



TENNESSEE DEPARTMENT OF TRANSPORTATION

Design-Build Book 2 Contract

Interstate 24

**Interchange at Epps Mill Road/Buchanan Road; Epps Mill Road,
From west of Capital Way to SR-2 (US-41)
Rutherford County, Tennessee**

DB Contract# 2505

October 2025

Addendum #1 November 14, 2025

Addendum #2 December 5, 2025

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**DESIGN-BUILD
RFP CONTRACT BOOK 3
PROJECT SPECIFIC INFORMATION**

TENNESSEE DEPARTMENT OF TRANSPORTATION

Interstate 24

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From west of Capital Way to SR-2 (US-41)
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CONTRACT NUMBER: DB2505



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1. GENERAL

This **Contract Book 3 (Project-Specific Information)** contains the requirements and conditions by which the Design-Builder shall design and construct the Project, except for any portions of the work that may be stipulated within this **Contract Book 3 (Project-Specific Information)** to be performed by the Tennessee Department of Transportation (TDOT, or “the Department”).

The order of precedence of **Contract Book 3 (Project-Specific Information)** with the other contract documents is described in **Contract Book 2 (Design- Build Contract)**. TDOT will utilize electronic contracts for this project.

The Definition of Terms corresponding with this **Contract Book 3 (Project-Specific Information)** can be found in the *Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction* and/or *Design-Build (DB) Standard Guidance*:

https://www.tn.gov/content/dam/tn/tdot/alternative-delivery/design-build/Design-Build_Standard-Guidance_2022-04-28.pdf.

All work shall be completed in accordance with the version of the Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction in effect 30 days prior to the Proposal due date, unless specifically stated herein.

1.1 PROJECT DESCRIPTION

The Design-Builder shall verify existing survey and perform all necessary survey updates, design and construction services to construct (roadway and structures) I-24 Interchange at Epps Mill Road/Buchanan Road (the “Project”).

The Project shall include the design and construction of the widening of Epps Mill Road from just past Capital Way (L.M. 0.86) to State Route 2 (US-41) (L.M. 0.00) and ramp improvements at the interchange (Exit 89) with Interstate 24 (I-24). The area within the ramp terminals will be full-access controlled and the area outside of the ramp terminals will be partial-access controlled. The Project replaces the existing Epps Mill Road bridge over I-24 and realigns Epps Mill Road for the bridge construction staging. The project also includes realignment of Epps Mill Road at the intersection with SR-2 as depicted on the Functional Plans.

The bridge (ID 75I000240041) over I-24 is twenty-eight (28) feet wide and is a two-span 300 ft. long haunched steel welded plate girder bridge with a sufficiency rating of 75.0. The bridge is approaching its end of service life and will be replaced as part of this project.

The Project Limits are defined below, per stationing in the Functional Plans:

- I-24 WB: 1325+36.74 to 1364+73.36
- I-24 EB: 1327+91.95 to 1365+07.24
- Epps Mill Road: 500+14.42 to 545+18.43
- SR2: 90+06.56 to 104+17.82

The Design-Builder's general responsibilities with respect to the scope of work for the Project shall include without limitation the following, as more particularly described within this **Contract Book 3 (Project-Specific Information)**:

- Widening Epps Mill Road from just past Capital Way (L.M. 0.86) to State Route 2 (US-41) (L.M. 0.00);
- Realigning Epps Mill Road
- Improving ramps at the Epps Mill Road interchange (Exit 89) with Interstate 24 (I-24);
- Providing a minimum ~~45-mph~~35-mph design speed for the Epps Mill Road to I-24 westbound on-ramp (Ramp 1);
- Providing a minimum 40-mph departure design speed for the I-24 eastbound to Epps Mill Road off-ramp (Ramp 2);
- Providing a minimum 35-mph design speed for the Epps Mill Road to I-24 eastbound on-ramp (Ramp 3);
- Providing a minimum 40-mph departure design speed for the I-24 westbound to Epps Mill Road off-ramp (Ramp 4);
- Constructing a new bridge to replace the existing Epps Mill Road bridge over I-24;
- Extending acceleration and deceleration lanes on I-24 at the Epps Mill Road Interchange ramps;
- Widening State Route 2 for a dedicated left and right turn lane at the intersection with Epps Mill Road;
- Realigning Miller Road to intersect Epps Mill Road perpendicular and across from the new I-24 eastbound ramp terminals;
- Removing and replacing all existing guardrail that does not meet current standards.;
- Resurfacing-Reconstruct or mill and overlay all existing asphalt pavement within the project limits defined in Section 1.1;
- Modifying existing drainage structures and installing proposed drainage improvements;
- Installing new full interchange lighting;
- Installing new ITS components;
- Replacing existing and installing new signage as shown in the ~~roll plots~~Functional Plans; and
- Replacing control access fence.

