

Town of Southern Shores Capital Improvement Plan Committee

*April 9, 2015 2:00 p.m.
Pitts Center, Council Meeting Room*

Attendees: Tom Bennett, Larry Lawhon, Jim Connor, Elizabeth Morey, Peter Rascoe, Joe Anlauf, Rachel Patrick

Mayor Bennett called the meeting to order and stated that there would be no opportunity for public comment during the meeting, but that upon conclusion of the meeting members of the audience could ask questions to the group or any of the individual committee members.

Rachel Patrick gave an update on the status of the FY 14-15 capital improvement projects currently underway. On Fairway Drive, the stone base has been placed and water line work is underway. Next week, concrete driveway apron work will begin. At the Dogwood Trail intersection, stone base is being placed this week and water line work is underway. Next week concrete driveway apron work will begin. On Scuppernong Lane, the stone base has been placed and the driveway work is currently underway. The contractor will finish grading and curb work this week. Paving will be completed on all three projects in late April/early May. Thus far, we are on track to finish as scheduled in May. Elizabeth Morey asked whether the water line work was being done to a private water connection or to a main line. Joe Anlauf explained it is part of a main water line.

Rachel also gave an update on the status of the Tall Pine Bridge replacement project. The project has received approval from the Department of Transportation for the right-of-way acquisition phase, and the Town has been working to acquire temporary construction easements from two adjacent property owners. This process has gone smoothly with no problems. The contract documents received an initial review from the DOT and they had a few comments which are being addressed by the designer. The next step will be receiving authorization from the DOT for the construction phase, which will give the Town approval to hire a construction inspector and bid the project. Thus far we are on schedule to bid the project this summer and begin work on October 1, 2015 as planned. We are expecting a 6 to 9 month construction duration. Elizabeth asked about signage notifying drivers that the bridge was out and detouring them. Rachel said there will be a signage package included in the project documents and the contractor would be required to install them. The sign package does include signs at the main roads on 158 and Highway 12, as well as detour signs within Town streets. Peter Rascoe said that we could add additional signs if needed at any time during the project.

Rachel gave an update on recently held Public Information Meetings for several of the potential FY 2015-2016 capital street improvement rebuild projects that are currently near the top of the prioritization list; these meetings were held to gauge taxpayer support for the projects:

Hollow Beach Court and Bear Track Lane- These were held as one meeting as they are both small cul de sac streets with few residents. Several residents attended and all were in favor of the proposed rebuild. On Hollow Beach Court, discussion was held regarding whether the existing Leyland Cypress tree in the center of the cul de sac should be saved or not; the residents in attendance did not feel strongly about saving the tree, and some said that they would be ok with not having an island in the cul de sac at all if it would help trucks turning around. On Bear Track Lane, one small pine tree that has been undermining the asphalt has already been removed by

Public Works. There were no other trees adjacent to the actual cul de sacs that are currently planned to be removed under these projects, should they move forward.

Wild Swan Lane: There was an excellent turnout at the meeting, with most of the residents attending. All of the residents on the street support a road rebuild project, but they have asked the Town not to install cul de sacs at either the north or south ends of the street. The Town is fine with that approach since the north end lacks sufficient space for a standard cul de sac, and the south end is immediately adjacent to the "T" intersection, making adding a cul de sac there redundant and unnecessary. The residents also asked that a tree in the right-of-way adjacent to house #81 be preserved if possible, and the engineer believes that he will be able to realign the road in that area to preserve the tree, although the tree's roots would most likely be cut in any rebuild project. The Town intends to address storm water issues on the street, and also intends to repair a section of bulkhead along the canal that is being compromised by tree roots. The trees along that section of bulkhead on the canal side of the road will be removed for the bulkhead repair work.

Fox Grape Lane- This meeting also had a good turnout with several residents in attendance who support a rebuild project on this street. It was requested that one large tree in the right-of-way adjacent to house #43 be preserved, and the engineer believes that the road can be realigned there to prevent removal of this tree. On North Fox Grape there are several trees that will need to be removed on the west side of the road due to their close proximity to asphalt, and the cul de sac there will need to be rebuilt and made larger to meet current standards. Stormwater will need to be addressed there as well. The Town would need to obtain an easement from one of the adjacent property owners to allow room for the standard cul de sac. On South Fox Grape, which currently has a small turnaround, a cul de sac was requested by the residents and one resident offered an easement to allow for this.

