

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

John M. Reese Date: 2025.11.14
09:09:46-06'00'

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

FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JOHN M. REESE, P.E. 118371

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	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E, 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	T1

YEAR	PROJECT NO.	SHEET NO.
2026	STP/HSP-103(14)	ROADWAY-SIGN1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

John M. Reese
John M. Reese
jreese@fisherarnold.com
2026.01.06 12:08:59-06'00'

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

FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JOHN M. REESE, P.E. 118371

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	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A

YEAR	PROJECT NO.	SHEET NO.
2026	STP/HSIP-103(14)	ROADWAY-SIGN2

REV. 1 /6 /2026: ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

DYER COUNTY

STATE ROUTE 103
FROM NEAR STATE ROUTE 181
TO STATE ROUTE 78

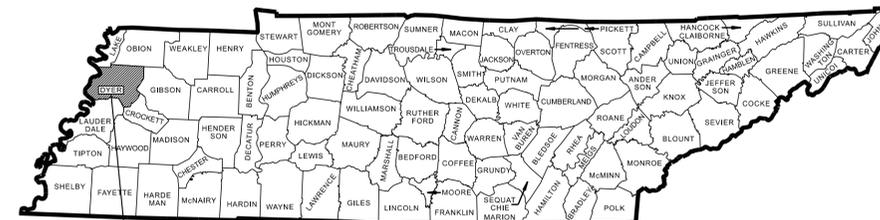
RESURFACE & SAFETY
DOUBLE CHIP SEAL, PAVEMENT MARKINGS AND GUARDRAIL

STATE HIGHWAY NO. 103 F.A.H.S. NO. N/A

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.	STP/HSIP-103(14)	
STATE PROJ. NO.	23S103-F3-003	
STATE PROJ. NO.	23S103-F8-003	
BRIDGE PROJ. NO.	23S103-M3-004	

REV. 1 /6 /2026 ;
REVISED PROJECT NO. IN TITLE BLOCK
(APPLICABLE TO ALL SHEETS).



PROJECT LOCATION

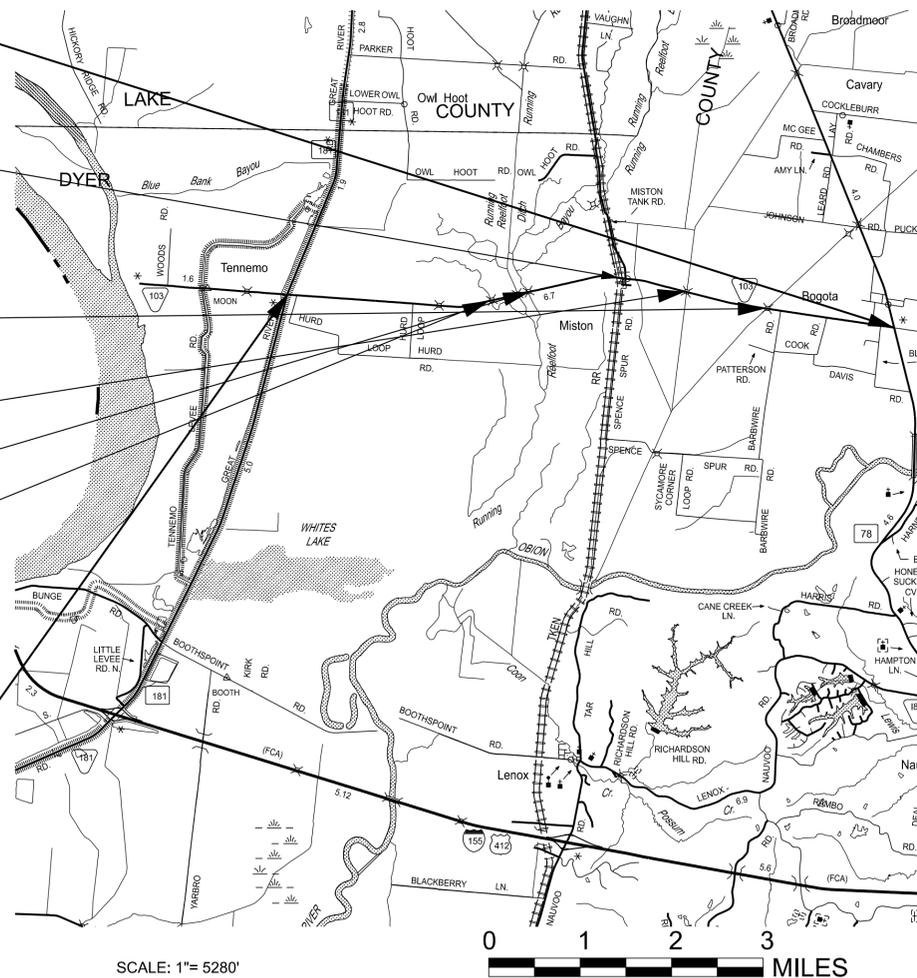
BRIDGE ID. # 23SR1030003 , 23SR1030005 , 23SR1030007 , 23SR1030009 , 23SR1030011 , 23SR1030013

STP/HSIP-103(14)
23S103-F3-003
END PROJECT NO. 23S103-F8-003 RESURFACE & SAFETY
STATE ROUTE 78 (L.M. 8.37)

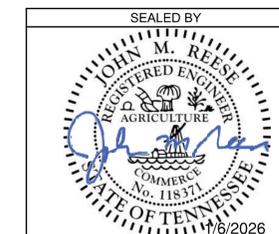
TKEN AT-GRADE CROSSING #298646R
TKEN M.P. 0015.860
L.M. 5.310 ; LAT. 36.1650162 , LONG. -89.4904715

BRIDGE REPAIR PROJECT NO. 23S103-M3-004
BRIDGE ID. #23SR1030013
L.M. 6.95 DRAINAGE CANAL
BRIDGE ID. #23SR1030011
L.M. 6.05 DRAINAGE CANAL
BRIDGE ID. #23SR1030009
L.M. 4.28 RUNNING REELFOOT BAYOU
BRIDGE ID. #23SR1030007
L.M. 4.16 RUNNING REELFOOT CANAL

STP/HSIP-103(14)
23S103-F3-003
BEGIN PROJECT NO. 23S103-F8-003 RESURFACE & SAFETY
NEAR STATE ROUTE 181 (L.M. 1.55)



NO EXCLUSIONS



APPROVED: 
SHANE HESTER, CHIEF ENGINEER

DATE: _____

APPROVED: 
WILL REID, COMMISSIONER

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TC STATION 10	7.734

TRAFFIC DATA	
ADT (2026)	323
POSTED SPEED L.M. 1.550 - 5.230	55 MPH
POSTED SPEED L.M. 5.230 - 5.930	45 MPH
POSTED SPEED L.M. 5.930 - 8.370	55 MPH

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.

PROJECT LENGTH 6.82 MILES
TOTAL LANE MILES RESURFACED 13.46 MILES

TDOT PROJECT MANAGER: LYNN EVANS, P.E., REGION 4

DESIGN FIRM : FISHER ARNOLD, INC.

DESIGNER : JAMES HUTCHESON DUNAVANT CHECKED BY JOHN REESE, P.E.

P.E. NO. 98043-4283-04

PIN NO. 133016.00

1/6/2026 11:59:07 AM I:\EGNYTDRIVE\PROJECTS\HDIR\COR\0009\TR\TRANSPORTATION\FEBRUARY 2026\133016.00 - SR103 - DYER COV1_TITL SHEET.DGN

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
SIGNATURE SHEET	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
DETAIL SHEETS	2G, 2G1
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFFS NOTES FOR TRAFFIC CONTROL	T1
BRIDGE REPAIR PLANS	B-1

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
10-107.00 SAFETY DESIGN AND GUARDRAILS		
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00 SIGN		
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
10-203.00 RAILROAD CROSSING		
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD ACTIVE HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
T-RR-2	11-01-11	STANDARD DRAWING FOR RAILROAD AND HIGHWAY CROSSING SIGNAL WITH GATE
T-RR-3	11-01-11	STANDARD DRAWING FOR RAILROAD-HIGHWAY CROSSING SIGNAL
T-RR-6	10-25-13	TYPICAL SIGNING AND MARKING AT PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-36	03-26-25	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	1A

REV. 1 /6 /2026: ADDED ROADWAY-SIGN2 TO INDEX.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

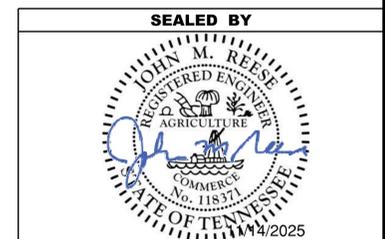
ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS, AND
STANDARD TRAFFIC
DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ003	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. 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).	BRIDGES
EDHZ004	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	BRIDGE NO. 23SR1030005 SR-103 OVER BRANCH LM 3.87 (23-SR103-03.87) BRIDGE NO. 23SR1030007 SR-103 OVER RUNNING REELFOOT CANAL LM 4.16 (23-SR103-04.16) BRIDGE NO. 23SR1030009 SR-103 OVER RUNNING REELFOOT BAYOU LM 4.28 (23-SR103-04.28) BRIDGE NO. 23SR1030011 SR-103 OVER DRAINAGE CANAL LM 6.05 (23-SR103-06.05)	L.M. 3.87, L.M. 4.16, L.M. 4.28, L.M. 6.05

1/6/2026 10:40:02 AM \\EGNVT\DRIVE\PROJECTS\HDR\INCOR\0009\TR\TRANSPORTATION\FEBRUARY 2026\133016.00 - SR103 - DYER CO\1B_PROJECT COMMITMENTS.DGN



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY		TOTAL QUANTITY
			23S103-F8-003	23S103-F3-003	
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	13.7		13.7
	303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	1782		1782
(2)	307-01.10 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING C-W	TON	55		55
	405-01.01 BITUMINOUS MATERIAL (BSC)	TON	232		232
	405-01.02 MINERAL AGGREGATE (BSC)	TON	2173		2173
	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	219		219
(3)	705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN	EACH		24	24
(3)	705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		24	24
(3)	706-01 GUARDRAIL REMOVED	L.F.		1200	1200
(4)(5)	712-01 TRAFFIC CONTROL	LS	1		1
(6)(7)	712-06 SIGNS (CONSTRUCTION)	S.F.	1528		1528
	713-02.21 SIGN POST DELINEATION ENHANCEMENT	L.F.	18		18
(8)	713-15 REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1		1
(8)	713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	2		2
(8)	713-16.20 SIGNS (STOP SIGN)	EACH	1		1
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH		451	451
(9)(10)(11)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	156		156
(8)(9)(10)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2		2
(11)(12)	716-05.05 PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	69		69
(12)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	18.95		18.95
	716-08.05 REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	156		156
(8)	716-08.11 REMOVAL OF WORD PAVEMENT MARKING (RXR)	EACH	2		2
	716-08.20 REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	18.95		18.95
(9)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		18.95	18.95
	717-01 MOBILIZATION	LS	1		1

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

FOOTNOTES

- (1) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, SECTION "FINAL PAVEMENT MARKING," NOTE (6) FOR MORE INFORMATION.
- (2) USE CW FOR ALL SPOT LEVELING. 55 TONS CAN BE USED.
- (3) SEE PROPOSED GUARDRAIL (RESURFACING) TABULATION ON SHEET 2F.
- (4) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (5) WHEN TRAFFIC IS DRIVING ON AN UNCURED (UNSWEEP) DOUBLE BITUMINOUS SURFACE TREATMENT/SCRUB SEAL, A PILOT CAR SHALL BE USED ACCORDING TO THE MUTCD. THE COST OF THE PILOT CAR SHALL BE INCLUDED IN ITEM 712-01
- (6) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (7) SEE TRAFFIC CONTROL SIGN TABULATION (RESURFACING) ON SHEET 2F.
- (8) FOR LOCATIONS OF SIGNS AND MARKINGS TO BE REMOVED AND INSTALLED, SEE DETAILS ON SHEET 2G1.
- (9) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
- (10) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (11) ALL STOP BARS ON SIDE STREETS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.
- (12) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2

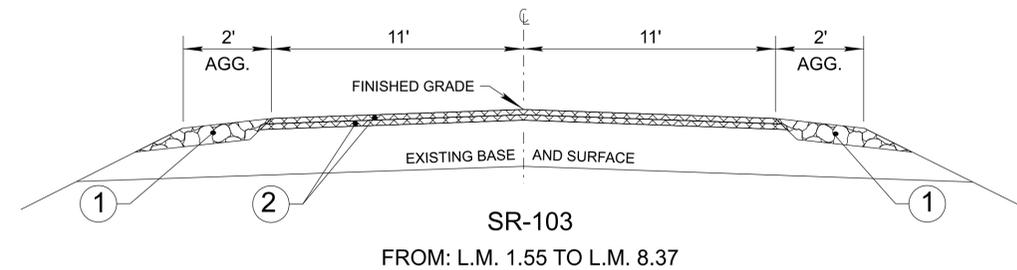
SEALED BY



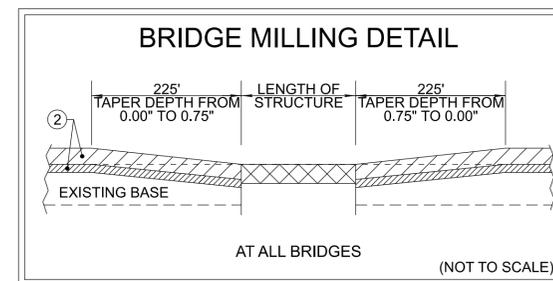
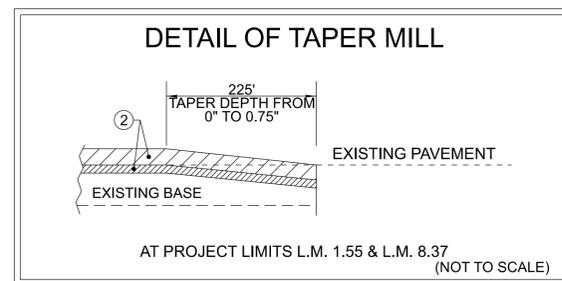
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2B



NOTE: 2 EQUAL LAYERS OF BITUMINOUS SEAL COAT (CHIP SEAL) TO BE INSTALLED ON SR-103 ONLY.
NO BITUMINOUS SEAL COAT (CHIP SEAL) WILL BE INSTALLED ON SIDE ROADS, DRIVEWAYS OR FIELD ENTRANCES.



PROPOSED PAVEMENT SCHEDULE	
①	MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"
②	BITUMINOUS SEAL COAT (DOUBLE CHIP SEAL) ITEM 405-01.01 BITUMINOUS MATERIAL (BSC) (AT 0.30 - 0.38 GAL./S.Y. FIRST APPLICATION) (AT 0.20 - 0.35 GAL./S.Y. SECOND APPLICATION) ITEM 405-01.02 MINERAL AGGREGATE (BSC) (AT 24 - 30.0 LBS./S.Y. FIRST APPLICATION) (AT 16 - 28 LBS./S.Y. SECOND APPLICATION)

SEALED BY
NOT TO SCALE
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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.
- (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.

GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (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

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.
 - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.
 - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

- (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.

PAVEMENT

PAVING

- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

RESURFACING

- (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.

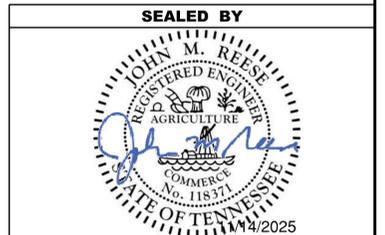
SIGNING

- (2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.
- (4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL OPERATIONS OFFICE.
- (7) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

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.
- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (6) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED. EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

PAVEMENT MARKING

- (1) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.20.
- (2) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02.

SIGNS

- (1) IF THE CONTRACTOR ELECTS TO UTILIZE SIGN POST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

MISCELLANEOUS

- (1) ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.
- (4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

RAILROAD NOTES

- (1) SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE TKEN RAILROAD TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY KTEN RAILROAD SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- (5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.

- (6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

TENNKEN

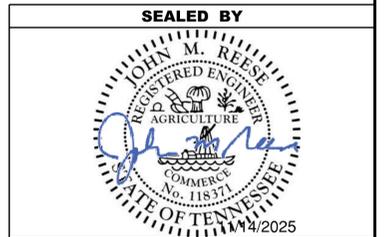
MR. MICHAEL LONG, GENERAL MANAGER
 TENNKEN RAILROAD
 1200 EAST CHERRY STREET
 DYERSBURG, TN 38024
 PHONE: (731)-286-2530
 AND
 MR. SCOTT VICK, P.E. PROJECT DIRECTOR
 CROUCH ENGINEERING, INC.
 5115 MARYLAND WAY, SUITE 225
 BRENTWOOD, TN 37027
 PHONE: (615) 791-0630
 EMAIL: SVICK@CROUCHENGINEERING.COM

TENNKEN

- (1) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE DONE ONLY WITH A TKRR FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (2) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED TKRR FLAGMAN.
- (3) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY.
- (4) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (5) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (6) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (7) AT LEAST FOURTEEN (14) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (8) THE CONTRACTOR MAY NOT USE TKRR RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM TKRR.
- (9) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT TKRR'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS.
- (10) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN TKRR'S RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (11) THE CONTRACTOR SHALL REPLACE ALL RR ADVANCE WARNING SIGNS, RXR PAVEMENT MARKINGS AND STOP LINES AT APPROACHES TO GRADE CROSSINGS, IN ACCORDANCE WITH MUTCD GUIDELINES.
- (12) THE FINISHED ROADWAY SURFACE SHALL BE AT THE SAME ELEVATION AS THE RAILROAD CROSSING SURFACE, FOR A DISTANCE OF 30' ON EACH SIDE OF TRACK(S).
- (13) SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY TKRR'S ENGINEER.
- (14) ANY VIOLATION OF ANY TKRR RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.

- (15) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (16) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR
- (17) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
- (18) ALL SOILS EXCAVATED WITHIN TKRR'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON TKRR'S RIGHT-OF-WAY. TESTING OF SOILS ON TKRR ROW IS PROHIBITED WITHOUT PRIOR WRITTEN TKRR AUTHORIZATION. ANY SOILS EXCAVATED ON TKRR ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG TKRR ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM TKRR ROW, THE TKRR ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON TKRR MUST FOLLOW TKRR PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2D



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

SPECIAL
 NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

- (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

- (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 PROJECT MANAGER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

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 PRECONSTRUCTION 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 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES DOUBLE CHIP SEAL, PAVEMENT MARKINGS SNOWPLOWABLE MARKERS, AND GUARDRAIL.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

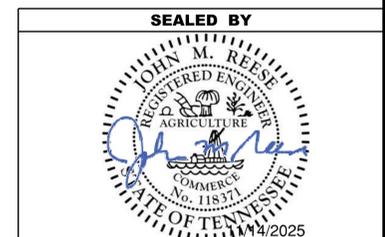
SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

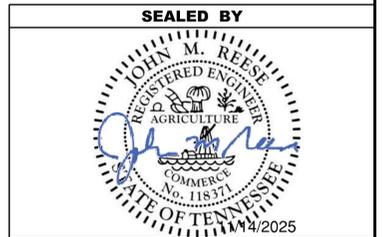
ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2E1



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

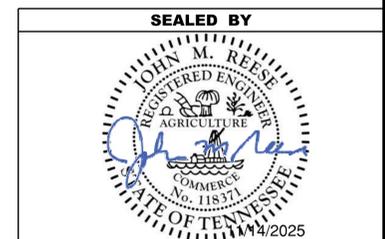
ENVIRONMENTAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)						
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
G20-1	ROAD WORK NEXT 7 MILES	48"	x 24"	8	2	16
G20-2	END ROAD WORK	48"	x 24"	8	12	96
W8-7	LOOSE GRAVEL	36"	x 36"	8	36	288
W8-11	UNEVEN LANES	48"	x 48"	16	36	576
W8-15	GROOVED PAVEMENT	48"	x 48"	16	8	128
W8-15P	MOTORCYCLE PLAQUE	30"	x 24"	5	8	40
W20-1	ROAD WORK 1 MILE	48"	x 48"	16	2	32
W20-1	ROAD WORK 1/2 MILE	48"	x 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48"	x 48"	16	2	32
W20-1	ROAD WORK AHEAD	48"	x 48"	16	12	192
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	x 48"	16	2	32
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	x 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	x 48"	16	2	32
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.					TOTAL	1528

BRIDGE NOTES			
BRIDGE NUMBER	LOCATION LOG MILE	BRIDGE LENGTH	BRIDGE DECK NOTES
23SR1030003	3.28	49'-0"	LEAVE AS IS
23SR1030005	3.87	58'-0"	LEAVE AS IS
23SR1030007	4.16	132'-6 1/2"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
23SR1030009	4.28	75'-0"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
23SR1030011	6.05	75'-0"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.
23SR1030013	6.95	75'-0"	PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY.

PROPOSED GUARDRAIL (RESURFACING)					
SIDE	LOG MILE	GUARDRAIL		TERMINAL ANCHORS	
		GUARDRAIL GR TRANSITION 27 IN TO 31 IN 705-02.10 (EACH)	GUARDRAIL REMOVED 706-01 (L.F.)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	
LT	RT				
X		3.260	1	50	1
X		3.260	1	50	1
	X	3.300	1	50	1
X		3.300	1	50	1
	X	3.820	1	50	1
X		3.820	1	50	1
	X	3.890	1	50	1
X		3.890	1	50	1
X		4.131	1	50	1
	X	4.134	1	50	1
X		4.181	1	50	1
	X	4.184	1	50	1
X		4.252	1	50	1
	X	4.254	1	50	1
X		4.289	1	50	1
	X	4.293	1	50	1
X		6.032	1	50	1
	X	6.034	1	50	1
X		6.072	1	50	1
	X	6.073	1	50	1
	X	6.929	1	50	1
X		6.930	1	50	1
	X	6.969	1	50	1
X		6.970	1	50	1
TOTALS		24	1200	24	



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

#298646R HIGHWAY 103 (SR103), LM 5.31, NEAR DYERSBURG LAT: 36.165016 LONG: -89.490471

1. Remove the existing advance warning sign (W10-1) on the eastbound approach on Highway 103 (SR103) located approximately 750 feet in advance of the crossing. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the eastbound approach on Highway 103 (SR103) located approximately 450 feet in advance of the crossing and adjacent to the new RxR pavement marking as specified by TDOT Standard Drawings T-RR-1 and T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
2. Install one (1) new RxR pavement marking on the eastbound approach on Highway 103 (SR103) located approximately 450 feet in advance of the crossing and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.02 and Figures 8C-1 and 8C-2.
3. Install a new 24" wide Stop Line on the eastbound approach on Highway 103 (SR103) located approximately 8 feet in advance of the automatic gate but no closer than 15 feet in advance of the nearest rail and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
4. Install a new 24" wide Stop Line on the westbound approach on Highway 103 (SR103) located approximately 8 feet in advance of the automatic gate but no closer than 15 feet in advance of the nearest rail and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.03 and Figure 8C-1.
5. Remove the existing advance warning sign (W10-1) on the westbound approach on Highway 103 (SR103) located approximately 450 feet in advance of the crossing. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the westbound approach on Highway 103 (SR103) located approximately 450 feet in advance of the crossing and adjacent to the new RxR pavement marking as specified by TDOT Standard Drawings T-RR-1 and T-S-16 and in accordance with 11th Ed. MUTCD Sections Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2C.04, and 8B.06; and Tables 2A-4, 2C-3, and 8B-1, and Figures 8B-4 and 8C-1. Install a 2-inch wide YELLOW retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
6. Install one (1) new RxR pavement marking on the westbound approach on Highway 103 (SR103) located approximately 450 feet in advance of the crossing and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-1 and in accordance with 11th Ed. MUTCD Section 8C.02 and Figures 8C-1 and 8C-2.
7. Remove the existing STOP sign (R1-1) on the southbound approach on Railroad St (0A204) at the intersection with Highway 103 (SR103). Install one (1) new STOP sign (R1-1) on the southbound approach on Railroad St (0A204) at the intersection with Highway 103 (SR103) in accordance with 11th Ed. MUTCD Section 2A.13, 2A-15, 2A-16, 2A-17, 2A-18, 2A-21, 2B.03, 2B.04, 2B.18; and Tables 2A-4 and 2B-1. Install a 2-inch wide RED retroreflective strip to the FRONT face of the signpost for the full length of the support from the sign to within 2 feet above the near edge of the roadway in accordance with 11th Ed. MUTCD Section 2A.11.
8. Install a Stop Line on the southbound approach on Railroad St (0A204) at the intersection with Highway 103 (SR103) adjacent to the new STOP sign in accordance with 11th Ed. MUTCD Section 3B.19.

NOTE: Coordinate all traffic control and construction activities within 50 feet of the rails with Tennken Railroad Company, Inc. (TKEN). A Construction Agreement or a Temporary Right-of-Entry Agreement will be required to obtain flagging services for any work conducted within 50 feet of the rails.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2G

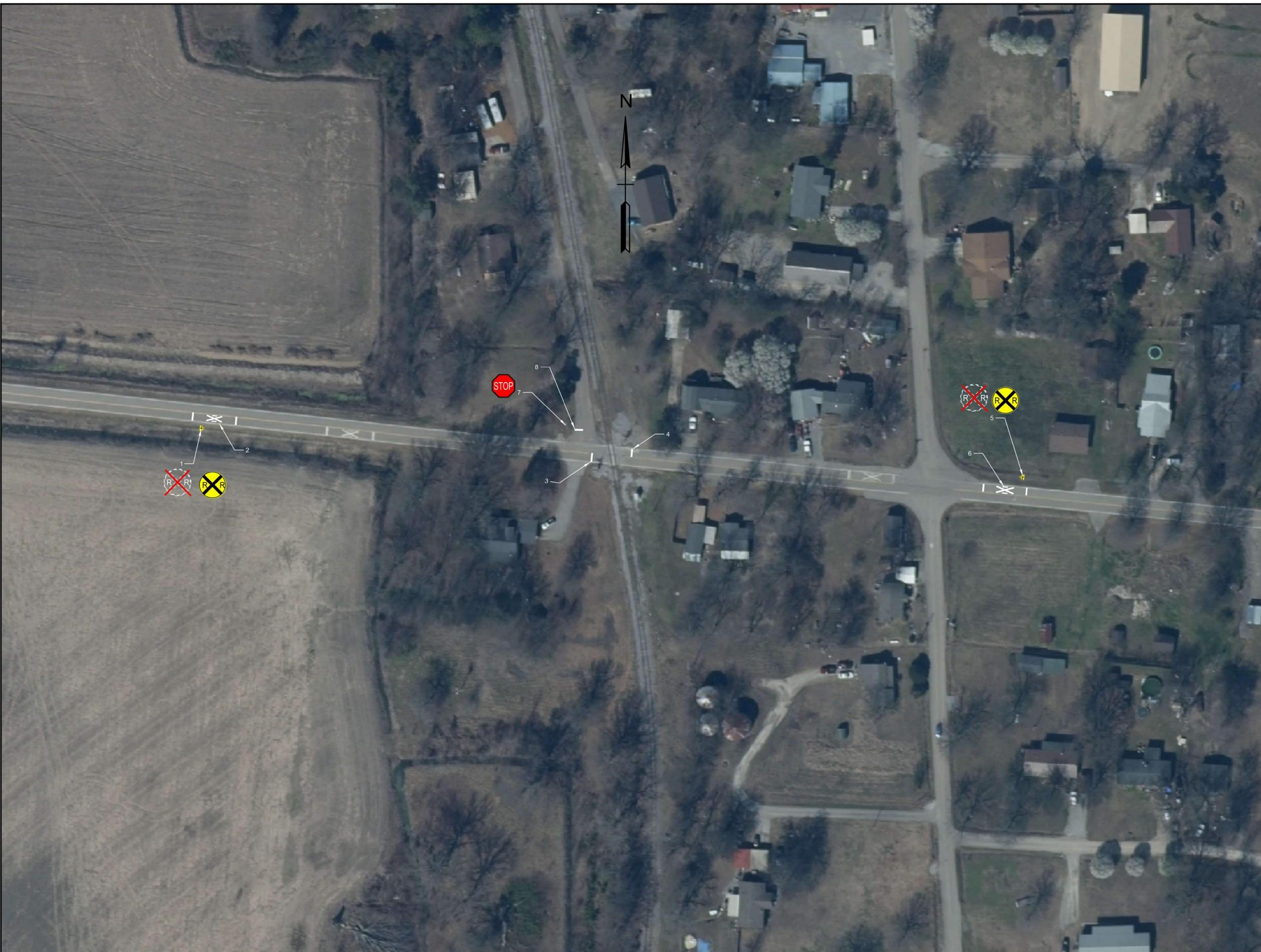
SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEET

SHEET 1 OF 2

1/6/2026 11:03:27 AM \\EGNYT\DRIVE\PROJECTS\HDR\INCOR\0009\TR\TRANSPORTATION\FEBRUARY 2026\133016.00 - SR103 - DYER CO\261 - RAILROAD DETAIL SHEET2.DGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	2G1

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SHEET 2 OF 2

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	3

UTILITY NOTES

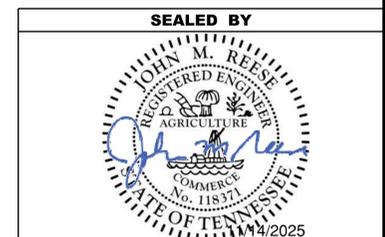
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

WATER:
ELBRIDGE WATER ASSOCIATION
 PO BOX 537
 OBION, TN
 CONTACT: JOYCE GRAY
 OFFICE PHONE: 731 536 5711
 CELL PHONE:
 Email: 5711EWA@GMAIL.COM

ELECTRIC:
FORKED DEER ELECTRIC
 1135 N. CHURCH ST.
 HALLS, TN 38040
 CONTACT: JEFF NEWMAN
 OFFICE PHONE: 731 836 7508
 CELL PHONE:
 Email: JEFF@FORKEDDEER.COM

COMMUNICATIONS:
AT&T
 315 COLLEGE STREET
 JACKSON, TN 38301
 CONTACT: DANIEL R. POTTS
 OFFICE PHONE: 901 488 2359
 CELL PHONE:
 Email: DP7607@ATT.COM



**STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION**

UTILITY NOTES
 AND
 UTILITY OWNERS

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP/HSIP-103(14)	T1

A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
 - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
 - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

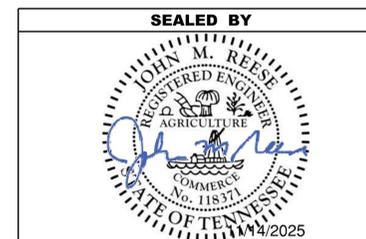
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

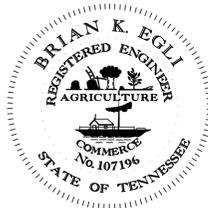
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI

2025.11.07 07:43:30 -06'00'

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

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

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET -----	STRUCTURE-SIGN 1
INDEX OF DRAWINGS -----	B-1
BRIDGE TABULATION, ESTIMATED QUANTITIES -----	B-2
TYPE I THIN EPOXY OVERLAY NOTES -----	B-3
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030007) -----	B-4
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030009) -----	B-5
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030011) -----	B-6
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030013) -----	B-7

YEAR	PROJECT NO.	SHEET NO.
2026	23S103-M3-004	STRUCTURE-SIGN 1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

PROJECT NO.	YEAR	SHEET NO.	
23S103-M3-004	2026	B-1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
- -			
- -			
- -			
- -			

INDEX OF DRAWINGS

DWG. NO.

