

DATE: October 8, 2008
TO: County Administrator
FROM: Clerk of Council
RE: Maybank Highway Improvements - Recommendation

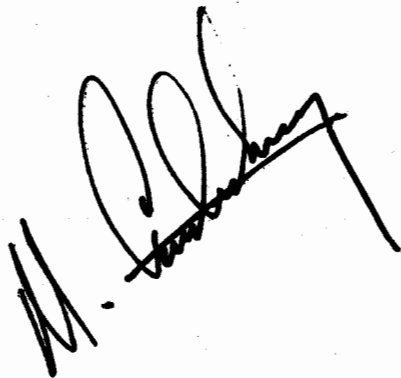
At a regular meeting of County Council held on October 7, 2008, Council voted to refer this matter to County staff to work together with City of Charleston staff to further evaluate the updated improvements plan, to include the assistance of a Technical Advisory Panel of the Urban Land Institute. Following this evaluation, staff shall come back to Council in a timely manner with additional information.

**COUNCIL DIRECTIVE
 FROM THE OFFICE OF THE COUNTY ADMINISTRATOR**

DATE: 10/8/08

ACTION REQUIRED
 FOR INFORMATION ONLY

- To:** Keith Bustraan
 Walt Smalls
 Jennifer Miller
 Kurt Taylor
 Bob Stewart
 Joe Dawson
 Corine Altenhein
 Mack Gile
 Other:



Staff: Action taken

**Date completed
 Department**

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RECOMMENDATION OF: PLANNING/PUBLIC WORKS COMMITTEE

COMMITTEE MET: October 2, 2008

SUBJECT: Maybank Highway Improvements - Recommendation

COMMITTEE REPORTS:

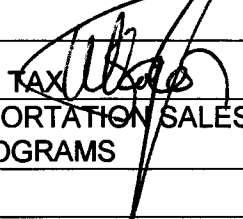
That it considered the information furnished by McRoy Canterbury, Jr., County Administrator; Kurt Taylor, Deputy Administrator for Transportation, and Rick Hall of Hall Planning and Engineering, Inc., regarding road improvements on Maybank Highway. It was stated that in February of 2008, Staff brought to Council the conceptual design proposal and traffic study results for the improvements to Maybank Highway based on the City of Charleston's originally requested project. It was further stated that the City changed its preferences for the improvements to the Maybank corridor and that in March Council approved the partial funding of a traffic study to analyze the City's new proposal, and that since that time the City's consultants have developed elements of the conceptual design and conducted a traffic analysis of their proposed improvements.

COMMITTEE RECOMMENDS:

That Council defer action on this matter to allow Staff to come back to Council in a timely manner with additional information.

COMMITTEE AGENDA ITEM

TO: MACK CANTERBURY, COUNTY ADMINISTRATOR

THROUGH: KURT TAYLOR, DEPUTY ADMINISTRATOR-TRANS. SALES TAX 

FROM: JAMES D. ARMSTRONG *JDA* DEPT. TRANSPORTATION SALES TAX PROGRAMS

SUBJECT: MAYBANK HIGHWAY IMPROVEMENTS

REQUEST: PROVIDE DIRECTION REGARDING MAYBANK HIGHWAY IMPROVEMENTS

COMMITTEE OF COUNCIL: PLANNING/PUBLIC WORKS DATE: October 2, 2008

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

	Yes	N/A	Signature of Individual Contacted
Legal Dept.	<input type="checkbox"/>	<input type="checkbox"/>	_____
Procurement/Contracts	<input type="checkbox"/>	<input type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Administration	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Auditor	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input 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
		N/A	0	\$0.00

NEED: Identify any critical time constraint.
N/A

BUDGET OFFICER SIGNATURE: *Mack Hile*

Fiscal impact: None

ADMINISTRATOR'S SIGNATURE: *[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

In February of this year, staff brought to council the conceptual design proposal and traffic study results for the improvements to Maybank Highway based on the City of Charleston's originally requested project. Due to the fact that the City changed its preferences for the improvements to the Maybank corridor, in March council approved the partial funding of a traffic study to analyze the City's new proposal. Since that time, the City's consultants have developed elements of the conceptual design and conducted a traffic analysis of their proposed improvements. The traffic study is attached to this document. Additionally, a table which compares major details of the original plan and the City's new plan is attached. Finally, a description of the necessary next steps and remaining issues is attached for council's information.

ACTION REQUESTED OF COUNCIL

Consider the results of the traffic analysis of the City of Charleston's revised plan and give staff direction as to council's preferences for the project.

