

BB52
90-4243-0.01

JOHNSON CITY
POP. 43,526 (1984 EST.)

V.A. CENTER

ASBURY
ELEMENTARY
SCHOOL

ARMORY

A756
REGENCY

A779
NOTTINGHAM
PL.

A761

A766

A772 CA

A773 BA

A774 BR

4242
4243
4244
4245

4244
4245

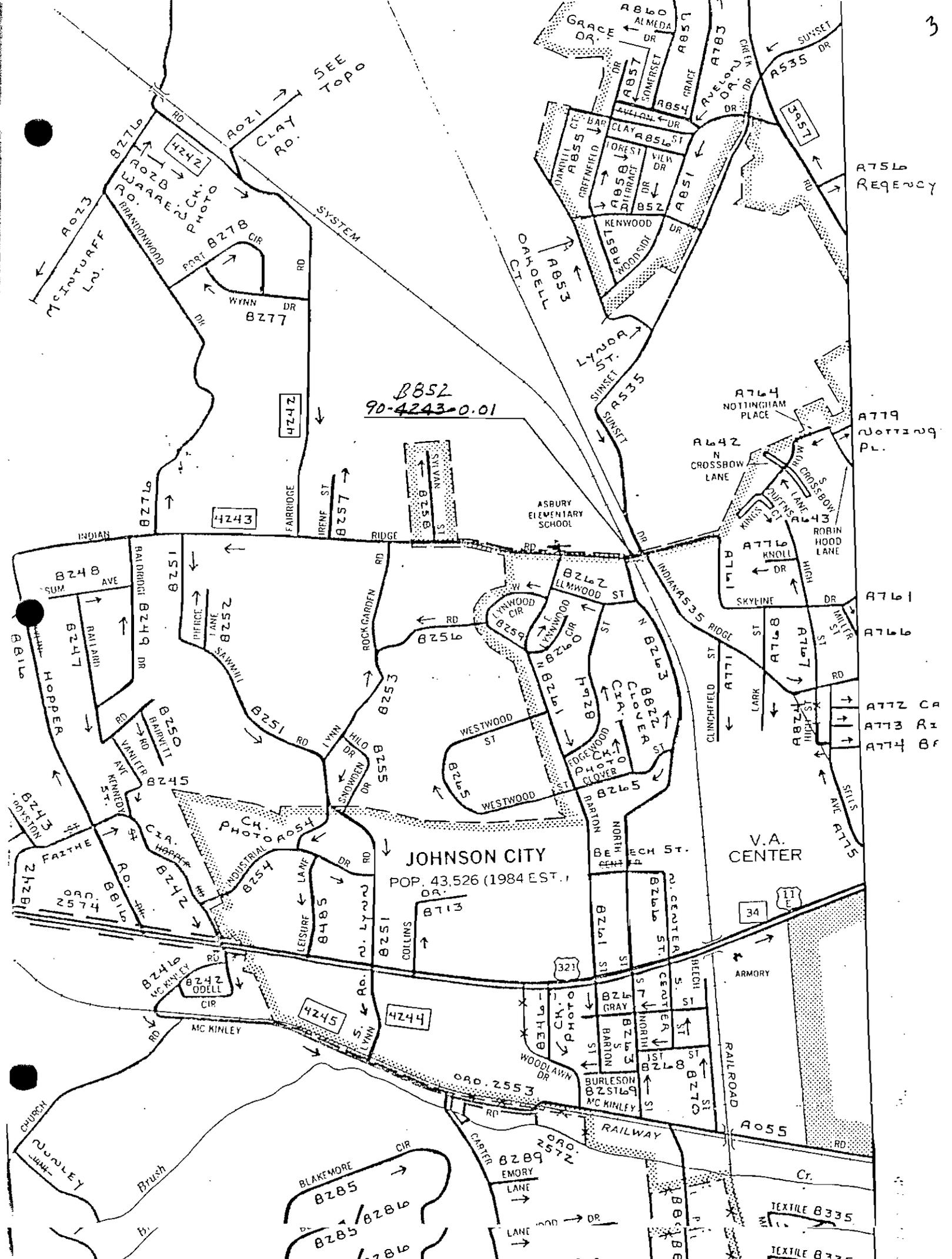
34

321

A055

TEXTILE B335

TEXTILE B335



BRIDGE MAINTENANCE RECOMMENDATIONS



COUNTY: WASHINGTON
 CITY: JOHNSON CITY
 LOCATION: 90-0B852-00.01-
 CO. SEQ.: 1 SPEC. CASE: 0
 CROSSING: CSX RAILROAD
 FED BRIDGE NO.: 90039680001

REVISED: 05/30/2002

FACILITY CARRIED:	NFA B852 244037P	NUMBER OF MAIN SPANS:	1
HIGHWAY SYSTEM:	12-OTHER CITY STREETS	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	28 FT 2 IN	BRIDGE LENGTH (FT):	64
BRIDGE WIDTH (OUT TO OUT):	40 FT 4 IN	MAXIMUM SPAN LENGTH (FT):	60
APPROACH ROADWAY (W/SHOULDERS):	27 FT 10 IN	SKEW ANGLE (DEGREES):	80
MAINTAINED BY: CITY OR MUNICIPAL HIGHWAY AGENCY			
MAIN SPAN MATERIAL: PRESTRESSED CONCRETE			
MAIN SPAN DESIGN TYPE: BOX BEAM OR GIRDERS - SINGLE OR SPREAD			
APPROACH SPAN MATERIAL: OTHER OR NOT APPLICABLE			
APPROACH SPAN DESIGN TYPE: OTHER OR NOT APPLICABLE			
INSPECTION DATE:	05/30/2002	GENERAL CONDITION:	FAIR
PROPOSED REPLACEMENT:		STRUCTURALLY DEFICIENT:	NO
H TRUCK RATING @ INV.:	20 TONS	SUFFICIENCY RATING:	75.4

No.	RECOMMENDATIONS	REPAIR DATE	REPAIRED BY
1.	THERE ARE NO APPROACH GUARDRAILS		

COMMENTS:

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
Suite 1200, James K. Polk Building
Nashville, Tennessee 37219

February 7, 1995

Mr. Alvin Zager
ROW Office-Utilities Section
Suite 600 J. K. Polk Bldg.
Nashville, Tennessee 37219

Bridge Inspection Program
Washington County

Dear Mr. Zager:

Enclosed are copies of the Bridge Inspection Reports for both underpasses and overpasses. Please forward this information to the responsible railroad officials so that they can take appropriate action to correct those deficiencies.

<u>Bridge Number</u>	<u>Crossing</u>	<u>Railroad Number</u>	<u>Bridge Evaluation Report Included</u>
OVERPASSES (Highway over Railroad)			
90-A301-0.43	CSX Railroad	244023G	**
90-A315-0.32	CSX Railroad	244018K	**
90-B345-0.03	CSX Railroad	244044A	no
90-B435-0.05	CSX Railroad	244046N	no
90-B734-0.01	CSX Railroad	244014H	no
90-3994-4.95	CSX Railroad	244040X	no
[REDACTED]	CSX Railroad	244037P	no

** refer to Bridge Evaluation Report dated 10-15-92

<u>Bridge Number</u>	<u>Crossing</u>	<u>Railroad Number</u>
UNDERPASSES (Highway under Railroad)		
90-A055-0.52	CSX Railroad	244039D
90-A299-0.90	CSX Railroad	244008E
90-A319-0.22	CSX Railroad	244015P
90-B443-0.02	CSX Railroad	244071W
90-B473-0.40	CSX Railroad	244048C
90-B493-0.30	CSX Railroad	244053Y
90-B502-0.02	CSX Railroad	Number unknown
90-B506-0.04	CSX Railroad	244054F
90-3964-3.95	CSX Railroad	244031Y
90-3965-0.71	CSX Railroad	244045G
90-3966-0.79	CSX Railroad	244050D

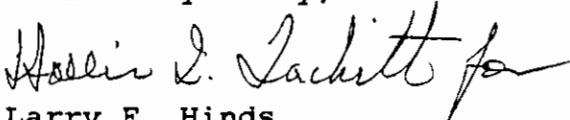
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90-3984-0.73	CSX Railroad	244043T
90-3992-2.52	CSX Railroad	244052S
90-4237-4.23	CSX Railroad	244030S
90-B851-0.48	CSX Railroad	244032F
90-B855-0.17	CSX Railroad	244041E
90-2642-2.78	CSX Railroad	244017D
90-4784-1.15	CSX Railroad	244009L
90-3959-1.05	CSX Railroad	244055M
90-3959-1.11	CSX Railroad	Number unknown

Copies of these reports have been forwarded to the appropriate county officials.

Please contact us if you have any questions concerning any of the above.

Yours very truly,



Larry E. Hinds
Civil Engineering Manager 2,
Bridge Inspection & Repair

PLS:pls

Enclosure

cc: Mr. Jack Lowe
Mr. Hollis I. Tackitt
Mr. Paul Sharp

TENNESSEE BRIDGE INSPECTION PROGRAM

SUMMARY OF EVALUATION

REV. 03-05-2003

BRIDGE ID NO: 90039680001

LOCATION NO: 90 - 0B852 - 0.01

(6A) CROSSING: CSX RAILROAD

(505) METHOD OF ANALYSIS: DESIGN STANDARD
PER BRIDGE PLANS

(548) RATING BASED ON: DES PLANS

LOAD RATINGS IN TONS

INVENTORY (503) H <input style="width: 40px;" type="text" value="20"/>	(518B) HS <input style="width: 40px;" type="text" value="36"/>
OPERATING (504) H <input style="width: 40px;" type="text" value="27"/>	(519) HS <input style="width: 40px;" type="text" value="49"/>

(549) EVALUATOR:
 (522) EVAL. DATE:
 LAST UPDATED BY:
 (29) ADT: (30) ADT YR:
 (100) STRAHNET ROUTE:
 (19) DETOUR LENGTH: KM
 (520) VC OVER RDWY: METERS

CONDITION RATINGS	APPRAISAL RATINGS	CODE VALUES
(58) DECK RATING: <input style="width: 20px;" type="text" value="7"/>	(67) STRUCTURAL EVALUATION: <input style="width: 20px;" type="text" value="6"/>	N - NOT APPLICABLE
(59) SUPERSTRUCTURE RATING: <input style="width: 20px;" type="text" value="6"/>	(68) DECK GEOMETRY: <input style="width: 20px;" type="text" value="2"/>	9 - EXCELLENT CONDITION
(60) SUBSTRUCTURE RATING: <input style="width: 20px;" type="text" value="6"/>	(69) UNDER CLEARANCE: <input style="width: 20px;" type="text" value="6"/>	8 - VERY GOOD CONDITION
(61) CHANNEL PROTECTION: <input style="width: 20px;" type="text" value="N"/>	(70) BRIDGE POSTING: <input style="width: 20px;" type="text" value="5"/>	7 - GOOD CONDITION
(62) CULVERT RATING: <input style="width: 20px;" type="text" value="N"/>	(71) WATERWAY ADEQUACY: <input style="width: 20px;" type="text" value="N"/>	6 - SATISFACTORY
(113A) NBIS SCOUR CODE: <input style="width: 20px;" type="text" value="N"/>	(72) APPROACH RDWY ALIGNMENT: <input style="width: 20px;" type="text" value="8"/>	5 - FAIR CONDITION
(113B) TDOT SCOUR CODE: <input style="width: 20px;" type="text"/>		4 - POOR CONDITION
OTHER RATING ITEMS		3 - SERIOUS CONDITION
(521) OVERALL CONDITION: <input style="width: 20px;" type="text" value="F"/>	(36) TRAFFIC SAFETY	2 - CRITICAL CONDITION
(513) TEXTURE COAT RATING: <input style="width: 20px;" type="text" value="F"/> <input style="width: 20px;" type="text" value="06"/>	FEATURES: <input style="width: 20px;" type="text" value="1"/> <input style="width: 20px;" type="text" value="0"/> <input style="width: 20px;" type="text" value="0"/> <input style="width: 20px;" type="text" value="0"/>	1 - FAILURE IS IMMINENT
(514) PAINT CONDITION RATING: <input style="width: 20px;" type="text" value="N"/> <input style="width: 20px;" type="text"/>	(525) REPAIR LIST NO: <input style="width: 20px;" type="text" value="N"/>	0 - FAILED CONDITION
(41) WEIGHT POSTING CODE: <input style="width: 20px;" type="text" value="A"/>		

COMMENTS

NO COMMENTS AT THIS TIME.

(502) SUFF. RATING: <input style="width: 40px;" type="text" value="75.4"/>
(528) STR. DEFICIENT: <input style="width: 40px;" type="text" value="NO"/>
(529) FUNC. OBSOLETE: <input style="width: 40px;" type="text" value="YES"/>



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 09/12/2001

County:

Route:

Special Case:

County Sequence:

Log Mile:

Bridge Number:
(Includes Item 5A)

Feature Intersected:

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	CONDITION CODING GUIDELINES (Values for Coding Items 58, 59, 60 and 62)
90	INSPECTION DATE	<u>06/08/2000</u> <i>05/30/2002</i>	N NOT APPLICABLE
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN.	9 EXCELLENT CONDITION
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN.	8 VERY GOOD CONDITION - NO PROBLEMS NOTED.
36	TRAFFIC SAFETY FEATURES		7 GOOD CONDITION - SOME MINOR PROBLEMS.
	Br. Rail Trans. Appr. Rail Terminal	SPEED LIMIT	6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.
	1 0 0 0	UNKNOWN	5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.
		<u>30</u>	
41	STRC OPEN/CLOSED/POSTED	A	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
	A K P		
58	DECK	7	3 SERIOUS CONDITION - LOSS OF SECTION, DETERIORATION, SPALLING OR SCOUR HAVE SERIOUSLY AFFECTED PRIMARY STRUCTURAL COMPONENTS. LOCAL FAILURES ARE POSSIBLE. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT.
59	SUPERSTRUCTURE	6	
60	SUBSTRUCTURE	6	
61	CHANL/CHANL PROTECTION	N	2 CRITICAL CONDITION - ADVANCED DETERIORATION OF PRIMARY STRUCTURAL ELEMENTS. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT OR SCOUR MAY HAVE REMOVED SUBSTRUCTURE SUPPORT. UNLESS CLOSELY MONITORED IT MAY BE NECESSARY TO CLOSE THE BRIDGE UNTIL CORRECTIVE ACTION IS TAKEN.
62	CULVERT AND RETAIN WALL	N	
71	WATERWAY ADEQUACY	N	
72	APPROACH RDWY ALIGNMENT (USE VALUES OF 3, 6, OR 8)	<u>6</u> <u>B</u>	1 "IMMINENT" FAILURE CONDITION - MAJOR DETERIORATION OR SECTION LOSS PRESENT IN CRITICAL STRUCTURAL COMPONENTS OR OBVIOUS VERTICAL OR HORIZONTAL MOVEMENT AFFECTING STRUCTURAL STABILITY. BRIDGE IS CLOSED TO TRAFFIC BUT CORRECTIVE ACTION MAY PUT BACK IN LIGHT SERVICE.
521	OVERALL CONDITION (Circle One)		0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.
	GOOD <u>FAIR</u> POOR CRITICAL		

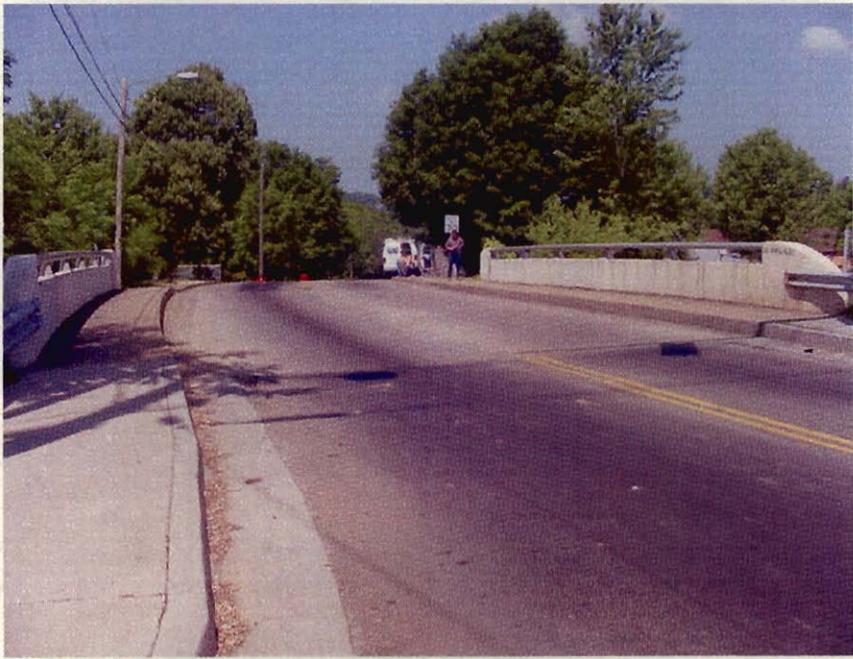
J. G. Webb
TEAM LEADER SIGNATURE

5/30/2002
REVIEW DATE

Bridge Loc. No: 90-0B852-00.01 Date: 05/30/2002



BACK ON LOG



FORWARD ON LOG

Bridge Loc. No: 90-0B852-00.01 Date: 05/30/2002



BRIDGE NUMBER



SURFACE

Bridge Loc. No: 90-0B852-00.01 Date: 05/30/2002



ELEVATION RIGHT SIDE



ABUTMENT TYPICAL

Bridge Loc. No: 90-0B852-00.01 Date: 05/30/2002



TYPICAL UNDERSIDE VIEW WITH SMOKE STAINS



ELEVATION LEFT SIDE WITH VEGETATION ENCROACHING ON ABUTMENT #1

Bridge Loc. No: 90-0B852-00.01 Date: 05/30/2002



ELEVATION RIGHT SIDE



ASPHALT PATCH WITH MINOR SETTLEMENT AT #2 APPROACH

Bridge Loc. No: 90-0B852-00.01 Date: 05/30/2002



ASPHALT DETERIORATION AND MINOR SETTLEMENT IN #1 APPROACH PAVEMENT



APPROACH GUARDRAIL REPAIRED AT RIGHT SIDE #1 APPROACH

BRIDGE INSPECTION REPORT

Page No. 11

FORM BIR 3.0
Rev. 9-22-98
DT-0069

FIELD REPORT NO. 10 DATE 5/30/02
PREVIOUS REPORT NO. 09 DATE 6/8/00
PLANS--DESIGN [X] AS BUILT [] NONE []

BRIDGE NO. 90039680001
ELEVEN DIGIT NO.

