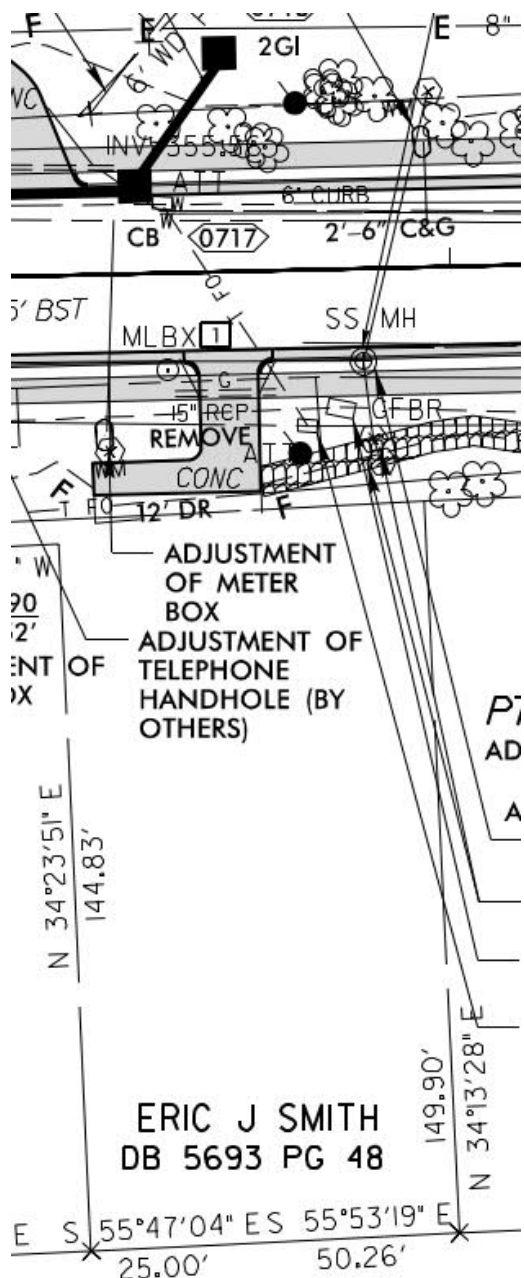
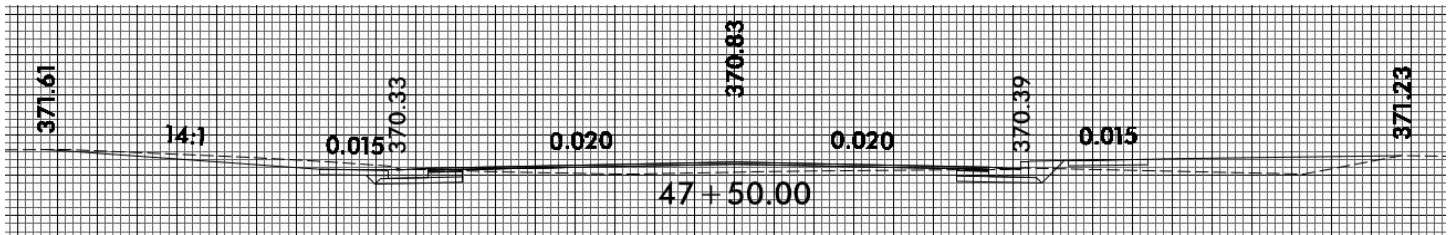


Responses to questions from SW-45 Cornwallis Rd Bike/Ped 2<sup>nd</sup> Community Input Meeting 11/5/2020 7:00-8:00 pm  
(the portions of the chat which were comments were omitted as they didn't require an answer)

From Eric Smith : 1) My front yard is below the grade of the street. Will a retaining wall be built or is a slope going to be created? I think I would prefer an attractive retaining wall. It is likely that my yard would pool in a heavy rain event. Will my yard drain into the culvert pipe in some way? Can the city contribute toward an attractive shielding picket fence along my elevated sidewalk??

