THIS DOCUMENT HAS BEGIN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2025.11.04 14:30:15 -06'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
505 DEADERICK STREET, SUITE 1200
NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

YEAR	PROJECT NO.	SHEET NO.
2025	93S001-M3-007	STRUCTURE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

PROJECT NO.	YEAR	SHEET NO.
93S001-M3-007	2026	B-1

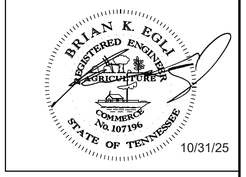
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

INDEX OF DRAWINGS

INDEX OF REFERENCE DRAWINGS

SEALED BY



10/31/25

PIN NO.: 134105.00

DESIGN BY: DATE:

DRAWN BY: KEVIN MARTINKO DATE: 10/9/25

SUPERVISED BY: BRIAN EGLI DATE: 10/9/25

CHECKED BY: DATE:

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
93-SSR1-7.03L OVER CALFKILLER RIVER /COUNTY HOUSE ROAD, 93-SSR1-7.03R OVER CALFKILLER RIVER /COUNTY HOUSE ROAD
BR. NOS. 93SR0010010 93SR0010009
WHITE COUNTY
2026

B-1

PROJECT NO.	YEAR	SHEET NO.
93S001-M3-007	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
93-SR1-7.03L OVER CALF KILLER /COUNTY HOUSE ROAD 93SR0010009	M-283-42 M-283-45 STD-1-3	CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)	11
93-SR1-7.03R OVER CALF KILLER /COUNTY HOUSE ROAD 93SR0010010	M-283-42 M-283-45 STD-1-3	CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)	15
TOTAL			26

SEALED BY

10/31/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES 93-SSR1-7.03L OVER CALFKILLER RIVER /COUNTY HOUSE ROAD, 93-SSR1-7.03R OVER CALFKILLER RIVER /COUNTY HOUSE ROAD BR. NOS. 93SR0010010 93SR0010009 WHITE COUNTY 2026

B-2

PIN NO.: 134105.00

DESIGN BY: _____ DATE: _____

DRAWN BY: KEVIN MARTINKO DATE: 10/9/25

SUPERVISED BY: BRIAN EGLI DATE: 10/9/25

CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.
93S001-M3-007	2026	B-3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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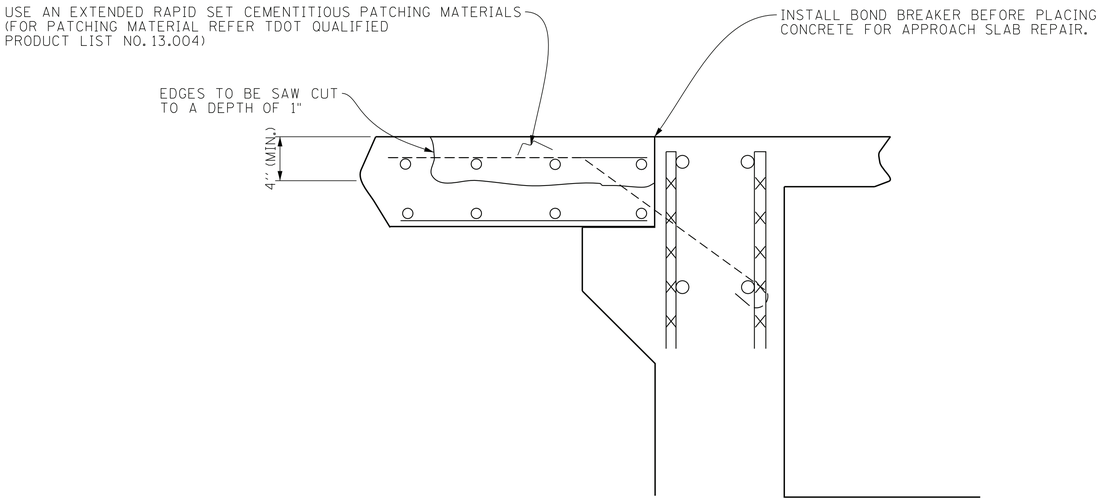
	- -		



CONCRETE APPROACH PAVEMENT REPAIR DETAILS (STRUCTUAL REPAIR)

NOTE: REMOVE CONCRETE TO A DEPTH OF ¾" MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".

NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR (S.Y.).

NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT.) THIS MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

POWER DRIVEN HAND TOOLS:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

(1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LB. CLASS SHALL NOT BE USED. TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.

(2) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL:

REPAIRS SHALL USE AN EXTENDED NON-MAGNESIUM PHOSPHATE PRODUCT FROM THE TDOT QUALIFIED PRODUCTS LIST:
13.004-RAPID SET CEMENTITIOUS PATCHING MATERIALS.
MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

MIX MUST MEET 3000 PSI BEFORE OPENING TO TRAFFIC.

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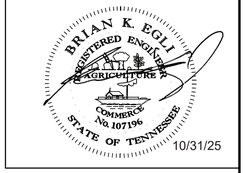

10/31/25

PIN NO.: 134105.00
DESIGN BY: DATE:
DRAWN BY: KEVIN MARTINKO DATE: 10/9/25
SUPERVISED BY: BRIAN EGLI DATE: 10/9/25
CHECKED BY: DATE:

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB REPAIR AND DETAIL NOTES 93-SSR1-7.03L OVER CALFKILLER RIVER /COUNTY HOUSE ROAD, 93-SSR1-7.03R OVER CALFKILLER RIVER /COUNTY HOUSE ROAD BR. NOS. 93SR0010010 93SR0010009 WHITE COUNTY 2026

