



Mayor's Letter

May 15, 2020

NEW ROADS. On May 11th the **Lakewood Village Phase 2 Street Replacement Project** officially started on Stowe Lane. Work is underway on utility relocates and construction staking is complete. Saw-cutting of the driveway approaches is currently underway. Milling will start on Monday May 18th. The current process calls for paving work and drainage pipe replacement to occur simultaneously. The steps in the process are:

1. Milling. Removing the top 1-2 inches of chip & seal to expose the base/dirt. This will be done on the entire street, both lanes, full width. Other than avoiding the equipment during the day, you will have full access to your driveways. *This should take about 2-3 days.*

2. Excavation. The underlying dirt will be removed to the specified depth of 12 to 18 inches depending on the designed depth of the new road. This will be full-width removal. This dirt will be removed and stockpiled at the wastewater plant. A dirt "ramp" will be created at your driveway approach to get you up and over the "hump". *This should take approximately 5-7 days.*

3. Subgrade. The contractor will add six inches of road base and compact it. They will roll it and water it until it meets the specified compaction and moisture requirements. This will be over the entire full-width road and there will be some road dust. *This will take approximately one week.*

4. Paving Preparation. Forms and rebar will be placed down one side of the street. At this time, the road will be a one-way street. Obviously you cannot drive on the side where the rebar is placed. You will still have access to your driveways as they will not install that rebar until the day of paving. I shouldn't have to say this but I will. **You must put your trash can on the open side of the street** if you want it to be picked up. The garbage truck is only driving down one side of the street. **And the most obvious no-brainer, if you try and park your car on the street it will be towed immediately.**

5. Paving. We will pave one side of the street at a time. At least 48 hours prior to the pour, door-knockers will be placed at every house that is affected. On the morning of the pour, prior to 9 am you must get your car out of your driveway. As they start pouring concrete, they will run ahead and remove the dirt "ramp" in front of your driveway and place the rebar. We will be doing a continuous seamless pour down the street.

You will not have access to your driveway for 48 hours. If you park your car on the street we will tow it. You need to make arrangements to park in your opposite neighbors' driveway, an empty lot, at town hall, or just decide to not use your car. I will probably park my car at town hall and just drive my golf cart back and forth to my house. If it is convenient anyone can park on my empty lot on Stowe Lane as well. **Everyone needs to get together, look at your situation and come up with a plan.** We anticipate that after 48 hours we will open the new road to full traffic. Then, the process is repeated, rebar is placed on the other side and the new road will be the one-way street. *It is expected to take about 4 weeks for the paving process to be totally complete.*

SPECIAL EXCEPTIONS. That's easy. None. **Every street, every driveway, every address will be treated the same.** If you decide to be special and remove the barricades and drive across the concrete early, then it will cost you \$17,500 for the contractor to remove and repour the panel in front of your driveway. You will also receive a citation and get to meet our Municipal Court Judge. **There were no issues in 2014** and I expect none this time as well.

It's going to be inconvenient, a little dusty, and noisy. **Just like in 2014.** And I expect everyone to rise to the challenge **just like in 2014.** Each road will take about 7 weeks to complete and the street will last for 30 to 40 years. It's worth it.

OVER

TIMING. The current calendar has two elements. Drainage improvements include removing and replacing all of the concrete drainage pipes under the street. Also, we will be constructing new inlets, surface drains, and headwalls at each drainage easement. At the Melody and Carrie intersection, we will be constructing the

	Drainage		Roadwork	
	Start	End	Start	End
Stowe	19-May-20	21-May-20	13-May-20	30-Jul-20
Woodcrest	22-May-20	28-May-20	15-Jul-20	28-Aug-20
Meadowlake	29-May-20	08-Jun-20	13-Aug-20	08-Oct-20
Carrie	29-May-20	19-Jun-20	23-Sep-20	05-Jan-21
Melody	09-Jun-20	10-Jun-20	10-Dec-20	16-Feb-21
Highridge	11-Jun-20	18-Jun-20	29-Jan-21	30-Mar-21
Green Meadow	09-Jun-20	09-Jun-20	01-Apr-21	05-May-21

"Bermuda triangle" where three separate 48 inch pipes combine under the road and then one large pipe transports the water to the lake. Obviously the underground work has to occur before any area can be prepared for paving. As the calendar shows, they will be working in multiple locations simultaneously.

The calendar is going to change as the project moves forward. Over the last several weeks I have been meeting with Ed Bell Contractors and Town Engineers from Kimley-Horn to try and improve the process. I have approved several design modifications and practices that should reduce the proposed construction time-line.

1. We have changed to a new stronger concrete mix (4500 psi) rather than the original 4000 psi formulation. This will cure faster and should allow us to open the roads and driveways much sooner.

2. I have approved the use of maturity meters. Normally as they lay the concrete, the contractors pour test cylinders every 250 feet. At pre-determined times (2, 7, 14, and 28 days) these cylinders are then destroyed to measure the strength of the road. Rather than wait, we will embed sensors in the concrete and measure the road strength continuously. Once we achieve a strength reading of 3000 psi we can open the new road. This will allow you access to your driveways as fast as possible. As an added benefit, we will only pour and test the 14 and 28 day cylinders (to verify the meters) thereby significantly reducing our quality assurance testing costs.

3. I have instructed Ed Bell to do one continuous pour - we want the concrete to have as few construction joints as possible. The current calendar is based on pouring just the roadway first and then coming back later and pouring each driveway area separately. Now they will not have to pour twice on each side, saving time. This is very desirable outcome made possible because of the changes to the concrete mix and testing procedures.

4. We will use light-weight aluminized steel pipes as a replacement for the reinforced concrete pipe (RCP) under the streets. These pipes are longer with fewer joints, have less friction, and are much easier to install.

HIGH SPEED INTERNET IN THE SHORES. It frustrates me too. I have been working on the problem for over a year. Here is where we are. AT&T installed land lines with copper wires 25 years ago. They are already there. They will not install fiber where they already have infrastructure. They cannot achieve an acceptable return on the new investment - many of you are already customers ! So, the only way they could do it financially is if the Town paid for the install (around \$1.5 million) and that's not happening. I have also talked with Suddenlink who is not in the Shores (they end on Highridge/Meadowlake). Corporate has approved the installation of a high-speed internet (1000 Mbps) line to connect to the Shores. It would be helpful to get a measure of the number of possible customers. LWV's Bill King has volunteered to head up that task. If you are in the Shores and interested (nothing official) please let me or Linda know. You can email us, or if you pay by check, you can write something on your envelope or receipt when you drop off your payment. I am already #1 on the list. Hopefully with enough interest, we can move up their installation calendar.

We're working harder than ever before to keep moving forward. Everyone stay safe. **There's never been a better time to be in Lakewood Village.**

Dr. Mark E. Vargus
Mayor



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