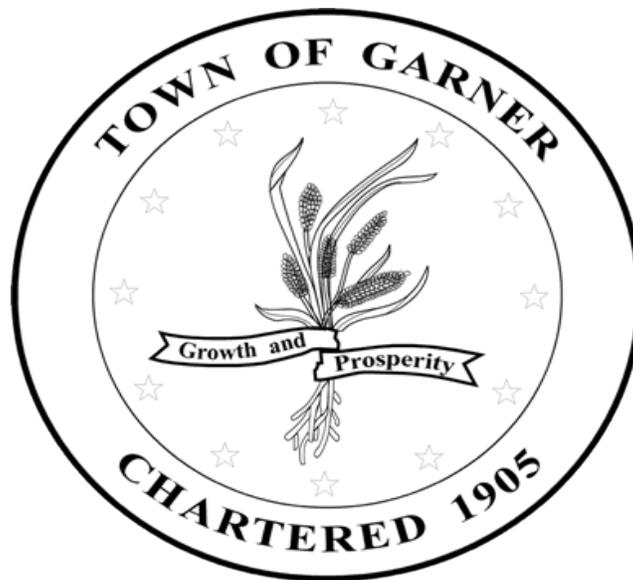


TOWN OF GARNER



Town Council Work Session

October 25, 2016
6:00 p.m.

Garner Police Department
Training Room
912 7th Avenue, Garner

**Town of Garner
Work Session Agenda
October 25, 2016**

Dinner will be served for town officials in the Conference Room at 5:15 p.m.

The Council will meet in a Work Session at 6:00 p.m. on Tuesday, October 25, 2016 in the Garner Police Department Training Room located at 912 7th Avenue.

A. CALL MEETING TO ORDER/ROLL CALL

B. ADOPTION OF AGENDA

C. REPORTS

1. Skill Gaps in the TradesPage 3
Presenter: Joseph Stallings, Economic Development Director

Staff will give a brief presentation on the growing shortage of persons entering trade related industries.

D. DISCUSSION

1. Additional Investment Options Page 4
Presenter: Craig Robinson, PFM

Mr. Robinson will discuss an investment opportunity that is allowed by our Investment Policy that may bring additional return to the Town.

2. Update on New Rand Road Discussion with NC DOT and Design Scope Page 5
Presenter: Tony Chalk, Town Engineer

Staff will present an update on the proposed New Rand Road Improvements Project included in the Street and Sidewalk bonds.

3. Cost Share for Signal at White Oak Road and Hebron Church RoadPage 18
Presenter: John Hodges, Assistant Town Manager-Development Services and Pam Wortham, Finance Director

Wake County Public School System has invoiced the Town for its cost share of the signal installed at the intersection of White Oak Road and Hebron Church Road in the amount of \$57,624.21.

E. COUNCIL REPORTS

F. MANAGER REPORTS

G. ADJOURNMENT

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: October 25, 2016		
Subject: Skill Gaps in the Trades		
Location on Agenda: Reports		
Department: Economic Development		
Contact: Joseph Stallings		
Presenter: Joseph Stallings		
Brief Summary: A brief presentation will be given on the growing shortage of persons entering trade related industries. This is related to information presented on millennials at Town Council Retreat in 2015.		
Recommended Motion and/or Requested Action: No action necessary. This will be for information only.		
Detailed Notes:		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: None		
Attachments Yes: <input checked="" type="radio"/> No: <input checked="" type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JBS	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: October 25, 2016		
Subject: Discussion of Investment options through PFM		
Location on Agenda: Discussion		
Department: Finance		
Contact: Pam Wortham, Finance Director		
Presenter: Craig Robinson, PFM		
Brief Summary: Craig Robinson will discuss an investment opportunity that is allowed by our Investment Policy that may bring additional return to the Town.		
Recommended Motion and/or Requested Action:		
Detailed Notes:		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: The Town is fortunate to be in a position to consider investment options that present minimal risk but good returns.		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	PW	
Finance Director:	PW	
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: October 25, 2016		
Subject: New Rand Road Project Update		
Location on Agenda: Discussion		
Department: Town Manager's Office		
Contact: John Hodges, Assistant Town Manager-Development Services		
Presenter: John Hodges, Tony Chalk, Brad Bass		
Brief Summary: Staff will present an update on the proposed New Rand Road Improvements Project included in the Street and Sidewalk bonds.		
Recommended Motion and/or Requested Action: Provide direction for staff regarding design contract and funding.		
Detailed Notes:		
Funding Source: Discussion Required		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: None		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JMH	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Town Manager's Office Memorandum

