

GENERAL INDEX

FOR DETAILED INDEX OF PLANS, SEE SHEET No. 2, 3, 4, & 5

**STATE OF MISSISSIPPI
MISSISSIPPI DEPARTMENT OF TRANSPORTATION**

CONST. PRINTED 9 / 04 / 07
CONST. REPRINTED 10 / 02 / 07

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	SP-0006-01(086)	1

**PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
STATE PROJECT NO. SP-0006-01(086)**

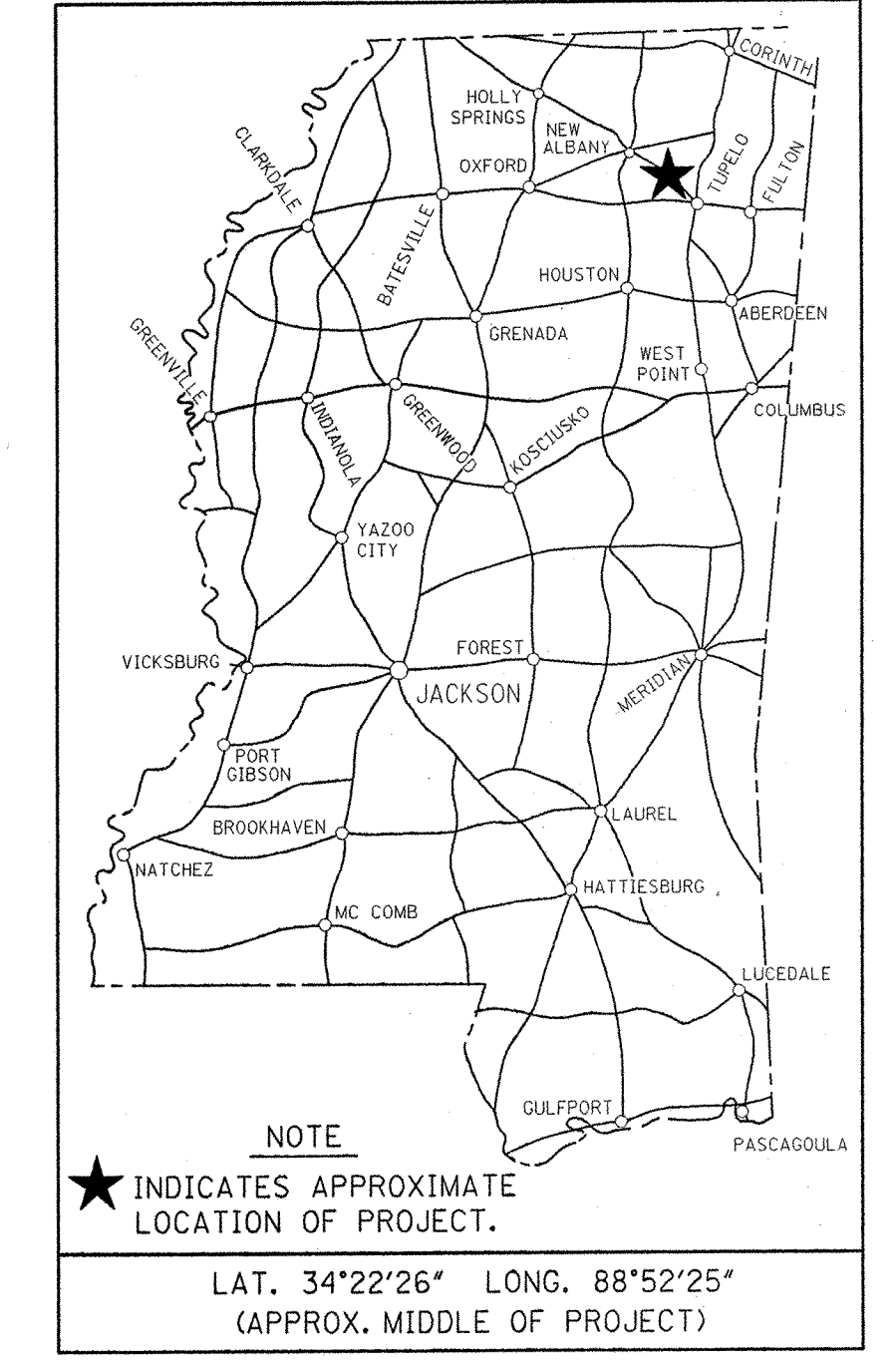
104969 / 302000
104969 / 303000

**TOYOTA FRONTAGE FROM CO. RD. 203 TO S.R. 9 AT THE SHERMAN INTERCHANGE
UNION / PONTOTOC COUNTIES**

Existing Bridge #74.1
(To Remain In Place)

SCALES

PLAN	1 IN. = 100 FT.
PROFILE {	HOR. 1 IN. = 100 FT.
	VERT. 1 IN. = 10 FT.
LAYOUT MAP	1 IN. = 3000 FT.

