



**TOWN OF SOUTHERN SHORES**  
**TOWN COUNCIL WORKSHOP MEETING**

5375 N. Virginia Dare Trail, Southern Shores, NC 27949

Phone 252-261-2394 / Fax 252-255-0876

[www.southernshores-nc.gov](http://www.southernshores-nc.gov)

**PITTS CENTER**

**Tuesday, October 19, 2021 at 9:00 AM**

Includes corrections  
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## **MINUTES**

**1 Call to Order**

2 Pledge of Allegiance

3 Moment of Silence

**4 PRESENT**

5 Mayor pro tem Elizabeth Morey

6 Council Member Jim Conners

7 Council Member Leo Holland

8 Council Member Matt Neal

9 Mayor Tom Bennett

**11 Amendments to / Approval of Agenda**

12 Motion made by Council Member Holland to approve the agenda as presented, Seconded by Council  
13 Member Conners. The motion passed unanimously (5-0).

14 Voting Yea: Mayor pro tem Morey, Council Member Conners, Council Member Holland, Council  
15 Member Neal, Mayor Bennett

**17 General Public Comment (Limit: 3 minutes per speaker.)**

18 Bobby Outten-Dare County Manager & Attorney addressed the request of the Southern Shores  
19 committee to establish a county branch library in Southern Shores. There may be some confusion of  
20 where the County stood on the process, and they should have been more forceful with their response.  
21 The County is not prepared to move forward with the project. It is not from a lack of preparation or  
22 thought but due to several reasons; the librarian does not feel it is a good idea as those funds could go  
23 towards more useful things within the current library system, the library board has not made any  
24 recommendation, location and distance of travel is not significant enough, and an aggressive capital  
25 campaign is underway which currently consists of a new animal shelter, college, new public works  
26 complex, and redoing nine EMS stations. There is a lot that needs to be taken care of before the  
27 County starts adding new projects. A branch library (satellite library) is not in the priority system list or  
28 in the capital plan, or something the County is interested in doing right now.

29 Council Member Conners stated the County's decision is what it is but does not agree with the lack of  
30 distance as a reason. The distance from the northern beaches to the current locations is quite a far  
31 distance for families to travel.

**32 Business Items**

**33 1. Continued Discussion & Analysis- SEPI Pavement Condition Study & CIP**

34 The Town Council authorized a Pavement Condition Survey and Capital Improvement Plan which has  
35 been finalized and presented to the Council at its October 5 meeting. This plan outlined two

36 options. The Council requested a third option and Town staff has prepared a potential 4th  
37 option. These options are described below.

38 Option 1 – approximately \$675,000 spent yearly on pavement maintenance improving the system  
39 from approximately 27% good/excellent condition to 53% good/excellent.

40 Option 2 – approximately \$1,000,000 spent yearly improving the system to 99% good/excellent.

41 Option 3 – approximately \$800,000 spent yearly improving the system. This option would include  
42 an additional \$200,000 for construction contingency.

43 Option 4 – approximately \$1,000,000 spent yearly, including \$675,000 on pavement maintenance  
44 and \$400,000 on defined construction projects.

45 The Town recognizes that its streets are one of its greatest assets and infrastructure  
46 responsibilities. Present practice is to fully rebuild streets when construction takes place. A schedule  
47 of street construction has been prioritized by the Capital Infrastructure Improvement Committee and  
48 recommended to the Town Council. The most recent Plan was adopted by the Town Council on July 9,  
49 2019. This plan fully rebuilds short sections of a road at a time. One reason for seeking a qualified firm  
50 to perform a Pavement Condition Survey and Capital Improvement Plan for Maintenance and Repair  
51 Treatment Recommendations was to ensure that the Town is effectively and efficiently making budget  
52 decisions. One main goal of this study is to be able to have valuable information to make decisions  
53 based on a comprehensive system wide approach in order to improve more street miles in a shorter  
54 time period.