TO: Mayor and Town Council

FROM: John Hodges
Assistant Town Manager – Development Services

DATE: October 19, 2016

SUBJECT: New Rand Road Projects Update

At the August 2016 Work Session, staff updated Council on outstanding projects proposed for the Street and Sidewalk bond program. Staff suggested they meet with NC DOT to discuss the proposed New Rand Road Improvements and how they could be coordinated with future improvements to Hwy 70. Council requested an update on this meeting and subsequent discussion with Kimley-Horn, who did the preliminary design for the project, at the October Work Session.

This memo provides information regarding those discussions and a suggested plan to move forward with the project.

NC DOT Discussion

Staff met with NC DOT staff to discuss the proposed improvements to New Rand Road and coordination with future Hwy 70 improvements. At that meeting, NC DOT staff shared that this intersection was causing congestion and delays. They also shared that they are considering a future synchronized street project on Hwy 70 that would include the New Rand Road intersection and would require a traffic signalization modification plan for the intersection. NC DOT agreed that the improvements we are proposing could be made now without impact to future improvements to the Hwy 70 corridor. These improvements, including the traffic signal modification, could provide some relief to traffic problems along the corridor without widening that was previously proposed by the Town.

Design Proposal

Staff engaged Kimley-Horn, who did the conceptual project estimates in preparation for the bond program, and asked them to prepare a quote for design of the project. The quote, attached for your review, is based on the original scope of the project plus preparation of environmental documentation that will be needed if CAMPO or other funding sources are sought. If it is determined that design and right of way acquisition would not be complete in time for a submission for CAMPO funding, or if Council chooses to not pursue such funding, the cost of the environmental documentation may not be needed. Please note that the current project scope ends at Main Street and does not include improvements between the railroad tracks and the Garner Road intersection.

Staff observes that there is an opportunity to add to the scope of this project to include an improved crossing of the railroad tracks and improvements to the intersection of Garner Road, possibly including a turn lane and potential pedestrian track crossing. We believe that these improvements will help optimize the impacts to the Hwy 70/New Rand congestion and prepare for potential development along the Garner Road corridor in the future. However, these additional improvements will require strategic coordination with and participation from NC DOT and North Carolina Railroad Company. If Council is

interested in expanding the scope, the additions could be designed as a separate project that could track independently through approvals and, if needed, construction to avoid delay of the original project.

Next Steps

Staff is prepared to move forward with the Kimley-Horn engagement to design the project with the current scope upon approval by Council. Staff recommends using the remaining balance of the 2010 Build America Bond – Timber Drive Project to cover the design costs. There is an approximate balance of \$300,000 remaining in the project fund which is enough to cover the proposed design costs of \$295,150. Bond Counsel has encouraged us to use these funds for the next qualifying expense as we are approaching seven years since the original sale.

Staff will be available at the Work Session to discuss the project and answer any questions.

AMENDMENT NUMBER 6 TO THE AGREEMENT BETWEEN THE CLIENT AND KIMLEY-HORN AND ASSOCIATES, INC.

AMENDMENT NUMBER 6 DATED September 14, 2016 to the agreement between the Town of Garner, ("Client") and Kimley-Horn and Associates, Inc., ("Consultant" or "KH") dated December 21, 2011, ("the Agreement") concerning US 70 / White Oak Road / Jones Sausage Road and Historic Downtown Area Improvements (the "Project").