PROJECT NO.	YEAR	SHEET NO.
93S001-M3-007	2026	B-4

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
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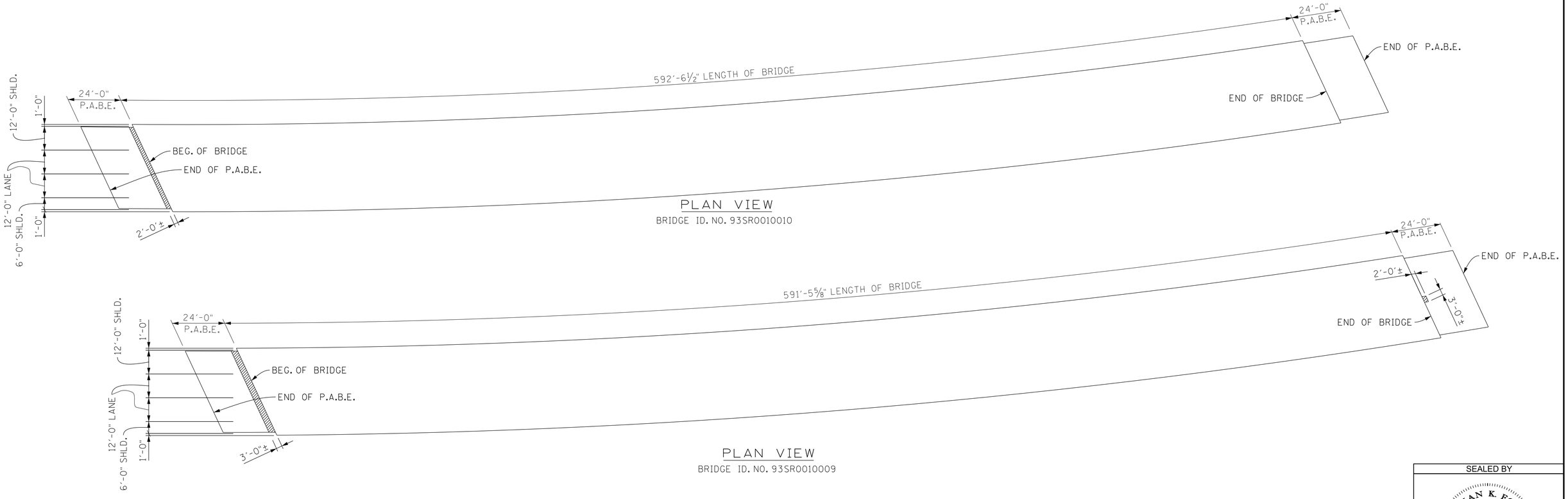
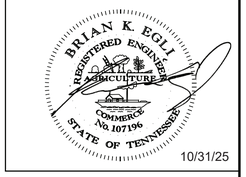


PLAN VIEW
BRIDGE ID. NO. 93SR0010010

PLAN VIEW
BRIDGE ID. NO. 93SR0010009

AREAS OF APPROACH PARTIAL REPAIR
SEE PAGE B-3 FOR REPAIR DETAIL

SEALED BY



10/31/25

PIN NO.: 134105.00
DESIGN BY: DATE:
DRAWN BY: KEVIN MARTINKO DATE: 10/9/25
SUPERVISED BY: BRIAN EGLI DATE: 10/9/25
CHECKED BY: DATE:

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
93-SSR1-7.03L OVER CALFKILLER RIVER /COUNTY HOUSE ROAD, 93-SSR1-7.03R OVER CALFKILLER RIVER /COUNTY HOUSE ROAD
BR. NOS. 93SR0010010 93SR0010009
WHITE COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
93S001-M3-007	2026	B-5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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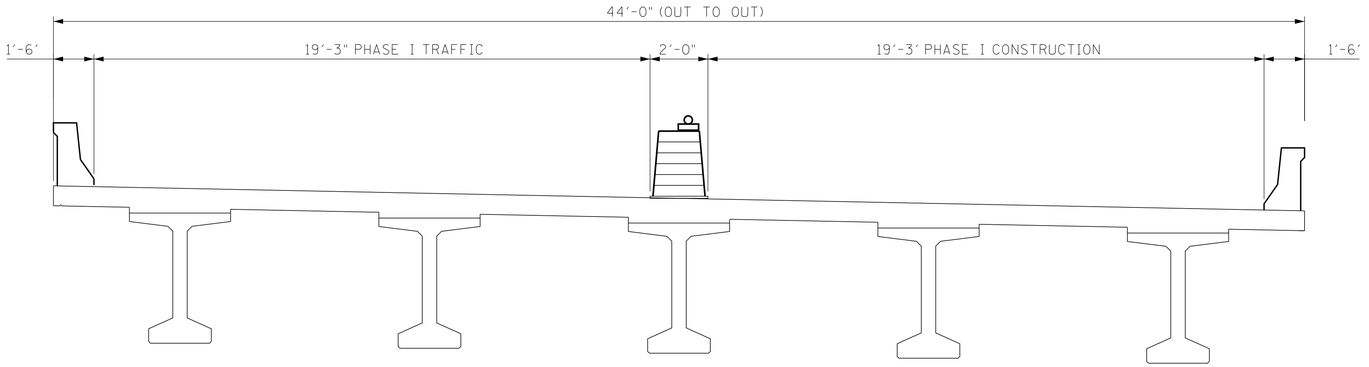
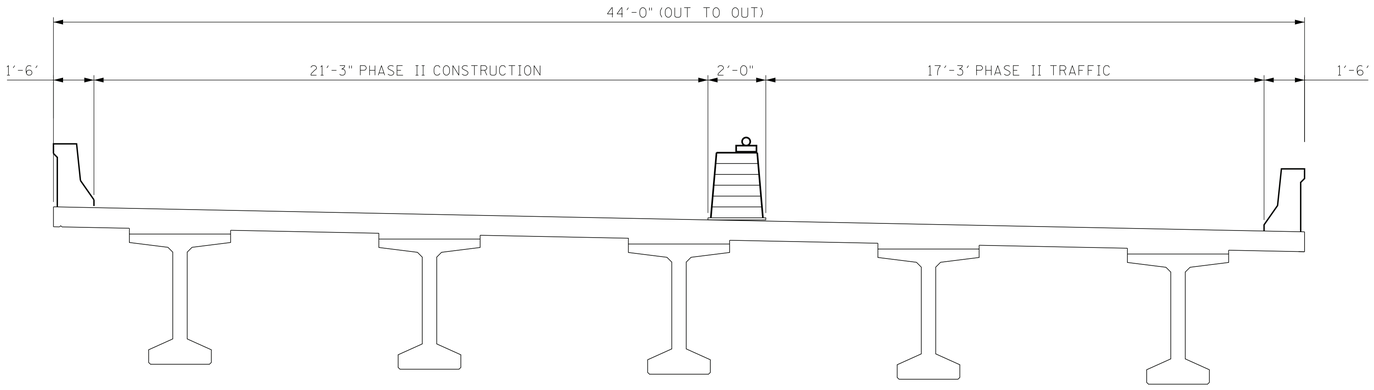


