

HQ CONSTRUCTION

EDITION 3

AUGUST 2015



A LETTER FROM WILL



First off, I want to give a big thank you to Region 1 for putting on a great Operations Symposium this past June in Pigeon Forge. As you may recall, we wanted to put forth a technical program that would strengthen staff's ability to achieve consistency in numerous areas. Our hope is that we were able to do that. Your presence helped to make this event a great

success and your enthusiasm and positive spirit helped make our time together both productive and fun. In order to make next year's conference even more successful we will be sending you a short survey to complete. We thank you in advance for your comments and suggestions, and we assure you that each will be given consideration so that future Operations Symposium will be even more of a success.

As a short review, we highlighted the following areas/initiatives:

- Pavement Management / Region Resurfacing Processes
- New Alternative Contracting Method; CM/GC and I-40 project
- I.T. Update including some e-Construction initiatives
- Spec changes and Circular Letters
- Project Scheduling using Critical Path Method (CPM)
- Change Order Documentation
- SiteManager updates and enhancements
- Constructability Reviews

All of the aforementioned subjects play a significant role in ensuring that we as employees and as an agency meet our performance goals. In support of that, Headquarters Construction will be happy to make any of the information presented at this year's symposium available upon request. We look forward to another great symposium next year in Region 2.

CONSTRUCTION LETTING SPOTLIGHT

The Department held the third construction letting of 2015 on Friday, May 15th. A total of fifty-nine contracts were awarded at a combined total of \$58,031,750.74. The contract values ranged from \$64,000 all the way to \$5.1 million. The total contracts with a spotlight on the largest project for each region are as follows:

REGION 1: A total of 11 contracts were awarded to Region 1 in this letting. The largest being the construction of concrete I-beam bridge on I-75 in Campbell County. This was awarded to Potter South East LLC for \$5,269,406.15 and has a completion date of May 31, 2017. Region 1 has been awarded 44 contracts this year.

REGION 2: A total of 16 contracts were awarded to Region 2 in May. The slide repair on S.R. 52 in Clay County was awarded for \$2,442,508.62 to Highways, Inc. The contract has a completion date of December 31, 2015. A total of 42 contracts have been awarded in Region 2 this year.

REGION 3: A total of 23 contracts were awarded to Region 3 in the letting. The re-surfacing on U.S. 43 (S.R. 6) in Lawrence County was awarded to Rogers Group, Inc. for \$1,678,041.00. The project has a completion date of October 31, 2015. There have been 59 contracts awarded in Region 3 so far this year.

REGION 4: A total of 9 contracts were awarded to Region 4 in the May letting. The re-surfacing on S.R. 76 and S.R. 69A in Henry County was awarded to Delta Contracting Company, LLC for \$5,144,680.27. The completion date for the project is October 31, 2015. Region 4 currently has 36 contracts awarded this year.



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Lia Obaid

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IMPROVING THE CHANGE ORDER PROCESS

By Maureen Bluhm, FHWA

One of FHWA's current focus areas is improving the change order process. TDOT Circular Letters, 355-01 Policy, and FHWA SOP for Change Orders have recently been updated to clarify what is required for change orders to be processed and finalized. The basic change order process is the same for Projects of Division Interest (PoDI) projects that FHWA has identified to be directly involved with during construction, and for projects that have not been identified as PoDI. The only additional requirement for PoDI is notification and coordination with FHWA while the change order is being developed and finalized.

For Category 1, Category 2, and Category 3 with time extensions, FHWA needs to be included as soon as the change is identified. This can be notification via email or a phone call with follow up email to document the call. The information FHWA needs at this point in the change order process is:

- Project number,
- Reason change order is needed,
- Description of the work,
- Determination if time extension will be needed, and
- Rough estimate of cost.

When this information is received, FHWA can issue approval for the change order using form FHWA1365. This form is documentation that FHWA agrees with the need for a change order. The FHWA 1365 has an area where the Area Engineer can identify what documentation will need to be submitted to finalize the change order. The purpose

of this process is to ensure TDOT that FHWA is willing to participate, and to document that a change order has been initiated.

