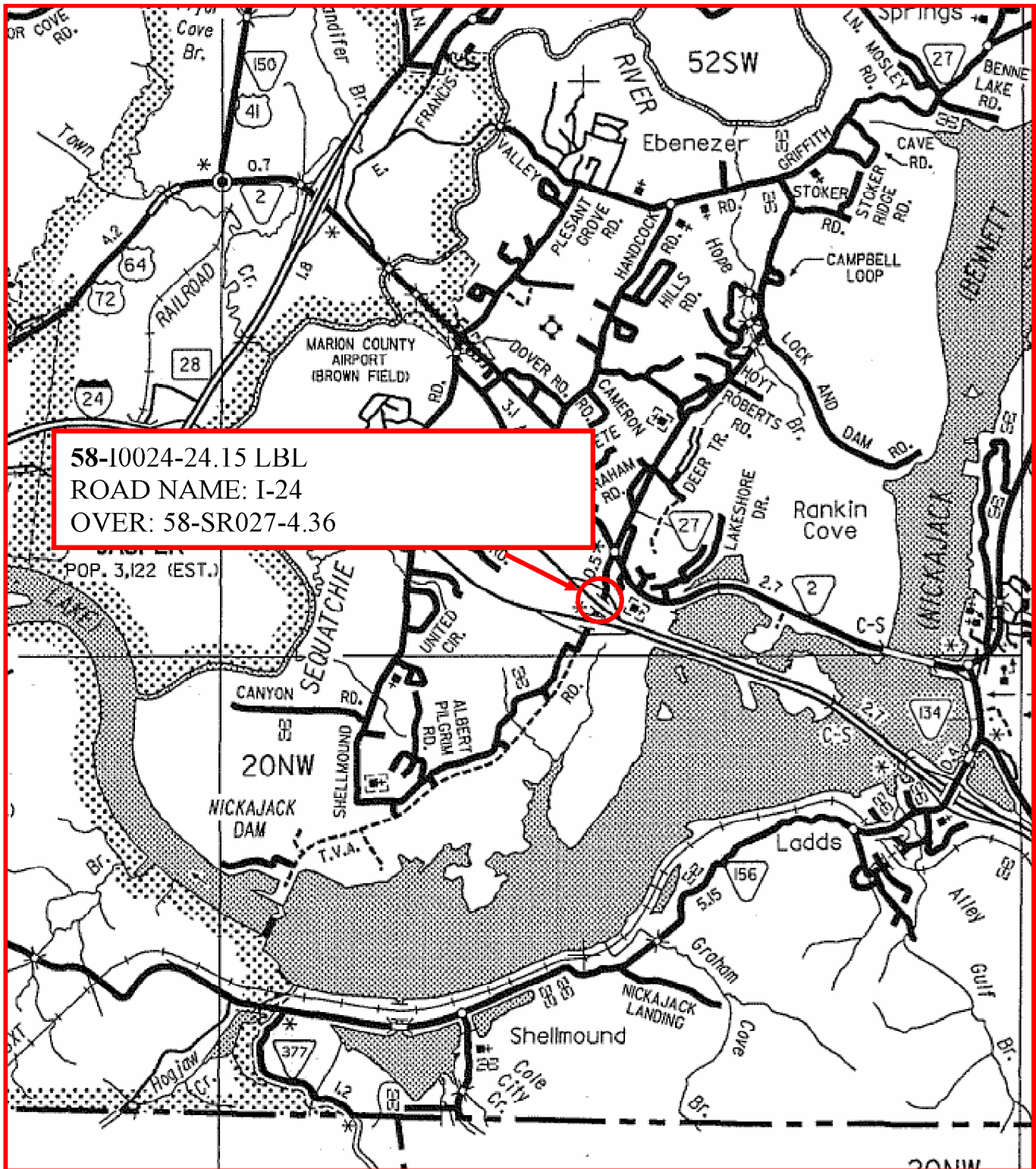


MARION COUNTY



BRIDGE MAINTENANCE RECOMMENDATIONS

Tennessee Department
of Transportation

COUNTY: MARION

LOCATION: 58-I0024-24.15-L

CO. SEQ.: 1

SPEC. CASE: 0

CROSSING: I24 / SR 27

FED. BRIDGE NO.: 58I00240042

MAINT. DIST.: 22

REPAIR LIST NO.: N

DATE ADDED: 09/16/2002

REVISED: 09/16/2002

FACILITY CARRIED:	I24	NUMBER OF MAIN SPANS:	3
HIGHWAY SYSTEM:	01-INTERSTATE RURAL	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	36 FT 5 IN	BRIDGE LENGTH (FT):	148
BRIDGE WIDTH (OUT TO OUT):	40 FT 4 IN	MAXIMUM SPAN LENGTH (FT):	60
APPROACH ROADWAY (W/SHOULDERS):	41 FT 11 IN	SKEW ANGLE (DEGREES):	77
MAINTAINED BY:	STATE HIGHWAY AGENCY		
MAIN SPAN MATERIAL:	CONCRETE CONTINUOUS		
MAIN SPAN DESIGN TYPE:	TEE BEAM		
APPROACH SPAN MATERIAL:	OTHER OR NOT APPLICABLE		
APPROACH SPAN DESIGN TYPE:	OTHER OR NOT APPLICABLE		
INSPECTION DATE:	09/16/2002	GENERAL CONDITION:	GOOD
EVALUATION DATE:	03/29/2001	STRUCTURALLY DEFICIENT:	NO
PROPOSED REPLACEMENT:			
H TRUCK RATING @ INV.:	20 TONS	SUFFICIENCY RATING:	90.6

No.	RECOMMENDATIONS	REPAIR DATE	REPAIRED BY
1.	NO RECOMMENDATIONS AT THIS TIME		

COMMENTS:

BRIDGE MAINTENANCE RECOMMENDATIONS

Tennessee Department
of Transportation

COUNTY: MARION

LOCATION: 58-SR027-04.26-

CO. SEQ.: 1

SPEC. CASE: 0

CROSSING: I24

FED. BRIDGE NO.: 58I00240042

MAINT. DIST.: 22

REPAIR LIST NO.: N

DATE ADDED: 09/16/2002

REVISED: 09/16/2002

FACILITY CARRIED:	I24	NUMBER OF MAIN SPANS:	
HIGHWAY SYSTEM:	05-STP RURAL, STATE	NUMBER OF APPROACH SPANS:	
BRIDGE WIDTH (CURB TO CURB):	N/A FT IN	BRIDGE LENGTH (FT):	148
BRIDGE WIDTH (OUT TO OUT):	N/A FT IN	MAXIMUM SPAN LENGTH (FT):	60
APPROACH ROADWAY (W/SHOULDERS):	43 FT 11 IN	SKEW ANGLE (DEGREES):	N/A

MAINTAINED BY:

MAIN SPAN MATERIAL: CONCRETE CONTINUOUS

MAIN SPAN DESIGN TYPE: TEE BEAM

APPROACH SPAN MATERIAL:

APPROACH SPAN DESIGN TYPE:

INSPECTION DATE: 09/16/2002

GENERAL CONDITION: GOOD

EVALUATION DATE: 03/29/2001

STRUCTURALLY DEFICIENT:

PROPOSED REPLACEMENT:

H TRUCK RATING @ INV.: TONS

SUFFICIENCY RATING:

No.	RECOMMENDATIONS	REPAIR DATE	REPAIRED BY
1.	NO RECOMMENDATIONS AT THIS TIME		

COMMENTS:

Bridge Maintenance Recommendations

Page No. 2

Page 1 of 1

Bridge Location No.: 58 - I0024 - 2415 L

Co. Route Log Mile

Crossing: 58-SR027-04.36

Bridge Rating: GOOD

Inspection Cycle: 14

Inspection Date: 9/14/00

Bridge Number: 58I00240042

County: Marion

Region: 02

District: 22

Maint.Resp.: 01

Spec.Case: 0

Co.Seq: 01

Comments: THE SUBSTRUCTURE IS PROTECTED BY GUARDRAIL. I24 LOG MILE
IS 158.42.

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:

CONTACT:

MR. LEONARD WILLIAMS
REGIONAL BRIDGE ENGINEER
D.O.T. BRIDGE INSPECTION
P.O. BOX 22368
CHATTANOOGA, TN 37422-2368
PHONE: 423-510-1151

T.C. HARRYMAN
D.O.T. BRIDGE INSPECTION
PO BOX 98 TULLAHOMA,
TN 37388 PHONE: 931-454-
1918

BRIDGE MAINTENANCE RECOMMENDATIONS

DGE SEQ. NO. : 58I00240042

BRIDGE NO. : 58 - I0024 - 2415 - L
OVER : 58-SR027-04.36

DATE : 09/14/98 BRIDGE RATING : GOOD COUNTY : Marion
CO. SEQ. : 01 INSPECTION CYCLE : 13 MAINT DIST : 22
SPEC. CASE : 0 INSPECTION DATE : 09/10/98 REGION : 02

: MAINTENANCE & REPAIR RECOMMENDATIONS :

: MAINTENANCE COMPLETED :

1 REPAIR APPROACH NO. #1 *Under Construction*
2 LEVEL APPROACH NO. #1 *Repaired*

1 BY *RS* DATE _____
2 BY _____ DATE _____

: COMMENTS FOR BRIDGE SEQ. NO. : 58I00240042 :

THE SUBSTRUCTURE IS PROTECTED BY GUARDRAIL. I24 LOG MILE IS 158.42.

COMPLETION NOTIFICATION : RETURN WITHIN 6 MONTHS OF INSPECTION DATE

MAINTENANCE ACTIVITIES ARE

--- COMPLETED (DATE) -----
--- PARTIALLY COMPLETE (DATE) -----
--- INCOMPLETE SCHEDULED FOR (DATE) -----

EXPLANATIONS AND COMMENTS :

RECEIVED

JAN 7 1999

D.O.T.
BRIDGE INSPECTION & REPAIR

BRIDGE MAINTENANCE RECOMMENDATIONS

2

BRIDGE SEQ. NO. : 58I00240042

BRIDGE NO. : 58 - I0024 - 2415 - L
OVER : 58-SR027-04.36

DATE : 09/14/98 BRIDGE RATING : GOOD COUNTY : Marion
CO. SEQ. : 01 INSPECTION CYCLE : 13 MAINT DIST : 22
SPEC. CASE : 0 INSPECTION DATE : 09/10/98 REGION : 02

007 - FACILITY CARRIED BY STRUCT : I24
021 - MAINTENANCE RESPONSIBILITY : 01
022 - OWNER : 01
042 - TYPE OF SERVICE : 11
043 - STRUCTURE TYPE, MAIN : 202
044 - STRUCTURE TYPE, APPROACH : 000
045 - SPANS, MAIN UNIT : 003
046 - SPANS, APPROACH : 0000
049 - STRUCTURE LENGTH : 000148
032 - APPROACH ROADWAY WIDTH : 042
034 - SKEW : 77
051 - BRDG RDWY WID, CRB-TO-CRB : 0371
052 - DECK WIDTH, OUT-TO-OUT : 0412
500 - HWY OF THE INVENTORY ROUTE : 01

: MAINTENANCE & REPAIR RECOMMENDATIONS :

: MAINTENANCE COMPLETED :

1 LEVEL APPROACH NO. #1
2 REPAIR APPROACH NO. #1

1 BY DATE
2 BY DATE

COMMENTS FOR BRIDGE SEQ. NO. : 58I00240042 :

THE SUBSTRUCTURE IS PROTECTED BY GUARDRAIL. I24 LOG MILE IS 158.42.

COMPLETION NOTIFICATION : RETURN WITHIN 6 MONTHS OF INSPECTION DATE

MAINTENANCE ACTIVITIES ARE

--- COMPLETED (DATE) ---
--- PARTIALLY COMPLETE (DATE) ---
--- INCOMPLETE SCHEDULED FOR (DATE) ---

EXPLANATIONS AND COMMENTS:



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 09/12/2001

Bridge Number: 58I002400421
(Includes Item 5A)

Feature Intersected: I24 / SR 27

County: 58

Route: I0024

Special Case: 0

County Sequence: 01

Log Mile: 24.15

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>09/14/2000</u>	
		<u>09/16/02</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. Apr. Rail Terminal SPEED LIMIT		
	1 1 1 1 65		
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	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)	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)		0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.
	GOOD FAIR POOR CRITICAL		

Patrick Dierker TEAM LEADER SIGNATURE 09/16/02 REVIEW DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

Revised 09/21/2001

Bridge Number: 58I002400422
(Includes Item 5A)

Feature Intersected: I24

County: 58

Route: SR027

Special Case: 0

County Sequence: 01

Log Mile: 4.26

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	UNDERPASS SAFETY FEATURES
90	INSPECTION DATE	<u>09/14/2000</u> <u>09/16/02</u>	515 (A) TYPE UNDERPASS BARRIER Metal Barrier or Rail
10	MINIMUM V.C. OVER ROADWAY (ROADWAY + SHOULDERS)	16 FT. 3 IN. ____ FT. ____ IN.	Revised Barrier Type
520	MINIMUM V.C. OVER ROADWAY (EXCLUDES SHOULDERS)	17 FT. 1 IN. <u>17</u> FT. <u>0</u> IN.	(B) ADEQUACY OF BARRIER OR RAIL <u>1</u>
47	TOTAL HORIZONTAL UNDERCLEARANCE	55 FT. 9 IN. <u>56</u> FT. <u>0</u> IN.	(C) ADEQUACY OF TRANSITIONS <u>1</u>
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS) Circle One: (H) R	17 FT. 0 IN. <u>17</u> FT. <u>0</u> IN.	(D) ADEQUACY OF TERMINALS <u>0</u> <u>1</u>
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE Circle One: (H) R	12 FT. 0 IN.	554 VERTICAL CLEARANCE LISTED ON HEIGHT POSTING 99 FT. 99 IN.
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	20 FT. 0 IN.	____ FT. ____ IN.
521	OVERALL CONDITION (Circle One) <u>GOOD</u> FAIR POOR CRITICAL		HEIGHT POSTED AT BOTH APPROACHES? YES [] NO [X] N/A []

555 COMMENTS

Patrick Dupro

TEAM LEADER SIGNATURE

09/16/02

REVIEW DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

County: 58

Route: I0024

Special Case: 0

County Sequence: 1

Log Mile: 24.15

Bridge Number: 58I002400421
(Includes Item 5A)

Feature Intersected: I24 / SR 27

CODE ONLY THOSE NUMBERS WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	COMMENTS
90	INSPECTION DATE	<u>9/10/98</u>	RATINGS FOR CODING ITEMS 58, 59, 60 AND 62
		<u>09/14/00</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.
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS)	<u>H</u> 16 FT. 3 IN.	5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.
	Circle One: <u>H</u> R N	<u>17</u> FT. <u>1 1/4</u> IN.	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
36	TRAFFIC SAFETY FEATURES		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.
	Br. Rail Trans. Appr. Rail Appr. Rail Ends		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.
	1 1 1 1		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.
41	STRC OPEN/CLOSED/POSTED	A	0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.
	A K P		
58	DECK	7	
59	SUPERSTRUCTURE	7	
60	SUBSTRUCTURE	7	
61	CHANL/CHANL PROTECTION	N	
62	CULVERT AND RETAIN WALL	N	
72	APPROACH RDWY ALIGNMENT (USE VALUES OF 3, 6, OR 8)	8	
	OVERALL CONDITION (Circle One)		
	<u>GOOD</u> FAIR POOR CRITICAL		

James Favis
SIGNATURE

09/14/00
DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

County: 58

Route: SR027

Special Case: 0

County Sequence: 1

Log Mile: 4.26

Bridge Number: 58I002400422
(Includes Item 5A)

Feature Intersected: I24

CODE ONLY THOSE NUMBERS WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	UNDERPASS SAFETY FEATURES
90	INSPECTION DATE	9/10/98 <u>09/14/00</u>	(A) TYPE UNDERPASS BARRIER Metal Barrier or Rail
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	16 FT. 3 IN. <u>16 FT. 4 IN.</u>	Revised Barrier Type
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	17 FT. 1 IN. <u>17 FT. 1 1/4 IN.</u>	(B) ADEQUACY OF BARRIER OR RAIL 1
47	TOTAL HORIZONTAL UNDERCLEARANCE	55 FT. 9 IN. ____ FT. ____ IN.	(C) ADEQUACY OF TRANSITIONS 1
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE ☒ H	9 FT. 10 IN.	(D) ADEQUACY OF TERMINALS 1
Circle One: H R N		____ FT. ____ IN.	VERTICAL CLEARANCE LISTED ON HEIGHT POSTING SIGNS
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	9 FT. 10 IN. ____ FT. ____ IN.	99 FT. 99 IN. ____ FT. ____ IN.

OVERALL CONDITION (Circle One)

☒ GOOD ☐ FAIR ☐ POOR ☐ CRITICAL

HEIGHT POSTED AT BOTH APPROACHES? YES [] NO [X] N/A []

NOTE: DESCRIBE ANY PROBLEMS ON BRIDGES THAT THE STATE DOES NOT INSPECT (SUCH AS RAILROAD OR PRIVATE BRIDGES) THAT WOULD AFFECT THE ROADWAY SUCH AS LOOSE MEMBERS, SEVERELY SPALLED OR CRACKED CONCRETE, EXCESSIVE SECTION LOSS ON STEEL, EXCESSIVE TIMBER DECAY, ETC. ALSO, DESCRIBE ANY UNSAFE ITEMS.

COMMENTS

Jama Farris
SIGNATURE

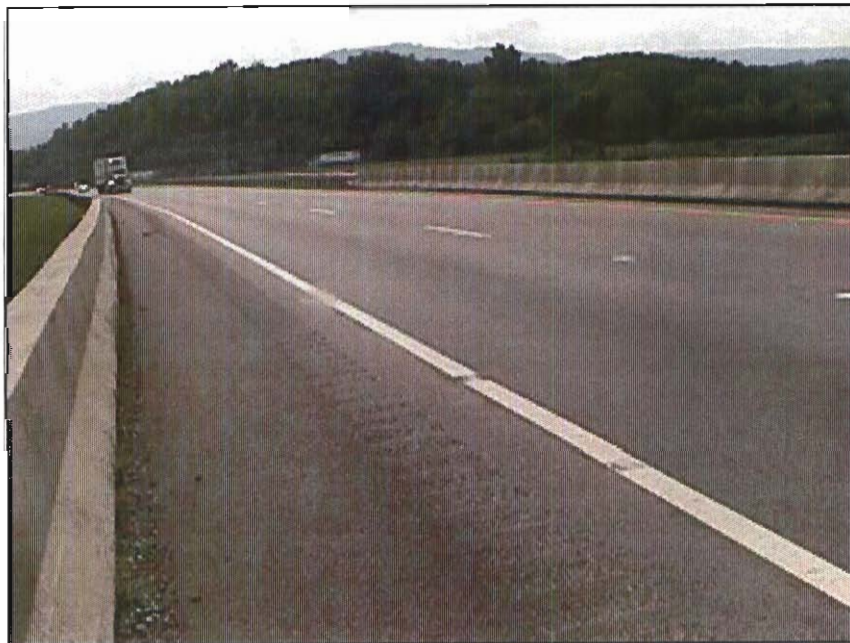
09/14/00
DATE

58	124	24.15	LEFT	9/16/2002	4
COUNTY	ROUTE	LOG MILE		DATE	PAGE

LOOKING AHEAD



ACROSS DECK



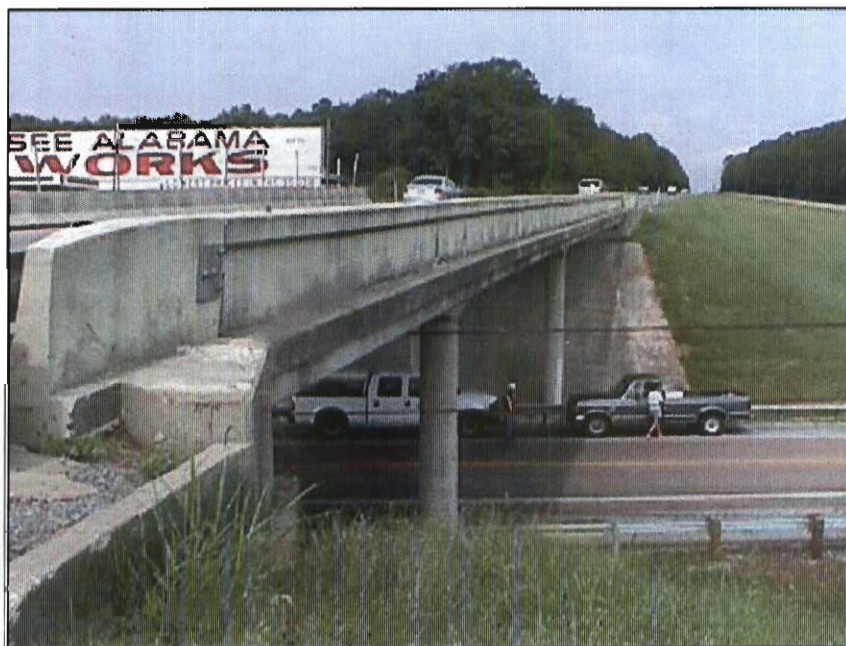
58 124 24.15 LEFT 9/16/2002
COUNTY ROUTE LOG MILE DATE

4A
PAGE

LOOKING BACK



SIDE VIEW



58 124 24.15 LEFT 9/16/2002
COUNTY ROUTE LOG MILE DATE

4B
PAGE

BOTTOM DECK



UNDERCLEARANCE S.R. 27 LOOKING NORTH



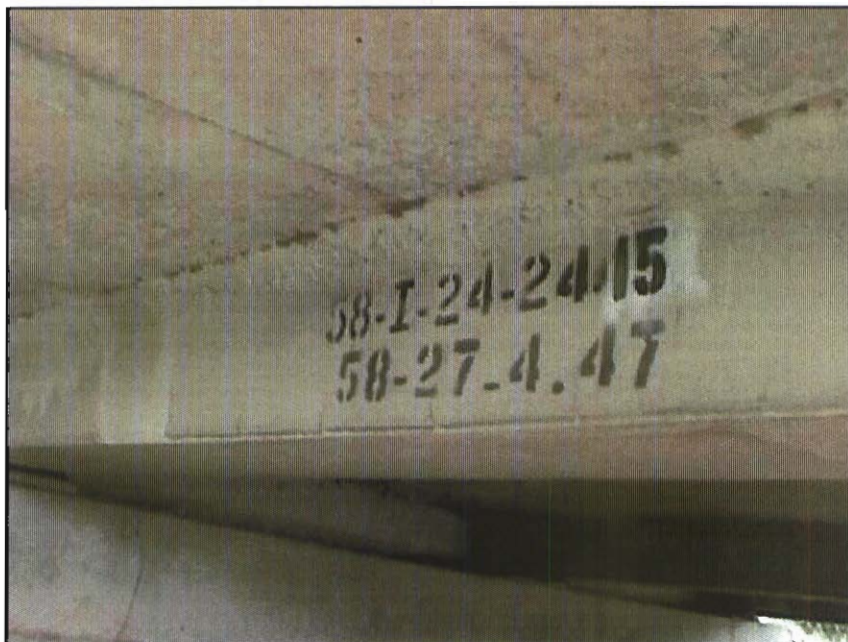
58 124 24.15 LEFT 9/16/2002
COUNTY ROUTE LOG MILE DATE

4C
PAGE

UNDERCLEARANCE S.R. 27 LOOKING SOUTH



BRIDGE NUMBER



ROUTINE BRIDGE INSPECTION REPORT

Bridge No. 58I00240042 Bridge Loc. No. 58 - I24 L - 24.15
Eleven Digit No. Co. Route Log Mile

I-24 LBL over SR27 4.26 Indepth Insp. Req'd: yes [] no [X]
ROAD NAME (If yes itemize limits under comments)

STRUCTURE TYPE CCDG FRACTURE CRITICAL
yes [] no [X]

FEATURE CHANGES

Wearing surface yes [X] no [] TYPE ASPHALT DEPTH 5"
Bridge Rail yes [] no [X] Describe CONC. PARAPET
Approach Rail yes [X] no [] Describe "W" TYPE G.R.

CLEARANCE CHANGES yes [X] no [] (If yes provide dimensions) INSPECTORS

Vertical Clearance over deck UNL ft. in. HICKERSON
Vertical Under Clearance 16 ft. 3 in. FARRIS
Lateral Under Clearance 56 FT. 0 IN. DICKSON
Deck Roadway Width 37 FT. 0 IN.
Sidewalk Width NA ft. (Rt.) NA ft. (Lt.)