DEPARTMENT HEAD RECOMMENDATION

Consider the results of the traffic analysis of the City of Charleston's revised plan and give staff direction as to council's preferences for the project.

Table 1: Comparison of Maybank Highway Improvement Alternatives

Maybank Highway Alternative	Original Plan	Update of the Maybank Highway Widening Traffic Study
Cost (construction only) Does not include R/W	\$ 24 Million	Phase 1 - \$ 37.8 Million Phase 2 - \$ 19.0 Million Total - \$ 56.8 Million (HPE, Page XXIV; illustrated Page 34)
Construction Schedule (open to traffic)	Summer 2012	Phase 1 – Undefined Phase 2 – Undefined
Right-of-way	23 Acres	Phase 1 – 28.5 Acres Phase 2 – 34 Acres Total – 62.5 Acres
Wetland Impacts	1.47 Acres	Undefined
Grand Tree Impacts	44	Undefined
Traffic Signals	2 Existing Signals to remain on Maybank Highway at River Road and Main Road	19 Total on Maybank Hwy(2 Existing, 17 New) with 7 additional signals included at Pitchfork intersections) (HPE, Pages 83, 84)
Travel Time (I-526 to Main Rd, Westbound PM Peak)	8 Minutes Target Speed: 45 MPH	14.3 Minutes (HPE, Page 80) Target Speed: 25 MPH Town Sect. (HPE Pg. XVI) 35 MPH Country Sect. (HPE Pg. XV)
Bicycle Facilities	Separated Multi-use path meandering to avoid grand trees on the South side of Maybank Highway	Town Section – Bicycles share travel lanes with motor vehicles. (HPE, Page XVI) Country Section – Separated multi-use path. (HPE, Page XVI)
Pedestrian Facilities	Separated sidewalk meandering to avoid grand trees on the North side of Maybank Highway.	Town Section – Sidewalks of varying width. (HPE Pages XV, XIX) Country Section – pedestrians share multi-use path with bicyclists. (HPE Pages XX, XXI)
Connectivity	Connectivity will be provided as the Maybank Highway corridor develops in compliance with a City of Charleston ordinance which requires that new developments connect.	Connectivity will be provided by the network roads.
I-526 Connection	One overpass required for diamond or partial cloverleaf interchange.	Two overpasses required for split diamond interchange with collector-distributor roads.

Table 1: Comparison of Maybank Highway Improvement Alternatives *continued*

Maybank Highway Alternative	Original Plan	Update of the Maybank Highway Widening Traffic Study
Compliance with CHATS Long Range Transportation Plan	4 Lane widening with a median approved in LRTP April 2005.	Revision to CHATS LRTP would be necessary to acquire federal funding.
Compliance with the City of Charleston's Johns Island Community Plan	4 Lane Widening does not prohibit interconnectivity.	In Compliance
Compliance with SCDOT Design Standards	In Compliance	Design exceptions required for: <ul style="list-style-type: none"> • Design Speed • Lane Width • Shoulder Width • Design Vehicle • Clear Zone • On street parking

Table 2: Unknown Parameters Affecting Network Implementation.

Funding	\$15 Million of the \$30 Million Maybank Highway Widening budget is provided by CHATS. It is unknown if the Network would qualify for the CHATS funding due to NEPA requirements and possible CHATS funding requirements.
Construction	The construction of the improvements within SCDOT right-of-way is contingent upon SCDOT granting exceptions from the standard design requirements. It is unknown whether SCDOT will grant the exceptions as HPE's proposed roadway designs vary significantly from established standards.

Table 3: Project Descriptions

CHATS LRTP Project Description	"Maybank Highway is a minor arterial that serves as the main traffic artery for Johns Island. 2030 traffic estimates for this corridor exceed 32,000 vehicles a day. To maintain the aesthetic integrity of this area, it is recommended to improve this section of Maybank Highway from 2 lanes to 4 lanes with a "tree lined" plantable median. Other on-road facilities include bike facilities and sidewalks on at least one side."
Bond Referendum - Nov. 7, 2006	Referendum Project Description - "Maybank Highway (SC 700) widening from proposed I-526/Mark Clark interchange to Bohicket Road/Main Road (S-20)" Referendum Results: Johns Island 1A - 69.69% Johns Island 1B - 61.10% Johns Island 2 - 75.04% Johns Island 3A - 69.69% Johns Island 3B - 69.92% Johns Island 4 - 58.92%

A lyms

HPE - Hall Planning & Engineering, Inc.

CHATS - Charleston Area Transportation Study

LRTP - Long Range Transportation Plan

NEPA - National Environmental Policy Act

SCDOT - South Carolina Department of Transportation