

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**DEMcCaffrey**

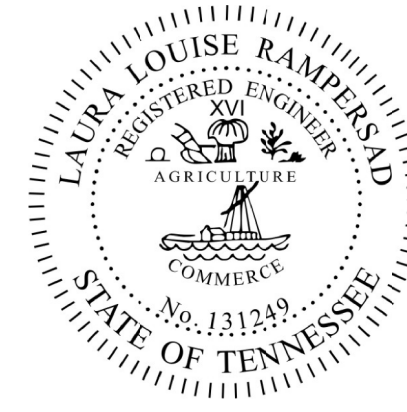
Digitally signed by DEMcCaffrey  
DN: E=DEMcCaffrey@modjeski.com, CN=DEMcCaffrey,  
OU=Engineers, OU=Mechanicsburg, OU=Modjeski Users,  
OU=MODJESKI AND MASTERS, DC=mm, DC=mi  
Date: 2026.04.16 16:59:34-0400'

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

MODJESKI & MASTERS, INC.  
100 STERLING PKWY, SUITE 302  
MECHANICSBURG, PA  
DANIEL MCCAFFREY, P.E. NO. 128207

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET.....	SIG-1
TITLE SHEET.....	1
PROJECT COMMITMENTS.....	1A
ESTIMATED BRIDGE QUANTITIES AND NOTES.....	2 (BR-132-917)
ENVIRONMENTAL NOTES.....	2C
LAYOUT OF BRIDGE TO BE REPAIRED.....	BR-132-918
DECK REPAIR DETAILS.....	BR-132-919
EPOXY OVERLAY DETAILS.....	BR-132-920
PAVEMENT AT BRIDGE ENDS REPAIR.....	BR-132-921
CONCRETE BEAM CLOSURE REPAIR DETAILS.....	BR-132-922
CONCRETE BEAM/DIAPHRAGM REPAIR DETAILS.....	BR-132-923
MISCELLANEOUS REPAIR DETAILS.....	BR-132-924



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**LLRampersad**

Digitally signed by LLRampersad  
DN: E=LLRampersad@modjeski.com, CN=LLRampersad,  
OU=Grand Rapids, OU=Modjeski Users, OU=MODJESKI AND  
MASTERS, DC=mm, DC=mi  
Date: 2026.04.16 17:36:40-0400'

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MODJESKI & MASTERS, INC.  
5510 CASCADE ROAD SE, SUITE 200  
GRAND RAPIDS, MI 49546  
LAURA LOUISE RAMPERSAD, P.E. NO. 131249

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

SHEET NAME	SHEET NO.
ESTIMATED ROADWAY QUANTITIES.....	2A
GENERAL AND SPECIAL NOTES.....	2B
PRESENT LAYOUT.....	3
PROPOSED LAYOUT.....	3A
TRAFFIC CONTROL PLANS AND NOTES.....	T1-T7

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	SIG-1

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET

# Index Of Sheets

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GENERAL AND SPECIAL NOTES.....	2B
ENVIRONMENTAL NOTES.....	2C
PRESENT LAYOUT.....	3
PROPOSED LAYOUT.....	3A
TRAFFIC CONTROL PLAN AND NOTES.....	T1-T7

## Standard Drawings

DRAWING NO.	CURRENT REVISION DATE	DESCRIPTION
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### ROADWAY DESIGN STANDARDS

RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

### TRAFFIC CONTROL APPURTENANCES

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-5	01-24-25	MARKING DETAIL FOR EXPRESSWAY & FREEWAYS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-56	03-26-25	TRANSVERSE RUMBLE STRIP USE WITHIN WORK ZONES
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

### SAFETY APPURTENANCES

S-CC-1	10-01-24	CRASH CUSHION
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### EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-37	06-10-14	SEDIMENT TUBE

### 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 JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT DESIGN MANAGER : S. M. MONTGOMERY

DESIGNED BY : MODJESKI & MASTERS, INC.

DESIGNER : D.E. MCCAFFREY

CHECKED BY F.A. ARTMONT

PE NO. 36S114-M3-002

PIN NO. 101896.03

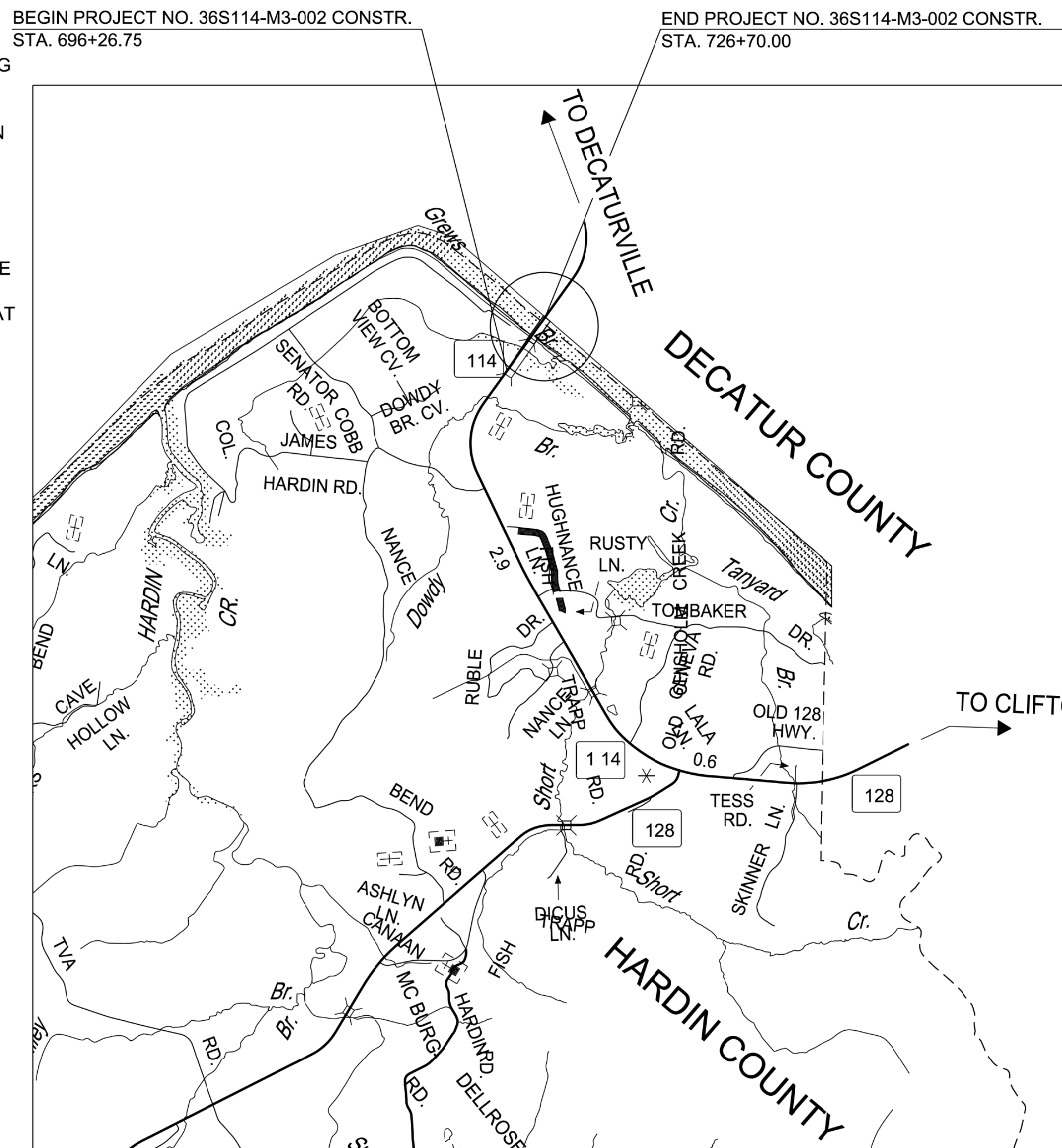
# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

## HARDIN COUNTY

BRIDGE OVER TENNESSEE RIVER, LM 3.22

### PS&E (BRIDGE REPAIR)

STATE HIGHWAY NO. 114 US HIGHWAY NO. 641

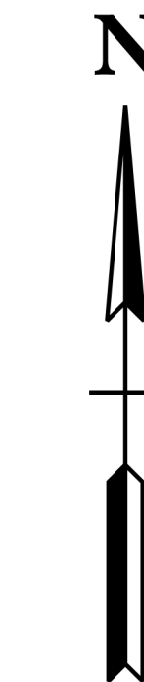


BEGIN PROJECT NO. 36S114-M3-002 CONSTR.  
STA. 696+26.75

END PROJECT NO. 36S114-M3-002 CONSTR.  
STA. 726+70.00

SCALE: NTS

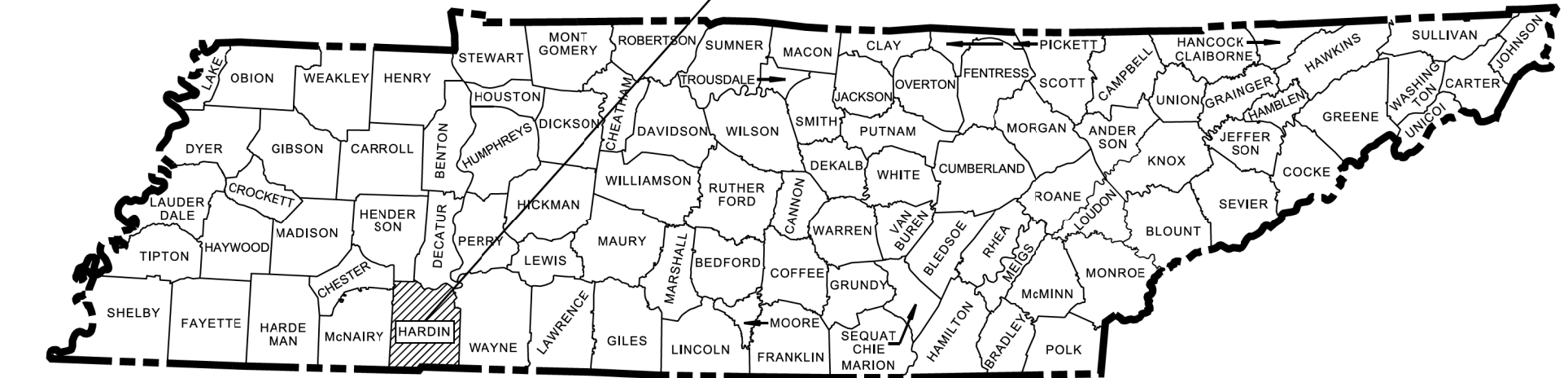
ROADWAY LENGTH	0.028 MILES
BRIDGE LENGTH	0.548 MILES
PROJECT LENGTH	0.576 MILES



DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		36S114-M3-002

HARDIN COUNTY  
BRIDGE ID NO. 36SR1140001



### LIST OF BRIDGE DRAWINGS

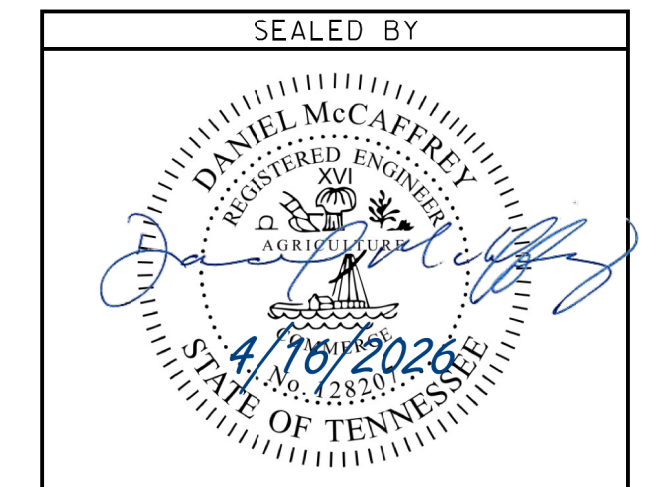
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MISCELLANEOUS REPAIR DETAILS.....	BR-132-924

### \*LIST OF BRIDGE REFERENCE DRAWINGS

(\* TO BE PRINTED WITH PLANS)  
M-285-25, M-285-27, M-285-34, M-285-35, M-285-36, M-285-37,  
M-285-47, M-285-67, M-285-68, M-285-69, M-285-70

DRAWING NO.	CURRENT REVISION DATE	DESCRIPTION
STD-4-1	4/8/2005	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	4/8/2005	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	3/2/2002	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	6/10/1996	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS

NO EXCLUSIONS



APPROVED: *Shane Hester*  
DATE: SHANE HESTER, CHIEF ENGINEER

APPROVED: *Will Reid*  
WILL REID, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

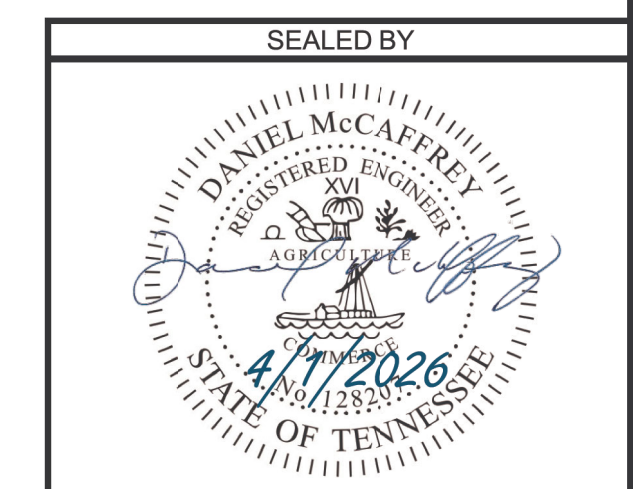
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	1A

## PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA./LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS CONDUCTED ON BRIDGE NO. 36SR1140001, SR-114 OVER TN RIVER, LM 3.22 (36-SR114-03.22). NO ACM WAS DETECTED. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08 D AND 202.03).	SR114 BRIDGE OVER TENNESSEE RIVER
EDEC001	ENVIRONMENTAL DIVISION, ECOLOGY	CLIFF SWALLOW AND BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) WILL NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS MAY BE REMOVED OR DESTROYED, AND MEASURES MAY BE IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (E.G., CLOSING OFF AREA USING NETTING).	SR114 BRIDGE OVER TENNESSEE RIVER



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**PROJECT  
COMMITMENTS**

**GENERAL NOTES:**

**SPECIFICATIONS & LOADING:**

CONSTRUCTION SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (APRIL 1, 2026 EDITION), AND THE 4TH EDITION (2017) AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS WITH INTERIMS.

DESIGN SPECIFICATIONS: 9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

**CONCRETE REINFORCING & FORMING:**

CONCRETE: TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.

BRIDGE DECKS: CLASS D CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.

HIGH EARLY STRENGTH CONCRETE: THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS X. THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH ±2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE 3 ± 1 INCHES. IF USING A TYPE A, F, OR G WATER REDUCER, THE SLUMP SHALL BE MAXIMUM OF 8 INCHES. NO FLY ASH REPLACEMENT WILL BE PERMITTED. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.

CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

**MISCELLANEOUS GENERAL NOTES:**

SPECIAL NOTE TO CONTRACTOR: CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURES NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. ANY DEBRIS WHICH IS 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 REMOVAL AND DISPOSAL OF DEBRIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

EXPANSION JOINTS (STRIP SEAL AND MODULAR): FOR ADDITIONAL GENERAL NOTES APPLICABLE TO STRIP SEAL EXPANSION JOINTS, SEE STANDARD DRAWING NOS. SBR-2-115 AND SBR-2-116, ALSO SEE SECTION 623 OF THE STANDARD SPECIFICATIONS. FOR MODULAR JOINTS SEE SECTION 623 OF THE STANDARD SPECIFICATIONS.

DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. EXPANSION JOINT REMOVAL SHALL FOLLOW THE SAME RESTRICTIONS AS FULL DEPTH SLAB REMOVAL. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM), MINI EXCAVATOR, OR OTHER EQUIPMENT FOR ANY CONCRETE REMOVAL.

SPECIAL NOTE CONCERNING WORK OVER A NAVIGABLE WATERWAY: THE CONTRACTOR SHALL COMPLY FULLY WITH ANY REQUIREMENTS ESTABLISHED BY THE CORPS OF ENGINEERS, U.S. COAST GUARD, AND ANY OTHER AGENCIES WHICH MAY HAVE JURISDICTION RELATIVE TO CONSTRUCTION WORK OVER A NAVIGABLE STREAM WHICH IS APPLICABLE TO THIS CONTRACT, AND WHICH MAY NOT BE COVERED BY EXISTING PERMITS. THE CONTRACTOR SHALL SUBMIT A DESCRIPTION OF WORK AND SKETCHES OF ANY FALSEWORK, SCAFFOLDING, DEBRIS CONTAINMENT SYSTEMS, ETC. WHICH MAY BE REQUIRED DURING CONSTRUCTION WHICH MAY ENCROACH UPON THE VERTICAL AND/OR HORIZONTAL CLEARANCES FOR WATERWAY TRAFFIC TO THE U.S. COAST GUARD FOR APPROVAL BEFORE ANY WORK BEGINS.

CONTACT: ERIC WASHBURN  
U.S. COAST GUARD  
BRIDGE ADMINISTRATOR  
1222 SPRUCE STREET  
ST. LOUIS, MO 63103-2832

CONTAINMENT AND DISPOSAL: OUR RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD-BASED/CHROMATE-BASED PAINT APPLIED TO IT DURING ITS HISTORY; THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THAT PAINT REMAIN ON THE BRIDGE. SEE SECTION 603.13 OF THE STANDARD SPECIFICATIONS FOR SPECIAL PRECAUTIONS THAT MUST BE TAKEN IN THE REMOVAL; CONTAINMENT AND DISPOSAL OF THE SURFACE PREPARATION WASTE AND PAINT REMOVAL MEDIA; AND WORKER AND PUBLIC SAFETY.

SPECIAL NOTE SURFACE PREPARATION FOR PAINT: OUR RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD-BASED/CHROMATE-BASED PAINT APPLIED TO IT DURING ITS HISTORY. THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THAT PAINT REMAIN ON THE BRIDGE ALONG WITH THE POSSIBILITY OF THE PRESENCE OF MILLSCALE. CONTRACTOR SHALL BID ACCORDINGLY.

WORKER PROTECTION: OUR MAINTENANCE RECORDS INDICATE THAT THIS BRIDGE WAS ORIGINALLY PAINTED WITH MATERIALS CONTAINING LEAD AND/OR CHROMATES AND THE CONTRACTOR SHALL BE REQUIRED TO PROCEED ACCORDINGLY AND TAKE ALL MANDATORY SAFEGUARDS PRESCRIBED BY THE STATE AND FEDERAL LAW FOR WORKER PROTECTION AND HAZARDOUS MATERIALS DISPOSAL.

**WHEN ONLY PAINTING BEARINGS NOTES**

PAINT: SHALL BE SYSTEM "B" (OPL 3.005) IN ACCORDANCE WITH SECTION 603.06 OF THE STANDARD SPECIFICATIONS. COLOR OF THE FINISH COAT SHALL COMPLY WITH AMS-STD-595A, FEDERAL STANDARD NO. 20059. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS. ALL PRODUCTS USED IN THIS COATING SYSTEM, INCLUDING THINNERS, MUST BE SUPPLIED BY THE SAME MANUFACTURER.

BEARING CLEANING: ALL STEEL BEARINGS SHALL BE CLEANED AND PAINTED. CLEANING SHALL BE IN ACCORDANCE WITH SECTION 603.05(B.1) OF THE STANDARD SPECIFICATIONS. HAND (SSPC-SP 2) OR POWER (SSPC-SP 3) TOOL CLEANING SHALL REMOVE ALL RUST, SCALE, LOOSE PAINT, AND DIRT. THE COLOR OF THE FINISH COAT SHALL COMPLY WITH AMS-STD-595A, FEDERAL STANDARD NO. 20059. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS.

APPLICATION: THE COATING APPLICATOR SHALL FOLLOW THE MANUFACTURER'S PRINTED INSTRUCTIONS AND SHALL HAVE THESE INSTRUCTIONS ON SITE DURING THE COURSE OF THE WORK.

**SPOT PAINTING AREAS NOTES**

SPOT CLEANING AND PAINTING: AREAS REQUIRING REPAINTING OF STEEL SHALL BE CLEANED IN ACCORDANCE WITH SECTION 603.05(B.1) OF THE STANDARD SPECIFICATIONS. HAND (SSPC-SP 2) OR POWER (SSPC-SP 3) TOOL CLEANING SHALL REMOVE ALL RUST, SCALE, LOOSE PAINT, AND DIRT. THESE AREAS SHALL BE SPOT PRIMED IMMEDIATELY AFTER CLEANING. CLEANED AND PRIMED STEEL SHALL RECEIVE A SYSTEM "B" (OPL 3.005) OR "C" (OPL 3.006) PAINT SYSTEM IN ACCORDANCE WITH SECTION 603.06(B) OF STANDARD SPECIFICATIONS. THE COLOR OF THE FINISH COAT SHALL COMPLY WITH AMS-STD-595A, FEDERAL STANDARD NO. 20059. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS.

SEE THE TDOT QUALIFIED PRODUCTS LIST 3.005 OR 3.006 FOR ACCEPTABLE COATINGS FOR THE PAINT SYSTEM. THE SAME MANUFACTURER SHALL SUPPLY ALL PRODUCTS USED, INCLUDING THINNERS.

ALL EXISTING DIMENSIONS SHOWN IN THESE DRAWINGS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS.

**UTILITIES:**

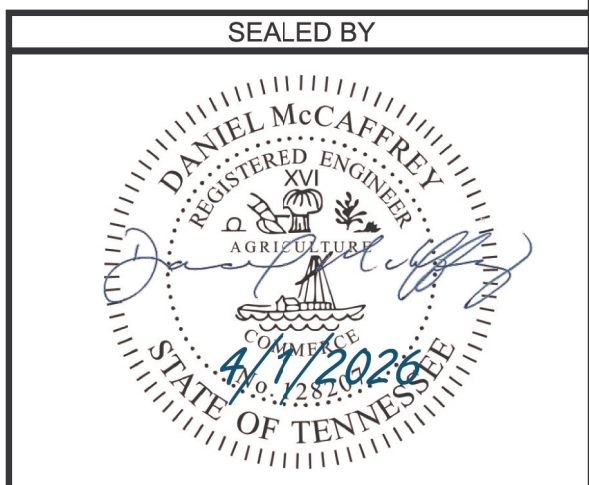
NO UTILITY CONFLICTS ARE ANTICIPATED BASED ON THE SCOPE OF WORK.

CONST. NO.:

PROJECT NO.	YEAR	SHEET NO.	
36S114-M3-002	2026	2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

BRIDGE REPAIR QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	603-02.15	REPAINT EXISTING BEARINGS	LS 1
(2)	604-03.04	PAVEMENT AT BRIDGE ENDS REPAIR	SY 10
(3)	604-04.04	BRIDGE END DRAINS (4'x8')	EACH 4
(4)	604-10.05	CONCRETE	SF 130
	604-10.21	CONTAINMENT & DISPOSAL OF WASTE	LS 1
(5)	604-10.40	BRIDGE DECK DRAINS	LS 1
	604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	SY 57
(6)	604-10.60	EXPANSION JOINT REPAIRS (MODULAR TYPE)	LF 100
	617-04.01	TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE)	SY 15692

FOOTNOTES	
(1)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT TO ACCESS, REHABILITATE, CLEAN, AND PAINT 9 ABUTMENT BEARINGS.
(2)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE HIGH EARLY STRENGTH CONCRETE FOR REPAIR AREAS. QUANTITY ASSUMES 5 SY PER PAVEMENT AT BRIDGE END.
(3)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT TO ACCESS AND CLEAN BRIDGE END DRAINS.
(4)	INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLACE HIGH EARLY STRENGTH CONCRETE FOR REPAIR AREAS AT LOCATIONS INDICATED IN PLANS. QUANTITY ASSUMES 2 SF PER LOCATION.
(5)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT TO ACCESS AND CLEAN BRIDGE DECK DRAINS.
(6)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT TO CLEAN AND SEAL MODULAR JOINTS.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
ESTIMATED BRIDGE QUANTITIES AND NOTES  
SR114 OVER TENNESSEE RIVER  
BRIDGE NO. 36-SR114-03.22  
FED. I.D. NO. 36SR1140001  
HARDIN COUNTY  
2026



PIN NO.: 101896.03  
DESIGN BY: HK DATE: 01/2026  
DRAWN BY: CTR DATE: 01/2026  
SUPERVISED BY: DEM DATE: 01/2026  
CHECKED BY: FAA DATE: 01/2026

3/31/2026 \\MMDC\10\Projects\_2\4660\_08-TDOT-Hardin Co.-SR114 over TN Riv\ACADD\Structural\04-Estimated Bridge Quantities and Notes.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	2A

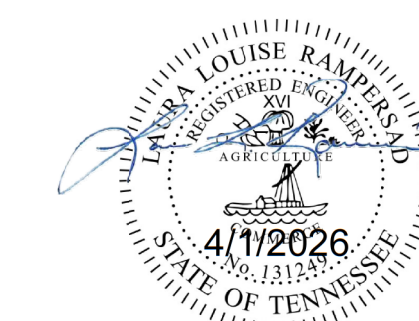
### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			<b>36S114-M3-002</b>
(5)	209-08.02 TEMPORARY SILT FENCE (WITH BACKING)	L.F.	374
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.44
	411-01.10 ACS MIX(PG64-22) GRADING D	TONS	94
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	0.038
	415-01.02 COLD PLANING BITUMINOUS PAVEMENT	S.Y.	600
(1)	712-01 TRAFFIC CONTROL	LS	1
	712-02.10 PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	3350
(2)	712-02.60 TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	52
	712-04.50 BARRIER RAIL DELINEATOR	EACH	161
(3)	712-06 SIGNS (CONSTRUCTION)	S.F.	349
	712-09.02 REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	15880
	712-09.04 REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	48
	712-09.09 REMOVABLE PAVEMENT MARKING (4" LINE)	L.F.	2730
	712-10.02 TEMPORARY TRANSVERSE RUMBLE STRIPS	L.F.	240
	716-08.01 REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	6654
	716-09.85 CONTRAST PAVEMENT MARKING 4"	L.M.	1.2
	716-09.86 CONTRAST PAVEMENT MARKING 6"	L.M.	1.2
	716-12.01 ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	0.54
(4)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.54
	717-01 MOBILIZATION	LS	1
	730-40.02 TEMPORARY TRAFFIC SIGNAL SYSTEM	LS	1
(5)	740-11.03 TEMPORARY SEDIMENT TUBE 18IN	L.F.	292

### FOOTNOTES

- (1) ALL COSTS ASSOCIATED WITH INSTALLING AND STORING ALL TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE PRICE BID FOR EACH ITEM. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER.
- (2) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWINGS.
- (3) ANY LOSS OR DAMAGE TO THE SIGNS SHALL BE PAID FOR BY THE CONTRACTOR.
- (4) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
- (5) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

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**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**ESTIMATED ROADWAY  
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	2B

# 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.
- (2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

## 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

- (7) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" 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. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN 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.
- (8) 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

- (17) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.02 PER L.F. 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.

## SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

## PAVEMENT

### PAVING

- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

### 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, 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 AN 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 FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL AND  
SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	2C

**ENVIRONMENTAL NOTES:**

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

(3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

(5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.

(6) STREAMBEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

(7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.

(8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.

(9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

(10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

(12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

(13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).

(14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

(15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

(17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

(18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

(1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

(3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.

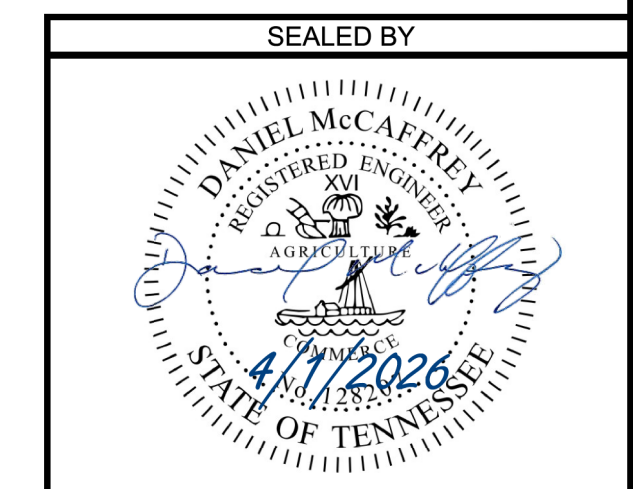
(4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

PROJECT COMMITMENTS

(5) SEE PROJECT COMMITMENTS, SHEET 1A, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

(6) SEE SHEET BR-132-918 FOR PROJECT SCOPE OF WORK.

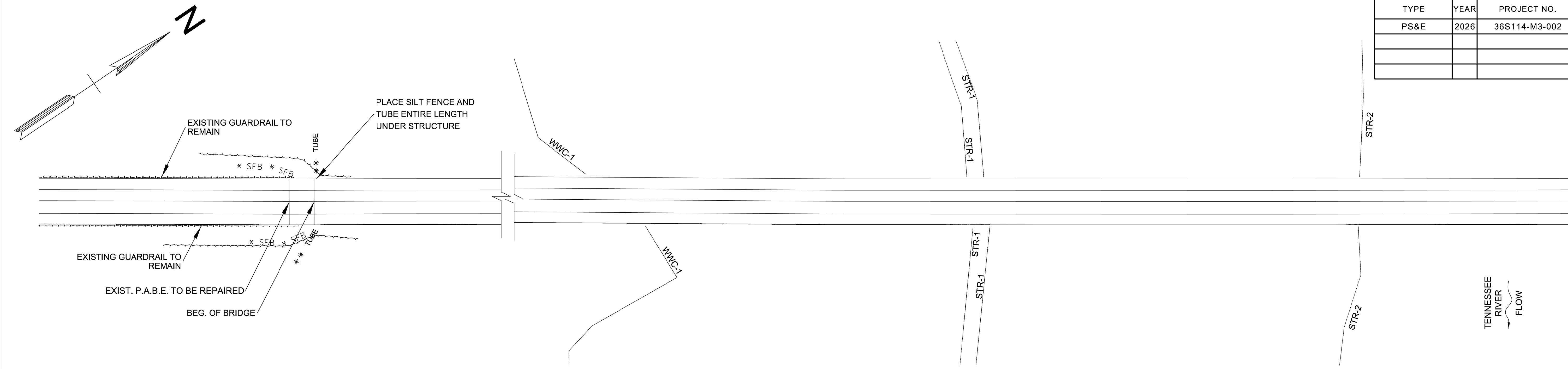


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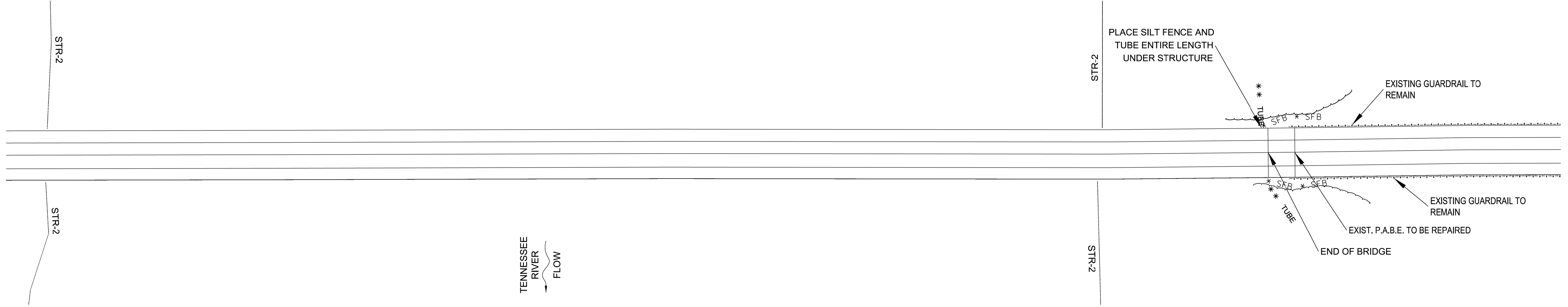
ENVIRONMENTAL  
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	3



SOUTH APPROACH



NORTH APPROACH

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
** TUBE ** TUBE	SEDIMENT TUBE	EC-STR-37

- NOTES:
- THE CONTRACTOR SHALL NOT DISTURB ANY WATERS OR AREAS OUTSIDE THE MAINTAINED RIGHT-OF-WAY AT THE BRIDGE REPAIR SITE.
  - IN THE EVENT ANY OF THE CONSTRUCTION ACTIVITIES DO RESULT IN ANY DISCHARGE, RELEASE OF POLLUTANTS, OR ALTERATIONS TO WATERS THAT WILL BE A VIOLATION OF THE TWQCA. IN THE EVENT SUCH A DISCHARGE OCCURS THE INCIDENT SHOULD BE REPORTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE IMMEDIATELY.
  - NO SURVEY WAS PERFORMED, ALL LINES ARE APPROXIMATE AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY FOR PROPER PLACEMENT.
  - SPECIAL NOTE TO CONTRACTOR: THE CONTRACTOR SHALL USE ANY MEASURES NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT OR MATERIALS WILL ENTER, ANY PORTION OF STR-1, STR-2 OR WWC-2 AND THAT THE FEATURES AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

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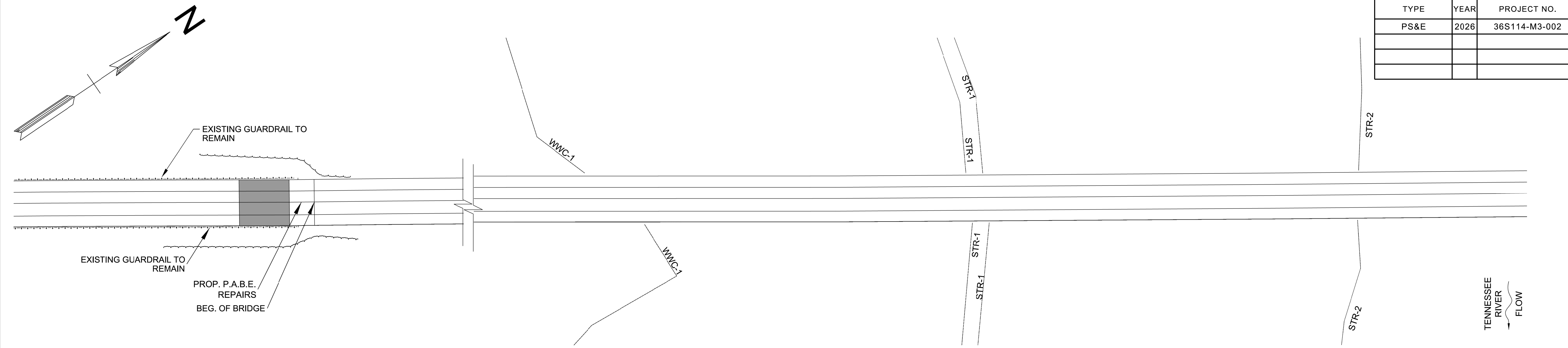
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

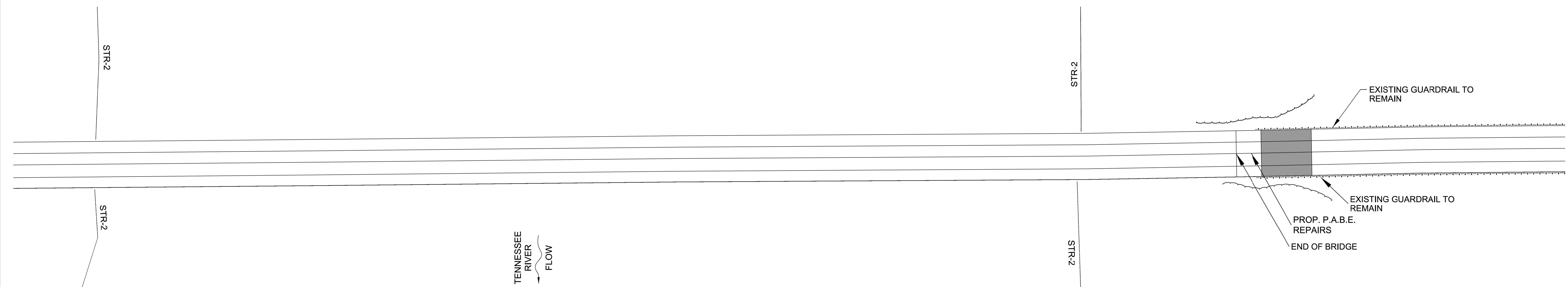
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	3A

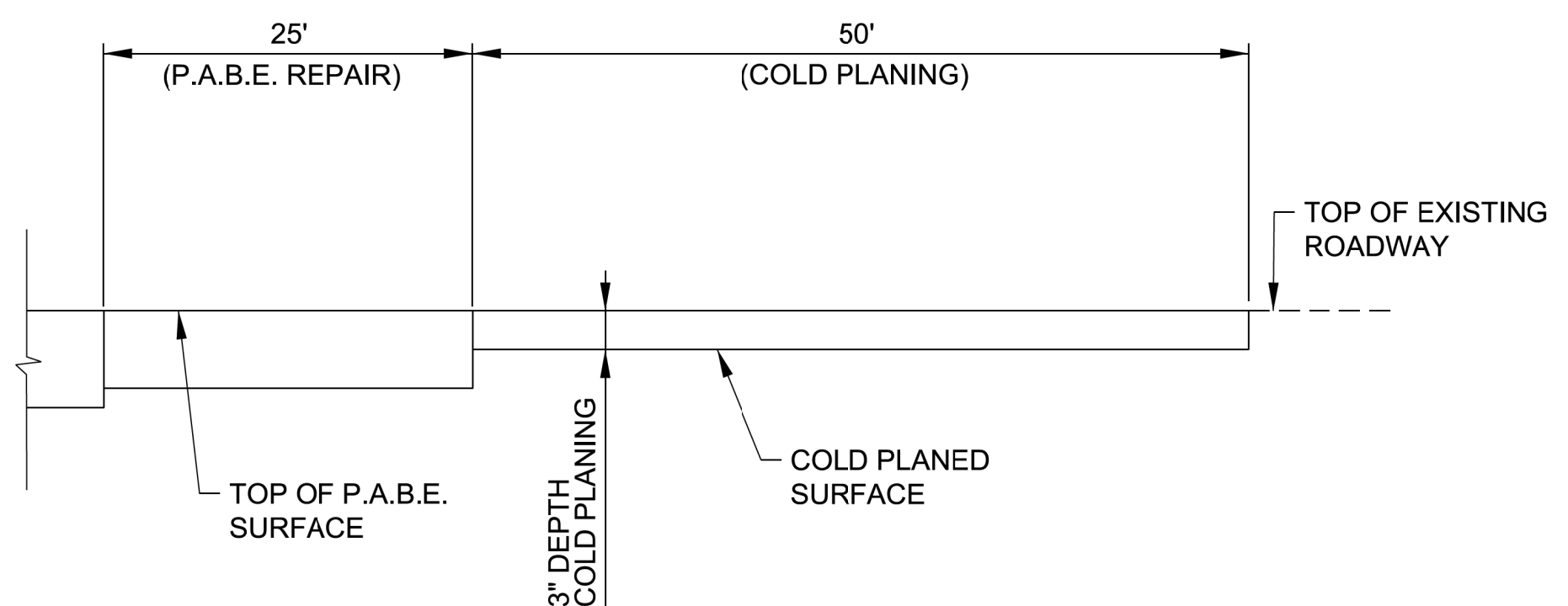


**SOUTH APPROACH**

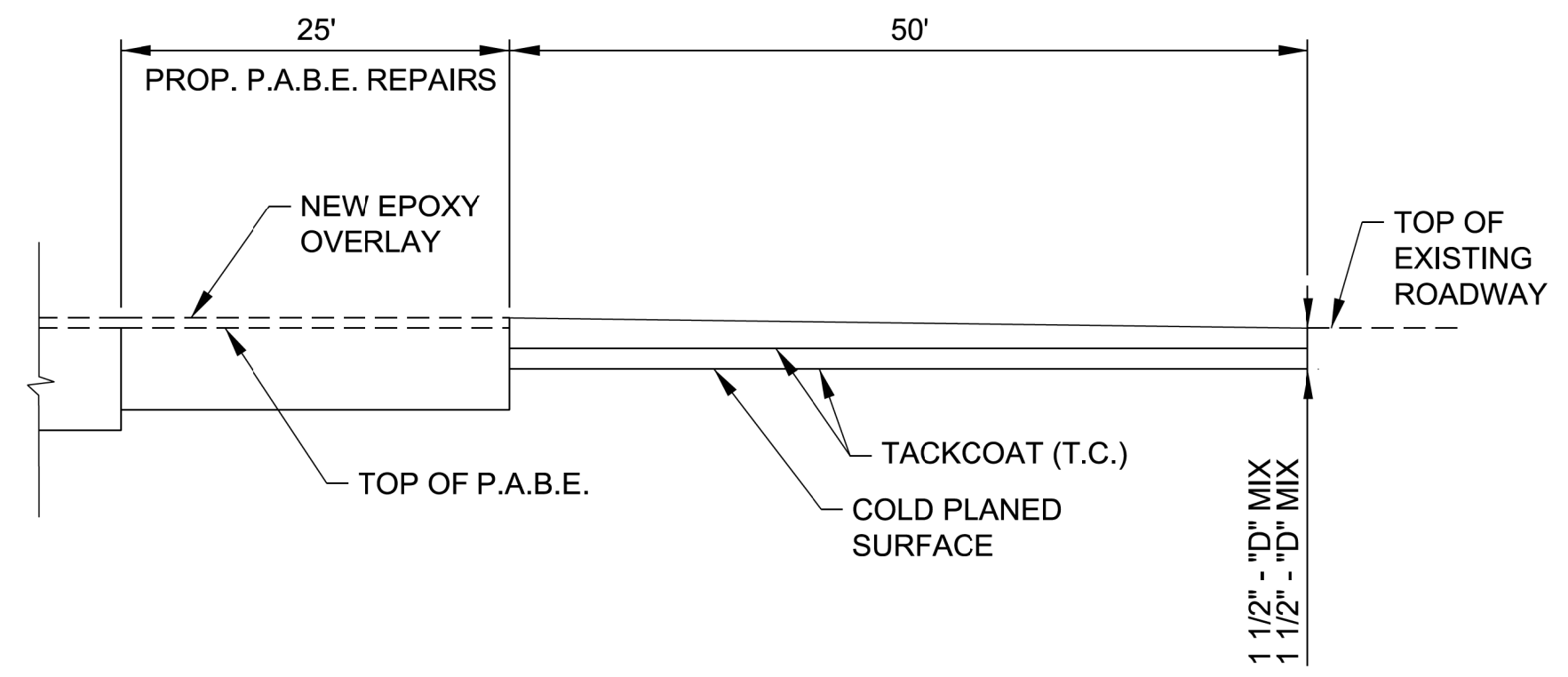


**NORTH APPROACH**

■ = LIMITS OF COLD-PLANING & PAVING



**COLD PLANING DETAIL**



**PAVEMENT TRANSITION DETAIL**

**SEALED BY**

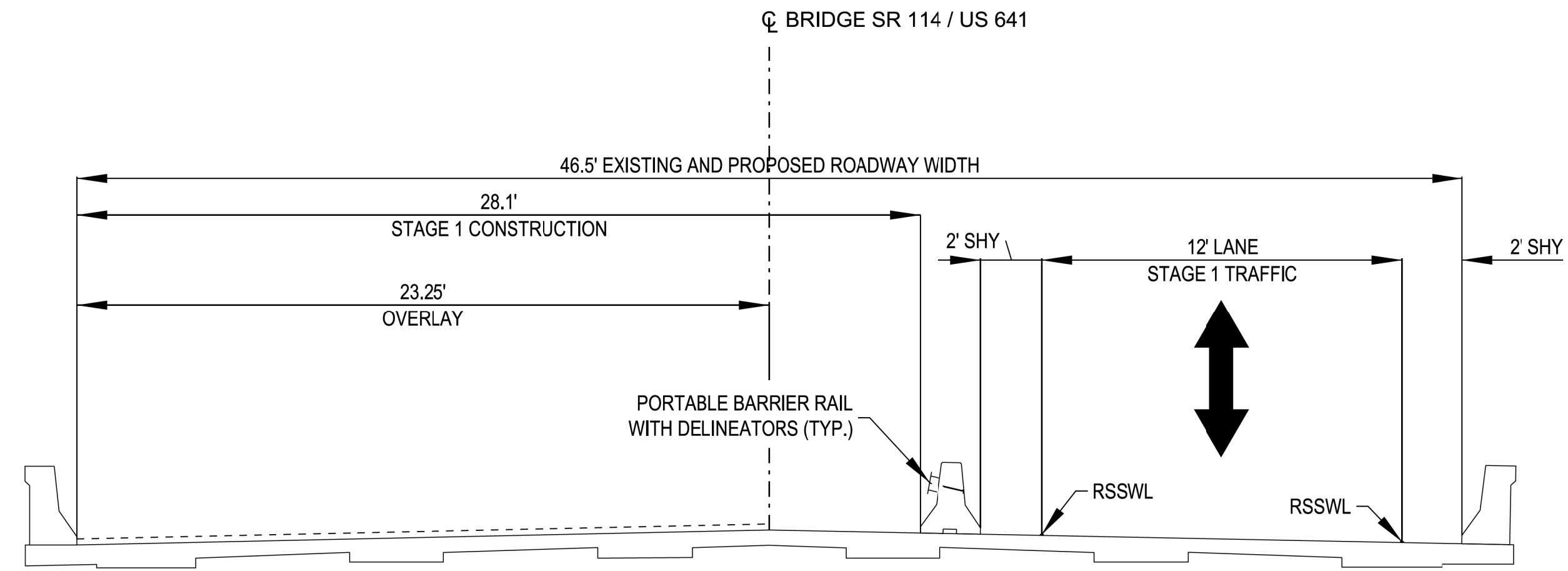
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DEPARTMENT OF TRANSPORTATION**

**PROPOSED LAYOUT**

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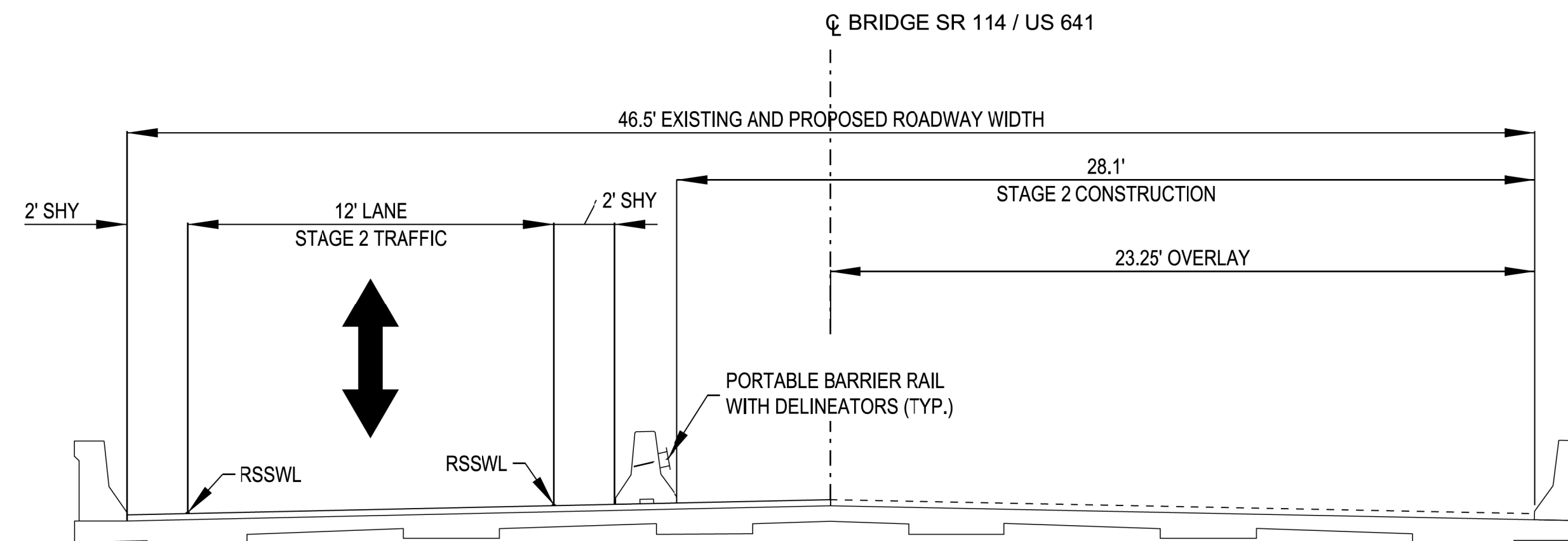
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T1



**TYPICAL SECTION - STAGE 1 CONSTRUCTION**

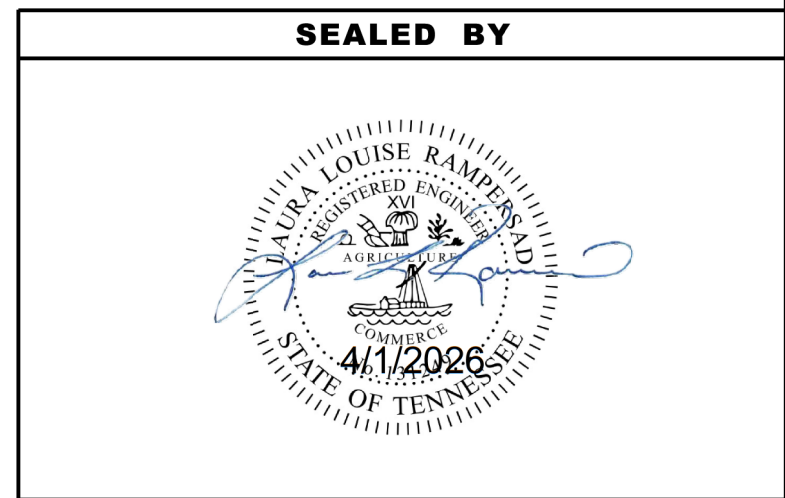
LOOKING UPSTATION  
 APPLIES : CONCRETE REPAIRS, JOINT REPAIRS, DECK REPAIRS, EPOXY OVERLAY AND DRAIN CLEANING



