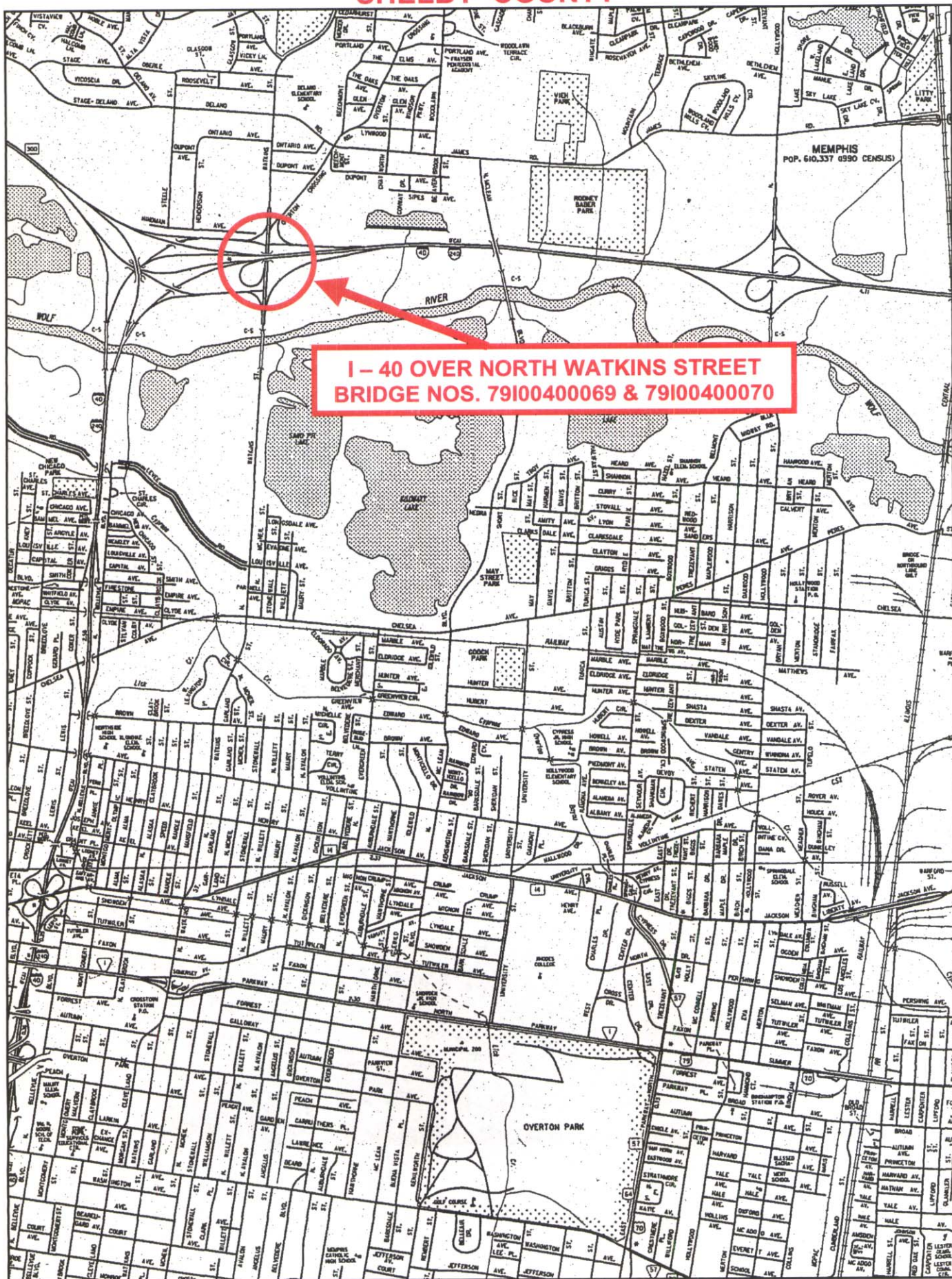


SHELBY COUNTY



CONDITION

41 - Structure Open/Posted/Closed	A - Open, no restriction
58 - Deck	7 - GOOD CONDITION - some minor problems.
59 - Superstructure	7 - GOOD CONDITION - some minor problems.
60 - Substructure	7 - GOOD CONDITION - some minor problems.
61 - Channel/Channel Protection	N - Not applicable.
62 - Culverts	N - Not applicable. Used if structure is not a culvert.
521 - Overall Bridge Cond	G - Good

Load Rating / Post

548 - Ratings Based On	AASHTOWare BrR (5" asphalt)
505 - TDOT rating method	LRFR-RF - LOAD & RESISTANCE FACTOR RATING (RF) - HL93
65 - Inventory Rating Method	8 - Load and Resistance Factor Rating (LRFR) rating reported by rating factor (RF) method using HL-93 loadings
66 - Inventory Rating	29.16
NBI_066A	0.90
63 - Operating Rating Method	8 - Load and Resistance Factor Rating (LRFR) rating reported by rating factor (RF) method using HL-93 loadings
64 - Operating Rating	39.85
NBI_064A	1.23
516B - Single Unit Posting	
517B - Multi Unit Posting	
70 - Bridge Posting	5 - Equal to or above legal loads
534 - Posting Log Note	
552 - Posting Closure Comp	

Notes

Wearing Surf. thickness in load rating	5.00
ADTT used in Load rating	5000
547 - evaluation sheet note	

Load Rating Assumptions and QA Checklist - Consultant Calculations

Bridge ID	Bridge Location		
Load Rating Date	Inspection Date	Current ADTT	Considered
Plans Set			
Consultant			
Assumptions		QA	<div>APPROVED By Rebecca Hayworth, P.E. at 10:09 am, Feb 29, 2024</div> <div>REVIEWED By Rebecca Hayworth, P.E. at 2:19 pm, Feb 12, 2024</div>
Dimensions match plans & field conditions			
Cross section Checked			
Framing plan Checked			
Material Properties Checked			
Condition Assumed for Load rating			
Deterioration/Damage Captured			
Shear Considered			
Rails Distribution			
Asphalt Thickness (inches)			
Asphalt Considered Field Verified			
Distribution Factors Calc Method			
Impact Factor			
AASHTO Trucks & TDOT Trucks Rated			
Comments			

Page 1 of 1

EXPLANATIONS AND COMMENTS:

Bridge Maintenance Recommendations

Page No. _____

Page 1 of 1

Bridge Location No.: **79 - I0040 - 0576 R**Over/Under Pass No.: **79 - 02806 - 0346**

Co. Route Log Mile

Bridge Number: **79I00400069**

Crossing:

Region: 04

Road Name:

District: 45 Spec. Case: 0

Road Name #2: **NORTH WATKINS ST.**

Maint. Resp.: 01 Co. Seq: 01

Bridge Rating: **FAIR**

@

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
230	REPAIR APPROACH GUARDRAILS AT APPROACH NO. _1 & 2 (& TRANSITIONS)
007	CLEAN AND SEAL JOINT AT APPROACH NO. _1 & 2
001	LEVEL APPROACH NO. _1 & 2
004	REPAIR EMBANKMENT AT APPROACH NO. _2
009	CLEAN DRAINS AT APPROACH NO. _2
008	REPAIR DRAINS AT APPROACH NO. _1
069	REPAIR TEXTURE COAT ON SPAN NO. _ALL (NEEDS REPAINTING)
233	UNDERPASS SUBSTRUCTURE PROTECTION GUARDRAILS ARE NON-EXISTENT

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: 79I004000691
(Includes Item 5A)

Feature Intersected: I40-RL / N WATKINS ST

County: 79

Route: 10040

Special Case: 0

County Sequence: 01

Log Mile: 5.76

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>8/11/2003</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 Terminal SPEED LIMIT		
	1 0 0 0 55		
41	STRC OPEN/CLOSED/POSTED	A	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
	A K P		
58	DECK	7	3 SERIOUS CONDITION - LOSS OF SECTION, DETERIORATION, SPALLING OR SCOUR HAVE SERIOUSLY AFFECTED PRIMARY STRUCTURAL COMPONENTS. LOCAL FAILURES ARE POSSIBLE. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT.
59	SUPERSTRUCTURE	6	
60	SUBSTRUCTURE	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)	8	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		

TEAM LEADER SIGNATURE

REVIEW DATE

8/11/2003 0

FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

Revised 09/21/2001

Bridge Number: 79I004000692
(Includes Item 5A)

Feature Intersected: I40-RL / N WATKINS ST

County: 79

Route: 02806

Special Case: 0

County Sequence: 01

Log Mile: 3.46

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 None Exists but Needed
10	MINIMUM V.C. OVER ROADWAY (ROADWAY + SHOULDERS)	<u>16</u> FT. <u>11</u> IN. ____ FT. ____ IN.	Revised Barrier Type
520	MINIMUM V.C. OVER ROADWAY (EXCLUDES SHOULDERS)	<u>16</u> FT. <u>11</u> IN. ____ FT. ____ IN.	(B) ADEQUACY OF BARRIER OR RAIL <u>0</u>
47	TOTAL HORIZONTAL UNDERCLEARANCE	<u>51</u> FT. <u>10</u> IN. <u>52</u> FT. <u>0</u> IN.	(C) ADEQUACY OF TRANSITIONS <u>0</u>
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS)	Circle One: <u>(H)</u> R <u>16</u> FT. <u>11</u> IN.	(D) ADEQUACY OF TERMINALS <u>0</u>
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE	Circle One: <u>(H)</u> R <u>0</u> FT. <u>0</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>0</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

REVIEW DATE

8/11/2003



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 06/15/2000

Bridge Number: 79I004000691
(Includes Item 5A)

Feature Intersected: I40-RL / N WATKINS ST

County: 79

Route: 10040

Special Case: 0

County Sequence: 01

Log Mile: 5.76

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>01/19/2000</u> <u>9/11/2001</u>	N NOT APPLICABLE
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN.	9 EXCELLENT CONDITION
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN.	8 VERY GOOD CONDITION - NO PROBLEMS NOTED.
36	TRAFFIC SAFETY FEATURES		7 GOOD CONDITION - SOME MINOR PROBLEMS.
	Br. Rail Trans. Appr. Rail Appr. Rail Ends		6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.
	1 0 0 0		5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.
41	STRC OPEN/CLOSED/POSTED	A	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
58	DECK	7	3 SERIOUS CONDITION - LOSS OF SECTION, DETERIORATION, SPALLING OR SCOUR HAVE SERIOUSLY AFFECTED PRIMARY STRUCTURAL COMPONENTS. LOCAL FAILURES ARE POSSIBLE. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT.
59	SUPERSTRUCTURE	6	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.
60	SUBSTRUCTURE	7	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.
61	CHANL/CHANL PROTECTION	N	
62	CULVERT AND RETAIN WALL	N	
71	WATERWAY ADEQUACY	N	
72	APPROACH RDWY ALIGNMENT (USE VALUES OF 3, 6, OR 8)	8	
521	OVERALL CONDITION (Circle One)		
	GOOD <u>FAIR</u> POOR CRITICAL		
		<u>9/11/2001</u>	0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.

TEAM LEADER SIGNATURE

REVIEW DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

Revised 06/15/2000

Bridge Number: 79I004000692
(Includes Item 5A)

Feature Intersected: I40-RL / N WATKINS ST

County: 79
Route: 02806
Special Case: 0
County Sequence: 01
Log Mile: 3.46

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	UNDERPASS SAFETY FEATURES
90	INSPECTION DATE	<u>01/19/2000</u> <u>9/11/2001</u>	515 (A) TYPE UNDERPASS BARRIER <u>None Exists but Needed</u>
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	<u>16</u> FT. <u>11</u> IN.	Revised Barrier Type
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	<u>16</u> FT. <u>11</u> IN.	(B) ADEQUACY OF BARRIER OR RAIL <u>0</u>
47	TOTAL HORIZONTAL UNDERCLEARANCE	<u>52</u> FT. <u>0</u> IN.	(C) ADEQUACY OF TRANSITIONS <u>0</u>
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS)	Circle One: <u>H</u> R <u>16</u> FT. <u>11</u> IN.	(D) ADEQUACY OF TERMINALS <u>0</u>
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE	Circle One: <u>H</u> R <u>0</u> FT. <u>0</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>0</u> FT. <u>0</u> IN.	<u> </u> FT. <u> </u> 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

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



BRIDGE NO. ON ABUTMENT #1



LOOKING AHEAD ON ROUTE

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



APPROACH #1 JOINT HAS ASPHALT CRACKING & SPALLING



APPROACH #1 JOINT HAS ASPHALT CRACKING & SPALLING

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



VIEW ACROSS TOP OF DECK



LOOKING BACK ON ROUTE

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



APPROACH #2 JOINT HAS UNEVEN ASPHALT



SPAN #1 WITH ASPHALT SPALLING

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



COLUMN BENT



ELEVATION RIGHT SIDE

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



ABUTMENT #1



ABUTMENT #2

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 08-11-03



SPAN #2, BOTTOM OF DECK



ELEVATION LEFT SIDE

Bridge Loc. No: 79 - I0040 - 05.76 - R

Date: 08-11-03



ELEVATION LEFT SIDE

BRIDGE INSPECTION REPORT

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. 79I00400069 Bridge Location No. 79 - I0040 - 0576 R 79 - 02806 - 0346
Eleven Digit No. Co. Route Log Mile OVER/UNDER PASS

_____ over _____
Road Name 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 80L ° LT () RT ()
Structure Type (Main Span) CONC. BOX BEAM
Structure Type (Appr. Spans) _____
No. Main Spans 2 No. Approach Spans _____
Maximum Span Length 106.0 (**. ft.)
Total Length 196.0 (**. ft.)

Structure Name (If Named)

INSPECTORS

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

WIDTHS (*. ft.)

Deck Out-to-Out 98.0
Roadway Curb/Curb 96.0
Roadway Rail/Rail _____
Sidewalk Rt. _____ Lt. _____
*Approach Roadway 72
*(Does Not Include Shoulders)
Approach Shoulder Rt. 12'
Lt. 12'

CLEARANCES

Min. Vertical Clearance over Deck _____ (ft.-in.)
Min. Vertical Under Clearance 11' 11" (ft.-in.)
Min. Lateral Under Clearance Rt. 6' (*. ft.)
Min. Lateral Under Clearance Lt. 5' (*. 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

N035 ° 11 ' 29.2 "

W090 ° 00 ' 29.8 "

G.P.S. Location

BRIDGE RATING: () (☒) () ()

GOOD FAIR POOR CRITICAL

Supervising Bridge Inspector: Core er

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

AUG 11 2002

Bridge Location No. 79 - I0040 - 5.76 R
Co. Route Log Mile

Date _____

PERFORMANCE EVALUATION

Time of Day Inspected 11:30 AM Weather Conditions SUNNY 80°
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/V
Joints	G F P C	N/A
Pavement	G F (P) C	APP. # 1 & 2 - A-C - CRACKING, SPALLING & UNLEVEL (001)
Embankment	(G) F P C	
Drains	G F (P) C	APP. # 2 RT. CUT, FILLED WITH DEBRIS & A.C. (009)

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: OVERHEAD SIGN RT. SIDE SPAN # 2

Comments Regarding any
Problems with Signing: NONE

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

Bridge Location No. 79 - 10040 - 5.76 R
Co. Route Log Mile

Date _____

DECK

	Rating	Comments
Wearing Surface	G F <u>(P)</u> C	<u>SPAN # 1 - A.C SPALLING (047)</u>
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	
Expansion Joints	G F P C	

SUPERSTRUCTURE

Bearing Devices	G F P C	
Beams <u>BOX BEAM</u>	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 F <u>(P)</u> C
Overall Appearance	G F <u>(P)</u> C
Staining Rating	G F <u>(P)</u> C

Fading G F (P) C
Needs Spot Painting YES () NO ()
Needs Repainting YES (X) NO ()

Comments _____

Scaling Rating G (F) P C
CLEAN SEAL JOINTS ()
CLEAN DRAINS ()

RECOMMENDATIONS: REPAIR TEXTURE COAT ALL SPANS
(069)

Form BIR 3.3
(Rev. 9-22-98)
DT-0082

Bridge Location No. 79 - 10040 - 5.76 R
Co. Route Log Mile

Date _____

SUBSTRUCTURE

ABUTMENTS

	Rating	Comments	PILE(S) TO BE REPLACED	ABUTMENT
Caps	G (F) P C			
Breastwall	G F P C			
Wings	G (F) P C			
Backwall	G F P C			
Plumb	(G) F P C			
Footing	G F P C			
Piles	G F P C			
Embankment	(G) F P C			
Bearing	G F P C			
Slope Paving	(G) F P C			
Rip Rap	G F P C			
Earthquake Devices	G F P C			

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			

BENTS

			PILE(S)	BENT
Caps STEM	G (F) P C			
Columns	G F P C			
Plumb	(G) F P C			
Footings LIGHTS	(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			

Piles Need Replacement: NO (X) YES ()

CUT VEGETATION NO (X) YES ()

CLEAR DRIFT NO (X) YES ()

RECOMMENDATIONS:

INSPECTION REPORT FOR UNDERPASS ROUTEADD 3.1.2012
Page No. _____

Form BIR 3.0A

(Rev. 9-22-98)

DT-1443

Field Report No. 16 Date _____
Previous Report No. 15 Date 9-11-01Bridge No. 79100400069
Eleven Digit No.Underpass Location No. 79 - 10040 - 0576 R-0- _____ or _____
Railroad/Walkway Co. Route Log Mileover/
under
Co. Route Log Mile
79 - 02806 - 0346County Shelby

Structure Name (If Named) _____

Year Constructed _____

Year Widened _____ Year Rehabilitated _____

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

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

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

Width of Approach Traveled Roadway 52' ft. (Does Not Include Shoulders)Width of Median if Divided Highway 14 ft.Approach Shoulder Width N/A ft. Right N/A ft. Left*Horizontal Clearance Under Bridge 52 ft. 0 IN.*Distance Between Pier Protection
Guardrail and Substructure N/A ft. Right N/A ft. Left*Width of Sidewalk Under Bridge 6.0 ft. Right 5.0 ft. Left*Minimum Vertical Clearance: 17 ft. 0 in.

*Show on Sketch

BTWN
A-18 B-1

(1)

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**

1. BYRD
2. REEVES
3. _____
4. _____
5. _____
6. _____

INSPECTION REPORT FOR UNDERPASS ROUTE

Field Report No. 16 Date
Previous Report No. 15 Date 9-11-01

Bridge No. 79100400069
Eleven Digit No.

Underpass Location No. 79 - 10040 - 0576 R

-0- or - - -
Railroad/Walkway Co. Route Log Mile

over/
under Co. Route Log Mile
79 - 02806 - 0346

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 (X) N.A. ()

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

Width of Approach Traveled Roadway 40 ft. (Does Not Include Shoulders)

Width of Median if Divided Highway 14 ft.

Approach Shoulder Width N/A ft. Right N/A ft. Left

*Horizontal Clearance Under Bridge 40 ft. 0 IN.

*Distance Between Pier Protection
Guardrail and Substructure N/A ft. Right N/A ft. Left

*Width of Sidewalk Under Bridge 6.0 ft. Right 5.0 ft. Left

*Minimum Vertical Clearance: 16 ft. 11 in.

*Show on Sketch

BTWN.
B-1 & A-2
(2)

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

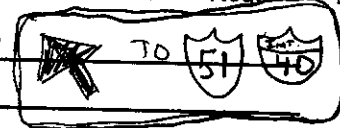
INSPECTORS

- BYRD
- REEVES
-
-
-
-

Date _____

Underpass Location No. 79 - 10040 - 0576 R
Co. Route Log Mile

Other Signs or Plaques: @ SPAN #2 RT. SIDE →



Comments Regarding any Problems with Signing:

NONE

BRIDGE FEATURES (*.* ft.)Bridge Skew 80° LtStructure Type (Main Span) Box Beam

No. Main Spans

2

Structure Type (Appr. Spans) _____

No. Appr. Spans

Maximum Span Length

106

(ft.)

Total Length

196

(ft.)

Width of Bridge Out-to-Out

98'

(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

3**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 05.76R -

Inspection Date 08-11-03

Bridge Rating FAIR

This two span solid concrete box beam bridge with concrete substructure is in fair condition. Standard bridge rails, substandard guardrails & terminals are in place. Approach #1 & 2 A.C. cracking, spalling & unlevel. Approach #2 Rt. & LT. drains are filled with debris & A.C. Span #1 A.C. is spalling on top deck. Texture coat is poor on parapets on all spans. Min. vertical under clearance is 16'11".

Carolyn Adams

INSPECTOR

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

2003

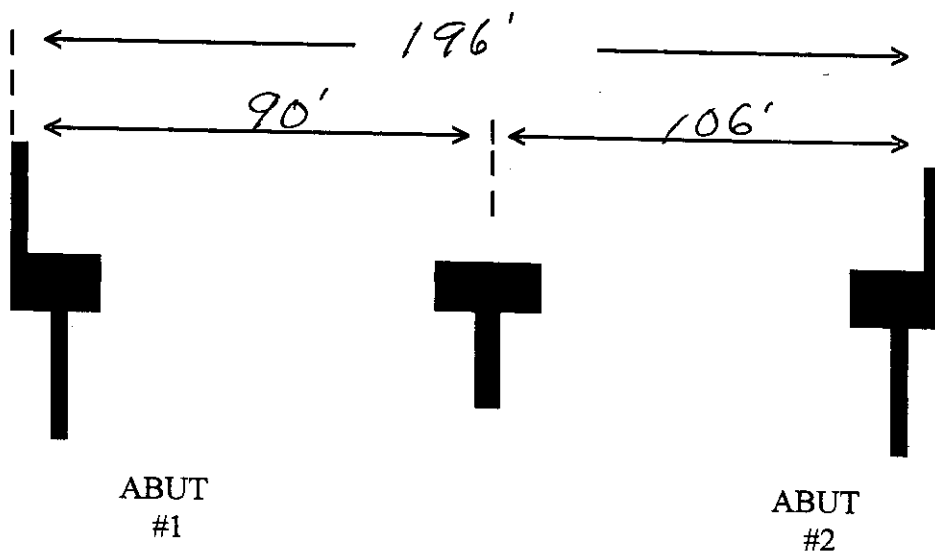
79I00400069 79 I0040 0576 R SKEW: 80L
BRIDGE NO.: CO. ROUTE L.M. L/R

Direction of Route
→

PLAN VIEW

REQUIRED DATA

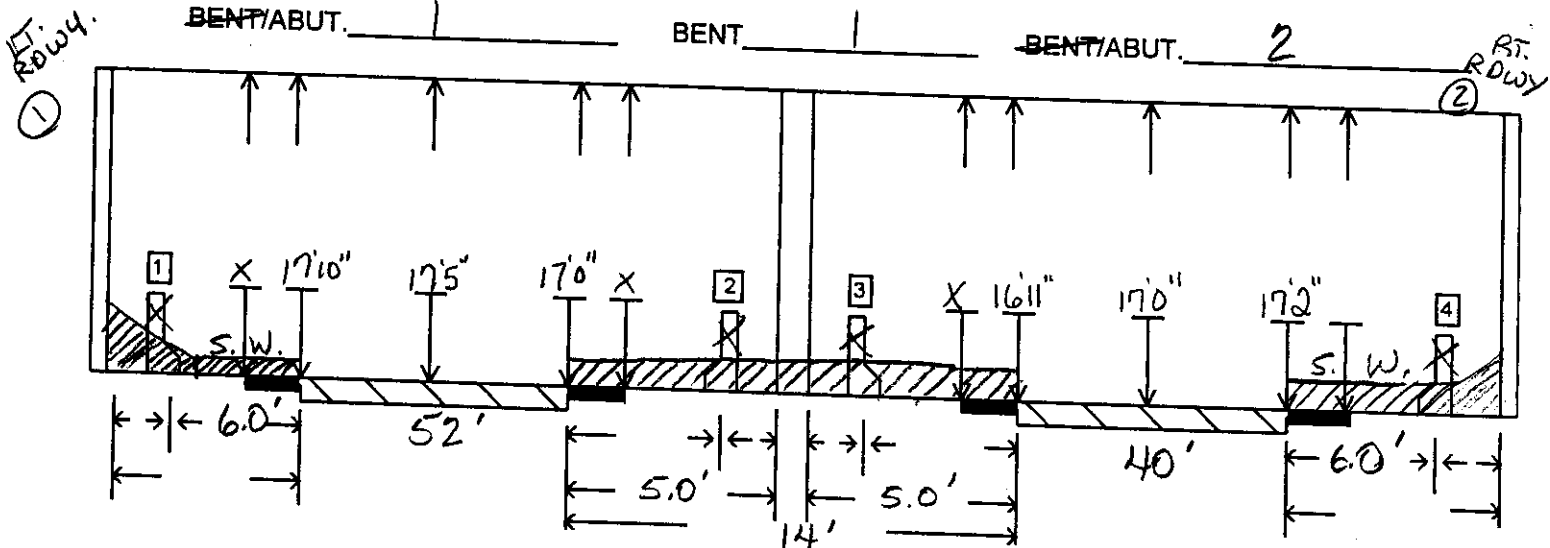
1. F = FIXED
E = EXPANSION
2. S = SIMPLE
C = CONTINUOUS



BRIDGE LOC. NO. 79 I0040 0576 R
CO. ROUTE L. M. L/R

DATE: 2003

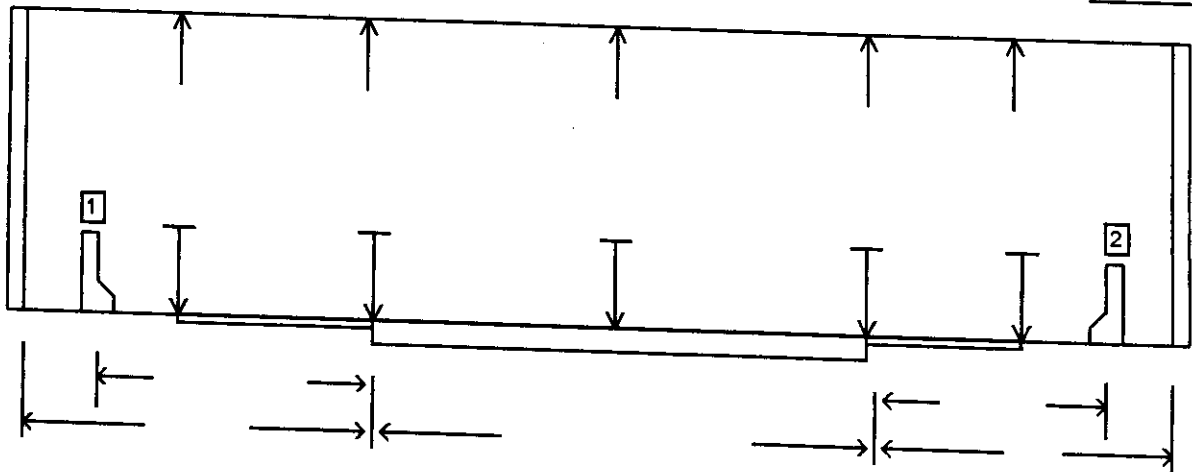
LATERAL AND VERTICAL CLEARANCES



- | | | | |
|-----------------------|-------------|-------------------|----------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [X] |
| 2. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [X] |
| 3. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [X] |
| 4. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [X] |

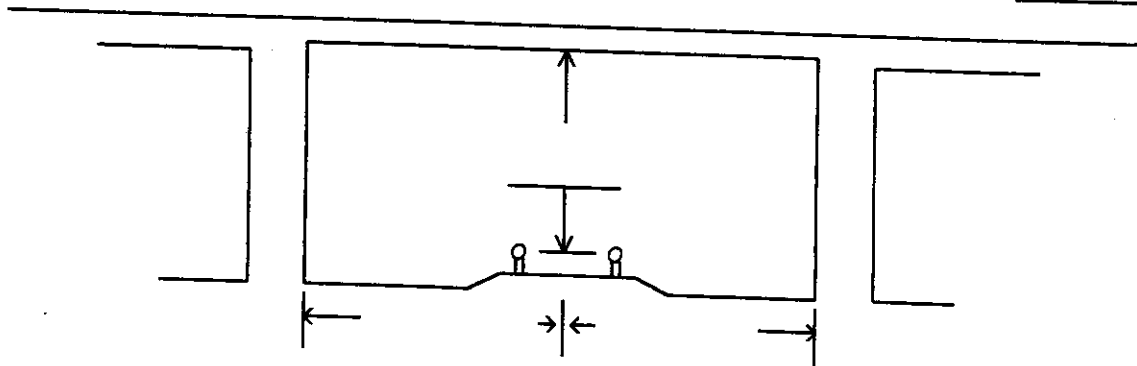
BENT/ABUT. _____

BENT/ABUT. _____



BENT/ABUT. _____

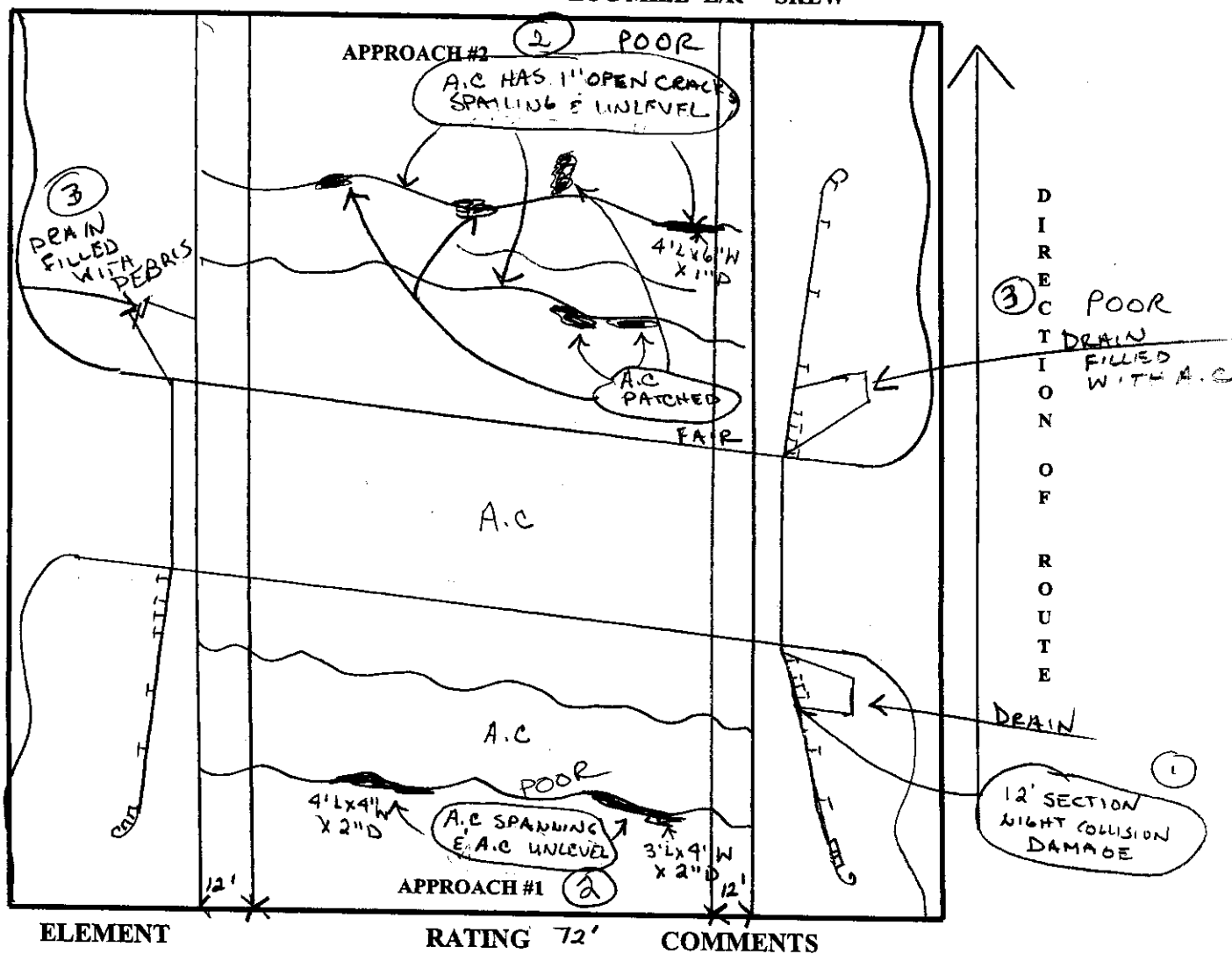
BENT/ABUT. _____



AUG 11 2010

C.A.