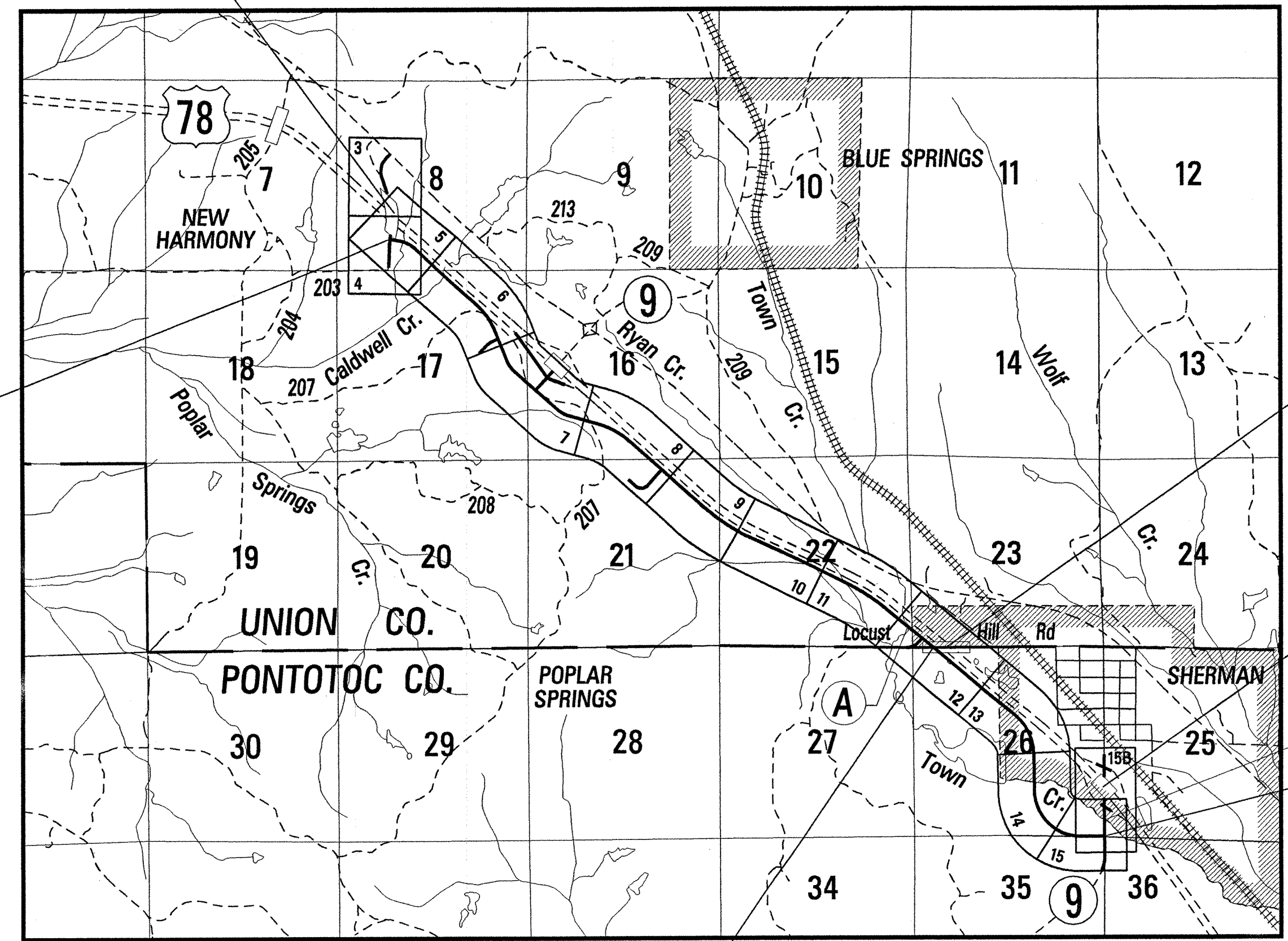


BRIDGE STRUCTURES REQUIRED
NONE

BOX BRIDGES REQUIRED

- A** Sta. 323 + 33
Toyota Frontage Road
20' x 12' Box Bridge (Extension) Required
Skew = 45° Rt. Fwd.
Total Length Along ζ = 28.28'
- B** Sta. 708 + 33
S.R. 9 @ Sherman
Dbl. 14' x 12' Box Bridge (Extensions) Req'd Lt. & Rt.
Skew = 30° Lt. Fwd.
Total Length Along ζ = Not Applicable