PHASE I CONSTRUCTION

LOOKING AHEAD ON SURVEY
BRIDGE ID. NO. 93SR0010009
BRIDGE ID. NO. 93SR0010010



PHASE II CONSTRUCTION

LOOKING AHEAD ON SURVEY
BRIDGE ID. NO. 93SR0010009
BRIDGE ID. NO. 93SR0010010

SEALED BY

BRIAN K. EGLI REGISTERED ENGINEER AGRICULTURE COMMERCE No. 107196 STATE OF TENNESSEE

10/31/25

PIN NO.: 134105.00

DESIGN BY: _____ DATE: _____

DRAWN BY: KEVIN MARTINKO DATE: 10/9/25

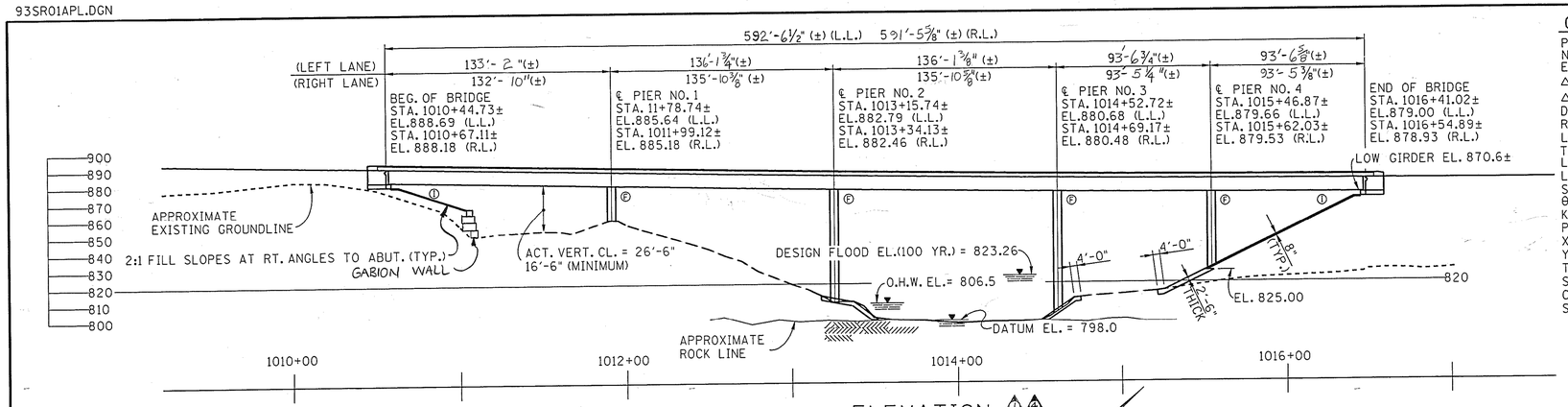
SUPERVISED BY: BRIAN EGLI DATE: 10/9/25

CHECKED BY: _____ DATE: _____

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION 93-SSR1-7.03L OVER CALFKILLER RIVER /COUNTY HOUSE ROAD, 93-SSR1-7.03R OVER CALFKILLER RIVER /COUNTY HOUSE ROAD BR. NOS. 93SR0010010 93SR0010009 WHITE COUNTY 2026

