AGENDA

Meeting Type:	BUSINESS
Date:	10/10/1988

City of Charlotte, City Clerk's Office

CHARLOTTE

Mayor Sue Myrick *Mayor Pro Tem Al Rousso*

John A (Gus) Campbell *Roy Matthews*
Stanley M Campbell *Cyndee Patterson*
Dan Clodfelter *Ella Butler Scarborough*
Charlie S Dannelly *Richard Vinroot*
Gloria Fenning *Velva W Woollen*

Council Agenda

Monday, October 10, 1988

6:00 PM. . . . . Council-Manager Dinner
7:00 PM. . . . . Citizens Hearing
7:30 PM. . . . . Council Meeting

ITEM NO.

1. Invocation by Rev. Robert Bogan of Moores Chapel United Methodist Church.

2. Consider approval of minutes of Regular Meeting of September 13 and Zoning Meeting of September 19, 1988.

POLICY

3. Consider recommendation of the Planning and Public Works Committee that the Planning staff include in its work program the preparation of a Special Project Plan for the area impacted by the Independence Boulevard construction and Coliseum closing.

Land Use Strategy Recommended

The Planning and Public Works Committee met on September 27, 1988 and recommended that the Planning staff begin preparation of the land use component of the Coliseum Area Special Project Plan while several related issues are being resolved. The closing of the old Coliseum, together with reconstruction of Independence Boulevard, creates the need for a land use strategy in the area of the Coliseum.

Concepts and relationships between the Coliseum area and the Central Area Plan Update can be linked together during the process.

Options to Consider

In preparing a land use strategy the following options require consideration:

(1) Development strategy keyed to reopening the Coliseum for limited public event use.

(2) Adaptive reuse of the Coliseum forms the basis for a development strategy.

(3) Development strategy keyed to demolition of the Coliseum and redevelopment.

Preparation of Land Use Strategy

The land use strategy would depend upon current information regarding: the condition of the old Coliseum, use, policies of the Coliseum/Auditorium Authority and market information that can be assembled by Planning staff. A precise schedule and assignment of work would be prepared upon policy direction by City Council regarding issues, scope of concern and degree of expected involvement efforts.

Timeframe

The preparation of a land use strategy will have to be fit into current project scheduling and is likely to extend over a 12-17 month period. Once policy direction is determined by Council, adjustments to the current work program can be identified and presented to Council.

4. Consider recommendation of the Transportation Committee to amend 25 MPH Speed Limit Policy.

Additional Criteria for 25 MPH Program

On September 29, 1988, the Transportation Committee met to review alternatives for the 25 mph speed limit program. The committee voted 3-0 to include the following additional criteria for approval of a street for a 25 mph speed limit:

1) Any street for which an engineering study indicates a lowered speed limit would be more appropriate from a design or safety aspect will be eligible for the lowered speed limit, without requirement of petition.

2) No street for which 35 mph is a reasonable and safe speed is eligible for a lowered speed limit.

3) No street carrying a volume in excess of 2500 vehicles per day should be eligible.

4) No street which is the primary access into or out of a neighborhood is eligible. This criterion applies primarily to newer subdivisions outside Route 4.

Other Committee Recommendations

Presently there are nine streets pending approval of the 25 mph speed limits. These petitions would be considered using the criteria in place after this Council action. The approximately 250 streets already approved for 25 mph would be grandfathered.

The committee recommended no change in the petition process; i.e. 75 percent of the households on an entire street must petition for the lowered speed limit.

In addition, the committee recommended no change in the level of police enforcement - the present policy is to provide additional enforcement on a request basis and as available. With the 250 25 mph streets already in place, police do not have the manpower to provide intensive enforcement without hiring additional officers. A study determined that at least eight hours of police enforcement per week (per street) is required to cause any measurable reduction in traffic speed. For 250 streets, this would require 2000 officer-hours per week, or 50 additional officers.

Attached is information sent out prior to the Transportation Committee meeting; the committee minutes are also attached.

Attachment No. 1

5. Consider proposed amendments to the Charlotte-Mecklenburg Thoroughfare Plan and direct the City's representative to the Metropolitan Planning Organization concerning adoption of the Plan amendments.