BOP 140 + 07.538



Existing Bridge #77.8
(To Be Removed)

Existing Bridges #78.8 A & 78.8 B
(To Remain In Place)

E.O.P. 411 + 16.558

County Line
Sta. 332 + 52.32

CONVENTIONAL SYMBOLS

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

EQUATIONS

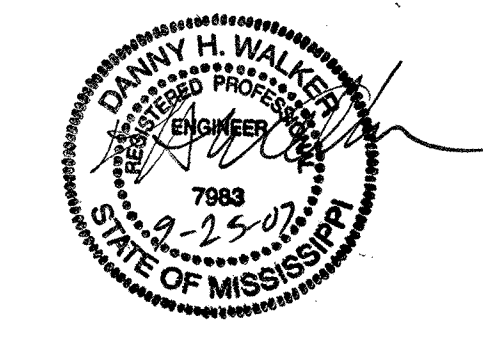
NONE

EXCEPTIONS

NONE

LENGTH DATA

	UNION COUNTY		PONTOTOC COUNTY		TOTAL PROJECT	
LENGTH OF ROADWAY	19,244.78 FT.	3.644 MI.	7,864.24 FT.	1.490 MI.	27,109.02 FT.	5.134 MI.
LENGTH OF BRIDGES	0.00 FT.	0.000 MI.	0.00 FT.	0.000 MI.	0.00 FT.	0.000 MI.
LENGTH OF PROJECT (NET)	19,244.78 FT.	3.644 MI.	7,864.24 FT.	1.490 MI.	27,109.02 FT.	5.134 MI.
LENGTH OF EXCEPTIONS	0.00 FT.	0.000 MI.	0.00 FT.	0.000 MI.	0.00 FT.	0.000 MI.
LENGTH OF PROJECT (GROSS)	19,244.78 FT.	3.644 MI.	7,864.24 FT.	1.490 MI.	27,109.02 FT.	5.134 MI.



FLORENCE & HUTCHESON, INC.
SURVEY & ROADWAY DESIGN

APPROVED: *Danny H. Walker* 10-2-07
CHIEF ENGINEER DATE

APPROVED: *Samuel R. Brown* 10-2-07
EXECUTIVE DIRECTOR DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

APPROVED: _____ DATE _____
DIVISION ADMINISTRATOR

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

TITLE SHEET (1)

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DETAILED INDEX
DETAILED INDEX
DETAILED INDEX
GENERAL NOTES
GENERAL NOTES

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TOYOTA FRONTAGE ROAD
SR 9 AT BLUE SPRINGS
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ENTRANCES & TEMPORARY ROADWAYS
DRIVEWAY RAMP
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CHANNELIZED INTERSECTION (INTERCHANGE RAMP) SR 9 @ SHERMAN

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ESTIMATED QUANTITIES - (ROADWAY)
ESTIMATED QUANTITIES - (STANDARD ROADSIDE SIGN FACES) UNION CO.
ESTIMATED QUANTITIES - (STANDARD ROADSIDE SIGN FACES) PONTOTOC CO.
ESTIMATED QUANTITIES - (STANDARD ROADSIDE SIGN ASSEMBLIES) UNION CO.
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ESTIMATED QUANTITIES - (STANDARD ROADSIDE SIGN ASSEMBLIES) UNION CO.
ESTIMATED QUANTITIES - (STANDARD ROADSIDE SIGN ASSEMBLIES) PONTOTOC CO.
ESTIMATED QUANTITIES - (STANDARD ROADSIDE SIGN ASSEMBLIES) PONTOTOC CO.
ESTIMATED QUANTITIES - (DIRECTIONAL SIGNS)
ESTIMATED QUANTITIES - (DELINEATION & TRAFFIC CONTROL DEVICES)
ESTIMATED QUANTITIES - (TRAFFIC CONTROL SIGNS) UNION CO.
ESTIMATED QUANTITIES - (TRAFFIC CONTROL SIGNS) PONTOTOC CO.
SUMMARY OF CULVERT HYDRAULIC DESIGN