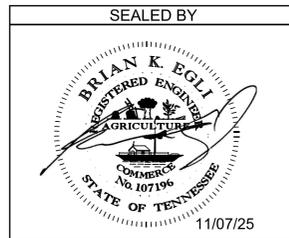
LAST
REV. DATE

SIGNATURE SHEET	-----	STRUCTURE-SIGN 1
INDEX OF DRAWINGS	-----	B-1
BRIDGE TABULATION, ESTIMATED QUANTITIES	-----	B-2
TYPE I THIN EPOXY OVERLAY NOTES	-----	B-3
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030007)	-----	B-4
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030009)	-----	B-5
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030011)	-----	B-6
PLAN VIEW AND PHASE CONSTRUCTION (23SR1030013)	-----	B-7

INDEX OF REFERENCE DRAWINGS

DWG. NO.

LAYOUT OF BRIDGE	-----	M-129-127
SUPERSTRUCTURE	-----	M-129-130
LAYOUT OF BRIDGE	-----	M-129-138
SUPERSTRUCTURE	-----	M-129-141
LAYOUT OF BRIDGE	-----	M-129-147
SUPERSTRUCTURE	-----	M-129-150
LAYOUT OF BRIDGE	-----	M-129-156
SUPERSTRUCTURE	-----	M-129-159



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
23-SR103-4.16
OVER RUNNING REELOOT
DRAINAGE CANAL
23-SR103-4.28
OVER RUNNING
REELFOOT BAYOU
23-SR103-6.05
OVER DRAINAGE CANAL
23-SR103-6.95
OVER DRAINAGE CANAL
BR. NOS. 23SR1030007,
23SR1030009, 23SR1030011,
AND 23SR1030013
DYER COUNTY
2026

PIN NO.: 133016.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 9-25
SUPERVISED BY: BRIAN EGLI DATE: 9-25
CHECKED BY: _____ DATE: _____

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

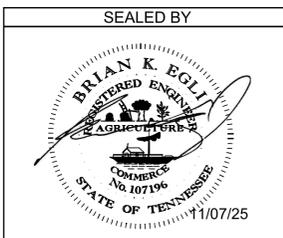
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
23-SR103-4.16 OVER RUNNING REELFOOT DRAINAGE CANAL BR. NO. 23SR1030007	M-129-127 M-129-130	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	390
23-SR103-4.28 OVER RUNNING REELFOOT BAYOU BR. NO. 23SR1030009	M-129-138 M-129-141	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	220
23-SR1036.05 OVER DRAINAGE CANAL BR. NO. 23SR1030011	M-129-147 M-129-150	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	220
23-SR103-6.95 OVER DRAINAGE CANAL BR. NO. 23SR1030013	M-129-156 M-129-159	TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	220
TOTAL			1,050

Dyer Co. S.R 103 Bridge Repair Traffic Control

BRIDGE REPAIR TRAFFIC CONTROL QUANTITIES			
Item #	Description	Unit	Quantity
712-04.01	Flexible Drums (Channelizing)	Each	56
712-05.01	Warning Lights (Type A)	Each	46
712-05.03	Warning Lights (Type C)	Each	10
712-06	Signs (Construction)	SF.	64

BRIDGE REPAIR SIGN TABULATION						
M.U.T.C.D.	LEGEND \ DESCRIPTION	SIZE			TOTAL	ITEM NO.
SIGN NO.		IN INCHES			NUMBER REQUIRED	712-06 S.F.
		L	x	W		
W3-4	BE PREPARED TO STOP	48"	x	48"	16	2 32
W20-4	ONE LANE BRIDGE AHEAD	48"	x	48"	16	2 32
					TOTAL	64

PROJECT NO.	YEAR	SHEET NO.	
23S103-M3-004	2026	B-2	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
--			
--			
--			
--			
--			



PIN NO.: 133016.00
 DESIGN BY: TRENT JOHNSTON DATE: 9-25
 DRAWN BY: TRENT JOHNSTON DATE: 9-25
 SUPERVISED BY: BRIAN EGLI DATE: 9-25
 CHECKED BY: DATE:

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BRIDGE TABULATION,
 ESTIMATED QUANTITIES
 23-SR103-4.16
 OVER RUNNING REELOOT
 DRAINAGE CANAL
 23-SR103-4.28
 OVER RUNNING
 REELFOOT BAYOU
 23-SR103-6.05
 OVER DRAINAGE CANAL
 23-SR103-6.95
 OVER DRAINAGE CANAL
 BR. NOS. 23SR1030007,
 23SR1030009, 23SR1030011,
 AND 23SR1030013
 DYER COUNTY
 2026

PROJECT NO.	YEAR	SHEET NO.	
23S103-M3-004	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
- -			
- -			
- -			
- -			

TYPE 1 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 INCH.

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 INSURE 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.

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 PERCENT 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.

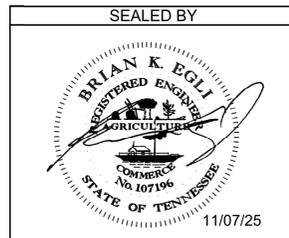
SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

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 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

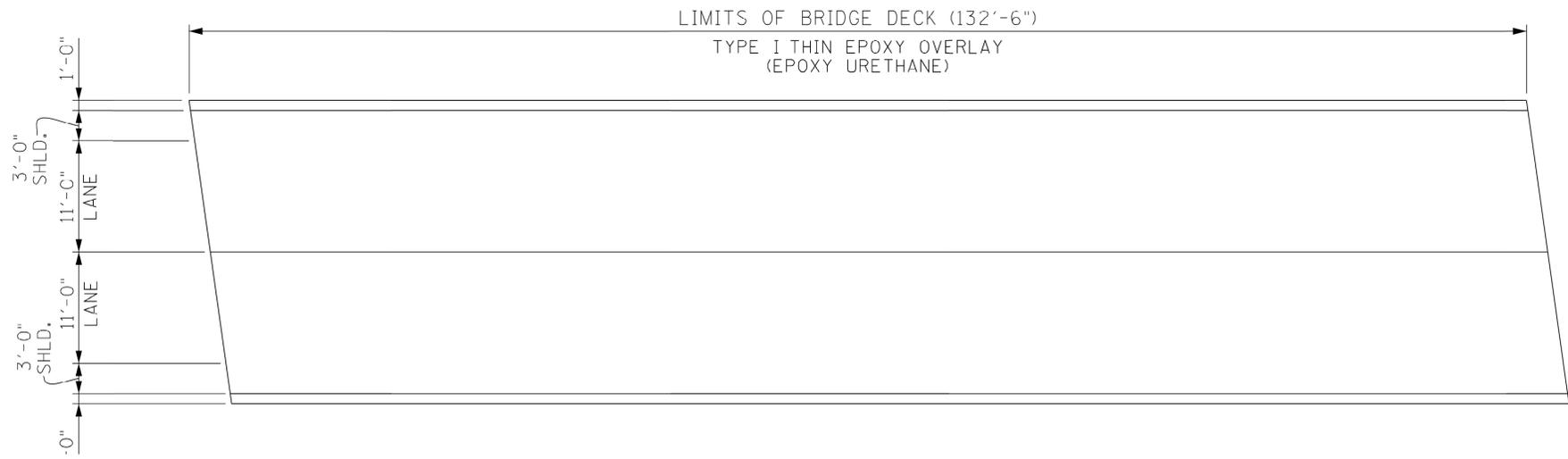
**** SPECIAL NOTE:**
THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACKCOAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE THIN EPOXY OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACKCOAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.



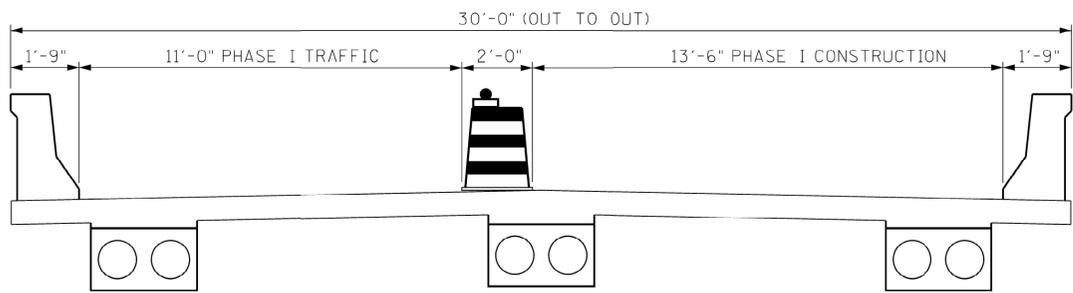
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**TYPE I THIN EPOXY
OVERLAY NOTES**
23-SR103-4.16
OVER RUNNING REELFOOT
DRAINAGE CANAL
23-SR103-4.28
OVER RUNNING
REELFOOT BAYOU
23-SR103-6.05
OVER DRAINAGE CANAL
23-SR103-6.95
OVER DRAINAGE CANAL
BR. NOS. 23SR1030007,
23SR103009, 23SR10330011,
AND 23SR1030013
DYER COUNTY
2026

PIN NO.: 133016.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 9-25
SUPERVISED BY: BRIAN EGLI DATE: 9-25
CHECKED BY: _____ DATE: _____

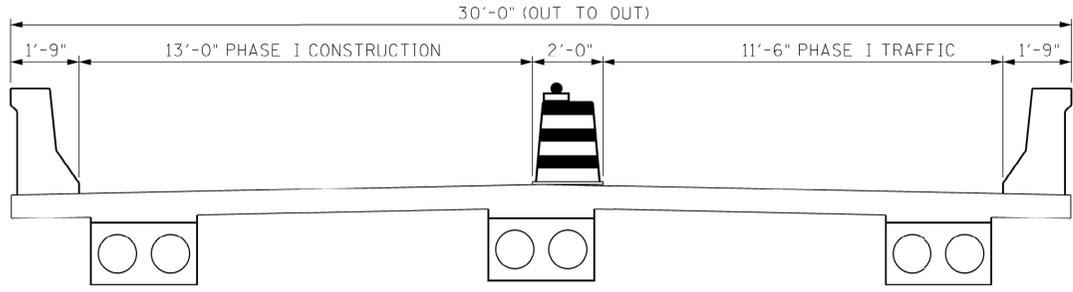
PROJECT NO.	YEAR	SHEET NO.	
23S103-M3-004	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



