

Attachment A
Bond Order for Introduction -
Sidewalks and Greenway Trails

**BOND ORDER AUTHORIZING THE ISSUANCE OF GENERAL
OBLIGATION BONDS FOR SIDEWALKS AND GREENWAY TRAILS IN
THE MAXIMUM AMOUNT OF \$4,600,000**

WHEREAS –

The Board of Aldermen of the Town of Carrboro, North Carolina, by resolution adopted on June 17, 2003, has stated its proposal to issue general obligation bonds to pay capital costs of providing sidewalks and greenway trails.

The Town has applied to the North Carolina Local Government Commission for its approval of such bonds, and the Commission has accepted the Town's application.

BE IT ORDERED by the Board of Aldermen of the Town of Carrboro, North Carolina, as follows:

1. There are hereby ordered to be issued Town general obligation bonds to pay capital costs of providing sidewalks and greenway trails, together with related financing and other necessary or incidental costs.
2. The maximum aggregate principal amount of the bonds issued for such purpose will be \$4,600,000.
3. Taxes will be levied in an amount sufficient to pay the principal of and interest on the bonds so issued.
4. A sworn statement of debt prepared by the Town's Finance Officer has been filed with the Town Clerk and is open to public inspection.
5. This Bond Order will take effect when approved by the Town's voters in the manner provided by law.

Attachment B
Bond Order for Introduction -
Parks and Recreational Facilities

**BOND ORDER AUTHORIZING THE ISSUANCE OF GENERAL
OBLIGATION BONDS FOR PARKS AND RECREATIONAL FACILITIES
IN THE MAXIMUM AMOUNT OF \$700,000**

WHEREAS -

The Board of Aldermen of the Town of Carrboro, North Carolina, by resolution adopted on June 17, 2003, has stated its proposal to issue general obligation bonds to pay capital costs of providing for parks and recreational facilities.

The Town has applied to the North Carolina Local Government Commission for its approval of such bonds, and the Commission has accepted the Town's application.

BE IT ORDERED by the Board of Aldermen of the Town of Carrboro, North Carolina, as follows:

1. There are hereby ordered to be issued Town general obligation bonds to pay capital costs of providing for parks and recreational facilities, together with related financing and other necessary or incidental costs.
2. The maximum aggregate principal amount of the bonds issued for such purpose will be \$700,000.
3. Taxes will be levied in an amount sufficient to pay the principal of and interest on the bonds so issued.
4. A sworn statement of debt prepared by the Town's Finance Officer has been filed with the Town Clerk and is open to public inspection.
5. This Bond Order will take effect when approved by the Town's voters in the manner provided by law.

Attachment C

**RESOLUTION SETTING A PUBLIC HEARING ON BOND ORDERS
AND
AUTHORIZING FILING OF DEBT STATEMENT
Resolution No. 08/2003-04**

WHEREAS, there have been introduced at this meeting bond orders entitled as follows:

**BOND ORDER AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS
FOR SIDEWALKS AND GREENWAY TRAILS IN THE MAXIMUM AMOUNT OF
\$4,600,000**

**BOND ORDER AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS
FOR PARKS AND RECREATIONAL FACILITIES IN THE MAXIMUM AMOUNT OF
\$700,000**

AND WHEREAS, Section 159-57 of the General Statutes requires that a public hearing be held on each such bond order prior to its adoption, Section 159-56 of the General Statutes requires publication of a notice of such hearing, and Section 159-55 of the General Statutes requires the filing of a statement of the Town's debt with the Town Clerk prior to the public hearing;

BE IT THEREFORE RESOLVED by the Board of Aldermen of the Town of Carrboro, North Carolina, (1) that a public hearing on each such bond order will be held at 7:30 p.m. (or as soon thereafter as the matter may be heard) on September 2, 2003, in the Board's regular meeting room, Town Hall, 301 West Main Street, Carrboro, North Carolina, and (2) that the Town Clerk is authorized and directed to publish a notice of each such public hearing, in the form provided for in Section 159-56 of the General Statutes, one time, not less than six days prior to such hearing date, in a newspaper having general circulation in the Town;

AND BE IT FURTHER RESOLVED that the Town's Finance Officer is authorized and directed to prepare and file, prior to the publication of the notices of public hearing, a sworn statement of the Town's net debt in the form prescribed by statute.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: August 11, 2003
TO: Mayor and Board of Aldermen
FROM: Dale McKeel, Transportation Planner
RE: Bolin Creek and Morgan Creek Greenway Trails

The purpose of this memo is to discuss greenway trails on Morgan Creek (between Smith Level Road and University Lake) and Bolin Creek (between Estes Drive and Homestead Road) that are proposed as part of a bond referendum. These trails are included in the adopted Carrboro Recreation and Parks Master Plan and supported by Carrboro Vision 2020. The Bolin Creek trail is also included in the Northern Study Area Plan.

The Morgan Creek trail would connect with a trail being planned by the Town of Chapel Hill to connect Smith Level Road with Merritt Pasture and Southern Village. The Bolin Creek Trail would connect to the north with trail systems in Winmore and Lake Hogan Farms, and to the south with existing and proposed greenway trails adjacent to Bolin Creek in Chapel Hill.

A preliminary cost estimate for the Morgan Creek Trail is \$650,000, and for the Bolin Creek Trail, \$807,500. Through the Durham-Chapel Hill-Carrboro MPO project funding process, the Town of Carrboro has secured \$1,457,500 for the design and construction of these projects over the next several years using federal STP-DA (Surface Transportation Direct Attributable) funds. The use of STP-DA funds would require a 20 percent local match, \$291,400, from the Town.

Note that a discussion of greenway policies is scheduled for September 23. A map showing the location of these trail segments and an excerpt from the Carrboro Recreation and Parks Master Plan are attached.

development being proposed on the Horace Williams Tract. A site master plan is required to develop the proposed Pathway Drive Park which should be coordinated with the Bolin Creek Greenway project.

