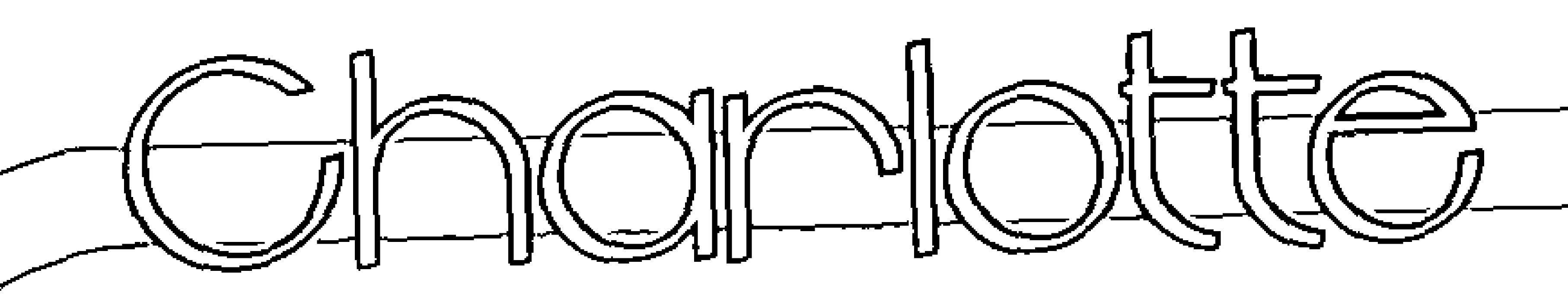
<u>AGENDA</u>

Meeting Type	SP
Date:	08/06/1985

City of Charlotte, City Clerk's Office



Special Council Meeting Tuesday, August 6, 1985

12:00 noon

Council-Manager Luncheon Training Center

ITEM NO.

- 1. Invocation.
- 2. Review the plaza and exterior of the City/County Government Center.

On May 8, 1984, \$32.7 million in public building bonds was approved for the design and construction of a new City/County Government Center and parking deck. On April 22, 1985, the proposed building and plaza design were presented to Council for review of the interior, the family of colors to be used in building materials, and the general appearance of the building and the plaza.

The architect has subsequently met with representatives of both the Council and Citizen's Design Review Committee to seek additional input on the building exterior and plaza and has incorporated these suggestions into the final design.

These designs have been reviewed and approved by the Citizen's Design Review Committee and representatives of the Manager's office, the Engineering staff and the Planning staff.

The architect will be present to review the design with Council.

Kouncil agendal

Mayor Harvey B Gantt

Mayor Pro Tem Minette Conrad Trosch

Charlie S Dannelly Laura Page Frech Ann Hammond Paul Francis Juneau Ron Leeper Sue Myrick Pamella G Patterson Herbert Spaugh, Jr Richard Vinroot Velva W Woollen Review information related to 54" water main in preparation for August 12, 1985 decision on route and authorization for November 5, 1985 \$18,000,000 bond referendum.

This project, which was included in the Capital Improvement Program, provides for the construction of a 54" water transmission main from northwest to southeast Charlotte.

Funds totalling \$1,500,000 for planning and design of this project were approved in a November 1984 bond referendum. This project is the first phase of a long-range plan to provide in subsequent years additional mains, as extensions to this main, to meet the demands on the southern and eastern extremities of the system.

The firm of Henningson, Durham and Richardson (HDR) was selected to provide the required engineering services on this project. For the last two months they have been working on the route selection process. Their engineering recommendation in the form of an engineering report was submitted to Council for review at an earlier work session. HDR's report, "Route Analysis, 54" Feeder Main" was sent to Council on July 26 in Council-Manager memorandum 60.

During the route selection process, input was requested and received from a number of neighborhood groups that would be affected. In addition, the City Manager appointed a Citizens Review Committee to assist in the route selection process. After extensive work by this committee for several weeks, they confirmed a need for the water line and made a decision on a route and recommended it to Council at a work session on July 17, 1985.