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CO. ROAD 203 (STA. 32+00 TO END)
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TOYOTA FRONTAGE ROAD (STA. 154+00 TO STA. 184+00)
TOYOTA WEST ENTRANCE @ 182+10
TOYOTA FRONTAGE ROAD (STA. 184+00 TO STA. 216+00)
TOYOTA FRONTAGE ROAD PROFILE (STA. 184+00 TO STA. 216+00)
SR 9 AT BLUE SPRINGS
SW RAMP AT BLUE SPRINGS
SE RAMP AT BLUE SPRINGS
INTERCHANGE LAYOUT (SR 9 @ BLUE SPRINGS)
TOYOTA FRONTAGE ROAD (STA. 216+00 TO STA. 245+00)
TOYOTA EAST ENTRANCE @ 242+00
TOYOTA FRONTAGE ROAD (STA. 245+00 TO STA. 269+00)
TOYOTA FRONTAGE ROAD (STA. 269+00 TO STA. 295+00)
TOYOTA FRONTAGE ROAD (STA. 295+00 TO STA. 320+00)
TOYOTA FRONTAGE ROAD (STA. 320+00 TO STA. 350+00)
LOCUST HILL ROAD CONNECTOR
TOYOTA FRONTAGE ROAD (STA. 350+00 TO STA. 374+00)
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CONSTRUCTION SIGNING DETAIL
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SPEEDING FINES DOUBLED DETAIL

Table with columns: DATE, REVISED SHEET NO., BY. Includes revision history for PS & E PLANS - 9/26/07.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PROJECT NO. SP-0006-01(086)
COUNTY : UNION / PONTOTOC
FILENAME: di.dgn
DESIGN TEAM: F&H, Inc. CHECKED: DATE

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION 10/25/2007 07:49:44 P01.dgn

DESCRIPTION OF SHEET

REVISION DATE
WKG. NO.
SH. NO.

SPECIAL DESIGN SHEETS (CONT.)

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAILED INDEX	
PROJECT NO. SP-0006-01(086)	
COUNTY : UNION / PONTOTOC	
WORKING NUMBER	DI-2
FILENAME:	di.dgn
DESIGN TEAM	F&H, Inc.
CHECKED	DATE
SHEET NUMBER	3

DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

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DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

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PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

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BASIC CULVERT DRAWING – BARREL JOINT LOCATIONS – NORMAL AND SKEWED CULVERTS GROUP II DIAGRAMS	IBJL-1	366.2
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* TO BE ADDED TO PLANS PRIOR TO PRINTING.

DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

CROSS SECTIONS (153)

CO. RD. 203	901 – 910
TOYOTA FRONTAGE ROAD	911 – 992
TOYOTA FRONTAGE ROAD (1" = 20' SCALE)	993 – 1001
LOCAL ROADS & RAMPS	1002 – 1040
CULVERT DRAINAGE SECTIONS	1041 – 1053

TOTAL SHEETS

427 ▲

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
DETAILED INDEX			
PROJECT NO. SP-0006-01(086) COUNTY : UNION / PONTOTOC			
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GENERAL NOTES

- ① FOR A LIST OF PUBLIC UTILITY OWNERS, SEE WK. SH. 3. EXISTING UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWINGS BASED UPON INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF SURVEY. 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 UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.
- ② THE LOCATION AND SPACING OF SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS. ALL SIGNS SHALL BE SPACED A MINIMUM OF 250 FEET APART WHERE POSSIBLE. THE ACTUAL LOCATION OF SIGNS WILL BE AS DIRECTED BY THE ENGINEER.
- ③ 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.
- ④ THE 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
- ⑤ 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 SHALL 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.
- ⑥ EROSION CHECKS: QUANTITY ESTIMATED ON THE BASIS OF 4 BALES PER EVERY 25 TO 100 LIN. FT. OF DITCH AND 4 BALES AT EACH PIPE OUTLET. THIS IS REQUIRED AS A TEMPORARY EROSION CONTROL MEASURE TO MINIMIZE SILTATION UNTIL PERMANENT MEASURES ARE INSTALLED. THE ENGINEER WILL DETERMINE THE ACTUAL LOCATION AND NUMBER OF BALES DURING THE CONSTRUCTION OF THE PROJECT. (SEE WK. NO. TEC-1 FOR DETAILS.)
- ⑦ VOIDS CREATED BY THE REMOVAL OF POSTS, CONCRETE ANCHORS, FOOTINGS, ETC., SHALL BE BACKFILLED WITH GRANULAR MATERIAL OR TOPSOIL AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE BACKFILL MATERIAL IS NOT A SEPARATE PAY ITEM.
- ⑧ WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE VICINITY OF TRAFFIC. 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 ANY 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 OTHER CONTRACT ITEMS. THE DESIGN SHALL BE PROVIDED BY A LICENSED P.E. AND SUBMITTED TO MDOT FOR APPROVAL.
- ⑨ FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED IN THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.
- ⑩ FULL COLLARS ARE TO BE USED AT ALL BOX CULVERT EXTENSIONS AND AT ALL BOX CULVERT CONSTRUCTION JOINTS (SEE WK. NO.'S ICJ-1 AND ICJS-1 FOR DETAILS). A CONCRETE COLLAR (WK. NO. PC-1) IS REQ'D. ON ALL PIPE EXTENSIONS.

