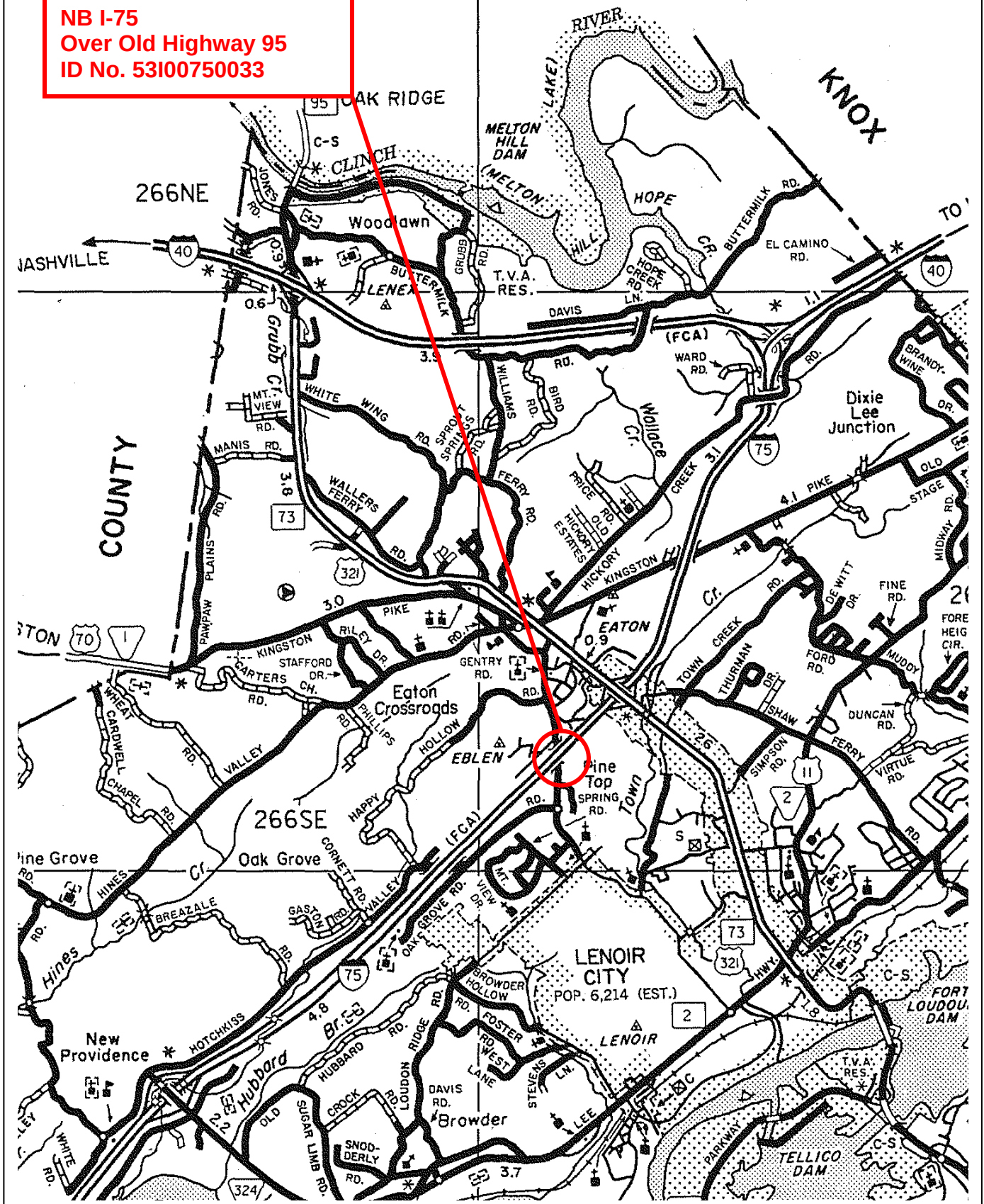


LOUDON COUNTY

Loc. No. 53-I-75-14.24R
NB I-75
Over Old Highway 95
ID No. 53I00750033



FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			69	496
FED. AID PROJ. NO.		1-75-2(9)74		
STATE PROJ. NO.				

3-20-72 Mid-South - Revised Steel Reinforcing Quantities, Notes revised.

GENERAL NOTES

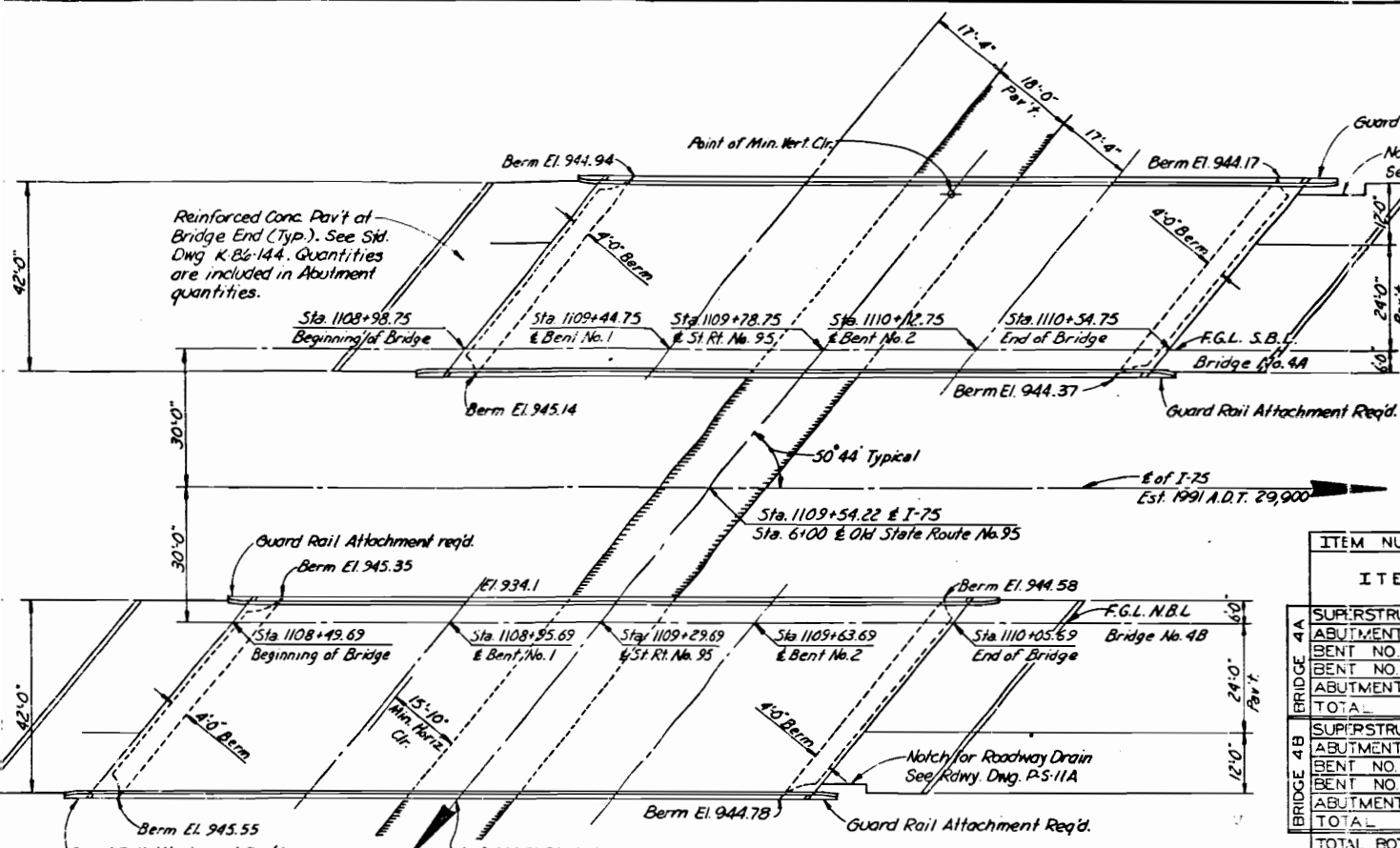
SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways. (1968 Edition) **LOADING:** HS20-44 with alternate military. **DESIGN SPECIFICATIONS:** AASHTO 1963 Edition with addenda. **CONCRETE:** To be Class "A" cast in place. $f_c = 3,000$ p.s.i. See Special Provisions Regarding Section 604 Concrete Structures. **REINFORCING STEEL:** To be ASTM A615, Gr. 40. Standard CRS1 hook details apply unless otherwise noted on Bill of Steel. Bending dimensions shown are based on Grade 40. Spacing dimensions are center to center unless otherwise noted on detail drawings. **JOINT SEALER:** See Special Provisions, Type II, Class "A" or "B". **ELASTOMERIC BRG. PAD:** See Tennessee Standard Specifications Section 908.13.

PILES: To be HP10x42 driven to refusal on rock or a minimum bearing of 28 tons at abutments & 53 tons at bents. **BRIDGERAIL:** Build briderail according to Standard Dwg. No. K-38-154A. Dimensions shown are measured along ϵ of Base ϵ s. **LINSEED OIL TREATMENT:** Surfaces receiving a textured coated finish shall not receive a Linseed Oil Protective Treatment. See Special Provisions regarding Section 604 concrete structures and Linseed Oil Quantity note, this sheet. **FINISHING CONCRETE SURFACES:** Concrete finishing shall be in accordance with Section 604.22 of the Tenn. Std. Spec. except as modified by the Special Provision Regarding Finishing Concrete Surfaces. A textured Coated Finish shall be used in lieu of a Class 2 Finish. The color of the finish shall be sim. to Palomino Biege, and a color sample shall be submitted to the Bridge Engineer for approval. The cost of Finishing Concrete Surfaces is to be included in the cost of Class A Concrete. **SPECIAL NOTE:** Foundations for bents shall be excavated to the pile cut-off elevation shown; rod soundings shall then be made as directed by the Engineer. From the results obtained the Bridge Engineer will decide if piles will be used or the footings carried to rock. Cost of rod soundings to be included in items bid on.

