



## **MEMORANDUM**

**Date:** 10/1/18

**To:** Steve Sheets

**From:** Gary Hudder

**Ref:** University Blvd. Paying

A handwritten signature in black ink, appearing to be "G. Hudder", written over the "Ref:" line.

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As you are aware, we are struggling with a paving project that has potentially become a public safety concern. We attempted on 2 separate occasions to place a commercial grade “chip seal” on a section of University Blvd. between AW Grimes and County Road 110. Those efforts were part of a contract between the city and Lone Star Paving that was approved by council on July 13, 2017. In the most recent effort to move beyond the failures, we milled off 1 ½ inches of existing asphalt, which then would have required us to seek a quantity adjustment for the final chip seal. However, the milling exposed some additional issues with the existing base pavement, now requiring another round of milling. The \$192,000 of unexpected milling will breach the 25% contract overrun and does not leave the necessary additional funds in the contract to complete the chip seal.

We are continually receiving communications from the general public and public safety agencies about the unsafe conditions that currently exist. Those conditions are that the road does not exhibit the expected traction or braking control. Without the typical traction characteristic that a surface course provides, drivers may not correctly anticipate that additional stopping distances may be necessary. Driving in wet conditions may also require a higher level of driver attention. It is urgent that we can move to the next round of milling and chip seal to put the surface of the road back in a

**condition that improves safety. In the interests of time and safety, we are seeking a contract adjustment from council for \$192,000 to complete the next round of milling and the final chip seal.**

**Following are the dates of various activity for the project:**

- **The first time we attempted chip seal – 11/2/17**
- **The date we attempted second chip seal – 7/2/18**
- **The dates we took the cores – 8/10/18**
- **The date we did the first full width milling – 9/10/18**
- **The dates that we met about the project and the results of those meetings:**
  - o **7/12/18- Meeting with Jim & John to discuss the most recent chip seal concerns and why the chip seal was stopped. Agreed to get a 3rd party engineer involved...several options were presented... Pave-Tex was contracted for the work. Maghsoud visits site on 08/03/18 to put eyes on the road and provide a course of action.**
  - o **8/6/18- Meeting with Jim, John, & Maghsoud to discuss plan. Proposed cores on University and then mill to recommended depths, based on cores, to see what we're working with.**
  - o **08/24/18-Initial recommendation provided. Results attached.**
  - o **08/29/18-Revised recommendation provided. Results attached.**
  - o **09/12/18-John Hudson met with me to discuss his growing concerns with the mill. Called Maghsoud to see if he could come and take a look; he was out of the country. Provided a recommendation to cut into the B Layer based on verbal descriptions of the road unraveling.**
  - o **09/18/18-Get Jim Baldwin, from Pave-Tex, to visit the site and reevaluate the recommendation in absence of Maghsoud. Proposed to mill the surface again and remove the remaining Type C with as minimal disturbance to the underlying Type B as possible. Any remaining Type C HMAC could easily be removed with a Loader bucket or blade after the second milling process.**