CONDITION (If change describe in comments) [G] F P C COMMENTS

Approaches	<u> </u>	<u>G</u>	<u> </u>
Deck Condition (Item 58)	<u> </u>	<u>G</u>	<u> </u>
Superstructure (Item 59)	<u> </u>	<u>G</u>	<u> </u>
a. Beams	<u> </u>	<u>G</u>	<u> </u>
b. Bearings	<u> </u>	<u>G</u>	<u>NEOPRENE</u>
c. Diaphragms	<u> </u>	<u>G</u>	<u> </u>
Substructure (Item 60)	<u> </u>	<u>G</u>	<u> </u>
a. Caps/Bridge Seats	<u> </u>	<u>G</u>	<u> </u>
b. Columns/Piles	<u> </u>	<u>G</u>	<u> </u>
c. Footings	<u> </u>	<u> </u>	<u>N.V.</u>
d. Wing W./Breast W.	<u> </u>	<u>G</u>	<u> </u>
Scour/Erosion	<u> </u>	<u> </u>	<u>N/A</u>

UNDERWATER INSPECTION

To Be Performed By:
Dot Field Team []
Month Year
Contract Diver []
None Required [X] Month Year

BRIDGE is:

Open [X]
Closed []

ACTUAL POSTING

Gross - Tons
2-Axle - Tons
3-Axle - Tons

WEIGHT LIMIT POSTED

Yes [] No [X]

COMMENTS (Provide Pictures as required to verify problems--minimum of 3 required)

Bridge Rating [X] [] [] []
Good Fair Poor Critical

PATRICK DICKSON
Supervising Bridge Inspector

PAGE 7
 FORM BIR 3.0A (CONTINUED)
 REV. 6-9-92
 DT-1443

9-16-02

UNDERPASS LOC. NO. 58 - 27 - 4.24 LTOTHER SIGNS OR PLAQUES _____

 _____COMMENTS REGARDING ANY PROBLEM WITH SIGNING _____

 _____BRIDGE FEATURESBRIDGE SKEW 77 RT.STRUCTURE TYPE CDG
MAIN SPANNO. SPANS 3
MAIN TYPESTRUCTURE TYPE _____
APPROACH SPANNO. SPANS _____
APPROACH TYPEMAXIMUM SPAN LENGTH 59 FT 9 IN. TOTAL LENGTH 147.83 FT.WIDTH OF BRIDGE OUT-TO-OUT 41 FT 2 IN. (RT. < TO L OF BRIDGE)WIDTH OF BRIDGE ALONG SKEW 42 FT 2 IN (IF UNABLE TO MEASURE AT RT. ANGLE
 TO LT. OF BRIDGE)NUMBER OF LANES/TRACKS ON BRIDGE 2BRIDGE CONDITION [G] F P CDOES POTENTIAL EXIST FOR ELEMENTS FROM BRIDGE FALLING ON
 ROADWAY BENEATH? YES [] NO [X]DOES POTENTIAL EXIST BECAUSE OF DETERIORATED CONDITION
 FAILURE OF MAJOR MEMBERS? YES [] NO [X]COMMENT ON ANY CONDITIONS OF BRIDGE THAT WOULD EFFECT
 ROADWAY BENEATH _____

NOTE: IF UNDERPASS ROUTE IS DIVIDED HIGHWAY, USE TWO (2)
 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

PAGE 8

FORM BIR 3.0A
REV. 6-9-92
DT-1443

CURRENT FIELD REPORT NO. 15 DATE 09/16/02
PREVIOUS FIELD REPORT NO. 14 DATE 09/14/00

INSPECTION REPORT FOR UNDERPASS ROUTE

BRIDGE NO. 58I00240042
ELEVEN DIGIT NUMBER

UNDERPASS LOC. NO. 58 - 27 - 4.26 LT.
CO. RTE. L.M.

58 - 124 LT- 24.15 OVER 58 - 27 - 4.26
CO. RTE. L.M. CO. RTE. L.M.

STRUCTURE NAME (IF NAMED)

COUNTY MARION

YEAR CONSTRUCTED 1965 YEAR WIDENED _____ YEAR REHABILITATED _____
ESTIMATED [] ACTUAL [X]

GEOMETRIC FEATURES UNDER BRIDGE

DIVIDED HIGHWAY - - - LEFT RDWY [] RIGHT RDWY [] N.A. [X]
TYPE OF WEARING SURFACE - - - CONCRETE [] ASPHALT [X] GRAVEL []
WIDTH OF APPROACH TRAVELED ROADWAY 24 FT. (DOES NOT INCLUDE SHOULDERS)
WIDTH OF MEDIAN IF DIVIDED HIGHWAY NA FT.
APPROACH SHOULDER WIDTH (RT.) 10 FT. (LT.) 8
**HORIZONTAL CLEARANCE UNDER BRIDGE 56 FT. 0 IN.
**DISTANCE BETWEEN PIER PROTECTION GUARDRAIL AND
SUBSTRUCTURE (RT.) N/A FT. (LT.) N/A FT.
**WIDTH OF SIDEWALK UNDER BRIDGE (RT.) NA FT. (LT.) NA FT.
**MINIMUM VERTICAL CLEARANCE 16 FT. 3 in.
SHOW ON A SKETCH

TRAFFIC SAFETY FEATURES FOR UNDERPASS ROUTE STANDARD SUB-STANDARD

PIER PROTECTION RAILING

OR PARAPET	[G] F P C [X]	[]	NON EXIST []
APPROACH GUARDRAIL	[G] F P C [X]	[]	NON EXIST []
TRANSITIONS			
APPROACH GUARDRAIL	[G] F P C [X]	[]	NON EXIST []
APPROACH GUARDRAIL			
TERMINAL	[G] F P C [X]	[]	NON EXIST []

SIGNING FOR UNDERPASS ROUTE

	YES []	NO []	NEEDED []
PADDLEBOARD			
VERTICAL CLEARANCE			
(<14')	YES []	NO [X]	NEEDED []
NARROW PASSAGE	YES []	NO [X]	NEEDED []
ONE LANE PASSAGE	YES []	NO [X]	NEEDED []

INSPECTORS

1. _____
2. FARRIS
3. DICKSON
4. HICKERSON
5. _____
6. _____

INSPECTION TEAM'S SUMMARY

PAGE NO. _____9_____

BRIDGE NO. 58 I-24 24.15L 09/16/02

COUNTY ROUTE NO. LOG MILE DATE

ON SEPTEMBER 16, 2002, A REGION TWO BRIDGE INSPECTION TEAM OF TULLAHOMA
INSPECTED THIS STRUCTURE AND FOUND IT IN GOOD CONDITION.

THE ABUTMENT BREASTWALLS HAVE A FEW HAIRLINE VERTICAL CRACKS. THE NEOPRENE
PADS UNDER BEAMS A, B, AND C AT ABUTMENT 1 HAVE SPLIT.

58
COUNTY

I-24
ROUTE

24.15 LT.
LOG MILE

9/14/00
DATE

4

LOOKING AHEAD



ACROSS DECK



58
COUNTY

I-24
ROUTE

24.15 LT.
LOG MILE

9/14/00
DATE

4A

LOOKING BACK



BOTTOM DECK

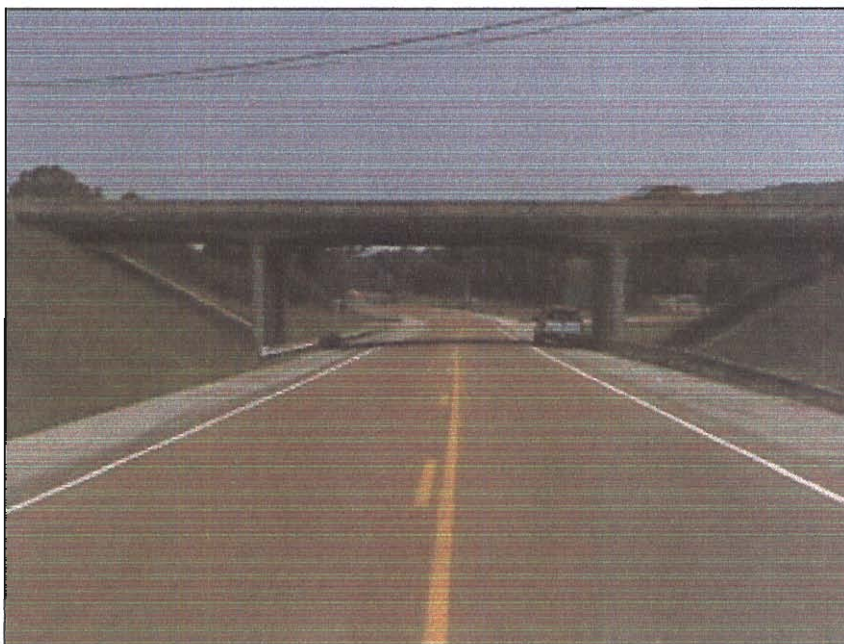


58 I-24 24.15 LT.
COUNTY ROUTE LOG MILE

9/14/00
DATE

4B

LOOKING AHEAD ON S.R. 27



LOOKING BACK ON S.R. 27

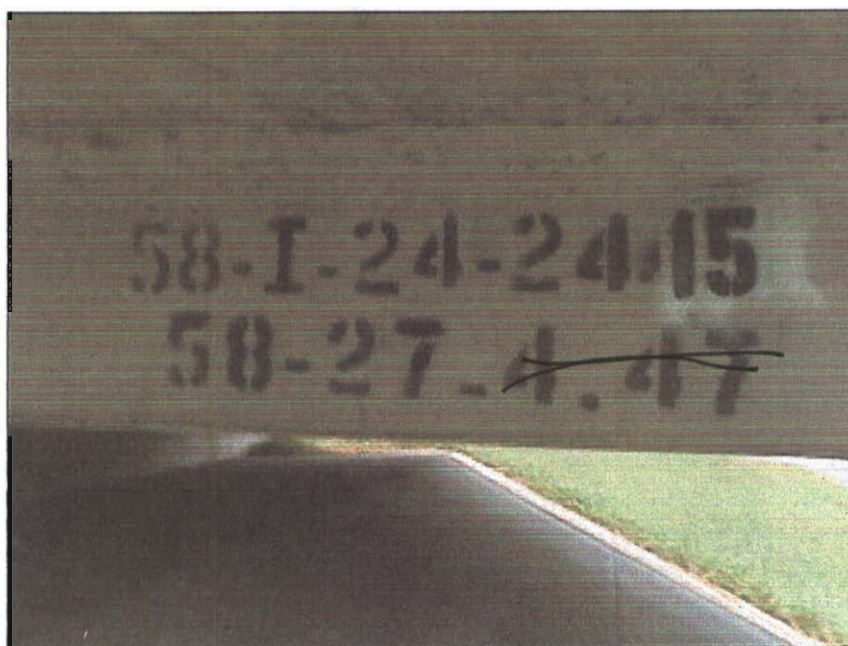


58 I-24 24.15 LT.
COUNTY ROUTE LOG MILE

9/14/00
DATE

4C

BRIDGE NUMBER



4.26

ROUTINE BRIDGE INSPECTION REPORT

Bridge No. 58I00240042 Bridge Loc. No. 58 - I24 L - 24.15
Eleven Digit No. Co. Route Log Mile

I-24 LBL over SR27 4.26 Indepth Insp. Req'd: yes [] no [X]
ROAD NAME (If yes itemize limits under comments)

STRUCTURE TYPE CCDG FRACTURE CRITICAL
yes [] no [X]

FEATURE CHANGES

Wearing surface yes [X] no [] TYPE ASPHALT DEPTH 5"
Bridge Rail yes [] no [X] Describe CONC. PARAPET
Approach Rail yes [X] no [] Describe NEW ACCEPTABLE TYPE 1999?

CLEARANCE CHANGES yes [X] no [] (If yes provide dimensions) INSPECTORS

Vertical Clearance over deck UNL ft. in. BRASSFIELD
Vertical Under Clearance 17 ft. 1 1/4 in. FARRIS
Lateral Under Clearance ft. DICKSON
Deck Roadway Width 37 . 0 ft.
Sidewalk Width NA . ft. (Rt.) NA . ft. (Lt.)

CONDITION (If change describe in comments) [G] F P C COMMENTS

Approaches	G	OVERLAID 1999?	
Deck Condition (Item 58)	G	OVERLAID 1999?	
Superstructure (Item 59)	G		
a. Beams	G		
b. Bearings	G		
c. Diaphragms	G		
Substructure (Item 60)	G		
a. Caps/Bridge Seats	G		
b. Columns/Piles	G		
c. Footings		N.V.	
d. Wing W./Breast W.	G	FEW H.L. CRACKS	
Scour/Erosion		N/A	

UNDERWATER INSPECTION

To Be Performed By:	BRIDGE is:	ACTUAL POSTING
Dot Field Team []	Open [X]	Gross - <u> </u> Tons
Month <u> </u> Year <u> </u>	Closed []	2-Axle - <u> </u> Tons
Contract Diver []		3-Axle - <u> </u> Tons
None Required [X] Month <u> </u> Year <u> </u>	WEIGHT LIMIT POSTED	
	Yes [] No [X]	

COMMENTS (Provide Pictures as required to verify problems--minimum of 3 required) NOTE: I-24 WBL, WEARING SURFACE, APPROACHED OVERLAID AND NEW ACCEPTABLE G.R. INSTALLED 1999?.

Bridge Rating [X] [] [] []
Good Fair Poor Critical

JAMES FARRIS
Supervising Bridge Inspector

9-05-96

UNDERPASS LOC. NO. 58 - 27 - ^{4.26}4.24 LT

OTHER SIGNS OR PLAQUES

COMMENTS REGARDING ANY PROBLEM WITH SIGNING

BRIDGE FEATURES

BRIDGE SKEW 77 RT.

STRUCTURE TYPE	CDG
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
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98	98
99	99
100	100

NO. SPANS 3

MAIN SPAN

MAIN TYPE

STRUCTURE TYPE

NO. SPANS

APPROACH	SPAN
1	1
2	2
3	3
4	4
5	5
6	6
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99	99
100	100

APPROACH TYPE

MAXIMUM SPAN LENGTH 59.6 FT.

TOTAL LENGTH 147.83 FT.

WIDTH OF BRIDGE OUT-TO-OUT 41.2

FT. (RT. < TO L OF BRIDGE)

WIDTH OF BRIDGE ALONG SKEW	42.2
----------------------------	------

FT. (IF UNABLE TO MEASURE AT RT. ANGLE
TO LT. OF BRIDGE)

NUMBER OF LANES/TRACKS ON BRIDGE 2

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
FAILURE OF MAJOR MEMBERS? YES [] NO [X]

COMMENT ON ANY CONDITIONS OF BRIDGE THAT WOULD EFFECT
ROADWAY BENEATH

NOTE: IF UNDERPASS ROUTE IS DIVIDED HIGHWAY, USE TWO (2) 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

PAGE 8

FORM BIR 3.0A
REV. 6-9-92
DT-1443

CURRENT FIELD REPORT NO. 14 DATE 09/14/00
PREVIOUS FIELD REPORT NO. 13 DATE 09/10/98

INSPECTION REPORT FOR UNDERPASS ROUTE

BRIDGE NO. 58I00240042 UNDERPASS LOC. NO. 58 - 27 - 4.26 LT.
ELEVEN DIGIT NUMBER CO. RTE. L.M.

58 - 124 LT- 24.15 OVER 58 - 27 - 4.26
CO. RTE. L.M. CO. RTE. L.M. STRUCTURE NAME (IF NAMED)

COUNTY MARION

YEAR CONSTRUCTED 1965 YEAR WIDENED _____ YEAR REHABILITATED _____
ESTIMATED [] ACTUAL [X]

GEOMETRIC FEATURES UNDER BRIDGE

DIVIDED HIGHWAY - - - LEFT RDWY [] RIGHT RDWY [] N.A. [X]
TYPE OF WEARING SURFACE - - - CONCRETE [] ASPHALT [X] GRAVEL []
WIDTH OF APPROACH TRAVELED ROADWAY 24 FT. (DOES NOT INCLUDE SHOULDERS)
WIDTH OF MEDIAN IF DIVIDED HIGHWAY NA FT.
APPROACH SHOULDER WIDTH (RT.) 10 FT. (LT.) 10
**HORIZONTAL CLEARANCE UNDER BRIDGE 56 FT. 0 IN.
**DISTANCE BETWEEN PIER PROTECTION GUARDRAIL AND
SUBSTRUCTURE (RT.) N/A FT. (LT.) N/A FT.
**WIDTH OF SIDEWALK UNDER BRIDGE (RT.) NA FT. (LT.) NA FT.
**MINIMUM VERTICAL CLEARANCE 17 FT. 1 1/4 in.

SHOW ON A SKETCH

TRAFFIC SAFETY FEATURES FOR UNDERPASS ROUTE STANDARD SUB-STANDARD

PIER PROTECTION RAILING

OR PARAPET	[G] F P C [X]	[]	NON EXIST []
APPROACH GUARDRAIL	[G] F P C [X]	[]	NON EXIST []
TRANSITIONS			
APPROACH GUARDRAIL	[G] F P C [X]	[]	NON EXIST []
APPROACH GUARDRAIL			
TERMINAL	[G] F P C []	[X]	NON EXIST []

SIGNING FOR UNDERPASS ROUTEINSPECTORS

PADDLEBOARD	YES []	NO []	NEEDED []	
VERTICAL CLEARANCE				
1. _____				
(<14')	YES []	NO []	NEEDED []	2. <u>FARRIS</u>
NARROW PASSAGE	YES []	NO []	NEEDED []	3. <u>DICKSON</u>
ONE LANE PASSAGE	YES []	NO []	NEEDED []	4. <u>BRASSFIELD</u>
CURVE	YES []	NO []	NEEDED []	5. _____
SPEED LIMIT	YES []	NO []	NEEDED []	6. _____

INSPECTION TEAM'S SUMMARY

PAGE NO. 9

BRIDGE NO. 58 I-24 24.15L 09/14/00

COUNTY ROUTE NO. LOG MILE DATE

ON SEPTEMBER 14, 2000, A REGION TWO BRIDGE INSPECTION TEAM OF TULLAHOMA INSPECTED THIS STRUCTURE AND FOUND IT IN GOOD CONDITION.

THE ABUTMENT BREASTWALLS HAVE A FEW HAIRLINE VERTICAL CRACKS. THE NEOPRENE PADS UNDER BEAMS A, B, AND C AT ABUTMENT 1 HAVE SPLIT.

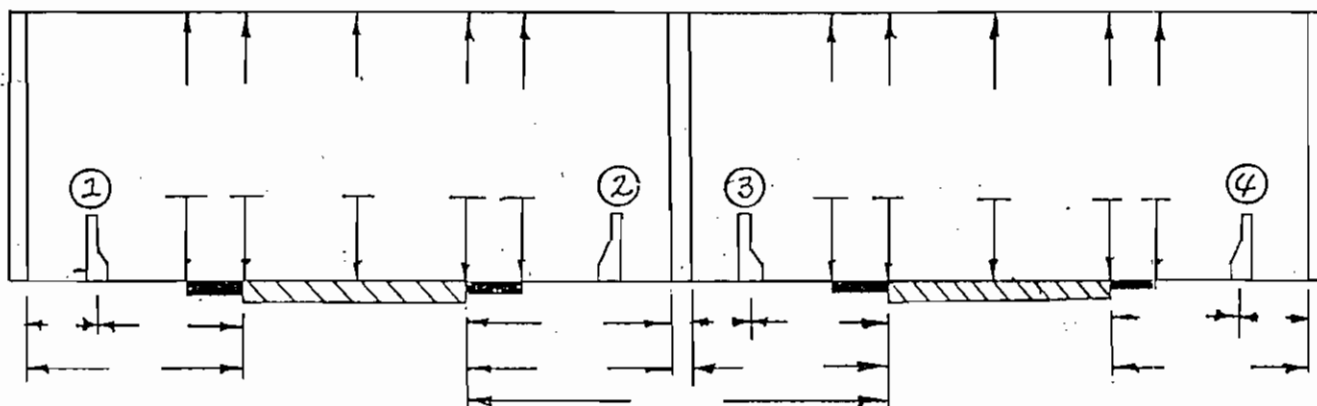
NOTE: WEARING SURFACE AND APPROACHES OVERLAID AND ACCEPTABLE G.R. INSTALLED I-24 WBL 1999?.

LATERAL AND VERTICAL CLEARANCES

BENT/ABUT. _____

BENT _____

BENT/ABUT. _____

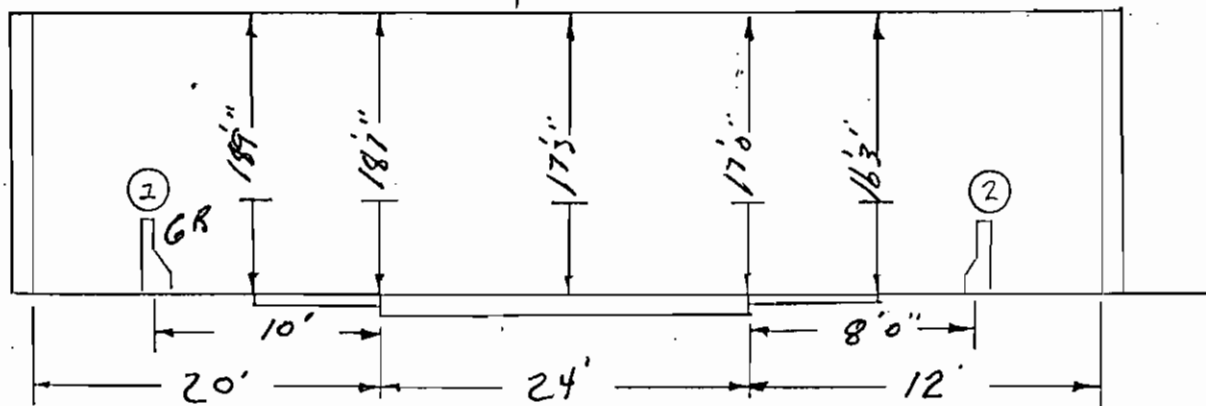


- | | | | | | | |
|-----------------------|---------|-------------------------------------|---------------|--------------------------|------|-------------------------------------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☐ |
| 2. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☐ |
| 3. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☒ |
| 4. RAIL/BARRIER TYPE: | W-SHAPE | ☐ | CONC. BARRIER | ☐ | NONE | ☒ |

BENT/ABUT. _____

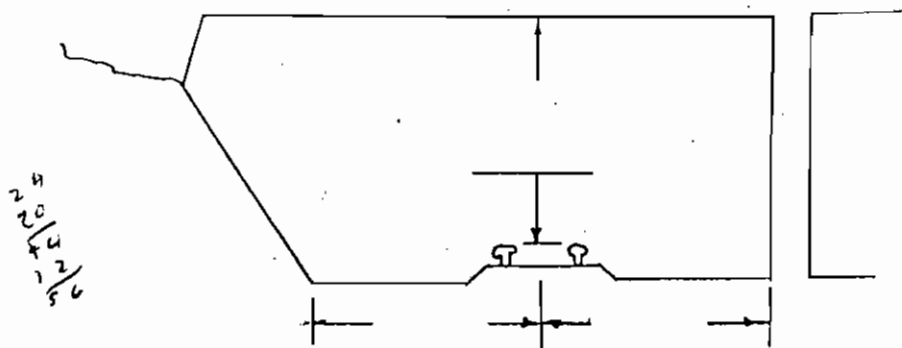
↑ AH on 27

BENT/ABUT. _____



A=56

BENT/ABUT. _____



5/20/04
12/2/04
5/2/06

BIR 3.10
Rev. 6-9-92
DT-1510

BRIDGE LOC. NO. 58 - 124 - 04.15 ^{38.86}
CO. - RTE. L.M. Km

DATE 7-10-98

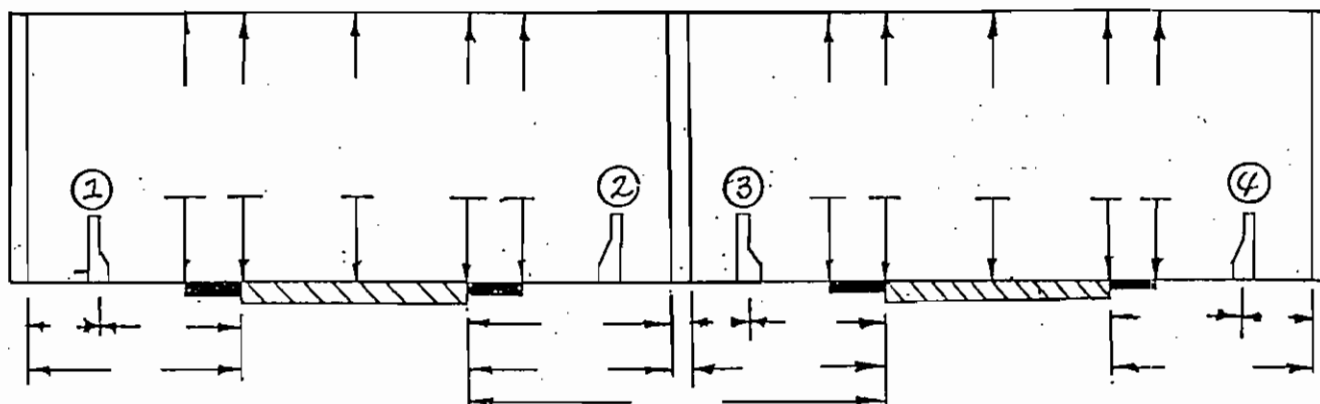
9/14/00

LATERAL AND VERTICAL CLEARANCES

BENT/ABUT. _____

BENT _____

BENT/ABUT. _____

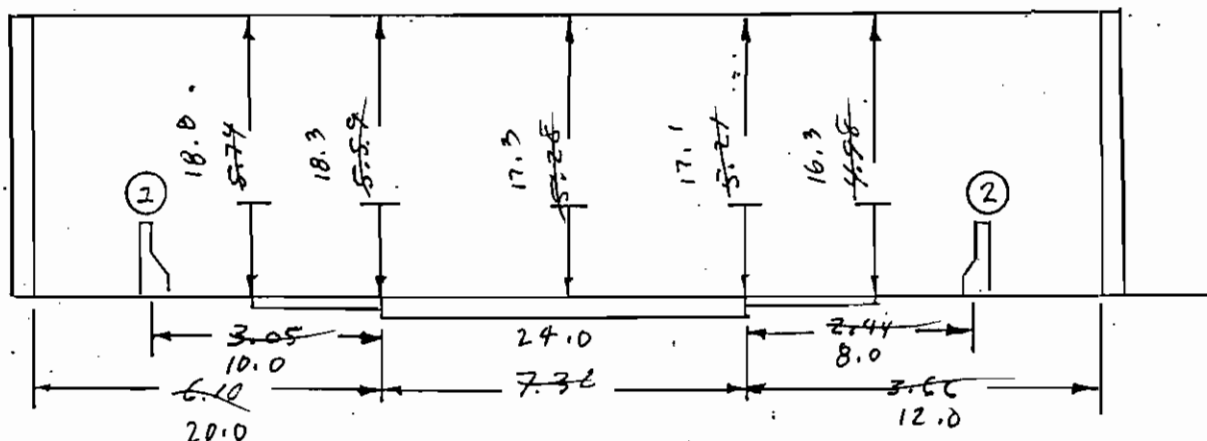


- | | | | |
|-----------------------|---|--|-------------------------------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE ☒ | CONC. BARRIER ☐ | NONE ☐ |
| 2. RAIL/BARRIER TYPE: | W-SHAPE ☒ | CONC. BARRIER ☐ | NONE ☐ |
| 3. RAIL/BARRIER TYPE: | W-SHAPE ☒ | CONC. BARRIER ☐ | NONE ☐ |
| 4. RAIL/BARRIER TYPE: | W-SHAPE ☐ | CONC. BARRIER ☐ | NONE ☐ |

