

COUNCIL ACTION

14 -92


DATE: April 23, 2014
TO: County Administrator
FROM: Clerk of Council
RE: Maybank Highway Project - Recommendation

At a regular meeting of County Council held on April 22, 2014, Council voted to, in accord with the recommendations resulting from the March 27, 2014, stakeholder meeting:

1. approve the refined project scope to include improvements to Maybank Highway from the Paul J. Gelegotis Bridge over the Stono River to River Road. These improvements would include the construction of two new location-parallel routes (northern and southern pitchfork roads) as proposed in the completed right-of-way plans. It is also recommended that Maybank Highway from River Road to its intersection with Main Road/Bohicket Road be resurfaced with the addition of 4 foot wide paved shoulders.
2. allow staff to submit a request to CHATS to reallocate \$6.5 million of federal guideshare funding from Maybank Highway Improvement Project to the Folly/Camp Intersection Improvement Project.

COUNCIL ACTION
FROM THE OFFICE OF THE COUNTY ADMINISTRATOR

Posted at K:/Council/Council Greensheets


Date: 4/29/14
Initial: amp

COMMITTEE AGENDA ITEM

TO: KURT TAYLOR, COUNTY ADMINISTRATOR

THROUGH: JIM ARMSTRONG, ASSISTANT ADMINISTRATOR *Sit For JDA*


FROM: STEVE THIGPEN, DIRECTOR *(SIT)* **DEPT.** TRANSPORTATION DEVELOPMENT

SUBJECT: MAYBANK HIGHWAY IMPROVEMENTS PROJECT

REQUEST: DIRECTION ON PROJECT SCOPE FOR MAYBANK HIGHWAY PROJECT

COMMITTEE OF COUNCIL: FINANCE **DATE:** April 17, 2014

COORDINATION: This request has been coordinated with: (attach all recommendations/reviews)

| | Signature of | | Individual Contacted |
|--|-------------------------------------|-------------------------------------|---|
| | Yes | N/A | |
| Legal Department | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u></u> |
| Procurement/Contracts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| Zoning Regulations / Comp. Plan Compliance | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| Community Services | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| Grants Auditor | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| Other: | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |
| Other: | <input type="checkbox"/> | <input checked="" type="checkbox"/> | _____ |

FUNDING: Was funding previously approved? yes no n/a

| If yes, provide the following: | Org. | Object | Balance in Account | Amount needed for item |
|--------------------------------|------|--------|--------------------|------------------------|
| | | | | |

NEED: Identify any critical time constraint.

BUDGET OFFICER SIGNATURE: 

Fiscal impact: *Funds are available in the roads portion of the Transportation Sales Tax bonds.*

ADMINISTRATOR'S SIGNATURE: _____

ORIGINATING OFFICE PLEASE NOTE:

DUE DATE TO ADMINISTRATOR'S OFFICE IS 5:00 P.M. ON TUESDAY OF THE WEEK PRECEDING THE COMMITTEE MEETING.

SITUATION

As directed by County Council in September 2009 Transportation Development staff re-initiated environmental analyses (EA) and documentation for improvements to Maybank Highway on Johns Island. The intent of the Maybank Highway Improvements Project is to improve traffic flow and safety on Maybank Highway and to provide adequate bicycle and pedestrian accommodations from its intersection with Main Road/Bohicket Road (S-20) to the Paul J. Gelegotis Bridge over the Stono River.

The Maybank Highway Project is listed on South Carolina Department of Transportation (SCDOT) State Transportation Improvement Program (STIP) and would be funded through the Charleston County half-cent sales tax and a Charleston Area Transportation Study (CHATS) federal guideshare.

Through the preliminary design and environmental review process; the Federal Highway Administration (FHWA) and the SCDOT have raised concerns regarding the project that must be addressed in order to maintain eligibility for federal funds and receive permitting approval. In letters, FHWA and SCDOT have indicated that the proposed design for Maybank Highway must comply with applicable design criteria for roads of its classification and function as a minor arterial. Further, they have stated that when compared to the impacts associated with a widening concept, the construction of two new location-parallel routes through environmentally sensitive areas will be difficult to permit as the least damaging practicable alternative.