Greenways

The proposed "Morgan Creek Greenway", is envisioned to be approximately three miles of off-street greenway following the banks of Morgan Creek, from Smith Level Road to University Lake. The existing OWASA Facility on University Lake is proposed to be used as a trail head. This will require a formal agreement with OWASA for joint use of this facility. The greenway will have spur connections to the proposed "South Community Park" and "Odum Park". The trail would connect into Chapel Hill's proposed Morgan Creek Greenway and present an opportunity of linking together University Lake with the N.C. Botanical Gardens. Other important nodes along the entire Carrboro/Chapel Hill Morgan Creek Greenway include the Hunt Arboretum, Frank Porter Graham School, proposed Chapel Hill South Community Park, proposed Carrboro Community Center and potentially Culbreth Junior High School.

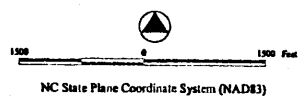
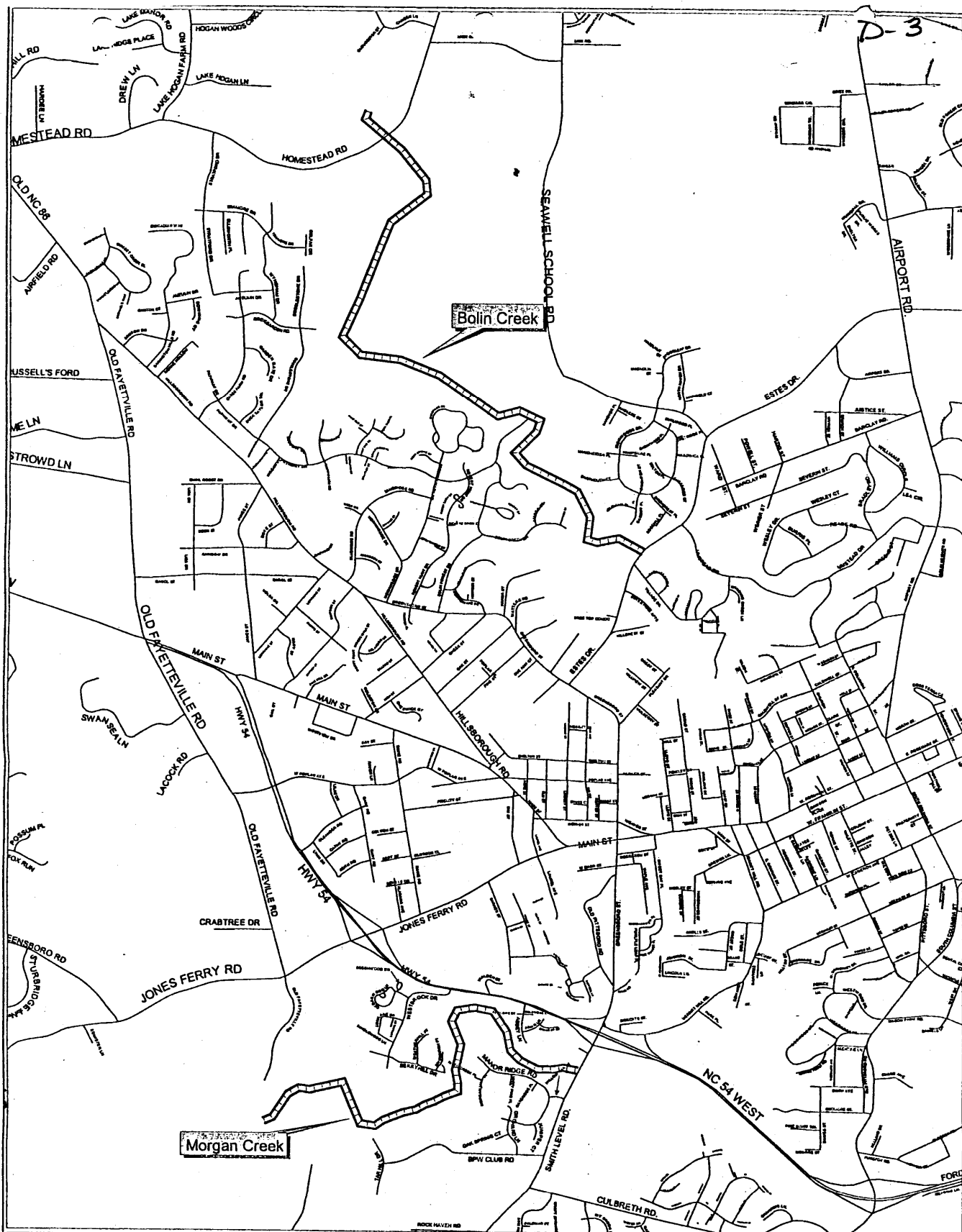
"Bolin Creek Greenway", a proposed off-street greenway, would stretch approximately seven miles. The proposed greenway would be aligned primarily with Bolin Creek extending from Estes Drive, northward around Hogan Lake, crossing Old NC 86, and connecting into the proposed "Union Grove Church Road Park". A spur extension would provide a link from Bolin Creek, up Jones Creek, to the proposed "North Community Park" off Eubanks Road. Other spur extensions are proposed from Bolin Creek to the proposed "Pathway Drive Park", and the Seawell Elementary School. The trail would connect into the Chapel Hill Bolin Creek Greenway at two locations: Seawell Elementary School and at Estes Drive. Chapel Hill has proposed that their greenway go from Estes Drive, eastward to the existing Community Center just off E. Franklin Street. Other potential important nodes along the Carrboro/Chapel Hill Bolin Creek Greenway would include Hargraves Park, Umstead Park, the Chapel Hill Community Center and the new development that UNC is planning for the Horace William property.

FACILITY PROPOSALS AND RECOMMENDATIONS

As previously stated, by the year 2015 the town of Carrboro should contain (3) community parks, (5) neighborhood parks, (6) mini parks and (10) miles of greenways. These park sites and active greenway corridors will allow for expansion of needed recreation facilities. All new facilities will need to comply with federal, state and local building codes. This includes the requirements of the American Disabilities Act which requires access to all public services. In Section 4, "Community Needs Assessment of Recreation and Facilities", specific facility needs were identified in the community involvement process and by using recreation standards. This section summarizes facility improvements that need to be considered in future park development.