1.2 PROJECT GOALS

The Project's primary purposes are to provide present and future congestion relief, and address deficiencies of the existing interchange. The following goals have been established for the Project (not listed in any specific order):

- Provide a design and construction approach that minimizes inconvenience to the traveling public.
- Optimize cost efficiency through design and construction innovation to complete the Project within the allocated budget.

temporary roadway surfaces used during construction. The Design-Builder shall submit plans as outlined in the TDOT *Design Guidelines* to the TDOT Structures Division for Grade Approval.

The Design-Builder shall be responsible for preparation of final signed and sealed construction plans used to construct the proposed improvements. They shall be prepared in accordance with TDOT's *Design Guidelines* and the previous design standards referenced in this section.

If the Design-Builder wishes to change the horizontal or vertical alignment or deems that additional ROW is needed outside of the secured ROW, they will be responsible for any and all additional environmental technical studies and completion of the re-evaluation of the TEER document, ROW appraisals and acquisitions, utilities coordination/relocation and any permits necessary.

The ramp construction and closures shall be phased in accordance with Special Provision SP108B. Access to all side roads shall be maintained throughout the duration of construction.

The Design-Builder shall identify the need for any special roadway design details (i.e. any special drainage structures, rock embankment, special guardrail, retaining walls, concrete barrier designs, etc.) and shall provide special design drawings to the Department for Review and Acceptance.

The geometric configurations of all roadway components shall be designed to provide adequate drainage and prevent hydroplaning (during construction and when complete). Cross slopes shall be in accordance with the requirements of the roadway typical section as shown in the Functional Plans. Design-Builder to provide hydraulic calculations (including spread calculations) to the Department.

All proposed slopes associated with the roadway shall be 2:1 or flatter ~~and shall be sodded~~. For slopes steeper than 2:1, the Design-builder shall obtain TDOT concurrence on the slope protection.

All permanent and temporary safety appurtenances (sign supports, guardrail, barrier rail, impact attenuators, etc.) shall meet current TDOT standards and shall have all required Department certification documents.

Deviations and Exceptions

All proposed modifications require an Alternative Technical Concept (ATC) subject to Department approval. The Design-Builder shall not request more than eight (8) ATCs.

Deviations from the Functional Plans horizontal alignment (greater than 10.0 feet) will require an ATC with Department approval. The Design-Builder is responsible for any impacts resulting from deviations from the Functional Plans.

No design exceptions shall be allowed.

Guardrail and Barriers

The proposed guardrail, including any anchor system, shall be installed prior to opening traffic. All existing guardrail, within the construction limits, that does not meet current standards shall be upgraded to meet current standards. Guardrail shall be removed and replaced in accordance with the TDOT Standard Drawings and the latest edition of TDOT *Standard Specifications*.

All permanent and temporary safety appurtenances (sign supports, guardrail, barrier rail, impact attenuators, etc.) shall meet current TDOT standards and shall have all required Department certification documents.

lanes or shoulders of Interstate 24. If used, a closed drainage system shall not be placed outside of the exterior bridge girders.

The Design-Builder shall submit shop drawings in accordance with the requirements set forth in the *Standard Specifications for Road and Bridge Construction* for bridge components, erection plans and calculations for concurrence by the Department. The shop drawings, erection plans, and demolition plans shall be submitted in a timely manner allowing ten (10) business days for the Department's review.

Should the Design-Builder elect to use drilled shafts, they shall be constructed in accordance with Special Provision SP625 Drilled Shaft Specifications.

The new structure over Interstate 24 shall be wide enough to incorporate the full roadway width as presented in Section 3.2 (three 12-foot lanes, two 8-foot shoulders, two 5'-6" sidewalks, and two STD-11-1 parapets). The new structure shall provide a minimum of 16'6" of vertical clearance as described in Section 3.2.

All guardrail (including guardrail terminal, anchor, and hardware) shall be MASH TL-3 compliant.

The Design-Builder shall conduct and submit a load rating analysis for each of the new bridges that are constructed. The load ratings are to be completed using AASHTOWare Bridge Rating (BrR) or CSi Bridge software and submitted with the Bridge Construction Plans for review. The load rating analysis report and load rating modeling file shall be updated for the as-built conditions with the final as-built plans. ~~For a listing of the specific vehicles to be load rated as well as description of the report format, see the reference material on the project website.~~

All exposed concrete surfaces shall receive an applied texture coated finish of Mountain Gray (AMS STD-595A color No. 36440), except that the top and side of the rail facing traffic shall receive a White finish (AMS STD-595A color No. 37886).

