TENNESSEE D.O.T. DESIGN DIVISION

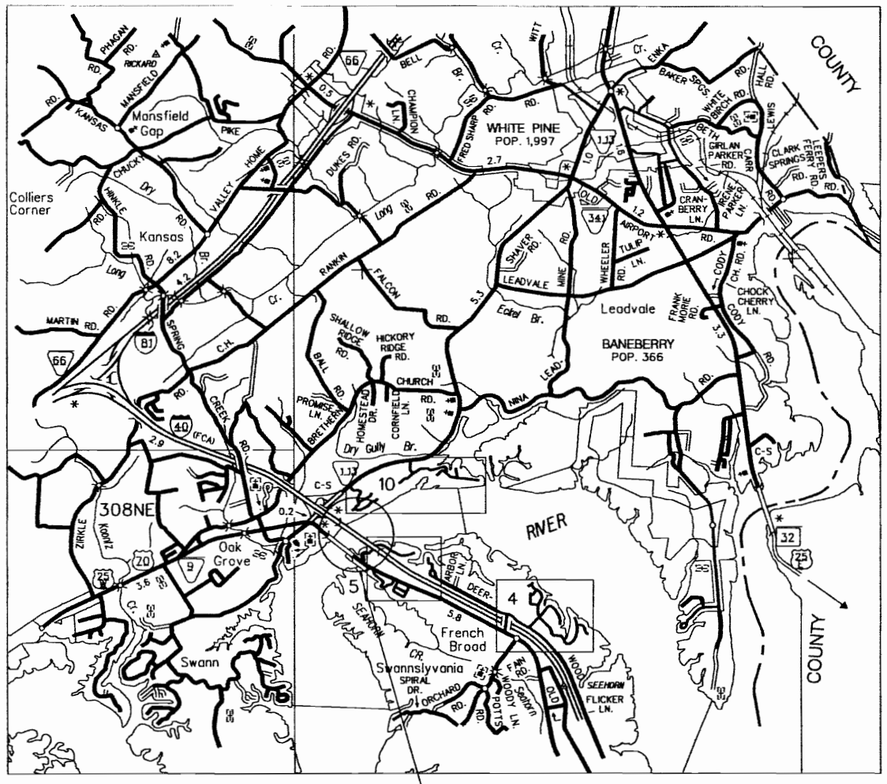
FILE NO. ____

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

JEFFERSON COUNTY

BRIDGE REPAIR

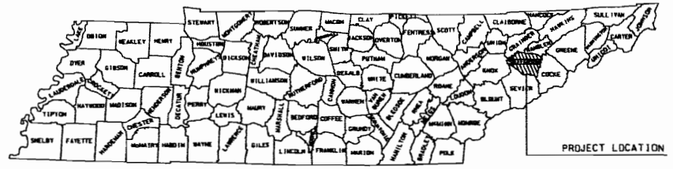
INTERSTATE 40 OVER FRENCH BROAD RIVER



Project No. 45002-3143-44
Bridge No. 45-140-14.70

TRAFFIC DATA (2011)		
ROUTE	ADT	POSTED SPEED (MPH)
I-40	27,360	65

TENN.	YEAR	SHEET NO.
	2012	1
FED. AID PROJ. NO.	BH-I-40-8(139)	
STATE PROJ. NO.	45002-3143-44	



ROADWAY DESIGN STANDARDS

DRAWING NO.	REV. DATE	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

SAFETY APPURTENANCES AND FENCE

DRAWING NO.	REV. DATE	DESCRIPTION
S-GR-12	05-27-03	W-BEAM BARRIER POST DETAILS AND SPECIFICATIONS
S-GR-13	05-27-03	BARRIER RAIL MOUNTING POST BLOCK-OUTS WITH VERTICAL ADJUSTMENT HOLES
S-GR-13A		BARRIER RAIL MOUNTING POST FOR PLASTIC BLOCK-OUTS WITH HORIZONTAL ADJUSTMENT HOLES
S-GR-14	09-05-98	W-BEAM BARRIER FASTENING HARDWARE AND BRIDGE APPROACH DELINEATORS
S-GR-23	09-11-02	GUARDRAIL ATTACHMENT TO STRUCTURES AND PROTECTIVE GUARDRAIL AT BRIDGE END DETAILS

TRAFFIC CONTROL APPURTENANCES

DRAWING NO.	REV. DATE	DESCRIPTION
T-FAB-1	05-27-97	FLASHING YELLOW ARROW
T-M-5	09-05-04	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	09-01-09	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	10-10-06	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	10-10-06	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
T-S-11	05-27-01	DELINEATOR AND MILEPOST DETAILS
T-WZ-12	03-13-09	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DRAWING NO.	REV. DATE	DESCRIPTION
EC-STR-3C	4-01-08	SILT FENCE WITH WIRE BACKING
EC-STR-3E	4-01-08	SILT FENCE FABRIC JOINING DETAILS

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED. EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT STRUCT. SV. ROCKY CHRISTY

DESIGNER JOHN M. KULICKI, Ph. D., P.E., S.E. CHECKED BY MICHAEL C. IRWIN, P.E.

P.E. NO. _____ PIN 106301.01

LIST OF BRIDGE REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

DRAWING NO.	DRAWING
G-9-61 THRU G-9-89	EXISTING BRIDGE DRAWINGS (ORGINAL CONSTRUCTION)
M-78-98 THRU M-78-105	1983 WIDENING
BR-88-95 THRU BR-88-100D	2008 BRIDGE REPAIR

LIST OF STANDARD DRAWINGS

DRAWING NO.	REV. DATE	DESCRIPTION
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-1-1SS	11-01-10	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET
STD-1-3SS	11-01-10	BRIDGE RAILING SINGLE SLOPE CONCRETE MEDIAN BARRIER

APPROVED: Paul D. Degges
PAUL D. DEGGES, CHIEF ENGINEER

DATE: _____

APPROVED: _____
JOHN SCHROER, COMMISSIONER

JOHN MILTON KULICKI REGISTERED ENGINEER No. 115871 STATE OF TENNESSEE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____

DIVISION ADMINISTRATOR _____ DATE

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

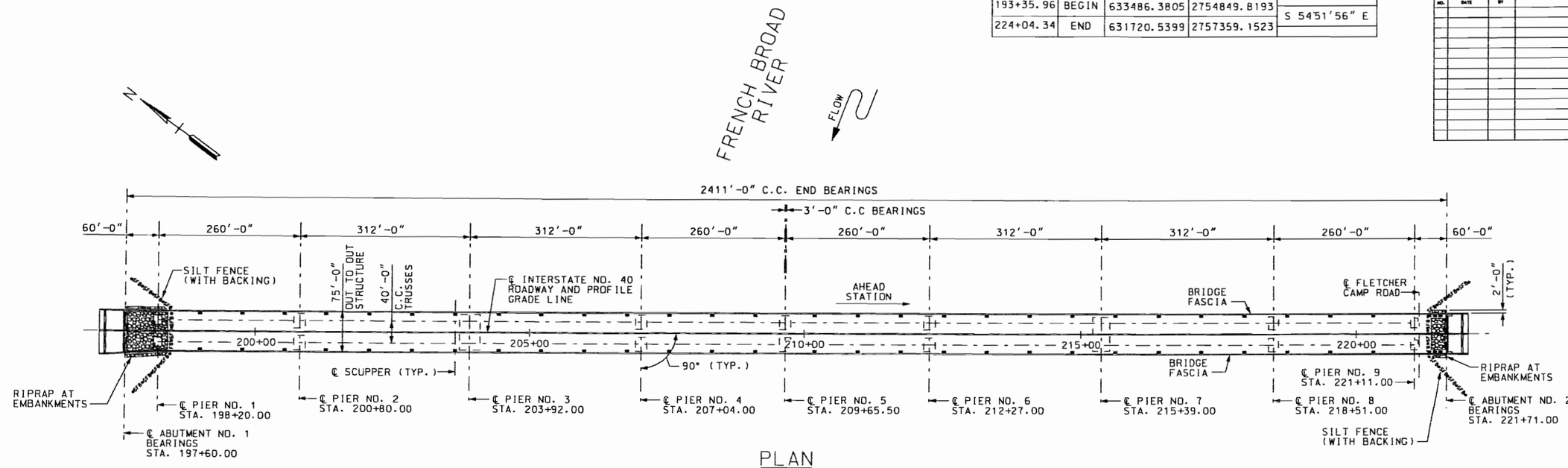
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

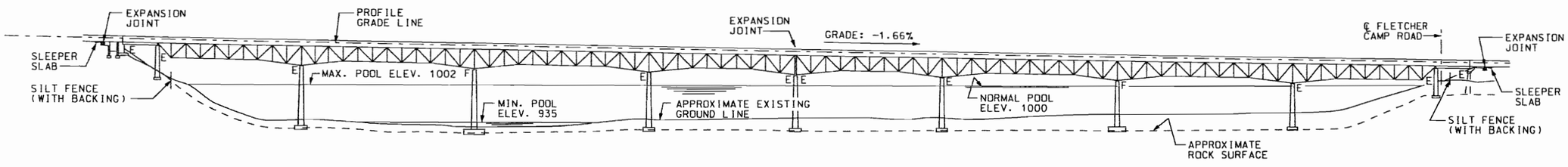
NO.	DATE	BY	BRIEF DESCRIPTION

SUMMARY OF PROJECT COORDINATES

STATION	POINT	COORDINATES NORTHING	COORDINATES EASTING	BEARING
193+35.96	BEGIN	633486.3805	2754849.8193	S 54°51'56" E
224+04.34	END	631720.5399	2757359.1523	



PLAN
SCALE: 1" = 100'-0"



ELEVATION
SCALE: 1" = 100'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.

GEODETIC SURVEY CONTROL DATA

POINT	LATITUDE (N)	LONGITUDE (W)	DATUM ADJUSTED COORDINATES NORTHING	DATUM ADJUSTED COORDINATES EASTING	ELEVATION	TYPE
45-140-33	36°02'36.324909"	83°20'23.016345"	633229.3136	2755124.9330	1083.09	ALUM. DISK
45-140-46	36°02'21.423735"	83°19'58.176321"	631778.4825	2757205.3172	1041.57	ALUM. DISK
45-140-51	36°02'22.088341"	83°19'57.598694"	631846.9601	2757250.9103	1041.14	ALUM. DISK
45-140-52	36°02'36.911323"	83°20'22.103997"	633290.6307	2755198.2232	1083.19	ALUM. DISK

HORIZONTAL DATUM = NAD83 (1995)
VERTICAL DATUM = NAVD 1988
DATUM ADJUSTMENT FACTOR = 1.00009

DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
GENERAL PLAN AND ELEVATION
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICK — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-1

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

INDEX OF DRAWINGS

DRAWING NUMBER	DRAWING TITLE
BR-109-1	GENERAL PLAN AND ELEVATION
BR-109-2	INDEX OF DRAWINGS AND BRIDGE QUANTITIES
BR-109-3	BRIDGE GENERAL NOTES - 1
BR-109-4	BRIDGE GENERAL NOTES - 2
BR-109-5	BRIDGE GENERAL NOTES - 3
BR-109-6	RATING TABLES
BR-109-7	TRUSS SPANS - REPAIR LOCATION PLAN - 1
BR-109-8	TRUSS SPANS - REPAIR LOCATION PLAN - 2
BR-109-9	TRUSS SPANS - FLOORBEAM STRENGTHENING - 1
BR-109-10	TRUSS SPANS - FLOORBEAM STRENGTHENING - 2
BR-109-11	TRUSS SPANS - FLOORBEAM STRENGTHENING - 3
BR-109-12	TRUSS SPANS - FLOORBEAM STRENGTHENING - 4
BR-109-13	TRUSS SPANS - FLOORBEAM STRENGTHENING - 5
BR-109-14	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 1
BR-109-15	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 2
BR-109-16	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 3
BR-109-17	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 4
BR-109-18	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 5
BR-109-19	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 6
BR-109-20	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 7
BR-109-21	TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 8
BR-109-22	TRUSS SPANS - FRAMING PLAN
BR-109-23	TRUSS SPANS - STRINGER DETAILS
BR-109-24	TRUSS SPANS - MOMENT, SHEAR & REACTION TABLES - 1
BR-109-25	TRUSS SPANS - MOMENT, SHEAR & REACTION TABLES - 2
BR-109-26	TRUSS SPANS - SLAB CROSS SECTION
BR-109-27	DECK REMOVAL AND SLAB PLACEMENT SEQUENCE - 1
BR-109-28	DECK REMOVAL AND SLAB PLACEMENT SEQUENCE - 2
BR-109-29	SLAB PLAN - 1
BR-109-30	SLAB PLAN - 2
BR-109-31	SLAB PLAN - 3
BR-109-32	SLAB PLAN - 4
BR-109-33	SLAB PLAN - 5
BR-109-34	SLAB PLAN - 6
BR-109-35	SLAB PLAN - 7
BR-109-36	DRAINAGE DETAILS - 1
BR-109-37	DRAINAGE DETAILS - 2
BR-109-38	PIERS 1 & 9 - BEARING DETAILS
BR-109-39	PIERS 2, 4, 6 & 8 - BEARING DETAILS - 1
BR-109-40	PIERS 2, 4, 6 & 8 - BEARING DETAILS - 2
BR-109-41	PIERS 3 & 7 - BEARING DETAILS - 1
BR-109-42	PIERS 3 & 7 - BEARING DETAILS - 2
BR-109-43	PIER 5 - BEARING DETAILS - 1
BR-109-44	PIER 5 - BEARING DETAILS - 2
BR-109-45	PIER 5 - BEARING DETAILS - 3
BR-109-46	PIER 5 - BEARING DETAILS - 4
BR-109-47	MISCELLANEOUS BEARING DETAILS
BR-109-48	TRUSS SPANS - TOP OF DECK ELEVATIONS - 1
BR-109-49	TRUSS SPANS - TOP OF DECK ELEVATIONS - 2
BR-109-50	TRUSS SPANS - TOP OF DECK ELEVATIONS - 3
BR-109-51	TRUSS SPANS - TOP OF DECK ELEVATIONS - 4
BR-109-52	APPROACH SPANS - TOP OF DECK ELEVATIONS
BR-109-53	APPROACH SPANS - FRAMING PLAN
BR-109-54	APPROACH SPANS - GIRDER DETAILS
BR-109-55	APPROACH SPANS - POT BEARING DETAILS - 1
BR-109-56	APPROACH SPANS - POT BEARING DETAILS - 2
BR-109-57	APPROACH SPANS - POT BEARING DETAILS - 3
BR-109-58	APPROACH SPANS - POT BEARING DETAILS - 4
BR-109-59	APPROACH SPANS - MOMENT, SHEAR & REACTION TABLES - 1
BR-109-60	APPROACH SPANS - MOMENT, SHEAR & REACTION TABLES - 2
BR-109-61	APPROACH SPANS - SLAB CROSS SECTION
BR-109-62	SLAB DETAILS - 1
BR-109-63	SLAB DETAILS - 2
BR-109-64	SLAB DETAILS - 3
BR-109-65	MISCELLANEOUS STRUCTURAL STEEL DETAILS - 1
BR-109-66	MISCELLANEOUS STRUCTURAL STEEL DETAILS - 2
BR-109-67	PIER 5 EXPANSION JOINT - EXISTING CONDITION
BR-109-68	PIER 5 - MODULAR EXPANSION JOINT DETAILS - 1
BR-109-69	PIER 5 - MODULAR EXPANSION JOINT DETAILS - 2
BR-109-70	ABUTMENT EXPANSION JOINT - EXISTING CONDITION
BR-109-71	WEST APPROACH SLAB DETAILS - 1
BR-109-72	WEST APPROACH SLAB DETAILS - 2
BR-109-73	WEST APPROACH SLAB DETAILS - 3
BR-109-74	WEST APPROACH SLAB DETAILS - 4

INDEX OF DRAWINGS (CONTINUED)

DRAWING NUMBER	DRAWING TITLE
BR-109-75	WEST APPROACH SLAB DETAILS - 5
BR-109-76	WEST APPROACH SLAB DETAILS - 6
BR-109-77	WEST APPROACH SLAB DETAILS - 7
BR-109-78	EAST APPROACH SLAB DETAILS - 1
BR-109-79	EAST APPROACH SLAB DETAILS - 2
BR-109-80	EAST APPROACH SLAB DETAILS - 3
BR-109-81	EAST APPROACH SLAB DETAILS - 4
BR-109-82	EAST APPROACH SLAB DETAILS - 5
BR-109-83	EAST APPROACH SLAB DETAILS - 6
BR-109-84	EAST APPROACH SLAB DETAILS - 7
BR-109-85	ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS - 1
BR-109-86	ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS - 2
BR-109-87	ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS - 3
BR-109-88	SUBSTRUCTURE REPAIR NOTES
BR-109-89	ABUTMENTS 1 & 2 - SUBSTRUCTURE REPAIRS
BR-109-90	PIER 2 - SUBSTRUCTURE REPAIRS
BR-109-91	PIER 7 - SUBSTRUCTURE REPAIRS
BR-109-92	PIER 8 - SUBSTRUCTURE REPAIRS
BR-109-93	PIER 9 - SUBSTRUCTURE REPAIRS
BR-109-94	SLAB BAR SCHEDULE - 1
BR-109-95	SLAB BAR SCHEDULE - 2
BR-109-96	SLAB BAR SCHEDULE - 3
BR-109-97	ABUTMENT 1 & 2 - BAR SCHEDULE
BR-109-98	WEST APPROACH SLAB BAR SCHEDULE

ESTIMATED BRIDGE QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY
	109-10.01	TRAINEE	HR.	2,000
(9)	201-05.31	VEGETATION REMOVAL	L.S.	1
	202-04.01	REMOVAL OF STRUCTURES (BRIDGE DECK, PARAPETS, MEDIAN BARRIER AND APPROACH SLABS)	L.S.	1
	202-04.02	REMOVAL OF STRUCTURES (STEEL REMOVAL)	L.S.	1
	204-04.10	STRUCTURE EXCAVATION UNCLASSIFIED	L.S.	1
	602-02.01	STRUCTURAL STEEL (BRIDGE NO. 45-140-14.70)	LB.	2,314,464
	602-02.02	STRUCTURAL STEEL (GIRDER SPLICE PLATES)	LB.	9,131
	602-10.05	BRACING REPAIRS (UNDERDECK PROTECTION SHIELDING)	L.S.	1
(1)	602-10.22	STRUCTURAL STEEL WELD REPAIR (WELDED STUD SHEAR CONNECTORS)	EA.	78,276
	602-10.27	STRUCTURAL STEEL FLOORBEAM REPAIRS	EA.	90
	602-10.51	STRUCTURAL STEEL REPAIR (TRUSS JOINT REPAIRS)	EA.	60
	602-10.52	STRUCTURAL STEEL REPAIR (SWAY FRAME CABLE TIGHTENING)	EA.	8
	602-10.53	STRUCTURAL STEEL REPAIR (DIAPHRAGM REPAIR AT P.P.O AND 89)	EA.	4
	602-10.54	STRUCTURAL STEEL REPAIR (PLATES FOR TRUSS MEMBERS)	EA.	32
	602-10.55	STRUCTURAL STEEL REPAIR (RESTRAINT DEVICES AT PIER 5)	EA.	1
	602-10.60	BEARING DEVICE (PIERS 1 & 9)	EA.	4
	602-10.61	BEARING DEVICE (PIERS 2, 4, 6 & 8)	EA.	8
	602-10.62	BEARING DEVICE (PIERS 3 & 7)	EA.	4
	602-10.63	BEARING DEVICE (ABUTMENTS 1 & 2)	EA.	18
	602-10.64	BEARING DEVICE (PIER 5)	EA.	4
(2)	603-01.01	PAINTING STEEL STRUCTURES (BRIDGE NO. 45-140-14.70)	L.S.	1
(3)	603-05.20	CONTAINMENT & DISPOSAL OF WASTE (BRIDGE NO. 45-140-14.70)	L.S.	1
(5)	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	2,196,578
	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	569
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	18,485
(4)	604-06.01	LIGHTWEIGHT CONCRETE (BRIDGES)	C.Y.	5,813
(1)	604-10.05	CONCRETE	S.F.	34
(1)(6)	604-10.09	CONCRETE (REPAIRS)	C.Y.	245
(1)	604-10.54	CONCRETE REPAIRS	S.F.	78
(1)(7)	604-10.58	EPOXY INJECTION (INJECTION)	GAL.	2
	604-10.60	EXPANSION JOINT REPAIRS (MODULAR TYPE)	L.F.	76
(1)(8)	604-10.62	EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE)	L.F.	10
	604-10.70	EXPANSION JOINT REPAIRS (TOOTH PLATE TYPE)	L.F.	159
	604-50.10	MECHANICAL COUPLER	EA.	18,652
	610-10.45	DECK DRAINS (BRIDGE NO. 45-140-14.70)	EA.	62
(1)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON.	355
	717-01	MOBILIZATION	L.S.	1
	722-01.02	FIELD OFFICE (TYPE 2)	L.S.	1

NOTES:

1. SEE PROPOSAL BOOK FOR MORE IN DEPTH DESCRIPTIONS OF EACH ITEM NUMBER LISTED.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
2	INDEX OF DRAWINGS AND BRIDGE QUANTITIES
3	BRIDGE GENERAL NOTES - 1
4	BRIDGE GENERAL NOTES - 2
5	BRIDGE GENERAL NOTES - 3
6	ROADWAY GENERAL NOTES AND ESTIMATED QUANTITIES
7	PROPOSED WIDE LOAD DETOUR NETWORK
8	TRAFFIC CONTROL NOTES AND QUANTITIES
8A	TRAFFIC CONTROL PLAN - PHASE 1 - B.O.P. TO STA. 175+00
8B	TRAFFIC CONTROL PLAN - PHASE 1 - STA. 175+00 TO STA. 200+00
8C	TRAFFIC CONTROL PLAN - PHASE 1 - STA. 200+00 TO STA. 225+00
8D	TRAFFIC CONTROL PLAN - PHASE 1 - STA. 225+00 TO E.O.P.
9	TRAFFIC CONTROL PLAN - PHASE 2 - B.O.P. TO STA. 175+00
9A	TRAFFIC CONTROL PLAN - PHASE 2 - STA. 175+00 TO STA. 200+00
9B	TRAFFIC CONTROL PLAN - PHASE 2 - STA. 200+00 TO STA. 225+00
9C	TRAFFIC CONTROL PLAN - PHASE 2 - STA. 225+00 TO E.O.P.
10	DETAILS
11	TRUSS SPANS - CONSTRUCTION STAGING - 1
12	TRUSS SPANS - CONSTRUCTION STAGING - 2
13	TRUSS SPANS - CONSTRUCTION STAGING - 3
14	TRUSS SPANS - CONSTRUCTION STAGING - 4
15	APPROACH SPANS - CONSTRUCTION STAGING - 1
16	APPROACH SPANS - CONSTRUCTION STAGING - 2
17	APPROACH SPANS - CONSTRUCTION STAGING - 3
18	APPROACH SPANS - CONSTRUCTION STAGING - 4

FOOTNOTES:

(1) ITEM SHALL BE BID WITH CONTINGENCY THAT IT MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.
(2) INCLUDES ALL COST TO CLEAN & PAINT NEW AND EXISTING STEEL, INCLUDING ALL FIBERGLASS DOWNSPOUTS.
(3) INCLUDES ALL COST TO CONTAIN AND DISPOSE OF PAINT WASTE. ALSO INCLUDES COST TO ACCESS VIA WATER, I.E. BARGE.
(4) INCLUDES ALL COST TO PLACE LIGHTWEIGHT CONCRETE IN BRIDGE DECK, DIAPHRAGMS, MEDIAN, AND PARAPETS.
(5) INCLUDES ALL COST NECESSARY TO PLACE REINFORCING STEEL IN BRIDGE DECK, MEDIAN, PARAPETS, ABUTMENTS, DIAPHRAGMS AND APPROACH SLABS.
(6) INCLUDES ALL COST TO REMOVE AND REPLACE CONCRETE IN BOTH ABUTMENTS AS PER DETAILS WITHIN THESE PLANS. ALSO INCLUDES ALL COSTS TO DOWEL REBAR IN BOTH ABUTMENTS.
(7) INCLUDES ALL COSTS TO EPOXY INJECT CRACKS IN ABUTMENT 1. EXCEPT ADHESIVE MATERIAL.
(8) INCLUDES ALL COST FOR ADHESIVE MATERIAL ONLY.
(9) INCLUDES ALL COSTS FOR VEGETATION REMOVAL AND HERBICIDE APPLICATION AS DIRECTED BY THE ENGINEER.

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: TS DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
& BRIDGE QUANTITIES
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULPA — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-2

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

GENERAL NOTES

DESIGN SPECIFICATIONS:

1. DESIGN IS IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH EDITION, 2010 WITH ADDENDA.

SPECIFICATIONS:

1. STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (MARCH 1, 2006).

GENERAL:

1. BE ADVISED THAT ADDITIONAL NOTES MAY BE FOUND ON SUBSEQUENT SHEETS HEREIN AND SUCH NOTES SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.
2. ALL DIMENSIONS ARE HORIZONTAL AND VERTICAL, UNLESS NOTED OTHERWISE.
3. SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 60° F, UNLESS NOTED OTHERWISE.
4. SEISMIC FORCES ON THIS STRUCTURE WERE CONSIDERED FOR AN ACCELERATION COEFFICIENT OF 0.05.
5. DO NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURE SUPPLIED IN THE ORIGINAL DESIGN DRAWINGS OR MADE AVAILABLE BY TDOT OR ITS AUTHORIZED AGENTS AS POSITIVE REPRESENTATION OF ANY OF THE CONDITIONS THAT WILL BE ENCOUNTERED IN THE FIELD.
6. THE INFORMATION SHOWN ON THE PLANS FOR THE EXISTING BRIDGE IS NOT PART OF THE PLANS, PROPOSAL, OR CONTRACT AND IS NOT TO BE CONSIDERED A BASIS FOR COMPUTATION OF THE UNIT PRICES USED FOR BIDDING PURPOSES. THERE IS NO EXPRESSED OR IMPLIED AGREEMENT THAT INFORMATION IS CORRECTLY SHOWN. THE BIDDER IS NOT TO RELY ON THIS INFORMATION, BUT IS TO ASSUME THAT CONDITIONS AFFECTING THE COST AND/OR QUANTITIES OF WORK TO BE PERFORMED MAY POSSIBLY DIFFER FROM THOSE INDICATED.
7. VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF PROPOSED CONSTRUCTION PRIOR TO FABRICATION OF ANY COMPONENT. INDICATE THE DIMENSIONS HAVE BEEN FIELD VERIFIED ON THE SHOP DRAWINGS. MAKE NO CLAIM AGAINST TDOT FOR WORK PERTAINING TO MODIFICATIONS AS MAY BE REQUIRED DUE TO ANY DIFFERENCE BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE CONTRACT PLANS.
8. REMOVE PORTIONS OF THE EXISTING BRIDGE SO AS TO NOT DAMAGE REMAINING PARTS OF THE STRUCTURE OR RETAINED REINFORCEMENT BARS. AT THE DIRECTION OF THE ENGINEER, REPLACE ALL PARTS OF THE STRUCTURE WHICH ARE TO REMAIN AND ARE DAMAGED DURING THE REMOVAL OPERATIONS AT NO COST TO TDOT.
9. NOTIFY THE REGIONAL HEADQUARTERS OF THE FISH COMMISSION PRIOR TO CONSTRUCTION AND COOPERATE WITH THE FISH COMMISSION DURING CONSTRUCTION.

LIVE LOADS:

1. HL-93, HS-20, AND THE TDOT 4-AXLE GRAVEL TRUCK IN ALL AVAILABLE LANES AT STRENGTH I.

DEAD LOADS:

1. INCLUDES SURFACE AREA DENSITY OF 15 LB/SF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.
2. CONSTRUCTION LOADING ON THE TRUSS DUE TO WORK PLATFORM RESTRICTIONS:
   WORK PLATFORM WEIGHT = 5 LB/SF

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

CONCRETE NOTES:

1. USE CLASS "L" LIGHTWEIGHT CONCRETE IN DECK SLAB, MEDIAN, PARAPETS AND APPROACH SLABS HAVING UNIT WEIGHT = 115 LB/CF.
2. A HIGHER STRENGTH CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER STRENGTH CLASS CONCRETE AT NO ADDITIONAL COST TO TDOT.
3. RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, UNLESS NOTED OTHERWISE.
4. CHAMFER EXPOSED CONCRETE EDGES $^{3}/_{4}$ -INCH BY $^{3}/_{4}$ -INCH, UNLESS NOTED OTHERWISE.
5. USE REMOVABLE FORMS TO CONSTRUCT THE DECK SLAB OR STAY IN PLACE METAL DECK FORMS WITH A LIGHTWEIGHT POLYSTYRENE VOID FILLER THAT FILLS THE FORM FLUTES COMPLETELY.
6. DECK SLAB THICKNESS INCLUDES A $^{1}/_{2}$ -INCH INTEGRAL WEARING SURFACE.
7. CONSTRUCT DECK SLAB TRANSVERSE CONSTRUCTION JOINTS PERPENDICULAR TO BRIDGE CENTERLINE.
8. SLAB PLACEMENT OF EAST AND WEST APPROACH SPANS SHALL BE COMPLETED IN ONE (1) CONTINUOUS PLACEMENT FOR EACH PLACEMENT SEQUENCE.
9. HIGH EARLY STRENGTH CONCRETE SHALL MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS "A", EXCEPT THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER CEMENT RATIO SHALL BE A MAX. OF 0.40. NO FLY ASH REPLACEMENT WILL BE PERMITTED, AND THE MIN. 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI.
10. ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.
11. BRIDGE DECK SURFACE FINISH SHALL BE IN ACCORDANCE WITH METHOD (C) IN STANDARD SPECIFICATIONS SUBSECTION 604.22.

REINFORCING STEEL NOTES:

1. SEE THE STANDARD SPECIFICATIONS.
2. PROVIDE $2^{1}/_{2}$ -INCH CONCRETE COVER ON REINFORCEMENT BARS, UNLESS NOTED OTHERWISE.
3. PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A 615. DO NOT WELD REINFORCEMENT BARS UNLESS NOTED OTHERWISE.
4. USE EPOXY-COATED REINFORCEMENT BARS.
5. PROVIDE MINIMUM LAP AND EMBEDMENT LENGTH OF 30 DIAMETERS OR IN ACCORDANCE WITH 2010 AASHTO LRFD, WHICHEVER IS GREATER.

STRUCTURAL STEEL NOTES:

1. PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270, GRADE 50 (ASTM A 709, GRADE 50) UNLESS NOTED OTHERWISE.
2. DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.
3. IF STRINGERS CAN BE SHIPPED AND ERECTED IN LENGTHS LONGER THAN THE SECTIONS SHOWN ON THE PLANS BY ELIMINATING FIELD SPLICES. FIELD SPLICE(S) MAY BE OMITTED AT THE REQUEST OF THE CONTRACTOR. THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SECURING A HAULING PERMIT. APPROVAL FOR ELIMINATION OF A FIELD SPLICE AT THE SHOP DRAWING STAGE DOES NOT OBLIGATE TDOT TO ISSUE A HAULING PERMIT.
4. STABILITY OF ALL STRINGERS AND GIRDERS SHALL BE MAINTAINED DURING ERECTION, UNTIL ALL STRINGERS, GIRDERS AND DIAPHRAGMS ARE IN PLACE AND ALL BOLTS ARE INSTALLED AND FULLY TIGHTENED. ERECTION LOADS, INCLUDING SELF WEIGHT OF THE STEEL MEMBERS, WIND LOADING AND CONSTRUCTION LIVE LOAD EFFECTS SHALL BE EVALUATED FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF CONSTRUCTION.

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5. PROVIDE 7/8-INCH DIAMETER FASTENERS CONFORMING TO AASHTO M 164 (ASTM A 325), UNLESS NOTED OTHERWISE. SEE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS ARTICLE 11.5.6. EXISTING CONTACT SURFACE SHALL BE CLEANED IN ACCORDANCE WITH SECTION 603 OF THE STANDARD SPECIFICATIONS.
6. USE GALVANIZED BOLTS IN ACCORDANCE WITH AASHTO M 298 (ASTM B 695) CLASS 50.
7. EXCLUDE BOLT THREADS FROM SHEAR PLANES, UNLESS NOTED OTHERWISE. WHERE FEASIBLE, PLACE BOLTS SO THAT THE THREADED ENDS WILL BE PROTECTED FROM WEATHER.
8. INSTALL BOLT HEAD ON EXTERIOR FACE OF EXTERIOR MEMBERS.
9. PROVIDE COPES WITH A MINIMUM RADIUS OF 1-INCH, UNLESS NOTED OTHERWISE.
10. BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH SECTION 603 OF THE STANDARD SPECIFICATIONS. REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.
11. PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO AASHTO M 169 (ASTM A 108) USING 1 INCH DIAMETER FOR STRINGERS UNLESS NOTED OTHERWISE.
12. FABRICATE ALL MEMBERS OR MEMBER COMPONENTS DESIGNATED AS FRACTURE-CRITICAL MEMBERS (FCM) TO CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 6.6.2. THE STRUCTURAL STEEL SHALL MEET THE BASE METAL CHARPY V-NOTCH (CVN) REQUIREMENTS FOR ZONE 2.

    FRACTURE CRITICAL TENSION COMPONENT IMPACT TEST REQUIREMENTS APPLY TO:

    A. FLOORBEAM TOP AND BOTTOM FLANGE STRENGTHENING PLATES.
    B. TRUSS MEMBER STRENGTHENING PLATES.

    NON-FRACTURE CRITICAL TENSION COMPONENT IMPACT TEST REQUIREMENTS APPLY TO:

    A. TRUSS SPAN STRINGERS
    B. DIAPHRAGMS, BEARING AND CONNECTION STIFFENERS, JACKING BEAM AND CATCHER BEAM.
    C. GUSSET PLATE STRENGTHENING PLATES.

13. FABRICATE AND INSTALL STRINGERS WITH ENDS, END DIAPHRAGMS, AND BEARING STIFFENERS PLUMB UNDER TOTAL DEAD LOAD. GRIND SMOOTH ALL STRINGER ENDS.
14. DETAIL THE DIAPHRAGMS TO FIT THE CAMBERED (NO LOAD) POSITION OF THE STRINGERS.

STATE OF TENNESSEE
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BRIDGE
GENERAL NOTES - 1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-3

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

GENERAL NOTES (CONTINUED)

CLEANING AND PAINTING NOTES:

1. ALL AREAS OF EXPOSED STEEL INCLUDING AREAS THAT WILL BE INACCESSIBLE FOLLOWING DECK PLACEMENT SHALL BE PRIMED IMMEDIATELY AFTER CLEANING TO PREVENT RE-RUSTING. AREAS SHALL BE RE-CLEANED IF RUSTING OCCURS BEFORE PRIMING.

2. ALL EXISTING STRUCTURAL STEEL SHALL BE BLAST CLEANED AND PAINTED. BLAST CLEANING SHALL BE IN ACCORDANCE WITH SECTION 603.05(B) OF THE STANDARD SPECIFICATIONS.
BLAST CLEANING SHALL REMOVE ALL OF THE EXISTING TOP COAT AND PRIMER PAINTS. BLAST CLEANING SHALL REMOVE ALL OF RUST IN AREAS TO BE PAINTED. AREAS OF VISIBLE OR EXPOSED STEEL SHALL BE CLEANED IN ACCORDANCE WITH SECTION 603 OF THE STANDARD SPECIFICATIONS. USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES WILL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED IN ITEMS BID ON.

3. PAINT SHALL BE A SYSTEM "A" INORGANIC ZINC, AS STATED IN STANDARD SPECIFICATION 603.06(B), COLOR OF THE URETHANE FINISH COAT SHALL COMPLY WITH FEDERAL STANDARD NO. 595 B, 15193, BLUE. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS.

4. THE SAME MANUFACTURER SHALL SUPPLY ALL PRODUCTS USED IN THIS COATING SYSTEM, INCLUDING THINNERS.

CONTAINMENT AND DISPOSAL:

1. TDOT RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD/CHROMATE PAINT APPLIED TO IT DURING ITS HISTORY; THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THE PAINT REMAIN ON THE BRIDGE ALONG WITH THE POSSIBILITY OF THE PRESENCE OF MILLSCALE. SEE STANDARD SPECIFICATIONS SECTION 603.13 FOR SPECIAL PRECAUTIONS THAT SHALL BE TAKEN IN REMOVAL, CONTAINMENT AND DISPOSAL OF THE SURFACE PREPARATION WASTE AND PAINT REMOVAL MEDIA, AND WORKER AND PUBLIC SAFETY. CONTRACTOR SHALL BID ACCORDINGLY.

WELDING NOTES:

1. WELDING SHALL BE IN ACCORDANCE WITH ANSI/AASHTO/AWS D1.5-10 BRIDGE WELDING CODE AND THE STANDARD SPECIFICATIONS.

2. UNLESS NOTED OTHERWISE, FILLET WELDS ARE TO BE MINIMUM SIZES AS DEFINED IN THE FOLLOWING TABLE:

MINIMUM SIZES OF FILLET WELDS (1)

BASE METAL THICKNESS OF THICKER PART JOINED (IN.)	MINIMUM SIZE (IN.)
$T \leq \frac{3}{4}"$	$\frac{1}{4}"$
$T > \frac{3}{4}"$	$\frac{5}{16}"$

(1) SINGLE PASS WELDS MUST BE USED

3. DO NOT WELD ATTACHMENTS TO THE STRINGER AND GIRDER TOP FLANGES IN TENSION ZONES OR REVERSAL ZONES UNLESS SHOWN ON THE PLANS (TENSION AND REVERSAL ZONES OF TOP FLANGES ARE DESIGNATED ON THE PLANS).

4. DO NOT FIELD WELD ON ANY PART OF THE BRIDGE, EXCEPT WHERE SHOWN ON THE DRAWINGS, WITHOUT PRIOR APPROVAL OF THE ENGINEER.

5. MAKE TACK WELDS WITH THE SAME TYPE OF ELECTRODE AND INCORPORATE INTO THE FINAL WELD. NO OTHER TACK WELDING WILL BE PERMITTED.

6. DO NOT WELD WHEN SURFACES TO BE WELDED ARE MOIST OR EXPOSED TO RAIN, SNOW, OR WIND, OR WHEN WELDERS ARE EXPOSED TO INCLEMENT CONDITIONS THAT WILL ADVERSELY AFFECT THE QUALITY OF THE WORK.

7. DO NOT WELD OR BURN WHEN THE TEMPERATURE IS BELOW 0 DEG F. PREHEAT AND MAINTAIN THE TEMPERATURE OF THE METAL TO AT LEAST 70 DEG F WHEN THE TEMPERATURE OF THE METAL IS BETWEEN 0 DEG F AND 32 DEG F DURING WELDING OR BURNING. EXTEND THE AREA TO BE HEATED 3-INCHES BEYOND THE WELD IN ALL DIRECTIONS.

8. REMOVE ANY MOISTURE PRESENT AT POINT OF WELD BY APPLICATION OF HEAT. PROVIDE WINDBREAKS FOR PROTECTION FROM DIRECT WIND.

9. PRIOR TO PLACING THE WELD, THOROUGHLY CLEAN ALL FOREIGN MATTER, INCLUDING PAINT FILM, FROM NEW AND EXISTING SURFACES TO RECEIVE WELDS FOR A DISTANCE OF 2-INCHES FROM EACH SIDE OF THE OUTSIDE LINES OF THE WELD.

10. TEST COMPLETED WELDS USING VISUAL AND NONDESTRUCTIVE METHODS IN ACCORDANCE WITH AASHTO/AWS D1.5 BRIDGE WELDING CODE CHAPTER 6.

APPROACH SLAB NOTES:

1. REINFORCEMENT IN SOME SECTIONS IS NOT SHOWN FOR CLARITY.

2. CONCRETE - PROVIDE CLASS "L" LIGHTWEIGHT CONCRETE IN APPROACH SLAB. PROVIDE CLASS "A" CONCRETE IN HEADER SLAB, DRAIN TROUGH AND SLEEPER SLAB. SEE "CONCRETE NOTES" FOR ADDITIONAL NOTES.

3. STEEL REINFORCEMENT - SEE "REINFORCING STEEL NOTES" FOR ADDITIONAL NOTES.

4. FABRICATED STRUCTURAL STEEL - PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M 270 GRADE 36 (ASTM A 709, GRADE 36) UNLESS NOTED OTHERWISE.

5. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK SLAB IS CONSTRUCTED.

6. PLACE CONCRETE IN ONE CONTINUOUS OPERATION FOR EACH STAGE, UNLESS OTHERWISE INDICATED OR DIRECTED.

7. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB, HEADER SLAB, OR SLEEPER SLAB, UNLESS NOTED OTHERWISE.

POT BEARING NOTES:

1. PROVIDE MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH SPECIFICATIONS, ANSI/AASHTO/AWS/D1.5 BRIDGE WELDING CODE AND CONTRACT SPECIAL PROVISIONS.

2. SANDBLAST IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO REMOVE MILL SCALE FROM BEARINGS.

3. GRIND SMOOTH ALL STEEL SURFACES AND EDGES AND REMOVE ANY SHARP PROTRUSIONS. FABRICATION TOLERANCES AND THE LIMITATIONS ON SURFACE FINISH SHALL BE IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS.

4. PAINT ALL STEEL SURFACES IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS. APPLY ALL COATS IN THE FABRICATION SHOP ONLY. DO NOT PAINT THE PTFE (POLYTETRAFLUORETHYLENE), STAINLESS STEEL OR THE INSIDE OF THE POT. APPLY ONLY PRIME COAT TO THE CONTACT AREA BETWEEN GIRDER BOTTOM FLANGE AND SOLE PLATE AND TO THE BOTTOM SIDE OF THE MASONRY PLATE.

5. ROUND ALL PTFE CORNERS TO ACCOMMODATE THE MACHINED RECESS IN THE STEEL GUIDE PLATE/PISTON.

6. ETCH PTFE ON ONE SIDE FOR BONDING INTO THE MACHINED RECESS.

7. PTFE ON THE SIDE OF GUIDE PLATE SHALL BE PIGMENTED.

8. PRIOR TO THE APPLICATION OF ADHESIVE, CLEAN ALL MATING SURFACES BY GRIT BLASTING AND DEGREASING. APPLY ADHESIVE AS PER THE MANUFACTURER'S RECOMMENDATION.

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9. LUBRICATE ALL SURFACES OF NEOPRENE DISC WITH SILICONE GREASE IN ACCORDANCE WITH MILITARY SPECIFICATION MIL-S-8660.

10. CUT FLAT BRASS SEALING RING ENDS AT 45° ANGLE WITH A MAXIMUM GAP OF 0.05-INCH. STAGGER THE OPENINGS IN THE BRASS RINGS 120° APART.

11. MARK THE THICKER EDGE OF THE SOLE PLATE AS SUCH FOR THE PURPOSE OF FIELD IDENTIFICATION. PLACE THE MARK ON THE EDGE OF THE SOLE PLATE SO THAT IT SHALL BE VISIBLE AFTER BEARING INSTALLATION. IN THE CASE OF A SOLE PLATE WITH A COMPOUND BEVEL, PLACE THE MARK ON EITHER EDGE OF THE THICKEST SOLE PLATE CORNER. USE INDELIBLE INK TO PLACE ALL MARKS.

12. MARK CENTERLINE OF THE GUIDED AND NON-GUIDED BEARINGS ON THE SIDES OF THE MASONRY PLATE AND SOLE PLATE. THE CENTERLINE IDENTIFICATION MARKS SHALL BE USED TO LOCATE OFFSET DISTANCES IN THE FIELD. USE INDELIBLE INK TO PLACE ALL MARKS.

13. MARK EACH BEARING WITH THE NAME OF THE MANUFACTURER AND TYPE OR MODEL NUMBER. PLACE THE IDENTIFICATION MARK IN A PERMANENT MANNER AND LOCATION SO THAT IT IS VISIBLE AFTER ERECTION.

14. THE BEARING HEIGHT AT THE CENTERLINE OF BEARING, FROM BOTTOM OF GIRDER FLANGE TO THE TOP OF PEDESTAL CONCRETE, WAS USED TO ESTABLISH CONCRETE BEARING SEAT ELEVATIONS. RECOMPUTE BEARING SEAT ELEVATIONS TO REFLECT THE ACTUAL HEIGHT OF BEARING SUPPLIED.

15. ENSURE ALL BEARING SURFACES INCLUDING THE BEARING SEAT ARE LEVEL PRIOR TO INSTALLATION OF POT BEARINGS IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS.

16. TEST ONE GUIDED BEARING FOR A HORIZONTAL FORCE CAPACITY PRIOR TO SHIPMENT.

17. COMPLETE WELDS FOR SOLE PLATE TO BOTTOM FLANGE CONNECTION IN THE LONGITUDINAL DIRECTION OF THE GIRDER ONLY. SEAL THE TRANSVERSE EDGES WITH AN APPROVED CAULKING MATERIAL.

18. PROTECT THE PTFE, ELASTOMERIC ELEMENT, AND STAINLESS STEEL SURFACES FROM DIRT, DEBRIS, WELD SPLATTER, BLASTING SAND/GRIT, GRINDING PARTICLES, PAINT, PAINT OVERSPRAY, AND OTHER FOREIGN MATTER. AVOID EXPOSURE OF THE PTFE TO DIRECT SUNLIGHT TO PREVENT ULTRAVIOLET DAMAGE TO THE PTFE.

19. SET ANCHOR BOLTS TO TEMPLATE OR IN PREFORMED HOLES. DO NOT DRILL UNLESS SPECIFICALLY INDICATED ON PLANS. FILL THE PREFORMED HOLES WITH NON-SHRINK GROUT. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN MASONRY PLATES WITH APPROVED NON-HARDENING CAULKING COMPOUND CONFORMING TO THE CONTRACT SPECIAL PROVISIONS.

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE
GENERAL NOTES - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
STATE OF TENNESSEE

BR-109-4

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
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GENERAL NOTES (CONTINUED)

POT BEARING NOTES (CONT.)

20. MATERIALS

STRUCTURAL STEEL: AASHTO M 270 (ASTM A 709), GRADE 50

ANCHOR BOLTS: ASTM F 1554, GRADE 105

NUTS: ASTM A 563, GRADE DH

WASHERS: ASTM F 436, TYPE 1

GALVANIZING OF ANCHOR BOLTS, NUTS AND WASHERS: SEE THE CONTRACT SPECIAL PROVISIONS

STAINLESS STEEL: ASTM A 240, GRADE 30, TYPE 304 WITH AN ANSI 0.08 MIL SURFACE FINISH OR LESS

FLAT BRASS SEALING RINGS: ASTM B 36 (HALF HARD) SPECIFICATION

ELASTOMERIC DISC: VIRGIN PLAIN NEOPRENE OR NATURAL RUBBER WITH HARDNESS OF 50 SHORE A DUROMETER (+/- 10) PER AASHTO M 251

PTFE SHEET: MADE FROM VIRGIN TFE RESIN PER ASTM D 4894

MAIN SLIDING SURFACE PTFE - UNFILLED, DIMPLED, AND LUBRICATED. DIMPLES SHALL HAVE A MINIMUM EDGE DISTANCE OF ½" AND CONFORM TO THE AASHTO LRFD SPECIFICATIONS

GUIDE BAR SURFACE PTFE - PIGMENTED, FILLED OR UNFILLED

CAULK FOR SEALING AROUND THE POT PERIMETER: SIKAFLEX IA OR APPROVED EQUAL

BEDDING MATERIAL: SECTION 908.12 (LAMINATED)

21. MATERIAL DESIGN PARAMETERS:

ALLOWABLE PRESSURE IN ELASTOMER AND PTFE:
MAXIMUM = 3500 PSI ELASTOMER AND PTFE
MINIMUM = 700 PSI ELASTOMER

COEFFICIENT OF FRICTION BETWEEN PTFE AND STAINLESS STEEL: 0.04 AT THE DESIGN LOAD.

CONCRETE COMPRESSIVE STRENGTH: F'C = 3000 PSI

22. RECOMMENDED HANDLING AND INSTALLATION:

A. CONDUCT HANDLING AND INSTALLATION OF POT BEARINGS IN SUCH A MANNER AS TO PROTECT THE BEARINGS. IN ADDITION, PROTECT ALL SLIDING SURFACES OF THE BEARINGS AND ANY PROTECTIVE COATINGS ON THE BEARINGS. BEARINGS MAY NOT BE DISASSEMBLED FOR ANY FURTHER COATING APPLICATION OR COATING TOUCH-UP AT THE JOBSITE.

B. BLOCK THE GIRDERS AT EXPANSION BEARINGS DURING ERECTION IN ORDER TO (A) PROTECT THE BEARINGS FROM IMPACT AND/OR ECCENTRIC LOADS, (B) STABILIZE THE GIRDER, AND (C) ENSURE PROPER BRIDGE/GIRDER ALIGNMENT.

C. USE EDGE PROTECTORS OR NYLON SLINGS WHEN HANDLING IN ORDER TO SAFEGUARD THE PROTECTIVE COATINGS ON THE BEARINGS. ALSO, DO NOT POSITION THE BEARING BY MEANS OF STRIKING WHICH COULD DAMAGE THE PROTECTIVE COATING ON THE BEARINGS.

D. IN THE EVENT OF DAMAGE TO PROTECTIVE COATINGS, MAKE REPAIRS IMMEDIATELY IN ORDER TO AVOID MOISTURE INDUCED COATING FAILURE. PROPERLY PREPARE THE STEEL SURFACES IN THE AREA OF THE DAMAGED COATINGS BY REMOVING ALL LOOSE COATINGS AND RUST AND BY PROVIDING THE REQUIRED STEEL PROFILE FOR COATING ADHERENCE.

E. REMOVE THE BANDING WHICH SECURES THE BEARING AS A UNIT ONLY AFTER THE BEARING IS SET IN PLACE AND PRIOR TO POSITIONING THE SOLE PLATE FOR GIRDER INSTALLATION. THE BEARINGS MAY NOT BE DISASSEMBLED AT THE JOBSITE UNDER ANY CIRCUMSTANCES WITHOUT INSPECTOR APPROVAL AND THE APPROVAL OR PRESENCE OF THE MANUFACTURER'S REPRESENTATIVE.

CONSTRUCTION NOTES:

1. CONTRACTOR SHALL USE CARE AND TAKE ANY MEASURE NECESSARY TO INSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. THIS SHALL BE ACCOMPLISHED BY THE USE OF BASKETS, NETTING, WRAPPING, WORK PLATFORM, OR OTHER SIMILARLY EFFECTIVE MEANS. ANY DEBRIS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVING AND DISPOSING OF DEBRIS SHALL BE INCLUDED IN ITEM 602-10.05.

2. THE CONTRACTOR SHALL TAKE CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED. THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILARLY HEAVY EQUIPMENT FOR CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. FOR FULL DEPTH OF CONCRETE SLAB REMOVAL EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR ANY WORK OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS. SAWING OR CUTTING OF CONCRETE IS ACCEPTABLE SO LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

3. ADDITIONAL WORK MAY BE REQUIRED AS THE CONTRACT PROGRESSES WHICH IS NOT SHOWN OR NOTED ON THESE PLANS. PERFORM THIS WORK AS ORDERED BY THE ENGINEER. PAYMENT SHALL BE MADE AT AN AGREED UPON LUMP SUM PRICE.

4. AN ALTERNATIVE SLAB PLACEMENT SEQUENCE MAY BE PERMITTED AT THE REQUEST OF THE CONTRACTOR. SUBMIT FOR REVIEW AND APPROVAL TO TDOT A REVISED SLAB PLACEMENT SEQUENCE WITH SUPPORTING CALCULATIONS AND COMPUTER STRESS ANALYSIS. SATISFY THE REQUIREMENTS OF THE ORIGINAL SLAB PLACEMENT SEQUENCE. OBTAIN WRITTEN APPROVAL PRIOR TO THE USE OF THE REVISED SLAB PLACEMENT SEQUENCE. NO COMPENSATION WILL BE ALLOWED FOR THE DEVELOPMENT AND APPROVAL OF THE REVISED SLAB PLACEMENT SEQUENCE. TDOT WILL BE THE SOLE JUDGE OF THE ACCEPTABILITY OF THE REVISED SLAB PLACEMENT SEQUENCE.

5. SHOP DRAWINGS SHALL BE SUBMITTED ACCORDING TO SPECIAL PROVISION NO. 105A. SHOP DRAWINGS SHALL BE SUBMITTED TO THE BRIDGE REPAIR OFFICE OF THE DIVISION OF STRUCTURES.

6. THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED IN ITEMS BID ON.

7. OPERATION AND STORAGE OF CONSTRUCTION MATERIALS AND EQUIPMENT ON THE BRIDGE, INCLUDING CONTAINMENT TRUCKS, IS PROHIBITED, AND SHALL BE STORED ON FLOATING EQUIPMENT OR ON LAND NEAR STRUCTURE.

CONSTRUCTION NO. 45002-3143-44

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REVISIONS

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LIST OF ABBREVIATIONS

ABUT. - ABUTMENT
AVG. - AVERAGE
BOTT. - BOTTOM
BRG. - BEARING
BRGS. - BEARINGS
C.C. - CENTER TO CENTER
C.F. - CUT FROM
C.Y. - CUBIC YARD
℄ - CENTER LINE
CLR. - CLEARANCE
CONC. - CONCRETE
CONN. - CONNECTION
CONST. - CONSTRUCTION
CONT. - CONTINUOUS
DIA. - DIAMETER
DOLLA. - DOLLAR
EA. - EACH
E.F. - EACH FACE
ELEV. - ELEVATION
EQ - EQUAL
EXIST. - EXISTING
EXP. - EXPANSION
F.F. - FRONT FACE
F.S. - FAR SIDE
FT. - FEET
FLBM. - FLOORBEAM
FLG. - FLANGE
GAL. - GALLON
GALV. - GALVANIZED
GDR. - GIRDER
H.S. - HIGH STRENGTH
INT. - INTERIOR
I.D. - INSIDE DIAMETER
JT. - JOINT
L.F. - LINEAR FOOT
L.S. - LUMP SUM
LB. - POUND
M.O. - MIDDLE ORDINATE
MAX. - MAXIMUM
MIN. - MINIMUM
N.S. - NEAR SIDE
NO. - NUMBER
NOS. - NUMBERS
O.D. - OUTSIDE DIAMETER
P.I. - POINT OF INTERSECTION
P.P. OR PP - PANEL POINT
PL. - PLATE
PLS. - PLATES
R - RADIUS
RDWY. - ROADWAY
REQD. - REQUIRED
REINF. - REINFORCING/REINFORCEMENT
R.F. - REAR FACE
S.F. - SQUARE FEET
S.Y. - SQUARE YARD
S.S. - STAINLESS STEEL
SPA. - SPACE
SPL. - SPLICE
STA. - STATION
STR. - STRINGER
STIFF. - STIFFENER
SYMM. - SYMMETRICAL
TYP. - TYPICAL

BOLT LEGEND:

- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ⦿ NEW BOLT IN EXISTING HOLE
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET, OTHERWISE, EXISTING FASTENER TO REMAIN

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

JOHN MILTON KILLOUGH — REGISTERED — STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE
GENERAL NOTES - 3
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-5

7/8/2011
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	6
CONST.	2012	45002-3143-44	6

GENERAL NOTES

GRADING

1. ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

GUARDRAIL

2. IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

MISCELLANEOUS

3. NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

4. PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

5. BEFORE OPENING THE BRIDGE TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM 712-09.01 REMOVABLE PAVEMENT MARKING LINE. LIN. FT. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

TRAFFIC CONTROL DIRECTIONAL SIGNING

6. ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

7. THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH. "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

8. ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO 712-01, AS DIRECTED BY THE ENGINEER.

9. SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

10. ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.

11. WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-01, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

EROSION PREVENTION AND SEDIMENT CONTROL

SEDIMENT CONTROL.

12. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

13. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY

INSPECTION, MAINTENANCE, REPAIR

14. INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES/STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.

15. INSPECTION OF EPSC MEASURES SHALL BE DONE AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY

16. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT. IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

LITTER, DEBRIS, WASTE, PETROLEUM

17 THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S.

18. THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER SHOULD A SPILL OCCUR

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(6)	202-08.25	REMOVAL OF MEDIAN BARRIER (EXISTING 32" FOR TRANS.)	LS	1
(1)(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	560
(8)	307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	52
(8)	307-03.06	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B	TON	158
(8)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.8
(8)	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	126
(8)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	417
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	0.4
(8)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	730
	705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	81
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	338
(5)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
	706-01	GUARDRAIL REMOVED	L.F.	482
(7)	711-02.04	REINFORCED CONCRETE MEDIAN BARRIER (TRANSITIONS)	L.F.	17
	712-01	TRAFFIC CONTROL	LS	1
(2)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	5600
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
	712-06	SIGNS (CONSTRUCTION)	S.F.	892
(4)	712-06.01	VERTICAL PANELS	S.F	182
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	5975
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-01.22	SNWPLWBLE PVMT MRKRS (MONO-DIR)(1 COLOR)	EACH	63
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	3
	717-01	MOBILIZATION	LS	1

FOOTNOTES

(1) 209-08.02 SILT FENCE (WITH BACKING); SHALL BE BID WITH THE CONTINGENCY THAT THIS ITEM MAY BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.

(2) 712-02.02 INTERCONNECTED PORTABLE BARRIER RAIL. COST OF RELOCATING PORTABLE BARRIER RAIL SHALL BE INCLUDED IN THIS ITEM.

(3) 209-08.02 SILT FENCE (WITH BACKING); SHALL INCLUDE THE COST FOR SEDIMENT REMOVAL.

(4) 712-06.01 VERTICAL PANELS; SHALL INCLUDE 44 LEFT PANELS AND 47 RIGHT PANELS.

(5) 705-08.51 PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3; THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING

(6) 202-08.25 REMOVAL OF MEDIAN BARRIER (EXISTING 32" FOR TRANS), THIS ITEM SHALL INCLUDE REMOVAL AND DISPOSAL OF EXISTING CONCRETE MEDIAN BARRIER NECESSARY FOR TRANSITIONS FROM THE PROPOSED BRIDGE BARRIER TO THE EXISTING ROADWAY BARRIER (APPROX. 17 L.F.)

(7) 711-02.04 REINFORCED CONCRETE MEDIAN BARRIER (TRANSITIONS); SHALL INCLUDE COST OF CONSTRUCTING MEDIAN BARRIER TRANSITIONS FROM THE PROPOSED BRIDGE BARRIER TO THE EXISTING ROADWAY BARRIER.

(8) THESE ITEMS SHALL BE BID WITH THE CONTINGENCY THAT THESE ITEMS MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.

JOHN MILTON KULICK — REGISTERED ENGINEER — NO. 112823 — STATE OF TENNESSEE

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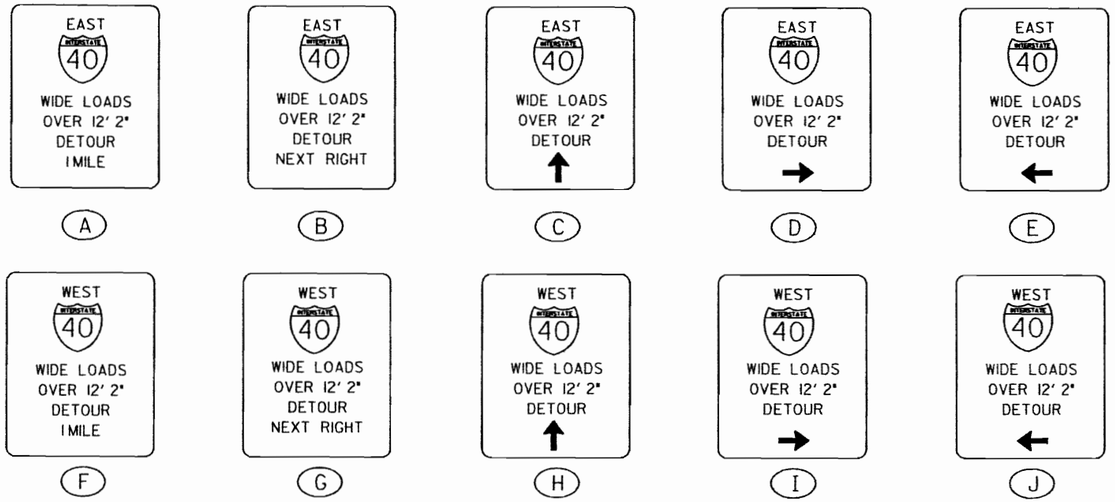
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

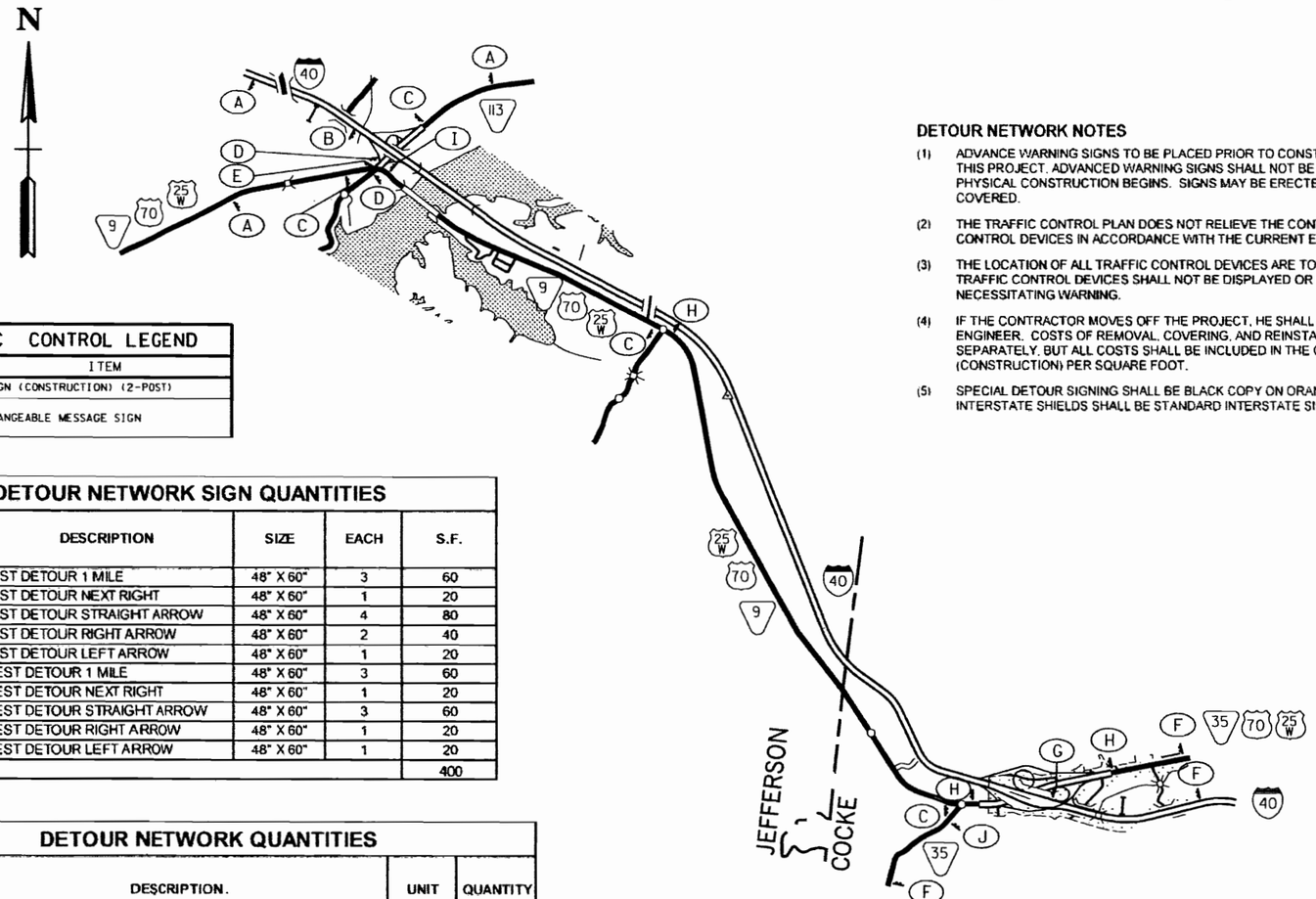
ROADWAY GENERAL NOTES AND ESTIMATED QUANTITIES

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-1-40-8(139)	7
CONST.	2012	45002-3143-44	7





TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION) (2-POST)
	CHANGEABLE MESSAGE SIGN

DETOUR NETWORK SIGN QUANTITIES

TYPE	DESCRIPTION	SIZE	EACH	S.F.
SPECIAL (A)	EAST DETOUR 1 MILE	48" X 60"	3	60
SPECIAL (B)	EAST DETOUR NEXT RIGHT	48" X 60"	1	20
SPECIAL (C)	EAST DETOUR STRAIGHT ARROW	48" X 60"	4	80
SPECIAL (D)	EAST DETOUR RIGHT ARROW	48" X 60"	2	40
SPECIAL (E)	EAST DETOUR LEFT ARROW	48" X 60"	1	20
SPECIAL (F)	WEST DETOUR 1 MILE	48" X 60"	3	60
SPECIAL (G)	WEST DETOUR NEXT RIGHT	48" X 60"	1	20
SPECIAL (H)	WEST DETOUR STRAIGHT ARROW	48" X 60"	3	60
SPECIAL (I)	WEST DETOUR RIGHT ARROW	48" X 60"	1	20
SPECIAL (J)	WEST DETOUR LEFT ARROW	48" X 60"	1	20
TOTAL				400

DETOUR NETWORK QUANTITIES

ITEM NO.	DESCRIPTION.	UNIT	QUANTITY
712-06	SIGNS (CONSTRUCTION)	S.F	400
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2

DETOUR NETWORK NOTES

(1) ADVANCE WARNING SIGNS TO BE PLACED PRIOR TO CONSTRUCTION AND TO REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT. ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) THE TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(3) THE LOCATION OF ALL TRAFFIC CONTROL DEVICES ARE TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(4) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(5) SPECIAL DETOUR SIGNING SHALL BE BLACK COPY ON ORANGE BACKGROUND EXCEPT THAT CARDINAL DIRECTIONS AND INTERSTATE SHIELDS SHALL BE STANDARD INTERSTATE SIGNS.

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JOHN P. REINI
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No. 110950
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7/6/12

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED WIDE LOAD DETOUR NETWORK

I-40 OVER
FRENCH BROAD RIVER

SCALE: 1"=3000'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	8
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CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED

(4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED, WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK. THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE.. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC

(9) THIS TRAFFIC CONTROL WAS DEVELOPED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS T-WZ-12.

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	5600
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
712-06	SIGNS (CONSTRUCTION)	S.F.	892
712-06.01	VERTICAL PANELS	S.F.	182
712-08.03	ARROW BOARD (TYPE C)	EACH	2

TRAFFIC CONTROL SIGN QUANTITIES

TYPE	DESCRIPTION	SIZE	EACH	S.F.
E5-2	EXIT SIGN	48" X 36'	1	12
G20-2	END ROAD WORK	48" X 24"	4	32
W20-1	ROAD WORK 1 MILE	48" X 48"	4	64
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" X 48"	4	64
W20-5R	RIGHT LANE CLOSED 1500 FEET	48" X 48"	4	64
W4-2R	MERGE LEFT SYMBOL	48" X 48"	4	64
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" X 48"	4	64
W20-5L	LEFT LANE CLOSED 1500 FEET	48" X 48"	4	64
W4-2L	MERGE RIGHT SYMBOL	48" X 48"	4	64
TOTAL				492

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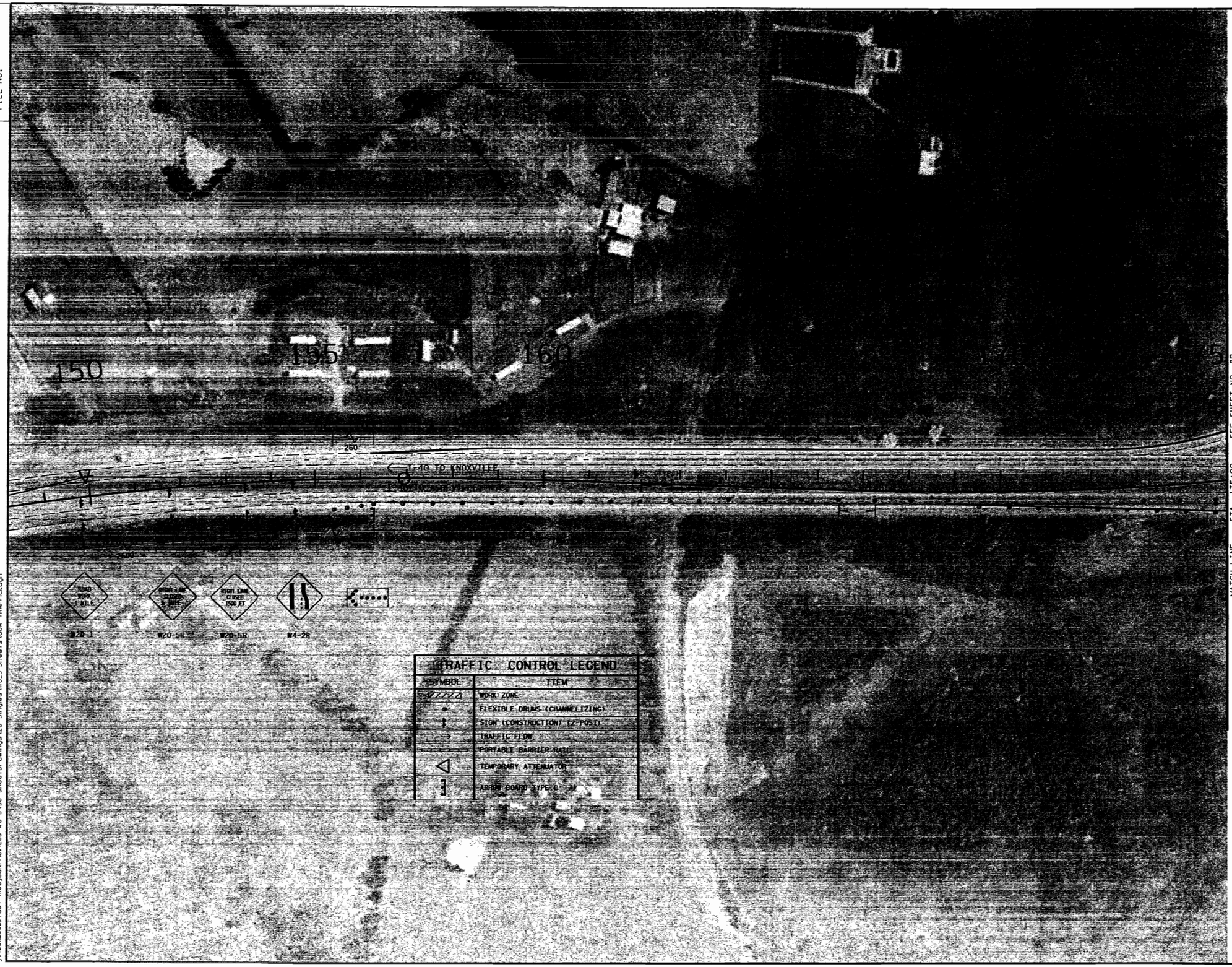
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES AND QUANTITIES

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	8A
CONST.	2012	45002-3143-44	8A



MATCH LINE STA. 175+00 SEE SHEET NO. 8B

JOHN MILTON KULICK
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

B.O.P. TO STA. 175+00

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	8B
CONST.	2012	45002-3143-44	8B



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

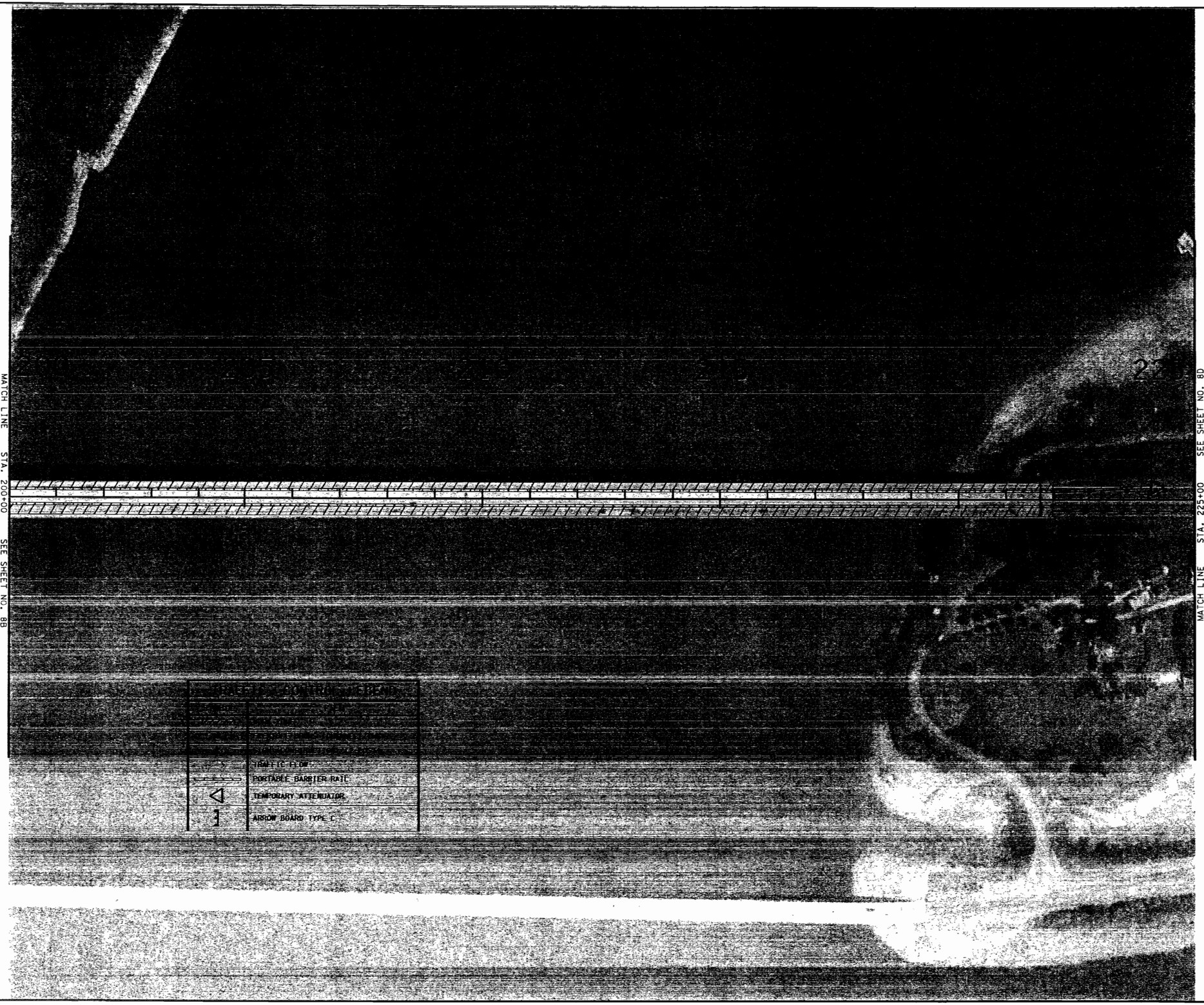
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-1-40-8(139)	8C
CONST.	2012	45002-3143-44	8C



JOHN MILTON KULICK
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JOHN E. REID
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No. 100591
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

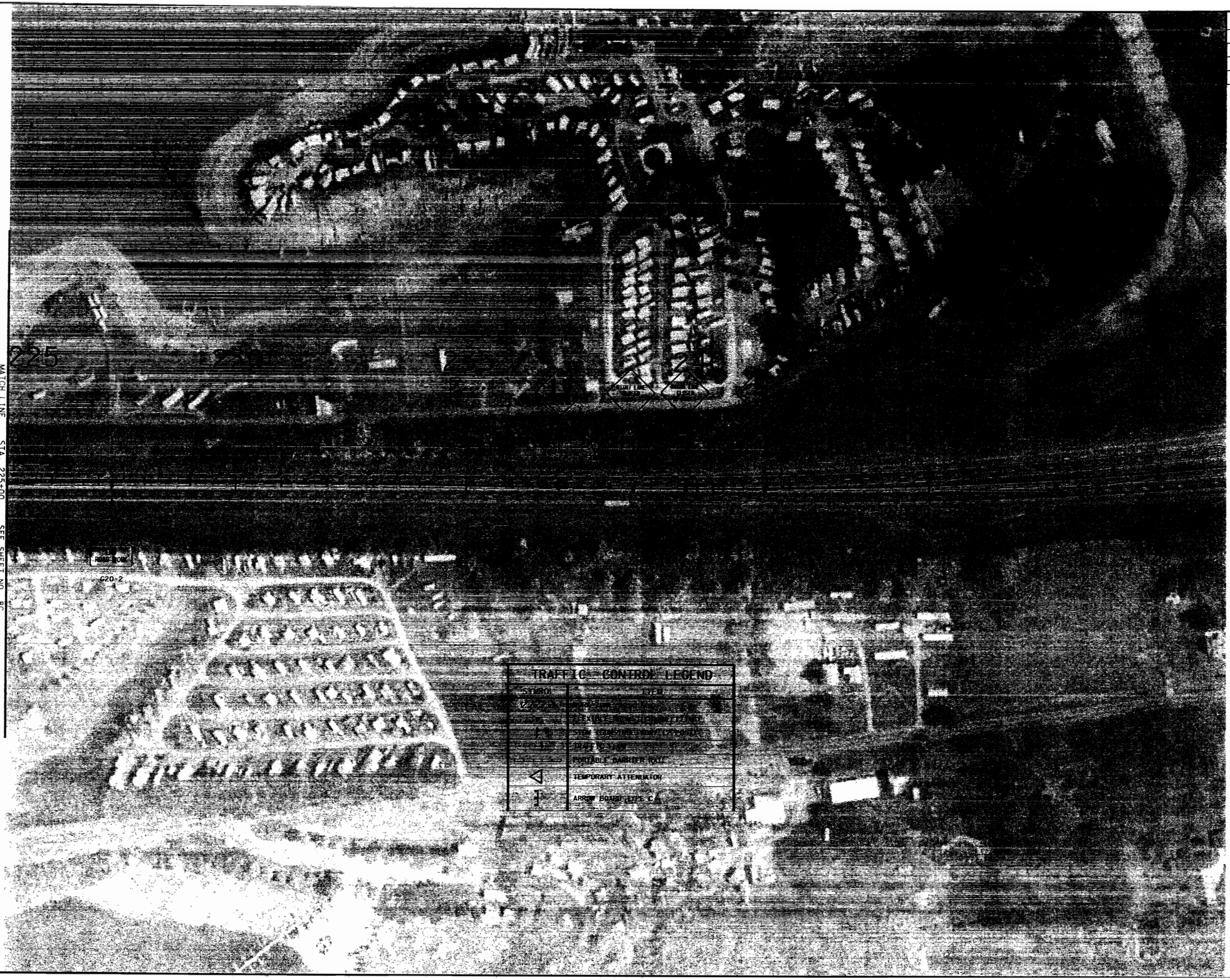
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SCALE: 1"=100'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	8D
CONST.	2012	45002-3143-44	8D



JOHN MILTON KULICK
REGISTERED ENGINEER
No. 119511
STATE OF TENNESSEE

SEALED BY

JOHN E. REAM
REGISTERED ENGINEER
No. 110559
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

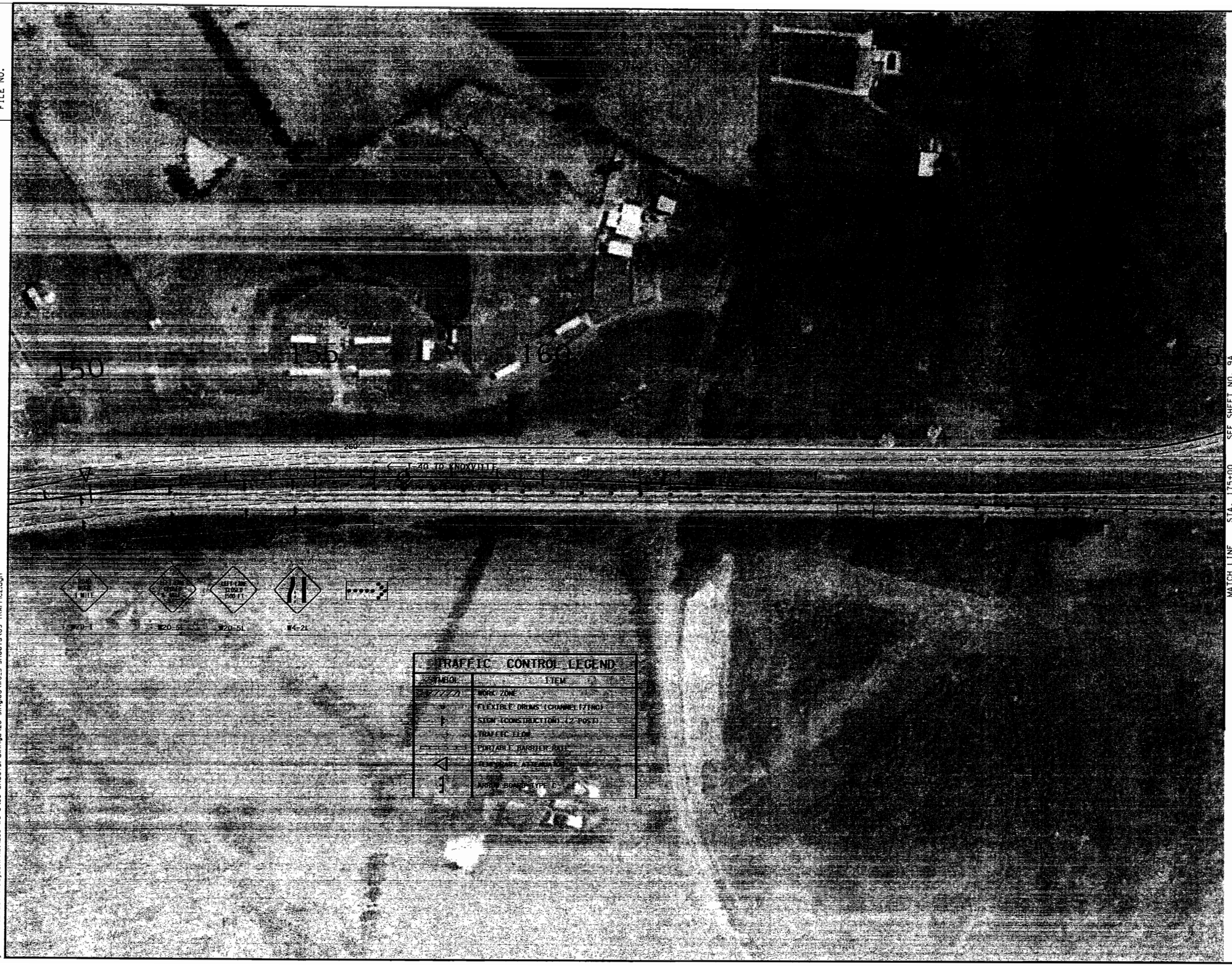
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	9
CONST.	2012	45002-3143-44	9



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION) (2 POST)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	TEMPORARY ATTENUATOR
	ARROW BOARD (TYPE C)

MATCH LINE STA. 175+00 SEE SHEET NO. 9A

JOHN MILTON KULICKI
REGISTERED ENGINEER
No. 118531
STATE OF TENNESSEE

SEALED BY

JOHN F. REIN
REGISTERED ENGINEER
No. 110590
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

B.O.P. TO STA. 175+00

SCALE: 1"=100'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	9A
CONST.	2012	45002-3143-44	9A



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION) (2-POST)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C

JOHN MILTON KULICK
REGISTERED ENGINEER
No. 110551
STATE OF TENNESSEE

SEALED BY
JOHN P. REHL
REGISTERED ENGINEER
No. 110551
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

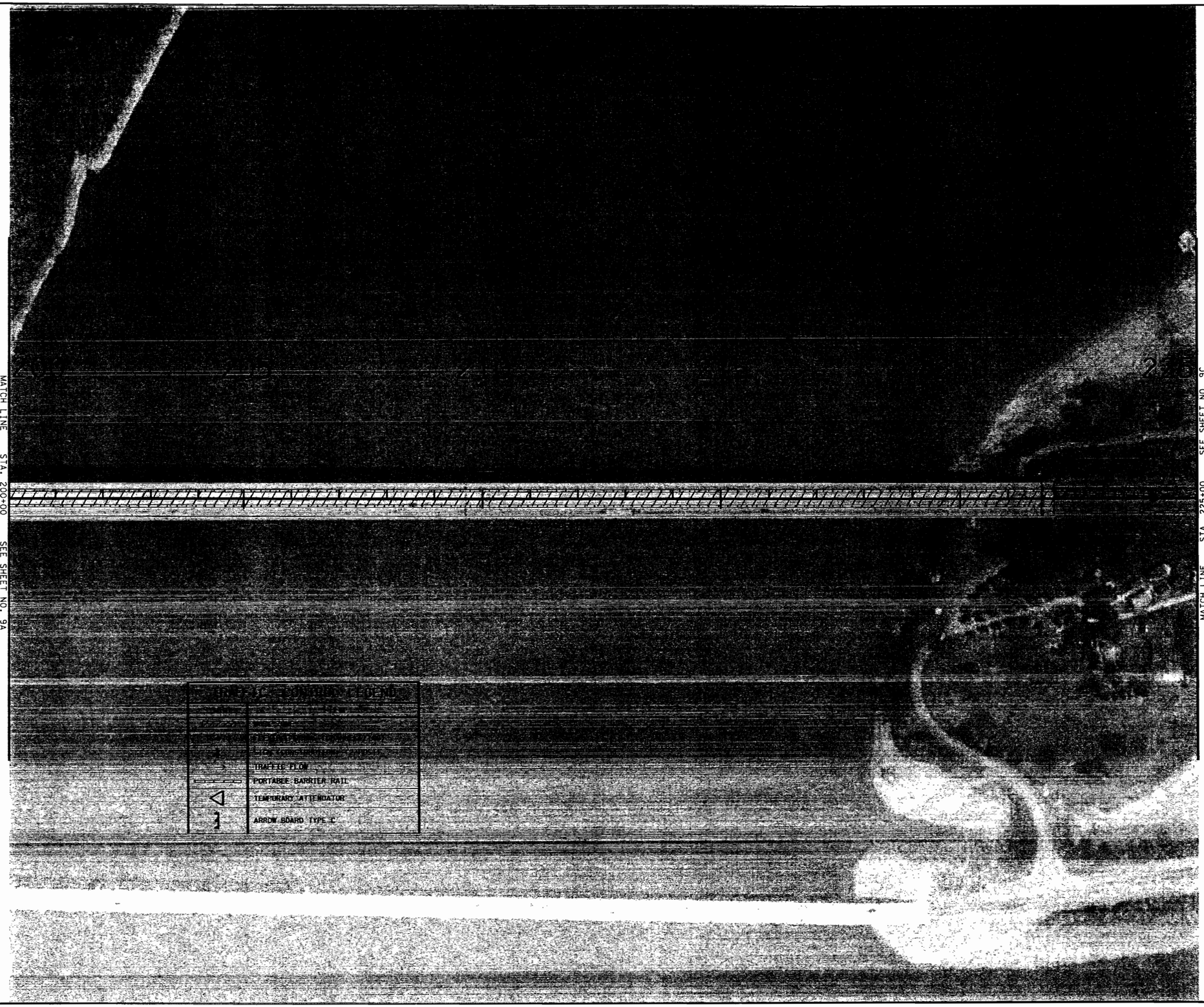
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SCALE: 1"=100'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	98
CONST.	2012	45002-3143-44	98



JOHN MILTON KULICK
REGISTERED ENGINEER
No. 111661
STATE OF TENNESSEE

SEALED BY

JOHN E. REHM
REGISTERED ENGINEER
No. 110510
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

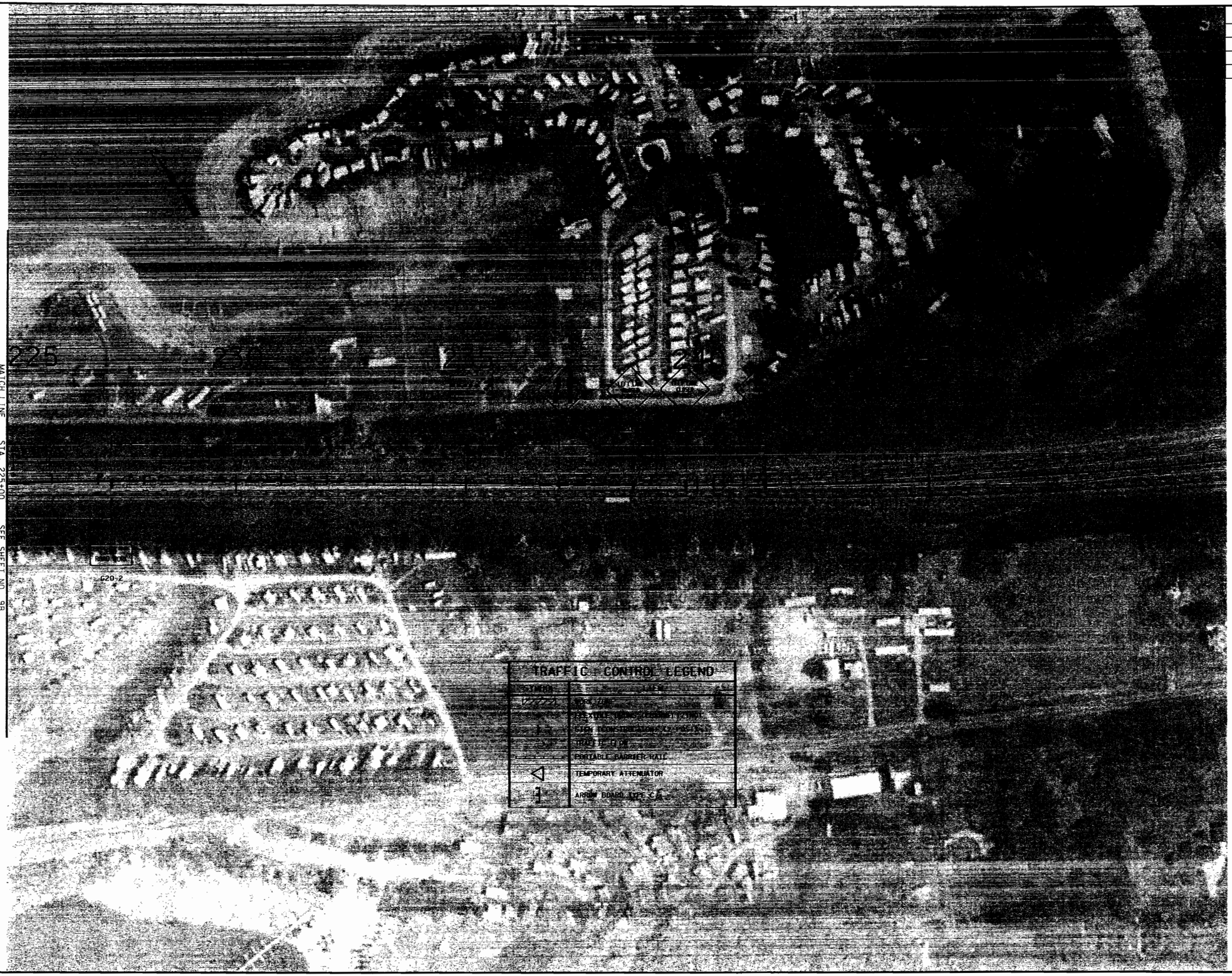
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SCALE: 1"=100'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	9C
CONST.	2012	45002-3143-44	9C



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

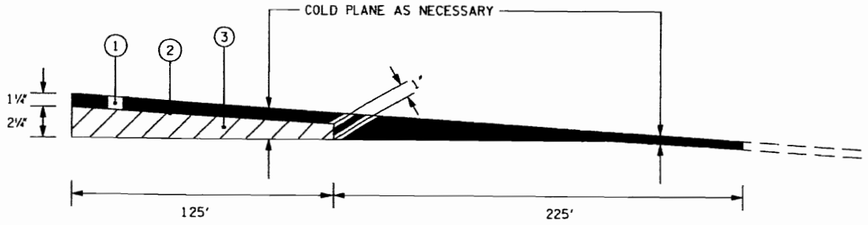
STA. 225+00 TO E.O.P.

SCALE: 1"=100'

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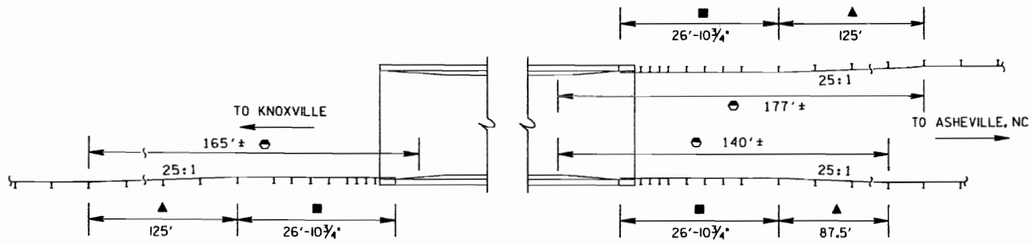
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FEDERAL	2012	BH-I-40-8(139)	10
CONST.	2012	45002-3143-44	10



TRANSITION AT BEGINNING AND END OF BRIDGE

CROSS SLOPE TO BE TRANSITIONED OVER SAME DISTANCE

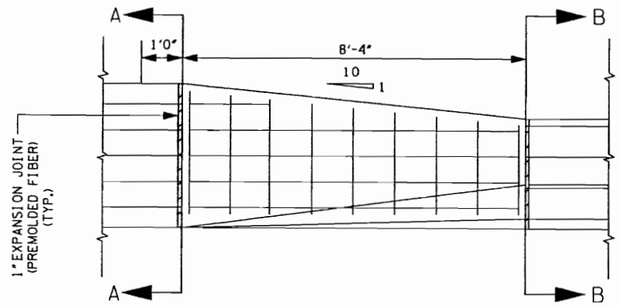


SKETCH SHOWING GUARDRAIL

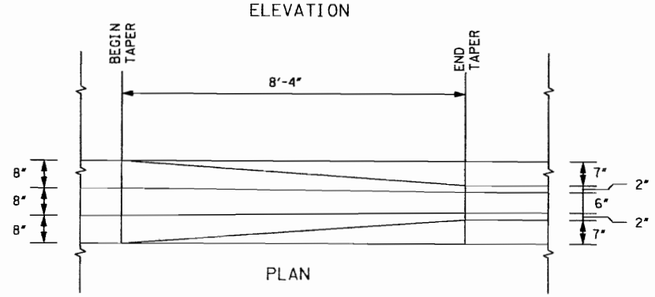
■ DENOTES : ITEM NO. 705-01.01

⬭ DENOTES : ITEM NO. 706-01

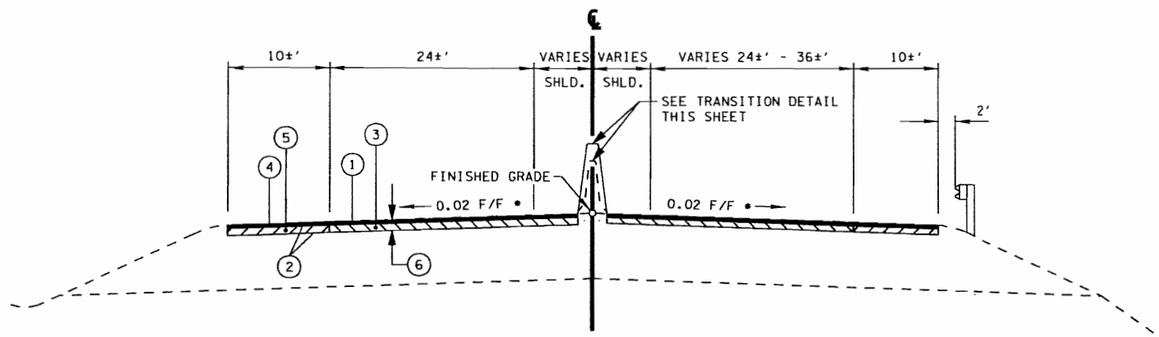
▲ DENOTES : ITEM NO. 705-02.02



ELEVATION

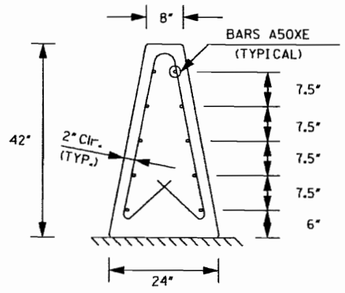


PLAN



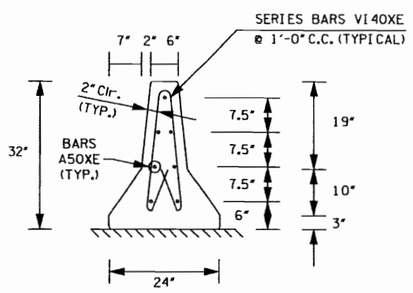
TYPICAL SECTION

• EXISTING CROSS SLOPE VARIES. TRANSITION TO 0.02 F/F TO MATCH APPROACH SLAB



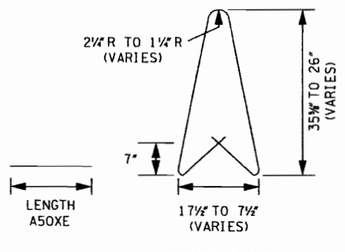
SECTION A-A

DIMENSIONS BASED ON PROPOSED BRIDGE PLANS



SECTION B-B

DIMENSIONS BASED ON RECORD PLANS FOR PROJECT BHI-IR-40-8(71)425 (1983).



REINFORCING DETAILS

BARRIER TRANSITION DETAILS

STA. 197+03.40± TO STA. 197+11.73±
STA. 222+11.27± TO STA. 22219.690±

PROPOSED PAVEMENT SCHEDULE

①	PERFORMANCE GRADE 76-22 SURFACE MIX (1.25") (APPROX. 132.5± LBS./S.Y. 411-03.10 ACS MIX(PG76-22) GRADING D
②	TACK COAT @ 0.02 GAL. PER S.Y. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
③	PERFORMANCE GRADE PG76-22 BASE MIX (BINDER) (2.25") 307-03.06 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B
④	ASPHALTIC CONCRETE SURFACE (SHOULDERS) (1.25") APPROX. 128.75± LBS./S.Y. 411-01.07 ASPHALT CONCRETE MIX (PG64-22) (ACS) GRADING E (SHOULDER)
⑤	PERFORMANCE GRADE 64-22 BASE MIX (BINDER) 2.25" APPROX. 254.25 LBS./S.Y. (FOR OUTSIDE SHOULDERS) 307-03.01 ASPHALT CONCRETE MIX (PG64-22) (BPMP-HM) GRADING B-M2
⑥	COLD PLANING BITUMINOUS PAVEMENT 415-01.01 COLD PLANE 0" - 2.5" AS REQUIRED

JOHN MILTON KULICK — REGISTERED ENGINEER — No. 116961 — STATE OF TENNESSEE

SEALED BY

JOHN F. REID — REGISTERED ENGINEER — No. 110950 — STATE OF TENNESSEE — 7-6-11

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

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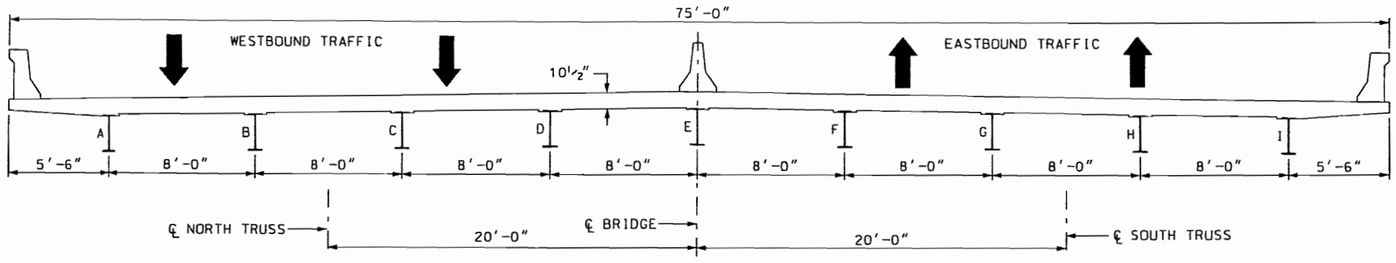
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

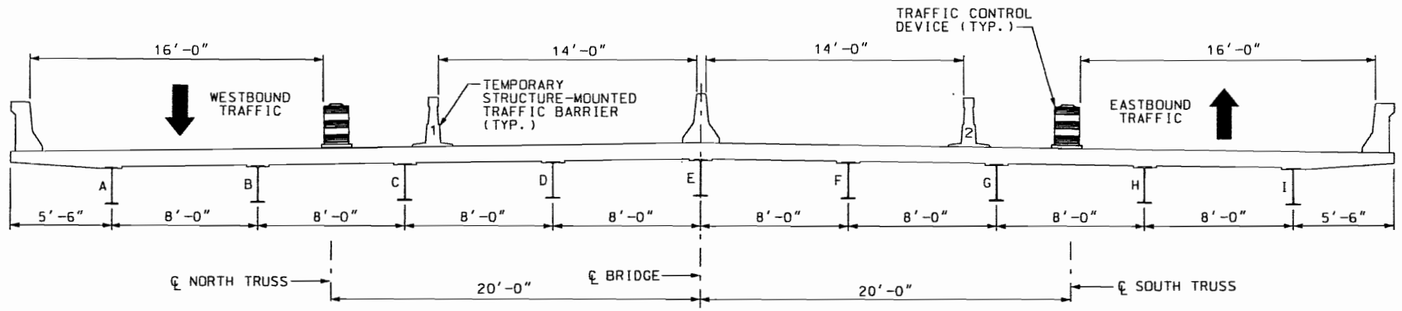
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	11

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



EXISTING CONDITION
SCALE: ¼" = 1'-0"

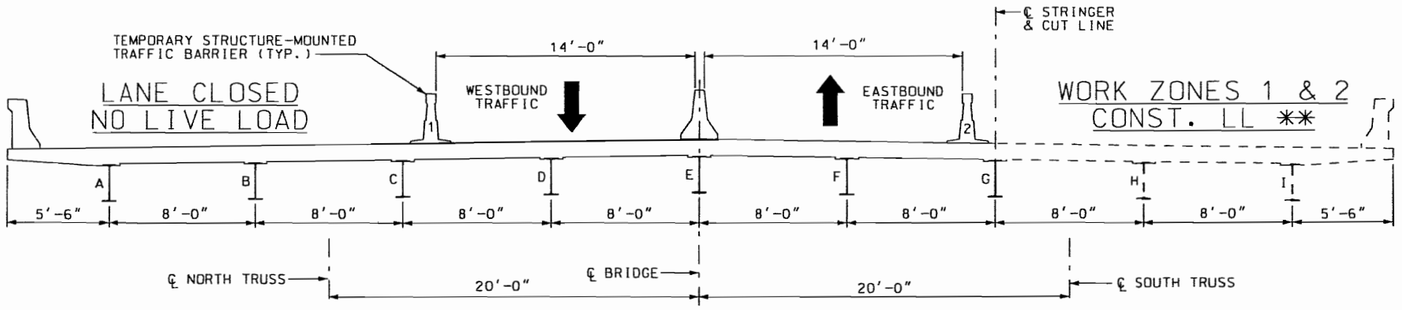


STAGE 1A – TRAFFIC PATTERN ARRANGEMENT
SCALE: ¼" = 1'-0"

STAGE 1A – TRAFFIC PATTERN ARRANGEMENT

PLACE TRAFFIC CONTROL DEVICES TO RESTRICT WESTBOUND AND EASTBOUND TRAFFIC TO OUTSIDE LANES AND TO PROVIDE ACCESS LANES FOR TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER INSTALLATION

INSTALL TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIERS 1 AND 2



STAGE 1B – EXISTING DECK SLAB REMOVAL
SCALE: ¼" = 1'-0"

STAGE 1B – EXISTING DECK SLAB REMOVAL

SHIFT EASTBOUND AND WESTBOUND TRAFFIC TO MID-SECTION OF EXISTING DECK SLAB

REMOVE EXISTING SOUTH PARAPET AND EASTBOUND SECTION OF EXISTING DECK SLAB TO CUT LINE AT ℄ STRINGER G

REMOVE EXISTING STRINGERS H AND I

REINFORCE SOUTH TRUSS MEMBERS

REINFORCE FLOORBEAMS AT SOUTH TRUSS

MISCELLANEOUS STEEL REPAIRS

CONSTRUCTION LIVE LOAD:

** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR TRUSS SPANS FRAMING PLAN, SEE DRAWING BR-109-22.

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

JOHN MILTON KULICKI
REGISTERED ENGINEER
No. 118551
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
CONSTRUCTION STAGING - 1
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

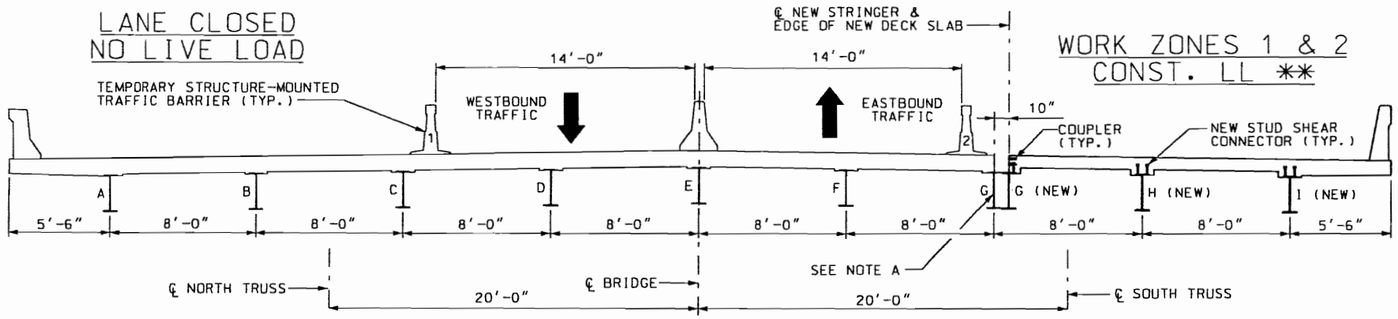
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	12

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTE A:

CUT 4" DIA. HANDHOLE IN EXISTING STRINGER WEB ON BOTH SIDES OF BEARING STIFFENERS TO PROVIDE ACCESS HOLE TO FASTEN NEW STRINGER TO FLOORBEAMS



STAGE 1C – NEW DECK SLAB PLACEMENT

SCALE: 1/4" = 1'-0"

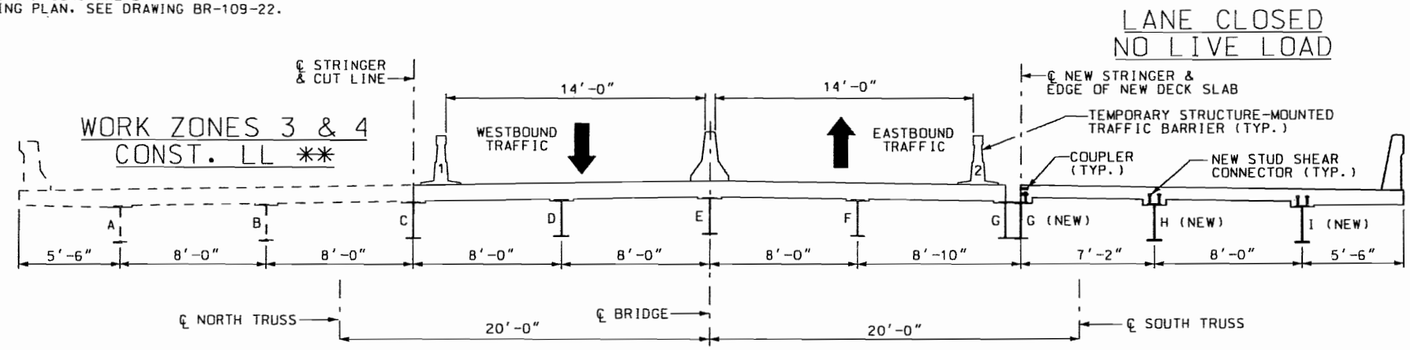
STAGE 1C – NEW DECK SLAB PLACEMENT

INSTALL NEW STRINGERS G, H AND I (NEW STRINGER G – ONE ROW OF SHEAR CONNECTORS)

PLACE NEW SECTION OF EASTBOUND CONCRETE DECK SLAB TO ℄ OF NEW STRINGER G AND PLACE NEW SOUTH PARAPET

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR TRUSS SPANS FRAMING PLAN, SEE DRAWING BR-109-22.



