1 st O. REV.

# GENERAL INDEX

FOR DETAILED INDEX OF PLANS SEE SHEET NO. 2


| DESCRIPTION | NUMBER OF SHEETS |
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| DETAILED INDEX & GENERAL NOTES | 5 |
| TYPICAL SECTIONS | 4 |
| QUANTITIES | 17 |
| PLAN AND PROFILES | 13 |
| SPECIAL DESIGN – ROADWAY ITEMS | 143 |
| BRIDGE DRAWINGS | 0 |
| SPECIAL DESIGN – BRIDGES | 295 |
| CROSS-SECTIONS | 32 |
| TOTAL SHEETS | 510 |


## BRIDGE STRUCTURES REQ'D.

BRIDGE A —— (EXISTING BRIDGES 94.3, 94.4, & 94.5)

I-59 OVER BEACON ST., ROYAL ST., MAGNOLIA ST., ELLISVILLE BLVD.,
THE ALABAMA GREAT SOUTHERN RAILROAD, MAPLE ST. AND S. 6TH AVE.
STA. 542+76.6718 LT. LN. OVERPASS REQ'D.*— 1 @ 90', 1 @ 136', 1 @ 135',
1 @ 138',*1 @ 140', 1 @ 83'-4 3/8", 1 @ 137'-7 5/8", 1 @ 192' (96', 96'), 1 @ 96',
1 @ 96', 1 @ 110', 1 @ 112'-6", 1 @ 82'-6", 1 @ 260' (130', 130'), 1 @ 83', 1 @ 85'
1,979.45' ALONG CL

I-59 OVER BEACON ST., ROYAL ST., MAGNOLIA ST., ELLISVILLE BLVD.,
THE ALABAMA GREAT SOUTHERN RAILROAD, MAPLE ST. AND S. 6TH AVE.
STA. 542+76.6718 RT. LN. OVERPASS REQ'D.*— 1 @ 80', 1 @ 130', 1 @ 100',
*1 @ 230' (115', 115'), 1 @ 130', 1 @ 140',*1 @ 170' (85', 85'), 1 @ 85', 1 @ 85',
1 @ 85', 1 @ 85', 1 @ 120', 1 @ 109', 1 @ 260' (130, 130), 1 @ 83' 1 @ 85'
1,979.45' ALONG CL

BRIDGE B ——

BEACON SE ON RAMP STA. 47+63.83333
SINGLE OVERPASS REQ'D. —*1 @ 370' (110', 135' 125') AND 1 @ 123'-11 1/8"
495.09' ALONG CL

BRIDGE C ——

BEACON NE OFF RAMP STA. 51+35.8750
SINGLE OVERPASS REQ'D. —*1 @ 210' (70', 70', 70'), 1 @ 70', 1 @ 70', 1 @ 70',*AND 1 @ 67'-2 7/16"
488.33' ALONG CL

BRIDGE D ——

BEACON NW ON RAMP STA. 46+14.7500
SINGLE OVERPASS REQ'D. —*1 @ 40', 1 @ 40', 1 @ 60', 1 @ 60', 1 @ 60', 1 @ 60',*AND 1 @ 43'-0 1/8"
364.14' ALONG CL

## BOX BRIDGES REQ'D.

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# PLAN AND PROFILE OF PROPOSED INTERSTATE 59 FEDERAL AID PROJECT NO. IM-0059-02(091)

1 03-20-06

I-59 (S-CURVE)

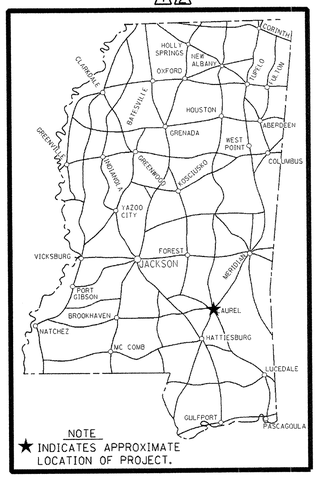
LAUREL

102340/301000

SCALES

| | | |
|---|---|---|
| PLAN | | 1 IN. = 100 FT. |
| PROFILE | HOR. | 1 IN. = 100 FT. |
| | VERT. | 1 IN. = 10 FT. |
| LAYOUT | | 1 IN. = 2000 FT. |

| FED. ROAD REG. NO. | STATE | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 4 | MISS. | IM-0059-02(091) | 1 |




NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

DESIGN CONTROL

50 MPH = V (SPEED DESIGN)

ADT ( 07 ) = 32,000 : ADT ( 27 ) = 52,000

DHV = 4700 : D = 50% T = 27%

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS (NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):

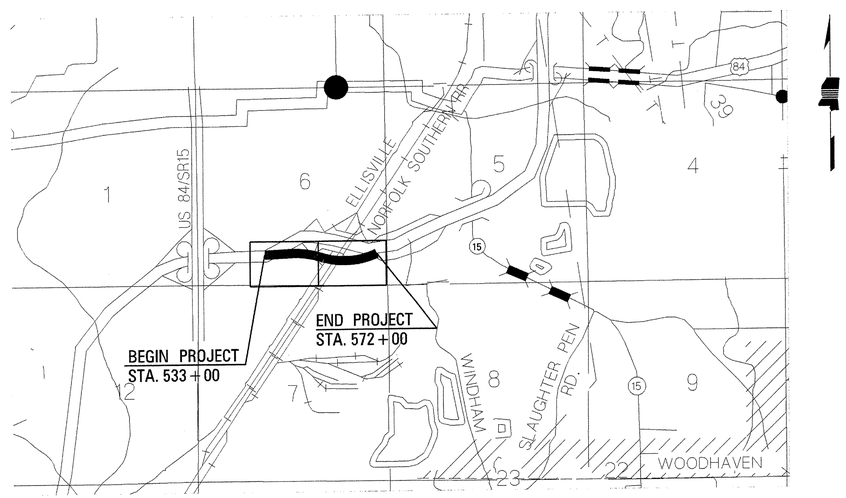
| | WATERS | WETLANDS |
|---|---|---|
| NATIONWIDE #14 | Y | N |
| NATIONWIDE (OTHER)* | N | N |
| GENERAL* | N | N |
| INDIVIDUAL (404)* | N | N |

* ACQUISITION OF PERMITS FOR TEMPORARY IMPACTS DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR

STORMWATER PERMIT Y

| | |
|---|---|
| Y | REQUIRED, CNOI SUBMITTED BY MDOT (DISTRIBUTED AREA = 5 ACRES = )(NTB 6484) |
| S | REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)(NTB 6483) |
| N | NO STORMWATER PERMIT REQUIRED (<1 ACRE) |

APPROVED BY: ATM DATE: 3/17/06




## CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN CORPORATION LINE
SECTION LINE
EXISTING ROAD OR TRAVELED WAY
PROPOSED ROAD OR TRAVELED WAY
RAILROAD
SURVEY LINE
BRIDGES

## EQUATIONS

STA. 568+18.063 BK. = STA. 570+75.00 AHD. (-256.937)

## LENGTH DATA

| | | |
|---|---|---|
| LENGTH OF ROADWAY | 1,663.603 FT. | 0.315 MI. |
| LENGTH OF BRIDGES | 1,979.46 FT. | 0.375 MI. |
| LENGTH OF PROJECT (NET) | 3,643.063 FT. | 0.690 MI. |
| LENGTH OF EXCEPTIONS | | |
| LENGTH OF PROJECT (GROSS) | 3,643.063 FT. | 0.690 MI. |

## EXCEPTIONS

ACCESS CONTROL

NOTES:

1. Access to and exit from this highway will be permitted only through interchange or such other points as may be established by public authority and as shown on the plans.
2. This project is declared by the Transportation Commission to be a Type 1 Controlled Access Facility, as defined in and subject to all restrictions shown by order of said Commission dated 25th day of April, 2000 in minute book 7, pages 153 and 154, and authorized under section 65-1-10(I) MCA (1972, as amended).