BRIDGE NO.: 79I00400069 79 I0040 0576 R 80L DATE: _____
 CO. ROUTE LOG MILE L/R SKEW



ALIGNMENT

G F P C

APPROACH PAVEMENT

G F P C

APP. # 1 & 2 - SEE (2)

APPROACH SLAB

G F P C

N/A

APPROACH GUARDRAIL

G F P C

SEE (1)

EMBANKMENT

G F P C

DRAINS

G F P C

APP. # 2 RT. E. LT. SEE (3)

APPROACH JOINT

G F P C

N/A

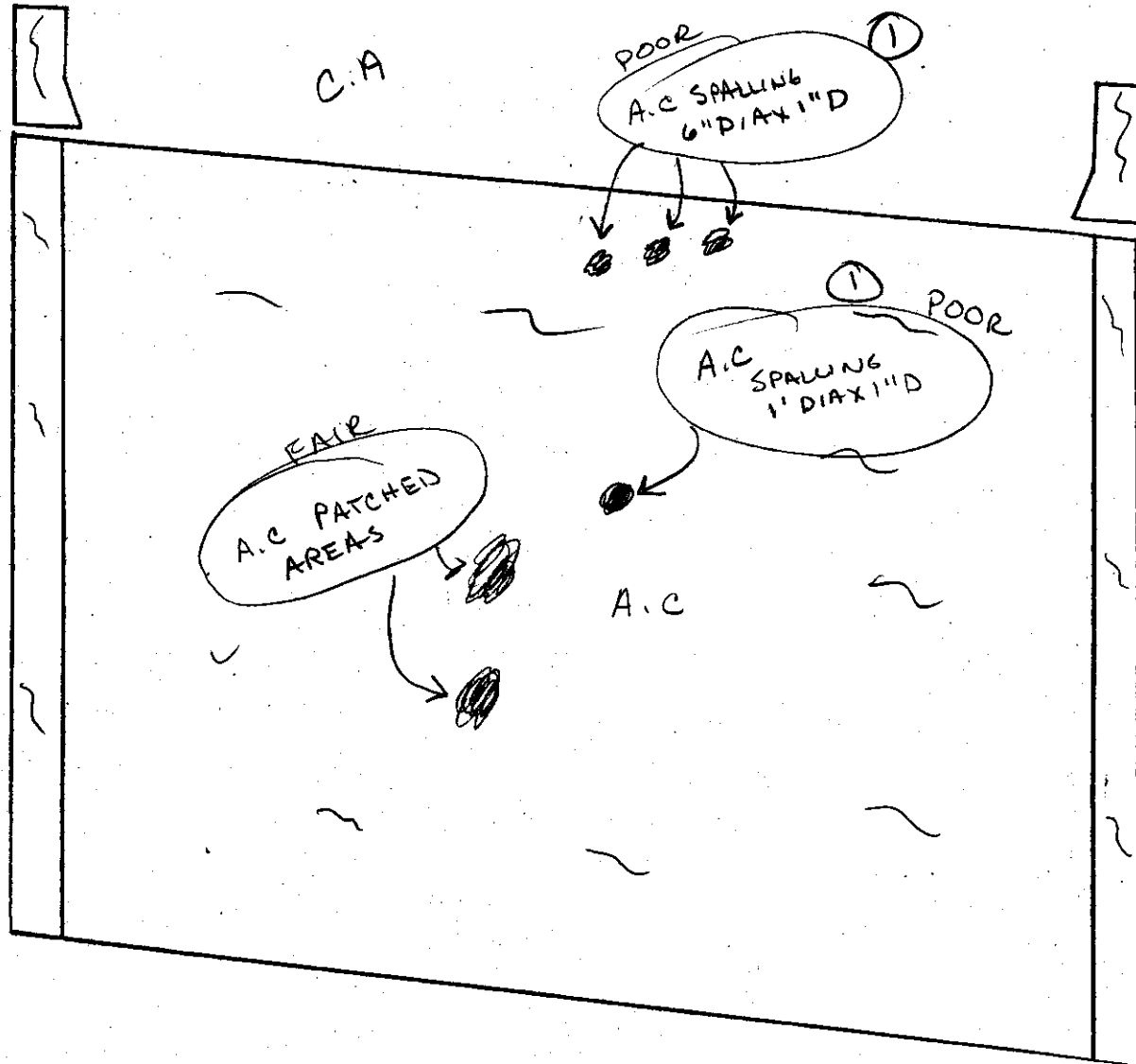
SIGNS

G F P C

N/A

AUG 11 2002

E 86

BRIDGE NO. 79 I-40 576 RT SK. 80° LTSPAN NO. 1

DIR. OF ROUTE

DECK	G F (P) C
PARAPET	G (F) P C
DRAINS	G F P C
JOINTS	G F P C
RAILS	G F P C

SEE (1)

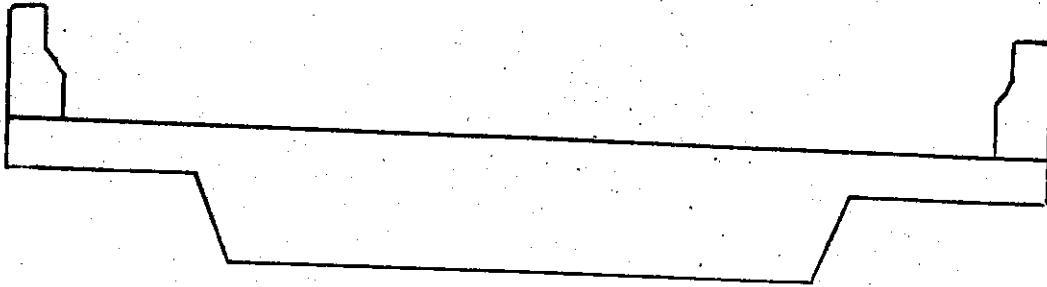
SCATTERED FINE CRACKS & POPOUTS

N/A

N/A

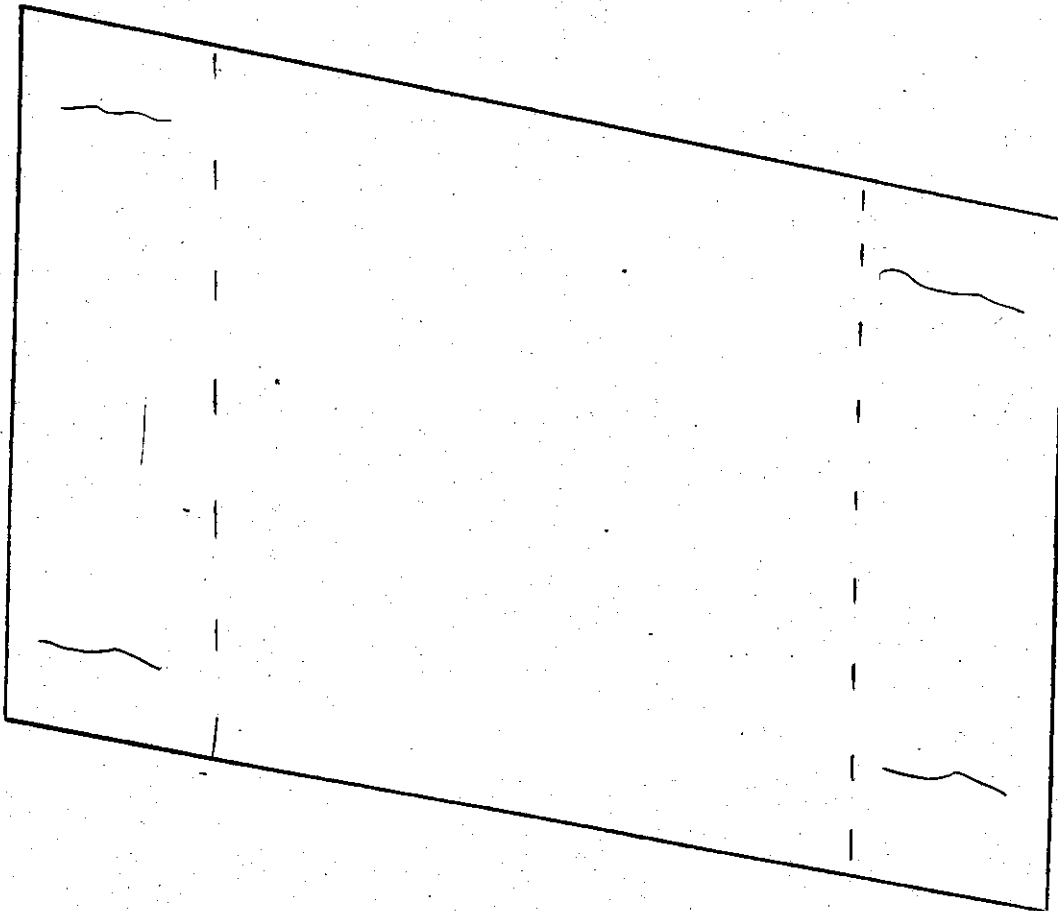
N/A

BRIDGE NO. 79 E-40 5.76 RT SK. 800 LX. SPAN NO. 1 EBL



DB

DIR. ROUTE ↑

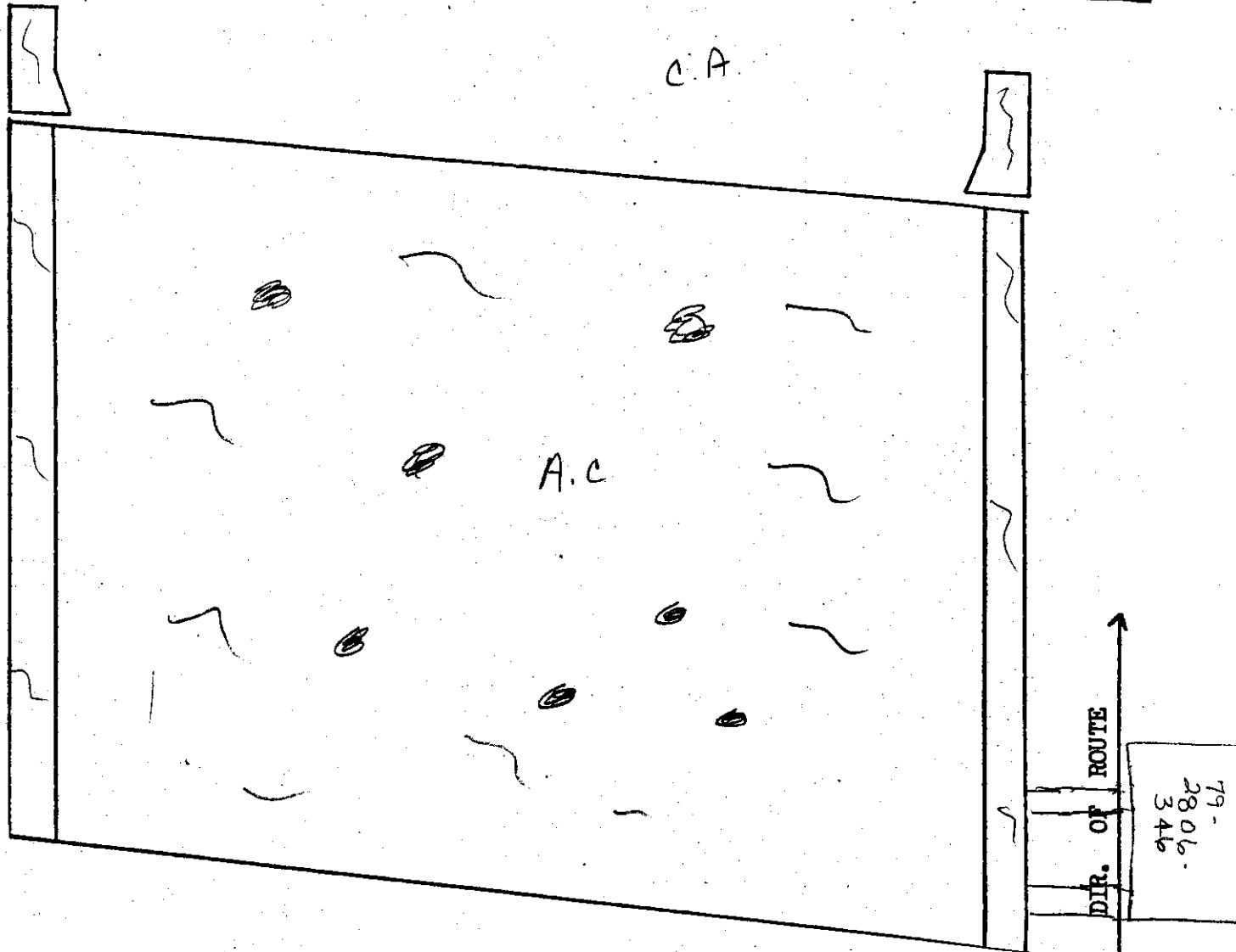


ELEMENT	RATING	COMMENTS
BOTTOM DECK	GⓔP C	FINE CRACKS & DISCOLORATION

BRIDGE NO. 79 T40 576 ^{RT} SK. 80° 47'

AUG 11 2003 ERL

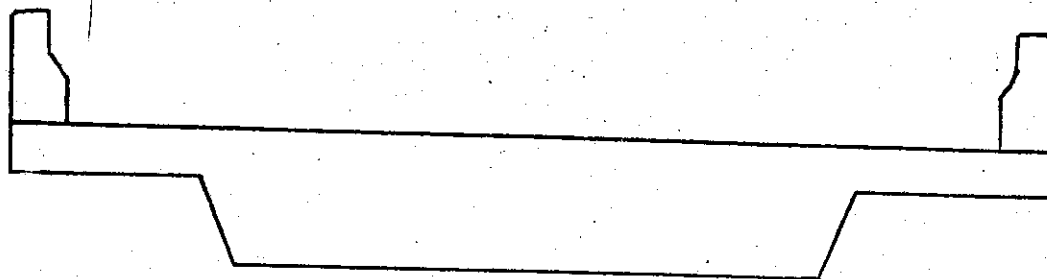
SPAN NO 2



DECK	G (F) P C	SCATTERED FINE CRACKS & A.C. PATCHED AREAS
PARAPET	G (F) P C	SCATTERED FINE CRACKS & POPOUTS
DRAINS	G F P C	N/A
JOINTS	G F P C	N/A
RAILS	G F P C	N/A
SIGN	G (F) P C	

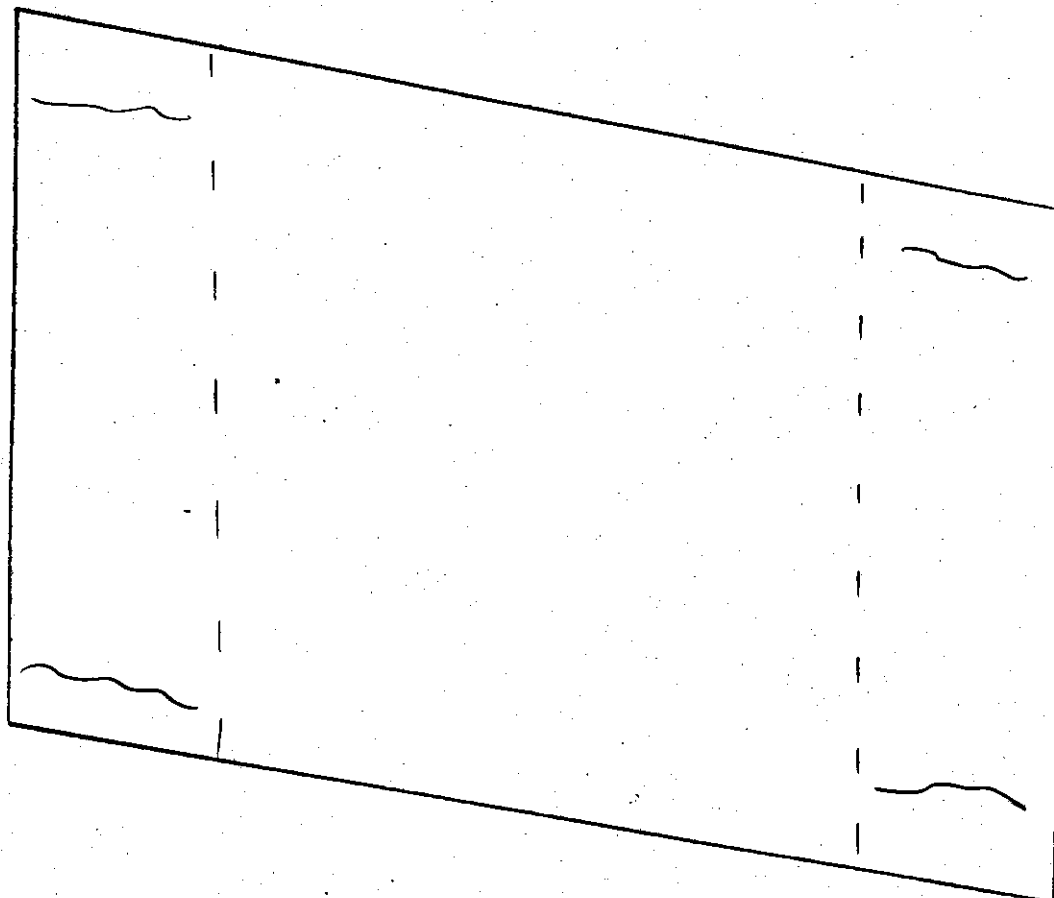
BRIDGE NO. 79-I-40 ^{RT} 5.76 SK. 80' 6" SPAN NO. 2

AUG 1, 1961 EBU



DB

↑
DIR. ROUTE



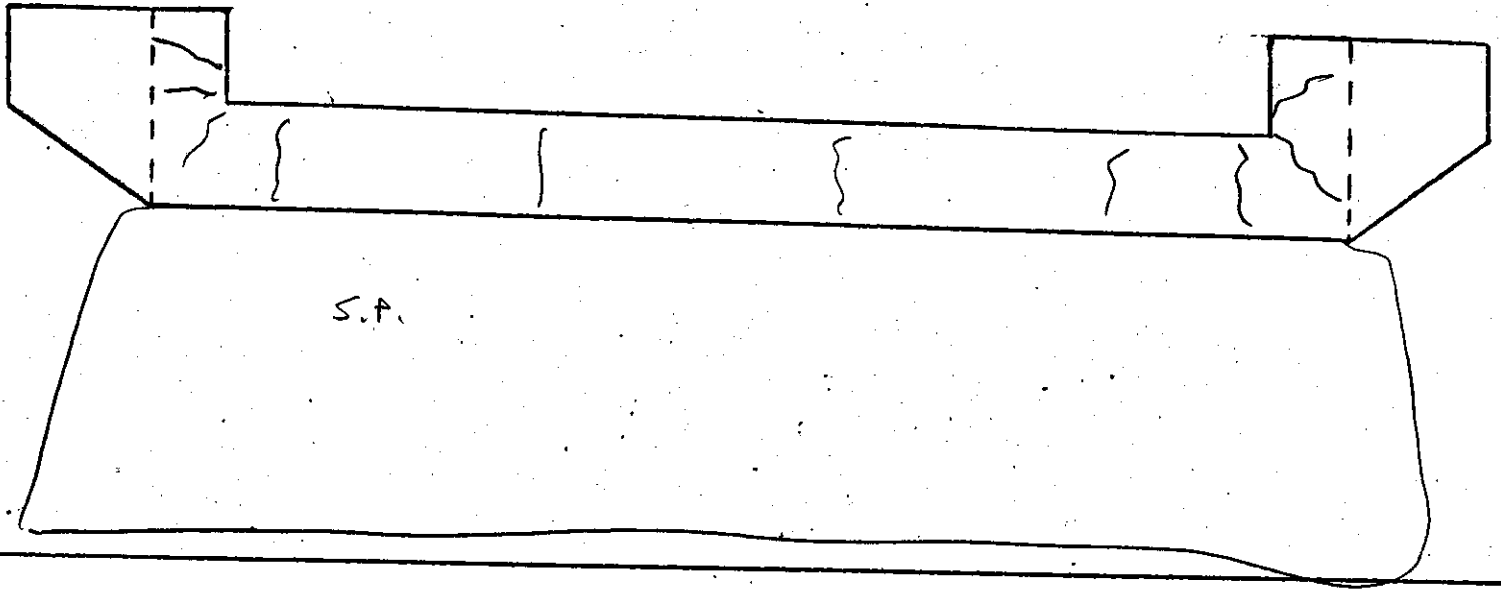
ELEMENT	RATING	COMMENTS
BOTTOM DECK	G (F) P C	FINE CRACKS & DISCOLORATION

BRIDGE NO. 79 E-40-526 RT

AUG 11 2003
ABUT. NO. 1 E. B. 4

OB

LOOKING BACK



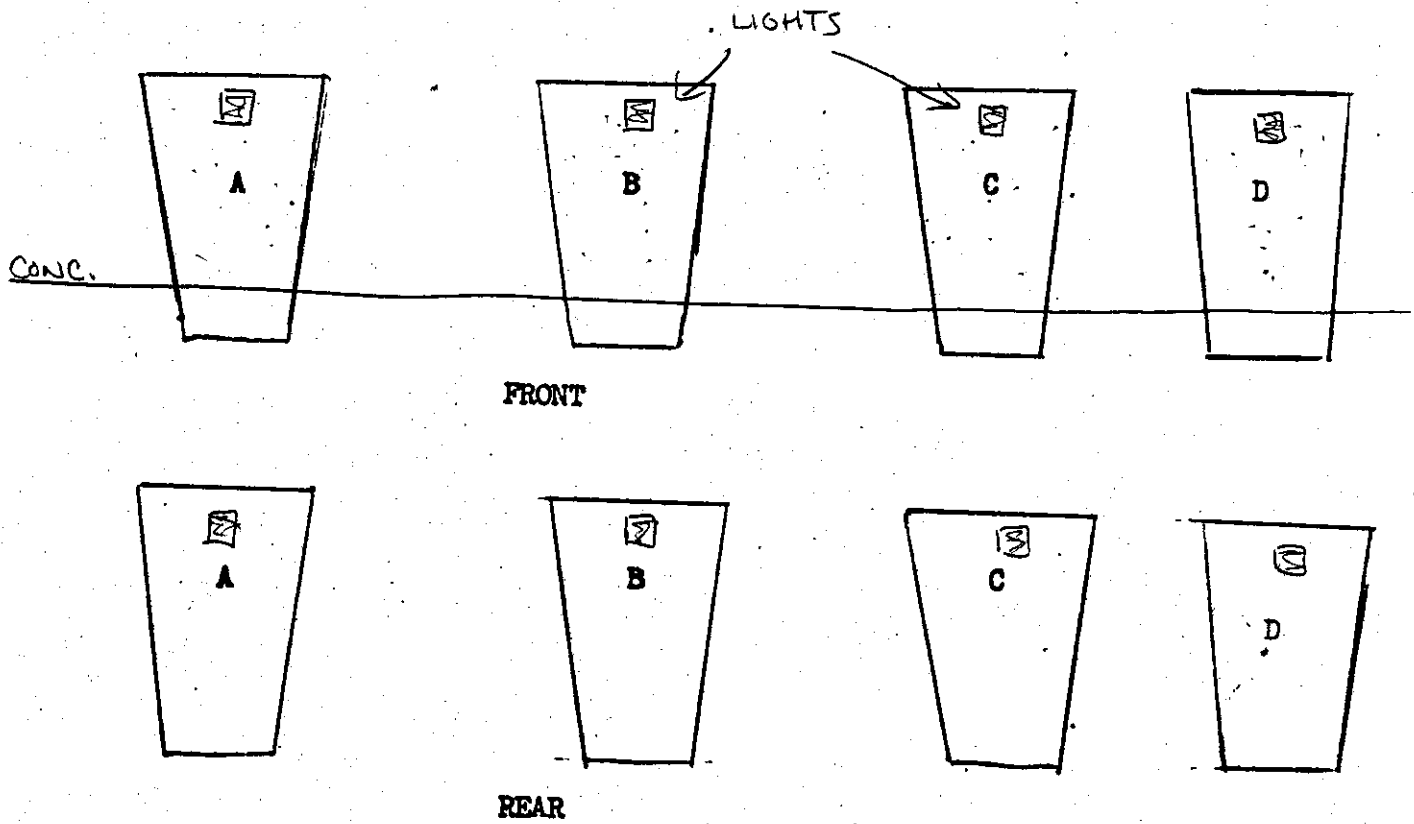
EMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	
CAP	G (F) P C	FINE CRACKS
WINGS	G (F) P C	11
EMB.	G (F) P C	
VEG.	G (F) P C	
RIP-RAP	G F P C	N/A
SLOPE PAV	G (F) P C	
BACKFILL	G F P C	

ALG 1 2003

BRIDGE NO 79 I-40 5Z RT

BENT NO L ERL

DB



ELEMENT	RATING	COMMENT
TEM A	G (F) P C	} SCATT. POPOUTS
B	G (F) P C	
C	G (F) P C	
D	G (F) P C	
LIGHTS	(6) F P C	

BRIDGE NO. 29-40 5.76 RTABUT. NO. 2

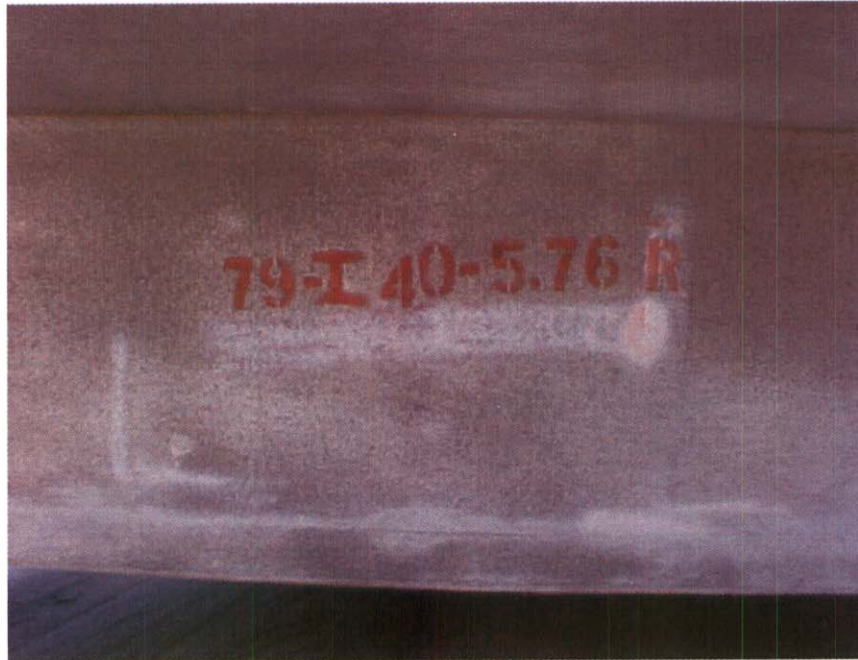
AUG 11 2012

E 8 L

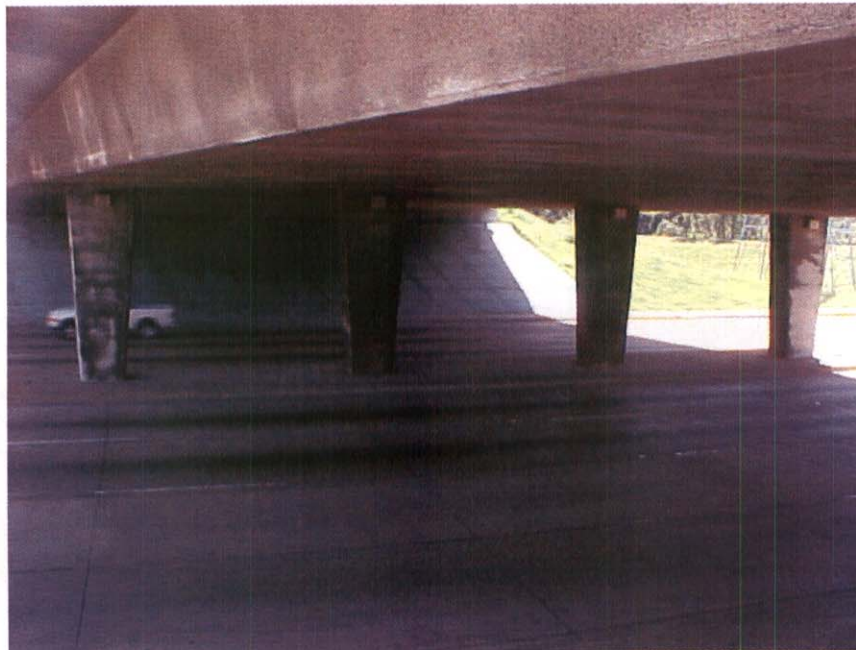
DBLOOKING AheadSLOPE
PAV.

EMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAV.	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	
BACKWALL	G F P C	

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01



BRIDGE NO.



BENT #1

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01



LOOKING AHEAD ON ROUTE



APPROACH #1 JOINT MATERIAL MISSING

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01



APPROACH #1 PAVEMENT SPALLING



VIEW ACROSS TOP OF DECK

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01



ABUTMENT #1



SPAN #1, BOTTOM OF DECK

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01

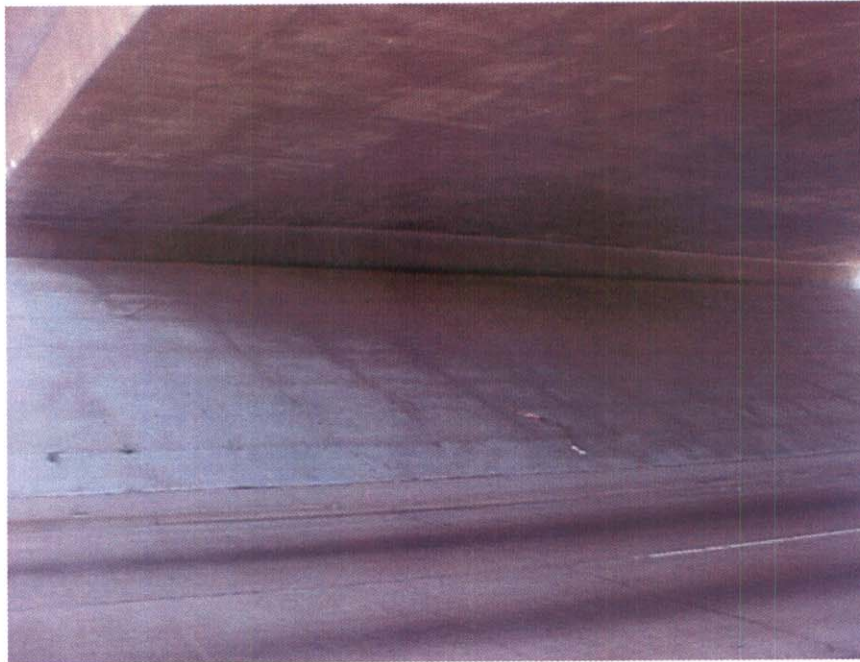


ELEVATION RIGHT SIDE



ELEVATION LEFT SIDE

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01



ABUTMENT #2



APPROACH #2, LEFT EMBANKMENT WASHING

Bridge Loc. No: 79 - I0040 - 05.76 - R Date: 09-11-01



APPROACH #2 PAVEMENT CRACKING & SPALLING



APPROACH #1, RIGHT DRAIN IS BROKEN

SEP 11 2004

BRIDGE INSPECTION REPORT

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

Field Report No. 15 Date 9-11-04
Previous Report No. 14 Date 7-19-00
Plans: YES () NO ()

Bridge No. 79I00400069 Bridge Location No. 79 - I0040 - 5.76 R 79 - 02806 - 0346
Eleven Digit No. Co. Route Log Mile OVER/UNDER PASS

_____ over -0- _____
Road Name Crossing Structure Name (If Named)
Year Constructed _____ County Shelby Maintenance District 45
Year Widened _____ Year Rehabilitated _____

FEATURES

Wearing Surface Concrete () Timber () Asphalt ☒ Depth _____ (in.)
Flared Width Yes () No ☒ Median Width Open ☒ None () Closed ()
Navigational Control Yes () No ☒ Bridge Skew 80L ° LT () RT ()
Structure Type (Main Span) CONC. BOX BEAM
Structure Type (Appr. Spans) _____
No. Main Spans 2 No. Approach Spans _____
Maximum Span Length 106 (**. ft.)
Total Length 196.0 (**. ft.)

INSPECTORS

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

WIDTHS (**. ft.)

Deck Out-to-Out 98.0
Roadway Curb/Curb 96.0
Roadway Rail/Rail _____
Sidewalk Rt. _____ Lt. _____
*Approach Roadway 72'
*(Does Not Include Shoulders)
Approach Shoulder Rt. 12
Lt. 12

CLEARANCES

Min. Vertical Clearance over Deck 5 (ft.-in.)
Min. Vertical Under Clearance 16'-11" (ft.-in.)
Min. Lateral Under Clearance Rt. 6' (**. ft.)
Min. Lateral Under Clearance Lt. 6 (**. 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 ☒ Major Repairs Made: Yes () No ☒

COMMENTS:

N - 35° 11' 29.2"
W 90° - 00' 29.8"

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

Supervising Bridge Inspector: [Signature]

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

Bridge Location No. 79 - I0040 - 5.76 R
Co. Route Log Mile

SEP 11 2001

Date _____

PERFORMANCE EVALUATION

Time of Day Inspected 11:20 Weather Conditions Clear & 80°
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 COVERED WITH A.C.
Joints	G F P C	APP#1 & #2 MAT MISSING - (007)
Pavement	G F P C	APP#1 & #2 PUTTED & SPALLING - (001)
Embankment	G F P C	APP #2 LT SIDE WASHING @ WING (004)
Drains	G F P C	APP#1 BROKE LOOSE #2 FILLED WITH A.C. DON'T KNOW REC FOR REPAIR DRAIN (009) ↑

TRAFFIC SAFETY FEATURES

	Rating	STANDARD/ SUB-STANDARD	Comments
Bridgerailing	G F P C	(X) ()	
Transitions	G F P C	() (230) (X)	APP#1 RT COLLISION DAMAGE
Guardrail	G F P C	() (230) (X)	APP#1 RT " "
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: OVERHEAD ATTACHED TO SPAN #2 RT
Comments Regarding any Problems with Signing: NO → 79-2806 3.46 - OK

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

Bridge Location No. 79 - 10040 - 5.76 R
Co. Route Log Mile

SEP 14 1997
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 <i>SGN</i>	<u>G</u> F P C	<i>SPAN #2 RT</i>
Drains	G F P C	
Lighting Standards	G F P C	
Utilities	<u>G</u> F P C	
Joint Leakage	G F P C	
Expansion Joints	G F P C	

SUPERSTRUCTURE

Bearing Devices <i>Box</i>	G F P C	
Beams <i>- SOLID DECK</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

BOTH SPANS & BOTTOM

Condition Rating	G F <u>P</u> C <i>(069)</i>	Fading	G F P <u>C</u>
Overall Appearance	G F <u>P</u> C	Needs Spot Painting	YES <u>(X)</u> NO ()
Staining Rating	G F <u>P</u> C	Needs Repainting	YES <u>(X)</u> NO ()
Comments	Scaling Rating G F <u>P</u> C		
RECOMMENDATIONS:	CLEAN SEAL JOINTS ()		
	CLEAN DRAINS ()		

SEP 11 2001

Form BIR 3.3
(Rev. 9-22-98)
DT-0082

Bridge Location No. 79 - 10040 - 5.76 R
Co. Route Log Mile

Date _____

PILES TO BE
REPLACED

SUBSTRUCTURE**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 <u>F</u> P C			
Plumb	<u>G</u> F P C			
Footing	G F P C			
Piles	G F P C			
Embankment	G <u>F</u> P C			
Bearing	G F P C			
Slope Paving	G <u>F</u> P C			
Rip Rap	G F P C			
Earthquake Devices	G F P C	<u>N/A</u>		

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	G F P C			
Plumb	<u>G</u> F P C			
Footings	G F P C			
Piles <u>STEMS</u>	<u>G</u> F P C			
Bearing <u>LIGHTS</u>	<u>G</u> F P C			
Bracing	G F P C			
Earthquake Devices	G F P C	<u>N/A</u>		

Piles Need Replacement: NO (X) YES ()

CUT VEGETATION NO (X) YES ()

CLEAR DRIFT NO (X) YES ()

RECOMMENDATIONS: _____

INSPECTION REPORT FOR UNDERPASS ROUTESEP 11 2009
Page No. 1Form BIR 3.0A
(Rev. 9-22-98)
DT-1443Field Report No. _____ Date _____
Previous Report No. _____ Date _____Bridge No. 79100400069
Eleven Digit No.Underpass Location No. 79 - 10040 - 0576 R

-0- _____ or _____

Railroad/Walkway

Co. Route Log Mile

over/
under

Co. Route Log Mile

79 - 02806 - 0346

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. ()Type of Wearing Surface CONCRETE ☒ ASPHALT () GRAVEL ()Width of Approach Traveled Roadway 52 ft. (Does Not Include Shoulders)Width of Median if Divided Highway 14 ft.Approach Shoulder Width N/A ft. Right N/A ft. Left*Horizontal Clearance Under Bridge 52 ft. 0 IN.*Distance Between Pier Protection
Guardrail and Substructure N/A ft. Right N/A ft. Left*Width of Sidewalk Under Bridge N/A ft. Right 6.0 ft. Left*Minimum Vertical Clearance: 16 ft. 11 in.

*Show on Sketch

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 ☒ NEEDED ()

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

Narrow Passage YES () NO ☒ NEEDED ()

One Lane Passage YES () NO ☒ NEEDED ()

Other Underpass Signs Needed _____

INSPECTORS

1. RGGLGS
2. _____
3. _____
4. _____
5. _____
6. _____

SEP 11 2001

Page 1 of 2

INSPECTION REPORT FOR UNDERPASS ROUTEPage No. 2

Form BIR 3.0A

(Rev. 9-22-98)

DT-1443

Field Report No. _____

Date _____

Previous Report No. _____

Date _____

Bridge No. 79100400069

Eleven Digit No.

Underpass Location No. 79 - 10040 - 0576 R

-0-

or

-

-

over/
under

Railroad/Walkway

Co.

Route

Log Mile

Co.

Route

Log Mile

79

- 02806

- 0346

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. ()Type of Wearing Surface CONCRETE ☒ ASPHALT () GRAVEL ()Width of Approach Traveled Roadway 40 ft. (Does Not Include Shoulders)Width of Median if Divided Highway 14 ft.Approach Shoulder Width N/A ft. Right N/A ft. Left*Horizontal Clearance Under Bridge 40 ft. 0 IN.*Distance Between Pier Protection Guardrail and Substructure N/A ft. Right N/A ft. Left*Width of Sidewalk Under Bridge 6.0 ft. Right N/A ft. Left*Minimum Vertical Clearance: 16 ft. 11 in.

*Show on Sketch

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 ROUTEPaddleboards 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

1. REGGERS
2. _____
3. _____
4. _____
5. _____
6. _____

SEP 11 2001

Page No. _____

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

Date _____

Underpass Location No. 79 - 10040 - 0576 R
Co. Route Log Mile

Other Signs or Plaques: _____

Comments Regarding any
Problems with Signing: _____

BRIDGE FEATURES (*. * ft.)

Bridge Skew 90° Lt
Structure Type (Main Span) Box Beam No. Main Spans 2
Structure Type (Appr. Spans) _____ No. Appr. Spans _____
Maximum Span Length 106 (ft.) Total Length 196 (ft.)
Width of Bridge Out-to-Out 98' (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 3 Angle to Centerline of Bridge)

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:

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 - 10040 - 5.76 R

SEP - 1 2001

Inspection Date 9-11-01

Bridge Rating FAIR

THIS TWO SPAN CONC. BOX BEAM WITH CONC.
SUBSTRUCTURE BRIDGE IS IN FAIR CONDITION.
ALL TRAFFIC SAFETY FEATURES ARE PRESENT.
APP #1 RT. GUARDRAIL HAS COLLISION DAMAGE.
APP #1 RT. DRAIN IS BROKE AND APP #2 LT.
& RT. DRAINS ARE 100% STOPPED UP WITH DEBRIS.
APP #2 LT. EMBANK. IS WASHING BACK UNDER &
BELOW DRAIN. APP #1 & #2 JOINTS HAVE MAT.
MISSING. APP #1 & #2 IS CRACKING & SPALLING &
SETTLED. THE MINIMUM VERT. CLEARANCE IS 16'11".

Derek Byrd

Cross Section: yes () no (X)

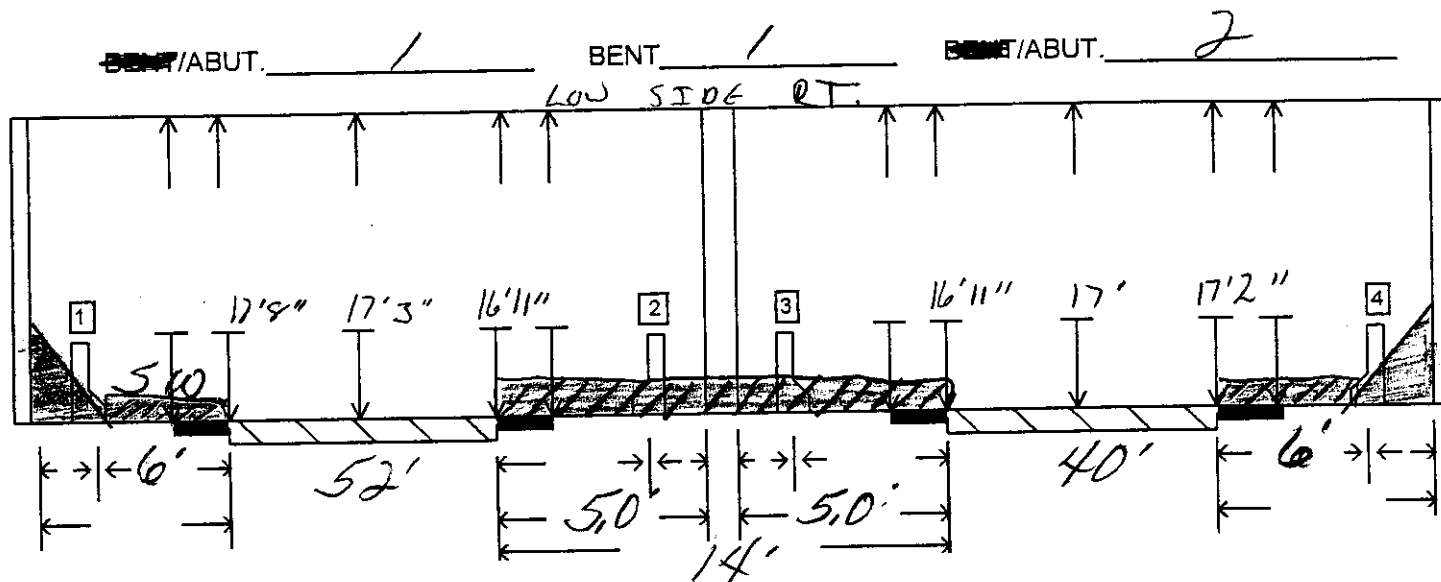
Pontis: yes () no (X)

BIR 3.10
Rev. 06/22/01
ET-1510

BRIDGE LOC. NO. 79 I0040 0576 R
CO. ROUTE L.M. L/R

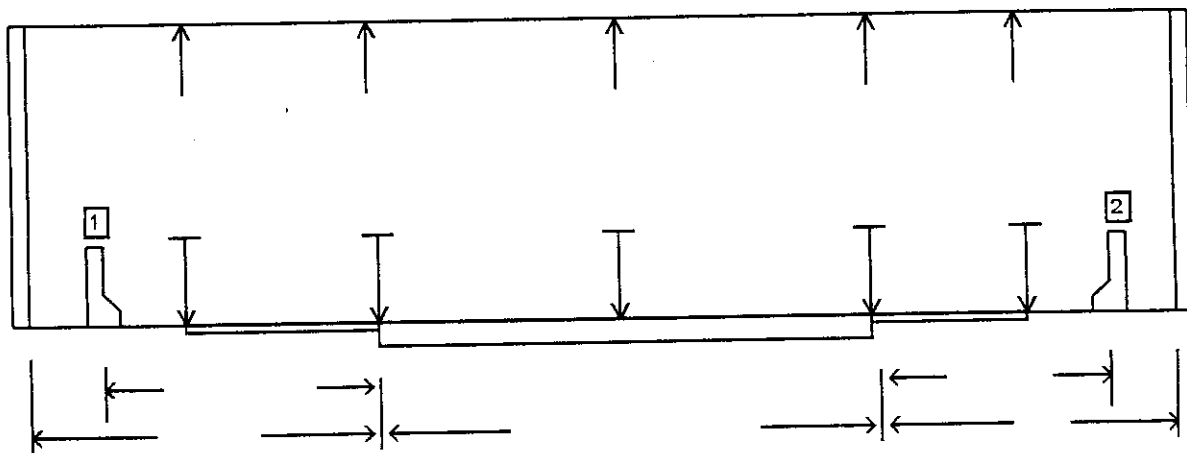
DATE: 2001

LATERAL AND VERTICAL CLEARANCES



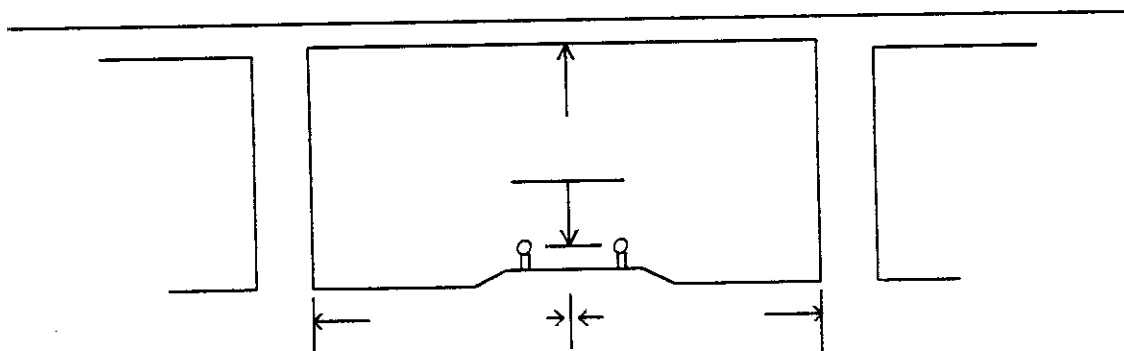
BENT/ABUT. _____

BENT/ABUT. _____



BENT/ABUT. _____

BENT/ABUT. _____

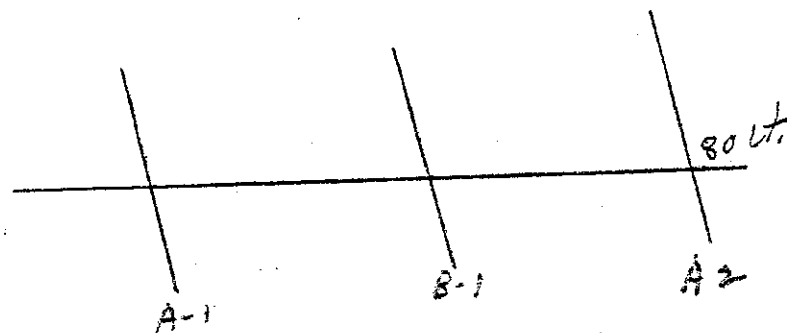


BRIDGE NO. 79 I-40 -576R

SKEN 80 LT SEP 11 2001

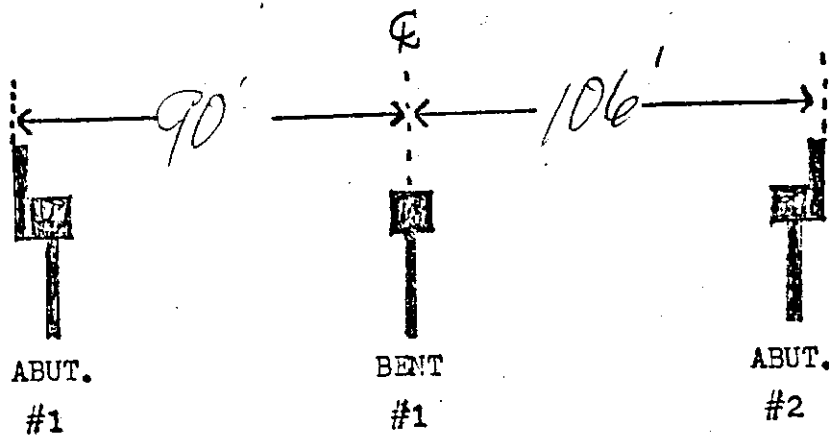
DIR. OF ROUTE →

RT



PLAN VIEW

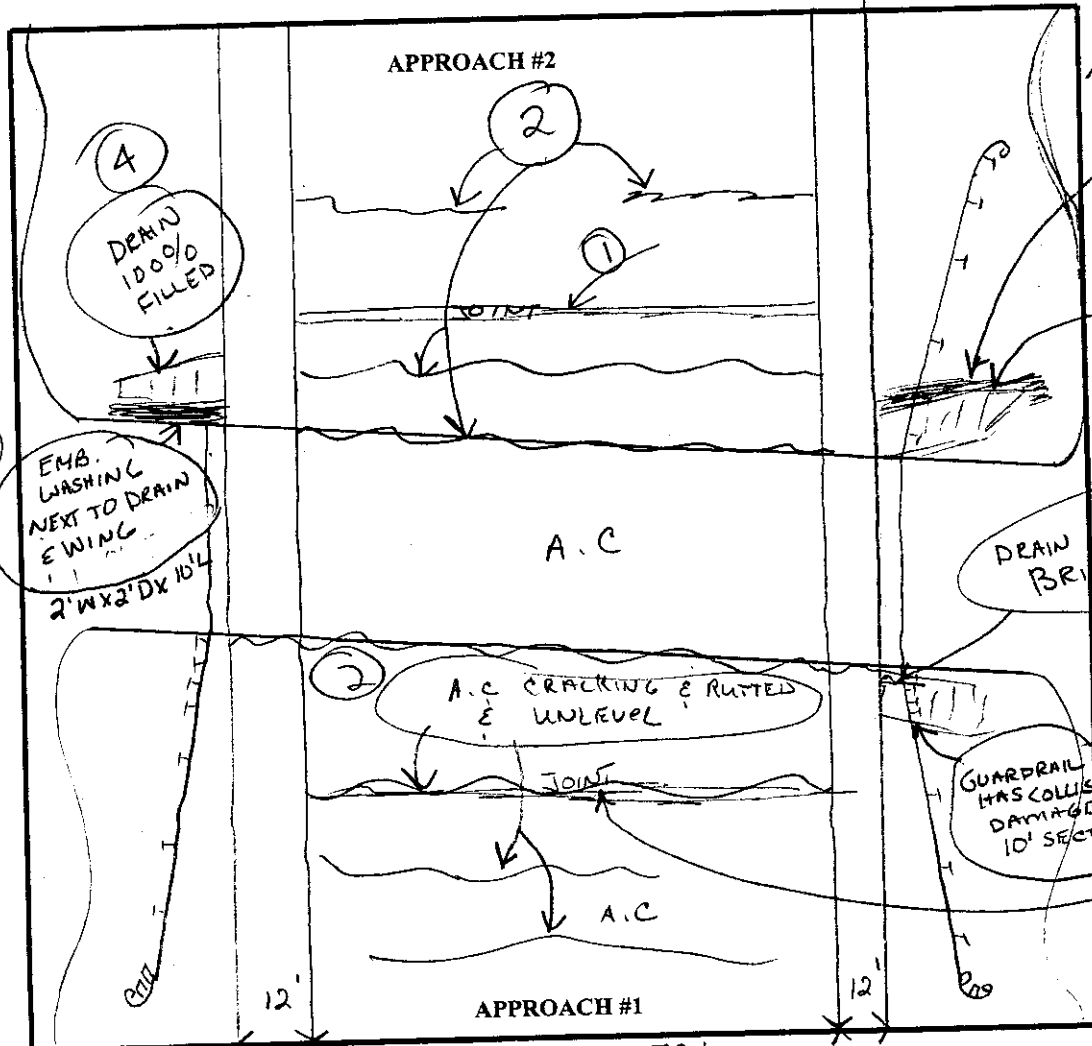
REQUIRED DATA. 1 F= FIXED
E= EXPANSION
2 S=SIMPLE SUPPORTED
C=CONTINUOUS SUPPORT



SEP 11 2001

BRIDGE NO.: 79I00400069 79 I0040 0576 R 80L DATE:

CO. ROUTE LOG MILE L/R SKEW



5
EMB. HAS ROCK AROUND DRAIN SOME REPAIR

4
DRAIN IS FILLED WITH A.C.

4
DRAIN BROKE LOOSE FROM BRIDGE & SETTLED 2\"/>

1
A.C. CRACKING & SPALLING OVER JOINT & 90% JOINT MATERIAL MISSING

ELEMENT	RATING	72'	COMMENTS
ALIGNMENT	G F P C		
APPROACH PAVEMENT	G F (P) C		APP. # 1 & 2 - SEE (2)
APPROACH SLAB	G F P C		N/V
APPROACH GUARDRAIL	G F (P) C		SEE (3) APP. # 1 RT
EMBANKMENT	G F (P) C		SEE (6) APP. # 2 LT
DRAINS	G F (P) C		SEE (4) APP. # 2 LT & RT & APP. # 1 RT
APPROACH JOINT	G F (P) C		APP. # 1 & 2 - SEE (1)
SIGNS	G F P C		N/A

BRIDGE NO.

79

I-40

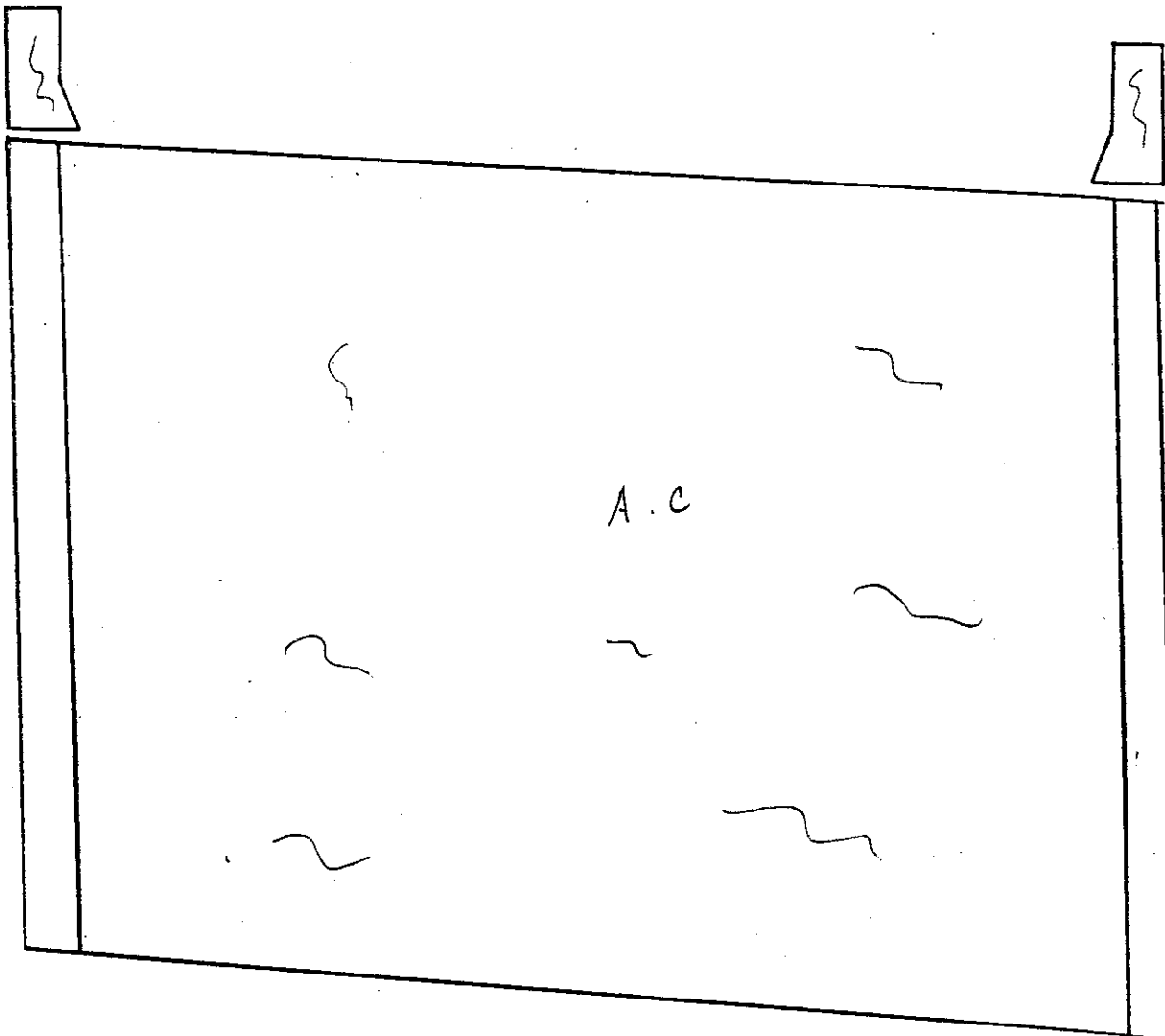
5.76

SK. 80° LT.