To address these concerns staff held a stakeholder meeting on March 27, 2014. The meeting resulted in a consensus that the design standards required by FHWA and SCDOT for Maybank Highway are not in harmony with the community, the 2007 Johns Island Community Plan prepared by the City of Charleston, and the Urban Land Institute (ULI) Technical Assistance Panel (TAP) Recommendations as adopted by Charleston County. Further, the stakeholder meeting brought to light the number of obstacles of compliance with applicable federal laws and regulations, including Section 4(f) of the 1966 Department of Transportation Act (23 CFR part 774).

To eliminate improbable and arduous permitting, it is recommended that scope of the Maybank Highway Improvements project be revised to include improvements to Maybank Highway from the Paul J. Gelegotis Bridge over the Stono River to River Road. These improvements would include the construction of two new location-parallel routes (northern and southern pitchfork roads) as proposed in the completed right-of-way plans. Also, evaluation of improvements to Maybank Highway to include an additional westbound lane traveling from James Island onto Johns Island and improvements to the intersection of River Road and Maybank Highway. Further, it is recommended that Maybank Highway from River Road to its intersection with Main Road/Bohicket Road be resurfaced with the addition of 4 foot wide paved shoulders.

It is anticipated that this refined scope can be designed, permitted, and constructed with the funding allocated by the Charleston County half-cent sales tax and would not require additional funding from the CHATS guideshare. Removal of the federal funding of the project alleviates

obstacles associated with compliance of Section 4(f) of the 1966 Department of Transportation Act (23 CFR part 774).

Subject to Council's direction to staff on the project scope, the next steps in project development will involve a traffic operational analysis to evaluate the need for an additional westbound lane onto Johns Island from the Paul J. Gelegotis Bridge over the Stono River and approval of the project design from the required permitting agencies.

ACTION REQUESTED OF COUNCIL

Approval of the refined project scope

AND

approval of resurfacing of Maybank Highway from River Road to its intersection with Main Road/Bohicket Road.

DEPARTMENT HEAD RECOMMENDATION

In accord with the recommendations resulting from the March 27, 2014 stakeholder meeting, the department head recommends approval of the refined project scope. It is also recommended that Maybank Highway from River Road to its intersection with Main Road/Bohicket Road be resurfaced with the addition of 4 foot wide paved shoulders.



Maybank Highway Improvements Project Stakeholder Meeting / Workshop

March 27, 2014



Item 1

Design standards for the arterial mainline of Maybank Highway

Item 2

Design standards developed for the pitchfork roads and improvements to Maybank Highway from the Stono River Bridge to River Road

Item 3

Compliance with applicable federal laws - Section 4(f) of the 1966 Department of Transportation Act (23 CFR part 774)