Adult Baseball

There is currently only (1) baseball field serving the entire town. The Carrboro Recreation and Parks Department currently does not offer an adult baseball league



TOWN OF CARRBORO
301 W. Main St.
Carrboro, NC 27510

11 June 2003
Dale McKel, Planning Department
919-732-3228

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY.
The user must be aware of data conditions and ultimately bear responsibility for the appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to the data.

Bolin and Morgan Greenways - From Recreation and Parks Master Plan

Text Street Names
Streets

MEMORANDUM

DATE: August 6, 2003

TO: Carrboro Board of Aldermen
Mike Brough
Interim Town Manager

FROM: Anita Jones-McNair
Recreation and Parks Director

SUBJECT: Hillsborough Road Park Estimates for the Upcoming Bond
Referendum

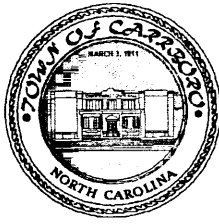
Provided for your review and consideration are estimated costs to develop the Hillsborough Road Neighborhood Park. Site Solutions provided figures based on the size of the property, current construction, amenities and shipping costs. This firm completed the preliminary work of the property a little over two years ago. Sungate Design Group provided figures to construct the road.

The park can be developed for less the amount projected. However, the actual costs cannot be determined until further analysis is completed including selection of amenities, evaluation and a site plan. Please keep in mind there might be an overlap of costs and development of the park can be done based on the amount of money available and/or in phases.

Site Solutions provided costs I want to clarify. The grading estimate is based on moving the soil so that it is conducive to each amenity whether leveled or sloped and the size of the park. The bathroom cost covers a block structure of approximately 1,000 square feet, asphalt roof; male and female rooms with 2 to 3 stalls each, several sinks, a water line hook-up and other options such as mirrors and dryers. The water fountain cost is based on a separate structure including equipment, shipment, water line, sanitary sewer and back flow accommodations. If the Town could decide to position the water fountain on the side of the bathroom facility then costs could be up to 50% less. Landscaping costs include shade trees, shrubbery, ground cover and flowers. Finally, park amenity figures are based on current equipment pricing, shipping, installation and cost associated with each facility. A variety of amenity options were given for consideration.

Hillsborough Road Park					
Schematic Cost Estimate					
July 21, 2003					
Item Description	Quantity		Unit Cost		Total Cost
Park Infrastructure					
Clearing and Grubbing	1	LS	\$1,500.00	AC	\$1,500.00
Construction Entrance	1	EA	\$1,200.00	EA	\$1,200.00
Erosion Control	1	LS	\$19,000.00	LS	\$19,000.00
Grading (on-site)	1	LS	\$50,000.00	LS	\$50,000.00
Fine Grading (shelter & paving)	3,775	SY	\$0.70	/SY	\$2,642.50
Storm Drainage	1	LS	\$15,000.00	LS	\$15,000.00
Asphalt - Light Duty	3,575	SY	\$10.50	/SY	\$37,537.50
Concrete Walk	245	SY	\$30.00	/SY	\$7,350.00
Concrete Curb and Gutter	1,082	LF	\$10.00	/LF	\$10,820.00
Restroom	1	LS	\$135,000.00	LS	\$135,000.00
Water Fountain	1	EA	\$7,500.00	EA	\$7,500.00
Landscaping	1	LS	\$50,000.00	LS	\$50,000.00
Sub-Total					\$337,550.00
Considerations for Park Amenities					
Asphalt Path (8' width)	1,760	LF	\$24.00	/LF	\$42,240.00
Picnic Shelter-25'd w/ tables	1	LS	\$30,000.00	LS	\$30,000.00
Sand Volleyball Court	1	LS	\$15,000.00	LS	\$15,000.00
Playground:pre-school	1	LS	\$17,000.00	LS	\$17,000.00
Playground: older children	1	LS	\$35,000.00	LS	\$35,000.00
Youth Baseball Field	1	EA	\$120,000.00	EA	\$120,000.00
Youth Baseball Field Lighting	1	LS	\$65,000.00	LS	\$65,000.00
Basketball Courts	2	EA	\$20,000.00	EA	\$40,000.00
Basketball Court Lighting	1	LS	\$35,000.00	EA	\$35,000.00
Tennis Courts	4	EA	\$10,000.00	EA	\$40,000.00
Tennis Court Lighting	1	LS	\$60,000.00	EA	\$60,000.00
Frisbee Disc Golf Course-18 hole	1	LS	\$12,000.00	LS	\$12,000.00
Frisbee Disc Golf Course-9 hole	1	LS	\$8,000.00	LS	\$8,000.00
Spray Park: w/ re-circulating water	1	LS	\$150,000.00	/LS	\$150,000.00
Soccer Fields	2	EA	\$130,000.00	EA	\$260,000.00
Soccer Field Lighting-2 fields	1	LS	\$150,000.00	LS	\$150,000.00
Multi Purpose Field: 60,000-80,000 sf	1	LS	\$135,000.00	LS	\$135,000.00
Sub-Total:					\$1,214,240.00
Sub-Total Park Development Cost					\$1,551,790.00
Survey, Design, Geotechnical Cost					\$232,768.50
Contingency-10%					\$155,179.00

[illegible]



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: August 11, 2003

TO: Mayor and Board of Aldermen

FROM: Dale McKeel, Transportation Planner

RE: Hillsborough Road Park Connector Road

The purpose of this memo is to briefly describe the connector road that is among the features to be planned for the Hillsborough Road Park property. A connector road in the vicinity of this property has been included as part of the Connector Roads Plan since 1986. The connector would be an extension of Tripp Farm Road to Hillsborough Street.

In 2000, the Hillsborough Road Park Design Committee requested clarification from the Board of Aldermen on the connector road. On January 23, 2001, the Board of Aldermen reviewed the matter and adopted a resolution specifying that a connector road is to be incorporated into the design of the Hillsborough Road Park.