The route recommended by HDR has been referred to as Route B and generally follows the alignment beginning at Vanizer Street, proceeding along Thrift Road, Palmer Street, Oriole Street, Morehead Street, Queens Road, Providence Road, and terminating at the intersection of Providence Road and Sharon Amity Road.

The route recommended by the Citizens Committee, referred to as Route H, generally follows the alignment beginning at Vanizer Street, proceeding along Berryhill Road, Revolution Park, Tremont Avenue, McDonald Avenue, Freedom Park, Jameston Drive, Queens Road, Myers Park County Club, Sharon Road and terminating at the intersection of Sharon Road and Sharon Lane. Route B was indicated as the Committee's second choice.

A tabulation showing comparisons between routes B and H is attached.

A disadvantage of Route B is a higher level of traffic disruption; however, it is felt by the engineers that this is a manageable problem that is short-term in nature. A memorandum prepared by the Department of Transportation on the effects of construction on traffic is attached.

ITEM NO. Page - 3 -

The Citizens Review Committee's recommendation of Route H was based principally on the more minimal traffic disruption costs and their concern that neighborhood cut-through traffic, which they felt would result from construction that would interrupt traffic on major thoroughfares, may not be properly controlled.

The recommendation of the Utility Department, based primarily on the length, hydraulic efficiency, higher reliability for maintenance concerns, ease of future extensions, less disruption to existing properties, and the feeling that traffic disruption and cut-through traffic concerns can be satisfactorily handled, is that Route B be approved. The City Manager concurs with the recommendation of the consultant and the Utility Department.

At the August 12 Council meeting, Council will be asked to make the route decision and to authorize proceeding with an \$18,000,000 bond referendum. A tentative calendar leading up to a November 5 referendum is attached.

Representatives of the Utility Department, City Department of Transportation, and the engineers (HDR) will be available to provide additional information to Council.

Attachment No. 1

Presentation of land development scenario for City-owned land off
Billy Graham Parkway.

Attachment No. 2

5. Presentation concerning Tyvola Road extension - land acquisition negotiations.

Attachment No. 3

6. Progress report on roads.

Attachment No. 4

- 7. Report of Walkway Committee.
- Recommend adoption of a motion to: (A) Recess the meeting in order to hold an executive session to receive information concerning claims regarding the Tryon Street Mall project, and (B) Reconvene the meeting to take appropriate action.



Public Service & Information Department City Hall 600 E Trade Street Charlotte, North Carolina 28202 704/336 2395

Meetings in August '85

	—— AUGUST 1 - AUGUST	2 —————————————————————————————————————
1	Thursday, 7 30 a.m	GOVERNMENTAL CENTER WALKWAY COMMITTEE - County Office Building, 4th Floor Conference Room
2	Friday, 12 Noon	FILING OPENS FOR MAYOR & CITY COUNCIL - Elections Board, 710 E 4th St
	— THE WEEK OF AUGUST	r 4 - AUGUST 10-
6	Tuesday, 12 Noon	SPECIAL CITY COUNCIL MEETING - City Hall Annex, Training Center
	Tuesday, 6 00 p m	PARKS ADVISORY COMMITTEE - West Charlotte Recreation Center, 2400 Kendall Drive
	Tuesday, 6 45 p.m	PLANNING COMMISSION/Implementation Committee - Cameron-Brown Bldg , 1st Floor Conference Room
	Tuesday, 7 30 pm	HISTORIC PROPERTIES COMMISSION - City Hall, 2nd Floor Conference Room
	Tuesday, 7 30 p m.	PLANNING COMMISSION - Cameron-Brown Bldg , 1st Floor Conference Room
	Wednesday, 7 00 a.m.	PLANNING COMMISSION (2005 Plan Discussion, East Area) - Cameron-Brown Bldg , 1st Floor Conference Room
8	Thursday, 10 00 a m	ECONOMIC DEVELOPMENT STUDY COMMISSION - Cameron-Brown Bldg , 5th Floor Conference Room
	—— THE WEEK OF AUGUS	T 11 - AUGUST 17-
12	Monday, 7 30 a m	PLANNING COMMISSION/2005 Advisory Task Force - Cameron-Brown Bldg , 1st Floor Conference Room
	Monday, 11 00 a.m	PLANNING COMMISSION (2005 Plan Discussion, South Area) - Cameron-Brown Bldg., 1st Floor Conference Room
	Monday, 11 30 a m	GROUNDBREAKING CEREMONIES FOR NEW COLISEUM - Coliseum Site, Billy Graham Parkway (Parking at Charlotte Regional Farmers' Market)
	Monday, 2 00 p m	CITIZENS HEARING - City Hall, Council Chamber
	Monday, 3 00 p m	COUNCIL MEETING - City Hall, Council Chamber
13	Tuesday, 9 00 a m	HISTORIC DISTRICT COMMISSION - Edwin Towers, 1st Floor Conference Room
	Tuesday, 4 00 p.m.	CITY COUNCIL (2005 Workshop) - Cameron-Brown Bldg., 1st Floor Conference Room
14	Wednesday, 7 00 a m.	PLANNING COMMISSION (2005 Plan Discussion, Southwest Area) - Cameron-Brown Bldg., 1st Floor Conference Room
	Wednesday, 8 30 a m.	CIVIL SERVICE BOARD - City Hall, 3rd Floor Conference Room
	Wednesday, 9 30 a m	CIVIL SERVICE BOARD/Hearing - City Hall, Council Chamber
	Wednesday, 1 30 p m	CIVIL SERVICE BOARD/Hearing - City Hall, Council Chamber
	Wednesday, 4 00 p m	CITY COUNCIL (2005 Workshop) - Cameron-Brown Bldg , 1st Floor Conference Room

