



Staging Plan Comparison

Introduction – Otak has prepared preliminary staging concepts for the City and utility companies to consider for the construction of the Boones Ferry Road Project. While both options will meet the constraints outlined in the presentation, it is staffs’ opinion that the segmented approach would have positive outcomes when compared to the proposed project goals for construction. It is important to note that the segmented approach will require buy-in from the franchise utilities. Staff is in discussion with the utilities for their input on the staging options presented. As part of any construction project, the contractor may submit a traffic control and staging plan for the City to consider based on the specification constraints outlined in the bid documents. The contractor proposal may be different from the presented staging options. This emphasizes the importance of identifying the constraints and making them part of the project specifications.

Travel lane discussion – Maintaining traffic mobility, business access and ensuring an adequate and safe area to construct the project in a timely and cost effective manner is paramount to a successful project. Staff considered three options;

- 4 travel lanes – significantly limits work zone area increasing project duration and cost.
- 3 lanes, one travel lane each way with a center turn lane – provides minimal but adequate work zone area and allows for turn movements into businesses.
- 2 travel lanes – provides additional construction work zone but significantly impacts business access and traffic mobility.

Based on constructability and traffic impacts the City will allow reduction to a three lane section during peak hours (6 am to 8 pm). Night time work (8 pm to 6 am) can reduce travel to a two lane section to provide a safe night time work environment for the contractor.

The Strip Option would construct the project by completing one side of the project corridor at a time. After both sides are complete the middle section of the roadway would be constructed.

The Segment Option would be similar to the strip option but would break the project up into specific segments and would complete major construction one segment at a time, minimizing the impacts to the remainder of the corridor.

Staging Concept Matrix

	Strip – 3 lane travel	Segment – 3 lane travel
Constructability/Flexibility		
	<ul style="list-style-type: none"> • (+) Allows contractor to work linearly throughout project • (-) Limits contractor flexibility to one side to maintain 3 lanes of travel 	<ul style="list-style-type: none"> • (+) Allows for some flexibility in segment locations and ability to work in one or more areas along the corridor while maintaining 3 lane travel
Business Impacts		
	<ul style="list-style-type: none"> • (-) Impacts businesses along entire frontage for extended period 	<ul style="list-style-type: none"> • (+) Limits business impacts for shorter time frame during major improvements
Traffic Impacts		
	<ul style="list-style-type: none"> • (+) Provides consistency for vehicular traffic • (+)Maintains minimum 3 lanes of travel throughout the majority of the project. • (-)Provides longer construction zone for vehicles to navigate 	<ul style="list-style-type: none"> • (+) Maintains minimum 3 lanes of travel through limited work zone, for the majority of project • (-) Possible additional lane configuration changes
Pedestrian Mobility		
	<ul style="list-style-type: none"> • (+) Limits ADA mobility considerations to one side of corridor • (-) Will require major effort/cost to maintain ADA/Ped mobility along the entire frontage 	<ul style="list-style-type: none"> • (+) Limits area required to provide temporary access. Likely reduces overall project cost
Neighborhood Impacts		
	<ul style="list-style-type: none"> • (+) Traffic flow consistency • (-) Due to perceived length of construction, may create additional bypass trips through neighborhoods 	<ul style="list-style-type: none"> • (+) Due to compact length of construction may mitigate bypass trips through neighborhoods • (-) Possible traffic revisions reduces traffic flow consistency which may increase temptation to detour
Safety		
	<ul style="list-style-type: none"> • (+) Consistency of traffic control • (-) Requires maintenance of traffic control and business access along one side of the entire corridor 	<ul style="list-style-type: none"> • (+) Limits major construction impacts to smaller work zone

(+) Positive attribute
 (-) Negative attribute