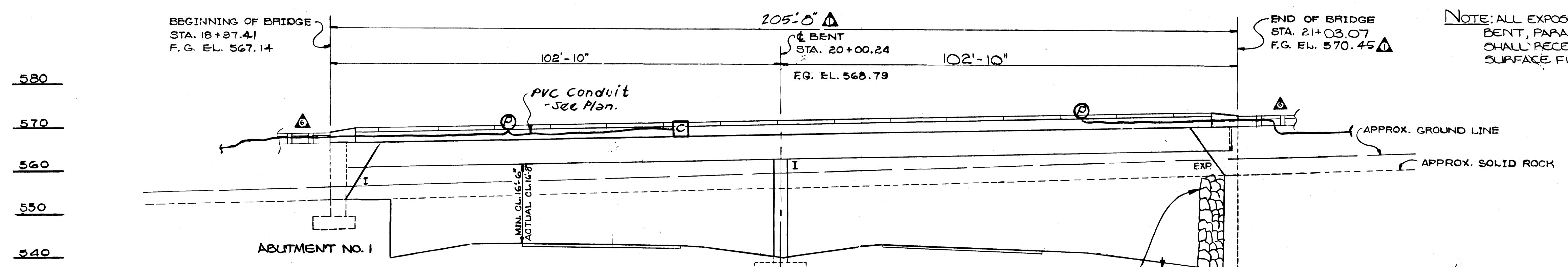


NOTE: I DENOTES INTEGRAL  
EXP. DENOTES EXPANSION

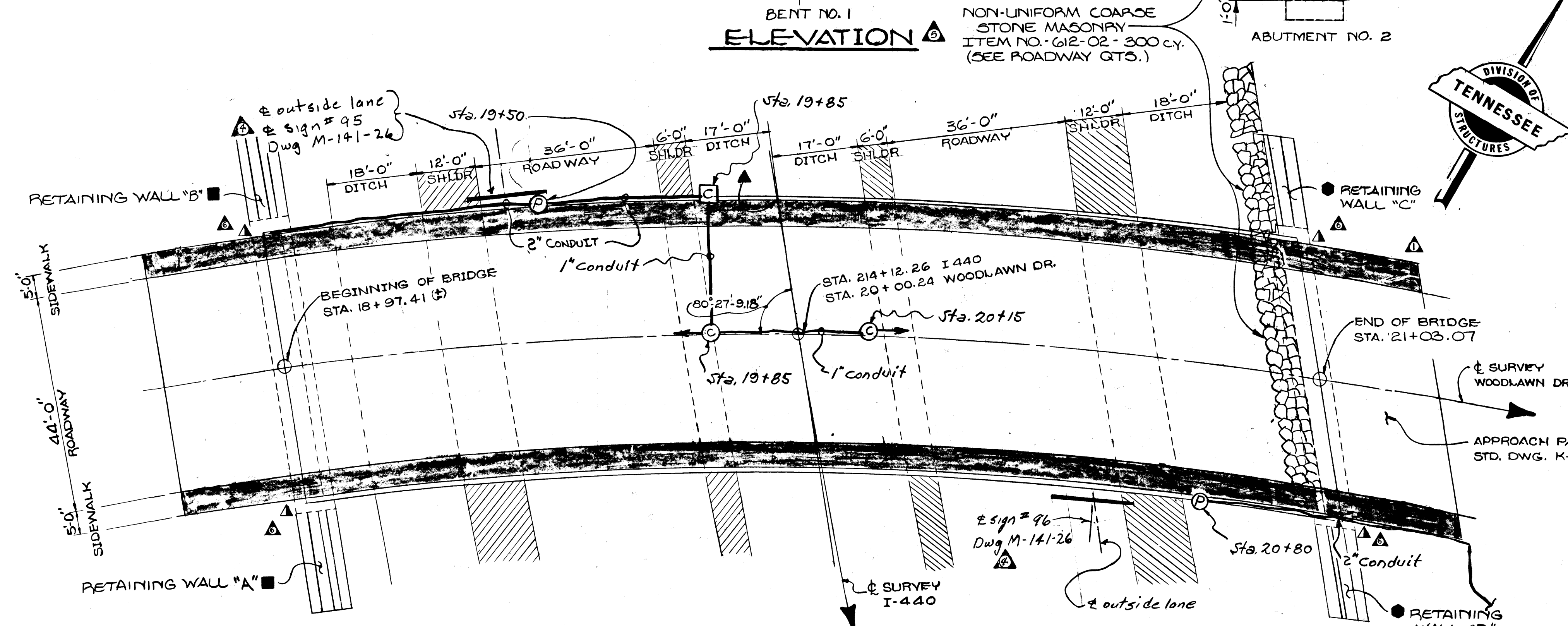
CONST. NO. 19014-310-44

PROJECT NO.	YEAR	SHEET NO.	
I-440-4(49)206	1982		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-82	MAH	DIMENSION AND ELEVATION AND DELETED RETAINING WALL "A"
2	6-17-83	SW	Added Lighting Details @ Stations
3	11-20-82	MAH	CHANGED MINIMUM @ ABUT #1
4	1-17-84	ELO	Added Signs
5	3-30-84	RLH	CHANGED RETAINING WALLS
6	9-10-84	MAH	ADDED GUARDRAIL ATTACHMENT



**LIST OF DRAWINGS**

DRAWINGS	DWG. NO.	LAST REV. DATE
LAYOUT OF BRIDGE	M-94-19	5-26-82
EST. QUANTITIES & GENERAL NOTES	M-94-20	5-26-82
FOUNDATION DATA	M-94-21	
BRIDGE GEOMETRY & GRID ELEVATIONS	M-94-22	5-26-82
SUPERSTRUCTURE	M-94-23	5-26-82
SUPERSTRUCTURE DETAILS	M-94-24	5-26-82
SUPERSTRUCTURE DETAILS	M-94-25	5-26-82
SUPERSTRUCTURE DETAILS	M-94-26	5-26-82
SUPERSTRUCTURE DETAILS @ ABUT. NO. 1	M-94-27	
SUPERSTRUCTURE DETAILS @ ABUT. NO. 2	M-94-28	5-26-82
ABUT. NO. 1	M-94-29	
ABUT. NO. 1 DETAILS	M-94-30	
ABUT. NO. 2	M-94-31	5-26-82
ABUT. NO. 2 DETAILS	M-94-32	5-26-82
ABUT. NO. 2 DETAILS	M-94-32A	5-26-82
ABUT. NO. 2 DETAILS	M-94-32B	5-26-82
BENT NO. 1	M-94-33	
BILL OF STEEL	M-94-34	5-26-82
BILL OF STEEL	M-94-34A	5-26-82
CONCRETE PARAPET WITH STRUCTURAL TUBING	K-38-162	



**LIST OF STANDARD DRAWINGS**

DRAWINGS	DWG. NO.	LAST REV. DATE
STD. DWG. REINFORCED PYMT. @ BRIDGE ENDS	K-86-144	7-17-81
STD. REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	K-80-14	8-27-76
TENNESSEE STD. PRECAST PRESTRESSED BRIDGE DECK PANELS	K-80-15A	
MISC. ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
LIGHT STANDARD SUPPORT DETAILS	M-8-149	11-20-75

**SPECIAL PROVISIONS**

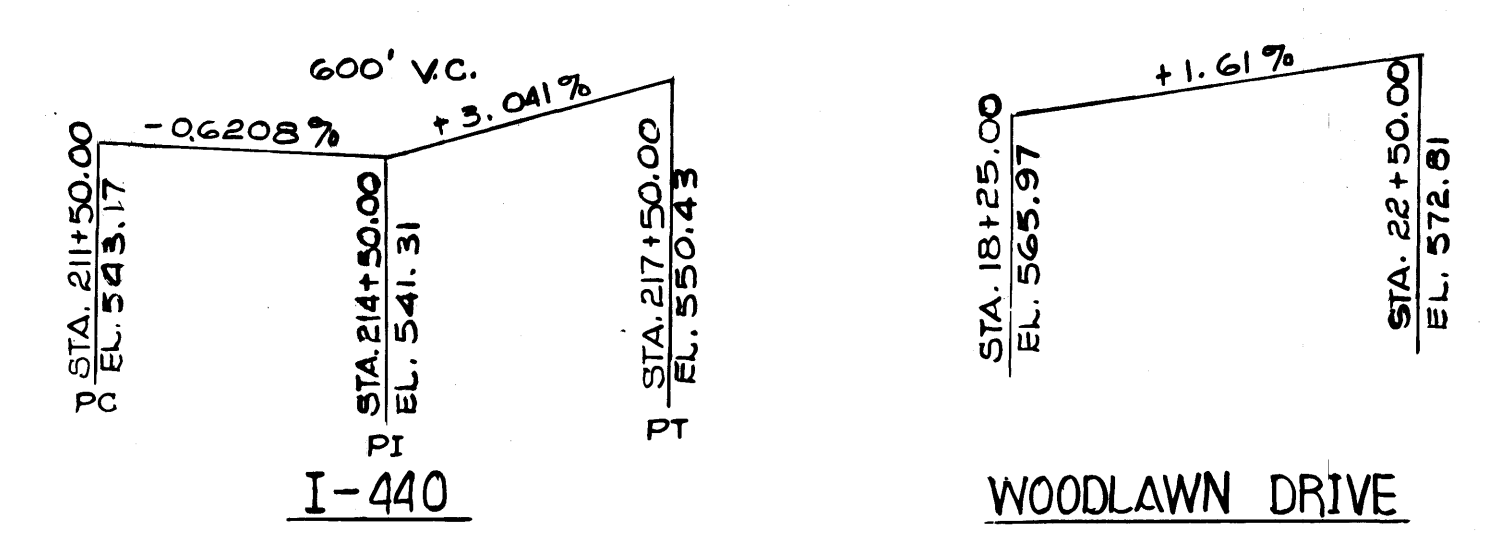
PROVISION NO.	LAST REV. DATE
907A REGARDING EPOXY COATED REINFORCING STEEL	9-8-81
105A REGARDING APPROVAL OF SHOP DRAWINGS	9-8-81

- ▲ DENOTES LIGHT STANDARD SUPPORT. SEE DETAIL ON DWG. NO. M-94-20.
- FOR DETAILS OF RETAINING WALLS "A" & "B" SEE DWG. NO. M-94-30.
- FOR DETAILS OF RETAINING WALLS "C" & "D" SEE DWG. NO. M-94-32 A.
- ▲ DENOTES GUARDRAIL ATTACHMENT

**CURVE DATA**

WOODLAWN DRIVE		I-440	
PI STA.	20 + 45.24	PI STA.	222 + 24.49
Δ	50° - 15' - 30" RT.	Δ	52° - 25' - 23.5" LT.
D <sub>c</sub>	9° - 00' - 00"	Δ <sub>c</sub>	40° - 10' - 23.5"
R	636.62'	D <sub>c</sub>	3° - 30' - 00"
T	238.61'	R	1,637.02'
L	558.43'	T <sub>s</sub>	982.41'
C	66.55'	L <sub>s</sub>	350.00'
SS	0.046%	L <sub>t</sub>	-1,147.81'
		Δ <sub>s</sub>	-6.125°
		P	3.12'
		K	174.93'
		X <sub>c</sub>	349.60'
		Y <sub>c</sub>	12.46'
		E <sub>s</sub>	191.14'
		N	631,472.46
		B	-1,759,872.24

NOTE: AFTER DRY EXCAVATION TO THE TOP OF ROCK IS ACCOMPLISHED THE DIVISION OF STRUCTURES WILL BE NOTIFIED PRIOR TO ANY FURTHER EXCAVATION AT THE ABUTMENTS.



**GRADE SKETCH**

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS  
**LAYOUT OF BRIDGE  
WOODLAWN DRIVE  
OVER I-440  
STATION 214+12.26  
DAVIDSON COUNTY  
1982**

DESIGNED BY **LUISA HAMM** DATE **6-81**  
DRAWN BY **PATRICIA SEBASTIAN** DATE **10-81**  
SUPERVISED BY **MEINTURFF & HOLLORAN** DATE **10-81**  
CHECKED BY **LUISA HAMM** DATE **4-82**

CORRECT *Chilton L. Lovell*  
ENGINEER OF STRUCTURES  
APPROVED *David Evans*  
DIRECTOR OF HIGHWAYS  
M-94-19

CLASS "A" GRADING "D" 470

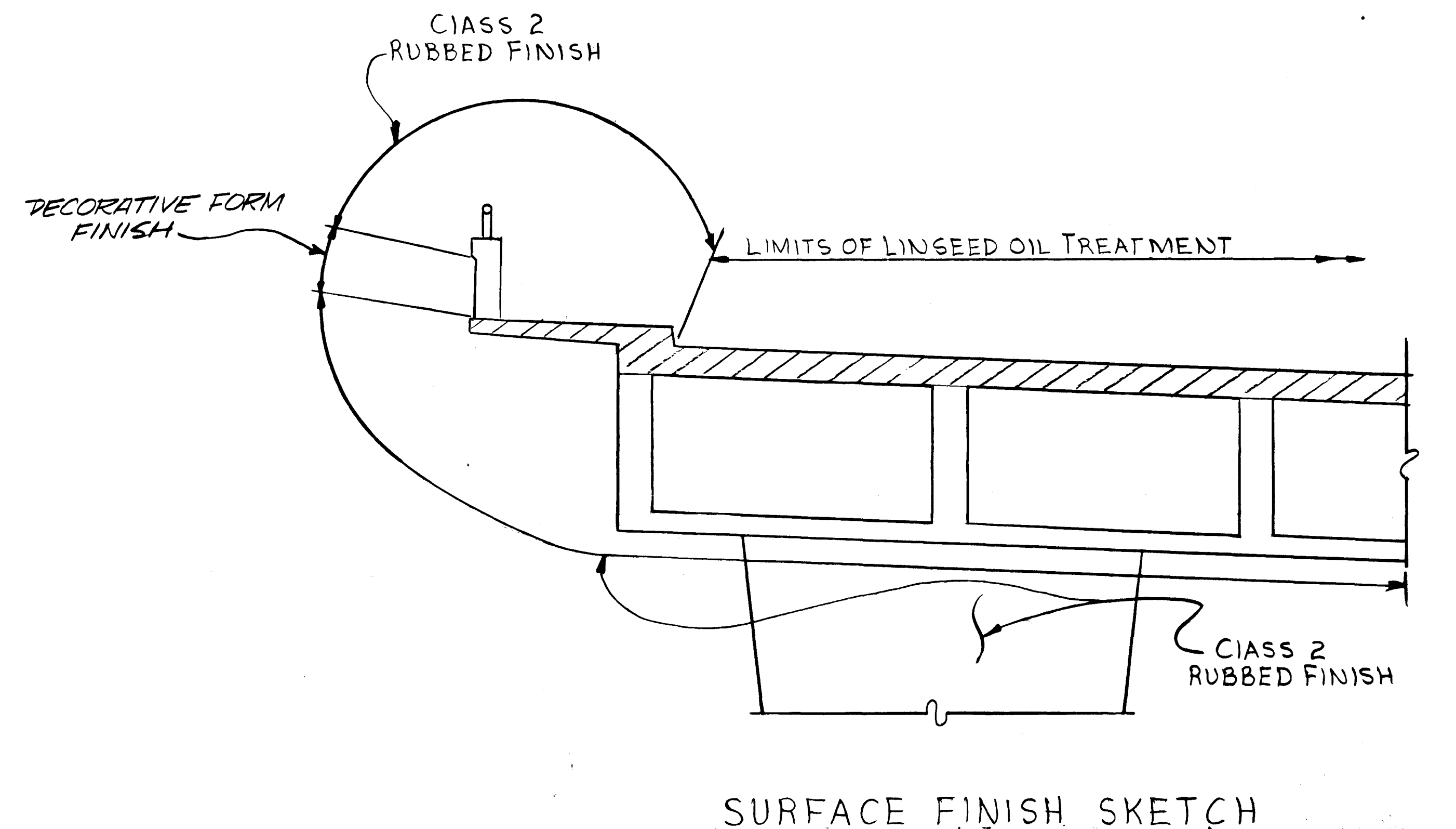
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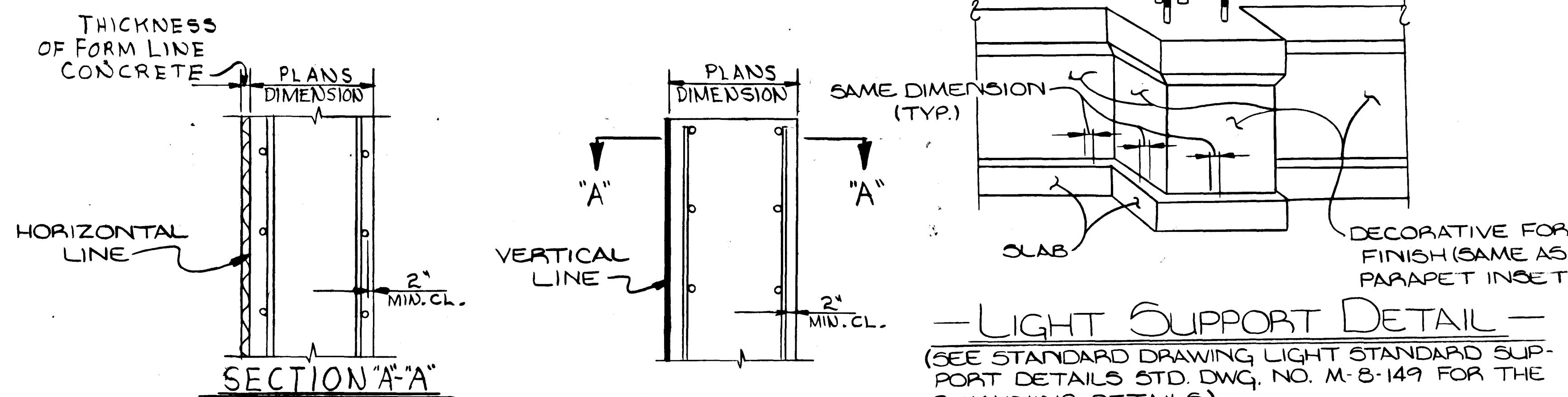
PROJECT NO.	YEAR	SHEET NO.
T-440-A(49) 206	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-82	M.A.H.	ALTERED QUANTITIES AND DELETED RET. WALL "A" QUANTITIES.
NOTE:			
2	2-2-83	RAP	ALTERED QUANTITIES 604-02.03 & 604-03.02
3	4-27-83	RAP	ALTERED QUANTITY FOR ITEM 620-14
4	6-17-83	MH	REVISED NOTE 7 CONCERNING LIGHTING QUANTITIES
5	11-30-83	MAH	CHANGED WINGWALLS @ ABUT. #1
6	3-30-84	RLH	CHANGED SUPERST. + ABUT. #1 QUANT. ADDED RETAINING WALL QUANT.
7	4-12-84	RAP	ABUT. NO. 1: 604-02.03, 604-03.02
8	9-10-84	MAH	ADDED NOTE 9
9	4-10-90	RAP	ALTERED QUANTITIES 604-03.01, 604-03.02

CONCRETE FINISHES: PORTIONS OF THE BRIDGE SURFACE DESIGNATED TO RECEIVE CLASS 2 "RUBBED FINISH" SHALL BE FINISHED ACCORDING TO SUBSECTION 604-22 OF THE STANDARD SPECIFICATIONS. PORTIONS OF THE BRIDGE SURFACE DESIGNATED TO RECEIVE A DECORATIVE FORM FINISH SHALL BE FORMED USING A FORM LINER SIMILAR TO BURKE FORMLINER BG303 CONCRETE HARP, LITHOTEX FORMLINER FRACTURED FINISH GROOVED T-150, SYMONS 3/4" NARROW FRACTURED FIN P/C 30909-9 OR EQUAL. AFTER STRIPPING FORMLINERS, THE DECORATIVE FORM FINISHED AREAS SHALL RECEIVE A CLASS 1, ORDINARY FINISH IN ACCORDANCE WITH SUBSECTION 604.23 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A SAMPLE CASTING USING THE FORMLINER TO BE FURNISHED. THE COST OF ALL CONCRETE FINISHES SHALL BE INCLUDED IN THE UNIT PRICE OF ITEMS BID ON. SURFACES RECEIVING A DECORATIVE OR CLASS 2 FINISH SHALL NOT RECEIVE A LINSEED OIL TREATMENT. SEE SURFACE FINISH SKETCH THIS SHEET. UNDER NO CIRCUMSTANCES WILL MECHANICALLY FRACTURED SURFACES BE ALLOWED. ALL ESTIMATED QUANTITIES BASED ON PLANS DIMENSIONS.



NOTE: CROSS HATCHED AREA DENOTES CLASS A CONCRETE BRIDGE DECKS ITEM NO. 604-01.12.



TYPICAL FORMING DETAILS

NOTE: THESE DETAILS ARE TYPICAL FOR ALL STRUCTURAL ELEMENTS REQUIRING DECORATIVE FORM LINERS EXCEPT CONCRETE PARAPETS. PARAPET DIMENSIONS MAY BE REDUCED BY THE THICKNESS OF THE FORM LINERS IN ORDER TO UTILIZE STANDARD PARAPET FORMS. REINFORCING BAR BENDING DIMENSIONS SHALL BE REDUCED ACCORDINGLY.

ESTIMATED QUANTITIES

ITEM No.	204-02.01	204-04.01	204-05	604-02.03	604-03.01	604-03.02	604-03.03	908-21.02	606-22.03	606-32.03	606-43.03	620-14	710-10
ITEM	DRY EXCAVATION (BRIDGES) C.Y.	ROCK EXCAVATION (BRIDGES) C.Y.	ROCK DRILLING (BRIDGES) LF.	EPOXY COATED REINFORCING STEEL LB.	CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	LINSEED OIL TREATMENT SY.	BEARINGS M-94-31 EA.	STEEL PILES (10 INCH) (DRIVING) L.F.	STEEL PILES (10 INCH) (FURNISH DOMESTIC) L.F.	STEEL PILES (10 INCH) (FURNISH FOREIGN) L.F.	CONCRETE PARAPET WITH STRUCTURAL TUBING L.F.	6" PERFORATED C.M. PIPE (18 GA.) WITH POUROUS BACKFILL LF.
SUPERSTRUCTURE				137,250	402.0	99,540	968						
ABUTMENT NO. 1	28	60	12	5,301	127.4	30,654			38	38	38		58
BENT NO. 1	23	163	12		103.1	21,725							
ABUTMENT NO. 2	70	1112	12	81	310.7	53,589		6					60
D.V.M.T. @ BR. ENDS	24			26,263	112.0		239		70	70	70		
RETAINING WALLS "A" & "B"					65.6	10,048							
RETAINING WALLS "C" & "D"					133.1	29,777							
TOTAL	145	1,335	36	168,895	1,253.9	242,333	1,207	6	108	108	108	518	118

BEARING	TOTAL MOVEMENT	DEAD LOAD REACTION	LIVE LOAD REACTION
M-94-31	2"	107.7K	41.8K

NOTE: THE COST OF 16 THREADED STEEL INSERTS AND 16 3/8" x 4" HEX HEAD BOLTS, (A307), TO BE INCLUDED IN BRIDGE ITEMS BID ON.

- NOTE: AT THE CONTRACTOR'S OPTION, ALTERNATE BEARING DEVICES MAY BE SUBMITTED FOR APPROVAL TO THE ENGINEER OF STRUCTURES. THE BEARINGS SHALL BE CAPABLE OF PROVIDING THE FOLLOWING MINIMUM REQUIREMENTS UNDER SERVICE LOADS.
- EXCAVATION BASED ON LOWER ROAD PROFILE.
- NOTE: THE COST OF BITUMINOUS-FIBERBOARD AND MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN BRIDGE ITEMS BID ON.
- NOTE: COST OF BRIDGE RAIL ENDPST TO BE INCLUDED IN THE COST OF THE BRIDGE RAIL SYSTEM.
- NOTE: COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN COST OF PERFORATED C.M. PIPE.
- ALL REINFORCING STEEL IN THE TRAFFIC FACE OF PARAPET SHALL BE EPOXY COATED. COST TO BE INCLUDED IN THE PRICE BID FOR ITEMS 620-10.
- LUMP SUM: INCLUDES 65 FT OF 1" CONDUIT WITH PULL WIRES, 190 FT OF 2" CONDUIT WITH PULL WIRES, 3 JUNCTION OR PULL BOXES, 8 ANCHOR BOLTS, AND ALL NECESSARY MATERIALS FOR INSTALLATION OF STRUCTURE LIGHTING.
- ACCEPTABLE EXPANSION DEVICES ARE AS 200 BY ACME; ON-FLEX 25 BY OLD NORTH MFG. CO; OR WABO-MAUR OR SA-200 OR EQUAL. REQUIRED MOVEMENT IS 2".

ESTIMATED QUANTITIES CON'T.

ITEM No.	710-11	714-01.01	920-01.11	604-01.12
ITEM	6" C.M. PIPE UNDERDRAINS (18 GA.) L.F.	STRUCTURE LIGHTING L.S.	ROADWAY EXPANSION DEVICE L.F.	CLASS A CONCRETE (BRIDGE DECK) C.Y.
SUPERSTRUCTURE				
ABUTMENT NO. 1	28			
BENT NO. 1				
ABUTMENT NO. 2	20		62	
D.V.M.T. @ BR. ENDS				
TOTAL	48	1	62	285.1

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 ADDENDUM. SPECIAL NOTE FOR CONCRETE BRIDGE DECK: CLASS "A" CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 EXCEPT AS FOLLOWS. MINIMUM 28 DAYS COMPRESSIVE STRENGTH - 4500 PSI MAXIMUM WATER/CEMENT - 50 GAL./SACK OF CEMENT. AIR CONTENT - 6% ± 2%. SEE SURFACE FINISH SKETCH FOR LIMITS. CONCRETE TO BE CLASS "A" (CAST IN PLACE) TO 3,000 PSI EXCEPT CONCRETE FOR BRIDGE DECK. SEE SPECIAL NOTE FOR CONCRETE BRIDGE DECKS.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECK 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 OPERATION.

NOTE: AT THE CONTRACTOR'S OPTION, ALTERNATE BEARING DEVICES AND ROADWAY EXPANSION DEVICES MAY BE SUBMITTED, FOR APPROVAL, TO THE ENGINEER.

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. STANDARD CR51 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.

SPECIAL NOTE-FOOTINGS FOR BENTS AND ABUTMENTS: AFTER EXCAVATION TO ROCK FOR FOOTING HAS BEEN COMPLETED, HOLES TO BE DRILLED AT POINTS DESIGNATED BY THE ENGINEER, FROM THE RESULTS OBTAINED, THE ENGINEER SHALL DETERMINE THE FINAL FOOTING ELEVATIONS. NO REINFORCING STEEL FOR BENT AND ABUTMENT COLUMNS AND ABUTMENT FOOTINGS SHALL BE ORDERED UNTIL FINAL FOOTING ELEVATIONS HAVE BEEN DETERMINED. SEE SPECIAL NOTE FOR WINGWALLS.

LINSEED OIL PROTECTIVE TREATMENT: SURFACES RECEIVING TEXTURED COATED FINISH SHALL NOT RECEIVE A LINSEED OIL TREATMENT. SEE TEXTURED COATING DETAIL THIS SHEET.

NOTE: THE CONTRACTOR SHALL SUPPORT THE ABUTMENTS UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSE WORK HAS BEEN REMOVED AND BACKFILLING HAS BEEN COMPLETED.

SPECIAL NOTE FOR WINGWALLS: THE FOOTING EXCAVATIONS SHOWN FOR THE WINGWALLS ARE BASED ON ASSUMED ROCK LINES. AFTER EXCAVATION TO ROCK HAS BEEN COMPLETED, THE ENGINEER SHALL SUBMIT TO THE ENGINEER OF STRUCTURES A PROFILE OF THE ROCK LINE FOR EACH WINGWALL IN ORDER TO DETERMINE FINAL FOOTING ELEVATIONS AND WINGWALL LENGTHS. NO REINFORCING STEEL FOR THE WINGWALLS SHALL BE ORDERED UNTIL FINAL FOOTING ELEVATIONS AND WINGWALL LENGTHS HAVE BEEN ESTABLISHED.