87

| DATE | REVISIONS | BY |
|---|---|---|
| 4/06 | REVISED PROJECT NUMBER | SLH |
| 3/06 | REVISED PROJECT NUMBER | SLH |

APPROVED:

CHIEF ENGINEER — DATE 3/16/06

EXECUTIVE DIRECTOR — DATE 03-16-06

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

APPROVED:

DIVISION ADMINISTRATOR — DATE

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

| STATE | PROJECT NO. |
|---|---|
| MISS. | IM-0059-02(091) |

1 2

1 st O. REV.

| DESCRIPTION OF SHEET | | WK. NO. | SH. NO. |
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| DETAILED INDEX | | DI-2 | 3 |
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| | | | |
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| TYPICAL SECTION - BEACON RAMPS - SE ENTRANCE, NE EXIT, & NW ENTRANCE | | TS-2 | 8 |
| TYPICAL SECTION - LOCAL ROADS | | TS-3 | 9 |
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| ESTIMATED QUANTITIES (BRIDGE) | | Q17 | 26.1 |
| | | | |
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| I-59 - STA. 533+00 TO STA. 550+00 | | 3 | 27 |
| BEACON STREET - STA. 5+33.10 TO STA. 22+62.86 - LEFT SIDE DRAINAGE | | 3AL | 28 |
| BEACON STREET - STA. 5+33.10 TO STA. 22+62.86 - RIGHT SIDE DRAINAGE | | 3AR | 29 |
| BEACON SW EXIT RAMP - STA. 36+10.27 TO STA. 42+83.16 | | 3B | 30 |
| BEACON SE ENTRANCE RAMP - STA. 42+57.66 TO STA. 52+58.93 | | 3C | 31 |
| JEFFERSON STREET - STA. 14+57.37 TO STA. 21+70.60 | | 3D | 32 |
| ROYAL AVENUE - STA. 5+18.00 TO STA. 10+39.88 | | 3E | 33 |
| HOSPITAL ACCESS ROAD - STA. 11+84.00 TO STA. 19+82.00 | | 3F | 34 |
| I-59 - STA. 550+00 TO STA. 572+00 AHD. | | 4 | 35 |
| BEACON NE EXIT RAMP - STA. 50+17.33 TO STA. 56+24.20 | | 4A | 36 |
| BEACON NW ENTRANCE RAMP - STA. 43+58.53 TO STA. 49+78.89 | | 4B | 37 |
| 4TH AVENUE EXIT RAMP - STA. 65+66.44 TO STA. 68+11.00 | | 4C | 38 |
| 4TH AVENUE ENTRANCE RAMP - STA. 64+79.18 TO STA. 68+40.00 | | 4D | 39 |
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| SIGNING PLAN - SIGN LAYOUT | | S2 | 55 |

## GENERAL NOTES

1. FOR A LIST OF PUBLIC UTILITIES, SEE WK. SHEET 3.

2. UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF WAY. THE ENGINEER CANNOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGOUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.

3. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.

4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING STRUCTURES SUCH AS PIPES, INLETS, APRONS, BRIDGES, ETC. FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. EXTREME CARE SHOULD BE EXERCISED IN UNDERCUT AREAS AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.

5. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BRACING, SHORING, OR ANY GROUND SUPPORT SYSTEM REQUIRED TO PREVENT A FAILURE FROM OCCURRING DURING EXCAVATION. PROTECTIVE MEASURES, INCLUDING THE MATERIALS AND LABOR FOR DESIGNING AND CONSTRUCTING THE FACILITY, ARE NOT CONSIDERED A SEPARATE PAY ITEM.

6. WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING THE EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION, OR ANY STRUCTURE ADJACENT TO THE EXCAVATION. ALL COSTS FOR ANY PROTECTIVE MEASURES INCLUDING THE MATERIALS AND LABOR FOR DESIGNING, DRAWING AND CONSTRUCTING THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.

7. REMOVAL OF RAISED PAVEMENT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM.

8. REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM.

9. VOIDS CREATED BY THE REMOVAL OF POSTS, CONCRETE ANCHORS, FOOTINGS, ETC., SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

10. WHEN SHOWN AS A PAY ITEM, EXCESS EXCAVATION WILL CONSIST OF EXCAVATION WHICH CANNOT BE SATISFACTORILY USED OR DISPOSED OF WITHIN THE RIGHT-OF-WAY. EXCLUSIVE OF MUCK EXCAVATION, EXCESS MAY INCLUDE ANY TYPE, KIND, OR CLASS OF EXCAVATION WHICH THE ENGINEER DETERMINES MUST BE REMOVED FROM THE RIGHT-OF-WAY. IT WILL NOT INCLUDE ANY EXCESS CAUSED BY THE CONTRACTOR IMPORTING TOO MUCH EXCAVATION FROM OUTSIDE THE ROADWAY STRUCTURE; IN SUCH CASE, THE EXCESS EXCAVATION SHALL BE REMOVED FROM THE RIGHT-OF-WAY WITHOUT COST TO THE STATE.

