

**TENNESSEE DEPARTMENT OF TRANSPORTATION
 FY 2014 THRU FY 2017
 TRANSPORTATION IMPROVEMENT PROGRAM
 TITLE 23 U.S.C., SECTIONS 105 & 135**

OLD PAGE

STIP #	1419030	TDOT PIN	117847.00	LENGTH IN MILES	0.0	LEAD AGENCY	TDOT
COUNTY:	DAVIDSON	TOTAL PROJECT COST	\$70,400,000	TIP NO:	2014-18-045		
ROUTE:	I-65 / I-40						
TERMINI :	HERMAN ST. & ICG RR (LM 16.62), CLINTON AV. & CSX RR (16.75), JOJOHNSON ST. (LM 16.88),AND CHARLOTTE AV. (LM 17.10)						
PROJECT DESCRIPTION:	BRIDGE AND PAVEMENT REHABILITATION						
REMARKS							

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE-N	NHPP	3,500,000	3,150,000	350,000	
2014	PE-D	NHPP	2,000,000	1,800,000	200,000	
2014	CONST	NHPP	64,900,000	58,410,000	6,490,000	

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ADJUSTED PAGE

Adjustment Number: 156

STIP #	1419030	TDOT PIN	117847.00	LENGTH IN MILES	0.0	LEAD AGENCY	TDOT
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FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2014	PE-N	NHPP	3,500,000	3,325,000	175,000	
2014	PE-D	NHPP	2,000,000	1,900,000	100,000	
2014	CONST	NHPP	64,900,000	61,655,000	3,245,000	

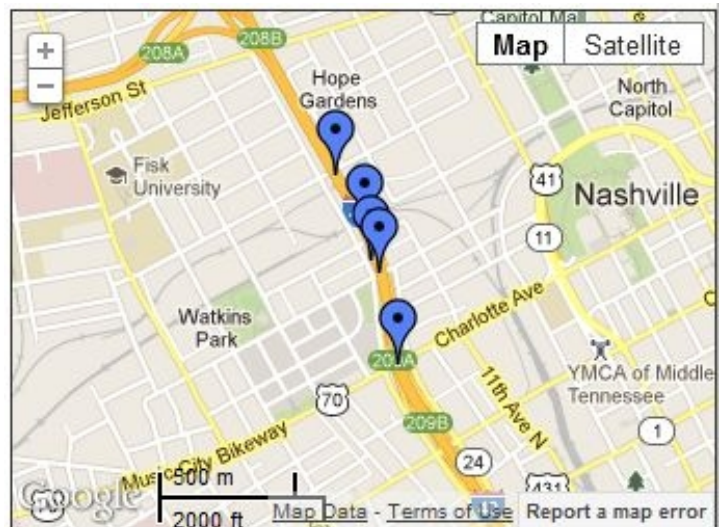
Transportation Improvement Program for FYs 2014-2017

Project Name	I-65/ I-40 Bridge Rehabilitation		TIP #	2014-18-045
Improvement Type	Bridge		Lead Agency	TDOT
County	Davidson County	Length	0.00	Regional Plan ID Consistent
Air Quality Status	Non-Exempt	TDOT PIN	117847.00	Project Cost \$70,400,000.00
Route	I-65/ I-40			
Location	Hermann St & ICG RR (LM 16.62), CLinton Ave. & CSX RR (16.75), Johnson St. (LM 16.88), and Charlotte Ave. (LM 17.10)			
Project Description	Bridge and Pavement rehabilitation.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2014	PE-N	NHPP	\$3,500,000.00	\$3,150,000.00	\$350,000.00	\$0.00
2014	PE-D	NHPP	\$2,000,000.00	\$1,800,000.00	\$200,000.00	\$0.00
2014	CONSTRUCTION	NHPP	\$64,900,000.00	\$58,410,000.00	\$6,490,000.00	\$0.00