ITEM NUMBER	204-02.01	204-04.01	602-01	604-03.01	604-03.02	604-03.03	616-06	606-02.03	710-10	710-11	615-01.03
ITEM	EXCAVATION CU. YDS. DRY	ROCK	STRUCT. STEEL LBS.	CLASS "A" CONC. CU. YDS.	STEEL REINF. LBS.	LINSEED OIL TREAT. SQ. YDS.	BRIDGE RAIL LIN. FT.	HP 10x42 PILES LIN. FT.	6"Ø P.C.M.P. LIN. FT.	6"Ø C.M.P. LIN. FT.	PRESTRESSED BEAMS LIN. FT.
BRIDGE 4A											
SUPR. STRUCTURE				206.0	67,423	702	306				752
ABUTMENT NO. 1	65			69.9	17,083	110			626	66	
BENT NO. 1	13			36.0	6,628				457		
BENT NO. 2	13			35.5	6,559				491		
ABUTMENT NO. 2	65			69.0	17,216	110			714	66	
TOTAL	91	0	0	416.4	114,954	922	306		2,288	132	752
BRIDGE 4B											
SUPR. STRUCTURE				206.0	67,423	702	306				752
ABUTMENT NO. 1	65			69.9	17,083	110			642	66	
BENT NO. 1	13			36.7	6,769				510		
BENT NO. 2	13			36.3	6,621				655		
ABUTMENT NO. 2	65			69.0	17,216	110			681	66	
TOTAL	91	0	0	417.9	115,237	922	306		2,488	132	752
TOTAL BOTH BRIDGES	182	0	0	834.3	230,231	1,844	612		4,776	264	1,504

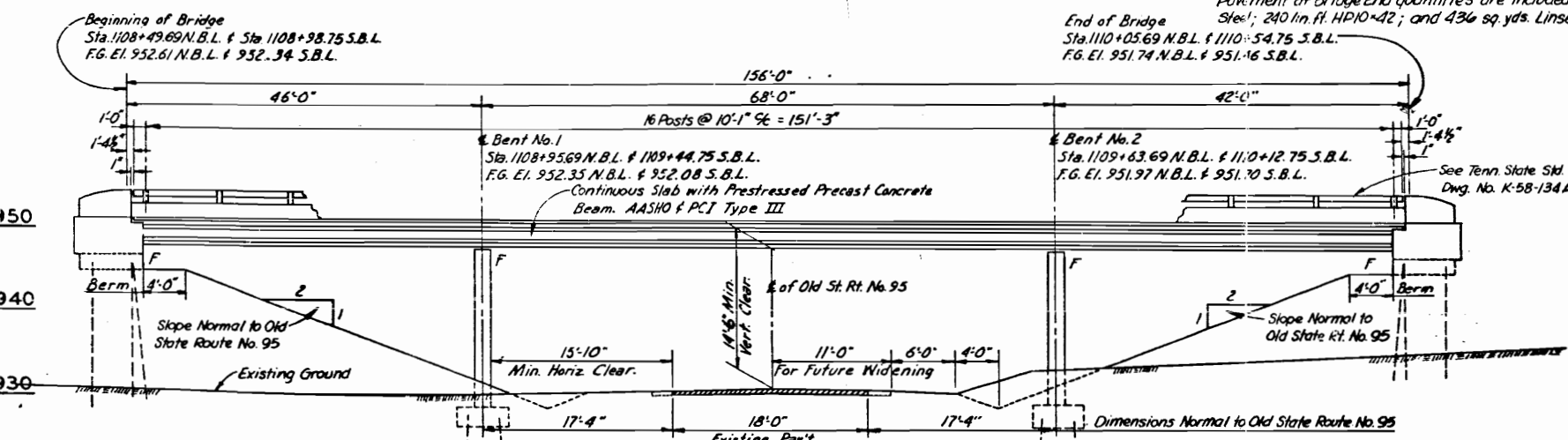
Cost of Elastomeric pads & dowel bars & Rubber Bonding Cement to be included in the cost of prestressed beams. Excavation based on lower road profile. Cost of polyethylene sheeting and all miscellaneous items necessary for installation to be included in cost of P.C.M. Pipe. The cost of 20 threaded steel inserts and 20 $\frac{7}{8}$ " ϕ 4" hex head bolts (A307), to be included in bridge items bid on. The cost of bituminous fiberboard, and all miscellaneous joint material to be included in bridge items bid on. **Bridge Deck Sealant:** The Bridge Deck and Reinforced approach slabs shall be sealed in accordance with the Special Provision Regarding Coal Tar Interlayer Protective Coat. Bridge Deck Sealant (1845 s.y.) will be included in a future paving project. Pavement at bridge end quantities are included in Abutment quantities. Includes 147.2 cu. yds. Class "A" Concrete; 51,004 lbs. Reinforcing Steel; 240 lin. ft. HP10x42; and 436 sq. yds. Linseed Oil Treatment.

LAYOUT OF BRIDGES 4A & 4B	K-103-1
FOUNDATION PLAN & GRADES	K-103-2
ABUTMENTS NO. 1 & 2 N.B.L. & S.B.L.	K-103-3
ABUTMENTS NO. 1 & 2 N.B.L. & S.B.L.	K-103-4
BENTS NO. 1 & 2 N.B.L. & S.B.L.	K-103-5
SUPR. STRUCTURE N.B.L. & S.B.L.	K-103-6
SUPR. STRUCTURE N.B.L. & S.B.L.	K-103-7
PRESTRESSED BEAMS N.B.L. & S.B.L.	K-103-8
REINFORCING STEEL SCHEDULE	K-103-9
REINFORCING	K-103-10
STD. REINF. BAR SUPPORTS FOR SLABS (STD. DWG.)	K-80-14
MISC. ABUT. & DRAINAGE DETAIL (STD. DWG.)	K-85-150
STD. REINF. CONC. PAV'T AT BRIDGE ENDS (STD. DWG.)	K-86-144
BRIDGERAIL (STD. DWG.)	K-38-154A
PILE SPLICE DETAILS (STD. DWG.)	K-3-111



PLAN
Scale 1"=20'

Note: Traffic to be maintained on Old State Route No. 95.
Note: All Substructures are parallel to ϵ of Old State Route No. 95.



ELEVATION
NORTH & SOUTH BOUND LANES
Scale 1"=10'0"

Looking Back on Survey, Old State Rt. No. 95

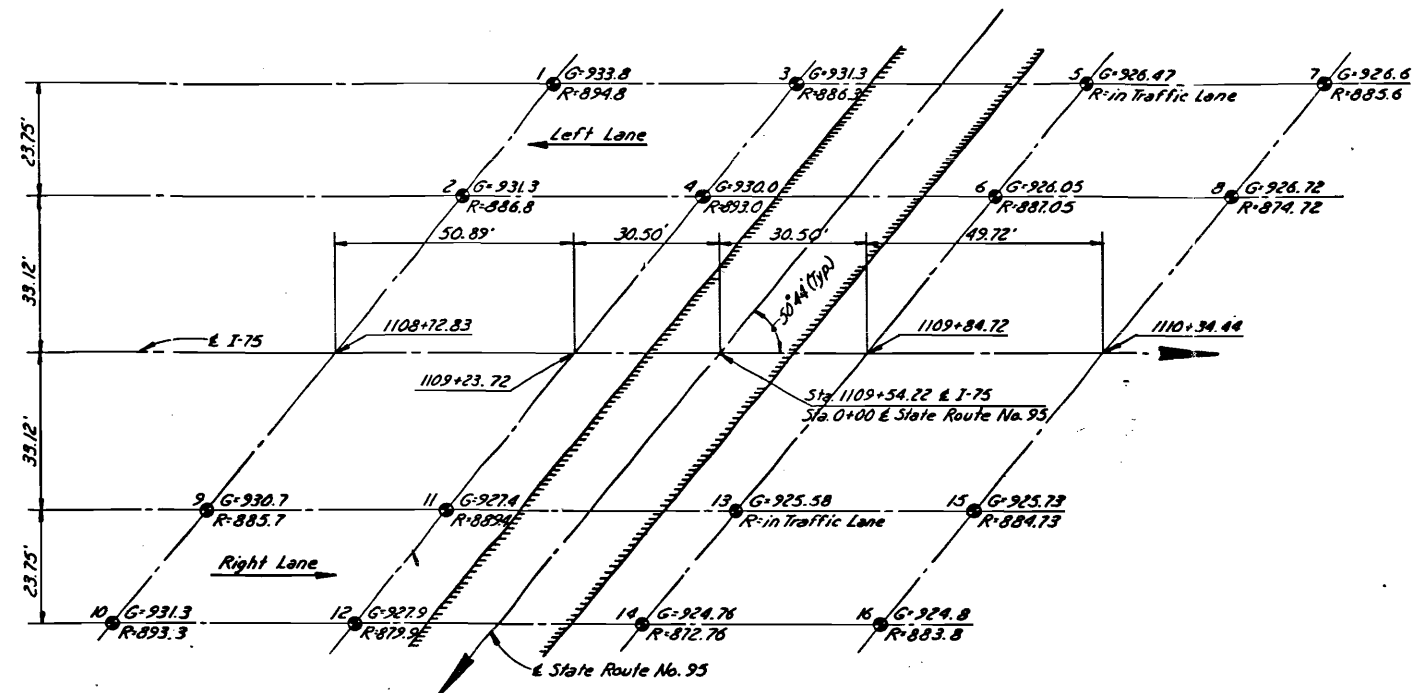
Note: Existing Roadway to remain undisturbed. Bents arranged to future minimum Standard Roadway Width.