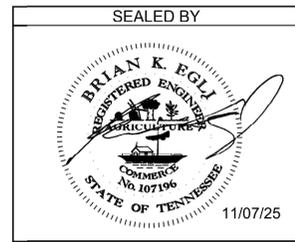
PLAN VIEW
BRIDGE ID. NO. 23SR1030007



PHASE I CONSTRUCTION
LOOKING AHEAD ON SURVEY
BRIDGE ID. NO. 23SR1030007



PHASE II CONSTRUCTION
LOOKING AHEAD ON SURVEY
BRIDGE ID. NO. 23SR1030007

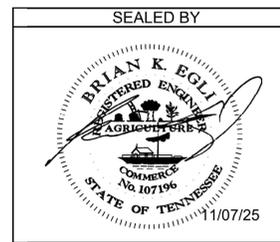
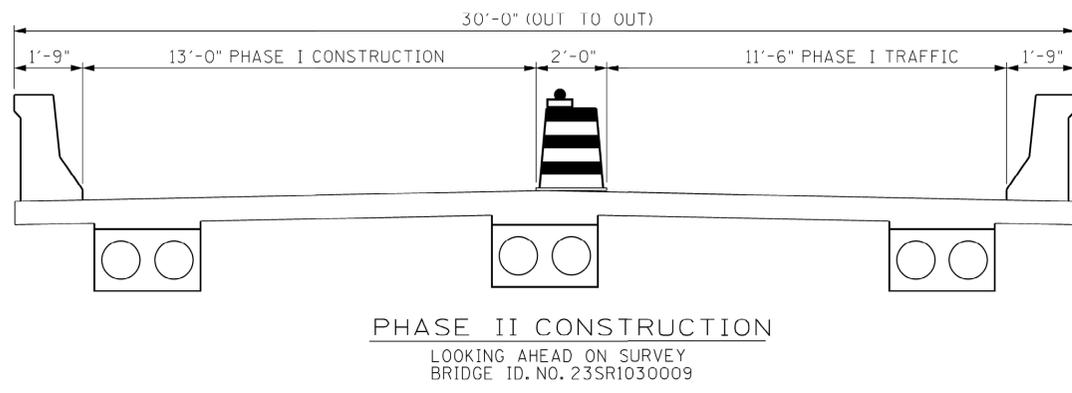
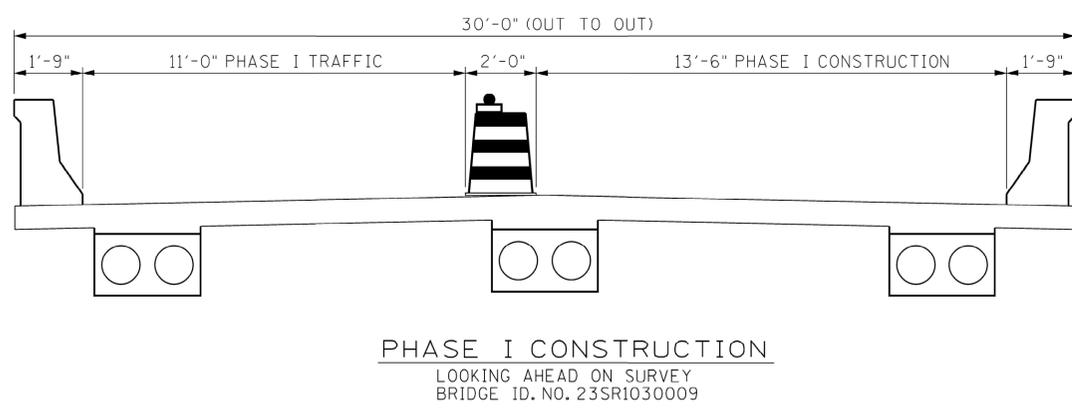
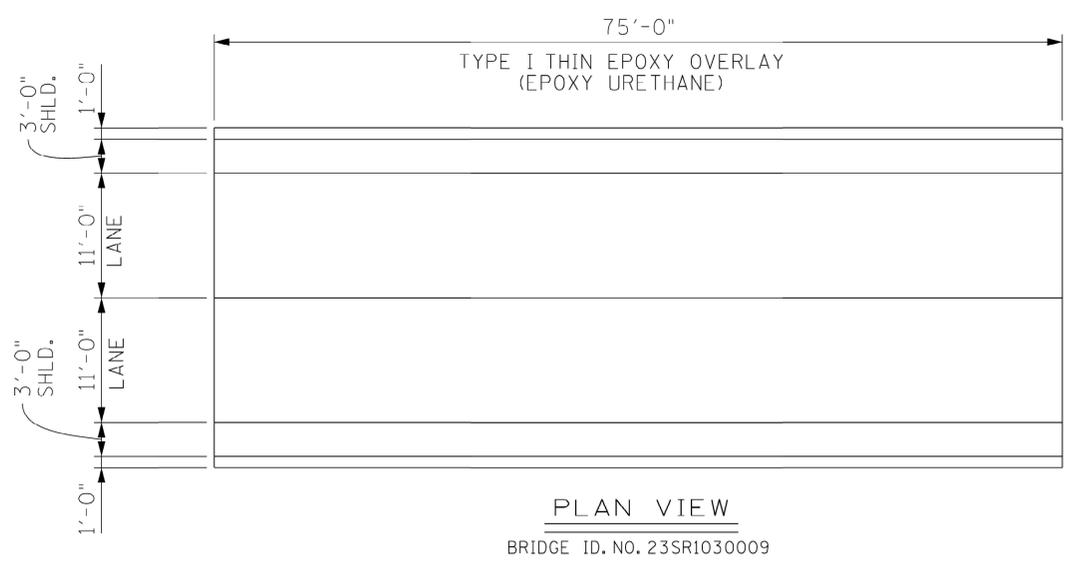


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW AND
PHASE CONSTRUCTION
23-SR103-4.16
OVER RUNNING
REELFOOT DRAINAGE CANAL
BR. NO. 23SR1030007
DYER COUNTY
2026

PIN NO.: 133016.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 9-25
SUPERVISED BY: BRIAN EGLI DATE: 9-25
CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.
23S103-M3-004	2026	B-5

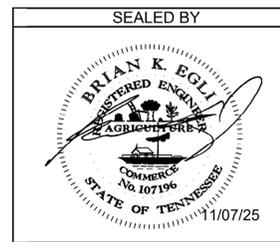
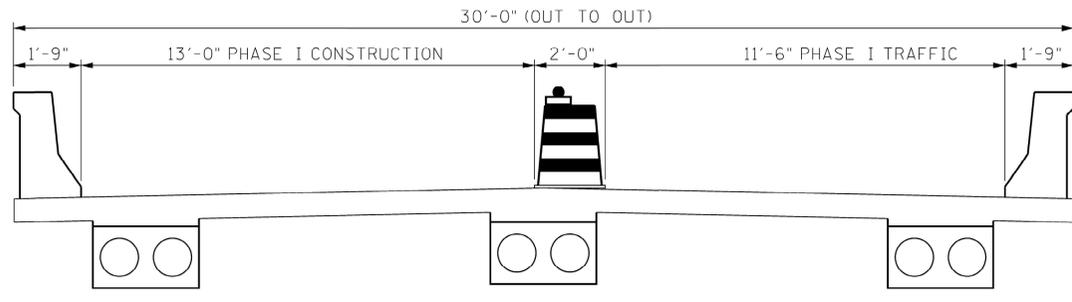
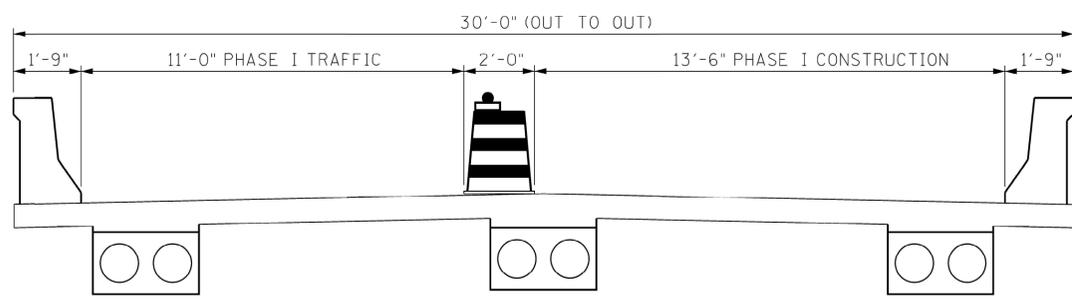
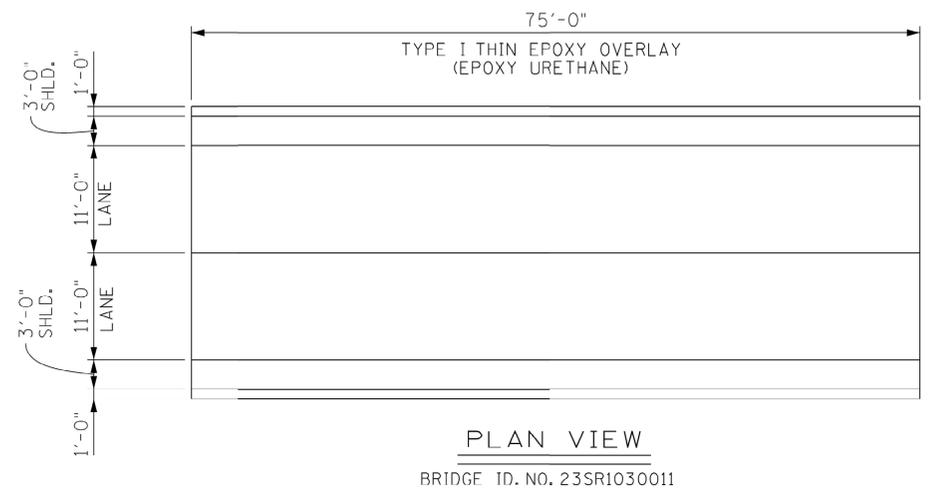
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW AND
PHASE CONSTRUCTION
23-SR103-4.28
OVER RUNNING
REELFOOT BAYOU
BR. NO. 23SR1030009
DYER COUNTY
2026

PIN NO.: 133016.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 9-25
SUPERVISED BY: BRIAN EGLI DATE: 9-25
CHECKED BY: _____ DATE: _____

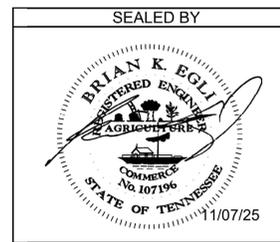
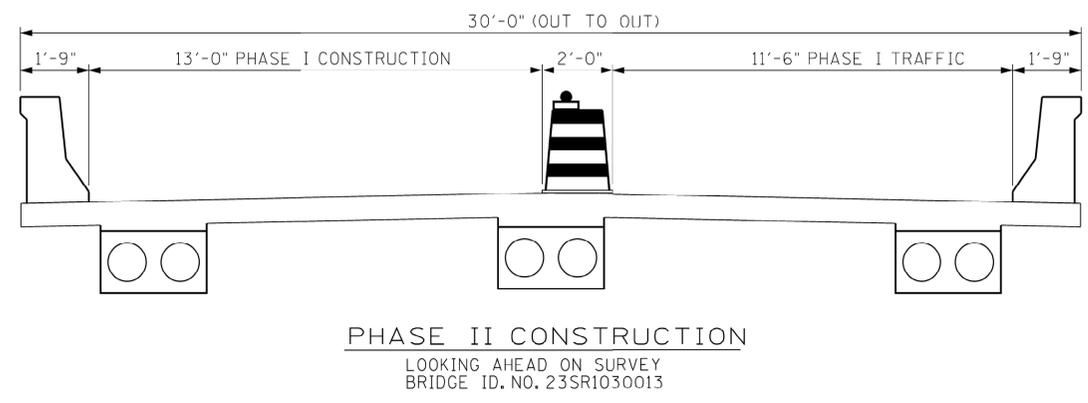
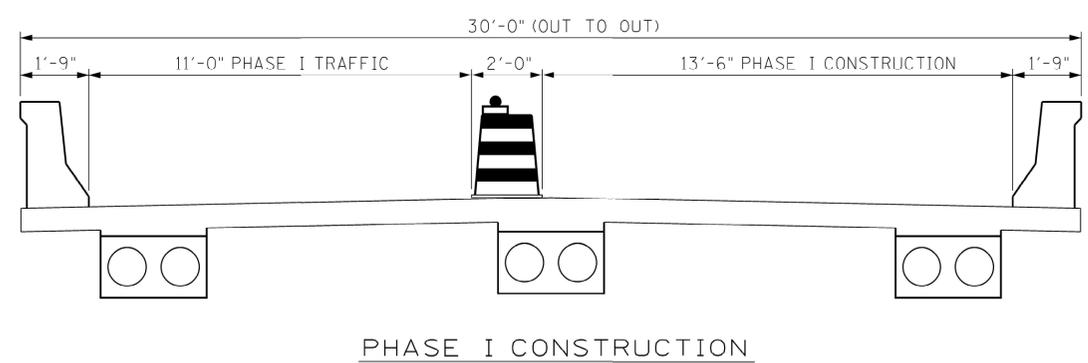
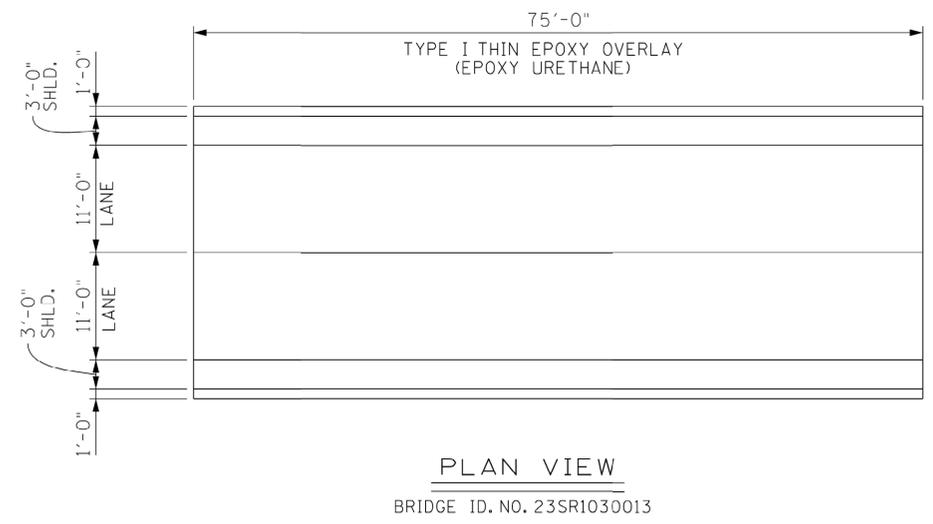
PROJECT NO.	YEAR	SHEET NO.	
23S103-M3-004	2026	B-6	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW AND
PHASE CONSTRUCTION
23-SR103-6.05
OVER RUNNING
DRAINAGE CANAL
BR. NO. 23SR1030011
DYER COUNTY
2026

PIN NO.: 133016.00
DESIGN BY: TRENT JOHNSTON DATE: 9-25
DRAWN BY: TRENT JOHNSTON DATE: 9-25
SUPERVISED BY: BRIAN EGLI
CHECKED BY: DATE:

PROJECT NO.	YEAR	SHEET NO.	
23S103-M3-004	2026	B-7	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



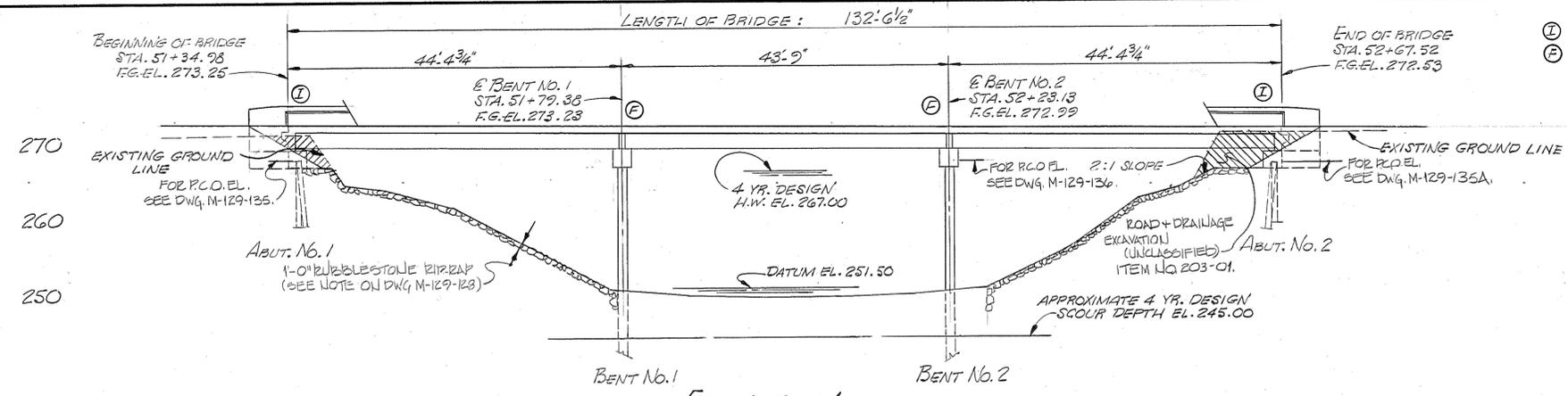
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**PLAN VIEW AND
PHASE CONSTRUCTION**
23-SR103-6.95
OVER DRAINAGE CANAL
BR. NO. 23SR1030013
DYER COUNTY
2026

PIN NO.: 133016.00
DESIGN BY: _____ DATE: _____
DRAWN BY: TRENT JOHNSTON DATE: 9-25
SUPERVISED BY: BRIAN EGLI DATE: 9-25
CHECKED BY: _____ DATE: _____

PROJECT NO.	YEAR	SHEET NO.
BRZ-2300(10)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-22-83	TR	Const. Phase & Dimension Rev.