BRIDGE LOCATION NO. 90- OB852-0.01
CO. ROUTE LOG MILE

INDIAN RIDGE ROAD OVER CSX RAILROAD
ROAD NAME FEATURE INTERSECTED STRUCTURE NAME (IF NAMED)

YEAR CONSTRUCTED 1985 COUNTY WASHINGTON MAINTENANCE DISTRICT NO. 11
(ESTIMATED [] OR ACTUAL [X])

YEAR WIDENED YEAR REHABILITATED
(ESTIMATED [] OR ACTUAL [])

FEATURES

WEARING SURFACE-- CONCRETE [X] TIMBER [] ASPHALT [] (DEPTH= N/A in.)
FLARED WIDTH ----- YES [] NO [X]
NAVIGATIONAL CONTROL-- YES [] NO [X]
MEDIAN WIDTH ----- OPEN [] NONE [X] CLOSED []
BRIDGE SKEW 80° LT [] RT [X]

INSPECTORS

- 1. J. URELLO
2. J. GOODSON
3. J. JOHNSON
4. A. ARROWOOD
5.
6.
7.
8.
9.

STRUCTURE TYPE P.P.C.B.B. NO. SPANS 1
Main Span Main Span
STRUCTURE TYPE N/A NO. SPANS N/A
Approach Spans Approach Spans

MAXIMUM SPAN LENGTH 59.11' TOTAL LENGTH 64.21'
(**.ft.) (**.ft.)

WIDTHS (*.ft.) CLEARANCES
DECK OUT-TO-OUT 40.00' MIN. VERTICAL OVER DECK (**ft.--**in.) N/A
ROADWAY CURB/CURB 28.00' MIN. VERTICAL UNDER CL. (**ft.--**in.) 22'-4"
SIDEWALK 5.0'RT 5.0'LT MIN. LATERAL UNDER CLEARANCE (*.ft.): 22.0 RT
*APPROACH ROADWAY 24.0' 00.0 LT
APPROACH SHLD. 2.0 RT
2.0 LT (< 25 ft.)

*DOES NOT INCLUDE SHOULDERS FRACTURE CRITICAL NBIS BRIDGE
DETAILS: YES [] NO [X] LENGTH N/A
IF YES, INCLUDE BIR 3.9 (ft.) (in.)

UNDERWATER INSPECTION

INSPECTION PERFORMED BY:
DOT FIELD TEAM [] DATE: CHANGE IN STRUCTURAL CONDITION:
CONTRACT DIVERS [] DATE: YES [] NO [X]
NONE REQUIRED [X] MAJOR REPAIRS MADE: YES [] NO [X]

COMMENTS:

[Signature]
SUPERVISING BRIDGE INSPECTOR

BRIDGE RATING [] [XX] [] []
GOOD FAIR POOR CRITICAL

PERFORMANCE EVALUATION

Time of day inspected 11:00 Weather conditions SUNNY 80

Vehicles observed PASSENGER TYPE

LIVE LOAD BEHAVIOR

COMMENTS

Substructure YES NO

Horiz. & Vert. Defl.- [] [X] _____

Vibration - - - - - [] [X] _____

Superstructure

Horiz. & Vert. Defl.- [] [X] _____

Vibration - - - - - [] [X] _____

APPROACH

Alignment [G] F P C _____

Slab G F P C N/A

Joints G F P C N/A

Pavement G [F] P C _____

Embankment [G] F P C _____

Drains G F P C N/A

TRAFFIC SAFETY FEATURES

STANDARD SUB-STANDARD

Bridgerailing [G] F P C [X] [] HAIRLINE CRACKS

Transitions [G] F P C [] [X] NONE @ APPR. #2

Guardrail [G] F P C [] [X] NONE @ APPR. #2

Guardrail Terminal G [F] P C [] [X] NONE @ APPR. #2

SIGNING

YES NO NEEDED

Paddleboard - - - - - [X] [] [] WEIGHT LIMIT POSTED:

Vertical Clearance (< 14'-6") - - [] [X] [] YES [] NO [X]

Narrow [] One Lane Bridge [] - [] [X] [] GROSS--- TONS

2 AXLE-- TONS

3 OR MORE

AXLES--- TONS

Other Signs or Plaques SIGNAL LIGHT @ APPROACH #1, 30-MPH SPEED LIMIT

Comments Regarding Any Problems With Signing _____

DECK

COMMENTS

WEARING SURFACE	[G]	F	P	C	HAIRLINE CRACKS
DECK - STRUCTURAL CONDITION	[G]	F	P	C	HAIRLINE CRACKS IN OVERHANG
CURBS <u>PANELS</u>	[G]	F	P	C	HEAVY SMOKE STAINS
MEDIAN	G	F	P	C	N/A
SIDEWALKS	[G]	F	P	C	HAIRLINE CRACKS
PARAPET	[G]	F	P	C	HAIRLINE CRACKS
RAILING	[G]	F	P	C	STRUCTURAL TUBING
PAINT	G	F	P	C	N/A
DRAINS	G	F	P	C	N/A
LIGHTING STD'S	G	F	P	C	N/A
UTILITIES	G	F	P	C	N/A
JOINT LEAKAGE	[G]	F	P	C	
EXPANSION JOINTS	G	F	P	C	N/A

SUPERSTRUCTURE

COMMENTS

BEARING DEVICES	[G]	F	P	C	
GIRDERS OR <u>BEAMS</u>	G	[F]	P	C	LONGITUDINAL HAIRLINE CRACKS, HVY SMOKE STAINS, & MINOR SPALL
FLOOR BEAMS	G	F	P	C	N/A
STRINGERS	G	F	P	C	N/A
DIAPHRAGMS	G	F	P	C	N/A
BRACING	G	F	P	C	N/A
TRUSSES - GENERAL	G	F	P	C	N/A
- PORTALS	G	F	P	C	N/A
- BRACING	G	F	P	C	N/A
PAINT	G	F	P	C	N/A
ALIGNMENT OF MEMBERS	[G]	F	P	C	

TEXTURE COAT

CONDITION RATING	[G]	F	P	C	NEEDS SPOT PAINTING?	YES []	NO [X]
OVERALL APPEARANCE	[G]	F	P	C	NEEDS REPAINTING?	YES []	NO [X]
STAINING	G	[F]	P	C	COMMENTS		
FADING	[G]	F	P	C			
SCALING	G	[F]	P	C			

SUBSTRUCTURE

ABUTMENTS

COMMENTS

CAPS	G	F	P	C	N/A
BREASTWALL	G	[F]	P	C	HAIRLINE TO 1/8" OPEN CRACKS
WINGS	G	[F]	P	C	
BACKWALL	G	F	P	C	N/A
PLUMB	[G]	F	P	C	
FOOTING	G	F	P	C	NOT VISIBLE
PILES	G	F	P	C	N/A
EMBANKMENT	[G]	F	P	C	
BEARING SURFACE	[G]	F	P	C	
SLOPE PAVING	G	F	P	C	N/A
RIP RAP	G	F	P	C	N/A

PIERS-N/A

CAPS	G	F	P	C	
COLUMNS	G	F	P	C	
PLUMB	G	F	P	C	
FOOTINGS	G	F	P	C	
PILES	G	F	P	C	
BEARING SURFACE	G	F	P	C	

BENTS-N/A

CAPS	G	F	P	C	
COLUMNS	G	F	P	C	
PLUMB	G	F	P	C	
FOOTINGS	G	F	P	C	
PILES	G	F	P	C	
BEARING SURFACE	G	F	P	C	

PILES NEED REPLACEMENT NO [] YES []

<u>PILES TO BE REPLACED:</u>	PILE BENT				

Inspection Team's Summary
Bridge No. 90-B852-0.01

May 30, 2002

J.U.

City of Johnson City

The subject P.P.C.B.B. bridge on Indian Ridge Road over CSX Railroad was inspected and found to be generally in **FAIR** condition.

The approach alignment is good. There is no approach guardrail at approach #2. There are two paddleboard signs present. The parapet is good with hairline cracks. The structural tubing is good.

The wearing surface is good with minor hairline cracks. The sidewalk is good with minor hairline cracks. The under deck is good with heavy smoke stains. The beams are fair with smoke stains and longitudinal hairline cracks in the sides of the beams, and minor spall.

The abutments are fair with hairline to 1/8" cracks.

Bridge No.

90-B852-0.01

15

Date :

6 ' 8 ' 00

5/27/04

Rail Haight

NONE

Rail Height

NONE



Bridge Rail

30"
PARAPET
11/20/04

Bridge Rail Height

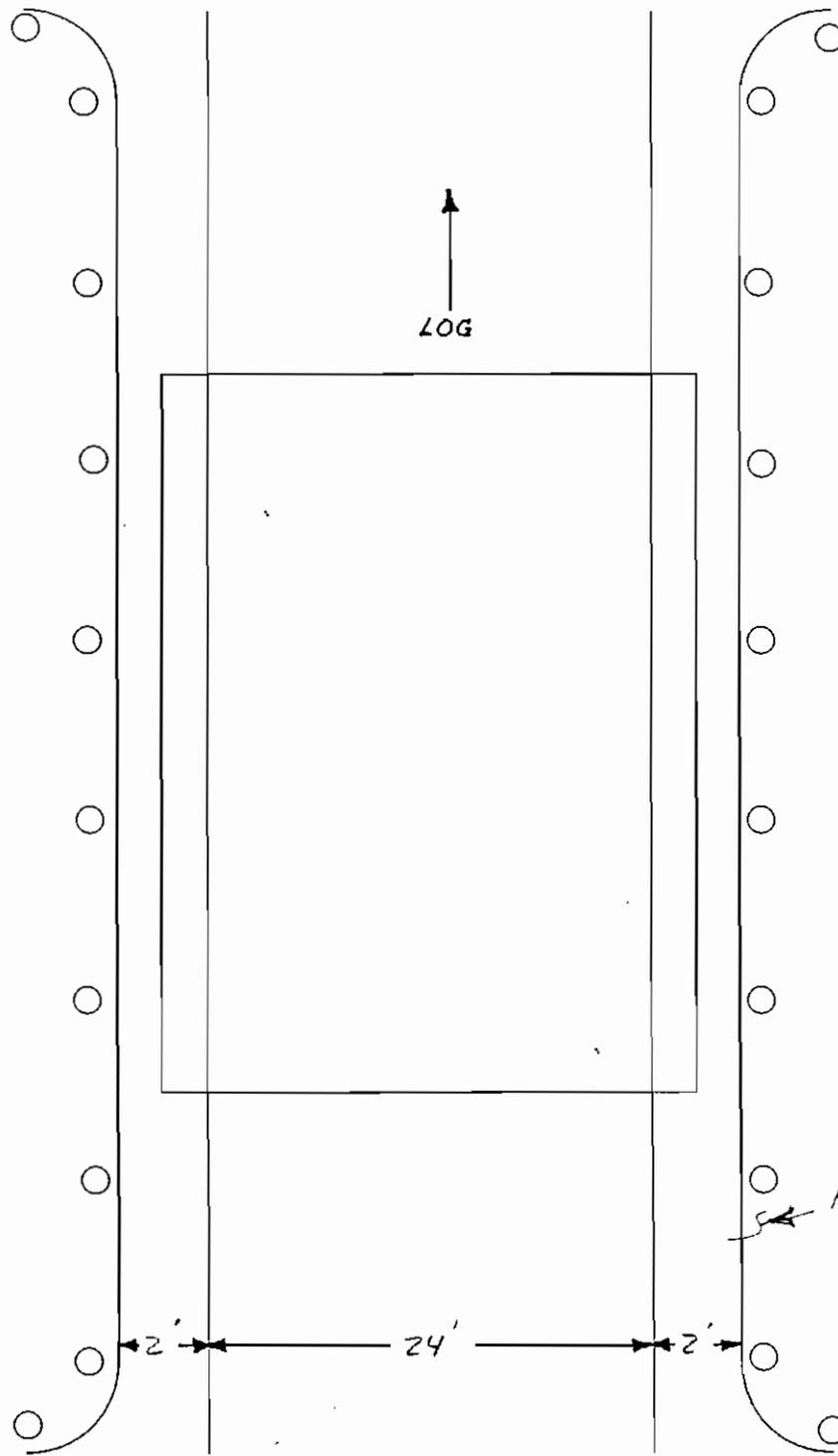
30"
PARAPET
11/20/04

Rail Height

28"

Rail Height

28"