Each abutment wingwall shall have a 2'-0" Tri-Star emblem as shown on TDOT Standard Drawing STD-8-6. If a bent is required for the Design-Builder's design for the bridge over Interstate 24, the end faces of the bent cap shall include a 3'-0" Tri-Star emblem as shown on the TDOT Standard Drawing STD-8-6.

4.2 RETAINING WALLS

Retaining walls shall be built in accordance with Special Provision SP624, Retaining Walls. The exposed face of all retaining walls shall receive an ashlar stone finish approved by the Department.

For cast-in-place concrete retaining walls, all exposed concrete surfaces shall receive an applied texture coated finish of Mountain Gray (AMS STD-595A color No. 36440).

The retaining wall locations, lengths, heights, and the beginning and end stations of walls as shown on the Functional Plans are approximate. The final locations, lengths, heights, and the beginning and end stations of all walls shall be determined by the Design-Builder.

- Use traffic control materials from the Department’s Qualified Products List (QPL): [Monthly_QPL.pdf](#)
- The Design-Builder shall ensure drainage spread across all traffic lanes does not exceed allowable spread. Design-Builder shall provide drainage/spread calculations for all phases of traffic control phasing.
- The Transportation Management Plan shall describe in detail all accommodations for traffic access and flow during all stages of construction for the life of the Project. The plan shall include the following:
 - Detailed proposed sequencing plan that includes each step of the Project, including all major traffic shifts or changes, minor shifts or changes, closures, and alternate traffic patterns.
 - Overall goals of the sequencing plan and how the plan aligns with the Project Critical Path.
 - Plans for providing queue protection during operations requiring temporary lane closures, temporary road closures, rolling roadblocks, traffic pacing, and setting up or removing long-term lane shifts.
 - Conceptual construction staging diagrams (scale: 1 inch = 200 feet), including lane configuration and traffic management of the Interstate, State Routes, and local streets during the different stages of construction. Staging areas within the project limits shall be approved by the Department.
 - Narrative description of how Design-Builder shall schedule and sequence the construction to minimize impacts on the environment, communities and traveling public while still providing acceptable construction performance.
 - Brief description of the laydown, recycling, staging, disposal areas, waste and borrow pits, and maintenance locations to be used during construction.
 - Description of how the ROW and adjacent roads and properties will be maintained and protected, including the intended measures to be used to mitigate and minimize noise, vibration, light, dust, erosion/run-off, and local road damage.

11.2 TEMPORARY LANE / ROAD CLOSURES

The Design-Builder shall maintain the existing number of lanes on Interstate 24 throughout construction except for Department-approved night or weekend lane closures in accordance with SP108B. No full closures on I-24 will be allowed.

Minimum lane widths shall be eleven (11) feet. Minimum inside and outside shoulder widths shall be two (2) feet. **Shoulder widths adjacent to new sidewalks on the bridge shall be a minimum of one (1) foot.** The Design-Builder shall include a request for state troopers when submitting its requests for lane closures.

The Design-Builder is responsible for obtaining any State Transportation Permits required for beam transport.

12. NEARBY DEVELOPMENTS

12.1 PROJECT SPRING AT SR-2

The Design-Builder shall coordinate closely with Project Spring and the contractor for Project Spring. Barrett Firearms is relocating their facility from Miller Lane to SR-2. The new facility site is located directly across from Epps Mill Road at SR-2. A site plan for this development is included in the Reference Material on the project website.

The development construction is anticipated to occur in advance of the Project construction. Project Spring shall construct a temporary entrance located directly across from existing Epps Mill Road at SR-2. As part of their access permit, the developer will widen SR-2 to develop a southbound left turn lane on SR-2 into the Barrett facility. The ~~developer will also~~developer's intent is to install a traffic signal at the existing Epps Mill Road/SR-2 intersection.

It is anticipated that the developer's improvements to Epps Mill Road will be fully constructed before the Design-Builder's final design is approved and construction begins. The Design-Builder shall relocate Epps Mill Road and improve SR-2 per the Functional Plans, which will involve tying into the SR-2 improvements made by Project Spring.

Once Epps Mill Road is relocated and the new Epps Mill/SR-2 relocated intersection is fully constructed, Project Spring will be responsible for relocating the traffic signal and their main driveway entrance to the new Epps Mill Road/SR-2 intersection. The relocation of their entrance and relocation of any traffic signal at the new intersection of Epps Mill and SR-2 intersection are not part of the Design-Builder's scope of work.

12.2 DEVELOPMENT NEAR EPPS MILL ROAD AND CAPITAL WAY

The preliminary site plan for a proposed Arco Murray development near Epps Mill Road and Capital Way is included in Reference Material on the project website. This proposed development is adjacent to the construction limits of the Project. TDOT does not anticipate any impact in design or construction of the Project due to the adjacent development project.

