



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

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September 14, 2016

MEMORANDUM

PROJECT:	PIN 101886.01
	Henry County SR 54 (US 641) from Near Rison Street to near Smith Road
SUBJECT:	CONSTRUCTABILITY REVIEW MEETING SUMMARY
DATE:	August 24 & 25, 2016
NOTES BY:	Lori Lange, P.E. TDOT Construction Division

A Constructability Review meeting was held on August 24th and 25th, 2016 with Construction Industry Representatives, TDOT Construction Division, TDOT Roadway Design and TDOT Region 4 Operations and Project Development staff. The scope of the review was to integrate construction expertise early into the project development process for the SR 54 reconstruction project.

The construction plans, utility relocation plans, and traffic control phasing were specifically reviewed as part of the meeting. Quantities were not discussed in depth as part of this review.

AGENDA:

1. Introductions
2. Purpose: Existing Conditions
3. Project Overview: Roadway, Right-Of-Way/Utilities, Traffic Control, Construction/Maintenance, Structures, Railroad, Permitting
4. Work Session

ACTION ITEMS:

1. Project Commitments
2. Constructability at KWT, Jones Bend Creek, Stream 3, Smith Lake
3. Utility Phasing Review
4. Retaining Wall Design

SUMMARY:

Project Commitments in regards to the Historic District were discussed and the corresponding need for clarification in the plans. Constructability at the KWT abandoned line associated with access, bridge removal, placement of fill, and location of the retaining wall will be further reviewed.

The traffic control phasing typical section at Jones Bend Creek will be revised to accommodate the anticipated truck traffic.

Constructability of the retaining walls on the project will be addressed as final drawings are developed and locations are finalized. Specifically, Retaining Wall 1 historic requirements and Retaining Wall 2 proximity to the adjacent side road were discussed. Consideration should be given to design of Retaining Wall 2 as part of development.

The box culvert at Stream 3 sequencing in regards to erosion control, hydraulic requirements and traffic control phasing will be reviewed to provide for improved constructability and maintenance of traffic.

The retaining walls at Smith Lake should be removed on the earthen dams. Several options to address constructability and future maintenance were discussed.

Potential detours were discussed.

The following items were identified for further consideration; Temporary Paving, Graded solid rock (ton), mailbox (re-set), flow-able fill, shoring (lf), stone quantities (temp. driveway), haul roads (items and shown on plans), pipe (rcp vs. cmp).