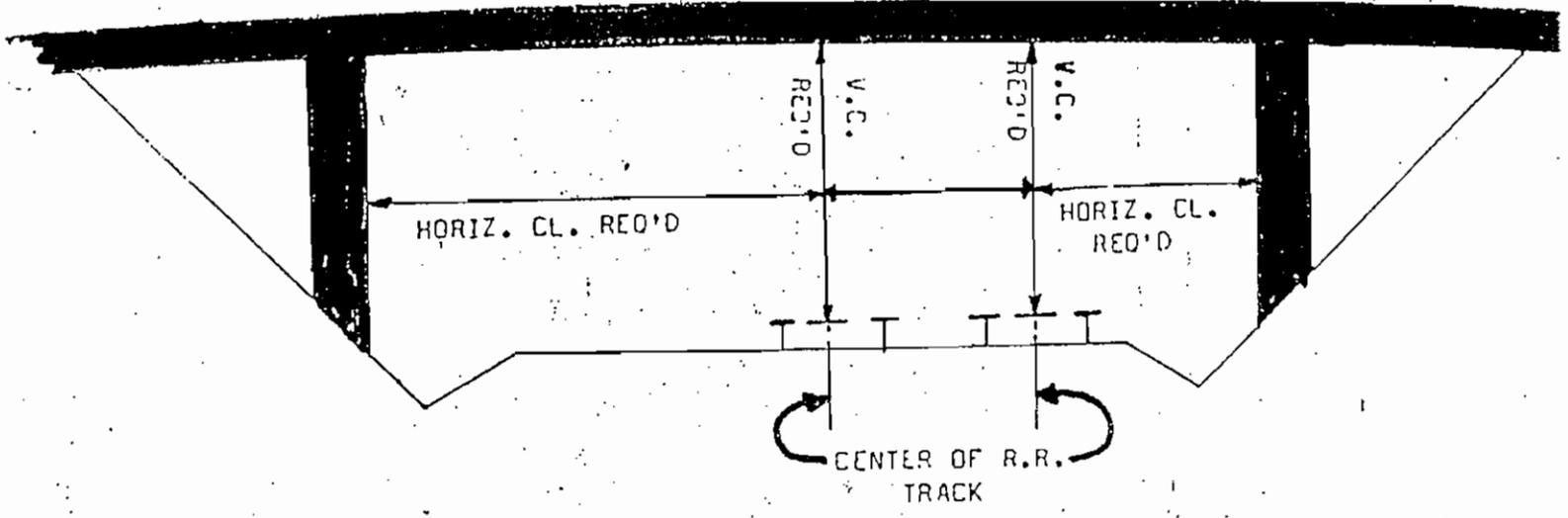


Asphalt Thickness N/A

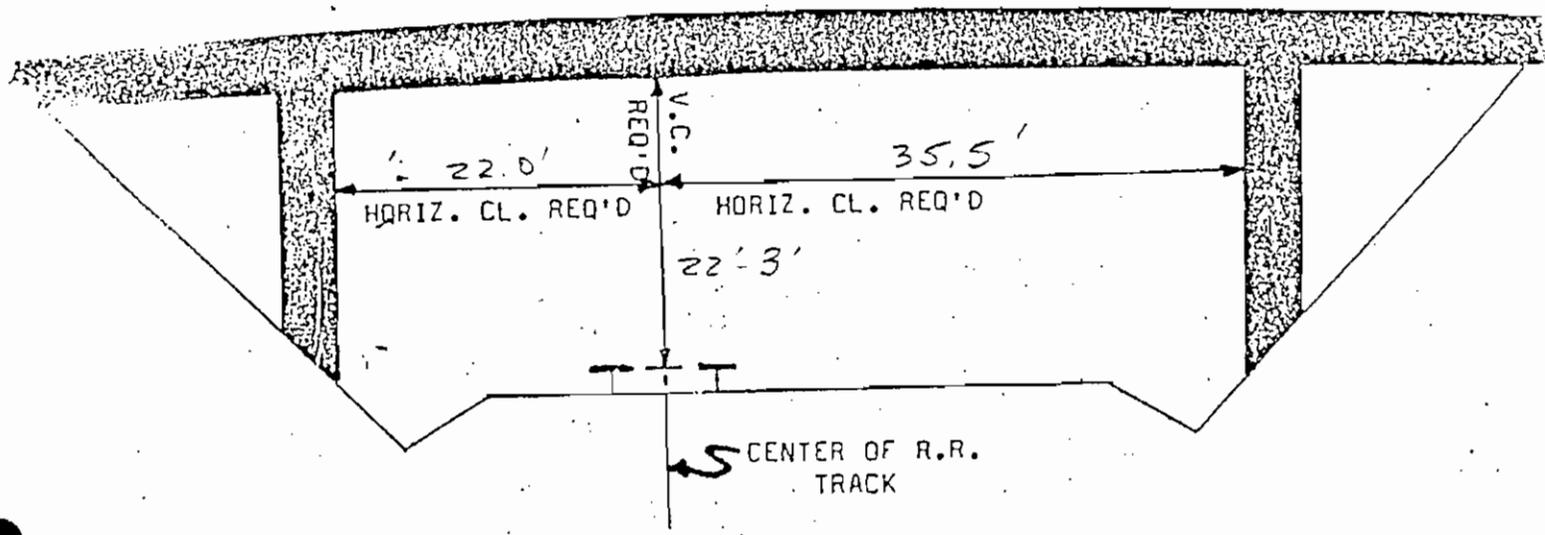
BRIDGE NO: 90-B85L-0.01

DATE: 6-8-00
5-30-02 AA.

MINIMUM HORIZONTAL AND VERTICAL CLEARANCES REQUIRED

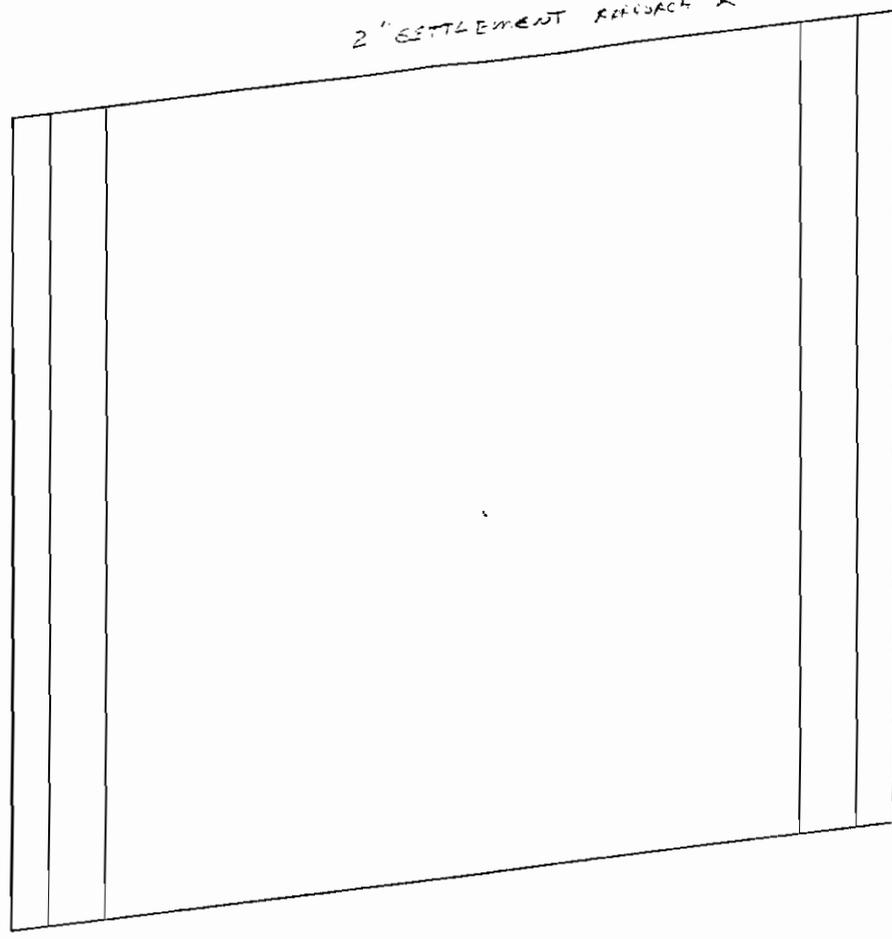


NOTE: ALL CLEARANCES ARE MINIMUM



5/30/2024 16

2" SETTLEMENT REFUSCH #2



↑
Log
—
Flow

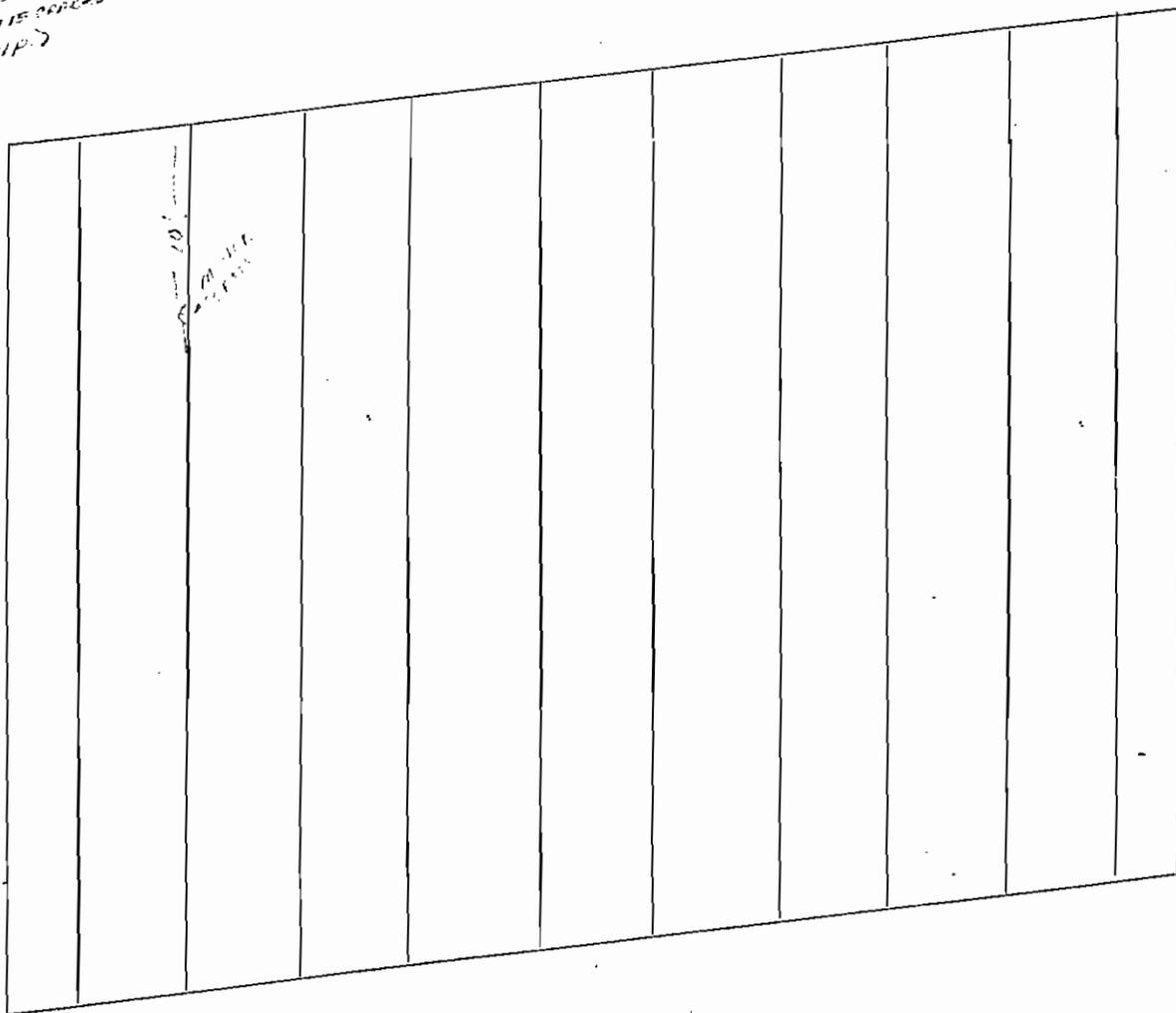
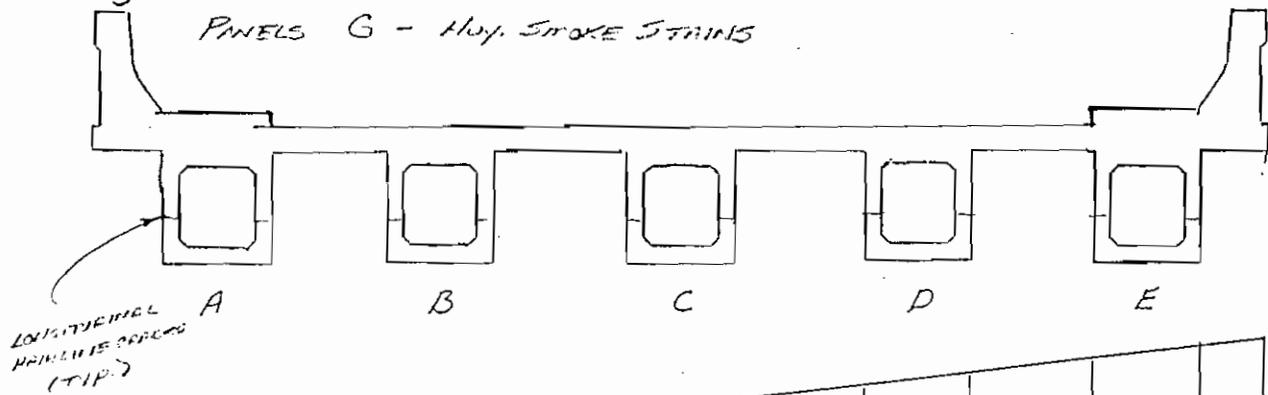
BRIDGE No. 90-3852-0.01 SPAN No. 1 of 1
6'8'00" 175

DECK:	S	REMOVE EXISTING CRACKS
RAILING: <i>TEMP</i>	S	
PARAPET:	S	REMOVE EXISTING
SIDEWALK:	S	REMOVE CRACKS
DRAINS:	N/A	

Bridge No. 90-B852-001 17

Span No. 1 of 1
6/8/00 J.E.

ELEMENT	Rating	COMMENT
A	F	LONGITUDINAL PARALLEL CRACKS & HOY STROKE STAINS
B	F	" " " "
C	F	" " " "
D	F	" " " "
E	F	" " " "
SLAB	G	HAIRLINE CRACKS IN JOINTS
diaph	N/A	
BEARING	G	

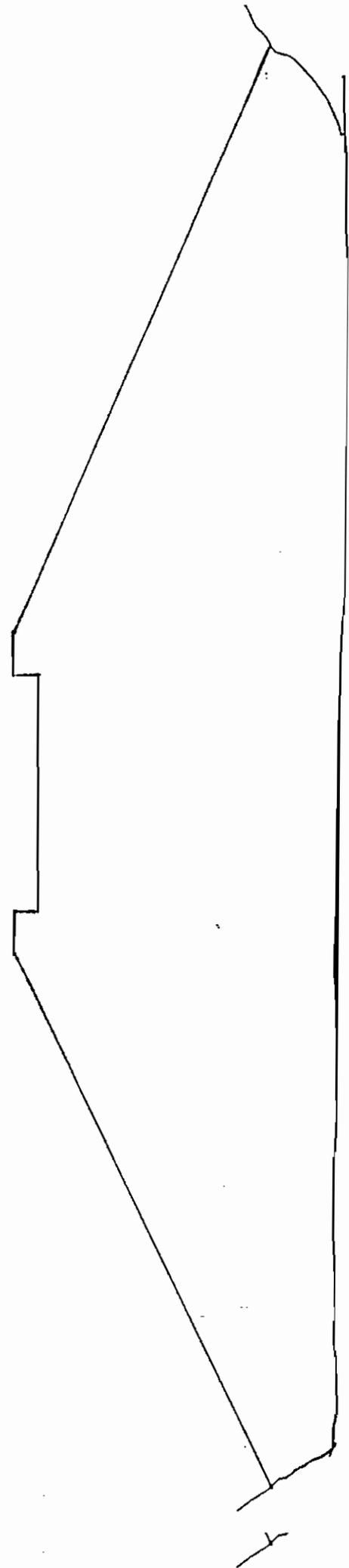


BRIDGE No. 90-18852-D-01 18

ABut. No. 1

6-8-0030

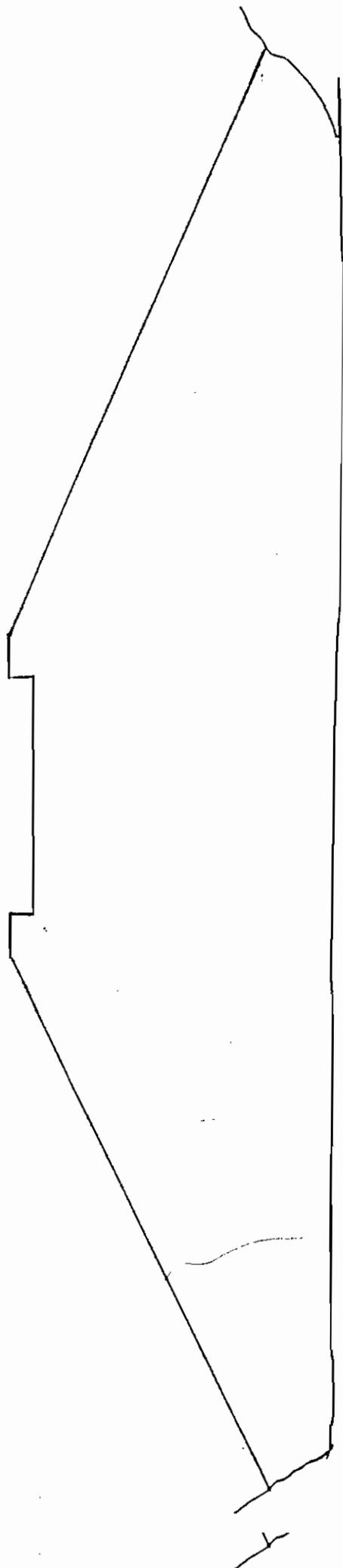
5-31-00



ELEMENT	RATING	COMMENT
BEARING	G	
BRASS WALL	F	HAIRLINE CRACKS
BACK WALL	N/A	
WINGS	F	HAIRLINE CRACKS
FOOTING	N/A	
PLUMB	G	
PILES	N/A	
EMB.	F	