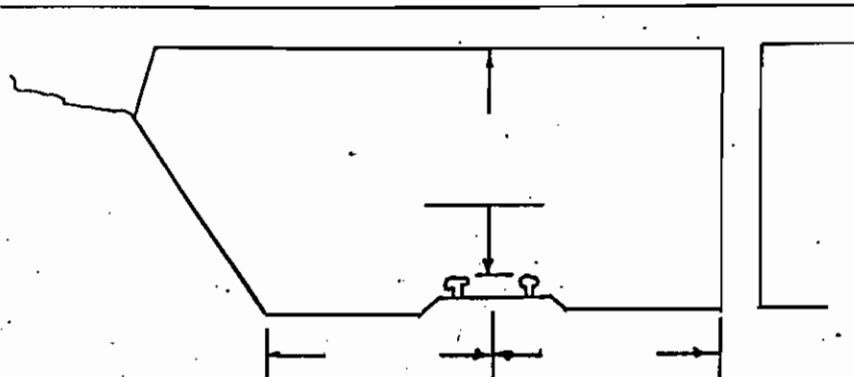
BENT/ABUT. _____

AH 27
↑

BENT/ABUT. _____



BENT/ABUT. _____

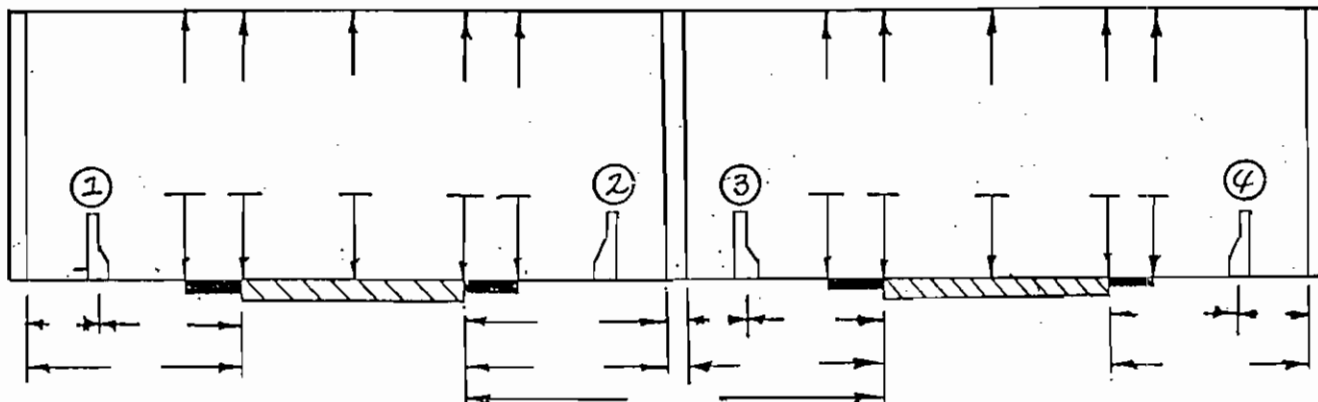


BIR 3.10
Rev. 6-9-92
DT-1510

BRIDGE LOC. NO. 58 - 524 - 64.15 38.86 DATE 9-10-98
CO. RTE. L.M. Km

LATERAL AND VERTICAL CLEARANCES

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

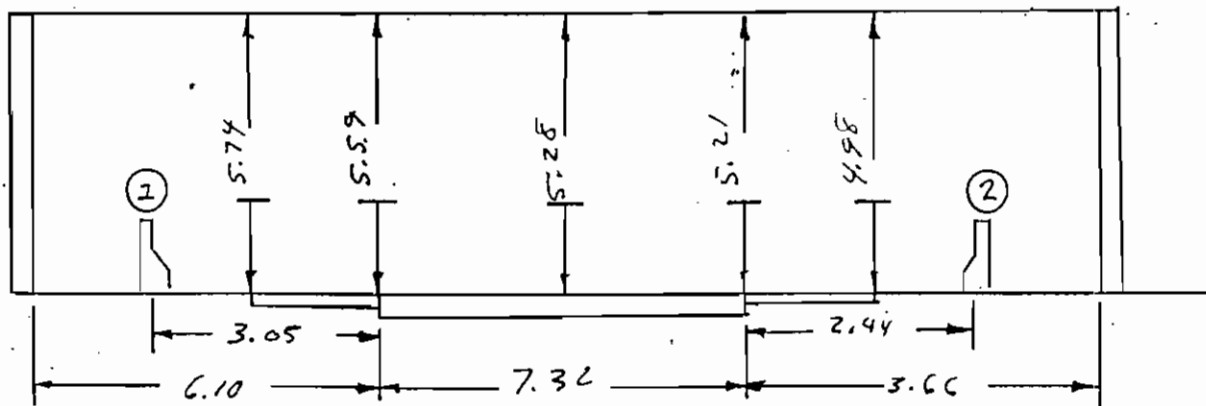


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|-----------------------|---|--|-------------------------------|
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| 2. RAIL/BARRIER TYPE: | W-SHAPE ☒ | CONC. BARRIER ☐ | NONE ☐ |
| 3. RAIL/BARRIER TYPE: | W-SHAPE ☒ | CONC. BARRIER ☐ | NONE ☐ |
| 4. RAIL/BARRIER TYPE: | W-SHAPE ☐ | CONC. BARRIER ☐ | NONE ☐ |

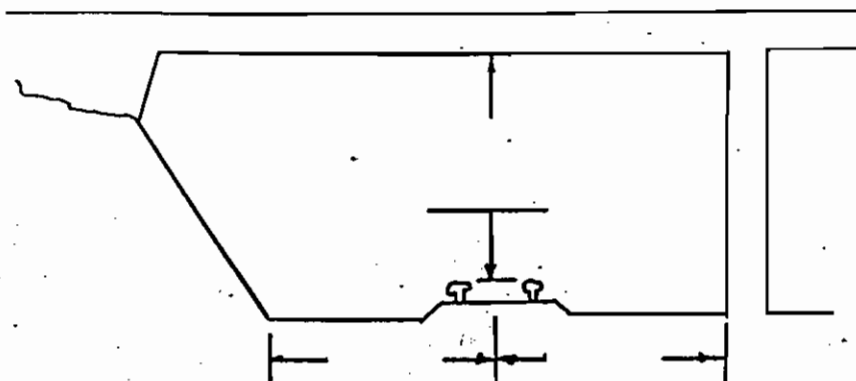
BENT/ABUT. _____

AH 27
↑

BENT/ABUT. _____



BENT/ABUT. _____



ELEVATIONS

PAGE NO. 14

BRIDGE NO. 58
COUNTY

I-24 LBL
ROUTE

24.15
LOG MILE

9-10-92
DATE

STATION	TOP OF CURB	GUTTERLINE	CENTERLINE	GUTTERLINE	TOP OF CURB
ABUTMENT NO. 1		227.219		227.350	
BENT NO. 1		226.756		226.969	
BENT NO. 2		226.162		226.405	
ABUTMENT NO. 2		225.726		225.948	
BENCH MARK		TOP OF WING ABUT. # 1 RT. SIDE			
ELEVATION		746.66			

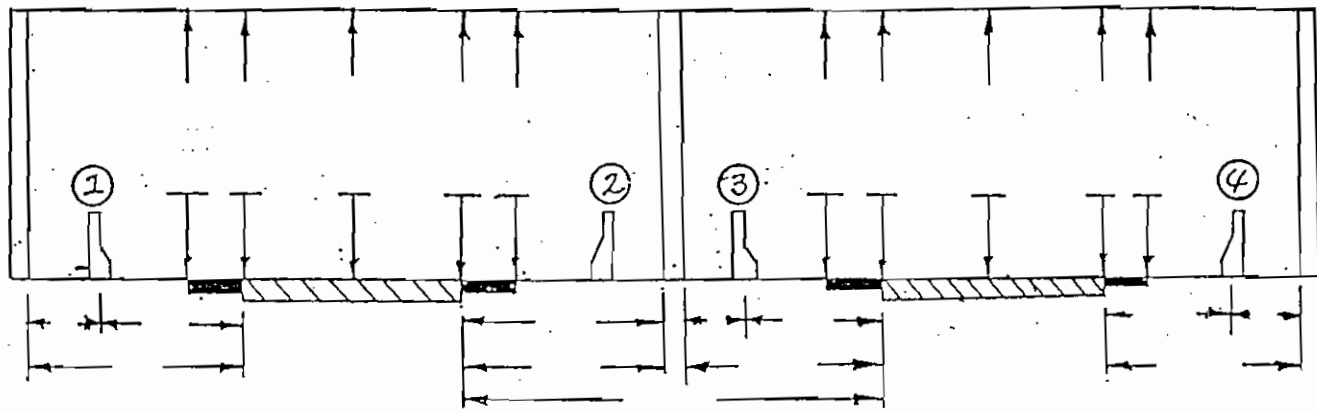
BIR 3.10
Rev. 6-9-92
DT-1510

BRIDGE LOC. NO. 58 - 24 - 24.15
CO. RT. L.M.

DATE 9-5-96

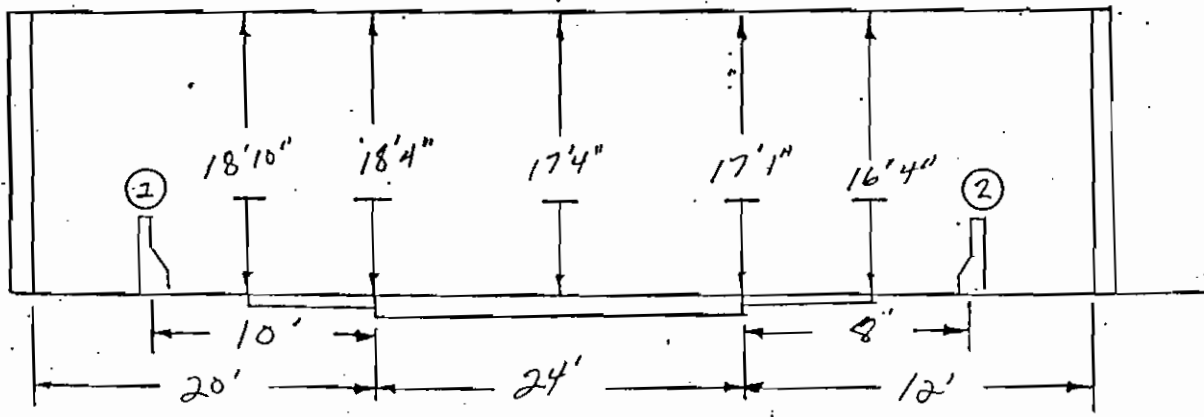
LATERAL AND VERTICAL CLEARANCES

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

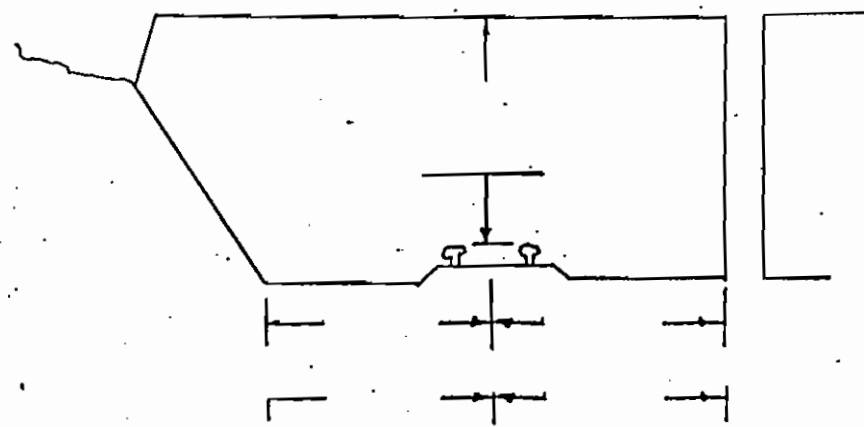


- | | | | |
|-----------------------|-------------|-------------------|----------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [] |
| 2. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [] |
| 3. RAIL/BARRIER TYPE: | W-SHAPE [] | CONC. BARRIER [] | NONE [] |
| 4. RAIL/BARRIER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

BENT/ABUT. _____ *↑ Ahead on 216'* BENT/ABUT. _____



BENT/ABUT. _____



BIR 3.10
Rev. 4/20/90
DT-1510

BRIDGE NO. 58 - I24 - 2415

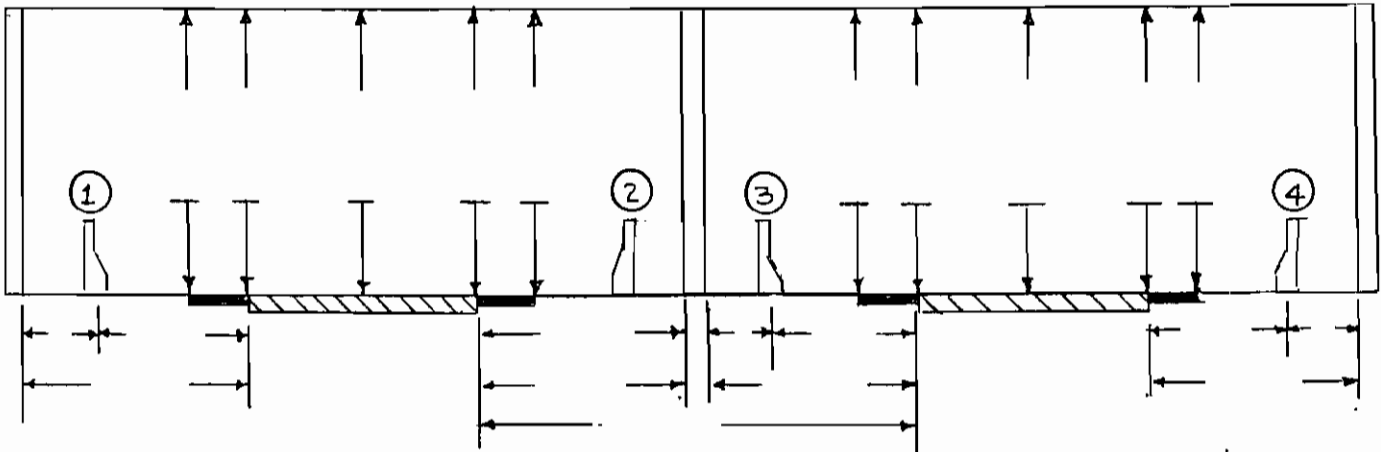
DATE: 7/29/92

LATERAL AND VERTICAL CLEARANCES

BENT/ABUT. _____

BENT _____

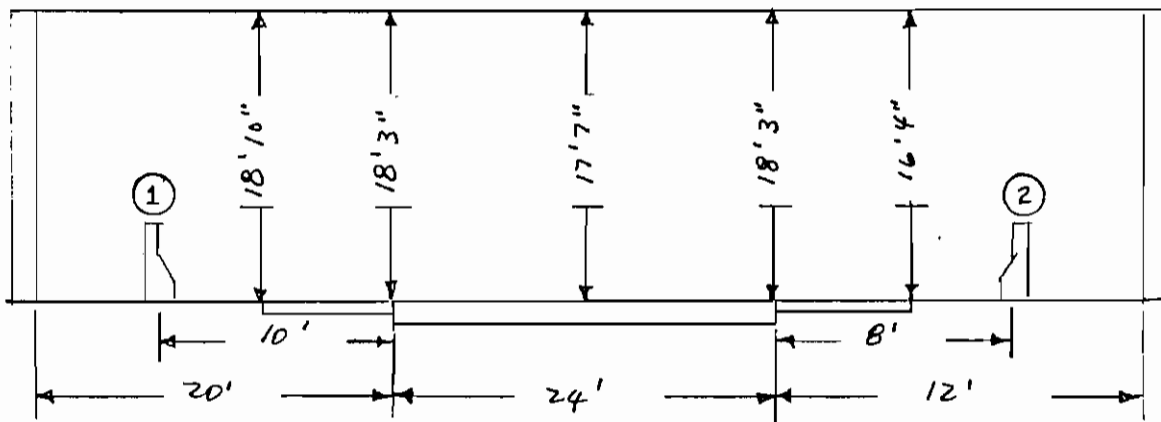
BENT/ABUT. _____



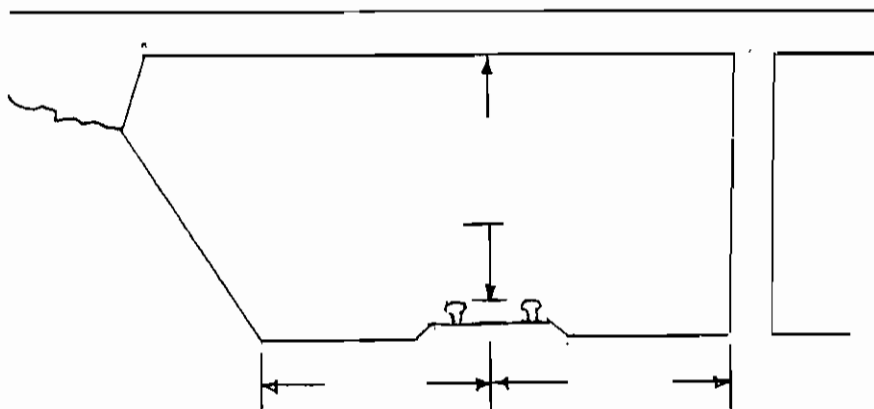
①	RAIL/BARRIER TYPE:	W-Shape	☒	Conc. barrier	☐	None	☐
②	RAIL/BARRIER TYPE:	W-Shape	☒	Conc. barrier	☐	None	☐
③	RAIL/BARRIER TYPE:	W-Shape	☒	Conc. barrier	☐	None	☐
④	RAIL/BARRIER TYPE:	W-Shape	☐	Conc. barrier	☐	None	☐

BENT/ABUT. 1

BENT/ABUT. 2



BENT/ABUT. _____



SAME AS PREVIOUS REPORT ELEVATIONS

PAGE NO. 00014

BRIDGE NO. 58
COUNTY

I-24 LBL
ROUTE

24.15
LOG MILE

7-29-92
DATE

STATION	TOP OF CURB	CUTTERLINE	CENTERLINE	GUTTERLINE	TOP OF CURB
ABUTMENT NO. 1		745.47		745.90	
BENT NO. 1		743.95		744.65	
BENT NO. 2		742.00		742.80	
ABUTMENT NO. 2		740.57		741.30	
BENCH MARK			TOP OF WING ABUT. # 1 RT. SIDE		
ELEVATION			746.66		

BIR 3.10
Rev. 4/20/90
DT-1510

BRIDGE NO. 58 - I-24 - 24.15

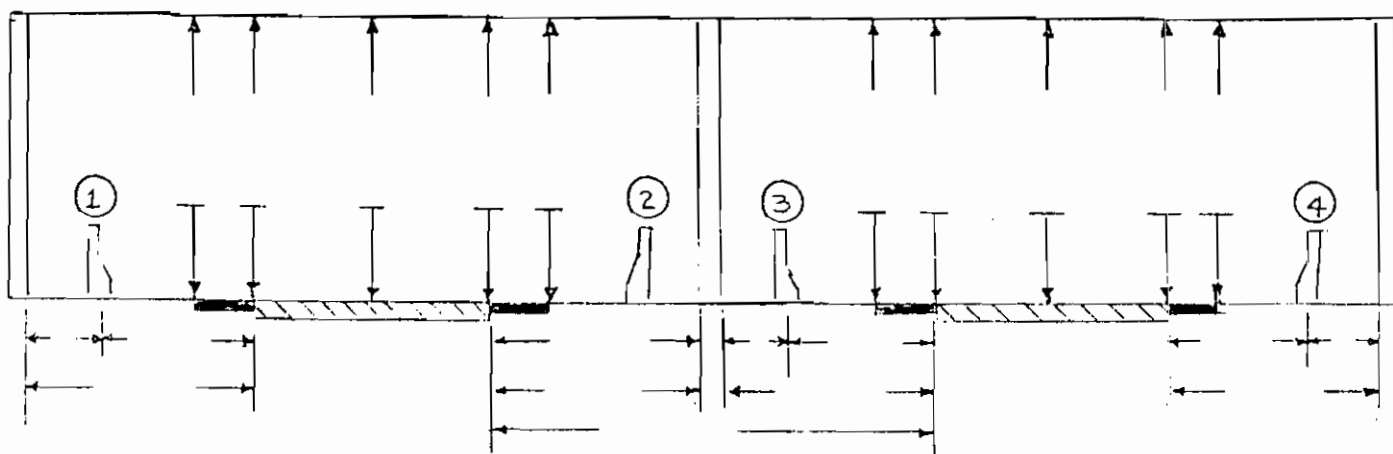
DATE: 6/6/90

LATERAL AND VERTICAL CLEARANCES

BENT/ABUT. _____

BENT _____

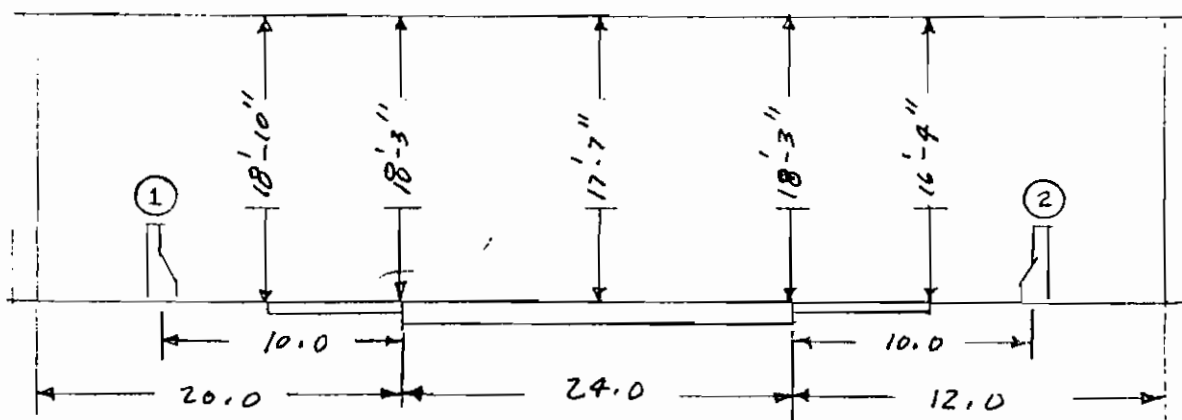
BENT/ABUT. _____



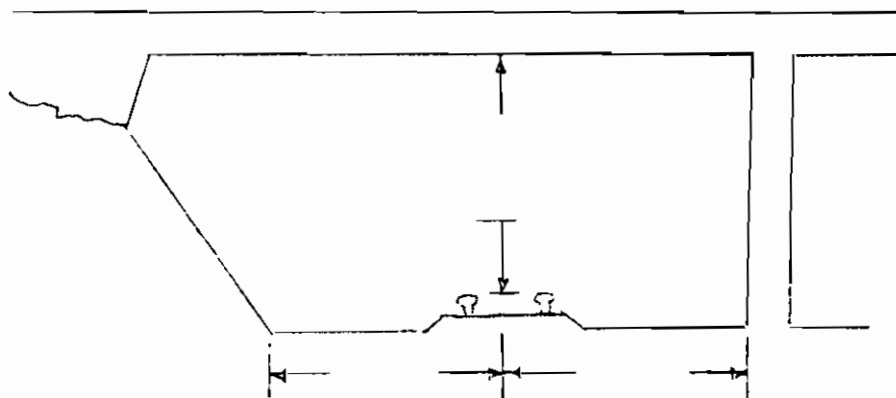
①	RAIL/BARRIER TYPE:	W-Shape	☒	Conc. barrier	☐	None	☐
②	RAIL/BARRIER TYPE:	W-Shape	☒	Conc. barrier	☐	None	☐
③	RAIL/BARRIER TYPE:	W-Shape	☐	Conc. barrier	☐	None	☐
④	RAIL/BARRIER TYPE:	W-Shape	☐	Conc. barrier	☐	None	☐

BENT/ABUT. 1

BENT/ABUT. 2



BENT/ABUT. _____



PAGE NO. 12

6-6-90
DATE

[illegible]

ELEVATIONS OF DECK

PAGE NO 00012

DT0905

58
COUNTY

I-24
ROUTE

24.28
LOG MILE

7-20-88
DATE

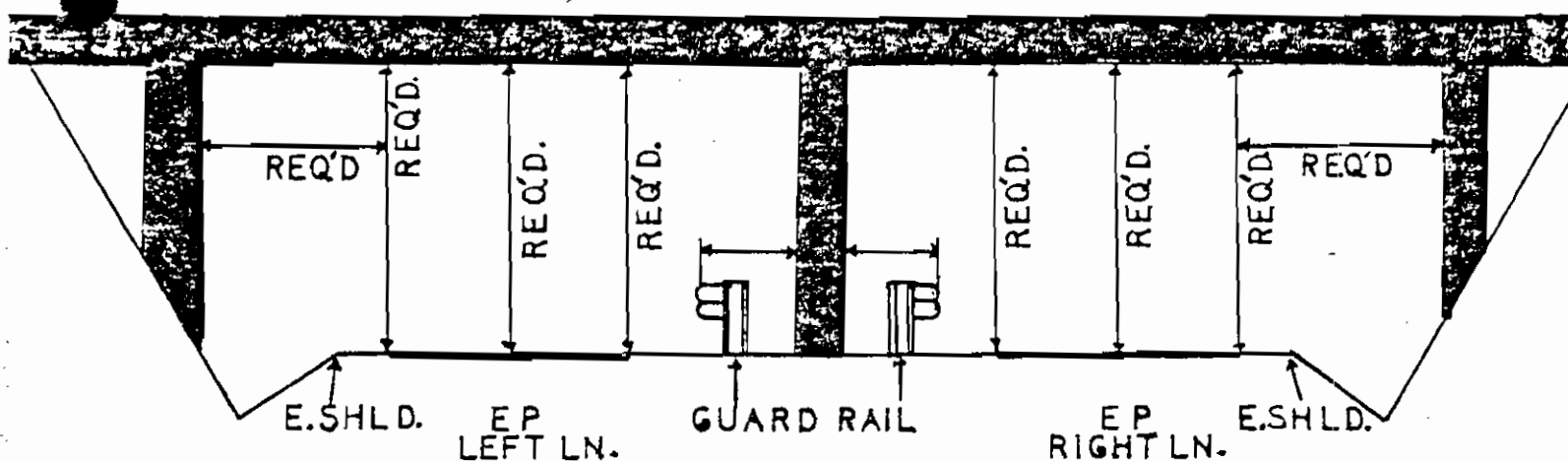
L.T. L&L

STATION	TOP OF CURB	GUTTER	CENTER LINE	GUTTER	TOP OF CURB
ABUT-1		745.47		745.90	
BENT-1		743.95		744.65	
BENT-2		742.00		742.80	
ABUT-2		740.57		741.30	

ELEV. TAKEN FROM PREVIOUS REPORT.

