

Western Avenue Pre-Bid Meeting Minutes
TDOT Region 1 Auditorium
September 16, 2016 – 9 a.m.

Meeting began at 9:09 a.m.

Opening Remarks

Mr. Jay Norris, Assistant Director of HQ Construction for Region 1, began the meeting by explaining the need for pre-bid meetings for projects with complexities that warrant discussion. He noted that the pre-bid meeting is mandatory and that contractors must sign the sign-in sheet at the meeting in order to bid. Mr. Norris emphasized that only contractors present at the meeting will be allowed to bid on this project's contract. He informed those present that all questions would be documented at the meeting, and meeting-related information (minutes, presentation, and sign-in sheet) would be available on the website. Mr. Norris requested for staff to report any questions/answers discussed once the meeting adjourns to Ms. Misty Richards with the Region 1 Administration Office in order for those questions/answers to be officially documented in the minutes.

Mr. Norris described how this project is a general fund transfer project which resulted from the legislature providing an additional \$100 million toward projects. He stated that this project is the last phase to be widened on Western Avenue and is a significant portion of the referenced \$100 million.

Mr. Norris reported that he was told there had been issues with plans being delivered. No one at the meeting indicated they had problems receiving plans. Mr. Norris advised that plans could be accessed via links on the construction website.

Mr. Norris highlighted some of the topics to be discussed in the presentation. He explained Phase Zero work, which is work that TDOT requests be completed before beginning Phase One traffic control. Mr. Norris also noted that this project has 11 retaining walls and that a revision is estimated to be made by September 19, 2016 which will show retaining walls as numbers 1 through 12 with Wall # 5 removed. Due to a mislabeling of Walls #3 and #4, a revision will also be made to rectify this error.

General Overview

Mr. Norris provided a general overview for the project. This section of Western Avenue will be widened from two (2) lanes to five (5) lanes and include sidewalks and bike lanes. The proposed typical section for Keith Avenue reflects the same widening changes.

Utilities

Mr. John Barrett with the Project Development Office discussed utility relocations, which he stated was one of the more challenging aspects of the project due to the number of utilities that will be relocated in the state contract and their location with respect to the proposed construction phasing. Mr. Barrett wanted to focus on the more critical relocations that need to occur within each phase.

Phase Zero

Mr. Barrett described how Phase One consists of work mainly on the western portion of the project area: the mainline and side roads (including Tennessee, Massachusetts, Mynderse, and Maryland Avenues), as well as the initiation of construction activities at the Western Ave. and Keith Ave. bridges. He noted that there are utility activities that need to occur as early as possible within Phase One, which is some of the Phase Zero work previously

referenced by Mr. Norris, in order to minimize the potential for delays. Mr. Barrett discussed some of the Phase Zero work that needs to occur at the Western Ave. and Keith Ave. bridges in addition to work at Tennessee Ave.

Western Ave. Bridge

In order to alleviate impacts with both abutments and Pier #2 at the Western Ave. Bridge, AT&T will soon be placing a temporary aerial line starting just west of the bridge location and continuing down the existing route. This line will come across both railroad tracks and the creek and will tie-in on the south side of Schofield, just on the other side of Vermont Ave. This temporary aerial line will alleviate the current AT&T underground line that begins at Sta. 115 and goes through the bridge area and down to a cross box at Sta. 133. Mr. Barrett also advised that this will alleviate aerial lines at Tennessee Ave., noting the line starting at Sta. 72 that comes across existing Schofield in the eastern area of the bridge and comes down the south side of Schofield to Vermont Ave. He also referenced the small aerial line from Tennessee Ave. on the north side of Schofield to Massachusetts that will be alleviated. Mr. Barrett stated that AT&T is currently in the process of obtaining railroad permits from Omega and estimates having the permits and beginning this work by early October 2016. He noted that AT&T anticipates the aerial line will take approximately 180 days to complete. If the work begins as planned, it is estimated the aerial line will be in place no later than March 31, 2017.

Mr. Barrett stated that, at the Western Ave. bridge, a temporary runaround is supposed to be constructed in order to maintain traffic while portions of the bridge are being constructed. While the area of the temporary runaround and the portion of the waterline share the same space, it is critical to have the waterline in prior to filling and shifting traffic over at this area.

Tunneling at Tennessee Ave.

Mr. Barrett advised that the reconstruction of Tennessee Avenue will require relocation of all underground utilities (water, sewer, and gas), portions of which will need to be relocated under CSX and KXHR Railroads. Based on the geological conditions observed in this area, a tunneling method was recommended in order to maintain line and grade control. Mr. Barrett explained that two 48-inch x 160-foot-long tunnels will be constructed. Due to this work occurring within the railroad right-of-way, KXHR's contractor will be performing the work. According to Mr. Barrett, KXHR anticipates bidding this work by early October, awarding in November, and work beginning shortly thereafter.