BRIDGE No. 90-0854-0.01 19
 ABUT. No. 2

6-8-00
 8-30-02

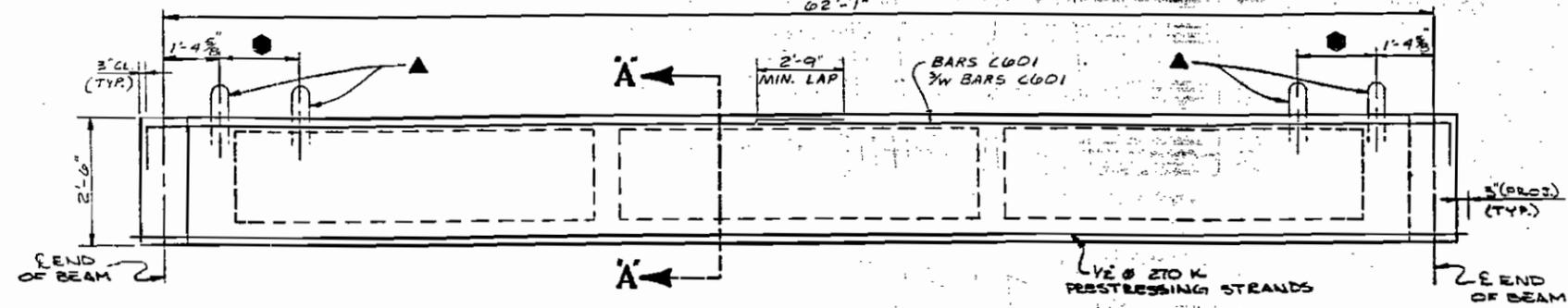


ELEMENT	RATING	COMMENT
BEARING	G	
BREASTWALL	F	HORIZONTAL 12" CURVES
BACKWALL	N/A	
WINGS	F	HORIZONTAL 12" CURVES
FOOTING	N/A	
PLUMB	G	
PILES	N/A	
EMB	G	

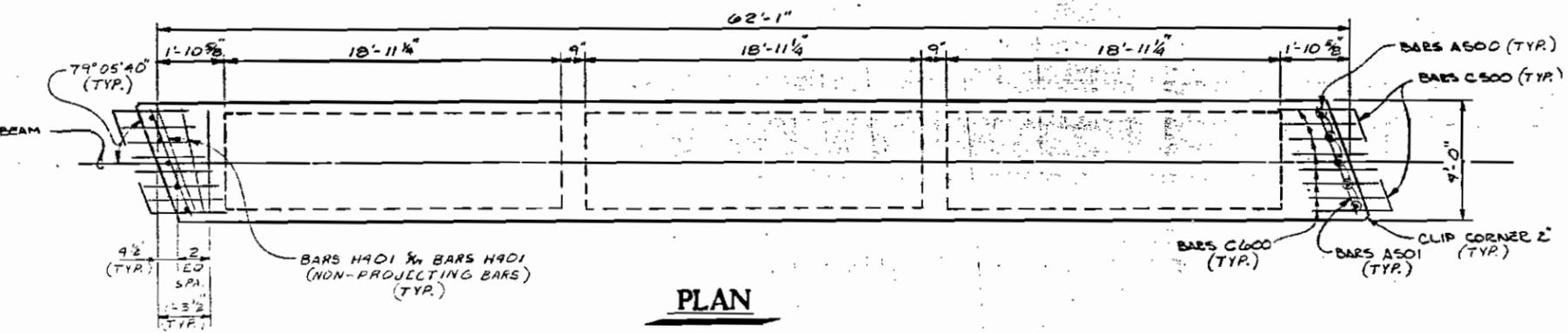
PROJECT NO.	YEAR	SHEET NO.
BRM-3968(3)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

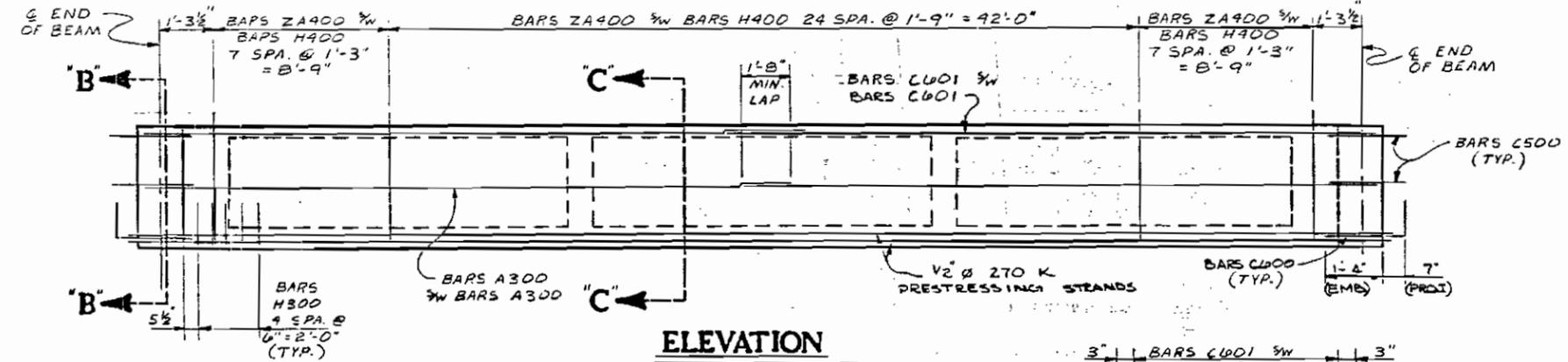
● DENOTES DISTANCES TO BE DETERMINED BY FABRICATOR.
 ▲ DENOTES LIFTING STRAPS TO BE 3-1/2" Ø PRESTRESSING STRANDS.



ELEVATION

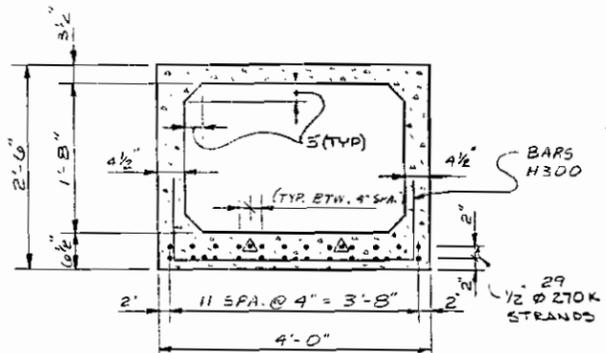


PLAN

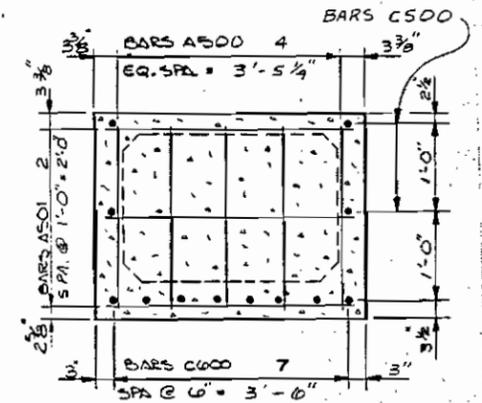


ELEVATION

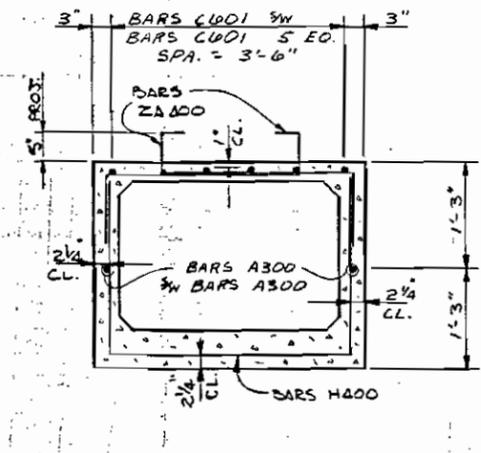
△ DENOTES BREAK BOND 1'-0" FROM END OF BEAM.



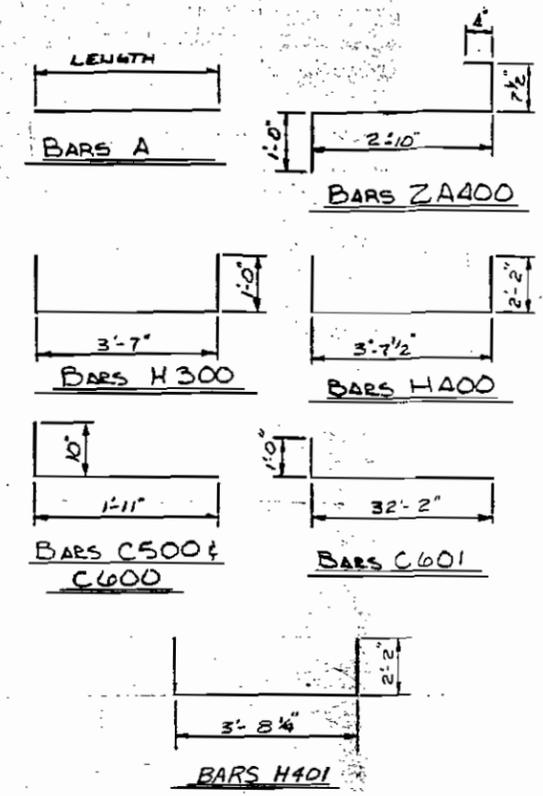
SECTION A-A



SECTION B-B



SECTION C-C



BILL OF STEEL (PER BEAM)

BAR	SIZE	NO. REQ'D.	LENGTH
A300	3	4	31'-8"
A500	5	10	2'-2"
A501	5	6	3'-8"
C500	5	8	2'-9"
C600	6	16	2'-9"
C601	6	12	33'-2"
H300	3	10	5'-6"
H400	4	39	7'-11"
H401	4	8	7'-11"
ZA400	4	78	4'-8"

ESTIMATED QUANTITIES (PER BEAM)

5 BEAMS REQUIRED	CONCRETE CLASS "A" (C.Y.)	REINFORCING STEEL LBS.	PRESTRESSING STANDS LBS.
	11.9	1292	953

NOTE: COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE COST OF PRESTRESSED BEAM.

GENERAL NOTES

- 1 THE TOP OF ALL BEAMS ARE TO BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAMS WILL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST SLAB PANELS ARE TO BE USED AND SET ON FELT PADS, THE OUTER TWO INCHES OF THE TOP FLANGE MAY BE TROWELED.
- 2 MILD STEEL REINFORCING SHALL BE ASTM A615 GRADE 60.
- 3 ALL PRESTRESSING STRANDS TO BE 1/2" Ø ASTM GRADE 270K 7 WIRE UNCOATED STRESS-RELIEVED PRESTRESSING STRANDS.
- 4 AN INITIAL FORCE OF 28,935 LBS., SHALL BE APPLIED TO EACH STRAND IN ALL BEAMS.
- 5 AFTER THE BEAM IS REMOVED FROM THE PRESTRESSING BED, BARS C600 AND C500 SHALL BE BENT TO A SUFFICIENT AMOUNT SO AS TO PERMIT THE "C" BARS OF ADJOINING BEAM TO MESH WHEN IN THE ERECTED POSITION.
- 6 THE PRESTRESSING STRANDS SHALL BE LEFT PROJECTING 3" ± FROM THE ENDS OF THE BEAMS. THERE SHALL NOT BE ANY PROTECTIVE COATING PLACED ON THE ENDS OF THE BEAMS OR ON THE PROJECTING STRANDS.
- 7 THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 5000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 4000 PSI. SEE LAYOUT SHEET FOR CONCRETE FINISHING NOTE.
- 8 1" Ø WEEP HOLES REQUIRED AT LOW POINT OF EACH CELL.
- 9 EACH CELL SHALL BE VENTED, (DURING THE FABRICATION PHASE), IN SUCH A MANNER SO AS NOT TO ALLOW EXTERNAL WATER TO ENTER THE CELL.



TYP. AT ABUTMENTS (10 REQUIRED)
ELASTOMERIC BEARING PAD DETAILS

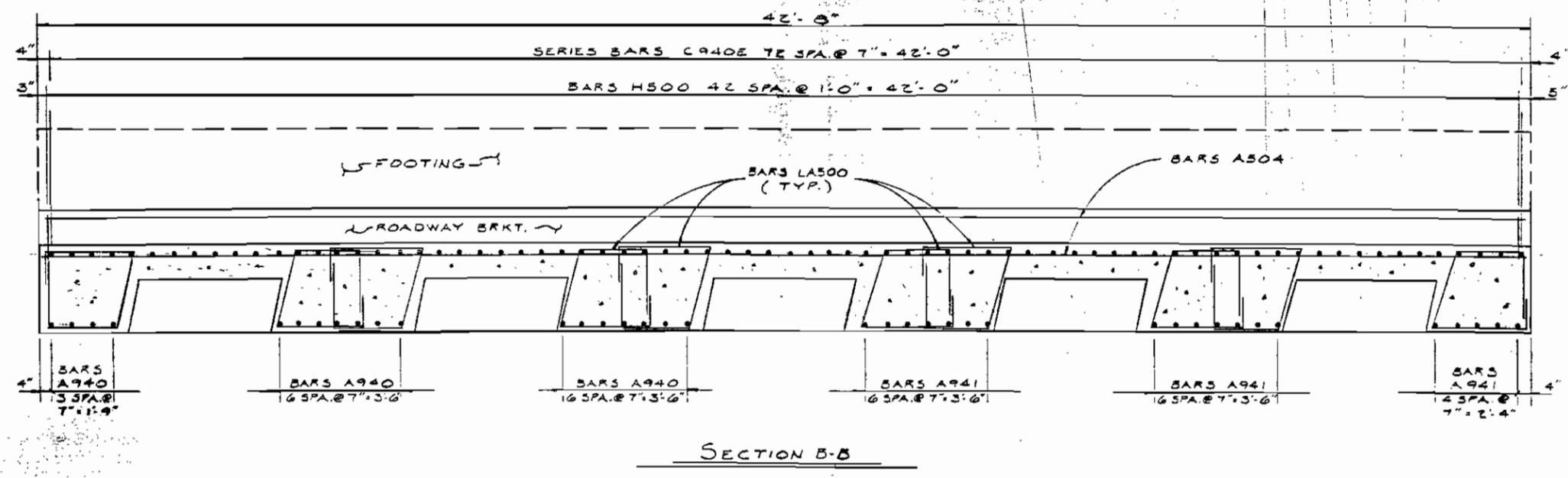
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
 ALTERNATE BRIDGE NO. 1
 PRESTRESSED BOX BEAM DETAILS
 INDIAN RIDGE ROAD OVER
 CLINCHFIELD RAILROAD
 STATION 50+24.45
 WASHINGTON COUNTY

CORRECTED *Colleen L. Lovell* 1983
 ENGINEER OF STRUCTURES
 APPROVED *Louis Evans*
 DIRECTOR OF HIGHWAYS
 M-134-115

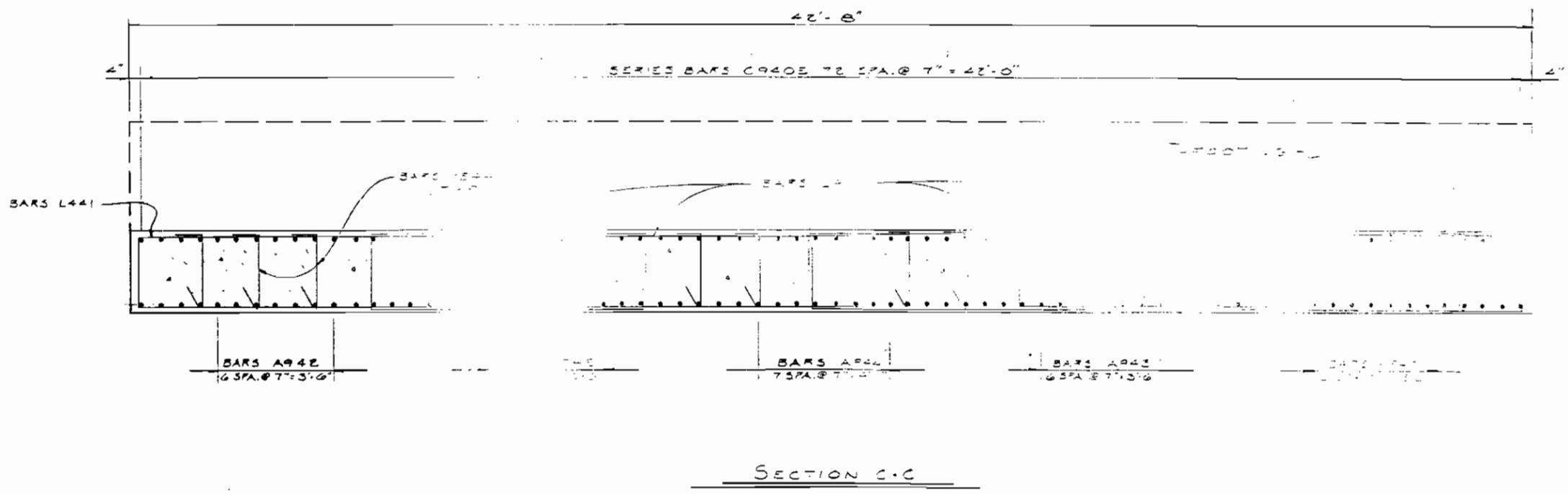
DESIGNED BY: J. PULLEY
 DRAWN BY: K.L.F. & T. LEWIS
 CHECKED BY: J. FIELDS
 IN CHARGE: H. PATE