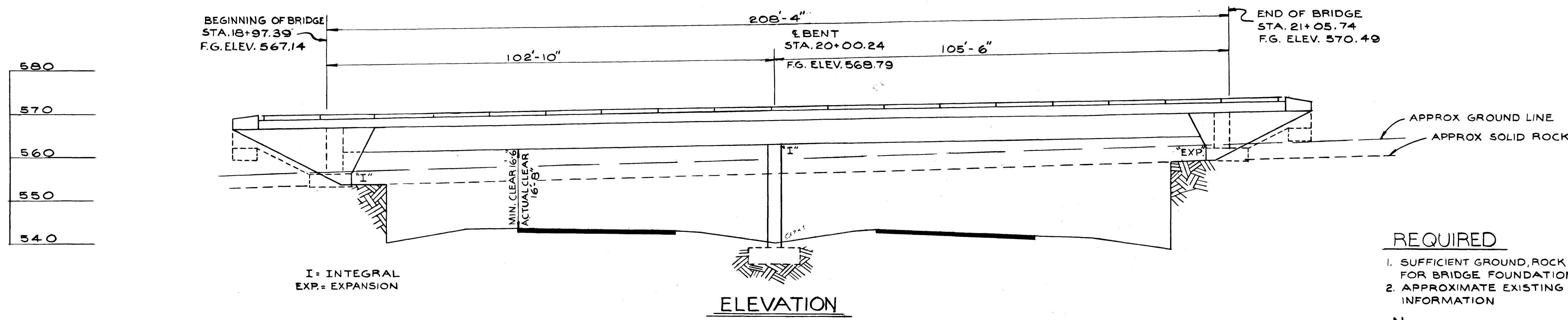
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS  
GENERAL NOTES AND  
ESTIMATED QUANTITIES  
WOODLAWN DRIVE OVER  
INTERSTATE 440  
STATION 214+12.26  
DAVIDSON COUNTY

CORRECT  
ENGINEER OF STRUCTURES  
APPROVED  
DIRECTOR OF HIGHWAYS

DESIGNED BY: LUISA HAMM DATE: 1-82  
DRAWN BY: DEGGY JACKSON DATE: 1-82  
SUPERVISED BY: M.H.E. B.H. DATE: 1-82  
CHECKED BY: LUISA HAMM DATE: 4-82



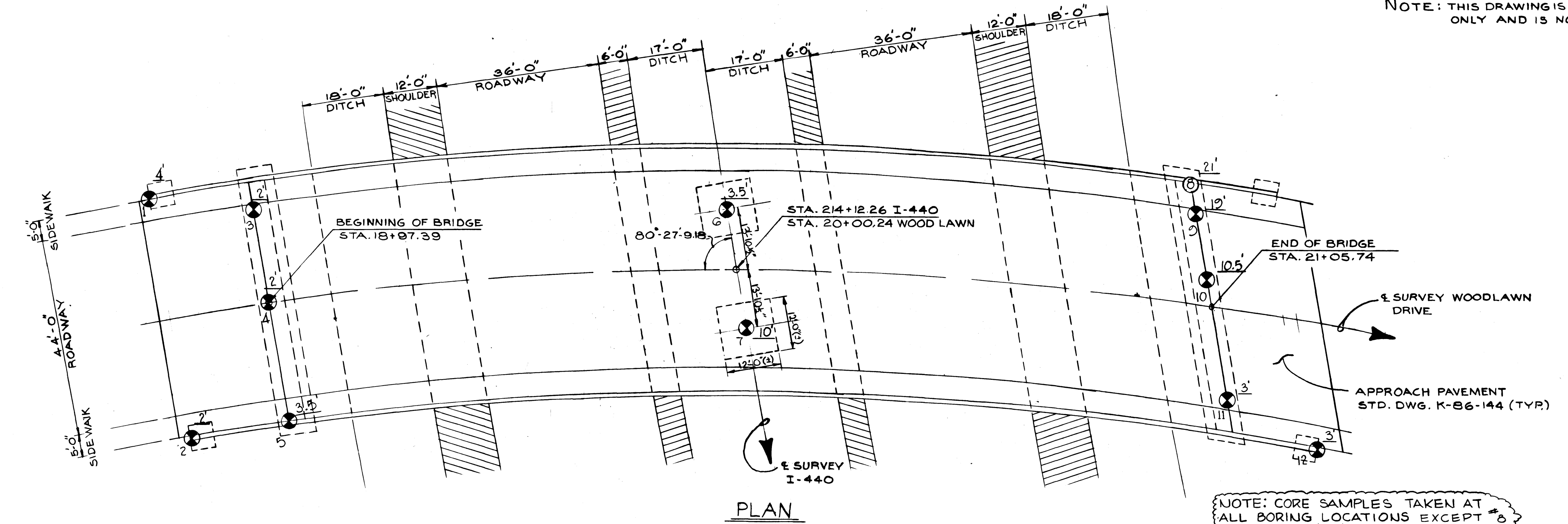
PROJECT NO.	YEAR	SHEET NO.	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-82	MAH	ADDED TO PLANS



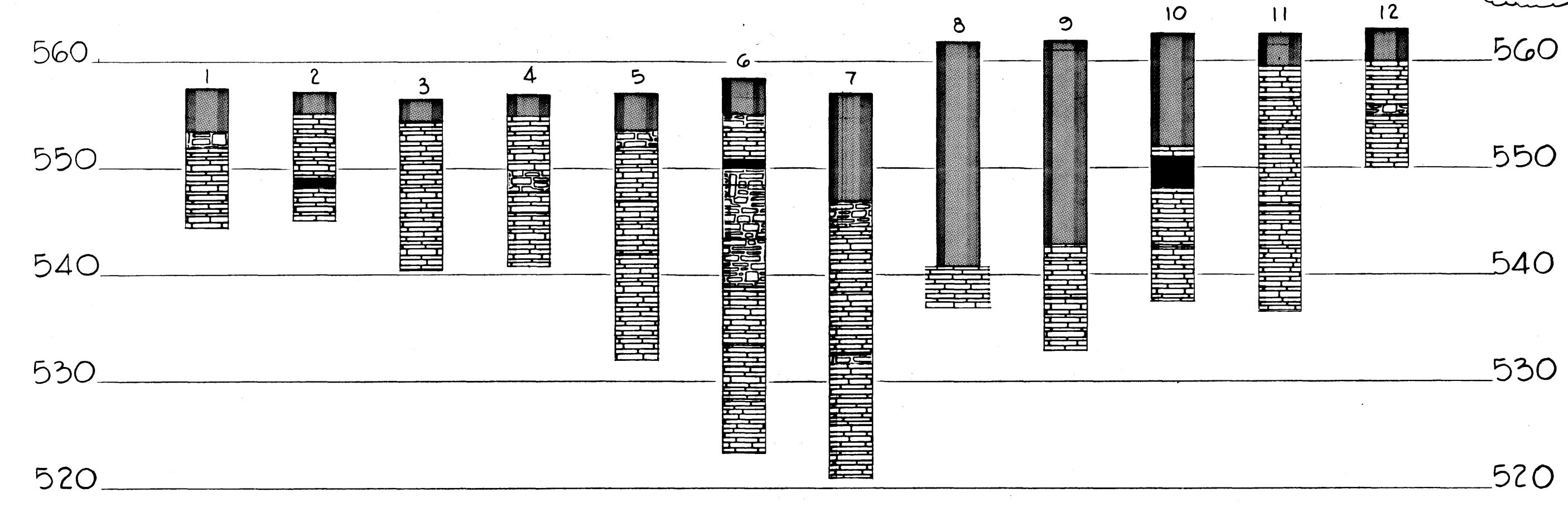
**REQUIRED**

- SUFFICIENT GROUND, ROCK AND CORING INFORMATION FOR BRIDGE FOUNDATION.
- APPROXIMATE EXISTING GROUND LINE AND ROCK LINE INFORMATION

NOTE: THIS DRAWING IS FOR FOUNDATION INFORMATION ONLY AND IS NOT TO BE USED AS A LAYOUT.



- |                           |                            |
|---------------------------|----------------------------|
| 1. G. 557.9±<br>R. 553.5± | 7. G. 557<br>R. 547        |
| 2. G. 557.1±<br>R. 555.1± | 8. G. 561.8<br>R. _____    |
| 3. G. 556.5±<br>R. 554.1± | 9. G. 561.9±<br>R. 542.0±  |
| 4. G. 556.9<br>R. 554.9   | 10. G. 562.5<br>R. 552.0   |
| 5. G. 557±<br>R. 553.5    | 11. G. 562.5±<br>R. 550.5± |
| 6. G. 558.3±<br>R. 554.7± | 12. G. 563<br>R. 560       |



**-Legend-**

- CLAY WITH SOME ROADWAY MATERIALS
- WEAT. LIMESTONE
- LIMESTONE (10 TONS/FT.<sup>2</sup>)
- CAVITY

HOLE NO. ①  
 ② CORE  
 ③ DEPTH AUGERED TO REFUSAL

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 FOUNDATION DATA  
 WOODLAWN OVER I-440  
 STA. 21+12.26  
 DAVIDSON COUNTY  
 1981

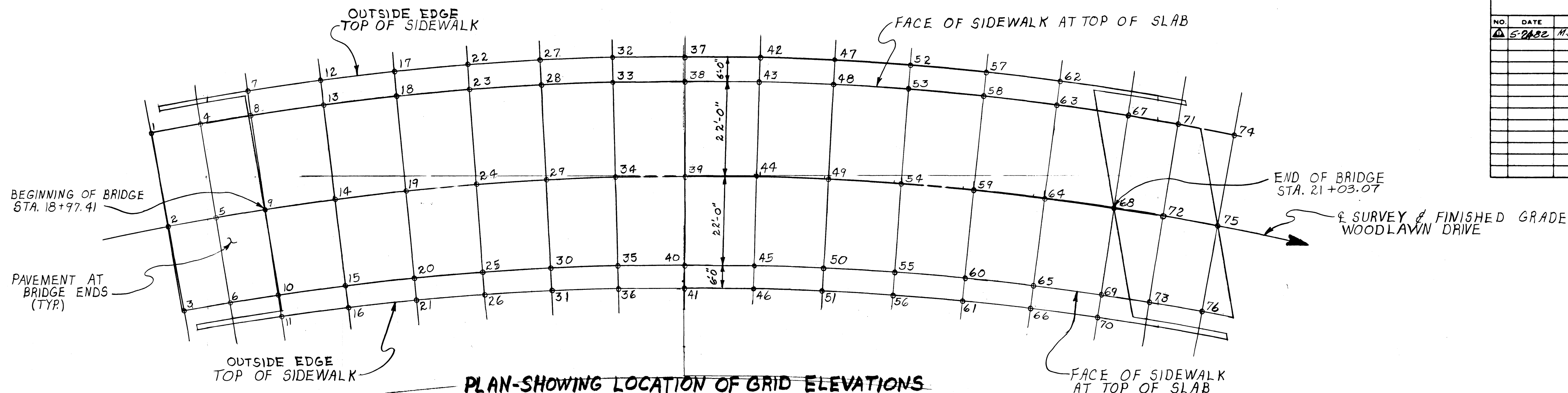
DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY Jerry Benson DATE 6-81  
 SUPERVISED BY FIELDS DATE 6-81  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

CORRECT *Clifton L. Lovell*  
 ENGINEER OF STRUCTURES  
 APPROVED *Louis Burns*  
 DIRECTOR OF HIGHWAYS

MICROFILMED

PROJECT NO.	YEAR	SHEET NO.
I-440-4(4) 206	1982	

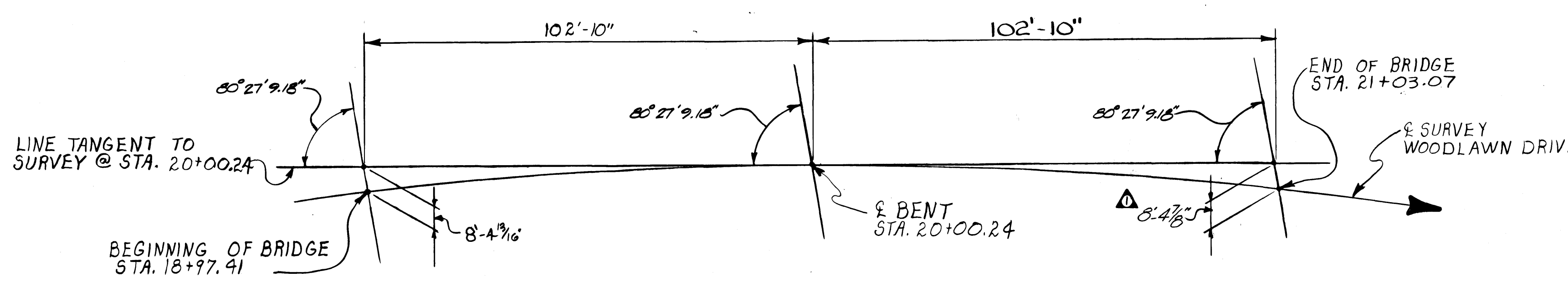
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-28-82	M.A.H.	ALTERED STATIONS AND ELEVATIONS AND CHANGED DIMENSIONS.



**PLAN-SHOWING LOCATION OF GRID ELEVATIONS**

NOTE: All Elevations shown are along Radial Lines

TABLE OF ELEVATIONS					
POINT	STATION	ELEVATION	POINT	STATION	ELEVATION
1	18+72.91	567.75	27	19+66.85	570.13
2	18+72.91	566.74	28	19+66.85	569.26
3	18+72.91	565.73	29	19+66.85	568.25
4	18+85.16	567.95	30	19+66.85	567.24
5	18+85.16	566.94	31	19+66.85	568.11
6	18+85.16	565.92	32	19+84.21	570.41
7	18+97.41	569.01	33	19+84.21	569.54
8	18+97.41	568.14	34	19+84.21	568.53
9	18+97.41	567.14	35	19+84.21	567.52
10	18+97.41	566.12	36	19+84.21	568.39
11	18+97.41	566.99	37	20+01.57	570.69
12	19+14.77	569.29	38	20+01.57	569.82
13	19+14.77	568.42	39	20+01.57	568.81
14	19+14.77	567.41	40	20+01.57	567.80
15	19+14.77	566.40	41	20+01.57	568.67
16	19+14.77	567.27	42	20+18.93	570.97
17	19+32.13	569.57	43	20+18.93	570.10
18	19+32.13	568.70	44	20+18.93	569.09
19	19+32.13	567.69	45	20+18.93	568.08
20	19+32.13	566.68	46	20+18.93	568.95
21	19+32.13	567.55	47	20+36.29	571.25
22	19+49.49	569.85	48	20+36.29	570.38
23	19+49.49	568.98	49	20+36.29	569.37
24	19+49.49	567.97	50	20+36.29	568.36
25	19+49.49	566.96	51	20+36.29	569.23
26	19+49.49	567.83	52	20+53.65	571.53
			53	20+53.65	570.66
			54	20+53.65	569.65
			55	20+53.65	568.64
			56	20+53.65	569.51
			57	20+71.02	571.81
			58	20+71.02	570.94
			59	20+71.02	569.93
			60	20+71.02	568.92
			61	20+71.02	569.79
			62	20+88.37	572.09
			63	20+88.37	571.22
			64	20+88.37	570.21
			65	20+88.37	569.20
			66	20+88.37	570.07
			67	21+03.07	571.46
			68	21+03.07	570.45
			69	21+03.07	569.44
			70	21+03.07	570.31
			71	21+15.32	571.66
			72	21+15.32	570.65
			73	21+15.32	569.64
			74	21+27.57	571.85
			75	21+27.57	570.84
			76	21+27.57	569.83



**PLAN OF BRIDGE SHOWING TANGENT LINE STAKE OUT**

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
**BRIDGE GEOMETRY AND GRID ELEVATIONS**  
 WOODLAWN DRIVE OVER I-440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

DESIGNED BY LUISA HAMM DATE 6-81  
 DRAWN BY S. SHULTZ DATE 10-81  
 SUPERVISED BY MCINTURFF & HOLLORAN DATE 10-81  
 CHECKED BY LUISA HAMM DATE 4-82

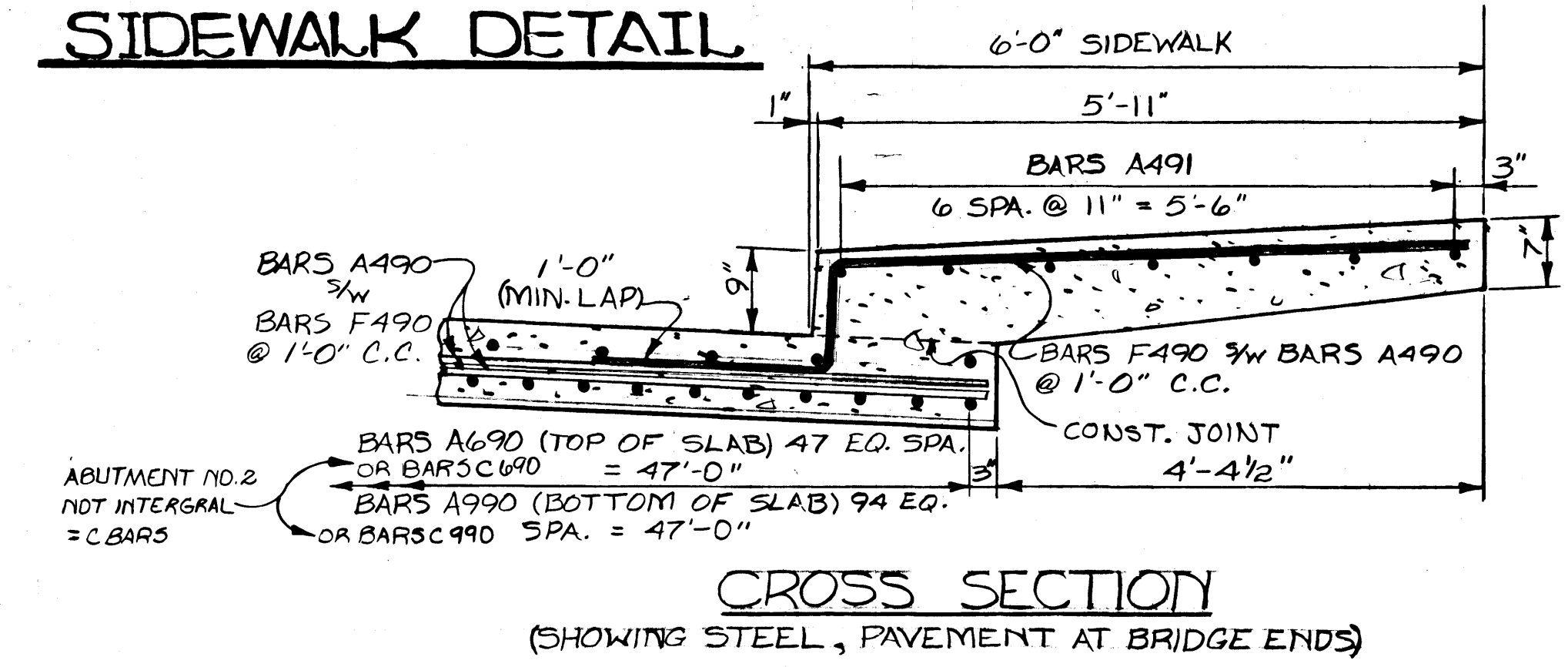
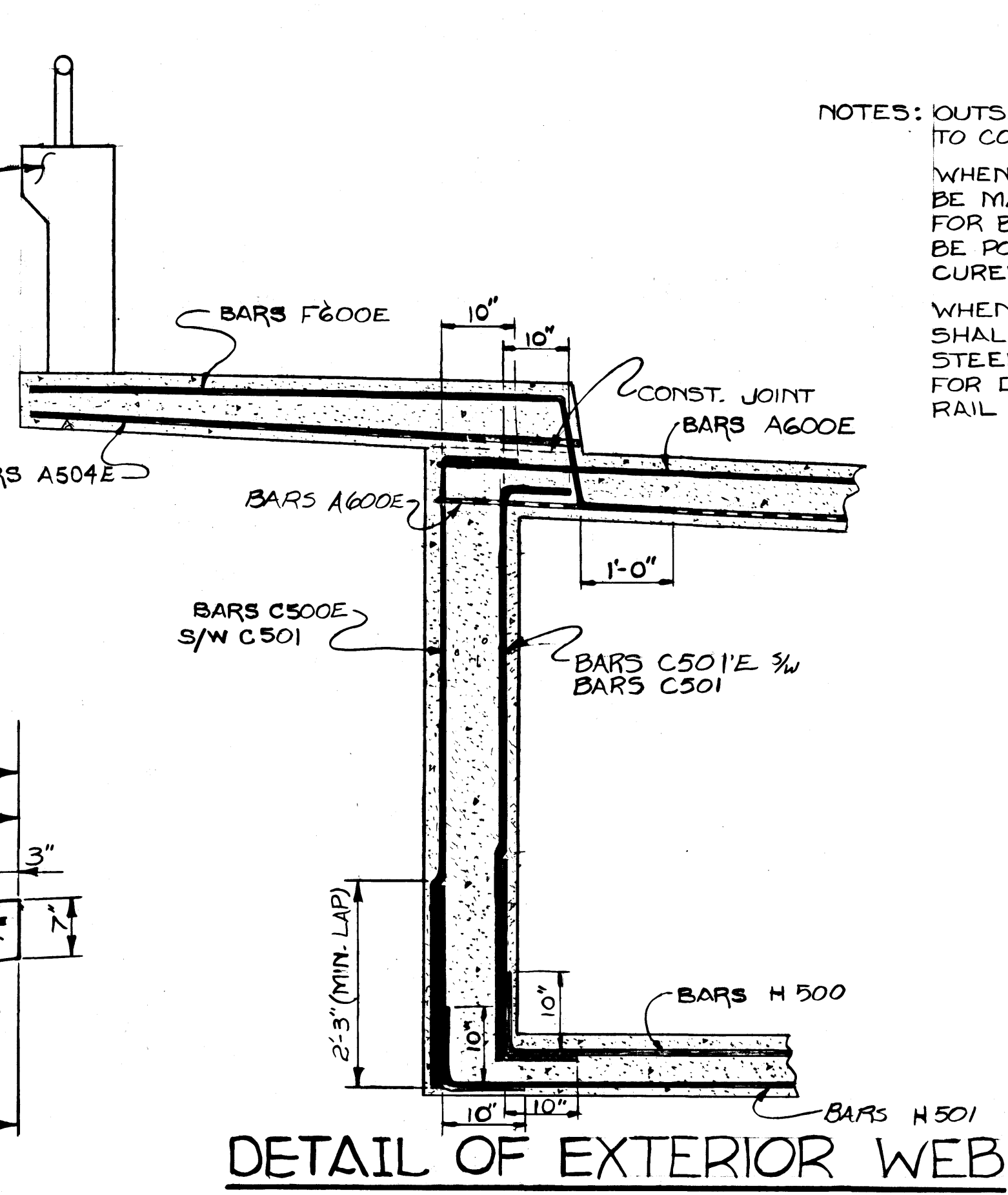
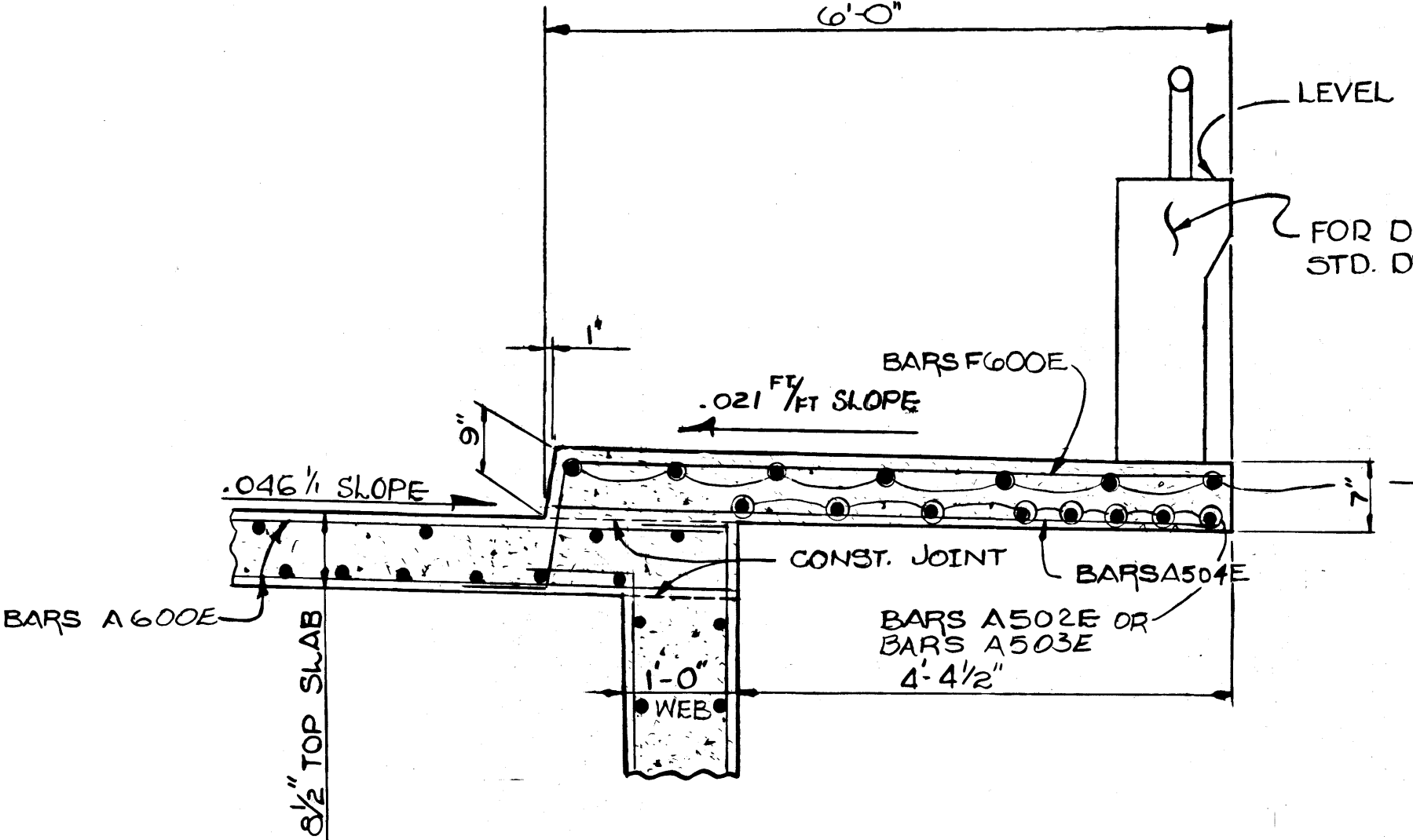
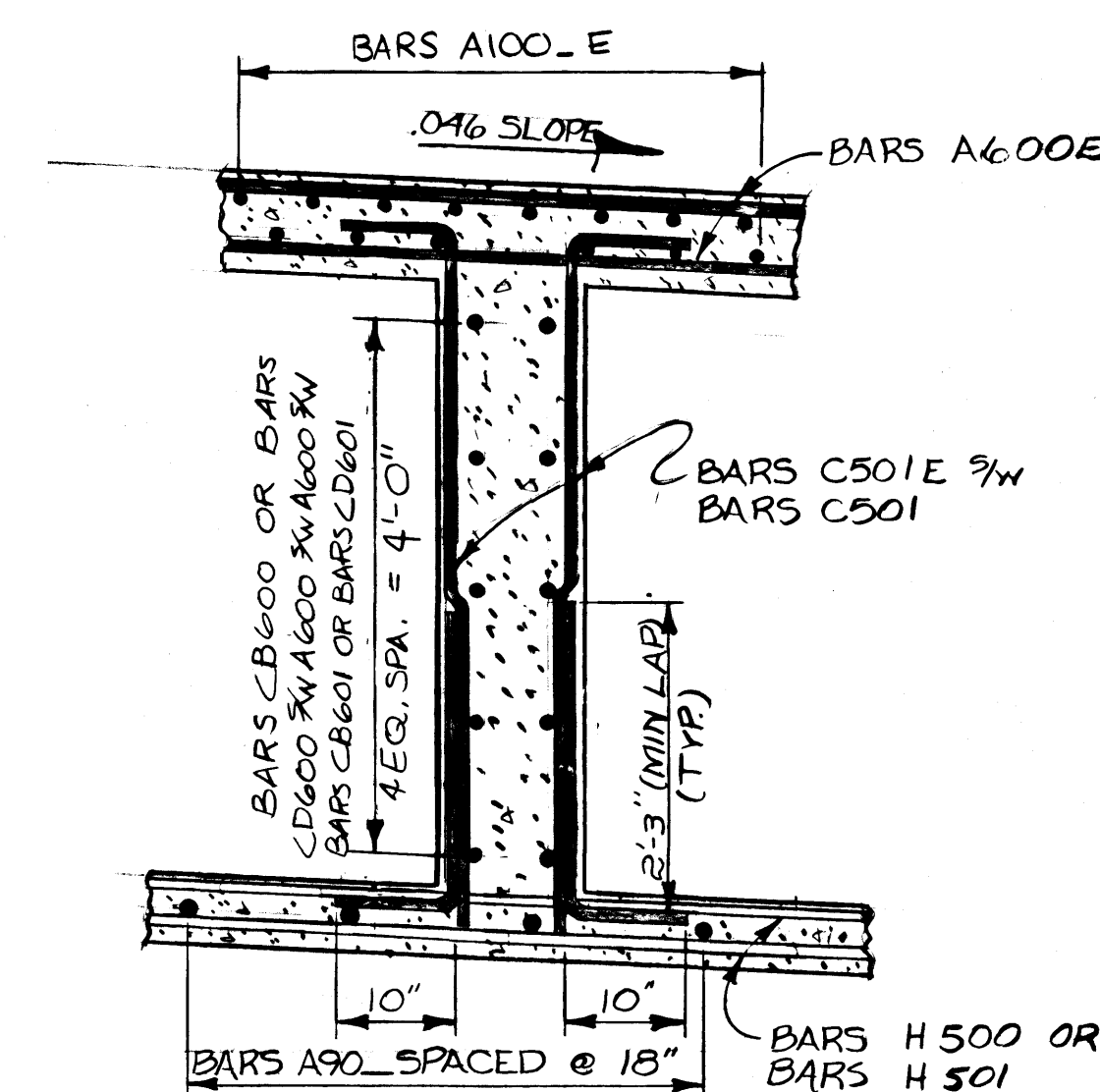
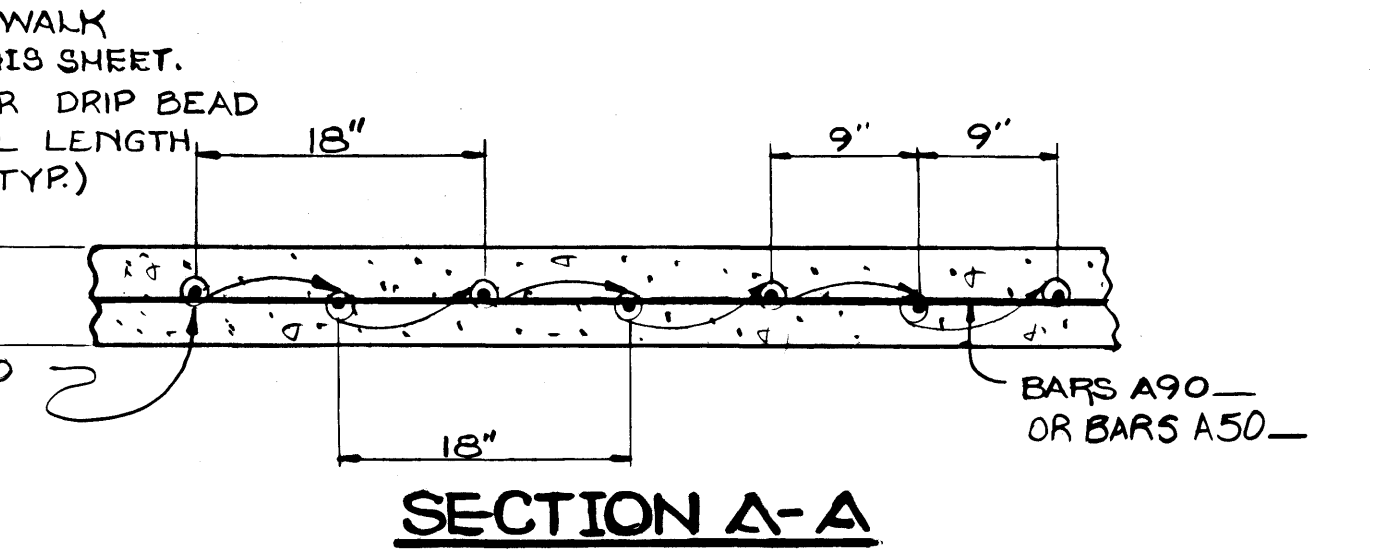
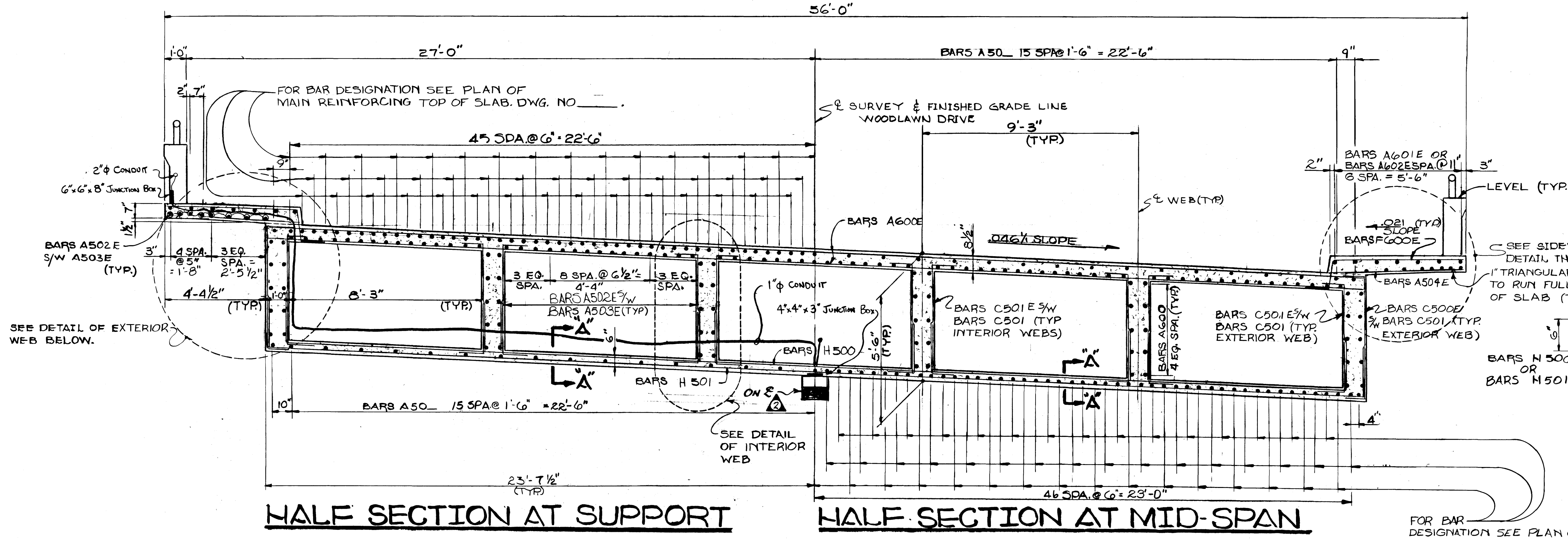
CORRECT *Colleen L. Foveall*  
 ENGINEER OF STRUCTURES  
 APPROVED *Lewis Evans*  
 DIRECTOR OF HIGHWAYS