Ⓢ DENOTES INTEGRAL
Ⓣ DENOTES FIXED



ELEVATION

LIST OF DRAWINGS

	DWG. NO.	LAST REVISION DATE
LAYOUT	M-129-127	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-129-128	
FOUNDATION DATA	M-129-129	
SUPERSTRUCTURE	M-129-130	
SUPERSTRUCTURE DETAILS	M-129-131	
SUPERSTRUCTURE DETAILS	M-129-132	
PRESTRESSED BOX BEAM	M-129-133	
PRESTRESSED BOX BEAM	M-129-134	
ABUTMENT NO. 1	M-129-135	
ABUTMENT NO. 2	M-129-135A	
BENTS NO. 1 AND 2	M-129-136	
BILL OF STEEL	M-129-137	

LIST OF STANDARD DRAWINGS

TITLE	DWG. NO.	LAST REVISION DATE
BRIDGE RAILING - CONCRETE PARAPET	M-28-1	7-17-81
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	K-80-14	8-27-76
PILE DETAILS	H-5-111	11-12-82
TENNESSEE STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS	M-103-149	4-21-83
	AND M-103-150	4-21-83

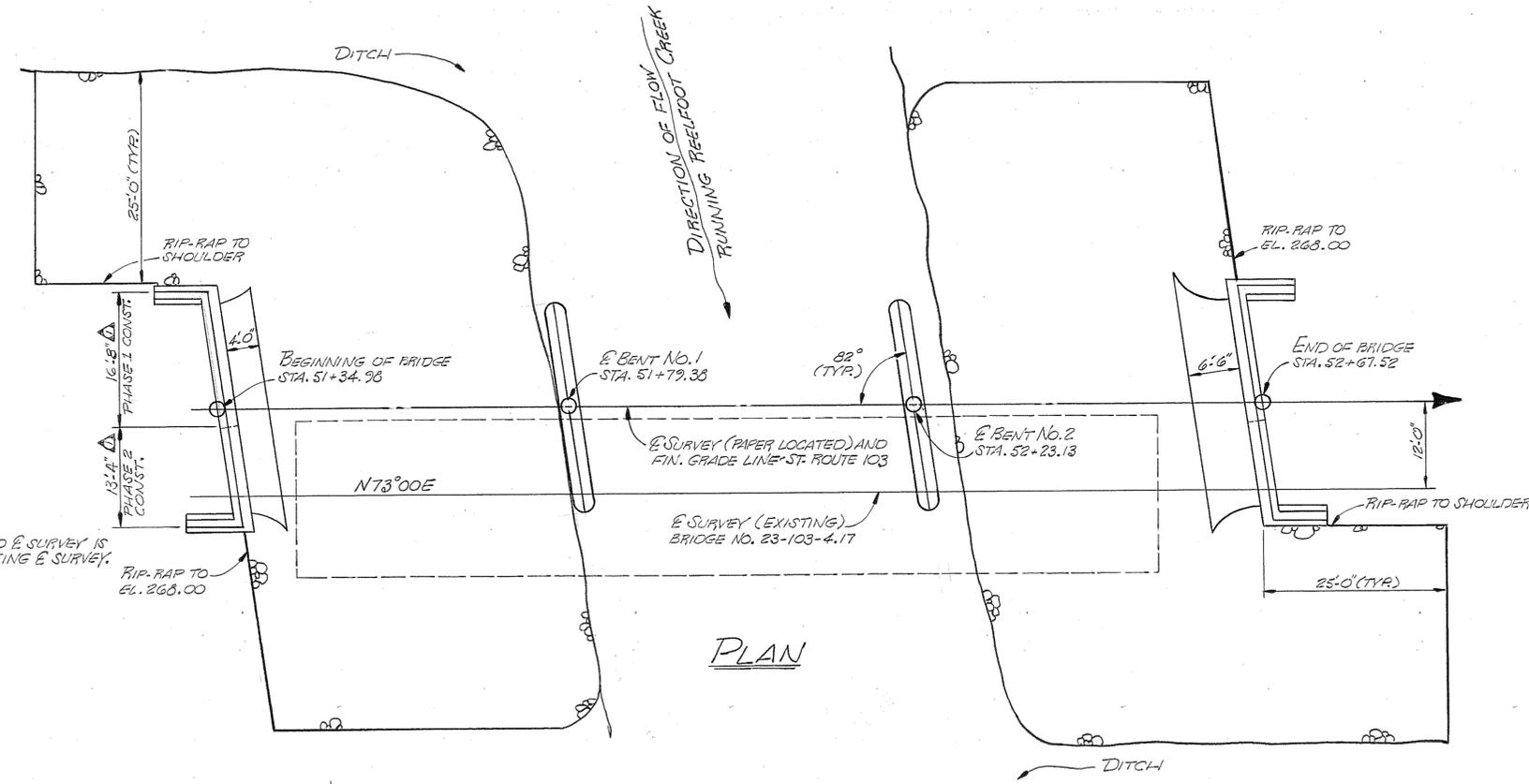
LIST OF SPECIAL PROVISIONS

NUMBER	REGARDING	LAST REVISION DATE
105A	APPROVAL OF SHOP DRAWINGS	9-8-81
907A	EPOXY COATED REINFORCING STEEL	4-18-83
604A	CLASS 'A' CONCRETE FOR BRIDGE DECKS	12-20-82

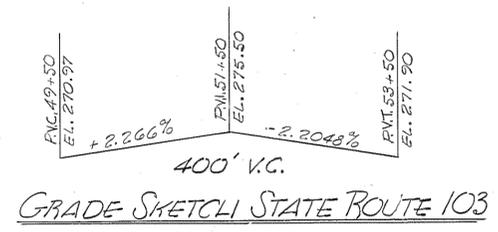


NOTE: A MINIMUM OF ONE 14'-0" LANE OF TRAFFIC IS TO BE MAINTAINED AT ALL TIMES.

NOTE: PAPER LOCATED E SURVEY IS PARALLEL TO EXISTING E SURVEY.



PLAN



HYDRAULIC DATA

DRAINAGE AREA	312.3 SQ. MI.
DESIGN DISCHARGE (4 YR.)	2,680 C.F.S.
AREA BELOW 4 YR. HIGHWATER	1,255 SQ. FT.
VELOCITY (4 YR.)	2.1 F.P.S.
ELEVATION OF MISS. RIVER LEVEE IS	267.00

28'-0" RDWY. W/ M-28-1 PARAPET
ESTIMATED 2003 A.D.T. : 180

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE No. 1
STATE ROUTE No. 103 OVER
RUNNING REELFOOT CREEK
STATION 52+19.26 (L.M. 4.17)
DYER COUNTY
1983

DESIGNED BY LISA HUGHEY
DRAWN BY KENT STEWART
DATE 5-83

DRAWN BY M. CHILDRESS
DATE 5-83

SUPERVISED BY HARRISON
DATE 5-83

CHECKED BY MARY HOLLOWAY
DATE 6-83

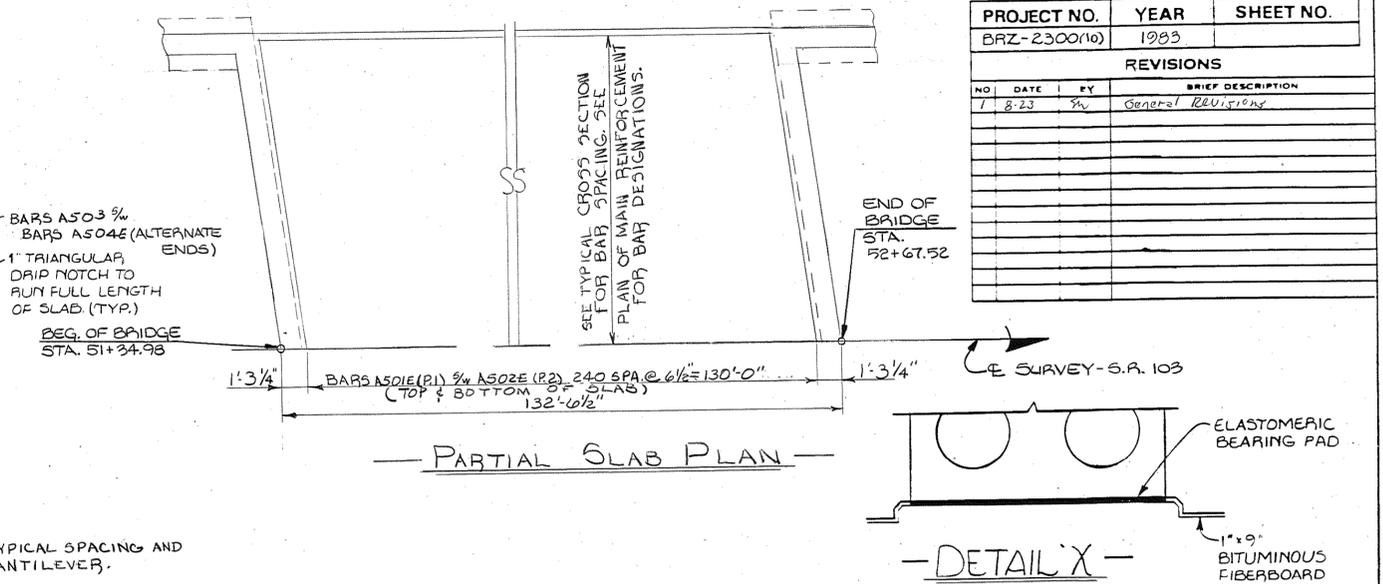
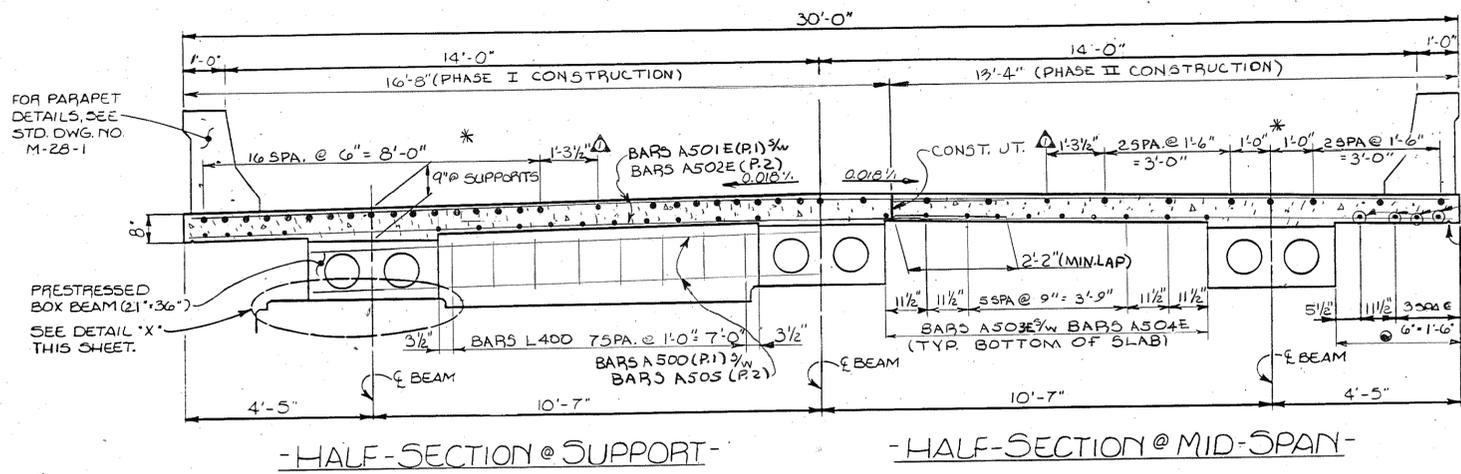
CORRECTED
ENGINEER OF STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

M-129-127

CLASS 'A' GRADING "D" 13 C.Y. PORTABLE BARRIER RAIL 185 L.F.

PROJECT NO.	YEAR	SHEET NO.
BRZ-2300(10)	1983	

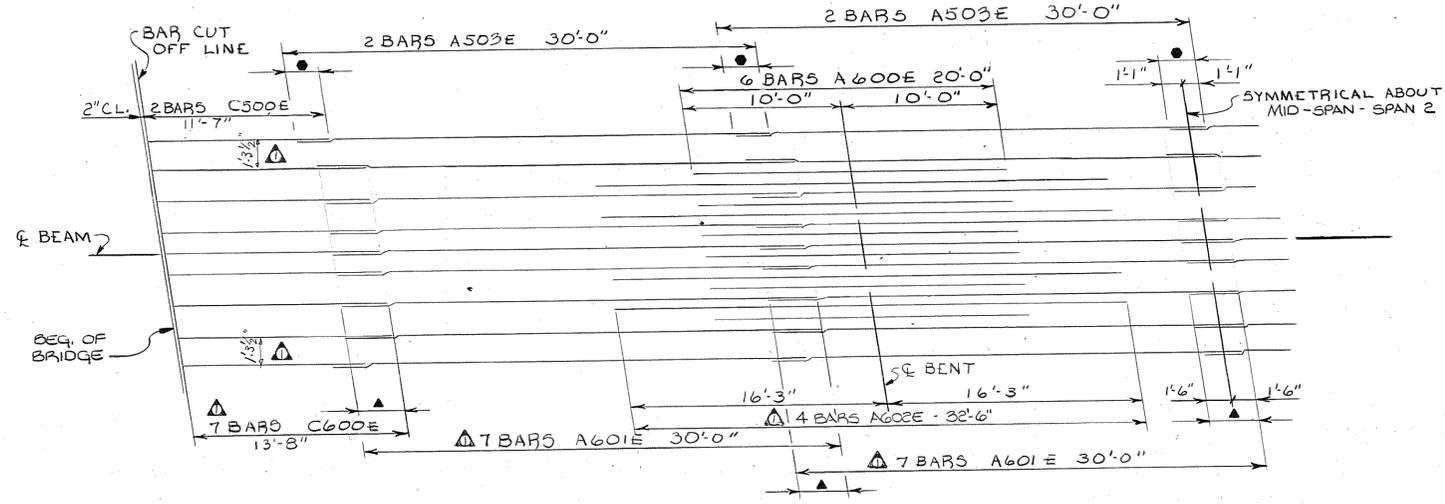
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-23	SW	General Revisions



* FOR BAR DESIGNATIONS, SEE 'PLAN OF MAIN REINFORCEMENT,' THIS SHEET.

