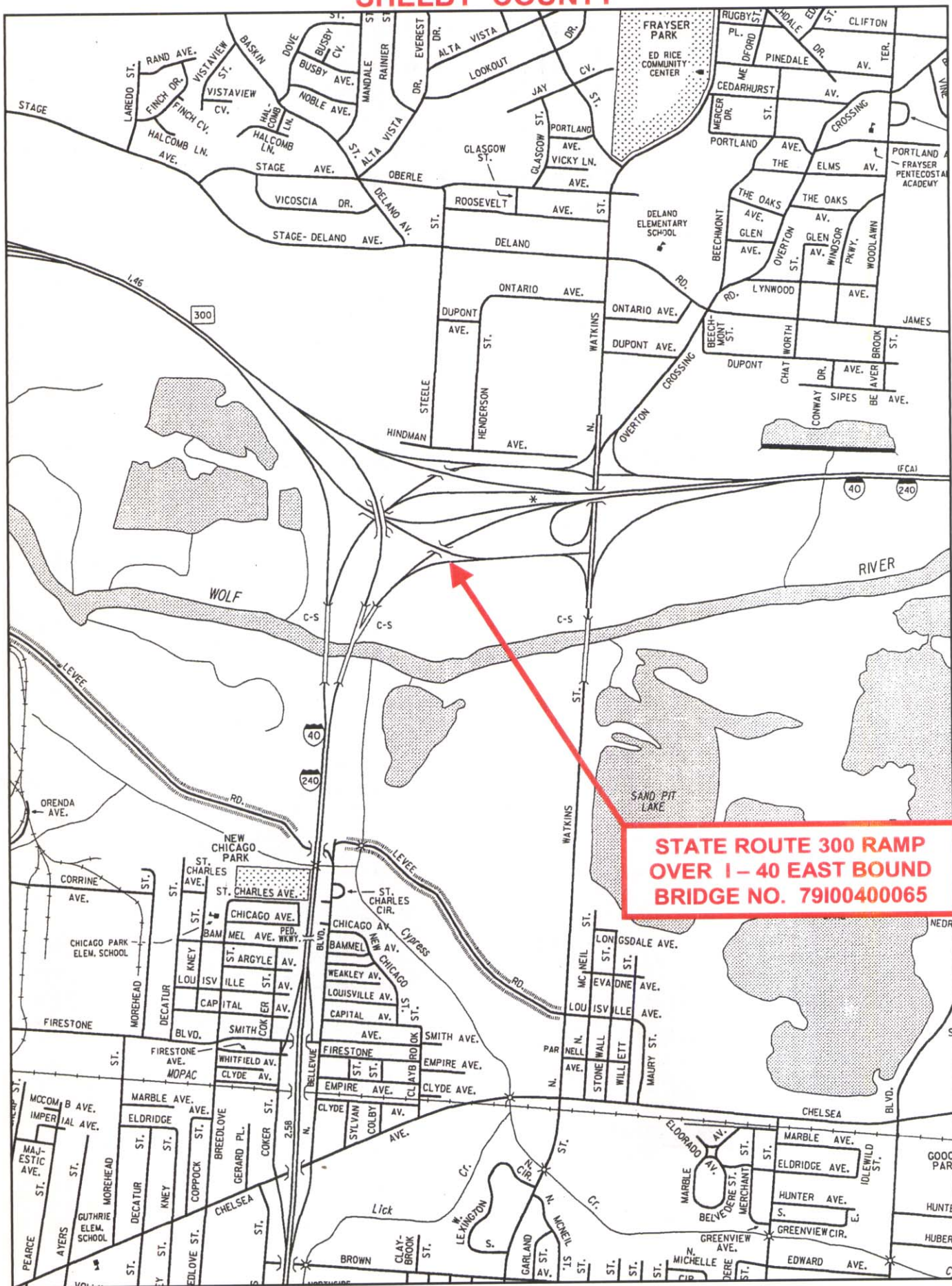


SHELBY COUNTY



Rebecca Hayworth

From: Rebecca Hayworth
Sent: Wednesday, December 21, 2016 10:13 AM
To: Jennifer Blankenship
Subject: RE: Welcome to Shelby County!

Yes, you are right. I went ahead and changed that.

From: Jennifer Blankenship
Sent: Wednesday, December 21, 2016 9:48 AM
To: Rebecca Hayworth
Subject: RE: Welcome to Shelby County!

Another quick question...79I00400061 is already designated in TRIMS as a state highway bridge, but 79I00400065 is designated as interstate? Should that be state highway as well? Or, does it being a ramp bridge change that?

From: Rebecca Hayworth
Sent: Wednesday, December 21, 2016 9:31 AM
To: Jennifer Blankenship
Subject: RE: Welcome to Shelby County!

Hi Jennifer,

Yes, I am the new evaluator for Shelby County. Hooray for me;)

Steven and I took a look at this, and we are fine with you guys changing the CO-Rt-LogMile for the two bridge you mentioned: 79I00400061 and 79I00400065. We also agree that Route 300 is a more appropriate designation than I40.

I also looked into why bridge 79I00400065 isn't showing in route feature, and it's basically because it is designated as a ramp in Route Feature. So, what I have been told, it will not show up on any route feature report.

Hope that helps! Please let me know if you need anything further!

Becky



Rebecca Hayworth, P.E. | Trans Project Specialist
Structures Division / Bridge Inspection Office
James K. Polk Building, Suite 1200
505 Deaderick Street
Nashville, TN 37243-0338
p. 615-253-2448
Rebecca.Hayworth@tn.gov

From: Jennifer Blankenship
Sent: Wednesday, December 21, 2016 8:20 AM
To: Rebecca Hayworth
Cc: Ronnie Moore
Subject: Welcome to Shelby County!

Becky,

I noticed that you are the new evaluator for Shelby County? I have an issue on SR300/I-40. At the intersection of the two, there are several bridges, and we are trying to get our records straight as far as which route to "put" them on. We have all four bridges as I-40 bridges, but actually believe that two of them should be SR300 bridges. The ones that we feel should be SR300 are 79I00400061 and 79I00400065. TRIMS has SR300 on the coding sheet, but I just wanted to make sure before we changed the Co-Rt-LogMile number. Also, the route feature report for SR300 actually shows the overhead bridge 79I00400061 being at log mile 1.21, but does not show the bridge 79I00400065? I am attaching a map showing the 2 bridges...

Let me know if any of this isn't clear...Shelby County tends to make little things complicated!

Thanks!



Jennifer Blankenship
Bridge Inspection, Region 4
300 Benchmark Place
Jackson, TN 38301
(731) 935-0245

Bridge Maintenance Recommendations

Page No. _____

Page 1 of 1

Bridge Location No.: **79 - I0040 - 0530**

Over/Under Pass No. **79 - SR300 - 0150**

Co. Route Log Mile

Bridge Number: **79I00400065**

Crossing: **SR300 RAMP**

Region: **04**

Road Name:

District: **45** Spec. Case: **0**

Road Name #2: **N. SECOND STREET RAMP**

Maint. Resp.: **01** Co. Seq: **01**

Bridge Rating: **FAIR**

Inspection Cycle: **16**

County: **Shelby**

@ ' x '
Barrels Length Width

Inspection Date: **8/11/2003** City:

Comments:

Maintenance Recommendations:

Maintenance Completed: by/date

235	THE TERMINAL(S) FOR THE UNDERPASS APPR. GUARDRAIL IS/ARE SUBSTANDARD

COMPLETION NOTIFICATION: RETURN WITHIN 6 MONTHS OF INSPECTION DATE.

INITIAL AND DATE RECOMMENDATIONS WHEN COMPLETED.

MAINTENANCE ACTIVITIES ARE COMPLETED (DATE) _____ BY _____

MAINTENANCE ACTIVITIES ARE PARTIALLY COMPLETED (DATE) _____ BY _____

MAINTENANCE ACTIVITIES ARE INCOMPLETE, SCHEDULED FOR (DATE) _____

EXPLANATIONS AND COMMENTS:

Bridge Maintenance Recommendations

Page No. _____

Page 1 of 1

Bridge Location No.: 79 - I0040 - 0530

Over/Under Pass No.: 79 - SR300 - 0134

Co. Route Log Mile

Bridge Number: 79I00400065

Crossing: SR300 RAMP

Region: 04

Road Name:

District: 45 Spec. Case: 0

Road Name #2: N. SECOND ST. RAMP

Maint. Resp.: 01 Co. Seq: 01

Bridge Rating: FAIR

@ ' x '

Inspection Cycle: 15 County: Shelby

Barrels Length Width

Inspection Date: 9/11/01 City:

Comments:

Maintenance Completed
by/date

Maintenance Recommendations:

228	APPROACH GUARDRAILS ARE SUBSTANDARD
226	GUARDRAIL TERMINALS AT APPROACH NO. 1 & 2 ARE SUBSTANDARD
001	LEVEL APPROACH NO. _1
009	CLEAN DRAINS AT APPROACH NO. _2

COMPLETION NOTIFICATION: RETURN WITHIN 6 MONTHS OF INSPECTION DATE.

INITIAL AND DATE RECOMMENDATIONS WHEN COMPLETED.

MAINTENANCE ACTIVITIES ARE COMPLETED (DATE) _____ BY _____

MAINTENANCE ACTIVITIES ARE PARTIALLY COMPLETED (DATE) _____ BY _____

MAINTENANCE ACTIVITIES ARE INCOMPLETE, SCHEDULED FOR (DATE) _____

EXPLANATIONS AND COMMENTS:



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 09/12/2001

Bridge Number: 79I004000651
(Includes Item 5A)

Feature Intersected: I40 EB

County: 79

Route: SR300

Special Case: 0

County Sequence: 01

Log Mile: 1.50

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>09/11/2001</u>	
		<u>811112003</u>	N NOT APPLICABLE
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN.	9 EXCELLENT CONDITION
		_____ FT. _____ IN.	8 VERY GOOD CONDITION - NO PROBLEMS NOTED.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN.	7 GOOD CONDITION - SOME MINOR PROBLEMS.
		_____ FT. _____ IN.	6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.
36	TRAFFIC SAFETY FEATURES		
	Br. Rail Trans. Appr. Rail Terminal	SPEED LIMIT	5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.
	<u>1</u> <u>0</u> <u>0</u> <u>0</u>	UNKNOWN	
41	STRC OPEN/CLOSED/POSTED	A	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
	A K P	_____	
58	DECK	6	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	7	

60	SUBSTRUCTURE	7	

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)	6	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)		
	GOOD <u>FAIR</u> POOR CRITICAL		
		<u>811112003</u>	0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.

TEAM LEADER SIGNATURE

REVIEW DATE

Underpass Condition Coding Form

Revised 09/08/2003

Bridge Number: 79I004000652
(Includes Item 5A)

Feature Intersected: SR 300 RAMP / I-40 EBL

County: 79

Route: I0040

Special Case: 0

County Sequence: 1

Log Mile: 5.30

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	UNDERPASS SAFETY FEATURES
90	INSPECTION DATE	<u>09/11/2001</u> <u>8/11/2003</u>	515 (A) TYPE UNDERPASS BARRIER METAL BARRIER OR RAIL
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	<u>16</u> FT. <u>6</u> IN. <u>16</u> FT. <u>6</u> IN.	Revised Barrier Type
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	<u>16</u> FT. <u>8</u> IN. <u>16</u> FT. <u>8</u> IN.	(B) ADEQUACY OF BARRIER OR RAIL 1
47	TOTAL HORIZONTAL UNDERCLEARANCE	<u>96</u> FT. <u>6</u> IN. <u>96</u> FT. <u>6</u> IN.	(C) ADEQUACY OF TRANSITIONS 1
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS) Circle One: <u>H</u> R <u>16</u> FT. <u>8</u> IN.		(D) ADEQUACY OF TERMINALS 1
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE Circle One: <u>H</u> R <u>21</u> FT. <u>6</u> IN.		554 VERTICAL CLEARANCE LISTED ON HEIGHT POSTING <u>99</u> FT. <u>99</u> IN.
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	<u>19</u> FT. <u>0</u> IN.	
521	OVERALL CONDITION	<u>FAIR</u>	HEIGHT POSTED AT BOTH APPROACHES? YES NO <u>X</u> N/A
555	COMMENTS		

TEAM LEADER SIGNATURE

8/11/2003
REVIEW DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 06/15/2000

Bridge Number: 79I004000651
(Includes Item 5A)

Feature Intersected: 140 EB

County: 79
Route: SR300
Special Case: 0
County Sequence: 01
Log Mile: 1.50

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>01/18/2000</u> <u>9/11/2001</u>	N NOT APPLICABLE
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN.	9 EXCELLENT CONDITION
		___ FT. ___ IN.	8 VERY GOOD CONDITION - NO PROBLEMS NOTED.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN.	7 GOOD CONDITION - SOME MINOR PROBLEMS.
		___ FT. ___ IN.	6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.
36	TRAFFIC SAFETY FEATURES		5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.
	Br. Rail Trans. Appr. Rail Appr. Rail Ends		
	1 0 0 0		
41	STRC OPEN/CLOSED/POSTED	A	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
	A K P		
58	DECK	6	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	7	
60	SUBSTRUCTURE	7	
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)	6	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)		
	GOOD FAIR POOR CRITICAL		

TEAM LEADER SIGNATURE

REVIEW DATE

9/11/2001 0
FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

Revised 06/15/2000

Bridge Number: 79I004000652
(Includes Item 5A)
Feature Intersected: SR 300 RAMP / I-40 EBL

County: 79
Route: 10040
Special Case: 0
County Sequence: 01
Log Mile: 5.30

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	UNDERPASS SAFETY FEATURES
90	INSPECTION DATE	<u>01/18/2000</u> <u>9/11/2001</u>	515 (A) TYPE UNDERPASS BARRIER Metal Barrier or Rail
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	<u>16</u> FT. <u>9</u> IN.	Revised Barrier Type
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	<u>16</u> FT. <u>9</u> IN.	(B) ADEQUACY OF BARRIER OR RAIL 1
47	TOTAL HORIZONTAL UNDERCLEARANCE	<u>96</u> FT. <u>6</u> IN.	(C) ADEQUACY OF TRANSITIONS 1
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS) Circle One: <u>(H)</u> R	<u>16</u> FT. <u>9</u> IN.	(D) ADEQUACY OF TERMINALS 1
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE Circle One: <u>(H)</u> R	<u>10</u> FT. <u>0</u> IN.	554 VERTICAL CLEARANCE LISTED ON HEIGHT POSTING 99 FT. 99 IN.
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	<u>10</u> FT. <u>0</u> IN.	FT. IN.
521	OVERALL CONDITION (Circle One) GOOD <u>FAIR</u> POOR CRITICAL		HEIGHT POSTED AT BOTH APPROACHES? YES [] NO <u>X</u> N/A []

555 COMMENTS _____

TEAM LEADER SIGNATURE

9/11/2001
REVIEW DATE

TENNESSEE BRIDGE INSPECTION PROGRAM

SUMMARY OF EVALUATION

REV. 03-05-2003

BRIDGE ID NO: 79I00400065

LOCATION NO: 79 - SR300 - 1.50

(6A) CROSSING: I-40 E.B.

(505) METHOD OF ANALYSIS: LOAD RESISTANCE
FACTOR METHOD - RF

(548) RATING BASED ON: AASHTOWare BrR 4" Asphalt

LOAD RATINGS IN TONS

INVENTORY (503) H 39 (518B) HS 32

OPERATING (504) H 50 (519) HS 41

REQ. POSTING:

(549) EVALUATOR: DCD

(522) EVAL. DATE: 1/11/2019

LAST UPDATED BY: BURT

(29) ADT: 260 (30) ADT YR: 2000

(100) STRAHNET ROUTE: NO

(19) DETOUR LENGTH: 16 KM

(520) VC OVER RDWY: 99.99 METERS

CONDITION RATINGS

(58) DECK RATING: 7

(59) SUPERSTRUCTURE RATING: 7

(60) SUBSTRUCTURE RATING: 7

(61) CHANNEL PROTECTION: N

(62) CULVERT RATING: N

(113A) NBIS SCOUR CODE: N

(113B) TDOT SCOUR CODE:

APPRAISAL RATINGS

(67) STRUCTURAL EVALUATION: 7

(68) DECK GEOMETRY: 9

(69) UNDER CLEARANCE: 6

(70) BRIDGE POSTING: 5

(71) WATERWAY ADEQUACY: N

(72) APPROACH RDWY ALIGNMENT: 8

CODE VALUES

N - NOT APPLICABLE

9 - EXCELLENT CONDITION

8 - VERY GOOD CONDITION

7 - GOOD CONDITION

6 - SATISFACTORY

5 - FAIR CONDITION

4 - POOR CONDITION

3 - SERIOUS CONDITION

2 - CRITICAL CONDITION

1 - FAILURE IS IMMINENT

0 - FAILED CONDITION

OTHER RATING ITEMS

(521) OVERALL CONDITION: G

(513) TEXTURE COAT RATING: F 12

(514) PAINT CONDITION RATING: N

(41) WEIGHT POSTING CODE: A

(36) TRAFFIC SAFETY

FEATURES: 1 1 1 1

(525) REPAIR LIST NO: N

COMMENTS

NO COMMENTS AT THIS TIME.

Bridge Name: 79I00400065
NBI Structure ID: 79I00400065
Bridge ID: 79I00400065

Analyzed By: BrR
Analyze Date: Thursday, May 14, 2020 07:07:46
Analysis Engine: AASHTO LRFR Engine Version 6.8.4.3001
Analysis Preference Setting: None

Report By: brr
Report Date: Thursday, May 14, 2020 08:12:58

Structure Definition Name: MULTI-CELL BOX
Member Name: M1
Member Alternative Name: M1

Load and Resistance Factor Rating Summary

				Girder Summary						
		Rating		Capacity		Location				
Live Load		Factor	Controls	(Ton)	Span	(ft)	Percent	Impact	Lane	
EV2	Legal	1.990	STRENGTH-I Concrete Flexure	57.20	2	63.39	50.0	As Requested	As Requested	
EV3	Legal	1.308	STRENGTH-I Concrete Flexure	56.24	2	63.39	50.0	As Requested	As Requested	
H 15-44	Inventory	2.575	STRENGTH-I Concrete Flexure	38.62	2	63.39	50.0	As Requested	As Requested	
H 15-44	Operating	3.338	STRENGTH-I Concrete Flexure	50.06	2	63.39	50.0	As Requested	As Requested	
HL-93 (US)	Inventory	0.887	STRENGTH-I Concrete Flexure	31.93	2	63.39	50.0	As Requested	As Requested	
HL-93 (US)	Operating	1.150	STRENGTH-I Concrete Flexure	41.39	2	63.39	50.0	As Requested	As Requested	
HS 20-44	Inventory	1.238	STRENGTH-I Concrete Flexure	44.59	2	63.39	50.0	As Requested	As Requested	
HS 20-44	Operating	1.605	STRENGTH-I Concrete Flexure	57.80	2	63.39	50.0	As Requested	As Requested	

Lane- Type Legal Load	Legal	2.385	STRENGTH-I Concrete Flexure	95.38	2	124.82	98.5	As Requested	As Requested
SU4	Legal	2.046	STRENGTH-I Concrete Flexure	55.25	2	63.39	50.0	As Requested	As Requested
SU5	Legal	1.838	STRENGTH-I Concrete Flexure	56.98	2	63.39	50.0	As Requested	As Requested
SU6	Legal	1.648	STRENGTH-I Concrete Flexure	57.25	2	63.39	50.0	As Requested	As Requested
SU7	Legal	1.505	STRENGTH-I Concrete Flexure	58.33	2	63.39	50.0	As Requested	As Requested
Type 3	Legal	2.284	STRENGTH-I Concrete Flexure	57.11	2	63.39	50.0	As Requested	As Requested
Type 3 -3	Legal	1.966	STRENGTH-I Concrete Flexure	78.64	2	63.39	50.0	As Requested	As Requested
Type 3S2	Legal	1.954	STRENGTH-I Concrete Flexure	70.35	2	63.39	50.0	As Requested	As Requested
TDOT AP1	Permit	1.240	STRENGTH- II Concrete Flexure	102.30	2	63.39	50.0	As Requested	As Requested
TDOT AP2	Permit	1.027	STRENGTH- II Concrete Flexure	84.72	2	63.39	50.0	As Requested	As Requested
TDOT GT	Legal	1.535	STRENGTH-I Concrete Flexure	56.78	2	63.39	50.0	As Requested	As Requested
TDOT OP	Permit	1.533	STRENGTH- II Concrete Shear	195.42	2	120.11	94.7	As Requested	As Requested

Note:

"N/A" indicates not applicable

***" indicates not available



Bridge ID:	79100400065		
Evaluator:	AJL	Date:	02-13-2020
Checker:	RLC	Date:	03-18-2020

Live Load	Live Load Type	Rating Method	Inventory Load Rating (Ton)	Operating Load Rating (Ton)	Legal Load Rating (Ton)	Permit Load Rating (Ton)	Inventory Rating Factor	Operating Rating Factor	Legal Rating Factor	Permit Rating Factor	Inventory Location (ft)	Inventory Element Name	Operating Location (ft)	Operating Element Name	Legal Location (ft)	Legal Element Name	Permit Location (ft)	Permit Element Name	Inventory Limit State	Operating Limit State	Legal Limit State	Permit Limit State	Impact	Lane
EV2	Axle Load	LRFR			57.20				1.99						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
EV3	Axle Load	LRFR			56.24				1.31						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
H-15-44	Axle Load	LRFR	38.62	50.06			2.58	3.34			120.42	MULTI-CELLBOX	120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
H-15-44	Lane	LRFR	39.34	51.00			2.62	3.40			120.42	MULTI-CELLBOX	120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
HL-93	Truck + Lane	LRFR	31.93	41.39			0.89	1.15			120.42	MULTI-CELLBOX	120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
HL-93	90% (Truck Pair + Lane)	LRFR	41.73	54.10			1.16	1.50			181.85	MULTI-CELLBOX	181.85	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
HL-93	Tandem + Lane	LRFR	36.71	47.59			1.02	1.32			120.42	MULTI-CELLBOX	120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
HS-20-44	Axle Load	LRFR	44.59	57.80			1.24	1.61			120.42	MULTI-CELLBOX	120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
HS-20-44	Lane	LRFR	70.82	91.80			1.97	2.55			120.42	MULTI-CELLBOX	120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure	STRENGTH-I Concrete Flexure			As Requested	As Requested
Lane-Type Legal Load	Truck + Lane	LRFR			3960.00				99.00						5.27	WEB1					STRENGTH-I Concrete Shear		As Requested	As Requested
Lane-Type Legal Load	Truck Pair + Lane	LRFR			95.38				2.39						181.85	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
SU4	Axle Load	LRFR			55.25				2.05						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
SU5	Axle Load	LRFR			56.98				1.84						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
SU6	Axle Load	LRFR			57.25				1.65						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
SU7	Axle Load	LRFR			58.33				1.51						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
Type 3	Axle Load	LRFR			57.11				2.28						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
Type 3-3	Axle Load	LRFR			78.64				1.97						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
Type 3S2	Axle Load	LRFR			70.35				1.95						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
TDOT AP1	Axle Load	LRFR				102.30				1.24							120.42	MULTI-CELLBOX				STRENGTH-II Concrete Flexure	As Requested	As Requested
TDOT AP2	Axle Load	LRFR				84.72				1.03							120.42	MULTI-CELLBOX				STRENGTH-II Concrete Flexure	As Requested	As Requested
TDOT GT	Axle Load	LRFR			56.78				1.54						120.42	MULTI-CELLBOX					STRENGTH-I Concrete Flexure		As Requested	As Requested
TDOT OP	Axle Load	LRFR				195.42				1.53							177.14	WEB1				STRENGTH-II Concrete Shear	As Requested	As Requested

AASHTO LRFR Engine Version 6.8.4.3001

Lane-Type Legal Load = For Continuous Bridges or Bridges w/ Spans > 200 ft

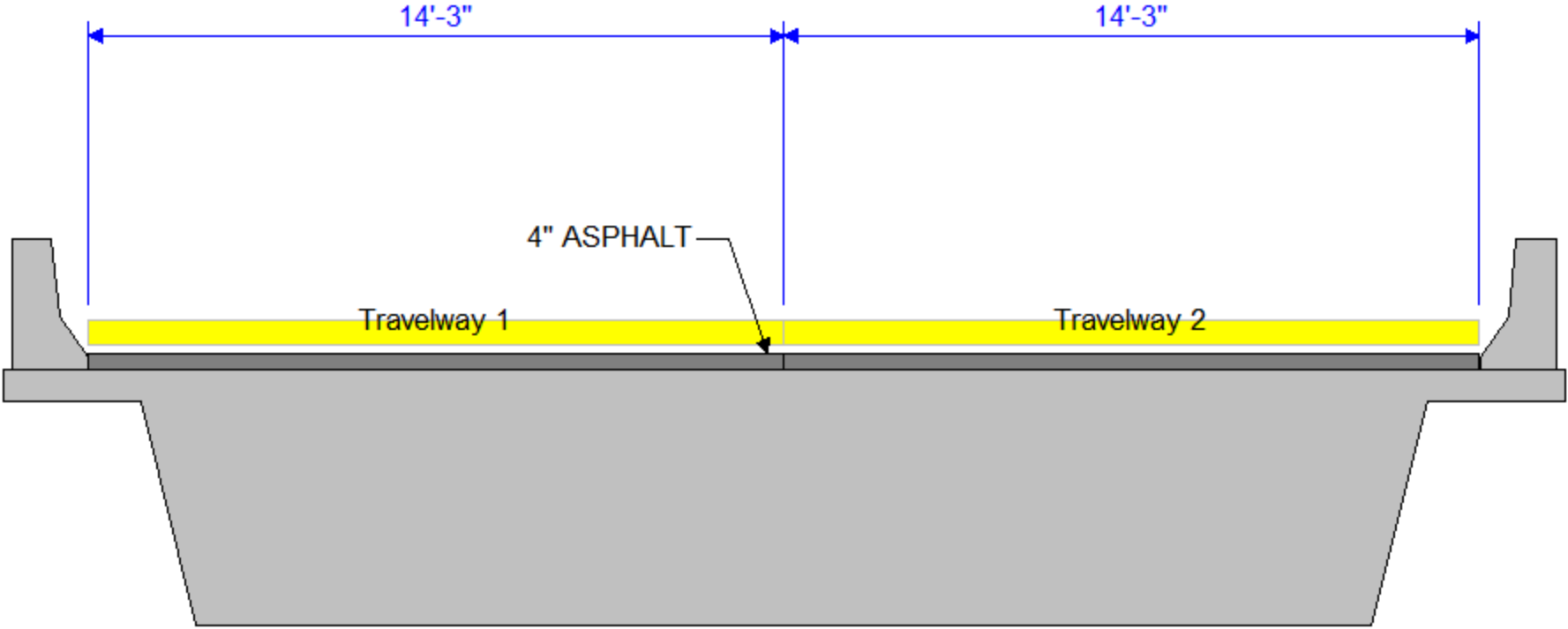
AP1 = Annual Permit 1

AP2 = Annual Permit 2

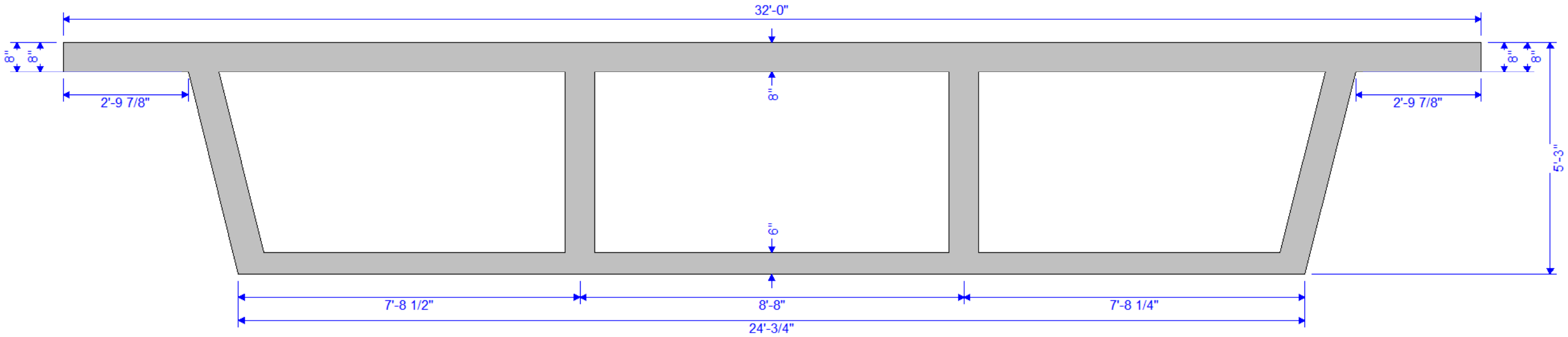
GT = Gravel Truck

OP = Overweight Permit

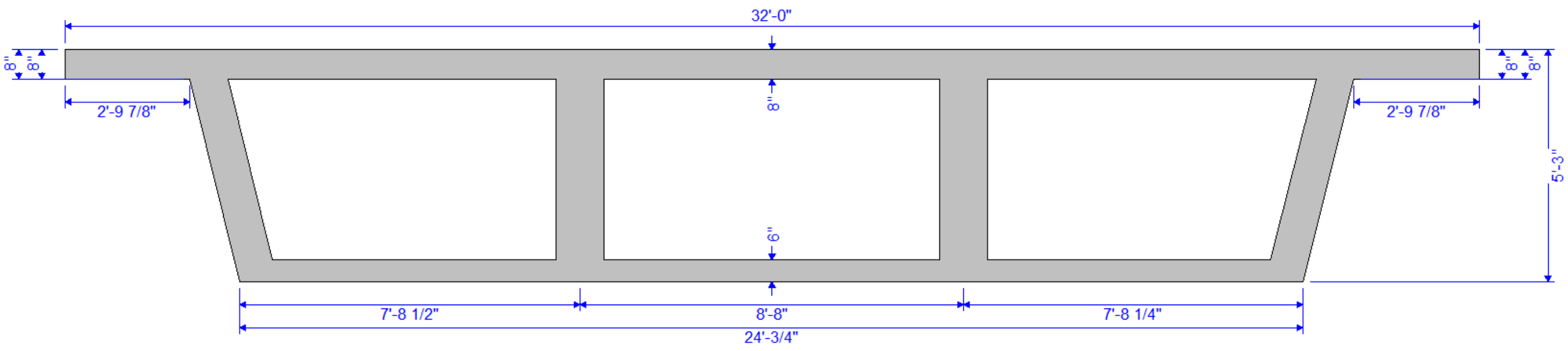
79I00400065
79I00400065 - MULTI-CELL BOX
RAMP E / I-240 EB
04/23/20



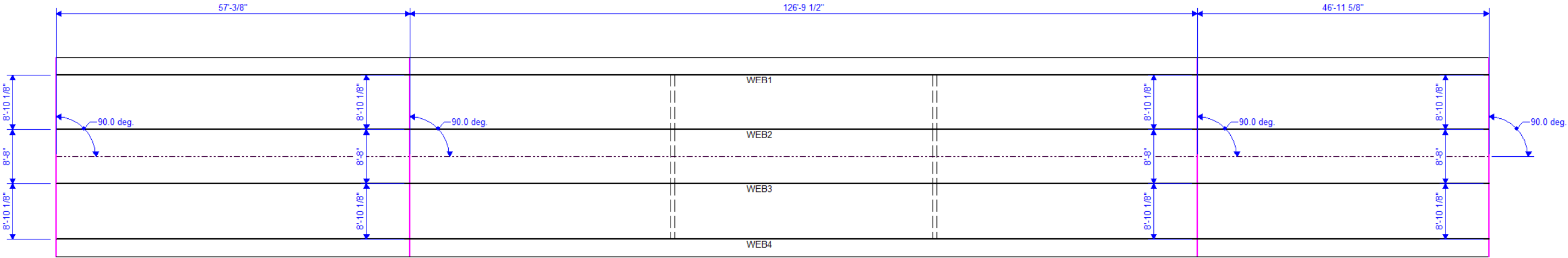
79I00400065
79I00400065 - MULTI-CELL BOX
MID-SPAN
04/23/20



79100400065
79100400065 - MULTI-CELL BOX
PIER
04/23/20



79I00400065
79I00400065 - MULTI-CELL BOX
RAMP E / I-240 EB
04/23/20



Bridge Loc. No: 79 - I0040 - 05.30 Date: 08-11-03



LOOKING AHEAD ON ROUTE



BRIDGE NO. ON APPROACH #1, RIGHT RAIL

Bridge Loc. No: 79 - I0040 - 05.30

Date: 08-11-03



ABUTMENT #2



ELEVATION LEFT SIDE

Bridge Loc. No: 79 - I0040 - 05.30 Date: 08-11-03



COLUMN BENT #2



SPAN #2, BOTTOM OF DECK

Bridge Loc. No: 79 - I0040 - 05.30 Date: 08-11-03



LOOKING BACK ON ROUTE



VIEW ACROSS TOP OF DECK

Bridge Loc. No: 79 - I0040 - 05.30 Date: 08-11-03



ABUTMENT #1



ELEVATION RIGHT SIDE

BRIDGE INSPECTION REPORT

AUG 11 2003

Form BIR 3.0
(Rev. 9-22-98)
DT-0069

Field Report No. 16 Date 8-11-03
Previous Report No. 15 Date 9-11-01
Plans: YES () NO ()

Bridge No. 79I00400065 Bridge Location No. 79 - I0040 - 0530 79 - SR300 - 0150
Eleven Digit No. Co. Route Log Mile OVER/UNDER PASS

Road Name over SR300 RAMP Crossing CITY
Year Constructed County Shelby Maintenance District 45
Year Widened Year Rehabilitated

FEATURES

Wearing Surface Concrete () Timber () Asphalt ☒ Depth 3 (in.)
Flared Width Yes () No ☒ Median Width Open () None ☒ Closed ()
Navigational Control Yes () No ☒ Bridge Skew 90 ° LT () RT ()
Structure Type (Main Span) CONC. BOX BEAM
Structure Type (Appr.Spans)
No. Main Spans 3 No. Approach Spans
Maximum Span Length 128.0 (**. ft.)
Total Length 230.0 (**. ft.)

