



The Mebane City Council met for its regular monthly meeting at 6:00 p.m., Monday, November 7, 2022 in the Council Chambers of the Glendel Stephenson Municipal Building located at 106 E. Washington Street.

Councilmembers Present:

Mayor Ed Hooks
Mayor Pro-Tem Tim Bradley
Councilmember Katie Burkholder
Councilmember Sean Ewing
Councilmember Montrena Hadley
Councilmember Jonathan White

Also Present:

Chris Rollins, City Manager
Preston Mitchell, Assistant City Manager
Lawson Brown, City Attorney
Stephanie Shaw, City Clerk
Ashley Ownbey, Development Director
Daphna Schwartz, Finance Director
Aaron Davis, Recreation and Parks Director
Franz Holt, City Engineer

Mayor Hooks called the meeting to order. Pastor Ken Tilley of Crosslink Community Church gave the invocation.

Mr. Mitchell recognized Kelly Hunter, the City's first Public Information Officer (PIO). Miss Hunter introduced herself and shared her excitement for her new role as PIO.

Dan Shannon, President of the Downtown Mebane's Development Corporation (DMDC), came forward to recognize Barbara Hollerand, DMDC's Executive Director. He shared a little information regarding Ms. Hollerand's professional experience and commended her on the work she has completed so far. Ms. Hollerand shared her enthusiasm for Mebane and the community as a whole.

Mayor Hooks read aloud a proclamation promoting Small Business Saturday to be held on November 26, 2022.

Mr. Shannon took a moment to thank Mayor Hooks for his personal donation of \$5,000 to the DMDC. He stated that they have had another major contributor of a \$5,000 donation as well. He thanked the community and its leaders, stating that the DMDC has had a tremendous start.

During the Public Comment Period, Colin Cannell, 717 S. Fifth Street, Mebane, shared his concerns with the Council's acceptance of payments-in-lieu from developers as defined in Mebane's Unified Development Ordinance. He feels those payments-in-lieu are extremely undervalued and requested that Council take offers of payments-in-lieu under careful consideration.

Also, during the Public Comment Period, Mike Davis, Stonewall Construction Services, LLC, Burlington, stated that they have done multiple projects in Mebane and he wanted to thank the City's Inspections and Planning staff and the Fire Inspector for all of their help and hard work.

Concluding the Public Comment Period, Jay Starnes, 701 Fairway Drive, Mebane, HOA President of the Arrowhead Greens subdivision, shared concerns with traffic issues in their neighborhood. He stated that they would like to begin the process of having traffic calming devices installed in their subdivision similar to those installed on London Lane. Mayor Hooks directed Mr. Starnes to speak with the City Manager or Assistant City Manager.

Mayor Hooks gave an overview of the Consent Agenda:

- a. Approval of Minutes- October 3, 2022 Regular Meeting
- b. Final Plat Approval- Bowman Place, Ph. S-2
- c. Final Plat Approval- Summerhaven, Ph. 2
- d. Final Plat Approval- Buckhorn Business Centre, Ph. 1
- e. Final Plat Reapproval- St. Barts Place
- f. Petition for Voluntary Contiguous Annexation- Sarah S. Bradley, J. Thomas Wilson, Tammy C. Wilson, Steven S. Scott and Linda P. Scott
- g. American Rescue Plan Resolution

h. Quarterly Financial Report- July 1, 2022- September 30, 2022

Mayor Hooks announced that item d. is pulled from the Consent Agenda. He requested action on the remaining items a-h. Mr. Bradley made a motion, seconded by Mr. Ewing, to approve the Consent Agenda with the exception of item d. The motion carried unanimously.

Item f.

RESOLUTION SETTING DATE OF PUBLIC HEARING ON
QUESTION OF ANNEXATION PURSUANT TO G.S. 160A-31

Annexation No. 157

WHEREAS, a petition requesting annexation of the area described herein has been received;
and

WHEREAS, certification by the City Clerk as to the sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mebane, North Carolina that:

Section 1. A public hearing on the question of annexation of the area described herein will be held at the Mebane Municipal Building at 6:00 p.m. on December 5, 2022.

Section 2. The area proposed for annexation is described as follows:

Being all of the Sarah Bradley, et al Tracts as recorded in Deed Book 3859, Page 935, and depicted in Plat Book 71, Page 495 & Plat Book 76, Page 191, of the Alamance County Registry, the full width of Senator Ralph Scott Parkway for the length of frontage of the described tracts, and a portion of Trollingwood-Hawfields Road.
Melville Township, Alamance County, North Carolina.

Being all that certain land more particularly described as follows:

COMMENCING at NGS Monument "Hawfields", having NCSPCS Coordinates of Northing: 840,044.17' Easting: 1,909,650.87', thence North 13°05'23" West a distance of 1,447.31 feet to an existing iron pipe on the northern corner of Hawfields Presbyterian Church [1] (GPIN# 9804901755 / Deed Book 998, Page 745 (also see Deed Book 2597, Page 330, and Plat Book 71, Page 495), the point of BEGINNING; thence along the line of Hawfields Presbyterian Church [1] the following three (3) calls: South 55°38'37" West a distance of 640.15 feet to an existing iron pipe; thence South 44°05'04" West a distance of 256.98 feet to an existing iron pipe; thence South 40°47'00" West a distance of 499.10 feet to an existing iron pipe on the northern line of Hawfields Presbyterian Church [2] (GPIN# 9804802087 / Deed Book 998, Page 745); thence with the line of Hawfields Presbyterian Church North 77°51'02" West a distance of 653.47 feet to an existing iron pipe on the eastern line of Exeter 2125 Senator Ralph Scott LP (GPIN# 9803794914 / Deed Book 3706, Page 292 (also see Plat Book 78, Page 56); thence with the line of Exeter 2125 Senator Ralph Scott LP North 30°42'00" West a distance of 16.70 feet to a set iron pipe on the southern Right of Way of Senator Ralph Scott Parkway (a public 60' R/W); thence continuing North 30°42'00" West a distance of 60.02 feet to a set iron pipe on the northern R/W of Senator Ralph Scott Parkway, and the southeastern corner of BT-OH LLC (GPIN# 9804314534 / Deed Book 4096, Page 653 (also see Plat Book 82, Page 91); thence continuing along the line of BT-OH LLC the following two (2) calls: North 30°42'00" West a distance of 1,345.68 feet to an existing iron pipe; thence North 30°42'00" West a distance of 1,077.13 feet to a set iron pipe on the southern R/W of Interstate 40-85 (a variable width public R/W; thence along the southern R/W of Interstate 40-85, and Trollingwood-Hawfields Road (a variable width public R/W) the following ten (10) calls: with a curve turning to the left with an arc length of 384.59', with a radius of 3,949.72', with a chord bearing of North 78°33'35" East, with a chord length of 384.44' to a NCDOT R/W disc; thence North 86°16'15" East a distance of 98.09 feet to a NCDOT R/W disc; thence North 79°00'44" East a distance of 195.74 feet to a NCDOT R/W disc; thence with a curve turning to the right with an arc length of 204.08', with a radius of 1,829.86', with a chord bearing of North 84°13'55" East, with a chord length of 203.98' to a NCDOT R/W disc; thence North 89°27'20" East a distance of 195.78 feet to a NCDOT R/W disc; thence North 88°51'22" East a distance of 206.74 feet to a point; thence with a curve turning to the left with an arc length of 125.25', with a radius of 1,225.92', with a chord bearing of North 82°19'31" East, with a chord length of 125.20' to a NCDOT R/W disc; thence North 76°15'53" East a distance of 177.16 feet to a NCDOT R/W disc; thence

South 64°11'31" East a distance of 131.35 feet to a set iron pipe, and passing an existing iron pipe at 63.14 feet; thence South 39°46'26" East a distance of 107.18 feet to a NCDOT R/W disc; thence crossing the R/W of Trollingwood-Hawfields Road North 49°23'29" East a distance of 130.59 feet to a NCDOT R/W disc on the eastern R/W of Trollingwood-Hawfields Road and the line of PFJ Southeast LLC (GPIN# 9804836168 / Deed Book 3603, Page 741); thence continuing with the line of PFJ Southeast LLC the following two (2) calls: South 41°02'06" East a distance of 62.79 feet to a point; thence South 37°42'26" East a distance of 251.62 feet to an existing iron pipe on the corner of Trollingwood-Hawfields LLC (GPIN# 9804922987 / Deed Book 2835, Page 293 (also see Plat Book 73, Page 102); thence with the line of Trollingwood-Hawfields LLC the following three (3) calls: with a curve turning to the left with an arc length of 45.27', with a radius of 1,819.86', with a chord bearing of South 33°37'37" East, with a chord length of 45.27 feet to a point; thence South 07°50'12" East a distance of 70.70 feet to a point; thence South 32°33'41" East a distance of 126.24 feet to an existing iron pipe on the corner of John A. Williams (GPIN# 9804922954 / Deed Book 3915, Page 293 (also see Plat Book 73, Page 102); thence with the line of John A. Williams, and Trollingwood-Hawfields LLC the following two (2) calls: South 36°41'39" East a distance of 254.39 feet to a point; thence South 41°08'05" East a distance of 170.92 feet to a point; thence crossing the R/W of Trollingwood-Hawfields Road South 48°51'55" West a distance of 60.00 feet to the western R/W of Trollingwood-Hawfields Road; thence with the western R/W of Trollingwood-Hawfields Road the following seven (7) calls: South 41°08'05" East a distance of 218.97 feet to a set iron pipe; thence South 34°46'08" East a distance of 14.34 feet to a set iron pipe; thence South 34°46'08" East a distance of 88.97 feet to a set iron pipe; thence South 41°03'45" East a distance of 99.24 feet to a set iron pipe; thence 42°18'44" East a distance of 316.75 feet to a set iron pipe; thence South 46°49'31" East a distance of 29.36 feet to a set iron pipe; thence South 41°01'06" East a distance of 126.79 feet to a set iron pipe; thence South 55°38'37" West a distance of 11.14 feet to the point of BEGINNING, containing an area of 4,124,746 square feet, or 94.691 acres, more or less.

Section 3. Notice of the public hearing shall be published once in the Mebane Enterprise, a newspaper having general circulation in the City of Mebane, at least ten (10) days prior to the date of the public hearing.

Ed Hooks, Mayor

ATTEST:

Stephanie W. Shaw, City Clerk

Item g.

RESOLUTION BY GOVERNING BODY OF RECIPIENT

WHEREAS, the City of Mebane has qualified for the Viability Utility Reserve (VUR) designation associated with the American Rescue Plan (ARP) funded from the State Fiscal Recovery Fund established in S.L. 2021-180 to assist eligible units of government with meeting their water/wastewater infrastructure needs, and

WHEREAS, the North Carolina Department of Environmental Quality has offered American Rescue Plan (ARP) funding in the amount of \$11,925,000.00 to perform work detailed in the submitted application, and

WHEREAS, the City of Mebane intends to perform said project in accordance with the agreed scope of work,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MEBANE:

That (unit of government) does hereby accept the American Rescue Plan Grant offer of \$11,925,000.00.

That the City of Mebane does hereby give assurance to the North Carolina Department of Environmental Quality that any Conditions or Assurances contained in the Award Offer will be adhered to.

That Chris Rollins, City Manager and successors so titled, is hereby authorized and directed to furnish such information as the appropriate State agency may request in connection with this project; to make the assurances as contained above; and to execute such other documents as may be required by the Division of Water Infrastructure.

Adopted this the 7th day of November, 2022 at Mebane, North Carolina.

Ed Hooks, Mayor

Mr. Holt gave an overview of item d. Final Plat Approval- Buckhorn Business Centre, Ph. 1. He stated that Buckhorn Industrial, LLC has submitted a plat for three lots and they would like to do an early recording of the plat, lots two and three would be home to a 220,000 square foot industrial building and a 330,000 square foot industrial building. He explained that in order to get building permits, the plat has to be recorded. The improvements are not completed at this time. The construction drawings have been approved by Mebane's TRC. The City does have permits in along with a driveway permit with NCDOT. They would like to bond all improvements this time because they don't think that they will be through until late Spring, early Summer. He said in consideration of this request, the developer set up a meeting with the fire department to discuss installing the required emergency access. They have guaranteed emergency access to both buildings. The developer plans on installing the public roadway and water line and storm drain at the same time they are building their internal infrastructure. The developer is not selling the lots, he is recording them and building buildings on them. The public water and sewer are already on site they were installed when Petro first came to the City of Mebane, so there's no off-site water and sewer improvements or easements related to that which would need to be obtained and there are no roadway improvements required on Buckhorn other than the connection for their design drawings that they have provided. The UDO allows Council to waive certain items to be installed with bonding, a list which was provided to Council. Staff has no issues with the request based on the reasoning as explained.

Mr. Bradley said as long as Chief Louis is okay with the emergency accesses and if they are fully bonded, he has no problem with approving. He then made a motion, seconded by Ms. Hadley, to waive the requirements in lieu of bond per the UDO. The motion carried unanimously.