BENCH MARK TOP OF WING, ABUT-1, RT. SIDE
746.66 LOCATION
 ELEVATION

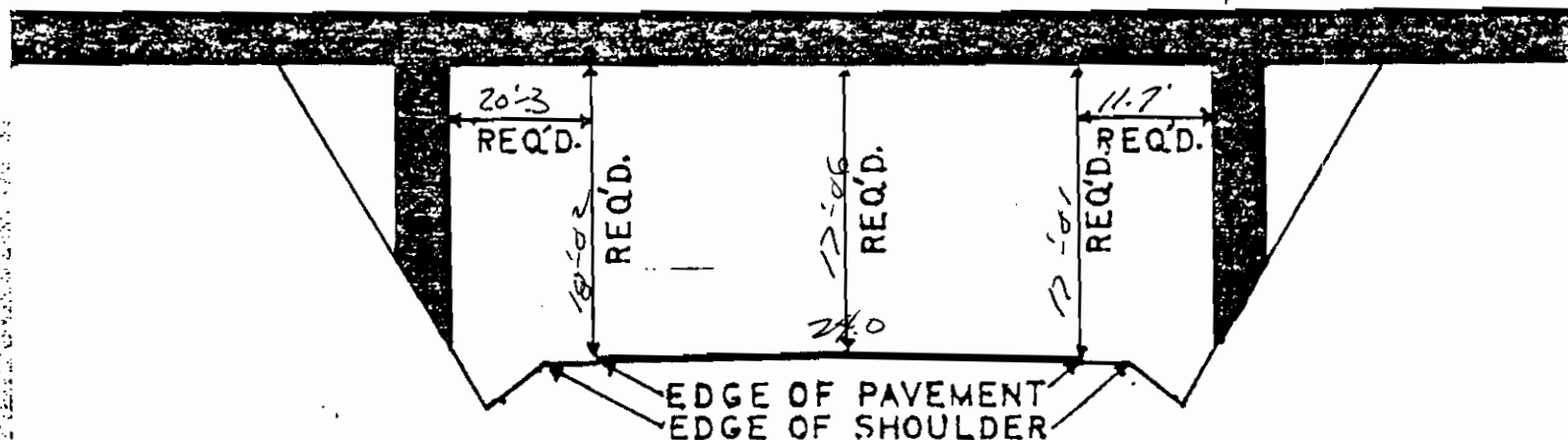
SB- I24- 24.28 LT.



DIVIDED HIGHWAY

Bent-1

Bent-2



TWO LANE HIGHWAY

NOTE: ALL CLEARANCES ARE MINIMUM

Looking N. on

S.L. 27

PHOTOS

PAGE NO. 4

BRIDGE NO.	58	I 24	24.15LT	9-10-98
COUNTY		ROUTE	LOG MILE	DATE

SIDE VIEW



UNDERCLEARANCE SR 27 LOOKING NORTH



PHOTOS

PAGE NO. 4A

BRIDGE NO.	58	I 24	24.15 LT	09-10-98
COUNTY		ROUTE	LOG MILE	DATE

UNDERCLEARANCE SR 27 LOOKING SOUTH



TYPICAL BOTTOM DECK



PHOTOS

PAGE NO. 4B

BRIDGE NO	58	124	24.15 LT.	09-10-98
COUNTY		ROUTE	LOG MILE	DATE

APPROACH LOOKING WEST



LOOKING ACROSS DECK



PHOTOS

PAGE NO. 4C

BRIDGE NO.	58	I 24	24.15 LT.	09-10-98
COUNTY		ROUTE	LOG MILE	DATE

JOINT APPROACH 1 PUMPING



APPROACH LOOKING EAST

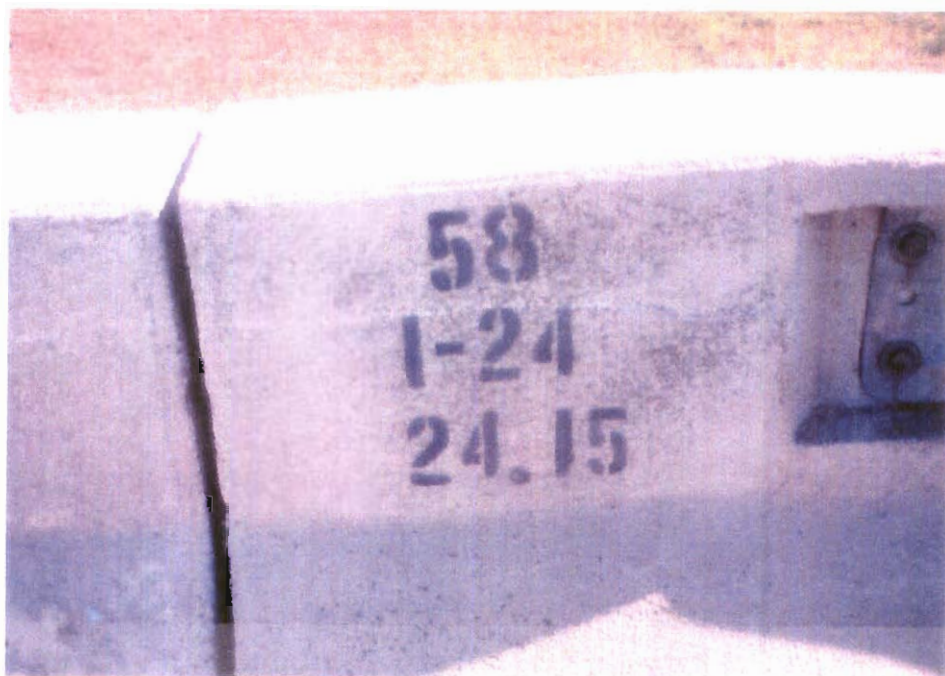


PHOTOS

PAGE NO. 4 D

BRIDGE NO.	58	I 24	24.15 RT.	09-10-98
COUNTY		ROUTE	LOG MILE	DATE

BRIDGE NUMBER



BRIDGE INSPECTION REPORT

PAGE 5

FORM BIR 3.0

Rev. 3-1-97

DT-0069

FIELD REPORT NO. 13 DATE 09-10-98PREVIOUS REPORT NO. 12 DATE 09-05-96PLANS ---- YES ☐ NO ☐BRIDGE NO. 58I00240042BRIDGE LOC. NO. 58 - I24 - 24.15L (38.86L)

ELEVEN DIGIT NO.

CO. ROUTE LOG MILE (LOG km)

I24 L.B.L. OVER 58-27-4.26

ROAD NAME

FEATURE INTERSECTED

STRUCTURE NAME (IF NAMED)

YEAR CONSTRUCTED 1965 COUNTY MARION MAINTENANCE DISTRICT NO. 22

(ESTIMATED OR ACTUAL)

☐☒

YEAR WIDENED

YEAR REHABILITATED

ESTIMATED OR ACTUAL

ESTIMATED OR ACTUAL

☐☐☐☐

FEATURES

WEARING SURFACE-- CONCRETE ☐ TIMBER ☐ ASPHALT ☒ (DEPTH=100 mm)FLARED WIDTH ----- YES ☐ NO ☒NAVIGATIONAL CONTROL-- YES ☐ NO ☒MEDIAN WIDTH ----- OPEN ☐ NONE ☒ CLOSED ☐BRIDGE SKEW 77 LT ☐ RT ☒

INSPECTORS

STRUCTURE TYPE C.C.D.GNO. SPANS 31. BRASSFIELD

Main Span

Main Span

2. FARRIS

STRUCTURE TYPE

NO. SPANS

3. _____

Approach Spans

Approach Spans

4. _____

MAXIMUM SPAN LENGTH 18.16 TOTAL LENGTH 45.06

5. _____

WIDTHS (*.**m)

CLEARANCES (*.**m)

6. _____

DECK OUT-TO-OUT 12.55 MIN. VERTICAL OVER DECK UL

7. _____

ROADWAY CURB/CURB 11.31 MIN. VERTICAL UNDER CL. 5.21SIDEWALK N-A RT N-A LT MIN. LATERAL UNDER CLEARANCE: 8. _____*APPROACH ROADWAY 7.32 2.44RT

9. _____

APPROACH SHLD. 3.66RT3.05LT1.83LT

*DOES NOT INCLUDE SHOULDER

UNDERWATER INSPECTION

(< 7.62 m)

NBIS BRIDGE

LENGTH _____

(*.**m)

INSPECTION PERFORMED BY:

DOT FIELD TEAM ☐ DATE _____CONTRACT DIVERS ☐ DATE _____NONE REQUIRED ☒

FRACTURE CRITICAL

DETAILS: YES ☐ NO ☒CHANGE IN STRUCTURAL CONDITION YES ☐ NO ☒

IF YES, INCLUDE BIR 3.9

MAJOR REPAIRS MADE YES ☐ NO ☒

COMMENTS: APPROACH 1 RATED FAIR, ASPHALT HAS MODERATE PUMPING, UNLEVEL IN AREAS

JAMES FARRISBRIDGE RATING ☒ ☐ ☐ ☐

SUPERVISING BRIDGE INSPECTOR

GOOD FAIR POOR CRITICAL

NOTE: UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2)

DECIMAL PLACES IN METERS.

PERFORMANCE EVALUATION

Time of day inspected A.M. Weather conditions SUNNY

Vehicles observed ALL TYPES

LIVE LOAD BEHAVIOR	YES	NO	COMMENTS
Substructure			
Horiz. & Vert. Defl. - - - []		[X]	
Vibration - - - - - []		[X]	
Superstructure			
Horiz. & Vert. Defl. - - - []		[X]	
Vibration - - - - - []		[X]	

APPROACH

Alignment	(G) F P C	
Slab	G F P C	
Joints	G F P C	
Pavement	(G) (F) P C	APPROACH 1 FAIR, ASPHALT PUMPING
Embankment	(G) F P C	
Drains	(G) F P C	

TRAFFIC SAFETY FEATURES

		STANDARD	SUB-STANDARD
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	
Paddleboard - - - - - []		[X]	[]	WEIGHT LIMIT POSTED
				YES [] NO [X]
Vertical Clearance (< 4.4 m) - - - []		[X]	[]	GROSS-- TONS
Narrow [] One Lane Bridge [] - []		[X]	[]	2 AXLE - TONS
				3 OR MORE
				AXLES--- TONS

Other Signs or Plaques

Comments Regarding Any Problems With Signing

RECOMMENDATIONS

Bridgerail Is Substandard []	Install Post Load Limit Signs []
Approach Rail Is Substandard []	Level Approach 1 [X]
Install Paddleboard Signs []	
Other Recommendations	

NOTE: UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2) DECIMAL PLACES IN METERS.

DECK

COMMENTS

WEARING SURFACE	(G) F P C	
DECK - STRUCTURAL	(G) F P C	FEW HAIRLINE CRACKS
CONDITION		
CURBS	G F P C	N/A
MEDIAN	G F P C	N/A
SIDEWALKS	G F P C	N/A
PARAPET	(G) F P C	FEW HAIRLINE VERTICAL CRACKS
RAILING	G F P C	N/A
PAINT	G F P C	N/A
DRAINS	(G) F P C	
LIGHTING STD'S	G F P C	N/A
UTILITIES	G F P C	N/A
JOINT LEAKAGE	G F P C	N/A
EXPANSION JOINTS	G F P C	N/A

SUPERSTRUCTURE

COMMENTS

BEARING DEVICES	(G) F P C	
GIRDERS OR BEAMS	(G) F P C	HAIRLINE TENSION CRACKS
FLOOR BEAMS	G F P C	N/A
STRINGERS	G F P C	N/A
DIAPHRAGMS	(G) F P C	
BRACING	G F P C	N/A
TRUSSES - GENERAL	G F P C	N/A
- PORTALS	G F P C	N/A
- BRACING	G F P C	N/A
PAINT	G F P C	N/A
ALIGNMENT OF MEMBERS	(G) F P C	

TEXTURE COAT

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

COMMENTS: PARAPETS ONLY	SCALING	G F P C
RECOMMENDATIONS	CLEAN & SEAL JOINTS	[]
	CLEAN DRAINS	[]

NOTE: UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2) DECIMAL PLACES IN METERS.

SUBSTRUCTURE

ABUTMENTS

COMMENTS

CAPS	(G) F P C	
BREASTWALL	(G) F P C	FEW HAIRLINE VERTICAL CRACKS
WINGS	(G) F P C	
BACKWALL	(G) F P C	#2 RT. HAS REBAR SPALL
PLUMB	(G) F P C	
FOOTING	G F P C	NOT VISIBLE
PILES	G F P C	NOT VISIBLE
EMBANKMENT	(G) F P C	
BEARING SURFACE	(G) F P C	
SLOPE PAVING	(G) F P C	

PIERS

CAPS	G F P C	N/A
COLUMNS	G F P C	N/A
PLUMB	G F P C	N/A
FOOTINGS	G F P C	N/A
PILES	G F P C	N/A
BEARING SURFACE	G F P C	N/A

BENTS

CAPS	G F P C	N/A
COLUMNS	(G) F P C	
PLUMB	(G) F P C	
FOOTINGS	G F P C	NOT VISIBLE
PILES	G F P C	NOT VISIBLE
BEARING SURFACE	(G) F P C	

PILES NEED REPLACEMENT	NO [X] YES []	PILES TO BE REPLACED			
		PILE(S)	BENT	PILE(S)	BENT
CUT VEGETATION	NO [X] YES []				
CLEAR DRIFT	NO [X] YES []				

RECOMMENDATIONS:

NOTE:

UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2) DECIMAL PLACES IN METERS.

FRACTURE CRITICAL MEMBERS AND DETAILS

NOTE: Questions I and II both must be answered.

I. Is this a non-redundant bridge? YES [] NO [X]
(If YES then answer question III)

II. Does it have Fracture Critical Details? YES [] NO [X]
(If YES then answer question IV)

NOTE: Only check items that apply for questions III and IV.

III. Type of non-redundant bridge:

1. Simply supported two girder system []
2. Continuous two girder system []
3. Simply supported truss. []
4. Continuous truss. []
5. Simply supported longitudinal box beam []
6. Continuous longitudinal box beam. []
7. Suspension bridge []
8. Tied arch bridge. []
9. Steel pier/bent cap []
10. Single bearing devices. []

IV. Fracture critical details:

1. Changes in cross section at:
 - A. Cover plates []
 - B. Insert plates. []
 - C. Coped sections []
2. Framing system member connected at tension areas of:
 - A. Floor beams. []
 - B. Bracing members. []
 - C. Diaphragms or cross frames []
3. Web stiffeners []
4. Eyebars. []
5. Pin and hanger connections. []
6. Single bearing devices. []

V. Structural condition of FC members and details: (note location)

A. 1. Cracking of FC members? YES [] NO []
2. Cracking of FC details? YES [] NO []

B. 1. Corrosion of FC members? G F P C
2. Corrosion of FC details? G F P C

VI. Comments: _____

NOTE: UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2) DECIMAL PLACES IN METERS.

PAGE 1 OF 2
FORM BIR 3.0A
Rev. 7-1-98
DT-1443

Page No.11
CURRENT FIELD REPORT NO. 13 DATE 09-10-98
PREVIOUS FIELD REPORT NO. 12 DATE 09-05-98

INSPECTION REPORT FOR UNDERPASS ROUTE

BRIDGE NO. 58I00240042 UNDERPASS LOC. NO. 58 - 27 - 4.26L (6.86L)
ELEVEN DIGIT NO. CO. ROUTE L.M. (LOG km)
58 - I24 - 24.15L (38.86L) OVER 58 - 27 - 4.26 (6.86)
CO. ROUTE L.M. (LOG km) CO. ROUTE L.M. (LOG km)
COUNTY MARION STRUCTURE NAME _____
YEAR CONSTRUCTED 1965 YEAR WIDENED _____ YEAR REHABILITATED _____
ESTIMATED[] ACTUAL[X] ESTIMATED[] ACTUAL[] ESTIMATED[] ACTUAL[]

GEOMETRIC FEATURES UNDER BRIDGE

DIVIDED HIGHWAY - - - LEFT ROADWAY [] RIGHT ROADWAY [] N.A. [X]
TYPE OF WEARING SURFACE - - - CONCRETE [] ASPHALT [X] GRAVEL []
WIDTH OF APPROACH TRAVELED ROADWAY 7.32 m (DOES NOT INCLUDE SHOULDERS)
WIDTH OF MEDIAN IF DIVIDED HIGHWAY N/A m
APPROACH SHOULDER WIDTH 3.05 m (RT.) 3.05 m (LT.)
*HORIZONTAL CLEARANCE UNDER BRIDGE 17.07 m
*DISTANCE BETWEEN PIER PROTECTION GUARDRAIL AND
SUBSTRUCTURE 0.61 m (RT.) 3.05 m (LT.)
*WIDTH OF SIDEWALK UNDER BRIDGE N/A m (RT.) N/A m (LT.)
MINIMUM VERTICAL CLEARANCE 4.98 m (.**m)
*SHOW ON SKETCH

TRAFFIC SAFETY FEATURES FOR UNDERPASS ROUTE

	STANDARD SUB-STANDARD							
PIER PROTECTION RAILING OR PARAPET	(G)	F	P	C	[X]	[]	NON EXIST	[]
APPROACH GUARDRAIL TRANSITIONS	(G)	F	P	C	[X]	[]	NON EXIST	[]
APPROACH GUARDRAIL	(G)	F	P	C	[X]	[]	NON EXIST	[]
APPROACH GUARDRAIL TERMINAL	(G)	F	P	C	[X]	[]	NON EXIST	[]

SIGNING FOR UNDERPASS ROUTE

				INSPECTORS
PADDLEBOARD	YES []	NO [X]	NEEDED []	
VERTICAL CLEARANCE				1. BRASSFIELD
(< 4.4 m)	YES []	NO [X]	NEEDED []	2. FARRIS
NARROW PASSAGE	YES []	NO [X]	NEEDED []	3.
ONE LANE PASSAGE	YES []	NO [X]	NEEDED []	4.
				5.
				6.

NOTE: UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2)
DECIMAL PLACES IN METERS.

PAGE 2 OF 2
FORM BIR 3.0A (CONTINUED)
Rev. 7-1-98
DT-1443

Page No.12
DATE 09-10-98

UNDERPASS LOC. NO. 58 - 27 - 4.24L (6.86L)
CO. ROUTE L.M. (LOG km)

OTHER SIGNS OR PLAQUES

COMMENTS REGARDING ANY PROBLEM WITH SIGNING

BRIDGE FEATURES

BRIDGE SKEW 77° LT ☐ RT ☒

STRUCTURE TYPE C.D.G
MAIN SPAN

NO. SPANS 3
MAIN TYPE

STRUCTURE TYPE APPROACH SPAN

NO. SPANS APPROACH TYPE

MAXIMUM SPAN LENGTH 18.16 m TOTAL LENGTH 43.84 m

WIDTH OF BRIDGE OUT-TO-OUT 12.55 m (RIGHT ANGLE TO CENTERLINE OF BRIDGE)

WIDTH OF BRIDGE ALONG SKEW 12.86 m (IF UNABLE TO MEASURE AT RIGHT
ANGLE TO CENTERLINE OF BRIDGE)

NUMBER OF LANES/TRACKS ON BRIDGE 2

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 MEMBERS? YES ☐ NO ☒

COMMENT ON ANY CONDITIONS OF BRIDGE THAT WOULD EFFECT ROADWAY BENEATH:

NOTE: IF UNDERPASS ROUTE IS DIVIDED HIGHWAY,
USE TWO (2) 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

NOTE: UNLESS OTHERWISE NOTED, MEASUREMENTS ARE TO BE TAKEN TO TWO (2)
DECIMAL PLACES IN METERS.

INSPECTION TEAM'S SUMMARY

PAGE NO. 13

BRIDGE NO. 58 I-24 24.15L 09-10-98

COUNTY ROUTE NO. LOG MILE DATE

ON SEPTEMBER 10, 1998, A REGION TWO BRIDGE INSPECTION TEAM OF TULLAHOMA INSPECTED THIS STRUCTURE AND FOUND IT IN GOOD CONDITION.

THE ABUTMENT BREASTWALLS HAVE A FEW HAIRLINE VERTICAL CRACKS. THE NEOPRENE PADS UNDER BEAMS A, B AND C AT ABUTMENT 1 HAVE SPLIT.

THE SUPERSTRUCTURE IS GOOD.

THE WEARING SURFACE IS GOOD. APPROACH # 1 IS FAIR, THE ASPHALT IS PUMPING AND UNEVEN AREAS.

BRIDGE NO. 58
COUNTYI-24 LBL
ROUTE24.15
LOG MILE

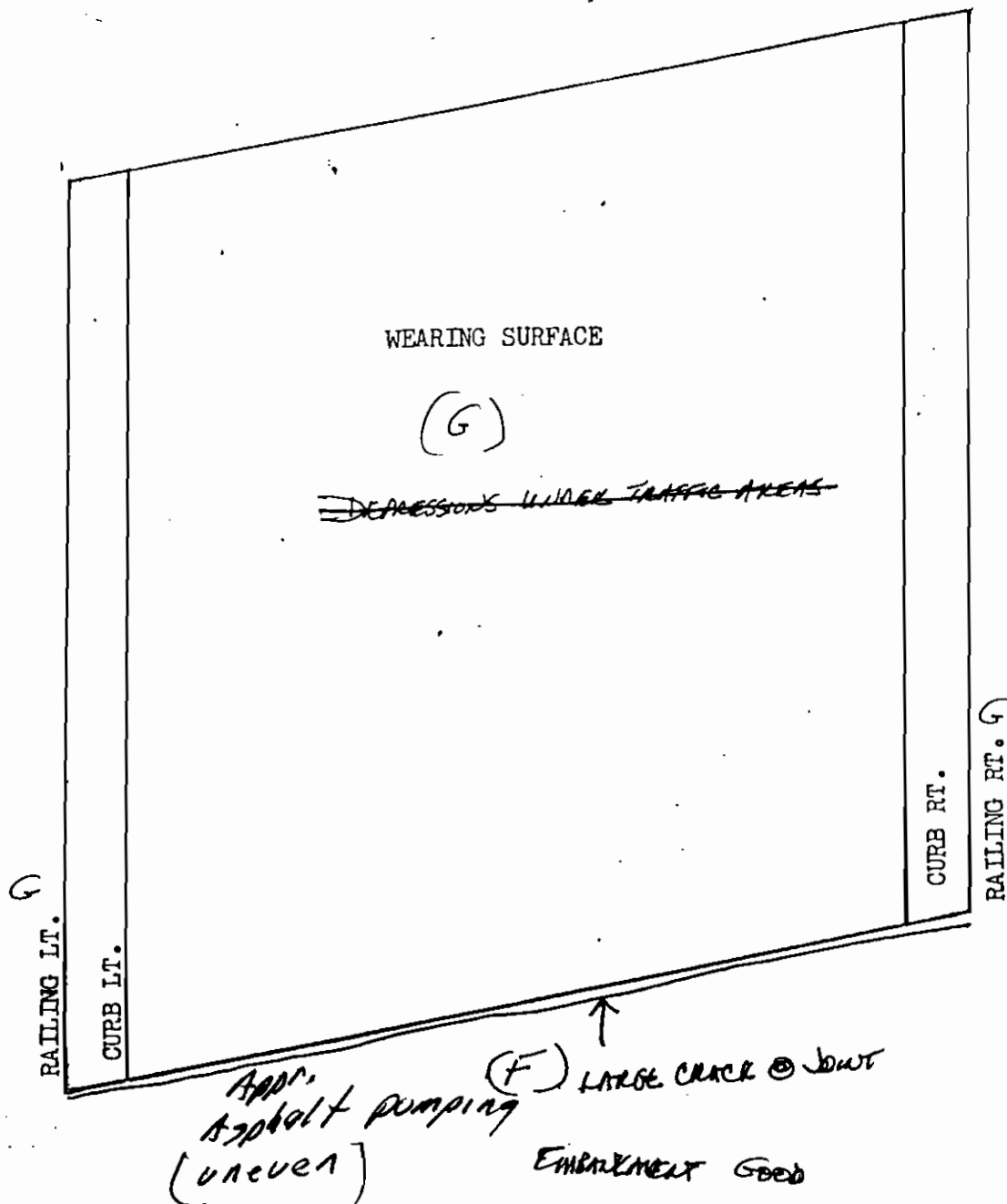
9-10-48

~~7-28-82~~
DATE

ELEMENT	RATING	COMMENTS
WEARING SURFACE	G	SLIGHT DEPRESSIONS IN TRAFFIC LANES
APPROACHES	E-F	LARGE CRACKS @ BRIDGE ENDS, Appl. pumping)
		needs leveling.
BRIDGE RAIL	G	H.C. VERTICAL CRACKS W/LEAKAGE
CURBS	-	
DRAINS	-	
EXPANSION DEVICE	-	
JOINTS	-	
RAIL	G	
DRAIN		
EMBANK	G	
EMBANK	G	

TOP SPAN NO. 1PAGE NO. 00016

BRIDGE NO.