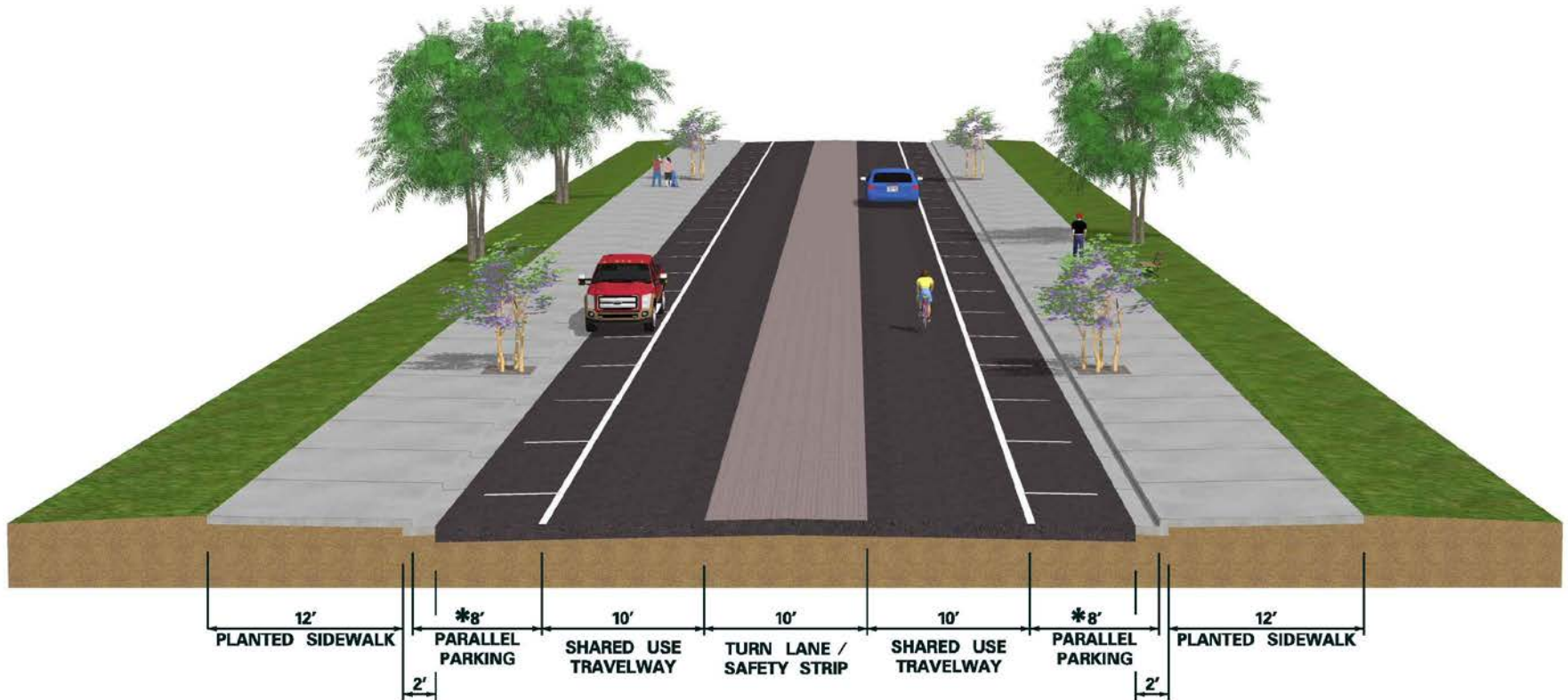
FHWA

“Maybank Highway is a critical highway in the region and should be designed to adequately handle the traffic needs on this corridor. If federal funds are to be used on this project, the proposed design must comply with applicable design criteria for roads of this significance and support its function as a minor arterial.”