Structure Name (If Named)

INSPECTORS

1. GREER
2. LOVE
3. ADAMS
4. BYRD
5. REEVES
6.
7.
8.

WIDTHS (*. ft.)

Deck Out-to-Out 32.0
Roadway Curb/Curb 30.0
Roadway Rail/Rail
Sidewalk Rt. Lt.
*Approach Roadway 14
*(Does Not Include Shoulders)
Approach Shoulder Rt. 6'
Lt. 4'

CLEARANCES

Min. Vertical Clearance over Deck (ft.-in.)
Min. Vertical Under Clearance 16' 8" (ft.-in.)
Min. Lateral Under Clearance Rt. 21.5' (*. ft.)
Min. Lateral Under Clearance Lt. 19' (*. ft.)

FRACTURE CRITICAL:
(If Yes, Include BIR 3.9)

NBIS Bridge Length (<25 ft.) (ft.-in.)

UNDERWATER INSPECTION

To Be Performed By: Date

DOT FIELD TEAM () CONTRACT DIVERS () NONE REQUIRED ☒

Change in Structural Condition: Yes () No ☒ Major Repairs Made: Yes ☒ No ()

COMMENTS

NEW TEXTURE COATING
NEW A.C. JOINTS ON TOP DECK

N035 ° 11 ' 24.2 "

W090 ° 00 ' 51.4 "

G.P.S. Location

BRIDGE RATING: () ☒ () ()
GOOD FAIR POOR CRITICAL

Supervising Bridge Inspector: Greer

Form BIR 3.1
(Rev. 9-22-98)
DT-0080

Bridge Location No. 79 - I0040 - 5.30 -
Co. Route Log Mile

Date _____

PERFORMANCE EVALUATION

Time of Day Inspected 10:00

Weather Conditions SUNNY 85°

Vehicles Observed ALL TYPES

LIVE LOAD BEHAVIOR

Substructure	YES	NO	Comments
Horiz./ Vert. Defl.	()	(X)	
Vibration	()	(X)	
Superstructure			
Horiz./ Vert. Defl.	()	(X)	
Vibration	()	(X)	

APPROACH

	Rating	Comments
Alignment	(G) F P C	
Slab	G F P C	
Joints	(G) F P C	
Pavement	(G) F P C	
Embankment	(G) F P C	
Drains	(G) F P C	

TRAFFIC SAFETY FEATURES

	Rating	STANDARD/ SUB-STANDARD	Comments
Bridgerailing	(G) F P C	(X) ()	
Transitions	(G) F P C	(X) ()	
Guardrail	(G) F P C	(X) ()	
Guardrail Terminal	(G) F P C	(X) ()	

SIGNING

	YES	NO	NEEDED	Weight Limit Posted
Paddleboards	()	(X)	()	YES () NO (X)
Vertical Clearance (<14'-6")	()	(X)	()	Gross..... Tons
NARROW ()	()	(X)	()	2 Axle..... Tons
ONE LANE BRIDGE ()	()	(X)	()	3 or more Axles.. Tons

Other Signs or Plaques: _____

Comments Regarding any
Problems with Signing: _____

Form BIR 3.2
(Rev. 9-22-98)
DT-0081

AUG 11 2006

Bridge Location No. 79 - 10040 - 5.30 -
Co. Route Log Mile

Date _____

DECK

Wearing Surface

Deck - Structural
Condition

Curbs

Median

Sidewalks

Parapet

Railing

Paint

Drains

Lighting Standards

Utilities

Joint Leakage

Expansion Joints

SUPERSTRUCTURE

Bearing Devices

Beams

BOX BEAMS

Girders

PCCS

BOLTS (PCCS)

Floor Beams

Stringers

Diaphragms

Bracing

Trusses - General

Portals

Bracing

Paint

Alignment of Members

TEXTURE COAT

Condition Rating

Overall Appearance

Staining Rating

Comments

RECOMMENDATIONS:

Rating

Comments

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

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G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

G F P C

Fading

Needs Spot Painting

Needs Repainting

G F P C

YES () NO (X)

YES () NO (X)

Scaling Rating G F P C

CLEAN SEAL JOINTS ()

CLEAN DRAINS ()

Bridge Location No. 79 - 10040 - 5.30 -
Co. Route Log Mile

Date _____

SUBSTRUCTURE

ABUTMENTS

	Rating	Comments	PILE(S) TO BE REPLACED	ABUTMENT
Caps	<u>G</u> F P C			
Breastwall	G F P C			
Wings	<u>G</u> F P C			
Backwall	G F P C			
Plumb	<u>G</u> F P C			
Footing	G F P C			
Piles	G F P C			
Embankment	<u>G</u> F P C			
Bearing	G F P C	<i>none</i>		
Slope Paving	<u>G</u> F P C			
Rip Rap	G F P C			
Earthquake Devices	G F P C			

PIERS

	Rating	Comments	PILE(S)	PIER
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	G F P C			
Web	G F P C			
Earthquake Devices	G F P C			

BENTS

	Rating	Comments	PILE(S)	BENT
Caps	G F P C			
Columns	<u>G</u> F P C			
Plumb	G F P C			
Footings	G F P C			
Piles	G F P C			
Bearing	G F P C	<i>none</i>		
Bracing	G F P C			
Earthquake Devices	G F P C	<i>none</i>		

Piles Need Replacement: NO (☒) YES ()

CUT VEGETATION NO (☒) YES ()

CLEAR DRIFT NO (☒) YES ()

RECOMMENDATIONS: _____

INSPECTION REPORT FOR UNDERPASS ROUTE

Page No. _____

Form BIR 3.0A

(Rev. 9-22-98)

DT-1443

Field Report No. 16

Date _____

Previous Report No. 15Date 9-11-01Bridge No. 79I00400065

Eleven Digit No.

Underpass Location No. 79 - I0040 - 0530

SR300 RAMP

Railroad/Walkway

or

over/
under

Co. Route Log Mile

Co. Route Log Mile

79 - SR300 - 0150

Co. Route Log Mile

County Shelby

Structure Name (If Named) _____

Year Constructed _____

Year Widened _____

Year Rehabilitated _____

GEOMETRIC FEATURES UNDER BRIDGE (*. * ft. unless otherwise noted)

Divided Highway LEFT RDWY () RIGHT RDWY () N.A. (X)

Type of Wearing Surface CONCRETE (X) ASPHALT () GRAVEL ()

Width of Approach Traveled Roadway 36 ft. (Does Not Include Shoulders)Width of Median if Divided Highway N/A ft.Approach Shoulder Width 10 ft. Right10 ft. Left
6 in.*Horizontal Clearance Under Bridge 96 ft.*Distance Between Pier Protection
Guardrail and Substructure 21.5 ft. Right19 ft. Left*Width of Sidewalk Under Bridge N/A ft. RightN/A ft. Left*Minimum Vertical Clearance: 16 ft. 8 in.

*Show on Sketch

MINIMUM ON SHOULDER IS 16'6"

TRAFFIC SAFETY FEATURES FOR UNDERPASS ROUTE

		STANDARD	SUB-STANDARD	NON EXIST
Pier Protection Railing or Parapet	(G) F P C	()	(X)	()
Approach Guardrail Transitions	G F P C	()	()	(X)
Approach Guardrail	(G) F P C	()	(X)	()
Approach Guardrail Terminal	(G) F P C	()	(X)	()

SIGNING FOR UNDERPASS ROUTE

Paddleboards YES () NO (X) NEEDED ()

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

Narrow Passage YES () NO (X) NEEDED ()

One Lane Passage YES () NO (X) NEEDED ()

Other Underpass Signs Needed

NONE**INSPECTORS**

- BYRD
- REEVES
- _____
- _____
- _____
- _____

Form BIR 3.0A (Continued)
(Rev. 9-22-98)
DT-1443

79 - I0040 - 0530
Co. Route Log Mile

AUG 17 2003

Page No. _____

Date _____

Underpass Location No. 79 - SR300 - 0150
Co. Route Log Mile

Other Signs or Plaques: NONE

Comments Regarding any
Problems with Signing: NONE

BRIDGE FEATURES (*. * ft.)

Bridge Skew 90 °

Structure Type (Main Span) CONC. BOX BEAM No. Main Spans 3

Structure Type (Appr. Spans) _____ No. Appr. Spans _____

Maximum Span Length 128.0 (ft.) Total Length 230.0 (ft.)

Width of Bridge Out-to-Out 32.0 (ft.) Right Angle to Centerline of Bridge

Width of Bridge Along Skew _____ (ft.) (If Unable to Measure at Right
Angle to Centerline of Bridge)

Number of Lanes/Tracks on Bridge 1

BRIDGE CONDITION: G (F) P C

Does Potential Exist for Elements from Bridge Falling on Roadway Beneath YES () NO (X)

Does Potential Exist Because of Deteriorated Condition or Failure of Major Member YES () NO (X)

Comment on any Conditions of Bridge that would Effect Roadway Beneath:

NONE

Note: If Underpass Route is Divided Highway, Use Two of These Forms, One for Each Roadway.

MINIMUM PICTURES REQUIRED

1. Elevation View of Bridge on Both Sides Showing Underpass
2. View Showing Both Approaches to Bridge
3. View Showing Safety Features
4. View Showing Any Problems

Inspection Team's Summary

Bridge Location No. 79 -I0040 -05.30 -

Inspection Date 08-11-03

Bridge Rating FAIR

This three span solid concrete box beam bridge with concrete substructure is in fair condition. Standard bridgerails, guardrails, & terminals are in place. Min. vertical under clearance is 16'8".

Carolyn Adams

INSPECTOR

CROSS SECTION: YES () NO (X) PONTIS: YES () NO (X)

AUG 1 2003

2003

79I00400065 79 I0040 0530 SKEW: 90
BRIDGE NO.: CO. ROUTE L.M. L/R

Direction of Route

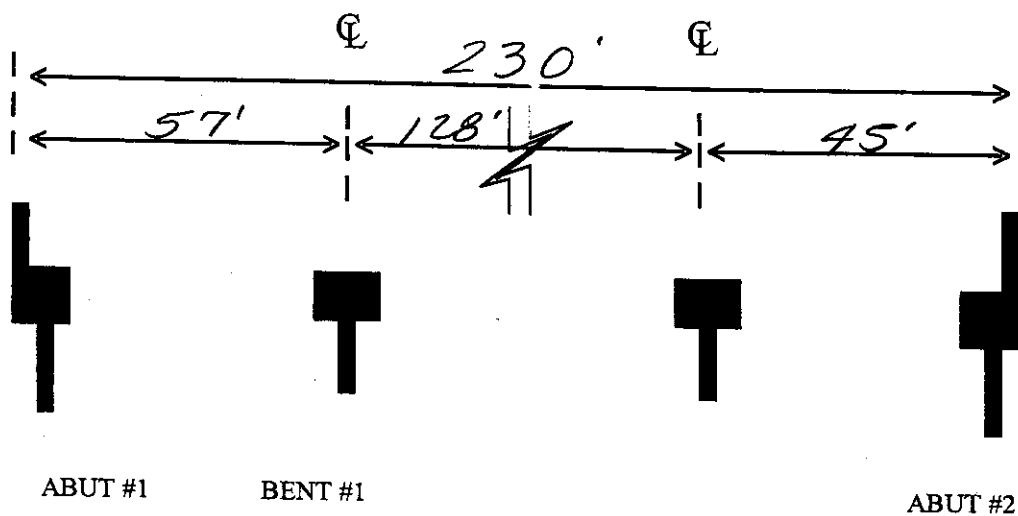


F = FIXED

E = EXPANSION

S = SIMPLE

C = CONTINUOUS

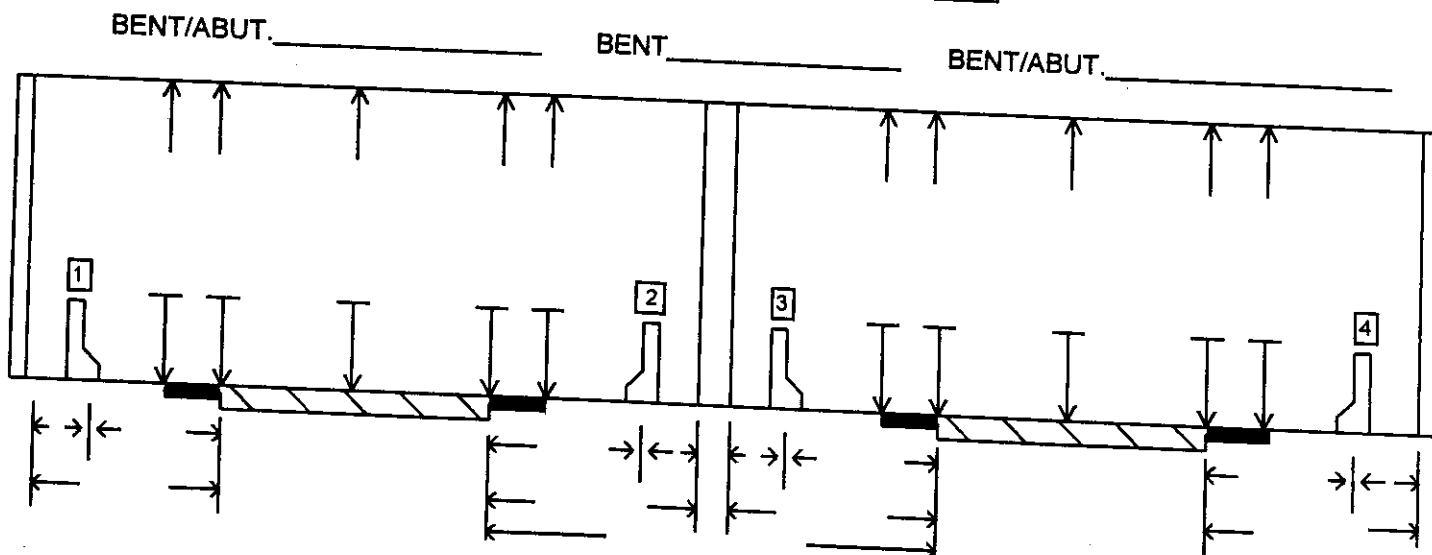


SIDE OF BRIDGE

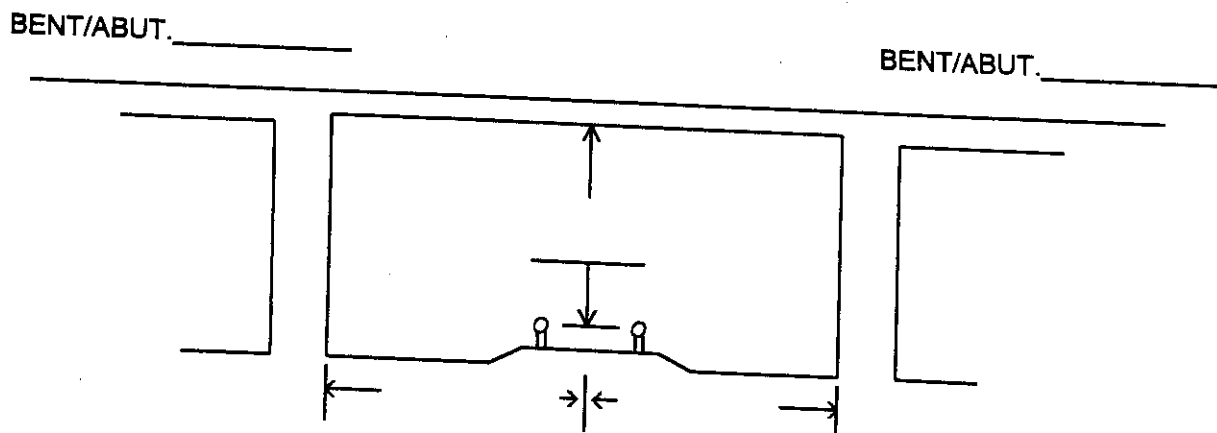
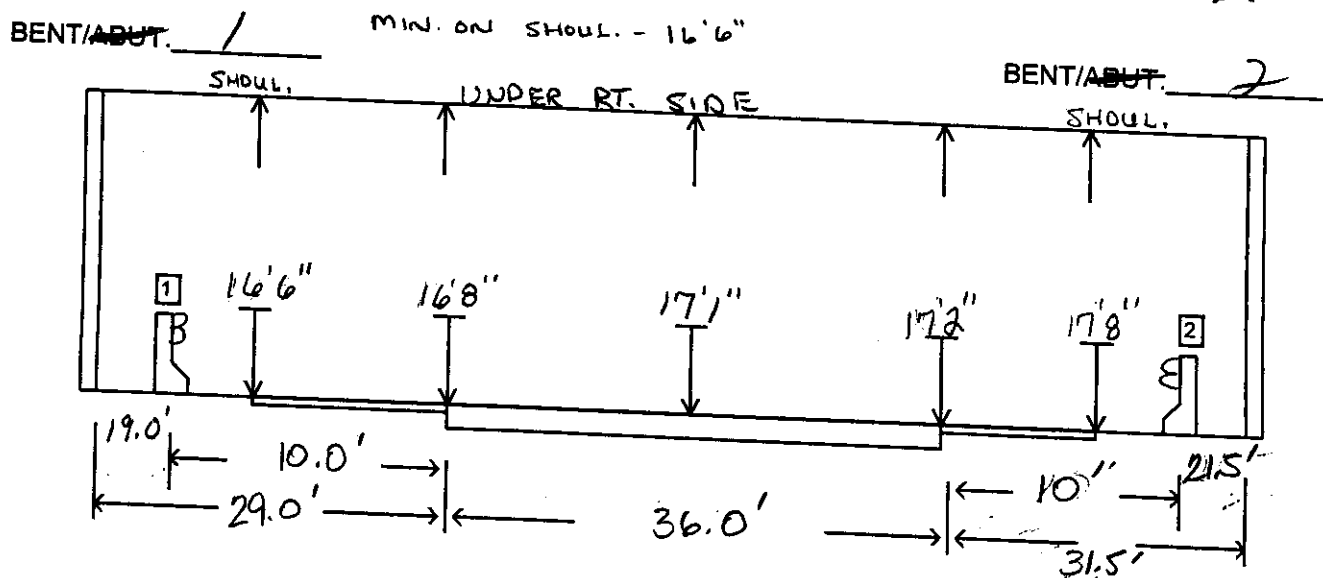
BRIDGE LOC. NO. 79 I0040 0530
CO. ROUTE L. M. L/R

DATE: 2003

LATERAL AND VERTICAL CLEARANCES

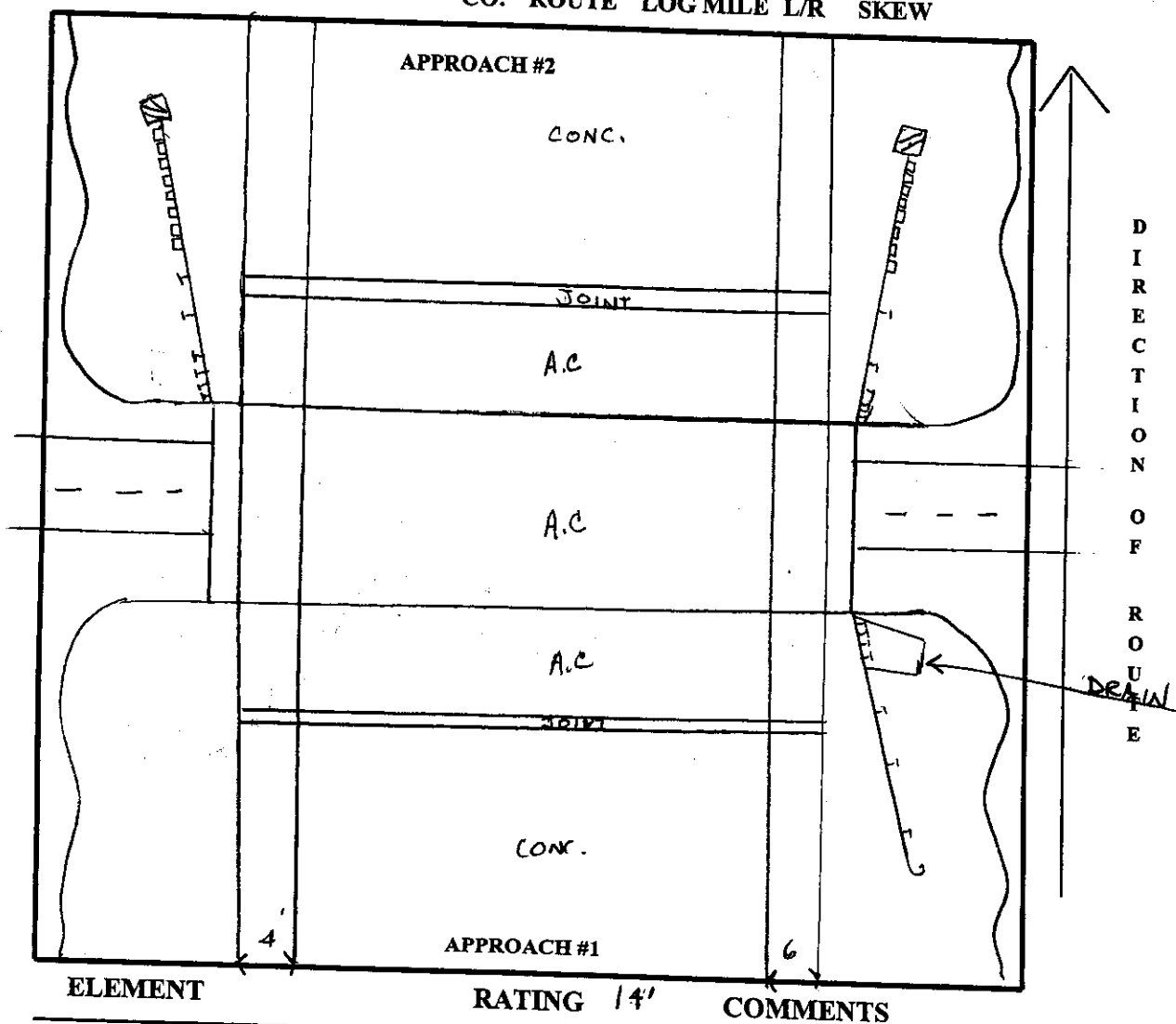


- | | | | | | | |
|-----------------------|---------|-------------------------------------|---------------|--------------------------|------|-------------------------------------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE | <input checked="" type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input type="checkbox"/> |
| 2. RAIL/BARRIER TYPE: | W-SHAPE | <input checked="" type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input type="checkbox"/> |
| 3. RAIL/BARRIER TYPE: | W-SHAPE | <input type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input checked="" type="checkbox"/> |
| 4. RAIL/BARRIER TYPE: | W-SHAPE | <input type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input checked="" type="checkbox"/> |



C.A.