Thoroughfare Plan Amendments

Attached is a list of recommended amendments to the present Thoroughfare Plan. These changes were unanimously approved by the 2005 Transportation Plan Citizens Advisory Committee (CAC) on August 4, 1988 and by the Technical Coordinating Committee (TCC) on September 2, 1988. The Plan amendments were presented to the Metropolitan Planning Organization (MPO) at its September 21, 1988 meeting. Council is requested to adopt the amendments and to authorize the City's representative to the MPO to vote in favor of them at the MPO's November, 1988 meeting.

A map showing the amendments was sent to Council in the August 17 Council-Manager memorandum, and will be available at the Council meeting.

Background

The proposed Thoroughfare Plan amendments are the first product of the two-year effort on the 2005 Transportation Plan. In 1986, the MPO appointed a Citizen Advisory Committee which has been working with local transportation staff on the development of a new long-range transportation plan since the group's first meeting in June, 1986.

The attached revisions are based on technical work conducted by the Department of Transportation since January, 1986. The Charlotte-Mecklenburg Planning Commission, the County Engineering Department, and the City Engineering Department assisted the department in Thoroughfare Plan development.

The recommended changes to the current Thoroughfare Plan evolved from considerable analysis of future growth projections and from three series of citizen meetings held throughout Mecklenburg County. Meetings were held at various stages of plan development -- fall 1986, fall 1987, and summer 1988. Notes and attendance lists of these meetings are available for review in the Department of Transportation.

The remaining phases in development of the 2005 Transportation Plan include preparation of the long-range Transit Plan and a prioritized list of projects based on transportation needs for an intermediate time frame such as 1997. These elements will be submitted to Council and the MPO for approval in a 2005 Transportation Plan document in the spring of 1989.

Attachment No. 2

BUSINESS

6. Recommend approval of a proposed transportation communications plan to be implemented by City staff.

Proposed In-House Transportation Communications Plan

Following Council's decision not to approve a transportation communications contract with a local communications agency, but keeping in mind that transportation communication should be a priority for the Public Service and Information Department, PSI developed a communications plan that could be implemented in-house. The proposed plan seeks to best use the resources of the community and the Public Service and Information Department's staff.

Two-part Plan

The plan is divided into two parts: a maintenance program and an expanded program. Implementation of the full program will require that the City go outside to obtain market research and will require the funding of a new position.

The following describes the maintenance program and the expanded program:

Maintenance Program

- involves the Public Service and Information Department taking a lead role in working with the Transportation and Engineering Departments to inform the public on transportation projects by using existing communication methods that are currently funded.
- requires no additional funds or personnel, but does require increasing the time involvement of the four-member professional staff, one of whom is the department director and all of whom have supervisory duties.
- requires PSI to cut back on lower priority departmental requests for service and greatly reduce its involvement in marketing efforts funded, in part, with City dollars.

Components Maintenance Program	Implementation needs/costs
1. News releases 2. TV updates 3. City Beat cable talk show 4. Map for newspapers 5. Speakers Bureau	Requires no outside costs or increase in personnel; however, it would increase the time involvement of the professional staff.
6. TV/Radio talk shows 7. City Letter articles 8. *Slogan/theme 9. Traffic patrol	Requires cutting back on lower priority departmental requests for service and shifting some of the responsibility of implementing programs to the user departments.
10. Radio updates 11. Coordination of CTS Advertising 12. Coordination of CTS Posters 13. Feature updates 14. Media briefings 15. Special events	Requires reducing PS&I's involvement in organizations and events that use public dollars to promote or market Charlotte.
16. Neighborhood meetings	Attachment illustrates workload and the kinds of activities that could be impacted.

* Requires agency contribution (as requested by the Mayor).

Expanded Program

- requires some services such as market research and creative services to be contracted from a local firm. (Mayor Myrick has volunteered to write a letter to local agencies asking them to contribute their services to this plan.)

- either donated services or money to secure paid freelance assistance needed to supplement the efforts of the department's two graphic artists and one graphic technician who serve all City departments and divisions.

- requires the addition of a Public Information Specialist II who will write copy, work daily with the news media and coordinate all elements of the communications program.

- addition of this staff person will permit the department to follow through with all of the components of both the maintenance and expanded communications plans and allow the department to maintain its current work load.

- funds for printing, postage, signage, will be charged to the appropriate capital accounts.

