



Legislation Details (With Text)

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Title:	Update on the Morgan Creek Greenway PURPOSE: The purpose of this item is to provide an update on the Morgan Creek Greenway and to seek Town Council direction relating to a possible change in the alignment of Phase 1 (TIP# 4828A) to inform design modifications needed to rebid the project.				

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Attachments: 1. Attachment A - Resolution Morgan Creek Greenway, 2. Attachment B - MCGMCP_Phase 1 Alignments, 3. Attachment C - Alternate Alignment-bid design (green line), 4. Attachment D - Original Preferred Alignment (red line)

Date	Ver.	Action By	Action	Result
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TITLE:

Update on the Morgan Creek Greenway

PURPOSE: The purpose of this item is to provide an update on the Morgan Creek Greenway and to seek Town Council direction relating to a possible change in the alignment of Phase 1 (TIP# 4828A) to inform design modifications needed to rebid the project.

DEPARTMENT: Planning

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INFORMATION: In March 2010, the Town adopted the Morgan Creek Greenway Conceptual Master Plan, a multi-phase greenway system connecting the neighborhoods around Smith Level Road to University Lake. (The report may be found at the following link:

<http://www.townofcarrboro.org/DocumentCenter/View/1405/MCFinalReport-Mar2010?bidId=>=.>)

The conceptual plan included two potential alignments for Phase 1: a preferred alignment and an alternate alignment (*Attachment B*). The preferred alignment began at Smith Level Road near Public Works Drive, extended along the north side of Morgan Creek to a pedestrian bridge that crossed the creek and continued to a terminus point near the recreation area for the Berryhill neighborhood on the south side of the creek. The greenway was to include a spur to the cul-de-sac at end of Abbey Road and a connection to the future Morgan Creek Greenway in Chapel Hill by way of an underpass under the Smith Level Road bridge. During project design, the consulting engineering team determined that a pedestrian bridge in Phase 1 would not be permitted by the Federal Emergency Management Agency (FEMA) because it would cause a rise to insurable structures upstream.

Staff provided a report on this information on October 16, 2012, and discussed whether to pursue the alternate alignment which included a greenway along the south side of Morgan Creek or some combination of the two alignments (constructing the trail along both north and south sides of the creek). (Agenda materials from the October 16th meeting may be found here:

http://www01.townofcarrboro.org/BoA/Agendas/2012/10_16_2012.htm.)

The decision was made to advance with a combined alignment, involving segments of the trail along both sides of the creek using the existing sidewalk on Smith Level Road for the crossing (*Attachment C*). The Town advertised the project in the summer of 2019. Bids came in more than ten-percent above the engineer's estimate, requiring the Town to reject the bids and re-advertise.

Staff has reviewed the bid packet (plans and specification manual) with Sungate Design, the Town Engineer, to identify possible modifications to the plans for clarity and value-engineering. Sungate Design conducted a feasibility analysis of the potential Phase 1 crossing and determined that a pedestrian bridge could be permitted, allowing the Town to return to the original preferred alignment for the project, if desired (*Attachment D - The preferred alignment is shown in red with an optional bypass in yellow*). The purpose of this agenda item is to discuss the two alignment options and to compare the associated costs for updating the bid packet (design work) and for construction.

Estimated cost comparison

- The Alternate Alignment (green line) - \$62,500 for design and \$1,473,437.50 for construction. Construction includes \$1,281,250 + \$192,187.50 (15% for CEI).
- Original Preferred Alignment (red line) - \$135,000 for design and \$1,060,875 for construction. Construction includes \$922,500 + \$138,375 (15% for CEI).

Redesign costs are not eligible for federal reimbursement. Staff has requested Orange County Transit funds to cover the redesign costs; a decision on the request has been postponed until additional revenue projections are available.

The Council may wish to refer this matter to the Greenways Commission to host a meeting with neighboring residents to discuss the status of the project.

FISCAL & STAFF IMPACT: The fiscal impact is dependent on the selected alignment.

The total project budget is \$1,567,500: \$1,254,000 federal funds and \$313,500 local match.

A balance of approximately \$1,275,514.10 is available for construction: \$1,020,411.30 federal funds and \$255,201.82 local match. \$199,836.67 of Orange County Transit funds have been allocated to the project and may be used for the local match.

Additional funds would need to be identified for the Town to move forward with the alternate alignment (green line).

RECOMMENDATION: Staff recommends that the Town Council consider the attached resolution (*Attachment A*) selecting a preferred alignment and referring the item to the Greenways Commission to host a meeting with the residents of adjacent neighborhoods.