MICROFILMED



PROJECT NO.	YEAR	SHEET NO.
T-440-4(49)206	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-14-82	M.A.H.	REVISED ESTIMATED QUANTITIES
2	6-17-82	FW	Lighting Details added
3	4-10-90	RAP	Revised Quantities



NOTES: OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.  
 WHEN POURING SIDEWALK, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE RAIL. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED.  
 WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND BRIDGE RAIL. FOR DETAILS OF WINGPOST AND BRIDGE RAIL SEE STANDARD DRAWING NO.

ESTIMATED QUANTITIES

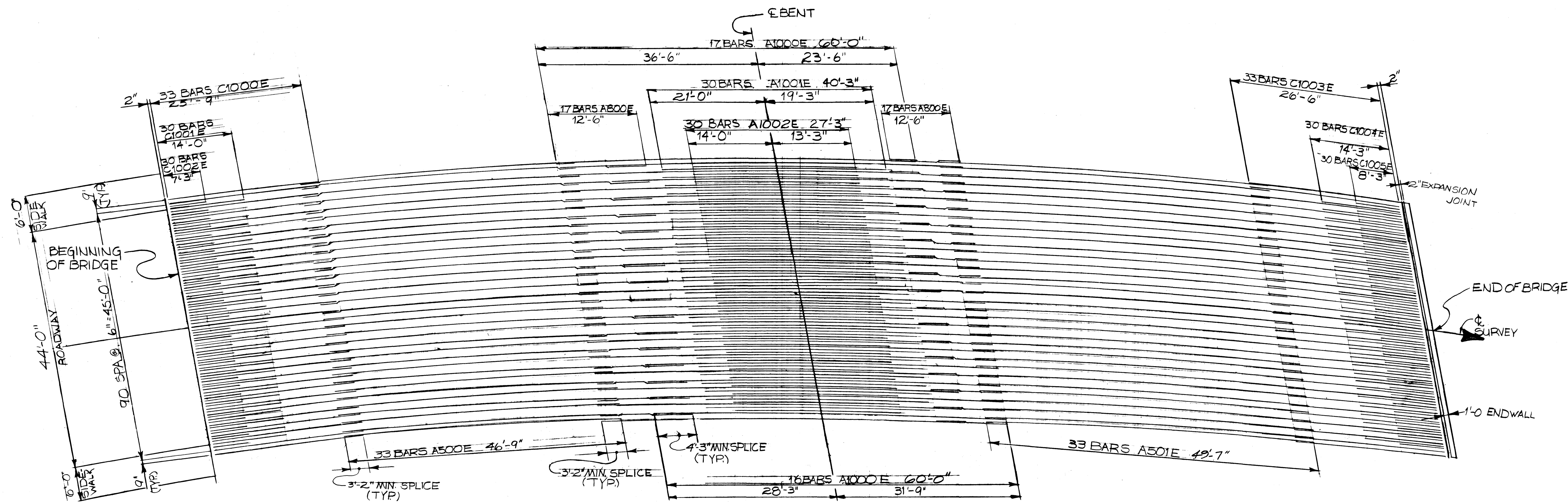
CONCRETE CLASS "A" C.Y.	REINFORCING STEEL LBS.	EPOXY COATED REINFORCING STEEL LBS.
402.0	99,540	140,540

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 SUPERSTRUCTURE  
 WOODLAWN DRIVE OVER  
 INTERSTATE 440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

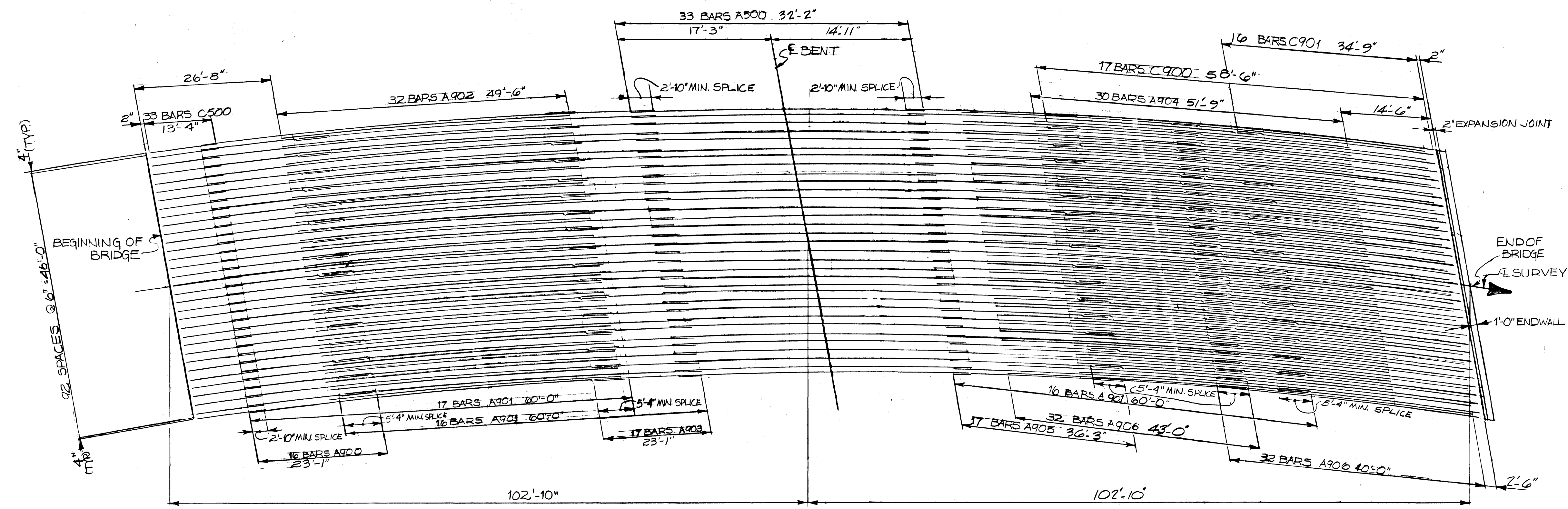
DESIGNED BY LUISA HAMM DATE 6-81  
 DRAWN BY PATRICIA SEBASTIAN DATE 10-81  
 SUPERVISED BY MEINTURFF & HOLLORAN DATE 10-81  
 CHECKED BY LUISA HAMM DATE 4-82

CORRECT *Clifton L. Foreall*  
 ENGINEER OF STRUCTURES  
 APPROVED *Louis Hamm*  
 DIRECTOR OF HIGHWAYS

PROJECT NO.	YEAR	SHEET NO.	
I-440-4(49)206	1982		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
Δ 5-2482		M.A.H.	ALTERED BAR LENGTHS



PLAN OF MAIN REINFORCEMENT - TOP SLAB



PLAN OF MAIN REINFORCEMENT - BOTTOM SLAB

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 SUPERSTRUCTURE DETAILS  
 WOODLAWN DRIVE OVER  
 INTERSTATE 440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

DESIGNED BY LUISA HAMM DATE 6-81  
 DRAWN BY KEN OWENS DATE 1-82  
 SUPERVISED BY HARRISON HOLLORAN DATE 1-82  
 CHECKED BY LUISA HAMM DATE 4-82

CORRECTED *Colleton L. Lowall*  
 ENGINEER OF STRUCTURES  
 APPROVED *Luisa Hamm*  
 DIRECTOR OF HIGHWAYS

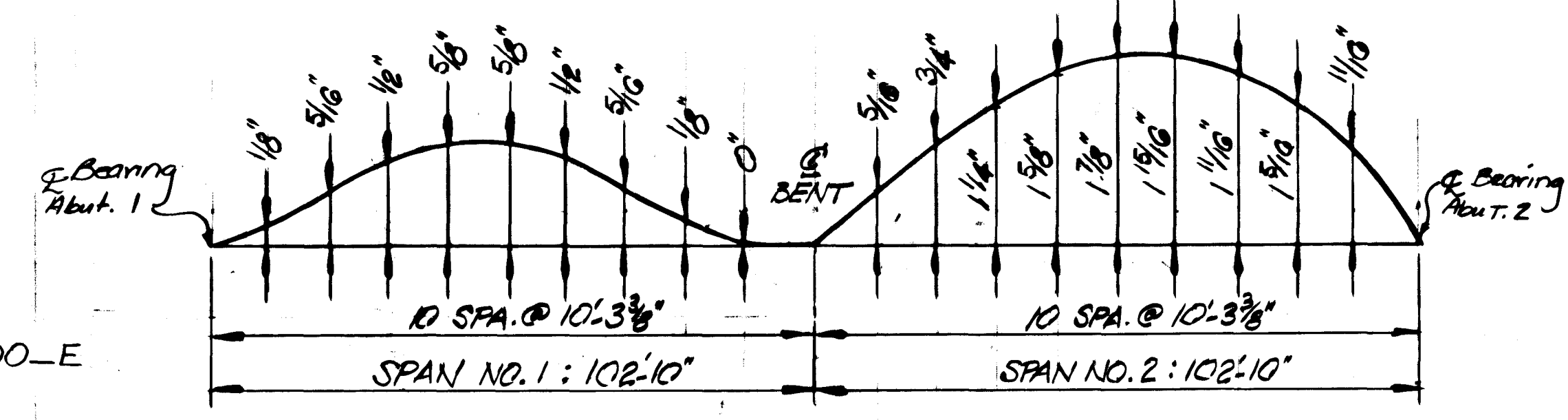
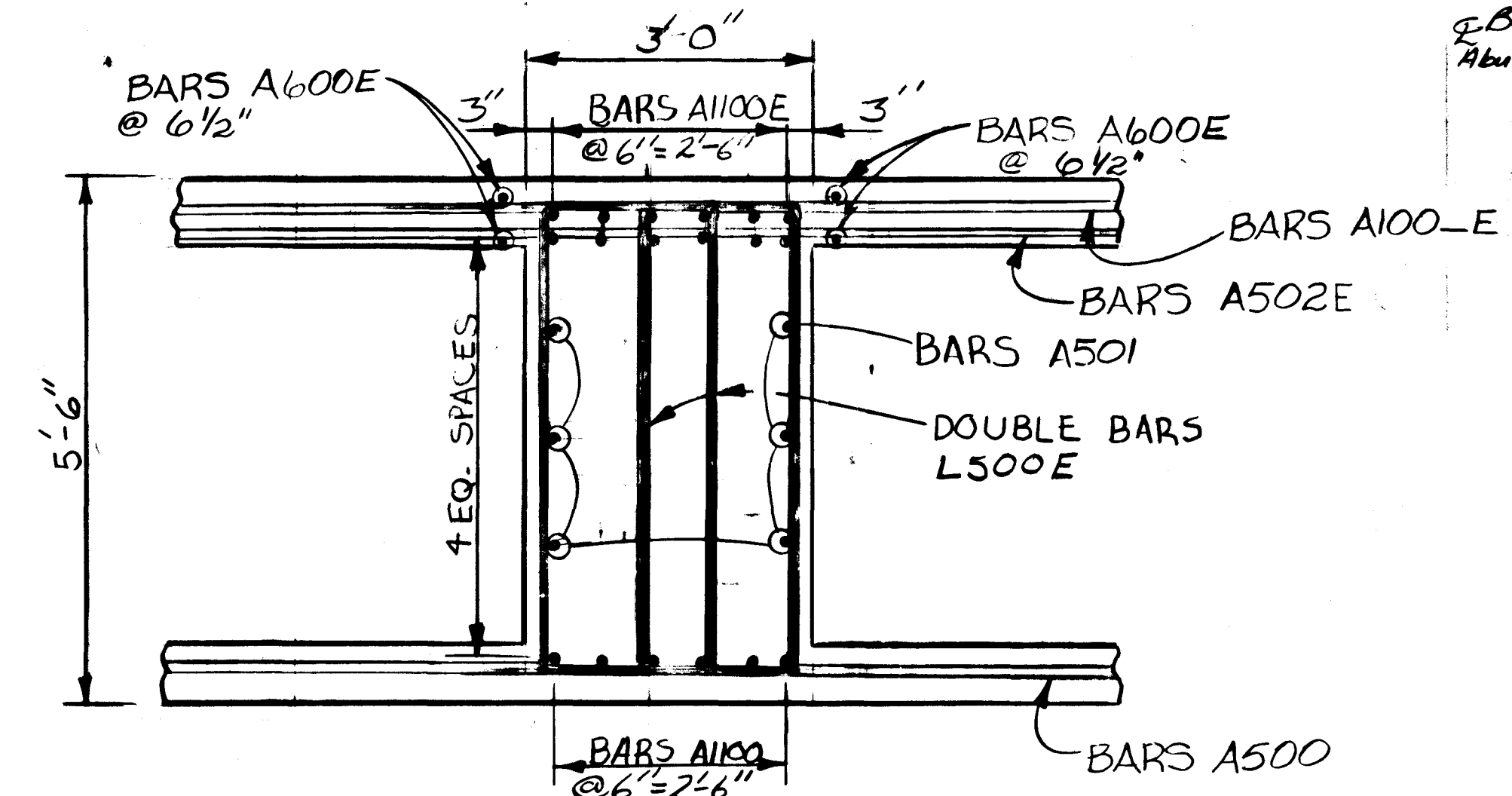
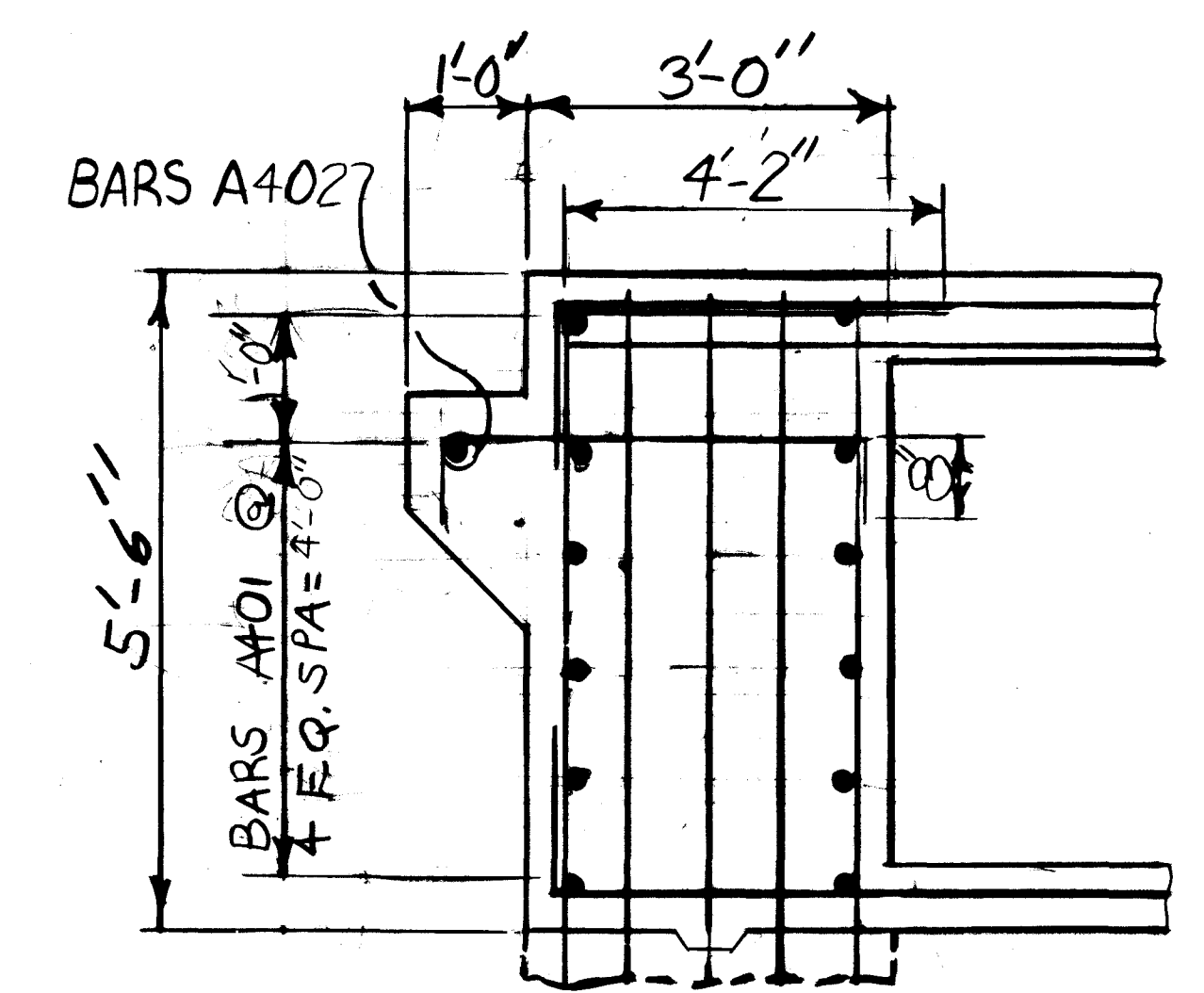
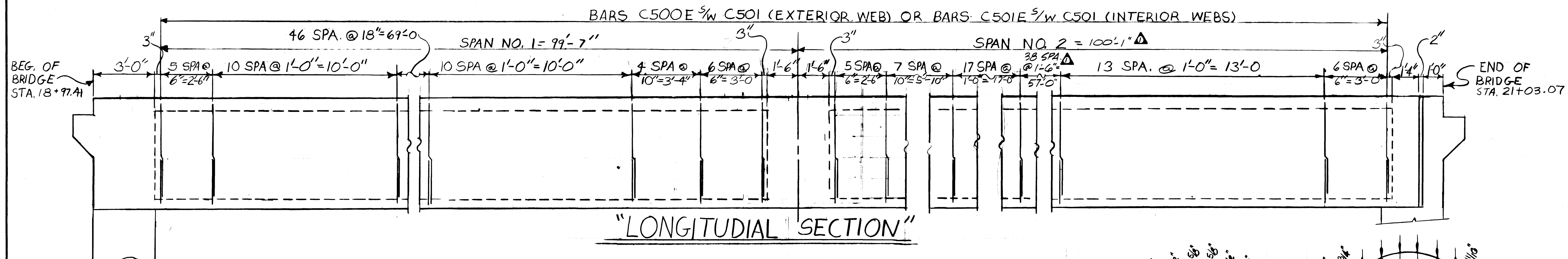
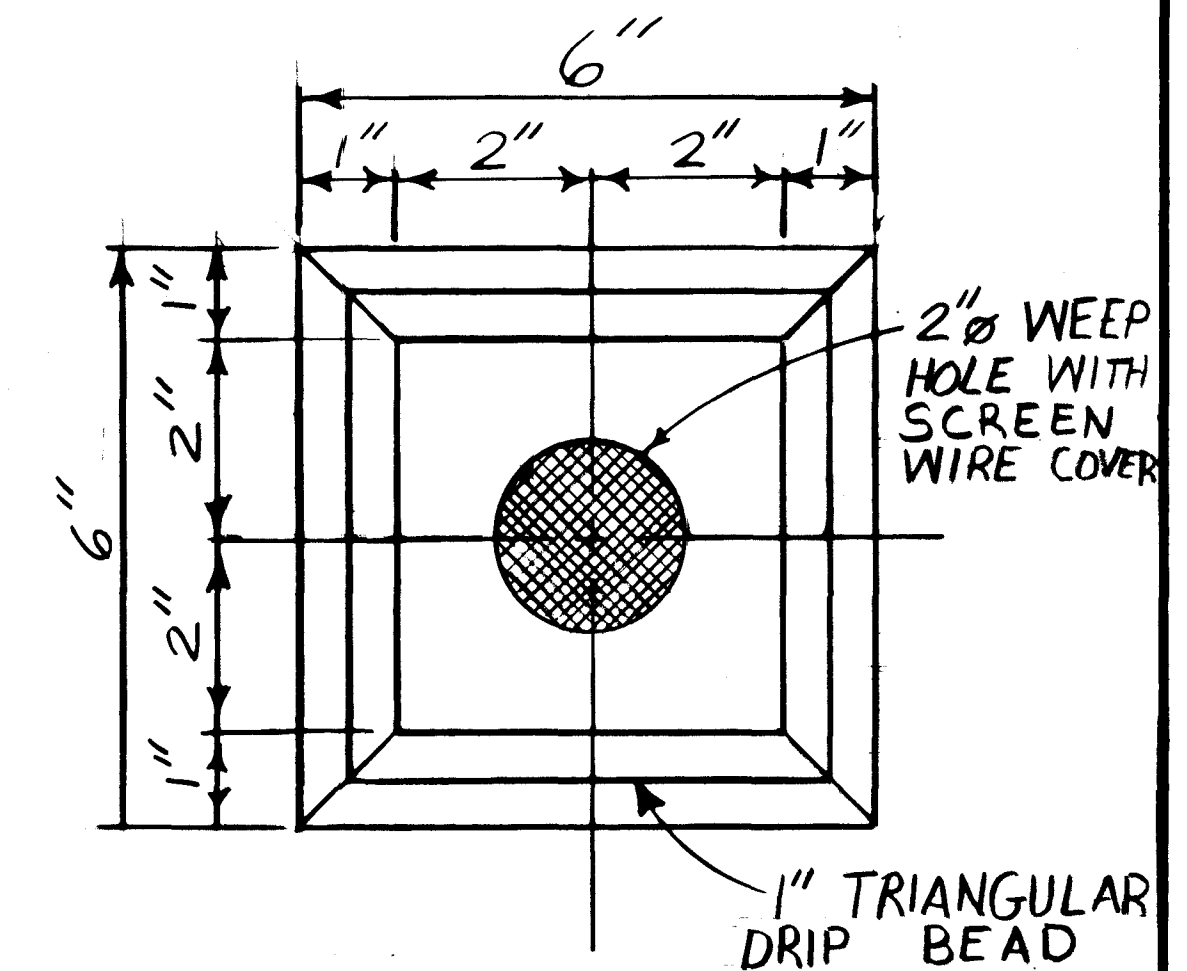
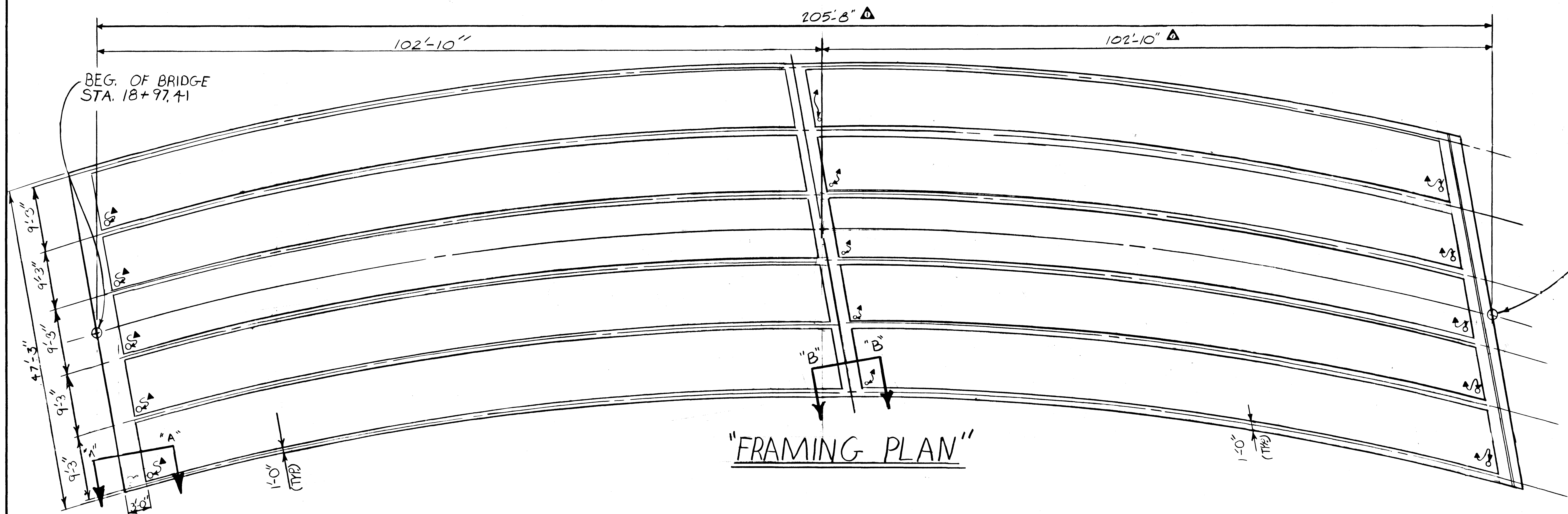


Const. No. 19014-3110-44

PROJECT NO.	YEAR	SHEET NO.
I-440-4(49)206	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-82	M.A.H.	ALTERED DIMENSIONS AND SPACING.
2	3-22-84	C.S.	DEAD LOAD CORRECTION CURVE.