BRIDGE NO.: 79I00400065 79 I0040 0530 - 90 DATE: _____
 CO. ROUTE LOG MILE L/R SKEW



ELEMENT	RATING	14'	COMMENTS
ALIGNMENT	(G) F P C		
APPROACH PAVEMENT	(G) F P C		
APPROACH SLAB	G F P C		N/V
APPROACH GUARDRAIL	(G) F P C		
EMBANKMENT	(G) F P C		
DRAINS	(G) F P C		
APPROACH JOINT	(G) F P C		
SIGNS	G F P C		N/A

BR. NO. 79 I40 5.30SPAN NO. 1↑
DIR. OF ROUTE

ACI

ELEMENT	RATING	COMMENT
TOP DECK	G F P C	
PARAFET	G F P C	FINE CRACKS
DRAINS	G F P C	NONE
EXP. JOINTS	G F P C	NIL
	G F P C	
	G F P C	

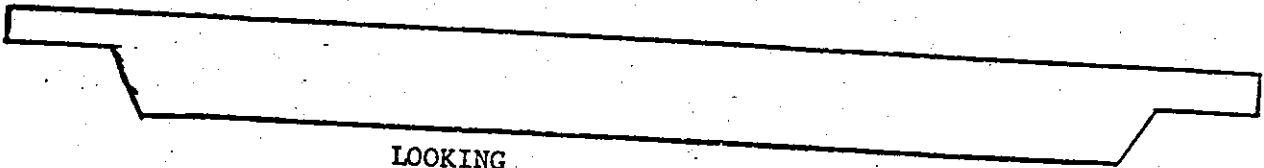
BRIDGE NO. 79-F-40 ³⁰ ~~5~~

SK. 90

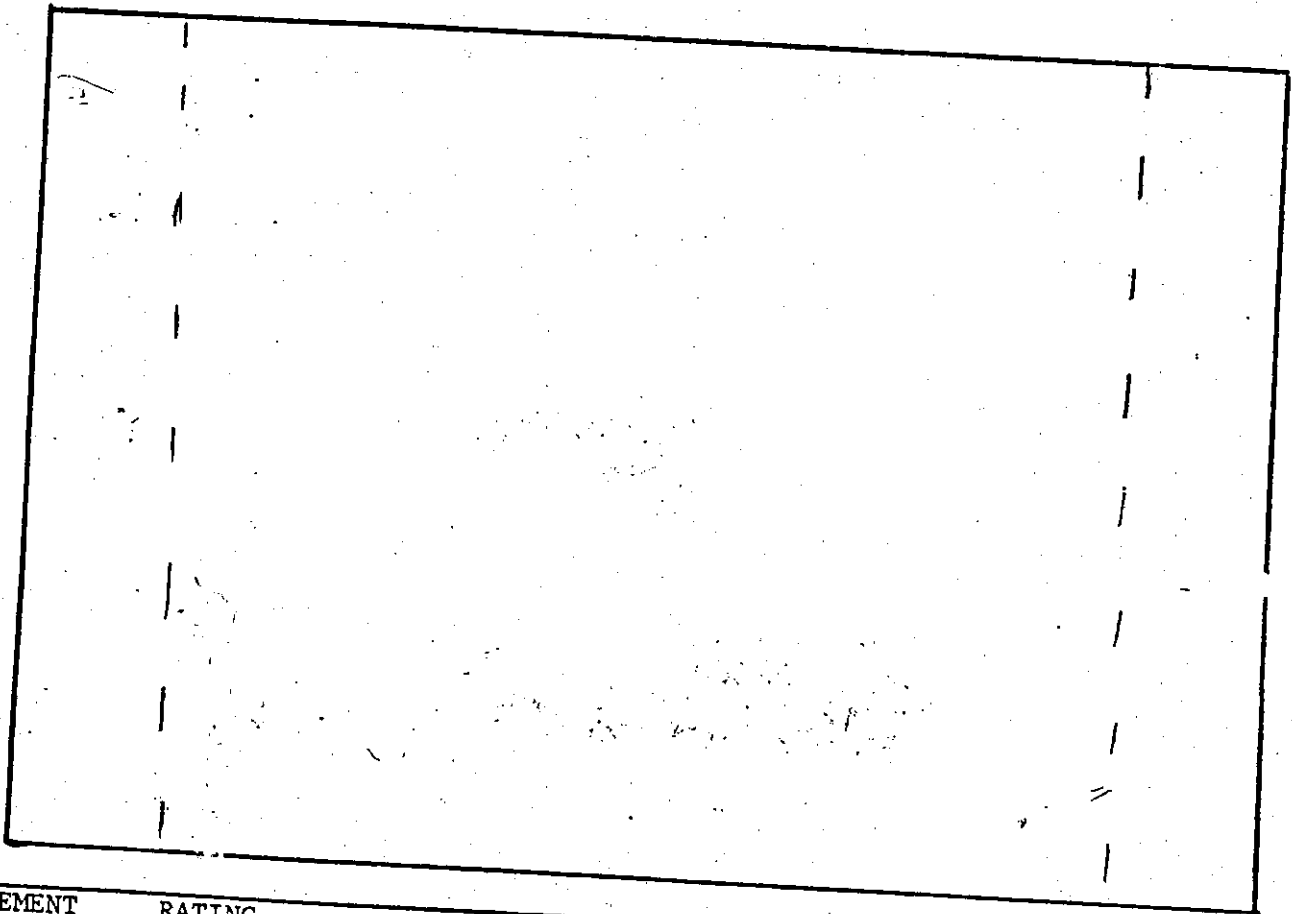
SPAN NO. 1

AUG

DB



LOOKING _____



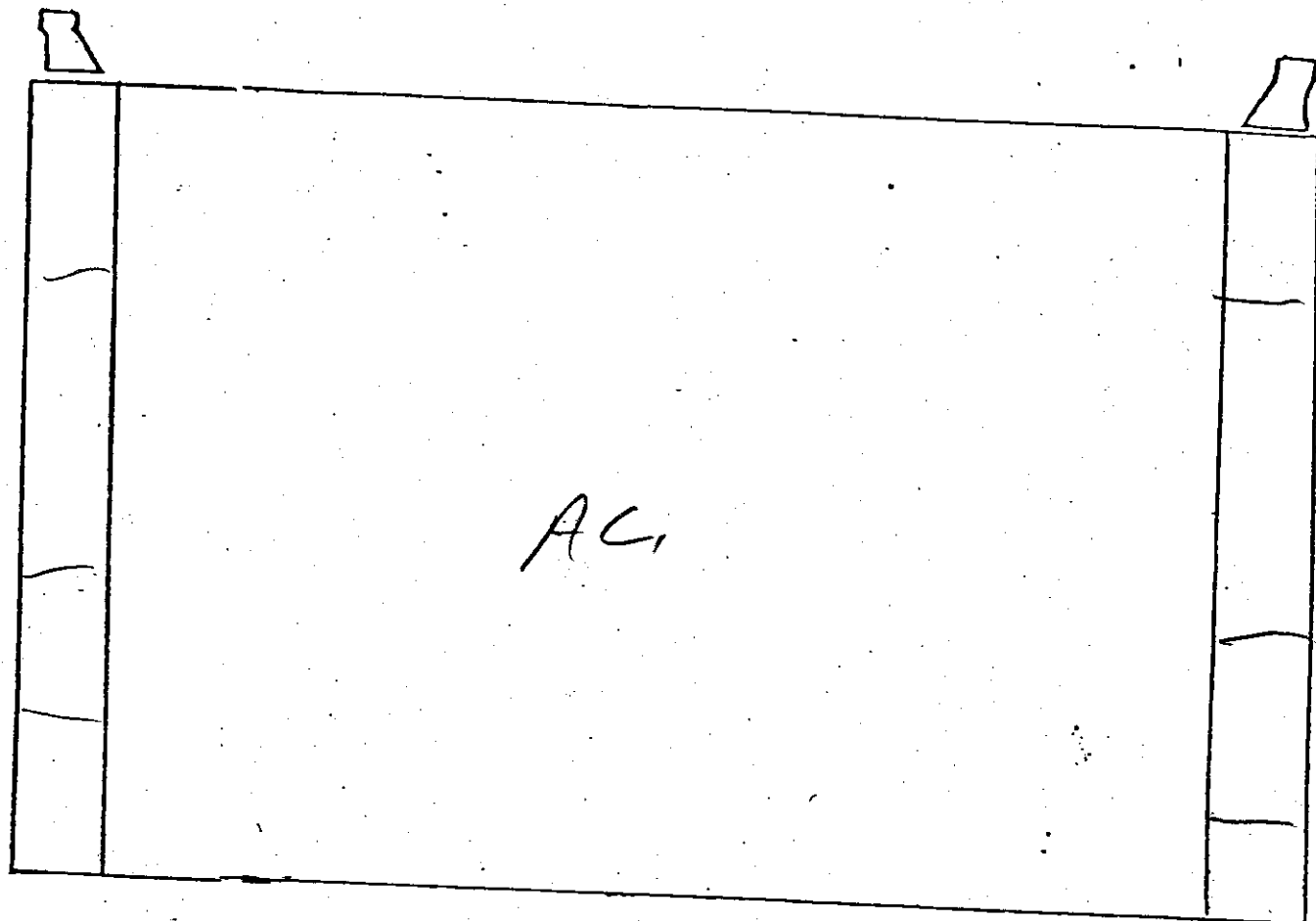
↑
DIR. OF ROUTE

ELEMENT

RATING

COMMENT

BOTTOM DECK G F P C

BR. NO. 79 I40 5.30SPAN NO. 2

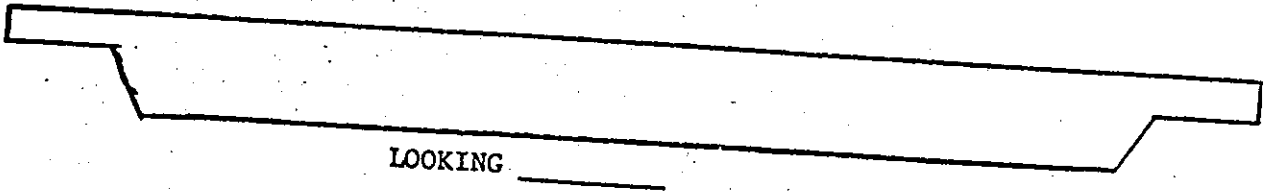
ELEMENT	RATING	COMMENT
TOP DECK	G F P C	
PARAPET	G F P C	FINE CRACKS
DRAINS	G F P C	NONE
EXP. JOINTS	G F P C	N/A
	G F P C	
	G F P C	

BRIDGE NO. 79-F-40-5.30

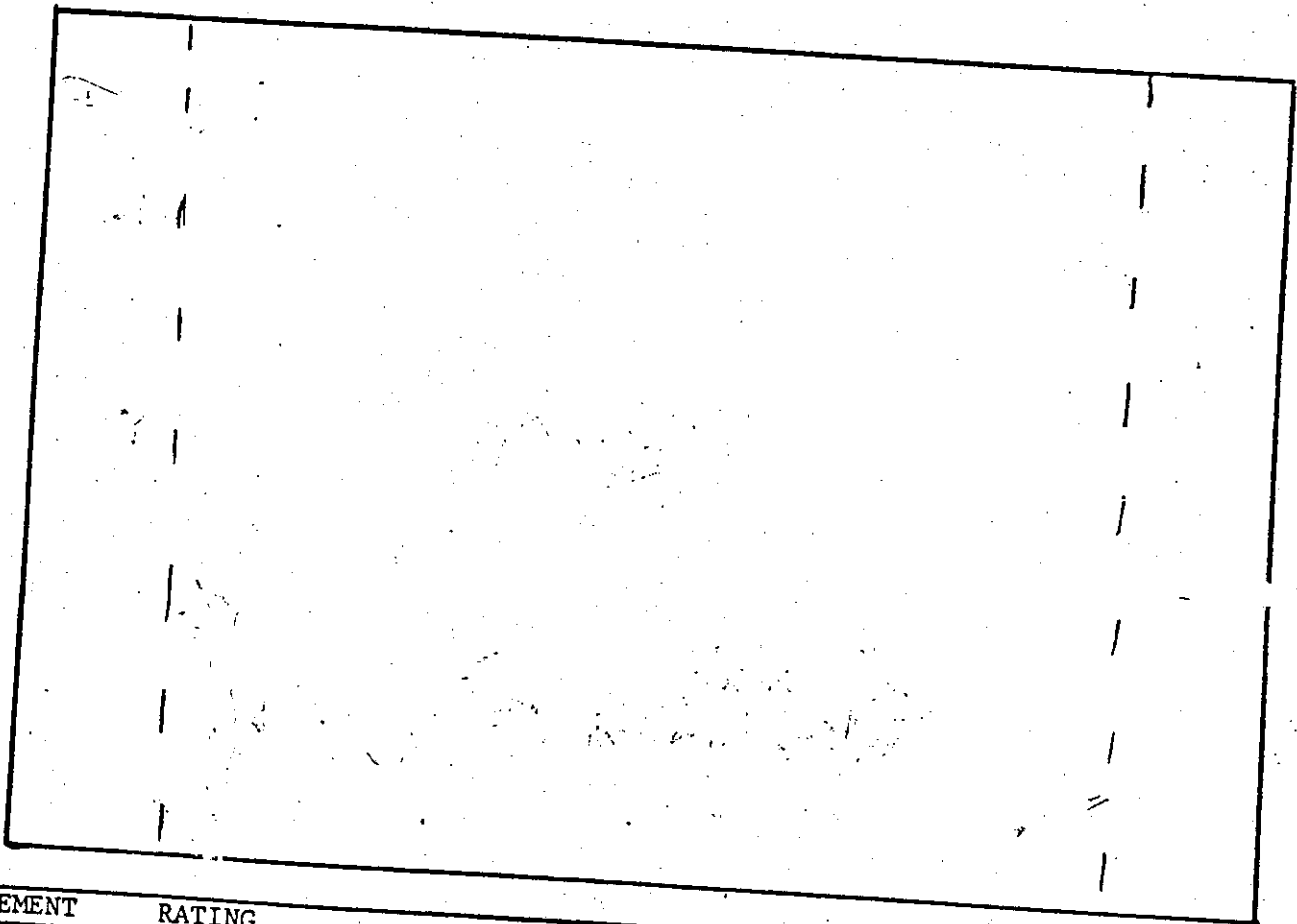
SK. 90

SPAN NO. 2

DB



LOOKING _____



↑
DIR. OF ROUTE

ELEMENT

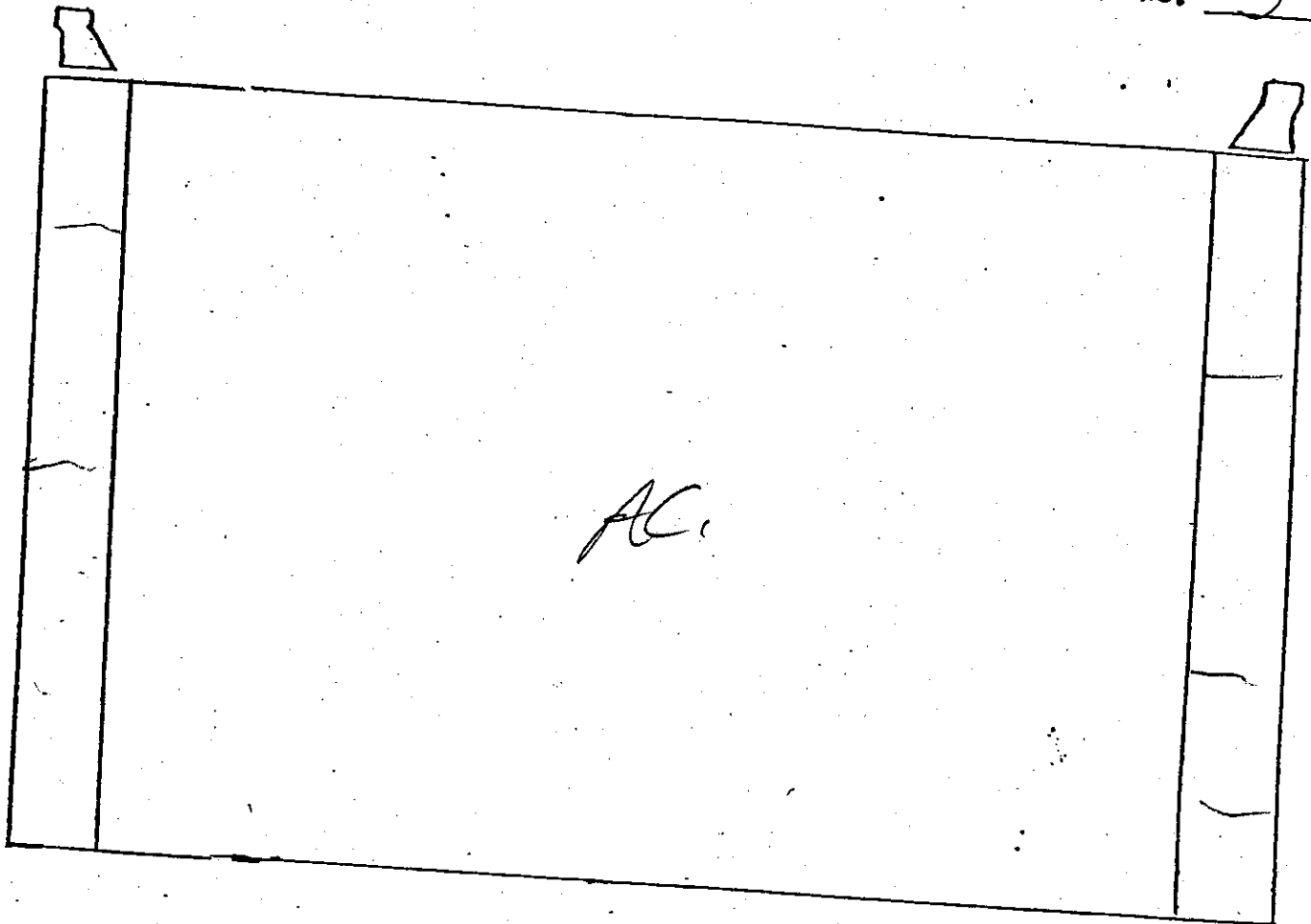
RATING

COMMENT

BOTTOM DECK G F P C

BR. NO. 79 I40 530

SPAN NO. 3



ELEMENT	RATING	COMMENT
TOP DECK	G F P C	
PARAPET	G P C	FINE CRACKS
DRAINS	G F P C	NONE
EXP. JOINTS	G F P C	NP
	G F P C	
	G F P C	

BRIDGE NO. 79-F-40-5.30

SK. 90

SPAN NO. 3

DB

LOOKING _____

↑
DIR. OF ROUTE

ELEMENT

RATING

COMMENT

BOTTOM DECK C F P C

AUG 11 1964

BRIDGE NO. 79 I-40 S. 30

ABUT. NO. 1

LOOKING Back

8

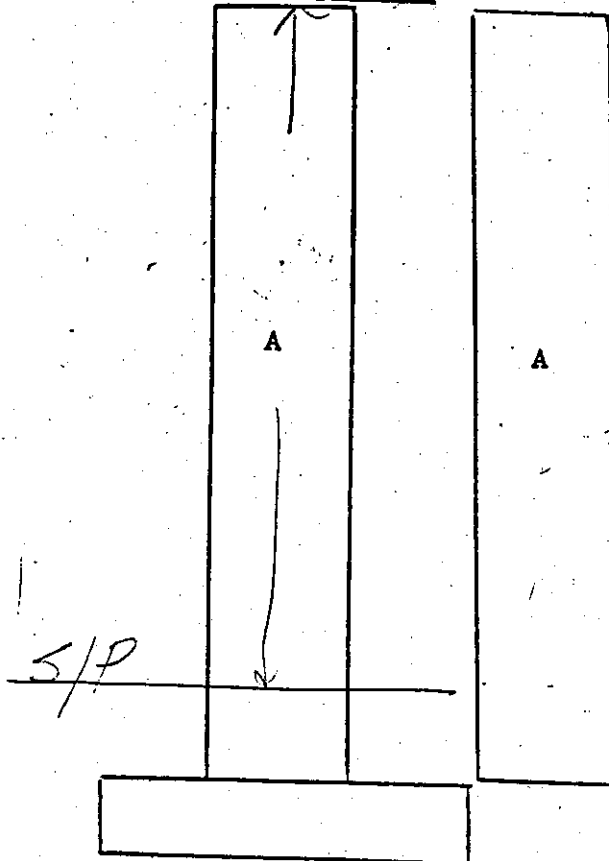
SLOPE PAV.

ELEMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	N/A
CAP	G F P C	
WINGS	G F P C	
EMB.	G F P C	
VEG.	G F P C	LIGHT GROWTH RT. SIDE
RIP-RAP	G F P C	N/A
SLOPE PAV.	G F P C	
BACKWALL	G F P C	

BRIDGE NO. 79-740 ³⁰ 5.00

BENT NO. 1

FRONT Review VIEW



ELEMENT

RATING

COMMENT

COLUMN

G F P C

BEARING

G F P C

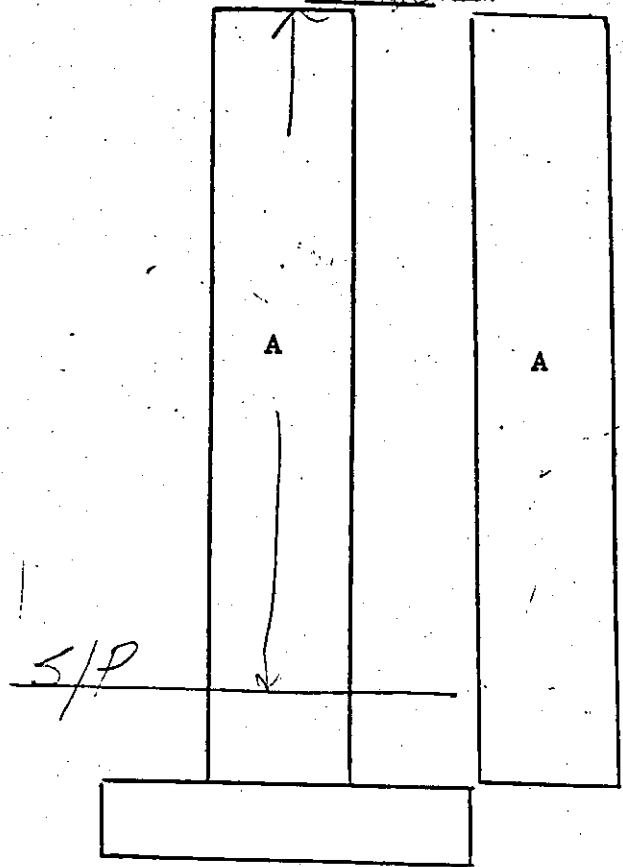
2/1

BRIDGE NO. 79-F40 5.30

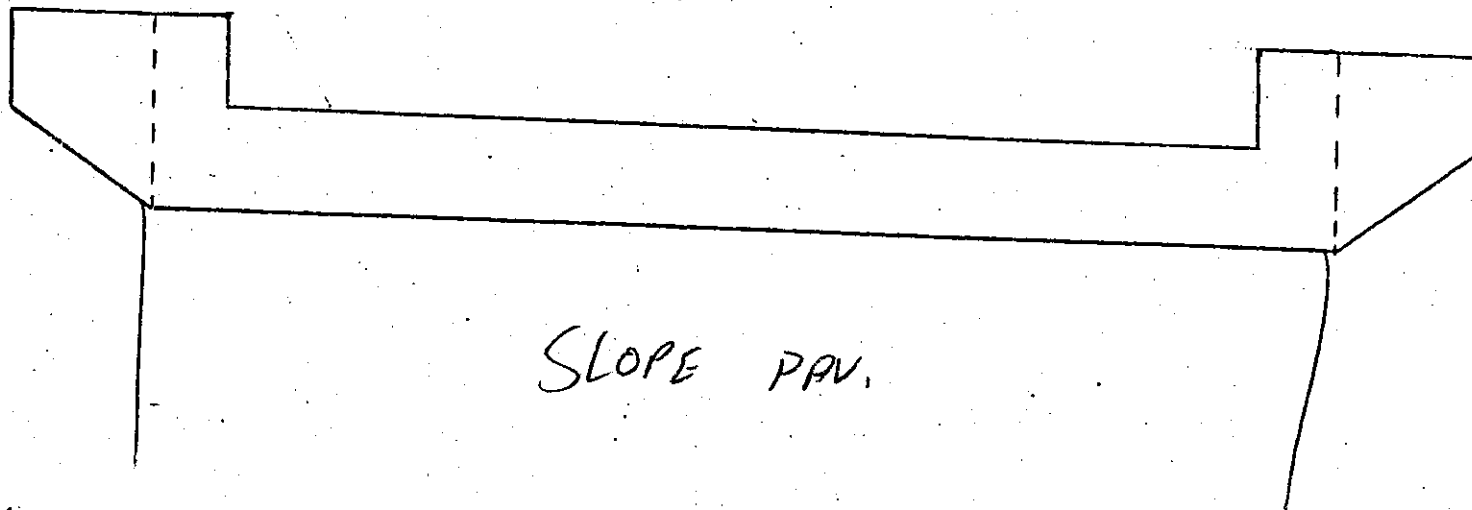
BENT NO. 2

FRONT

Rear VIEW

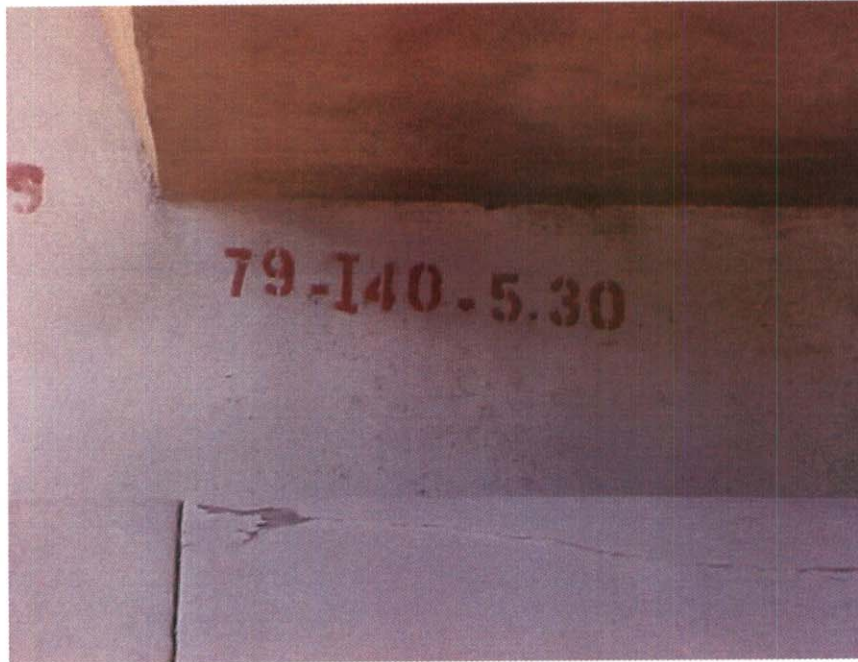


ELEMENT	RATING	COMMENT
COLUMN	(G) F P C	
BEARING	G F P C	<i>wh</i>

BRIDGE NO. 79 I-40 530ABUT. NO. 2LOOKING Ahead

ELEMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	N/A
CAP	G F P C	
WINGS	G F P C	
EMB.	G F P C	
VEG.	G F P C	
RIP-RAP	G F P C	N/A
SLOPE PAV	G F P C	
BACKWALL	G F P C	

Bridge Loc. No: 79 - I0040 - 05.30 Date: 09-11-01

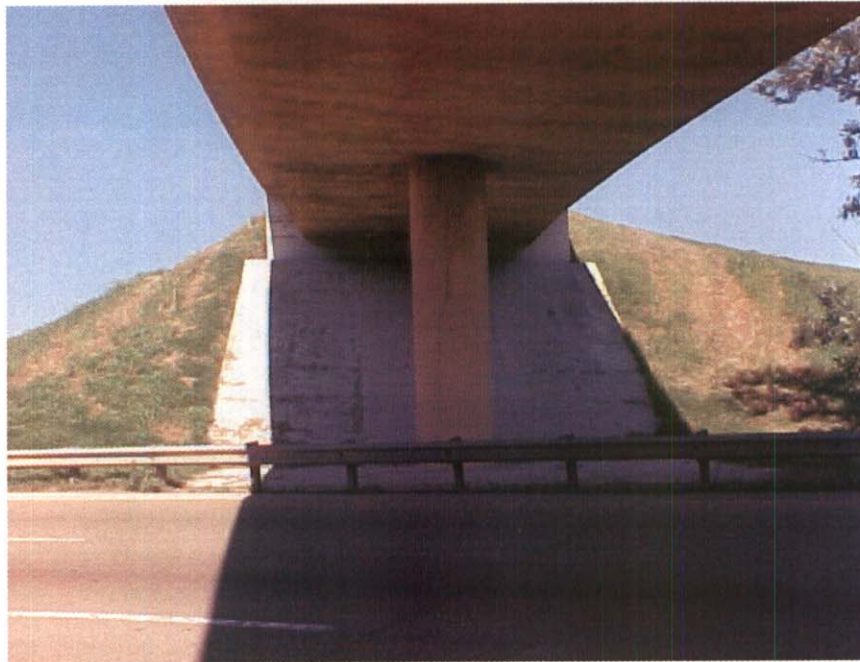


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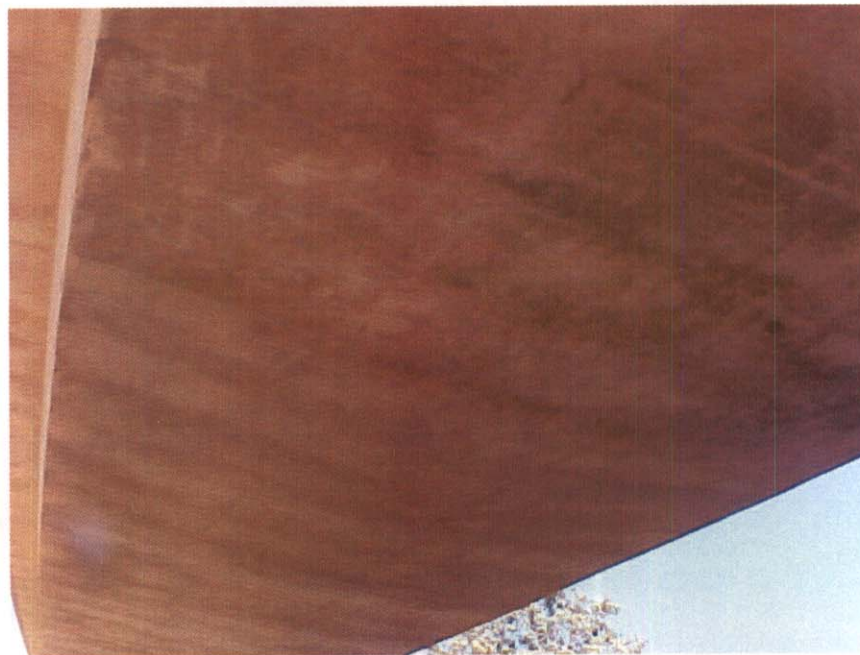


LOOKING AHEAD ON ROUTE

Bridge Loc. No: 79 - I0040 - 05.30 Date: 09-11-01

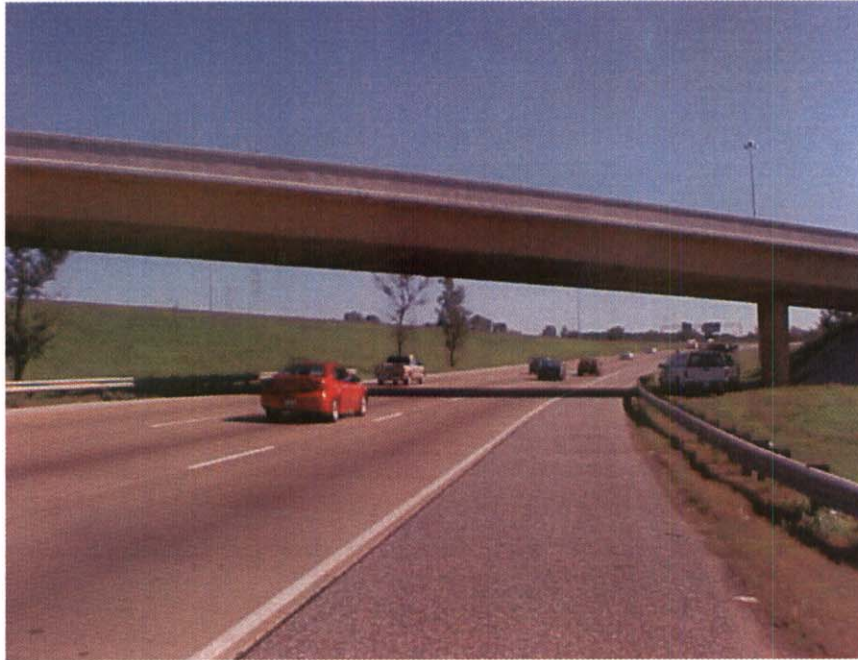


PIER #1



SPAN #2, BOTTOM OF DECK

Bridge Loc. No: 79 - I0040 - 05.30 Date: 09-11-01

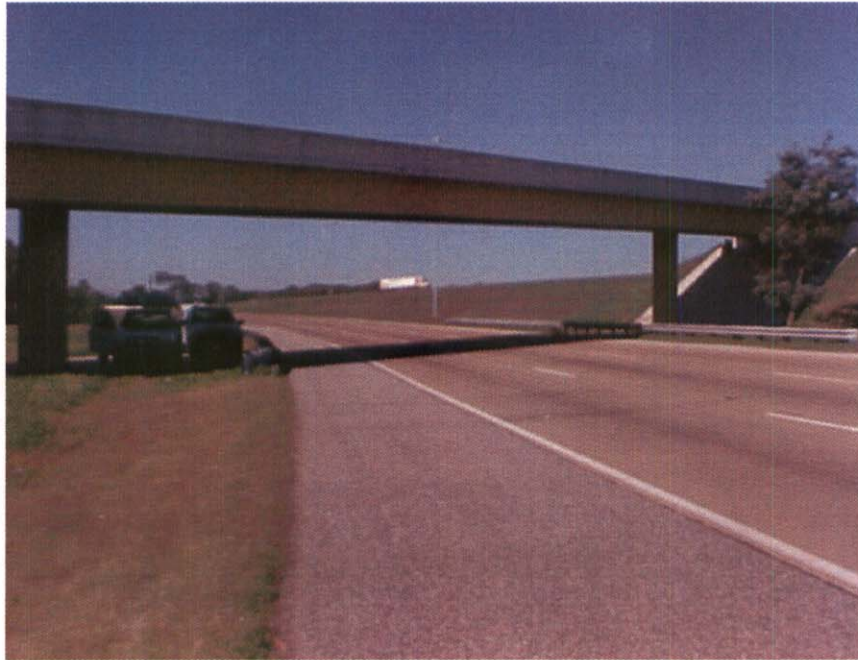


ELEVATION RIGHT SIDE



ABUTMENT #2

Bridge Loc. No: 79 - I0040 - 05.30 Date: 09-11-01



ELEVATION LEFT SIDE



PIER #2

Bridge Loc. No: 79 - I0040 - 05.30 Date: 09-11-01



APPROACH #1 PAVEMENT SPALLING & CRACKING



VIEW ACROSS TOP OF DECK

Bridge Loc. No: 79 - I0040 - 05.30

Date: 09-11-01



LOOKING BACK ON ROUTE

SEP 11 2001

BRIDGE INSPECTION REPORTForm BIR 3.0
(Rev. 9-22-98)
DT-0069Field Report No. 15 Date 9-11-01
Previous Report No. 14 Date 1-18-00
Plans: YES () NO () 1.50Bridge No. 79I00400065 Bridge Location No. 79 - I0040 - 5.30 - 79 - SR300 - 0134
Eleven Digit No. Co. Route Log Mile OVER/UNDER PASS_____
Road Name over -0- Crossing Structure Name (If Named)
Year Constructed _____ County Shelby Maintenance District 45
Year Widened _____ Year Rehabilitated _____**FEATURES**Wearing Surface Concrete () Timber () Asphalt (X) Depth 2" (in.)
Flared Width Yes () No (X) Median Width Open () None (X) Closed ()
Navigational Control Yes () No (X) Bridge Skew 90° LT () RT ()
Structure Type (Main Span) CONC. BOX BEAM
Structure Type (Appr. Spans) _____
No. Main Spans 3 No. Approach Spans _____
Maximum Span Length _____ (**. ft.)
Total Length 230.0 (**. ft.)**INSPECTORS**

