



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DIVISION
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2414

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

July 17, 2024

MEMORANDUM

PROJECT:	PIN 124263.01 Davidson & Sumner Counties
	I-65 From near Rivergate Parkway To near SR-41(US-31W)(IA) Section 1 S.P. 19012-3163-44 & 83001-3146-44, NH-I-65-3(129)
SUBJECT:	CONSTRUCTABILITY REVIEW MEETING SUMMARY
DATES:	June 25-July 1,2024
NOTES BY:	Matt Lesko, P.E. TDOT HQ Construction

A Constructability Review meeting was held starting on June 25, 2024 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 3.99-mile project that includes four bridge, eight retaining walls, complex construction phasing, conversion of a diamond interchange to a diverging diamond, and numerous utility relocations.

The final constructability review plans, bridge layouts, utility/ITS layout and traffic control phasing were reviewed as part of the meeting.

AGENDA:

1. Introductions
2. Purpose: Existing Conditions
3. Project Overview: Roadway, Right-Of-Way/Utilities, Bridge, Retaining Walls, Traffic Control, Railroad
4. Work Session

PIN 124263.01 – Davidson & Sumner Counties
I-65 from near Rivergate Parkway to near SR-
41(US-31W) (IA) Section 1
July 15, 2024

ACTION ITEMS:

1. Roadway Closure Timeframe
2. Construction Phasing
3. Traffic Control
4. Utilities
5. ITS
6. Lighting
7. Retaining Walls

SUMMARY:

The traffic control phasing was discussed and appears to be satisfactory to complete the scope of work outlined in the plans. The phasing of the bridges, although challenging due to the tight constraints, were seen as constructable. The bridge plans were mostly in the preliminary stages and are to undergo more refinement prior to advertisement with the help of several contractor comments and suggestions.

Access to the median areas, to complete the inside widenings in certain areas of the project, proposed some challenges, but the Department believes several options are available. Additional coordination with the city of Goodlettsville will be held to consider longer closure durations of Cedar Street during the construction of that bridge.

It was estimated that the construction of the project would take anywhere from 3 to 5 years and that A+B bid contract was generally seen as a good option, though the Department has yet to make decision on that.

According to current market condition, it was confirmed that ITS equipment and signal poles would have the longest lead time. Options for keeping the existing ITS system in operation throughout the durations of the project were evaluated. The temporary shoulder pavement design will be re-analyzed to determine if durability could be increased without adding too much additional costs.