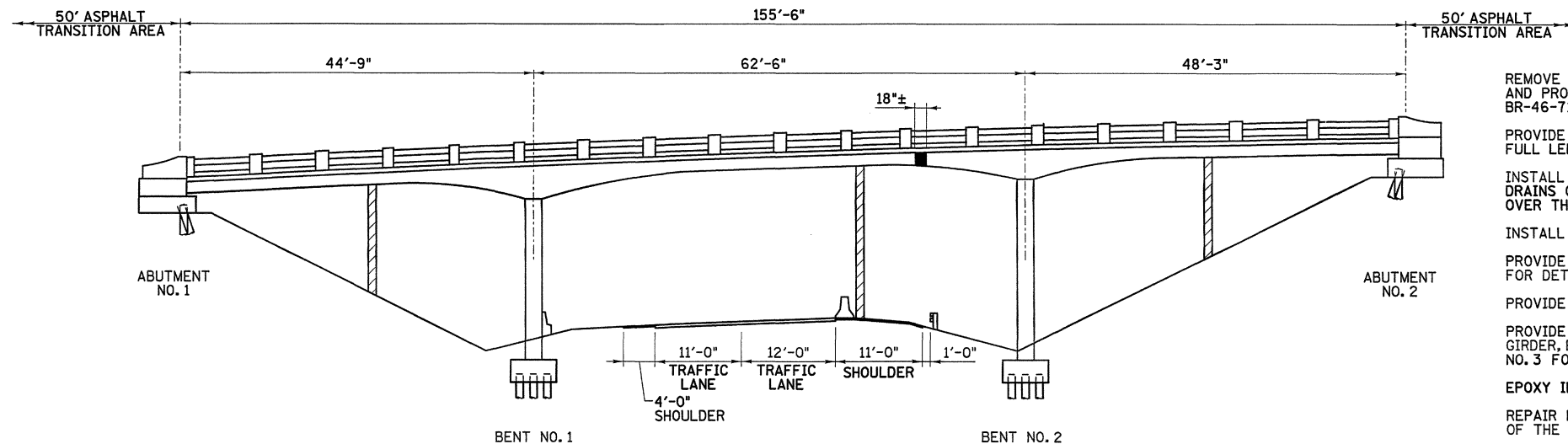




ELEVATION
SCALE: 1" = 10'-0"

SCOPE OF WORK

REMOVE THE EXISTING CANTILEVER AND BRIDGERAIL, SCARIFY EXISTING SLAB 1" AND PROVIDE A NEW 4 1/2" CONCRETE OVERLAY. SEE DWG. NOS. BR-46-70 AND BR-46-71 FOR NOTES AND DETAILS.

PROVIDE BRIDGE DECK GROOVING WITHIN 1'-0" OF THE TOE OF THE PARAPET FOR FULL LENGTH OF BRIDGE. SEE DWG. NO. BR-46-70.

INSTALL NEW STANDARD STD-1-1 BRIDGERAIL WITH 10'-2" END POSTS, ELIMINATING DRAINS OFF THE ENDS OF THE BRIDGE. PROVIDE PARAPET DRAINS IN END SPANS OVER THE CONCRETE SLOPE PAVING. SEE DWG. NO. BR-46-71 FOR DETAILS.

INSTALL NEW APPROACH GUARDRAIL AT BRIDGE ENDS. SEE THIS DWG. FOR DETAILS.

PROVIDE FOR PARTIAL AND FULL DEPTH DECK REPAIR. SEE DWG. NO. BR-46-68 FOR DETAILS.

PROVIDE SPALL REPAIRS WHERE NEEDED. SEE DWG. NO. BR-46-73 FOR DETAILS.

PROVIDE APPLIED TEXTURE FINISH TO BRIDGE RAILS, SIDES AND BOTTOM OF EXTERIOR GIRDER, END POSTS, ABUTMENTS, ABUTMENT WINGWELLS AND BENTS. SEE SHEET NO. 3 FOR DETAILS.

EPOXY INJECT BEAM CRACKS AS NECESSARY. SEE DWG. NO. BR-46-73 FOR DETAILS.

REPAIR BEAM CRACK AT SPAN 1 RIGHT BEAM BY REMOVING AND REPLACING A PORTION OF THE BEAM. SEE DWG. NO. BR-46-75 FOR DETAILS.

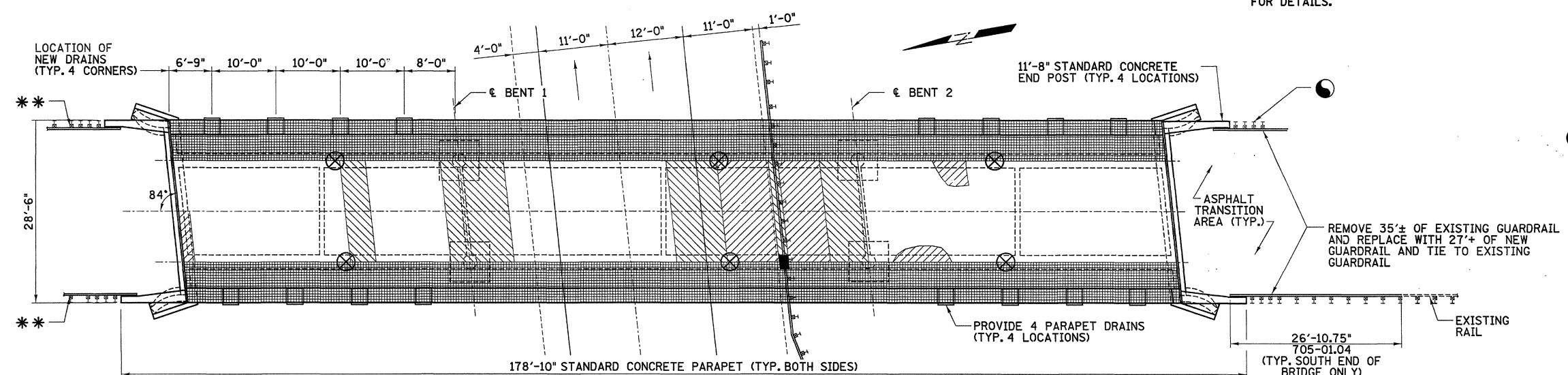
HAND TOOL CLEAN AND PAINT BEARINGS AT ABUTMENTS 1 AND 2. SEE SHEET NO. 3 FOR NOTES.

REMOVE EXISTING ASPHALT WEARING SURFACE ON BRIDGE DECK (3"+/-) AND TRANSITION TO EXISTING ROADWAY GRADE 50' OUTSIDE EACH BRIDGE END. SEE DWG. NO. BR-46-76 FOR DETAILS.

PROVIDE BRACING AT DESIGNATED LOCATIONS. SEE DWG. NOS. BR-46-73 AND BR-46-74 FOR DETAILS.

PROJECT NO.	YEAR	SHEET NO.
39022-4209-04	2000	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	6/12/00	AJK	UPDATED REV. DATE



PLAN
SCALE: 1" = 10'-0"

FIRST 35± FEET OF EXISTING APPROACH GUARDRAIL AT SOUTH BRIDGE END TO BE REMOVED. INSTALL NEW GUARDRAIL FROM NEW END POST AND TRANSITION TO REMAINDER OF EXISTING APPROACH GUARDRAIL. FOR NOTES AND DETAILS, SEE STD. DWG. S-GR-23.

REPAIR LEGEND

- FIRST POUR FULL DEPTH DECK REPAIR AREA
- SECOND POUR FULL DEPTH DECK REPAIR AREA
- CANTILEVER AND BRIDGE RAIL REMOVAL AND REPLACEMENT
- LOCATION OF CRACKED BEAM REPAIR (RIGHT BEAM, SPAN 2)
- LOCATION OF TEMPORARY BEAM SUPPORT

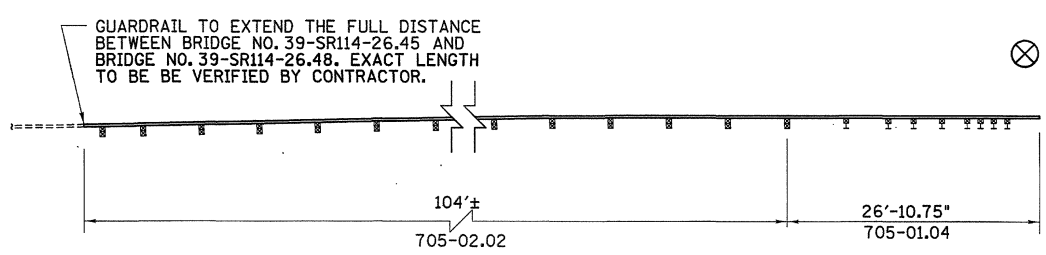
LIST OF DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
BR-46-64	6-12-00	LAYOUT OF BRIDGE TO BE REPAIRED (26.45)
BR-46-65	6-12-00	LAYOUT OF BRIDGE TO BE REPAIRED (26.48)
BR-46-66		ESTIMATED QUANTITIES
BR-46-67		GENERAL NOTES
BR-46-68		BRIDGE REPAIR DETAILS
BR-46-69		BRIDGE REPAIR DETAILS
BR-46-70		BRIDGE REPAIR DETAILS
BR-46-71		BRIDGE REPAIR DETAILS
BR-46-72		BRIDGE REPAIR DETAILS
BR-46-73	6-12-00	BRIDGE REPAIR DETAILS
BR-46-74	6-12-00	BRIDGE REPAIR DETAILS
BR-46-75		BRIDGE REPAIR DETAILS
BR-46-76		BRIDGE REPAIR DETAILS

LIST OF REFERENCE DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
K-30-115		LAYOUT OF BRIDGE SUPERSTRUCTURE
K-30-116		ABUTMENTS 1 AND 2
K-30-117		BENT NOS. 1 AND 2
K-30-118		
K-30-120		LAYOUT OF BRIDGE SUPERSTRUCTURE
K-30-121		ABUTMENTS 1 AND 2
K-30-122		BENT NOS. 1 AND 2
K-30-123		
H-5-110		HANDRAIL
K-15-60		BEARING DEVICES

ALL REFERENCE DRAWINGS TO BE PRINTED WITH THE PLANS



**** APPROACH GUARDRAIL - TYP. NORTH END**

SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
105A	**	APPROVAL OF SHOP DRAWINGS
108B	**	SPECIAL PROVISION REGARDING PROJECT COMPLETION AND LIQUIDATED DAMAGES

** DENOTES CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45

HENDERSON COUNTY
2000

DESIGNED BY: A. J. KHAIRI DATE: APR. 2000
 DRAWN BY: K. KYZER DATE: APR. 2000
 SUPERVISED BY: T. JOHNSON DATE: APR. 2000
 CHECKED BY: T. JOHNSON DATE: APR. 2000
 TN D.O.T. ENGINEERING SUPERVISOR: M. LAWSON

ITEM	DESCRIPTION	UNIT	39-SR114-26.45	39-SR114-26.48	TOTAL
①	203-03 BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	200	200	400
②	209-08.01 TEMPORARY FILTER BARRIER	L.F.	200	200	400
③	303-01 MINERAL AGGREGATE, TYPE A BASE GRADING D	TON	100	100	200
③	307-03.09 BITUMINOUS PLANT MIX BASE (HOT MIX) GRADING A	TON	20	20	40
③	307-03.16 BITUMINOUS PLANT MIX BASE (HOT MIX) GRADING B-M2	TON	100	100	200
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.5	0.5	1
	411-01.01 MINERAL AGGREGATE (ACS) GRADING D	TON	20	20	40
	411-01.02 ASPHALT CEMENT (ACS) GRADING D	TON	2	2	4
④	415-01.02 COLD PLANING BITUMINOUS PAVEMENT	S.Y.	270	270	540
⑤	602-10.32 STRUCTURAL STEEL (REPAIRS)	L.B.	575	-	575
⑥	603-02.01 REPAINTING EXISTING STEEL STRUCTURES	L.S.	0.5	0.5	1
⑦	604-04.02 APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	425	400	825
⑧	604-05.31 BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	398	388	786
⑨	604-10.02 CONCRETE REPAIRS	C.Y.	10	10	20
⑩	604-10.09 CONCRETE	C.Y.	96	94	190
⑪	604-10.13 CONCRETE SLAB REMOVAL	L.S.	0.5	0.5	1
⑫	604-10.14 REMOVE EXISTING WEARING SURFACE	L.S.	0.5	0.5	1
⑬	604-10.18 REINFORCING STEEL (REPAIRS)	L.B.	38,880	38,084	76,964
⑭	604-10.26 BRACING	EACH	6	6	12
⑮	604-10.30 BRIDGE DECK REPAIRS (FULL DEPTH OF SLAB)	S.Y.	96	10	106
⑯	604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB)	S.Y.	28	40	68
⑰	604-10.51 SCARIFYING	S.Y.	274	267	541
⑱	604-10.54 CONCRETE REPAIRS	S.F.	45	86	131
⑲	604-10.62 EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE)	L.F.	18	18	36
⑳	620-03 CONCRETE PARAPET (STD-1-1)	L.F.	358	350	708
㉑	705-01.04 GUARDRAIL AT BRIDGE ENDS	L.F.	108	108	216
㉑	705-02.02 SINGLE GUARDRAIL (TYPE 2)	L.F.	104	104	208
㉒	705-08.65 ENERGY ABSORBING TERMINAL (PORTABLE)	EACH	1	1	2
	706-01 GUARDRAIL REMOVED	L.F.	70	70	140
	712-01 TRAFFIC CONTROL	L.S.	0.5	0.5	1
	712-02.02 INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	180	180	360
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	71	71	142
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	19	19	38
	712-05.03 WARNING LIGHTS (TYPE C)	EACH	53	53	53
㉓	712-06.01 VERTICAL PANELS	S.F.	10	10	200
	712-06.10 NEW SIGNS (CONSTRUCTION)	S.F.	568	569	1137
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	20	20	40
	712-08.03 ARROW BOARD (TYPE C)	EACH	1	1	2
	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.2	0.2	0.4
	717-01 MOBILIZATION	L.S.	0.5	0.5	1
㉔	801-01 SEEDING (WITH MULCH)	UNIT	10	10	20
㉔	801-03 WATER (SEEDING & SODDING)	M.G.	1	1	2