REVISION HISTORY

PROJECT NOTES



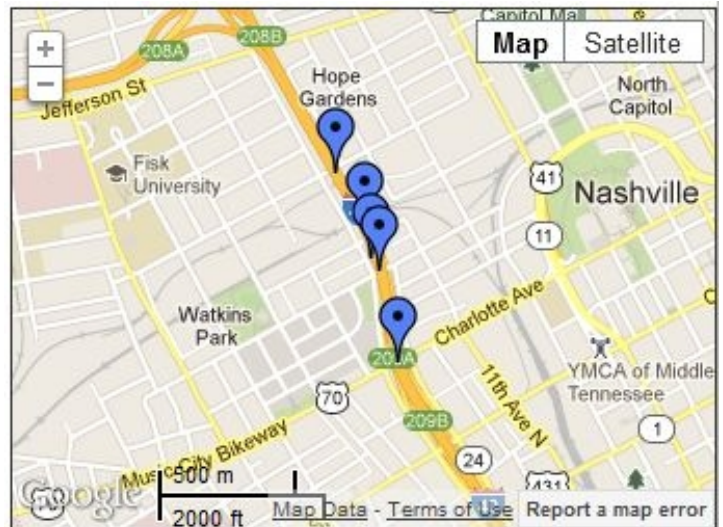
Transportation Improvement Program for FYs 2014-2017

Project Name	I-65/ I-40 Bridge Rehabilitation		TIP #	2014-18-045
Improvement Type	Bridge		Lead Agency	TDOT
County	Davidson County	Length	0.00	Regional Plan ID Consistent
Air Quality Status	Non-Exempt	TDOT PIN	117847.00	Project Cost \$70,400,000.00
Route	I-65/ I-40			
Location	Hermann St & ICG RR (LM 16.62), CLinton Ave. & CSX RR (16.75), Johnson St. (LM 16.88), and Charlotte Ave. (LM 17.10)			
Project Description	Bridge and Pavement rehabilitation.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2014	PE-N	NHPP	\$3,500,000.00	\$3,325,000.00	\$175,000.00	\$0.00
2014	PE-D	NHPP	\$2,000,000.00	\$1,900,000.00	\$100,000.00	\$0.00
2014	CONSTRUCTION	NHPP	\$64,900,000.00	\$61,655,000.00	\$3,245,000.00	\$0.00

REVISION HISTORY

PROJECT NOTES





**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

BUREAU OF ENGINEERING
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-0791

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

July 25, 2014

Ms. Pamela M. Kordenbrock
Division Administrator
Federal Highway Administration
404 BNA Drive, Bldg. 200, Suite 508
Nashville, Tennessee 37217

Re: BH-I-40-4(86); Davidson County, I-40, Bridges over Herman Street & ICG R/R, Clinton Street & CSX R/R, Jo Johnston Avenue and Charlotte Avenue.

Dear Ms. Kordenbrock:

As you are aware, MAP-21 Section 1304 allows for an increased federal share for projects utilizing Innovative Project Delivery Methods.

I am requesting your concurrence in the increase to 95% federal payable on the subject improvement. Please see the attachment which describes this work.

Your approval of this request will be greatly appreciated.

Sincerely,

Paul D. Degges
Paul D. Degges, P.E.

Deputy Commissioner and Chief Engineer

PDD/RP
Attachments

cc: Mr. Jim Moore
Mr. Ronnie Porter

Downtown Nashville I-40 Bridge and Roadway Rehabilitation Project, PIN 117847.00

I-40 Bridges over Herman St and ICG R/R, LM 16.62; Clinton St and CSX R/R, LM 16.75; Jo Johnston Ave, LM 16.88; and Charlotte Ave, LM 17.09, Davidson Co.