Below you will find the plan and the cross-section at your lot. The sidewalk and driveway (within the right-of-way) will be designed to slope towards the street. The contractor will work to try and alleviate any ponding if at all possible; however, as you note it may not be possible in all situations. If there is significant ponding in the right-of-way we will install a yard inlet and pipe it to the nearest stormwater system. The city most likely would not provide picket fencing and a retaining wall wouldn't really address the situation.





From Jonathan Farmer : Can you explain what the different lines represent? See the legend below

**LEGEND**

PROPOSED ROADWAY	PROPOSED CONCRETE SIDEWALK, DRIVEWAY, OR CURB & GUTTER	PROPERTY LINE	PROPOSED CUT LINE	EXISTING TRAFFIC SIGNAL
EXISTING ROADWAY TO BE RESURFACED	CONSTRUCTION LIMIT	PROPOSED EASEMENT	PROPOSED FILL LINE	

Mike explained in the meeting that the cut line represents where we have to cut the earth for the construction (normally when the adjacent property is above the sidewalk) and the fill line represents where we have to bring earth in for the construction (normally when the property is below the level of the sidewalk).

From Hunter Bandy : Plans were proposed in 2018— why were these abandoned? Or, why were they significantly updated again?

When the subsurface survey was done it was discovered that a large transmission waterline was in conflict with where the stormwater drainage was going to go. The cost to move the water line due to it's size was so costly it was decided that it made more sense cost wise to shift the project. In order to do that we had to go back to city council to get additional design funds and that's why the long delay and re-design.

Erik Landfried : Whether this is part of this project or not, can the City connect this facility to existing bike infrastructure, such as the bike lanes on Chapel Hill Road and using Legion Ave to connect to the lanes on the Boulevard?

As this is beyond the scope of this project City of Durham Transportation staff addressed that they would look into this request.

From Eileen Hammond : When will construction begin and end?

- Anticipated Design Completion: April 2021
- Anticipated Right-of-Way Completion: August 2022
- Anticipated Bid Advertisement: November 2023
- Anticipated Construction Start: April 2024
- Anticipated Construction Completion: August 2025

I am at the corner of University Dr. I assume that is where the easement of truck parking?

I believe when you say easement of truck parking you are referring to corners on the project where we are going to implement the design similar to the design at the southwest corner of Hope Valley Rd and University Dr where NCDOT just constructed a round-a-bout where they shortened the crosswalk distance but still allow for the larger truck turning radius by making the accessible ramp strong enough to withstand truck traffic.

From Jonathan Farmer : Can you explain how long construction will last in a given spot, and how homes will be disrupted? e.g. how disruptive/loud will the construction be? Will we be able to access our driveways? If not, are there plans for us to park?