STAGE 1D – EXISTING DECK SLAB REMOVAL

SCALE: 1/4" = 1'-0"

STAGE 1D – EXISTING DECK SLAB REMOVAL

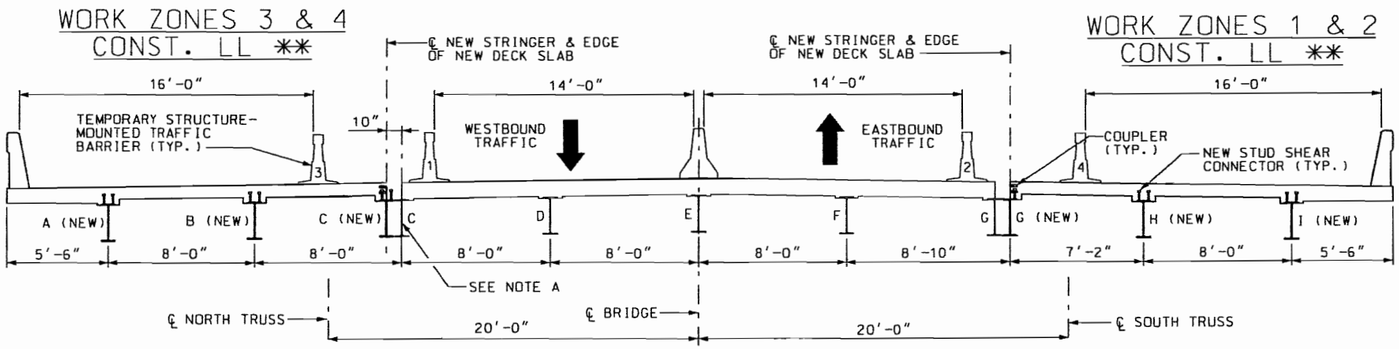
REMOVE EXISTING NORTH PARAPET AND WESTBOUND SECTION OF EXISTING DECK SLAB TO CUT LINE AT ℄ STRINGER C

REMOVE EXISTING STRINGERS A AND B

REINFORCE NORTH TRUSS MEMBERS

REINFORCE FLOORBEAMS AT NORTH TRUSS

MISCELLANEOUS STEEL REPAIRS



STAGE 1E – NEW DECK SLAB PLACEMENT

SCALE: 1/4" = 1'-0"

STAGE 1E – NEW DECK SLAB PLACEMENT

INSTALL NEW STRINGERS A, B AND C

PLACE NEW SECTION OF WESTBOUND CONCRETE DECK SLAB TO ℄ OF NEW STRINGER C AND PLACE NEW NORTH PARAPET

INSTALL TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIERS 3 AND 4

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

CONSTRUCTION LIVE LOAD:

* EQUIVALENT TO THE MAXIMUM EFFECT OF 1-HS20 TRUCK PER WORK ZONE
** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
CONSTRUCTION STAGING - 2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI
REGISTERED ENGINEER
STATE OF TENNESSEE

7/8/2011
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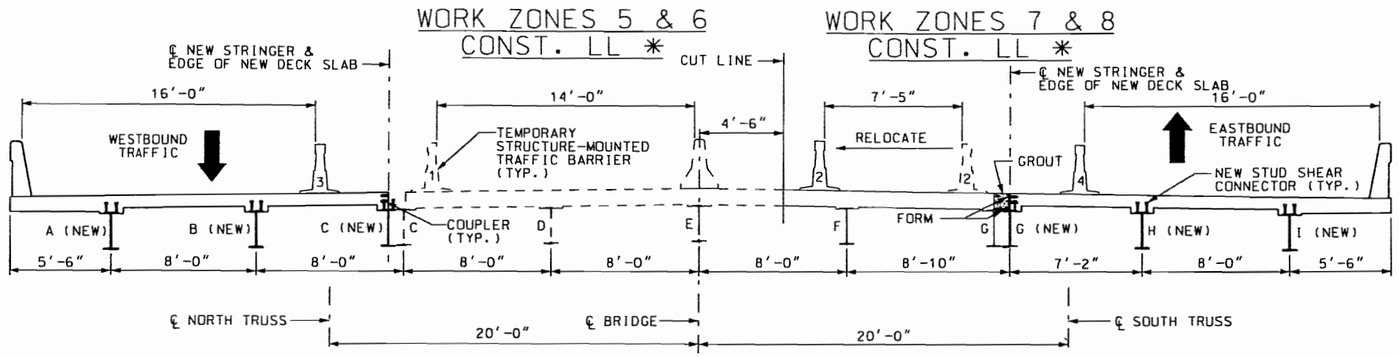
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	13

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



STAGE 2A – TRAFFIC PATTERN ARRANGEMENT/EXISTING DECK SLAB REMOVAL

SCALE: 1/4" = 1'-0"

STAGE 2A – TRAFFIC PATTERN ARRANGEMENT/EXISTING DECK SLAB REMOVAL

RELOCATE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER 2

PLACE FORMS AND TEMPORARY GROUT BETWEEN ℄ OF NEW AND EXISTING STRINGER G

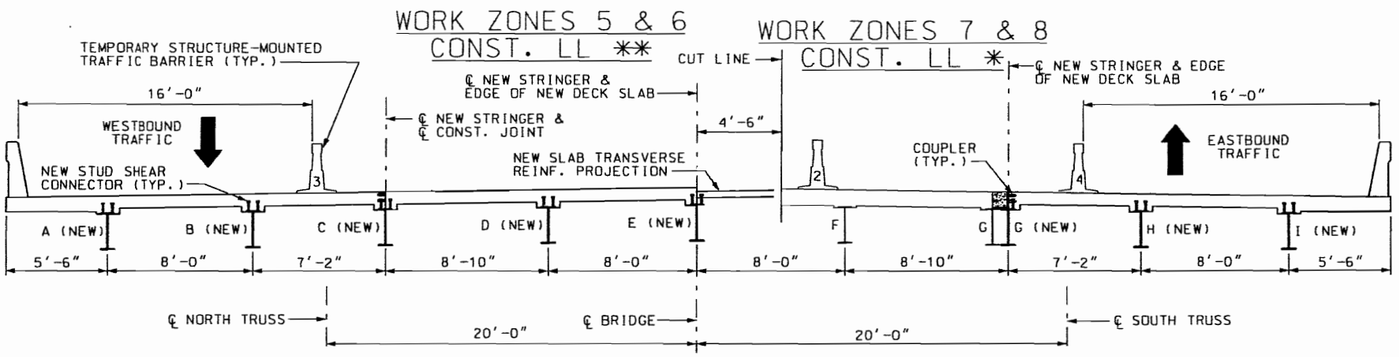
REMOVE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER 1

REMOVE EXISTING MEDIAN BARRIER AND NORTH SIDE OF EXISTING DECK SLAB TO CUT LINE

REMOVE EXISTING STRINGERS C, D AND E

REINFORCE FLOORBEAMS AT MID-SPAN

MISCELLANEOUS STEEL REPAIRS



STAGE 2B – NEW DECK SLAB PLACEMENT

SCALE: 1/4" = 1'-0"

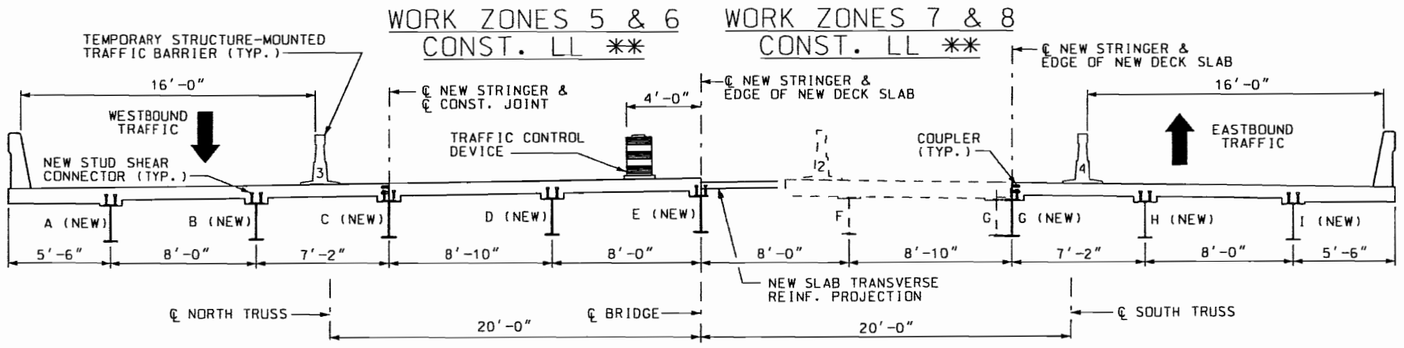
STAGE 2B – NEW DECK SLAB PLACEMENT

INSTALL NEW STRINGERS D AND E

PLACE NEW DECK SLAB SECTION BETWEEN ℄ OF NEW STRINGERS C AND E

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR TRUSS SPANS FRAMING PLAN, SEE DRAWING BR-109-22.



STAGE 2C – EXISTING DECK SLAB REMOVAL

SCALE: 1/4" = 1'-0"

STAGE 2C – EXISTING DECK SLAB REMOVAL

PLACE TRAFFIC CONTROL DEVICES TO RESTRICT CONSTRUCTION VEHICLE TRAFFIC FROM THE EDGE OF NEW CONCRETE DECK SLAB

REMOVE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER 2

REMOVE REMAINING SECTION OF EXISTING DECK SLAB

REMOVE FORMS AND TEMPORARY GROUT BETWEEN ℄ OF NEW AND EXISTING STRINGER G

REMOVE EXISTING STRINGERS F AND G

CONSTRUCTION LIVE LOAD:

* EQUIVALENT TO THE MAXIMUM EFFECT OF 1-HS20 TRUCK PER WORK ZONE
** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS CONSTRUCTION STAGING - 3 REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER STATION 197+60.00 JEFFERSON COUNTY 2012

JOHN MILTON KULICKI
REGISTERED ENGINEER
No. 118833
STATE OF TENNESSEE

7/8/2011
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

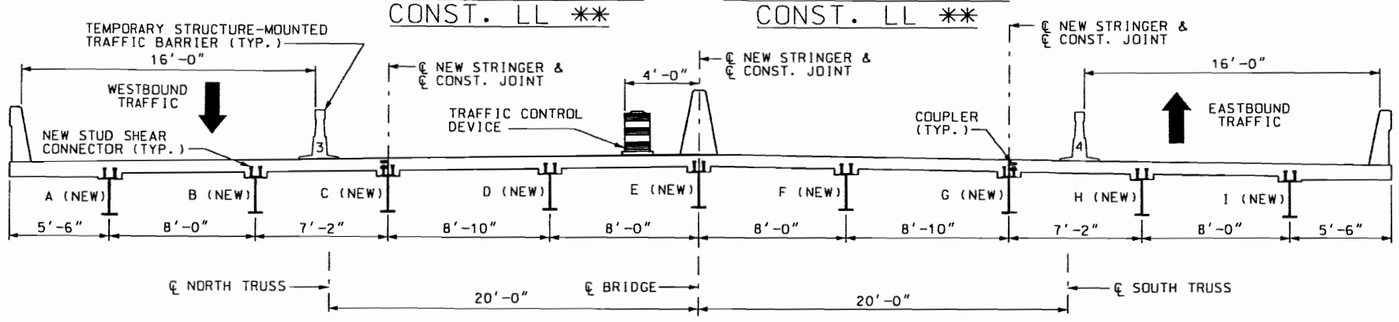
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	14

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

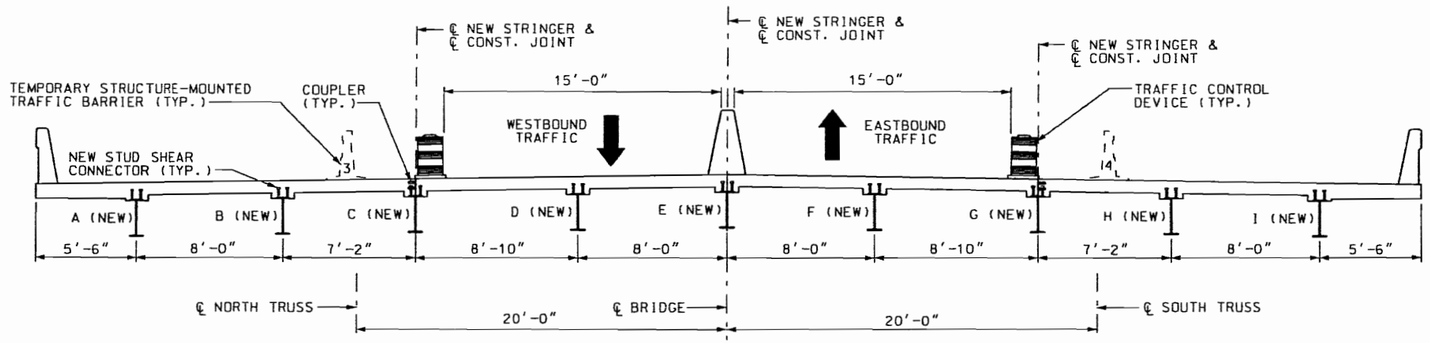
WORK ZONES 5 & 6 CONST. LL **

WORK ZONES 7 & 8 CONST. LL **



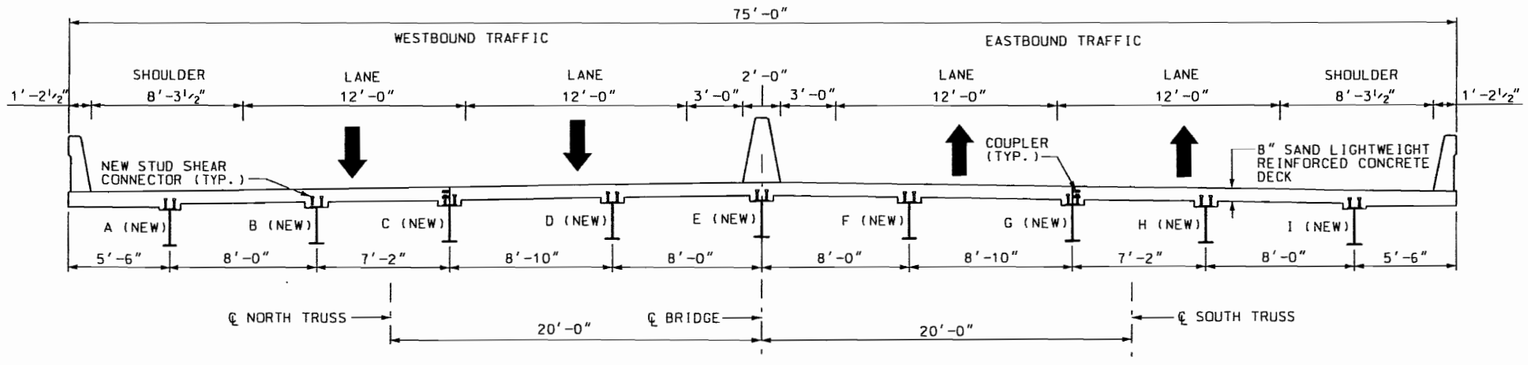
STAGE 2D – NEW DECK SLAB PLACEMENT

SCALE: 1/4" = 1'-0"



STAGE 2E – TRAFFIC PATTERN ARRANGEMENT

SCALE: 1/4" = 1'-0"



FINAL CONDITION

SCALE: 1/4" = 1'-0"

STAGE 2D – NEW DECK SLAB PLACEMENT

INSTALL NEW STRINGER F

INSTALL SINGLE (NORTH) ROW OF SHEAR CONNECTORS ON NEW STRINGER G

PLACE NEW DECK SLAB SECTION BETWEEN NEW STRINGERS E AND G

PLACE NEW MEDIAN BARRIER

STAGE 2E – TRAFFIC PATTERN ARRANGEMENT

PLACE TRAFFIC CONTROL DEVICES TO RESTRICT TRAFFIC TO THE CENTER OF THE BRIDGE

REMOVE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIERS 3 AND 4

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR TRUSS SPANS FRAMING PLAN, SEE DRAWING BR-109-22.

CONSTRUCTION LIVE LOAD:

** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS CONSTRUCTION STAGING - 4 REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER STATION 197+60.00 JEFFERSON COUNTY 2012

JOHN MILTON KULICKI REGISTERED ENGINEER STATE OF TENNESSEE

7/8/2011
\\Mmdc10\Projects\27786.01\CADD\Structural\05.4-Truss_Staging_4.dgn

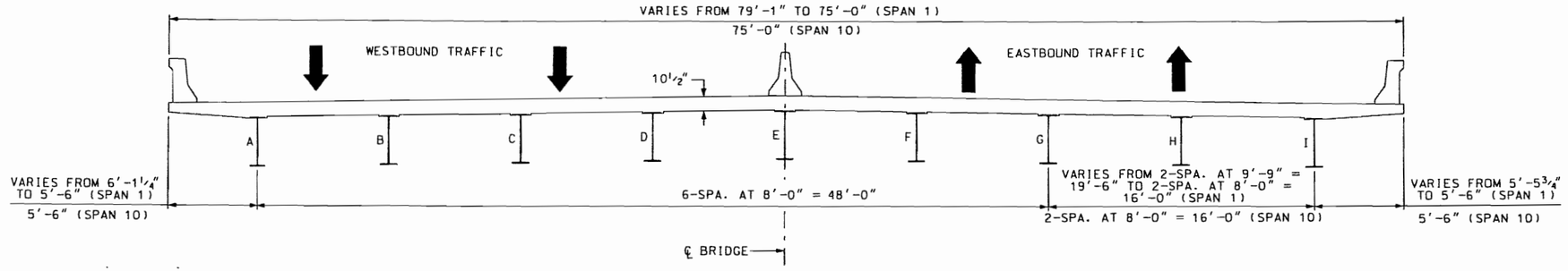
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	15

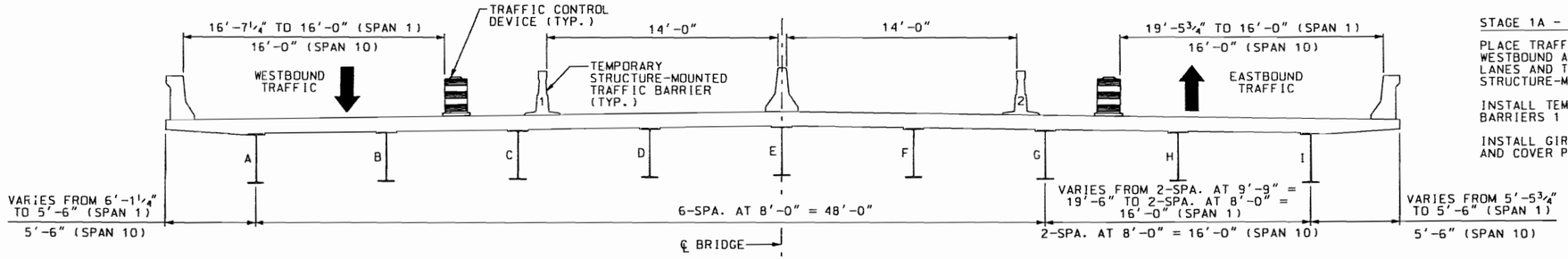
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



EXISTING CONDITION

SCALE: ¼" = 1'-0"



STAGE 1A - TRAFFIC PATTERN ARRANGEMENT

SCALE: ¼" = 1'-0"

STAGE 1A - TRAFFIC PATTERN ARRANGEMENT

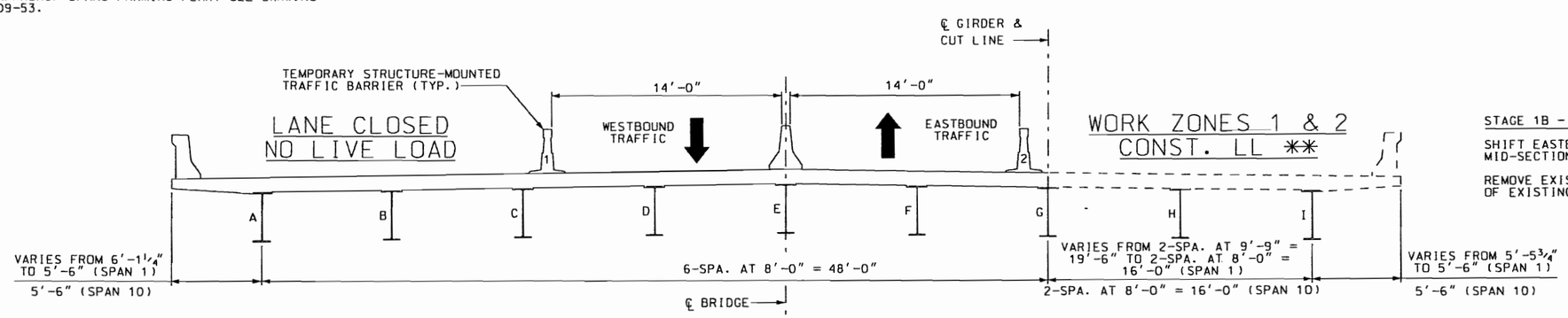
PLACE TRAFFIC CONTROL DEVICES TO RESTRICT WESTBOUND AND EASTBOUND TRAFFIC TO OUTSIDE LANES AND TO PROVIDE ACCESS LANES FOR TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER INSTALLATION

INSTALL TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIERS 1 AND 2

INSTALL GIRDER BOTTOM FLANGE SPLICE PLATES AND COVER PLATES

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR APPROACH SPANS FRAMING PLAN, SEE DRAWING BR-109-53.



STAGE 1B - EXISTING DECK SLAB REMOVAL

SCALE: ¼" = 1'-0"

STAGE 1B - EXISTING DECK SLAB REMOVAL

SHIFT EASTBOUND AND WESTBOUND TRAFFIC TO MID-SECTION OF EXISTING DECK SLAB

REMOVE EXISTING SOUTH PARAPET AND EASTBOUND SECTION OF EXISTING DECK SLAB TO CUT LINE AT ℄ GIRDER G

CONSTRUCTION LIVE LOAD:

** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS CONSTRUCTION STAGING - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI
REGISTERED
STATE OF TENNESSEE

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\05.5-Approach_Staging_1.dgn

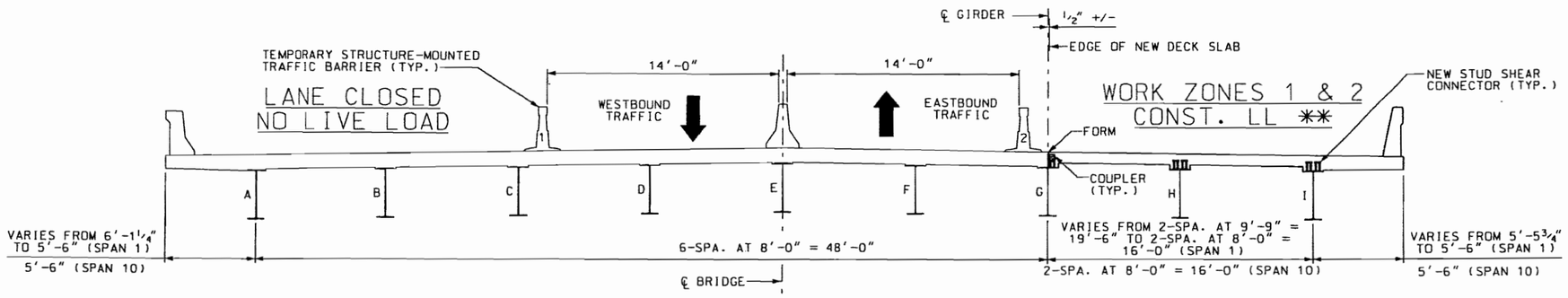
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	16

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



STAGE 1C – NEW DECK SLAB PLACEMENT

SCALE: ¼" = 1'-0"

STAGE 1C – NEW DECK SLAB PLACEMENT

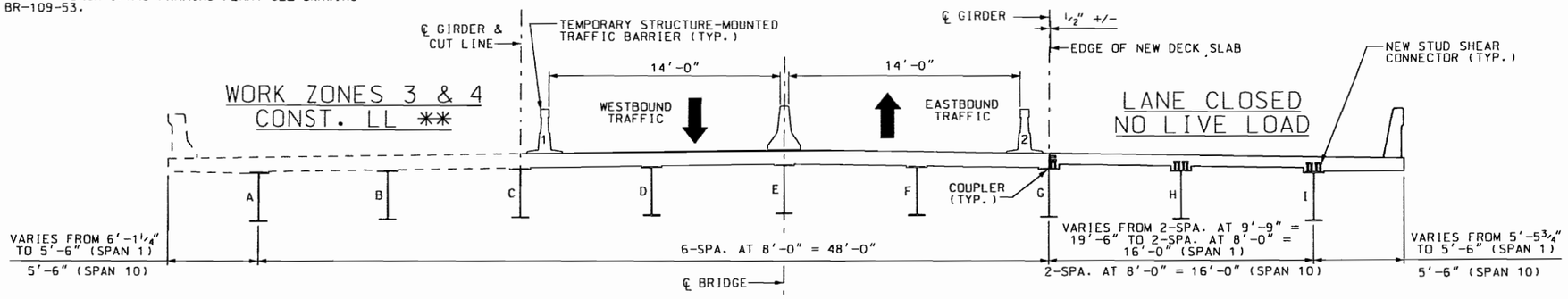
INSTALL NEW STUD SHEAR CONNECTORS ON GIRDERS G, H AND I (2 ROWS ON GIRDER G)

PLACE FORM WORK OVER GIRDER G

PLACE NEW SECTION OF EASTBOUND CONCRETE DECK SLAB TO ℄ OF GIRDER G AND PLACE NEW SOUTH PARAPET

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR APPROACH SPANS FRAMING PLAN, SEE DRAWING BR-109-53.

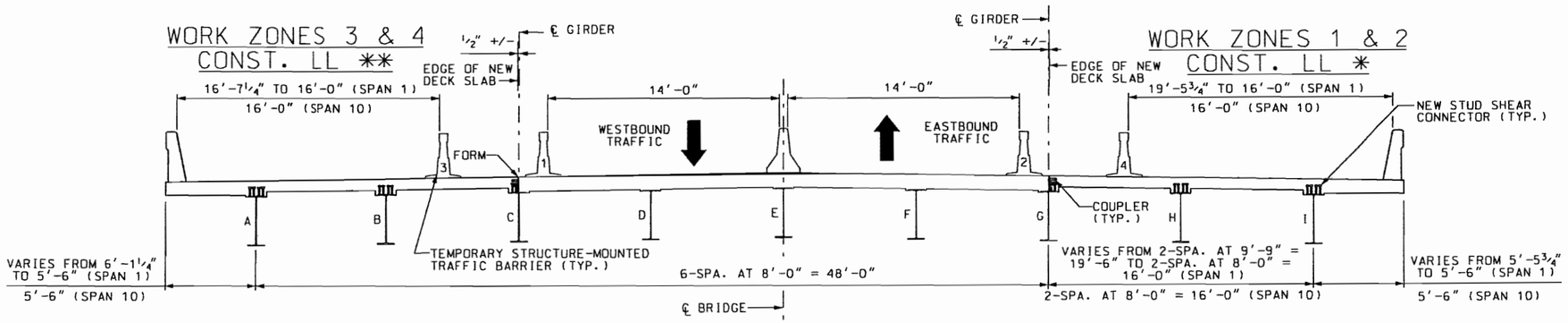


STAGE 1D – EXISTING DECK SLAB REMOVAL

SCALE: ¼" = 1'-0"

STAGE 1D – EXISTING DECK SLAB REMOVAL

REMOVE EXISTING NORTH PARAPET AND WESTBOUND SECTION OF EXISTING DECK SLAB TO CUT LINE AT ℄ GIRDER C



STAGE 1E – NEW DECK SLAB PLACEMENT

SCALE: ¼" = 1'-0"

STAGE 1E – NEW DECK SLAB PLACEMENT

INSTALL NEW STUD SHEAR CONNECTORS ON GIRDERS A, B AND C (2 ROWS ON GIRDER C)

PLACE FORM WORK OVER GIRDER C

PLACE NEW SECTION OF WESTBOUND CONCRETE DECK SLAB TO ℄ OF GIRDER C AND PLACE NEW NORTH PARAPET

INSTALL TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIERS 3 AND 4

CONSTRUCTION LIVE LOAD:

* EQUIVALENT TO THE MAXIMUM EFFECT OF 1-HS20 TRUCK PER WORK ZONE
** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS CONSTRUCTION STAGING - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICK
REGISTERED ENGINEER
30 JUNE 11
STATE OF TENNESSEE

7/8/2011
\\Mnde10\Projects\2786.01\CADD\Structural\05.6-Approach_Staging_2.dgn

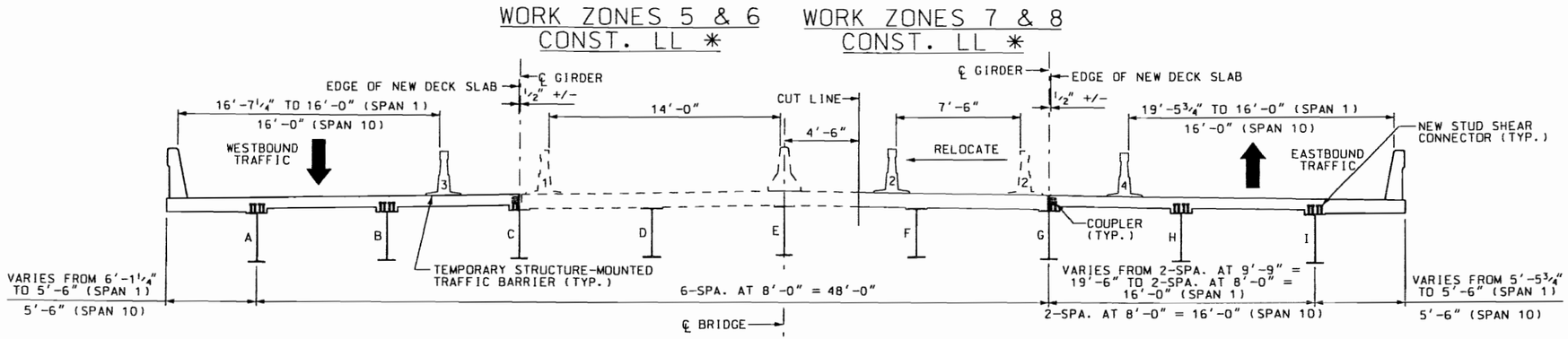
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	17

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



STAGE 2A – TRAFFIC PATTERN ARRANGEMENT/EXISTING DECK SLAB REMOVAL

SCALE: ¼" = 1'-0"

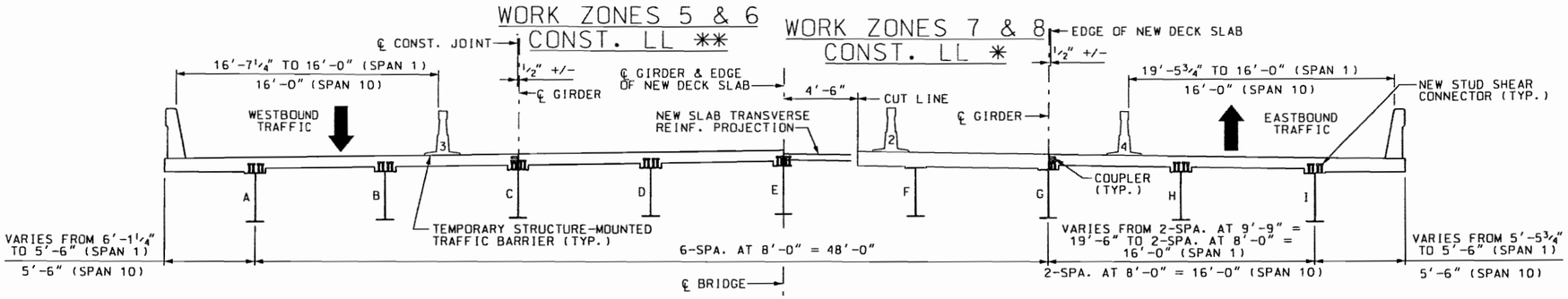
STAGE 2A – TRAFFIC PATTERN ARRANGEMENT/ EXISTING DECK SLAB REMOVAL

RELOCATE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER 2

REMOVE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER 1

REMOVE EXISTING MEDIAN BARRIER AND NORTH SIDE OF EXISTING DECK SLAB TO CUT LINE

REMOVE FORM OVER GIRDER C



STAGE 2B – NEW DECK SLAB PLACEMENT

SCALE: ¼" = 1'-0"

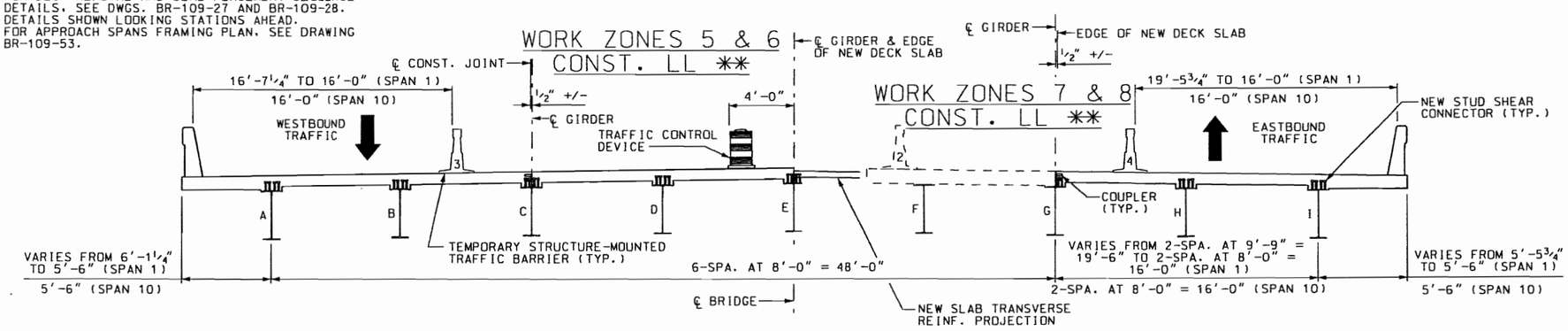
STAGE 2B – NEW DECK SLAB PLACEMENT

INSTALL NEW STUD SHEAR CONNECTORS ON GIRDER C. D AND E (2 ROWS ON GIRDER C)

PLACE NEW DECK SLAB SECTION BETWEEN ℄ OF GIRDERS C AND E

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR APPROACH SPANS FRAMING PLAN, SEE DRAWING BR-109-53.



STAGE 2C – EXISTING DECK SLAB REMOVAL

SCALE: ¼" = 1'-0"

STAGE 2C – EXISTING DECK SLAB REMOVAL

PLACE TRAFFIC CONTROL DEVICES TO RESTRICT CONSTRUCTION VEHICLE TRAFFIC FROM THE EDGE OF NEW CONCRETE DECK SLAB

REMOVE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIER 2

REMOVE REMAINING SECTION OF EXISTING DECK SLAB

REMOVE FORM OVER GIRDER G

CONSTRUCTION LIVE LOAD:

* EQUIVALENT TO THE MAXIMUM EFFECT OF 1-HS20 TRUCK PER WORK ZONE
** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS CONSTRUCTION STAGING - 3 REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER STATION 197+60.00 JEFFERSON COUNTY 2012

JOHN MILTON KULICKI — REGISTERED ENGINEER — STATE OF TENNESSEE

7/8/2011 \\Mnds10\Projects\2786.01\CADD\Structural\05.7-Approach_Staging_3.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

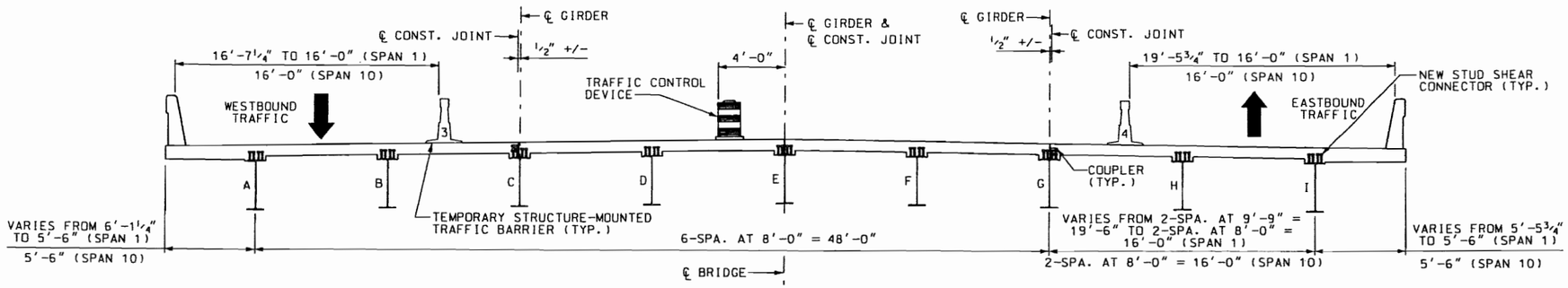
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	18

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

WORK ZONES 5 & 6
CONST. LL **

WORK ZONES 7 & 8
CONST. LL **



STAGE 2D – NEW DECK SLAB PLACEMENT

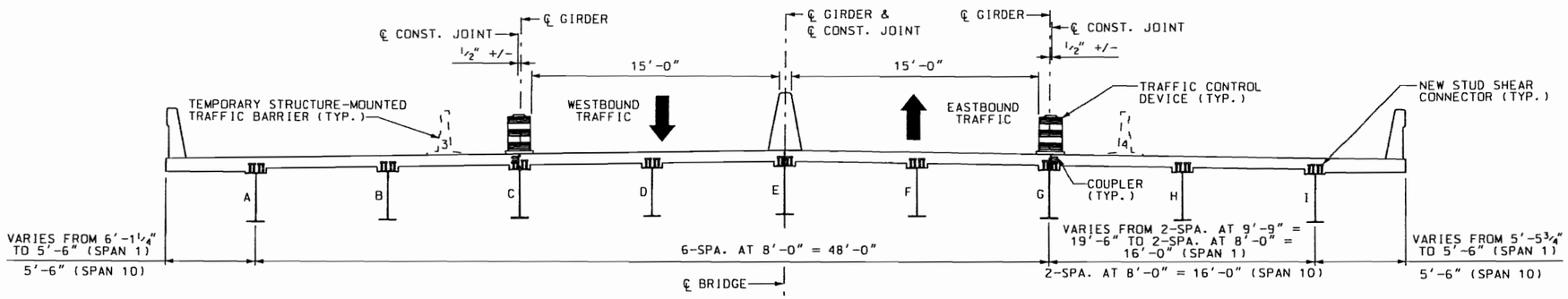
SCALE: ¼" = 1'-0"

STAGE 2D – NEW DECK SLAB PLACEMENT

INSTALL NEW STUD SHEAR CONNECTORS GIRDERS F & G (2 ROWS ON GIRDER G)

PLACE NEW DECK SLAB SECTION BETWEEN GIRDERS E AND G

PLACE NEW MEDIAN BARRIER



STAGE 2E – TRAFFIC PATTERN ARRANGEMENT

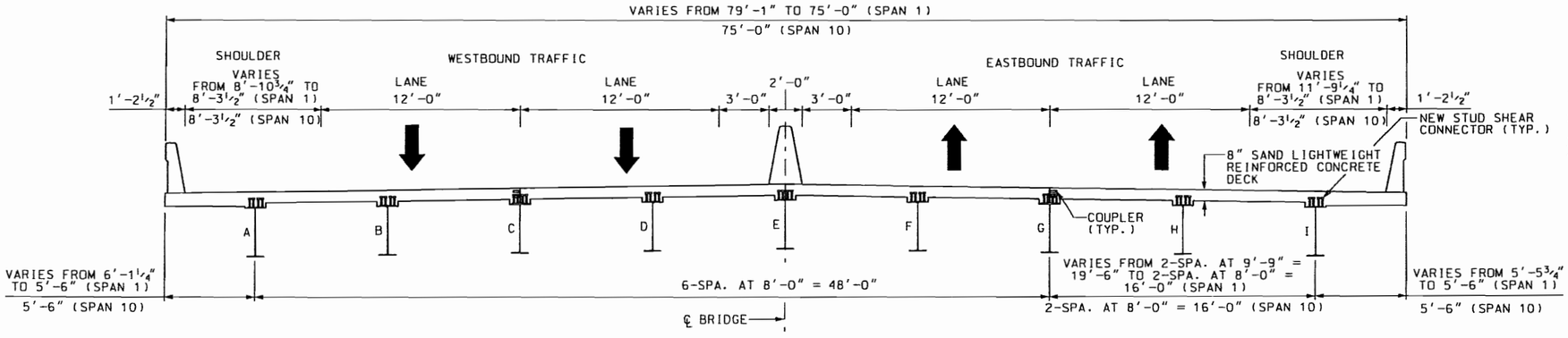
SCALE: ¼" = 1'-0"

STAGE 2E – TRAFFIC PATTERN ARRANGEMENT

PLACE TRAFFIC CONTROL DEVICES TO RESTRICT TRAFFIC TO THE CENTER OF THE BRIDGE

SHIFT TRAFFIC TO MID-SECTION OF NEW DECK SLAB

REMOVE TEMPORARY STRUCTURE-MOUNTED TRAFFIC BARRIERS 3 AND 4



FINAL CONDITION

SCALE: ¼" = 1'-0"

CONSTRUCTION LIVE LOAD:

** EQUIVALENT TO THE MAXIMUM EFFECT OF 2-HS20 TRUCKS PER WORK ZONE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DECK REMOVAL AND SLAB PLACEMENT SEQUENCE, DETAILS, SEE DWGS. BR-109-27 AND BR-109-28.
3. DETAILS SHOWN LOOKING STATIONS AHEAD.
4. FOR APPROACH SPANS FRAMING PLAN, SEE DRAWING BR-109-53.

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS CONSTRUCTION STAGING - 4
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
No. 116611
STATE OF TENNESSEE

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

TRUSS MEMBERS (CHORDS)		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U43-U44	L29-L30	U43-U44	L29-L30
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.50	0.99	1.68	1.05
	TONS	54.0	35.6	60.5	37.8
OPERATING RATING (OR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U43-U44	L29-L30	U43-U44	L29-L30
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	1.94	1.29	2.17	1.36
	TONS	69.8	46.44	78.1	49.0

TRUSS MEMBERS (DIAGONALS)		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U20-L21	U20-L21	L23-U24	L23-U24
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.59	0.98	1.78	1.10
	TONS	57.2	35.3	64.1	39.6
OPERATING RATING (OR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U20-L21	U20-L21	L23-U24	L23-U24
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	2.06	1.27	2.31	1.42
	TONS	74.2	45.7	83.2	51.1

TRUSS MEMBERS (VERTICALS)		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U13-L13	U25-L25	U31-L31	U25-L25
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.40	0.94	1.53	1.00
	TONS	50.4	33.8	55.1	36.0
OPERATING RATING (OR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U13-L13	U25-L25	U31-L31	U25-L25
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	1.82	1.21	1.98	1.30
	TONS	65.5	43.6	71.3	46.8

TRUSS SPAN STRINGERS		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	1.094	1.094	1.094	1.094
	LOCATION	STR A & I	STR A & I	STR A & I	STR A & I
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.73	1.39	1.77	1.41
	TONS	62.4	49.9	63.6	50.8
OPERATING RATING (OR)	DISTRIBUTION FACTOR	1.094	1.094	1.094	1.094
	LOCATION	STR A & I	STR A & I	STR A & I	STR A & I
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	2.25	1.80	2.29	1.83
	TONS	80.9	64.7	82.4	65.9

TRUSS SPAN GUSSET PLATES		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U12	U12	U12	U12
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.26	1.02	1.37	1.07
	TONS	45.4	36.7	49.3	38.5
OPERATING RATING (OR)	DISTRIBUTION FACTOR	2.505	2.505	2.505	2.505
	LOCATION	U12	U12	U12	U12
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	1.68	1.33	1.81	1.39
	TONS	60.5	47.9	65.2	50.0

TRUSS SPAN FLOORBEAMS		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	1.000	1.000	1.000	1.000
	LOCATION	FB4-1	FB4-1	FB4-1	FB4-1
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.25	1.00	1.28	1.01
	TONS	45.1	35.8	45.9	36.5
OPERATING RATING (OR)	DISTRIBUTION FACTOR	1.000	1.000	1.000	1.000
	LOCATION	FB4-1	FB4-1	FB4-1	FB4-1
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	1.62	1.29	1.65	1.31
	TONS	58.5	46.4	59.5	47.3

APPROACH SPAN GIRDERS		WITH FWS		WITHOUT FWS	
		HS20	HL-93	HS20	HL-93
INVENTORY RATING (IR)	DISTRIBUTION FACTOR	1.113	1.113	1.113	1.113
	LOCATION	GDR I	GDR I	GDR I	GDR I
	LIMIT STATE	STRENGTH I	STRENGTH I	STRENGTH I	STRENGTH I
	RATING FACTOR	1.27	1.00	1.31	1.31
	TONS	45.5	36.1	47.1	47.0
OPERATING RATING (OR)	DISTRIBUTION FACTOR	1.113	1.113	1.113	1.113
	LOCATION	GDR I	GDR I	GDR I	GDR I
	LIMIT STATE	STRENGTH II	STRENGTH II	STRENGTH II	STRENGTH II
	RATING FACTOR	1.64	1.30	1.69	1.34
	TONS	59.0	46.8	61.0	48.3

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.

DESIGNED BY: AK/CPA/TS DATE: 07/2011
DRAWN BY: TS DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

BRIDGE LOAD RATING TABLES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RATING TABLES

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-6

7/8/2011
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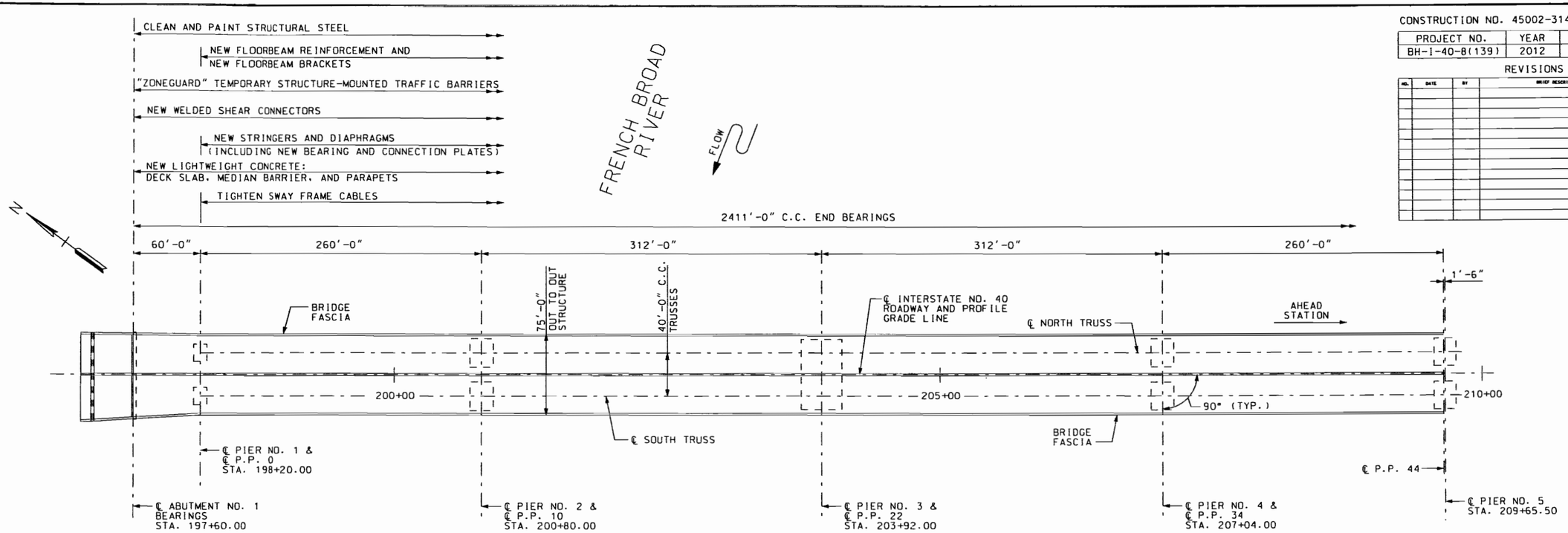
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

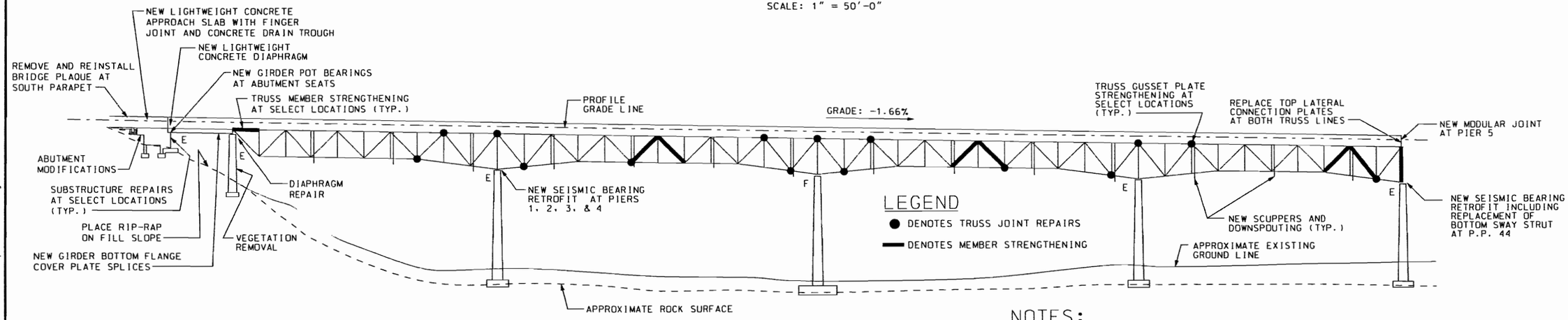
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN
SCALE: 1" = 50'-0"



ELEVATION
SCALE: 1" = 50'-0"

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
REPAIR LOCATION PLAN - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI REGISTERED ENGINEER 115181 STATE OF TENNESSEE

BR-109-7

8/24/2011
P:\2786.01\CADD\Structural\Final Submission Revisions 08-19-11\07-Repair Loc Plan-1.dgn

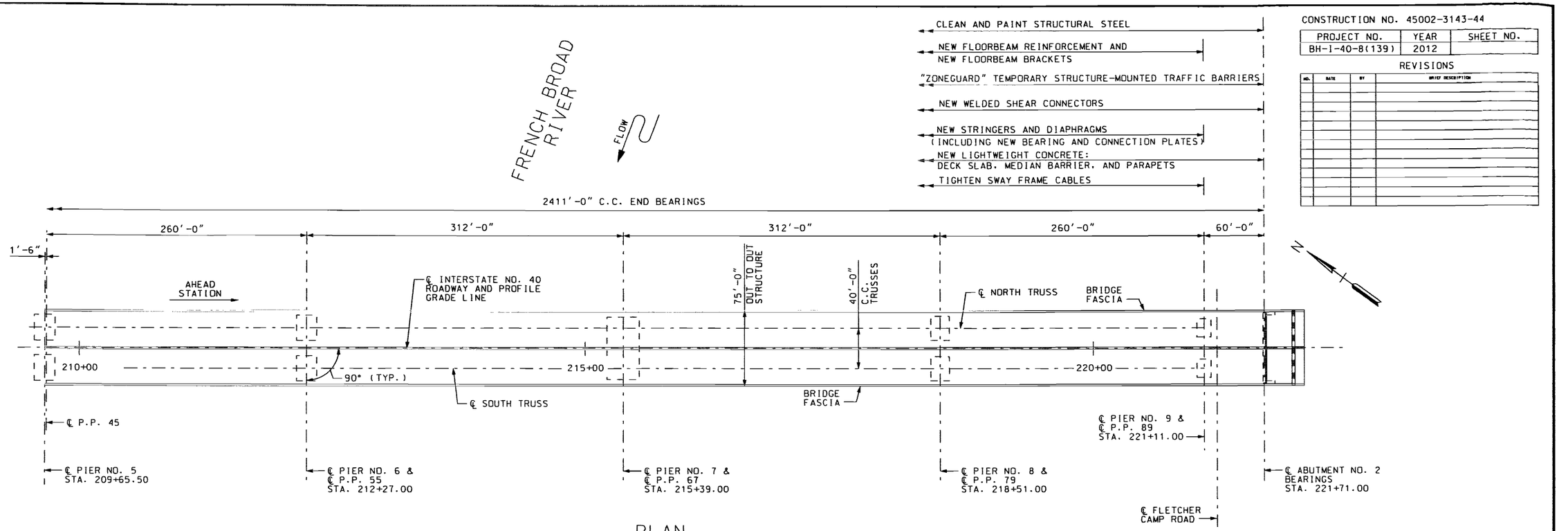
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

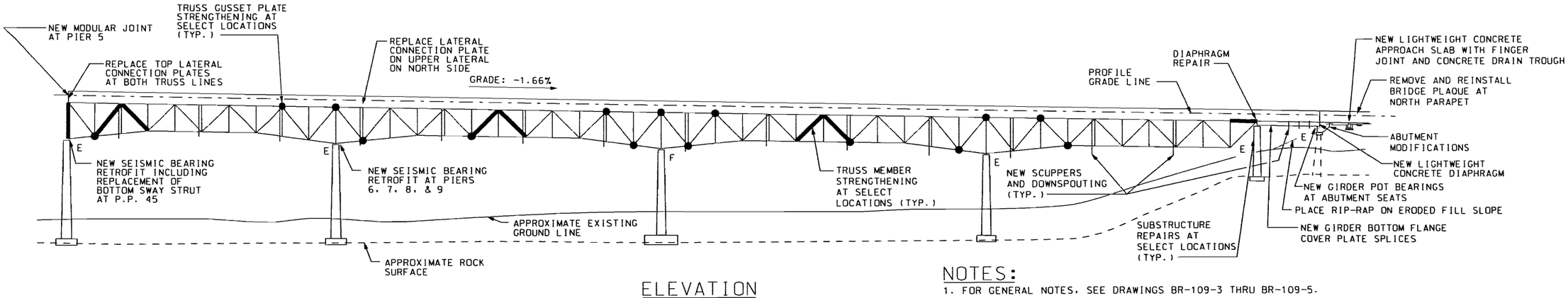
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN
SCALE: 1" = 50'-0"



ELEVATION
SCALE: 1" = 50'-0"

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.

LEGEND
- ● DENOTES TRUSS JOINT REPAIRS
- ▬ DENOTES MEMBER STRENGTHENING

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS REPAIR LOCATION PLAN - 2

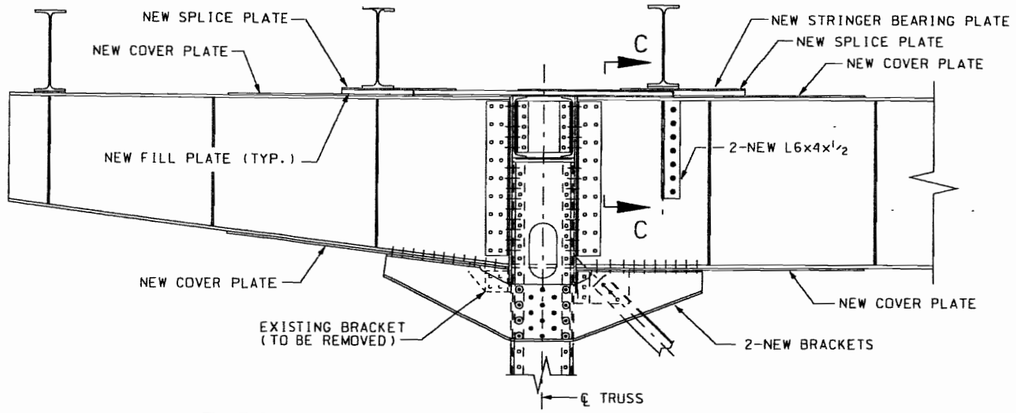
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI REGISTERED ENGINEER STATE OF TENNESSEE

BR-109-8

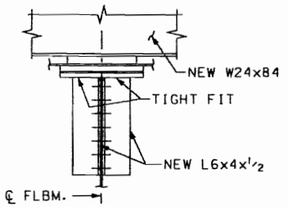
8/24/2011
Y:\2786.01\CADD\Structural\Final Submission Revisions 08-19-11\08-Repair Loc Plan-2.dgn

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.



TYPICAL FLOORBEAM STRENGTHENING DETAIL

FLOORBEAM AT PANEL POINT 7 SHOWN. OTHERS SIMILAR EXCEPT AS NOTED
(FLOORBEAM AT NORTH TRUSS SHOWN. FLOORBEAM AT SOUTH TRUSS SIMILAR)
SCALE: 1/2" = 1'-0"



SECTION C-C

(TYPICAL AT ALL FLOORBEAMS)
SCALE: 3/4" = 1'-0"

BOLT LEGEND:

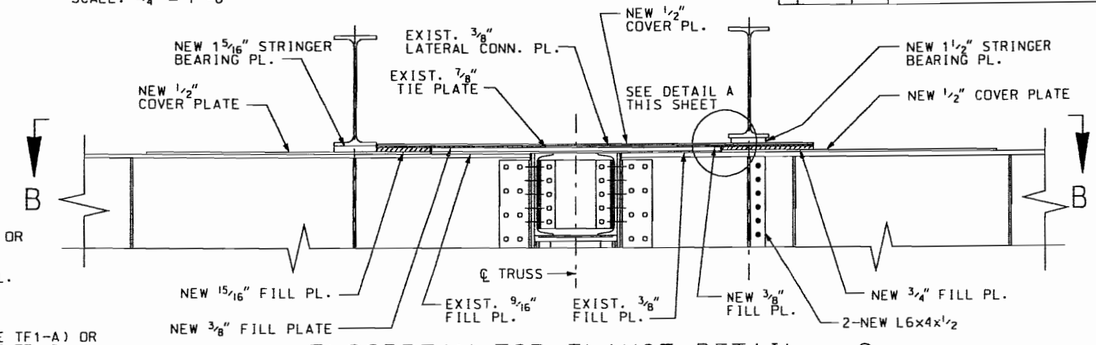
- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ⊙ NEW BOLT IN EXISTING HOLE
- ⊗ ABANDONED HOLE
- ⊠ NEW COUNTERSUNK BOLT

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

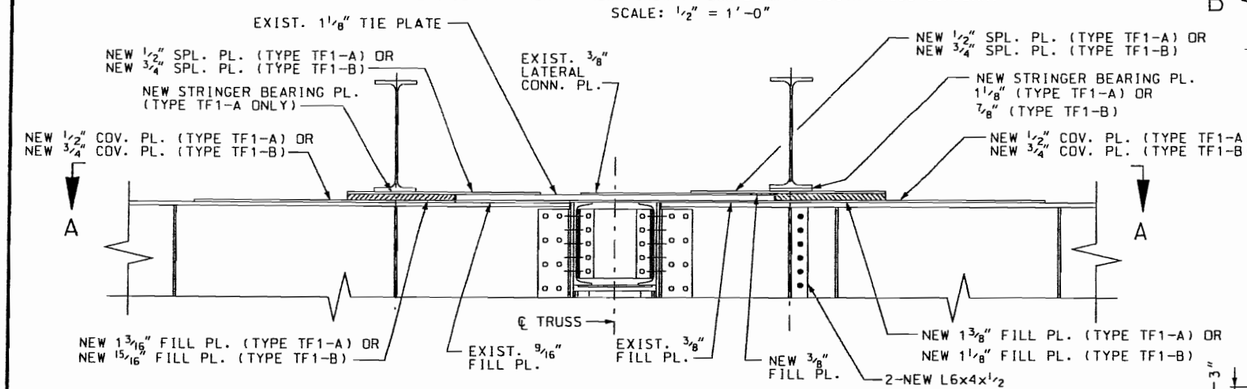
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



FLOORBEAM TOP FLANGE DETAIL - 2

PANEL POINTS - 3, 6, 38, 41, 48, 51, 83 AND 86
SCALE: 3/4" = 1'-0"

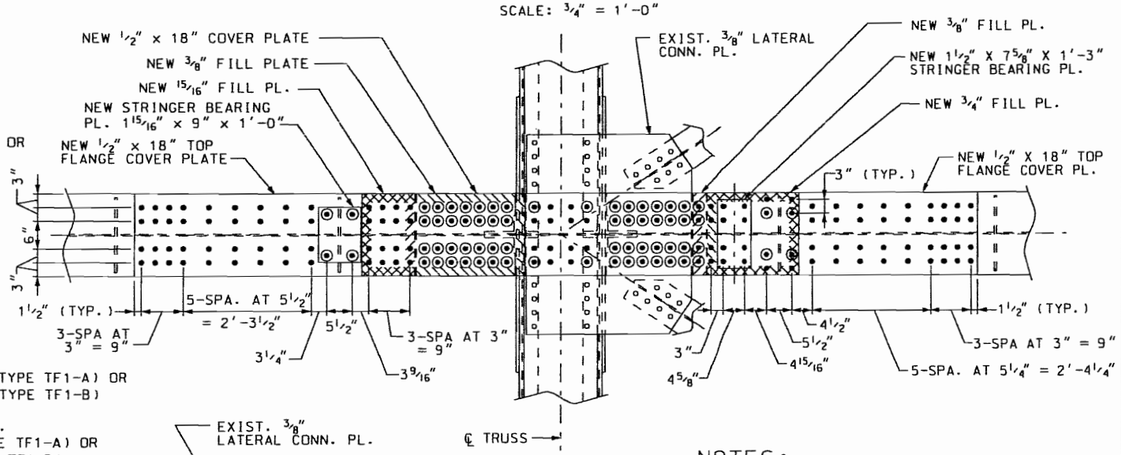


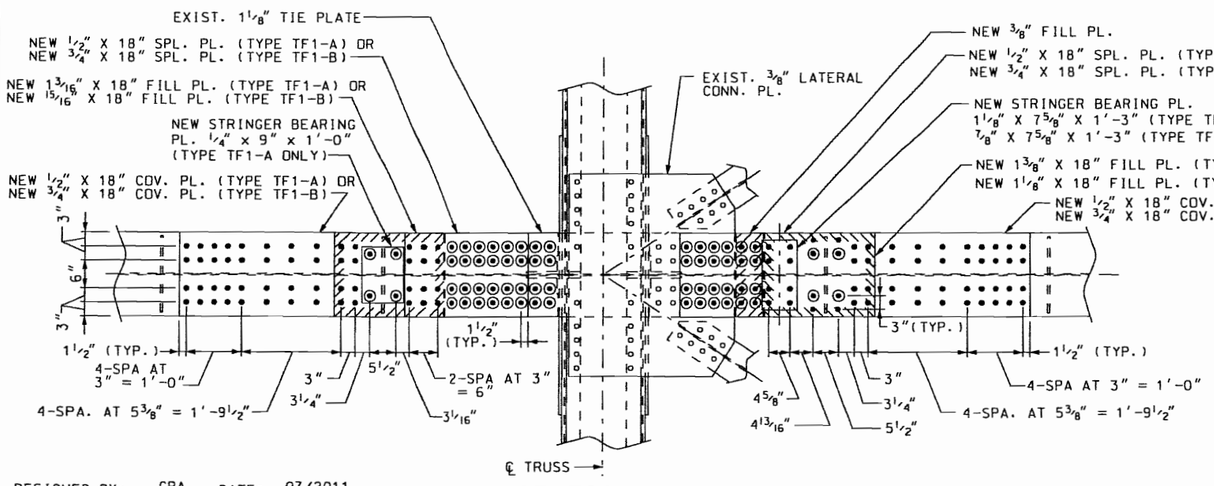
FLOORBEAM TOP FLANGE DETAIL - 1

TYPE TF1-A - PANEL POINTS - 2, 4, 5, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 39, 40, 42, 47, 49, 50, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 84, 85, AND 87

TYPE TF1-B - PANEL POINTS - 1, 43, 46 AND 88

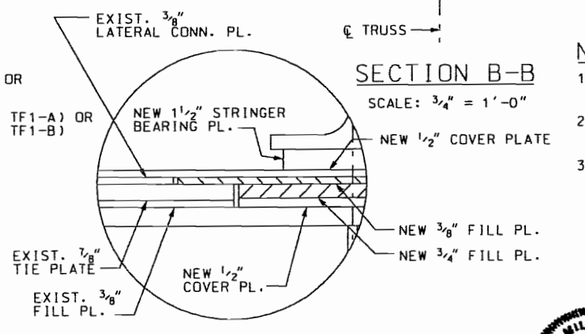
SCALE: 3/4" = 1'-0"





SECTION A-A

SCALE: 3/4" = 1'-0"



DETAIL A

SCALE: 3" = 1'-0"

SECTION B-B

SCALE: 3/4" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR FLOORBEAM BOTTOM FLANGE DETAILS, SEE DRAWINGS BR-109-11 & BR-109-12.
3. WORK THIS DRAWING WITH WITH STRINGER DETAILS AND TRUSS FRAMING PLAN DRAWINGS.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
FLOORBEAM STRENGTHENING - 1
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-9

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\09-Floorbeam Strengthening-1.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

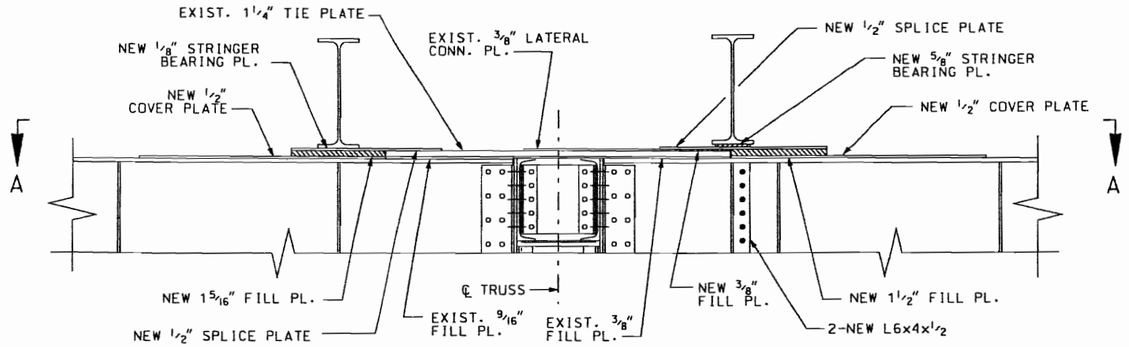
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

BOLT LEGEND:

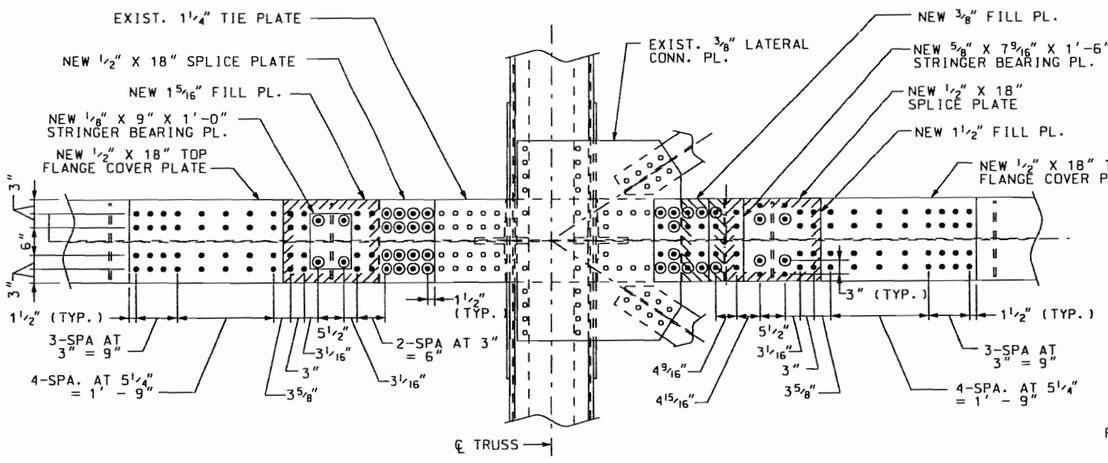
- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ⊙ NEW BOLT IN EXISTING HOLE
- ⟩⟨ ABANDONED HOLE
- ⊗ NEW COUNTERSUNK BOLT



FLOORBEAM TOP FLANGE DETAIL - 3

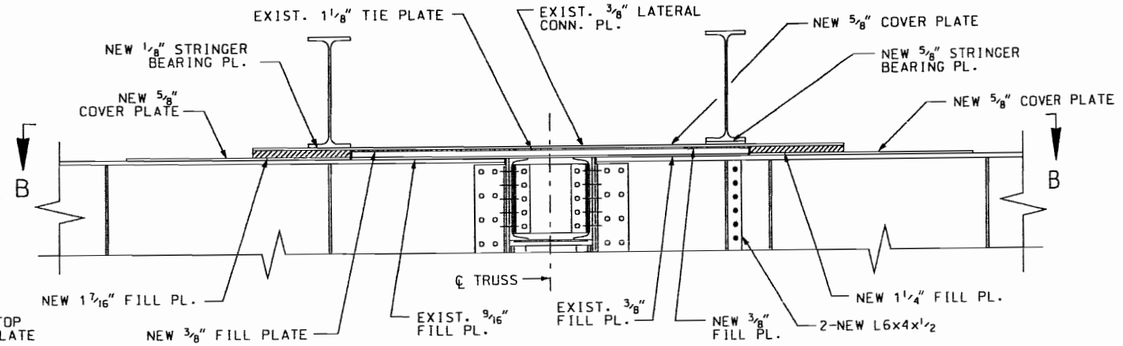
PANEL POINTS - 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80 AND 82

SCALE: 3/4" = 1'-0"



SECTION A-A

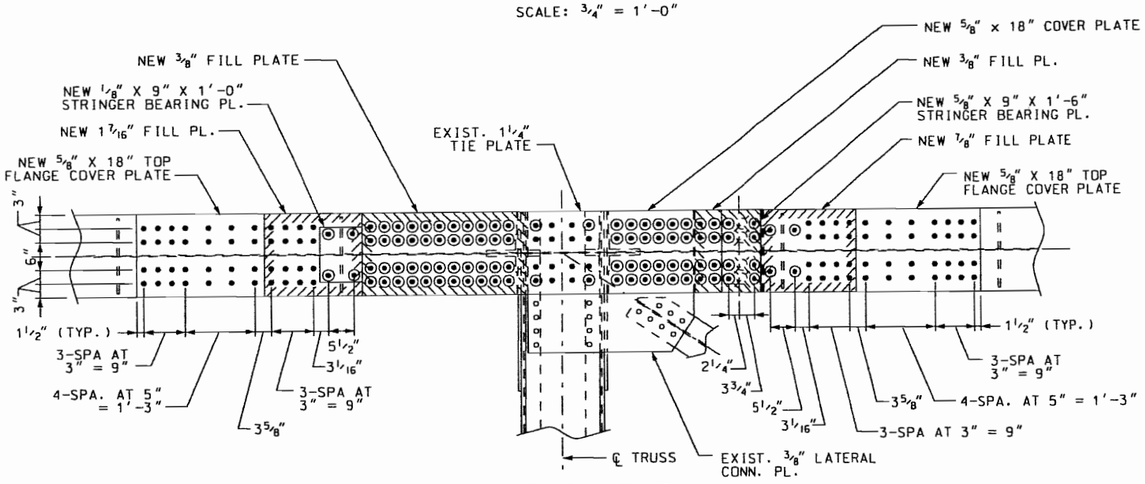
SCALE: 3/4" = 1'-0"



FLOORBEAM TOP FLANGE DETAIL - 4

PANEL POINTS - 0 AND 89

SCALE: 3/4" = 1'-0"



SECTION B-B

SCALE: 3/4" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH WITH STRINGER DETAILS AND TRUSS FRAMING PLAN DRAWINGS.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

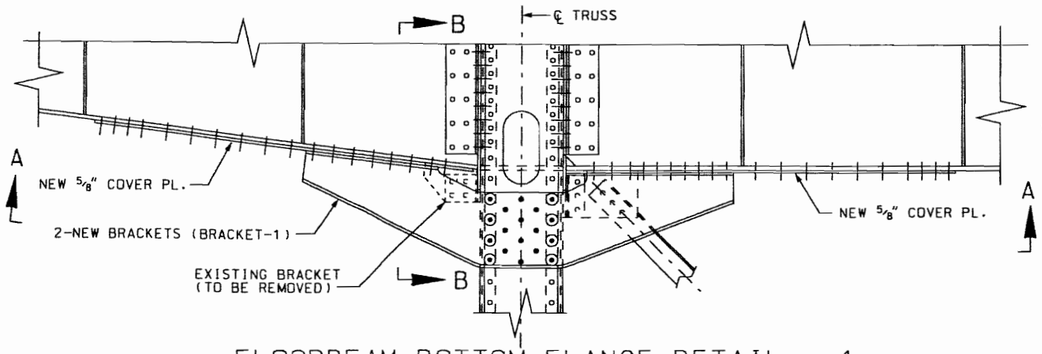
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
FLOORBEAM STRENGTHENING -2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-10

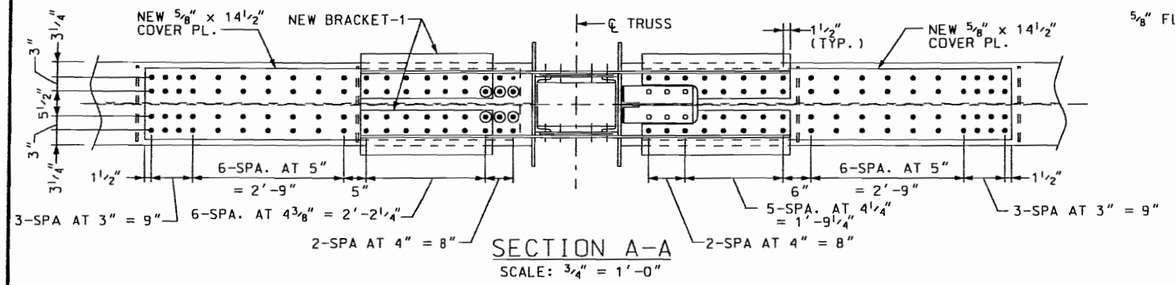
7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\10-Floorbeam Strengthening-2.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



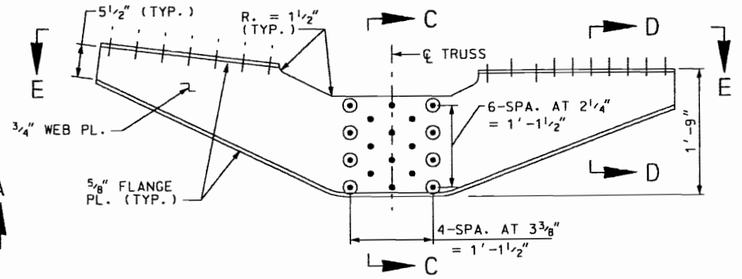
FLOORBEAM BOTTOM FLANGE DETAIL – 1

TYPICAL UNLESS NOTED OTHERWISE
(NOT REQUIRED AT PANEL POINTS 44 AND 45)
SCALE: 3/4" = 1'-0"



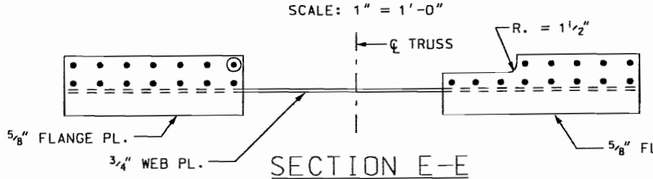
SECTION A–A

SCALE: 3/4" = 1'-0"



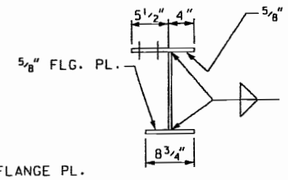
NEW BRACKET–1 DETAIL

SCALE: 1" = 1'-0"



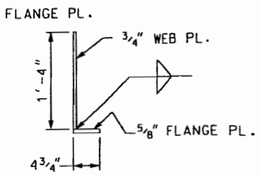
SECTION E–E

SCALE: 1" = 1'-0"



SECTION D–D

SCALE: 1" = 1'-0"



SECTION C–C

SCALE: 1" = 1'-0"

CONSTRUCTION NO. 45002-3143-44

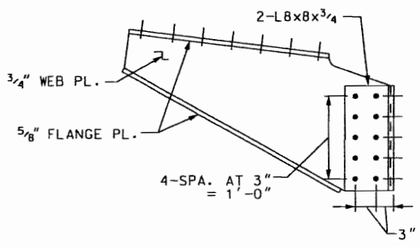
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

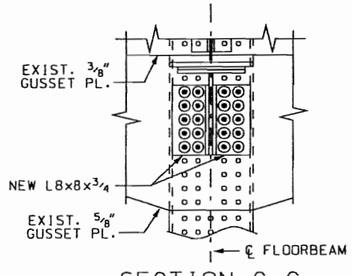
BOLT LEGEND:

- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ⊙ NEW BOLT IN EXISTING HOLE
- ⋈ ABANDONED HOLE
- ⊗ NEW COUNTERSUNK BOLT



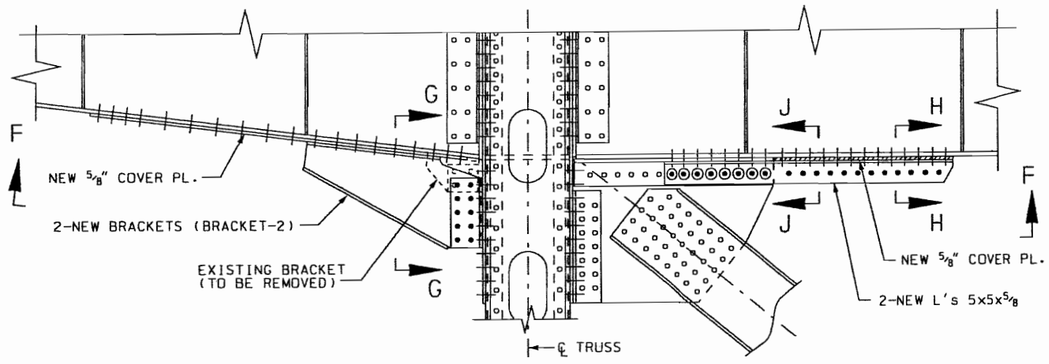
NEW BRACKET–2 DETAIL

SCALE: 1" = 1'



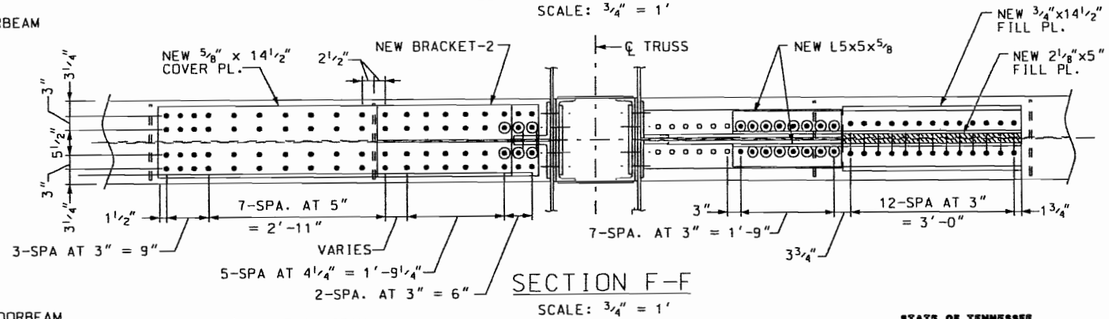
SECTION G–G

SCALE: 3/4" = 1'



FLOORBEAM BOTTOM FLANGE DETAIL – 2

PANEL POINTS 10, 22, 34, 55, 67, AND 79
(PANEL POINT 10 SHOWN, OTHERS SIMILAR)
SCALE: 3/4" = 1'

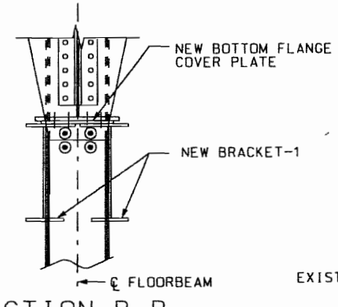


SECTION F–F

SCALE: 3/4" = 1'

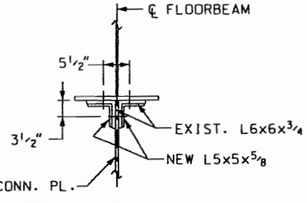
NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH WITH STRINGER DETAILS AND TRUSS FRAMING PLAN DRAWINGS.



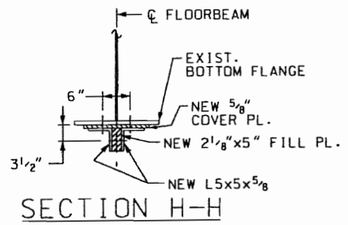
SECTION B–B

SCALE: 3/4" = 1'



SECTION J–J

SCALE: 3/4" = 1'



SECTION H–H

SCALE: 3/4" = 1'

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
FLOORBEAM STRENGTHENING -3
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICK — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-11

$$$$SYTIMES$$$$
$$$$DGNSPEC$$$$

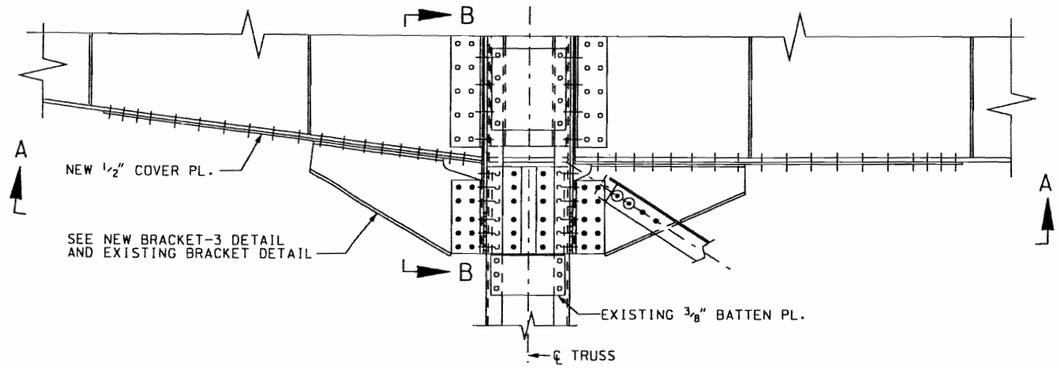
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

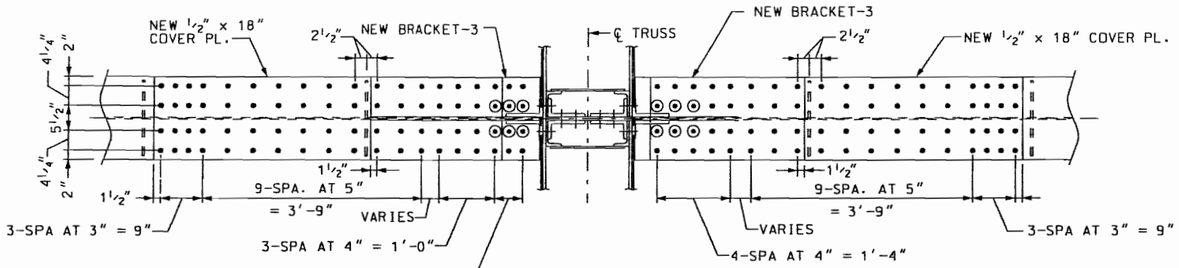
NO.	DATE	BY	BRIEF DESCRIPTION



FLOORBEAM BOTTOM FLANGE DETAIL - 3

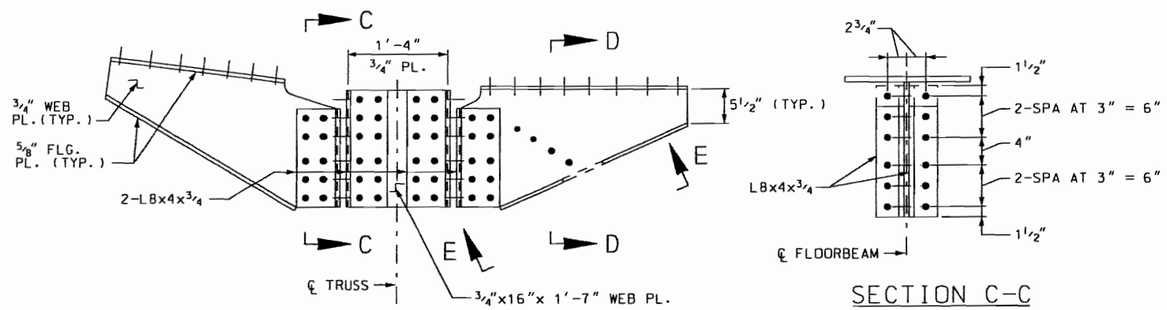
TYPE BF3-A - PANEL POINTS 8, 12, 20, 24, 32, 36, 53, 57, 65, 69, 77 AND 81
TYPE BF3-B - PANEL POINTS 2, 4, 6, 14, 16, 18, 26, 28, 30, 38, 40, 42, 47, 49, 51, 59, 61, 63, 71, 73, 75, 83, 85 AND 87
(PANEL POINT 8 SHOWN, OTHERS SIMILAR EXCEPT AS NOTED)

SCALE: 3/4" = 1'



SECTION A-A

SCALE: 3/4" = 1'

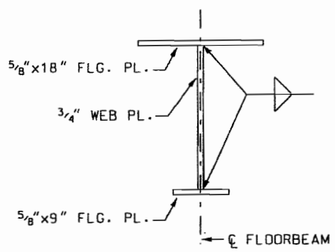


NEW BRACKET-3 DETAIL

SCALE: 1" = 1'-0"

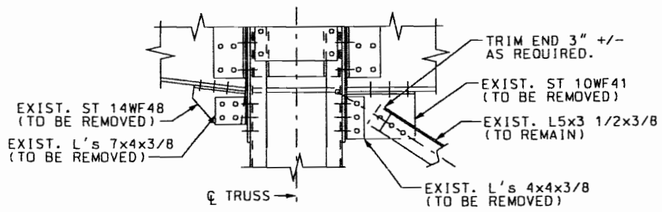
SECTION C-C

SCALE: 1" = 1'-0"



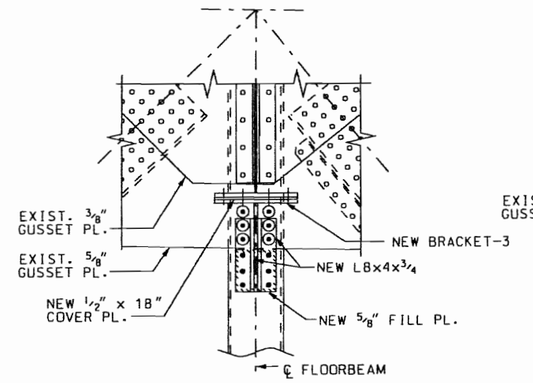
SECTION D-D

SCALE: 1" = 1'-0"



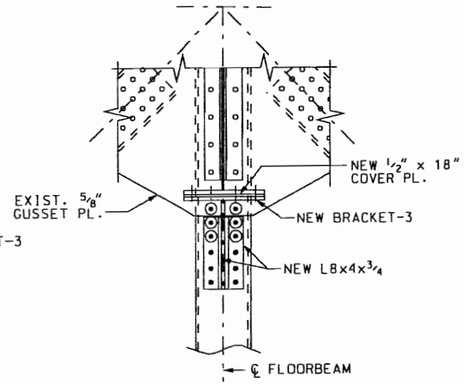
EXISTING BRACKET DETAIL

SCALE: 3/4" = 1'



SECTION B-B

(TYPE BF3-A)
SCALE: 3/4" = 1'



SECTION B-B

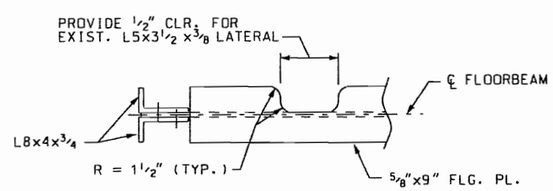
(TYPE BF3-B)
SCALE: 3/4" = 1'

BOLT LEGEND:

- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ⊙ NEW BOLT IN EXISTING HOLE
- ⨯ ABANDONED HOLE
- ⊠ NEW COUNTERSUNK BOLT

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH WITH STRINGER DETAILS AND TRUSS FRAMING PLAN DRAWINGS.



SECTION E-E

SCALE: 1" = 1'-0"

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

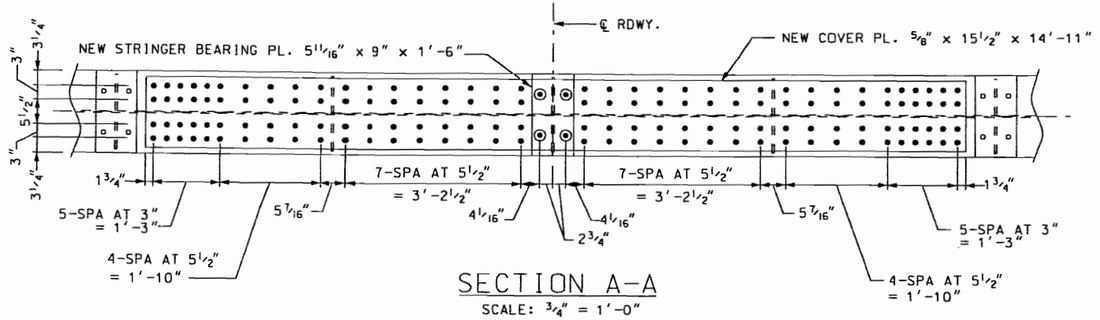
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
FLOORBEAM STRENGTHENING -4
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-12

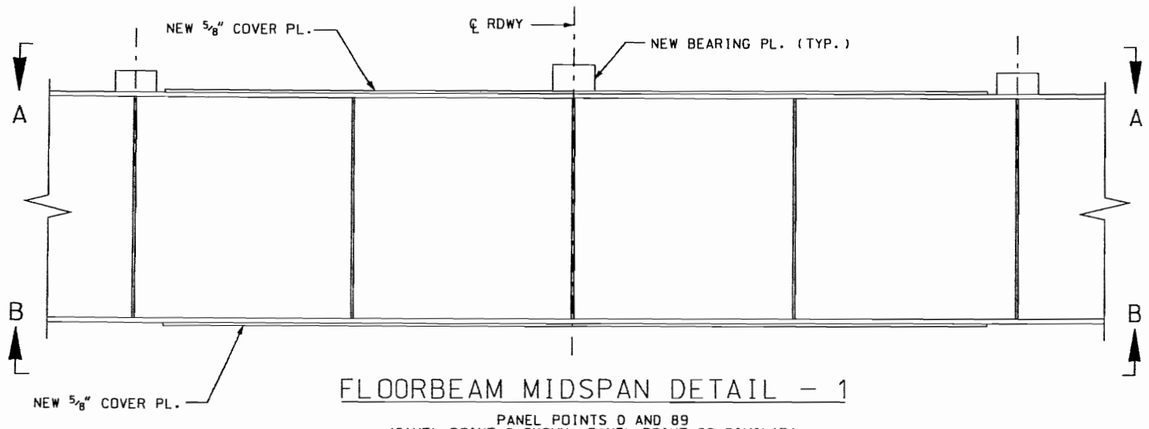
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SSSSDGNSPEC SSSSSSS

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.



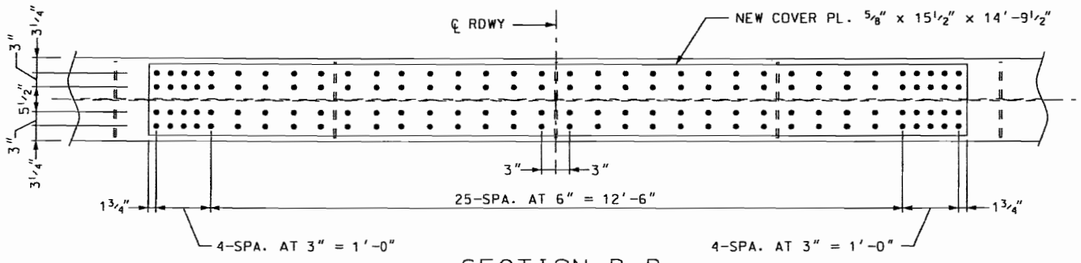
SECTION A-A

SCALE: 3/4" = 1'-0"



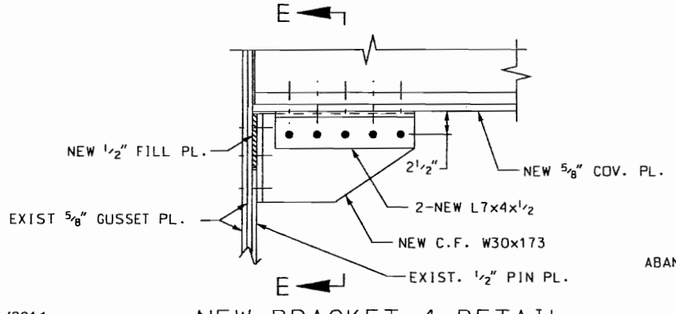
FLOORBEAM MIDSPAN DETAIL - 1

PANEL POINTS 0 AND 89
(PANEL POINT 0 SHOWN, PANEL POINT 89 SIMILAR)
SCALE: 3/4" = 1'-0"



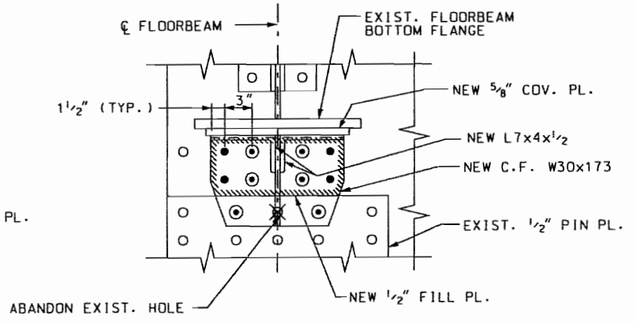
SECTION B-B

SCALE: 3/4" = 1'-0"



NEW BRACKET-4 DETAIL

SCALE: 1 1/2" = 1'-0"



SECTION E-E

SCALE: 3/4" = 1'-0"

BOLT LEGEND:

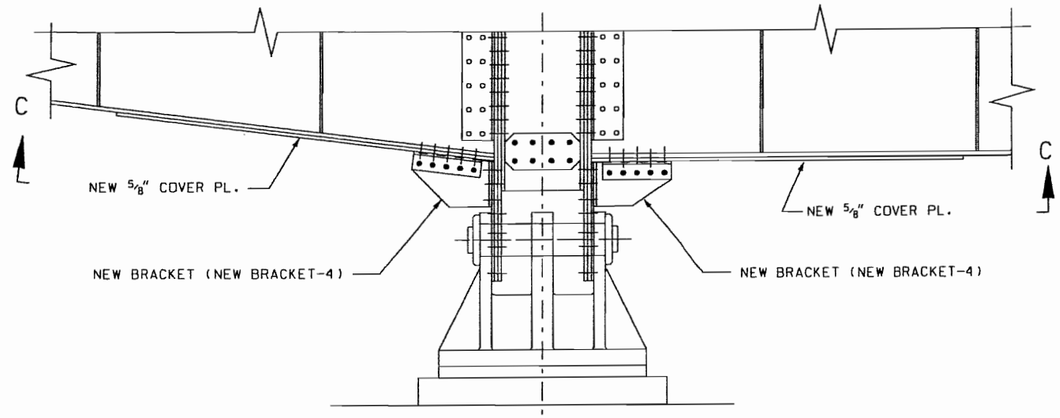
- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ◉ NEW BOLT IN EXISTING HOLE
- ⨯ ABANDONED HOLE
- ⊠ NEW COUNTERSUNK BOLT

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

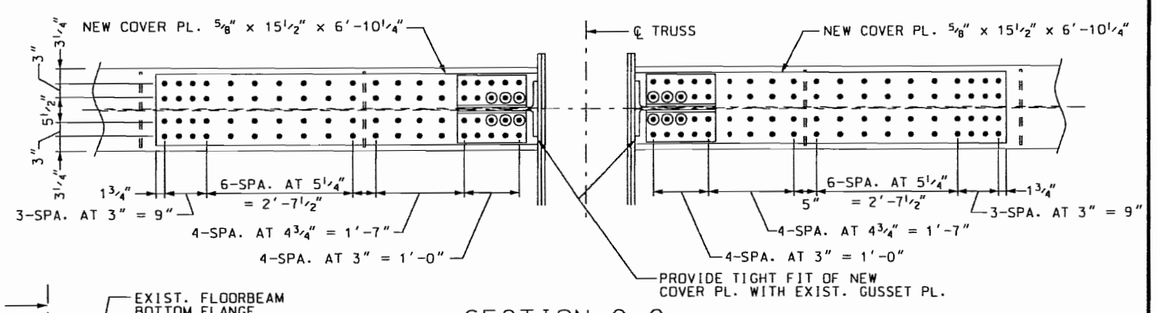
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



FLOORBEAM BOTTOM FLANGE DETAIL - 4

PANEL POINTS 0 AND 89
(PANEL POINT 0 SHOWN, PANEL POINT 89 SIMILAR)
SCALE: 3/4" = 1'-0"



SECTION C-C

SCALE: 3/4" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH WITH STRINGER DETAILS AND TRUSS FRAMING PLAN DRAWINGS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS FLOORBEAM STRENGTHENING -5 REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER STATION 197+60.00 JEFFERSON COUNTY 2012

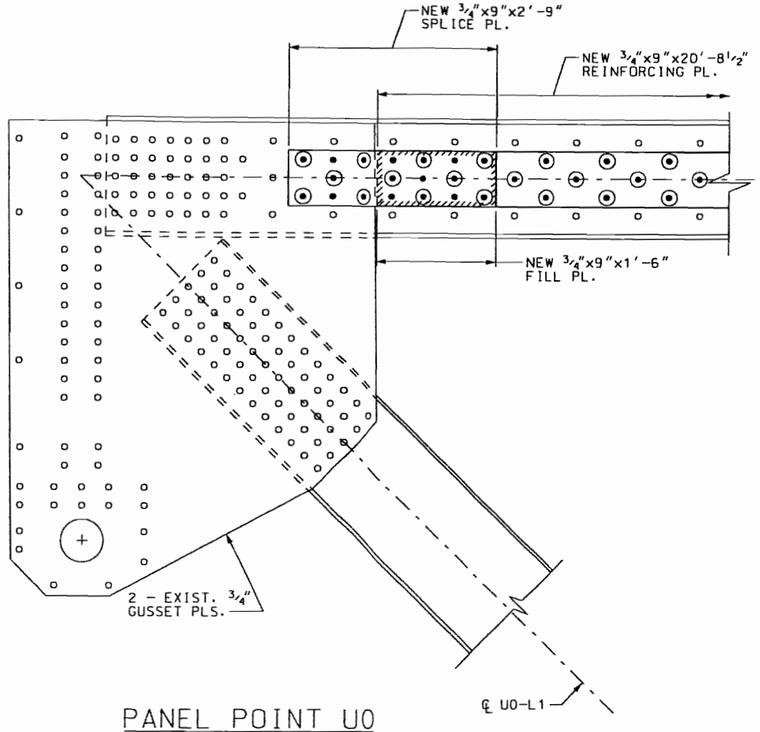
JOHN MILTON KULICK, REGISTERED ENGINEER, No. 118251, STATE OF TENNESSEE

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

BR-109-13

SSSSSYTIMESSSSSS
SSSSDGNSPECSSSS

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. ____

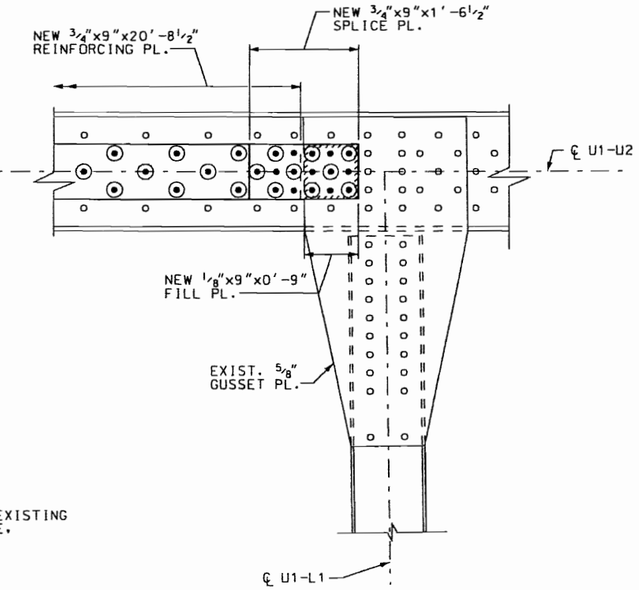


PANEL POINT U0

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U89 SIMILAR)
SCALE: 1" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET. OTHERWISE, EXISTING FASTENER TO REMAIN



PANEL POINT U1

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U88 SIMILAR)
SCALE: 1" = 1'-0"

CONSTRUCTION NO. 45002-3143-44

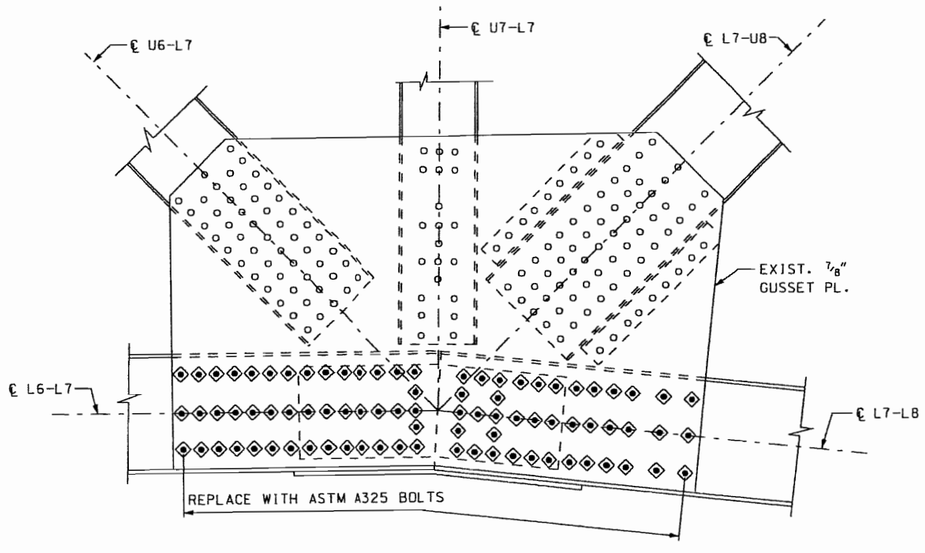
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

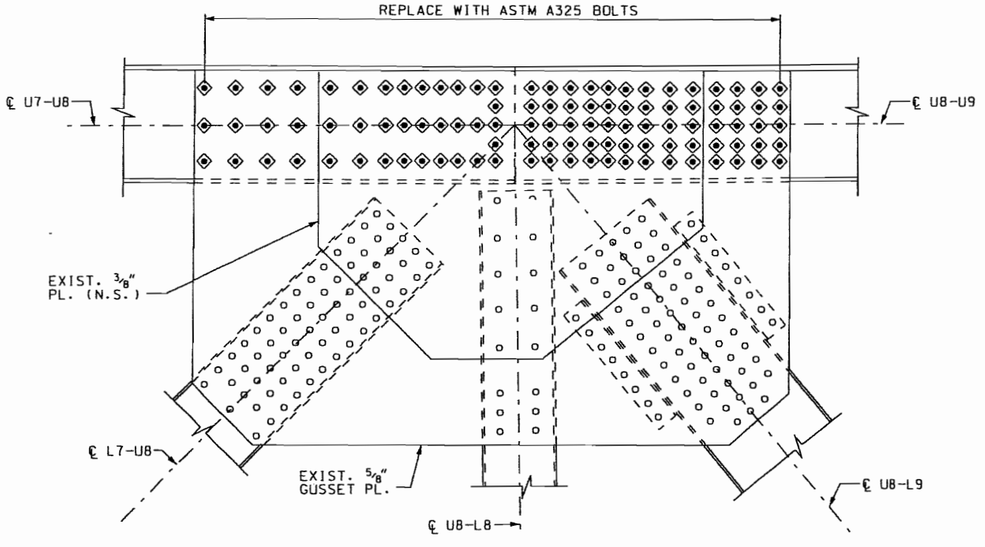
NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. REMOVE ONE EXISTING RIVET, INSTALL AND TIGHTEN AN EQUIVALENT DIAMETER H.S. BOLT IN THE OPEN RIVET HOLE PRIOR TO REMOVING ANOTHER RIVET.
3. RIVETS SCHEDULED FOR REPLACEMENT WITH H.S. BOLTS SHALL BE REPLACED PRIOR TO TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS.
4. TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS SHALL NOT BE PERFORMED ON THE SAME JOINT AT THE SAME TIME.
5. REINFORCING PLATE LENGTH SHALL BE FIELD VERIFIED.
6. FOR ADDITIONAL GUSSET PL. AND TRUSS MEMBER DETAILS, SEE THE ORIGINAL CONTRACT DRAWINGS.



