

DEPARTMENT OF TRANSPORTATION  
BUREAU OF PLANNING AND DEVELOPMENT  
DESIGN DIVISION  
SURVEY AND DESIGN OFFICE

FIELD REPORT

*New bridge*

Region 1	County Roane	Project Number BRZ-7300(8) 73945-1439-94	Type of Report Preliminary and Right-of-Way Field Review	
Route Number and Termini Bridge and Approaches over Southern Railway (L.M. 0.01)			Date 5/27/86	Date of Inspection 3/5/86
Inspection Made By Dewey Powell <i>[Signature]</i> <i>[Signature]</i>		In Company With Neal Priest, Homer Smith, David Gibson, Frank Bates, Mike Dodson, w/TDOT; Richard Hall w/Harriman Utility Board; Warren Counce, Bob Campbell, w/Robert G. Campbell and Associates, Inc.		

Remarks:

This project will replace the existing two-lane timber stringer structure over Southern Railroad in Harriman L.M. 0.01 and consist of grading, drainage, bridge, and paving.

Sheet 1:

1. Use 73945-1439-94 as P.E. number.
2. Use 73945-2449-94 as right-of-way number.
3. Add state project number to beginning and ending of project.
4. Add city of Harriman under Roane County in description.
5. Change SR-29A on vicinity map to 328 and add "Old Roane Street" to description.
6. Add engineer stamp and sign.

Sheet 2:

1. Change typical cross-slope to 0.02 '/, and reverse shoulder slopes.
2. Add 4' sidewalk to left side of typical section with 4" depth.

Sheet 3:

1. Correct spelling of tract.
2. Check location of force main relative to proposed pier.
3. Add beginning and ending of project to plans.
4. Plot bridge on plan.
5. Check location of slope easements.
6. Add bearings, distances, and residence to blow ups on each side of railroad.
7. Change tract numbers to 1, 2, and 3 and area acquired to square feet.
8. Label proposed right-of-way lines.



Sheet 3 (continued):

9. Label property line between Ernestine E. Callahan and Thomas M. Kelly property.
10. Slopes lines inside the railroad right-of-way will be taken care of by Utilities in the crossing agreement and tract assignment is not required.
11. The cave near the force main will be located by Mr. Gibson and furnished to Robert G. Campbell and Associates for adding to plans.

Sheet 3A:

1. Dash existing pavement lines, add radii dimensions, and dimension proposed lane width and sidewalks.
2. Add beginning and ending of bridge.
3. Mr. Powell will furnish turning movements to be added to plans.
4. Connect curb to existing bridge on Roane Street over railroad on south side of railroad.

General:

Design Speed - Design speed shown on title sheet and Advance Planning Report is 30 mph. The vertical curve off the south end of the bridge is a 20 mph curve. The representative from the CA Office stated that a design exception will not be required due to the stop condition. This is covered under a blanket agreement.

The centerline location had considerable discussion relative to its location since a residence is to be acquired. The centerline was set to produce a ninety degree crossing of Roane Street as shown on the plans, lining up with Emory Street on the south. During the time we were at the site, two vehicles crossed directly from the existing bridge to Emory Road. The diagonal crossing is approximately 140 feet and the direct crossing is approximately 80 feet. This site is also used as a school crossing. The crossing guard was at the site while we were present.

The existing proposed location is better than a shift toward the existing bridge to miss the residence for the following reasons.

1. The proposed intersection will provide more sight distance from the existing bridge (U.S. 29 - Roane Street) since the handrail on the existing bridge lines up with our curb.
2. The crossing will provide a shorter crossing for vehicles.
3. The school crossing will be shorter and should be more organized due to the sidewalk being proposed.

It appears that the additional safety of this location will offset the acquisition of the residence.

DLP/jl



Preliminary and  
Right-of-Way Field Review  
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pc: Mr. Thomas J. Ptak, FHWA  
Mr. Bill Wallace  
Mr. H. M. Pinkleton  
Mr. Michael G. Dodson  
Mr. Fred Wheeler  
Mr. Clellon Loveall  
Mr. Jim Beasley  
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Mr. Dewey Powell  
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Mr. Robert G. Campbell, Robert G. Campbell and Associates, Inc.