

CITY OF DYERSBURG, TENNESSEE

CLARK DISTRIBUTING SUBDIVISION

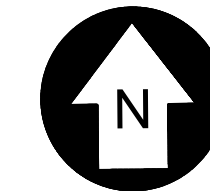
PICKLE BALL COURTS

SSR PROJECT #: 22640410

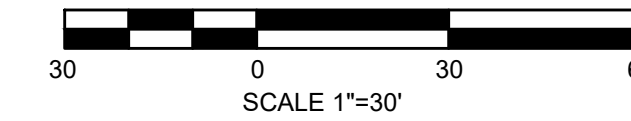
BID SET
APRIL 2024



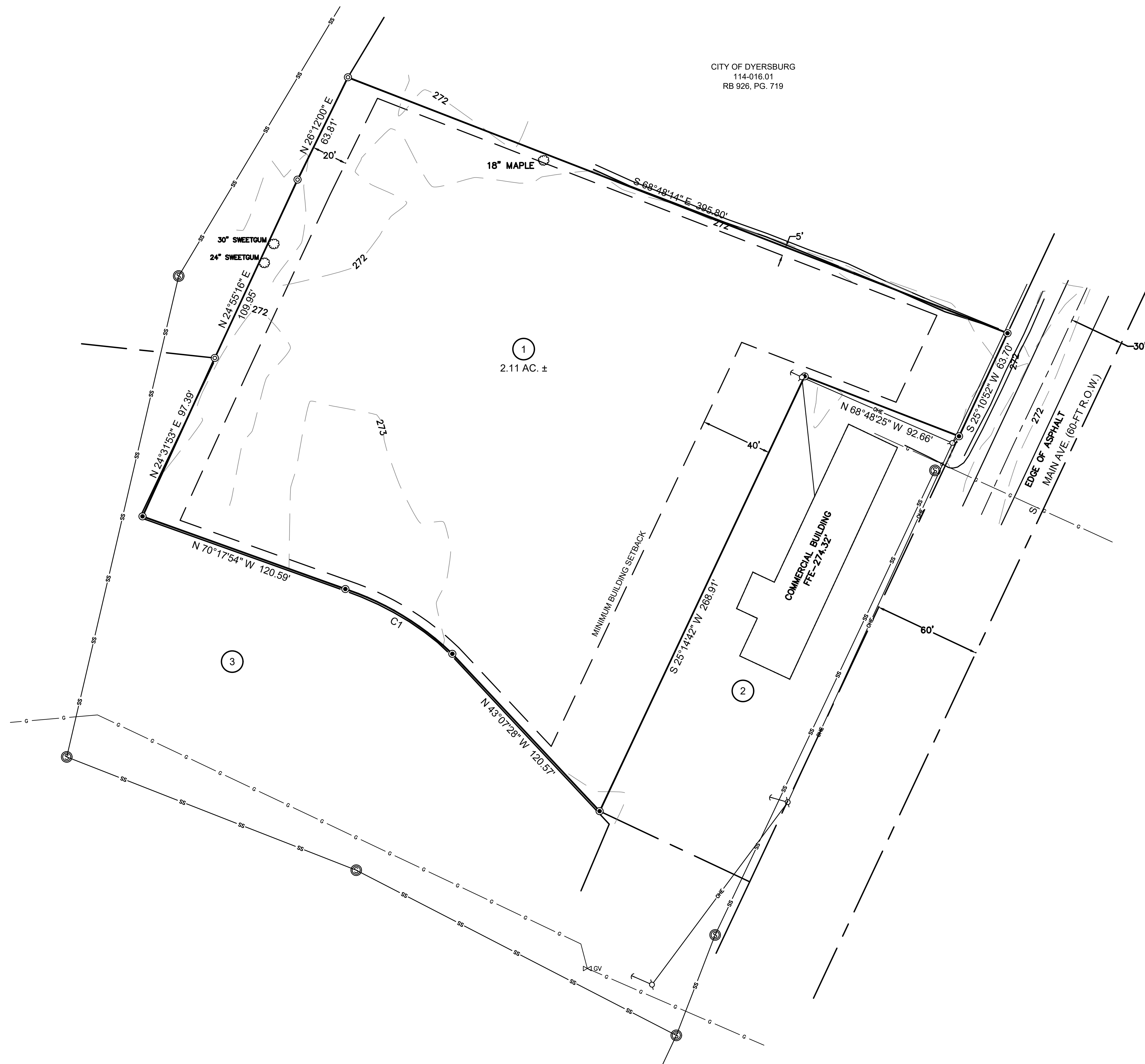
2650 Thousand Oaks Boulevard,
Suite 4200
Memphis, TN 38118
(901) 683-3900
FAX: (901) 683-3990
www.ssr-inc.com



GRAPHIC SCALE



CITY OF DYERSBURG
114-016.01
RB 926, PG. 719



DEMOLITION NOTES:

1. REFER TO SHEET C4.0 & C4.1 - EROSION CONTROL PLAN, FOR MINIMAL EROSION CONTROL MEASURES AND REQUIREMENTS.
2. THE CONTRACTOR SHALL PROTECT ANY EXISTING STRUCTURES, PAVEMENTS, CURBS, SIDEWALKS, FENCES OR OTHER ELEMENTS DESIGNATED TO REMAIN. ANY EXISTING ELEMENT NOT INDICATED TO BE REMOVED, WHICH IS DAMAGED DURING THE COURSE OF DEMOLITION OR CONSTRUCTION, SHALL BE RESTORED TO ITS ORIGINAL CONDITION OR REPLACED IN KIND, AT NO ADDITIONAL COST TO THE OWNER.
4. THE CONTRACTOR SHALL MAINTAIN FIRE DEPARTMENT ACCESS TO ALL FIRE HYDRANTS OR PROVIDE TEMPORARY HYDRANTS WHERE ACCESS IS BLOCKED.
5. THE CONTRACTOR AT NO TIME SHALL ENCRUCH UPON OR CAUSE DISRUPTIONS TO TRAFFIC FLOW ON ADJACENT STREETS RIGHT-OF-WAY WITHOUT SECURING THE PROPER PERMITS PRIOR TO COMMENCING DEMOLITION OR CONSTRUCTION OPERATIONS.
6. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL SAFETY BARRIERS, TEMPORARY SIDEWALKS AND PROTECTION DEVICES TO COMPLY WITH CITY, COUNTY, STATE OR FEDERAL REQUIREMENTS THROUGHOUT THE ENTIRE PROJECT CONSTRUCTION PERIOD.
7. ALL DEMOLITION LINES BETWEEN PROPOSED AND REMAINING PAVEMENTS SHALL BE CUT STRAIGHT AND SMOOTH. ALL RADIAL CUTS SHALL BE CONSISTENT TO THE ARC AND COME TO A SMOOTH AND COMPLETE TRANSITION TO THE TANGENT.
8. PROTECT ALL EXISTING BENCH MARKS, IRON PINS, SURVEY CONTROL POINTS OR OTHER MONUMENTS TO REMAIN.
9. TENNESSEE STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES ADVANCE NOTIFICATION THROUGH THE TENNESSEE ONE-CALL SYSTEM CENTER AT LEAST THREE WORKING DAYS PRIOR TO EXCAVATING WITH MECHANIZED EQUIPMENT OR EXPLOSIVES. THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-351-1111 OR CALL 811. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TENNESSEE ONE-CALL SYSTEM, THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITY COMPANIES AS WELL AS THE TENNESSEE ONE-CALL SYSTEM.
10. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES INTENDED TO REMAIN IN SERVICE. ANY EXISTING UTILITY OR UNDERGROUND STRUCTURE TO REMAIN, WHETHER SHOWN ON THE PLANS OR NOT, WHICH IS DAMAGED BY THE CONTRACTOR'S OPERATIONS, SHALL BE REPAIRED OR REPLACED IN KIND AT NO ADDITIONAL COST TO THE OWNER. THE ACCIDENTAL DISCONNECTION OF ANY UTILITY SERVICE SHALL BE IMMEDIATELY RESTORED AT NO ADDITIONAL COST TO THE OWNER.



No.	Date	Description



**CITY OF
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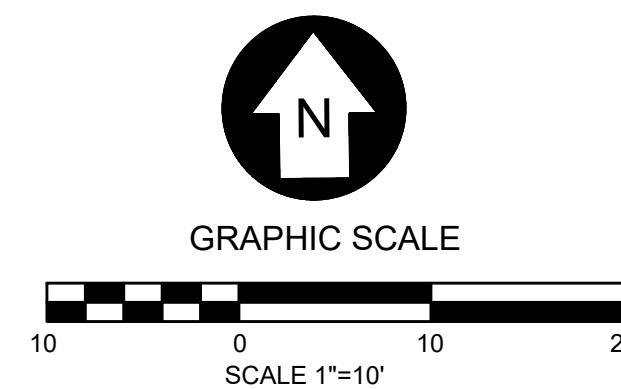
EXISTING CONDITIONS AND
DEMOLITION PLAN

DRAWN BY: MW
DESIGNED BY: BT
CHECKED BY: TH
Q.A.Q.C. BY: SSR

PHASE: **
DATE: 04/29/24

DRAWING NO:
C1.0

UTILITY NOTE: LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE UTILITY COMPANY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES PRIOR TO THE INITIATION OF ANY CONSTRUCTION. CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION LIMITS. CALL 811 FOR UTILITY LOCATIONS.



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 SSR Project #: 22640410



POST TENSIONING NOTES:

1. DESIGN OF THE POST-TENSIONING TENDON LAYOUT AND SPACING IS BASED ON THE FOLLOWING:
 - A. NOMINAL STRAND DIAMETER: 50 INCH
 - B. CROSS SECTIONAL AREA: .153 SQ INCH
 - C. ULTIMATE STRENGTH OF TENDON STEEL: 270 KSI
 - D. MINIMUM ULTIMATE TENSILE STRENGTH (MUTS): 41,300 LBS
 - E. JACKING FORCE: 80% MAX.
 - F. TENDON FORCE AFTER ALL LOSSES: 27 KIPS
 - G. COEFFICIENT OF SUB-GRADE FRICTION: .75
 - H. MINIMUM RESIDUAL CONCRETE COMPRESSIVE STRESS: 125 PSI
2. POST-TENSIONING TENDONS SHALL BE 1/2 INCH DIAMETER SINGLE STRAND UNBONDED TENDONS GRADE 270 KSI WITH WEDGE TYPE ANCHORAGE SYSTEM.
3. PRE-STRESSING STEEL SHALL CONFORM TO ASTM A-416 SPECIFICATIONS.
4. FINAL TENDON ASSEMBLY SHALL CONFORM TO 'SPECIFICATION FOR UNBONDED SINGLE STRAND TENDONS' BY THE POST-TENSIONING INSTITUTE (PTI).
5. POST-TENSIONING MATERIALS SHALL BE SUPPLIED AS A COMPLETE SYSTEM BY A FACILITY THAT IS CURRENTLY CERTIFIED UNDER PTI'S CERTIFICATION PROGRAM FOR PLANS PRODUCING UNBONDED SINGLE STRAND TENDONS.
6. PROVIDE SUBMITTALS FOR ALL COMPONENTS OF THE POST-TENSIONING SYSTEM. STRESSING JACK MAY USE EITHER POSITIVE SEATING OR MECHANICAL SEATING OF THE WEDGE TYPE ANCHORS.
7. PROVIDE SUBMITTAL FOR TENDONS INCLUDING TENDON PLACEMENT AND LOCATION, DETAILS OF END ANCHORAGE AND DETAILS OF SLAB PENETRATION AND TENDON DISPLACEMENT.
8. VERTICAL DEVIATION OF TENDONS SHALL NOT RESULT IN TENDON BEING PLACED OUTSIDE THE MIDDLE THIRD OF THE SLAB. TENDON DEVIATION SHALL BE LIMITED TO ± 0.5 INCHES.
9. INITIAL (PARTIAL) TENSION OF UP TO 50% OF THE FINAL JACKING FORCE SHALL BE APPLIED TO ALL TENDONS 24 HOURS AFTER COMPLETION OF CONCRETE PLACEMENT. FORCE SHALL NOT EXCEED 16 KIPS.
10. FINAL TENSIONING OPERATION SHALL NOT BEGIN UNTIL CONCRETE HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI.
11. IN PREPARATION OF TENDON STRESSING, INSPECT THE WEDGE CAVITY TO ENSURE IT IS FREE OF EXCESS CORROSION-INHIBITING COATING (GREASE), CEMENT PASTE THAT MAY HAVE ENTERED THE WEDGE CAVITY OR ANY OTHER DEBRIS.
12. POSITION THE TWO WEDGE HALVES SIDE BY SIDE (NOT OVER AND UNDER THE STRAND).
13. REMOVE CORROSION-INHIBITING COATING (GREASE) FROM THE TENDON TAIL AND MAKE AN ELONGATION REFERENCE MARK.
14. STRESS TENDONS TO 80% MUTS FOR THE FINAL TENSIONING OPERATION.
15. TENDON-ELONGATIONS ARE TO BE MEASURED AND RECORDED TO AN ACCURACY OF 1/8 INCH. THE TENDON ELONGATION IS MEASURED AS THE DISTANCE THE ORIGINAL REFERENCE MARK HAS MOVED FROM ITS INITIAL POSITION AFTER SEATING THE WEDGES AND REMOVING THE JACK. THE ALLOWABLE TOLERANCE IS 10%. VARIATIONS OUTSIDE OF THIS TOLERANCE ARE TO BE EVALUATED AND CORRECTED AS DIRECTED BY THE DESIGN ENGINEER AND THE POST TENSIONING MATERIAL SUPPLIER.
16. AFTER TENDON ELONGATIONS HAVE BEEN APPROVED, THE TENDON TAILS SHOULD BE CUT OFF USING AN ABRASIVE WHEEL CUT-OFF SAW RESULTING IN A COVER OF 1/8 INCH FROM THE FACE OF THE SLAB TO THE END OF THE TENDON. USE AN END COVER-CAP PREFILLED WITH CORROSION-INHIBITOR WHICH RESULTS IN COVERING 1 INCH OF THE STRAND TAIL.
17. FILL THE POCKET FORMER RECESSES WITH GROUT IMMEDIATELY AFTER THE TENDON TAILS ARE CUT. GROUT SHALL BE A NON-SHRINK NON-METALLIC GROUT. SUBMIT THE GROUT MATERIAL AND MIXING PROPORTIONS FOR THE ENGINEER'S REVIEW PRIOR TO USE. RECESSES SHALL BE COMPLETELY FILLED, ELIMINATING ALL VOIDS AND FINISHED TO MATCH THE SURROUNDING SLAB EDGE.

GENERAL NOTES:

1. CONCRETE SHALL CONTAIN LIMESTONE AGGREGATE, CONTAIN 4% TO 6% AIR, REACH A 28 DAY COMPRESSIVE STRENGTH OF 4500 PSI AND HAVE A MAXIMUM AS CAST SLUMP OF 5".
2. CAST A SET OF 3 CYLINDERS FOR EACH DAYS POUR. BREAK ONE CYLINDER AT 7 DAYS, ONE AT 28 DAYS AND HOLD ONE IN RESERVE. SUBMIT CYLINDER STRENGTH REPORTS FOR THE ARCHITECTS AND ENGINEERS APPROVAL.
3. REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60 AND SHALL BE DETAILED, FABRICATED AND PLACED IN ACCORDANCE WITH THE LATEST STANDARDS OF THE AMERICAN CONCRETE INSTITUTE.
4. COORDINATE POLE BASE SUBMITTAL FOR EMBEDDED ITEMS INCLUDING ANCHOR BOLTS WITH REINFORCING STEEL AND ELECTRICAL ITEMS. NOTIFY ARCHITECT/ENGINEER OF ANY POTENTIAL CONFLICTS BEFORE ANY MATERIAL IS ORDERED.

DESIGN CRITERIA:

DESIGN PER INTERNATIONAL BUILDING CODE (2021), UNLESS NOTED OTHERWISE

DEAD LOADS:.....SELF WEIGHT

WIND LOADS:
 BASIC WIND PRESSURE:.....100 MPH
 WIND IMPORTANCE FACTOR Iw:.....1.0
 BUILDING CATEGORY:.....I
 WIND EXPOSURE:.....C
 INTERNAL PRESSURE COEFFICIENT Gcp:.....0.0
 OPEN STRUCTURE:.....0.0

SEISMIC: IBC 2015
 OCCUPANCY USE CATEGORY:.....I
 SEISMIC IMPORTANCE FACTOR:.....1.0
 SEISMIC SITE CLASS:.....D
 Ss:.....2.73
 S1:.....0.73
 SDS:.....1.09
 SD1:.....0.96
 SEISMIC DESIGN CATEGORY:.....D

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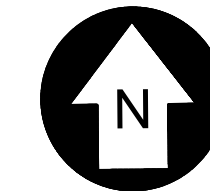
COURT SLAB
PLAN

DRAWN BY: MW
 DESIGNED BY: KM
 CHECKED BY: TH
 Q.A.Q.C. BY: SSR

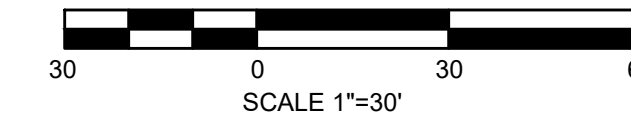
PHASE: **
 DATE: 04/29/24

DRAWING NO:
C2.1

1 COURT SLAB PLAN
 1" = 10'-0"

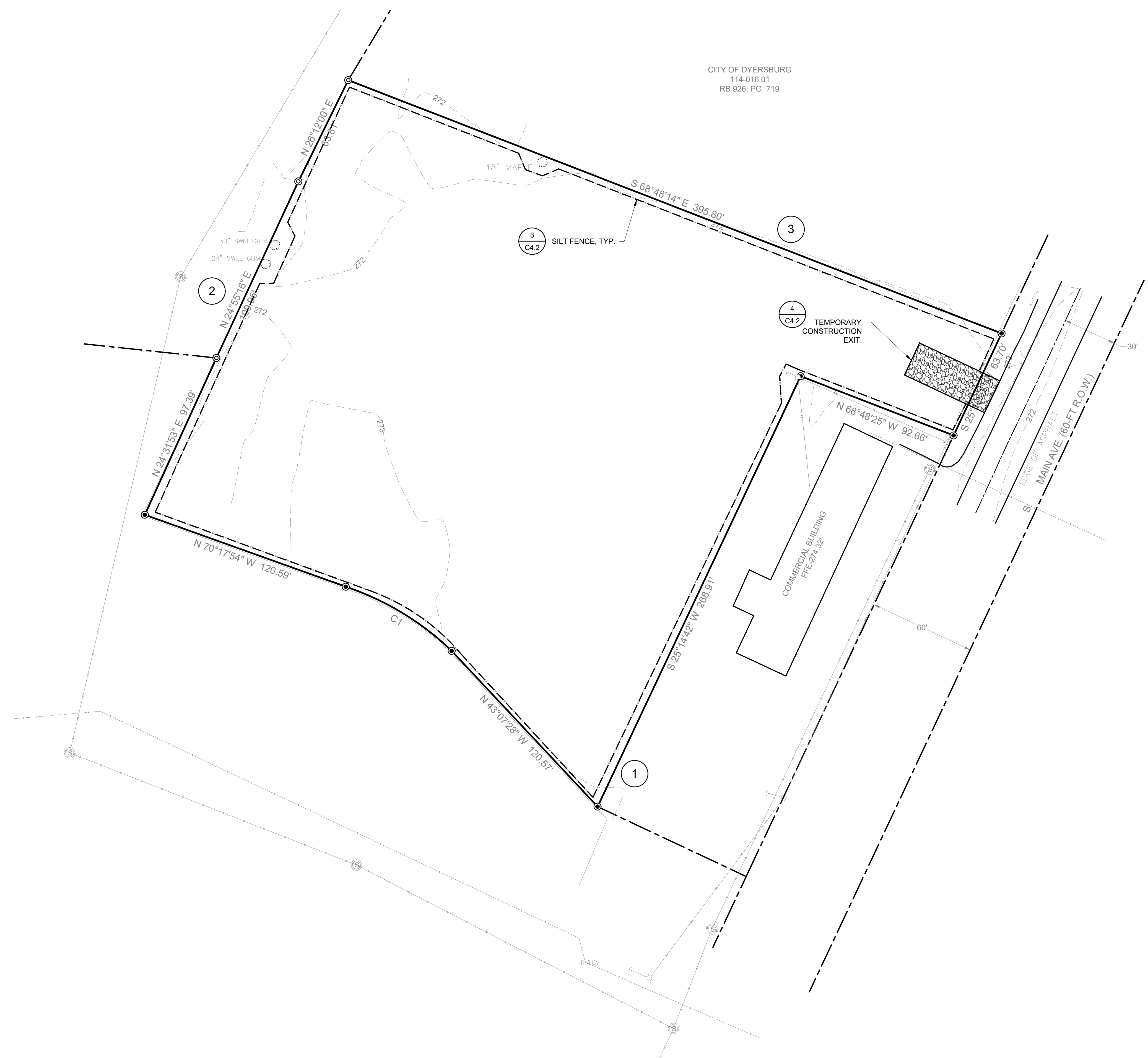
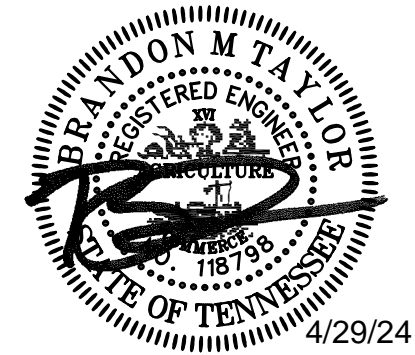


GRAPHIC SCALE



LEGEND

- INLET PROTECTION 1
C4.2
- TEMPORARY SILT-FENCE 3
C4.2
- TEMPORARY SILT-FENCE 2
C4.2
- 3 OUTFALL



CITY OF DYERSBURG
114-016.01
RB 926, PG. 719

EROSION CONTROL NOTES:

1. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON PLAN IS TO SERVE AS A GUIDE ONLY AND IS NOT INTENDED TO SUPERSEDE OR RELIEVE THE CONTRACTOR OF ANY RESPONSIBILITY TOWARD COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL EROSION CONTROL REGULATIONS, OR RESPONSIBILITY OF PROPER INSTALLATION AND MAINTENANCE OF EROSION CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT APPLICABLE GUIDELINES.
2. THE CONTRACTOR SHALL AT ALL TIMES EMPLOY ADEQUATE EROSION AND SEDIMENT CONTROL MEASURES. EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED AND MADE FUNCTIONAL PRIOR TO INCEPTION OF ANY UP-SLOPE LAND DISTURBING ACTIVITY, AND SHALL BE PROPERLY MAINTAINED AND OPERATED UNTIL FINAL STABILIZATION IS ACHIEVED. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREET CLEAR OF MUD AND DEBRIS, AND PREVENT DAMAGE TO THE PROPERTY, ADJACENT PROPERTIES, AND PUBLIC OR PRIVATE DRAINAGE SYSTEMS.
3. UNLESS OTHERWISE INDICATED, ALL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK. ALL TEMPORARY EPSC MEASURES TO BE REMOVED ONCE SITE IS PERMANENTLY STABILIZED.