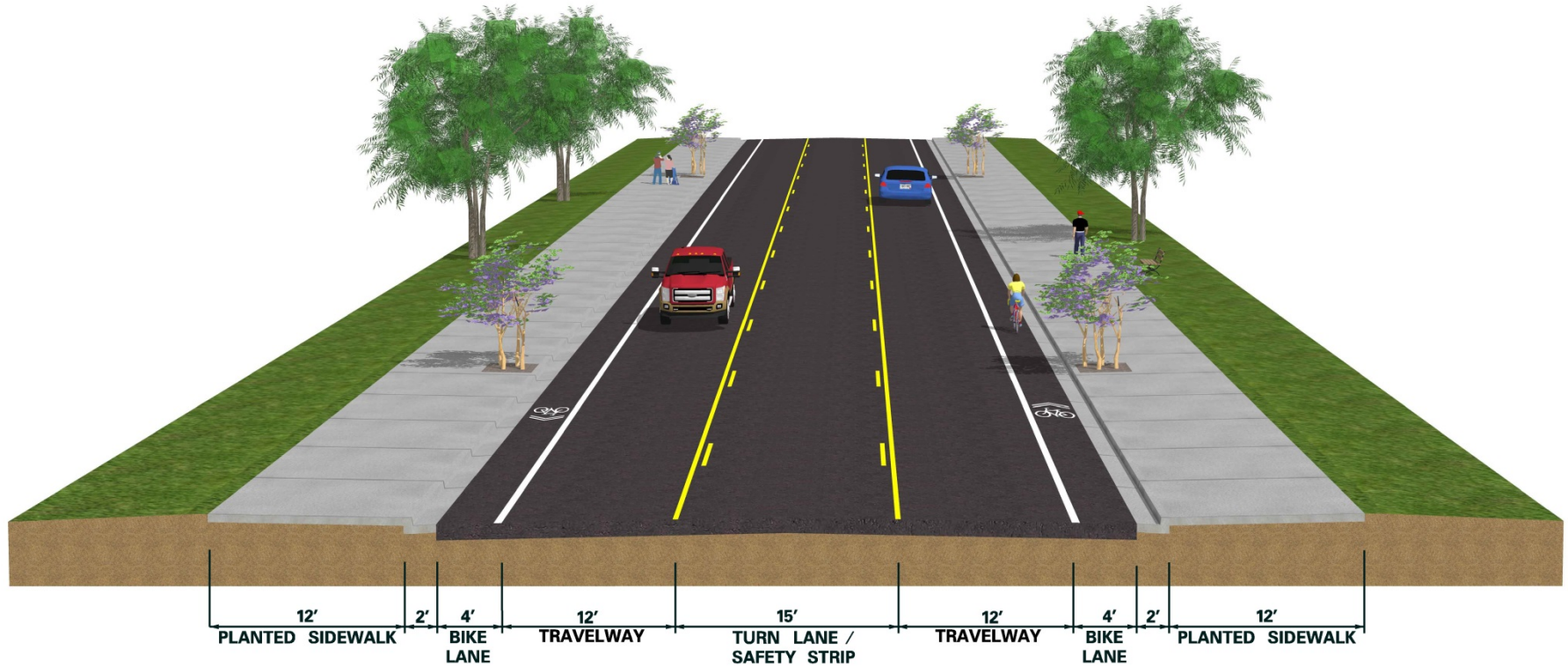
SCDOT

“...design standards produced by the city of Charleston do not appear to be appropriately applied to Maybank Highway when considering its functional classification as a minor arterial.”

“SCDOT has concerns that the proposed concept...could negatively affect the entire transportation system on John’s Island.”