Components Expanded Program	Implementation needs/costs
17. *Waterbill insert 18. *Information for apartments/condos 19. *Signage	*Requires agency contribution (as suggested by the Mayor) or money for freelance - $8,000.
20. *Market research 21. *Direct mail 22. Audio/visual show 23. Media liaison	Requires market research (purchased or contributed by agency) $12,000.
24. Phone mail or Hot Line	Requires the addition of a Public Information Specialist II capable of writing, media liaison and coordinating elements of communications program - $26,500.
	Requires the ability to draw money from capital accounts for art and printing of publications and advertising - $24,250.

Information attached

Attached for your information are the following:

A. A typical road widening project flow chart that illustrates the frequency of implementation for the various components of both the maintenance and expanded communications programs.

B. Current (and proposed) professional staff of the Public Service & Information Department and their responsibilities.

C. Summary of Public Service & Information Department's FY88 work schedule

D. Upcoming projects, events and programs in which the Public Service and Information Department will have responsibility.

Funding

The funding for the program will be charged to the appropriate capital project.

Clearances

The staff of the Public Service and Information Department and the City Manager's Office were involved in the development of this request.

Attachment No. 3

7. Recommend adoption of a resolution authorizing the setting of the Department of Transportation's Disadvantaged Business Enterprise 1989 goals for projects funded by the Urban Mass Transportation Administration (UMTA).

Goal for FY89

This item was deferred at the September 26, 1988 Council meeting. It is recommended that the Charlotte Department of Transportation's Disadvantaged Business Enterprise (DBE) goal for federal FY89 be established at 13% of all transit-related contracts. CDOT staff, working with the MBE Coordinator, will make every effort to exceed this goal.

Goals Required by UMTA

Urban Mass Transportation Administration regulations require the setting of Disadvantaged Business Enterprise goals prior to the beginning of each Federal fiscal year, October 1. This goal applies only to transit-related purchases that will use some UMTA funds, and does not affect the City-wide goals for Minority Business Enter-

prise activities. Fuel, tires, bus parts, and the repair of buses make up most of these operating costs. Other possible purchases include office supplies, janitorial services, printing, uniforms, etc. Transit-related capital purchases are predominantly for transit vehicles and ancillary equipment, but vehicles are exempted from the goal calculations.

Past Goal Achievement

For 1984, UMTA determined that a goal of 10% was the minimum acceptable goal for DBE's. No minimum was set for women. In 1985, UMTA established a 3% minimum for Women's Business Enterprises (WBE's). In late 1987, UMTA consolidated DBE's and WBE's into one minimum goal of 13%.

Past Experience:

	1985	1986	1987	1988
UMTA goal: DBE/WBE	10/2	10/3	10/3	13
% Achieved: DBE/WBE	11/15	19/29	10/2.9	16.7

In 1985 and 1986, the Transit Maintenance Operations Center was under construction, and goals were exceeded. (In 1986, 17% of the 19% and 25% of the 29% were attributable to construction.) For FY88, a WBE was low bidder for a fuel contract for Charlotte Transit, and that goal was exceeded. This year, the WBE was not the low bidder and no construction has been planned. The WBE bid represented 11% of the 16.7% achieved.

Other cities in North Carolina have similar UMTA goals. Fayetteville and Chapel Hill have 13% goals, Raleigh and Winston-Salem have 10% goals.

Clearances

The City Attorney has approved the resolution as to form, and the MBE Coordinator recommends approval.

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The City Attorney advises that agenda items no. 8 through 16 may be considered in one motion. However, any member of Council may request that an item be divided and voted on separately.

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BUDGET ORDINANCE

8. Recommend adoption of an ordinance appropriating $2.5 million in Airport funds to provide temporary funding for the USAir/Piedmont Aircraft Maintenance Hangar Project.

Temporary Appropriation of $2.5 Million	City Council is requested to appropriate Airport funds of $2.5 million to provide temporary funding for construction of the USAir/Piedmont aircraft maintenance hangar. These funds will be replaced by the proceeds of additional revenue bonds to be issued.
Bond Sale Delayed	On July 11, 1988, City Council appropriated $3.5 million in Airport funds to cover the award of certain construction contracts until the additional bonds could be sold at the request of USAir. At that time, it was projected that additional bond funds would be available in October; however due to market conditions, scheduling of the Local Government Commission, and selection of the underwriters, the schedule for the sale is now estimated to occur between December 15, 1988 and January 15, 1989.
Funds Will Avoid Construction Delays	In order to avoid delays in the construction schedule due to the timing of the sale, USAir has requested that the City appropriate the additional $2.5 million in Airport funds. This provides temporary funding for anticipated change orders and contract awards which will occur prior to the issuance of additional bonds. The advance funds would be repaid from the proceeds of the additional bonds to be issued. In the event the additional bonds are not issued, then the monies advanced by the City would become an obligation of USAir and due on demand.
Funds	Unappropriated balance of the Airport Operating Fund.
Clearances	The Airport Manager, Finance Director.