93SR01APL.DGN

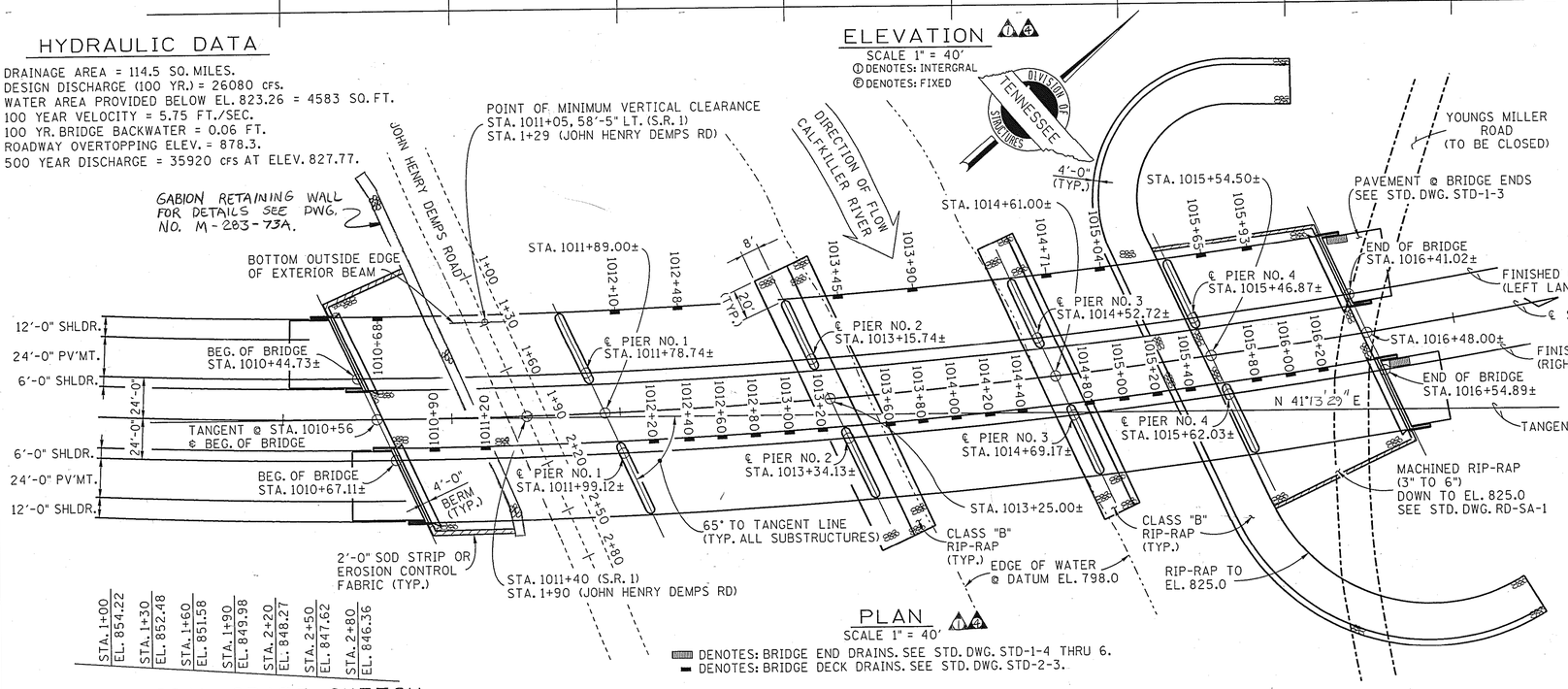


HYDRAULIC DATA

DRAINAGE AREA = 114.5 SQ. MILES.
DESIGN DISCHARGE (100 YR.) = 26080 CFS.
WATER AREA PROVIDED BELOW EL. 823.26 = 4583 SQ. FT.
100 YEAR VELOCITY = 5.75 FT./SEC.
100 YR. BRIDGE BACKWATER = 0.06 FT.
ROADWAY OVERTOPPING ELEV. = 878.3.
500 YEAR DISCHARGE = 35920 CFS AT ELEV. 827.77.

ELEVATION

SCALE 1" = 40'
① DENOTES: INTERGRAL
② DENOTES: FIXED

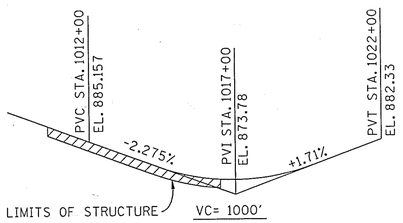


PLAN

SCALE 1" = 40'
▒▒ DENOTES: BRIDGE END DRAINS. SEE STD. DWG. STD-1-4 THRU 6.
▬ DENOTES: BRIDGE DECK DRAINS. SEE STD. DWG. STD-2-3.

GRAPHICAL GRADE SKETCH

(EXISTING PROFILE OF JOHN HENRY DEMPS ROAD)



GRADE SKETCH

(ELEVATIONS BASED ON FINISHED GRADE S.R. 1)

DESIGNED BY TERRY MACKIE DATE 07-93
DRAWN BY GEORGE KORNIKOSKI DATE 07-93
SUPERVISED BY PULLEY/HALL DATE 07-93
CHECKED BY DATE

CURVE DATA

P.I. = STA. 1011+44.86
N = 537,661.747
E = 2,155,988.764
Δ = 25°43'47"
Δc= 21°58'47"
Dc = 1°30'00"
Rc = 3,819.72'
Lc = 1,465.32'
Ts = 997.52'
Ls = 250'
L.T. = 166.68'
S.T. = 83.35'
θs = 1°52'30"
K = 125'
P = 0.68'
Xc = 249.97'
Yc = 2.73'
T.S.= 1001+47.34
S.C.= 1003+97.34
C.S.= 1018+62.65
S.T.= 1021+12.65

CURVE DATA

JOHN HENRY DEMPS ROAD
(NOT AVALIBLE AT THIS TIME)
(5-92)

CONST. NO. 93078-3209-14

PROJECT NO.	YEAR	SHEET NO.
NH-1(37)	1990	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	9-28-93	TDM	CHANGED SPAN LENGTHS, BEARING OF TANGENT & S.P. 100 DATE
2	11-4-93	TDM	LATEST REV. DATES
3	4-8-94	TDM	LATEST REV. DATES
4	6-3-94	TDM	ADDED GABION WALL

