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Time Posted: \_\_\_\_\_  
Posted By: Evelyn Baker  
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**MINUTES OF A  
SPECIAL MEETING  
OF THE  
JACKSON COUNTY  
BOARD OF COMMISSIONERS  
HELD ON  
JULY 25, 2005**

The Jackson County Board of Commissioners met in a Special Joint Meeting with the Jackson County Board of Education on Monday, July 25, 2005, at 4:00 pm, Board of Education Building, 398 Hospital Road, Sylva, North Carolina.

Board of Commissioners:

Brian T. McMahan, Chairman  
Roberta Crawford, Vice Chair  
Joe Cowan, Commissioner  
Eddie Madden, Commissioner  
Conrad Burrell, Commissioner  
Kenneth L. Westmoreland, County Manager  
Evelyn Baker, Clerk to Board

Board of Education:

Ken Henke, Chairman  
Ali Laird-Large  
Mark Brooks  
Thurza McNair  
  
Sue Nations, Superintendent  
Betty Brown, Clerk to Board

Chairman Henke and Chairman McMahan called the meeting to order and stated that the purpose of the special meeting was to discuss school capital improvements.

(1) Superintendent Nations gave a brief overview of the construction priorities and the status of those projects. When the order of projects at SMH was changed in September of last year, the Board reversed the site preparation work with construction of "A" Building. At present the utilities need to be placed underground and site preparation for the perimeter road which involves Jones St. and also the excavation to set the foot path for a new gym and Fine Arts Building. In addition, engineering and architectural drawings for new kindergarten classrooms at Fairview School are needed. Ms. Nations stated that it is her understanding that the original Phase I and Phase II should now be reversed. Mr. Westmoreland stated that funding for an A&E Contract for the new kindergarten classrooms has been budgeted, but has not been approved.

(2) Mr. Westmoreland stated that at the last joint meeting there were three unresolved issues:

- (a) Stream Mitigation – what were the options and the time frame for the options and whether or not they were even possible. The engineer and architect now have a solution to move forward.
- (b) Underground Utilities - Complete financial figures were unavailable from the utilities as to the total cost and extent of relocation. This includes all of the work on Highway 107 in front of the school as well as the remainder of the complex.
- (c) Financial Support – Confirmed contributions from DOT and the legislative delegation towards the construction of the school bus parking lot as well as Jones St. had not been received.

With those issues now in place, John Cort, Architect, and Victor Lofquist, Engineer, were asked to prepare a tentative working plan as well as a proposed budget which was presented to the Board of Commissioners on July 14<sup>th</sup>. The other factor was that all of the work should be accomplished with two additional ingredients: first, not interfere with school operations and secondly, build in adequate time so the contractors could take care of any contingencies or adjustments. While analyzing the last budget, the compression of the work was almost causing extravagant costs, thus the new plans should spread that work out to compensate for unforeseen adjustments.

(3) John Cort, Architect, presented a graphics package dated July 25, 2005 depicting how the construction projects can proceed.

(a) Existing Conditions – the most important existing condition is the stream on the Jones St. property. Victor Lofquist, Engineer, stated that 600 ft. of the stream needed to be piped in order to build ball fields in that area. If over 300 ft. of a stream is impacted, an individual Army Corps of Engineers permit is required. One of the first steps in obtaining a permit was to design an alternative analysis to show the Corps and DEHNR that the engineer has looked at all the alternatives and there is no further way to further minimize the impact on the stream. In discussing options with both agencies, one concept was the possibility of doing a span of the stream. Both agencies have indicated they will support a span of the stream without going through the permitting process. This would be done with a corrugated pipe arch which is essentially one-half of a corrugated steel pipe that has foundations on both sides of the stream and the stream bed itself is left in tact. This option will add to the construction costs; however, a savings will be realized by not having to pay into a restoration program and permit fees. He stated he had received written authorization from the Corps stating it will support this option. Originally \$160,000 had been budgeted for paying into the program. That is essentially the cost for installing this type of culvert and would be a trade off and there is no impact on the budget. There is still the option of going through the permitting process and mitigation. Chairman Henke asked if there were any safety problems. Mr. Lofquist responded those will be taken care of in the design process; however, the pipe must be large enough for someone to enter for maintenance purposes. This option will allow the engineers to begin to prepare final design plans at this time. This concept has been done on other projects although he was not aware that it has been done at other schools. The advantage is that the cost is about the same and construction can move forward. There would be no problem putting the ball fields over the area. The cost for the “pipe arch” is approximately \$280,000. When asked about future building over the arch, Mr. Lofquist stated that the Boards may want to look at using something more “heavy duty”. Mr. Cort stated that the easiest thing to do is drive in piles and span across it with a building foundation. How to keep students out of the culvert must still be studied. Mr. Lofquist stated that the entire length of the arch will be designed to handle traffic loads.