A Public Hearing was held on a request from Lebanon Road 3, LLC, c/o James Parker, Jr., for approval to conditionally rezone two properties totaling +/- 87.73 acres located at 1818 Saddle Club Road from R-10 and R-20 to R-12 (CD) to allow for "Tupelo North," a residential cluster development of 207 single-family homes. The property is located in Orange County, outside of the City Limits within the Extra-Territorial Jurisdiction (ETJ). Ms. Ownbey gave an overview of the request. The surrounding properties are zoned R-12 CD, R-20, and Orange County AR. The larger of the subject property was rezoned to R-10 with a Special Use permit in 2005. The vested rights have since expired. The property is also located in the water supply watershed overlay district. Annexation into City Limits will be required to connect to City Utilities. The subject property is largely vacant and forested. The smaller of the two properties is occupied by a single-family home and bee farm. Surrounding uses include single family residential subdivisions with 7,200 square foot minimum lot size and larger lot single family residential. The property is located within the Mebane by Design Secondary growth area. The internal road network would include 5' sidewalks on one side of all streets. Additionally, there is a public multi-use path network proposed running through the middle of the site and there are traffic calming devices that intersect with that multi-use path. There would be just over 37 acres of private open space dedicated. The subdivision is intended to be an extension of the Tupelo Junction subdivision under construction immediately to the south of the site. The development will be accessed through Tupelo Junction's Street connections at Lebanon Road and Saddle Club Road. The amenities will be inclusive for all residents of Tupelo Junction and the proposed Tupelo North. There are no new driveway access points proposed, as the driveway entrances for Tupelo Junction would be used. Additionally, the subdivision required a traffic impact analysis which was reviewed by NCDOT and City staff. The results of that analysis require the developer to provide a right turn lane on Lebanon Road at the

intersection with Stagecoach Road. However, given concerns with that intersection the developer has committed to completing a signal warrant analysis to see if a traffic signal would better serve that intersection and if it would be warranted. As a conditional rezoning, this request is site specific. Additionally, there are certain conditions the developer is requesting including some deviations from dimensional requirements typically required of the R-12 zoning District, so there would be a slight reduction in lot width along with some reduction in corner, side and rear setbacks. Finally, the UDO requires that just under six acres of public recreation area be required. The developer is proposing nearly a half-acre through a public multi-use path, with the additional

Tim McAvinney, Civil Designer with EarthCentric Engineering, Inc., presented the request on behalf of James Parker and the Lebanon Road 3, LLC who are the Developers for Tupelo Junction North. Mr. McAvinney shared a vicinity and project site map. He reiterated the same basic request details as shared by Ms. Ownbey. He shared the following:

Site Area Breakdown-

- ± 87.73 acres total area
- ± 83.69 acres R10, ± 4.05 acres R20 (per GIS)
- 50.08 acres developed (57%)
- 37.65 acres private open space (43%)
- 0.49 acres public recreation space
- Cape Fear/Graham-Mebane Lake Non-Critical Watershed – 30% Impervious Built-Up-on Area Limit

Lot Yield-

- Allowed by UDO, R12: 318 lots @ 3.63 lots/ac
- Proposed: 207 lots @ 2.36 lots/ac
- 129 lots – phase 1, 78 lots phase 2

Project Components-

- Access
 - Access to the site from Lebanon and Saddle Club Roads via Tupelo Junction
 - Connection to future Mill Creek subdivision expansion (NW corner) with crossing of Mill Creek (developer shared cost agreement)
 - Two potential future connections provided to eastern property line, terminating in convertible cul-de-sacs
 - Lebanon Road/Stagecoach Road intersection improvements per TIA

He shared that the TIA did identify a decreased level of service at the Stagecoach Road and Lebanon Road intersection. As previously stated, the developer will continue to work with the City and NCDOT to complete a signal warrant analysis to see if a traffic signal would better serve that intersection and if it would be warranted.

Mr. Mitchell explained if the signal warrant analysis and NCDOT says the signal light cannot occur, the turn lane would happen after the 75th building permit is issued for Tupelo North. If the signal light is warranted it would happen after the 101st building permit is issued for Tupelo North. Mr. Mitchell stated that the City appreciates the developer's willingness to take this and either-or approach tonight as a voluntary condition which he is offering for approval which would not require him to have to come back. He said NCDOT also stressed that the signal or turn lane would be constructed by the developer not NCDOT.

After discussion among the Council and staff, Mr. McAvinney proceeded with sharing the following:

Public Water-

- Water supplied by connections to 8" and 12" water mains in Tupelo Junction.
- 12" water main to be extended north through the site into the future Mill Creek development

Public Sewer-

- Connection to existing 8" in Tupelo Junction (south)
- New 12" outfall onto Mill Creek property

Road Cross-Section-

- Standard Mebane 31' B-B with 5' sidewalk on one side. Traffic calming measures included.

Multi-Use Path/Greenway Trail-

- 10' wide paved trail as part of Mebane Bike & Pedestrian Plan
- Connects to trail through Tupelo Junction (south) and extends to Mill Creek property (west and north). Includes creek crossing in NW corner
- Additional trail along Duke Energy power line easement with connection to neighborhood amenity building/pool & mail kiosks
- Access easements for future trail extensions

Storm Drainage System-

- Curb, Gutter and Engineered Storm Drainage System
- Swales between lots, roof drains directed to SD system and SCMs as needed
- 30% Impervious Area Limit
- Preliminary calculations indicate 22,500 sf of SCMs divided into four basins. Final determination of size and type of SCMs to be made at construction plan stage.
- SCMs landscaped per UDO

Mr. Bradley requested that staff go over the difference between the 37 acres of open space as opposed to the 5.4 acres of dedicated recreational space. This is in relationship to the concerns of a previous speaker tonight. He said, his understanding has always been that payment in lieu of for public recreation space was because it was useless to have a bunch of little subdivisions around everywhere that had four or five acres when it didn't really amount to anything public recreation, so the Council allowed a payment in lieu of and that money was taken to place toward parks but the previous speaker seemed to indicate that that really netted down the open space but in fact in this case the 37 acres of open space as opposed to the 5.4 acres. Ms. Ownbey said that Mr. Bradley is correct. In making calculations, the open space is a different calculation than the public recreation space. This is a cluster development and open space is determined based on the density and how they have designed their subdivision. It has to make up for the difference between a 12,000 square foot lot and the 7,200 square foot lot. They are proposing the public recreation calculation is completely different and is based on the number of lots in the size of the property.

Mr. Mitchell added, while not speaking for the Recreation and Parks Director but based on past discussions, centralized parks are more efficient service, in his opinion, as well as opposed to minor parks that may not have restrooms and many amenities. Most local governments operate larger parks in an industry standard distance to one another. He said he thinks Mr. Bradley is asking both questions about open space and about taking a payment in lieu of to have a more centralized higher level of service parks as opposed to having many small parks that don't provide many amenities.

After further discussion related to public and open recreation space, Mr. Bradley said the earlier speaker made a good point, the City does need to ensure that the calculations for payment in lieu need to keep up with inflation and cost of properties. Mr. Rollins said the calculations are based on the ad valorem value from the County as that is the simplest and fairest way to calculate the payments in lieu.

Tom Boney, Owner/Editor of Alamance News, offered comments in regard to Alamance County's revaluation process.

Mr. McAvinney continued his presentation. Sharing the following project components:

Open Space / Natural Buffers-

- Located around the perimeter and within the site
- Supplemented with plantings in the southeast corner due to lack of existing vegetation and proximity of neighboring residence

Neighborhood Amenity-

- Pool & pool house building with bath/changing rooms, covered patio area, parking, mail kiosk
- 10' paved connection to multi-use path / greenway trail system.
- Full reciprocity shared amenity use agreement with Tupelo Junction (south)
- Amenity to be constructed at the start of Tupelo Junction North Phase 2

Minimum Lot Dimensions-

- 25' Front Setback
- 20' Rear Setback
- 7.5' Side Setback
- 13' Corner Setback
- 10' Utility Easement
- 7,200 sf Minimum

Architectural Commitments-

- Fiber Cement Siding, Composite Trim
- Exterior Styles - front elevations will include at least two of the following elements:
- Horizontal Siding
- Shake Siding
- Board & Batten Siding
- Brick or Cultured Stone
- Decorative front door with a minimum 25% glazing and/or window transom.
- Covered Entry or Front Porch
- Roofing
- Minimum 6:12 pitch
- 20 Year Asphalt Shingles
- Minimum 6" Overhang
- Monoslab Construction
- 5 Inch Gutters with Downspouts
- All homes will have 2-car garages
- Garage doors with feature decorative hardware
- Front Yards shall be sodded

Ranch Plans:

- 1,400 – 2,000 square feet
- 2-3 Bedrooms, 2-3 Baths
- 1-2 Plans

2-Story Plans:

- 1,800 – 3,200 square feet
- 3-5 Bedrooms, 2.5-5 Baths
- 4- 6 Plans

He shared renderings of the proposed architectural elevations. He then concluded his presentation with the following summary of the request:

Tupelo Junction North is designed as an R12 Residential Cluster Subdivision with lot areas reduced up to 40% (7,200 square feet, minimum) per the UDO to allow the preservation of private open space as part of the neighborhood.

UDO Waivers Requested-

- Minimum lot frontage reduction from 65' to 60'
- Side lot setback reduced from 10' to 7.5'
- Corner lot side setback reduced from 18' to 13'
- Rear lot setback reduced from 25' to 20'
- Reduce required public recreation space dedication from 5.94 acres to 0.49 acres plus a

payment-in-lieu of \$16,126.28 (for 5.45 acres)

Mr. Mitchell explained that the UDO does require one tree minimum per lot per the adopted UDO amendments in June, however the plans for this development were submitted in May, therefore the applicant is not required to adhere to that requirement. So, if the applicant is willing to make that commitment, they would have to offer it as a voluntary condition. Mr. McAvinney said the applicant is willing to offer it as a voluntary condition.

Phil Koch, Engineer with EarthCentric, offered clarification regarding the public utility lines to and from the site.

Carl Bradley, 4610 Mebane Rogers Road, questioned if developers are held to their amenity commitments. Mr. Rollins said they are held to the commitments shown on the site plans and approved by Council.

Steve Wright, 128 Peppertree Drive, Mebane, said in terms of property line plantings, he would like to recommend that the City consider asking the developers to plant more than one species of trees, fast growing and slow growing. He then questioned if there is already a left turn lane at the location where the right turn lane is proposed.

Mr. McAvinney replied, there are no extra turn lanes at Stagecoach Road, it is a fairly wide area.

Mr. Cannell said he appreciates the staff's wisdom in pushing back against his suggestions and he appreciates that the City is choosing to go in a direction of more centralized parks and that is certainly the City's option to do but when the UDO was put together with that design of the small parks, that was selected as a contribution that the developers had to make to the public recreational life of the City. If the City is now choosing to opt for by default the payment in lieu and centralize its parks, that is effectively a grant that the City is making to every developer; saying that you used to have to contribute to this recreational life of the City but you no longer do we're going to take these very small payments instead and we (the City) are going to handle the cost of developing, building and buying these parks all by ourselves. He said he thinks if the City is going to make that strategic shift in its direction, the City should decide what is it getting in place of that, so that people who are building these subdivisions can contribute something else. He went on to say that for this particular plan, the reason that the payment in lieu is \$16,000, is the definition of the letter of the law but not the spirit. The UDO calls for a payment that is the equivalent of the assessed tax value. It is true that Orange County did just reassess all their taxes and the land here on this Lee's Bees Farm, 84 acres, is assessed currently at \$21,000, the reason it is assessed that way is because there is a gigantic deferred tax value on it. He said you can look it up in Orange County's taxes of over five hundred thousand dollars in tax value which will have to be paid when the property is sold. So, although technically it's only assessed at \$20,000, there is \$500,000 in tax value that Orange County knows is there and is on the tax assessment. It is just not on the line that says assessed value and this applicant is using that technicality to deprive the City of the very little money that the City has decided it is going to get in exchange for this and he does not think it is right and the City should allow itself to be taken in that way.

Mayor Hooks said the property was most likely assessed as a farm and charged farm tax.

Mr. Shannon, 4618 Mebane Rogers Road, Mebane, stated that he lives approximately 1 mile from Tupelo Junction and he has a daughter that live approximately 2 miles from there. He questioned how the Mebane Fire and Orange County's Fire Department would respond to a house fire in that neighborhood. Chief Louis stated that currently the property is in Orange County and outside of Mebane City limits in Efland's Fire District. He said it will be annexed inside the City limits so it will be in Mebane's primary response area and Efland Fire will respond mutual aid on working structure fires.

There was more discussion regarding assessed tax value and deferred tax value and the general statutes which govern how cities assess values.

Mr. McAvinney said that he would like to offer some clarification regarding the possible site access to Mill Creek, stating that if the Mill Creek expansion project goes away, there would be no

developer to have an agreement with, therefore they would have to stop short of the creek and leave something that is still constructible on Tupelo Junction's side. The stub at the very least is guaranteed.

Mr. Boney asked who the builders are and will be. Mr. McAvinney replied, Garman Homes for the south and Davidson Homes for the north.

Mr. Bradley made a motion, seconded by Mr. Ewing, to close the public hearing. The motion carried unanimously. Ms. Burkholder made a motion, seconded by Mr. Bradley, to approve the R-12(CD) zoning as presented and a motion to find that the application is consistent with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*. The request:

- Is for a property within the City's G-4 Secondary Growth Area, which is "...generally residential and commercial in nature..." (Mebane CLP, p.66);
- Is providing community facilities in the form of a greenway consistent with Growth Management Goal 1.4 (p. 17, 83)
- Provides a greenway and open space in a developing area, connecting to other locations, consistent with Open Space and Natural Resource Protection Goal 4.3 (p. 17, 89, & 90);

Ms. Burkholder said that her motion includes the verbal voluntary conditions offered. The motion carried unanimously.

Mayor Hooks called for a break at 7:32 p.m. He called the meeting back to order at 7:45 p.m.

Brain Thomas, NCDOT Regional Traffic Engineer, presented a request for approval of Certifications of Municipal Declarations to Repeal Speed Limits and request for Concurrence on the NC 119 Project. Mr. Thomas explained that the construction of the new NC 119 project has resulted in the need for speed limit ordinance changes, both inside and out of the City of Mebane. Municipal certifications are required for speed zone changes (enacts and repeals) on any streets within a municipality which are also part of the State highway system (except interstates and other controlled access highways). In most cases, the ordinance changes are administrative in nature to correct the road the ordinance is written on or to correct ordinance terminal references with no change in the posted speed limit. That said, in all cases, the speed limits of the ordinances recommended for approval are written to match the currently posted speed limits. He noted that the ordinances presented for approval tonight are only a portion of the entire package of ordinances affected by the NC 119 relocation. NCDOT is proposing speed limit changes on the new portion of NC 119, but those changes are part of the complete package of affected ordinances and cannot move forward until the municipal ordinances have been addressed. He shared a map and summary of the requested changes, list below.

