



Work with Us- Construction Activity in Tennessee

DBE Small Business Annual Meeting 2023

Brian Egan, PE, Construction Division Director, August 29, 2023

TDOT Construction spending



- Proposed DBE Goal- 9.66% for FFY 2024-2026

2022 Bid Item Amounts			2021 Bid Item Amounts			2019 Bid Item Amounts			2016 Bid Item Amounts		
RANK			RANK			RANK			RANK		
1	411 - HMA Surface	\$ 197,966,409.03	1	411 - HMA Surface	\$ 163,493,942.08	1	411 HMA Surface	\$171,190,978.78	1	411HMA Surface	\$ 104,909,753.07
2	307-313 - HMA Base/Binder	\$ 107,527,943.58	2	307-313 - HMA Base/Binder	\$ 134,280,935.76	2	307 HMA Base/Binder	\$88,557,249.14	2	307 HMA Base/Binder	\$ 75,167,256.59
3	716 - Pavement Markings	\$ 84,408,895.73	3	203 - Excavation/Grading Items	\$ 109,413,673.60	3	716 Pavement Markings	\$50,291,000.97	3	203 Grading Items	\$ 71,442,760.80
4	712 - Traffic Control	\$ 76,857,938.63	4	303-306 - Base Material	\$ 83,630,810.58	4	303 Base Stone	\$41,270,753.16	4	760-797 Utilites	\$ 55,795,261.85
5	203 - Excavation/Grading Items	\$ 73,154,977.45	5	790-793 Utilities	\$ 83,166,928.28	5	712 Traffic Control	\$40,882,822.50	5	716 Pavement Markings	\$ 42,485,260.74
6	717 - Mobilization	\$ 65,297,298.17	6	712 - Traffic Control	\$ 53,690,563.16	6	203 Grading Items	\$40,023,165.51	6	303 Base stone	\$ 41,623,677.49
7	715 - ITS	\$ 49,936,957.72	7	717 - Mobilization	\$ 50,973,772.68	7	760-797 Utilities	\$37,328,432.80	7	604 Retaining walls	\$ 37,064,862.18
8	602 - Steel Structures	\$ 45,561,798.56	8	716 - Pavement Markings	\$ 46,475,186.04	8	717 Mobilization	\$35,378,473.88	8	717 Mobilization	\$ 32,053,505.12
9	705-706 - Guardrail	\$ 42,590,261.71	9	604 - Structural Concrete & Repairs	\$ 43,703,352.30	9	604 Concrete only	\$29,532,449.68	9	712 Traffic Control	\$ 27,455,244.35
10	604 - Structural Concrete & Repairs	\$ 40,662,513.65	10	602 - Steel Structures	\$ 29,012,927.98	10	705-706 Guardrail, etc..	\$28,191,802.32	10	604 Structural Concrete	\$ 22,703,583.22
11	415 - Milling - Cold Planing	\$ 39,960,062.88	11	705-706 - Guardrail	\$ 27,300,363.27	11	415 Milling	\$26,690,532.89	11	5-706 Guardrail/Appurtance	\$ 19,807,524.65
12	719 - Sweeping, Drain Cleaning and L	\$ 38,417,711.75	12	415 - Milling - Cold Planing	\$ 24,469,451.37	12	725 ITS	\$19,280,809.28	12	415 Milling	\$ 18,509,523.29
13	303-306 - Base Material	\$ 35,681,870.25	13	201 - Clearing and Grubbing	\$ 23,753,743.80	13	201 Clearing and Grubbing	\$15,783,673.97	13	602 Steel Structures	\$ 18,269,605.15
14	790-793 Utilities	\$ 32,992,337.04	14	607 - Pipe Culverts and Storm Sewers	\$ 21,643,398.19	14	604 Retaining Walls	\$15,662,047.33	14	501-503 PCCP and repair	\$ 17,111,721.51
15	806 - Mowing	\$ 25,317,528.93	15	701-703 - Sidewalks, Curb & Gutter and	\$ 19,980,636.63	15	730 Traffic Signals	\$15,517,976.30	15	201 Clearing and Grubbing	\$ 14,247,431.16
16	402-414 - Tack/Prime/Chip Seal	\$ 23,170,931.83	16	611 - Manholes, Catch Basins, Inlets and	\$ 19,541,842.67	16	602 Structural steel	\$14,528,786.27	16	607 Storm sewer/drainage	\$ 14,092,565.62
17	604 - Retaining Walls	\$ 17,040,980.00	17	615 - Precast/Prestressed Concrete Br	\$ 18,230,476.19	17	209 Erosion Control items	\$12,262,817.48	17	701-703 Sidewalk, C&G	\$ 11,436,905.04
18	501 - PCCP and Repair	\$ 16,991,927.77	18	402-414 - Tack/Prime/Chip Seal	\$ 17,812,799.58	18	806 Mowing	\$12,060,333.57	18	725 ITS	\$ 11,094,726.30
19	615 - Precast/Prestressed Concrete Br	\$ 15,232,720.24	19	806 - Mowing	\$ 16,739,540.89	19	615 Prestressed beams	\$11,559,836.71	19	00-405 Tack/prime/Chip se	\$ 10,785,683.32
20	701-703 - Sidewalks, Curb & Gutter and	\$ 14,358,021.29	20	604 - Reinforcing Steel	\$ 15,016,698.50	20	604 Resteel	\$10,620,230.66	20	611 Manholes/CB	\$ 10,226,672.06
21	202 - Removal Items	\$ 13,995,178.63	21	730 - Traffic Signals	\$ 14,957,175.37	21	607 Storm sewer/drainage	\$10,458,777.50	21	806 Mowing	\$ 8,230,976.03
22	713 - Signs, Foundations and Delineat	\$ 13,983,758.97	22	801-805 Seeding, Landscaping and So	\$ 12,248,478.34	22	202 Removal items	\$9,453,595.88	22	615 Prestressed Beams	\$ 7,958,421.25
23	730 - Traffic Signals	\$ 13,544,763.63	23	202 - Removal Items	\$ 12,175,474.83	23	611 Manhole/CBI/EW	\$8,433,104.73	23	709 Rip Rap	\$ 7,873,152.38
24	607 - Pipe Culverts and Storm Sewers	\$ 13,398,109.26	24	209 - Erosion Control	\$ 12,003,821.61				24	730 Traffic Signals	\$ 7,473,924.30
25	201 - Clearing and Grubbing	\$ 12,360,101.16	25	719 - Sweeping, Drain Cleaning and L	\$ 10,385,757.69				25	604 Reinforcing steel	\$ 7,349,833.51
26	714 - Roadway and Structure Lighting	\$ 11,604,196.88	26	604 - Retaining Walls	\$ 10,250,923.86				26	209 Erosion Control	\$ 6,818,218.46
27	502 - Concrete Repair	\$ 11,210,239.21	27	715 - ITS	\$ 10,069,381.76				27	604 Other	\$ 6,624,293.80
28	105 - Construction Stakes, Lines and G	\$ 11,207,065.60	28	604 - Other	\$ 9,777,547.90				28	202 Removal Items	\$ 5,859,089.44
29	611 - Manholes, Catch Basins, Inlets an	\$ 11,071,147.32	29	105 - Construction Stakes, Lines and Gr	\$ 9,580,516.47				29	800-805 Misc.	\$ 5,570,095.19
30	604 - Reinforcing Steel	\$ 10,425,361.20	30	713 - Signs, Foundations and Delineator	\$ 9,387,117.08				30	414 Microsurfacing	\$ 5,126,404.55
31	414 - Microsurfacing & Scrub Seal	\$ 9,511,021.57	31	501 - PCCP and Repair	\$ 8,978,848.50				31	105 CLG	\$ 4,738,527.19
32	801-805 Seeding, Landscaping and So	\$ 8,426,983.63	32	707 - Fences	\$ 8,211,323.52				32	406 HFST	\$ 3,121,297.00
33	606 - Piling	\$ 7,659,481.98	33	709 - Riprap and Slope Pavement	\$ 7,937,188.18				33	625 Drilled Shafts	\$ 2,872,823.16
34	604 - Other	\$ 7,521,016.67	34	502 - Concrete Repair	\$ 7,863,776.75				34	714 Lighting	\$ 2,689,423.16
35	209 - Erosion Control	\$ 6,991,706.34	35	710 - Underdrains	\$ 7,015,140.61				35	707 Fence	\$ 2,343,532.47