The Consultant has entered into the Agreement with Client for the furnishing of professional services, and the parties now desire to amend the Agreement.

Therefore, it is mutually agreed that the Agreement is amended to include Additional Services to be performed by Consultant and provisions for additional compensation by the Client to the Consultant, all as set forth in Exhibit A hereto. These services will be invoiced separately from previous Contract or Amendments. The parties ratify the terms and conditions of the Agreement not inconsistent with this Amendment, all of which are incorporated by reference.

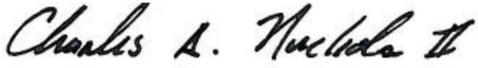
CLIENT:

CONSULTANT:

TOWN OF GARNER, NC

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____

By: 
Charles A. Nuckols II

Title: _____

Title: Principal

Date: _____

Date: September 14, 2016

Consultant shall perform the following Additional Services:

Project Understanding

A conceptual design was developed for New Rand Road widening under the original contract. The Town would like to proceed with development of construction documents based on the *New Rand Road Improvements* figure, dated June 2012 prepared by Kimley-Horn. The Town may apply for construction funding through CAMPO that will require environmental documentation that complies with NEPA. NCDOT is consideration a future synchronized street project on US 70 that will include the New Rand Road intersection. A traffic signal modification plan will be required for the US 70 / New Rand Road intersection. It is anticipated the NCDOT District office will review the plans and issue an encroachment agreement.

Project Description: Prepare design package for the proposed widening on New Rand Road from approximately 600 feet south of US 70 to East Main Street. The construction will terminate prior to the railroad crossing and tie to East Main Street curb and gutter and sidewalk. Railroad coordination is anticipated for the minor encroachment within the railroad right-of-way at East Main Street. Improvements to the existing railroad crossing and/or signals are not anticipated. The proposed widening on New Rand Road will require design and installation of curb and gutter, sidewalk, and enclosed drainage systems. At the New Rand Road / US 70 intersection the right turn lane radii will be modified, but additional turn lanes/improvements are not anticipated on US 70. The scope of services will include survey, traffic analysis, environmental documentation, final design, utility plans, specifications, NCDOT coordination/approval and encroachment agreements, right-of-way plats, Opinions of Probable Construction Cost (OPCC) and bid phase services.

KH will provide the services specifically set forth below.

Scope of Services

Task 1 – Survey, Plats, and SUE

Survey Limits: The survey limits are approximately 900' south of US 70 to East Garner Road along New Rand Road. The survey corridor width will be 40' beyond the western and eastern edges of pavement along New Rand Road. McKim & Creed will locate topography, storm drainage, and Level B SUE within the corridor limits. McKim & Creed will locate New Rand Road right-of-way and property parcels along New Rand Road.

Survey Control: McKim & Creed will establish Survey Control within the project limits to NCDOT standards and specifications. Rebar and caps will be set for the survey control.

Temporary Benchmarks: McKim & Creed will set temporary benchmarks.

Courthouse Research: McKim & Creed will perform courthouse research for all affected properties within the survey limits.

Property Owner Contacts: McKim & Creed will prepare letters for affected property owners for the Town's signature. Letters will then be mailed to the owners prior to performing surveys outside the right-of-way.

Property Surveys: McKim & Creed will perform property surveys including property recon and calculations. This will be performed per NCDOT standards to tie the potential take lines. Property will be mapped per NCDOT standards. Existing R/W lines will be set using existing deeds and plats and evidence collected in the field.

Planimetric Mapping: McKim & Creed will map all planimetric features within the survey limits.

Location of Gravity Utilities and Pipe Inverts: McKim & Creed will survey and map all drainage features within the project limits. This information will include connectivity, pipe sizes and inverts as per NCDOT standards.

Pole Data: McKim & Creed will provide a pole data file with owner information, pole number, type of pole, equipment on pole and distance from the centerline of existing roadway.

Subsurface Utility Engineering (SUE): McKim & Creed will perform Level B SUE services within the project limits. It is understood that this service may need to be split into sections. Level A Test Holes will be collected at the direction of the Engineer/Town.

