

City of Hilshire Village – Bridle Spur Ln Reconstruction

OVERVIEW

The City is ready to take over responsibility for Bridle Spur Lane. All conveyances are completed and the Council will meet to take vote and accept conveyance for the Bridle Spur Right-of-Way.

The City will be soliciting bids for the Bridle Spur Ln Reconstruction Project with construction scheduled to begin in January 2015. This project will replace all the 50+ year old sanitary sewers and water lines, replace the roadway from the cul-de-sac to Westview Drive. The scope also includes re-grading the drainage ditches and replacing resized driveway culverts where necessary.

The City is anticipating advertising for bids in November 2014 and the bid award in December 2014. HDR will present the Bid Tabulation and Letter of Recommendation to award the construction contract to the successful bidder at the Regular Council Meeting in December. We anticipate construction to begin in January 2015 with project duration of about 2 months.

WORKSHOP NOTES

Mayor Shannon Whiting gave introductions for the workshop for Bridle Spur Reconstruction project.

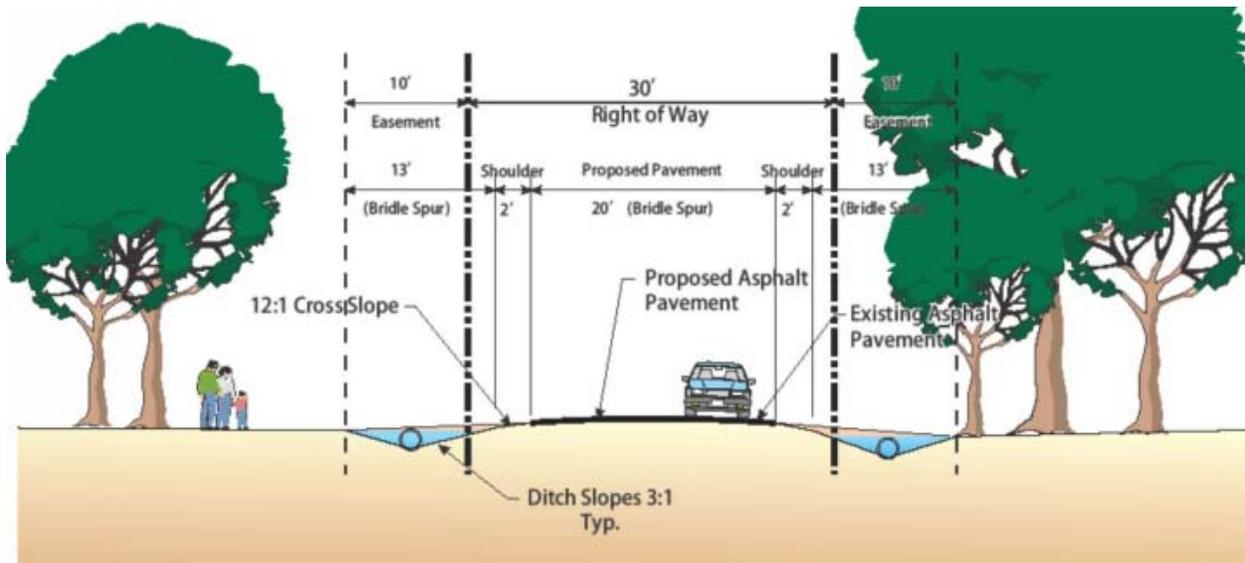
The City Engineer Efrain Him summarized the proposed improvements for Bridle Spur. The Bridle Spur project has three key components: **paving and drainage improvements, water line replacement and sanitary sewer line rehabilitation.**

Paving and Drainage

- Bridle Spur has a 30' Right-of-Way (ROW) with 10-foot utility easements on both sides adjacent to the ROW. The objective is to have the new roadway elevation to match existing roadway elevation. The roadside drainage ditches will be designed to 3:1 side slopes (*per City's ordinance, maximum side slope for ditches is 2:1*). The plan is to drain the storm water out of the roadway surface as quickly as possible and reduce the threat of flooding of residences by deepening the ditches with 3:1 side slopes so that water does not flow back onto private properties. This will be done by resizing and regrading the ditches and rightsizing all the driveway culverts which will graduate to larger sizes as they get closer to the outfall points where applicable.
- Existing driveways will be removed (for proposed culvert installation on the roadside ditches) and replaced with the same material up to the Utility/Drainage Easement. Driveway approaches over culverts will be replaced with either standard concrete or asphalt paving, but property owners will have the option to work with the contractor directly to install an approach with a specialty finish (exposed aggregate, stamped or stained concrete, etc.). Any driveways with decorative materials inside the Utility/Drainage Easement and ROW will be considered as private improvement in public right-of-way.
- Items in the Right of Way and Utility/Drainage Easement: Items or infrastructure in the City right of way (ROW) and Utility/Drainage Easement, such as irrigation systems, mailboxes, parking pad sites, landscape structures/timbers will be removed and/or temporarily relocated when possible. Irrigation systems will be cut and capped at the Utility/Drainage Easement boundary line. Mailboxes in the ROW or Utility/Drainage Easement will be temporarily relocated where feasible. Repairs to irrigation systems, replacement of parking pads, landscape features or any other item

in the ROW and/or Utility Drainage Easement will be the responsibility of the property owner

Figure 1 Bridle Spur Ln – Typical Roadway section



- One lane will be open during construction; the residents will have access to driveways during construction either by temporary base material or steel plate will be placed over open pits at the end of the day when construction stops.

