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ITEM #7  
CIC  
02-09-12

## MEMORANDUM

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January 31, 2012

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator  
David Parker, P.E., CIP Executive/City Engineer  
Paul Holzen, P.E., Director of Engineering  
Dan Allen, P.E., Assistant Director of Engineering  
Tom Ingram, P.E., Engineering Supervisor  
Jonathan Marston, P.E., Staff Engineer 2

SUBJECT: McEwen Drive Phase 3 – Interim Opening with Temporary Pavement Markings  
(COF Contract No. 2011-0003)

### **Purpose**

The purpose of this memorandum is to provide the Board of Mayor and Aldermen (BOMA) with information to consider the early opening, with temporary pavement markings, of the McEwen Drive Phase 3 Project.

### **Background**

The BOMA approved the construction contract for the above referenced project with The Parkes Companies, Inc. on January 13, 2011 in the amount of \$7,199,484.05. The Notice to Proceed was issued on February 15, 2011 with a substantial completion date of February 15, 2012. To date, \$86,645.20 in change orders have been approved for this project, bringing the total contract amount to \$7,286,129.25. Also, on the February agenda is Change Order No. 6 for a time extension of 76 days, bringing the substantial completion date of this project to April 30, 2012.

Because the final asphalt surface mix cannot be laid in cold weather, there has been some interest in opening the project to traffic with temporary pavement markings. Temporary pavement markings, per requirements of the *Manual on Uniform Traffic Control Devices (MUTCD)*, could be installed on the exposed binder layer of asphalt to provide a passable roadway. Rather than waiting for the final surface mix and permanent pavement markings, this would allow motorists earlier access to the roadway. The roadway would NOT be completely closed to lay the final surface mix and pavement markings. This would be accomplished with lane closures and additional traffic control.

However, there are some significant disadvantages to opening the roadway in this interim condition. All roadside drainage structures are designed and installed to function with the surface course of asphalt in place. Therefore, there is the potential for significant ponding, especially in the outer lane(s), during a storm event. This could lead to hydroplaning. Also, there is the increased safety risk to any construction worker from moving vehicles, versus a closed roadway situation. Finally, there is also the issue of additional cost to the project. The current contract was estimated and bid based upon a closed project site. The current estimate to open the project with temporary pavement markings is \$17,387.90. This price includes the temporary traffic control necessary to safely lay the final asphalt surface and final pavements markings. If the City is able to provide two (2) uniformed police officers and patrol cars for two (2) days, approximately \$1,200.00 of this project cost could be reduced.

### **Financial Impact**

If an interim opening with temporary pavement markings is the preferred option, the BOMA can expect a change order to the McEwen Drive Phase 3 Project in the amount of \$17,387.90.



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### **Recommendation**

Staff wishes to gauge the interest of the BOMA in opening this project on an interim basis with temporary pavement markings. However, it is the professional recommendation of staff that this project remain closed until fully complete.