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35	209 - Erosion Control	\$ 6,991,706.34	35	710 - Underdrains	\$ 7,015,140.61

TOP 5- # of DBE Quotes Received

TOP 5- # of DBE firms Quoting

TOP 10- where TDOT \$\$\$ is spent

Work Classification	No. of DBE Bid Quotes	% of Work Class	# of DBE firms quoting work class	Total Bid Quotes Received	\$ spent RANK
HAULING/TRUCKING ONLY	118	12.2%	24	118	
INCIDENTAL OR MISCELLANEOUS ITEMS	82	8.5%	24	447	
MATERIAL SUPPLIER ONLY	96	9.9%	20	152	
TRAFFIC CONTROL - TEMPORARY	244	25.2%	15	537	4
EROSION CONTROL	106	10.9%	14	135	35
LANDSCAPING-SEEDING, SODDING, TREES, ETC	45	4.6%	9	56	32
BARRIERS-PARAPETS, CONCRETE BARRIERS, ETC	22	2.3%	8	33	
CONCRETE FLATWORK	25	2.6%	8	85	20
GUARDRAIL/ATTENUATORS	101	10.4%	8	259	9
STRUCTURES - BRIDGE	28	2.9%	7	72	8 & 10
TRAFFIC CONTROL - PERMANENT	22	2.3%	7	103	
ASPHALT PAVING	13	1.3%	6	125	1 & 2
BRIDGE PAINTING	28	2.9%	3	59	
CONCRETE PAVING	5	0.5%	3	16	18
INTELLIGENT TRAFFIC SYSTEMS	6	0.6%	3	51	7
BASE-AGGREGATE BASES OR AGGREGATES	3	0.3%	2	8	13
DRAINAGE-PIPE CULVERTS AND PRECAST BOXE	4	0.4%	2	16	24
EARTHWORK	5	0.5%	2	15	5
PAVEMENT MARKING	4	0.4%	2	359	3
REMOVAL-BUILDINGS, STRUCTURES, ETC.	3	0.3%	2	9	
STRUCTURES - DRAINAGE	3	0.3%	2	9	24 & 29
FENCE	1	0.1%	1	12	
RIPRAP	4	0.4%	1	4	
UTILITIES	1	0.1%	1	34	
WALL - RETAINING WALLS	1	0.1%	1	17	17
ENGINEERING	0	0.0%	0	55	
LIGHTING - ELECTRICAL, ETC.	0	0.0%	0	75	26

Work with Us- Construction Activity in



- Traditional Design-Bid-Build (D-B-B) Project, an overview I-40 at Donelson Pike Interchange Project
 - Tim Bea, Senior Project Manager, Superior Construction Co.
- Overview of Alternative Delivery Projects- Construction Manager/General Contractor (CM/GC) and Design Build (D-B) and overview of projects
 - Clayton Markham, Director, TDOT Alternative Delivery Program
- DBE Participation Panel Discussion
 - Tim Bea, Superior Construction Co.
 - Chris Frieberg, Kiewit Infrastructure South Co.
 - Mitchell Simpson, Wright Brothers Construction Co., Inc.
 - Jeremy Mitchell, Bell & Associates Construction, LLC

Projects



- CNW181-- I-40 Interchange at Donelson Pike, \$136.0 Million (5th largest contract)
 - Tim Bea, Superior Construction Co.
- CMGC04-- SR-1 Broadway Bridge over 11th Ave and CSXRR, \$71.9 Million (16th)
 - Chris Frieberg, Kiewit Infrastructure South Co.
- DB2101-- I-75 Interchange Modification at I-24 Phase II, \$161.0 Million (2nd)
 - Mitchell Simpson, Wright Brothers Construction Co., Inc.
- DB2001-- I-65 Interchange at Buckner Road, \$42.4 Million Contract (56th)
 - Jeremy Mitchell, Bell & Associates Construction, LLC