No.	Date	Description



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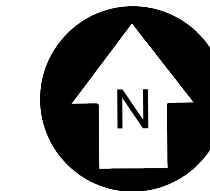
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EROSION CONTROL
PLAN - PHASE 1

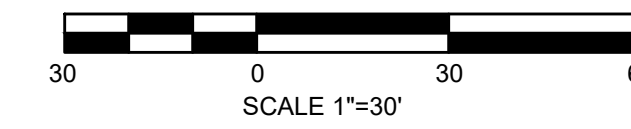
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DESIGNED BY: BT	
CHECKED BY: TH	
Q.A.Q.C. BY: SSR	

UTILITY NOTE: LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE UTILITY COMPANY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES PRIOR TO THE INITIATION OF ANY CONSTRUCTION. CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION LIMITS. CALL 811 FOR UTILITY LOCATIONS.

PHASE: **	DRAWING NO:
DATE: 04/29/24	C4.0



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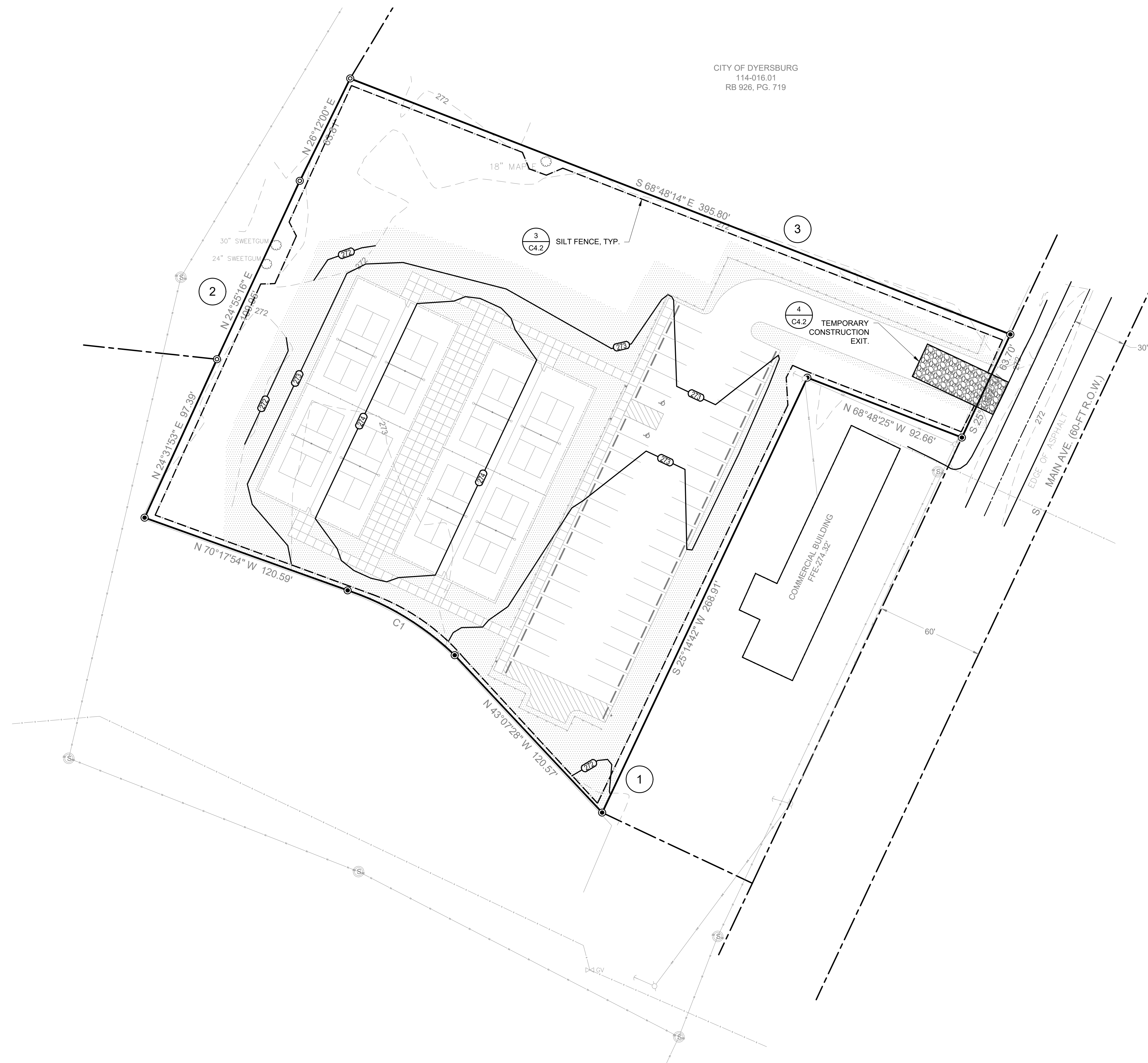


LEGEND

- INLET PROTECTION (1 / C4.2)
- TEMPORARY SILT-FENCE (3 / C4.2)
- TEMPORARY SILT-FENCE (2 / C4.2)
- STABILIZATION (SODDING)
- 3 OUTFALL

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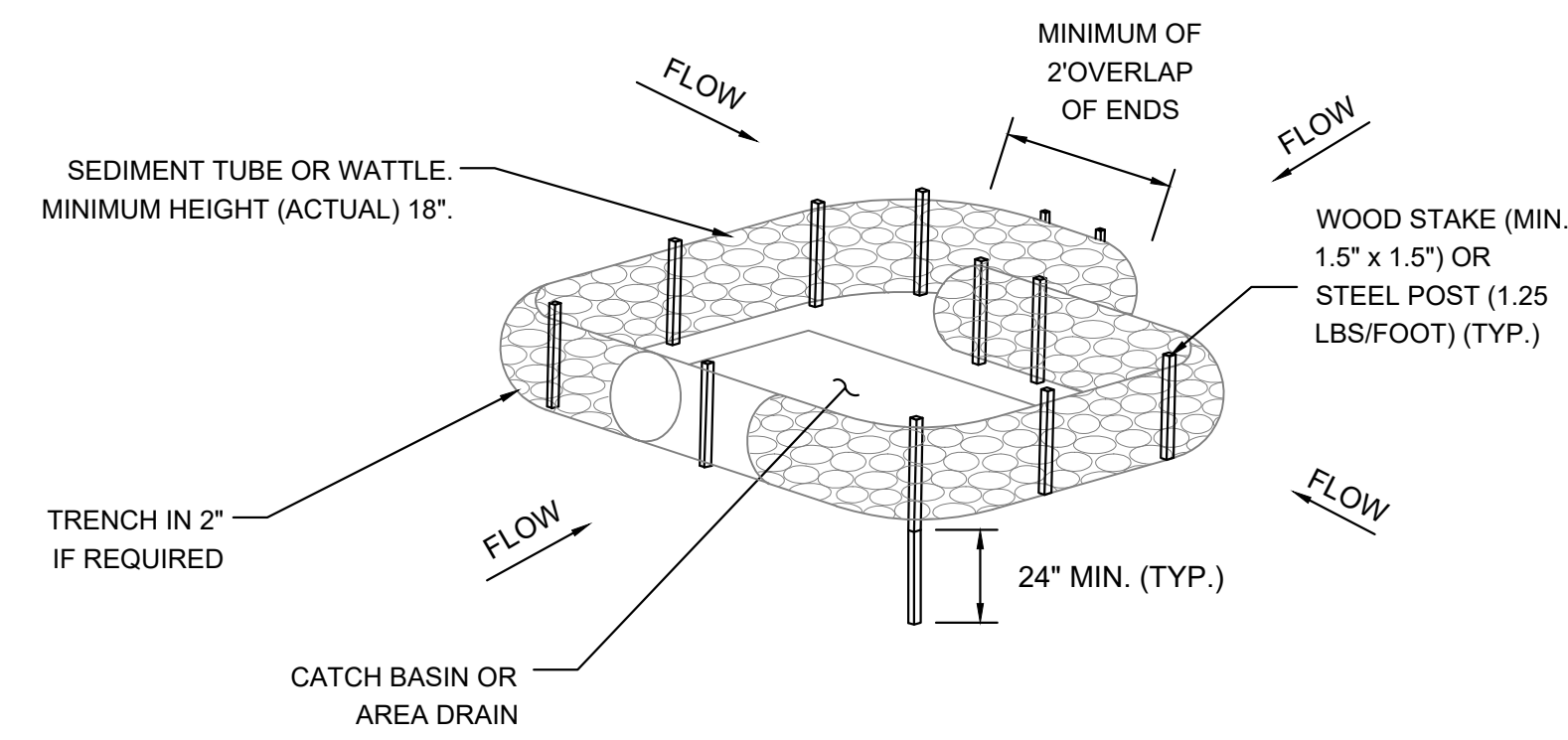
EROSION CONTROL
PLAN - PHASE 2