1. To reflect rerouting of NC 119 from Fifth Street to newly constructed alignment and assignment of secondary road number SR 2049 to existing Fifth Street:

REPEAL: 45 MPH ordinance 1066310 on existing NC 119 (Fifth St)

APPROVE: 45 MPH ordinance 1078403 on SR 2049 (Fifth St)

REPEAL: 25 MPH ordinance 1000201 on existing US 70 (W Center Street)

APPROVE: 25 MPH ordinance 1078407 on US 70 (W Center Street)

REPEAL: 35 MPH ordinance 1051184 on SR 1007 (Mebane Oaks Road)

**Note no replacement ordinance required since the posted 35 MPH speed limit is covered by General Statutes within municipal limits.

2. To reflect extension of SR 1973 (Tate Avenue) to Corregidor Street

APPROVE: 25 MPH ordinance 1082220 on newly constructed SR 1973 within municipal limits south of Roosevelt Street

Mr. Bradley made a motion, seconded by Mr. Ewing, to approve the ordinance changes as presented. The motion carried unanimously.

Brian Gackstetter, NCDOT Sr. Project Engineer- Rail Division, and Conzuela Cogdell, NCDOT Rail Crossing Safety Engineer II, presented a request for Council's acceptance of the recommendations of the Traffic Separation Study and adoption of a Resolution of Intent to for Rail Crossing Implementation. Mr. Gackstetter gave an overview of the rail division projects and work they do. In a joint effort with the City of Mebane, Norfolk Southern (NS), the North Carolina Department of Transportation Rail Division (NCDOT Rail), and North Carolina Railroad (NCRR), an agreement was entered into in 2015 and the Mebane Traffic Separation Study (TSS) was completed. NCDOT Rail presented improvement recommendations for several crossings: Gibson Street, Moore Road, 3rd Street, 4th Street and 5th Street, to the City Council in public hearings held on September 11, 2017, and June 4, 2018. Due to unforeseen circumstances, the anticipated construction start date of 2019 was delayed. He stated that tonight, they are formally presenting those recommendations as they individually met informally with each Council member to discuss concerns and to receive feedback. After those meetings, more information was gathered and they are here tonight to kind of wrap that up in a box which will allow them to move forward with implementing the TSS.

Ms. Cogdell went through each crossing recommendation, sharing drawings depicting the recommendations, attached. Ms. Cogdell explained that tonight's presentation is recommendations only and will still need to go through the design process and continued coordination with NCRR to come up with a final plan. NCDOT Rail, utilizing State Funds, will finance preliminary engineering and construction for recommended rail crossing improvements, including the fencing with the City of Mebane being responsible for fence maintenance. Mr. Gackstetter explained that with the adoption of the Resolution of Intent, all four parties will enter into an agreement which will allow them to begin the process, additionally an environmental document will need to be completed, roughly a year timeframe. Then the project will be let by Division 7 and will be on their time frame to get the project completed, roughly a two-year timeframe.

Mr. Boney shared his displeasure with the fact that Council met individually with the rail division team. He stated that the Council should conduct City business in open session. He requested a copy of all correspondence between the Council and NCDOT related to this subject.

Mr. Ewing made a motion, seconded by Mr. Burkholder, to adopt the Resolution of Intent of the City of Mebane City Council Rail Crossing Implementation. The motion carried unanimously.

**RESOLUTION OF INTENT
CITY OF MEBANE CITY COUNCIL
RAIL CROSSING IMPLEMENTATION**

WHEREAS, the North Carolina Department of Transportation Rail Division (NCDOT RAIL), Norfolk Southern (NS), the North Carolina Railroad (NCRR), and the City of Mebane have conducted the Mebane Traffic Separation Study (TSS), as presented to the Council on September 11, 2017, and June 4, 2018; and

WHEREAS, the Mebane TSS includes the rail crossings at State Road (SR) 1940- Gibson Road (Crossing # 735 464L), SR 1965-Moore Road (Crossing # 735 468N), SR 1962-Third Street (Crossing # 735 469V), Fourth Street (Crossing #735 471W); Fifth Street (Old NC 119) (Crossing #735 472D) and trespass fencing; and

WHEREAS, the NCDOT RAIL has requested to City of Mebane to accept the recommendations of the TSS and agree to the further engineer plan development of safety features at the aforementioned crossings and fencing, costs of the same to be borne by NCDOT RAIL, to which the City is agreeable;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF MEBANE, that the City hereby adopts the Mebane Traffic Separation Study as presented and subject to NCDOT RAIL further developing safety improvements for the aforementioned crossings with fencing acceptable to the City; and

THAT the City further agrees that upon satisfactory installation of the trespass fencing along the NCRR corridor from mileposts 31.1 to 31.75, the City of Mebane will maintain the fencing at City expense.

SO RESOLVED, this the 7th day of November 2022.

Ed Hooks, Mayor

ATTEST:

Stephanie W. Shaw, Clerk

Mayor Hooks recognized students from Bradford Academy in attendance.

Mr. Mitchell gave an overview of the next item, Clay Street and Fourth Street Infrastructure Improvements. He stated that staff will be requesting at the end of the presentation, a consensus for the first part of the plan of action to go to bid which should be a long-term solution to the settlement issue. Staff will also share a general presentation of a staff level endeavor for a 2022 holiday plan of action that is scheduled for November 14th, weather dependent.

Mark Reich, Engineer with Alley, Williams, Carmen and King, Kyle Smith, Mebane Public Utilities Director and Chuck Smith, Mebane Public Works Director, each presented a portion of the attached PowerPoint, sharing information, a plan of action and cost estimates to address the settling issues on Clay Street. Fire Chief Bob Louis spoke to the fire department's strategies and tactics for fire protection during the impairment, stating that an Incident Action Plan has been developed to address concerns related to the project.

The following summary is staff recommendations for the plan of action:

- Staff is recommending that 2 contracts be awarded to address the aging infrastructure and settling issues. The first contract will be a Utility Contract and will consist of slip lining sanitary sewer and stormwater lines; Inject a High-Density Polyurethane Structural Resin into the voids to fill the voids and mechanically clean the water lines and install an epoxy lining within the water main.
- Bid Date for Utility Contract is scheduled for December 13, 2022, Award of Contract at January 2023 Council Meeting and work completed by end of June, 2022.
- The second contract will be for street repairs consisting of installing new concrete bulb-outs with truncated domes and drainage flumes at both mid-block crossings on Clay Street and Fourth Street; milling the existing pavement, making any additional patching required, resurfacing, re-installing stamped asphalt at intersections (same pattern as existing), installing pavement markings for parking spaces, yield symbols, sharrow (bike lane) symbols and converting 3 existing parking spaces to handicap spaces.
- Bid Date for Street Contract is June 1, 2023, Award of Contract at July 2023 Council Meeting and work completed by mid-October.
- Staff is also recommending that temporary street repairs be performed on Monday November 14, 2022, weather permitting to mill up and repairs areas in need of repairing. An alternate Monday-Thursday date will be determined with contractor. Work is anticipated to be completed in one-day and will begin at 7:30 am and will require that the Clay Street block between N. Third St and N. Fourth St. be closed; however, sidewalks, will remain open.

Staff will provide information to the affected property owners to keep them informed before and during the project. Downtime is estimated at 10-15 days with the work being done in the evening hours, 9pm-9am. A proposed schedule of the work to be completed shown in attached PowerPoint.

The estimated cost for the Utility Contract is \$527,000 of which \$432,000 will be funded through 2022-23 Utility Fund and \$95,000 funded through 2022-23 General Fund. Estimated cost for Street Contract is \$473,000 and funded through 2023-24 contract.

Cost of Temporary Work is \$14,640 and will be funded using downtown crosswalk refurbishing project funds.

After some discussion among Council and staff, Mr. Ewing made a motion, seconded by Ms. Burkholder, to proceed with advertising for Utility and Street Contracts per schedule in PowerPoint presentation and making temporary street repairs as needed by Public Works Department. The motion carried unanimously.

Mr. Davis presented a request on behalf of Destination Downtown Mebane for approval of a street closure of Fourth Street between Hwy 70 and Clay Street for the 2022 Hometown Holiday Celebration on Saturday, November 19th. Mr. Bradley made a motion, seconded by Ms. Hadley, to approve the street closure as presented. The motion carried unanimously.

Mr. Davis presented a request for appointment of two (2) Recreation and Parks Advocacy Commission members for 2023. He explained that initially, City Council selected six individuals that are serving staggered entry terms of 1, 2, and 3 years. The two members selected this year will begin a three-year term and will be a big part of helping complete the Recreation and Parks Master Plan process and helping advocate for the City's parks, programs, and facilities. Six (6) applications were received. Mr. Bradley made a motion to nominate Jesse Whitaker and Laurie Sawyer. Mr. Ewing seconded his motion. The motion carried unanimously.

Ms. Ownbey presented a request for appointment of one (1) Bicycle and Pedestrian Advisory Commission (BPAC) member. She stated that there is an open position on the BPAC reserved for the Orange County part of Mebane, preferably a resident of the extraterritorial jurisdiction. The appointment would fill a vacancy with a term expiring January 2025. Two (2) applications were received, however only one applicant was eligible as the other was a resident of Alamance County. Mr. Bradley made a motion, seconded by Mr. White, to appoint James Allen. The motion carried unanimously.

There being no further business, the meeting adjourned at 9:00 p.m.

ATTEST:

Stephanie W. Shaw, City Clerk

Ed Hooks, Mayor

Figure 19: SR 1940 – Gibson Road (Crossing # 735 464L) Recommendations



Figure 21: SR 1956 – Moore Road (Crossing # 735 468N) Recommendation

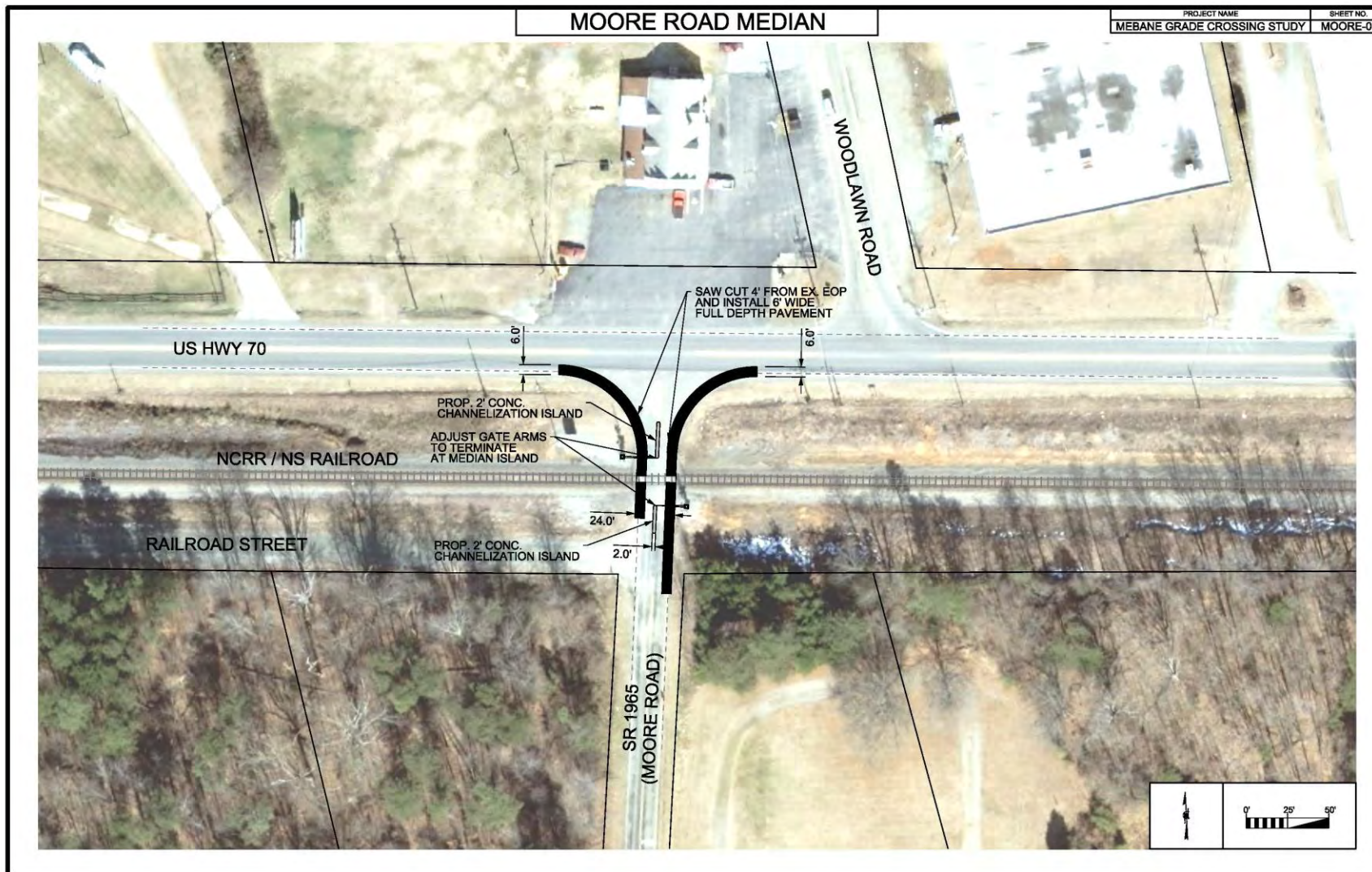
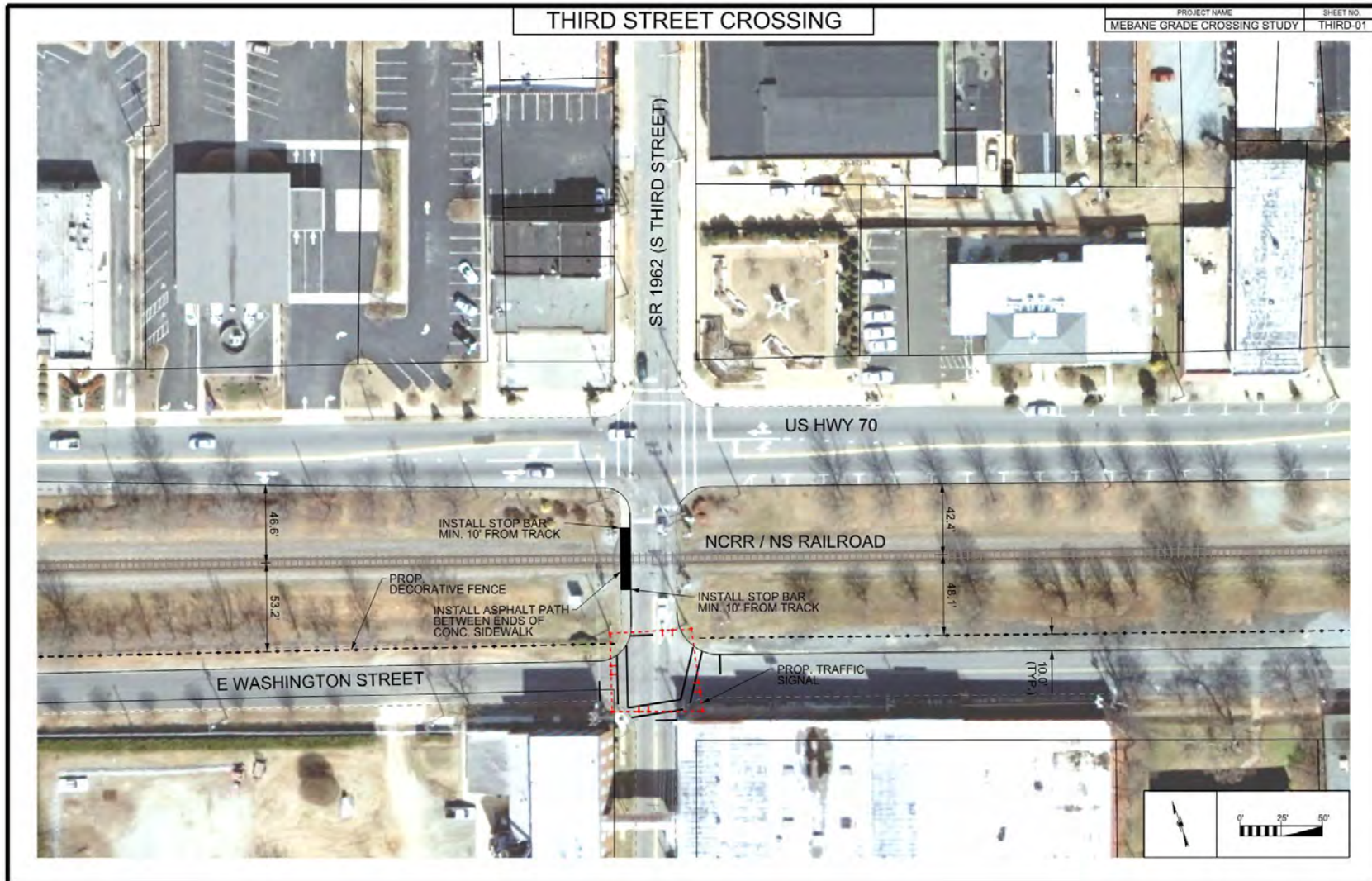


