

Alcoa Highway Pre-Bid Meeting Minutes
TDOT Region 1 Auditorium
January 26, 2016 – 10:30 a.m.

Meeting began at 10:33 a.m.

Opening Remarks

Mr. Steve Borden, Region 1 Director/Assistant Chief Engineer, began the meeting by welcoming those in attendance and introducing the first of seven upcoming Alcoa Highway projects: S.R. 115 (U.S. 129), Alcoa Highway from North of Maloney Road to Woodson Drive.

Mr. Jay Norris, Assistant Director of HQ Construction for Region 1, discussed the importance of conducting pre-bid meetings to provide clarity on high risk / high profile projects. Mr. Norris emphasized that this is a mandatory meeting, and contractors who plan to bid as a prime contractor must sign the meeting sign-in sheet in order to bid on this project. Mr. Norris noted the intent of the meeting, which is to communicate the job's complexities and to discuss what TDOT wants contractors to understand about the project. This information should assist contractors in knowing the expectations.

Mr. Norris gave an overview of the meeting agenda and informed those present that the meeting was being recorded by video camera. He also stated that the meeting minutes and presentation would be posted on TDOT's website for review.

In order to provide the same information to everyone, Mr. Norris requested for TDOT personnel to ensure that any further questions from contractors asked after the meeting are included in the minutes.

Project staff was introduced.

General Overview

Mr. Danny Oliver, Region 1 Director of Project Development, explained that Alcoa Highway is currently a four-lane divided facility with mostly full access. Alcoa Highway will become a six-lane facility with a median barrier wall, which will not allow for any left turns. There will also be a series of frontage roads and collectors, allowing safe access to both directions on Alcoa Highway. An existing image of Alcoa Highway and a rendering of the proposed Alcoa Highway were viewed.

Mr. Oliver informed those in attendance that this project is a metric job, with a length of 2.72 kilometers. He stated that even though the plans are metric, they reference current English Standard drawings and a conversion is included in the plans. Mr. Oliver explained that this project was started as metric, and most of the ROW was purchased metric. Utilities' plans were also issued metric. TDOT felt it was safer to stay with metric as the project was intended instead of converting and potentially compromising good constructability.

Mr. Oliver noted that this project has three overhead bridges and 10 total retaining walls (2 major walls). He highlighted the scope of work, including greenways, roundabouts, structures, retaining structures, and deep

drainage structures. Mr. Oliver advised that this project has a tremendous amount of utility work that will need to be coordinated with construction activities.

Utilities

Mr. Rick Yeager, who is the utility coordinator consultant for the project's development phase, discussed the six utilities affected by the project. He explained that gas, water, and sewer (all KUB) are in the contract for their relocation. Electric (KUB), phone (AT&T), and cable (Comcast) are not in the contract and will be moving in conjunction with the contractor. Mr. Yeager referenced the large project map display to aid contractors in viewing the amount of utility work involved, including a large amount of cut and fill on the north end of the project. According to Mr. Yeager, there has been 6 to 7 months' worth of coordination meetings with utilities on this project. Those meetings included discussions on different phases and on exploration of ways for utilities to collaborate with the contractor to prevent any project delays. Mr. Yeager recalled discussions pertaining to the project's three bridges and ensuring that utilities would not delay bridge work.

Mr. Yeager invited KUB Electric and AT&T to present their approach for preventing delays for the contractor due to utility work.

KUB Electric

Mr. Daniel McElyea with KUB Electric explained that AT&T and KUB overhead facilities follow each other along the majority of the project. Regarding cut and fill sections, KUB plans to make the Mt. Vernon Drive interchange the focal point. Going south, there is a large urban area and less cut and fill. Going north, there will be a larger amount of cut and fill. KUB currently plans to begin the south section first.

Mr. McElyea discussed how the proposed interchange bridge areas are a main concern. He confirmed that KUB has already installed switches at the Maloney Road interchange. He stated that the mainline running parallel with Maloney Road cannot be cut down but that crews can back-feed in multiple directions. Mr. McElyea noted that the contractor will need to work with KUB on proper switching. Mr. McElyea explained that KUB has moved the facilities going east further south so that they are away from the bridge and roundabout, since there will be fill area at this location. He reported that KUB is in the process of removing a line that crosses Maloney Road. KUB crews will back-feed the line on Maloney Road from the UT property. Regarding the Montlake Drive interchange, Mr. McElyea reported that KUB has already performed some underground work, including a three-phase line that crews buried underground.