BID LIST

9. Recommend approval of the bid list as shown. The following contract awards are all low bid and within budget estimates unless otherwise noted. Each project or purchase was authorized in the annual budget.

A. USAir/Piedmont Maintenance Facility Crew Training Parking Lot — Airport

Recommendation: The Airport Manager recommends that the lowest bid from Blythe Industries, Inc. in the amount of $276,297.00 be accepted for award of contract on a unit price basis.

Project Description: This contract provides all labor, materials, and equipment to construct employee parking facilities for the Piedmont/USAir Maintenance Hangar.

Source of Funding: Airline Maintenance Facility Capital Project Fund - (Piedmont Maintenance Facility - 1987 Special Facility Bonds).

B. Time and Material General Construction Contract for miscellaneous renovations to the existing Terminal facilities — Airport

Recommendation: The Airport Manager recommends that the low bid from The Linda Construction Company be accepted for award of this contract based on a time and material agreement for a period of one year for a not-to-exceed sum of $250,000.

Project Description: Due to frequent requirement of tenants for renovation and alterations in existing terminal/facilities, this contract will allow for changes to be made in a more timely manner. Council awarded a similar time and materials contract for terminal renovations in December, 1986.

The contract provides for all materials, tools, methods, labor, equipment, supplies, transportation and services necessary to perform general construction work in Charlotte/Douglas International Airport. A time and material contract enables the City to proceed with rush item construction works. Individual small work items are awarded on an as-needed basis.

Source of Funding: Airport Operating Fund - (Contractual Services - Miscellaneous Contractuals).

C. Parking Structure and Curbside Signage — Airport

Recommendation: The Airport Manager recommends that the low bid from Cummings, Inc. The International Sign Service in the amount of $397,133.96 be accepted for award of contract on this project.

Project Description: This contract will provide labor, material and equipment for installation of location directional signs for pedestrian and vehicular traffic using the new Airport parking structures and for the terminal building curb side. Signs will direct people parking in the one million square foot parking decks (2700 parking spaces), and will also provide directional information outside the terminal - taxi, rentals, limousines, etc.

Source of Funding: Airport Terminal Capital Project Fund - (Signs and Landscaping - 1987 Airport Revenue Bonds).

D. City Hall Roof Replacement — General Services

Recommendation: By the General Services Director that the project be awarded to Exterior Maintenance Contracting, Inc. of Charlotte, NC at the low bid amount of $66,098.00.

Project Description: The existing City Hall roof is the original roof installed 50 years ago. The membrane has deteriorated severely through the years allowing moisture penetration into the facility. This contract will provide the facility with a new energy efficient roof system, and will allow the General Services Department to proceed with the scheduled renovation project.

City Hall renovation is included in the CIP as part of the government center complex concept. The Personnel Department and Employment and Training Department will move to City Hall once renovation is complete in the fall of 1989. Renovations to the interior of the building to accommodate the space needs of the two departments will begin once the roof installation is complete.

Source of Funding: General Capital Improvement Fund - (City Hall Renovations - Lease Purchase Funding).

E. Sanitary Sewer Construction Sewer To Eliminate Clanton Park Pump Station — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Wright & Lopez, Inc. of Atlanta, Georgia in the amount of $97,393.80 be accepted for award of contract on a unit price basis.

Project Description: Construction of this sewer line would eliminate the sewer pump station at Whitehurst Road which is scheduled to be eliminated in the current year's on-going sanitary sewer pump station elimination program.

The CIP provides funds for the elimination of lift stations as new development and other capital projects bring gravity service within a feasible distance of developed areas. Lift stations need to be eliminated because of high operation and maintenance costs, and the potential for pollution problems.

Source of Funding: Water and Sewer Capital Improvement Fund - (Lift Station Elimination Program).

F. Automotive Batteries — General Services, Fire & D.O.T.

Recommendation: By Purchasing Director and General Services Director that the low bid, Baucom Battery Service, Charlotte, N. C., in the amount of $52,535.55, be accepted for award of contract on a unit price basis.