DATE: 7-83
 DATE: 8-83
 DATE: 8-83
 DATE: 8-83

PROJECT NO.	YEAR	SHEET NO.	
BPM-3968.3	1983		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



SECTION B-B



SECTION C-C

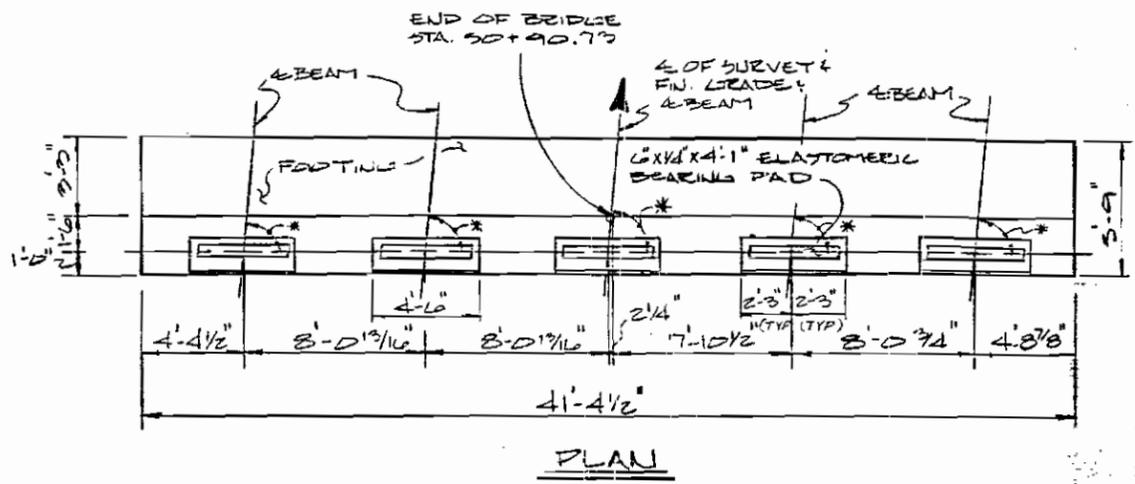
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
 ALTERNATE BRIDGE NO. 1
 ABUTMENT NO. 1 DETAIL
 INDIAN RIDGE ROAD OVER
 CLINCHFIELDS RAILROAD
 STA. 50+24.45
 WASHINGTON COUNTY
 1983

CORRECT *Calillon L. Lovell*
 ENGINEER OF STRUCTURES
 APPROVED *Paul R. Beard*
 DIRECTOR OF HIGHWAYS

M-134-117
 M-134-117

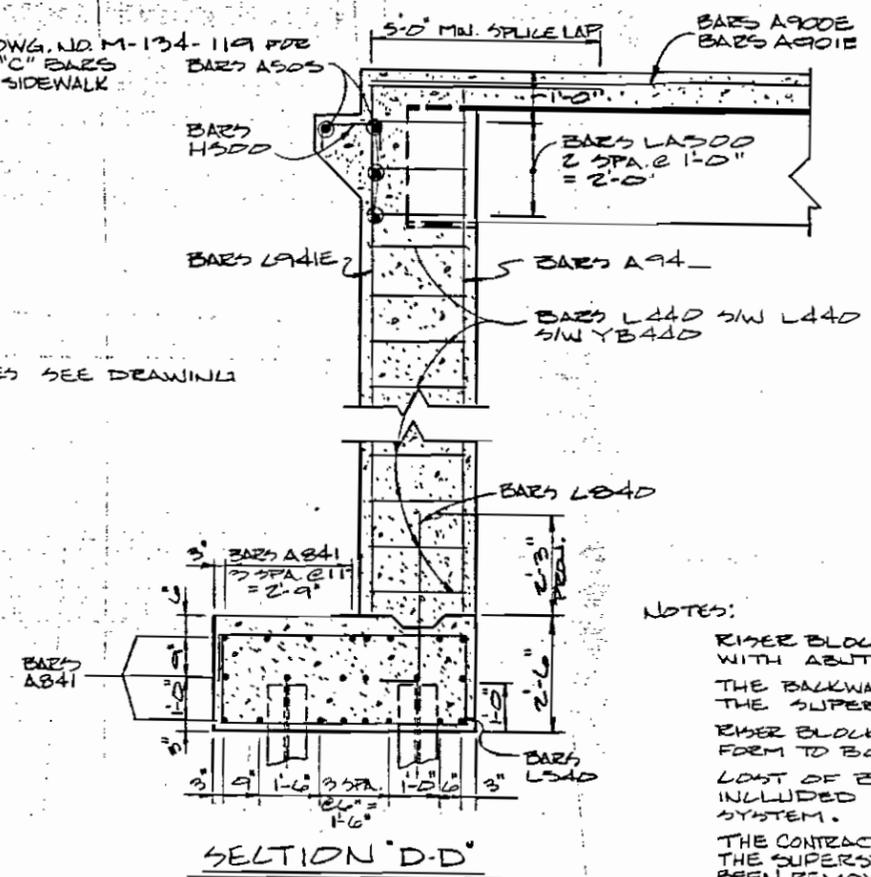
DESIGNED BY J. PULLEY DATE 6/83
 DRAWN BY JERRY BENSON DATE 8/83
 SUPERVISED BY J. FIELDS DATE 8/83
 CHECKED BY H. DATE 8/83

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

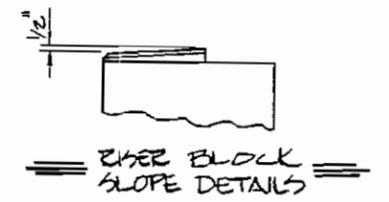


NOTE: SEE DWG. NO. M-134-119 FOR LOCATION OF "C" BARS IN SLAB AND SIDEWALK

* FOR ANGLES SEE DRAWING NO. M-



DIRECTION OF SURVEY →



NOTES:

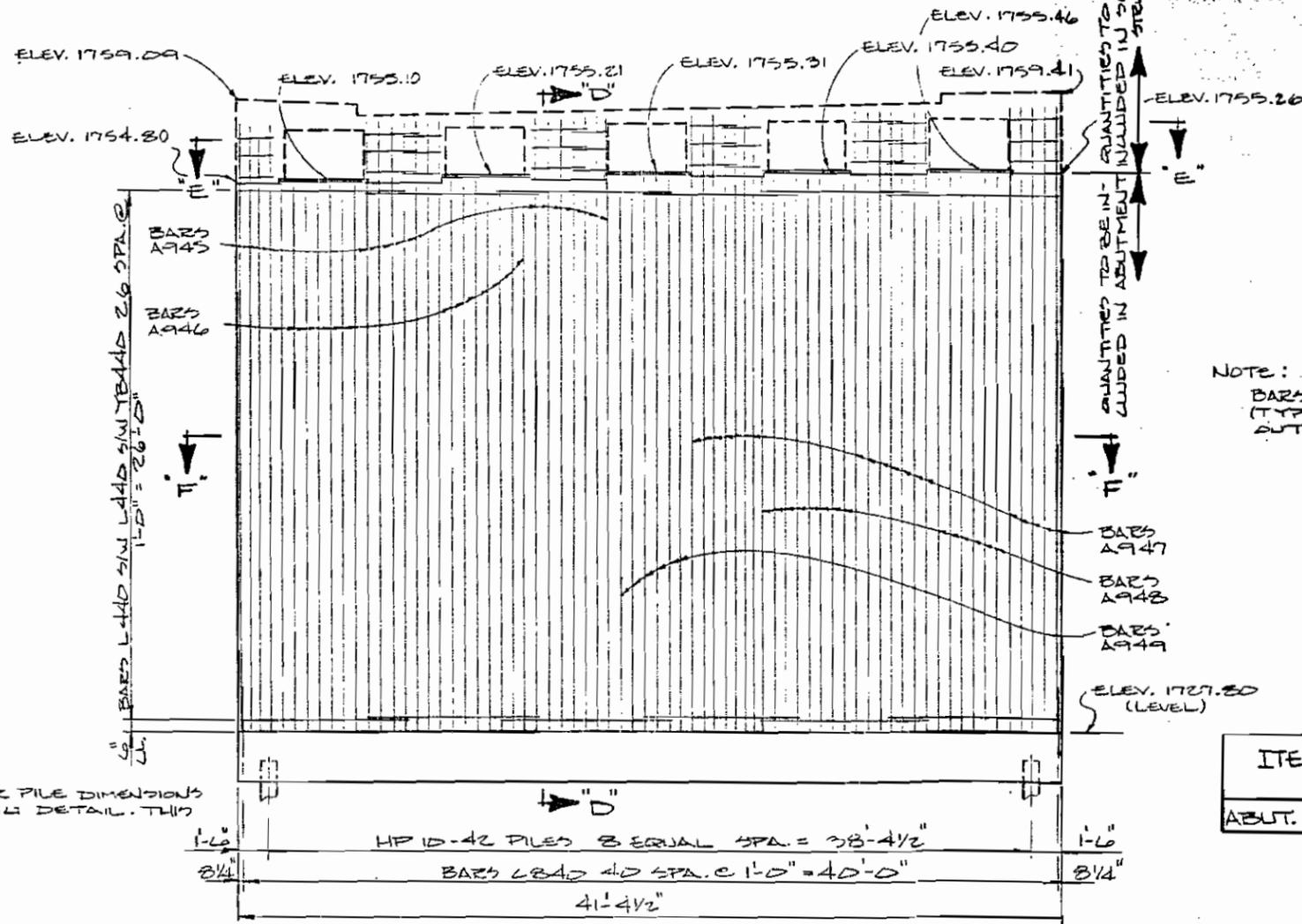
RISER BLOCKS TO BE POURED MONOLITHICALLY WITH ABUTMENT BEAM.

THE BACKWALL SHALL NOT BE POURED UNTIL THE SUPERSTRUCTURE RIBBERS ARE IN PLACE

RISER BLOCK BEARING PAD SURFACES TO CONFORM TO BOTTOM OF BEAM GRADE.

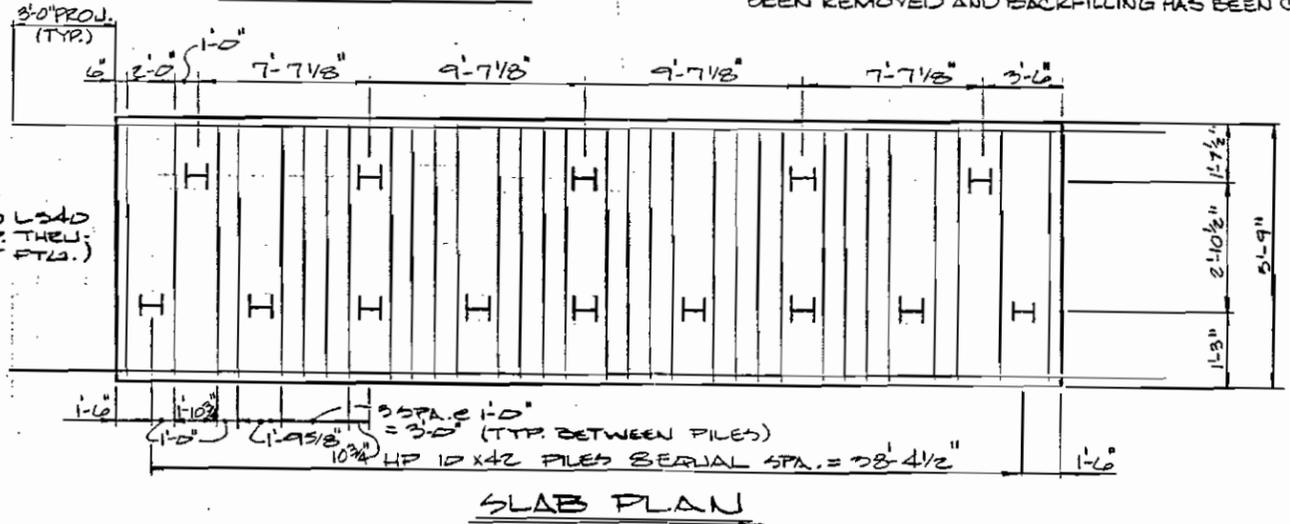
LOST OF BRIDGE RAIL AND POST IS TO BE INCLUDED IN THE LOST OF BRIDGE RAIL SYSTEM.

THE CONTRACTOR SHALL SUPPORT THE ABUTMENTS UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED AND BACKFILLING HAS BEEN COMPLETED



QUANTITIES TO BE IN ABUTMENT INCLUDED IN SUPERSTRUCTURE

NOTE: BARS L840 (TYP. THEL. BUT PTG.)



ESTIMATED QUANTITIES

ITEM	CLASS "A" CONCRETE	REINFORCING STEEL	EPOXY COATED REINF. STEEL
ABUT. #2	127.1	13,966	8,829

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ALTERNATE BRIDGE NO. 1
ABUTMENT NO. 2
INDIAN RIDGE ROAD
OVER LUNCHFIELD RAILROAD
STATION 50+24.45
WASHINGTON COUNTY
1983

DESIGNED BY JIM PILLEY DATE 6-83
DRAWN BY J.A. HILL, JR. DATE 8-83
SUPERVISED BY F.E. WOODS DATE 8-83
CHECKED BY H. PATE DATE 8-83

CORRECT *Clifton L. Lovell*
ENGINEER OF STRUCTURES

APPROVED *Louis Beard*
DIRECTOR OF HIGHWAYS

M-134-118
M-134-

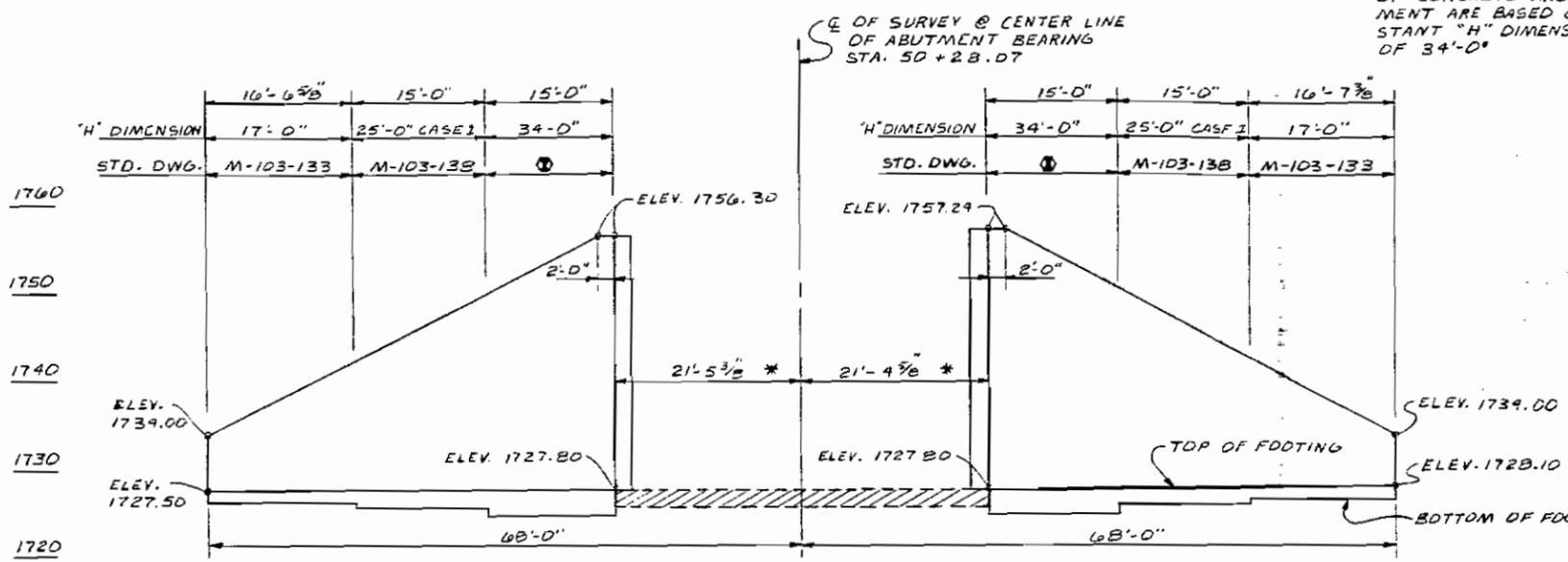
NOTE: FOR PILE DIMENSIONS SEE FOOTING DETAIL THIS SHEET

PROJECT NO.	YEAR	SHEET NO.
BRM-3908(3)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

NOTE: SEE STD. DWGS. M-103-133 & M-103-13B FOR EXPLANATION OF DIMENSIONING. QUANTITIES OF CONCRETE AND REINFORCEMENT ARE BASED ON CONSTANT "H" DIMENSION WALL OF 34'-0"

NOTE: SEE STD. DWGS. M-103-133 AND M-103-13B (CASE I) FOR DIMENSIONS AND REINFORCING STEEL. PLACE PILES AS SHOWN IN PILE LAYOUT THIS SHEET. SEE STD DWG. M-103-137 FOR OTHER DETAILS INCLUDING STEM OFFSET VALUES. THE ABUTMENT WALL WILL BE VERTICAL.