**DEAD LOAD CORRECTION CURVE**  
 NOTE: THIS CURVE IS FOR DEAD LOAD CAMBER ONLY AND SHOULD BE INCREASED BY THE AMOUNT OF ANTICIPATED TAKE UP IN FALSEWORK.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 SUPERSTRUCTURE DETAILS  
 WOODLAWN DRIVE OVER  
 INTERSTATE 440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

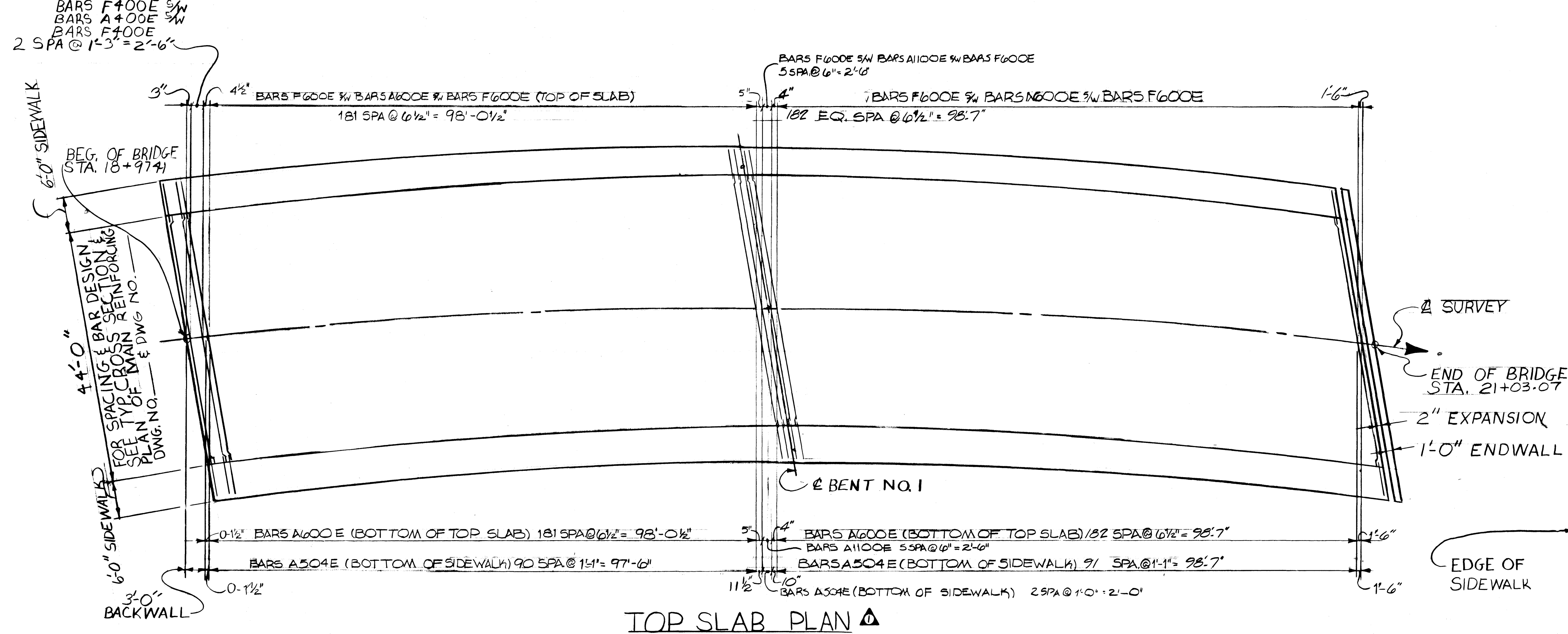
DESIGNED BY LUISA HAMM DATE 6-21-81  
 DRAWN BY KEVIN MARTINKO DATE 1-82  
 SUPERVISED BY HARRISON & HALLORAN DATE 1-82  
 CHECKED BY LUISA HAMM DATE 4-82

SECTION "A-A"

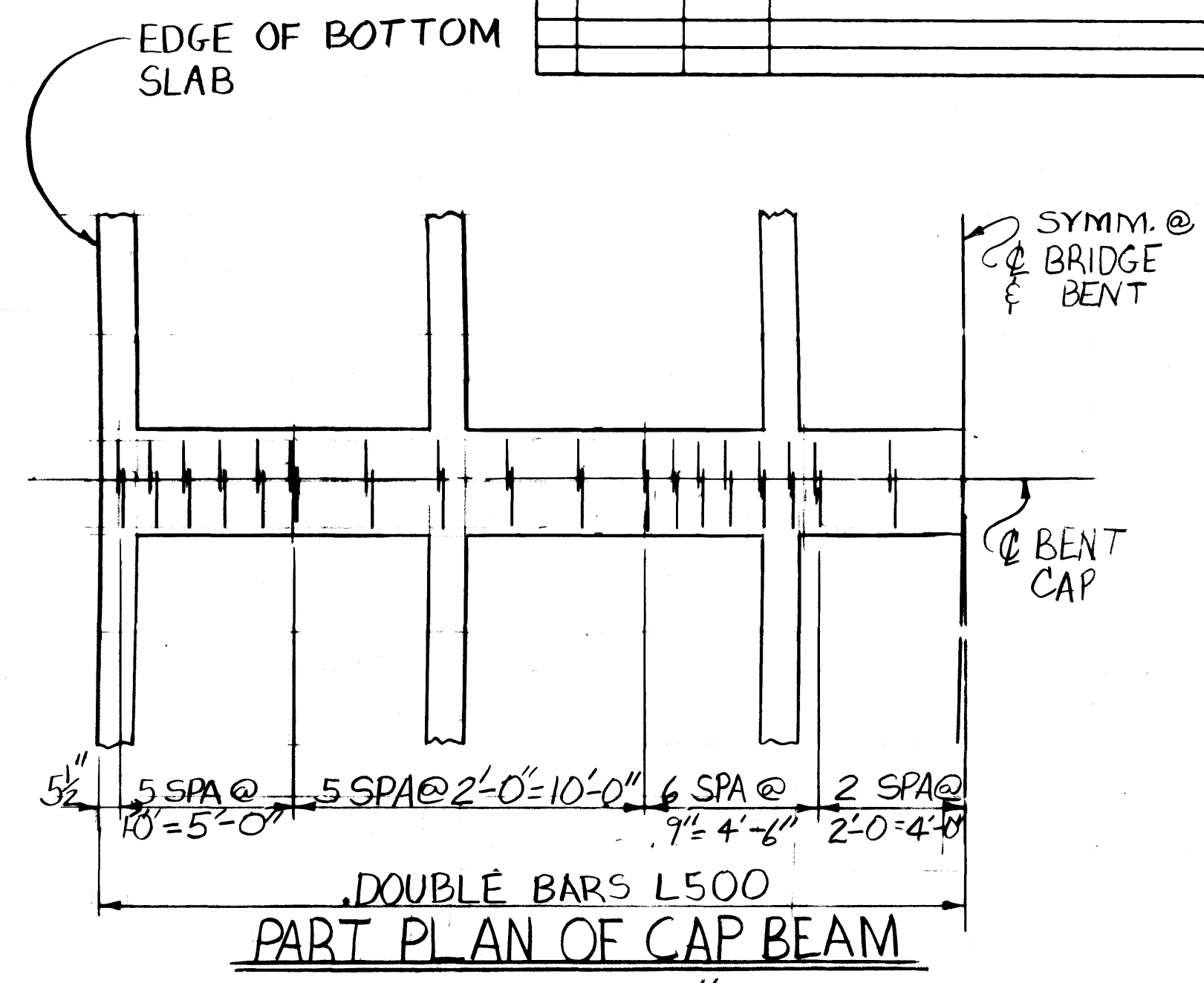
SECTION "B-B"

CORRECT *Colleen L. Lovell*  
 ENGINEER OF STRUCTURES  
 APPROVED *Louis Hamm*  
 DIRECTOR OF HIGHWAYS

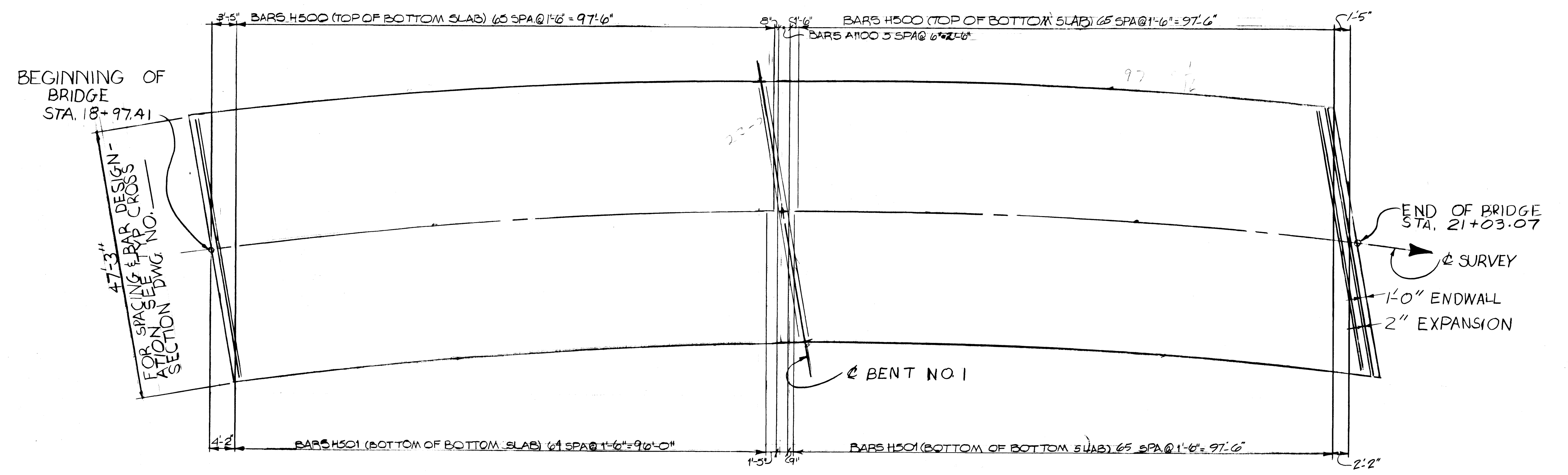
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-82	M.A.H.	ALTERED DIMENSIONS AND SPACING.



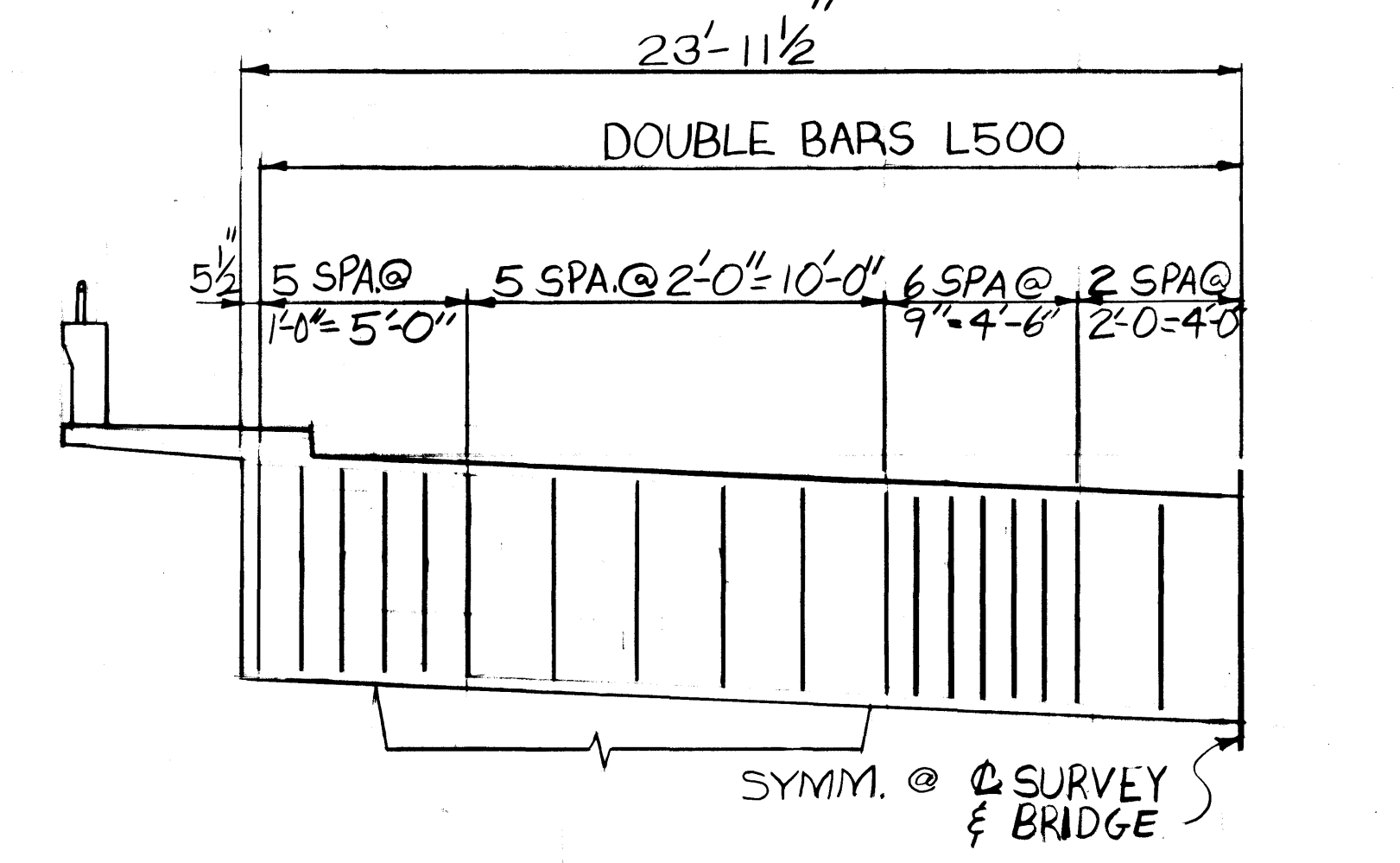
**TOP SLAB PLAN**



**PART PLAN OF CAP BEAM**



**BOTTOM SLAB PLAN**



**PART ELEVATION**

(LOOKING FORWARD ON SURVEY)

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 SUPERSTRUCTURE DETAILS  
 WOODLAWN DRIVE OVER  
 INTERSTATE 440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

NOTE: SPACING AND DIMENSIONS BASED ALONG SURVEY.

DESIGNED BY LUISA HAMM DATE 6-81  
 DRAWN BY KEVIN X. MARTINKO DATE 1-82  
 SUPERVISED BY HARRISON HOLLORAN DATE 1-82  
 CHECKED BY LUISA HAMM DATE 4-82

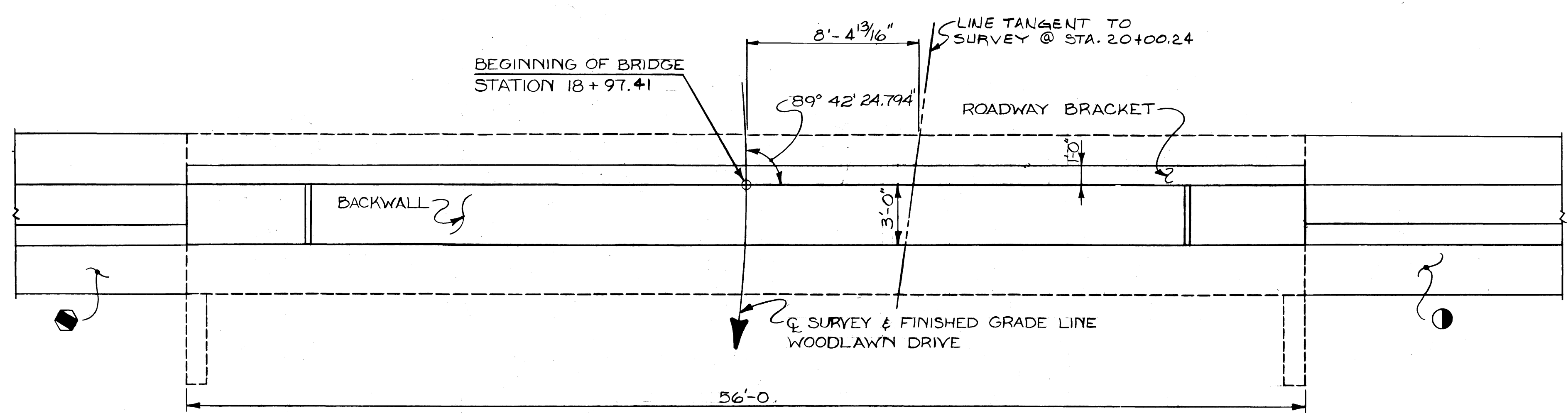
CORRECT *Colleton & Lovener*  
 ENGINEER OF STRUCTURES  
 APPROVED *Louis Brans*  
 DIRECTOR OF HIGHWAYS

MICROFILMED

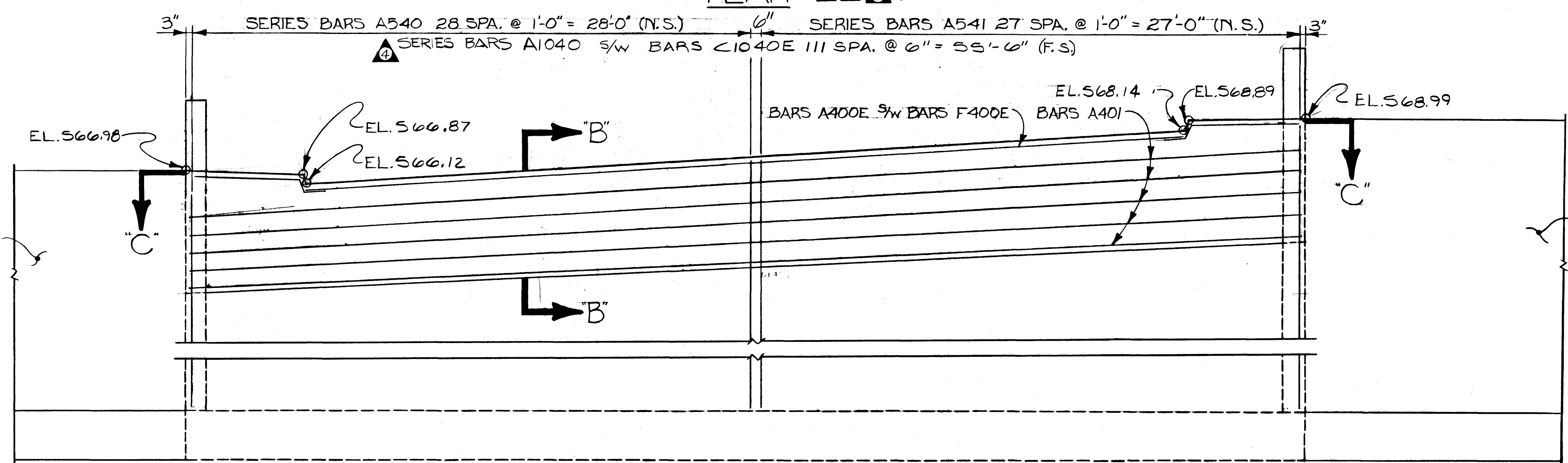


PROJECT NO.	YEAR	SHEET NO.
I-440-4(49)206	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	4-27-83	RAP	ALTER WINGWALL LENGTHS
2	11-30-83	M.H.H.	CHANGE WING WALLS
3	3-30-84	FLH	REMOVED WING WALLS CHANGED AMOUNT H400 ADDED
4	4-12-84	RAP	RETAINING WALLS "A" & "B" BAR C1040E, SERIES BARS A1040

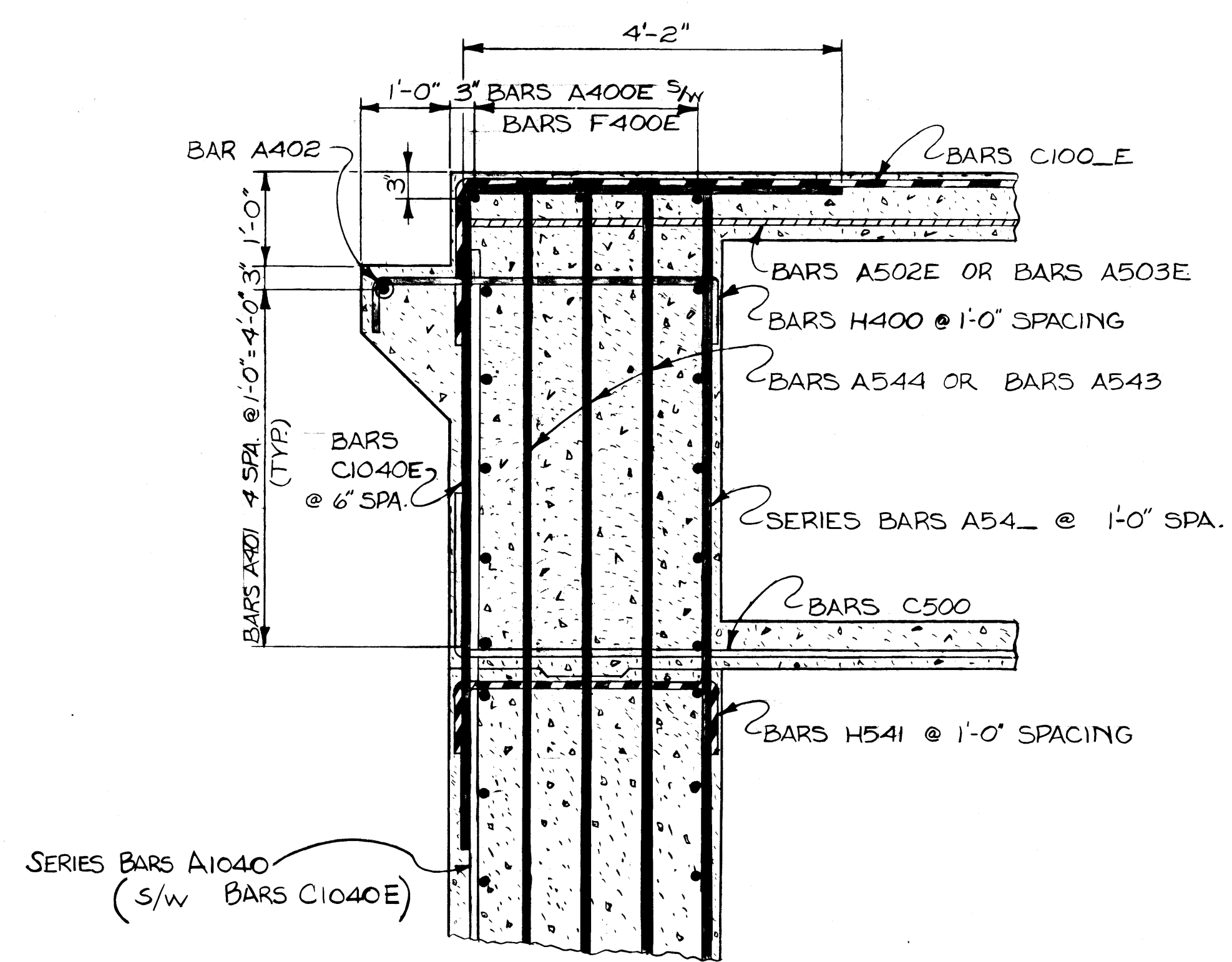


PLAN -  $\Delta \Delta \Delta$



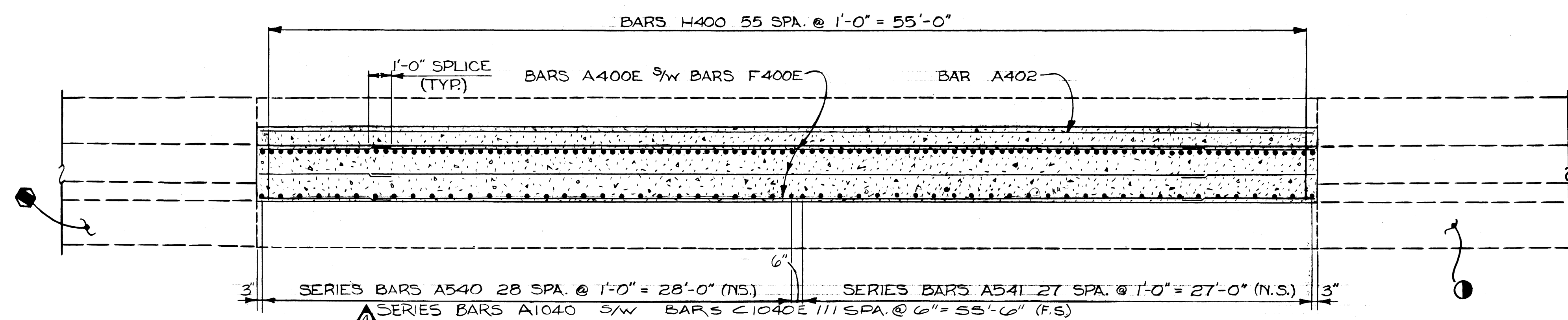
ELEVATION -  $\Delta$   
(LOOKING BACK ON SURVEY)

● FOR DETAILS OF RETAINING WALL "A", SEE DWG. NO. M-94-30.  
○ FOR DETAILS OF RETAINING WALL "B", SEE DWG. NO. M-94-30.