Project Description: This proposed purchase represents 1,469 various types of automotive, truck, and tractor batteries which are needed to replace worn out batteries for City owned equipment.

Source of Funding: General Fund - (Non-Departmental Account - Inventory).

G. Park Road Alignment Phase I — Engineering

Recommendation: By the City Engineer that the low bid of $1,915,122.49, as submitted by Ferebee Corporation, be accepted for award on a unit price basis.

Project Description: Project involves 0.69 miles of street construction on relocated Park Road, from Archdale Drive to Scofield Road construction will include grading, curb and gutter, sidewalks, paving, drainage, traffic control, and related items.

City Council funded the planning and design for this project in the FY86 CIP; funds for construction were included in the FY89 budget.

Attached is a description of the project and a map from this year's CIP.

Attachment No. 4

Source of Funding: General Capital Improvement Fund - (Park Road Alignment - 1987 Street Improvement Bonds).

H. West Trade Street Area Street Improvements — Community Development

Recommendation: By the City Engineer that the low bid of $257,437.80, as submitted by Ferebee Corporation, be accepted for award on a unit price basis.

Project Description: This project involves the widening of Soloman Street, Dixon Street, and Mill Road in the West Trade Street area and includes installation of concrete curbs and sidewalks, timber walls, asphalt paving, and related items. The work is part of the street improvement program of the Five Points Redevelopment Plan as approved by the City Council.

Source of Funding: Community Development Target Area Fund - (City-wide Physical Development FY85 - Community Development Block Grant funding).

I. Wallace Lane & Independence — Engineering

Recommendation: By the City Engineer that the low bid of $114,647.40, as submitted by Blythe Industries, be accepted for award on a unit price basis.

Project Description: This project consists of adding a left and right turn lane at the intersection of Wallace Lane and Independence Blvd.

Source of Funding: General Capital Improvement Fund - (Minor Intersection Improvements - Pay-As-You-Go Tax Levy).

J. Cityview Drive @ Independence — Engineering

Recommendation: By the City Engineer that the low bid of $96,579.00, as submitted by Crowder Construction, be accepted for award on a unit price basis.

Project Description: This project consists of adding a left and right turn lane at the intersection of Cityview Drive and Independence Boulevard.

Source of Funding: General Capital Improvement Fund - (Minor Intersection Improvements - Pay-As-You-Go Tax Levy).

AGREEMENT

10. Recommend approval of an agreement for engineering services with Post, Buckley, Schuh and Jernigan, Inc. of Charlotte, North Carolina for $161,092.00 for the design of improvements to the Sharon Road/Quail Hollow Road Intersection.

Sharon Road/ Quail Hollow Road Intersection	As part of the Capital Improvement Program, funding is provided to improve several transportation system management (TSM) intersections each year. The Sharon Road/Quail Hollow Road intersection has been identified as a TSM intersection due to high traffic congestion.
Agreement for $161,092.00	Using the Council-approved consultant selection process, Post, Buckley, Schuh and Jernigan, Inc. is recommended to perform engineering services for the Sharon Road/Quail Hollow Road intersection improvement project for $161,092.00.
Funds	General Capital Improvement Funds - TSM Intersection Improvements.
Clearances	The contract has been reviewed by the City Attorney and approved by Engineering and CDOT staff.

ITEM NO.

11. Recommend approval of an agreement for engineering services with Sutton-Kennerly & Associates for $56,900.00 for the design of a high priority storm drainage improvement project.

Montibello Project — The Storm Drainage Repair Program, which was included in the FY89 CIP, provides property owners with assistance in the repair and upgrade of drainage facilities on private property.

Residents in the Montibello community petitioned the City to make drainage improvements in accordance with the program, and the petition was approved by City Council on April 25, 1988.

Agreement for $56,900.00 — Using the Council-approved selection process, Sutton-Kennerly & Associates is recommended to provide design services for the Montibello neighborhood storm drainage project for $56,900.00.

Funds — Storm Drainage Repair Program Account.

Clearances — The contract has been reviewed by the City Attorney and approved by Engineering staff.

CHANGE ORDER

12. Recommend approval of Change Order No. 4 for $132,273.22 for the general construction contract with the Carlson Corporation Southeast for Piedmont Airlines Maintenance Facility/Crew Training and Stock Distribution Center.