SPAN NO

1

SEP 14 1964



DECK

G (F) P C

SCATTERED FINE CRACKS

PARAPET

G (F) P C

MEDIUM SCALING & FINE CRACKS

DRAINS

G F P C

N/A

JOINTS

G F P C

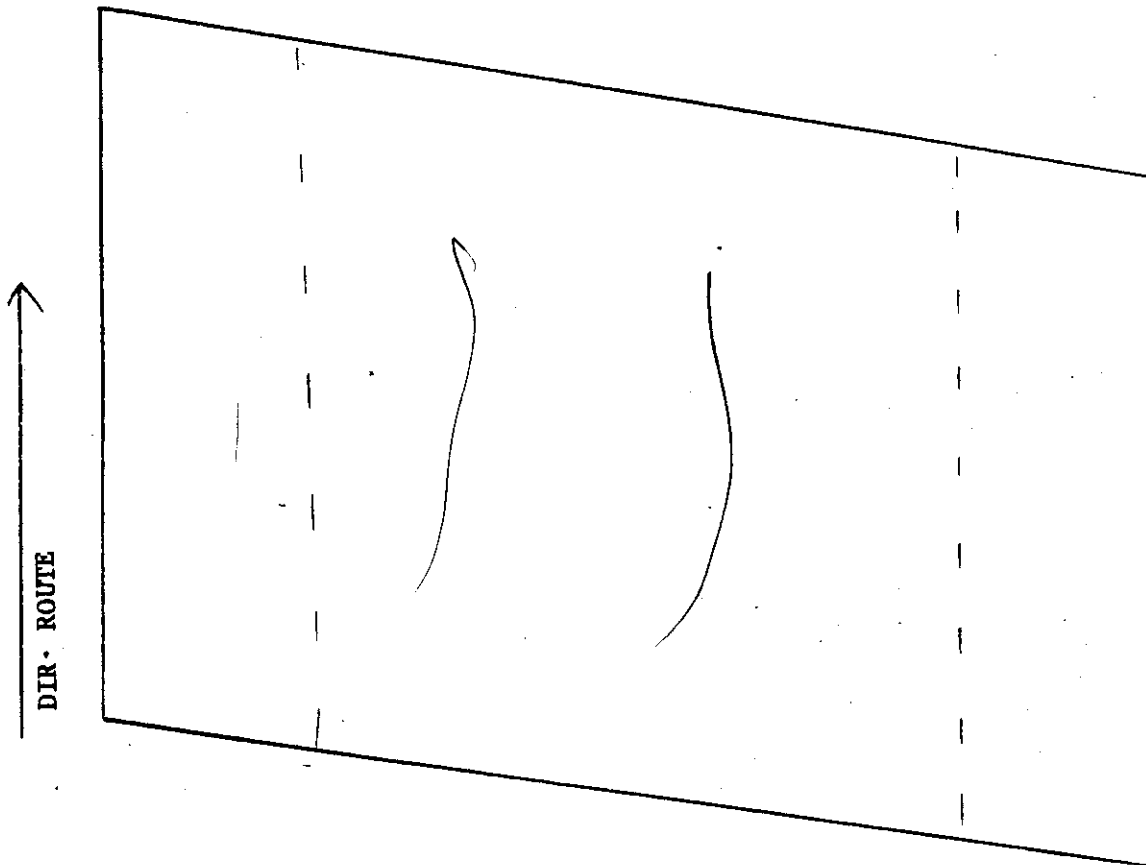
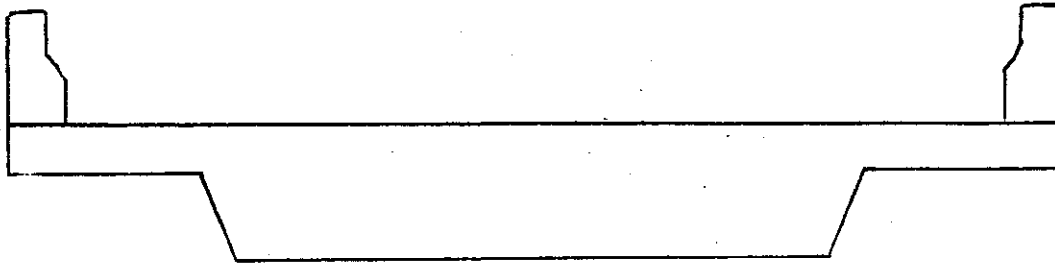
N/A

RAILS

G F P C

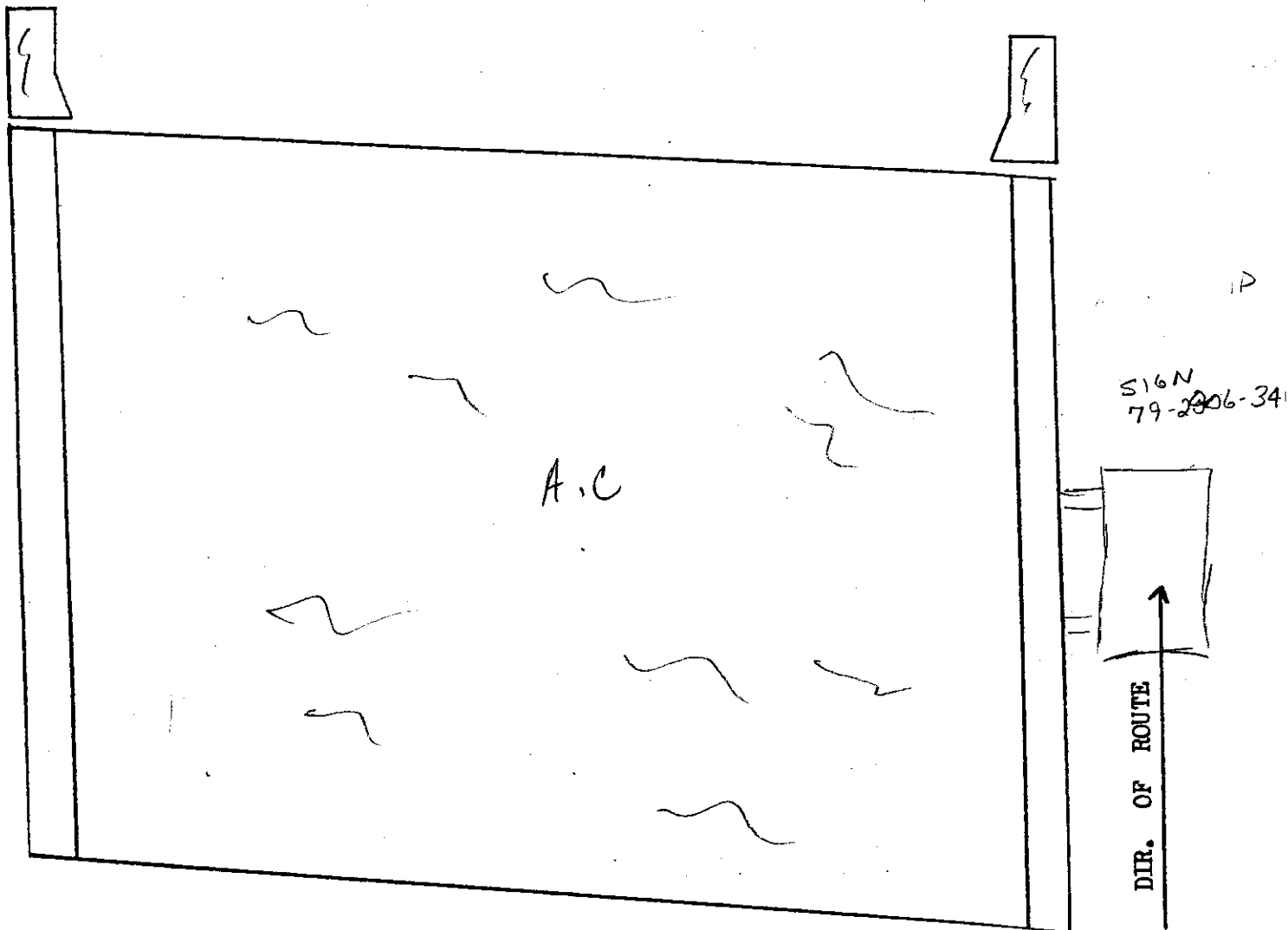
N/A

BRIDGE NO. 29 I-40 5.76 ^{FT} SK. 800 EX SPAN NO. 1 SEP 11 2001 EBL



ELEMENT	RATING	COMMENTS
BOTTOM DECK	G ⁺ P C	FINE CRACKS

BRIDGE NO. 79 T40 5.76 ^{RT} SK. 80° LT SET 1 1 2001 ERL SPAN NO 2



DECK

G (F) P C

SCATTERED FINE CRACKS

PARAPET

G (F) P C

LIGHT SCALING & FINE CRACKS

DRAINS

G F P C

N/A

JOINTS

G F P C

N/A

RAILS

G F P C

N/A

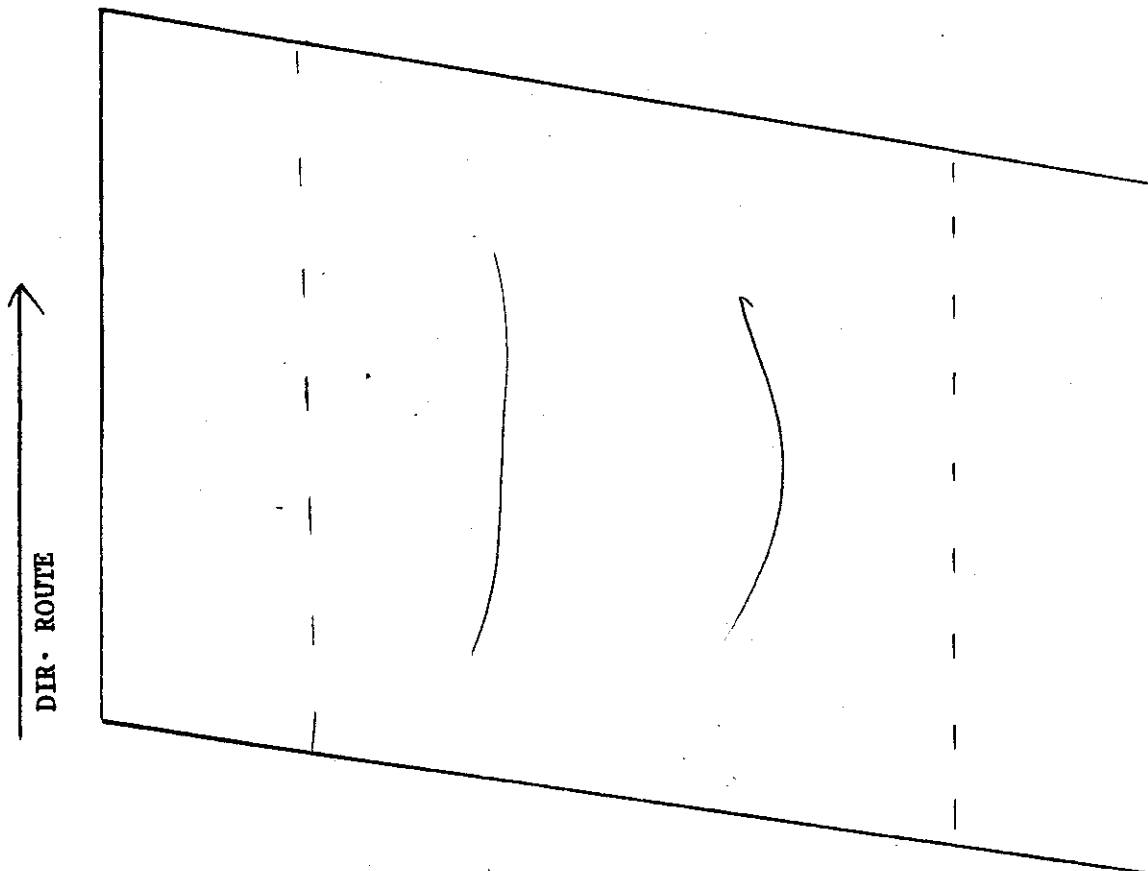
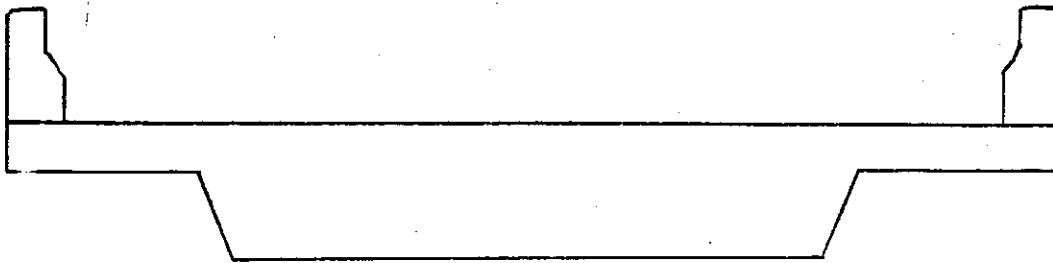
SIGN

(G)

SEP 11 2001

ERU

BRIDGE NO. 29 - I - 40 ^{PT} 5.76 SK. 80' 6" SPAN NO. 2

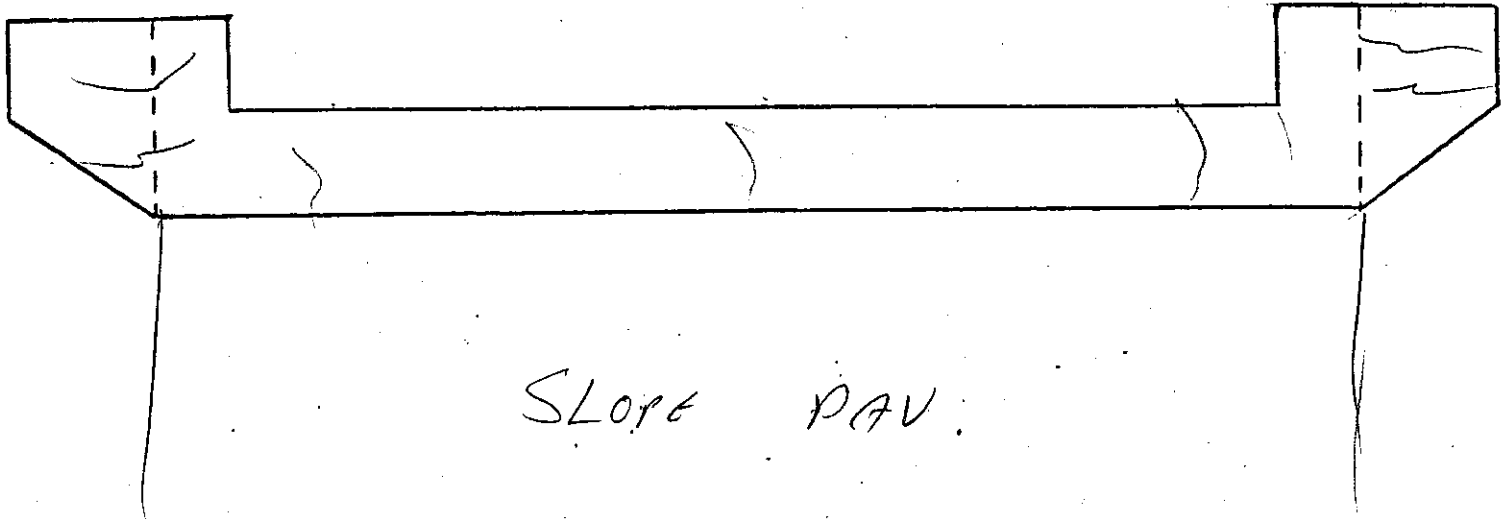


ELEMENT	RATING	COMMENTS
BOTTOM DECK	G(+) P C	FINE CRACKS

BRIDGE NO. 79 E 40 5.76 ^{RT}

ABUT. NO. 1 ^{SEE 11.60 E. B. 4}

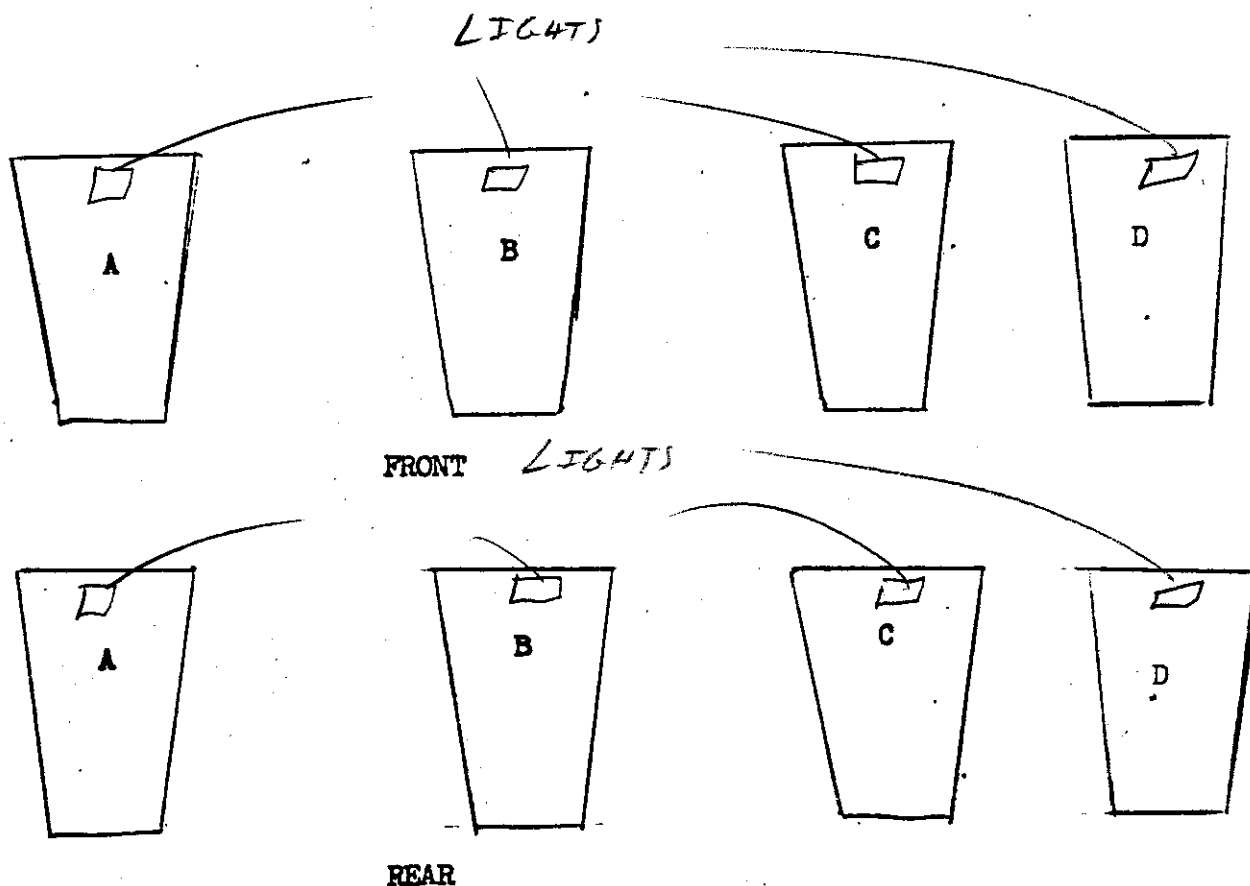
LOOKING BACK



EMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	N/A
CAP	G [ⓔ] F P C	FINE CRACKS W/ EFF ACTION
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	FINE CRACKS

BRIDGE NO 79 I-40 52 RT

BENT NO L ERL

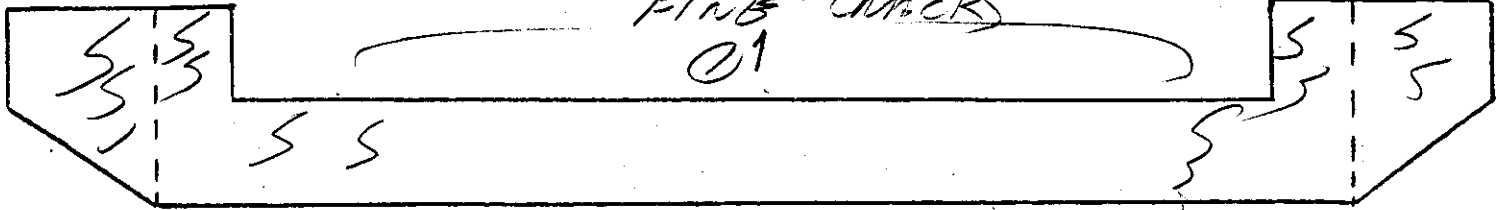


ELEMENT	RATING	COMMENT
STEM A	G F P C	
B	G F P C	
C	G F P C	
D	G F P C	
LIGHTS	G	

BRIDGE NO. 70-40 576 RTSEP 11 2001 E&L
ABUT. NO. 2LOOKING Ahead

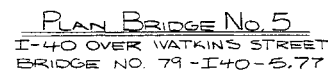
FINE CRACKS

①



← CONT SLOPE SLOPE PAVING

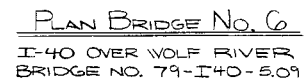
EMENT	RATING	COMMENTS
BEARING	G F P C	N/A
PAINT	G F P C	N/A
CAP	G F P C	SEE ①
WINGS	G F P C	FINE CRACKS
EMB.	G F P C	WASHING AROUND WINGS - SOME REPAIR MADE RT
VEG.	G F P C	
RIP-RAP	G F P C	
SLOPE PAV.	G F P C	SETTLED 1" TO 3" AT SIDE @ CAP
BACKWALL	G F P C	FINE CRACKS



A. REMOVE AND REPLACE EXISTING PREFORMED ELASTIC STRIP SEAL AT ABUTMENT NO. 2, BOTH EAST & WESTBOUND LANES AS SHOWN IN DETAILS TYPE "E" ON DWG. NO. M-106-80.

B. REPAVE THE EXISTING EAST AND WESTBOUND BRIDGE DECKS INCLUDING THE APPROACHES WITH NEW 1 1/2" THICK ASPHALT OVERLAY AS SHOWN IN DETAILS ON DWG. NO. M-106-75.

NOTE TO CONTRACTOR: ABUTMENT NO. 1 IS INTEGRAL. ABUTMENT NO. 2 HAS AN EXISTING PREFORMED ELASTIC STRIP SEAL THAT IS TO BE REMOVED AND REPLACED WITH THE EXPANSION JOINT REPLACEMENT DETAIL TYPE "E" (SEE C.V.G. NO. 1A-116-80.) ITEM NO. 604+10+1. SET NEW JOINT 2' @ 60' F WITH A TOTAL MOVEMENT OF 4" REQUIRED AT ABUTMENTS NO. 2 ONLY, EAST- AND WESTBOUND LANES.



A. REPAVE THE EXISTING EAST AND WESTBOUND BRIDGE DECKS INCLUDING THE APPROACHES WITH NEW 1 1/2" THICK ASPHALT OVERLAY AS SHOWN IN DETAILS ON DWG. NO. M-106-75.

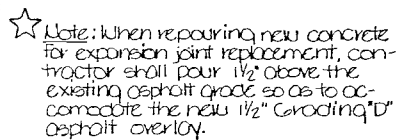
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE REPAIR FOR BRIDGES
NO. 4 THRU 6.
INTERSTATE 40
SHELBY COUNTY
1985

M-106-74

DESIGNED BY _____ DATE _____
DRAWN BY GREG ROSS DATE 5-85
SUPERVISED BY GENTRY & MCINTURFF DATE 5-85
CHECKED BY GRAVES & GLASGOW DATE 5-85

BRIDGE NO.
79I00400069

[illegible]

DESIGN SPECIFICATION: AASHTO 1983 EDITION.
SPECIFICATIONS: STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION OF THE TENNESSEE DEPARTMENT
OF TRANSPORTATION (MARCH, 1981 EDITION).

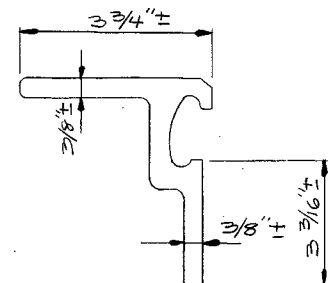
ESTIMATED QUANTITIES

[illegible]

- ① DENOTES ITEMS FOR NEW 1 1/2" ASPHALT OVERLAY ON BRIDGES NO. 4 THRU 6. SEE PAVING DETAILS ABOVE AND PLAN OF BRIDGES ON DWG. NO. M-106-74
- ② DENOTES EXPANSION JOINT REPAIRS ON BRIDGES NO. 4, 46. SEE DETAILS AND NOTES ON DWG. NO'S. M-106-76, M-106-77, M-106-80, M-106-81, AND SEE SPECIAL NOTE BELOW..

Special Note Concerning Expansion Joint Repair- Bid Item No's. 604-10.41, and 604-10.46.

The contractor shall inspect 450± Feet (22 individual pieces) of steel extrusions that are stored at the State Construction Office, located on Centennial Blvd. in Nashville, prior to submitting a bid for items no. 604-10.41 and 604-10.46. These extrusions are state property. The successful bidder on this project shall make provisions for picking up the extrusions and utilizing as much of the 450± Feet as reasonably possible in the fabrication of the expansion joints specified in items no. 604-10.41 and 604-10.46. Shop drawings for the expansion joints shall show each individual piece of these extrusions and where they are used. See detail below for configuration of extrusions that are stock piled at the State Construction Office.

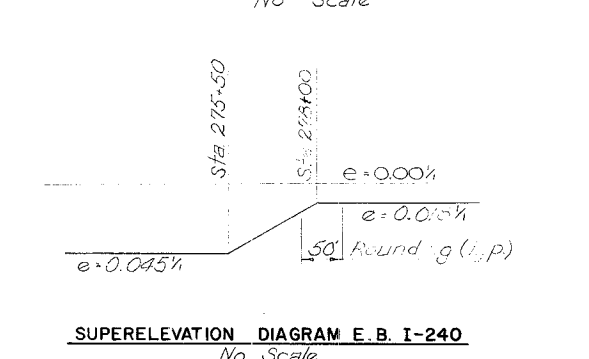
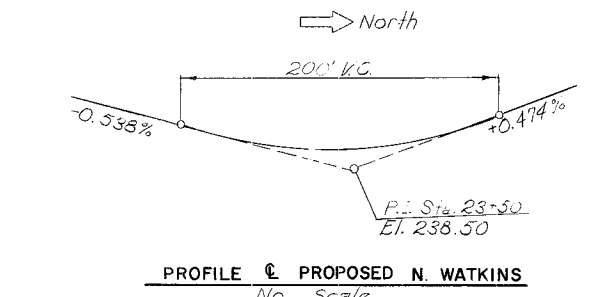
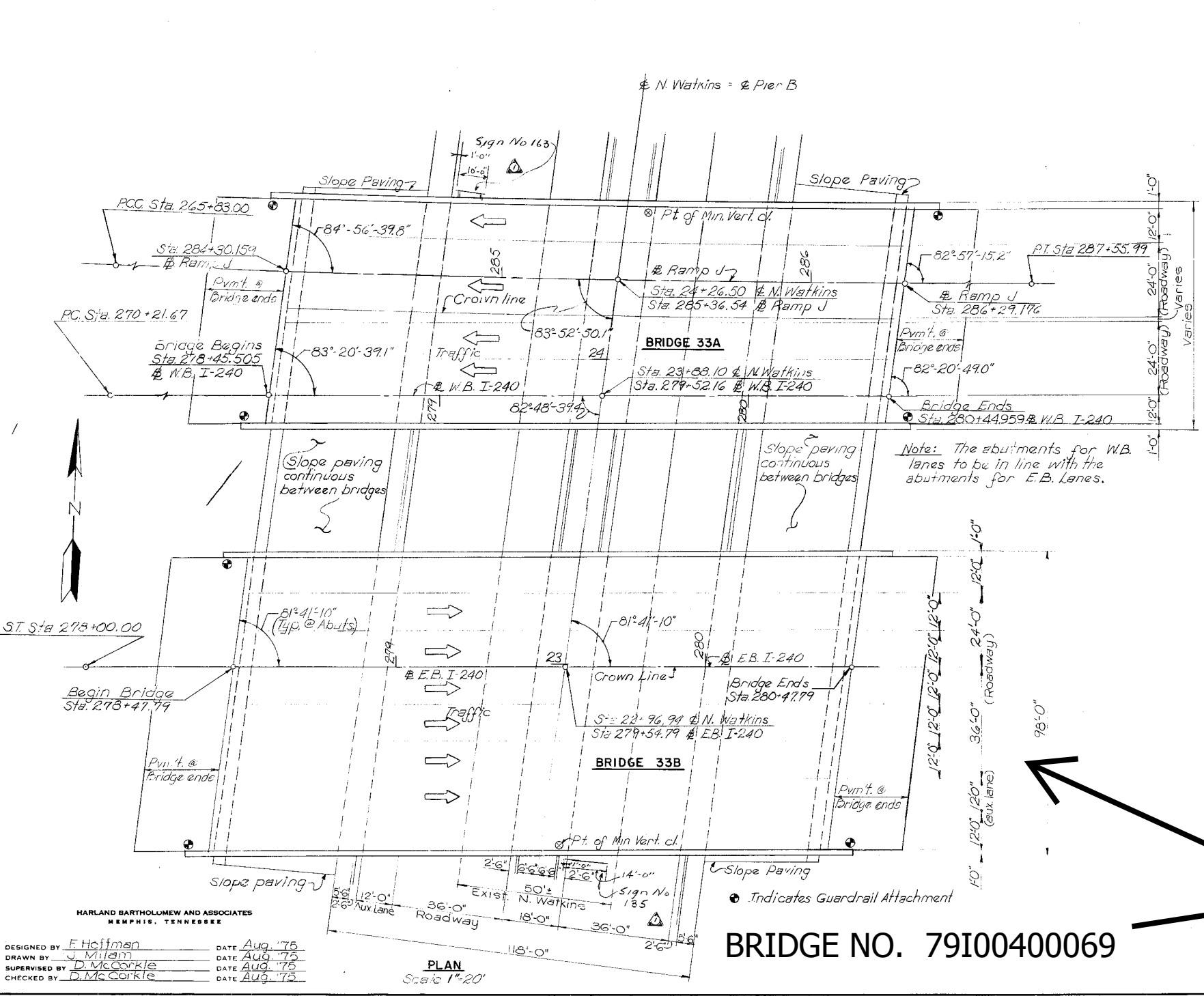
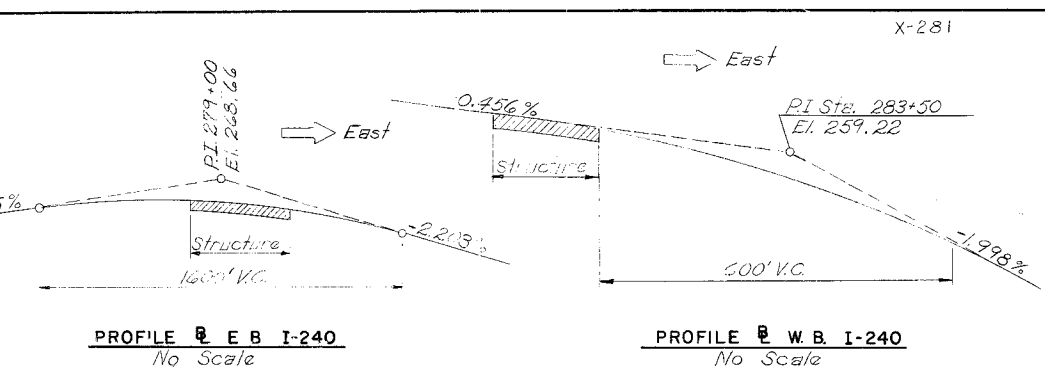
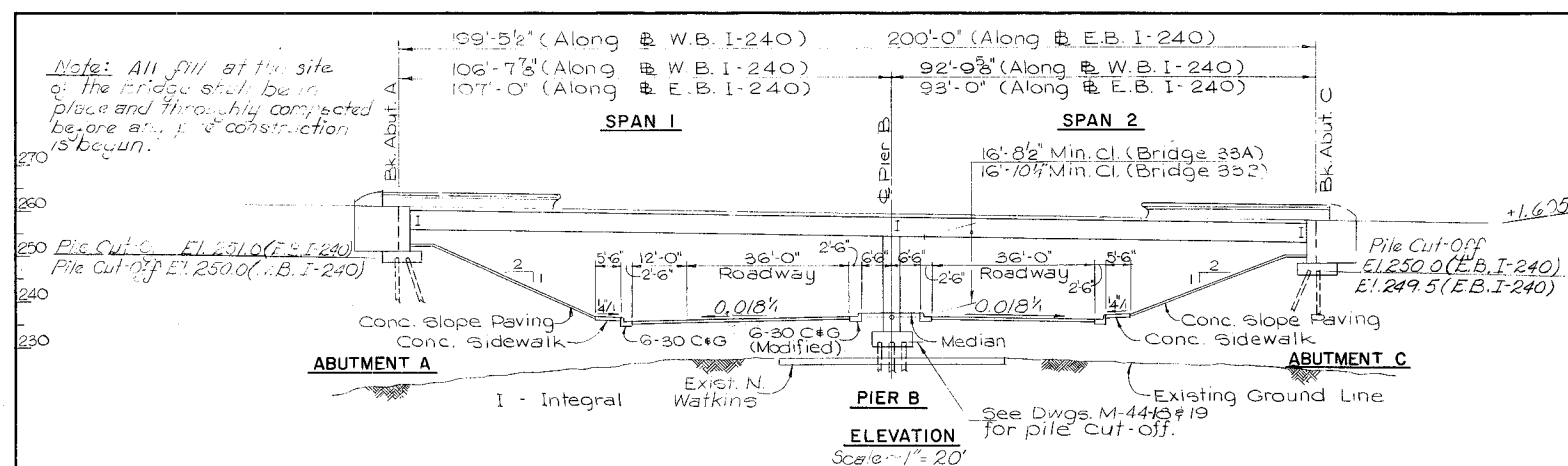