CITY "TOWN" SECTION
SPEED LIMIT: 25 MPH

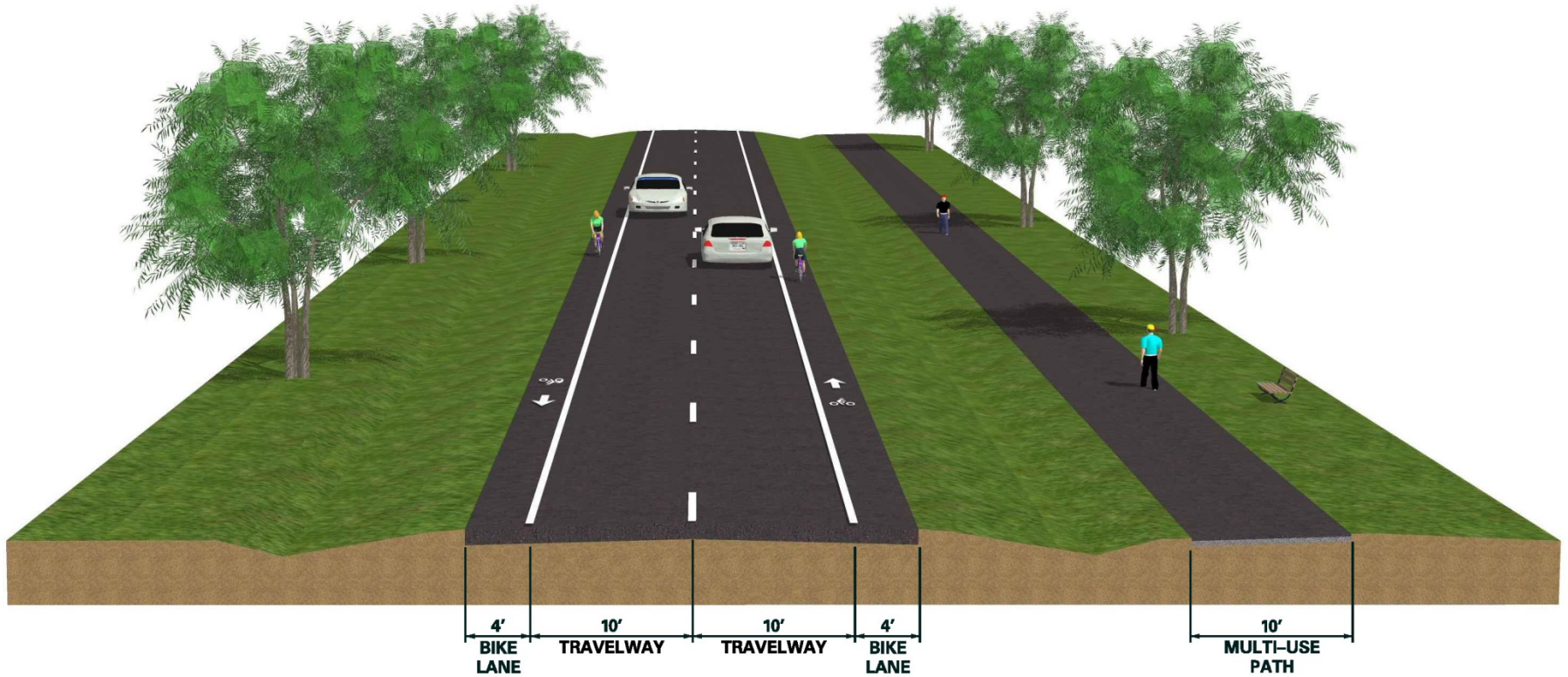


SCDOT "TOWN" SECTION
SPEED LIMIT: 45 MPH

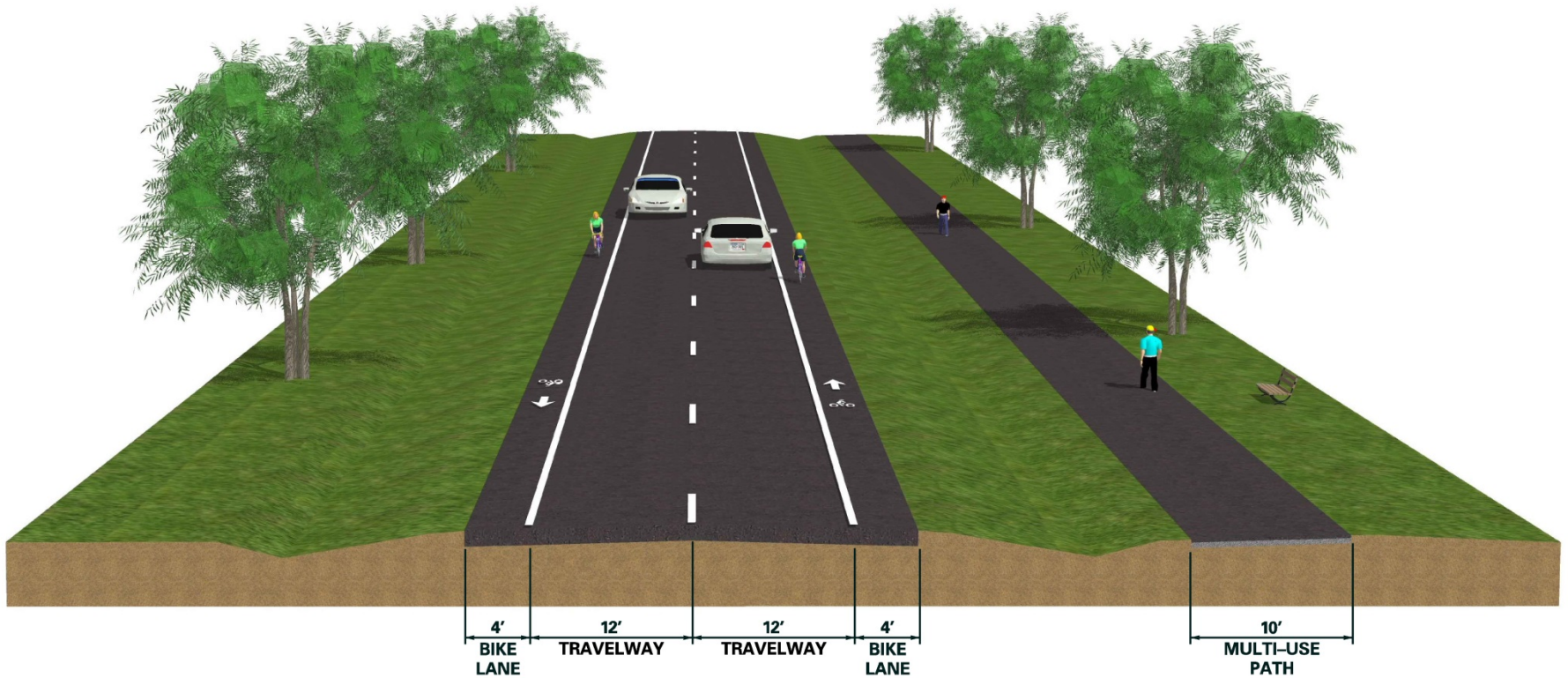


COMPARISON

| TOWN | Speed Limit | Lane Widths | Center Turn Lane | Parallel Parking | Bike Lane |
|-------|-------------|-------------|------------------|-------------------------|------------------------|
| CITY | 25 mph | 10' | 10' | 8' (includes 2' gutter) | Shared Use Lane |
| SCDOT | 45 mph | 12' | 15' | Not Permitted | 4' Dedicated Bike Lane |



