

HUBBARD DRIVE REPAIRS TOWN HALL MEETING

SEPTEMBER 1, 2022

CONDITION OF METAL CULVERT

- IN JANUARY OF 2022, AS THE LAKE LOWERED, THE END OF THE CULVERT SURFACED SHOWING THE PIPE HAD BEEN BROKEN AND BENT UPWARD THE PREVIOUS YEAR.
- IT IS BELIEVED THE TOP OF THE PIPE HAS CORRODED OVER IT'S 50+ YEARS IN USE AND ALLOWED THE FILL ON TOP TO CAVE IN.



PREVIOUS EVENTS IN 2021

- IN MAY OF 2021, THE 50+ YEAR OLD METAL CULVERT IN HUBBARD DRIVE FAILED ON THE SOUTH EDGE OF THE PAVEMENT.
- EMERGENCY REPAIRS WERE MADE THE DAY OF THE FAILURE TO STABILIZE THE EMBANKMENT AND TO GIVE TIME TO EVALUATE THE SITUATION.
- THE ROAD WAS REOPENED TO ONE LANE AT THE WASHOUT FOR SEVERAL MONTHS.
- AFTER OBSERVING THE REPAIRS FOR SEVERAL MONTHS, IT APPEARED THE EMBANKMENT REPAIRS AND CULVERT WERE STABLE AND THE LAKE WATER LEVEL WAS THE SAME AS THE WATER LEVEL ON THE RUSH CREEK SIDE. HOWEVER, IT WAS CLEAR THAT THE CULVERT WAS DAMAGED.

RESULT OF EROSION ON DAY OF CULVERT FAILURE



AERIAL PHOTO FROM 2013

- THIS IS AN AERIAL PHOTO FROM 2013 SHOWING THE CULVERT THAT MEASURES ABOUT 8 FEET ACROSS.
- THIS IS THE ONLY LOCATION FOR WATER TO CROSS FROM RUSH CREEK TO THE LAKE.



REPAIRS TO HUBBARD WASHOUT

- REPAIRS WERE MADE IN MARCH AND APRIL OF 2022 TO BRIDGE ACROSS THE FAILED CULVERT AREA.



AUGUST 2022 EMBANKMENT FAILURE

- THE HEAVY RAINS FILLED THE LAKE AND WATER RAN BACKWARDS INTO THE COVE, ERODING THE BACKFILL UNDERNEATH THE OLD AND NEW PAVEMENT.
- THE REPAIRS MADE IN APRIL WERE NOT IMPACTED BUT THE STABILITY OF THE REMAINING PAVEMENT IS IN QUESTION.
- THE EROSION UNDER THE PAVEMENT WAS MEASURED TO BE 8 FEET UNDER THE CONCRETE.



CONDITION OF CULVERT

- THE CULVERT IS FILLED WITH DEBRIS FROM THE WASHOUT.
- THE DEPTH OF THE WATER IN THIS PHOTO IS ONLY 2 FEET ON TOP OF THE DEBRIS.
- THERE DOES NOT APPEAR TO BE ANY CONNECTION OF THE WATER IN THE COVE AND THE LAKE AT THIS TIME.
- IF A LARGE RAIN OCCURS IN THE RUSH CREEK WATERSHED, IT IS POSSIBLE THE ROAD EMBANKMENT WILL NEED TO BE CUT TO ALLOW WATER TO CROSS TO THE LAKE.



WHAT WE DON'T KNOW

- WE DON'T KNOW THE CONDITION OF THE REMAINDER OF THE METAL CULVERT UNDER THE ROAD.
- WE DON'T KNOW THE STABILITY OF THE ROAD CROSSING OVER THE CULVERT WHICH HAS NOW FAILED TWICE IN THE PAST TWO YEARS.

WHAT WE DO KNOW

- HEALTH AND SAFETY OF THE PUBLIC IS THE UTMOST IMPORTANCE.
- WE CANNOT GUARANTEE IF THE ROAD IS REOPENED, IT WILL NOT RESULT IN A CATASTROPHIC FAILURE.
- BECAUSE OF THESE TWO RESPONSIBILITIES TO THE PUBLIC, OUR RECOMMENDATION TO THE CITY COUNCIL WAS TO CLOSE THE ROAD AND COMPLETE THE RECONSTRUCTION AS SOON AS POSSIBLE.

WHAT IS OUR PLAN GOING FORWARD?

- EARLIER THIS YEAR THE CITY COUNCIL APPROVED A PROPOSAL TO REVISE THE DESIGN ACROSS THE LAKE TO REDUCE THE PERMIT TIME NEEDED TO RECEIVE APPROVAL FROM THE CITY OF DALLAS AND CORPS OF ENGINEERS.
- THOSE PLANS ARE COMPLETE AND WE ARE SUBMITTING THEM TO THE CITY OF DALLAS NEXT WEEK.

