1 st O. REV.

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	STP-0022-04(044)	1

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

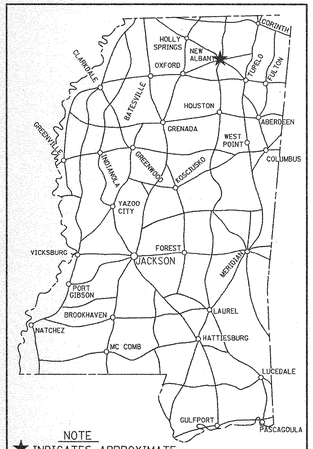
PLAN AND PROFILE OF PROPOSED STATE HIGHWAY STATE PROJECT NO.: STP-0022-04(044)

FMS CON: 101630/303000

SR 15 FROM 6 MILES SOUTH
OF THE TIPPAH CL
TO THE TIPPAH CL
UNION COUNTY

SCALES

PLAN		1 IN.=	100 FT., 20 FT.
PROFILE	HOR.	1 IN.=	100 FT., 20 FT.
	VERT.	1 IN.=	10 FT., 5 FT.
LAYOUT		1 IN.=	5280 FT.(1 MILE)

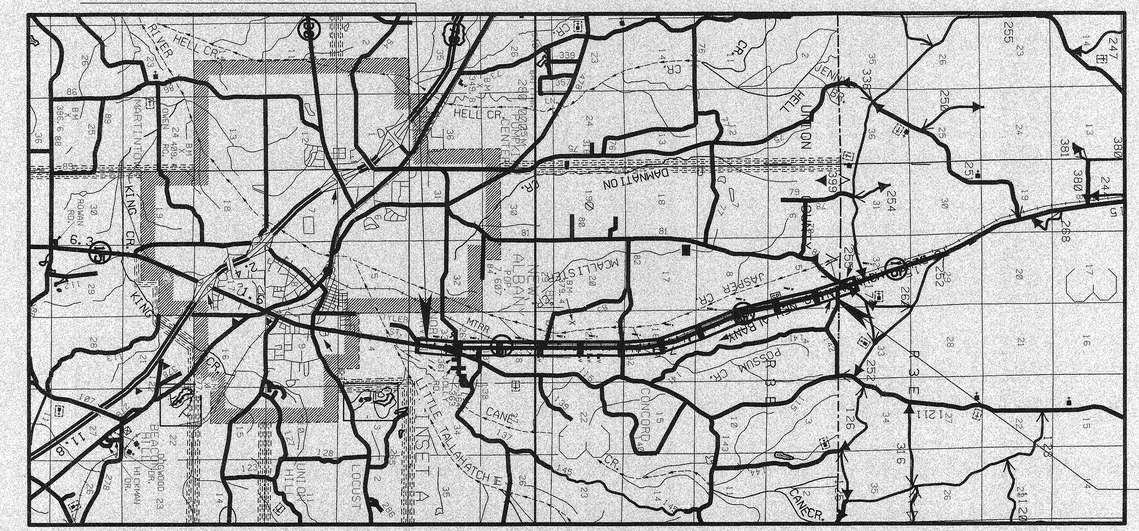


NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 34° 29′ 29″ N LONG. 88° 59′ 44″ W
(APPROX. MIDDLE OF PROJECT)

BRIDGE STRUCTURES REQ'D.

BEGINNING OF PROJECT STA. 321+50



END OF PROJECT STA. 625+00

BOX BRIDGES REQ'D.

① STA. 480+02
175′ - 20′ X 10′
31.47′ ALONG ℄

DESIGN CONTROL (RURAL)
65 MPH = V (SPEED DESIGN)
ADT (2006) = 9,200; ADT (2026) = 18,000
DHV = 1,800; D = 50% T= 17%

PERMITS ACQUIRED BY MDOT

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

	WATERS	WETLANDS
NATIONWIDE #14	N	N
NATIONWIDE (OTHER)*	N	N
GENERAL*	Y	Y
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 2905)	1
S	REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)(NTB 3067)	1
N	NO STORMWATER PERMIT REQUIRED (<1 ACRE)	

APPROVED BY: Jet DATE: 1/6/11

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

LENGTH OF ROADWAY	30,350.00 FT.	5.750 MI.
LENGTH OF BRIDGES	000.00 FT.	0.000 MI.
LENGTH OF PROJECT (NET)	30,350.00 FT.	5.750 MI.
LENGTH OF EXCEPTIONS	0.00 FT.	0.00 MI.
LENGTH OF PROJECT (GROSS)	30,350.00 FT.	5.750 MI.