- 1.
- COLLINS
-
- 2.
- ADAMS
-
- 3.
- BYRD
-
- 4.
- REEVES
-
5. _____
-
6. _____
-
7. _____
-
8. _____

WIDTHS (*. ft.)Deck Out-to-Out 32.0
Roadway Curb/Curb 30.0
Roadway Rail/Rail _____
Sidewalk Rt. _____ Lt. _____
*Approach Roadway 14'
*(Does Not Include Shoulders)
Approach Shoulder Rt. 6'
Lt. 4'**CLEARANCES**Min. Vertical Clearance over Deck ~ (ft.-in.)
Min. Vertical Under Clearance 16'-9" (ft.-in.)
Min. Lateral Under Clearance Rt. 10' (*. ft.)
Min. Lateral Under Clearance Lt. 10 (*. ft.)FRACTURE CRITICAL: N/A

(If Yes, Include BIR 3.9)

NBIS Bridge Length (<25 ft.) N/A (ft.-in.)**UNDERWATER INSPECTION**

To Be Performed By: _____

Date _____

DOT FIELD TEAM () CONTRACT DIVERS () NONE REQUIRED ()

Change in Structural Condition: Yes () No (X)

Major Repairs Made: Yes () No (X)

COMMENTS:N 35° - 11' 24.2"
W 90° - 00' 51.4"BRIDGE RATING: () (X) () ()
GOOD FAIR POOR CRITICALSupervising Bridge Inspector: Jeff Collins

SEP 11 2001

Form BIR 3.1
(Rev. 9-22-98)
DT-0080Bridge Location No. 79 - I0040 - 5.30 -
Co. Route Log Mile

Date _____

PERFORMANCE EVALUATIONTime of Day Inspected 10:00 Weather Conditions CLEAR & 75°
Vehicles Observed ALL TYPES**LIVE LOAD BEHAVIOR**

Substructure	YES	NO	Comments
Horiz./ Vert. Defl.	()	(X)	
Vibration	()	(X)	
Superstructure			
Horiz./ Vert. Defl.	()	(X)	
Vibration	()	(X)	

APPROACH

	Rating	Comments
Alignment	(G) F P C	
Slab	G F P C	N/A
Joints	(G) F P C	
Pavement	G F (P) C	APP #1 R.C SPALLING & CRACKING (OOI) (PAVED SHOULDER)
Embankment	(G) F P C	
Drains	G F (P) C	APP #2 LT SIDE 10070 FILLED (OOI)

TRAFFIC SAFETY FEATURES

	Rating	STANDARD/ SUB-STANDARD	Comments
Bridgerailing	G (F) P C	(X) ()	
Transitions	(G) F P C	() (X)	
Guardrail	(G) F P C	() (X)	
Guardrail Terminal	(G) F P C	() (X)	

SIGNING

	YES	NO	NEEDED	Weight Limit Posted
Paddleboards	()	(X)	()	YES () NO (X)
Vertical Clearance (<14'-6")	()	(X)	()	Gross..... Tons
NARROW ()	()	(X)	()	2 Axle..... Tons
ONE LANE BRIDGE ()	()	(X)	()	3 or more Axles.. Tons

Other Signs or Plaques: NONEComments Regarding any
Problems with Signing: NONE

Form BIR 3.2
(Rev. 9-22-98)
DT-0081

Bridge Location No. 79 - I0040 - 5.30 -
Co. Route Log Mile

Date _____

DECK

	Rating	Comments
Wearing Surface	G <u>F</u> P C	
Deck - Structural Condition	G <u>F</u> P C	
Curbs	G F P C	
Median	G F P C	
Sidewalks	G F P C	
Parapet	G <u>F</u> P C	
Railing	G F P C	
Paint	G F P C	
Drains	G F P C	
Lighting Standards	G F P C	
Utilities	G F P C	
Joint Leakage	G F P C	CONT. DECK
Expansion Joints	G F P C	

SUPERSTRUCTURE

Bearing Devices	G F P C	
Beams <i>Box - SOLID</i>	G <u>F</u> P C	
Girders	G F P C	
P C C S	G F P C	
BOLTS (PCCS)	G F P C	
Floor Beams	G F P C	
Stringers	G F P C	
Diaphragms	G F P C	
Bracing	G F P C	
Trusses - General	G F P C	
Portals	G F P C	
Bracing	G F P C	
Paint	G F P C	
Alignment of Members	<u>G</u> F P C	

TEXTURE COAT

Condition Rating	G <u>F</u> P C	Fading	G <u>F</u> P C
Overall Appearance	G <u>F</u> P C	Needs Spot Painting	YES () NO <input checked="" type="checkbox"/>
Staining Rating	G <u>F</u> P C	Needs Repainting	YES () NO <input checked="" type="checkbox"/>
Comments		Scaling Rating	G <u>F</u> P C
RECOMMENDATIONS:		CLEAN SEAL JOINTS ()	
		CLEAN DRAINS ()	

SUBSTRUCTURE

PILES TO BE
REPLACED

ABUTMENTS

	Rating	Comments	PILE(S)	ABUTMENT
Caps	G <u>F</u> P C			
Breastwall	G F P C			
Wings	G <u>F</u> P C			
Backwall	G F P C			
Plumb	<u>G</u> F P C			
Footing	G F P C			
Piles	G F P C			
Embankment	<u>G</u> F P C			
Bearing	G F P C			
Slope Paving	<u>G</u> <u>F</u> P C			
Rip Rap	G F P C			
Earthquake Devices	G F P C	N/A		

PIERS

			PILE(S)	PIER
Caps	G F P C			
Columns	G F P C			
Plumb	G F P C			
Footings	G F P C	N/A		
Piles	G F P C			
Bearing	G F P C			
Web	G F P C			
Earthquake Devices	G F P C	N/A		

BENTS

			PILE(S)	BENT
Caps	G F P C			
Columns	<u>G</u> F P C			
Plumb	<u>G</u> F P C			
Footings	G F P C			
Piles	G F P C			
Bearing	G F P C			
Bracing	G F P C			
Earthquake Devices	G F P C	N/A		

Piles Need Replacement: NO (x) YES ()

CUT VEGETATION NO (x) YES ()

CLEAR DRIFT NO (x) YES ()

RECOMMENDATIONS:

INSPECTION REPORT FOR UNDERPASS ROUTESEP 11 2018
Page No. Form BIR 3.0A
(Rev. 9-22-98)
DT-1443Field Report No. Date
Previous Report No. Date Bridge No. 79100400065
Eleven Digit No.Underpass Location No. 79 - 10040 - 0530 --0- or
Railroad/Walkway Co. Route Log Mileover/
under Co. Route Log Mile
79 - SR300 - 0134 1.50County ShelbyStructure Name (If Named) Year Constructed Year Widened Year Rehabilitated **GEOMETRIC FEATURES UNDER BRIDGE** (*. * ft. unless otherwise noted)Divided Highway LEFT RDWY () RIGHT RDWY () N.A. ☒

Type of Wearing Surface CONCRETE () ASPHALT () GRAVEL ()

Width of Approach Traveled Roadway 36' ft. (Does Not Include Shoulders)Width of Median if Divided Highway N/A ft.Approach Shoulder Width 10' ft. Right 10' ft. Left*Horizontal Clearance Under Bridge 9'6" ft. 6' IN.*Distance Between Pier Protection
Guardrail and Substructure 21.5' ft. Right 19' ft. Left*Width of Sidewalk Under Bridge N/A ft. Right N/A ft. Left*Minimum Vertical Clearance: 16' ft. 9 in.

*Show on Sketch

TRAFFIC SAFETY FEATURES FOR UNDERPASS ROUTE

					<u>STANDARD</u>	<u>SUB-STANDARD</u>	<u>NON EXIST</u>
Pier Protection Railing or Parapet	<u>G</u>	F	P	C	()	()	()
Approach Guardrail Transitions	G	F	P	C	()	()	()
Approach Guardrail	<u>G</u>	F	P	C	()	()	()
Approach Guardrail Terminal	G	F	P	C	()	()	()

SIGNING FOR UNDERPASS ROUTE

Paddleboards YES () NO (☒) NEEDED ()

Vertical Clearance (<14'-6") YES () NO (☒) NEEDED ()

Narrow Passage YES () NO (☒) NEEDED ()

One Lane Passage YES () NO (☒) NEEDED ()

Other Underpass Signs Needed

INSPECTORS

- REEVES
-
-
-
-
-

Form BIR 3.0A (Continued)
(Rev. 9-22-98)
DT-1443

Date _____

Underpass Location No. 79 - 10040 - 0530 -
Co. Route Log Mile

Other Signs or Plaques: _____

Comments Regarding any
Problems with Signing: _____

BRIDGE FEATURES (* * ft.)

Bridge Skew 90°
Structure Type (Main Span) Box Beam No. Main Spans 3
Structure Type (Appr. Spans) _____ No. Appr. Spans _____
Maximum Span Length 127.5' (ft.) Total Length 230' (ft.)
Width of Bridge Out-to-Out 32' (ft.) Right Angle to Centerline of Bridge
Width of Bridge Along Skew _____ (ft.) (If Unable to Measure at Right
Number of Lanes/Tracks on Bridge 1 Angle to Centerline of Bridge)

BRIDGE CONDITION:G (F) P C

Does Potential Exist for Elements from Bridge Falling on Roadway Beneath YES () NO (☒)

Does Potential Exist Because of Deteriorated Condition or Failure of Major Member YES () NO (☒)

Comment on any Conditions of Bridge that would Effect Roadway Beneath:

Note: If Underpass Route is Divided Highway, Use Two of These Forms, One for Each Roadway.

MINIMUM PICTURES REQUIRED

1. Elevation View of Bridge on Both Sides Showing Underpass
2. View Showing Both Approaches to Bridge
3. View Showing Safety Features
4. View Showing Any Problems

Inspection Team's Summary

SEP 11 2001

Bridge Location No. 79 - 10040 - 5.30 -

Inspection Date 9-11-01

Bridge Rating FAIR

THIS THREE SPAN CONC. BOX BEAM WITH
CONC. SUBSTRUCTURE BRIDGE IS IN FAIR
CONDITION. ALL TRAFFIC SAFETY FEATURES ARE
PRESENT. APP. #1 PAVEMENT IS SPALLING,
CRACKING, & SETTLED. DRAIN ON APP. #2 LT.
IS 100% FILLED WITH DEBRIS. THE MINIMUM
VERTICAL CLEARANCE IS 16'9".

Derek Ryd

Cross Section: yes () no (X)

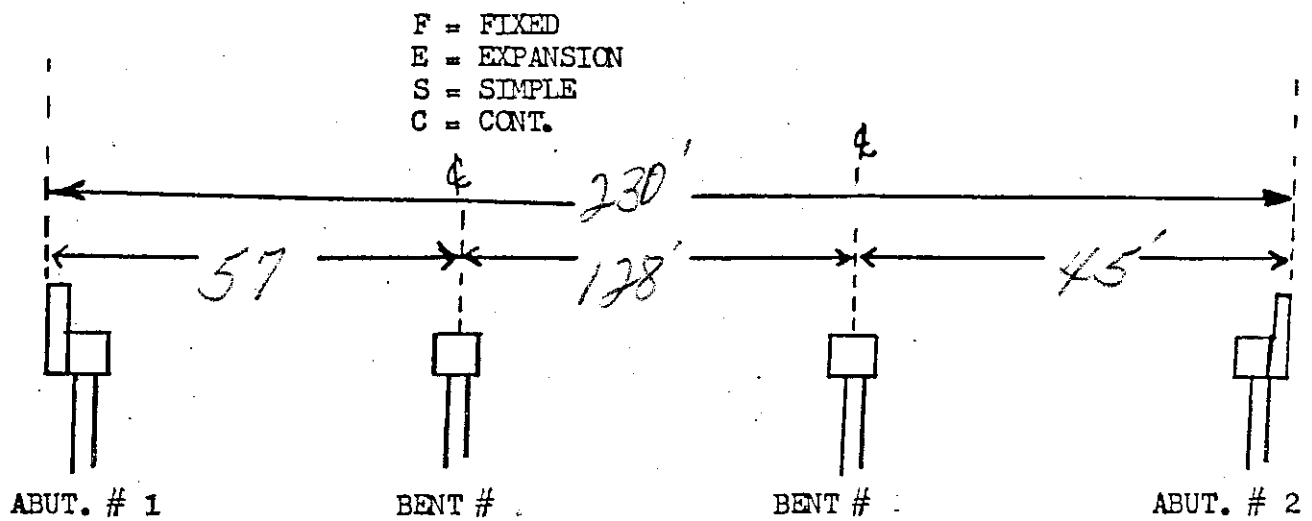
Pontis: yes () no (X)

BR. NO. 79 140530

SEP 7 1950

2001

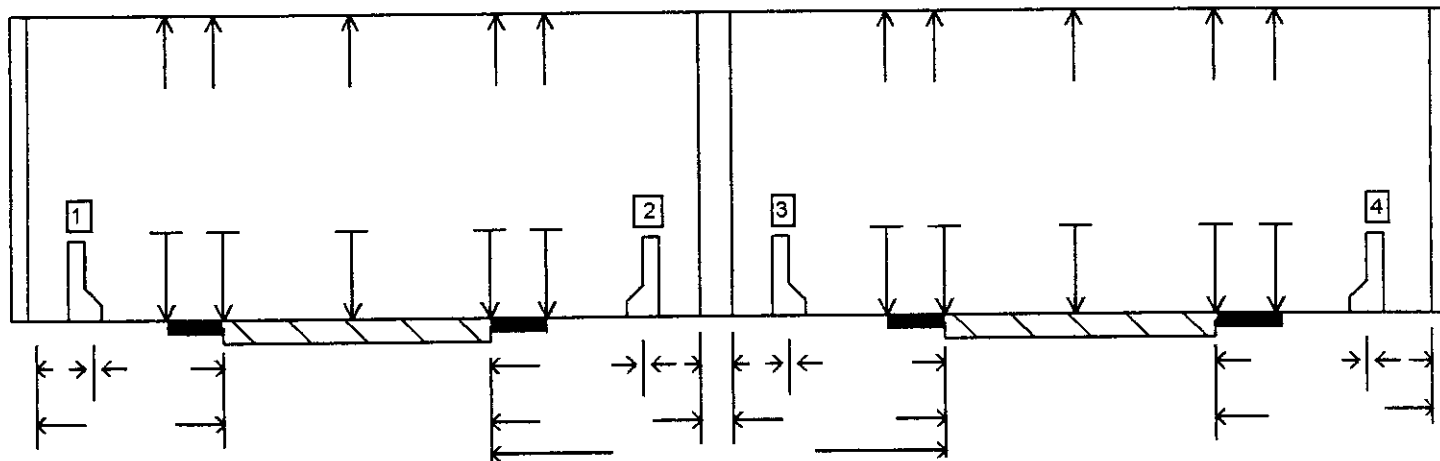
DIR. OF ROUTE →



SIDE VIEW OF BR.

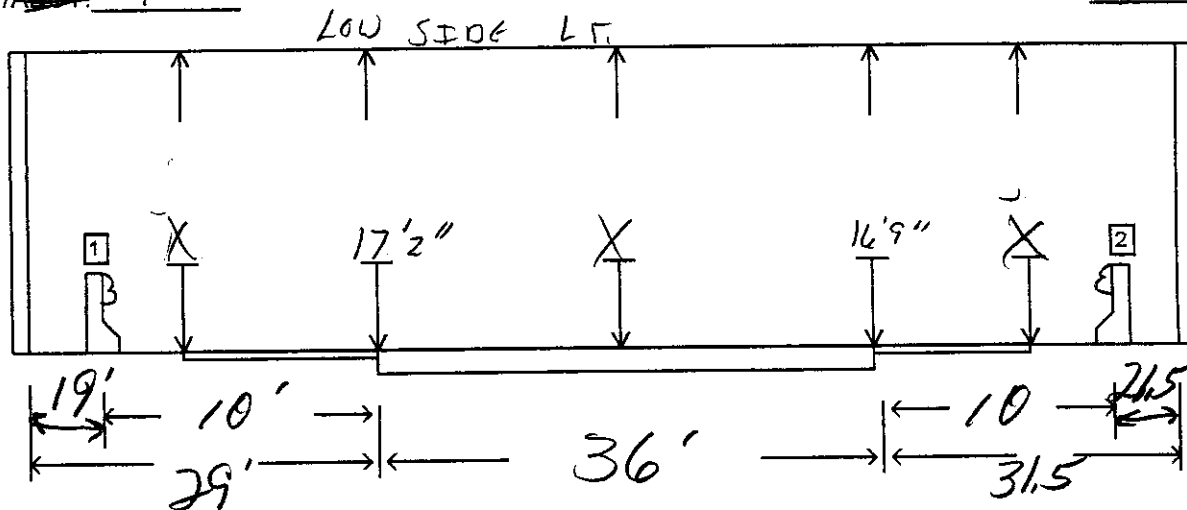
LATERAL AND VERTICAL CLEARANCES

BENT/ABUT. _____ BENT _____ BENT/ABUT. _____

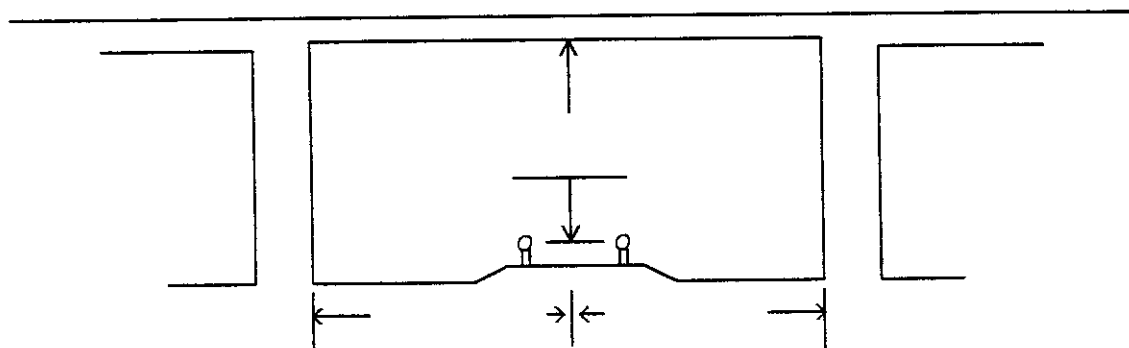


- | | | | | | | |
|-----------------------|---------|-------------------------------------|---------------|--------------------------|------|-------------------------------------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE | <input checked="" type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input type="checkbox"/> |
| 2. RAIL/BARRIER TYPE: | W-SHAPE | <input checked="" type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input type="checkbox"/> |
| 3. RAIL/BARRIER TYPE: | W-SHAPE | <input type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input checked="" type="checkbox"/> |
| 4. RAIL/BARRIER TYPE: | W-SHAPE | <input type="checkbox"/> | CONC. BARRIER | <input type="checkbox"/> | NONE | <input checked="" type="checkbox"/> |

BENT/ABUT. 1 BENT/ABUT. 2



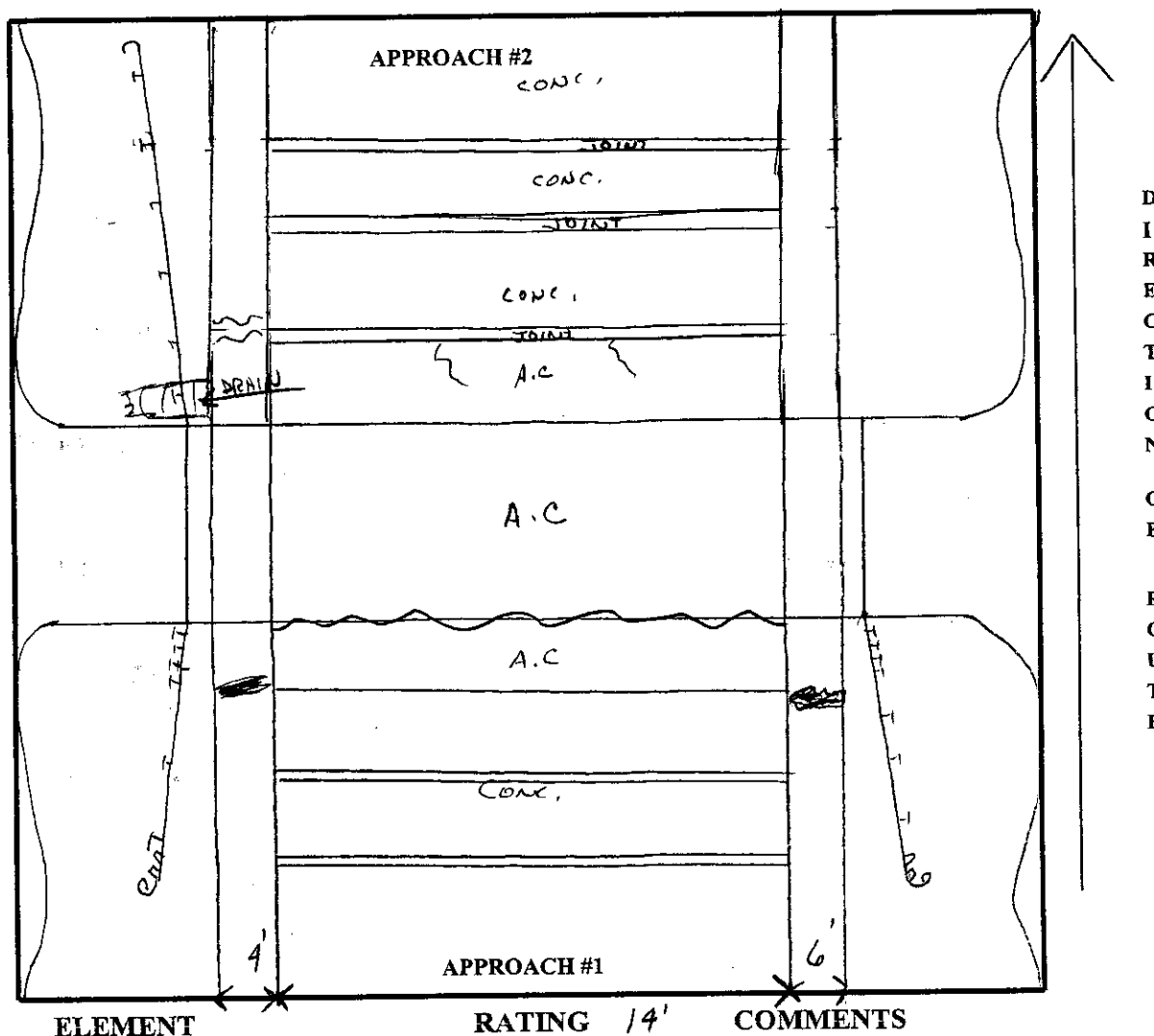
BENT/ABUT. _____ ← MEDIAN SIDE BENT/ABUT. _____



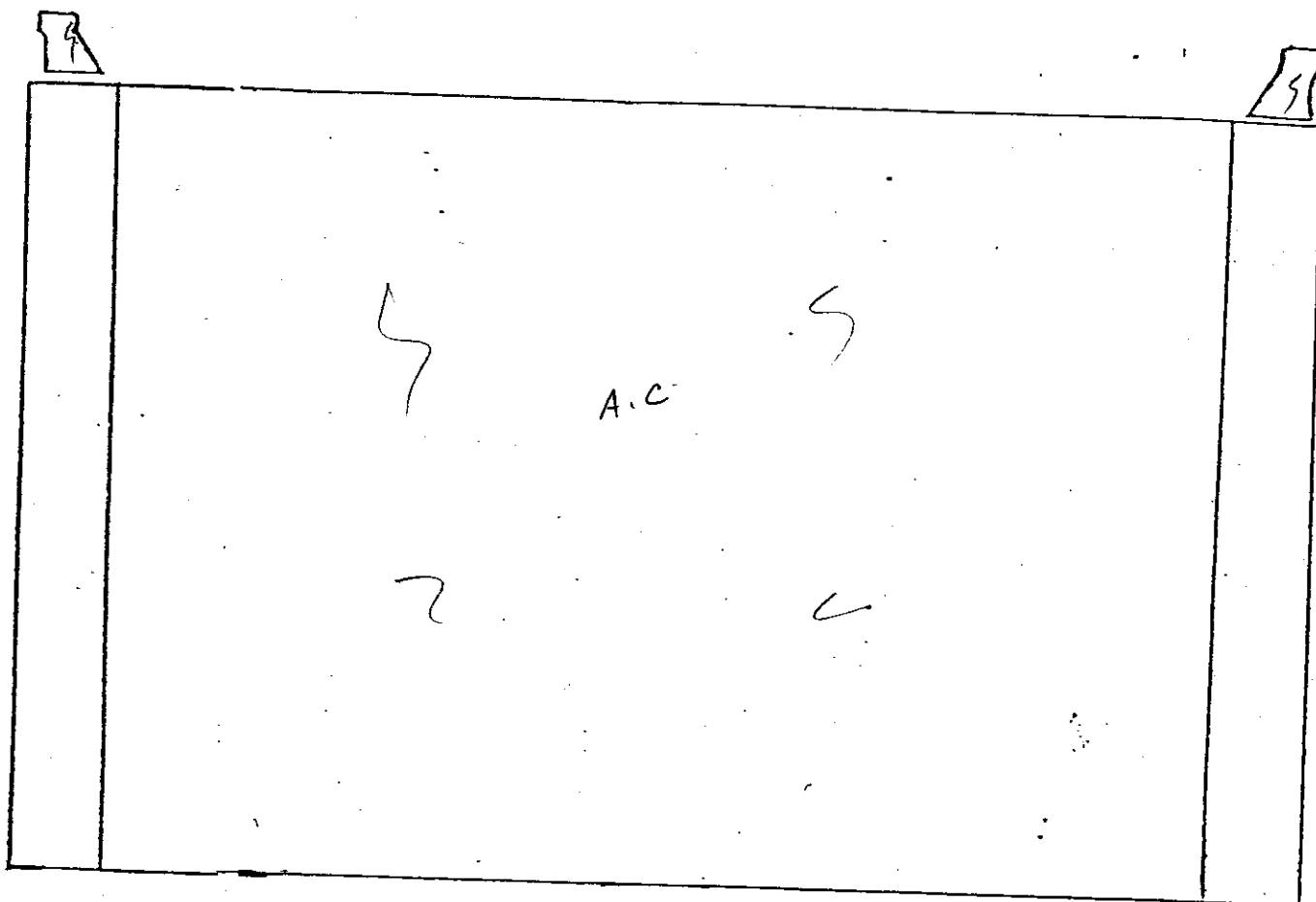
SEP 11 2001

BRIDGE NO.: 79I00400065 79 I0040 0530 - 90 DATE: _____

CO. ROUTE LOG MILE L/R SKEW



ELEMENT	RATING	1/4'	COMMENTS
ALIGNMENT	(G) F P C		
APPROACH PAVEMENT	G F (P) C		APP. # 1 - PAVEMENT ON SHOULDERS SPALLING & SETTLED
APPROACH SLAB	G F P C		N/V
APPROACH GUARDRAIL	(G) F P C		
EMBANKMENT	(G) F P C		
DRAINS	G F (P) C		APP. # 2 LT - 100% FILLED
APPROACH JOINT	(G) F P C		
SIGNS	G F P C		N/A

BR. NO. 79 I40 5.30SPAN NO. 11

↑ DIR. OF ROUTE

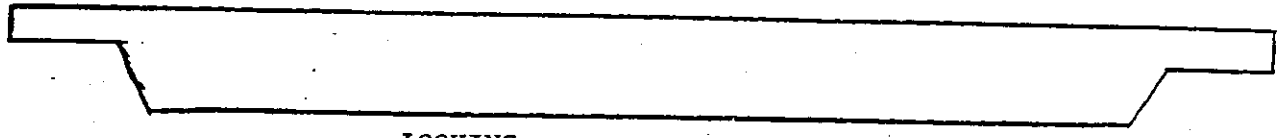
ELEMENT	RATING	COMMENT
TOP DECK	G (E) P C	SCATTERED FINE CRACKS
PARAPET	G (E) P C	" " " "
DRAINS	G F P C	N/A
EXP. JOINTS	G F P C	CONT. DECK
	G F P C	
	G F P C	

