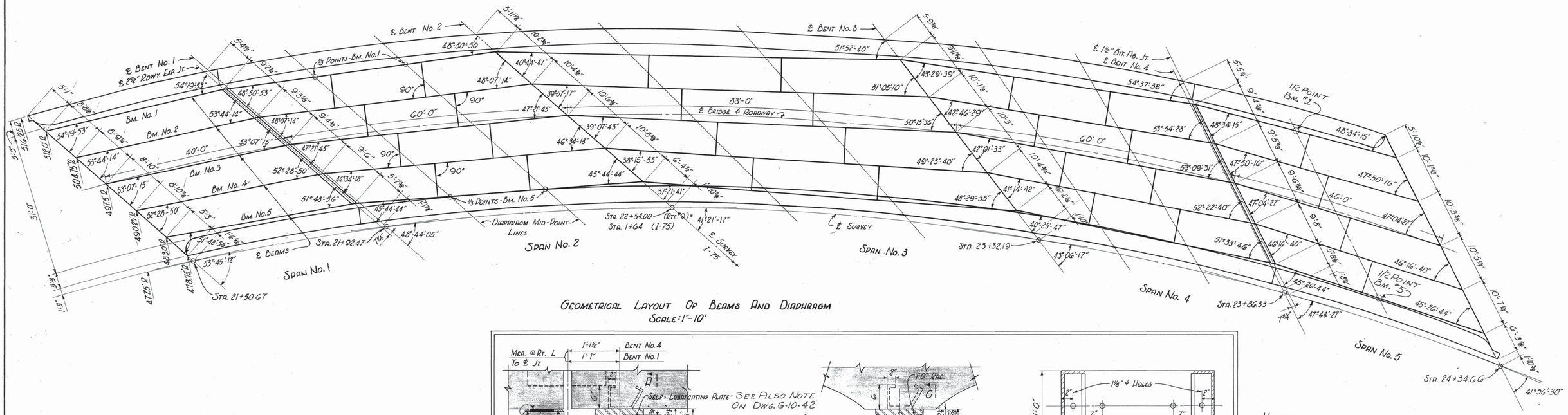
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	44	145

I-75-3(9)85



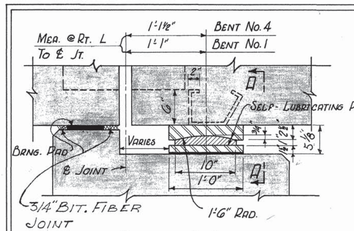
Geometrical Layout Of Beams And Diaphragm

Scale: 1" = 10'

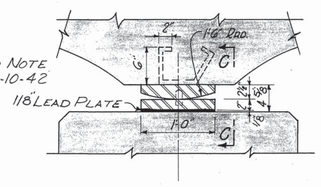
Beam Lengths

	Bm. No. 1	Bm. No. 2	Bm. No. 3	Bm. No. 4	Bm. No. 5
Span No. 1	59'-4½"	39'-8⅛"	40'-0"	40'-4"	40'-8⅜"
Span No. 2	58'-7"	59'-2⅞"	59'-11⅛"	60'-8⅜"	61'-7"
Span No. 3	86'-1"	84'-6"	82'-10¾"	81'-3⅜"	79'-7¾"
Span No. 4	63'-7¼"	61'-9⅝"	59'-11⅝"	58'-1⅛"	56'-2⅛"
Span No. 5	44'-6⅞"	45'-1"	45'-7¾"	46'-3"	46'-10⅞"

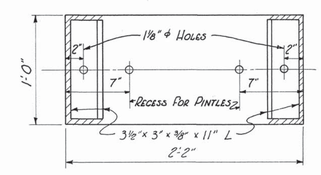
NOTE: Beam Lengths At Bents No. 1 & 4 Measured To ℄ Joint.



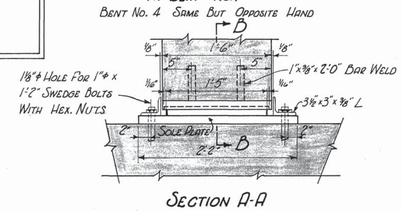
Section B-B
At Bent No. 1
Bent No. 4 Same But Opposite Hand



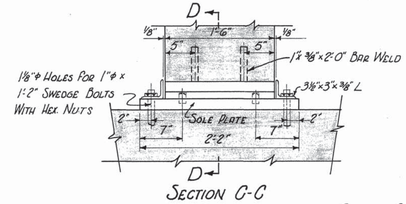
Section D-D
At Bent No. 3



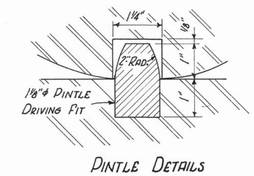
Sole Plate



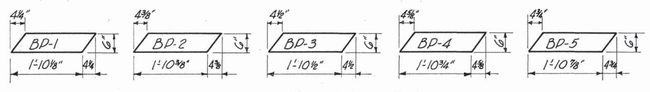
Section A-A



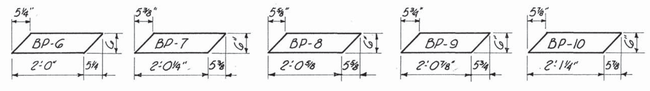
Section C-C



Pintle Details



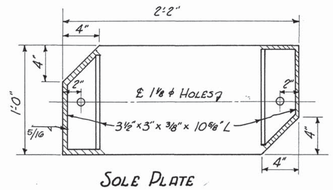
Bearing Pads At Bent No. 1



Bearing Pads At Bent No. 4

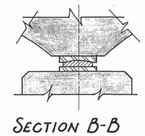
Bearing Pad Details

NOTE: For Location Of BP-1 - BP-5 See Dwg. No. H-12-68.
For Location Of BP-6 - BP-10 See Dwg. No. H-12-71.
NOTE: Pads To Be ¾" Thick

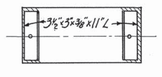


Sole Plate

Expansion Bearings
At Bent Nos. 1 & 4
10 Required (Both Bents)



Section B-B
At Bent No. 2



Sole Plate

NOTE: Details Not Shown Same As Expansion Device For Bent Nos. 1 & 4

Expansion Bearings
At Bent No. 2
5 Required

Fixed Bearings
At Bent No. 3
5 Required

Notes:

1. The Angles Shown On Framing Plan Are With Chords.
2. The Angles Shown At ℄ Survey Are With Tangents.
3. The Entire Bridge Is On A Horizontal Circular Curve. The Curb Lines & ℄ Roadway Are Concentric To Horizontal Circular Curve At ℄ Survey. (477.5' Radius)
4. The Beams Are On Chords Of Concentric Arcs Between Supports.
5. The Diaphragms At Abutments & Supports Are Parallel To ℄ Support. The Diaphragms At ⅓ Points Of Spans Nos. 2, 3, 4 & 1/2 Point Span #5 To Be Placed At Right Angles To Bm. No. 2 On Left Side ℄ Roadway & At Right Angles To Bm. No. 4 On Right Side ℄ Roadway (See Details On Span No. 2 For Typical Layout Of Diaphragms In Span.)

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

Bridge Geometry And Bearing Details

State Route No. 9 Over I-75
Sta 1+64 (I-75)
Sharp's Gap Interchange
Knox County

CORRECT Fred Greve 1959
BRIDGE ENGINEER
APPROVED
STATE HIGHWAY ENGINEER

DESIGNED BY
DRAWN BY A. Burke DATE
TRACED BY J. Schroeder DATE 11-24-59
CHECKED BY DATE

Revised 12-14-59

H-12-63