- ⑪ PRIOR TO POURING PAVED ISLANDS THE TRAFFIC ENGINEERING DIVISION SHALL BE NOTIFIED SO THAT SIGNS REQUIRED IN ISLANDS CAN BE LOCATED.
- ⑫ ALL EXISTING CULVERT PIPES OR OTHER OBSTRUCTIONS WHICH CONFLICT WITH THE REQUIRED CONSTRUCTION SHALL BE REMOVED. EXISTING PIPES THAT ARE TO BE ABANDONED IN PLACE, SHALL BE PLUGGED USING 631-A FLOWABLE FILL.
- ⑬ ALL PROPOSED PAVEMENT MARKINGS, GUARDRAIL, AND PERMANENT SIGNING SHALL BE INSTALLED BEFORE OPENING THE NEW FACILITY TO TRAFFIC, UNLESS DIRECTED AND SPECIFICALLY APPROVED OTHERWISE BY THE ENGINEER.
- ⑭ PRIOR TO EARTHWORK OPERATIONS, EXISTING TOPSOIL IS TO BE STRIPPED AND STOCKPILED. AFTER THE GRADING OPERATIONS ARE COMPLETED, SAID TOPSOIL SHALL BE PLACED ON ALL AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE PROTECTED IN ACCORDANCE WITH SECTION 211 OF THE SPECIFICATIONS, OR THE VEGETATION SCHEDULE (SEE WK. SH. VS-1). ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE TOPSOIL IS TO BE INCLUDED IN PAY ITEM 203-A, UNCLASSIFIED EXCAVATION (FM) (AH).
- ⑮ EXISTING DRAIN PIPES, CULVERTS, CROSS DRAINS, AND OTHER DRAINAGE STRUCTURES THAT ARE TO REMAIN SHALL BE CLEANED OF SILT, TRASH, AND DEBRIS SATISFACTORILY TO THE ENGINEER. ALL COSTS OF SAID CLEANING WILL BE CONSIDERED SUBSIDIARY TO THE CONTRACT AND WILL NOT BE MEASURED AND PAID FOR DIRECTLY. EXISTING DRAIN PIPES, CULVERTS, SIDE DRAINS, AND CROSS DRAINS WITHIN THE PROJECT LIMITS THAT ARE NOT TO BE UTILIZED, SHALL BE REMOVED OR ABANDONED IN PLACE. WHEN A PIPE OR CULVERT IS ABANDONED IN PLACE, IT SHALL BE PLUGGED AT EACH END AND FILLED WITH ITEM 631-A FLOWABLE FILL SATISFACTORILY TO THE ENGINEER. ALL COSTS ASSOCIATED WITH REMOVAL OF THE EXISTING STRUCTURES SHALL BE MADE UNDER THE APPROPRIATE PAY ITEMS.
- ⑯ PRIOR TO REMOVING THE EXISTING LOCUST HILL RD. BRIDGE, THE CONTRACTOR SHALL SUBMIT A DEMOLITION PLAN PREPARED BY A MISSISSIPPI REGISTERED PROFESSIONAL ENGINEER TO MDOT FOR APPROVAL. THE PLAN WILL INCLUDE A MAINTENANCE OF TRAFFIC PLAN TO BE IMPLEMENTED DURING THE BRIDGE REMOVAL. ALL COST FOR THE PLAN PREPARATION & SUBMITTAL SHALL BE INCLUDED IN OTHER ITEMS BID FOR CONSTRUCTION. EXISTING PIERS SHALL BE REMOVED A MINIMUM OF ONE (1) FOOT BELOW THE FINISHED GROUND LINE AS DIRECTED BY THE ENGINEER.

