

2000 UTILITIES COORDINATION - IX DOT
BRNSAP

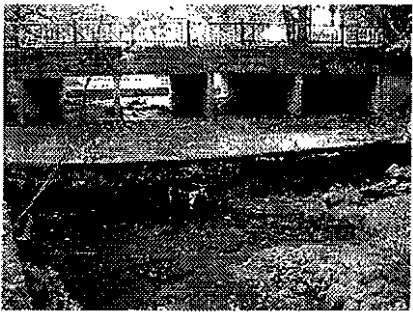
Oxford®

ESSELTE

NO. 753 1/3

10%





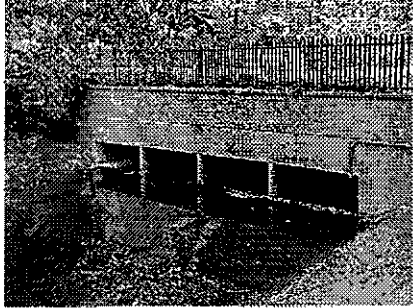
Lake Forest
Downstream



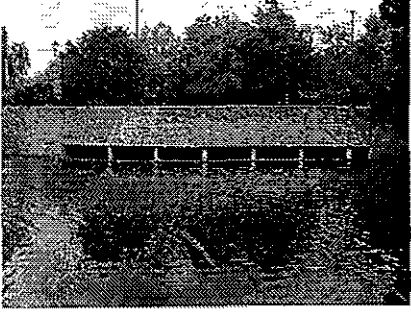




FARMERS BRANCH CREEK
UPSTREAM SIDE @ SPRING VALLEY



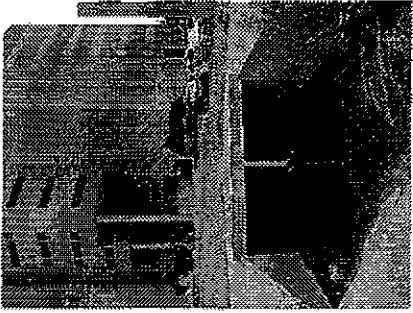
Oaks North
upstream



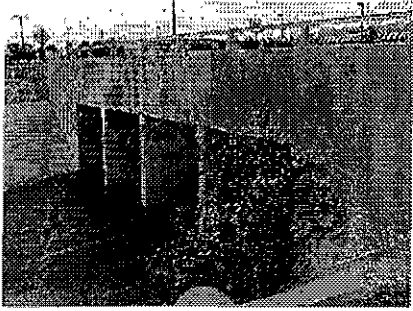
Wynnewood
upstream



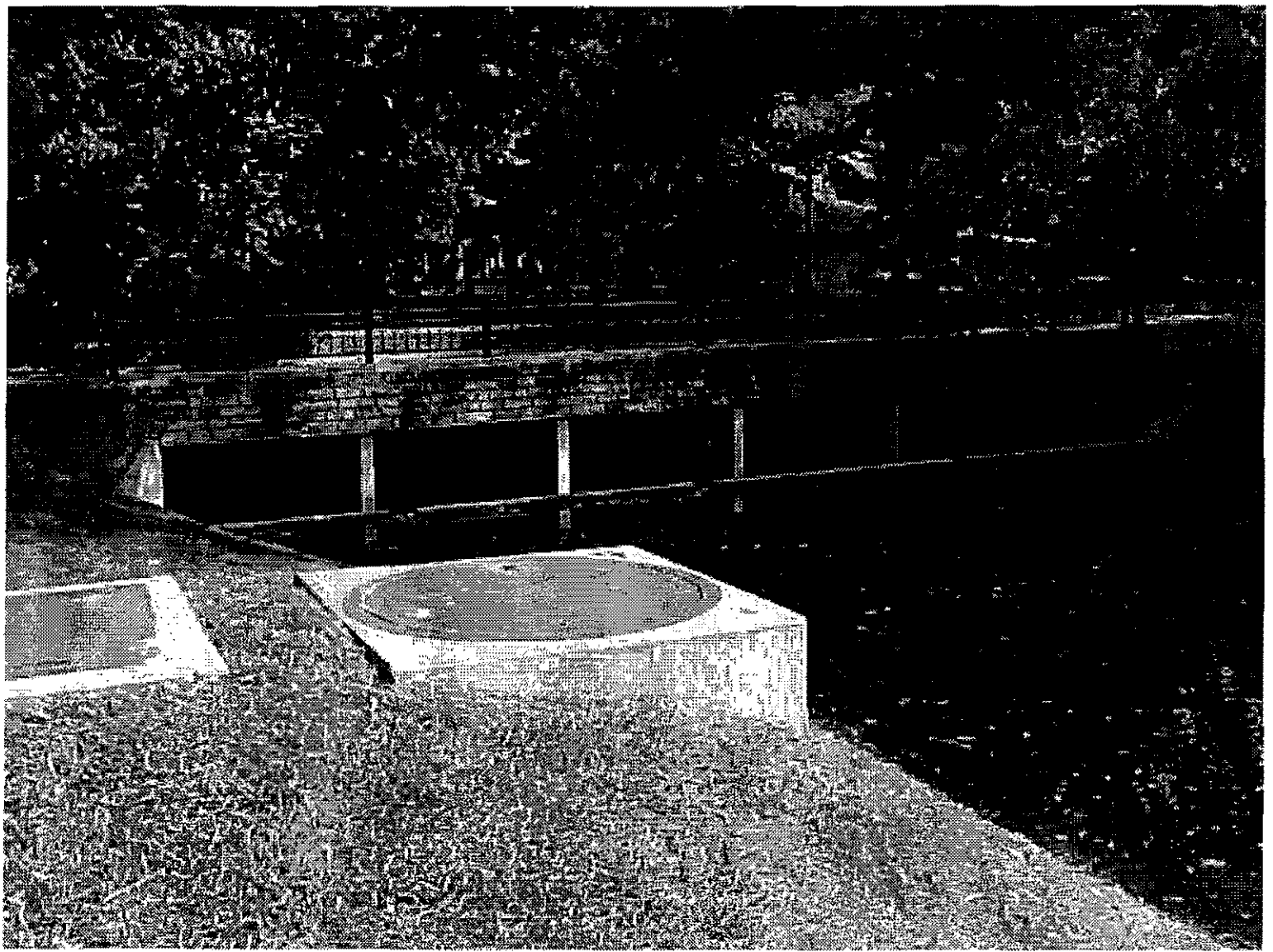
Wynnewood
Downstream



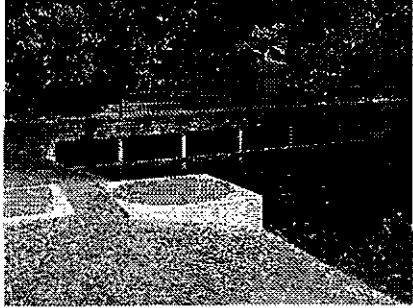
Upstream @
First State Bank
of Texas



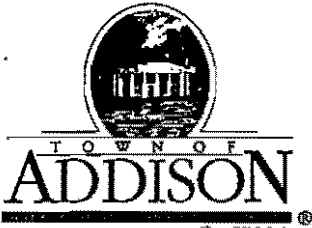
Downstream
West B Marsh



Lake Forest
Upstream



Lake Forest
upstream



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

June 14, 2000

Mr. Charles R. Tucker, P.E.
Director of Transportation Planning And Development
Texas Department of Transportation
P.O. Box 3067
Dallas, TX 75221-3067

Re: BRINSAP and House Bill 1681

Dear Mr. Tucker:


As a result of your letter of September 17, 1999, and a subsequent conversation with Mr. Ibrahim Musa, P.E., regarding BRINSAP, and, based on the twenty foot opening criteria, available information on the location and the design of the following culvert is enclosed:

Lake Forest Drive at a tributary of White Rock Creek

Please call me at 972-450-2879 if you have any questions.

Very truly yours,

Town of Addison


James C. Pierce, Jr., P.E.
Assistant City Engineer

cc: Chris Terry, Assistant City Manager
Michael E. Murphy, P.E., Acting Director of Public Works

Enclosures

Earthquake forces *E_Q*.
 Earth *E*, water and ice pressure *ICE*, stream flow *SF*, and uplift *B* acting on the substructure.
 Forces resulting from elastic deformations, including rib shortening *R*.
 Forces resulting from thermal deformations *T*, including shrinkage *S*.
Highway Bridge Loads. Vehicular live load of highway bridges is expressed in