Keith Ave. Bridge

Mr. Barrett discussed how the construction of the Keith Ave. bridge could begin in Phase One; however, the proposed pier at the southern portion of the bridge is in direct conflict with the existing sewer line, which results in this sewer line needing to be relocated before beginning construction on the pier. According to Mr. Barrett, the railroad's contractor will be performing some of this sewer line work since segments of the line are on railroad right-of-way.

Phase One

Mr. Barrett explained that one of the primary key milestones of Phase One is the reconstruction of Mynderse Ave. Until Mynderse Ave. on the western portion of the project limits is reconstructed and opened to traffic, the truck traffic entering Gerdau Ameristeel will continue to utilize the entrance at existing Schofield and Tennessee Avenue, which minimizes the construction activity that can occur at this critical location. Mr. Barrett emphasized how reconstructing Mynderse Ave. and opening to traffic is critical to Phase One. As for utility relocations along Mynderse Ave., Mr. Barrett noted that relocations will be necessary for power poles and water and sewer lines.

According to Mr. Barrett, after tunnel construction at Tennessee Ave., the 8-inch gas line and 8-inch sewer line can be fed through one tunnel and the 24-inch water line can be fed through the other tunnel and tied into the existing system.

Mr. Barrett also referenced work needing to occur while traffic is maintained on the existing Western Ave. during Phase One. The proposed gas and water lines will parallel future State Route 62 and can be installed as well, since they fall just outside the proposed fill slope of SR 62. The gas casings along future State Route 62 can be installed and are essentially open cuts within the existing pavement. The proposed sewer line which flows directionally from Massachusetts Ave. down the right side of future SR 62 into the existing system at Keith Ave. can be installed in Phase One as well. AT&T will be relocating permanently to underground conduit which flows throughout the entire project limits, and Mr. Barrett recommended for as much of this conduit to be placed as possible during this phase.

Mr. Barrett stated that proposed transmission pole installation along Massachusetts and Tennessee Avenues is critical due to being the main feed into Gerdau Ameristeel. Mr. Barrett referenced discussions between TDOT and Gerdau Ameristeel in which Gerdau indicated that they have the capacity and ability for a temporary shutdown in Fall 2017. Therefore, it is critical at that point to install these poles and closely coordinate with KUB for a switchover in order to have Gerdau in operation again. Mr. Barrett noted that the transmission poles have been ordered and should arrive by mid-December. Once poles are in place and the switchover occurs, the existing poles on the eastern side of the Western Ave. bridge can be removed and bridge construction continued.

Phase Two

Mr. Barrett explained that work in this phase will include a continuation of main line construction on the eastern portion of the project limits and also reconstruction of side roads including Vermont and Virginia Ave. Mr. Barrett stated that utility relocations will mainly include relocation of underground utilities.

According to Mr. Barrett, AT&T has an aerial line that comes out of the cross box at Sta. 133 and continues down to Keith Ave. This line is in conflict with construction of the main line and cannot be relocated until the manhole at Sta. 127 and the conduit that goes down to Keith Ave. is in place. Once construction is nearly completed at the main line at Western Ave., Keith Ave. will be shut down for reconstruction. AT&T has an aerial line that parallels the right side of Keith Ave. and cannot be relocated until conduit is in place across relocated Keith Ave. and Sterchi St.

Phase Three

Mr. Barrett discussed how traffic is shifted to the new route during this phase. Since the existing sewer line on Western Ave. is in conflict with the proposed curb and gutter, Mr. Barrett advised that it would be ideal to relocate this existing line once traffic is shifted to the new alignment.

KUB

Mr. Andrew Clark with BWSC, Inc. spoke on KUB's behalf during the meeting. Mr. Clark explained that KUB prequalifies their utility contractors. He recommended reading the specification section outlining the process for contractors not currently prequalified. Mr. Clark also mentioned the summary of work specification that should be read as well.

Mr. Clark referenced Mr. Barrett's earlier comments regarding Gerdau and emphasized the importance of providing advanced notice to Gerdau for any utility connections. He also stated it is vital to have appropriate timing with Gerdau's outage window since their operations run continuously.

Regarding the electrical system, Mr. Clark stated that the transmission line starts down at Proctor St. and runs up to Western Ave., which is to keep some of the overhead obstructions from Keith Ave. during construction in this area.

Mr. Clark explained how the quantities on the bid form and plans for the gas system read that the contractor is responsible for all materials (valves, piping, transition couplings, etc.), and these quantities will show up on KUB figure numbers.

Regarding the steel gas line, Mr. Clark verified that a material test record is needed for KUB's federal regulations.

