



MAIN ROAD CORRIDOR SEGMENT C

PROJECT UPDATE

CHARLESTON COUNTY PUBLIC WORKS
FEBRUARY 6, 2025



PROJECT BACKGROUND



- 3rd Public Meeting was held back in May 2024 which presented Alternative 8 as the preferred alternative.
- Following a presentation in September on public meeting comments, Council requested staff to evaluate potential reductions in project scope while still providing traffic improvements. Staff specifically evaluated:
 - Stop roadway widening and multi-use path at Plow Ground Road
 - Keep intersection improvements at Edenvale & River Road
 - Shift location of multi-use path to east side of Bohicket Road
 - Reduce impacts to private property & natural environment
 - Execute revisions while providing Level of Service “D” or better in design year

ADDRESSING CONCERNS



Ending Improvements at Plow Ground Road

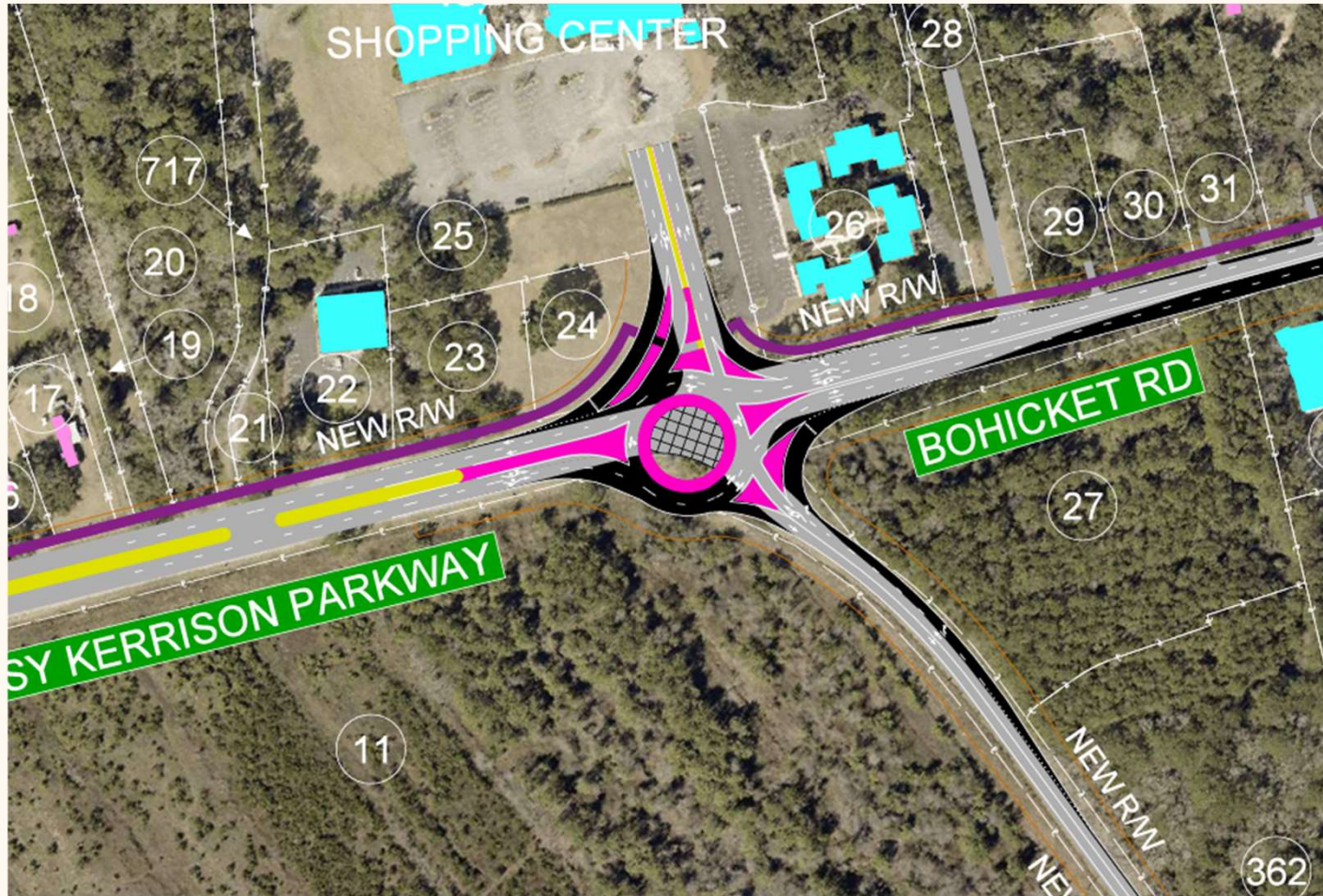
- Based on traffic projections, roadway widening to Edenvale along with associated intersection improvements are needed to provide an acceptable Level of Service (LOS) in the 2045 design year. Stopping improvements at Plow Ground would result in failing LOS at the Edenvale intersection and increased congestion/delay between Plow Ground and River Road.