APPENDIX A

FLEXIBLE PAVEMENT DESIGN

County Rutherford TDOT PIN 124683.06
 Route I-24 Design YR 2048
 Description From S.R 20 West of Capitol Way (Includes I-24 Interchange)
 Road Full Depth design for Epps Mill Road **from station 502+20.00 to 545+18.43**

Pavement Schedule

Mainline			
	Item #	Description	Depth (in)
Pavement	411-02.10	ACS Mix (PG 70-22) GRADING D	1.25
	307-02.08	Asphalt Conc Mix (PG 70-22) (BPMB-HM) GR B-M2	2.5
	307-02.01	Asphalt Conc Mix (PG 70-22) (BPMB-HM) GR A	4.5
Base	303-01	Mineral Aggregate Base, Type A	12
Subgrade			

Shoulder			
	Item #	Description	Depth (in)
Pavement	411-02.10	ACS Mix (PG 70-22) GRADING D	1.25
	307-02.08	Asphalt Conc Mix (PG 70-22) (BPMB-HM) GR B-M2	2.5
Base	303-01	Mineral Aggregate Base, Type A	16.5
Subgrade			

Notes:

- 1 Mill 1.25 inches of the existing pavement and **resurface overlay** with 1.25 inches of D mix for Ties-ins
- 2 Add Tack Coat Per Standard Specification 403.05 between each pavement layer
- 3 Use Prime coat at 0.30 to 0.35 gallons per square yard between base and pavement
- 4 Use the mainline design for shoulders less than 4 feet wide
- 5 Use shoulder design for temporary traffic, if needed
- ~~6 Use design for all intersection at Epps Mill Road (north and south of I-24)~~
- 6 Mill 1.25 inches of the existing pavement and overlay with 1.25 inches of D mix for the transition area west of station 502+20.00, side roads, and SR2, within the Project Limits.

APPENDIX A

FLEXIBLE PAVEMENT DESIGN

County	Rutherford	TDOT PIN	124683.06
Route	I-24	Design YR	2048
Description	From S.R 2 to West of Capitol Way (Includes I-24 Interchange)		
Road	Full Depth design for Interstate I-24		

Pavement Schedule

Mainline			
	Item #	Description	Depth (in)
Pavement	411-03.23	ACS Mix (PG 76-22) OGFC	1.25
	307-03.12	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR CM	1.5
	307-03.08	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR B-M2	2.5
	307-03.01	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR A	6.25
	307-01.22	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR A-S	4
Base	303-01	Mineral Aggregate Base, Type A	12
Subgrade			

Shoulder				
	Item #	Description	Depth (in)	
Pavement	411-03.23	ACS Mix (PG 76-22) OGFC	1.25	
	307-03.12	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR CM	1.5	
	307-03.08	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR B-M2	2.5	
	307-03.01	Asphalt Conc Mix (PG 76-22) (BPMB-HM) GR A	3.5	
Base	303-01	Mineral Aggregate Base, Type A	18.75	
Subgrade				

Notes:

- 1 The existing surface on I-24 is currently OGFC. Mill 2.75 inches of the existing pavement and ~~resurface overlay~~ with 1.25 inches of OGFC and 1.5 inches of GR CM ~~for Ties-ins within the Project Limits.~~
- 2 Add Tack Coat Per Standard Specification 403.05 between each pavement layer
- 3 Use Prime coat at 0.30 to 0.35 gallons per square yard between base and pavement
- 4 Tack coat should not be applied on top of Grading A-S layer
- 5 This flexible pavement design shall be used for acceleration/deceleration lanes
- 6 Ramps, from the gore area to Epps Mill Road, will be rigid concrete pavements
- 7 Use shoulder ~~design~~ for temporary traffic, if needed

APPENDIX A

RIGID PAVEMENT DESIGN

County	Rutherford	TDOT PIN	124683.06
Route	I-24	Design YR	2048
Description	From S.R to West of Capitol Way (Includes I-24 Interchange)		
Road	Full Depth design for Ramps on Exit 89 at I-24		

Pavement Schedule

<i>Mainline</i>			
	Item #	Description	Depth (in)
Pavement	501-01.03	<i>Portland Cement Concrete Pavement (Plain)</i>	10
	313-03	<i>Treated Permeable Base</i>	4
Base	303-01	<i>Mineral Aggregate Type A Base Grading D</i>	4
Subgrade			

Note:

- 1 Use mainline design for the concrete shoulders as well
- 2 Subsurface drainage – Aggregate underdrain with pipe
- 3 The Design-builder shall be responsible for the design and construction of a pavement transition detail at all interfaces between rigid and flexible pavement to mitigate differential settlement and maintain structural continuity.