PANEL POINT L7

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L82 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT U8

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U81 SIMILAR)
SCALE: 1" = 1'-0"

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING
AND JOINT REPAIR - 1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-14

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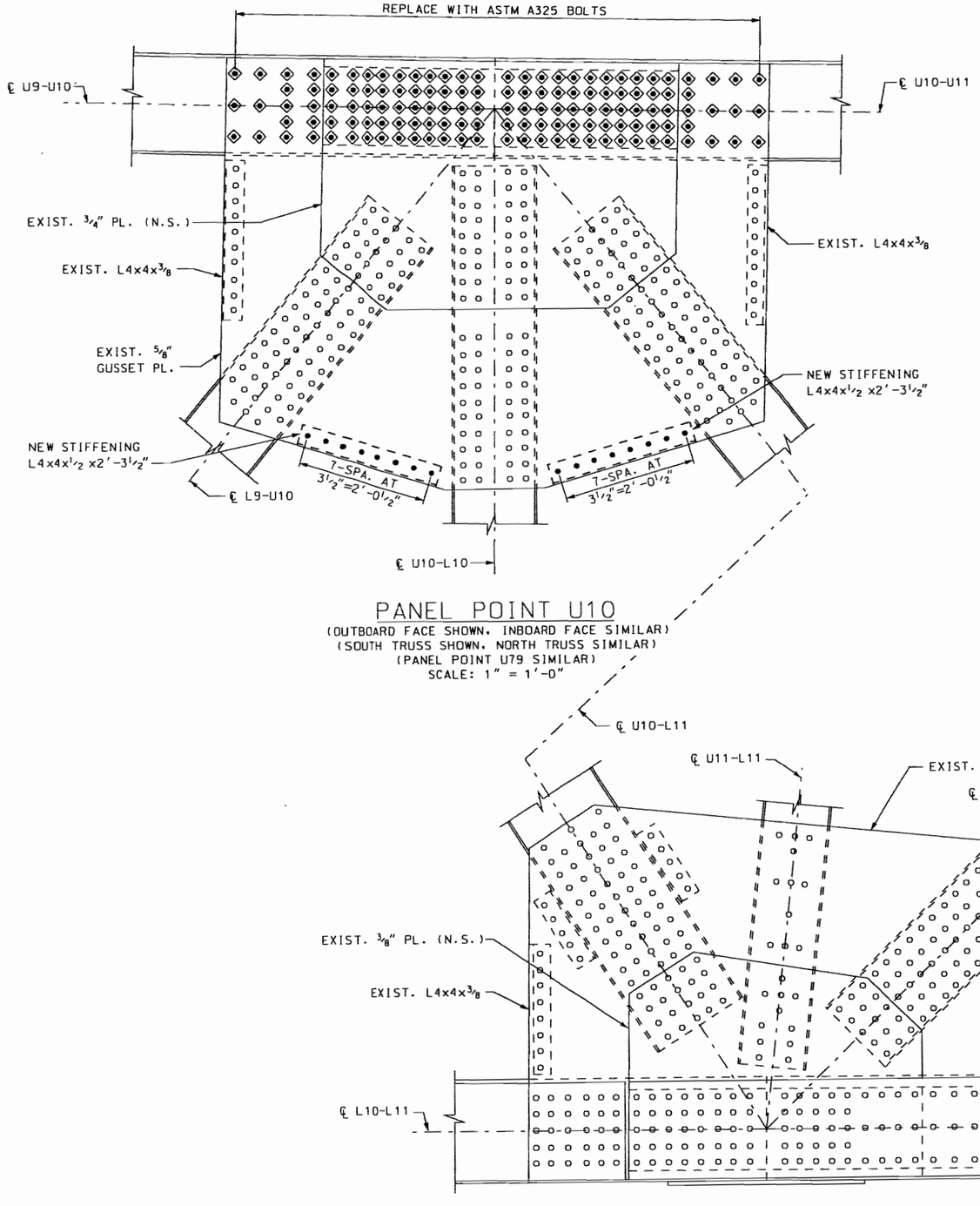
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

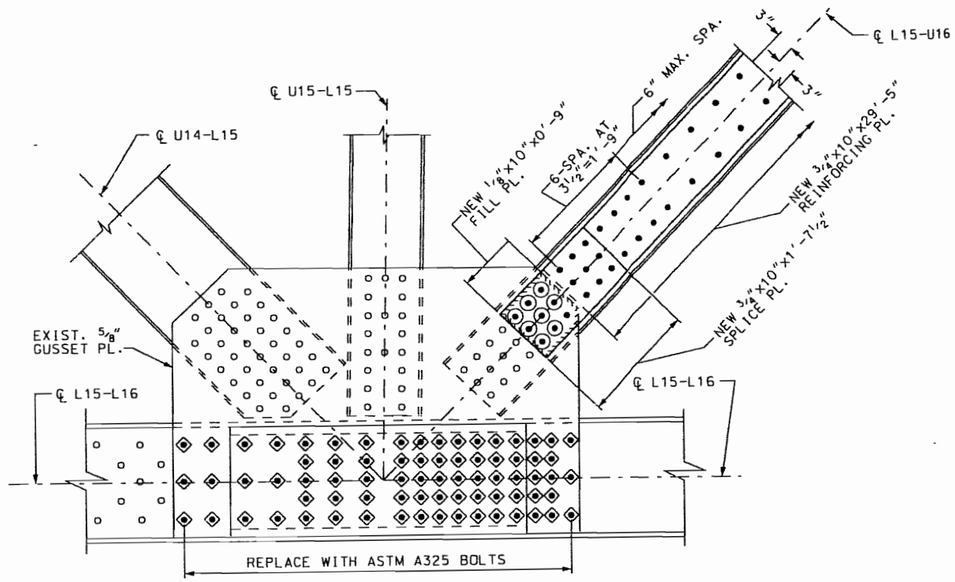


PANEL POINT U10
(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U79 SIMILAR)
SCALE: 1" = 1'-0"

PANEL POINT L11
(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L78 SIMILAR)
SCALE: 1" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET. OTHERWISE, EXISTING FASTENER TO REMAIN



PANEL POINT L15
(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L74 SIMILAR)
SCALE: 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 2
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
STATE OF TENNESSEE

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

BR-109-15

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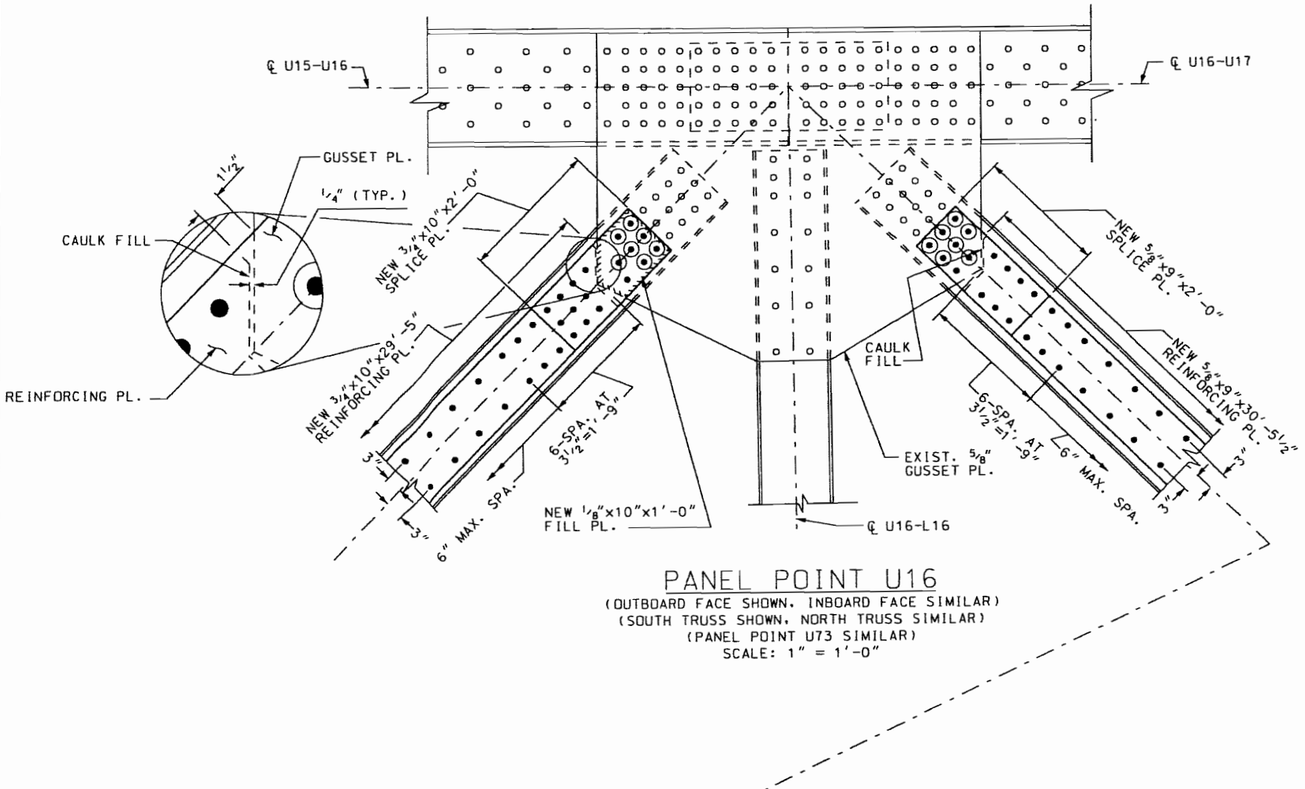
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. ____

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

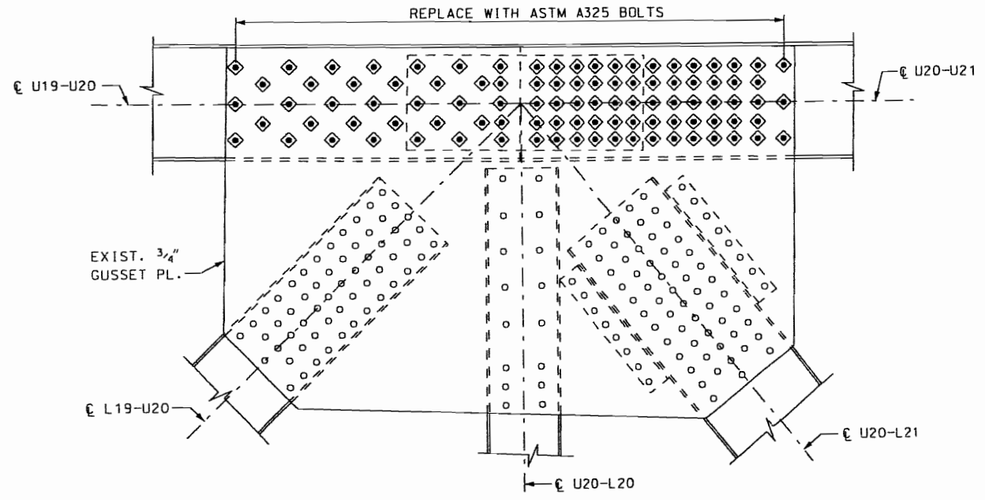
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



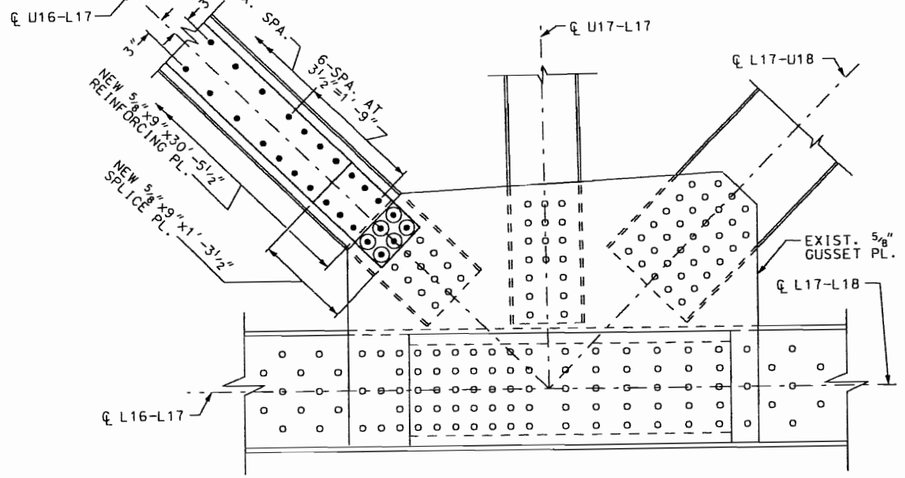
PANEL POINT U16

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U73 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT U20

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U69 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT L17

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L72 SIMILAR)
SCALE: 1" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET, OTHERWISE, EXISTING FASTENER TO REMAIN

NOTES:

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5. REINFORCING PLATE LENGTH SHALL BE FIELD VERIFIED.
6. FOR ADDITIONAL GUSSET PL. AND TRUSS MEMBER DETAILS, SEE THE ORIGINAL CONTRACT DRAWINGS.

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 3
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI — REGISTERED ENGINEER — No. 111611 — STATE OF TENNESSEE

BR-109-16

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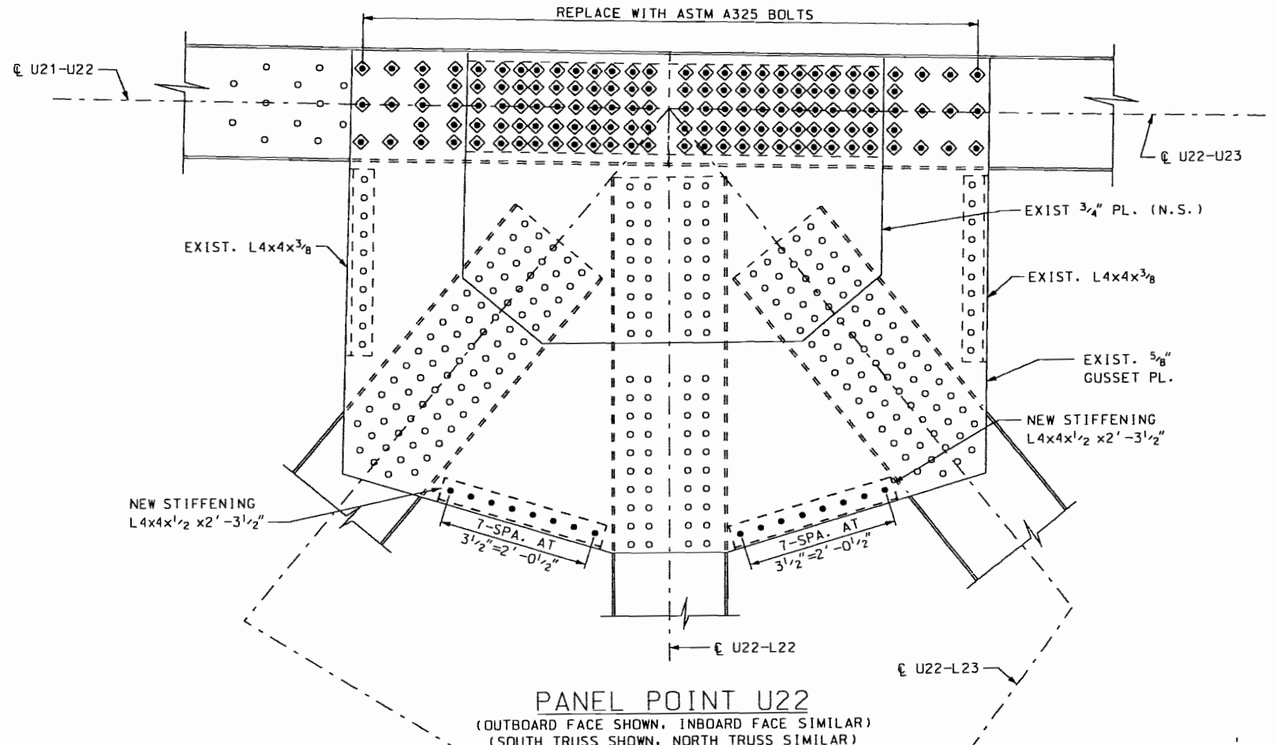
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

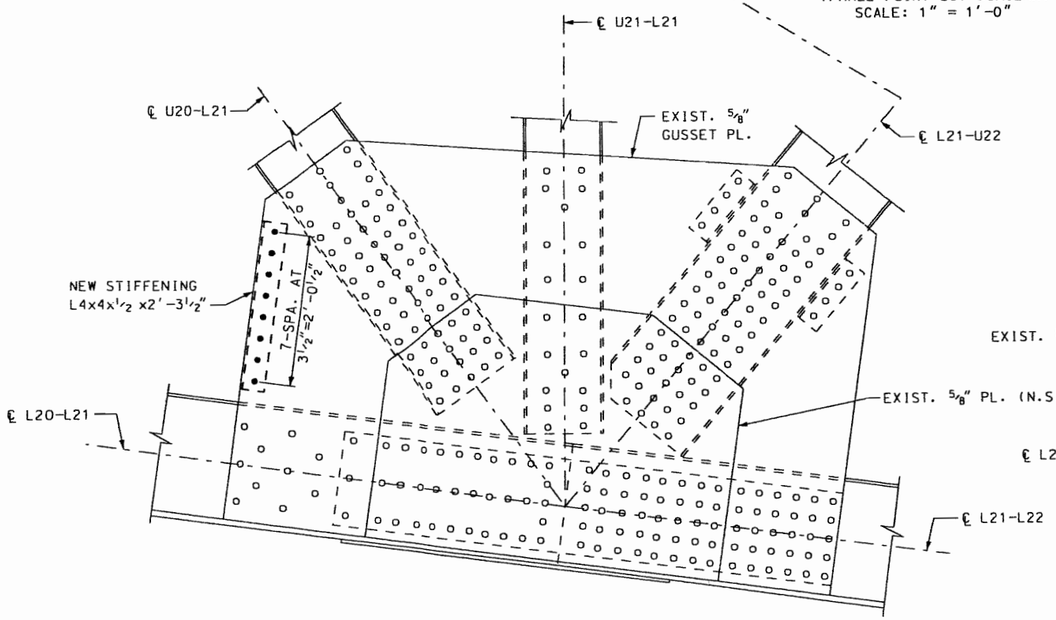
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



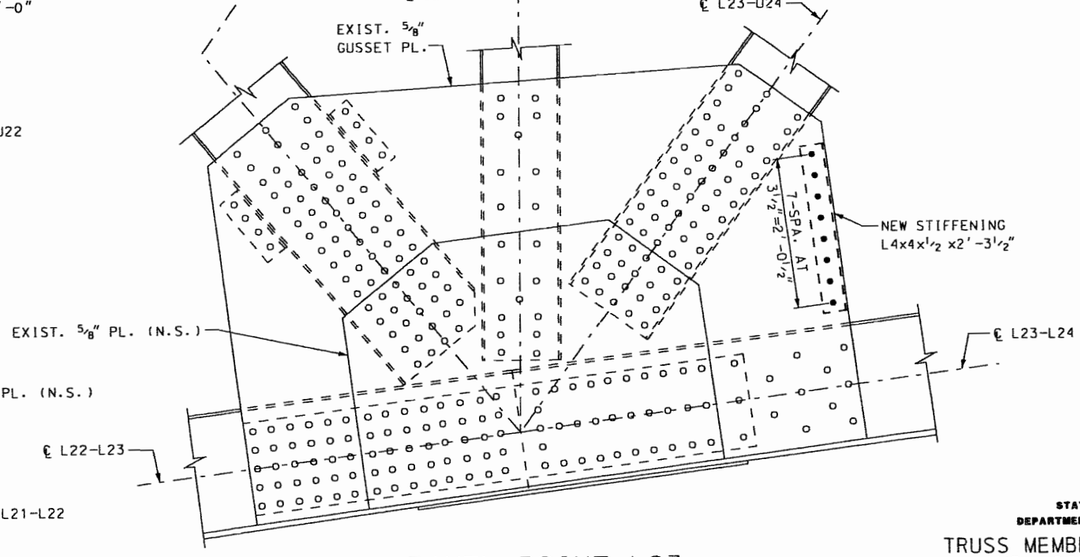
PANEL POINT U22

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U67 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT L21

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L68 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT L23

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L66 SIMILAR)
SCALE: 1" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET, OTHERWISE, EXISTING FASTENER TO REMAIN

NOTES:

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DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING
AND JOINT REPAIR - 4
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-17

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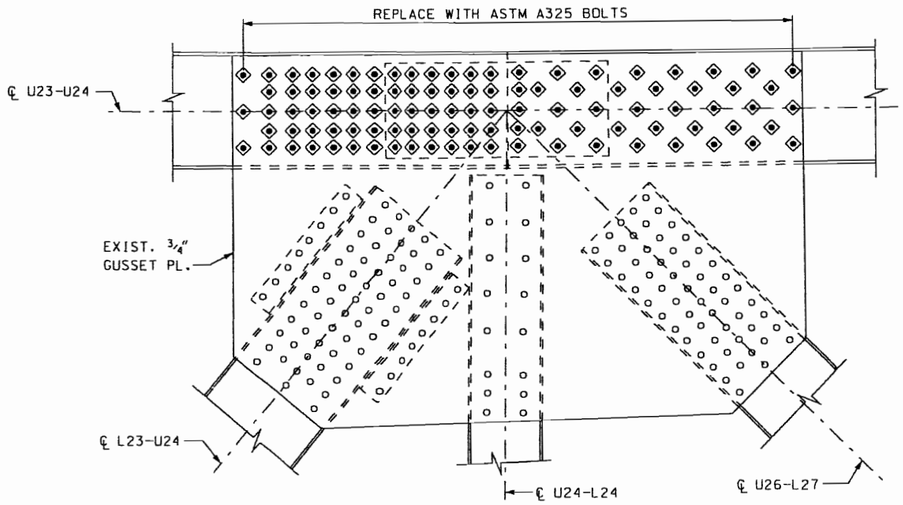
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-1-40-8(139)	2012	

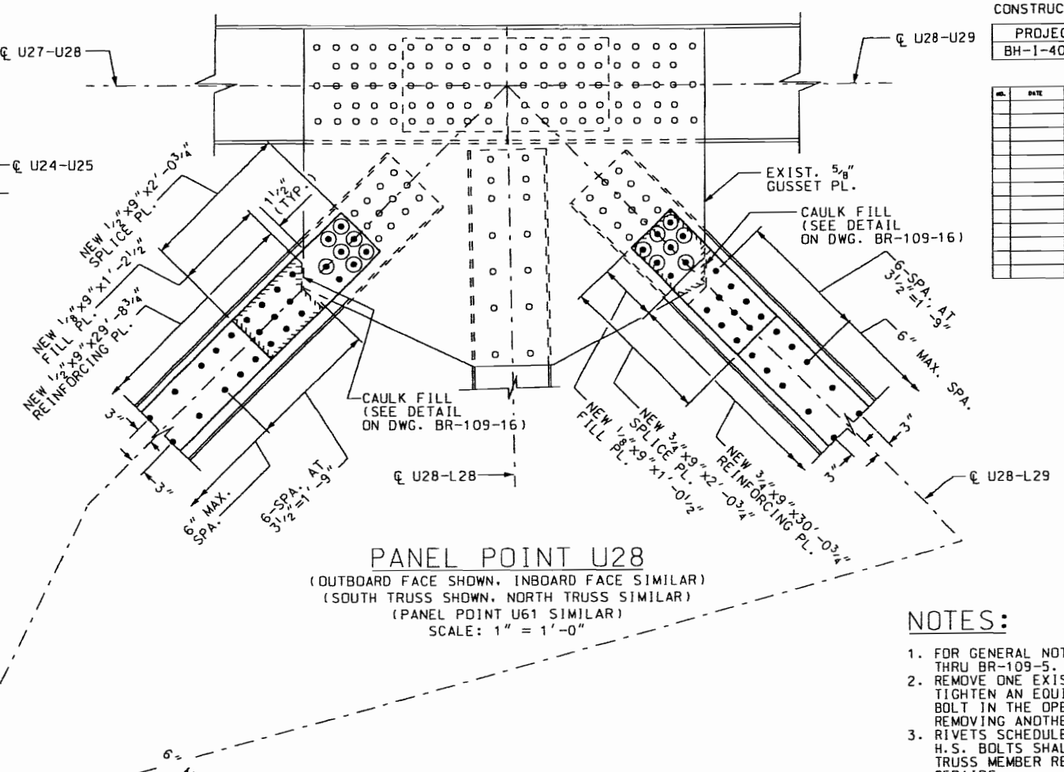
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PANEL POINT U24

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U65 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT U28

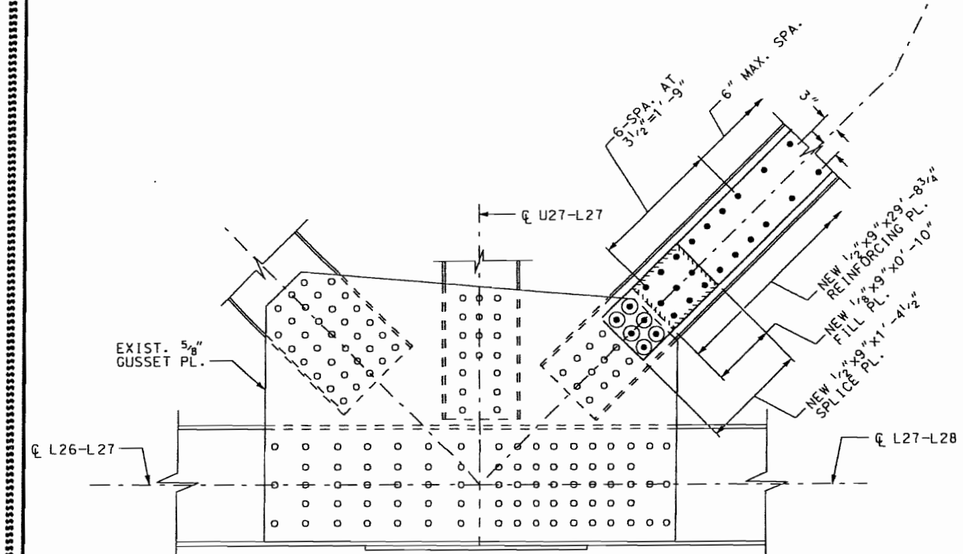
(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U61 SIMILAR)
SCALE: 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
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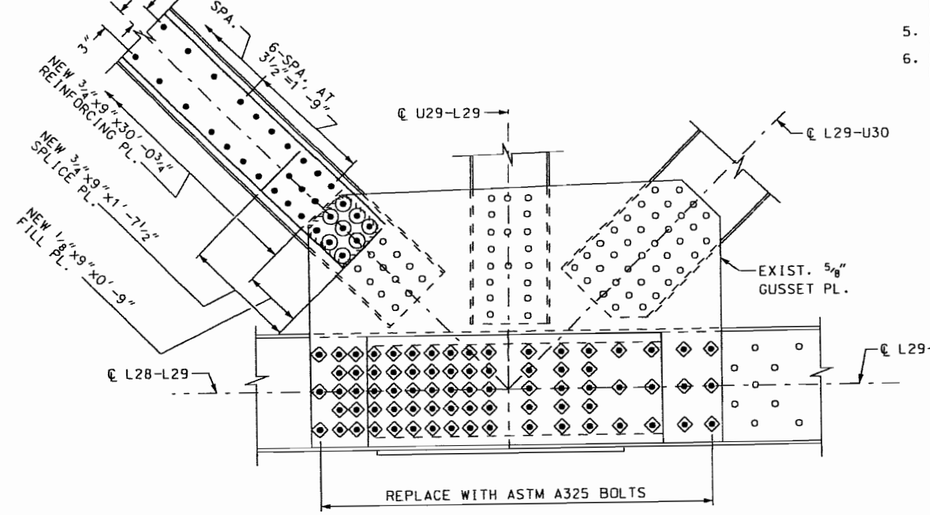
LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET. OTHERWISE, EXISTING FASTENER TO REMAIN



PANEL POINT L27

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L62 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT L29

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L60 SIMILAR)
SCALE: 1" = 1'-0"

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 5
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN WILTON KULICKI — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-18

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

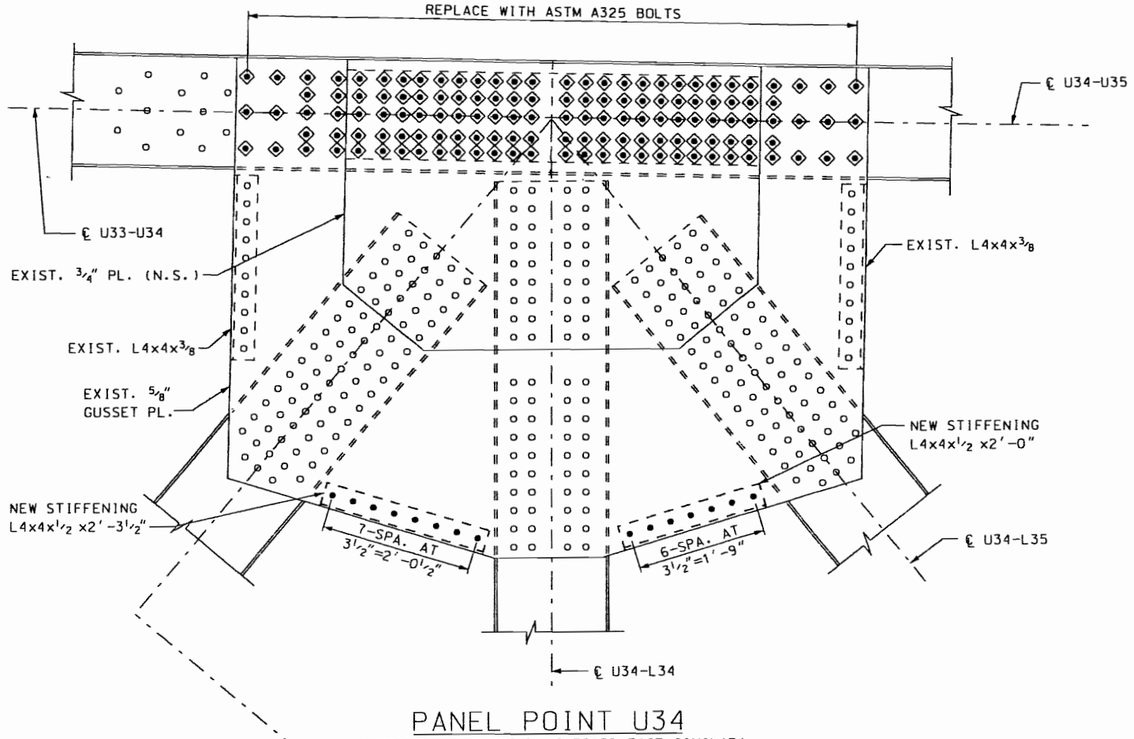
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

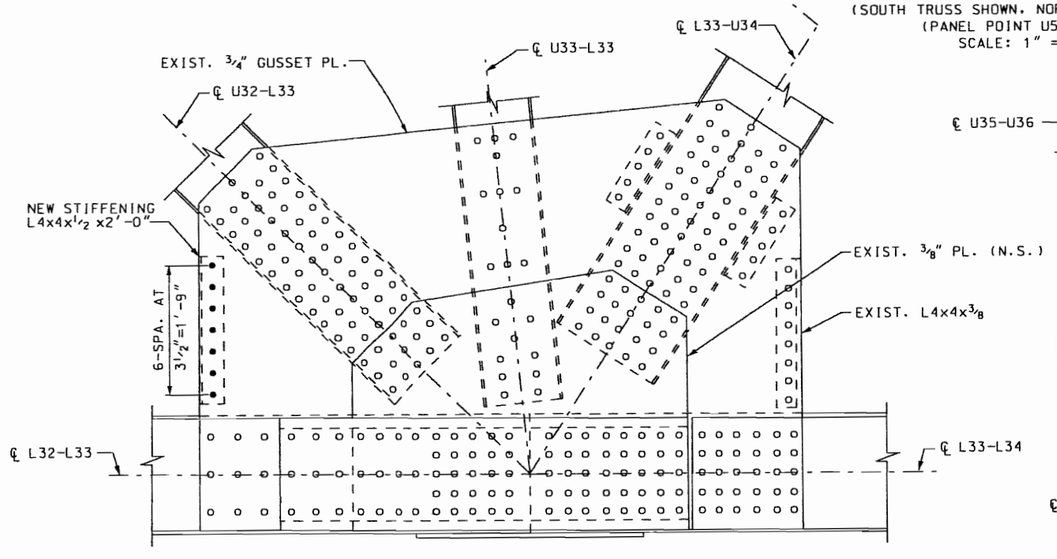
LEGEND:

- ○ EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET, OTHERWISE, EXISTING FASTENER TO REMAIN



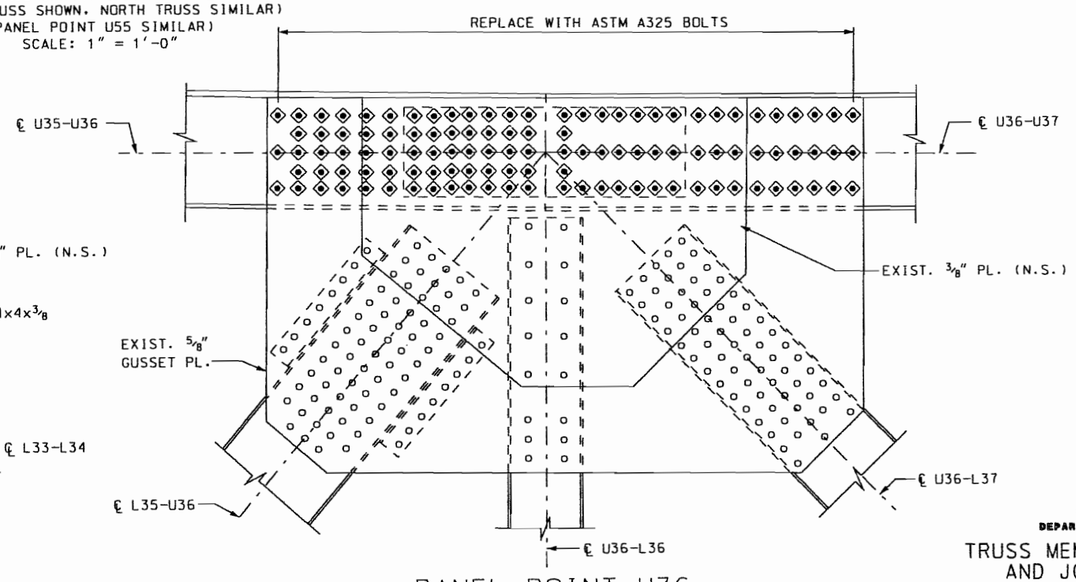
PANEL POINT U34

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U55 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT L33

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L56 SIMILAR)
SCALE: 1" = 1'-0"



PANEL POINT U36

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U53 SIMILAR)
SCALE: 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. REMOVE ONE EXISTING RIVET, INSTALL AND TIGHTEN AN EQUIVALENT DIAMETER H.S. BOLT IN THE OPEN RIVET HOLE PRIOR TO REMOVING ANOTHER RIVET.
3. RIVETS SCHEDULED FOR REPLACEMENT WITH H.S. BOLTS SHALL BE REPLACED PRIOR TO TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS.
4. TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS SHALL NOT BE PERFORMED ON THE SAME JOINT AT THE SAME TIME.
5. FOR ADDITIONAL GUSSET PL. AND TRUSS MEMBER DETAILS, SEE THE ORIGINAL CONTRACT DRAWINGS.

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 6
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-19

SSSSSYTIMESSSSSSS
SSSSDONSPECSSSSS

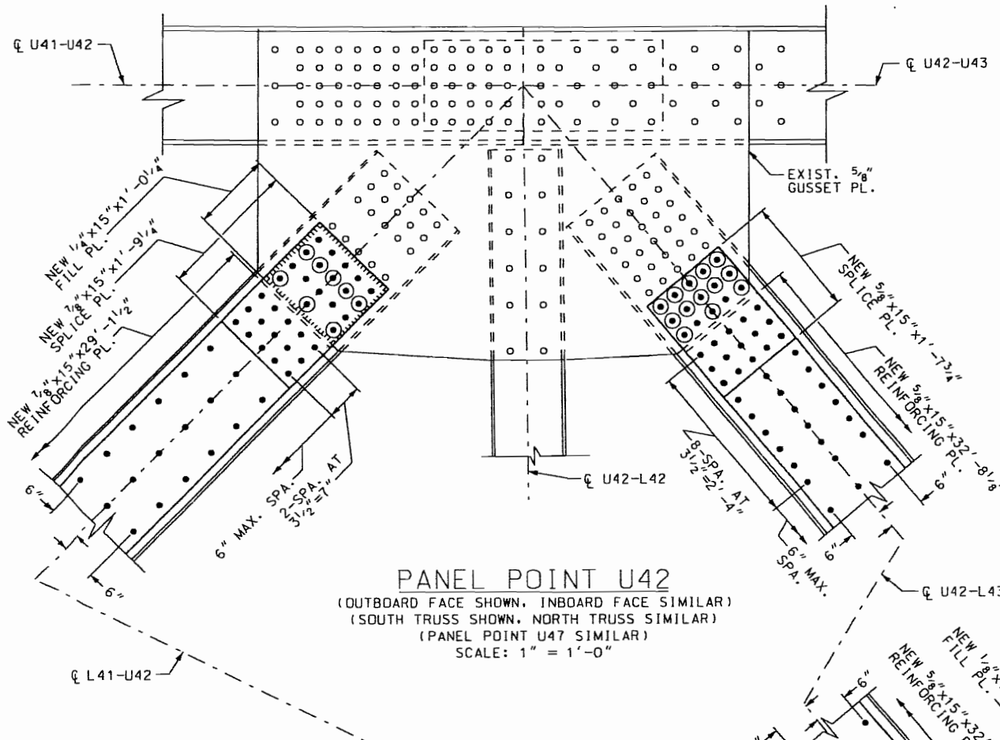
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PANEL POINT U42

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT U47 SIMILAR)
SCALE: 1" = 1'-0"

PANEL POINT L41

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L48 SIMILAR)
SCALE: 1" = 1'-0"

PANEL POINT L43

(OUTBOARD FACE SHOWN, INBOARD FACE SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(PANEL POINT L46 SIMILAR)
SCALE: 1" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET, OTHERWISE, EXISTING FASTENER TO REMAIN

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. REMOVE ONE EXISTING RIVET, INSTALL AND TIGHTEN AN EQUIVALENT DIAMETER H.S. BOLT IN THE OPEN RIVET HOLE PRIOR TO REMOVING ANOTHER RIVET.
3. RIVETS SCHEDULED FOR REPLACEMENT WITH H.S. BOLTS SHALL BE REPLACED PRIOR TO TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS.
4. TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS SHALL NOT BE PERFORMED ON THE SAME JOINT AT THE SAME TIME.
5. REINFORCING PLATE LENGTH SHALL BE FIELD VERIFIED.
6. FOR ADDITIONAL GUSSET PL. AND TRUSS MEMBER DETAILS, SEE THE ORIGINAL CONTRACT DRAWINGS.

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING
AND JOINT REPAIR - 7
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-20

JOHN MILTON KULICK
REGISTERED ENGINEER
No. 118231
STATE OF TENNESSEE

SSSSSYTIMESSSSSSS
SSSSDGNSPECSSSSS

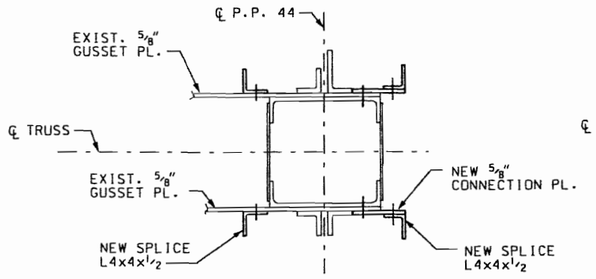
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. ——

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

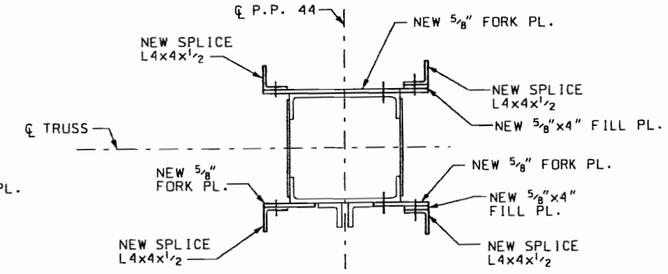
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



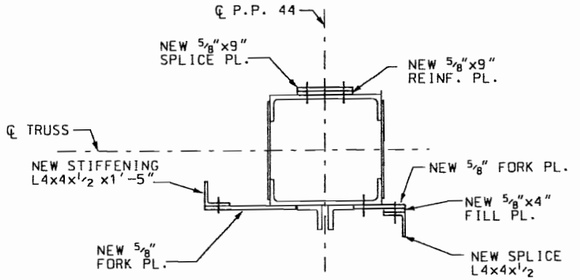
SECTION A-A

SCALE: 1" = 1'-0"



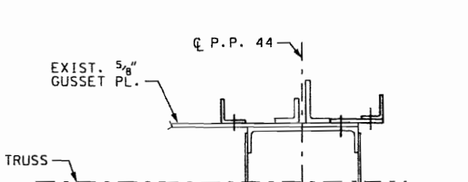
SECTION B-B

SCALE: 1" = 1'-0"



SECTION C-C

SCALE: 1" = 1'-0"



OUTER SIDE

INNER SIDE

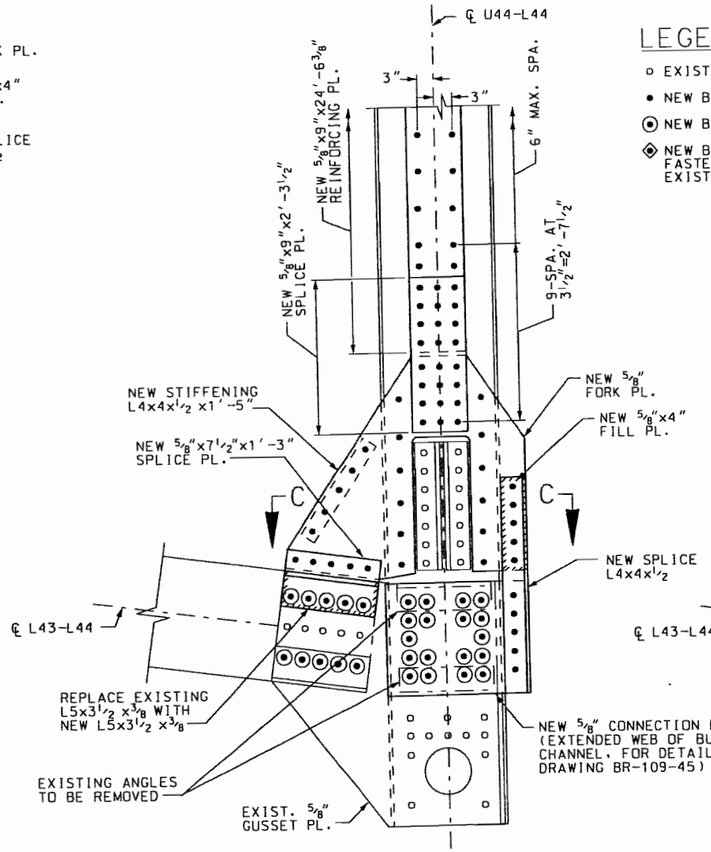
TOP FORK PLATE DETAIL

SCALE: 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. REMOVE ONE EXISTING RIVET, INSTALL AND TIGHTEN AN EQUIVALENT DIAMETER H.S. BOLT IN THE OPEN RIVET HOLE PRIOR TO REMOVING ANOTHER RIVET.
3. RIVETS SCHEDULED FOR REPLACEMENT WITH H.S. BOLTS SHALL BE REPLACED PRIOR TO TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS.
4. TRUSS MEMBER REPAIRS AND GUSSET PL. REPAIRS SHALL NOT BE PERFORMED ON THE SAME JOINT AT THE SAME TIME.
5. REINFORCING PLATE LENGTH SHALL BE FIELD VERIFIED.
6. FOR ADDITIONAL GUSSET PL. AND TRUSS MEMBER DETAILS, SEE THE ORIGINAL CONTRACT DRAWINGS.

DESIGNED BY: AK/TS DATE: 07/2011
DRAWN BY: AK/TS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011



INNER SIDE

(NORTH TRUSS SHOWN, SOUTH TRUSS SIMILAR)

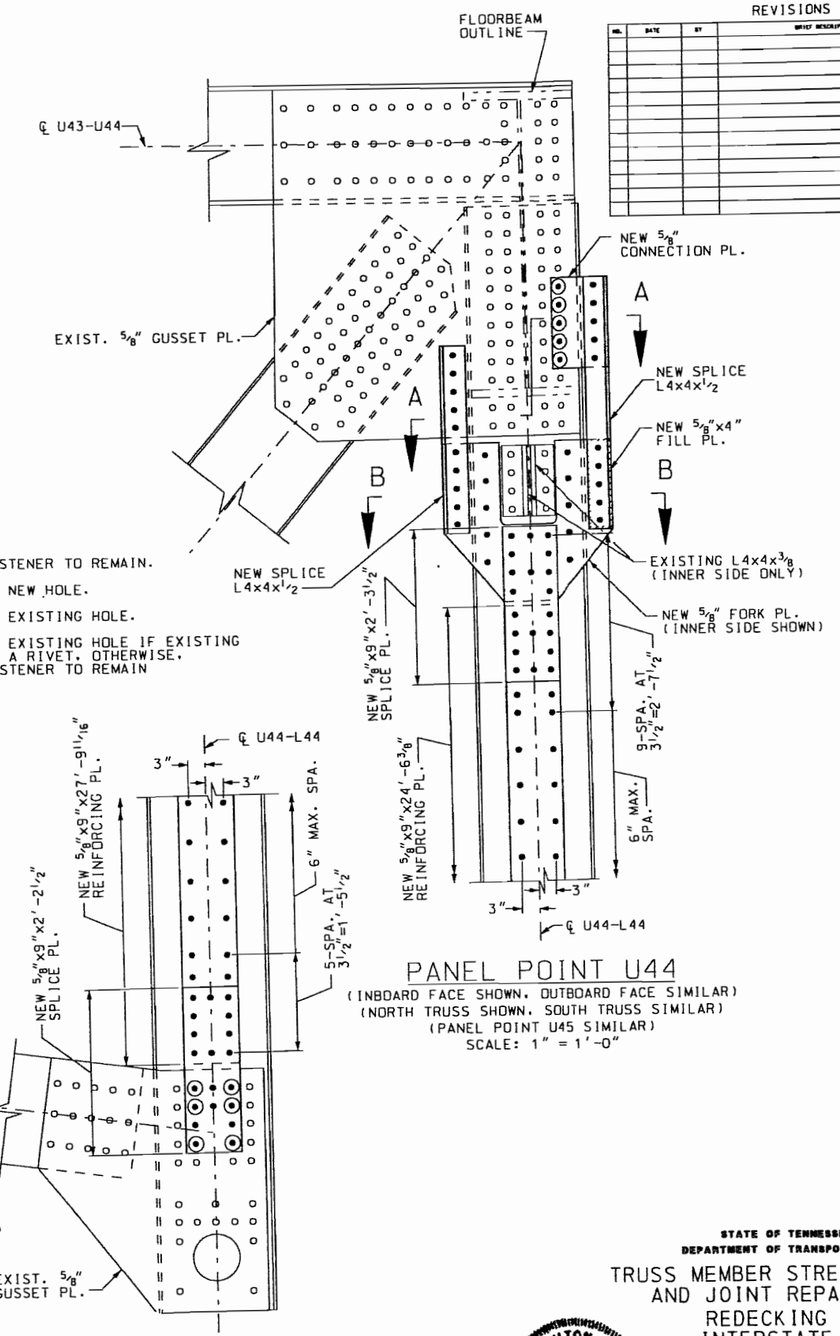
PANEL POINT L44

(PANEL POINT L45 SIMILAR)

SCALE: 1" = 1'-0"

LEGEND:

- ○ EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.
- ◈ NEW BOLT IN EXISTING HOLE IF EXISTING FASTENER IS A RIVET, OTHERWISE, EXISTING FASTENER TO REMAIN



OUTER SIDE

(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)

PANEL POINT U44

(INBOARD FACE SHOWN, OUTBOARD FACE SIMILAR)
(NORTH TRUSS SHOWN, SOUTH TRUSS SIMILAR)
(PANEL POINT U45 SIMILAR)
SCALE: 1" = 1'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS MEMBER STRENGTHENING AND JOINT REPAIR - 8 REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER

STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-21

JOHN MILTON KULICKI
REGISTERED ENGINEER
STATE OF TENNESSEE

SSSSSYTIMESSSSSSS
SSSSDGNSPECSSSSS

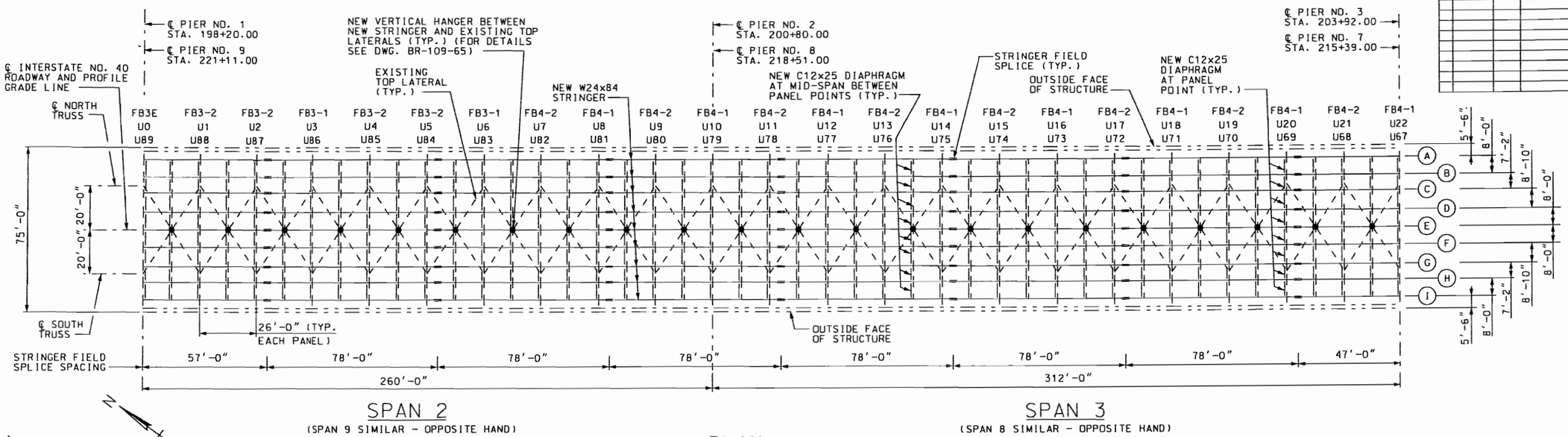
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

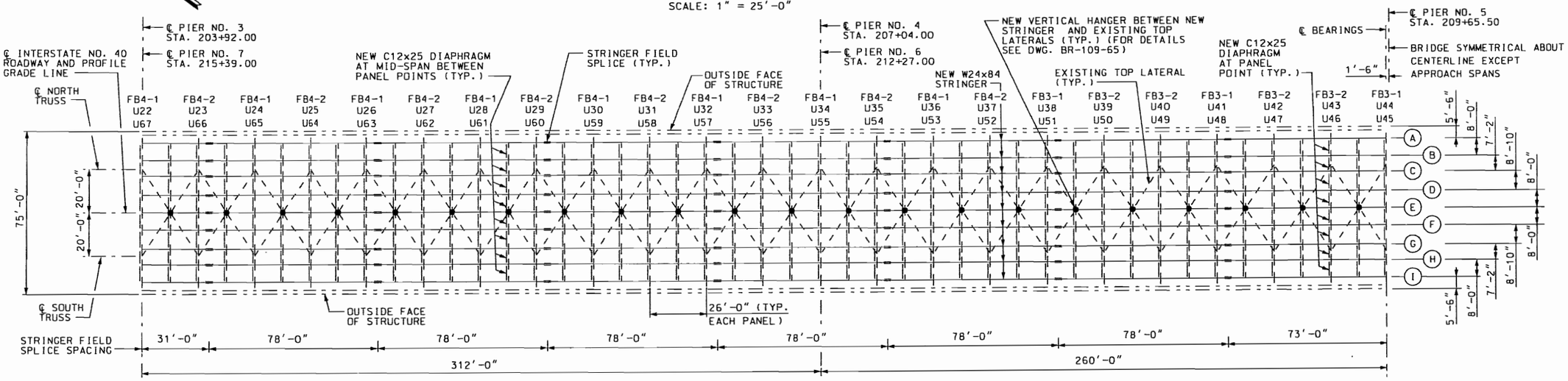
NO.	DATE	BY	BRIEF DESCRIPTION



SPAN 2
(SPAN 9 SIMILAR - OPPOSITE HAND)

SPAN 3
(SPAN 8 SIMILAR - OPPOSITE HAND)

PLAN
SCALE: 1" = 25'-0"



SPAN 4
(SPAN 7 SIMILAR - OPPOSITE HAND)

PLAN
SCALE: 1" = 25'-0"

SPAN 5
(SPAN 6 SIMILAR - OPPOSITE HAND)

LABEL DESCRIPTION
FB4-2 - FLOORBEAM TYPE
U23 - PANEL POINT NUMBER IN SPANS 2 TO 5
U66 - PANEL POINT NUMBER IN SPANS 9 TO 6

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN STRINGER DETAILS, SEE DRAWING BR-109-23.
3. FOR TRUSS SPAN STRINGER TO FLOORBEAM CONNECTION DETAIL, SEE DRAWING BR-109-23.
4. FOR TRUSS SPAN STRINGER TO END FLOORBEAM CONNECTION DETAIL, SEE DRAWING BR-109-23.
5. FOR DIAPHRAGM DETAILS, SEE DRAWING BR-109-23.

DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TRUSS SPANS
FRAMING PLAN

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-22

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\22-Truss From Plan.dgn

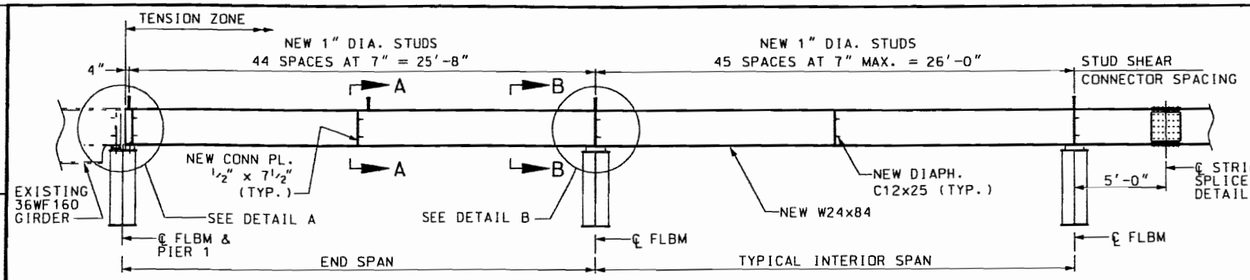
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

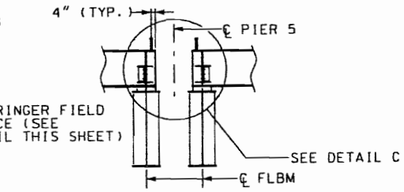
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



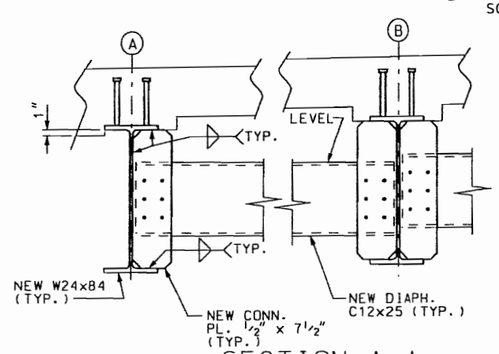
NEW TRUSS STRINGER DETAIL

(STRINGER (A) SHOWN. STRINGERS (B) THRU (I) SIMILAR)
SCALE: 1/4"=1'-0"



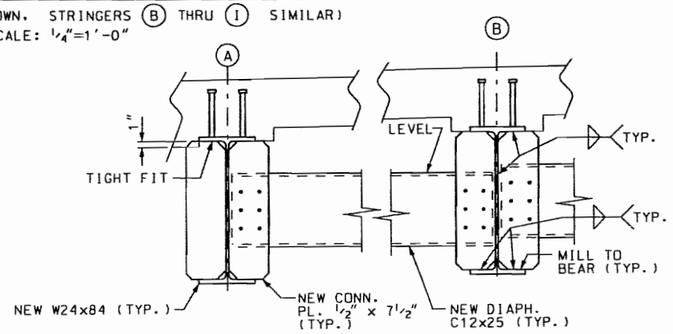
END PANEL AT P.P. 44 AND P.P. 45

SCALE: 1/4"=1'-0"



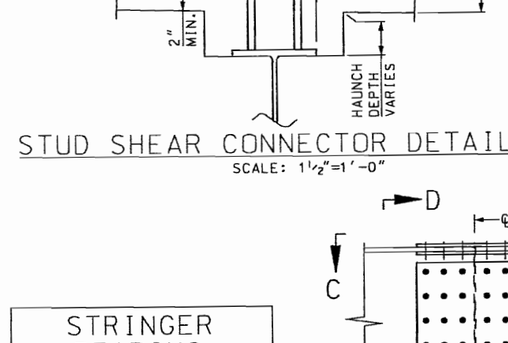
SECTION A-A

SCALE: 1"=1'-0"



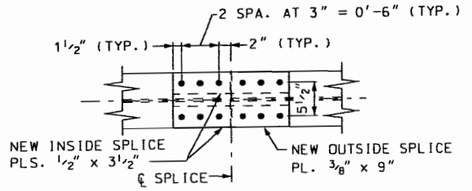
SECTION B-B

SCALE: 1"=1'-0"



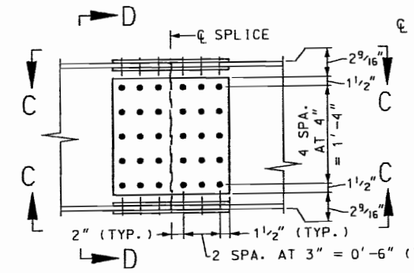
STUD SHEAR CONNECTOR DETAIL

SCALE: 1 1/2"=1'-0"



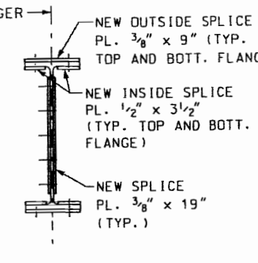
SECTION C-C

SCALE: 1"=1'-0"



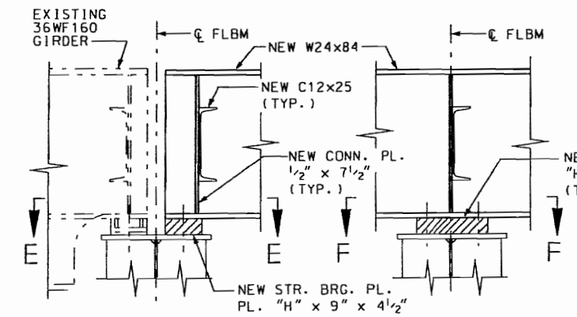
FIELD SPLICE DETAIL

SCALE: 1"=1'-0"



SECTION D-D

SCALE: 1"=1'-0"

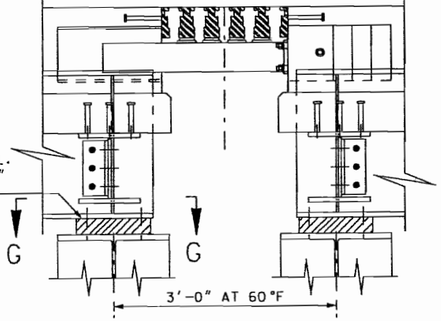


DETAIL A

SCALE: 1"=1'-0"

DETAIL B

SCALE: 1"=1'-0"



DETAIL C

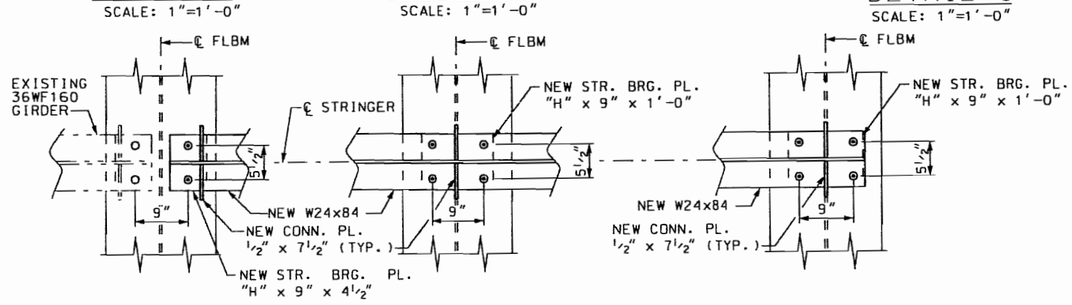
SCALE: 1"=1'-0"

STRINGER BEARING PLATE HEIGHT		
STRINGER	TYPE	"H"
A AND I	1	1/2"
D AND F	2	4 5/8"
E	2	6 5/16"*

NOTE:

FOR ADDITIONAL DETAILS OF STRINGERS B, C, G AND H, SEE DRAWINGS BR-109-9 THRU BR-109-13.

* - 5 11/16" AT PP. 0 AND 89



SECTION E-E

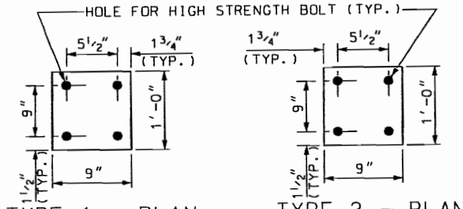
SCALE: 1"=1'-0"

SECTION F-F

SCALE: 1"=1'-0"

SECTION G-G

SCALE: 1"=1'-0"



TYPE 1 - PLAN

TYPE 2 - PLAN

* CONTRACTOR IS RESPONSIBLE FOR SELECTING THICKNESS T1 AND T2.

TYPE 1 ELEVATION

TYPE 2 ELEVATION

STRINGER BEARING PLATES DETAIL

(NOT TO SCALE)

LEGEND:

- ○ EXISTING FASTENER TO REMAIN
- • NEW BOLT IN NEW HOLE
- ⊙ NEW BOLT IN EXISTING HOLE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH DRAWING BR-109-22.
3. FOR MOMENT, SHEAR, AND REACTION TABLES, SEE DRAWINGS BR-109-24 AND BR-109-25.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
STRINGER DETAILS
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-23

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

7/8/2011
\\Mmdcfd\Projects\2786.01\CADD\Structural\23-Stringer_Details-1.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

UNFACTORED MOMENTS (KIP-FT)(EXTERIOR STRINGERS A & I)

LOAD CASE	SPAN 1											SPAN 2									
	℄ BRG. P.P. 0	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 2
DC1	0.0	21.6	37.0	46.0	48.8	45.4	35.6	19.6	-2.7	-31.3	-66.1	-36.1	-12.4	5.1	16.3	21.2	19.8	12.2	-1.8	-22.0	-48.4
DC2	0.0	3.1	5.2	6.5	6.9	6.4	5.0	2.8	-0.4	-4.4	-9.3	-5.1	-1.8	0.7	2.3	3.0	2.8	1.7	-0.2	-3.1	-6.8
DW	0.0	2.7	4.7	5.8	6.2	5.7	4.5	2.5	-0.3	-4.0	-8.4	-4.6	-1.6	0.6	2.1	2.7	2.5	1.5	-0.2	-2.8	-6.1
HL-93 LL+IM (+)	0.0	165.9	280.9	347.5	369.5	360.6	324.8	254.4	156.9	78.8	45.3	84.3	162.1	242.5	288.7	298.9	287.2	239.2	158.8	92.4	66.2
HL-93 LL+IM (-)	0.0	-16.9	-33.8	-50.7	-67.6	-84.5	-101.4	-118.3	-135.3	-172.2	-282.5	-198.5	-164.4	-139.8	-115.2	-90.6	-98.1	-116.7	-135.9	-165.2	-263.3
HS20 LL+IM (+)	0.0	97.7	158.6	186.6	186.8	172.1	166.3	139.6	84.8	50.0	22.3	55.3	91.4	130.8	145.4	141.8	143.0	127.2	86.4	56.1	31.6
HS20 LL+IM (-)	0.0	-8.3	-16.6	-24.9	-33.3	-41.6	-49.9	-58.2	-68.6	-99.7	-160.9	-108.5	-88.1	-73.1	-58.2	-54.1	-52.2	-55.7	-68.8	-93.0	-138.7

UNFACTORED MOMENTS (KIP-FT)(EXTERIOR STRINGERS A & I)

LOAD CASE	SPAN 3											SPAN 4*									
	℄ BRG. P.P. 2	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 3	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 4*
DC1	-48.4	-20.7	0.8	16.1	25.0	27.6	24.0	14.1	-2.0	-24.5	-53.2	-24.8	-2.7	13.1	22.6	25.9	22.9	13.6	-1.9	-23.8	-51.9
DC2	-6.8	-2.9	0.1	2.3	3.5	3.9	3.4	2.0	-0.3	-3.5	-7.5	-3.5	-0.4	1.9	3.2	3.7	3.2	1.9	-0.3	-3.4	-7.3
DW	-6.1	-2.6	0.1	2.0	3.2	3.5	3.0	1.8	-0.3	-3.1	-6.7	-3.1	-0.3	1.7	2.9	3.3	2.9	1.7	0.0	-3.0	-6.6
HL-93 LL+IM (+)	56.0	89.2	158.8	238.9	286.0	296.7	286.0	238.9	158.8	89.2	56.0	89.2	158.8	238.9	286.0	296.7	286.0	238.9	158.8	89.2	56.0
HL-93 LL+IM (-)	-263.8	-166.5	-136.0	-115.8	-96.1	-76.5	-96.1	-115.8	-136.0	-166.5	-263.8	-166.5	-136.0	-115.8	-96.1	-76.5	-96.1	-115.8	-136.0	-166.5	-263.8
HS20 LL+IM (+)	31.6	54.3	86.5	126.9	142.7	140.2	142.7	126.9	86.5	54.3	24.4	54.3	86.5	126.9	142.7	140.2	142.7	126.9	86.5	54.3	24.4
HS20 LL+IM (-)	-138.7	-90.7	-68.9	-55.5	-48.9	-48.9	-48.9	-55.5	-68.9	-90.7	-138.1	-90.7	-68.9	-55.5	-48.9	-48.9	-48.9	-55.5	-68.9	-90.7	-138.1

UNFACTORED SHEARS (KIPS)(EXTERIOR STRINGERS A & I)

LOAD CASE	SPAN 1											SPAN 2									
	℄ BRG. P.P. 0	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 2
DC1	9.5	7.1	4.7	2.3	-0.1	-2.5	-5.0	-7.4	-9.8	-12.2	-14.6 / 12.7	10.3	7.9	5.5	3.1	0.7	-1.7	-4.1	-6.6	-9.0	-11.4
DC2	1.3	1.0	0.7	0.3	0.0	-0.4	-0.7	-1.0	-1.4	-1.7	-2.1 / 1.8	1.5	1.1	0.8	0.4	0.1	-0.2	-0.6	-0.9	-1.3	-1.6
DW	1.2	0.9	0.6	0.3	0.0	-0.3	-0.6	-0.9	-1.2	-1.5	-1.9 / 1.6	1.3	1.0	0.7	0.4	0.1	-0.2	-0.5	-0.8	-1.1	-1.6
HL-93 LL+IM (+)	73.8	63.0	52.7	42.8	33.7	25.3	17.8	11.3	6.4	3.3	1.7 / 79.7	70.8	61.8	52.3	42.7	33.3	27.0	21.2	16.1	11.1	11.1
HL-93 LL+IM (-)	-6.5	-10.7	-17.0	-23.2	-31.8	-41.1	-50.2	-58.8	-66.9	-75.2	-84.6 / -8.7	-8.8	-14.7	-20.0	-25.9	-33.8	-43.3	-52.8	-62.2	-71.0	-79.6
HS20 LL+IM (+)	63.3	52.8	42.8	33.6	25.2	18.6	13.8	9.5	5.7	3.0	1.2 / 68.8	59.9	50.5	41.2	34.9	29.3	23.9	18.7	13.9	8.1	8.1
HS20 LL+IM (-)	-4.5	-9.6	-15.5	-21.2	-26.6	-31.8	-40.6	-47.3	-56.9	-65.7	-73.4 / -6.0	-6.0	-13.1	-18.0	-23.3	-28.7	-34.5	-41.5	-51.2	-60.5	-69.1

UNFACTORED SHEARS (KIPS)(EXTERIOR STRINGERS A & I)

LOAD CASE	SPAN 3											SPAN 4									
	℄ BRG. P.P. 2	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 3	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 4*
DC1	11.9	9.5	7.1	4.6	2.2	-0.2	-2.6	-5.0	-7.4	-9.8	-12.3 / 12.1	9.7	7.3	4.9	2.5	0.0	-2.4	-4.8	-7.2	-9.6	-12.0
DC2	1.7	1.3	1.0	0.7	0.3	0.0	-0.4	-0.7	-1.0	-1.4	-1.7 / 1.7	1.4	1.0	0.7	0.3	0.0	-0.3	-0.7	-1.0	-1.4	-1.7
DW	1.5	1.2	0.9	0.6	0.3	0.0	-0.3	-0.6	-0.9	-1.2	-1.6 / 1.5	1.2	0.9	0.6	0.3	0.0	-0.3	-0.6	-0.9	-1.2	-1.5
HL-93 LL+IM (+)	79.6	71.1	62.1	52.7	43.1	33.6	26.0	20.1	14.8	9.3	9.2 / 79.6	71.1	62.1	52.7	43.1	33.6	26.0	20.1	14.8	9.3	9.2
HL-93 LL+IM (-)	-9.2	-9.3	-14.8	-20.1	-26.0	-33.6	-43.1	-52.7	-62.1	-71.1	-79.6 / -9.2	-9.3	-14.8	-20.1	-26.0	-33.6	-43.1	-52.7	-62.1	-71.1	-79.6
HS20 LL+IM (+)	68.8	60.1	50.7	41.1	34.3	28.5	23.0	17.8	12.9	6.3	6.2 / 68.8	60.1	50.7	41.1	34.3	28.5	23.0	17.8	12.9	6.3	6.2
HS20 LL+IM (-)	-6.2	-6.3	-12.9	-17.8	-23.0	-28.5	-34.3	-41.1	-50.7	-60.1	-68.8 / -6.2	-6.3	-12.9	-17.8	-23.0	-28.5	-34.3	-41.1	-50.7	-60.1	-68.8

* VALUES SIMILAR FOR STRINGER SPANS 4 THRU 41 AND 48 THRU 86.
NOTE: P.P. 44-45 = POINT OF SYMMETRY.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNFACTORED REACTIONS (KIPS)

LOAD CASE	STRINGERS A AND I				
	P.P. 0	P.P. 1	P.P. 2	P.P. 3	P.P. 4*
DC1	9.5	27.4	23.3	24.1	24.1
DC2	1.3	3.9	3.3	3.4	3.4
DW	1.2	3.5	2.9	3.1	3.1
HL-93 LL+IM(+)	73.8	108.5	104.4	104.6	104.6
HL-93 LL+IM(-)	-6.5	-10.6	-19.7	-17.5	-17.5
HS20 LL+IM(+)	63.3	86.4	83.3	83.1	83.1
HS20 LL+IM(-)	-4.5	-7.2	-11.1	-9.6	-9.6

NOTE: POSITIVE VALUES DENOTE DOWNWARD FORCE.
NEGATIVE VALUES DENOTE UPLIFT FORCE.

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 AND BR-109-5.
2. FOR TRUSS SPAN FRAMING PLAN, SEE DRAWING BR-109-22.
3. FOR TRUSS SPAN STRINGER DETAILS, SEE DRAWING BR-109-23.

DC1 = WEIGHT OF STEEL AND DECK CONCRETE.

DC2 = WEIGHT OF RAILING.

DW = WEIGHT OF FUTURE WEARING SURFACE.

TOTAL DEAD LOAD = DC1 + DC2 + DW.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS-MOMENT, SHEAR & REACTION TABLES-1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN WILTON KULICKI REGISTERED ENGINEER STATE OF TENNESSEE

BR-109-24

7/8/2011
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

UNFACTORED MOMENTS (KIP-FT)(INTERIOR STRINGERS B THRU H)

LOAD CASE	SPAN 1											SPAN 2									
	℄ BRG. P.P. 0	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 2
DC1	0.0	18.2	31.1	38.7	41.1	38.2	30.0	16.5	-2.3	-26.3	-55.7	-30.4	-10.4	4.3	13.7	17.8	16.7	10.2	-1.5	-18.5	-40.7
DC2	0.0	3.1	5.2	6.5	6.9	6.4	5.0	2.8	-0.4	-4.4	-9.3	-5.1	-1.8	0.7	2.3	3.0	2.8	1.7	-0.2	-3.1	-6.8
DW	0.0	2.7	4.7	5.8	6.2	5.7	4.5	2.5	-0.3	-4.0	-8.4	-4.6	-1.6	0.6	2.1	2.7	2.5	1.5	-0.2	-2.8	-6.1
HL-93 LL+IM (+)	0.0	118.1	200.0	247.5	263.1	256.8	231.3	181.2	111.7	56.1	32.2	60.0	115.5	172.7	205.6	212.8	204.5	170.4	113.1	65.8	47.1
HL-93 LL+IM (-)	0.0	-12.0	-24.1	-36.1	-48.1	-60.2	-72.2	-84.2	-96.3	-122.6	-201.2	-141.4	-117.0	-99.5	-82.0	-64.5	-69.9	-83.1	-96.8	-117.7	-187.5
HS20 LL+IM (+)	0.0	97.7	158.6	186.6	186.8	172.1	166.3	139.6	84.8	50.0	22.3	55.3	91.4	130.8	145.4	141.8	143.0	127.2	86.4	56.1	31.6
HS20 LL+IM (-)	0.0	-8.3	-16.6	-24.9	-33.3	-41.6	-49.9	-58.2	-68.6	-99.7	-160.9	-108.5	-88.1	-73.1	-58.2	-54.1	-52.2	-55.7	-68.8	-93.0	-138.7

UNFACTORED MOMENTS (KIP-FT)(INTERIOR STRINGERS B THRU H)

LOAD CASE	SPAN 3											SPAN 4*									
	℄ BRG. P.P. 2	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 3	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 4*
DC1	-40.7	-17.4	0.7	13.5	21.0	23.3	20.2	11.9	-1.7	-20.6	-44.7	-20.9	-2.3	11.0	19.1	21.8	19.3	11.5	-1.6	-20.0	-43.7
DC2	-6.8	-2.9	0.1	2.3	3.5	3.9	3.4	2.0	-0.3	-3.5	-7.5	-3.5	-0.4	1.9	3.2	3.7	3.2	1.9	-0.3	-3.4	-7.3
DW	-6.1	-2.6	0.1	2.0	3.2	3.5	3.0	1.8	-0.3	-3.1	-6.7	-3.1	-0.3	1.7	2.9	3.3	2.9	1.7	-0.2	-3.0	-6.6
HL-93 LL+IM (+)	39.9	63.5	113.1	170.1	203.7	211.3	203.7	170.1	113.1	63.5	39.9	63.5	113.1	170.1	203.7	211.3	203.7	170.1	113.1	63.5	39.9
HL-93 LL+IM (-)	-187.8	-118.6	-96.9	-82.5	-68.5	-54.4	-68.5	-82.5	-96.9	-118.6	-187.8	-118.6	-96.9	-82.5	-68.5	-54.4	-68.5	-82.5	-96.9	-118.6	-187.8
HS20 LL+IM (+)	24.4	54.3	86.5	126.9	142.7	140.2	142.7	126.9	86.5	54.3	24.4	54.3	86.5	126.9	142.7	140.2	142.7	126.9	86.5	54.3	24.4
HS20 LL+IM (-)	-138.1	-90.7	-68.9	-55.5	-48.9	-48.9	-48.9	-55.5	-68.9	-90.7	-138.1	-90.7	-68.9	-55.5	-48.9	-48.9	-48.9	-55.5	-68.9	-90.7	-138.1

UNFACTORED SHEARS (KIPS)(INTERIOR STRINGERS B THRU H)

LOAD CASE	SPAN 1											SPAN 2									
	℄ BRG. P.P. 0	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 2
DC1	8.0	6.0	4.0	1.9	-0.1	-2.1	-4.2	-6.2	-8.2	-10.3	-12.3 / 10.7	8.7	6.7	4.6	2.6	0.6	-1.5	-3.5	-5.5	-7.6	-9.6
DC2	1.3	1.0	0.7	0.3	0.0	-0.4	-0.7	-1.0	-1.4	-1.7	-2.1 / 1.8	1.5	1.1	0.8	0.4	0.1	-0.2	-0.6	-0.9	-1.3	-1.6
DW	1.2	0.9	0.6	0.3	0.0	-0.3	-0.6	-0.9	-1.2	-1.5	-1.9 / 1.6	1.3	1.0	0.7	0.4	0.1	-0.2	-0.5	-0.8	-1.1	-1.4
HL-93 LL+IM (+)	56.9	48.6	40.6	33.1	26.0	19.5	13.7	8.7	5.0	2.5	1.3 / 61.5	54.6	47.7	40.4	33.0	25.7	20.8	16.4	12.4	8.6	8.5
HL-93 LL+IM (-)	-5.0	-8.2	-13.1	-17.9	-24.5	-31.7	-38.7	-45.4	-51.6	-58.0	-65.3 / -6.7	-6.8	-11.3	-15.4	-20.0	-26.1	-33.4	-40.7	-47.9	-54.7	-61.4
HS20 LL+IM (+)	48.8	40.7	33.0	25.9	19.5	14.3	10.7	7.3	4.4	2.3	0.9 / 53.1	46.2	38.9	31.8	27.0	22.6	18.4	14.4	10.7	6.2	6.2
HS20 LL+IM (-)	-3.5	-7.4	-12.0	-16.4	-20.6	-24.5	-31.3	-36.5	-43.9	-50.6	-56.6 / -4.6	-4.6	-10.1	-13.9	-18.0	-22.2	-26.6	-32.0	-39.5	-46.7	-53.3

UNFACTORED SHEARS (KIPS)(INTERIOR STRINGERS B THRU H)

LOAD CASE	SPAN 3											SPAN 4*									
	℄ BRG. P.P. 2	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 3	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. P.P. 4*
DC1	10.0	8.0	5.9	3.9	1.9	-0.2	-2.2	-4.2	-6.2	-8.3	-10.3 / 10.2	8.2	6.1	4.1	2.1	0.0	-2.0	-4.0	-6.1	-8.1	-10.1
DC2	1.7	1.3	1.0	0.7	0.3	0.0	-0.4	-0.7	-1.0	-1.4	-1.7 / 1.7	1.4	1.0	0.7	0.3	0.0	-0.3	-0.7	-1.0	-1.4	-1.7
DW	1.5	1.2	0.9	0.6	0.3	0.0	-0.3	-0.6	-0.9	-1.2	-1.6 / 1.5	1.2	0.9	0.6	0.3	0.0	-0.3	-0.6	-0.9	-1.2	-1.5
HL-93 LL+IM (+)	61.4	54.8	47.9	40.7	33.2	25.9	20.0	15.5	11.5	7.2	7.1 / 61.4	54.8	47.9	40.7	33.2	25.9	20.0	15.5	11.5	7.2	7.1
HL-93 LL+IM (-)	-7.1	-7.2	-11.5	-15.5	-20.0	-25.9	-33.2	-40.7	-47.9	-54.8	-61.4 / -7.1	-7.2	-11.5	-15.5	-20.0	-25.9	-33.2	-40.7	-47.9	-54.8	-61.4
HS20 LL+IM (+)	53.1	46.4	39.1	31.7	26.4	22.0	17.8	13.7	10.0	4.9	4.8 / 53.1	46.4	39.1	31.7	26.4	22.0	17.8	13.7	10.0	4.9	4.8
HS20 LL+IM (-)	-4.8	-4.9	-10.0	-13.7	-17.8	-22.0	-26.4	-31.7	-39.1	-46.4	-53.1 / -4.8	-4.9	-10.0	-13.7	-17.8	-22.0	-26.4	-31.7	-39.1	-46.4	-53.1

* VALUES SIMILAR FOR STRINGER SPANS 4 THRU 41 AND 48 THRU 86.
NOTE: P.P. 44-45 = POINT OF SYMMETRY.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNFACTORED REACTIONS (KIPS)

LOAD CASE	STRINGERS B THRU H				
	P.P. 0	P.P. 1	P.P. 2	P.P. 3	P.P. 4*
DC1	8.0	23.0	19.6	20.3	20.3
DC2	1.3	3.9	3.3	3.4	3.4
DW	1.2	3.5	2.9	3.1	3.1
HL-93 LL+IM(+)	56.9	83.7	80.6	80.7	80.7
HL-93 LL+IM(-)	-5.0	-8.2	-15.2	-13.5	-13.5
HS20 LL+IM(+)	48.8	66.6	64.3	64.1	64.1
HS20 LL+IM(-)	-3.5	-5.6	-8.5	-7.4	-7.4

NOTE: POSITIVE VALUES DENOTE DOWNWARD FORCE.
NEGATIVE VALUES DENOTE UPLIFT FORCE.

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 AND BR-109-5.
2. FOR TRUSS SPAN FRAMING PLAN, SEE DRAWING BR-109-22.
3. FOR TRUSS SPAN STRINGER DETAILS, SEE DRAWING BR-109-23.

DC1 = WEIGHT OF STEEL AND DECK CONCRETE.

DC2 = WEIGHT OF RAILING.

DW = WEIGHT OF FUTURE WEARING SURFACE.

TOTAL DEAD LOAD = DC1 + DC2 + DW.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS-MOMENT, SHEAR & REACTION TABLES-2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH — 853 — STATE OF TENNESSEE

BR-109-25

7/8/2011
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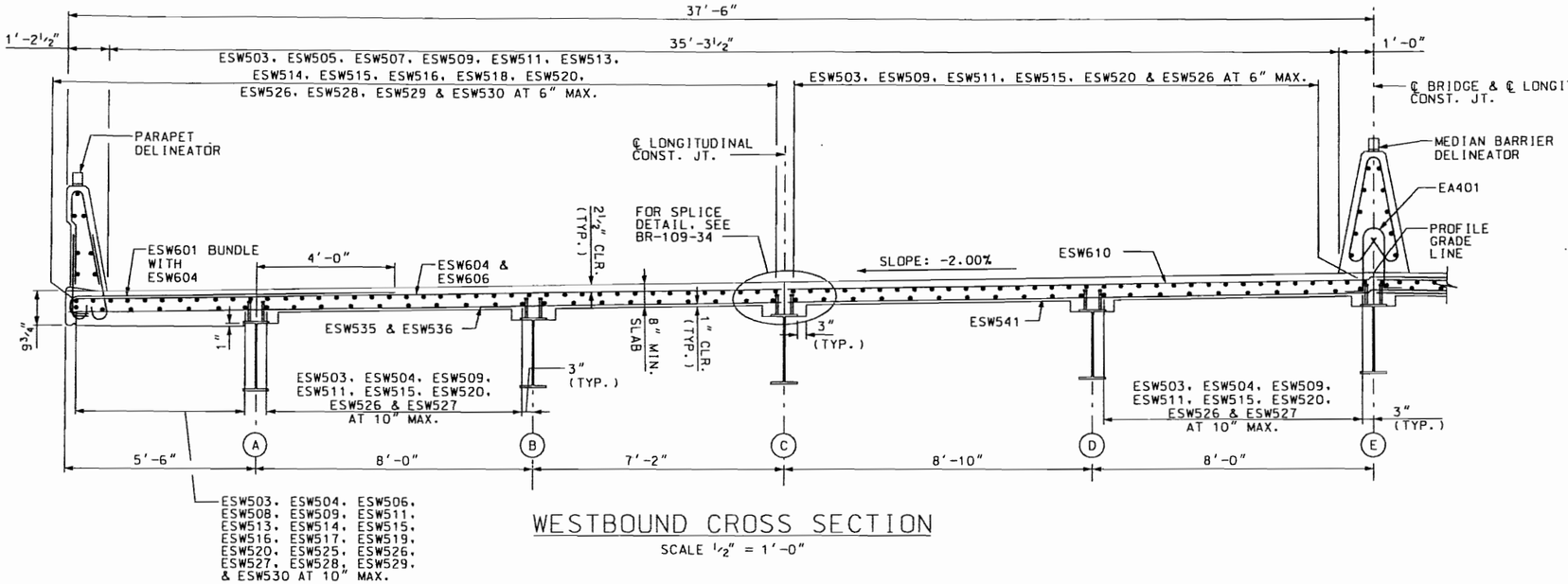
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

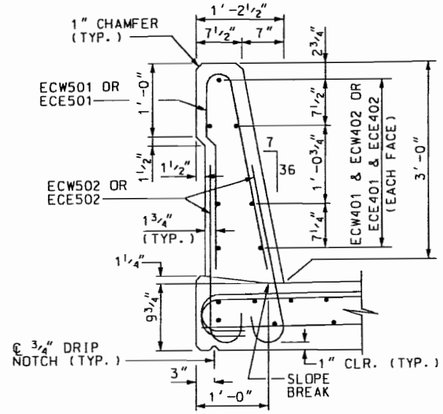
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



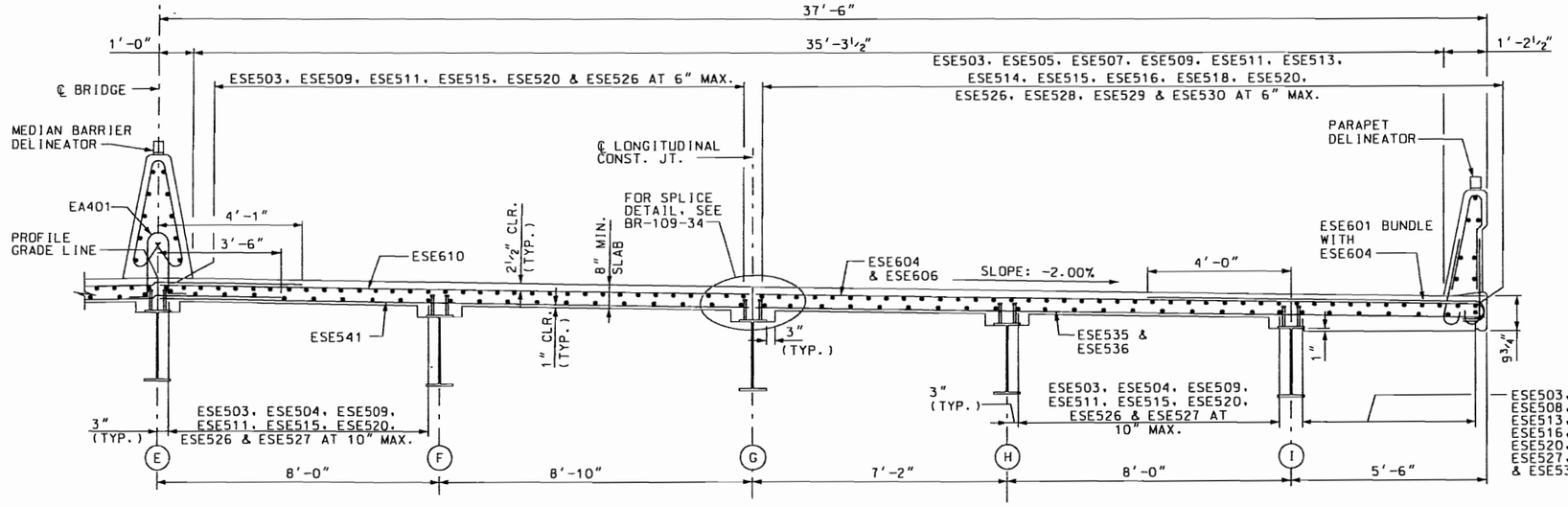
WESTBOUND CROSS SECTION

SCALE ½" = 1'-0"



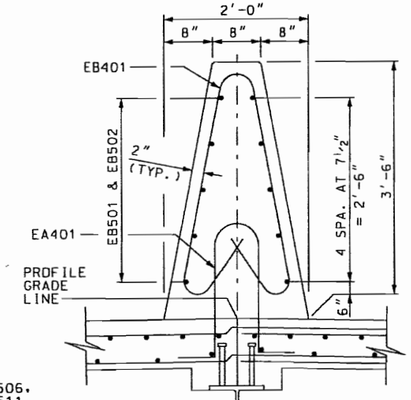
TYPICAL PARAPET DETAIL

SCALE 1" = 1'-0"



EASTBOUND CROSS SECTION

SCALE ½" = 1'-0"



TYPICAL MEDIAN BARRIER DETAIL

SCALE 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB PLANS, SEE DWGS. BR-109-29 THRU BR-109-35.
3. FOR TRUSS SPAN BAR SCHEDULES, SEE DWG. BR-109-94 THRU BR-109-96.
4. FOR PARAPET DELINEATOR DETAILS AND GENERAL NOTES, SEE TDOT STD-1-1SS.
5. FOR MEDIAN BARRIER DELINEATOR DETAILS AND GENERAL NOTES, SEE TDOT STD-1-3SS.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS
SLAB CROSS SECTION
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-26

7/8/2011
\\Mdc10\Projects\2786.01\CADD\Structural\26-Truss Cross Section.dgn

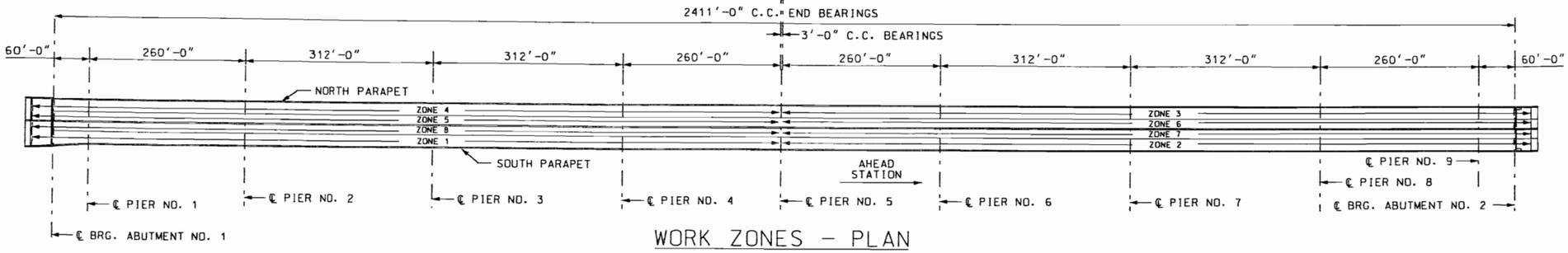
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

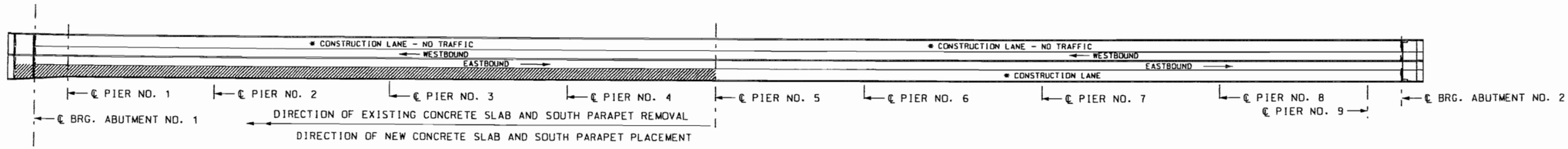
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



WORK ZONES – PLAN

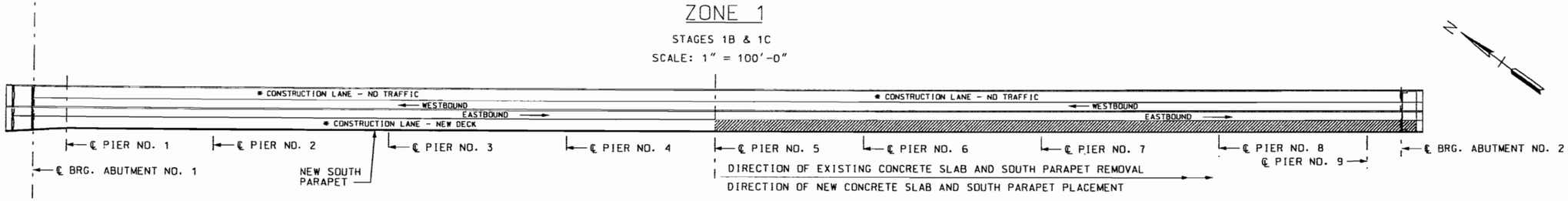
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ZONE 1

STAGES 1B & 1C

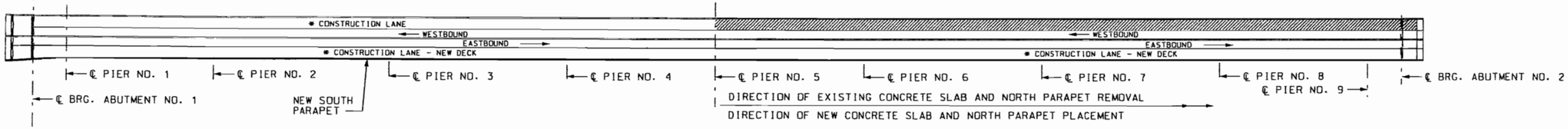
SCALE: 1" = 100'-0"



ZONE 2

STAGES 1B & 1C

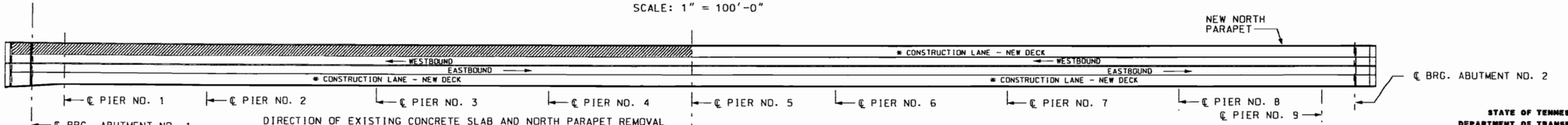
SCALE: 1" = 100'-0"



ZONE 3

STAGES 1D & 1E

SCALE: 1" = 100'-0"



ZONE 4

STAGES 1D & 1E

SCALE: 1" = 100'-0"

▨ – INDICATES WORK ZONE FOR CONTINUOUS REMOVAL OF EXISTING CONCRETE SLAB FOLLOWED BY CONTINUOUS PLACEMENT OF NEW LIGHTWEIGHT CONCRETE SLAB AND PARAPET, AS INDICATED.

NOTES

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN STAGING, SEE SHEET NOS. 11 THRU 14.
3. FOR APPROACH SPAN STAGING, SEE SHEET NOS. 15 THRU 18.

* – NO STOCKPILING OR STORING OF MATERIAL OR EQUIPMENT IN CONSTRUCTION LANES

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DECK REMOVAL AND SLAB PLACEMENT SEQUENCE - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-27

7/8/2011
\\Mmdc10\Projects\27B6.01\CADD\Structural\27-Truss_Deck_Removal Seq_1.dgn

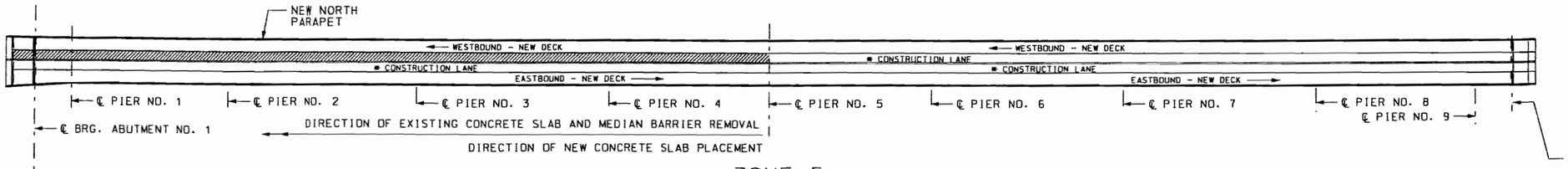
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

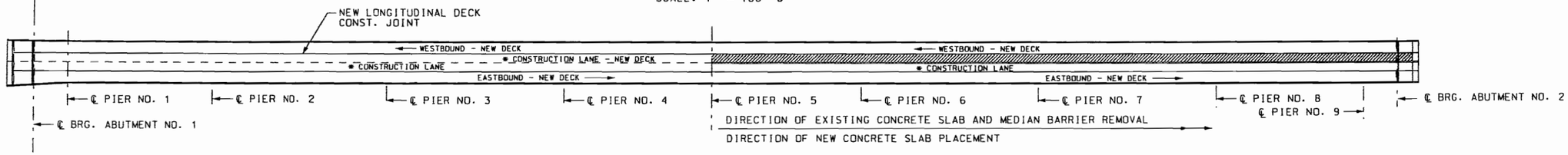
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



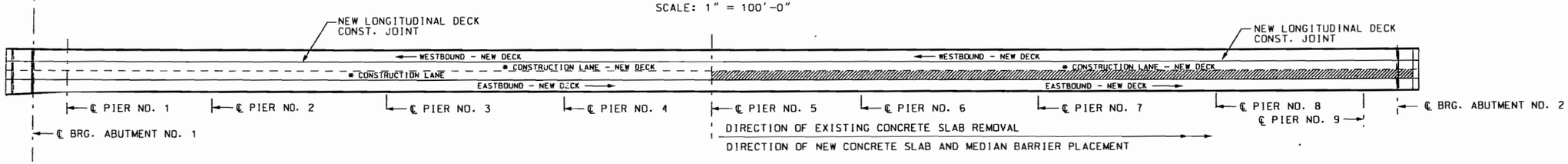
ZONE 5

STAGES 2A & 2B
SCALE: 1" = 100'-0"



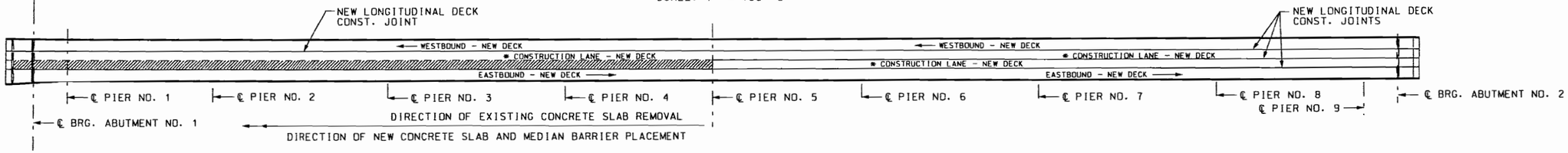
ZONE 6

STAGES 2A & 2B
SCALE: 1" = 100'-0"



ZONE 7

STAGES 2C & 2D
SCALE: 1" = 100'-0"



ZONE 8

STAGES 2C & 2D
SCALE: 1" = 100'-0"

- INDICATES WORK ZONE FOR CONTINUOUS REMOVAL OF EXISTING CONCRETE SLAB FOLLOWED BY CONTINUOUS PLACEMENT OF NEW LIGHTWEIGHT CONCRETE SLAB AND PARAPET OR MEDIAN BARRIER, AS INDICATED.

NOTES

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN STAGING, SEE SHEET NOS. 11 THRU 14.
3. FOR APPROACH SPAN STAGING, SEE SHEET NOS. 15 THRU 18.

* - NO STOCKPILING OR STORING OF MATERIAL OR EQUIPMENT IN CONSTRUCTION LANES

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DECK REMOVAL AND SLAB PLACEMENT SEQUENCE - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-28

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\28-Truss_Deck_RemovalSeq_2.dgn

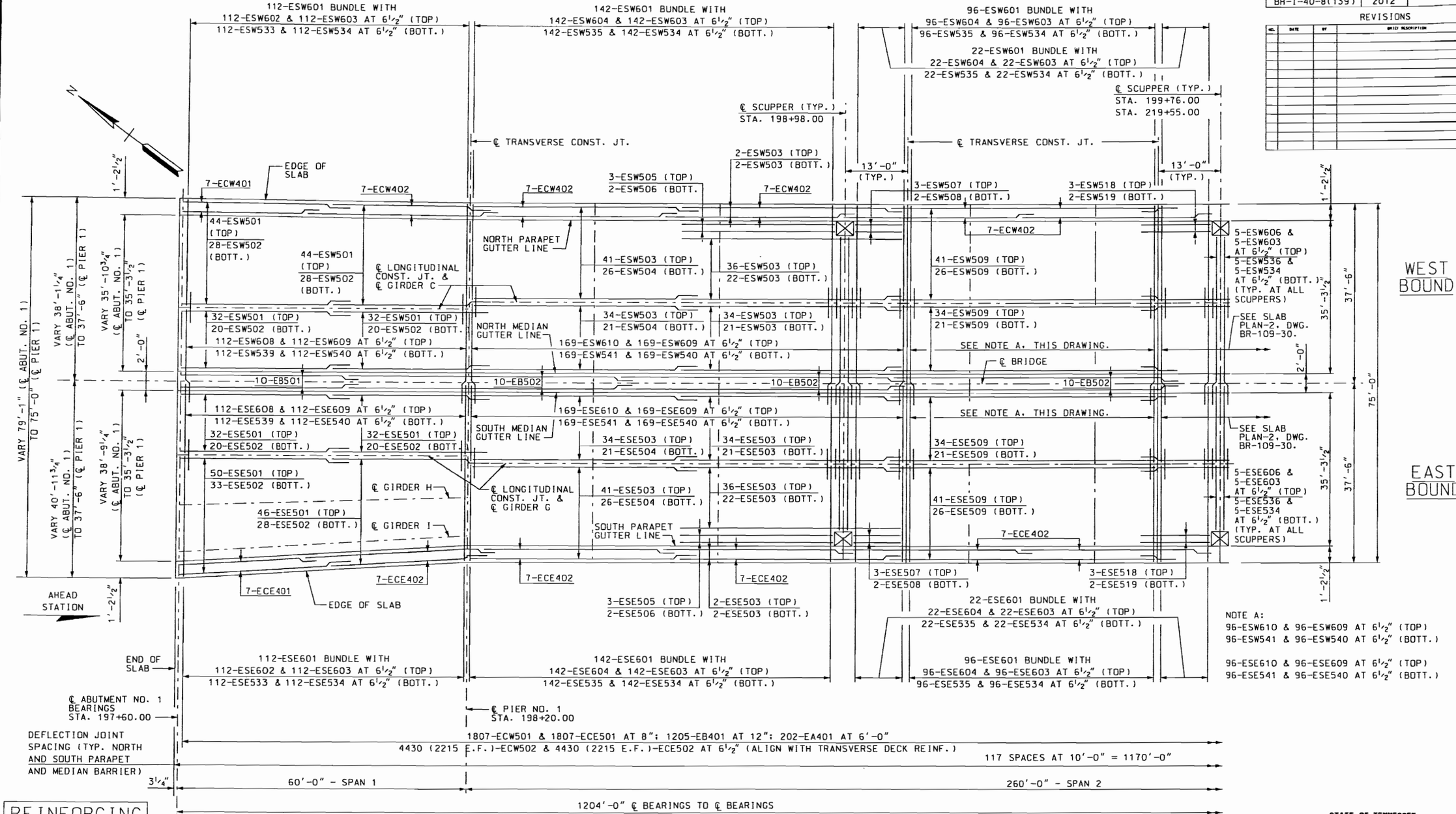
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-1-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTE A:
96-ESW610 & 96-ESW609 AT 6½" (TOP)
96-ESW541 & 96-ESW540 AT 6½" (BOTT.)