NOTES:

THE APPLIED TEXTURE FINISH COLOR FOR BRIDGE SHALL BE SIMILAR TO MOUNTAIN GRAY, FEDERAL SPECIFICATIONS NO. 36440, FEDERAL COLOR STANDARD 595A, EXCEPT THAT THE INSIDE FACE AND TOP OF THE PARAPET SHALL BE WHITE, FEDERAL SPECIFICATION NO. 37886. A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. A LIST OF APPROVED TEXTURE COATINGS MAY BE OBTAINED FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION DIVISION OF MATERIALS AND TESTS.

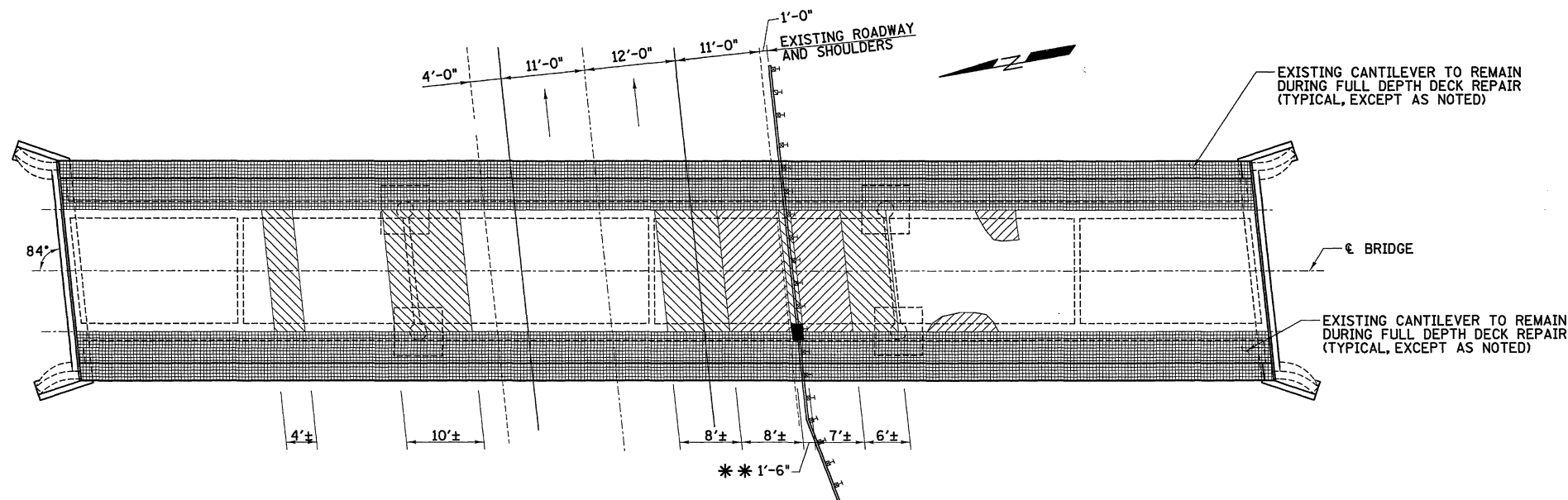
COSTS ASSOCIATED WITH CLEANING, FURNISHING AND APPLYING
TEXTURE COATING AND ALL LABOR AND NECESSARY MATERIALS SHALL
BE INCLUDED IN ITEM NO. 604-04.02, APPLIED TEXTURE FINISH
(EXISTING STRUCTURE), S.Y.

- 14 INCLUDES ALL COSTS FOR TEMPORARY BEAM SUPPORT INCLUDING COSTS TO REPAIR CONCRETE SLOPE PAVING OR OTHER DAMAGE. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-46-73 AND BR-46-74. FOR LOCATIONS, SEE DWG. NOS. BR-46-64 AND BR-46-65.
- 15 INCLUDES ALL COSTS TO PERFORM FULL DEPTH DECK REPAIRS, SEE DECK REPAIR NOTES ON DWG. NOS. BR-46-68 AND BR-46-69. ALSO INCLUDES ALL COSTS ASSOCIATED WITH THE CONCRETE REMOVAL AND NEW CONCRETE IN THE BEAM REPAIR AREA. SEE DWG. NO. BR-46-64 FOR LOCATION OF BEAM REPAIR AREA AND DWG. NO. BR-46-74 FOR DETAILS OF THE BEAM REPAIR.
- 16 INCLUDES ALL COSTS TO PERFORM PARTIAL DEPTH CONCRETE REPAIRS. SEE DECK REPAIR NOTES ON DWG. NOS. BR-46-68 AND BR-46-69.
- 17 INCLUDES THE COST OF ALL LABOR, MATERIALS, EQUIPMENTS, TO SCARIFY EXISTING BRIDGE DECK. SEE DWG. NO. BR-46-73.
- 18 INCLUDES ALL COSTS TO PERFORM SPALL REPAIRS USING CEMENTITIOUS PATCHING MATERIAL. FOR NOTES AND DETAILS, SEE DWG. NO. BR-46-73. THIS ITEM INCLUDES APPROX. 60 S.F. OF COLUMN SPALL REPAIR AT BRIDGE NO. 39-140-23.79.
- 19 INCLUDES ALL LABOR AND MISCELLANEOUS MATERIALS TO COMPLETE THE EPOXY INJECTION OF EXISTING CONCRETE CRACKS. THE ENGINEER WILL DETERMINE THE LOCATION OF CRACKS THAT REQUIRED INJECTION. THE QUANTITY MAY BE INCREASED, DECREASED OR ELIMINATED BY THE ENGINEER. FOR NOTES AND DETAILS, SEE DWG. NO. BR-46-73.
- 20 INCLUDES COST OF ALL LABOR AND MATERIALS FOR CONSTRUCTING NEW STANDARD CONCRETE PARAPET, END POSTS AND DECK DRAINS. FOR LOCATIONS, SEE DWGS. NO. BR-46-64 AND BR-46-65. FOR NOTES AND DETAILS, SEE STD. DWG. STD-1-1 AND STD-1-2., AND DWG. NO. BR-46-75.
- 21 INCLUDES COST OF INSTALLING NEW GUARDRAIL COMPONENTS TO MATCH THE CURVATURE CALLED FOR ON THE DRAWINGS, OR THE STD. S-GR SERIES DRAWINGS, AS APPLICABLE.
- 22 THE CONTRACTOR SHALL BE PAID FOR A MAXIMUM OF TWO (2) ENERGY ABSORBING TERMINALS, NCHRP 350, TL 3 WHICH SHALL BE RELOCATED AS NECESSARY..
- 23 INCLUDES ALL COSTS FOR FURNISHING AND INSTALLING TEN (10) VP-1R VERTICAL PANELS MOUNTED ON THE INTERCONNECTED PORTABLE CONCRETE BARRIER RAIL. FOR NOTES AND DETAILS, SEE STD. DWG. NO. T-PBR-2. FOR LOCATIONS, SEE TRAFFIC CONTROL SHEETS.
- 24 INCLUDES ALL COSTS OF ALL LABOR AND MATERIALS FOR FURNISHING AND INSTALLING THE LISTED ITEM WHERE LOCATED BY THE ENGINEER, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE ENGINEER MAY INCREASE, DECREASE OR ELIMINATE THE QUANTITY FOR THIS ITEM.

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45
BRIDGE NO. 39-SR114-26.48

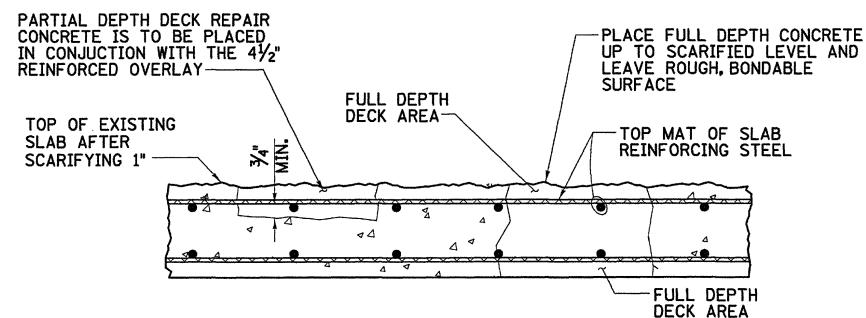
BR-46-66

DESIGNED BY A.J. KHAIRI DATE APR. 2000
 DRAWN BY K. KYZER DATE APR. 2000
 SUPERVISED BY T. JOHNSON DATE APR. 2000
 CHECKED BY T. JOHNSON DATE APR. 2000 TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

[illegible]

LOCATIONS OF FULL DEPTH DECK REPAIR

SCALE: 1" = 10'-0"



DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF $\frac{3}{4}$ " BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF DECK REPAIR SHALL BE COMPLETELY CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE BRIDGE REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST THREE (3) DAYS IN ADVANCE. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), AND ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB). DURING PARTIAL DEPTH REPAIRS, SHOULD DETEIORATED CONCRETE BE ENCOUNTERED WHICH APPEARS TO RUN FULL DEPTH IN THE SLAB, THE ENGINEER MAY DESIGNATE THESE AREAS TO BE REPAIRED UNDER ITEM NO. 604-10.30. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS: 1) (PARTIAL DEPTH REPAIRS) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 POUND CLASS SHALL NOT BE USED. 2) (FULL DEPTH REPAIRS) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 POUND CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 POUND PNEUMATIC HAMMERS. 3) CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. 4) TRAFFIC CONTROL SHALL BE PROVIDED FOR TRAFFIC BELOW BRIDGE DURING PARTIAL AND FULL DEPTH DECK REPAIR.

THE CONTRACTOR SHALL USE HIGH EARLY STRENGTH CONCRETE $f'_{c}=4000$ PSI
 628 DAY STRENGTH. FULL DEPTH DECK REPAIR SHALL NOT BE PERMITTED
 NEXT TO ANY OF THE REPAIRED AREAS NOR SHALL THE CONCRETE OVERLAY
 BE PLACED UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF
 3000 PSI (MINIMUM) AND THE CONCRETE HAS BEEN IN PLACE FOR A MINIMUM
 OF TWO (2) DAYS. CONCRETE FOR FULL DEPTH DECK REPAIRS SHALL BE
 PLACED TO A MINIMUM OF 300 FEET FROM THE EDGES OF THE CONCRETE
 OVERLAY, SHALL BE FINISHED WITH A VERY ROUGH SURFACE FOR BONDING
 TO THE OVERLAY, AND IS TO BE INCLUDED UNDER ITEM NO. 604-10.30.

NOTE:
ITEM. NO. 604-10.30 AND 604-10.50 SHALL BE
BID WITH THE CONTINGENCY THAT THESE ITEMS
MAY BE INCREASED, DECREASED, OR ELIMINATED
AS DIRECTED BY THE ENGINEER.

NOTE:
WORK AREA PHASES MATCH PHASES OF TRAFFIC CONTROL
BELOW BRIDGE. SEE SHEET NOS. 4, 5, 6 AND 7.