Someone in attendance at the meeting asked if a list is in the proposal or if a list of prequalified contractors can be provided. Mr. Clark answered that a link or a list can be provided in the meeting minutes. KUB's prequalification list is attached to the meeting minutes for review.

Mr. Chad Woodroof with Charles Blalock and Sons, Inc. directed his question to Mr. Barrett, noting that Mr. Barrett mentioned AT&T starting sometime around bid time on the temporary line with the expectations of work being completed by March 31, 2017. Mr. Woodroof asked for clarification on what work KUB was contracting out as well. Mr. Barrett replied that the railroad's contractor will be performing tunneling work, which will be bid on mid-October, awarded in November, and work starting shortly thereafter. Mr. Woodroof inquired about the estimated completion date of this work. Mr. Danny Oliver, Director of Project Development for Region 1, stated that Mr. Scott Vick with Crouch Engineering would answer this during his portion of the presentation.

AT&T

Vaughn Jones with AT&T stated that he foresees issuing four or five jobs to construction to help with phasing. The first phase will be the temporary relocation of the remaining facilities located in the area of where conduit will be installed. Mr. Jones advised that temporary fiber has to remain until the conduit run is complete from one end of the job to the other. He noted that the contractor will still have ample space for temporary work around traffic, etc. The second phase involves the aerial route for Mynderse Ave., and once it is placed, the remaining aerial can be relocated. Mr. Jones noted that one pole will have to stay on the south side of the new road until everything is done at this location. He explained that the next two phases are separated, with one phase south of the Keith Ave. bridge. Mr. Jones discussed where the cable and conduit will be installed for this phase. According to Mr. Jones, AT&T can do some temporary moving if there are some issues with grades. Mr. Jones pointed out the location of where the power company will be placing poles and noted that crews should be able to transfer existing facilities over to the poles and down to the cross box so that roadwork can continue in this area.

SP 105B and Critical Path Specification

Mr. Norris added that utilities amplify the difficulty of this work. He referenced a recent Road Builders meeting where a discussion occurred about providing more information regarding calendar day estimates for work occurring during the construction contract. After working with the Right-Of-Way Office at Headquarters and in Region 1, Mr. Norris drafted a new special provision (105B) where the calendar day estimates will be included in the contract. He confirmed that AT&T has 510 days. He explained that the contractor will not control this work, but it will be work that is happening during the project. Mr. Norris stated that these days include procurement, stockpiling, mobilizing, etc. Mr. Jones added that AT&T will be mobilizing four times and each section of his submittal has its own separate calendar days. Mr. Norris verified that these calendar days will be in the contract.

Mr. Norris also informed those in attendance that the critical path specification has been revised to require contractors to submit a critical path to the Department for any project that is 24 months or greater in duration. He noted that even though TDOT is requiring more from contractors, TDOT will be providing more information in return.

Railroad

Mr. Scott Vick with Crouch Engineering represented KXHR Railroad at the meeting. Mr. Vick referenced the two tunnels Mr. Barrett described earlier in the meeting. Two utility tunnels will run underneath CSX and KXHR at Tennessee Ave. One tunnel will carry the gas and sewer lines while the other tunnel carries the water line. According to Mr. Vick, TDOT's contractor will make the actual connections, and KXHR will provide the tunnel and

casing. Mr. Vick confirmed that Crouch Engineering will be available whenever TDOT's contractor is ready to install these utilities. He also noted the connection to the storm water line in the Tennessee Ave. area where crews will use the jack and bore method. There is an additional connection on the project where crews will jack and bore as well. Mr. Vick advised that Crouch Engineering will have one package (the tunnels and the two jack and bore) that will be put out for bid. He confirmed the same schedule timeline that Mr. Barrett addressed earlier in the meeting. Mr. Vick anticipated that this work will be completed by August 1, 2017.

According to Mr. Vick, all the work within the railroad right-of-way (including clearing) will be the responsibility of the railroad with the exception of the bridge piles which will be handled by TDOT's contractor. Referencing the sewer line relocation for the pier, Mr. Vick discussed haul road installation down Proctor St. which will allow the transportation of a crane and other materials to the pier area. To make these areas passable for crews, a crossing at CSX will be added in addition to culverts across Third Creek. Mr. Vick confirmed that there will be a 330-foot sanitary sewer relocation as well as 41 other tasks associated with utility work that are labeled "utility work by others" in the plans. Mr. Vick noted that KXHR will be responsible for the work labeled as such. The referenced tasks include removal of utilities, installing manholes, and small pieces of water/sewer lines. According to Mr. Vick, KXHR is responsible for flagging and has allocated 854 flagging days, which include 554 days for work at the two bridges. He advised that the KXHR track operates six (6) days a week with up to three (3) trains a day, while the CSX track operates seven (7) days a week with one (1) train a day. Mr. Vick confirmed that the flagger would only be present when needed. Someone in attendance asked if the flagger would be for both tracks. Mr. Vick verified that the flagman will be for both tracks and that KXHR operates both tracks.