**TYPICAL SECTION - STAGE 2 CONSTRUCTION**

LOOKING UPSTATION  
 APPLIES : CONCRETE REPAIRS, JOINT REPAIRS, DECK REPAIRS, EPOXY OVERLAY AND DRAIN CLEANING

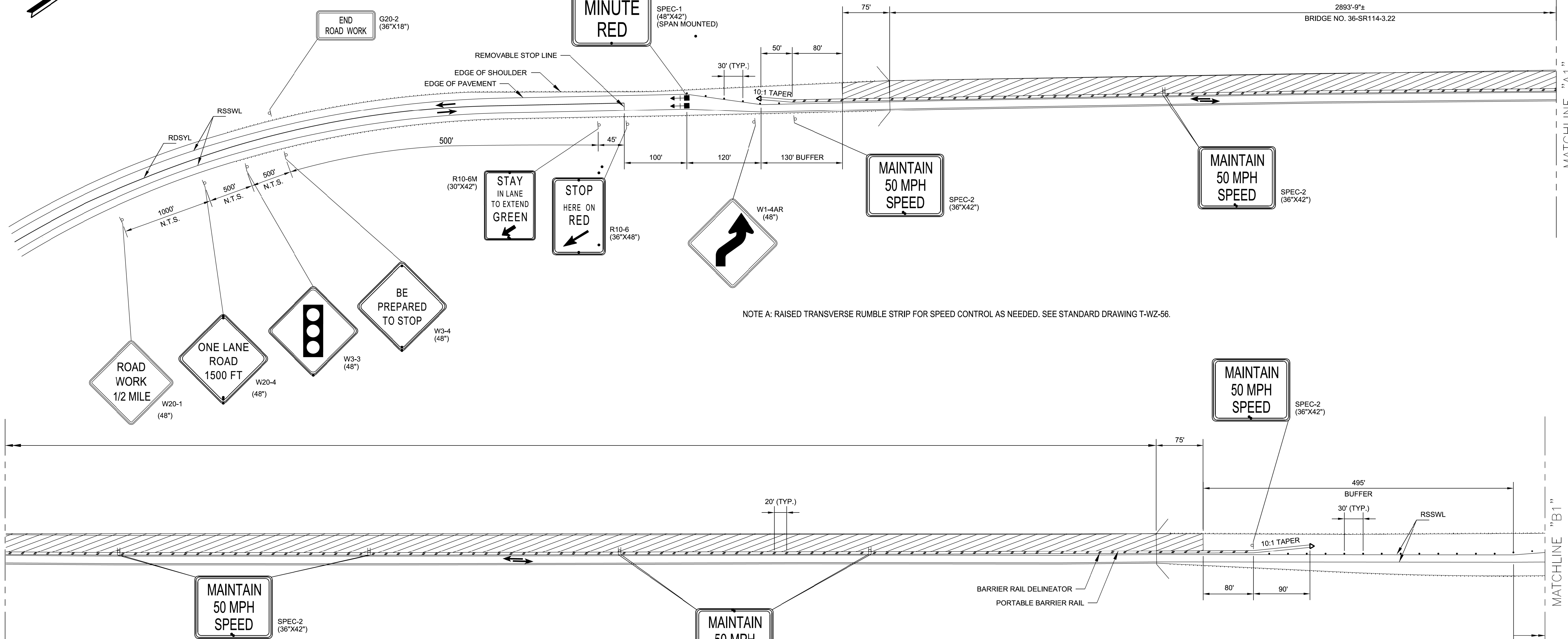
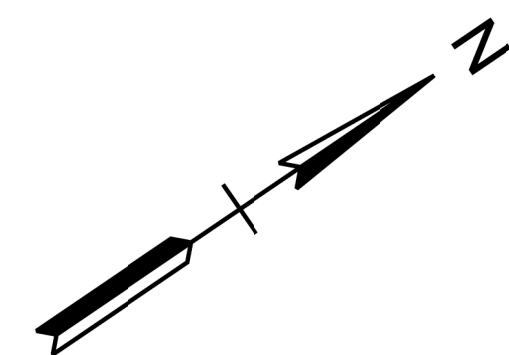
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**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL  
 PLAN AND NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T2



NOTE A: RAISED TRANSVERSE RUMBLE STRIP FOR SPEED CONTROL AS NEEDED. SEE STANDARD DRAWING T-WZ-56.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN
	TEMPORARY ATTENUATOR
	WORK ZONE
	TRAFFIC FLOW
	TEMPORARY SIGNALIZATION

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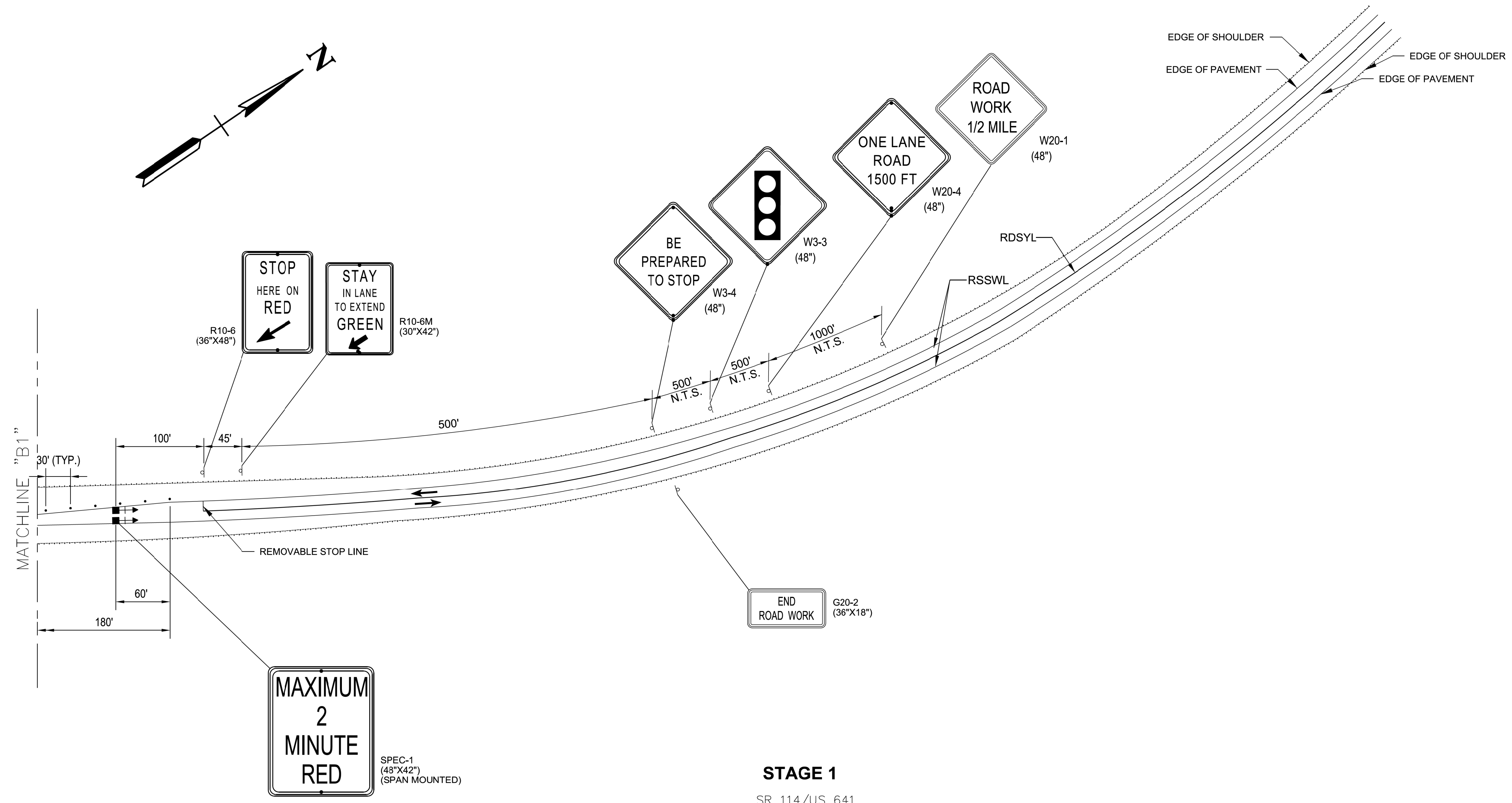
**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL  
PLAN AND NOTES**

**STAGE 1**  
SR 114/US 641

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T3



**STAGE 1**  
SR 114/US 641

NOTE A: RAISED TRANSVERSE RUMBLE STRIP FOR SPEED CONTROL AS NEEDED. SEE STANDARD DRAWING T-WZ-56.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN
	TEMPORARY ATTENUATOR
	WORK ZONE
	TRAFFIC FLOW
	TEMPORARY SIGNALIZATION

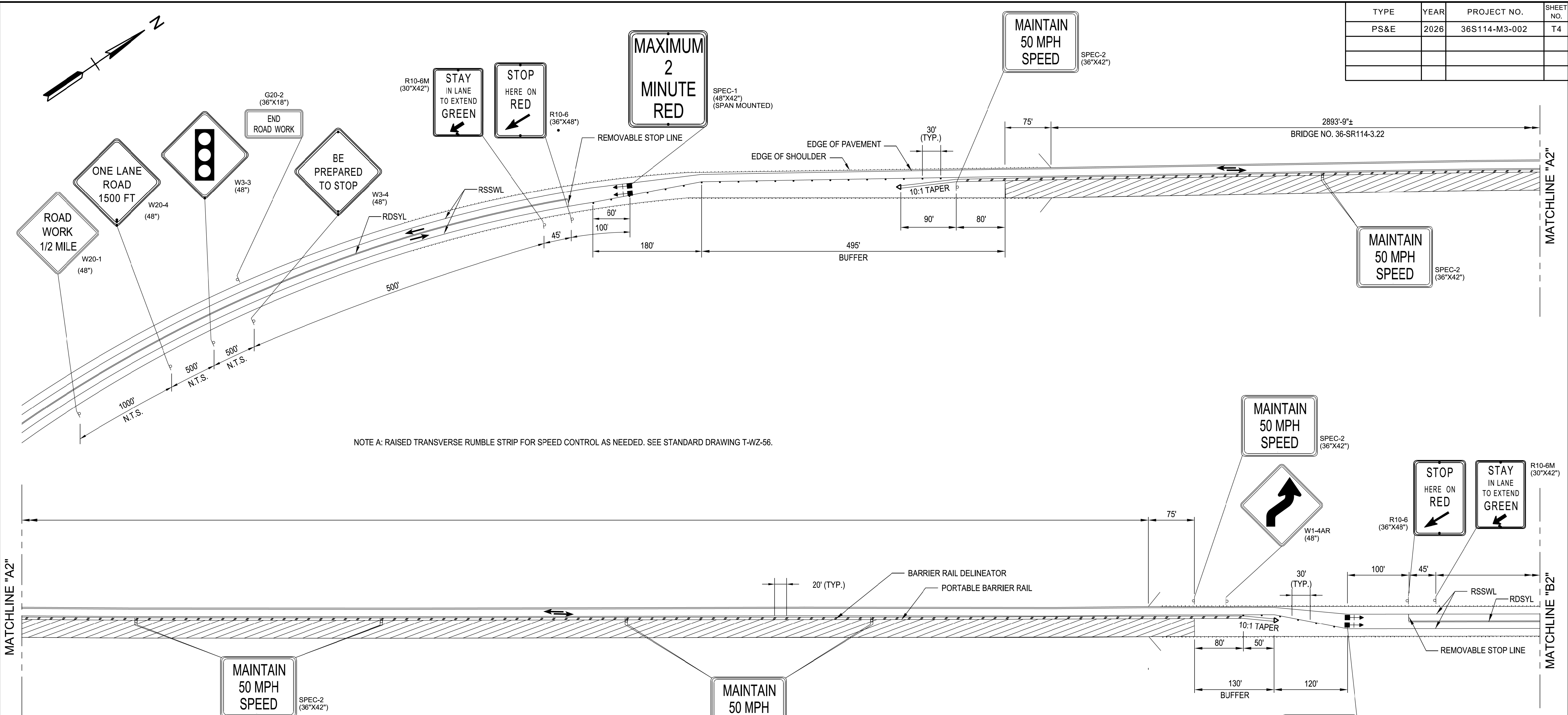
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**TRAFFIC CONTROL  
PLAN AND NOTES**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T4



NOTE A: RAISED TRANSVERSE RUMBLE STRIP FOR SPEED CONTROL AS NEEDED. SEE STANDARD DRAWING T-WZ-56.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN
	TEMPORARY ATTENUATOR
	WORK ZONE
	TRAFFIC FLOW
	TEMPORARY SIGNALIZATION

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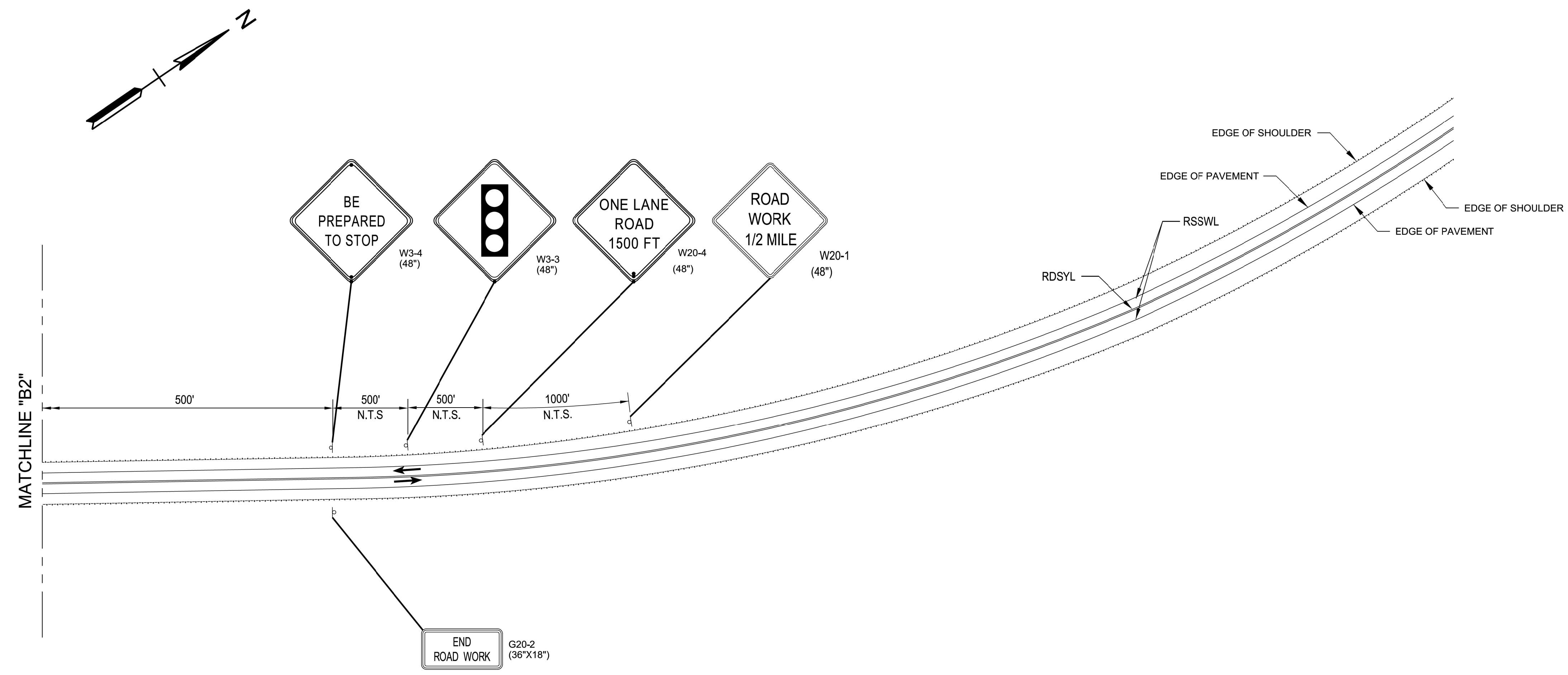
**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL  
PLAN AND NOTES**

**STAGE 2**  
SR 114/US 641

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T5



**STAGE 2**  
SR 114/US 641

NOTE A: RAISED TRANSVERSE RUMBLE STRIP FOR SPEED CONTROL AS NEEDED. SEE STANDARD DRAWING T-WZ-56.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN
	TEMPORARY ATTENUATOR
	WORK ZONE
	TRAFFIC FLOW
	TEMPORARY SIGNALIZATION

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**TRAFFIC CONTROL  
PLAN AND NOTES**

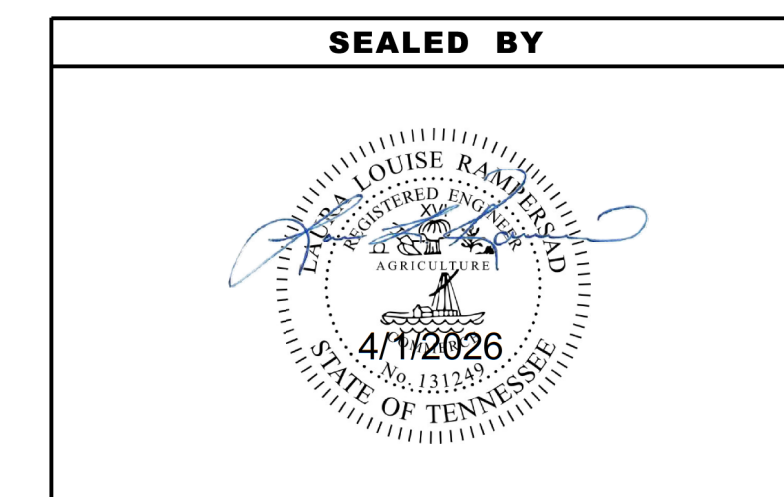
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T6

TRAFFIC CONTROL SIGN QUANTITIES					
TYPE	DESCRIPTION	SIZE (INCHES) L X W	S.F.	SR 114	SIGNS (CONST.) 712-06, S.F.
W20-1	ROAD WORK (WITH DISTANCE)	48 X 48	16	2	32
W20-4	ONE LANE ROAD (WITH DISTANCE)	48 X 48	16	2	32
W3-3	SIGNAL AHEAD (SYMBOL)	48 X 48	16	2	32
W3-4	BE PREPARED TO STOP	48 X 48	16	2	32
W1-4AR	RIGHT REVERSE CURVE	48 X 48	16	1	16
R10-6	STOP HERE ON RED	36 X 48	12	2	24
R10-6M	STAY IN LANE TO EXT. GREEN	30 X 42	8.75	2	18
SPEC-1	MAXIMUM XX MINUTE RED	48 X 42	14	2	28
SPEC-2	MAINTAIN XX MPH SPEED	36 X 42	10.5	12	126
G20-2	END ROAD WORK	36 X 18	4.5	2	9
				<b>TOTAL</b>	<b>349</b>

TRAFFIC CONTROL NOTES	
(1)	THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
(2)	THE CONTRACTOR IS REQUIRED TO PROVIDE LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.
(3)	NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
(4)	ADVANCE WARNING SIGNS ARE TO BE PLACED PRIOR TO BEGINNING OF CONSTRUCTION AND REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT.
(5)	PERMANENT SIGNS AND PERMANENT MARKINGS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPEN TO TRAFFIC.
(6)	SEE THE CURRENT EDITION OF "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" FOR TRAFFIC DETAILS NOT SHOWN, GENERAL TRAFFIC CONTROL NOTES, AND SIGN DETAILS.
(7)	THE CONTRACTOR IS TO COORDINATE ALL LANE CLOSURES WITH THE TDOT REGIONAL OFFICE AND THE COUNTY ENGINEER.
(8)	ALL PORTABLE BARRIER RAIL (PBR) DEFLECTS DURING IMPACT. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IMMEDIATELY BEHIND THE PBR.



**STATE OF TENNESSEE  
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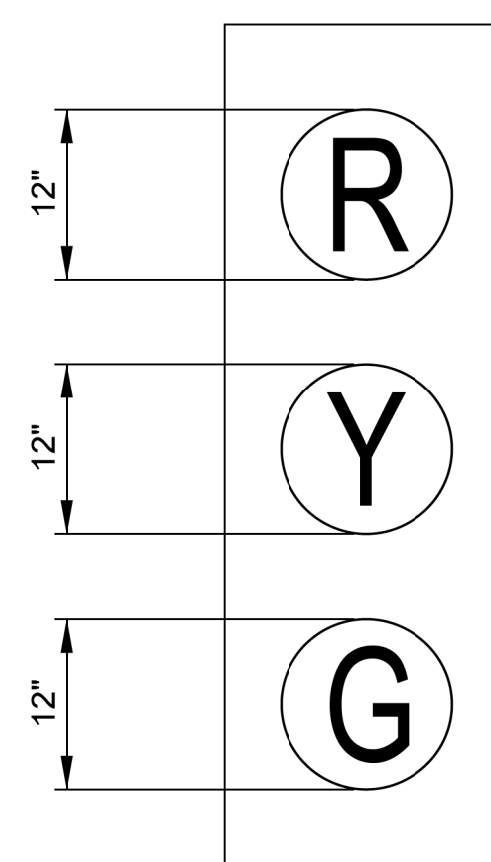
**TRAFFIC CONTROL  
PLAN AND NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	36S114-M3-002	T7

## TRAFFIC CONTROL NOTES:

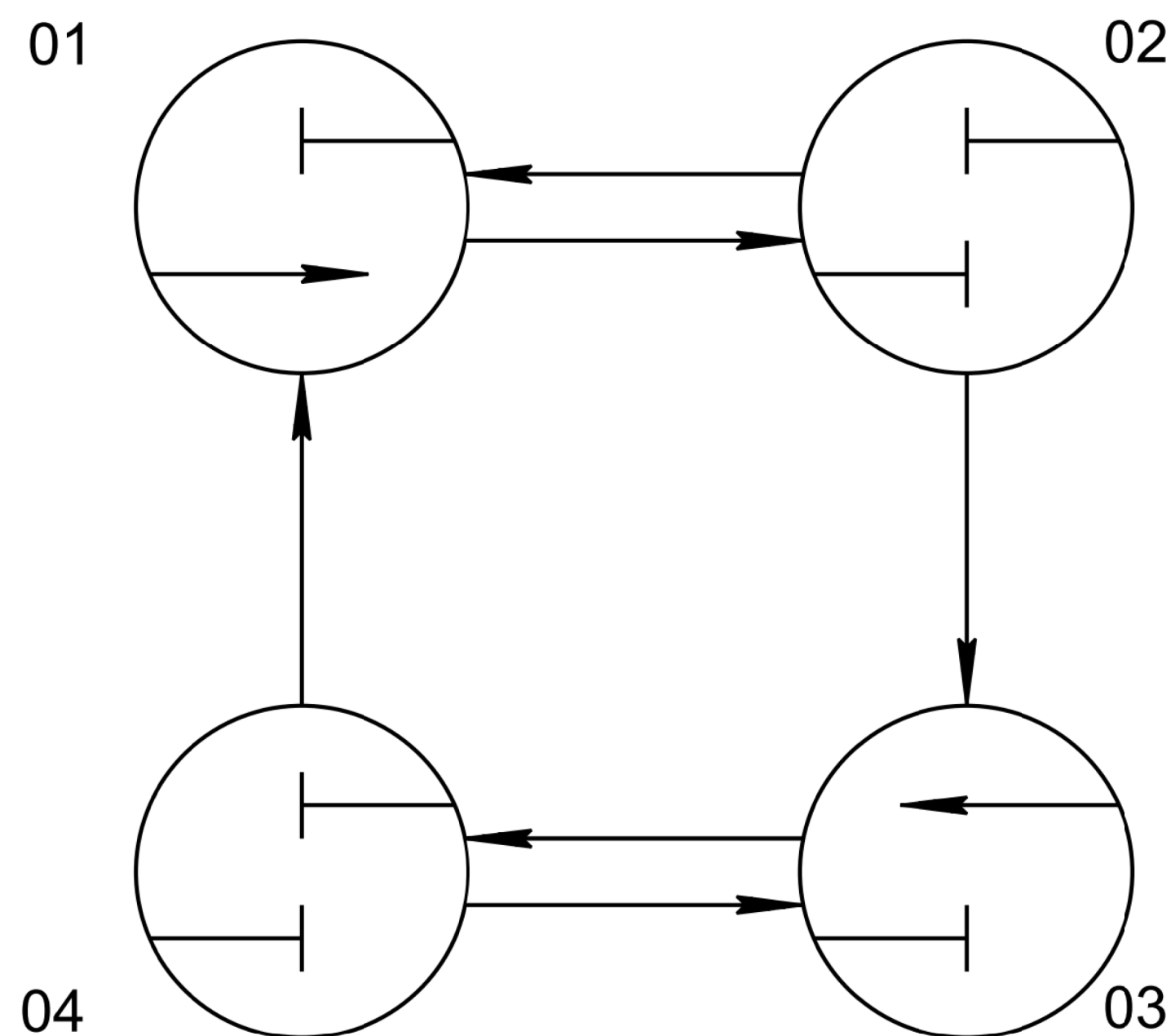
- TEMPORARY TRAFFIC SIGNAL LAYOUT SHOWN IS FOR GUIDANCE ONLY. CONTRACTOR SHALL FOLLOW TDOT STANDARD DRAWINGS TO ESTABLISH TRAFFIC CONTROL PLANS USING TEMPORARY TRAFFIC SIGNAL (T-WZ-32, T-WZ-34 AND T-WZ-35).
- UNLESS OTHERWISE NOTED, REFER TO TDOT STD. TRAFFIC CONTROL DRAWINGS TO DETERMINE TYPICAL FLEXIBLE DRUM SPACING AND PORTABLE BARRIER WALL TAPER LENGTH.
- CONTRACTOR SHALL REMOVE EXISTING CENTER LINE BEFORE IMPLEMENTING ONE-LANE, TWO-WAY SIGNALIZED TRAFFIC CONTROL. CONTRACTOR SHALL COORDINATE WITH ENGINEER TO DETERMINE LIMITS OF SHOULDER LINE REMOVAL. ALL REMOVAL OF EXISTING PAVEMENT MARKINGS SHOULD BE OBITERATED PER TDOT STANDARDS SO THAT IT IS NO LONGER VISIBLE, PAID UNDER PAY ITEM 712-01 TRAFFIC CONTROL.
- INSTALL PAINTED STOP LINES AS SHOWN IN PLANS. STOP LINES SHALL BE INSTALLED, MAINTAINED AND REMOVED PER TDOT STD. NOTES AND DRAWINGS.
- ITEM 712-06, SIGNS (CONSTRUCTION), INCLUDES SIGNS SHOWN AND IS CONSIDERED A MINIMUM. ADDITIONAL SIGNS MAY BE REQUIRED BY THE ENGINEER AND WILL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 712-06.
- CONSTRUCTION SIGNING AND TRAFFIC CONTROL SHALL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SECTION 712 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