Note: The fills at the ends of the bridge shall be in place and thoroughly compacted before any abutment piles are driven. For pile cut-off elev. at abut. see Dwg. No. K-103-3. If contractor elects to construct Bents 1 prior to placing the endfills, the fill shall be placed in such a way so as not to damage or misarrange the existing structures. No. K-103-5.

Continuous Precast Prestressed I-Beam Bridges with Concrete Deck Slabs.
Est. 1992 A.D.T. = 29,900
2-42'0" Bridges with Parapets

STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
PROJECT I-75 I-75 OVER OLD STATE ROUTE NO. 95 BRIDGE NO. 4A & 4B AT STA. 1109+54.22 LOUDON COUNTY, TENN. LAYOUT OF BRIDGES 4A & 4B			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE AS NOTED	DESIGNED: S. K.S. DRAWN: R.H.S. TRACED: R.H.S. CHECKED: A.L.C.	QUANTITIES COMP: R.H.S. CKD: A.L.C.	DATE FEB. 1971

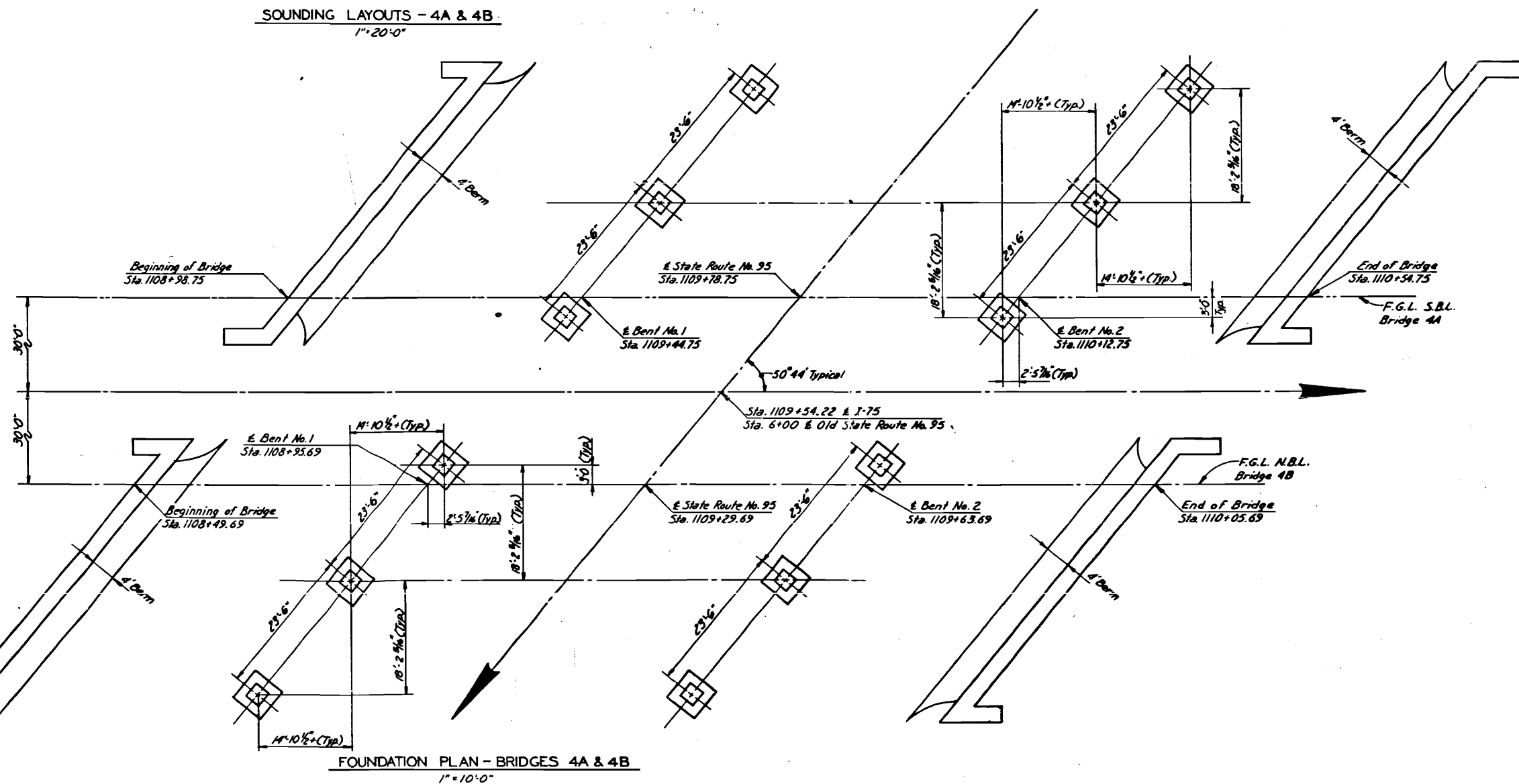
FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			70	496
FED. AID PROJ. NO.		I-75-2(9)74		
STATE PROJ. NO.				



SOUNDING LAYOUTS - 4A & 4B
1" = 20'-0"

FINISH GRADE DATA I-75 - N.B.L. & S.B.L.

GRADE DATA FOR OLD EXISTING ST. ROUTE 95

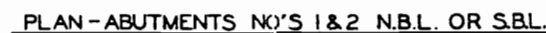


FOUNDATION PLAN - BRIDGES 4A & 4B
1" = 10'-0"

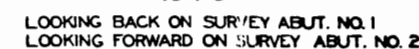
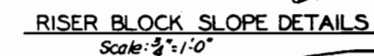
STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
PROJECT I-75 I-75 OVER OLD STATE ROUTE NO. 95 BRIDGE NO. 4A & 4B AT STA. 1109+54.22 LOUDON COUNTY, TENN. FOUNDATION PLAN & GRADES			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE AS NOTED	DESIGNED: S.K.S. DRAWN: R.H.S. TRACED: R.H.S. CHECKED: A.L.C.	QUANTITIES COMP: R.H.S. CKD: A.L.C.	DATE FEB. 1971

K-103-2

3-20-72 Mid-South-Revised direction of slopes shown in Riser Block Slope Detail.



* INCLUDES WINGPOSTS QUANTITIES



⊕ Indicates 2" in 12",
Forward Batter.

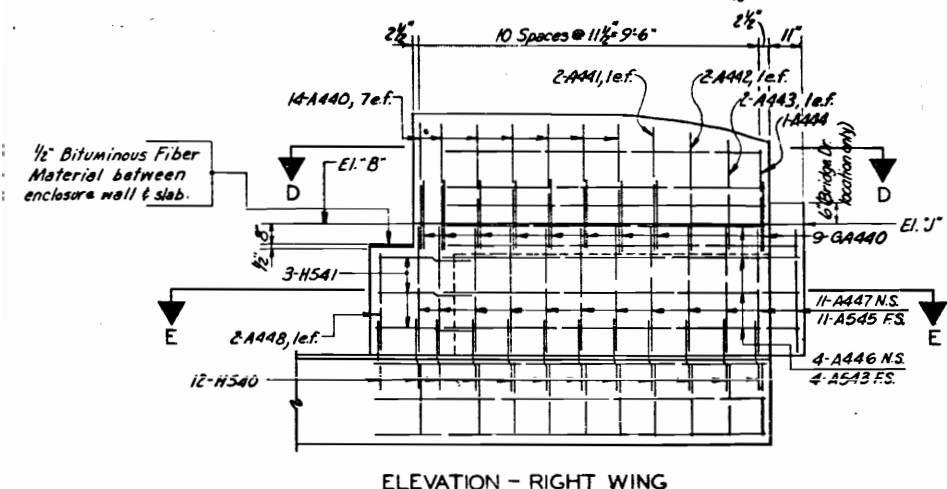
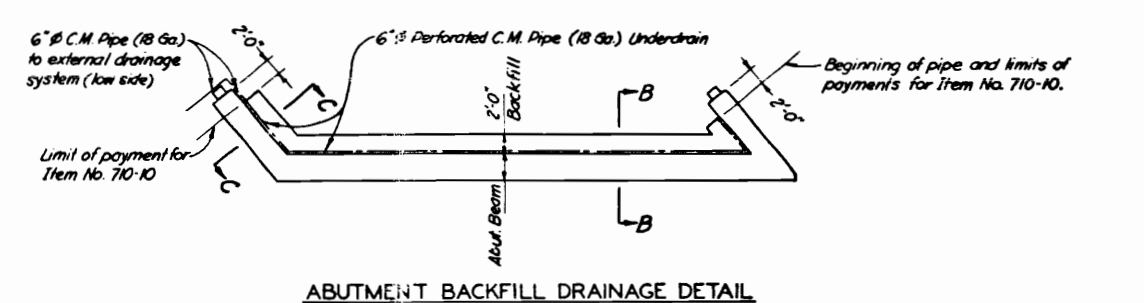
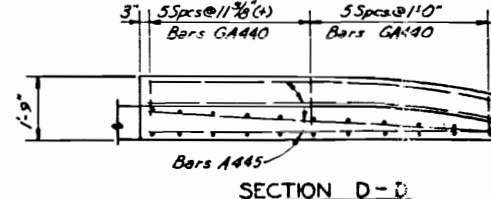
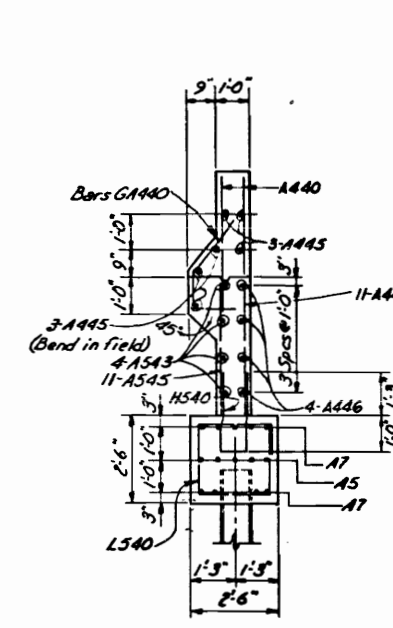
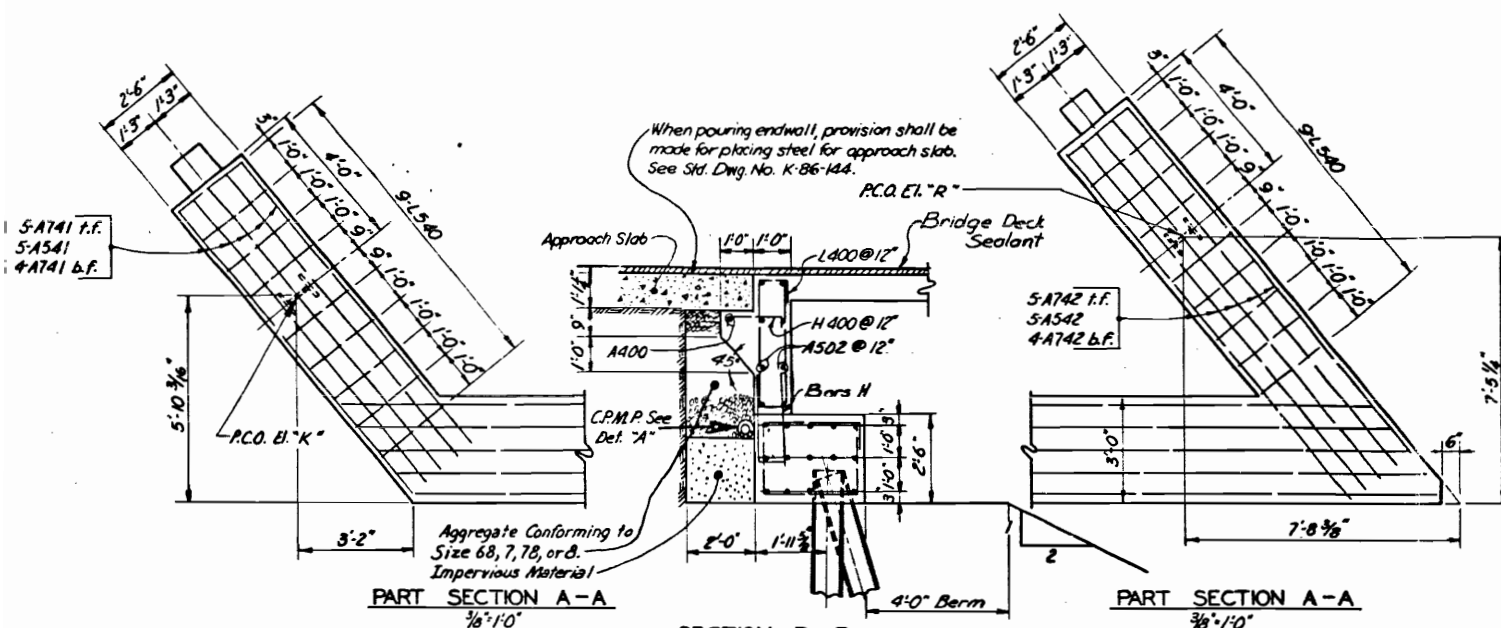
* Where Bridge Drains occur increase Elev. "A" or "J" by 6" over 11" wall projection to match Bridge Drain Curb.