ALTERNATE AREAS OF FULL DEPTH DECK REPAIR SHALL BE
CONSTRUCTED AS SHOWN.

LIMITS OF FULL DEPTH DECK REPAIR MAY BE ADJUSTED BY THE ENGINEER BUT SHALL NOT EXCEED 10'-0" IN LENGTH.

**** NOTE:**
ALL CANTILEVER IS TO BE PRESERVED ON THE BRIDGE UNTIL COMPLETION OF FULL DEPTH REPAIRS EXCEPT WHERE BEAM REMOVAL AND REPLACEMENT OCCURS. UPON COMPLETION OF FULL DEPTH DECK REPAIRS, THE REMAINING CANTILEVER SHALL BE REMOVED FOR CONSTRUCTION OF THE 4½" REINFORCED CONCRETE OVERLAY.

THIS SEGMENT FULL DEPTH DECK REPAIR SHALL BE
CONSTRUCTED MONOLITHIC WITH THE BEAM REPAIRS.
SEE DWG. NO. BR-46-74 OR DETAILS.

NOTE:
THE AREAS OF FULL DEPTH LOCATED ON THIS SHEET ARE APPROXIMATE AND SHALL BE FIELD LOCATED BY PERSONNEL FROM THE OFFICE OF BRIDGE INSPECTION AND REPAIR.

REPAIR LEGEND

- REPAIR LEGEND**
- | | |
|--|--|
|  | FIRST POUR FULL DEPTH DECK REPAIR AREA |
|  | SECOND POUR FULL DEPTH DECK REPAIR AREA |
|  | CANTILEVER AND BRIDGE RAIL REMOVAL AND REPLACEMENT |
|  | LOCATION OF CRACKED BEAM REPAIR (RIGHT BEAM, SPAN 2) |

DESIGNED BY A. J. KHAIRI DATE APR. 2000
 DRAWN BY K. KYZER DATE APR. 2000
 SUPERVISED BY T. JOHNSON DATE APR. 2000
 CHECKED BY T. JOHNSON DATE APR. 2000

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

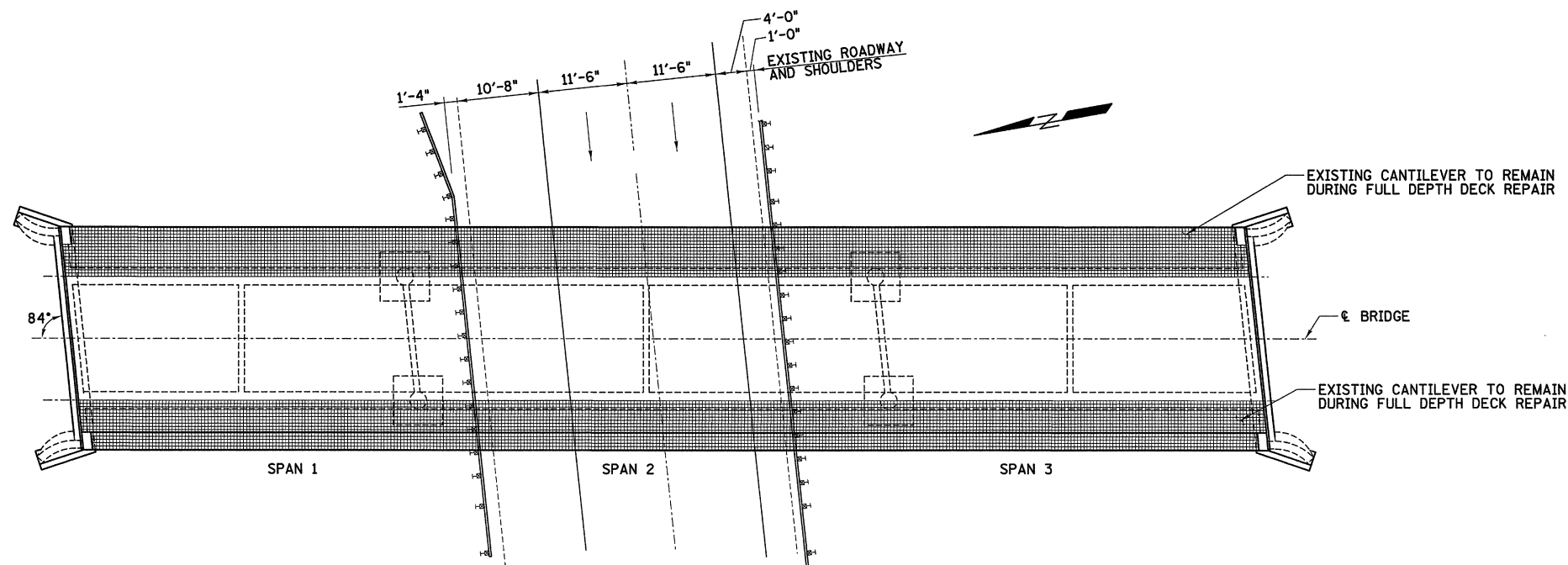
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45

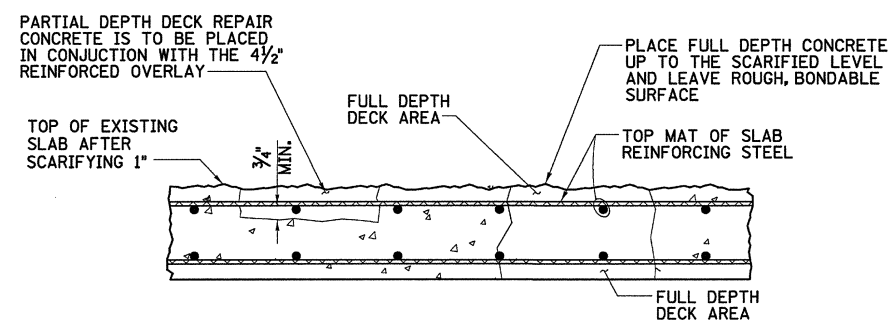
HENDERSON COUNTY
2000

BR-46-68

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LOCATIONS OF FULL DEPTH DECK REPAIR

SCALE: 1" = 10'-0"



DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF $\frac{3}{4}$ " BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF DECK REPAIR SHALL BE COMPLETELY CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE BRIDGE REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST THREE (3) DAYS IN ADVANCE. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), AND ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB). DURING PARTIAL DEPTH REPAIRS, SHOULD DETERIORATED CONCRETE BE ENCOUNTERED WHICH APPEARS TO RUN FULL DEPTH IN THE SLAB, THE ENGINEER MAY DESIGNATE THESE AREAS TO BE REPAIRED UNDER ITEM NO. 604-10.30. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS: 1) (PARTIAL DEPTH REPAIRS) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 POUND CLASS SHALL NOT BE USED. 2) (FULL DEPTH REPAIRS) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 POUND CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 POUND PNEUMATIC HAMMERS. 3) CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. 4) TRAFFIC CONTROL SHALL BE PROVIDED FOR TRAFFIC BELOW BRIDGE DURING PARTIAL AND FULL DEPTH DECK REPAIR.

THE CONTRACTOR SHALL USE HIGH EARLY STRENGTH CONCRETE $f'c=4000$ PSI
628 DAIRY STRENGTH OF CLASS "D" BRIDGE DECK CONCRETE. FULL DEPTH DECK
REPAIRS SHALL NOT BE PERMITTED NEXT TO ANY OF THE REPAIRED AREAS
NOR SHALL THE CONCRETE OVERLAY BE PLACED UNTIL TEST SPECIMENS OBTAIN
A COMPRESSIVE STRENGTH OF 3000 PSI MINIMUM AND THE CONCRETE HAS
BEEN IN PLACE FOR A MINIMUM OF TWO (2) DAYS. CONCRETE FOR FULL DEPTH
DECK REPAIRS SHALL BE POURED TO THE SCARIFICATION LEVEL PRIOR TO PLACING
THE 4 1/2" CONCRETE OVERLAY, SHALL BE FINISHED WITH A VERY ROUGH
SURFACE FOR BONDING TO THE OVERLAY, AND IS TO BE INCLUDED UNDER
ITEM NO. 604-10.30.

REPAIR LEGEND

NOTES:

AREAS OF FULL DEPTH DECK REPAIR SHALL BE COORDINATED WITH
THE TRAFFIC CONTROL AS SHOWN ON SHEETS 4, 5, 6 AND 8

LIMITS OF FULL DEPTH DECK REPAIR SHALL BE LOCATED BY THE ENGINEER BUT NOT EXCEED 10'-0" IN LENGTH.

NOTE:

ITEM. NO. 604-10.30 AND 604-10.50 SHALL BE
BID WITH THE CONTINGENCY THAT THESE ITEMS
MAY BE INCREASED, DECREASED, OR ELIMINATED
AS DIRECTED BY THE ENGINEER.

CANTILEVER AND BRIDGE RAIL REMOVAL
AND REPLACEMENT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.48

HENDERSON COUNTY
2000

DESIGNED BY A. J. KHAIRI DATE APR. 2000
 DRAWN BY K. KYZER DATE APR. 2000
 SUPERVISED BY T. JOHNSON DATE APR. 2000
 CHECKED BY T. JOHNSON DATE APR. 2000

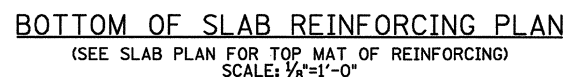
TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

BR-46-69

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45

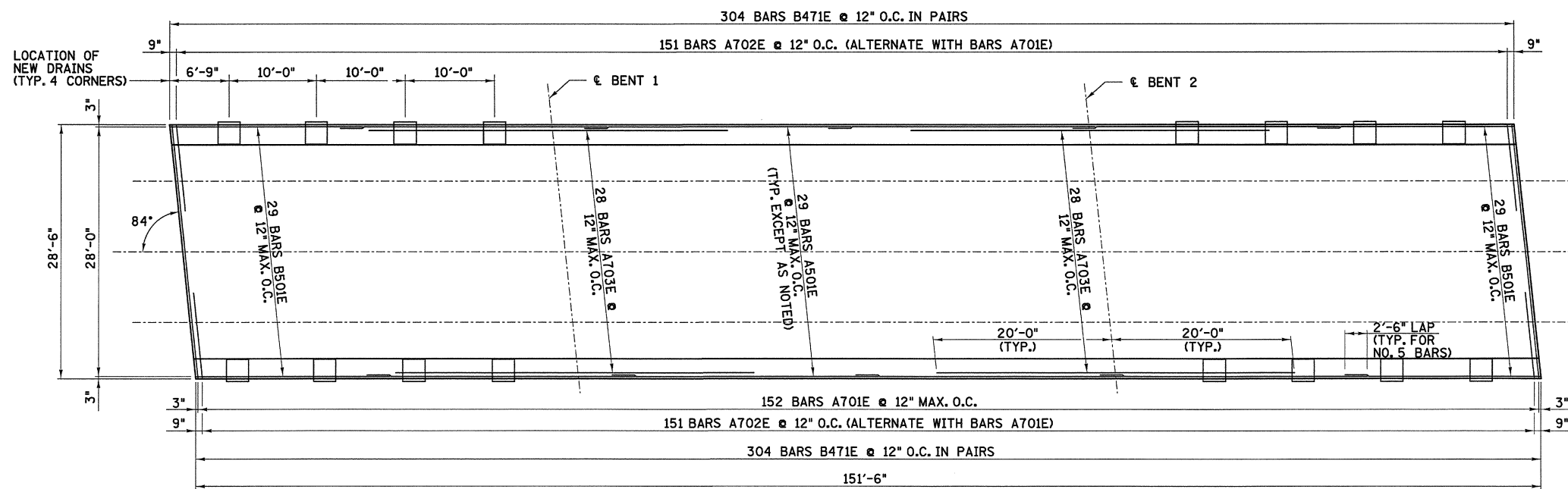
BR-46-71



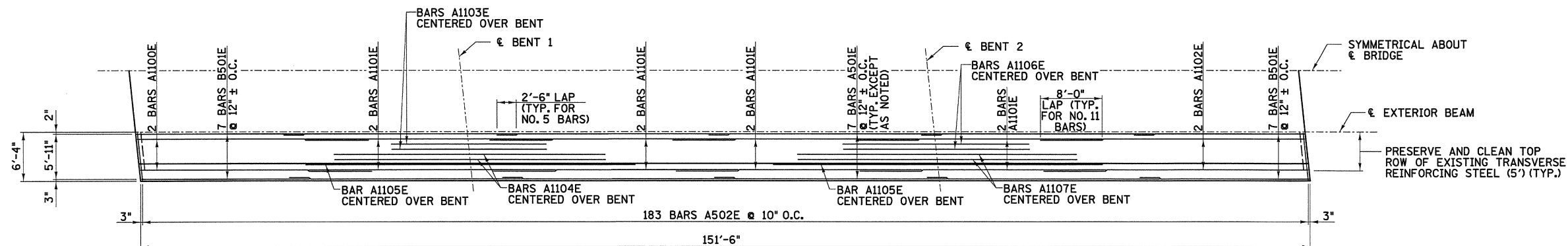
A horizontal bar with a curved end on the left. A dimension line below the bar is labeled **A**.

