



Date: December 3, 2013

To: Thomas J. Bonfield, City Manager
Through: W. Bowman Ferguson, Deputy City Manager
From: Marvin G. Williams, Director of Public Works

Subject: Agenda Item - Street and Infrastructure Acceptance

Executive Summary

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

Wyndmoor at the Park – Phases 1, 2, & 3 – Streets and Infrastructure Limits

- 1) Pear Tree Lane – from the east curb line of S. Alston Avenue east to the centerline of Ed Cook Road (2,361') and
- 2) Oak Park Drive – from the centerline of Pear Tree Lane north then east through the cul-de-sac (940') and
- 3) Magnolia Tree Lane – from the centerline of Pear Tree Lane north to the end of PH I construction @ STA 16+25 (625') and
- 4) Elm Tree Court – from the centerline of Magnolia Tree Lane east through the cul-de-sac (338') and
- 5) Flowering Apricot Drive – from the centerline of Pear Tree Lane south through the cul-de-sac (432') and
- 6) Norway Spruce Drive – from the centerline of Pear Tree Lane north to the end of construction @ STA 11+60 (160') and
- 7) Enfield Drive – from the centerline of Pear Tree Lane south to the beginning of existing pavement (125') and
- 8) White Spruce Court – from the centerline of Pear Tree Lane southwest through the cul-de-sac (611').

Wyndmoor at the Park – Phases 1, 2, & 3 – Additional Infrastructure Limits

- 1) Sanitary Sewer Outfall “A” – along S. Alston Avenue from Pear Tree Lane south to end (99.7’) and
- 2) Sanitary Sewer Outfall “B” – from the end of Oak Park Drive eastward to the existing sanitary sewer outfall (254.3’) and
- 3) Sanitary Sewer Outfall “C” – from the end of Elm Tree Court eastward to the existing sanitary sewer outfall (216.1’) and
- 4) Sanitary Sewer Outfall “D” – from Flowering Apricot Drive westward to the existing sanitary sewer outfall (296.8’)
- 5) Sanitary Sewer Outfall “E” – along Ed Cook Road from Pear Tree Lane north to end (56.2’).

Bridgefield Place – Street Limits

- 1) Bridgefield Place – from the south ditch line of Neal Road south to the existing construction (1,500’).

Devon Road Sewer Extension Limits

- 1) Devon Road – along Devon Road from the west property line of 3014 Devon Road east to the existing sewer outfall (167.4’).

Recommendation

The Public Works Department recommends that the City Council accept the above named streets, as well as the water, sewer, and storm drainage lines located within both street rights of way and in other dedicated public utility easements, for maintenance by the City of Durham.

Background:

Wyndmoor at the Park – Phases 1, 2, & 3 and Bridgefield Place are located within areas that have been developed and annexed into the City. Per the extension agreements executed with the developers, street rights of way and utility easements 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, these streets and associated infrastructure would be accepted for maintenance by the City.

The Devon Road sanitary sewer line extension was built in existing City of Durham right-of-way and has been completed to City of Durham standards.

Issues and Analysis:

Past practice has dictated that the City of Durham accept streets and infrastructure 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 and infrastructure from the developers would be to decline their requests and ask that they continue to maintain these streets and infrastructure under a private maintenance program.

Financial Impacts:

Accepting these streets and infrastructure 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

MGW/mln

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