



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

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WILL REID
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GOVERNOR

September 24, 2025

MEMORANDUM

PROJECT: PIN 133134.00
Marion and Grundy County I-24 Interchange at SR-15 (Exit 134) Ramp Improvements and Lighting
SUBJECT: CONSTRUCTABILITY REVIEW MEETING SUMMARY
DATE: August 25, 2025 and September 23, 2025
NOTES BY: Benesch

A Constructability Review was held on August 25th and September 23rd with Construction Industry Representatives, the Consultant Design Team, TDOT Headquarters Construction, TDOT Region 2 Operations and Project Delivery staff. The scope of the review was to integrate construction expertise early into the project development process for the interchange project.

The construction field review plans, utility layout and traffic control phasing were reviewed as part of the meeting.

AGENDA:

1. Introductions
2. Project Overview: Project Description, Scope Summary, Challenges and Traffic Control
3. Work Session

ACTION ITEMS:

1. Bridge Demolition and Construction
2. SR-15 and Roundabout Construction
3. Utilities
4. Staging Areas and Traffic Control Clarifications
5. Proposed Bridge Foundations

SUMMARY:

The bridge demolition conceptual plan appears to be feasible. The Department requested contractor input on durations of work for various portions of the bridge demolition and construction activities.

Contractors estimated about 3 to 5 weekends to demolish each SR-15 bridge. Most contractors estimated that all SR-15 bridges could be demolished in one weekend with total interstate closure. More clarity on the plans concerning the barrier rail phasing and installation requirements was requested.

Contractors estimated about 12 months to construct the new SR-15 bridge. Contractors collectively estimated the total project duration at approximately 3 years.

SR-15 and the roundabout construction were also discussed. To reduce impacts to businesses along SR-15 and traveling motorists, the Department was anticipating closing ramps no longer than 30 days at a time. Some contractors were concerned with the feasibility of the 30-day ramp closure constraints and proposed phasing. Contractors did not anticipate issues with driveway access during construction.

The proposed jack and bore locations for utility relocation and the phasing of the removal of the railroad bridge and associated utilities appear to be satisfactory.

The Department is considering allowing the use of the nearby rest area as a staging area.

The proposed bridge foundations for the median pier were discussed, and there were some concerns over the sufficiency of the 28' median construction area. The existing bridge foundations will need to be considered in the department's approach to installing new foundations. Most contractors agree with the Department that pipe piles or drilled shafts seem to be the best foundation option.

The following items were identified for further consideration: 30-day closure limit for ramps, mitigation of existing bridge foundations, and traffic control clarifications.