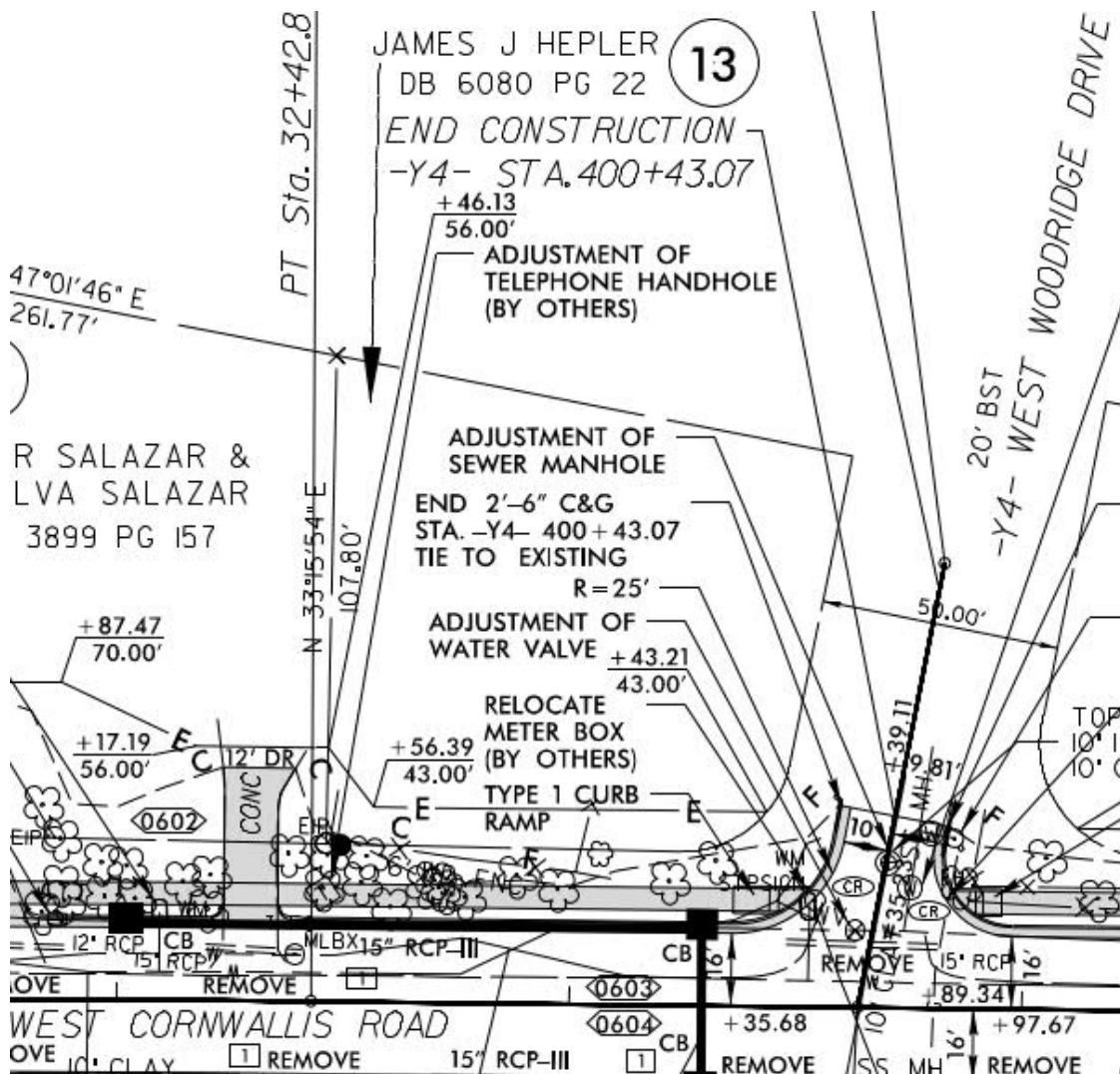
The contractors are only allowed to work in the street between 9 am and 4 pm Monday to Friday (unless special permission is given to work on the weekend); however, they are allowed to work out of the street otherwise. Generally speaking the loudest portion of the day will be between 9 am and 4 pm (loudness would mainly be associated with the large construction equipment – graders, dump trucks, backhoes, etc). Work will happen in spurts so it's difficult to give a definitive answer as to how long at a given spot. If there is a lot of underground utility work in that vicinity it could take days-weeks. With respect to driveways the contractor will work with each homeowner to limit their inaccessibility as

much as possible. Because they use high early concrete the goal is to provide access to your driveway by the end of the workday. They may ask you to see if you can find an alternate parking location (yard area, neighbors, nearby business/church, etc) for the one day that they are working on your driveway but again the hope is that by the end of the day you will be able to use your driveway. There will be days when they will be rough grading prior to pouring the concrete for your driveway but they will put gravel down so you can drive across it.

From Heather Ladd : You mentioned electric pole relocations. Can you elaborate on which ones?  
Once we finalize the design with Duke Energy (and the other utilities utilizing the poles we can share that information with you).

From jamie beck : I live on the corner of W. Woodridge and Cornwallis (James Hepler). It looks like the construction easement will wipe out my fence and a storage shed on my property. Could you give me an idea of how that process works? Is there compensation? I'm happy to get an answer via email.

See below an enlargement of the plans at your location. It's important to understand that the line with the "E" is the construction easement as opposed to the lines with the "C" and "F" which are the cut and fill lines. Essentially the cut and fill lines represent the extent of where we disturb the earth whereas the easement line represents area that we need in order for the men and equipment to have room to operate their equipment. As such it doesn't appear that your fence will be wiped out. I do not see your shed but the cut and fill lines do not go beyond the street right-of-way so your shed shouldn't be in the street right-of-way anyway. If the construction requires the removal of anything on your property then yes the city would compensate you accordingly.