Mr. Dale Dockery with Charles Blalock and Sons, Inc. inquired about temporary crossings at the Western Ave. bridge. Mr. Vick responded that this question could be addressed at a later time. Mr. Vick added that a very small concrete bridge that was part of the old Tennessee Avenue will be left in place until all of the bridge work is finished for an easier transition to cross back and forth.

Crane Requirements Question

Mr. Jerry Britton with Jones Bros., Inc. asked if the contractor will be held to CSX standards for construction, requiring 150% capacity for cranes and excavation standards. Mr. Vick stated that this information should be in the plans and specs, and he also noted that the contractor will not be doing any work for the railroad. Mr. Britton said it is very important to know if the contractor will be required to have a crane with 150% capacity and that he will need to know this information due to the large expense of such a crane.

Mr. Patrick Proud with STV, Inc. represented CSX at the meeting and indicated that their basic involvement in the project is only the tunneling and jack and bore. Mr. Proud addressed Mr. Britton's question about 150% capacity while over the CSX right-of-way, stating that 150% will be required if it is written in the documentation that 150% is required on anything hoisted over the railroad right-of-way. Mr. Proud explained that there would be no exceptions. He stated that a letter could be written to request an exception but Mr. Proud suspected the request would not be granted. Mr. Proud advised that STV, Inc. will be visiting the job site and reporting back to CSX on whether or not the contractor is following standards. Mr. Norris added that TDOT will get clarification on this possible requirement and put the information in a letter for contractors.

After some research, Mr. Vick provided some answers at the end of the meeting to earlier questions. Regarding Mr. Britton's question about 150% capacity for cranes, Mr. Vick stated that the contractor is absolutely required to meet the 150% lifting capacity, as that is industry standard.

Completion Date Questions

Mr. Proud inquired about the timeline for the jack and bores. Mr. Vick confirmed that the jack and bores will be started at the same time as the tunneling and be completed by August 2017.

Mr. Woodroof asked about a completion date, outside of the jack and bore and two tunnels, for the utility “work by others” that will be performed by Crouch Engineering. Mr. Vick provided a completion date of October 1, 2017 for the referenced work.

Railroad Flagman

Mr. Woodroof requested for Mr. Vick to define what is required regarding the flagman and a timeline for when a train is entering/exiting while in the right-of-way. Mr. Vick responded that the trains are headed to a steel facility, which takes approximately 30-40 minutes to reset the cars in that area. Mr. Vick noted that Crouch Engineering will work with the railroad and TDOT's contractor. He explained that there is some flexibility with where the cars can be moved. He stated that they will not slow the contractor down and that minimal stoppage would occur. Mr. Woodroof's question pertained more to when the contractor would be required to stop work in anticipation of a train's arrival or departure. Mr. Vick confirmed that KXHR has a set schedule for when the trains run and that the contractor will not experience issues such as the one Mr. Woodroof referenced where his crews had to stop several hours to wait on a train. Mr. Norris stated that he would confer with Mr. Vick and provide the railroad schedule to contractors in a letter. Mr. Norris also verified that a time increment for when work needed to stop would be provided so that contractors can pinpoint their production rates. Mr. Woodroof agreed that Mr. Norris' solution would be reasonable.

Mr. Vick confirmed later during the meeting that work needs to stop 15 minutes prior to the arrival of a train. He also noted that the contractor shall allow 30 minutes for the train to pass and could plan on work ceasing for a total of 45 minutes each time the train passes; however, he mentioned that the 30 minutes could be shorter in duration due to the flagger's presence.

Tunnels Question

Mr. Tim Kelly with KUB asked for clarification concerning the 48-inch tunnels referenced earlier in the meeting. He asked if the railroad would be installing the tunnels and contacting TDOT's contractor once complete to inform them that the utilities are ready to be installed, which would then result in a subcontractor pulling the pipe through. Mr. Vick confirmed that this information is correct. Mr. Kelly inquired about the casings for the gas lines underneath the roadway at the Keith Ave. bridge. Mr. Vick answered that the casings are 12 inches, and he explained that weekly coordination meetings between the railroad and TDOT's contractor would address concerns such as these. Mr. Kelly clarified that his inquiry related more to the coordination of payment and who would be responsible for installing the casing. Mr. Vick replied that casing installation would be the railroad contractor's responsibility in addition to installing the gas line through the casing. He explained that even though the gas line is outside of the right-of-way, the connection starts within the right-of-way.