FOR DETAILS OF DECK DRAINS, SEE DWG. NO. STD-1-2.

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

[illegible]

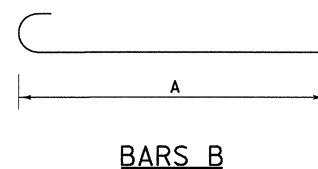
PLAN
(TOP MAT OF REINFORCING STEEL ONLY)
SCALE: $\frac{1}{8}" = 1'-0"$



BILL OF STEEL						
CONCRETE OVERLAY AND SLAB REINFORCEMENT						
BARS	SIZE	NO. REQ'D	BENDING DIMENSIONS			
			A	B	C	D
						LENGTH
A501E	5	172				30'-0"
A502E	5	366				6'-2"
A701E	7	152				28'-4"
A702E	7	302				9'-6"
A703E	7	56				40'-0"
A1100E	11	4				30'-0"
A1101E	11	16				31'-9"
A1102E	11	4				34'-6"
A1103E	11	4				20'-0"
A1104E	11	4				35'-0"
A1105E	11	4				42'-6"
A1106E	11	4				24'-0"
A1107E	11	4				36'-0"
B471E	4	608				2'-9"
B501E	5	86	21'-10"			22'-5"

ALL BAR DIMENSIONS GIVEN ARE OUT-TO-OUT.

BOTTOM OF SLAB REINFORCING PLAN
(SEE SLAB PLAN FOR TOP MAT OF REINFORCING)
SCALE: $\frac{1}{8}"=1'-0"$



NOTES:

COST OF EPOXY COATED REINFORCING STEEL SHALL BE PAID
FOR UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LBS.

ALL EXPOSED REINFORCEMENT TO REMAIN SHALL BE CAREFULLY PRESERVED AND COMPLETELY CLEANED TO REMOVE ALL RUST.

THE COST OF FORMING AND POURING NEW HIGH EARLY STRENGTH CONCRETE FOR CANTILEVERS AND OVERLAY SHALL BE INCLUDED UNDER ITEM NO. 604-10.09, CONCRETE, C.Y.

THE REINFORCEMENT SHOWN ON THIS DWG. DOES NOT INCLUDE
THE PARAPET OR JOINT REINFORCING STEEL. SEE STANDARD
DWG. NO. STD-1-1 FOR DETAILS.

BARS B471E DOWELING OUT OF SLAB INTO PARAPET MUST BE IN PLACE BEFORE POURING OVERLAY AND CANTILEVERS.

FOR DETAILS OF DECK DRAINS, SEE DWG. NO. STD-1-2.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

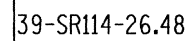
BRIDGE REPAIR DETAILS

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.48

HENDERSON COUNTY
2000

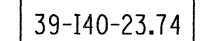
DESIGNED BY W. M. McENTIRE DATE APR. 2000
 DRAWN BY C. THOMAS DATE APR. 2000
 SUPERVISED BY T. JOHNSON DATE APR. 2000
 CHECKED BY T. JOHNSON DATE APR. 2000 TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

BR-46-72

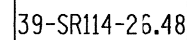


A DETAILED TEMPORARY BRACING SHALL BE SUBMITTED TO THE ENGINEER IN THE OFFICE OF BRIDGE INSPECTION AND REPAIR FOR REVIEW BEFORE PLACING ANY TEMPORARY SUPPORTS.

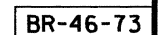
THE ENGINEER FROM THE T.D.O.T. INSPECTION AND REPAIR OFFICE SHALL DESIGNATE ALL AREAS TO BE REPAIRED.



NOTE



TN D.C.T. ENGINEERING SUPERVISOR M. LAWSON



NOTES:
ALL STRUCTURAL STEEL PLATES SHALL MEET ASTM A36. BOLTS SHALL CONFORM TO ASTM A325. RODS AND NUTS SHALL CONFORM TO ASTM A687.

THE COST OF ALL LABOR AND MATERIALS REQUIRED FOR COMPLETE INSTALLATION OF THE STRUCTURAL STEEL PLATES AS SHOWN ON THE DETAILS OF THIS DWG. SHALL BE INCLUDED IN THE BID PRICE FOR ITEM NO. 602-10.32, STRUCTURAL STEEL (REPAIRS), LB. THIS ITEM SHALL INCLUDE THE COST OF STEEL PLATES, THREADED RODS, DRILLING, GROUTING AND PAINTING NEW STEEL PLATES.

PAINTING OF NEW STEEL PLATES SHALL BE IN ACCORDANCE WITH SECTION 603-06, SCHEDULE OF PAINTING, SYSTEM "A" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. COLOR OF TOP COAT TO BE GRAY. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION OF TENNESSEE DEPARTMENT OF TRANSPORTATION. COST TO BE INCLUDED IN ITEM NO. 602-10.32, STRUCTURAL STEEL (REPAIRS), LB.

NOTE:
CONTRACTOR TO PLACE AN APPROVED WATERPROOF CAULKING BETWEEN THE EDGES OF THE STEEL PLATES AND THE CONCRETE SURFACES. A LIST OF APPROVED CAULKING MAY BE OBTAINED FROM THE TENNESSEE DEPT. OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTING. COST OF ALL CAULKING MATERIALS IN PLACE SHALL BE INCLUDED IN ITEMS BID ON.

△ SPECIAL NOTE REGARDING TEMPORARY SUPPORTS

△ TEMPORARY SUPPORTS WILL BE REQUIRED WHERE BEAM END REMOVAL AND REPLACEMENT TAKES PLACE. TEMPORARY SUPPORT SHALL BE CAPABLE OF SUPPORTING FULL LOADS. IF ANY DAMAGE OCCURS TO THE EXISTING STRUCTURE DURING OPERATIONS, IT SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR TO REPAIR THE DAMAGED STRUCTURE TO THE FULL SATISFACTION OF THE ENGINEER. DETAIL OF PROPOSED SUPPORT SHALL BE FURNISHED TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.

LOADS PER SUPPORT: DEAD LOAD = 50 KIPS

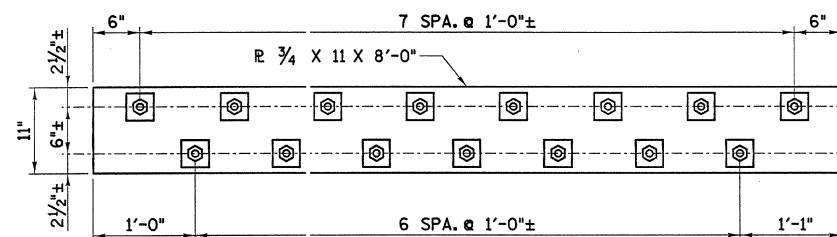
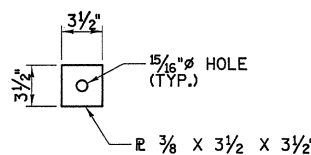
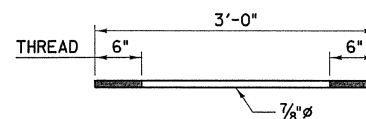


PLATE A
(EXACT LOCATION OF 1" HOLES TO BE DETERMINED IN FIELD)
(2 REQUIRED)
SCALE: 1" = 1'-0"

1" HOLES IN NEW STEEL SIDE PLATE FOR 7/8" THREADED RODS WITH HEX NUTS AND 3/4" X 3 1/2" X 3 1/2" WASHERS (FIELD DRILLED)

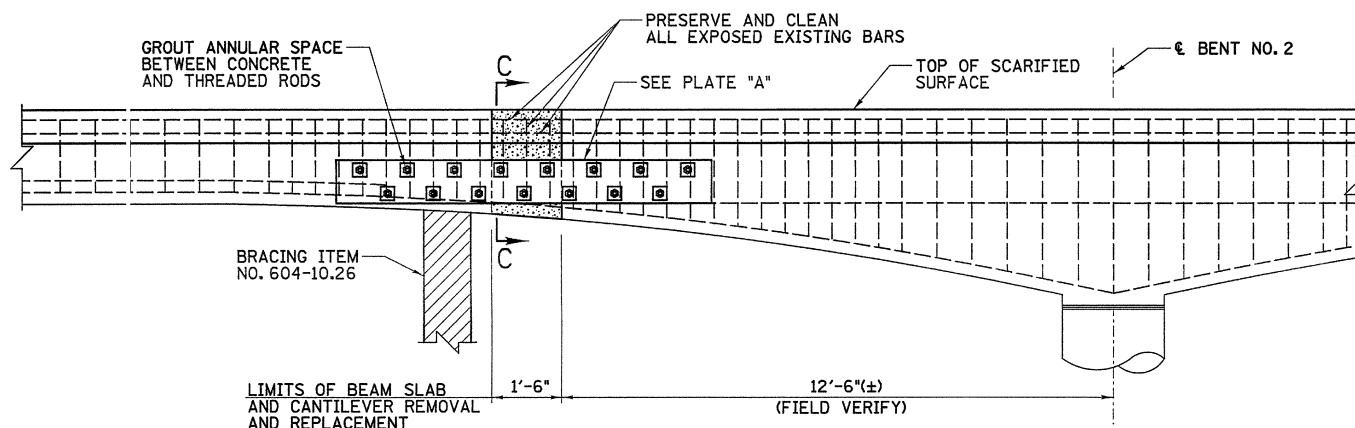


SQUARE WASHER DETAIL
(26 REQUIRED)
SCALE: 1 1/2" = 1'-0"



THREADED ROD DETAILS
(13 REQUIRED)
SCALE: 1" = 1'-0"

NOTE:
EXACT LIMITS OF CONCRETE REMOVAL FOR BEAM REPAIR TO BE MARKED BY ENGINEER FROM OFFICE OF BRIDGE INSPECTION AND REPAIR.



BEAM REPAIR DETAIL
SCALE: 1/2" = 1'-0"

SECTION C-C (DEMOLITION)
SCALE: 1/2" = 1'-0"

SECTION C-C (CONSTRUCTION)
SCALE: 1/2" = 1'-0"

SEQUENCE OF CONSTRUCTION

1. PLACE TEMPORARY SUPPORT UNDER BEAM.
2. PLACE 3/4" STRUCTURAL STEEL SPLICE PLATES.
3. REMOVE SECTION OF BEAM, SECTION OF CANTILEVER AND SECTION OF SLAB. PRESERVE EXISTING REINFORCEMENT WITHIN PORTION OF BEAM AND INTERIOR SLAB.
4. PLACE CONCRETE IN BEAM AND INTERIOR SLAB AREA TO THE LEVEL EVEN WITH THE REMAINING SCARIFIED CONCRETE SURFACE.
5. RECONSTRUCT CANTILEVER WITH THE CANTILEVER CONSTRUCTION FOR THE ENTIRE PHASE.
6. THE CONTRACTOR SHALL MASK THE SPLICE PLATES WHILE PERFORMING TEXTURE COATING OPERATION.

NOTES:
WHEN REMOVING EXISTING DETERIORATED CONCRETE, CARE SHALL BE TAKEN SO AS NOT TO DAMAGE ANY EXISTING REINFORCING STEEL IN THE BEAM AND SLAB.

COST OF REMOVING EXISTING DETERIORATED CONCRETE, FORMING, CLEANING EXISTING REINFORCEMENT, HIGH EARLY STRENGTH CONCRETE AND ALL MATERIALS AND LABOR NECESSARY FOR REPAIRS TO THE BEAM AS SHOWN IN THESE DETAILS TO BE INCLUDED IN ITEM NO. 604-10.30, BRIDGE DECK REPAIRS (FULL DEPTH), S.Y.

CONCRETE SHALL BE HIGH EARLY STRENGTH CONCRETE, f'c=4000 PSI AT 28 DAY STRENGTH.

△ ALL COSTS ASSOCIATED WITH TEMPORARY SUPPORT ASSOCIATED WITH INSTALLATION OF NEW STRUCTURAL STEEL PLATES SHALL BE INCLUDED IN ITEM NO. 604-10.26, BRACING, EACH

THE CONTRACTOR SHALL INSTALL THE NEW STEEL PLATES PRIOR TO CLOSING THE BRIDGE

THE CONTRACTOR SHALL FIELD DRILL 1" HOLES IN THE STEEL SPLICE PLATES TO MATCH THE ACTUAL BOLT SPACING ADJUSTED TO MISS EXISTING REINFORCING.