96-ESE610 & 96-ESE609 AT 6½" (TOP)
96-ESE541 & 96-ESE540 AT 6½" (BOTT.)

REINFORCING LAP SPLICE

BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR APPROACH SPAN SLAB CROSS SECTION, SEE DWG. BR-109-61.
4. FOR BRIDGE END REINFORCEMENT DETAILS, SEE DWG. BR-109-62 THRU BR-109-64.
5. FOR TRUSS AND APPROACH SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
6. WORK THIS DWG. WITH DWGS. BR-109-30.
7. FOR SCUPPER REINFORCEMENT DETAILS, SEE DWG. BR-109-62.

SLAB PLAN

SCALE: 1" = 10'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-29

7/8/2011
\\Mmdc10\Projects\27B6.01\CADD\Structural\29-Slab Plan-1a-revised.dgn

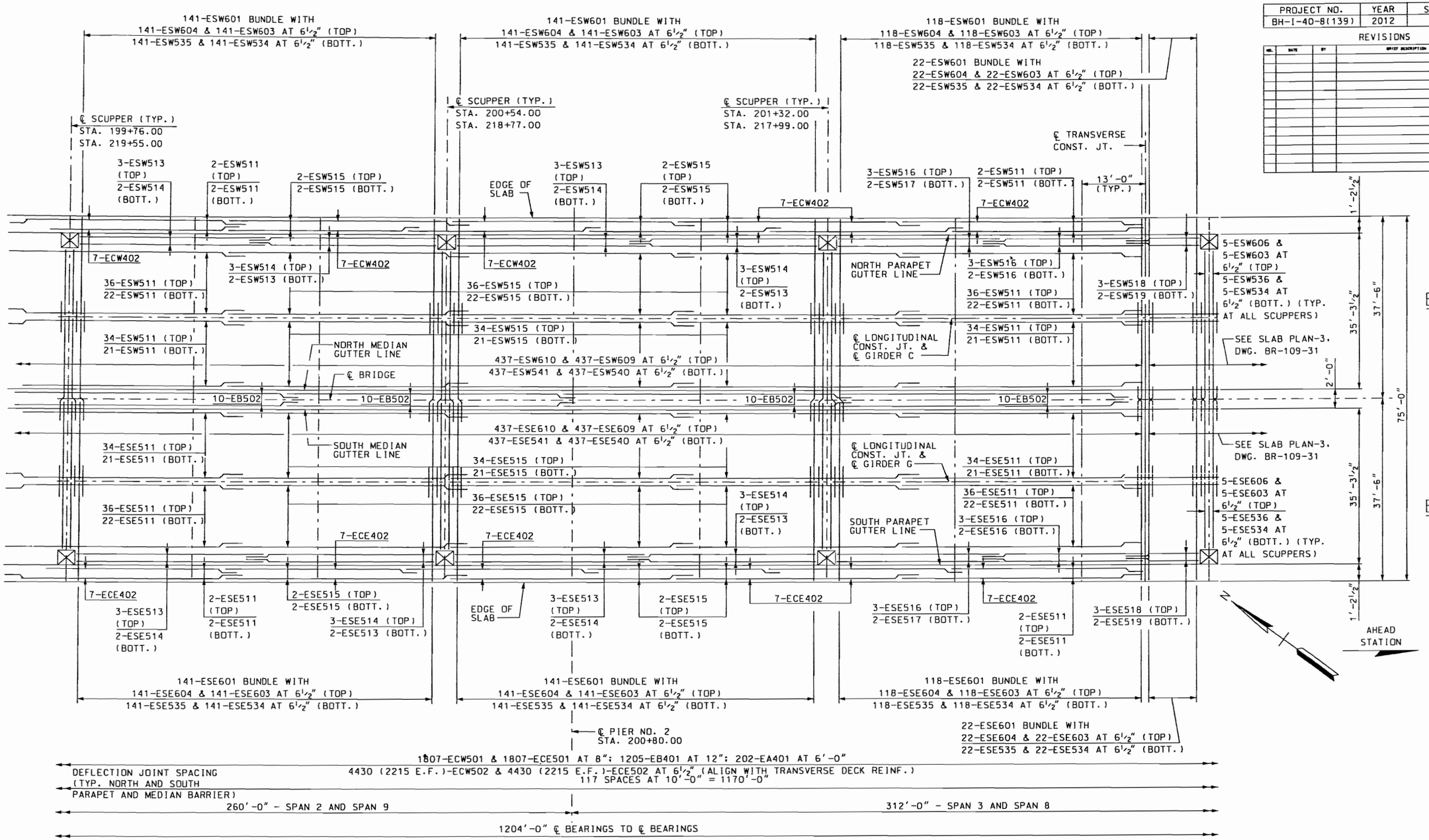
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



SLAB PLAN
SCALE: 1" = 10'-0"

REINFORCING LAP SPLICE	
BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

NOTES:
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR TRUSS SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
4. WORK THIS DWG. WITH DWGS. BR-109-29 AND BR-109-31.
5. FOR SCUPPER REINFORCEMENT DETAIL, SEE DWG. BR-109-62.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-30

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\30-Slab Plan-2a-revised.dgn

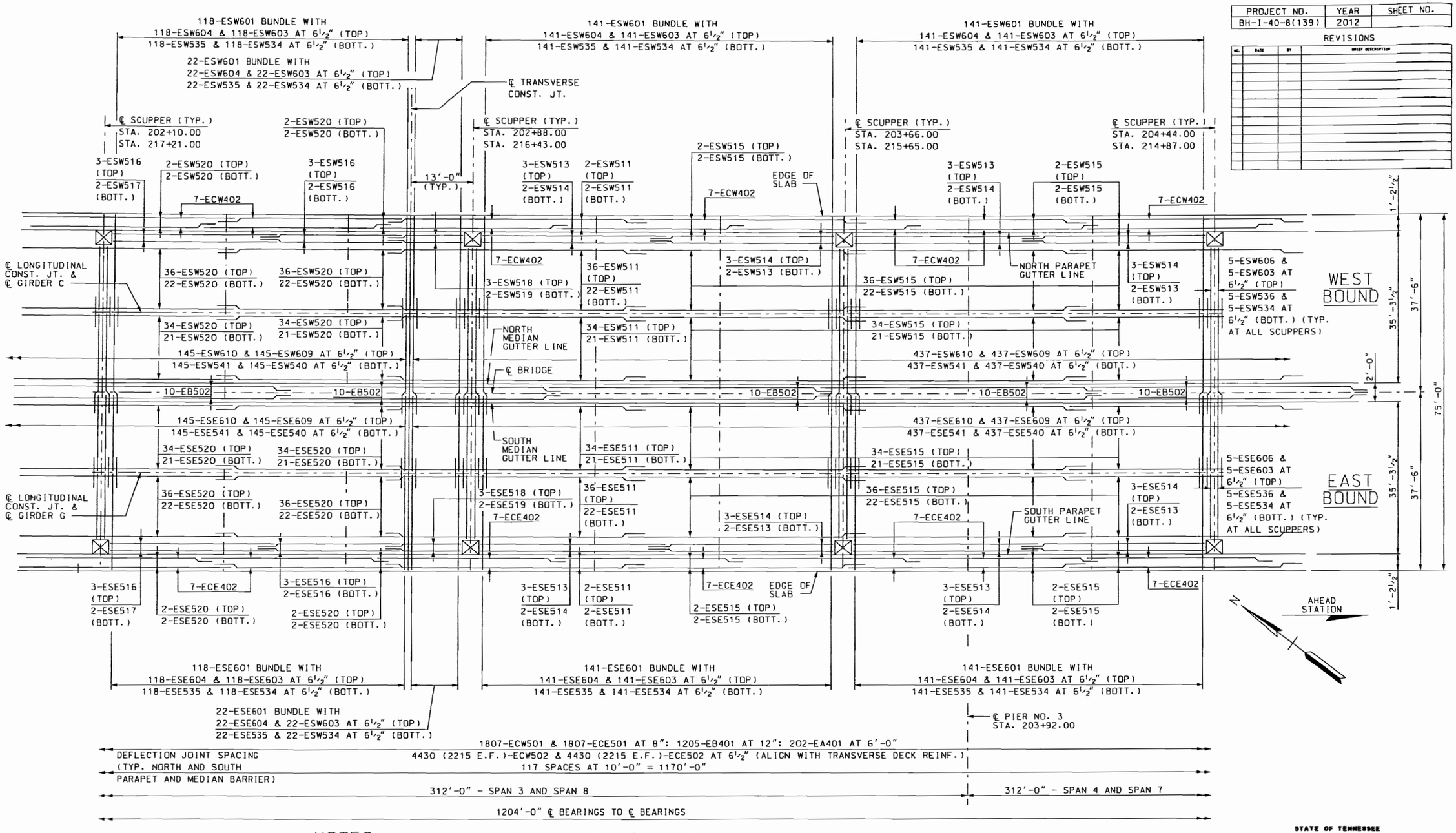
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



REINFORCING LAP SPLICE

BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR TRUSS SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
4. WORK THIS DWG. WITH DWGS. BR-109-30 AND BR-109-32.
5. FOR SCUPPER REINFORCEMENT DETAIL, SEE DWG. BR-109-62.

SLAB PLAN

SCALE: 1" = 10'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 3

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-31

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\31-Slab Plan-3a-revised.dgn

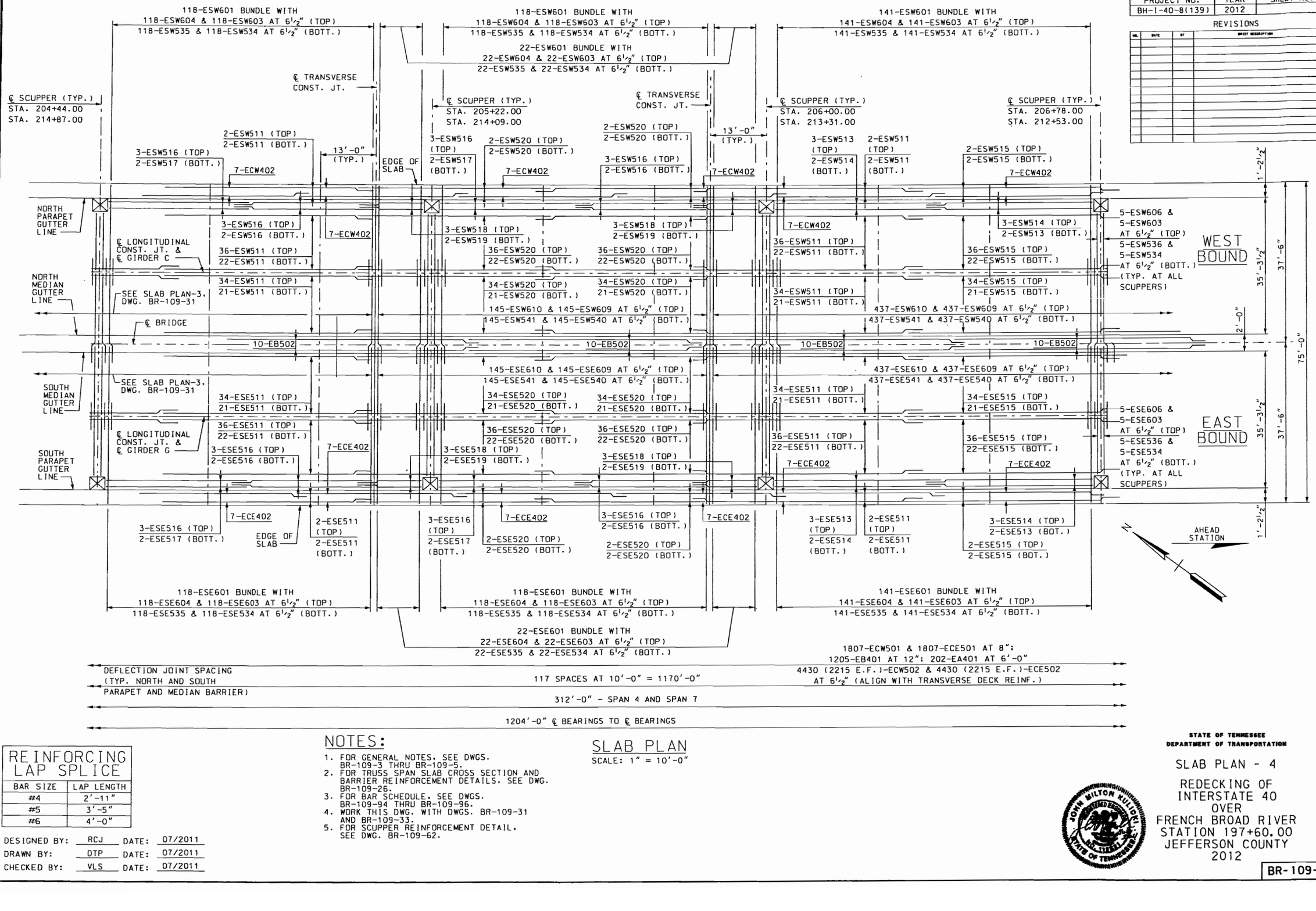
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



REINFORCING LAP SPLICE

BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
4. WORK THIS DWG. WITH DWGS. BR-109-31 AND BR-109-33.
5. FOR SCUPPER REINFORCEMENT DETAIL, SEE DWG. BR-109-62.

SLAB PLAN

SCALE: 1" = 10'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 4

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-32

7/8/2011
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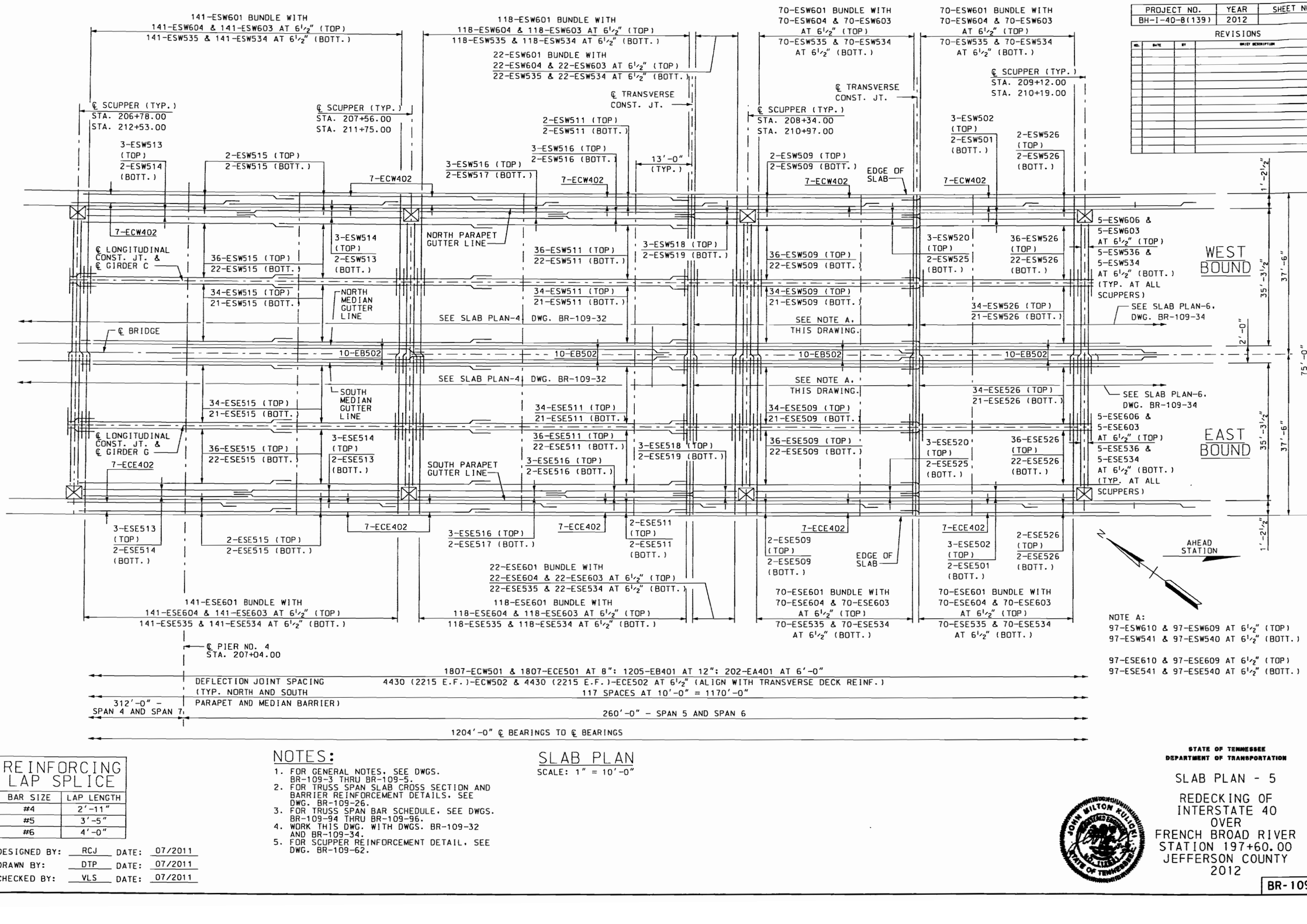
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTE A:
97-ESW610 & 97-ESW609 AT 6½" (TOP)
97-ESW541 & 97-ESW540 AT 6½" (BOTT.)

97-ESE610 & 97-ESE609 AT 6½" (TOP)
97-ESE541 & 97-ESE540 AT 6½" (BOTT.)

REINFORCING LAP SPLICE

BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR TRUSS SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
4. WORK THIS DWG. WITH DWGS. BR-109-32 AND BR-109-34.
5. FOR SCUPPER REINFORCEMENT DETAIL, SEE DWG. BR-109-62.

SLAB PLAN

SCALE: 1" = 10'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 5

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-33

7/18/2011
\\Mmde10\Projects\27866.01\CADD\Structural\33-Slab Plan-5a-revised.dgn

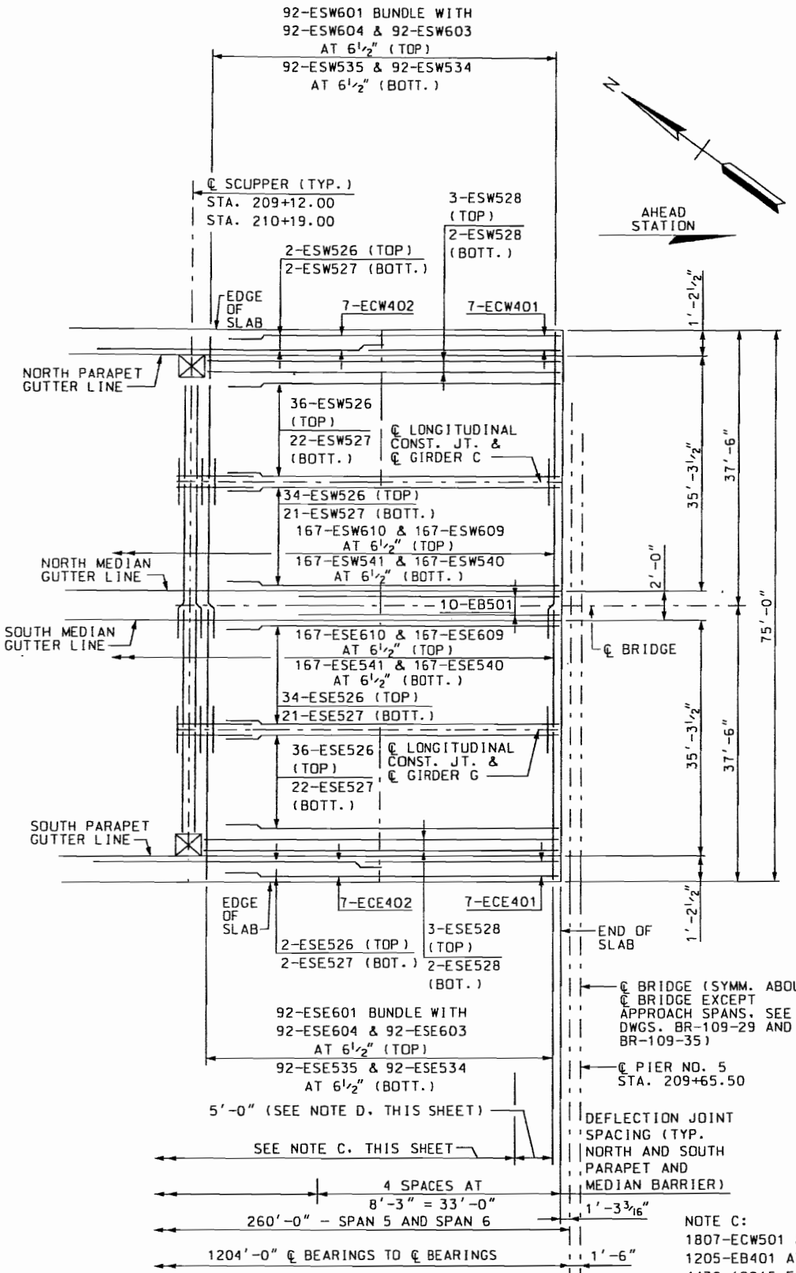
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



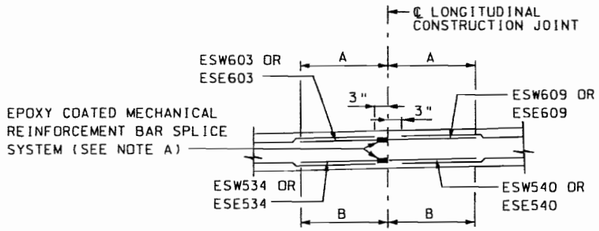
SLAB PLAN
SCALE: 1" = 10'-0"

REINFORCING LAP SPLICE	
BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

NOTE C:
1807-ECW501 & 1807-ECE501 AT 8";
1205-EB401 AT 12"; 202-EA401 AT 6'-0"
4430 (2215 E.F.)-ECW502 &
4430 (2215 E.F.)-ECE502 AT 6½"
(ALIGN WITH TRANSVERSE DECK REINF.)
(ECW501, ECE501, EB401, AND EA401 ARE CONTINUOUS TO END OF SLAB)

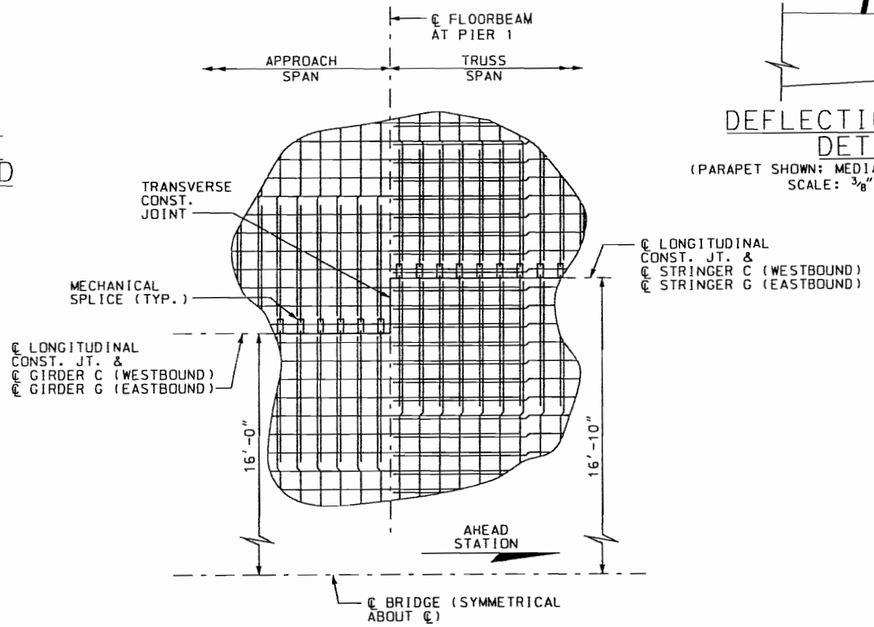
NOTE D:
40 (10 BUNDLES E.F., 2 BARS PER BUNDLE)-ECW502 & 40 (10 BUNDLES E.F., 2 BARS PER BUNDLE)-ECE502 AT 6½" (ALIGN WITH TRANSVERSE DECK REINF.)



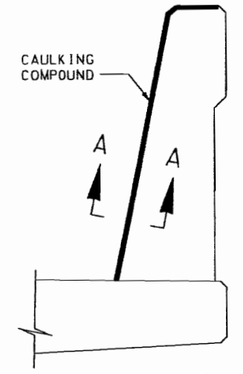
MECHANICAL SPLICE DETAIL ALONG LONGITUDINAL CONSTRUCTION JOINT
(LOOKING AHEAD STATION)
NOT TO SCALE

NOTE A:

USE MECHANICAL SPLICE SYSTEM CAPABLE OF DEVELOPING 125% OF THE YIELD STRENGTH OF THE REINFORCEMENT BARS TO CONNECT TRANSVERSE REINFORCEMENT BETWEEN STAGES OF THE SLAB PLACEMENT SEQUENCE SHOWN ON DRAWING NOS. BR-109-27 AND BR-109-28 WHERE APPLICABLE. PROTECT EXPOSED PORTIONS OF CONNECTORS FROM CORROSION UNTIL COMPLETION OF THE STAGE. REVISE REINFORCEMENT LENGTHS A & B IN ACCORDANCE WITH THE TYPE OF CONNECTOR USED TO PROVIDE REQUIRED LAP SPLICE LENGTH AND INDICATED CLEARANCES, AT NO ADDITIONAL COST TO THE DEPARTMENT.

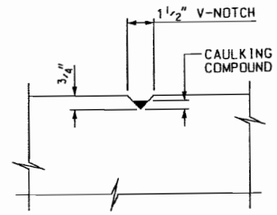


REINFORCING LAYOUT AT PIER 1 - GIRDER C
(PIER 1 SHOWN; PIER 9 SIMILAR)
SCALE: ½" = 1'-0"



DEFLECTION JOINT DETAIL
(PARAPET SHOWN: MEDIAN BARRIER SIMILAR)
SCALE: ⅜" = 1'-0"

NOTE: LONGITUDINAL REINFORCEMENT IS CONTINUOUS THROUGH THE JOINT.



NOTE: PAYMENT FOR ALL MATERIAL AND LABOR REQUIRED FOR DEFLECTION JOINT INSTALLATION SHALL BE INCLUDED IN ITEM 604-06.01.

SECTION A-A
NOT TO SCALE

NOTES:
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR BRIDGE END REINFORCEMENT DETAILS, SEE DWGS. BR-109-63 AND BR-109-64.
4. FOR TRUSS SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
5. WORK THIS DWG. WITH DWG. BR-109-33.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 6

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-34

7/8/2011
\\Nmdc10\Projects\2786.01\CADD\Structural\34-Slab Plan-6a-revised.dgn

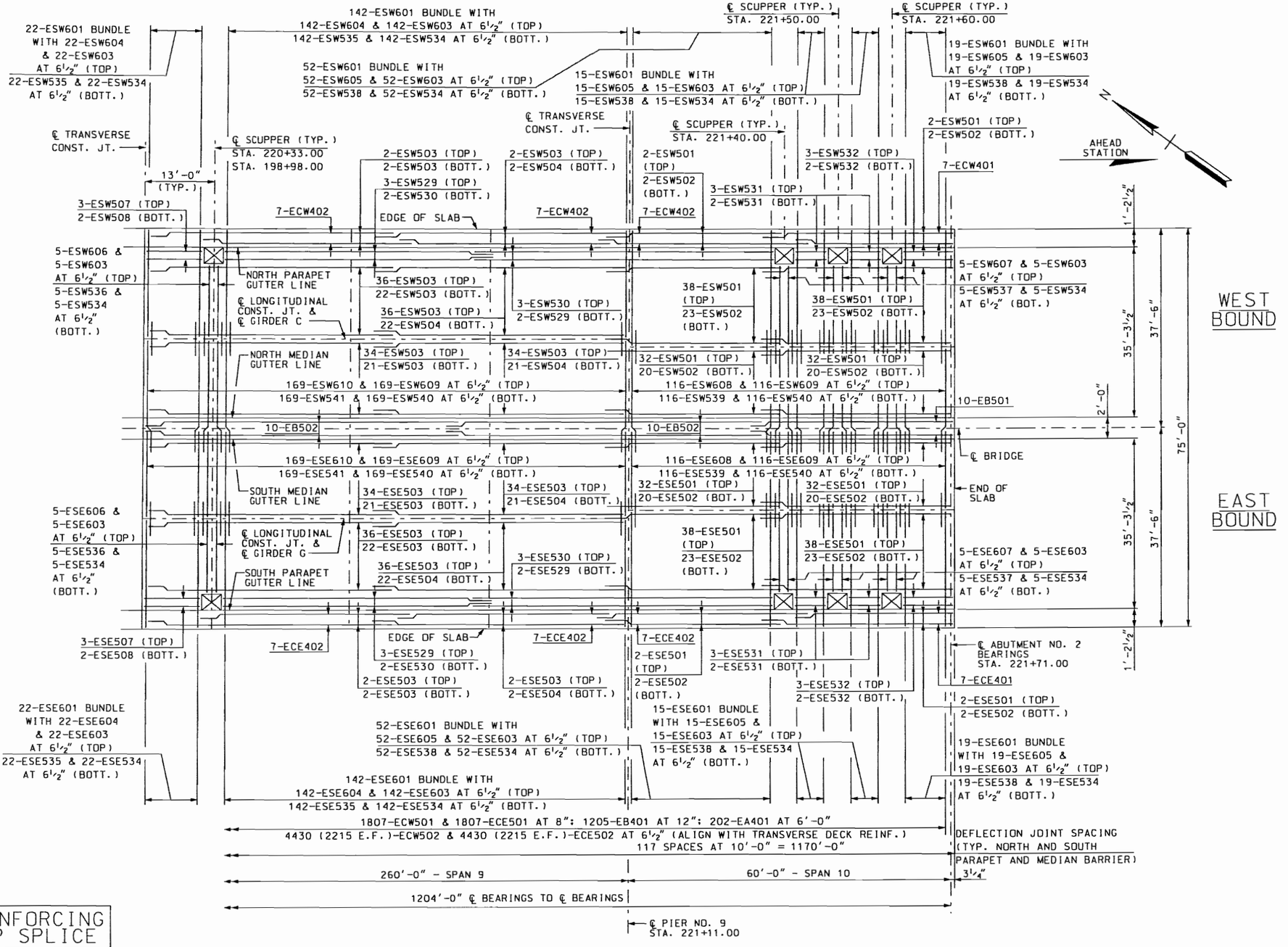
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



SLAB PLAN
SCALE: 1" = 10'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR TRUSS SPAN SLAB CROSS SECTION AND BARRIER REINFORCEMENT DETAILS, SEE DWG. BR-109-26.
3. FOR BRIDGE END REINFORCEMENT DETAILS, SEE DWG. BR-109-62 THRU BR-109-64.
4. FOR TRUSS AND APPROACH SPAN BAR SCHEDULE, SEE DWG. BR-109-94 THRU BR-109-96.
5. WORK THIS DWG. WITH DWGS. BR-109-30.
6. FOR APPROACH SPAN SLAB CROSS SECTION, SEE DWG. BR-109-61.
7. FOR SCUPPER REINFORCEMENT DETAIL, SEE DWG. BR-109-62.

REINFORCING LAP SPLICE

BAR SIZE	LAP LENGTH
#4	2'-11"
#5	3'-5"
#6	4'-0"

DESIGNED BY: RCJ DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN - 7

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICK
No. 111611
STATE OF TENNESSEE

BR-109-35

7/8/2011
\\Mndc10\Projects\2786.01\CADD\Structural\35-Slab Plan-7a-revised.dgn

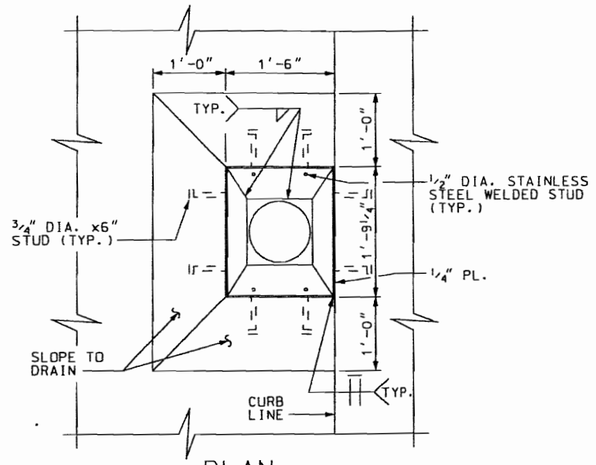
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

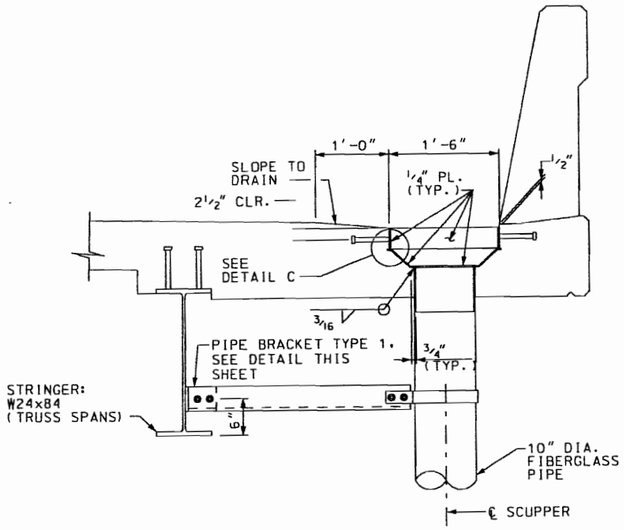
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

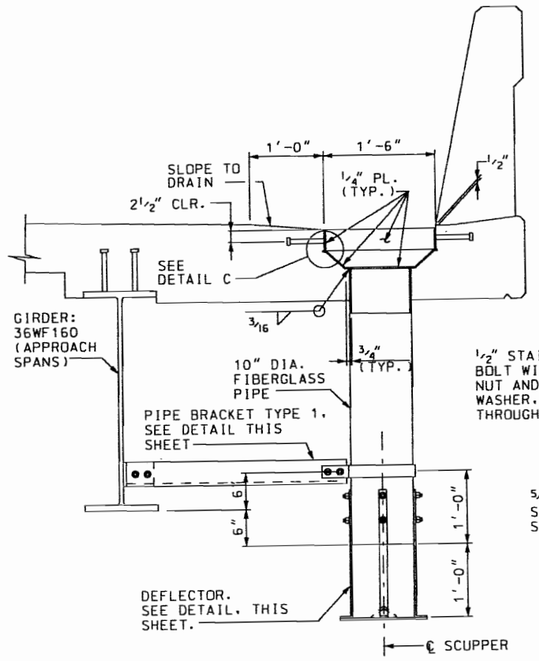
NO.	DATE	BY	BRIEF DESCRIPTION



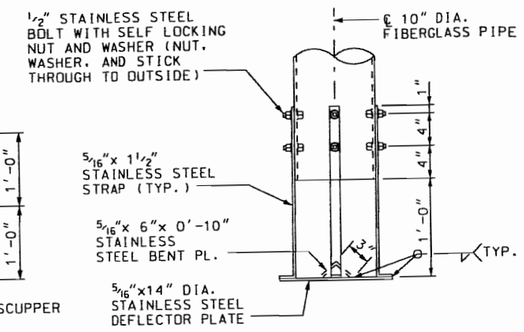
PLAN
SCALE: 1" = 1'-0"



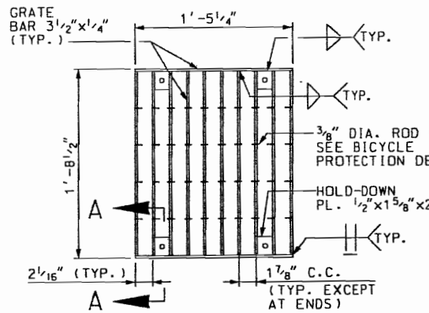
ELEVATION
SCUPPER DETAIL
(TRUSS SPANS)
SCALE: 1" = 1'-0"



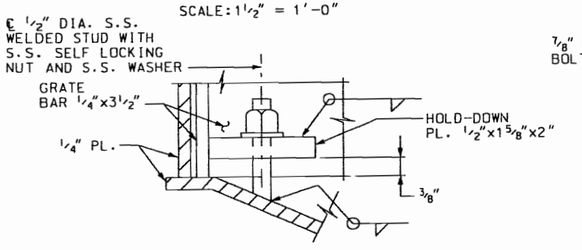
ELEVATION
SCUPPER DETAIL
(APPROACH SPANS)
SCALE: 1" = 1'-0"



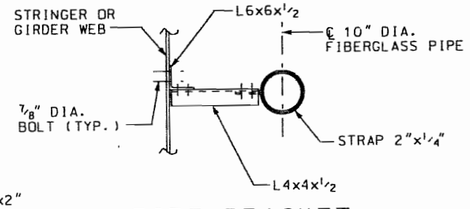
DEFLECTOR DETAIL
SCALE: 1½" = 1'-0"



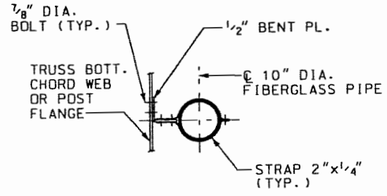
GRATE DETAIL
SCALE: 1½" = 1'-0"



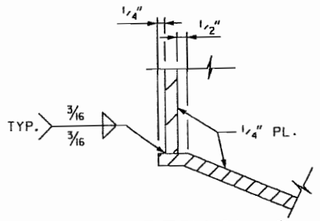
SECTION A-A
NOT TO SCALE



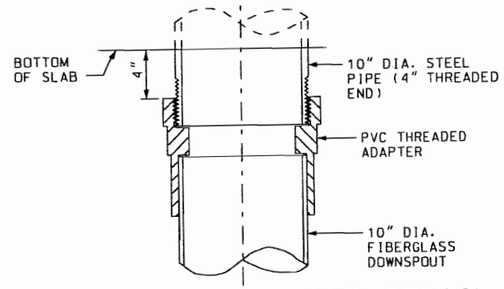
PIPE BRACKET
TYPE 1
SCALE: ¾" = 1'-0"



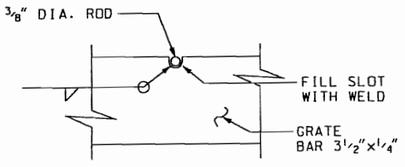
PIPE BRACKET
TYPE 2
SCALE: ¾" = 1'-0"



DETAIL C
NOT TO SCALE



PVC THREADED ADAPTER DETAIL
(TYPICAL AT ALL SCUPPERS)
NOT TO SCALE



BICYCLE PROTECTION
DETAIL
SCALE: 3" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. WORK THIS SHEET WITH DRAWING BR-109-37.

DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KUIDEL
REGISTERED ENGINEER
No. 115871
STATE OF TENNESSEE

BR-109-36

7/8/2011
\\Mndc10\Projects\2786.01\CADD\Structural\36-Drainage Det-1.dgn

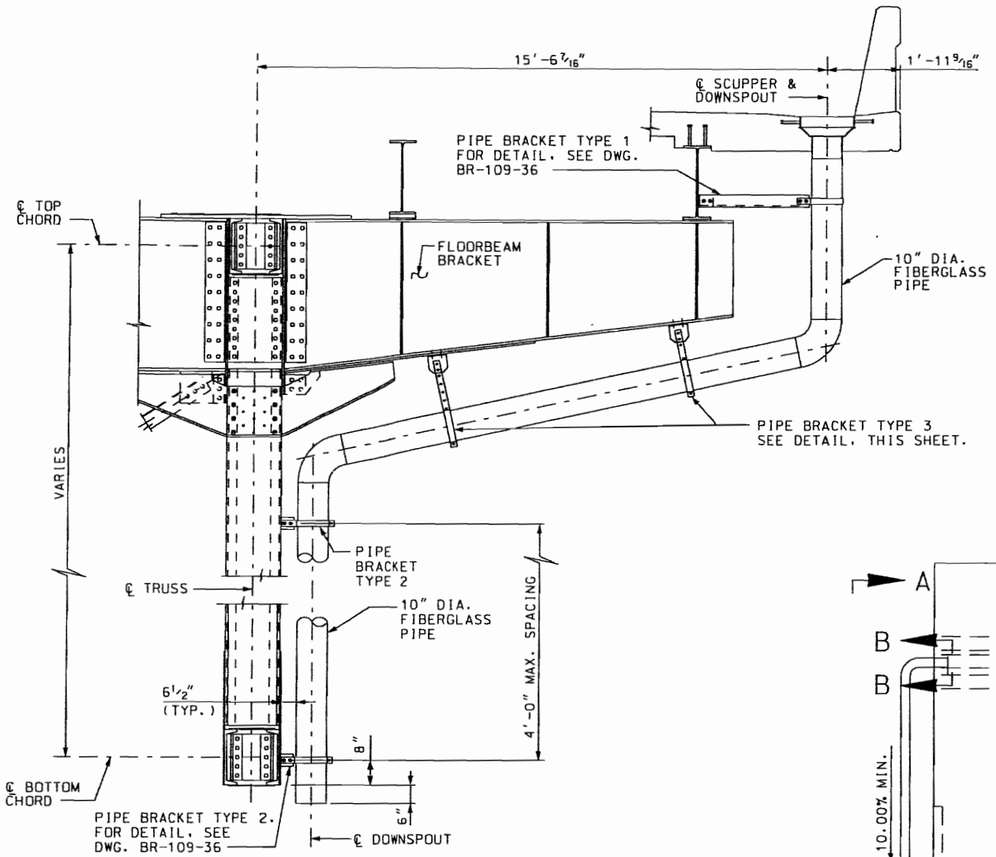
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

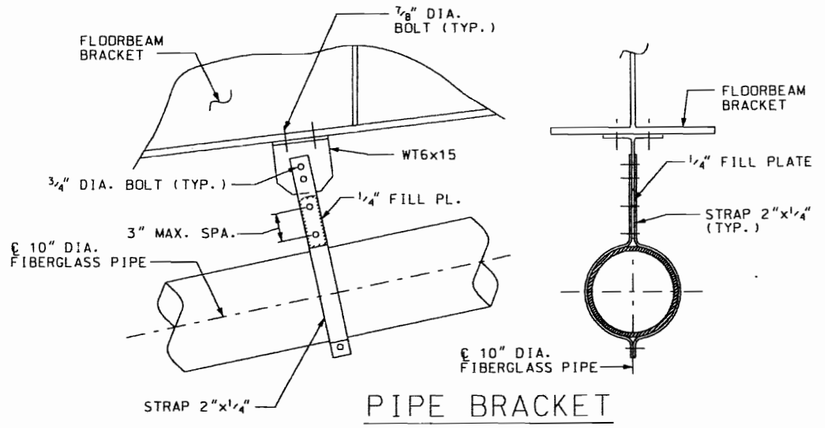
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



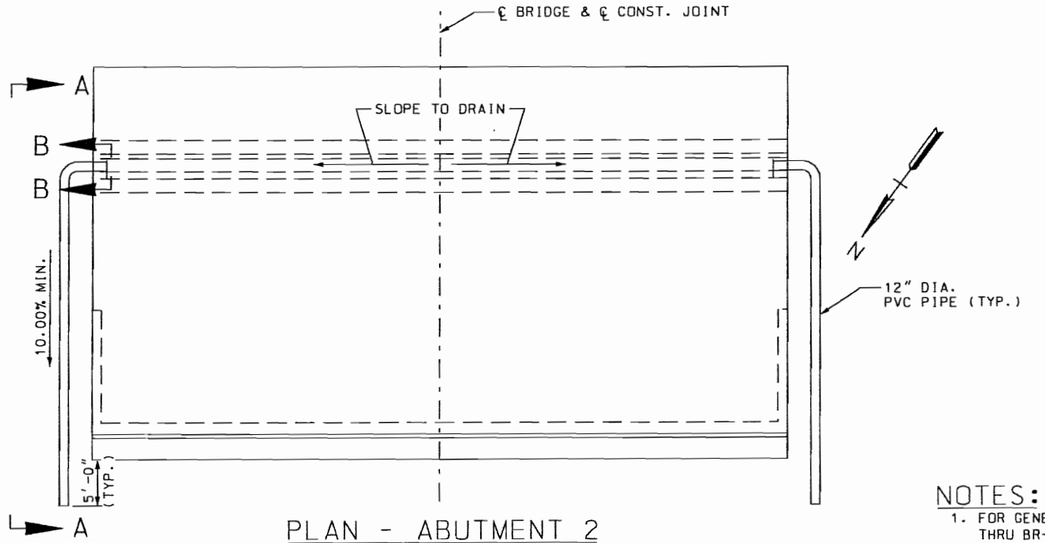
ELEVATION - SCUPPER AND DOWNSPOUTING DETAIL

(TRUSS SPANS)
SCALE: 1/2" = 1'-0"



PIPE BRACKET TYPE 3

SCALE: 1 1/2" = 1'-0"

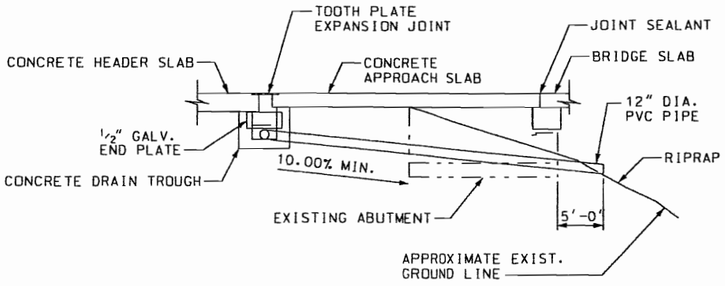


PLAN - ABUTMENT 2 DRAIN TROUGH DRAINAGE

(ABUTMENT 2 SHOWN, ABUTMENT 1 SIMILAR)
SCALE: 1/8" = 1'-0"

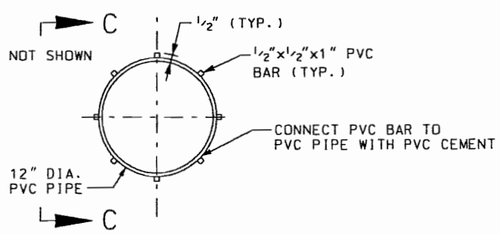
NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPANS SLAB CROSS SECTION, SEE DWGS. BR-109-76 AND BR-109-83.



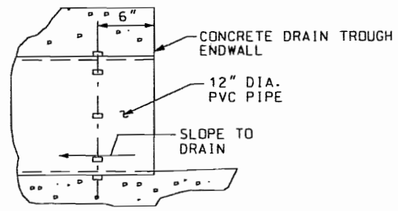
SECTION A-A

SCALE: 1/8" = 1'-0"



SECTION B-B

(CONCRETE NOT SHOWN)
SCALE: 1 1/2" = 1'-0"



SECTION C-C

SCALE: 1 1/2" = 1'-0"

DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-37

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\37-Drainage Det-2.dgn

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO. ____

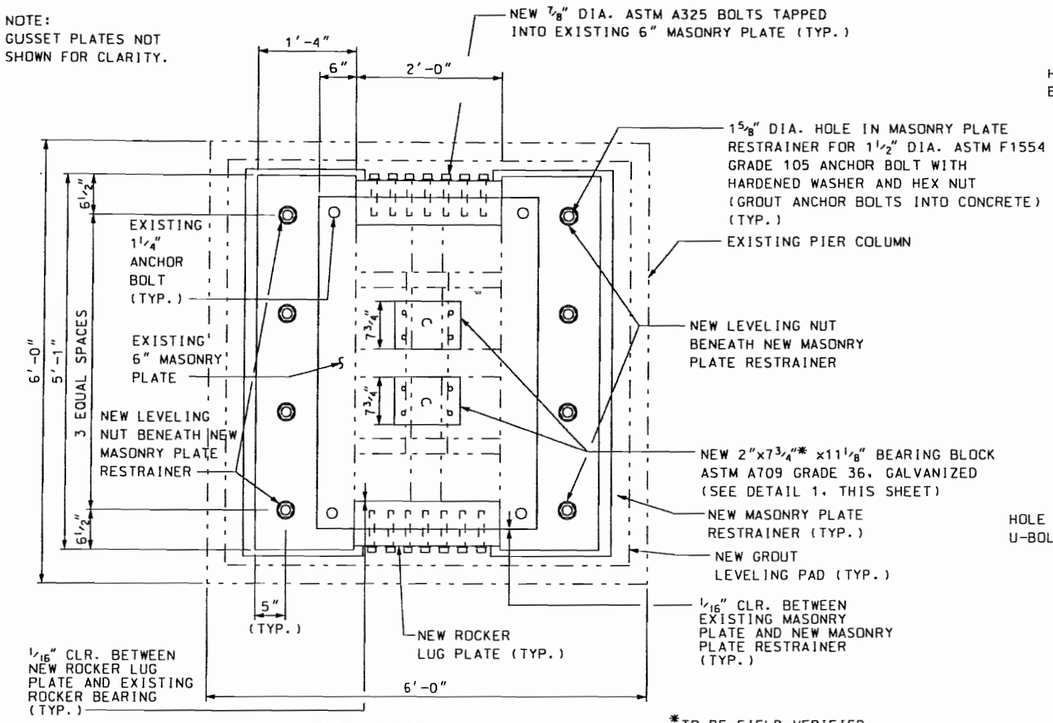
CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

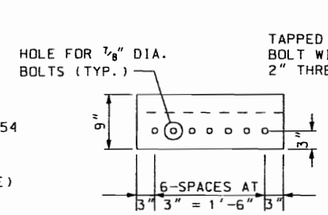
NOTE:
GUSSET PLATES NOT SHOWN FOR CLARITY.



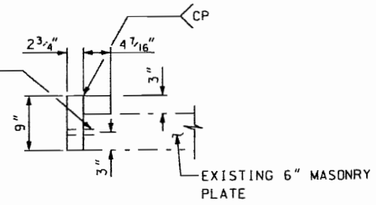
*TO BE FIELD VERIFIED

SECTION A-A

SCALE: 1" = 1'-0"



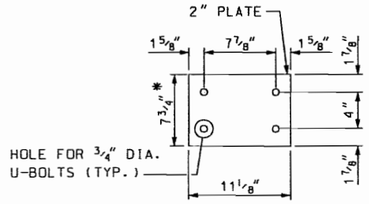
ELEVATION



SIDE VIEW

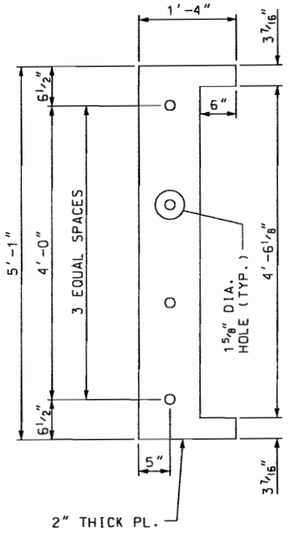
NEW ROCKER LUG PLATE DETAIL

SCALE: 1" = 1'-0"



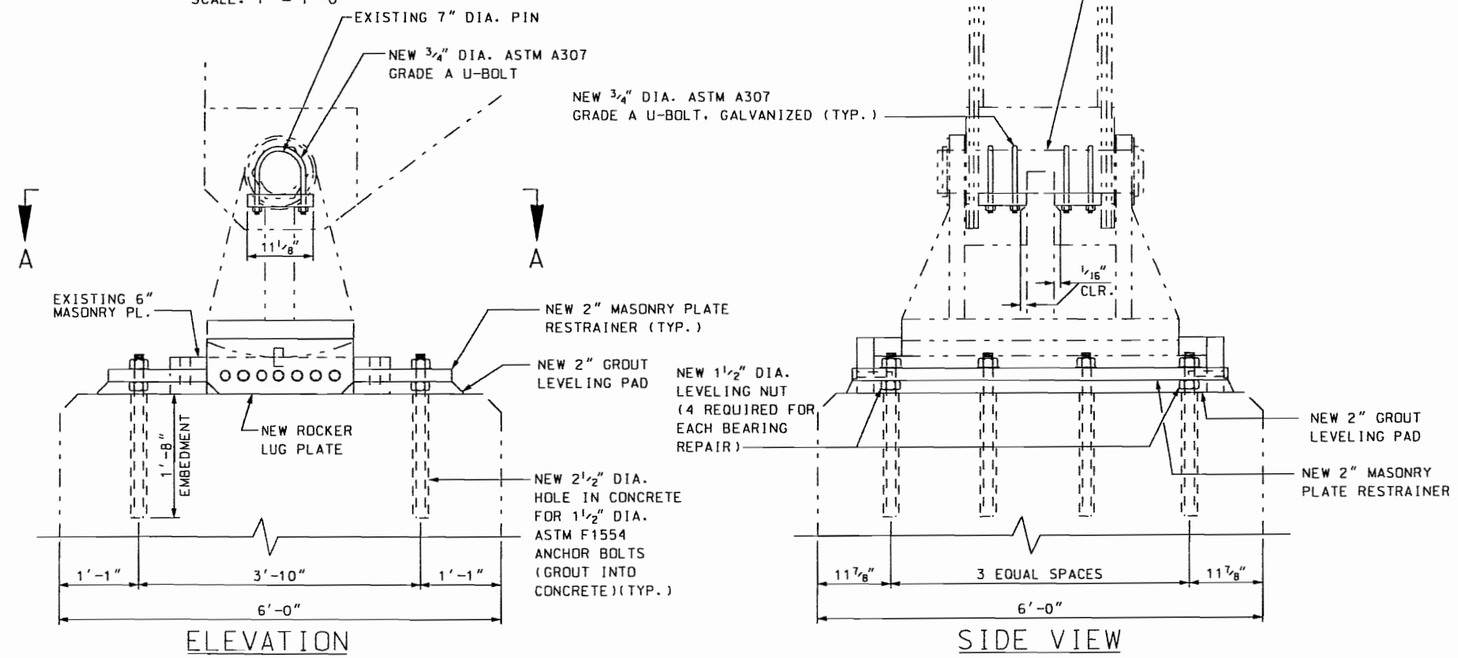
DETAIL 1

SCALE: 1 1/2" = 1'-0"



NEW MASONRY PLATE RESTRAINER

SCALE: 1" = 1'-0"



ELEVATION

SIDE VIEW

BEARINGS AT PIERS 1 AND 9

SCALE: 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. NUTS ON U-BOLTS SHALL BE SNUG TIGHT AND THREADS BURRED.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIERS 1 & 9
BEARING DETAILS
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-38

7/8/2011
K:\Mndc\DV\Projects\2786.01\CADD\Structure\38-Piers 1 and 9 Brgs-1.dgn

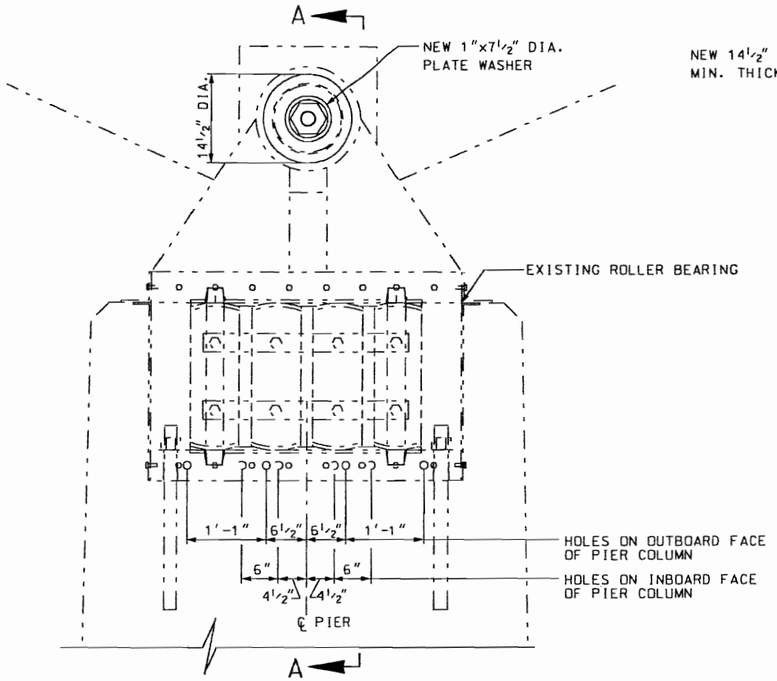
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

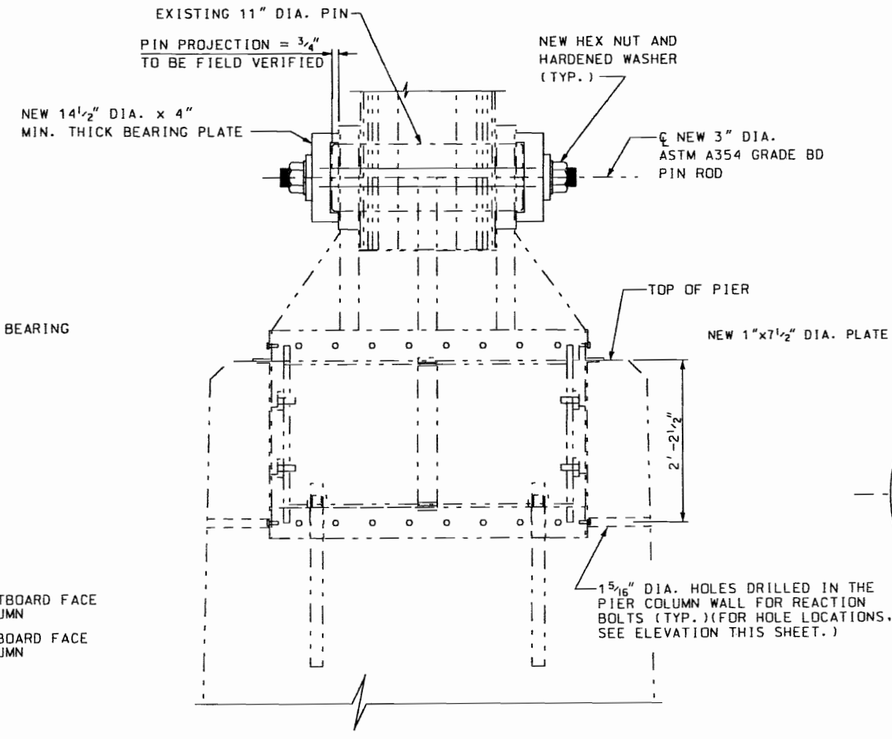
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



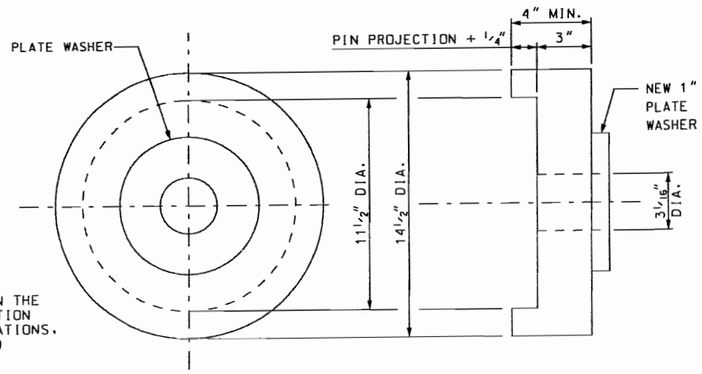
ELEVATION
PIER 2, 4, 6 AND 8

SCALE: 1" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



NEW BEARING PLATE DETAIL

SCALE: 3" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. NEW PIN ROD SHALL BE STRESSED TO 360 KIPS.
3. WORK THIS DRAWING WITH DWG. BR-109-40.
4. LOCATE EXISTING PIER REINFORCEMENT PRIOR TO DRILLING HOLES FOR REACTION IN BOLTS IN PIER COLUMN.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIERS 2, 4, 6 & 8
BEARING DETAILS - 1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-39

7/8/2011
\\Mmds10\Projects\2786.01\CADD\Structural\39-Piers 2, 4, 6 and 8 Brgs-1.dgn

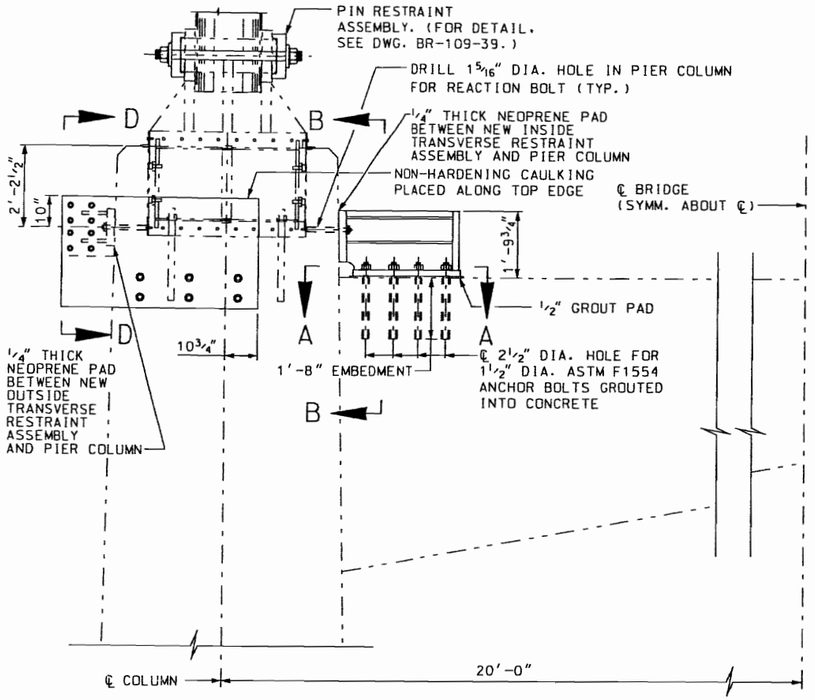
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

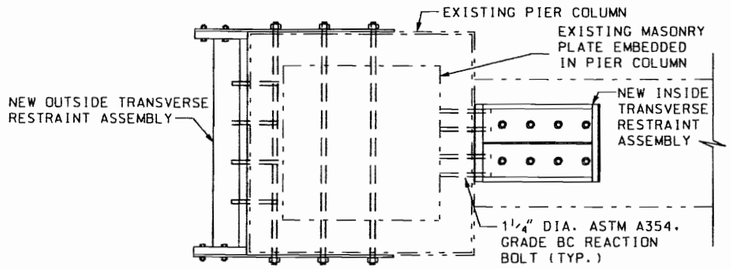
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



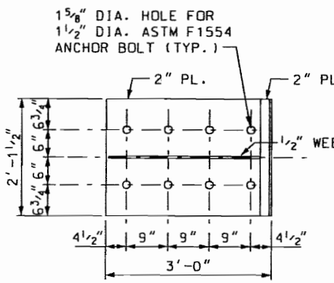
ELEVATION OF PIER 2, 4, 6 AND 8 BEARINGS

SCALE: 1/2" = 1'-0"

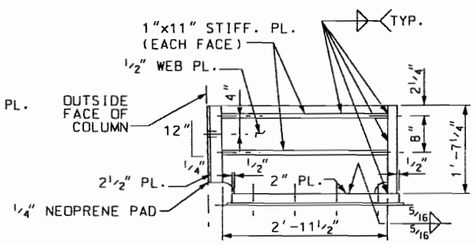


PLAN OF BEARINGS AT PIERS 2, 4, 6, AND 8

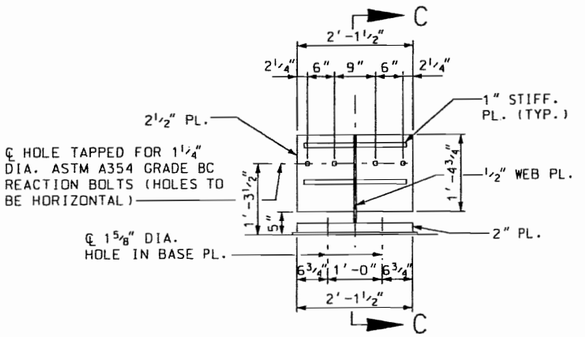
(NOTE: BEARING AND GUSSET PLATES NOT SHOWN FOR CLARITY)
SCALE: 1/2" = 1'-0"



SECTION A-A



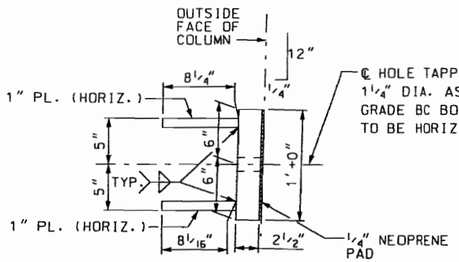
SECTION C-C



SECTION B-B

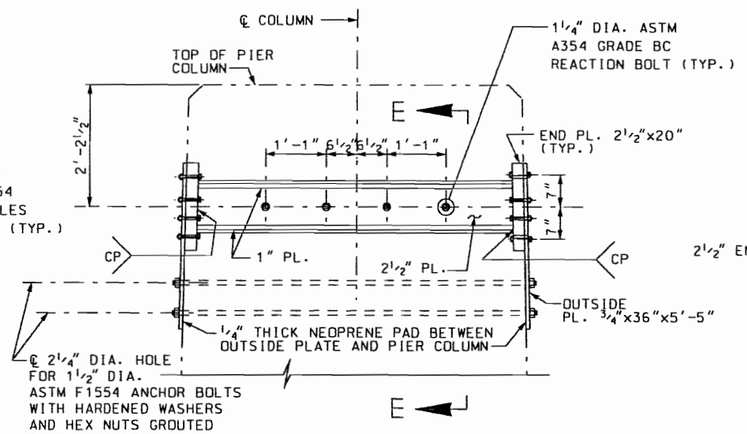
NEW INSIDE TRANSVERSE RESTRAINT ASSEMBLY

SCALE: 3/4" = 1'-0"



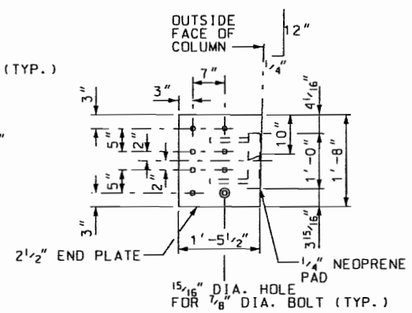
SECTION E-E

SCALE: 1 1/2" = 1'-0"



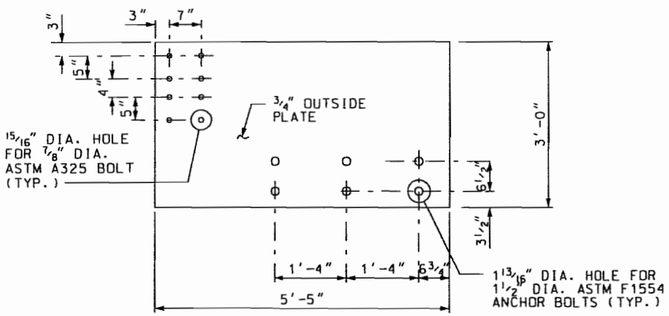
SECTION D-D

(NOTE: BEARING NOT SHOWN FOR CLARITY)
SCALE: 3/4" = 1'-0"



END PLATE DETAIL

SCALE: 3/4" = 1'-0"



OUTSIDE PLATE DETAIL

SCALE: 3/4" = 1'-0"

NEW OUTSIDE TRANSVERSE RESTRAINT ASSEMBLY

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF BEARING RESTRAINT ASSEMBLIES, SEE SPECIAL PROVISIONS.
3. LOCATE EXISTING PIER REINFORCEMENT PRIOR TO FABRICATION OF NEW INSIDE AND OUTSIDE TRANSVERSE RESTRAINT ASSEMBLIES.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

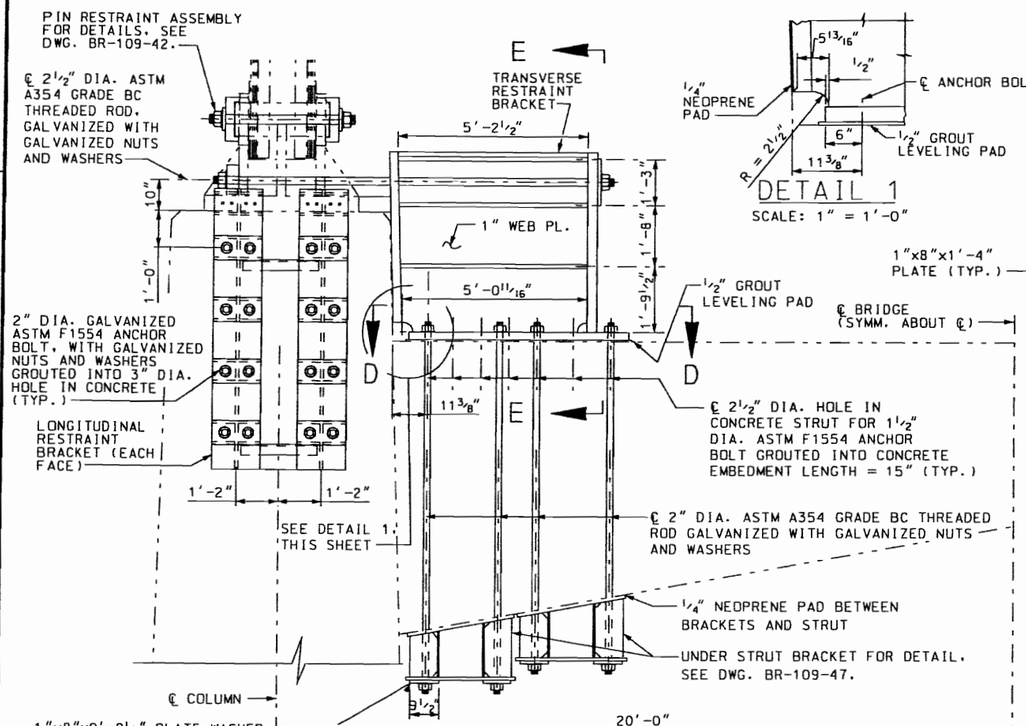
PIERS 2, 4, 6 & 8 BEARING DETAILS - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-40

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. —

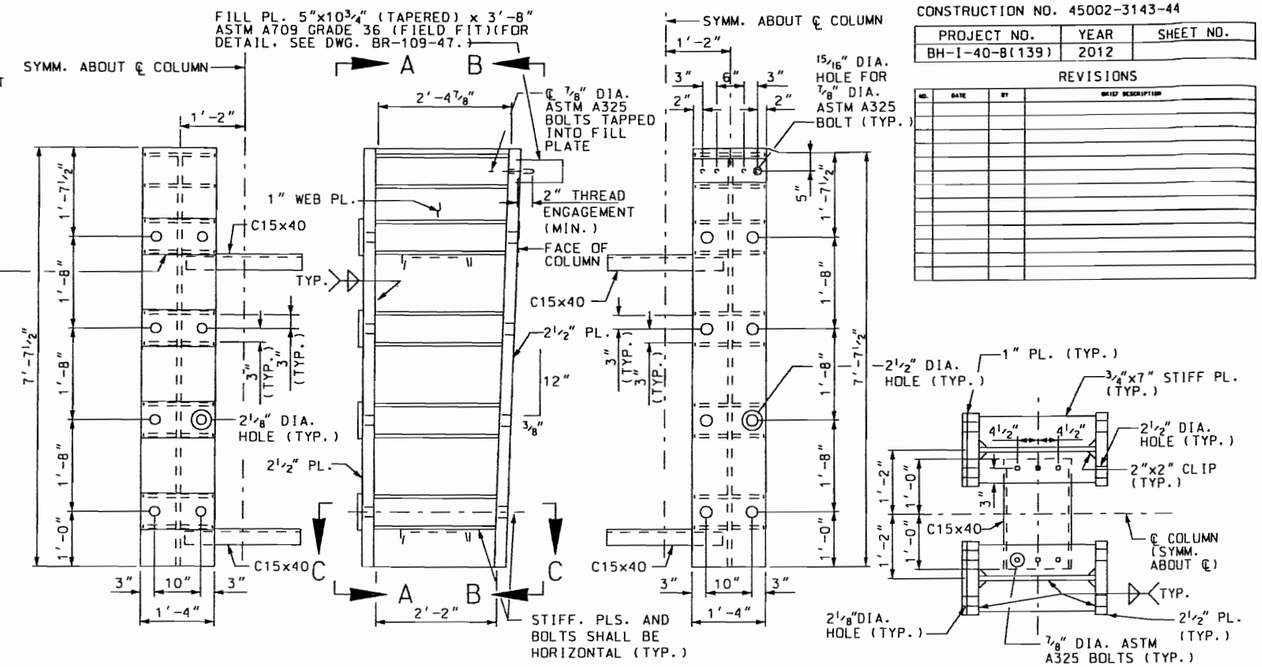


ELEVATION OF BEARINGS AT PIERS 3 AND 7

SCALE: ½" = 1'-0"

DETAIL 1

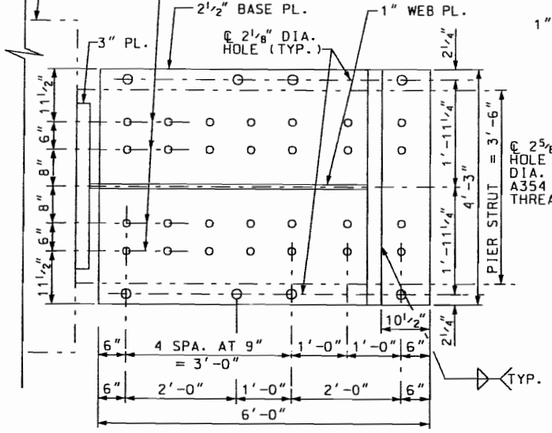
SCALE: 1" = 1'-0"



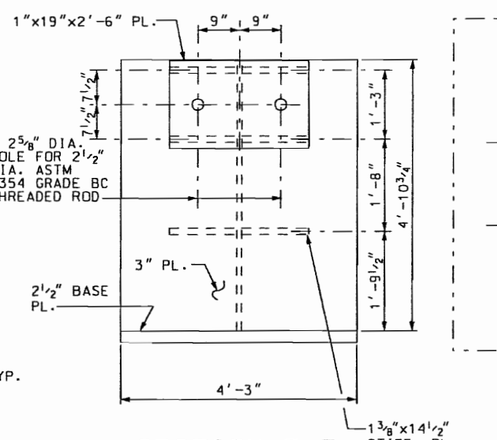
VIEW A-A ELEVATION VIEW B-B SECTION C-C

LONGITUDINAL RESTRAINT BRACKET DETAIL

SCALE: ¾" = 1'-0"



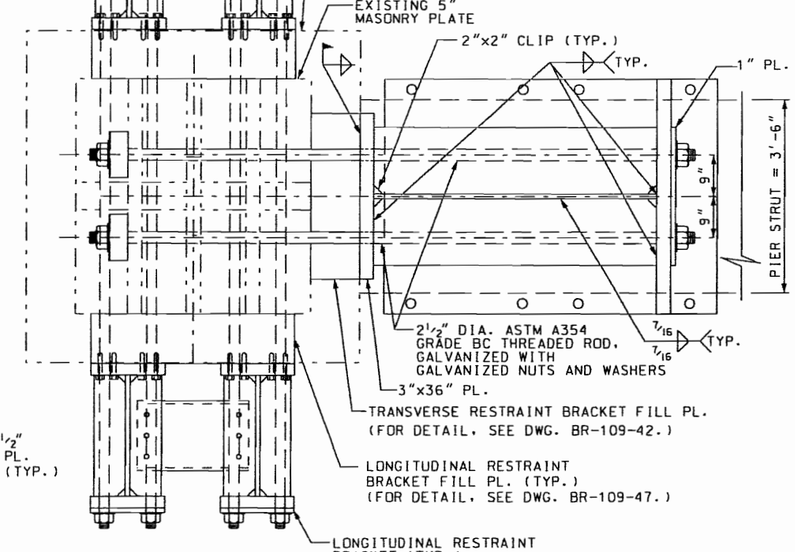
SECTION D-D



SECTION E-E

TRANSVERSE RESTRAINT BRACKET DETAIL

SCALE: ¾" = 1'-0"



PLAN

(NOTE: GUSSET PLATES AND TRUSS MEMBERS NOT SHOWN FOR CLARITY)
SCALE: ¾" = 1'-0"

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR ADDITIONAL INFORMATION REGARDING INSTALLATION PROCEDURE FOR TRANSVERSE RESTRAINT BRACKET, SEE SPECIAL PROVISIONS.
3. WORK THIS DRAWING WITH DWG. BR-109-42 AND BR-109-47.
4. THE FOUR THREADED RODS IN EACH UNDER STRUT BRACKET SHALL BE STRESSED SIMULTANEOUSLY TO 210.0 KIPS EACH.
5. THE TWO THREADED RODS IN THE TRANSVERSE RESTRAINT BRACKET SHALL BE STRESSED SIMULTANEOUSLY TO 370.0 KIPS EACH.
6. THE THREADED RODS IN THE LONGITUDINAL RESTRAINT BRACKET SHALL BE STRESSED TO 90.0 KIPS EACH. EACH ROW SHALL BE STRESSED SIMULTANEOUSLY.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIERS 3 & 7
BEARING DETAILS - 1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-41

$$$$SYTIME$$$$$$$
$$$$DGNSPEC$$$$$$$

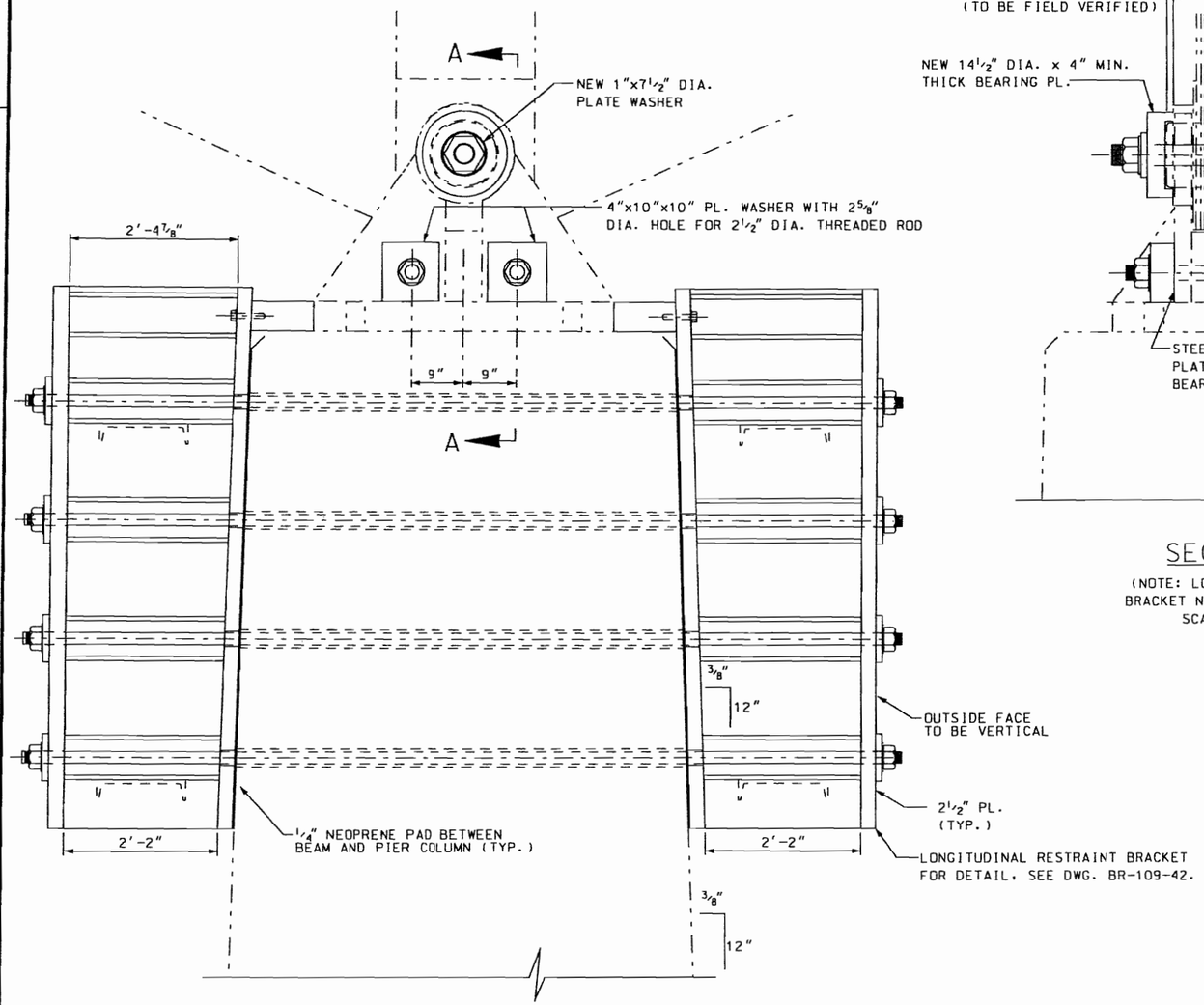
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. ___

CONSTRUCTION NO. 45002-3143-44

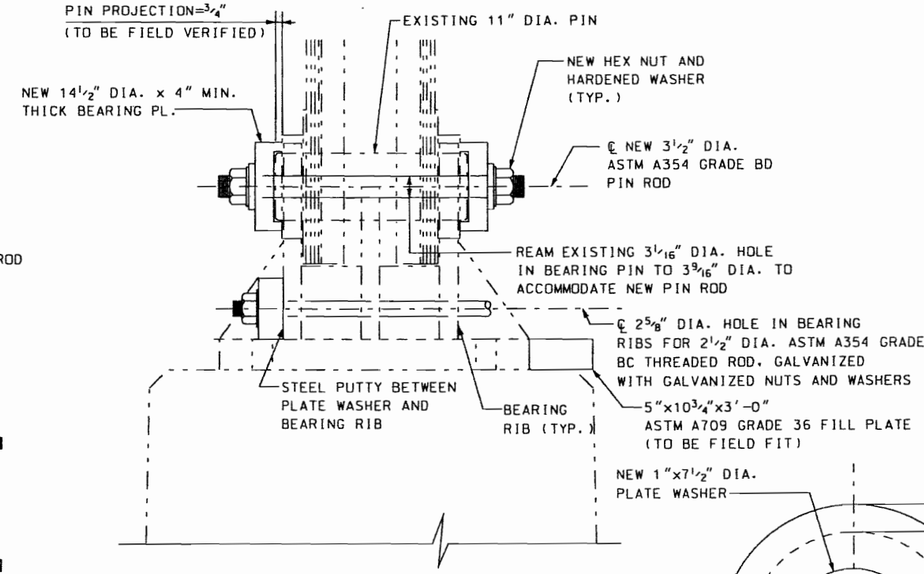
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

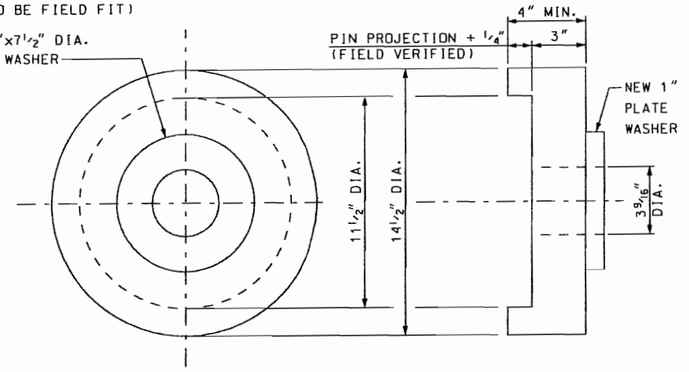
NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION
PIER 3 AND 7
SCALE: 1" = 1'-0"



SECTION A-A
(NOTE: LONGITUDINAL RESTRAINT BRACKET NOT SHOWN FOR CLARITY)
SCALE: 1" = 1'-0"



BEARING WASHER DETAIL
SCALE: 3" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH DWG. BR-109-41.
3. NEW PIN ROD SHALL BE STRESSED TO 740 KIPS.
4. LOCATE EXISTING PIER REINFORCEMENT PRIOR TO DRILLING ANY HOLES IN PIER COLUMN.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

$$SYSTIME$$
$$DGNSPEC$$

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIERS 3 & 7
BEARING DETAILS - 2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-42

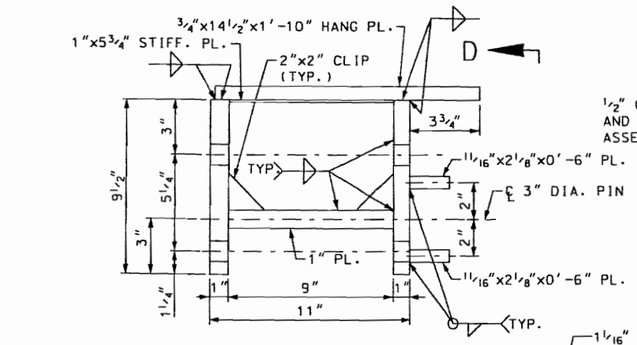
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

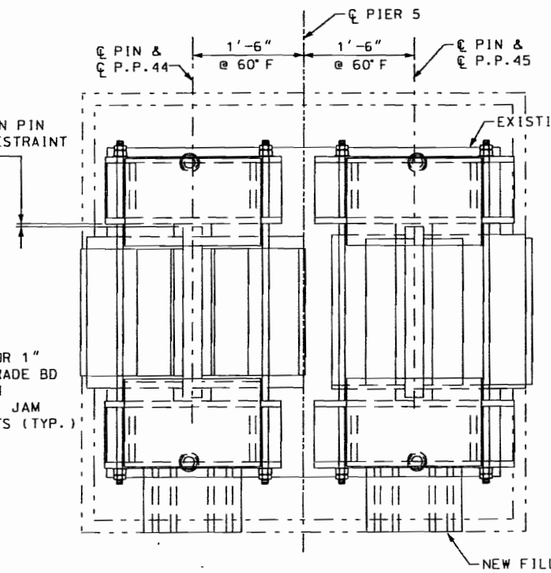
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



DETAIL 1

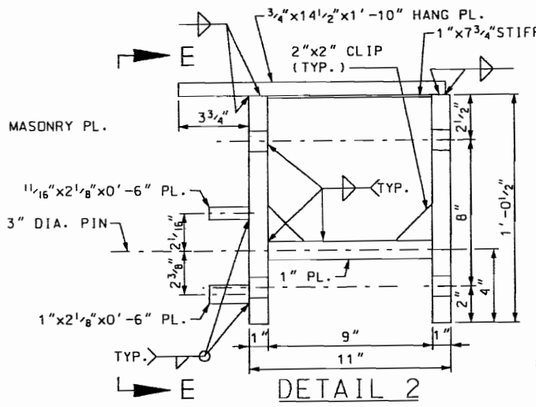
SCALE: 3"=1'-0"



SECTION A-A

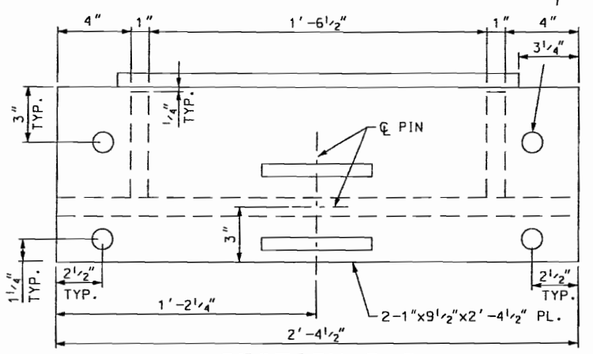
(NOTE: TRUSS POSTS AND GUSSET PLATES NOT SHOWN FOR CLARITY)

SCALE: 1"=1'-0"



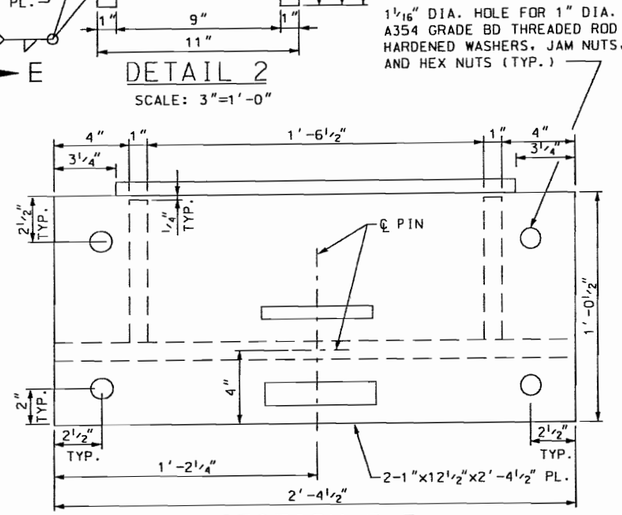
DETAIL 2

SCALE: 3"=1'-0"



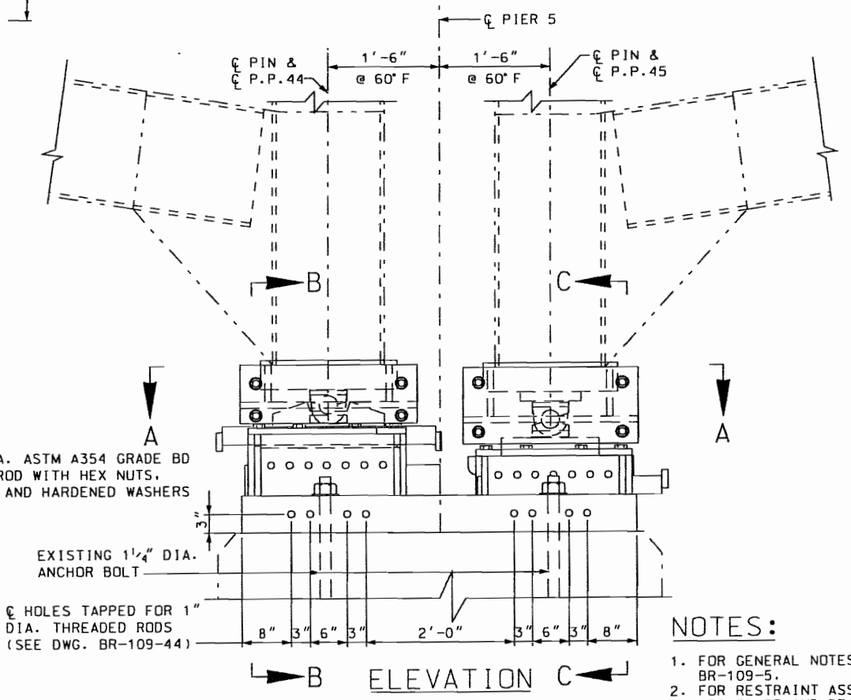
SECTION D-D

SCALE: 3"=1'-0"



SECTION E-E

SCALE: 3"=1'-0"

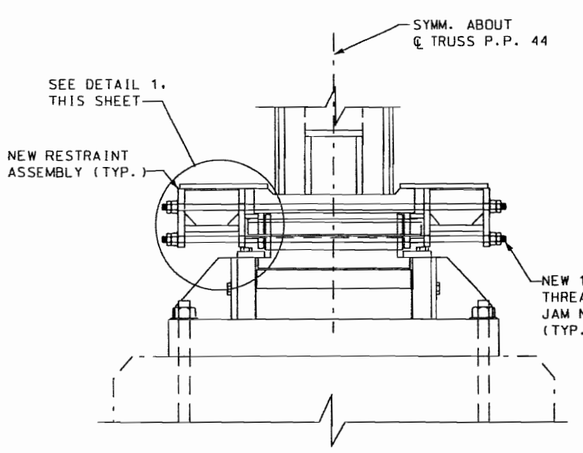


ELEVATION

PIER 5

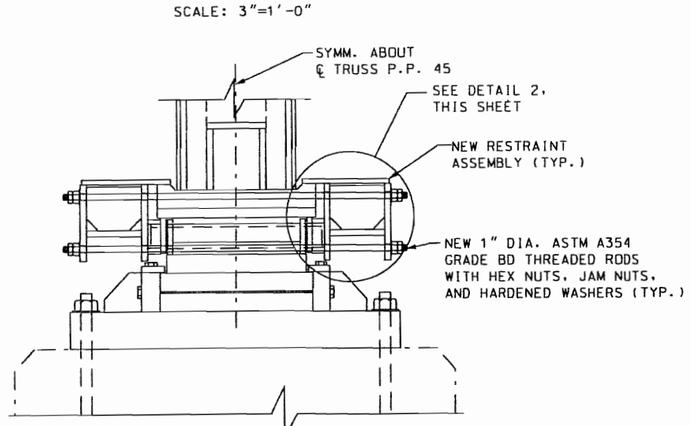
(SOUTH TRUSS BRGS. SHOWN, NORTH TRUSS BRGS. SIMILAR)

SCALE: 1"=1'-0"



SECTION B-B

SCALE: 1"=1'-0"



SECTION C-C

SCALE: 1"=1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR RESTRAINT ASSEMBLY INSTALLATION PROCEDURE AND BEARING CRITERIA, SEE SPECIAL PROVISIONS.
3. THE FOUR THREADED RODS IN EACH RESTRAINT ASSEMBLY SHALL BE SIMULTANEOUSLY STRESSED TO 60 KIPS EACH.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: EAR DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5
BEARING DETAILS - 1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-43

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\43-Pier 5 Brgs-1.dgn

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

NEW 6"x8¾"(TAPERED)x1'-3¾" FILL PL.(FIELD FIT) (TYP.) (SEE DETAIL 1, THIS SHEET)

TAP EXISTING MASONRY PL. FOR 1" DIA. THREADED ROD WITH 2" MINIMUM THREAD ENGAGEMENT (TYP.)

NOTE:
NEW TOP AND BOTTOM LATERAL CONNECTION PLATES, NEW JACKING BEAM STRUT, AND EXISTING BOTTOM LATERAL BRACING NOT SHOWN FOR CLARITY.

SEE DETAIL 1, DWG. BR-109-47

NEW 2" DIA. ASTM A354 GRADE BC THREADED ROD, GALVANIZED WITH GALVANIZED NUTS AND WASHERS (TYP.)

½" STAINLESS STEEL PL.

1" DIA. ASTM A354 GRADE BD THREADED RODS (TYP.)

EXISTING 6" BRG. PL.

P.P. 44

℄ PIER 5

8'-4" | 2'-3" | 1'-6" | 1'-6" | 2'-3"

2½"

5'-6" | 3'-6" PIER STRUT | 5'-6"

NEW JACKING BEAM

THREADED ROD STABILIZER BRACKET (TYP.)

THREADED ROD STABILIZER BRACKET ON PIER 5 STRUT (FOR DETAILS, SEE DWG. BR-109-46)

NOTE:
TOP COVER PL. NOT SHOWN FOR CLARITY.

FOR ADDITIONAL THREADED ROD ANCHORAGE DETAILS, SEE DWG. BR-109-46

NOTE:
BEARINGS AT PIER 5 NOT SHOWN FOR CLARITY.

P.P. 45

4'-6" | 20'-0"

PLAN – PIER 5

SCALE: ½" = 1'-0"

1½" DIA. ASTM F1554 ANCHOR ROD WITH NUT AND BEVELED WASHER GROUTED INTO 2" DIA. HOLE (TYP.)

SWAY FRAME DIAGONAL

FOR JACKING BEAM CONNECTION DETAIL, SEE DWG. BR-109-45

FOR BEARING REPAIR DETAILS, SEE DWG. BR-109-43

NEW 2-L5x3½ x½"

A

NEW ASTM A709 GRADE 70 ½" BENT LATERAL CONNECTION PLS.

NEW JACKING BEAM (ASTM A709 GRADE 70) 2⅜" x 1'-6"x 36'-10¼" TOP & BOTTOM FLG. 1½" x 1'-2" x 38'-2¼" WEB

SYMM. ABOUT ℄ BRIDGE

1" DIA. ASTM A354 GRADE BD THREADED ROD WITH NUT AND 1" (MIN.)x8"x1'-3¾" BEVELED PLATE WASHER

⅝"x7" STIFF. PL. HORIZONTAL. (E.F.) CLIP TO CLEAR W40x199 WEB RADIUS (TYP.)

½"x16"x1'-8" STAINLESS STEEL PL.

¼" CLR.

½" STAINLESS STEEL PL.

GALVANIZED SPLICE COUPLER FOR 2" DIA. THREADED ROD (TYP.)

4" DIA. HOLE IN CATCHER BEAM WEB FOR 2" DIA. GALV. THREADED ROD (TYP.)

2" DIA. GALVANIZED THREADED ROD (TYP.) WITH GALVANIZED NUTS AND WASHERS

1'-0" | 2'-0" | 9" | 3'-0" | 6" C.C. (TYP.) | 1'-3"

NEW CATCHER BEAM

NEW ⅞" GROUT PAD

TOP OF PIER STRUT

1'-6"

TYP.

1½" DIA. ASTM F1554 ANCHOR BOLTS WITH NUT AND BEVELED WASHER GROUTED INTO 2" DIA. HOLE

1'-8"

PIER STRUT

6'-6"

END PL.(TYP.)

BENT COVER PL. (TYP.)

ANCHOR PL., GALV. (TYP.)

BEVELED FILL PL. (TYP.)

¼" NEOPRENE PAD BETWEEN W40x199 AND PIER COLUMN

NEW 1½" DIA. ASTM F1554 ANCHOR BOLT GROUTED INTO 2½" DIA. HOLE IN PIER STRUT (TYP.)

1'-0" | 1'-0"

3'-0"

4'-6" | 10-0"

BOTTOM OF PIER STRUT

F.F. COVER PL.

R.F. COVER PL.

NEW MC18x45.8 (TYP.) (4" B. TO B.)

¼" | 12" | 2-NEW W40x199

A

NEW VERTICAL BRACE FOR CATCHER BEAM

THREADED ROD STABILIZER BRACKET (TYP.)

ELEVATION AT PIER 5
CATCHER BEAM DETAIL

SCALE: ½" = 1'-0"

1⅛" DIA. HOLE FOR 1" DIA. THREADED ROD (TYP.)

6" | 3" | 3" | 1⅞" | 1⅞" | 6" | 3" | 1'-3¾"

DETAIL 1

SCALE: 1½" = 1'-0"

NEW JACKING BEAM STRUT ¾" x 10" FLG. PLS. ½" x 17¼" WEB PL. (TYP.)

SYMM. ABOUT ℄ BRIDGE

℄ P.P. 43

EXISTING BOTTOM LATERAL BRACING

26'-0"

NEW JACKING BEAM 2⅜" x 1'-6" FLG. PLS. 1½" x 1'-2" WEB PL.

℄ P.P. 44

1'-6"

SEE DETAIL 2, DWG. BR-109-47

SYMM. ABOUT ℄ PIER 5

℄ TRUSS | ℄ TRUSS

1'-6" | 20'-0" | 20'-0"

PARTIAL FRAMING PLAN

SCALE: ⅛" = 1'-0"

2"x2" CLIP (TYP.)

ASTM A709 GRADE 70 1"x8¼" STIFF. PL. (TYP.)

NEW JACKING BEAM

TYP.

TYP.

½" STAINLESS STEEL PL.

NEW CATCHER BEAM 2"x20"x11'-0" TOP AND BOTTOM FLG. 7/16"x74¼"x 11'-0" WEB

ANCHOR BOLT ACCESS HOLE (TYP.)

NEW 1⅛" DIA. ASTM A490 BOLT (TYP.)

NEW ⅞" GROUT PAD

NEW VERTICAL BRACE FOR CATCHER BEAM (TYP.)

NEW THREADED ROD STABILIZER BRACKET (TYP.)(FOR DETAIL, SEE DWG. BR-109-46)

NEW 2" DIA. THREADED ROD (TYP.)

¼" NEOPRENE PAD BETWEEN BRACE AND EXISTING STRUT (TYP.)

1½" DIA. ASTM F1554 ANCHOR BOLT WITH NUTS AND WASHERS (TYP.)

SECTION A-A

(FOR ADDITIONAL DETAILS, SEE SECTION A-A ON DWG. BR-XXX-XX)

SCALE: ½" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⊙ NEW BOLT IN EXISTING HOLE.