58
COUNTYI-24 LBL
ROUTE24.15
LOG MILE9-10-98
DATE

BOTTOM SPAN NO. 1 PAGE NO: 00018

BRIDGE NO.

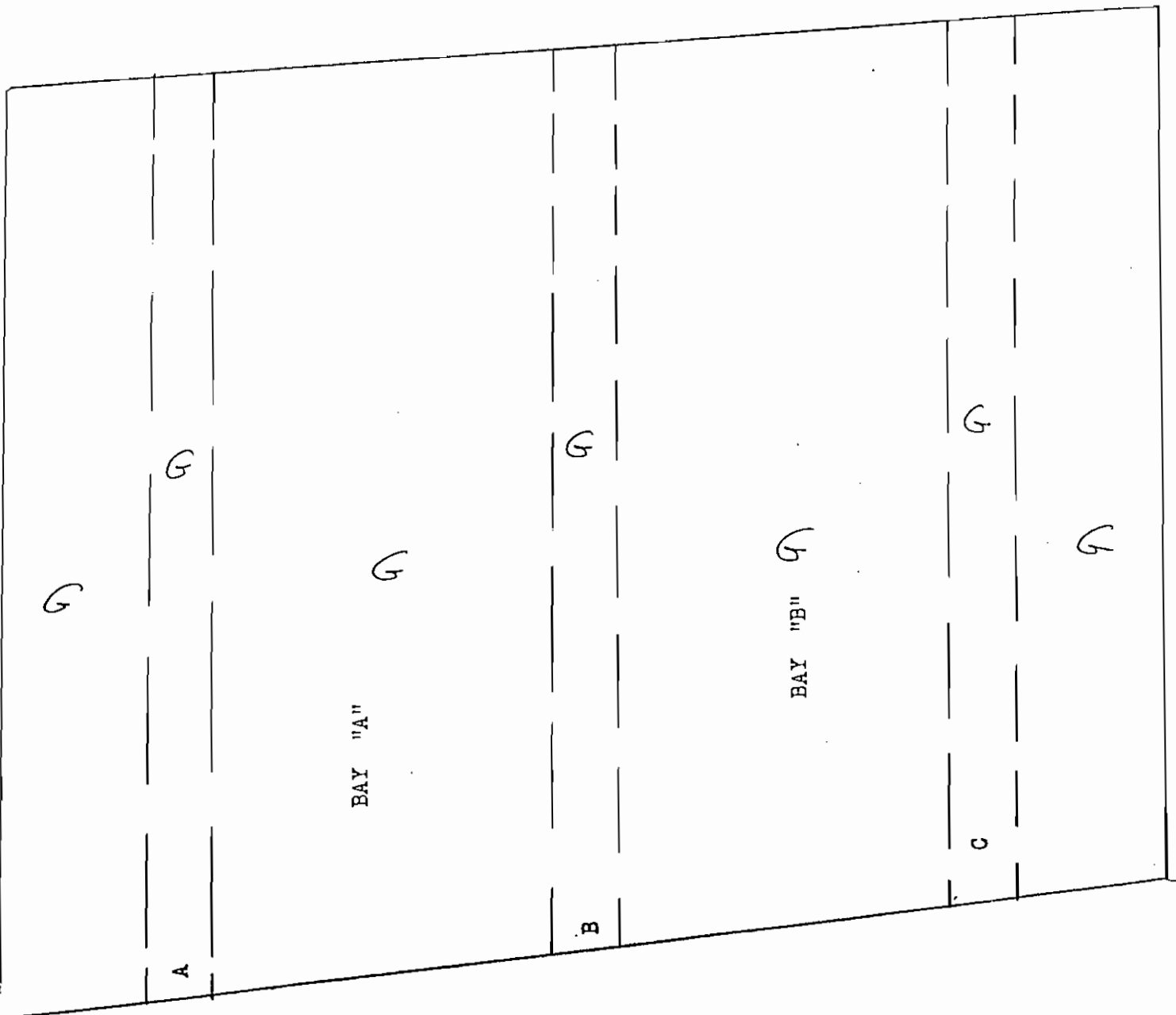
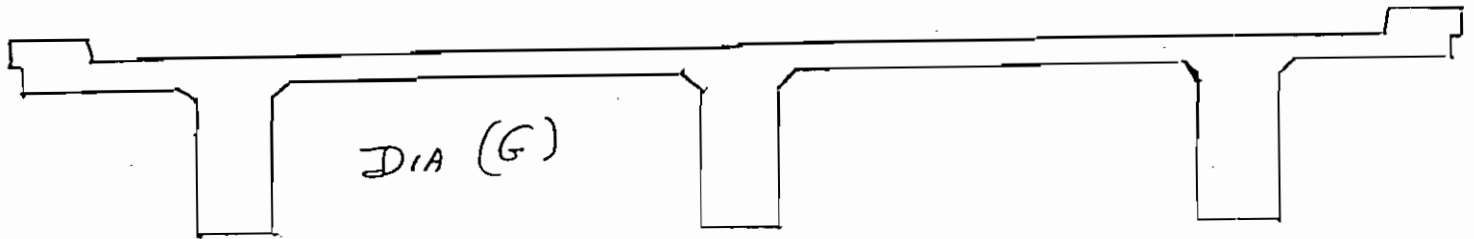
58
COUNTY

I-24 LBL
ROUTE

24.15
LOG MILE

9-10-98

~~7-10-98~~
DATE



BRIDGE NO. 58
COUNTYI-24 LBL
ROUTE24.15
LOG MILE9-10-98
~~7-10-98~~
DATE

ELEMENT	RATING	COMMENTS
WEARING SURFACE	G	SLIGHTLY DEPRESSION UNDER TRAFFIC
APPROACHES	—	
BRIDGE RAIL	G	H.C. VERTICAL CRACKS
CURBS	—	
DRAINS	—	
EXPANSION DEVICE	—	
JOINTS	—	

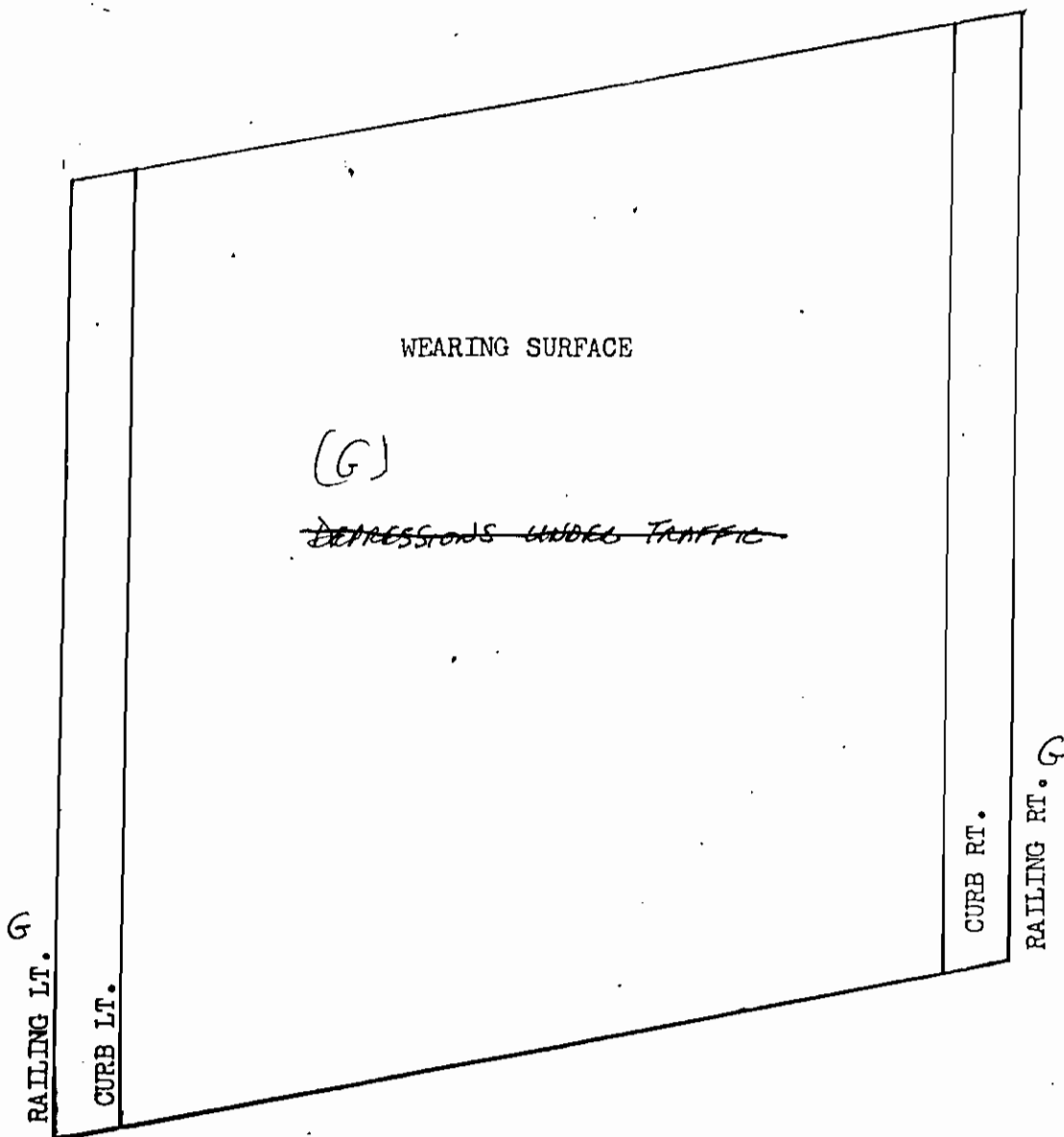
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2

PAGE NO.

00020

BRIDGE NO.

58
COUNTYI-24 LBL
ROUTE24.15
LOG MILE9-10-98
~~7-9-98~~
DATE

NO. 2

BRIDGE NO. 58
COUNTY _____

I-24 LBL
ROUTE

24.15
LOG MILE

9-10-98
~~7-29-98~~
DATE

COMMENTS

[illegible]

BOTTOM SPAN NO. 2 PAGE NO. : 00022

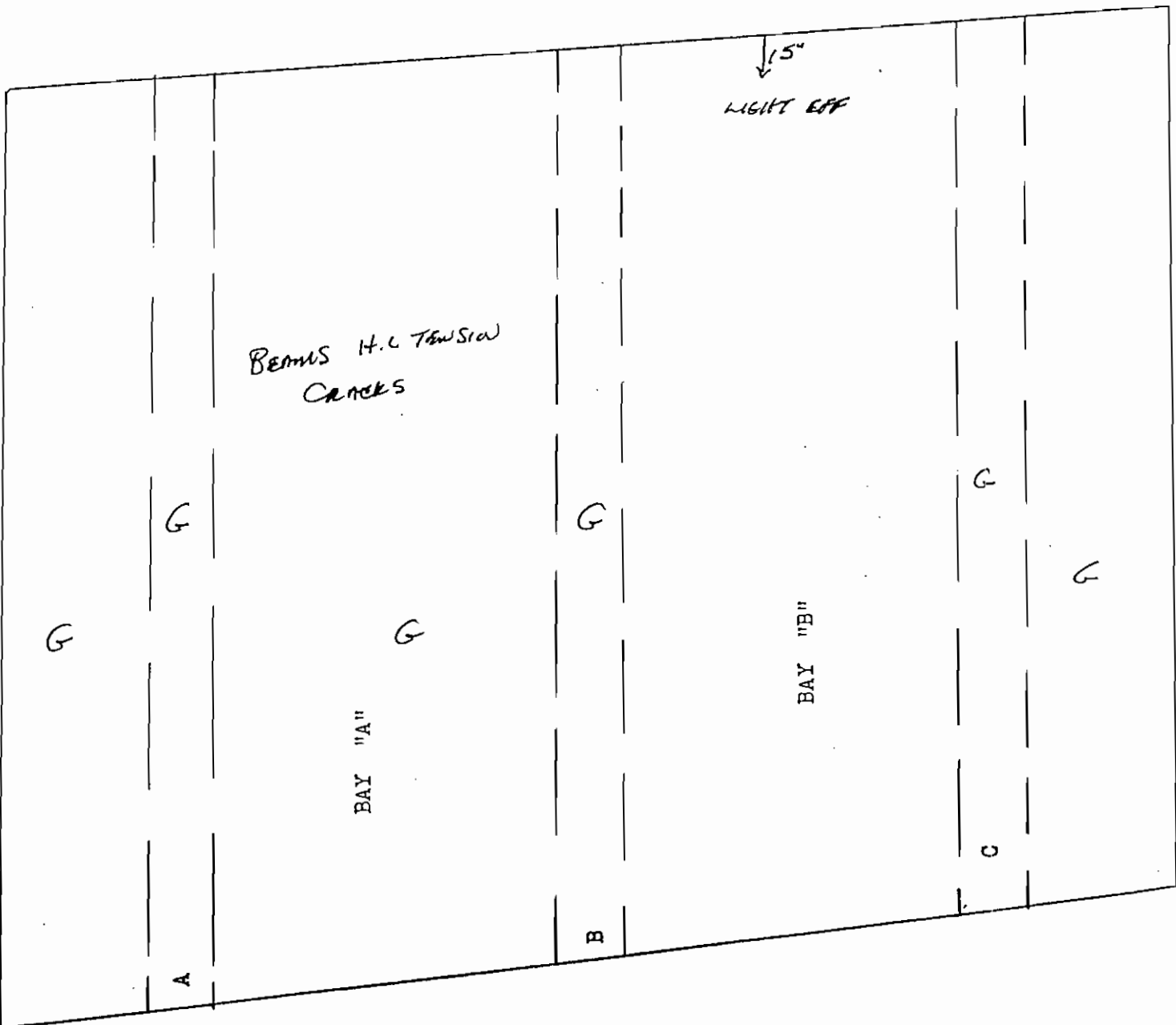
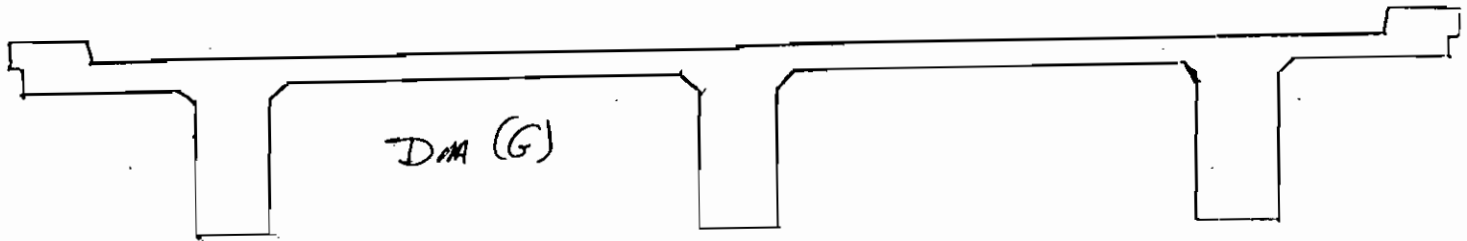
BRIDGE NO.

58
COUNTY

I-24 LBL
ROUTE

24.15
LOG MILE

9-10-98
~~7-2-98~~
DATE



BRIDGE NO. 58
COUNTYI-24 LBL
ROUTE24.15
LOG MILE9-10-98
~~7-8-98~~
DATE

ELEMENT	RATING	COMMENTS
WEARING SURFACE	G	
APPROACHES	G	CRACK ACROSS BRIDGE END
BRIDGE RAIL	G	PARAPET - H.C. VERTICAL CRACKS
CURBS	—	
DRAINS	G TO F	2 ARE BLOCKED
EXPANSION DEVICE	—	
JOINTS	—	
APP. RAIL	G	ACCEPTABLE
APP. DRAIN	G	
EMBANK	G	
EMBANK	G	

TOP SPAN NO. 3 PAGE NO. 00024

BRIDGE NO. 58 COUNTY I-24 LBL ROUTE 24.15 LOG MILE 9-10-98 DATE

Embankment
G

CRACK AT APP. - BRIDGE GULL

APP.
GR.
(G) ACCEPTABLE

(G)

WEARING SURFACE

DRAINS
G TO F

H.C. CR.
VIEW CR.
PARAPET
RAILING LT. G

CURB LT.

CURB RT.

RAILING RT. G
H.C.
VIEW CR.
PARAPET

BOTTOM SPAN NO. 3 PAGE NO. 00026

9-10-98

BRIDGE NO.

58
COUNTY

I-24 LBL
ROUTE

24.15
LOG MILE

DATE

DIA
(G)

↑ 8"
↓
REBAR

SPALLS 1/8" X 1/4" DEE

BEAMS
H.L. TENSION CKS.

G

G

G

G

G

G

G

7"

REBAR SPALL
5" X 4" X 1"

8" X 3" X 1"

BAY "A"

BAY "B"

14'

A

B

C

SPAN NO. 3 BEAM NO. A PAGE NO. 00027

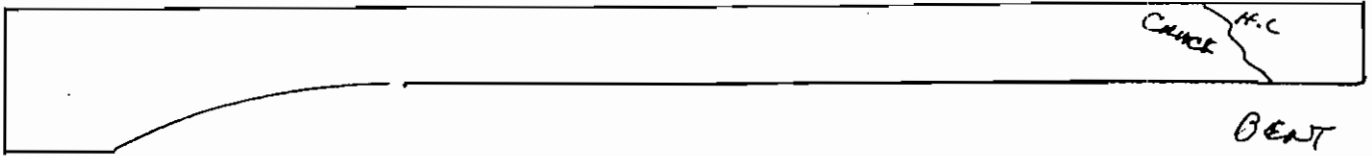
BRIDGE NO.

58
COUNTY

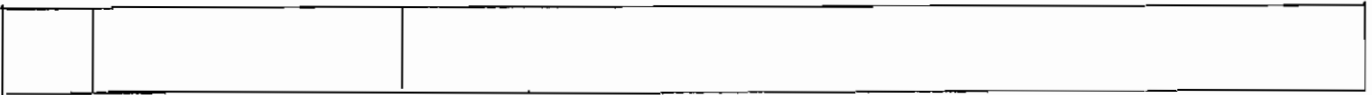
I-24 LBL
ROUTE

24.15
LOG MILE

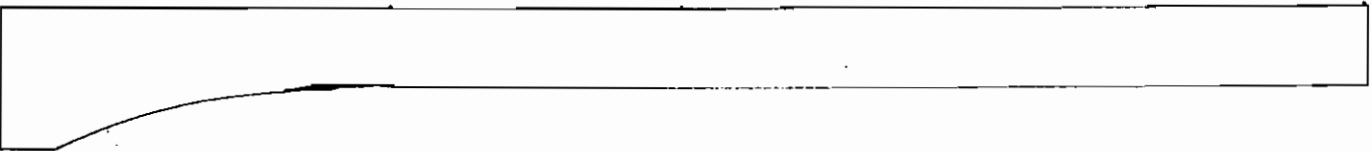
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~~7-23-98~~
DATE



LT. SIDE



BOTTOM



RT. SIDE

ABUTMENT NO. 1PAGE NO. 00028BRIDGE NO. 58
COUNTYI-24 LBL.
ROUTE24.15
LOG MILE9-10-98
~~7-29-98~~
DATE

ELEMENT RATING

COMMENTS

BACKWALL	—	
BRIDGE SEAT	G	DIRT & DEBRIS
RISER BLOCKS	G	
BEARINGS	G-F	ROAD SLIPPING OUT @ FRONT FACE ALL 3
BREAST WALL	G	H.C. CRACKS
WINGS	G	
FOOTING	—	
PILING	—	
SLOPE		

ABUTMENT NO. 1

PAGE NO. 00029

BRIDGE NO. 58

COUNTY

I-24 LBL

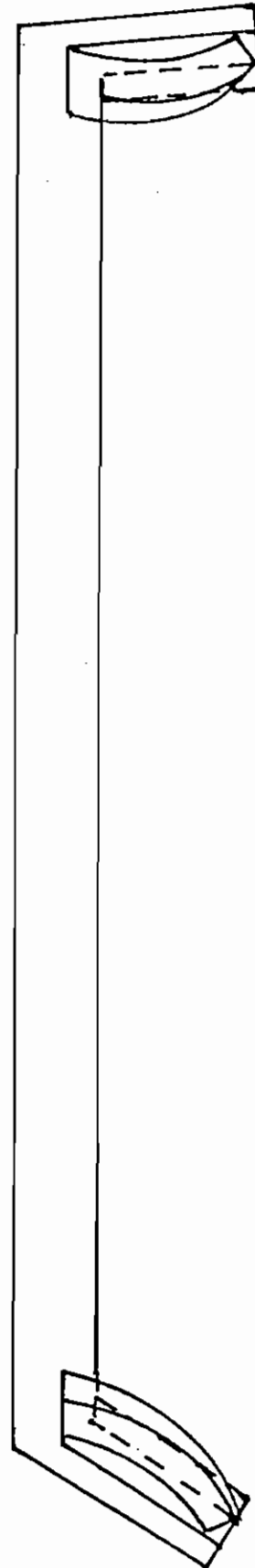
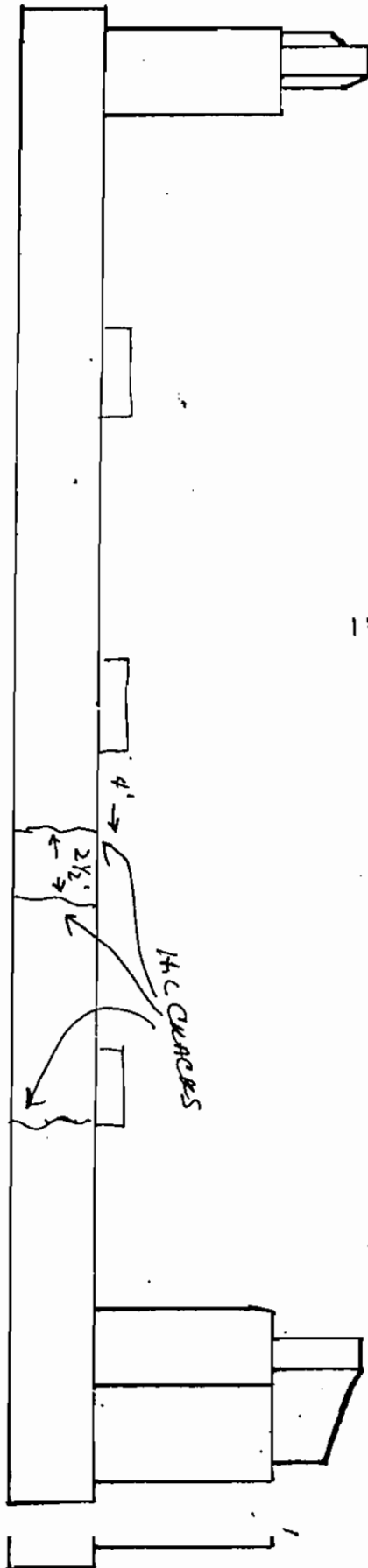
ROUTE

24.15

LOG MILE

9-10-92

DATE



BENT NO. 1PAGE NO.: 00030BRIDGE NO. 58
COUNTYI-24 LBL
ROUTE24.15
100 MILE9-10-98
~~7-10-98~~
DATE

ELEMENT	RATING	COMMENTS
BRIDGESEAT	—	
BEARINGS	G	
CAP	—	
COLUMNS	G	
COLLARS	—	
FOOTINGS	—	
RISERS	U	

BENT NO. 1

PAGE NO. 00031

9-10-98

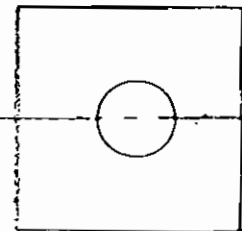
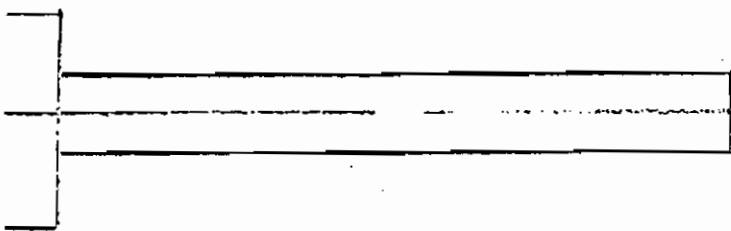
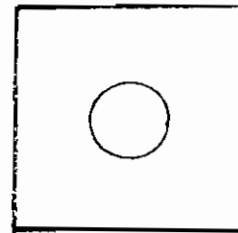
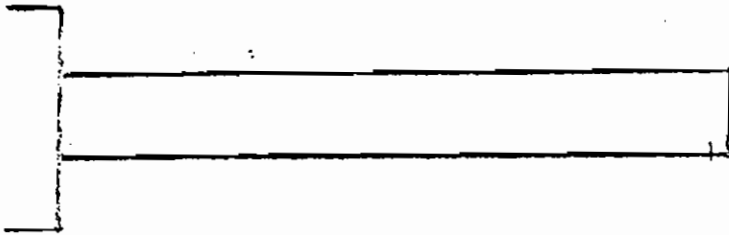
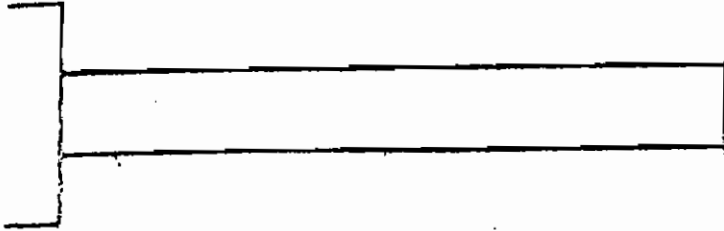
BRIDGE NO.