SEP 11 2001

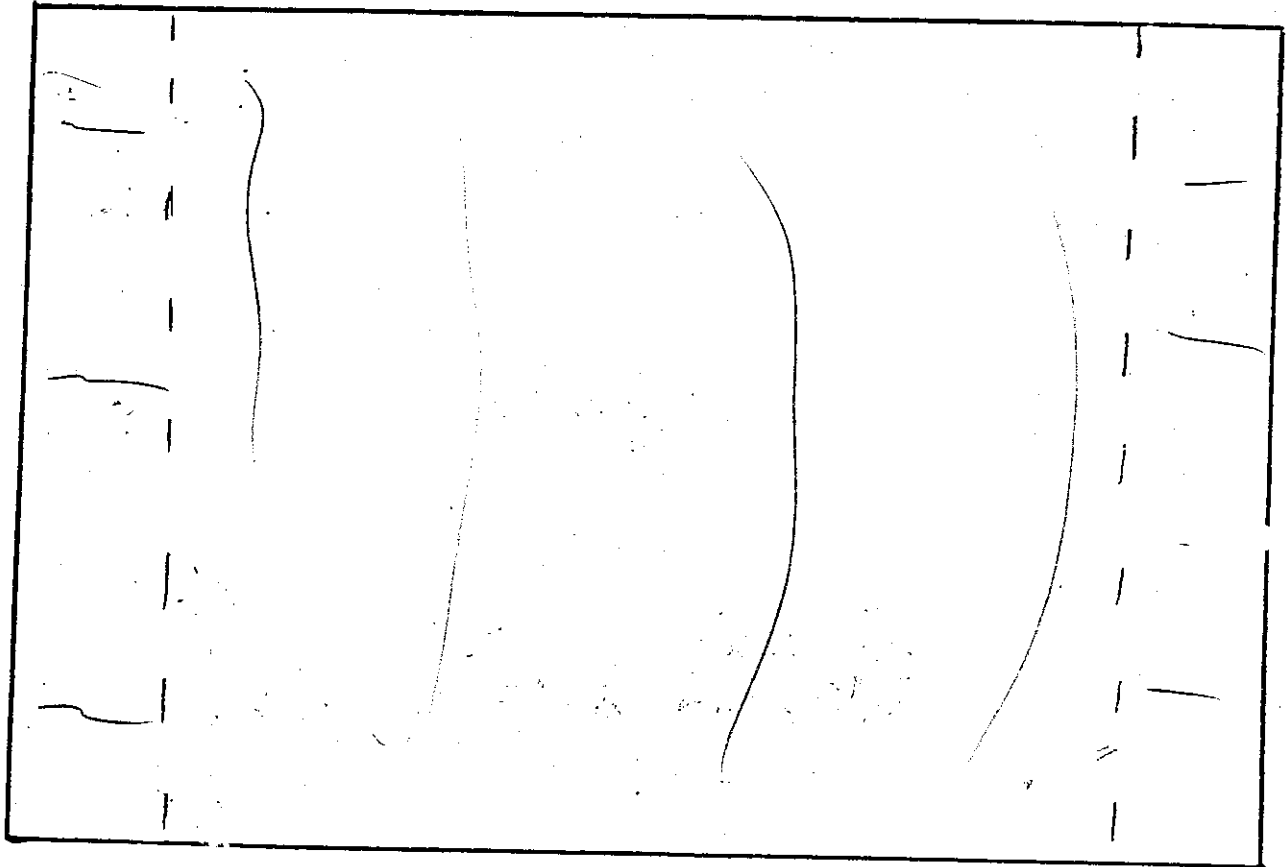
BRIDGE NO. 79-F-40 ³⁰ 5.29

SK. 90

SPAN NO. 1

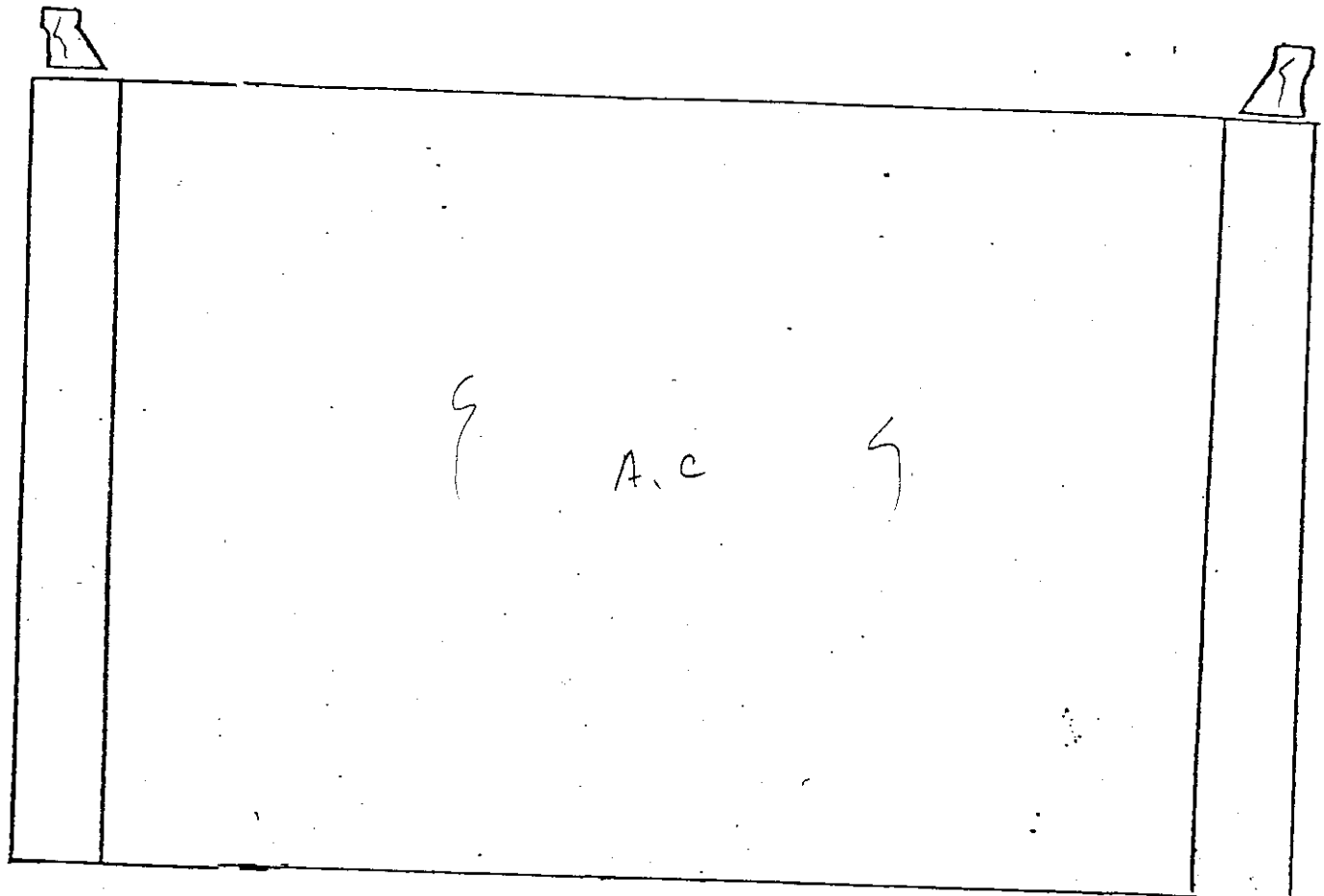


LOOKING _____



↑
DIR. OF ROUTE

ELEMENT	RATING	COMMENT
BOTTOM DECK	G <u>F</u> P C	FINE CRACKS w/ EFF ACTION

BR. NO. 79 I40 5-30SEP 11 2001
SPAN NO. 2

ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	FINE CRACKS
PARAFET	G (F) P C	MEDIUM POPOUTS & FINE CRACKS
DRAINS	G F P C	N/A
EXP. JOINTS	G F P C	N/A
	G F P C	
	G F P C	

SEP 14 1964

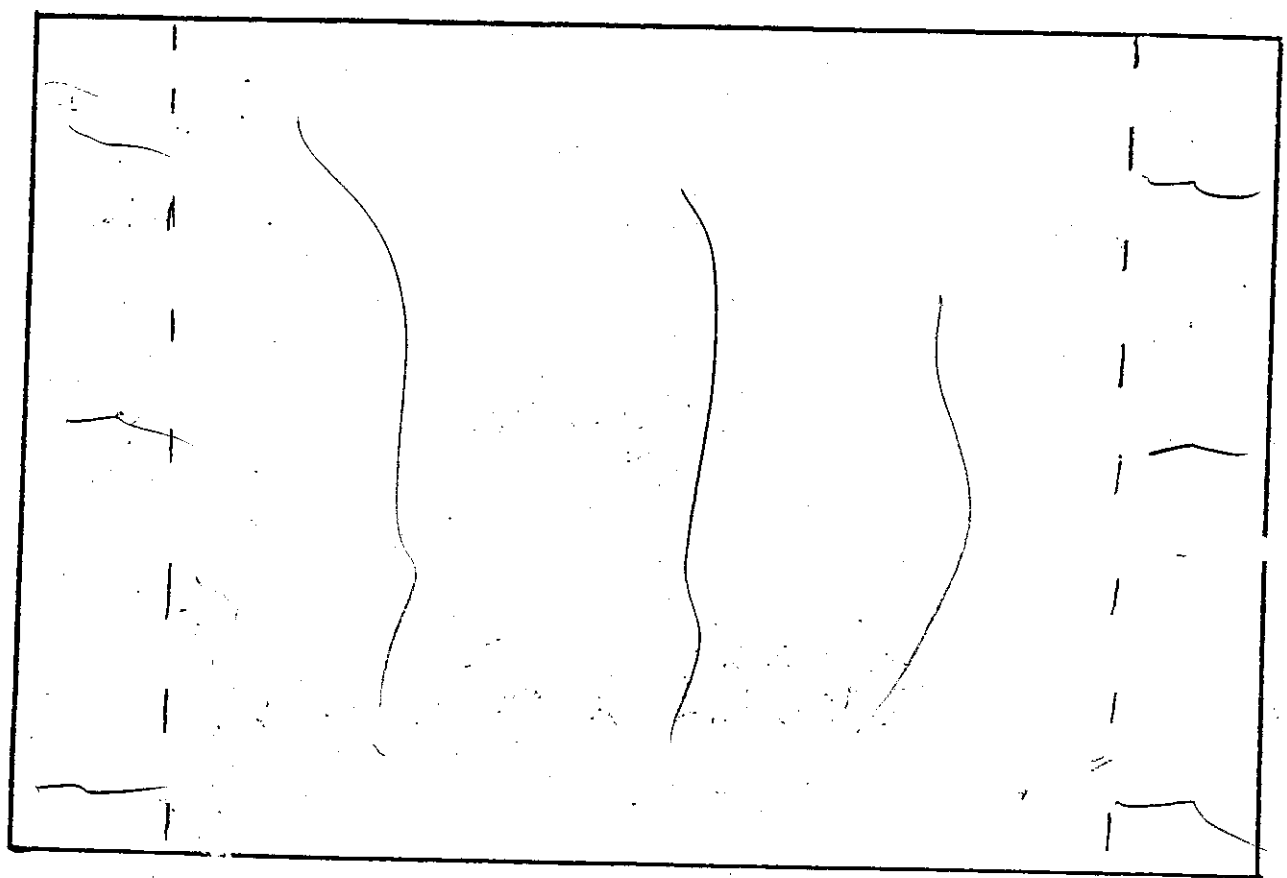
BRIDGE NO. 79-F-40 ³⁰5.29

SK. 90

SPAN NO. 2

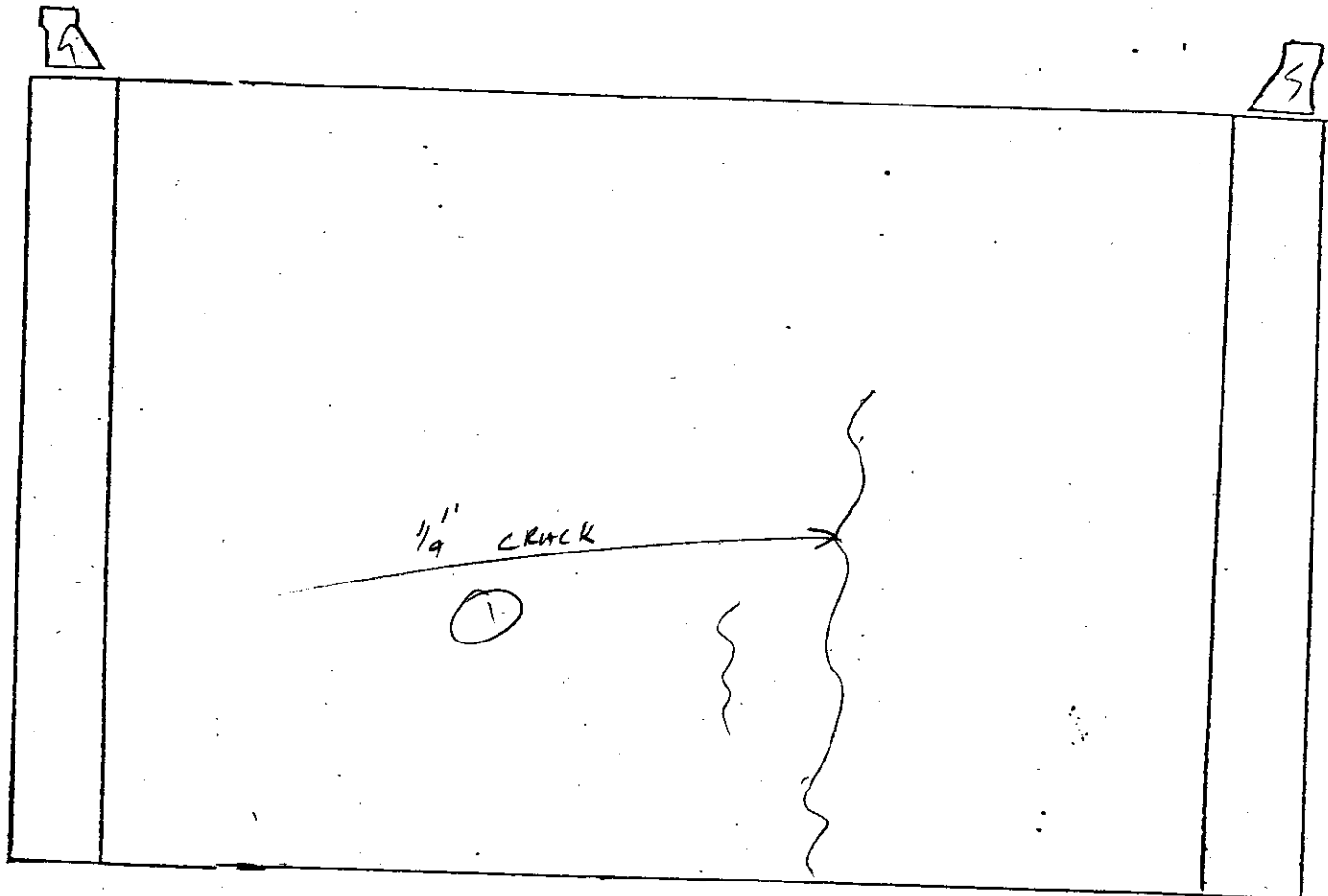


LOOKING _____



↑
DIR. OF ROUTE

ELEMENT	RATING	COMMENT
BOTTOM DECK	G. P. C.	FINE CRACKS

BR. NO. 79 I40 530SEP 11 2001
SPAN NO. 3

ELEMENT

RATING

COMMENT

TOP DECK

G (F) P C

SER ①

PARAFET

G (F) P C

POTHOLES & FINE CRACKS

DRAINS

G F P C

EXP. JOINTS

G F P C

G F P C

G F P C

SEP 1 2001

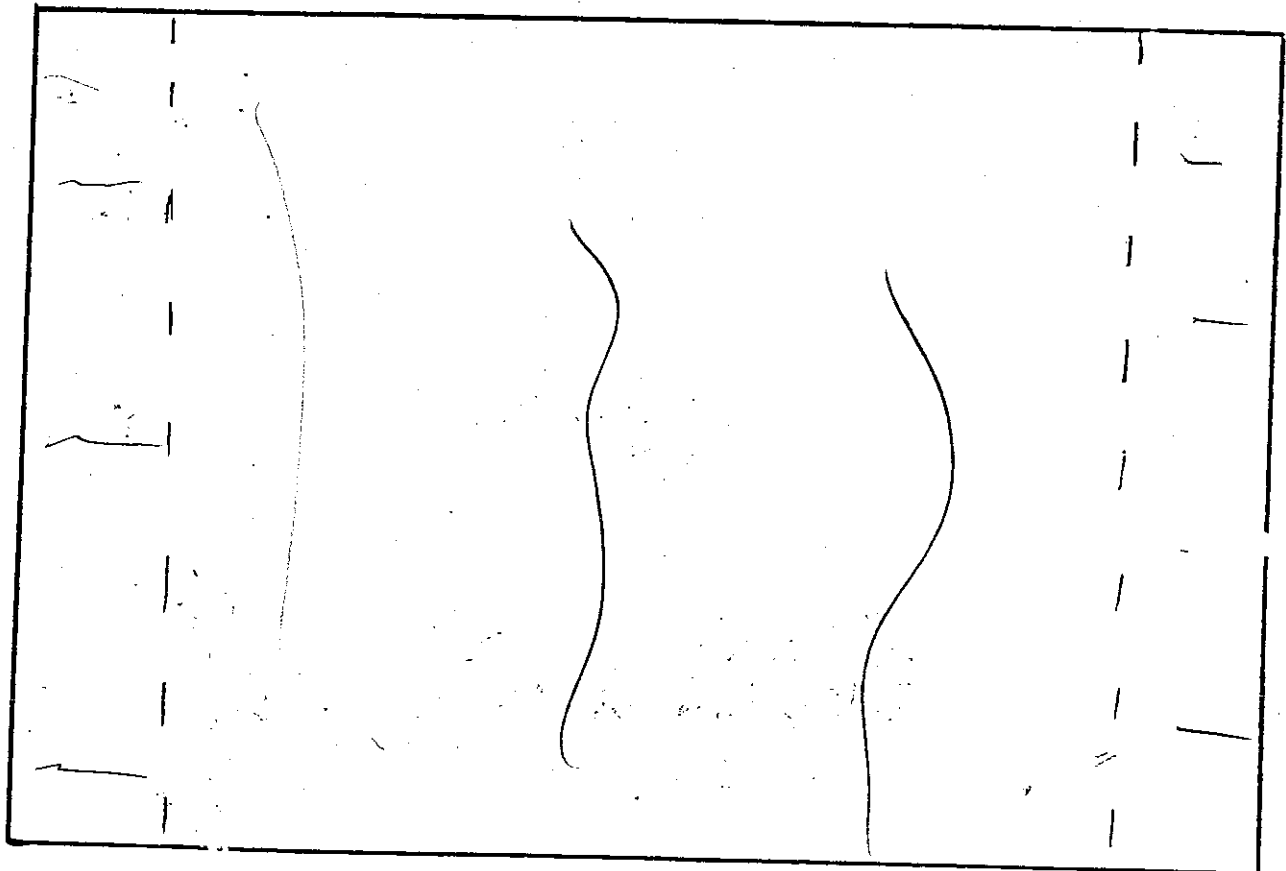
BRIDGE NO. 79-F-40 ³⁰5.29

SK. 90

SPAN NO. 3



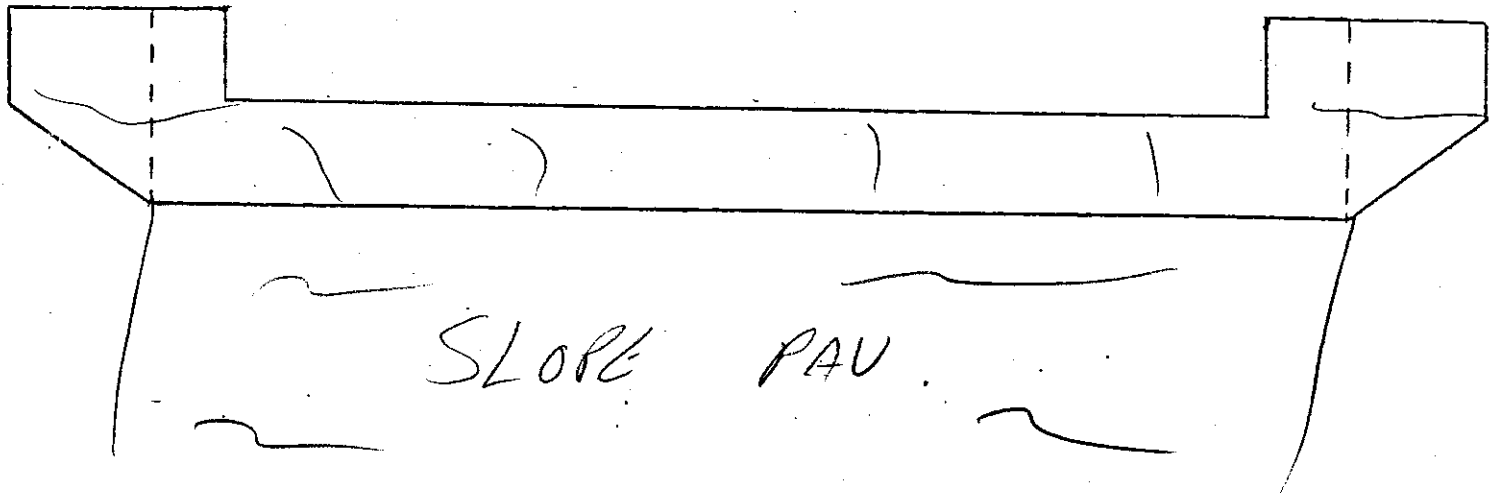
LOOKING _____



↑
DIR. OF ROUTE

ELEMENT	RATING	COMMENT
BOTTOM DECK	G-F P C	FIVE CRACKS

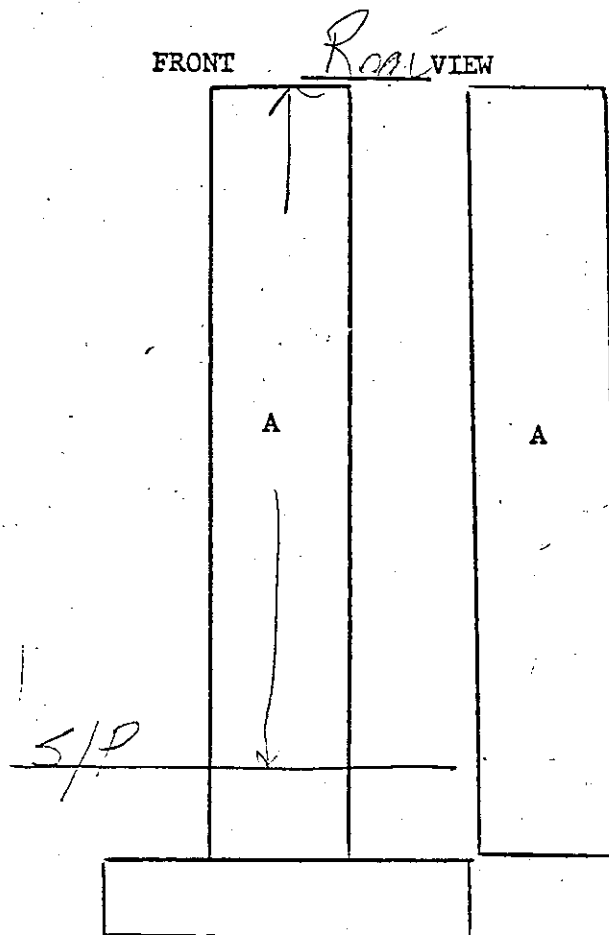
SEP 11 2001

BRIDGE NO. 79 I-40 5.30ABUT. NO. 1LOOKING Back

ELEMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	
CAP	G <u>F</u> P C	FINE CRACKS
WINGS	G <u>F</u> P C	-)
EMB.	<u>G</u> F P C	
VEG.	<u>G</u> F P C	
RIP-RAP	G F P C	N/A
SLOPE PAV.	G <u>F</u> P C	FINE CRACKS
BACKWALL	G F P C	N/A

BRIDGE NO. 79-F40 : 5.29³⁰

BENT NO. 1



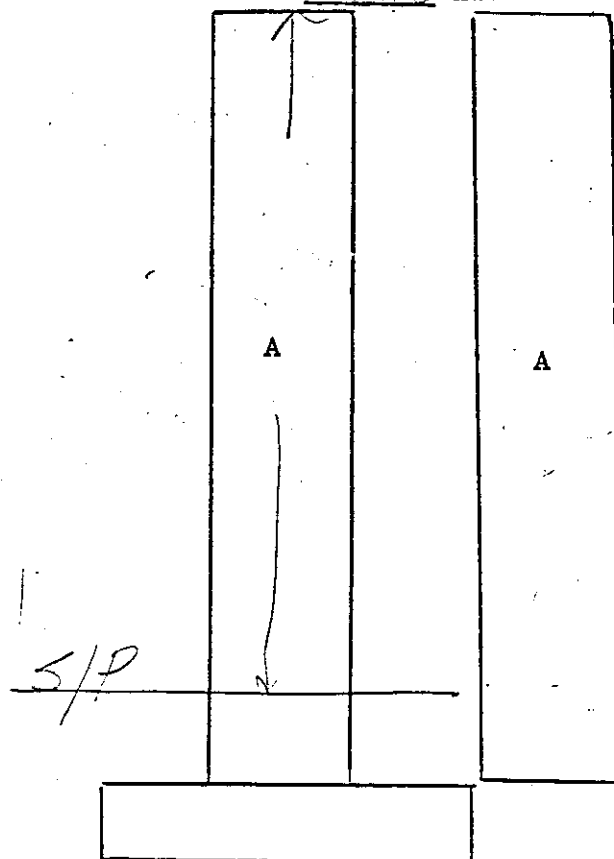
ELEMENT	RATING	COMMENT
COLUMN	(G) F P C	
BEARING	G F P C	N/A

BRIDGE NO. 79-740 : 5.30

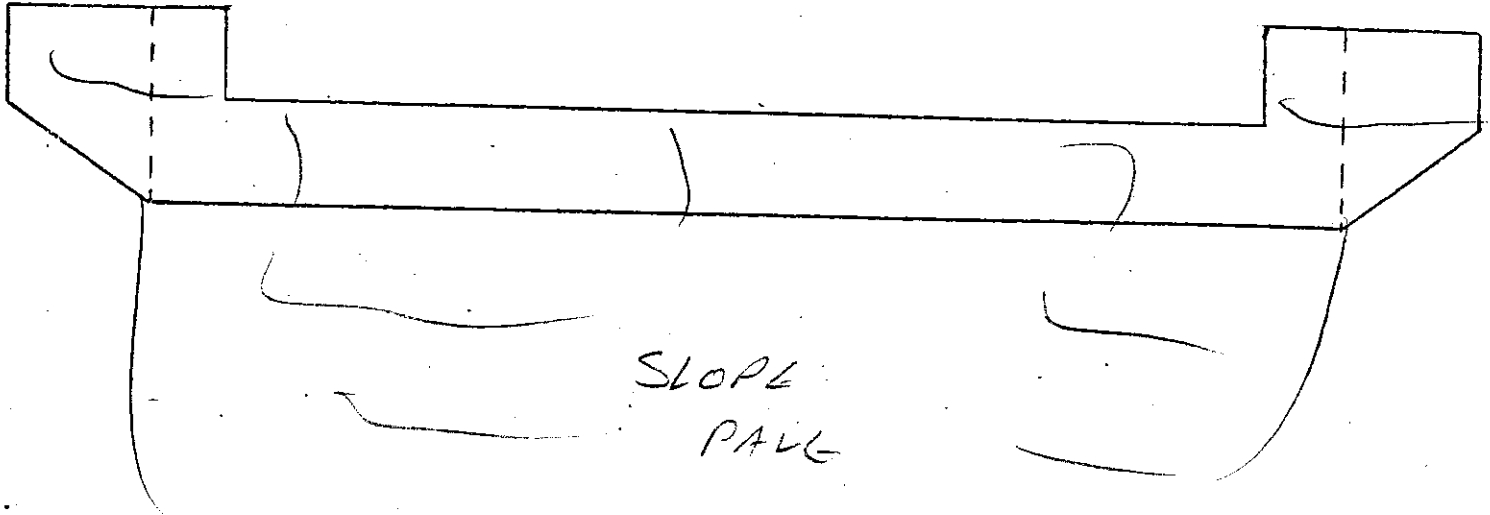
SEP 11 2001

BENT NO. 2

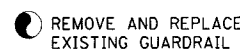
FRONT Rein VIEW



ELEMENT	RATING	COMMENT
COLUMN	<u>G</u> F P C	
BEARING	G F P C	<u>N/C</u>

BRIDGE NO. 79 I-40 530SEP 1 1967
ABUT. NO. 2LOOKING Ahead

ELEMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	
CAP	G F P C	FINE CRACKS
WINGS	G F P C	
EMB.	G F P C	
VEG.	G F P C	
RIP-RAP	G F P C	N/A
SLOPE PAV.	G F P C	FINE CRACKS
BACKWALL	G F P C	N/A



<u>LIST OF DRAWINGS</u>	
<u>DWG. NO.</u>	<u>DRAWING</u>
BR-59-43	LAYOUT OF BRIDGE TO BE REPAIRED (0.00)
BR-59-44	LAYOUT OF BRIDGE TO BE REPAIRED (1.22)
BR-59-45	LAYOUT OF BRIDGE TO BE REPAIRED (1.50)
BR-59-46	LAYOUT OF BRIDGE TO BE REPAIRED (5.27)
BR-59-47	LAYOUT OF BRIDGE TO BE REPAIRED (5.54)
BR-59-48	ESTIMATED QUANTITIES AND GENERAL NOTES
BR-59-49	GENERAL NOTES
BR-59-50	BRIDGE REPAIR DETAILS
BR-59-51	BRIDGE REPAIR DETAILS
BR-59-52	BRIDGE REPAIR DETAILS
BR-59-53	BRIDGE REPAIR DETAILS
BR-59-54	BRIDGE REPAIR DETAILS
BR-59-55	BRIDGE REPAIR DETAILS
BR-59-56	BRIDGE REPAIR DETAILS
BR-59-57	BRIDGE REPAIR DETAILS
BR-59-58	BRIDGE REPAIR DETAILS
BR-59-59	BRIDGE REPAIR DETAILS
BR-59-60	BRIDGE REPAIR DETAILS
BR-59-61	BRIDGE REPAIR DETAILS
BR-59-62	BRIDGE REPAIR DETAILS

[illegible]

SCOPE OF WORK

REMOVE EXISTING 2" ASPHALT OVERLAY. FOR NOTES AND DETAILS,
SEE DWG. NO. BR-59-52.

PROVIDE $\frac{3}{4}$ " HYDRODEMOLITION FOR THE ENTIRE BRIDGE DECK AND
APPROACH SLABS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-59-55.

PROVIDE NEW 2 3/4" PMC OVERLAY. FOR NOTES AND DETAILS, SEE
DWG. NOS. BR-59-52 AND BR-59-55.