THE CONTRACTOR CAN NOT DRILL HOLES THROUGH EXISTING REBARS. IF A REBAR IS ENCOUNTERED, THE CONTRACTOR MUST STOP THE DRILLING OPERATION AND MOVE Laterally TO MISS REINFORCEMENT. THE ABANDONED HOLE SHALL BE FILLED WITH AN APPROVED GROUT.

PROJECT NO.		YEAR	SHEET NO.
39022-4209-04		2000	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	6/12/00	AJK	CHANGED SUPPORT NOTE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45

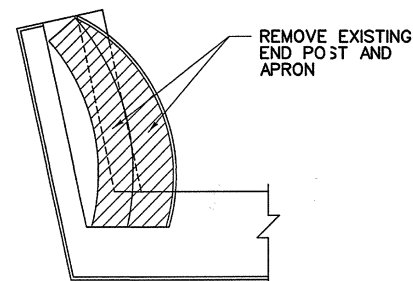
HENDERSON COUNTY
2000



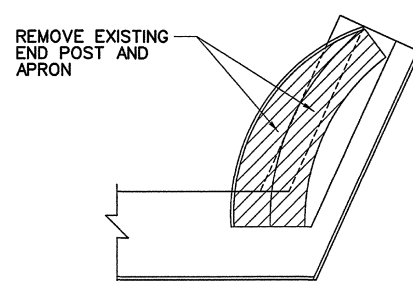
DESIGNED BY J. H. RUDELL DATE APR. 2000
DRAWN BY K. KYZER DATE APR. 2000
SUPERVISED BY T. JOHNSON DATE APR. 2000
CHECKED BY T. JOHNSON DATE APR. 2000

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

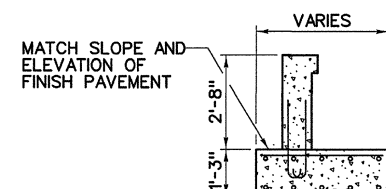
BR-46-74

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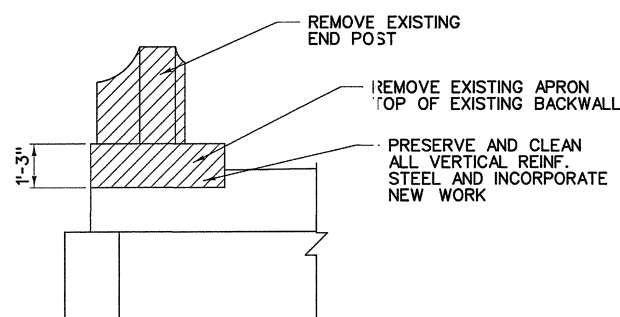
DEMOLITION PLAN
(ABUT. 1 WEST END & ABUT. 2 EAST EN))
SCALE: $\frac{3}{8}" = 1'-0"$



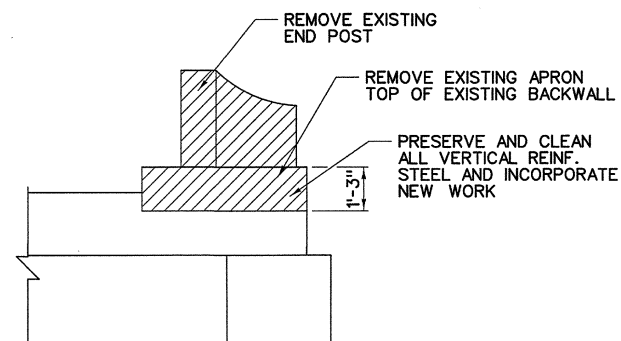
DEMOLITION PLAN
(ABUT. 1 EAST END & ABUT. 2 WEST END)
SCALE: $\frac{3}{8}" = 1'-0"$



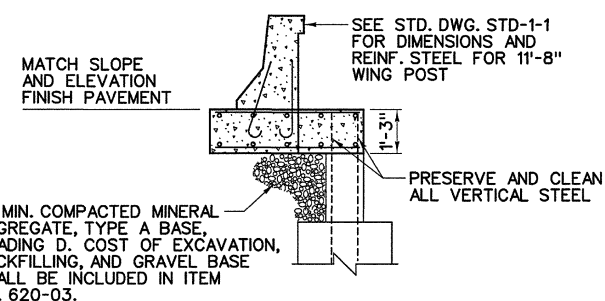
SECTION B-B
SCALE: $\frac{3}{8}" = 1'-0"$



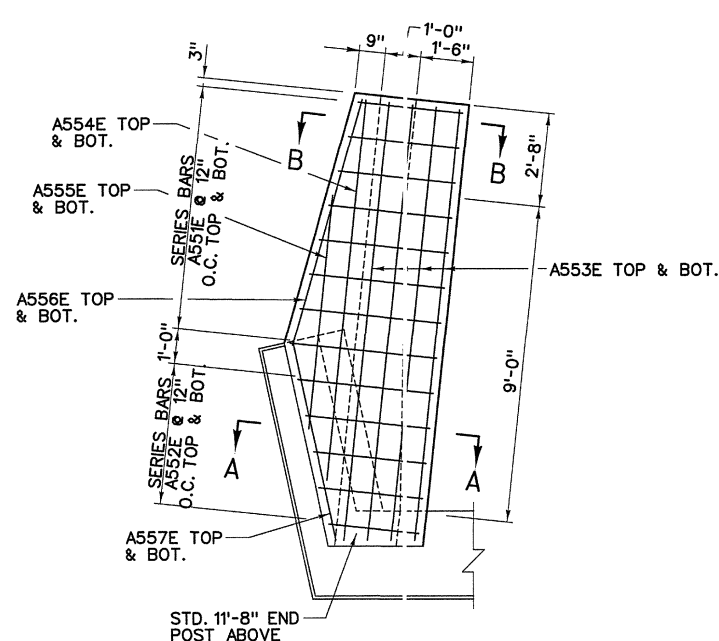
TYPICAL DEMOLITION ELEVATION
(ABUT. 1 WEST END & ABUT. 2 EAST END)
SCALE: $\frac{3}{8}" = 1'-0"$



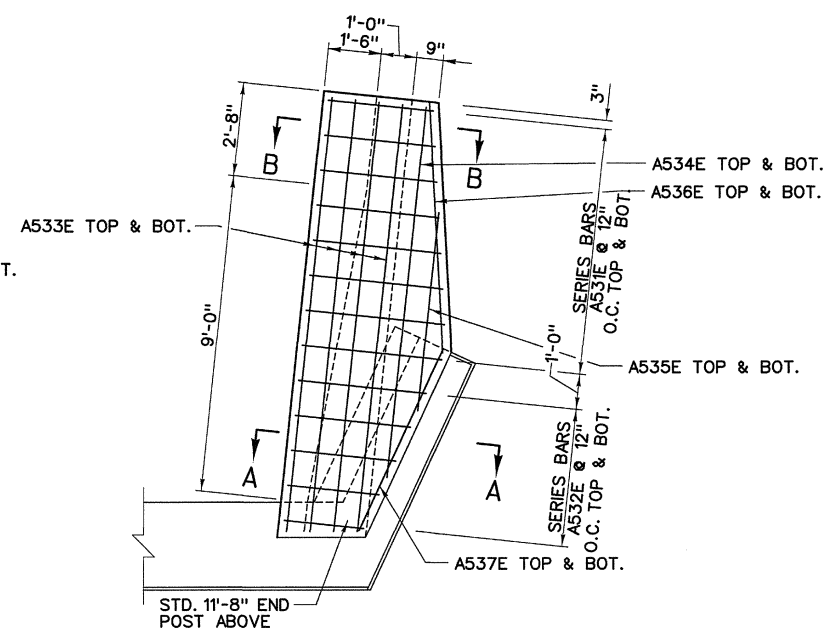
DEMOLITION ELEVATION
(ABUT. 1 EAST END & ABUT. 2 WEST END)
SCALE: $\frac{3}{8}" = 1'-0"$



SECTION A-A
SCALE: $\frac{3}{8}'' = 1'-0''$



CONSTRUCTION PLAN
(ABUT. 1 WEST END & ABUT. 2 EAST END)
SCALE: $\frac{3}{8}" = 1'-0"$



CONSTRUCTION PLAN
(ABUT. 1 EAST END & ABUT. 2 WEST END)
SCALE: $\frac{3}{8}" = 1'-0"$

BILL OF STEEL						
BACKWALL AND END POST FOUNDATION						
BARS	SIZE	NO. REQ'D	BENDING DIMENSIONS			
			A	B	C	D
SERIES	5	2	LENGTH VARIES FROM 2'-11" TO 3'-11" IN INC. OF 2"± (7 BARS)			
A531E						
SERIES	5	2	LENGTH VARIES FROM 2'-3" TO 3'-11" IN INC. OF 2"± (6 BARS)			
A532E						
A533E	5	8				
A534E	5	2				
A535E	5	2				
A536E	5	2				
A537E	5	2				
SERIES	5	2	LENGTH VARIES FROM 2'-11" TO 4'-0" IN INC. OF 2"± (7 BARS)			
A551E						
SERIES	5	2	LENGTH VARIES FROM 2'-6" TO 4'-2" IN INC. OF 4"± (6 BARS)			
A552E						
A553E	5	8				
A554E	5	2				
A555E	5	2				
A556E	5	2				
A557E	5	2				

THE BILL OF STEEL SHOWN ABOVE IS FOR ONE (1) ABUTMENT, TWO (2) ABUTMENTS REQ'D. PER BRIDGE, FOUR (4) ABUTMENTS TOTAL FOR BRIDGE NOS. 39-SR114-26.45 AND 39-SR114-26.48.

ALL DIMENSIONS GIVEN ARE OUT-TO-OUT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

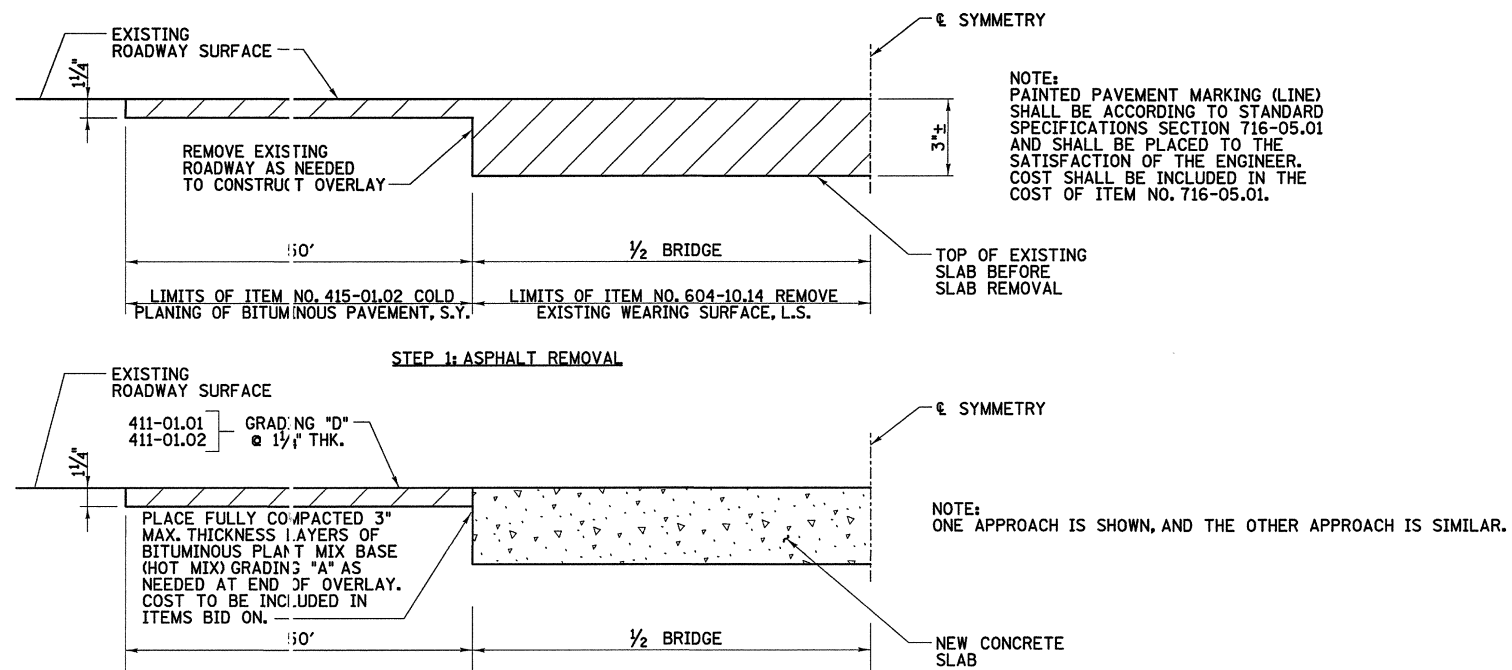
STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45
BRIDGE NO. 39-SR114-26.48