## SIGNAL HEAD DISPLAY



130 W/ BACKPLATE (L.E.D.)

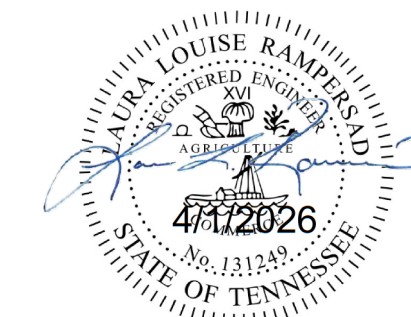
## TEMPORARY SIGNAL PHASING



### CONTROLLER TIMINGS (SECS)

TIMING INTERVAL	TIMING FUNCTION			
	1	2	3	4
MINIMUM GREEN (INITIAL)	11	-	11	-
EXTENSION (PASSAGE)	63	-	63	-
MAX GREEN I	70	-	70	-
MAX GREEN II	-	-	-	-
YELLOW CLEARANCE	4	-	4	-
ALL RED CLEARANCE	-	59	-	59

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DEPARTMENT OF TRANSPORTATION

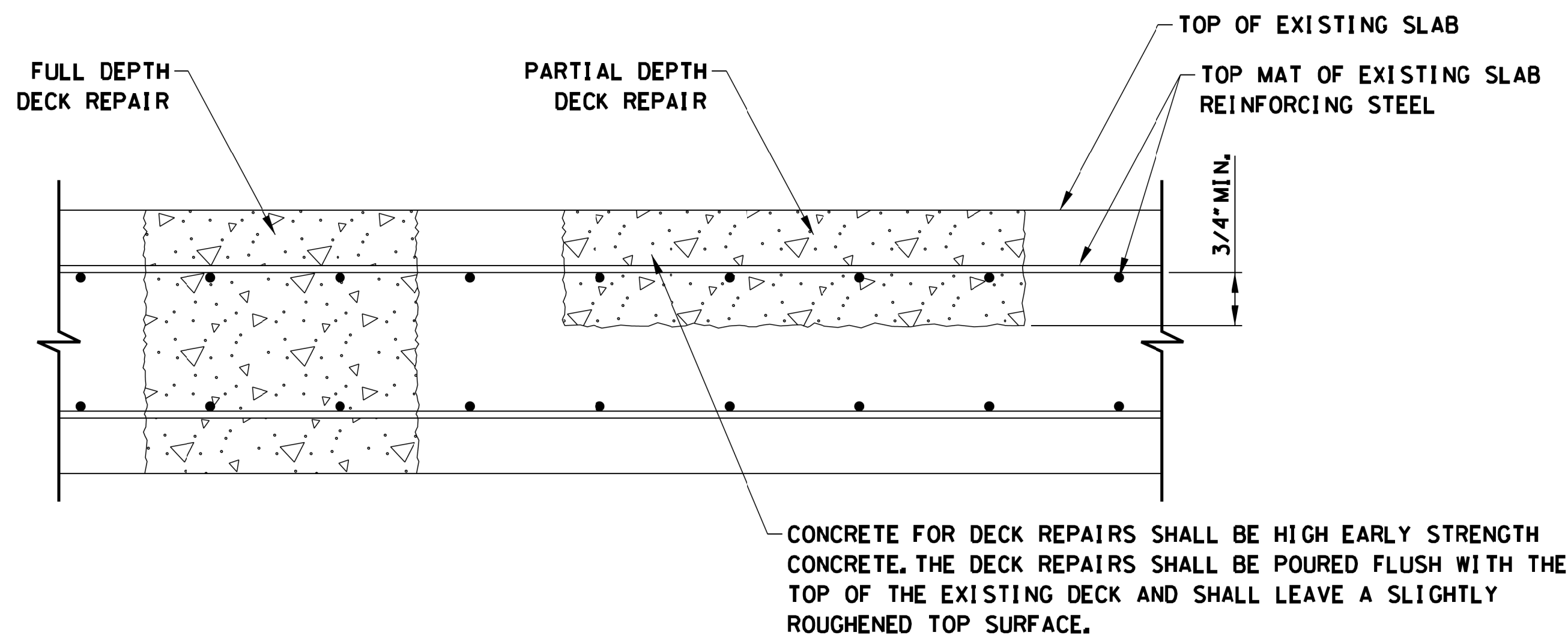
TRAFFIC CONTROL  
PLAN DETAILS



CONST. NO.:

PROJECT NO.	YEAR	SHEET NO.
36S114-M3-002	2026	

REVISIONS			
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DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

CONCRETE FOR DECK REPAIRS SHALL BE HIGH EARLY STRENGTH CONCRETE. THE DECK REPAIRS SHALL BE Poured FLUSH WITH THE TOP OF THE EXISTING DECK AND SHALL LEAVE A SLIGHTLY ROUGHENED TOP SURFACE.

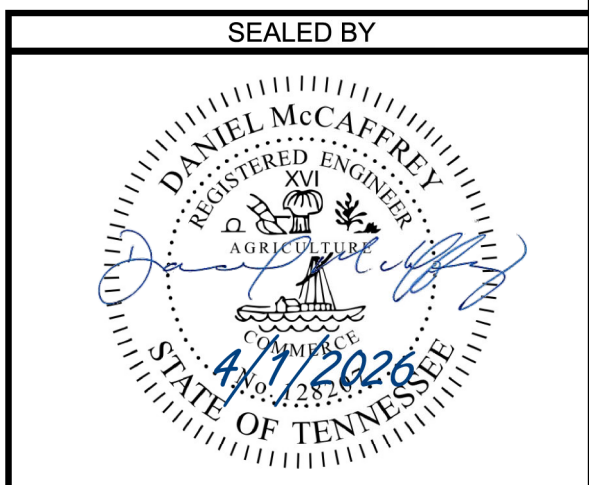
**NOTES:**

CONCRETE FOR DECK REPAIRS SHALL BE HIGH EARLY STRENGTH CONCRETE F'C = 3,500 PSI @ 28 DAY COMPRESSIVE STRENGTH. TRAFFIC SHALL NOT BE PERMITTED ON ANY REPAIR AREA UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF 3,000 PSI MINIMUM AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 3/4" BELOW THE TOP BAR OF THE TOP MAT OF THE 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) THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS.
- 2) CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

ITEM NOS. 604-10.30 AND 604-10.50 CAN BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.



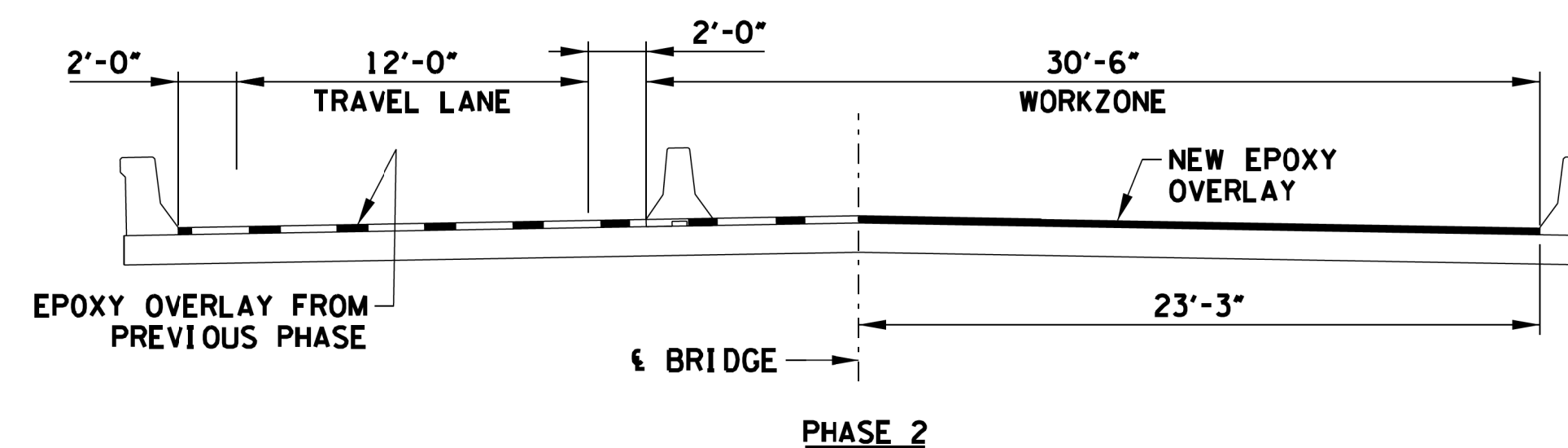
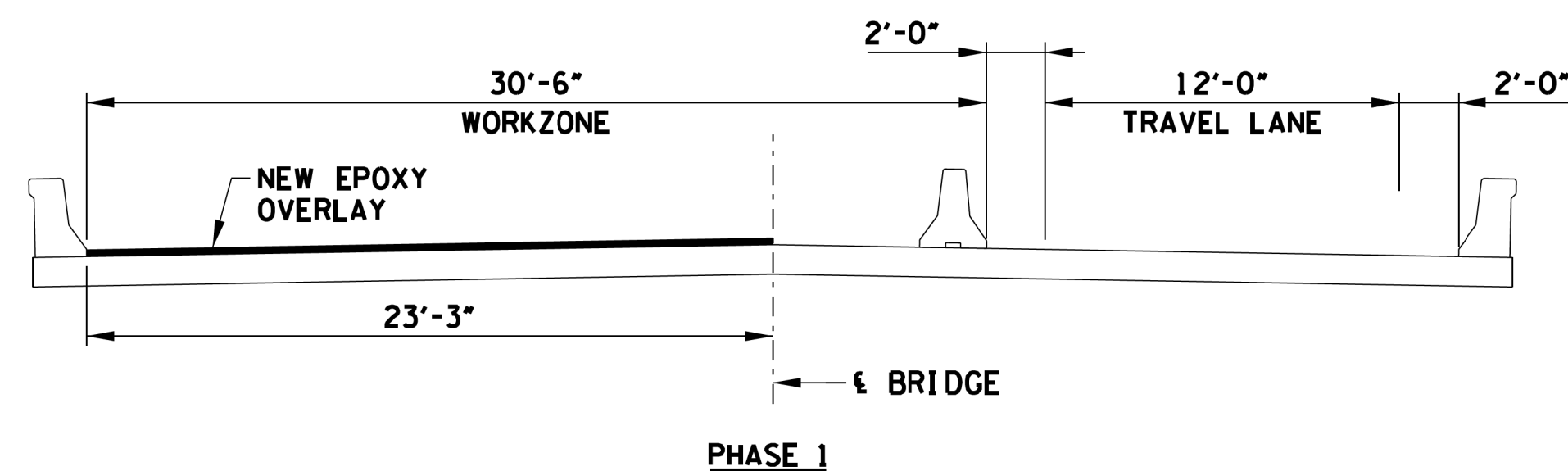
STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 DECK REPAIR DETAILS  
 SR114 OVER TENNESSEE RIVER  
 BRIDGE NO. 36-SR114-03.22  
 FED. I.D. NO. 36SR1140001  
 HARDIN COUNTY  
 2026



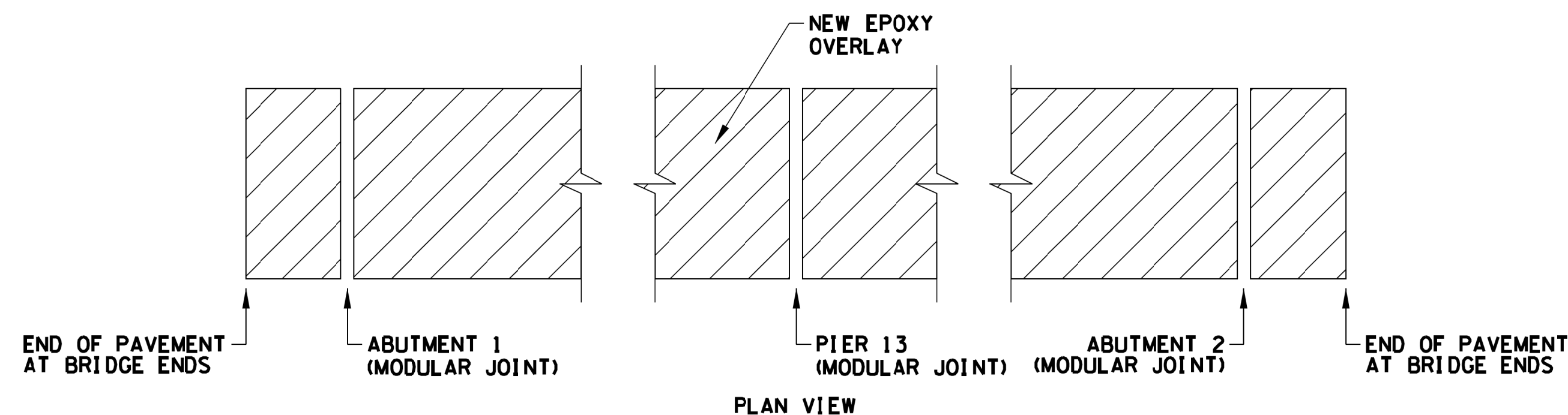
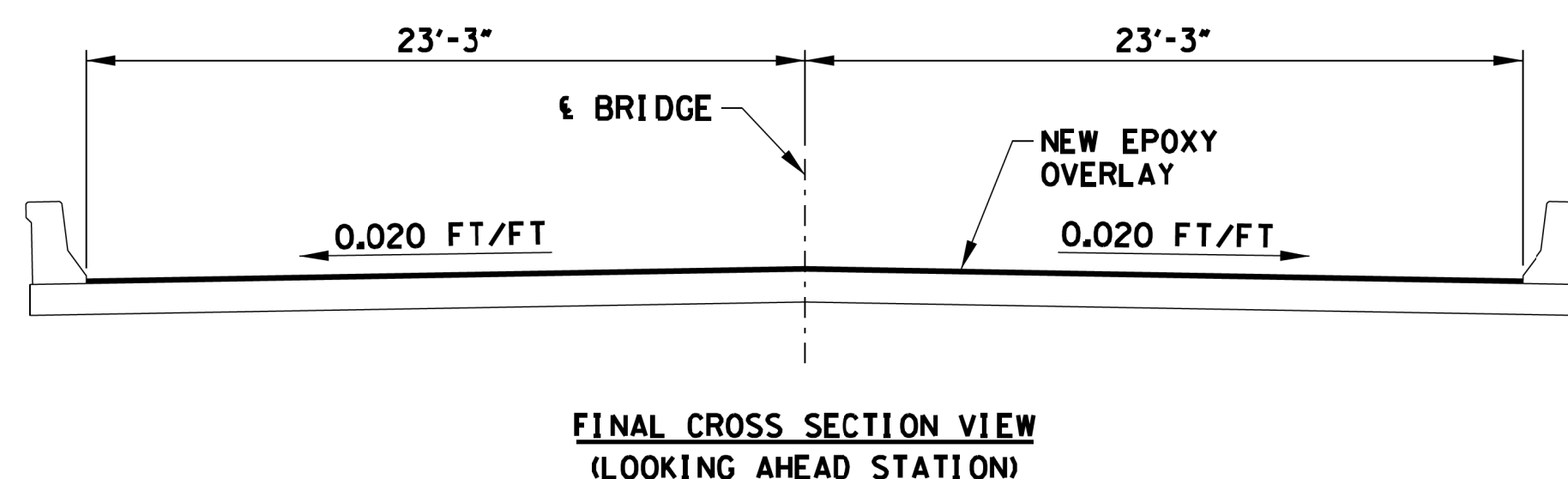
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CONST. NO.:			
PROJECT NO.	YEAR	SHEET NO.	
36S114-M3-002	2026		
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**PHASING OF REPAIRS**  
(ALL PHASES LOOKING AHEAD STATION)



**SCHEMATIC OF EPOXY OVERLAY DETAILS**

**THIN EPOXY OVERLAY NOTES:**

TYPE 1 THIN EPOXY OVERLAY SYSTEM - USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE. TYPE 1 OVERLAY SHALL BE APPLIED MECHANICALLY USING METERED EQUIPMENT; HAND MIXING OF MATERIAL IS NOT PERMITTED.

THIN OVERLAY SYSTEM SHALL BE FROM THE QUALIFIED PRODUCTS LIST 23.005 TYPE 1 THIN OVERLAY (EPOXY-URETHANE). MINIMUM OVERLAY THICKNESS SHALL BE 3/8".

**APPLICATION EQUIPMENT SHOULD:**

- A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.
- B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.
- C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO ENSURE OPTIMAL MIXING.
- D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.
- E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.
- F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

AGGREGATE SHALL BE ANGULAR, HAVING LESS THAN 0.2% MOISTURE AND FREE OF DIRT, CLAY, ASPHALT AND OTHER FOREIGN OR ORGANIC MATERIALS. AGGREGATE FOR ALL LAYERS SHALL BE BAUXITE OR FLINT ROCK PRODUCTS FLINT AND MEETS THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

FULL AND PARTIAL DEPTH DECK REPAIR SHALL CURE A MINIMUM OF 28 DAYS BEFORE THE OVERLAY IS PLACED. THE 28 DAYS MAY BE WAIVED IF THE OVERLAY MANUFACTURER PROVIDES A METHOD OF TESTING THE REPAIRED AREAS AND APPROVES THE PLACEMENT BY LETTER. TRAFFIC SHALL BE ALLOWED TO USE THE BRIDGE DURING THE CURING PERIOD OF THE PATCHES BUT NOT AFTER SHOTBLASTING. MAGNESIUM PHOSPHATE BASED MATERIALS WILL NOT BE ALLOWED.

THE CONCRETE DECK SURFACE SHALL BE CLEANED BY SHOTBLASTING TO REMOVE ANY OIL, DIRT, RUBBER, TRAFFIC STRIPING, OR ANY OTHER POTENTIAL DETRIMENTAL MATERIAL SUCH AS CURING COMPOUND AND LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE THIN EPOXY OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

ALL SURFACES THAT ARE TREATED SHALL BE DRY AT THE TIME OF APPLICATION. THE OVERLAY SHALL NOT BE APPLIED WHEN IT HAS RAINED 24 HOURS PRIOR TO, OR RAIN IS FORECAST WITHIN 8 HOURS AFTER, APPLICATION. THE MOISTURE CONTENT IN THE DECK SUBSTRATE SHALL BE TESTED. MOISTURE IS NOT TO EXCEED 4.5% WHEN MEASURED BY ELECTRONIC METER. IF THE TEST SHOWS EXCESS MOISTURE, THE DECK SHALL CONTINUE TO DRY BEFORE APPLICATION PROCEEDS.

BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

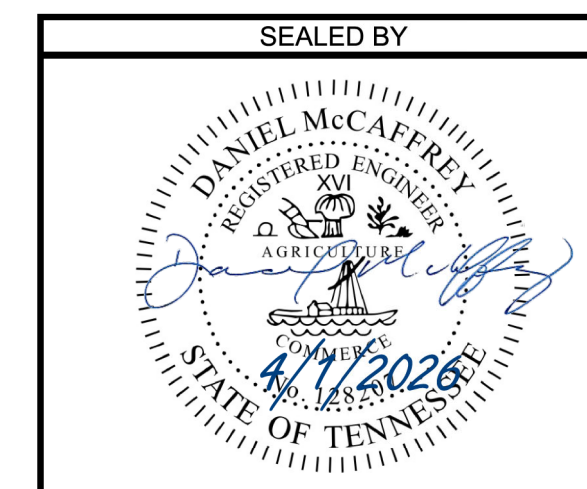
SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REPRESENTATIVE ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE), SY.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8" THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8" AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION SHALL CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1-1/2" DIAMETER. THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

AT LOCATIONS WHERE INACTIVE WEATHER SENSORS ARE EMBEDDED IN THE DECK, FILL REGIONS AROUND SENSOR WITH GROUT AND ALLOW TO CURE PRIOR TO PLACING EPOXY OVERLAY. COST OF GROUTING IS INCIDENTAL TO ITEM 617-04.01.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
EPOXY OVERLAY DETAILS  
SR114 OVER TENNESSEE RIVER  
BRIDGE NO. 36-SR114-03.22  
FED. I.D. NO. 36SR1140001  
HARDIN COUNTY  
2026

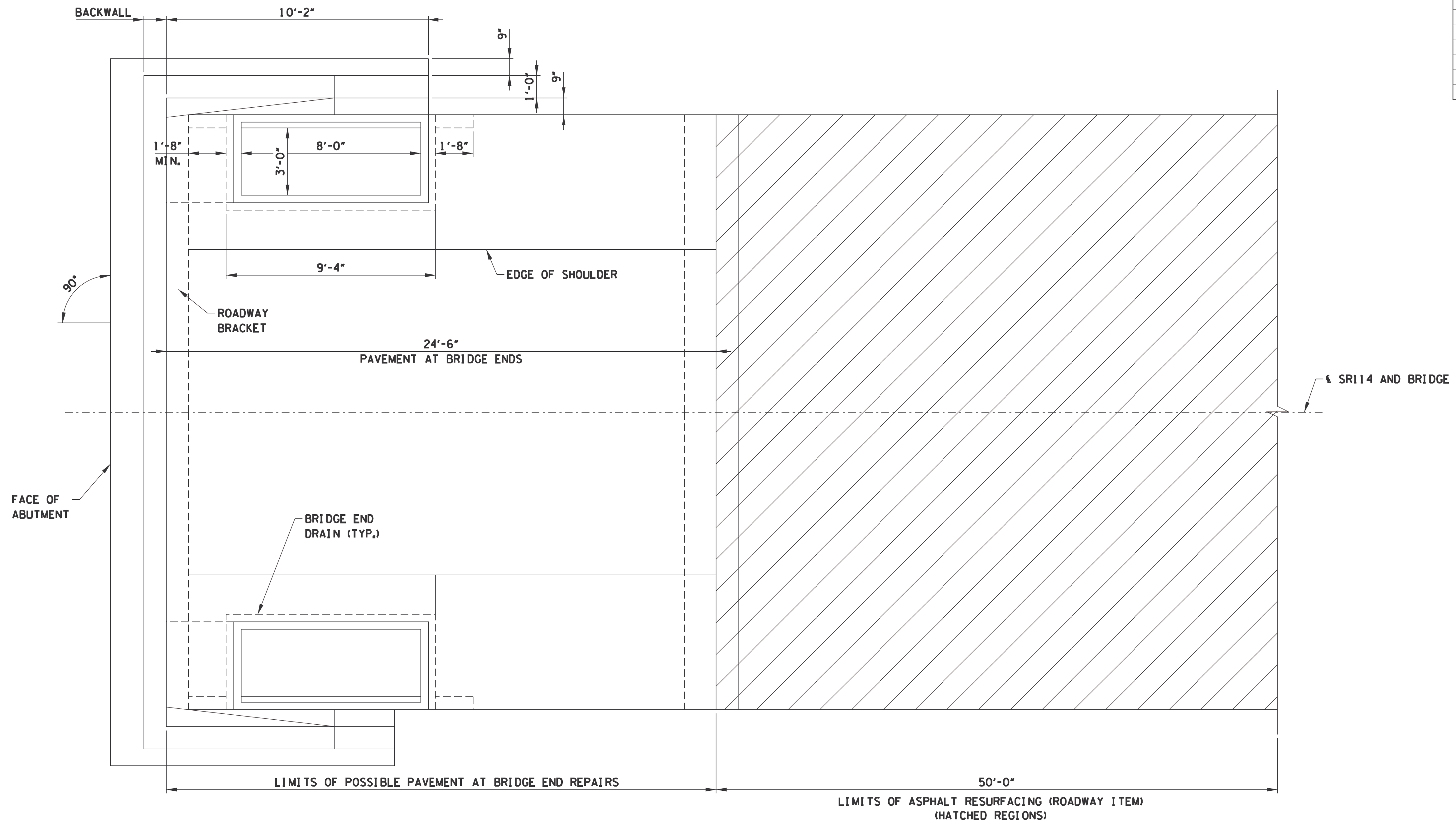


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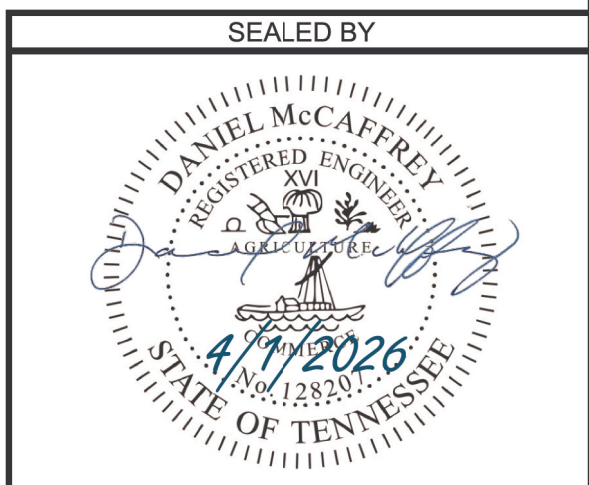
**PLAN**  
(END OF BRIDGE SHOWN, BEGINNING OF BRIDGE SIMILAR)

**PAVEMENT AT BRIDGE ENDS REPAIR NOTES:**

1. REPAIR ANY DELIMITATIONS OR SPALLS WITHIN PAVEMENT AT BRIDGE ENDS. FOR REPAIR DETAILS, REFER TO PARTIAL OR FULL DEPTH DECK REPAIR DETAILS, SHEET BR-132-919.
2. PAVEMENT AT BRIDGE END REPAIRS WILL BE PAID FOR IN ITEM 604-03.04. ITEM 604-03.04 MAY BE INCREASED, REDUCED, OR ELIMINATED AT THE DIRECTION OF THE ENGINEER.
3. SEE ROADWAY PLANS FOR ASPHALT RESURFACING ADJACENT TO PAVEMENT AT BRIDGE ENDS.
4. FOR EPOXY OVERLAY DETAILS, SEE SHEET BR-132-920. ASPHALT RESURFACING SHALL BE PLACED SUCH THAT TRANSITION INTO NEW EPOXY OVERLAY ON PAVEMENT AT BRIDGE ENDS IS SMOOTH (APPROXIMATELY 3/8" HIGHER SURFACE AT END OF PAVEMENT AT BRIDGE ENDS, TRANSITIONING TO EXISTING SURFACE AT END OF 50'-0" RESURFACING REGION).
5. FOLLOWING RESURFACING, REINSTALL PERMANENT TRAFFIC CONTROL DEVICES AND MARKINGS.