Production of Base Mapping: All mapping for the services listed above will be to NCDOT standards and mapped in Microstation with Geopak databases. The mapping will be English and at a scale of 1"=50'.

Traffic Control and Safety: Time will be allowed for traffic control per NCDOT standards.

Project Management & Supervision: Time will be allowed for a PLS to manage this project.

Location of Wetland Flags: None anticipated.

Recordable Right-of-Way and Easement Plats: McKim & Creed will produce recordable plats in strip format to show the R/W and Easements takes. These maps will include all language needed for recordation at the Wake County Register of Deeds. Maps will be compliant with GS 47-30 Mapping Requirements.

Right-of-Way Staking: All R/W & easement staking will be performed per the current NCDOT standards. Proposed R/W points will be staked with rebar & cap with white flagging. Proposed permanent drainage easements will be set with rebar & cap with blue flagging. Proposed permanent utility easements will be set with rebar & cap with yellow flagging. Proposed temporary construction easements will be staked with wood stakes only with red flagging. McKim & Creed will generate an as-staked spreadsheet showing set positions versus computed positions for all points to ensure that accuracy tolerances were met. Their fee is based on a one-time staking amount.

Estimated Quantities

- R/W Points: 20
- Easement Points: 50

A supplemental agreement will be required if the total number of points exceeds 10% of the estimated quantities.

McKim & Creed is scoped to provide the following deliverables:

Deliverables

- 1 – DTM design file
- 1 – TIN file
- 1 – Final Survey (FS) File
- 1 – SUE Level A Test Hole Report
- 1 – Baseline design file (Survey Control)
-
- 1 – Pole Data File
- 1 – Sealed mylar R/W Strip Map

Exclusions

- Construction Staking
- Railroad ROE fees
- Individual R/W Plats
- Metes & Bounds Descriptions

Task 2 –Traffic Analysis

KH will update the analysis for the intersections of US 70 at New Rand Road and New Rand Road at Main Street previously performed for the Historic Downtown Area Improvements study. We will perform AM and PM peak hour turning movement counts at both intersections. KH will obtain any available planning studies and information on proposed developments in the area of the project from the Client and the North Carolina Department of Transportation (NCDOT). The existing year traffic volumes will be grown at an annual rate to the project design year as designated by the Client. The growth rate will be determined based on historic daily traffic volumes, projected growth in the area, and growth rates from the regional travel demand model.

KH will perform a detailed traffic engineering capacity analysis for the study intersections for the existing and design year No Build and Build conditions. The Build condition at the intersection of US 70 at New Rand Road will be analyzed both as a full-movement intersection and with a synchronized street configuration. Recommendations for needed roadway laneage will be developed based on the design year Build conditions. Kimley-Horn will discuss the findings and recommendations with the Client prior to finalization of the study. KHA will summarize the findings and recommendations in a technical memorandum for submittal to the Client.

KH will prepare for and attend up to two (2) meetings with the client, NCDOT, or others in the Garner/Raleigh area.

Task 3–Environmental Documentation

It is assumed that this project would be classified as a Categorical Exclusion (CE) and would require a checklist format rather than a report format. KH (2 staff) will meet with NCDOT and the Federal Highway Administration to confirm this is the appropriate NEPA documentation before beginning environmental or planning work.

The Environmental Document and associated technical memoranda and analyses will be completed for the *New Rand Road Improvements alternative, dated June 2012*.

KH will prepare a Scoping/Start of Study Letter and up to four (4) accompanying figures. We will prepare a mailing list of federal, state, and local agencies. The letter will be mail-merged on Town letterhead, and KH will distribute the letters to the agencies via email.

KH will initiate literature searches, letter correspondence, and telephone contacts with local, regional, state, and federal agencies to obtain available existing information concerning relevant topics in the project area. KH will assemble the available information and verify the information in the field. KH will review available aerial photography and published data for the subject site, including topographic maps, National Wetlands Inventory (NWI) maps, and soils mapping. KH will collect readily accessible prior studies completed in the project area.