(Continued)

Bldg , lst Floor Conference Room PLANNING COMMISSION (2005 Plan-Committee Meeting Briefing) - Cameron-Brown	ме dnesdy, 7 00 а m	87
MUNICIPAL INFORMATION ADVISORY BOARD - Cameron-Brown Bldg , 3rd Floor Conference Room	m.q Of 4 (yabasuT	
COMMUNITY FACILITIES COMMITTEE - Utility Dept , 5100 Brookshire Blvd.	.m.q 00 £ .vsbseuT	47
SPECIAL USE PERMIT HEARING - City Hall, Council Chamber	.m.q 00 a , yabnoM	
lst Floor Conference Room	.m q 00 4 (YabnoM	97
T 25 - AUUGST 31		
FILING CLOSES FOR MAYOR & CITY COUNCIL - Elections Board, 710 E 4th St	Eriday, 12 Noon	εζ
PLANNING COMMISSION (Interest Group Briefing on 2005 Plan) - Metro Center, 700 E. 2nd St., Multi-Purpose Room	Tuesday, 7 30 pm	
HOUSING AUTHORITY - Administrative Offices, 1301 South Boulevard	Tuesday, 2 00 pm	
INSURANCE & RISK MANACEMENT ACENCY - County Office Bldg , Commissioners'	Tuesday, l2 Noon	
lst Floor Conference Room	m s Ot 7 , ysbssul	20
CITY COUNCIL MEETING (Zoning Hearings) - Education Center, Board Room	m.q 00 a . ysbnoM	
COUNCIL/MANAGER DINNER - Education Center, Rooms 237-239	m q 00 c , ysbnoM	6T
	THE MEEK OF AUGUST	
Tuckaseegee Road	Thursday, 7 30 pm	
Room CIIX COUNCIL (2005 Morkshop) - Cameron-Brown Bldg , lst Floor Conference	m q 00 4 (vaberunit	
Room CLEAN CITY COMMITTEE - Cameron-Brown Building, 5th Floor Conference	m a 00 8 . yabzrudī	ST

<u>Item</u>	Route B	Route H
Capital Cost	15,982,900	16,566,500
Engineering Features		
Length	33,420	43,510
Number of Bends	13	33
Restrained Joints	384	792
Mainline Valves	8	10
Creek Crossings	4	5
Tunnels	980	420
Trees - less than 24"	96	225
Trees - greater than 24"	101	56
Water Services	205	406
Sewer Services	201	381
Major Intersections	9	9
Minor Intersections	43	37
Hydraulic Efficiency		1-3 psi less
		than Route B
Neighborhood Impact		
Residential (single family)	192	282
Residential (multi-family)	110	130
Businesses	162	98
Churches/Schools	9	4
Parks		2
Environmental		
Require cutting trees	probably not	yes
Estimated Traffic Disruption Cost (not real cost to City by can be used as a comparison of disruption to motorists.)		\$1.55 million