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. THE FOUR TRANSVERSE EXTERNAL THREADED RODS SHALL BE SIMULTANEOUSLY STRESSED TO 230 KIPS EACH.
3. THREADED RODS TAPPED INTO EXISTING MASONRY PLATE SHALL BE SIMULTANEOUSLY STRESSED TO 60 KIPS EACH.
4. WORK THIS DRAWING WITH DWGS. BR-109-45 AND BR-109-47.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: EAR DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

JOHN MILTON KULICK — 15.1343 — STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5
BEARING DETAILS - 2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-44

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\44-Pier 5 Brgs-2.dgn

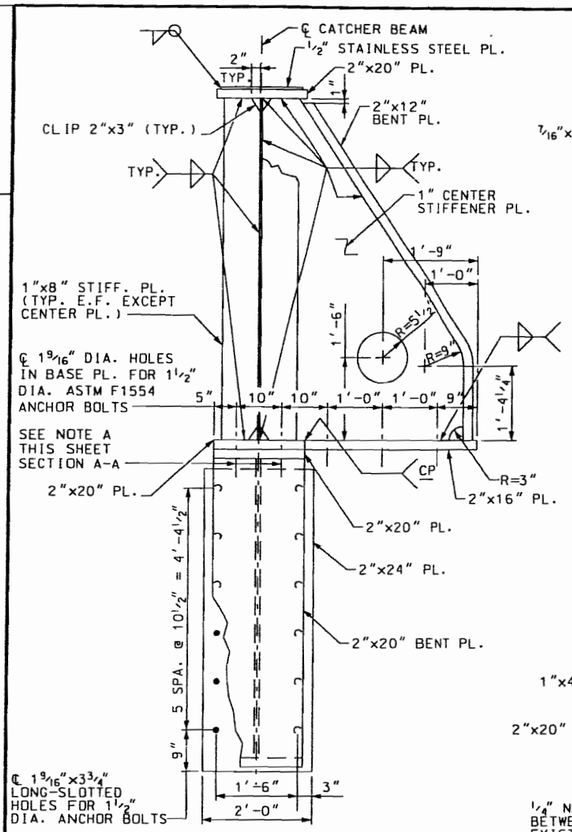
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

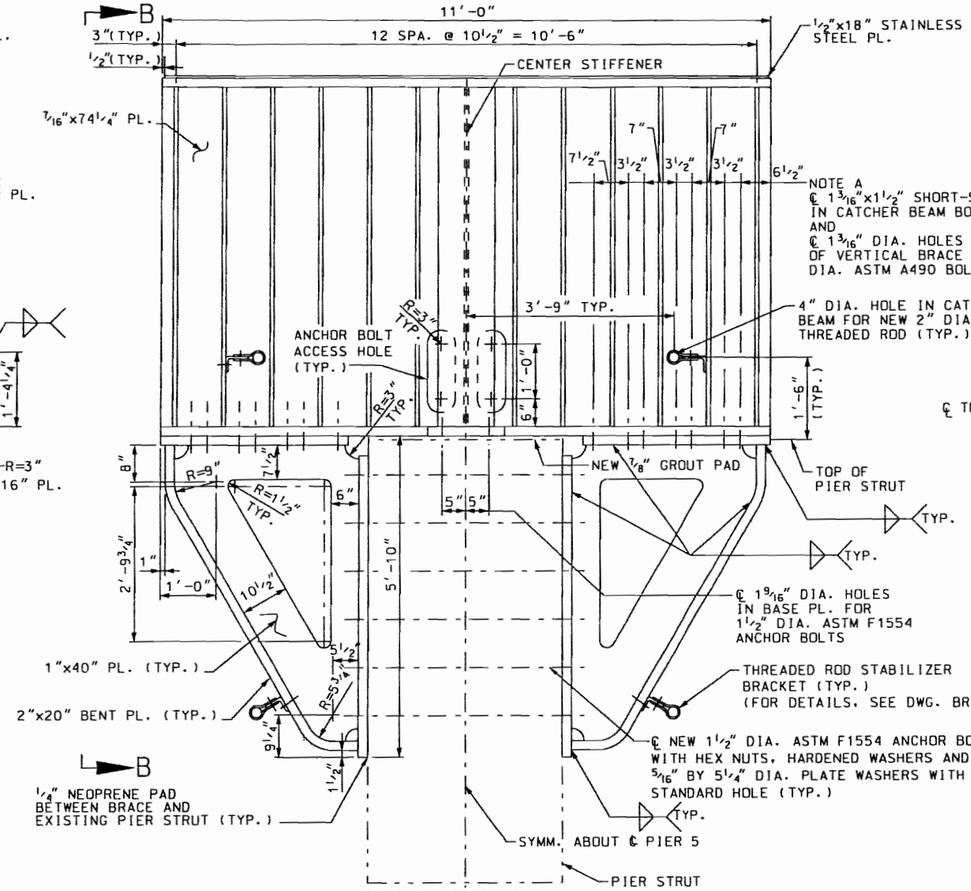
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

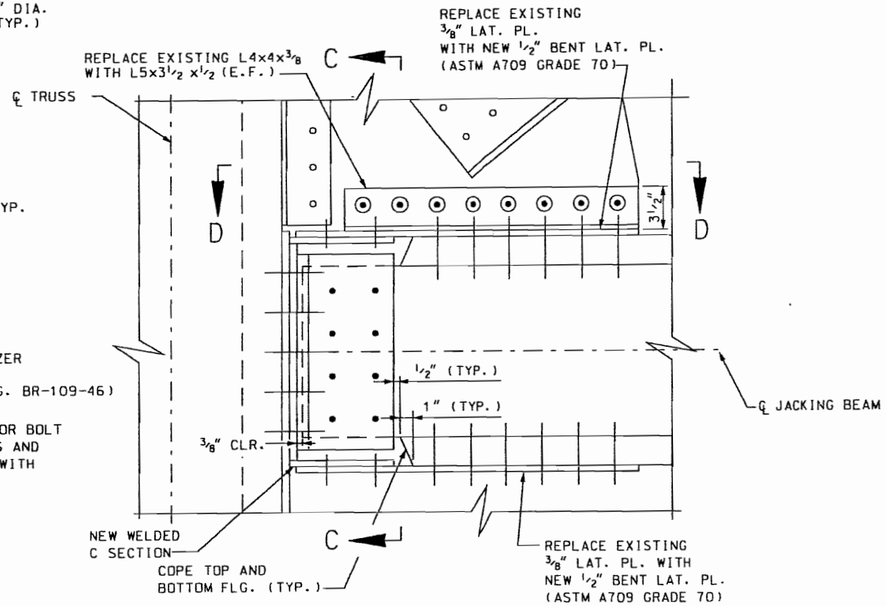
NO.	DATE	BY	BRIEF DESCRIPTION



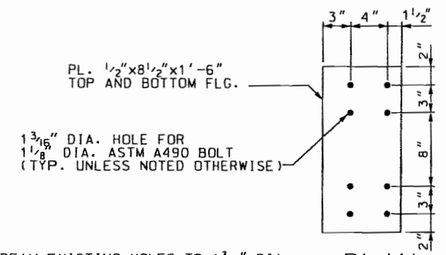
VIEW B-B
SCALE: ¾" = 1'-0"



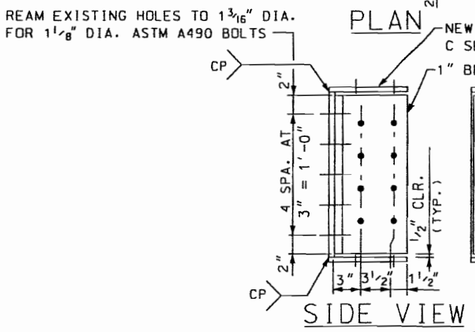
SECTION A-A
SCALE: ¾" = 1'-0"



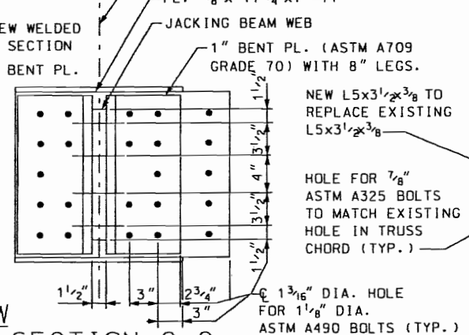
JACKING BEAM CONNECTION
(P.P. 45 SHOWN, P.P. 44 SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
SCALE: 2" = 1'-0"



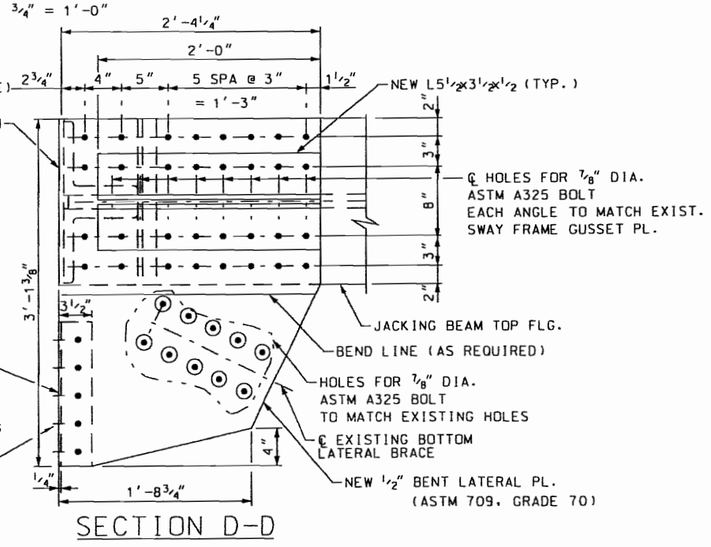
PLAN



SIDE VIEW



SECTION C-C
(LATERAL CONNECTION PLATES AND ANGLES NOT SHOWN FOR CLARITY)
SCALE: 1½" = 1'-0"



SECTION D-D
(P.P. 45 SHOWN, P.P. 44 SIMILAR)
(TOP LATERAL PL. SHOWN, BOTTOM LATERAL PL. SIMILAR)
(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
SCALE: 1½" = 1'-0"

LEGEND:

- o EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⦿ NEW BOLT IN EXISTING HOLE.

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH DWG. BR-109-44, BR-109-46, AND BR-109-47.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: EAR DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5
BEARING DETAILS - 3
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-45

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\45-Pier 5 Brgs-3.dgn

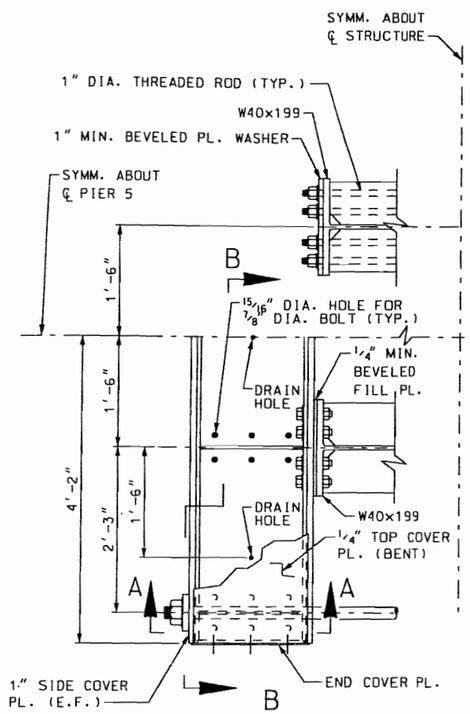
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

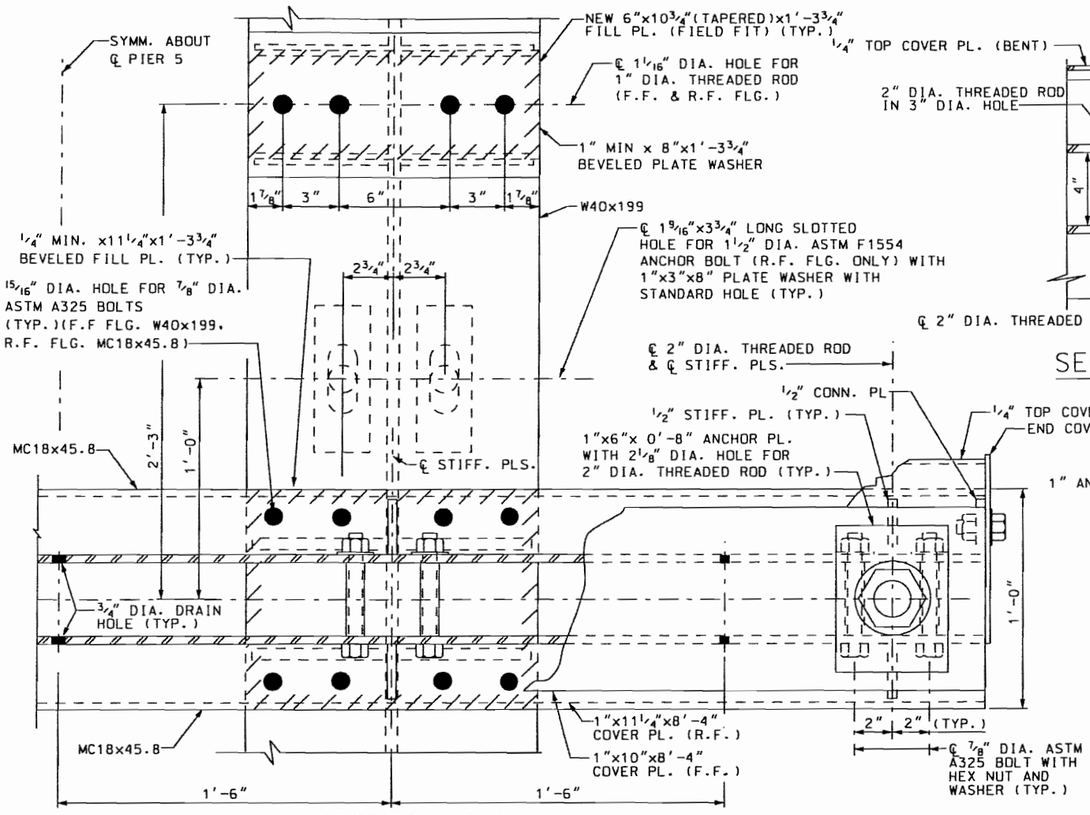
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



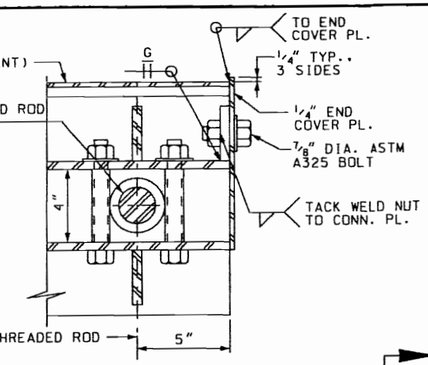
PLAN-THREADED ROD ANCHORAGE DETAIL

SCALE: 1"=1'-0"



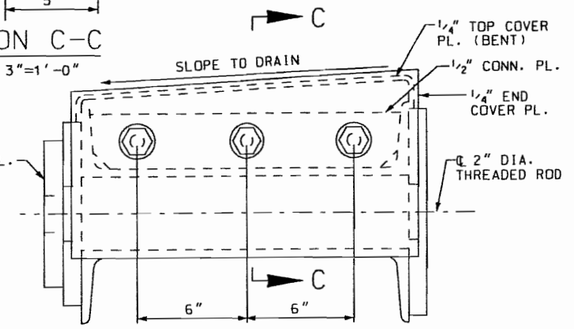
SECTION B-B

SCALE: 3"=1'-0"



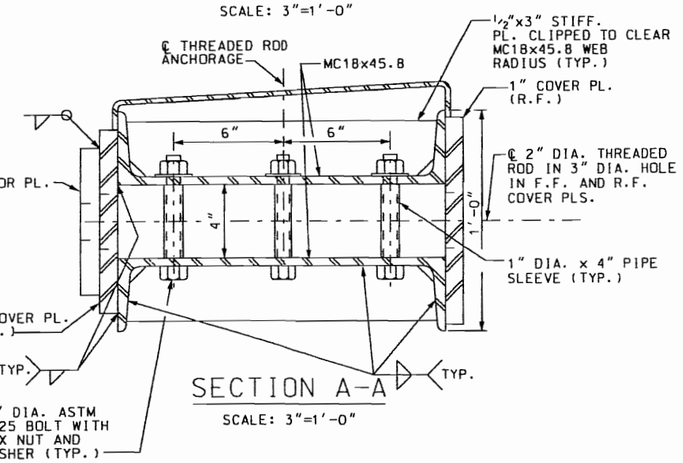
SECTION C-C

SCALE: 3"=1'-0"



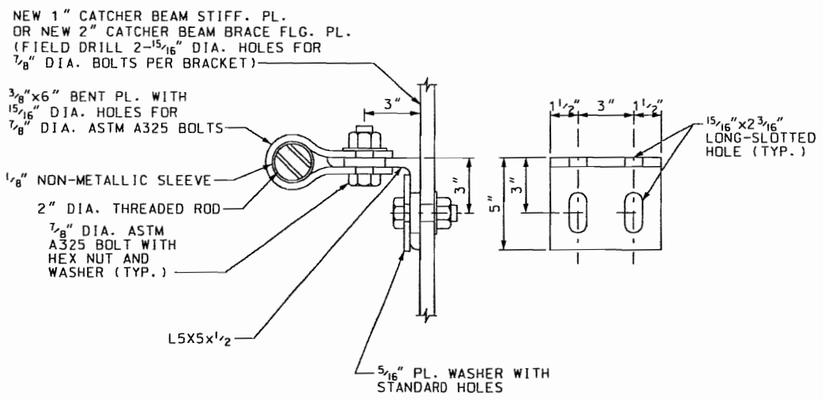
END COVER PLATE DETAIL

SCALE: 3"=1'-0"



SECTION A-A

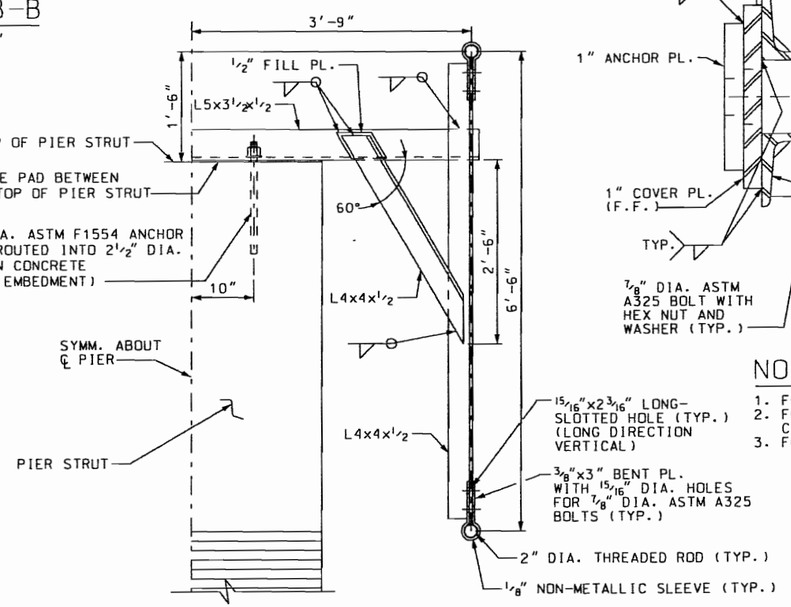
SCALE: 3"=1'-0"



THREADED ROD STABILIZER BRACKET AT CATCHER BEAM

SCALE: 3"=1'-0"

(8 REQUIRED)



THREADED ROD STABILIZER BRACKET ON PIER 5 STRUT

SCALE: 1"=1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR LOCATIONS OF THREADED ROD STABILIZER BRACKETS AT CATCHER BEAM, SEE DWG BR-109-45.
3. FOR LOCATION OF THREADED ROD ANCHORAGES, SEE DWG. BR-109-44.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: EAR DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5
BEARING DETAILS - 4
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI — STATE OF TENNESSEE

BR-109-46

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\46-Pier 5 Brgs-4.dgn

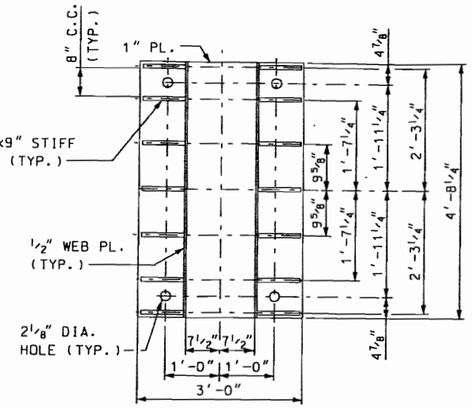
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-1-40-8(139)	2012	

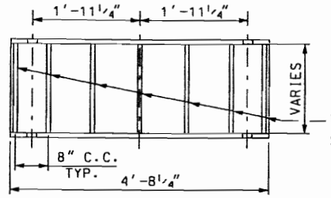
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



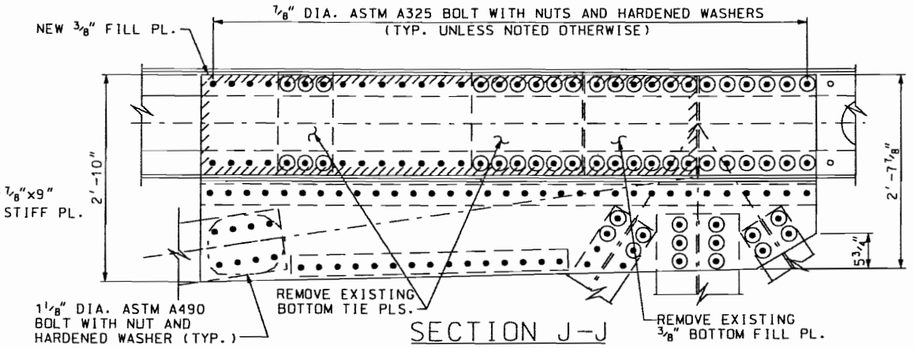
SECTION D-D

SCALE: 3/4" = 1'-0"



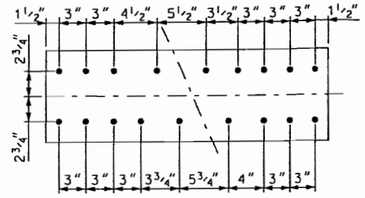
SECTION E-E

SCALE: 3/4" = 1'-0"



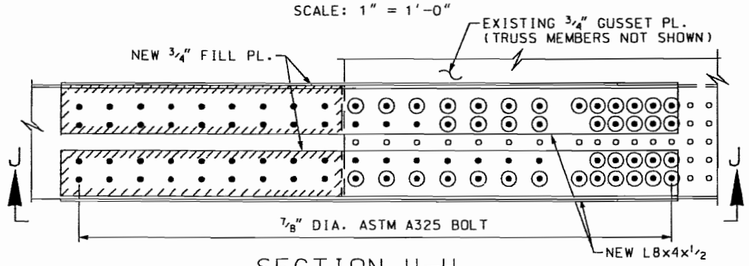
SECTION J-J

SCALE: 1" = 1'-0"



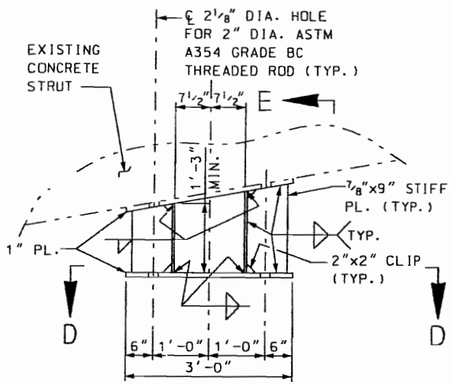
TYPICAL TOP AND BOTTOM SPLICE PLATE

SCALE: 1 1/2" = 1'-0"



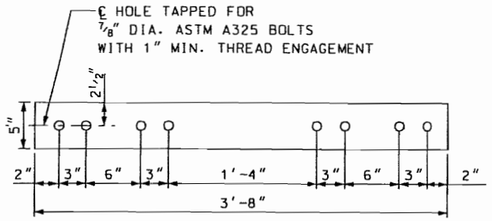
SECTION H-H

SCALE: 1" = 1'-0"



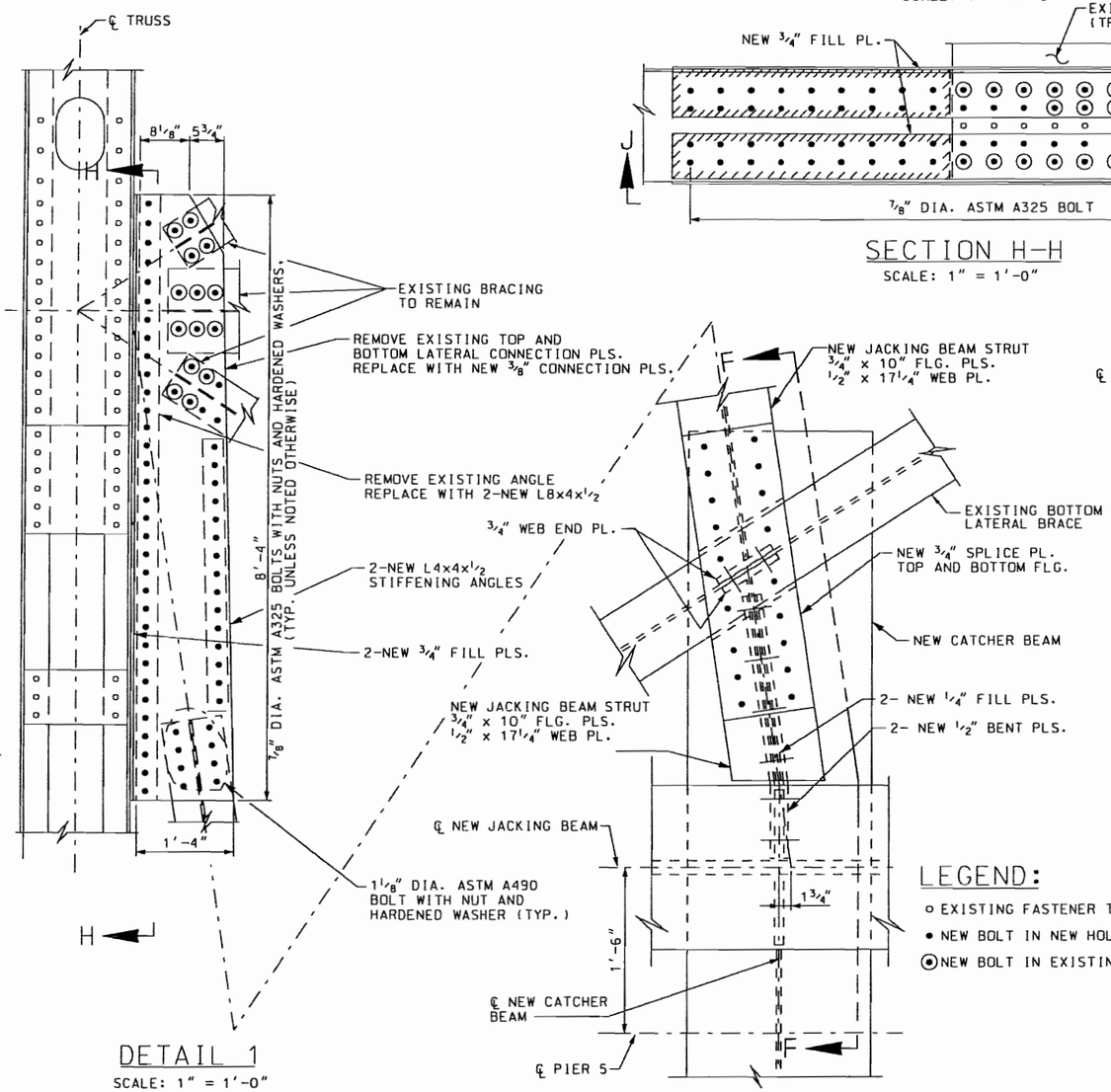
UNDER STRUT BRACKET

SCALE: 3/4" = 1'-0"



LONGITUDINAL RESTRAINT FILL PLATE

SCALE: 1 1/2" = 1'-0"

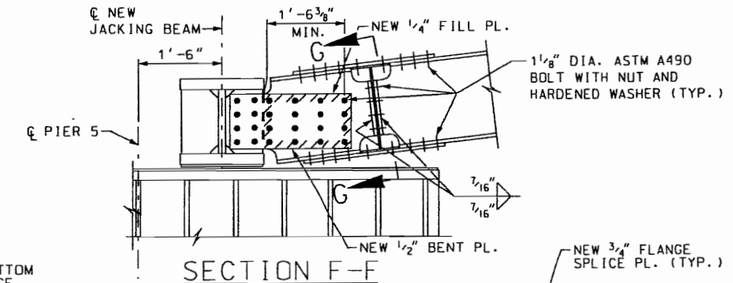


DETAIL 1

SCALE: 1" = 1'-0"

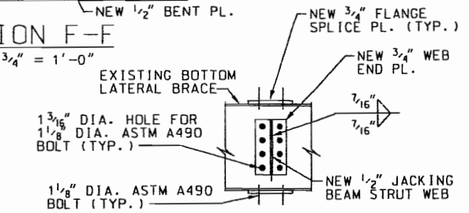
DETAIL 2

SCALE: 1 1/2" = 1'-0"



SECTION F-F

SCALE: 3/4" = 1'-0"



SECTION G-G

SCALE: 3/4" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 AND BR-109-5.
2. FOR LOCATIONS OF UNDER STRUT BRACKET AND LONGITUDINAL RESTRAINT FILL PLATE, SEE DWG. BR-109-41.
3. FOR LOCATION OF DETAIL 1 AND DETAIL 2, SEE PARTIAL FRAMING PLAN ON DWG. BR-109-44.

LEGEND:

- ○ EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⦿ NEW BOLT IN EXISTING HOLE.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP/EAR DATE: 07/2011
CHECKED BY: AK DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS BEARING DETAILS REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER STATION 197+60.00 JEFFERSON COUNTY 2012

JOHN MILTON KULICK — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-47

7/8/2011
\\Mndot01\Projects\2786.01\CADD\Structural\47-Misc Bearing Det.dgn

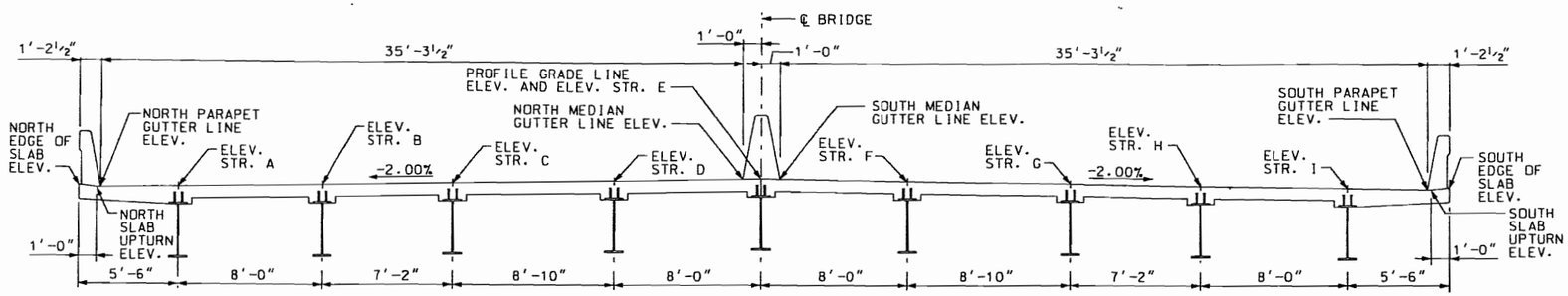
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



WESTBOUND LANES EASTBOUND LANES

TRUSS SPAN CROSS SECTION

(LOOKING AHEAD STATION)
NOT TO SCALE

TOP OF DECK ELEVATIONS (TRUSS SPANS)

	STATION	NORTH EDGE OF SLAB	NORTH SLAB UPTURN	NORTH PARAPET GUTTER LINE	STR. A	STR. B	STR. C	STR. D	NORTH MEDIAN GUTTER LINE	PROFILE GRADE AND STR. E	SOUTH MEDIAN GUTTER LINE	STR. F	STR. G	STR. H	STR. I	SOUTH PARAPET GUTTER LINE	SOUTH SLAB UPTURN	SOUTH EDGE OF SLAB
℄ PIER 1	198+20.00	1081.97	1081.87	1081.87	1081.96	1082.12	1082.26	1082.44	1082.58	1082.60	1082.58	1082.44	1082.26	1082.12	1081.96	1081.87	1081.87	1081.97
	198+30.00	1081.81	1081.70	1081.71	1081.79	1081.95	1082.10	1082.27	1082.41	1082.43	1082.41	1082.27	1082.10	1081.95	1081.79	1081.71	1081.70	1081.81
	198+40.00	1081.64	1081.54	1081.54	1081.63	1081.79	1081.93	1082.11	1082.25	1082.27	1082.25	1082.11	1081.93	1081.79	1081.63	1081.54	1081.54	1081.64
	198+50.00	1081.48	1081.37	1081.38	1081.46	1081.62	1081.76	1081.94	1082.08	1082.10	1082.08	1081.94	1081.76	1081.62	1081.46	1081.38	1081.37	1081.48
	198+60.00	1081.31	1081.21	1081.21	1081.30	1081.46	1081.60	1081.78	1081.92	1081.94	1081.92	1081.78	1081.60	1081.46	1081.30	1081.21	1081.21	1081.31
	198+70.00	1081.14	1081.04	1081.04	1081.13	1081.29	1081.43	1081.61	1081.75	1081.77	1081.75	1081.61	1081.43	1081.29	1081.13	1081.04	1081.04	1081.14
	198+80.00	1080.98	1080.87	1080.88	1080.96	1081.12	1081.27	1081.44	1081.58	1081.60	1081.58	1081.44	1081.27	1081.12	1080.96	1080.88	1080.87	1080.98
	198+90.00	1080.81	1080.71	1080.71	1080.80	1080.96	1081.10	1081.28	1081.42	1081.44	1081.42	1081.28	1081.10	1080.96	1080.80	1080.71	1080.71	1080.81
	199+00.00	1080.65	1080.54	1080.55	1080.63	1080.79	1080.93	1081.11	1081.25	1081.27	1081.25	1081.11	1080.93	1080.79	1080.63	1080.55	1080.54	1080.65
	199+10.00	1080.48	1080.38	1080.38	1080.47	1080.63	1080.77	1080.95	1081.09	1081.11	1081.09	1080.95	1080.77	1080.63	1080.47	1080.38	1080.38	1080.48
	199+20.00	1080.31	1080.21	1080.21	1080.30	1080.46	1080.60	1080.78	1080.92	1080.94	1080.92	1080.78	1080.60	1080.46	1080.30	1080.21	1080.21	1080.31
	199+30.00	1080.15	1080.04	1080.05	1080.13	1080.29	1080.44	1080.61	1080.75	1080.77	1080.75	1080.61	1080.44	1080.29	1080.13	1080.05	1080.04	1080.15
	199+40.00	1079.98	1079.88	1079.88	1079.97	1080.13	1080.27	1080.45	1080.59	1080.61	1080.59	1080.45	1080.27	1080.13	1079.97	1079.88	1079.88	1079.98
	199+50.00	1079.82	1079.71	1079.72	1079.80	1079.96	1080.10	1080.28	1080.42	1080.44	1080.42	1080.28	1080.10	1079.96	1079.80	1079.72	1079.71	1079.82
	199+60.00	1079.65	1079.55	1079.55	1079.64	1079.80	1079.94	1080.12	1080.26	1080.28	1080.26	1080.12	1079.94	1079.80	1079.64	1079.55	1079.55	1079.65
	199+70.00	1079.48	1079.38	1079.38	1079.47	1079.63	1079.77	1079.95	1080.09	1080.11	1080.09	1079.95	1079.77	1079.63	1079.47	1079.38	1079.38	1079.48
	199+80.00	1079.32	1079.21	1079.22	1079.30	1079.46	1079.61	1079.78	1079.92	1079.94	1079.92	1079.78	1079.61	1079.46	1079.30	1079.22	1079.21	1079.32
	199+90.00	1079.15	1079.05	1079.05	1079.14	1079.30	1079.44	1079.62	1079.76	1079.78	1079.76	1079.62	1079.44	1079.30	1079.14	1079.05	1079.05	1079.15
	200+00.00	1078.99	1078.88	1078.89	1078.97	1079.13	1079.27	1079.45	1079.59	1079.61	1079.59	1079.45	1079.27	1079.13	1078.97	1078.89	1078.88	1078.99
	200+10.00	1078.82	1078.72	1078.72	1078.81	1078.97	1079.11	1079.29	1079.43	1079.45	1079.43	1079.29	1079.11	1078.97	1078.81	1078.72	1078.72	1078.82
	200+20.00	1078.65	1078.55	1078.55	1078.64	1078.80	1078.94	1079.12	1079.26	1079.28	1079.26	1079.12	1078.94	1078.80	1078.64	1078.55	1078.55	1078.65
	200+30.00	1078.49	1078.38	1078.39	1078.47	1078.63	1078.78	1078.95	1079.09	1079.11	1079.09	1078.95	1078.78	1078.63	1078.47	1078.39	1078.38	1078.49
	200+40.00	1078.32	1078.22	1078.22	1078.31	1078.47	1078.61	1078.79	1078.93	1078.95	1078.93	1078.79	1078.61	1078.47	1078.31	1078.22	1078.22	1078.32
	200+50.00	1078.16	1078.05	1078.06	1078.14	1078.30	1078.44	1078.62	1078.76	1078.78	1078.76	1078.62	1078.44	1078.30	1078.14	1078.06	1078.05	1078.16
	200+60.00	1077.99	1077.89	1077.89	1077.98	1078.14	1078.28	1078.46	1078.60	1078.62	1078.60	1078.46	1078.28	1078.14	1077.98	1077.89	1077.89	1077.99
	200+70.00	1077.82	1077.72	1077.72	1077.81	1077.97	1078.11	1078.29	1078.43	1078.45	1078.43	1078.29	1078.11	1077.97	1077.81	1077.72	1077.72	1077.82
℄ PIER 2	200+80.00	1077.66	1077.55	1077.56	1077.64	1077.80	1077.95	1078.12	1078.26	1078.28	1078.26	1078.12	1077.95	1077.80	1077.64	1077.56	1077.55	1077.66
	200+90.00	1077.49	1077.39	1077.39	1077.48	1077.64	1077.78	1077.96	1078.10	1078.12	1078.10	1077.96	1077.78	1077.64	1077.48	1077.39	1077.39	1077.49
	201+00.00	1077.33	1077.22	1077.23	1077.31	1077.47	1077.61	1077.79	1077.93	1077.95	1077.93	1077.79	1077.61	1077.47	1077.31	1077.23	1077.22	1077.33
	201+10.00	1077.16	1077.06	1077.06	1077.15	1077.31	1077.45	1077.63	1077.77	1077.79	1077.77	1077.63	1077.45	1077.31	1077.15	1077.06	1077.06	1077.16
	201+20.00	1076.99	1076.89	1076.89	1076.98	1077.14	1077.28	1077.46	1077.60	1077.62	1077.60	1077.46	1077.28	1077.14	1076.98	1076.89	1076.89	1076.99
	201+30.00	1076.83	1076.72	1076.73	1076.81	1076.97	1077.12	1077.29	1077.43	1077.45	1077.43	1077.29	1077.12	1076.97	1076.81	1076.73	1076.72	1076.83
	201+40.00	1076.66	1076.56	1076.56	1076.65	1076.81	1076.95	1077.13	1077.27	1077.29	1077.27	1077.13	1076.95	1076.81	1076.65	1076.56	1076.56	1076.66
	201+50.00	1076.50	1076.39	1076.40	1076.48	1076.64	1076.78	1076.96	1077.10	1077.12	1077.10	1076.96	1076.78	1076.64	1076.48	1076.40	1076.39	1076.50
	201+60.00	1076.33	1076.23	1076.23	1076.32	1076.48	1076.62	1076.80	1076.94	1076.96	1076.94	1076.80	1076.62	1076.48	1076.32	1076.23	1076.23	1076.33
	201+70.00	1076.16	1076.06	1076.06	1076.15	1076.31	1076.45	1076.63	1076.77	1076.79	1076.77	1076.63	1076.45	1076.31	1076.15	1076.06	1076.06	1076.16
	201+80.00	1076.00	1075.89	1075.90	1075.98	1076.14	1076.29	1076.46	1076.60	1076.62	1076.60	1076.46	1076.29	1076.14	1075.98	1075.90	1075.89	1076.00
	201+90.00	1075.83	1075.73	1075.73	1075.82	1075.98	1076.12	1076.30	1076.44	1076.46	1076.44	1076.30	1076.12	1075.98	1075.82	1075.73	1075.73	1075.83
	202+00.00	1075.67	1075.56	1075.57	1075.65	1075.81	1075.95	1076.13	1076.27	1076.29	1076.27	1076.13	1075.95	1075.81	1075.65	1075.57	1075.56	1075.67
	202+10.00	1075.50	1075.40	1075.40	1075.49	1075.65	1075.79	1075.97	1076.11	1076.13	1076.11	1075.97	1075.79	1075.65	1075.49	1075.40	1075.40	1075.50
	202+20.00	1075.33	1075.23	1075.23	1075.32	1075.48	1075.62	1075.80	1075.94	1075.96	1075.94	1075.80	1075.62	1075.48	1075.32	1075.23	1075.23	1075.33
	202+30.00	1075.17	1075.06	1075.07	1075.15	1075.31	1075.46	1075.63	1075.77	1075.79	1075.77	1075.63	1075.46	1075.31	1075.15	1075.07	1075.06	1075.17

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS - TOP OF DECK ELEVATIONS - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-48

7/18/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\48-Truss Deck Elev-1.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TOP OF DECK ELEVATIONS
(TRUSS SPANS)

	STATION	NORTH EDGE OF SLAB	NORTH SLAB UPTURN	NORTH PARAPET GUTTER LINE	STR. A	STR. B	STR. C	STR. D	NORTH MEDIAN GUTTER LINE	PROFILE GRADE AND STR. E	SOUTH MEDIAN GUTTER LINE	STR. F	STR. G	STR. H	STR. I	SOUTH PARAPET GUTTER LINE	SOUTH SLAB UPTURN	SOUTH EDGE OF SLAB
	202+40.00	1075.00	1074.90	1074.90	1074.99	1075.15	1075.29	1075.47	1075.61	1075.63	1075.61	1075.47	1075.29	1075.15	1074.99	1074.90	1074.90	1075.00
	202+50.00	1074.84	1074.73	1074.74	1074.82	1074.98	1075.12	1075.30	1075.44	1075.46	1075.44	1075.30	1075.12	1074.98	1074.82	1074.74	1074.73	1074.84
	202+60.00	1074.67	1074.57	1074.57	1074.66	1074.82	1074.96	1075.14	1075.28	1075.30	1075.28	1075.14	1074.96	1074.82	1074.66	1074.57	1074.57	1074.67
	202+70.00	1074.50	1074.40	1074.40	1074.49	1074.65	1074.79	1074.97	1075.11	1075.13	1075.11	1074.97	1074.79	1074.65	1074.49	1074.40	1074.40	1074.50
	202+80.00	1074.34	1074.23	1074.24	1074.32	1074.48	1074.63	1074.80	1074.94	1074.96	1074.94	1074.80	1074.63	1074.48	1074.32	1074.24	1074.23	1074.34
	202+90.00	1074.17	1074.07	1074.07	1074.16	1074.32	1074.46	1074.64	1074.78	1074.80	1074.78	1074.64	1074.46	1074.32	1074.16	1074.07	1074.07	1074.17
	203+00.00	1074.01	1073.90	1073.91	1073.99	1074.15	1074.29	1074.47	1074.61	1074.63	1074.61	1074.47	1074.29	1074.15	1073.99	1073.91	1073.90	1074.01
	203+10.00	1073.84	1073.74	1073.74	1073.83	1073.99	1074.13	1074.31	1074.45	1074.47	1074.45	1074.31	1074.13	1073.99	1073.83	1073.74	1073.74	1073.84
	203+20.00	1073.67	1073.57	1073.57	1073.66	1073.82	1073.96	1074.14	1074.28	1074.30	1074.28	1074.14	1073.96	1073.82	1073.66	1073.57	1073.57	1073.67
	203+30.00	1073.51	1073.40	1073.41	1073.49	1073.65	1073.80	1073.97	1074.11	1074.13	1074.11	1073.97	1073.80	1073.65	1073.49	1073.41	1073.40	1073.51
	203+40.00	1073.34	1073.24	1073.24	1073.33	1073.49	1073.63	1073.81	1073.95	1073.97	1073.95	1073.81	1073.63	1073.49	1073.33	1073.24	1073.24	1073.34
	203+50.00	1073.18	1073.07	1073.08	1073.16	1073.32	1073.46	1073.64	1073.78	1073.80	1073.78	1073.64	1073.46	1073.32	1073.16	1073.08	1073.07	1073.18
	203+60.00	1073.01	1072.91	1072.91	1073.00	1073.16	1073.30	1073.48	1073.62	1073.64	1073.62	1073.48	1073.30	1073.16	1073.00	1072.91	1072.91	1073.01
	203+70.00	1072.84	1072.74	1072.74	1072.83	1072.99	1073.13	1073.31	1073.45	1073.47	1073.45	1073.31	1073.13	1072.99	1072.83	1072.74	1072.74	1072.84
	203+80.00	1072.68	1072.57	1072.58	1072.66	1072.82	1072.97	1073.14	1073.28	1073.30	1073.28	1073.14	1072.97	1072.82	1072.66	1072.58	1072.57	1072.68
	203+90.00	1072.51	1072.41	1072.41	1072.50	1072.66	1072.80	1072.98	1073.12	1073.14	1073.12	1072.98	1072.80	1072.66	1072.50	1072.41	1072.41	1072.51
℄ PIER 3	203+92.00	1072.48	1072.37	1072.38	1072.46	1072.62	1072.77	1072.94	1073.08	1073.10	1073.08	1072.94	1072.77	1072.62	1072.46	1072.38	1072.37	1072.48
	204+00.00	1072.35	1072.24	1072.25	1072.33	1072.49	1072.63	1072.81	1072.95	1072.97	1072.95	1072.81	1072.63	1072.49	1072.33	1072.25	1072.24	1072.35
	204+10.00	1072.18	1072.08	1072.08	1072.17	1072.33	1072.47	1072.65	1072.79	1072.81	1072.79	1072.65	1072.47	1072.33	1072.17	1072.08	1072.08	1072.18
	204+20.00	1072.01	1071.91	1071.91	1072.00	1072.16	1072.30	1072.48	1072.62	1072.64	1072.62	1072.48	1072.30	1072.16	1072.00	1071.91	1071.91	1072.01
	204+30.00	1071.85	1071.74	1071.75	1071.83	1071.99	1072.14	1072.31	1072.45	1072.47	1072.45	1072.31	1072.14	1071.99	1071.83	1071.75	1071.74	1071.85
	204+40.00	1071.68	1071.58	1071.58	1071.67	1071.83	1071.97	1072.15	1072.29	1072.31	1072.29	1072.15	1071.97	1071.83	1071.67	1071.58	1071.58	1071.68
	204+50.00	1071.52	1071.41	1071.42	1071.50	1071.66	1071.80	1071.98	1072.12	1072.14	1072.12	1071.98	1071.80	1071.66	1071.50	1071.42	1071.41	1071.52
	204+60.00	1071.35	1071.25	1071.25	1071.34	1071.50	1071.64	1071.82	1071.96	1071.98	1071.96	1071.82	1071.64	1071.50	1071.34	1071.25	1071.25	1071.35
	204+70.00	1071.18	1071.08	1071.08	1071.17	1071.33	1071.47	1071.65	1071.79	1071.81	1071.79	1071.65	1071.47	1071.33	1071.17	1071.08	1071.08	1071.18
	204+80.00	1071.02	1070.91	1070.92	1071.00	1071.16	1071.31	1071.48	1071.62	1071.64	1071.62	1071.48	1071.31	1071.16	1071.00	1070.92	1070.91	1071.02
	204+90.00	1070.85	1070.75	1070.75	1070.84	1071.00	1071.14	1071.32	1071.46	1071.48	1071.46	1071.32	1071.14	1071.00	1070.84	1070.75	1070.75	1070.85
	205+00.00	1070.69	1070.58	1070.59	1070.67	1070.83	1070.97	1071.15	1071.29	1071.31	1071.29	1071.15	1070.97	1070.83	1070.67	1070.59	1070.58	1070.69
	205+10.00	1070.52	1070.42	1070.42	1070.51	1070.67	1070.81	1070.99	1071.13	1071.15	1071.13	1070.99	1070.81	1070.67	1070.51	1070.42	1070.42	1070.52
	205+20.00	1070.35	1070.25	1070.25	1070.34	1070.50	1070.64	1070.82	1070.96	1070.98	1070.96	1070.82	1070.64	1070.50	1070.34	1070.25	1070.25	1070.35
	205+30.00	1070.19	1070.08	1070.09	1070.17	1070.33	1070.48	1070.65	1070.79	1070.81	1070.79	1070.65	1070.48	1070.33	1070.17	1070.09	1070.08	1070.19
	205+40.00	1070.02	1069.92	1069.92	1070.01	1070.17	1070.31	1070.49	1070.63	1070.65	1070.63	1070.49	1070.31	1070.17	1070.01	1069.92	1069.92	1070.02
	205+50.00	1069.86	1069.75	1069.76	1069.84	1070.00	1070.14	1070.32	1070.46	1070.48	1070.46	1070.32	1070.14	1070.00	1069.84	1069.76	1069.75	1069.86
	205+60.00	1069.69	1069.59	1069.59	1069.68	1069.84	1069.98	1070.16	1070.30	1070.32	1070.30	1070.16	1069.98	1069.84	1069.68	1069.59	1069.59	1069.69
	205+70.00	1069.52	1069.42	1069.42	1069.51	1069.67	1069.81	1069.99	1070.13	1070.15	1070.13	1069.99	1069.81	1069.67	1069.51	1069.42	1069.42	1069.52
	205+80.00	1069.36	1069.25	1069.26	1069.34	1069.50	1069.65	1069.82	1069.96	1069.98	1069.96	1069.82	1069.65	1069.50	1069.34	1069.26	1069.25	1069.36
	205+90.00	1069.19	1069.09	1069.09	1069.18	1069.34	1069.48	1069.66	1069.80	1069.82	1069.80	1069.66	1069.48	1069.34	1069.18	1069.09	1069.09	1069.19
	206+00.00	1069.03	1068.92	1068.93	1069.01	1069.17	1069.31	1069.49	1069.63	1069.65	1069.63	1069.49	1069.31	1069.17	1069.01	1068.93	1068.92	1069.03
	206+10.00	1068.86	1068.76	1068.76	1068.85	1069.01	1069.15	1069.33	1069.47	1069.49	1069.47	1069.33	1069.15	1069.01	1068.85	1068.76	1068.76	1068.86
	206+20.00	1068.69	1068.59	1068.59	1068.68	1068.84	1068.98	1069.16	1069.30	1069.32	1069.30	1069.16	1068.98	1068.84	1068.68	1068.59	1068.59	1068.69
	206+30.00	1068.53	1068.42	1068.43	1068.51	1068.67	1068.82	1068.99	1069.13	1069.15	1069.13	1068.99	1068.82	1068.67	1068.51	1068.43	1068.42	1068.53
	206+40.00	1068.36	1068.26	1068.26	1068.35	1068.51	1068.65	1068.83	1068.97	1068.99	1068.97	1068.83	1068.65	1068.51	1068.35	1068.26	1068.26	1068.36
	206+50.00	1068.20	1068.09	1068.10	1068.18	1068.34	1068.48	1068.66	1068.80	1068.82	1068.80	1068.66	1068.48	1068.34	1068.18	1068.10	1068.09	1068.20
	206+60.00	1068.03	1067.93	1067.93	1068.02	1068.18	1068.32	1068.50	1068.64	1068.66	1068.64	1068.50	1068.32	1068.18	1068.02	1067.93	1067.93	1068.03
	206+70.00	1067.86	1067.76	1067.76	1067.85	1068.01	1068.15	1068.33	1068.47	1068.49	1068.47	1068.33	1068.15	1068.01	1067.85	1067.76	1067.76	1067.86
	206+80.00	1067.70	1067.59	1067.60	1067.68	1067.84	1067.99	1068.16	1068.30	1068.32	1068.30	1068.16	1067.99	1067.84	1067.68	1067.60	1067.59	1067.70
	206+90.00	1067.53	1067.43	1067.43	1067.52	1067.68	1067.82	1068.00	1068.14	1068.16	1068.14	1068.00	1067.82	1067.68	1067.52	1067.43	1067.43	1067.53
	207+00.00	1067.37	1067.26	1067.27	1067.35	1067.51	1067.65	1067.83	1067.97	1067.99	1067.97	1067.83	1067.65	1067.51	1067.35	1067.27	1067.26	1067.37
℄ PIER 4	207+04.00	1067.30	1067.20	1067.20	1067.29	1067.45	1067.59	1067.77	1067.91	1067.93	1067.91	1067.77	1067.59	1067.45	1067.29	1067.20	1067.20	1067.30
	207+10.00	1067.20	1067.10	1067.10	1067.19	1067.35	1067.49	1067.67	1067.81	1067.83	1067.81	1067.67	1067.49	1067.35	1067.19	1067.10	1067.10	1067.20
	207+20.00	1067.03	1066.93	1066.93	1067.02	1067.18	1067.32	1067.50	1067.64	1067.66	1067.64	1067.50	1067.32	1067.18	1067.02	1066.93	1066.93	1067.03
	207+30.00	1066.87	1066.76	1066.77	1066.85	1067.01	1067.16	1067.33	1067.47	1067.49	1067.47	1067.33	1067.16	1067.01	1066.85	1066.77	1066.76	1066.87
	207+40.00	1066.70	1066.60	1066.60	1066.69	1066.85	1066.99	1067.17	1067.31	1067.33	1067.31	1067.17	1066.99	1066.85	1066.69	1066.60	1066.60	1066.70
	207+50.00	1066.54	1066.43	1066.44	1066.52	1066.68	1066.82	1067.00	1067.14	1067.16	1067.14	1067.00	1066.82	1066.68	1066.52	1066.44	1066.43	1066.54
	207+60.00	1066.37	1066.27	1066.27	1066.36	1066.52	1066.66	1066.84	1066.98	1067.00	1066.98	1066.84	1066.66	1066.52	1066.36	1066.27	1066.27	1066.37
	207+70.00	1066.20	1066.10	1066.10	1066.19	1066.35	1066.49	1066.67	1066.81	1066.83	1066.81	1066.67	1066.49	1066.35	1066.19	1066.10	1066.10	1066.20
	207+80.00	1066.04	1065.93	1065.94	1066.02	1066.18	1066.33	1066.50	1066.64	1066.66	1066.64	1066.50	1066.33	1066.18	1066.02	1065.94	1065.93	1066.04
	207+90.00	1065.87	1065.77	1065.77	1065.86	1066.02	1066.16	1066.34	1066.48	1066.50	1066.48	1066.34	1066.16	1066.02	1065.86	1065.77	1065.77	1065.87
	208+00.00	1065.71	1065.60	1065.61	1065.69	1065.85	1065.99	1066.17	1066.31	1066.33	1066.31	1066.17	1065.99	1065.85	1065.69	1065.61	1065.60	1065.71
	208+10.00	1065.54	1065.44	1065.44	1065.53	1065.69	1065.83	1066.01	1066.15	1066.17	1066.15	1066.01	1065.83	1065.69	1065.53	1065.44	1065.44	1065.54
	208+20.00	1065.37	1065.27	1065.27	1065.36	1065.52	1065.66	1065.84	1065.98	1066.00	1065.98	1065.84	1065.66	1065.52	1065.36	1065.27	1065.27	1065.37
	208+30.00	1065.21	1065.10	1065.11	1065.19	1065.35	1065.50	1065.67	1065.81	1065.83	1065.81	1065.67	1065.50	1065.35	1065.19	1065.11	1065.10	1065.21
	208+40.00	1065.04	1064.94	1064.94	1065.03	1065.19	1065.33	1065.51	1065.65	1065.67	1065.65	1065.51	1065.33	1065.19	1065.03	1064.94	1064.94	1065.04
	208+50.00	1064.88	1064.77	1064.78	1064.86	1065.02	1065.16	1065.34	1065.48	1065.50	1065.48	1065.34	1065.16	1065.02	1064.86	1064.78	1064.77	1064.88
	208+60.00	1064.71	1064.61	1064.61	1064.70	1064.86	1065.00	1065.18	1065.32	1065.34	1065.32	1065.18	1065.00	1064.86	1064.70	1064.61	1064.61	1064.71
	208+70.00	1064.54	1064.44	1064.44	1064.53	1064.69	1064.83	1065.01	1065.15	1065.17	1065.15	1065.01	1064.83	1064.69	1064.53	1064.44	1064.44	1064.54
	208+80.00	1064.38	1064.27	1064.28	1064.36	1064.52	1064.67	1064.84	1064.98	1065.00	1064.98	1064.84	1064.67	1064.52	1064.36	1064.28	1064.27	1064.38
	208+90.00	1064.21	1064.11	1064.11	1064.20	1064.36	1064.50	1064.68	1064.82	1064.84	1064.82	1064.68	1064.50	1064.36	1064.20	1064.11	1064.11	1064.21
	209+00.00	1064.05	1063.94	1063.95	1064.03	1064.19	1064.33	1064.51	1064.65	1064.67	1064.65	1064.51	1064.33	1064.19	1064.03	1063.95	1063.94	1064.05
	209+10.00	1063.88	1063.78	1063.78	1063.87	1064.03	1064.17	1064.35	1064.49	1064.51	1064.49	1064.35	1064.17	1064.03	1063.87	1063.78	1063.78	1063.88

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\49-Truss Deck Elev-2.dgn

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR LOCATIONS OF ELEVATIONS, SEE DWG. BR-109-48.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRUSS SPANS - TOP OF DECK ELEVATIONS - 2

REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-49

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TOP OF DECK ELEVATIONS
(TRUSS SPANS)

	STATION	NORTH EDGE OF SLAB	NORTH SLAB UPTURN	NORTH PARAPET GUTTER LINE	STR. A	STR. B	STR. C	STR. D	NORTH MEDIAN GUTTER LINE	PROFILE GRADE AND STR. E	SOUTH MEDIAN GUTTER LINE	STR. F	STR. G	STR. H	STR. I	SOUTH PARAPET GUTTER LINE	SOUTH SLAB UPTURN	SOUTH EDGE OF SLAB
	209+20.00	1063.71	1063.61	1063.61	1063.70	1063.86	1064.00	1064.18	1064.32	1064.34	1064.32	1064.18	1064.00	1063.86	1063.70	1063.61	1063.61	1063.71
	209+30.00	1063.55	1063.44	1063.45	1063.53	1063.69	1063.84	1064.01	1064.15	1064.17	1064.15	1064.01	1063.84	1063.69	1063.53	1063.45	1063.44	1063.55
	209+40.00	1063.38	1063.28	1063.28	1063.37	1063.53	1063.67	1063.85	1063.99	1064.01	1063.99	1063.85	1063.67	1063.53	1063.37	1063.28	1063.28	1063.38
	209+50.00	1063.22	1063.11	1063.12	1063.20	1063.36	1063.50	1063.68	1063.82	1063.84	1063.82	1063.68	1063.50	1063.36	1063.20	1063.12	1063.11	1063.22
	209+60.00	1063.05	1062.95	1062.95	1063.04	1063.20	1063.34	1063.52	1063.66	1063.68	1063.66	1063.52	1063.34	1063.20	1063.04	1062.95	1062.95	1063.05
℄ PP 44	209+64.00	1062.98	1062.88	1062.88	1062.97	1063.13	1063.27	1063.45	1063.59	1063.61	1063.59	1063.45	1063.27	1063.13	1062.97	1062.88	1062.88	1062.98
℄ PIER 5	209+65.50	1062.96	1062.85	1062.86	1062.94	1063.10	1063.25	1063.42	1063.56	1063.58	1063.56	1063.42	1063.25	1063.10	1062.94	1062.86	1062.85	1062.96
℄ PP 45	209+67.00	1062.93	1062.83	1062.83	1062.92	1063.08	1063.22	1063.40	1063.54	1063.56	1063.54	1063.40	1063.22	1063.08	1062.92	1062.83	1062.83	1062.93
	209+70.00	1062.88	1062.78	1062.78	1062.87	1063.03	1063.17	1063.35	1063.49	1063.51	1063.49	1063.35	1063.17	1063.03	1062.87	1062.78	1062.78	1062.88
	209+80.00	1062.72	1062.61	1062.62	1062.70	1062.86	1063.01	1063.18	1063.32	1063.34	1063.32	1063.18	1063.01	1062.86	1062.70	1062.62	1062.61	1062.72
	209+90.00	1062.55	1062.45	1062.45	1062.54	1062.70	1062.84	1063.02	1063.16	1063.18	1063.16	1063.02	1062.84	1062.70	1062.54	1062.45	1062.45	1062.55
	210+00.00	1062.39	1062.28	1062.29	1062.37	1062.53	1062.67	1062.85	1062.99	1063.01	1062.99	1062.85	1062.67	1062.53	1062.37	1062.29	1062.28	1062.39
	210+10.00	1062.22	1062.12	1062.12	1062.21	1062.37	1062.51	1062.69	1062.83	1062.85	1062.83	1062.69	1062.51	1062.37	1062.21	1062.12	1062.12	1062.22
	210+20.00	1062.05	1061.95	1061.95	1062.04	1062.20	1062.34	1062.52	1062.66	1062.68	1062.66	1062.52	1062.34	1062.20	1062.04	1061.95	1061.95	1062.05
	210+30.00	1061.89	1061.78	1061.79	1061.87	1062.03	1062.18	1062.35	1062.49	1062.51	1062.49	1062.35	1062.18	1062.03	1061.87	1061.79	1061.78	1061.89
	210+40.00	1061.72	1061.62	1061.62	1061.71	1061.87	1062.01	1062.19	1062.33	1062.35	1062.33	1062.19	1062.01	1061.87	1061.71	1061.62	1061.62	1061.72
	210+50.00	1061.56	1061.45	1061.46	1061.54	1061.70	1061.84	1062.02	1062.16	1062.18	1062.16	1062.02	1061.84	1061.70	1061.54	1061.46	1061.45	1061.56
	210+60.00	1061.39	1061.29	1061.29	1061.38	1061.54	1061.68	1061.86	1062.00	1062.02	1062.00	1061.86	1061.68	1061.54	1061.38	1061.29	1061.29	1061.39
	210+70.00	1061.22	1061.12	1061.12	1061.21	1061.37	1061.51	1061.69	1061.83	1061.85	1061.83	1061.69	1061.51	1061.37	1061.21	1061.12	1061.12	1061.22
	210+80.00	1061.06	1060.95	1060.96	1061.04	1061.20	1061.35	1061.52	1061.66	1061.68	1061.66	1061.52	1061.35	1061.20	1061.04	1060.96	1060.95	1061.06
	210+90.00	1060.89	1060.79	1060.79	1060.88	1061.04	1061.18	1061.36	1061.50	1061.52	1061.50	1061.36	1061.18	1061.04	1060.88	1060.79	1060.79	1060.89
	211+00.00	1060.73	1060.62	1060.63	1060.71	1060.87	1061.01	1061.19	1061.33	1061.35	1061.33	1061.19	1061.01	1060.87	1060.71	1060.63	1060.62	1060.73
	211+10.00	1060.56	1060.46	1060.46	1060.55	1060.71	1060.85	1061.03	1061.17	1061.19	1061.17	1061.03	1060.85	1060.71	1060.55	1060.46	1060.46	1060.56
	211+20.00	1060.39	1060.29	1060.29	1060.38	1060.54	1060.68	1060.86	1061.00	1061.02	1061.00	1060.86	1060.68	1060.54	1060.38	1060.29	1060.29	1060.39
	211+30.00	1060.23	1060.12	1060.13	1060.21	1060.37	1060.52	1060.69	1060.83	1060.85	1060.83	1060.69	1060.52	1060.37	1060.21	1060.13	1060.12	1060.23
	211+40.00	1060.06	1059.96	1059.96	1060.05	1060.21	1060.35	1060.53	1060.67	1060.69	1060.67	1060.53	1060.35	1060.21	1060.05	1059.96	1059.96	1060.06
	211+50.00	1059.90	1059.79	1059.80	1059.88	1060.04	1060.18	1060.36	1060.50	1060.52	1060.50	1060.36	1060.18	1060.04	1059.88	1059.80	1059.79	1059.90
	211+60.00	1059.73	1059.63	1059.63	1059.72	1059.88	1060.02	1060.20	1060.34	1060.36	1060.34	1060.20	1060.02	1059.88	1059.72	1059.63	1059.63	1059.73
	211+70.00	1059.56	1059.46	1059.46	1059.55	1059.71	1059.85	1060.03	1060.17	1060.19	1060.17	1060.03	1059.85	1059.71	1059.55	1059.46	1059.46	1059.56
	211+80.00	1059.40	1059.29	1059.30	1059.38	1059.54	1059.69	1059.86	1060.00	1060.02	1060.00	1059.86	1059.69	1059.54	1059.38	1059.30	1059.29	1059.40
	211+90.00	1059.23	1059.13	1059.13	1059.22	1059.38	1059.52	1059.70	1059.84	1059.86	1059.84	1059.70	1059.52	1059.38	1059.22	1059.13	1059.13	1059.23
	212+00.00	1059.07	1058.96	1058.97	1059.05	1059.21	1059.35	1059.53	1059.67	1059.69	1059.67	1059.53	1059.35	1059.21	1059.05	1058.97	1058.96	1059.07
	212+10.00	1058.90	1058.80	1058.80	1058.89	1059.05	1059.19	1059.37	1059.51	1059.53	1059.51	1059.37	1059.19	1059.05	1058.89	1058.80	1058.80	1058.90
	212+20.00	1058.73	1058.63	1058.63	1058.72	1058.88	1059.02	1059.20	1059.34	1059.36	1059.34	1059.20	1059.02	1058.88	1058.72	1058.63	1058.63	1058.73
℄ PIER 6	212+27.00	1058.62	1058.51	1058.52	1058.60	1058.76	1058.91	1059.08	1059.22	1059.24	1059.22	1059.08	1058.91	1058.76	1058.60	1058.52	1058.51	1058.62
	212+30.00	1058.57	1058.46	1058.47	1058.55	1058.71	1058.86	1059.03	1059.17	1059.19	1059.17	1059.03	1058.86	1058.71	1058.55	1058.47	1058.46	1058.57
	212+40.00	1058.40	1058.30	1058.30	1058.39	1058.55	1058.69	1058.87	1059.01	1059.03	1059.01	1058.87	1058.69	1058.55	1058.39	1058.30	1058.30	1058.40
	212+50.00	1058.24	1058.13	1058.14	1058.22	1058.38	1058.52	1058.70	1058.84	1058.86	1058.84	1058.70	1058.52	1058.38	1058.22	1058.14	1058.13	1058.24
	212+60.00	1058.07	1057.97	1057.97	1058.06	1058.22	1058.36	1058.54	1058.68	1058.70	1058.68	1058.54	1058.36	1058.22	1058.06	1057.97	1057.97	1058.07
	212+70.00	1057.90	1057.80	1057.80	1057.89	1058.05	1058.19	1058.37	1058.51	1058.53	1058.51	1058.37	1058.19	1058.05	1057.89	1057.80	1057.80	1057.90
	212+80.00	1057.74	1057.63	1057.64	1057.72	1057.88	1058.03	1058.20	1058.34	1058.36	1058.34	1058.20	1058.03	1057.88	1057.72	1057.64	1057.63	1057.74
	212+90.00	1057.57	1057.47	1057.47	1057.56	1057.72	1057.86	1058.04	1058.18	1058.20	1058.18	1058.04	1057.86	1057.72	1057.56	1057.47	1057.47	1057.57
	213+00.00	1057.41	1057.30	1057.31	1057.39	1057.55	1057.69	1057.87	1058.01	1058.03	1058.01	1057.87	1057.69	1057.55	1057.39	1057.31	1057.30	1057.41
	213+10.00	1057.24	1057.14	1057.14	1057.23	1057.39	1057.53	1057.71	1057.85	1057.87	1057.85	1057.71	1057.53	1057.39	1057.23	1057.14	1057.14	1057.24
	213+20.00	1057.07	1056.97	1056.97	1057.06	1057.22	1057.36	1057.54	1057.68	1057.70	1057.68	1057.54	1057.36	1057.22	1057.06	1056.97	1056.97	1057.07
	213+30.00	1056.91	1056.80	1056.81	1056.89	1057.05	1057.20	1057.37	1057.51	1057.53	1057.51	1057.37	1057.20	1057.05	1056.89	1056.81	1056.80	1056.91
	213+40.00	1056.74	1056.64	1056.64	1056.73	1056.89	1057.03	1057.21	1057.35	1057.37	1057.35	1057.21	1057.03	1056.89	1056.73	1056.64	1056.64	1056.74
	213+50.00	1056.58	1056.47	1056.48	1056.56	1056.72	1056.86	1057.04	1057.18	1057.20	1057.18	1057.04	1056.86	1056.72	1056.56	1056.48	1056.47	1056.58
	213+60.00	1056.41	1056.31	1056.31	1056.40	1056.56	1056.70	1056.88	1057.02	1057.04	1057.02	1056.88	1056.70	1056.56	1056.40	1056.31	1056.31	1056.41
	213+70.00	1056.24	1056.14	1056.14	1056.23	1056.39	1056.53	1056.71	1056.85	1056.87	1056.85	1056.71	1056.53	1056.39	1056.23	1056.14	1056.14	1056.24
	213+80.00	1056.08	1055.97	1055.98	1056.06	1056.22	1056.37	1056.54	1056.68	1056.70	1056.68	1056.54	1056.37	1056.22	1056.06	1055.98	1055.97	1056.08
	213+90.00	1055.91	1055.81	1055.81	1055.90	1056.06	1056.20	1056.38	1056.52	1056.54	1056.52	1056.38	1056.20	1056.06	1055.90	1055.81	1055.81	1055.91
	214+00.00	1055.75	1055.64	1055.65	1055.73	1055.89	1056.03	1056.21	1056.35	1056.37	1056.35	1056.21	1056.03	1055.89	1055.73	1055.65	1055.64	1055.75
	214+10.00	1055.58	1055.48	1055.48	1055.57	1055.73	1055.87	1056.05	1056.19	1056.21	1056.19	1056.05	1055.87	1055.73	1055.57	1055.48	1055.48	1055.58
	214+20.00	1055.41	1055.31	1055.31	1055.40	1055.56	1055.70	1055.88	1056.02	1056.04	1056.02	1055.88	1055.70	1055.56	1055.40	1055.31	1055.31	1055.41
	214+30.00	1055.25	1055.14	1055.15	1055.23	1055.39	1055.54	1055.71	1055.85	1055.87	1055.85	1055.71	1055.54	1055.39	1055.23	1055.15	1055.14	1055.25
	214+40.00	1055.08	1054.98	1054.98	1055.07	1055.23	1055.37	1055.55	1055.69	1055.71	1055.69	1055.55	1055.37	1055.23	1055.07	1054.98	1054.98	1055.08
	214+50.00	1054.92	1054.81	1054.82	1054.90	1055.06	1055.20	1055.38	1055.52	1055.54	1055.52	1055.38	1055.20	1055.06	1054.90	1054.82	1054.81	1054.92
	214+60.00	1054.75	1054.65	1054.65	1054.74	1054.90	1055.04	1055.22	1055.36	1055.38	1055.36	1055.22	1055.04	1054.90	1054.74	1054.65	1054.65	1054.75
	214+70.00	1054.58	1054.48	1054.48	1054.57	1054.73	1054.87	1055.05	1055.19	1055.21	1055.19	1055.05	1054.87	1054.73	1054.57	1054.48	1054.48	1054.58
	214+80.00	1054.42	1054.31	1054.32	1054.40	1054.56	1054.71	1054.88	1055.02	1055.04	1055.02	1054.88	1054.71	1054.56	1054.40	1054.32	1054.31	1054.42
	214+90.00	1054.25	1054.15	1054.15	1054.24	1054.40	1054.54	1054.72	1054.86	1054.88	1054.86	1054.72	1054.54	1054.40	1054.24	1054.15	1054.15	1054.25
	215+00.00	1054.09	1053.98	1053.99	1054.07	1054.23	1054.37	1054.55	1054.69	1054.71	1054.69	1054.55	1054.37	1054.23	1054.07	1053.99	1053.98	1054.09
	215+10.00	1053.92	1053.82	1053.82	1053.91	1054.07	1054.21	1054.39	1054.53	1054.55	1054.53	1054.39	1054.21	1054.07	1053.91	1053.82	1053.82	1053.92
	215+20.00	1053.75	1053.65	1053.65	1053.74	1053.90	1054.04	1054.22	1054.36	1054.38	1054.36	1054.22	1054.04	1053.90	1053.74	1053.65	1053.65	1053.75
	215+30.00	1053.59	1053.48	1053.49	1053.57	1053.73	1053.88	1054.05	1054.19	1054.21	1054.19	1054.05	1053.88	1053.73	1053.57	1053.49	1053.48	1053.59
℄ PIER 7	215+39.00	1053.44	1053.33	1053.34	1053.42	1053.58	1053.73	1053.90	1054.04	1054.06	1054.04	1053.90	1053.73	1053.58	1053.42	1053.34	1053.33	1053.44
	215+40.00	1053.42	1053.32	1053.32	1053.41	1053.57	1053.71	1053.89	1054.03	1054.05	1054.03	1053.89	1053.71	1053.57	1053.41	1053.32	1053.32	1053.42
	215+50.00	1053.26	1053.15	1053.16	1053.24	1053.40	1053.54	1053.72	1053.86	1053.88	1053.86	1053.72	1053.54	1053.40	1053.24	1053.16	1053.15	1053.26
	215+60.00	1053.09	1052.99	1052.99	1053.08	1053.24	1053.38	1053.56	1053.70	1053.72	1053.70	1053.56	1053.38	1053.24	1053.08	1052.99	1052.99	1053.09

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR LOCATIONS OF ELEVATIONS, SEE DWG. BR-109-48.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TRUSS SPANS - TOP OF DECK ELEVATIONS - 3
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-50

7/8/2011
\\Mmds10\Projects\2786.01\CADD\Structural\50-Truss Deck Elev-3.dgn

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TOP OF DECK ELEVATIONS
(TRUSS SPANS)

	STATION	NORTH EDGE OF SLAB	NORTH SLAB UPTURN	NORTH PARAPET GUTTER LINE	STR. A	STR. B	STR. C	STR. D	NORTH MEDIAN GUTTER LINE	PROFILE GRADE AND STR. E	SOUTH MEDIAN GUTTER LINE	STR. F	STR. G	STR. H	STR. I	SOUTH PARAPET GUTTER LINE	SOUTH SLAB UPTURN	SOUTH EDGE OF SLAB
	215+70.00	1052.92	1052.82	1052.82	1052.91	1053.07	1053.21	1053.39	1053.53	1053.55	1053.53	1053.39	1053.21	1053.07	1052.91	1052.82	1052.82	1052.92
	215+80.00	1052.76	1052.65	1052.66	1052.74	1052.90	1053.05	1053.22	1053.36	1053.38	1053.36	1053.22	1053.05	1052.90	1052.74	1052.66	1052.65	1052.76
	215+90.00	1052.59	1052.49	1052.49	1052.58	1052.74	1052.88	1053.06	1053.20	1053.22	1053.20	1053.06	1052.88	1052.74	1052.58	1052.49	1052.49	1052.59
	216+00.00	1052.43	1052.32	1052.33	1052.41	1052.57	1052.71	1052.89	1053.03	1053.05	1053.03	1052.89	1052.71	1052.57	1052.41	1052.33	1052.32	1052.43
	216+10.00	1052.26	1052.16	1052.16	1052.25	1052.41	1052.55	1052.73	1052.87	1052.89	1052.87	1052.73	1052.55	1052.41	1052.25	1052.16	1052.16	1052.26
	216+20.00	1052.09	1051.99	1051.99	1052.08	1052.24	1052.38	1052.56	1052.70	1052.72	1052.70	1052.56	1052.38	1052.24	1052.08	1051.99	1051.99	1052.09
	216+30.00	1051.93	1051.82	1051.83	1051.91	1052.07	1052.22	1052.39	1052.53	1052.55	1052.53	1052.39	1052.22	1052.07	1051.91	1051.83	1051.82	1051.93
	216+40.00	1051.76	1051.66	1051.66	1051.75	1051.91	1052.05	1052.23	1052.37	1052.39	1052.37	1052.23	1052.05	1051.91	1051.75	1051.66	1051.66	1051.76
	216+50.00	1051.60	1051.49	1051.50	1051.58	1051.74	1051.88	1052.06	1052.20	1052.22	1052.20	1052.06	1051.88	1051.74	1051.58	1051.50	1051.49	1051.60
	216+60.00	1051.43	1051.33	1051.33	1051.42	1051.58	1051.72	1051.90	1052.04	1052.06	1052.04	1051.90	1051.72	1051.58	1051.42	1051.33	1051.33	1051.43
	216+70.00	1051.26	1051.16	1051.16	1051.25	1051.41	1051.55	1051.73	1051.87	1051.89	1051.87	1051.73	1051.55	1051.41	1051.25	1051.16	1051.16	1051.26
	216+80.00	1051.10	1050.99	1051.00	1051.08	1051.24	1051.39	1051.56	1051.70	1051.72	1051.70	1051.56	1051.39	1051.24	1051.08	1051.00	1050.99	1051.10
	216+90.00	1050.93	1050.83	1050.83	1050.92	1051.08	1051.22	1051.40	1051.54	1051.56	1051.54	1051.40	1051.22	1051.08	1050.92	1050.83	1050.83	1050.93
	217+00.00	1050.77	1050.66	1050.67	1050.75	1050.91	1051.05	1051.23	1051.37	1051.39	1051.37	1051.23	1051.05	1050.91	1050.75	1050.67	1050.66	1050.77
	217+10.00	1050.60	1050.50	1050.50	1050.59	1050.75	1050.89	1051.07	1051.21	1051.23	1051.21	1051.07	1050.89	1050.75	1050.59	1050.50	1050.50	1050.60
	217+20.00	1050.43	1050.33	1050.33	1050.42	1050.58	1050.72	1050.90	1051.04	1051.06	1051.04	1050.90	1050.72	1050.58	1050.42	1050.33	1050.33	1050.43
	217+30.00	1050.27	1050.16	1050.17	1050.25	1050.41	1050.56	1050.73	1050.87	1050.89	1050.87	1050.73	1050.56	1050.41	1050.25	1050.17	1050.16	1050.27
	217+40.00	1050.10	1050.00	1050.00	1050.09	1050.25	1050.39	1050.57	1050.71	1050.73	1050.71	1050.57	1050.39	1050.25	1050.09	1050.00	1050.00	1050.10
	217+50.00	1049.94	1049.83	1049.84	1049.92	1050.08	1050.22	1050.40	1050.54	1050.56	1050.54	1050.40	1050.22	1050.08	1049.92	1049.84	1049.83	1049.94
	217+60.00	1049.77	1049.67	1049.67	1049.76	1049.92	1050.06	1050.24	1050.38	1050.40	1050.38	1050.24	1050.06	1049.92	1049.76	1049.67	1049.67	1049.77
	217+70.00	1049.60	1049.50	1049.50	1049.59	1049.75	1049.89	1050.07	1050.21	1050.23	1050.21	1050.07	1049.89	1049.75	1049.59	1049.50	1049.50	1049.60
	217+80.00	1049.44	1049.33	1049.34	1049.42	1049.58	1049.73	1049.90	1050.04	1050.06	1050.04	1049.90	1049.73	1049.58	1049.42	1049.34	1049.33	1049.44
	217+90.00	1049.27	1049.17	1049.17	1049.26	1049.42	1049.56	1049.74	1049.88	1049.90	1049.88	1049.74	1049.56	1049.42	1049.26	1049.17	1049.17	1049.27
	218+00.00	1049.11	1049.00	1049.01	1049.09	1049.25	1049.39	1049.57	1049.71	1049.73	1049.71	1049.57	1049.39	1049.25	1049.09	1049.01	1049.00	1049.11
	218+10.00	1048.94	1048.84	1048.84	1048.93	1049.09	1049.23	1049.41	1049.55	1049.57	1049.55	1049.41	1049.23	1049.09	1048.93	1048.84	1048.84	1048.94
	218+20.00	1048.77	1048.67	1048.67	1048.76	1048.92	1049.06	1049.24	1049.38	1049.40	1049.38	1049.24	1049.06	1048.92	1048.76	1048.67	1048.67	1048.77
	218+30.00	1048.61	1048.50	1048.51	1048.59	1048.75	1048.90	1049.07	1049.21	1049.23	1049.21	1049.07	1048.90	1048.75	1048.59	1048.51	1048.50	1048.61
	218+40.00	1048.44	1048.34	1048.34	1048.43	1048.59	1048.73	1048.91	1049.05	1049.07	1049.05	1048.91	1048.73	1048.59	1048.43	1048.34	1048.34	1048.44
	218+50.00	1048.28	1048.17	1048.18	1048.26	1048.42	1048.56	1048.74	1048.88	1048.90	1048.88	1048.74	1048.56	1048.42	1048.26	1048.18	1048.17	1048.28
℄ PIER 8	218+51.00	1048.26	1048.15	1048.16	1048.24	1048.40	1048.55	1048.72	1048.86	1048.88	1048.86	1048.72	1048.55	1048.40	1048.24	1048.16	1048.15	1048.26
	218+60.00	1048.11	1048.01	1048.01	1048.10	1048.26	1048.40	1048.58	1048.72	1048.74	1048.72	1048.58	1048.40	1048.26	1048.10	1048.01	1048.01	1048.11
	218+70.00	1047.94	1047.84	1047.84	1047.93	1048.09	1048.23	1048.41	1048.55	1048.57	1048.55	1048.41	1048.23	1048.09	1047.93	1047.84	1047.84	1047.94
	218+80.00	1047.78	1047.67	1047.68	1047.76	1047.92	1048.07	1048.24	1048.38	1048.40	1048.38	1048.24	1048.07	1047.92	1047.76	1047.68	1047.67	1047.78
	218+90.00	1047.61	1047.51	1047.51	1047.60	1047.76	1047.90	1048.08	1048.22	1048.24	1048.22	1048.08	1047.90	1047.76	1047.60	1047.51	1047.51	1047.61
	219+00.00	1047.45	1047.34	1047.35	1047.43	1047.59	1047.73	1047.91	1048.05	1048.07	1048.05	1047.91	1047.73	1047.59	1047.43	1047.35	1047.34	1047.45
	219+10.00	1047.28	1047.18	1047.18	1047.27	1047.43	1047.57	1047.75	1047.89	1047.91	1047.89	1047.75	1047.57	1047.43	1047.27	1047.18	1047.18	1047.28
	219+20.00	1047.11	1047.01	1047.01	1047.10	1047.26	1047.40	1047.58	1047.72	1047.74	1047.72	1047.58	1047.40	1047.26	1047.10	1047.01	1047.01	1047.11
	219+30.00	1046.95	1046.84	1046.85	1046.93	1047.09	1047.24	1047.41	1047.55	1047.57	1047.55	1047.41	1047.24	1047.09	1046.93	1046.85	1046.84	1046.95
	219+40.00	1046.78	1046.68	1046.68	1046.77	1046.93	1047.07	1047.25	1047.39	1047.41	1047.39	1047.25	1047.07	1046.93	1046.77	1046.68	1046.68	1046.78
	219+50.00	1046.62	1046.51	1046.52	1046.60	1046.76	1046.90	1047.08	1047.22	1047.24	1047.22	1047.08	1046.90	1046.76	1046.60	1046.52	1046.51	1046.62
	219+60.00	1046.45	1046.35	1046.35	1046.44	1046.60	1046.74	1046.92	1047.06	1047.08	1047.06	1046.92	1046.74	1046.60	1046.44	1046.35	1046.35	1046.45
	219+70.00	1046.28	1046.18	1046.18	1046.27	1046.43	1046.57	1046.75	1046.89	1046.91	1046.89	1046.75	1046.57	1046.43	1046.27	1046.18	1046.18	1046.28
	219+80.00	1046.12	1046.01	1046.02	1046.10	1046.26	1046.41	1046.58	1046.72	1046.74	1046.72	1046.58	1046.41	1046.26	1046.10	1046.02	1046.01	1046.12
	219+90.00	1045.95	1045.85	1045.85	1045.94	1046.10	1046.24	1046.42	1046.56	1046.58	1046.56	1046.42	1046.24	1046.10	1045.94	1045.85	1045.85	1045.95
	220+00.00	1045.79	1045.68	1045.69	1045.77	1045.93	1046.07	1046.25	1046.39	1046.41	1046.39	1046.25	1046.07	1045.93	1045.77	1045.69	1045.68	1045.79
	220+10.00	1045.62	1045.52	1045.52	1045.61	1045.77	1045.91	1046.09	1046.23	1046.25	1046.23	1046.09	1045.91	1045.77	1045.61	1045.52	1045.52	1045.62
	220+20.00	1045.45	1045.35	1045.35	1045.44	1045.60	1045.74	1045.92	1046.06	1046.08	1046.06	1045.92	1045.74	1045.60	1045.44	1045.35	1045.35	1045.45
	220+30.00	1045.29	1045.18	1045.19	1045.27	1045.43	1045.58	1045.75	1045.89	1045.91	1045.89	1045.75	1045.58	1045.43	1045.27	1045.19	1045.18	1045.29
	220+40.00	1045.12	1045.02	1045.02	1045.11	1045.27	1045.41	1045.59	1045.73	1045.75	1045.73	1045.59	1045.41	1045.27	1045.11	1045.02	1045.02	1045.12
	220+50.00	1044.96	1044.85	1044.86	1044.94	1045.10	1045.24	1045.42	1045.56	1045.58	1045.56	1045.42	1045.24	1045.10	1044.94	1044.86	1044.85	1044.96
	220+60.00	1044.79	1044.69	1044.69	1044.78	1044.94	1045.08	1045.26	1045.40	1045.42	1045.40	1045.26	1045.08	1044.94	1044.78	1044.69	1044.69	1044.79
	220+70.00	1044.62	1044.52	1044.52	1044.61	1044.77	1044.91	1045.09	1045.23	1045.25	1045.23	1045.09	1044.91	1044.77	1044.61	1044.52	1044.52	1044.62
	220+80.00	1044.46	1044.35	1044.36	1044.44	1044.60	1044.75	1044.92	1045.06	1045.08	1045.06	1044.92	1044.75	1044.60	1044.44	1044.36	1044.35	1044.46
	220+90.00	1044.29	1044.19	1044.19	1044.28	1044.44	1044.58	1044.76	1044.90	1044.92	1044.90	1044.76	1044.58	1044.44	1044.28	1044.19	1044.19	1044.29
	221+00.00	1044.13	1044.02	1044.03	1044.11	1044.27	1044.41	1044.59	1044.73	1044.75	1044.73	1044.59	1044.41	1044.27	1044.11	1044.03	1044.02	1044.13
	221+10.00	1043.96	1043.86	1043.86	1043.95	1044.11	1044.25	1044.43	1044.57	1044.59	1044.57	1044.43	1044.25	1044.11	1043.95	1043.86	1043.86	1043.96
℄ PIER 9	221+11.00	1043.94	1043.84	1043.84	1043.93	1044.09	1044.23	1044.41	1044.55	1044.57	1044.55	1044.41	1044.23	1044.09	1043.93	1043.84	1043.84	1043.94

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR LOCATIONS OF ELEVATIONS, SEE DWG. BR-109-48.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

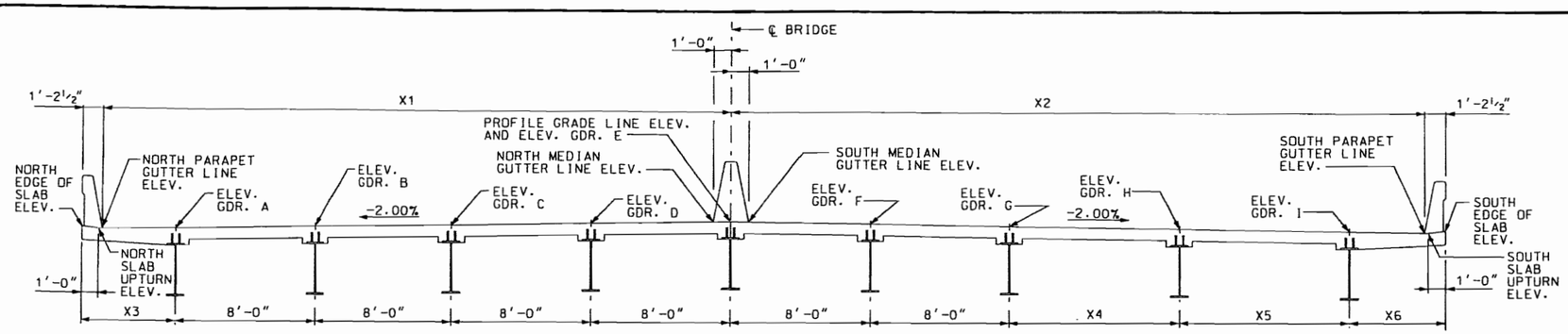
TRUSS SPANS - TOP OF DECK ELEVATIONS - 4

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-51

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\51-Truss Deck Elev-4.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



WESTBOUND LANES EASTBOUND LANES

WEST APPROACH SPAN CROSS SECTION

(EAST APPROACH SPAN SIMILAR)
(LOOKING AHEAD STATION)
NOT TO SCALE

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

TOP OF DECK ELEVATIONS (WEST APPROACH SPAN & WEST APPROACH SLAB)

	STATION	NORTH EDGE OF SLAB		NORTH SLAB UPTURN	NORTH PARAPET GUTTER LINE		GDR. A	GDR. B	GDR. C	GDR. D	NORTH MEDIAN GUTTER LINE	PROFILE GRADE AND GDR. E	SOUTH MEDIAN GUTTER LINE	GDR. F	GDR. G	GDR. H		GDR. I		SOUTH PARAPET GUTTER LINE		SOUTH SLAB UPTURN	SOUTH EDGE OF SLAB	
		X3 (FT.)	ELEV.		X1 (FT.)	ELEV.										X4 (FT.)	ELEV.	X5 (FT.)	ELEV.	X2 (FT.)	ELEV.		X6 (FT.)	ELEV.
	197+11.73		1083.74	1083.64	37.71	1083.64					1084.38	1084.40	1084.38							44.33	1083.51	1083.51		1083.61
	197+20.00		1083.61	1083.50	37.57	1083.51					1084.24	1084.26	1084.24							43.55	1083.39	1083.38		1083.49
	197+30.00		1083.45	1083.34	37.40	1083.35					1084.07	1084.09	1084.07							42.61	1083.24	1083.24		1083.34
	197+40.00		1083.28	1083.18	37.23	1083.18					1083.91	1083.93	1083.91							41.66	1083.09	1083.09		1083.19
	197+50.00		1083.12	1083.02	37.06	1083.02					1083.74	1083.76	1083.74							40.72	1082.95	1082.94		1083.05
℄ ABUT. 1	197+60.00	6.10	1082.96	1082.85	36.90	1082.86	1082.96	1083.12	1083.28	1083.44	1083.58	1083.60	1083.58	1083.44	1083.28	9.75	1083.08	9.75	1082.89	39.77	1082.80	1082.80	5.48	1082.90
	197+70.00	6.00	1082.79	1082.69	36.80	1082.69	1082.79	1082.95	1083.11	1083.27	1083.41	1083.43	1083.41	1083.27	1083.11	9.46	1082.92	9.46	1082.73	39.19	1082.65	1082.64	5.48	1082.75
	197+80.00	5.90	1082.63	1082.53	36.69	1082.53	1082.62	1082.78	1082.94	1083.10	1083.24	1083.26	1083.24	1083.10	1082.94	9.17	1082.76	9.17	1082.58	38.61	1082.49	1082.49	5.49	1082.59
	197+90.00	5.80	1082.47	1082.36	36.59	1082.37	1082.46	1082.62	1082.78	1082.94	1083.08	1083.10	1083.08	1082.94	1082.78	8.88	1082.60	8.88	1082.42	38.03	1082.34	1082.33	5.49	1082.44
	198+00.00	5.70	1082.30	1082.20	36.49	1082.20	1082.29	1082.45	1082.61	1082.77	1082.91	1082.93	1082.91	1082.77	1082.61	8.58	1082.44	8.58	1082.27	37.45	1082.18	1082.18	5.49	1082.28
	198+10.00	5.60	1082.14	1082.03	36.39	1082.04	1082.13	1082.29	1082.45	1082.61	1082.75	1082.77	1082.75	1082.61	1082.45	8.29	1082.28	8.29	1082.11	36.87	1082.03	1082.02	5.50	1082.13
℄ PIER 1	198+20.00	5.50	1081.97	1081.87	36.29	1081.87	1081.96	1082.12	1082.28	1082.44	1082.58	1082.60	1082.58	1082.44	1082.28	8.00	1082.12	8.00	1081.96	36.29	1081.87	1081.87	5.50	1081.97

TOP OF DECK ELEVATIONS (EAST APPROACH SPAN & EAST APPROACH SLAB)

	STATION	NORTH EDGE OF SLAB	NORTH SLAB UPTURN	NORTH PARAPET GUTTER LINE	GDR. A	GDR. B	GDR. C	GDR. D	NORTH MEDIAN GUTTER LINE	PROFILE GRADE AND GDR. E	SOUTH MEDIAN GUTTER LINE	GDR. F	GDR. G	GDR. H	GDR. I	SOUTH PARAPET GUTTER LINE	SOUTH SLAB UPTURN	SOUTH EDGE OF SLAB
℄ PIER 9	221+11.00	1043.94	1043.84	1043.84	1043.93	1044.09	1044.25	1044.41	1044.55	1044.57	1044.55	1044.41	1044.25	1044.09	1043.93	1043.84	1043.84	1043.94
	221+20.00	1043.79	1043.69	1043.69	1043.78	1043.94	1044.10	1044.26	1044.40	1044.42	1044.40	1044.26	1044.10	1043.94	1043.78	1043.69	1043.69	1043.79
	221+30.00	1043.63	1043.52	1043.53	1043.61	1043.77	1043.93	1044.09	1044.23	1044.25	1044.23	1044.09	1043.93	1043.77	1043.61	1043.53	1043.52	1043.63
	221+40.00	1043.46	1043.36	1043.36	1043.45	1043.61	1043.77	1043.93	1044.07	1044.09	1044.07	1043.93	1043.77	1043.61	1043.45	1043.36	1043.36	1043.46
	221+50.00	1043.30	1043.19	1043.20	1043.28	1043.44	1043.60	1043.76	1043.90	1043.92	1043.90	1043.76	1043.60	1043.44	1043.28	1043.20	1043.19	1043.30
	221+60.00	1043.13	1043.03	1043.03	1043.12	1043.28	1043.44	1043.60	1043.74	1043.76	1043.74	1043.60	1043.44	1043.28	1043.12	1043.03	1043.03	1043.13
	221+70.00	1042.96	1042.86	1042.86	1042.95	1043.11	1043.27	1043.43	1043.57	1043.59	1043.57	1043.43	1043.27	1043.11	1042.95	1042.86	1042.86	1042.96
℄ ABUT. 2	221+71.00	1042.95	1042.84	1042.85	1042.93	1043.09	1043.25	1043.41	1043.55	1043.57	1043.55	1043.41	1043.25	1043.09	1042.93	1042.85	1042.84	1042.95
	221+80.00	1042.80	1042.69	1042.70					1043.40	1043.42	1043.40					1042.70	1042.69	1042.80
	221+90.00	1042.63	1042.53	1042.53					1043.24	1043.26	1043.24					1042.53	1042.53	1042.63
	222+00.00	1042.47	1042.36	1042.37					1043.07	1043.09	1043.07					1042.37	1042.36	1042.47
	222+10.00	1042.30	1042.20	1042.20					1042.91	1042.93	1042.91					1042.20	1042.20	1042.30
	222+11.27	1042.28	1042.17	1042.18					1042.88	1042.90	1042.88					1042.18	1042.17	1042.28

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.

DESIGNED BY: VLS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
APPROACH SPANS
TOP OF DECK ELEVATIONS
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED
No. 118611
STATE OF TENNESSEE

BR-109-52

7/8/2011
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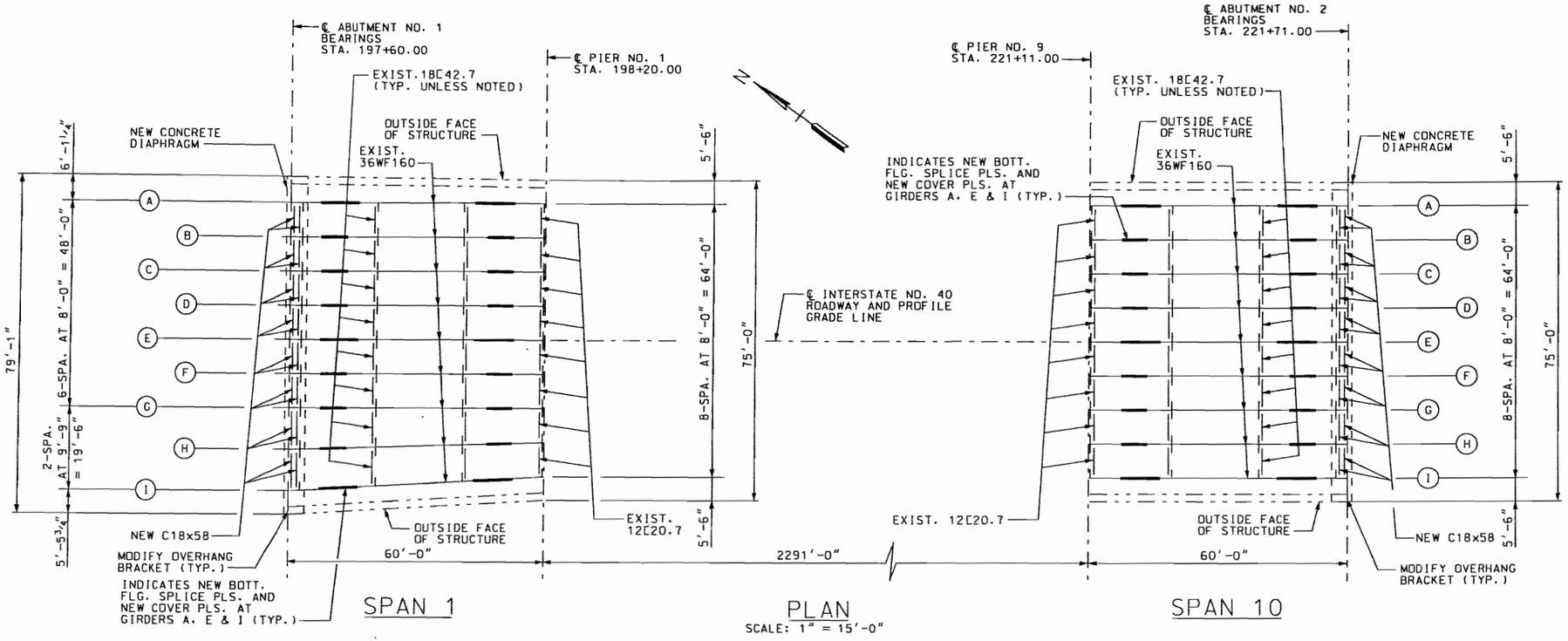
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

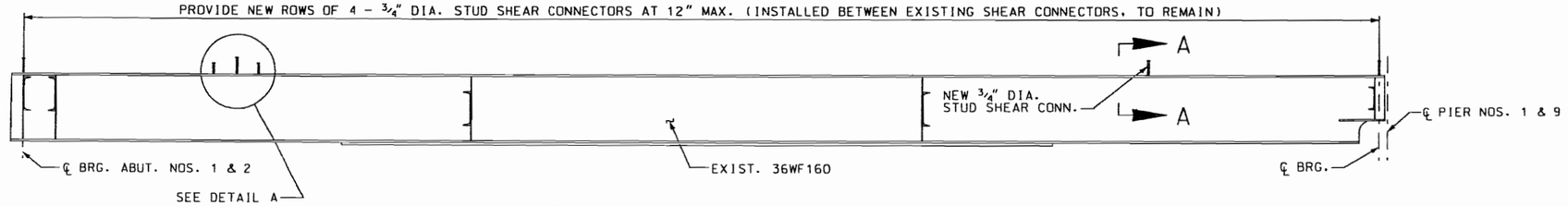
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



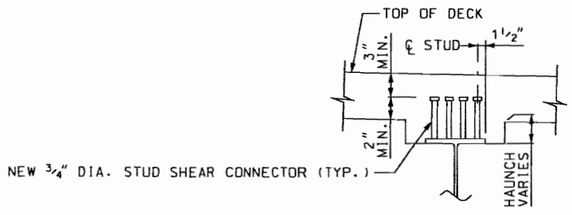
PLAN
SCALE: 1" = 15'-0"



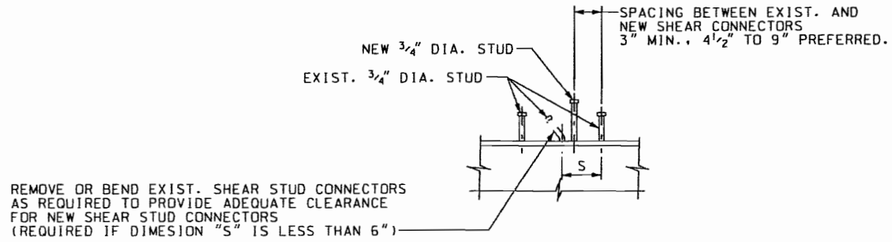
APPROACH SPAN GIRDERS
(TYPICAL ALL GIRDERS IN SPAN 1 AND SPAN 10)
NOT TO SCALE

NOTE:
EXISTING SHEAR CONNECTORS MAY BE EITHER ¾" DIA. STUD SHEAR CONNECTORS OR 4" CHANNEL SHEAR CONNECTORS

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPANS GIRDER DETAILS, SEE DRAWING BR-109-54.
3. FOR CONCRETE DIAPHRAGM DETAILS, SEE DRAWINGS BR-109-62 AND BR-109-64.
4. FOR APPROACH SPAN GIRDERS MOMENT, SHEAR AND REACTION TABLES, SEE DRAWINGS BR-109-59 AND BR-109-60.
5. FOR POT BEARING DETAILS, SEE DRAWINGS BR-109-55 THRU BR-109-58.



SECTION A-A
NOT TO SCALE



DETAIL A
NOT TO SCALE

DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP/ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
APPROACH SPANS
FRAMING PLAN
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-53

7/8/2011
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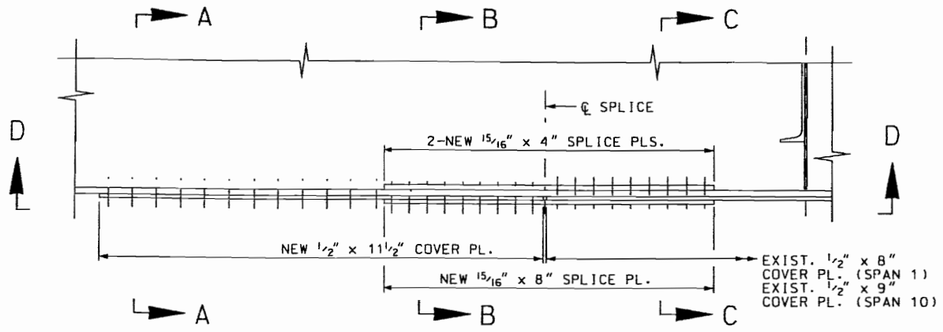
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

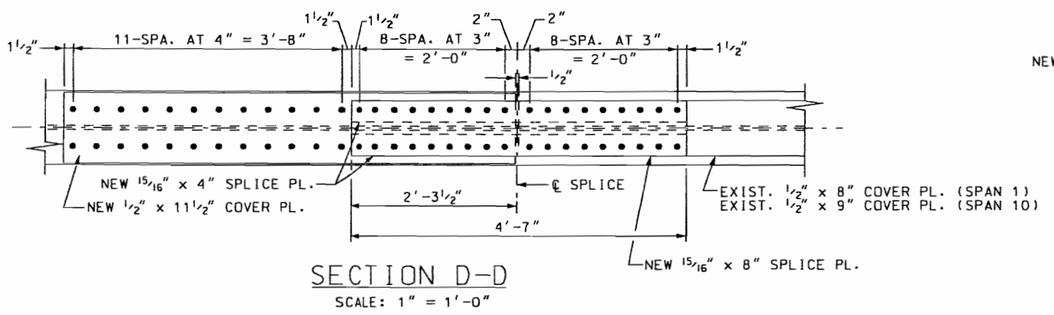
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



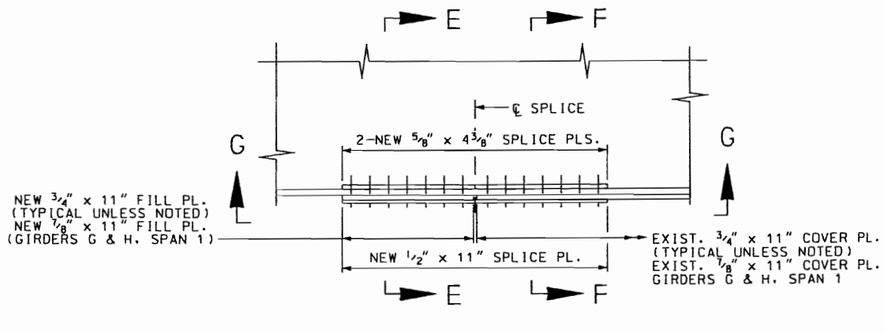
NEW WELDED COVER PLATE SPLICE - GIRDERS A, E & I

(WEST EXISTING COVER PLATE END SHOWN, EAST EXISTING COVER PLATE END SIMILAR)
SCALE: 1" = 1'-0"



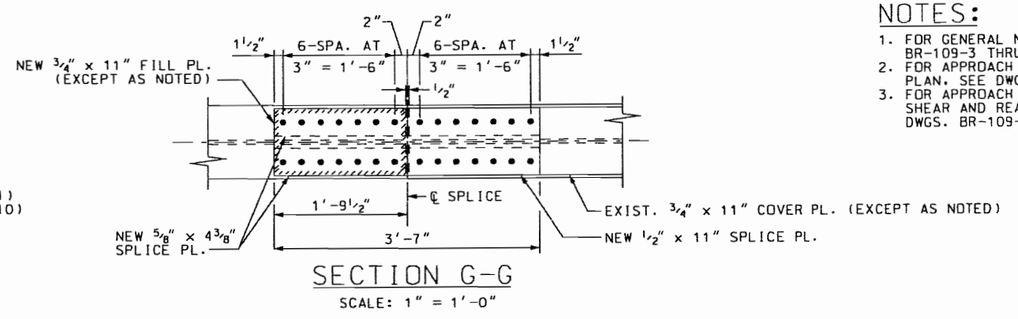
SECTION D-D

SCALE: 1" = 1'-0"



NEW WELDED COVER PLATE SPLICE - INTERIOR GIRDERS

(WEST EXISTING COVER PLATE END SHOWN, EAST EXISTING COVER PLATE END SIMILAR)
SCALE: 1" = 1'-0"

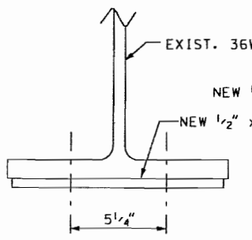


SECTION G-G

SCALE: 1" = 1'-0"

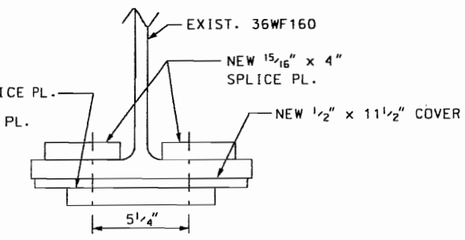
NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPANS FRAMING PLAN, SEE DWG. BR-109-53.
3. FOR APPROACH SPAN GIRDER MOMENT, SHEAR AND REACTION TABLES, SEE DWGS. BR-109-59 AND BR-109-60.