DRAWN BY: MW
DESIGNED BY: BT
CHECKED BY: TH
Q.A.Q.C. BY: SSR

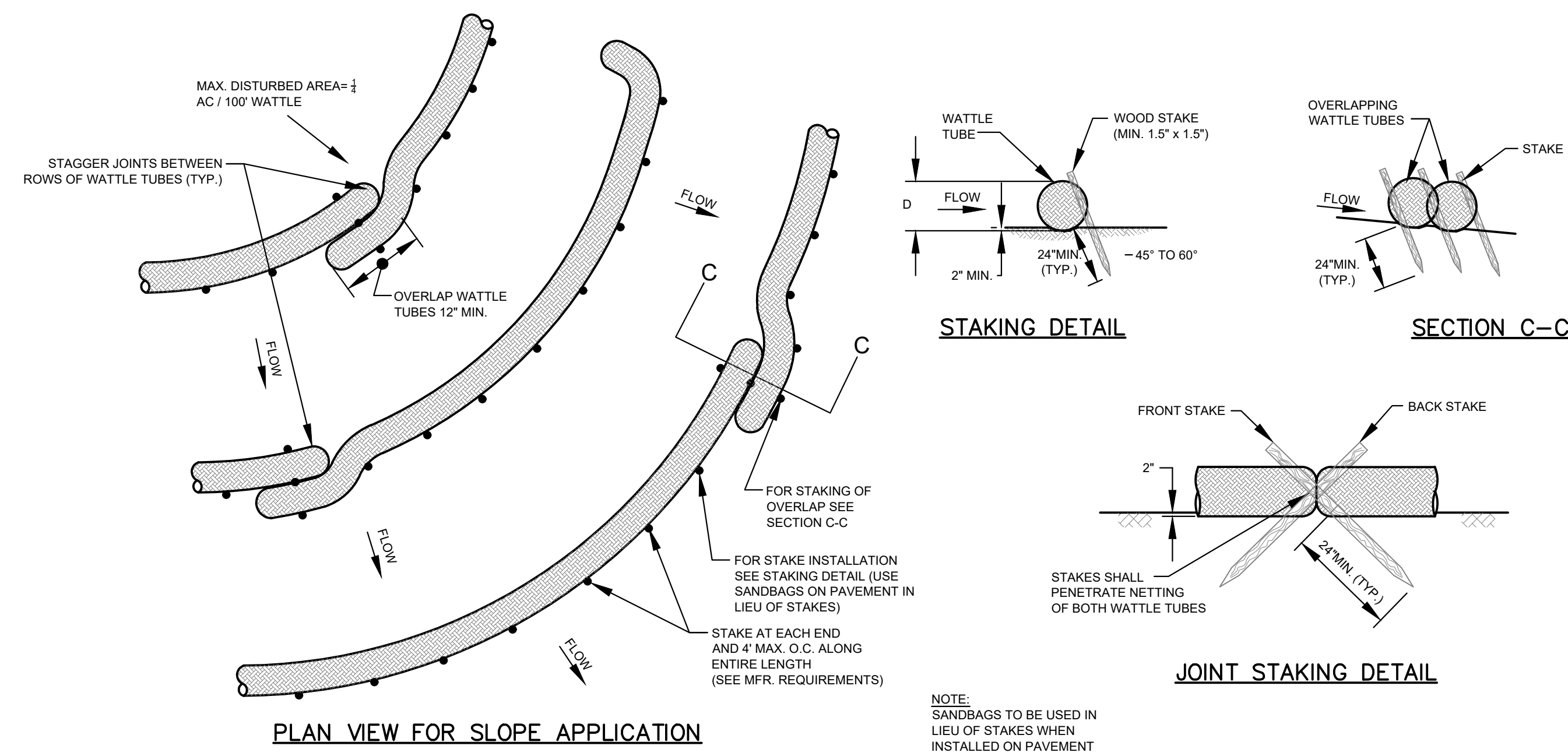
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DATE: 04/29/24

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C4.1

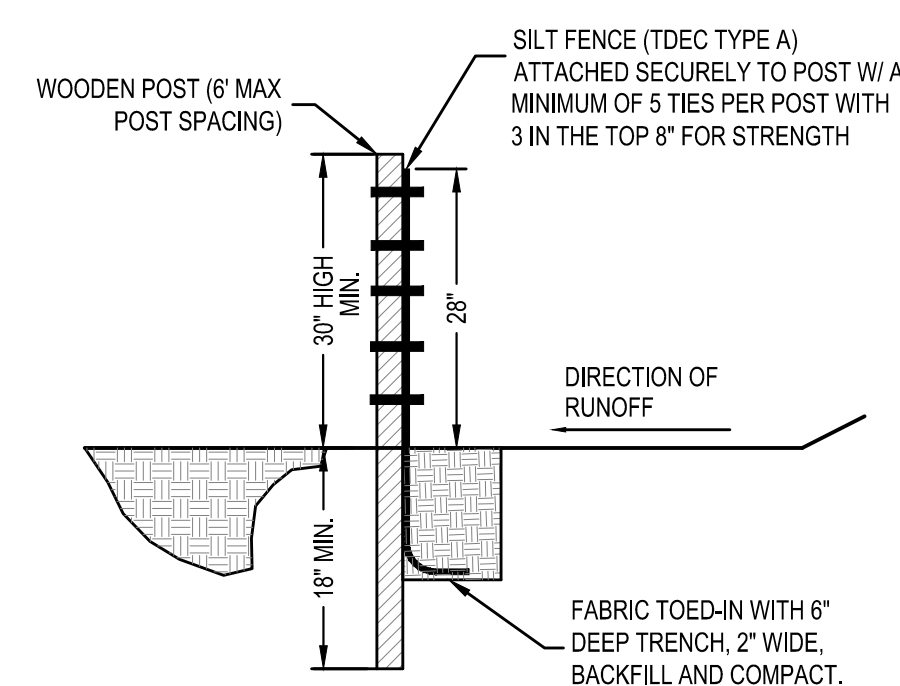
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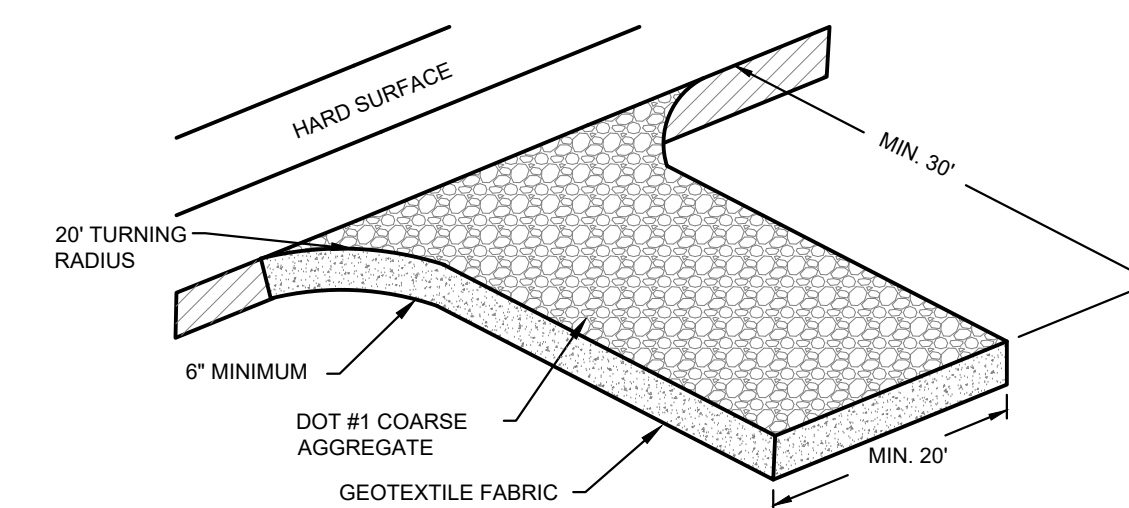
1 TDOT TYPE 'D' INLET PROTECTION
NOT TO SCALE



2 SEDIMENT TUBES DETAIL
NOT TO SCALE



3 SILTY FENCE
NOT TO SCALE



- DESIGN CRITERIA**
- AGGREGATE SIZE - AGGREGATE (2"-4" INCH CLEAN WASHED STONE) SHOULD BE USED.
 - EXIT DIMENSIONS - THE AGGREGATE LAYER MUST BE AT LEAST 6 INCHES THICK. IT MUST EXTEND THE FULL WIDTH OF THE VEHICULAR INGRESS AND EGRESS AREA. THE LENGTH OF THE ENTRANCE MUST BE AT LEAST 50 FEET.
 - WASHING - IF CONDITIONS ON THE SITE ARE SUCH THAT THE MAJORITY OF THE MUD IS NOT REMOVED BY THE VEHICLES TRAVELING OVER THE GRAVEL, THEN THE TIRES OF THE VEHICLES MUST BE WASHED BEFORE ENTERING A PAVED SURFACE. WASH WATER MUST BE CARRIED AWAY FROM THE ENTRANCE TO A SETTLING AREA TO REMOVE SEDIMENT. A WASH RACK MAY ALSO BE USED TO MAKE WASHING MORE CONVENIENT AND EFFECTIVE.
 - LOCATION - THE EXIT SHOULD BE LOCATED TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES.
- CONSTRUCTION SPECIFICATIONS:**
- THE AREA OF THE EXIT SHOULD BE CLEARED OF ALL VEGETATION, ROOTS, AND OTHER OBJECTIONABLE MATERIAL. THE GRAVEL SHALL BE PLACED TO THE SPECIFIED DIMENSIONS AND ON TOP OF A GEOTEXTILE LINER. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHOULD BE CONSTRUCTED ACCORDING TO SPECIFICATIONS. IF WASH RACKS ARE USED, THEY SHOULD BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
- MAINTENANCE:**
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 2 INCH STONE, AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

4 TEMPORARY CONSTRUCTION EXIT
NOT TO SCALE

No.	Date	Description



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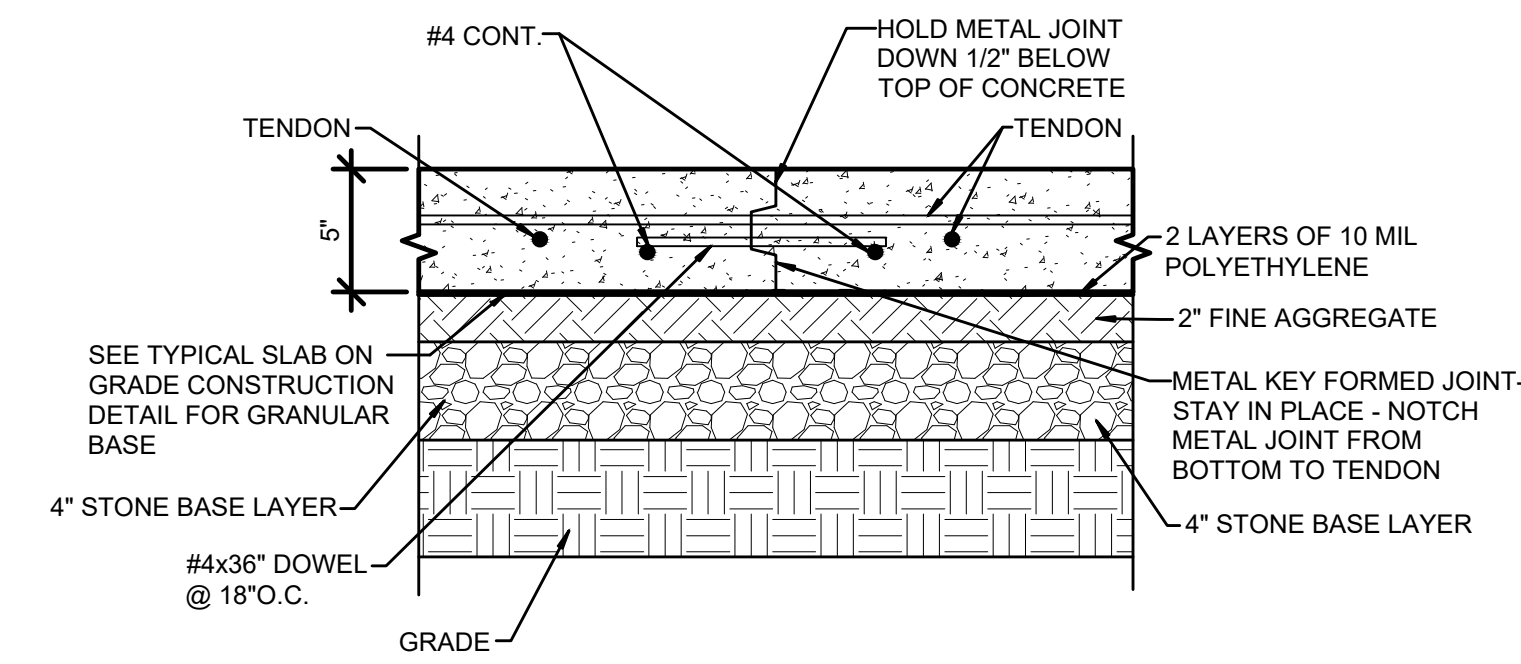
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EROSION CONTROL
DETAILS