Relocating Multi-Use Path

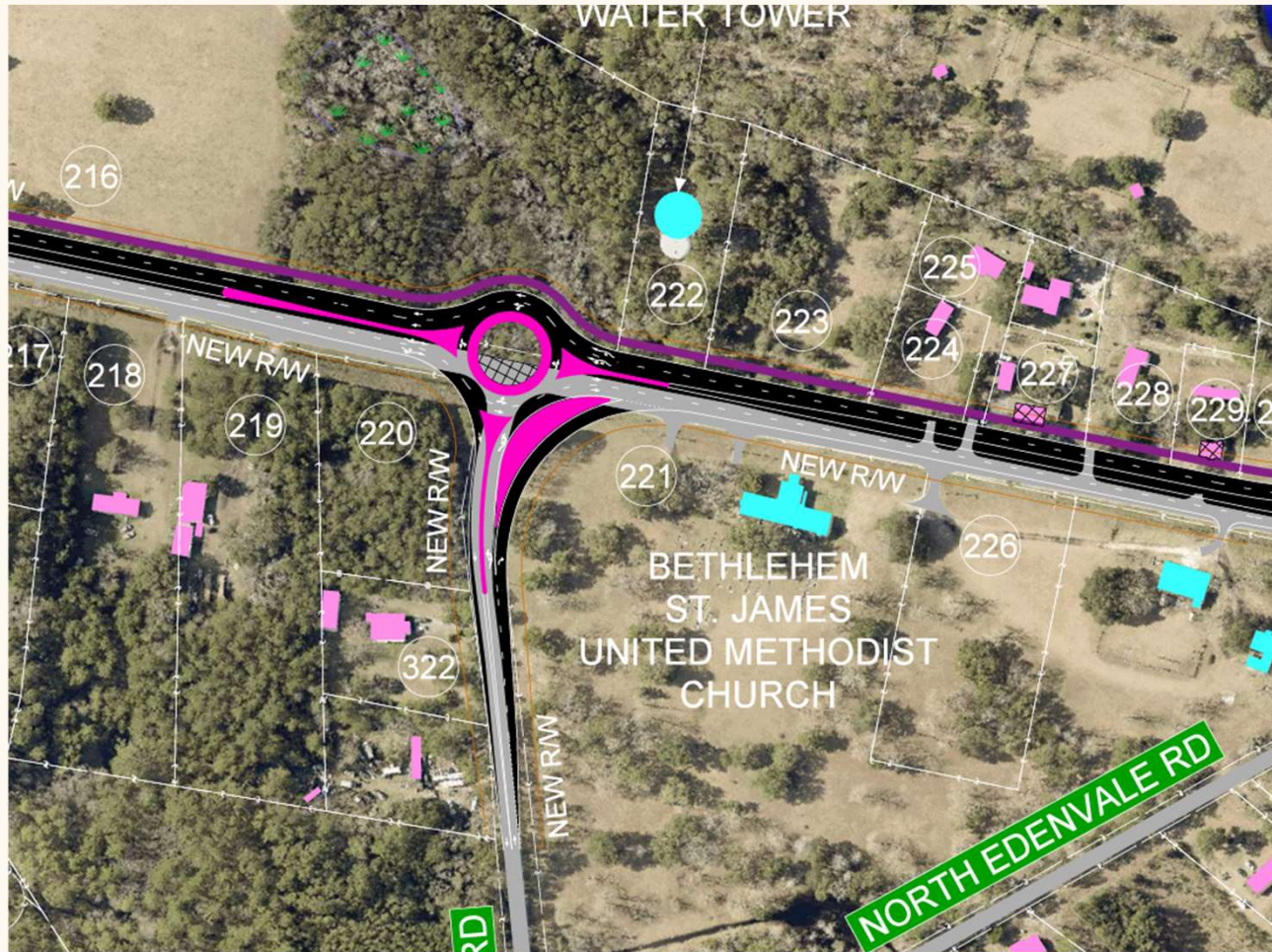
- Relocating the multi-use path to the east side of Bohicket Road introduces some additional right-of-way and environmental challenges either requiring the acquisition of right of way from approx. 20 residential properties or shifting roadway improvements further to the west, resulting in additional tree impacts.