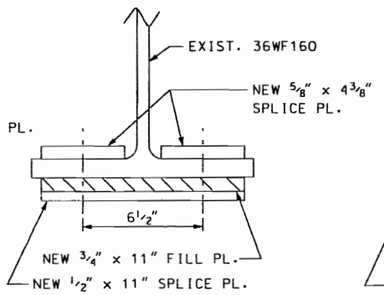
SECTION A-A

SCALE: 3" = 1'-0"



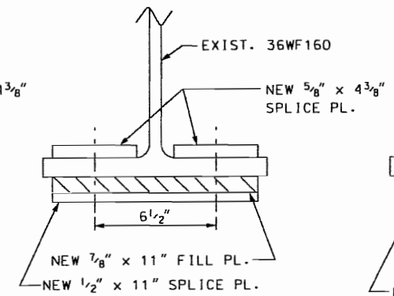
SECTION B-B

SCALE: 3" = 1'-0"



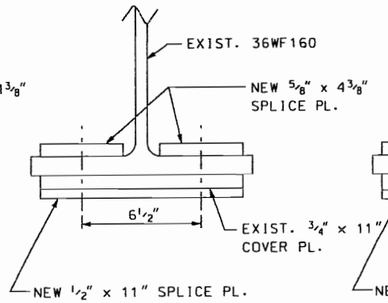
SECTION E-E

(TYPICAL INTERIOR GIRDER)
SCALE: 3" = 1'-0"



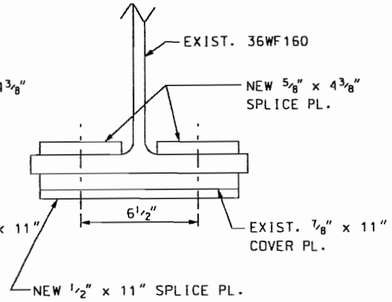
SECTION E-E

(GIRDERS G & H, SPAN 1)
SCALE: 3" = 1'-0"



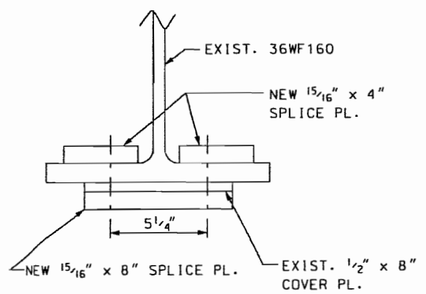
SECTION F-F

(TYPICAL INTERIOR GIRDER)
SCALE: 3" = 1'-0"



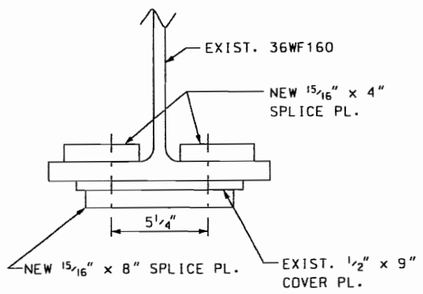
SECTION F-F

(GIRDERS G & H, SPAN 1)
SCALE: 3" = 1'-0"



SECTION C-C

(SPAN 1)
SCALE: 3" = 1'-0"



SECTION C-C

(SPAN 10)
SCALE: 3" = 1'-0"

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP/CPA DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS GIRDER DETAILS

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KUYKENDALL
REGISTERED ENGINEER
No. 112813
STATE OF TENNESSEE

BR-109-54

7/8/2011
\\Mmdc10\Projects\27B6.01\CADD\Structural\54-Approach Stringers.dgn

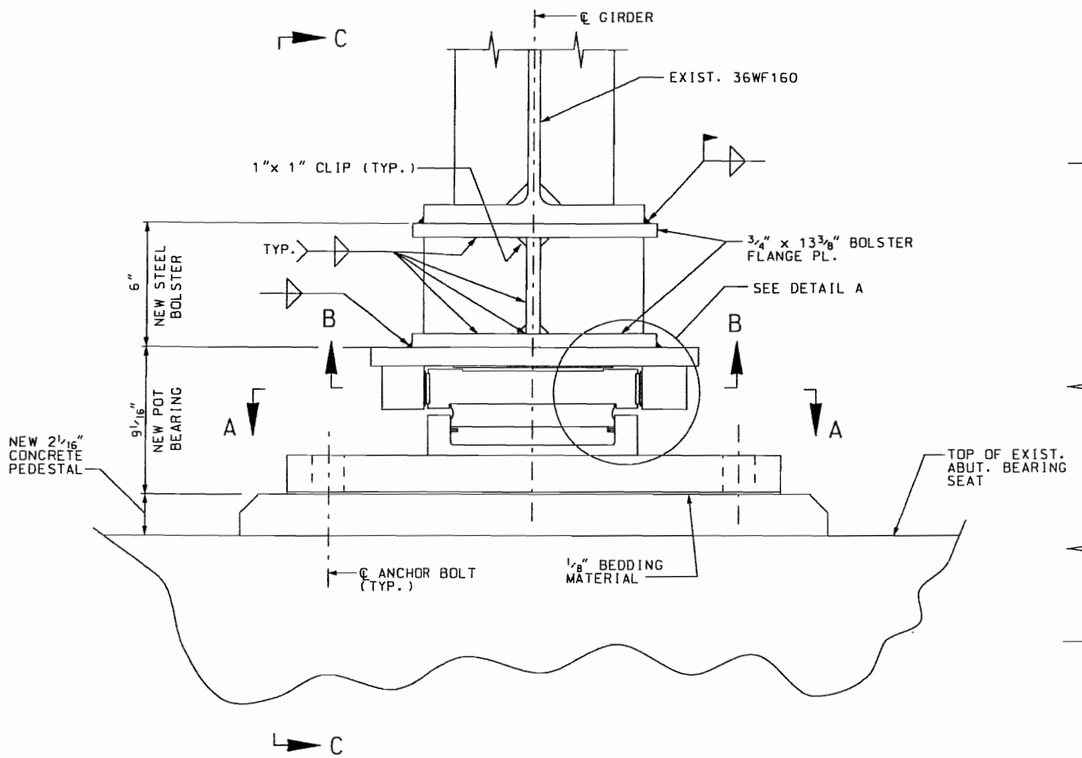
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

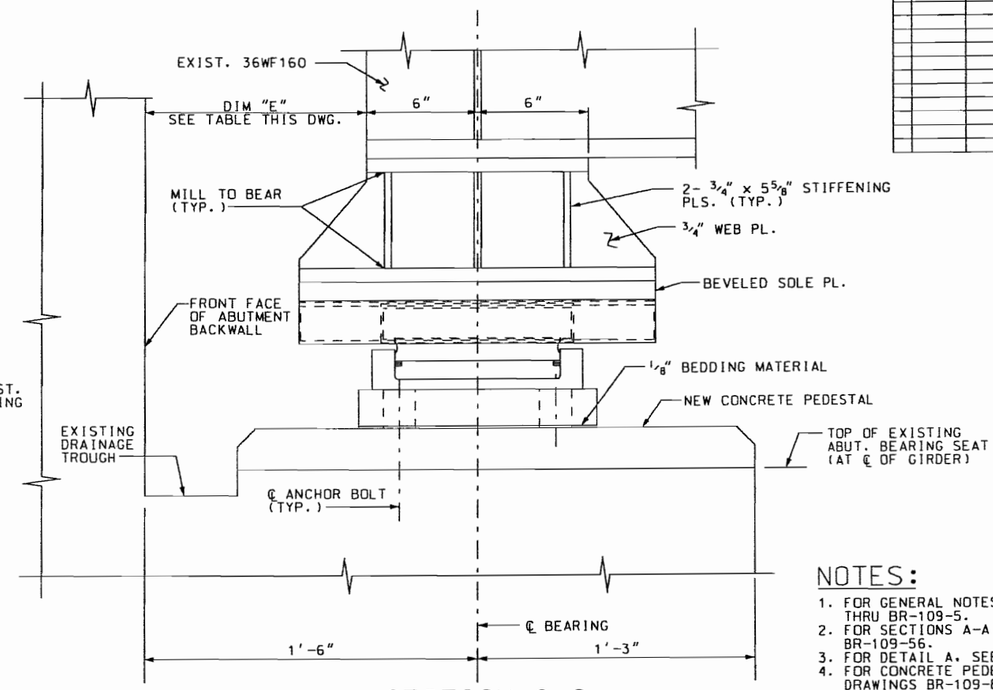
REVISIONS

NO.	DATE	BY	SHEET DESCRIPTION



GUIDED EXPANSION BEARING DETAIL

(DIMENSIONS AT ℄ BEARING)
(CONCRETE DIAPHRAGM NOT SHOWN FOR CLARITY)
NOT TO SCALE



SECTION C-C

(CONCRETE DIAPHRAGM NOT SHOWN FOR CLARITY)
NOT TO SCALE

NOTES:

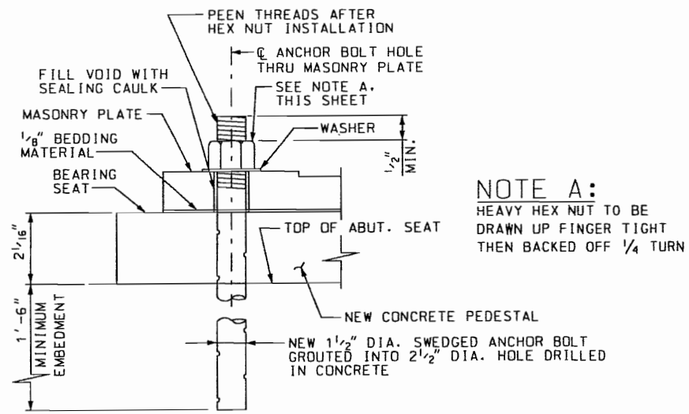
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR SECTIONS A-A AND B-B, SEE DRAWING BR-109-56.
3. FOR DETAIL A, SEE DRAWING BR-109-56.
4. FOR CONCRETE PEDESTAL DETAILS, SEE DRAWINGS BR-109-85 THRU BR-109-87.
5. BEARINGS MUST BE INSTALLED WHEN GIRDER IS COMPOSITE WITH THE NEW DECK IN THE ADJACENT APPROACH SPAN.

GUIDED EXPANSION BEARINGS – DESIGN LOADS

AASHTO LRFD LIMIT STATES	VERTICAL								HORIZONTAL		TOTAL THERMAL MOVEMENT	TOTAL DESIGN ROTATION
	DL		LL+I		WIND		TOTAL		TRANSVERSE	LONGITUDINAL		
	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.				
	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(KIPS)	(INCHES)	(RADIANS)
EXTREME EVENT I	152	165	-2	55	–	–	150	220	97	12	7	0.01
SERVICE I	122	130	-4	110	-1	2	117	242	7	12	7	0.01

GUIDED EXPANSION BEARING LOCATIONS	
SUPPORT	GIRDER
ABUTMENT 1	A
	D
	F
	I
ABUTMENT 2	A
	D
	F
	I

TEMP. DEGREES F	DIMENSION "E" (INCHES)
120	9 1/16"
100	10"
80	11"
60	12"
40	13"
20	14"
0	14 15/16"
-10	15 7/16"



ANCHOR BOLT DETAIL

NOT TO SCALE

NOTE A:

HEAVY HEX NUT TO BE DRAWN UP FINGER TIGHT THEN BACKED OFF 1/4 TURN

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: CPA DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS
POT BEARING DETAILS - 1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-55

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\55-Pot Bearings-1.dgn

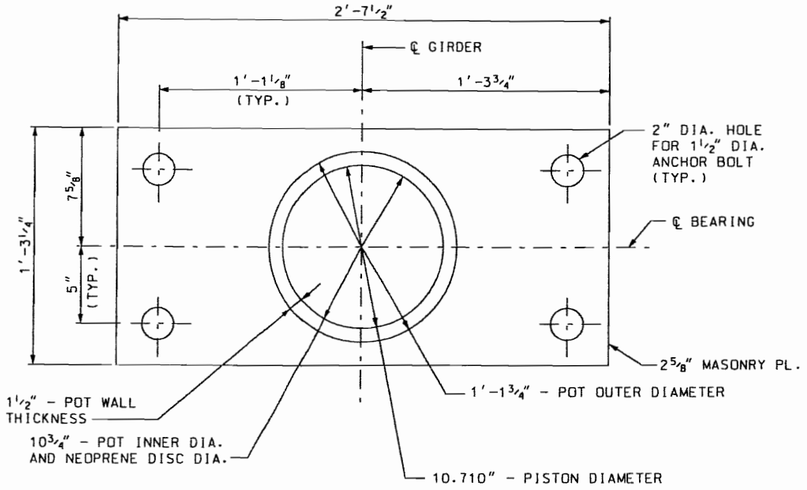
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

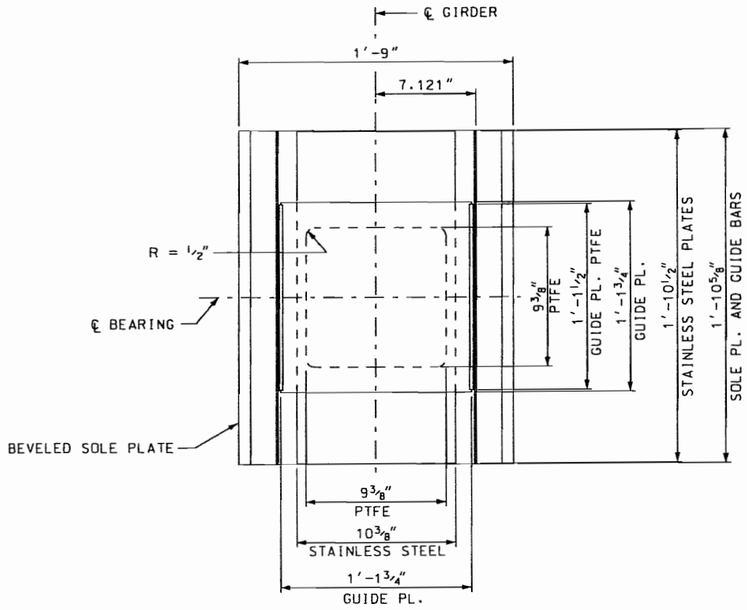
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

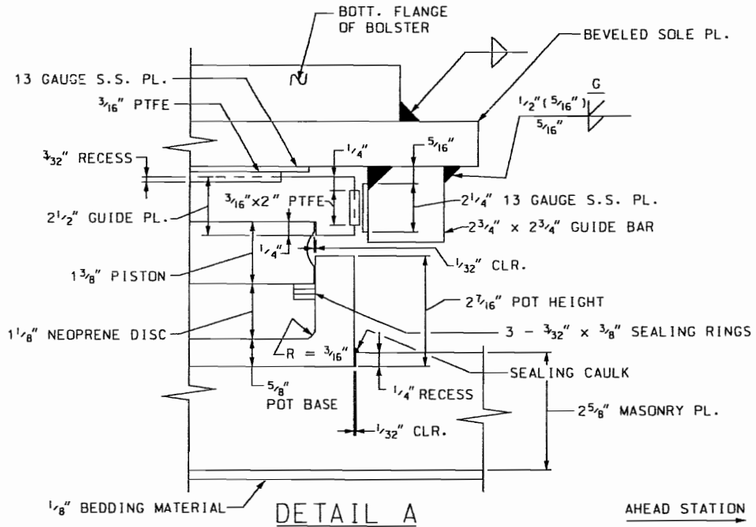
NO.	DATE	BY	BRIEF DESCRIPTION



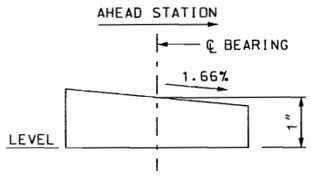
SECTION A-A
NOT TO SCALE



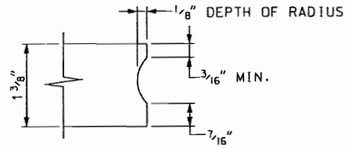
SECTION B-B
(PISTON NOT SHOWN FOR CLARITY)
NOT TO SCALE



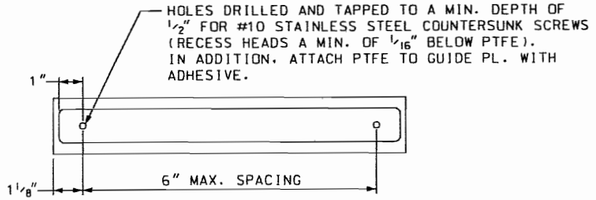
DETAIL A
NOT TO SCALE



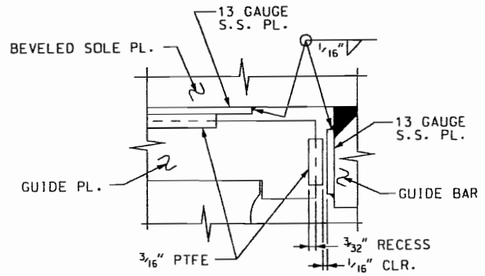
BEVELED SOLE PLATE DETAIL
NOT TO SCALE



PISTON DETAIL
NOT TO SCALE



GUIDE PLATE PTFE DETAIL
NOT TO SCALE



STAINLESS STEEL WELD DETAIL
NOT TO SCALE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR LOCATION OF SECTIONS A-A AND B-B, SEE DRAWING BR-109-55.
3. FOR LOCATION OF DETAIL A, SEE DRAWING BR-109-55.
4. BEARINGS MUST BE INSTALLED WHEN GIRDER IS COMPOSITE WITH THE NEW DECK IN THE ADJACENT APPROACH SPAN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS
POT BEARING DETAILS - 2
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: CPA DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

7/8/2011
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BR-109-56

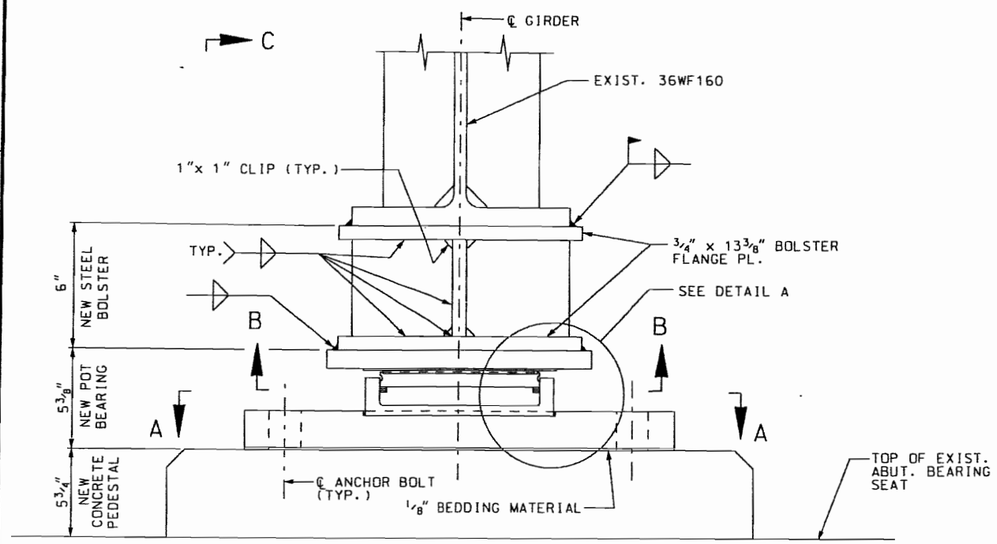
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

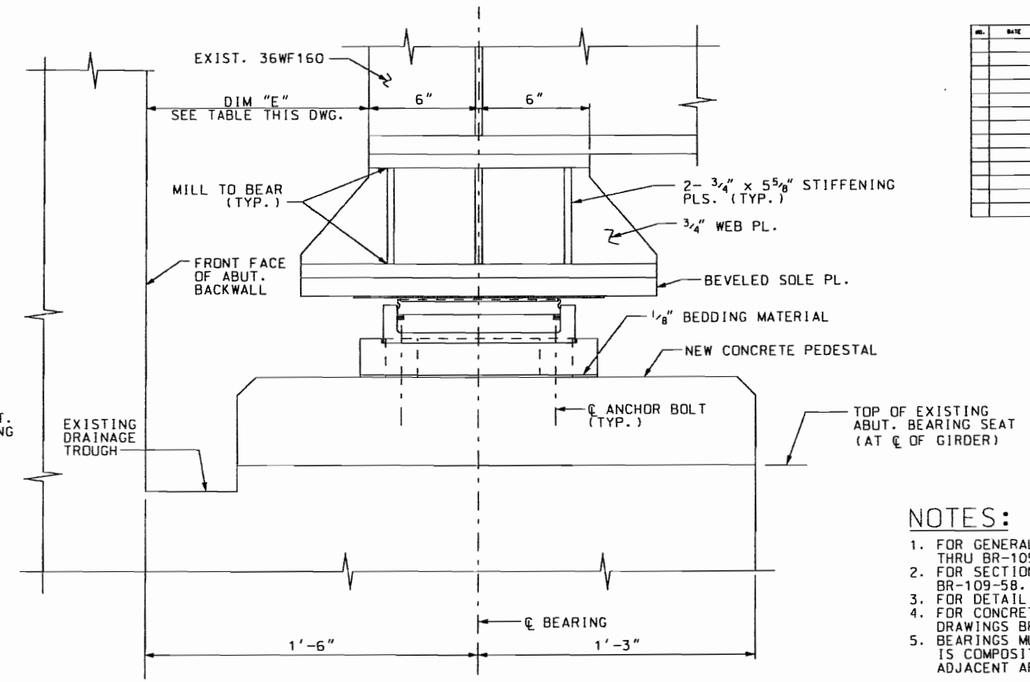
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NON-GUIDED EXPANSION BEARING DETAIL

(DIMENSIONS AT ℄ BEARING)
(CONCRETE DIAPHRAGM NOT SHOWN FOR CLARITY)
NOT TO SCALE



SECTION C-C

(CONCRETE DIAPHRAGM NOT SHOWN FOR CLARITY)
NOT TO SCALE

NOTES:

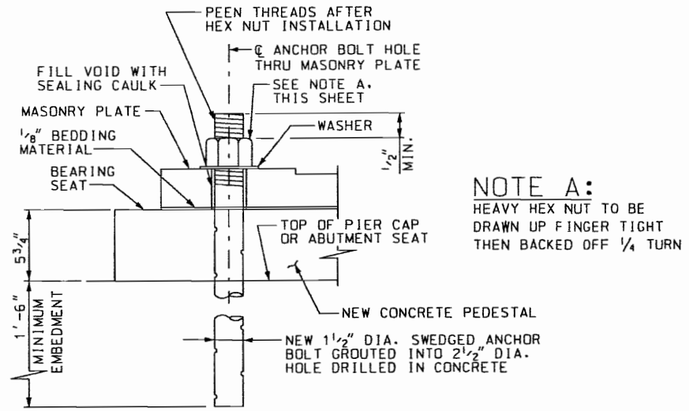
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR SECTIONS A-A AND B-B, SEE DRAWING BR-109-58.
3. FOR DETAIL A, SEE DRAWING BR-109-58.
4. FOR CONCRETE PEDESTAL DETAILS, SEE DRAWINGS BR-109-85 THRU BR-109-87.
5. BEARINGS MUST BE INSTALLED WHEN GIRDER IS COMPOSITE WITH THE NEW DECK IN THE ADJACENT APPROACH SPAN.

NON-GUIDED EXPANSION BEARINGS - DESIGN LOADS

AASHTO LRFD LIMIT STATES	VERTICAL								HORIZONTAL		TOTAL THERMAL MOVEMENT	TOTAL DESIGN ROTATION
	DL		LL+I		WIND		TOTAL		TRANSVERSE	LONGITUDINAL		
	MIN. (KIPS)	MAX. (KIPS)	MIN. (KIPS)	MAX. (KIPS)	MIN. (KIPS)	MAX. (KIPS)	MIN. (KIPS)	MAX. (KIPS)	(KIPS)	(KIPS)	(INCHES)	(RADIANS)
EXTREME EVENT I	146	158	-2	47	-	-	144	205	-	12	7	0.01
SERVICE I	116	125	-4	93	-1	2	111	220	-	12	7	0.01

NON-GUIDED EXPANSION BEARING LOCATIONS	
SUPPORT	GIRDER
ABUTMENT 1	B
	C
	E
	G
	H
ABUTMENT 2	B
	C
	E
	G
	H

TEMP. DEGREES F	DIMENSION "E" (INCHES)
120	9 1/16"
100	10"
80	11"
60	12"
40	13"
20	14"
0	14 15/16"
-10	15 7/16"



ANCHOR BOLT DETAIL

NOT TO SCALE

NOTE A:
HEAVY HEX NUT TO BE DRAWN UP FINGER TIGHT THEN BACKED OFF 1/4 TURN

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: CPA DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS
POT BEARING DETAILS - 3
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-57

7/8/2011
\\Mmdc10\Projects\27B6.01\CADD\Structural\57-Pot Bearings-3.dgn

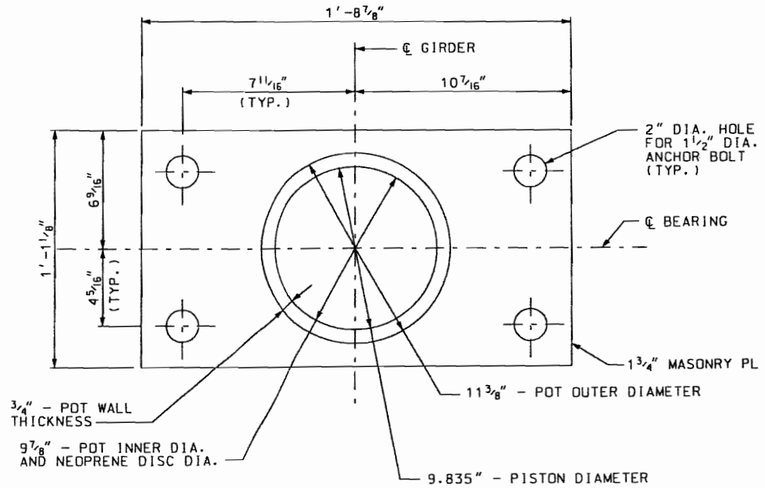
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

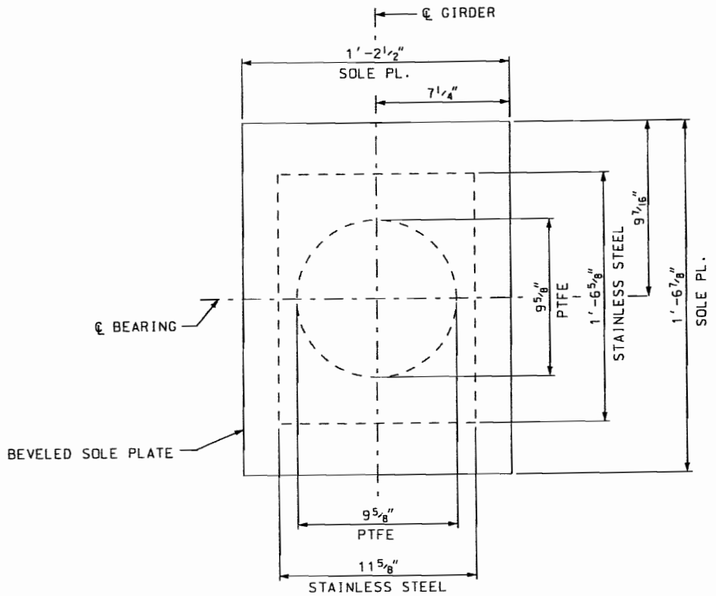
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	

REVISIONS

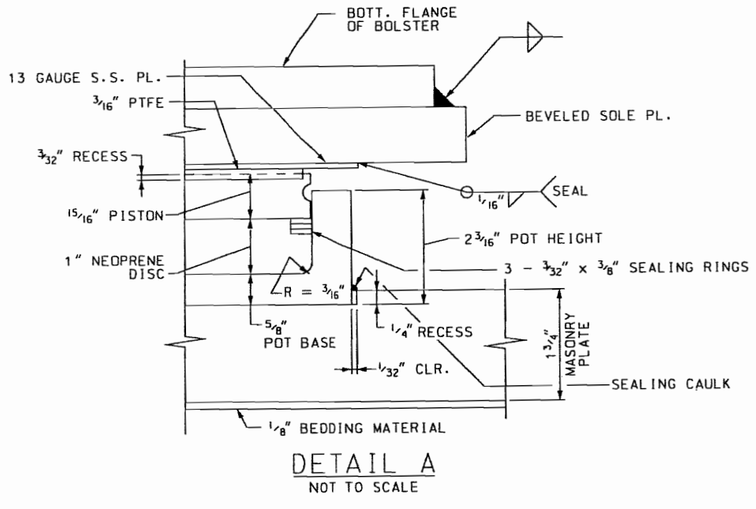
NO.	DATE	BY	BRIEF DESCRIPTION



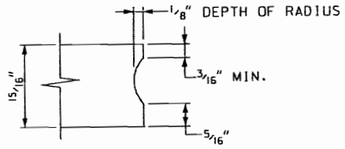
SECTION A-A
NOT TO SCALE



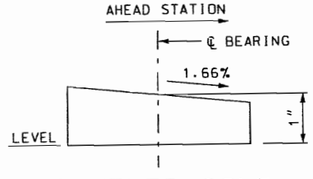
SECTION B-B
NOT TO SCALE



DETAIL A
NOT TO SCALE



PISTON DETAIL
NOT TO SCALE



BEVELED SOLE PLATE DETAIL
NOT TO SCALE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR LOCATION OF SECTIONS A-A AND B-B, SEE DRAWING BR-109-57.
3. FOR LOCATION OF DETAIL A, SEE DRAWING BR-109-57.
4. BEARINGS MUST BE INSTALLED WHEN GIRDER IS COMPOSITE WITH THE NEW DECK IN THE ADJACENT APPROACH SPAN.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: CPA DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

7/8/2011
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS
POT BEARING DETAILS - 4
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
No. 111831
STATE OF TENNESSEE

BR-109-58

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-1-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNFACTORED MOMENTS (KIP-FT) AND SHEARS (KIPS) (TYPICAL EXTERIOR GIRDER)

LOAD CASE	MOMENT (KIP-FT)											SHEAR (KIPS)										
	℄ BRG. ABUT. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. PIER 1	℄ BRG. ABUT. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. PIER 1
DC1	0.0	173.3	308.0	404.3	462.1	481.3	462.1	404.3	308.0	173.3	0.0	32.1	25.7	19.3	12.8	6.4	0.0	-6.4	-12.8	-19.3	-25.7	-32.1
DC2	0.0	18.5	32.2	41.2	45.5	45.1	40.0	30.1	15.5	-3.8	-27.8	3.5	2.7	1.9	1.1	0.3	-0.5	-1.3	-2.0	-2.8	-3.6	-4.4
DW	0.0	16.6	28.9	37.0	40.8	40.5	35.8	27.0	13.9	-3.4	-25.0	3.1	2.4	1.7	1.0	0.3	-0.4	-1.1	-1.8	-2.5	-3.2	-3.9
HL-93 LL+IM (+)	0.0	542.4	917.9	1134.3	1238.2	1224.5	1127.9	907.8	587.1	243.1	58.9	104.7	88.6	73.3	59.0	45.7	33.6	23.9	16.0	9.2	3.5	1.0
HL-93 LL+IM (-)	0.0	-21.9	-43.8	-65.7	-87.7	-109.6	-131.5	-153.4	-175.3	-219.1	-587.8	-3.7	-6.6	-16.0	-25.8	-35.8	-48.6	-62.7	-76.6	-90.2	-103.4	-115.9
HS20 LL+IM (+)	0.0	440.7	739.5	904.5	982.2	967.6	895.2	724.6	478.5	157.9	40.6	85.6	73.4	61.6	50.2	39.4	29.3	20.1	12.2	6.4	2.9	0.7
HS20 LL+IM (-)	0.0	-15.2	-30.3	-45.4	-60.6	-75.7	-90.9	-106.0	-121.2	-162.0	-430.5	-2.5	-5.6	-11.1	-20.2	-31.0	-41.9	-53.4	-64.2	-74.4	-83.8	-92.3

UNFACTORED REACTIONS (KIPS)

LOAD CASE	TYP. EXT. GIRDER		TYP. INT. GIRDER		SPAN 1 GIRDER G	
	ABUT. 1	PIER 1	ABUT. 1	PIER 1	ABUT. 1	PIER 1
DC1	32.1	32.1	26.3	26.3	27.6	27.0
DC2	3.5	7.1	3.5	7.1	3.5	7.1
DW	3.1	6.4	3.1	6.4	3.3	6.6
HL-93 LL+IM (+)	104.7	169.4	77.9	126.1	83.7	135.5
HL-93 LL+IM (-)	-3.7	-10.6	-2.7	-7.9	-2.9	-8.5
HS20 LL+IM (+)	85.6	103.4	63.7	76.9	68.5	82.7
HS20 LL+IM (-)	-2.5	-7.2	-1.9	-5.3	-2.0	-5.7

NOTE: POSITIVE VALUES DENOTE DOWNWARD FORCE.
NEGATIVE VALUES DENOTE UPLIFT FORCE.

UNFACTORED MOMENTS (KIP-FT) AND SHEARS (KIPS) (TYPICAL INTERIOR GIRDER)

LOAD CASE	MOMENT (KIP-FT)											SHEAR (KIPS)										
	℄ BRG. ABUT. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. PIER 1	℄ BRG. ABUT. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. PIER 1
DC1	0.0	142.0	252.4	331.3	378.6	394.4	378.6	331.3	252.4	142.0	0.0	26.3	21.0	15.8	10.5	5.3	0.0	-5.3	-10.5	-15.8	-21.0	-26.3
DC2	0.0	18.5	32.2	41.2	45.5	45.1	40.0	30.1	15.5	-3.8	-27.8	3.5	2.7	1.9	1.1	0.3	-0.5	-1.3	-2.0	-2.8	-3.6	-4.4
DW	0.0	16.6	28.9	37.0	40.8	40.5	35.8	27.0	13.9	-3.4	-25.0	3.1	2.4	1.7	1.0	0.3	-0.4	-1.1	-1.8	-2.5	-3.2	-3.9
HL-93 LL+IM (+)	0.0	345.1	584.0	721.6	787.7	779.0	717.5	577.5	373.5	154.7	37.5	77.9	65.9	54.5	43.9	34.0	25.0	17.8	11.9	6.9	2.6	0.7
HL-93 LL+IM (-)	0.0	-13.9	-27.9	-41.8	-55.8	-69.7	-83.7	-97.6	-111.5	-139.4	-374.0	-2.7	-4.9	-11.9	-19.2	-26.6	-36.2	-46.6	-57.0	-67.1	-76.9	-86.2
HS20 LL+IM (+)	0.0	280.3	470.5	575.4	624.9	615.6	569.5	461.0	304.4	100.4	25.8	63.7	54.6	45.9	37.4	29.4	21.8	15.0	9.0	4.7	2.2	0.5
HS20 LL+IM (-)	0.0	-9.6	-19.3	-28.9	-38.6	-48.2	-57.8	-67.5	-77.1	-103.1	-273.9	-1.9	-4.2	-8.3	-15.0	-23.1	-31.2	-39.7	-47.8	-55.4	-62.4	-68.7

UNFACTORED MOMENTS (KIP-FT) AND SHEARS (KIPS) (SPAN 1 GIRDER G)

LOAD CASE	MOMENT (KIP-FT)											SHEAR (KIPS)										
	℄ BRG. ABUT. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. PIER 1	℄ BRG. ABUT. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. PIER 1
DC1	0.0	148.9	264.0	345.7	394.1	409.5	392.1	342.3	260.1	146.0	0.0	27.6	22.0	16.4	10.8	5.3	-0.2	-5.6	-11.0	-16.4	-21.7	-27.0
DC2	0.0	18.5	32.2	41.2	45.5	45.1	40.0	30.1	15.5	-3.8	-27.8	3.5	2.7	1.9	1.1	0.3	-0.5	-1.3	-2.0	-2.8	-3.6	-4.4
DW	0.0	17.7	30.7	39.2	43.1	42.6	37.6	28.2	14.5	-3.6	-26.0	3.3	2.6	1.8	1.0	0.3	-0.5	-1.2	-1.9	-2.7	-3.4	-4.1
HL-93 LL+IM (+)	0.0	371.9	629.3	777.6	848.8	839.5	773.2	622.4	402.5	166.7	40.4	83.7	70.8	58.6	47.2	36.5	26.8	19.1	12.8	7.4	2.8	0.8
HL-93 LL+IM (-)	0.0	-15.0	-30.0	-45.1	-60.1	-75.1	-90.1	-105.2	-120.2	-150.2	-403.0	-2.9	-5.3	-12.8	-20.6	-28.6	-38.9	-50.1	-61.3	-72.2	-82.7	-92.7
HS20 LL+IM (+)	0.0	302.1	507.0	620.1	673.4	663.3	613.7	496.7	328.0	108.2	27.9	68.5	58.7	49.3	40.2	31.6	23.5	16.1	9.7	5.1	2.3	0.5
HS20 LL+IM (-)	0.0	-10.4	-20.8	-31.2	-41.5	-51.9	-62.3	-72.7	-83.1	-111.1	-295.1	-2.0	-4.5	-8.9	-16.2	-24.8	-33.5	-42.7	-51.4	-59.5	-67.0	-73.8

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPANS FRAMING PLAN, SEE DRAWING BR-109-53.
3. FOR APPROACH SPANS GIRDER DETAILS, SEE DRAWING BR-109-54.
4. TYPICAL EXTERIOR AND INTERIOR GIRDERS SHOWN FOR SPAN 1, SPAN 10 SIMILAR.

DC1 = WEIGHT OF STEEL AND DECK CONCRETE.

DC2 = WEIGHT OF RAILING.

DW = WEIGHT OF FUTURE WEARING SURFACE.

TOTAL DEAD LOAD = DC1 + DC2 + DW.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS-MOMENT, SHEAR & REACTION TABLES-1
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-59

7/8/2011
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UNFACTORED MOMENTS (KIP-FT) AND SHEARS (KIPS) (SPAN 1 GIRDER H)

LOAD CASE	MOMENT (KIP-FT)											SHEAR (KIPS)										
	℄ BRG. ABUT. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. PIER 1	℄ BRG. ABUT. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. PIER 1
DC1	0.0	155.8	275.6	360.0	409.5	424.6	405.7	353.2	267.8	149.9	0.0	29.0	23.0	17.0	11.2	5.4	-0.3	-6.0	-11.5	-17.0	-22.3	-27.6
DC2	0.0	18.5	32.2	41.2	45.5	45.1	40.0	30.1	15.5	-3.8	-27.8	3.5	2.7	1.9	1.1	0.3	-0.5	-1.3	-2.0	-2.8	-3.6	-4.4
DW	0.0	17.7	30.7	39.2	43.1	42.6	37.6	28.2	14.5	-3.6	-26.0	3.3	2.6	1.8	1.0	0.3	-0.5	-1.2	-1.9	-2.7	-3.4	-4.1
HL-93 LL+IM (+)	0.0	398.2	673.7	832.6	908.8	898.8	827.9	666.3	430.9	178.5	43.2	89.4	75.7	62.6	50.4	39.0	28.7	20.4	13.7	7.9	3.0	0.8
HL-93 LL+IM (-)	0.0	-16.1	-32.2	-48.3	-64.3	-80.4	-96.5	-112.6	-128.7	-160.8	-431.5	-3.1	-5.6	-13.7	-22.0	-30.6	-41.6	-53.6	-65.5	-77.1	-88.3	-99.0
HS20 LL+IM (+)	0.0	323.4	542.8	663.9	721.0	710.2	657.1	531.8	351.2	115.9	29.8	73.1	62.8	52.7	42.9	33.7	25.1	17.2	10.4	5.4	2.5	0.6
HS20 LL+IM (-)	0.0	-11.1	-22.2	-33.4	-44.5	-55.6	-66.7	-77.8	-88.9	-118.9	-316.0	-2.2	-4.8	-9.5	-17.3	-26.5	-35.8	-45.6	-54.9	-63.6	-71.6	-78.9

UNFACTORED MOMENTS (KIP-FT) AND SHEARS (KIPS) (SPAN 1 GIRDER I)

LOAD CASE	MOMENT (KIP-FT)											SHEAR (KIPS)										
	℄ BRG. ABUT. 1	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ BRG. PIER 1	℄ BRG. ABUT. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. PIER 1
DC1	0.0	180.2	319.7	418.8	477.7	496.6	475.8	415.4	315.9	177.3	0.0	33.4	26.6	19.9	13.2	6.5	-0.2	-6.8	-13.3	-19.9	-26.3	-32.8
DC2	0.0	18.5	32.2	41.2	45.5	45.1	40.0	30.1	15.5	-3.8	-27.8	3.5	2.7	1.9	1.1	0.3	-0.5	-1.3	-2.0	-2.8	-3.6	-4.4
DW	0.0	17.7	30.7	39.2	43.1	42.6	37.6	28.2	14.5	-3.6	-26.0	3.3	2.6	1.8	1.0	0.3	-0.5	-1.2	-1.9	-2.7	-3.4	-4.1
HL-93 LL+IM (+)	0.0	551.9	933.8	1154.0	1259.7	1245.8	1147.5	923.6	597.3	247.3	59.9	106.5	90.1	74.6	60.0	46.5	34.1	24.3	16.3	9.4	3.6	1.0
HL-93 LL+IM (-)	0.0	-22.3	-44.6	-66.9	-89.2	-111.5	-133.8	-156.1	-178.4	-222.9	-598.0	-3.7	-6.7	-16.3	-26.2	-36.4	-49.5	-63.8	-77.9	-91.8	-105.2	-117.9
HS20 LL+IM (+)	0.0	448.3	752.3	920.2	999.3	984.4	910.7	737.1	486.8	160.6	41.3	87.1	74.7	62.7	51.1	40.1	29.9	20.5	12.4	6.5	3.0	0.7
HS20 LL+IM (-)	0.0	-15.4	-30.8	-46.2	-61.6	-77.1	-92.5	-107.9	-123.3	-164.8	-438.0	-2.6	-5.7	-11.3	-20.6	-31.5	-42.7	-54.3	-65.3	-75.7	-85.3	-93.9

UNFACTORED REACTIONS (KIPS)

LOAD CASE	SPAN 1 GIRDER H		SPAN 1 GIRDER I	
	ABUT. 1	PIER 1	ABUT. 1	PIER 1
DC1	29.0	27.6	33.4	32.8
DC2	3.5	7.1	3.5	7.1
DW	3.3	6.6	3.3	6.6
HL-93 LL+IM (+)	89.4	144.8	106.5	172.4
HL-93 LL+IM (-)	-3.1	-9.0	-3.7	-10.8
HS20 LL+IM (+)	73.1	88.3	87.1	105.1
HS20 LL+IM (-)	-2.2	-6.1	-2.6	-7.3

NOTE: POSITIVE VALUES DENOTE DOWNWARD FORCE.
NEGATIVE VALUES DENOTE UPLIFT FORCE.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPANS FRAMING PLAN, SEE DRAWING BR-109-53.
3. FOR APPROACH SPANS GIRDER DETAILS, SEE DRAWING BR-109-54.

DC1 = WEIGHT OF STEEL AND DECK CONCRETE.

DC2 = WEIGHT OF RAILING.

DW = WEIGHT OF FUTURE WEARING SURFACE.

TOTAL DEAD LOAD = DC1 + DC2 + DW.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS-MOMENT, SHEAR & REACTION TABLES-2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KUIDAT REGISTERED ENGINEER LICENSE NO. 112551 STATE OF TENNESSEE

BR-109-60

7/8/2011
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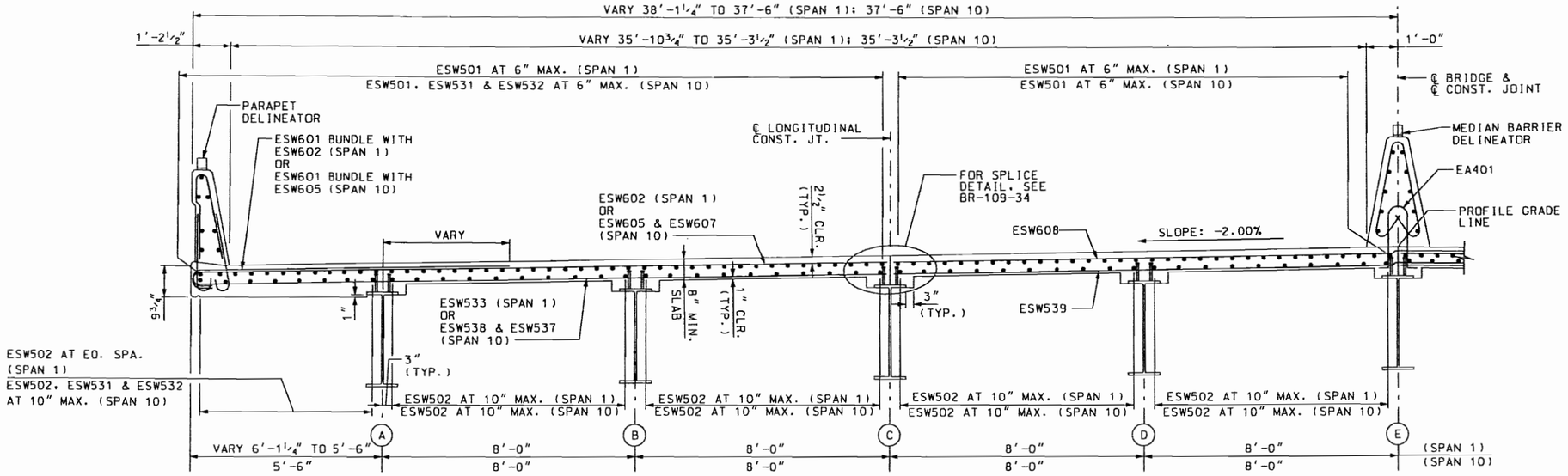
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

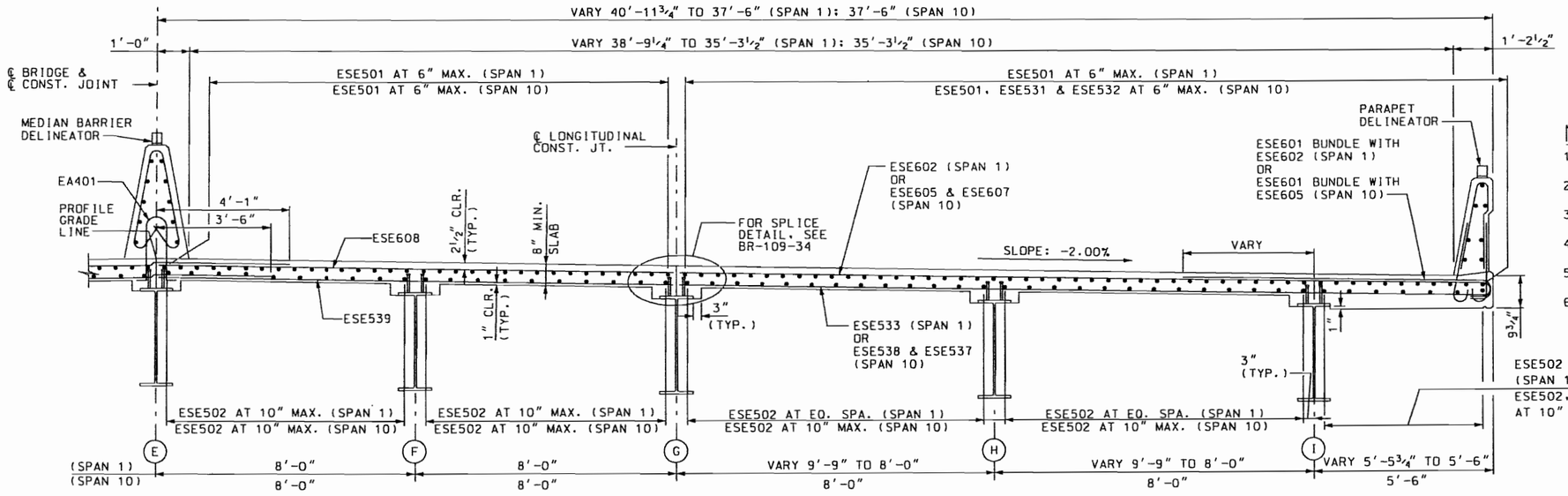
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



WESTBOUND CROSS SECTION

(LOOKING AHEAD STATION)
(SPAN 1 SHOWN; SPAN 10 SIMILAR)
SCALE ½" = 1'-0"



EASTBOUND CROSS SECTION

(LOOKING AHEAD STATION)
(SPAN 1 SHOWN; SPAN 10 SIMILAR)
SCALE ½" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPAN SLAB PLANS, SEE DWGS. BR-109-29 AND BR-109-35.
3. FOR APPROACH SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
4. FOR MEDIAN BARRIER AND PARAPET DETAILS, SEE DWG. BR-109-26.
5. FOR PARAPET DELINEATOR DETAILS AND GENERAL NOTES, SEE TDOT STD-1-1SS.
6. FOR MEDIAN BARRIER DELINEATOR DETAILS AND GENERAL NOTES, SEE TDOT STD-1-3SS.

DESIGNED BY: CPA DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SPANS SLAB CROSS SECTION

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-61

7/8/2011
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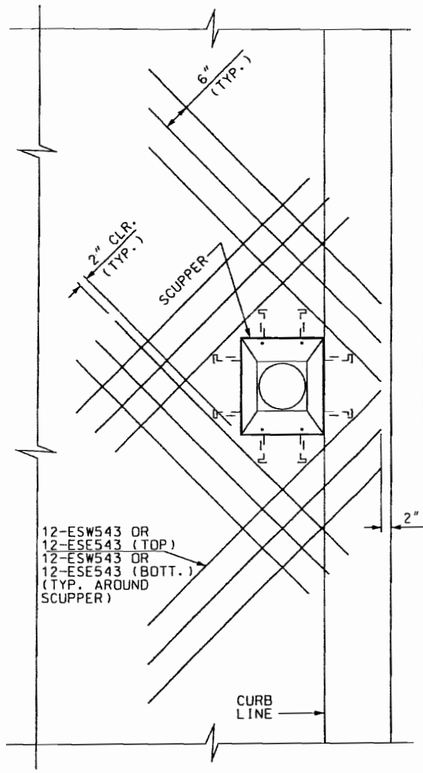
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

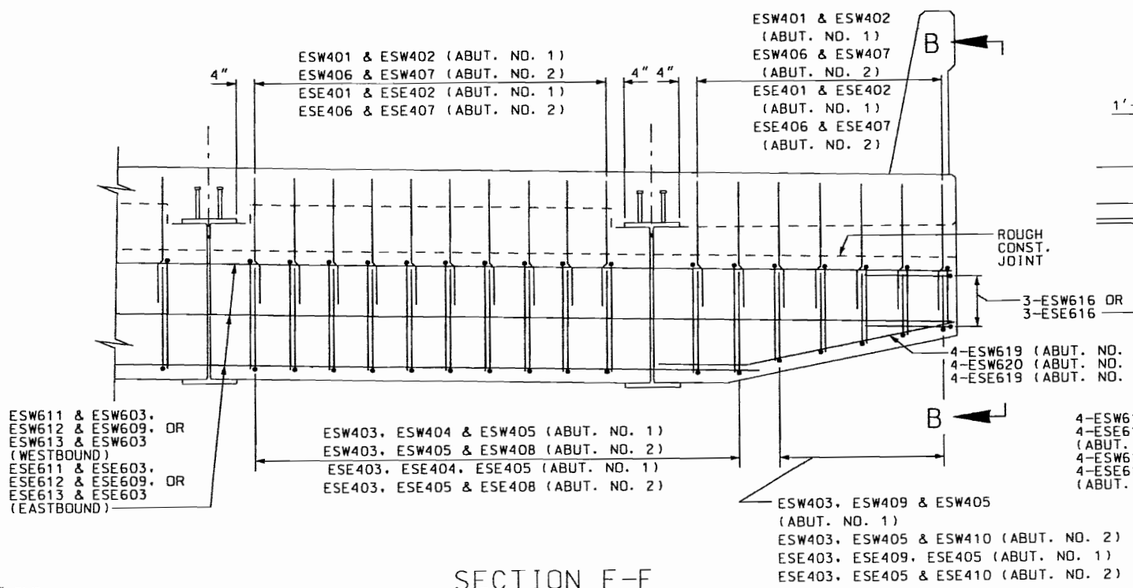
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



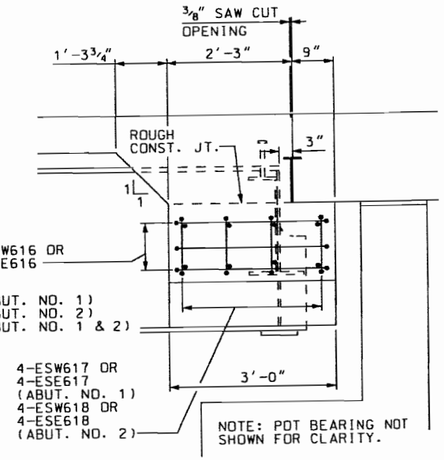
REINFORCEMENT DETAIL AT SCUPPER

SCALE: 3/4" = 1'-0"



SECTION F-F

(ABUTMENT NO. 2 SHOWN; ABUTMENT NO. 1 SIMILAR)
(STEEL DIAPHRAGM AND OVERHANG BRACKET NOT SHOWN FOR CLARITY)
SCALE: 3/4" = 1'-0"



VIEW B-B

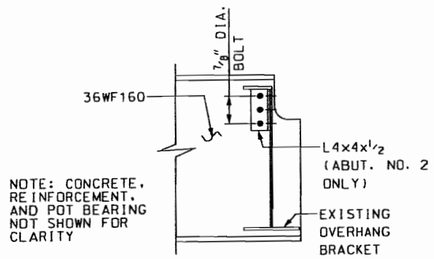
SCALE: 3/4" = 1'-0"

STEEL DIAPHRAGM & BRACKET DETAIL

SCALE: 3/4" = 1'-0"

SECTION A-A

SCALE: 3/4" = 1'-0"



SECTION C-C

SCALE: 3/4" = 1'-0"

LEGEND:

- ○ EXISTING FASTENER TO REMAIN.
- • NEW BOLT IN NEW HOLE.
- ⦿ NEW BOLT IN EXISTING HOLE.

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPAN SLAB CROSS SECTION, SEE DWG. BR-109-61.
3. FOR TRUSS SPAN AND APPROACH SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.
4. WORK THIS DWG. WITH DWGS. BR-109-63 AND BR-109-64.
5. FOR PARAPET REINFORCEMENT DETAILS, SEE DWG. BR-109-26.

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

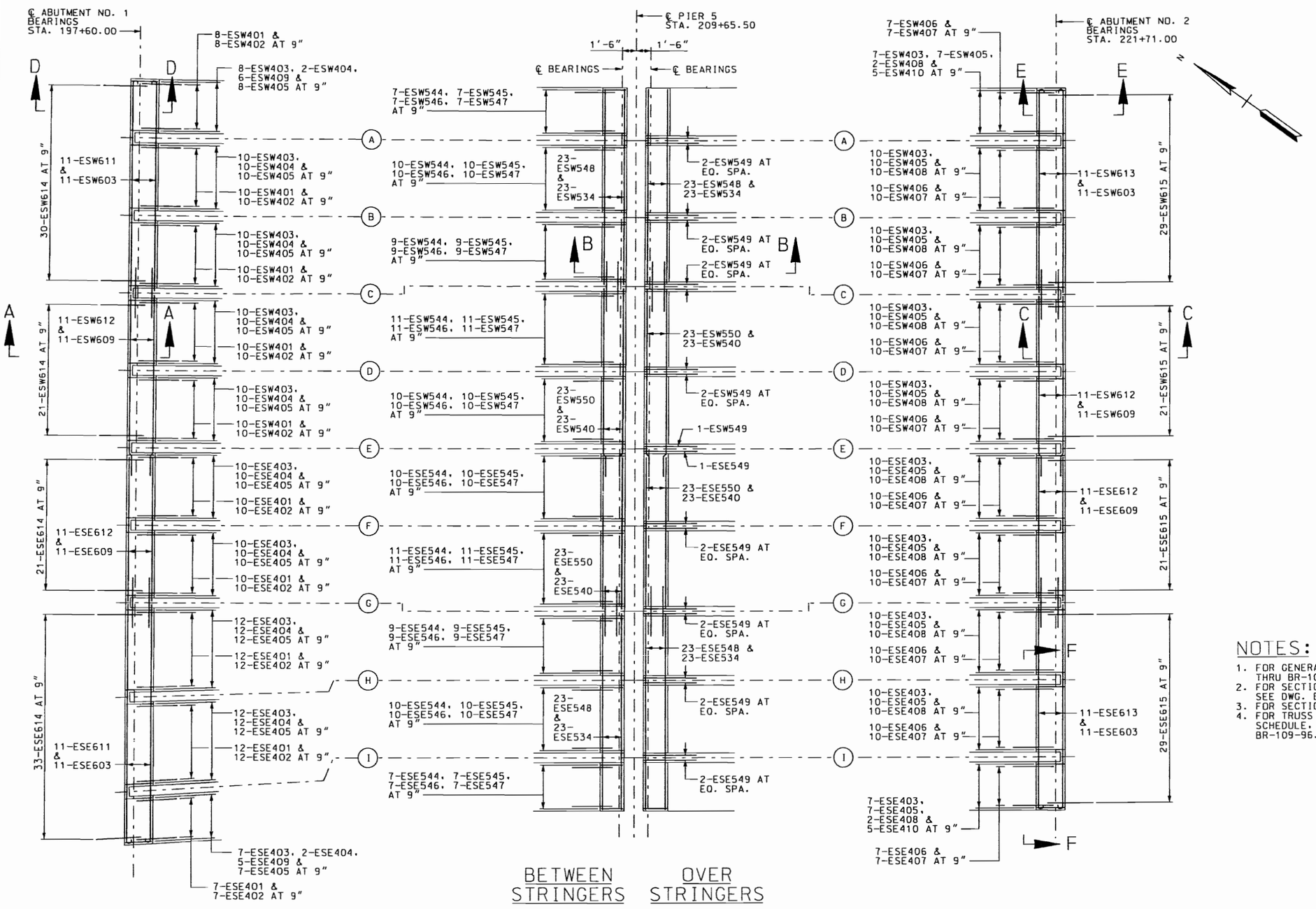
SLAB DETAILS - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-62

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



BETWEEN STRINGERS OVER STRINGERS

ABUTMENT NO. 1

PIER 5

ABUTMENT NO. 2

NOTE: SPLICE OF TRANSVERSE END REINFORCEMENT REQUIRED ALONG GIRDER/STRINGER LINES C AND G AT ABUTMENT NO. 1, BOTH BEARING LINES AT PIER 5, AND ABUTMENT NO. 2.

TYPICAL END REINFORCEMENT

SCALE: 3/16" = 1'-0"

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. FOR SECTIONS A-A, B-B, C-C, D-D, AND E-E, SEE DWG. BR-109-64.
3. FOR SECTION F-F, SEE DWG. BR-109-62.
4. FOR TRUSS SPAN AND APPROACH SPAN BAR SCHEDULE, SEE DWGS. BR-109-94 THRU BR-109-96.

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB DETAILS - 2

REDECKING OF
INTERSTATE 40
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FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-63

7/8/2011
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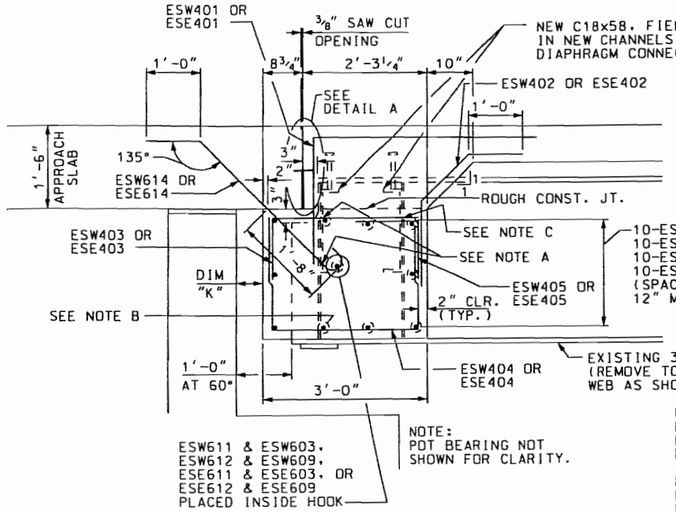
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



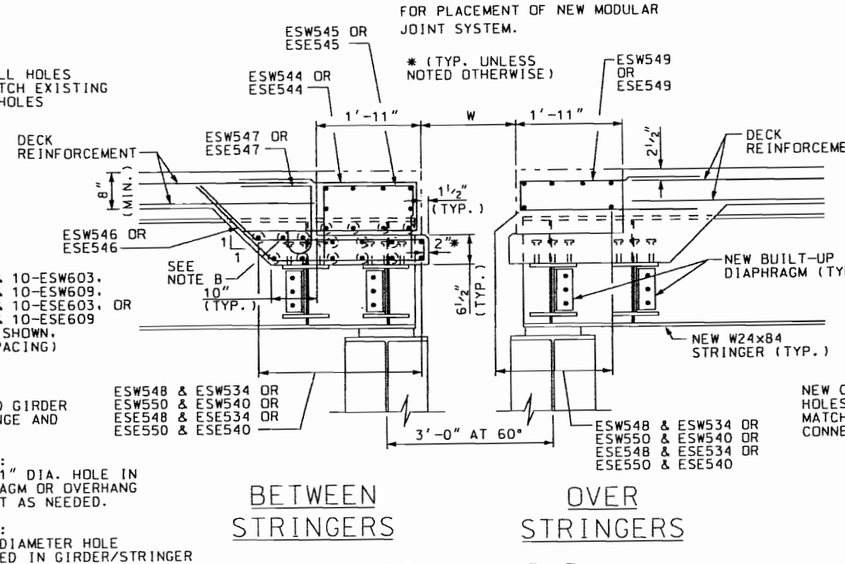
SECTION A-A
AT ABUTMENT NO. 1

(SECTION A-A IS APPLICABLE BETWEEN GIRDERS A AND I AT ABUTMENT NO. 1)
SCALE: 3/4" = 1'-0"

NOTE A:
DRILL 1" DIA. HOLE IN DIAPHRAGM OR OVERHANG BRACKET AS NEEDED.

NOTE B:
DRILL DIAMETER HOLE REQUIRED IN GIRDER/STRINGER TO ACCOMMODATE MECHANICAL SPLICE SYSTEM AS NEEDED. OTHERWISE DRILL 1" DIA. HOLE TO ACCOMMODATE REINFORCEMENT AS NEEDED.

NOTE C:
DRILL 1 3/4" DIA. HOLE IN DIAPHRAGMS AS NEEDED.

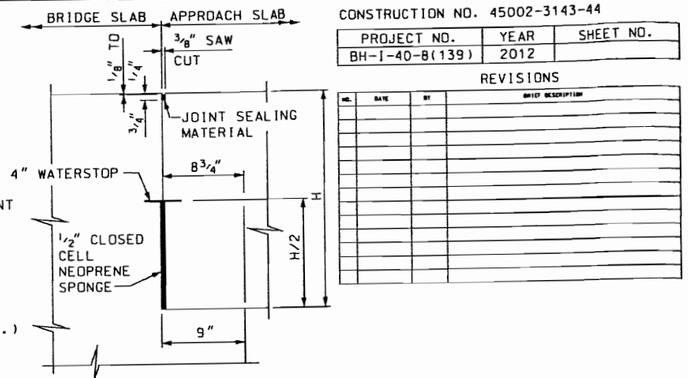


BETWEEN STRINGERS

OVER STRINGERS

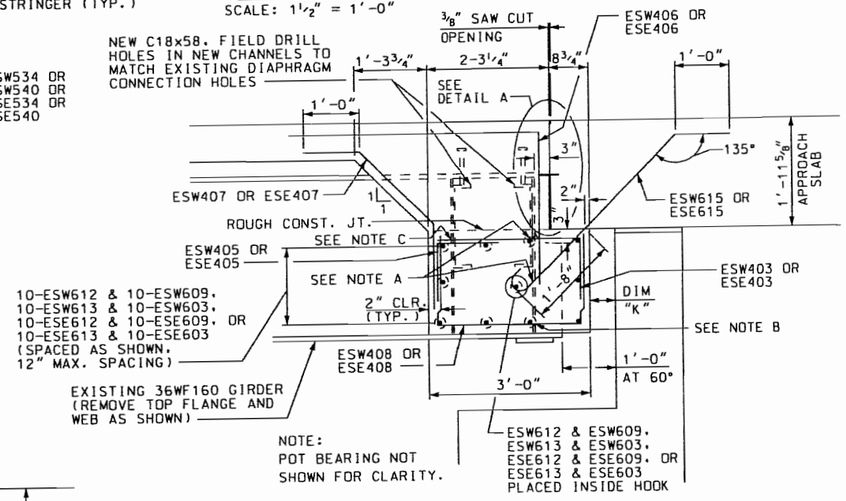
SECTION B-B
AT PIER 5

SCALE: 3/4" = 1'-0"



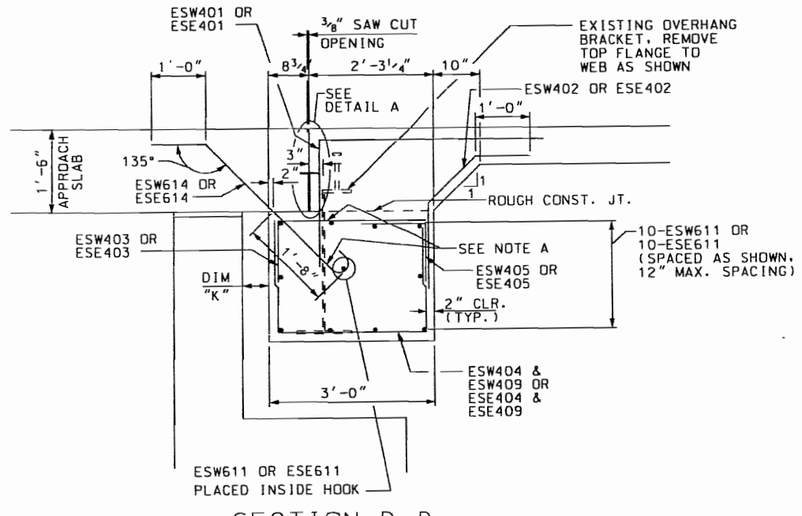
DETAIL A

SCALE: 1 1/2" = 1'-0"



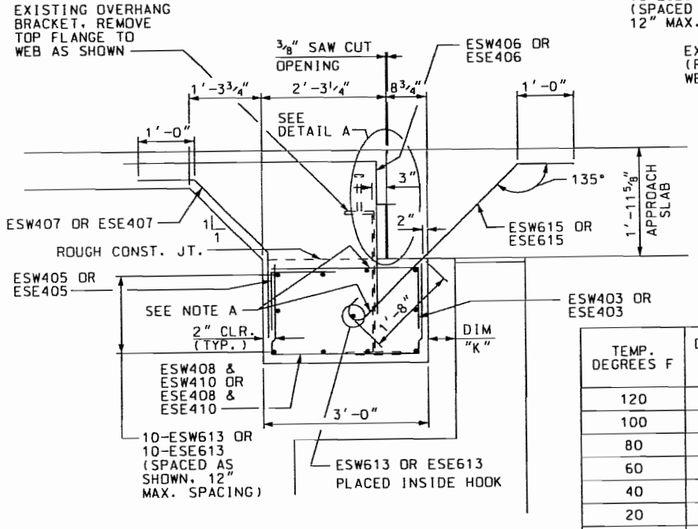
SECTION C-C
AT ABUTMENT NO. 2

(SECTION C-C IS APPLICABLE BETWEEN GIRDERS A AND I AT ABUTMENT NO. 2)
SCALE: 3/4" = 1'-0"



SECTION D-D
AT ABUTMENT NO. 1

(SECTION D-D IS APPLICABLE TO THE DECK OVERHANGS AT ABUTMENT NO. 1)
SCALE: 3/4" = 1'-0"



SECTION E-E
AT ABUTMENT NO. 2

(SECTION E-E IS APPLICABLE TO THE DECK OVERHANGS AT ABUTMENT NO. 2)
SCALE: 3/4" = 1'-0"

TEMP. DEGREES F	DIMENSION "K" (INCHES)
120	2 13/16"
100	3 3/4"
80	4 3/4"
60	5 3/4"
40	6 3/4"
20	7 3/4"
0	8 11/16"
-10	9 3/16"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. FOR APPROACH SPAN GIRDER DETAILS, SEE DRAWING BR-109-54.
3. FOR APPROACH SPAN GIRDER TO FLOORBEAM CONNECTION DETAIL, SEE DRAWING BR-109-23.
4. FOR BUILT-UP DIAPHRAGM DETAILS, SEE DRAWING BR-109-69.
5. FOR PIER 5 MODULAR EXPANSION JOINT DETAILS, SEE DRAWING BR-109-68 AND BR-109-69.
6. FOR DIMENSION "W", SEE DRAWING BR-109-68.
7. FOR DIMENSION "K", SEE TEMPERATURE SETTING CHART, THIS SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB DETAILS - 3

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI — REGISTERED ENGINEER — No. 119521 — STATE OF TENNESSEE

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

BR-109-64

7/8/2011
\\Nmdc10\Projects\2786.01\CADD\Structural\64-End Slab Plan-2.dgn

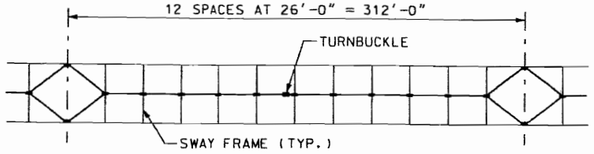
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

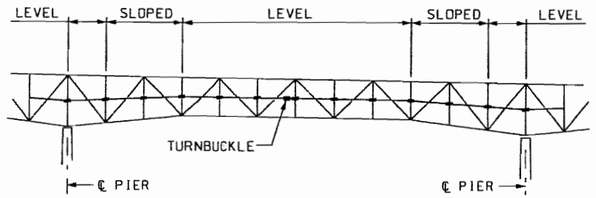
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



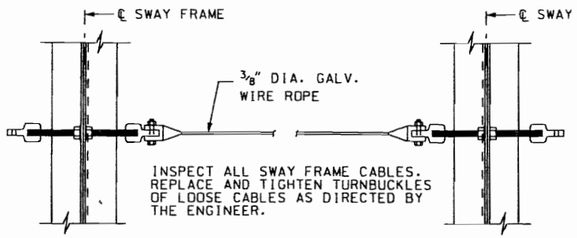
PLAN



ELEVATION

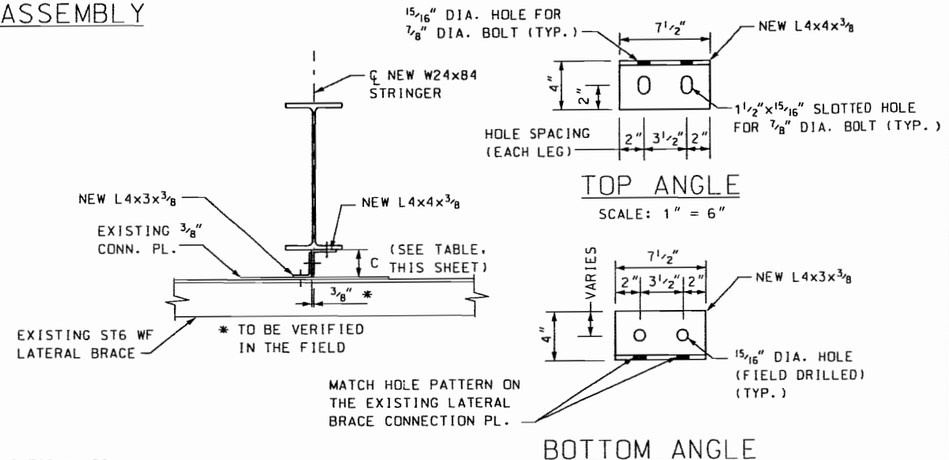
EXISTING SWAY FRAME STABILIZER

(TYPICAL FOR SPANS 3, 4, 7 & 8; SPAN 5 AND 6 HAVE 10 PANELS)
SCALE: 1" = 50'-0"



TYPICAL EXISTING WIRE ROPE ASSEMBLY BETWEEN SWAY FRAMES

SCALE: 1" = 1'-0"



TOP ANGLE

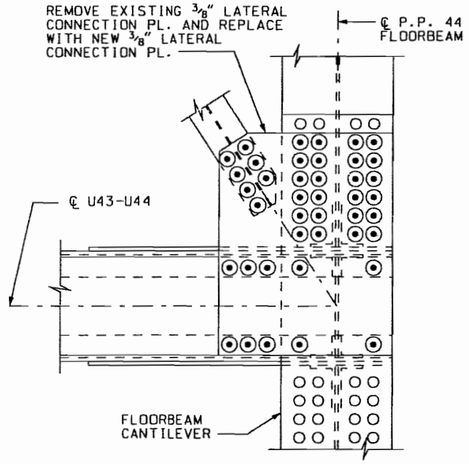
SCALE: 1" = 6"

BOTTOM ANGLE

SCALE: 1" = 6"

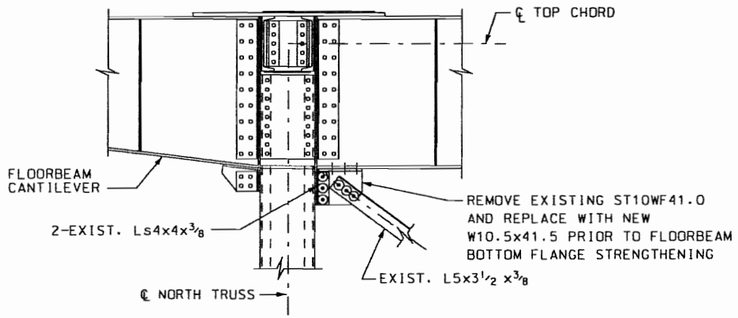
NEW LATERAL BRACE HANGER - DETAIL

SCALE: 1" = 1'-0"



LATERAL CONNECTION PLATE REPLACEMENT

(SOUTH TRUSS SHOWN, NORTH TRUSS SIMILAR)
(P.P. U44 SHOWN, P.P. U45 SIMILAR)
SCALE: 1" = 1'-0"



CROSS FRAME CONNECTION PLATE REPLACEMENT AT P.P. 56

(NEW FLOORBEAM REPAIRS NOT SHOWN FOR CLARITY)
(LOOKING AHEAD STATION)
SCALE: 1/2" = 1'-0"

FL. BEAM	C (IN)
FB3E	4 5/16"
FB3-1	4 5/8"
FB3-2	4 9/16"
FB4-1	4 5/8"
FB4-2	4 9/16"

NOTE: ALL DIMENSIONS TO BE VERIFIED IN THE FIELD

NOTE: FOR FLOORBEAM LOCATIONS SEE DRAWING BR-109-22.

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. REPLACE ALL CONNECTIONS WITH HIGH STRENGTH BOLTS OF THE SAME DIAMETER.
3. CLEAN AND PRIME PAINT CONNECTION AREAS OF EXISTING STEEL PRIOR TO INSTALLING NEW STEEL.
4. FOR ADDITIONAL DETAILS, SEE SPECIAL PROVISIONS.

DESIGNED BY: DTP/AK DATE: 07/2011
DRAWN BY: DTP/AK DATE: 07/2011
CHECKED BY: CPA DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS STRUCTURAL STEEL DETAILS - 1

REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-65

7/8/2011
\\Mmdc10\Projects\27B6.01\CADD\Structural\85-Misc Structural Steel_1.dgn

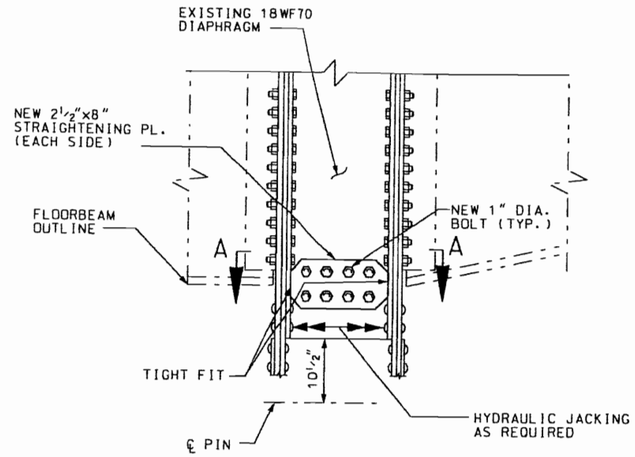
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

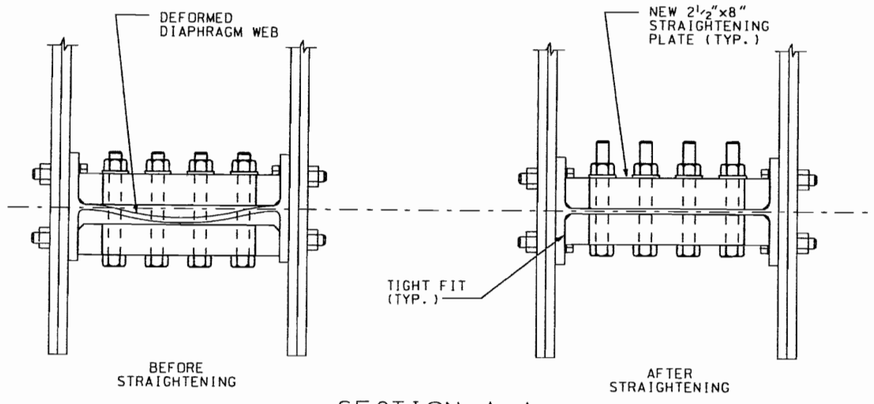
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



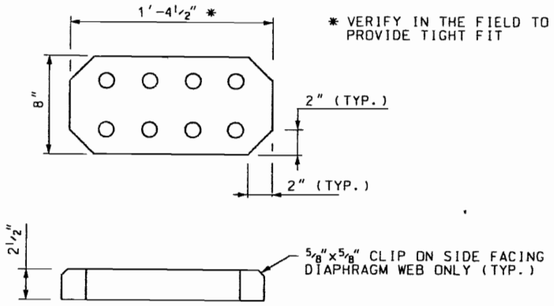
DIAPHRAGM REPAIR AT P.P.0 & P.P.89 – DETAIL

SCALE: 1" = 1'-0"



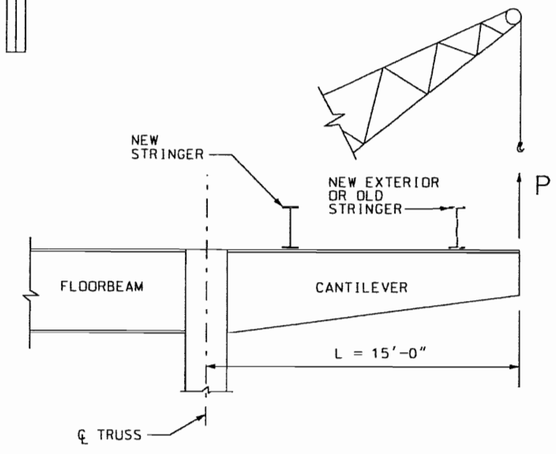
SECTION A–A

SCALE: 1" = 6"



STRAIGHTENING PLATE – DETAIL

SCALE: 1" = 6"

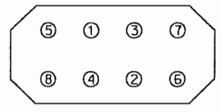


RECOMMENDED VERTICAL FORCE – P

P = 2000 LB FOR L = 15'-0"
FOR DIFFERENT LIFTING POINT LOCATION (L)
USE P = 30,000/L (LB).

DIAPHRAGM REPAIR PROCEDURE:

1. REMOVE EXISTING PARAPET AND CONCRETE DECK OVER FLOOR CANTILEVER BETWEEN P.P.0 AND P.P.1 (P.P.88 AND P.P.89)
2. SELECT LIFTING POINT ON CANTILEVER AND APPLY RECOMMENDED VERTICAL FORCE TO REDUCE STRESSES ON DIAPHRAGM DUE TO DEAD LOADS.
3. DRILL OVERSIZED HOLES FOR 1" DIA. BOLTS IN DIAPHRAGM WEB, PLACE STRAIGHTENING PLATES AND INSERT HIGH STRENGTH BOLTS. HYDRAULIC JACKING MAY BE REQUIRED TO PROVIDE THE AS-ROLLED CLEAR DISTANCE BETWEEN THE DIAPHRAGM FLANGES.
4. INCREMENTALLY TIGHTEN BOLTS BY ¼ TURN IN THE SEQUENCE SHOWN.



TIGHTENING SEQUENCE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. FOR ADDITIONAL DETAILS, SEE SPECIAL PROVISIONS.

DESIGNED BY: AK DATE: 07/2011
DRAWN BY: AK DATE: 07/2011
CHECKED BY: CPA DATE: 07/2011

7/8/2011
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS STRUCTURAL STEEL DETAILS - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-66

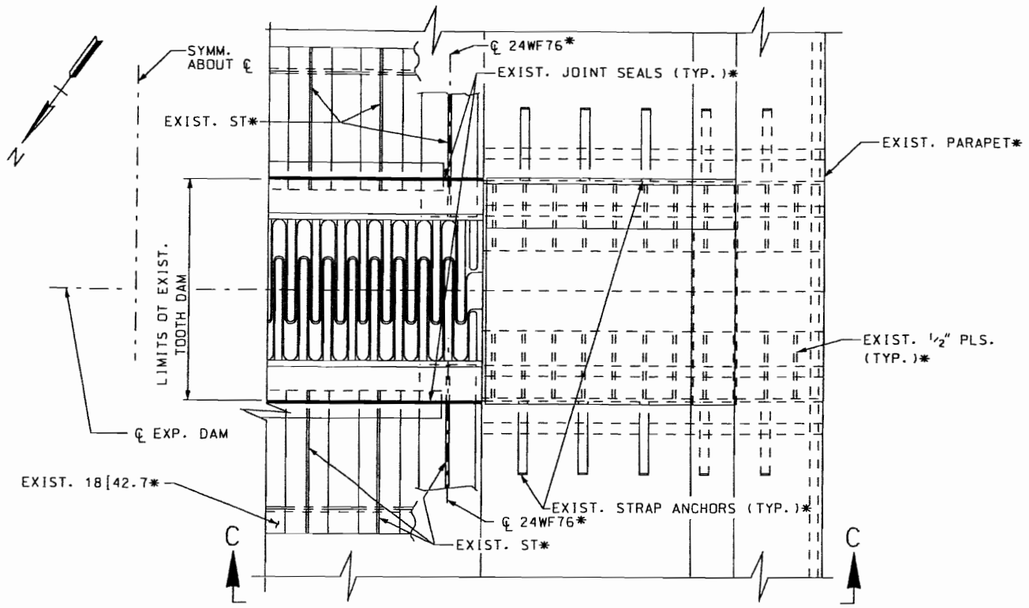
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

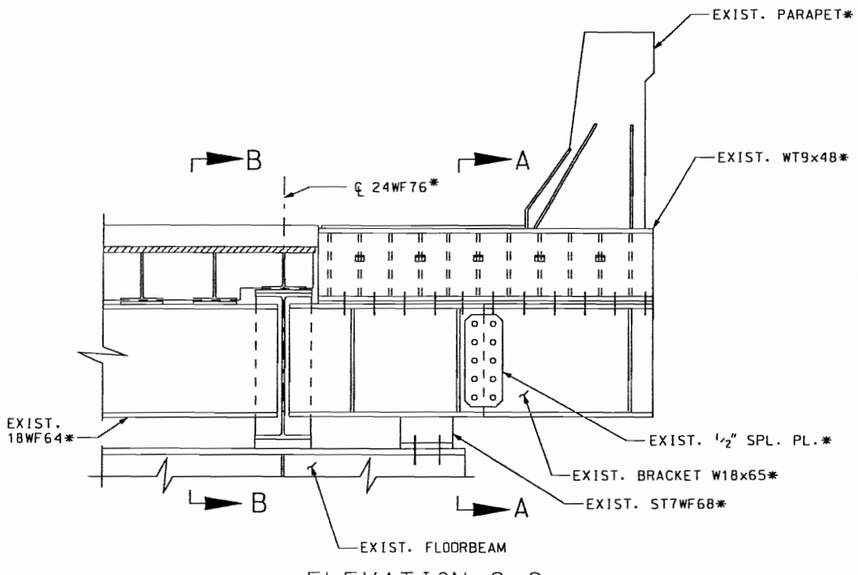


HALF PLAN-EXISTING PIER NO.5

SCALE: 1" = 1'-0"

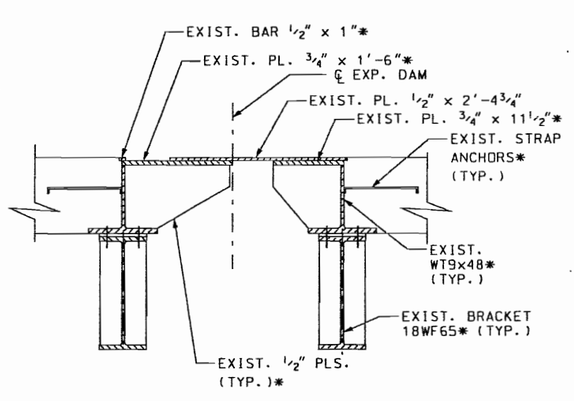
NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. WORK THIS DRAWING WITH DRAWING BR-109-68 AND BR-109-69.



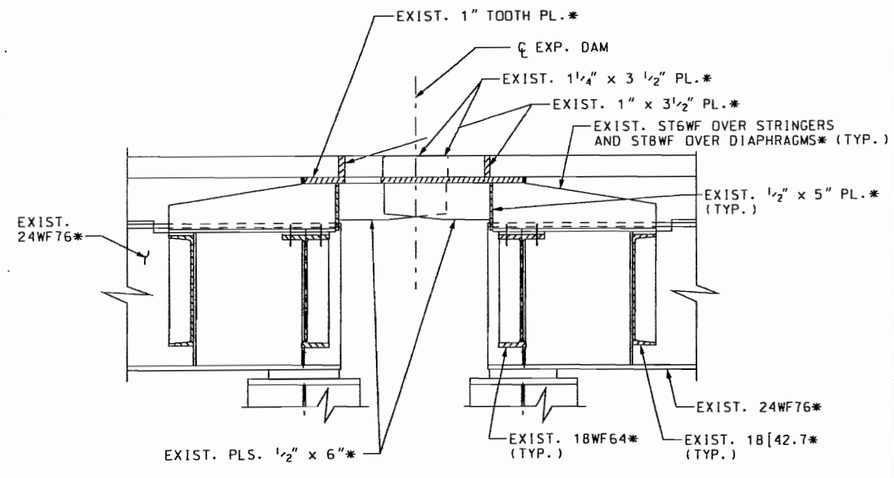
ELEVATION C-C

SCALE: 1" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



SECTION B-B

SCALE: 1" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: CPA DATE: 07/2011

NOTE:

* DENOTES EXISTING MATERIAL TO BE REMOVED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5 EXPANSION JOINT EXISTING CONDITION

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICK — REGISTERED ENGINEER — STATE OF TENNESSEE

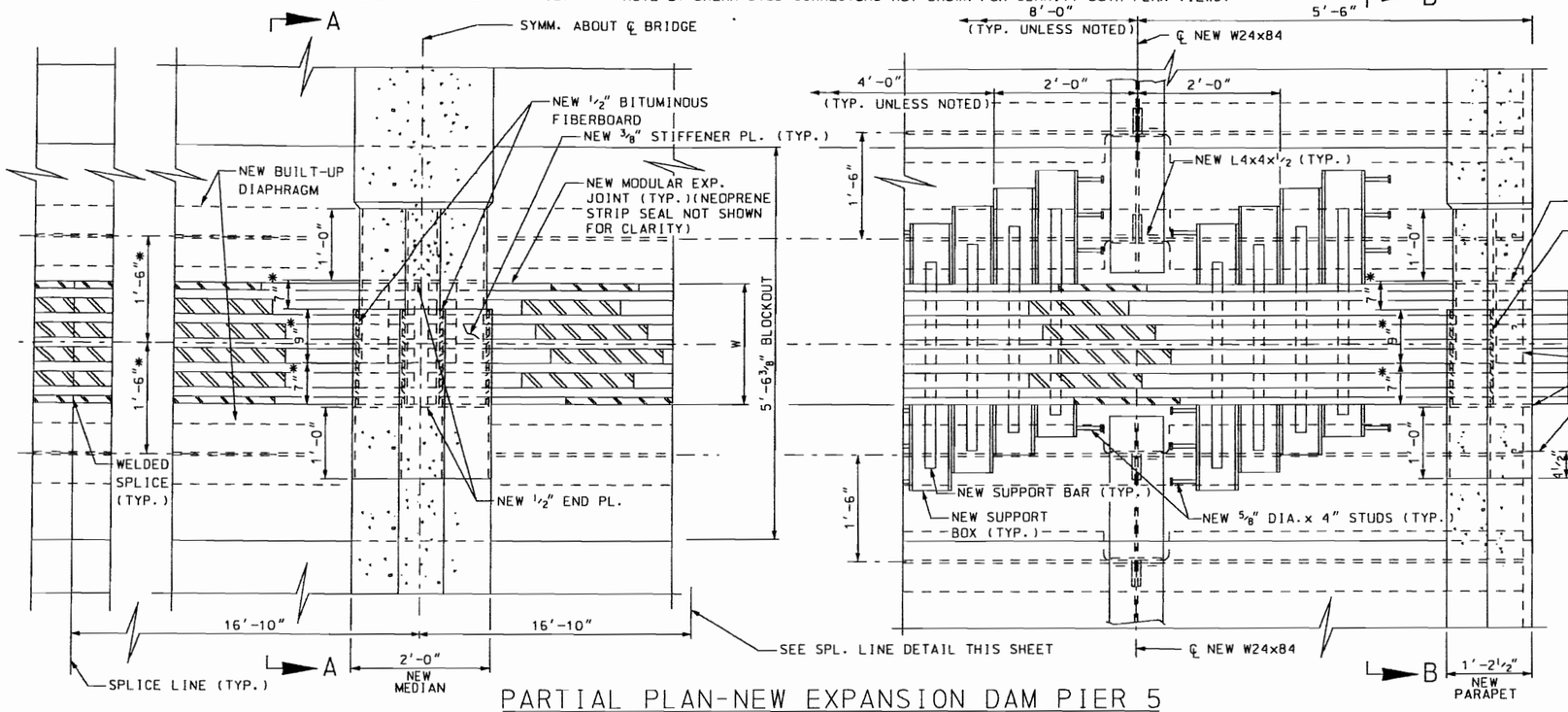
BR-109-67

7/8/2011
\\Nmdc10\Projects\27B6.01\CADD\Structural\67-Pier 5_Exp_Joint-1.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

NOTE A: NEW ROADWAY STR. NOT SHOWN FOR CLARITY IN THIS PLAN VIEW.

NOTE B: SHEAR STUD CONNECTORS NOT SHOWN FOR CLARITY BOTH PLAN VIEWS.



PARTIAL PLAN-NEW EXPANSION DAM PIER 5

SCALE: 1" = 1'-0"

NOTE C:

NEW STUDS NOT SHOWN IN MEDIAN AND SOME ARE SHOWN IN PARAPET FOR CLARITY.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

EXPANSION JOINT SETTING TABLE

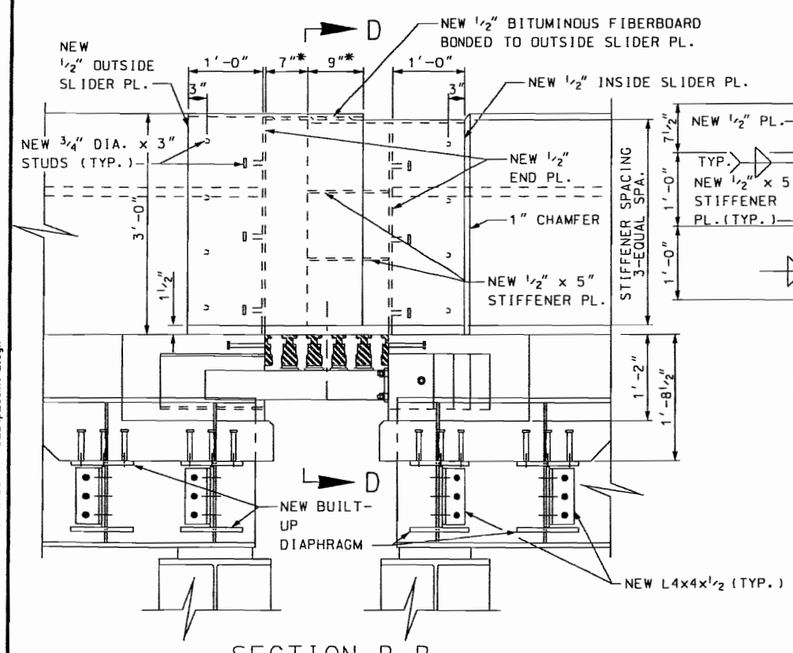
TEMPERATURE DEGREES F	DIMENSION W (IN.)
120	15"
100	16 13/16"
80	18 5/8"
60	20 3/8"
40	22 3/16"
20	24"
0	25 3/4"
-10	27 9/16"

NOTE:

* DENOTES DIMENSION VARIES. DIMENSION PROVIDED IS FOR 60°F.

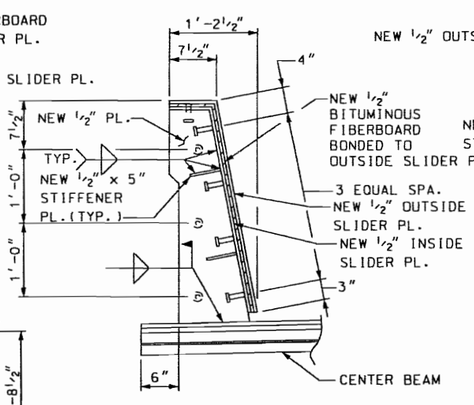
NOTES:

1. FOR GENERAL NOTES, SEE DRAWING BR-109-3 THRU BR-109-5.
2. WORK THIS SHEET WITH DRAWING BR-109-67, AND BR-109-69.
3. FOR REQUIREMENTS OF NEW MODULAR DAM, SEE SPECIAL PROVISIONS.



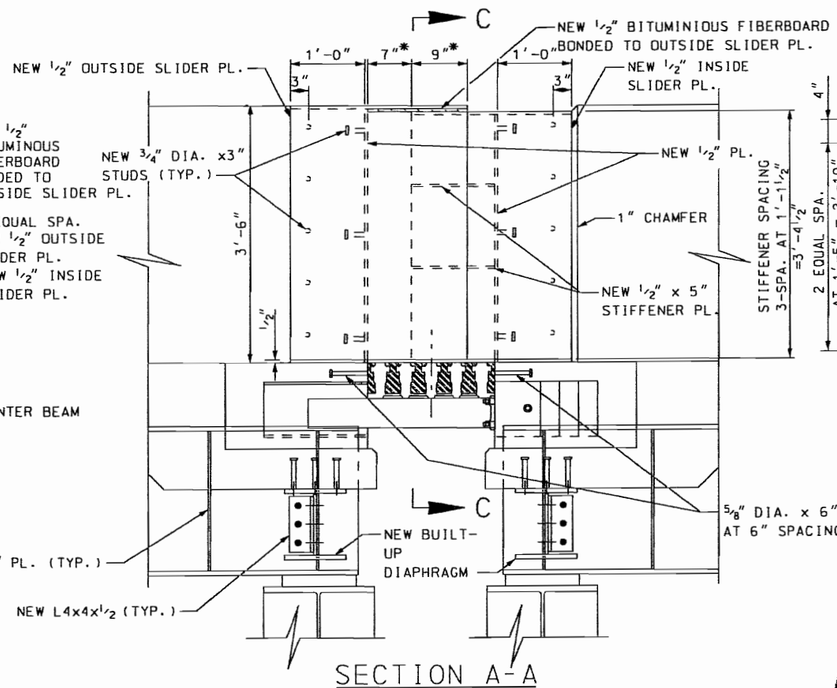
SECTION B-B

SCALE: 1" = 1'-0"



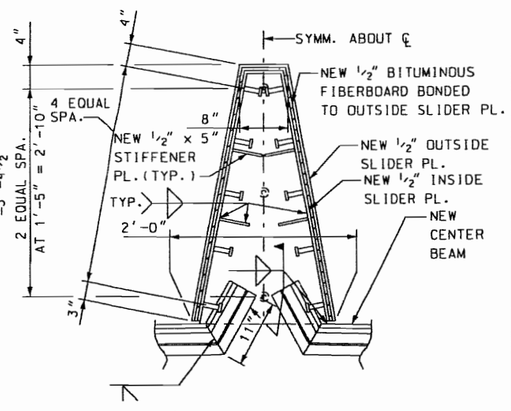
SECTION D-D

SCALE: 1" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



SECTION C-C

SCALE: 1" = 1'-0"

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: CPA DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5 - MODULAR EXPANSION JOINT DETAILS - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
STATE OF TENNESSEE

BR-109-68

7/8/2011
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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

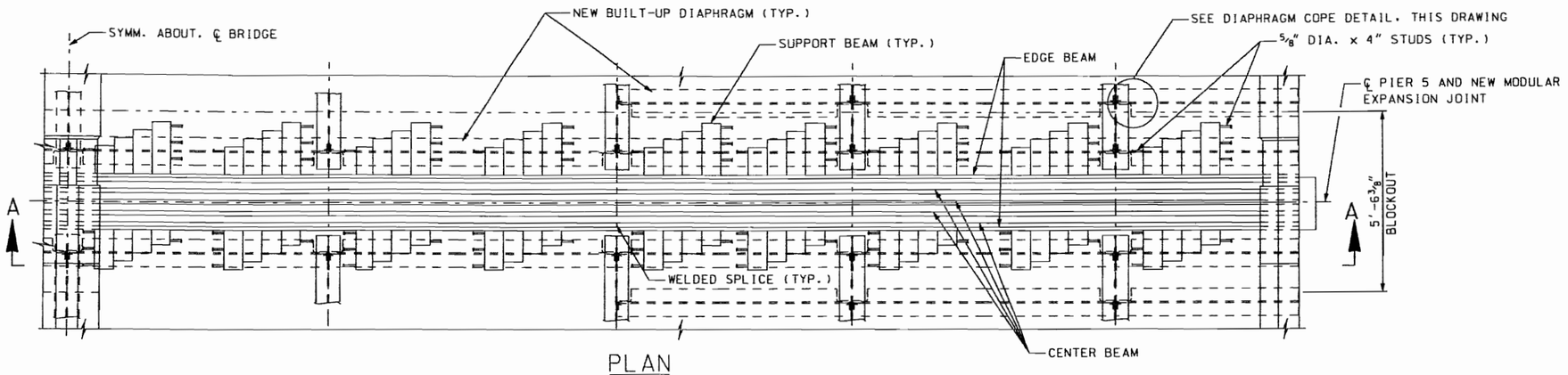
CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

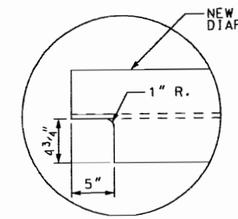
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

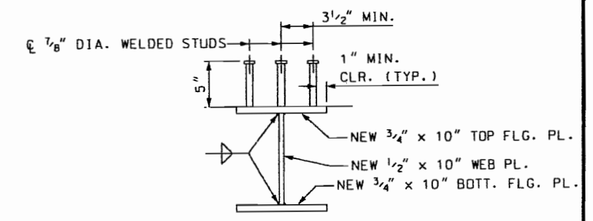
NOTE:
5/8" DIA. x 6" STUDS AT 6" SPACING ARE NOT SHOWN IN PLAN VIEW FOR CLARITY.



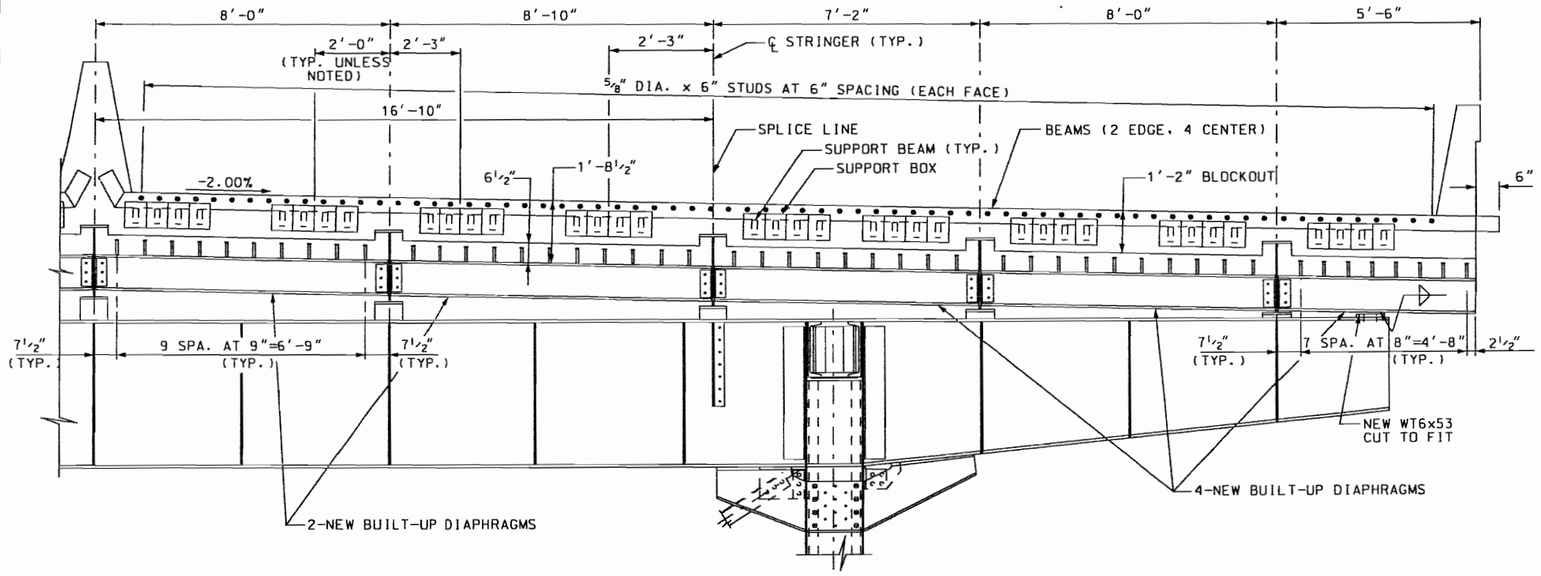
PLAN
SCALE 1/2" = 1'-0"



TYPICAL DIAPHRAGM COPE DETAIL
(AT CONNECTION TO EXISTING 3/8"x4" PL.)
(TYPICAL AT BOTH DIAPHRAGM ENDS EXCEPT AT OVERHANG)
SCALE: 1 1/2"=1'-0"



NEW BUILT-UP DIAPHRAGM DETAIL
SCALE: 1 1/2"=1'-0"



SECTION A-A
SCALE 1/2" = 1'-0"

NOTES:
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. WORK THIS SHEET WITH DWGS. BR-109-67 AND BR-109-68.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER 5 - MODULAR EXPANSION JOINT DETAILS - 2
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULLOK — LICENSED PROFESSIONAL ENGINEER — STATE OF TENNESSEE

BR-109-69

DESIGNED BY: TS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: CPA DATE: 07/2011

7/8/2011
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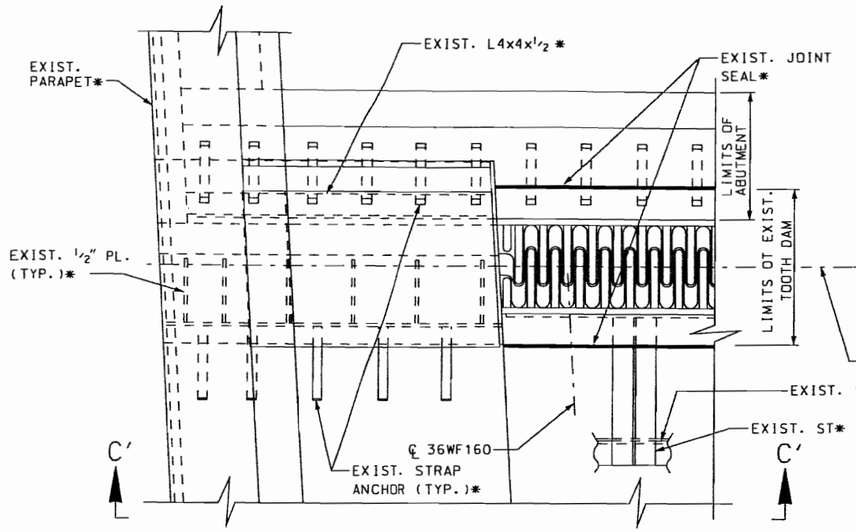
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

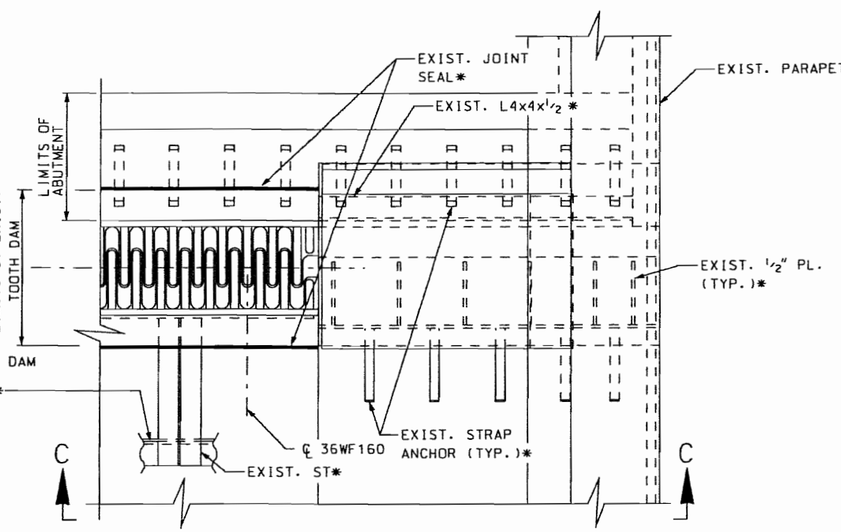
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

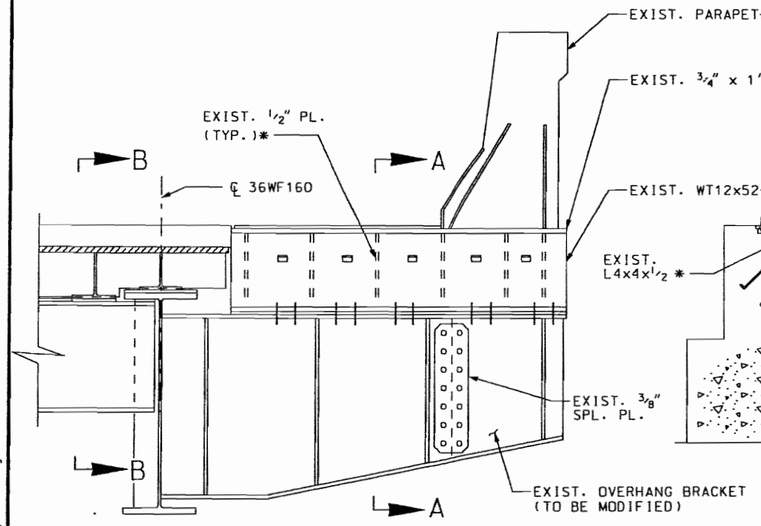
NO.	DATE	BY	BRIEF DESCRIPTION



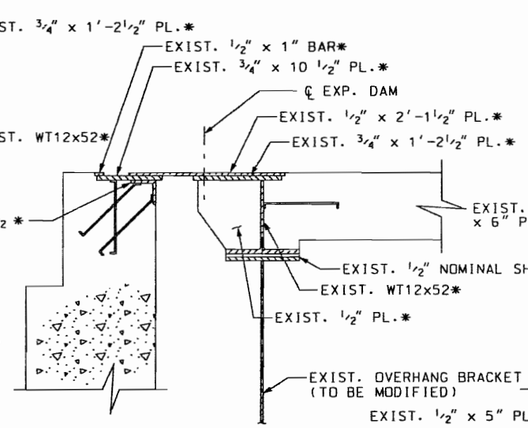
PLAN-EXISTING ABUTMENT NO. 1 SOUTH
(ABUTMENT NO. 2 SOUTH SIMILAR)
SCALE: 1" = 1'-0"



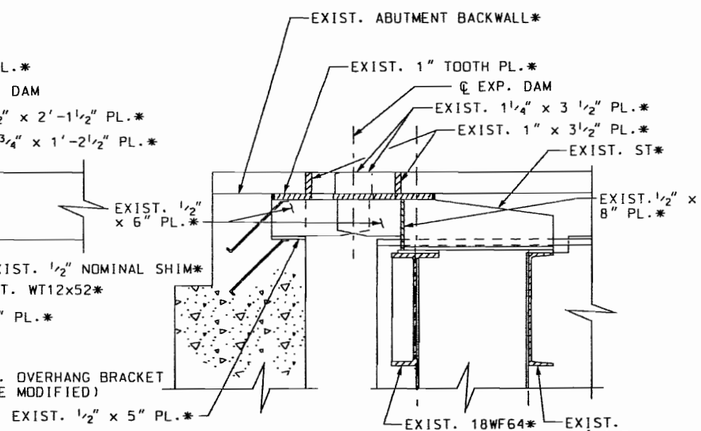
PLAN-EXISTING ABUTMENT NO. 1 NORTH
(ABUTMENT NO. 2 NORTH SIMILAR)
SCALE: 1" = 1'-0"



ELEVATION C-C
(ELEVATION C'-C' OPPOSITE HAND)
SCALE: 1" = 1'-0"



SECTION A-A
SCALE: 1" = 1'-0"



SECTION B-B
SCALE: 1" = 1'-0"

NOTE:
* DENOTES EXISTING MATERIAL TO BE REMOVED.