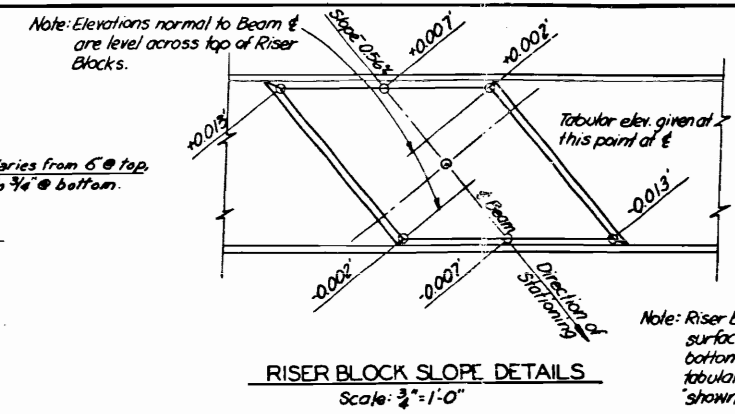
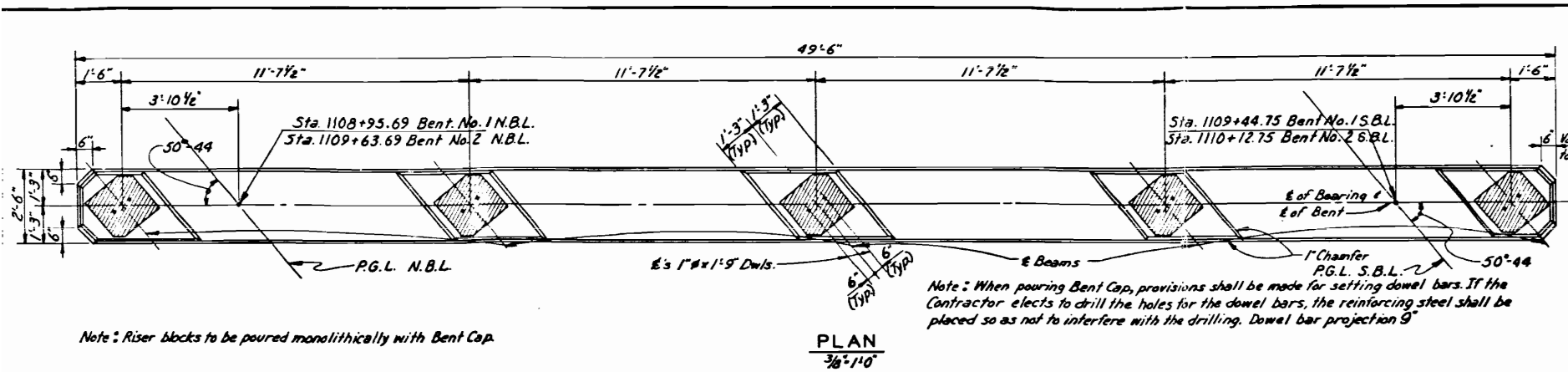
SCALE AS NOTED	DESIGNED: S. K.S. DRAWN: S. K.S. TRACED: R.H.S. CHECKED: A.L.C.	QUANTITIES COMP: R.H.S. CK'D: A.L.C.	DATE FEB. 1971
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K-103-3

FED. ROAD DIST. NO.	T E N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	N		72	496
FED. AID PROJ. NO.		I-75-2(9)74		
STATE PROJ. NO.				

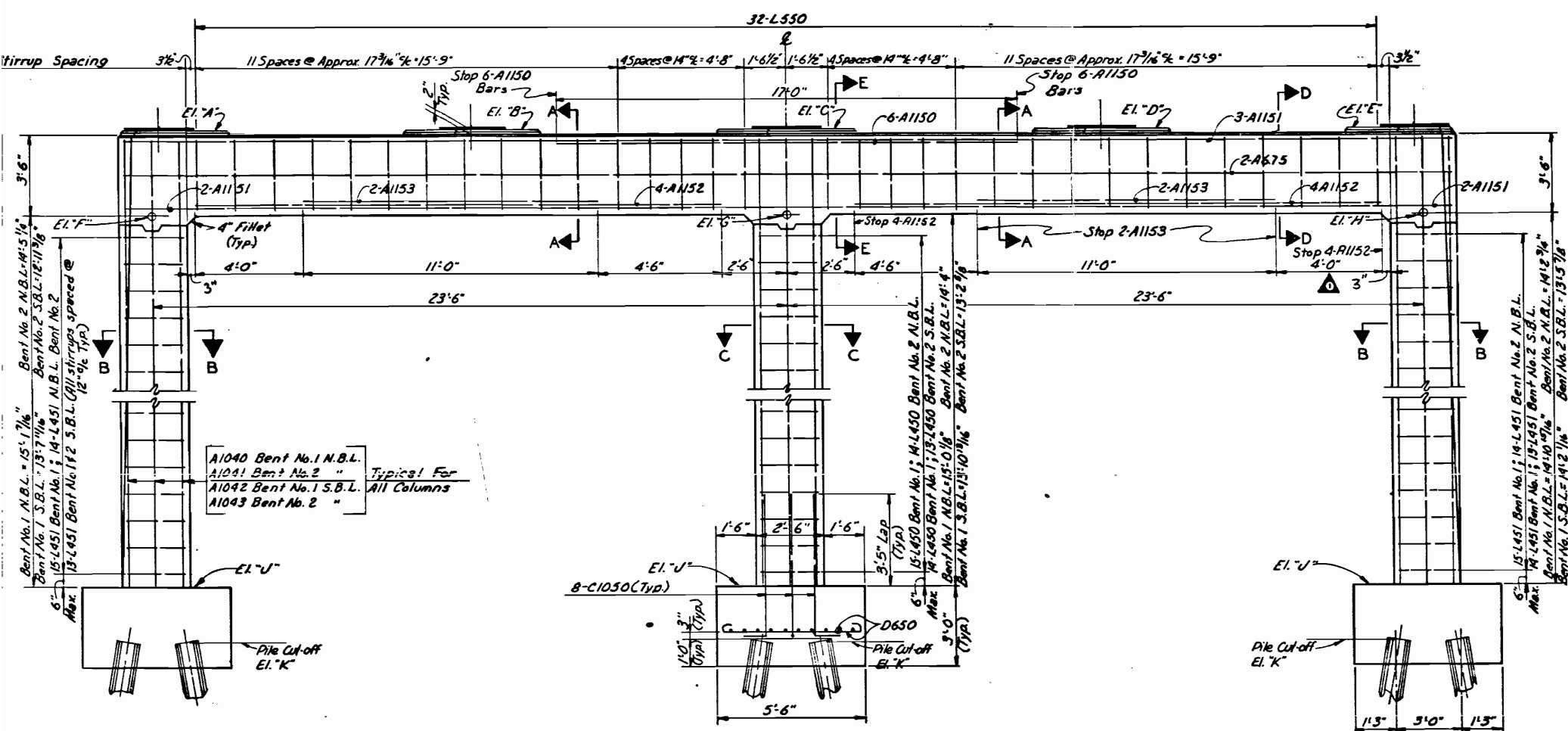
3-27-72 EBI Misc. Detail Revisions





FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			73	496
FED. AID PROJ. NO.		I-75-2(9)74		
STATE PROJ. NO.				