The prioritization list of street rebuilds for FY 2015-2016 was discussed and consensus was reached as to the order of the street priorities. It was asked that the streets be prioritized based on condition and need, and not based on cost. This list will be reported to the Town Council at their next meeting on April 21, 2015, during which the Mayor will be asked to schedule a public hearing in July. The list is attached to these minutes and reflects that Beechtree Trail and Fox Grape Lane were moved up in priority; Yaupon Trail was moved down in priority since it is a large and costly project that needs further study. Jim Connor initiated a discussion regarding Dogwood Trail, and it was decided that the listed project addressing conditions at house #280-293 be replaced with a comprehensive study of possible street condition and safety improvements along North, South and East Dogwood Trails in their entirety. Peter stated that pricing is being gathered for comprehensive surveying and planning, including public input by Town taxpayers, for any such future project and will be discussed at the upcoming Council budget workshop meeting. A discussion was also had regarding bulkhead repair, and it was noted that the bulkhead adjacent to Yaupon Trail will eventually need to be replaced and will be expensive. The Town may begin bulkhead repair/replacement in areas such as Wild Swan Lane and Yaupon Trail separately rather than including that work within the scope of road projects.

It was noted that since the planning method for estimating preliminary costs for individual street projects that have not yet been actually designed has been criticized by some residents, that method (which used a cost per linear foot formula to estimate a preliminary project cost for planning only) will no longer be used by staff to plan. Cost estimating will now only be done during the actual design phase of a capital project. This will allow for more accurate estimates, which are always extremely difficult to prepare without having appropriated budget funds to obtain the actual design data available to inform the estimator.

Elizabeth noted that the majority of street rebuild work has occurred on streets that are in the more forested areas of Town, which she referred to as “maritime forest areas”. She suggested that this committee also consider street rebuild projects for those streets that are in non-forested areas of Town and that are heavily traveled, major thoroughfares, such as Sea Oats Trail and Hillcrest Drive. Elizabeth also suggested that other factors be used when considering prioritizing projects, including how many people live on a street and how heavily traveled it is, in addition to the factors currently being used such as the condition of the roads, storm water issues, etc. She pointed out that projects in the non-forested areas of Town would be less expensive since they would not require as much tree removal, thereby allowing funds to go towards larger areas of rebuild. Rachel said that the streets in the area with the heavy tree canopy typically have the most failures in asphalt, which is the primary reason the committee has concentrated efforts there.

The engineer stated that the streets that we are focusing on have constantly been highlighted as top priorities in previous studies of actual street conditions, and that we are now nearing completion of rebuilding the worst of them. He pointed out that the forested areas of Town typically have poorer draining soils which tend to hold moisture. Moisture causes the underlying base materials to lose strength, which in turn affects the asphalt, eventually causing failure.

Capital Improvement Planning Committee Meeting April 9, 2015 2:00 PM

Revised Capital Street Improvement *prioritization for FY 2015-2016 as recommended by the Committee:

1. **Beechtree Trail** - street rebuild from house #s 155/157 to north end.
2. **Fox Grape Lane** – street rebuild; end of road/cul-de-sac sinkholes, root issues, edge failure, cracking.
3. **Hollow Beach Court** - street rebuild: asphalt and subgrade failure.
4. **Bear Track Lane** - street rebuild: asphalt & subgrade.
5. **Wild Swan Lane** – street rebuild: cracking, root upheaval, potholes, and stormwater. [exclude extreme south and north ends]
6. **Yaupon Trail** - street rebuild due to asphalt failure, edge failure and continuing tree root undermining. Bulkhead replacement. [recommend phasing]
7. **Turtle Pond Court** - street rebuild
8. **Twisted Tree Court** - street rebuild
9. **Osprey Lane** [within house addresses #95-105] - street rebuild: alligator cracking, root upheaval, and stormwater.
10. ****South, North, and East Dogwood Trails** – development of comprehensive plan for street safety and asphalt improvements (to include r-o-w surveying, engineering, and public input meetings.)
11. **Wax Myrtle Trail** - Block and alligator cracking, edge failures. [recommend partial]
12. **Clamshell Trail** - asphalt & subgrade failure. [phased: Chicahauk Trail to Otter Slide- remainder following]
13. **Ginguite Trail** - [recommend partial segments]
14. **Land Fall Loop** - street rebuild: alligator cracking.
15. **Happy Indian Lane** - cul-de-sac rebuild: alligator cracking, eroded areas.
16. **Teal Court** - repair, portion of road leading to cul-de-sac cracking.

* Discussed for ongoing consideration: Hillcrest Drive, Sea Oats Trail, Bayberry Trail

** Replaces “N. Dogwood Trail [within house addresses #s 280-293 only] – street rebuild due to 500-ft of alligator surface cracking, excessive potholing, and block cracking. [originally authorized for FY 14-15]”