Regarding phasing, Mr. McElyea described how Phase 1 of the roadway construction work is the north end, where a large amount of cut fill will come from. He advised that KUB will be limited on the work they can perform on this end until it is brought to grade. He clarified KUB's plans to start on the south end for electric relocation prior to the contractor being onsite. However, KUB will need to evaluate a couple of areas first, including an awning and signage. Mr. McElyea stated that their remaining 250* calendar days should provide ample time to complete this work. He noted that KUB Superintendent Karl Bell, along with other KUB personnel, will coordinate with the prime contractor and will focus on building a good relationship through proper communication. Mr. McElyea verified that KUB will be involved in regular meetings and will make changes as needed.

AT&T

Mr. Vaughn Jones, who is AT&T's lead designer for the project, referenced the location at Maloney Road where KUB is moving poles prior to the roadway contract. He stated that AT&T is currently working on their design for this same location. Mr. Jones noted that AT&T will need to perform temporary work in a few locations, including the Maloney Road interchange where KUB is cutting off switches. He explained how AT&T can temporarily lower or raise their existing line until relocation can be made to the new pole.

According to Mr. Jones, the second location will be at the Mt. Vernon Road interchange where KUB is installing taller poles. He stated that AT&T can temporarily move their lines up to allow work to occur underneath.

The Montlake Drive interchange was the final location Mr. Jones discussed. He verified that AT&T cannot bury their line but can lower it for the contractor to work above it. Mr. Jones requested to be informed when the contractor is ready for AT&T to lower this line. Mr. McElyea added that KUB also has temporary work to be done at the Montlake location.

Mr. Jones referenced safety considerations for AT&T and explained that AT&T will confer with KUB to ensure which areas are clear for AT&T to work on.

Mr. Norris emphasized that KUB and AT&T's mid-phase work must be coordinated with the prime contractor. He explained how KUB has devoted much effort to coordinating with TDOT's schedule. Mr. Norris verified that TDOT expects the same coordination from the contractor. According to Mr. Norris, there will not be a time extension for a delay.

Comcast

Mr. Yeager discussed how Comcast has not responded to utility meetings and is not in the contract. He confirmed that Comcast has been put to work and their facilities will need to be addressed once construction starts.

Retaining Walls

Mr. David Barker with TDOT Geotechnical addressed the 10 retaining walls. Walls #1 through #6 will be conventional, not requiring specialty subs and are mainly grade separators. He stated that Walls #7 and #8 will be tie-back walls and were designed by AMEC. He advised that these two walls are broken down by items and are not per square meter.

Mr. Barker referenced Walls #9 and #10 that were added as the project was being finalized. Based on the conceptual drawing, Mr. Barker suspected that shoring will be needed at Wall #9 to protect the water and gas lines. Shoring needs will be further reviewed and could be modified based on utility location. Wall #10 is needed to protect a billboard and will be an unconventional wall. Mr. Barker displayed excerpts from AMEC's wall report. The thorough report will be available online. Mr. Barker advised that this project does not have a large amount of rock, but the rock that does exist can be very hard. The report provides more in-depth information regarding rock on this project.

Deep Drainage Structures

According to Mr. Eric Wilson with TDOT Design, the main storm sewer system on this project begins near Mt. Vernon Road and continues to the end of the project near Woodson Drive. Mr. Wilson stated that this project has approximately one mile of pipe, ranging in size from 48 to 72 inches, and 16 drainage structures that are over 20 feet deep. He advised that this area has been designated as a stream and must maintain flow during construction. Shoring in the pay items is for the box culvert. Other areas deemed necessary for shoring shall be included in the bid for other items as means and methods. Mr. Wilson stated that any needed diversions will be paid for in a lump sum.

Paving

Mr. Wilson discussed the plan for existing pavement. Due to the proposed grade in some areas, the existing pavement could not be saved. Where it can be saved, crews will mill and fill on the existing pavement. Mr. Wilson referenced a legend on the pavement plan sheet that uses patterns for different areas of pavement. He confirmed that additional coring will be necessary to determine which procedure is appropriate.