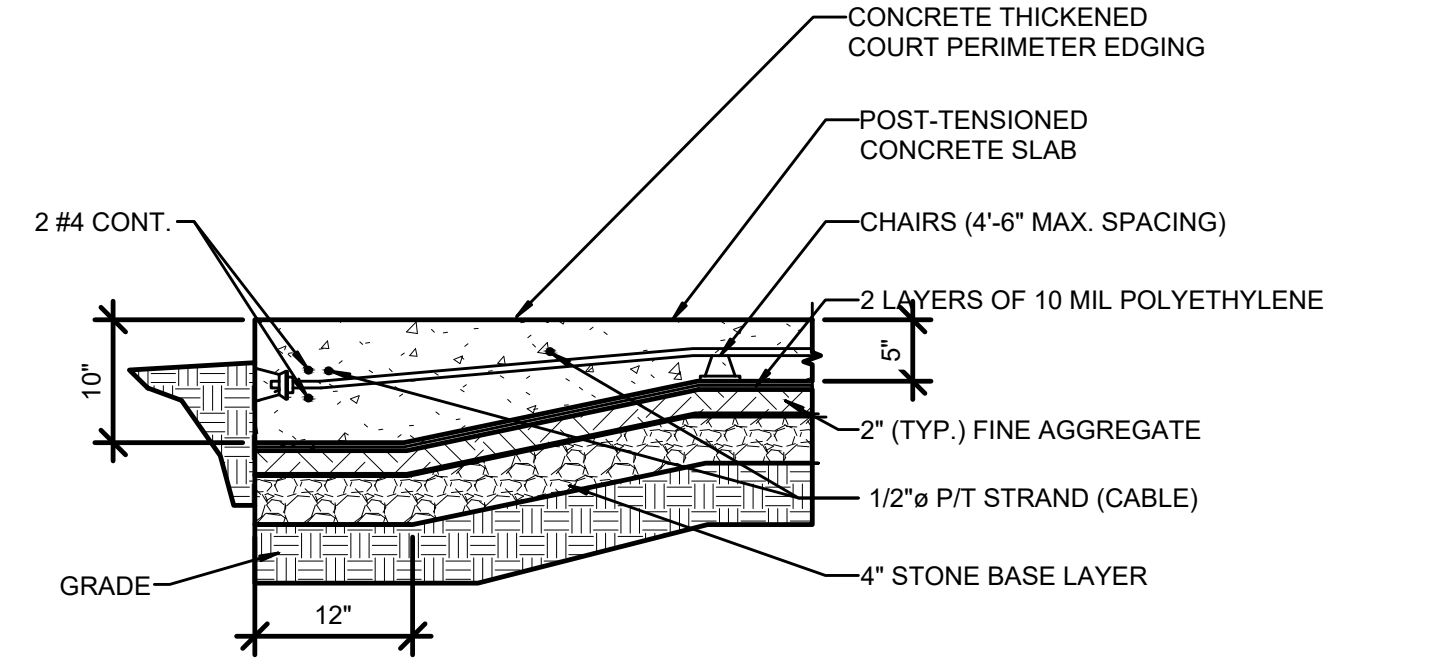
DRAWN BY: MW
DESIGNED BY: BT
CHECKED BY: TH
Q.A.Q.C. BY: SSR

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DATE: 04/29/24

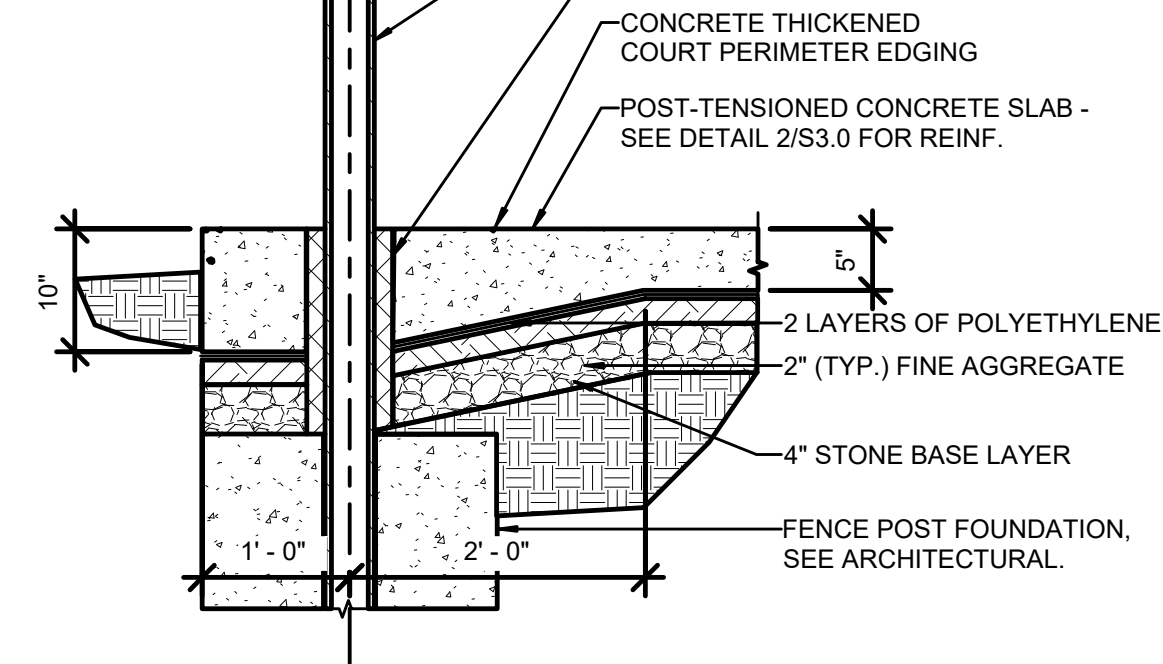
DRAWING NO:
C4.2



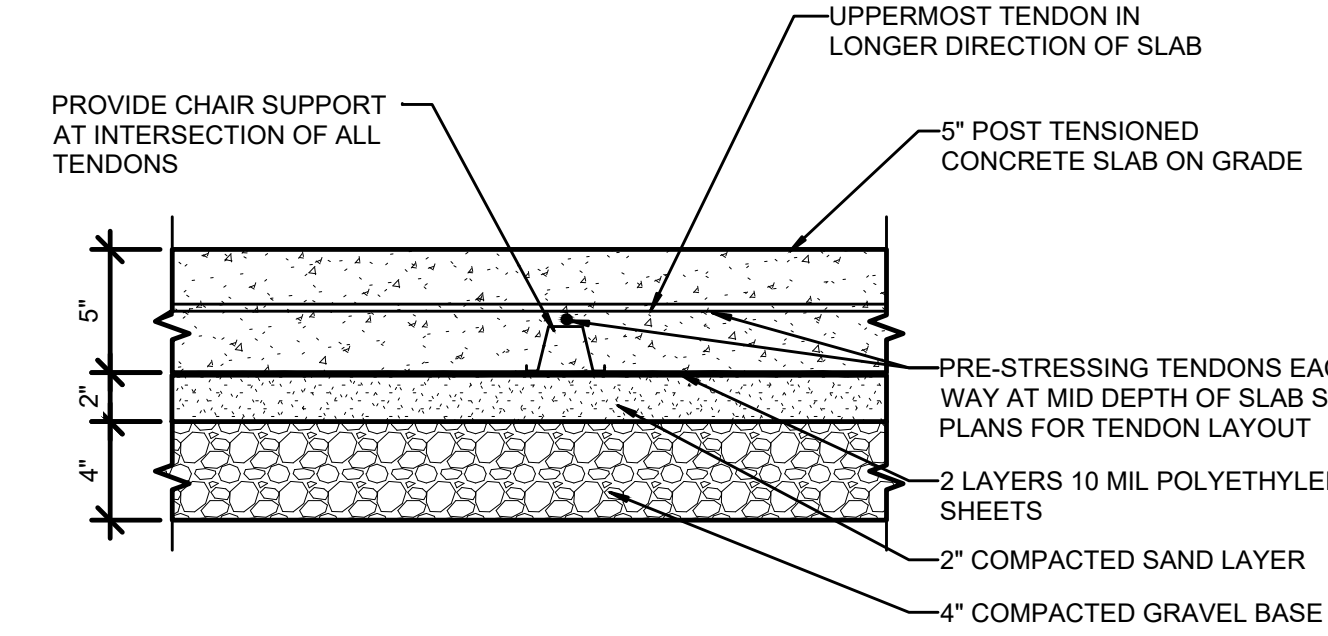
1 TYPICAL SLAB CONTROL JOINT DETAIL
1 1/2" = 1'-0"



