| FED. ROAD REG. NO. | STATE | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| 4 | MISS. | STP–0029–03(010) | 1 |

STATE OF MISSISSIPPI

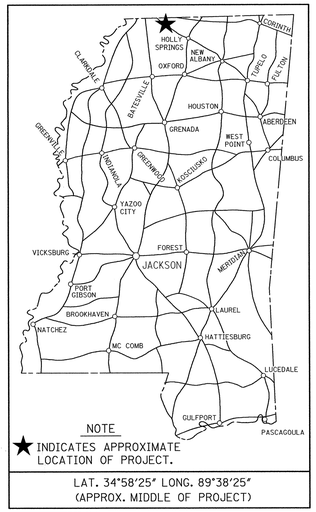
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. STP–0029–03(010)

I–269 / SR 304 FROM SOUTH OF SR 302 TO THE TENNESSEE STATE LINE

MARSHALL COUNTY

FMS 102556 /305000




NOTE

★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 34°58′25″ LONG. 89°38′25″
(APPROX. MIDDLE OF PROJECT)

## BRIDGE STRUCTURES REQUIRED

(A) Sta. 1247 + 29.21 Lt. Lane
Sta. 1247 + 33.50 Rt. Lane
I–269 Over SR 302
Twin 4 Span Bridges Required
Spans 1 @ 69′, 1 @ 88′, 1 @ 88′, 1 @ 69′
Spans 1 @ 69, 1 @ 88′, 1 @ 88′, 1 @ 69′
Skew = 3°15′ Rt. Fwd.
Total Length = 316.34′

(B) Sta. 28 + 40.83
Wingo Road Over I–269
4 Span Bridge Required
1 @ 52′, 1 @ 106′, 1 @ 106′, 1 @ 64′
Skew = 0°
Total Length = 330.33′

(C) Sta. 1348 + 94.17 Lt. Lane
Sta. 1348 + 94.17 Rt. Lane
I–269 Over Nonconnah Cr. (Lateral B)
Twin 6 Span Bridges Required
Spans 6 @ 40′
Spans 6 @ 40′
Skew = 0° Tan / Curve
Total Length = 241.67′

## BOX BRIDGES REQUIRED

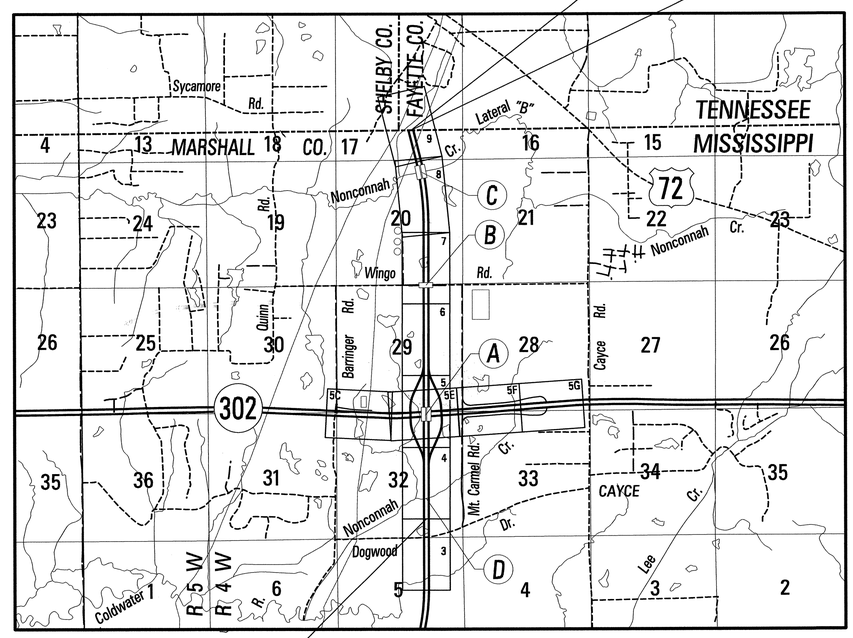
(D) Sta. 1213 + 42
I–269 Over Nonconnah Creek
20′ x 12′ Box Bridge Required
Skew = 3° Rt. Fwd.
Total Length Along ℄ = 22.53′

SCALES

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

STATE PLANE COORDINATE EQUATION
MS. (WEST ZONE) N 1,999,912.16 E 2,503,474.83 BK. =
TN. N 261,275.839 E 877,653.483 AH.