LIST OF DRAWINGS ② ③

	DWG. NO.	LAST REV. DATE
LAYOUT	M-283-42	6-3-94
GENERAL NOTES & ESTIMATED QUANTITIES	M-283-43	4-8-94
FOUNDATION DATA	M-283-44	
FOUNDATION DATA	M-283-44A	
SUPERSTRUCTURE (L.L. & R.L.)	M-283-45	11-4-93
FRAMING PLAN (L.L.)	M-283-46	
FRAMING PLAN (R.L.)	M-283-47	
STAKE-OUT PLAN (L.L.& R.L.)	M-283-48	
BRIDGE SCREED (L.L.)	M-283-49	
BRIDGE SCREED (R.L.)	M-283-50	
INTERMEDIATE DIAPHRAGM DETAILS	M-283-51	
PRESTRESSED BEAM DETAILS (SPAN NO. 1)	M-283-52	8-30-93
PRESTRESSED BEAM DETAILS (SPAN NO. 2)	M-283-53	8-30-93
PRESTRESSED BEAM DETAILS (SPAN NO. 3)	M-283-54	8-30-93
PRESTRESSED BEAM DETAILS (SPAN NO. 4)	M-283-55	8-30-93
PRESTRESSED BEAM DETAILS (SPAN NO. 5)	M-283-56	8-30-93
ABUTMENT NO. 1 (L.L.)	M-283-57	11-4-93
ABUTMENT NO. 2 (L.L.)	M-283-58	11-4-93
ABUTMENT NO. 1 (R.L.)	M-283-59	11-4-93
ABUTMENT NO. 2 (R.L.)	M-283-60	11-4-93
ABUTMENT NO. 1 & 2 DETAILS (L.L. & R.L.)	M-283-61	
PIER NO. 1 (L.L.)	M-283-62	9-28-93
PIER NO. 2 & 3 (L.L.)	M-283-63	9-28-93
PIER NO. 4 (L.L.)	M-283-64	4-8-94
PIER NO. 1 (R.L.)	M-283-65	9-28-93
PIER NO. 2 & 3 (R.L.)	M-283-66	9-28-93
PIER NO. 4 (R.L.)	M-283-67	9-28-93
FINAL FOUNDATION DATA (L.L.)	M-283-68	
FINAL FOUNDATION DATA (R.L.)	M-283-69	
BILL OF STEEL (L.L.)	M-283-70	11-4-93
BILL OF STEEL (L.L.)	M-283-71	
BILL OF STEEL (R.L.)	M-283-72	11-4-93
BILL OF STEEL (R.L.)	M-283-73	
GABION WALL	M-283-73A	6-3-94

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET	STD-1-1	3-30-92
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-3	12-16-91
BRIDGE END DRAIN DETAILS	STD-1-4	12-16-91
BRIDGE END DRAIN DETAILS	STD-1-5	12-16-91
BRIDGE END DRAIN DETAILS	STD-1-6	12-16-91
STANDARD BRIDGE DECK DRAINS	STD-2-3	3-30-92
STANDARD PILE DETAILS	STD-5-1	10-26-92
STANDARD PILE DETAILS	STD-5-2	10-26-92
STANDARD SEISMIC DETAILS	STD-6-1	2-15-93
STANDARD SEISMIC DETAILS	STD-6-2	10-26-92
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	9-1-91
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92

LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST ① REV. DATE
REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION MARCH 1, 1981	100	8-2-93
APPROVAL OF SHOP DRAWINGS	105A	4-5-93
CONCRETE STRUCTURES	604	2-15-93
CONTRACTOR - MIX DESIGN & TESTING STRUCTURAL CONCRETE	604CX	6-21-93
RIDEABILITY OF BRIDGE DECKS & ROADWAY APPROACHES	604R	3-30-92
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-16-91
MACHINED RIP-RAP	709	4-5-93
SECTION 903 - AGGREGATE QUALITY ASSURANCE	903QA	12-16-91
EPOXY COATED REINFORCING STEEL	907A	2-15-93

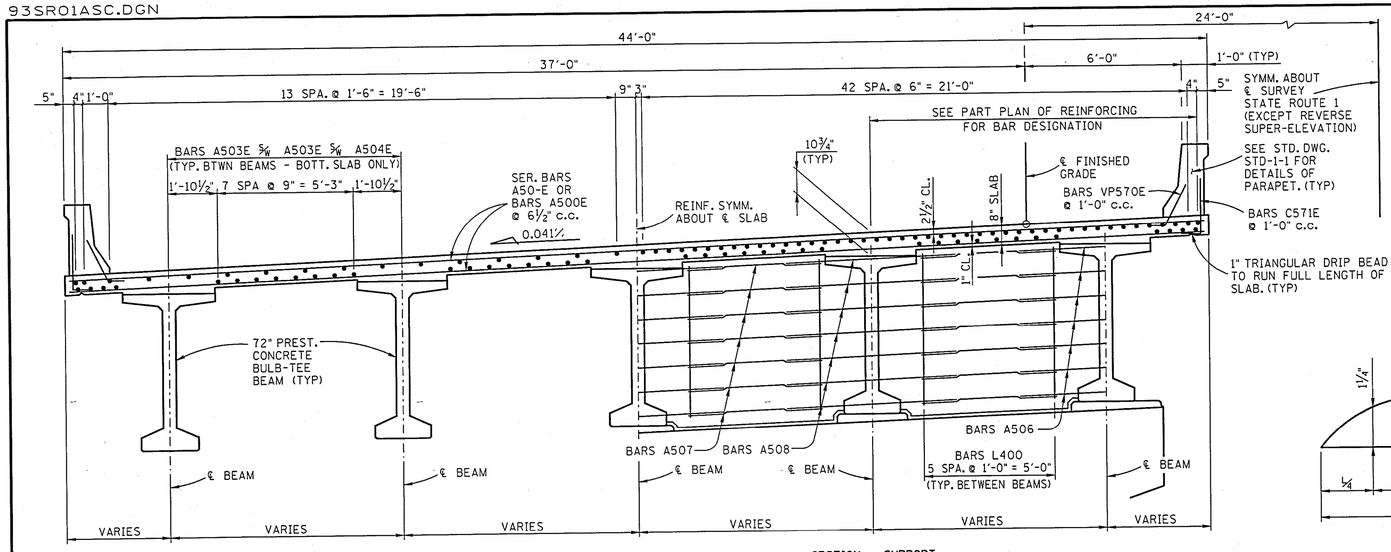
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE
BRIDGE NO. 1
STATE ROUTE 1
OVER
JOHN HENRY DEMPS ROAD & CALFKILLER RIVER
STATION 1013+52.00
WHITE COUNTY
1993

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-283-42

93SR01ASC.DGN



TYPICAL CROSS-SECTION

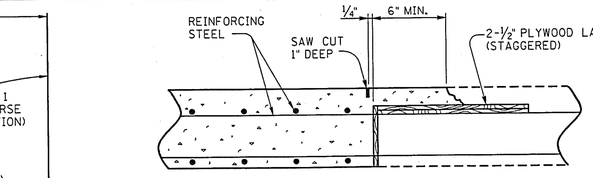
(LOOKING FORWARD ON SURVEY)

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: OUTSIDE EDGE OF SLAB AND BRIDGERAIL TO CONFORM TO HORIZONTAL CURVE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STANDARD DWG. STD-1-1.