From Donna Kostyu : Do you plan on closing Cornwallis during this project and where would the detour go?  
No, we do not plan on closing Cornwallis Rd during this project at this time.

From Annie Johnson : I am at the corner of University Dr. The water line at one time burst. Is that line involved here  
Yes, most likely

From Jonathan Farmer : Can you talk about length and nature of disruption for individual homes/properties?  
I believe this was addressed above.

From John Hykes : Can the project consider extension of sidewalk beyond the immediate curb return on Hope Valley Road (from Cornwallis to Durham-Chapel Hill Blvd- to provide pedestrian access to that commercial area- at least a start-20 LF  
Unfortunately this is beyond the scope of the project and would require additional design funds which is unlikely at the 65-90% design stage.

From Caleb Allred : What kind of pedestrian safety measures will be taken at pedestrian crossings? i.e. crossing signals, flashing signs, etc.? and has your team considered any mid street crossings?  
At this stage only painted crosswalks and associated signage has been proposed. NCDOT will be reviewing the plans and will consider the need for those types of safety measures. Normally mid street crossings are discouraged; however, if the crosswalk at the intersection has inadequate sight distance the crosswalk may have to be built mid-block. This will be evaluated during the next design phase.

From John Hykes : How can the City of Durham help to keep neighbors informed of the likely lengthy construction timeline (given the length of the recent University Drive widening and roundabout project).  
Once the project is awarded the successful contractor will schedule a community meeting where they will be able to provide more details regarding the length of construction.

What is the anticipated construction phasing, traffic re-routing, and duration of the construction for this project?  
I believe this question was answered above.

Some of us have received an offer of services from a legal firm specializing in right of way issues in road projects. Are you comfortable working with a legal firm or would you prefer to work directly with the citizen property owners?  
It has been our experience that the majority of the time the city works directly with the homeowners. That being said it's entirely up to the property owners as to whether they retain legal representation or not.

From Hunter Bandy : Earlier you mentioned adding "even more crossings" on Cornwallis Road. Can you explain what you mean? It seems that the crosswalks traversing Cornwallis at Augusta must take into account the "blind hill" that is a dangerous feature of this roadway  
During the review process City of Durham Transportation staff requested more crosswalks, which we are now including. We will review the sight distance at the Augusta intersection. Thank you.

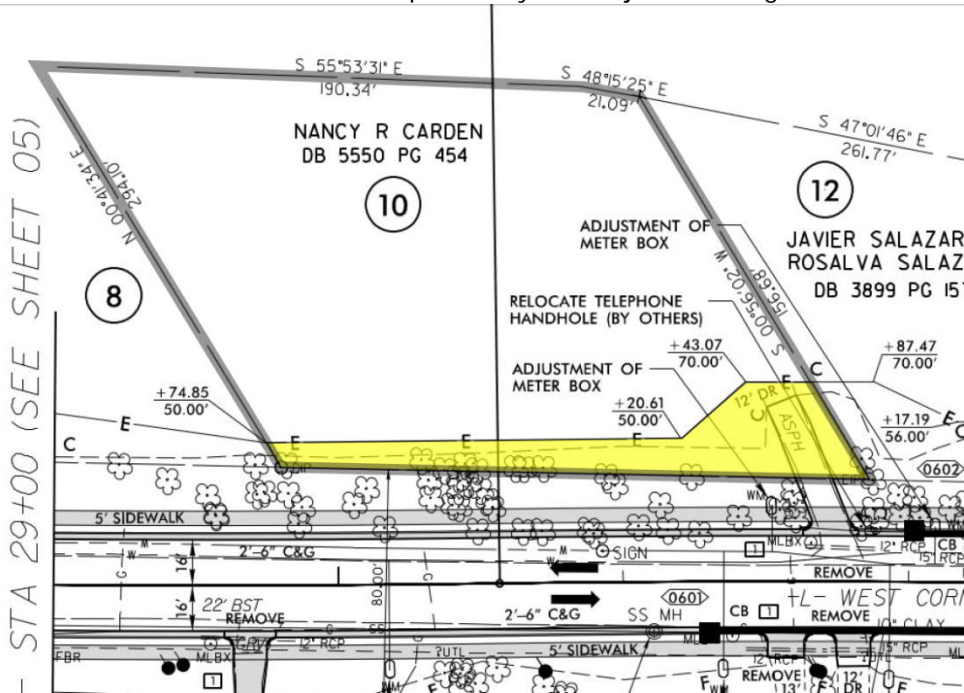
From Will Hackney : What happens to mature trees that are within or close to the construction zone?  
If they are close enough to the construction zone to warrant their removal the city will compensate the property owner accordingly.