The recommendation by HDR of Route "B" is based on cost, engineering criteria, and an analysis of other variables and factors outlined in their detailed report. Among the major considerations were:

- 1. Shorter length, most direct route
- 2. Fewer bends and restrained joints for thrust control
- 3. Most hydraulically efficient route
- 4. Most desirable for future extensions
- 5. Fewer valves
- 6. Fewer homes directly affected by construction
- 7. More favorable from standpoint of tree protection.

PROPOSED 54" WATER LINE EFFECTS OF CONSTRUCTION ON TRAFFIC

Charlotte Department of Transportation August 1, 1985

Construction of the proposed 54" water line will affect traffic flow, access to abutting property, and transit service, regardless of the route selected.

Construction on Route B (Engineer's Recommendation) would have a greater impact on traffic flow along major streets; construction on Route H, (Committee recommendation) would have a greater impact on access to residential property. One lane of traffic would be maintained in each direction on major streets, which comprise most of Route B. Numerous segments of two-laned streets, which comprise most of Route H, would not be usable for short periods of time when construction is underway.

Construction on either route could potentially increase through traffic on residential streets. Under Route B, construction on Berryhill Road, South Boulevard, Morehead Street/Queens Road, and Providence Road could divert traffic to other streets. Under Route H, construction on Berryhill Road, South Boulevard, Selwyn Avenue, and Sharon Road could result in increased traffic on nearby residential streets as well. Traffic on major streets crossing the construction area on either route could also cause impacts on other residential streets. The potential through traffic effects are greater on Route B. However, a number of controls could be used to reduce through traffic effects:

- 1) One is that traffic signals would be timed to maximize traffic flow on thoroughfare streets. Signal timing for residential streets could be made less responsive to discourage through traffic.
- 2) Turning movements onto residential streets could be restricted to discourage through traffic.
- 3) Residential streets could be temporarily closed in the vicinity of the construction.
- 4) Use of a combination of barricades and peak-hour Police Officer control could be used to restrict through traffic but, at the same time, allow residents with identification to enter neighborhoods.

Such controls could be tailored to a particular street or neighborhood, with final selection of controls based on input from residents.

The effects of construction upon Charlotte Transit could be dealt with by temporarily rerouting buses, relocating bus stops, and revising bus schedules. Schedule changes could be expected on Route B due to increased travel times. Service should not have to be rerouted, however. Express buses that operate on Providence Road could use alternate routes with no adverse impacts on service. Construction on Route H would have a minor impact on several local and express routes. Where transit routes are involved, advance notice would be provided to the public and media and riders would be advised of changes.

To address the effects of construction on traffic, a TRAFFIC CONTROL PLAN (TCP) will be prepared for the chosen route. The TCP will specify how the project will be phased, how traffic will be routed around and through construction areas, and how alternate travel routes will be designated. The TCP will include specific plans for maintaining traffic through intersections and other critical areas of the project. These plans will be reviewed and approved by the Charlotte Department of Transportation (CDOT) with concurrence by the North Carolina Department of Transportation (NCDOT) where State System Streets are affected. The approved TCP will become a part of the bid package that goes to potential contractors.

Development of the TCP would include input from emergency service agencies and from Charlotte/Mecklenburg Schools relative to school bus routes. During construction, each would be kept notified of street construction and any street closures. One of the major providers, the Charlotte Fire Department, has estimated a similar number of responses per year in both the Route B area and the Route H area. In this regard, Route B would have an advantage in that it would provide better access to the majority of abutting properties, given the fact that two lanes would be open at all times on major streets.

