ATTACHMENT A

A RESOLUTION AUTHORIZING EXECUTION OF A MUNICIPAL AGREEMENT WITH NCDOT TO DEVELOP A CONCEPTUAL PLAN FOR THE BOLIN CREEK GREENWAY

Resolution No. 127/2007-08

WHEREAS, Municipality has plans which consist of planning, environmental study, and preliminary engineering for the construction approximately 15,312 feet (2.9-miles), greenway which will extend along Bolin Creek from Estes Drive to the northern border of the Horace Williams property, and include a piece of the proposed trail that would extend the existing paved greenway trail on the south side of Bolin Creek to the north via Jones Creek in the Town of Carrboro; and,

WHEREAS, the Municipality has requested to use Surface Transportation Program Direct Attributable (STP-DA) Funds to perform the planning, environmental study, and preliminary engineering for the entire project; and,

WHEREAS, the Transportation Advisory Council (TAC) has authorized the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) to approve the allocation of the Surface Transportation Program Direct Attributable (DA) Funds to be used for the planning, engineering and design work for the entire project; and,

WHEREAS, the Department has agreed to administer the disbursement of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization's (MPO) Surface Transportation Program Direct Attributable (STP-DA) Funds allocation on behalf of FHWA to the Municipality for the planning, engineering and design work in accordance with the project scope and with the provisions set forth in this Agreement; and,

WHEREAS, the Town of Carrboro agrees to be responsible for the preparation of all environmental documentation, including any environmental permits and for the design and preparation of project plans, specifications, quantities and details for said project, funding the 20% match ($14,000) for the Direct Attributable Funds authorized, all costs which exceed $70,000, and all eligible costs not reimbursed by the Federal Highway Administration due to noncompliance by the Municipality; and,

WHEREAS, said agreement further provides for the Department of Transportation to allocate an amount not to exceed $56,000 from the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization's MPO (MPO) State Transportation Program Direct Attributable Funds to the Town of Carrboro toward the planning, engineering and design costs of the project in accordance with the terms of the agreement.

NOW THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Carrboro that the town is hereby authorized to prepare a conceptual plan for the Bolin Creek Trail in Orange County and that the Mayor is further authorized to sign and execute the Agreement with the North Carolina Department of Transportation.

Project Description from the Municipal Agreement

Bolin Creek Greenway Conceptual Plan

This work shall consist of a planning and environmental study and preliminary engineering for the construction of an approximately 15,312 feet (2.9-miles), multi-use path designed according to the AASHTO guidelines, and which will extend within the Bolin Creek corridor from approximately Estes Drive to Homestead Road, and include a piece of the proposed trail that would extend the existing paved greenway trail on the south side of Bolin Creek to the north via Jones Creek in the Town of Carrboro; and include links (paved or unpaved) to residential areas and recreational destinations in the Town of Carrboro.

GREENWAYS COMMISSION

RECOMMENDATION

April 2, 2008

SUBJECT: Bolin Creek greenway trail municipal agreement with NCDOT

Motion: The Greenways Commission recommends that the Board of Aldermen proceed with the municipal agreement between the Town and NCDOT for the conceptual planning of a Bolin Creek greenway trail, with the understanding that 1) a condition of the agreement is to plan for a paved trail, 2) that the specific location of the trail will be an outcome of the planning process, and 3) that the goal of the trail is to provide a north-south connection.

The Commission further recommends that the Request for Qualifications for a firm to prepare the conceptual plan a) include details about the environmental sensitivity of the Bolin Creek corridor and b) clearly state that it will be the consultant's responsibility to plan and design a trail corridor that has the least environmental impact on the area.

Moved: **Robert Kirschner**

Second: **Jennifer Everett**

VOTE: **Ayes (8), Noes (0)**

George Daniels — Greenways Commission Co-Chair
Apr 9 /08 — DATE

Jennifer Everett — Greenways Commission Co-Chair
Apr 9 /08 — DATE

TOWN OF CARRBORO GREENWAYS COMMISSION
Background Material for Discussion on Greenway Surface
MARCH 18TH, 2008

Overview

Current transportation funding for the Bolin Creek greenway requires compliance with AASHTO standards, which could presume asphalt or concrete, as well as trail bed standards to support transportation use. The interest in exploration of alternative surfaces has prompted staff to pursue preliminary investigations of potential alternatives. Please note that this memo does not address the many other greenway planning and design issues for this section besides surfacing.

Findings

Staff recommend two websites for helpful background. The first is a general website sponsored by the national organization American Trails: http://www.americantrails.org/resources/trailbuilding/index.html. This website provides a fairly comprehensive compilation of links from an organization with a national perspective for trail advocacy. The second website is http://atfiles.org/files/pdf/AltaTrailSurface.pdf. This website presents surface material options from ALTA, a firm specializing in progressive transportation planning, particularly bicycle, pedestrian and trail systems. (The selection of this site in no way is an endorsement of this firm; the link is presented because it provides a concise summary of many of the potential materials for a greenway surface, with relevant information compiled on considerations for material selection.) Some of the materials presented by ALTA include:

- traditional and permeable asphalt and concrete
- chip seal
- crusher fines
- organic surfaces, e.g. bark mulch, wood planer shavings
- agricultural by-products, such as filbert shells
- wood, in the form of boardwalks
- commercial soil stabilizers, geotextile confinement systems, and limestone treated surfaces

In addition to recognition of funding considerations, staff recommend that the Commission reflect on several questions and weigh the relative importance of the following factors with respect to alternative surfacing materials:

- *Balancing Multiple Objectives and Defining Fundamental Principals*: Is the greenway envisioned primarily for recreation, transportation, or an even mix of both? What are, and how important are, other fundamental objectives, such as access for maintenance vehicles, and accessibility/ADA compliance?

- *Existing Soil Conditions:* Soil conditions are a given and play a critical role in surfacing selection. Generally, bottomland soils have lower permeability relative to upland soils. Traffic and use also affect soil permeability—heavier use causes more soil compaction. Construction of a proper trail bed and drainage control are therefore important design and construction steps, and the lack of attention to these steps can be anticipated to compromise the integrity of the surface and lead to higher maintenance requirements.

- *Floodplain considerations:* As with any transportation corridor, water management (drainage, downslope/downstream impacts, and erosion control) is an essential consideration for successful greenway design. There is a special challenge for greenways located in floodplains because of the amount of energy conveyed during flood events. What are the appropriate design considerations, including surfacing, for greenways in floodplains given the need to address environmental impacts associated with flooding as well as special maintenance needs in floodplains?

- *Anticipated/Desired Use/Functionality* –How should the greenway surface balance needs of bicyclists (road and offroad), walkers, runners, skaters, skateboarders, scooters, wheelchairs, canes and crutches, and maintenance vehicles? Multiple use trails attempt to meet the needs of all anticipated trail users. This may not be feasible with a single trail surface. One option is considering the shoulder area as a usable surface, making it wide enough for use by those preferring a softer material. Also, how should the surface selection consider/balance users who are more destination oriented and time constrained--going to work or school (commuting), or more recreationally oriented?

- *Initial Capital Cost* – Trail surface costs vary dramatically: Construction costs include excavation, subbase preparation,

aggregate base placement, and application of the selected trail surface.
□ *Maintenance and Long Term Durability* - Each trail surface has varying maintenance needs and costs.

□ *Aesthetics* – Each trail surface has varying aesthetic characteristics that should fit with the overall design concept desired for the project.

□ *Flexibility* – To what degree can/should different materials be considered for different sections of the greenway between Estes Drive and Homestead Road?