Attached are several items providing additional information related to the Hillsborough Road Park connector road, as follows:

- January 23, 2001 – Agenda item abstract
- January 23, 2001 – Excerpt from approved minutes including adopted resolution
- February 3, 2001 – Alternate designs of connector road prepared by Sungate Design Group
- August 4, 2003 – Cost estimate for connector road prepared by Sungate Design Group

BOARD OF ALDERMEN

ITEM NO. E(1)

AGENDA ITEM ABSTRACT

MEETING DATE: Tuesday, January 23, 2001

TITLE: REPORT: Hillsborough Road Park Connector Road

DEPARTMENT: PLANNING	PUBLIC HEARING: YES __ NO <u>X</u> __
ATTACHMENTS: A. Resolution B. Connector Roads Map from NSA Plan C. Map showing Hillsborough Road Park with Proposed Connector Road alignment D. Memo from Evie Odum re: Design Committee questions	FOR INFORMATION CONTACT: Patricia McGuire - 918-7327

PURPOSE

The Hillsborough Road Neighborhood Park Design Committee requested clarification on whether the connector road will be constructed through the park property and adjacent property and, if so, the design and location of the road. A staff review on this matter has been prepared. A resolution that specifies that the connector road is to be included among the features that will be placed on the Hillsborough Road park property is recommended for the Board's approval.

INFORMATION

The Hillsborough Road Park property is located between Hillsborough Road and the western terminus of Tripp Farm Road. The property is the site of the proposed western extension of the Tripp Farm Road Connector, as may be seen on the Connector Roads Plan map that is included in the *Facilitated Small Area Plan for Carrboro's Northern Study Area (Attachment B)*.

For many years town officials have recognized the need for interconnectivity of streets. Planning documents referenced this need as early as 1970 and in 1979 a plan for street connectivity around the downtown and in newly developing areas to the south and west of town was adopted. In 1986, the plan was expanded to include areas to the north of town. The Tripp Farm Road Connector was added to the town's street connectivity plans at that time. The Board of Aldermen considered adjustments to the Connector Roads Plan in subsequent years and some changes were made. The Tripp Farm Road Connector has remained the same since the adoption of the 1986 plan.

In 1999, the Board of Aldermen considered the acquisition of the Burnette property on Hillsborough Road for use as a neighborhood park. Staff analyses at that time reviewed the development potential (for use as a park) of the property and the role the property plays in implementation of the Connector Roads Plan. The Board proceeded with the purchase of the property in November 1999.

Planning for the development of the property was underway in early 2000. A Design Committee was appointed and by mid-year a consulting firm had been hired to begin preliminary design work through a process that includes citizens in evaluations and visioning about the use of the site. Town Engineers, Sungate Design Group, also prepared an evaluation to identify an alignment of the connector road. This information was made available to the Design Committee and planning consultants and was reviewed by

citizens who participated in a walkabout of the site in September 2000. A map showing the property and this road alignment is attached (*Attachment C*). The next phase in the design process calls for the consultant, Site Solutions, to prepare several scenarios of possible designs based on feedback from citizen participants in the site walkabout. As the road will require about two acres of the 10-acre site and its placement is currently proposed, but not finalized, members of the Design Committee were compelled to suspend the park planning process and request additional information from the Board of Aldermen before directing Site Solutions to proceed further with the development of design scenarios for the park. In a memo submitted on October 24, 2000, committee chair, Evie Odum, on behalf of the Design Committee, asked that the Board respond as to whether the road would/would not be built and, if so, that the Board finalize the design of the road. A copy of the memorandum is attached (*Attachment D*).

Summary of Issues Related to Tripp Farm Connector Road

The need for multiple points of access to Hillsborough Road has been documented for many years. The North Carolina Department of Transportation has allowed the existing cross-section of North Greensboro Street and the proposed expansion to include only two travel lanes and bikelanes, despite this serving as the principal north-south through town, in part because of the town's adopted and implemented policy for street connections. The connector roads policy has been reaffirmed numerous times, most recently in December 2000 when Carrboro Vision2020 was adopted. Policy 4.12 of that document states "The town should continue to implement its connector roads policy." The road has always been planned to connect the western terminus of Tripp Farm Road with Hillsborough Road. The NSA Plan Connector Roads map shows the road intersecting opposite (thus creating a 4-way intersection) the eastern terminus of Dove Street, but the alignments shown on this map are illustrative in nature and are not meant to illustrate the precise position of a connector road.

Further action regarding the affirmation of the Connector Roads policy and the eventual construction of the Tripp Farm Road connector includes the following two steps:

1. That the Board of Aldermen approve the connector road among the features to be included on the Hillsborough Road park property.
2. That the roadway type and configuration be finalized for incorporation into the overall plan for the property.

That the road is needed and in keeping with adopted plans and policies seems clear. The precise location and design of the road, however, has not yet been determined. One design that achieves the desired function and appears to involve minimal impact has been identified. This option leaves a large usable area of the site available for other activities, but there are other choices. The Board of Aldermen may choose the identified alignment or may wish to designate a subcommittee to work with Sungate Design Group to evaluate alternatives and make a recommendation on the preferred design of the roadway. It must be noted that further engineering analyses will involve unexpected costs and may require a budget amendment for the provision of additional engineering funds. The preferred design can then be made available to the Design Committee and Site Solutions and incorporated into the design scenarios.

ADMINISTRATION'S RECOMMENDATION

The Administration recommends that the Board of Aldermen adopt the attached resolution (*Attachment A*) that specifies that the connector road is to be included among the features to be placed on the Hillsborough Road park property and establishes a Board subcommittee to work with Sungate Design Group to select a preferred roadway design.

REPORT: HILLSBOROUGH ROAD PARK CONNECTOR ROAD

The Hillsborough Road Neighborhood Park Design Committee requested clarification on whether the connector road will be constructed through the park property and adjacent property and, if so, clarification of the design and location of the road. A staff review on this matter was presented. A resolution that specifies that the connector road is to be included among the features that will be placed on the Hillsborough Road park property was recommended for the Board's approval.

Trish McGuire, the town's Planning Administrator, made the staff presentation.

Susan Stone stated that a connector road would be a major feature of this park. Ms. Stone stated her concern that the neighborhood felt that when this property was developed, that it would be a residential development--not a park. Ms. Stone asked that the Board consider having a public hearing on whether to put the road through the park.

Richard Ellington stated that the proposed alignment does not make sense. Mr. Ellington proposed that the road be aligned along the northwest side of the property.

The following resolution was introduced by Alderman Allen Spalt and duly seconded by Alderman Alex Zaffron.