11. 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS ARE FOR DESIGN PURPOSES ONLY.

12. EXISTING ROADWAY TO BE SITE GRADED TO DRAIN AFTER REMOVAL OF DESIGNATED PAVEMENT AND EXISTING BRIDGES. SITE GRADING WILL BE AT CONTRACTOR'S EXPENSE.

13. A SOIL PROFILE HAS BEEN PREPARED FOR THIS PROJECT USING SAMPLES TAKEN FROM HOLES AT THE LOCATIONS INDICATED IN THE TEST REPORTS. THIS SOIL PROFILE IS ON FILE IN THE DISTRICT AND CENTRAL CONSTRUCTION OFFICES AND IS AVAILABLE FOR EXAMINATION. THE DEPARTMENT DOES NOT GUARANTEE THAT THE MATERIALS AS SHOWN IN THE REPORTS ARE NECESSARILY TO BE FOUND OUTSIDE THE TEST HOLES.

14. EROSION CHECKS: QUANTITY ESTIMATED ON THE BASIS OF FOUR (4) BALES EVERY TWENTY FIVE (25) TO ONE HUNDRED (100) L.F. OF DITCH. EIGHT (8) BALES PER INLET AND FOUR (4) BALES PER PIPE OUTLET. THIS MAY BE REQUIRED AS A TEMP EROSION CONTROL MEASURE TO MINIMIZE SILTATION UNTIL PERMANENT MEASURES ARE INSTALLED. THE ENGINEER WILL DETERMINE THE ACTUAL LOCATION AND NUMBER OF BALES DURING CONSTRUCTION (SEE WK. NO. TEC-1).

15. ALL EXISTING CULVERT PIPES OR OTHER OBSTRUCTIONS WHICH CONFLICT WITH REQUIRED CONSTRUCTION SHALL BE REMOVED (NOT A SEPARATE PAY ITEM). THE ENDS OF EXISTING PIPES TO BE ABANDONED IN PLACE SHALL BE PLUGGED WITH CONCRETE (NOT A SEPARATE PAY ITEM).

16. WHERE MILLING OF THE ROADWAY LANES IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDERS AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON THE MILLED SURFACE (NOT A SEPARATE PAY ITEM).

17. ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHOULD COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).

18. TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT AND STRAIGHTNESS.

19. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED IN PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.

20. THE CONTRACTOR IS TO REMOVE AND RESET ANY SIGNS WHICH CONFLICT WITH CONSTRUCTION (NOT A SEPARATE PAY ITEM).

21. THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLAN, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.

22. ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.

23. ALL WORK ZONE CHANNELIZING DEVICES FOR OVERNIGHT LANE CLOSURES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 48 INCHES AND HAVE A BASE WITH A MINIMUM WEIGHT OF SIXTEEN (16) POUNDS. ALL TRANSITION TAPER AND LONGITUDINAL BUFFER SPACE CHANNELIZING DEVICES SHALL BE FREE STANDING PLASTIC DRUMS. ALL CHANNELIZING DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

24. CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHEES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

25. ALL POST LENGTHS FOR SIGNS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION.

26. PRIOR TO POURING PAVED ISLANDS, THE TRAFFIC ENGINEERING DIVISION SHOULD BE NOTIFIED SO THAT SIGNS REQUIRED IN ISLANDS CAN BE LOCATED.

27. SOME WORK MAY BE REQUIRED OUTSIDE THE PROJECT LIMITS BEYOND THE B.O.P. AND E.O.P. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS SHOWN ON THE PLANS.