Setting DBE Goals



- Design-Bid-Build
 - 1 week before letting, project specific goals are set
 - Have know quantities and full plans details
- Design-Build
 - Project goals are established during the RFP (Request for Proposals) development
 - Do not have any quantities or final plan details
 - Alternate Technical Concepts (ATC), Methods and Means, all Unknown
- Construction Manager/General Contractor
 - Project goal is during design with the CM, before negotiations and GMP agreement
 - Cross between D-B-B and D-B, have most of plans, but negotiating prices



I-40/Donelson Pike

Project Update
TDOT DBE Small Business Meeting
August 29, 2023

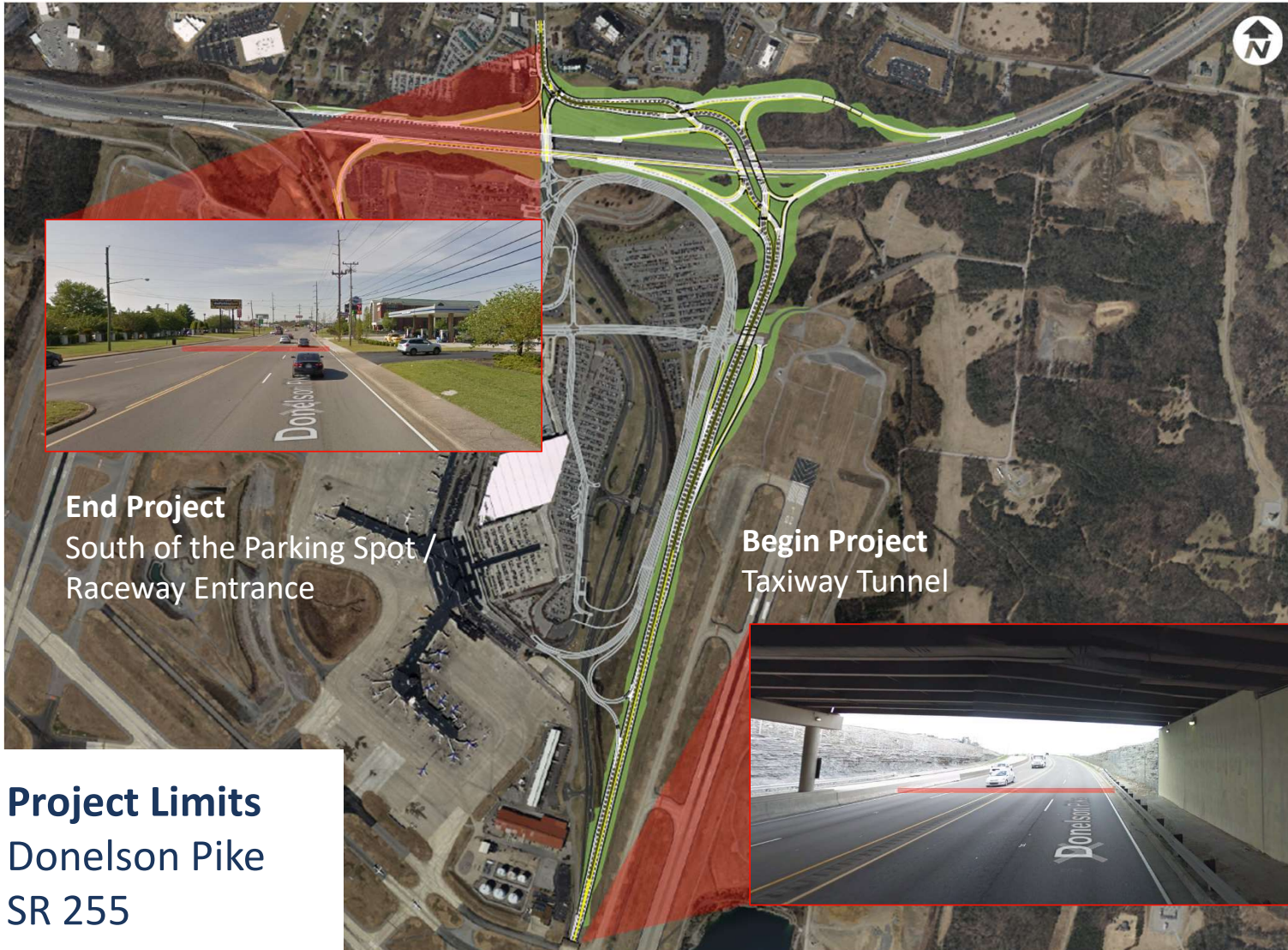


Begin Project
Exit 216A



End Project
West of Elm Hill Pike

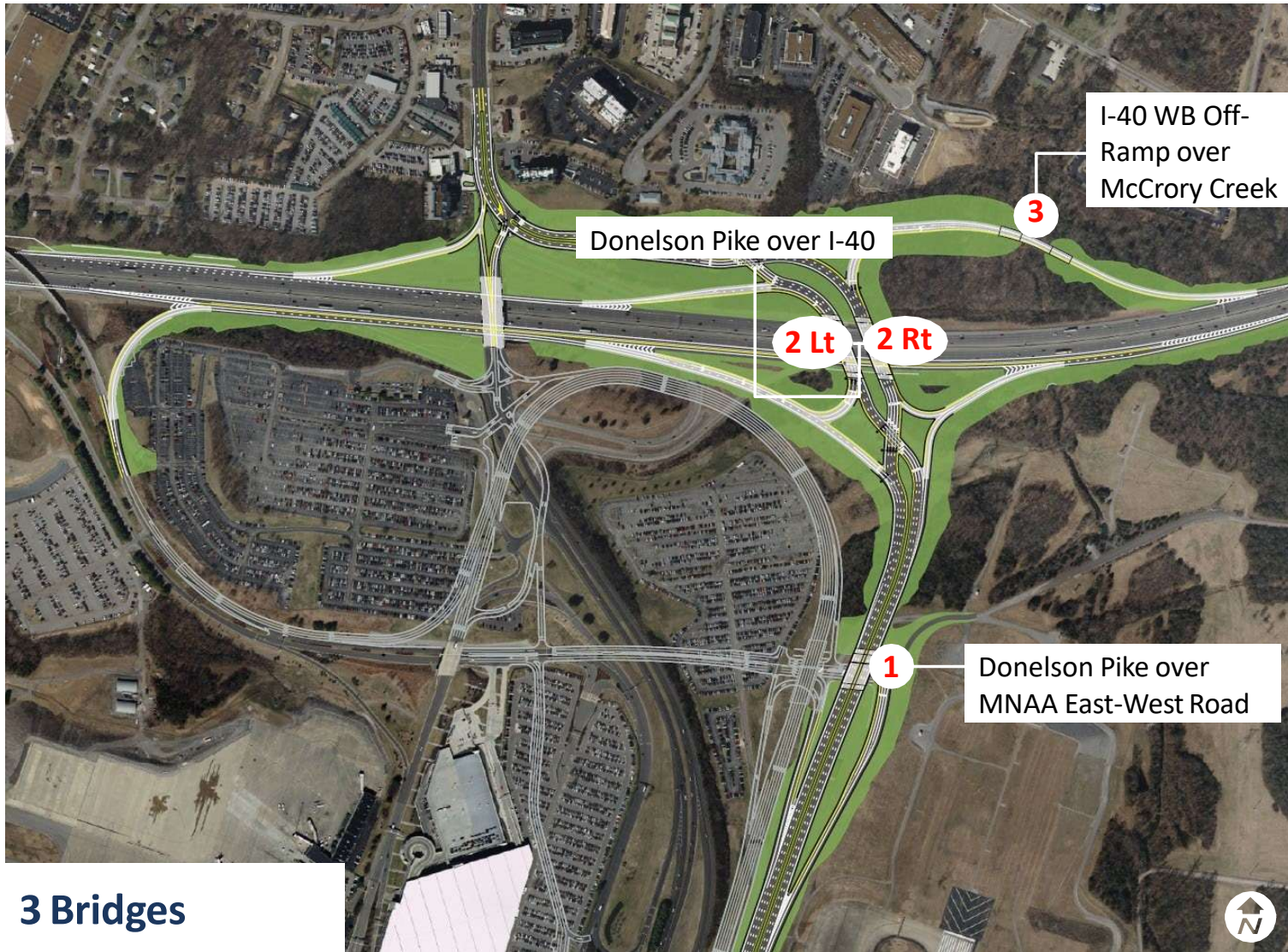
Project Limits
I-40



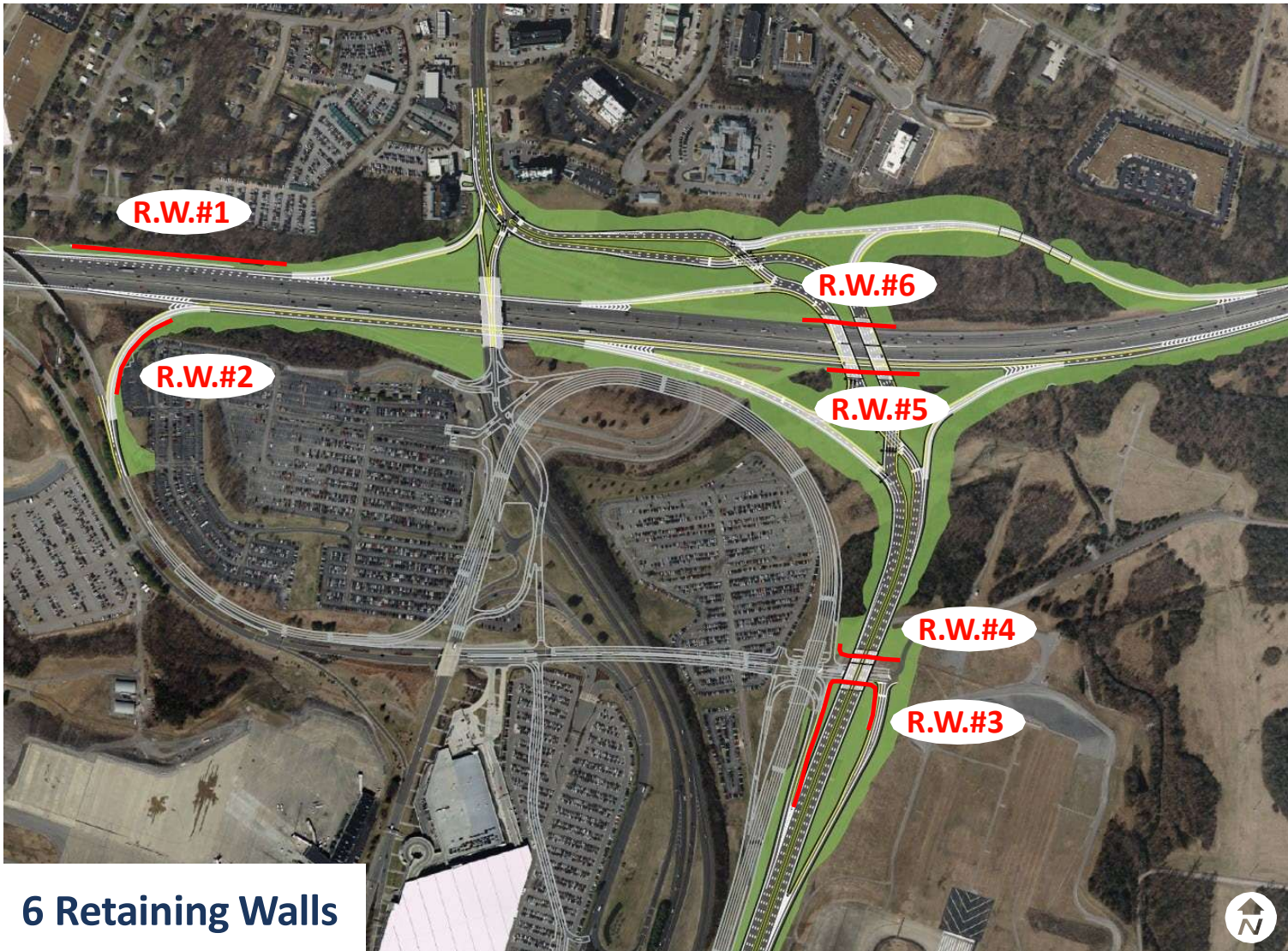
End Project
South of the Parking Spot /
Raceway Entrance