3-27-72 ERI Dimension Added.

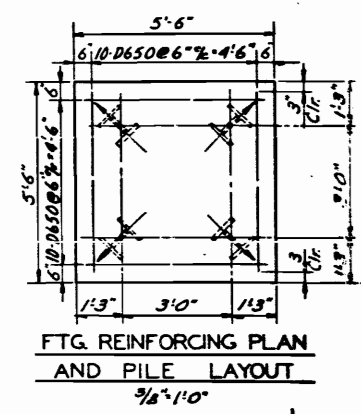
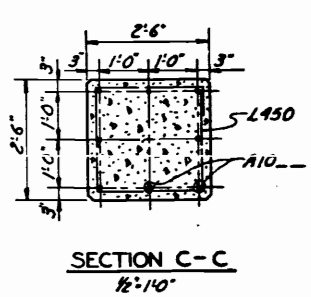
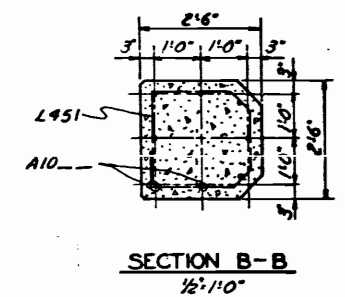
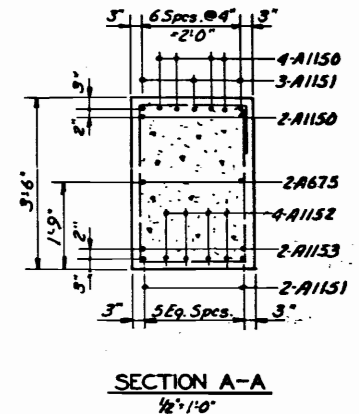
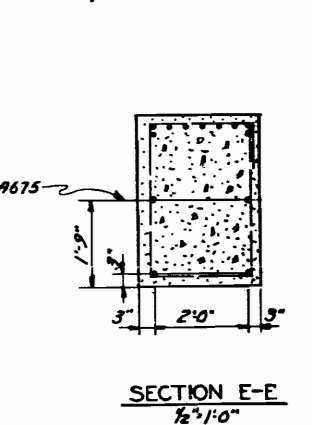
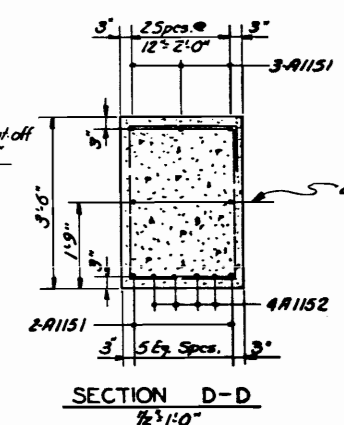
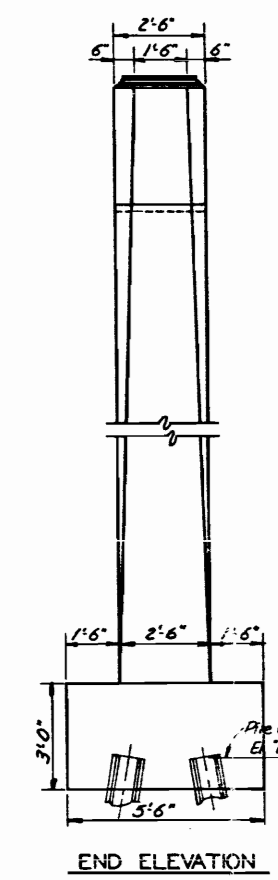


SCHEDULE OF ELEVATIONS

LOCATION	BENT NO. 1 N.B.L.	BENT NO. 2 N.B.L.	BENT NO. 1 S.B.L.	BENT NO. 2 S.B.L.
Point "A"	947.69	947.31	946.90	946.52
"B"	947.64	947.26	947.04	946.66
"C"	947.58	947.20	947.17	946.79
"D"	947.53	947.15	947.31	946.93
"E"	947.48	947.10	947.44	947.06
"F"	944.02	943.64	943.24	942.85
"G"	943.91	943.53	943.50	943.12
"H"	943.81	943.43	943.77	943.39
"U"	928.90	928.20	929.60	929.90
"K"	926.90	927.20	927.60	927.90

ESTIMATED QUANTITIES

	BENT NO. 1 N.B.L.	BENT NO. 2 N.B.L.	BENT NO. 1 S.B.L.	BENT NO. 2 S.B.L.
604-03.01 CLASS "A" CONC. CU. YD.	36.7	36.3	36.0	35.5
604-03.02 REINFORCING STEEL LBS.	6769	6681	6648	6559



STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

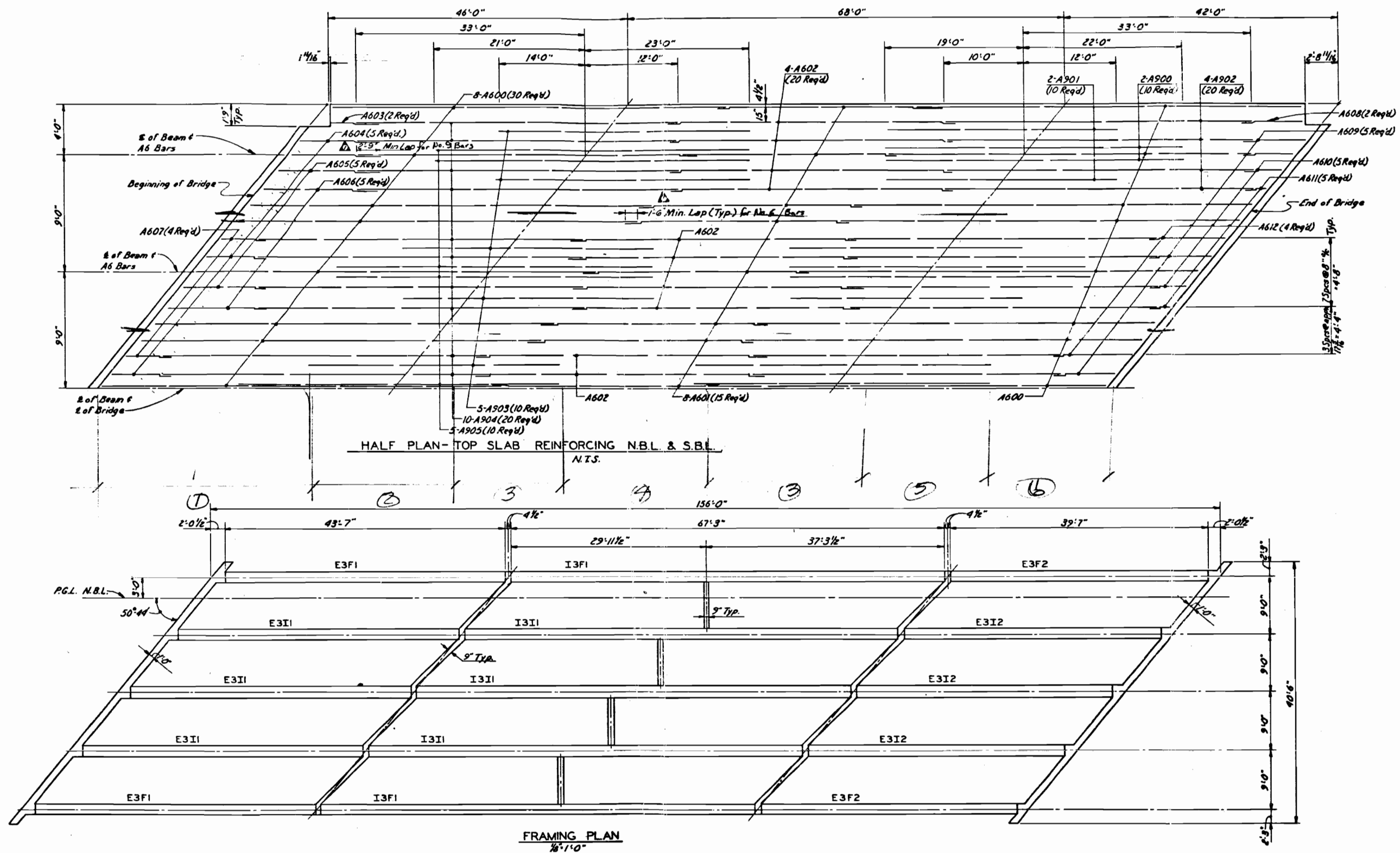
PROJECT I-75
I-75 OVER OLD STATE ROUTE NO. 95
BRIDGE NO. 4A & 4B
AT STA. 1109+54.22
LOUDON COUNTY, TENN.
BENTS NO. 1 & 2 N.B.L. & S.B.L.