E.O.P. CONST. 1369 + 25




← TO OLIVE BRANCH 5 mi.

TO CORINTH 61 mi. →

TO MT. PLEASANT 3 mi. →

T 1 S
T 2 S

↓ TO TUNICA

## EQUATIONS

MS 1369 + 58.947 BK =
TN 750 + 35.260 AH

BOP CONST. 1204 + 44

## EXCEPTIONS

NONE

DESIGN CONTROL

70 MPH = V (SPEED DESIGN)

ADT ( 2015 ) = 27,000 : ADT ( 2035 ) = 45,000

DHV = 4500 : D = 60 % T = 19 %

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 586) |
| S | REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)(NTB 14) |
| N | NO STORMWATER PERMIT REQUIRED (<1 ACRE) |

APPROVED BY: J.C.T. DATE: 8–19–09

ACCESS CONTROL

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 adopted on the 13th day of May, 2008 in minute book 13, page 179 and 180 and authorized under section 65–1–10(1) MCA (1972, as amended).

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## CONVENTIONAL SYMBOLS

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

## LENGTH DATA (CONST.)

| | | | |
|---|---|---|---|
| | LENGTH OF ROADWAY | 15,923.00 FT. | 3.015 MI. |
| (1) | LENGTH OF BRIDGES | 558.00 FT. | 0.106 MI. |
| | LENGTH OF PROJECT (NET) | 16,481.00 FT. | 3.121 MI. |
| | LENGTH OF EXCEPTIONS | 0.000 FT. | 0.000 MI. |
| | LENGTH OF PROJECT (GROSS) | 16,481.00 FT. | 3.121 MI. |

(1) DOES NOT INCLUDE 330.33′ (0.062 MI.) FOR THE WINGO ROAD BRIDGE OVER I–269.

JAMMY H. WALKER, JR. REGISTERED PROFESSIONAL ENGINEER 7983 STATE OF MISSISSIPPI 8/10/10

FLORENCE & HUTCHESON
SURVEY & ROADWAY DESIGN

CARTER D. BEARDEN REGISTERED PROFESSIONAL ENGINEER 18834 STATE OF MISSISSIPPI 8/10/10

FLORENCE & HUTCHESON
BRIDGE DESIGN

| DATE | REVISIONS | BY |
|---|---|---|

APPROVED:
CHIEF ENGINEER — DATE 8/12/10
EXECUTIVE DIRECTOR — DATE 8/12/10
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

PLAN TITLE
ROADWAY/ROBERW DGN$PRVIAGDS SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

8/10/2010 10:16:42 TITLE CONST.DGN

1 st O. REV.

| STATE | PROJECT NO. |
|---|---|
| MISS. | STP-0029-03(010) |

## TITLE SHEET (1)


| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| TITLE SHEET (1) | | – | 1 |


## DETAILED INDEX & GENERAL NOTES (7)


| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| DETAILED INDEX | | DI–1 | 2 |
| DETAILED INDEX | | DI–2 | 3 |
| DETAILED INDEX | | DI–3 | 4 |
| DETAILED INDEX | | DI–4 | 5 |
| DETAILED INDEX (BRIDGE) | | DI–5 | 6 |
| GENERAL NOTES | | GN–1 | 7 |
| GENERAL NOTES | | GN–2 | 8 |