**A RESOLUTION SPECIFYING THAT A CONNECTOR ROAD IS TO BE INCORPORATED
INTO THE DESIGN OF THE HILLSBOROUGH ROAD PARK
Resolution No. 93/2000-2001**

WHEREAS, the Carrboro Board of Aldermen has adopted a Connector Roads Policy, and,

WHEREAS, the Hillsborough Road park property purchased by the Town in 1999, has been designated since 1986 as the location of the Tripp Farm Road connector.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen approves the inclusion of facilities to accommodate cars, pedestrians, and bicycles that satisfy the town's connectivity policy among the features to be planned for the Hillsborough Road park.

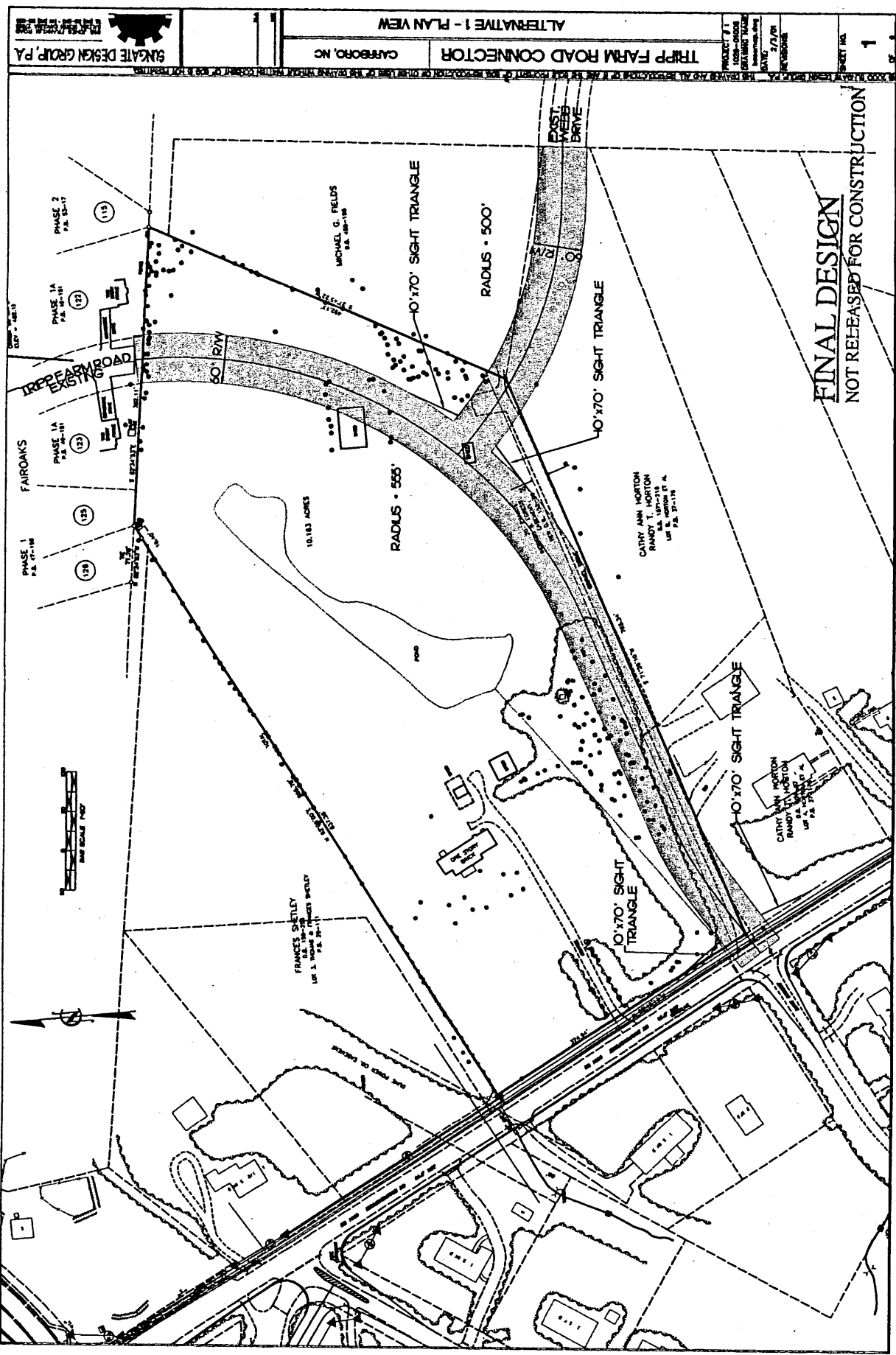
BE IT FURTHER RESOLVED by the Carrboro Board of Aldermen that the Aldermen hereby establish a subcommittee of the following Board members (Allen Spalt, Mike Nelson, and Alex Zaffron) and two at-large citizens to meet with Sungate Design Group and recommend options for design and alignment of the proposed facilities for consideration by the Board of Aldermen.