MID-SOUTH ENGINEERING CO., INC.
820 BROADWAY, N.E. KNOXVILLE, TENNESSEE

SCALE AS NOTED	DESIGNED: S.K.S. DRAWN: R.H.S. TRACED: R.H.S. CHECKED: A.L.C. & S.K.S.	QUANTITIES COMP: R.H.S. CKD: A.L.C.	DATE FEB. 1971
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FED. ROAD DIST. NO.	T E N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	N		74	496
FED. AID PROJ. NO.		1-75-2(9)74		
STATE PROJ. NO.				

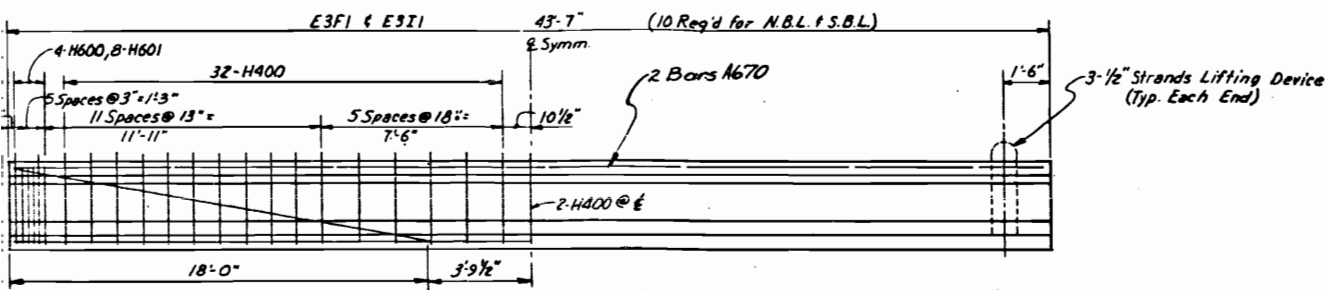
3-20-72 Mid-South - Revised and added minimum lap dimension



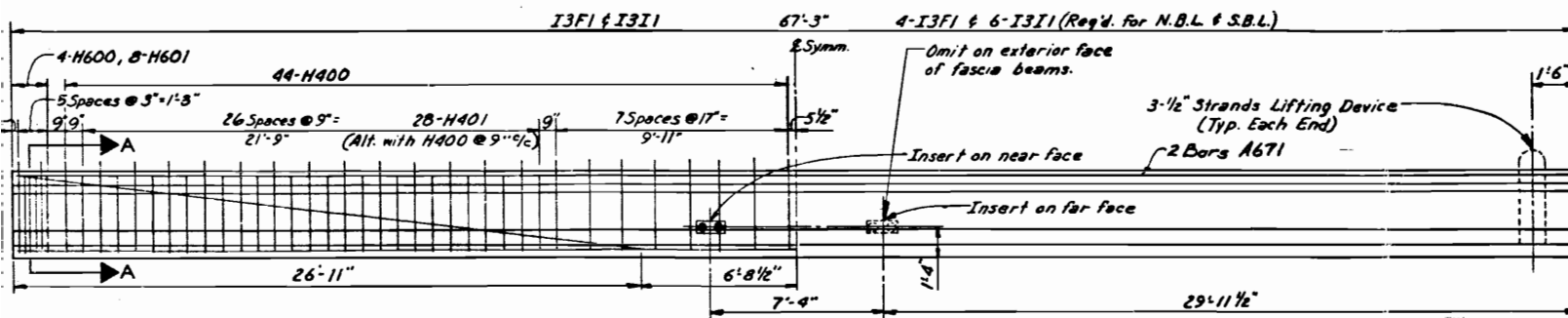
STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
PROJECT I-75 I-75 OVER OLD STATE ROUTE NO. 95 BRIDGE NO. 4A & 4B AT STA. 1109+54.22 LOUDON COUNTY, TENN. SUPERSTRUCTURE N.B.L. & S.B.L.			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE AS NOTED	DESIGNED: S.K.S. DRAWN: S.K.S. TRACED: R.H.S. CHECKED: A.L.C.	QUANTITIES COMP: R.H.S. CKD: A.L.C.	DATE FEB 1971

K-103-8

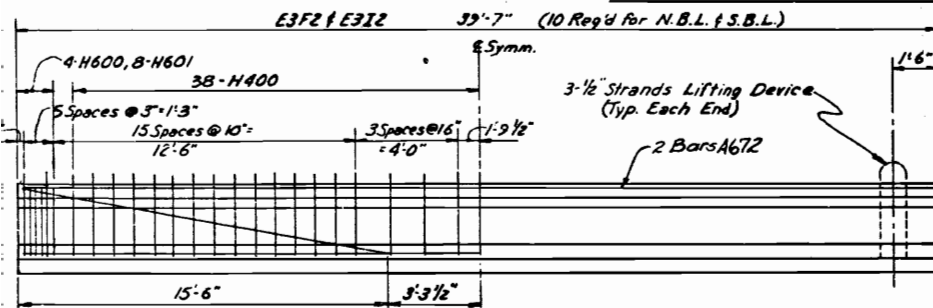
FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			76	496
FED. AND PROJ. NO.		I-75 - 2(9)74		
STATE PROJ. NO.				



ELEVATION BEAMS E3F1 & E3I1



ELEVATION BEAMS I3F1 & I3I1



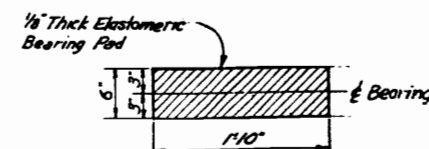
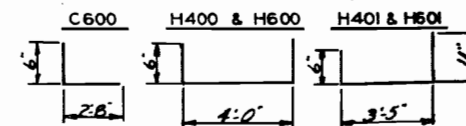
ELEVATION BEAMS E3F2 & E3I2

ESTIMATED QUANTITIES (EACH BEAM)

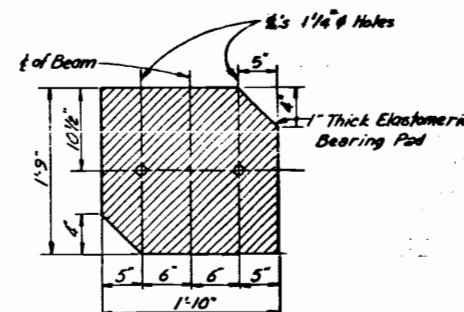
BEAM	5000 P.S.I. CONC. CU. YDS.	PRESTRESSING STEEL LBS.	REINF. STEEL LBS.	THREADED RODS	THREADED INSERTS
E3F1 & E3I1	6.3	318	458	-	-
I3F1	9.7	841	660	2	1
I3I1	9.7	841	660	4	2
E3F2 & E3I2	5.7	289	487	-	-

BILL OF STEEL EACH BEAM

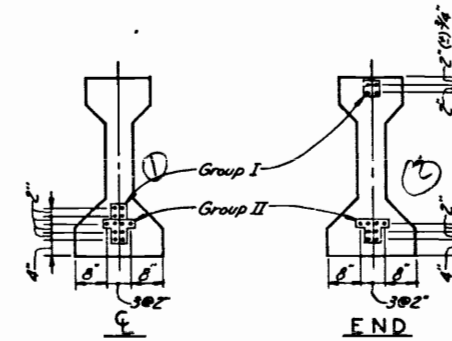
BAR	SIZE	NO. REQUIRED			LENGTH
		E3F1 E3I1	I3F1 I3I1	E3F2 E3I2	
H400	4	66	88	74	5'-5"
H401	4	-	56	-	4'-10"
H600	6	8	8	8	5'-5"
H601	6	16	16	16	4'-10"
C600	6	8	8	8	3'-2"
A670	6	4			22'-6"
A671	6			4	34'-3"
A672	6		2		39'-3"



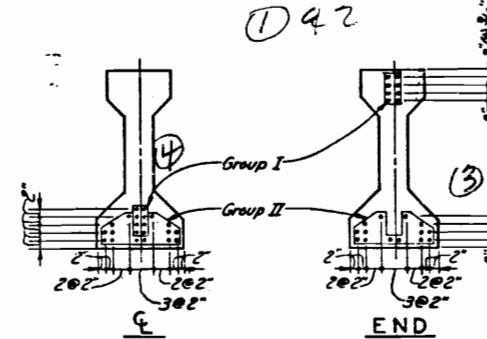
ELASTOMERIC PAD AT ABUT.
20 Req'd.



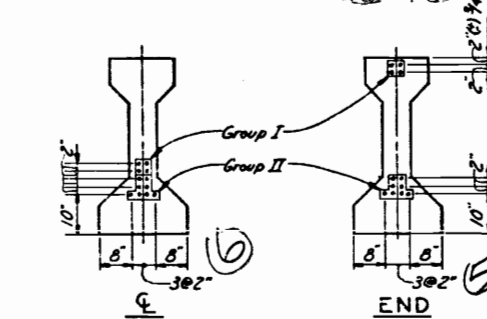
ELASTOMERIC PAD AT BENT
20 Req'd.