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REVISIONS: 1/6/11 DATE — Revised Stormwater Permit TL BY

APPROVED:
CHIEF ENGINEER — DATE 1/6/11
EXECUTIVE DIRECTOR — DATE 1/6/11
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

APPROVED:
DIVISION ADMINISTRATOR — DATE
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

1 st O. REV.

STATE	PROJECT NO.
MISS.	SDP-0022-04(044)

DESCRIPTION OF SHEET	WKG. NO.	SH. NO.
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LOCAL ROADS	TS-4	8
THRU CHANNELIZED INTERSECTION	TS-5	9
TEMPORARY CONNECTION	TS-6	10
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ESTIMATED QUANTITIES - REMOVAL ITEMS, EARTHWORK	EQ-2	14
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MAINLINE - STA.345+00 TO STA.375+00	WK-4	20
LOCAL ROAD - STA. 358+44.07	WK-4A	21
MAINLINE - STA.375+00 TO STA.405+00	WK-5	22
MAINLINE - STA.405+00 TO STA.435+00	WK-6	23
MAINLINE - STA.435+00 TO STA.465+00	WK-7	24
MAINLINE - STA.465+00 TO STA.495+00	WK-8	25
LOCAL ROAD - STA.466+78.95	WK-8A	26
MAINLINE - STA.495+00 TO STA.525+00	WK-9	27
MAINLINE - STA.525+00 TO STA.555+00	WK-10	28
MAINLINE - STA.555+00 TO STA.585+00	WK-11	29
MAINLINE - STA.585+00 TO STA.615+00	WK-12	30
MAINLINE - STA.615+00 TO STA.625+00	WK-13LT	31
MAINLINE - STA.615+00 TO STA.625+00 - E.O.P.	WK-13RT	32
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MAINLINE - STA.345+00 TO STA.375+00	ECP-4	53
LOCAL ROAD - STA. 358+44.07	ECP-4A	54
MAINLINE - STA.375+00 TO STA.405+00	ECP-5	55
MAINLINE - STA.405+00 TO STA.435+00	ECP-6	56
MAINLINE - STA.435+00 TO STA.465+00	ECP-7	57
MAINLINE - STA.465+00 TO STA.495+00	ECP-8	58
LOCAL ROAD - STA.466+78.95	ECP-8A	59
MAINLINE - STA.495+00 TO STA.525+00	ECP-9	60
MAINLINE - STA.525+00 TO STA.555+00	ECP-10	61
MAINLINE - STA.555+00 TO STA.585+00	ECP-11	62
MAINLINE - STA.585+00 TO STA.615+00	ECP-12	63
MAINLINE - STA.615+00 TO STA.625+00	ECP-13LT	64
MAINLINE - B.O.P. STA.615+00 TO STA.625+00	ECP-13RT	65
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PS & E PLANS-DATE 01/06/11		
FMS CON. # 101630/303000		
REVISIONS		
DATE	SHEET NO.	BY
2/11/11	1-3,8,11-14,16,19,22,	
	25,29,30,32,44,52,	
	100.1-100.4	TL

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJECT NO. SDP-0022-04(044)
COUNTY : UNION

DATE	REVISED REVISION TEXT	BY
2/11/11		TL

FILENAME: index.dgn
DESIGN TEAM Latham CHECKED DATE 8/11/10

WORKING NUMBER DI-1
SHEET NUMBER 2

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2/11/2011 2:02 PM INDEX.DGN

1 st O. REV.

STATE	PROJECT NO.
MISS.	SDP-0022-04(044)