Ingress/Egress

Mr. Doug Tarwater with TDOT Operations discussed commitments made to maintain access to neighborhoods along Alcoa Highway, including Lakemoor Hills and Martha Washington Heights. Alternate access routes to these neighborhoods were noted. Mr. Tarwater advised that access needs to be maintained to all businesses and residences along the corridor at all times during the project.

General Operations Items

According to Mr. Tarwater, there are additional paving quantities included in the plans for maintaining access to driveways and side roads. He explained that another note will be added soon pertaining to time frames for repaving driveways and access to properties. Mr. Tarwater estimated that the time frame will be 24 hours for access to Alcoa Highway and 48 hours for access to secondary roads. Prior to side road closure, the contractor must give seven days' notice to the following entities/agencies: local law enforcement, local fire department, ambulance service, local school superintendent, local road superintendent, United States Postal Service, and additional entities as required by TDOT Operations Engineer.

Mr. Tarwater emphasized that the new CPM schedule is required for this project. He stated that TDOT expects a full project schedule at the pre-construction meeting. No estimates will be paid until a project schedule has been submitted and accepted.

Mr. Tarwater referred to the field office trailer setup in the bid quantities and clarified that the office does not have to be a trailer and can be a shop in the strip mall along the site.

Smart Work Zone

Mr. Mark Best, TDOT Transportation Management Center manager, discussed the success of smart work zones on a previous project. Due to concerns about high traffic volumes and speeds on Alcoa Highway, TDOT personnel decided that smart work zones would benefit this project. Mr. Best shared a map indicating where the devices will be set up. Eight portable signs (three colored and five standard) will be used to notify motorists of traffic conditions

and alternate routes. Permanent signs can be used as well to notify motorists. There are 10 radar detectors set up that will provide speed and volume information to use for the portable signs. Four portable cameras are set up throughout the project to aid in verifying current conditions. Mr. Best confirmed that these are portable devices and can be moved throughout the project as needed.

Mr. Best explained that this smart work zone is a smaller version of the larger system at the TMC. The 22 devices function together as a system, and all devices must be working properly. If a device malfunctions, the contractor is notified and has six hours to fix the device. If the device is not repaired within six hours, that pay item is not paid for that day.

Mr. Best emphasized the importance of communication between the TMC, the contractor, and field personnel. Mr. Best requested for TMC personnel to be informed of any work impacting traffic so that they can include the information on various systems (SmartWay map, radio, etc.) and pre-warning signs can be placed if necessary.

Questions

Mr. Norris invited those in attendance to ask questions pertaining to the contract and project.

Mr. Chad Woodroof with Charles Blalock & Sons, Inc. directed his question to KUB Electric. Mr. Woodroof inquired if the 250* days Mr. McElyea mentioned earlier are working days or calendar days and if it included communication lines. Mr. McElyea responded that KUB's lines are electric, and the 250* days are only calendar days. Mr. Yeager added that KUB Electric has 250* calendar days from the start of construction. It was confirmed that the calendar days start when the contractor goes on site to begin construction. Mr. Jones advised that AT&T cannot start on certain sections until they are cleared by KUB, due to safety considerations. Mr. Jones clarified that AT&T submitted 330 days from when KUB is 100% complete. However, Mr. Jones added that AT&T can begin work in particular sections before KUB is complete if KUB has cleared those sections ahead of time.

Mr. Woodroof asked if it would take two years for KUB Electric and AT&T to be out of the roadway. Mr. Oliver clarified that AT&T submitted 330 days after KUB's completion but that their submittal was not accepted. Mr. Oliver stated that TDOT conferred with AT&T and informed them that AT&T cannot wait for KUB to be fully complete before starting the 330 days. Mr. Oliver noted that AT&T will work through, but KUB needs to begin first in order to set poles and clear some poles for AT&T to begin work behind them. Mr. Jones stated that AT&T already started work to relocate some facilities on the south end of the project. He referenced his earlier comments about raising or lowering lines to allow work to continue at bridges and collector roads.

Mr. Woodroof questioned how far ahead KUB has to be (in a linear movement). Mr. Jones responded that he did not know since he cannot base days until a large amount is cleared by KUB. Mr. Oliver added that TDOT gave KUB a 90-day head start to complete enough work for AT&T to follow behind.