Water Line Replacement

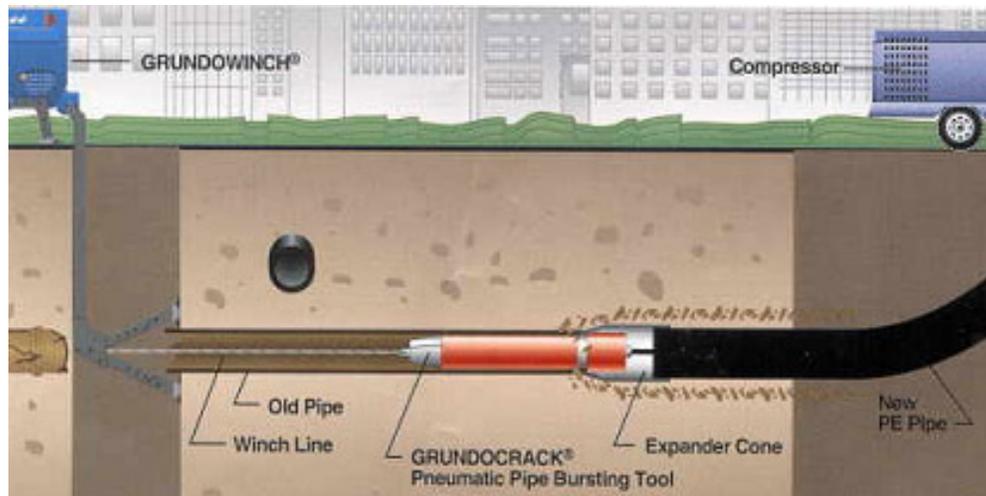
- Because the roadways will be reconstructed, it is a logical step to replace the aged 2-inch cast iron pipe water lines. Water line main pipes will be constructed of 6" PVC material and should enable most residents in the project area to enjoy improved water pressure. However, it is important to note that to receive the full benefit of improved pressure coming through your home's water meter; it may warrant replacing the line from the meter to your home.
- Some house main lines are constructed of cast iron pipe and/or undersized PVC pipe that can constrict the incoming flow into your home, resulting in lower water pressure. Another phenomenon that can adversely affect water pressure is pipe tuberculation, which is a reduction of capacity inside the pipe due to mineral deposits, rust or other build up. An example of this may be viewed at City Hall, where a resident who had part of his house main line replaced, brought a tuberculated section of pipe that has less than a quarter inch of capacity due to rust and other buildup in the pipe.
- The City and contractor will notify residents affected by service interruptions several days in advance and they should only last one to two hours while service lines are being transferred from the old water main to new water main.

Sewer Line Replacement

- Like the water supply lines, it is logical to rehabilitate the old sanitary sewer lines in the project area and rebuild the connecting manholes while the roadway is undergoing reconstruction. The pipe bursting method will be applied to replace the lines and fortunately is the least invasive because the process is trenchless.

- Figure 2 shows a schematic drawing of how a pneumatic pipe bursting tool is pulled through an existing sewer line trailed by the new butt fused pressure rated high density polyethylene (HDPE) piping material. Residents should not experience any service disruptions during this portion of the project.

Figure 2 Pipe Bursting Method Schematic



Tree Protection

- The City Engineer pointed out some of the trees which will be impacted.
- Several residents were concerned about tree protection and potential tree removals during the project. Urban Forester Craig Koehl will examine each tree that may be affected during the project and will advise on tree protection and preservation measures. Specimens that will require working around will be properly marked and protection boundaries will be placed.

TIMELINE

The advertising and bid process is as follows:

- Advertising for two consecutive weeks in November, 2014
- Open bids and award contract in December 2014.
- Commence with Construction – early to mid-January with project duration of about 2 months.

The construction schedule will be communicated in more detail after it is received from the successful bidder.

QUESTIONS

1. Will the existing island in the cul-de-sac remain or will it be removed along with the two trees in this island?

Response: There was much discussion and debate regarding the island in the cul-de-sac whether to keep it or remove it. By matching the existing pavement radius at the cul-de-sac, the landscaping trailer truck or emergency vehicles such as fire truck and ambulance will not be able to make a turn easily. By a show of hands by the residents of Bridle Spur it was voted that the residents did not want to keep the island and the two trees at the cul-de-sac. Noting the residents' wishes, the City Council will vote on this.

2. What is the proposed roadway width?

Response: The proposed roadway width is 20-feet with 2-foot grassy shoulders on either side. However, the residents can either choose for a 16-foot or 18-foot wide roadway. If the proposed roadway width less is than 20-feet, the residents will not be able to park on the street anymore. We need to maintain at least 10-foot clear for emergency vehicles to go through. *The Mayor suggested that the residents can drive through Mallie Court and Anadell Road to get a feel for what the proposed roadway would look like with width less than 20-feet.*

3. Will we have asphalt roadway with side ditches/ swales, asphalt roadway with monolithic curb and gutter or concrete roadway with curbs?

Response: The project is scoped for asphalt roadway with roadside ditches. For asphalt roadway with monolithic curb and gutter or concrete pavement with curb section there will be an additional cost for underground storm sewer pipes, inlets (catch basins) and manholes which is not in the budget allocated for this project. The City Engineer will provide additional cost information and typical details for asphalt roadway with monolithic curb and gutter, and concrete roadway with curb to City Council during the September 16, 2014 Council Meeting.

The hard copy of the 60% plans was available during this workshop for the residents to look through the plans. The electronic copy of the plans is not yet available.

Meeting adjourned.

Meeting notes prepared by Harini Arjun and reviewed by Efrain Him.