From John Hykes : 1. Why are there no street trees in this project? Even at the back of sidewalk to replace the numerous mature trees that will be removed as part of this project. Even as an NCDOT corridor- the state is implementing more projects with street trees, and this should be a priority for the City of Durham.  
We work with Alex Johnson the city's Landscape and Urban Forestry Operations Manager to see if they have plans for street trees in this area; otherwise, we will see if there is surplus funding to add street trees to the project.

From Glenda Saunders : Will you have mapped out the main water and sewer lines from the street to my home?  
Yes, we will have the water and sewer connections from the street to your house mapped on the plans.

From Scott Edmonds : Related to the pedestrian safety measures question, folks fly pretty fast over the hill between Hope Valley and E. Shoreham, what best practices are there for signage that will be deployed  
We will work with NCDOT's signage division to develop the best practice signage for this project. That being said speeding is many times an enforcement issue beyond the scope of this project.

From Nancy Carden : Nancy Carden at 710 W. Cornwallis, same question. how much of my property will be included in the easement? please email the response.  
In the image below the yellow represents how much of your property we will pay you for a temporary construction easement. Since these are the 65% plans they are subject to change but this should give you a good idea.



From Jonathan Farmer : Please be more specific about the rough time for a given property. Longer than I'd like could be a month or a year.

It's extremely dependent on what is happening with the adjacent utilities (water, sewer, stormwater, power, gas, cable, etc). While there may be daily interruptions, you will have access to your property throughout the project. As you may have seen on the University Drive project the project may be "under construction" in front of your house for months as the different utilities and project contractor work on relocations, installations and actual construction of the curb & gutter, bike lanes and sidewalk.

From Brittney Ragsdale : Will people who work from home be given access to other office facilities?  
No, the City will not provide other office facilities. It has been the city's experience that the contractor will work with each property owner to facilitate sufficient access during the construction such that other office facilities will not be required.

From Glenda Saunders : Who do I email my questions to after this session?  
[david.cates@durhamnc.gov](mailto:david.cates@durhamnc.gov)

From Glenda Saunders : What arrangements are made for mail delivery?  
The contractor will work on a daily basis to ensure that temporary locations of your mailboxes will be available for your mail to continue to be delivered during the construction.

From TONIA MCRAE : When is construction due to begin?

Currently April 2024 is our estimated construction start date and August 2025 construction end date; however, due to funding issues with NCDOT that date may be adjusted. We will know better around the 1<sup>st</sup> quarter of 2021.

From Glenda Saunders : Do you try to do a property is a day or should i expect to be denied access to my driveway more than a day?

Every effort will be made to provide continued access to your driveway. The contractor will be required to coordinate any activity with you that would block your access to your driveway and they will find an alternative location for you to park.

From Donna Stelzenmuller : We just lived through University Drive construction that is still not complete over a year after it was supposed to be complete. What recourse do residents have to projects that run over a year over due? Compensation?

Currently the only recourse when the project goes beyond the contract date is liquidated damages (charged to the contractor) which are spelled out in the contract. There is no compensation for the property owners. For the University Drive project the delays are a result of Frontier not moving their utilities in a timely manner. This has caused the contractor to have to do work out of sequence and go back to finish work after Frontier moves. Frontier has still not finished moving their utilities at this date. We plan to try and get all utilities moved prior to starting this project to limit any delays that this would cause.

From John Hykes : 2024 feels far away- What other design submittals will there be- any opportunity for community review or input of any revisions? Plans can change..

The next design submittal will be the 90% plans, which should be submitted around December 2020. We can provide those plans to you if you'd like. No further community input meetings are planned.

