



Date: July 17, 2012

To: Thomas J. Bonfield, City Manager
Through: Theodore L. Voorhees, Deputy City Manager
From: Marvin G. Williams, Director of Public Works

Subject: Agenda Item - Street Acceptance

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:

Colony @ American Village – PH 4

- 1) Cumberland Drive – from the end of PH 3 construction @ STA 25+09.35 west through the cul-de-sac (334), and
- 2) Kettle Creek Way – from the centerline of Cumberland Drive south to the end of PH 4 construction @ STA 19+01.33 (901'), and
- 3) Moores Creek Road – from the end of PH 1 construction @ STA 17+00.64 west to the centerline of Kettle Creek Way (327').)

Ganyard Farm

- 1) Ganyard Farm Way – from the southern curb line of Wake Forest Highway south and back around to the southern curb line of Wake Forest Highway (2,756'), and
- 2) Duck Pond Court – from the centerline of Ganyard Farm Way north through the cul-de-sac (289'), and
- 3) Cornstalk Court – from the centerline of Ganyard Farm Way southwest through the cul-de-sac (144'), and
- 4) Pumpkin Place – from the centerline of Ganyard Farm Way west through the cul-de-sac (399'), and
- 5) Farm House Lane – from the centerline of Ganyard Farm Way southeast through the cul-de-sac (885'), and

- 6) Harvest Oaks Lane – from the centerline of Farm House Lane east to the end of construction @ STA 1+39.22 (139’), and
- 7) Hayride Place – from the centerline of Farm House Lane west through the cul-de-sac (132’.)

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 rights of way 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 rights of way as defined by the extension agreements.

Alternatives:

The alternative to accepting these streets from the various developers would be to decline their requests 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

cc: Robert Joyner, Public Works
Nathan McHenry, Public Works
Albius Mufalo, Public Works
Tony Haithcock, Public Works
David Cates, Public Works
Dwight Murphy, Public Works
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