DESCRIPTION OF SHEET		WKG. NO.	SH. NO.
SPECIAL DESIGN SHEETS - CONTINUED			
BOX CULVERT DRAWING - BARREL JOINT LOCATIONS - NORMAL & SKEWED CULVERTS		SD-IBJL-1	90
COLLAR DETAILS FOR BOX STRUCTURES		SD-ICJ-1	91
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BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT - 4 FT. - SPANS - 4-10 FT.		SD-IBS-4-2WA	94
BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT - 5 FT. - SPANS - 5-12 FT.		SD-IBS-5-2W	95
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT 4-12 FT. - SPANS 4-24 FT.		SD-IWS-3	96
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT 4-12 FT. - SPANS 4-24 FT.		SD-IWS-3A	97
BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHT 4 FT - SPANS 8-24 FT.		SD-IBD-4-2W	98
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHTS 4-12 FT. - SPANS 8-40 FT.		SD-IWD-3	99
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHTS 4-12 FT. - SPANS 8-40 FT.		SD-IWD-3A	100
BOX CULVERT DRAWING - IBS CULVERTS MODIFIED FOR HIGH COVER WINGS WITH 3:1 SLOPE		SD-IBSM-3W	100.1 △1
BOX CULVERT DRAWING - IBS CULVERTS MODIFIED FOR HIGH COVER WINGS WITH 3:1 SLOPE		SD-IBSM-3WA	100.2 △1
BOX CULVERT DRAWING - IBD CULVERTS MODIFIED FOR HIGH COVER WINGS WITH 3:1 SLOPE		SD-IBDM-3W	100.3 △1
BOX CULVERT DRAWING - IBD CULVERTS MODIFIED FOR HIGH COVER WINGS WITH 3:1 SLOPE		SD-IBDM-3WA	100.4 △1
STANDARD DRAWINGS - ROADWAY SHEETS (17) △1			
PAVEMENT MARKING DETAILS FOR 2 & 4-LANE DIVIDED ROADWAYS		PM-1	120
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SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS		TCP-8	257 △1
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TYPE I MEDIAN INLET (24" PIPE & UNDER)	(03-01-02)	MI-1	306
MEDIAN INLET FOR BOX CULVERTS (TYPE I & II)		MI-3	311
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PAVED INLET APRON AND MEDIAN DITCH PLUG		PA-1	318
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DESCRIPTION OF SHEET	WKG. NO.	SH. NO.
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BOX CULVERT DRAWING - BARREL JOINT LOCATIONS - NORMAL & SKEWED CULVERTS GROUP I DIAGRAMS	IBJL-1	366.1
BOX CULVERT DRAWING - BARREL JOINT LOCATIONS - NORMAL & SKEWED CULVERTS GROUP II DIAGRAMS	IBJL-1	366.2
BOX CULVERT DRAWING - BARREL JOINT LOCATIONS - NORMAL & SKEWED CULVERTS GROUP III DIAGRAMS	IBJL-1	366.3
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SKEWED COLLAR DETAILS FOR BOX STRUCTURES	ICJS-1	368
BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT - 10 FT. - SPANS - 10-22 FT.	IBS-10-2W	372.1
BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT - 10 FT. - SPANS - 10-22 FT.	IBS-10-2W	372.1
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT 6-12 FT. - SPANS 6-24 FT.	IWS-3	374
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT 6-12 FT. - SPANS 6-24 FT.	IWS-3	375.1
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - SINGLE CELL - HEIGHT 6-12 FT. - SPANS 6-24 FT.	IWS-3	375.2
BOX CULVERT DRAWING - 15 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-15-3W	397.1
BOX CULVERT DRAWING - 15 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-15-3W	397.2
BOX CULVERT DRAWING - 30 DEG. SKEW DETAILS - WINGS WITH 3:1 △1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-30-3W	400.1
BOX CULVERT DRAWING - 30 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-30-3W	400.2
BOX CULVERT DRAWING - 45 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-45-3W	403.1
BOX CULVERT DRAWING - 45 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-45-3W	403.2

CROSS SECTIONS (189)	
MAINLINE HWY 15	901-1077
LOCAL ROAD - STA.342+50	1078-1082
OLD HWY 15	1083-1085
LOCAL ROAD - STA.358+44.07	1086-1087
LOCAL ROAD - STA.466+78.95	1088-1089

TOTAL SHEETS (326)

△1	REVISED TEXT	TL	
	REVISION	BY	
	7/17/11	DATE	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJECT NO. SDP-0022-04(044)
COUNTY : UNION

WORKING NUMBER DI-2

FILENAME: index.dgn

DESIGN TEAM Latham CHECKED DATE 8/11/10

SHEET NUMBER 3

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION
2/11/2011 2:01 PM INDEX.DGN

STATE	PROJECT NO.
MISS.	SDP-0022-04(044)

GENERAL NOTES

(1) THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.

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

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

(4) 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.

(5) 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.

(6) 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.

(7) THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BRACING, SHORING, OR ANY GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE FROM OCCURRING DURING 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.

(8) ALL EXISTING CULVERT PIPES OR OTHER OBSTRUCTIONS THAT CONFLICT WITH REQUIRED CONSTRUCTION SHALL BE REMOVED AT THE CONTRACTOR'S EXPENSE AS AN ABSORBED ITEM. EXISTING PIPES THAT ARE TO BE ABANDONED IN PLACE SHALL BE PLUGGED ON EACH END WITH CONCRETE. (ABSORBED 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) 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 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 STRUCTURES ADJACENT TO THE EXCAVATION. ALL COSTS FOR DESIGNING, DRAWING, AND CONSTRUCTING THE FACILITY, SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.