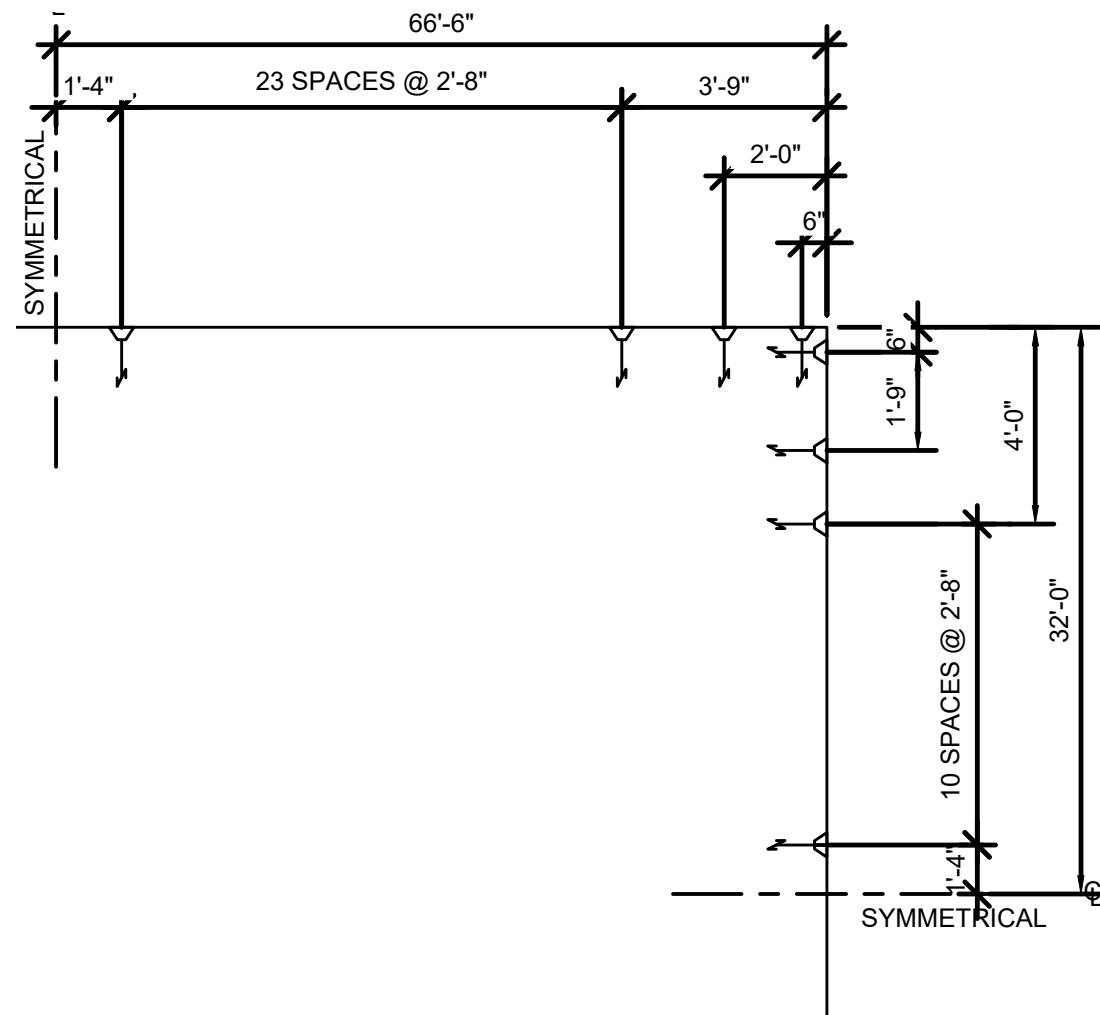
2 THICKENED POST-TENSIONED SLAB DETAIL
3/4" = 1'-0"



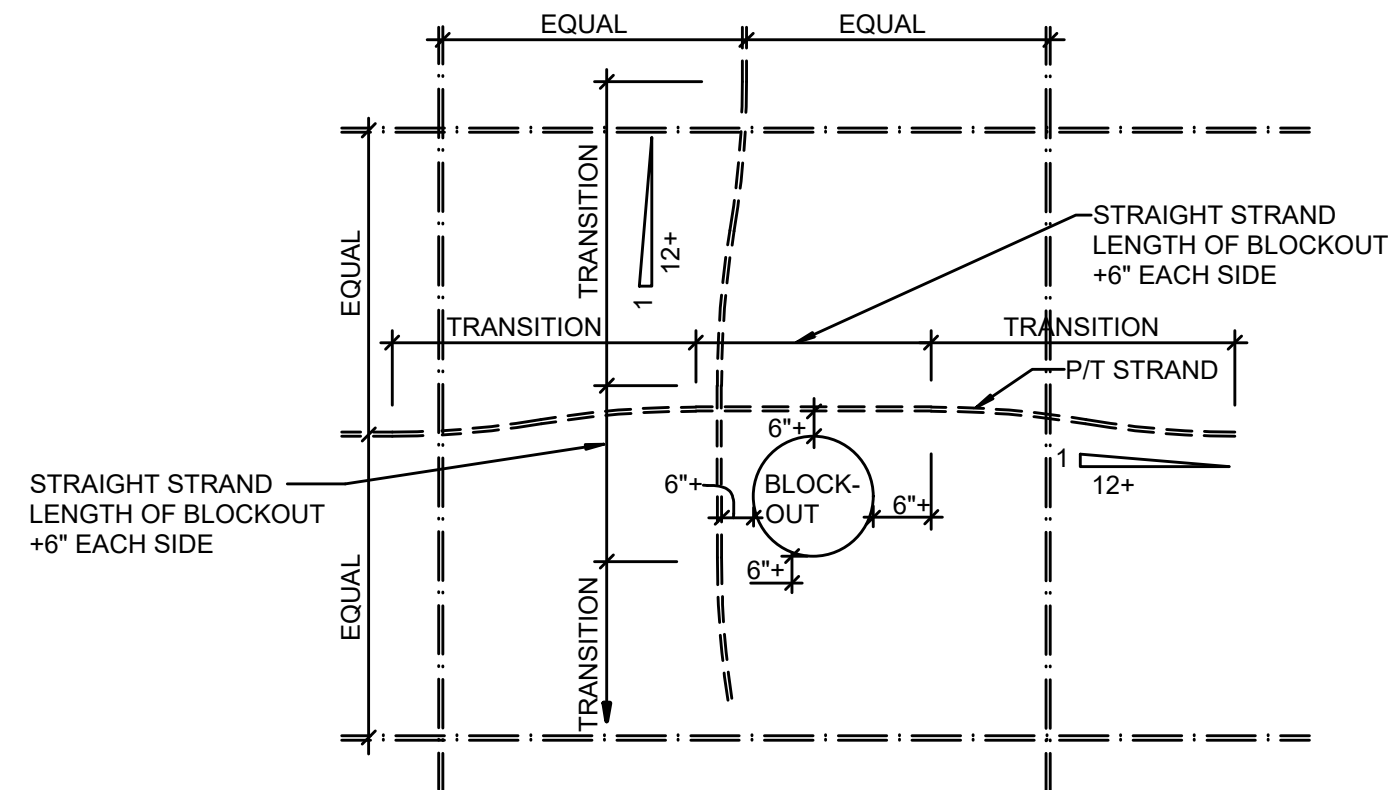
3 SLAB DETAIL WITH FENCE POST
3/4" = 1'-0"
NOTE:
ALSO APPLIES TO PICKLEBALL NET POST.



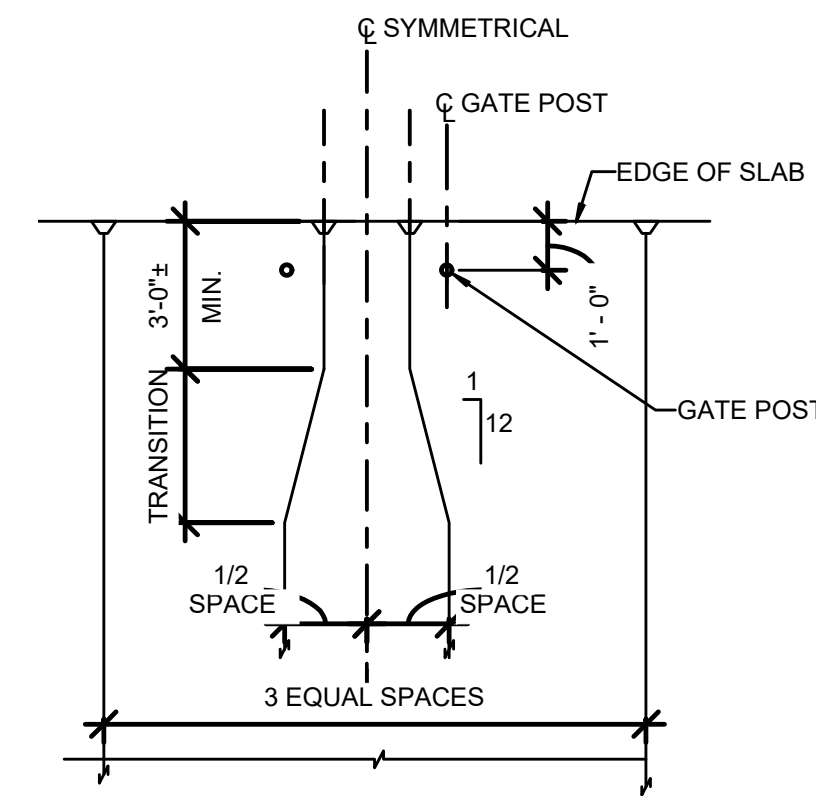
4 TYPICAL SLAB ON GRADE CONSTRUCTION DETAIL
1 1/2" = 1'-0"



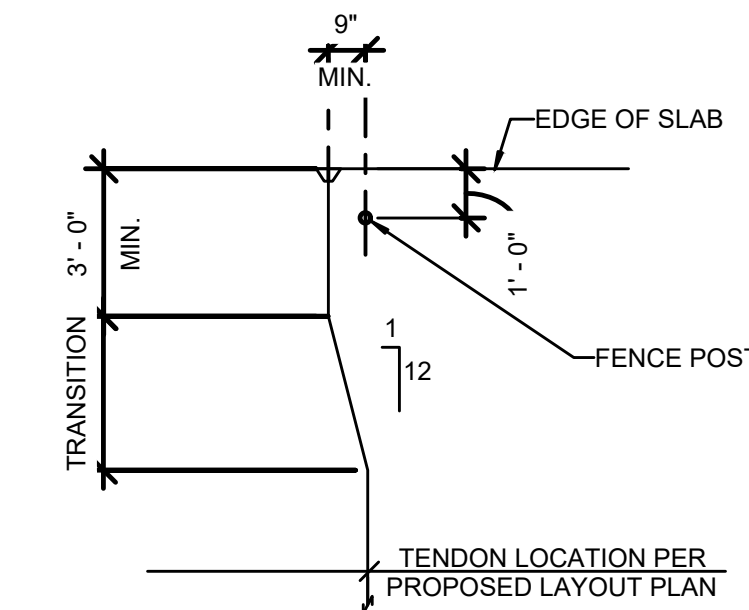
5 PROPOSED TENDON LAYOUT PLAN
NOT TO SCALE



6 TENDON DEVIATION DETAIL
NOT TO SCALE



7 TENDON SPACING AT 3 FT ACCESS GATE
NOT TO SCALE



8 TENDON ADJUSTMENT AT FENCE POST
NOT TO SCALE

SSR Smith Seckman Reid, Inc.