Mr. Robert Hill with APAC-Atlantic, Inc. asked what would happen with Comcast if TDOT hears back from them and if Comcast has a contract. Mr. Hill also inquired about Comcast's status. Mr. Yeager replied that Comcast was non-responsive and were assigned 30 calendar days as a default for non-response. Mr. Yeager stated that a go-to-work letter has been issued to Comcast from TDOT, and Comcast was notified that they have 30 days to move their facilities. Mr. John Barrett with TDOT Project Development explained that the 30 days has expired for Comcast and TDOT will monitor the situation and implement the utility delay policy at that point. When it is time for the facilities to be moved, TDOT will meet with Comcast on site. Mr. Oliver added that groundwork needs to be laid with all of

the utilities at the pre-construction meeting by informing the utilities that a utility meeting would occur immediately to ensure all utilities know when their work must be completed.

Regarding Bridge #3, Mr. Dale Dockery with Charles Blalock & Sons, Inc. inquired if the new elevation that the abutments will be built to will require lowering the existing line. Mr. Jones replied that he is unsure about the location Mr. Dockery referenced, but AT&T may have to raise the lines first and then lower them at the Maloney Road bridge after abutments are built.

In reference to Mr. Dockery's question, Mr. Woodroof wanted to confirm that AT&T is in agreement to do temporary work. Mr. Jones verified that AT&T is in agreement to do temporary work.

Mr. Hill asked if there was a plan for an incentive. Mr. Norris responded that there will not be an incentive.

A representative of Rogers Group inquired about milestone dates regarding what phases or sections have to be completed. He wanted to discern when subcontract work needed to be done. Mr. Norris clarified that there is only one completion date.

Regarding the schedule with utilities, Mr. Oliver noted the calendar dates TDOT sent back to utilities included a clause about grading work that needs to be completed before utilities can move, especially along some of the frontage roads on the north end of the project. He stated that the calendar days will be reassessed if this work does not occur during their calendar days.

Mr. Les Beaver with KUB advised that their crews can start work on the southern end of the project while working with the prime contractor, but clearing and grubbing need to occur at this location. Mr. Beaver confirmed that KUB crews are ready to begin their work as soon as the contractor completes clearing and grubbing operations.

Mr. Woodroof asked for clarification regarding Comcast and Mr. Norris' statement about no time extensions for delays. Mr. Norris responded that he made this statement regarding KUB and AT&T, and he will need to follow up regarding Comcast once he has more information. Ms. Kristin Qualls with TDOT Operations added that she thinks there will be a level of reasonableness with Comcast and that she does not think Comcast has been TDOT's major delay concerning construction. Ms. Qualls reported that, in past experience, Comcast has moved in a timely manner once TDOT personnel has called them. She does not anticipate delay issues as a result of Comcast's relocation.

Mr. Jeff Hoilman, the SWPPP consultant with Arcadis, wanted to notify contractors that no QPLs are allowed for a substitute for enhanced and rock check dams.

Regarding traffic control, Mr. Yeager noted that the project will include street lighting and is to be center-installed. He recommended for contractors to consider this when determining their traffic control since they will need to gain access to the center median to install streetlights. The contractor will need to coordinate with the power company.

Mr. Bill Grady with KUB commented on the move-in contract for KUB gas, water, and sewer. He noted that KUB has guidelines for utility subcontractors requiring certain conditions be met. Mr. Grady was referring to their work in the first section in the contract.

Those in attendance had no further questions.

Meeting adjourned at 11:21 a.m.

Please note: After the meeting adjourned, Ms. Cabrina Dieters with TDOT Structures reported a conversation with Mr. Dockery and Mr. Barker to include in the official meeting minutes.

Mr. Dockery asked Mr. Barker and Ms. Dieters whether the timber lagging on Walls #7 and #8 could be placed behind the pile flanges rather than bolted to the front of the anchor piles. Ms. Dieters informed Mr. Dockery that she sent out a revision on January 25, 2016 changing the lagging placement to behind the anchor pile's front flange.

No additional questions were reported after the meeting adjourned.

** Although it was discussed at the meeting that KUB Electric has 250 calendar days, the actual number of calendar days is 245.*