Begin Project
Taxiway Tunnel

Project Limits
Donelson Pike
SR 255

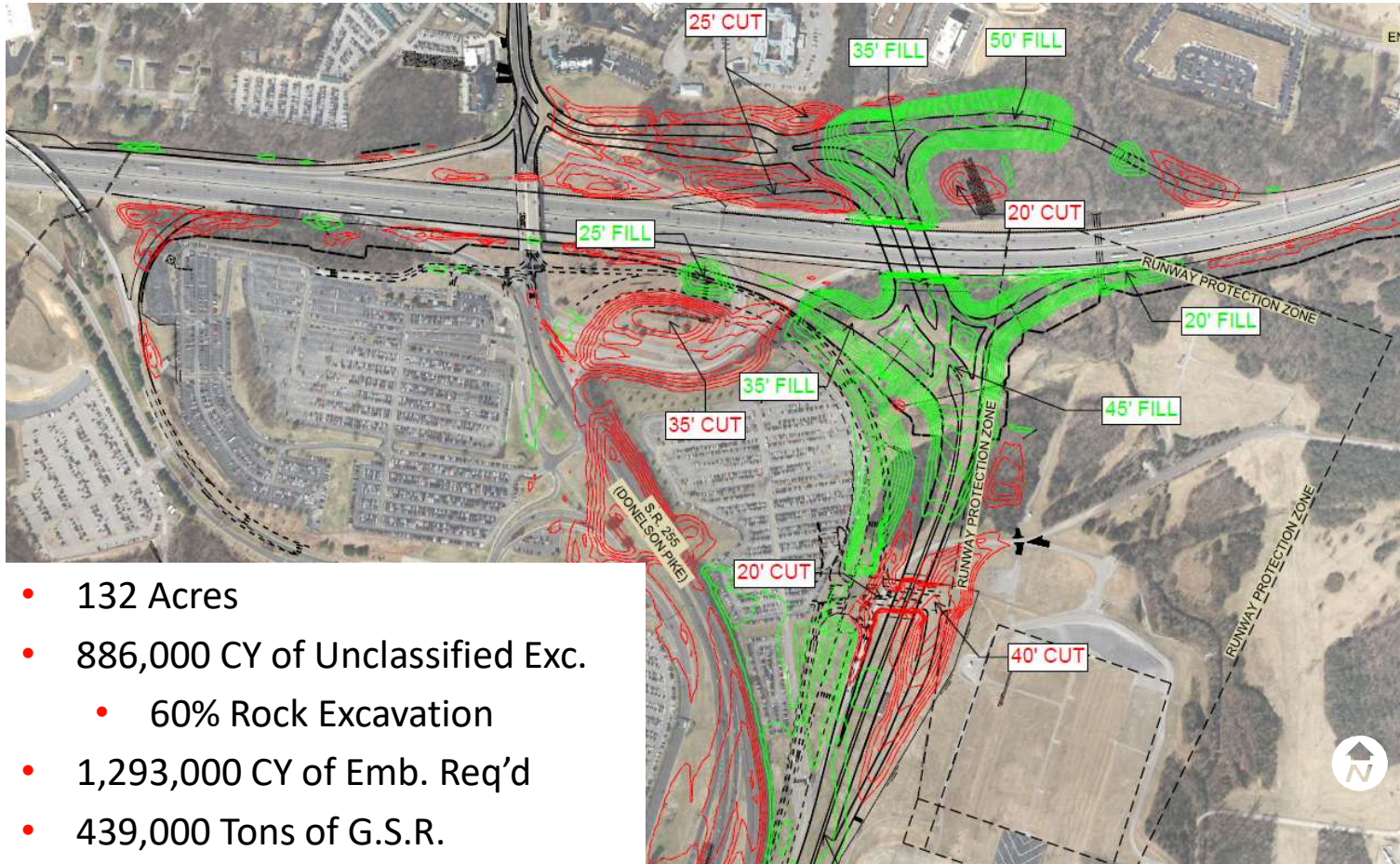


3 Bridges



6 Retaining Walls

Earthwork



- 132 Acres
- 886,000 CY of Unclassified Exc.
 - 60% Rock Excavation
- 1,293,000 CY of Emb. Req'd
- 439,000 Tons of G.S.R.

Retaining Wall #1 Construction



Aerial View of the work north of I-40



Aerial view of SR255 Embankment



Embankment Construction for Proposed SR255



Bridge 2 I-40 Median Caps & Columns



Bridge #3 Pier 2 Columns



Beam Setting Operation @ Bridge #3



Rock Blasting



Schedule

- Complete Retaining Wall 1 -> Mid September 2023
- Complete Noise Wall 1 -> Late September 2023
- Switch NB & SB Donelson Traffic onto SR. 255 Transfer -> December 2023
- Complete Bridge 3 -> Mid February 2024
- Complete Bridge 2 Left -> Mid June 2024
- Complete Retaining Walls 3 & 4 -> Late June 2024
- Complete Bridge 2 Right -> Mid July 2024
- Complete Retaining Wall 2 -> Mid July 2024
- Complete Bridge 1 -> Mid October 2024
- Complete EB & WB I-40 Resurfacing -> Mid May 2025
- Switch NB & SB Donelson onto New SR 255, Complete Phase 3A -> Late May 2025
- Complete Final Pavements on SR 255 -> July 2027

DBE Scopes – Project Goal 11%

- Traffic Control – 1.1%
- Signage – 1%
- Erosion Control/Grassing/Landscaping – 1.9%
- Barrier Wall – 1.6%
- Asphalt Content Supply – 0.8%
- Trucking – 4.1%
- Concrete Reinforcement Installation – 1.2%
- Painting – 0.2%



