



Date: September 8, 2015

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 and associated infrastructure have been improved to City of Durham standards:

Riverside on the Eno

- 1) Golden Heather Drive – from the north curb line of Rose of Sharon Road north through the cul-de-sac (1,238’) and
- 2) Piney Ridge Court – from the centerline of Golden Heather Drive east through the cul-de-sac (139’) and
- 3) Glenn Glade Drive – from the centerline of Golden Heather Drive west to the end of construction @ STA 12+31.83 (232’) and
- 4) Reynolda Circle – from the centerline of Golden Heather Drive east to the end of construction @ Eno Forest Phase B (229’).

Riverside on the Eno – Additional Infrastructure

- 1) Sanitary Sewer Outfall – from the end of Golden Heather Drive northward to the existing sewer outfall at Eno Forest (370’) and
- 2) Sanitary Sewer Outfall – from the sewer manhole located in Golden Heather Drive west to the end of construction (164’).

Green Gardens – Phase II

- 1) Coral Drive – from the end of Phase I construction south to the end of Phase II construction @ STA 23+85.99 (850’) and
- 2) Lemongrass Lane – from the centerline of Coral Drive southeast to the centerline of Turmeric Lane (800’) and

- 3) Turmeric Lane – from the end of Phase I construction west to the centerline of Coral Drive (1,225') and

Green Gardens – Phase II – Additional Infrastructure

- 1) Sanitary Sewer Outfall “A” – from the sewer manhole in Lemongrass Drive southeasterly to the sewer manhole in Turmeric Lane (880') and
- 2) Sanitary Sewer Outfall “F” – from the sewer manhole in Turmeric Lane south to the southern edge of Phase II construction (170').

Hills at Southpoint – Phases 1, 1B, 1C, 2A, 2B, 2C & 3B

- 1) South Heritage Drive – from the east curb line of Fayetteville Road east to the centerline of South Bend Drive (173') and
- 2) South Bend Drive – from the centerline of South Bend Drive @ STA 19+46.59 north past South Heritage Drive looping back to the centerline of South Bend Drive and proceeding southward to the centerline of Swift Creek Crossing (5,665') and
- 3) Eastcrest Court – from the centerline of South Bend Drive north through the cul-de-sac (176') and
- 4) Woodcreek Court – from the centerline of South Bend Drive southeast through the cul-de-sac (128') and
- 5) Thompsonville Court – from the centerline of South Bend Drive north through the cul-de-sac (605') and
- 6) Sagerview Way – from the centerline of South Bend Drive east then north and around past South Bend Drive to the end of construction @ STA 24+06 (1,406') and
- 7) Misty Pond Court – from the centerline of Sagerview Way southeast through the cul-de-sac (148') and
- 8) Beaufort Court – from the centerline of South Bend Drive northwest through the cul-de-sac (223') and
- 9) Colbury Court – from the centerline of South Bend Drive southwest through the cul-de-sac (134').

Hills at Southpoint – Additional Infrastructure

- 1) Sanitary Sewer Outfall “D” – from the manhole at STA 13+10.22 at the edge of Misty Pond Court east to the sewer outfall @ STA 10+00 (310') and
- 2) Sanitary Sewer Outfall “E” – from the manhole at STA 36+73.41 in South Bend Drive east to the sewer outfall @ STA 10+00 (204').

Del Webb Arbors – Phase 1

- 1) Del Webb Arbors Drive – from the northwest curb line of Andrews Chapel Road north to the end of Phase 1 construction @ STA 31+72.74 (2,178') and
- 2) Rosedale Creek Drive – from the beginning of Phase 1 construction @ STA 37+84 west past Del Webb Arbors Drive through the cul-de-sac (2,745') and
- 3) Dickson Mill Lane – from the centerline of Rosedale Creek Drive south to the end of Phase 1 construction @ STA 12+05 (205') and
- 4) Gaston Manor Drive – from the centerline of Del Webb Arbors Drive west to the centerline of Rosedale Creek Drive (2,162') and
- 5) Gaston Manor Drive - from the centerline of Del Webb Arbors Drive northerly around the loop to the end of Phase 1 construction @ STA 31+80 (2,180') and
- 6) Manning Way – from the centerline of Farintosh Valley Lane east to the centerline of Gaston Manor Drive (1,221') and
- 7) Farintosh Valley Lane – from the beginning of Phase 1 construction @ STA 8+24 north to the end of construction at the private rights-of-way @ STA 16+95 (871').