HENDERSON COUNTY
2000

DESIGNED BY W. M. MCENTIRE DATE APR. 2000
DRAWN BY C. THOMAS DATE APR. 2000
SUPERVISED BY T. JOHNSON DATE APR. 2000
CHECKED BY T. JOHNSON DATE APR. 2000

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

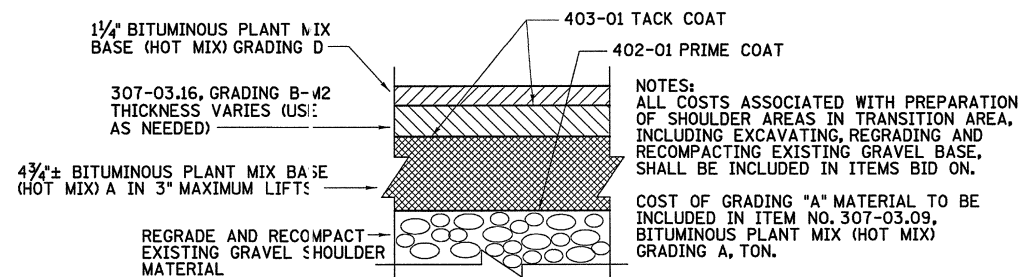
BR-46-75

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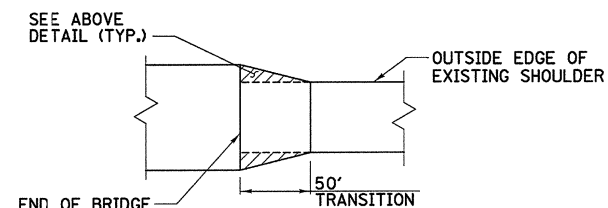
STEP 2: APPLY SURFACE COURSE TO ENTIRE WIDTH OF APPROACHES

ASPHALT PAVING DETAILS

SCALE: NONE



SHOULDER TRANSITION AND SHOULDER STRENGTHENING AREA TYPICAL PAVEMENT SECTION



PLAN SHOWING ASPHALT SHOULDER TRANSITION AT APPROACHES

SCALE: NONE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

STATE ROUTE 114 OVER
INTERSTATE 40
BRIDGE NO. 39-SR114-26.45
BRIDGE NO. 39-SR114-26.48

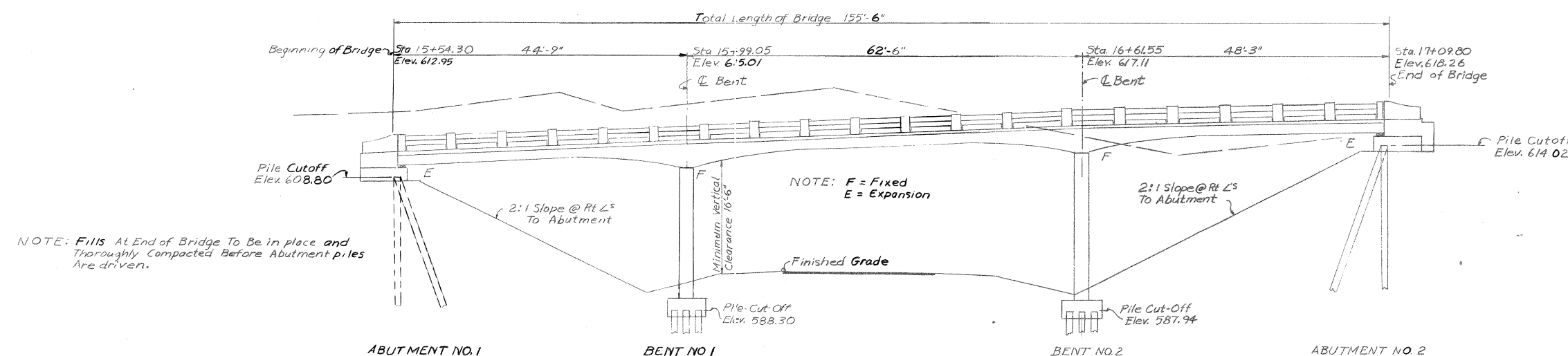
HENDERSON COUNTY
2000

DESIGNED BY A. J. KHAIRI DATE APR. 2000
DRAWN BY K. KYZER DATE APR. 2000
SUPERVISED BY T. JOHNSON DATE APR. 2000
CHECKED BY T. JOHNSON DATE APR. 2000

TN D.O.T. ENGINEERING SUPERVISOR M. LAWSON

BR-46-76

1997/972926/DRAWINGS/H-19.DGN 5/18/00



ELEVATION AT RIGHT ANGLES TO COUNTY ROAD

GENERAL NOTES

NEOPRENE BEARING PADS: See Special Provisions.
SPECIFICATIONS: Standard Road and Bridge Specifications of the Tennessee Department of Highways.
LOADING: H-15-44.
CONCRETE: To be Class "A".
REINFORCING STEEL: To be Intermediate or hard Grade. Standard Hook Detail as Recommended By CRSI. Shall Apply.
SELF LUBRICATING PLATES: See Special Provisions.
DESIGN 1961 AASHO Specifications.
PRESTRESSED CONCRETE PILE: See Special Provisions.

HANDRAIL NOTE

Build Handrail According to Standard Drawing H-5-110 Except Use Endpost as shown on drawing K-30-117.
Dimension "X" = 1"; Q = 15'-3 3/8" L = 6'-6 1/2" (19 Spaces)

BEARING DEVICE NOTE

Use Standard Expansion Bearing Devices, Type E 5 As Shown On K-15-60. Fixed Bearings To be 1" Neoprene Bearing Pads. Required: 4 Expansion Devices And 4 Neoprene pads.

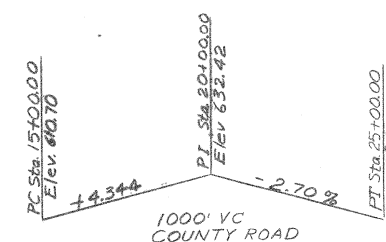
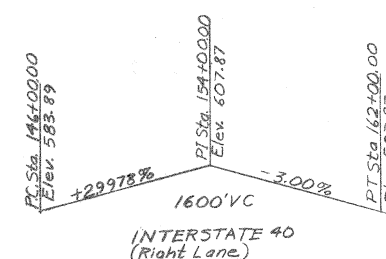
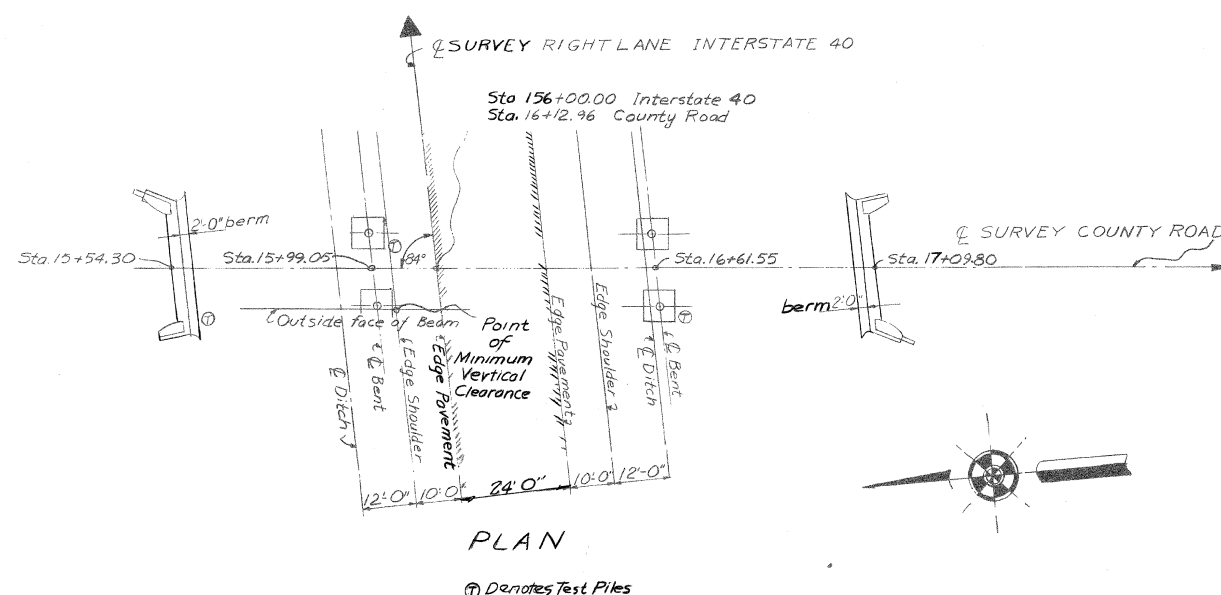
SPECIAL NOTE - TEST PILES

Before Any Piles Are Ordered, A Precast Concrete test Pile 40' Long Shall be driven in its final location in the footing of the Bents And in the Abutments At Points designated on the "PLAN" this Sheet. From the results obtained, Precast Concrete piles Shall be ordered of such lengths as to provide A Minimum Bearing of 30 TONS.

LIST OF DRAWINGS	DWG. NO.
Handrail- See note this Sheet	H-5-110
Superstructure	K-30-116
Abutments No. 1 & 2	K-30-117
Bents No. 1 & 2	K-30-118
Bill of Steel	K-30-119
Piles	H-5-111
Bearing Devices (See Note This Sheet)	K-15-60

EST 1975 ADT = 246

24' ROADWAY WITH 1'-0" CURBS
STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE
LAYOUT OF BRIDGE
COUNTY ROAD OVER INTERSTATE 40
RIGHT LANE
STATION 156+00.00
HENDERSON-CARROLL COUNTIES
1963



SKETCH SHOWING GRADES
Elevations Based on finished grade

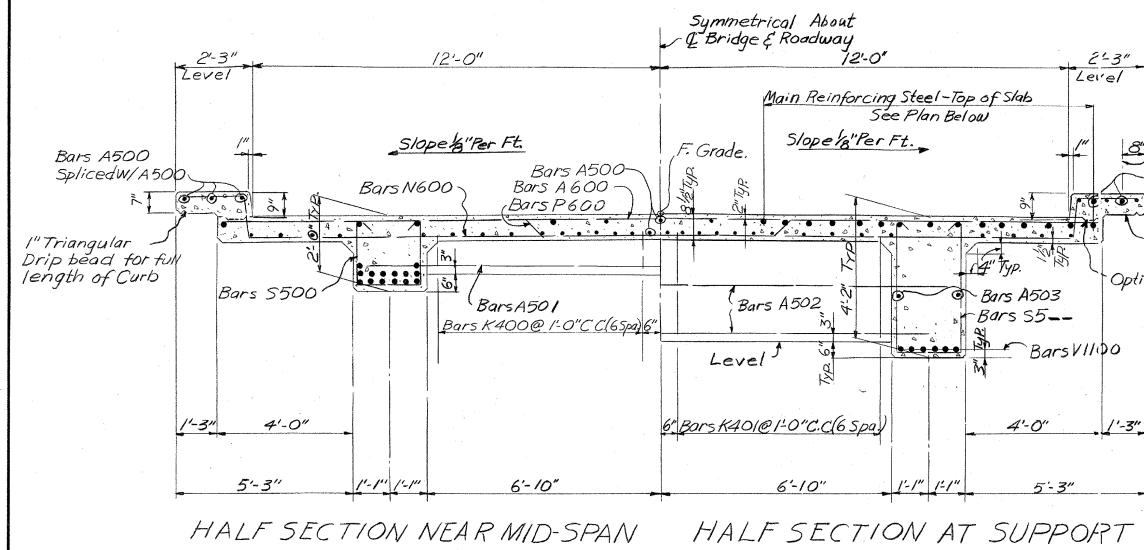
ESTIMATED QUANTITIES

ITEM	EXCAVATION cu. yds. Dry	CONCRETE Class "A" cu. yds.	STEEL lbs Reinforcing Structural	CONCRETE HANDRAIL lin. ft.	PRECAST CONCRETE TEST PILES lin. ft.	BRONZE lbs.	PRECAST CONCRETE PILES SIZE 1 lin. ft.
Superstructure		168.6	67,391	1600	307	440	
Abutment No. 1		12.8	1,491				
Bent No. 1	39	16.6	2,756				
Bent No. 2	41	17.3	3,196				
Abutment No. 2		12.9	1,491				
TOTALS	80	228.2	76,525	1600	307	440	870