Due to the urban nature of the project area, we anticipate environmental field work to be minimal. KH will conduct database reviews and a site visit to determine if there are any known important natural features in the project vicinity and document those findings. The information found will be documented in a short summary document, including up to two figures. This information will be used to complete the Ecology section of the CE Form and the summary will be attached to the CE Form. Jurisdictional wetland/stream delineation, permitting, and other coordination with regulatory agencies are not anticipated or included with this scope of services, but can be added as additional services.

The Consultant will order an Environmental Data Resources (EDR) Report to identify potential hazardous materials and summarize the findings for inclusion in the NEPA document.

The Consultant will assemble and summarize technical information, methodologies, and results of the analyses included in this scope of services in the correct format for a Type II Programmatic Categorical Exclusion (PCE) document in accordance with the NEPA and the applicable Federal Highway Administration (FHWA) procedures and guidance (Code of Federal Regulations 23, Section 771 and T6640.8A). The PCE will include the project's purpose and need, description of the existing environment and potential impacts, summary of public involvement activities, and comments and coordination with state/federal agencies. No additional technical memos or reports are anticipated, but can be added as additional services if requested by NCDOT or FHWA.

If there are one or more boxes checked (threshold values exceeded), approval from NCDOT and FHWA is required. If there are no boxes checked, approval is only needed from NCDOT. KH will endeavor to obtain the required NCDOT and FHWA signatures on this document.

KH will submit an electronic version of the PCE document to the Town and NCDOT for review and comment. KH will revise the document twice per Town and NCDOT comments, and will submit the revised document to FHWA for review and comment. Upon receiving one set of comments from FHWA, KH will revise the document and submit a final copy for signatures. KH will provide the Town and NCDOT with an electronic copy and up to 10 (total) printed copies of the signed PCE.

Task 4 –Preliminary Design

Upon receipt of survey information, KH will prepare preliminary plans including title sheet, typical sections, horizontal and vertical alignments and cross sections. The plans will generally follow NCDOT plan format and will be prepared at 1"=50' scale. The design will follow the previously developed conceptual layout. The preliminary design will consider as much as possible compatibility with a future NCDOT synchronized street project. Design criteria and typical sections will be prepared for New Rand Road. KH will use NCDOT standard pavement section.

Geotechnical and/or pavement designs are not included in the scope of services.

Three (3) sets of plans will be submitted to the Town and NCDOT District Office for review. Upon receipt of comments, KH will finalize preliminary roadway plans, and develop an Opinion of Probable Construction Cost.

Task 5 –Final Plans

KH will develop final plans in such detail as to allow the Town to let the proposed work go to contract. The plans will include final roadway design details, right-of-way and easements, utility relocation plans, traffic control plans, erosion control plans, pavement marking plans, signing plans, drainage design plans, signal plans, quantity summaries, contract documents, specifications, project special provisions, and details, if required.

Hydraulic Design

KH will prepare drainage designs in accordance with NCDOT guidelines. We anticipate that the drainage design and procedures and documentation will generally follow NCDOT guidelines and format. We will coordinate with the Town to include any previous drainage studies or address existing drainage problems. We do not anticipate that culvert survey reports or stormwater management will be required for the project and they are not included in this scope of services.

Traffic Control Plans

KH will prepare construction traffic control plans for the roadway, which will indicate how traffic is to be maintained during construction. NCDOT Roadway Standard Drawings will be referenced in the traffic control plans, but will not be detailed as a part of the traffic control plans. Traffic Control plans will be designed to generally meet NCDOT criteria and format.

KH will develop permanent pavement marking and permanent signing plans for the roadway project limits. KH will show regulatory signs according to MUTCD.

Erosion Control Plans

KH will design and specify erosion control measures and submit to NCDENR Land Quality Section for a grading permit.

