



**CITY OF HEDWIG VILLAGE, TEXAS
JOINT WORKSHOP
CITY COUNCIL AND
STREETS AND DRAINAGE COMMITTEE
NOVEMBER 9, 2023
5:30 P.M. - 955 PINEY POINT ROAD**

MINUTES

1. CALL TO ORDER

Mayor Jinks called the meeting to order at 5:30 p.m.

Present: Mayor Tom Jinks

Councilmember Patrick J. Breckon
Councilmember Scott Davis
Councilmember Shirley Rouse
Councilmember Clay Trozzo
Councilmember Matt Woodruff
(arrived at 5:33 p.m.)

Wendy Baimbridge, City Administrator
Lisa Modisette, City Secretary
Alan Petrov, City Attorney

Streets and Drainage Members:

Gary Schenk
Harry Craig

DuVal Dickey

Absent: Tara Makagon, S&D member

2. PLEDGE OF ALLEGIANCE

Mayor Jinks led the City Council, Streets and Drainage Committee, City staff, and visitors in the Pledge of Allegiance.

3. CITIZEN/VISITOR COMMENTS

None

4. DISCUSSION REGARDING THE PROPOSED WESTSIDE INFRASTRUCTURE PROJECT

Mayor Jinks stated the purpose of the workshop was to have a discussion that could lead to a consensus on certain aspects of the project.

Rachel Massey, Hollaway Environmental + Communications (Hollaway), stated 38 people attended the Public Engagement Meeting, 29 households commented on the project, and 44 people commented, as of the Joint Workshop date.

Kyle Macy, EHRA, discussed potential cost estimates of the project, broken down by street. We only looked at Magdalene both with curbs and without curbs. The rest of the streets we didn't consider curbs since they didn't have it today. The estimate provided cost for concrete versus asphalt. The Memorial Village Water Authority work that will take place at the same time of the project was taken into account for the estimate. The cost estimate provided is for construction only. Engineering, design and other related costs would be in addition to the estimate. Tim suggested a 15% place holder as the industry standard. Kyle Macy stated most people agree that concrete has a longer life span than asphalt, the question is how much? It seems the lifespan of concrete is 30 plus years. When you have low traffic volumes as you

see in this neighborhood, you could get closer to 30-50 years. Asphalt wears faster, and, therefore, has a higher maintenance cost. An example of costs was discussed using Spriggs Way west of Magdalene Drive, you're looking at about \$40,000 for asphalt and \$90,000 for concrete (that's up front). However, the mill and overlay on the next time around within 15 years and with a 2% COLA, you're looking at \$64,000. In lieu of today's rate of \$56,000. $\$64,000 + \$40,000 = \$104,000$. That doesn't include maintenance costs or a second mill and overlay. So, you're already looking at \$14,000 more at half the life of concrete. Other issues with asphalt are granules that end up in the storm system, etc. The City will have to mill and overlay on asphalt streets until the base fails. So, when looking at a 20-year window, you will invest more in asphalt roads versus concrete roads. And, with concrete roads, you will have at least 10-15 more years because of low traffic volumes.

Mayor Jinks, Councilmembers, and S&D members discussed the expected lifespan of concrete streets. Non-through streets could last up to 50 years due to low traffic. The question was asked if the concrete on through streets could be strengthened. Tim Buscha, IDS Engineering, stated the thickness of the sub-base or the concrete on through streets could be increased. There was discussion regarding minimal disruptions to trees and the residents. Tim Buscha stated the goal would be that the City shift maintenance funds if concrete is used.

A request was made to EHRA to provide additional cost estimates for concrete versus asphalt, and the mill and overlay process for all existing asphalt streets. A Councilmember estimates the potential cost savings to be half, or close to a 5.5 million in savings. Kyle stated it would be great to have an "Apples to Apples" comparison. Tim Buscha, IDS, stated the requested additional cost estimates would be provided at the December Council Meeting. Discussion took place regarding freezing and high heat temperatures and its effect on asphalt vs concrete. Kyle Macy also stated that if we do mill and overlay it might reduce some of the design options.

Kyle Macy, EHRA, discussed curbs, stated the curbs would be 4" x12", for a total additional foot to each side of the pavement. There would be a slight increase in cost for the curbs. Adam Earle, EHRA, stated curbs would assist in channeling the sheet flow of storm water, but are not necessary for additional storm capacity. Additional storm capacity can be achieved by increasing the size of the drainage pipes. Curbs can be decided on a street-by-street basis. Mayor and Councilmembers stated again the current street widths would remain the same, with the approximate additional one foot on each side of the street needed for curbs, if installed. Tim Buscha reviewed the Holloway analysis data and said it indicated Magdalene residents were split about 50/50 on curbs. Additional data indicated a preference for curbs on some streets but not others.