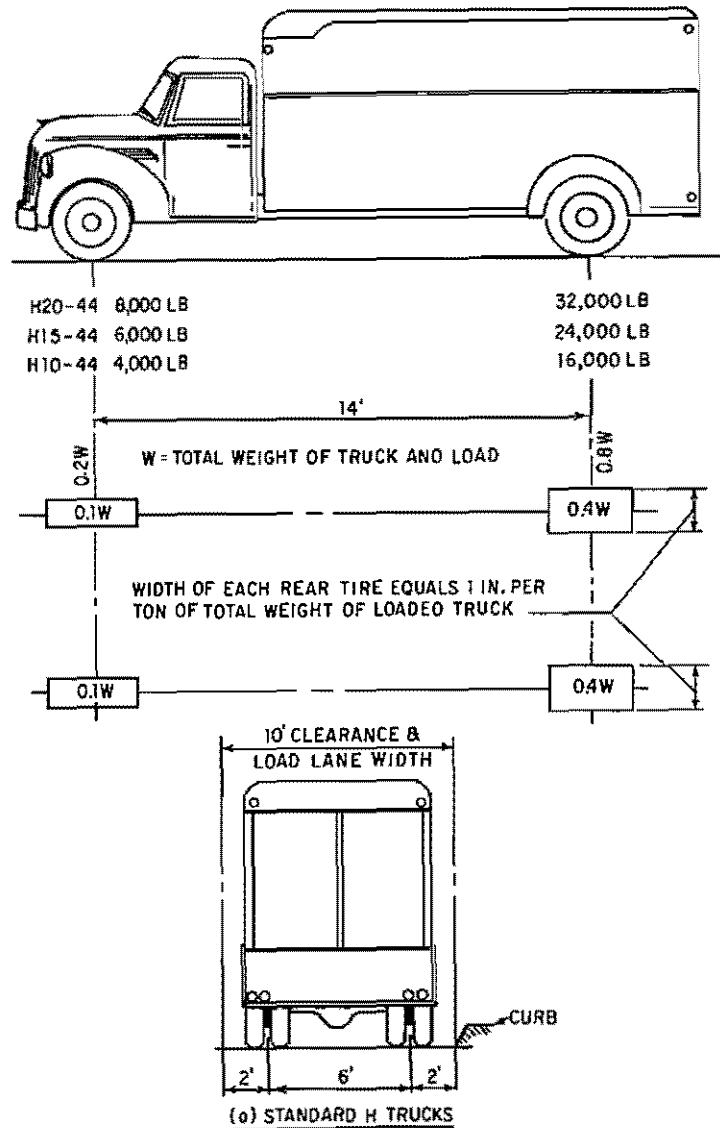
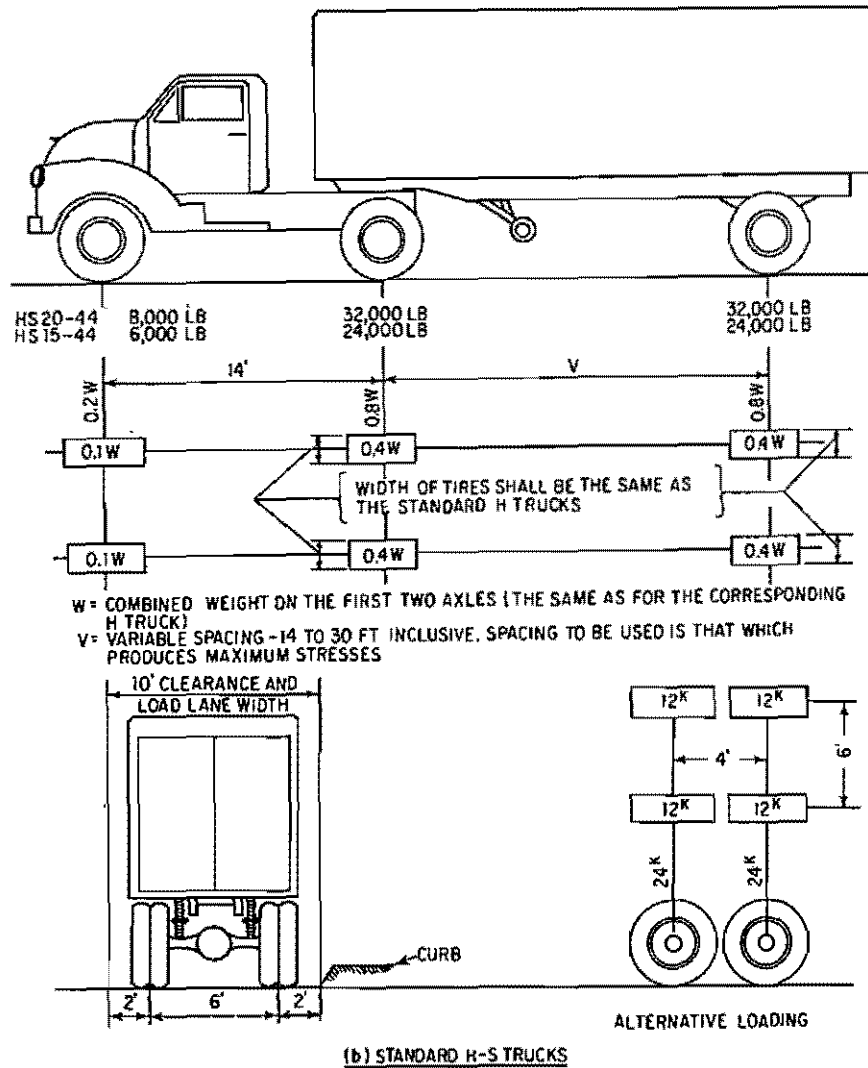