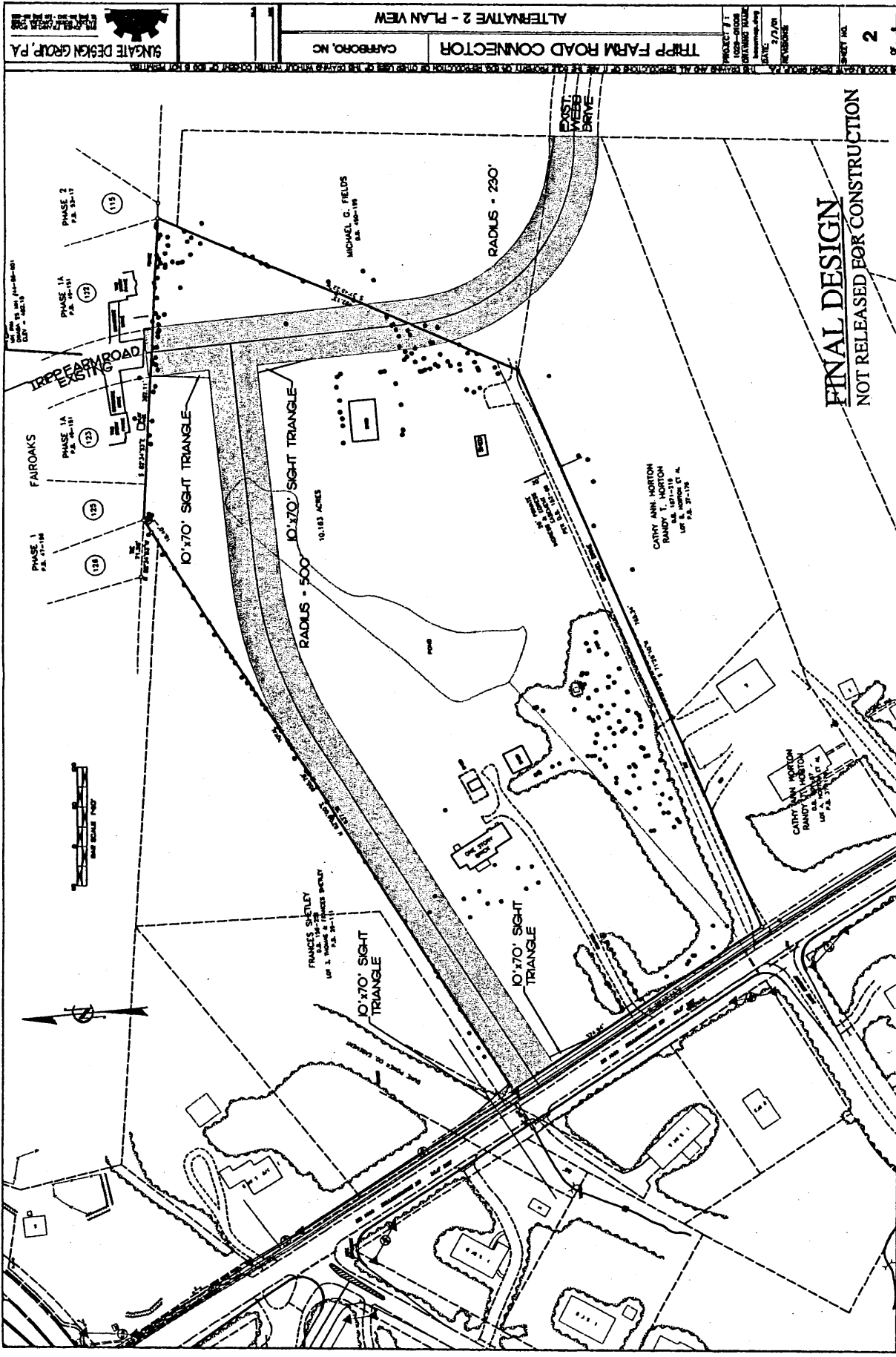
The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 23rd day of January, 2001:

Ayes: Joal Hall Broun, Mark Dorosin, Diana McDuffee, Michael Nelson, Allen Spalt, Alex Zaffron