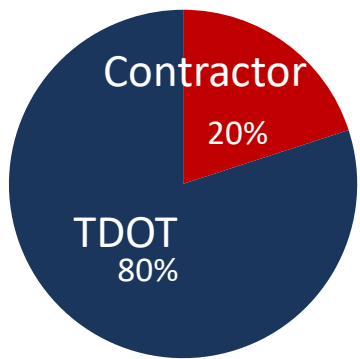
Alternative Delivery

Accelerating Excellence

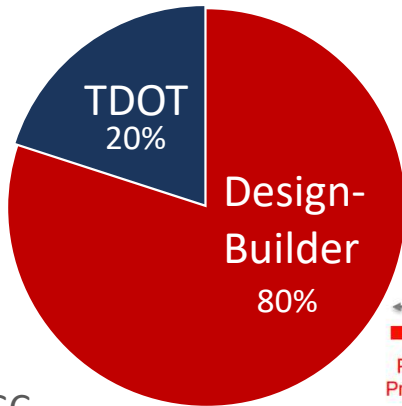
2023 DBE Conference | August 29, 2022

Alternative Delivery Fundamentals

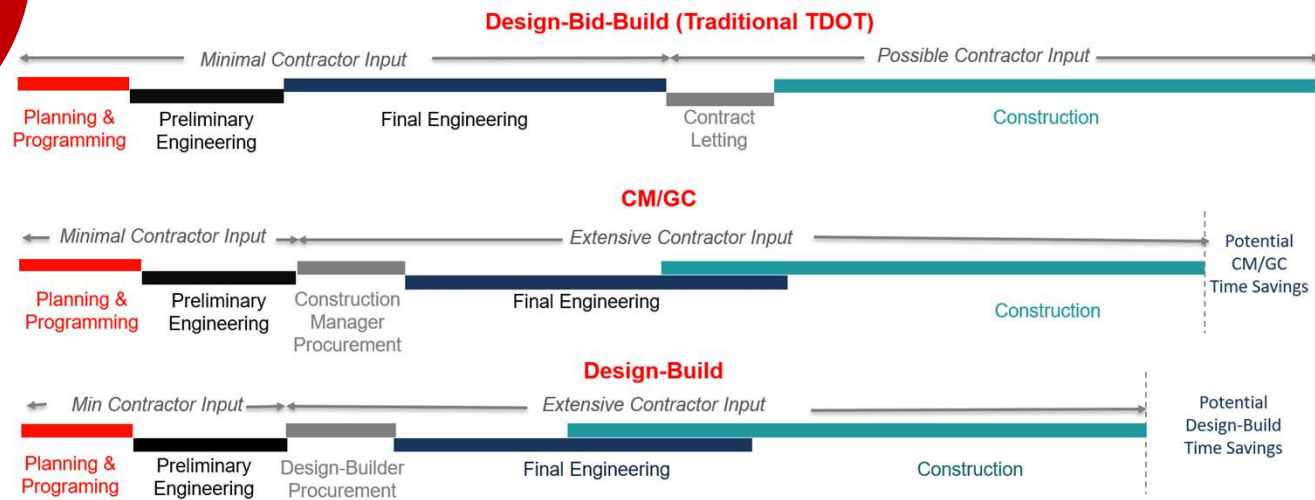
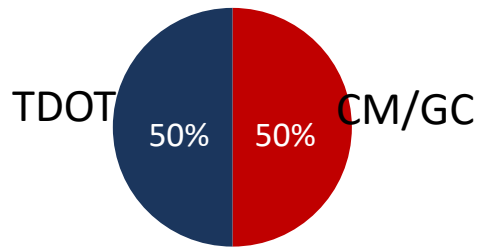
Design-Bid-Build



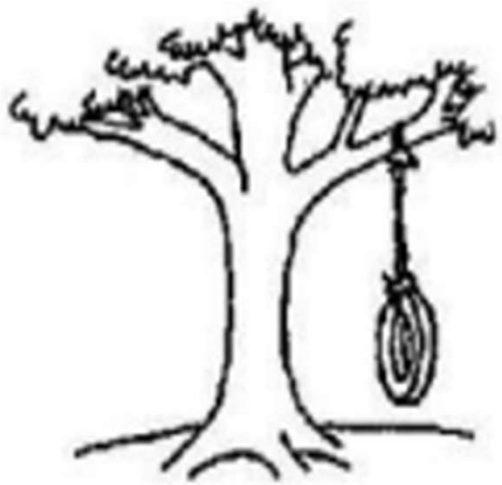
Design-Build



CM/GC



Alternative Delivery Innovation



TDOT's Vision

VS.