PROVIDE NEW JOINTS AT EACH APPROACH SLAB. FOR NOTES AND DETAILS, SEE DWG. NO. BR-59-61.

PROVIDE TEXTURE COATING TO THE PARAPETS, CANTILEVER, BEAMS,
CONCRETE SLOPE PAVING AND ALL EXPOSED FACES OF THE
SUBSTRUCTURE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-59-58.

REPAIR DESIGNATED PORTIONS OF SPALLED PARAPET. FOR NOTES AND DETAILS, SEE DWG. NO. BR-59-62.

PROVIDE TRAFFIC CONTROL ON BRIDGE AND I-40 EB. FOR NOTES AND
DETAILS, SEE SHEETS 4 THRU 27.

REMOVE AND REPLACE EXISTING GUARDRAIL AT THREE CORNERS OF
BRIDGE AS SHOWN ON DETAIL THIS DWG.

LIST OF REFERENCE DRAWINGS

DWG. NO.	DRAWING
M-45-12	BRIDGE LAYOUT
M-45-13	GENERAL NOTES & ESTIMATED QUANTITIES
M-45-14	ABUTMENT A
M-45-15	ABUTMENT D
M-45-16	PIERS B & C
M-45-17	TYPICAL SECTION
M-45-18	BOTTOM SLAB PLAN
M-45-19	TOP SLAB PLAN

SPECIAL PROVISIONS

<u>NO.</u>	<u>LAST REV. DATE</u>	<u>REGARDING</u>
105A	**	APPROVAL OF SHOP DRAWINGS
108B	**	SPECIAL PROVISION REGARDING PROJECT COMPLETION AND LIQUIDATED DAMAGES
604H	**	HYDRODEMOLITION
619A	**	POLYMER MODIFIED CONCRETE (PMC) OVERLAY
712F	**	FLORESCENT ORANGE CONSTRUCTION SIGNS

** DENOTES CURRENT REVISION DATE
 AS PER CONTRACT DOCUMENTS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED

BRIDGE NO. 79-SR300-1.50
OVER I-40 EB

**SHELBY COUNTY
2002**

BR-59-45

DESIGNED BY N. TINER DATE MAY 2002
 DRAWN BY C.W. THOMAS DATE MAY 2002
 SUPERVISED BY J. H. RUDELL DATE MAY 2002
 CHECKED BY A. J. KHAIRI DATE MAY 2002 TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

[illegible]

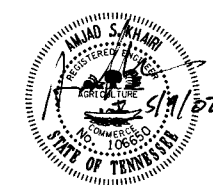
NOTES FOR I-240 TRAFFIC CONTROL:

- ① WATER WASHING, TEXTURE COATING OR ANY OTHER OPERATION THAT MAY PUT WATER OR DEBRIS ON VEHICLES TRAVELING I-240 SHALL NOT BE DONE OVER TRAFFIC. I-240 LANE CLOSURE METHODS SHOWN IN ALL PHASES SHALL BE EMPLOYED DURING NIGHT HOURS ONLY.
- ② ALL LANE CLOSURES ON I-240 SHALL BE DONE BETWEEN THE HOURS OF 7:00 P.M. FRIDAY AND 6:00 A.M. MONDAY. ALL FLEXIBLE DRUMS AND TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE REMOVED OR COVERED BEFORE 6:00 A.M. MONDAY.
- ③ DURING DEMOLITION, WATER WASHING OR TEXTURE COATING OPERATIONS, A CURTAIN, SCREEN OR OTHER MEANS OF KEEPING ALL WATER, DEBRIS OR OTHER MATERIAL OUT OF THE TRAVEL LANES SHALL BE EMPLOYED. THE CONTRACTOR SHALL OBTAIN APPROVAL FOR HIS PROPOSED METHODS TO ACCOMPLISH THIS FROM THE ENGINEER.
- ④ NOTES 1 AND 3 SHALL APPLY TO STATE ROUTE 3 CONSTRUCTION AND TRAFFIC CONTROL OPERATIONS.

- ⑬ THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES SHOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS LISTED ON THE MANUFACTURER'S BILL OF MATERIALS. SHOP DRAWINGS OF THE PORTABLE ENERGY TERMINALS MUST BE SUBMITTED TO AND APPROVED BY THE DIVISION OF STRUCTURES PRIOR TO INSTALLATION. THE CONTRACTOR SHALL BE PAID FOR A MAXIMUM OF EIGHT (8) ENERGY ABSORBING TERMINALS, NCHRP 350, TL 3 WHICH SHALL BE RELOCATED AS NECESSARY.
- ⑭ INCLUDES COST OF INSTALLING NEW GUARDRAIL COMPONENTS TO MATCH THE CURVATURE CALLED FOR ON THE DRAWING NOS. BR-59-43 THRU BR-59-47 OR THE STANDARD S-GR SERIES DRAWINGS, AS APPLICABLE. THIS ITEM WILL INCLUDE ALL COSTS OF LABOR AND MATERIAL TO ATTACH THE NEW GUARDRAILS TO EXISTING END POSTS AS SHOWN ON STANDARD DWG. NO. SBR-2-131 AND SBR-2-132. ALL WORK MUST MEET THE FULL APPROVAL OF ENGINEER.
- ⑮ INCLUDES ALL COSTS FOR FURNISHING AND INSTALLING VERTICAL PANELS MOUNTED ON THE INTERCONNECTED PORTABLE CONCRETE BARRIER RAIL. FOR NOTES AND DETAILS, SEE STD. DWG. NO. T-PBR-2. FOR LOCATIONS SEE SHEETS 4 THRU 27 OF TRAFFIC CONTROL PLANS.
- ⑯ INCLUDES ALL COST ASSOCIATED WITH THE INSTALLATION AND MAINTENANCE OF NEW SIGN PANELS, SHEETING AND SUPPORTS. SEE SPECIAL PROVISION NO. 712F.
- ⑰ INCLUDES ALL COST ASSOCIATED WITH PROVIDING AND MAINTAINING FOUR (4) CHANGEABLE MESSAGE SIGN UNITS. SEE SHEET NO. 27 FOR DETAILS.
- ⑱ INCLUDES ALL COSTS TO PERFORM SPALL REPAIRS USING CEMENTITIOUS PATCHING MATERIAL. FOR NOTES AND DETAILS, SEE DWG. NO. BR-59-62. THE ENGINEER MAY INCREASE, DECREASE OR ELIMINATE THE QUANTITY FOR THIS ITEM.
- ⑲ INCLUDES THE COST OF ALL LABOR AND MATERIALS FOR FURNISHING AND INSTALLING THE LISTED ITEM WHERE LOCATED BY THE ENGINEER, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE ENGINEER MAY INCREASE, DECREASE OR ELIMINATE THE QUANTITY FOR THIS ITEM.
- ⑳ INCLUDES ALL COSTS TO PERFORM SPALL REPAIR USING HIGH EARLY STRENGTH CONCRETE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-59-62. THE ENGINEER MAY INCREASE, DECREASE OR ELIMINATE THE QUANTITY FOR THIS ITEM.

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

BR-59-48



GENERAL NOTES

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 1, 1995 EDITION).

DESIGN SPECIFICATIONS: AASHTO 1996 EDITION WITH ADDENDA.

REINFORCING STEEL: SEE THE STANDARD SPECIFICATIONS.

SHOP DRAWINGS: SHALL BE SUBMITTED ACCORDING TO SPECIAL PROVISION NO. 105A, SHOP DRAWINGS SHALL BE SUBMITTED TO THE BRIDGE REPAIR OFFICE OF THE DIVISION OF STRUCTURES.

HIGH EARLY STRENGTH CONCRETE: THE MIX TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS CLASS "A", EXCEPT THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS, THE WATER-TO-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. NO FLY ASH REPLACEMENT WILL BE PERMITTED AND THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. THE HIGH EARLY STRENGTH CONCRETE SHALL ATTAIN A COMPRESSIVE STRENGTH OF 3000 PSI BEFORE LOADING.

CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

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 FOR THE PAY ITEMS.

DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED. SPECIFICALLY, THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILARLY HEAVY EQUIPMENT FOR CONCRETE REMOVAL. PNEUMATIC HAMMERS MUST BE USED TO REMOVE UNSUBSTANTIAL DEPTHS OF CONCRETE. SIZE OF REMOVAL AND ANY WORK VIBES BEAMS THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE SO LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

ROADSIDE BANKS/SLOPES USED BY THE CONTRACTOR FOR WORK ACCESS, PARKING, SHOULDER WIDENING, AND ANY OTHER PURPOSES THAT ARE DISTURBED BY HIS OPERATIONS SHALL BE REPAIRED BY REMOVING ADDED FILL AND ASPHALT, REGRADING, RESEEDING, MULCHING OR WHATEVER OTHER MEANS ARE NECESSARY TO RESTORE THE BANKS/SLOPES TO THE ORIGINAL CONDITION. ALL RESTORATION WORK SHALL MEET THE FULL SATISFACTION OF THE ENGINEER. COST OF ALL RESTORATION WORK SHALL BE INCLUDED IN ITEMS BID ON.

918.21 GROUT. GROUT SHALL BE A PORTLAND CEMENT TYPE IN ACCORDANCE WITH STANDARD SPECIFICATION

GRAOUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED 1/2" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT AND THE BAR DRIVEN TO IT'S SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED 1/4" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT AND THE BAR DRIVEN TO IT'S SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY T.D.O.T. MATERIALS AND TESTS.

GRADING

ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

MISCELLANEOUS

NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

CONST. WORK ZONE TRAFFIC CONTROL

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE (1) WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COST OF REMOVAL, COVERING AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06.10, NEW SIGNS (CONSTRUCTION), SQUARE FOOT.

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS FLAGGER SIGNS, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED, WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK. THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

THE CONTRACTOR WILL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC, UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO BE PARKED WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE CHANNELIZING DEVICES ARE TO BE IN PLACE BEFORE BEING OPENED TO TRAFFIC.

GUARDRAIL

IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED.

UTILITY NOTES

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO CO-OPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT.

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

PRIOR TO SUBMITTING HIS BID THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF THE WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL OWNER OF HIS PLAN OF OPERATION IN THE AREA OF UTILITIES. PRIOR TO COMMENCING THE WORK, THE CONTRACTOR SHALL CONTACT OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111.

UNLESS OTHERWISE NOTIFIED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES AND GRADES ARE A CONTRACT ITEM, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK, AND AT ANY LOCATION OF THE PROJECT DIRECTED BY THE ENGINEER.

[illegible]

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING

PERMANENT PAVEMENT LINE MARKINGS SHALL BE PREFORMED PLASTIC
INSTALLED TO PERMANENT STANDARDS PRIOR TO OPENING TO TRAFFIC.
SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS
WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-10.01, PREFORMED
PLASTIC PAVEMENT MARKING LINE (4" LINE), L.M.

DESIGNED BY A. J. KHAIRI DATE MAY 2002
DRAWN BY K. KYZER DATE MAY 2002
SUPERVISED BY J. H. RUDELL DATE MAY 2002
CHECKED BY A. J. KHAIRI DATE MAY 2002

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

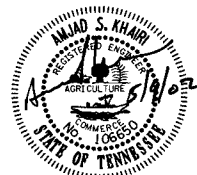
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

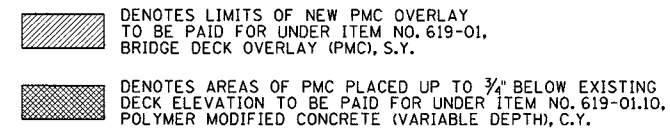
GENERAL NOTES

BR. NO. 79-SR300-0.00 OVER SR3
BR. NO. 79-SR300-1.22 OVER I-40 WB
BR. NO. 79-SR300-1.50 OVER I-40 EB
BR. NO. 79-140-5.27 OVER SR300 RAMP
BR. NO. 79-140-5.54 OVER I-40 RAMP

SHELBY COUNTY
2002

BR-59-49



[illegible]

DETAIL SHOWING LIMITS FOR CONCRETE PAY ITEMS
(SEE DWG. NOS. BR-59-43 THRU BR-59-48 AND BR-59-50 THRU BR-59-54
FOR EXACT LIMIT @ EACH BRIDGE)

SPECIAL NOTE CONCERNING USE OF HYDRODEMOLITION FOR SCARIFYING DECK 3/4",
PARTIAL DEPTH CONCRETE REMOVAL AND NEW CONCRETE.

(THIS IS A GENERAL DESCRIPTION OF WORK REQUIRED AND PAYMENT FOR THAT WORK. SEE SPECIAL PROVISION 604H FOR EXACT LIMITS OF WORK AND PAYMENT CONCERNING HYDRODEMOLITION AND NEW PMC OVERLAY.)

THE ENTIRE DECK AREA ON THE BRIDGE AND APPROACH SLABS SHALL RECEIVE HYDRODEMOLITION AS DESCRIBED BELOW. THE AREA OF THE DECK SHALL RECEIVE HYDRODEMOLITION TO A 3/4" MINIMUM DEPTH AND HAVE PARTIAL DEPTH DETERIORATED CONCRETE REMOVED USING HYDRODEMOLITION. PARTIAL DEPTH AREAS WILL NOT BE MARKED ON THE DECK BUT WILL BE REMOVED AS THE HYDRODEMOLITION COMES IN CONTACT WITH PARTIAL DEPTH DETERIORATED CONCRETE WHILE SCARIFYING. THESE AREAS SHALL BE PAID FOR UNDER ITEM NO. 604-10.20, HYDRODEMOLITION, S.Y.

THE NEW POLYMER MODIFIED CONCRETE PLACED IN AREAS AS PARTIAL DEPTH REMOVAL UP TO $\frac{3}{4}$ " BELOW THE ORIGINAL BRIDGE DECK ELEVATION SHALL BE PAID FOR UNDER ITEM NO. 619-01.10, POLYMER MODIFIED CONCRETE (VARIABLE DEPTH), C.Y., SEE SPECIAL PROVISION 619A, AND WILL BE PLACED AT THE SAME TIME AS THE NEW $1\frac{1}{2}$ " PMC OVERLAY. THE NEW PMC OVERLAY WHICH INCLUDES THE PMC ABOVE $\frac{3}{4}$ " BELOW ORIGINAL BRIDGE DECK ELEVATION SHALL BE PAID FOR UNDER ITEM NO. 619-01, BRIDGE DECK OVERLAY (PMC), S.Y.

ROTORMILLING 1/2" OF THE CONCRETE DECK WILL BE ALLOWED PRIOR TO HYDRODEMOLITION.

A 5000 PSI PRESSURE WASH OF THE BRIDGE SURFACE AFTER HYDRODEMOLITION AND VACUUMING SHALL BE DONE PRIOR TO PLACEMENT OF THE NEW PMC OVERLAY TO ENSURE A DECK FREE OF ANY LOOSE MATERIAL. THE BRIDGE DECK SURFACE SHALL MEET WITH THE APPROVAL OF THE ENGINEER.

LATEX MODIFIED CONCRETE NOTES AND CURING PROCEDURES

COVER THE OVERLAY PROMPTLY WITH A SINGLE LAYER OF WET BURLAP. NEW BURLAP EVEN WHEN PRESOAKED, CAN DRY OUT QUICKLY AND SHOULD BE AVOIDED OR PRESOAKED FOR SEVERAL DAYS. IT MAY REQUIRE THE BURLAP TO BE WET, LET DRY OUT, AND THIS PROCEDURE REPEATED SEVERAL TIME TO ALLOW TOTAL ABSORPTION. USE WHITE VISQUEEN (PLASTIC) TO COVER THE WET BURLAP DURING THE OVERLAY IN HOT WEATHER.

PLACE THE WET BURLAP ON THE OVERLAY AS SOON AS POSSIBLE. CONSISTENTLY SPRAY A MIST OF WATER OVER THE BURLAP BEFORE IT IS COVERED WITH WHITE VISQUEEN (PLASTIC). HOWEVER, SPRAYING THE BURLAP WITH WATER BEFORE COVERING WITH WHITE VISQUEEN (PLASTIC) SHOULD NOT BE EXCESSIVE TO THE POINT THE WATER IS DAMAGING THE FRESH OVERLAY SURFACE.

THE WHITE VISQUEEN (PLASTIC) SHOULD BE PULLED, PLACED AND KEPT WITHIN TEN TO THIRTY FEET OF THE FRONT COVER OF BURLAP. THESE DISTANCES SHOULD BE ADJUSTED BASED ON THE WEATHER CONDITIONS AT THE TIME OF PLACEMENT. SECURE THE PLASTIC SO IT WILL NOT BLOW OFF THE BURLAP DURING THE WET CURE. THE LESS NUMBER OF SEAMS IN THE PLASTIC IS BEST SUITED AND EASIER TO SECURE.

SECURE THE PLASTIC BY USING THE RAILS, ROLLING OVER THE EDGES OF WET BURLAP ONTO THE PLASTIC, LAYING FOLDED WET BURLAP TRANSVERSELY ACROSS THE DECK OR BY KEEPING WATER ON THE SURFACE OF THE PLASTIC. SEAL THE PLASTIC TO AVOID THE WIND FROM PUFFING UP THE PLASTIC DURING THE WET CURE. EXERCISE CAUTION WHEN WETTING DOWN THE SURFACE OF THE PLASTIC SO AS NOT TO ALLOW THE WATER TO RUN INTO THE OVERLAY BEING PLACED.


DURING HOT SUMMER OVERLAYS, SOAKER HOSES SHOULD BE PLACED UNDER THE PLASTIC. THIS SHOULD BE DONE WHEN THE OVERLAY HAS SET LONG ENOUGH TO SUPPORT THE WEIGHT OF THE SOAKER HOSES AND AFTER THE OVERLAY PLACEMENT IS COMPLETED. USING THE COOLEST WATER POSSIBLE WILL GREATLY ENHANCE ALL THE PROCEDURES IN HOT WEATHER.

A RANDOM SAMPLE OF THE LATEX SHOULD BE TAKEN OFF EACH CONCRETE MOBILE SUPPLIER TO BE TAKEN TO THE DOT DEPARTMENT OF MATERIALS AND TESTING FOR EVALUATION. THE RANDOM SAMPLE WILL BE APPROXIMATELY ONE (1) QUART.

AN ENGINEER FROM THE OFFICE OF BRIDGE INSPECTION AND REPAIR SHALL BE PRESENT FOR THE INITIAL CALIBRATION OF THE CONCRETE MOBILE.

THE ENGINEER SHALL CHECK AND MEASURE THE VOLUME OF THE LATEX, CEMENT, AGGREGATE, AND WATER OF THE CONCRETE MOBILE BEFORE AND AFTER AS AN APPROXIMATE CHECK OF THE CALIBRATION OF THE CONCRETE MOBILE.

BRIDGE NO.	THICKNESS
0.00	2 1/4"
1.22	1 3/4"
1.50	2 3/4"
5.27	1 3/4"
5.54	2 3/4"

 **NOTES:**
THE ENTIRE BRIDGE DECK AND APPROACH
SLABS SHALL RECEIVE HYDRODEMOLITION
AND NEW PMC OVERLAY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

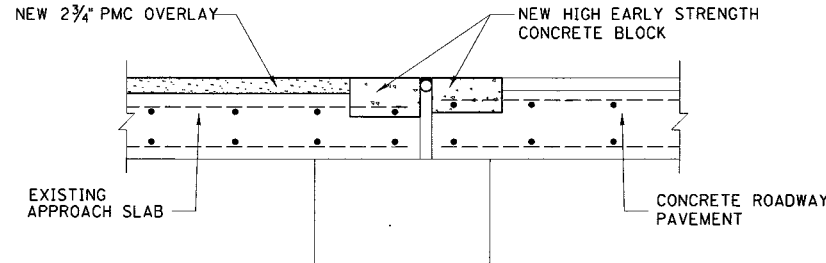
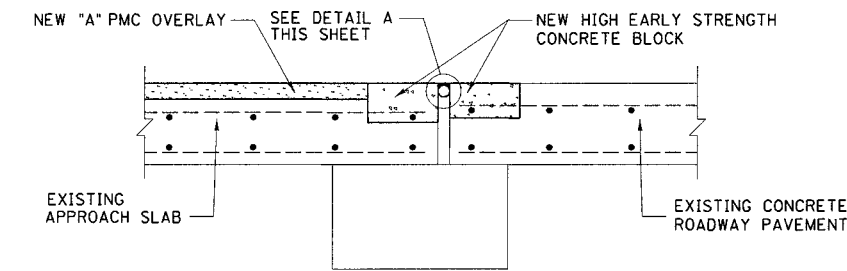
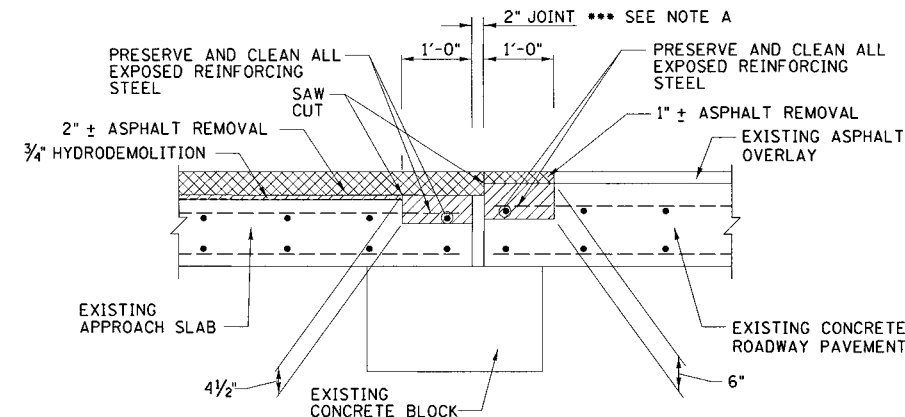
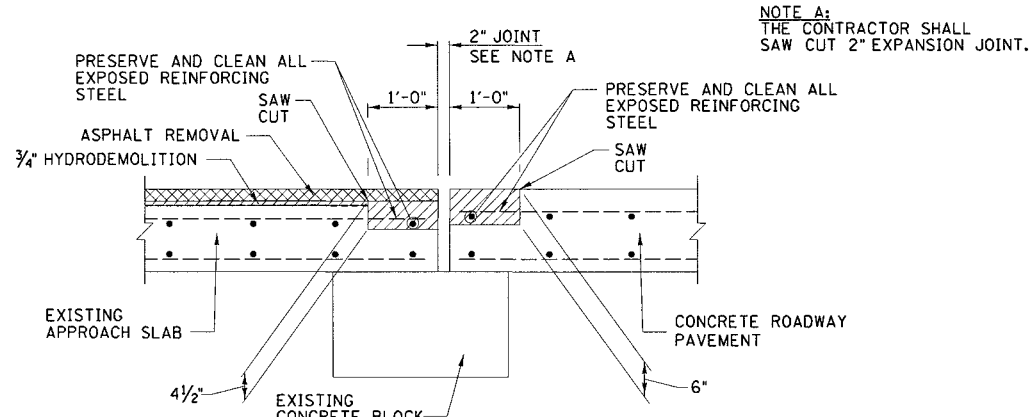
BR. NO. 79-SR300-0.00 OVER SR3
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BR. NO. 79-SR300-1.50 OVER I-40 EB
BR. NO. 79-140-5.27 OVER SR300 RAMP
BR. NO. 79-140-5.54 OVER I-40 RAMP

SHELBY COUNTY
2002

DESIGNED BY A. J. KHAIRI DATE MAY 2002
 DRAWN BY C.W. THOMAS DATE MAY 2002
 SUPERVISED BY J. H. RUDELL DATE MAY 2002
 CHECKED BY A. J. KHAIRI DATE MAY 2002 TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

BR-59-55

_:/2001/01012403/DRAWINGS/SHLB-38.DGN 5/7/02



JOINT REPAIR @ CONCRETE ROADWAY

BR. NO. 79-SR300-0.00
BR. NO. 79-SR300-1.22
BR. NO. 79-SR300-1.50
BR. NO. 79-140-5.27
SCALE: 3/4" = 1'-0"

TABLE OF VARIABLES	
BRIDGE	DIMENSION "A"
0.00	2 1/4"
1.22	1 3/4"
1.50	2 3/4"
5.27	1 3/4"
5.54	2 3/4"

JOINT REPAIR @ ROADWAY

BR. NO. 79-140-5.54 ONLY
SCALE: 3/4" = 1'-0"

NOTES:

THE DEPTH OF THE JOINT POURED SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. FOR PROPER INSTALLATION THE PAVEMENT AND AIR TEMPERATURE SHALL BE 40°F AND RISING AND MUST NOT FALL BELOW 40°F PRIOR TO COMPLETE CURE OF THE SEALANT.

THE SEALANT THICKNESS PLACED SHALL BE CHECKED PRIOR TO CURING AT 2 LOCATIONS ACROSS THE LENGTH OF EACH JOINT TO ASSURE PROPER THICKNESS.

SEE THIS DWG. FOR NOTES REGARDING NEW EXPANSION JOINT.

ALL DIMENSIONS SHOWN ARE TO BE FIELD VERIFIED BY THE CONTRACTOR.

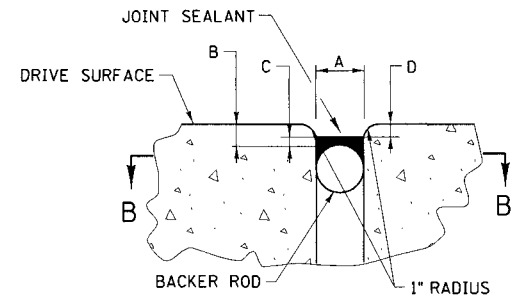
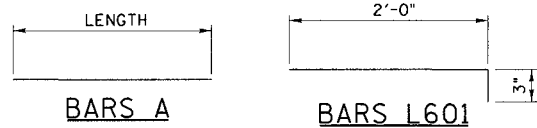
NOTE:

COST OF INSTALLING NEW EXPANSION JOINT, EXCAVATION, SAW CUTTING, BACKER ROD, JOINT SEALER, CONCRETE REMOVAL, NEW HIGH EARLY STRENGTH CONCRETE, DRILLING, GROUTING, ASPHALT REMOVAL AT SHOULDERS, CLEANING ALL EXPOSED REINFORCING STEEL, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT TO BE INCLUDED UNDER ITEM NO. 604-10.44, EXPANSION JOINT REPAIRS, L.F.

NOTE C:

DRILL AND EPOXY GROUT BARS L. DIAMETER FOR DRILLED HOLE FOR THE NEW L BARS SHALL BE RECOMMENDED BY EPOXY GROUT MANUFACTURER.

BILL OF STEEL						
MARK	SIZE	NO. REQUIRED				
		0.00	1.22	1.50	5.27	5.54
L601	6	36	58	34	42	42
A601	6	8				
A602	6		4			
A603	6		4	4		
A604	6			4	4	4
A605	6				4	4
A606	6		2			
* BAR DIMENSIONS ARE OUT-TO-OUT						
THE CONTRACTOR IS REQ'D. TO VERIFY THE EXACT LENGTHS BEFORE ORDERING ANY REINFORCING STEEL						



DETAIL "A"
(EXPANSION JOINT DIAGRAM)

A	B	C	D
JOINT OPENING AT TIME OF SEALING	MINIMUM SPACE FROM TOP OF BACKER ROD TO DRIVE SURFACE	DEPTH OF 902 RCS FROM TOP OF BACKER ROD TO SURFACE OF 902 RCS	MINIMUM SPACE FROM TOP OF 902 RCS TO DRIVE SURFACE
UP TO 3"	1 3/8" MIN	1/2" - 5/8"	3/4" MIN
ABOVE 3"	1 3/4" MIN	5/8" - 3/4"	1" MIN

GENERAL NOTES:

ITEM NO. 604-10.44, EXPANSION JOINT REPAIR (L.F.):

JOINT SYSTEM INCLUDES FURNISHING ALL MATERIAL AND EQUIPMENT AND COMPLETE INSTALLATION AS SHOWN ON THIS DRAWING AND THE MANUFACTURER'S SPECIAL PROVISIONS. THE JOINT SEALANT SYSTEM CONSISTS OF A SURFACE PRIMER; A SELF-LEVELING OR NON-SAG SEALANT AND BACKER MATERIAL. DETAILED SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO CONSTRUCTION. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP AND PERFORMANCE OF THE INSTALLED JOINT.

JOINT SEALANT:

THE JOINT SEALANT WILL BE A POURABLE, COLD APPLIED (TWO COMPONENT) RAPID-CURING, SELF LEVELING MATERIAL WHEN INSTALLED ON GRADES LESS THAN OR EQUAL TO 3% ALONG THE CENTERLINE OF THE JOINT. JOINT SEALANTS USED IN CONJUNCTION WITH OTHER MANUFACTURER APPROVED COMPONENTS COMPRISING ANOTHER MANUFACTURER'S JOINT SEALANT SYSTEM WILL MEET THE REQUIREMENTS OF THESE SPECIFICATIONS. PRIOR TO PREPARING THE JOINT SEALANT, THE MANUFACTURER'S REPRESENTATIVE WILL BE CONSULTED TO ESTABLISH THE USABLE POT LIFE OF THE MATERIAL TO THE MIXED. CONSIDERING THE AMBIENT TEMPERATURE AT THE TIME OF MIXING, WHEN MIXING HAS BEEN COMPLETED THE AGE OF THE MIXTURE WILL BE TIMED AND THE MATERIAL WILL BE DISCARDED WHEN THE MANUFACTURER'S PREDICTED POT LIFE HAS BEEN EXCEEDED. IF AT ANY POINT IN THE TIME DURING THE INSTALLATION OF JOINT SEALANT THE MANUFACTURER'S REPRESENTATIVE DETERMINES THAT THE MIXED JOINT SEALANT HAS CURED TO A POINT WHERE IT CAN NOT BE PROPERLY INSTALLED IT WILL BE DISCARDED.

SURFACE PRIMER:

THE JOINT SEALANT MUST BE APPLIED TO HIGH EARLY STRENGTH CONCRETE SURFACES WITH THE USE OF A SPECIAL PRIMER FOR EACH APPLICATION. THE VERTICAL FACES OF THE JOINT RECEIVING SURFACE PRIMER ARE TO BE FREE OF DUST PARTICLES, MOISTURE, OILS AND LAITANCE AT THE TIME THE SURFACE PRIMER IS APPLIED. PER THE MANUFACTURER'S REQUIREMENT, THE SURFACE PRIMER SHALL BE FULLY CURED BEFORE THE JOINT SEALANT IS INSTALLED. THE MANUFACTURER'S APPROVAL AND INSTALLATION PROCEDURES FOR A SPECIAL PRIMER MUST BE GIVEN TO THE PROJECT ENGINEER IN WRITING BEFORE THE PRIMER IS INSTALLED.