SECTION "B-B"

$\Delta$



SECTION "C-C" -  $\Delta$

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS  
SUPERSTRUCTURE DETAILS  
AT ABUTMENT NUMBER 1  
WOODLAWN DRIVE  
OVER INTERSTATE 440  
STATION 214 +12.26  
DAVIDSON COUNTY

CORRECT *William L. Lovell* 1982  
ENGINEER OF STRUCTURES

APPROVED *Luisa Hamm*  
DIRECTOR OF HIGHWAYS

DESIGNED BY LUISA HAMM DATE 6-81  
DRAWN BY YICKY FORREST DATE 1-82  
SUPERVISED BY M.H. & R.L.H. DATE 1-82  
CHECKED BY LUISA HAMM DATE 4-82

MICROFILMED

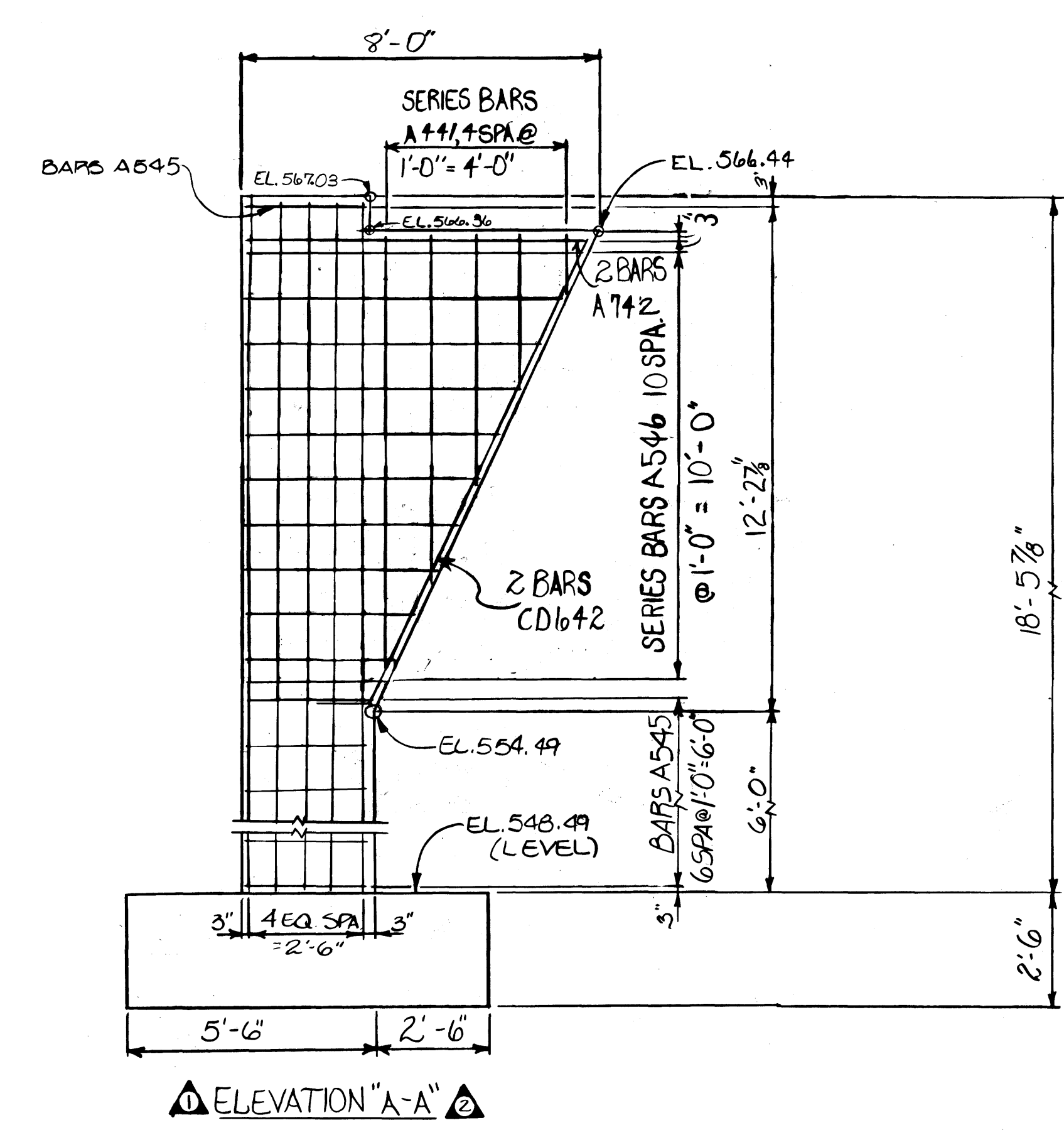
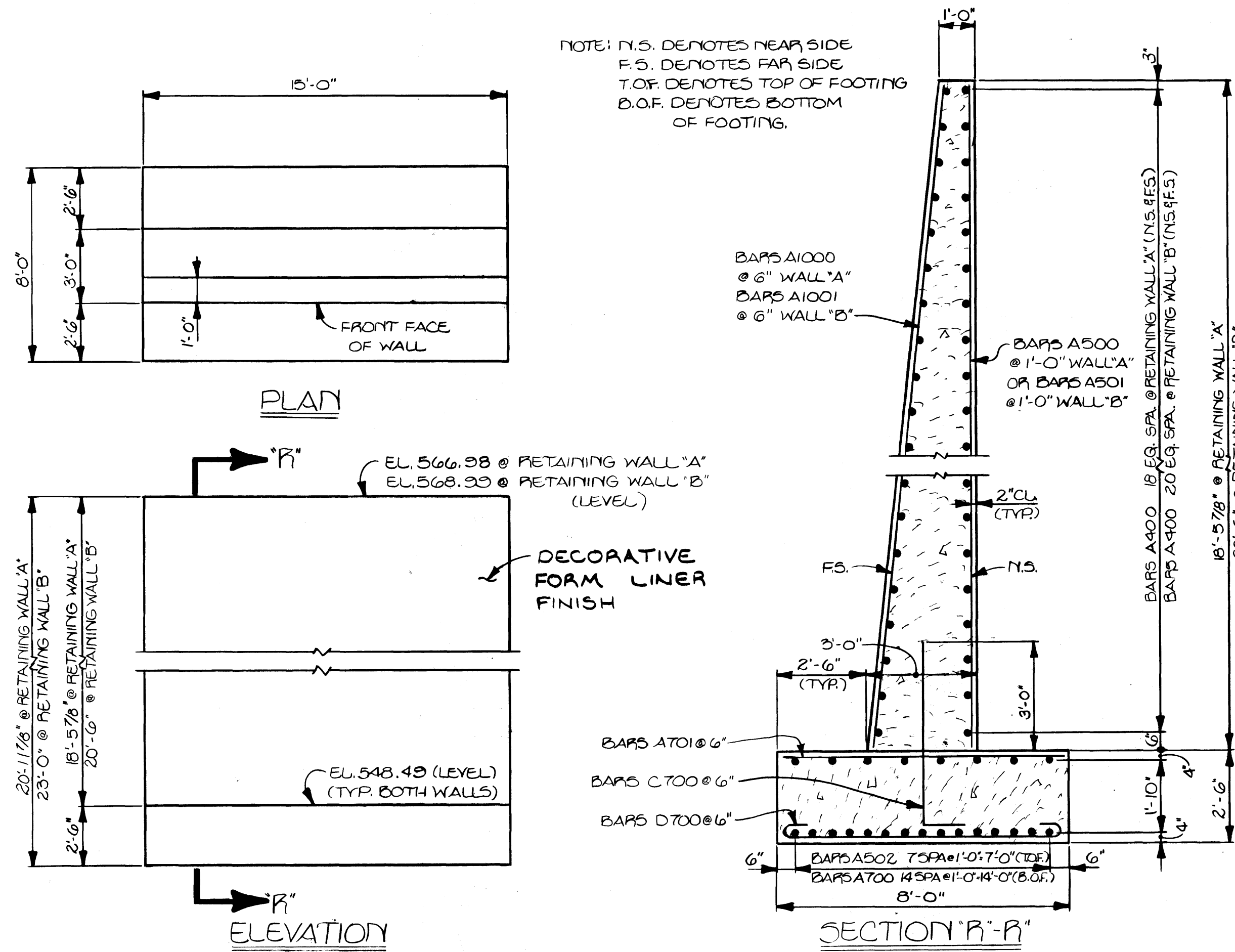






PROJECT NO.	YEAR	SHEET NO.
I-440-449)26	1982	

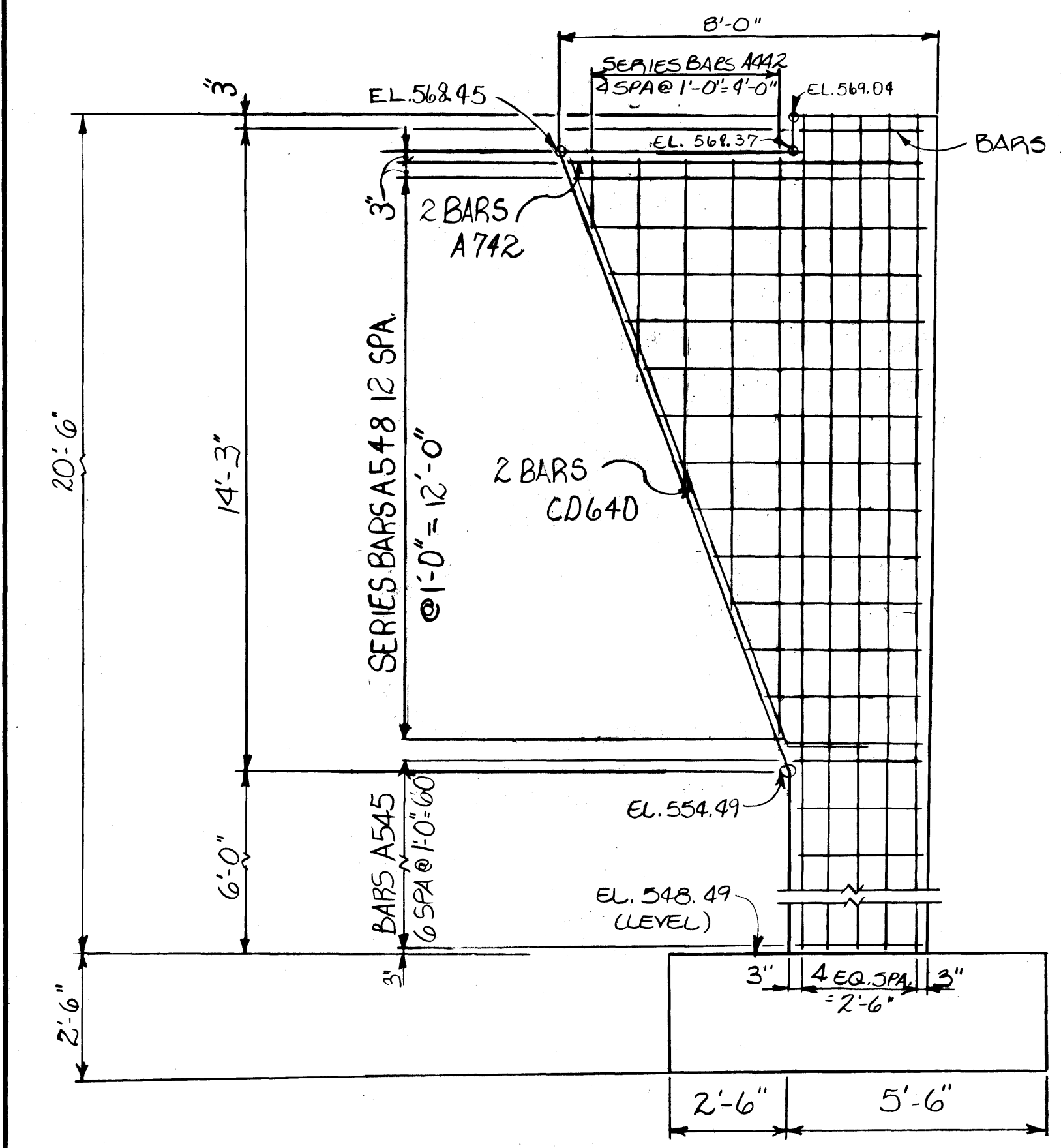
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	11-30-83	M.A.H.	CHANGED WING WALLS
2	3-30-84	RLH	REMOVED WINGWALLS, LOWERED FOOTING, REMOVED APPROX WALL IN SECTION "FF" ADDED DETAILS OF RETAINING WALL "A" & "B"
3	4-12-84	RAP	BAR# C1040E, SERIES BARS A1040



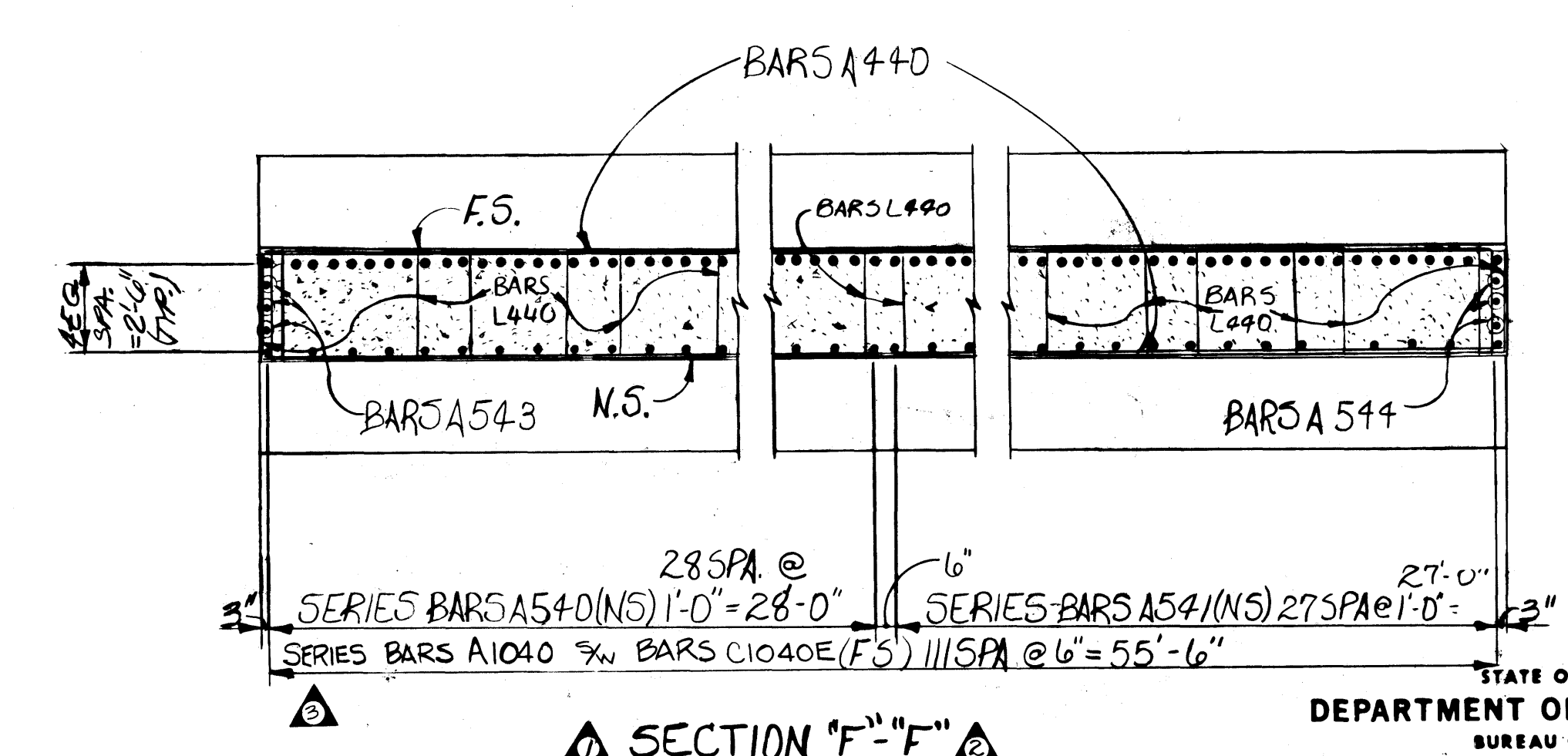
RETAINING WALLS "A" & "B" - 2

ESTIMATED RETAINING WALL QUANTITIES - 2

ITEM NUMBER	604-03.01	604-03.02
ITEM	CLASS 'A' CONCRETE (BRIDGES)	STEEL BAR REINFORCEMENT (BRIDGES)
	C.Y.	LB.
RETAINING WALL "A"	31.7	4,865
RETAINING WALL "B"	33.9	5,183



ELEVATION "B-B" - 2



SECTION "F-F" - 2

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 ABUTMENT NO. 1 DETAILS  
 WOODLAWN DRIVE  
 OVER INTERSTATE 440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

DESIGNED BY LUISA HAMM DATE 6-81  
 DRAWN BY MIKE FAGAN DATE 1-82  
 SUPERVISED BY MH & RLH DATE 1-82  
 CHECKED BY LUISA HAMM DATE 4-82

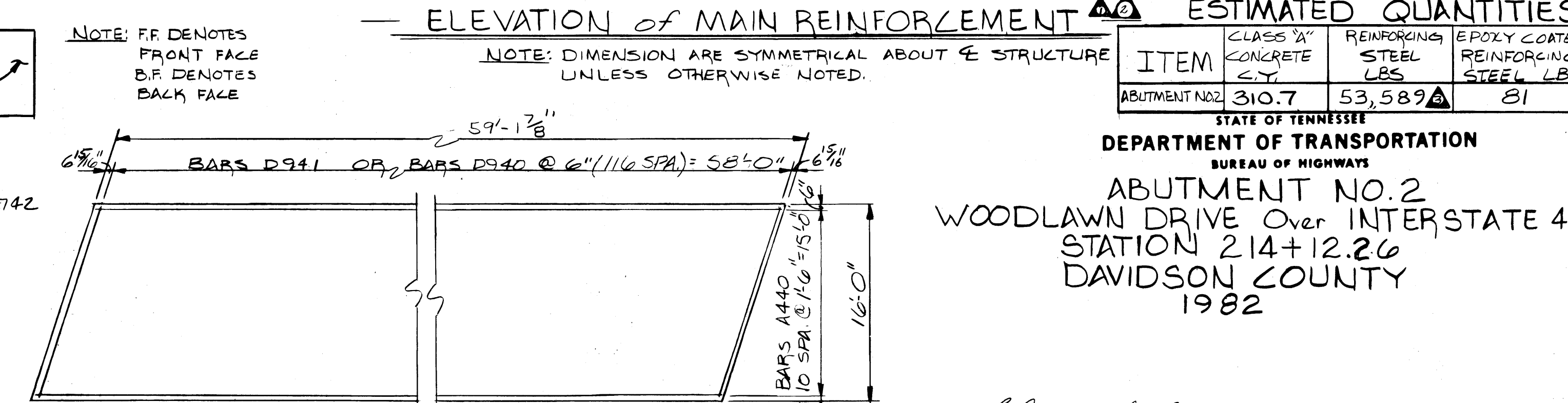
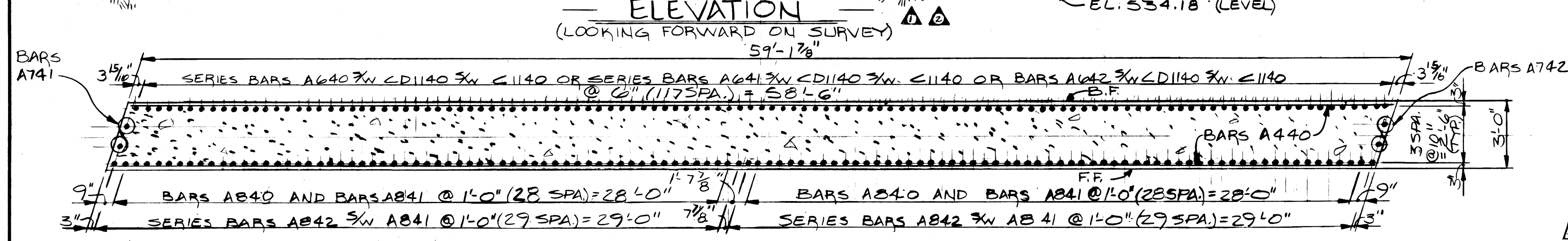
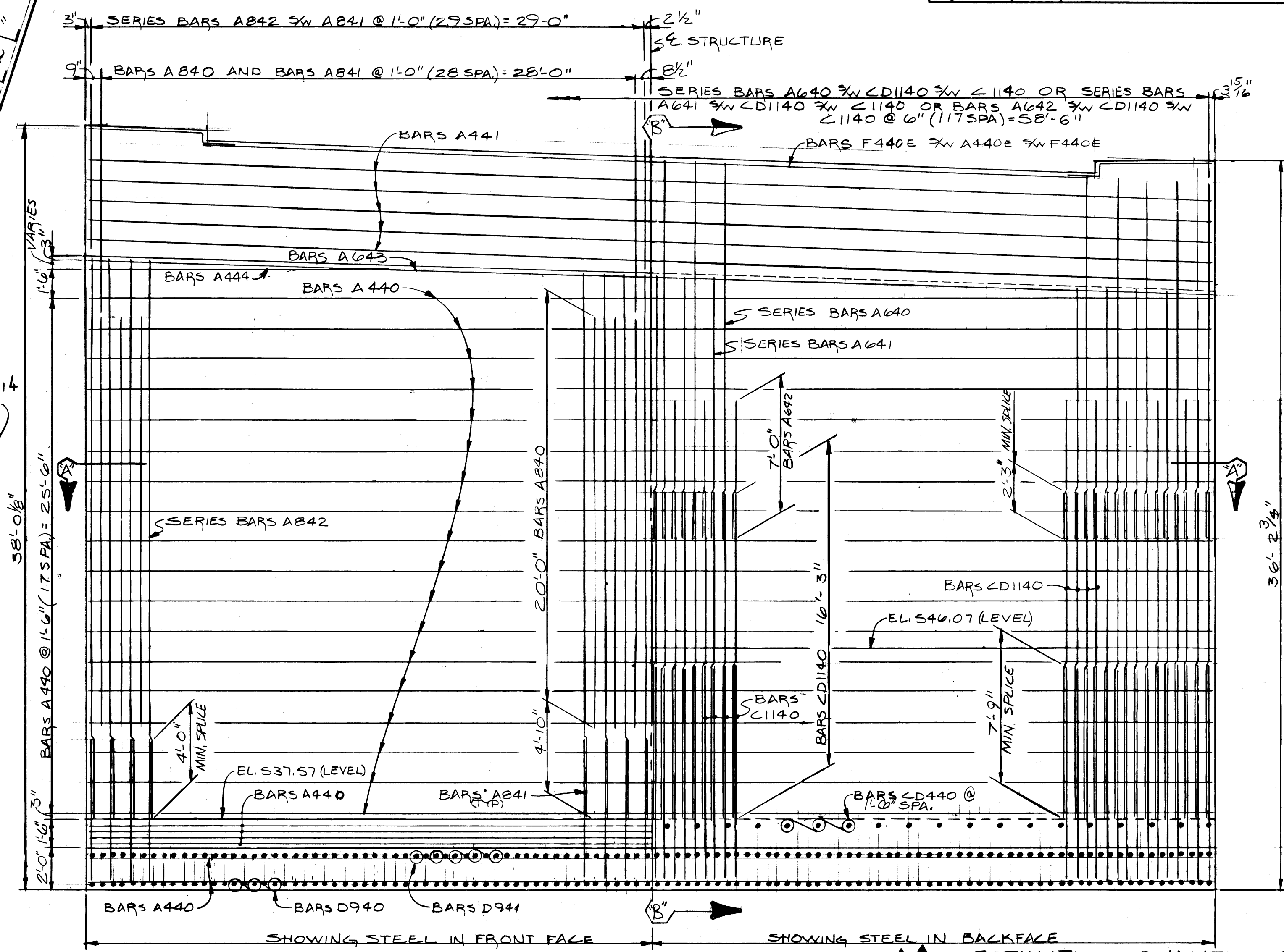
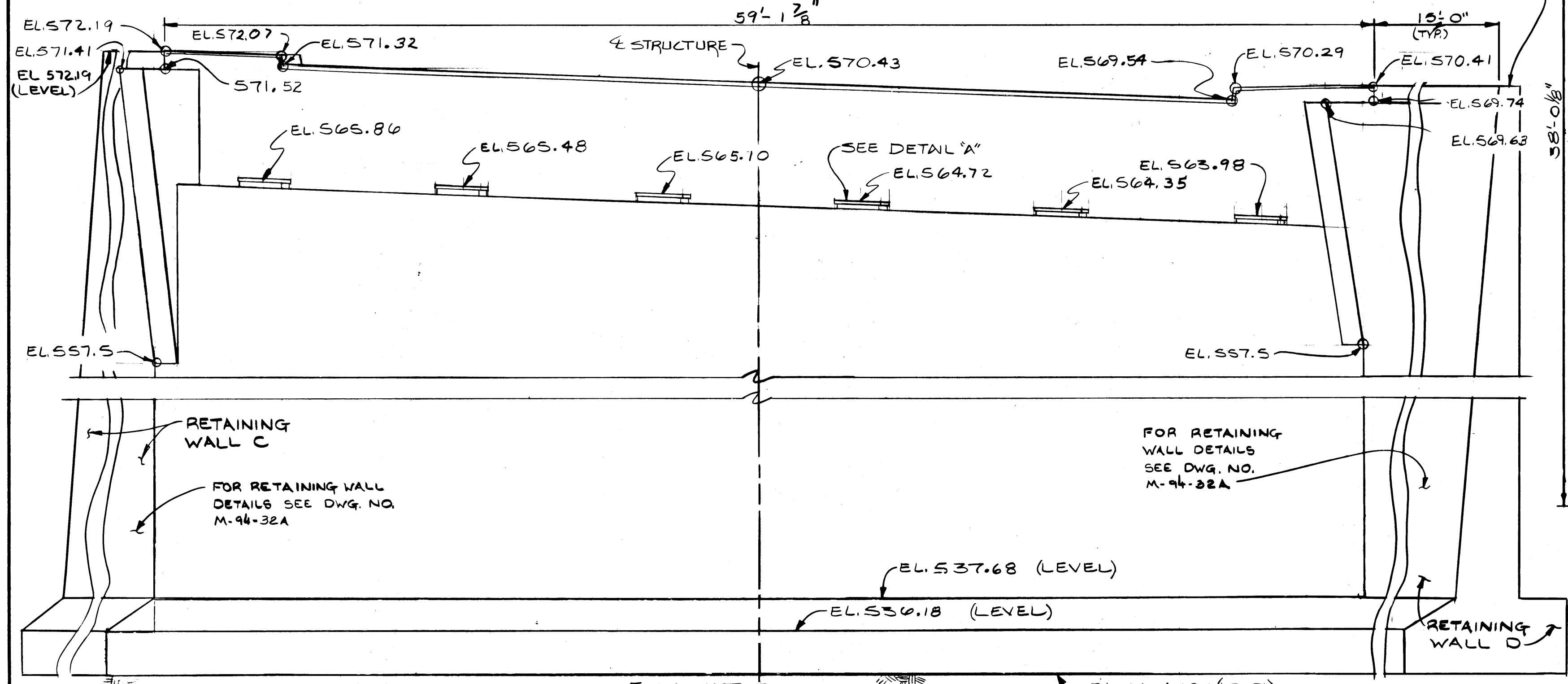
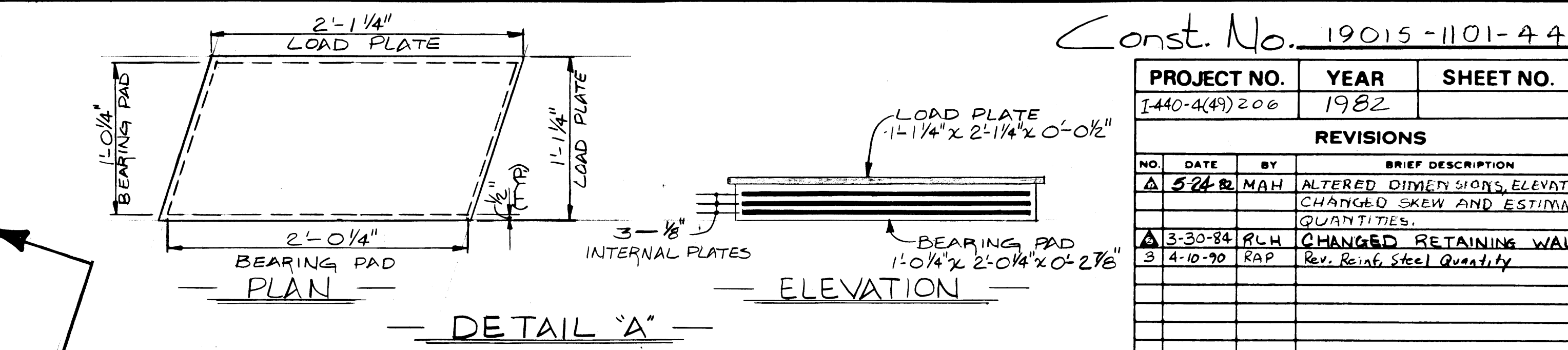
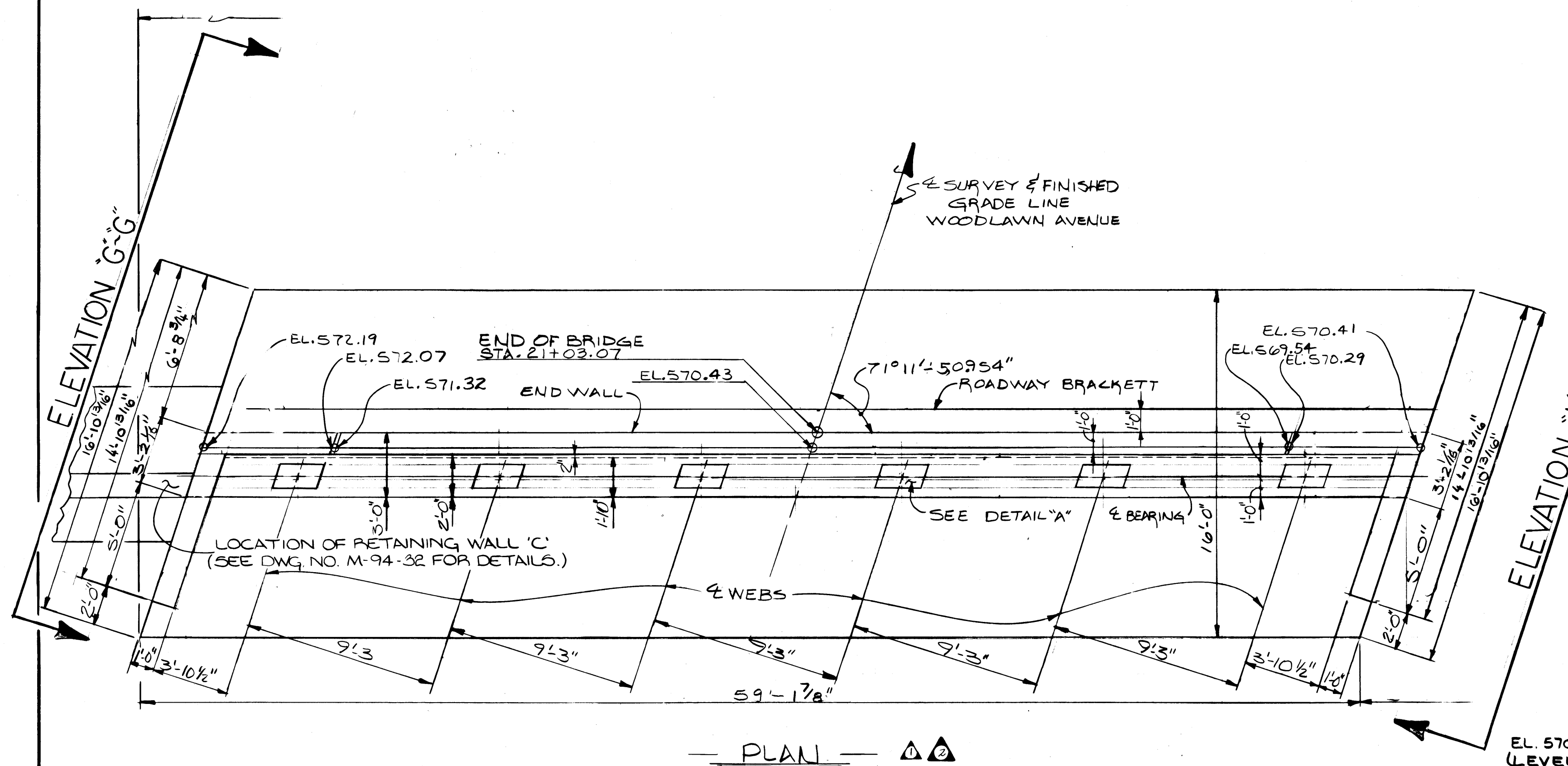
CORRECT *Chilton L. Fowell*  
 ENGINEER OF STRUCTURES  
 APPROVED *Luisa Hamm*  
 DIRECTOR OF HIGHWAYS