Contract Documents

KH will prepare and assemble contract documents, including project special provisions, performance specifications, and roadway specifications for the project, based on Town and NCDOT standards and specifications. KH will coordinate with the Town and NCDOT regarding possible procurement requirements resulting for funding sources and include provisions in the contract documents. It is assumed that one bid package will be prepared. Final design quantities notebooks will also be submitted.

KH will prepare for the Town's signature the NCDOT encroachment agreement and submit with six (6) sets of final sealed construction plans (100%) and contract documents to NCDOT District Office for approval.

Task 6 –Utility Coordination and Plans

KH will locate and identify ownership of private utilities (dry utilities) located within the Project and develop a set of “Utilities By Others” (UBO) plans from provided survey data. These plans will be used in the field to verify existing utilities, abandoned utilities, locations, types, sizes, and services to buildings.

KH will contact the private owners and request the utility owners to provide private utility relocation plans. Existing and proposed private utility locations will be shown on the UBO plans. KH will conduct up to three (3) coordination meetings with private utility owners. KH will conduct a utility walk with the utility owners and other affected utilities to determine restrictions to relocations and to identify cost prohibitive adjustments. The overall concept of the final design will be presented to seek buy-in from the utility companies that will be important to meet the design and construction schedule.

The UBO plans will include adding street lights, retaining or removing existing utility poles, and relocating needed private utility services to buildings within the project limits. KH will submit these plans to each utility owner for review and comment. KH will conduct a final utility coordination meeting with utility owners in the field with final plans to receive any more comments and review design. After all comments are incorporated, KH will submit two (2) copies to the Town and one (1) copy to each utility company.

Duke Energy will be performing the photometric design for the lights and KH will coordinate this effort and provide feedback on the layout compared to the roadway design, if required.

Utility Construction Plans that consist of any water and sewer design and the construction coordination of these relocations (both dry and wet utilities) will be considered additional services, if required.

Task 7 –US 70 and New Rand Road Signal Design

The roadway improvements required for this project will impact the existing traffic signal at the intersection of US 70 at New Rand Road. We also anticipate that one temporary design will be needed to maintain operations of the existing traffic signal during construction due to two existing signal poles being impacted by widening.

This traffic signal is owned by NCDOT, so a Traffic Signal Agreement is required between the Town and NCDOT. KH will coordinate with the NCDOT Division 5 Office in the preparation of this Agreement and will work with the Town to have this Agreement executed. The Agreement will require a deposit around \$5,000 for this scope of work to cover NCDOT’s time in review and approval of the design plans and inspection of the signal construction. Once this Agreement is in place, NCDOT will review our plans.

This signal is part of an existing NCDOT closed loop signal system. The roadway improvements will impact existing fiber optic cable, junction boxes, and a CCTV camera and cabinet located on the southeast corner of the intersection that are part of this signal system. The CCTV camera and cabinet will need to be installed on a new wood pole and cable routing plans will be needed to provide a continuous connection between the signals, CCTV, and the rest of the closed loop signal system.

KH will design one temporary and one final traffic signal for this intersection based on the roadway plans developed for this project in conformance to NCDOT and Town of Garner standards. We

will prepare and submit our 90% signal, electrical, and cable routing plans to NCDOT and the Town of Garner. We will revise our plans if needed based on comments and submit 100% plans. You will be copied on all plan submittals.

Once the traffic signal has been constructed, we will also modify the existing coordinated timing plans in place at this traffic signal to accommodate changes in the signal operations.

Task 8 –Bid Phase Services

KH will issue a bid advertisement and bid package for the submittal of quotations to perform the work. We will setup and attend a pre-bid meeting for this project. KH will reproduce up to five (5) sets of contract documents which will include construction plans, contract proposal bid forms, quantities, technical specifications, project special provisions, bond forms, and other necessary documents. KH will set up an external FTP site for electronic distribution of the contract documents.

KH will respond to Contractor's request for information and clarifications, issue formal addenda, and attend the bid opening. We will tabulate the bids received and evaluate the compliance of the bids received with the bidding documents. We will prepare a written summary of this tabulation and evaluation together with a recommendation for the award of the construction contract.