Extrusion Detail
STOCK FILED BY STATE

DESIGNED BY _____ DATE _____
DRAWN BY GLASGOW & ROSS DATE 6 - 88
SUPERVISED BY GENTRY & MEINTURE DATE 6 - 88
CHECKED BY GRAVES & HALL DATE 6 - 88

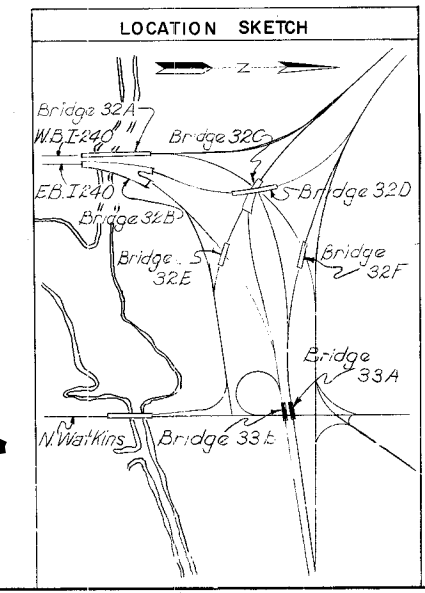
CORRECT Clifton L. Lovell
ENGINEER OF STRUCTURES
APPROVED David Evans
DIRECTOR OF HIGHWAYS

M-106-75



CURVE DATA

W.B. I-240	Ramp J
PI Sta. 295+99.88	PI Sta. 276+82.71
Δ = 5°-46'-38.1"	Δ = 21°-43'-47.6"
Dc = 0'-30'-00"	Dc = 1'-00'-00"
R = 11459.156'	R = 5729.578'
Lc = 1155.45'	Lc = 2172.99'
T = 578.21'	T = 1099.71'



PROJECT NO.	YEAR	SHEET NO.
ACT 41-10326	1975	
79007-3125-44		

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5/24/78	ELO	showed sign locations

INDEX TO DRAWINGS	
Dwg. No.	Title
M-44-1	Bridge Layout
M-44-2	General Notes & Summary of Estimated Quantities
M-44-3	Abutment A & C - E.B. Lanes
M-44-4	Abutment A - W.B. Lanes
M-44-5	Abutment C - W.B. Lanes
M-44-6	Pier B - E.B. Lanes
M-44-7	Pier B Details - E.B. Lanes
M-44-8	Pier B - W.B. Lanes
M-44-9	Typical Section - E.B. Lanes
M-44-10	Typical Section - W.B. Lanes
M-44-11	End Diaphragm Details
M-44-12	Top Slab Plan - E.B. Lanes
M-44-13	Top Slab Plan - W.B. Lanes
M-44-14	Bottom Slab Plan - E.B. Lanes
M-44-15	Bottom Slab Plan - W.B. Lanes
M-44-16	Post-Tensioning Details
M-44-17	Screed Elevations
M-44-18	Foundation Data - E.B. Lanes
M-44-19	Foundation Data - W.B. Lanes
M-28-1	Bridge Railing - Concrete Parapet
K-80-14	Reinforcing Bar Support Details
K-86-144	Reinforced Concrete Pavement at Bridge Ends
H-5-111	Standard Pile Details
P-8-9A	Standard Apron Spillway at Bridge Ends
K-85-150	Misc. Abutment and Drainage Details
M-8-149	Light Standard Support Details

Notes:
1. See Dwg. M-44-2 for General Notes and Summary of Estimated Quantities.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E.B. & W.B. I-240 OVER N. WATKINS ST.

BRIDGE LAYOUT
STA. 279+50

SHELBY COUNTY

BRIDGE NO. 79I00400069

DESIGNED BY: F. Hoffman
DRAWN BY: J. Milam
SUPERVISED BY: D. McCorkle
CHECKED BY: D. McCorkle

DATE: Aug. '75
DATE: Aug. '75
DATE: Aug. '75
DATE: Aug. '75

Class "A" Grading "D" 153 Cu Yds. Bridge Deck Sealant 4625 Sq Yds.

CORRECT: _____
ENGINEER OF STRUCTURES
APPROVED: _____
DIRECTOR OF HIGHWAYS

M-44-1

1. SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways (1968 Edition)

3. DESIGN SPECIFICATIONS: 1973 AASHTO and Addendo.

5. REINFORCING STEEL: To be ASTM A615 Grade 60. Standard CRSI hook details apply unless otherwise noted on Bill of Steel. Bending dimensions shown are based on Grade 60 Steel. Spacing dimensions are center to center unless otherwise noted on detail drawings.

7. FINISHING CONCRETE SURFACES: Concrete finishing shall be in accordance with Section 604.22 of the Tennessee Standard Specifications except as modified by the Special Provision Regarding Section 604. Concrete Structures. A Textured Coated Finish shall be used in lieu of a Class 2 Finish. The color of the finish shall be similar to Federal Specification No. (See Detail) Federal Color Standard 596a, and a color sample shall be submitted to the Engineer of Structures for approval. All exposed concrete surfaces, including concrete parapets and wingposts, piers and abutments above grade (but not including bridge slab), shall receive a textured coat finish.

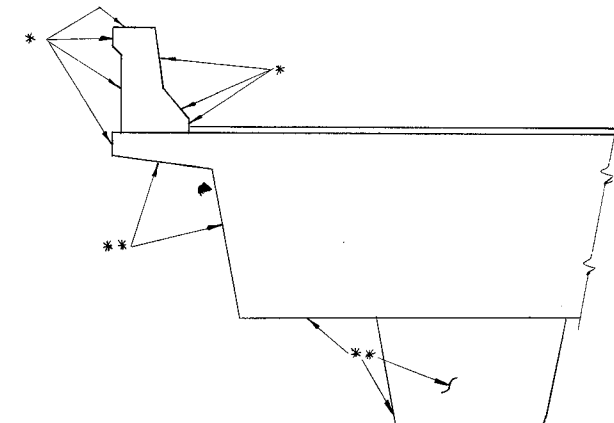
9. Alternate Piles: The contractor may use piling of a different material or configuration from that shown on the plans provided the substitution meets minimum design standards and specifications is approved by the Engineer, and conforms to conditions established by the Special Provision No. 131, Regarding Section 606, Piling dated October 1, 1975.

12. BRIDGE DECK SEALANT: The Bridge deck and reinforced approach slab shall be sealed in a future paving contract (4625 Sq. Yds. required.)

15. LINSEED OIL TREATMENT: Surfaces receiving a textured coated finish shall not receive a linseed oil treatment. See Special Provision Regarding Section 604 - Concrete Structures.

(2): See Alternate Pile Note

(8) The cost of tor-paper and all miscellaneous joint material to be included in bridge items bid on.

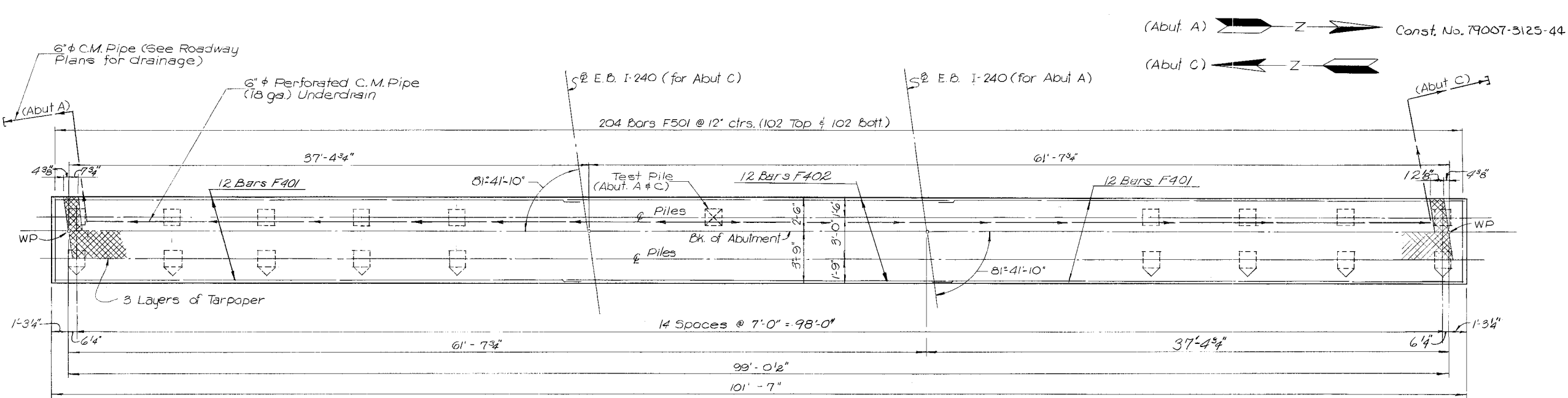


In addition to the above surfaces all exposed surfaces of abutments, wingwalls, wingposts & slope paving shall receive a Texture Coating Finish similar to Azure Blue (Fed. Spec. No. 35190).

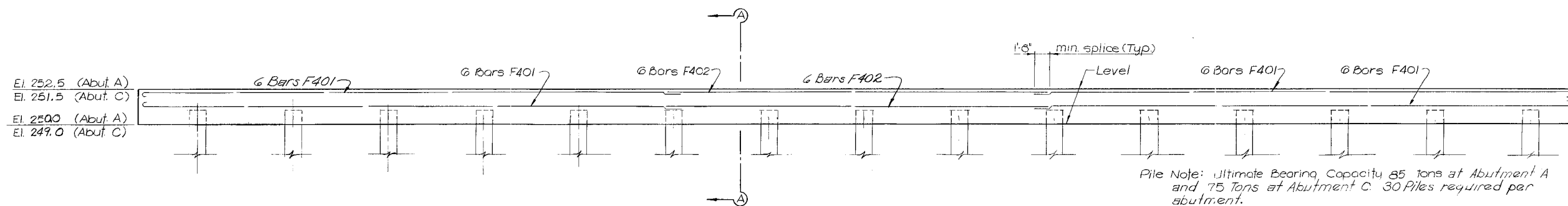
Item No.		204-02.01	604-03.01	604-03.02	604-25.04	606-09.01	606-09.02	606-09.03	615-05.01	616-08	710-10	710-11	714-01.01	604-03.03
Description		Dry Excavation (Bridges)(1)	Class A Concrete (Bridges)	Steel Bar Reinforcement (Bridges)	Textured Coated Finish	Test Piles (Precast Conc. Size 1) (2)	Loading Test (Precast Conc. Size 1) (2)	Precast Conc. Piles-Size 1 (2)	Post Tensioning	Concrete Parapet (6) (7)	G&Perf. C. M.P. (18ga) w/ferrous Backfill (3)	G&C.M.P. Underdrains (18 ga)	Structure Lighting (4)	Linseed Oil Treatment
Unit		Cu. Yds.	Cu. Yds.	Lbs.	Sq. Yds.	Lin. Ft.	Each	Lin. Ft.	Lump Sum	Lin. Ft.	Lin. Ft.	Lin. Ft.	Lump Sum.	Sq. Yd.
Bridge 33A	Abutment A	175	423	1785	510	30		690			90	4		
	Pier B		108.6	13300	95	35		1645						
	Abutment C	170	439	1700	492	30		690			86	4		
	Par'nt. @ Br. Ends		152.0	38830										398
	Superstructure		969.1	204122	2125				.4	430.5			.5	1614
Bridge 33B	Abutment A	215	573	2210	606	30		870			110	4		
	Pier B		138.0	17740	130	25	1	1575						
	Abutment C	215	573	2210	606	30		870			110	4		
	Par'nt. @ Br. Ends		195.4	50845										537
	Superstructure		1220.3	260422	2595				.6	432.0			.5	2100
Total		775	2939.8	593208	7139	180	1	6340	1.0	862.5	396	16	1	4649

DESIGNED BY F. Hoffman DATE Aug '75
DRAWN BY M. Garay DATE Aug. '75
SUPERVISED BY D. McCorkle DATE Aug. '75
CHECKED BY D. McCorkle DATE Aug. '75

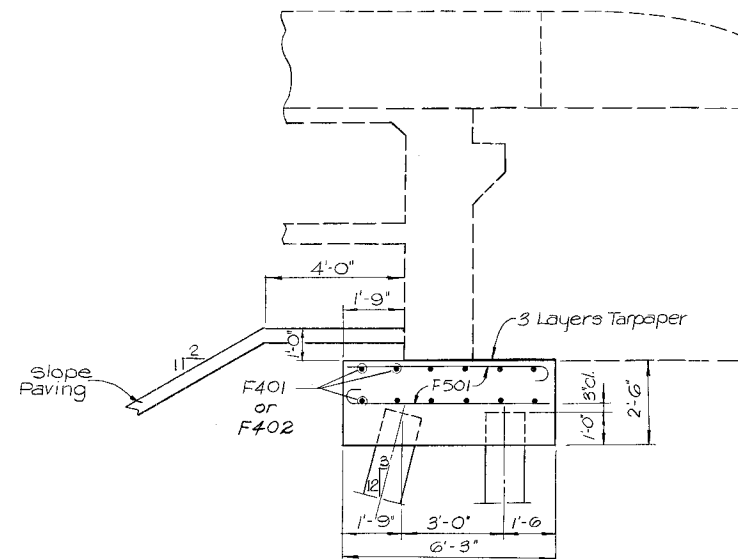
APPROVED _____
DIRECTOR OF HIGHWAYS



PLAN
Scale ~ 1/4" = 1'-0"



ELEVATION
Scale ~ 1/4" = 1'-0"



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

PROJECT NO.	YEAR	SHEET NO.
EAC I-240-11/192/6	1975	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

- NOTES
- See Dwg. M-44-11 for Wing Wall and End Diaphragm Details.
 - For details of the approach slabs see Std. Dwg. M-86-144 & Std. Dwg. P-5-9A. Piles not req'd @ ends of approach slab. Where notch is required for spillway, reinforcing extending into notch shall be cut in field. See Roadway Plans for size and location of spillways.
 - For drainage details see Dwg. M-44-11 & Std. Dwg. K-85-150.

BILL OF STEEL				
Bars	No. Req'd Abut A	No. Req'd Abut C	Length	Shape
F401	24	24	37'-11"	C
F402	12	12	29'-8"	C
F501	204	204	6'-5"	C

ESTIMATED QUANTITIES			Quantity			
Item No	Item	Unit	E.B. Lanes		W.B. Lanes	
			Abut A	Abut C	Abut A	Abut C
204-02.01	Dry Excavation	Cu. Yd.	215	215	175	170
604-03.01	Class A Concrete (Bridges)	Cu. Yd.	57.3	57.3	46.3	43.9
604-03.02	Steel Bar Reinforcement	Pound	2210	2210	1785	1700
606-09.01	Test Piles (Precast Conc. Size 1)	Lin. Ft.	30	30	30	30
606-09.02	Loading Tests (Precast Conc. Size 1)	Each	—	—	—	—
606-09.03	Precast Conc. Piling (Size 1)	Lin. Ft.	870	870	690	690

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E.B. & W.B. I-240 OVER N. WATKINS ST.
ABUTMENTS A & C - E.B. LANES
STA. 279 + 50

SHELBY COUNTY

DESIGNED BY: F. Hoffman
DRAWN BY: D. Dale
SUPERVISED BY: D. McCorkle
CHECKED BY: D. McCorkle

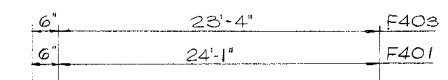
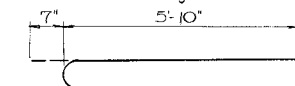
DATE: AUG. '75
DATE: AUG. '75
DATE: AUG. '75
DATE: AUG. '75

CORRECT: ENGINEER OF STRUCTURES
APPROVED: DIRECTOR OF HIGHWAYS

M-44-3






[illegible]

1. See Dwg.M-44-3 for Estimated Quantities.
2. See Dwg.M-44-11 for Wing Wall and End Diaphragm Details.
3. See Dwg. M-44-3 for Section A-A.
4. For additional details of approach slabs see Std. Dwgs M-86-144 & Std. Dwg. P-S-9A. Piles not req'd e ends of approach slab.
5. For drainage details see Dwg.M-44-11 & Std. Dwg. K-85-150.



Bars F401 e F403

BILL OF STEEL

Bar	No. Req'd.		Length	Shape
	Abut. A	Abut. C		
F401	24		24'-7"	
F402	12		36'-8"	
F403		24	23'-10"	
F404		12	34'-2"	
F401	164	156	6'-5"	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E. B. & W.B. I-240 OVER N. WATKINS ST.

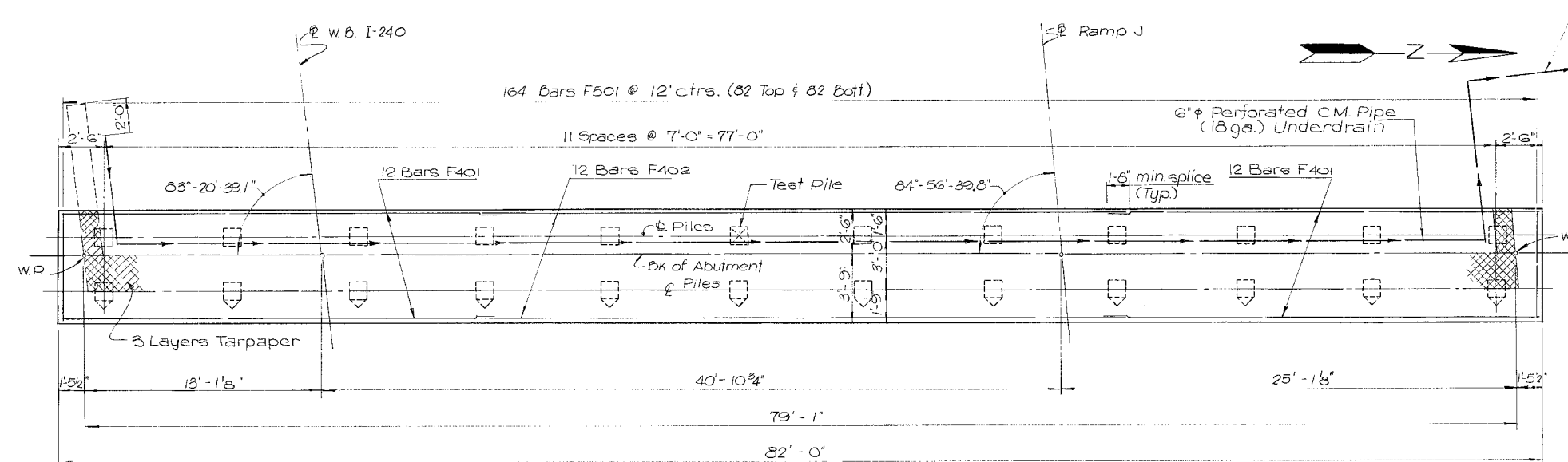
ABUTMENT A — W.B. LANES
STA. 279 + 50

SHELBY COUNTY

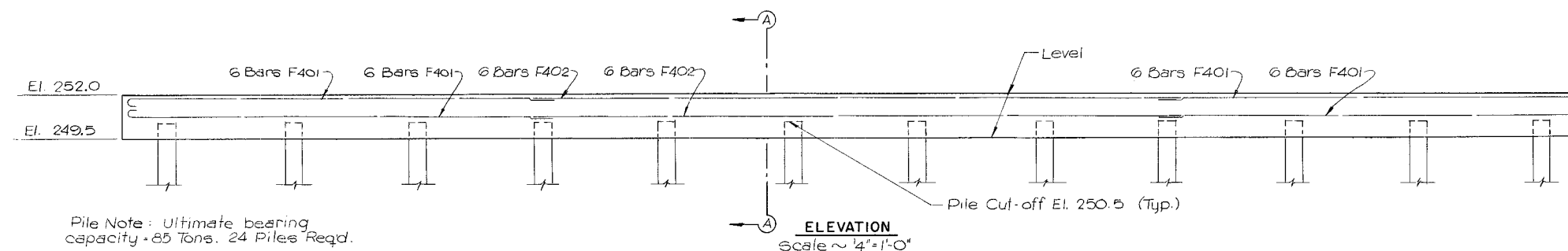
CORRECT _____
ENGINEER OF STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

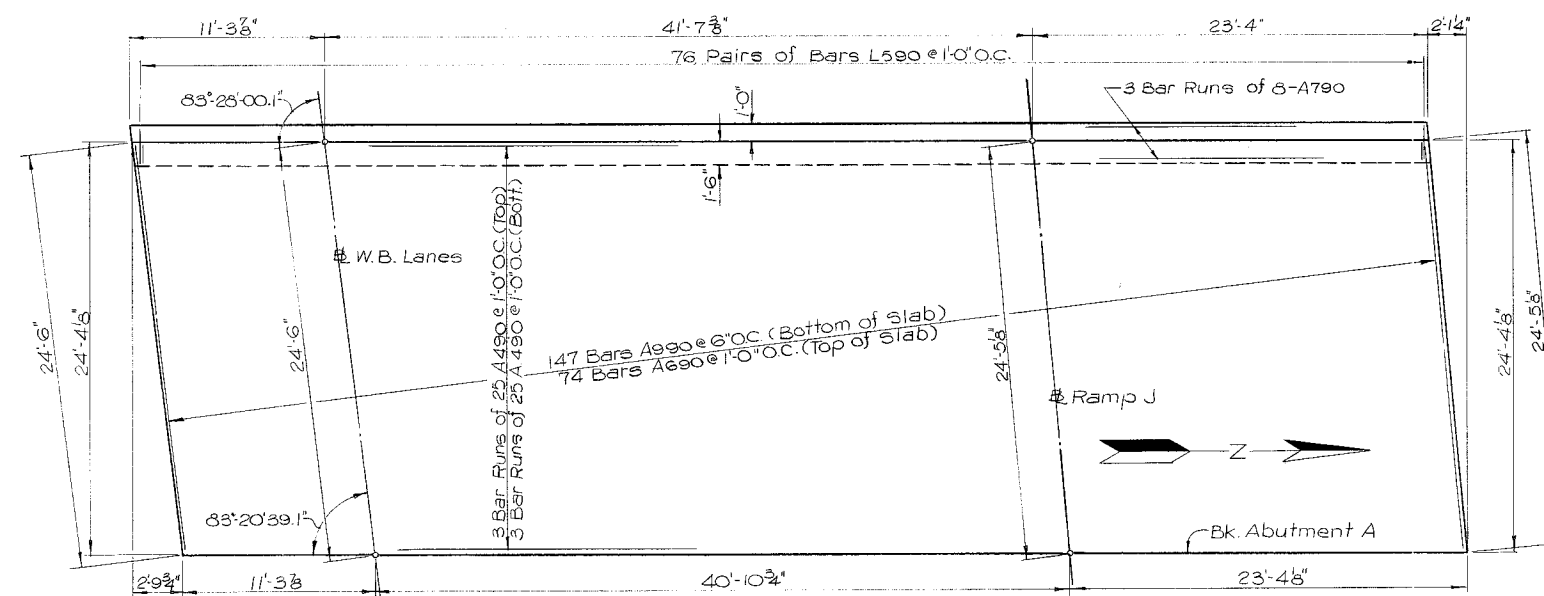
M-44-4



PLAN - ABUTMENT A
Scale ~ 1/4" = 1'-0"



④ ELEVATION
Scale ~ 1/4" = 1'-0"

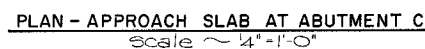
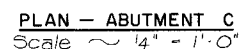


PLAN - APPROACH SLAB AT ABUTMENT A
Scale ~ $\frac{3}{16}" = 1'-0"$

DESIGNED BY F. Hoffman DATE July '75
DRAWN BY B. Dale DATE July '75
SUPERVISED BY D. McCorkle DATE July '75
CHECKED BY D. McCorkle DATE July '75

[illegible]

1. See Dwg. M-44-4 for Bill of Steel.
2. See Dwg. M-44-3 for Estimated Quantities.
3. See Dwg. M-44-11 for Wing Wall and End Diaphragm Details.
4. See Dwg. M-44-3 for Section A-A.
5. For additional details of the approach slabs see Std. Dwg. M-86-144 & Std. Dwg. P-5-9A. Piles not req'd. ends of approach slab. Where notch is required for spillway, reinforcing extending into notch shall be cut in field. See Roadway Plans for size & location of spillways.
6. For drainage details see Dwg. M-44-11 & Std. Dwg. K-85-150.



CORRECT _____
ENGINEER OF STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

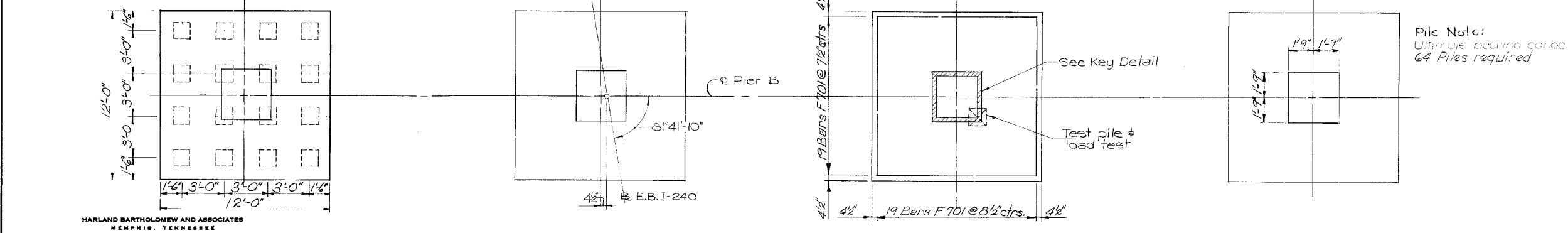
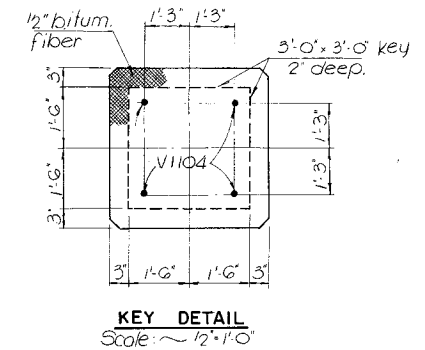
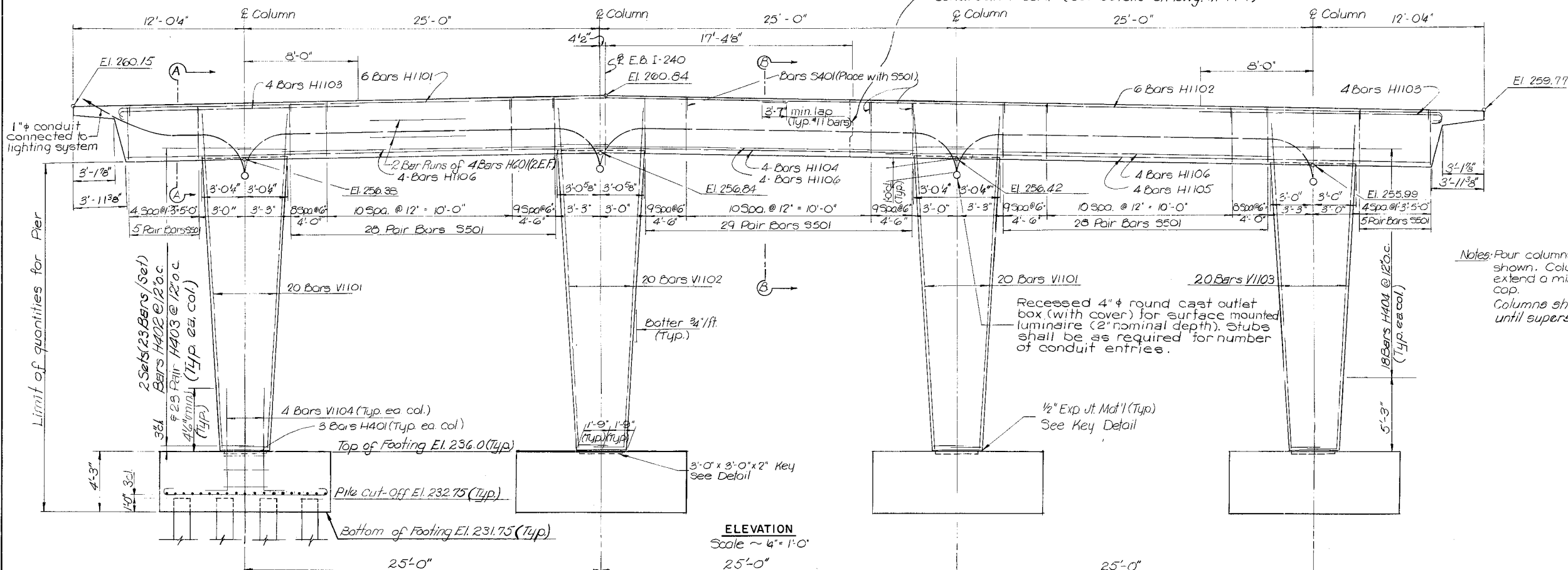
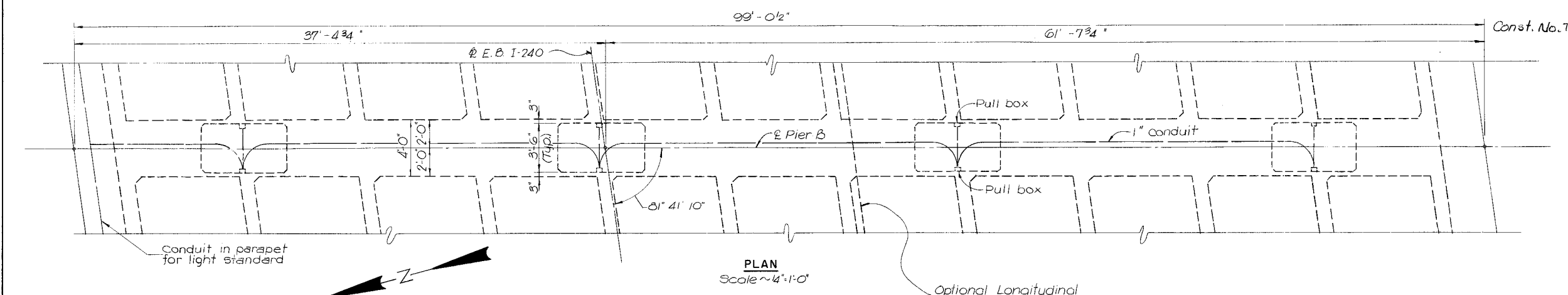
M-44-5

DESIGNED BY F. Hoffman DATE July '75
DRAWN BY B. Dale DATE July '75
SUPERVISED BY D. McCorkle DATE July '75
CHECKED BY D. McCorkle DATE July '75

PROJECT NO.	YEAR	SHEET NO.
EACI-240-1(12)6	1975	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

- NOTES**
1. Pier Cap shall be poured monolithically with Superstructure.
 2. See Dwg. M-44-7 for sections A-A and B-B, Column Details, Bar Bends, Bill of Steel, and Estimated Quantities.
 3. Space or bend bottom slab reinforcement as required to clear column reinforcement. Cut column reinforcement as required to clear Post-Tensioning Tendons.



HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY: F. Hoffman
DRAWN BY: B. Dale
SUPERVISED BY: D. McCorkle
CHECKED BY: D. McCorkle

DATE: July '75
DATE: July '75
DATE: July '75
DATE: July '75

FOOTING PLAN
Scale ~ 1/4" = 1'-0"

Pile Note:
Ultimate bearing capacity = 80 tons
64 Piles required

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E.B. & W.B. I-240 OVER N. WATKINS ST.
PIER B - E.B. LANES
STA. 279+50

SHELBY COUNTY

CORRECT
ENGINEER OF STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

M-44-6

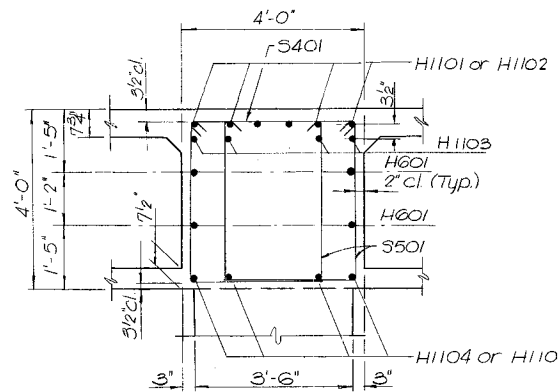
PROJECT NO.	YEAR	SHEET NO.	
EAC I-240-11(82)6	1975		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

Const. No. 79007-3125-44

BILL OF STEEL

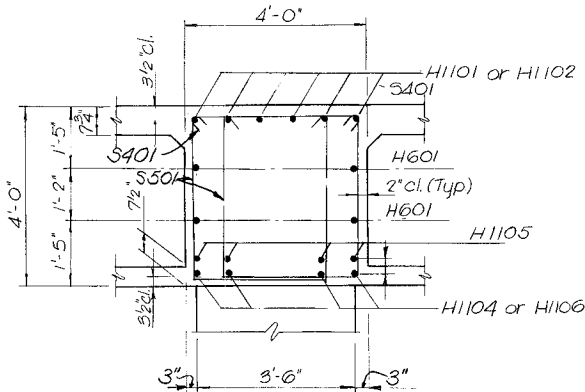
Mark	No. Reqd	Length	Shape
H1101	6	49'-7"	⌋
H1102	6	49'-6"	⌋
H1103	8	18'-5"	⌋
H1104	4	54'-10"	⌋
H1105	4	39'-6"	⌋
H1106	12	19'-0"	⌋
H601	8	47'-0"	⌋
H401	12	11'-5"	⌋
* H402	8 Sets	Varies	⌋
H403	184	4'-9"	⌋
H404	72	3'-11"	⌋
S401	95	4'-5"	⌋
S501	190	10'-9"	⌋
V1101	40	24'-0"	⌋
V1102	20	24'-4"	⌋
V1103	20	25'-6"	⌋
V1104	16	9'-6"	⌋
F701	152	13'-2"	⌋

* 23 bars per set. 1 bar each length 11'-10" to 17'-4" in 3" increments.



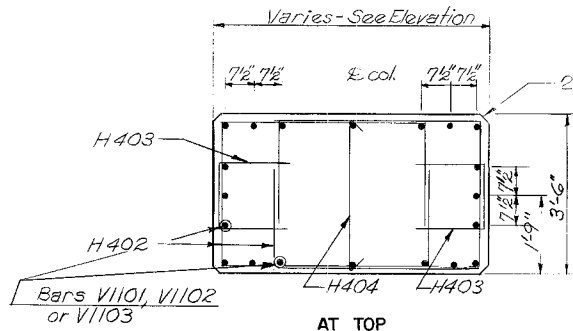
SECTION A-A

Scale ~ 1/2" = 1'-0"

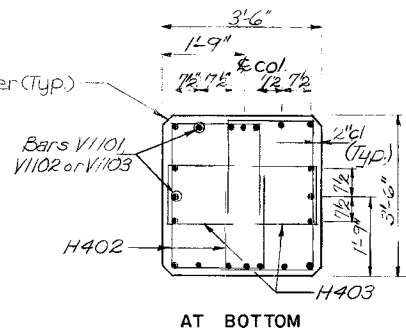


SECTION B-B

Scale ~ 1/2" = 1'-0"



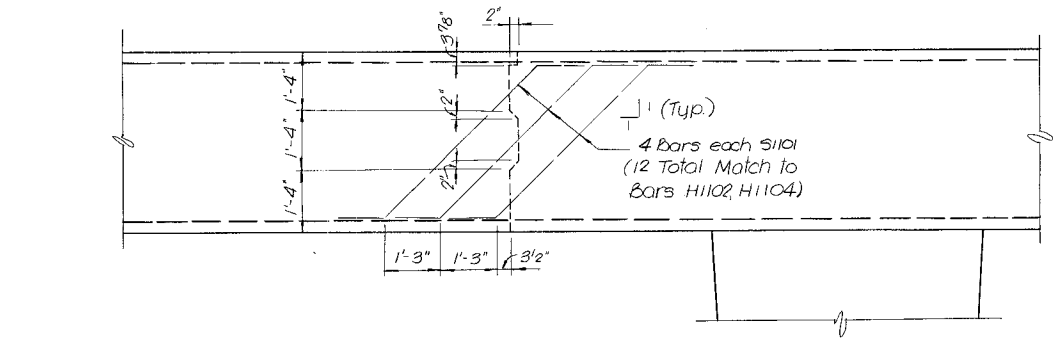
AT TOP



AT BOTTOM

COLUMN SECTION

Scale: ~ 1/2" = 1'-0"

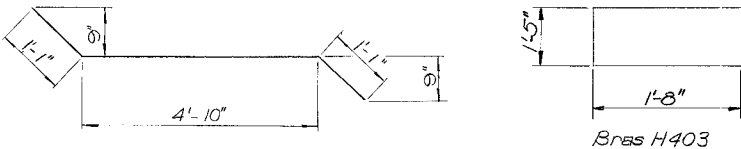
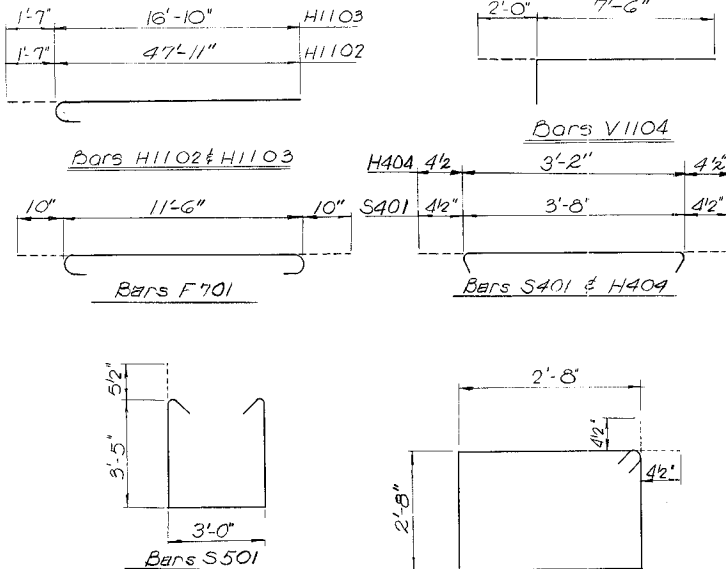


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

Scale ~ 1/2" = 1'-0"

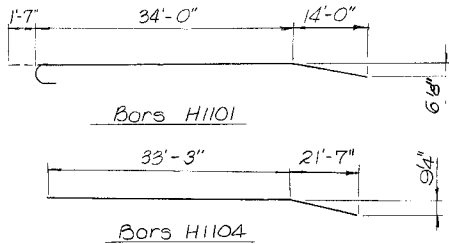
HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY: F. Hoffman
DRAWN BY: B. Dale
SUPERVISED BY: D. McCorkle
CHECKED BY: D. McCorkle
DATE: July 75
DATE: July 75
DATE: July 75
DATE: July 75



Bars H403

Note: If the Contractor elects to use a longitudinal construction joint, the cost of 12 bars S1101 will not be paid for separately but shall be included in the price bid for other items.



ESTIMATED QUANTITIES

Item No.	Item	Unit	E.B. Lanes	W.B. Lanes
(1) 604-03.01	Class A Concrete (Bridges)	Cu. Yd.	138.0	103.6
(2) 604-03.02	Steel Bar Reinforcement	Pound	17,740	13,298
606-09.01	Test Piles (Precast Conc. Size 1)	Lin. Ft.	25	35
606-09.02	Loading Tests (Precast Conc. Size 1)	Each	1	1
606-09.03	Precast Conc. Piling (Size 1)	Lin. Ft.	1,575	1,645

(1) Class A concrete quantity includes concrete in footing and columns only. Concrete in pier cap is included in superstructure quantities.

(2) Steel reinforcement includes steel in columns & footings only. Reinforcement in pier cap is included in superstructure quantities.

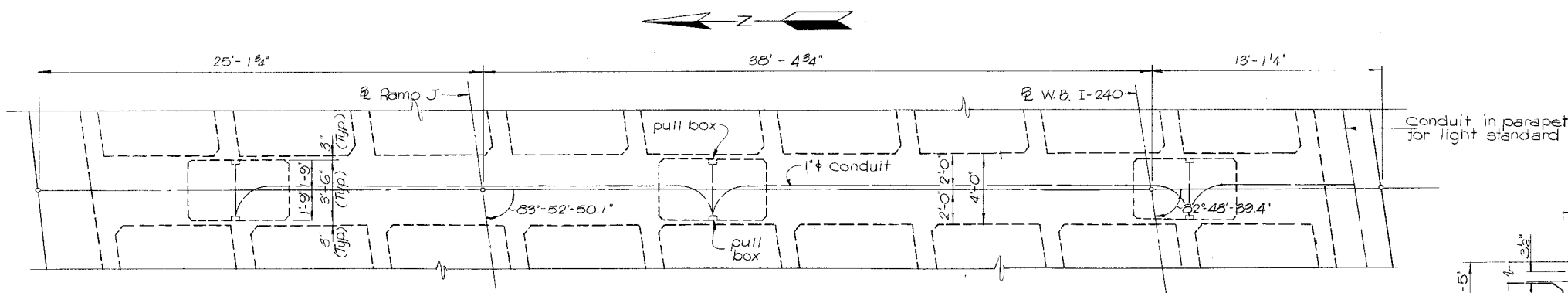
CORRECT
ENGINEER OF STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

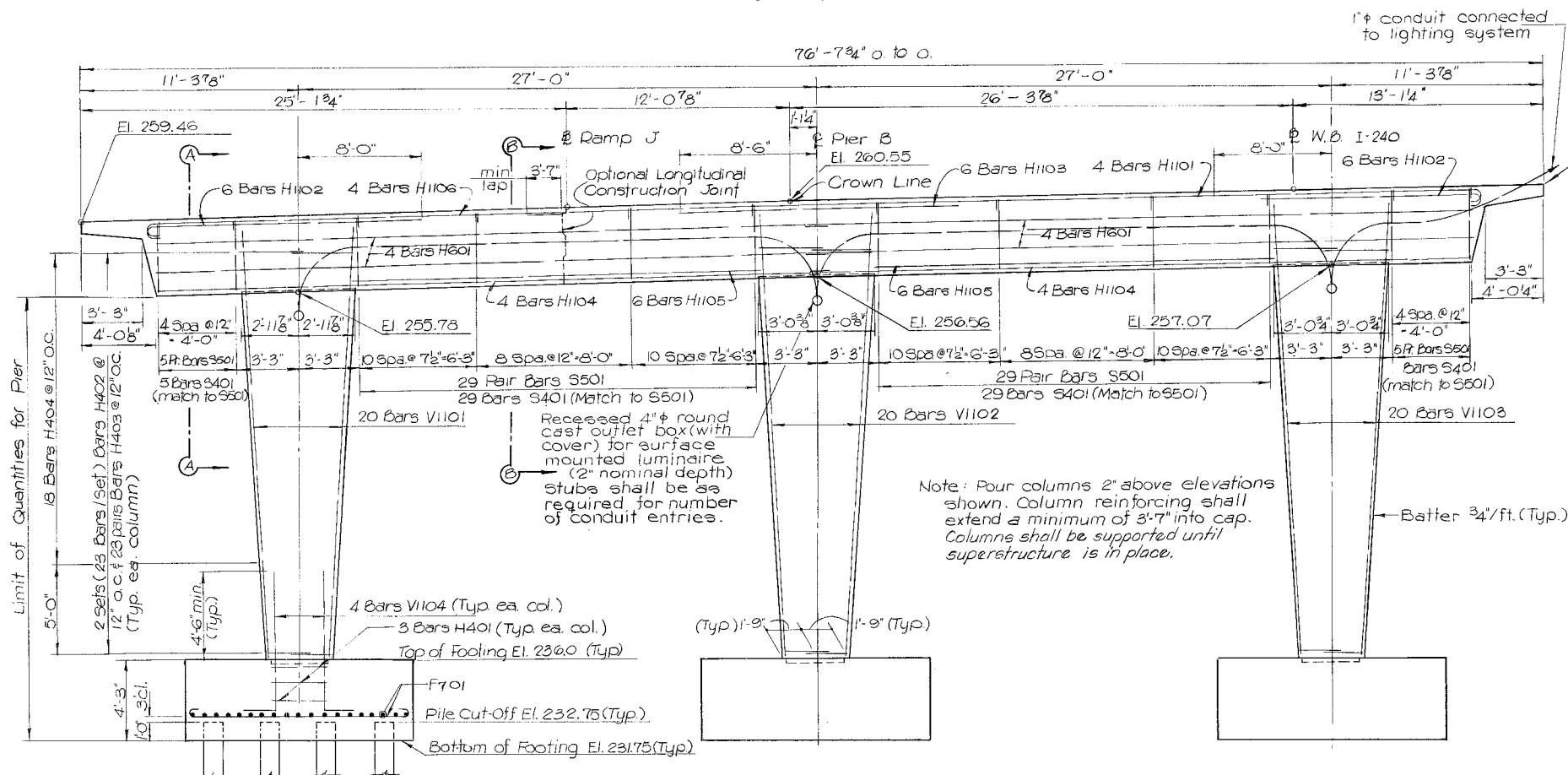
BRIDGES 33A AND 33B
E.B. & W.B. I-240 OVER N. WATKINS ST.

PIER B-E.B. LANES-DETAILS
STA. 279+50

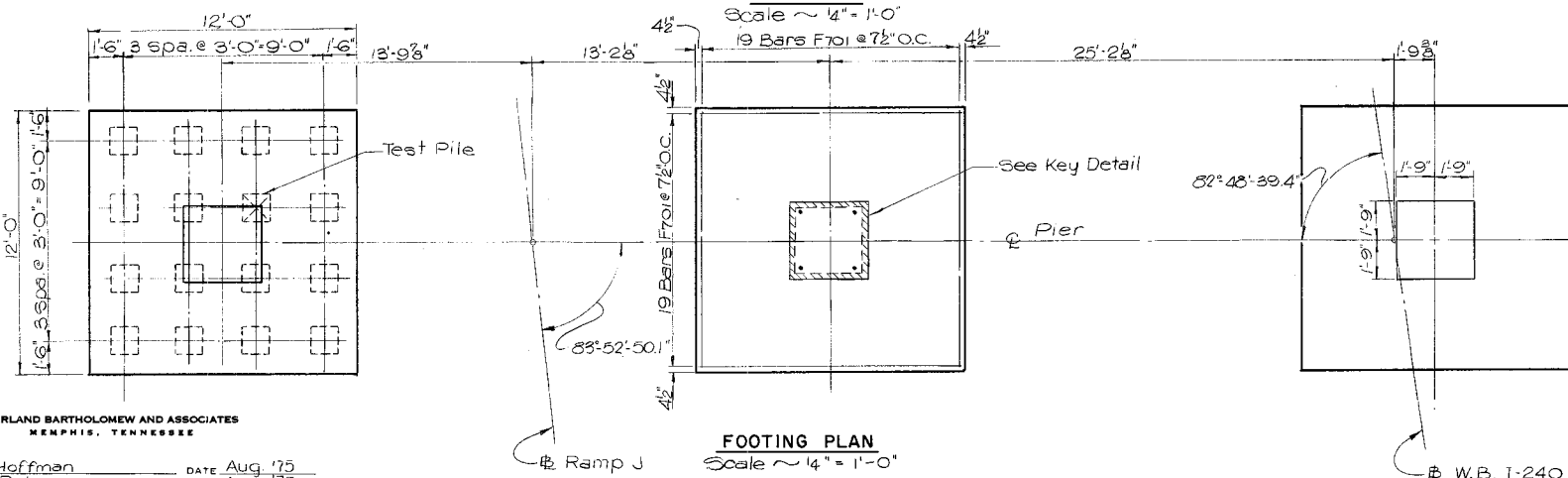
SHELBY COUNTY



PLAN
Scale ~ 1/4" = 1'-0"



ELEVATION
Scale ~ 1/4" = 1'-0"

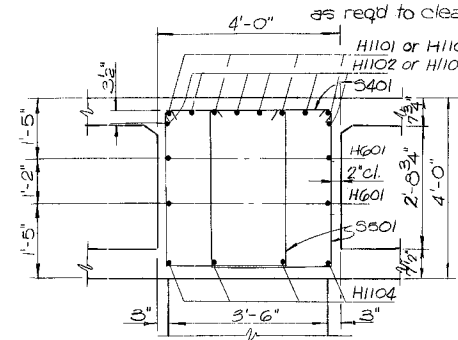


FOOTING PLAN
Scale ~ 1/4" = 1'-0"

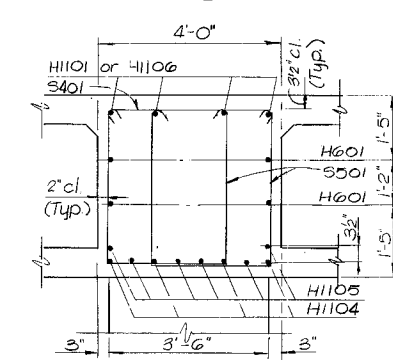
NOTES: Const. No. 79007-3125-44

1. Pier Cap shall be poured monolithically with superstructure
2. See Dwg. M-447 for Column Details, Estimated Quantities, & Longitudinal Construction Joint Details.
3. See Dwg. M-44-6 for Key Detail.
4. Space or band bottom slab reinforcement as reqd to clear column reinforcement. Cut column reinforcement as reqd to clear post-tensioning tendons.

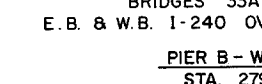
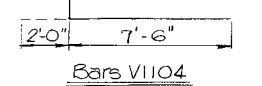
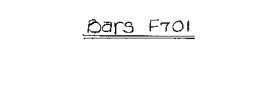
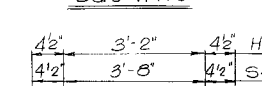
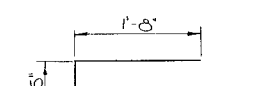
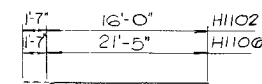
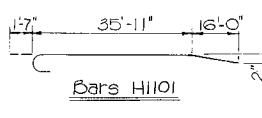
PROJECT NO.	YEAR	SHEET NO.	
EACI-240-113216	1975		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	</		



SECTION A-A
Scale ~ 1/2" = 1'-0"



SECTION B-B
Scale ~ 1/2" = 1'-0"



BILL OF STEEL

Mark	No. Req'd	Length	Shape
H1101	4	53'-6"	
H1102	6	17'-6"	
H1103	6	17'-0"	
H1104	4	36'-0"	
H1105	6	21'-0"	
H1106	4	23'-0"	
H601	8	30'-10"	
H403	138	4'-9"	
H401	9	11'-5"	
H402	6 Sets	Varies	
H404	54	3'-11"	
S401	68	4'-5"	
S501	136	10'-5"	
V1101	20	23'-3"	
V1102	20	24'-0"	
V1103	20	24'-7"	
V1104	12	9'-6"	
F701	114	13'-2"	

* 23 Bars per set. 1 Bar each Length 11'-10" to 17'-4" in 3" increments.

Pile Note:
Ultimate Bearing Capacity = 100 tons.
48 Piles Required.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E.B. & W.B. I-240 OVER N. WATKINS ST.

PIER B - W.B. LANES
STA. 279 + 50

SHELBY COUNTY

CORRECT _____
ENGINEER OF STRUCTURES
APPROVED _____
DIRECTOR OF HIGHWAYS

M-44-8

MICROFILMED

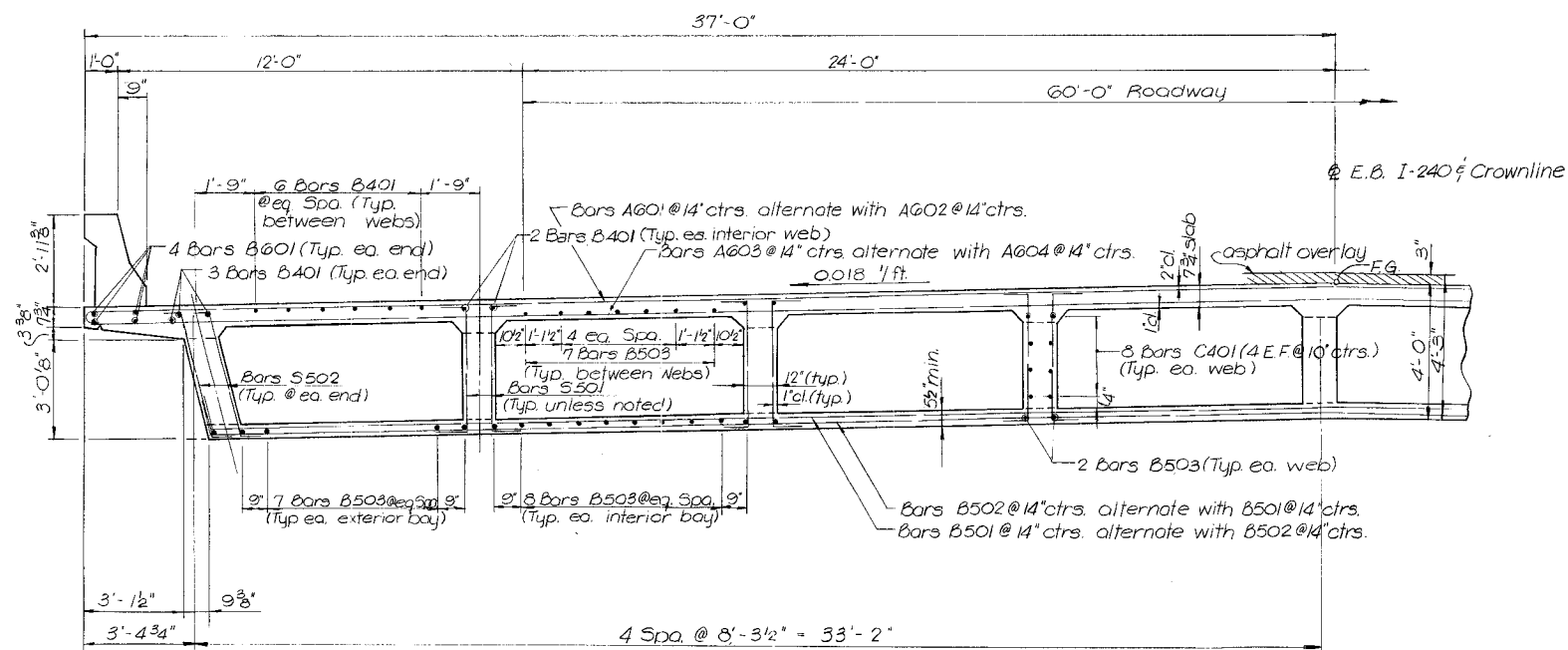
DESIGNED BY F. Hoffman DATE Aug. '75
DRAWN BY B. Dale DATE Aug. '75
SUPERVISED BY D. McCorkle DATE Aug. '75
CHECKED BY D. McCorkle DATE Aug. '75

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

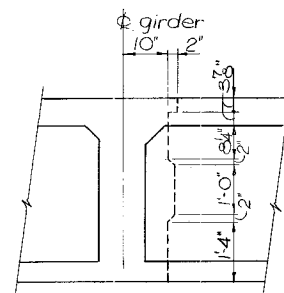
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NOTES

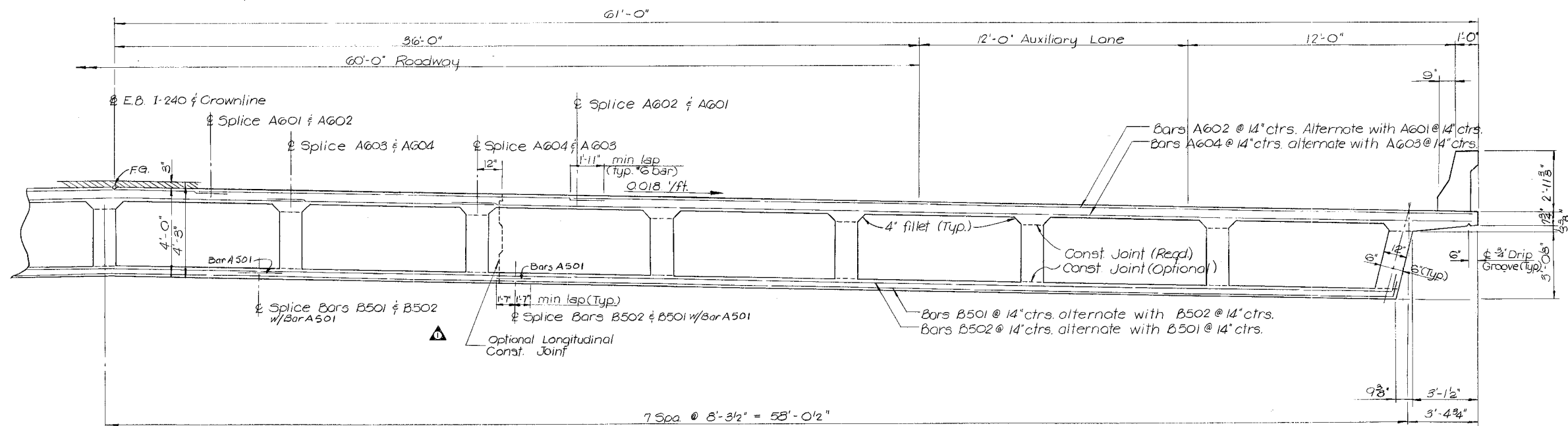
1. Finished Grade is to be located at top of concrete. 3" asphalt overlay is to be feathered out at end of approach slabs.
2. See Dwg. M-44-10 for Bill of Steel and Intermediate Diaphragm Details.



TYPICAL SECTION — E.B. LANES
Scale ~ 3/8" = 1'-0"



OPTIONAL LONGITUDINAL
CONSTRUCTION JOINT
Scale. $\sim \frac{1}{2}'' = 1'-0''$



TYPICAL SECTION — E.B. LANES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E. B. & W.B. I-240 OVER N. WATKINS ST.