MICROFILMED



PROJECT NO.	YEAR	SHEET NO.
I440-4(4) 200	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
Δ 5-24-82	MAH		ALTERED DIMENSIONS, ELEVATIONS, CHANGED SKEW AND ESTIMATED QUANTITIES
Δ 3-30-84	PLH		CHANGED RETAINING WALLS
3-4-10-90	RAP		Rev. Reinf. Steel Quantity



**ESTIMATED QUANTITIES**

ITEM	CLASS "A" CONCRETE C.Y.	REINFORCING STEEL LBS.	EPOXY COATED REINFORCING STEEL LBS.
ABUTMENT NO. 2	310.7	53,589	81

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 ABUTMENT NO. 2  
 WOODLAWN DRIVE OVER INTERSTATE 440  
 STATION 214+12.26  
 DAVIDSON COUNTY  
 1982

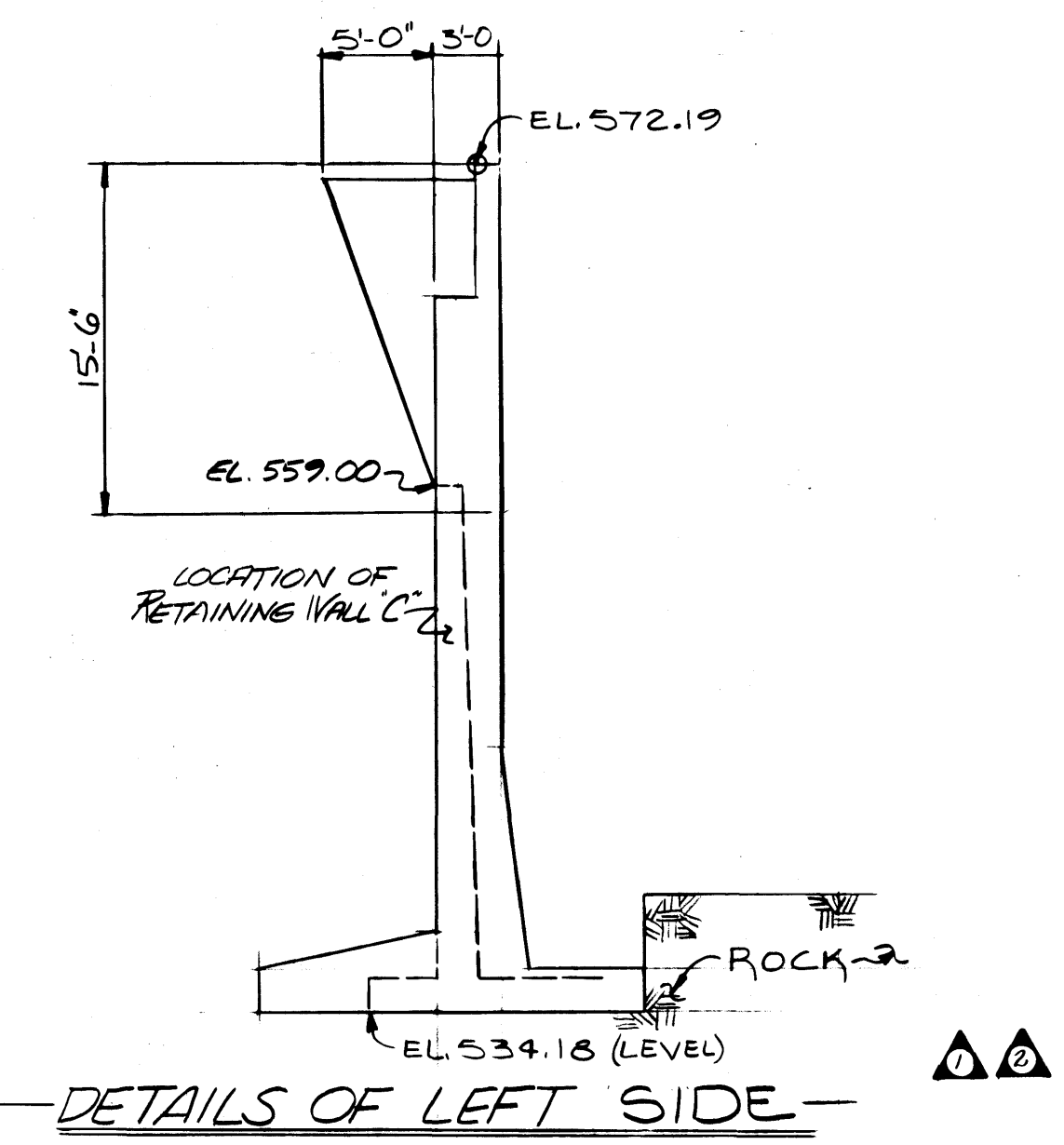
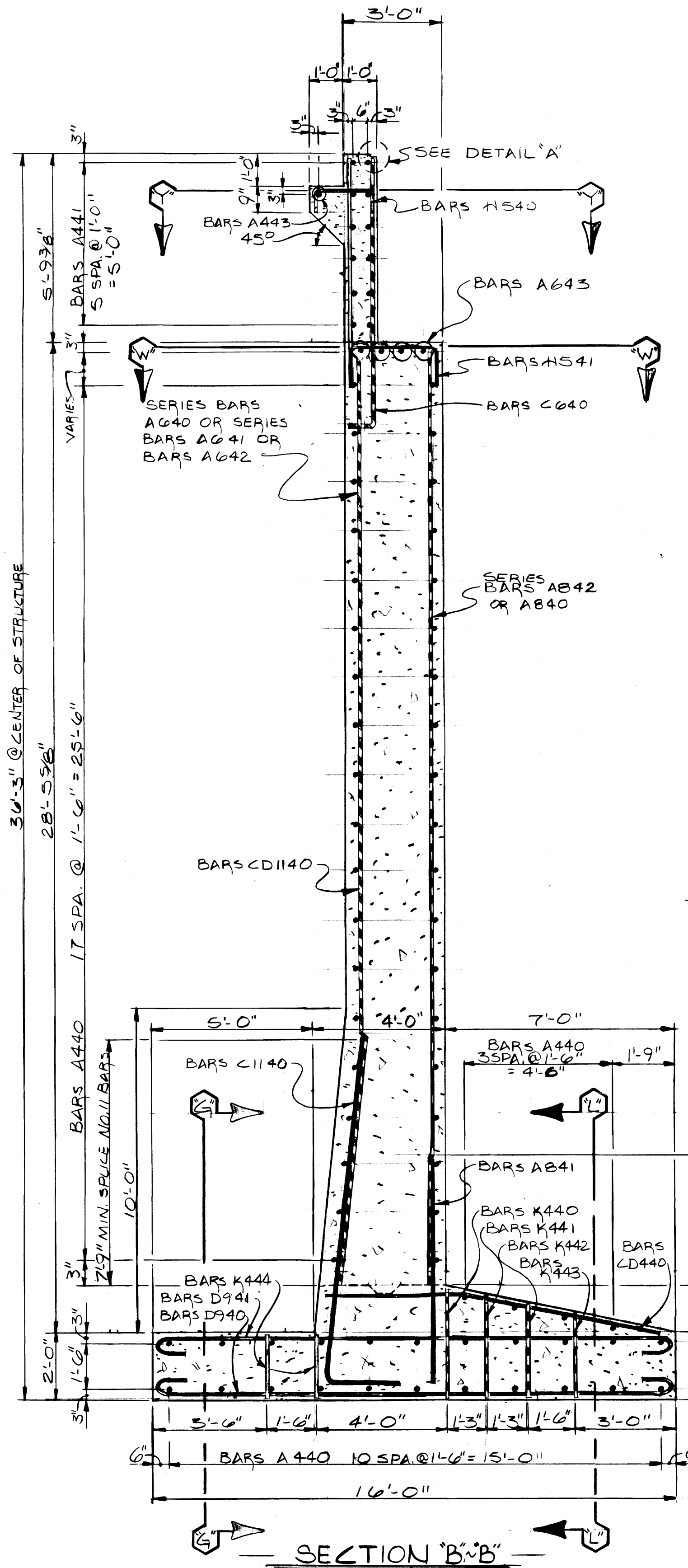
DESIGNED BY LUISA HAMM  
 DRAWN BY BRANT LLOYD  
 SUPERVISED BY ROBERT L. HARRISON  
 CHECKED BY LUISA HAMM

DATE FEB. 82  
 DATE MAR. 82  
 DATE MAR. 82  
 DATE APRIL 82

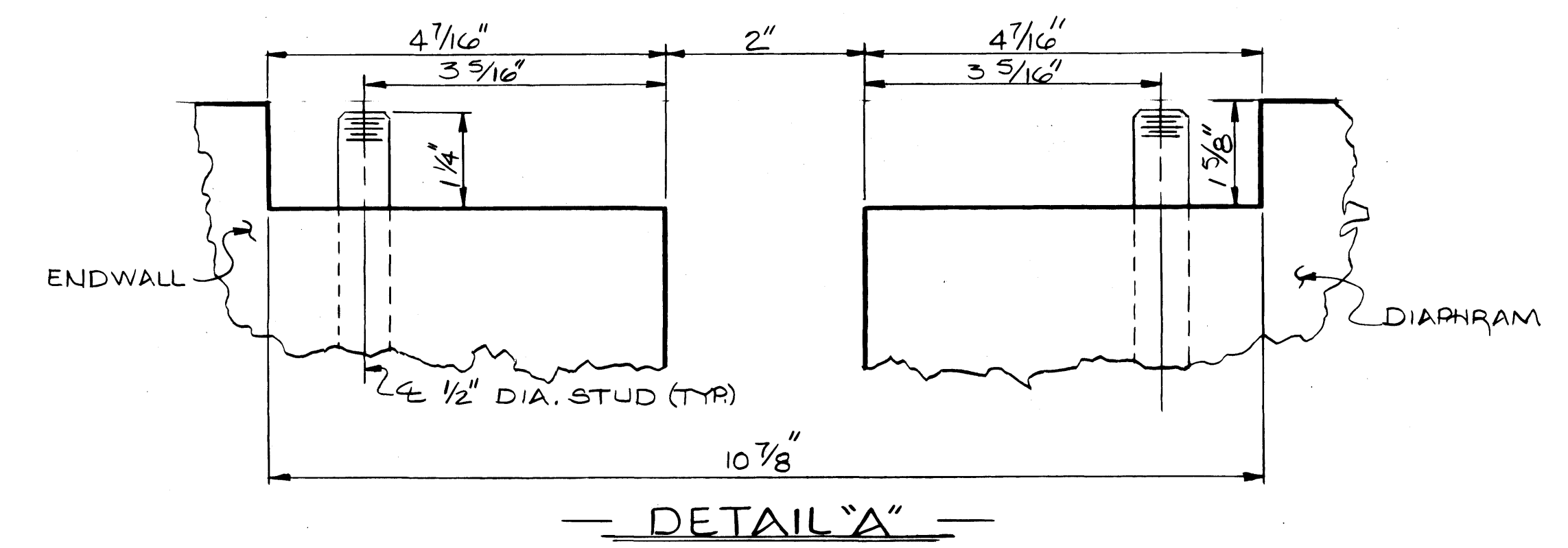
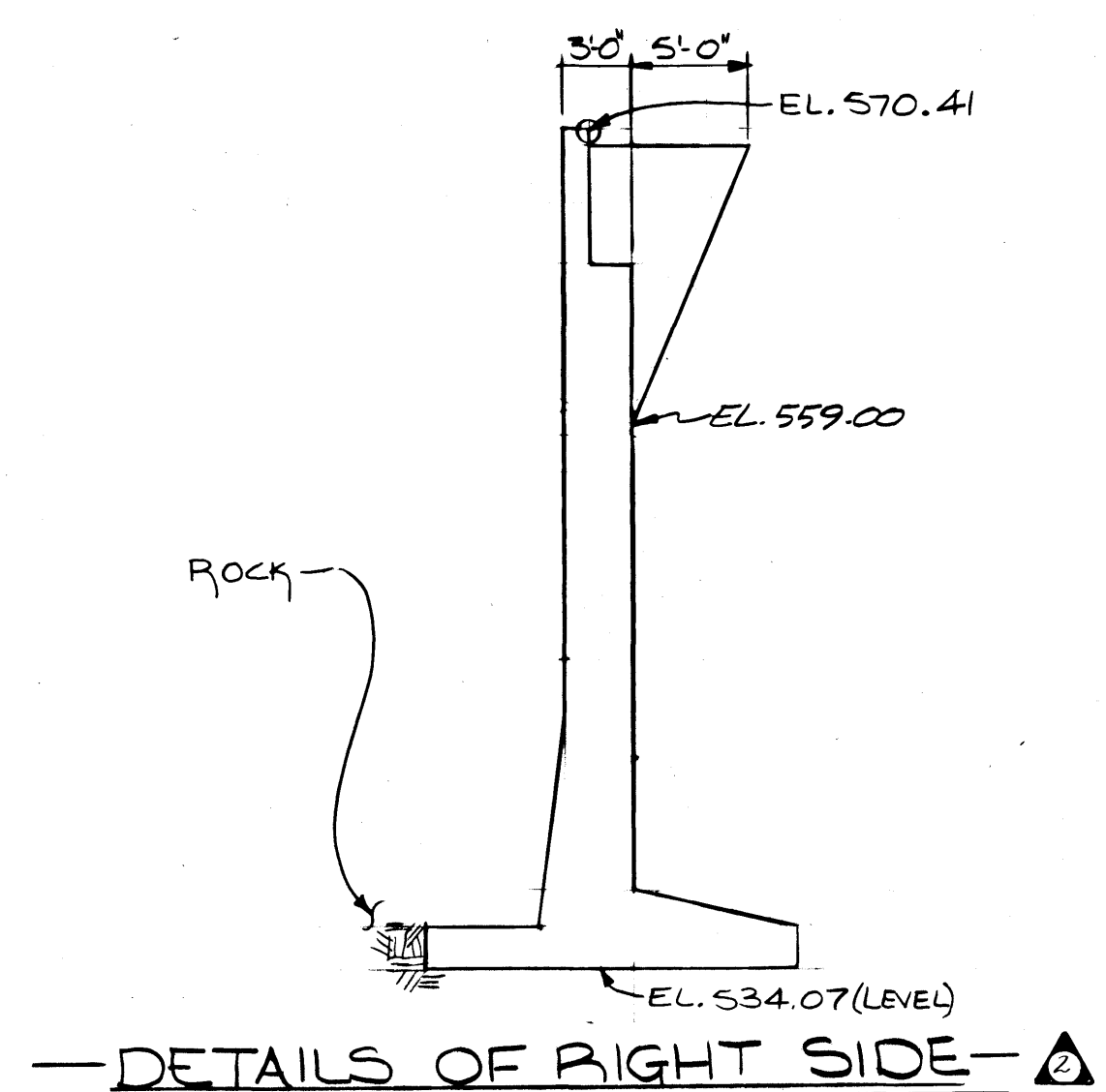
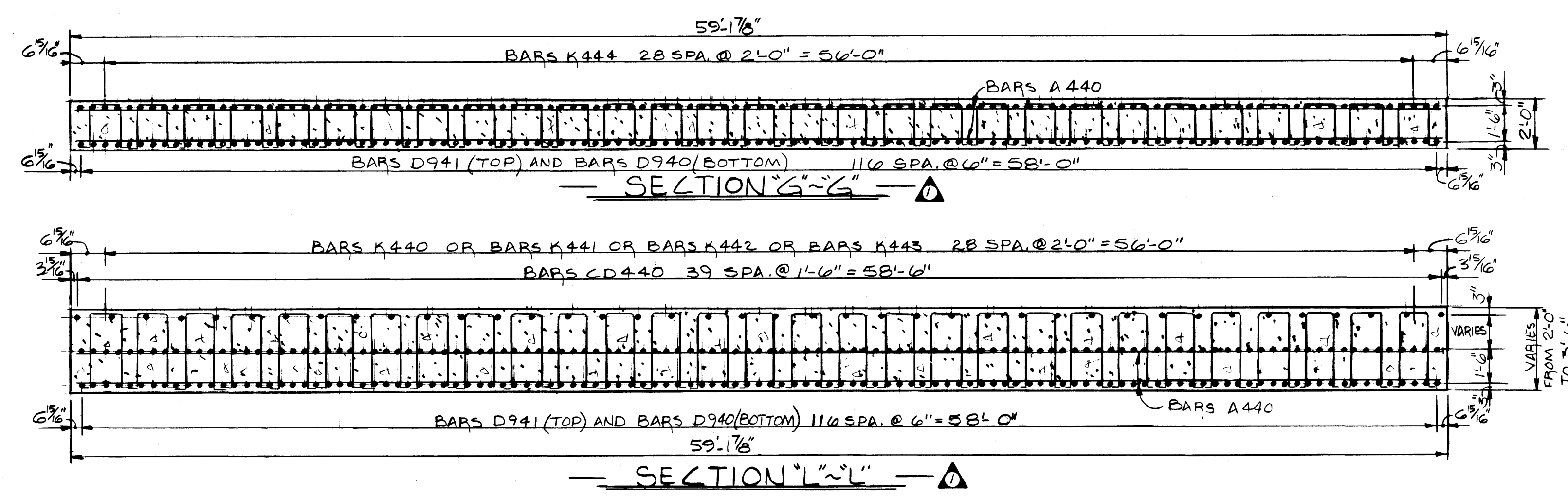
CORRECT  
 ENGINEER OF STRUCTURES  
 APPROVED  
 DIRECTOR OF HIGHWAYS

PROJECT NO.	YEAR	SHEET NO.
I-440-4(4)206	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
Δ 5-24-82		M.A.H.	CHANGED DIMENSIONS AND ELEVATIONS AND DELETED RET. WALL "A" QUANT.
Δ 3-30-84		RLH	REMOVED RET. WALLS, WING-WALL JT. DETAIL & QUANT. BOX



NOTE: ESTIMATED RETAINING WALL QUANTITIES BASED ON PILE FOOTING SEE DWG. NO. M-103-134.



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
 ABUTMENT NO. 2 DETAILS  
 WOODLAWN DRIVE OVER INTERSTATE 440  
 STATION: 214+12.26  
 DAVIDSON COUNTY  
 1982

DESIGNED BY Luisa Hamm DATE Feb. 82  
 DRAWN BY GRANT L. LLOYD DATE Mar. 82  
 SUPERVISED BY Roger L. Haddison DATE Mar. 82  
 CHECKED BY LUISA HAMM DATE APRIL 82

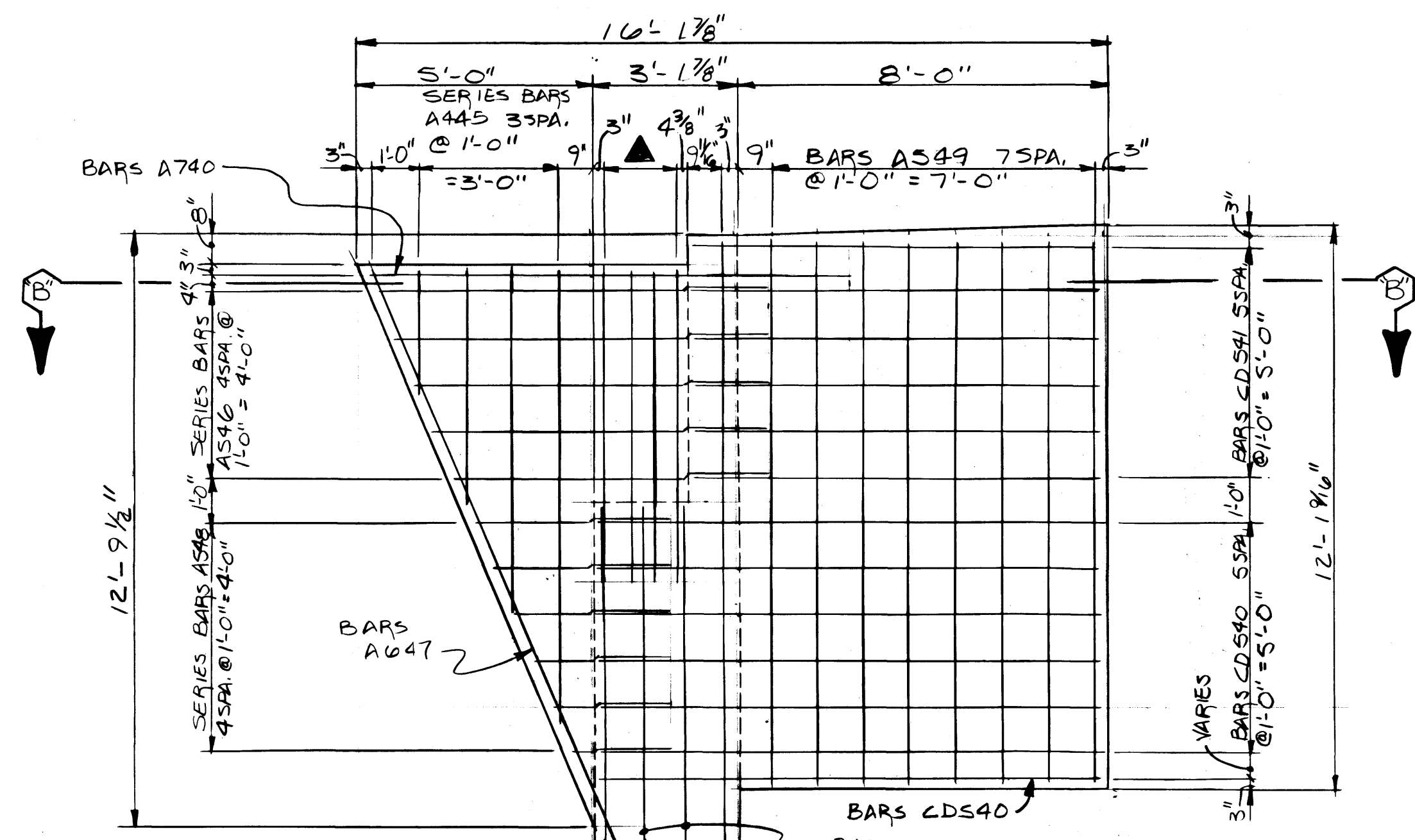
CORRECT *Colleen L. Howell*  
 ENGINEER OF STRUCTURES  
 APPROVED *Jervis Evans*  
 DIRECTOR OF HIGHWAYS