NOTE: ALL GIRDERS SHALL BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.



SLAB CONSTRUCTION JOINT DETAIL

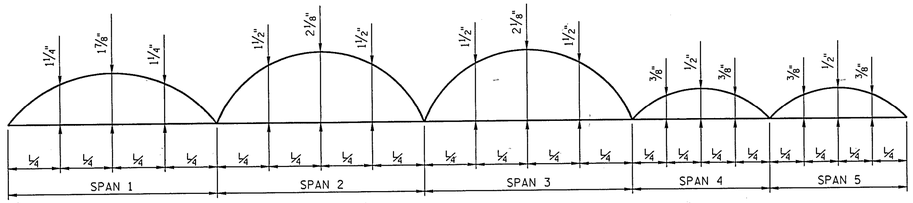
NOTE: THE SLAB SHALL NOT BE POURED UNTIL THE INTERMEDIATE DIAPHRAGMS AND TEMPORARY BRACING IS IN PLACE. ALL POURS ARE TO BE MADE IN NUMERICAL SEQUENCE. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF THE SLAB TO PREVENT THE EXTERIOR BEAMS FROM TWISTING. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

CONST. NO. 93078-3209-04

PROJECT NO.	YEAR	SHEET NO.
NH-1 (37)	1993	

REVISIONS

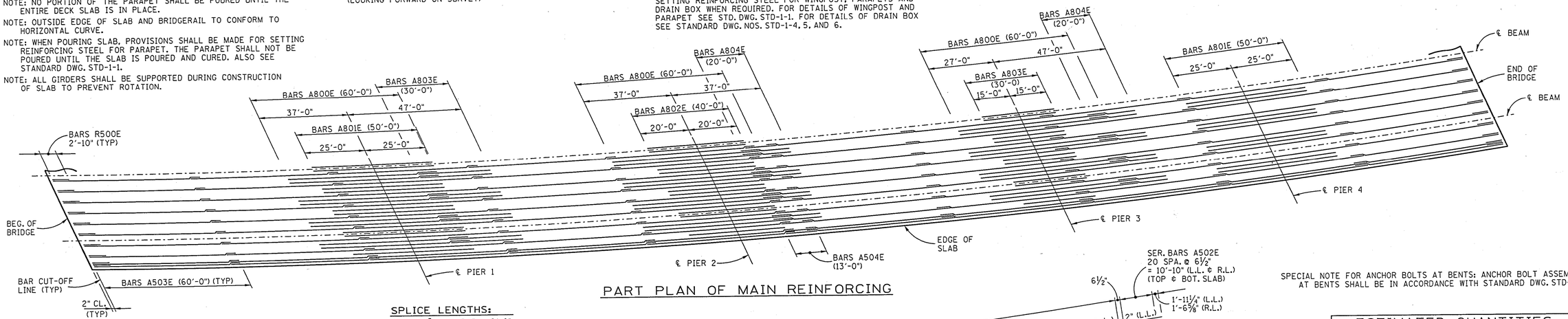
NO.	DATE	BY	BRIEF DESCRIPTION
1	11-4-93	TDM	REVISED QUANTITIES



DEAD LOAD CORRECTION CURVE

DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST, PARAPETS AND DRAIN BOX WHEN REQUIRED. FOR DETAILS OF WINGPOST AND PARAPET SEE STD. DWG. STD-1-1. FOR DETAILS OF DRAIN BOX SEE STANDARD DWG. NOS. STD-1-4, 5, AND 6.

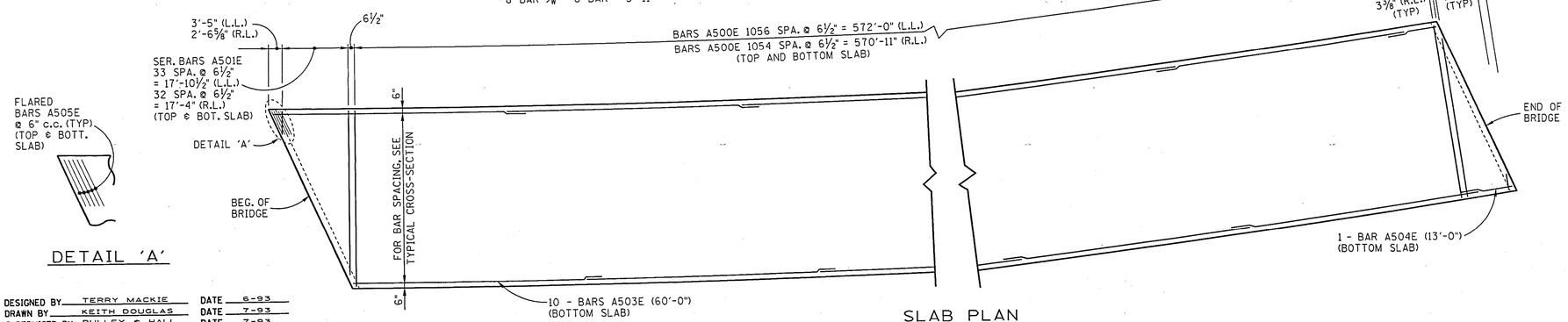


PART PLAN OF MAIN REINFORCING

SPLICE LENGTHS:

#5 BAR 5/8 #5 BAR = 2'-0"

#8 BAR 5/8 #8 BAR = 5'-11"



DETAIL 'A'

SLAB PLAN

SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DWG. STD-6-1.

