



Date: February 8, 2011

To: Thomas J. Bonfield, City Manager

Through: Theodore L. Voorhees, Deputy City Manager

From: Edward R. Venable, Manager of Engineering and Stormwater

Subject: Street Acceptances

Executive Summary

Pursuant to City ordinance, streets shall be considered for acceptance for maintenance by the City of Durham when the streets are improved in accordance with requirements established by the City Council. The following streets have been improved to City of Durham standards:

Blenheim Woods

- 1) Kinsale Drive – from the west curb line of George King Road west to the City Limits line at STA 23+08.24 (1,288'), and
- 2) Hemler Drive – from the centerline of Kinsale Drive south through the cul-de-sac (636'), and
- 3) Coggins Mine Court – from the centerline of Hemler Drive east through the cul-de-sac (221'), and
- 4) Midstream Court – from the centerline of Kinsale Drive south through the cul-de-sac (230').

Landon Farms – PH 4A, 5B, and 8A

- 1) Spring Creek Drive – from the end of existing construction @ STA 11+00 north then east then south to existing construction @ STA 18+00 (770'), and
- 2) Great Bend Drive – from the end of existing construction @ STA 12+88.87 west then southwest past Glenbrittle Drive to existing construction @ STA 26+06 (1,317'), and
- 3) Grosmont Court – from the centerline of Great Bend Drive north through the cul-de-sac (193'), and
- 4) Padstow Court – from the centerline of Great Bend Drive west through the cul-de-sac (223'), and

- 5) Glenbrittle Drive – from the centerline of Great Bend Drive northwest to the end of PH 5A construction (85'), and
- 6) Buffalo Way – from the end of existing construction @ STA 17+39.81 northeast through the cul-de-sac (108'.)

Horton Hills – Sec. 9, PH 5, 6, and 10

- 1) Woodside Park Lane – from the end of existing construction @ STA 21+20 east through the cul-de-sac (835'), and
- 2) Parsons Green Court – from the centerline of Woodside Park Lane south through the cul-de-sac (545'.)

Grandale PH 3B, 5, 6, 7, and 8

- 1) Lyon Farm Drive – from the end of existing construction @ STA 14+00 west then south to the end of construction @ STA 42+23.81 (2,824'), and
- 2) Gathering Place Drive – from the centerline of Lyon Farm Drive west then north to the centerline of Fenwick Parkway (1,421'), and
- 3) Centerville Lane – from the centerline of Lyon Farm Drive northwest through the cul-de-sac (496'), and
- 4) Fenwick Parkway – from the centerline of Lyon Park Drive west to the end of construction @ STA 235+39.94 (540'), and
- 5) Birchwood Park – from the centerline of Gathering Place Drive southwest through the cul-de-sac (113'), and
- 6) Ware Creek Court – from the centerline of Lyon Farm Drive west through the cul-de-sac (200'), and
- 7) Reflection Way – from the centerline of Lyon Farm Drive west through the cul-de-sac (189'), and
- 8) Green Springs Court – from the centerline of Lyon Farm Drive west through the cul-de-sac (193'), and
- 9) Six Mill Court – from the centerline of Centerville Lane southwest through the cul-de-sac (126.)

Recommendation

The Public Works Department recommends that the City Council accept the above named streets for maintenance by the City of Durham.

Background:

These streets are in various areas that have been developed and annexed into the City. Per the various extension agreements executed with the developers, street right of ways have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, they would be accepted for maintenance by the City.

Issues and Analysis:

Past practice has dictated that the City of Durham accept streets that are part of new developments with dedicated public right of ways as defined by the extension agreements.

Alternatives:

The alternative to accepting these streets from the various developers would be to decline their request and ask that they continue to maintain these streets under a private maintenance program.

Financial Impacts:

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing, resulting in additional State Powell Bill funds for the City.

SBDE Summary:

N/A

ERV/mln

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