Contractor: The Carlson Corporation Southeast
Date of Award: July 2, 1987
Contract Amount to Date: $5,823,462.06
Change Order No. 4: 132,273.22
New Contract Amount: $5,955,735.28

This change order provides installation of a permanent dewatering system and additional foundation work which is necessary due to unsuitable soil conditions discovered during site preparation. USAir has approved this change which will be included in project costs.

Funds — 1987 Special Facility Revenue Bonds. This change order is included in projects costs to be paid and debt-serviced by Piedmont/USAir.

Clearances — Piedmont/USAir, Odell Associates, architect, and Day and Zimmermann, Inc., project manager.

SALE OF SURPLUS CITY PROPERTY

13. Recommend acceptance of an offer from the highest bidder, Pierce Properties, Inc., to purchase City-owned property at the northeast corner of Archdale Drive and the abandoned right of way of Wensley Drive for $13,200.00. A 50 ft. right of way will be retained from the center line of Archdale Drive and a 15 ft. right of way retained for existing sewer line.

Surplus City Property — On September 14, 1987, City Council declared surplus the City-owned property at the northeast corner of Archdale Drive and the abandoned right of way of Wensley Drive, and authorized Engineering/Real Estate to offer it for sale. This parcel was part of a purchase in 1969 by the City for the development of Park Road Park. The property is adjacent to Archdale Drive and is separated from the park by Sugar Creek. A resolution to close a portion of Wensley Drive adjacent to the parcel was adopted on July 27, 1987.

Appraisal-Upset Bid Process — The 1.08 acre tract was appraised September 23, 1987 for $12,000 based on the property being developed to its present zoning of R-9. In accordance with State Statutes, the property was advertised for upset bids on July 5, 1988 and left open for ten days. An upset bid of $13,200 by Pierce Properties Inc. was received on July 15, 1988. The property was readvertised on July 26, 1988 and no further upset bids were received. It is our understanding the bidder plans to build a house on the lot.

Clearances — All City departments have been canvassed, with none expressing an interest in retaining this parcel for City use. The Engineering Department and Charlotte Department of Transportation recommended that right of way be retained 50 ft. from the center line of Archdale Drive. A 15 ft. right of way will be retained for the existing sanitary sewer line.

A copy of the mandatory referral and a map are attached.

Attachment No. 5

TAX REFUND

14. Recommend adoption of a resolution authorizing the refund of certain taxes in the total amount of $11,288.18 which were assessed through clerical error or illegal levy against 27 tax accounts.

UTILITY CONTRACTS

15. Recommend approval of contracts between the City of Charlotte and the applicants listed below:

These are extension contracts for new development in accordance with the Water/Sewer Extension Policy. In all the items below except Item 1, the applicants are to construct the entire systems at their own proper cost and expense. The City is to retain all revenue. There is no cost to the City and no funds are needed. Item 1 is a 5-year reimbursable contract. The applicant deposited 10% of the estimated construction cost with the remaining 90% to be deposited prior to construction. There is no cost to the City and no funds are need. Utility and Planning Directors recommend approval.

1. Withrow Developers, A North Carolina Joint Venture, to construct 11,320 linear feet of 16-inch water main and 1,500 linear feet of 12-inch water main to serve Mallard Creek Church Road and U.S. Highway 29, located east of Salome Church Road and south of Union School Road, outside the Charlotte City Limits. Estimated Cost - $600,000.00. Water Contract No. 300-87-209.

2. Residential Developers, Ltd., Limited Partnership, to construct 780 linear feet of 12-inch water main, 640 linear feet of 8-inch water main and 320 linear feet of 2-inch water main to serve Rolling Oaks Phase II Subdivision, located west of Prosperity Church Road, east of Browne Road and south of Dearmon Road, outside the Charlotte City Limits. Estimated Cost - $40,000.00. Water Contract No. 100-88-110.

3. Goode-Cramer Properties, to construct 1,195 linear feet of 8-inch water main, 1,185 linear feet of 6-inch water main and 1,300 linear feet of 2-inch water main to serve Waterford Point Subdivision, located east of Torrence Chapel Road, west of Interstate 77 and south of Lake Norman, outside the Charlotte City Limits. Estimated Cost - $58,000.00. Water Contract No. 100-88-092.

