



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DIVISION
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COMMISSIONER

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October 3, 2017

MEMORANDUM

PROJECT:	PIN 101645.00
	Shelby County SR-57 Bridges over SR-23, CSXT & IC Railroad, UP Railway and Scott Street
SUBJECT:	CONSTRUCTABILITY REVIEW MEETING SUMMARY
DATE:	September 11 & 12, 2017
NOTES BY:	Laura Larkins TDOT Construction Division

A Constructability Review meeting was held on September 11 & 12, 2017 with Construction Industry Representatives, the Consultant Design Team, TDOT Headquarters Construction, 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-57 reconstruction project.

The construction plans, utility relocation plans, bridge plans, retaining wall drawings, and traffic control were reviewed as part of the meeting.

AGENDA:

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

ACTION ITEMS:

1. Traffic Control
2. Environmental
3. Utilities/Railroad
4. Structures/Geotechnical
5. Community Outreach
6. Demolition/Construction/Maintenance

SUMMARY:

The Department is proposing a total closure of SR-57 and Scott Street. The City is aware of this plan, however a formal agreement will be needed in order to proceed. Prior to the closure, signal timing on SR-23 may need to be evaluated for possible adjustments.

NEPA document may need to be re-evaluated based on the full closure and detour.

This project may benefit from Utility Coordination. All utilities retiring lines under any railroad cannot simply be abandoned, the line must be filled with grout according to railroad specifications.

Each railroad will require a temporary crossing at the Contractor's Expense. The railroad signal between CSX & IC must remain visible at all times during construction. A flagger may be required for each railroad separately, therefore flagging days in the contract should be verified.

Due to differential settling and relation to abutments, a cast-in-place wall is the only allowable wall type to be considered for this project. The proposed undercut should be reviewed to ensure sufficient ROW. Geofill is being considered as an alternative to traditional retaining wall backfill. Due to the complexity of the project, the Department is considering designing all the retaining walls in-house.

Community Outreach will be vital to this project due to the location, the proposed detour, and duration of full closure.