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS, SEE DWGS. BR-109-85 THRU BR-109-87.
3. FOR WEST APPROACH SLAB DETAILS, SEE DWGS. BR-109-71 THRU BR-109-77.
4. FOR EAST APPROACH SLAB DETAILS, SEE DWGS. BR-109-78 THRU BR-109-84.
5. FOR NEW CONCRETE DIAPHRAGM AND OVERHANG BRACKET MODIFICATION DETAILS, SEE DWGS. BR-109-62 AND BR-109-64.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT EXPANSION JOINT
EXISTING CONDITION
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-70

7/8/2011
\\Mndc10\Projects\2786.01\CADD\Structural\70-Abut_Exp_Joint-1.dgn

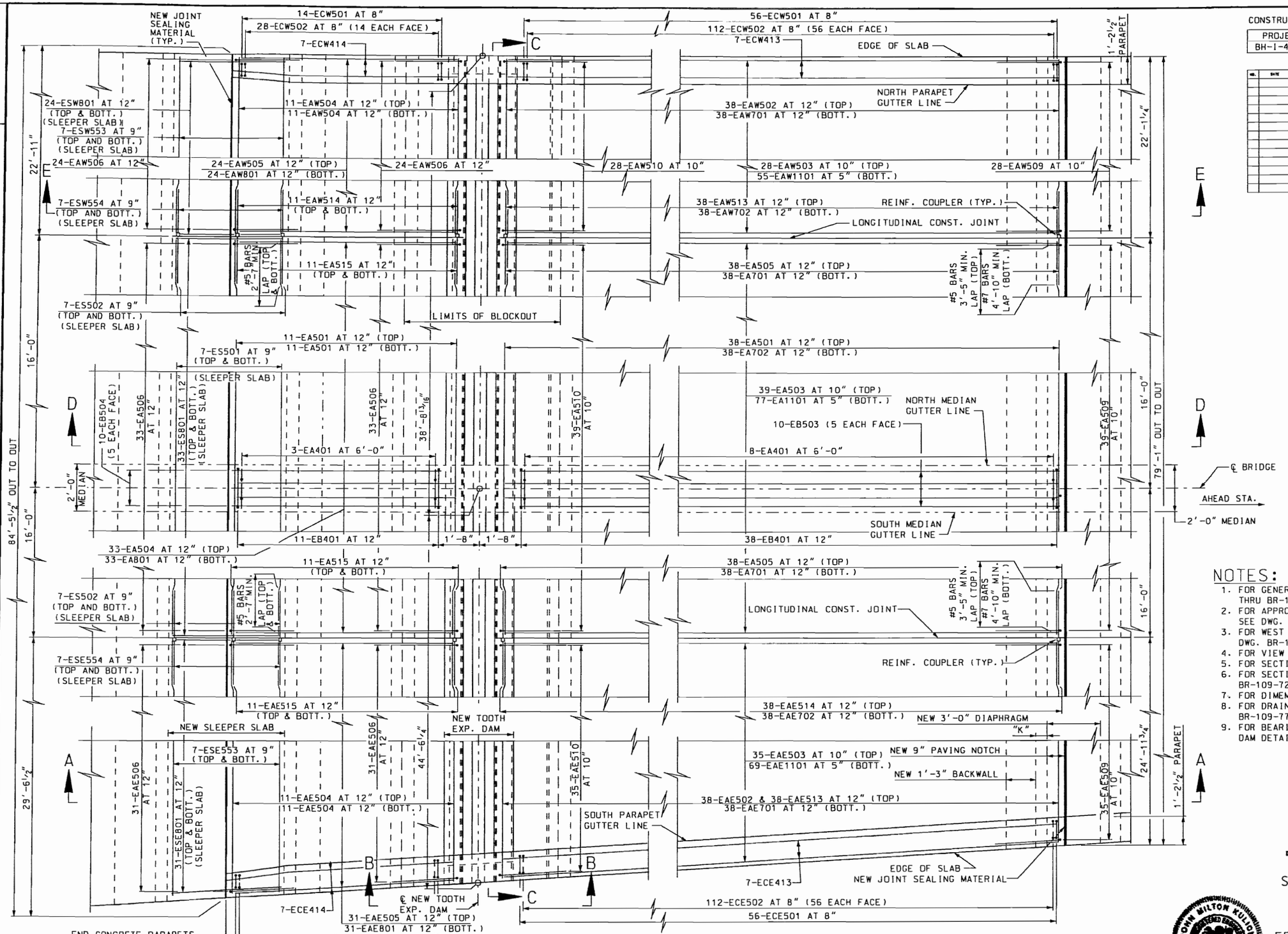
TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SLAB TOP OF DECK ELEVATIONS, SEE DWG. BR-109-52.
3. FOR WEST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-98.
4. FOR VIEW B-B, SEE DWG. BR-109-75.
5. FOR SECTION C-C, SEE DWG. BR-109-76.
6. FOR SECTIONS A-A, D-D AND E-E, SEE DWG. BR-109-72.
7. FOR DIMEMENSION "K", SEE DWG. BR-109-64.
8. FOR DRAIN TROUGH REINFORCEMENT, SEE BR-109-77.
9. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-74.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

PARTIAL PLAN ABUTMENT NO.1

(EXPANSION DAM NOT SHOWN FOR CLARITY)
SCALE ½" = 1'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-71

7/8/2011
\\Mdc10\Projects\2786.01\CADD\Structural\7i-Abut_Exp_Joint-2B.dgn

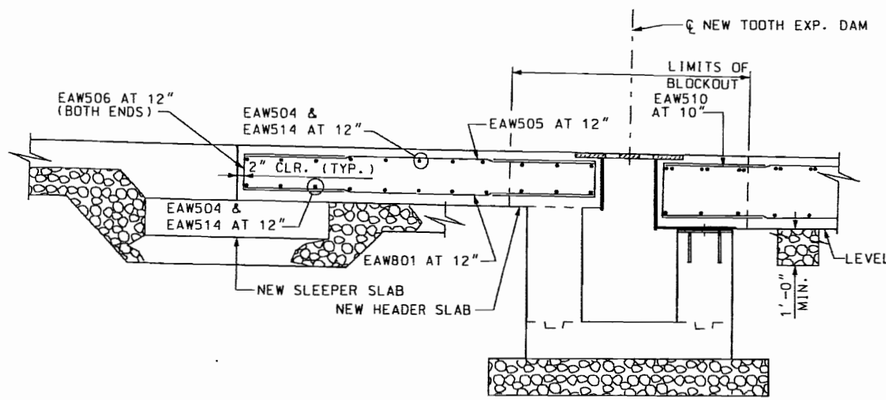
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

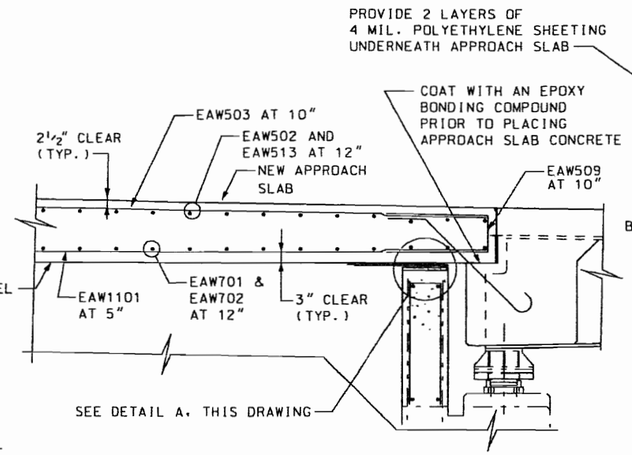
CONSTRUCTION NO. 45002-3143-44

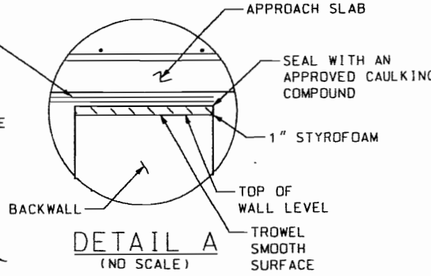
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

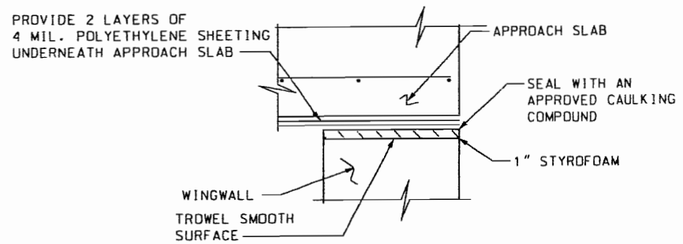




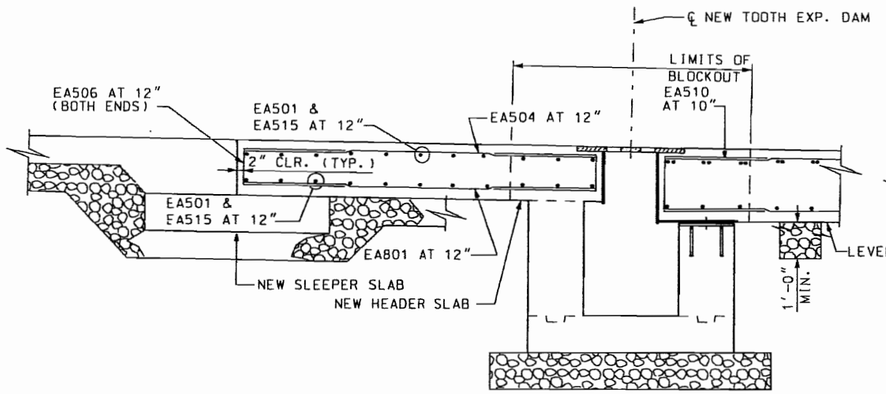


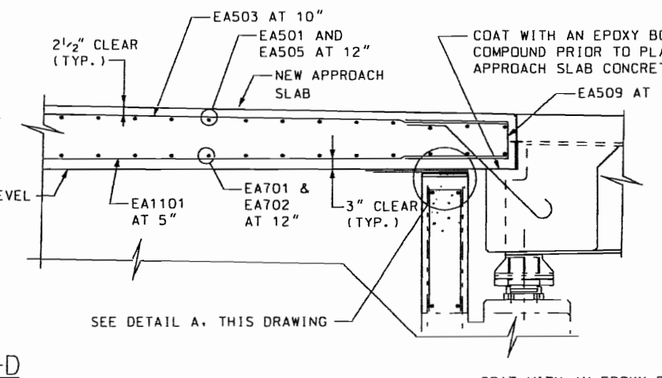
DETAIL A
(NO SCALE)

SECTION E-E
(FOR ADDITIONAL DETAILS NOT SHOWN, SEE SECTION A-A, THIS DRAWING)
SCALE ½" = 1'-0"



TYPICAL WINGWALL SLIDING DETAIL
(NO SCALE)

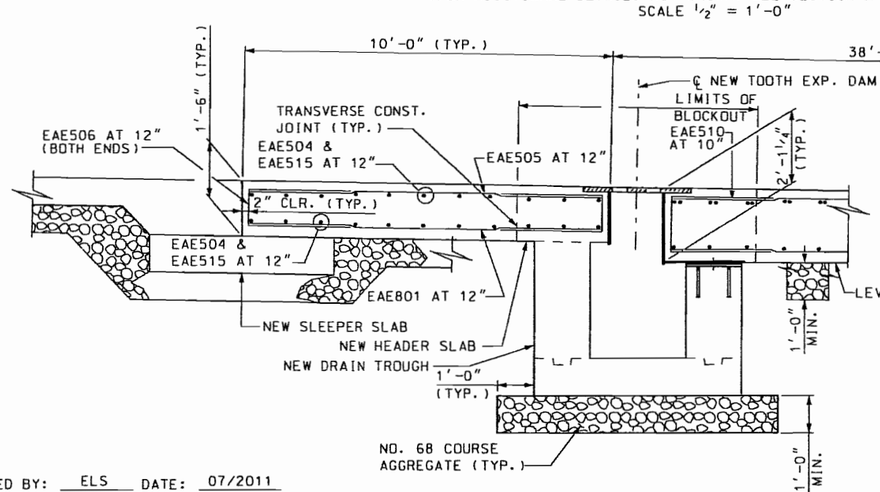


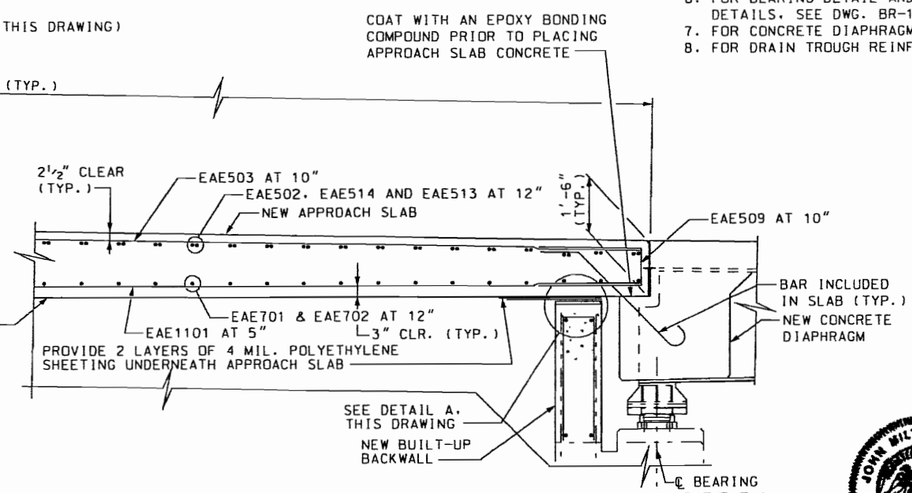


SECTION D-D
(FOR ADDITIONAL DETAILS NOT SHOWN, SEE SECTION A-A, THIS DRAWING)
SCALE ½" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SLAB TOP OF DECK ELEVATIONS, SEE DWG. BR-109-52.
3. FOR APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-98.
4. FOR LOCATION OF SECTIONS A-A, D-D AND E-E, SEE DWG. BR-109-71.
5. FOR ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS, SEE DWGS. BR-109-85 THRU BR-109-87.
6. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-74.
7. FOR CONCRETE DIAPHRAGM DETAILS, SEE DWGS. BR-109-62 AND BR-109-64.
8. FOR DRAIN TROUGH REINFORCEMENT DETAILS, SEE DWG. BR-109-77.





SECTION A-A
SCALE ½" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS - 2
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-72

7/8/2011
\\Mmds10\Projects\2786.01\CADD\Structural\72-Abut_Exp_Joint-2CC.dgn

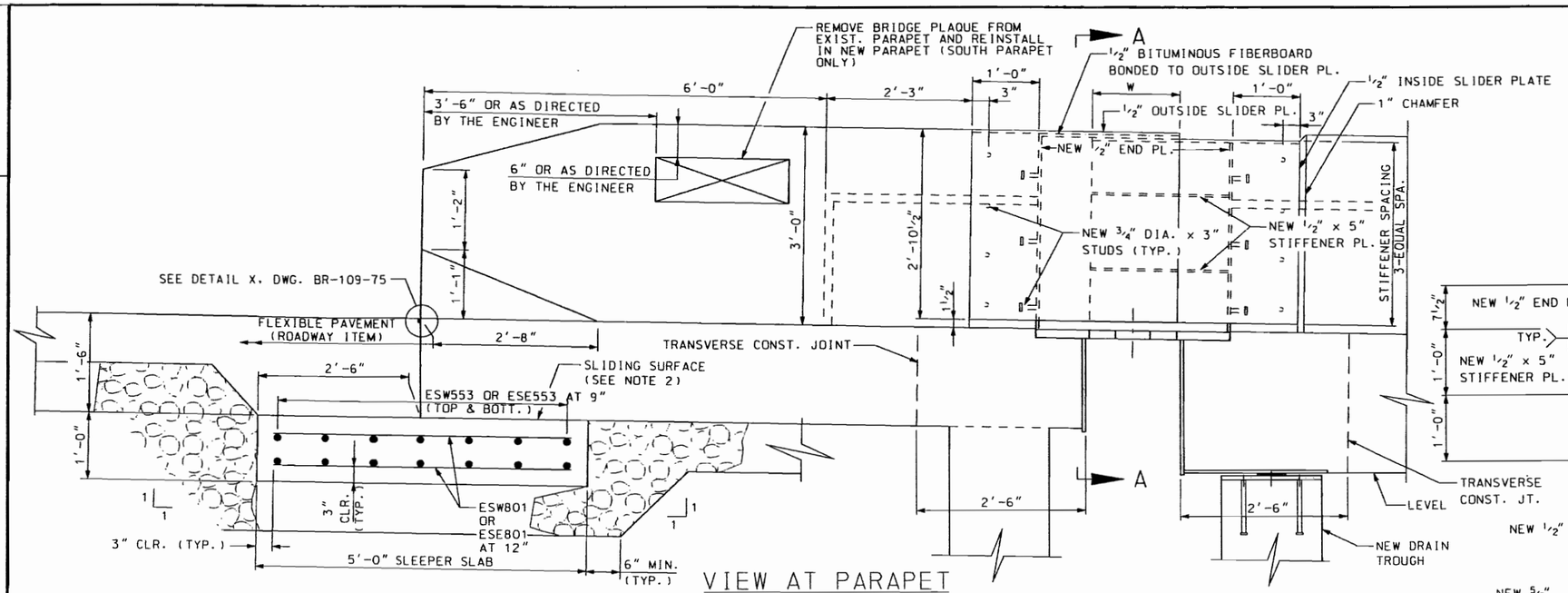
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

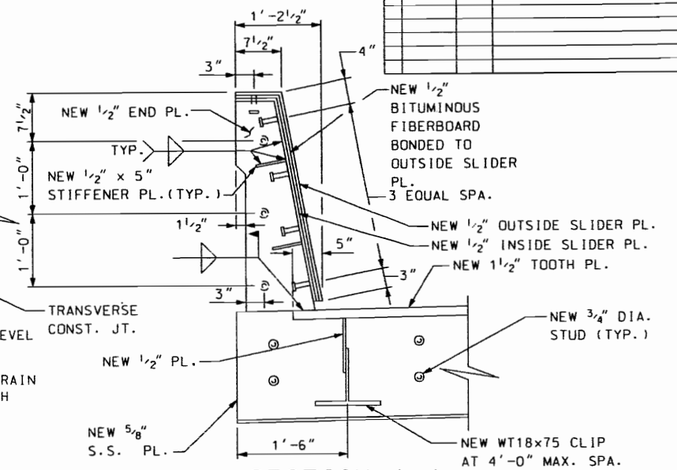
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



VIEW AT PARAPET

(PARAPET, DRAIN TROUGH, HEADER SLAB AND APPROACH SLAB REINF. NOT SHOWN FOR CLARITY)
(NORTH PARAPET SHOWN, SOUTH PARAPET SIMILAR)
SCALE: 1" = 1'-0"

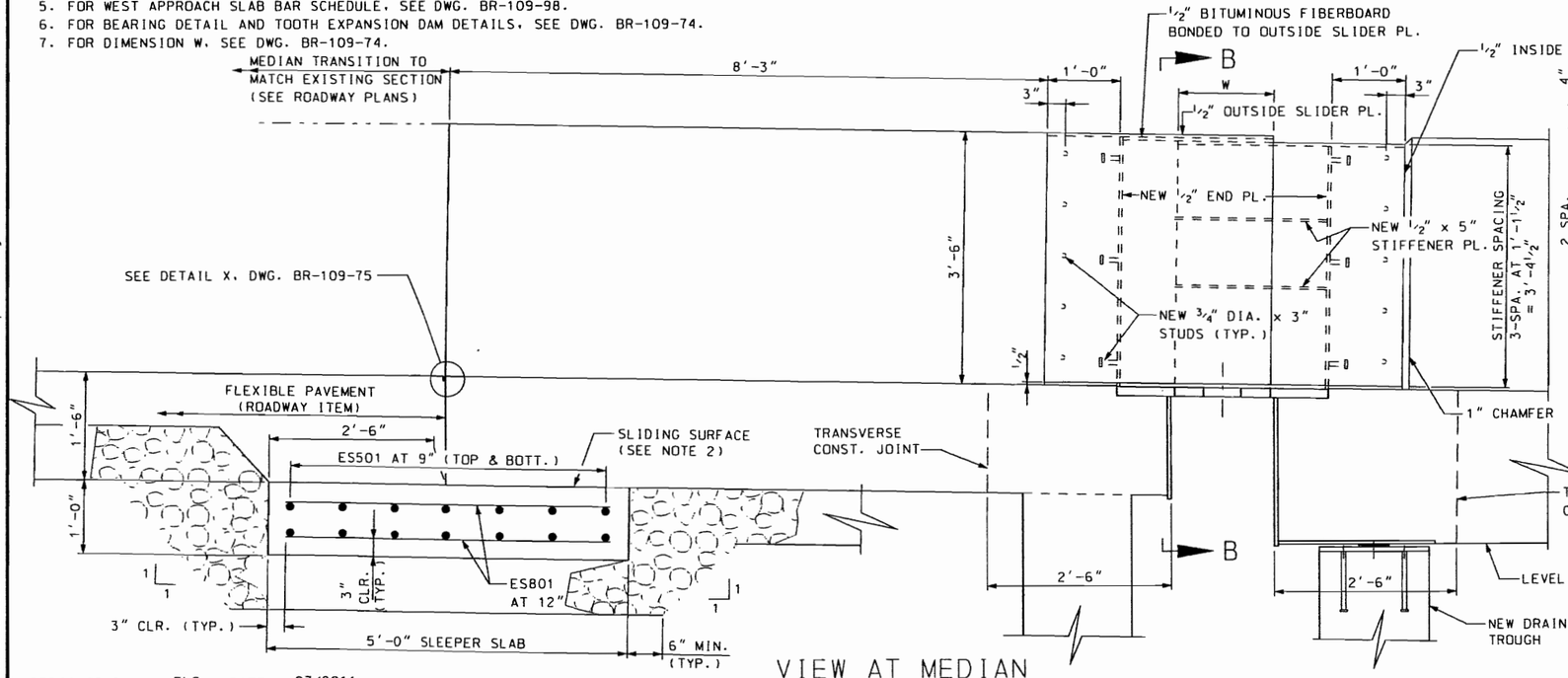


SECTION A-A

SCALE: 1" = 1'-0"

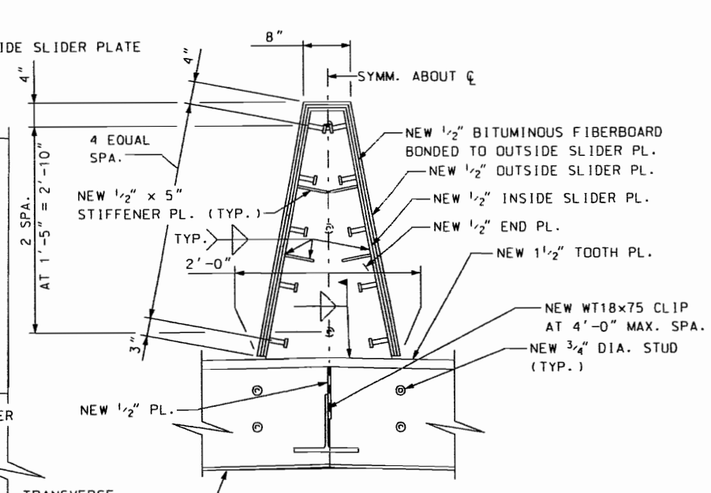
NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. TROWEL SMOOTH AND PLACE 2 LAYERS OF 4 MIL. POLYETHYLENE SHEETING AS BOND BREAKER.
3. FOR APPROACH SLAB, HEADER SLAB AND SLEEPER SLAB REINFORCEMENT DETAILS, SEE DWG. BR-109-71.
4. FOR DRAIN TROUGH REINFORCEMENT DETAILS, SEE DWG. BR-109-77.
5. FOR WEST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-98.
6. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-74.
7. FOR DIMENSION W, SEE DWG. BR-109-74.



VIEW AT MEDIAN

(MEDIAN, DRAIN TROUGH, HEADER SLAB AND APPROACH SLAB REINF. NOT SHOWN FOR CLARITY)
SCALE: 1" = 1'-0"



SECTION B-B

SCALE: 1" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS - 3
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-73

8/24/2011
I:\2786.01\CADD\Structural\Final Submission Revisions 08-19-11\73-Abut_Exp_Joint-3B.dgn

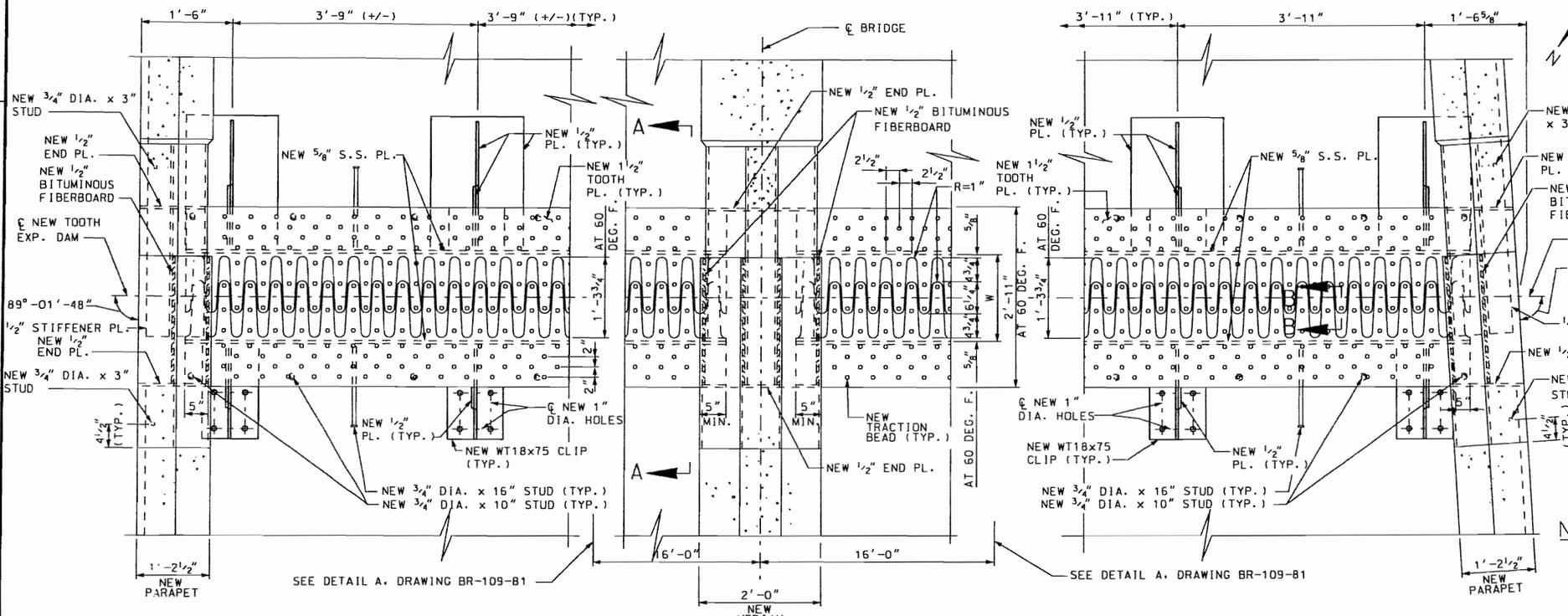
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

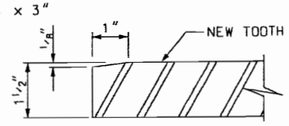


PARTIAL PLAN-NEW EXPANSION DAM ABUTMENT NO. 1

(NEW WTs, 1/2" PLS. AND ANCHOR STUDS NOT SHOWN FOR CLARITY)
SCALE: 1" = 1'-0"

TOOTH PL. NOTE:

THE SCROLL IS TO BE MADE BY A SINGLE CUT OF A MACHINE GUIDED TORCH. SHARP CORNERS TO BE REMOVED BY GRINDING.



SECTION B-B

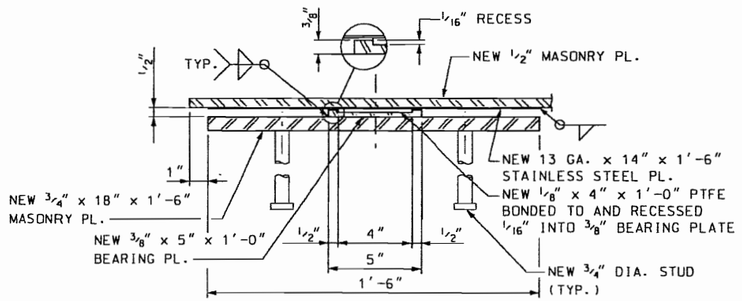
NO SCALE

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR PARAPET AND MEDIAN SLIDER PLATE DETAILS, SEE DWG. BR-109-73.

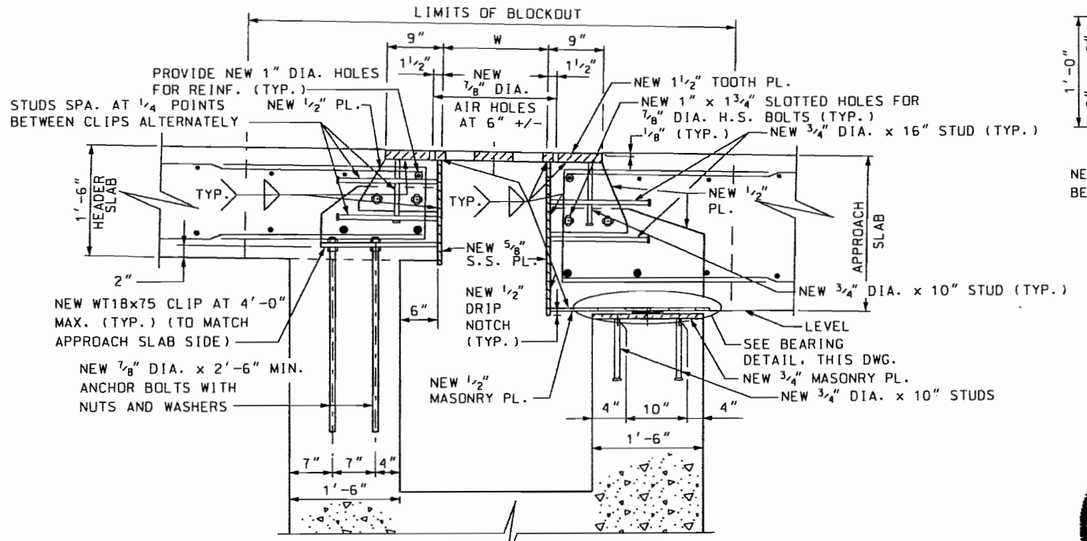
EXPANSION JOINT SETTING TABLE

TEMPERATURE DEGREES F	DIMENSION W (IN.)
120	13 7/8"
100	14 15/16"
80	16"
60	17"
40	18 1/16"
20	19 1/8"
0	20 1/8"
-10	20 11/16"



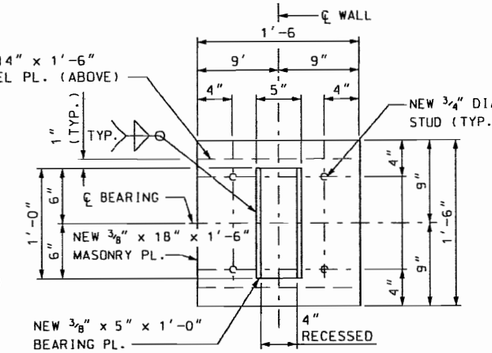
BEARING DETAIL

SCALE: 3" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



PLAN-BEARING PLATE WITH MASONRY PLATE

(BEARINGS AND SUPPORTS FOR TOOTH PLATE ARE SPACED AT 4'-0" MAX.)
SCALE: 1 1/2"=1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

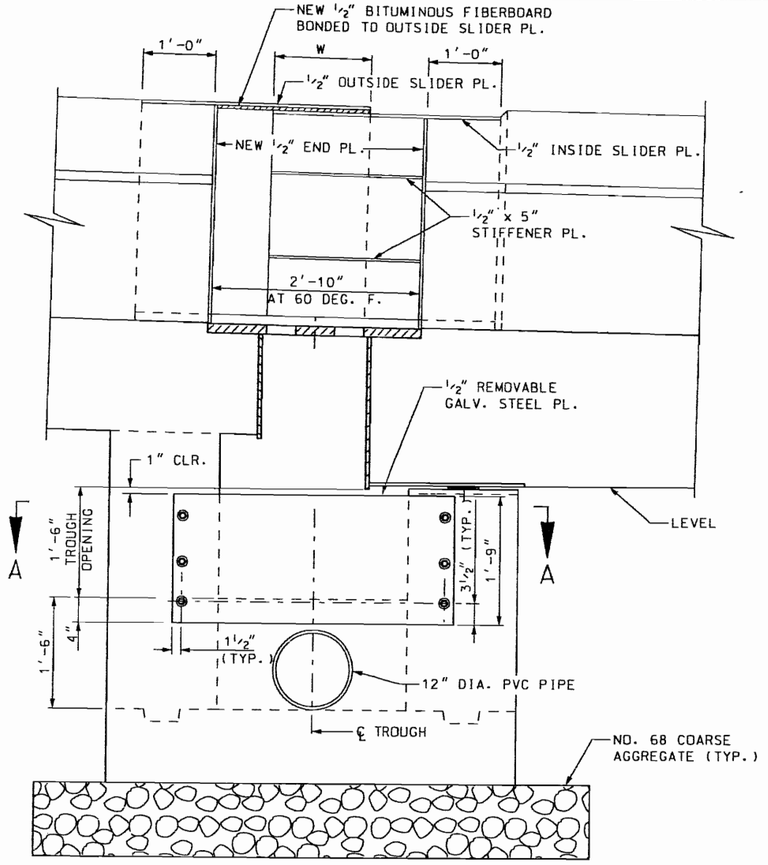
WEST APPROACH SLAB DETAILS - 4

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-74

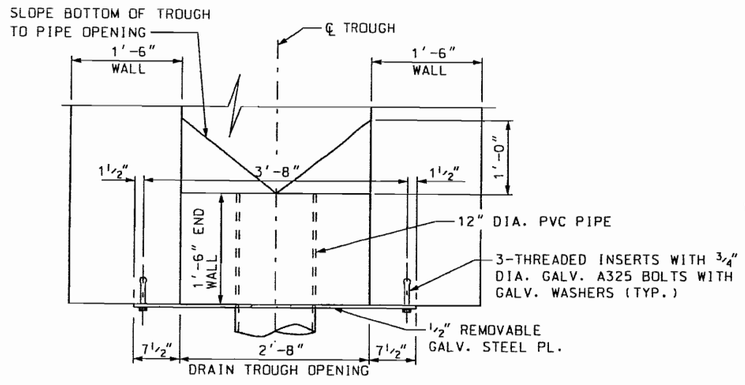
7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



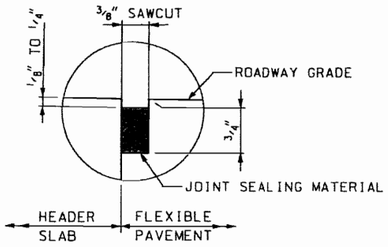
DRAIN TROUGH END VIEW

(SOUTH END SHOWN, NORTH END SIMILAR)
SCALE: 1" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



DETAIL X

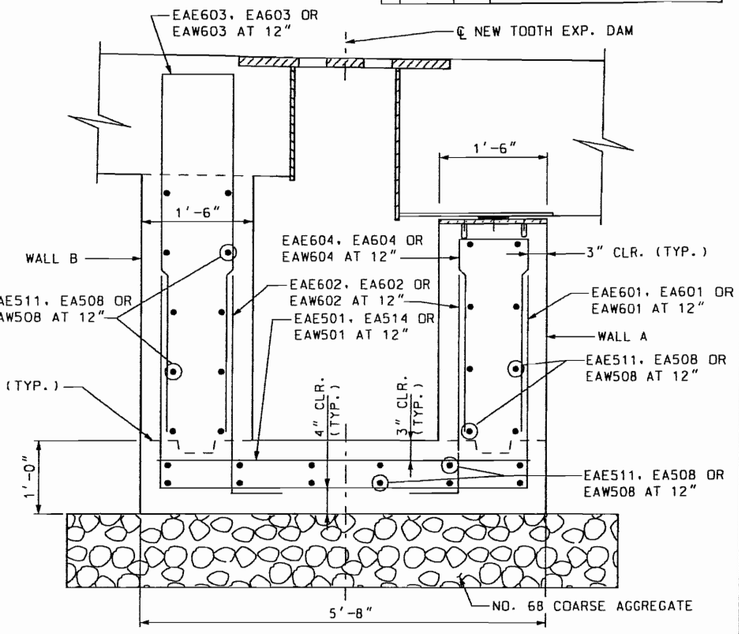
SCALE: 6" = 1'-0"

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

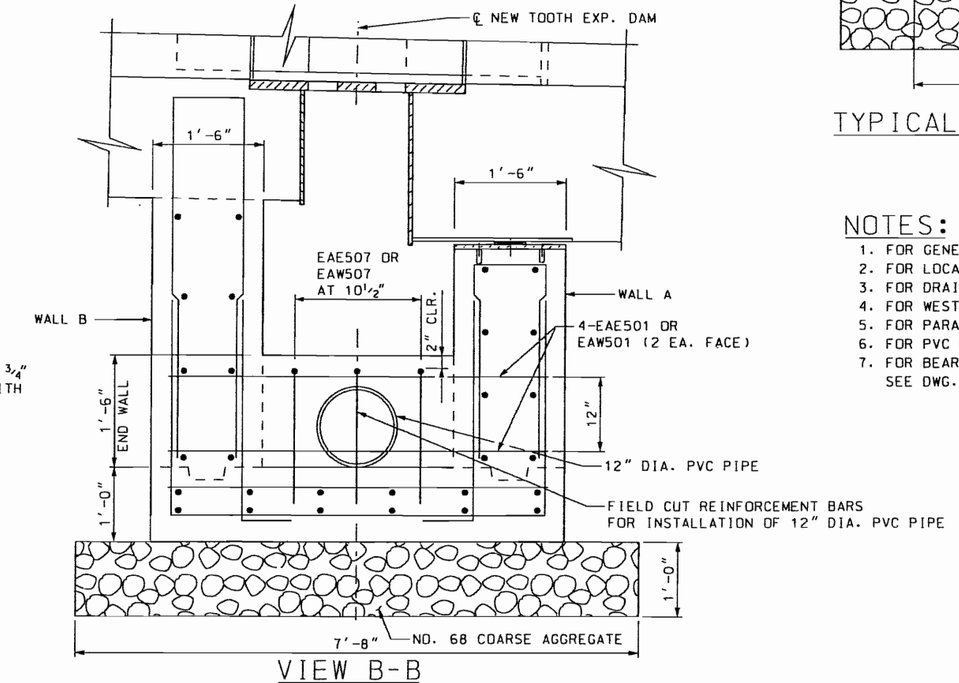
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL SECTION AT DRAIN TROUGH

SCALE: 1" = 1'-0"



VIEW B-B

(SOUTH END SHOWN, NORTH END SIMILAR)
(GALVANIZED STEEL PL. NOT SHOWN FOR CLARITY)
SCALE: 1" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR LOCATION OF VIEW B-B, SEE DWG. BR-109-71.
3. FOR DRAIN TROUGH REINFORCEMENT DETAILS, SEE DWG. BR-109-77.
4. FOR WEST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-98.
5. FOR PARAPET SLIDER PLATE DETAILS, SEE DWG. BR-109-73.
6. FOR PVC PIPE DRAINAGE AT DRAIN TROUGH ENDS, SEE DWG. BR-109-37.
7. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-74.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS - 5

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICK — REGISTERED ENGINEER — STATE OF TENNESSEE

BR-109-75

7/8/2011
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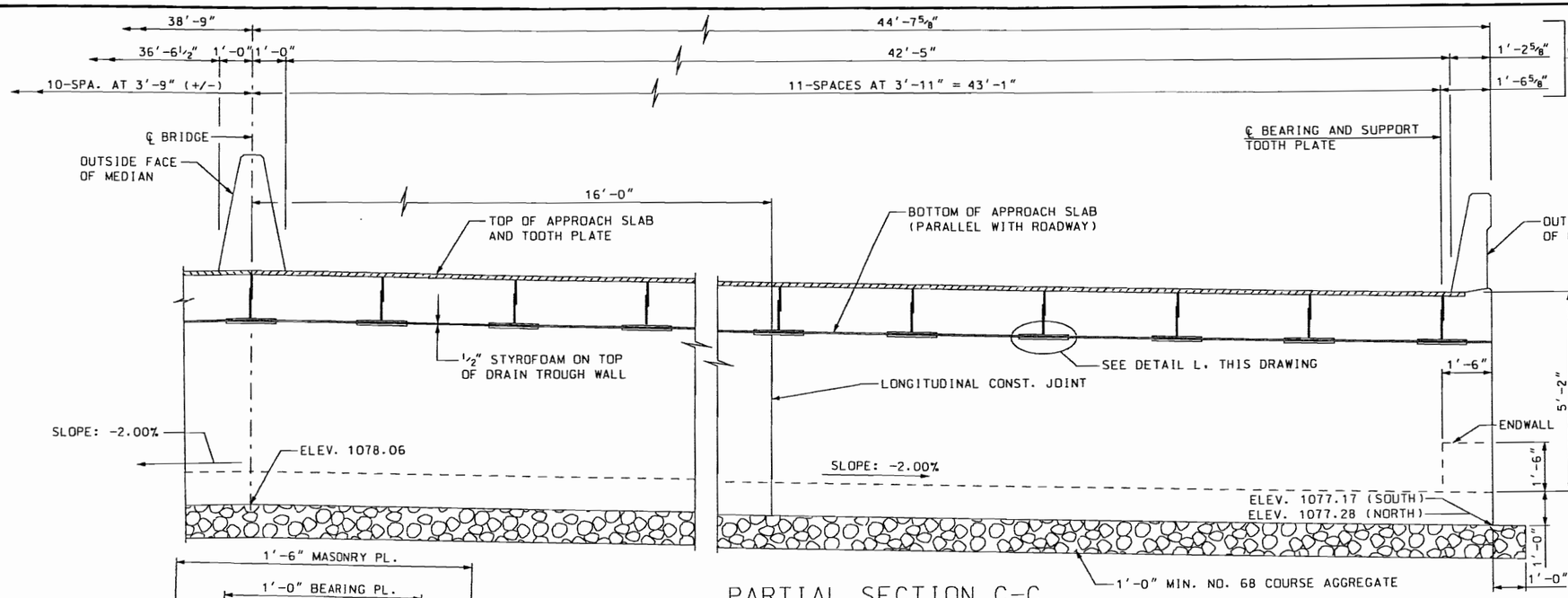
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

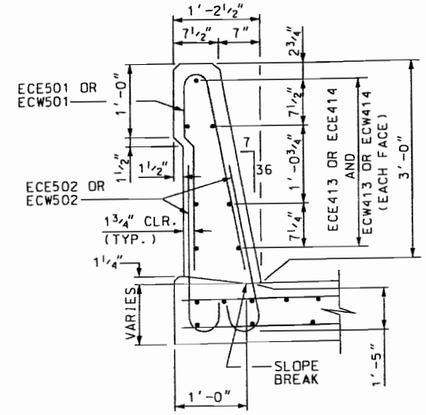
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

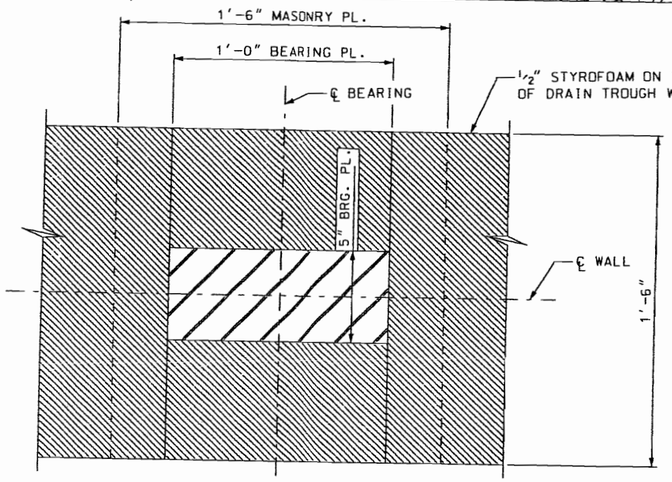
NO.	DATE	BY	BRIEF DESCRIPTION



PARTIAL SECTION C-C
SCALE ½" = 1'-0"



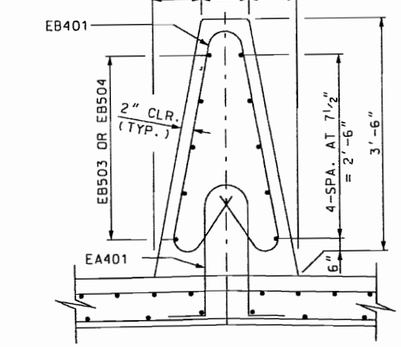
TYPICAL PARAPET DETAIL
SCALE 1" = 1'-0"



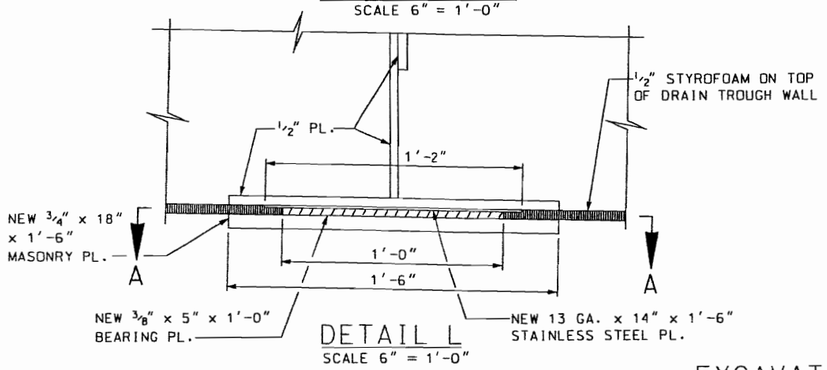
SECTION A-A
SCALE 6" = 1'-0"

NOTES:

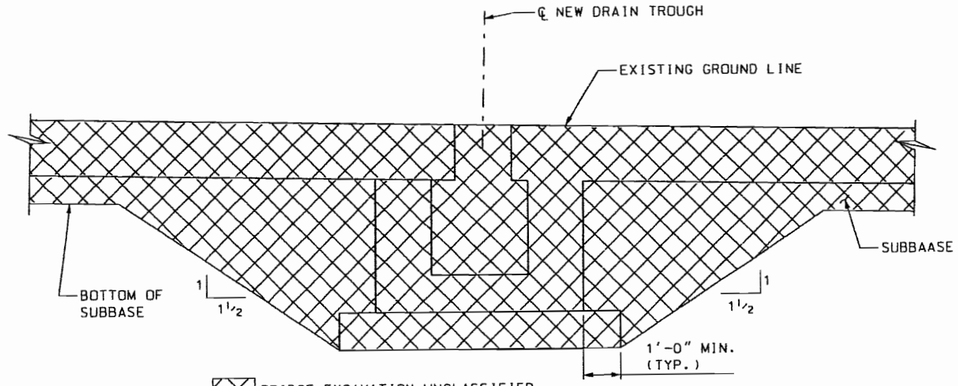
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR PARAPET AND MEDIAN REINFORCEMENT DETAILS, SEE DWG. BR-109-71.
3. FOR WEST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-98.
4. FOR LOCATION OF SECTION C-C, SEE DWG. BR-109-71.
5. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-74.



TYPICAL MEDIAN BARRIER DETAIL
SCALE 1" = 1'-0"



DETAIL L
SCALE 6" = 1'-0"



EXCAVATION PAY LIMITS
NOT TO SCALE

EXCAVATION NOTES:

1. MODIFY PAY LIMITS AS REQUIRED BASED ON ACTUAL CONDITIONS.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

JOHN MILTON KULICKI — REGISTERED ENGINEER — STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS - 6

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-76

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\76-Abut_Exp_Joint-6B.dgn

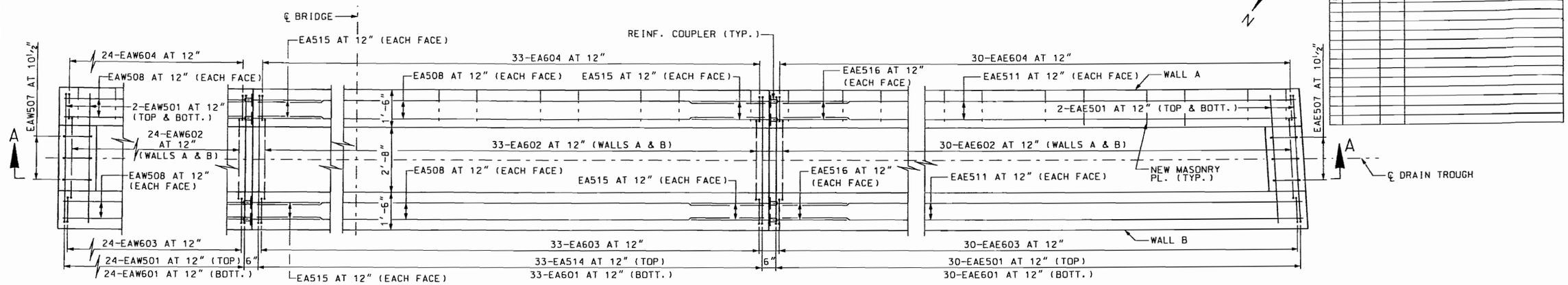
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	

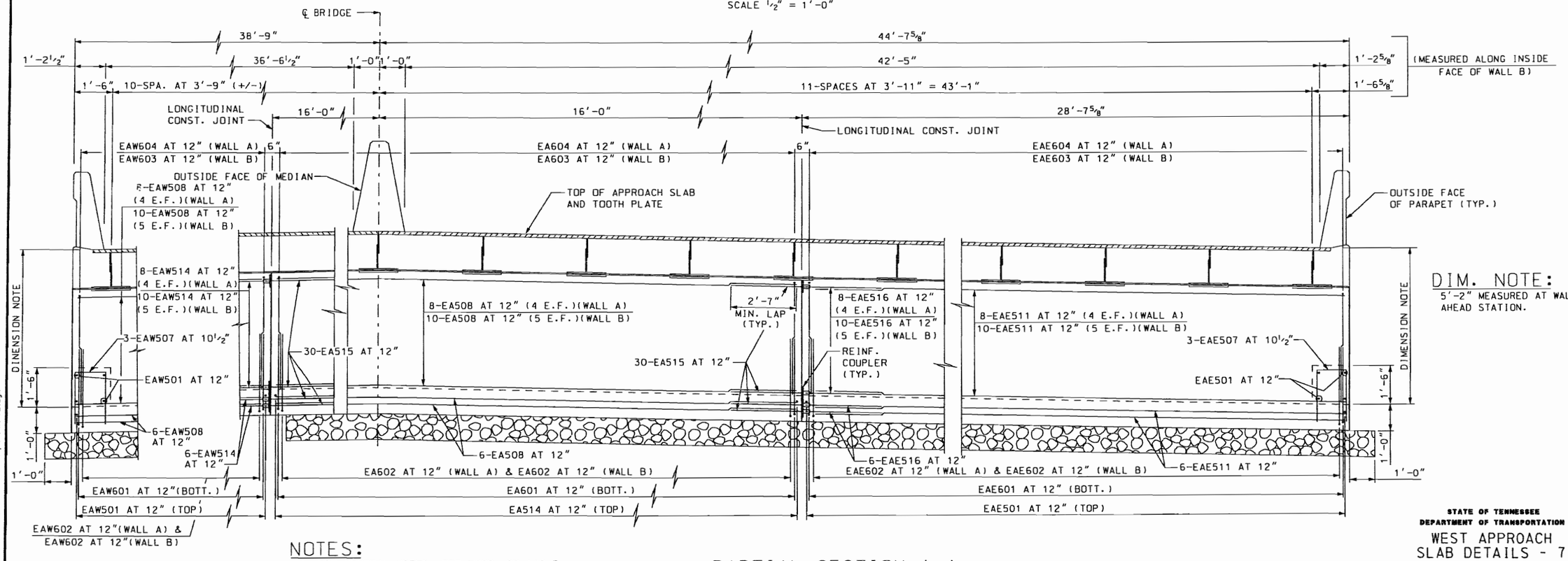
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PARTIAL PLAN DRAIN TROUGH

(DRAIN TROUGH REINFORCEMENT)
SCALE ½" = 1'-0"



PARTIAL SECTION A-A

(DRAIN TROUGH REINFORCEMENT)
SCALE ½" = 1'-0"

DIM. NOTE:
5'-2" MEASURED AT WALL B AHEAD STATION.

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR WEST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-98.
3. FOR TYPICAL SECTION OF DRAIN TROUGH, SEE DWG. BR-109-75.
4. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-74.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS - 7

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-77

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\77-Abut_Exp_Joint-7B.dgn

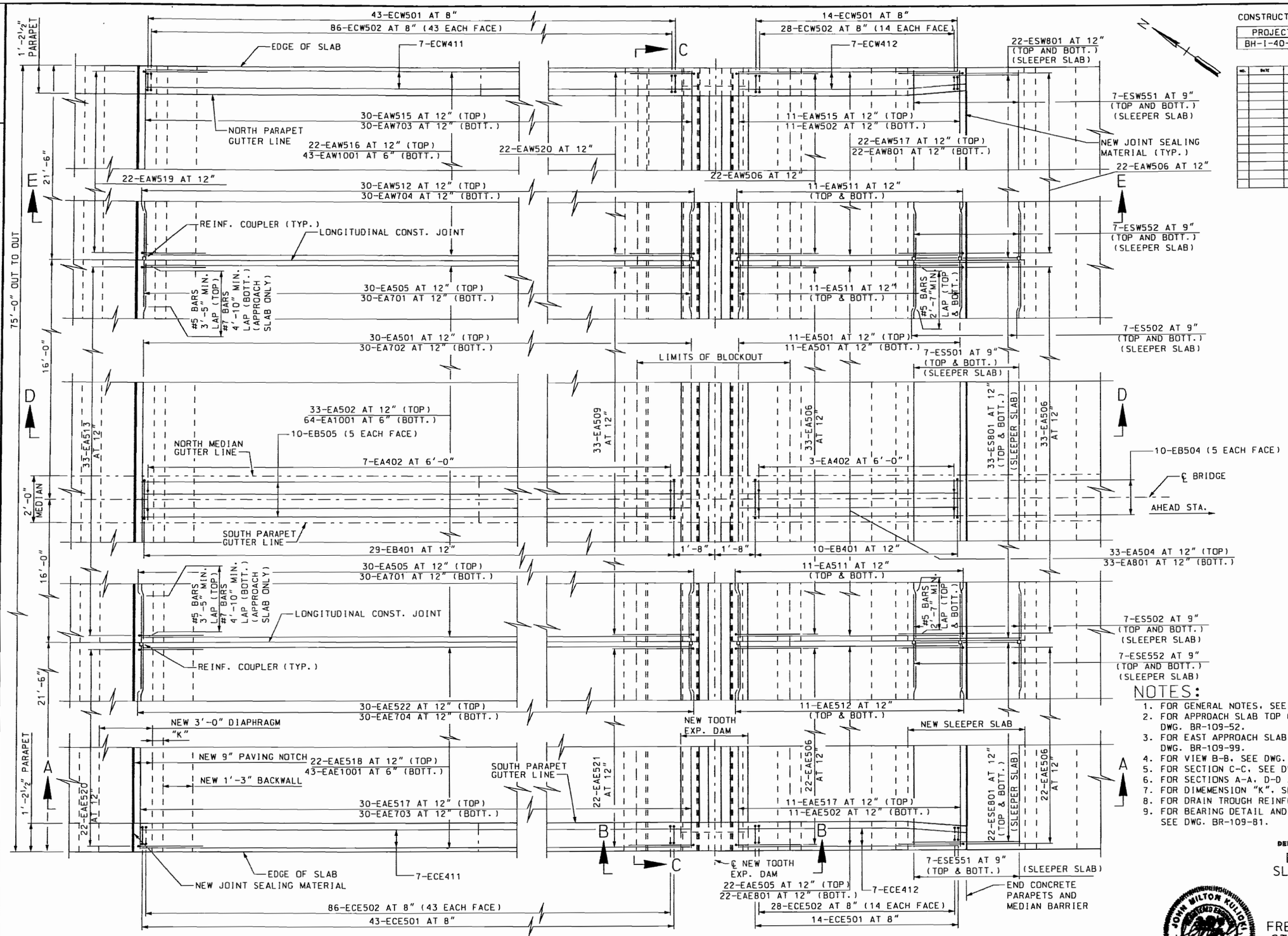
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SLAB TOP OF DECK ELEVATIONS, SEE DWG. BR-109-52.
3. FOR EAST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-99.
4. FOR VIEW B-B, SEE DWG. BR-109-82.
5. FOR SECTION C-C, SEE DWG. BR-109-83.
6. FOR SECTIONS A-A, D-D AND E-E, SEE DWG. BR-109-79.
7. FOR DIMEMENSION "K", SEE DWG. BR-109-64.
8. FOR DRAIN TROUGH REINFORCEMENT, SEE BR-109-84.
9. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-81.

PARTIAL PLAN ABUTMENT NO. 2

(EXPANSION DAM NOT SHOWN FOR CLARITY)
SCALE ½" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
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CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

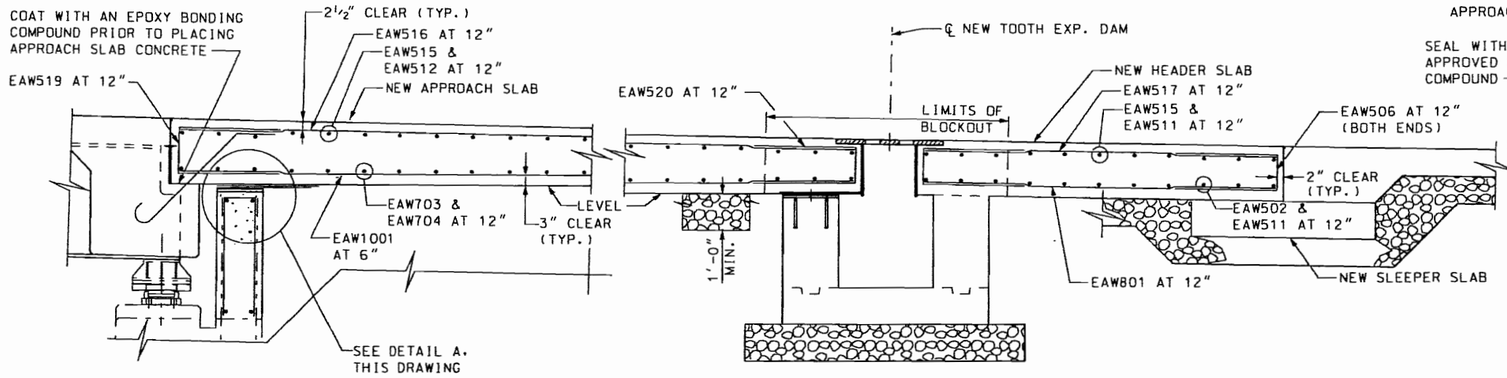
EAST APPROACH SLAB DETAILS - 1
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN WILTON KULICH
REGISTERED ENGINEER
No. 114681
STATE OF TENNESSEE

BR-109-78

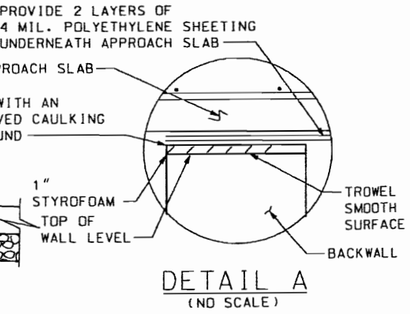
7/8/2011
\\Mmdc10\Projects\27786.01\CADD\Structural\78-Abut_Exp._Joint-2.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



SECTION E-E

(FOR ADDITIONAL DETAILS NOT SHOWN, SEE SECTION A-A, THIS DRAWING)
SCALE ½" = 1'-0"



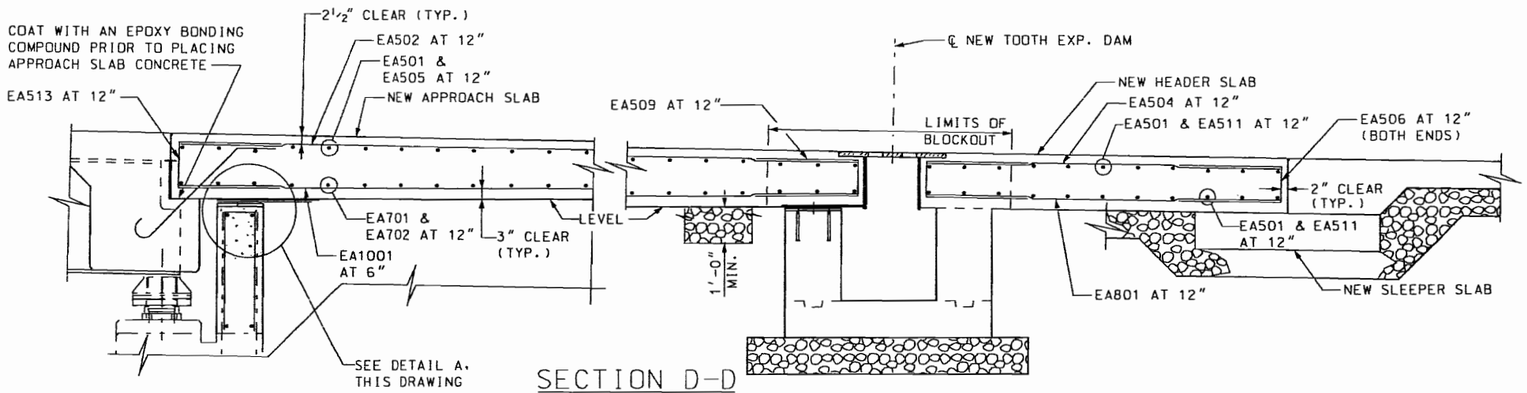
DETAIL A
(NO SCALE)

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

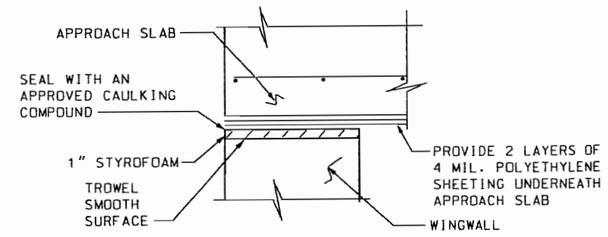
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



SECTION D-D

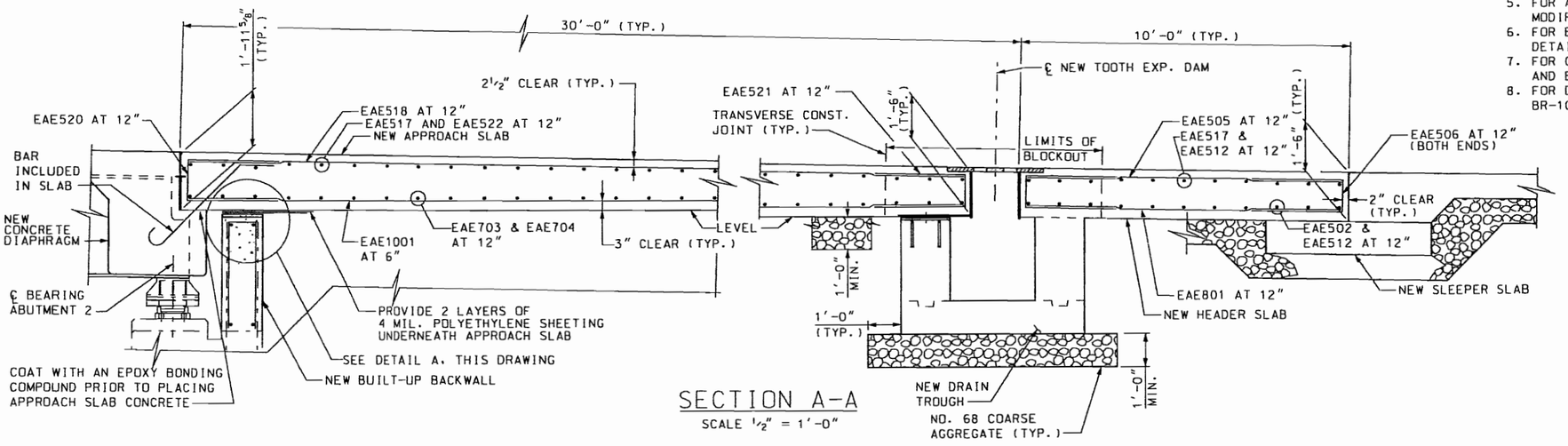
(FOR ADDITIONAL DETAILS NOT SHOWN, SEE SECTION A-A, THIS DRAWING)
SCALE ½" = 1'-0"



TYPICAL WINGWALL SLIDING DETAIL
(NO SCALE)

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR APPROACH SLAB TOP OF DECK ELEVATIONS, SEE DWG. BR-109-52.
3. FOR EAST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-99.
4. FOR LOCATION OF SECTIONS A-A, D-D AND E-E, SEE DWG. BR-109-78.
5. FOR ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS, SEE DWGS. BR-109-85 THRU BR-109-87.
6. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-81.
7. FOR CONCRETE DIAPHRAGM DETAILS, SEE DWGS. BR-109-62 AND BR-109-64.
8. FOR DRAIN TROUGH REINFORCEMENT DETAILS, SEE DWG. BR-109-84.



SECTION A-A
SCALE ½" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\79-Abut_Exp_Joint-2BB.dgn

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS - 2

REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
No. 114611
STATE OF TENNESSEE

BR-109-79

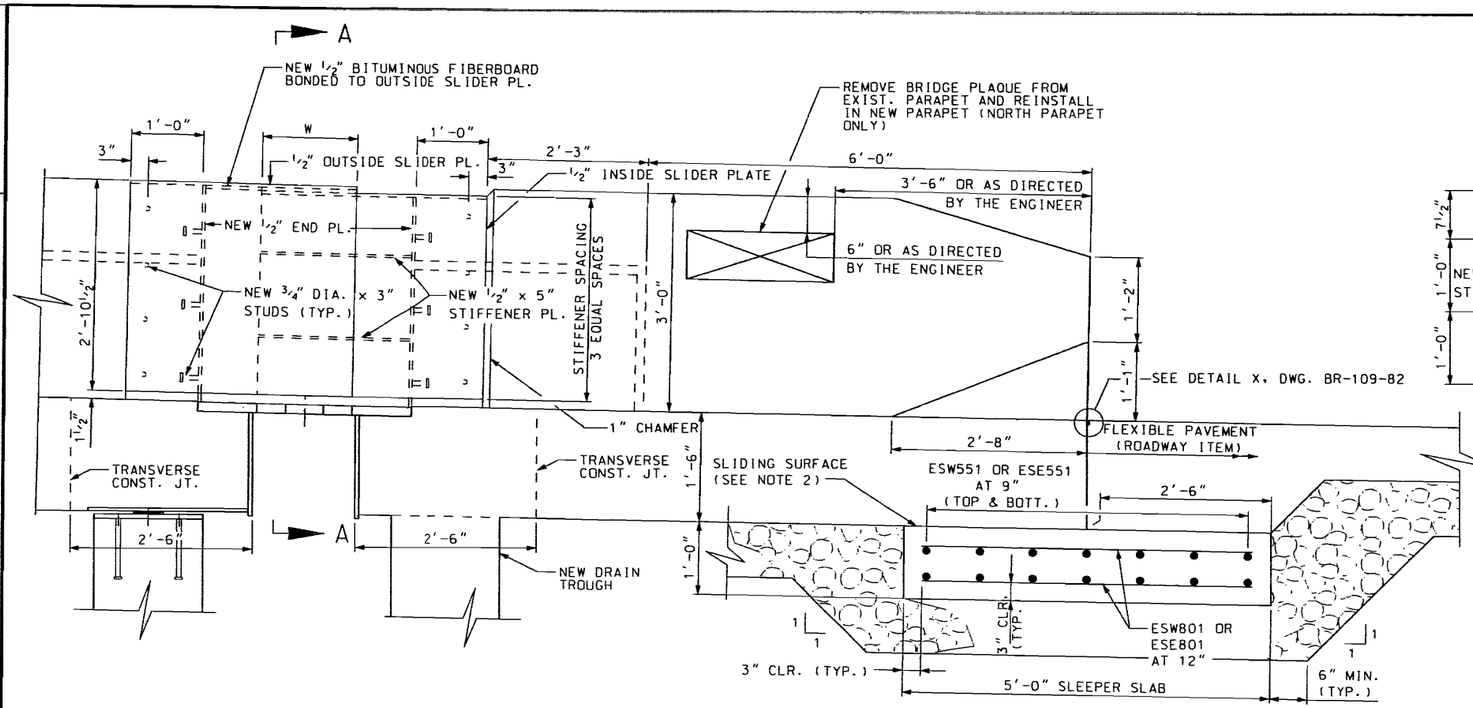
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

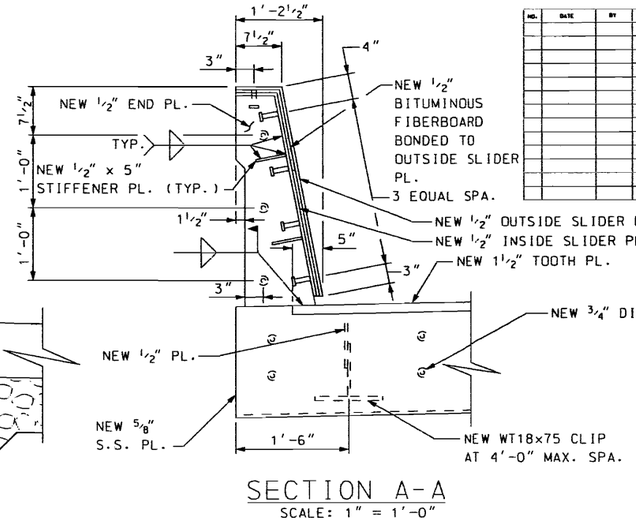
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



VIEW AT PARAPET

(PARAPET, DRAIN TROUGH, HEADER SLAB AND APPROACH SLAB REINF. NOT SHOWN FOR CLARITY)
(NORTH PARAPET SHOWN, SOUTH PARAPET SIMILAR)
SCALE: 1" = 1'-0"

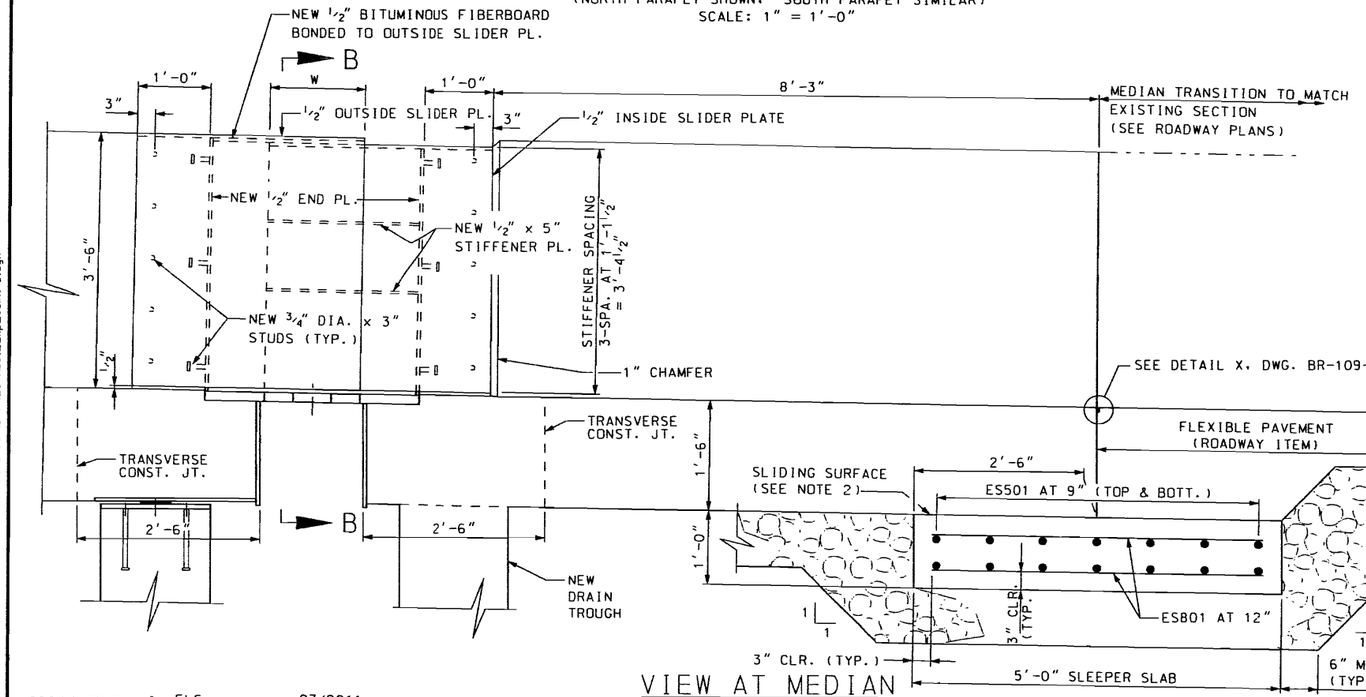


SECTION A-A

SCALE: 1" = 1'-0"

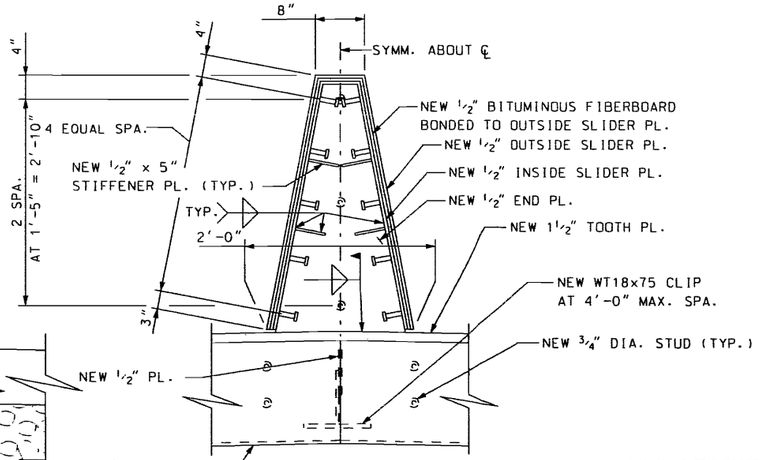
NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. TROWEL SMOOTH AND PLACE 2 LAYERS OF 4 MIL. POLYETHYLENE SHEETING AS BOND BREAKER.
3. FOR APPROACH SLAB, HEADER SLAB AND SLEEPER SLAB REINFORCEMENT DETAILS, SEE DWG. BR-109-78.
4. FOR DRAIN TROUGH REINFORCEMENT DETAILS, SEE DWG. BR-109-84.
5. FOR EAST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-99.
6. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAIL, SEE DWG. BR-109-81.
7. FOR DIMENSION W, SEE DWG. BR-109-81.



VIEW AT MEDIAN

(MEDIAN, DRAIN TROUGH, HEADER SLAB AND APPROACH SLAB REINF. NOT SHOWN FOR CLARITY)
(NORTH PARAPET SHOWN, SOUTH PARAPET SIMILAR)
SCALE: 1" = 1'-0"



SECTION B-B

SCALE: 1" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS - 3

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-80

8/24/2011
Y:\2786.01\CADD\Structural\Final Submission Revisions 08-19-11\BO-Abut_Exp_Joint-3.dgn

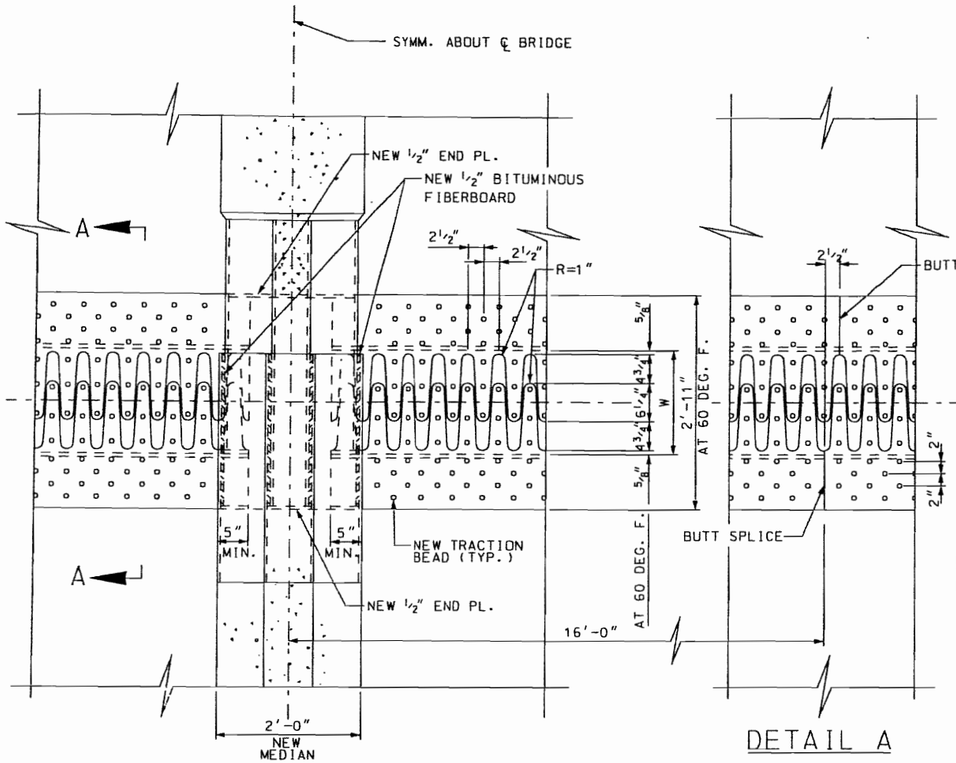
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

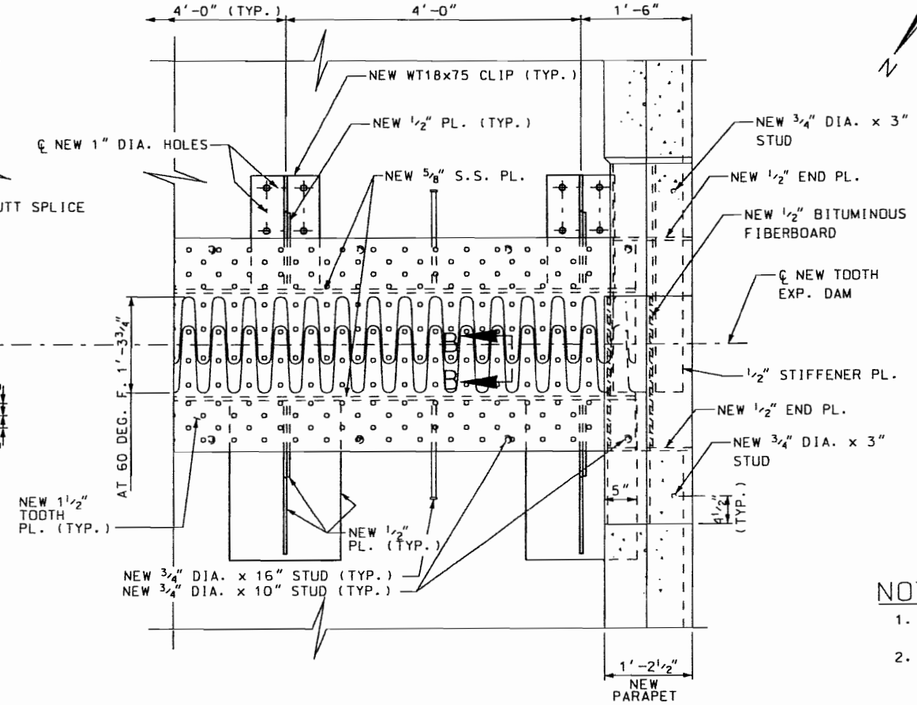
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

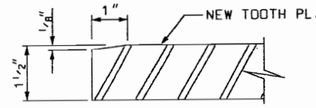


DETAIL A



TOOTH PL. NOTE:

THE SCROLL IS TO BE MADE BY A SINGLE CUT OF A MACHINE GUIDED TORCH. SHARP CORNERS TO BE REMOVED BY GRINDING.



SECTION B-B
NO SCALE

NOTES:

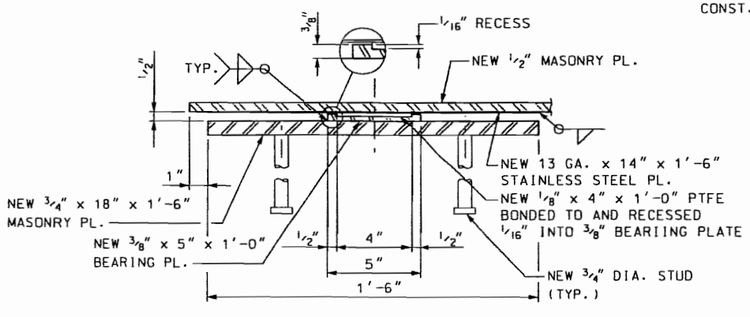
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR PARAPET AND MEDIAN SLIDER PLATE DETAILS, SEE DWG. BR-109-80.

EXPANSION JOINT SETTING TABLE

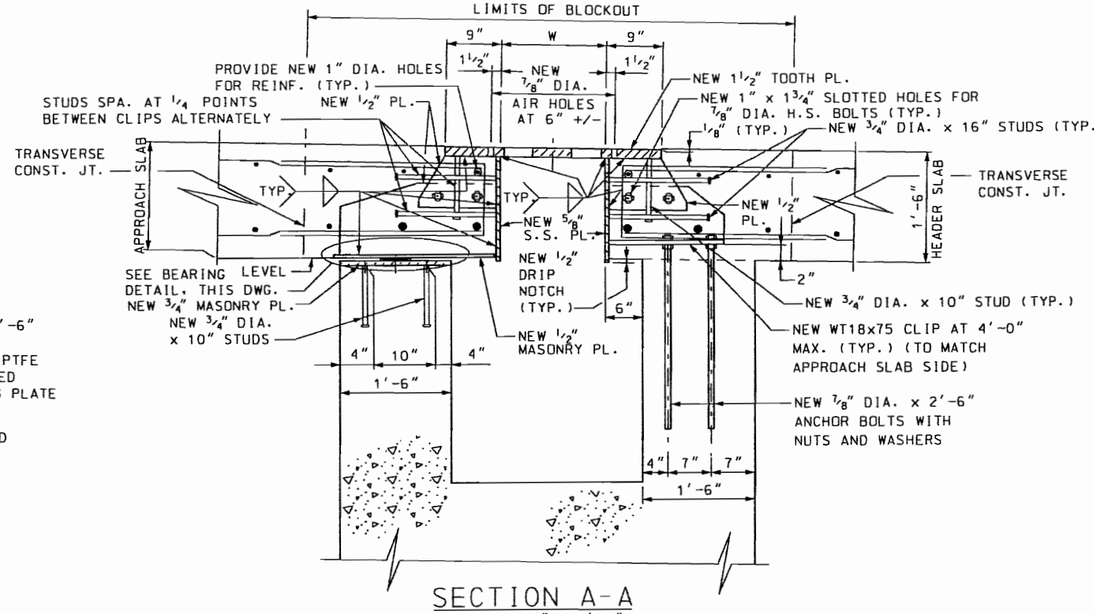
TEMPERATURE DEGREES F	DIMENSION W (IN.)
120	$13\frac{15}{16}$"
100	$14\frac{15}{16}$"
80	16"
60	17"
40	$18\frac{1}{16}$"
20	$19\frac{1}{16}$"
0	$20\frac{1}{8}$"
-10	$20\frac{5}{8}$"

PARTIAL PLAN-NEW EXPANSION DAM ABUTMENT NO. 2

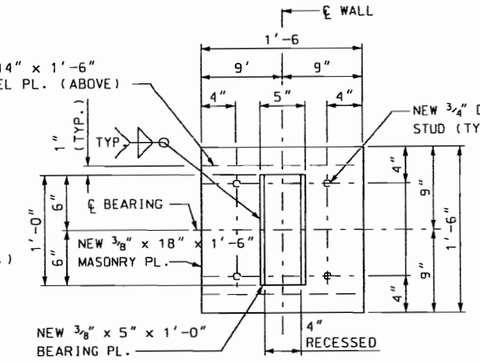
(NEW WTs. 1/2" PLS. AND ANCHOR STUDS NOT SHOWN FOR CLARITY)
SCALE: 1" = 1'-0"



BEARING DETAIL
SCALE: 3" = 1'-0"



SECTION A-A
SCALE: 1" = 1'-0"



PLAN-BEARING PLATE WITH MASONRY PLATE

(BEARINGS AND SUPPORTS FOR TOOTH PLATE ARE SPACED AT 4'-0" MAX.)
SCALE: 1 1/2"=1'-0"

DESIGNED BY: ELS DATE: 07/2011
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CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

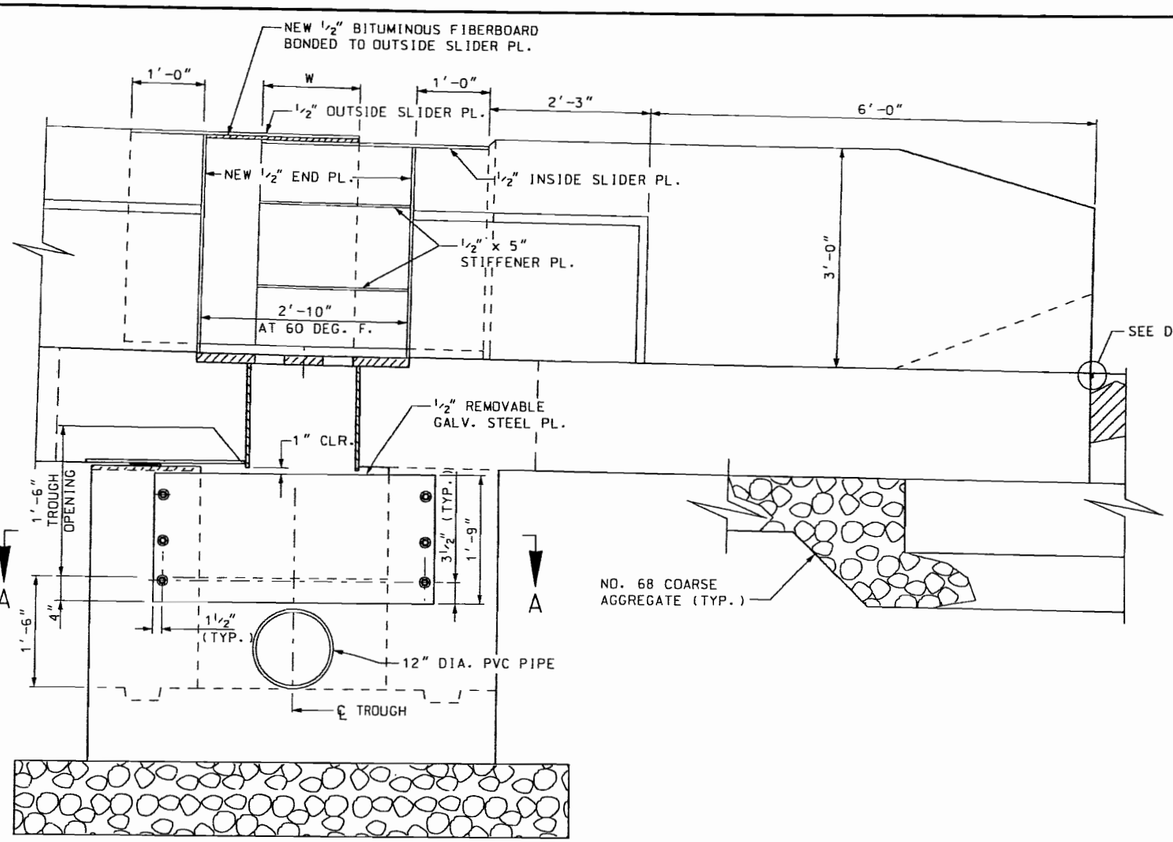
EAST APPROACH SLAB DETAILS - 4

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-81

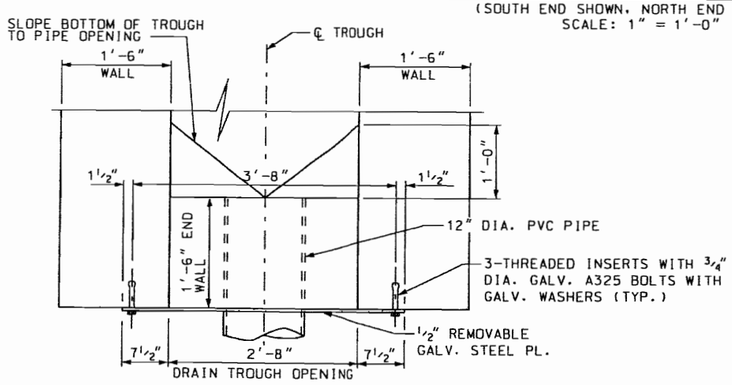
7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



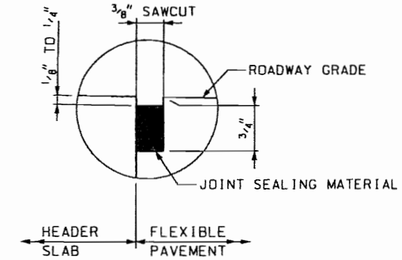
DRAIN TROUGH END VIEW

(SOUTH END SHOWN, NORTH END SIMILAR)
SCALE: 1" = 1'-0"



SECTION A-A

SCALE: 1" = 1'-0"



CONSTRUCTION NO. 45002-3143-44

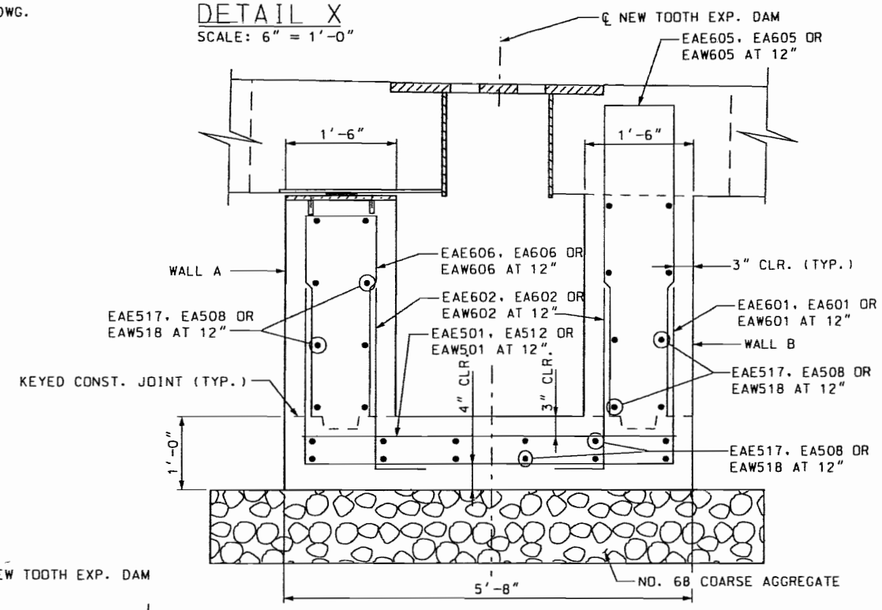
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

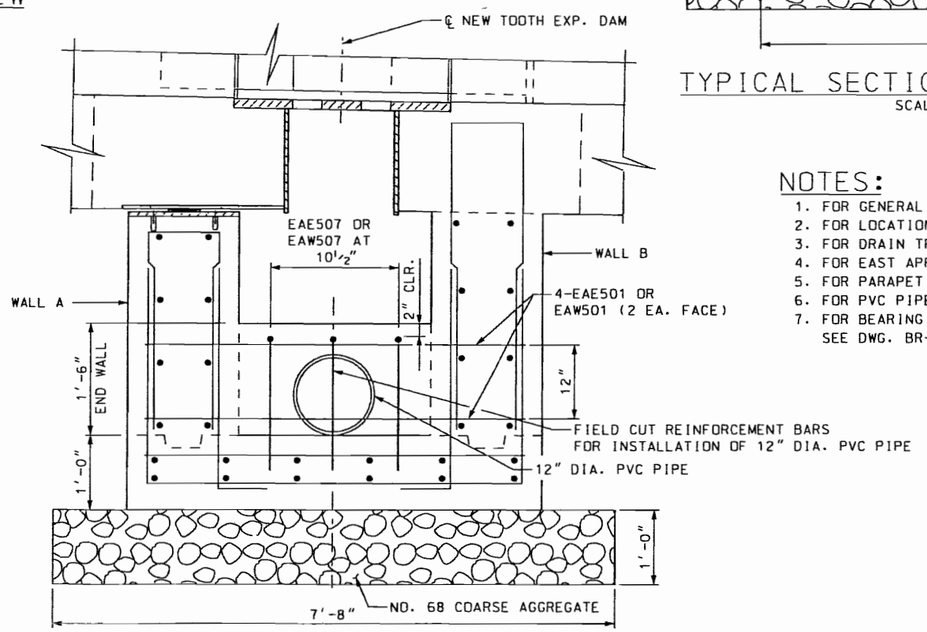
DETAIL X

SCALE: 6" = 1'-0"



TYPICAL SECTION AT DRAIN TROUGH

SCALE: 1" = 1'-0"



VIEW B-B

SCALE: 1" = 1'-0"
(GALVANIZED STEEL PL. NOT SHOWN FOR CLARITY)

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR LOCATION OF VIEW B-B, SEE DWG. BR-109-78.
3. FOR DRAIN TROUGH REINFORCEMENT DETAILS, SEE DWG. BR-109-84.
4. FOR EAST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-99.
5. FOR PARAPET SLIDER PLATE DETAILS, SEE DWG. BR-109-80.
6. FOR PVC PIPE DRAINAGE AT DRAIN TROUGH ENDS, SEE DWG. BR-109-37.
7. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-81.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS - 5

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-82

7/8/2011
\\Mmdc10\Projects\2786.01\CADD\Structural\B2-Abut_Exp_Joint-5.dgn

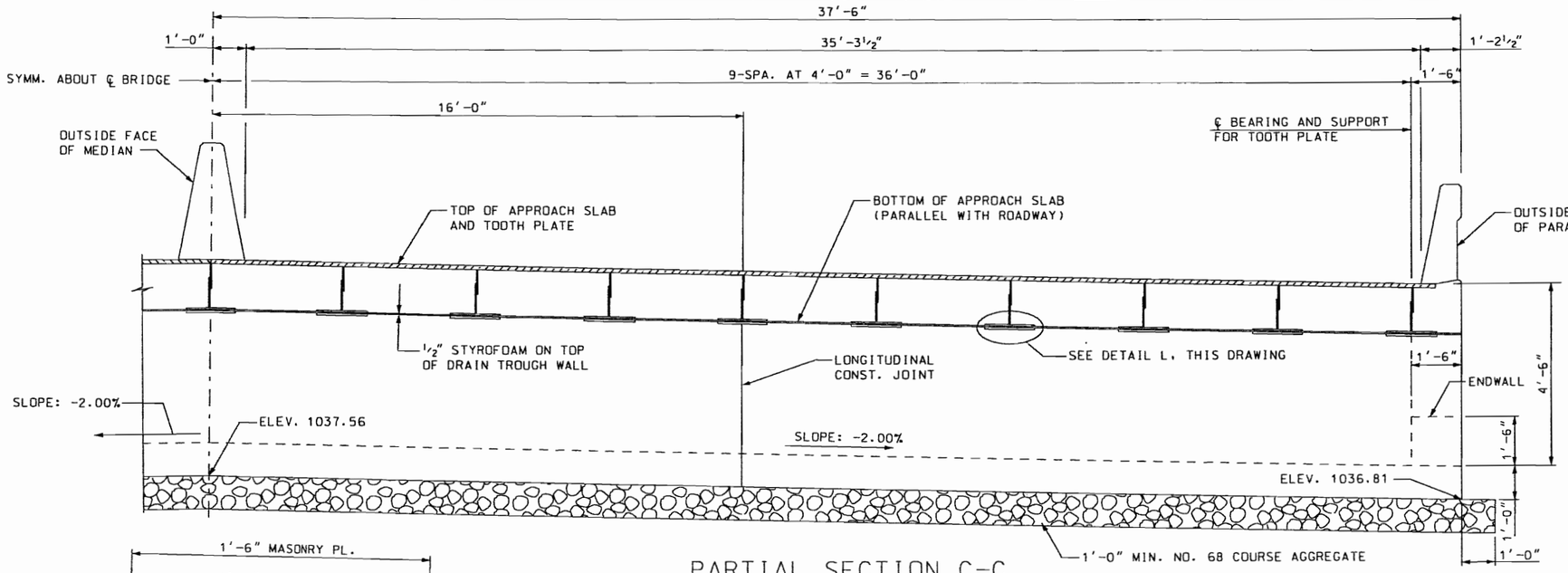
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

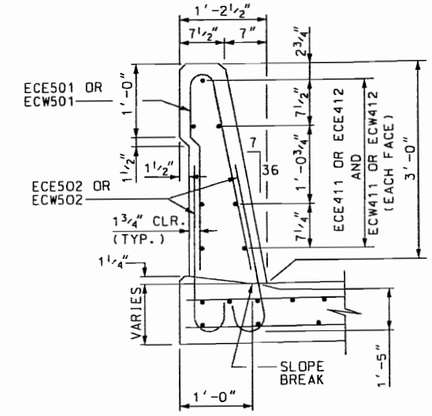
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



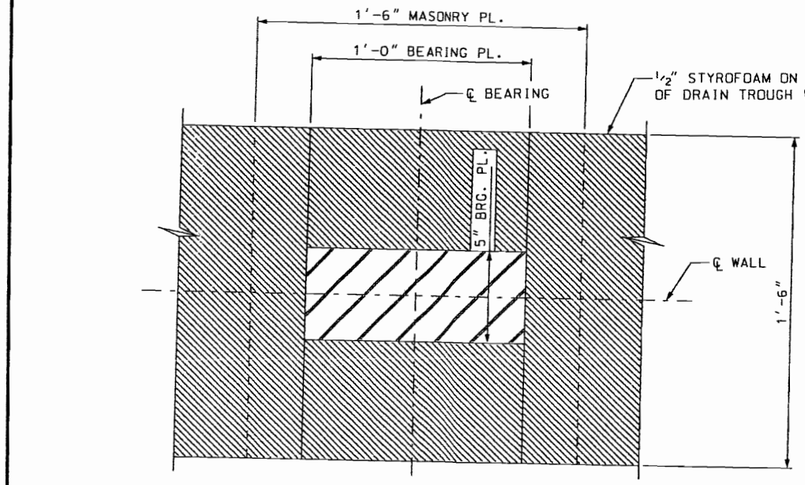
PARTIAL SECTION C-C

SCALE ½" = 1'-0"



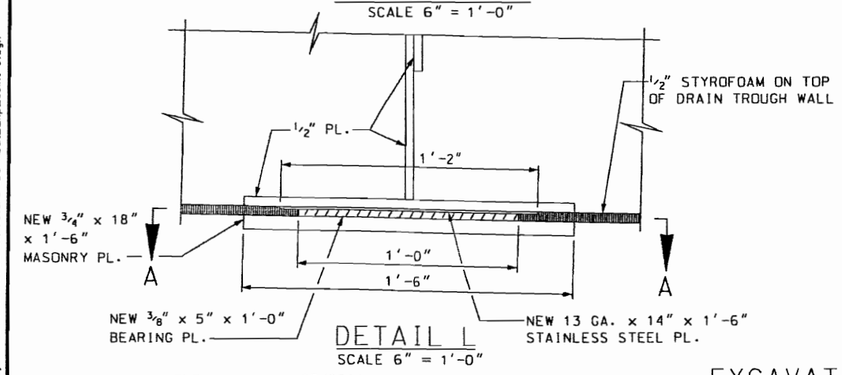
TYPICAL PARAPET DETAIL

SCALE 1" = 1'-0"



SECTION A-A

SCALE 6" = 1'-0"

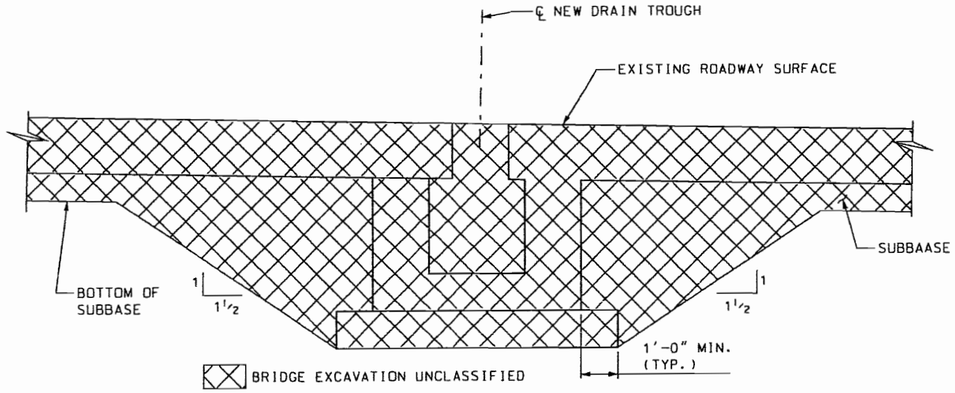


DETAIL L

SCALE 6" = 1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR PARAPET AND MEDIAN REINFORCEMENT DETAILS, SEE DWG. BR-109-78.
3. FOR EAST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-99.
4. FOR LOCATION OF SECTION C-C, SEE DWG. BR-109-78.
5. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-81.