Figure 22: SR 1962 – 3rd Street (Crossing # 735 486V) Recommendation



4th Street
Figure 24: ~~NC 115~~ 5th Street (Crossing # 735 472D) Recommendation

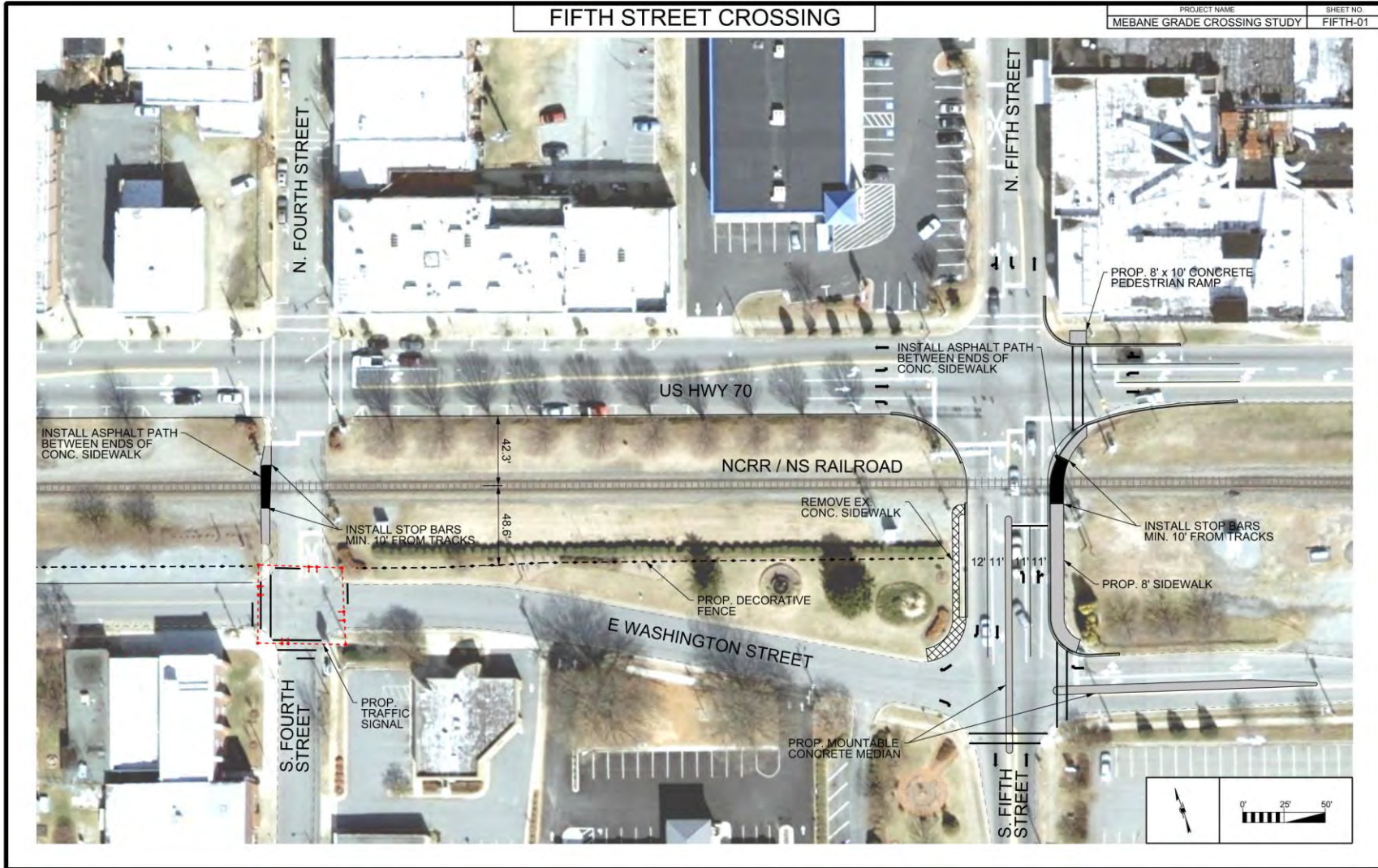
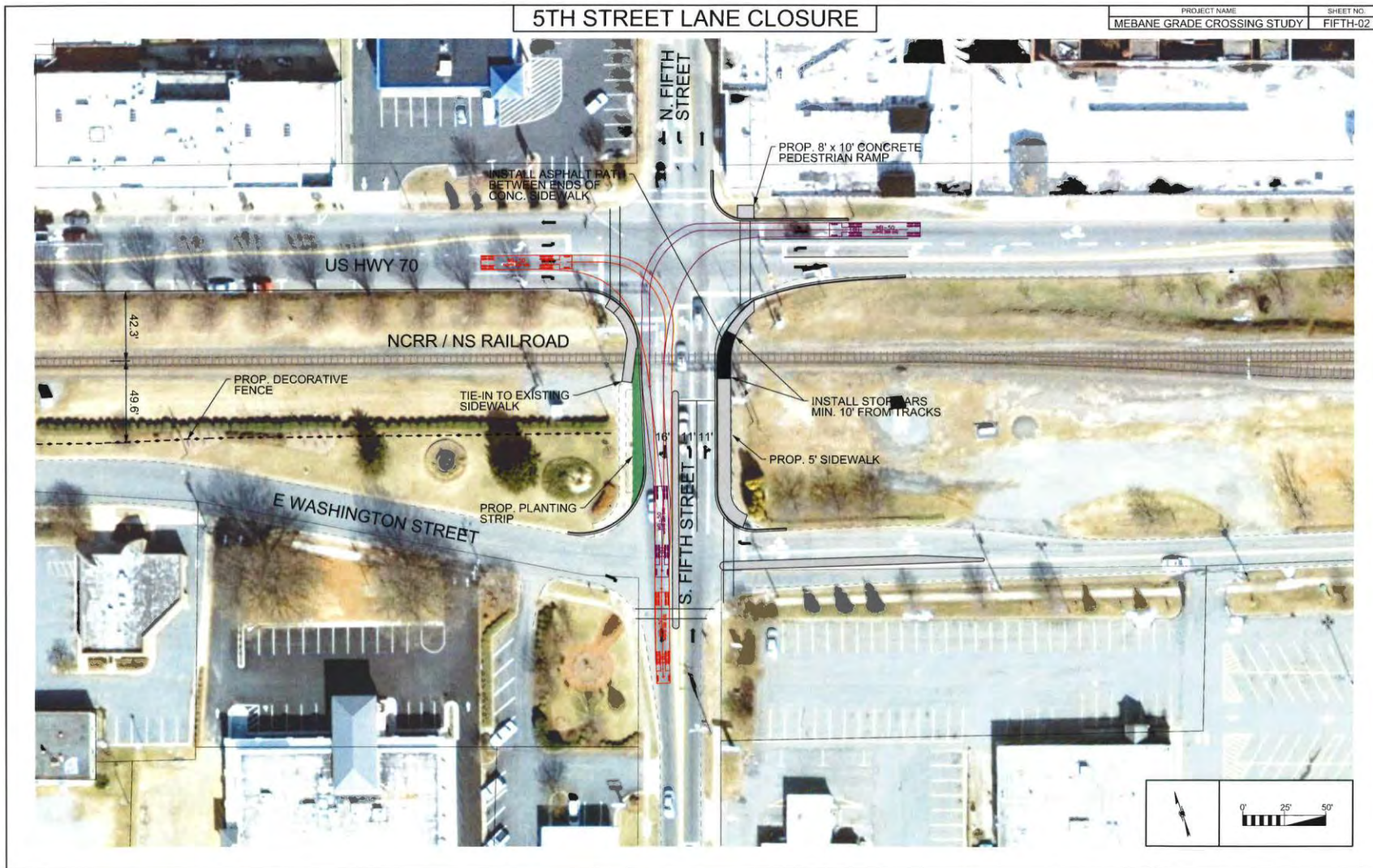


Figure 26: 5th Street (Crossing # 735 472D) – Exhibit depicting if sidewalks could be installed on the western side of 5th Street, which would require eliminating one of the two southbound travel lanes on Fifth Street.





Drilling Injection Points



Drilling Injection Points



HDPR Injection Points

HDPR INJECTIONS





Mark Reich, P.E., Franz Holt, P.E., Kyle Smith, P.E., Chuck Smith,
Bob Louis, and Ashley Owenbey

Clay St. and Fourth St. Infrastructure Improvements

Clay St. from Third St. to Fifth St.

Fourth St. from Center St. to Clay St.



Background Information

- Over the past 4 years staff has observed settlement issues on Clay St. and performed maintenance activities to address the settlement issues and had consultants perform studies to identify locations and recommend solutions.
- What has caused the settlement? Most likely cause of settlement was lack of compaction and or poor soils.
- In October 1921, the Town of Mebane approved a petition to pave several streets in the downtown area including Clay St. and Fourth St.. Petition required the following:
 - Pavement section consisted of 5” of concrete base, 1.25” of binder course and 1.25” of surface course.
 - Property owners were required to connect to existing water and sewer mains.
- It should be noted that compaction efforts have significantly improved over the past 100 years.