TENTATIVE CALENDAR - BOND REFERENDUM November 5, 1985

Monday, August 12, 1985	City Council authorization to proceed.
Thursday, August 15, 1985	Publication of notice of intent to issue bonds.
	City files application to issue bonds with Local Government Commission; City Council holds special meeting to introduce and approve bond order(s) at first meeting and set public hearing date.
Friday, Ausut 30, 1985	Publication of bond order(s) as introduced and notice of public hearing.
Monday, September 9, 1985	Holding of public hearing; adoption of bond order(s) and passage of resolution calling bond referendum.
Monday, September 16, 1985	Publication of bond order(s) as adopted and notice of bond referendum.
Monday, September 23, 1985	Second publication of notice of referendum.
Monday, October 7, 1985	Closing of voter registration books.
Tuesday, November 5, 1985	Bond referendum and general election.
Thursday, November 7, 1985	Canvassing of returns by Board of Elections.

^{*} Special Meeting

July 10, 1985

Mayor and City Council

O. kendell White City Manager

Development of Billy Graham Parkway Land

This memorandum addresses the development of the Billy Graham Parkway land. It will provide you with: (1) an overview of the background, (2) the status of our current efforts, (3) a listing of what actions we propose to take, and (4) a brief summary.

I. BACKGROUND

Plans for the construction of our new Coliseum have surfaced the corollary issue of what the City plans to do with the land it owns adjacent to/near the new Coliseum. The following listing summarizes the land involved:

Location of Parcel	Approx. Acres	<u>Ownership</u>
1. Adjacent to Coliseum	30	City
2. Between creek and Tyvola Road Extension	65 (35) (30)	City State & Trammell Crow
3. North of Billy Graham Parkway	115	City
	±210 Ac	res

II. CURRENT STATUS

I have appointed a Task Force which will be chaired by the Finance Director and staffed by the City Engineer, the Planning Director, the Community Development Director, and the Development Coordinator. Members of the Task Force have already met to discuss the overall process for the development effort. During the initial meeting it was proposed to employ the services of the National Development Council to assist us with the development of the Prospectus and Request for Proposal. You will recall that NDC's Roger Frankoff played an instrumental role in our successful Marketplace UDAG application. The cost of extending NDC's contract (to cover both the land development project which is the subject of this memorandum, as well as to assist in the implementation of the Marketplace UDAG) will cost the City between \$25 - 30,000.* It is my intention to extend the contract in the next several weeks.

7/30/85

^{*}NOTE. This amount anticipated extending the contract for only 6 months. We have since determined a one-year contract for \$60,000 (\$5,000 each month) would be in the City's best interest to assist on the Billy Graham Parkway Land project, the Marketplace UDAG and other economic development projects. I have not extended the contract but will ask you to approve a new contract on the August 12 agenda.

It should be noted that the scope of the Request for Proposal will be such that it will seek proposals for the "whole and pieces". This means that a developer will be able to submit separate proposals for the entire 210 acres, as well as for individual pieces, e.g., the 30 acres adjacent to the Coliseum.

As a related issue it is our intention to secure control of the state-owned parcel (on which the State Maintenance Facility sits) as soon as possible so that this acreage can be incorporated as an integral element of the RFP.

III. FUTURE ACTION

The following is a listing of the major events in the development process together with an estimate of when we expect to complete each:

Event	Responsibility	Estimated Completion Date
. Development of comprehensive milestone plan	Task Force with NDC	July 26, 1985
. Initiate request for right-of-way appraisal . Preparation of list of potential developers	Real Estate Task Force	July 26, 1985
. Request letters of interest	Task Force	July 31, 1985 August 9, 1985
 Submission of letters of interest Evaluation of letters of interest (to screen and limit potential developers) 	Developers Task Force with NDC	August 23, 1985 Sept. 6, 1985
. Development of prospectus	NDC with Task Force	Sept. 6, 1985
. Secure control of state-owned parcel . Notification of City Council	City Manager Task Force	Sept. 20, 1985 Sept. 23, 1985
. Briefing of prospectus to developers	Task Force with NDC	Sept. 27, 1985
. Submission of formal proposals . Review of proposals	Developers Task Force	Nov. 29, 1985
. Notification of City Council . Formal negotiations and preparation of agreements	With NDC Task Force Task Force	Dec. 13, 1985 Dec. 30, 1985 Jan. 31, 1986
·	with NDC	

IV. SUMARY

We propose to brief you in greater detail at a future Council session. In the interim, we plan to proceed as outlined above.