**NOTES:**

1. FOR GENERAL NOTES, SEE SHEET BR-132-917.
2. FOR TRAFFIC CONTROL, SEE SHEETS T1 THROUGH T14.
3. EXISTING DIMENSIONS SHOWN ON THIS SHEET ARE APPROXIMATE. FIELD-VERIFY EXISTING DIMENSIONS.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PAVEMENT AT BRIDGE ENDS REPAIR  
SR114 OVER TENNESSEE RIVER  
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HARDIN COUNTY  
2026

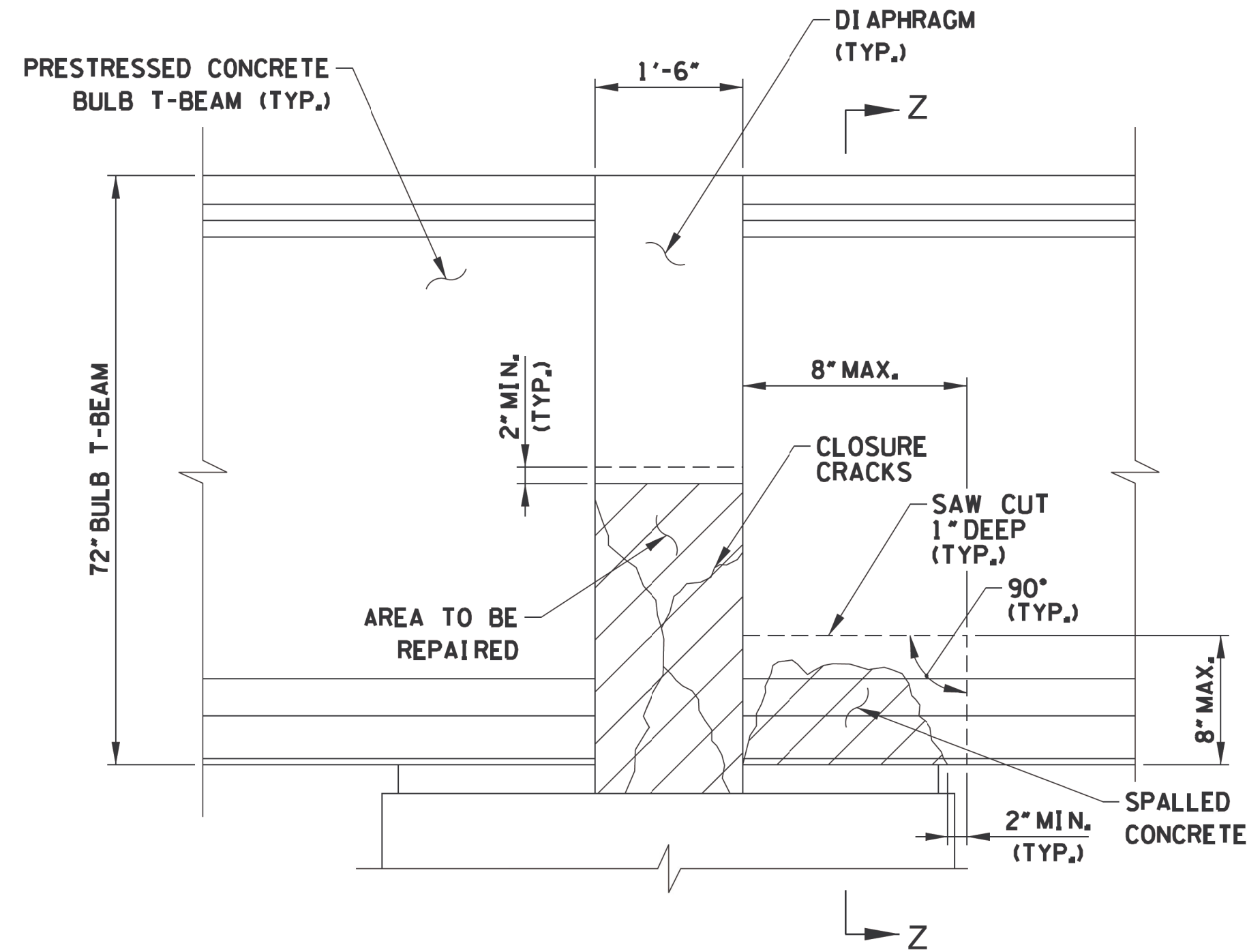


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SUPERVISED BY: DEM DATE: 01/2026  
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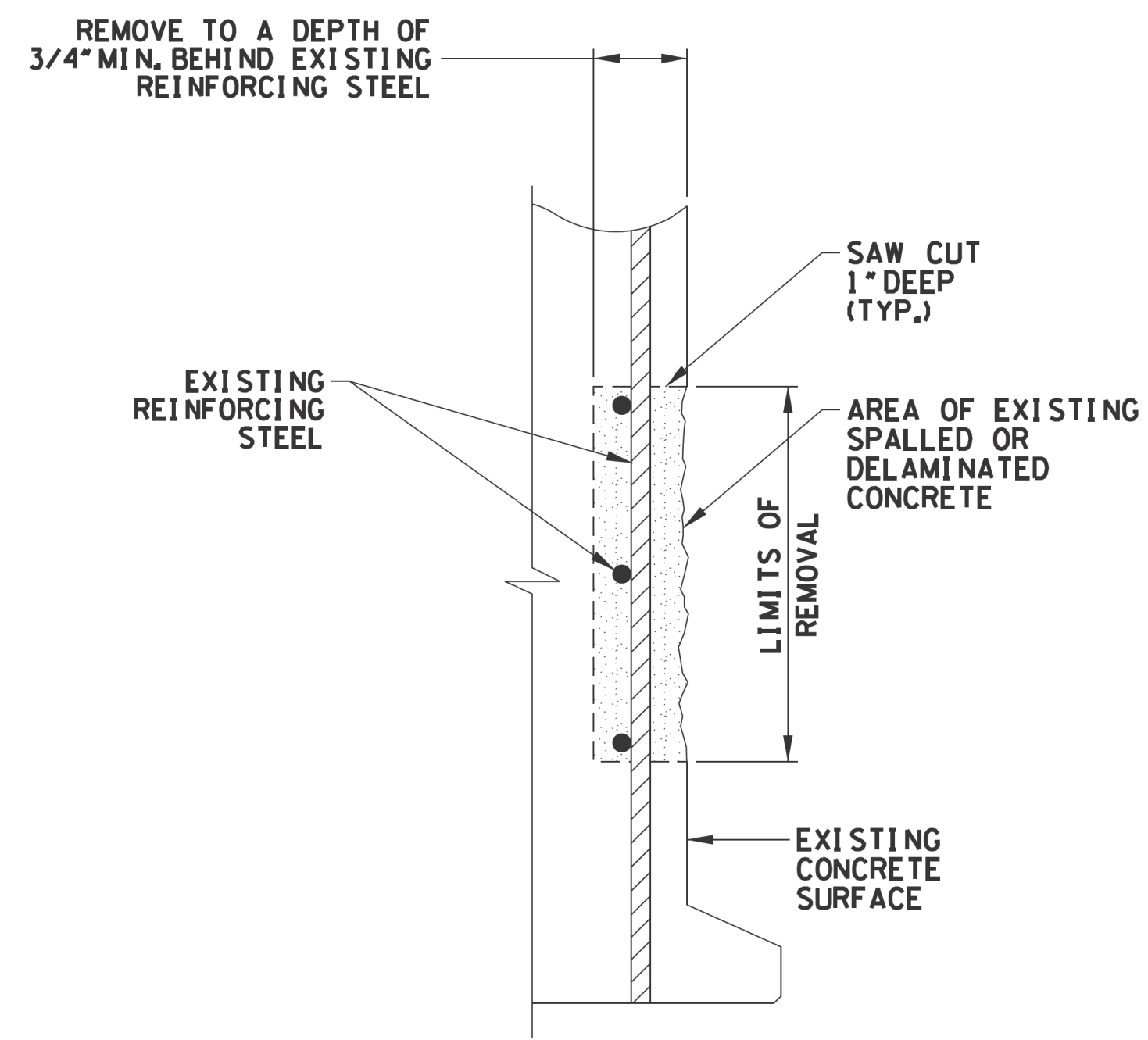
3/26/2026 2:31:53 PM \\MMD\CD\Projects\_214660\_08-TDOT-Hardin Co.-SR114 over TN RIVER\CADD\Structural\13-Approach Slab Repair.dgn

PROJECT NO.	YEAR	SHEET NO.
36S114-M3-002	2026	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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**CONCRETE BEAM CLOSURE REPAIR DETAILS**



**SECTION Z-Z**

BEAM REPAIR LOCATION						
#	SPAN	LOCATION	PIER NO.	BEAM	SIDE	TYPE
1	4	END	4	A	LEFT	CLOSURE
2	7	END	7	A	LEFT	CLOSURE
3	8	START	7	B	LEFT	BEAM
4	8	END	8	A	LEFT	CLOSURE
5	9	START	8	A	LEFT	BEAM
6	9	START	8	A	RIGHT	BEAM
7	9	END	9	A	LEFT	CLOSURE
8	10	END	10	A	LEFT	CLOSURE
9	11	END	11	A	LEFT	CLOSURE
10	12	START	11	D	RIGHT	BEAM
11	12	END	12	A	RIGHT	BEAM
12	12	END	12	A	LEFT	BEAM
13	12/13	NA	12	F	RIGHT	CLOSURE
14	12/13	NA	12	A	LEFT	CLOSURE
15	13	START	12	A	LEFT	BEAM



**CLOSURE CRACKS - AT PIER 10, BEAM A**  
(OTHER LOCATIONS SIMILAR)

**NOTES:**

EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING SPALLED OR DELAMINATED CONCRETE SO AS NOT TO DAMAGE THE EXISTING PRESTRESSING STRANDS AND REINFORCING STEEL. ALL EXPOSED EXISTING REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL EXISTING STRANDS AND REINFORCING STEEL SHALL REMAIN IN PLACE AND INCORPORATED INTO THE NEW CONSTRUCTION. ALL WORK MUST MEET WITH THE FULL APPROVAL OF THE ENGINEER.

REPAIRS SHALL BE MADE UNDER ITEM NO. 604-10.05. PATCHING MATERIAL FOR ITEM NO. 604-10.05 SHALL BE HIGH STRENGTH CONCRETE. SEE TDOT QUALIFIED PRODUCTS LIST 13, PRODUCT CATEGORY - PATCHING MATERIALS; OPL 13.009.

PNEUMATICALLY PLACED CONCRETE IS NOT ALLOWED.

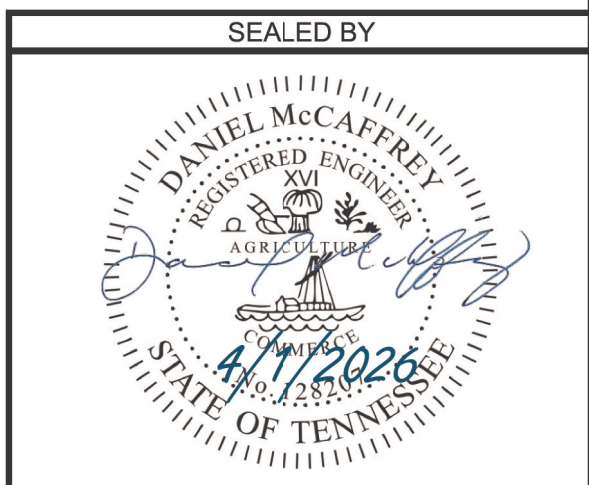
COST OF SAW CUTTING, REMOVING SPALLED OR DELAMINATED CONCRETE, CLEANING, PATCHING MATERIAL, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN TO BE INCLUDED IN ITEM NO. 604-10.05, CONCRETE, S.F.

THE ENGINEER SHALL DESIGNATE ALL SPALLED OR DELAMINATED CONCRETE REPAIR AREAS IN THE FIELD. QUANTITIES GIVEN ARE APPROXIMATE. ITEM NO. 604-10.05 CAN BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.

POWER HAND DRIVEN TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

1. PNEUMATIC HAMMERS HEAVIER THAN THE 35 LB. CLASS SHALL NOT BE USED.
2. CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL.

IF DEPTH OF REMOVED CONCRETE IN REPAIR REGION MUST EXCEED 4", CONTACT THE ENGINEER FOR FURTHER DIRECTION. IF DIMENSIONS OF REMOVED CONCRETE IN BULB-TEE BEAM REPAIR REGION MUST EXCEED THOSE INDICATED, CONTACT THE ENGINEER FOR FURTHER DIRECTION PRIOR TO EXCEEDING THE DIMENSIONS.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
CONCRETE BEAM CLOSURE REPAIR DETAILS  
SR114 OVER TENNESSEE RIVER  
BRIDGE NO. 36-SR114-03.22  
FED. I.D. NO. 36SR1140001  
HARDIN COUNTY  
2026



PIN NO.:	101896.03	DATE:	01/2026
DESIGN BY:	HK	DATE:	01/2026
DRAWN BY:	CTR	DATE:	01/2026
SUPERVISED BY:	DEM	DATE:	01/2026
CHECKED BY:	FAA	DATE:	01/2026

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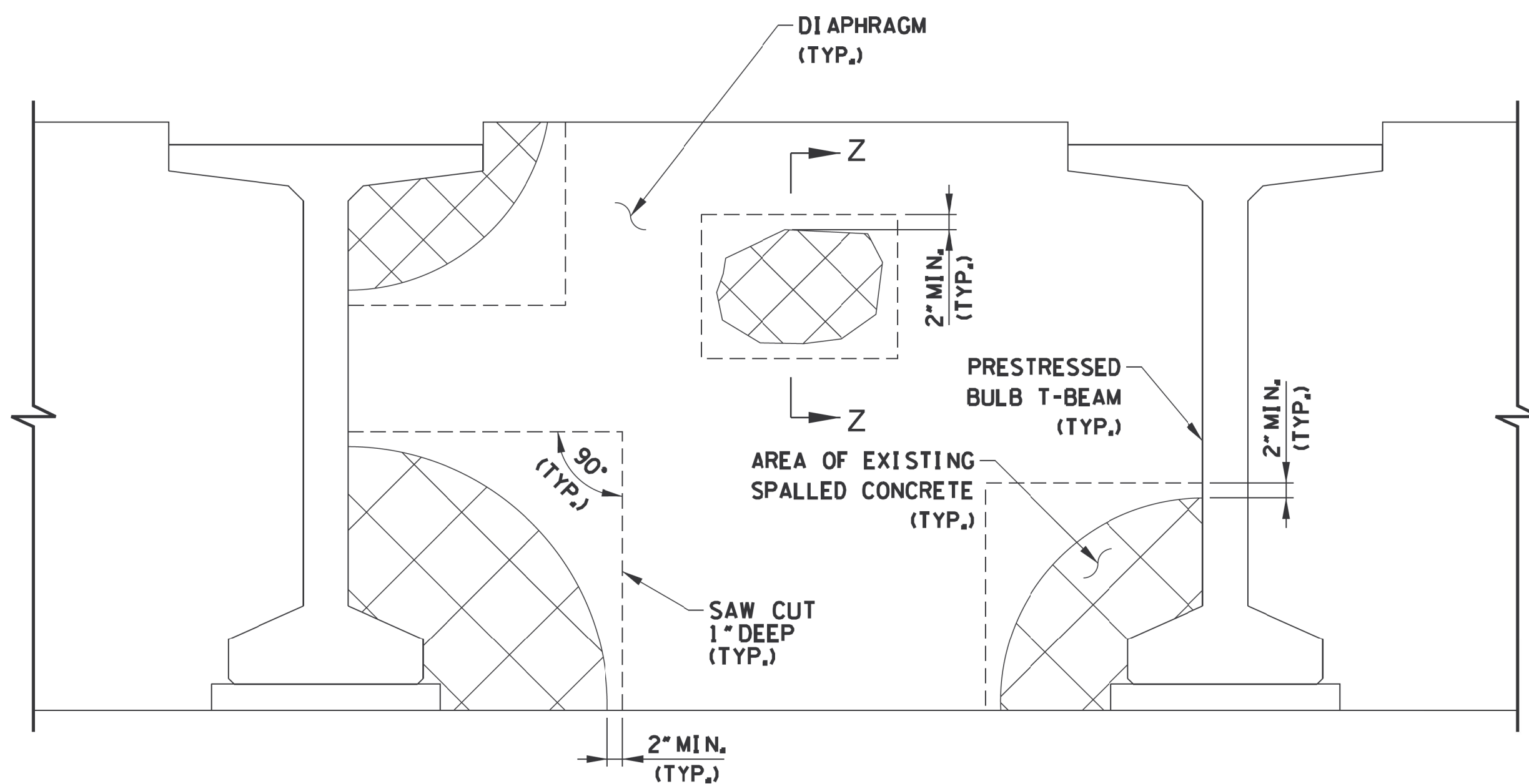
CONST. NO.:

PROJECT NO. YEAR SHEET NO.

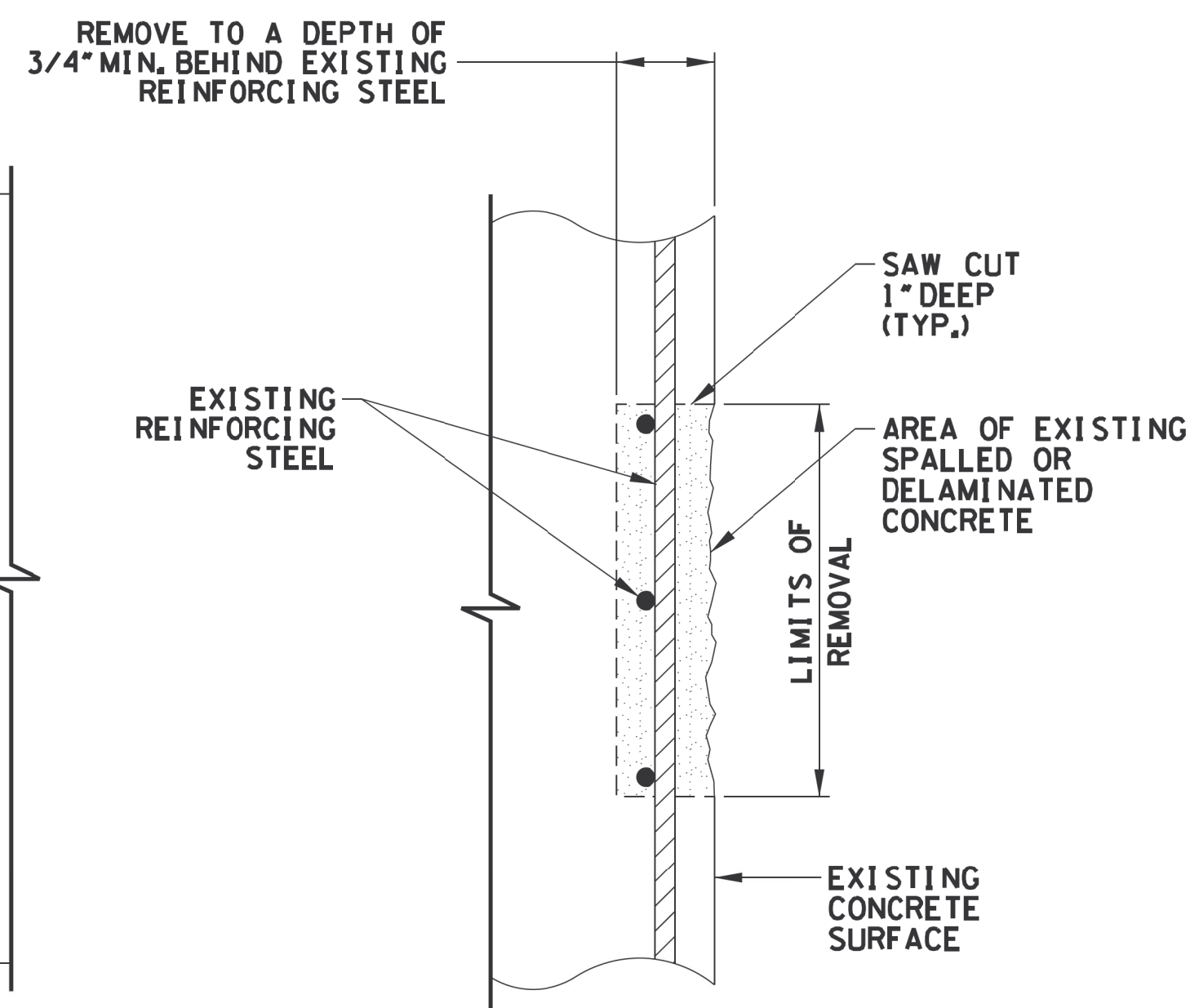
36S114-M3-002 2026

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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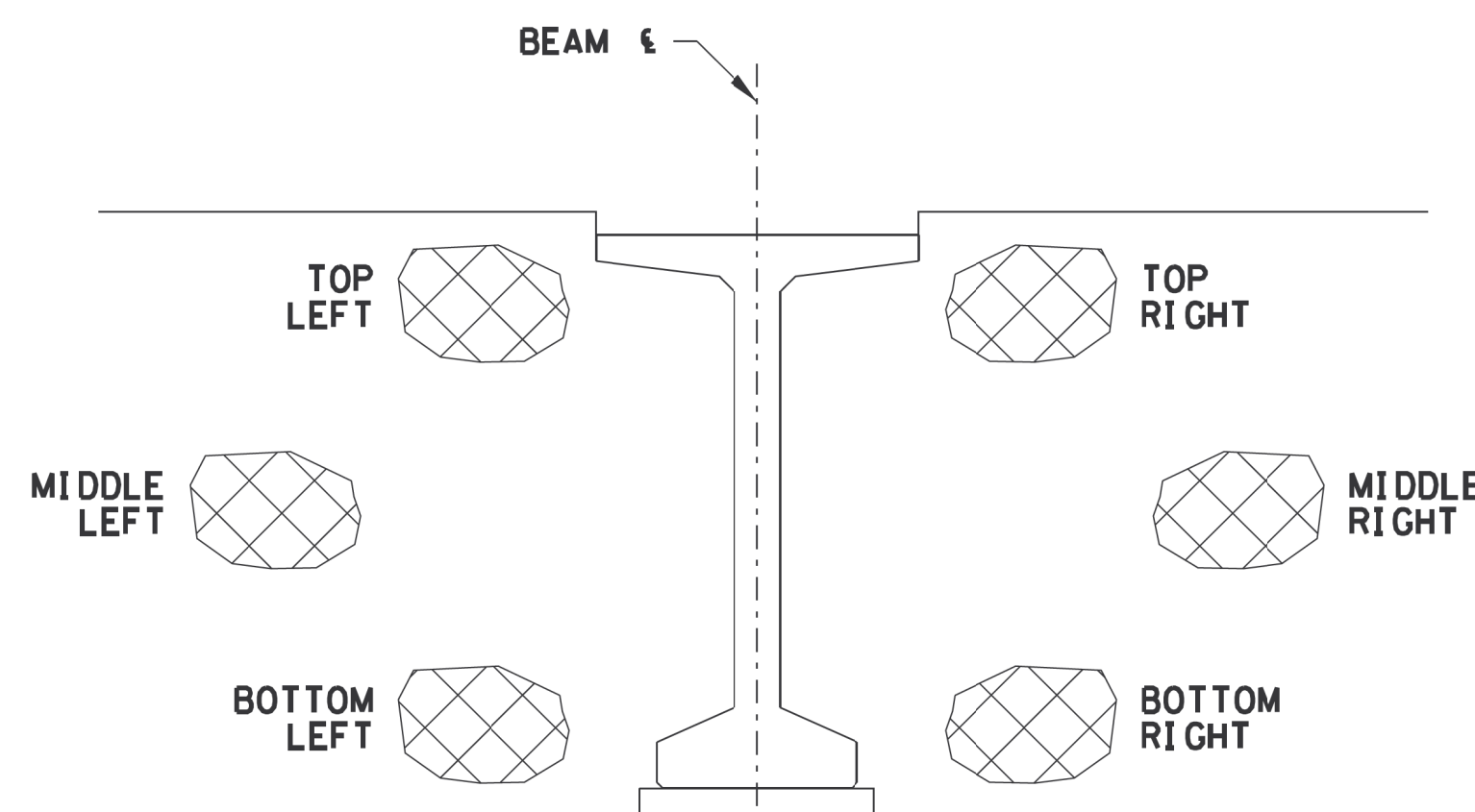


