

Question	Answer
<p>You mentioned several times the foundation problems. What are the problems with the foundations?</p> <p>On all four bridges?</p>	<p><i>(Jake William, Benesch)</i> During the course of the widening project there was a desire to put retaining walls against the abutments in order to make room for ramps. It was discovered at that time the piles were not installed the way the plans said they were. After further research by TDOT it appears that none of the piers have piles installed in their foundations. So that is something that needs to be addressed with any re-use of the bridge piers.</p> <p><i>(Jake William, Benesch)</i> Yes, it appears this is true for all bridge piers.</p> <p><i>Additional answer from TDOT:</i> According to the files from the field books, the abutment piles were only 14-15 feet long and they didn't really get down to below where the new ditch lines were going to be in the last project. During the construction of the piers the field books indicate they hit a firm gravel layer and they decided at that time to use spread footings. So it's believed there are no piles in the piers.</p>
<p>Are there any Passenger Trains or just Freight Trains?</p>	<p><i>(Sammie McCoy, Benesch)</i> Currently this rail line is exclusively Freight Trains and is not expected to change in the next couple of years.</p>
<p>Was the railroad bridge built with the roadway bridges as one project?</p>	<p><i>(Sammie McCoy, Benesch)</i> All bridges were built around the same time (1961-1962)</p>
<p>Will the PowerPoint presentation be on the website?</p>	<p><i>(Lia Obaid, TDOT)</i> Yes. The sign in sheet will be on the website along with questions and answers in writing from today.</p>
<p>Are you looking for 16.5' clearance on the railroad bridge as well?</p>	<p><i>(Jake Williams, Benesch)</i> Correct. That is the standard minimum clearance.</p>
<p>On the TVA de-energizing, you said summer. What is "summer"?</p>	<p><i>(Sammie McCoy, Benesch,)</i> We can further research that and get you an answer on that. We have had some initial discussions with the utility companies. What we will also try to confirm is what the required clearances will be so we can tie that down as well. Above the Poplar West Bound bridge are high voltage lines about 36 feet above the roadway. We are working to confirm the voltage of that line and what the spacing between a crane and that line would need to be. It's not going to be 35 feet of clearance but we need to confirm that.</p>
<p>How is PR during construction handled? Is that part of the proposal or is that something that is handled by TDOT?</p>	<p><i>(Lia Obaid, TDOT)</i> It is handled in house by TDOT Community Relations.</p>

<p>Doesn't it make sense that if you're going to eliminate spans you're going to have deeper beams and grades will be raised on approaches?</p>	<p><i>(Jake Williams and Sammie McCoy, Benesch)</i> I think you're on the right track. But there's also a chance for a through plate girder. Take a look at that technical study if you haven't already. We talk about some of those things that are constraints. There is approximately 2-3 feet of ballast on the bridge. When we did the technical study we had no survey. We had photos and what we could see with our eyes and aerial photos. Keep that in mind that is what we knew or didn't know when we completed this technical study. The technical study talked about through plate girders, trusses and deck plate girders.</p>
---	--