## TYPICAL SECTION SHEETS (12)


| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| I–269 | | TS–1 | 9 |
| FUTURE I–269 | | TS–2 | 10 |
| SR 302 AND IMPROVED RADIUS AT BARRINGER RD. INTERSECTION | | TS–3 | 11 |
| SR 302 | | TS–4 | 12 |
| SR 302 | | TS–5 | 13 |
| INTERCHANGE RAMPS | | TS–6 | 14 |
| LOCAL ROADS | | TS–7 | 15 |
| LOCAL ROADS & CUL–DE–SAC | | TS–8 | 16 |
| ACCESS ROADS | | TS–9 | 17 |
| CHANNELIZED INTERSECTIONS – INTERCHANGE RAMPS @ SR 302 | | TS–10 | 18 |
| CHANNELIZED INTERSECTIONS – MT. CARMEL NORTH AND MT. CARMEL SOUTH @ SR 302 | | TS–11 | 19 |
| DRIVEWAY RAMPS AND PAVEMENT AT BRIDGE END SLAB | | TS–12 | 20 |


## QUANTITY SHEETS (22)


| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| SUMMARY OF QUANTITIES – (ROADWAY) | | SQ–1 | 21 |
| SUMMARY OF QUANTITIES – (ROADWAY) | | SQ–2 | 22 |
| SUMMARY OF QUANTITIES – (ROADWAY) | | SQ–3 | 23 |
| SUMMARY OF QUANTITIES – (ROADWAY) | | SQ–4 | 24 |
| SUMMARY OF QUANTITIES – (ROADWAY) | | SQ–5 | 25 |
| SUMMARY OF QUANTITIES – (BRIDGE) | | SQ–6 | 26 |
| ESTIMATED QUANTITIES – (PIPE CULVERT DRAINAGE STRUCTURES) | | EQ–1 | 27 |
| ESTIMATED QUANTITIES – (PIPE CULVERT DRAINAGE STRUCTURES) | | EQ–2 | 28 |
| ESTIMATED QUANTITIES – (BOX CULVERTS, BOX BRIDGES, & JUNCTION BOXES) | | EQ–3 | 29 |
| ESTIMATED QUANTITIES – (SIDE DRAINS & DRIVEWAYS) | | EQ–4 | 30 |
| ESTIMATED QUANTITIES – (REMOVAL ITEMS) | | EQ–5 | 31 |
| ESTIMATED QUANTITIES – (COMB. CURB & GUTTER, & CONC MEDIAN AND /OR ISLAND PAVEMENT) | | EQ–6 | 32 |
| ESTIMATED QUANTITIES – (EROSION CONTROL ITEMS & GUARDRAIL) | | EQ–7 | 33 |
| ESTIMATED QUANTITIES – (BRIDGE END PAVEMENT & ESTIMATED EARTHWORK) | | EQ–8 | 34 |
| ESTIMATED QUANTITIES – (STANDARD ROADSIDE SIGNS) | | EQ–9 | 35 |
| ESTIMATED QUANTITIES – (STANDARD ROADSIDE SIGN) | | EQ–10 | 36 |
| ESTIMATED QUANTITIES – (STANDARD ROADSIDE SIGN ASSEMBLIES) | | EQ–11 | 37 |
| ESTIMATED QUANTITIES – (STANDARD ROADSIDE SIGN ASSEMBLIES) | | EQ–12 | 38 |
| ESTIMATED QUANTITIES – (DELINEATORS, TRAFFIC CONTROL DEVICES & TEMPORARY STRIPING) | | EQ–13 | 39 |
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| CULVERT HYDRAULIC DESIGN SUMMARY | | HD–1 | 42 |