ESTIMATED QUANTITIES

	CLASS 'L' CONCRETE (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING (BRIDGES) LB.	CLASS 'A' CONCRETE (BRIDGES) C.Y. (1)	STEEL BAR REINFORCING (BRIDGES) LB. (1)
LEFT LANE	790	187,432	60	7,634
RIGHT LANE	788	187,110	60	7,632

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO.1 SUPERSTRUCTURE (LEFT ℄ RIGHT LANES) STATE ROUTE 1 OVER JOHN HENRY DEMPS ROAD AND CALFKILLER RIVER STATION 1013+52.00 WHITE COUNTY 1993

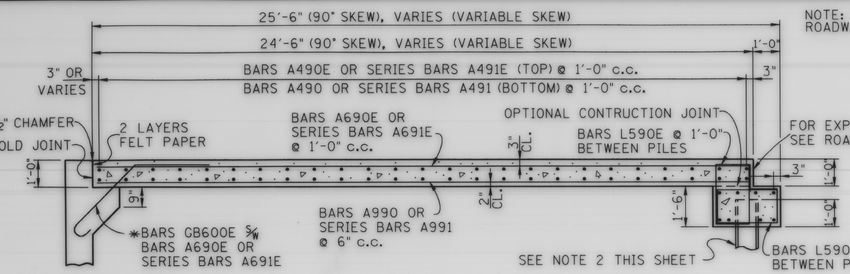
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-283-45

DESIGNED BY TERRY MACKIE DATE 6-93
DRAWN BY KEITH DOUGLAS DATE 7-93
SUPERVISED BY PULLEY & HALL DATE 7-93
CHECKED BY TERRY MACKIE DATE 7-93

PLOTTED:

STD13.DGN

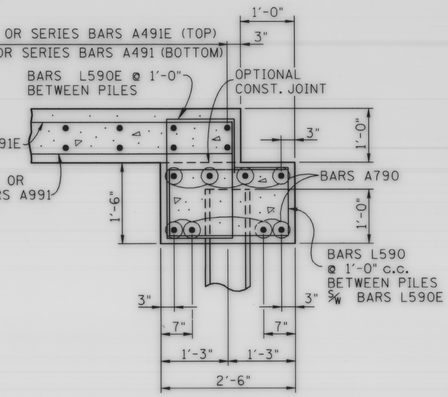


NOTE: TOP OF SLAB TO CONFORM TO ROADWAY SLOPE AND GRADE.

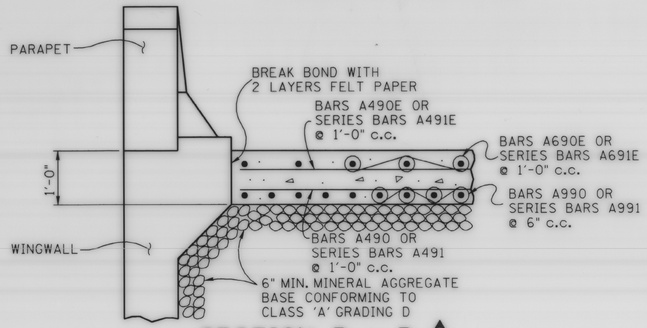
FOR EXPANSION JOINT DETAILS SEE ROADWAY PLANS

*DENOTES BARS GB600E TO BE INCLUDED IN BILL OF STEEL FOR ABUTMENT ENDWALL.

② SECTION A - A

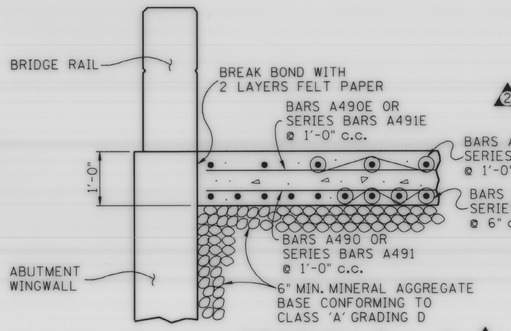


② SECTION D - D



SECTION B - B ①

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



SECTION C - C ①

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.

▲ DENOTES: THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

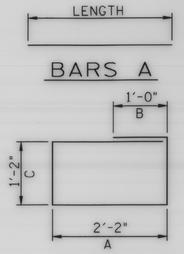
BILL OF STEEL

BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A490E	SLAB, 90° SKEW, VARIABLE SKEW	4	25					▲
SERIES A491E	SLAB, VARIABLE SKEW	4	1	LENGTH VARIES FROM		TO		IN INC.
				OF		(	BARS)	
A492E	SLAB, VARIABLE SKEW	4	▲					7'-0"
A690E	SLAB, 90° SKEW	6	▲					24'-2"
SERIES A691E	SLAB, VARIABLE SKEW	6	1	LENGTH VARIES FROM		TO		IN INC.
				OF		(	BARS)	
L590E	SLAB/FOOTING 90° & VARIABLE SKEW	5	▲	2'-2"	1'-0"	1'-2"		7'-8"
A490	SLAB, 90° SKEW, VARIABLE SKEW	4	25					▲
SERIES A491	SLAB, VARIABLE SKEW	4	1	LENGTH VARIES FROM		TO		IN INC.
				OF		(	BARS)	
A492	SLAB, VARIABLE SKEW	4	▲					7'-0"
A990	SLAB, 90° SKEW	9	▲					24'-2"
SERIES A991	SLAB, VARIABLE SKEW	9	1	LENGTH VARIES FROM		TO		IN INC.
				OF		(	BARS)	
A790	FOOTING 90° & VARIABLE SKEW	7	8					▲
L590	FOOTING 90° & VARIABLE SKEW	5	▲	2'-2"	1'-0"	1'-2"		7'-8"

PROJECT NO.	YEAR	SHEET NO.
	1990	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	8-22-90	CMH	BAR DESIGNATAION, REMOVED STATION, ADDED PERPENDICULAR TO LOCAL TANGENT
2	6-24-91	CMH	CHANGED BATTERED PILES TO VERTICAL AND ADDED SAW CUT.
3	9-1-91	M.A.H.	CHANGED DWG. NO. FROM M-233-2