Del Webb Arbors – Phase 1 – Additional Infrastructure

- 1) Sanitary Sewer Outfall #1 – from the manhole in Rosedale Creek Drive west to the existing sanitary sewer outfall @ STA 2+74.94 (225') and
- 2) Sanitary Sewer Outfall #2 – from the manhole in Gaston Manor Drive west to the existing sanitary sewer outfall @ STA 2+91.17 (215') and
- 3) Sanitary Sewer Outfall #3 – from the manhole in Farintosh Valley Lane north to the existing sanitary sewer outfall @ STA 3+03 (227') and
- 4) Sanitary Sewer Outfall #4 – from the manhole @ STA 10+16.17 southeast of Gem Yarn Lane, west then south to the Del Webb Arbors pump station wet well @ STA 74+22.77 (5,971') and
- 5) Sanitary Sewer Force Main – from Del Webb Arbors pump station wet well northward to the gravity sewer main @ STA 25+77.81 (19,592') and
- 6) Sanitary Sewer Outfall #5 – from the Brightleaf Pump Station wet well @ STA 10+00 southeasterly to the end of construction @ STA 25+77.81 (1,578') and
- 7) Sanitary Sewer Outfall #6 – from the manhole in Del Webb Arbors Drive west to the end of the private rights-of-way portion of Farintosh Valley Lane (1,242') and
- 8) Water Main – from the Durham/Raleigh interconnection on US 70 Hwy @ STA 0+00 southeast then east on T.W. Alexander Drive then north on Del Webb Arbors Drive to Andrews Chapel Road (5,310').

Crystal Meadows

- 1) Pinetree Lane – from the centerline of Camellia Drive east through both hammerheads (590') and
- 2) Ramblegate Lane – from the centerline of Bogarde Street west through the cul-de-sac including the hammerhead to the south (451').

Additional Streets

- 1) Jubilee Lane - from the centerline of Pilot Street southwest through the cul-de-sac (745') and
- 2) Laurel Avenue – from the centerline of Angier Avenue northeast to the centerline of Stokes Street (472') and
- 3) Hoffler Lane – from the centerline of New Hope Commons Boulevard southeast to the west curb line of the Hwy 15-501 Service Road (362').

Street Limits Correction

- 1) Bexley Avenue – from the east curb line of Hope Valley Road east to the end of street maintenance and recorded rights-of-way (2,015') and
- 2) East Shoreham Street – from the north curb line of W. Cornwallis Road to the centerline of East Woodridge Drive (1,594') and
- 3) West Woodridge Drive – from the north ditch line of W. Cornwallis Road eastward to the west curb line of University Drive (1,688') and
- 4) East Woodridge Drive – from the east curb line of University Drive eastward to the centerline of East Shoreham Street (1,119').

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 the street rights of way, and the additional sanitary sewer outfalls, force main, and off-site water main for maintenance by the City of Durham.

In addition it is recommended that City Council accept the revised street maintenance limits of Bexley Avenue, East Shoreham Street, and East and West Woodridge Drive.

Background:

Riverside on the Eno, Green Gardens – Phase II, Hills at Southpoint, and Del Webb Arbors – Phase I are located within areas that have been developed and are inside the City Limits. 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 agreement, these streets and

associated infrastructure would be accepted for maintenance by the City. The offsite sanitary sewer outfall, sewer force main, and off-site water main extension were all a part of the Del Webb Arbors Extension agreement. Both Riverside on the Eno and Green Gardens were previously on the Failed Development list.

Crystal Meadows is located within an area that has been previously developed and is inside the City Limits. This development has been in place for some years now, and formal acceptance was inadvertently omitted. Per the extension agreement executed with the developer, street rights of way and utility easements have been dedicated as public with the understanding that once these utilities were built to City of Durham standards and as defined by the agreement, they would be accepted for maintenance by the City.

Under “Additional Streets”, Jubilee Lane, Laurel Avenue, and Hoffler Lane have been in place for a number of years and should have been previously formally accepted, but were inadvertently omitted.

Bexley Avenue, Shoreham Street, and Woodridge Drive appear in the Powell Bill listing with incorrect street limits and distances. The errors were discovered during a recent mapping system update. It is necessary to adjust the limits and distances to reflect what is actually in place.

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.

The correction of street limits is necessary to ensure correct mileage is claimed on the annual Powell Bill report.

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 private maintenance programs.

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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