

# Interstate 640 Rehabilitation

CNW075 Knox County, June 2022 Project Update



## PROJECT FACTS

### Project Let to Construction

March 25, 2022

### Contract Award

Rogers Group, Inc.

### Construction Estimate

\$21,166,331.90

### Estimated Completion

November 30, 2023

### Average Daily Traffic

89,826 Vehicles Per Day



## Project Overview

I-640 was designed and constructed in the late 1970s as an east-west loop around the city of Knoxville. Upon completion of the roadway in 1982, it linked I-40 with US 441, I-75/I-275, and other routes in the city, just in time for the World's Fair. In 2008, this important link in Knoxville's Interstate system later proved essential to accomplish the closure of Interstate 40 for the SmartFIX project in downtown Knoxville. Over the last decade, the Department has been working to modernize and improve the operations of the interchanges along the corridor and now, TDOT is undertaking the rehabilitation and resurfacing of the mainline 640 lanes.

## Rehabilitation Section

- From Broadway Exit to I-40 Interchange on the East End
- The contractor is to mill and repave rumble strips during night lane closures. [July 2022]
- Phase 1: Traffic will be shifted to the left to allow work to begin on the outside lanes. [July-September 2022]
- Phase 2: Traffic will be shifted to the newly constructed outside lanes while the contractor is working on the inside. [October-November 2022]

## Resurfacing Section

- From I-275/I-75 Interchange to east of N. Broadway Exit. [Spring 2023]



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# Frequently Asked Questions



## **Why did the roadway for I-640 deteriorate?**

Roadway deterioration occurs naturally over time due to age, weather, and traffic demands. In recent years, the underlying concrete sections have continued to shift, and the joints in the concrete continue to reflect through the flexible asphalt pavements. As water makes its way through the cracked asphalt sections, the typical freeze-thaw cycles experienced during the winter months increase the number of potholes that are formed and impact the overall condition of the roadway.

## **What is happening to I-640?**

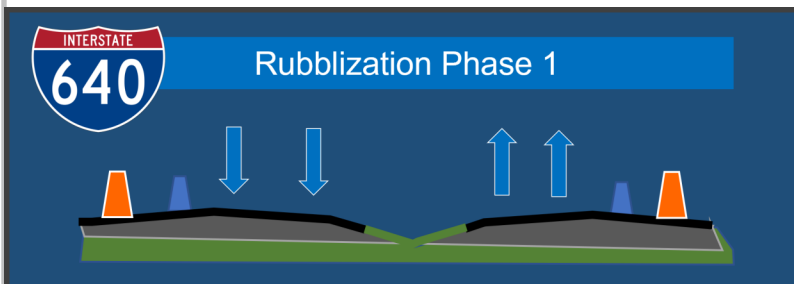
TDOT plans to make improvements along I-640 by resurfacing sections of the corridor and rehabilitating the substandard pavement sections through a process called rubblization.

## **What is rubblization?**

Rubblization is a method of rehabilitating concrete pavement by fracturing the existing concrete into gravel. The rubblized surface effectively becomes an aggregate base for an asphalt overlay. Motorists should expect the process to create loud sounds due to the rubblization equipment. Rubblization activities will be primarily performed during daytime hours.

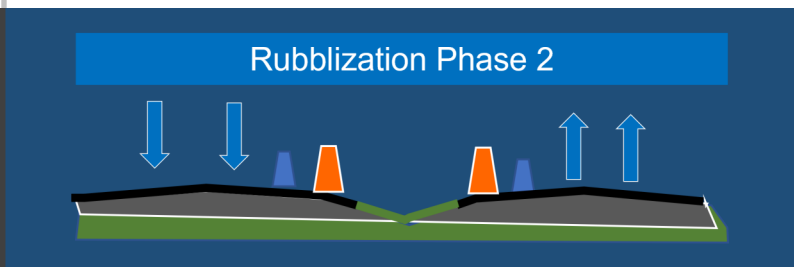
## **What will the traffic pattern look like for the duration of the project?**

Barrier rail will be installed to protect the construction area for the rubblization operations. Eastbound and westbound lanes along the interstate will be reduced from three to two lanes for both phases described below. The speed limit in this corridor will be reduced to **55 miles per hour** for the duration of the project.



### **Rubblization Phase 1**

The contractor will be working on the outside lanes, which requires a stay-in-place closure for these lanes. Traffic will be running on the inside lanes next to the median.



### **Rubblization Phase 2**

The contractor will be working on the inside lanes, which requires a stay-in-place closure for these lanes. Traffic will be running on the newly reconstructed outside lanes.

## **How do you find out traffic conditions during construction?**

TDOT SmartWay "Know Before You Go" will provide up-to-date information regarding the project. A Smart Workzone will be deployed to keep motorists informed of conditions within the closure. This system will utilize speed sensors, variable speed limit signs, and changeable message boards