Continuation of Phase Zero Work Discussion

Mr. Barrett reiterated his earlier discussions about Phase Zero work. He also discussed personal property demolition, noting that a few buildings need to be addressed quickly. Mr. Barrett explained that the Right-of-Way Office is working on obtaining a contract to remove asbestos. He advised that one of the buildings is critical due to its location where tunneling work will occur. Mr. Barrett estimates that the warehouse building on Tract #11 will have the asbestos removed and be demolished by the end of November. Mr. Barrett indicated that he hopes to expedite the process and have the building taken down sooner if possible. He also referenced the building on Tract #88 on Keith Avenue, which will be removed around the same time as the Tract #11 building.

Structures

Mr. Adam Price with TDOT Structures discussed tub girder bridges, noting the connection between the tub girder and the integral cap and where the girder stops/starts. He pointed out how it splices into the side of the cap and

does not sit on top of the cap. He referenced the splice plates running on each of the top flanges, and also a plate on top and two plates on the bottom. Mr. Price explained how the bottom flange has one wide plate on the bottom and normal plates on top. The flanges run over and under the cap. Mr. Price described the neoprene pads and filler plate and also the cross section of the splice near the end of the girder. He provided a view of the section of elevation at the bent on one side, where the girders are rotated with the cross slope. He gave an overview on the bearing connection.

Mr. Price advised the contractors that most of the steel for this bridge is HPS-50W and may cost more. He recommended that contractors take this into account when placing bids.

Mr. Price displayed a cross section of the casing. He pointed out the hold down plate and the bearing lug on either side and explained that this is where the contractor will be field welding the assembly to the inside of the casing. Mr. Price noted that an ASW-certified welder will be required to make this weld.

Mr. Britton explained that he drew the casing cross section on AutoCAD and noticed that the corners are fitting extremely tight and will require some grinding to fit into the casing. Mr. Britton discussed the fixed columns and the need to set girders despite how the tolerance on his boat hose is 1/16 inch over the size of the boat. He expressed concern about how to accurately perform the installation with the boat hose between the caps. Mr. Britton stated that there is no practical way to make it fit. Mr. Price responded that it has previously been done and he understands it is not easy.

Mr. Britton also inquired about the splice detail where the tub girders tie into the integral cap and wanted to know how a contractor would get that next girder into position with the neoprene pads because he does not think he could slide the other girder between the splice plates. Mr. Price informed Mr. Britton that it would have to go in but he cannot tell Mr. Britton how to do it. Mr. Price advised Mr. Britton to figure in what materials he needed.

Retaining Walls

Ms. Lori Florentino with the Geotech Office discussed the project's 11 retaining walls. She explained that Walls 1, 2, 8, 9, and 10 require foundation improvement. For Walls 4, 6, and 7, there is an option for ground improvement if additional bearing capacity is needed, but this is dependent on the type of wall the contractor plans to design. Ms. Florentino referenced the note on the retaining walls requiring ashlar stone finish, and the price is to be included in the unit price bid for the item associated with the retaining wall number.

Ms. Florentino advised that Wall #4 has a mislabeling on Sheet 7B at Station 144+00. The plans label this retaining wall as #3 but it should be #4. A revision is forthcoming.

According to Ms. Florentino, Wall #2 at the end of Bridge 1 will have fill material wrap around the front of the wall to aid in stabilization due to the slope at this location. She also discussed the creek at the toe of Wall #9 where 6-foot undercutting is required. She advised that water should be prevented from ponding in this area. Regarding Wall #12 which is below a church, the temporary cut slope goes to the church's parking lot, and the church plans to install a barrier rail since they plan to continue using the driveway and parking lot.

Ms. Florentino explained that a note for Walls 4, 6, 7, 8, and 12 states that temporary shoring may be required to remain in the construction easement depending on the wall type selected. All temporary shoring costs will be included in the unit bid price associated with the retaining wall number.

Environmental

Mr. Jeff Hoilman with Arcadis advised that this project is straight forward in regard to environmental, and he noted that the required permits from TDEC, COE, and TVA had already been obtained. In addition, permits were received

for two bridge crossings and two box culverts. Mr. Hoilman added that some utility permits have been obtained, and some bank stabilization has occurred. He advised that, as a result of the constructability field review, it was determined that additional permits would be needed. Temporary stream crossings are included in these permit modifications that must be obtained. He explained that the crossing will be larger than the typical 25 feet due to the skew of the bridge and the creek. According to Mr. Hoilman, TDOT is considering permitting from right-of-way to right-of-way to fit the appropriate structures in the area. Mr. Hoilman indicated that this permit will be obtained prior to construction.

Mr. Hoilman advised that this project is located on East Fork Third Creek and has special criteria in terms of TDEC. This creek is impaired for sedimentation and habitat alteration, and the watershed it is located in is also impaired, having a total maximum daily load for siltation.