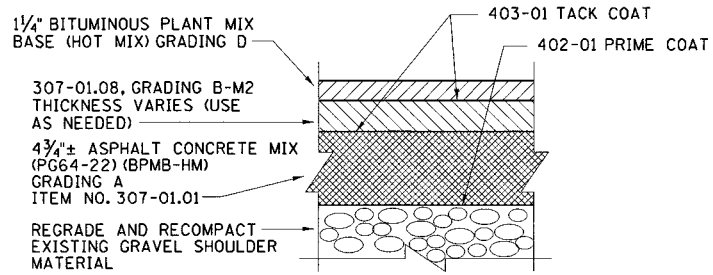
BACKER ROD:

THE BACKER ROD SHALL BE A CLOSED CELL, NON-GASSING FOAM MATERIAL CAPABLE OF WITHSTANDING ELEVATED TEMPERATURES RESULTING FROM THE REACTION OF THE TWO COMPONENT SEALANT THAT MAY OCCUR. THE MATERIAL TYPE IS TO BE APPROVED BY THE JOINT SEALANT SYSTEM MANUFACTURER AND TESTED IN ACCORDANCE WITH ASTM D545. A LETTER OF CERTIFICATION SHALL BE ISSUED TO TDOT MATERIALS AND TESTS DIVISION BY THE MANUFACTURER WITH EACH DELIVERY OF MATERIAL ON THE SITE. THE FIRST SHIPMENT SHALL INCLUDE A COPY OF THE MANUFACTURER'S QUALITY ASSURANCE PROGRAM LISTING ALL TESTING CRITERIA.

HIGH EARLY STRENGTH CONCRETE

SEE NOTE REGARDING HIGH EARLY STRENGTH CONCRETE ON DWG. NO. BR-59-49.

NOTES:
ALL COSTS ASSOCIATED WITH PREPARATION OF SHOULDER AREAS INCLUDING EXCAVATING, REGRADING AND RECOMPACTING EXISTING GRAVEL BASE, SHALL BE INCLUDED IN ITEMS BID ON.



TYPICAL PAVEMENT SECTION AT SHOULDER

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

BR. NO. 79-SR300-0.00 OVER SR3
BR. NO. 79-SR300-1.22 OVER I-40 WB
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SHELBY COUNTY
2002

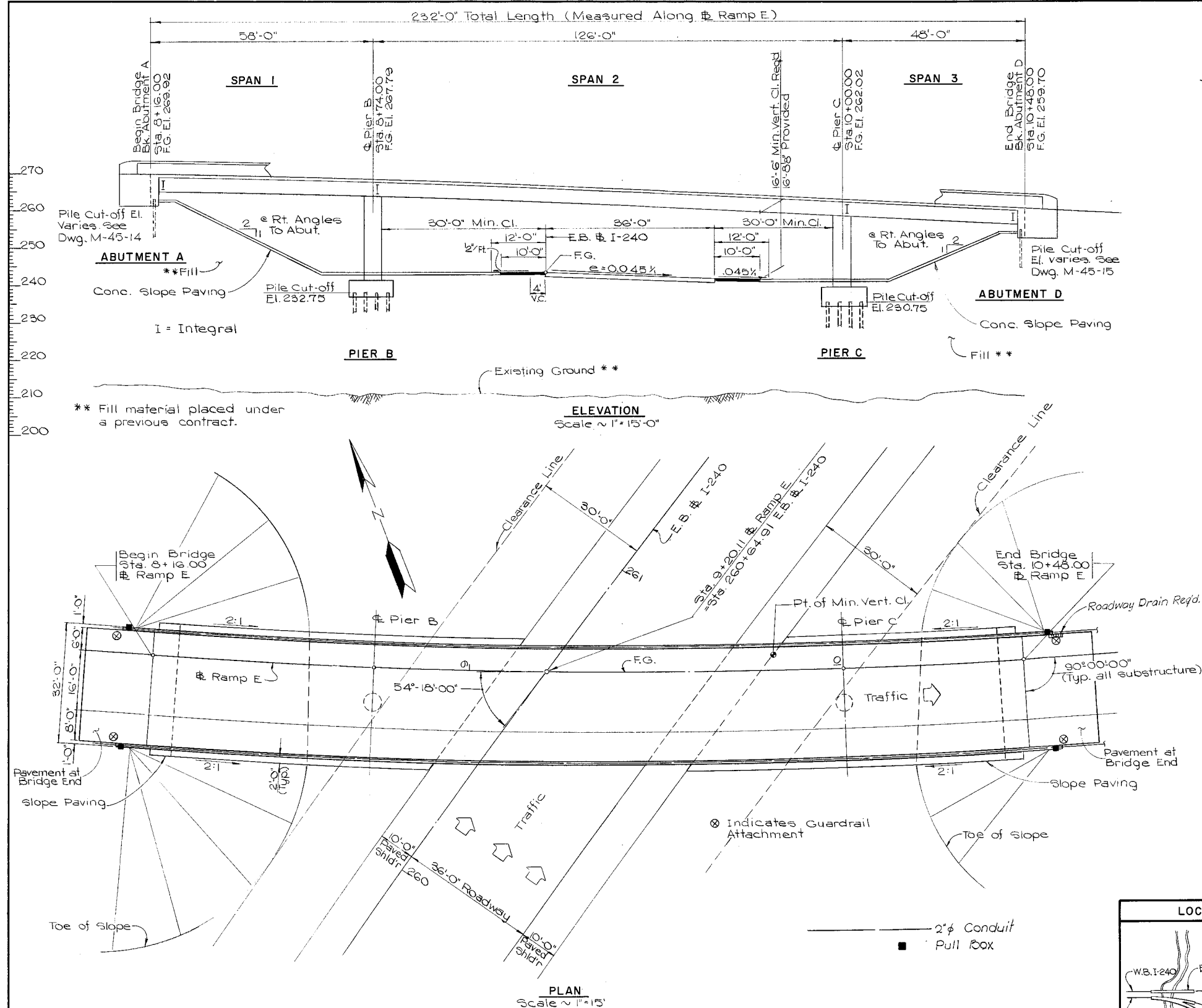
DESIGNED BY: J. C. LANGHAMMER
DRAWN BY: J. C. LANGHAMMER
SUPERVISED BY: J. H. RUDELL
CHECKED BY: A. J. KHARI

DATE: MAY 2002
DATE: MAY 2002
DATE: MAY 2002
DATE: MAY 2002

TN D.O.T. ENGINEERING SUPERVISOR: M. LAWSON

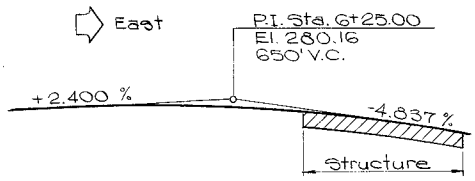
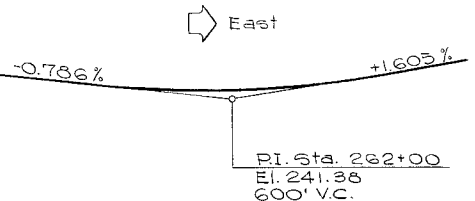
BR-59-61

MICROFILMED



CONST. NO.	PROJECT NO.	YEAR	SHEET NO.
79007.3133-14	EACI-240-1(138)5	1976	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	9-30-76	M.G.	Removed Note



RAMP E PROFILE

INDEX TO DRAWINGS	
DWG. NO.	TITLE
M-45-12	Bridge Layout
M-45-13	General Notes and Estimated Quantities
M-45-14	Abutment A
M-45-15	Abutment D
M-45-16	Piers B & C
M-45-17	Typical Section
M-45-18	Bottom Slab Plan
M-45-19	Top Slab Plan
M-45-20	Girder Reinforcing
M-45-21	Slab Elevations
M-45-22	Foundation Data

CURVE DATA

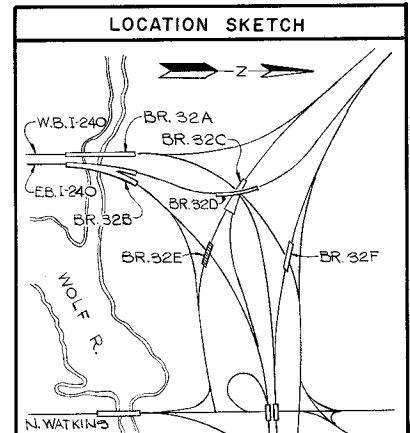
RAMP E
P.I. Sta. 11+47.66 (Bk.)
 $\Delta = 33^{\circ}23'36''$ Lt.
 $Dc = 4^{\circ}00'00''$
 $R = 1432.39'$
 $Lc = 834.84'$
 $T = 429.65'$

E.B. I-240

P.I. Sta. 267+05.45 (Bk.)
 $\Delta = 30^{\circ}17'05''$ RT.
 $Dc = 1^{\circ}45'00''$
 $R = 3274.04'$
 $Lc = 1730.55'$
 $T = 886.00'$

Date of latest Revision	
Nov. 20, 1975	M-45-149 Light Standard Support Details
Jan. 28, 1976	M-28-1 Bridge Railing-Concrete Parapet
Jan. 14, 1976	K-80-14 Reinf. Bar Support Details
Mar. 2, 1976	K-86-144 Reinf. Concrete Pavement at Bridge Ends
Nov. 27, 1975	H-5-111 Standard Pile Details
Jan. 9, 1976	K-85-150 Miscellaneous Abutment and Drainage Details
June 22, 1976	K-80-15 Precast Prestressed Bridge Deck Panels
Jan. 1, 1976	D-08-9 Standard Apron Spillway at Bridge Ends

1. See Dwg. M-45-13 for General Notes and Summary of Estimated Quantities.



BRIDGE NO. 79I00400065

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 32E
RAMP E OVER E.B. I-240

BRIDGE LAYOUT
STA. 260 + 64.91 E.B. I-240
SHELBY COUNTY

CORRECT _____
ENGINEER OF STRUCTURES
APPROVED _____
DIRECTOR OF HIGHWAYS

M-45-12

BRIDGE DECK SEALANT 905 SQ. YDS. CLASS "A" GRADING "D" 30 CU. YDS.

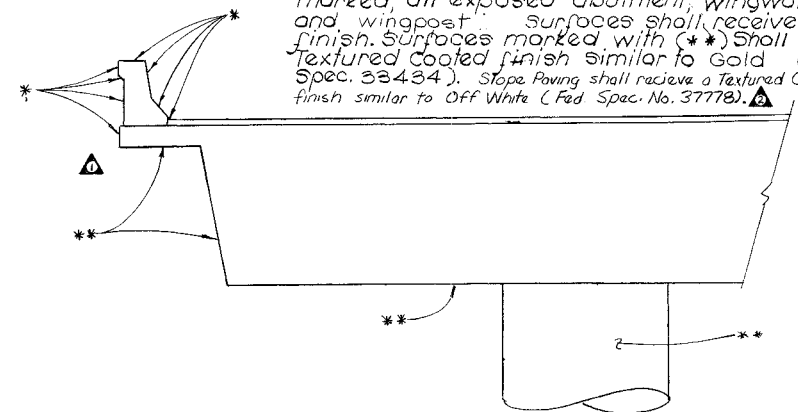
Note: Fills at abutments are to be in place a minimum of 120 days prior to construction of the abutment. As soon as possible after the construction of the fill, the Resident Engineer shall establish and maintain a permanent bench mark on the fill near the site of the proposed abutment. The Resident Engineer shall then make periodic recordings of the bench mark elevations to establish the rate of settlement of the in place fill. From this information, the 120 day waiting period may be reduced by the Engineer. See Roadway Plans for additional fill information.

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE
DESIGNED BY F. Hoffman DATE May, 1976
DRAWN BY T. Robinson DATE May, 1976
SUPERVISED BY C. Bryant DATE May, 1976
CHECKED BY C. Bryant DATE June, 1976

GENERAL NOTES

12. BRIDGE DECK SEALANT: The bridge deck and reinforced approach Slab shall be sealed in a future paving contract (905 Sq. Yds. required)
13. All fill shall be in place prior to excavating for footings. After constructing the Piers, extreme care shall be taken when backfilling so as not to damage or misalign the Piers.
14. BRIDGE RAIL SYSTEM: Build parapet in accordance with Tenn. Std. Dwg. M-28-1.
15. PRECAST PRESTRESSED BRIDGE DECK PANELS: A portion of the concrete deck may be constructed of precast prestressed bridge deck panels fabricated in accordance with Standard Drawing K-80-15.

All Surfaces marked with (*) Shall have a Textured Coated finish similar to off white (Fed. Spec. No. 37778) in addition to the surfaces marked, all exposed abutment, wingwall and wingpost surfaces shall receive the same finish. Surfaces marked with (**) Shall receive a Textured Coated finish similar to Gold (Fed. Spec. 32434). Slope Paving shall receive a Textured Coated finish similar to Off White (Fed. Spec. No. 37778). (A)

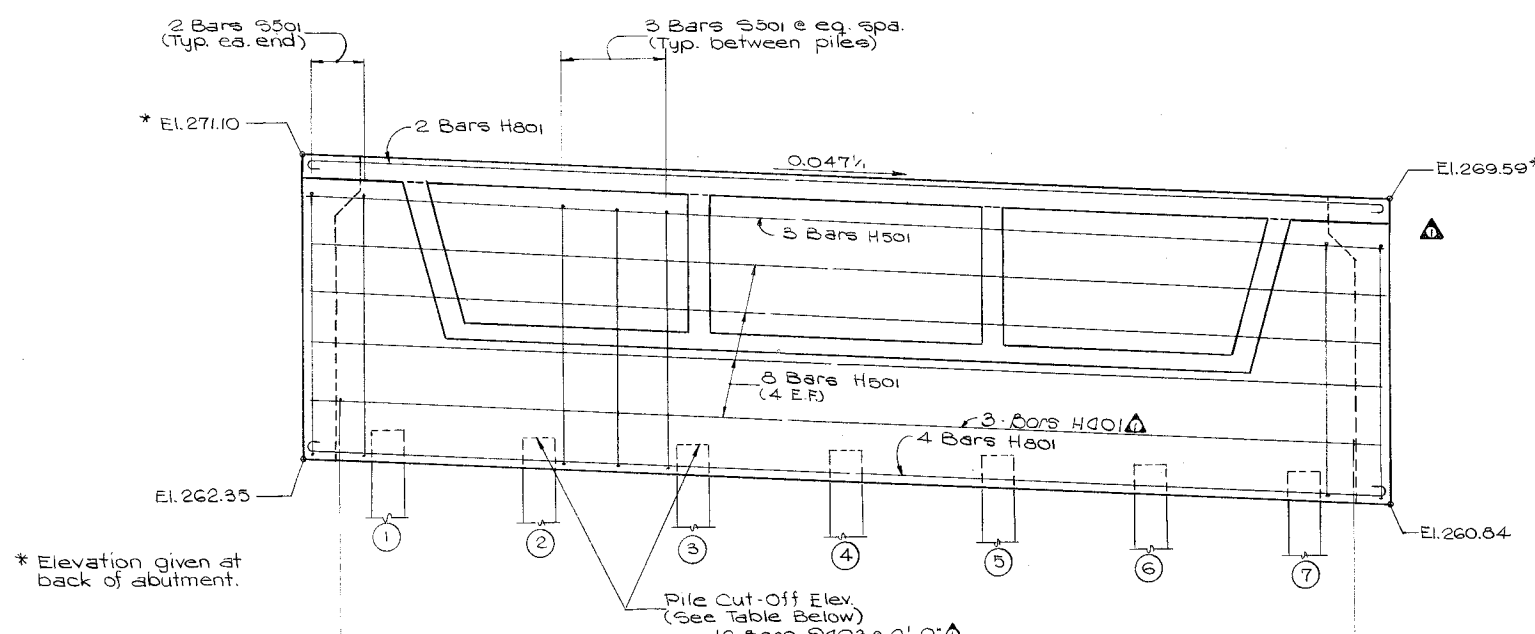
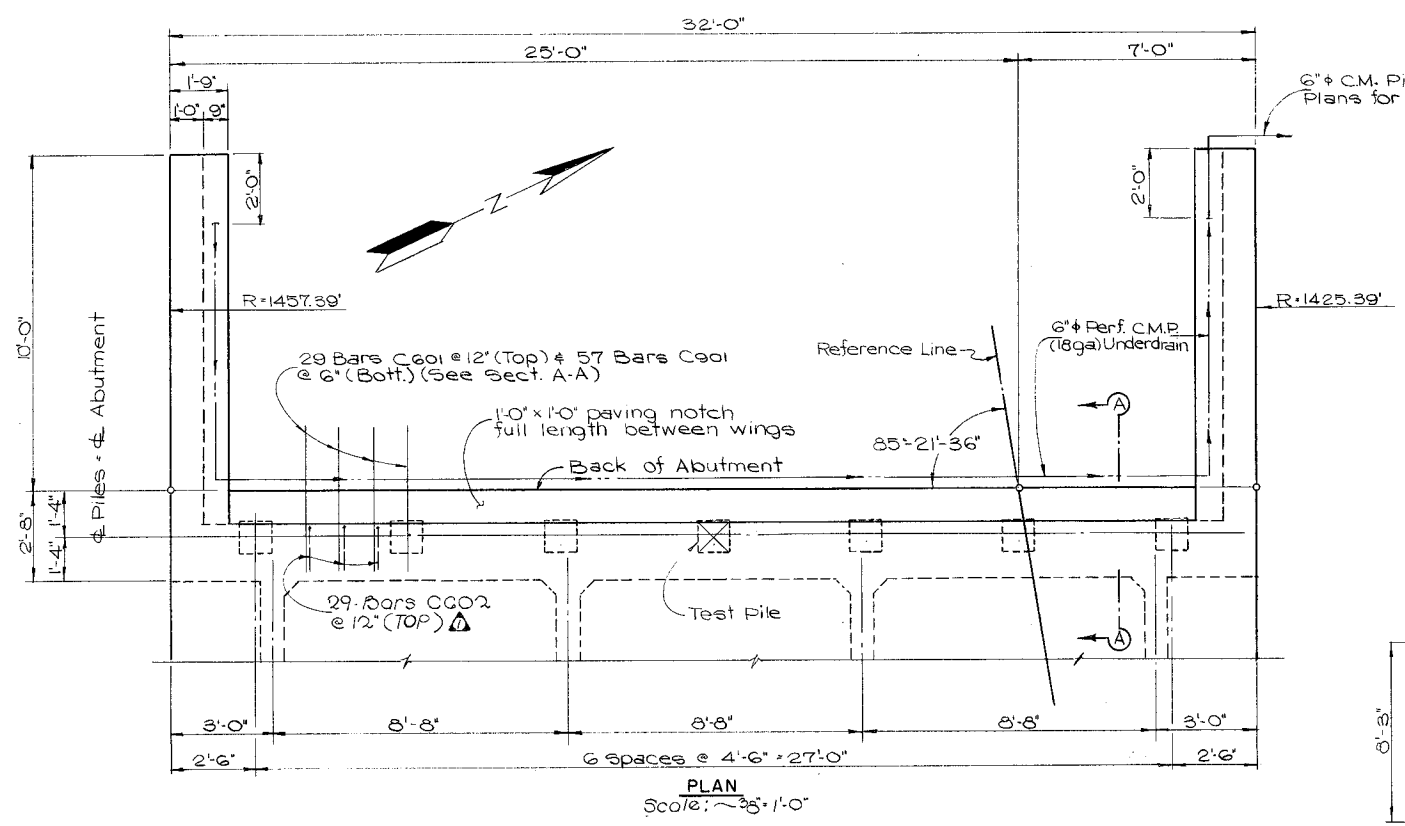


(7) Concrete and Reinforcing Steel quantities for Abutments A and D are included in Superstructure Quantities.

- (1) Excavation based on lower road profile.
- (2) See General Note No. 9 - ALTERNATE PILES.
- (3) The quantity given is out to out of wingposts.
- (4) Cost of polyethylene sheeting and all miscellaneous items necessary for installation to be included in cost of perforated C.M. pipe.
- (5) The cost of 16 threaded steel inserts and 16 - 7/8" x 4" hex head bolts (A307) shall be included in bridge items bid on.

STA. 260 + 64.91 E. B. I-240
SHELBY COUNTY

M - 45 - 13



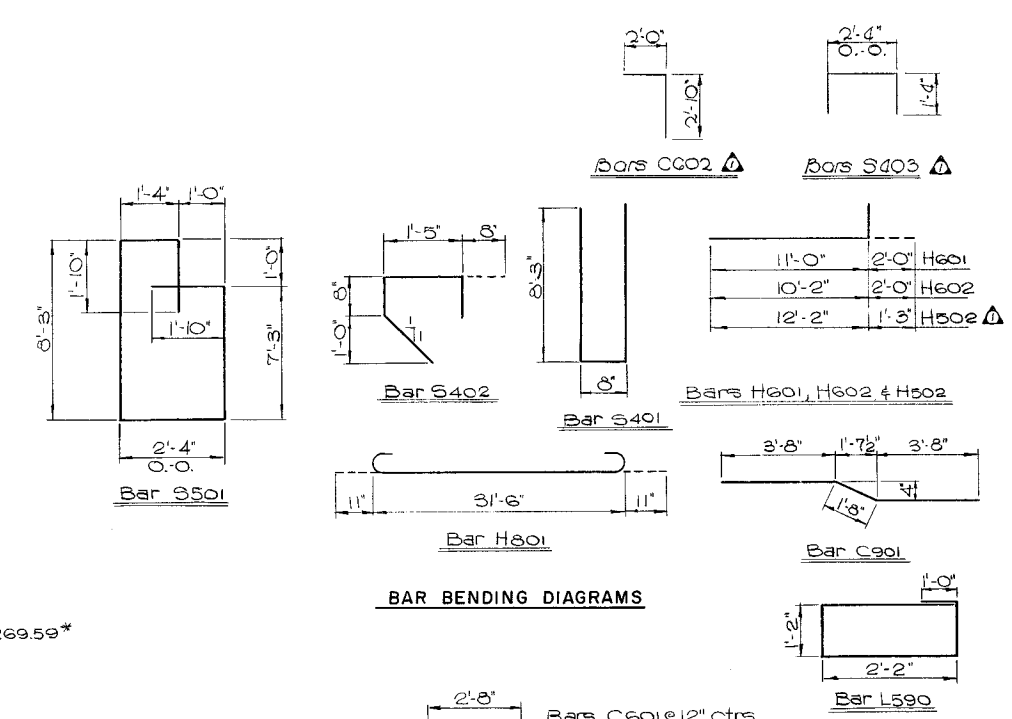
PILE CUT-OFF

Pile	Cut-Off Elev.
1	263.23
2	263.02
3	262.81
4	262.59
5	262.38
6	262.17
7	261.96

- NOTES**
- See Drawing M-45-15 for Wingwall Elevation & Section and Estimated Quantities.
 - The Abutment shall be poured monolithically with the superstructure.
 - See Std. Dwg. K-86-144 for details of Reinforced Concrete Pavement & Bridge Ends.
 - See Dwg. M-45-22 for location of Reference Line.
 - See Std. Dwg. K-85-150 for Drainage Details. All drainage pipes conform to Abutment slope. Min. slope = 1/8" ft.
 - See Std. Dwg. M-28-1 for Wingpost Details and required reinforcement to be placed in wingwalls.
 - Wingwalls and parapet shall conform to the horizontal curve.
 - Cost of concrete parapet and wingpost to be included in bridge rail system.

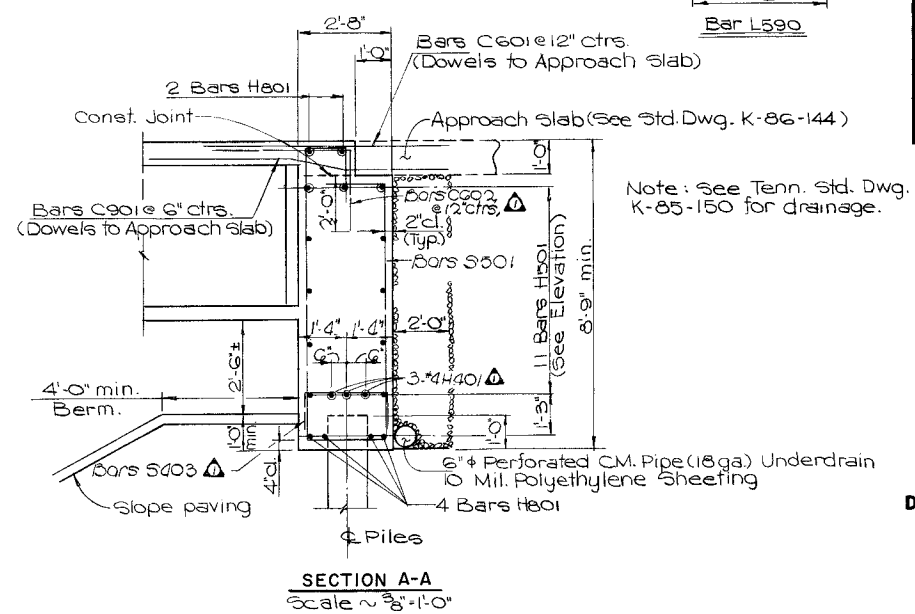
CONST. NO.	PROJECT NO.	YEAR	SHEET NO.
79007-3133-44	EAC 1-240-K(138)5	1976	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	9-30-76	M.G.	Reinf. Bars added.



BILL OF STEEL

Bar	No. req'd.		Size	Length	Shape
	Abut. A	Abut. C			
H801	6	6	8	33'-4"	C
H601	6	6	6	13'-0"	L
H602	22	22	6	12'-2"	L
H501	11	11	5	31'-6"	—
H502	20	20	5	13'-5"	L
H401	3	3	4	31'-6"	—
C602	29	29	6	4'-10"	7
S501	22	19	4	22'-10"	□
S401	22	22	4	17'-2"	□
S402	22	22	4	4'-2"	□
S403	16	16	4	5'-0"	□
C901	57	57	9	9'-0"	—
C601	29	29	6	5'-3"	—
APPROACH SLAB					
A490	50	50	4	28'-0"	—
A690	29	29	6	24'-0"	—
A790	8	8	7	28'-0"	—
A990	57	57	9	24'-0"	—
L590	58	58	5	7'-6"	□



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS

BRIDGE NO. 32E
 RAMP E OVER E.B. I-240

ABUTMENT A

STA. 260 + 64.91 E.B. I-240

SHELBY COUNTY

HARLAND BARTHOLOMEW AND ASSOCIATES
 MEMPHIS, TENNESSEE

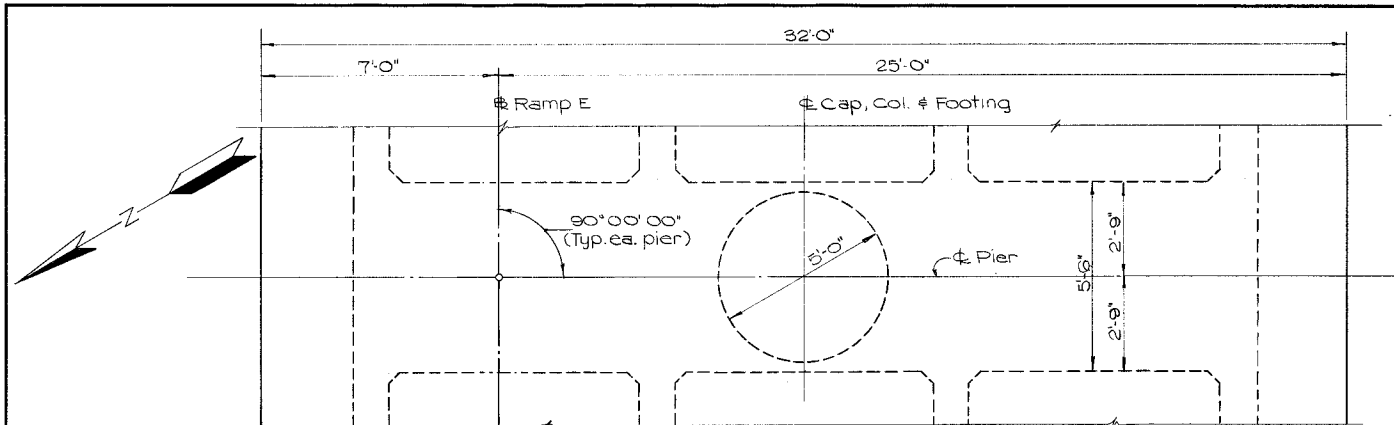
DESIGNED BY: F. Hoffman
 DRAWN BY: T. Robison
 SUPERVISED BY: C. Bryant
 CHECKED BY: C. Bryant

DATE: June, 76
 DATE: "
 DATE: "
 DATE: "

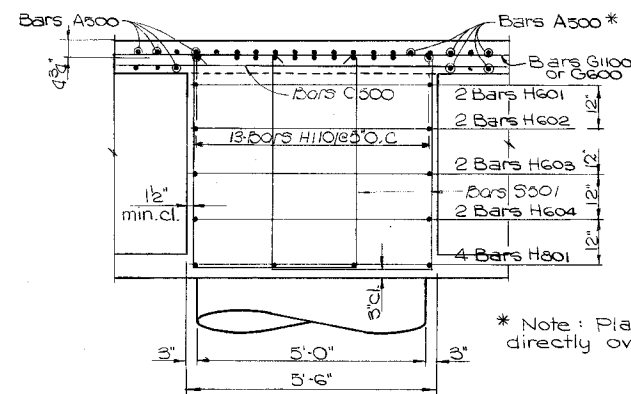
CORRECT _____
 ENGINEER OF STRUCTURES

APPROVED _____
 DIRECTOR OF HIGHWAYS

M-45-14



PLAN
Scale ~ 3/8"=1'-0"



SECTION A-A
Scale ~ 3/8"=1'-0"

* Note: Place Bars A500 directly over Bars H101

NOTES

- Pier caps shall be poured monolithically with superstructure.
- See Foundation Layout on Dwg. M-45-22 for location of Reference Line.

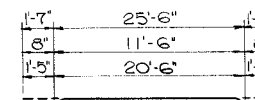
CONST. NO.	PROJECT NO.	YEAR	SHEET NO.
79007-5133-44	EAC 1-240-1(135)5	1976	

REVISIONS

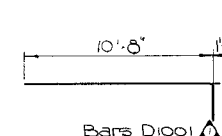
NO.	DATE	BY	BRIEF DESCRIPTION
1	9-20-76	M.G.	Revise Reinf. Details.