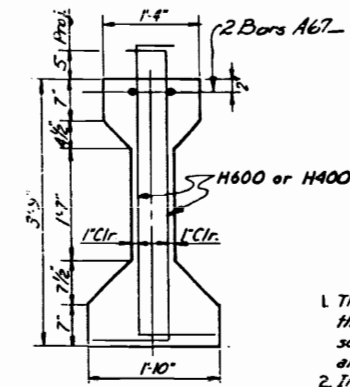
BEAMS E3F1 & E3I1



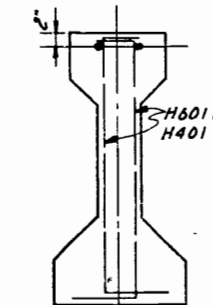
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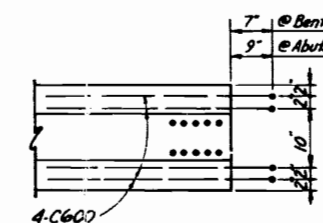
BEAMS E3F2 & E3I2



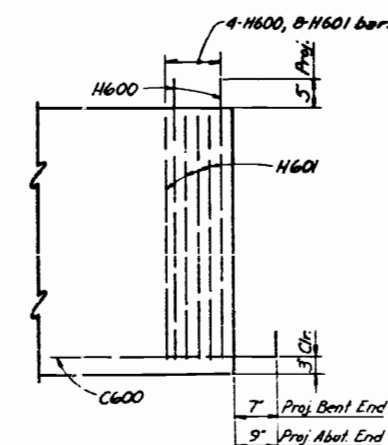
TYPE III
PROJECTED BEAM WEB REINF.
Scale: 3/4" = 1'-0"



SECTION "A-A"
Showing Non-Projected
Beam Web Reinf.
Scale: 3/4" = 1'-0"



PLAN



ELEVATION
TYP. AT ENDS

- GENERAL BEAM NOTES**
- The top of all beams are to be rough floated. At approximately the time of initial set, the top of the beams will also be scrubbed transversely with a coarse wire brush to remove all laitance and produce a rough surface.
 - Inserts for diaphragm are to be double threaded type (cast-in-place). 3/4" threaded rods for inserts are to provide a 2'-0" splice with the diaphragm reinforcement.
 - Anchorage at bents to be accomplished by dowels 1" x 1'-9".
 - Mild reinforcing steel shall be ASTM A615.
 - All prestressing strands to be 1/2" high strength type 270K 7 wire uncoated stress-relieved prestressing strands.
 - An initial force of 28,910 lbs. shall be applied to each strand in all beams. Except as noted on this sheet.
 - All beams are AASHTO-PCI Standard Type III.
 - After the beam is removed from the prestressing bed, bars C600 shall be bent horizontally a sufficient amount so as to permit bars C600 of adjoining beam to mesh when in the erected position.
 - The prestressing strands shall be left projecting 3"(6") from the ends of the beams. There shall not be any protective coating placed on the ends of the beams or on the projecting strands.
 - Size 1/2 coarse aggregate will be permitted in the concrete.
 - Elastomeric pads to be 6" x 1'-10" x 1/8" at abutment ends and 1'-9" x 1'-10" x 1/8" with 1/4" holes at bents.
 - The concrete for this construction shall be of such properties as to attain a compressive strength of not less than 5,000 p.s.i. at the age of 28 days and stress transfer shall not be made to the bridge member until the test specimens indicate that the concrete has reached a compressive strength of at least 4,350 p.s.i.
 - Cost of Elastomeric Pads & dowel bars to be included in the cost of prestressed beams.

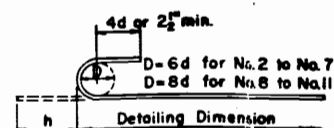
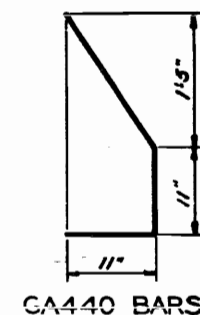
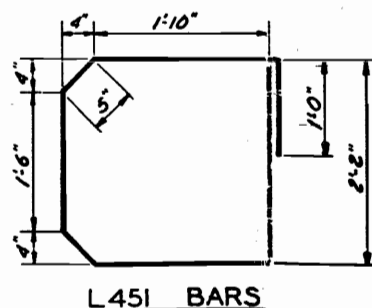
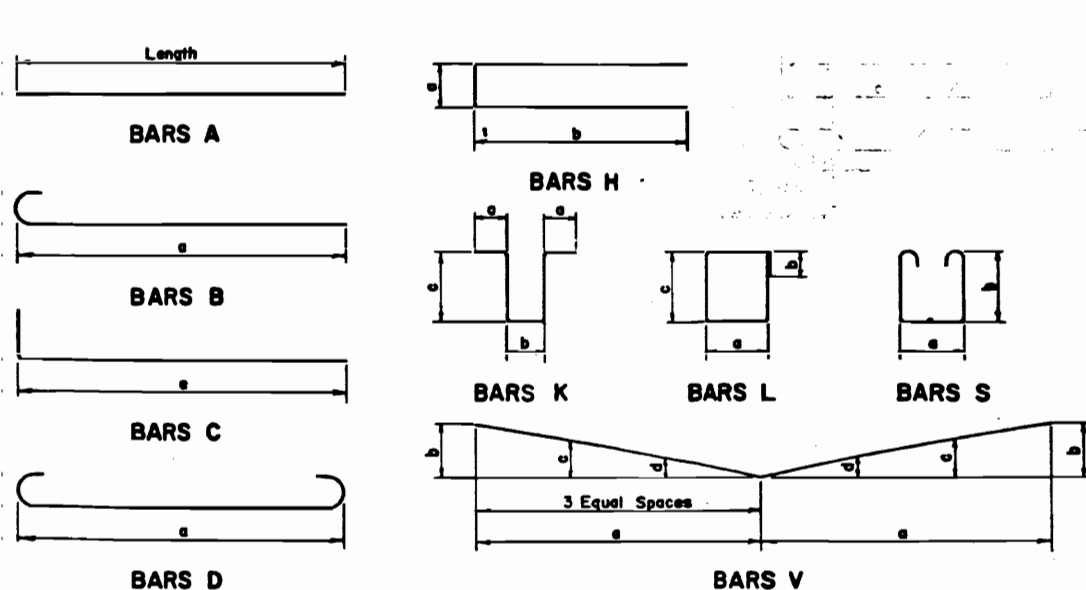
STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
PROJECT I-75 I-75 OVER OLD STATE ROUTE NO. 95 BRIDGE NO. 4A & 4B AT STA. 1109+54.22 LOUDON COUNTY, TENN. PRESTRESSED BEAMS N.B.L. & S.B.L.			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE AS NOTED	DESIGNED: S.K.S. DRAWN: R.H.S. TRACED: R.H.S. CHECKED: A.L.C.	QUANTITIES COMP: R.H.S. CKD: A.L.C.	DATE FEB. 1971

FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			77	496
FED. AID PROJ. NO.	I-75-2(9)74			
STATE PROJ. NO.				