(11) THE DESIGN SOIL OF THIS PROJECT (TOP 3 FEET OF EMBANKMENTS AND CUT SECTIONS) SHALL BE CONSTRUCTED OF SOIL MEETING THE B9-6 BORROW EXCAVATION SPECIFICATION.

(12) SOME WORK IS 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.

(13) FULL COLLARS ARE TO BE USED AT ALL BOX CULVERT EXTENSIONS AND AT ALL BOX CULVERT CONSTRUCTION JOINTS. (SEE WK. NO. ICJ-1 FOR DETAILS)

(14) FOR LIST OF PUBLIC UTILITIES, SEE WORKING NO. 3.

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

(16) THE COST OF ANY COLLARS REQUIRED TO CONNECT CONCRETE FLARED END SECTIONS TO NON-CONCRETE PIPE SECTIONS SHALL BE ABSORBED IN THE COST FOR NON-CONCRETE PIPE.

GENERAL NOTES (CONT.)

(17) SMALL AMOUNTS OF EXCAVATION MAY BE NECESSARY AT SOME OF THE SITES. THIS MATERIAL MAY BE USED AS E.S.F.E. MATERIAL AND WILL BE PAID FOR BORROW. NO E.S.F.E. SHALL BE REMOVED FROM THE PROJECT WITHOUT THE APPROVAL OF THE ENGINEER.

(18) VEGETATIVE MATERIAL WILL BE REMOVED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. COST TO BE ABSORBED IN OTHER ITEMS.

(19) THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE SURFACE TREATED SHOULDER, WHICH MIGHT OCCUR DURING CONSTRUCTION. ANY REPAIR TO SHOULDER WILL BE IN ACCORDANCE WITH SECTION 410 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.

(20) THE CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR FROM ADJACENT PROJECTS IN IMPLEMENTING THE TRAFFIC CONTROL PLAN AS DIRECTED BY THE ENGINEER. ALL CONFLICTING SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

(21) ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

(22) REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.

(23) REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM.

(24) THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM REQUIREMENT. 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 SHALL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION.

(25) PRIOR TO EXCAVATION AND EMBANKMENT CONSTRUCTION, ALL TOPSOIL SHALL BE STRIPPED AND STOCKPILED. AFTER COMPLETION OF EXCAVATION AND EMBANKMENT CONSTRUCTION, ALL SLOPES SHALL BE UNIFORMLY PLATED WITH THE STOCKPILED TOPSOIL. STRIPPING, STOCKPILING, PLACING AND SPREADING OF TOPSOIL WILL NOT BE MEASURED FOR PAY. TO BE INCLUDED IN COST FOR TOPSOIL PAY ITEM.

(26) MISSISSIPPI DOT HAS MADE A COMMITMENT TO THE FOLLOWING ITEMS IN THE APPROVED ENVIRONMENTAL DOCUMENT. THE CONTRACTOR SHALL USE ALL PRACTICAL STANDARD PROCEDURES AND MEASURES, INCLUDING BEST MANAGEMENT PRACTICES, TO AVOID OR MINIMIZE IMPACTS.
(A)† MINIMIZE STREAM CHANNEL RELOCATION AS MUCH AS POSSIBLE.
(B)† RETAIN ALL POSSIBLE TREES AND VEGETATION FOR AESTHETICS.

(27) CLEARING IN WETLANDS IS LIMITED TO TEN (10) FEET BEYOND CONSTRUCTION LIMITS EXCEPT UNDER BRIDGES AND IN SIGHT FLARES.

(28) EXISTING UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWINGS BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. THE ENGINEER CAN NOT 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.

(29) ANYWHERE IN THESE PLANS, WHEN REFERENCE IS MADE TO PROJECT NUMBER SDP-0022-04(044), IT IS UNDERSTOOD THAT THE CORRECT PROJECT NUMBER IS STP-0022-04(044)

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
GENERAL NOTES

PROJ.NO.:SDP-0022-04(044)
UNION CO.

FILENAME: GN.DGN
DESIGN TEAM LATHAM CHECKED DATE 07/21/10

WORKING NUMBER GN-1
SHEET NUMBER 4

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
1/6/2011 3:09 PM GN.DGN