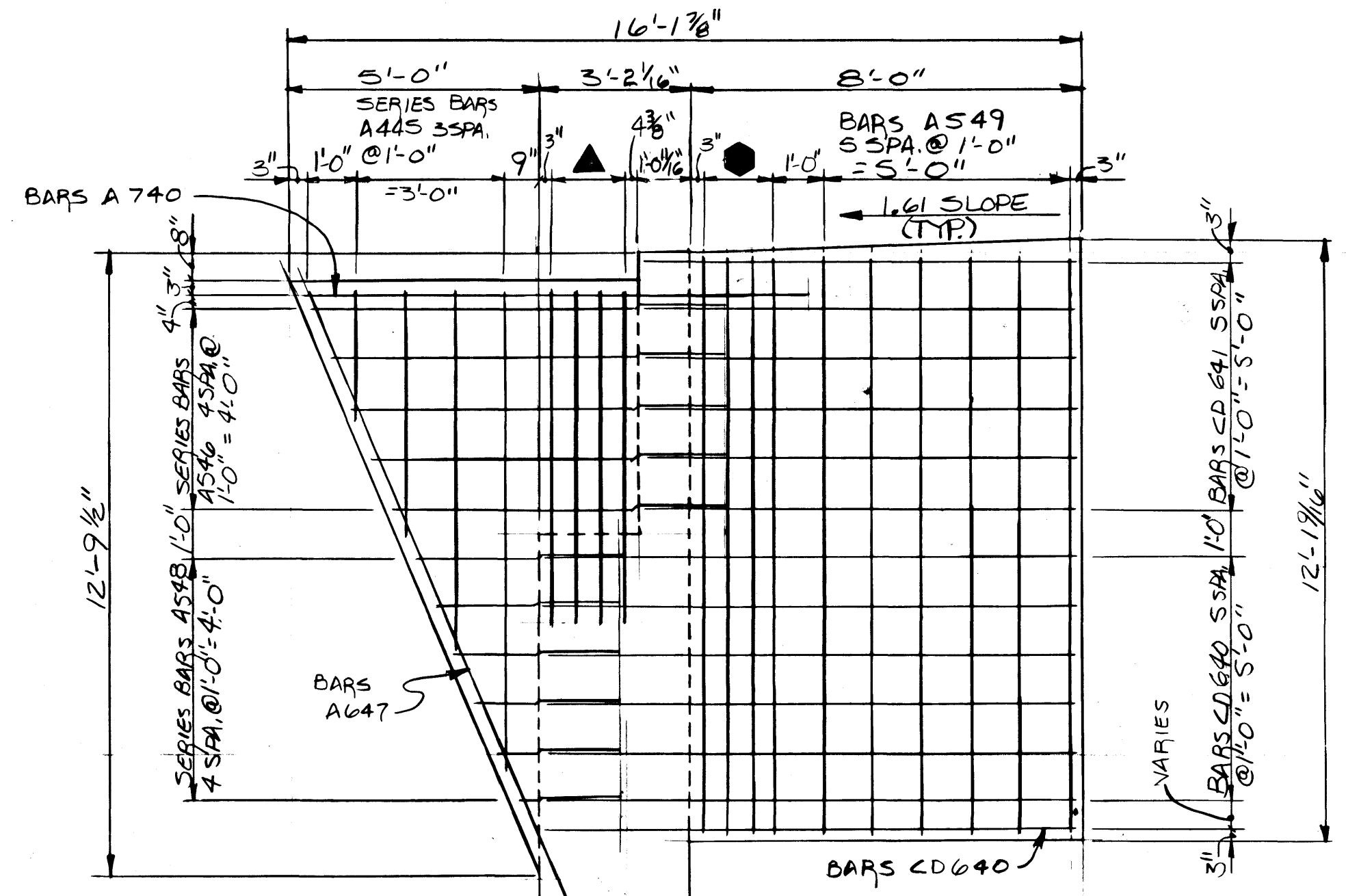


PROJECT NO.	YEAR	SHEET NO.
I-440-4(49)206	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-24-82	MAH	CHANGED DIMENSIONS

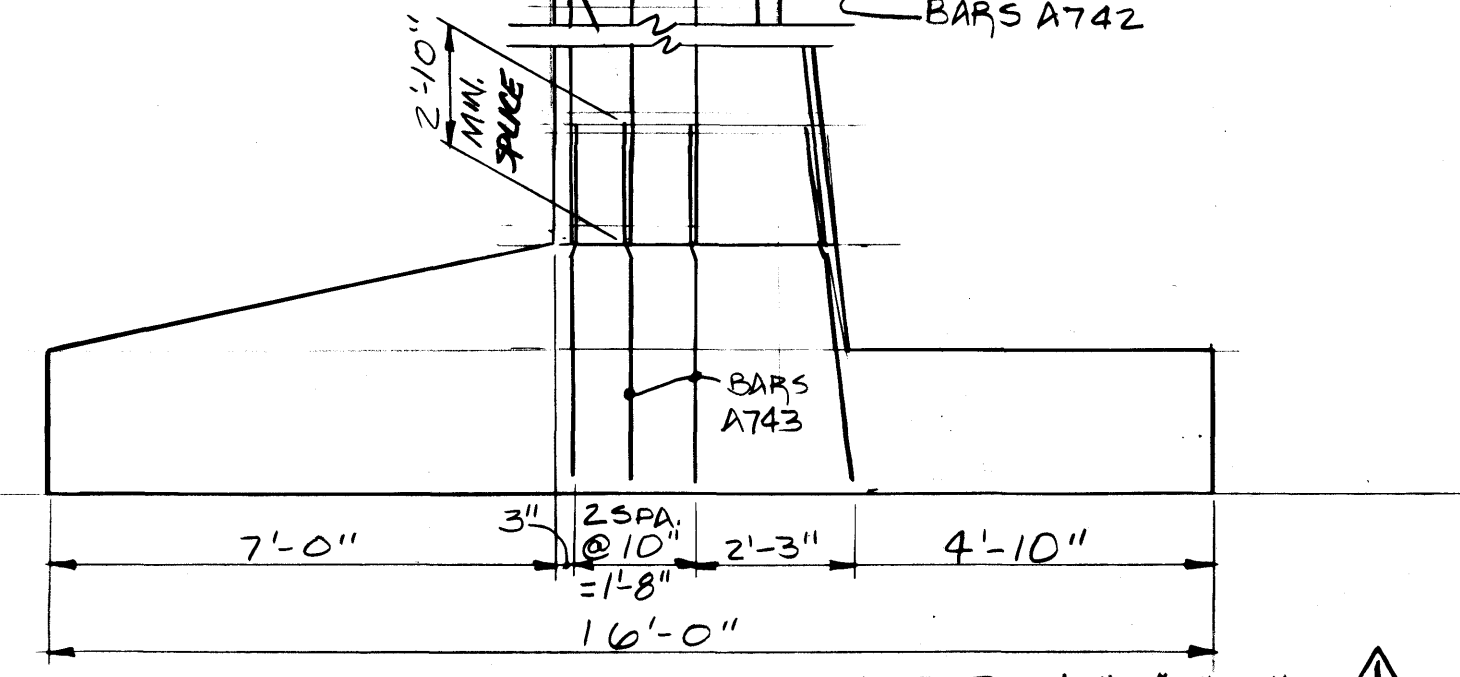


▲ DENOTES BARS AS47  
3 SPA @ 6" = 1'-6" 1'-9" EMBED.

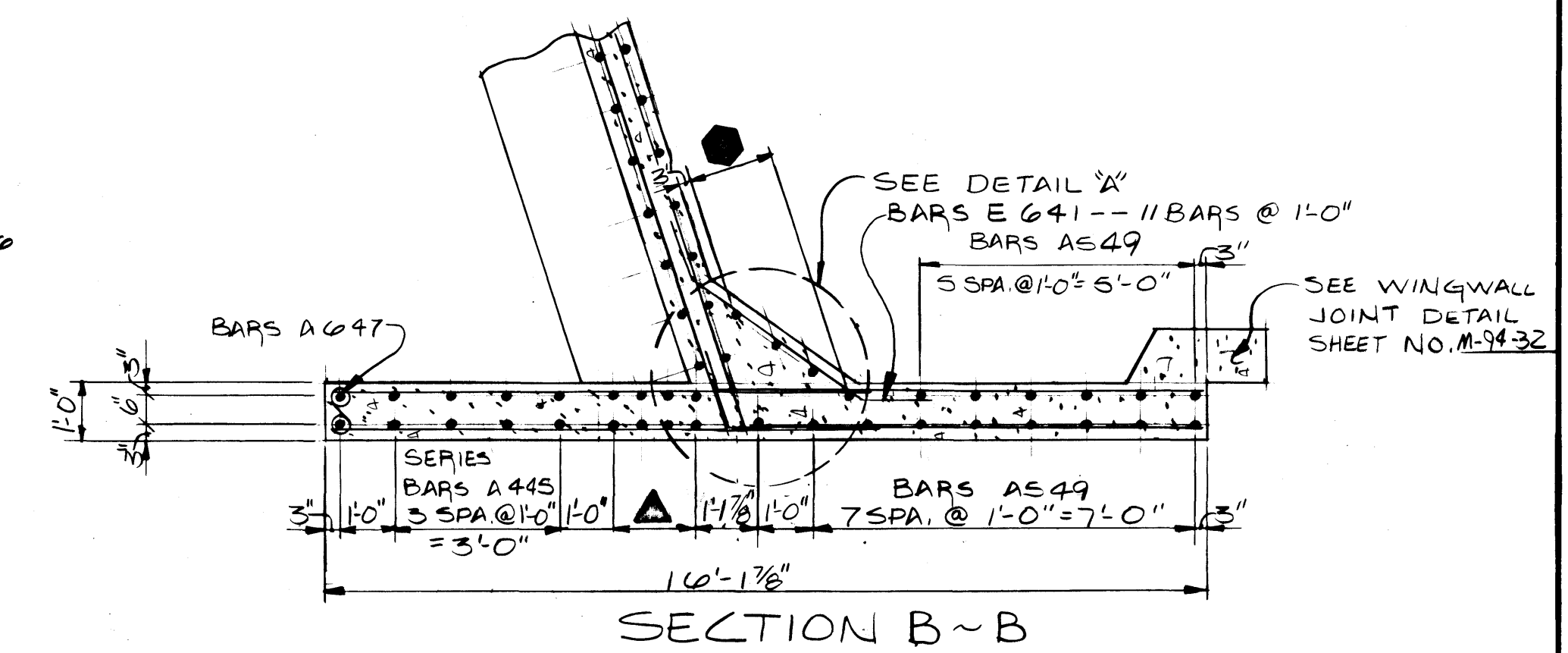


● DENOTES BARS A640  
3 SPA @ 6" = 1'-6"

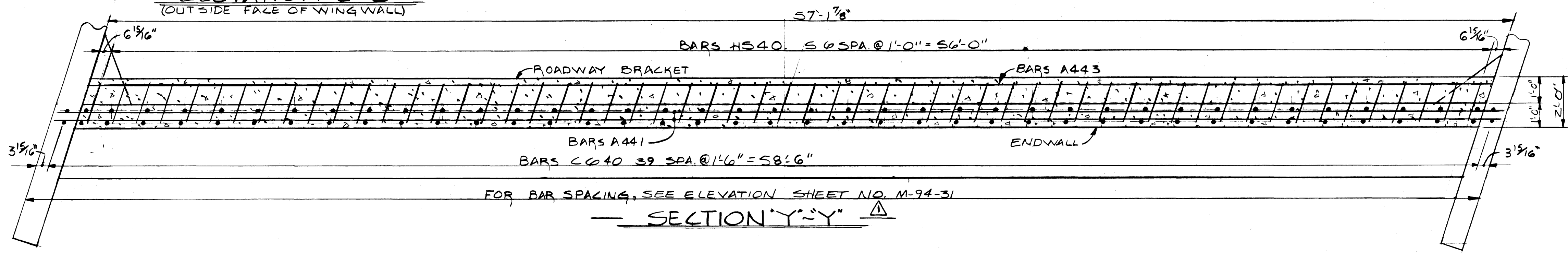
ELEVATION "L-L"  
(INSIDE FACE OF WINGWALL)



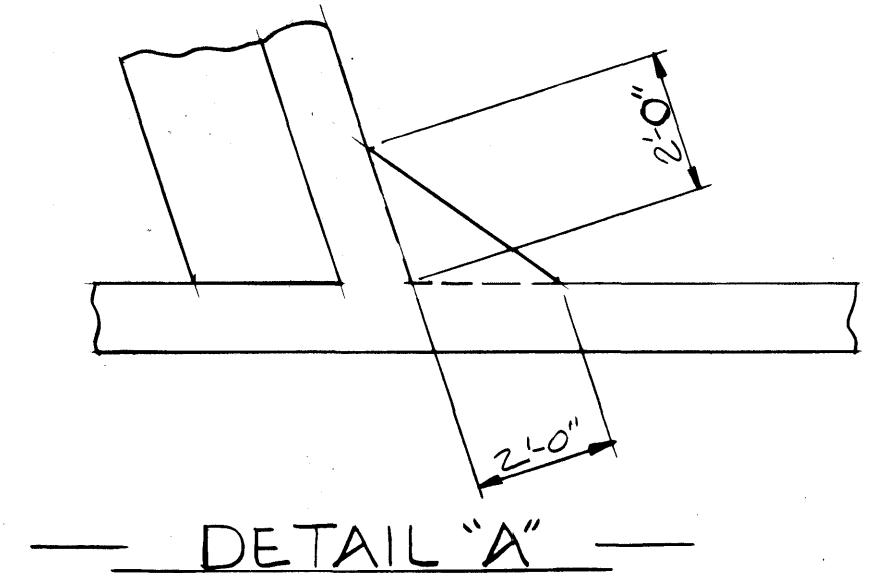
ELEVATION "L-L"  
(OUTSIDE FACE OF WINGWALL)



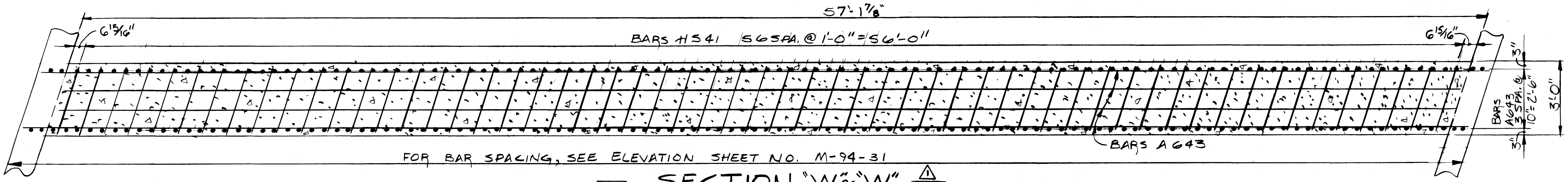
SECTION B-B



SECTION "Y-Y"



DETAIL "A"



SECTION "W-W"

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS  
ABUTMENT NO. 2 DETAILS  
WOODLAWN DRIVE Over INTERSTATE 440  
STATION: 214+12.26  
DAVIDSON COUNTY  
1982

DESIGNED BY Luisa Hamm DATE FEB 82  
DRAWN BY Grant L. Lloyd DATE MAR 82  
SUPERVISED BY Roger L. Harrison DATE MAR 82  
CHECKED BY LUISA HAMM DATE APRIL 82

CORRECT Clendon L. Forcase  
ENGINEER OF STRUCTURES  
APPROVED Lewis Evans  
DIRECTOR OF HIGHWAYS

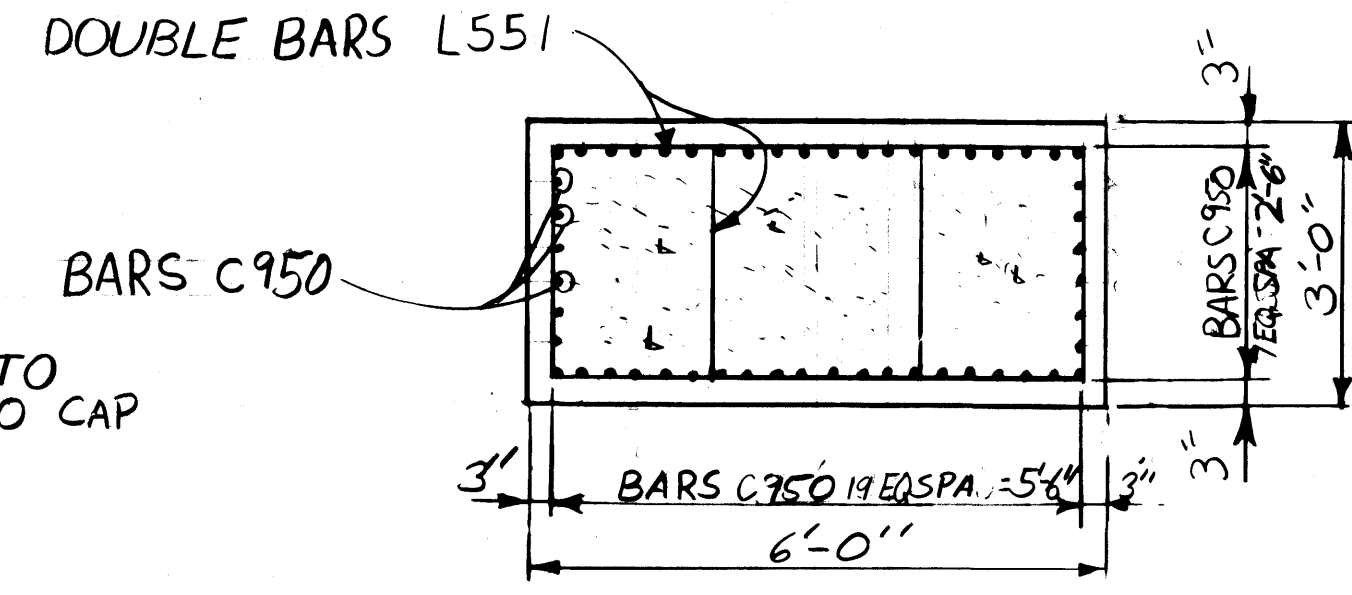
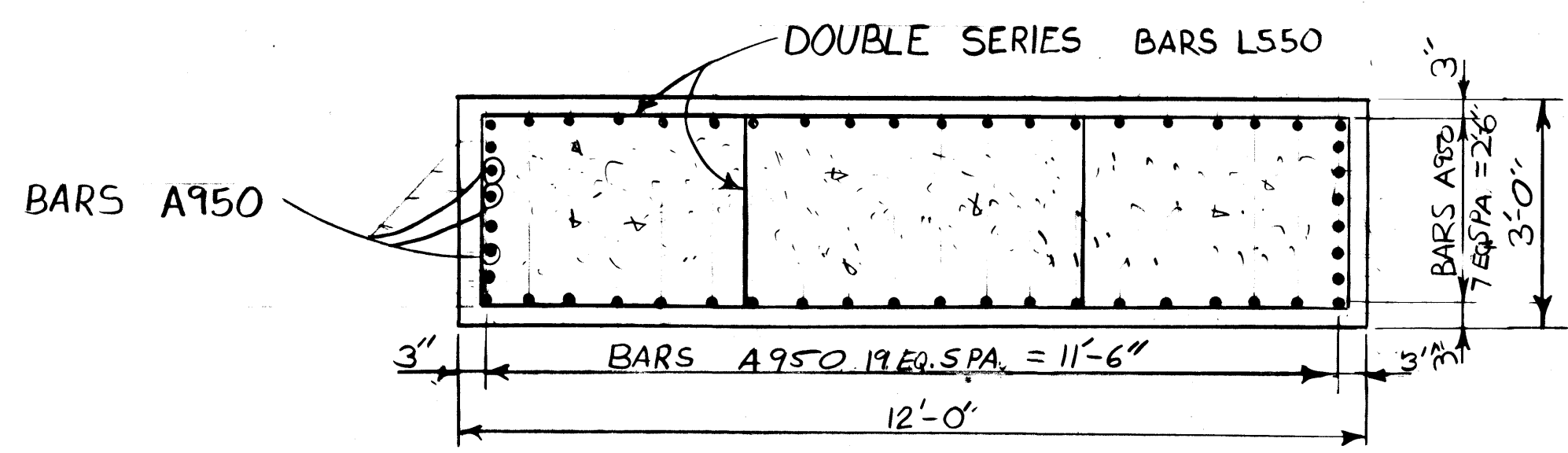
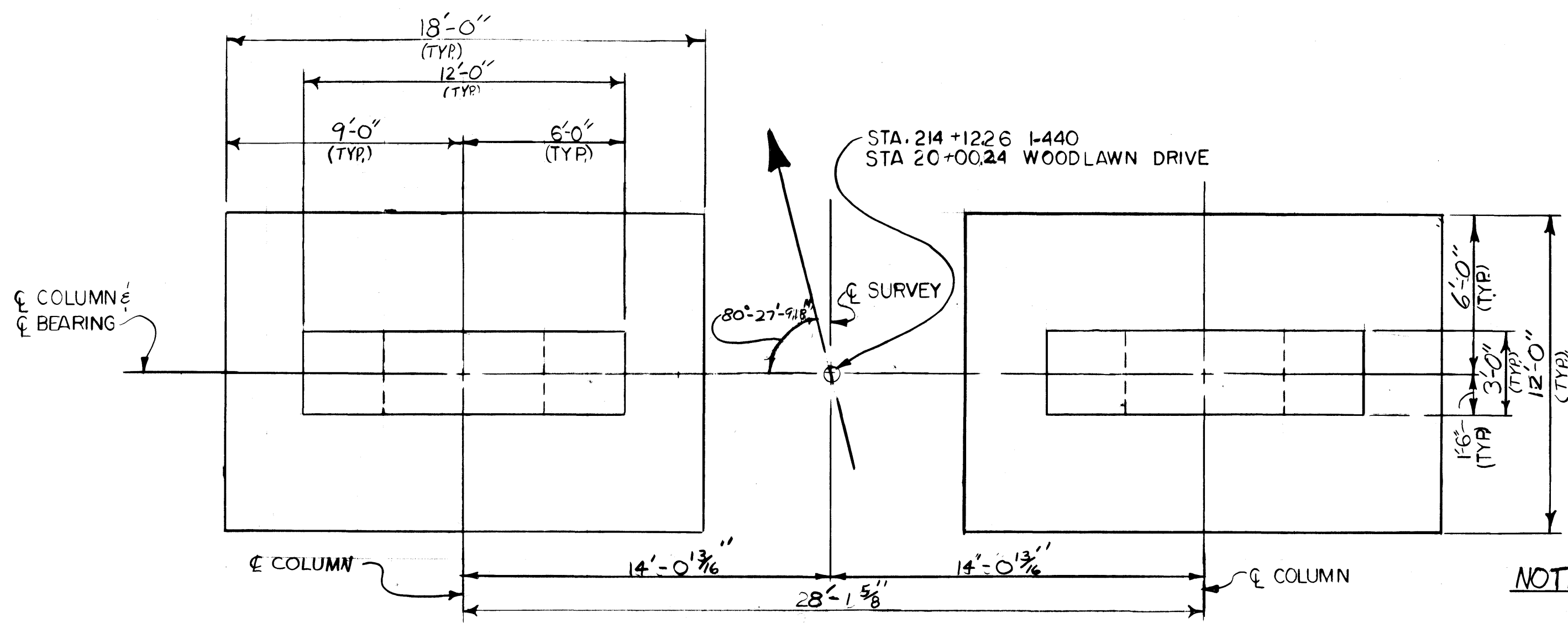
M-94-32B