Report Concerning Tyvola Road Extension for August 6 Council Presentation

Design of the project by Ralph Whitehead and Associates is progressing on schedule such that opening of the road is expected to coincide with the opening of the Coliseum. One public meeting was held in March for the purpose of introducing area residents to the project and presenting alternate route corridors. A second public meeting was held in June to present the final design concept. A route taking a minimum number of houses has been chosen. Detailed design is currently underway and right of way acquisition is just beginning.

The Whitehead firm is recommending a design as generally depicted on the attached map including an interchange at the Billy Graham Parkway. The road will have five lanes and grading for a future sixth lane constructed initially. Our traffic analysis indicates the sixth lane will be needed when the area becomes fully developed, probably within the next 5-10 years. The sixth lane is not needed at this time, however, to serve the Coliseum.


Initial cost estimates for the project were over \$19 million, which exceeds the \$16 million approved by voters in the November, 1984 bond referendum. The reasons for the cost overrun are provisions for the future sixth lane, special design features required by the State at the Billy Graham Parkway interchange not anticipated earlier, the need to relocate the State's Maintenance Facility and expected right of way costs driven up by the upsurge in development in the area due, in part, to our projects. Expected right of way costs alone have risen from \$1.7 million to \$3.0 million since the original estimate for the project was made prior to the bond referendum.

We are pursuing a number of avenues to bring the project within budget and still have a first-class facility that will meet our transportation goals and have the aesthetic amenities and land use relationships envisioned in the Billy Graham Parkway Land Use Plan.

- We have met with State representatives and they have agreed to accept an alternate design of the Billy Graham Parkway interchange that will save over \$250,000.
- We have revised the design of the road to save another ±\$1.8 million by changing grades on hills, eliminating the widening of Wilmount Road from Tyvola Road Extension to Beam Road, reducing lane width from 12 feet to 11 feet, and using dirt from the Coliseum site for fill.
- We have initiated discussions with Fred Klein, whose company owns or controls a significant portion of the property involved in the alignment of the road and who is developing a 163-acre tract along the alignment at Wilmount Road. Mr. Klein is dedicating 60 feet of right of way for Tyvola Road and realignment of Wilmount Road and proposing to swap additional right of way needed for purposes of the project, as well as approximately ten acres of his land which would be isolated by our project, in return for City land adjacent to his property or otherwise available in the area. The

value of the land involved in the trade is approximately \$1.0 million. Mr. Klein has agreed to landscape his property along Tyvola Road, thus saving the City this expense, and he is looking at the possibility of providing additional dirt for fill for our projects. He is requesting that we improve a portion of Wilmount Road adjacent to his property we had originally proposed to widen, but omitted due to funding limitations and its relatively low priority. He would have been required to install some of the improvements such as curb and gutter and sidewalk were his tract within the City limits. We are continuing our negotiations with Mr. Klein but do not anticipate having funds available to widen Wilmont Road. We are also discussing the possibility of land swap with other property owners in the area.

We have worked out a way of utilizing existing transportation funds to cover the cost of relocating the State's Maintenance Facility (\$1.5 million) and including amenities in the road project (\$1.0 million) which would otherwise have to be eliminated due to budget limitations. When the City pays for relocating the maintenance facility, the State will then deed the property to the City, which will allow an improved design of the Yorkmont Road intersection with Tyvola Road Extension and enhance the development appeal of our property in the area. The amenities include sidewalks, extra landscaping, and a proposed maintenance tunnel under Tyvola Road between the golf course and the rest of York Road Park. The specific amenities to be included in the road project will be dependent upon bids received at the time of advertisement. Sufficient alternates will be included in the bid package so that we can insure the project is within budget.