55 It is staff's expectation that, barring any unforeseen issues, that Option 3 will be the preferred  
56 option. This plan, as envisioned, recognizes the need to spread the maintenance and repair dollars  
57 along a greater portion of the Town's streets while still reserving funding to address construction  
58 needs or build in a Capital Reserve Street Fund. The funding for construction needs could be based on  
59 known needs or funded as we become aware of issues discovered through the maintenance work. We  
60 might allocate funding to widen a portion of a street as it is receiving maintenance, or we might use  
61 these funds as a contingency if we discover the need for additional fill material while out in the field.

62 Option 1 does not budget enough money annually to address and improve the present condition  
63 of the street system and results in more miles of streets falling into poor and failed conditions.

64 Option 2 will result in a significant improvement of the street system in a short period of time, but  
65 it does not leave funding for street conditions that need a more aggressive construction approach.

66 Option 3 is based on an annual budget of \$800k/yr. This option falls in between Options 1 and 2  
67 previously presented with some changes to the types of treatments and timing of rehabilitation  
68 work.

- 69 • This plan still uses patching heavily in the first 4 years.
- 70 • All category A roads were brought up to at least a level of good serviceability by the  
71 conclusion of the plan. This was a priority in the logic and was not accomplished by  
72 patching only.
- 73 • There is a slight departure from previous plans in year 2022 with heavier rehab on the  
74 category A roads to get them squared away early and in good shape.
- 75 • This plan touches 37 miles of road and improves the system to 73% good/excellent, 27%  
76 Fair.
- 77 • This plan eliminates the poor roads late in the plan as compared to the previous Option 1.

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Option 4 is a hybrid approach that addresses both street maintenance and construction needs but continues the present practice of full depth rebuilds, therefore limiting the amount of street miles addressed yearly. Staff was able to make adjustments to Option 1 by strategically moving maintenance items to coincide with construction projects in the same year. Those projects were identified on the CIIP Priority list adopted by Town Council in July of 2019.

Town Manager Ogburn stated Council needs to consider whether to continue with full depth rebuilds as it has in the past or move to more of a maintenance plan. Is consideration of the subsurface important? Option 3 consist of \$800,000 for 21 sections of patching and the work may not look as good as what we want but it is a process. The extra \$200,000 could be construction contingency. He stated there are two local asphalt contractors and he is quite certain to at least receive a bid from one.

Council Member Holland was concerned that no bids would be received due to the amount of project commitments both contractors already have scheduled. He questioned if they would just bid on patching sections.

Council Member Connors would like the CIP Committee to weigh in.

Town Manager Ogburn stated Council should adopt a plan, and then the CIP committee could weigh in and make sure the plan makes sense, but not to reprioritize it. Moving forward, Council should take applications for the committee and appoint members like it does the Planning Board. The committee's scope of work would need to be updated.

Council Member Neal stated the committee should probably meet semi-annually, rather than quarterly. As far as receiving bids, if we make it more enticing and provide for a longer length of time to complete the project, such as 24 months, we are more likely to receive bids.

Mayor Bennett stated he understands the scope of work in the plan and what needs to be done. His concern was with the condition of the roads as they do not have a good base, not necessarily the width. The residents will most likely not like the look of the patching during the process.

Town Engineer Joe Anlauf stated the subbase is a concern. The current roads have lasted 30 years but the asphalt mix is entirely different now then it was when the roads were originally constructed. A full depth rebuild removes the asphalt and the base and starts over, utilizing ABC for the base. Also, the SEPI report uses the term "patching", but it is resurfacing from edge to edge of sections (full depth repair), not like pothole filling which one may think of when the word patching is utilized.

Council Member Holland asked Town Engineer Anlauf if he felt the costs listed in the report seemed accurate. Mr. Anlauf felt they were a good measure of costs, but the current lack of supplies and labor is driving costs in this market right now makes it difficult to keep pace.

Mayor pro tem Morey asked if the report had been fact checked for accuracy? Example, have the streets been placed in the proper categories based on their PCI rank? Town Manager Ogburn stated the A, B, and C are staff assigned. He would like to see an additional column for PCI.