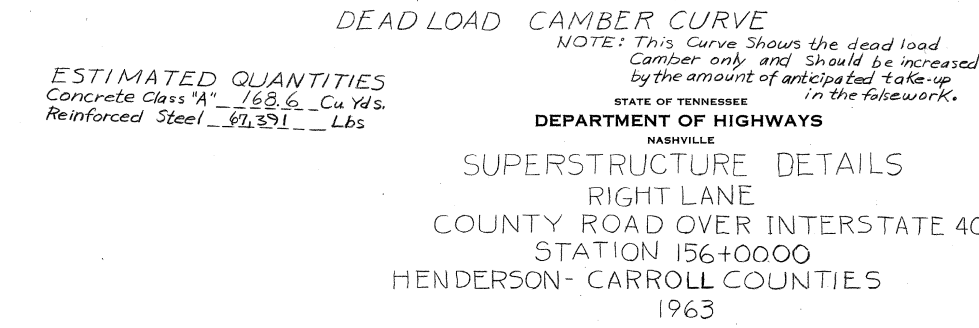
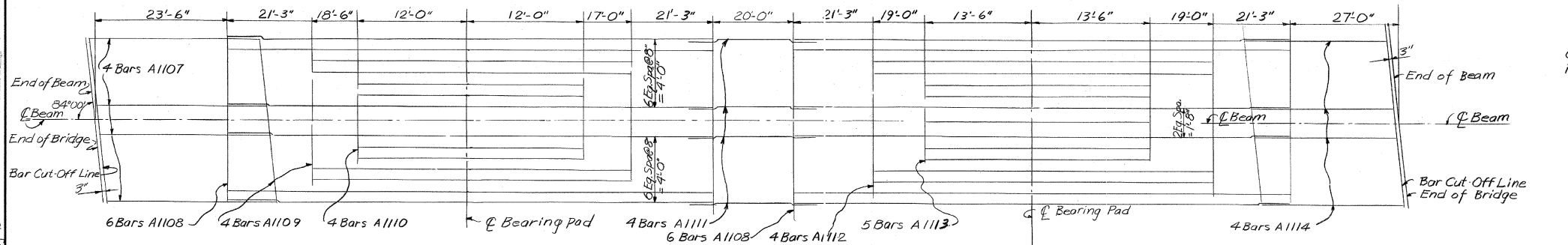
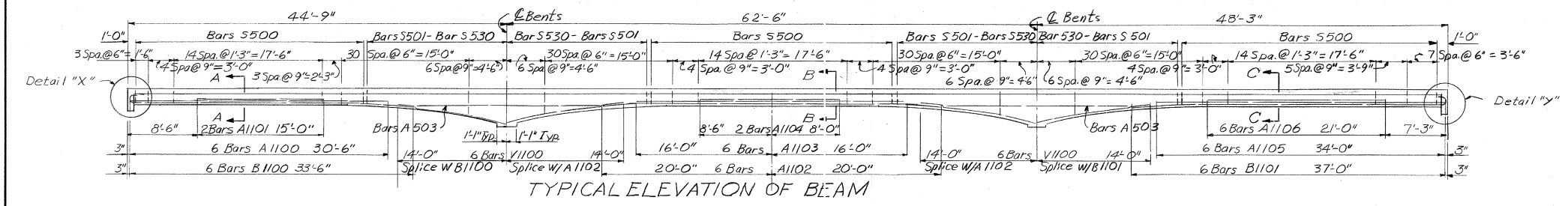
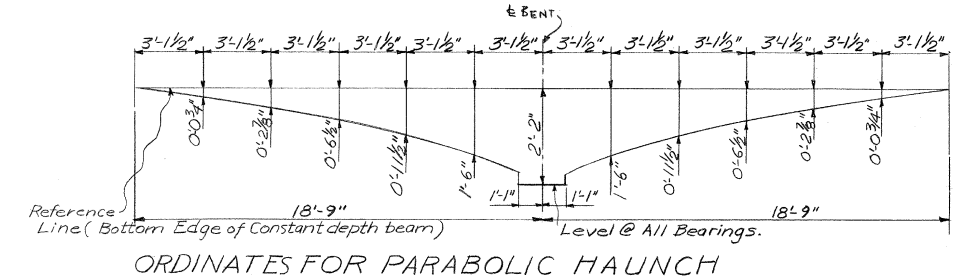
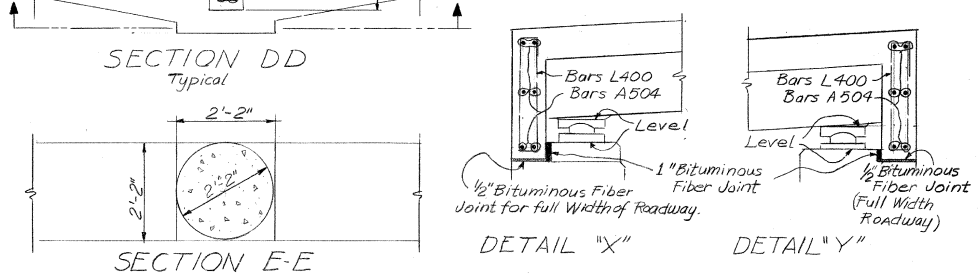
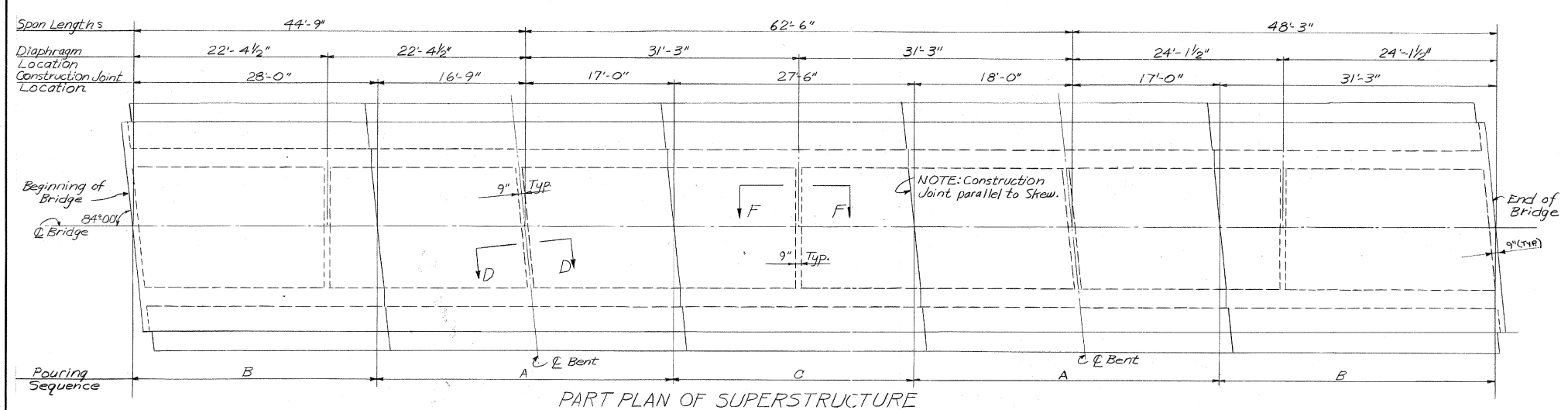
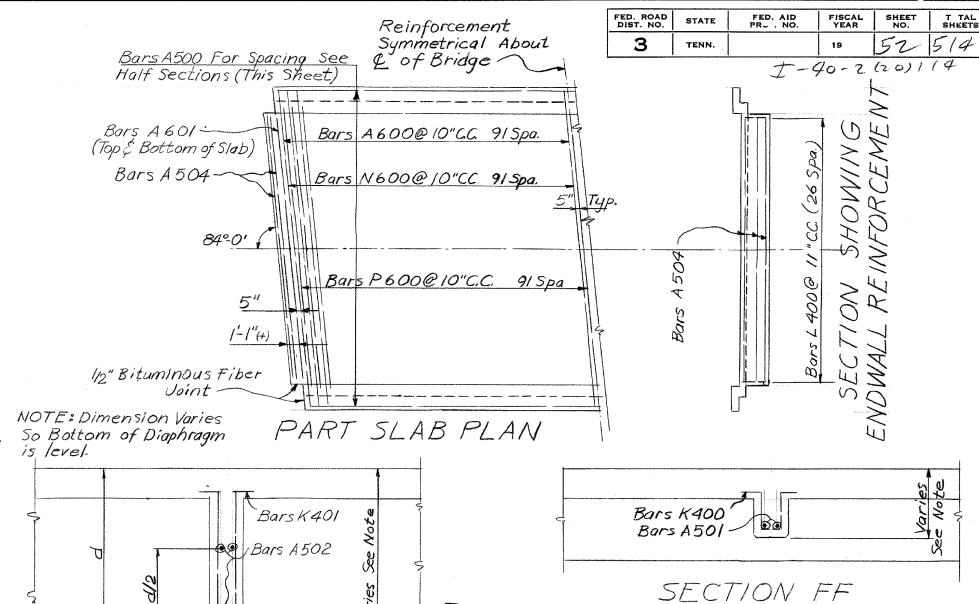
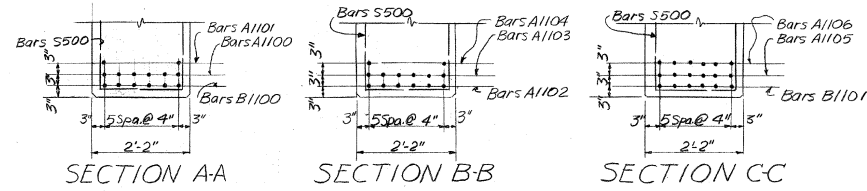
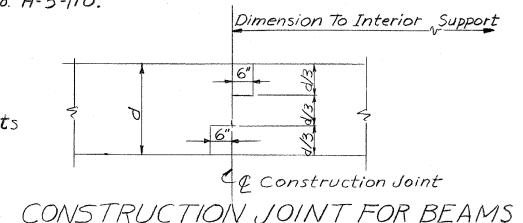
* Self Lubricating Plates.
** Contractor may Substitute Prestressed Concrete Piles for Precast Concrete Piles.
NOTE: COST OF NEOPRENE BEARING PADS TO BE INCLUDED IN UNIT PRICE BID FOR CLASS "A" CONCRETE.

DESIGNED BY: Bobby Holland DATE: June 1963
DRAWN BY: Kenneth Hilton DATE: June 1963
TRACED BY: DATE:
CHECKED BY: Bobby Holland DATE: July 1963

CORRECT: Fred Grose
APPROVED: [Signature]
STATE HIGHWAY ENGINEER



NOTE: When Pouring Curbs, Provisions Shall Be Made For Setting Steel For Concrete Handrails. See Also Details On Dwg No. H-5-110.