Contractor's Vision

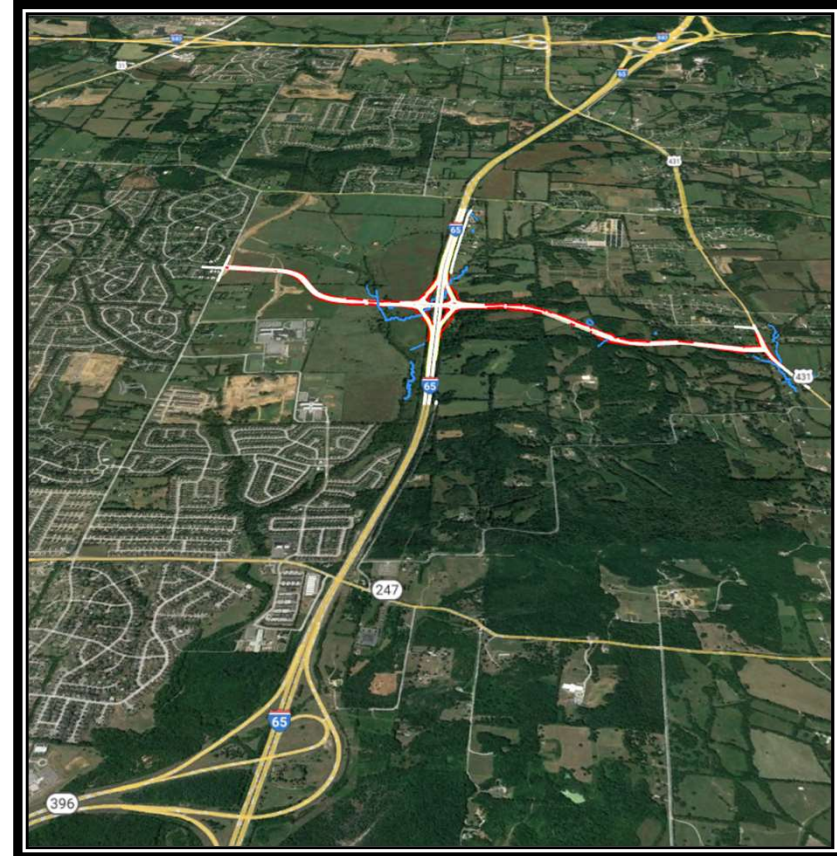


DB2001

Buckner Road Interchange

Project Overview – Buckner Rd. Interchange

- Scope
 - New Diverging Diamond Interchange and Local Interstate Connections
- Schedule
 - Start: January 22, 2021
 - Anticipated Complete: Spring 2024
- Budget
 - \$41.9 Million (A+B Bid)
 - \$25M BUILD Grant



Project Overview – Buckner Rd. Interchange





CMGC04

Broadway Bridge Replacement

Project Overview – Broadway Bridge

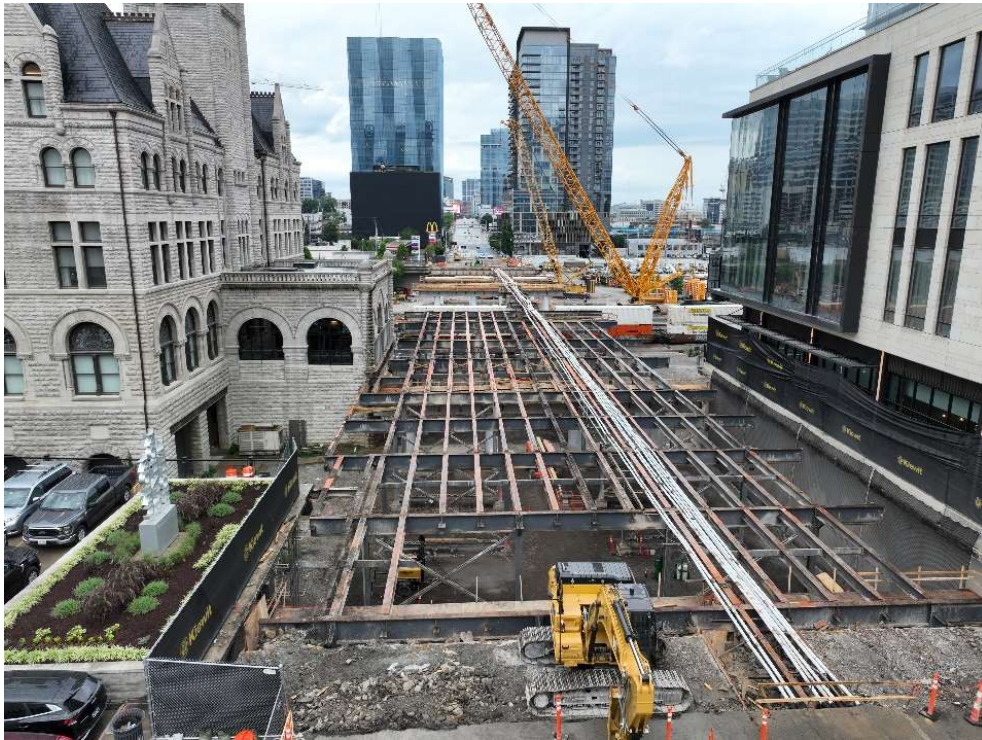
- Scope
 - Replace Broadway Bridge over 11th Ave and CSX Railroad
- Schedule
 - Early Work
 - Full Closure
 - Post Closure
- Budget
 - \$72 Million