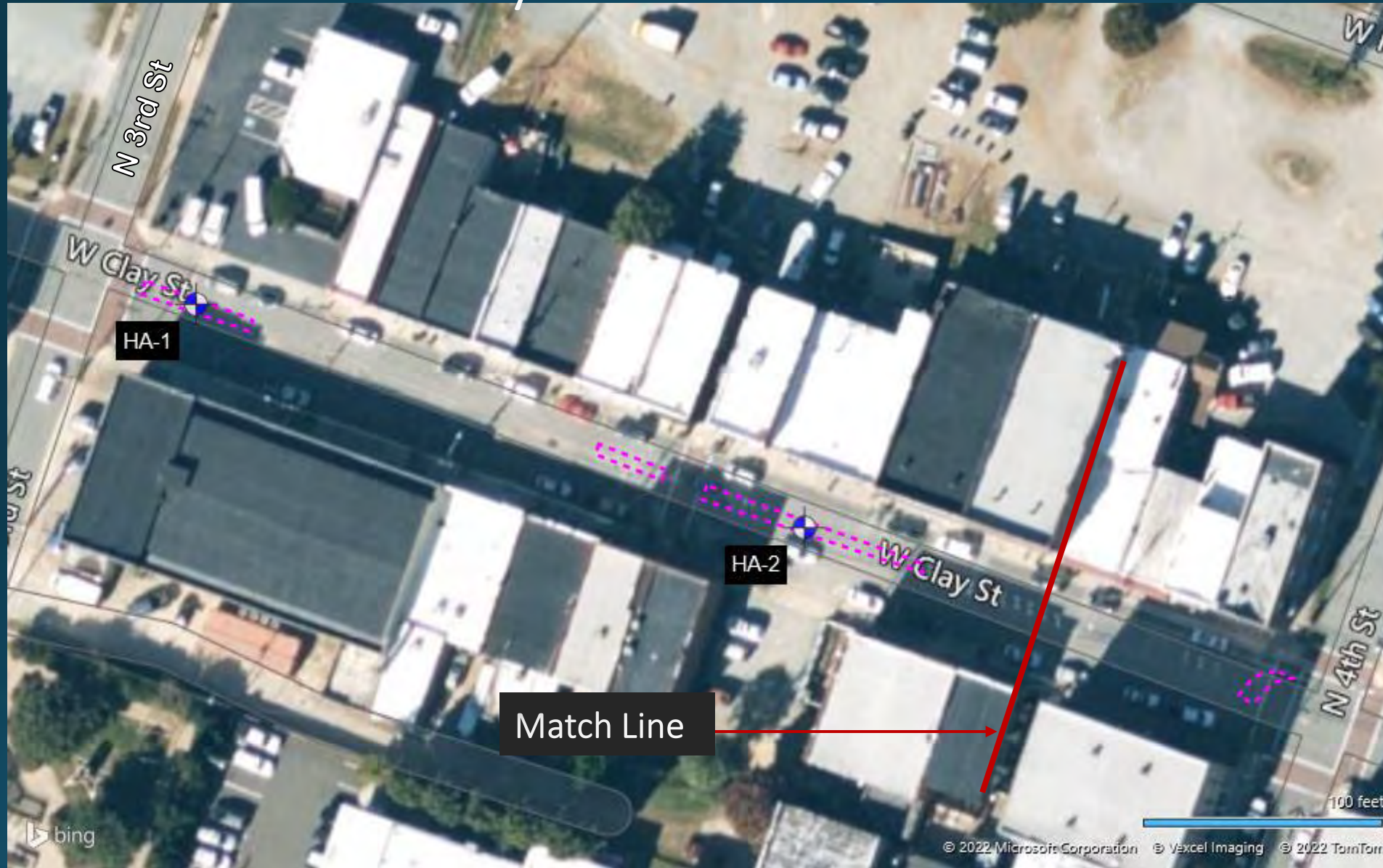


Background Information Continued

- In June of 2011, City of Mebane milled the existing the existing pavement, installed an overlay fabric and resurfaced with a 2” surface course.
 - When the street was milled and resurfaced, the vibration of the compaction equipment used could have weakened the concrete that was bridging the water and sewer trenches and new cracks could have developed in the concrete.
- In 2018, Clay Street was experiencing settlement issues.
 - The City contracted with Terracon to perform a geophysical exploration along Clay Street between N 3rd and N 5th Streets.
 - Voids were identified with ground penetrating radar (GPR) and a repair using flowable fill was attempted by Mebane Public Utilities.
- Settlement issues continued after the attempted repair.
 - In April of 2022, Terracon again performed a geophysical exploration involving GPR, hand auger borings and dynamic cone penetrometer testing.
 - This exploration reveled multiple anomalies consistent with voided and saturated soils.

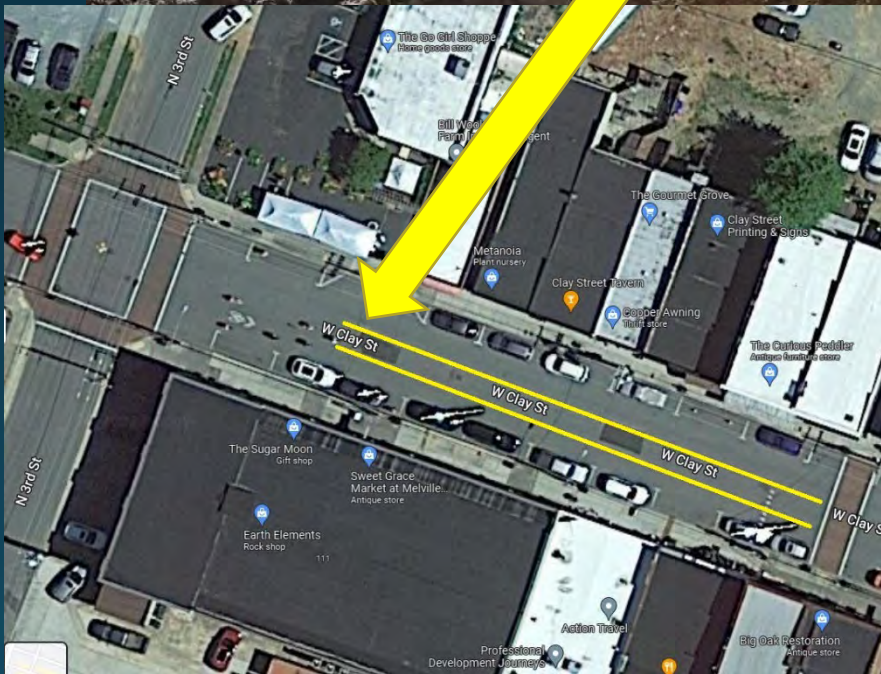
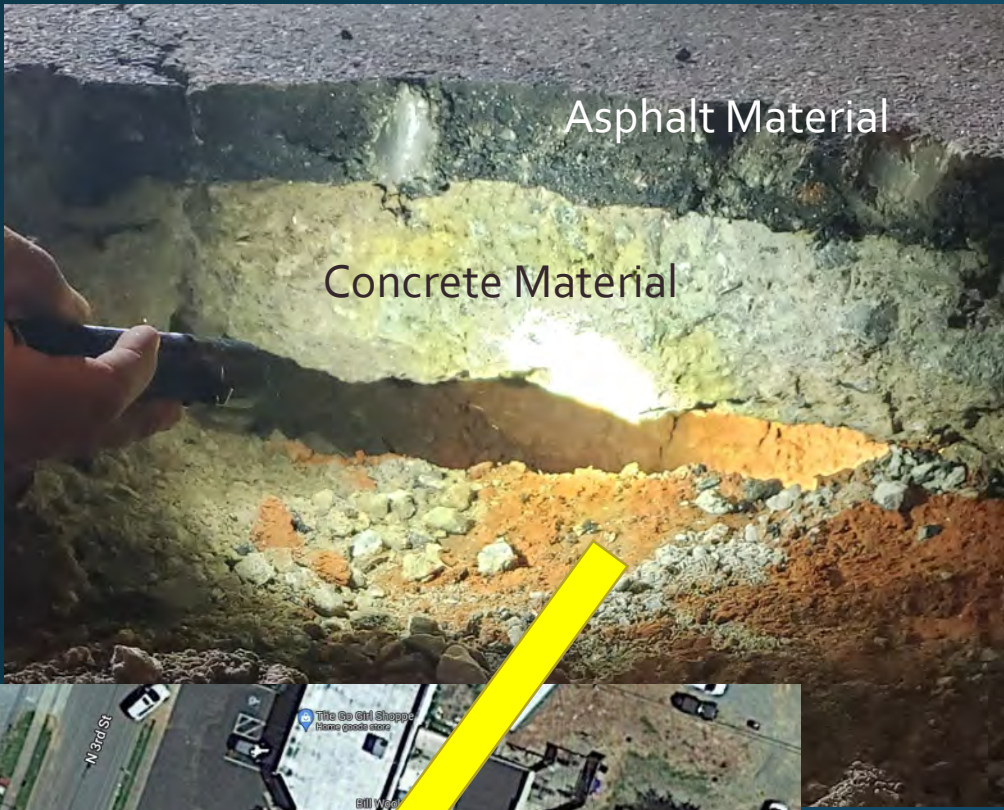


GPR Results – Anomaly Locations



GPR Results – Anomaly Locations





The void was filled with a flowable fill material

West Clay Street Voids



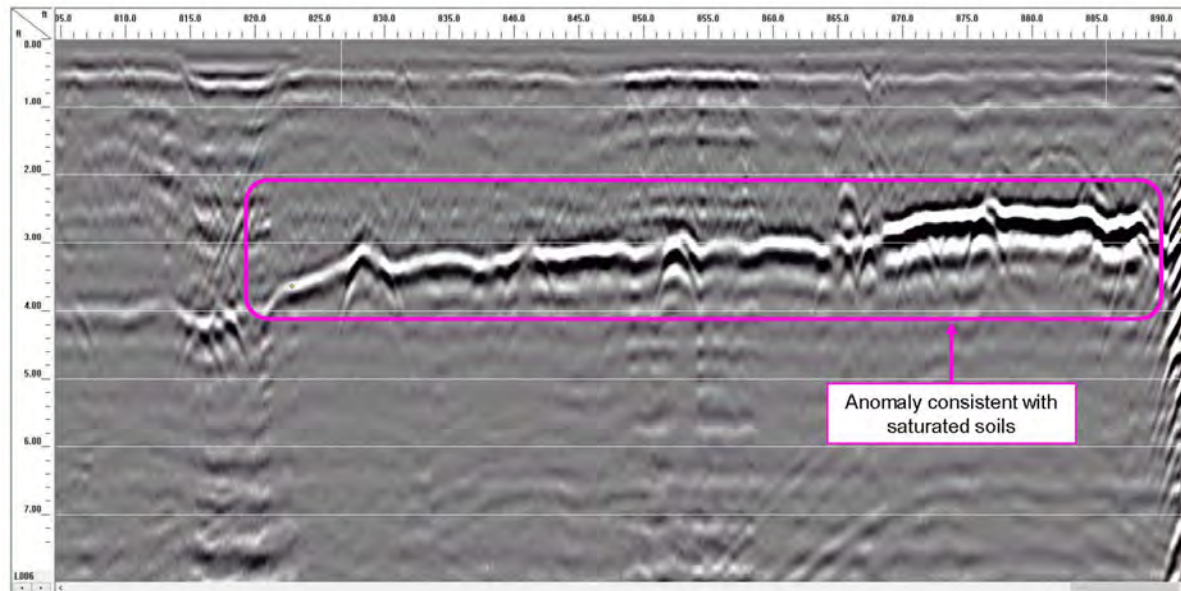
GPR Results & Boring Log

EXPLORATION RESULTS

Clay Street Voids 2022 ■ Mebane, NC
 April 29, 2022 ■ Terracon Project No. 75215219



GPR Results
 GPR Cross-Section 3



Anomaly consistent with saturated soils

DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES.

Page No.: 7

BORING LOG NO. HA-2		Page 1 of 1					
PROJECT: Clay Street Voids - 2021		CLIENT: City of Mebane NC Mebane, NC					
SITE: Clay Street Mebane, NC							
GRAPHIC LOG	LOCATION	DEPTH (ft)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	WATER CONTENT (%)	ATTERBERG LIMITS	LOG RESULTS
	DEPTH					LL, PL, PI	
	0.0 - 1.5 inches ASPHALT 1.5 inches						
	1.5 - 8 inches CONCRETE 8 inches						
	8 - 10 inches VOID 4.5 inches						
	FILL - LEAN CLAY (CL) with sand, red, soft to medium stiff	1					
		24.5	38-20-18	2-2-2			
		21.2		1-2-2			
				2-2-3			
				2-2-2			
				2-2-3			
				2-2-2			
				2-2-3			
				2-2-2			
				2-2-2			
		28.9		2-2-2			
	WEATHERED ROCK - SAMPLED AS SILT (ML) tan, very stiff	8					
		20.7	40-30-100	12-15			
	Boring Terminated at 10 Feet	10					
Stratification lines are approximate. In situ, the transition may be gradual.							
Advancement Method Hand Auger		See Comments and Abbreviations for a description of field and laboratory procedures used and additional data (if any).			Notes:		
Advancement Method		See Comments and Abbreviations for explanation of symbols and abbreviations.					
WATER LEVEL OBSERVATIONS		Terracon			Boring Started: _____		
		700 W Friendly Ave Ste G Greensboro, NC			Drill Rig: _____		
		Project No.: 75215219			Driller: JAL		



Background Information-Continued

- Staff has videoed the existing sanitary sewer lines and stormwater lines and cracks have been observed. Cracks in lines do not appear to be the source of the settlement but could deteriorate in the future causing future settlement issues. Trench compaction is the most likely cause of settlement over the sewer line.
 - If cracks are not repaired, then the proposed solution to the settlement issues may negatively impact the sanitary and stormwater lines.
- Staff has researched several options to address the root cause of the pavement settlement while maintaining traffic, minimizing inconvenience to the businesses, and are proposing the following:
 - Prepare Bid Documents and receive bids for a *Utility Repair Contract (FY 2022-23)* and a *Street Repair Contract (FY 2023-24)*.
 - *Scope of Work for Utility Contract*
 - Slip lining existing sanitary sewer and stormwater pipes, manholes and drainage structures.
 - Injecting High Density Polyurethane Structural Resin (HDPR) to fill all voids under the existing pavement.
 - Rehab the existing water main by mechanical cleaning and spray in place epoxy coating including installation of temporary water lines to maintain water service to businesses.
 - *Scope of Work for Street Repair Contract*
 - Adding bulb-outs at both mid-block pedestrian crossings.
 - Milling the entire width of street, patching any required areas, paving the street.
 - Providing stamped asphalt in areas previously provided and add stamped asphalt at Fourth St. mid-block crossing.
 - Provide pavement markings for parking spaces and yield and Sharrow symbols and provide 3 additional handicap parking spaces on Clay Street (existing spaces converted to handicap spaces).



Utility Contract - Slip Lining Sanitary Sewer and Stormwater Lines

- Slip-lining is the process of using felt and resin to create a cast like material that forms to the shape of existing pipes.
 - No excavation is needed using this process and no customer is without service for more than 12 hours.
 - Work will be performed during the evening night hours **(9 PM to 9 AM)**.
 - This material is watertight and creates a “new” pipe inside of the existing pipe.
 - The finished material is structurally rated and typically stronger than plastic pipe.
 - Slip lining is recommended prior to injecting High Density Polyurethane Structural Resin (HDPR) to fill all voids as the material expands and potential could flow into sanitary sewer and stormwater lines, creating sanitary sewer or stormwater backups.