Councilmember Woodruff stated the additional two feet of street width would be beneficial in allowing parking on the curb itself in lieu of the grass. Mr. Duval Dickey points out that Holloway only asked the Magdalene residents about curbs and that we did not invite input from any other residents. Councilmember Rouse asked what benefit placing curbs along such narrow streets would accomplish. Councilmember Woodruff stated the benefit would be additional concrete thus parking availability on concrete in lieu of grass and improvement of the appearance of the neighborhood.

Councilmembers and S&D members were asked their opinions regarding curbs:

One comment was made that they prefer roll over curbs on every street. A question regarding an opinion to finance it 100% now or just design it and build it over time? – A response was made to clarify that “we are just talking about curbs.”

Another person stated curbs are nice, I love curbs. I do like my asphalt street the way it is, I like the look of it. So, I don't know if I've decided.

Another comment was made that curbs are fine on a concrete streets, but no curbs on asphalt streets. Another person concurred. Tim Buscha replied, “we would not do curbs on an asphalt street”. Another comment was made regarding a desire to have curbs on any through street. And, Cul-de-sacs that don't have curbs currently, my preference is to not have curbs. Two others liked curbs, and another didn't want curbs at all.

Tim Buscha, IDS, discussed the streets with ditches. Duart Drive, Spriggs Way (southwest side of Magdalene), and Joan of Arc currently have ditches, affecting 35 residences. A suggestion was made to ask the homeowners of these 35 residences for their choice between ditches or a swale. Tim Buscha stated that he can create the questionnaire to determine if residents prefer their current ditch or if they want it to be converted into a swale.

The previous drainage analysis will be updated to include a 2-year, 10 year, and 100 year rain event. Councilmember Trozzo stated that our problem is flooding and none of this truly addresses flooding. Tim Buscha indicated that EHRA was going to use the existing LJA Drainage Analysis. Councilmember Trozzo stated regarding the drainage analysis, I know the one LJA did took into account water sheet flowing from the west into the City. Does your analysis take that into account? Tim Buscha stated it's built into the LJA model we will be using; they're just going to validate all the inputs. Councilmember Trozzo stated “I've been told there's a discrepancy on the incoming water showing 19 or 20 acre/ft of the volume rather than an estimated 60 acre/ft. Tim Buscha stated “we will meet with TIRZ and Gauge to discuss. Streets and Drainage Member DuVal Dickey stated the current drainage analysis does not show any significant drainage improvements in a 10-year or a 100-year rain event, before or after this projected project is complete. Tim Buscha assured that a 2-year storm analysis will be done. Tim said the EHRA plans will have pre and post level conditions based on a two-year storm event. D. Dickey then replied, “many locations and node points show very little change from before and after this work is done Councilmember Rouse replied yes, which is why this project is described as a streets project.”

Tim Buscha, IDS, stated some streets may need a gradient change in order to ensure the storm water flows in the correct direction toward the storm drainage pipes.

Kyle Macy, EHRA, stated if we are to put the new storm pipe in the existing location of the current pipe, input from an arborist was needed regarding trees and the drainage pipes. He stated it might be possible to relocate some drainage pipes to underneath the center of the street.

Tim Buscha, IDS, stated the project could be completed in phases. The design portion of the project would be completed in full, however, the construction portion would be done in phases. Bids for phases would be published and received based on the availability of funds.

Kyle Macy, EHRA, stated Phase 1 would include all of Magdelene Drive from Taylorcrest to Denise, Denise east of Madgelene, Constance, Joan of Arc east of Madgalene, Cawdor Way, and Skene Way. The possibility of adding the drainage pipe between Constance and Merridel and the short road leading to the pocket park could be discussed.

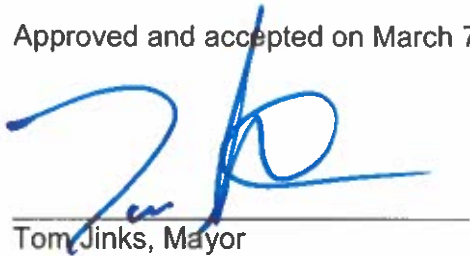
Tim Buscha, IDS, stated there should be additional information available at the December City Council meeting for review and discussion.

5. ADJOURN

Motion was made by Councilmember Rouse and seconded by Councilmember Woodruff to adjourn the meeting at 7:12 p.m. Motion carried 5-0.

MOTION CARRIED UNANIMOUSLY

Approved and accepted on March 7, 2024.



Tom Jinks, Mayor

ATTEST:



Lisa Modisette, City Secretary