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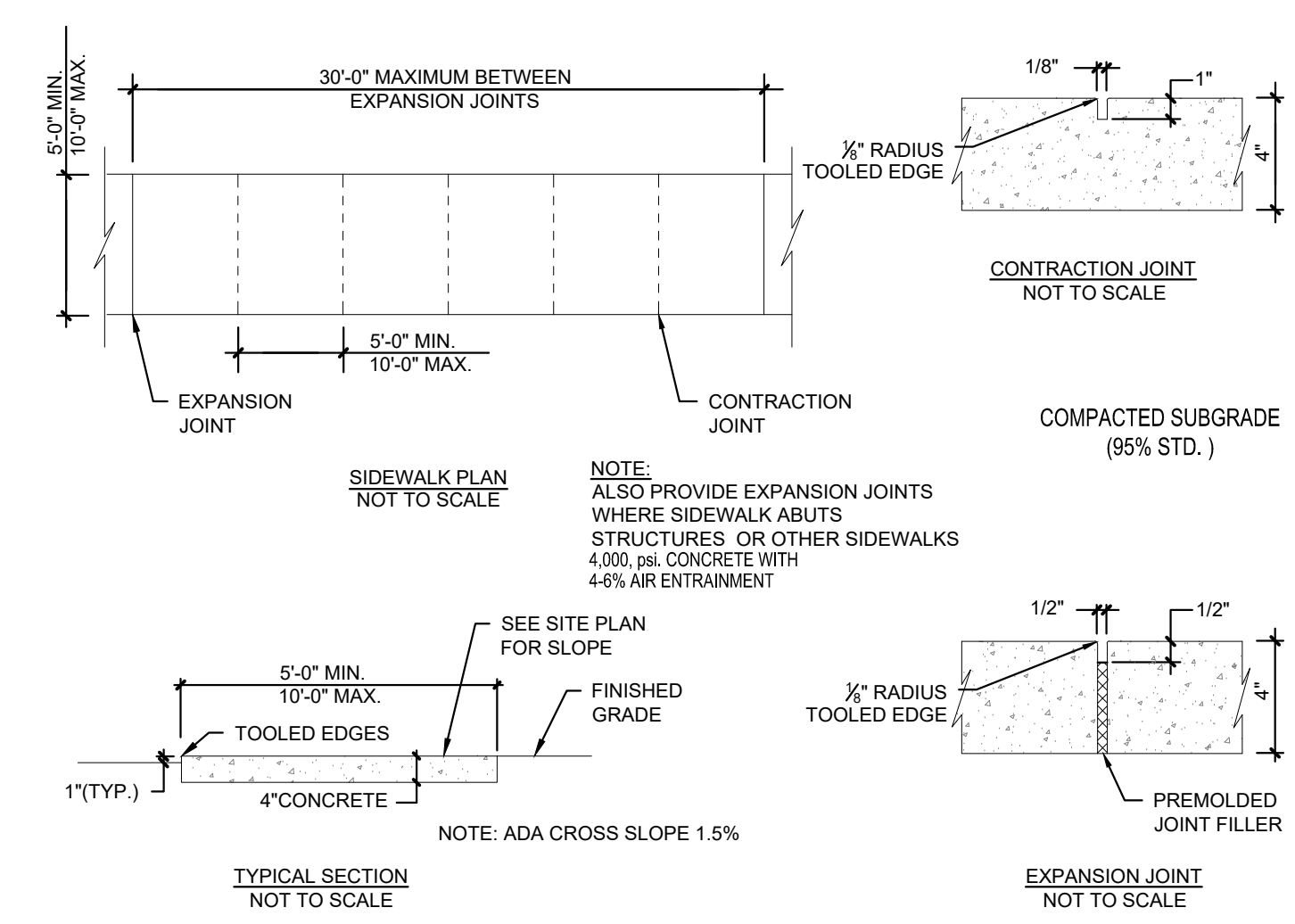
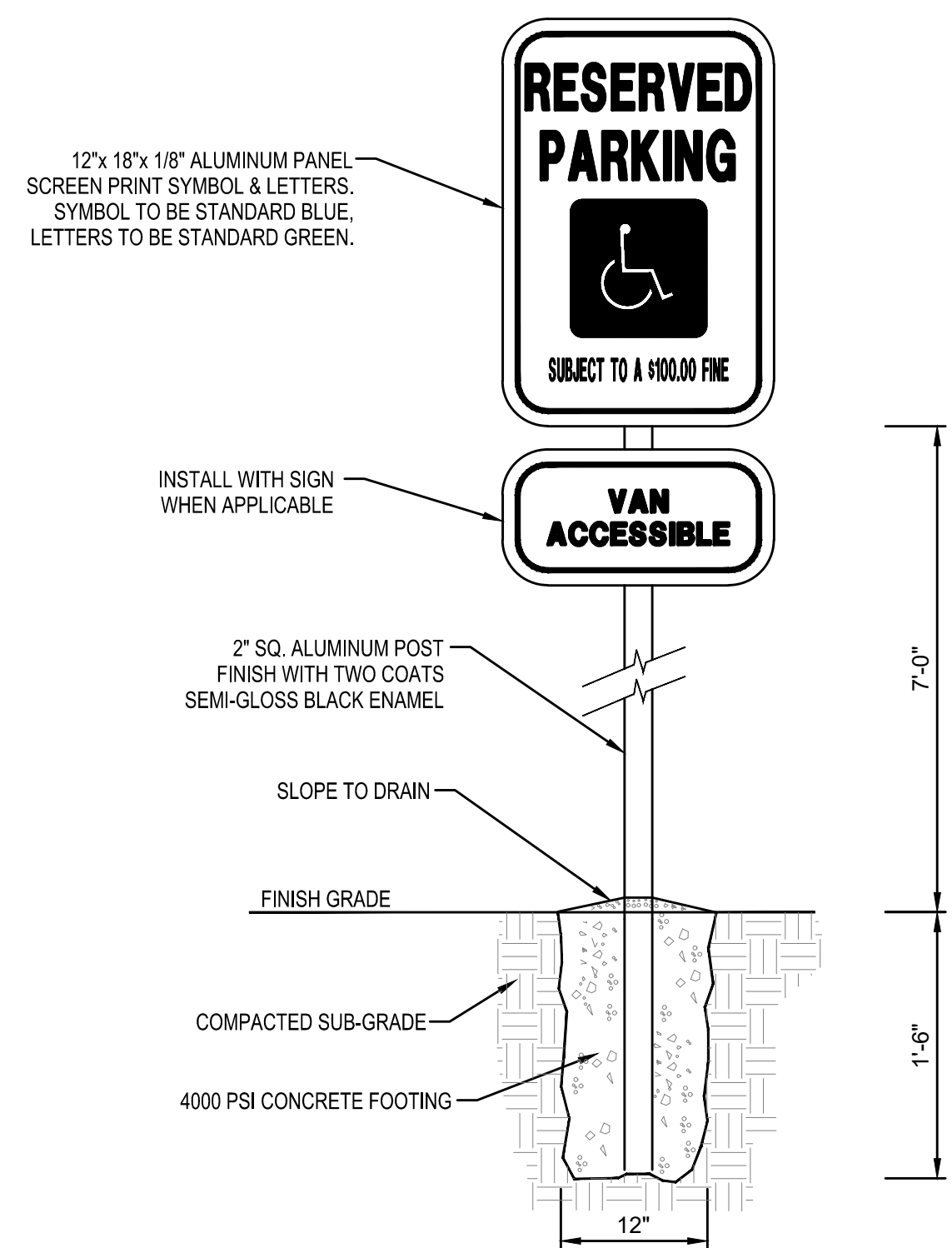
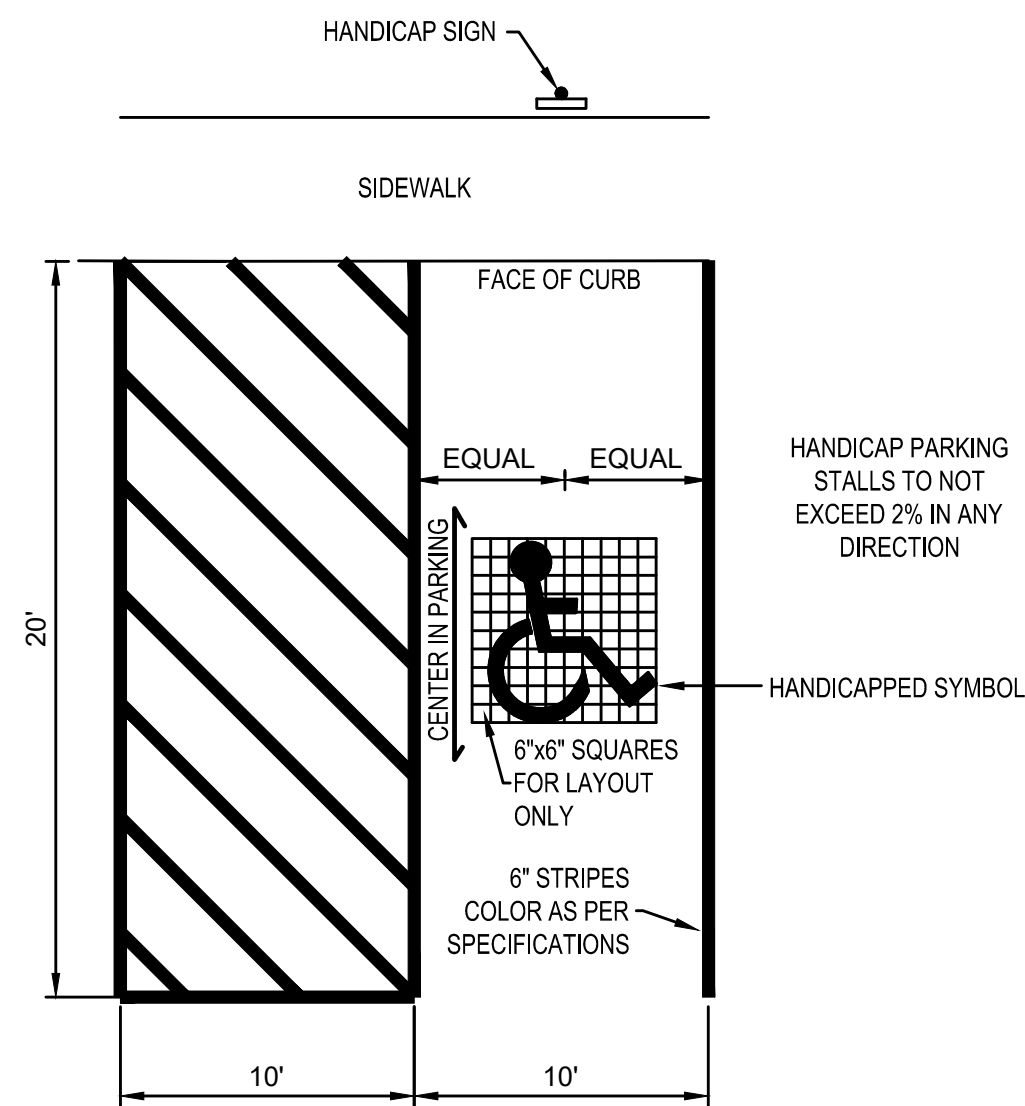
CLARK DISTRIBUTING SUBDIVISION