NOTES

1. QUANTITIES FOR CLASS "A" CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL, PILES, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DWG. NO. STD-1-6.
2. PILES TO BE HP10×42 OR CONCRETE PILES AS SHOWN IN OTHER BRIDGE ITEMS. PILES SHALL HAVE A MAXIMUM LENGTH OF 10'-0" REGARDLESS OF BEARING AND SHALL BE SPACED AT 9'-0" MAXIMUM. PILES TO BE OMITTED IF SECTION 'D'-'D' IS (1) SUPPORTED ON ROCK, (2) SUPPORTED ON ROCK FILL OR (3) THE ABUTMENT IS INTEGRAL WITH THE SUPERSTRUCTURE.
3. COST OF MINERAL AGGREGATE BASE QUANTITY TO BE PAID AS ITEM 303-01.02 MINERAL AGGREGATE CLASS A, GRADING D.
4. IN LIEU OF THE CLASS A GRADING D MATERIAL SHOWN, CLASS B GRADING C OR D MAY BE USED.

GENERAL NOTES

CONCRETE: TO BE CLASS "A" (f'c = 3,000 psi)

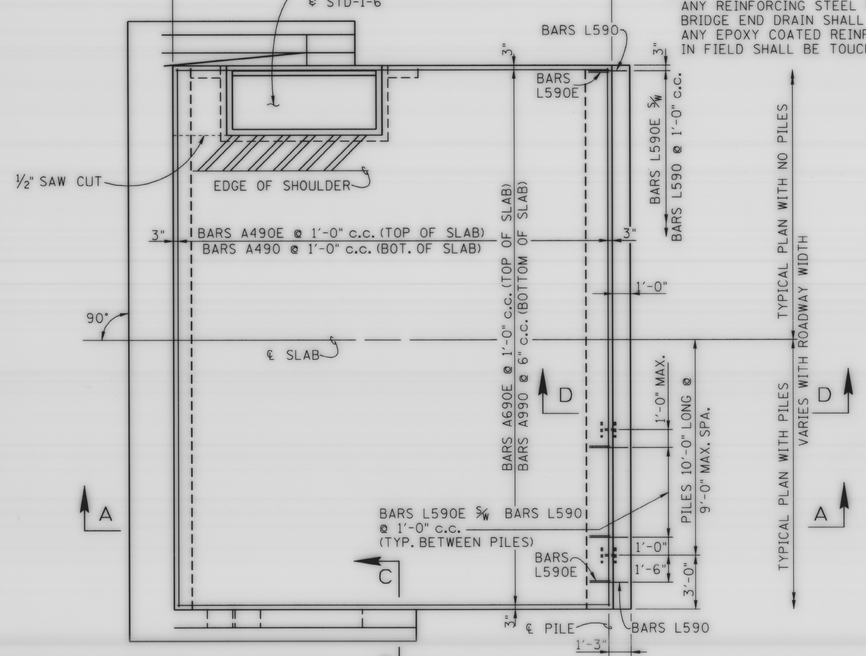
REINFORCING STEEL: TO BE ASTM A615 GRADE 60. SPACING DIMENSIONS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED. THE SUFFIX "E" FOR BARS SO MARKED, DENOTES EPOXY COATED REINFORCEMENT. SEE SPECIAL PROVISION 907A.

SPECIFICATIONS: STANDARD SPECIFICATIONS OF TENNESSEE DEPARTMENT OF TRANSPORTATION. (CURRENT EDITION)

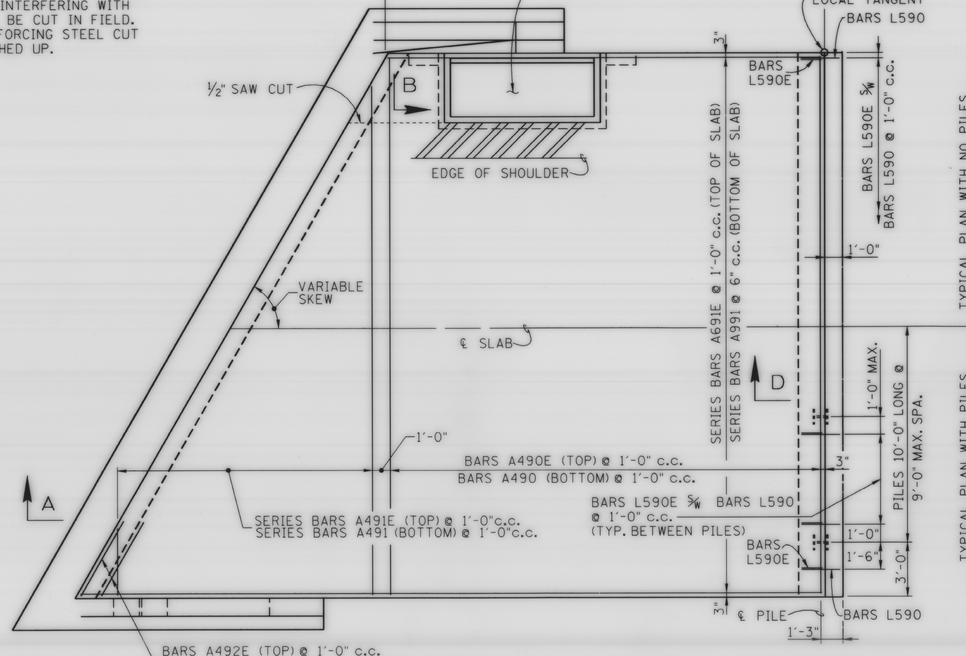
NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.

NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), SO AS TO MATCH THE INPLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD. ANY EPOXY COATED REINFORCING STEEL CUT IN FIELD SHALL BE TOUCHED UP.



② PLAN (90° SKEW)



①② PLAN (VARIABLE SKEW)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1990

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY C.M. HILES DATE
DRAWN BY DATE 7-89
SUPERVISED BY DATE
CHECKED BY DATE

SHEET 2 OF 6
③ STD-1-3