FIG. 17-3. Standard truck loading. In design of steel grid and timber floors for H2D or H20-S16 loading, one axle load of 24 kips or two axle loads of 16 kips each, spaced 4 ft apart, may be used, whichever produces the greater stress, instead of the 32-kip axle shown.

terms of design lanes and lane loadings. The number of design lanes depends on the width of the roadway.

Each lane load is represented either by a standard truck with trailer (Fig. 17-3) or, alternatively, as a 10-ft-wide uniform load in combination with a concentrated load (Fig. 17-4). In proportioning any member, all lane loads should be assumed to occupy, within their respective lanes, the positions that produce maximum stress in that member. Table 17-1 gives maximum moments, shears, and reactions for one loaded lane. Effects resulting from the simultaneous loading of more than two lanes may be reduced by a loading factor, which is 0.90 for three lanes and 0.75 for four lanes.



For slab design, the center line of the wheel should be assumed to be 1 ft from the face of the curb. There are five classes of loading: H2D, H15, H10, H20-S16, and H15-S12. Subsequent 44 indicates adoption of loading standard in 1944.

STD Gross wt 80,000 #s

" Genl Jabs ^{covering} ~~except~~ Commercial Vehicle Operation
Manny - Abola Vehicle Titles & Regs ⁱⁿ TX
Division
78779-0001
Sue Raeborn

HS-20 loading -

- ① even load
- uneq load

214-320 - 6259

②

50m	16,000
apple	32,000
	32,000
	<u>80</u>

No more than 20,000 # per apple

72,000 #s

80,000 #s capacity

Current Policy -

more than 80,000 #s needs a special permit

972-417-9654

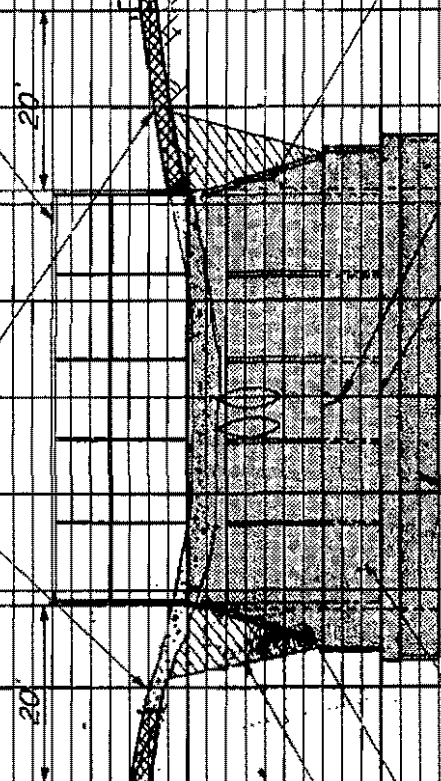
1-800-299-1700

3

Limits Of Removal

SEE DETAIL - 2
(RAIL - BOTH SIDES)