From Annie Johnson : Every time construction work from the city or the state when they usually do not repair the lawn properly or plan a different type of grass than what is there. Can the homeowner have some input on the type of grass that they replant to repair the yard?

Residents are welcomed to plant their own seed. The seed mix that the contractor will use has a verity of grass seeds that will grow well at different times of the year. If this is undesirable to you please contact the contractor during construction and they will not plant their seed mix.

From Glenda Saunders : Can I request that someone come to my home with this map and show me how much easement will be permanently taken?

Yes, if emailed responses are not sufficient we can come to your property to give you an idea regarding how much of your property will be permanently taken if any. Additionally when the city is working with the property owners to establish compensation wooden stakes will be surveyed in to provide a definitive location.

From Eileen Hammond : How will the construction affect school bus routes along Cornwallis?

Currently we do not anticipate impacting the school bus routes along Cornwallis since we aren't planning on closing down the street.

From John Hykes : This is a great opportunity for the City of Durham to replace the tree canopy and plant street trees at the back of sidewalk!!!!

We will work with Alex Johnson the city's Landscape and Urban Forestry Operations Manager to see if they have plans for street trees in this area; otherwise, we will see if there is surplus funding to add street trees to the project.

From Eric Smith : Did you say that you are going to alleviate the blind hill at Augusta??

No, that is beyond the scope of the project. I believe what was said was that we would take this into consideration when locating any crosswalks and installing any best practice signage to try to help address the situation.

From Mike Cincala : traffic has become faster and more dangerous on Cornwallis. can anything be done to protect pedestrians or bikers?

It is our hope that with new pavement, curb & gutter, pavement markings and signage that the safety of pedestrians and cyclists will be increased.

From John Littlejohn : will a roundabout be installed at either or both Hope Valley Rd or University Dr  
No roundabout is planned for this project.

From Donna Stelzenmuller : In the University Drive project, I had huge pine tree roots cut. These trees will likely die and fall across University Drive in the years to come. I am concerned about the trees on Cornwallis that are over my house being killed and left to die.

If any trees are damaged during construction that are not called out to be removed the contractor will remove and replace with a tree of your choice. There is a one year warranty for all City of Durham projects. Any damage to trees needs to be reported before the warranty period is up.

From Jonathan Farmer : Would our driveway be blocked for the entirety of those two months?

No, every effort will be made to provide continued access to your driveway. The contractor will be required to coordinate any activity with you that would block your access to your driveway and they will find an alternative location for you to park.

From Heather Ladd : I want to insist that responses be given to all of us, even about specific properties. Even if my property isn't affected, I'm concerned about my neighbors as well.

Yes, we are providing this to all who registered.

From John Hykes : If the project takes as long as University drive did- there should be a traffic routing plan, pedestrian routing plan, and timeline for this project.

We do not anticipate closing Cornwallis Rd. We aren't impacting existing sidewalks so no pedestrian routing plan should be necessary. The currently projected timeline for the project can always be found on the project website.

<https://durhamnc.gov/3231/33132/Design-Services-for-Cornwallis-Road-SW-4>

From Glenda Saunders : I also have a concern about tree death in front of my home. I will request an assessment. In rare snowy weather there has always been a car in the ditch. With no ditch and no trees my home would be more vulnerable to being hit by an out of control vehicle. I have considered the trees to be a buffer of protection.

This project will be eliminating the ditches and replacing them with a 6" curb & gutter which will provide more protection especially considering the bike lanes between the travel lane and the curb as well as the sidewalk area. If the trees are in or directly adjacent to the grading area (such that they would die later) they will be removed and you will be compensated.

From John Hykes : Does Durham hold the contractor accountable for construction delays? \$'s per day And the city should

Yes, the city can charge liquidated damages which are established in the project manual just prior to being advertised.

From Aaron Lubeck : We're schematics for a side path or cycle track ever drawn? if so, can they be shared?

No, these were never part of the scope.

