

# HQ CONSTRUCTION

EDITION 2

JUNE 2015



## A LETTER FROM WILL



**CONSISTENCY.** I believe most people are driven to be consistent in all areas of their lives including their words, deeds, attitudes, opinions, beliefs, values, habits, and promises. This trait is probably more prevalent in the types of folks that work in our industry as we are usually, by nature, analytical people that like order.

In our work, as in life, we should strive to be consistent in how we go about

it. Notice I didn't say "uniform" or the "same". TDOT is a large organization that has many Construction personnel spread over 95 counties and 4 Regions. To think that every person, office or Region would do things the same is impractical. However, I feel we can do better at being consistent in how we administer our projects in Construction. Whether it is how we write change orders, interact with our FHWA partners, use Site Manager, Protect the Queue or whatever; achieving consistency in how we operate will allow us to achieve greater efficiency, make better policy decisions, and increase employee mobility and opportunities for advancement within the agency.

One of the fascinating and interesting things, to me, about working at TDOT is the vast differences in our state from Memphis to Mountain City. Whether it is the geology, weather, culture, or industry; it affords us great opportunity to experience a wide range of challenges in our job. That's a good thing. It can, however, sometimes lead to us becoming very silo'd in how we do things from Region to Region. I would encourage everyone to become more familiar with how your colleagues in other Regions do things and be open to hearing their ideas and experiences. With the Operations Symposium right around the corner, we have another opportunity to move towards greater consistency in Construction and, in turn, do our part to move the entire TDOT team toward being the best DOT in the nation.

## CONSTRUCTION LETTING SPOTLIGHT

The Department held the second construction letting of 2015 on Friday, March 27th. A total of fifty-one contracts were awarded at a combined total of \$60,503,118.18. The contract values ranged from \$52,000 all the way to \$5.3 million. The total contracts with a spotlight on the largest project for each region are as follows:

**REGION 1:** A total of 16 contracts were awarded to Region 1 in this letting. The largest being the Regional on-call guardrail repair contract. This was awarded to Tennessee Guardrail, Inc. for \$1,945,796.00 and has a completion date of June 30, 2016. Region 1 has been awarded 33 contracts this year.

**REGION 2:** A total of 10 contracts were awarded to Region 2 in March. The construction of a rolled steel girder bridge over S.R. 153 in Hamilton County was awarded for \$5,299,580.96 to Jones Bros. Contractors, LLC. The contract has a completion date of October 31, 2016. A total of 26 contracts have been awarded in Region 2 this year.

**REGION 3:** A total of 15 contracts were awarded to Region 3 in the letting. The resurfacing on U.S. 41 (U.S. 70, S.R. 1) near the Metropolitan Nashville Airport Authority in Davidson County was awarded to Jones Bros. Contractor, LLC for \$2,558,565.96. The project has a completion date of September 30, 2015. There have been 36 contracts awarded in Region 3 so far this year.

**REGION 4:** A total of 10 contracts were awarded to Region 4 in the March letting. The repair of the bridge on I-155 over the Mississippi River in Dyer County was awarded to Ford Construction Company for \$3,262,410.80. The completion date for the project is May 31, 2016. Region 4 currently has 27 contracts awarded this year.

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Safety  
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Jean  
Weaver

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Welcome  
Aboard  
Laura &  
Abby

## UNDERGROUND STORAGE TANK (UST) REMOVAL



1 View of the UST as it was discovered



2 View of the tank with clay and sand fill

The I-40 Fast Fix 8 project includes the repair and replacement of eight bridges on I-40. During excavation activities conducted on May 6, 2015, Kiewit Construction unearthed what appeared to be a UST associated with a heating system for a building that no longer exists at the site. The unregistered UST was found in the construction easement on the western side of the I-40/65 Bridge over Clinton Street/CSX Railroad. The tank was not identified during previous Phase I Environmental Site Assessment Reports, and no records of the tank were found during regulatory file searches. While conducting excavation activities related to the bridge repair, a Kiewit track hoe operator inadvertently punctured a hole in the UST with the teeth of the track hoe bucket. Approximately 1,000 gallons of water were released into the excavated area. Kiewit bermed the spill area for containment purposes, and contacted The Tennessee Department of Transportation (TDOT) Environmental Division for further guidance. TDOT requested that K.S. Ware and Associates, LLC (KSWA) remove the UST in accordance with the Tennessee Department of Environment and Conservation (TDEC) Division of Underground Storage Tanks (DUST) and the Division of Remediation (DOR) Standard Operating Procedures. Special thanks to Kyle Kirschenmann and Jim Ozment (Environmental Division) for the hard and efficient work they have done regarding the UST removal.