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		CHECKED	DATE
			WORKING NUMBER GN-1
			SHEET NUMBER 6

GENERAL NOTES – CONTINUED

- ⑰ ALL EXCAVATION FOR THE SIGN POSTS OR FOOTINGS IS TO BE INCLUDED IN THE COST FOR OTHER ITEMS BID FOR CONSTRUCTION.
- ⑱ ALL POST, PIPE, AND I-BEAM LENGTHS ARE ESTIMATED. CONTRACTOR IS RESPONSIBLE FOR PERFORMING FIELD SURVEY TO DETERMINE THE EXACT LENGTH REQUIRED.
- ⑲ DIRECT APPLIED LEGEND, BORDERS, AND SHIELD ARE TO BE USED ON ALL GUIDE SIGNS. RIVETS WILL NOT BE ALLOWED.
- ⑳ ERECTION DATES ARE TO BE LEGIBLY WRITTEN ON THE BACK OF ALL SIGNS WITH PERMANENT MARKER.
- ㉑ EXISTING GROUND MOUNTED SIGNS DESIGNATED IN THE PLANS TO BE RELOCATED, SHALL BE ERECTED ON NEW SUPPORTS. ANY SIGN PANELS THAT BECOME DAMAGED PRIOR TO OR DURING RELOCATION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. ALL EXISTING SIGNS AND SUPPORTS REMOVED AND NOT USED UNDER THIS CONTRACT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- ㉒ THE CONTRACTOR SHALL NOTIFY MISSISSIPPI LOGOS INC. (601 853-7100) OF THE SCHEDULE OF OPERATIIONS SO THAT ALL LOGO SIGNS CAN BE MOVED BY MISSISSIPPI LOGOS IN A MANNER THAT WILL NOT IMPEDE THE PROGRESS OF THE PROJECT.
- ㉓ TWO EXISTING CROSS DRAINS LOCATED AT STA.'s 197+50 AND 205+40 ARE PLUGGED. BEGINNING WITH THE NOTICE TO PROCEED, THE CONTRACTOR WILL BE RESPONSIBLE FOR DRAINING TRAPPED WATER FROM THESE AREAS. PRIOR TO PLACING EMBANKMENT MATERIALS, THE ENGINEER MAY REQUIRE SOME UNDERCUTTING OF THE AFFECTED AREA. REMOVAL OF ANY TRAPPED WATER WILL BE CONSIDERED PART OF THE MAINTENANCE OF TRAFFIC PAY ITEM.
- ㉔ THE PROPOSED RIGHT OF WAY INCLUDES A 25' AND VARIABLE WIDTH FOR UTILITY RELOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE CLEARING AND GRUBBING WITHIN THE ENTIRE RIGHT OF WAY LIMITS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ㉕ ALL SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) (2003 EDITION AND ALL SUBSEQUENT REVISIONS).
- ㉖ ALL POLES, PULL BOXES, CONTROLLERS AND PAVEMENT MARKINGS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS.
- ㉗ ALL RAISED OBJECTS TO BE PLACED A MINIMUM OF 2.5 FT. BEHIND FACE OF CURB. NEW TRAFFIC SIGNAL POLES TO BE PLACED A MINIMUM OF 6 FT. BEHIND FACE OF CURB EXCEPT WHERE IN CONFLICT WITH UTILITIES OR RIGHT-OF-WAY.
- ㉘ ALL SIGNAL MAST ARM POLES TO BE GALVANIZED STEEL. CONTRACTOR TO VERIFY ALL MAST ARM POLE LOCATIONS TO BE SURE THERE ARE NO UTILITY CONFLICTS PRIOR TO ORDERING POLES.
- ㉙ SIGNAL CONTROLLER TIMINGS TO BE PROVIDED BY THE ENGINEER.
- ㉚ SPECIFICATIONS FOR SIGNAL SHALL BE THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION.
- ㉛ TRAFFIC SIGNAL CABLE IN MAST ARMS TO BE MEASURED AND PAID FOR AS ELECTRICAL CABLE, UNDERGROUND IN CONDUIT, IMSA 20-1, AWG # 14, 7 CONDUCTOR, (PAY ITEM 666-B).
- ㉜ SEE WORKING NUMBER TSD-1 FOR ADDITIONAL GENERAL NOTES.
- ㉝ WHERE MILLING OF THE ROADWAY LANE IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDERS AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER.
- ㉞ THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM MEASUREMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SILT DOES NOT LEAVE THE RIGHT OF WAY OR CONTAMINATE WATERS OF THE U.S. DURING CONSTRUCTION. THE CONTRACTOR WILL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION.

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