BILL OF STEEL

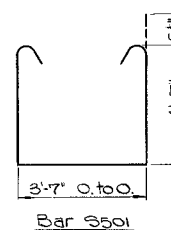
Bar	Size	No. Req'd Pier B	No. Req'd Pier C	Length	Shape
H401	4	36	32	17'-3"	○
H601	6	2	2	25'-6"	—
H602	6	2	2	25'-0"	—
H603	6	2	2	24'-6"	—
H604	6	2	2	24'-0"	—
H101	11	13	13	28'-8"	○
H801	8	4	4	23'-6"	—
S501	5	52	52	13'-8"	□
V1001	10	24	—	30'-3"	—
V1002	10	—	24	26'-6"	—
F601	6	28	28	12'-10"	—
F1001	10	24	24	23'-4"	—
D1001	10	24	24	12'-6"	—



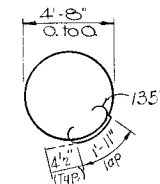
Bars H101, F601, F1001



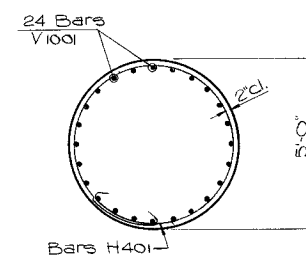
Bars D1001



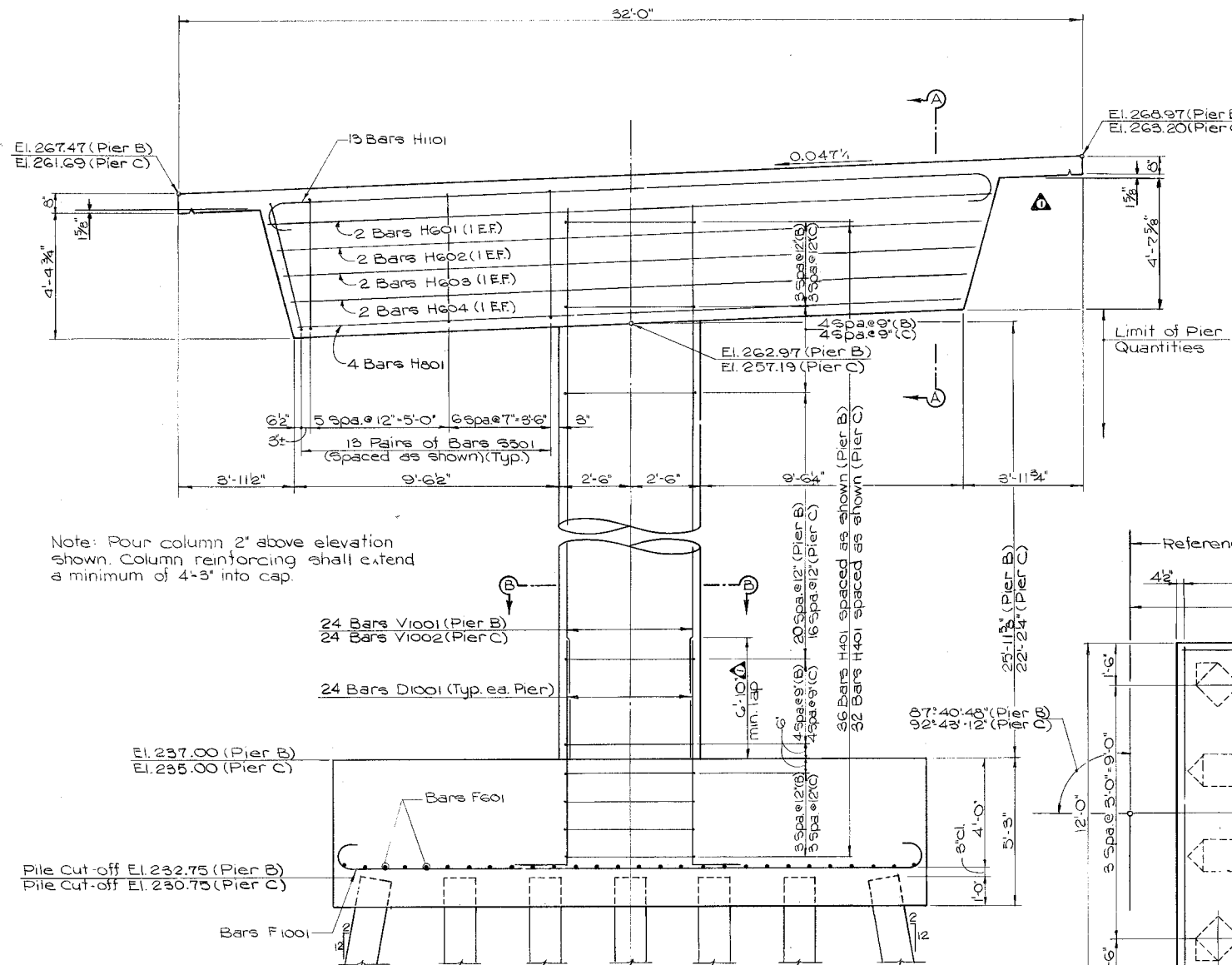
Bar S501



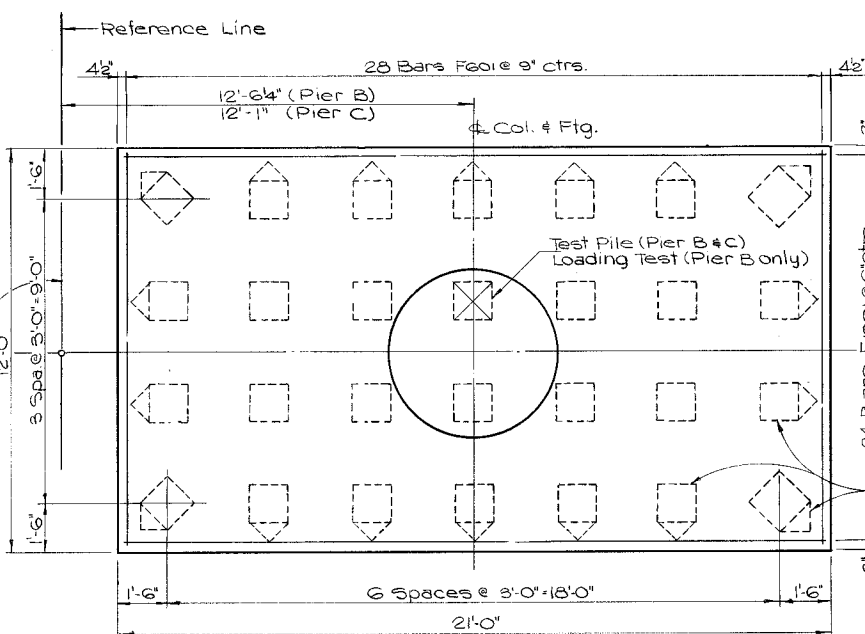
Bar H401



SECTION B-B
Scale ~ 3/8"=1'-0"



ELEVATION
Scale ~ 3/8"=1'-0"



FOOTING PLAN
Scale ~ 3/8"=1'-0"

Note: Pour column 2' above elevation shown. Column reinforcing shall extend a minimum of 4'-3" into cap.

Pile Note: Drive all piles to an ultimate bearing capacity of 90 Tons. 28 piles req'd. See Dwg. M-45-22 for additional pile data.

ESTIMATED QUANTITIES

Item No.	Description	Unit	Quantity Pier B	Quantity Pier C
204-02.01	Dry Excavation (Bridges)	Cu Yds.	110	110
604-03.01	Class "A" Concrete (Bridges)	Cu Yds.	66.5	63.7
604-03.02	Steel Bar Reinforcement (Bridges)	Lbs.	7780	7350
606-09.01	Test Piles (Precast Conc. Size 1)	Lin. Ft.	40	40
606-09.02	Loading Tests (Precast Conc. Size 1)	Each	1	—
606-09.03	Precast Conc. Piling (Size 1)	Lin. Ft.	1080	1080

- Class "A" Concrete quantity includes concrete in footing and column only. Concrete in cap is included in superstructure quantities.
- Steel Bar reinforcement includes the steel in footings and columns only. Reinforcement in pier cap is included in the superstructure quantities.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 32 E
RAMP E OVER E.B. I-240

PIERS B&C

STA. 260 + 64.91 E.B. I-240

SHELBY COUNTY

CORRECT ENGINEER OF STRUCTURES

APPROVED DIRECTOR OF HIGHWAYS

M-45-16

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY F. Hoffman
DRAWN BY T. Robinson
SUPERVISED BY C. Bryant
CHECKED BY C. Bryant

DATE June, 76
DATE "
DATE June, 76

MICROFILMED

CONST. NO.	PROJECT NO.	YEAR	SHEET NO.
79007-3123-44	EBC I-240-10(38)5	1976	

REVISIONS				
NO.	DATE	BY	BRIEF DESCRIPTION	
1	9-30-76	M.C.	Revised for A501	

NOTES

- When pouring top slab provisions shall be made for placing parapet reinforcement. See Std. Dwg. M-28-1 for details. The parapet shall not be poured until the top slab is poured & cured.
- When pouring wingwall, provisions shall be made for setting reinforcing steel for wingpost & parapet.
- Outside edge of slab & parapet to conform to horizontal curve.
- See Dwg. M-45-17 for Typical Section & Section A-A.
- See Dwg. M-45-20 for Main Girder Reinforcement.
- For Details of Abutments, Wingwalls & Pier Caps See Dwg. M-45-14 thru M-45-16.

BILL OF STEEL (CONTD.)

TOP SLAB				
Bar	Size	No. Req'd	Length	Shape
A502	5	793	31'-8"	—
A503	5	273	32'-8"	—
C501	5	243	27'-9"	—
C601	6	20	48'-3"	—
C602	6	20	48'-10"	—
G602	6	4	52'-6"	—
G603	6	4	47'-6"	—
G606	6	2	47'-4"	—
G610	6	8	44'-6"	—
G612	6	6	42'-4"	—
G614	6	4	39'-4"	—
G615	6	2	37'-2"	—
G617	6	8	34'-6"	—
G618	6	6	32'-2"	—
G619	6	12	31'-6"	—
G620	6	4	29'-2"	—
G621	6	4	22'-4"	—
G622	6	2	19'-4"	—
G1101	11	40	52'-6"	—
G1103	11	8	59'-0"	—
G1104	11	4	59'-7"	—
G1106	11	28	52'-0"	—
G1107	11	8	40'-0"	—
G1108	11	8	38'-2"	—
G1109	11	8	36'-8"	—
G1112	11	8	30'-0"	—
G1113	11	4	27'-0"	—
G1114	11	12	26'-0"	—
G1116	11	16	20'-0"	—

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 32E
RAMP E OVER E.B. I-240

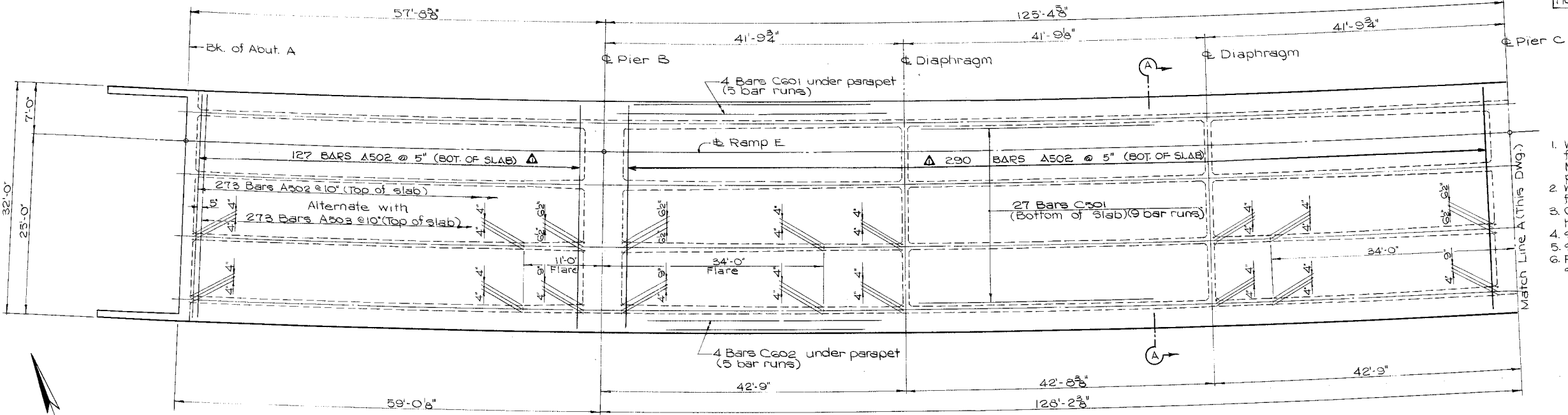
TOP SLAB PLAN

STA. 260 + 64.91 E.B. I-240
SHELBY COUNTY

CORRECT ENGINEER OF STRUCTURES

APPROVED DIRECTOR OF HIGHWAYS

M - 45 - 19



SPAN 1

SPAN 2

BILL OF STEEL

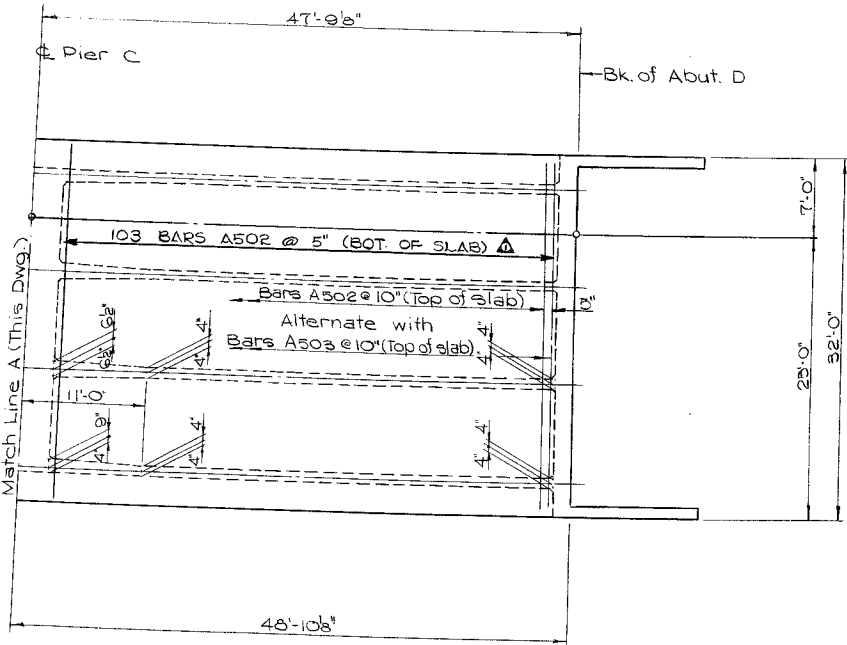
BOTTOM SLAB

Bar	Size	No. Req'd	Length	Shape
A501	5	304	26'-2"	—
G601	6	4	54'-6"	—
G603	6	4	49'-5"	—
G604	6	4	48'-6"	—
G607	6	4	46'-6"	—
G608	6	4	45'-11"	—
G609	6	4	45'-0"	—
G611	6	4	43'-5"	—
G613	6	8	41'-6"	—
G616	6	4	36'-5"	—
G1101	11	60	52'-6"	—
G1102	11	16	60'-0"	—
G1105	11	4	58'-0"	—
G1106	11	8	52'-0"	—
G1110	11	2	34'-0"	—
G1111	11	4	32'-9"	—
G1115	11	4	20'-9"	—
WEBS AND DIAPHRAGMS				
E501	5	8	25'-0"	—
E502	5	8	24'-0"	—
E503	5	432	27'-8"	—
S401	4	96	5'-11"	—
S501	5	940	6'-3"	—
S502	5	384	6'-5"	—
S503	5	384	6'-5"	—

ESTIMATED QUANTITIES - SUPERSTRUCTURE

Item No.	Description	Unit	Quantity
(1) 604-03.01	Class A Concrete (Bridge)	Cu. Yd.	484.5
(1) 604-03.02	Steel Bar Reinforcing	Lbs.	159,270

(1) Quantities include total superstructure, pier caps & abutments



SPAN 3

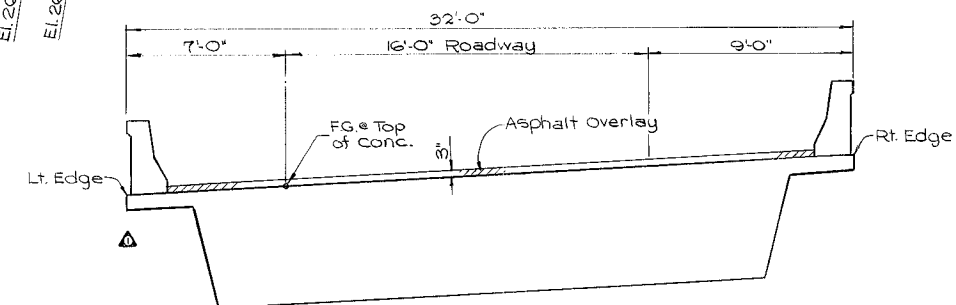
PLAN - TOP SLAB
Scale ~ 8"=1'-0"

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

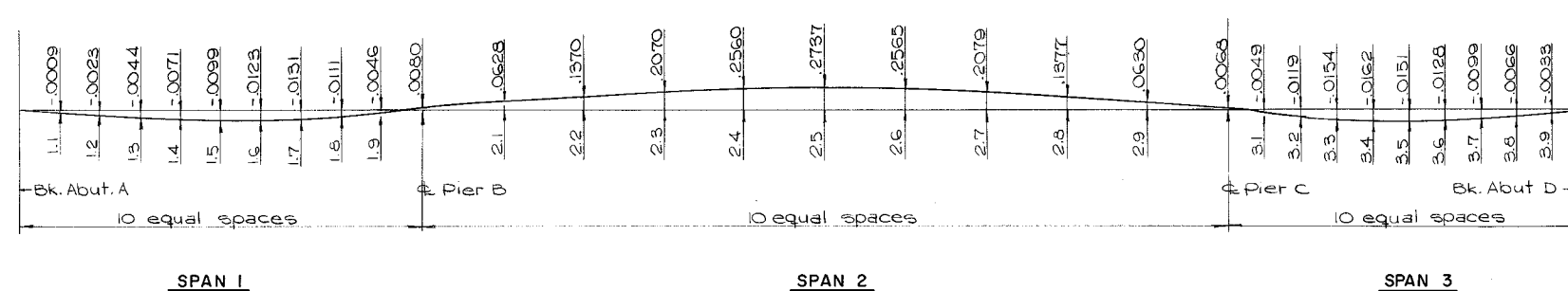
DESIGNED BY F. Hoffman DATE May, 76
DRAWN BY T. Robison DATE
SUPERVISED BY C. Bryant DATE
CHECKED BY C. Bryant DATE June, 76

MICROFILM & D

CONST. NO.	PROJECT NO.	YEAR	SHEET NO.
79007-3133-44	EAC I-240-1(138)5	1976	

[illegible]

SECTION THRU SLAB



DEAD LOAD CAMBER DIAGRAM

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SLAB ELEVATIONS

SHELBY COUNTY

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY F. Hoffman DATE June, 1976
 DRAWN BY T. Robison DATE "
 SUPERVISED BY C. Bryant DATE "
 CHECKED BY C. Bryant DATE "

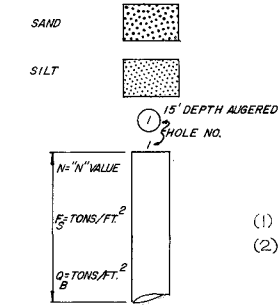
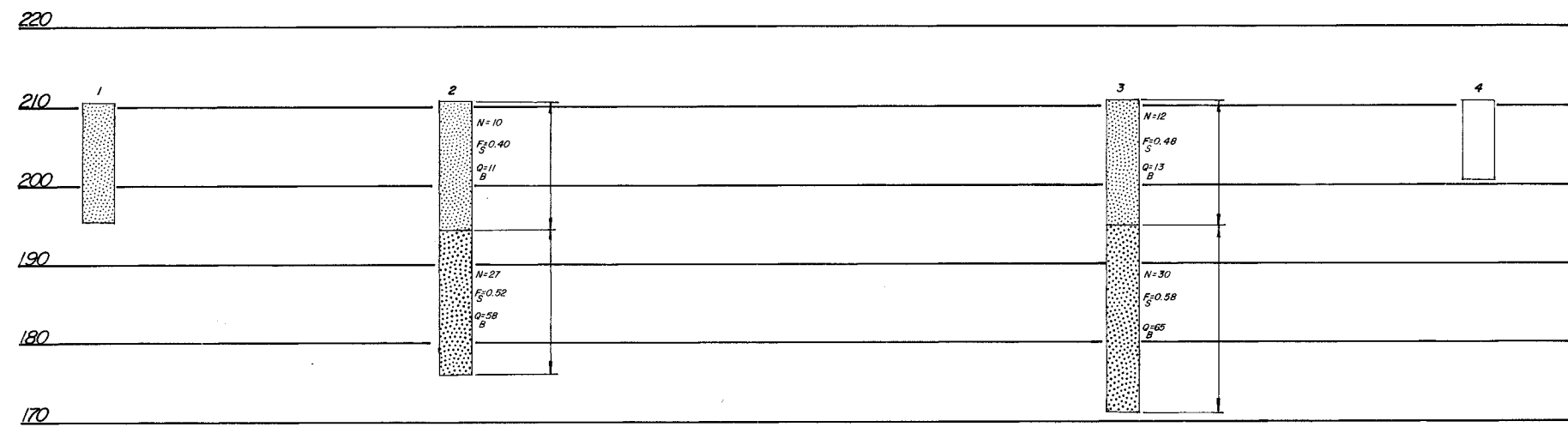
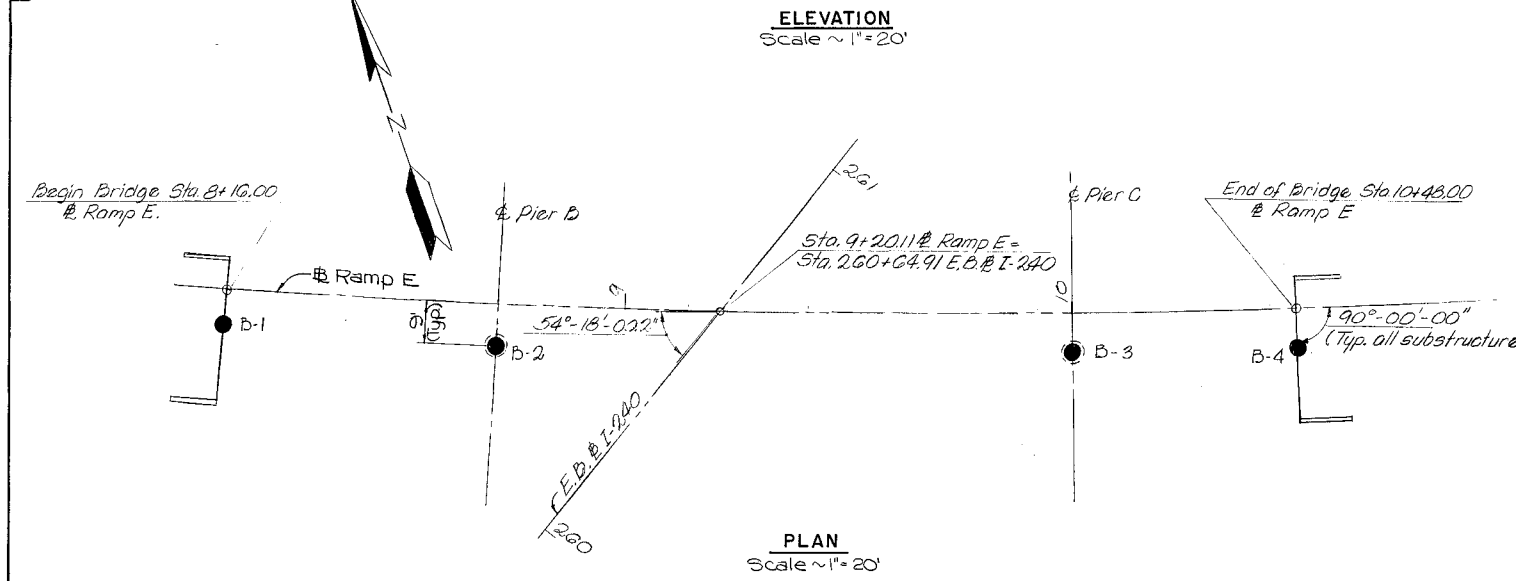
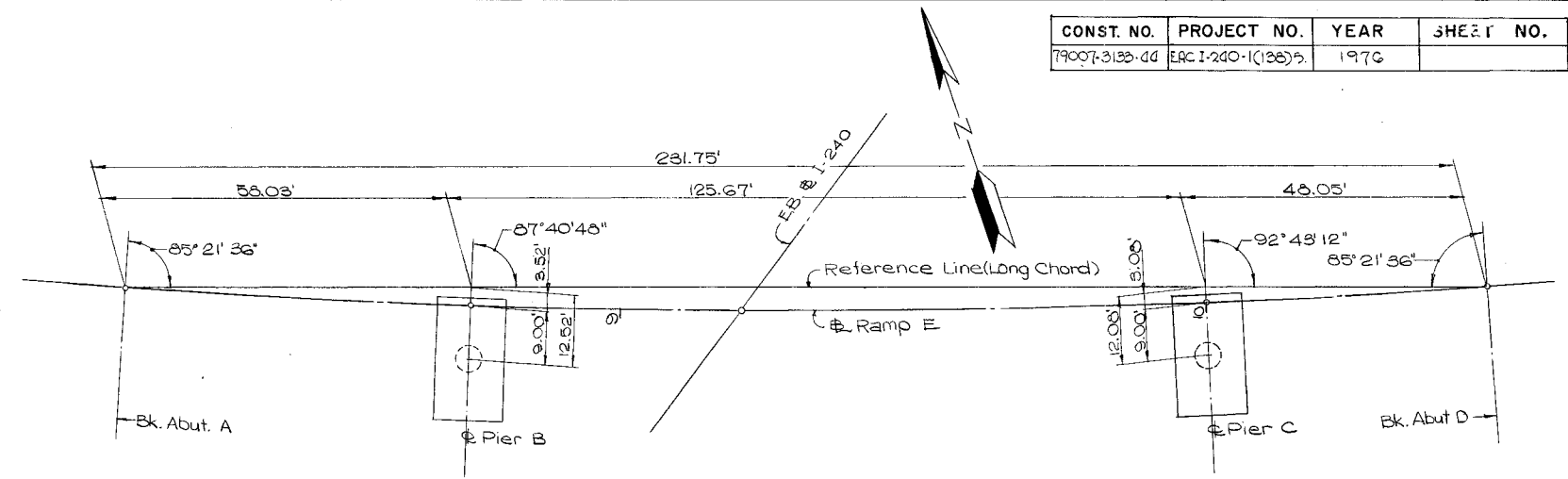
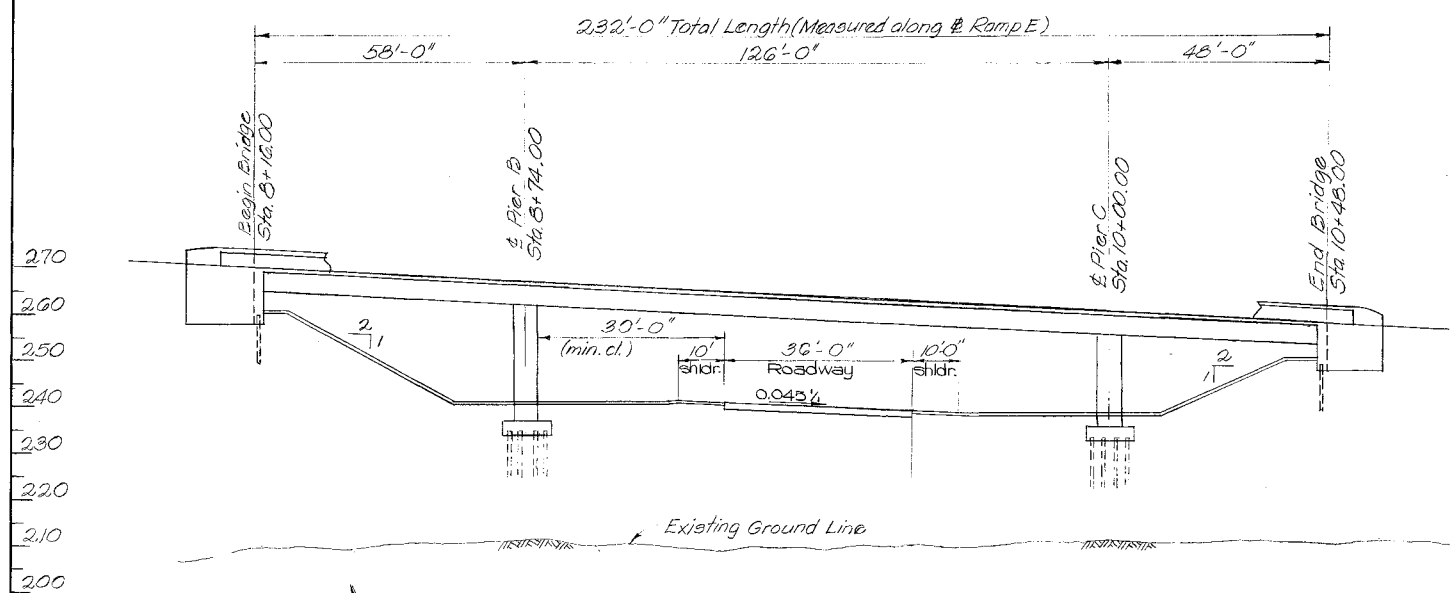
CORRECT _____
ENGINEER OF STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

M - 45-21

MICROFILMED

CONST. NO.	PROJECT NO.	YEAR	SHEET NO.
79007-3133-11	ERC I-240-1(136)5	1976	



PILE DATA					
Location	No. reqd.	Pile Design Load (1)	Pile cut-off Elevation	Pile Tip Elevation	Pile Length ⁽²⁾
Abutment A	7	60 Tons	Varies *	Varies	40' ±
Pier B	28	90 Tons	232.75	192.75	40' ±
Pier C	28	90 Tons	230.75	190.75	40' ±
Abutment D	6	55 Tons	Varies *	Varies	40' ±

(1) Design Loads Based on Factored Loads.

(2) Pile Lengths are subject to change after reviewing results of load tests.

* See Dwgs. M-45-14 and M-45-15 for Pile Cut-off Elevations.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

PROJECT I-240-1(83)4
FOUNDATION DATA
RAMP E OVER E.B. I-240
BRIDGE NO. 32 E
SHELBY COUNTY