3 View of the UST being removed from the tankhold



4 View of UST loaded onto trailer

## FHWA ANNOUNCES CHANGES TO IMPROVE ROADSIDE SAFETY HARDWARE

### SAFETY MATTERS

WASHINGTON – In remarks made at the American Association of State Highway and Transportation Officials (AASHTO) 2015 Spring Meeting in Cheyenne, Wyoming, on Friday May 8, Federal Highway Administration (FHWA) Acting Administrator Gregory Nadeau announced a series of actions that will apply to the reimbursement eligibility process for states purchasing and installing guardrails, their components and other devices. FHWA is accelerating the transition to the latest crash test criteria for road safety hardware. Specifically, beginning on January 1, 2016, any proposed modification to a roadside safety device will require meeting full-scale

crash test criteria outlined under AASHTO's Manual for Assessing Safety Hardware, even if the device was previously tested and met National Cooperative Highway Research Program Report 350 criteria. Please check the full article: <http://www.fhwa.dot.gov/pressroom/fhwa1536.cfm>



# CM/GC PROJECT IN DAVIDSON COUNTY

### Progress on Site:

- 929 Truckloads of good soil to North Gore
- 125 Truckloads of good soil to Southern Services
- 215 Truckloads of contaminated soil to Republic (Class I landfill)
- 38 Truckloads of good soil to American Farms

### Contaminated Soil:

- **May 21 2015** – TDOT HazMat personnel clarified what soil the new tests results actually impacted and then prompted to provide a schematic that illustrated where the contaminated soil would be located.



### Railroad Agreement:

- **May 26 2015** – received fully executed CSX RR agreement

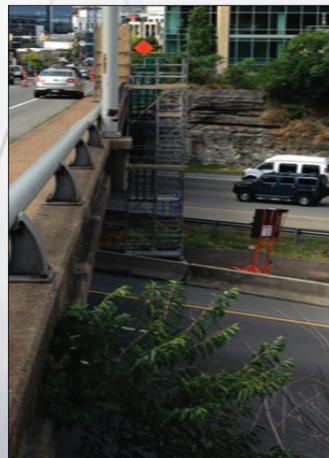
### Foundations:

- Temporary soil nail walls supporting existing abutments at Charlotte, Clinton and Jo Johnston are almost complete
- The temporary soil nail wall at the CSX RR abutment should begin soon



The scaffolding used to make a stair tower from the 12th Avenue Bridge down to the South Yard.

This allows laborers to park on 12th Avenue and walk down to the job site in the South Yard



### Safety First!

Michael Matheson  
John Phillips Grandson



MSE walls at Clinton Avenue

The first girder on the temp abutments in the South yard



# 2015 TDOT

## STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION – PART 4 CHANGES

### SPECS UPDATE

While reviewing the 2015 Standard Specifications for Road and Bridge Construction, you will notice a lot of updates to “Section 400 - Flexible Surfaces”. A brief highlight of the major changes has been compiled below. This list is by no means all inclusive. Please take the time to read the book. Darrell Bost and Laura Chandler are happy to assist with any questions concerning the spec book.

#### Highlights of Changes to Section 400

##### 1. Section 403: Tack Coat

- Lower application rates may be permissible when placing tack coats over freshly placed asphalt, provided a full coverage application is still achieved.

##### 2. Section 405: Bituminous Seal Coat

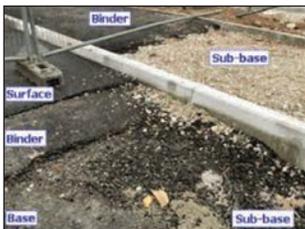
- Aggregate and Emulsion Application Rates for chip seals were revised.