58
COUNTY

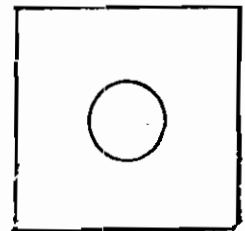
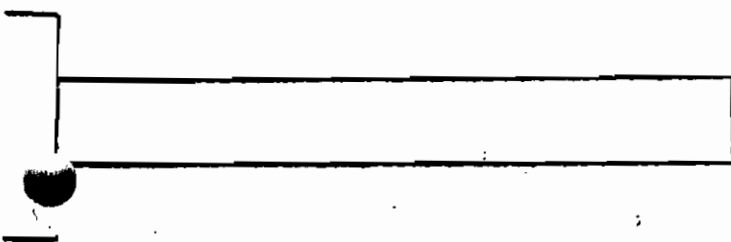
I-24 LBL
ROUTE

24.15
LOG MILE

DATE



P



BRIDGE NO. 58
COUNTYI-24 LBL
ROUTE24.15
100 MILE9-10-98
~~7-10-98~~
DATE

ELEMENT RATING

COMMENTS

BRIDGESEAT		
BEARINGS	G	
CAP	—	
COLUMNS	G	
COLLARS	—	
FOOTINGS	—	
RISERS	✓	

BENT NO. 2

PAGE NO. 00033

9-10-98

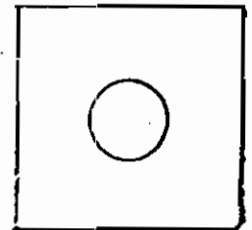
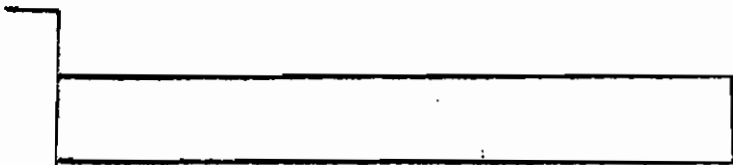
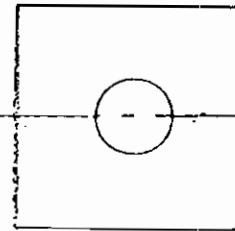
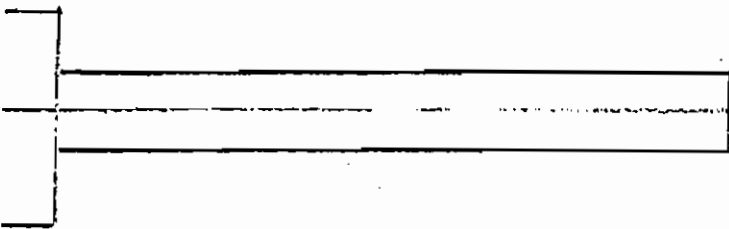
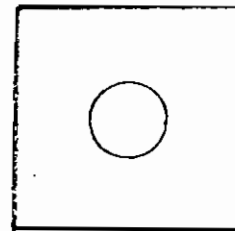
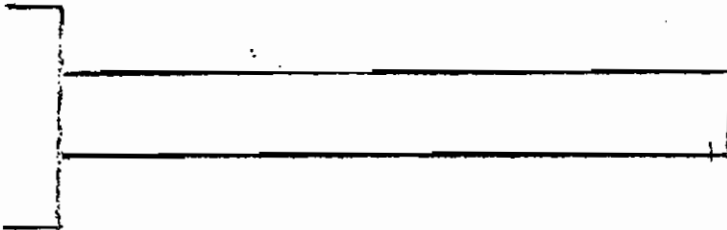
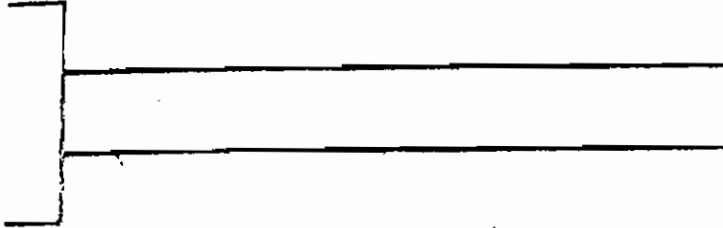
BRIDGE NO.

58
COUNTY

I-24 LBL
ROUTE

24.15
LOG MILE

DATE



ABUTMENT NO. 2PAGE NO. 00034BRIDGE NO. 58
COUNTYI-24 LBL
ROUTE24.15
LOG MILE9-10-98
~~3-8-99~~
DATE

ELEMENT

RATING

COMMENTS

BACKWALL		
BRIDGE SEAT	G	
RISER BLOCKS	G	
BEARINGS	G	
BREAST WALL	G	Random H.C. Cracks
WINGS	G	
FOOTING		
PILING		
SLOPE	G	

ABUTMENT NO. 2 PAGE NO. 00035

9-10-58

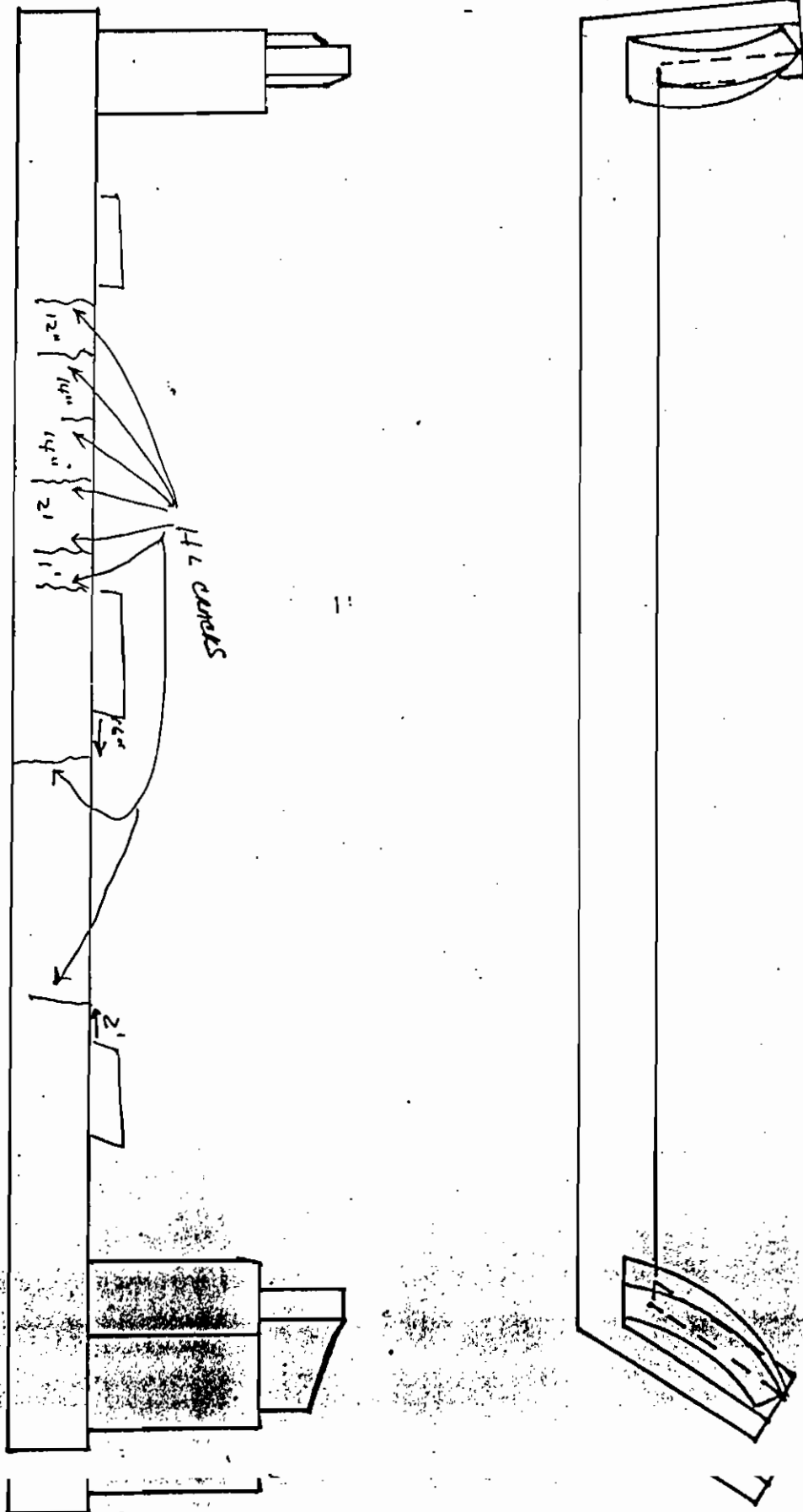
BRIDGE NO.

58
COUNTY

I-24 LBL
ROUTE

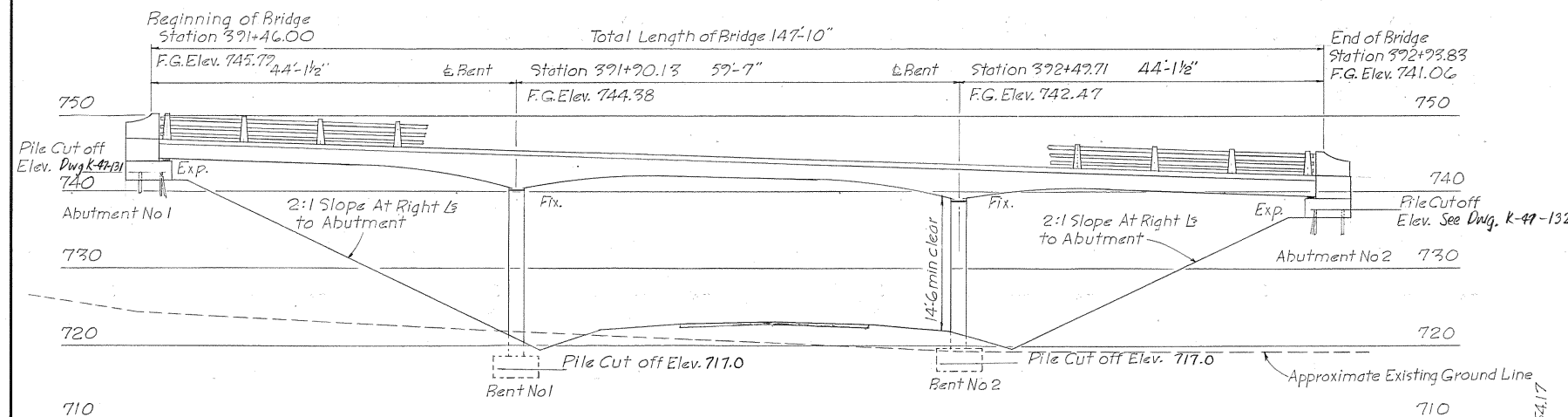
24.15
LOG MILE

DATE



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

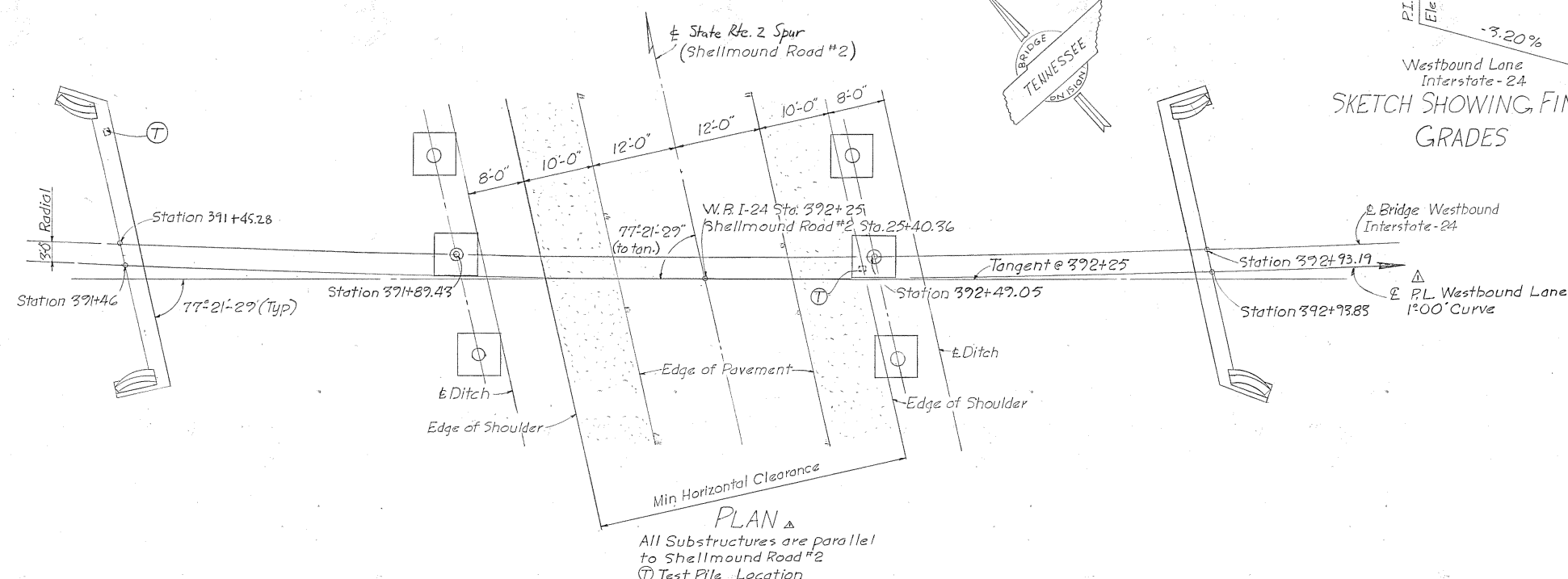
Δ Revised 7-30-65 P.L. E. note.
 Δ Revised 7-30-65 Bridgerail Dimensions



Note: Fills at ends of bridge to be in place and thoroughly compacted before abutment piles are driven.

ELEVATION AT RIGHT ANGLES TO WESTBOUND INTERSTATE-24

Lengths Shown along E. Survey



GENERAL NOTES

SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways.
 LOADING: HS20-44 Alternate Military Loading
 CONCRETE: To be Class "A"
 REINFORCING STEEL: To be intermediate or hard grade. Standard Hook Details as recommended by CRSI shall apply, except as noted.
 NEOPRENE BEARING PADS: See Special Provisions.
 DESIGN SPECIFICATIONS: AASHTO-1961 Edition
 JOINT SEALER: See Special Provisions. Class "A" or "B"
 LINSEED OIL TREATMENT: See Special Provisions.
 PILES: To be precast concrete

SPECIAL NOTE-TEST PILE

Before any piles are ordered a precast concrete pile 40' long shall be driven in its final location as designated on the plan this sheet. From the results obtained precast concrete piles shall be ordered of such length as to provide a minimum bearing of 28 tons for the bents and 26 tons for the abutments.

BRIDGERAIL NOTE

Build Bridgerail according to standard dwg. K-38-147 or K-38-150 and use end post as shown on dwg. K-47-131 and 132.

Aluminum Rail Left Side 18 Spaces With Dim. L = 7'-3 1/2" Dim. X = 1'-5"
 Aluminum Rail Right Side 18 Spaces With Dim. L = 7'-3 1/2" Dim. X = 1'-4 1/2"
 Steel Rail Left Side 16 Spaces With Dim. L = 6'-7 1/2" Dim. X = 1'-2 1/2"
 Steel Rail Right Side 16 Spaces With Dim. L = 6'-7 1/2" Dim. X = 1'-2 1/2"

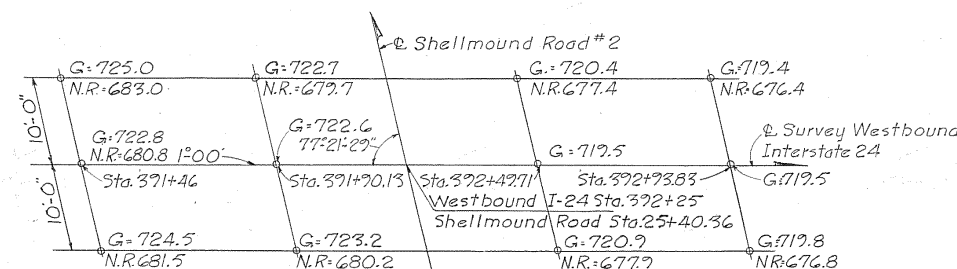
LIST OF DRAWINGS

	NO
Superstructure	K-47-130
Abutments No 1 and 2	K-47-131 and 132
Bents No 1 and 2	K-47-133
Standard Pile Details	H-5-111
Aluminum Bridgerail	K-38-147
Steel Bridgerail	K-38-150
Bill of Steel	K-47-134

ESTIMATED QUANTITIES

Item	Dry Excavation Cu. Yds	Concrete Class "A" Cu. Yards	Reinforcing Steel Pounds	Bridgerail Linear Feet	Conc. Piles Size 1 Lin. Ft.	Concrete test Piles Lin. Ft.	Linseed Oil Treatment Sq. Yards
Superstructure		240.6	101,540				
Abutment No 1		15.1	1,201				
Bent No 1		28.1	6,634				
Bent No 2		27.4	6,241				
Abutment No 2		14.8	1,000				
Total	130	326.0	118,226	287	1,600	80	710.

1: Cost of Rubber Bonding Cement, Neoprene Bearing Pads and all joint material to be included in unit price bid for Class "A" Concrete.
 2: The Special Provisions on Linseed Oil Treatment does not apply to Bent Caps.



SOUNDING SKETCH

G = Ground Elevation
 NR = No Rock

DESIGNED BY: Jim Tippens Jr. DATE: 4-65
 DRAWN BY: Tommie Peters DATE: 3-29-65
 TRACED BY: JET DATE: 5-65
 CHECKED BY: JET

CORRECT: Fred Gagne
 APPROVED: B. D. Dunlap
 BRIDGE ENGINEER
 STATE HIGHWAY ENGINEER

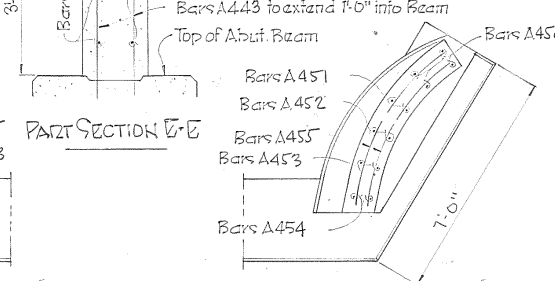
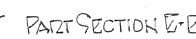
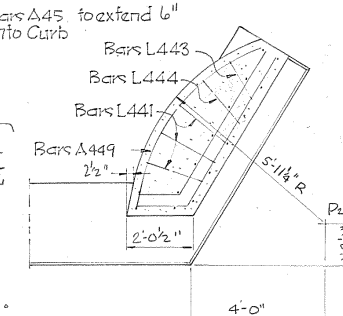
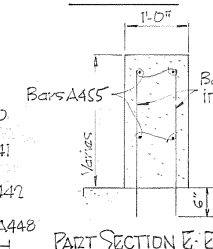
K-47-129

MICROFILMED

36'-4" ROADWAY (9" CURBS)

STATE OF TENNESSEE
 DEPARTMENT OF HIGHWAYS
 NASHVILLE

LAYOUT OF BRIDGE
 W.B. INTERSTATE-24 OVER STATE ROUTE 2 (SPUR)
 STATION 391+46.00
 MARION COUNTY
 1965



END POST, LIST OF MATERIALS, EACH.

Bar	Size	No.	Length	Quantities	
				Con. Class "A"	Rein. St. Lbs.
J44D	4	4	3' 7"	.12	21
C500	5	3	3' 7"		

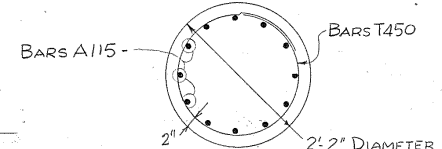
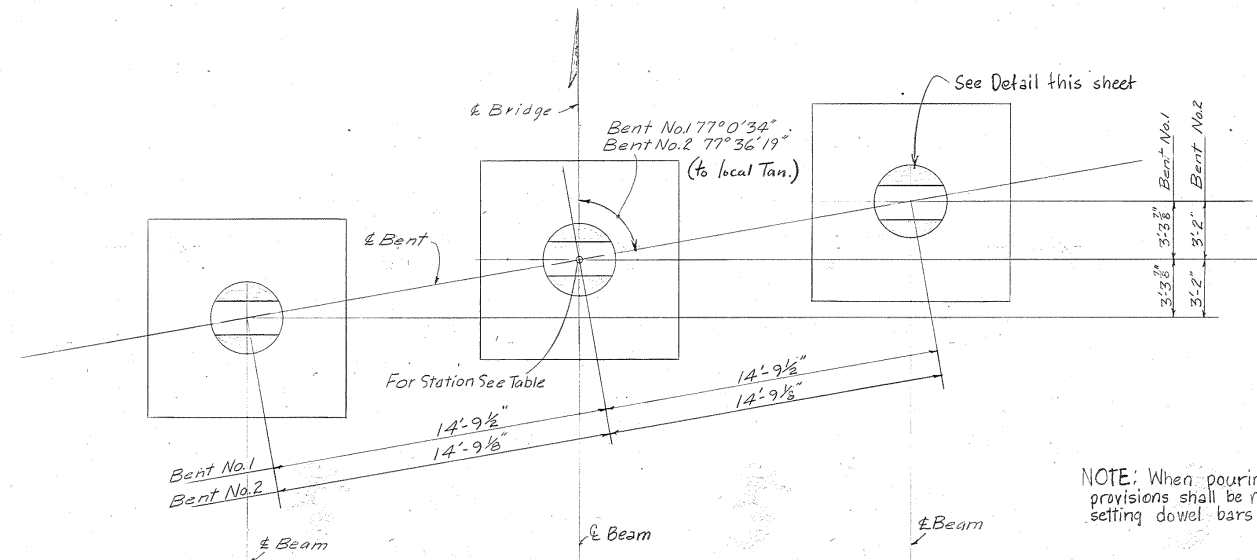
• WINGPOST DEVELOPED • BARS C500

CORRECT. Fred Gene
BRIDGE ENGINEER

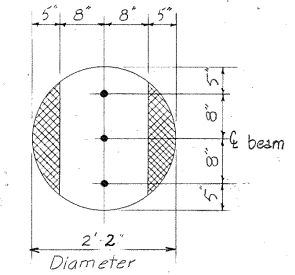
APPROVED W. E. Dunlap
STATE HIGHWAY ENGINEER