## PLAN & PROFILE SHEETS (26)


| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
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| I–269 (B.O.P. TO 1205+00) | | 3 | 43 |
| DOGWOOD DRIVE (9+00 TO 21+50) | | 3A | 44 |
| I–269 (1205+00 TO 1235+00) | | 4 | 45 |
| I–269 (1235+00 TO 1265+00) | | 5 | 46 |
| I–269 PROFILE (1235+00 TO 1265+00) | | 5A | 47 |
| INTERCHANGE LAYOUT (I–269 @ SR 302) | | 5B | 48 |
| SR 302 (BEGIN CONST. TO 285+00) | | 5C | 49 |
| ACCESS ROAD @ BARRINGER ROAD | | 5D | 50 |
| SR 302 (285+00 TO 315+00) | | 5E | 51 |
| SR 302 (315+00 TO 345+00) | | 5F | 52 |
| SR 302 (345+00 TO END CONST.) | | 5G | 53 |
| SW RAMP @ SR 302 | | 5H | 54 |
| NW RAMP @ SR 302 | | 5I | 55 |
| SE RAMP @ SR 302 | | 5J | 56 |
| NE RAMP @ SR 302 | | 5K | 57 |
| RELOC. MT. CARMEL RD N. (BEGIN CONST TO 30+00) | | 5L | 58 |
| RELOC. MT. CARMEL RD. N. (30+00 TO 50+00) | | 5M | 59 |
| RELOC. MT. CARMEL RD. S. (BEGIN CONST. TO 30+00) | | 5N | 60 |
| RELOC. MT. CARMEL RD. S. (30+00 TO 50+00) & ELM DRIVE | | 5O | 61 |
| BARRINGER RD. (BEGIN TO 50+00) | | 5P | 62 |
| I–269 (1265+00 TO 1295+00) | | 6 | 63 |
| I–269 (1295+00 TO 1325+00) | | 7 | 64 |
| WINGO ROAD & ACCESS ROAD | | 7A | 65 |
| I–269 (1325+00 TO 1355+00) | | 8 | 66 |
| I–269 (1355+00 TO E.O.P.) | | 9 | 67 |
| RIGHT OF WAY MARKER COORDINATES | | 10 | 68 |


## SPECIAL DESIGN SHEETS (103)


| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| CONSTRUCTION SIGNING DETAIL ADVANCE WARNING SIGNS | | CSD–1 | 69 |
| TRAFFIC CONTROL – GENERAL NOTES, PHASING NOTES & SPECIAL DETAILS | | TC–1 | 70 |
| TRAFFIC CONTROL – WINGO ROAD CLOSURE DETAILS | | TC–2 | 71 |
| TRAFFIC CONTROL – SR 302 PHASE 1–1A | | TC–3 | 72 |
| TRAFFIC CONTROL – SR 302 PHASE 2 | | TC–4 | 73 |
| TRAFFIC CONTROL – DRUM PLACEMENT & SHOULDER CLOSURE DETAILS | | TCP–SC | 74 |
| INTERSECTION DETAIL – SW RAMP AND NW RAMP AT SR 302 | | ID–1 | 75 |
| INTERSECTION DETAIL – SE RAMP AND NE RAMP AT SR 302 | | ID–2 | 76 |
| INTERSECTION DETAIL – MT. CARMEL ROAD NORTH AND MT. CARMEL SOUTH AT SR 302 | | ID–3 | 77 |
| INTERSECTION DETAIL – BARRINGER ROAD AT SR 302, ELM DRIVE CUL–DE–SAC | | ID–4 | 78 |
| FORM GRADE – SW RAMP AND NW RAMP AT SR 302 | | FG–1 | 79 |
| FORM GRADE – SE RAMP AND NE RAMP AT SR 302 | | FG–2 | 80 |
| FORM GRADE – MT. CARMEL NORTH AND MT. CARMEL SOUTH AT SR 302 | | FG–3 | 81 |
| FORM GRADE – SW RAMP AND SE RAMP AT I–269 | | FG–4 | 82 |
| FORM GRADE – NW RAMP AND NE RAMP AT I–269 | | FG–5 | 83 |


FLORENCE & HUTCHESON, INC.

| PS & E PLANS-DATE 2/14/11 | | |
|---|---|---|
| FMS CON. # 102556 / 305000 | | |
| REVISIONS | | |
| DATE | SHEET NO. | BY |
| 2/14/11 | 8,21-24,26,31,41,100.52 | KH/CDB |
| | | |
| | | |
| | | |
| | | |