The city of Nashville is where three of our nation's interstates (I-65, I-40, and I-24) intersect and then proceed in their original direction. Around Nashville, the interstate loop collects and distributes traffic as it has since its construction in the early 1960's. Within this traffic corridor are four bridges in a row, one is a steel k-frame girder structure, another is a precast pre-stressed concrete girder structure, and the last two are steel I-girder bridges that are suffering from advanced stages of deterioration. Currently this section of the interstate loop carries over 131,000 ADT according to our 2012 records. There are several hospitals that utilize this corridor for quick access as well as a dense population of commercial/business properties. With the demands from business (and hospital) access along with high traffic demands, TDOT has explored various ways to address these structures in a quick, efficient and durable manner so as to minimize traffic disruption for the community.

With the help of FHWA and AASHTO, we have investigated various innovative accelerated bridge construction methods, researched projects in other states, and reviewed lessons learned from those ABC projects around the country. Our objective is to implement some ABC techniques to rehabilitate these four bridges to extend the service life of the structures and minimize inconvenience. The bridge decks have deteriorated and have become an increasingly constant maintenance problem. Recently, the I40 over Charlotte Avenue Bridge required a portion of the deck to have emergency full depth deck repair during a weekend, directional, interstate closure. Repairing the bridges with conventional methods would cost millions of dollars in road user's cost due to roadway or lane closures and would be a financial hardship on businesses in the area that depend on the interstate for commerce. Taking some tips from projects around the country, the most expedient method of construction is to close the facility to traffic, demolish the old and reconstruct with prefabricated units.

Another aspect to this project arose with the idea of closing this two mile section of interstate for weekend work on bridges and that is to rehabilitate the roadway pavement through this closed section at the same time the bridges are being rehabbed.

The goal of the accelerated bridge construction project is to reduce the timeframe of construction to minimize traffic impacts. The Charlotte Avenue Bridge will require precast prestressed full depth panels. The remaining bridges will consider replacing the superstructures with several prefabricated and precast units consisting of two steel girders and a precast concrete slab on top of girders. This method will enable quick demolition and reconstruction of each bridge. This method of construction will reduce the construction time from several months of complete closures to a dozen weekend closures.

TDOT is also considering using a new contracting method called Construction Manager/ General Contractor (CMGC). This contracting method encourages early contractor input, accelerated bridge construction design methods, risk allocation, improved constructability, improved cost reliability and reduced owner's resources. With the economic and community demands that face the Department for this section of interstate, it is prudent that we, TDOT, embrace and support innovative methods to deliver sensitive projects as this one.



U.S. Department
of Transportation
**Federal Highway
Administration**

Tennessee Division

July 25, 2014

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

In Reply Refer To:
HDA-TN

Mr. Paul Degges
Deputy Commissioner/Chief Engineer
Tennessee Department of Transportation
James K. Polk Building, Suite 700
Nashville, TN 37243

Subject: BH-I-40-4(86); Davidson County, I-40, Bridges over Herman Street & ICG R/R,
Clinton & CSC R/R, Jo Johnston Avenue and Charlotte Avenue

Dear Mr. Degges,

We have received your letter dated July 25, 2014 requesting concurrence to increase the pro-rata share for the subject project to 95% under Section 1304 of MAP-21. We concur increasing the Federal pro-rata based on the project scope to use innovative methods of Construction Manager/General Contractor and Accelerated Bridge Construction techniques for expediting the project.

For authorizing this project and any future projects increasing the pro-rata share under Section 1304, please ensure the following statement in FMIS is included in the State's remarks, "The pro-rata share is increased in accordance with Section 1304 of MAP-21." In addition, any future projects processed under Section 1304 of MAP-21 will need to be reviewed by the Division on a project by project basis to determine if the project is eligible for a pro-rata increase.

If you need any additional assistance then please contact either Maureen Melton-Bluhm at (615) 695-4096 or Gerald Varney (615) 781-5765.

Sincerely,

Pamela M. Kordenbrock
Division Administrator

cc: Mr. Jim Moore, Director of Program Development Division
Mr. Ronnie Porter, Manager Program Development Office
Ms. Lia Obaid, Design-Build/Innovative Contracting Manager