CITY "COUNTRY" SECTION
SPEED LIMIT: 35 MPH

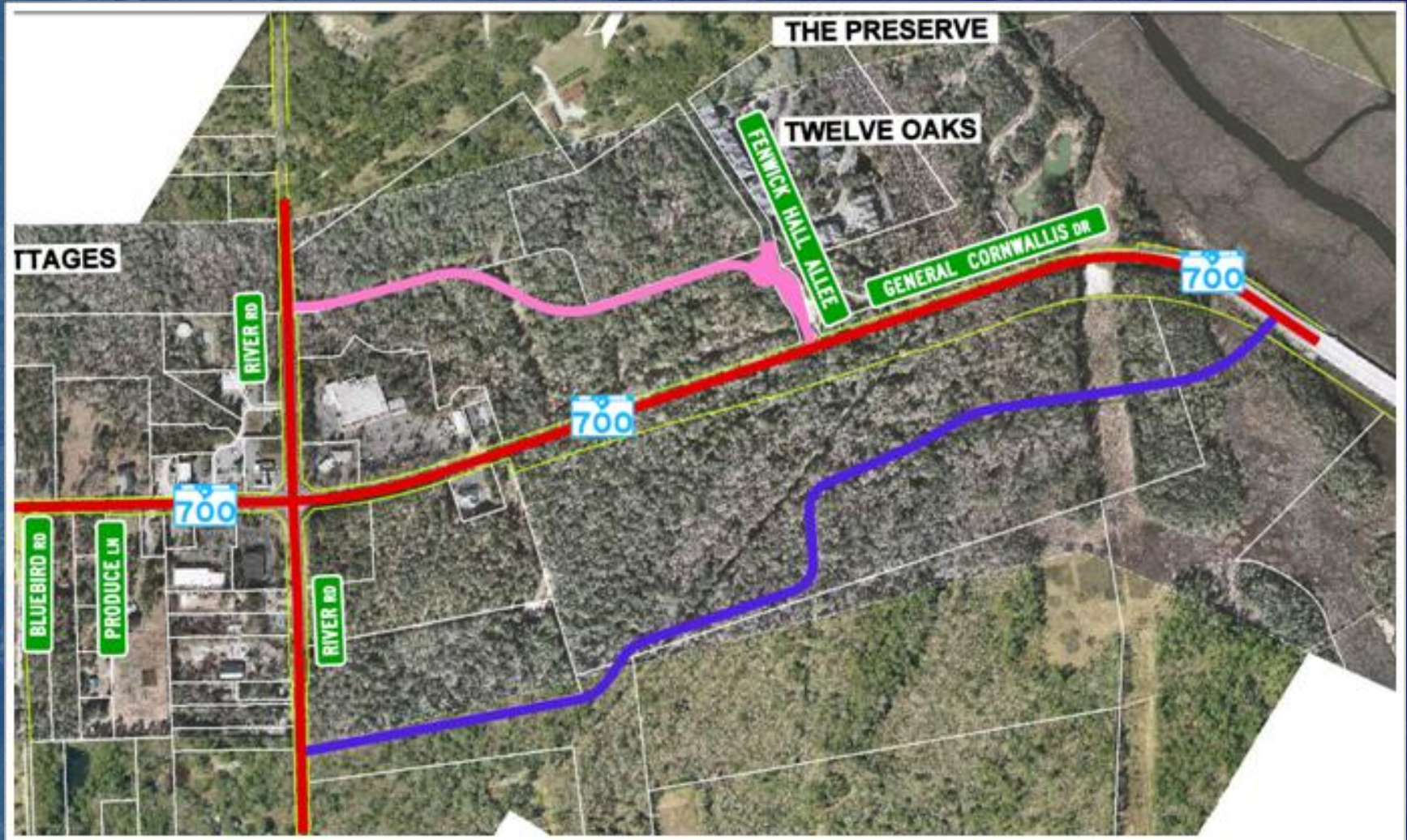


SCDOT "COUNTRY" SECTION
SPEED LIMIT: 45 MPH



COMPARISON

| COUNTY | Speed Limit | Lane Widths | Bike Lane |
|--------|-------------|-------------|------------------------|
| CITY | 35 mph | 10' | 4' Dedicated Bike Lane |
| SCDOT | 45 mph | 12' | 4' Dedicated Bike Lane |





OPERATIONAL CONDITIONS

Maybank Highway merges from two lanes to one lane about 1,700 feet west of the Old Maybank Highway intersection in the westbound direction.

- **Current queue during the afternoon peak hour is approximately 5,700 feet.**
- **The population in the six traffic analysis zones that encompass the proposed project is projected to grow by 114%, from 5,131 people in 2010 to 11,011 people in 2030. ⁽¹⁾**

(1) BCDCOG, Planning Area: Coastal Islands West-Population, pp. 22-23





FHWA

“...the environmental document must clearly show that there is no feasible and prudent alternative to avoid this Section 4(f) resource and that all possible planning has been done to minimize impact to the historic resource. If all alternatives include impacts to Section 4(f) resources, only the alternative that has the least overall harm to those resources may be selected (23 CFR 774.3).”

SCDOT

“SCDOT believes the project as submitted would be very difficult to permit. Compared to the impacts associated with a widening, the construction of two new location-parallel routes through environmentally sensitive areas will be difficult to permit as the least damaging practicable alternative.”



Charleston County
Transportation Sales Tax Program

Questions?