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| DATE | REVISION | BY |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# DETAILED INDEX

**PROJECT NO. STP–0029–03(010)**
**COUNTY : MARSHALL**

FILENAME: di.dgn
DESIGN TEAM F&H, Inc. CHECKED DATE

WORKING NUMBER DI–1
SHEET NUMBER 2

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

2/14/2011 14:31:05 DI.DGN

| STATE | PROJECT NO. |
|---|---|
| MISS. | STP-0029-03(010) |

## SPECIAL DESIGN SHEETS (CONT.)

| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| PAVEMENT MARKINGS – ACCESS RD (10+00 TO 31+50) | | PMD–1 | 84 |
| PAVEMENT MARKINGS – S.R. 302 (291+00 TO 311+00) | | PMD–2 | 85 |
| PAVEMENT MARKINGS – MT. CAMEL RD (8+00 TO 35+20) | | PMD–3 | 86 |
| PAVEMENT MARKINGS – MT. CAMEL RD (35+20 TO 50+00) | | PMD–4 | 87 |
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| PERMANENT SIGNING & DELINEATOR PLANS – SR 302 (291+50 TO 311+00) | | PSP–2 | 90 |
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| PRELIMINARY EROSION CONTROL PLANS – I–269 (1205+00 TO 1235+00) | | ECP–4 | 95 |
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| PRELIMINARY EROSION CONTROL PLANS – I–269 PROFILE (1235+00 TO 1265+00) | | ECP–5A | 97 |
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| PRELIMINARY EROSION CONTROL PLANS – SR 302 (315+00 TO 345+00) | | ECP–5E | 100.01 |
| PRELIMINARY EROSION CONTROL PLANS – SR 302 (345+00 TO END CONST.) | | ECP–5F | 100.02 |
| PRELIMINARY EROSION CONTROL PLANS – SW RAMP @ SR 302 | | ECP–5G | 100.03 |
| PRELIMINARY EROSION CONTROL PLANS – NW RAMP @ SR 302 | | ECP–5H | 100.04 |
| PRELIMINARY EROSION CONTROL PLANS – SE RAMP @ SR 302 | | ECP–5I | 100.05 |
| PRELIMINARY EROSION CONTROL PLANS – NE RAMP @ SR 302 | | ECP–5J | 100.06 |
| PRELIMINARY EROSION CONTROL PLANS – RELOC. MT. CARMEL RD N. (BEGIN CONST TO 30+00) | | ECP–5K | 100.07 |
| PRELIMINARY EROSION CONTROL PLANS – RELOC. MT. CARMEL RD. N. (30+00 TO 50+00) | | ECP–5L | 100.08 |
| PRELIMINARY EROSION CONTROL PLANS – RELOC. MT. CARMEL RD. S. (BEGIN CONST. TO 30+00) | | ECP–5M | 100.09 |
| PRELIMINARY EROSION CONTROL PLANS – RELOC. MT. CARMEL RD. S. (30+00 TO 50+00) & ELM DRIVE | | ECP–5N | 100.10 |
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| PRELIMINARY EROSION CONTROL PLANS – I–269 (1265+00 TO 1295+00) | | ECP–6 | 100.12 |