Mr. Hoilman stated that TDOT Permits has obtained a TMDL consultation with TDEC for this project. The contractor will need to be aware of the special notes/details in the plans and will be required to make additional EPSC measures and protect the creeks.

Mr. Hoilman noted that there are two boxes at Mynderse Ave. for construction and a sequence of construction is provided for guidance. Modifications can be made as a SWPPP revision in the field.

Mr. Jeff Walker with Bell Construction asked if the stream crossing is in addition to the one provided by the railroad. Mr. Hoilman answered that there will be two stream crossings: one at the main Western Ave. bridge and the other at the Keith Ave. bridge. He stated that TDOT will obtain permits to provide the contractor access to cross at these locations. Mr. Oliver added that the railroad is installing and TDOT is permitting.

Mr. Woodroof stated that the railroad is installing the haul road at Keith Ave. and he asked who is installing the haul road at the other bridge. Mr. Vick confirmed that they are installing the crossing at Keith Ave. He reminded Mr. Woodroof that the bridge at Tennessee Ave. will remain until construction is complete, which will provide another location for crossing. Mr. Hoilman clarified that a permit will be ready in case the contractor needs another crossing in addition to the one at the Tennessee Ave. bridge.

Mr. Walker inquired if the Tennessee Ave. bridge was closed due to weight limitations and if it will be weight restricted. Mr. Norris stated that TDOT will further review his questions and determine an answer.

Mr. Dockery inquired if the railroad will be installing tract crossings for trains and other equipment at the bridge locations. Mr. Vick confirmed that the railroad will install tract crossings. Mr. Dockery asked if this installation would be at no cost to the contractor. Mr. Vick verified that the contractor would not pay for this installation and that this applies to both bridges.

City of Knoxville

Mr. Tony Vandergriff with the City of Knoxville stated that he is not as familiar with the noise ordinances as Mr. Tom Clabo is and recommended for anyone with questions pertaining to ordinances to contact Mr. Clabo. His contact information is provided on the meeting's sign-in sheet.

Mr. Woodroof inquired if the noise ordinance is defined since there will be numerous nights. Mr. Oliver indicated that there are no problems with the work as it is currently described in the plans. For any work outside of the scope of work, the TDOT Engineer will coordinate with the City on those instances.

SP 108B

Mr. Norris discussed SP 108B which requires no lane closures to occur between 6 a.m. and 9 a.m. and between 3 p.m. and 6 p.m. Mr. Norris stated that the following items need to occur prior to Phase One traffic control:

Mynderse Ave. shall be open to traffic, the runaround at Bridge 1 constructed, and demolition of all structures. He also advised that the contractor must coordinate with Gerdau for utilities and ingress/egress.

Additional Questions/Notes

Mr. Woodroof noted that the contract has 2000 square feet of temporary shoring set up. He asked if the Department agrees that temporary shoring is needed for a project, does that risk need to be included in the contractor's bid or can it be covered under that pay item. Mr. Norris stated that he would need to evaluate it first. He explained that sometimes the Department views shoring as a means and methods and other times as a safety item with traffic. If it is viewed as safety/traffic, it is typically included. Mr. Woodroof responded that he believes there will be more than 2000 square feet but cannot know for sure without staking. Mr. Woodroof explained that he thinks he could get the Department to agree out in the field that shoring is needed. Mr. Norris stated that he would think about it and put his answer in a letter.

There were no further questions asked during the meeting. No additional questions/answers were reported to Ms. Richards after the meeting adjourned. Mr. Andrew Clark provided KUB's prequalified contractor list after the meeting. The list is attached with these meeting minutes.

Meeting adjourned at 10:31 a.m.