Slip-lining or Cast In Place Pipe (CIPP) Pictures



- The pictures on the left of the same line at the same distance. The top is the pre-lined condition, and the bottom is post lining.



Utility Contract - Slip Lining Sanitary Sewer and Stormwater Pipes and Structures

- Estimated Cost

Scope of Work	Clay Street Cost	Fourth Street Cost	Total Costs	Utility Fund	General Fund
8" CIPP (sanitary sewer)	\$59,000	\$16,000	\$75,000	\$75,000	\$0
15" CIPP (storm drainage)	\$35,000	\$0	\$35,000	\$0	\$35,000
Manhole/Drainage Structure Rehab	\$20,000	\$2,000	\$22,000	\$14,000	\$8,000
Spot Repair(s) (if required)	\$8,000	\$0	\$8,000	\$8,000	\$0
Engineering and Contingencies	\$20,000	\$6,000	\$26,000	\$20,000	\$6,000
Total	\$142,000	\$24,000	\$166,000	\$117,000	\$49,000



Utility Contract- High Density Polyurethane Structural Resin Injection

- Staff has researched multiple options to fill the voids on Clay St. and recommend that High Density Polyurethane Structural Resins can be used to fill the voids that are currently under Clay Street.
- The products and procedures have been used successfully on numerous projects including I-95.
- These resins are manufactured to be applicable with potable water, ensuring no ground contamination once installed.
- These resins can be excavated with machinery.
- Slip-lining and Manhole Rehabilitation must be completed before the resin can be injected.



Utility Contract - High Density Polyurethane Structural Resin Injection

- Estimated Cost

Scope of Work	Clay Street Cost	Fourth Street Cost	Total Cost	Utility Fund	General Fund
HDPR Injection	\$40,000	\$0	\$40,000	\$0	\$40,000
Engineering and Contingencies	\$8,000	\$0	\$8,000	\$0	\$8,000
Total	\$48,000	\$0	\$48,000	\$0	\$48,000



Utility Contract - Waterline Improvements

- Existing cast iron waterline is aging and is subject to waterline leaks, breaks, and build up inside pipe has decreased diameter.
 - Prior milling and paving work on Clay Street in 2011 resulted in water main breaks occurring.
- Staff is proposing the pipe be mechanically cleaned and an epoxy liner installed to extend the life of the existing water main.
- Mechanically cleaning work will require the main be taken out of service (10-15 workdays). Work to be completed in early spring of 2023.
- Epoxy lining requires existing valves to be replaced.
- Fire Hydrants will not be in service during the mechanical cleaning and epoxy lining process. The Fire Department has prepared a plan to provide fire protection while hydrants are out of service.



Utility Contract - Waterline Improvements Continued

- Temporary water lines 2" in diameter are proposed to be installed above ground.
 - ¾" service lines will be installed from temporary water main to existing meters and then reconnected to existing waterline after it has been mechanically cleaned.
 - Water meters will need to be removed to avoid cutting service line and connected to pipe on property owner side of meter. As a result, customers will not be billed for water while temporary water lines are connected.
- Temporary water lines will require protection from traffic and work must be conducted when the air temperature is 40 °F or above.



Waterline Improvements

Mechanical Cleaning Procedures



1. Pipe System Diagnosis

- Map system
- Utilize computerized pipe video surveillance to inspect and digitally record findings
- Review findings with property management
- Diagnose and identify restoration plan



2. Pipe Repair/Replacement

- Repair or replace damaged pipe sections
- Flushing & drying
- Tuberculation removal
- Grit blasting



3. Abrasive Cleaning

- Abrasive cleaning with conical spray head to near-white metal finish
(as specified by manufacturer)
- Pipe is now in a good state of repair



4. Epoxy Lining and Reassembly

- Pipe's state of good repair enhanced with epoxy lining
- Extends life of repaired or replaced pipe
- Prevents corrosion and biological buildup
- Enhances flow capacity
- Dampens vibration



5. Final Inspection & System Testing

- TV inspection
- Epoxy inspection of pipe lining for thickness and need for coating repair
- Hydrostatic pressure testing
- Leakage pressure testing
- Bacteriological disinfection
- Leaching test
- Restoration of system



A close-up photograph of a fire hose reel mounted on a red fire cabinet. The hose is coiled neatly on a metal reel. In the background, a red fire extinguisher is visible on a wall. The scene is brightly lit, suggesting an indoor fire station or training area.

Fire Protection

- The Fire Department recognizes the need for alternative suppression strategies during the impairment.
- An Incident Action Plan (IAP) has been developed to address the concerns related to the project.
- The IAP includes more than one set of strategies to account for multiple scenarios.
- Fire Department staff members will complete additional training sessions that will outline the specific strategies and tactics needed during the impairment.

Utility Contract - Waterline Improvements

- Estimated Cost

Scope of Work	Clay Street Cost	Fourth Street Cost	Total Cost	Utility Fund	General Fund
Mechanical Cleaning and Liner	\$100,000	\$20,000	\$120,000	\$120,000	\$0
Temporary Water lines	\$65,000	\$20,000	\$85,000	\$85,000	\$0
Valve Replacements	\$30,000	\$5,000	\$35,000	\$35,000	\$0
Temporary Service Connections	\$20,000	\$5,000	\$25,000	\$25,000	\$0
Engineering and Contingencies	\$38,000	\$10,000	\$48,000	\$48,000	\$0
Totals	\$253,000	\$60,000	\$313,000	\$313,000	\$0



Street Contract - Improvements Along Clay St and Fourth St

- Upon Completion of the underground infrastructure improvements, both Clay St. and Fourth St will be milled, patched as required, resurfaced, intersection crosswalks stamped (same pattern as existing), pavement markings for parking spaces, yield and sharrow (bike lane) symbols installed.
- Bulb-outs at the mid-block crossings for both streets will be added to provide increased pedestrian safety measures.
 - A flume will be required to maintain drainage and a portion of the granite curb will be required to be removed.
- Truncated domes will be relocated to the edge of travel lanes and existing sidewalk behind the curb will be replaced.
- Staff consulted the City's long –range plans, including the Bicycle and Pedestrian Transportation and Downtown Vision Plan. The practicable improvements have been incorporated and shown in the next slides.

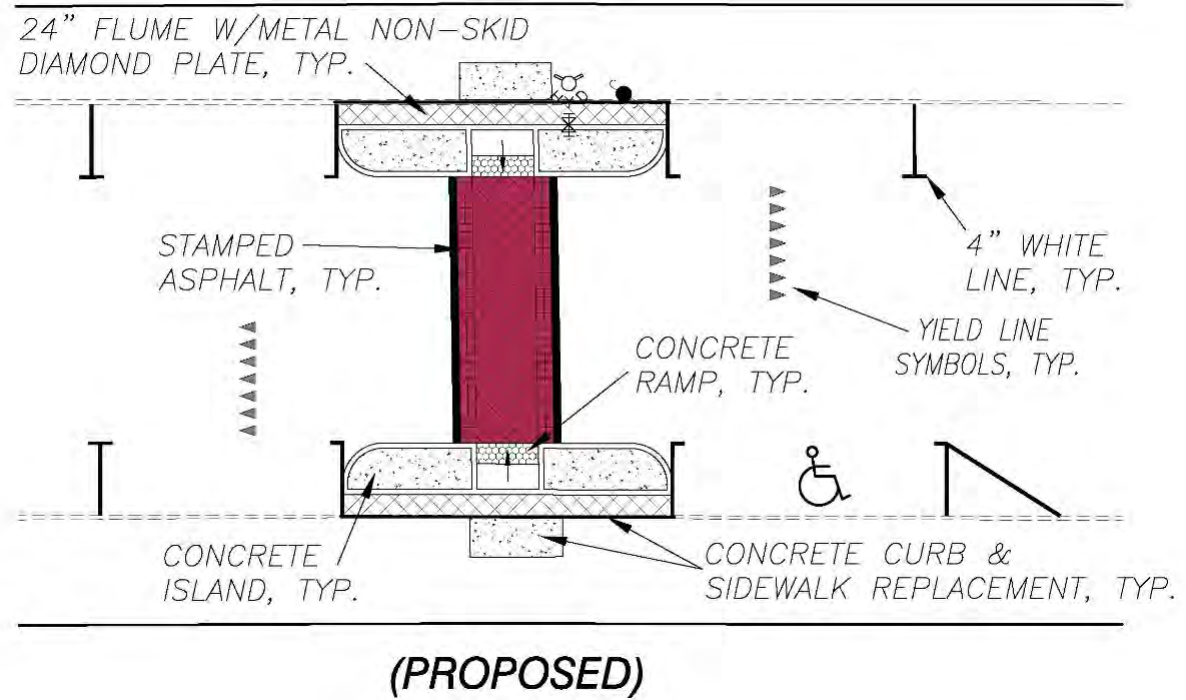
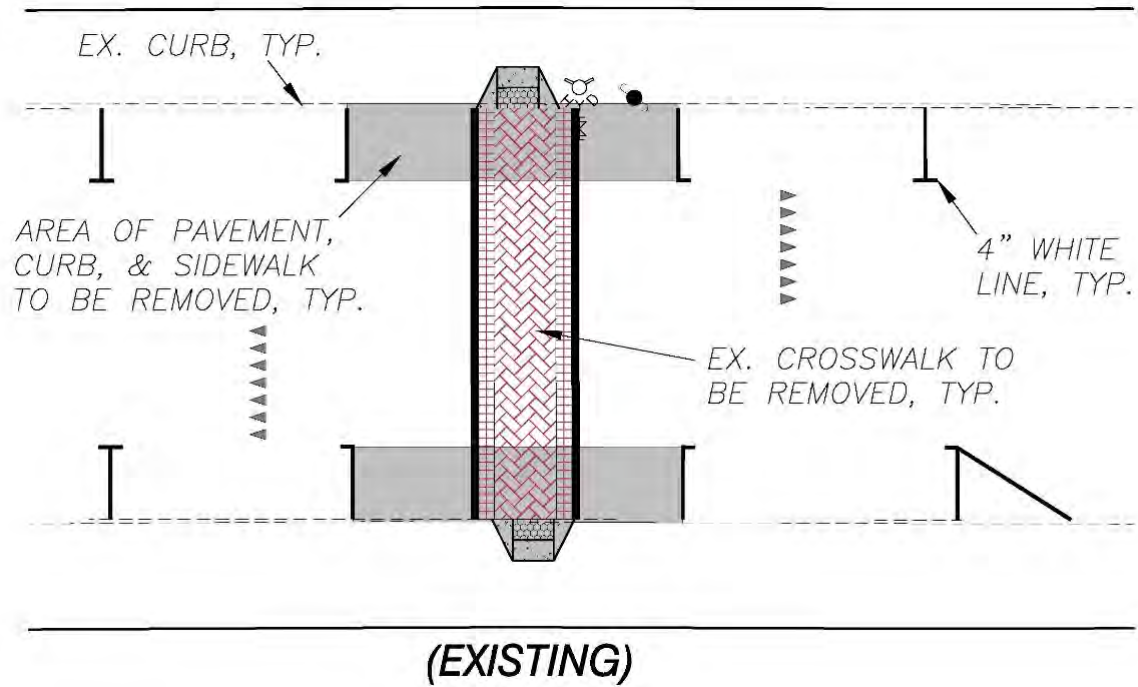


