

BOARD OF ALDERMEN

ITEM NO. D(3)

AGENDA ITEM ABSTRACT

MEETING DATE: March 15, 2005

TITLE: Status Report on the Sidewalk Bond Program, Phase I

DEPARTMENT: PUBLIC WORKS DEPT.	PUBLIC HEARING: NO
ATTACHMENTS: A. Resolution B. Phase I Projects	FOR INFORMATION CONTACT: G. Seiz, Director of Public Works, 918-7427 Dale McKeel, Transportation Planner, 918-7329

PURPOSE

The purpose of this item is to update the Board of Aldermen on the status of the sidewalk bond program, Phase I. It is recommended the Board adopt the attached resolution accepting the report.

INFORMATION

Phase I of the sidewalk bond program initially included 21 project locations. About 395 properties are affected by these projects. Twenty-one first round informational meetings were conducted during the summer of 2004 from June 28 to August 23. Approximately 100 people attended these meetings. The purpose of the first meeting was to describe the design and construction process, and allow property owners to discuss their interests before the consultant began sidewalk design. Close to 70 comment sheets were received from residents as a result of the first meeting.

In December of 2004, the Sidewalk Review Committee considered two petitions that sidewalk not be built. The two projects were Oak Street from Hillsborough to Greensboro, and Lindsay from Shelton to Weaver. The committee ultimately decided that Oak Street be removed from the Phase I list and considered again for Phase III, and Lindsay Street be removed entirely from the sidewalk bond program. It was decided in February of 2005 that sidewalk on Lisa Drive, from Deer St to Quail Roost would be added to the Phase I program so the sidewalk could be incorporated with the paving project.

The second round of sidewalk meetings started in October of 2004 and are expected to be completed by March 14. The second informational meeting provides property owners the opportunity to review and comment on the preliminary sidewalk design. In general, it appears that there have been less people attending the second set of meetings than attended the first.

The preliminary design process has been very challenging for the staff and the consultant. There has been a broad array of expectations and requests expressed by property owners. Staff is trying to address these as best possible. The amount of information required to answer property owner questions in terms of impact to their property has required a more detailed survey than originally anticipated, and also a more complete design for the second meeting. Limited right-

of-way information has necessitated additional property line survey work for a few of the projects. These factors have contributed to the delay of the second round meetings.

The attached spreadsheet provides additional information in terms of estimated costs and project status. Of important note is the relatively large number of temporary construction easements that will be required, as well as the considerable amount of right-of-way acquisition. The consultant is beginning to prepare easement descriptions and Town staff will work with property owners over the next several months to obtain the various easements. The acquisition of right-of-way or permanent easements, however, presents more of a challenge. This process will require a property survey and the preparation of a document that will eventually be recorded. Although it is hoped that some property owners will donate right-of way, it is reasonable to expect that some will not.

The negotiation for right-of way will take considerable more time than that to obtain temporary easements (perhaps up to 6 months). With this in mind, the staff plans to first pursue projects that do not require right-of way. An exception would be the North Greensboro project where right of way is needed in only the last two blocks of the project (Shelton to Short) and subsequently the Town could proceed with the larger portion from Hillsborough Rd. to Shelton.

The issuing of bonds is contingent upon having an approved bid for the project. In order not to jeopardize the bond issue for the projects that could possibly be ready by mid summer, it may be necessary to push back into Phase II those projects, which require right-of-way. Table A of the attached spreadsheet lists projects, which could possibly be ready for bid this summer. An exact bid date is unknown at this time due to the large number of easements, which need to be acquired. Table B lists projects, which would possibly be pushed back into Phase II due to right-of -way acquisition or design issues.

Costs estimates based on preliminary designs are greater than those first estimated. This is in part due to the need for extensive storm drainage systems on several of the projects. The construction cost estimate for the initial 21 projects was about 1.6 million. Construction estimates based on preliminary design of the current 20 projects appears to be on the order of 1.8 to 2.1 million. These estimates do not include right-of-way or easement acquisition. Therefore, it may be necessary to push back some projects into Phase II due to financial reasons. The consultant will continue to provide estimates as second meetings are completed and staff is comfortable with the preliminary design. Final cost estimates will be prepared as plans and specifications are finalized.

FISCAL IMPACT

It is anticipated that the Town will pursue financing for the sidewalk program in FY05/06. Bond projects underway have expenses that will require a source of cash flow in the current year. The Town plans to tap unused designated reserves within the Capital Reserve Fund as the source of cash until the Town obtains bond financing in the summer. The bond proceeds will reimburse the Capital Reserve Fund for any funds advanced for the sidewalk projects. A budget amendment will be presented to the Board for approval at a later date to "lend" funds from the Capital Reserve Fund for the bond projects.

STAFF RECOMMENDATION

It is recommended the Board adopt the attached resolution accepting the report.