



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DIVISION
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March 6, 2018

MEMORANDUM

PROJECT:	PIN 123055.00
	Davidson County I-24 Interchange Modification at Hickory Hollow Parkway PIN 123055.00
SUBJECT:	CONSTRUCTABILITY REVIEW MEETING SUMMARY
DATE:	February 5 & 6, 2018
NOTES BY:	Laura Larkins TDOT Construction Division

A Constructability Review meeting was held on February 5th and 6th, 2018 with Construction Industry Representatives, the Consultant Design Team, TDOT Headquarters Construction, TDOT Region 3 Operations and Project Development staff. The scope of the review was to integrate construction expertise early into the project development process for the Interstate 24 interchange modification at Hickory Hollow Parkway.

The construction plans, and traffic control phasing were specifically reviewed as part of the meeting. Quantities were not discussed in-depth as part of this review and should be thoroughly reviewed at the Construction Field Review.

AGENDA:

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

ACTION ITEMS:

1. Geotechnical
2. Traffic Control
3. Access Coordination
4. Number of Lanes Decision – I-24
5. Ramp Closure Decision

SUMMARY:

Spread footings were discussed for the bridges. Drilled shafts are listed as the footings for Bridge 3 and for the new bent footings on Bridge 1 widening. Spread footings were proposed as an alternative since the existing bents for Bridge 1 are on spread footings. Bridge 3 has enough space to allow for spread footings to be built. Drilled shafts would require special equipment and are therefore more expensive normally. Structures will consider giving the contractor an option between drilled shafts and spread footings.

In regards to the Structure, the Department will consider the possibility of closing Ramp A and Ramp C which would divert traffic onto Bell Road and require immense coordination between Metro and the Department.

Right-of-way is a concern with the retaining wall running parallel to Ramp A. Pre-splitting retaining walls 5,6,7, and 8 were discussed, however maintaining the required catchment was an issue. Geotech will discuss other options with Structures to determine a better suited wall type. Retaining wall 3 has potential backfill issues and may require building a temporary ramp to allow for construction.

Traffic on I-24 should be evaluated. Plans propose closing 1 lane and only maintaining 3 lanes. The Department will consider reducing the lane widths which would allow 4 lanes to be maintained.

Temporary drainage needs to be evaluated and considered at Ikea Pkwy. Coordination with the Developer will be necessary to ensure the drainage will be completed concurrently with TDOT's project.

If decorative items remain in the contract, more details will be needed. The substructure repair item will need more details. A temporary traffic signal item needs to be added to the plans for the temporary ramps if closures are not allowed.

Hauling was mentioned as potentially difficult due to the lack of access to the north side of the project and needing to use Exit 62.