SEE DETAIL - 1



CONSTRUCT SLOPE
PROTECTION
PAY ITEM NO. 7L

PAVEMENT BRACKETS
T.H.D. MC8-1 SEE DETAIL

E WEIR ELEV. = 561.00

F ELEV. = 560.00

D. FLARED WINGWALL
-F1

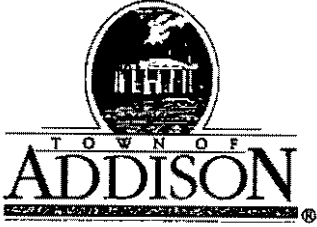
WEIR & TOEWALL
FAIL - 4

CONSTRUCT
5-33'x8'x4' BOX CULVERT
T.H.D MC8-2

NEW
CULVERT

R. J. FORD
L. J. DAVIS

30



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

April 5, 2000

Mr. Charles R. Tucker, P.E.
Director of Transportation Planning And Development
Texas Department of Transportation
P.O. Box 3067
Dallas, TX 75221-3067

Re: BRINSAP and House Bill 1681

Dear Mr. Tucker:

As a result of your letter of September 17, 1999, and a subsequent conversation with Mr. Ibrahim Musa, P.E., the following BRINSAP information is submitted:

TxDot's Off-System Bridge List for Addison needs to be revised as per the attached.

Based on the twenty foot opening criteria, available information on the location and the design of the following culverts is enclosed:

Winnwood Road at a tributary of White Rock Creek

Midway Road and Spring Valley Road at Farmers Branch Creek

Belt Line Road, and Marsh Lane at Rawhide Creek

Structural details for the Midway Road/Farmers Branch Creek culvert may be available from the Farmers Branch Engineering Department.

Please call me at 972-450-2879 if you have any questions.

Very truly yours,

Town of Addison

James C. Pierce, Jr., P.E.
Assistant City Engineer

cc: Chris Terry, Assistant City Manager
Michael E. Murphy, P.E., Acting Director of Public Works

Enclosures

Hutton

TEXAS DEPARTMENT OF TRANSPORTATION

OFF-SYSTEM BRIDGES LISTED BY CITY

COUNTY=057 OWNER=ADDISON

OBS	COUNTY	CNTL_SEC	STR_NO	STR_FUNC	INTRSCT	FCLTY_OV	LOCATION	CITY
334	057	P00100	003	1	HUTTON BRANCH	MIDWAY ROAD	0.2 MI N KELLER SP. R	0020
335	057	P00200	001	1	FARMERS BRANCH CREEK	FARMBROOK DRIV	E. 0.1 MI S OF BROOKHAVE	0020
336	057	P00220	001	1	FARMERS BRANCH CREEK	OAKS NORTH	0.1 MI S OF BELT LINE	0020

Tributary to White Rock Creek

Paving & Storm Drainage Improvements
Marsh Lane

Brookhaven Club Dr to Belt Line Rd

B14-2

Sheets Needed

Cover Sheet

Sheet 23

Sheet 45

Sheet 59

Sheet 60

5 sheets

Rawhide Creek

Spring Valley Rd - Marsh Lane to Midway
B11-16

Sheets Needed:

Cover Sheet
Sheet 2
Sheet 3
Sheet 12
Sheet 26
Sheet 26A
Sheet 31

7 Sheets

Farmers Branch Creek

7/1 - 24 X 36 - HSB

Orig's New Repro

Wynnwood Road

B 16-7

Tributary to White Rock Creek

1 Xerox copy of the following sheets:

Copies needed:

Cover Sheet

Sheet	1 of 13
"	2 of 13
"	3 of 13
"	4 of 13
"	5 of 13
"	8 of 13
"	9 of 13
"	10 of 13
Sheet	12 of 13

10 ~~of 13~~
sheets

Sheets Needed

B14-7

Cont. of Midway Rd from Spring Valley to Belt Line

Cover Sheet

1978

Sheet 5

2 Sheets

Farmers Branch Creek

Belt line Rd B17-2
Marsh Lane to N. Dallas Parkway 1980

Sheets Needed:

Lower Sheet

Sheet 29

" 33

" 33A

4 sheets

Rawhide Creek

11-2-99

Midway Road Crossing

Photo - Downstream of Hornet Dr
Greenhill School property

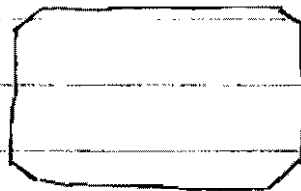
3 Boxes total of 22'-6" span
8' high

Photo - Upstream @ Midway Rd

3 Boxes - total span 24'-2"
4'-3" high

Belt Line Crossing

4 Boxes 9' span x 5' high each
wall between Boxes 20" wide



→ Box Shape

appear to be precast - lengthwise across span

Lots of debris in boxes, Easterly Box about 1/2 full

3 pictures of downstream face

Several pictures - upstream face

10-28-99

Lake Forest Drive

Five 8' wide x 4' high Boxes

Picture upstream face & downstream Face
Series seen downstream

Oaks North

4 Boxes - Look Like 8' wide x 4' high

Picture upstream face

Wynwood - 2 Boxes

Picture upstream face (deceiving) } open wood
" downstream face (2 Boxes) } piers
(2 boxes span 20' total)