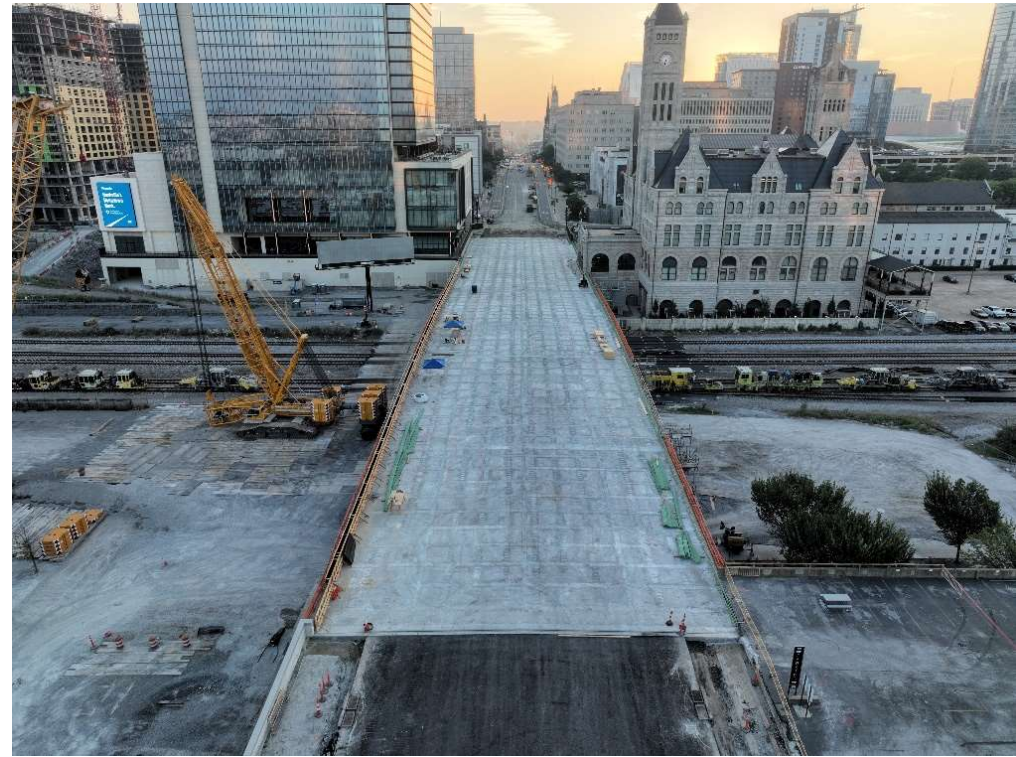
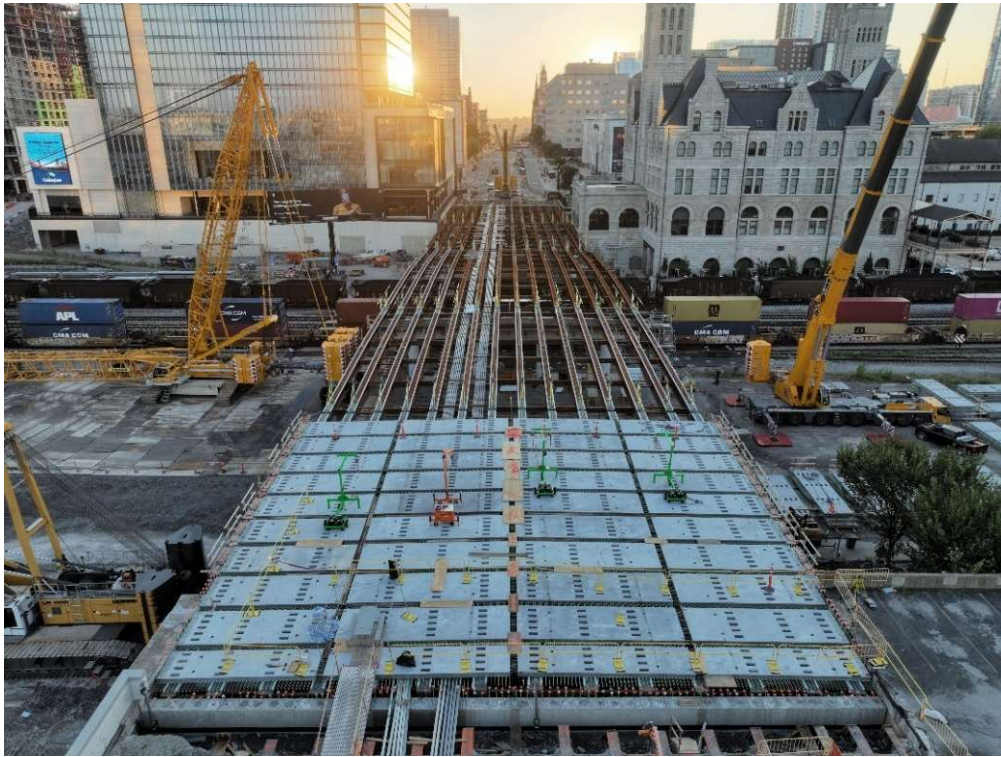
GRESHAM SMITH | KIEWIT | HDR



Project Overview – Broadway Bridge



Project Overview – Broadway Bridge





DB2101

I-75/I-24 Phase II

Project Overview – I-75/I-24 Phase II

- Scope
 - Interstate Widening and Reconstruction
- Schedule
 - Early Work
 - Phase 1
 - Phase 2
- Budget
 - \$161 Million



Project Overview – I-75/I-24 Phase II



Upcoming Opportunities

Alternative Contracting Program rev. 1/13/2023

Potential Alternative Delivery Projects:

Please note that this proposed list is subject to change without notice due to project procurement method, project procurement schedule, project availability, and available transportation funding. All Projects are included in the Improve Act (IA) except as noted.

County	Route	Description	Potential Delivery Method	Projected Release of RFP
Region 1				
Knox	I-275	Bridge over I-275/Elm Street (IA) (PIN 124437.00)	CMGC	2023
Region 2				
Hamilton	Wilcox Blvd	The Wilcox Boulevard Bridge - River to Ridge Mobility Project (PIN 133281.00) (Not in the IA)	CMGC	2024
Hamilton	I-24	From East of Browns Ferry Rd. to near I-124 (US-27)(IA) (PIN 124072.03)	CMGC	2024
Region 3				
Rutherford	I-24	I-24 Interchange at Epps Mill Road/Buchanan Road (IA) (PIN 124683.05)	DB	2024
Davidson	SR-11	(US-31W, North Main Street), From Fannin Drive to Old Stone Bridge Road, including the CSX R/R Overpass Structure (IA) (PIN 124781.00)	CMGC	2025
Smith	I-40	I-40 Rest Area Truck Parking & Bridge Replacements (Not in the IA)	DB	2023
Region 4				
Shelby	SR-14	I-55 exit ramp to SB SR-14, Bridge over SR-4, LM 7.46; SR-14, Bridge over I-55, LM 7.44; and SR-14, Bridges over CNIC R/R and Nonconnah Creek, LM 7.13 (PIN 128674.00) (Not in the IA)	CMGC	2023
Haywood	SR-222	From near proposed SR-468 to near Camp Ground Road (Project Blue Oval) (Not in the IA)	DB	2023

Panel Discussion

The logo consists of the letters 'TN' in a white, serif font, centered within a red square. A thin white horizontal line is positioned below the square.

1. How can DBEs be proactive in finding out about opportunities to provide quotes with your company? How is this different for alternative delivery projects?
2. How do DBEs get pay items and quantities to price for alternative delivery projects?
3. Discuss your approach to risk on large traditional delivery projects and how it may be different for alternative delivery projects? As a sub, am I taking on more risk on an alternative delivery project?

Panel Discussion



4. How is the subcontracting process different for an alternative delivery project? Are Bonding or Pre-Qualification requirements different?
5. I am a small company, do I really have a place on an alternative delivery project?
6. Open Questions?