3-20-72 Mid-South - Bar List Revised

REINFORCING STEEL SCHEDULE

SUPERSTRUCTURE (1/2 EACH LANE)										SUPERSTRUCTURE (1/2 EACH LANE)										SUPERSTRUCTURE (1/2 EACH LANE)										BENTS (1/4 PER BENT UNLESS SPECIFIED)									
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH				
				a	b	c	d					a	b	c	d					a	b	c	d					a	b	c	d								
A400	Roadway Bracket	4	4					51'-9"	A635	Slab (Top & Bolt.)	6	8					16'-8"	B605	Slab (Top Face)	6	4	10'-8"					11'-5"	L550	Bent Cap	5	128	2'-2"	1'-0"	3'-2"		11'-8"			
A500	Bent Diaph.	5	24					46'-6"	A636	" " "	6	4					17'-4"	B606	" " "	6	4	12'-0"					12'-9"	A675	"	6	8					49'-2"			
A501	Int. Diaph.	5	32					7'-6"	A637	" " "	6	8					18'-0"	B607	" " "	6	4	13'-4"					14'-1"	D650	Footings	6	240	5'-0"				6'-4"			
A502	End Diaph.	5	40					51'-9"	A638	" " "	6	4					18'-8"	B608	" " "	6	4	14'-8"					15'-5"	C1050	"	10	96	5'-2"				6'-2"			
									A639	" " "	6	8					19'-4"	B609	" " "	6	4	16'-0"					16'-9"												
H400	Roadway Bracket	4	200	1'-8"	0'-5"			2'-6"	A640	" " "	6	4					20'-0"	B610	" " "	6	4	17'-4"					18'-1"	A1150	Bent Cap	11	24					17'-0"			
L400	End Diaph.	4	200	0'-8"	1'-0"	4'-0"		10'-4"	A641	" " "	6	8					20'-8"	B611	" " "	6	4	18'-8"					19'-5"	A1151	"	11	20					49'-2"			
									A642	" " "	6	4					21'-4"	B612	" " "	6	4	20'-0"					20'-9"	A1152	"	11	32					19'-6"			
K400	Int. Diaph.	4	64	0'-6"	0'-5"	3'-0"		7'-5"	A643	" " "	6	8					22'-0"	B613	" " "	6	4	21'-4"					22'-1"	A1153	"	11	16					11'-0"			
K401	Bent Diaph.	4	176	0'-6"	0'-5"	4'-1"		9'-7"	A644	" " "	6	4					22'-8"	B614	" " "	6	4	22'-8"					23'-5"												
									A645	" " "	6	8					23'-4"	B615	" " "	6	4	24'-0"					24'-9"		BENT NO. 1 N.B.L.										
A600	Slab (Top Face)	6	60					60'-0"	A646	" " "	6	4					24'-0"	B616	" " "	6	4	25'-4"					26'-1"												
A601	" " "	6	30					39'-0"	A647	" " "	6	8					24'-8"	B617	" " "	6	4	26'-8"					27'-5"												
A602	" " "	6	40					48'-6"	A648	" " "	6	4					25'-4"	B618	" " "	6	4	28'-0"					28'-9"	L450	Columns	4	15	2'-2"	1'-0"	2'-2"		9'-8"			
A603	" " "	6	4					11'-0"	A649	" " "	6	8					26'-0"	B619	" " "	6	4	29'-4"					30'-1"	L451	"	4	30					9'-2"			
A604	" " "	6	10					12'-1"	A650	" " "	6	4					26'-8"	B620	" " "	6	4	30'-8"					31'-5"												
A605	" " "	6	10					14'-3"	A651	" " "	6	8					27'-4"	B621	" " "	6	4	32'-0"					32'-9"	A1040	Columns	10	24					17'-9"			
A606	" " "	6	10					15'-11"	A652	" " "	6	4					28'-0"	B622	" " "	6	4	33'-4"					34'-1"												
A607	" " "	6	8					11'-3"	A653	" " "	6	8					28'-8"	B623	" " "	6	4	34'-8"					35'-5"		BENT NO. 2 N.B.L.										
A608	" " "	6	4					11'-0"	A654	" " "	6	4					29'-4"	B624	" " "	6	4	36'-0"					36'-9"												
A609	" " "	6	10					10'-8"	A655	" " "	6	8					30'-0"	B625	" " "	6	4	37'-4"					38'-1"												
A610	" " "	6	10					8'-9"	A656	" " "	6	4					30'-8"	B626	" " "	6	4	38'-8"					39'-5"	L450	Columns	4	14	2'-2"	1'-0"	2'-2"		9'-8"			
A611	" " "	6	10					7'-6"	A657	" " "	6	8					31'-4"	B627	" " "	6	12	40'-0"					40'-9"	L451	"	4	28					9'-2"			
A612	" " "	6	8					12'-1"	A658	" " "	6	4					32'-0"																						
A613	Slab (Bolt. Face)	6	240					52'-6"	A659	" " "	6	8					32'-8"	D600	Slab (Top Face)	6	220	43'-8"					45'-2"	A1041	Columns	10	24					17'-1"			
A614	" " "	6	664					43'-8"	A660	" " "	6	4					33'-4"																						
A615	Slab (Top & Bolt.)	6	8					3'-4"	A661	" " "	6	8					34'-0"	A900	Slab (Top Face)	9	20					41'-0"													
A616	" " "	6	4					4'-0"	A662	" " "	6	4					34'-8"	A901	" " "	9	20					31'-0"		BENT NO. 1 S.B.L.											
A617	" " "	6	8					4'-8"	A663	" " "	6	8					35'-4"	A902	" " "	9	40					47'-9"													
A618	" " "	6	4					5'-4"	A664	" " "	6	4					36'-0"	A903	" " "	9	20					22'-0"	L450	Columns	4	14	2'-2"	1'-0"	2'-2"		9'-8"				
A619	" " "	6	8					6'-0"	A665	" " "	6	8					36'-8"	A904	" " "	9	40					49'-9"	L451	"	4	27					9'-2"				
A620	" " "	6	4					6'-8"	A666	" " "	6	4					37'-4"	A905	" " "	9	20					40'-8"													
A621	" " "	6	8					7'-4"	A667	" " "	6	8					38'-0"										A1042	Columns	10	24					16'-10"				
A622	" " "	6	4					8'-0"	A668	" " "	6	4					38'-8"																						
A623	" " "	6	8					8'-8"	A669	" " "	6	8					39'-4"																						
A624	" " "	6	4					9'-4"	A670	" " "	6	4					40'-0"																						
A625	" " "	6	8					10'-0"	A671	" " "	6	8					40'-8"																						
A626	" " "	6	4					10'-8"	A672	" " "	6	4					41'-4"										L450	Columns	4	13	2'-2"	1'-0"	2'-2"		9'-8"				
A627	" " "	6	8					11'-4"	A673	" " "	6	24					42'-0"										L451	"	4	26					9'-2"				
A628	" " "	6	4					12'-0"	A674	" " "	6	32					6'-0"																						
A629	" " "	6	8					12'-8"																															
A630	" " "	6	4					13'-4"	B600	Slab (Top Face)	6	4	4'-0"				4'-9"																						
A631	" " "	6	8					14'-0"	B601	" " "	6	4	5'-4"				6'-1"																						
A632	" " "	6	4					14'-8"	B602	" " "	6	4	6'-8"				7'-5"																						
A633	" " "	6	8					15'-4"	B603	" " "	6	4	8'-0"				8'-9"																						
A634	" " "	6	4					16'-0"	B604	" " "	6	4	9'-4"				10'-1"																						



STANDARD HOOK DETAIL
Use 5d pins for all other bar bends

REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE - Dimensions shown on this sheet are outside to outside of bar.
The beginning numbers for the series in the bar designation shall be as follows:
Superstructure : 00-
Abutments : 40-
Bents : 50-

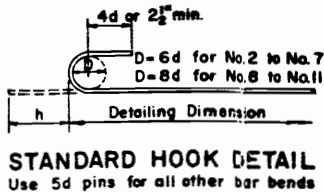
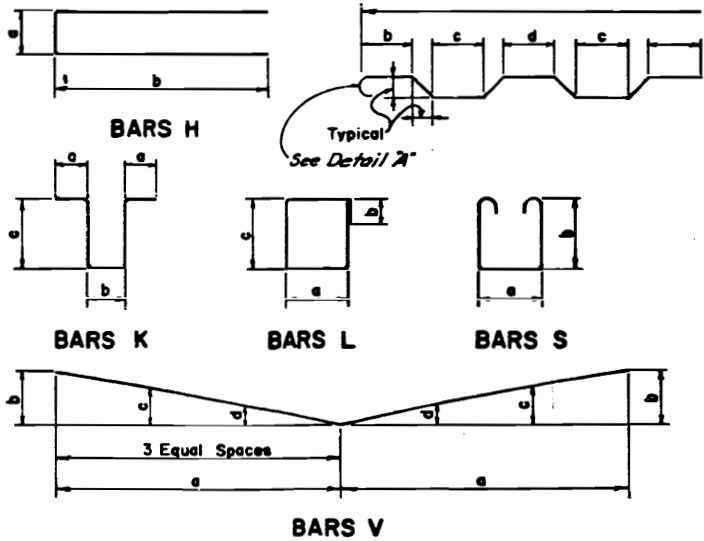
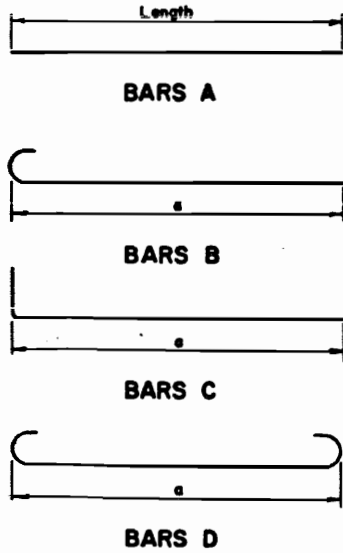
STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
PROJECT I-75 I-75 OVER OLD STATE ROUTE NO. 95 BRIDGE NO. 4A & 4B AT STA. 1109+54.22 LOUDON COUNTY, TENN.			
REINFORCING STEEL SCHEDULE			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE NONE	DESIGNED: S. K. S. DRAWN: TRACED: R. H. S. CHECKED: A. L. C.	QUANTITIES COMP.: S. K. S. CKD.: A. L. C.	DATE FEB. 1971

K-103-9

FED. ROAD DIST. NO.	T E N N	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3			78	496
FED. AID PROJ. NO.		I-75-2(9)74		
STATE PROJ. NO.				

REINFORCING STEEL SCHEDULE

ABUTMENTS (1/4 QUANT. PER LANE UNLESS NOTED)									REINF. CONC. PAV'T. AT BRIDGE ENDS (1/4 QUANTITY AT EACH ABUT. END)																										
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				a	b	c	d						a	b	c	d					e	b	c	d					a	b	c	d			
A440	Wingpost	4	96					3-10	A490	Slab	4	200					51-10																		
A441	Wingpost	4	16					3-8																											
A442	Wingpost	4	16					3-7	L590	Beam	5	296	1-2	1-0	2-2		7-8																		
A443	Wingpost	4	16					3-4	A690	Slab	6	164					24-2																		
A444	Wingpost	4	8					3-1	C690	Endwall	6	164	3-0				4-0																		
A445	Wingpost	4	48					9-6	A790	Beam	7	52					51-11																		
A446	Wingpost	4	32					10-6	A990	Slab	9	324					24-2																		
A447	Wingpost	4	88					4-2	C990	Endwall	9	324	4-0				5-0																		
A448	Wingpost	4	40					3-6																											
GA440	Wingpost	4	52	0-11	0-11	1-5		3-6	A1190	At Drain only	11	8					6-0																		
A540	Abutment Beam	5	20					58-5																											
A541	Abutment Beam	5	20					10-9																											
A542	Abutment Beam	5	20					11-9																											
A543	Abutment Beam	5	32					10-6																											
A545	Abutment Beam	5	88					4-2																											
H540	Wing Wall	5	108	0-8	2-3			5-2																											
H541	Face Wall	5	12	0-8	2-0			4-8																											
H542	Face Wall	5	12	0-8	4-0			8-8																											
H543	Face Wall	5	24																																
L540	Side Wall	5	72	2-2	1-0	2-2		9-8																											
L541	Abutment Beam	5	204	2-8	1-0	2-2		10-8																											
A740	Abutment Beam	7	36					58-5																											
A741	Side Wall	7	36					10-9																											
A742	Side Wall	7	36					11-9																											
H840	Abutment Beam	8	204	6"	2'-7"			5'-6"																											
																																</			



REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE - Dimensions shown on this sheet are outside to outside of bar.

The beginning numbers for the "series" in the bar designation shall be as follows:

Superstructure : 00-

Abutments : 40-

Bents : 50-

STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS NASHVILLE			
PROJECT I-75 I-75 OVER OLD STATE ROUTE NO.95 AT STA. 1109+54.22 BRIDGE NO. 4A & 4B LOUDON COUNTY, TENN.			
REINFORCING STEEL SCHEDULE			
MID-SOUTH ENGINEERING CO., INC. 820 BROADWAY, N.E. KNOXVILLE, TENNESSEE			
SCALE NONE	DESIGNED: S.K.S. DRAWN: TRACED: R.H.S. CHECKED: A.L.C.	QUANTITIES COMP.: S.K.S. CKD.: A.L.C.	DATE FEB. 1971