First State Bank of Texas (Formerly Aldrin Bank) Belt Line

Picture upstream Face 2 Boxes Total

Ca Box 6' high span 20'-6"

Downstream Face just west of marsh

4 Boxes total span 43'

Photo of Downstream Face

*Not sure if
this was ever sent
Don't think it was
JCP*

September 28, 1999

Mr. Charles R. Tucker, P.E.
Director of Transportation Planning And Development
Texas Department of Transportation
P.O. Box 3067
Dallas, TX 75221-3067

Re: BRINSAP and House Bill 1681

Dear Mr. Tucker:

This is to respond to your letter of September 17, 1999 to John Baumgartner, P.E.,
Director of Public Works, regarding BRINSAP and House bill 1681.

To the best of our knowledge, we do not have any bridge structures with total openings of more than twenty feet on any of our public streets. However, we do know of two bridge structures on private property, within apartment developments, that do have total openings of more than twenty feet. We assume these structures do not come under the program.

We do have plans to construct a bridge in the future that would qualify. We will send you structural details upon completion of construction of the bridge.

Please call me at 972-450-2879 if you have any questions.

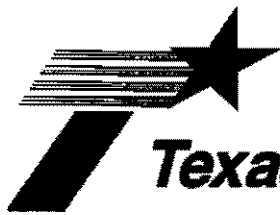
Very truly yours,

Town of Addison

James C. Pierce, Jr., P.E.
Assistant City Engineer

cc: Chris Terry, Assistant City Manager
John Baumgartner, P.E., Director of Public Works

REC'D SEP 21 1999



Texas Department of Transportation

P.O. BOX 3067 • DALLAS, TEXAS 75221-3067 • (214) 320-6100

September 17, 1999

Mr. John Baumgartner
Director of Public Works
City of Addison
5300 Beltline Rd.
P.O. Box 9010
Addison, Tx. 75001-9010

*Ron Whitehead
John Baumgartner
Dec 18, 1998
3 folders*

Subject: BRINSAP and House Bill 1681

Dear Mr. Baumgartner:

Sept 1, 1999

The Texas Legislature passed House Bill 1681 this session that requires local governments to submit bridge design plans, when available, to Texas Department of Transportation (see attached). The law became effective September 1, 1999. It has been determined that the counties should submit the plans directly to the district due to the permanent bridge inspection records being located at the district. Each district is also responsible for inventory and updating those records.

This law does not require counties to produce plans for bridge work, but requires submission only if plans exist. A requirement to submit plans after the project is complete was added to assure counties that TxDOT was not reviewing plans for content. Plan submission is to be used to aid in the accurate inventory, inspection and load capacity assessment of the structures. Plans for new bridges will also enable district BRINSAP forces to identify when new structures are added to the off system inventory. Plans submitted should be for structures that have total openings of more than twenty feet, and should include structural details, layouts, etc.

The law benefits not only TxDOT but the counties and cities as well. As-built plans allow structures to be more accurately evaluated for load capacity while minimizing conservative assumptions that reduce calculated capacities. This helps everyone achieve the goal of BRINSAP which is safety. By knowing as much as we can about the structures that are out there, they can be posted when necessary and effective maintenance, repair and replacement can better keep the structures safe and as useable as possible. Your continued support of helping TxDOT achieve this goal is appreciated.

If you have any questions please contact Mr. Ibrahim Musa, P.E. at (214) 320-4423 or fax (214) 319-6439

Parallel Culverts?