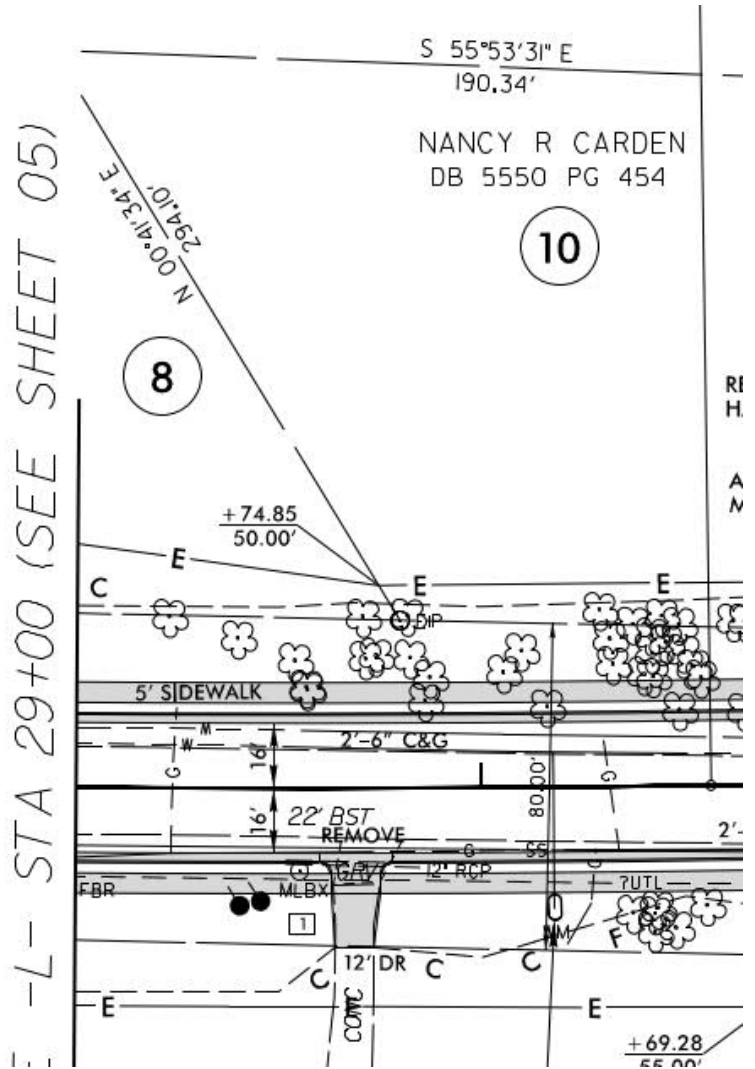
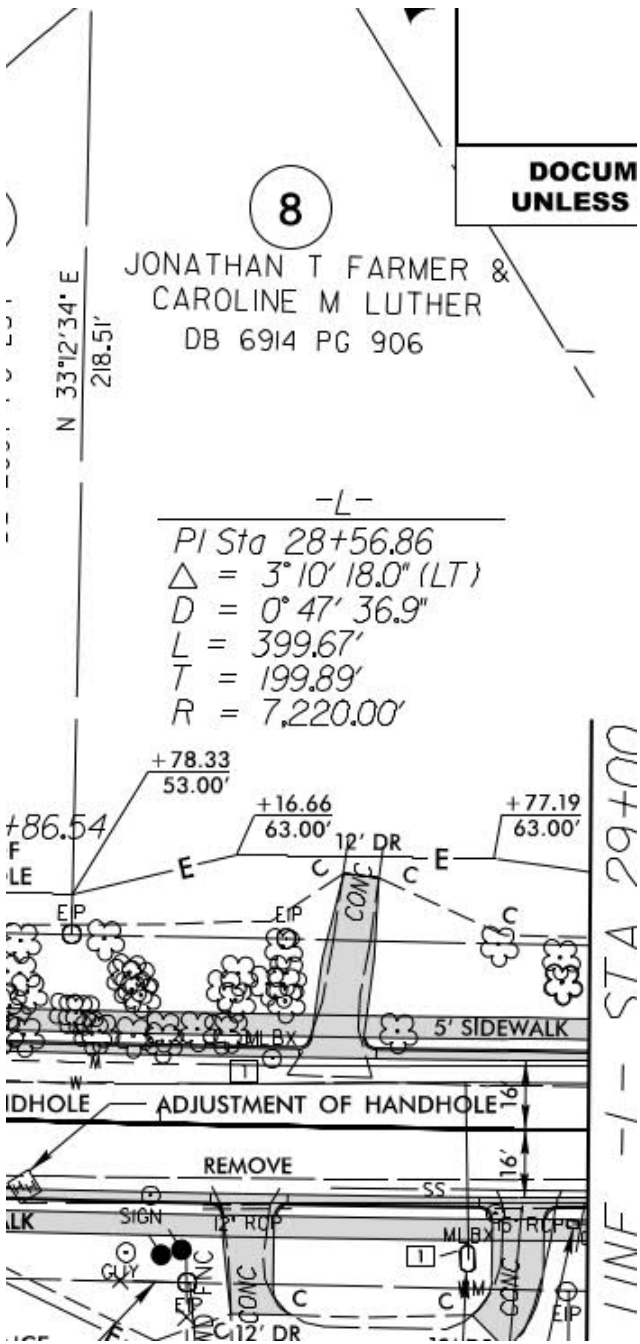
From Glenda Saunders : If it is assessed that my trees may die is the burden of removal mine?