RIVER ROAD ROUNDABOUT



EDENVALE ROAD ROUNDABOUT



PLOW GROUND ROAD INTERSECTION



MULTI-USE PATH – RIGHT-OF-WAY LIMITATIONS



ADDRESSING CONCERNS



Reducing Residential & Business Impacts/Relocations

- Due to existing roadway geometry and several commercial buildings located close to the edge of the current roadway, impacts to surrounding parcels are unavoidable.

Reducing Tree Impacts

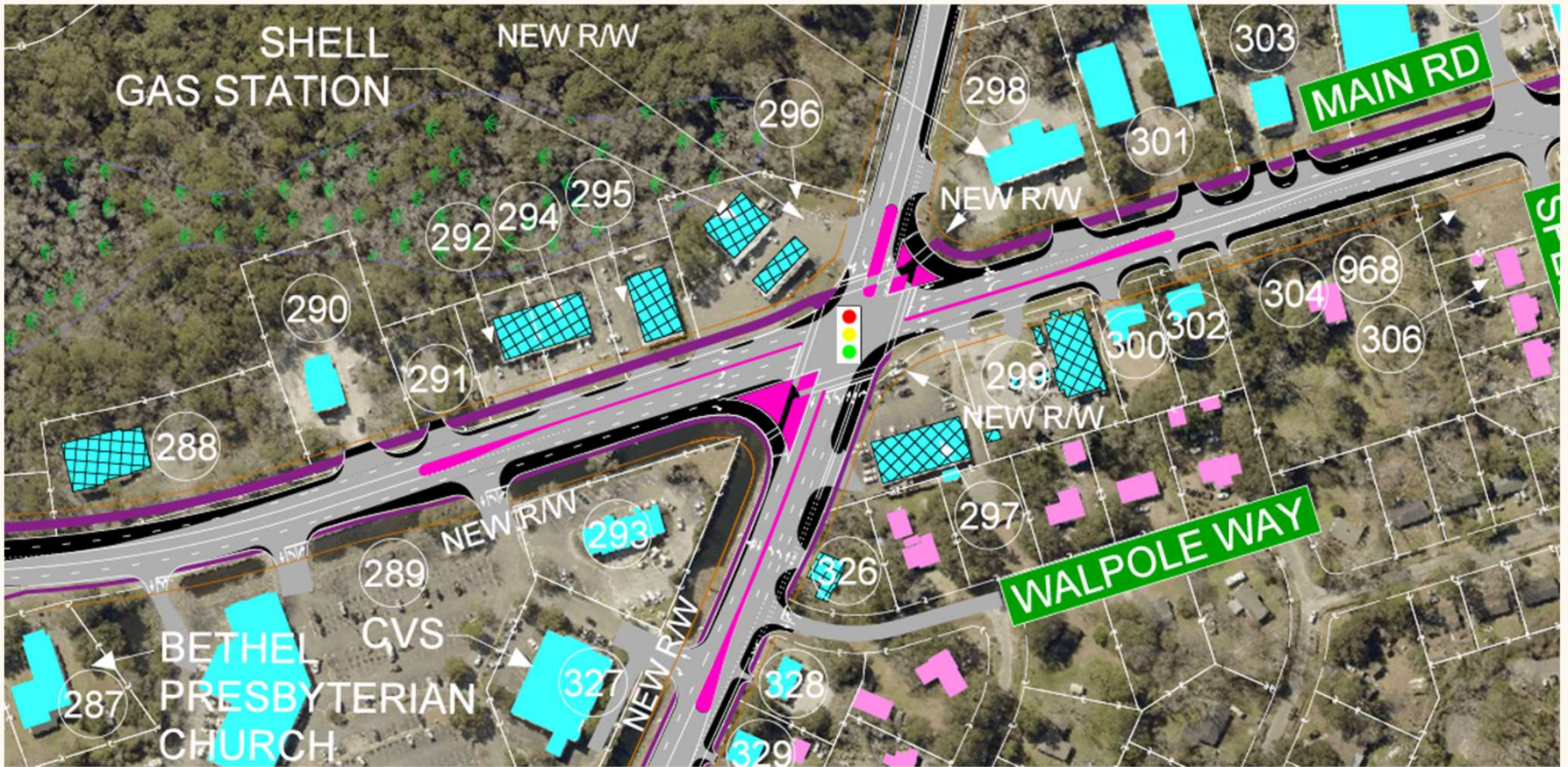
- Stopping roadway widening and the multi-use path at the intersection with Plow Ground would reduce the impacts to Grand Live Oaks (rated “C” or better) along Bohicket Road from 67 to 25. However, if the road improvements had to be shifted to accommodate the multi-use path on the east side of Bohicket, there is a potential to increase tree impacts with 20+ additional grand tree removals.

