

# BOARD OF ALDERMEN

ITEM NO. C(2)

## AGENDA ITEM ABSTRACT

MEETING DATE: March 1, 2011

**TITLE: Request for Approval of a Municipal Agreement with NCDOT for Design and Construction of Phase 1B of the Bolin Creek Greenway**

<b>DEPARTMENT:</b> Planning	<b>PUBLIC HEARING:</b> YES ___ NO <u>X</u> ___
<b>ATTACHMENTS:</b> A. Resolution and Capital Projects Ordinance B. Map from Concept Plan (notes added)	<b>FOR INFORMATION CONTACT:</b> Jeff Brubaker, Transportation Planner – 918-7329 Arche McAdoo, Finance Director – 918-7439

### PURPOSE

The Board of Aldermen is asked to consider approving a Municipal Agreement with the North Carolina Department of Transportation (NCDOT) to administer federal funding to design and build Phase 1B of the Bolin Creek Greenway. The title given to the facility in the Municipal Agreement is the “Homestead-Chapel Hill HS Multi-use Path”. *Attachment A* also includes approval of a related Capital Project Ordinance.

### INFORMATION

On December 8, 2009, the Board of Aldermen reviewed the Bolin Creek Greenway Conceptual Master Plan and resolved the following points, among others:

- 1) Receive this update and support the continued pursuit of greenway development.
- 2) Adopt the recommendation for Phase 1A and 1B (1B would not extend any further south than Jolly Branch), and Phase 2.  
[...]
- 5) Direct staff to pursue a municipal agreement with NCDOT to release an RFP and contract with (a) firm(s) to develop construction documents and initiate environmental permitting for Phases 1 and 2 of the greenway trail; and

The Municipal Agreement is a necessary step in addressing (5). It authorizes federal transportation funding programmed for the project and allows the Town to proceed with the design and construction phases. (The project actually requires an RFQ because federal regulations require qualifications-based procurement for architectural and engineering projects.)

Two changes that have been made in the draft agreement by NCDOT include a new Transportation Improvement Program (TIP) number – U-4726DE – and name – the “Homestead-Chapel Hill HS Multi-use Path”. These changes are nominal and are not expected to have an effect on the project scope, funding, or timing. The conceptual plan was completed under TIP # EL-4994.

The scope of the project as listed in the draft agreement is as follows:

The Project consists of detailed design, environmental, construction, and construction engineering of approximately 2100 linear-feet of a multi-use path from Bolin Creek just north of Homestead Rd. to the vicinity of Chapel Hill HS, including a crossing of Bolin Creek, approximately 200 feet south of Homestead Rd.

This scope is consistent with (2) in the Board resolution cited above.

A copy of the Conceptual Master Plan is available at: <http://www.ci.carrboro.nc.us/AdvBoards/Greenways/ResourceInfo.htm>.

### **FISCAL AND STAFF IMPACT**

Federal funding (STP-DA funding category) for a Bolin Creek Greenway project from Homestead Rd. to Estes Dr. was programmed by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO). In accordance with the December 2009 direction from the Board and the fact that Phases 1A and 2 have separate STP-DA allocations, staff are proposing that this funding allocation be specifically applied to Phase 1B.

The total cost of the Homestead-to-Estes project was estimated to be \$737,500 – \$590,000 federal STP-DA with a \$147,500 (20%) local match. This match is included in the Town budget using sidewalks and greenways bond funding. The conceptual plan's cost estimate for this phase was \$777,028. However, this was based on a preliminary alignment that was included as only one of three options in the final conceptual plan. Two shorter routes – the “green” and “red” alignments show in *Attachment B* – were proposed by the consultants. These shorter routes were given cost estimates of \$374,000 and \$386,000, respectively. However, these estimates are based on route lengths that are shorter than what the full routes from north of Homestead to Chapel Hill HS vicinity were shown to be on GIS.

Staff met on-site with staff from CHCCS and UNC to explore both the “green” and “red” alignments. In November 2010, the Greenways Commission adopted a resolution recommending the “green” route conceptually while recognizing that the details of the alignment would be worked out between the stakeholders during the design phase. Using the proper route lengths, a staff estimate that employed the same unit costs as the concept plan estimated the cost of the “green” route (totaling 2,106 lf.) would be between \$428,000 and \$599,000. This takes into account the roughly 227 lf. to be constructed by developers as part of the Claremont II conditional use permit, but does not take into account the additional payment-in-lieu requirement of the CUP for additional segments of the route. If the actual cost of the multi-use path falls within this range, then there may be a surplus even before accounting for the payment-in-lieu.

A draft Capital Projects Ordinance is included as *Attachment A-2*.

About 75 hours of Planning staff time will be necessary to proceed with the RFQ and manage the project.

### **RECOMMENDATION**

Staff recommend that the Board of Aldermen approve the resolutions in *Attachment A*.