Street Contract - Improvements Along Clay St and Fourth St-Continued

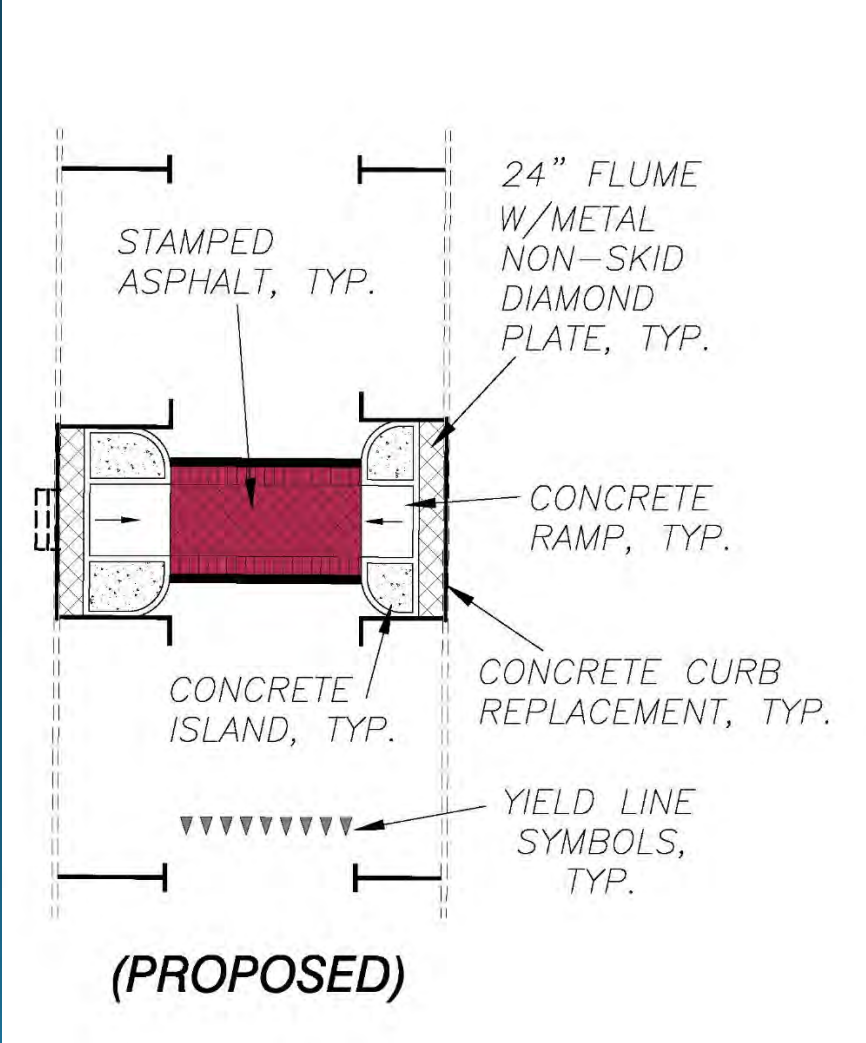
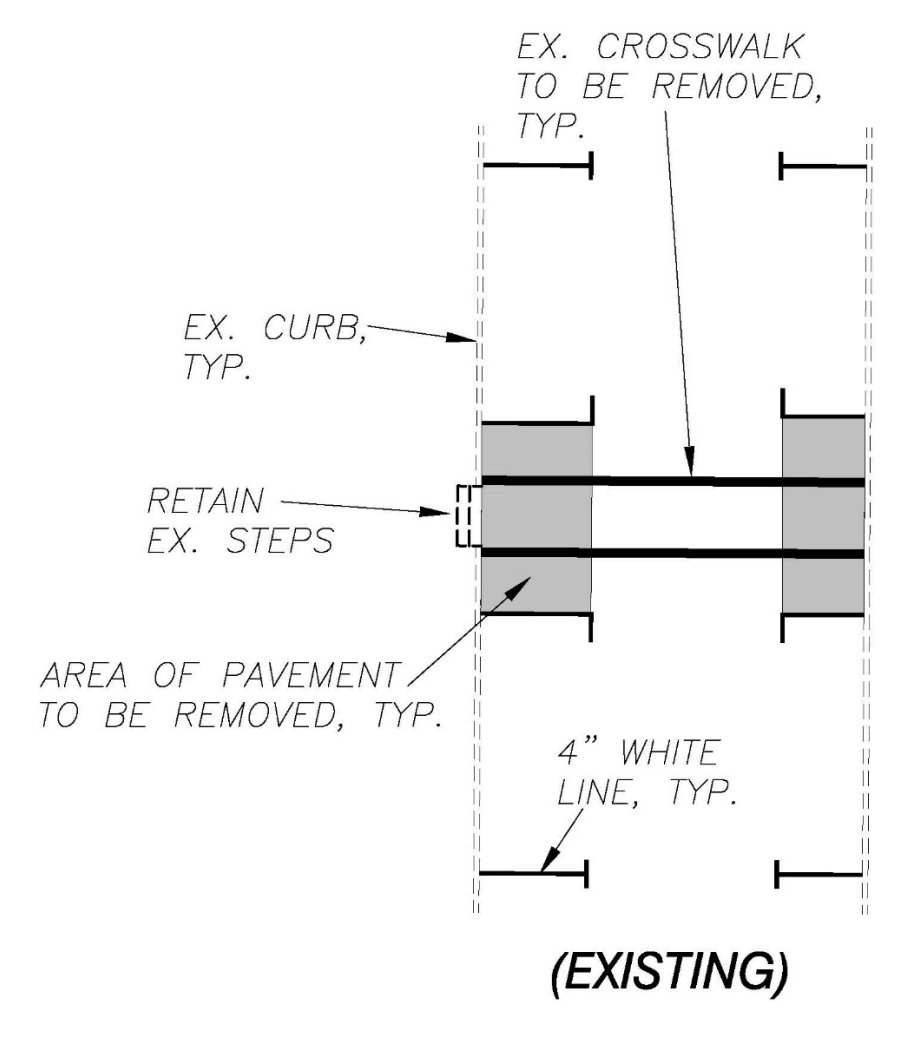
- Existing and Proposed Handicap Spaces
- 2 Existing spaces are in vicinity of Project limits.
 - East side of Fourth St. at Center St. intersection
 - East side of Fifth St., north of Clay St. intersection.
- 3 additional handicap spaces are proposed on Clay Street.
 - North side of Clay St. at Third St. intersection.
 - South side of Clay St. east of the mid-block crossing.
 - South side of Clay St. east of Fourth St.
- Street Improvements to be funded in 2023-24 FY and are proposed to begin mid to late July and be completed by mid October.



Clay Street Mid-Block Crosswalk Exhibit



Fourth Street Mid-Block Crosswalk Exhibit



Street Repair Contract – Clay St. & Fourth St. Improvements

- Estimated Cost

Scope of Work	Clay Street Cost	Fourth Street Cost	Total Cost	Utility Fund	General Fund
Milling, Patching and Resurfacing	\$210,000	\$40,000	\$250,000	\$0	\$250,000
Concrete Bulb-Outs and Curb Ramps	\$25,000	\$15,000	\$40,000	\$0	\$40,000
Stamped Asphalt	\$95,000	\$5,000	\$100,000	\$0	\$100,000
Pavement Markings	\$8,000	\$2,000	\$10,000	\$0	\$10,000
Engineering and Contingencies	\$60,000	\$13,000	\$73,000	\$0	\$73,000
Totals	\$398,000	\$75,000	\$473,000	\$0	\$473,000

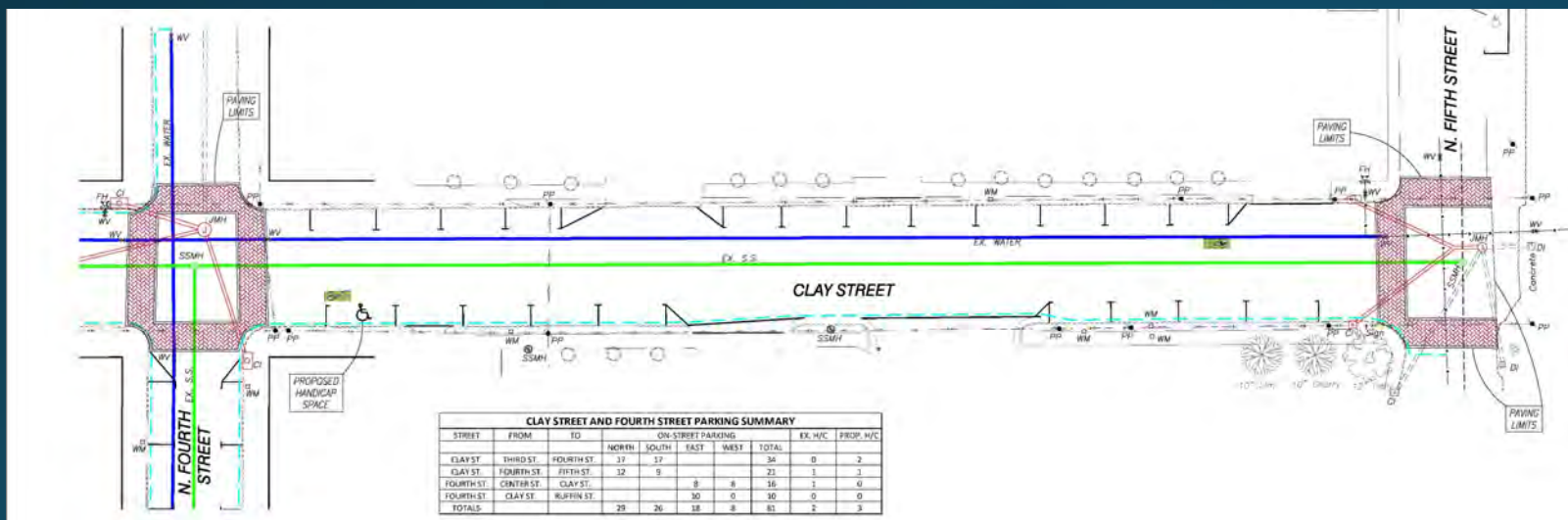
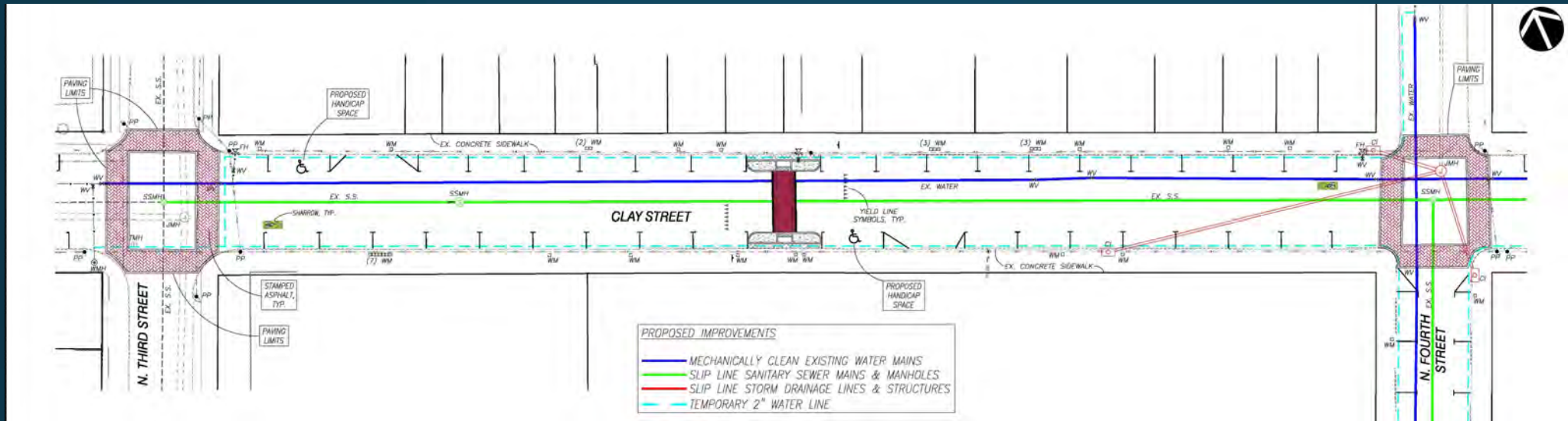


Summary of Clay St. and Fourth St. Improvements

- *Utility Contract - Slip Lining Sanitary Sewer and Stormwater Lines*
 - Seal cracks in existing lines to reduce inflow/infiltration and prohibit HDPR from entering the lines.
- *Utility Contract - High Density Polyurethane Structural Resin (HDPR)*
 - Appears to be an affordable and more effective solution to eliminate voids and prevent future voids from forming.
- *Utility Contract - Waterline Improvements*
 - This is a preventative measure that will allow for increase fire protection and water quality in the area.
 - This process reduces the likelihood of future leaks/breaks on this section of waterline.
- *Street Repair Contract - Street Improvements*
 - Resurfacing of Clay Street and Fourth Street with safety improvements for pedestrians.



Clay St. Improvements Preliminary Site Plan

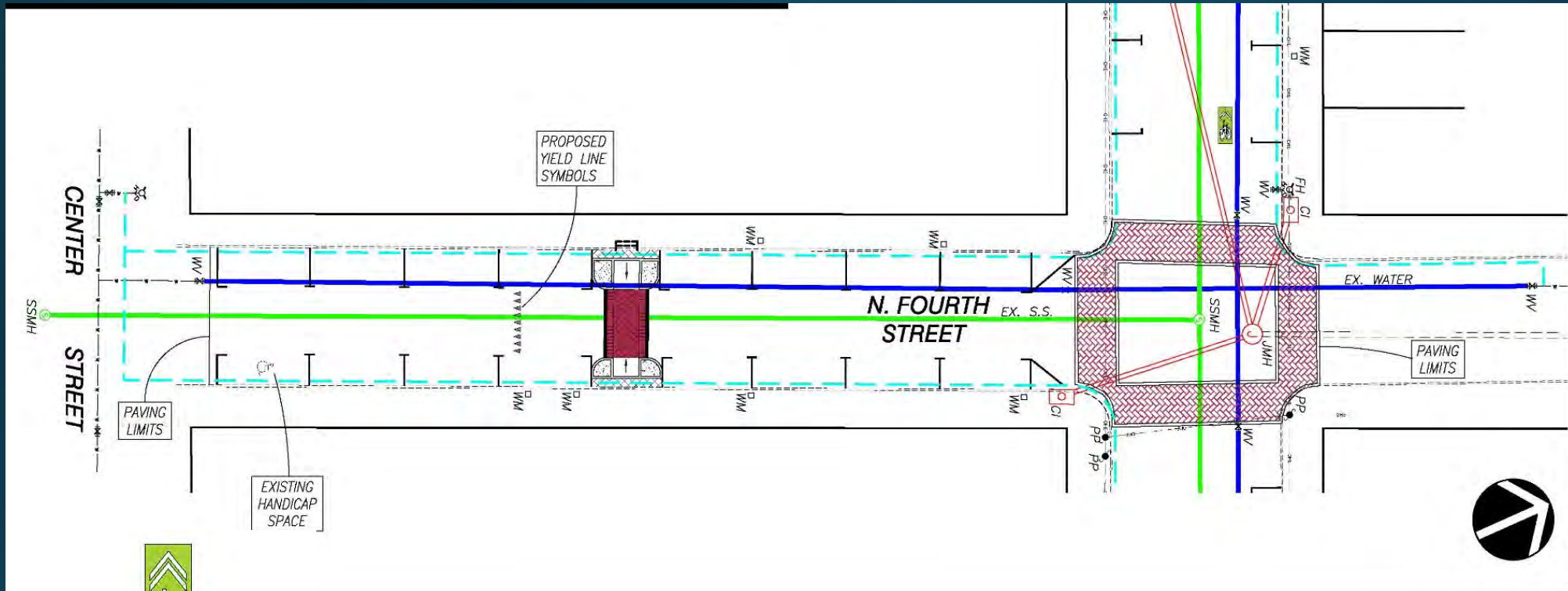


SHARROW

PROPOSED YIELD LINE SYMBOLS



Fourth St. Improvements Preliminary Site Plan



SHARROW



PROPOSED YIELD LINE SYMBOLS



Cost Summary of all Clay St. and Fourth St. Improvements

Scope of Work	Clay Street Cost	Fourth Street Cost	Total Cost	Utility Fund	General Fund
Slip Lining Sanitary Sewer Lines	\$98,000	\$21,000	\$119,000	\$119,000	\$0
Slip Lining Stormwater Lines	\$44,000	\$3,000	\$47,000		\$47,000
HDPR Injection	\$48,000	\$0	\$48,000	\$0	\$48,000
Water Line Improvements	\$253,000	\$60,000	\$313,000	\$313,000	\$0
Street Improvements	\$398,000	\$75,000	\$473,000	\$0	\$473,000
Totals	\$841,000	\$159,000	\$1,000,000	\$432,000	\$568,000