Bridges in Apt. Projects - No

*What about bridges for which we have
Attachment
no plans? How do they get on the inventory?*

Sincerely,

Charles R. Tucker

Charles R. Tucker, P.E.
Director of Transportation
Planning and Development

1-1 AN ACT
1-2 relating to the construction and rehabilitation of bridges.
1-3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:
1-4 SECTION 1. Subchapter J, Chapter 201, Transportation Code,
1-5 is amended by adding Section 201.804 to read as follows:
1-6 Sec. 201.804. SUBMISSION OF BRIDGE DESIGN PLANS TO
1-7 DEPARTMENT. (a) This section applies to any governmental entity
1-8 of this state that is authorized by law to construct or maintain a
1-9 public road and that:
1-10 (1) constructs or rehabilitates a bridge;
1-11 (2) proposes to assume responsibility for a bridge
1-12 constructed or rehabilitated by another person; or
1-13 (3) issues a permit for the construction or
1-14 rehabilitation of a bridge by another person.
1-15 (b) Before the 31st day after the date the construction or
1-16 rehabilitation of the bridge is completed, the governmental entity
1-17 shall submit to the department a copy of the final structural
1-18 design plans for the bridge.
1-19 (c) The department shall use information submitted under
1-20 Subsection (b) as necessary in seeking to comply with 23 C.F.R.
1-21 Part 650, Subpart C.
1-22 SECTION 2. The importance of this legislation and the
1-23 crowded condition of the calendars in both houses create an
1-24 emergency and an imperative public necessity that the
2-1 constitutional rule requiring bills to be read on three several
2-2 days in each house be suspended, and this rule is hereby suspended,
2-3 and that this Act take effect and be in force from and after its
2-4 passage, and it is so enacted.

President of the Senate

Speaker of the House

I certify that H.B. No. 1681 was passed by the House on April 23, 1999, by the following vote: Yeas 141, Nays 0, 2 present, not voting.

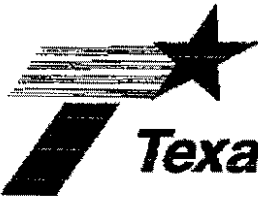
Chief Clerk of the House

I certify that H.B. No. 1681 was passed by the Senate on May 20, 1999, by the following vote: Yeas 30, Nays 0.

Secretary of the Senate

APPROVED: _____
Date

Governor



Texas Department of Transportation

P.O. BOX 3067 • DALLAS, TEXAS 75221-3067 • (214) 320-6100

December 18, 1998

Mr. John Baumgartner
Director of Public Works
City of Addison
5300 Beltline Rd.
P.O. Box 9010
Addison, Tx. 75001-9010

Post-It™ brand fax transmittal memo 7671		# of pages = 4
To	Jim Pierce	From
Co.	ADDISON	IBRAHIM MUSA
Dept.		Co.
Fax #		TRDOT
		Phone #
		214-320-4423
		Fax #

RE: Off-System BRINSAP Inspection Folders

Dear Baumgartner:

An inspection and analysis of Off-System public bridges, consistent with Federal Regulations and the National Bridge Inspection Standards and Section 9 of House Bill 1547, was recently completed by this department. The bridge inspection was conducted and the recommendations were prepared by private consultants. Since some of these bridges are within your jurisdiction and subject to your control, supervision and maintenance, we are forwarding these folders containing the pertinent findings. This information can be used in carrying out your responsibilities for the bridge maintenance, repair, closures and weight limit posting.

1. List of bridges in the City of Addison.
2. List of bridges with scour.
3. FAU to Off-System cross reference list. There are no longer any structures with FAU numbers. All FAU (8000 Series) structures have been converted to an Off-System number.

Please notify us of any new structures within your jurisdiction that need to be added to our database.

If you have any questions, comments, suggestions or need additional information, please contact Mr. Ibrahim Musa, P.E. in the Dallas District Bridge Section, at tel. (214)320-4423 or fax (214)319-6439.

Sincerely,

Charles R. Tucker

Charles R. Tucker, P.E.
Director of Transportation
Planning and Development

Attachments

- cc: Musa
Tegtmeyer
C-5
C-1

**BRINSAP SUMMARY SHEET
DALLAS DISTRICT
DALLAS COUNTY, OFF-SYSTEM**

SCHEDULE: UNDERWATER/SCOUR PRESENCE

This is either in addition to structures already in the TxDOT/Scour Evaluation Program or observed to have additional scour compared to the existing scour evaluation in the file.