CONCRETE BEAM/DIAPHRAGM REPAIR DETAILS



SECTION Z-Z

DIAPHRAGM REPAIR LOCATION						
#	SPAN	LOCATION	PIER NO.	BEAM	SIDE*	HEIGHT
1	1	END	1	B	LEFT	BOTTOM
2	1	END	1	B	RIGHT	BOTTOM
3	1	END	1	C	LEFT	BOTTOM
4	1	END	1	C	RIGHT	BOTTOM
5	1	END	1	D	LEFT	BOTTOM
6	1	END	1	D	RIGHT	BOTTOM
7	1	END	1	E	LEFT	BOTTOM
8	2	END	2	F	LEFT	BOTTOM
9	3	START	2	A	LEFT	BOTTOM
10	3	START	2	B	RIGHT	BOTTOM
11	3	START	2	B	LEFT	BOTTOM
12	3	START	2	C	RIGHT	MIDDLE
13	3	START	2	C	LEFT	MIDDLE
14	3	START	2	D	LEFT	BOTTOM
15	4	START	3	B	RIGHT	BOTTOM
16	4	START	3	B	LEFT	BOTTOM
17	4	START	3	C	RIGHT	BOTTOM
18	4	END	4	D	LEFT	BOTTOM
19	5	START	4	C	RIGHT	BOTTOM
20	5	START	4	C	LEFT	BOTTOM
21	5	END	5	B	LEFT	BOTTOM
22	6	START	5	A	LEFT	TOP
23	6	START	5	E	RIGHT	BOTTOM
24	6	START	5	E	LEFT	BOTTOM
25	7	START	6	C	LEFT	BOTTOM
26	7	START	6	C	LEFT	TOP
27	7	START	6	C	RIGHT	BOTTOM
28	8	START	7	C	RIGHT	TOP
29	8	END	8	B	LEFT	BOTTOM
30	9	START	8	C	RIGHT	BOTTOM
31	9	START	8	D	RIGHT	BOTTOM
32	10	START	9	D	RIGHT	BOTTOM
33	10	START	9	D	LEFT	BOTTOM
34	11	START	10	A	LEFT	TOP
35	11	START	10	C	RIGHT	BOTTOM
36	11	START	10	C	LEFT	BOTTOM
37	11	START	10	D	RIGHT	MIDDLE
38	11	START	10	D	LEFT	MIDDLE
39	11	START	10	E	LEFT	MIDDLE
40	11	START	10	F	RIGHT	MIDDLE
41	12	START	11	B	LEFT	BOTTOM
42	12	START	11	C	LEFT	BOTTOM
43	12	START	11	D	RIGHT	BOTTOM
44	12	END	12	A	RIGHT	BOTTOM
45	12	END	12	B	LEFT	BOTTOM
46	12	END	12	B	RIGHT	BOTTOM
47	12	END	12	C	LEFT	BOTTOM
48	12	END	12	C	RIGHT	BOTTOM
49	12	END	12	D	LEFT	BOTTOM
50	12	END	12	D	RIGHT	BOTTOM
51	12	END	12	E	LEFT	BOTTOM
52	12	END	12	E	RIGHT	BOTTOM
53	12	END	12	F	LEFT	BOTTOM



REPAIR LOCATIONS KEY



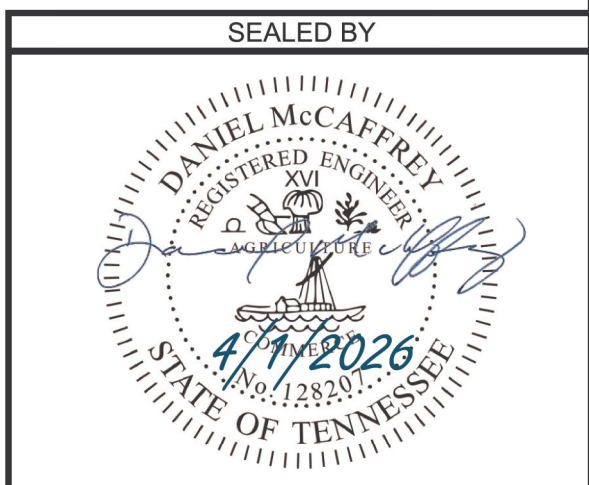
DIAPHRAGM CRACKING - AT PIER 1, SPAN 1

- WHEN LOOKING AT FACE OF DIAPHRAGM:  
FOR START OF SPAN LOOKING BACK STATION  
FOR END OF SPAN LOOKING AHEAD STATION

NOTES:

SEE CONCRETE SPALL REPAIR NOTES ON BR-132-922, CONCRETE BEAM CLOSURE REPAIR DETAILS.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
CONCRETE BEAM/DIAPHRAGM REPAIR DETAILS  
SR114 OVER TENNESSEE RIVER  
BRIDGE NO. 36-SR114-03.22  
FED. I.D. NO. 36SR1140001  
HARDIN COUNTY  
2026



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PIN NO.: 101896.03  
DESIGN BY: HK DATE: 01/2026  
DRAWN BY: CTR DATE: 01/2026  
SUPERVISED BY: DEM DATE: 01/2026  
CHECKED BY: FAA DATE: 01/2026

CONST. NO.:

PROJECT NO.	YEAR	SHEET NO.	
36S114-M3-002	2026		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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**ABUTMENT 1 BEARINGS**  
(TYPICAL BEARING SHOWN, OTHERS SIMILAR)



**ABUTMENT 2 BEARINGS**  
(TYPICAL BEARING SHOWN, OTHERS SIMILAR)

**BEARING REHABILITATION NOTES:**

1. CLEAN AND REMOVE DEBRIS FROM AROUND BEARINGS.
2. REMOVE SURFACE RUST BY HAND OR POWER TOOL CLEANING. IF MORE THAN 1/16" THICKNESS MUST BE REMOVED TO FULLY REMOVE RUST IN ANY LOCATION, CONTACT THE ENGINEER FOR FURTHER INSTRUCTION. ENSURE ELASTOMER AND SLIDING SURFACES ARE PROTECTED DURING RUST REMOVAL OPERATIONS.
3. FOLLOWING RUST REMOVAL, PAINT STEEL PORTIONS OF BEARINGS IN ACCORDANCE WITH TDOT STANDARD SPECIFICATIONS.



**BRIDGE END DRAINS**



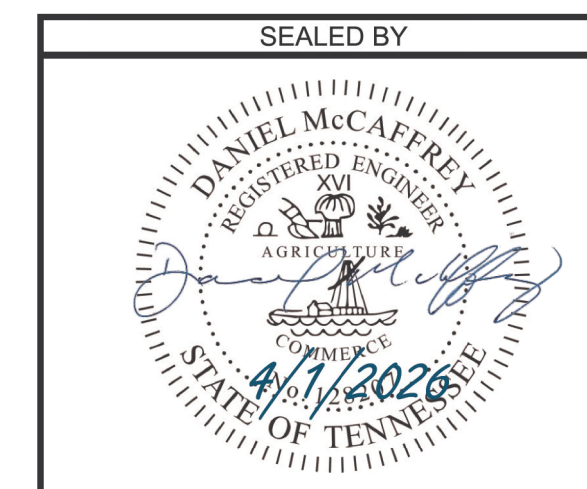
**BRIDGE DECK DRAINS**

**DRAIN CLEANING NOTES:**

1. REMOVE ALL DEBRIS, CLEAN, AND CLEAR THE VEGETATION FROM THE BRIDGE END DRAINS (4) AND ALL BRIDGE DECK DRAINS.
2. DO NOT DAMAGE THE DRAINS DURING CLEANING. IF DRAINS ARE DAMAGED DURING CLEANING, REPAIR OR REPLACE DAMAGED COMPONENTS AT NO COST TO TDOT.

**MODULAR JOINT CLEANING AND SEALING NOTES:**

1. EXISTING MODULAR JOINTS APPEAR TO BE MANUFACTURED BY THE D.S. BROWN COMPANY. CONTACT D.S. BROWN FOR ASSISTANCE WITH CLEANING, SEALING, AND REPAIRING THE JOINTS AS NEEDED.
2. REMOVE ALL DEBRIS FROM FULL LENGTH OF MODULAR JOINT AND CLEAN THE JOINT SEALS. DO NOT DAMAGE THE JOINT SEALS DURING DEBRIS REMOVAL OR CLEANING. IF JOINT SEALS ARE DAMAGED DURING CLEANING, REPAIR OR REPLACE AT NO COST TO THE DEPARTMENT.
3. INSPECT THE JOINT SEALS FOR EXCESSIVE WEAR, DAMAGE, OR TEARING. REPAIR OR REPLACE ANY REGIONS WHICH SHOW ENOUGH WEAR, DAMAGE, OR TEARING THAT THE SEAL IS NO LONGER WATERPROOF.
4. INSPECT THE WEAR COMPONENTS OF THE MODULAR JOINT, INCLUDING SPRINGS, BEARINGS, DAMPERS, ETC. FOR EXCESSIVE WEAR. REPLACE ANY COMPONENTS WHICH ARE EXCESSIVELY WORN OR MISSING.
5. IF DURING THE CLEANING AND SEALING ANY METAL COMPONENTS ARE FOUND TO BE CRACKED OR OTHERWISE DAMAGED, CONTACT THE ENGINEER FOR FUTURE DIRECTION.



**NOTES:**

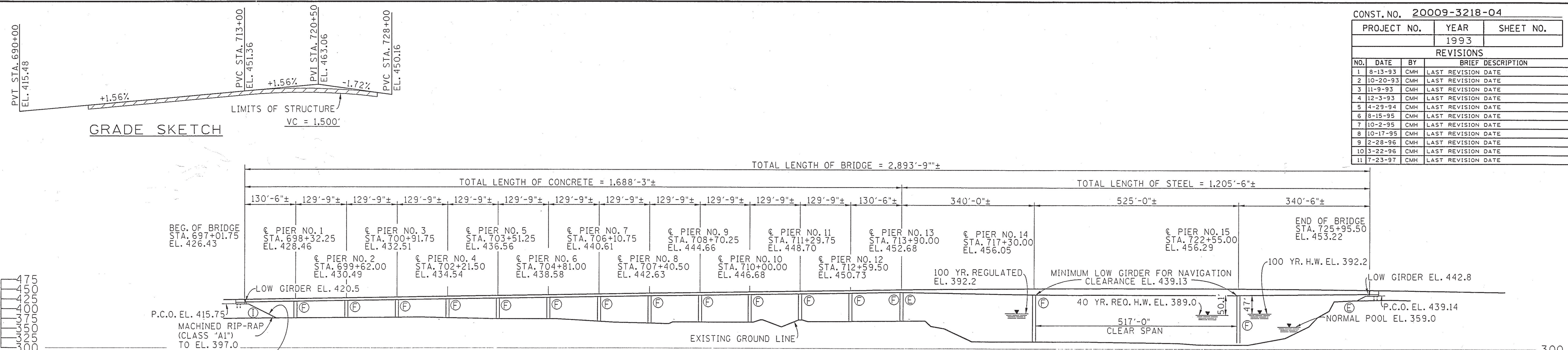
1. FOR GENERAL NOTES, SEE SHEET BR-132-917.
2. FOR TRAFFIC CONTROL, SEE SHEETS T1 THROUGH T14.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
MISCELLANEOUS REPAIR DETAILS  
SR114 OVER TENNESSEE RIVER  
BRIDGE NO. 36-SR114-03.22  
FED. I.D. NO. 36SR1140001  
HARDIN COUNTY  
2026



PIN NO.: 101896.03  
DESIGN BY: FAA DATE: 01/2026  
DRAWN BY: CTR DATE: 01/2026  
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CHECKED BY: HK DATE: 01/2026

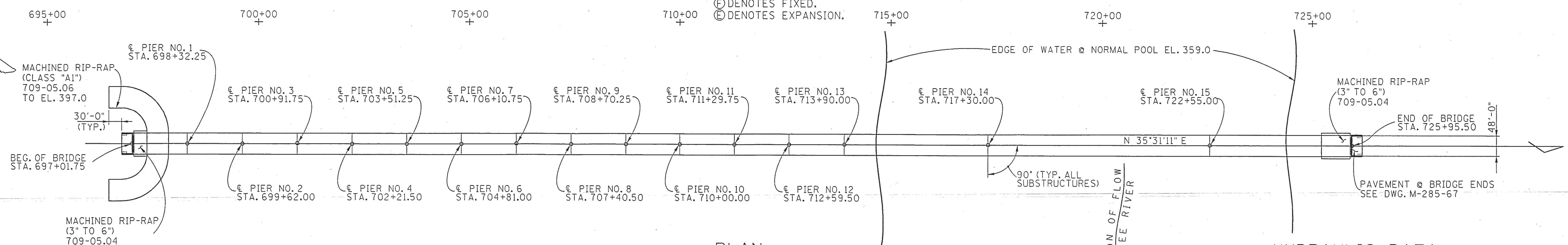
CONST. NO. 20009-3218-04			
PROJECT NO.	YEAR	SHEET NO.	
	1993		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-13-93	CMH	LAST REVISION DATE
2	10-20-93	CMH	LAST REVISION DATE
3	11-9-93	CMH	LAST REVISION DATE
4	12-3-93	CMH	LAST REVISION DATE
5	4-29-94	CMH	LAST REVISION DATE
6	8-15-95	CMH	LAST REVISION DATE
7	10-2-95	CMH	LAST REVISION DATE
8	10-17-95	CMH	LAST REVISION DATE
9	2-28-96	CMH	LAST REVISION DATE
10	3-22-96	CMH	LAST REVISION DATE
11	7-23-97	CMH	LAST REVISION DATE



- 475
- 450
- 425
- 400
- 375
- 350
- 325
- 300

**ELEVATION**  
(SCALE: 1" = 120')  
 (1) DENOTES INTEGRAL.  
 (2) DENOTES FIXED.  
 (3) DENOTES EXPANSION.

NOTE: PIER SCOUR SUBJECT TO FOUNDATION INFORMATION AND PRELIMINARY FOOTING DESIGN.



**PLAN**  
(SCALE: 1" = 120')

**HYDRAULIC DATA**

DRAINAGE AREA = 33,992 SQ. MILES.  
 DESIGN DISCHARGE (100 YR.) = 498,500 cfs.  
 WATER AREA PROVIDED BELOW EL. 392.48 = 102,634 SQ. FT.  
 100 YEAR VELOCITY = 4.86 FT./SEC.  
 100 YR. BRIDGE BACKWATER = 0.01 FT.  
 ROADWAY OVERTOPPING ELEV. = 419.8.  
 500 YEAR DISCHARGE = 582,150 cfs AT ELEV. 396.53.

**LIST OF STANDARD DRAWINGS**

DWG. NO.	REV.	DATE
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	10-26-92
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	2-15-93
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	2-15-93
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 NAVIGATION LIGHT	STD-8-1	9-1-91
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	9-1-91
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92
SLOPE PROTECTION	RD-SA-1	4-29-88

**LIST OF DRAWINGS**

DWG. NO.	REV.	DATE
LAYOUT OF BRIDGE	M-285-25	7-23-97
ESTIMATED QUANTITIES	M-285-26	3-22-96
GENERAL NOTES & DECK DRAIN DETAILS	M-285-27	10-20-93
NAVIGATIONAL LIGHTING DETAILS	M-285-28	10-20-93
FOUNDATION DATA	M-285-29	
FOUNDATION DATA	M-285-30	
FOUNDATION DATA	M-285-31	
FOUNDATION DATA	M-285-32	
FOUNDATION DATA	M-285-33	
FOUNDATION DATA	M-285-34	12-3-93
SUPERSTRUCTURE	M-285-35	
SUPERSTRUCTURE DETAILS	M-285-36	12-3-93
PRESTRESSED BULB-TEE DETAILS (SPAN NO. 1 - 12)	M-285-36A	12-3-93
PRESTRESSED BULB-TEE DETAILS (SPAN NO. 13)	M-285-37	12-3-93
PRESTRESSED BULB-TEE & INTERMEDIATE DIAPHRAGM DETAILS	M-285-38	12-3-93
SUPERSTRUCTURE	M-285-39	
SUPERSTRUCTURE DETAILS	M-285-40	2-28-96
SUPERSTRUCTURE DETAILS	M-285-41	10-17-95
SUPERSTRUCTURE DETAILS	M-285-42	2-28-96
CROSS FRAME DETAILS	M-285-43	3-22-96
CROSS FRAME DETAILS	M-285-44	3-22-96
CROSS FRAME DETAILS	M-285-45	
FIELD SPlice DETAILS	M-285-46	10-20-93
FIELD SPlice DETAILS	M-285-47	10-20-93
BEARING DEVICE DETAILS	M-285-48	4-29-94
ABUTMENT NO. 1	M-285-49	12-3-93
ABUTMENT NO. 2	M-285-50	10-20-93
PIER NO. 1	M-285-51	10-20-93
PIER NO. 2	M-285-52	10-20-93
PIER NO. 3	M-285-53	10-20-93
PIER NO. 4	M-285-54	10-20-93
PIER NO. 5	M-285-55	10-20-93
PIER NO. 6	M-285-56	10-20-93
PIER NO. 7	M-285-57	11-9-93
PIER NO. 8	M-285-57	10-20-93

**LIST OF DRAWINGS CONT.**

DWG. NO.	REV.	DATE
PIER NO. 9	M-285-58	10-20-93
PIER NO. 10	M-285-59	10-20-93
PIER NO. 11	M-285-60	10-20-93
PIER NO. 12	M-285-61	10-20-93
PIER NO. 13	M-285-62	12-3-93
PIER NO. 14	M-285-63	10-20-93
PIER NO. 15	M-285-64	10-20-93
BRIDGE RAILING CONCRETE PARAPET	M-285-65	
STEEL SLIDER PLATE ASSEMBLIES FOR CONC. PARAPET	M-285-66	
BRIDGE DECK DRAIN DETAILS	M-285-67	7-23-97
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	M-285-68	
BRIDGE END DRAIN DETAILS	M-285-69	
BRIDGE END DRAIN DETAILS	M-285-70	
FINAL FOUNDATION DATA	M-285-71	
BILL OF STEEL	M-285-72	10-20-93
BILL OF STEEL	M-285-73	10-20-93
BILL OF STEEL	M-285-74	11-9-93
BILL OF STEEL	M-285-75	12-3-93
BILL OF STEEL	M-285-76	

**LIST OF SPECIAL PROVISIONS**

PROV. NO.	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
SECTION 602-STEEL STRUCTURES	602	4-5-93
PAINTING	603A	2-15-93
CONCRETE STRUCTURES	604	2-15-93
CONTRACTOR - MIX DESIGN & TESTING STRUCTURAL CONCRETE	604CX	6-21-93
MODULAR ROADWAY EXPANSION DEVICES	604M	4-5-93
PRECAST PRESTRESSED BRIDGE DECK PANELS	604P	9-7-92
RIDEABILITY OF BRIDGE DECKS & ROADWAY APPROACHES	604R	3-30-92
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-16-91
EPOXY COATED REINFORCING STEEL	907A	2-15-93

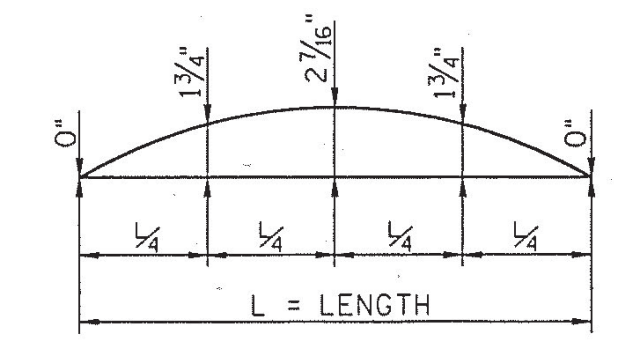
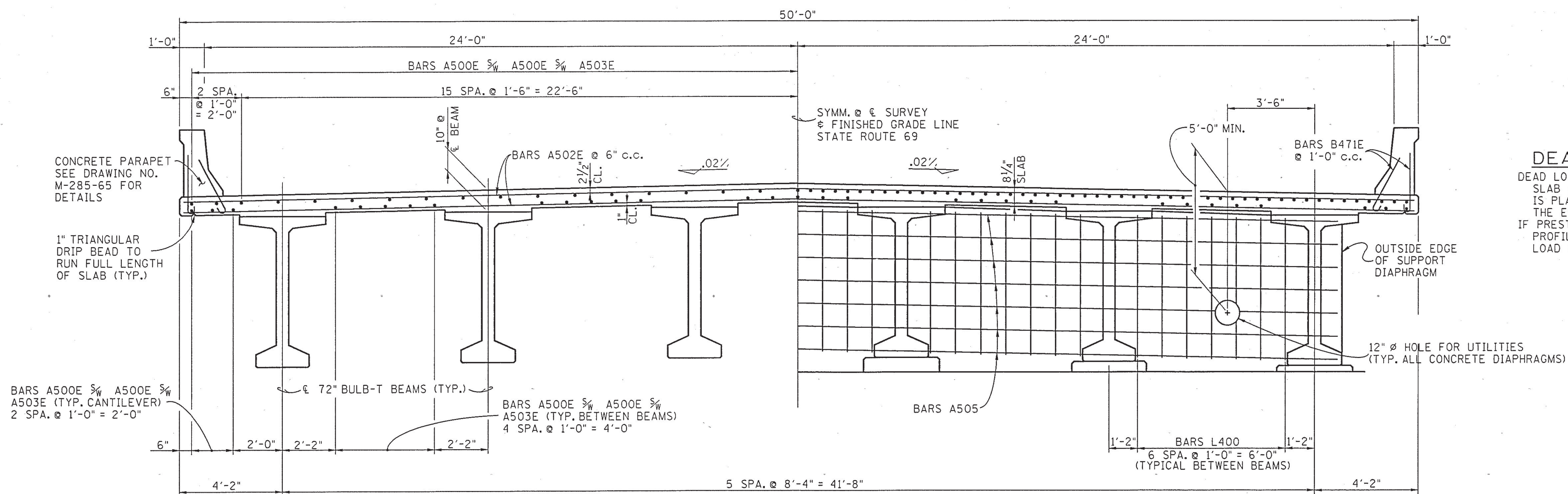
DESIGNED BY CRB & CMH DATE 12-92  
 DRAWN BY K.L. FRANKENFIELD DATE 12-92  
 SUPERVISED BY C.M.H./S.M.H. DATE 12-92  
 CHECKED BY CRB & CMH & C.BROOKS DATE 1-93

CORRECT Edward P. Wasserman  
 ENGINEER OF STRUCTURES

2013 ADT =  
 48'-0" ROADWAY W/M-285-65 BRIDGE RAIL  
 DESIGN SPEED = 60 MPH  
 STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
**LAYOUT OF BRIDGE**  
**STATE ROUTE 69**  
**OVER**  
**TENNESSEE RIVER**  
**STATION 711+48.63**  
**BRIDGE I.D. NO.**  
**DECATUR-HARDIN COUNTIES**  
**1993**



CONST. NO. 20009-3218-04			
PROJECT NO.	SHEET NO.		
1993			
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	10-20-93	CMH	REVISED COMPRESSION SEAL AND ADDED POURING SEQUENCE NOTE
2	12-3-93	CMH	REVISED DEPTH OF UTILITIES

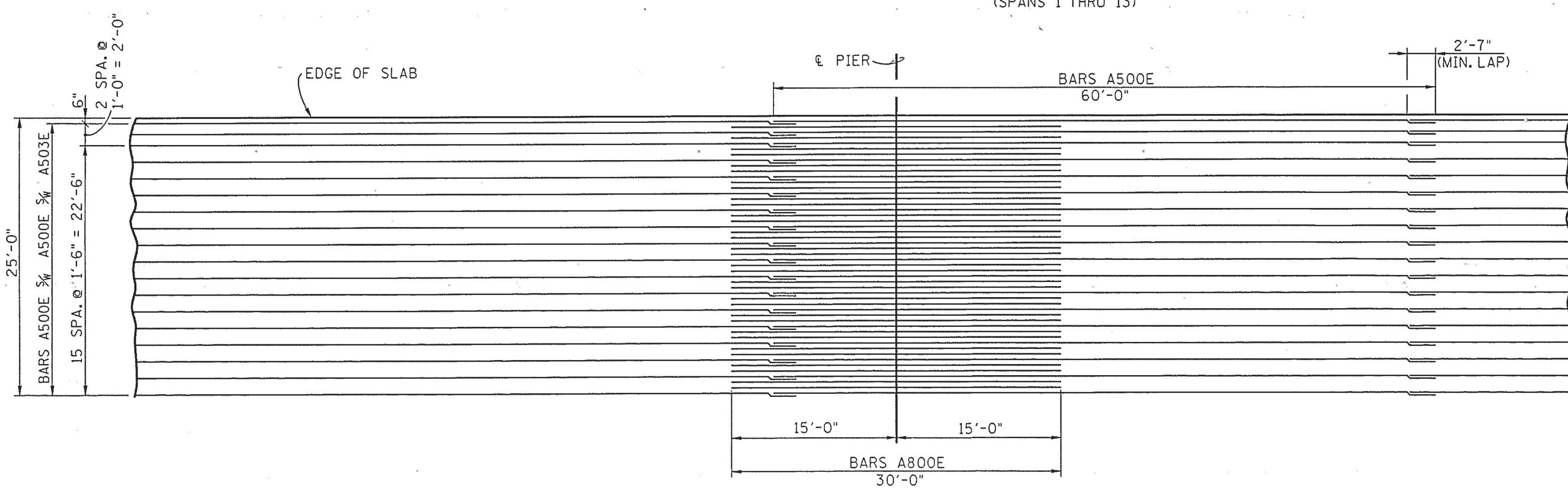


**DEAD LOAD CORRECTION CURVE**  
 DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.  
 IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

