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<td>HERMAN ST. &amp; ICG RR (LM 16.62), CLINTON AV. &amp; CSX RR (16.75), JOJOHNSON ST. (LM 16.88), AND CHARLOTTE AV. (LM 17.10)</td>
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**PROJECT DESCRIPTION:** BRIDGE AND PAVEMENT REHABILITATION

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<th>TYPE OF WORK</th>
<th>FUNDING TYPE</th>
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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS
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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS
NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program for FYs 2014-2017

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<tr>
<th>Project Name</th>
<th>I-65/ I-40 Bridge Rehabilitation</th>
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<td>Location</td>
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REVISION HISTORY

PROJECT NOTES
Project Name: I-65/ I-40 Bridge Rehabilitation

Improvement Type: Bridge

County: Davidson County

Air Quality Status: Non-Exempt

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: 2014

Type of Work: PE-N, PE-D, Construction

Funding Type: NHPP

Total Funds: $3,500,000.00, $2,000,000.00, $64,900,000.00

Federal Funds: $3,325,000.00, $1,900,000.00, $61,655,000.00

State Funds: $175,000.00, $100,000.00, $3,245,000.00

Local Funds: $0.00, $0.00, $0.00

TDOT PIN: 117847.00

Project Cost: $70,400,000.00

TDOT: Lead Agency

Air Quality Status: Consistent

Regional Plan ID: Non-Exempt

REVISION HISTORY

PROJECT NOTES
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, 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.
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