MEMORANDUM

DATE:

August 1, 1985

TO:

Mayor & City Council

FROM:

0. Wendell White

City Manager

SUBJECT:

Transportation Projects Funding

Since the June 19 press conference which you jointly held with representatives of the County Commission and Mr. Seddon Goode, Jr., Vice-Chairman of the North Carolina Board of Transportation, we have been working to finalize an agreement on funding those priority roadway improvement projects needed for Charlotte and Mecklenburg County. We have been working to find ways of accelerating the projects and cut back on coordination problems. With your concurrence and subject to final approval of the Board of Transportation, the agreement is as follows:

- 1. The North Carolina Department of Transportation (NCDOT) will fund all of the Independence Boulevard (US 74) project from I-277 to Albemarle Road including the matching of any Urban Mass Transportation Administration (UMTA) grant for a busway. There will be no requirement for City participation. Mr. Goode is also working with the NCDOT staff to have construction begun by FY 89 as currently programmed and has identified State funds to begin design and right-of-way acquisition early.
 - 2. The NCDOT will proceed as quickly as possible to construct the Pineville By-Pass portion of the Southern Outer Belt and to acquire right-of-way for the remainder. Supplemental funding has been requested from the Governor's Office to meet the accelerated schedule.

- 3. The Tyvola Road Extension project is currently estimated to be \$2,500,000 over budget. A significant portion (\$1,000,000) of the overrun is caused by rapidly increasing land costs near the new Coliseum site. In addition, the relocation of Yorkmont Road caused by the construction of the Tyvola Road/Billy Graham Parkway Interchange requires that the NCDOT maintenance facility on Yorkmont Road be relocated. The cost (\$1,500,000) for moving this facility was not included in the budget for Tyvola. We would utilize City transportation funds freed from US 74 to resolve this problem.
- 4. The City will fund all of the Highway 51 Widening from Pineville to Matthews with City funds and the \$3 million from Mecklenburg County. There will be no participation in this project by the NCDOT. Since the City will not need to prepare an environmental impact statement which is required of the State when Federal funds are used, this project can move to construction faster under this proposal.

You will recall that the development policy approved for the NC 51 Corridor called for an urban parkway with a grassed median. The estimated cost was over \$18,000,000. The project currently envisioned does not include the grassed median. For this reason, we would propose to hold a series of meetings with various neighborhood groups over the next 90 days to define the final scope of the project. This time would also be spent to refine the project cost estimate based upon a realistic construction schedule including anticipated inflation increases. The cost estimates listed below may need to be modified as a result of these efforts.

5. As part of the overall agreement (see summary below), Mr. Goode will recommend to the Board of Transportation that they assume funding responsibility for two City projects.

These two projects are:

- (1) Idlewild Road Widening, and
- (2) South Boulevard/Woodlawn Road Intersection

This will allow us to utilize City funds to accelerate the NC 51 project.

Under the scenario described above, the City will need funds as follows:

- (1) NC 51 Widening \$12,600,000
- (2) Tyvola Road Extension \$ 2,500,000
 - (3) Contingency \$ <u>500,000</u>

TOTAL \$15,600,000

The source for these funds would be:

- (1) \$ 8,000,000 US 74 Account
- (2) \$ 3,000,000 Mecklenburg County Contribution to NC 51
- (3) \$ 1,700,000 TSM Intersection Account (South Boulevard/ Woodlawn)
- (4) \$ 2,300,000 Idlewild Road Account
 - \$ 600,000 Developer Contributions (NC 51/NC 16 Intersection)

\$15,600,000 TOTAL

The effect of this agreement is to allow us to accelerate these important projects and to have the NCDOT fully responsible for US 74 while the City is fully responsible for NC 51.

In order for staff to complete work on this agreement and to secure the funding sources, City Council is requested at its August 12 meeting to:

- 1. Endorse the agreement and funding scenario as outlined above.
- 2. Accept the NC 51 project for City construction and instruct staff to report back in 90 days with a refined project scope, schedule and cost estimate.
- 3. Authorize the amending of the FY 86/FY 90 Capital Improvement Budget to reflect this agreement.
- 4. Authorize the City Council representative to the Metropolitan Planning Organization (MPO) to vote to amend the Charlotte-Mecklenburg Transportation Improvement Program (TIP) to reflect this agreement.