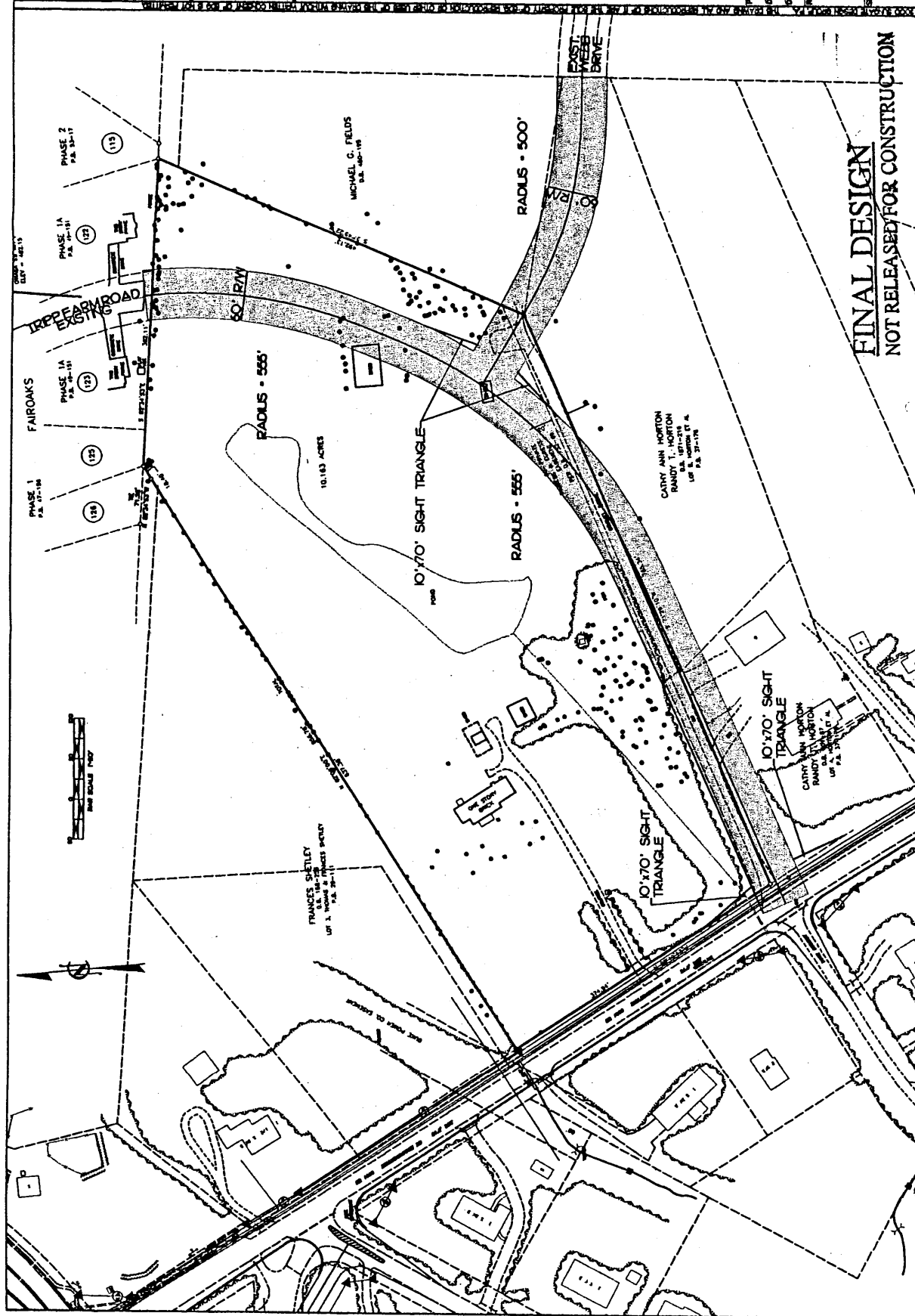
Noes: Jacquelyn Gist

Absent or Excused: None

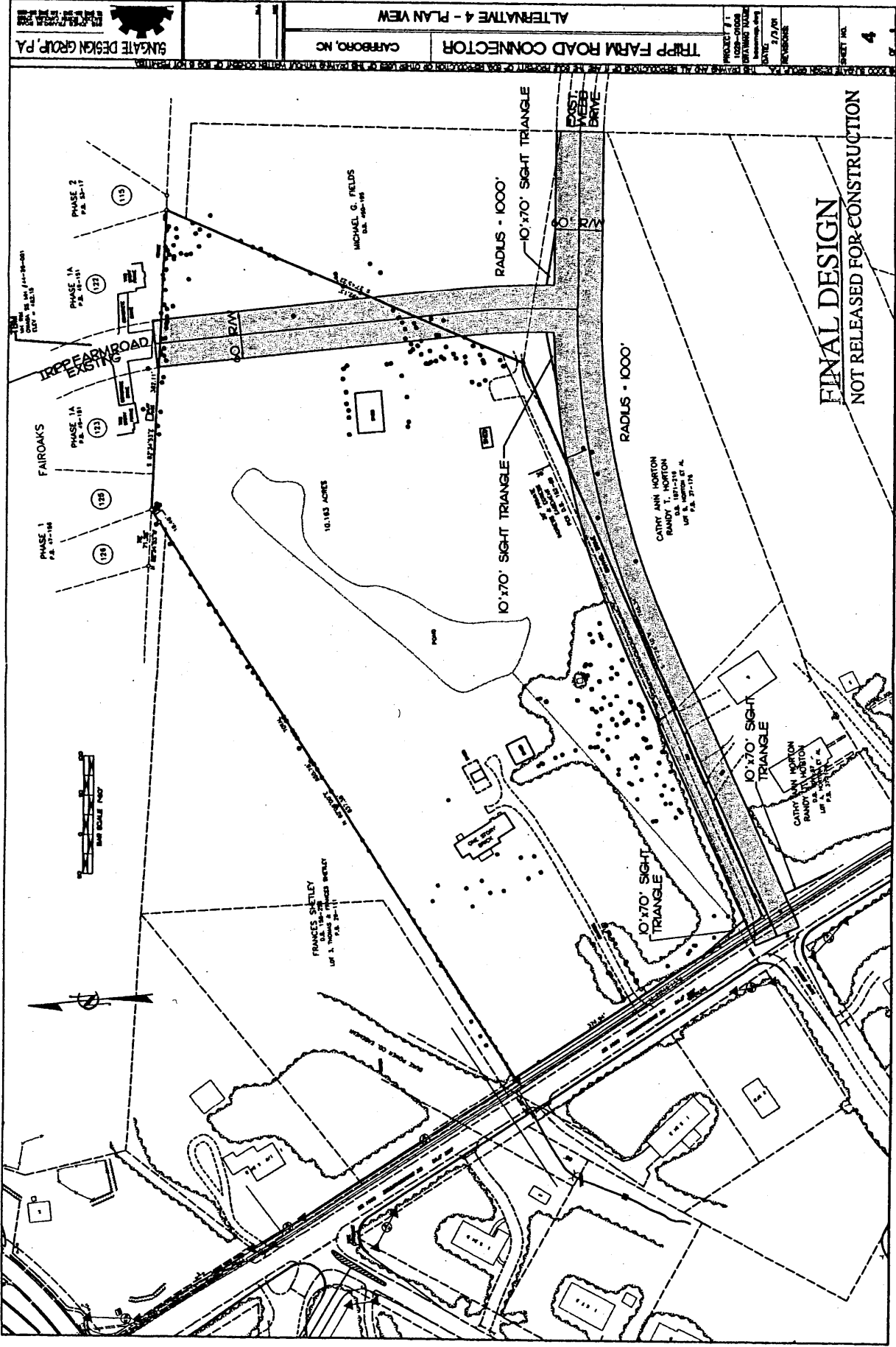




FINAL DESIGN
NOT RELEASED FOR CONSTRUCTION



6-8



FINAL DESIGN
NOT RELEASED FOR CONSTRUCTION



Sungate Design Group, P.A.

ENGINEERING • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL

915 Jones Franklin Road • Raleigh, NC 27606 • Phone 919.859.2243 • Fax 919.859.6258

August 4, 2003

Mr. Dale McKeel
Transportation Planner
Town of Carrboro
301 West Main Street
Carrboro, NC 27510

Re: Hillsborough Road Park Property – Tripp Farm Road Connector Cost Estimate

Dear Dale:

Per your request we have evaluated the costs associated with constructing a standard Collector Road on the Hillsborough Road Park property in Carrboro. The cost estimate was based on Alternative No. 1 without the Webb Drive connection.

Sungate Design has calculated the cost estimate, including mobilization, engineering, and contingencies to be \$422,000. However, this estimate does not include any detention or water quality devices. Until these devices are designed, it is extremely difficult to estimate how much they would cost to construct. It is also our opinion that it may be better to combine these devices with the detention and water quality devices that will be required for the proposed park. Construction Administration has not been included, but can be provided by Sungate Design at an hourly rate. Please see attached Cost Estimate for a break down of the construction costs.

If you have questions or need further information, please contact me.