ESTIMATED QUANTITIES
Concrete Class "A" 163.6 Cu Yds.
Reinforced Steel 67,331 Lbs

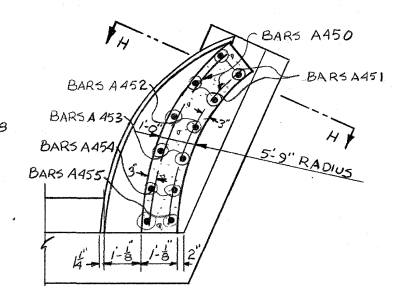
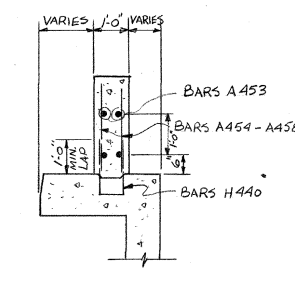
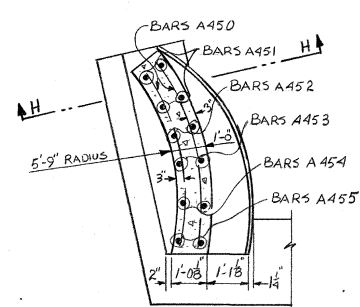
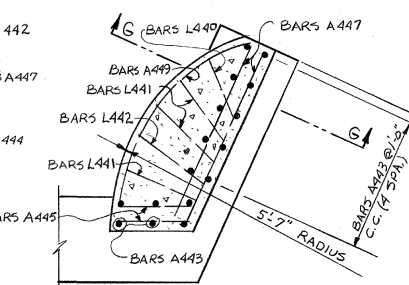
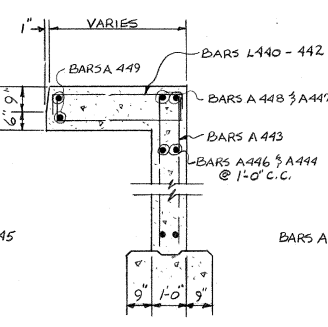
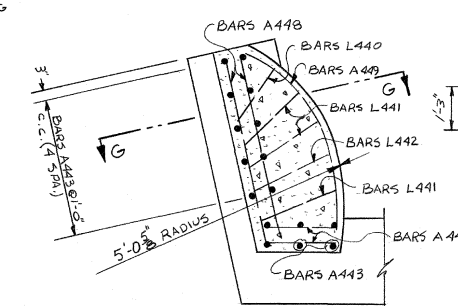
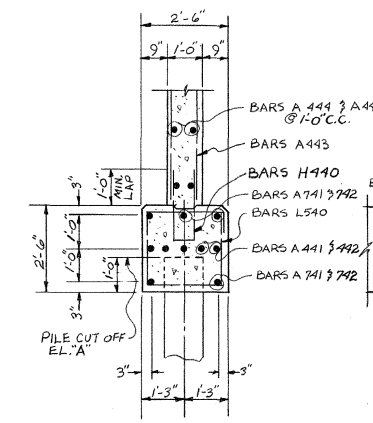
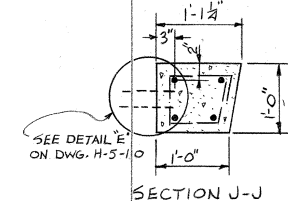
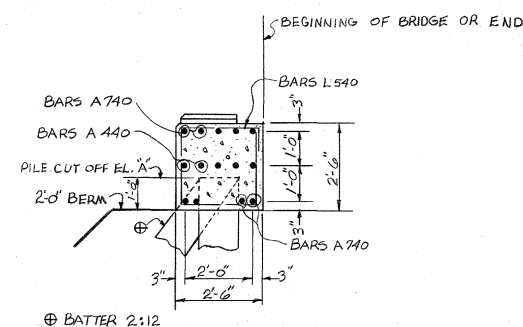
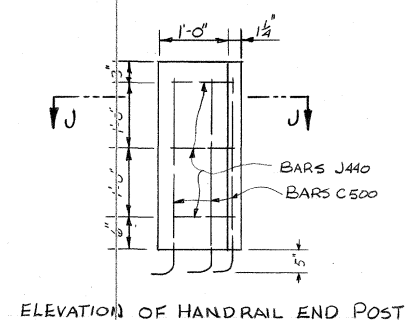
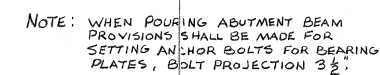
NOTE: This Curve Shows the dead load camber only and should be increased by the amount of anticipated take-up in the falsework.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE
SUPERSTRUCTURE DETAILS
RIGHT LANE
COUNTY ROAD OVER INTERSTATE 40
STATION 156+0000
HENDERSON- CARROLL COUNTIES
1963

DESIGNED BY: Bobby Holland DATE: June 1963
DRAWN BY: Kenneth Litten DATE: June 1963
TRACED BY: DATE: CHECKED BY: BOBBY H. HOLLAND DATE: JUNE 1963

PLAN-MAIN REINFORCING STEEL - TOP OF SLAB
Typical for Both Beams

CORRECT: Fred Grove
APPROVED: M. D. Dwyer
STATE HIGHWAY ENGINEER



STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE
ABUTMENT DETAILS
COUNTY ROAD OVER INTERSTATE 40
RIGHT LANE
STATION 156+00
HENDERSON CARROLL COUNTIES
1963

DESIGNED BY B. HOLLAND DATE 6-10-63
DRAWN BY W. MCINTURE DATE 6-21-63
TRACED BY _____ DATE _____
CHECKED BY B. HOLLAND DATE 6-28-63

ITEM	ELEVATIONS								
	A	B	C	D	E	F	G	H	J
ABUTMENT NO.1	608.80	610.77	610.54	612.78	613.56	612.88	613.67	613.34	613.44
ABUTMENT NO.2	614.02	615.73	615.63	618.18	618.89	618.10	618.82	619.06	619.98

CORRECT Fred Greve
CARIDGE ENGINEER

APPROV E. K. D. only
MECHANICAL ENGINEER

K-30-117

BILL OF STEEL

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	55	514

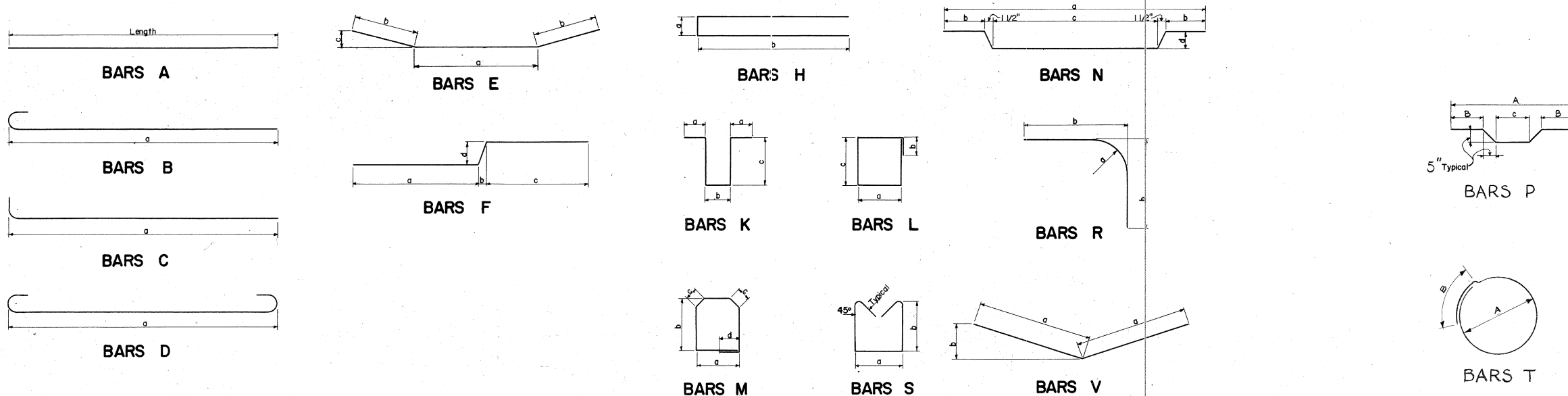
I-40-2(20)114

SUPERSTRUCTURE									SUPERSTRUCTURE (CONT.)									ABUTMENTS No. 1 & 2									BENTS No. 1 & 2									
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH	
				a	b	c	d						a	b	c	d						a	b	c	d					a	b	c	d			
A500	SLAB & CURBS	5	195					32'-7"	S515	BEAM	5	8	1'-10"	2'-3"			7'-2"	A440	ABUT. BEAM	4	10					28'-9"	A1150	COLUMNS BENT 1	11	16					19'-9"	
A501	INT. DIAPH.	5	6					16'-8"	S516	"	5	8	"	2'-4"			7'-4"	A441	"	4	10					6'-10"	A1151	COLUMNS BENT 2	11	16					22'-3"	
A502	DIAPH. @ BENTS	5	8					16'-9"	S517	"	5	8	"	2'-5"			7'-6"	A442	ABUT. BEAM	4	10					6'-8"	A1152	TOP OF COLUMNS	11	12					4'-0"	
A503	BEAMS	5	8					22'-0"	S518	"	5	8	"	2'-5"			7'-6"	A443	WING WALL & CURB	4	64					3'-1"	C1150	COLUMN & FOOTING	11	32	4'-10"				5'-7"	
A504	END WALL	5	12					23'-7"	S519	"	5	8	"	2'-6"			7'-8"	A444	WING WALL	4	16					6'-6"	D650	FOOTING	6	80	6'-9"				8'-1"	
A600	SLAB	6	184					25'-6"	S520	"	5	8	"	2'-7"			7'-10"	A445	"	4	32					2'-0"	T450	COLUMNS	4	90	1'-10"	1'-0"			6'-9"	
A601	SLAB	6	4					23'-6"	S521	"	5	8	"	2'-8"			8'-0"	A446	WING WALL	4	16					6'-8"										
A800	CURB	8	8					15'-0"	S522	"	5	8	"	2'-9"			8'-2"	A447	CURBS	4	4					5'-4"										
A1100	BEAM	11	12					30'-6"	S523	"	5	8	"	2'-10"			8'-4"	A448	"	4	4					5'-6"										
A1101	"	11	4					15'-0"	S524	"	5	8	"	2'-11"			8'-6"	A449	CURBS	4	8					6'-9"										
A1102	"	11	12					40'-0"	S525	"	5	8	"	3'-1"			8'-10"	A450	WING POST	4	16					5'-2"										
A1103	"	11	12					32'-0"	S526	"	5	8	"	3'-2"			9'-0"	A451	"	4	8					1'-6"										
A1104	"	11	4					16'-6"	S527	"	5	8	"	3'-4"			9'-4"	A452	"	4	8					1'-9"										
A1105	"	11	12					34'-0"	S528	"	5	8	"	3'-6"			9'-8"	A453	"	4	8					2'-0"										
A1106	BEAM	11	12					21'-0"	S529	"	5	8	"	3'-8"			10'-0"	A454	"	4	8					2'-3"										
A1107	SLAB	11	8					26'-3"	S530	BEAM	5	4	1'-10"	3'-10"			10'-4"	A455	WING POST	4	16					2'-6"										
A1108	"	11	24					42'-6"										A740	ABUT. BEAM	7	18					28'-9"										
A1109	"	11	8					35'-6"										A741	"	7	10					6'-10"										
A1110	"	11	8					24'-0"										A742	ABUT. BEAM	7	10					6'-8"										
A1111	"	11	8					26'-0"										H440	ABUT. BEAM, WING WALL, CURB & WING POST	4	56	6"	2'-0"			4'-6"										
A1112	"	11	8					38'-0"										L440	CURB	4	4	1'-9"	6"	11"		5'-10"										
A1113	"	11	10					27'-0"										L441	"	4	12	2'-3"	6"	11"		6'-10"										
A1114	SLAB	11	8					29'-0"										L442	CURB	4	4	2'-6"	6"	11"		7'-4"										
B1100	BEAM	11	12	33'-6"				35'-1"										L540	ABUT. BEAM	5	60	2'-2"	1'-0"	2'-2"		9'-8"										
B1101	BEAM	11	12	37'-0"				38'-7"																												
K400	INT. DIAPH.	4	42	6"	5"	9"		2'-11"																												
K401	DIAPH. @ BENTS	4	28	6"	5"	2'-11"		7'-3"																												
L400	END WALL	4	54	5"	6"	2'-1"		5'-6"																												
N600	SLAB	6	184	28'-2"	1'-9"	24'-5"	1'-2"	30'-3"																												
P600	SLAB	6	183	25'-7"	8'-11"	6'-10"		26'-0"																												
V1100	BEAM	11	24	14'-4"	3'-2"			28'-8"																												
S500	BEAM	5	206	1'-10"	1'-8"			6'-0"																												
S501	"	5	8	"	1'-9"			6'-2"																												
S502	"	5	8	"	1'-9"			6'-2"																												
S503	"	5	8	"	1'-9"			6'-2"																												
S504	"	5	8	"	1'-9"			6'-2"																												
S505	"	5	8	"	1'-10"			6'-4"																												
S506	"	5	8	"	1'-10"			6'-4"																												
S507	"	5	8	"	1'-10"			6'-4"																												
S508	"	5	8	"	1'-11"			6'-6"																												
S509	"	5	8	"	1'-11"			6'-6"																												
S510	"	5	8	"	2'-0"			6'-8"																												
S511	"	5	8	"	2'-0"			6'-8"																												
S512	"	5	8	"	2'-1"			6'-10"																												
S513	"	5	8	"	2'-2"			7'-0"																												
S514	BEAM	5	8	1'-10"	2'-2"			7'-0"																												

REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: Dimensions shown on this sheet are center to center of Bar.



DESIGNED BY: J. L. Goyl
 DRAWN BY: J. L. Goyl
 TRACED BY: J. L. Goyl
 CHECKED BY: Bobby H. Holland

DATE: 7-15-63
 DATE: 11-14-60
 DATE: 7-18-63

STATE OF TENNESSEE
 DEPARTMENT OF HIGHWAYS
 NASHVILLE
BILL OF STEEL
 RIGHT LANE
 COUNTY ROAD OVER INTERSTATE 40
 STATION 156+00.00
 HENDERSON-CARROLL COUNTIES
 1963

K-30-119