KUB APPROVED PREQUALIFIED CONTRACTOR BID LIST

2.2 Wastewater Utility Construction, Unlimited: Includes Conventional Trenching for Pipe and Manhole Installation, Manhole Restoration, Pipebursting, CIPP, Auger Boring and Tunneling, Point Repairs, Pump Station Construction and Rehabilitation.	Address	City	State	Zip Code	Phone
Adams & Sons	P.O. Box 5407 140 Whites School Rd.	Sevierville	TN	37864- 5407 37876	865-558-1457 865- 558-1458
Blount Excavating, Inc.	3700 Garner Circle	Maryville	TN	37803	865-984-4060
Brasfield & Gorrie	3021 7th Avenue South	Birmingham	AL	35233	205-714-1528
C. A. Murren and Sons Company, Inc.	2275 Loganville Highway	Grayson	GA	30017	678-597-0813
Charles Blalock & Sons, Inc	409 Robert Henderson Road	Sevierville	TN	37864	865-453-2808
Cleary Construction, Inc	2006 Edmonton Road	Tompkinsville	KY	42167	270-487-1784
Garney Companies, Inc	6401 Centennial Boulevard	Nashville	TN	37209	615-350-7975
Haren Construction Co.	P.O. Box 350	Etowah	TN	37331	423/263-5561
Hurst Excavating	P.O. Box 5379	Knoxville	TN	37928	865/922-6142
Insituform Technologies, Inc.	17988 Edison Avenue	Chesterfield	MO	63005	636-530-8002
K. Carrender Construction	200 Ringgold Road	Somerset	KY	42503	606-679-2328
Layne Heavy Civil, Inc.	933 Visco Dr.	Nashville	TN	37210	615-255-3161
Layne Inliner, LLC	4520 North State Road 37	Orleans	IN	47452	812-865-3232
Merit Construction, Inc.	10435 Dutchtown Road	Knoxville	TN	37932	865-966-4100
Merkel Brothers Construction, Inc.	P.O. Box 370	Greeneville	TN	37744	423-639-3116
Mike Smith Pump Service, LLC	3625 Highway 25E	Bean Station	TN	37708	865-993-7201
Morgan Contracting, Inc.	6575 Hwy 189 North	Baker	FL	32531	850-537-5000
Pipeline Construction Co., Inc.	6320 Rutledge Pike	Knoxville	TN	37924	865-524-2313
Portland Utilities Construction Company	P.O. Box 510	Portland	TN	37148	615/325-3374
Reynolds Inliner, LLC	4520 North State Road 37	Orleans	IN	47452	812-865-3232
S.J. Louis Construction of Texas, LTD	520 South 6th Avenue	Mansfield	TX	76063	817-477-0320
SAK Construction, LLC	864 Hoff Rd.	O'Fallon	MO	63366	636-379-2350
Southern Constructors, Inc.	P.O. Box 9476	Knoxville	TN	37940	865-579-5351

KUB APPROVED PREQUALIFIED CONTRACTOR BID LIST

<p>3.2 Water Utility Construction, Unlimited: Includes Conventional Trenching, Pipebursting, and Boring (Auger, Pipe Ramming, and Directional Drilling) for Installation of all Pipe Sizes. Includes Construction of Water Pressure Booster Stations. Includes Participation in Categories 3.3, 3.4 and 2.2.</p>	<p>Address</p>	<p>City</p>	<p>State</p>	<p>Zip Code</p>	<p>Phone</p>
Adams & Sons	P.O. Box 5407	Sevierville	TN	37864-5407	865-558-1457 865-558-1458
Blount Excavating, Inc.	140 Whites School Rd.	Maryville	TN	37876	865-984-4060
Brasfield & Gorrie	3700 Garner Circle	Birmingham	AL	35233	205-714-1528
Brown Construction Consolidated, Inc	3021 7th Avenue South	Knoxville	TN	37950	865-388-0488
C.A. Murren and Sons Company, Inc.	P.O. Box 51448	Grayson	GA	30017	678-597-0813
Charles Blalock & Sons, Inc	2275 Loganville Highway	Sevierville	TN	37864	865-453-2808
Classic City Mechanical, Inc.	409 Robert Henderson Road	Winterville	GA	30683-0180	706-742-8258
Cleary Construction, Inc	2006 Edmonton Road	Tompkinsville	KY	42167	270-487-1784
Garney Companies, Inc	6401 Centennial Boulevard	Nashville	TN	37209	615-350-7975
Haren Construction Co.	P.O. Box 350	Etowah	TN	37331	423/263-5561
Hurst Excavating	P.O. Box 5379	Knoxville	TN	37928	865/922-6142 Cell - 389-6871
Insituform Technologies, Inc.	17988 Edison Avenue	Chesterfield	MO	63005	636-530-8002
K. Carrander Construction	200 Ringgold Road	Somerset	KY	42503	606-679-2328
Layne Heavy Civil, Inc.	933 Visco Dr.	Nashville	TN	37210	615-255-3161
Layne Inliner, LLC	4520 North State Road 37	Orleans	IN	47452	812-865-3232
Merit Construction, Inc.	10435 Dutchtown Road	Knoxville	TN	37932	865-966-4100
Merkel Brothers Construction, Inc.	P.O. Box 370	Greeneville	TN	37744	423-639-3116
Mike Smith Pump Service, LLC	3625 Highway 25E	Bean Station	TN	37708	865-993-7201
Morgan Contracting, Inc.	6575 Hwy 189 North	Baker	FL	32531	850-537-5000
Pipeline Construction Co., Inc.	6320 Rutledge Pike	Knoxville	TN	37924	865-524-2313
Portland Utilities Cnst. Co.	P.O. Box 510	Portland	TN	37148	615/325-3374
S.J. Louis Construction of Texas, LTD	520 South 6th Avenue	Mansfield	TX	76063	817-477-0320
SAK Construction, LLC	864 Hoff Rd.	O'Fallon	MO	63366	636-379-2350
Southern Constructors, Inc.	P.O. Box 9476	Knoxville	TN	37940	865-579-5351