For Category 3 without time or a Category 4, FHWA will approve the change order after the fact. Once the change order is completed and all signatures representing the contractor and TDOT have been obtained, the change order can then be sent to FHWA for signature. FHWA will then return the signed change order to the field office. These change orders do not need preapproval by FHWA.

Some common issues that occur during the change order review process are not having a detailed estimate or cost analysis by TDOT to compare to the contractor's cost. For simple items, bid tab history will suffice. If bid tab analysis is not available, TDOT will need to develop an independent estimate or get quotes from a manufacturer or supplier to develop cost estimate.

Another issue is documentation for time extensions. When a time extension occurs, the most current contract schedule before the change needs to include with an updated schedule showing how the change affects the schedule. A schedule does not need to be a CPM. It can be an updated bar chart or plan of operation. A schedule of the entire project needs to be submitted, not just the activities that have been changed. This gives FHWA the ability to see the change in context with the entire project.

FHWA depends on TDOT to be our "eyes and ears" in the field. Keeping FHWA involved in the project changes will make finalizing change orders much easier and smoother for everyone.

THE FHWA 2015 R&T STORY

Research and Innovative Solutions for the Nation's Highway Challenges

The U.S. highway transportation system is called the backbone of America because the Nation's economic future depends on its ability to efficiently and safely move people and goods across the country.

This FHWA 2015 R&T Story presents some of the national

highway transportation challenges, and discusses how the research and innovations conducted or sponsored by FHWA address these challenges and contribute to changes and improvements in the transportation system. This document also highlights a variety of research projects and activities that demonstrate FHWA's positive and long-lasting impact on the national highway transportation system.

- FHWA developed geosynthetic reinforced soil-integrated bridge system (GRS-IBS) technology.

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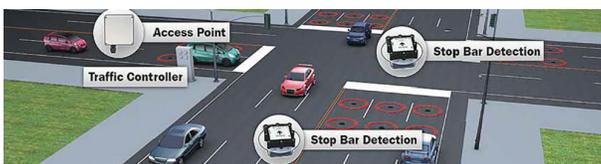
FHWA 2015 R&T

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- FHWA investigated "Safety EdgeSM" technology to determine whether tapering the edge of a road would help drivers to navigate back on the road. According to the 3-year crash analysis, the benefits outweighed the costs by as much as 63 to one. Most importantly, Safety Edge can contribute to saving lives by reducing the potential for rollovers and other severe crashes.
- Brought to the U.S. by FHWA, use of warm- instead of hot-mix asphalt reduces fuel consumption, greenhouse gas emissions, and paving costs, while extending the paving season and potentially improving compaction. To date, 41 State DOTs and all Federal Lands Highway divisions have specifications for using warm-mix asphalt. In 2013, warm-mix asphalt is estimated to have reduced emissions by 2 million tons (the equivalent of removing 200 thousand vehicles off the roads). And to expand on the environmental benefits, FHWA is conducting additional research to develop well-founded guidance for using warm-mix asphalt in combination with a high content of recycled materials, such as reclaimed asphalt pavement, to achieve durable pavements.
- FHWA's research provided the details for connecting Prefabricated Bridge Elements and Systems and knowledge on Slide-in Bridge Construction to enable State DOTs to shorten the time needed for work zones and road closures.

The FHWA R&T Agenda was developed to communicate a comprehensive plan for the Agency. The plan provides a collaborative platform to address national transportation challenges and transparency into research activities. Stakeholder input also enables a deeper understanding of the challenges and issues at the local and State levels.

<https://www.fhwa.dot.gov/publications/research/general/14091/14091.pdf>



JAY NORRIS

TDOT HEADQUARTERS CONSTRUCTION

EMPLOYEE HIGHLIGHT



Hey gang! It's my turn in the employee spotlight. I truly believe that I work with the best folks around. It is an honor. I don't have a background in pure "Construction" per se, but have been fortunate to move around to several different areas in my career and witness

our amazing folks in all of our Divisions.