As long as the assessment is within the 1 year warranty period it would be the contractor's/city's responsibility, afterwards it would be the property owners responsibility.

From Jonathan Farmer : I would love to get an image with the lines for our yard. I took a screen grab, but the resolution is too low to see it clearly. 716 W. Cornwallis Road

The map shown can be downloaded from the project website, also is your property from the 65% construction plans





From Glenda Saunders : Will the list of contractors and their functions be published on the project website?  
 Yes, once the contract is awarded they will be listed on the project website.

From Marchell Franklin : Most Zooms are recorded and will this recording be available for us to access?  
 Yes, it has been uploaded onto the project website.

From Kevin Lloyd : Is it possible or likely that barriers will be added in the bike buffer to protect bikers? I'm imagining the flat, reflective markers mounted in tough rubber bases. CH Boulevard is lacking these and I consider it a dangerous



place to bike as a result.

Currently NCDOT isn't allowing these types of barriers and the city hasn't as a matter of policy adopted them as a standard practice.

From Donna Stelzenmuller : If my tree dies three years later is the contractor still be liable.

No, the tree would have to die within the 1 year warranty period.

From Aaron Lubeck : all the local bike advocacy groups in Durham have a uniform opinion on this- unprotected bike lanes are a bad option for this critical corridor and believe that once this gets built it will be 100 years before we fix it. As Clint and Dale stated in the meeting these projects move very slowly and when the municipal agreement was setup and scoped buffered bike lanes were the gold standard and it's difficult from a cost and time perspective to change designs while standards are evolving.

From Kevin Lloyd : What laws exist to stop private citizens from installing bike barriers independently? Asking for a friend...

NCDOT controls this right-of-way and would require permits for anything to be placed within it. We are quite sure that state or city personnel would remove such barriers.

From Fred Baker : would sidewalk level bike lanes be considered in that case? could fit within the current section that's proposed

Similarly to the cycle track and side path this option is beyond the scope of the project at this 65% design stage.

From Aaron Lubeck : cycletrack or side path, Either could work - a side path would be cheaper and less disruptive than proposed plans.

As Clint and Dale stated in the meeting these projects move very slowly and when the municipal agreement was setup and scoped buffered bike lanes were the gold standard and it's difficult from a cost and time perspective to change designs while standards are evolving.

From Jonathan Farmer : Could you post the URL for the project site? I don't think I have that letter anymore.

<https://durhamnc.gov/3231/33132/Design-Services-for-Cornwallis-Road-SW-4>

Triangle Bikeway Study <https://trianglebikeway.com/>

From Will Hackney : What is the difference between "cut line" and "fill line" on the map? Just asking about the terminology

Mike explained in the meeting that the cut line represents where we have to cut the earth for the construction (normally when the adjacent property is above the sidewalk) and the fill line represents where we have to bring earth in for the construction (normally when the property is below the level of the sidewalk).

From John Hykes : Please put the rendered graphic on the project site

Yes, it is there.

From Donna Stelzenmuller : When is University Drive going to be complete?

Projected to be the end of November 2020

