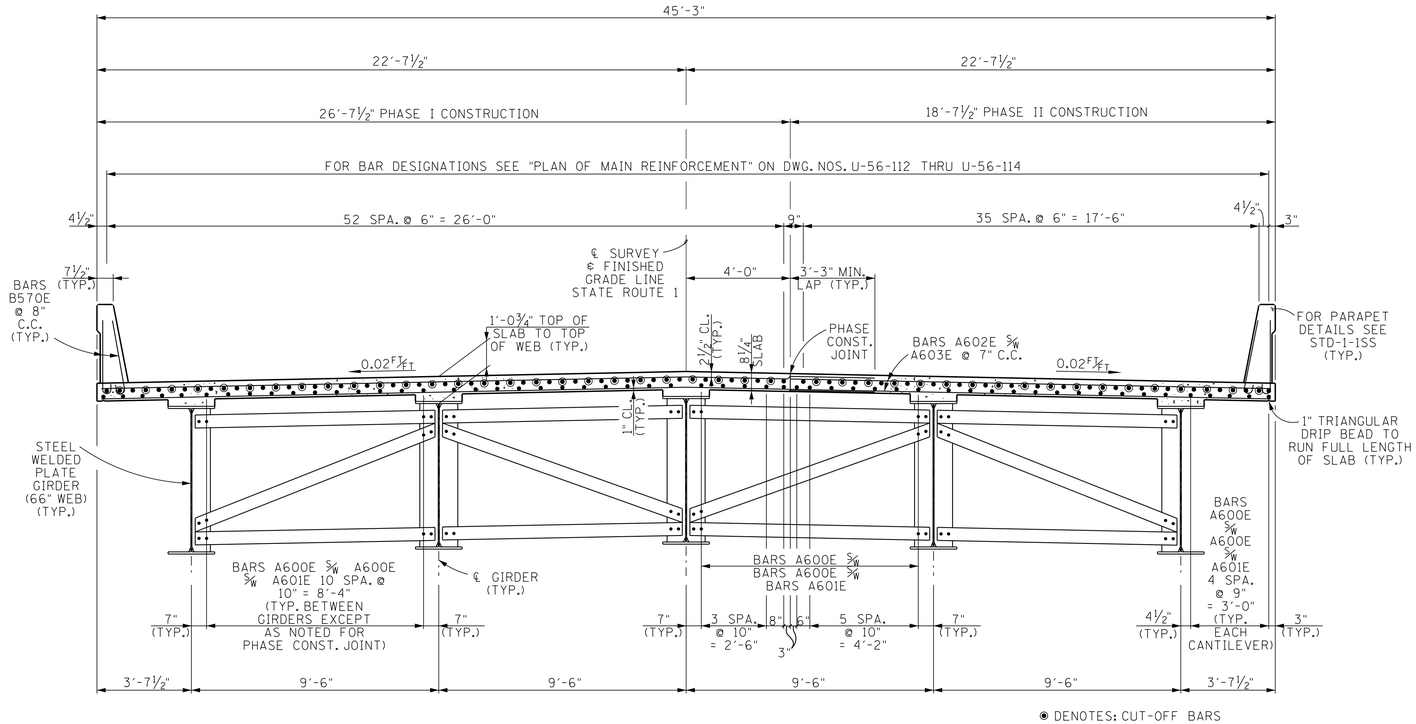
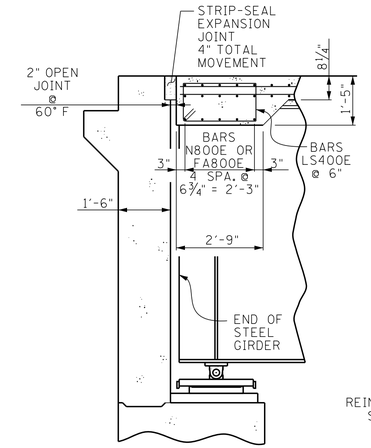
SP1124F.DGN



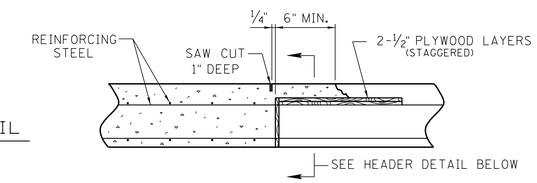
TYPICAL CROSS-SECTION

(LOOKING FORWARD ON SURVEY)

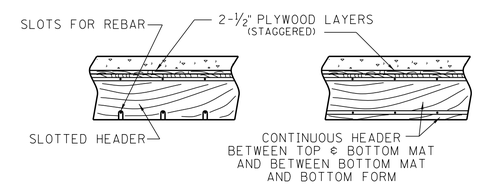


END OF SLAB EDGE BEAM DETAIL

(ABUTMENT NOS. 1 & 2)



SLAB CONSTRUCTION JOINT DETAIL



ALTERNATE HEADER DETAILS

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

NOTE: THE CONCRETE SLAB SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING COMPLETE.

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE UNLESS REQUIRED FOR STAGE CONSTRUCTION.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. SEE DRAWING NO. STD-1-1SS.

IDENTITY OF MAIN MATERIALS: SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.

APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS WITH A COPY OF THE TEST REPORTS ALSO GOING TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

NOTE: MATERIAL FOR BEARING PINS TO BE ASTM A668 CLASS F.

WELDING: ANSI/AASHTO/AWS D1.5-CURRENT EDITION BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.