4. First Carolina Investors Of Mecklenburg, Inc., to construct 3,282 linear feet of 8-inch sanitary sewer main to serve Tresanton Phase III Subdivision, located north of Park Road, south of Park Crossing Drive and east of Sugar Creek, inside the Charlotte City Limits. Estimated Cost - $114,870.00. Sanitary Sewer Job No. 100-88-577.

5. Combined America Properties, has constructed 2,519.64 linear feet of 8-inch sanitary sewer main to serve Windsor Square Phase II, located south of Sam Newell Road, east of Independence Boulevard and north of N.C. Highway 51, outside the Charlotte City Limits. Estimated Cost - $100,785.00. Sanitary Sewer Job No. 100-87-622.

6. Combined America Properties, has constructed 4,245.61 linear feet of 8-inch sanitary sewer main to serve Windsor Place, located south of Sam Newell Road, east of Independence Boulevard and north of N.C. Highway 51, outside the Charlotte City Limits. Estimated Cost - $169,824.00. Sanitary Sewer Job No. 621-86-202.

7. Roberts Development & Construction, Inc., has constructed 5,131 linear feet of 8-inch sanitary sewer main to serve Annecy Subdivision, located east of Independence Boulevard and south of Rice Road, outside the Charlotte City Limits. Estimated Cost - $153,930. Sanitary Sewer Job No. 100-87-654.

8. Waters Construction Company, to construct 4,350 linear feet of 8-inch sanitary sewer main to serve Bailewick Subdivision, located south of N.C. Highway 51, north of Four Mile Creek, and west of Hugh Forest Drive, outside the Charlotte City Limits. Estimated Cost - $152,250.00. Sanitary Sewer Job No. 100-87-608.

9. Crow-Klein #1 Ltd., to construct 2,751 linear feet of 8-inch sanitary sewer main to serve N.C. Highway 16 at N.C. Highway 51, at same location, inside the Charlotte City Limits. Estimated Cost - $137,550.00. Sanitary Sewer Job No. 100-88-517.

10. Paw Creek Associates, to construct 2,893 linear feet of 8-inch sanitary sewer main to serve Stewart Creek Industrial Park, located north of Hoskins Road, east of Pompano Street, and west of Plumstead Road, inside the Charlotte City Limits. Estimated Cost - $101,255.00. Sanitary Sewer Job No. 621-86-152.

11. Robert C. Rhein Interests, Inc., to construct 1,759 linear feet of 8-inch sanitary sewer main to serve Marshbrooke Subdivision Section 3, located north of Margaret Wallace Road and east of Old House Circle, outside the Charlotte City Limits. Estimated Cost - $61,565.00. Sanitary Sewer Job No. 100-88-537.

12. Republic/Little A Joint Venture, to construct 1,600 linear feet of 8-inch sanitary sewer main to serve Hunting Creek Phase II Subdivision, located north of Harris Houston Road, south of U.S. Highway 29 and west of Mallard Creek, outside the Charlotte City Limits. Estimated Cost - $56,000.00. Sanitary Sewer Job No. 100-88-629.

13. University Research Park, to construct 1,954 linear feet of 8-inch sanitary seer main to serve Claude Freeman Drive, located east of David Taylor Drive, west of Legranger Road and south of Mallard Creek Church Road, outside the Charlotte City Limits. Estimated Cost - $68,390.00. Sanitary Sewer Job No. 100-88-616.

14. RCCS, Inc., to construct 1,359 linear feet of 8-inch sanitary sewer main to serve Drayton Hall Subdivision, located west of Kuykendall road, east of Providence Forest Lane and north of McKee Road, outside the Charlotte City Limits. Estimated Cost - $47,565.00. Sanitary Sewer Job No. 100-88-599.

15. Hinshaw/Pearson Company, to construct 1,209 linear feet of 8-inch sanitary sewer main to serve Hunter's Pointe Subdivision, located west of McCoy Road, south of Gilead Road and north of Torrence Creek, outside the Charlotte City Limits. Estimated Cost - $42,315.00. Sanitary Sewer Job No. 100-88-644.

PROPERTY TRANSACTION

16. Recommend approval of the following property transaction.

Project: Delta Road Extension - Phase II
Owner(s): La Pointe, Inc.
Address of Property: 7001 Independence Boulevard
Property to be acquired: 8,232 square feet of temporary construction easement only
Improvements: N/A
Price: $12,500.00
Remarks: Total purchase price of $12,500.00 includes rental of commercial land for estimated two years and fencing protection for automobile dealership.