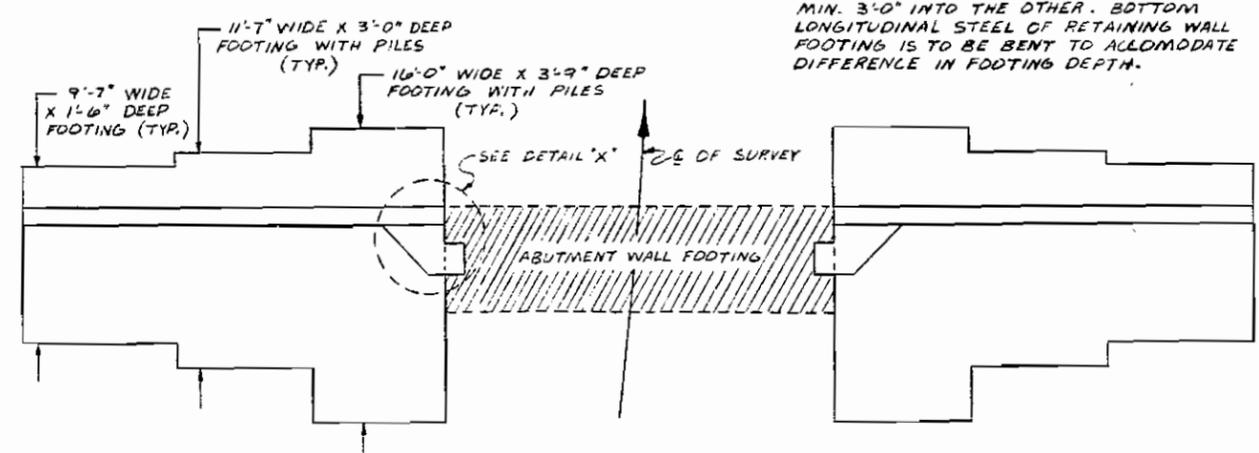


ELEVATION VIEW - ABUT. NO. 1
(PERPENDICULAR TO WALL AND LOOKING FORWARD ON SURVEY)

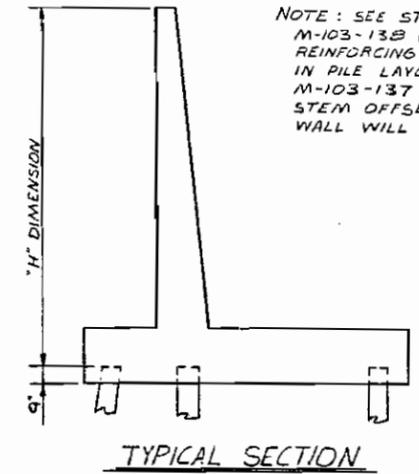
⊙ DENOTES: NON-STANDARD. SEE DETAILS THIS SHEET.

NOTE: SEE DWG. FOR DETAILS OF ABUTMENT WALL FOOTING.

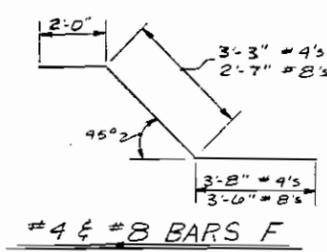
NOTE: TIE RETAINING WALL FOOTING TO ABUTMENT WALL FOOTING BY EXTENDING LONGITUDINAL STEEL OF EACH FOOTING MIN. 3'-0" INTO THE OTHER. BOTTOM LONGITUDINAL STEEL OF RETAINING WALL FOOTING IS TO BE BENT TO ACCOMMODATE DIFFERENCE IN FOOTING DEPTH.



PLAN VIEW - ABUT. NO. 1

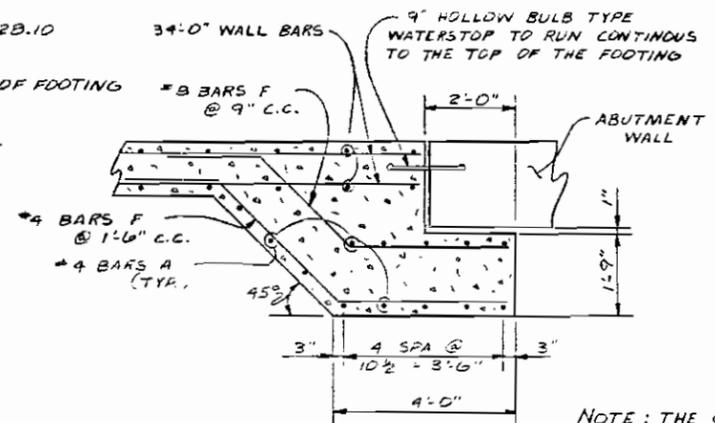


TYPICAL SECTION



DIMENSIONS, REINFORCEMENT, QUANTITIES FOR NON-STANDARD SECTION (EXCLUDING ADDITIONAL STEEL SHOWN IN DETAIL 'X')

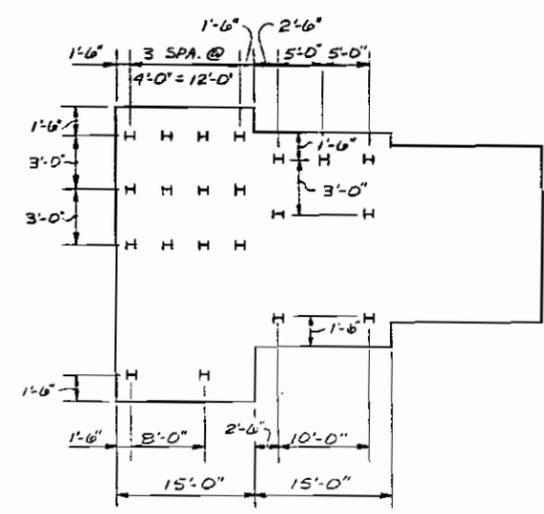
DIMENSIONS			
H	B	T	D
34'-0"	16'-0"	4'-3"	3'-0"



DETAIL 'X'

NOTE: THE COST OF WATER STOPS, BITUMINOUS FIBERGLASS, EPOXY JOINTS, ETC., AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN BRIDGE ITEMS BID ON

REINFORCING STEEL H = 34'-0"					
BAR	SIZE	SPACING	a	b	LENGTH
A	9	1'-5/4"	16'-6"	6'-6"	22'-8"
C	9	1'-5/4"	11'-6"	6'-6"	17'-8"
E	9	1'-5/4"	6'-6"	6'-6"	12'-8"
F	9	1'-5/4"	—	—	30'-10"
G	9	0'-5 3/4"	—	—	15'-8"
J	4	1'-5/4"	—	—	15'-8"
K	4	1'-6"	—	—	30'-6"
L	4	1'-6"	—	—	—
M	4	1'-6"	—	—	3'-0"
X	7	3 @ 15"	—	—	—
Y	7	3 @ 15"	—	—	—



PILE LAYOUT

(USING 55 TON PILES. TYPICAL BOTH WINGS)

QUANTITIES (PER LINEAR FOOT)			
WALL		FOOTING	
CONCRETE C.Y.	REINFORCING LBS.	CONCRETE C.Y.	REINFORCING LBS.
2.26	239.8	2.25	152.7

ESTIMATED QUANTITIES	
ITEM NO. 604-03.01 CLASS "A" CONCRETE (C.Y.)	ITEM NO. 604-03.02 REINFORCING STEEL LBS.
248.4	21,540

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
ALTERNATE BRIDGE NO. 1
RETAINING WALL FOR ABUTMENT NO. 1
INDIAN RIDGE ROAD OVER
CLINCHFIELD RAILROAD
STATION 50+24.45
WASHINGTON COUNTY

1983
CORRECTED *Chilton L. Forwall*
ENGINEER OF STRUCTURES
APPROVED *Louis L. Lewis*
DIRECTOR OF HIGHWAYS

M-134-124
M-134-121

DESIGNED BY J. PULLEY DATE 7-83
DRAWN BY T. LEWIS DATE 8-83
SUPERVISED BY J. FIELDS DATE 8-83
CHECKED BY U. SUMMERS DATE 12-83

GENERAL NOTES

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 1981 EDITION)

LOADING: HS20-44

DESIGN SPECIFICATIONS: AASHTO 1977 EDITION WITH ADDENDA.

CONCRETE: TO BE CLASS "A" (CAST IN PLACE). f'_c 3,000 PSI. EXCEPT FOR BRIDGE DECKS.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS MAY BE EITHER REMAIN-IN-PLACE STEEL OR PRECAST, PRESTRESSED CONCRETE PANELS. IN EITHER CASE, FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO SUPPORT MEMBERS. THE CONTRACTOR SHALL TAKE STEPS TO ASSURE THE STABILITY OF THE EXTERIOR GIRDER AGAINST TWISTING OR OVERTURNING DURING SLAB POURING OPERATIONS.

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. STANDARD CRSI HOOK DETAILS APPLY UNLESS OTHERWISE NOTED ON BILL OF STEEL. BENDING DIMENSIONS SHOWN ARE BASED ON GRADE 60. SPACING DIMENSIONS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED ON DETAIL DRAWINGS. (THE SUFFIX E FOR BARS SO MARKED, DENOTES EPOXY COATED REINFORCEMENT SEE SPECIAL PROVISION 907A.

NON-PAY ITEMS: ONLY ITEMS SHOWN ON THE PROPOSAL AS PAY ITEMS WILL BE PAID FOR. COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND INCIDENTALS FOR THE ENTIRE CONTRACT SHALL BE INCLUDED IN THE PRICE BID FOR PAY ITEMS.

SPECIAL NOTE FOR RAILROAD CROSSING: THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROAD TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY THE CUMBERLAND RAILROAD SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAFFIC.

SHOP DRAWINGS: SEE SPECIAL PROVISION NO. 105A.

CLASS "A" CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS EXCEPT AS FOLLOWS:
 MINIMUM 28 DAY COMPRESSIVE STRENGTH 4500 PSI
 MAXIMUM WATER/CEMENT 5.0 GAL/SACK OF CEMENT
 AIR CONTENT $6\% \pm 2\%$
 PAYMENT WILL BE UNDER ITEM 604-01.12

SPECIAL NOTE: FOUNDATIONS FOR ABUT. SHALL BE EXCAVATED TO THE BOTTOM OF FOOTING ELEVATIONS SHOWN; ROD SOUNDINGS SHALL THEN BE MADE AS DIRECTED BY THE ENGINEER. FROM THE RESULTS OBTAINED THE ENGINEER WILL DECIDE IF PILES WILL BE USED OR THE FOOTINGS CARRIED TO ROCK. COST OF ROD SOUNDINGS TO BE INCLUDED IN ITEMS BID ON. NO REINFORCING STEEL FOR BENT COLUMNS SHALL BE ORDERED UNTIL FINAL FOOTING ELEVATIONS HAVE BEEN DETERMINED.

LINSEED OIL PROTECTIVE TREATMENT: SURFACES RECEIVING AN APPLIED TEXTURE FINISH SHALL NOT RECEIVE A LINSEED OIL TREATMENT. SEE APPLIED TEXTURE FINISH DETAIL ON THIS SHEET.

THE CONTRACTOR SHALL SUPPORT THE ABUTMENTS UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED AND BACKFILLING HAS BEEN COMPLETED.

ESTIMATED QUANTITIES

ITEMS	202-04.01	204-11	604-01.12	604-02.03	604-03.01	604-03.02	604-03.03	604-03.11	604-05.13	615-02.11	620-14	620-01.71
	REMOVAL OF STRUCTURES	BRIDGE EXCAVATION (UNCLASSIFIED)	CLASS "A" CONCRETE (BRIDGE DECK)	EPOXY COATED REINFORCING STEEL	CLASS "A" CONCRETE (BRIDGES)	STEEL BAR REINFORCING (BRIDGES)	LINSEED OIL TREATMENT	SELECT GRANULAR BACKFILL	NON-REINF. CONCRETE LEVELING PAD	PREST. CONCRETE BOX BEAM (33' X 48')	CONCRETE PARAPET W/ STEEL TUBES (K-38-162)	REINFORCED EARTH WALL
	L.S.	C.Y.	(C.Y.)	LB.	(C.Y.)	LB.	S.Y.	C.T.	L.F.	L.F.	L.F.	S.F.
SUPERSTRUCTURE			91.0	6484	18.4	7952						
ABUT. NO. 1				1,184	23.5	1,886						
ABUT. NO. 2				1,184	23.0	1,848						
TOTAL	LUMP SUM	2950	91.0	8,852	64.9	11,706	433	5257	275.6	346	177	6334.5

* NO CROSS-SECTIONS AVAILABLE, QUANTITY BASED ON TYPICAL SECTION AND NEXT LINES TO BACK OF STEPS.

NOTES:

- EXCAVATION BASED ON EXISTING GROUND.
- LINSEED OIL TREATMENT: IF THE CONTRACTOR ELECTS TO USE AN APPLIED TEXTURE FINISH SUBTRACT 124 S.Y. FROM THIS QUANTITY.
- COST OF ELASTOMERIC PADS, RUBBER BONDING CEMENT, AND DOWEL BARS OR ANCHOR BOLTS TO BE INCLUDED IN THE COST OF PRESTRESSED BEAM.
- COST OF BRIDGE RAIL ENDPOST IS TO BE INCLUDED IN THE COST OF THE BRIDGE RAIL SYSTEM.
- COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN COST OF CLASS "A" CONCRETE (BRIDGE), ITEM 604-03.01
- THE COST OF 16 THREADED STEEL INSERTS AND 16 7/8" Ø X 4" HEX HEAD BOLTS, (A307), TO BE INCLUDED IN BRIDGE ITEMS BID ON.
- REMOVE EXISTING TIMBER TRUSS BRIDGE TIMBER FLOORS, BEAMS, ETC. AND TIMBER SUBSTRUCTURES. ALL SALVABLE MATERIALS SHALL BELONG TO THE PROPERTY OF THE CONTRACTOR.
- ALL REINFORCING STEEL IN THE TRAFFIC FACE OF PARAPETS SHALL BE EPOXY COATED. COST TO BE INCLUDED IN PRICE BID FOR ITEM 620.14.

FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE TENNESSEE STANDARD SPECIFICATIONS WITH THE CONTRACTOR HAVING THE OPTION OF USING EITHER A CLASS II FINISH OR AN APPLIED TEXTURE FINISH. IF AN APPLIED TEXTURE FINISH IS USED, THE COLOR OF THE FINISH SHALL BE SIMILAR TO BEIGE FEDERAL SPECIFICATION NO. 33690, FEDERAL COLOR STANDARD NO. 595A, AND A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE COST OF FINISHING CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 604-03.01.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
 ALTERNATE BRIDGE NO. 2
 GENERAL NOTES & EST. QUANTITIES
 INDIAN RIDGE ROAD OVER CUMBERLAND
 RAILROAD
 STATION 50+24.45
 WASHINGTON COUNTY
 1983

CORRECT *William J. Fowell*
 ENGINEER OF STRUCTURES
 APPROVED *David S. Evans*
 DIRECTOR OF HIGHWAYS
 10-134-124
 11-134-124

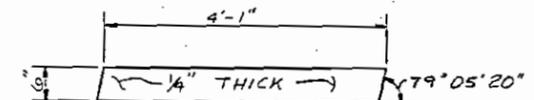
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

- 1 THE TOP OF ALL BEAMS ARE TO BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAMS WILL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST SLAB PANELS ARE TO BE USED AND SET ON FELT PADS, THE OUTER TWO INCHES OF THE TOP FLANGE MAY BE TROWELED.
- 2 MILD STEEL REINFORCING SHALL BE ASTM A615 GRADE 60.
- 3 ALL PRESTRESSING STRANDS TO BE 1/2" 270K PRESTRESSING STRANDS.
- 4 AN INITIAL FORCE OF 28,935 LBS., SHALL BE APPLIED TO EACH STRAND IN ALL BEAMS.
- 5 AFTER THE BEAM IS REMOVED FROM THE PRESTRESSING BED, BARS C600 AND L500 SHALL BE BENT TO A SUFFICIENT AMOUNT SO AS TO PERMIT THE "C" BARS OF ADJOINING BEAM TO MESH WHEN IN THE ERECTED POSITION.
- 6 THE PRESTRESSING STRANDS SHALL BE LEFT PROJECTING 3" ± FROM THE ENDS OF THE BEAMS. THERE SHALL NOT BE ANY PROTECTIVE COATING PLACED ON THE ENDS OF THE BEAMS OR ON THE PROJECTING STRANDS.
- 7 THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 5200 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 4100 PSI. SEE LAYOUT SHEET FOR CONCRETE FINISHING NOTE.
- 8 1" Ø WEEP HOLES REQUIRED AT LOW POINT OF EACH CELL.
- 9 EACH CELL SHALL BE VENTED, (DURING THE FABRICATION PHASE), IN SUCH A MANNER SO AS NOT TO ALLOW EXTERNAL WATER TO ENTER THE CELL.

BILL OF STEEL (PER BEAM)

BAR	SIZE	NO. REQ'D.	LENGTH
A300	3	4	35'-2"
A500	5	10	2'-5"
A501	5	6	3'-8"
C500	5	8	2'-9"
C600	6	16	2'-9"
C601	6	14	36'-9"
H300	3	10	5'-0"
H400	4	45	8'-5"
H401	4	4	8'-5"
ZA400	4	90	4'-8"



TYP. AT ABUTMENTS (10 REQUIRED)

ELASTOMERIC BEARING

PAD DETAILS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
ALTERNATE BRIDGE NO. 2
PRESTRESSED BOX BEAM DETAIL:
INDIAN RIDGE ROAD OVER
CLINCHFIELD RAILROAD
STATION 50+24.45
WASHINGTON COUNTY

ESTIMATED QUANTITIES (PER BEAM)

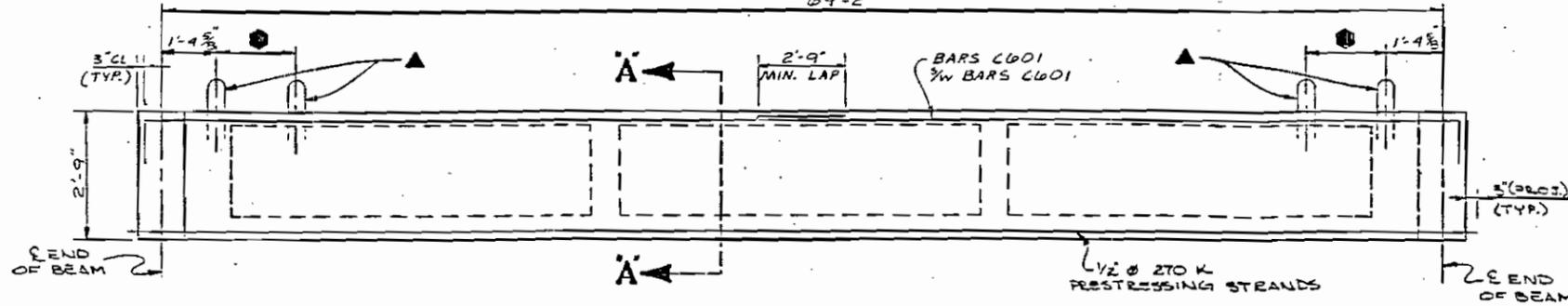
5 BEAMS REQUIRED	CONCRETE CLASS "A" (C.Y.)	REINFORCING STEEL LBS.	PRESTRESSING STANDS LBS.
	13.7	1,540	1207

NOTE: COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE COST OF PRESTRESSED BEAM.

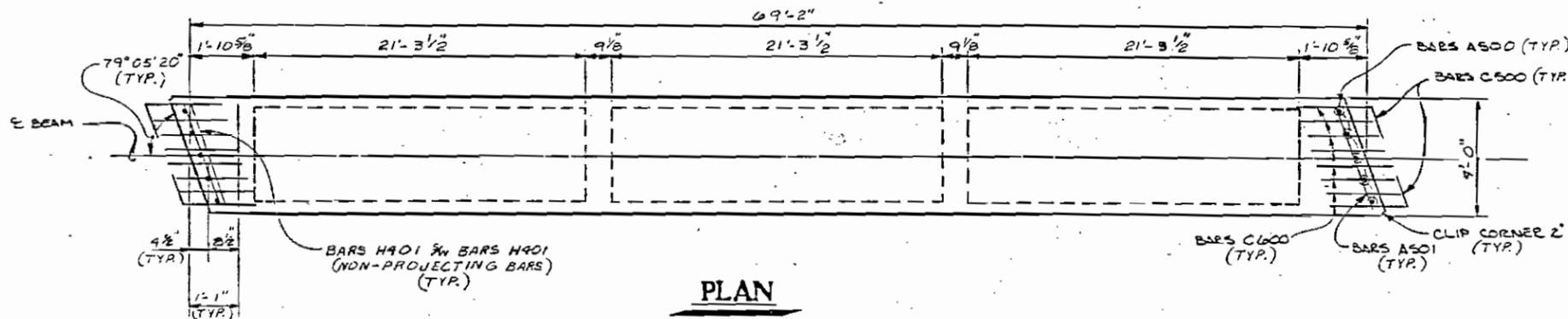
DESIGNED BY J. PULLEY
DRAWN BY K.L.F. & T. LEWIS
SUPERVISED BY J. FIELDS
CHECKED BY
DATE 7-83
DATE 8-83
DATE 8-83

APPROVED *Colleen L. Forewell* 1983
DIRECTOR OF HIGHWAYS

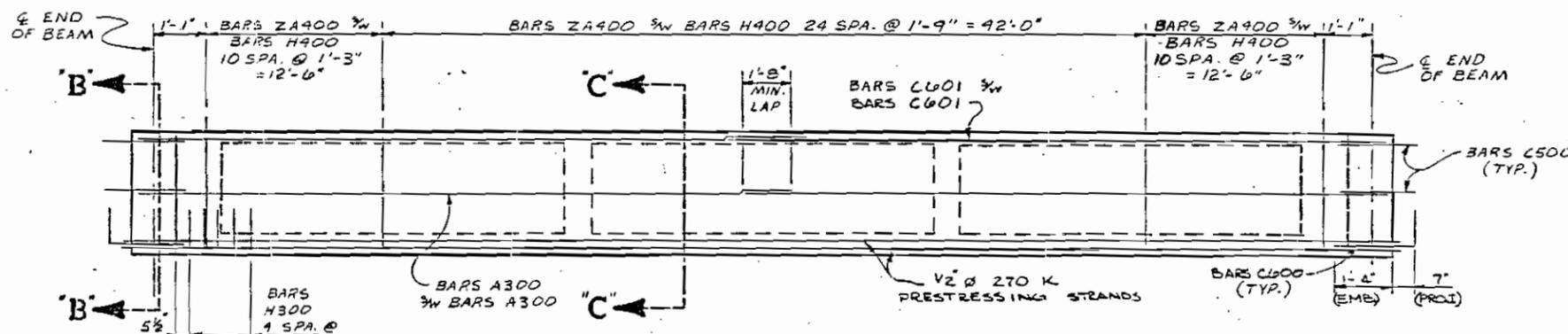
● DENOTES: DISTANCES TO BE DETERMINED BY FABRICATOR.
▲ DENOTES: LIFTING STRAPS TO BE 3-1/2" Ø PRESTRESSING STRANDS.



ELEVATION

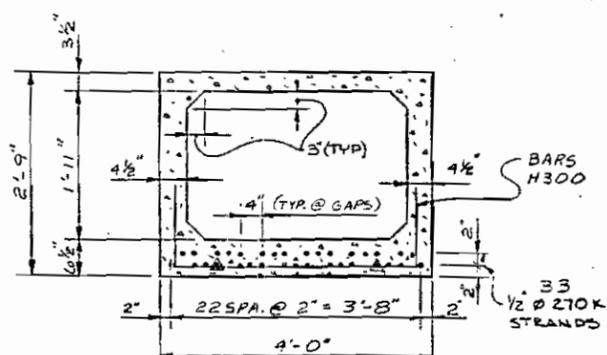


PLAN

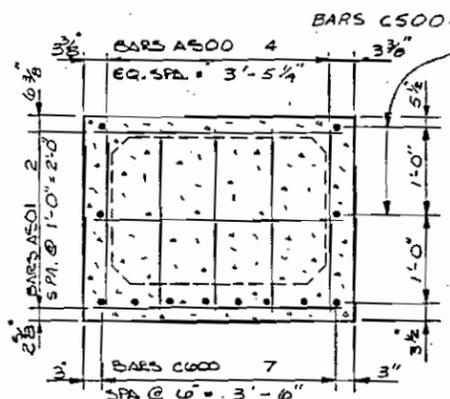


ELEVATION

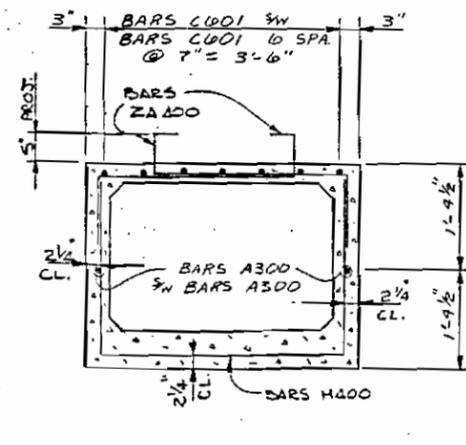
△ DENOTES: BREAK BOND 2'-4" FROM END OF BEAM.



SECTION A-A



SECTION B-B

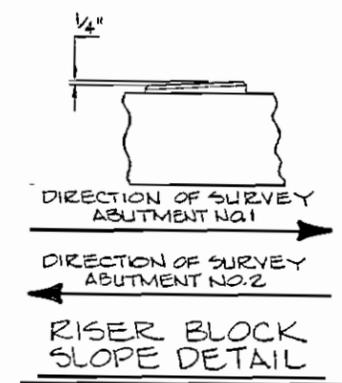
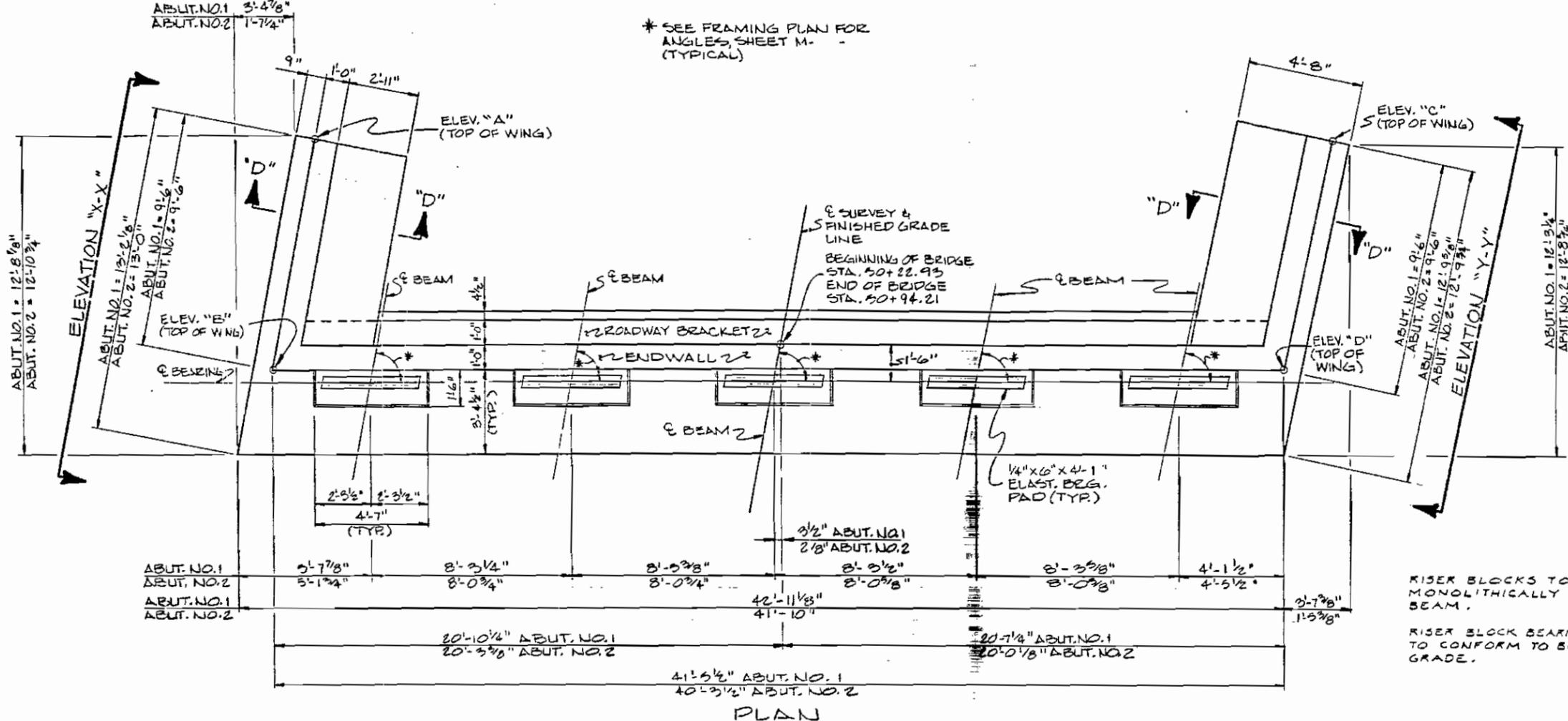


SECTION C-C

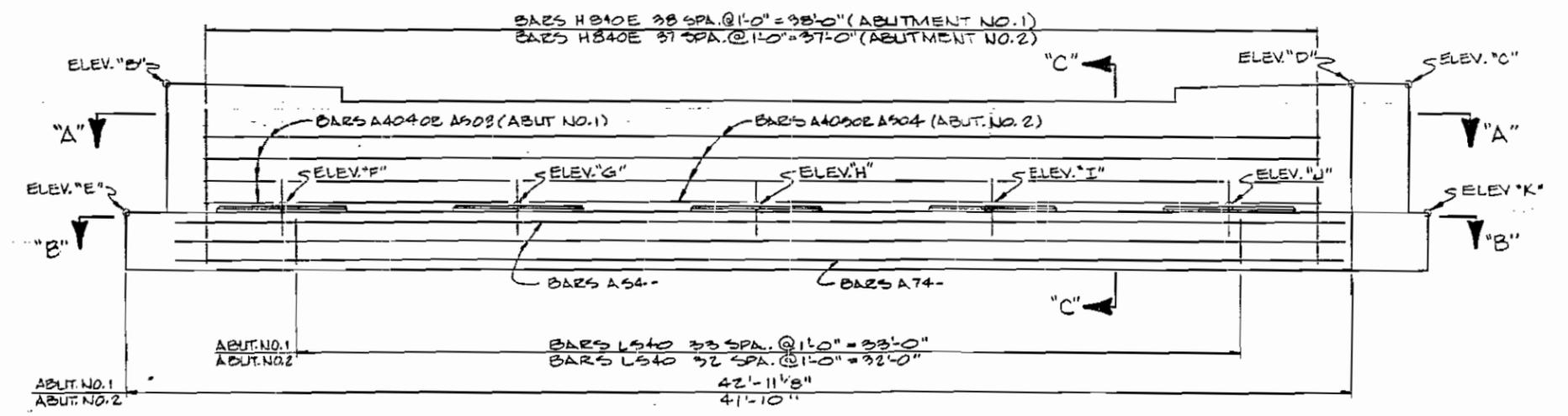
DESIGNED BY J. PULLEY
DRAWN BY K.L.F. & T. LEWIS
SUPERVISED BY J. FIELDS
CHECKED BY
DATE 7-83
DATE 8-83
DATE 8-83

PROJECT NO.	YEAR	SHEET NO.
B2M-3968 (3)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN



ELEVATION

(LOOKING BACK ALONG SURVEY @ ABUT. NO. 1)
(LOOKING FORWARD ALONG SURVEY @ ABUT. NO. 2)

ITEMS	A	B	C	D	E	F	G	H	I	J	K
ABUTMENT NO. 1	1757.43	1757.82	1756.45	1756.87	1753.53	1753.65	1753.43	1753.20	1752.97	1752.73	1752.39
ABUTMENT NO. 2	1759.20	1759.5	1759.57	1759.45	1754.76	1754.96	1755.04	1755.12	1755.19	1755.27	1755.12

ITEMS	CLASS "A" CONCRETE (C.Y.)	REINFORCING STEEL LBS.	EPOXY REINFORCING STEEL LBS.
ABUT. NO. 1	23.5	1,886	1,184
ABUT. NO. 2	23.0	1,868	1,184

THESE QUANTITIES ARE FOR ABUT. FOOTING AND WING FOOTING ONLY. ENDWALL AND WINGWALL ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.