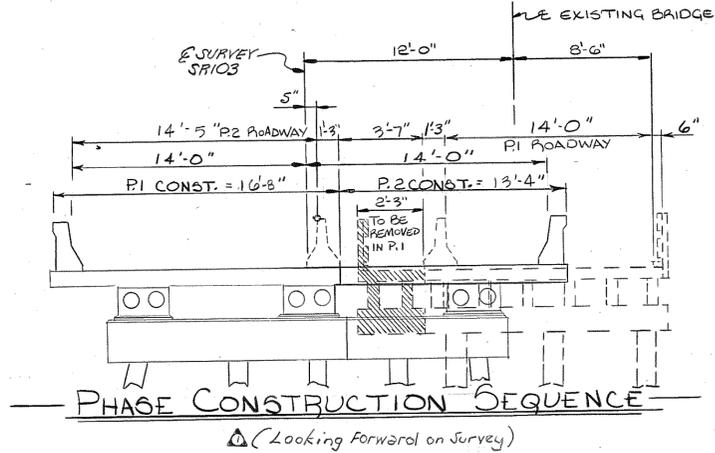
- TYPICAL CROSS SECTION -
(LOOKING FORWARD ON SURVEY)

△ DENOTES TYPICAL SPACING AND BARS IN CANTILEVER.

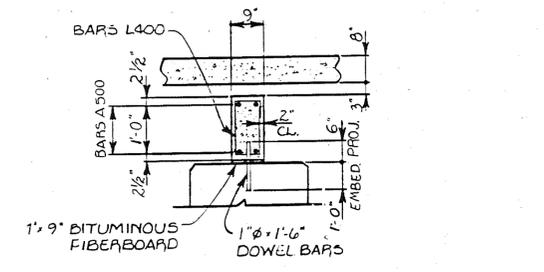


- PARTIAL PLAN OF MAIN REINFORCEMENT -
(TYPICAL OVER BEAMS)

○ DENOTES: 2'-2" MIN. SPLICE (NO. 5 BARS)
△ DENOTES: 3'-0" MIN. SPLICE (NO. 6 BARS)



- PHASE CONSTRUCTION SEQUENCE -
(Looking Forward on Survey)



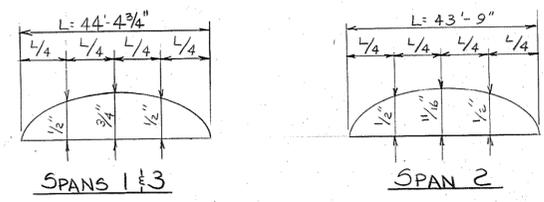
- SECTION B-B -
SPECIAL NOTE FOR DOWEL BARS AT PIERS: TOP OF DOWELS TO BE COVERED WITH 1/2" COMPRESSIBLE MATERIAL AND THE 6" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.

ESTIMATED QUANTITIES

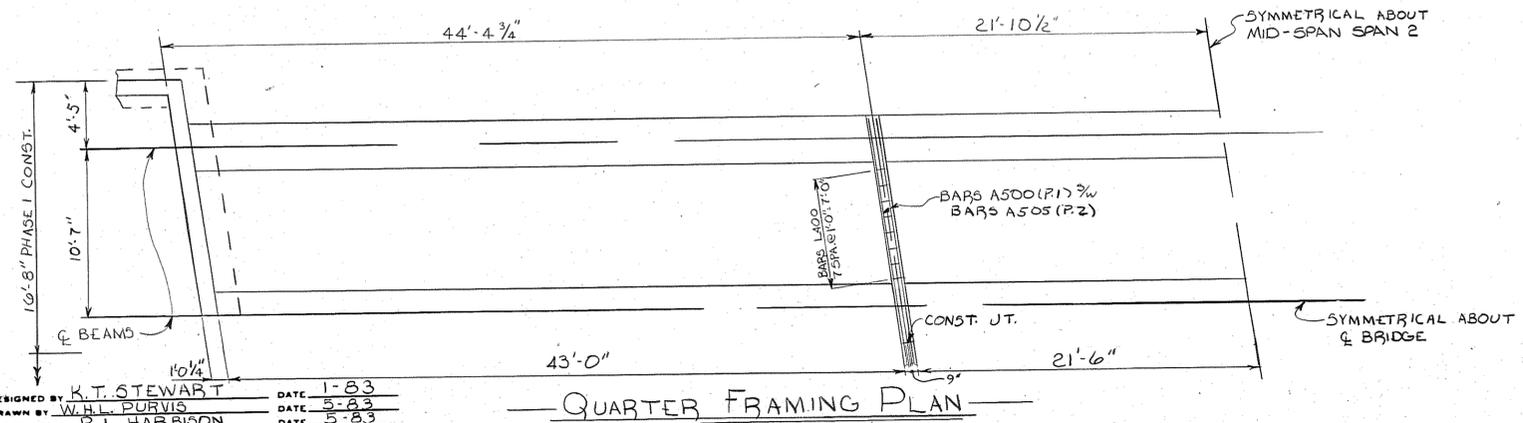
ITEM	EPOXY COATED REINFORCING STEEL	CLASS 'A' CONCRETE (BRIDGE DECKS) (CY.)	STEEL BAR REINFORCEMENT
	LBS.		LBS.
SUPERSTRUCTURE	27,669	112.3	1,176

NOTE: P1 DENOTES PHASE I CONSTRUCTION.
P2 DENOTES PHASE 2 CONSTRUCTION.

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



- DEAD LOAD CORRECTION CURVES -



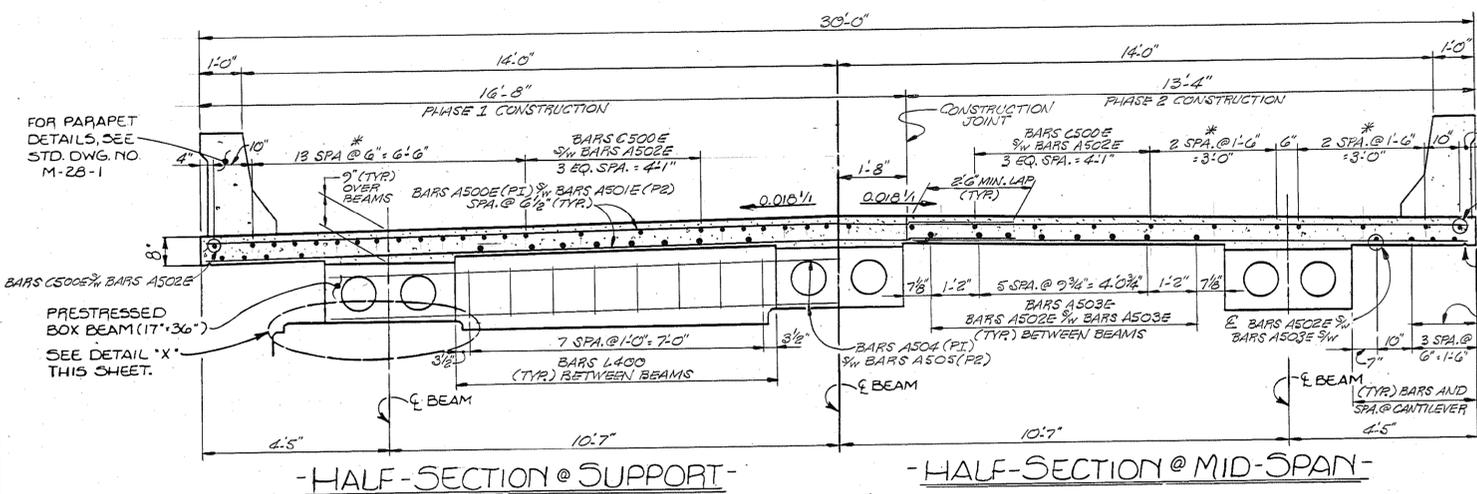
- QUARTER FRAMING PLAN -

DESIGNED BY K.T. STEWART DATE 1-83
DRAWN BY W.H.L. PURVIS DATE 5-83
SUPERVISED BY R.L. HARRISON DATE 5-83
CHECKED BY DATE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
SUPERSTRUCTURE
BRIDGE NO. 1
STATE ROUTE 103 OVER RUNNING
PIEELFOOT CREEK
STATION 52+19.26 (L.M. 4.17)
DYER COUNTY
CORRECTED BY *Calvin L. Forewell* 1983
APPROVED BY *Louis Adams*
DIRECTOR OF HIGHWAYS

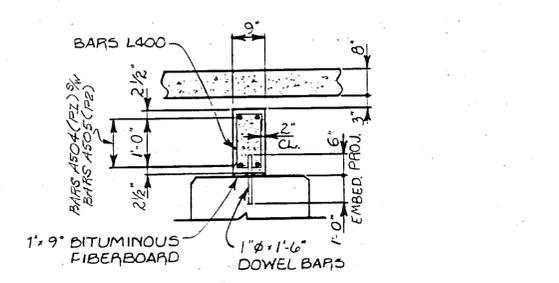
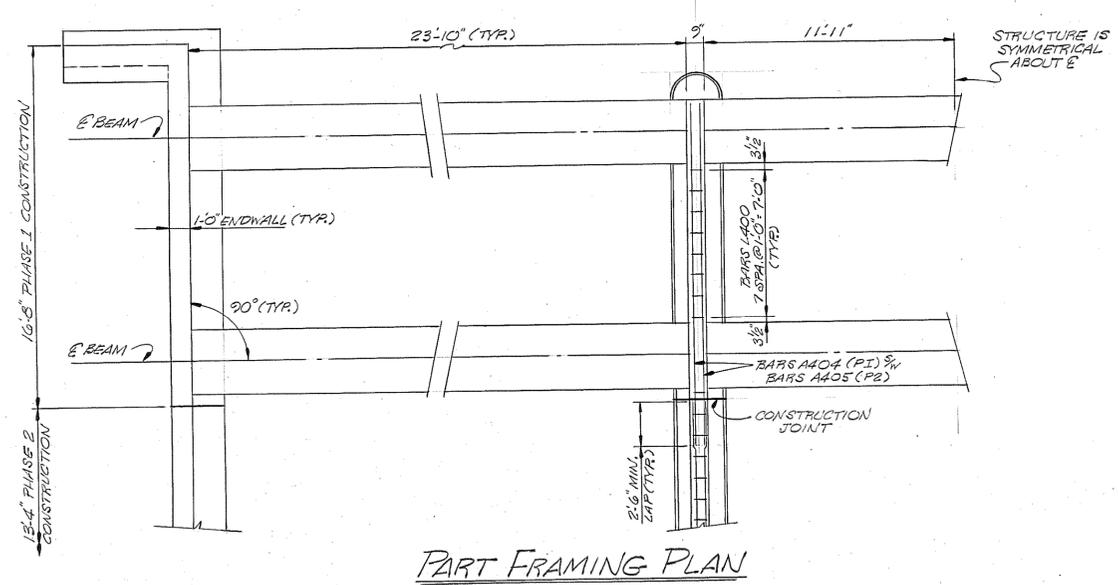
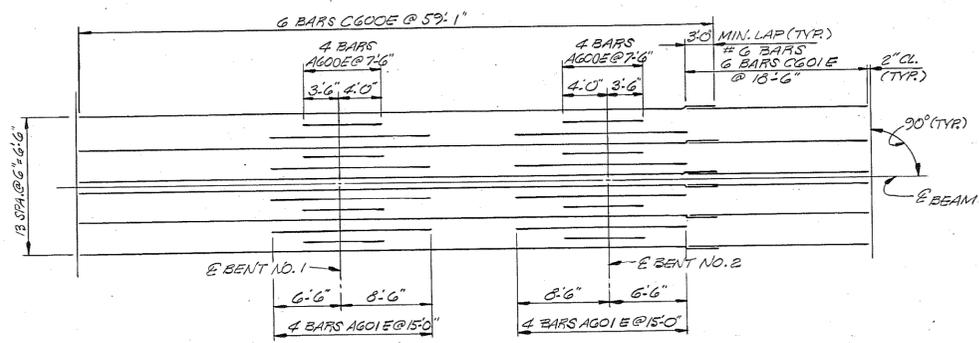
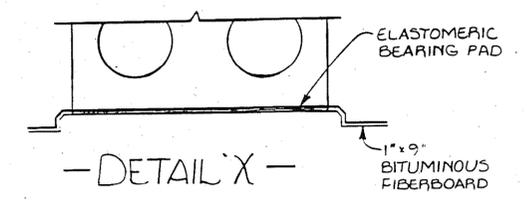
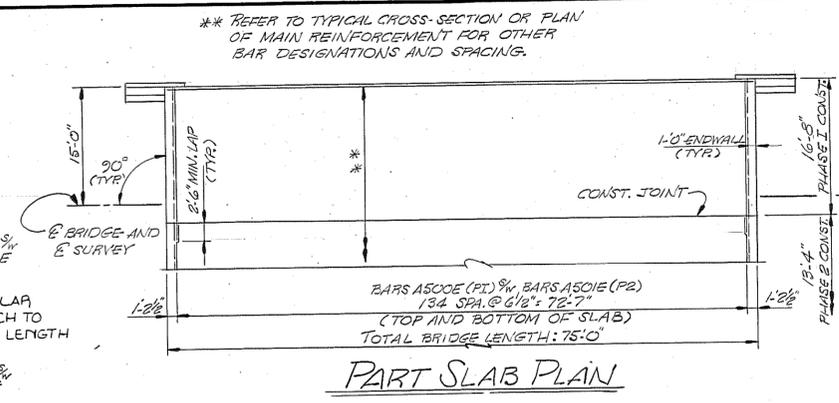
PROJECT NO.	YEAR	SHEET NO.
BRZ-2300(10)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	3-19-84	TH	CORRECTIVE CURVE ADDED

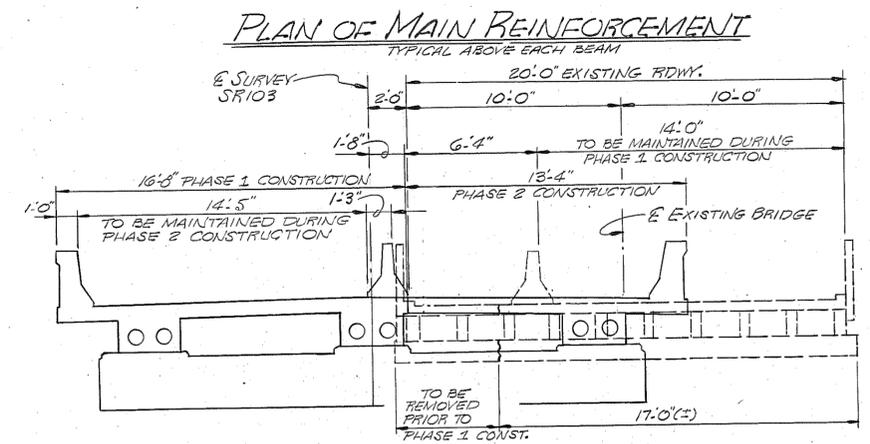


* FOR BAR DESIGNATIONS, SEE 'PLAN OF MAIN REINFORCEMENT,' THIS SHEET.