REPAIRS TO LAKE CROSSING

- THE NEW CROSSING WILL HAVE 31-FOOT WIDE CONCRETE WITH NO SIDEWALKS.
- THE DRAINAGE TO THE LAKE WILL BE THROUGH FOUR NEW 8-FOOT WIDE BY 10-FOOT DEEP CONCRETE BOX CULVERTS CAPABLE OF PASSING A 100 YEAR STORM EVENT FROM RUSH CREEK TO THE LAKE.
- THE TRAIL ALONG HUBBARD WILL BE DIVERTED AROUND THE COVE AND BACK TO HUBBARD TO COMPLETE THE TRAIL TO ANTIGUA BAY.
- THE NARROWED REPAIR ALLOWS US TO NOT ADD FILL TO THE LAKE SPEEDING THE PERMIT PROCESS.



PROPOSED SEQUENCE OF CONSTRUCTION

- WE ARE CONCENTRATING ON COMPLETING THE IMPROVEMENTS TO THE LAKE CROSSING AS THE FIRST PHASE OF HUBBARD DRIVE RECONSTRUCTION.
- WE CURRENTLY HAVE ALL OF THE RIGHT-OF-WAY NEEDED TO MAKE THE FIRST PHASE IMPROVEMENTS FROM NEAR MICHAEL DRIVE TO SENIC DRIVE (SOUTH).
- THAT WOULD BE THE AREAS COLORED YELLOW, CYAN, AND RED ON THE NEXT DRAWING.

PHASE 1 INFORMATION

- IF WE PROCEED WITH THE RED, CYAN, AND YELLOW AS PHASE 1, THE CYAN WOULD BE CLOSED UNTIL COMPLETED.
- THE RED WOULD HAVE TWO WAY TRAFFIC WITH A REDUCED SPEED ZONE DURING CONSTRUCTION.
- THE YELLOW AREA WOULD BE CLOSED AND OPENED PERIODICALLY DURING CONSTRUCTION OF VARIOUS IMPROVEMENTS.

PHASE 2

- WE ARE PURCHASING RIGHT-OF-WAY IN THE BLUE AREA PROPOSED AS PHASE 2.
- ONCE THIS AREA BEGINS CONSTRUCTION, TWO WAY TRAFFIC WILL BE MAINTAINED AT A LOWER CONSTRUCTION ZONE SPEED LIMIT.
- THIS AREA WILL BE 37 FEET WIDE.

TIMING

- PHASE 1 IS READY TO BE CONSTRUCTED AS SOON AS PERMITS ARE RECEIVED AND FRANCHISE UTILITIES ARE RELOCATED.
 - IT APPEARS THE LAKE CROSSING CAN PROCEED SOON WITHOUT MUCH UTILITY RELOCATION NEEDED.
 - PHASE 2 IS DEPENDENT ON OBTAINING RIGHT-OF-WAY AND UTILITY RELOCATION.
 - WE PLAN TO BID THE BLUE AREA OF THE PROJECT BEFORE THE END OF THIS YEAR.
 - WE HAVE MET WITH FRANCHISE UTILITIES AND THEY ARE AWARE OF THE UTILITY RELOCATIONS THEY NEED TO MAKE.
- PHASE 1 TIMING IS KEYED TO RECEIVING A PERMIT FROM THE CITY OF DALLAS TO PROCEED.
 - THE DEVELOPER FOR HEATH GOLF AND YACHT IS RECONSTRUCTING THE LAKE CROSSING AND BLUE AREA AS PART OF THE DEVELOPMENT AGREEMENT FOR HG&Y.
 - THE CITY IS PAYING FOR THE YELLOW AREA BUT IS ABLE TO PARTNER WITH THE DEVELOPER TO CONSTRUCT AT THE SAME TIME.

TIMING OF IMPROVEMENTS

- TIMING OF THE FIRST PHASE WILL BE DEPENDENT ON RECEIVING PERMITS FROM THE CITY OF DALLAS AND CORPS OF ENGINEERS AND UTILITY RELOCATIONS.
- TIMING OF THE SECOND PHASE WILL BE DEPENDENT ON PURCHASING RIGHT-OF-WAY NEEDED AND RELOCATION OF FRANCHISE UTILITIES.

- CURRENT ESTIMATES ARE:
- PHASE 1 BEGIN CONSTRUCTION IN OCTOBER 2022 AND COMPLETE IN MARCH 2023.
- PHASE 2 BEGIN CONSTRUCTION IN JANUARY 2023 AND COMPLETE IN DECEMBER 2023.

IF PERMITS AND UTILITIES ARE RELOCATED SOONER OR LATER THAN ANTICIPATED, THE CONSTRUCTION SCHEDULE COULD BE MODIFIED ACCORDINGLY.

CURRENT CONSTRUCTION PLANS

- WE HAVE LAID OUT SEVERAL DIFFERENT DRAWINGS AND A SET OF PLANS FOR EVERYONE TO TAKE A LOOK AT.
- WE ARE HERE TO ANSWER ANY QUESTIONS YOU HAVE WHILE YOU ARE LOOKING AT THE PLANS.

1. WHAT ARE YOUR THOUGHTS ON BUILDING PHASE 1 AS PRESENTED?

2. ANY OTHER QUESTIONS OR COMMENTS YOU MAY HAVE?