



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**JOHN COOPER
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

INSTRUCTIONAL BULLETIN NO. 2022-1
Engineering Details & Specifications Update

Specification Section 02575, Pavement Repair Specification

Effectively Immediately, Section 02575 is revised to include 7.14 - *5 Year New Pavement Excavation Moratorium*. The 5 Year New Pavement Excavation Moratorium on newly paved streets is being established by the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in response to the increase in pavement surface damage due to development and construction throughout the city. Spot pavement cuts throughout the city have damaged many of our roads. This is especially a problem on streets recently resurfaced as part of NDOT's pavement program. This has materially affected our network's Overall Condition Index (OCI) and has caused negative financial impacts to NDOT and the Metropolitan Government of Nashville & Davidson County. The moratorium was established to minimize pavement degradation, increase our overall network condition rating, maintain structural integrity, and limit the negative visual impacts of spot pavement cuts. The new section is attached to this instructional bulletin.

A handwritten signature in black ink, appearing to read "Brad Freeze".

Brad Freeze, PE

Chief Engineer/Assistant Director

June 3, 2022

Section 02575
PAVEMENT REPAIR SPECIFICATION

7.14 5 Year New Pavement Excavation Moratorium

The 5 Year New Pavement Excavation Moratorium on newly paved streets is being established by the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in response to the increase in development and construction throughout the city which has damaged many of our roads and especially many of the newly paved streets. This has materially affected our network OCI and caused negative financial impacts to NDOT and the City of Nashville. The moratorium was established to minimize pavement degradation, increase our overall network condition rating, maintain structural integrity, and limit negative visual impacts.

On a paved, constructed, reconstructed, or resurfaced streets, the pavement surface shall not be cut or opened for a period of five (5) years after completion. In the event the roadway is excavated within this 5-year period, the permittee shall adhere to the specification as described in **Exhibit A**.

Exhibit A:

The roadway shall be milled and paved the full roadway width and extend at a minimum for the length of the property causing the street cut or for the entire project frontage on the street. If the project frontage or property limits are 50% or more of the length of the street segment or block, paving shall be extended for the entire block. All street paving due to this requirement shall be completed within 30 days of the completion of the work or project that required the pavement cut and shall be completed prior to the issuance of any Use and Occupancy or final project approvals. If the Chief Engineer determines that a restoration of the street is not appropriate at a particular time for reasons relating to paving season, weather, other known projects in the same general location, or other short-term factors, a postponement may be required until conditions allow for restoration work. Temporary or conditional approvals can be granted but at no time should any final approvals be granted prior to completion of the street restoration as defined above.

The NDOT Chief Engineer may grant exemptions to the moratorium for reasons such as the following:

- Emergencies which endanger life or property or interrupt essential utility service, as determined by the Chief Engineer.
- Private residential utility service connections for a single property that would cause an undue hardship on a private resident of the city.
 - Even if an exemption is granted, the repair shall still follow standard detailed as outlined in ST-270 and require additional infrared pavement repair to all joints of the cut.

- Work that is mandated by City, State or Federal law.
- Where no other reasonable means of providing service exits to a building, as determined by the Chief Engineer.
- Other situations deemed by the Chief Engineer to be in the best interest of the city.

Section 02575
PAVEMENT REPAIR SPECIFICATION

When granting exemptions to this regulation, the Chief Engineer shall impose conditions determined appropriate to ensure the rapid and complete restoration of the street and street paving. The pavement repair may include cold planning, base and sub-base repairs, flowable fill, restoration of pavement markings, infrared pavement repair and other related work as determined necessary and will include up to the full-width street paving of the roadway. Any person who is required to repave a street shall obtain an encroachment permit and shall be responsible for the full cost of plan preparation, plan review, construction inspection, material testing, bonding, and all other expenses related to the work. Repaving shall be completed in accordance with NDOT standards. All street paving shall be completed with 411-E mix in neighborhoods or on low volume streets but if the road is a collector or higher with speeds over 45 mph or with as much as 10,000 vpd, 411-D mix should be used as surface material. If the street was initially paved with polymer modified asphalt due to rutting or other factors, it shall be the responsibility of the developer to repave in kind with material used by the NDOT Paving Office. It shall also be the responsibility of the permittee to have third party testing and quality control on all paving projects. A letter stamped by an Engineer registered in TN, certifying compliance with all NDOT standards, shall be submitted in writing prior to final approval.