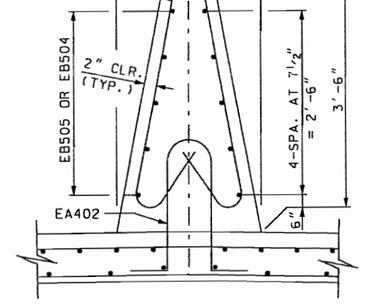


EXCAVATION PAY LIMITS

NOT TO SCALE

EXCAVATION NOTES:

1. MODIFY PAY LIMITS AS REQUIRED BASED ON ACTUAL CONDITIONS.



TYPICAL MEDIAN BARRIER DETAIL

SCALE 1" = 1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS - 6
REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-83

7/8/2011
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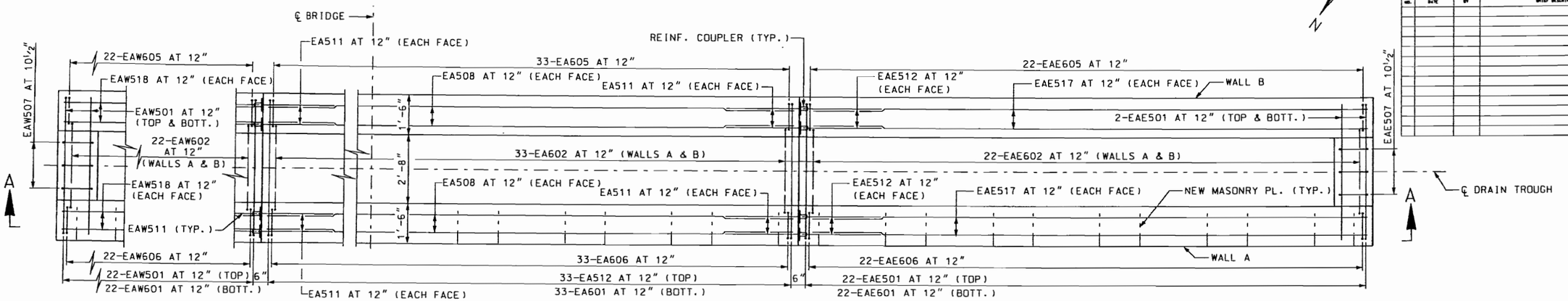
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

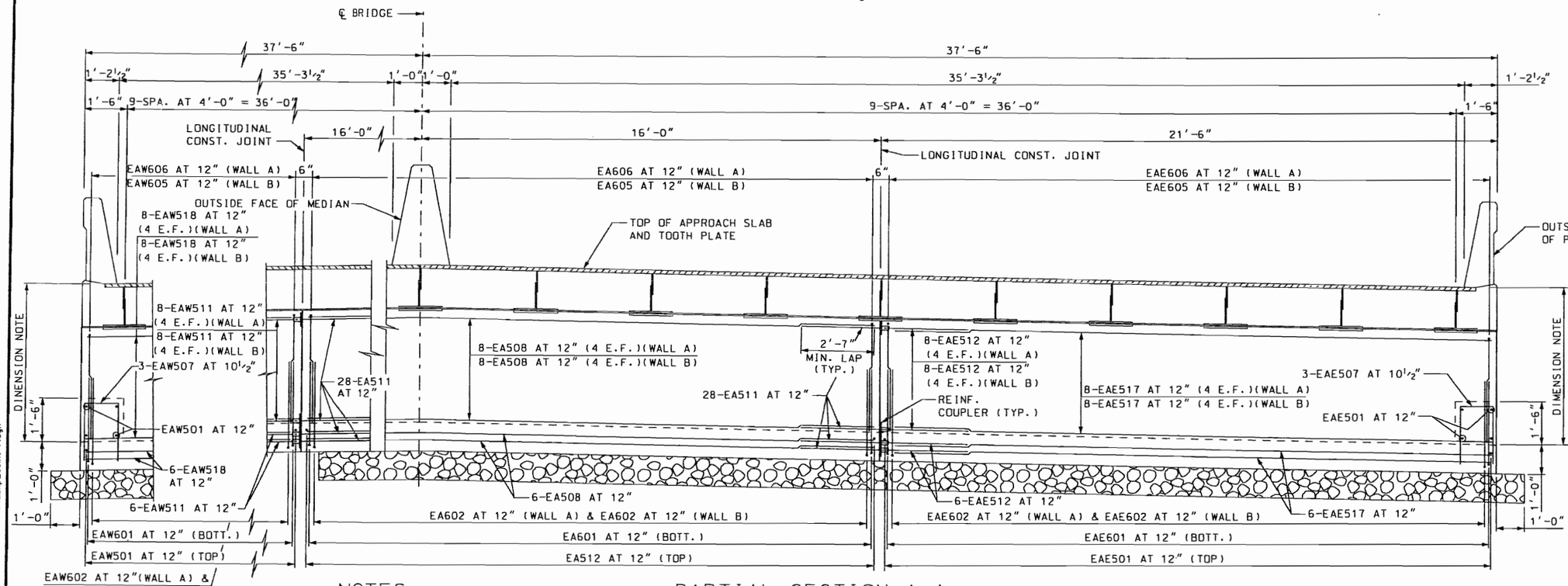
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PARTIAL PLAN DRAIN TROUGH

(DRAIN TROUGH REINFORCEMENT)
SCALE ½" = 1'-0"



PARTIAL SECTION A-A

(DRAIN TROUGH REINFORCEMENT)
SCALE ½" = 1'-0"

DIM. NOTE:
4'-6" MEASURED AT WALL B AHEAD STATION.

NOTES:
1. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.
2. FOR EAST APPROACH SLAB BAR SCHEDULE, SEE DWG. BR-109-99.
3. FOR TYPICAL SECTION OF DRAIN TROUGH, SEE DWG. BR-109-82.
4. FOR BEARING DETAIL AND TOOTH EXPANSION DAM DETAILS, SEE DWG. BR-109-81.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB DETAILS - 7

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-84

7/8/2011
\\Mmdc10\Projects\27B6.01\CADD\Structural\84-Abut_Exp_Joint-7.dgn

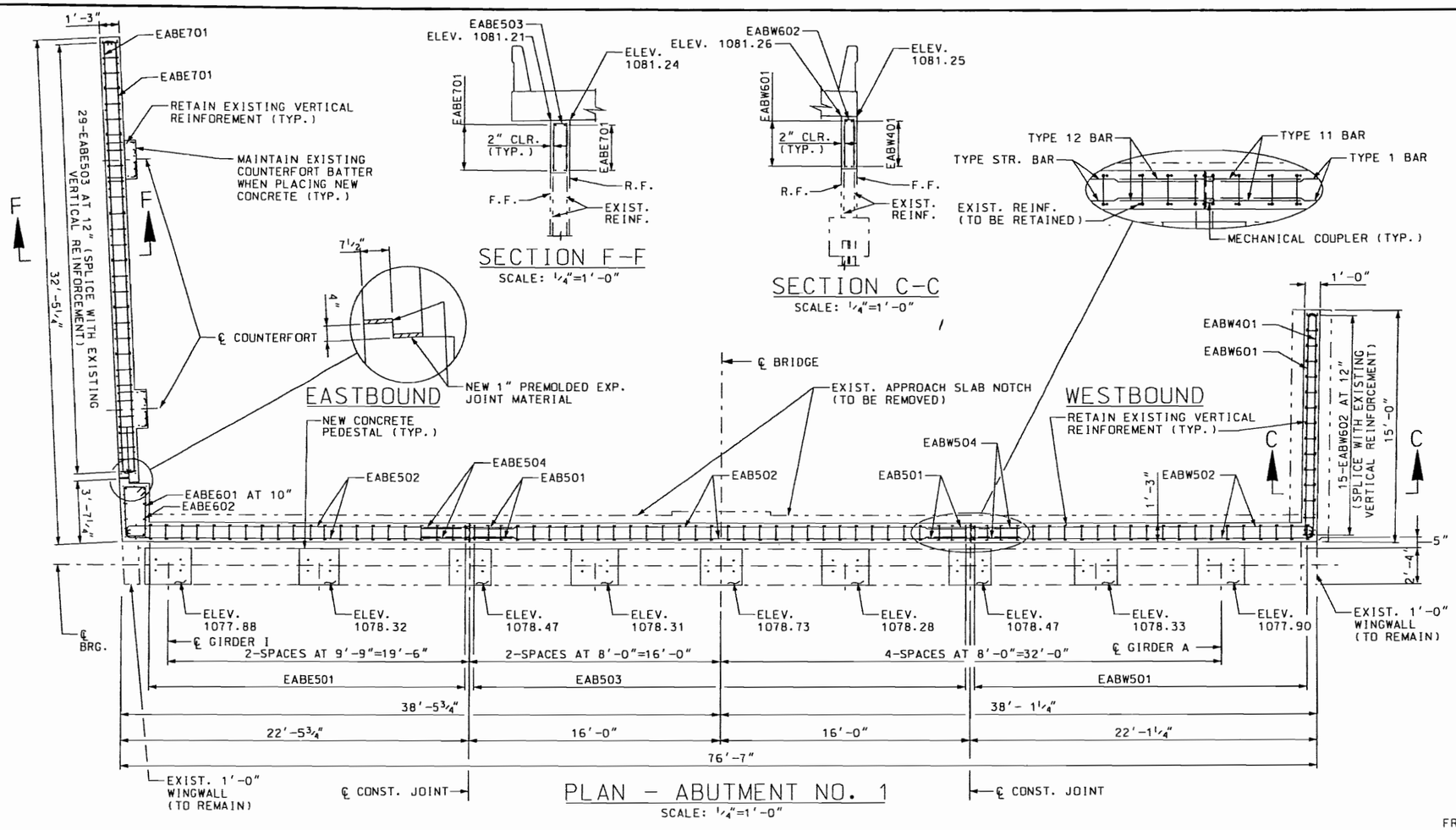
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

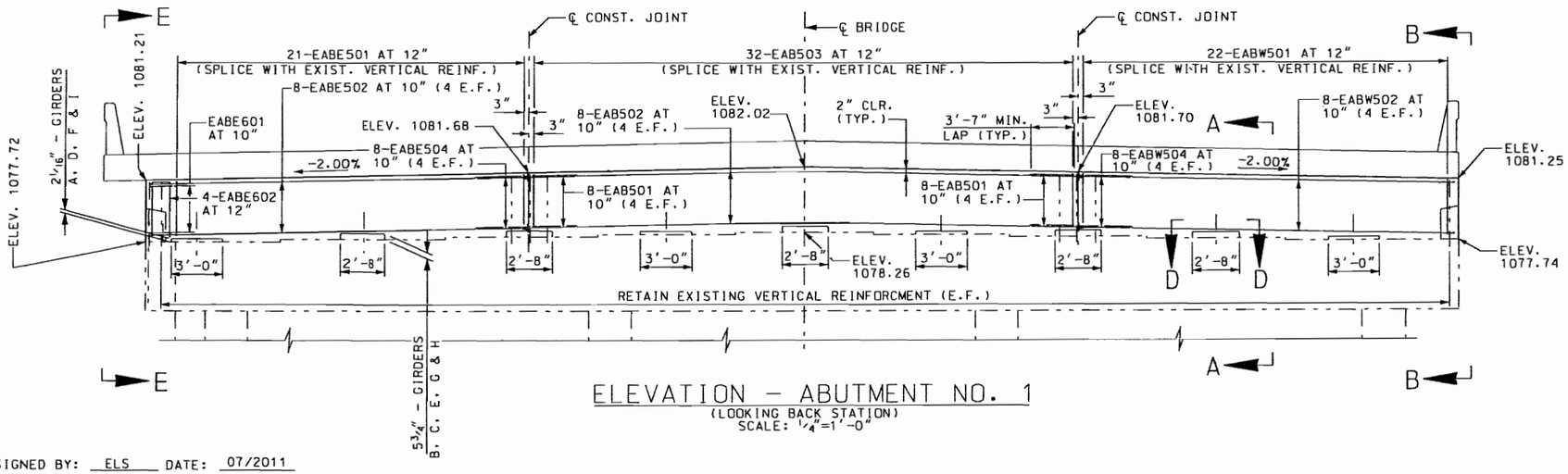


PLAN – ABUTMENT NO. 1
SCALE: 1/4"=1'-0"

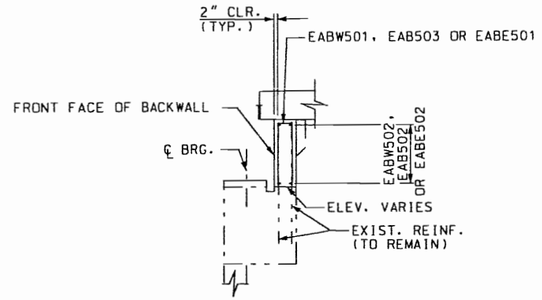
SECTION F-F
SCALE: 1/4"=1'-0"

SECTION C-C
SCALE: 1/4"=1'-0"

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR DETAIL OF SECTION D-D, SEE DRAWING BR-109-86.
3. FOR DETAILS OF VIEWS B-B AND E-E, SEE DRAWING BR-109-86.
4. FOR BAR TYPES AND BAR SCHEDULE, SEE DRAWING BR-109-97.
5. TRIM TOP OF RETAINED EXISTING VERTICAL REINFORCEMENT TO PROVIDE 2" CLEARANCE.



ELEVATION – ABUTMENT NO. 1
(LOOKING BACK STATION)
SCALE: 1/4"=1'-0"



SECTION A-A
SCALE: 1/4"=1'-0"

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS-1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-85

7/8/2011
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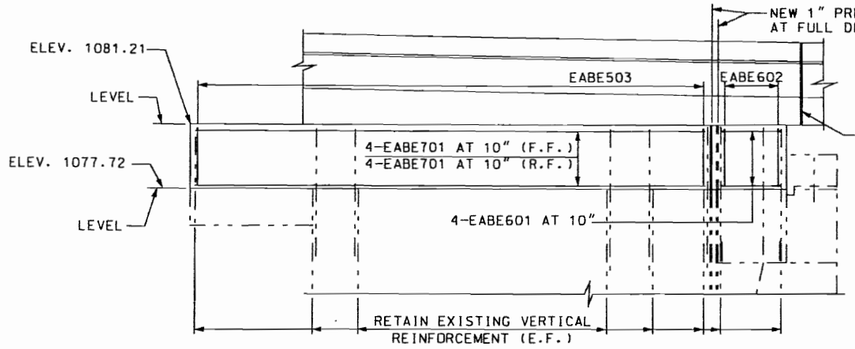
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

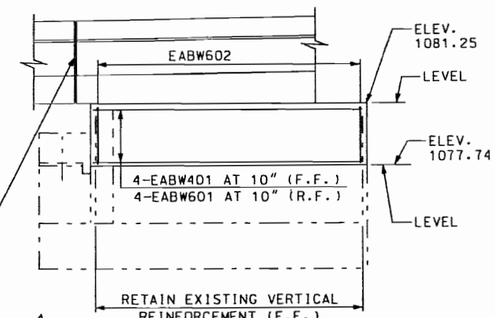
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

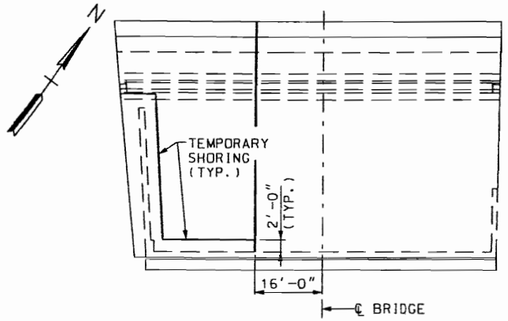
NO.	DATE	BY	BRIEF DESCRIPTION



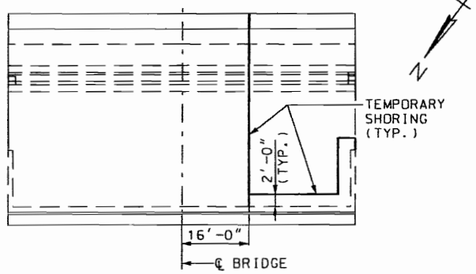
VIEW E-E
SCALE: 1/4"=1'-0"



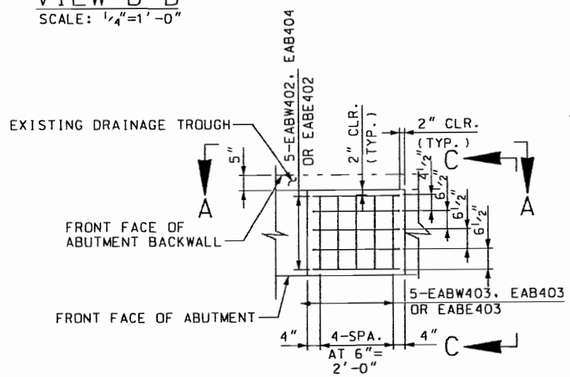
VIEW B-B
SCALE: 1/4"=1'-0"



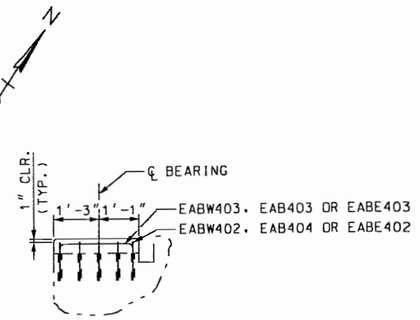
ABUTMENT 1 SHORING PHASE 1
(NOT TO SCALE)



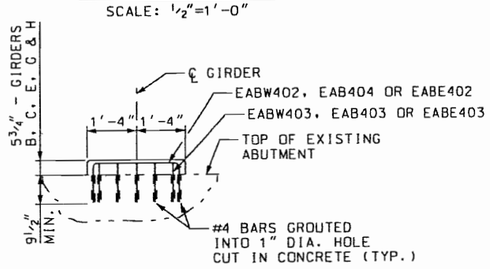
ABUTMENT 2 SHORING PHASE 1
(NOT TO SCALE)



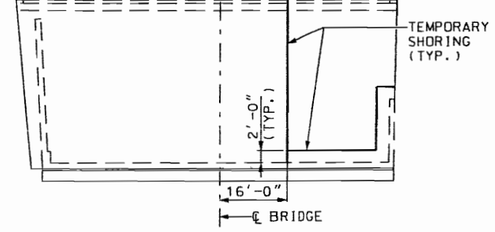
SECTION D-D
SCALE: 1/2"=1'-0"



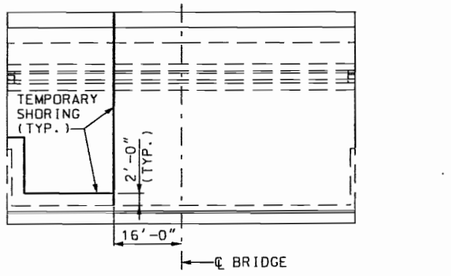
SECTION C-C
SCALE: 1/2"=1'-0"



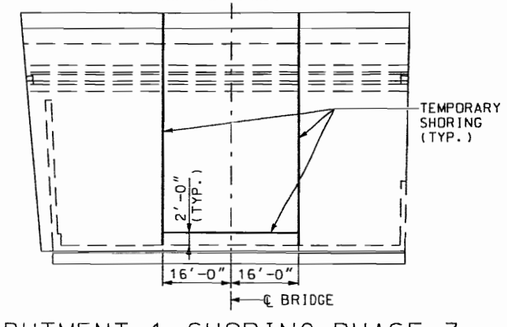
SECTION A-A
SCALE: 1/2"=1'-0"



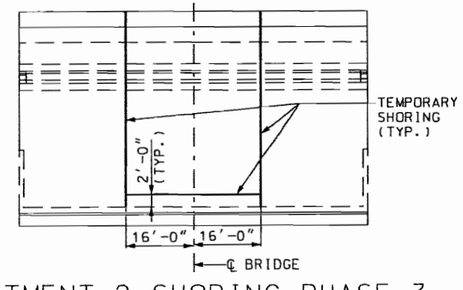
ABUTMENT 1 SHORING PHASE 2
(NOT TO SCALE)



ABUTMENT 2 SHORING PHASE 2
(NOT TO SCALE)



ABUTMENT 1 SHORING PHASE 3
(NOT TO SCALE)



ABUTMENT 2 SHORING PHASE 3
(NOT TO SCALE)

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR BAR SCHEDULE, SEE DRAWING BR-109-97.
3. FOR LOCATIONS OF VIEW B-B, SECTION D-D AND VIEW E-E, SEE DRAWING BR-109-85.
4. TRIM TOP OF RETAINED EXISTING VERTICAL REINFORCEMENT TO PROVIDE 2" CLEARANCE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS-2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN WILTON KULOK
REGISTERED ENGINEER
No. 111421
STATE OF TENNESSEE

BR-109-86

7/8/2011
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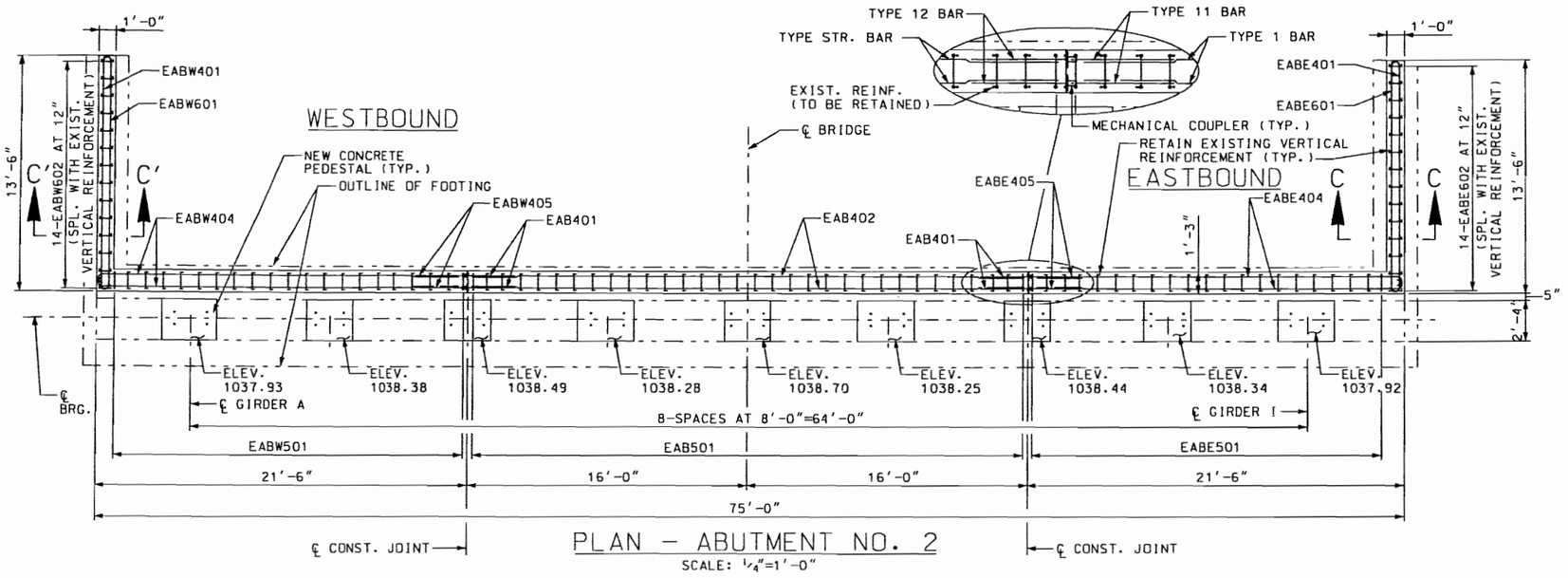
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

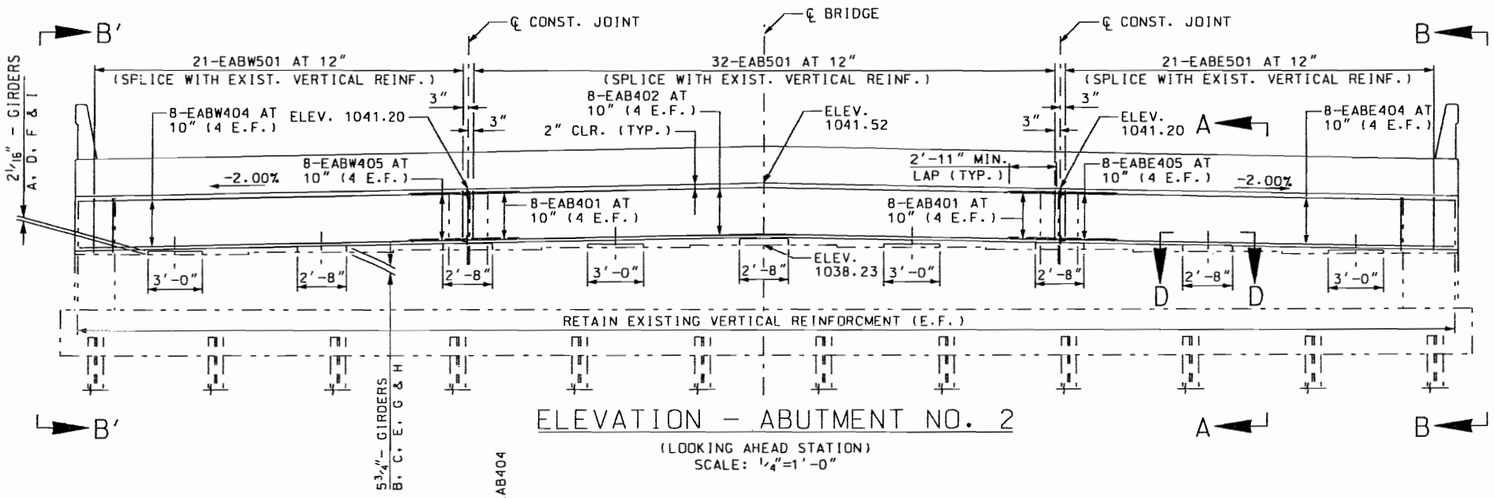
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

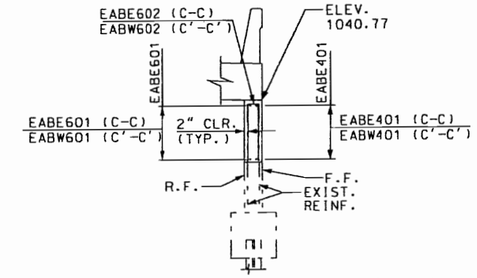
NO.	DATE	BY	BRIEF DESCRIPTION



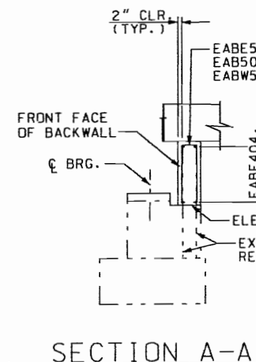
PLAN - ABUTMENT NO. 2
SCALE: 1/4"=1'-0"



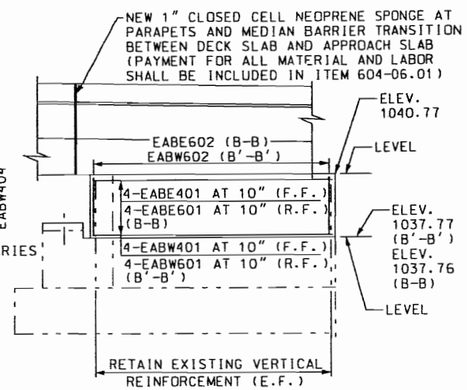
ELEVATION - ABUTMENT NO. 2
(LOOKING AHEAD STATION)
SCALE: 1/4"=1'-0"



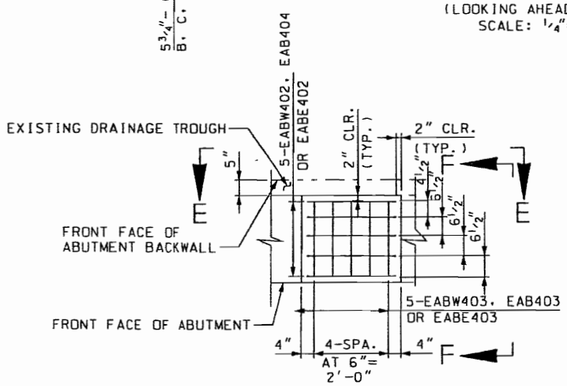
SECTION C-C & C'-C'
(SECTION C-C SHOWN VISUALLY, SECTION C'-C' OPPOSITE HAND)
SCALE: 1/4"=1'-0"



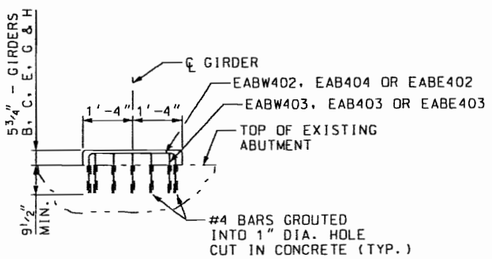
SECTION A-A
SCALE: 1/4"=1'-0"



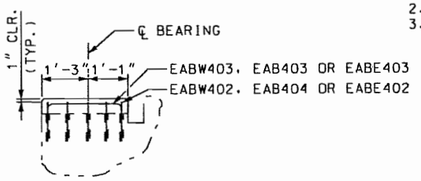
VIEW B-B & B'-B'
(VIEW B-B SHOWN VISUALLY, VIEW B'-B' OPPOSITE HAND)
SCALE: 1/4"=1'-0"



SECTION D-D
SCALE: 1/2"=1'-0"



SECTION E-E
SCALE: 1/2"=1'-0"



SECTION F-F
SCALE: 1/2"=1'-0"

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-3 THRU BR-109-5.
2. FOR BAR TYPES AND BAR SCHEDULE, SEE DRAWING BR-109-97.
3. TRIM TOP OF RETAINED EXISTING VERTICAL REINFORCEMENT TO PROVIDE 2" CLEARANCE.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT BACKWALL AND WINGWALL MODIFICATIONS-3

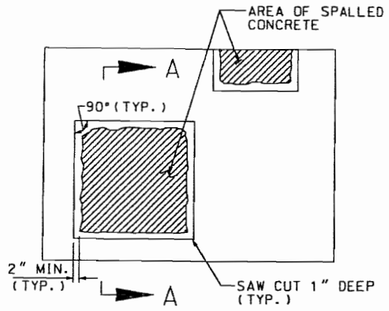
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KUHN, REGISTERED ENGINEER, STATE OF TENNESSEE

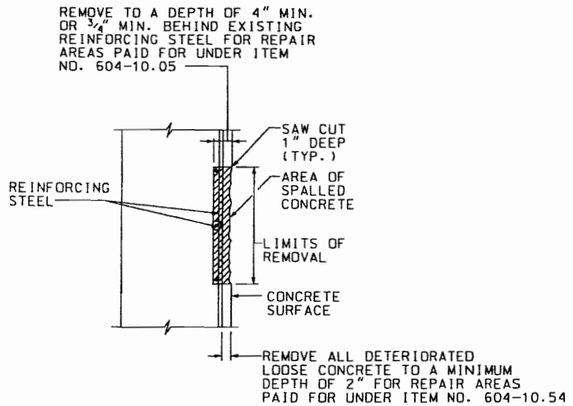
BR-109-87

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



CONCRETE REPAIR DETAIL
NOT TO SCALE



SECTION A-A
NOT TO SCALE

SPECIAL NOTES FOR CONCRETE REPAIR

1. LIMITS AND LOCATION OF REPAIRS TO BE DESIGNATED BY THE ENGINEER.
2. THE ENGINEER SHALL DESIGNATE ALL SPALLED CONCRETE REPAIR AREAS IN THE FIELD. QUANTITIES GIVEN ARE APPROXIMATE. ITEM NO. 604-10.05 AND 604-10.54 SHALL BE BID WITH THE CONTINGENCY THAT THEY MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER SHALL HAVE THE OPTION OF DESIGNATING A SPALL AREA TO BE REPAIRED UNDER ITEM NO. 604-10.05 OR 604-10.54. PATCHING MATERIAL FOR ITEM NO. 604-10.05 SHALL BE HIGH EARLY STRENGTH CONCRETE. PATCHING MATERIAL FOR ITEM NO. 604-10.54 SHALL BE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13, SECTION B.6.
4. SAW CUT CONCRETE SURFACES SO AS TO OBTAIN SQUARE CORNERS.
5. THE COST OF SAW CUTTING, REMOVING SPALLED CONCRETE, CLEANING, PATCHING MATERIAL, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN TO BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F. OR ITEM NO. 604-10.05, CONCRETE, S.F.
6. THE SPALLED CONCRETE SHALL BE REMOVED SO AS NOT TO DAMAGE THE REINFORCING STEEL. ALL EXPOSED REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL REINFORCEMENT SHALL REMAIN IN PLACE. ALL WORK MUST MEET THE FULL APPROVAL OF THE ENGINEER.
7. POWER HAND DRIVEN TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
   A. PNEUMATIC HAMMERS HEAVIER THAN THE 35 LB. CLASS SHALL NOT BE USED.
   B. CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL.
8. CONCRETE OR PATCHING MATERIALS SHALL NOT BE PLACED BY PNEUMATIC METHODS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS.

DESIGNED BY: JAK DATE: 07/2011
DRAWN BY: MLA DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

SPECIAL NOTES FOR EPOXY INJECTION

1. UNLESS NOTED OTHERWISE, THE INTENT OF THIS SPECIFICATION IS FOR DESIGNATED CRACKS TO BE INJECTED THEIR FULL LENGTH AND DEPTH.
2. DESIGNATED CRACKS SHALL BE INJECTED WITH AN APPROVED EPOXY RESIN ADHESIVE FILLING ALL VOIDS FOR THE CRACK DEPTH OR THICKNESS OF THE MEMBER. THE EPOXY RESIN ADHESIVE SHALL BE ON THE CURRENT TDOT QUALIFIED PRODUCTS LIST MAINTAINED BY THE DIVISION OF MATERIALS AND TEST. ALL CRACKS SHALL BE INJECTED USING AN ADHESIVE SUITABLE FOR THE EXISTING FIELD CONDITIONS (CRACK WIDTH, TEMPERATURE, HUMIDITY, ETC.) AS RECOMMENDED BY ADHESIVE MANUFACTURER MATERIAL DATA SHEETS. FOLLOWING INJECTION, ALL INJECTION PORTS AND CAPPING MATERIAL SHALL BE REMOVED FROM EXPOSED SURFACES LEAVING THE SURFACE FLUSH WITH THE SURROUNDING CONCRETE SURFACES.
3. THE CONTRACTOR SHALL HAVE SUFFICIENT EXPERIENCE AND TRAINING TO PERFORM THE EPOXY INJECTION IN ACCORDANCE WITH THESE PLANS. PRIOR TO PERFORMING ANY WORK, THE CONTRACTOR SHALL SUBMIT A WRITTEN PROCEDURE FOR PERFORMING THE EPOXY INJECTION TO THE ENGINEER FOR APPROVAL. THE PROCEDURE SHALL DESCRIBE IN DETAIL HOW THE WORK WILL BE PERFORMED. THE PROCEDURE SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING INFORMATION:
   A) DESCRIPTION OF EQUIPMENT.
      1. THE INJECTION EQUIPMENT SHALL BE OF THE TYPE THAT MIXES ADHESIVE COMPONENTS AT THE INJECTION HEAD.
      2. THE INJECTION EQUIPMENT SHALL BE CAPABLE OF DISCHARGING MIXED ADHESIVE AT ANY PRESSURE UP TO 300 PSI. THE INJECTION EQUIPMENT SHALL BE EQUIPPED WITH GAUGES WHICH CAN MEASURE THE INJECTION PRESSURE AND VOLUME.
   B) EQUIPMENT CALIBRATION PROCEDURES AND SCHEDULE.
   C) MATERIALS TO BE USED (INCLUDING MANUFACTURER MATERIAL DATA SHEETS).
      1. CAPPING MATERIAL.
      2. EPOXY ADHESIVE (TYPE TO BE APPROPRIATE FOR CRACK SIZES TO BE INJECTED AND EXISTING FIELD CONDITIONS).
   D) PORT SPACING SHALL NOT BE LESS THAN THE THICKNESS OF THE CONCRETE IN THAT LOCATION.
   E) INJECTION SEQUENCE.
      1. INJECTION SHALL PROCEED FROM LOWER END OF CRACK ALONG ADJACENT PARTS.
      2. SKIPPING OF PORTS DURING INJECTION SHALL NOT BE ALLOWED.
4. THE CONTRACTOR SHALL HAVE THE MANUFACTURER'S INSTRUCTIONS FOR PROPORTIONING AND MIXING AVAILABLE AT THE JOB SITE AT ALL TIMES AND SHALL ENSURE THAT THE EQUIPMENT IS SUPPLYING THE MIXED ADHESIVE IN THE CORRECT PROPORTIONS.
5. TO ENSURE PROPER MIXING AND PROPORTIONING, SAMPLES SHALL BE TAKEN FROM THE INJECTION HEAD AT THE START OF EACH WORKDAY AND EACH TIME THE ADHESIVE RESERVOIRS ARE REFILLED. THE SAMPLES SHALL BE IN A TEST CUP. THE SAMPLE SHALL BE MONITORED TO ENSURE THAT THE CURE TIME IS IN COMPLIANCE WITH THE MANUFACTURER'S MATERIAL DATA SHEETS. IF THE SAMPLES DO NOT CURE IN THE SPECIFIED TIME THEN THE EQUIPMENT USED TO PRODUCE THE SAMPLE SHALL NOT BE USED UNTIL THE PROBLEM IS CORRECTED.
6. CORE SAMPLES SHALL BE TAKEN AS VERIFICATION OF THE QUALITY OF WORK. THE CONTRACTOR SHALL TAKE ONE (1) 1 INCH DIAMETER BY FULL DEPTH OF CONCRETE CORE SAMPLE STARTING WITH THE FIRST REPAIR LOCATION THEN EVERY THIRD REPAIR LOCATION AFTERWARDS (ENGINEER: MAY NOT NEED EVERY THIRD LOCATION-DEPENDS ON HOW MUCH INJECTION WILL BE DONE) WORK SHALL NOT PROCEED UNTIL THE CORE SAMPLE IS TAKEN AND ACCEPTED. ALL CORE SAMPLES AND HOLES SHALL BE INDEXED FOR FUTURE REFERENCE. THE ENGINEER SHALL DESIGNATE ALL LOCATIONS TO BE CORED. IF ANY CORES SHOW UNACCEPTABLE RESULTS, ALL WORK SHALL BE STOPPED UNTIL THE CONTRACTOR SUBMITS A PROPOSAL FOR CORRECTING UNACCEPTABLE WORK.
7. THE INITIAL CORE WILL ALSO SERVE TO QUALIFY THE FOREMAN FOR THIS WORK. IF AT ANY TIME A NEW FOREMAN IS USED, HE SHALL BE QUALIFIED WITH A CORE SAMPLE.
8. THE CONTRACTOR, AT HIS EXPENSE, SHALL REPAIR ALL CORE HOLES WITH AN APPROVED CEMENTITIOUS PATCHING MATERIAL.
9. CORE SAMPLES SHALL BE VISUALLY INSPECTED TO CONFIRM THAT CRACKS ARE COMPLETELY FILLED WITH ADHESIVE. ANY CORE HAVING LESS THAN 95% OF THE CRACK FILLED WITH ADHESIVE SHALL BE CONSIDERED UNACCEPTABLE AND BE REJECTED.
10. CORE SAMPLES SHALL BE TESTED FOR BOND STRENGTH. SAMPLES MAY BE FRACTURED BY HAMMER BLOW TO CRACK AREA OR THROWN AT A HARD SURFACE. IF ADHESIVE FAILURE OCCURS BEFORE CONCRETE FAILURE, THE CORE SHALL BE CONSIDERED UNACCEPTABLE AND REJECTED.
11. PAYMENT FOR EPOXY INJECTION CRACK REPAIR SHALL BE MADE UNDER ITEM NUMBERS 604-10.62, EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE), L.F. AND 604-10.58, EPOXY INJECTION (INJECTION), GAL.
12. PRICE BID FOR ITEM NUMBER 604-10.62, EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE), L.F., SHALL INCLUDE COST OF ALL LABOR AND MATERIALS (EXCEPT ADHESIVE) REQUIRED FOR SURFACE PREPARATION, CRACK PREPARATION, CAPPING, INJECTION OF ADHESIVE, ALL SAMPLING AND TESTING, REMOVAL OF CAPPING MATERIAL AND PORTS, AND OTHER INCIDENTALS. CRACKS SHALL BE MEASURED FOR PAYMENT ALONG THE LENGTH OF THE VISIBLE SURFACE CRACK.
13. PRICE BID FOR ITEM NUMBER 604-10.58, EPOXY INJECTION (INJECTION), GAL., SHALL INCLUDE COST FOR ADHESIVE MATERIAL INJECTED ONLY.
14. NO PAYMENT SHALL BE MADE FOR REWORK DEEMED NECESSARY BY FAILURE OF ADHESIVE SAMPLES OR CORE SAMPLES.
15. ALL WORK INCLUDING SAMPLING AND TESTING SHALL BE COMPLETED IN THE PRESENCE OF THE ENGINEER OR HIS REPRESENTATIVE OR CONTRACT INSPECTORS. ANY WORK DONE WITHOUT INSPECTORS PRESENT SHALL NOT BE PAID FOR. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WEEKLY SCHEDULES OF WORK TO BE PERFORMED. SCHEDULES SHALL BE SUBMITTED AT LEAST THREE (3) DAYS IN ADVANCE OF WORK TO BE DONE. THE ENGINEER SHALL BE NOTIFIED OF ANY CHANGE IN THE SCHEDULE A MINIMUM OF TWENTY-FOUR (24) HOURS IN ADVANCE OF CHANGE.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-03 THRU BR-109-05.
2. FOR SUBSTRUCTURE REPAIR LOCATIONS, SEE DRAWINGS BR-109-89 THRU BR-109-93.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIR NOTES

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-88

7/8/2011
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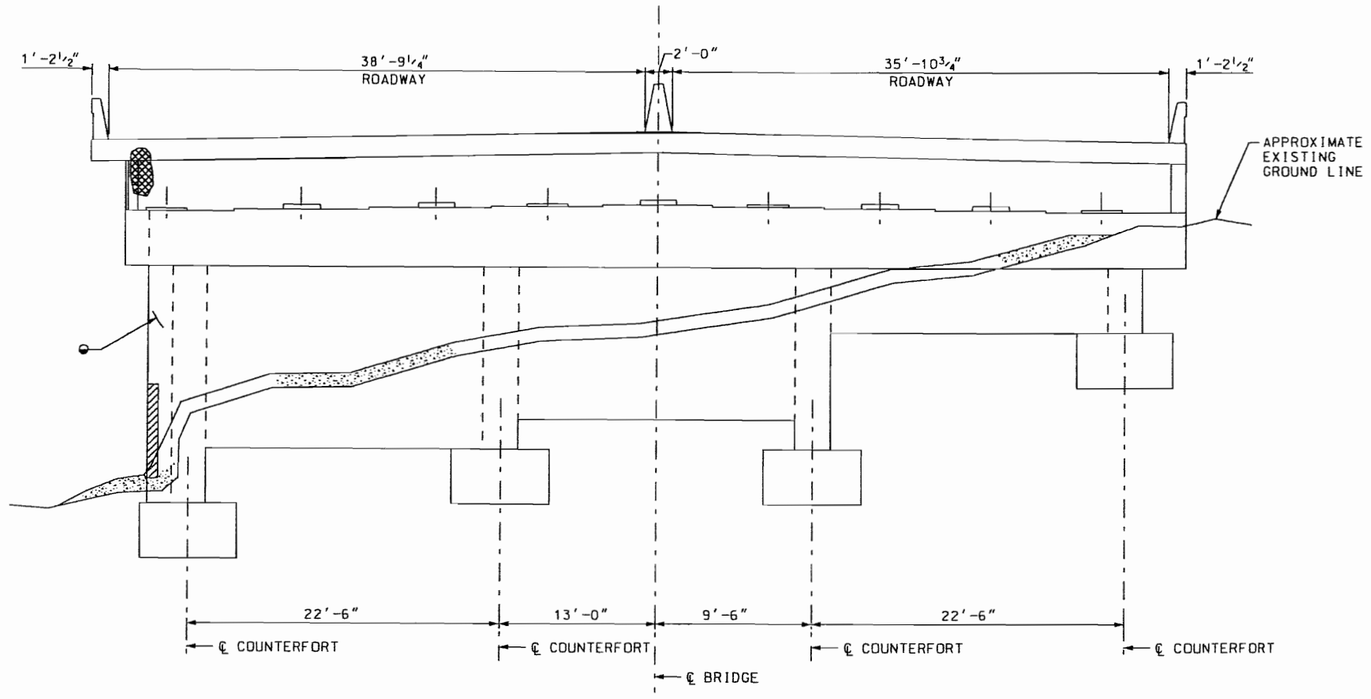
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



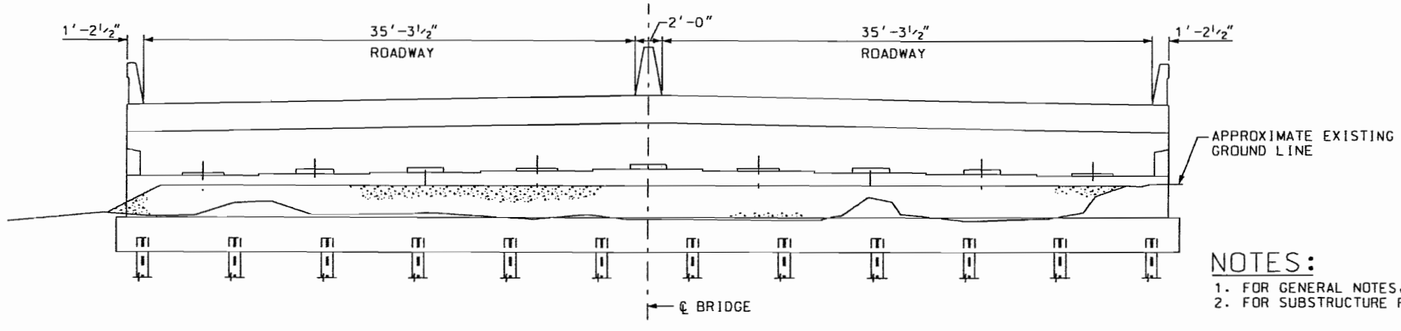
ELEVATION – ABUTMENT NO. 1

(LOOKING BACK STATION)
(EXISTING CONDITION SHOWN)
SCALE: ¼"=1'-0"

LOCATION	ITEM NO. 604-10.05 (S.F.)	ITEM NO. 604-10.54 (S.F.)	ITEM NO. 604-10.62 (L.F.)	ITEM NO. 709-05.06 (TON)
ABUTMENT NO. 1	6	15	10	150
ABUTMENT NO. 2	0	0	0	205

LEGEND:

- DENOTES AREA OF EROSION TO BE FILLED WITH ROCK FILL. ITEM NO. 709-05.06.
- DENOTES CRACK REPAIR BY EPOXY INJECTION.
- DENOTES AREA OF SPALLED CONCRETE TO BE REPAIRED.
- DENOTES VOID BEHIND WINGWALL TO BE FILLED WITH ROCK FILL. ITEM NO. 709-05.06.



ELEVATION – ABUTMENT NO. 2

(LOOKING AHEAD STATION)
(EXISTING CONDITION SHOWN)
SCALE: ¼"=1'-0"

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-03 THRU BR-109-05.
2. FOR SUBSTRUCTURE REPAIR NOTES, SEE DRAWING BR-109-88.

DESIGNED BY: JAK DATE: 07/2011
DRAWN BY: MLA DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 & 2 SUBSTRUCTURE REPAIRS

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-89

7/8/2011
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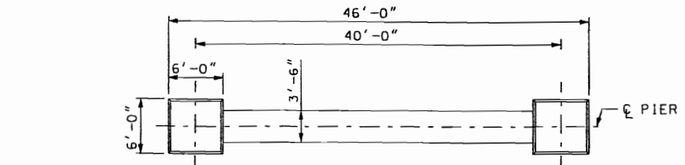
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

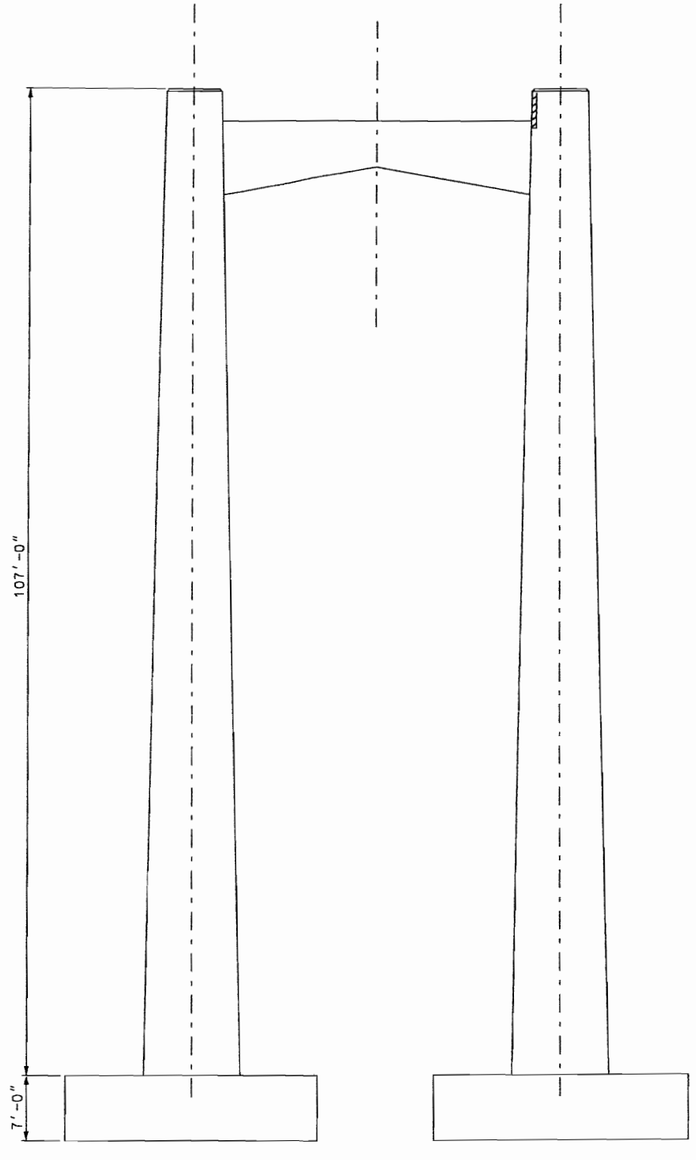
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

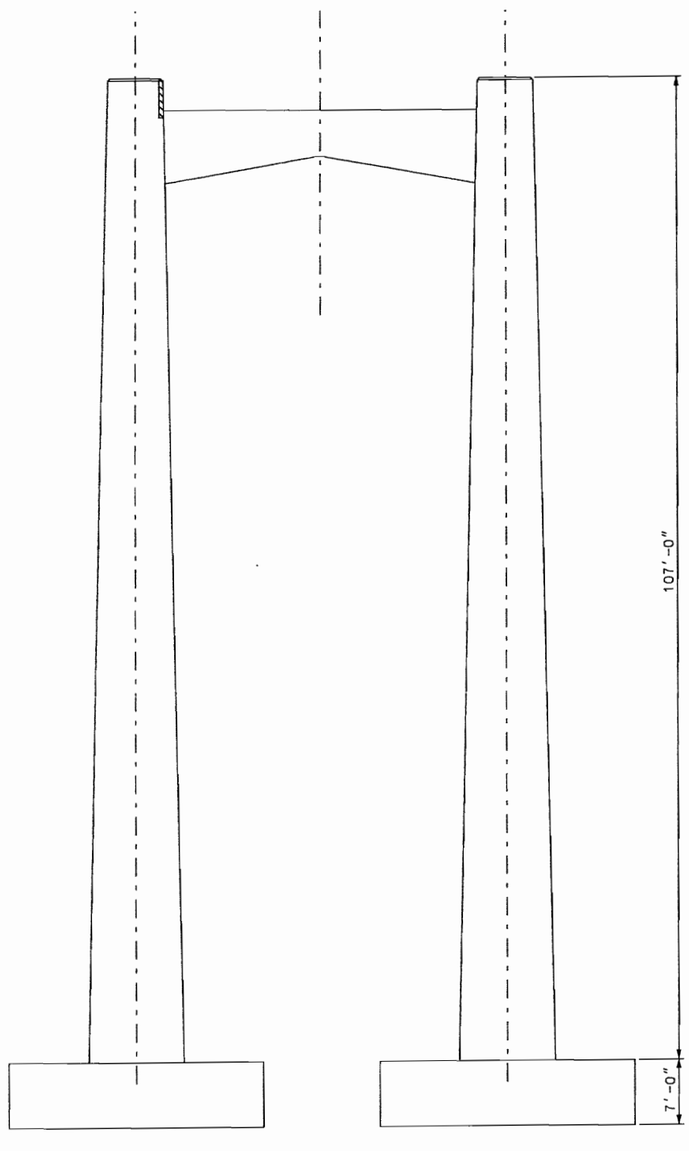


PLAN



ELEVATION – PIER NO. 2

(LOOKING AHEAD STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"



ELEVATION – PIER NO. 2

(LOOKING BACK STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"

LEGEND:

▨ DENOTES AREA OF SPALLED CONCRETE TO BE REPAIRED.

LOCATION	ITEM NO. 604-10.05 (S.F.)	ITEM NO. 604-10.54 (S.F.)
PIER NO. 2	4	6

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-03 THRU BR-109-05.
2. FOR SUBSTRUCTURE REPAIR NOTES, SEE DRAWING BR-109-88.

DESIGNED BY: JAK DATE: 07/2011
DRAWN BY: MLA DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 2
SUBSTRUCTURE REPAIRS

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-90

7/8/2011
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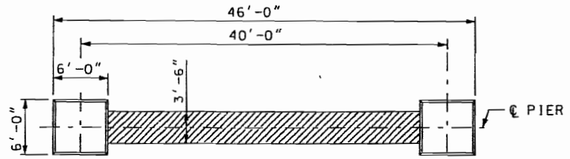
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

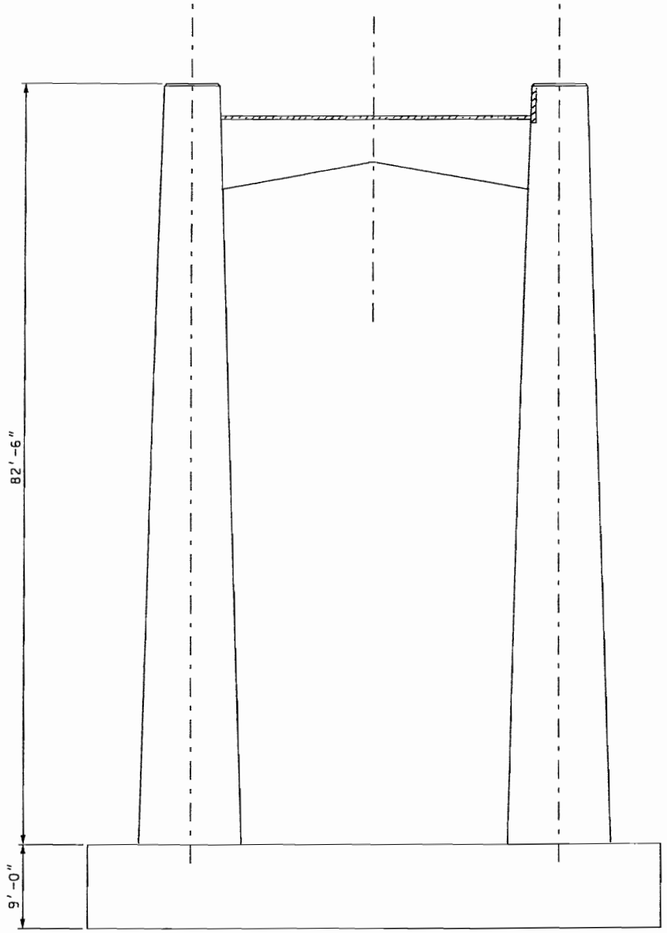
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

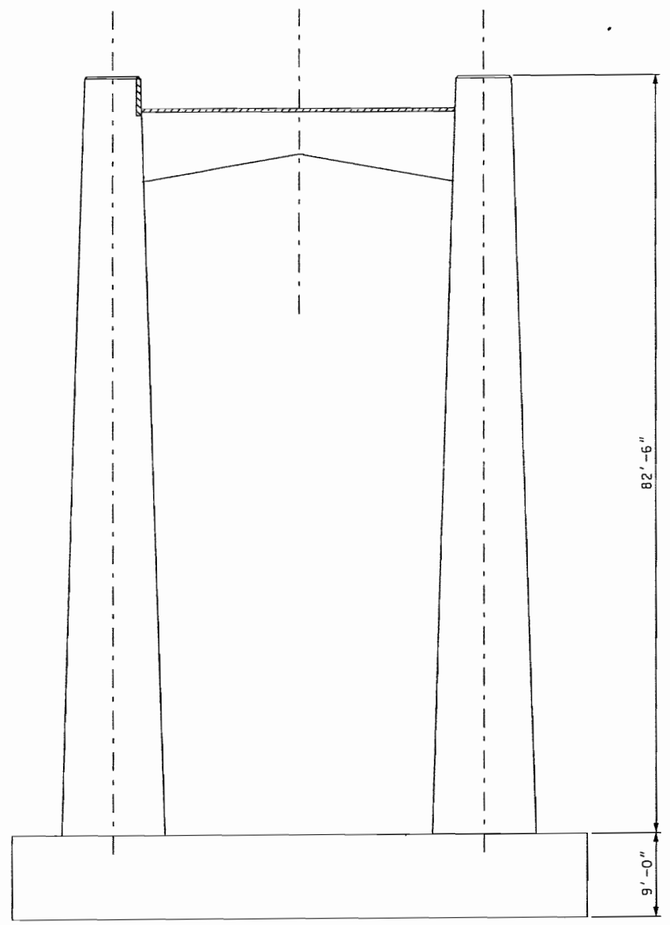


PLAN



ELEVATION – PIER NO. 7

(LOOKING AHEAD STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"



ELEVATION – PIER NO. 7

(LOOKING BACK STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"

LEGEND:

▨ DENOTES AREA OF SPALLED CONCRETE TO BE REPAIRED.

LOCATION	ITEM NO. 604-10.05 (S.F.)	ITEM NO. 604-10.54 (S.F.)
PIER NO. 7	9	21

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-03 THRU BR-109-05.
2. FOR SUBSTRUCTURE REPAIR NOTES, SEE DRAWING BR-109-88.

DESIGNED BY: JAK DATE: 07/2011
DRAWN BY: MLA DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 7 SUBSTRUCTURE REPAIRS

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICKI
REGISTERED ENGINEER
STATE OF TENNESSEE

BR-109-91

7/8/2011
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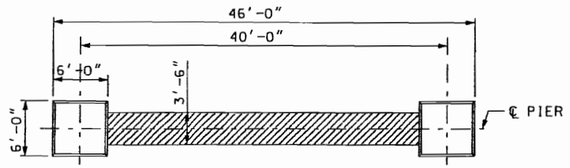
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

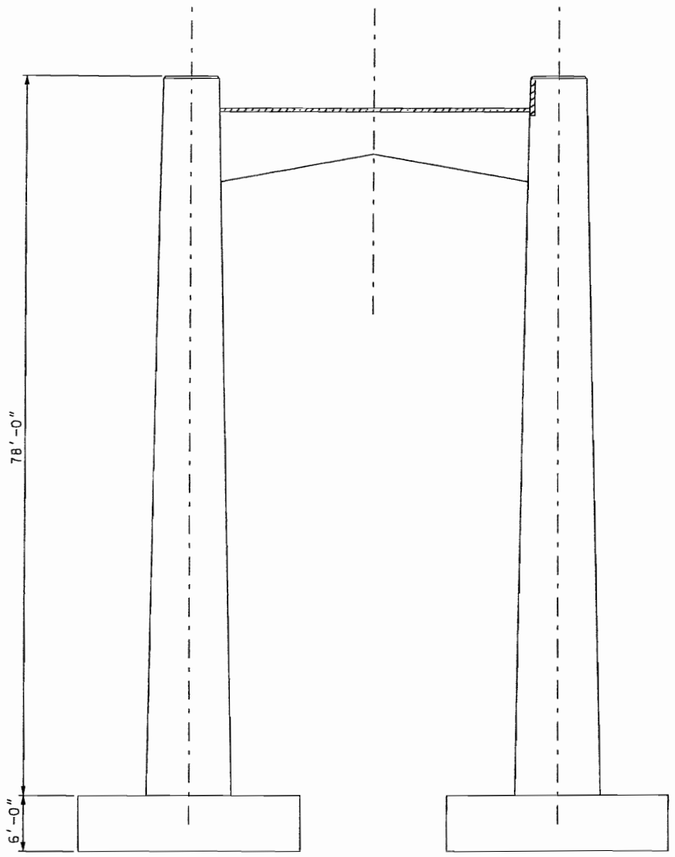
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

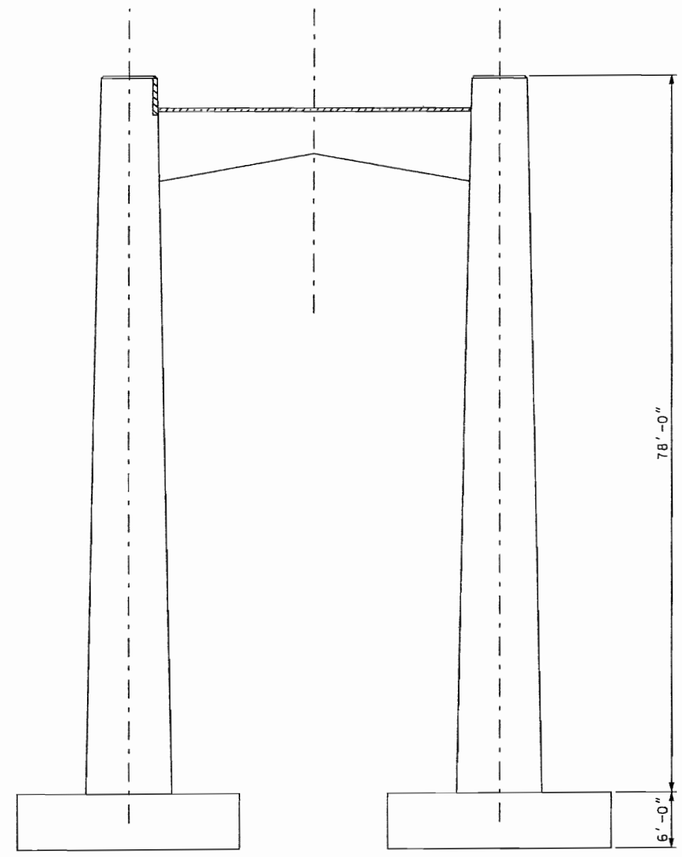


PLAN



ELEVATION – PIER NO. 8

(LOOKING AHEAD STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"



ELEVATION – PIER NO. 8

(LOOKING BACK STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"

LEGEND:

▨ DENOTES AREA OF SPALLED CONCRETE TO BE REPAIRED.

LOCATION	ITEM NO. 604-10.05 (S.F.)	ITEM NO. 604-10.54 (S.F.)
PIER NO. 8	6	15

NOTES:

1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-03 THRU BR-109-05.
2. FOR SUBSTRUCTURE REPAIR NOTES, SEE DRAWING BR-109-88.

DESIGNED BY: JAK DATE: 07/2011
DRAWN BY: MLA DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 8 SUBSTRUCTURE REPAIRS

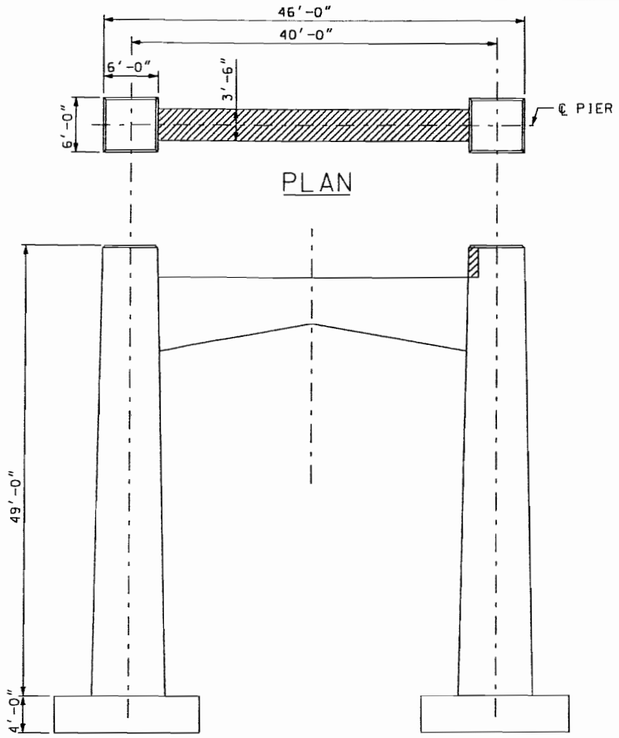
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
No. 21521
STATE OF TENNESSEE

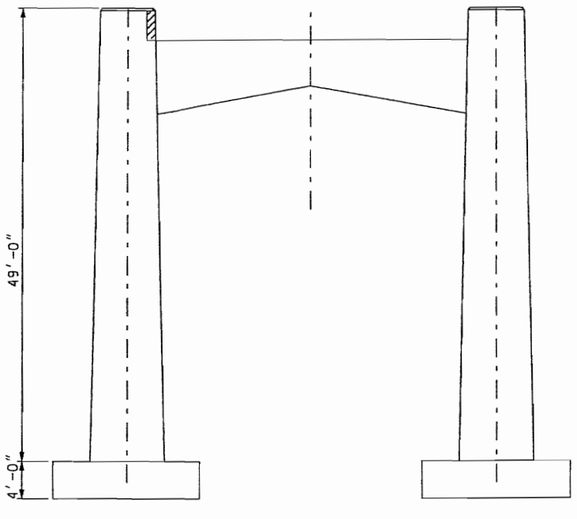
BR-109-92

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



ELEVATION – PIER NO. 9
(LOOKING AHEAD STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"



ELEVATION – PIER NO. 9
(LOOKING BACK STATION)
(EXISTING CONDITION SHOWN)
SCALE: 1/8" = 1'-0"

DESIGNED BY: JAK DATE: 07/2011
DRAWN BY: MLA DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

7/8/2011
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CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LEGEND:

▨ DENOTES AREA OF SPALLED CONCRETE TO BE REPAIRED.

LOCATION	ITEM NO. 604-10.05 (S.F.)	ITEM NO. 604-10.54 (S.F.)
PIER NO. 9	9	21

NOTES:
1. FOR GENERAL NOTES, SEE DRAWINGS BR-109-03 THRU BR-109-05.
2. FOR SUBSTRUCTURE REPAIR NOTES, SEE DRAWING BR-109-88.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PIER NO. 9
SUBSTRUCTURE REPAIRS
REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

JOHN MILTON KULICH
REGISTERED ENGINEER
STATE OF TENNESSEE

BR-109-93

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

CONSTRUCTION NO. 45002-3143-44

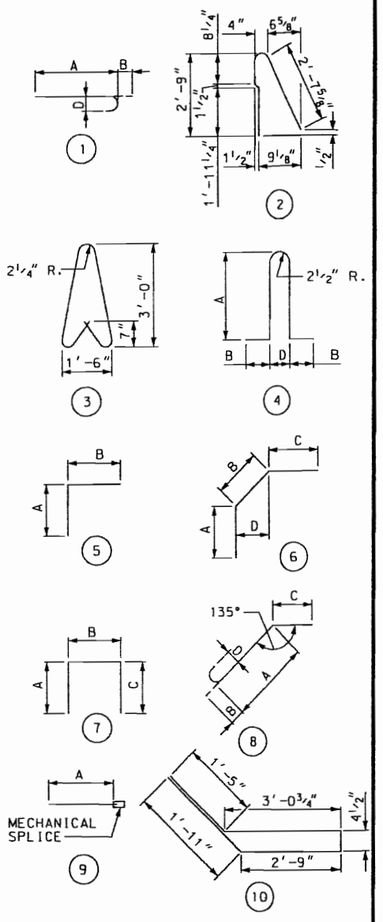
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-B(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

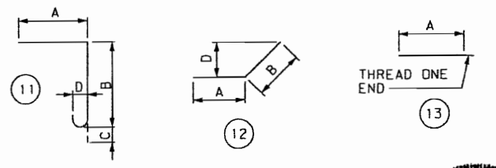
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
STAGES 1D AND 1E (EXTERIOR WESTBOUND)									
ECW401	4	28	28'-3"	STR.					
ECW402	4	434	40'-0"	STR.					
ECW501	5	3614	5'-10¼"	2					
ECW502	5	8940	3'-3"	1	2'-8"	7"		5"	
ESW401	4	28	6'-4"	5	2'-3"	4'-1"			
ESW402	4	28	3'-5"	6	1'-6"	1'-1½"	1'-0"	9½"	
ESW403	4	55	3'-8"	5	1'-0"	2'-8"			
ESW404	4	22	6'-8"	7	2'-0"	2'-8"	2'-0"		
ESW405	4	55	2'-0"	5	1'-0"	1'-0"			
ESW406	4	27	6'-10"	5	2'-9"	4'-1"			
ESW407	4	27	4'-3½"	6	1'-6"	1'-9½"	1'-0"	1'-3"	
ESW408	4	22	5'-10"	7	1'-7"	2'-8"	1'-7"		
ESW409	4	6	5'-2" TO 6'-2½"	7	1'-3" TO 1'-10¼"	2'-8"	1'-3" TO 1'-10¼"		6 SETS, 1 EACH VARY BY 2½" INCR.
ESW410	4	5	4'-4" TO 5'-4"	7	10" TO 1'-4"	2'-8"	10" TO 1'-4"		5 SETS, 1 EACH VARY BY 3" INCR.
ESW501	5	170	31'-7"	STR.					
ESW502	5	109	34'-0"	STR.					
ESW503	5	203	49'-0"	STR.					
ESW504	5	50	40'-3"	STR.					
ESW505	5	3	33'-5"	STR.					
ESW506	5	2	36'-11"	STR.					
ESW507	5	6	11'-9"	STR.					
ESW508	5	4	8'-7"	STR.					
ESW509	5	258	55'-6"	STR.					
ESW511	5	744	35'-6"	STR.					
ESW513	5	60	36'-5"	STR.					
ESW514	5	60	43'-2"	STR.					
ESW515	5	1116	60'-0"	STR.					
ESW516	5	80	33'-9"	STR.					
ESW517	5	20	30'-4"	STR.					
ESW518	5	36	15'-8"	STR.					
ESW519	5	24	19'-2"	STR.					
ESW520	5	502	42'-7"	STR.					
ESW525	5	4	46'-0"	STR.					
ESW526	5	200	48'-3"	STR.					
ESW527	5	48	51'-9"	STR.					
ESW528	5	10	49'-6"	STR.					
ESW529	5	5	49'-2"	STR.					
ESW530	5	5	59'-6"	STR.					
ESW531	5	10	8'-0"	STR.					
ESW532	5	5	9'-10"	STR.					
ESW533	5	112	21'-2" TO 21'-8"	STR.					7 SETS, 16 EACH VARY BY 1" INCR.
ESW534	5	4534	3'-5"	9	3'-5"				
ESW535	5	4120	20'-4"	STR.					
ESW536	5	140	18'-6"	STR.					

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ESW537	5	15	19'-4"	STR.					
ESW538	5	101	21'-2"	STR.					
ESW543	5	744	6'-0"	STR.					
ESW544	5	52	7'-2"	7	3'-2"	10"	3'-2"		
ESW545	5	52	4'-4"	7	1'-4"	1'-8"	1'-4"		
ESW546	5	52	9'-6¼"	10					
ESW547	5	52	2'-10"	11	1'-3"	1'-0"	7"	5"	
ESW548	5	46	20'-4"	STR.					
ESW549	5	10	6'-10"	7	3'-2"	6"	3'-2"		
ESW601	6	4333	9'-11"	1	9'-3"	8"		6"	
ESW602	6	112	21'-10" TO 22'-4"	1	21'-2" TO 21'-8"	8"		6"	7 SETS, 16 EACH VARY BY 1" INCR.
ESW603	6	4510	4'-2"	9	4'-2"				
ESW604	6	4120	21'-0"	1	20'-4"	8"		6"	
ESW605	6	101	21'-10"	1	21'-2"	8"		6"	
ESW606	6	140	18'-6"	STR.					
ESW607	6	15	19'-0"	1	18'-4"	8"		6"	
ESW611	6	11	21'-9¼"	STR.					
ESW613	6	11	21'-2"	STR.					
ESW614	6	30	5'-2"	B	3'-6"	8"	1'-0"	6"	
ESW615	6	29	5'-6"	B	3'-10"	8"	1'-0"	6"	
ESW616	6	6	11'-2"	7	4'-3"	2'-8"	4'-3"		
ESW617	6	4	9'-9"	7	4'-3"	1'-3"	4'-3"		
ESW618	6	4	9'-4"	7	4'-3"	10"	4'-3"		
ESW619	6	4	5'-10"	12	2'-0"	3'-10"		9"	
ESW620	6	4	5'-4"	12	1'-6"	3'-10"		9"	
STAGES 1B AND 1C (EXTERIOR EASTBOUND)									
ECE401	4	28	28'-3"	STR.					
ECE402	4	434	40'-0"	STR.					
ECE501	5	3614	5'-10¼"	2					
ECE502	5	8940	3'-3"	1	2'-8"	7"		5"	
ESE401	4	31	6'-4"	5	2'-3"	4'-1"			
ESE402	4	31	3'-5"	6	1'-6"	1'-1½"	1'-0"	9½"	
ESE403	4	58	3'-8"	5	1'-0"	2'-8"			
ESE404	4	26	6'-8"	7	2'-0"	2'-8"	2'-0"		
ESE405	4	58	2'-0"	5	1'-0"	1'-0"			
ESE406	4	27	6'-10"	5	2'-9"	4'-1"			
ESE407	4	27	4'-3½'	6	1'-6"	1'-9½"	1'-0"	1'-3"	
ESE408	4	22	5'-10"	7	1'-7"	2'-8"	1'-7"		



NOTES:

1. FIGURES IN CIRCLES SHOW TYPES.
2. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR.
3. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.



DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB BAR SCHEDULE - 1

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-94

7/8/2011
\\Mmdel0\Projects\2786.01\CADD\Structural\94-Slab Bar Schedule-1.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
STAGES 1B AND 1C (EXTERIOR EASTBOUND)									
ESE409	4	5	5'-2" TO 6'-2"	7	1'-3" TO 1'-9"	2'-8"	1'-3" TO 1'-9"		5 SETS, 1 EACH VARY BY 3" INCR.
ESE410	4	5	4'-4" TO 5'-4"	7	10" TO 1'-4"	2'-8"	10" TO 1'-4"		5 SETS, 1 EACH VARY BY 3" INCR.
ESE501	5	176	31'-7"	STR.					
ESE502	5	113	34'-0"	STR.					
ESE503	5	203	49'-0"	STR.					
ESE504	5	50	40'-3"	STR.					
ESE505	5	3	33'-5"	STR.					
ESE506	5	2	36'-11"	STR.					
ESE507	5	6	11'-9"	STR.					
ESE508	5	4	8'-7"	STR.					
ESE509	5	258	55'-6"	STR.					
ESE511	5	744	35'-6"	STR.					
ESE513	5	60	36'-5"	STR.					
ESE514	5	60	43'-2"	STR.					
ESE515	5	1116	60'-0"	STR.					
ESE516	5	80	33'-9"	STR.					
ESE517	5	20	30'-4"	STR.					
ESE518	5	36	15'-8"	STR.					
ESE519	5	24	19'-2"	STR.					
ESE520	5	502	42'-7"	STR.					
ESE525	5	4	46'-0"	STR.					
ESE526	5	200	48'-3"	STR.					
ESE527	5	48	51'-9"	STR.					
ESE528	5	10	49'-6"	STR.					
ESE529	5	5	49'-2"	STR.					
ESE530	5	5	59'-6"	STR.					
ESE531	5	10	8'-0"	STR.					
ESE532	5	5	9'-10"	STR.					
ESE533	5	112	21'-2" TO 24'-8 1/4"	STR.					14 SETS, 8 EACH VARY BY 3 1/4" INCR.
ESE534	5	4534	3'-5"	9	3'-5"				
ESE535	5	4120	20'-4"	STR.					
ESE536	5	140	18'-6"	STR.					
ESE537	5	15	19'-4"	STR.					
ESE538	5	101	21'-2"	STR.					
ESE543	5	744	6'-0"	STR.					
ESE544	5	52	7'-2"	7	3'-2"	10"	3'-2"		
ESE545	5	52	4'-4"	7	1'-4"	1'-8"	1'-4"		
ESE546	5	52	9'-6 1/4"	10					
ESE547	5	52	2'-10"	11	1'-3"	1'-0"	7"	5"	
ESE548	5	46	20'-4"	STR.					
ESE549	5	10	6'-10"	7	3'-2"	6"	3'-2"		

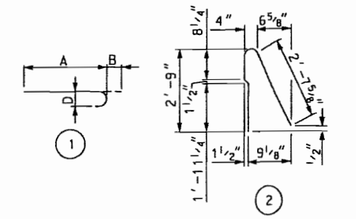
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ESE601	6	4333	9'-11"	1	9'-3"	8"		6"	
ESE602	6	112	21'-10" TO 25'-4 1/4"	1	21'-2" TO 24'-8 1/4"	8"		6"	14 SETS, 8 EACH VARY BY 3 1/4" INCR.
ESE603	6	4510	4'-2"	9	4'-2"				
ESE604	6	4120	21'-0"	1	20'-4"	8"		6"	
ESE605	6	101	21'-10"	1	21'-2"	8"		6"	
ESE606	6	140	18'-6"	STR.					
ESE607	6	15	19'-0"	1	18'-4"	8"		6"	
ESE611	6	11	24'-7 3/4"	STR.					
ESE613	6	11	21'-2"	STR.					
ESE614	6	33	5'-2"	8	3'-6"	8"	1'-0"	6"	
ESE615	6	29	5'-6"	8	3'-10"	8"	1'-0"	6"	
ESE616	6	6	11'-2"	7	4'-3"	2'-8"	4'-3"		
ESE617	6	4	9'-9"	7	4'-3"	1'-3"	4'-3"		
ESE618	6	4	9'-4"	7	4'-3"	10"	4'-3"		
ESE619	6	8	5'-4"	12	1'-6"	3'-10"		9"	
STAGES 2A AND 2B (INTERIOR WESTBOUND)									
ESW401	4	20	6'-4"	5	2'-3"	4'-1"			
ESW402	4	20	3'-5"	6	1'-6"	1'-1 1/2"	1'-0"	9 1/2"	
ESW403	4	40	3'-8"	5	1'-0"	2'-8"			
ESW404	4	20	6'-8"	7	2'-0"	2'-8"	2'-0"		
ESW405	4	40	2'-0"	5	1'-0"	1'-0"			
ESW406	4	20	6'-10"	5	2'-9"	4'-1"			
ESW407	4	20	4'-3 1/2"	6	1'-6"	1'-9 1/2"	1'-0"	1'-3"	
ESW408	4	20	5'-10"	7	1'-7"	2'-8"	1'-7"		
ESW501	5	128	31'-7"	STR.					
ESW502	5	80	34'-0"	STR.					
ESW503	5	178	49'-0"	STR.					
ESW504	5	42	40'-3"	STR.					
ESW509	5	220	55'-6"	STR.					
ESW511	5	660	35'-6"	STR.					
ESW515	5	990	60'-0"	STR.					
ESW520	5	440	42'-7"	STR.					
ESW526	5	178	48'-3"	STR.					
ESW527	5	42	51'-9"	STR.					
ESW539	5	228	19'-6"	STR.					
ESW540	5	4534	3'-11"	13	3'-11"				
ESW541	5	4260	20'-3"	STR.					

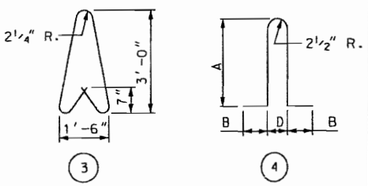
CONSTRUCTION NO. 45002-3143-44

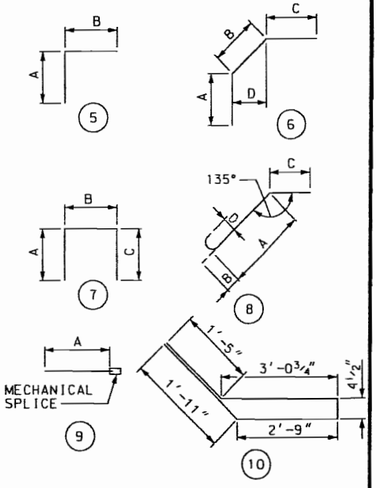
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

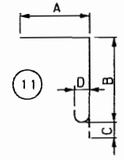


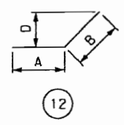


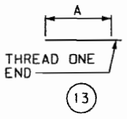


NOTES:

1. FIGURES IN CIRCLES SHOW TYPES.
2. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR.
3. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.







DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB BAR SCHEDULE - 2

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-95

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

CONSTRUCTION NO. 45002-3143-44

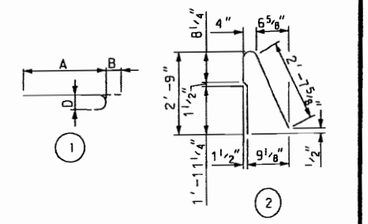
PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

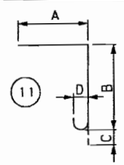
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
STAGES 2A AND 2B (INTERIOR WESTBOUND)									
EA401	4	404	4'-0"	4	1'-6"	6"		5"	
ESW544	5	42	7'-2"	7	3'-2"	10"	3'-2"		
ESW545	5	42	4'-4"	7	1'-4"	1'-8"	1'-4"		
ESW546	5	42	9'-6¼"	10					
ESW547	5	42	2'-10"	11	1'-3"	1'-0"	7"	5"	
ESW549	5	8	6'-10"	7	3'-2"	6"	3'-2"		
ESW550	5	46	20'-3"	STR.					
ESW608	6	228	20'-1"	STR.					
ESW609	6	4510	4'-7"	13	4'-7"				
ESW610	6	4260	20'-11"	STR.					
ESW612	6	22	20'-1"	STR.					
ESW614	6	21	5'-2"	8	3'-6"	8"	1'-0"	6"	
ESW615	6	21	5'-6"	8	3'-10"	8"	1'-0"	6"	
STAGES 2C AND 2D (INTERIOR EASTBOUND)									
EB401	4	2410	8'-7"	3					
EB501	5	40	37'-5"	STR.					
EB502	5	400	60'-0"	STR.					
ESE401	4	20	6'-4"	5	2'-3"	4'-1"			
ESE402	4	20	3'-5"	6	1'-6"	1'-1½"	1'-0"	9½"	
ESE403	4	40	3'-8"	5	1'-0"	2'-8"			
ESE404	4	20	6'-8"	7	2'-0"	2'-8"	2'-0"		
ESE405	4	40	2'-0"	5	1'-0"	1'-0"			
ESE406	4	20	6'-10"	5	2'-9"	4'-1"			
ESE407	4	20	4'-3½"	6	1'-6"	1'-9½"	1'-0"	1'-3"	
ESE408	4	20	5'-10"	7	1'-7"	2'-8"	1'-7"		
ESE501	5	128	31'-7"	STR.					
ESE502	5	80	34'-0"	STR.					
ESE503	5	178	49'-0"	STR.					
ESE504	5	42	40'-3"	STR.					
ESE509	5	220	55'-6"	STR.					
ESE511	5	660	35'-6"	STR.					
ESE515	5	990	60'-0"	STR.					
ESE520	5	440	42'-6"	STR.					
ESE526	5	178	48'-3"	STR.					
ESE527	5	42	51'-9"	STR.					

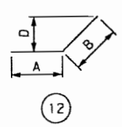
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
STAGES 2C AND 2D (INTERIOR EASTBOUND)									
ESE539	5	228	15'-8"	STR.					
ESE540	5	4534	3'-11"	13	3'-11"				
ESE541	5	4260	16'-6"	STR.					
ESE544	5	42	7'-2"	7	3'-2"	10"	3'-2"		
ESE545	5	42	4'-4"	7	1'-4"	1'-8"	1'-4"		
ESE546	5	42	9'-6¼"	10					
ESE547	5	42	2'-10"	11	1'-3"	1'-0"	7"	5"	
ESE549	5	8	6'-10"	7	3'-2"	6"	3'-2"		
ESE550	5	46	16'-6"	STR.					
ESE608	6	228	15'-8"	STR.					
ESE609	6	4510	4'-7"	13	4'-7"				
ESE610	6	4260	16'-6"	STR.					
ESE612	6	22	15'-8"	STR.					
ESE614	6	21	5'-2"	8	3'-6"	8"	1'-0"	6"	
ESE615	6	21	5'-6"	8	3'-10"	8"	1'-0"	6"	

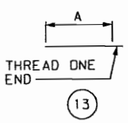


NOTES:

1. FIGURES IN CIRCLES SHOW TYPES.
2. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR.
3. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.







DESIGNED BY: DTP DATE: 07/2011
DRAWN BY: DTP DATE: 07/2011
CHECKED BY: VLS DATE: 07/2011

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB BAR SCHEDULE - 3

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-96

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ABUTMENT 1 EASTBOUND									
EABE402	4	5	4'-9"	2	1'-2½"	2'-4"	1'-2½"		PEDESTAL
EABE403	4	5	4'-5"	2	1'-2½"	2'-0"	1'-2½"		PEDESTAL
EABE501	5	21	7'-7"	2	3'-4"	11"	3'-4"		BACKWALL
EABE502	5	8	22'-8"	1	22'-1"	7"		5"	BACKWALL
EABE503	5	29	7'-7"	2	3'-4"	11"	3'-4"		WINGWALL
EABE504	5	8	3'-9'	4	3'-9'				BACKWALL
EABE601	6	4	10'-8"	6	1'-4"	2'-11"	1'-6"	2'-10"	WINGWALL
EABE602	6	4	7'-11 9/16" AVG.	2	3'-4"	VARY	3'-4"		WINGWALL
					VARY B, 1'-2 5/8" TO 1'-4½" BY 5/8" INCREMENTS				
EABE701	7	8	29'-11'	3	28'-3'	10"		7"	WINGWALL
ABUTMENT 1 WESTBOUND									
EABW401	4	4	15'-7'	3	14'-7'	6"		4"	WINGWALL
EABW402	4	5	4'-9"	2	1'-2½"	2'-4"	1'-2½"		PEDESTAL
EABW403	4	5	4'-5"	2	1'-2½"	2'-0"	1'-2½"		PEDESTAL
EABW501	5	22	7'-7"	2	3'-4"	11"	3'-4"		BACKWALL
EABW502	5	8	22'-4"	1	21'-9'	7"		5"	BACKWALL
EABW504	5	8	3'-9'	4	3'-9'				BACKWALL
EABW601	6	4	15'-11"	3	14'-7"	8"		6"	WINGWALL
EABW602	6	15	7'-4"	2	3'-4"	8"	3'-4"		WINGWALL
ABUTMENT 1 CENTER									
EAB402	4	10	4'-9"	2	1'-2½"	2'-4"	1'-2½"		PEDESTAL
EAB403	4	10	4'-5"	2	1'-2½"	2'-0"	1'-2½"		PEDESTAL
EAB501	5	16	3'-9'	5	3'-9'				BACKWALL
EAB502	5	8	31'-8"	STR.					BACKWALL
EAB503	5	32	7'-9"	2	3'-5"	11"	3'-5"		BACKWALL

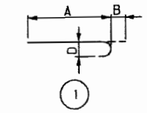
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ABUTMENT 2 EASTBOUND									
EABE401	4	4	14'-1'	3	13'-1'	6"		4"	WINGWALL
EABE402	4	5	4'-9"	2	1'-2½"	2'-4"	1'-2½"		PEDESTAL
EABE403	4	5	4'-5"	2	1'-2½"	2'-0"	1'-2½"		PEDESTAL
EABE404	4	8	21'-8"	1	21'-2'	6"		4"	BACKWALL
EABE405	4	8	3'-1'	4	3'-1'				BACKWALL
EABE501	5	21	6'-7"	2	2'-10"	11"	2'-10"		BACKWALL
EABE601	6	4	14'-5"	3	13'-1"	8"		6"	WINGWALL
EABE602	6	14	6'-4"	2	2'-10"	8"	2'-10"		WINGWALL
ABUTMENT 2 WESTBOUND									
EABW401	4	4	14'-1'	3	13'-1'	6"		4"	WINGWALL
EABW402	4	5	4'-9"	2	1'-2½"	2'-4"	1'-2½"		PEDESTAL
EABW403	4	5	4'-5"	2	1'-2½"	2'-0"	1'-2½"		PEDESTAL
EABW404	4	8	21'-8"	1	21'-2'	6"		4"	BACKWALL
EABW405	4	8	3'-1'	4	3'-1'				BACKWALL
EABW501	5	21	6'-7"	2	2'-10"	11"	2'-10"		BACKWALL
EABW601	6	4	14'-5"	3	13'-1"	8"		6"	WINGWALL
EABW602	6	14	6'-4"	2	2'-10"	8"	2'-10"		WINGWALL
ABUTMENT 2 CENTER									
EAB401	4	16	3'-1'	5	3'-1'				BACKWALL
EAB402	4	8	31'-8"	STR.					BACKWALL
EAB403	4	10	4'-5"	2	1'-2½"	2'-0"	1'-2½"		PEDESTAL
EAB404	4	10	4'-9"	2	1'-2½"	2'-4"	1'-2½"		PEDESTAL
EAB501	5	32	6'-11"	2	3'-0"	11"	3'-0"		BACKWALL

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTES:
1. FIGURES IN CIRCLES SHOW TYPES.
2. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR.
3. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

JOHN MILTON KULICKI — REGISTERED ENGINEER — 25-13852 — STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT 1 & 2 BAR SCHEDULE

REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-97

7/8/2011
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ABUTMENT 1 EASTBOUND AND CENTER									
ECE413	4	7	35'-9"	STR.					PARAPET APPROACH SLAB
ECE414	4	7	8'-10"	STR.					PARAPET HEADER SLAB *REQUIRES SOME BENDING IN THE FIELD
ECE501	5	70	5'-10¼"	2					PARAPET
ECE502	5	140	3'-10"	1	3'-3"	7"		5"	PARAPET
EA401	4	11	6'-11"	4	2'-9"	6"		5"	APPROACH & HEADER SLAB
ESE553	5	14	29'-0"	STR.					SLEEPER SLAB
ESE554	5	14	3'-3"	7	3'-3"		-		SLEEPER SLAB
ESE801	8	62	4'-6"	STR.					SLEEPER SLAB
ES501	5	14	31'-8"	STR.					SLEEPER SLAB
ES502	5	28	2'-9"	8	2'-9"				SLEEPER SLAB
ES801	8	66	4'-6"	STR.					SLEEPER SLAB
EAE501	5	34	5'-2"	STR.					DRAIN TROUGH
EAE502	5	38	24'-8"	STR.					APPROACH SLAB
EAE503	5	35	36'-1"	STR.					APPROACH SLAB
EAE504	5	22	28'-3"	STR.					HEADER SLAB
EAE505	5	31	9'-8"	STR.					HEADER SLAB
EAE506	5	62	6'-7"	6	2'-9"	1'-1"	2'-9"		HEADER SLAB
EAE507	5	3	5'-2"	6	2'-0"	1'-2"	2'-0"		DRAIN TROUGH
EAE509	5	35	8'-1"	6	3'-6"	1'-1"	3'-6"		APPROACH SLAB
EAE510	5	35	8'-7¾"	6	3'-6"	1'-7¾"	3'-6"		APPROACH SLAB
EAE511	5	30	27'-11"	STR.					DRAIN TROUGH
EAE513	5	38	8'-3"	1	7'-8"	7"		5"	APPROACH SLAB
EAE514	5	38	7'-1"	7	7'-1"				APPROACH SLAB
EAE515	5	22	3'-9"	7	3'-9"				HEADER SLAB
EAE516	5	30	3'-3½"	7	3'-3½"				DRAIN TROUGH
EAE601	6	30	10'-2"	6	2'-6"	5'-2"	2'-6"		DRAIN TROUGH
EAE602	6	60	3'-6"	5	2'-6"	1'-0"			DRAIN TROUGH
EAE603	6	30	10'-10"	6	4'-11"	1'-0"	4'-11"		DRAIN TROUGH
EAE604	6	30	6'-6"	6	2'-9"	1'-0"	2'-9"		DRAIN TROUGH
EAE701	7	38	24'-8"	STR.					APPROACH SLAB
EAE702	7	38	8'-6"	7	8'-6"				APPROACH SLAB
EAE801	8	31	9'-8"	STR.					HEADER SLAB
EAE1101	11	69	36'-1"	STR.					APPROACH SLAB
EA501	5	60	31'-8"	STR.					APPROACH SLAB
EA503	5	39	36'-1"	STR.					APPRAOCH SLAB
EA504	5	33	9'-8"	STR.					HEADER SLAB
EA505	5	76	3'-7"	8	3'-7"				APPROACH SLAB
EA506	5	66	6'-7"	6	2'-9"	1'-1"	2'-9"		HEADER SLAB
EA508	5	30	31'-8"	STR.					DRAIN TROUGH
EA509	5	39	7'-11"	6	3'-5"	1'-1"	3'-5"		APPROACH SLAB
EA510	5	39	8'-5¾"	6	3'-5"	1'-7¾"	3'-5"		APPROACH SLAB
EA514	5	33	5'-2"	STR.					DRAIN TROUGH
EA515	5	104	2'-9"	8	2'-9"				HEADER SLAB & DRAIN TR.
EA601	6	33	10'-2"	6	2'-6"	5'-2"	2'-6"		DRAIN TROUGH
EA602	6	66	3'-6"	5	2'-6"	1'-0"			DRAIN TROUGH
EA603	6	33	10'-10"	6	4'-11"	1'-0"	4'-11"		DRAIN TROUGH
EA604	6	33	6'-6"	6	2'-9"	1'-0"	2'-9"		DRAIN TROUGH
EA701	7	76	5'-0"	8	5'-0"				APPROACH SLAB
EA702	7	38	31'-8"	STR.					APPROACH SLAB
EA801	8	33	9'-8"	STR.					HEADER SLAB
EA1101	11	77	36'-1"	STR.					APPROACH SLAB

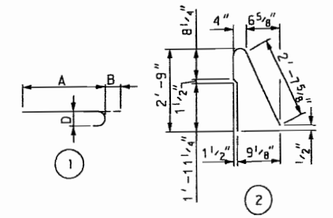
MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ABUTMENT 1 WESTBOUND AND MEDIAN									
ECW413	4	7	35'-7"	STR.					PARAPET APPROACH SLAB
ECW414	4	7	8'-10"	STR.					PARAPET HEADER SLAB *REQUIRES SOME BENDING IN THE FIELD
ECW501	5	70	5'-10¼"	2					PARAPET
ECW502	5	140	3'-10"	1	3'-3"	7"		5"	PARAPET
EB503	5	10	35'-5"	STR.					MEDIAN APPROACH SLAB
EB504	5	10	8'-10"	STR.					MEDIAN HEADER SLAB
EB401	4	49	8'-7"	3					MEDIAN
ESW553	5	14	22'-6½"	STR.					SLEEPER SLAB
ESW554	5	14	2'-10"	7	2'-10"				SLEEPER SLAB
ESW801	8	48	4'-6"	STR.					SLEEPER SLAB
EAW501	5	28	5'-2"	STR.					DRAIN TROUGH
EAW502	5	38	21'-10"	STR.					APPROACH SLAB
EAW503	5	28	36'-1"	STR.					APPROACH SLAB
EAW504	5	22	22'-5"	STR.					HEADER SLAB
EAW505	5	24	9'-5"	STR.					HEADER SLAB
EAW506	5	48	6'-7"	6	2'-9"	1'-1"	2'-9"		HEADER SLAB
EAW507	5	3	5'-2"	6	2'-0"	1'-2"	2'-0"		DRAIN TROUGH
EAW508	5	30	22'-8"	STR.					DRAIN TROUGH
EAW509	5	28	8'-1'	6	3'-6"	1'-1"	3'-6"		APPROACH SLAB
EAW510	5	28	8'-7¾"	6	3'-6"	1'-7¾"	3'-6"		APPROACH SLAB
EAW513	5	38	4'-3"	7	4'-3"				APPROACH SLAB
EAW514	5	52	3'-1"	7	3'-1"				HEADER SLAB & DRAIN TR.
EAW601	6	24	10'-2"	6	2'-6"	5'-2"	2'-6"		DRAIN TROUGH
EAW602	6	48	3'-6"	5	2'-6"	1'-0"			DRAIN TROUGH
EAW603	6	24	10'-10"	6	4'-11"	1'-0"	4'-11"		DRAIN TROUGH
EAW604	6	24	6'-6"	6	2'-9"	1'-0"	2'-9"		DRAIN TROUGH
EAW701	7	38	21'-10"	STR.					APPROACH SLAB
EAW702	7	38	5'-8"	7	5'-8"				APPROACH SLAB
EAW801	8	24	9'-5"	STR.					HEADER SLAB
EAW1101	11	55	36'-1"	STR.					APPROACH SLAB

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTES:
1. FIGURES IN CIRCLES SHOW TYPES.
2. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR.
3. FOR GENERAL NOTES, SEE DWGS. BR-109-03 THRU BR-109-5.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

JOHN MILTON KULICH REGISTERED ENGINEER No. 114833 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB BAR SCHEDULE

REDECKING OF
INTERSTATE 40
OVER
FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

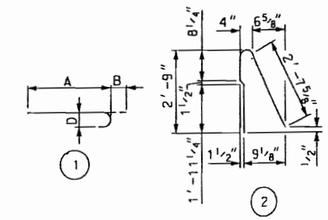
BR-109-98

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ABUTMENT 2 EASTBOUND AND CENTER									
ECE411	4	7	27'-7"	STR.					PARAPET APPROACH SLAB
ECE412	4	7	8'-10"	STR.					PARAPET HEADER SLAB *REQUIRES SOME BENDING IN THE FIELD
ECE501	5	57	5'-10¼"	2					PARAPET
ECE502	5	114	3'-10"	1	3'-3"	7"		5"	PARAPET
EA402	4	10	6'-6"	4	2'-8"	6"		5"	APPROACH & HEADER SLAB
ESE551	5	14	21'-2"	STR.					SLEEPER SLAB
ESE552	5	14	2'-9"	7	2'-9"				SLEEPER SLAB
ESE801	8	44	4'-6"	STR.					SLEEPER SLAB
ES501	5	14	31'-8"	STR.					SLEEPER SLAB
ES502	5	28	2'-9"	8	2'-9"				SLEEPER SLAB
ES801	8	66	4'-6"	STR.					SLEEPER SLAB
EAE501	5	26	5'-2"	STR.					DRAIN TROUGH
EAE505	5	22	9'-8"	STR.					HEADER SLAB
EAE506	5	44	6'-7"	6	2'-9"	1'-1"	2'-9"		HEADER SLAB
EAE507	5	3	5'-2"	6	2'-0"	1'-2"	2'-0"		DRAIN TROUGH
EAE512	5	50	2'-9"	7	2'-9"				HEADER SLAB & DRAIN TR.
EAE517	5	80	21'-2"	STR.					APPROACH SLAB, HEADER SLAB & DRAIN TROUGH
EAE518	5	22	28'-1"	STR.					APPROACH SLAB
EAE520	5	22	8'-4"	6	3'-5"	1'-6"	3'-5"		APPROACH SLAB
EAE521	5	22	7'-11"	6	3'-5"	1'-1"	3'-5"		APPROACH SLAB
EAE522	5	30	3'-7"	7	3'-7"				APPROACH SLAB
EAE601	6	22	10'-2"	6	2'-6"	5'-2"	2'-6"		DRAIN TROUGH
EAE602	6	44	3'-6"	5	2'-6"	1'-0"			DRAIN TROUGH
EAE605	6	22	9'-6"	6	4'-3"	1'-0"	4'-3"		DRAIN TROUGH
EAE606	6	22	6'-4"	6	2'-8"	1'-0"	2'-8"		DRAIN TROUGH
EAE703	7	30	21'-2"	STR.					APPROACH SLAB
EAE704	7	30	5'-0"	7	5'-0"				APPROACH SLAB
EAE801	8	22	9'-8"	STR.					HEADER SLAB
EAE1001	10	43	28'-1"	STR.					APPROACH SLAB
EA501	5	52	31'-8"	STR.					APPROACH & HEADER SLAB
EA502	5	33	28'-1"	STR.					APPROACH SLAB
EA504	5	33	9'-8"	STR.					HEADER SLAB
EA505	5	60	3'-7"	8	3'-7"				APPROACH SLAB
EA506	5	66	6'-7"	6	2'-9"	1'-1"	2'-9"		HEADER SLAB
EA508	5	28	31'-8"	STR.					DRAIN TROUGH
EA509	5	33	7'-11"	6	3'-5"	1'-1"	3'-5"		APPROACH SLAB
EA511	5	100	2'-9"	8	2'-9"				HEADER SLAB & DRAIN TR.
EA512	5	33	5'-2"	STR.					DRAIN TROUGH
EA513	5	33	8'-4"	6	3'-5"	1'-6"	3'-5"		APPROACH SLAB
EA601	6	33	10'-2"	6	2'-6"	5'-2"	2'-6"		DRAIN TROUGH
EA602	6	66	3'-6"	5	2'-6"	1'-0"			DRAIN TROUGH
EA605	6	33	9'-6"	6	4'-3"	1'-0"	4'-3"		DRAIN TROUGH
EA606	6	33	6'-4"	6	2'-8"	1'-0"	2'-8"		DRAIN TROUGH
EA701	7	60	5'-0"	8	5'-0"				APPROACH SLAB
EA702	7	30	31'-8"	STR.					APPROACH SLAB
EA801	8	33	9'-8"	STR.					HEADER SLAB
EA1001	10	64	28'-1"	STR.					APPROACH SLAB

MARK	SIZE	NUMBER	LENGTH	TYPE	A	B	C	D	REMARKS
ABUTMENT 2 WESTBOUND AND MEDIAN									
ECW411	4	7	27'-7"	STR.					PARAPET APPROACH SLAB
ECW412	4	7	8'-10"	STR.					PARAPET HEADER SLAB *REQUIRES SOME BENDING IN THE FIELD
ECW501	5	57	5'-10¼"	2					PARAPET
ECW502	5	114	3'-10"	1	3'-3"	7"		5"	PARAPET
EB504	5	10	8'-10"	STR.					MEDIAN HEADER SLAB
EB505	5	10	27'-5"	STR.					MEDIAN APPROACH SLAB
EB401	4	39	8'-7"	3					MEDIAN
ESW551	5	14	21'-2"	STR.					SLEEPER SLAB
ESW552	5	14	2'-9"	7	2'-9"				SLEEPER SLAB
ESW801	8	44	4'-6"	STR.					SLEEPER SLAB
EAW501	5	26	5'-2"	STR.					DRAIN TROUGH
EAW506	5	44	6'-7"	6	2'-9"	1'-1"	2'-9"		HEADER SLAB
EAW507	5	3	5'-2"	6	2'-0"	1'-2"	2'-0"		DRAIN TROUGH
EAW511	5	50	2'-9"	7	2'-9"				HEADER SLAB & DRAIN TR.
EAW512	5	30	3'-7"	7	3'-7"				APPROACH SLAB
EAW515	5	52	21'-2"	STR.					APPROACH & HEADER SLAB
EAW516	5	22	28'-1"	STR.					APPROACH SLAB
EAW517	5	22	9'-8"	STR.					HEADER SLAB
EAW518	5	28	21'-2"	STR.					DRAIN TROUGH
EAW519	5	22	8'-4"	6	3'-5"	1'-6"	3'-5"		APPROACH SLAB
EAW520	5	22	7'-11"	6	3'-5"	1'-1"	3'-5"		APPROACH SLAB
EAW601	6	22	10'-2"	6	2'-6"	5'-2"	2'-6"		DRAIN TROUGH
EAW602	6	44	3'-6"	5	2'-6"	1'-0"			DRAIN TROUGH
EAW605	6	22	9'-6"	6	4'-3"	1'-0"	4'-3"		DRAIN TROUGH
EAW606	6	22	6'-4"	6	2'-8"	1'-0"	2'-8"		DRAIN TROUGH
EAW703	7	30	21'-2"	STR.					APPROACH SLAB
EAW704	7	30	5'-0"	7	5'-0"				APPROACH SLAB
EAW802	8	22	9'-8"	STR.					HEADER SLAB
EAW1001	10	43	28'-1"	STR.					APPROACH SLAB



NOTES:
1. FIGURES IN CIRCLES SHOW TYPES.
2. FOR ALL BAR TYPES SHOWN, DIMENSIONS A-D AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR.
3. FOR GENERAL NOTES, SEE DWGS. BR-109-3 THRU BR-109-5.

DESIGNED BY: ELS DATE: 07/2011
DRAWN BY: ELS DATE: 07/2011
CHECKED BY: TS DATE: 07/2011

CONSTRUCTION NO. 45002-3143-44

PROJECT NO.	YEAR	SHEET NO.
BH-I-40-8(139)	2012	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB BAR SCHEDULE

REDECKING OF INTERSTATE 40 OVER FRENCH BROAD RIVER
STATION 197+60.00
JEFFERSON COUNTY
2012

BR-109-99

SSSSSYTIMESSSSSSS
SSSSDGNSPECSSSSSSS