TYPICAL SECTION - E.B. LANES
STA. 279 + 50

SHELBY COUNTY

ESTIMATED QUANTITIES

Item. No.	Description	Unit	Quantities	
			E.B. Lanes	W.B. Lanes
604-03.01	Class A Concrete (Bridge)	Cu.Yds.	1220.9	969.1
604-03.02	Steel Bar Reinforcement	Lbs.	269,422	204,166

(1) Quantity includes total superstructure reinforcement and 10,135 lbs. of pier cap reinforcement for E.B. Lanes (See Dwg. M-44-7), and 6,258 lbs. of pier cap reinforcement for W.B. Lanes (See Dwg. M-44-7)

CORRECT

ENGINEER OF STRUCTURES

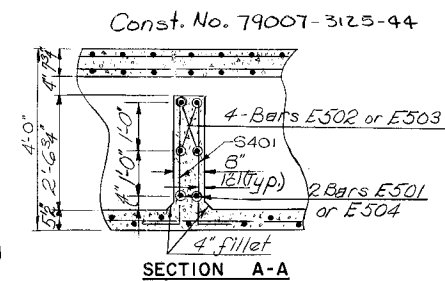
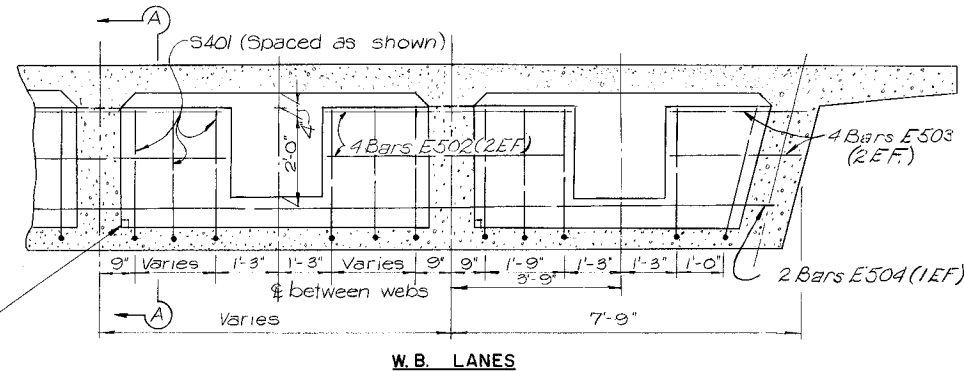
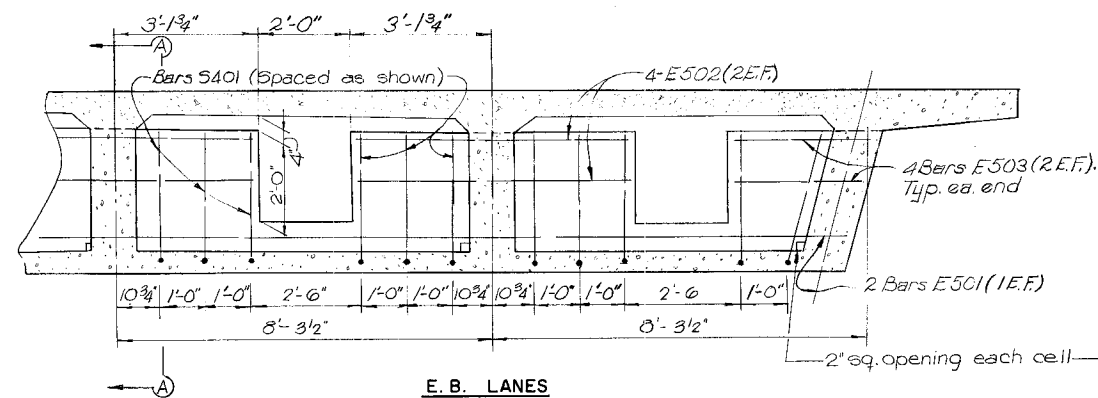
APPROVED

DIRECTOR OF HIGHWAYS

M - 44 - 9

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY F. Hoffman DATE July '75
DRAWN BY B. Dale DATE July '75
SUPERVISED BY D. McCorkle DATE July '75
CHECKED BY D. McCorkle DATE July '75

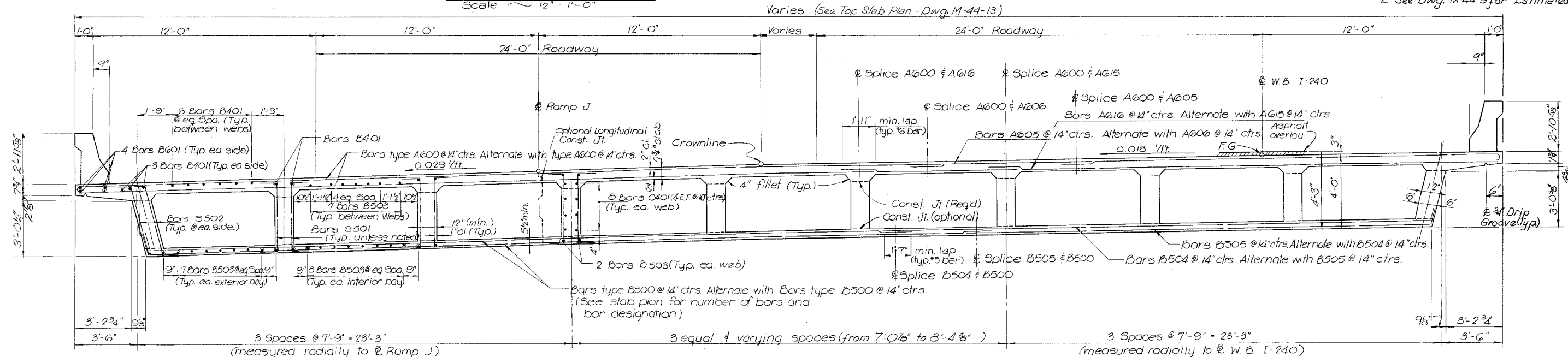


PROJECT NO.	YEAR	SHEET NO.	
EACI-240-1(132)4	1975		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	11-1-76	CEH	Added Bars A501 to Bill of Steel

Notes:

1. Finished grade is to be located at top of concrete. 3" asphalt overlay is to be feathered out at end of approach slab.
2. See Dwg. M-44-9 for Estimated Quantities.

INTERMEDIATE DIAPHRAGM DETAILS
Scale ~ 1/2" = 1'-0"

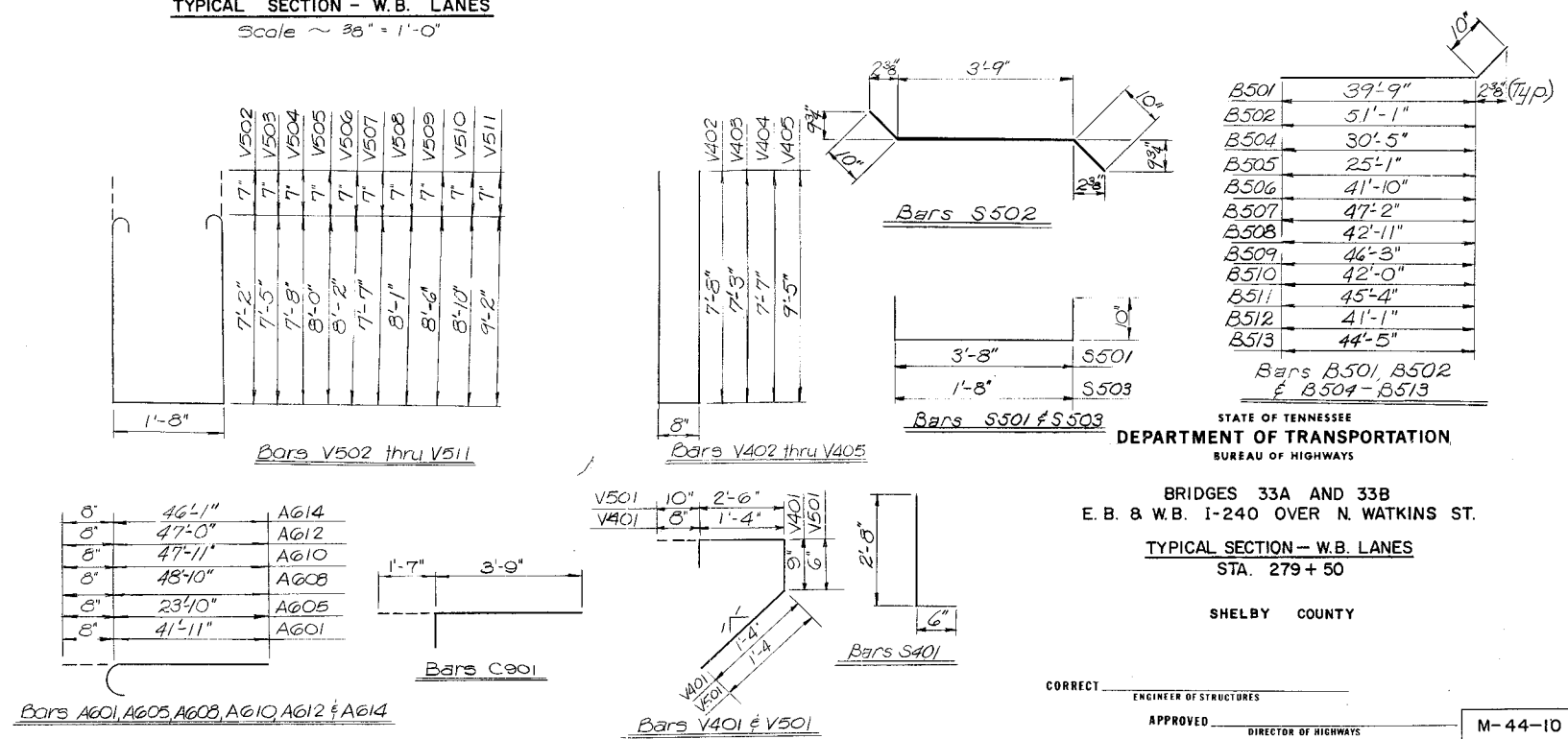


BILL OF STEEL

Mark	No. Req'd	Length	Shape	Mark	No. Req'd	Length	Shape	Mark	No. Req'd	Length	Shape
E.B. Lanes	W.B. Lanes			E.B. Lanes	W.B. Lanes			E.B. Lanes	W.B. Lanes		
A601	343	42'-7"	—	A623	60	50'-2"	—	E501	8	46'-3"	—
A602	343	58'-8"	—	A624	60	41'-1"	—	E502	80	5'-7"	—
A603	343	46'-1"	—	A501	335	3'-2"	—	E503	16	2'-8"	—
A604	343	54'-5"	—					E504	8	35'-6"	—
A605		24'-6"	—	B401	644	29'-7"	—	V401	32	4'-1"	—
A606	171	31'-10"	—	B501	335	40'-7"	—	V402	16	16'-0"	—
A607	33	57'-0"	—	B502	335	51'-11"	—	V403	16	15'-2"	—
A608	33	49'-6"	—	B503	1309	2'-10"	—	V404	16	15'-10"	—
A609	35	56'-1"	—	B504	108	31'-3"	—	V405	16	19'-6"	—
A610	35	48'-7"	—	B505	167	25'-11"	—	V501	192	5'-2"	—
A611	43	55'-2"	—	B506	32	42'-8"	—	V502	17	17'-2"	—
A612	43	47'-8"	—	B507	32	48'-0"	—	V503	42	17'-3"	—
A613	60	54'-3"	—	B508	35	43'-9"	—	V504	65	18'-2"	—
A614	60	46'-9"	—	B509	35	47'-1"	—	V505	52	18'-10"	—
A615	171	27'-10"	—	B510	43	42'-10"	—	V506	24	19'-2"	—
A616	171	35'-11"	—	B511	43	46'-2"	—	V507	31	18'-0"	—
A617	33	52'-11"	—	B512	58	41'-11"	—	V508	31	19'-0"	—
A618	33	44'-10"	—	B513	57	45'-3"	—	V509	31	19'-10"	—
A619	35	52'-0"	—					V510	31	20'-6"	—
A620	35	43'-11"	—	B601	56	30'-5"	—	V511	31	21'-2"	—
A621	43	51'-1"	—								
A622	43	43'-0"	—								
				C401	672	29'-7"	—	H401	108	33'-10"	—
				S401	256	208	3'-2"	H402		36	40'-0"
								H403		36	38'-3"
				S501	3760	2640	5'-4"	H404	76	84	9'-8"
				S502	752	660	5'-5"				
				S503	200	155	3'-4"	C601	192	148	4'-3"
								C901	382	294	5'-4"

TYPICAL SECTION - W.B. LANES

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



Const. No. 79007-3125-44

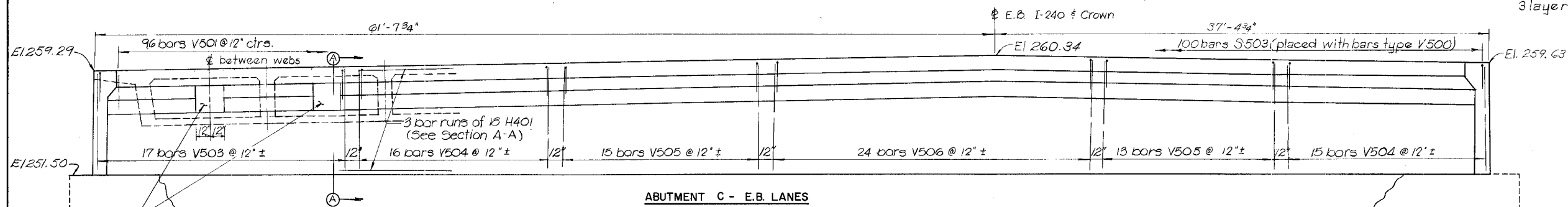
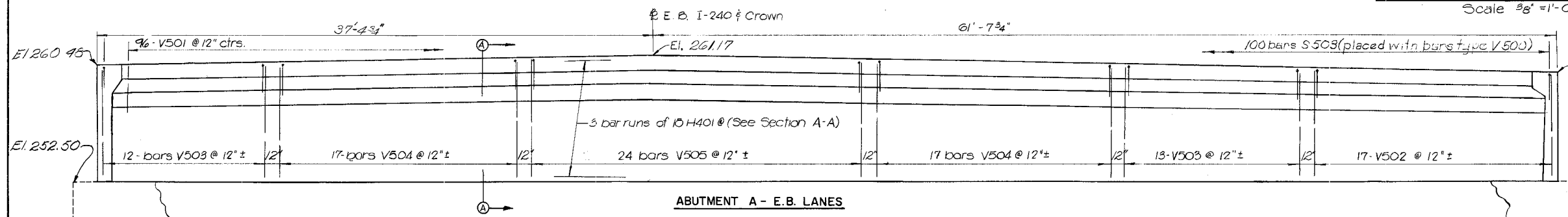
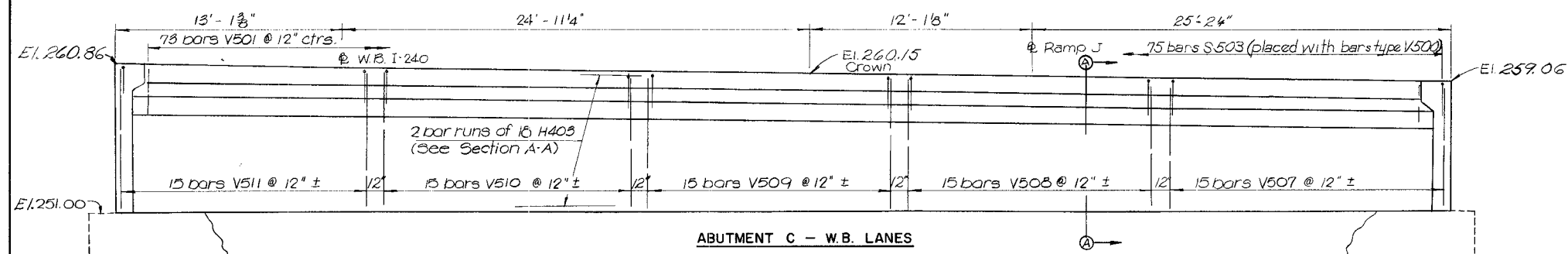
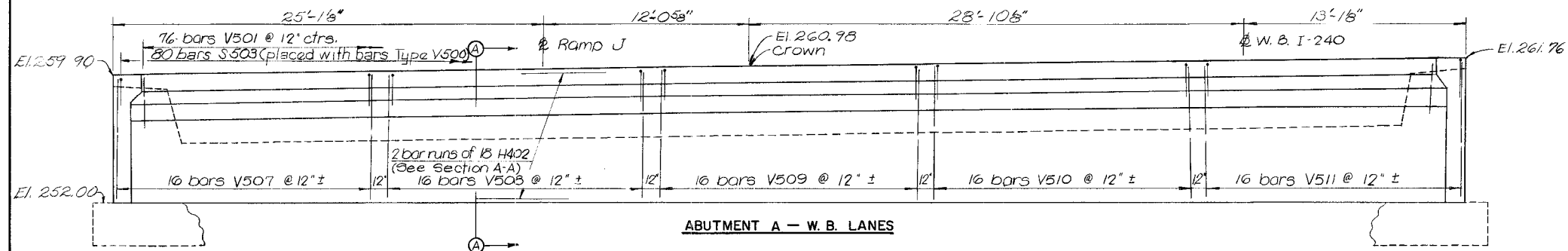
WING WALL DATA

Abut.	Lanes	Wing	EI "A"	"B"	"C"	V400
A	E.B.	N.	260.30	8'-0"	18	V402
A	E.B.	S.	260.08	7'-7"	16	V403
C	E.B.	N.	259.58	8'-1"	18	V402
C	E.B.	S.	259.24	7'-8 7/8"	16	V403
A	W.B.	N.	259.93	7'-11 1/8"	18	V404
A	W.B.	S.	261.80	9'-9 5/8"	20	V405
C	W.B.	N.	259.02	8'-0 1/4"	18	V404
C	W.B.	S.	260.82	9'-9 7/8"	20	V405

NOTES

- See Dwg. M-44-10 Bill of Steel.
- See Dwg. M-23-1 for wingpost details & wingpost reinforcement to be placed in wing walls.

PROJECT NO.	YEAR	SHEET NO.	
EACI-240-11326	1975		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
		</	



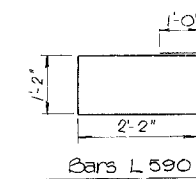
Note:

A 2'-0" x 2'-0" Inspection opening is to be formed thru the end diaphragm in each call of all abutments as shown. Reinforcement shall be cut or spaced to clear the inspection opening as required. Openings shall be closed using expansive grout following inspection and approval of forms and completion of Post-Tensioning operations.

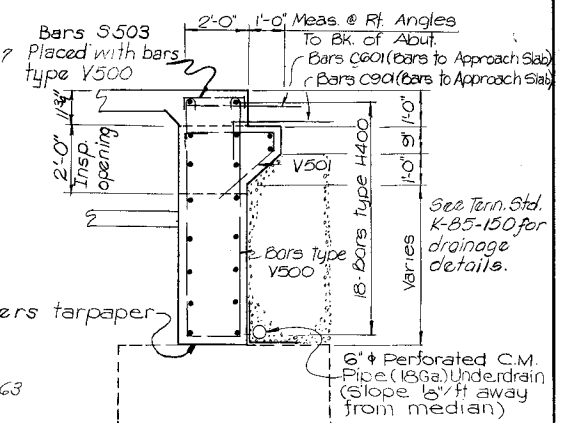
END ELEVATIONS
Scale ~ 1/4" = 1'-0"

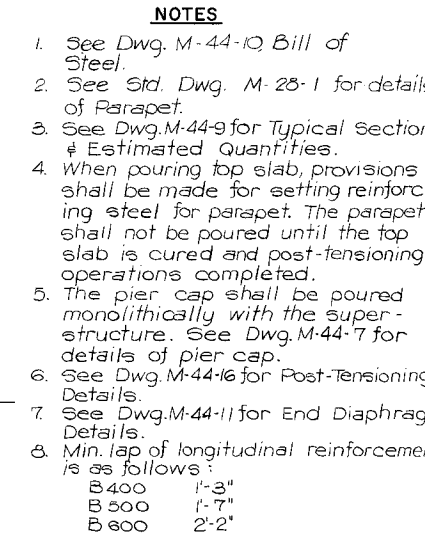
BILL OF STEEL

Mark	Approach Slab		Length	Shape
	No. Required			
A490		150	26'-2"	
A491		150	24'-8"	
A492	150	150	32'-7"	
A690	96	96	24'-0"	
A790		24	26'-10"	
A791		24	25'-4"	
A792	16	16	48'-8"	
A990	191	191	24'-0"	
L590	190	190	7'-8"	



TYPICAL WING WALL ELEVATION
Scale 3/8" = 1'-0"



[illegible]

M-44-12

[illegible]

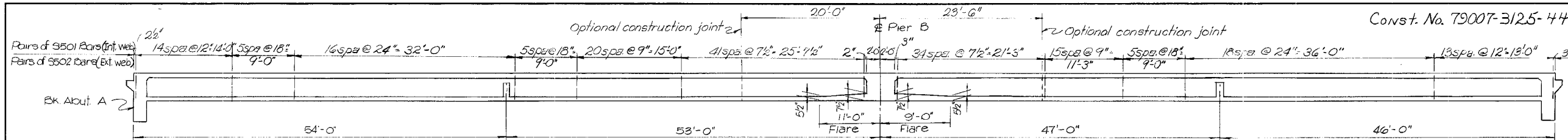
1. See Dwg. M-44-10 for Diaphragm Details, Typical Section & Bill of steel.
2. See Std. Dwg. M-28-1 for parapet reinforcement to be placed in slab. The parapet shall not be poured until the top slab is cured and post-tensioning operations completed.
3. See Dwg. M-44-11 for End Diaphragm Details
4. The outside edge of slab and parapet to conform to the horizontal curve.
5. Pier cap is to be poured monolithically with superstructure. See Dwg. M-44-8.
6. See Dwg. M-44-16 for Post-Tensioning Details.
7. See Note 8 Dwg. M-44-12 for min. lap.



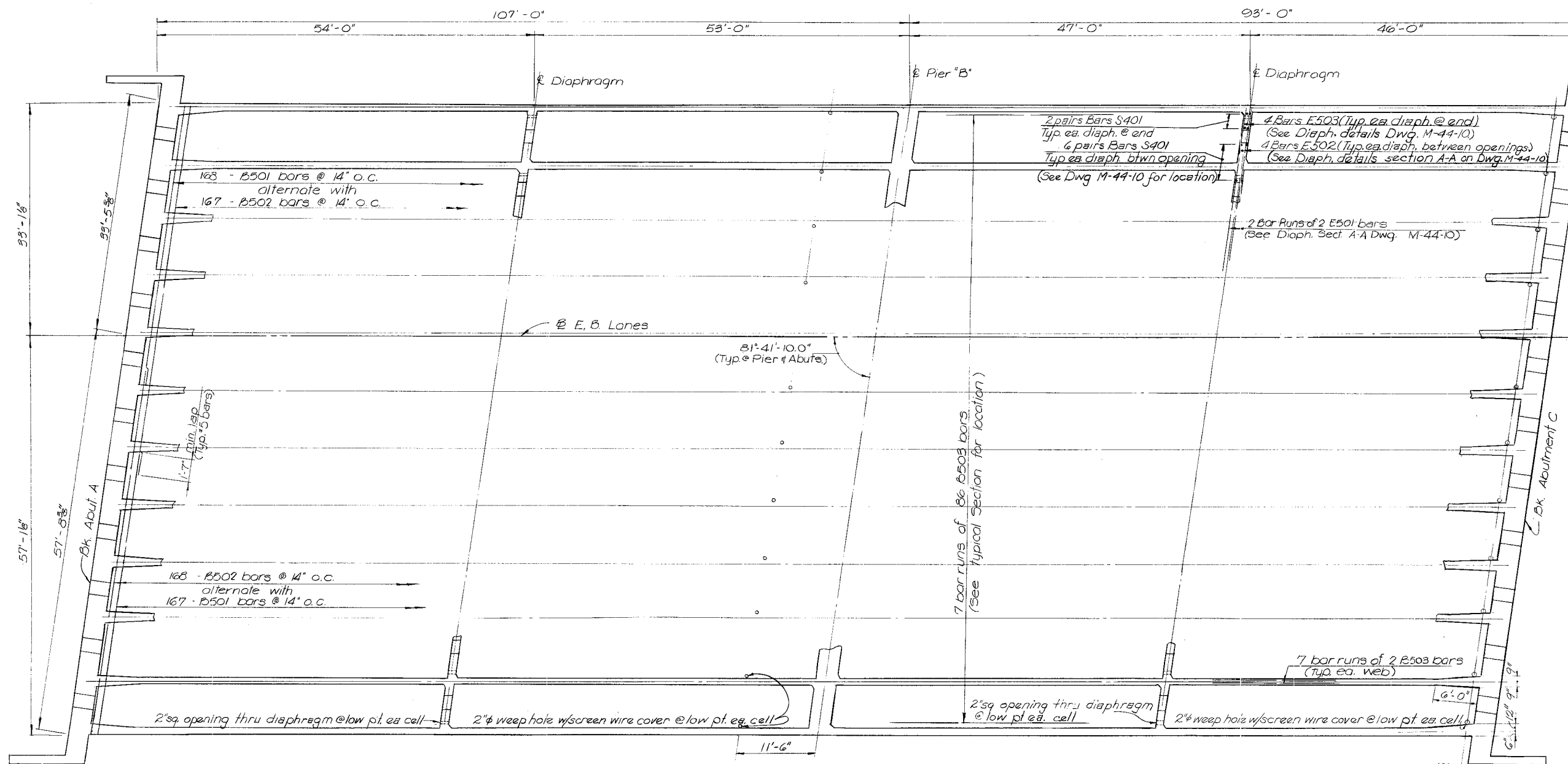
DESIGNED BY F. Hoffman DATE July '75
DRAWN BY B. Dale DATE July '75
SUPERVISED BY D. McCorkle DATE July '75
CHECKED BY D. McCorkle DATE July '75

DIRECTOR OF HIGHWAYS

M-44-13



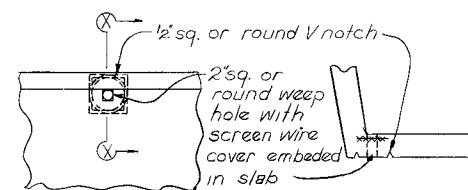
LONGITUDINAL SECTION AT C STRUCTURE
Scale ~ 1/8" = 1'-0"



BOTTOM SLAB PLAN
Scale ~ 1/8" = 1'-0"

Construction Note:

Forms and supports for the entire bottom slab shall be in place prior to the placement of Superstructure concrete. Concrete for the top and bottom slabs and webs may be placed in any sequence; however, construction joints will be permitted at designated locations only. No top slab concrete may be placed until all webs have been completed.



WEEP HOLE DETAIL

PROJECT NO.	YEAR	SHEET NO.	
EAC I-240-1(132)6	1975		
REVISIONS			
NO	DATE	BY	BRIEF DESCRIPTION

NOTES

1. See Dwg. M-44-9 for Typical Section & Estimated Quantities.
2. See Dwg. M-44-6 for Bill of Steel.
3. See Dwg. M-44-11 for details of End Diaphragms.
4. The Pier Cap shall be poured monolithically with the Superstructure. See Dwg. M-44-6 and M-44-8 for details of Pier Cap.
5. See Dwg. M-44-16 for Post-Tensioning details.
6. See Note 3 on Dwg. M-44-12 for min bar lap.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E. B. & W. B. I-240 OVER N. WATKINS ST.

BOTTOM SLAB PLAN - E. B. LANES
STA. 279 + 50

SHELBY COUNTY

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE
DESIGNED BY: F. Hoffman DATE: July '75
DRAWN BY: B. Dale DATE: July '75
SUPERVISED BY: D. McCorkle DATE: July '75
CHECKED BY: D. McCorkle DATE: July '75

CORRECT
ENGINEER OF STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

M-44-14

MICROFILMED

Construction Note:

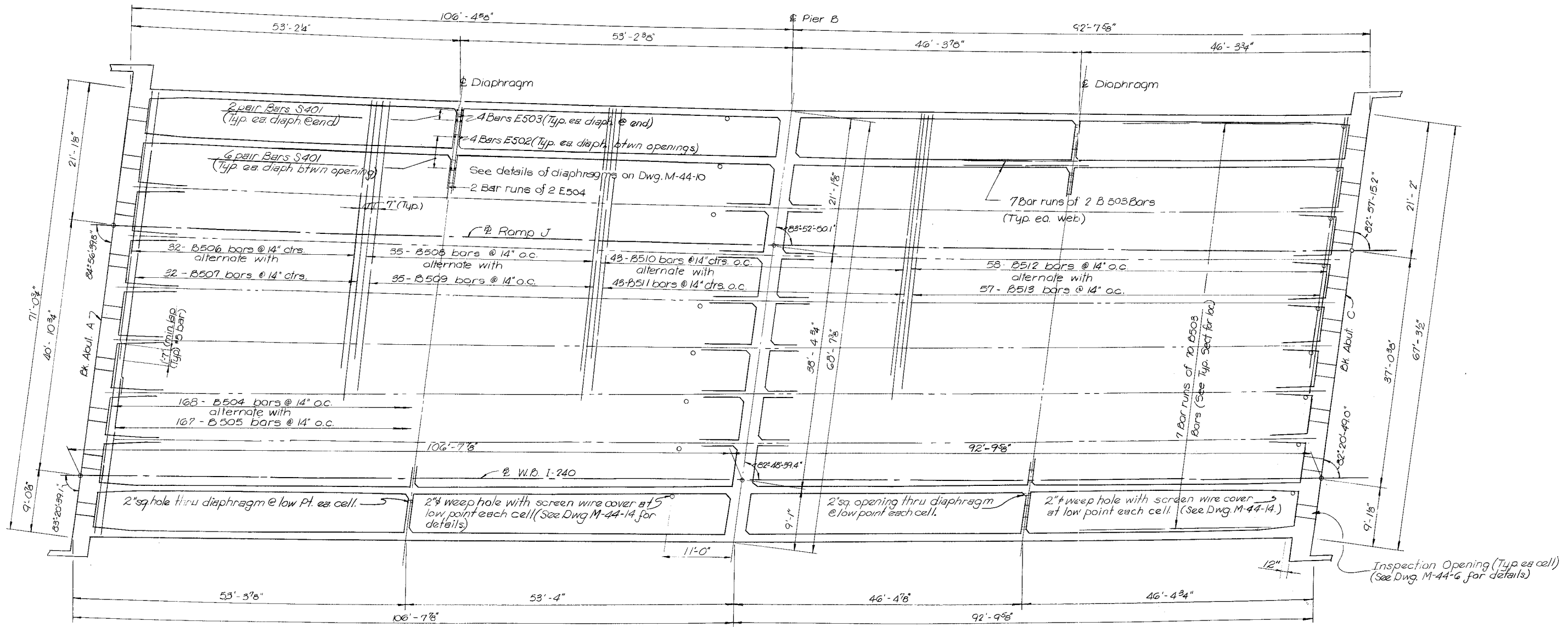
Forms and supports for the entire bottom slab shall be in place prior to the placement of Superstructure concrete. Concrete for the top and bottom slabs and webs may be placed in any sequence; however, construction joints will be permitted at designated location only. No top slab concrete may be placed until all webs have been completed.

