is determined that multiple alternatives will move forward, the County will continue to engage the public. Any additional project information will be posted on Charleston County Social Media outlets and on the project website <https://www.mainroadcorridor.com/segment-c/>.