| PRELIMINARY EROSION CONTROL PLANS – I–269 (1295+00 TO 1325+00) | | ECP–7 | 100.13 |
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| PRELIMINARY EROSION CONTROL PLANS – I–269 (1355+00 TO E.O.P.) | | ECP–9 | 100.16 |
| EROSION CONTROL DETAILS – TYPICAL TEMPORARY EROSION /SEDIMENT CONTROL APPLICATIONS | | ECD–1 | 100.17 |
| EROSION CONTROL DETAILS – DETAILS OF SEDIMANT BARRIER APPLICATIONS | | ECD–2 | 100.18 |
| EROSION CONTROL DETAILS – DETAILS OF SILT FENCE INSTALLATION | | ECD–3 | 100.19 |
| EROSION CONTROL DETAILS – DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS | | ECD–4 | 100.20 |
| EROSION CONTROL DETAILS – TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES, SILT FENCE AND HAY BALE DITCH CHECKS | | ECD–5 | 100.21 |
| EROSION CONTROL DETAILS – DETAILS OF EROSION CONTROL WATTLE DITCH CHECK | | ECD–6 | 100.22 |
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| EROSION CONTROL DETAILS – ROCK DITCH CHECK WITH SUMP EXCAVATION | | ECD–9 | 100.25 |
| EROSION CONTROL DETAILS – INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS | | ECD–10 | 100.26 |
| EROSION CONTROL DETAILS – INLET PROTECTION DETAILS FOR COARSE AGGREGATE ON GRADES & SAGS | | ECD–11 | 100.27 |
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| EROSION CONTROL DETAILS – INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE | | ECD–13 | 100.29 |
| EROSION CONTROL DETAILS – INLET PROTECTION DETAILS OF SAND BAG | | ECD–14 | 100.30 |
| EROSION CONTROL DETAILS – STABILIZED CONSTRUCTION ENTRANCE | | ECD–15 | 100.31 |
| EROSION CONTROL DETAILS – TEMPORARY CULVERT STREAM CROSSING | | ECD–16 | 100.32 |
| EROSION CONTROL DETAILS – TEMPORARY STREAM DIVERSION | | ECD–17 | 100.33 |
| EROSION CONTROL DETAILS – TEMPORARY STREAM DIVERSION (BOX EXTENSIONS) | | ECD–18 | 100.34 |
| EROSION CONTROL DETAILS – DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK | | ECD–19 | 100.35 |
| EROSION CONTROL DETAILS – DETAILS OF TYPICAL DITCH TREATMENTS | | DT–1 | 100.36 |
| EROSION CONTROL DETAILS – DITCH TREATMENT INSTALLATION DETAIL FOR SOIL REINFORCING MAT | | DT–1A | 100.37 |
| EROSION CONTROL DETAILS – TYPICAL TEMPORARY EROSION CONTROL MEASURES (TYPE "D" SILT BASIN) (RIPRAP DIKE SILT BASIN) | | TEC–D135 | 100.38 |