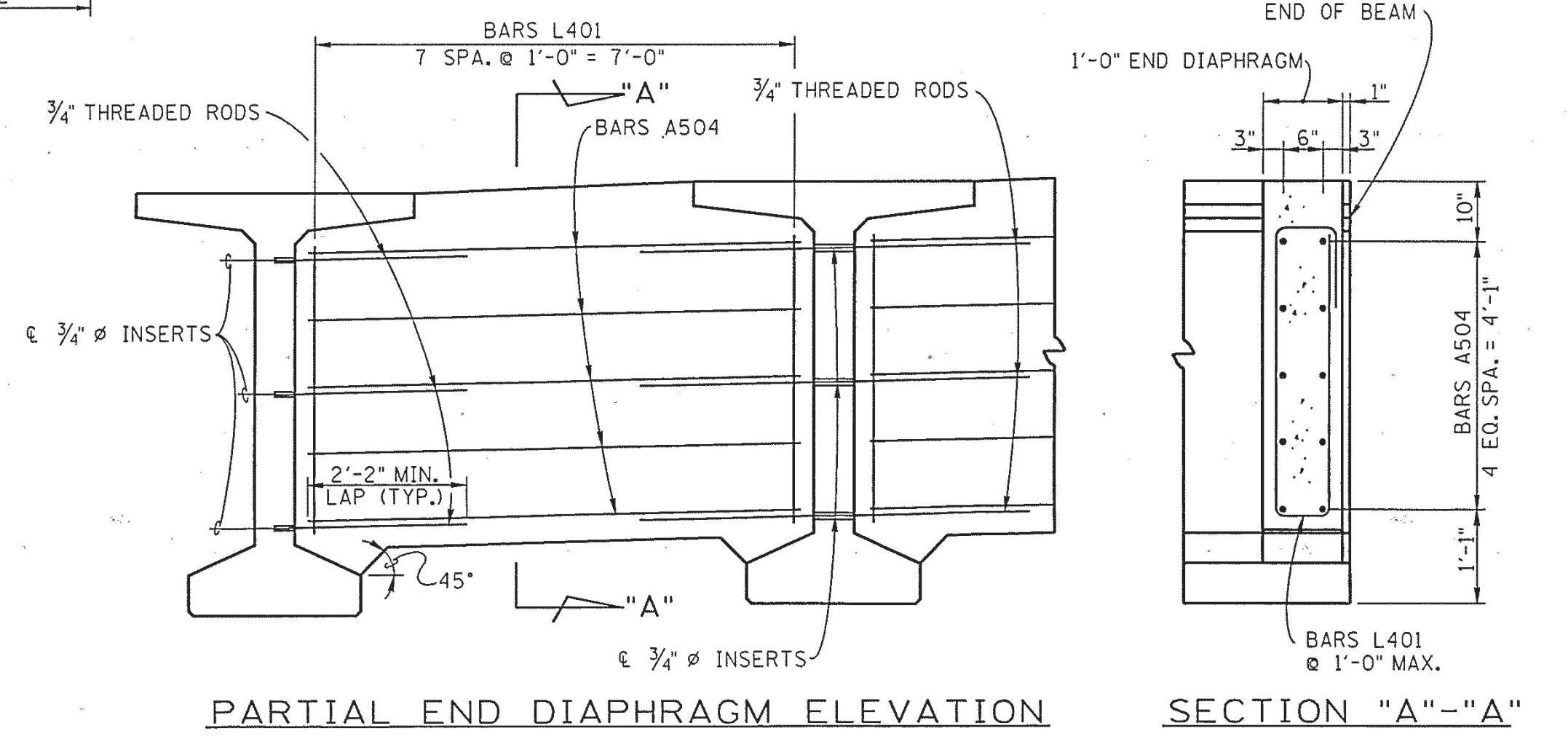
NOTE: OUTSIDE EDGE OF SLAB AND PARAPET TO CONFORM TO HORIZONTAL CURVE.  
 NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. M-285-65.  
 NOTE: ALL GIRDERS SHALL BE SUPPORTED DURING CONSTRUCTION OF SLAB TO PREVENT ROTATION.  
 1. PRESTRESSED CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE OPTION OF THE CONTRACTOR SUBJECT TO THE FOLLOWING:  
 1) NO JOINT MAY BE LOCATED CLOSER THAN 10 FEET OF AN INTERIOR SUPPORT.  
 2) CLOSURE POURS OVER SUPPORTS SHALL NOT BE LESS THAN 20 FEET.  
 3) ANY CONTINUOUS POURS OVER A SUPPORT SHALL TERMINATE A MINIMUM DISTANCE OF 60 PERCENT OF THE FORWARD ADJACENT SPAN LENGTH PAST THE SUPPORT.

TYPICAL @ MID-SPAN      TYPICAL @ SUPPORT

**TYPICAL CROSS-SECTION**  
 (LOOKING FORWARD ON SURVEY)  
 (SPANS 1 THRU 13)

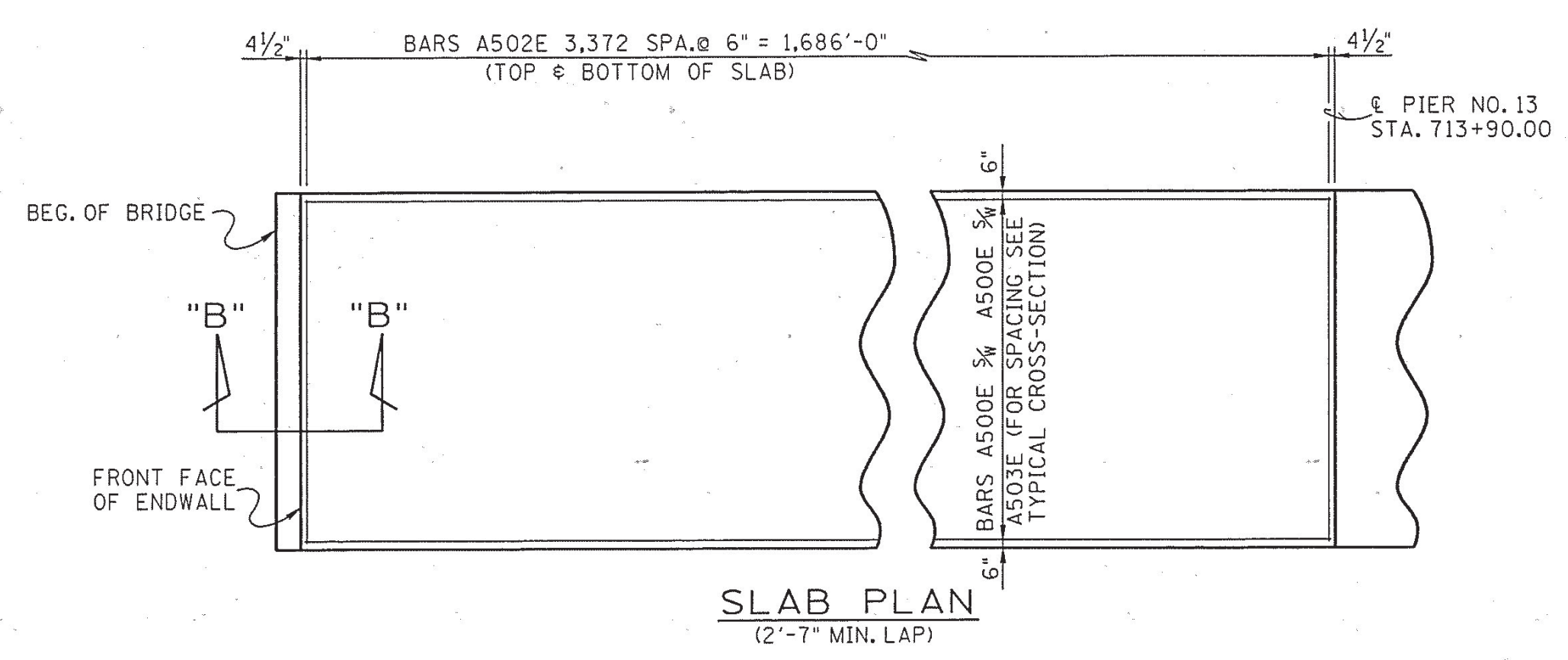


**PART PLAN OF MAIN REINFORCING**

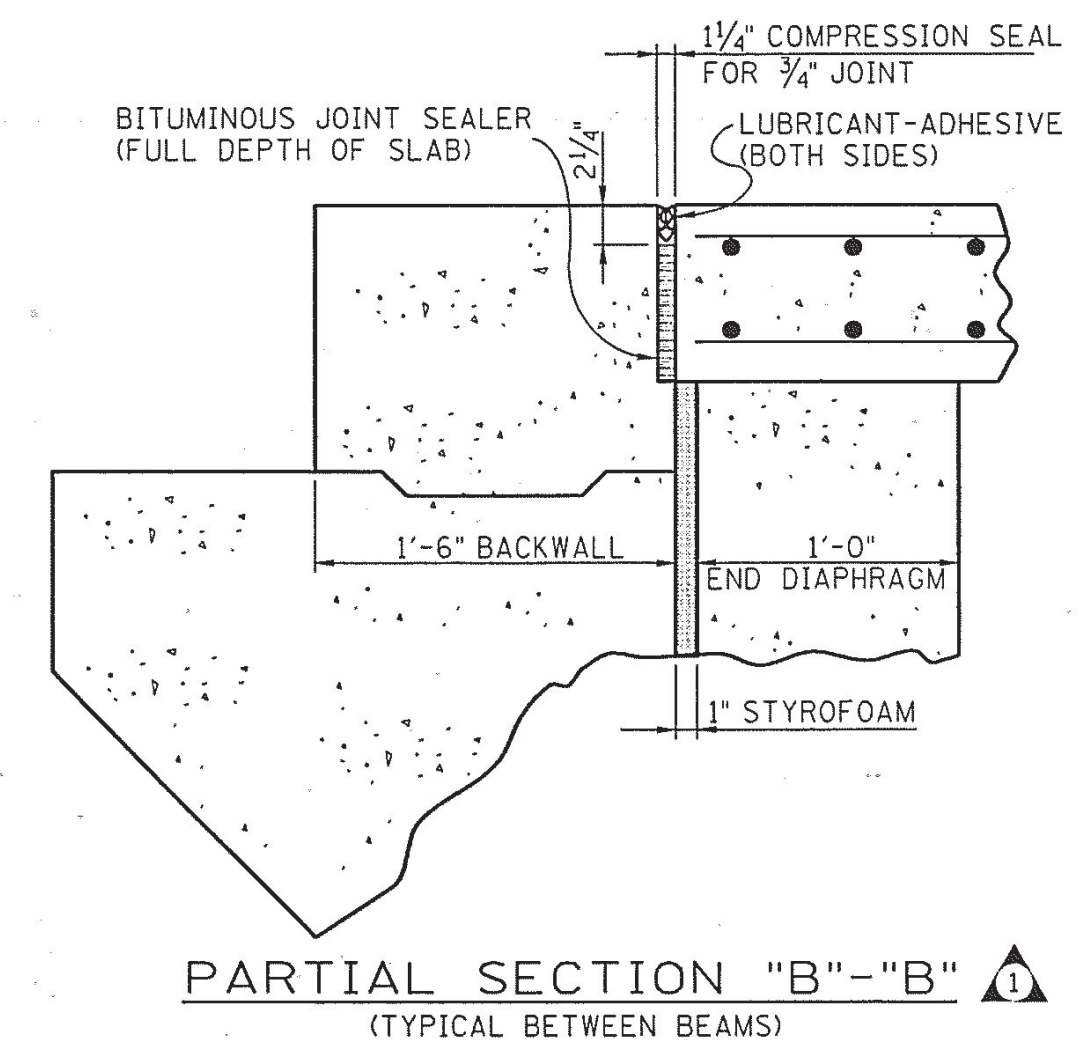


**PARTIAL END DIAPHRAGM ELEVATION**

**SECTION "A"-A"**



**SLAB PLAN**  
 (2'-7\"/>



**PARTIAL SECTION "B"-B"**  
 (TYPICAL BETWEEN BEAMS)

**ESTIMATED QUANTITIES**

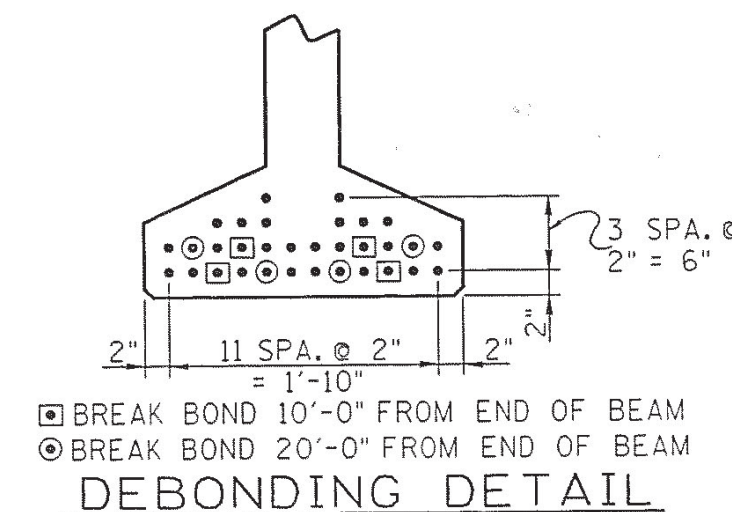
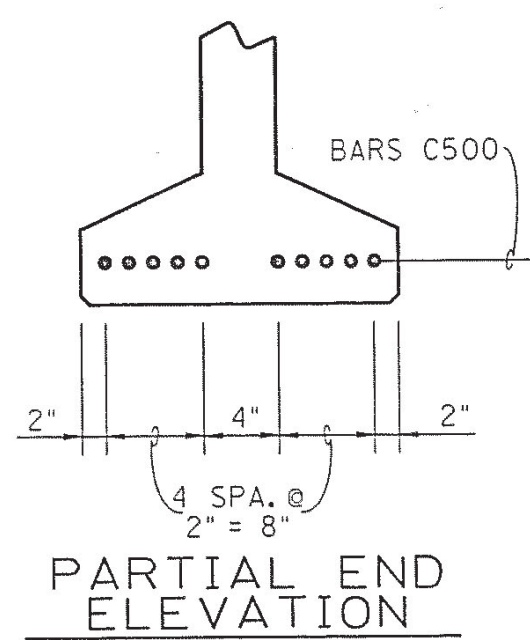
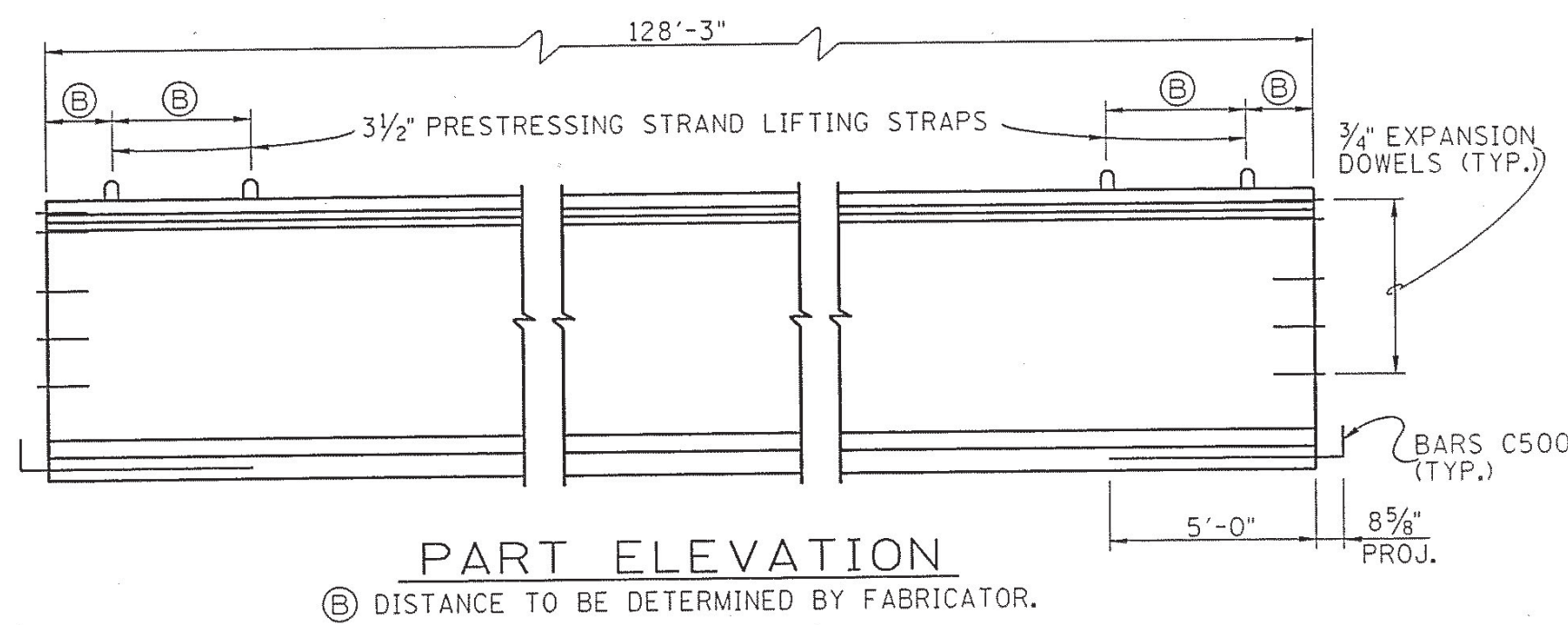
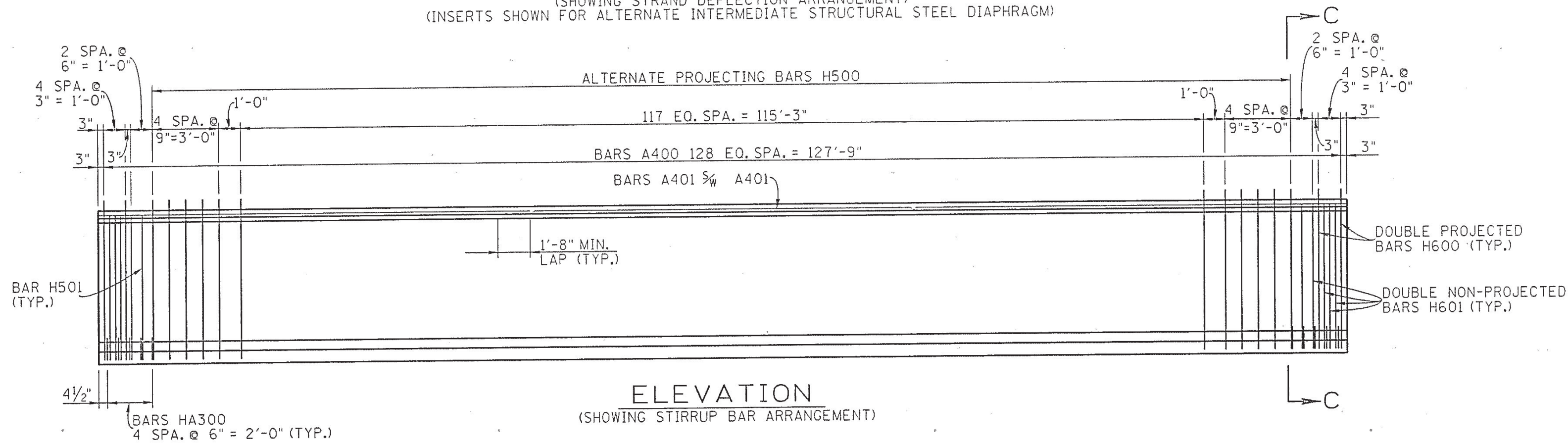
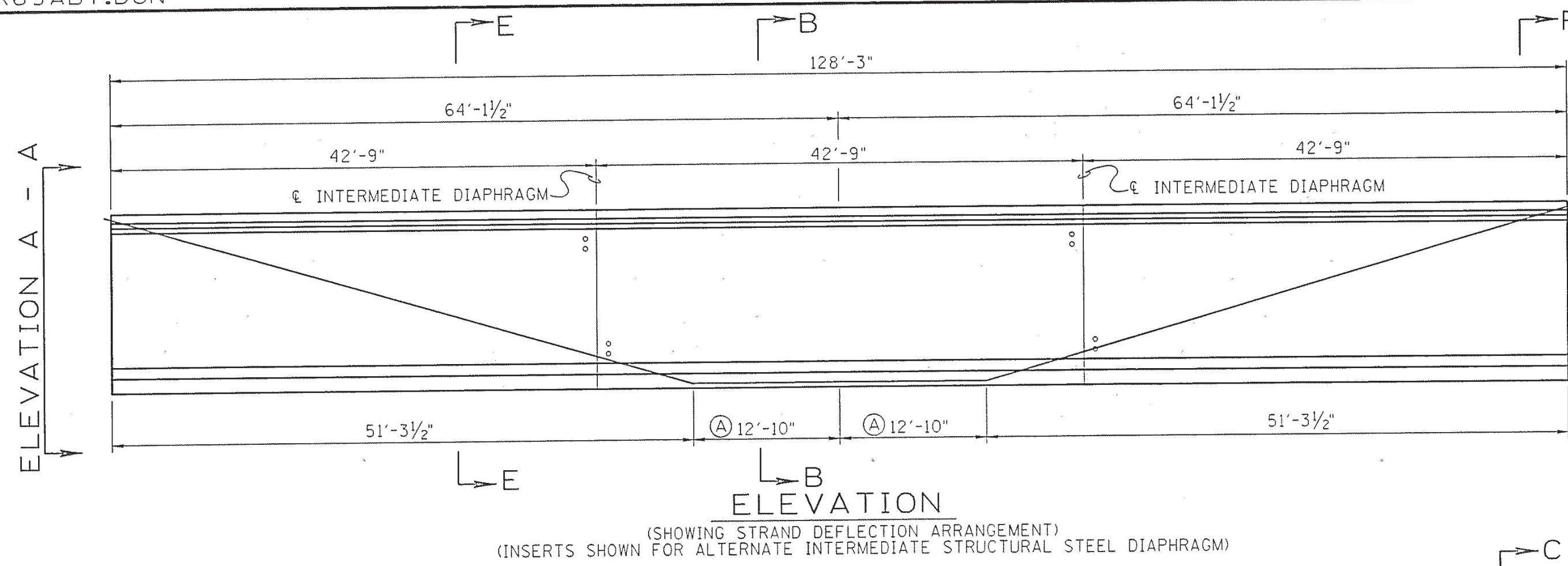
CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY-COATED REINFORCING STEEL (BRIDGES) LB.
4,013	206	13,116	890,782

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
**SUPERSTRUCTURE**  
**STATE ROUTE 69**  
**OVER**  
**TENNESSEE RIVER**  
**STATION 711+48.63**  
**DECATUR-HARDIN COUNTIES**  
**1993**

DESIGNED BY C.M. HILES      DATE 5-93  
 DRAWN BY KLF & KDF      DATE 5-93  
 SUPERVISED BY C.M. HILES      DATE 5-93  
 CHECKED BY C.M.H. & C. BROOKS      DATE 7-93