Addison

P001-00-003

Carrollton

H002-25-068
H002-25-070
H002-25-071
H003-75-131
H008-25-001

H008-80-001
H008-97-002
H015-57-004
H015-70-004
H017-57-006

Connell

D005-70-010
H015-90-001
V000-25-001
V000-65-002
V000-70-001

V001-00-002
V001-07-001
V002-10-001
V002-43-001
V003-00-001

Dallas

9A30-50-001
9A54-30-001
9B26-10-031
9B29-80-001
9C02-80-002
9C05-90-001
9C22-70-001
9C47-60-001
9C47-60-002
9C58-10-007
9C60-51-001
9D35-40-004
9D35-40-005
9E57-20-001
9F05-60-001
9F14-40-001
9F66-80-003
9F66-80-004
9F66-80-005
9F73-25-005
9H19-20-011
9H19-20-015
9K09-00-003
9L23-50-002

9L70-80-003
9M06-40-002
9M50-00-003
9M57-60-001
9M67-60-013
9M67-60-014
9N65-80-001
9N65-80-002
9N80-50-001
9P11-70-002
9P75-10-001
9R65-40-001
9S31-00-001
9S46-40-001
9S63-50-001
9S92-60-003
9S92-60-017
9T90-40-001
9W07-50-003
9W07-50-004
9W55-20-001
D096-70-001
P001-00-002
T002-35-026

0000	Structural ID	122 Xref Prim R	6 Feet Xref	7 Fac Carried	3 County
180570N00595007	8245180070		S MESQUITE	BELT LINE RD	057
180570N00980001			HICKORY CR	RYLIE-CREST	057
180570N00980003			HICKORY CR	RYLIE CREST	057
180570N00985001	8246180010		HICKORY CR	SEAGOVILLE	057
180570N00985005	8246180050		HICKORY CR	SEAGOVILLE	057
180570PW413100			LOCAL CREE	EAST SPINE R	057
180570PW413100			LOCAL CREE	EAST SPINE R	057
180570PW413100			LOCAL CREE	ENTRANCE R	057
180570P00100002	8043180020		TRINITY RIVE	INWOOD/HAM	057
180570P00100003	8042180030		HUTON BRAN	MIDWAY ROA	057
180570P00200001			FARMERS BR	FARMBROOK	057
180570P00220001			FARMERS BR	OAKS NORTH	057
180570S00025001			DRAINAGE C	WINTERGREE	057
180570S00035001	8249180010		BEAVER CRE	CLARK ROAD	057
180570S00055004	8257180040		BENTLE BRA	PLEASANT R	057
180570S00200004	8258180040		LITTLE CREE	PARKERVILLE	057
180570S00210003	8187180030		STEWART BR	S MAIN ST	057
180570S00210004	8187180040		LITTLE CREE	DUNCANVILL	057
180570S00220001	8247180010		LITTLE CREE	BEAR CREEK	057
180570S00600011	8247180110		AT&SF RR &	MT LEBANON	057
180570S00605001			RED OAK CRE	SO CEDAR HI	057
180570S00620001	8250180010		BAGGETT BR	MANSFIELD R	057
180570S00625001			LITTLE CREE	COCKRELL HI	057
180570S00630001			BAGGETT BR	LAKEVIEW DR	057
180570T00060001			BAGGETT BR	CHIESA ROAD	057
180570T00080001			LAKE HUBBA	DALROCK RO	057
180570T00190001			LONG BRANC	KIRBY ROAD	057
180570T00200001			LONG BRANC	KYLE ROAD	057
180570T00230011	8041180110		RAWHIDE CR	MARSH LANE	057
180570T00235028	8050180260		WHITE ROCK	BELTLINE RO	057
180570T00240001			COTTONWOO	LIBERTY GRO	057
180570T00240002			MUDDY CREE	LIBERTY GRO	057
180570T00315018	8079180180		LAKE RAY HU	MILLER ROAD	057
180570T00315020	8079180200		LONG BRANC	MILLER ROAD	057
180570T00395002	8330180020		LONG BRANC	ROWLETT RO	057
180570T00443001			LAKE RAY HU	SPINNAKER C	057
180570U00025001	AA02280010		PARSONS SL	BOIS D'ARC R	057
180570V00025001			TRIB TO GRA	BETHEL ROA	057
180570V00025030	8051180300		GRAPEVINE C	BETHEL ROA	057
180570V00030001			TRIB OV GRA	BETHEL SCH	057
180570V00065001			COTTONWOO	NORTH COPP	057
180570V00065002			TRIB OF GRA	NORTH COPP	057
180570V00070001			GRAPEVINE C	SOUTH COPP	057
180570V00100001			TRIB OF DEN	DENTON TAP	057
180570V00100001	8337180010		BR OF GRAPVI	DENTON TAP	057
180570V00100002	8337180020		BR OF GRAPE	DENTON TAP	057
180570V00100002			DENTON CRE	DENTON TAP	057