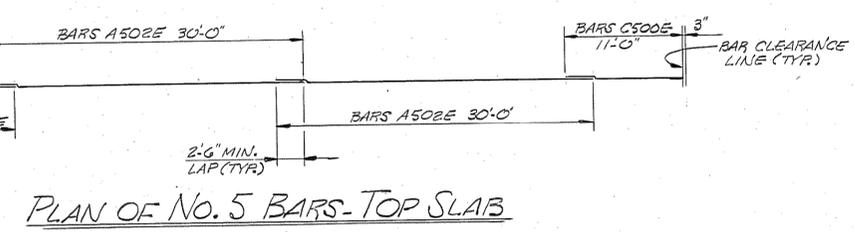
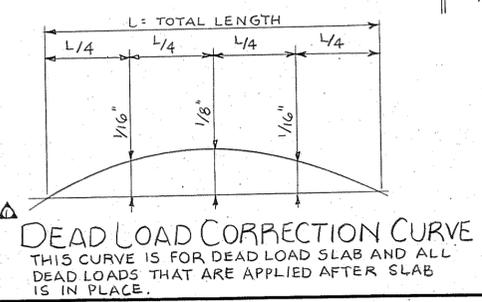
NOTE: WHEN POURING SLAB PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURD UNTIL THE SLAB IS POURD AND CURED.



SPECIAL NOTE FOR DOWEL BARS AT PIERS: TOP OF DOWELS TO BE COVERED WITH 1/2" COMPRESSIBLE MATERIAL AND THE 6" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.



NOTE: DASHED LINES REPRESENT EXISTING BRIDGE.



ESTIMATED QUANTITIES

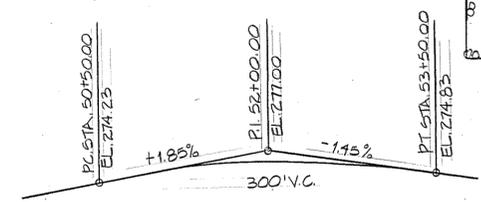
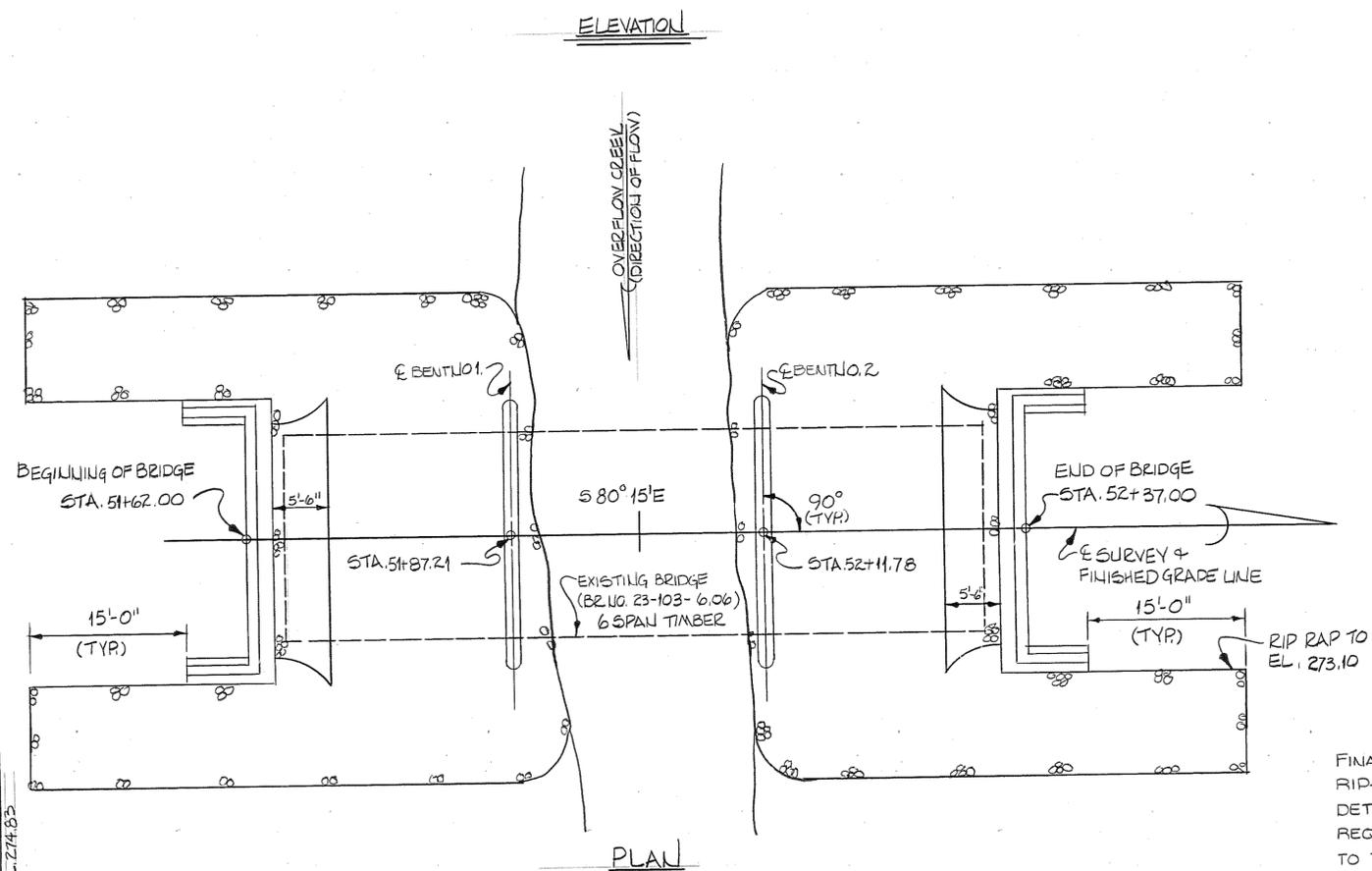
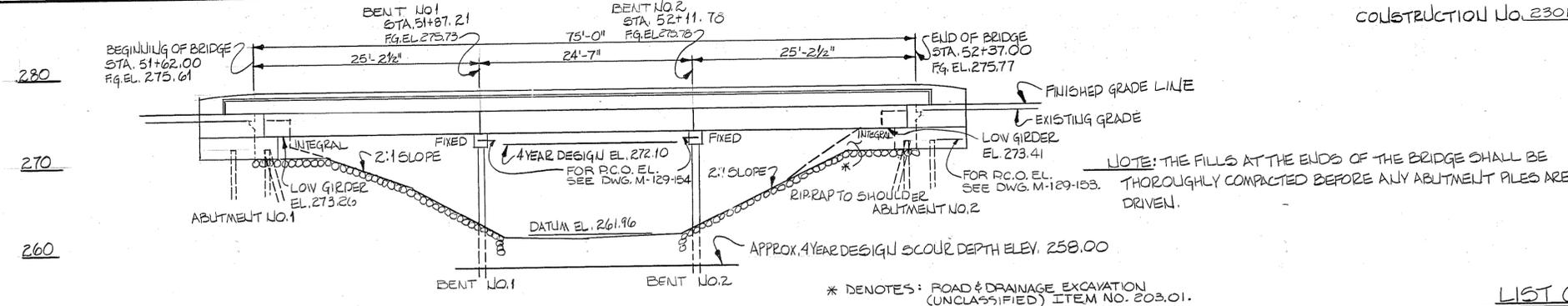
ITEM	EPOXY COATED REINFORCING STEEL	CLASS 'A' CONCRETE (BRIDGE DECKS)	STEEL BAR REINFORCEMENT
	LBS.	CY.	LBS.
SUPERSTRUCTURE	15,963	67.4	799

DESIGNED BY: STAN UPGHURCH DATE: 3-83
 DRAWN BY: REPRODUCTION DATE: 5-83
 SUPERVISED BY: HARRISON DATE: 5-83
 CHECKED BY: DATE:

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
SUPERSTRUCTURE BRIDGE NO. 2
 STATE ROUTE 103 OVER RUNNING REELFOOT CREEK (OVERFLOW)
 STATION 52+26.50 (L.M. 4.29)
 DYER COUNTY
 CORRECTED BY: *Colleen L. Foreall* 1983
 APPROVED: *Louis Balans*
 ENGINEER OF STRUCTURES DIRECTOR OF HIGHWAYS

PROJECT NO.	YEAR	SHEET NO.
BRZ-2300(10)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8.31.83	TM	Sheet Added



HYDRAULIC DATA
DRAINAGE AREA: OVERFLOW
DESIGN DISCHARGE (4 YR): 830 C.F.S.
AREA BELOW 4 YR. HIGHWATER: 431 FT²
VELOCITY (4 YR): 1.93 F.P.S.

RIP-RAP PLACEMENT
FINAL CONTOURS OF THE EXPOSED SURFACE OF RIP-RAP SHALL CONFORM TO THE LINES AND DETAILS AS SHOWN. THE CONTRACTOR WILL BE REQUIRED TO PLACE EMBANKMENT OR EXCAVATE TO THE PROPER 2:1 SUBGRADE SLOPE TO AVOID ANY REDUCTION IN THE DESIGN WATERWAY OPENING.

LIST OF DRAWINGS

TITLE	DWG. NO.	LATEST REVISION DATE
LAYOUT	M-129-147	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-129-148	
FOUNDATION DATA	M-129-149	
SUPERSTRUCTURE	M-129-150	
SUPERSTRUCTURE DETAILS	M-129-151	
PRESTRESSED BOX BEAMS	M-129-152	
ABUTMENTS 1 & 2	M-129-153	
BENT 1 & 2	M-129-154	
BILL OF STEEL	M-129-155	

LIST OF STANDARD DRAWINGS

TITLE	DWG. NO.	LATEST REVISION DATE
STD. PILE DETAILS	H-5-111	11-12-82
STD. REINF. BAR SUPPORT	K-80-14	8-7-76
BRIDGE RAILING-CONCRETE PARAPET	M-28-1	7-17-81
MISC. ABUTMENT & DRAINAGE DETAILS	K-85-150	1-9-75
TU STD. PRESTRESSED BRIDGE DECK PANELS	M-103-149 & 150	4-21-83

LIST OF SPECIAL PROVISIONS

REGARDING	PROVISION NO.	LATEST REVISION DATE
APPROVAL OF SHOP DRAWINGS	105 A	9-8-81
EPOXY COATED REINFORCING STEEL	907 A	4-18-83
CLASS "A" CONCRETE FOR BRIDGE DECKS	604 A	12-20-82

ADT 2003 = 650
28'-0" ROADWAY W/ CONCRETE PARAPET
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
LAYOUT FOR BRIDGE NUMBER 3
STATE ROUTE 103 OVER RUNNING
REELFOOT CREEK (OVERFLOW BRIDGE)
STATION 52+00.00 (LOG MILE 6.00)
DYER COUNTY
1983

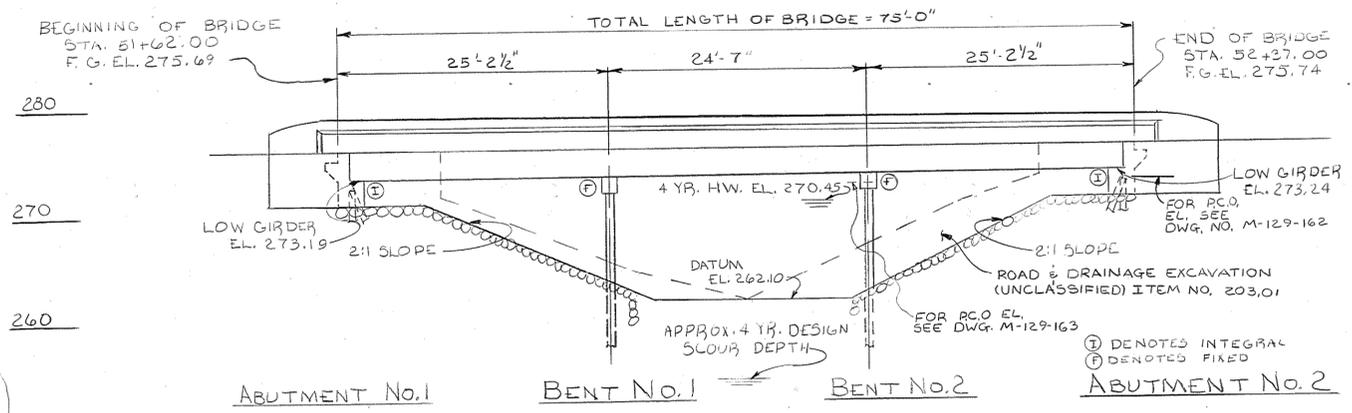
DESIGNED BY STALL WACHSBERG DATE 3-83
DRAWN BY PAJ OVERLIS DATE 5-83
SUPERVISED BY P.L. HARRISOLI DATE 5-83
CHECKED BY DATE

CORRECT *Colleen L. Lovell*
ENGINEER OF STRUCTURES
APPROVED *Louis Evans*
DIRECTOR OF HIGHWAYS M-129-147

CLASS "A" GRADING "D" 5 C.Y.

PROJECT NO.	YEAR	SHEET NO.
BRZ-2300(10)	1983	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-31-83	SA	sheet added



HYDRAULIC DATA

DRAINAGE AREA — OVERFLOW
 DESIGN DISCHARGE (4 YR.) — 1030 CFS
 AREA BELOW 4 YR. H.W. — 283.5 FT²
 VELOCITY (4 YR.) — 3.5 FPS

LIST OF DRAWINGS

TITLE	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-129-156	
GENERAL NOTES AND ESTIMATED QUANTITIES	M-129-157	
FOUNDATION DATA	M-129-158	
SUPERSTRUCTURE	M-129-159	
SUPERSTRUCTURE DETAILS	M-129-160	
PRESTRESSED BOX BEAM	M-129-161	
ABUTMENTS NUMBER 1 AND 2	M-129-162	
BENTS NUMBER 1 AND 2	M-129-163	
BILL OF STEEL	M-129-164	

RIP-RAP PLACEMENT

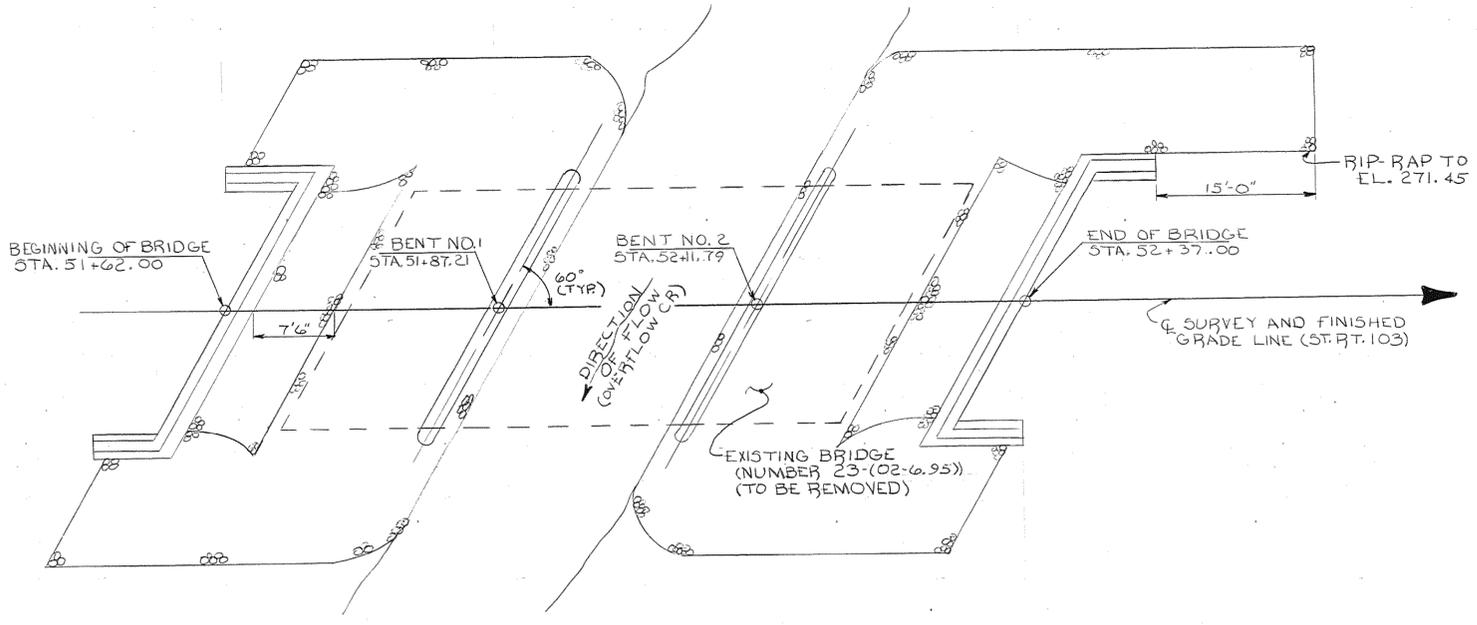
FINAL CONTOURS OF THE EXPOSED SURFACE OF RIP-RAP SHALL CONFORM TO THE LINES AND DETAILS AS SHOWN. THE CONTRACTOR WILL BE REQUIRED TO PLACE EMBANKMENT OR EXCAVATE TO THE PROPER 2:1 SUBGRADE SLOPE TO AVOID ANY REDUCTION IN THE DESIGN WATERWAY OPENING.

