



Town of Southern Shores

5375 N. Virginia Dare Trail, Southern Shores, NC 27949

Phone 252-261-2394 / Fax 252-255-0876

www.southernshores-nc.gov

Ordinance 2015-07-01

Ordinance Establishing a Capital Improvement Plan With Authority to Implement for Fiscal Year 2015-2016

Whereas the Town Council of the Town of Southern Shores did on June 2, 2015 adopt a general operating budget for the Fiscal Year 2015-2016 [*Ordinance No. 2015-06-01*] authorizing expenditures necessary for the general operation and financial management of the Town; and

Whereas Ordinance No. 2015-06-01 made an appropriation in Section 1. A. for "Public Works Department – Streets, Bridges, & Canals", which includes a lesser amount therein equal to \$516,000 to be used for capital improvement of Town streets;

Whereas, by adoption of the budget, the Town Council did reserve authorization for expenditure of the appropriated amount of \$516,000 for capital street improvements during FY 2015-2016 - until adoption of this Ordinance; and

Whereas, the Town of Southern Shores Town Council did receive from its Capital Improvement Planning Committee, and subsequently publish, a recommended list of streets determined to need complete replacement - and therefore be 'capital improved' rather than be subject to continuous repair; and

Whereas, the Town Council did, subsequent to receiving the Committee's recommendation, make certain revisions to the prioritized list prior to holding a public hearing; and

Whereas, the Town Council has now held a public hearing to receive comment on the proposed list of streets determined to need complete replacement, and has now deliberated on the matter;

Now, Therefore in accordance with its authority to establish policy for operations of the Town of Southern Shores, the Town Council does, by this Ordinance, authorize and direct the Budget Officer/Town Manager to proceed with implementing capital improvements to those streets listed on Exhibit A [*Capital Improvement Plan of Prioritized Streets Authorized for Rebuild FY 2015-2016*] hereto in accordance with Section V. of Ordinance No. 2015-06-01, and in such general priority indicated while utilizing the appropriated amount of \$516,000 for such purpose, and assuring that the designs and construction of such street improvements are in accordance with the guiding standards utilized for street rebuilds cited in Exhibit B [*Town of Southern Shores Street Rebuild Standards*] hereto; Exhibits A and B are incorporated herein by reference and are hereby ratified as policy of the Town.

Enacted by the Southern Shores Town Council this the 7th day of July, 2015.


Thomas G. Bennett, Mayor



Attest: 
Sheila Kane, Town Clerk



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Capital Improvement Plan of Prioritized Streets Authorized for Rebuild FY2015-2016

1. Beechtree Trail (Section: #'s 155 to entrance)
2. Fox Grape Lane
3. Hollow Beach Court
4. Bear Track Lane
5. North Dogwood Trail (Section: #'s 280-293)
6. Wild Swan Lane
7. Yaupon Trail
8. Turtle Pond Court
9. Twisted Tree Court
10. Osprey Lane (Section: #'s 95-105)
11. South, North, and East Dogwood Trails
12. Wax Myrtle Trail
13. Clamshell Trail
14. Ginguite Trail
15. Land Fall Loop
16. Happy Indian Lane
17. Teal Court

Town of Southern Shores Street Rebuild Standards

1. Appropriate and adequate stormwater management utilizing Best Management Practices (BMPs) and Low Impact Development systems (LIDs), and maximizing preservation of existing natural hydrologic conditions where feasible.
2. Re-align centerline in relation to existing R-O-W where practical; Realign all roadway centerline alignments to eliminate roadway encroachments on to private property. Reconstruction designs will maximize the preservation of existing trees, bulkheads and vegetated medians when practical without adversely impacting public safety.
3. Street curves shall be designed in accordance with NCDOT standards in all locations where these standards can be met within the configuration of the existing rights-of-way. Reconstruction designs will maximize-the preservation of existing trees, bulkheads and vegetated medians when practical without adversely impacting public safety.
4. Street width shall be designed in accordance with NCDOT standards. Reconstruction designs will maximize-the preservation of existing trees, bulkheads and vegetated medians when practical without adversely impacting public safety.
5. Cul-de-sacs or other NCDOT recognized turn-around areas adequately sized to facilitate the maneuvering of the Town's Fire apparatus shall be installed in all locations where the roadway/right-of-way has no outlet. Cul-de-sacs shall be considered in all locations where the existing right-of-way is platted for or otherwise supports the inclusion of said feature. In locations where adequate area is not available and the need for a larger turn-around area is necessary the Town may investigate other design options.
6. Having considered re-alignment of centerline while maximizing preservation of existing trees (Standard #2 above) when practical without adversely impacting public safety, remove trees and tree stumps under the following conditions:
 - a. All trees and tree stumps within 4 feet of the edge of the road pavement matrix of the rebuilt street;
 - b. Trees and tree stumps located within the proposed stormwater management areas;
 - c. Trees and tree stumps impacted by roadway grading;
 - d. Trees and tree stumps known to be in direct conflict with underground utility lines and the related above ground utility appurtenances;
 - e. All trees and stumps that compromise line of sight at roadway intersections.
7. Asphalt and road base shall be designed to meet NCDOT standards and geotechnical recommendations.
8. Construction installation methods and specifications shall be implemented according to DOT standards.
9. Re-vegetation needs shall be evaluated at 6 month and 12 months following project completion. A landscaping plan shall be developed if appropriate utilizing primarily native species of shrubs and small trees.

* Rebuild of a street is defined as complete removal and replacement of an existing street, or section thereof, due to failing sub-base and/or failing asphalt as a result of substandard initial construction and/or age.