APPROVED PREQUALIFIED CONTRACTOR BID LIST

<p>4.2 Gas Utility Construction, Unlimited: Includes Conventional Trenching and Boring (Auger and Directional Drilling) for Installation of all Pipe Sizes and materials as specified. Includes Construction of Gas Pressure Regulator Stations, Mainline Construction, Commercial and Residential Service lines.</p>	<p>Address</p>	<p>City</p>	<p>State</p>	<p>Zip Code</p>	<p>Phone</p>
Brown Construction Consolidated, Inc	P.O. Box 51448	Knoxville	TN	37950	865-388-0488
Classic City Mechanical, Inc.	P.O. Box 180	Winterville	GA	30683-0180	706-742-8258
Driver Pipeline Company, Inc	1200 North Union Bower Road	Irving	TX	75061	214-335-3743
Harrison & Harrison, Inc.	P.O. Box 5635	Athens	GA	30604	706-549-2555
Holloman Corporation	333 N. Sam Houston Parkway	Houston	TX	77060	281-260-1020
James N. Bush Construction Co, LLC.	P.O. Box 808	Cookeville	TN	38503	931-526-3223
Pipeline Construction Co., Inc.	6320 Rutledge Pike	Knoxville	TN	37924	865-524-2313
Pride Utility Construction, Co.	P.O. Box 7005	Chestnut Mountain	GA	30502	770-532-0085
Southeast Connections, LLC	2720 Dogwood Drive	Conyers	GA	30013	404-659-1422
Sunland Construction, Inc.	2532 Aymond Street	Eunice	LA	70535	205-750-2004

APPROVED PREQUALIFIED CONTRACTOR BID LIST

<p>5.2 Electric Utility Construction, Unlimited 161KV: Includes all Construction and Maintenance of KUB Overhead and Underground Electric Distribution and Transmission Systems up to 161KV. (Certain Large scale projects may require project specific prequalification and are subject to separate requirements) Includes Participation in Categories 5.3.</p>	<p>Address</p>	<p>City</p>	<p>State</p>	<p>Zip Code</p>	<p>Phone</p>
Advanced Power and Lighting,	4575 Pinnacle Lane	Chattanooga	TN	37415	423-475-9446
Davis H. Elliot Construction	673 Blue Sky Parkway	Lexington	KY	40509	859-263-5148
Gaylor, Inc.	9231 Castlegate Dr.	Indianapolis	IN	46256	317-225-5010
Infratech Corporation	2036 Baker Court	Kennesaw	GA	30144	770-790-5903
New River Electrical Corporation	15 Cloverdale Place	Cloverdale	VA	24077	540-966-1672
Pike Electric, Inc	100 Pike Way	Mount Airy	NC	27030	336-719-4678
Service Electric Company	1631 East 25th Street	Chattanooga	TN	37404	423-265-3161
Utility Lines Construction Services,	4336 South Tryon Street	Charlotte	NC	28217	704-684-0119

5.3 Electric Utility Construction, \$225,000.00 Bid Limit and 13.2KV: Includes all Construction and Maintenance of KUB Overhead and Underground Electric Distribution System up to 13.2KV. Includes setting pad mounted and overhead transformers, primary and secondary wiring and connections for residential and light commercial applications.	Address	City	State	Zip Code	Phone
Advanced Power and Lighting,	4575 Pinnacle Lane	Chattanooga	TN	37415	423-475-9446
Bartlett Construction, Inc.	1980 Griffey Rd.	New Market	TN	37820	216-7428
Davis H. Elliot Construction Gaylor, Inc.	673 Blue Sky Parkway 9231 Castlegate Dr.	Lexington Indianapolis	KY IN	40509 46256	859-263-5148 317-225-5010
Infratech Corporation	2036 Baker Court	Kennesaw	GA	30144	770-790-5903
New River Electrical Corporation	15 Cloverdale Place	Cloverdale	VA	24077	540-966-1672
Pike Electric, Inc	100 Pike Way	Mount Airy	NC	27030	336-719-4678
Pipeline Construction Co., Inc.	6320 Rutledge Pike	Knoxville	TN	37924	865-524-2313
Service Electric Company	1631 East 25th Street	Chattanooga	TN	37404	423-265-3161
Service One, Inc.	7808 Asheville Highway	Knoxville	TN	37924	865-932-2003
Sun Electric Company of TN, Inc.	2117 N Central Street	Knoxville	TN	37917	865-523-4106
Tellico Electric, Inc	1200 West Broadway, Suite A	Lenoir City	TN	37771	865-986-9330
Utility Lines Construction Services,	4336 South Tryon Street	Charlotte	NC	28217	704-684-0119