1 2 28. ANYWHERE IN THESE PLANS, WHEN REFERENCE IS MADE TO PROJECT NUMBER NH-0059-02(063), IT IS UNDERSTOOD THAT THE CORRECT PROJECT NUMBER IS IM-0059-02(091).

| PS & E PLANS-DATE 3-15-06 | | |
|---|---|---|
| FMS CON. # 102340/301000 | | |
| REVISIONS | | |
| DATE | SHEET NO. | BY |
| 3/29/06 | 1, 2, 11, 19 | SLH |
| 4/17/06 | 1, 2, 11, 12, 14, 15 | SLH |
| | 26.1, 466, 683 | |
| | 707, 735 | |
| | | |

GARVER ENGINEERS, LLC

1 2

87

GARVER ENGINEERS, LLC
BRANDON, MISSISSIPPI

| DATE | CHANGE PROJECT NUMBER | BY |
|---|---|---|
| 4/17/06 | ADD GEN NOTE 28 | SLH |
| 7/22/06 | REVISIONS | SLH |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# DETAILED INDEX & GENERAL NOTES ROADWAY 1 2

# PROJECT NO. IM-0059-02(091)

# JONES COUNTY

WORKING NUMBER DI-1of5

SHEET NUMBER 2

FILENAME: DI059.DGN

DESIGN TEAM JAN CHECKED SLH DATE 11/05

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ENGLISH PLAN SHEET

PROJECT NO.: IM-0059-02(091) 1 2

| STATE | PROJECT NO. |
|---|---|
| MISS. | NH-0059-02(063) |

| DESCRIPTION OF SHEET | REVISION DATE | WK. NO. | SH. NO. |
|---|---|---|---|
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GARVER ENGINEERS, LLC
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## ROADWAY
## PROJECT NO. NH-0059-02(063)
## JONES COUNTY

WORKING NUMBER DI-2of5

FILENAME: DI059.DGN

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BRANDON, MISSISSIPPI

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| 60'-0" BEAM DETAILS (TYPE III) | D17 | 751 |
| 43'-0 1/8" BEAM DETAILS (TYPE III) | D18 | 752 |
| NEOPRENE PAD DETAILS | D19 | 753 |
| SPAN 7 FORM GRADES | D20 | 754 |
| SUPERELEVATION TRANSITION DETAILS | D20.1 | 754.1 |

| DESCRIPTION OF SHEET | WORKING NO. | SHEET NO. |
|---|---|---|
| BEACON NE OFF RAMP OVER MAGNOLIA STREET | C1 | 707 |
| BEACON NE OFF RAMP OVER MAGNOLIA STREET | C2 | 708 |
| FOUNDATION PLAN | C3 | 709 |
| GENERALIZED SOIL PROFILE | C4 | 710 |
| END BENT DETAILS | C5 | 711 |
| END BENT DETAILS | C6 | 712 |
| END BENT DETAILS | C7 | 713 |
| INTERIOR BENT DETAILS | C8 | 714 |
| INTERIOR BENT DETAILS | C9 | 715 |
| INTERIOR BENT DETAILS | C10 | 716 |
| INTERIOR BENT DETAILS | C11 | 717 |
| INTERIOR BENT DETAILS | C12 | 718 |
| INTERIOR BENT DETAILS | C13 | 719 |
| SPAN DETAILS | C14 | 720 |
| SPAN DETAILS | C15 | 721 |
| SPAN DETAILS | C16 | 722 |
| SPAN DETAILS | C17 | 723 |
| SPAN DETAILS | C18 | 724 |
| SPAN DETAILS | C19 | 725 |
| SPAN DETAILS | C20 | 726 |
| MISC. SPAN DETAILS | C21 | 727 |
| 70'-0" BEAM DETAILS (TYPE III) | C22 | 728 |
| 70'-0" BEAM DETAILS (TYPE III) | C23 | 729 |
| 70'-0" BEAM DETAILS (TYPE III) | C24 | 730 |
| 67'-2 7/16" BEAM DETAILS (TYPE BT-72) | C25 | 731 |
| NEOPRENE PAD DETAILS | C26 | 732 |
| SPANS 3 & 4 FORM GRADES | C27 | 733 |
| SPAN 7 FORM GRADES | C28 | 734 |
| SUPERELEVATION TRANSITION DETAILS | C28.1 | 734.1 |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ENGLISH PLAN SHEET

CWT L:/2005/05940060/DWG/BRIDGE/SUMMARYSHEETS.DGN 2-1-06

GARVER ENGINEERS, LLC
BRANDON, MISSISSIPPI

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**DETAILED INDEX OF SHEETS FOR BRIDGES**

**PROJECT NO. NH-0059-02(063)**
**JONES COUNTY**

WORKING NUMBER DI-5of5

FILENAME: SUMMARYSHEETS.DGN
DESIGN TEAM WMM CHECKED JHR DATE 2/06

SHEET NUMBER 6