After graduating from Tennessee Tech in 1998, I hired into the McMinnville Construction Office in Region 2 in May of 2001. After a few months on my rotation, I was wooed away by Gary Head to work for the Division of Materials and Tests. For the next five years, I became immersed into the world of asphalt pavements. Our team did research, provided technical assistance on a variety of issues in the field, and spent a large amount of time training TDOT folks and Contractors in our Asphalt certification programs. In 2006, I moved upstairs to be the Assistant Maintenance Engineer in Region 3. I had the opportunity to work with our Districts, Floating Maintenance, and the Garage. This job was both challenging and ever changing.....it was a blast! Our maintenance folks are amazing. I owe so much to Will Oliver, Burel Tidwell, and Richard Halliburton for being so patient with me. In this position, I began to see how big and versatile the Department really is.

In 2007, I was promoted to be the Special Projects Engineer for Region 3. I oversaw our Pavement Management Program, facilities, Environmental Office, and Safety Office. Along with these duties, there were always other "Special Projects" happening. However, the majority of my time was spent on pavements. We began to implement a more proactive approach to our pavements. We added several treatments that added life to pavements at a cheaper cost.

In June of 2013, I was promoted to work in the Construction Division and serve as the Assistant Director of Construction for Region 3 and have since started working with Region 1. I have the pleasure of working with an amazing group and have enjoyed developing working relationships with our road building industry.

I have been married to Rachel for 11 years and have 3 great kids. Cas (James Caspar Norris, V) is 9, Jake is almost 8, and Molly Claire just turned 5. We have spent the Summer traveling to weddings, seeing old friends, and managed to spend a week at the beach. Now that school is back in session, we will be doing lots of soccer and cub scouts. Other than my family, my spare time seems to be spent with friends and experimenting with my smoker that Rachel gave me for Christmas.

WELCOME ABOARD

BETHANY BROOKS

Bethany is one of the newest additions to the 7th floor. She was hired in July as Jeff Jones and Chuck Rychen's Administrative Assistant. She was born and raised in Tullahoma, TN. Her college career includes graduating from Motlow State Community College in 2008, Tennessee Technological University in

2010 with a Bachelor's in Business Administration, and TTU again in 2014 with a Master's in Curriculum and Instruction. She worked full time for three years at TTU in the University's Business Office, and she has spent the last year and a half working for a large insurance brokerage firm's accounting center once she and her husband moved to Nashville. Bethany is grateful and excited to be a part of the TDOT family. We are so glad to have her!



GOODBYE TO OUR INTERN ABBY, WE WISH HER THE VERY BEST OF LUCK IN HER FUTURE ENDEAVORS



Abby Sparks and John Paul Saalwaechter

NEWS & NOTES

- As presented at the Construction Symposium, circular letters are changing to follow the current 2015 Construction Specifications. Many forms have been updated with the new letters. These forms will be applicable to both specification books. These forms will be available in a fillable pdf format. If you ever have a question, suggestion, or concern pertaining to circular letters or specifications, please contact Darrell Bost and Laura Chandler.
- HQ Construction is working with TOSHA on strengthening our safety initiatives.
- Tennessee Engineers' Conference September 17-18, 2015 at the Embassy Suites Murfreesboro
- Construction Division posted the " Notice To Consultant

Engineers Regarding A Request For Letters Of Interest " for the second CM/GC Project: I-240, Shelby County <http://www.tn.gov/tdot/section/tdot-construction-division>

★★★UPCOMING HEADQUARTERS CONSTRUCTION JOB ANNOUNCEMENTS★★★

The Headquarters Construction Division will be posting a job announcement for a Civil Engineering Manager 2 (Assistant Director of Construction) position on August 26th. All interested applicants should check the Employment Opportunities section of the Department of Human Resources web site for more information.