Sincerely,

William M. Hines, PE

Hillsborough Road Park Property (Tripp Farm Road Connector)

08/04/03

Alternate No. 1 with a Standard Collector Street

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Amount</u>
Clearing & Grubbing	1.7	AC	\$4,000.00	\$6,800.00
Surveying	1	LS	\$10,000.00	\$10,000.00
Grading	8000	SY	\$8.00	\$64,000.00
Remove Buildings	2	EA	\$1,000.00	\$2,000.00
Remove Existing C&G	70	LF	\$6.00	\$420.00
Fill Material (Borrow)	1100	CY	\$11.10	\$12,210.00
ABC Stone	1730	TON	\$11.60	\$20,068.00
30-inch Curb & Gutter	2430	LF	\$10.55	\$25,636.50
2-inch Asphalt	470	TON	\$48.00	\$22,560.00
5-foot Sidewalk	2400	SY	\$25.10	\$60,240.00
Fine Grading	1	LS	\$5,000.00	\$5,000.00
Catch Basins	8	EA	\$2,000.00	\$16,000.00
Drop Inlets	2	EA	\$2,000.00	\$4,000.00
15-inch RCP	270	LF	\$24.75	\$6,682.50
18-inch RCP	280	LF	\$25.25	\$7,070.00
24-inch RCP	20	LF	\$33.60	\$672.00
Riprap Apron	10	TON	\$28.80	\$288.00
HC Ramps	2	EA	\$300.00	\$600.00
4-inch Thermoplastic	2400	LF	\$1.00	\$2,400.00
Seeding & Mulching	0.6	AC	\$2,500.00	\$1,500.00
Tree Protection	1300	LF	\$2.00	\$2,600.00
Inlet Protection - Erosion	10	EA	\$125.00	\$1,250.00
Sediment Trap	2	EA	\$750.00	\$1,500.00
Silt Fence	1200	LF	\$3.00	\$3,600.00
Remove Erosion Control	1	LS	\$2,500.00	\$2,500.00
Subtotal				\$279,597.00
Add Mobilization (5%)				\$293,576.85
Add Design Engineering (15%)				\$337,613.38
Add Contingency (25%)				\$422,016.72
Total				\$422,016.72
Say				\$422,000.00

Note: This estimate does not include any detention or water quality devices. Until these devices are designed, it is extremely difficult to estimate how much they would cost to construct. It is also Sungate's opinion that it may be better if these devices are combined with the detention and water quality devices that will be required for the proposed park. Construction Observation and Contract Administration has not been included, but can be provided at a hourly rate.

Capital Needs List
FY02-07
Total Local Costs

ATTACHMENT **H**

ITEM	TOTAL COST	LOCAL SHARE	RECOMMENDED PRIORITIES
Miscellaneous Projects Total of Known Costs	\$ 15,514,436	\$ 15,514,436	\$ 3,611,087
Wilson Park Restroom Facility Refurbishment	Cost Unknown	Cost Unknown	
Establish Park Maintenance/Repair Fund	\$ 200,000	\$ 200,000	
Hillsborough Road Park Development	\$ 683,045	\$ 683,045	\$ 683,045
Outdoor Swimming Pool	\$ 8,130,816	\$ 8,130,816	
Gymnasium	\$ 3,571,588	\$ 3,571,588	
Anderson Pond Dam Erosion Study	Cost Unknown	Cost Unknown	
Northern Transition Area Water and Sewer	\$ 800,000	\$ 800,000	\$ 800,000
Radio System (Interoperability)	Cost Unknown	Cost Unknown	
Roberson Street Improvements	Cost Unknown	Cost Unknown	
Northern Area Fire Station	\$ 2,128,887	\$ 2,128,887	\$ 2,128,887
Sidewalks Total of Known Costs	\$ 2,499,611	\$ 1,493,624	\$ 1,493,624
Barrington Hills Road & Autumn Drive	\$ 147,000	\$ 147,000	\$ 147,000
Hanna Street	\$ 186,353	\$ 186,353	\$ 186,353
Carr Court	\$ 92,939	\$ 18,588	\$ 18,588
Jones Ferry Road	\$ 22,550	\$ 4,510	\$ 4,510
Old Fayetteville Road (54 to Jones Ferry)	\$ 120,978	\$ 30,000	\$ 30,000
Bel Arbor (Bike Ped Path)	\$ 89,000	\$ 17,800	\$ 17,800
Williams Street to Wilson Park	\$ 2,500	\$ 2,500	\$ 2,500
West Main (Fidelity to Poplar)	\$ 10,500	\$ 10,500	\$ 10,500
Davie Road	\$ 107,572	\$ 107,572	\$ 107,572
Estes Drive	\$ 118,935	\$ 23,787	\$ 23,787
Smith Level Road (U-2803)	\$ 303,755	\$ 60,751	\$ 60,751
Old Fayetteville Road (54 to McDougle U-3100B)	\$ 103,422	\$ 20,684	\$ 20,684
James Street (Main to Hillsborough Road)	\$ 756,272	\$ 756,272	\$ 756,272
South Greensboro Street	\$ 537,535	\$ 107,507	\$ 107,507
Gravelways Total of Known Costs	\$ 6,195,904	\$ 3,197,952	\$ 3,197,952
Morgan Creek	\$ 877,572	\$ 438,786	
Bolin Creek (Estes Drive to Hogan Farm)	\$ 1,842,900	\$ 921,450	
Sunset Creek	\$ 773,906	\$ 386,953	
Bolin Creek (Hogan Farm to Union Grove Church Road))	\$ 1,717,506	\$ 858,753	
Open Space - Adams Tract	\$ 2,000,000	\$ 200,000	\$ 200,000
Jones Branch	\$ 784,020	\$ 392,010	
Bikeways Total of Known Costs	\$ 1,501,912	\$ 146,094	\$ 146,094
Roberson Place	\$ 480,956	\$ 24,047	
Rand Road R/W	\$ 100,000	\$ 25,000	
Rand Road Upgrade (Letter of Credit expires 8/05)	\$ -	\$ -	
Bel Arbor	\$ 920,956	\$ 66,047	
Downtown Improvements Total of Known Costs	\$ 385,900	\$ 385,900	\$ 385,900
Parking Deck	Cost Unknown	Cost Unknown	Cost Unknown
- Other Downtown Improvements	Cost Unknown	Cost Unknown	Cost Unknown
Parking Lots (2)	\$ 385,900	\$ 385,900	\$ 385,900
GRAND TOTAL	\$ 26,197,363	\$ 20,707,106	\$ 8,804,702