Mayor pro tem Morey questioned why the report says Hickory Trail to the dead end is considered a major residential collector and through street (class A category)? Town Engineer Joe Anlauf stated since it connects the east side of Ocean Blvd. with NC 12 then yes, it is a through street. Mayor pro tem Morey thanked him for the clarification.

Mayor pro tem Morey asked if we have approached other asphalt contractors? Town Engineer Joe Anlauf stated we have inquired with other contractors from Elizabeth City to Virginia for decades. Asphalt is delivered hot so to get it here they must purchase from one of the two local suppliers. They will not be able to outbid the local vendors if that is what needs to be done.

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124 Council Member Neal felt the \$800,000 plan was a positive. It allows for an extra \$200,000 for  
125 contingency and touches more streets faster. The contingency left over could be where the CIP  
126 Committee comes into play. The charge of the committee would need to be narrowed after adoption  
127 of a plan.

128 Mayor pro tem Morey stated the plan would need to be updated as it moves along.

129 Council Member Neil stated we would have a “lessons learned” update in year two or three.

130 Mayor pro tem Morey felt the plan was worth trying and supported it. She stated what we are doing  
131 currently is too slow and is not working. There are 37 miles of streets that need to be touched.

132 Mayor pro tem Morey inquired about South Dogwood Trail, as it is a major thorough through and  
133 many people say it needs work. The plan says portions are patching (full depth repair) and another  
134 area overlay.

135 Town Manager Ogburn stated Council could always pull South Dogwood out of the plan and make it a  
136 stand-alone project.

137 Mayor Bennett stated South Dogwood could be done in 1-3 segments. Edge failure, public safety, and  
138 width are the big issues. He stated Council’s primary role as individuals and, as well as staff is public  
139 safety. It is not being addressed in an aggressive way as it could be on South Dogwood.

140 Council Member Connors agreed that edge failure is an issue and public safety needs to be put first. He  
141 stated South Dogwood Trail will be an expensive ordeal.

142 Town Engineer Joe Anlauf stated the Town has road design standards and no roads are narrower than  
143 20 feet. It has always been his recommendation of 24 feet for South Dogwood but that would involve  
144 major reworking to the west side of the roads right of way.

145 Mayor pro tem Morey and Council Member Neal both stated 20-22 feet wide maybe but disagreed  
146 with a 24-foot width on South Dogwood. Cars can just drive slower rather than widening it to that  
147 extent.

148 Mayor pro tem Morey suggested reflective striping or markers to distinguish lanes along South  
149 Dogwood. She felt speed and distracted drivers were the issue along South Dogwood Trail and that  
150 widening it to 24 feet would not be the answer.

151 Council Member Neal stated for South Dogwood Trail the \$200,000 contingency could go towards edge  
152 failure and if it doesn’t work then pull the street out of the project and re-access it. The first year of the  
153 plan will be bumpy, discouraging, and will have setbacks but needs to be given a chance.

154 Town Manager Ogburn stated if Council adopts a plan, then he would return with a draft bid packet for  
155 Council consideration.

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157 **Motion** made by Council Member Neal to direct the Town Manager to pursue the \$800,000 (option #3)  
158 CIP as proposed by SEPI, Seconded by Council Member Holland. The motion passed unanimously (5-0).  
159 Voting Yea: Mayor pro tem Morey, Council Member Connors, Council Member Holland, Council  
160 Member Neal, Mayor Bennett

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165 **Council Comments**

166 Council Member Conners stated on October 23rd over 30 volunteers will be planting 3,000 milkweed  
167 plants in order to establish the Town as a Monarch Waystation. Southern Shores will become  
168 participants in efforts throughout the United States to create, enhance or preserve critical habitat for  
169 the annual Monarch Butterfly migration.

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171 **Adjourn**

172 Hearing no further business, Mayor Bennett called for a motion to adjourn.

173 **Motion** made by Council Member Holland to adjourn the meeting at 10:34 a.m., Seconded by Mayor  
174 pro tem Morey. The motion passed unanimously (5-0).

175 Voting Yea: Mayor pro tem Morey, Council Member Conners, Council Member Holland, Council  
176 Member Neal, Mayor Bennett

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