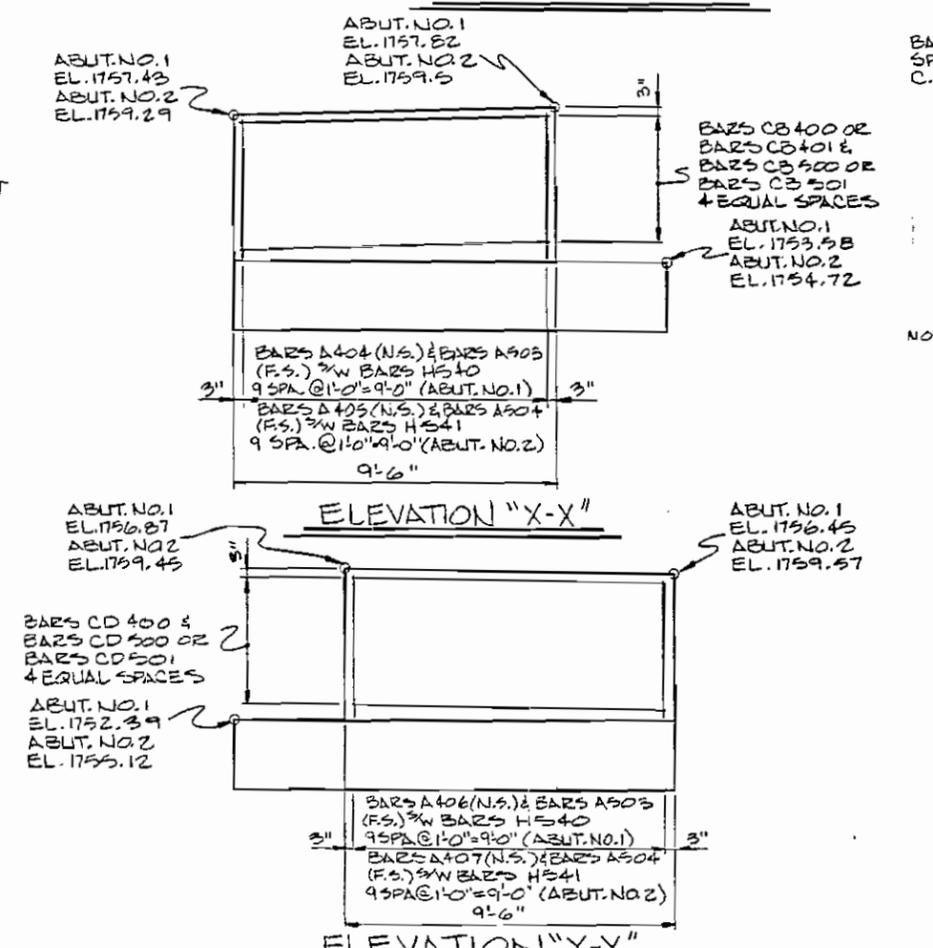
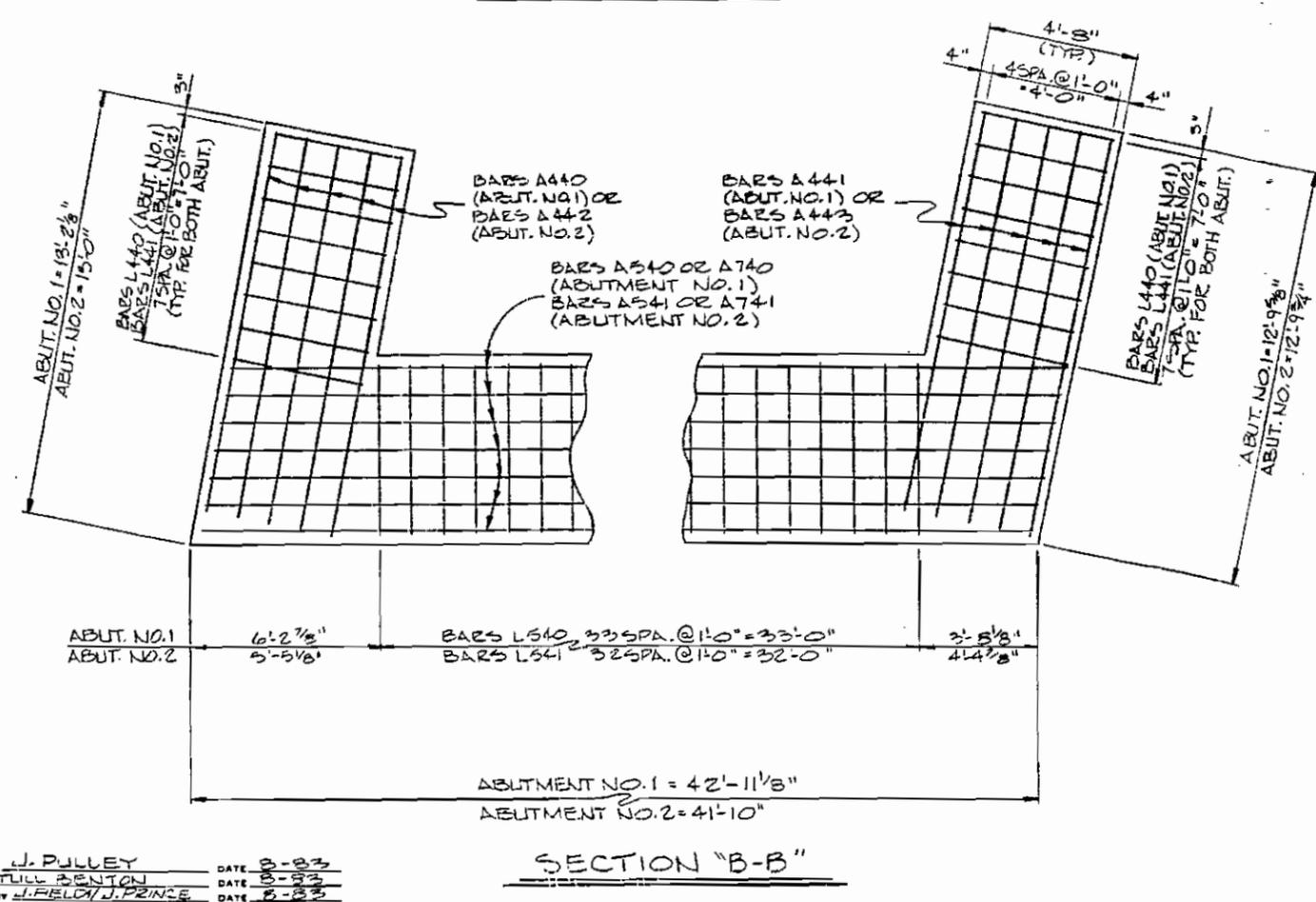
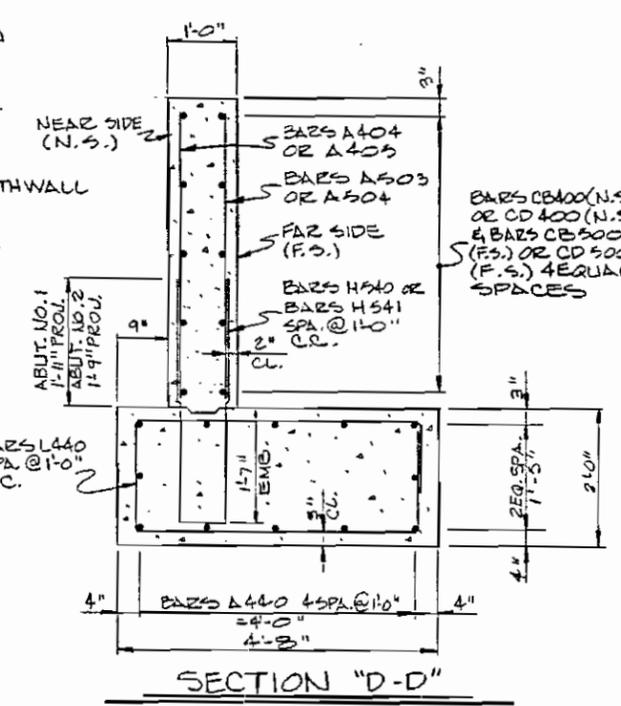
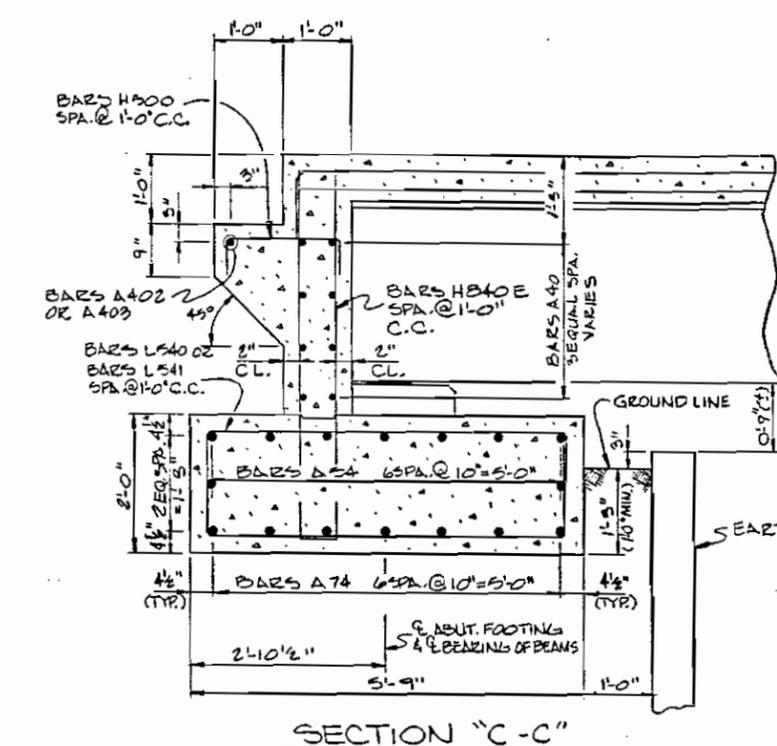
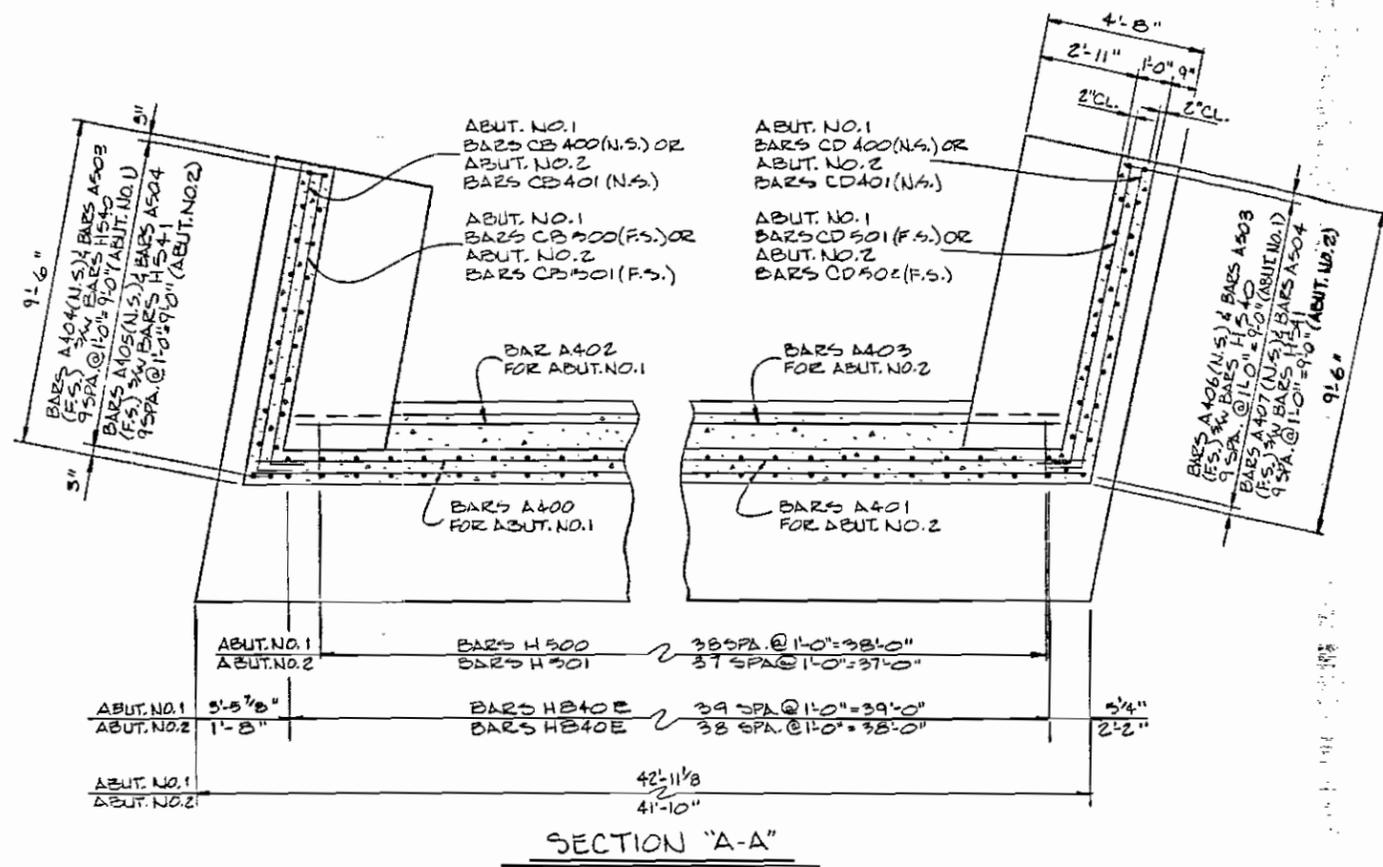
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
ALTERNATE BRIDGE NO. 2
ABUTMENTS NO. 1 & NO. 2
INDIAN RIDGE ROAD OVER
CUNCHFIELD RAILROAD
STATION 50+24.43
WASHINGTON COUNTY
1983

CORRECT *William L. Lovell*
ENGINEER OF STRUCTURES
APPROVED *Louis Duane*
DIRECTOR OF HIGHWAYS

DESIGNED BY JIM PILLEY DATE 8-83
DRAWN BY TULL BENSON DATE 8-83
SUPERVISED BY J. P. WOODS DATE 8-83
CHECKED BY DATE

PROJECT NO.	YEAR	SHEET NO.
BEM-3963(3)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



NOTE: WHEN POURING WINGWALLS, PROVISION SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WING POST AND PARAPET FOR DETAILS OF WINGPOST AND PARAPET SEE STD. DWG. NO. K-38-162

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
ALTERNATE BRIDGE NO. 2
ABUTMENT DETAILS
INDIAN RIDGE ROAD OVER
CLINCHFIELD RAILROAD
STATION 50+24.45
WASHINGTON COUNTY
1983

DESIGNED BY J. PULLEY DATE 8-83
DRAWN BY TULL BENTON DATE 8-83
SUPERVISED BY J. FIELD/J. PRINCE DATE 8-83
CHECKED BY DATE
APPROVED *William & Lowell*
ENGINEER OF STRUCTURES
APPROVED *Lewis P. ...*
DIRECTOR OF HIGHWAYS