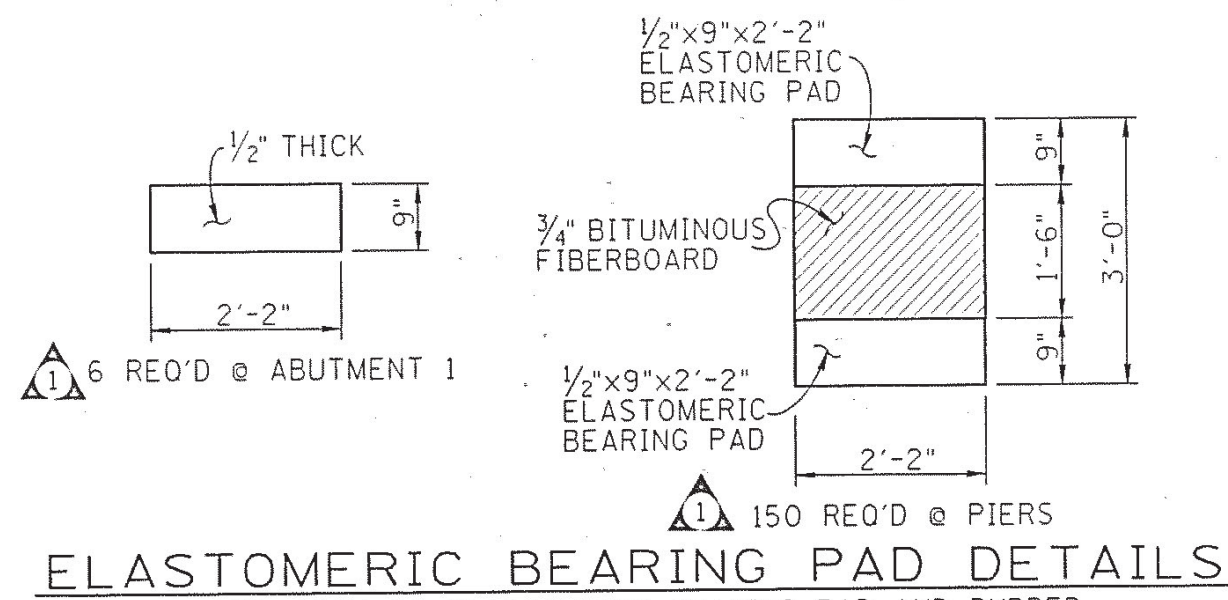
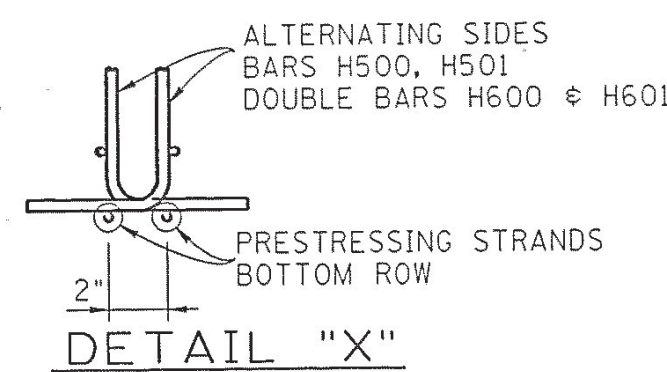
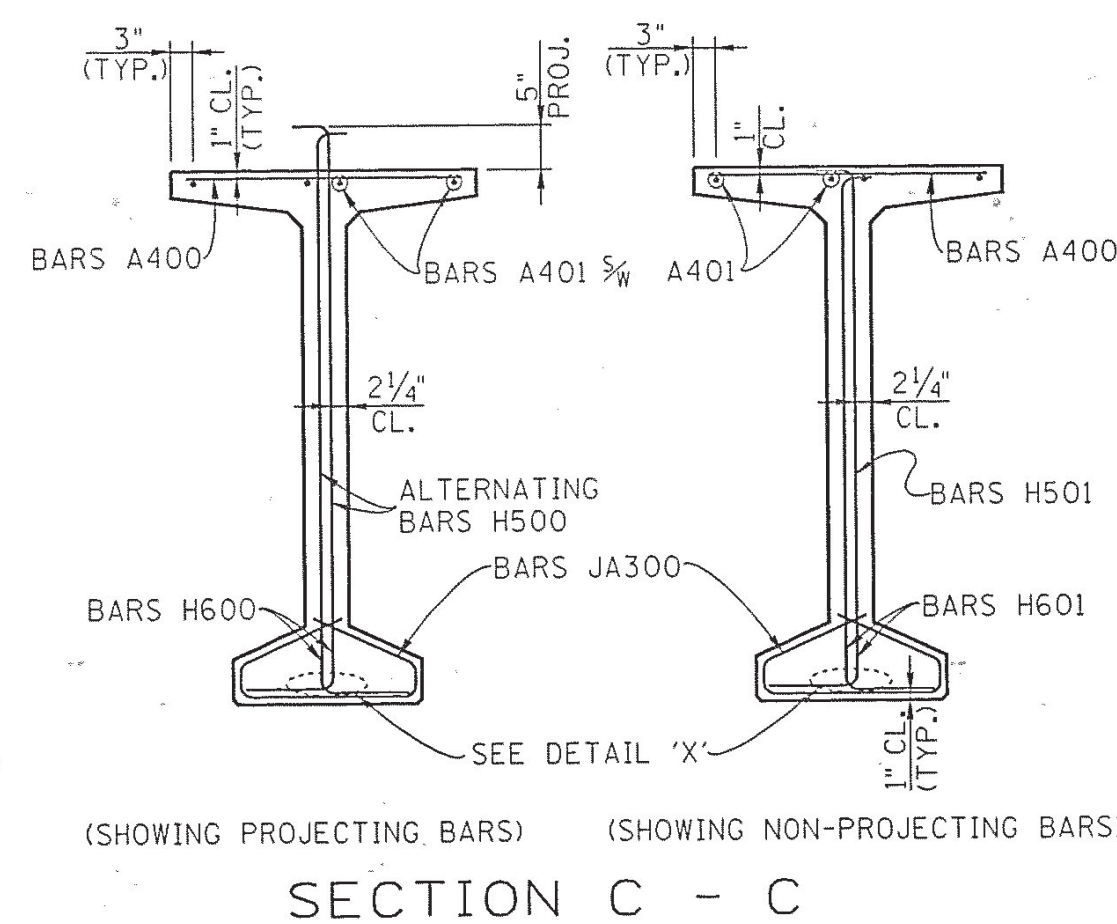
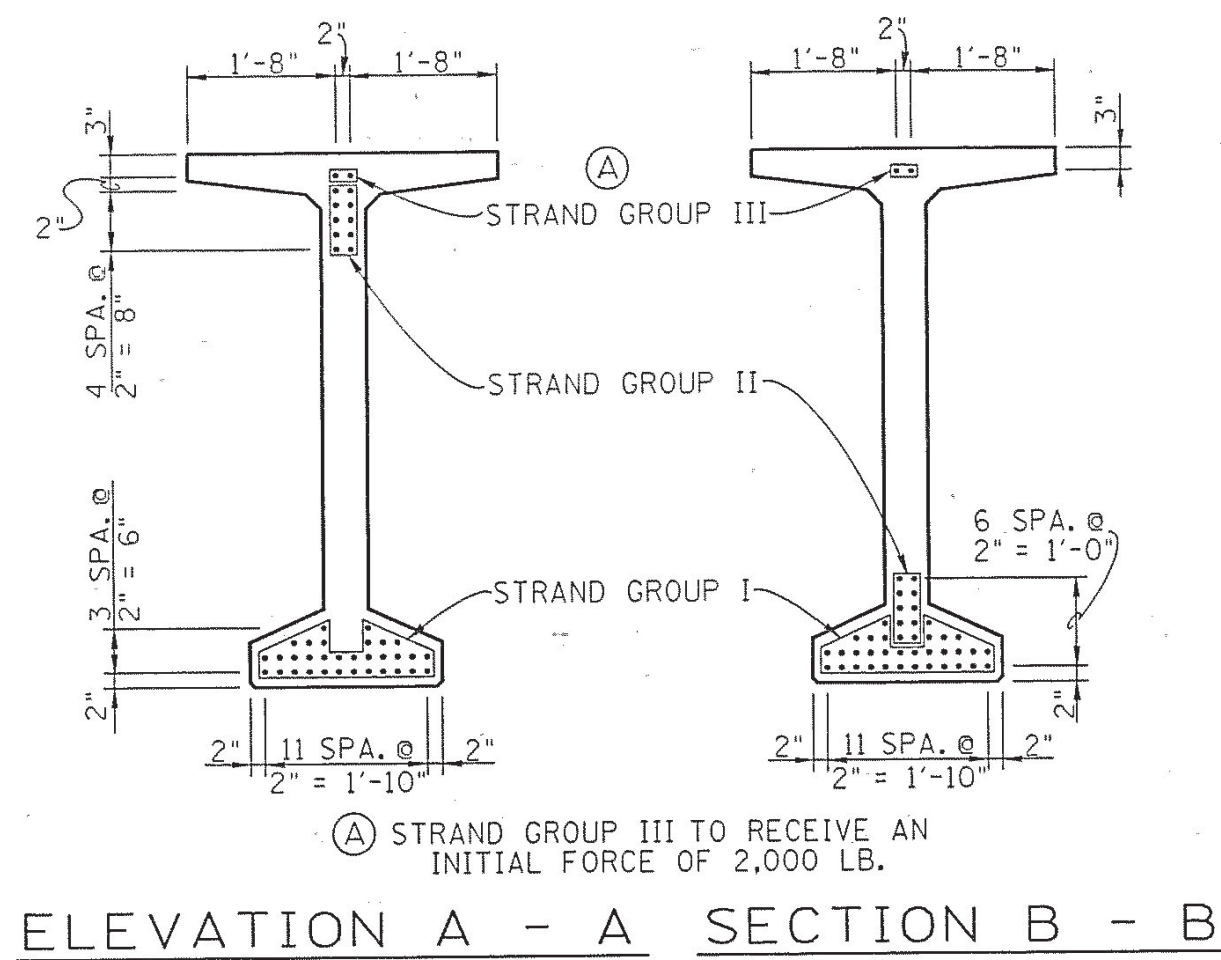
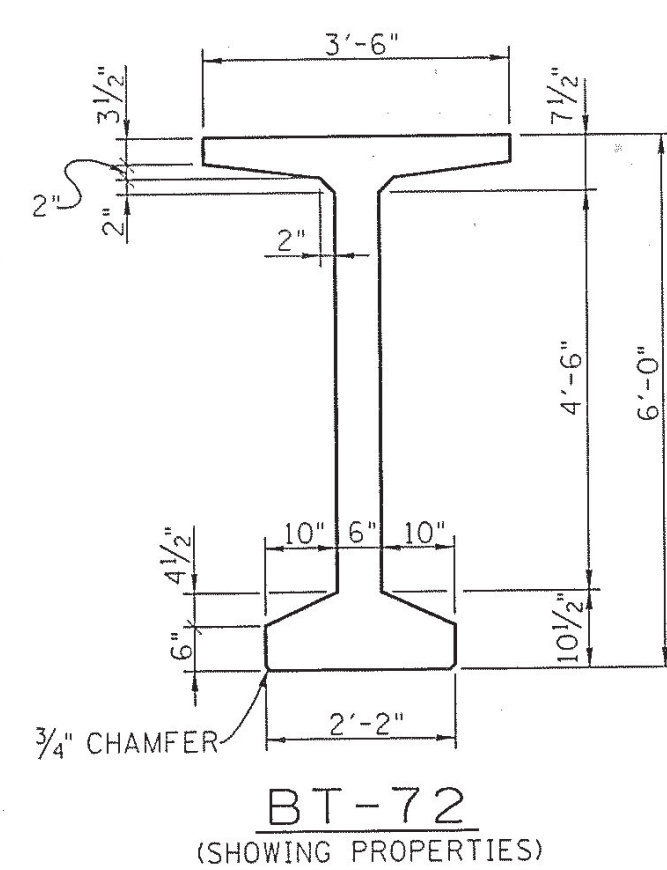
CORRECT *Edward P. Wasserman*  
 ENGINEER OF STRUCTURES





**BILL OF STEEL**  
 (PER BEAM)

BAR	SIZE	NO.	REO'D	LENGTH
A400	4	129		3'-2"
A401	4	12		43'-9"
C500	5	20		6'-8"
HA300	3	10		5'-3"
H500	5	128		7'-7"
H501	5	2		7'-1"
H600	6	8		7'-7"
H601	6	16		7'-1"



CONST. NO. 20009-3218-04

PROJECT NO.	YEAR	SHEET NO.
	1993	

**REVISONS**

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-20-93	CMH	REV. NOTE 5, 6 & NO. BEARING PADS
2	12-3-93	CMH	REV. NO. BEAMS REQUIRED

1. THE TOP OF ALL BEAMS ARE TO BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAMS SHALL ALSO BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND PRODUCE A ROUGH SURFACE. WHERE PRECAST SLAB PANELS ARE TO BE USED AND SET ON BITUMINOUS FIBERBOARD, THE OUTER 5 INCHES OF THE TOP FLANGE MAY BE TROWELED.
2. MILD REINFORCING SHALL BE ASTM A615 GRADE 60.
3. ALL PRESTRESSING STRANDS SHALL BE 1/2" DIA. ASTM GRADE 270K, 7 WIRE UNCOATED STRESS RELIEVED LOW RELAXATION PRESTRESSING STRANDS.
4. AN INITIAL FORCE OF 31003 LB. SHALL BE APPLIED TO EACH STRAND IN ALL BEAMS, EXCEPT AS NOTED.
5. THR PRESTRESSING STRANDS SHALL NOT PROJECT FROM THE ENDS OF THE BEAMS EXCEPT AS SHOWN ON DWG. NO. M-285-37.
6. ELASTOMERIC BEARING PADS TO BE 1/2" x 9" x 2'-2" AT ABUTMENT NO. 1 AND PIERS.
7. THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 5,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NO BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 4,000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.
8. THE SEQUENCE FOR TRANSFER OF STRESS OR THE CUTTING STRANDS SHALL BE IN ACCORDANCE WITH ARTICLE 615.14 OF THE 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION' AND SHALL BE SHOWN ON THE APPROVED SHOP DRAWINGS. AT NO TIME SHALL MORE THAN 1/6TH OF THE TOTAL PRESTRESSING FORCE BE ECCEPTRIC ABOUT THE CENTERLINE OF THE BEAM.
9. 3/4" @ EXPANSION DOWELS (ASTM A36) WITH 28 GA. EXPANSION TUBE TO BE INCLUDED IN THE COST OF PRESTRESSED BEAM.

**ESTIMATED QUANTITIES - PER BEAM -**

NO. BEAMS REQ'D	CLASS 'A' CONCRETE C.Y.	STEEL BAR REINFORCEMENT LB.	PRESTRESSING STRANDS (LOW RELAXATION) LB.
72	25	2071	2974

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF HIGHWAYS  
**PRESTRESSED BULB-TEE BEAM DETAILS**  
 (SPANS NO. 1 - 12)  
 STATE ROUTE 69  
 OVER  
 TENNESSEE RIVER  
 STATION 711+48.63  
 DECATUR-HARDIN COUNTIES  
 1993

CORRECT *Edward P. Wasserman*  
 ENGINEER OF STRUCTURES

DESIGNED BY C.M. HILES DATE \_\_\_\_\_  
 DRAWN BY KIM FRANKENFIELD DATE 4-93  
 SUPERVISED BY C.M. HILES DATE 4-93  
 CHECKED BY C.M.H. & C. BROOKS DATE 7-93

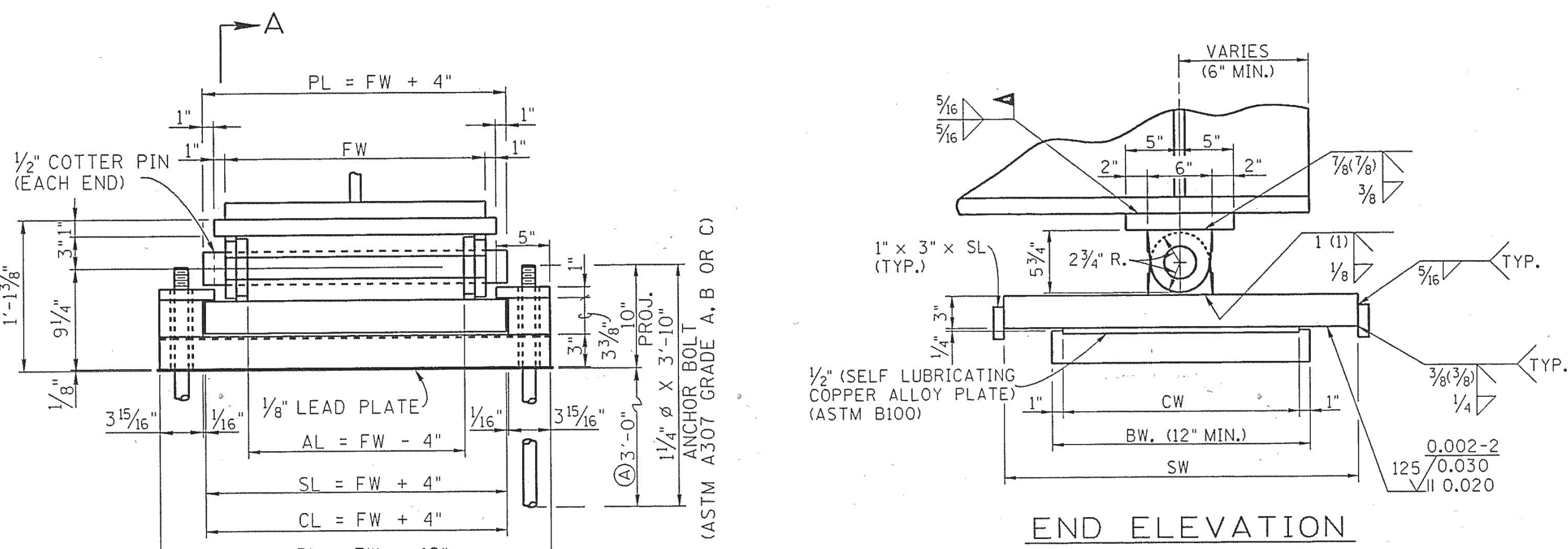
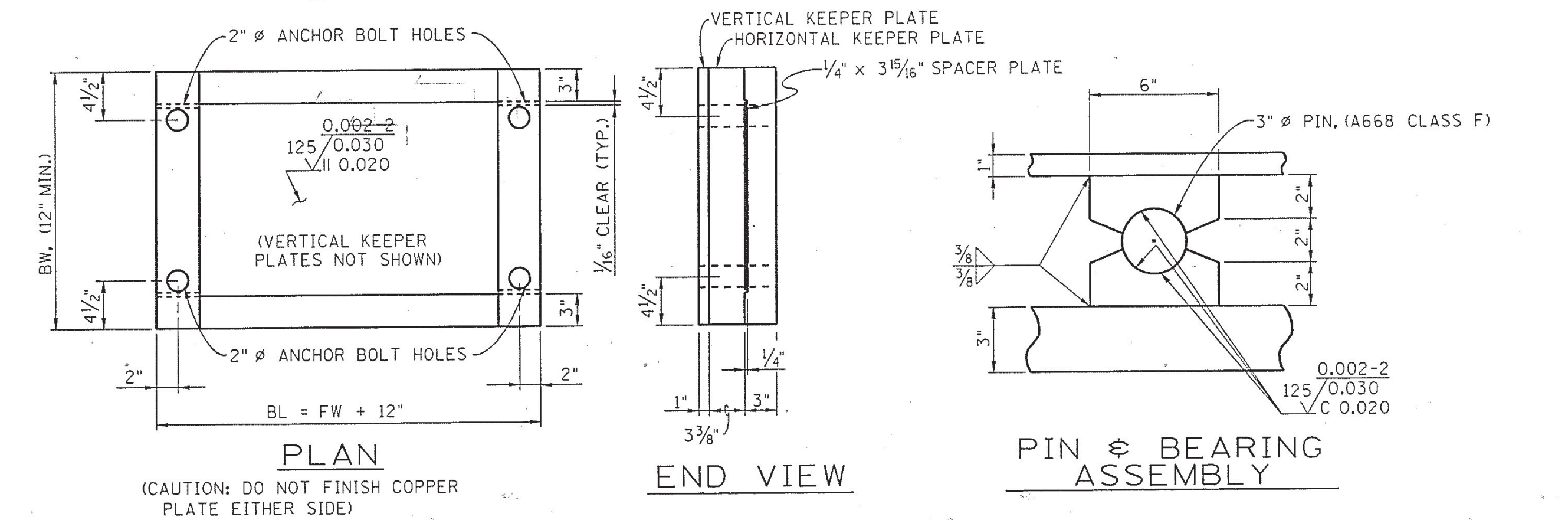


# EXPANSION DEVICE

(ALL MATERIAL SHALL BE A709 GRADE 50 UNLESS OTHERWISE NOTED.)

LOCATION	R, (KIPS)	E, (IN.)	FW, (IN.)	BASE PLATE		COPPER PLATE			SLIDER PLATE		PIN ASSEMBLY		WEIGHT
				BL	BW	CL	CW	WEIGHT	SL	SW	PL	AL	
ABUT. NO. 2	361	6.5	30	42	14	34	12	60	34	21	34	26	2004
PIER NO. 13	361	14.5	30	42	22	34	20	100	34	37	34	26	2874

R = REACTION IN KIPS  
 FW = FLANGE WIDTH IN INCHES  
 E = EXPANSION IN INCHES  
 $CW = [R / (2 (FW + 4))] + E$   
 $SW = BW + E$   
 $BW = (THE\ GREATER\ VALUE\ OF)\ CW + 2" OR\ BW = R / BL OR\ 12" MIN.$



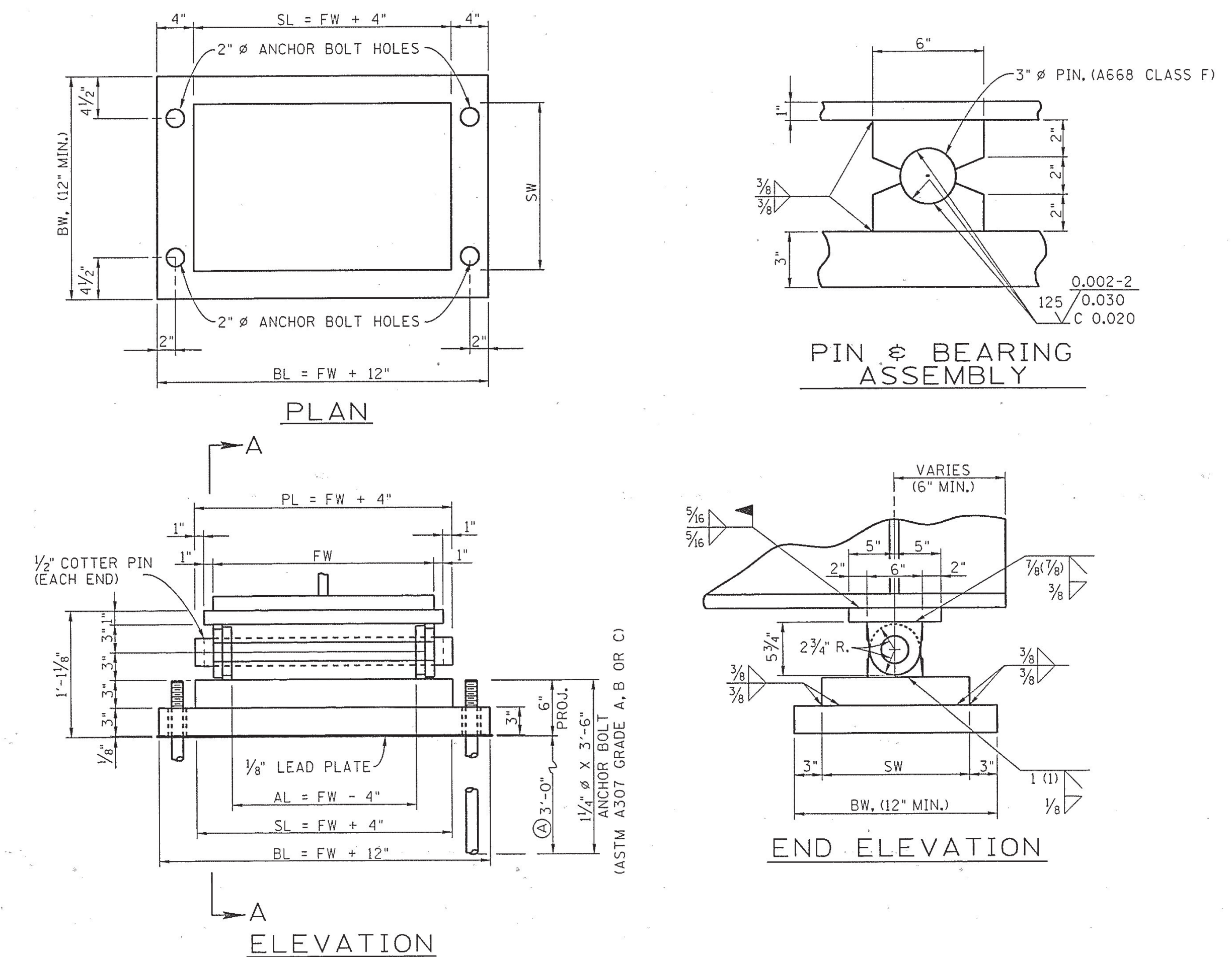
**FINISH NOTE:**  
 ALL MACHINED AND/OR ROLLED SURFACES IN DIRECT CONTACT WITH THE SELF LUBRICATING COPPER-ALLOY PLATE (ASTM B-100), SHALL MEET THE ANSI SURFACE ROUGHNESS REQUIREMENTS AS DEFINED IN ASA B-46.1 SURFACE ROUGHNESS, WAVINESS AND LAY, PART 1. MAXIMUM ROUGHNESS HEIGHT SHALL BE 125 MICRONS AND MACHINE MARKS ARE TO BE PARALLEL TO THE DIRECTION OF MOVEMENT ON THE MOVING PART.

# FIXED DEVICE

(ALL MATERIAL SHALL BE A709 GRADE 50 UNLESS OTHERWISE NOTED.)

LOCATION	R, (KIPS)	FW, (IN.)	BASE PLATE		SPACER PLATE		PIN ASSEMBLY		WEIGHT
			BL	BW	SL	SW	PL	AL	
PIER NO. 14	2292	48	60	39	52	33	52	44	4492
PIER NO. 15	2292	48	60	39	52	33	52	44	4492

R = REACTION IN KIPS  
 FW = FLANGE WIDTH IN INCHES  
 $BW = R / BL$   
 $SW = BW - 6"$



CONST. NO. 20009-3218-04

PROJECT NO.	YEAR	SHEET NO.
	1993	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-20-93	CMH	REVISED SW DIMENSION

DESIGNED BY C.M. HILES DATE 7-93  
 DRAWN BY KDF & KLF DATE 7-93  
 SUPERVISED BY C.M. HILES DATE 7-93  
 CHECKED BY C.M.H. & C. BROOKS DATE 7-93

CORRECT *Edward P. Wasserman*  
 ENGINEER OF STRUCTURES

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
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 BEARING DEVICE DETAILS  
 STATE ROUTE 69  
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