MICROFILMED

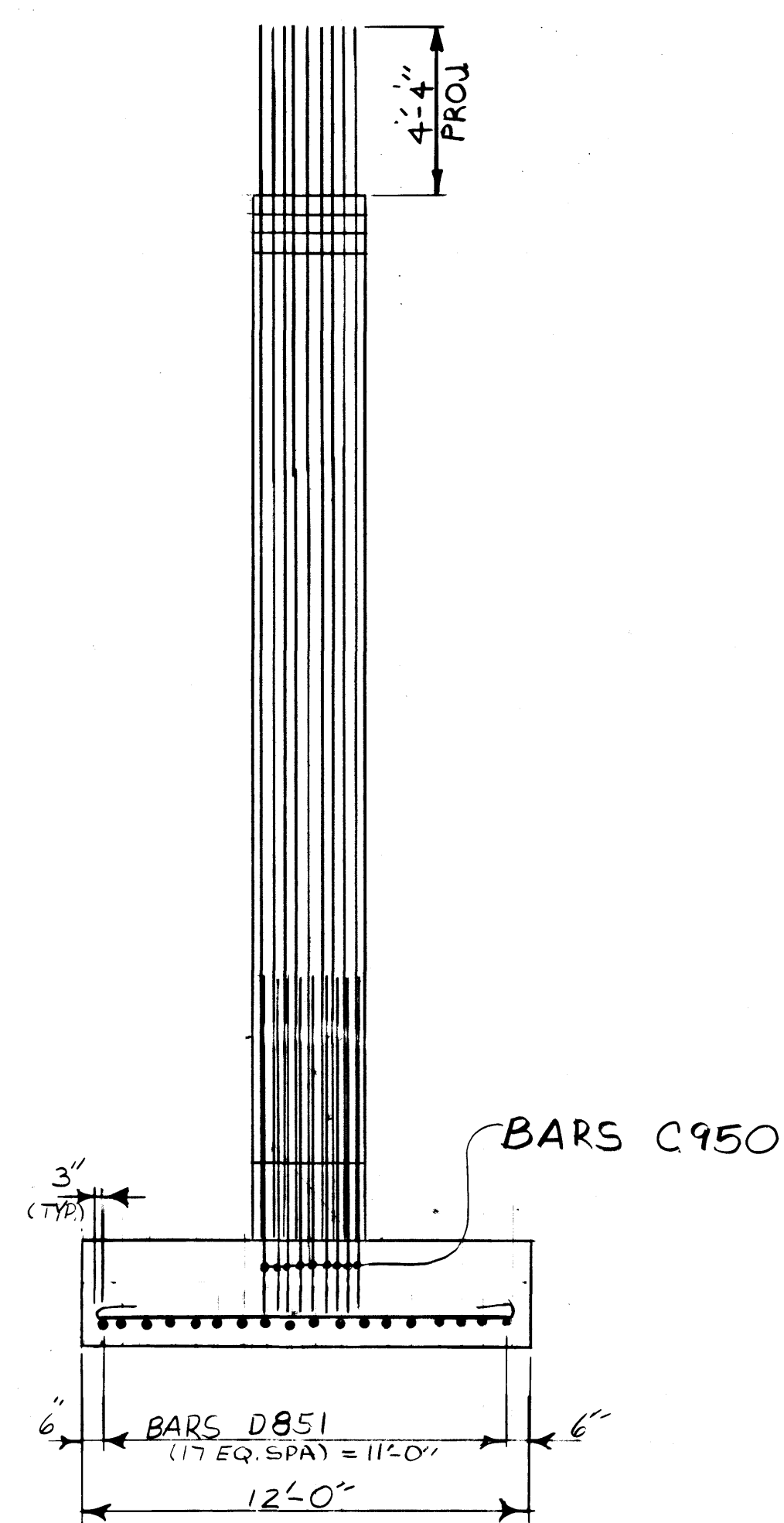
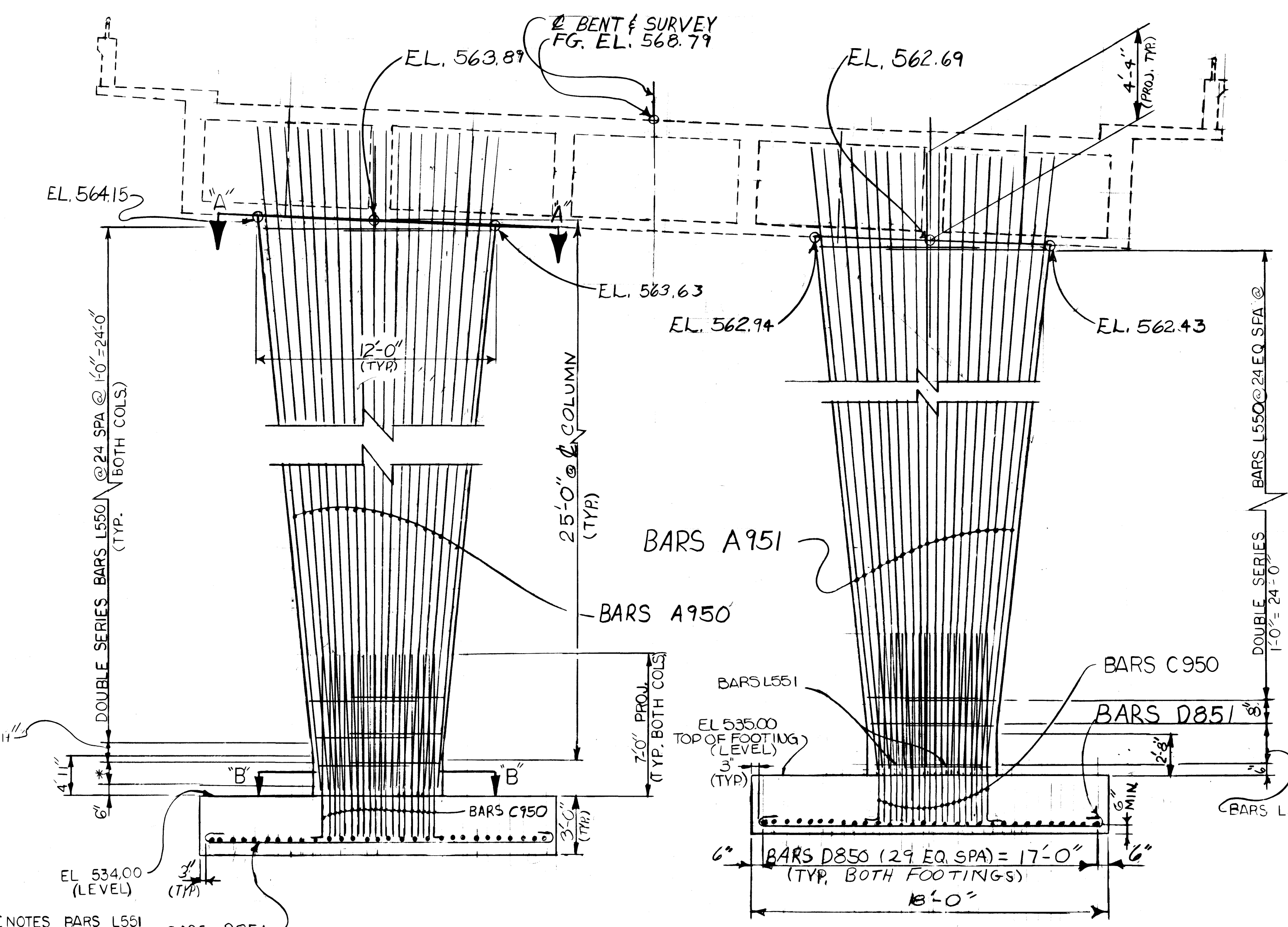
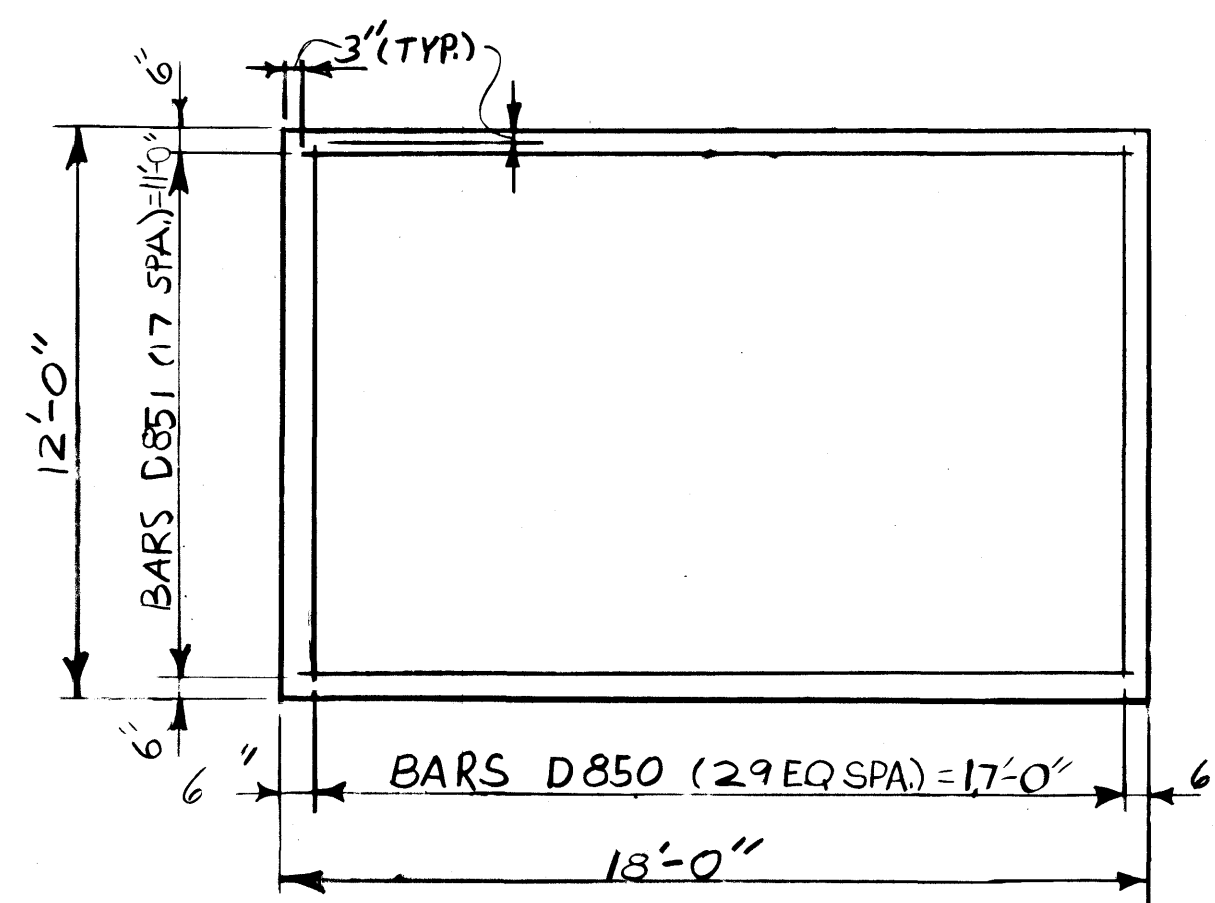


PROJECT NO.	YEAR	SHEET NO.
I440-4(A) 200	1982	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



NOTE: COLUMN STEEL TO EXTEND 4'-4" INTO CAP BEAM.



ESTIMATED QUANTITIES

ITEM	CONCRETE CLASS "A" CY.	REINFORCING STEEL LBS.
BENT NO. 1	103.1	21,725

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS  
BENT NO. 1  
WOODLAWN DRIVE  
OVER INTERSTATE 440  
STATION 214 +12.26  
DAVIDSON COUNTY  
1982

CORRECT *Colleton L. Swearl*  
ENGINEER OF STRUCTURES  
APPROVED *James H. Holloran*  
DIRECTOR OF HIGHWAYS

DESIGNED BY LUISA HAMM DATE 6-24-81  
DRAWN BY KEVIN MARTINDALE DATE 1-82  
SUPERVISED BY MCINTURE & HOLLORAN DATE 3-82  
CHECKED BY LUISA HAMM DATE 4-82

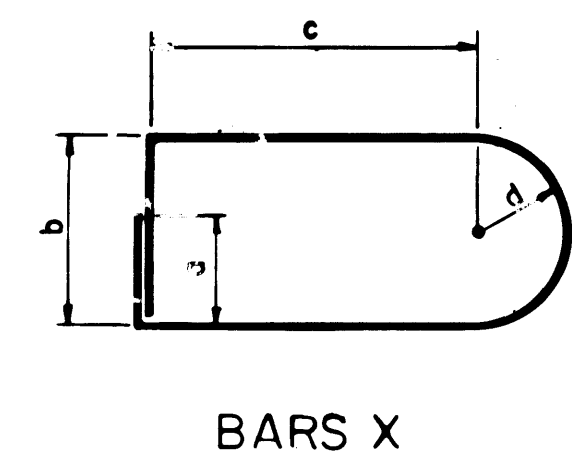
SILL OF STEEL

Const. No. 19014-3110-44

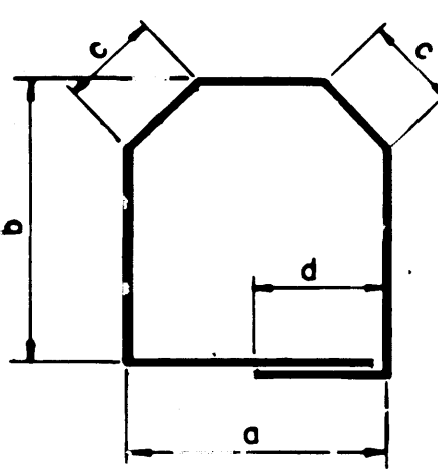
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TE	I-440-4(49)206	1982		

SUPERSTRUCTURE						SUPERSTRUCTURE (CONT.)						ABUTMENT NO. 1 (CONT.)						RETAINING WALL 'A'																		
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH										
				a	b	c	d					a	b	c	d					a	b	c	d													
A400E	ENDWALL@ABUT.1	4	3					44'-3"	A900	BOTTOM SLAB	9	16					23'-1"	SERIES	ABUTMENT WALL	5	1	DIM. 'A' VARIES FROM 19'-8 3/4" TO 18'-2 1/4" IN INCL. OF 1/2" (29 BARS)				555'-3"	A400	WALL	4	38					14'-8"	
A500E	TOP SLAB	5	33					46'-9"	A901	BOTTOM SLAB	9	49					60'-0"	A540								A500	WALL	5	14					18'-2"		
A501E	TOP SLAB	5	33					49'-7"	A902	BOTTOM SLAB	9	32					49'-6"									A502	FOOTING	5	8					14'-8"		
A502E	TOP SLAB	5	273					60'-0"	A903	BOTTOM SLAB	9	30					51'-9"	SERIES	ABUTMENT WALL	5	1	DIM. 'A' VARIES FROM 18'-6 1/2" TO 17'-5" IN INCL. OF 1/2" (28 BARS)				503'-5"	A700	FOOTING	7	15					14'-8"	
A503E	TOP SLAB	5	91					23'-8"	A904	BOTTOM SLAB	9	17					36'-3"	A541							A701	FOOTING	7	29					7'-8"			
A504E	SIDEWALK	5	374					5'-8"	A905	BOTTOM SLAB	9	64					43'-0"																			
A600E	TOP SLAB	6	730					46'-10"	A906	BOTTOM SLAB	9	64					47'-5"	A542	ABUTMENT WALL	5	7					A543	APRON WALL	5	3					18'-4"		
A601E	SIDEWALK	6	42					60'-0"	A1100	SUPPORT DIAPH.	11	6					47'-5"	A544	APRON WALL	5	3					A545	APRON WALL	5	32					20'-4"		
A602E	SIDEWALK	6	14					23'-8"	C500	BOTTOM SLAB	5	33	13'-4"	10"			14'-1"	A546	SERIES	APRON WALL	5	2	DIM. 'A' VARIES FROM 7'-8" TO 3'-5 1/2" IN INCL. OF 5" (11 BARS)				61'-2"	C700	FOOTING	7	29	5'-2"	1'-2"			6'-3"
A604E	ENDWALL@ABUT.2	6	3					45'-7"	C900	BOTTOM SLAB	9	17	58'-6"	1'-7"			60'-0"	A548							A549	ABUT. FOOTING	5	8					55'-8"			
A800E	TOP SLAB	8	34					12'-6"	C901	BOTTOM SLAB	9	16	34'-9"	1'-7"			36'-3"	SERIES	APRON WALL	5	2	DIM. 'A' VARIES FROM 7'-8" TO 3'-4 1/8" IN INCL. OF 4 5/16" (13 BARS)				71'-7"	A100	WALL	4	42					14'-8"	
A1000E	TOP SLAB	10	33					60'-0"	CB600	WEBS	6	25	21'-3"	1'-0"	0"		22'-2"	A548							A549	ABUT. FOOTING	5	8					55'-8"			
A1001E	TOP SLAB	10	30					40'-3"	CB601	WEBS	6	25	6'-3"	1'-0"	3 3/8"		7'-2"	SERIES	APRON WALL	5	2	DIM. 'A' VARIES FROM 7'-8" TO 3'-4 1/8" IN INCL. OF 4 5/16" (13 BARS)				71'-7"	A501	WALL	5	14					20'-2"	
A1002E	TOP SLAB	10	30					27'-3"	CD600	WEBS	6	25	21'-3"	1'-0"	0"		22'-2"	A549	ABUT. FOOTING	5	8					A502	FOOTING	5	8					14'-8"		
A1100E	SUPPORT DIAPH.	11	12					47'-5"	CD601	WEBS	6	25	6'-3"	1'-0"	3 3/8"		7'-2"	A740	ABUT. FOOTING	7	112					A741	ABUT. FOOTING	7	15					55'-8"		
C500E	EXTERIOR WEBS	5	338	5'-3"				6'-2"	H500	BOTTOM SLAB	5	132	45'-9"	10"			47'-4"	A741	ABUT. FOOTING	7	15					A742	APRON WALLS	7	4					7'-8"		
C501E	INTERIOR WEBS	5	1,690	4'-7"				5'-6"	H501	BOTTOM SLAB	5	131	46'-9"	10"			48'-4"	A742	APRON WALLS	7	4															
C1000E	TOP SLAB	10	33	25'-9"	1'-10"			27'-6"	H400	ENDWALL@ABUT.1	4	56	3'-8"	6"			4'-7"																			
C1001E	TOP SLAB	10	30	14'-0"	1'-10"			15'-9"	L400	DIAPH.@ABUT.2	4	59	1'-0"	1'-0"	5'-0"		12'-10"	C740	ABUT. FOOTING	7	113	5'-2"	1'-2"													
C1002E	TOP SLAB	10	30	7'-0"	1'-10"			9'-0"	L500	SUPPORT DIAPH.	5	74	1'-8"	1'-0"	4'-1"		12'-4"																			
C1003E	TOP SLAB	10	33	26'-6"	1'-10"			28'-3"																												
C1004E	TOP SLAB	10	30	14'-3"	1'-10"			16'-0"																												
C1005E	TOP SLAB	10	30	8'-3"	1'-10"			10'-0"																												
F400E	ENDWALLS	4	6	1'-0"	1"	5'-7"	1'-3"	7'-9"																												
F600E	SIDEWALK	6	748	1'-0"	1"	5'-7"	1'-3"	7'-9"																												
A401	ENDWALL@ABUT.1	4	10					55'-7"	A440	ABUT. WALL	4	24					55'-8"																			
A402	RPWY. BKT.	4	1					52'-6"	A441	APRON	4	2	DIM. 'A' VARIES FROM 11'-3" TO 1'-8 1/4" IN INCL. OF 2'-4 1/8" (5 BARS)				32'-4"																			
A500	BOTTOM SLAB	5	33					32'-2"	A442	APRON	4	2	DIM. 'A' VARIES FROM 13'-5" TO 2'-9" IN INCL. OF 2'-8" (5 BARS)				40'-5"																			
A501	SUPPORT DIAPH.	5	6					47'-5"																												
A600	WEBS	6	180					60'-0"																												
A601	ENDWALL@ABUT.2	6	12					58'-7"																												

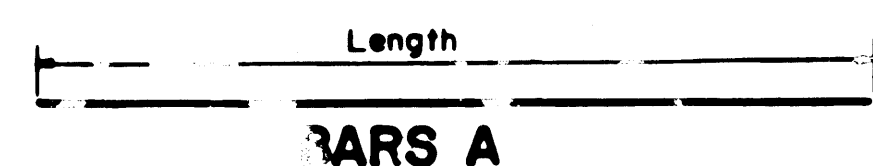
REVISIONS				
NO.	DATE	BY	BRIEF DESCRIPTION	
1	5-24-82	MAH	GENERAL REVISIONS	
2	4-27-83	RAP	ALTERED BARS CB600, CB601, CD600, CD601, CD640, CD641, CD643	
3	11-30-84	MAH	CHANGED WINGWALL @ ABUT #1	
4	3-30-84	ALH	REMOVED WINGWALL STEEL, ALTERED BARS A402, H400	
5	4-12-84	RAP	ADDED RET. WALL STEEL, BARS C1040E, SERIES BARS A1040-ABUT.1	



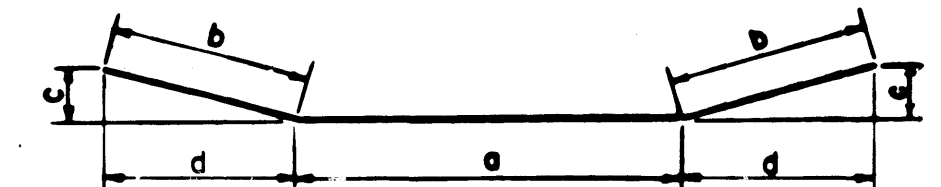
BARS X



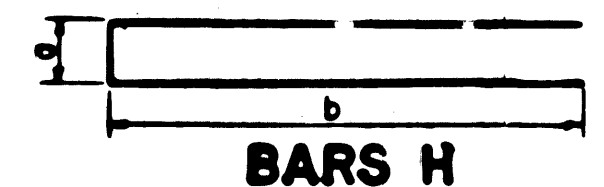
BARS M



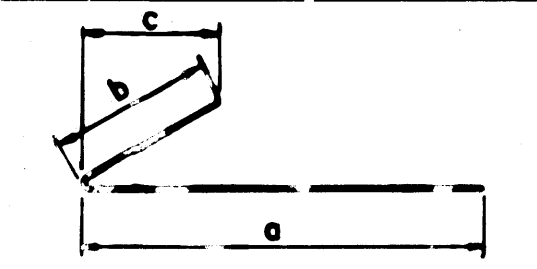
BARS A



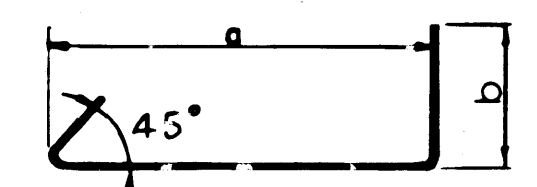
BARS E



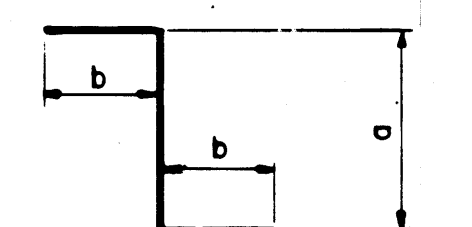
BARS H



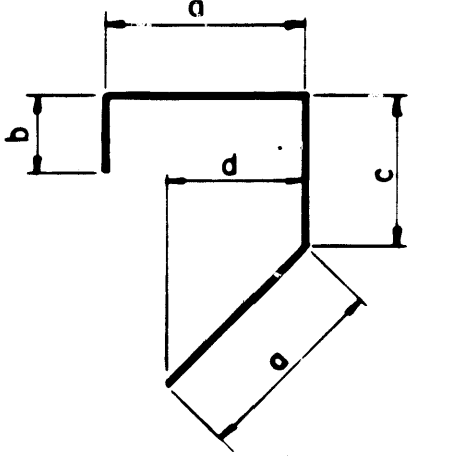
BARS CB



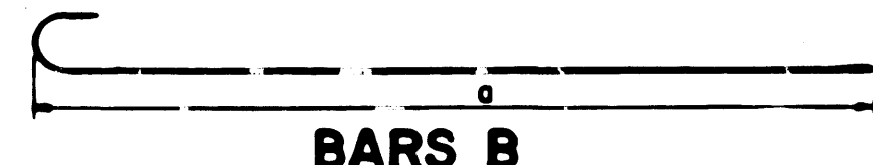
BARS YB



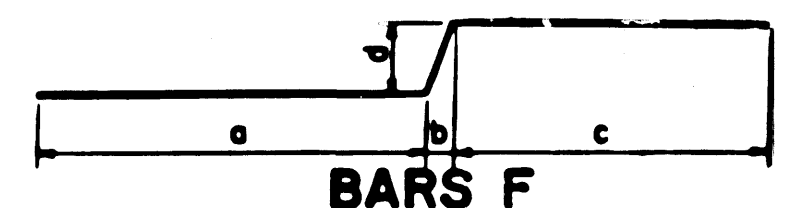
BARS Z



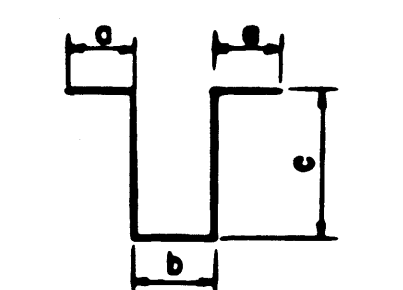
BARS J



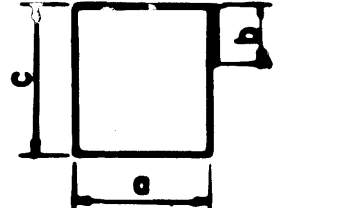
BARS B



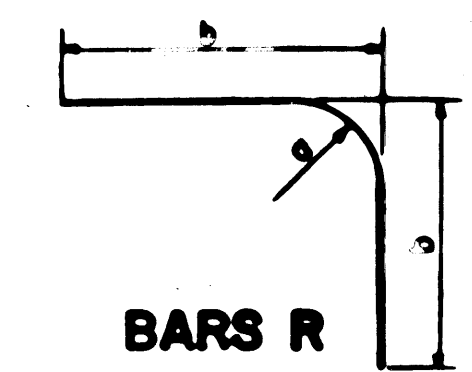
BARS F



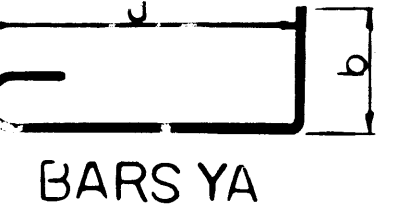
BARS K



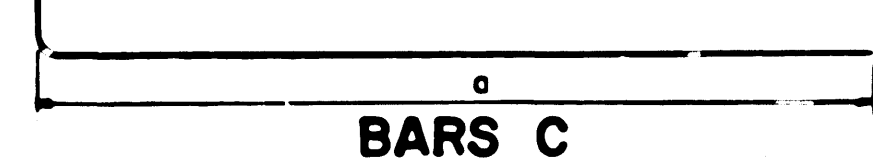
BARS L



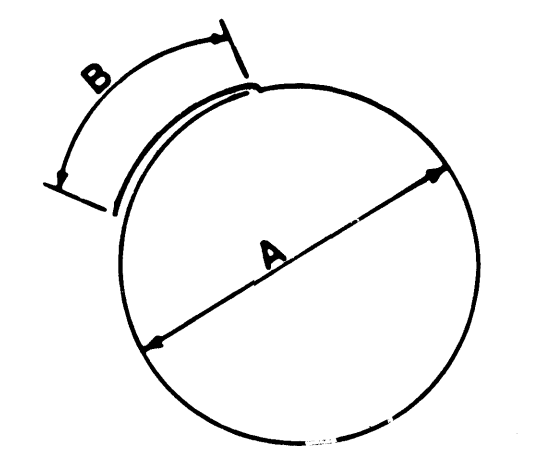
BARS R



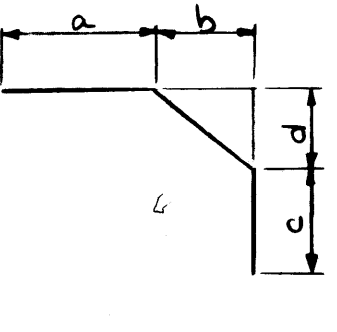
BARS YA



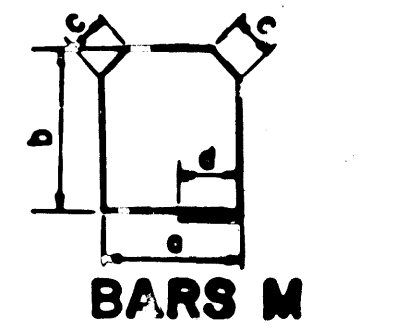
BARS C



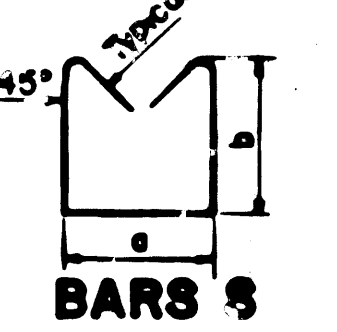
BARS T



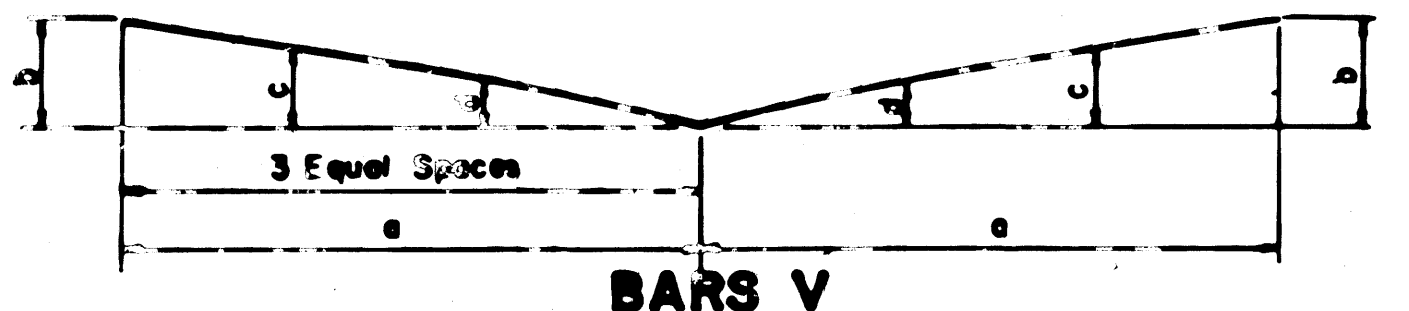
BARS G



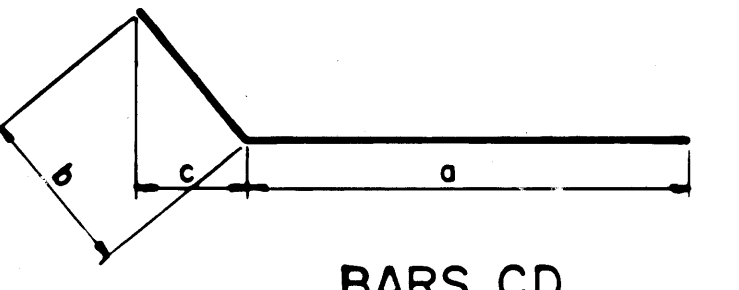
BARS M



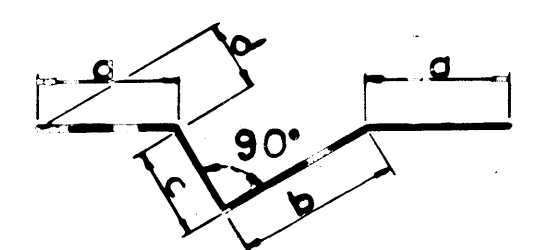
BARS S



BARS V



BARS CD



BARS JX

REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	3	06

NOTE: Dimensions shown in this sheet are outside of bar. Standard C.R.S.I. Hook Details Shall Apply, Except As Noted.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

BILL OF STEEL  
WOODLAWN DRIVE Over INTERSTATE 440  
STATION: 214+12.26  
DAVIDSON COUNTY  
1982

CORRECT: *Robert L. Linnell*  
ENGINEER OF STRUCTURES  
APPROVED: *Francis E. Evans*  
DIRECTOR OF HIGHWAYS

M-94-34

5-0-2

DESIGNED BY: Luisa Hamm DATE: 6-81  
DRAWN BY: Greg L. Lloyd DATE: 3-82  
SUPERVISED BY: Roger L. Nicholas DATE: 3-82  
CHECKED BY: LUISA HAMM DATE: 4-82

MICROFILMED