## SPECIAL DESIGN SHEETS (CONT.)

| DESCRIPTION OF SHEET | REVISION DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| FENCE LAYOUT – I–269 (B.O.P. TO 1235+00) | | FNC–1 | 100.39 |
| FENCE LAYOUT – I–269 (1235+00 TO 1265+00) | | FNC–2 | 100.40 |
| FENCE LAYOUT – SR 302 (259+86 TO 285+00) | | FNC–3 | 100.41 |
| FENCE LAYOUT – SR 302 (285+00 TO 315+00) | | FNC–4 | 100.42 |
| FENCE LAYOUT – SR 302 (315+00 TO 345+00) | | FNC–5 | 100.43 |
| FENCE LAYOUT – SR 302 (345+00 TO 356+00) | | FNC–6 | 100.44 |
| FENCE LAYOUT – I–269 (1265+00 TO 1295+00) | | FNC–7 | 100.45 |
| FENCE LAYOUT – I–269 (1295+00 TO 1325+00) | | FNC–8 | 100.46 |
| FENCE LAYOUT – I–269 (1325+00 TO 1355+00) | | FNC–9 | 100.47 |
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| VEGETATION SCHEDULE – GRADE, DRAIN, & PAVING | | VS–1 | 100.49 |
| SOURCE OF SURVEY CONTROL | | SC–1 | 100.50 |
| MISCELLANEOUS DETAILS – TRAFFIC CONTROL DETAIL – DETAIL OF BARRICADES PERMANENT & TEMPORARY | | MD–1 | 100.51 |
| MISCELLANEOUS DETAILS – MISCELLANEOUS CONSTRUCTION DETAILS | | MD–2 | 100.52 |
| MISCELLANEOUS DETAILS – GUTTER INLET FOR TYPE "2" CURB, MODIFIED FOR BOX CULVERT | | MD–3 | 100.53 |
| MISCELLANEOUS DETAILS – EDGE DRAIN DETAIL CONCRETE APRON AND RODENT SCREEN | | MD–4 | 100.54 |
| MISCELLANEOUS DETAILS – EDGE DRAIN DETAIL FOR CLEANOUTS AND OUTLETS | | MD–5 | 100.55 |
| MISCELLANEOUS DETAILS – TYPICAL SECTION FOR INSTALLATION OF MEDIAN DRAINS WITH DOWNSPOUTS | | MD–6 | 100.56 |
| BRIDGE END PAVEMENT WITH RAIL AND OVERLAY | | BE–1C | 100.57 |
| 43.5" BRIDGE END PAVEMENT RAIL | | BE–PR–1C | 100.58 |
| GUARDRAIL: BRIDGE END SECTION TYPE "I" (WOOD POSTS) | | SDGR–2F | 100.59 |
| GUARDRAIL: BRIDGE END SECTION TYPE "I" (STEEL POSTS) | | SDGR–2G | 100.60 |
| GUARDRAIL: RUB RAIL HARDWARE SHEET | | SDGR–RR | 100.61 |
| BASIC CULVERT DRAWING – SINGLE CELL HEIGHT 4 FT. SPANS 4–10 FT. | | SD–IBS–4–2W | 100.62 |
| TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4–LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD) | | SDTCP–4 | 100.63 |
| RIGHT–OF–WAY MARKER | | RW–1 | 100.64 |
| FENCE: BARBED WIRE OR WOVEN WIRE ON TEE POSTS | | BB–1 | 100.65 |
| FLEXIBLE PIPE STANDARD | | SDHDPE–1 | 100.66 |
| SUPERELEVATION CASE I ROTATION ABOUT CENTERLINE (2% NORMAL SUBGRADE) | | SDSE–2A | 100.67 |
| SUPERELEVATION CASE II ROTATION ABOUT EDGE OF TRAVELED WAY (2% NORMAL SUBGRADE) | | SDSE–2C | 100.68 |
| SUPERELEVATION TRANSITION ROTATION ABOUT CENTERLINE (URBAN FACILITY, ≤45 mph) | | SDSE–2G | 100.68 |
| FENCE: TYPICAL INSTALLATION AT BRIDGES | | SDFI–1 | 100.70 |



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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**COUNTY : MARSHALL**

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WORKING NUMBER: DI–2
SHEET NUMBER: 3

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
8/9/2010 12:55:05 DI.DGN

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# GENERAL NOTES

1. 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 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.

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. THE CONTRACTOR SHALL REPLACE OR REPAIR ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.

6. 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.

7. 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 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.

8. 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 REQUIRED ON ALL PIPE EXTENSIONS.

9. PRIOR TO POURING PAVED ISLANDS THE MDOT TRAFFIC ENGINEERING DIVISION SHALL BE NOTIFIED SO THAT SIGNS REQUIRED IN ISLANDS CAN BE LOCATED.

10. 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 907–601–B003 CLASS "B" STRUCTURAL CONCRETE, MINOR STRUCTURES.

11. 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.

12. PRIOR TO EARTHWORK OPERATIONS, THE EXISTING TOP 4" 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). EXISTING TOPSOIL AND ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE EXISTING TOPSOIL IS TO BE ABSORBED IN OTHER EARTHWORK ITEMS.

13. 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.

| DATE | REVISION | BY |
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

**PROJECT NO. STP–0029–03(010)**
**COUNTY : MARSHALL**

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FILENAME: gn-1.dgn
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# GENERAL NOTES – CONTINUED

(14) ALL EXCAVATION FOR THE SIGN POSTS OR FOOTINGS IS TO BE INCLUDED IN THE COST FOR OTHER ITEMS BID FOR CONSTRUCTION.

(15) ALL POST LENGTHS FOR SIGNS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.