Reducing Environmental (Natural Resource Impacts)

- Stopping the roadway widening and multi-use path at Plow Ground would eliminate impacts to a conservation easement on the west side of Bohicket between Plow Ground and Edenville. However, impacts to the planned parking for the Angel Oak would be an issue if the project were to continue and mitigating those parking impacts would likely require the removal of additional grand trees.



MAIN ROAD/MAYBANK HIGHWAY INTERSECTION



ADDITIONAL TREE IMPACTS



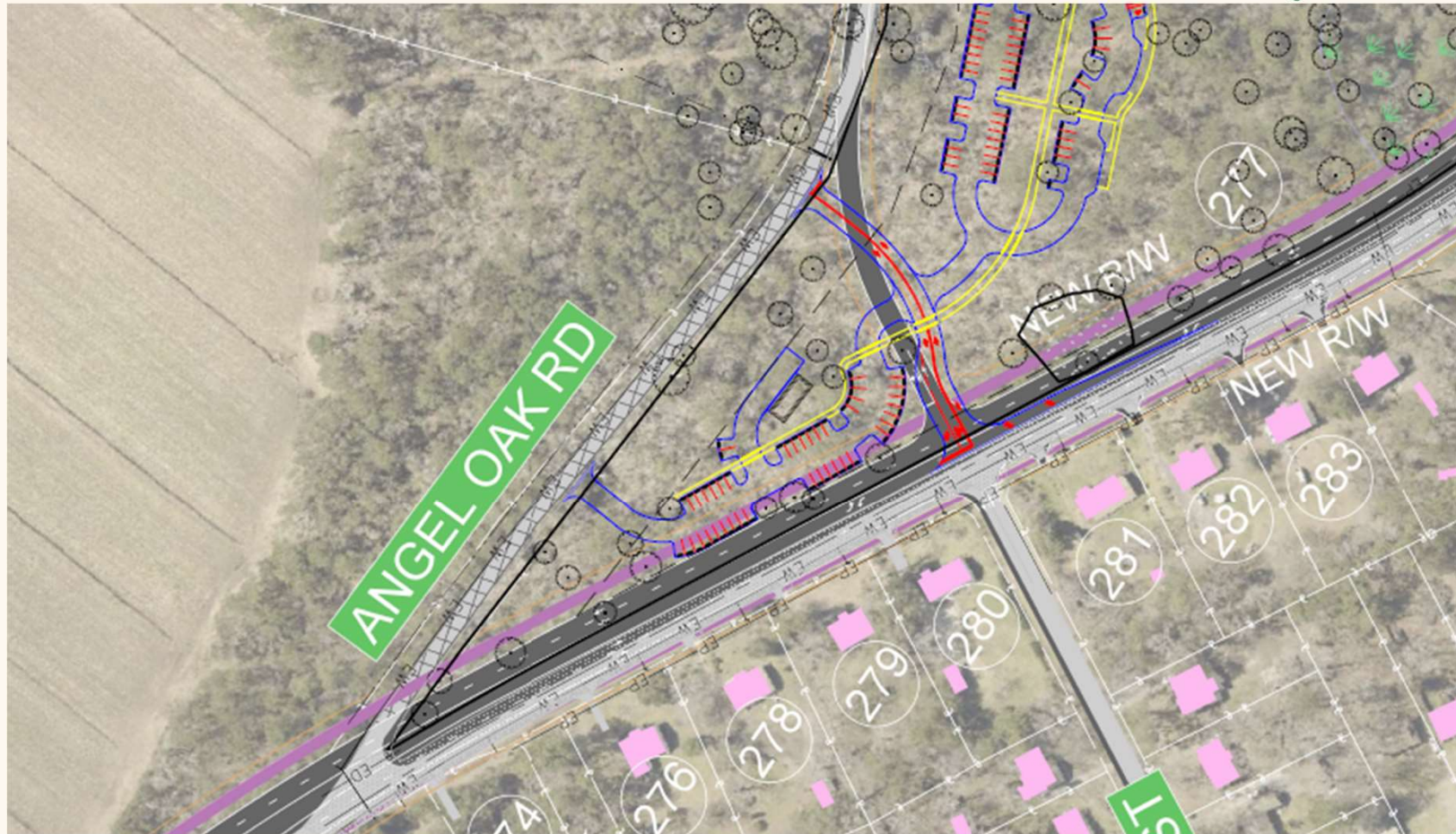
IMPACTS TO CONSERVATION EASEMENTS



IMPACTS TO CONSERVATION EASEMENTS



IMPACTS TO ANGEL OAK PARKING



ADDITIONAL PROJECT CHALLENGES



Funding

- County utilizing “pay as you go” approach to 2016 Sales Tax where expenditures closely match with revenue collections. \$75M was originally budgeted for the Main Road Segment C project. However, due to cost overruns on the Main Road Segment A project, funding for the Segment C project was redirected to Segment A.
- The Transportation Sales Tax referendum that was presented to voters in November included \$282M to fund increased costs associated with projects on the 2016 referendum. Due to the failure of the referendum, staff is currently working to reduce project scopes on remaining projects to coincide with available funding.
- A more comprehensive update on current Transportation Sales Tax projects will be provided to Council at the March 6th meeting.



SUMMARY



- Stopping improvements at Plow Ground would lead to failing Level of Service at Edenvale Road intersection and increase congestion and delay between Plow Ground and River Road.
- Shifting location of multi-use path likely to lead to additional right-of-way and/or grand live oak impacts.
- Impossible to avoid impacts to private property, shifting location of multi-use path and/or roadway widening just shifts location of private property impacts.
- Removal of grand live oak trees would be reduced by @ 60% by stopping improvements at Plow Ground. Shifting location of roadway improvements to offset relocation of MUP would result in approx. 25 additional grand live oak impacts.
- Reduce impacts to natural environment and conservation easements by stopping improvements at Plow Ground. However, impacts to some existing conservation easements and Angel Oak parking lot would still occur.
- Unable to rectify concerns raised in public hearing comments and a lack of available funding to continue project, even with suggested scope reductions.



QUESTIONS?



mainroadcorridor.com/segment-c