Const. No. 79007-3125-44

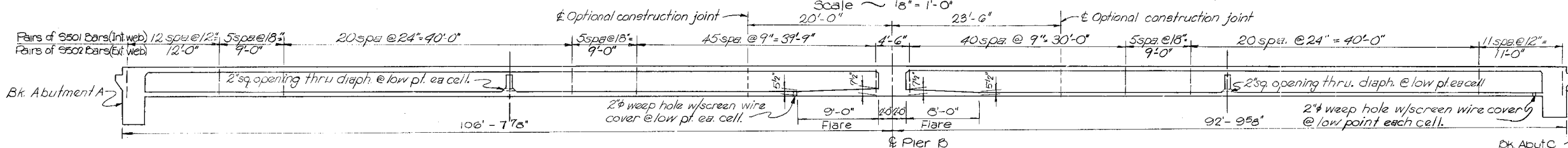
NOTES

1. See Dwg. M-44-10 for Typical Section, Bill of Steel and Diaphragm details.
2. See Dwg. M-44-8 for Estimated Quantities.
3. See Dwg. M-44-11 for End Diaphragm Details.
4. The Pier Cap shall be poured monolithically with the Superstructure. See Dwg. M-44-8 for details of Pier Cap.
5. See Dwg. M-44-16 for Post-Tensioning Details.
6. See Note 8 on Dwg. M-44-12 for min. lap.

PROJECT NO.	YEAR	SHEET NO.	
EACI-240-10326	1975		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



BOTTOM SLAB PLAN - W.B. LANES



LONGITUDINAL SECTION AT W.B. LANES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGES 33A AND 33B
E.B. & W.B. I-240 OVER N. WATKINS ST.

BOTTOM SLAB PLAN - W.B. LANES
STA. 279+50

SHELBY COUNTY

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY: F. Hoffman
DRAWN BY: B. Dale
SUPERVISED BY: D. McCorkle
CHECKED BY: D. McCorkle

DATE: July 75
DATE: July 75
DATE: July 75
DATE: July 75

CORRECT: _____
ENGINEER OF STRUCTURES

APPROVED: _____
DIRECTOR OF HIGHWAYS

Notes:

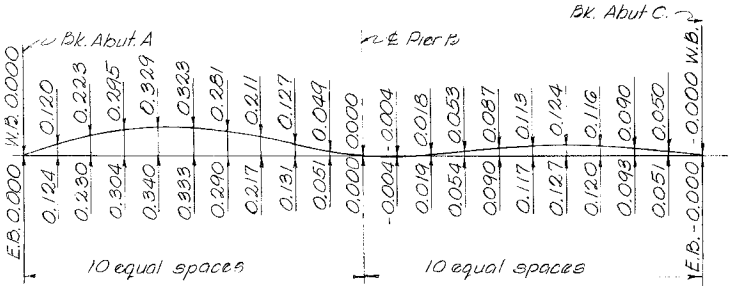
1. Post-Tensioning: See Special Provision No 540, Special Provision regarding Post-Tensioned Concrete, and notes this sheet.
2. Concrete: To be Class A $f'_c = 4000$ psi. Stressing operations shall not begin until the concrete has reached a compressive strength of 3500 psi, as indicated by test specimens. See Section 615-09 of the Tennessee Standard Specification.
3. Design: Based on $U = 0.25$ and $K = 0.0002$. P/Jack specification at the jacking ends includes friction losses, plus provision for 3600 psi. loss in stress at jacking plus 29,800 psi. long term loss in stress for E.B. Lanes, and 3900 psi. loss in stress at jacking plus 30,000 psi long term loss in stress for the W.B. Lanes.
4. Tensioning Force: The maximum required tensioning force at the jack is 150 kips per web, which is 76 percent of the specified minimum ultimate tensile strength of the pre-stressed steel. Tendons shall be jacked to the above value and anchored at an equivalent anchor set of "58".
5. Stressing Sequence: Jacking shall be done from both Abutments. Avoid stressing sequence that will cause unsymmetrical forces about a vertical axis.
6. Clearance for Post-Tensioning Units: Horizontal clearance between units - 2 1/2" minimum. Units may be bundled vertically in group of 3 maximum. Vertical clearance between bundled units - 3" minimum.
7. Bar Reinforcement interfering with prestressing tendon alignment shall be adjusted by the Engineer.
8. Form work shall not be removed until all Post-Tensioning is complete.
9. If ducts are to be placed within limits of bottom slab, provision shall be made to tie the ducts to the vertical steel before the bottom slab is poured.
10. Ducts to be vented through slab to within 3 ft. of high point of cable path.
11. Anchorage details are to be determined by the fabricator. Double end pulls of all tendons are required.
12. Reinforcing Steel: Reinforcing Steel required at each end anchorage shall not be paid for separately, but shall be included in the price bid for Post-tensioning. These details are to be included in post-tensioning shop drawings.
13. Chamber: Dead load chamber shown on the plans is based on $E_c = 1,214,700$ p.s.i. The Contractor shall submit calculations of deflections due to prestress load based on tendon arrangement selected and $E_c = 1,214,700$ p.s.i. These deflections shall be subtraction from the dead load camber shown on these plans and adjusted for the vertical curve to determine screed elevations for pouring.

Const. No. 79007-3125-44

PROJECT NO.		YEAR	SHEET NO.
EAC 1-240-11(132)6		1975	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

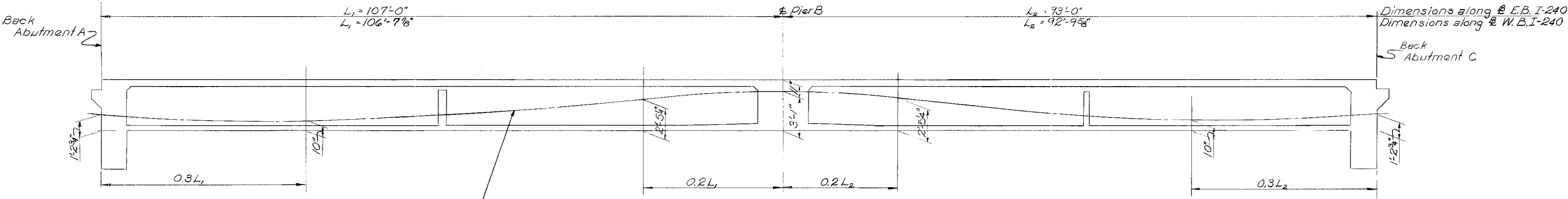
SECTION PROPERTIES			
At & Spans (bot. slab $t = 5 1/2'$)		At & Piers (bot. slab $t = 7 1/2'$)	
Bridge 33A (W.B. Lanes)	A =	16,218 in ²	A = 17,640 in ²
	I =	5,371,043 in ⁴	I = 5,915,383 in ⁴
	Z _t =	254,467 in ³	Z _t = 259,994 in ³
	Z _b =	199,719 in ³	Z _b = 234,291 in ³
	Y _t =	21.107 in.	Y _t = 22.752 in.
Bridge 33B (E.B. Lanes)	A =	20,367 in ²	A = 22,245 in ²
	I =	6,866,092 in ⁴	I = 7,570,455 in ⁴
	Z _t =	322,816 in ³	Z _t = 329,475 in ³
	Z _b =	256,863 in ³	Z _b = 302,544 in ³
	Y _t =	21.269 in.	Y _t = 22.977 in.
	Y _b =	26.731 in.	Y _b = 25.023 in.

* Note: Section properties for Br 33A are based on an average structure width of 77' 3".



DEAD LOAD CAMBER DIAGRAM

NOTE: The curve shows the dead load camber only. Camber shall be increased by the amount of anticipated take-up in the falsework. Camber values are based on $E_c = 1,214,700$ p.s.i. See Note 13 this Dwg. for adjustments necessary due to prestress forces and vertical curve.



Note: Path of center of gravity of Prestressing Force should approximate a parabola between points shown. Ordinates are vertical dimensions.

DRAPE COORDINATES FOR PRE-STRESSING STEEL
No Scale

HARLAND BARTHOLOMEW AND ASSOCIATES
MEMPHIS, TENNESSEE

DESIGNED BY F. Hoffman
DRAWN BY B. Dale
SUPERVISED BY D. McCorkle
CHECKED BY D. McCorkle
DATE July, '75
DATE July, '75
DATE July, '75
DATE July, '75

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

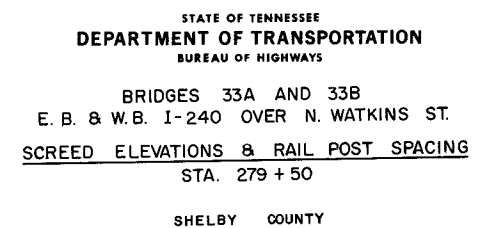
BRIDGES 33A AND 33B
E. B. & W. B. I-240 OVER N WATKINS ST.

POST-TENSIONING DETAILS
STA. 279+50

SHELBY COUNTY

CORRECT ENGINEER OF STRUCTURES

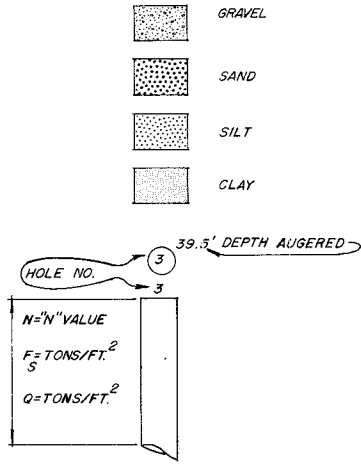
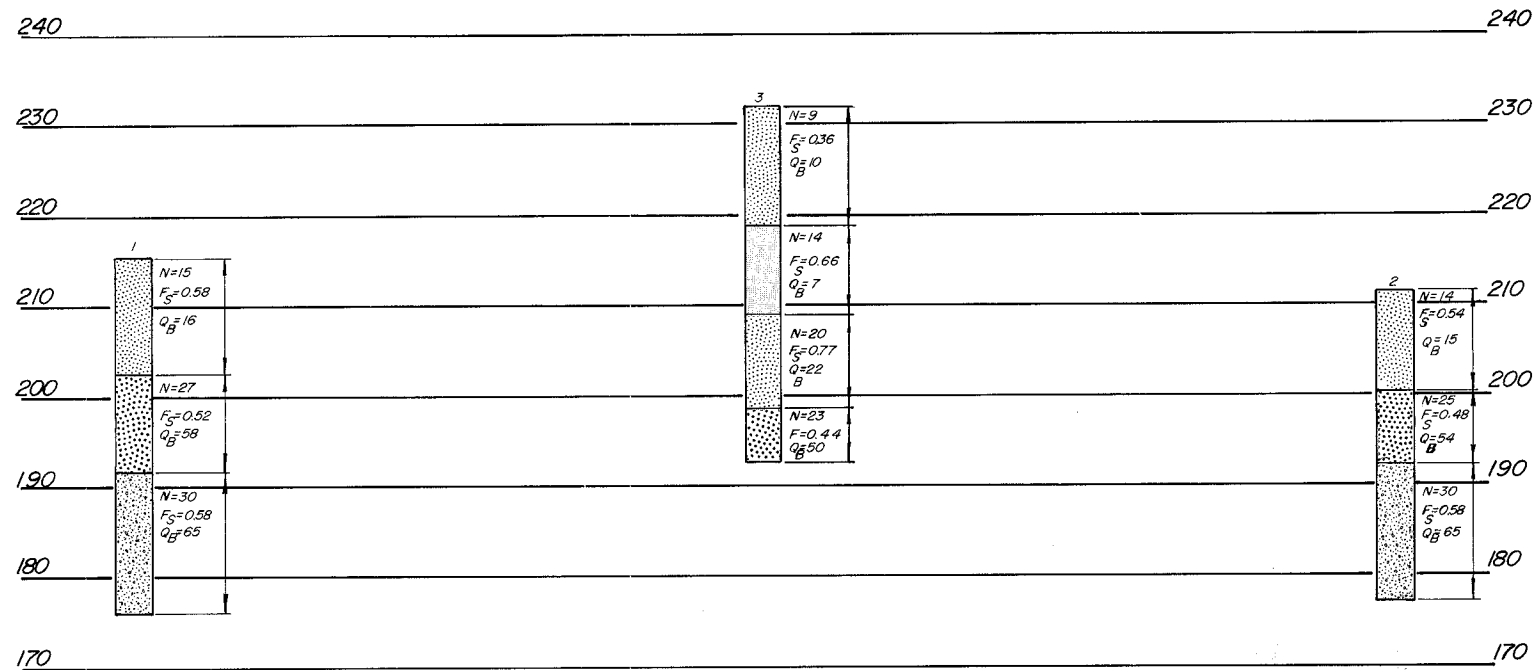
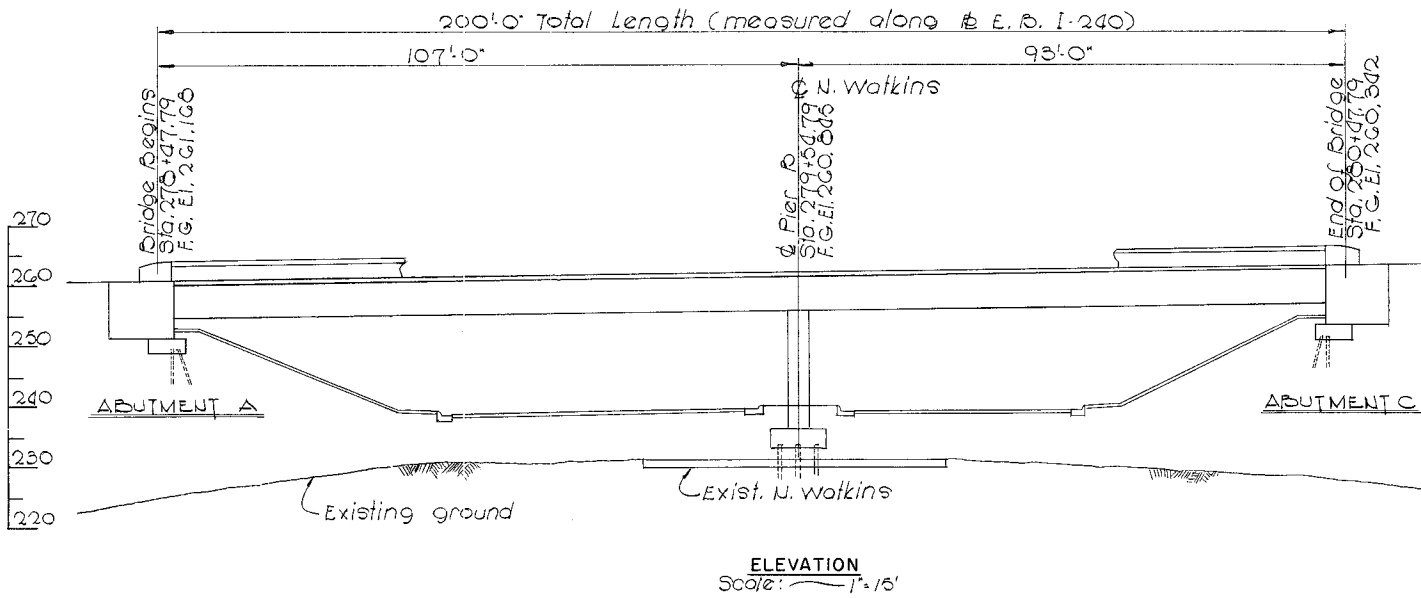
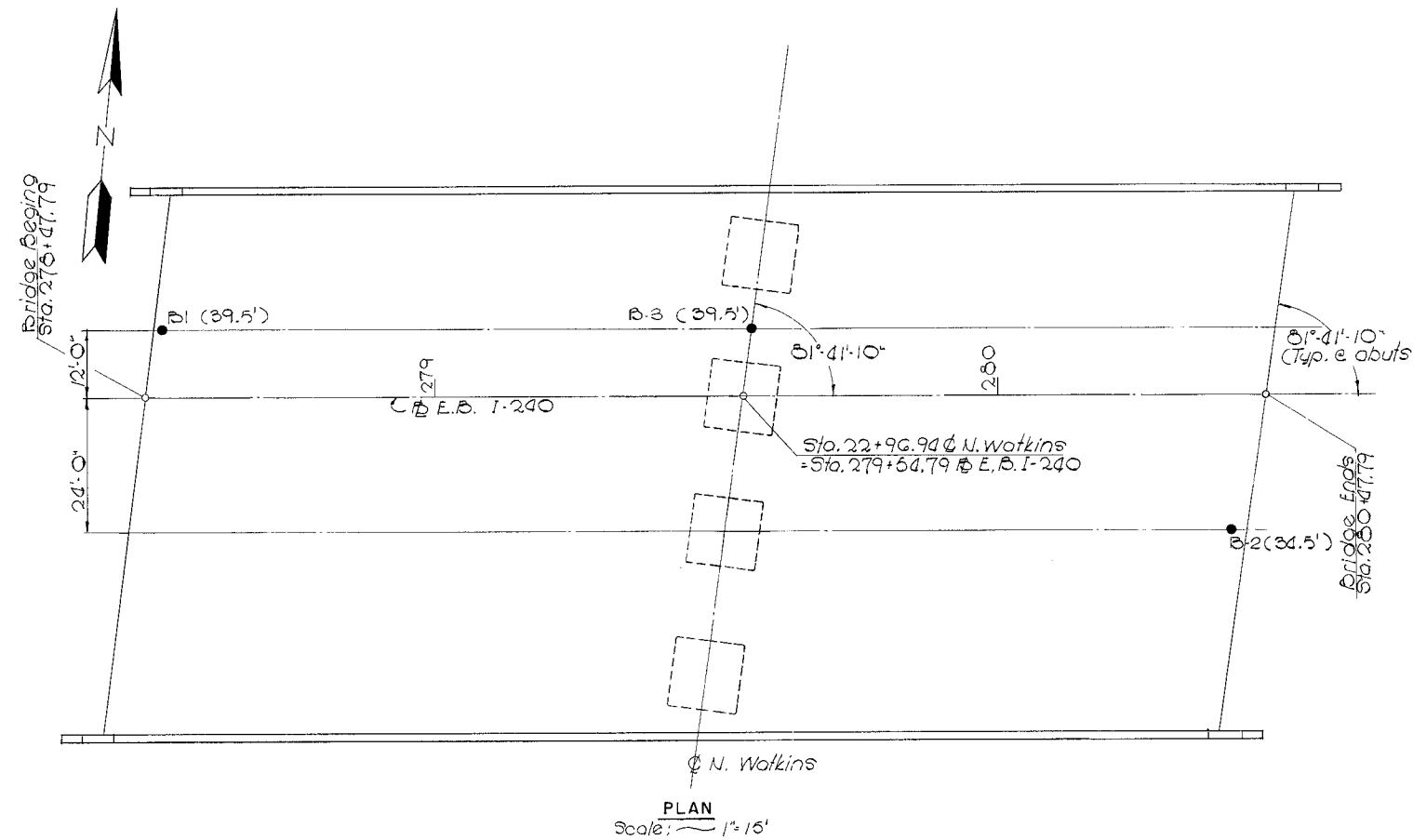
APPROVED DIRECTOR OF HIGHWAYS

[illegible]

CORRECT _____
ENGINEER OF STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

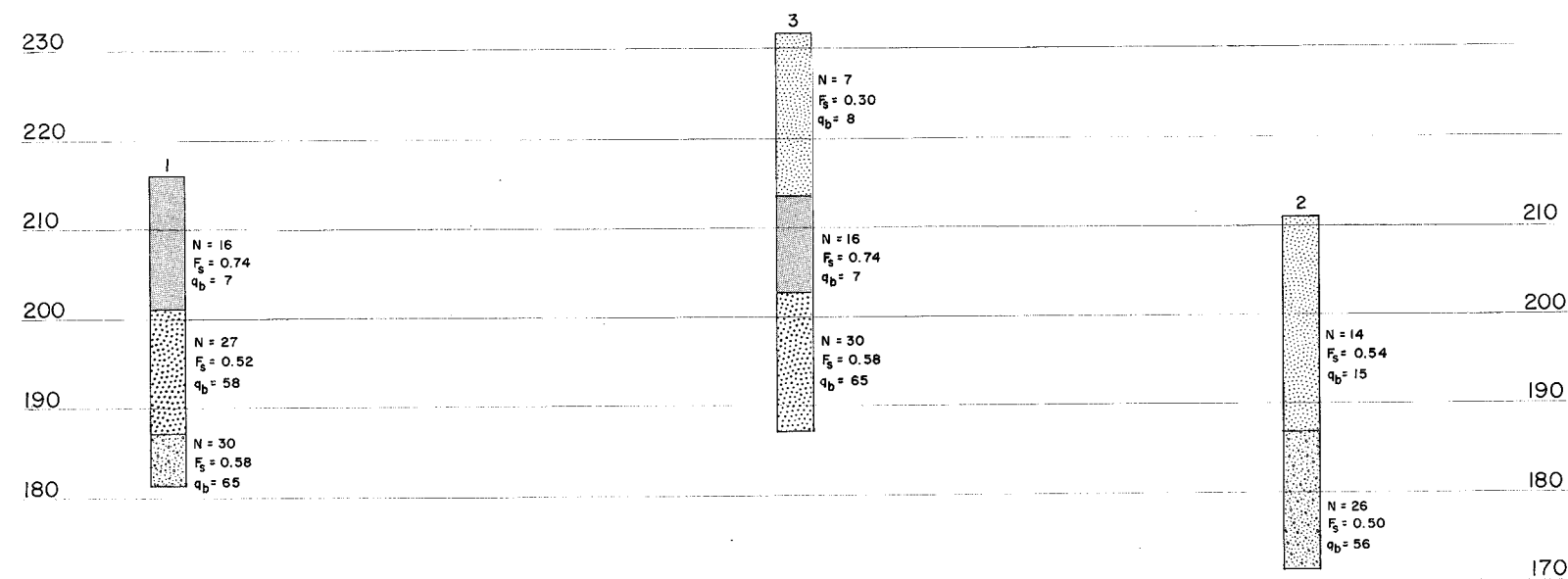
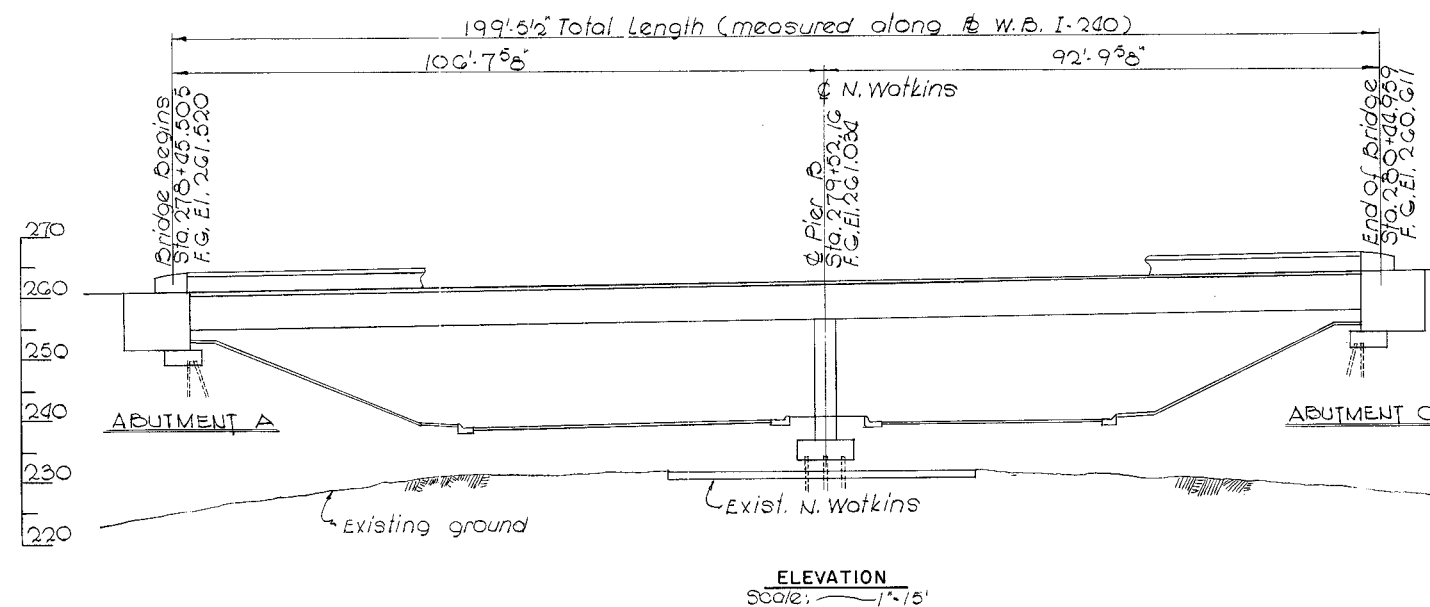
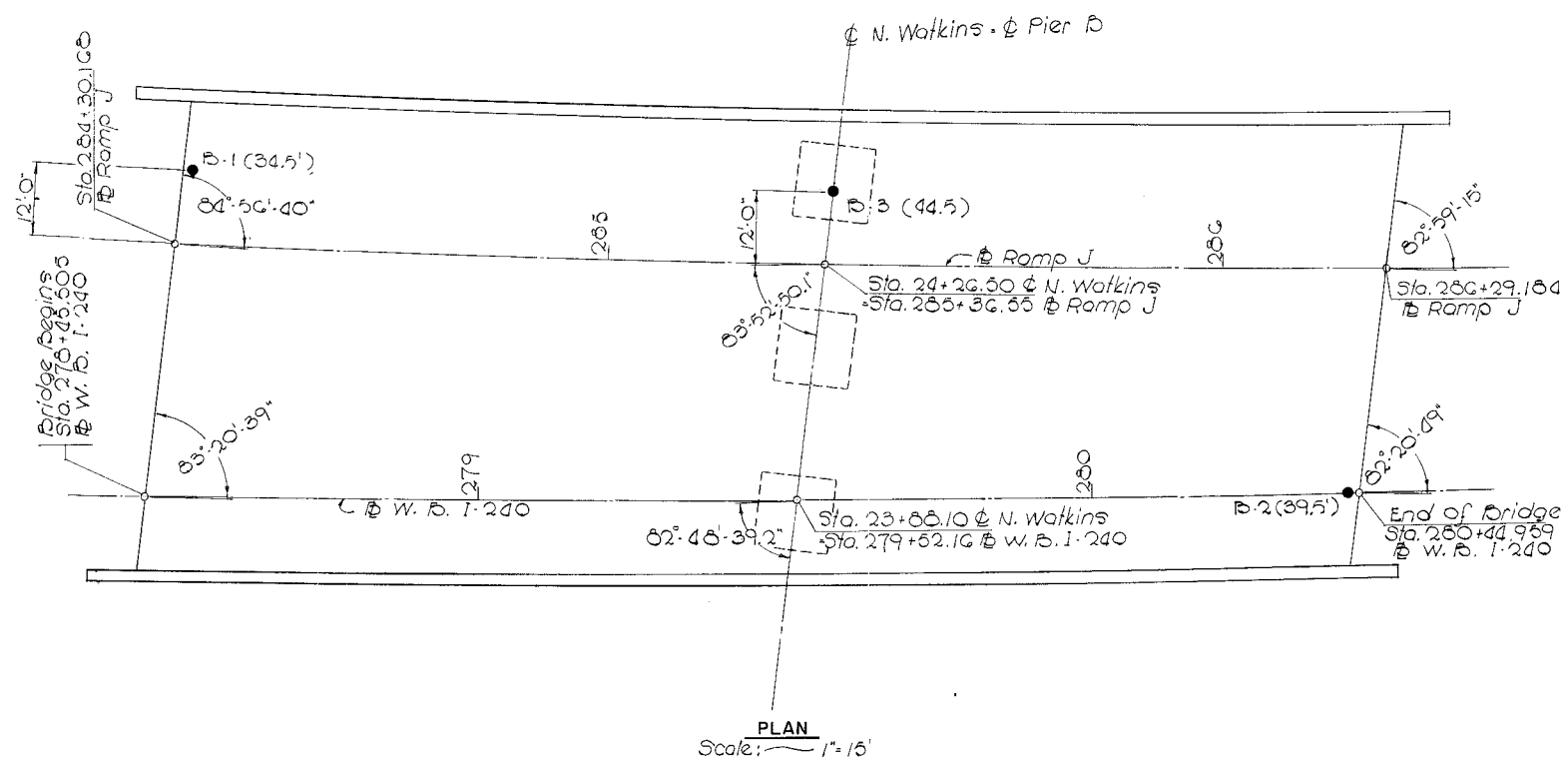
- 44 - 17



PILE DATA					
Location	Design Load	No. Req'd.	Cut-off Elev.	Tip Elevation	Pile Length
Abutment A	85 Tons	30	251.0	221.0	30 Ft.
Pier B	80 Tons	64	232.75	207.75	25 Ft.
Abutment C	75 Tons	30	250.0	220.0	30 Ft.

① Design Loads based on factored loads.
② Pile lengths are subject to change after reviewing results of load tests.

SOIL BORINGS
E. B. I- 240 OVER N. WATKINS ST.
SHELBY COUNTY



Legend

-
- Diagram illustrating the location of Boring location 2. The diagram shows a circular area labeled "2" with a line indicating the depth augered, labeled "39.5'".

- $N = \text{"N" Value}$
 $F_s = \text{tons/ft.}^2$
 $q_b = \text{tons/ft.}^2$

SOIL BORINGS

W. B. I-240 OVER N. WATKINS ST.

SHELBY COUNTY