GIRDER TRANSVERSE BRACING: GIRDER TRANSVERSE BRACING, (INCLUDING CLOSURE BRACING), SHALL BE FABRICATED FOR "TOTAL CAMBER MINUS BEAM SELF WEIGHT CAMBER" POSITION.

GIRDER Z-FRAME AND K-FRAME BRACING: THE TOP AND BOTTOM MEMBERS FOR TRANSVERSE BRACING IN THE PHASE III CLOSURE BAY (POUR NO. 17, SEE DWG. NO. U-56-114) TO BE CONNECTED DURING PHASE II BEAM ERECTION, ONE BOLT SHALL BE INSTALLED HAND TIGHT AT EACH END OF EACH TOP AND BOTTOM MEMBER. BOLTS SHALL NOT BE INSTALLED IN THE DIAGONAL MEMBER AT THIS TIME. AFTER THE DECK SLAB OF PHASE II HAS BEEN POURED, THE CONTRACTOR SHALL INSTALL THE REMAINING FRAME BOLTS AND TORQUE ALL BOLTS TO THE REQUIRED PLANS VALUE.

SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS ART. 11.5.3.1.

STRUCTURAL STEEL: SHALL CONFORM TO ASTM A709 GRADE 50W UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN THE ASTM SPECIFICATIONS. ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.

FIELD CONNECTIONS: SHALL BE 1"ø HIGH TENSILE STRENGTH BOLTS ASTM A325 TYPE 3 UNLESS OTHERWISE SHOWN. SEE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS ART. 11.3.2 AND SECTION 602 OF THE STANDARD SPECIFICATIONS.

GIRDER ERECTION: BEAMS MAY HAVE TO BE CRANE LIFTED, JACKED, NEEDLE BEAMED, ETC., TO ACHIEVE CROSS SLOPE AND PROPER HOLE ALIGNMENT DURING PHASE I AND PHASE II TRANSVERSE BRACING INSTALLATION. THE CONTRACTOR WILL NOT BE ALLOWED TO REAM HOLES UNTIL 50% OF THE HOLES IN THE PATTERN AT THAT LOCATION ARE FILLED WITH BOLTS OF PLANS SPECIFIED SIZE. ALL TRANSVERSE BRACING IN PHASE I AND PHASE II SHALL BE IN PLACE AND ALL BOLTS TORQUED TO THE PLANS SPECIFIED VALUES PRIOR TO THE SLAB POUR IN THAT PHASE. ALL RELATED COST OF TRANSVERSE BRACING INSTALLATION TO BE INCLUDED IN THE LUMP SUM COST OF STEEL STRUCTURES.

CONTRACTOR GIRDER ERECTION PLAN: THE CONTRACTOR SHALL SUBMIT A DETAILED ERECTION PLAN FOR THE GIRDERS TO THE ENGINEER OF STRUCTURES FOR REVIEW. SUBMITTAL SHALL BE AT LEAST 90 DAYS PRIOR TO START OF GIRDER ERECTION. THE CONTRACTOR WILL BE OBLIGATED TO SUPPLY ALL ENGINEERING ANALYSIS REQUESTED BY THE ENGINEER OF STRUCTURES DEEMED NECESSARY TO CONFIRM THE ERECTION PLAN TO BE STRUCTURALLY ADEQUATE AND IN CONFORMANCE WITH AASHTO SPECFICATIONS. THE ERECTION PLAN SHALL ADDRESS SHIPPING, HANDLING, AND ERECTION METHODS TO BE APPLIED. SHIPMENT OF THE GIRDERS SHALL NOT BE EXECUTED PRIOR TO RECEIVING THE ENGINEER OF STRUCTURES APPROVAL OF ERECTION PLAN AND SUPPORTING ANALYSIS. SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.

IN THE EVENT THE ERECTION PLAN EMPLOYS TEMPORARY SHORING, THIS SHORING SHALL SUPPORT THE GIRDERS SUCH THAT THE GIRDER PROFILE DEFINED BY THE BLOCKING DIAGRAM IN THE "TOTAL CAMBER MINUS BEAM SELF WEIGHT CAMBER" POSITION ON THE SHOP DRAWINGS IS ESTABLISHED AND SUSTAINED. SEE ALSO ARTICLES 602.42 AND 604.06 OF THE STANDARD SPECIFICATIONS.

ADDITIONAL FIELD SPLICE NOTE: FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.

FIELD SPLICE NOTE: FIELD SPLICES SHOWN ON THE PLANS MAY BE DELETED BY THE CONTRACTOR. ADJUSTMENT TO THE LUMP SUM PRICE FOR STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.

ADDITIONAL SHOP SPLICE NOTE: SHOP SPLICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.

NOTE: IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

ESTIMATED QUANTITIES	
CONCRETE CLASS "D" (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LB.
898	349,762

CONST. NO. 79011-3266-94

PROJECT NO.	YEAR	SHEET NO.
BR-STP-1(283)	2015	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
STATE ROUTE 1
OVER
LOOSAHATCHIE RIVER
STATION 1197+55.00
SHELBY COUNTY
2015

CARRINA M. DIETERS — STATE OF TENNESSEE

CORRECT Wayne G. Sieg
ENGINEER OF STRUCTURES

DESIGNED BY ADAM PRICE DATE 1-14
DRAWN BY T.R. KIRK DATE 12-14
SUPERVISED BY FIELDS/DIETERS DATE 12-14
CHECKED BY ADAM PRICE DATE 3-15

U-56-111