(b) PHASE 1a SITE PLAN: Depicts how the road will be constructed around the perimeter of the property and depicts an alternative way to access the site without interfering with Mr. Massie’s driveway.

(c) PHASE 1b SITE PLAN: Depicts how the road will be extended to the traffic circle with a field between the school and the loop road. There will be a temporary 250 space student parking lot on gravel which will be good for about one year which is about as much time as it will be needed. The experts were requested to figure out a method to deal with the uncertainties of construction. With this site plan, construction of the new permanent bus parking lot could

commence. Where to park school buses is still an issue since the road from Fairview School would be interrupted while construction is ongoing. There is no good solution concerning buses for the first year of construction.

(d) BUS PARKING/STUDENT PARKING PHASE II: Depicts the final campus design.

(e) TIMELINE FOR CAMPUS SITEWORK: Mr. Cort presented a timeline for construction projects:

(i) Utility relocation requires a deposit of \$4,000 and the utilities have said it could take 4-6 months to complete. Taking that time frame into consideration and if authorization was given on August 1, utility relocation should be complete by February 2006.

(ii) Jones Property site work design will take about 60 days, advertise for bids on October 1, and then allow six months to complete the perimeter road as set out in Phase 1a and Phase 1b. To be completed by May 15, 2004 with very little interference with school operations. This would include moving the Massie driveway.

(iii) Bus/Student Parking Phase II depicts the completed project. The plan allows 60 days after the contract is awarded for Phase I, and structure the bid package for Phase II, it will take 60 days for planning with construction to be completed by November 2006. Another issue is the height of the 262 student parking lot in front of the high school. The elevation is within 6 ft. of the elevation of the "A" Building. It is highly desirable for construction costs because it gives a place for construction fill, ADA accessibility, and plans for this area have already been made (storm water retention and drains). There would be additional costs if a redesign is required (approximately \$244,000). It is a question of function and costs over visibility.

(iv) Construction Cost: Mr. Cort presented a statement of probable construction cost for utility relocation, Phase I, and Phase II for a total of approximately \$5,283,034.

(4) Jones St. – Commissioner Burrell reported that DOT plans to construct a portion of Jones Road from Hwy. 107 up to the stream. Mr. Cort and Mr. Lofquist will furnish a copy of the plans to DOT by October 1 and will work with DOT.

(5) Football Season: Construction could be extended to May 2006 to keep from interfering with the football season.

(6) Faculty Parking: Faculty may need to use the recreation parking area during Phase I and the parking area near Fairview during Phase II. Principal Alex Bell will determine which areas will be used by faculty and by students during construction.

(7) The Board of Education will add SMH capital improvement projects to its July 25<sup>th</sup> Agenda.

(8) The Board of Commissioners will add SMH capital improvement projects and A&E contract for Kindergarten classrooms to its August 1<sup>st</sup> Agenda.

(9) The two Boards will schedule a joint meeting at a later date for an update from the architect and engineer.

There being no further business, Commissioner Crawford moved that the meeting be adjourned. Commissioner Burrell seconded the Motion. Motion carried by unanimous vote and the meeting adjourned at 5:20 p.m.

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Evelyn B. Baker, Clerk

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Brian Thomas McMahan, Chairman