##### 3. Section 407: Bituminous Plant Mix Pavements

- Method of Measurement and Basis of Pavement were removed from Sections 307 and 411 for asphalt mixtures, re-worded, and relocated to Section 407.
- The Coating Test has been deleted and is no longer required.

##### 4. Section 415: Cold Planing of Bituminous Plant Mix Pavements

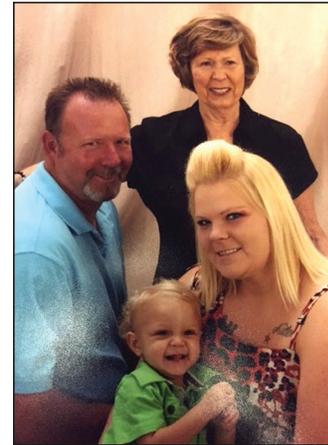
- Non-contact leveling systems are required when milling the interstate of controlled-access freeways.



## JEAN WEAVER

TDOT HEADQUARTERS CONSTRUCTION

### EMPLOYEE HIGHLIGHT



Jean Weaver with her son, granddaughter, and great grandson

Jean Weaver began her career with the Highway Department in March 27, 1959. She had graduated from Giles County High School, May 1958, and moved to Nashville to attend

Draughons Business School. As far back as she can remember, Jean wanted to be a Secretary and has been doing it for a long time.

She began typing the Notice to Contractors in the Office Engineer's Office, and then went to the Overweight Permits Office. She started in the Construction Office in 1969, and is still here having worked for 12 Directors, 13 Commissioners and several Governors since she began.

Jean's husband of 42 years passed away in 2003. She has one son, Randy, and him and his family lives in Murfreesboro. She also has 5 grandchildren and one great grandson.

Jean has enjoyed all of her 56 years with the Department and has worked with many good people and made a great amount of friends. She hopes to have helped in some small way.

## LAURA LARKINS

Ms. Larkins began her career with TDOT in June 2013, as a GTA in the Nashville Construction office and joined

Headquarters in April 2015. Ms. Larkins obtained a Bachelor's Degree in Civil Engineering from Tennessee Technological University in 2012. She was born and raised in Kingsport, Tennessee and moved to Nashville to work with TDOT.



## WELCOME ABOARD



## ABBY SPARKS

Abby Sparks is our new intern; she is a Nashville native who graduated from St. Cecilia Academy in 2013. She is currently pursuing a degree in Civil Engineering from Mississippi State University. We are so glad to have her in the Construction Division.

## NEWS & NOTES

### THE 2015 OPERATIONS SYMPOSIUM AND ROADEO: JUNE 23- JUNE 25 2015

#### Monday, June 22, 2015

Regional Leadership, and Headquarters Leadership staff and practice for ROADEO events

#### Tuesday, June 23, 2015

Statewide ROADEO Event  
Maintenance Technical Sessions

#### Wednesday, June 24, 2015

Construction & Maintenance Technical Sessions  
Construction & Maintenance Technical Sessions

#### Thursday, June 25, 2015

Construction Technical Sessions (Closing Session)

## NEW CIRCULAR LETTERS FOR REVIEW

Be on the lookout! On July 1st, new Circular Letters will be published. The new letters will provide guidance for new sections of the 2015 Spec book, eliminate letters which are no longer in use, and provide additional guidance on troublesome subjects.

**YOU'RE INVITED:** 1-24 downtown Chattanooga; The Olgiatei project Mandatory Pre-bid Meeting

**Tentative date:**  
July 22, 2015

**Place:**  
4005 Cromwell Road  
Chattanooga, TN 37421

TDOT is preparing for another massive project on Interstate 124 in downtown Chattanooga. The project will involve widening I-124 from the I-24/I-124 Interchange to south of the Tennessee River Bridge, including widening the Olgiatei Bridge. A storm drainage system will be installed including concrete pipes, catch basins, and an underground detention structure. The project will include constructing over 30 retaining walls and a noise wall. The project will also involve the removal and reconstruction of 9 bridges. As part of the project, traffic signals will be installed at the ramps at Martin Luther King Blvd, W. 6th street, and W. 4th Street. The project is scheduled to be let in August.