Task 9 –Project Coordination

The Project Manager and members of the project team will attend and conduct a kickoff meeting with the Town. We will make appropriate staff available for two (2) review meetings (preliminary and final design) and up to four (4) additional progress meetings. This task will include attending a council work session. This task also includes project management and coordination with various disciplines and subconsultants and providing monthly progress reports. The project design duration is assumed to be six (6) months for budgeting the project coordination.

Task 10 –Construction Phase Services

KH can provide a full range of construction phase services from construction inspection to construction administration. We suggest that given the uncertainty in the amount of time required for these services and the potential for NCDOT/federal funding that they be scoped and authorized as an amendment to this agreement.

Schedule

The plans will be developed on a mutually acceptable schedule determine at the project kick off meeting.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates. Additional services we can provide include, but are not limited to, the following:

- Permitting
- Public Involvement
- Geotechnical services

- Metal strain pole design
- Retaining walls
- Private utility design
- Stormwater / BMP design

Fee and Expenses

For the Additional Services set forth above, Client shall pay Consultant the following additional compensation:

Kimley-Horn will perform the services in Tasks 1 – 10, and expenses, for the total lump sum fee below. Individual task amounts are informational only. Other tasks can be completed as authorized by the Town as noted below. All permitting, application, signal review fee and similar project fees will be paid directly by the Client.

<u>Tasks</u>	<u>Fee</u>
Task 1 –Survey, Plats, and SUE	
Survey and Plats	\$63,900
SUE	\$9,250
Task 2 –Traffic Analysis	\$8,850
Task 3–Environmental Documentation	\$24,200
Task 4 –Preliminary Design	\$31,800
Task 5 –Final Plans	\$84,700
Task 6 –Utility Coordination and Plans	\$15,400
Task 7 –US 70 and New Rand Road Signal Design	\$23,050
Task 8 –Bid Phase Services	\$11,300
Task 9 –Project Coordination	\$13,000
Task 10 –Construction Phase Services	to be determined
Expenses	<u>\$9,700</u>
Total	\$295,150

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Payment will be due within 25 days of your receipt of the invoice.

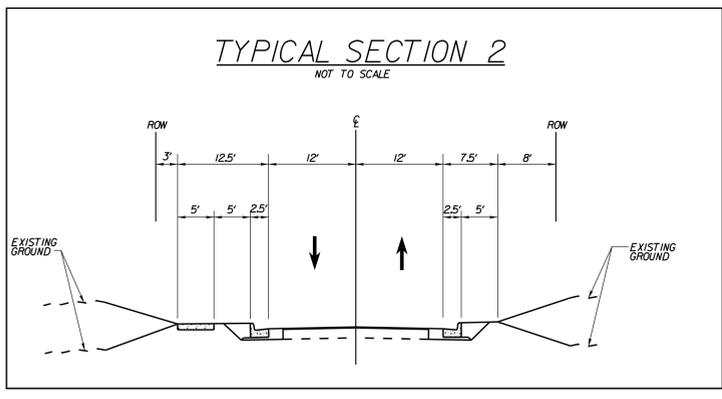
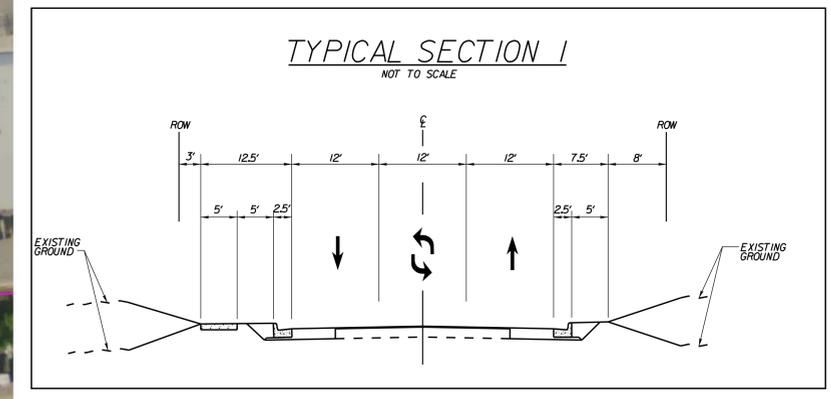
The SUE Level A “test holes” (if required) will be billed based on the number at \$1,000 per test holes performed.