DETAILS

DRAWN BY: M/W
DESIGNED BY: KM
CHECKED BY: TH
Q.A.Q.C. BY: SSR

PHASE: **
DATE: 04/29/24

DRAWING NO:
C5.0



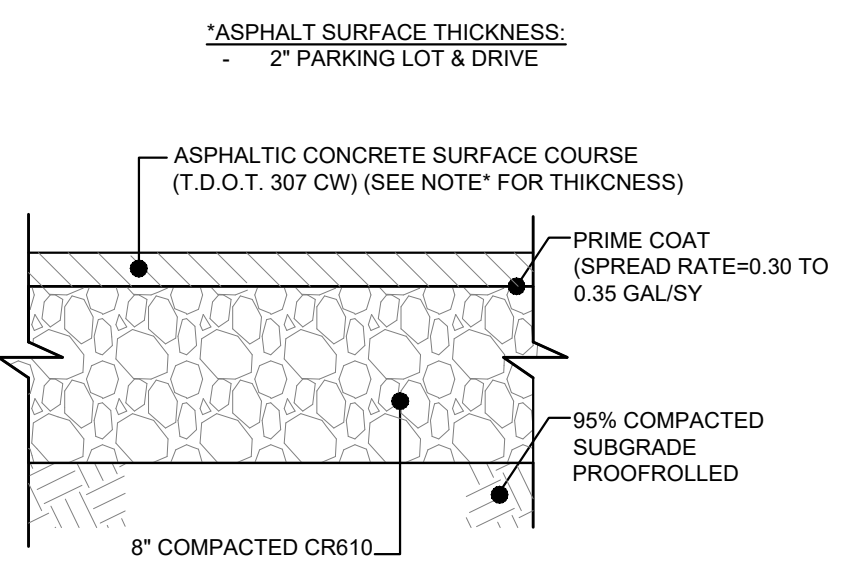
1 HANDICAP PARKING STRIPING DETAIL NOT TO SCALE

2 HANDICAP PARKING SIGN DETAIL NOT TO SCALE

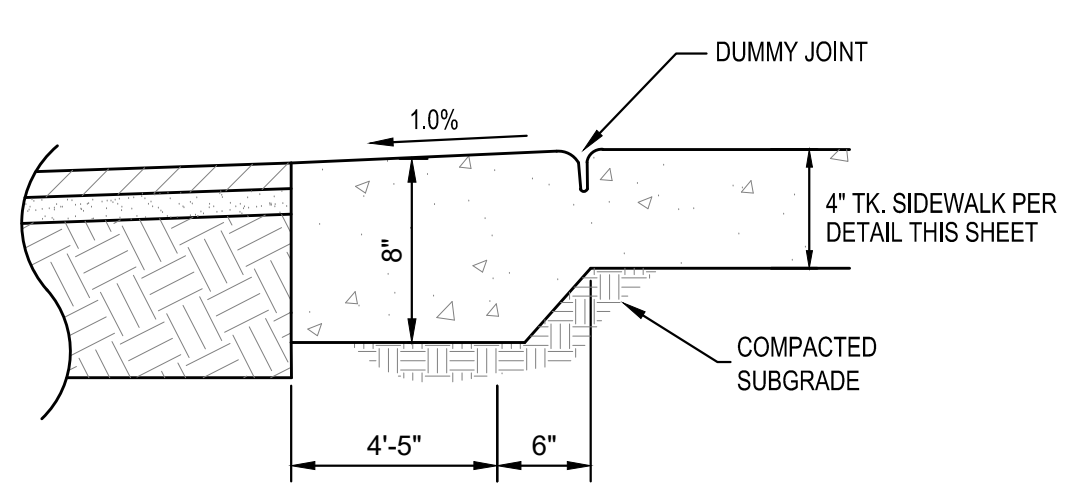
3 NO PARKING SIGN (R8-3A) NOT TO SCALE

4 SIDEWALK DETAILS NOT TO SCALE

No.	Date	Description



5 ASPHALT PAVEMENT NOT TO SCALE



6 CONC. PAVEMENT THICKENED EDGE NOT TO SCALE

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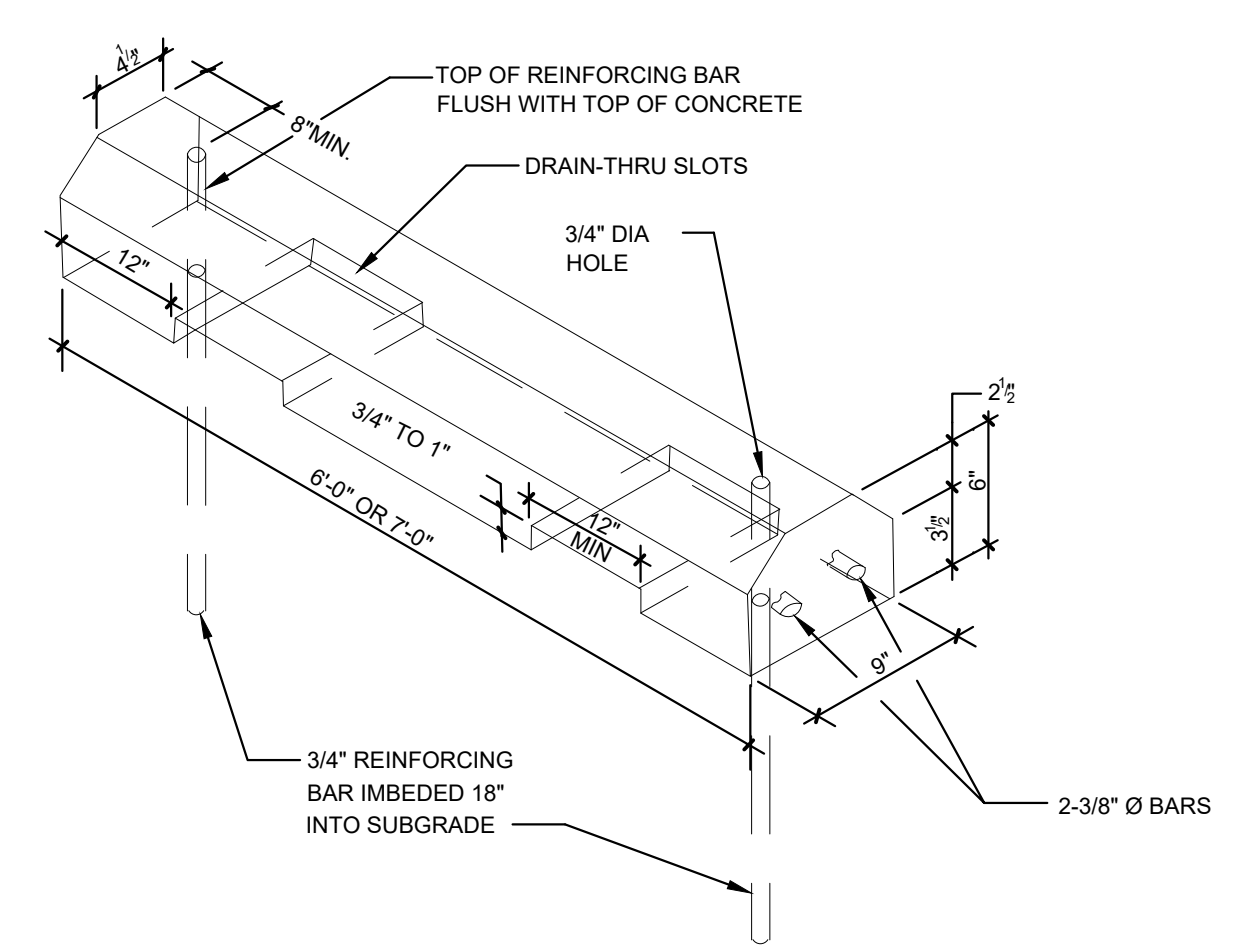
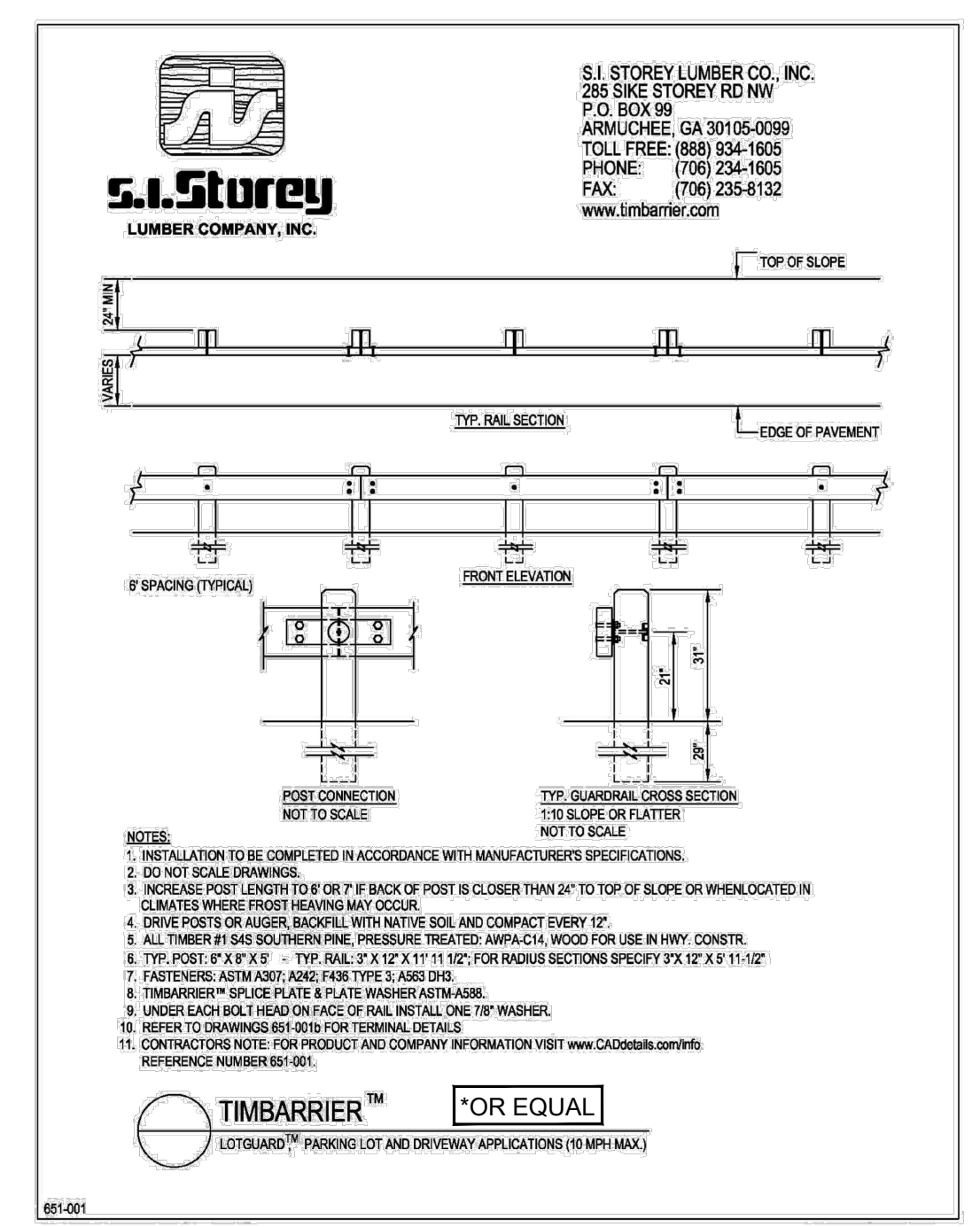
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7 WOODEN BARRIER FENCE NOT TO SCALE



8 CONCRETE WHEELSTOP NOT TO SCALE

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SSR Project #: 22640410



Dyersburg TENNESSEE

CITY OF DYERSBURG

CLARK DISTRIBUTING SUBDIVISION

DETAILS

DRAWN BY: M/W	DATE: 04/29/24	DRAWING NO: C5.1
DESIGNED BY: KM		
CHECKED BY: TH		
Q.A.Q.C. BY: SSR		
PHASE: **		