MICROFILMED

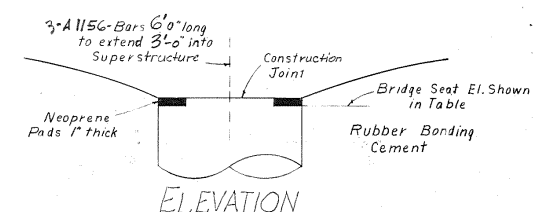
Revised 7-30-65 Dimensions



TYPICAL COLUMN SECTION



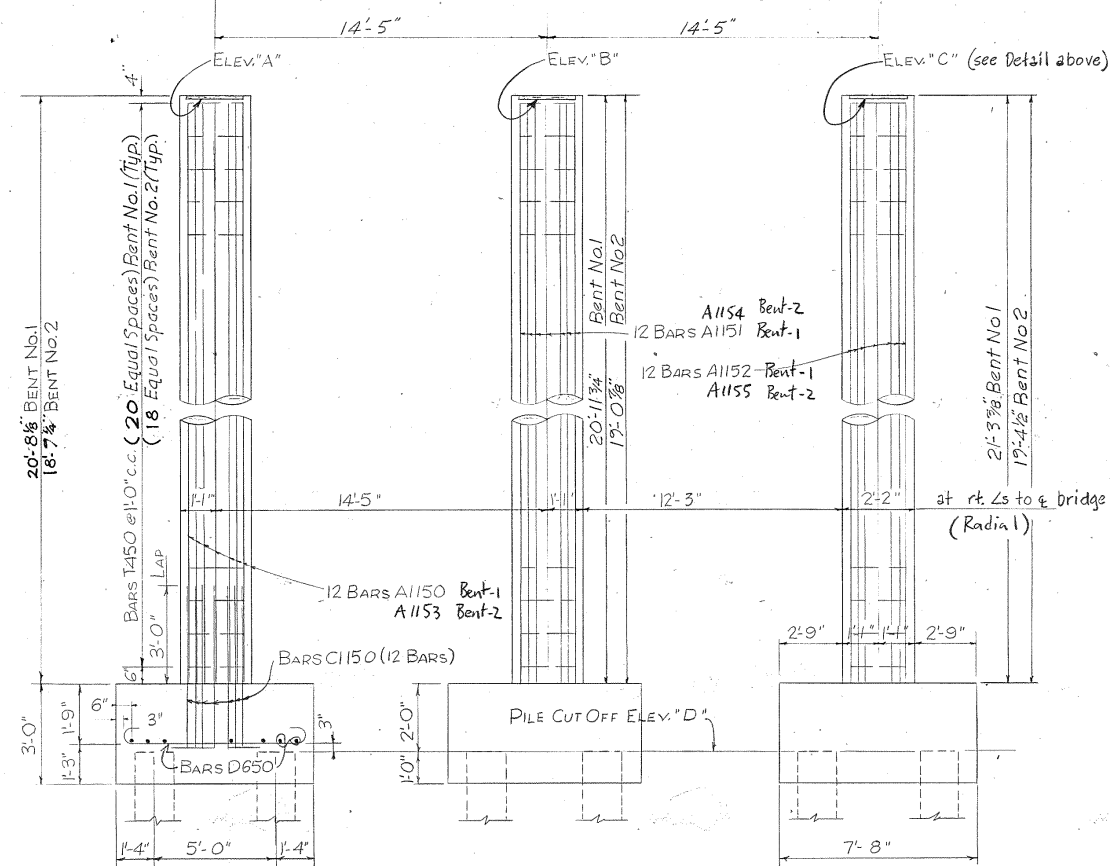
PLAN
Typical all Columns



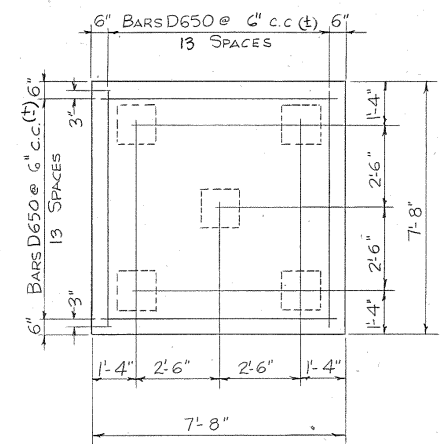
ELEVATION

Note: Neoprene Pads shall be in place a minimum of two days before being disturbed by placing superstructure forms or concrete. Place Rubber Bonding Cement in such a way that Column surfaces will not be stained

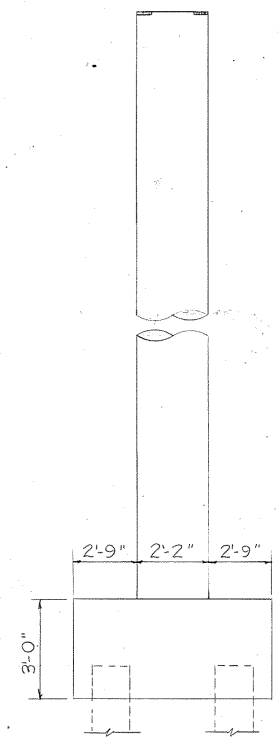
NOTE: When pouring columns, provisions shall be made for setting dowel bars A1156



ELEVATION OF BENTS 1 & 2
LOOKING FORWARD ON SURVEY



PLAN OF FOOTING



END ELEVATION

TABLE OF STATIONS AND ELEVATIONS

Location	Stations	Elevations			
		"A"	"B"	"C"	"D"
Bent No.1	391+89.43	739.60	739.90	740.20	717.0
Bent No.2	392+40.05	737.69	737.99	738.29	717.0

ESTIMATED QUANTITIES

Item	Concrete Class A Cu. Yds.	Reinforcing Steel Lbs.
Bent No.1	28.1	6,637
Bent No.2	27.4	6,241

DESIGNED BY Jim Tippens, Jr. DATE 4-65
DRAWN BY JAMES FIELDS DATE 5/19/65
TRACED BY DATE
CHECKED BY Jd DATE 5-65

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE
BENTS No. 1 & 2
WESTBOUND I-24 OVER ST. RT. #2 (SPUR)
STATION 391+46
MARION COUNTY
1965

CORRECT Fred G. G...
APPROVED M. D. ...
BRIDGE ENGINEER
STATE HIGHWAY ENGINEER

K-47-133

BILL OF STEEL

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

Revised 5-28-65! Stirrup Numbering
Revised 7-30-65

Superstructure							Superstructure(Cont.)							Abutment No1(Cont.)							Bents No.1+2															
BAR	LOCATION	SIZE	NO. REQD	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQD	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQD	BENDING DIMENSIONS				LENGTH										
				a	b	c	d						a	b	c	d						a	b	c	d											
A500	Endwall	5	12					36'-9"	S617	Beam	6	6	1'-10"	2'-8 3/4"				8'-4"	A448	Wing Post	4	4					2'-6"	A1150	Column Bent #1	11	12					20'-4"
A501	Inter Diaph.	5	12					14'-0"	S618	"	6	6	1'-10"	2'-10"				8'-8"	A449	"	4	4					2'-9"	A1151	Column Bent #1	11	12				20'-9"	
A502	Sup. Diaph.	5	4					31'-3"	S619	"	6	6	1'-10"	2'-11 1/2"				8'-11"	A450	"	4	4					3'-1"	A1152	Column Bent #1	11	12				20'-11"	
A503	Beam	5	12					38'-6"	S620	"	6	6	1'-10"	3'-1"				9'-2"	A451	"	4	4					3'-5"	A1153	Column Bent #2	11	12				18'-5"	
A1000	Beam	10	24					18'-8"	S621	"	6	6	1'-10"	3'-3"				9'-6"	A452	Wing Post	4	8					5'-6"	A1154	Column Bent #2	11	12				18'-10"	
A1001	Beam	10	18					23'-7"	S622	"	6	6	1'-10"	3'-5"				9'-10"	A453	Curb	4	2					6'-0"	A1155	Column Bent #2	11	12				19'-2"	
									S623	"	6	6	1'-10"	3'-7 1/2"				10'-3"	A454	Curb	4	2					6'-6"	A1156	Dowels	11	18				6'-0"	
A1100	Beam	11	12					24'-10"	S624	"	6	6	1'-10"	3'-7 1/2"				10'-3"	A455	Wing Wall	4	30					3'-9"									
A1101	"	11	6					18'-2"	S625	"	6	6	1'-10"	3'-5"				9'-10"									41'-6"	C1150	Footing	11	72	4'-9"		5'-6"		
A1102	"	11	24					36'-2"	S626	"	6	6	1'-10"	3'-3"				9'-6"	A740	Beam	7	9														
A1103	"	11	12					42'-11"	S627	"	6	6	1'-10"	3'-1"				9'-2"	A741	Wing Beam	7	9					6'-10"	D650	Footing	6	168	7'-2"		8'-6"		
A1104	"	11	24					22'-8"	S628	"	6	6	1'-10"	2'-11"				8'-10"	A742	Wing Beam	7	9					6'-6"									
A1105	"	11	24					46'-0"	S629	"	6	6	1'-10"	2'-9 1/2"				8'-7"																		
A1106	"	11	12					22'-0"	S630	"	6	6	1'-10"	2'-5"				8'-4"	L540	Beam	5	50	2'-2"	1'-0"	2'-2"		9'-8"							6'-9"		
A1107	"	11	12					28'-8"	S631	"	6	6	1'-10"	2'-7"				8'-2"	L440	Curb	4	2	1'-7"	6"	11"		5'-6"									
A1108	"	11	24					26'-3"	S632	"	6	6	1'-10"	2'-5 1/2"				7'-11"	L441	"	4	4	1'-11"	6"	11"		6'-2"									
A1109	"	11	18					32'-8"	S633	"	6	6	1'-10"	2'-4 1/2"				7'-9"	L442	"	4	3	2'-1"	6"	11"		6'-6"									
A1110	Beam	11	18					28'-8"	S634	"	6	6	1'-10"	2'-3 1/2"				7'-7"	L443	Curb	4	1	1'-2"	6"	11"		5'-0"									
A600	Slab	6	160					40'-4"	S635	"	6	6	1'-10"	2'-2 1/2"				7'-5"																		
A601	Curb	6	40					37'-3"	S636	"	6	6	1'-10"	2'-1 1/2"				7'-3"																		
A602	Slab	6	168					37'-9"	S637	"	6	6	1'-10"	2'-1"				7'-2"	ABUTMENT NO. 2																	
B1100	Beam	11	36	30'-5"				32'-0"	S638	"	6	6	1'-10"	2'-0"				7'-0"	A440	Beam	4	5					41'-3"									
V1100	Beam	11	36	16'-0"	1'-11"	1'-8"	1'-0"	32'-3"	S639	"	6	6	1'-10"	1'-11 1/2"				6'-11"	A441	Wing Beam	4	5					6'-10"									
V1101	Beam	11	24	18'-0"	2'-0"	1'-9 1/2"	14 1/2"	36'-3"	S640	"	6	6	1'-10"	1'-11"				6'-10"	A442	Wing Beam	4	5					6'-5"									
H500	Endwall	5	76	1'-5"	8"			2'-9"	S641	"	6	6	1'-10"	1'-10 1/2"				6'-9"	A443	Wing Wall	4	30					3'-9"									
L400	Endwall	4	76	5'-11"	6"	1'-9"		4'-10"	S642	"	6	6	1'-10"	1'-10"				6'-8"	A444	"	4	4					6'-4"									
K400	Inter. Diaph.	4	78	6"	5"	1'-3"		3'-11"	S643	"	6	6	1'-10"	1'-10"				6'-8"	A445	"	4	4					6'-11"									
K401	Sup. Diaph.	4	52	6"	5"	2'-9"		6'-11"	S644	"	6	6	1'-10"	1'-9 1/2"				6'-7"	A446	"	4	4					6'-4"									
									S645	"	6	6	1'-10"	1'-9 1/2"				6'-7"	A447	Wing Wall	4	4					6'-9"									
S600	Beam	6	294	1'-10"	1'-9"			6'-6"										A448	Curb	4	2					6'-3"										
S601	"	6	6	1'-10"	1'-9 1/2"			6'-7"										A449	Curb	4	2					6'-5"										
S602	"	6	6	1'-10"	1'-9 1/2"			6'-7"	N600	Slab	6	160	4'-0"	1'-7 1/2"	39'-6"	1'-3"	45'-1"	A450	Wing Post	4	8					2'-3"										
S603	"	6	6	1'-10"	1'-10"			6'-8"	P600	Slab	6	159	4'-4"	9'-2 1/2"	6'-3"	7'-5"	41'-1"	A451	"	4	4					2'-6"										
S604	"	6	6	1'-10"	1'-10 1/2"			6'-9"										A452	"	4	4					2'-9"										
S605	"	6	6	1'-10"	1'-11"			6'-10"										A453	"	4	4					3'-1"										
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S607	"	6	6	1'-10"	2'-0"			7'-0"										A455	Wing Post	4	4					5'-2"										
S608	"	6	6	1'-10"	2'-0 1/2"			7'-1 1/2"	ABUTMENT No.1										A740	Beam	7	9					41'-3"									
S609	"	6	6	1'-10"	2'-1"			7'-2"	A440	Beam	4	5						41'-6"	A741	Wing Beam	7	9					6'-10"									
S610	"	6	6	1'-10"	2'-2"			7'-4"	A441	Wing Beam	4	5						6'-10"	A742	Wing Beam	7	9					6'-5"									
S611	"	6	6	1'-10"	2'-2 1/2"			7'-5"	A442	Wing Beam	4	5						6'-6"	L540	Beam	5	48	2'-2"	1'-0"	2'-2"		9'-8"									
S612	"	6	6	1'-10"	2'-3"			7'-6"	A443	Wing Wall	4	4						6'-4"	L440	Curb	4	1	1'-5"	6"	11"		5'-2"									
S613	"	6	6	1'-10"	2'-4"			7'-8"	A444	"	4	4						6'-11"	A441	"	4	4	1'-9"	6"	11"		5'-10"									
S614	"	6	6	1'-10"	2'-5"			7'-10"	A445	"	4	4						6'-4"	L442	"	4	3	2'-0"	6"	11"		6'-4"									
S615	"	6	6	1'-10"	2'-6 1/2"			8'-1"	A446	Wing Wall	4	4						6'-10"	L443	"	4	1	1'-3"	6"	11"		4'-10"									
S616	Beam	6	6	1'-10"	2'-7 1/2"			8'-3"	A447	Wing Post	4	8						2'-3"	L444	Curb	4	1	1'-7"	6"	11"		5'-6"									

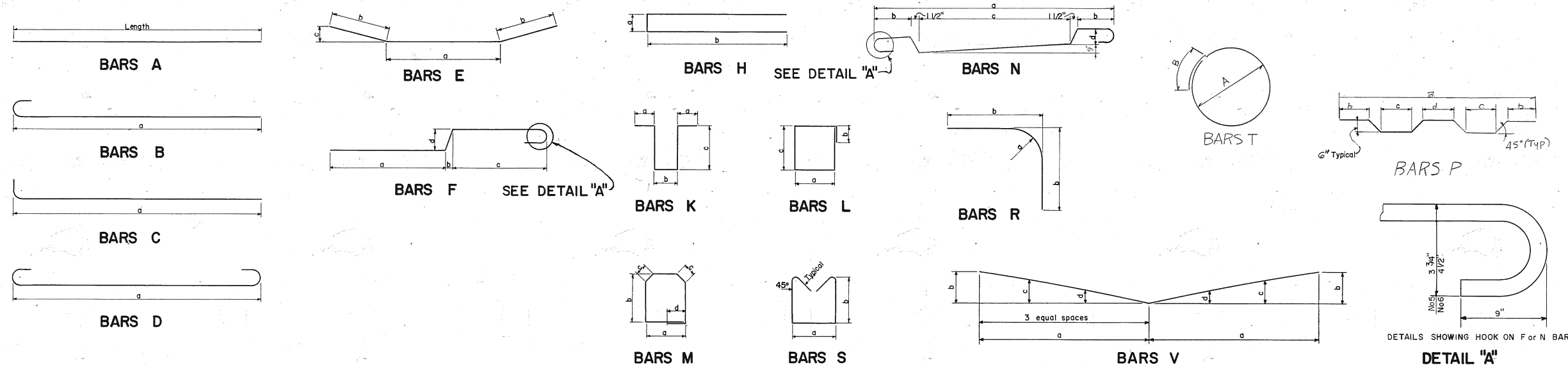
ABUTMENT NO. 2

ABUTMENT No.1

REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

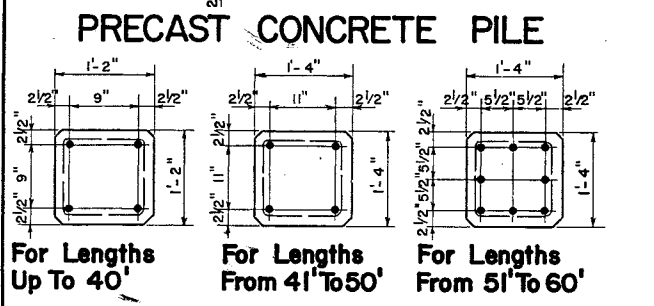
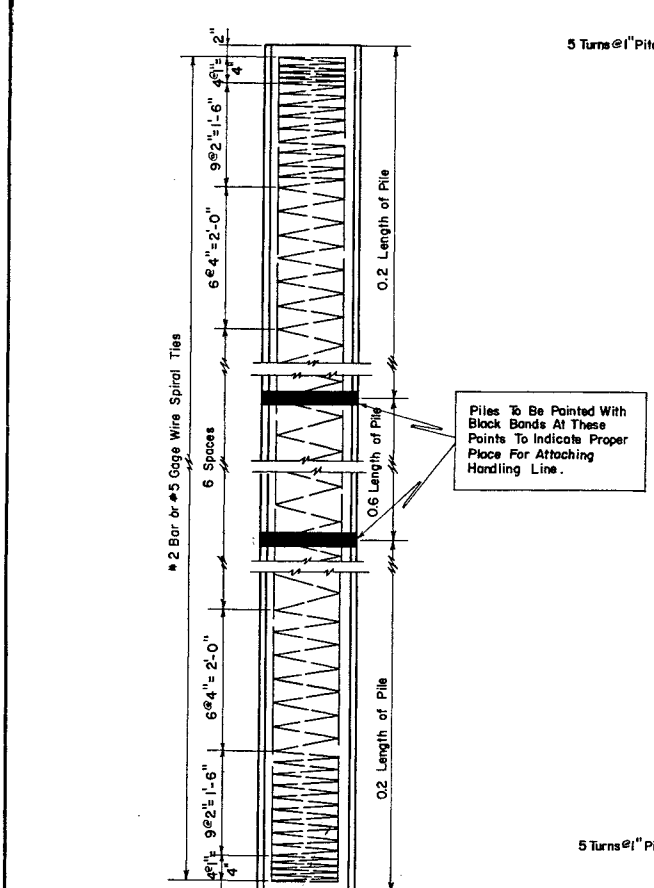
NOTE: Dimensions shown on this sheet are outside to outside of Bar.



STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE
BILL OF STEEL
Westbound I-24 Over State Route #2 (SPUR)
Station 391+46
Marion County
1965

DESIGNED BY James C. Toppins Jr. DATE 5/65
DRAWN BY James Fields DATE 5/14/65
TRACED BY W. & G. Parker DATE 11-14-65
CHECKED BY James C. Toppins DATE 3/66

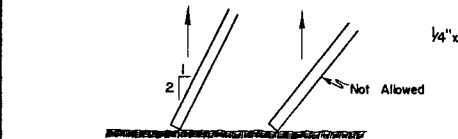
CORRECT Fred G. G. G.
APPROVED McDunlap
STATE HIGHWAY ENGINEER
K-47-134



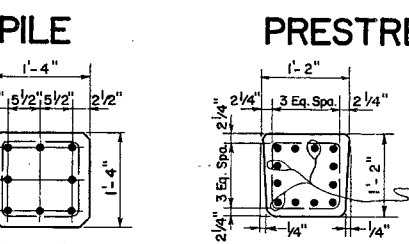
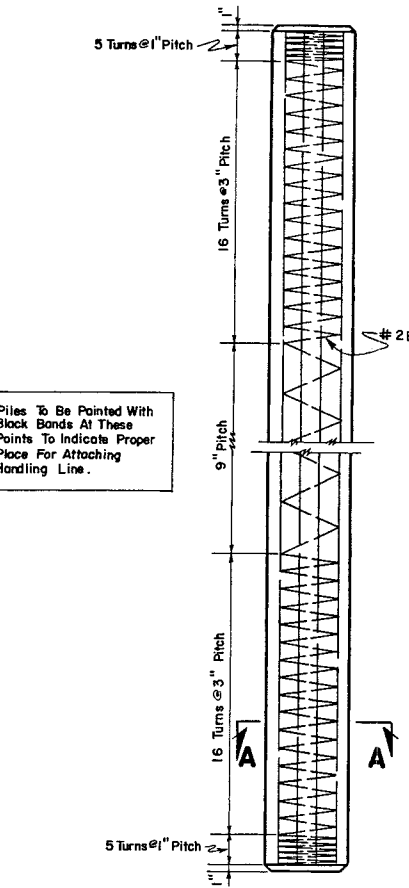
NOTE: If It Becomes Necessary To Use Size 2 Piles The Contractor Will Be Allowed An Increase In The Size 1 Bid Of 25 %.

Length Of Pile	Longitudinal Reinforcing	Weight Of Steel Per Ft.	Weight Of Pile Per Ft.
Up To 35'	4 #7 Bars	9.6 #	205.3 #
36' To 40'	4 #8 Bars	12.2 #	205.3 #
41' To 45'	4 #9 Bars	15.1 #	265.3 #
46' To 50'	4 #10 Bars	18.8 #	265.3 #
51' To 55'	8 #9 Bars	28.9 #	265.3 #
56' To 60'	8 #10 Bars	36.2 #	265.3 #

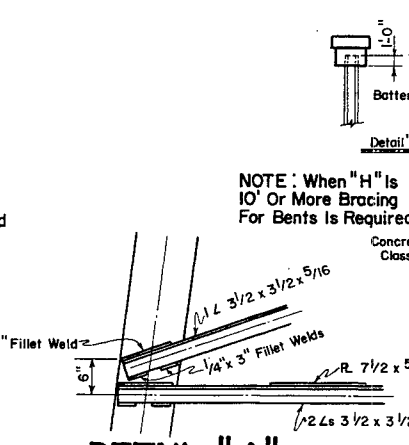
NOTE: In Handling The Piles, They Shall Be Supported At The Points Indicated. Piles To Be Picked Up By Pulling On Both Lines Uniformly. End Of Pile Not To Touch Ground Unless Piles Inclined 1:2 Or Steeper.



DESIGNED BY: J.W. SOUTHERLAND
 DRAWN BY: J.W. SOUTHERLAND
 CHECKED BY: J.W. SOUTHERLAND

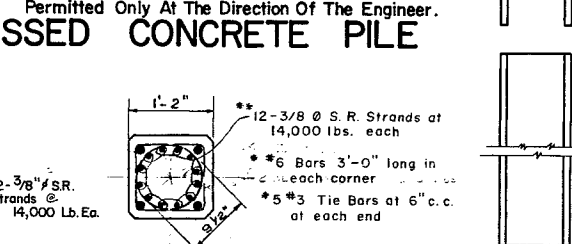
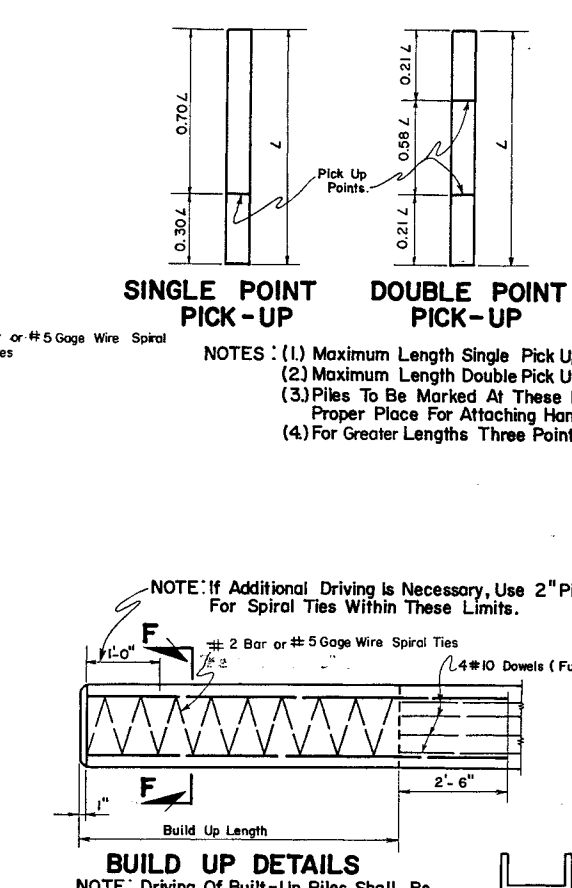


NOTE: End reinforcement required at tip end and driving end for all piles with circular strand patterns.
 ** NOTE: Subject to the approval of the Engineer of Structures, alternate strand sizes and arrangements of equivalent total force may be substituted.

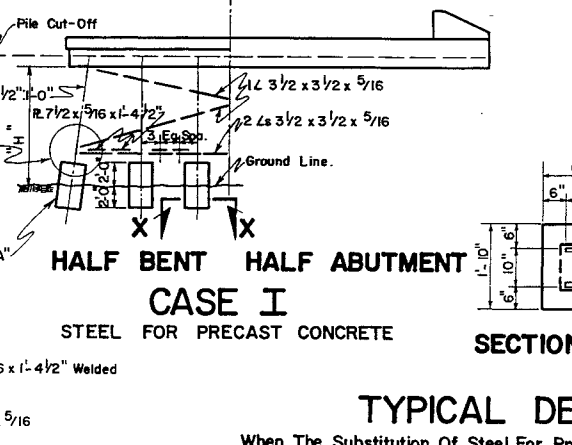


DETAIL "A"
 Welds Typical For All End Joints And Intersections.

REV. - FEB. 6, 1962
 REV. - MAR. 1, 1961 BATTER ON PRESTRESSED PILE
 REV. - DEC. 8, 1960
 REV. - OCT. 27, 1960
 REV. - SEPT. 27, 1960 DELETE PILE SUBSTITUTIONS

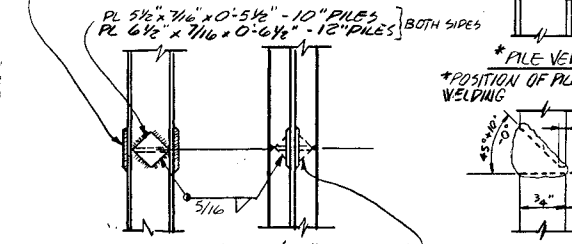
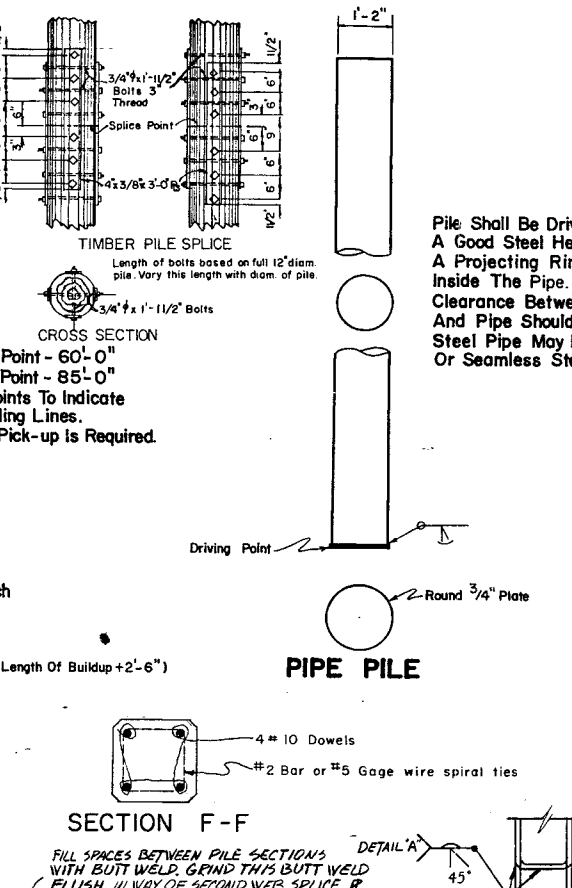


NOTE: Driving of Built-Up Piles Shall Be Permitted Only At The Direction Of The Engineer.