- LEGEND**
- EXISTING LANEAGE
 - PROPOSED LANEAGE
 - EXISTING RIGHT-OF-WAY
 - PROPOSED 2'6" CURB & GUTTER
 - PROPOSED EDGE-OF-TRAVEL
 - PROPOSED RIGHT-OF-WAY
 - PROPOSED WIDENING
 - PROPOSED SIDEWALK
 - PROPOSED MONOLITHIC ISLAND
 - PROPOSED REMOVAL OF EXISTING PAVEMENT
 - PROPOSED SIGNAL MODIFICATIONS

NEW RAND ROAD IMPROVEMENTS
 GARNER, NORTH CAROLINA
 JUNE, 2012

GRAPHIC SCALE
 1" = 50 ft.



Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: October 25, 2016		
Subject: Cost Share for Signal at White Oak Road and Hebron Church Road		
Location on Agenda: Discussion		
Department: Town Manager's Office		
Contact: John Hodges, Assistant Town Manager-Development Services		
Presenter: John Hodges, Pam Wortham		
<p>Brief Summary:</p> <p>Wake County Public School System has invoiced the Town for its cost share of the signal installed at the intersection of White Oak Road and Hebron Church Road in the amount of \$57,624.21.</p> <p>The attached memo provides background information regarding the project and identifies funding sources for Council's consideration.</p>		
<p>Recommended Motion and/or Requested Action:</p> <p>Staff seeks guidance from Council regarding funding proposed funding sources.</p>		
Detailed Notes:		
<p>Funding Source: Discussion Required</p>		
Cost: 57,624.21	One Time: <input checked="" type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
<p>Manager's Comments and Recommendations:</p> <p>None</p>		
<p>Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/></p>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JMH	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Town Manager's Office Memorandum

TO: Mayor and Town Council

FROM: John Hodges
Assistant Town Manager – Development Services

DATE: October 19, 2016

SUBJECT: Cost Share for Signal at White Oak Road and Hebron Church Road

Town Council approved Special Use Permit SUP-SP-15-09 for Bryan Road Elementary School with the following condition specific to the project:

Because the elementary school will cause increased traffic flow earlier than was anticipated in the condition #4 in CUP SP-13-15 which was for South Garner High School, the Wake County Public School System shall monitor the intersection of White Oak Road and Hebron Church Road, and Ackerman Road and Hebron Church Road and if either or both intersections meet traffic signal warrants at that time, the Wake County Public School System shall be responsible for the installation of the signal in accordance with NCDOT and Town of Garner requirements. The Wake County Public School System and the Town of Garner will equally share the costs of the signal installation at the two intersections.

As a part of the construction of South Garner High School, Wake County Public School System (WCPSS) realigned the intersections of Ackerman, Hebron Church and White Oak Roads and installed a signal. The cost of the signal installation was \$115,248.42. The Town of Garner agreed to equally share this cost, and WCPSS has invoiced the Town for \$57,624.21

To fund this expense, staff recommends first using the balance remaining in the 2010 Build America Bonds - Vandora Spring Roundabout Project fund of \$13,030. Bond Counsel has encouraged us to use these funds for the next qualifying expense as we are approaching seven years since the original sale. Staff has further identified \$79,220 remaining in the Hwy 70/White Oak Project fund that could be used for the remaining \$44,594 cost of the signal. This would leave a balance in the Hwy 70/White Oak fund of \$34,626.

Staff will be available to discuss this matter at the October 25 work session and will seek guidance from Council regarding funding sources. A budget amendment reflecting the Council's direction will follow on a future agenda.