(16) ERECTION DATES ARE TO BE LEGIBLY WRITTEN ON THE BACK OF ALL SIGNS WITH PERMANENT MARKER.

(17) ALL SIGNS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) (2009 EDITION AND ALL SUBSEQUENT REVISIONS).

(18) ALL PAVEMENT MARKINGS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS.

(19) 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 TO THE ENGINEER PRIOR TO COMMENCEMENT OF WORK, MAINTAIN AND UPDATE THE PLAN DURING CONSTRUCTION.

(20) FOR ADDITIONAL NOTES REGARDING TRAFFIC CONTROL, SEE WK. SH. TC–1 & TC–2.

(21) WORK SHOWN PRIOR TO STATION 1204+44 IS NOT INCLUDED IN THIS CONTRACT.

(22) GRASSING WILL BE PROVIDED FOR ALL NEWLY GRADED OR DISTURBED EARTHEN AREAS, INCLUDING MAIN LINE AND RAMPS, THAT ARE NOT PAVED OR OTHERWISE STABILIZED. ⚠

(23) ALL REINFORCED CONCRETE NON–STACK PIPE JOINTS ARE TO BE WRAPPED IN TYPE V GEOTEXTILE FABRIC, 24" IN WIDTH (NOT A SEPARATE PAY ITEM). ALL PICKUP HOLES ARE TO BE PLUGGED WITH PLASTIC INSERTS AND BITUMINOUS SEALER TO THE SATISFACTION OF THE ENGINEER (NOT A SEPARATE PAY ITEM).

(24) 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.

(25) THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER

(26) ROADWAY SIGNS IN CONFLICT WITH CONSTRUCTION WILL BE REMOVED AND RESET AS DIRECTED BY THE PROJECT ENGINEER, COST TO BE ABSORBED

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

(28) THE REMOVAL OF RAISED PAVEMENT MARKERS IS NOT A SEPARATE PAY ITEM.

(29) PAVED APRONS WILL BE REQUIRED AROUND ALL MEDIAN INLETS PER MDOT STANDARD DRAWING PA–1, OR OTHER APPLICABLE MEDIAN INLET STANDARD, UNLESS OTHERWISE NOTED ON THE PLANS.

⚠ (30) THE USE OF SELECT BRUSH FROM CLEARING AND GRUBBING WILL BE ALLOWED FOR A BRUSH BARRIER AS APPROVED BY THE CONTRACTOR'S EROSION CONTROL PLANS. BRUSH BARRIERS SHALL BE REMOVED AFTER CONSTRUCTION. COST OF BRUSH BARRIER PLACEMENT AND REMOVAL WILL BE ABSORBED IN PAY ITEM 201–A001, CLEARING AND GRUBBING.

⚠ (31) CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RELOCATING MAIL BOXES AS NECESSARY TO MAINTAIN CONTINUOUS MAIL SERVICE THROUGHOUT THE LIFE OF THE PROJECT.

⚠ (32) THE CONTRACTOR WILL 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.

⚠ (33) TYPE A MEDIAN SILT BASINS REQUIRED UPSTREAM OF EACH MEDIAN INLET. SEE WK NO.TEC–2 FOR DETAILS.

⚠ (34) WIRE FENCE BACKING SHALL BE REQUIRED FOR ALL TEMPORARY SILT FENCE.

⚠ (35) BRIDGE DECK SHALL BE GROOVED AND ALL BRIDGE JOINTS SHALL BE SEALED PRIOR TO ALLOWING TRAFFIC BACK ONTO NEWLY CONSTRUCTED WINGO ROAD.

| DATE | REVISION | BY |
|---|---|---|
| 2/14/11 | ADD AND REVISED NOTES | KH |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

**PROJECT NO. STP–0029–03(010)**
**COUNTY : MARSHALL**

WORKING NUMBER: GN–2

FILENAME: gn-2.dgn
DESIGN TEAM F&H, Inc. CHECKED _____ DATE _____

SHEET NUMBER: 8

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

2/14/2011 10:08:58 GN-2.DGN