Proposed Schedule of Clay St. and Fourth St. Improvements

Utility Contract Project Schedule:

1. Prepare Bid Documents: Now-Nov. 4
2. Staff Review/Comments: Nov.7-Nov. 11
- 3. DMDC Hosted Information Session for Downtown Business/Property Owners November 9th and 10th.**
4. Advertisement: Mid November
5. Pre-Bid Meeting: Nov. 22, 2022
- 6. Bid Date, Dec.13, 2022**
7. Agenda to Council: Late December
- 8. Award at Council Meeting: Jan. 2023**
- 9. Begin work late January and complete work by June 30, 2023**

Street Repair Contract Project Schedule:

1. Prepare Bid Documents: Late March, 2023
2. Staff Review/Comments: April 2023
3. Advertisement: May 2023
4. Pre-Bid Meeting: May 16th, 2023
- 5. Bid Date, June 1, 2023**
6. Agenda to Council: Late June 2023
- 7. Award at Council Meeting: July 2023**
- 8. DMDC Hosted Information Session for Downtown Business/Property Owners– Early July**
- 9. Begin work mid to late-July and complete work by mid October 2023**

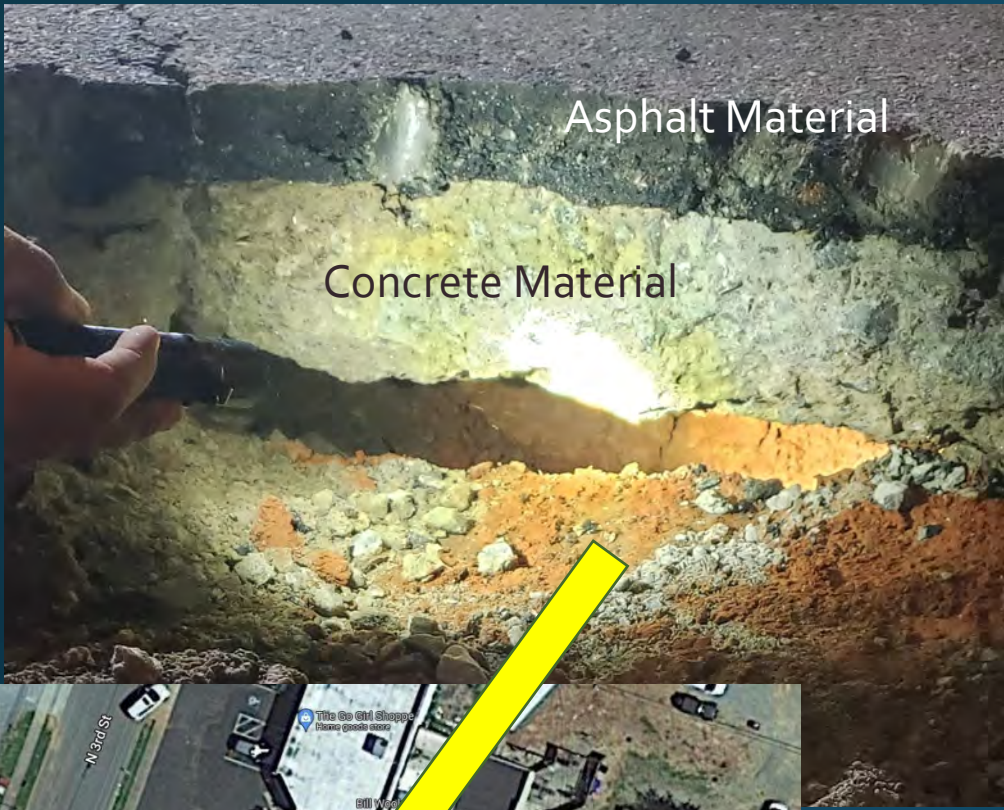


WEST CLAY STREET TEMPORARY HOLIDAY STREET REPAIRS

North Third Street to
North Fourth Street

Chuck Smith, Public Works Director





Asphalt Material

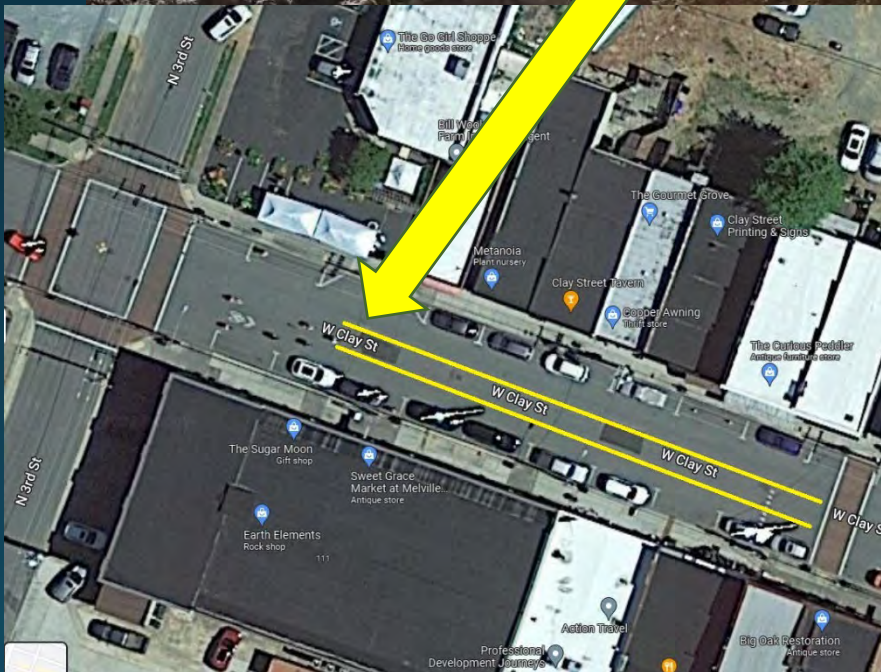
Concrete Material



Asphalt Material

Concrete Material

Subgrade Material



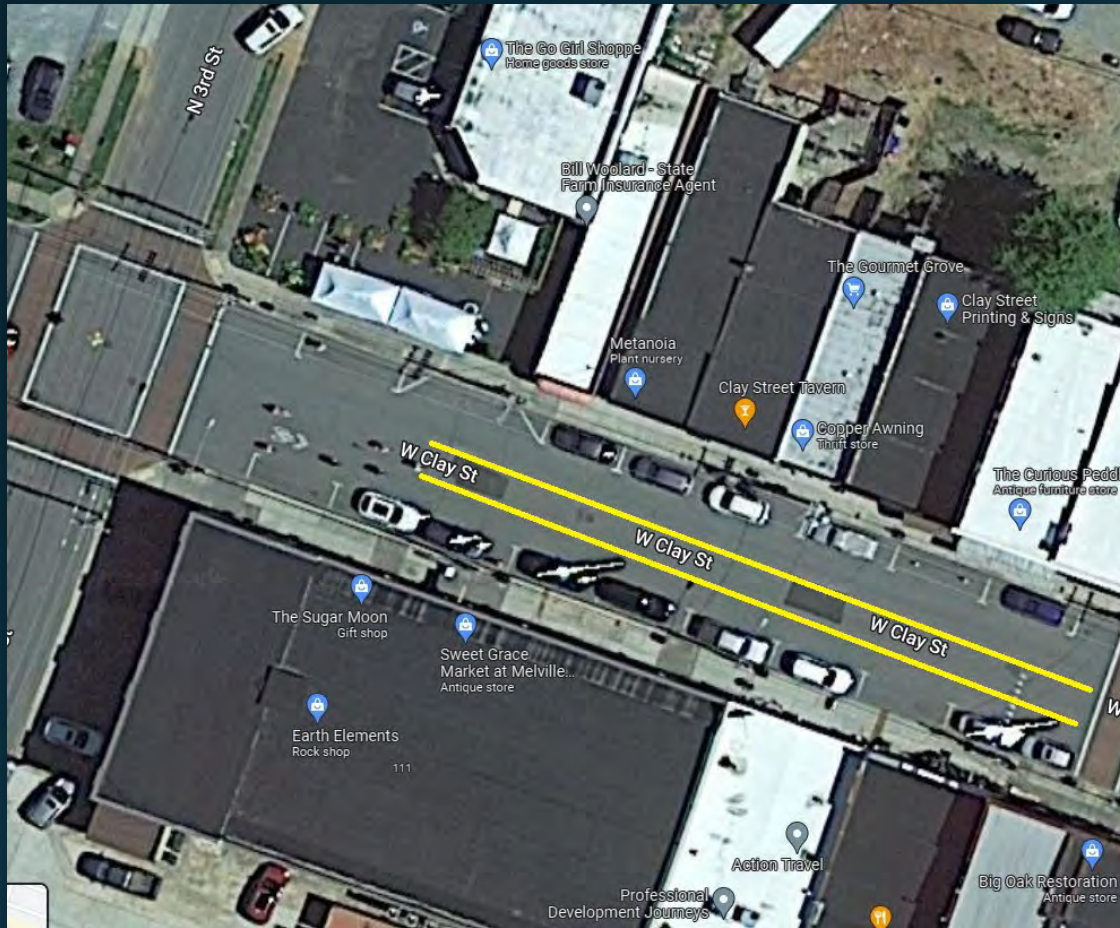
The void was filled with a flowable fill material

West Clay Street Voids



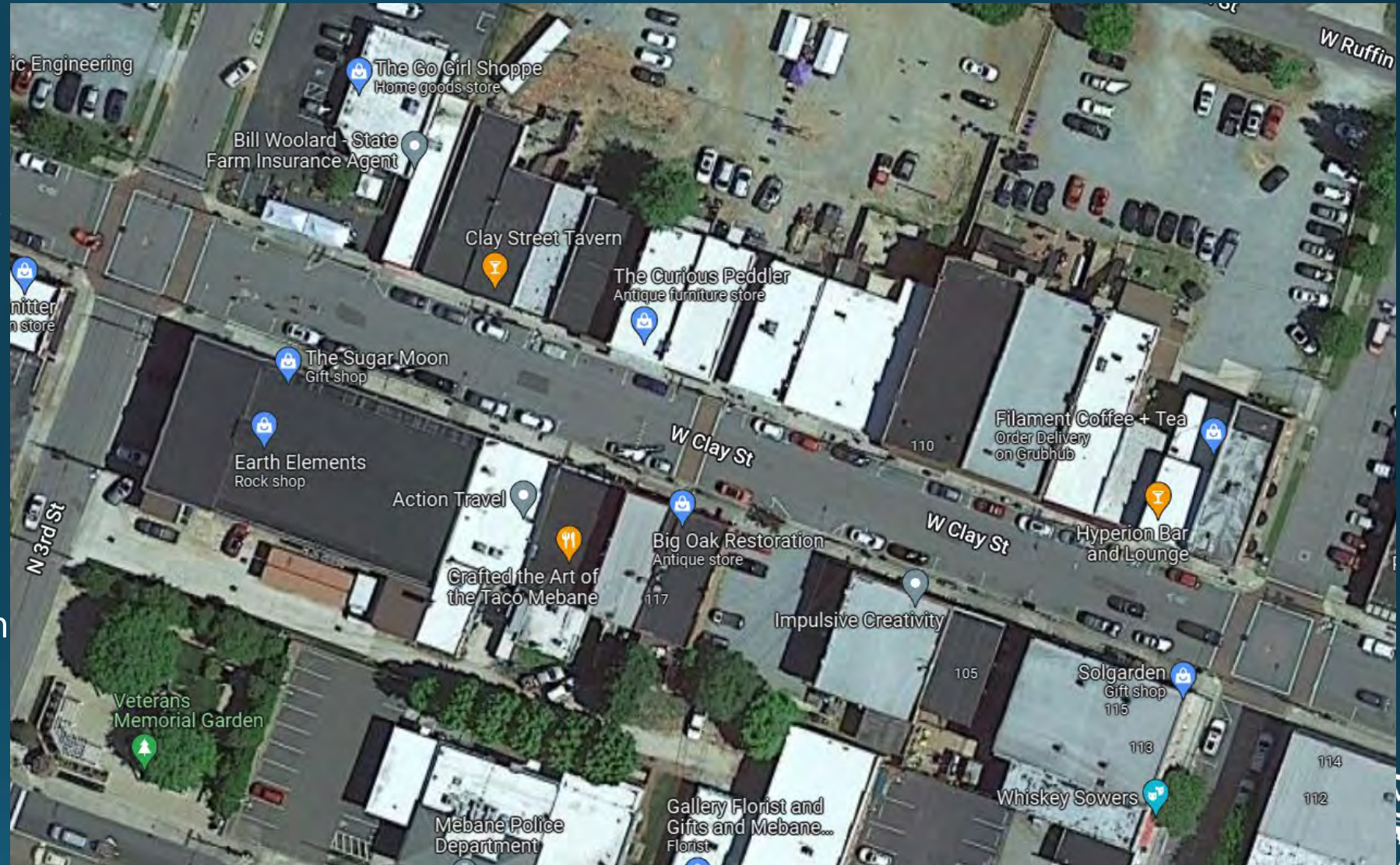
W. Clay St – N. Third St. to Mid-Block Crossing

W. Clay St – Mid-Block Crossing to N. Fourth St



Proposed Project Schedule

- All contractor street repair work will occur on Monday, November 14, weather permitting.
- West Clay Street will be closed to traffic from N. Third St. to N. Fourth St.
- Sidewalks will remain open to allow pedestrians to reach downtown businesses.



West Clay Street - Scope of Work & Cost

- Contractor will perform milling operations to remove asphalt in middle third of West Clay Street.
- Contractor will pave milled street section to match existing street grade.

Item Description	Quantity	Unit	Unit Price	Amount
Pavement Repair, 4" Depth, 2.5" I19.0C and 1.5" S9.5B	61	Tons	\$240.00	\$14,640.00





QUESTIONS