LIST OF STANDARD DRAWINGS

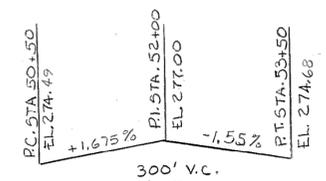
TITLE	DWG. NO.	LATEST REV. DATE
STANDARD PILE DETAILS	H-5-111	11-12-82
STANDARD REINFORCING BAR SUPPORT	K-80-14	8-27-76
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	K-85-150	1-9-75
BRIDGE RAILING- CONCRETE PARAPET	M-28-1	7-17-81
TENNESSEE STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS	M-103-149	4-21-83
	M-103-150	4-21-83

LIST OF SPECIAL PROVISIONS

NO.	LATEST REV. DATE	TITLE
105A	9-8-81	REGARDING APPROVAL OF SHOP DRAWINGS
604A	12-20-82	REGARDING CLASS "A" CONCRETE FOR BRIDGE DECKS
907A	4-18-83	REGARDING EPOXY COATED REINFORCING STEEL



PLAN



GRADE SKETCH
(STATE ROUTE 103)

28'-0" ROADWAY W/ M-28-1 PARAPET
 ADT (2003) = 650

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
 LAYOUT OF BRIDGE
 BRIDGE NUMBER 4
 STATE ROUTE 103 OVER
 RUNNING REEF CREEK OVERFLOW
 STATION 51+99.50 (L.M. 6.95)
 DYER COUNTY
 1983

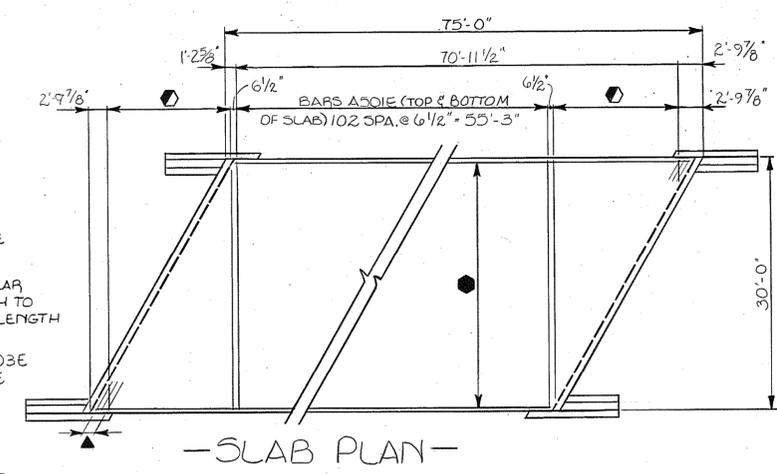
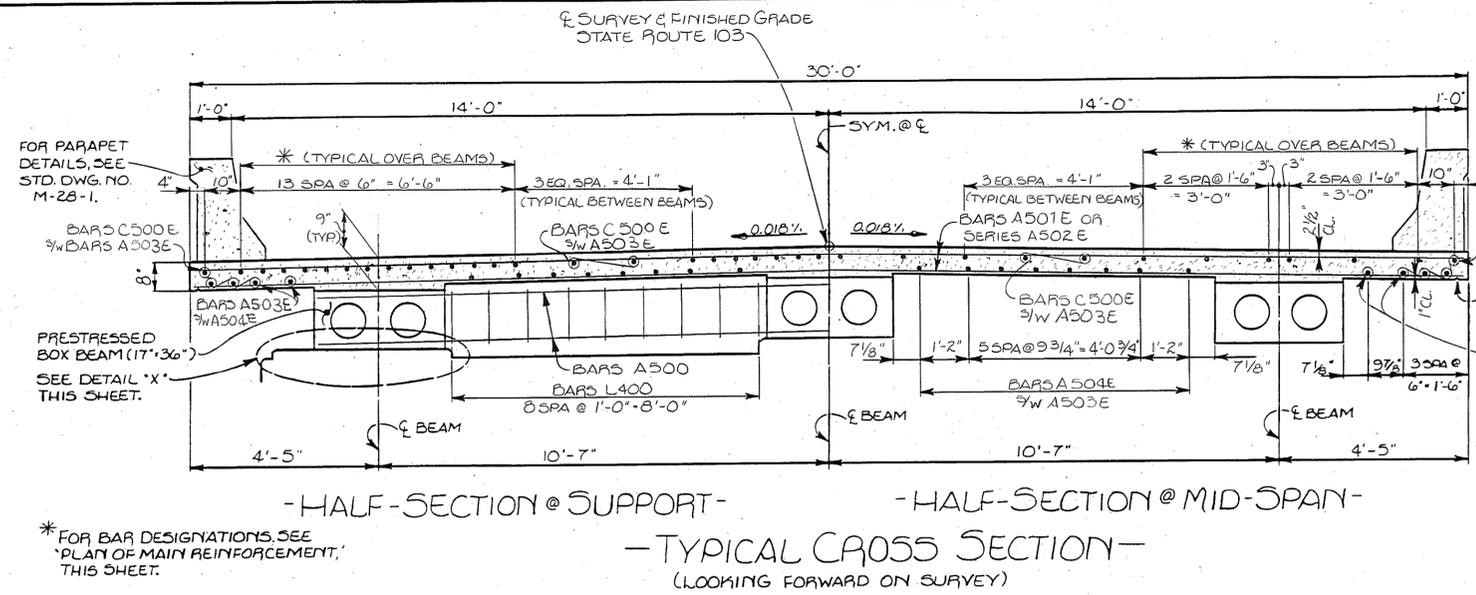
DESIGNED BY S. UPCHURCH DATE 3-83
 DRAWN BY W.H.L. PURVIS DATE 5-83
 SUPERVISED BY B.L. HARRISON DATE 5-83
 CHECKED BY _____ DATE _____

CORRECT *Calvin L. Lowell*
 ENGINEER OF STRUCTURES
 APPROVED *Louis Evans*
 DIRECTOR OF HIGHWAYS

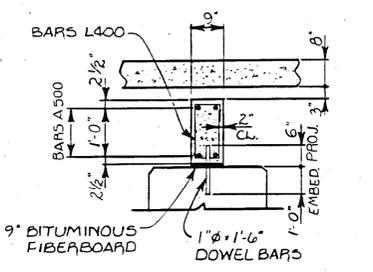
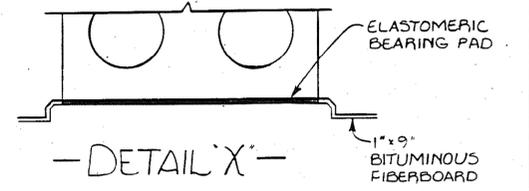
M-129-156

PROJECT NO.	YEAR	SHEET NO.
BRZ-2300(10)	1983	

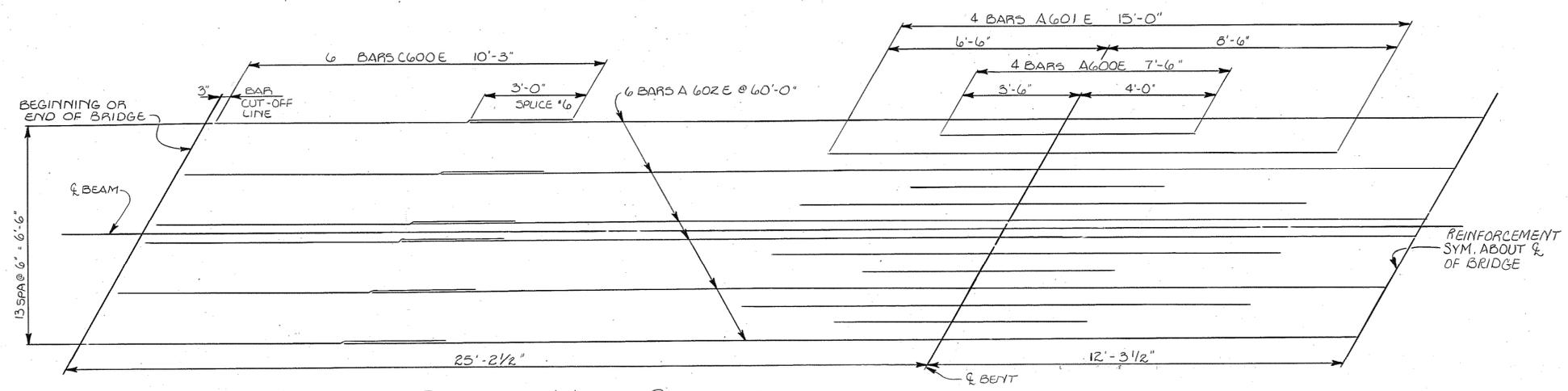
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION



- FOR SPACING AND BAR DESIGNATIONS IN TOP AND BOTTOM OF SLAB, SEE 'PLAN OF MAIN REINFORCEMENT' AND 'TYPICAL CROSS SECTION', THIS SHEET.
- ▲ DENOTES BARS A505E (TOP & BOTTOM OF SLAB), 2 SPA. @ 6 1/2" = 1'-1" (TYPICAL ACUTE CORNERS).
- DENOTES SERIES BARS A502E (TOP & BOTTOM OF SLAB) 28 SPA. @ 6 1/2" = 15'-2"

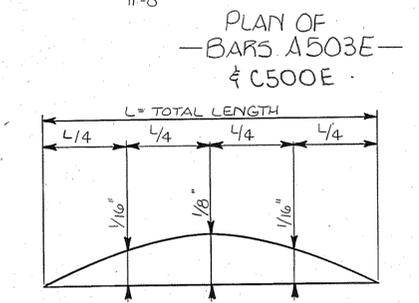
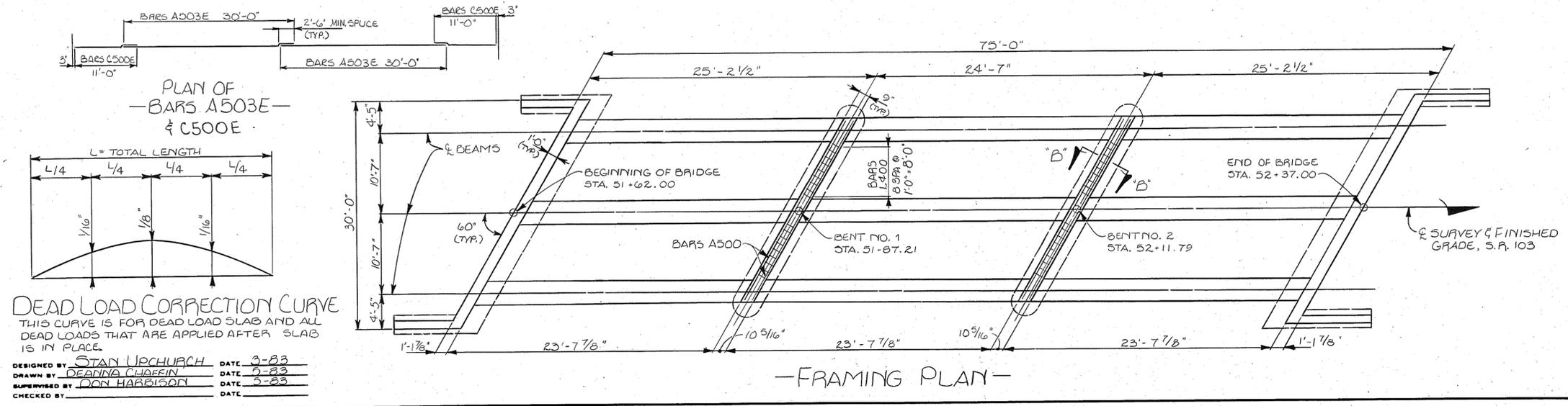


SPECIAL NOTE FOR DOWEL BARS AT BENTS: TOP OF DOWELS TO BE COVERED WITH 1/2" COMPRESSIBLE MATERIAL AND THE 6" PROJECTION WRAPPED WITH TWO LAYERS OF WATERPROOF PAPER.



ESTIMATED QUANTITIES

ITEM	EPXY COATED REINFORCING STEEL	CLASS 'A' CONCRETE (BRIDGE DECKS)	STEEL BAR REINFORCEMENT
	LBS.	CY.	LBS.
SUPERSTRUCTURE	14,400	73.0	856



DEAD LOAD CORRECTION CURVE
THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE.

DESIGNED BY STAN UPCHURCH DATE 3-83
 DRAWN BY DEANNA CHAFFIN DATE 7-83
 SUPERVISED BY DON HARRISON DATE 3-83
 CHECKED BY DATE

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
SUPERSTRUCTURE BRIDGE NO. 4
 STATE ROUTE 103 OVER RUNNING REELFOOT CREEK (OVERFLOW)
 STATION 51+99.50 (L.M. 6.95)
 DYER COUNTY
 CORRECTED *Colleen L. Foreal* 1983
 APPROVED *Louis Evans*
 DIRECTOR OF HIGHWAYS