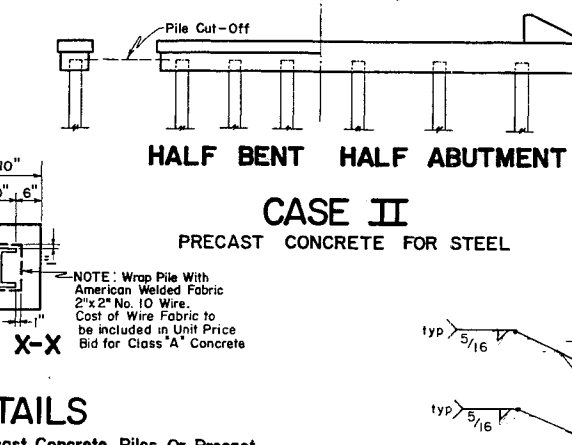


SECTION X-X
 NOTE: Wrap Pile With American Welded Fabric 2" x 2" No. 10 Wire. Cost of Wire Fabric to be included in Unit Price Bid for Class "A" Concrete

REV. - JULY 25, 1960
 REV. - DEC. 14, 1964 SPIRAL TIES
 REV. - JAN. 22, 1964 COST OF WIRE FABRIC
 REV. - FEB. 24, 1966 TIMBER PILE SPLICE, DETAIL OF PILE DRIVING POINT
 REV. - NOV. 27, 1973 ADDED ALT. SECTION A-A

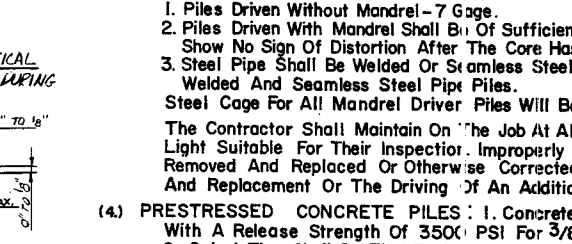
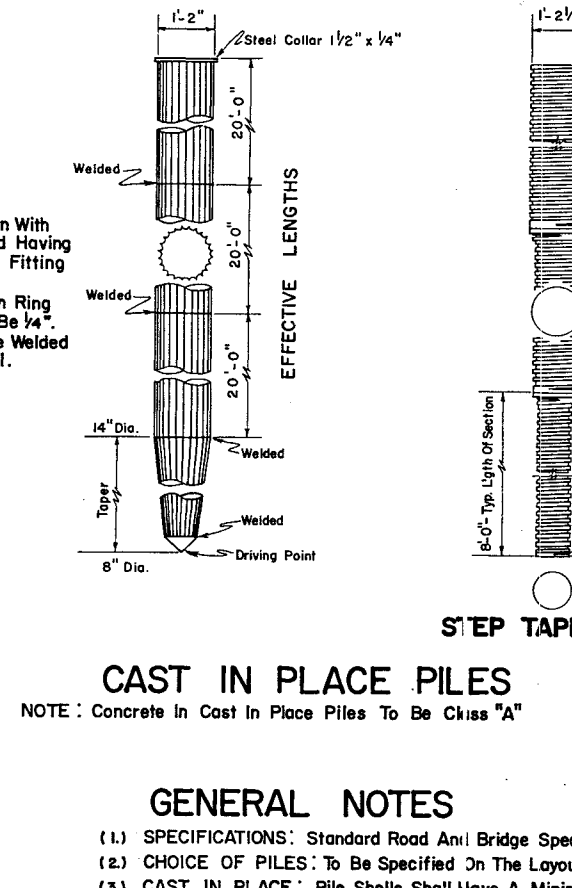


DETAIL OF PILE SPLICE

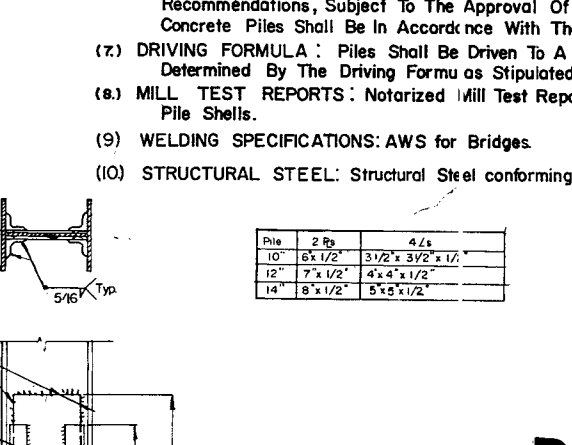


CASE II
 PRECAST CONCRETE FOR STEEL

REV. - NOV. 12, 1982 DETAIL OF PILE SPLICE

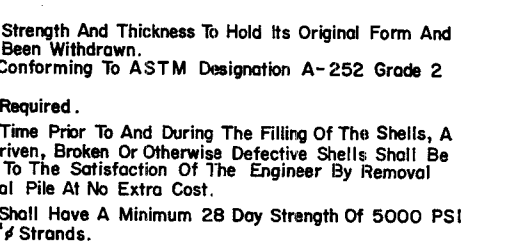
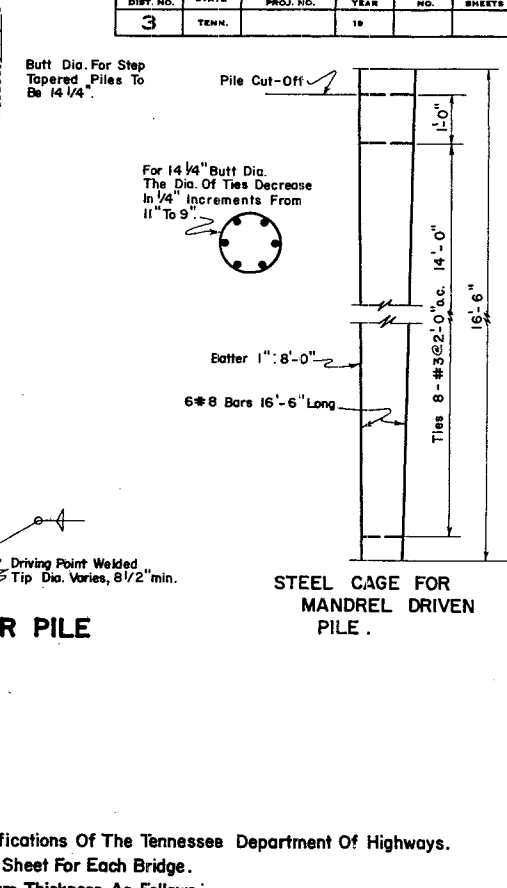


CAST IN PLACE PILES
 NOTE: Concrete In Cast In Place Piles To Be Class "A"

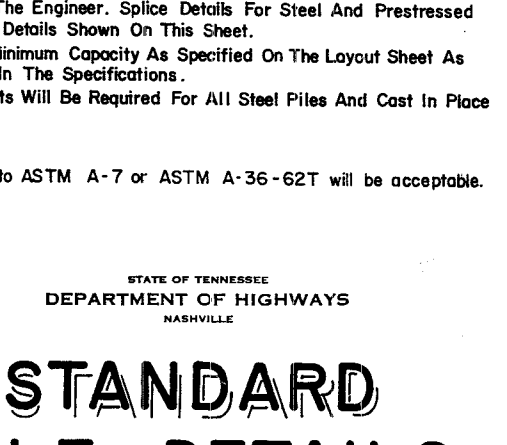


DETAIL OF PILE DRIVING POINT
 NOTE Cost of driving point to be included in the unit price bid for steel piles

REV. - NOV. 12, 1982 DETAIL OF PILE SPLICE



DETAIL OF PILE SPLICE



DETAIL OF PILE DRIVING POINT
 NOTE Cost of driving point to be included in the unit price bid for steel piles

REV. - NOV. 12, 1982 DETAIL OF PILE SPLICE

GENERAL NOTES

- (1) SPECIFICATIONS: Standard Road And Bridge Specifications Of The Tennessee Department Of Highways.
- (2) CHOICE OF PILES: To Be Specified On The Layout Sheet For Each Bridge.
- (3) CAST IN PLACE: Pile Shells Shall Have A Minimum Thickness As Follows:
 1. Piles Driven Without Mandrel - 7 Gage.
 2. Piles Driven With Mandrel Shall Be Of Sufficient Strength And Thickness To Hold Its Original Form And Show No Sign Of Distortion After The Core Has Been Withdrawn.
 3. Steel Pipe Shall Be Welded Or Seamless Steel Conforming To ASTM Designation A-252 Grade 2 Welded And Seamless Steel Pipe Piles.
- (4) PRESTRESSED CONCRETE PILES: 1. Concrete Shall Have A Minimum 28 Day Strength Of 5000 PSI With A Release Strength Of 3500 PSI For 3/8" Strands. 2. Spiral Ties Shall Be Tied To Corner Strands At Intervals Adequate To Prevent Excessive Movement During Vibration. They May Be Manufactured From Stock Meeting Any Grade Of Reinforcing Steel Or Hard Drawn Wire.
- (5) PILE POINTS: All Cast In Place Piles Shall Be Equipped With A Steel Driving Point. Driving Points Shall Be Mill Welded To The Pile Shell. Driving Points May Be Either Structural Steel, Forged Steel Or Cast Steel. Steel Piles Shall Have A Square Cut End Only. No Driving Point Is Required Unless Shown On The Bridge Plans.
- (6) SPLICES: Splice Details For Cast In Place Piles Shall Be Made In Accordance With The Manufacturers Recommendations, Subject To The Approval Of The Engineer. Splice Details For Steel And Prestressed Concrete Piles Shall Be In Accordance With The Details Shown On This Sheet.
- (7) DRIVING FORMULA: Piles Shall Be Driven To A Minimum Capacity As Specified On The Layout Sheet As Determined By The Driving Formula Stipulated In The Specifications.
- (8) MILL TEST REPORTS: Notarized Mill Test Reports Will Be Required For All Steel Piles And Cast In Place Pile Shells.
- (9) WELDING SPECIFICATIONS: AWS for Bridges.
- (10) STRUCTURAL STEEL: Structural Steel conforming to ASTM A-7 or ASTM A-36-62T will be acceptable.

Pile	2 Rb	4 Ls
10"	6 1/2"	3 1/2" x 3/2" x 1/2"
12"	7" x 1/2"	4" x 4" x 1/2"
14"	8" x 1/2"	5" x 5" x 1/2"

STATE OF TENNESSEE
 DEPARTMENT OF HIGHWAYS
 NASHVILLE

STANDARD PILE DETAILS

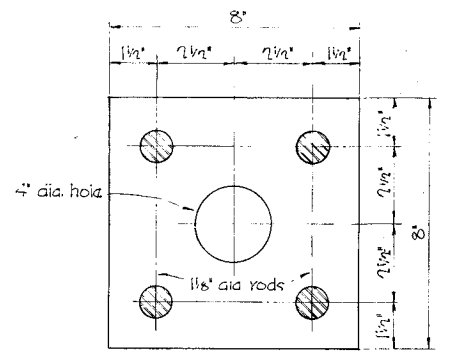
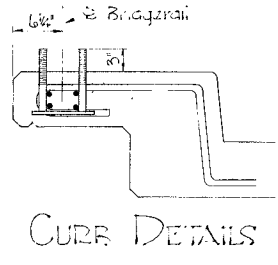
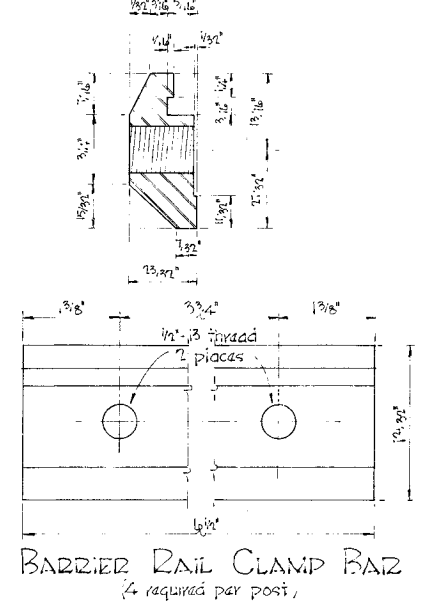
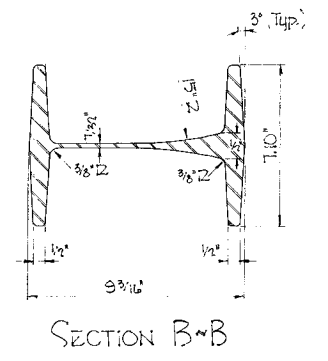
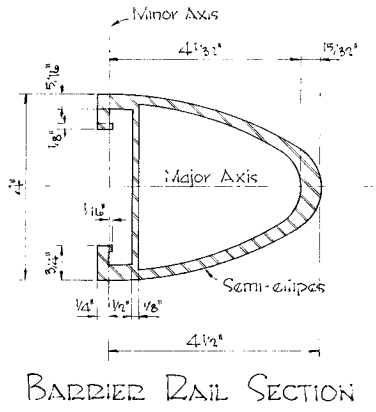
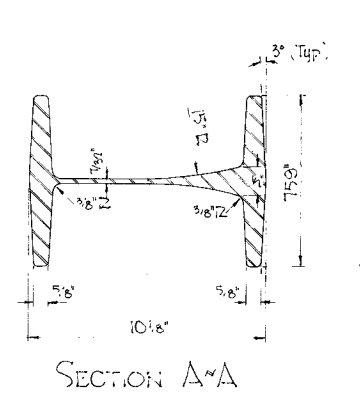
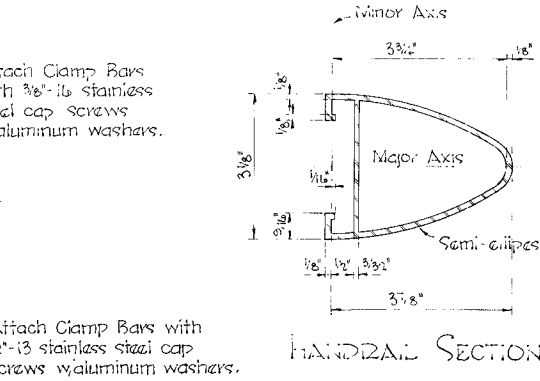
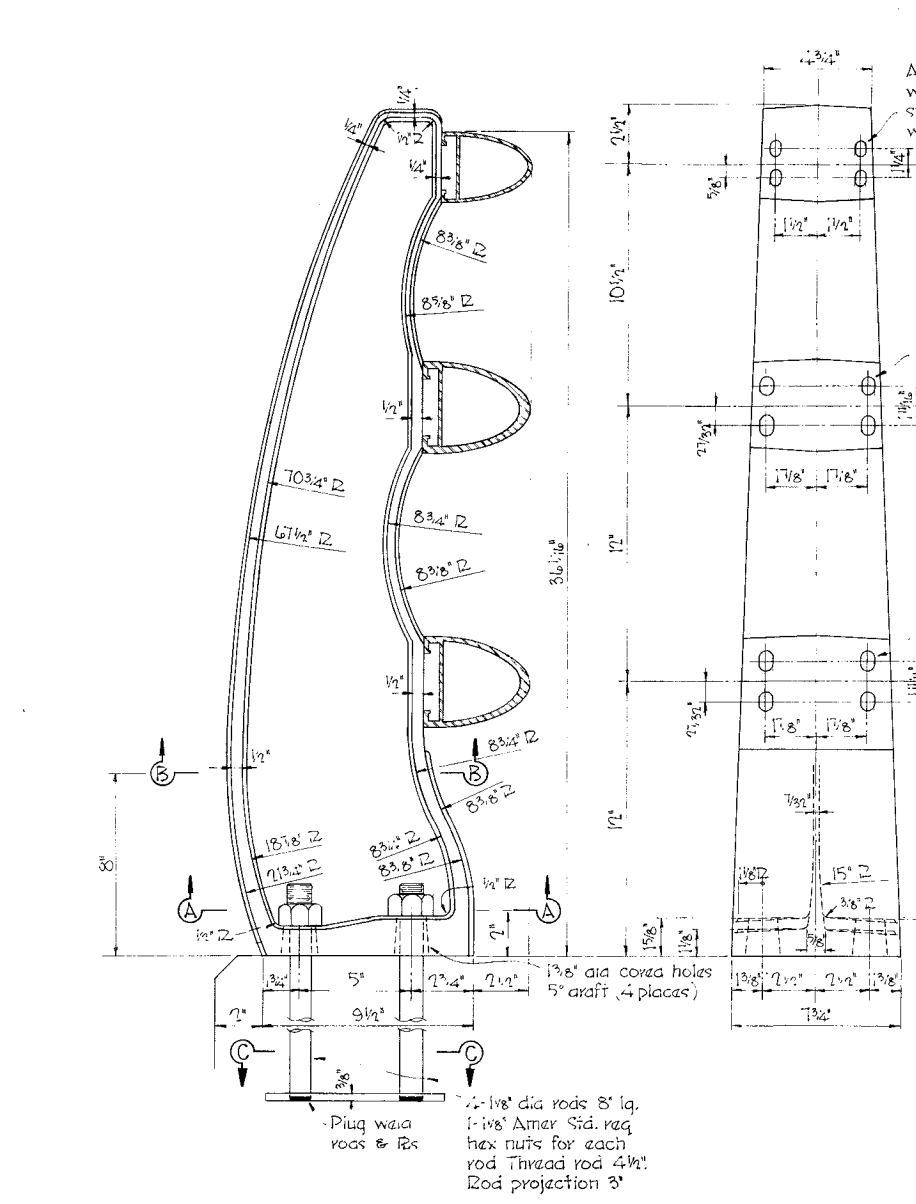
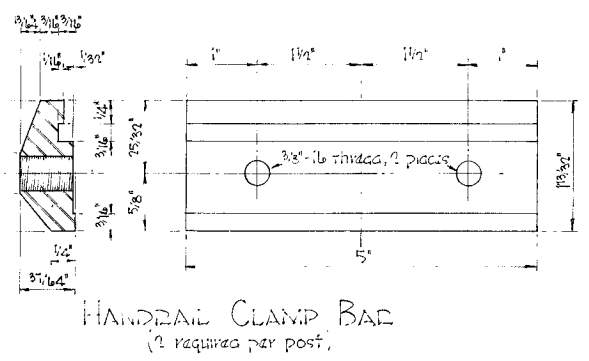
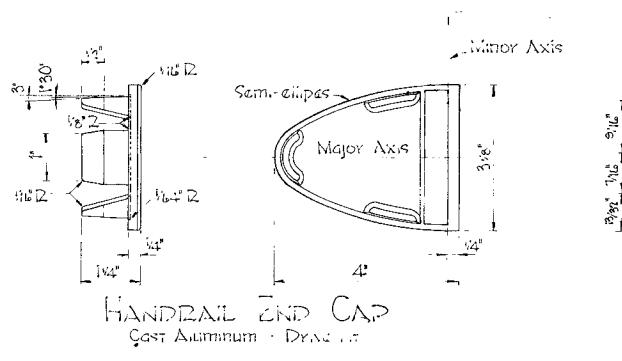
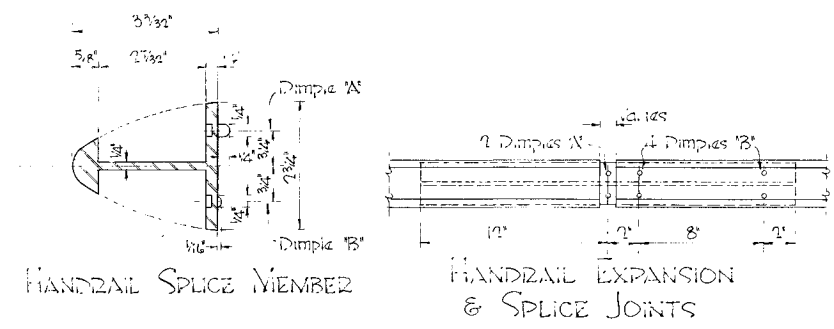
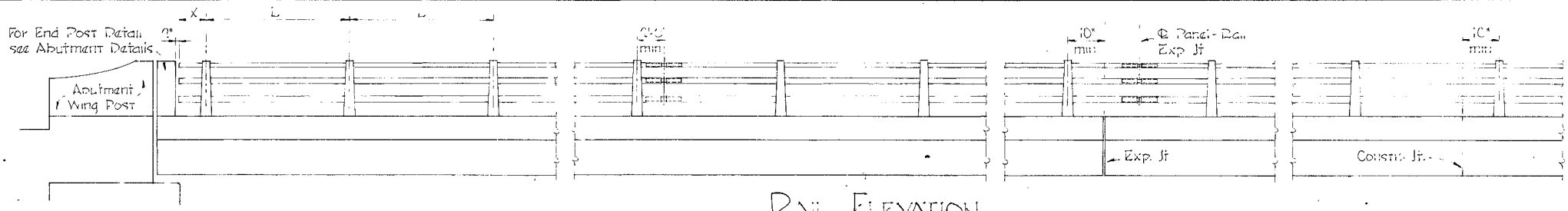
DESIGNED BY: Fred Green
 DRAWN BY: Fred Green
 CHECKED BY: Fred Green

H-5-III

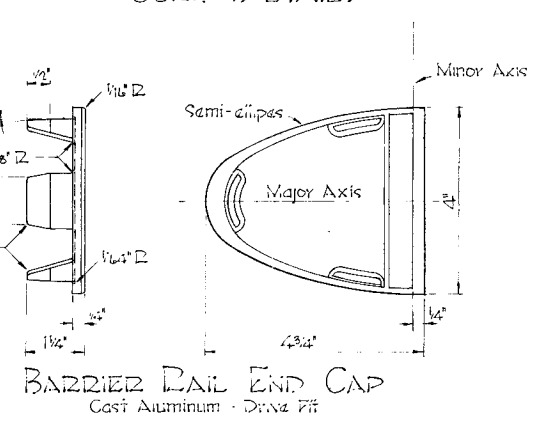
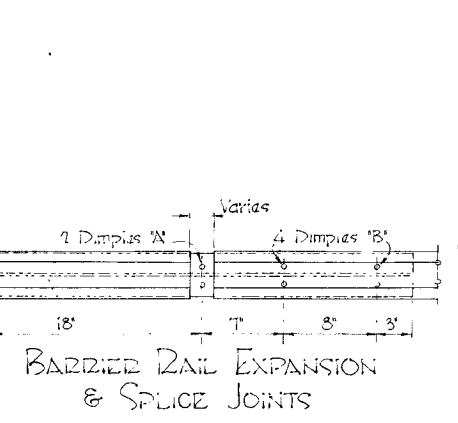
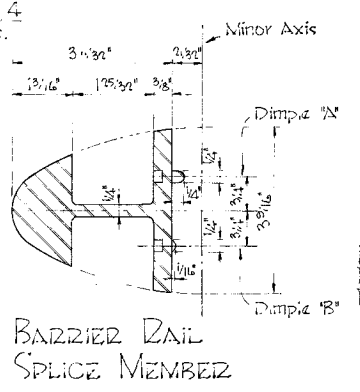
SEE Std-5-1 & 5-2

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	50	164

NOTE: For X & L dimensions see Layout of Bridge.
Dim X 10' min. ; 14' max.
Dim L 8'-0" max.



DESIGNED BY	DATE
DRAWN BY	DATE
TRACED BY	DATE
CHECKED BY	DATE



GENERAL NOTES

DESIGN: AASHTO 1964 Interim Specifications.

All anchorage provisions and hardware are considered as parts of the rail for payment.

All open ends of rail members shall be capped.

Panel lengths of rail shall be attached to a minimum of 4 posts.

Rail post shall be set plumb unless otherwise noted on Plans.

Anchor bolts & nuts to be steel, galvanized to ASTM A-153.

Posts & End Caps shall be cast aluminum Alloy A36-T1.

Material for rail members shall be aluminum ASTM B721 Alloy 6061-T6, or 6061-T6.

Castings shall have a maximum draft of 3° and a minimum radius of fillet of 1/4" unless otherwise shown.

Splice material required to plumb post shall be aluminum alloy made from sheet or plate conforming to ASTM Specification B709-61, Alloy 1100 Condition O. Shims shall be of such dimensions to provide full bearing for the post.

All aluminum surfaces in contact with concrete shall be given a shop coat of zinc chromate paint.

All rails to be sawed to length. Flame cutting is not permitted.

Rails may be heated to a temperature not exceeding 400°F, for a period not exceeding 30 minutes, to facilitate bending.

Anchor bolts & nuts shall be ASTM A307 & anchor plates shall be ASTM A36 or A1.

Clamping Bar Attachment: Clamp Bars to be aluminum ASTM B721, Alloy 6061-T6 or 6061-T6. Stainless steel cap screws shall be ASTM A-193, grade B-8, 100,000 psi minimum yield & aluminum washers Aiscad 1024.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
NASHVILLE

STANDARD
THREE RAIL
ALUMINUM BRIDGERAILING

CORRECT
APPROVED
Fred Gure
BRIDGE ENGINEER
M. Dunlap
STATE HIGHWAY ENGINEER

12-38-149

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