

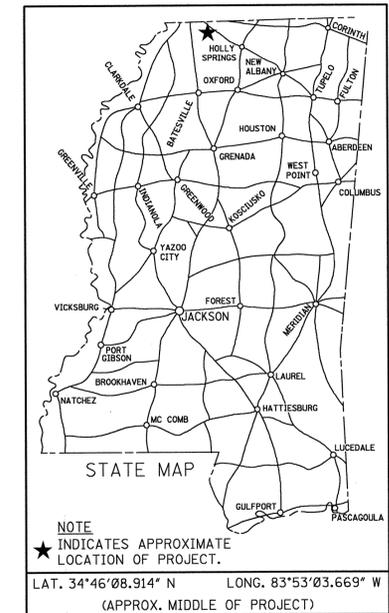
STATE OF MISSISSIPPI
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT NO. STP-0029-02(016)
STP-0029-03(008)

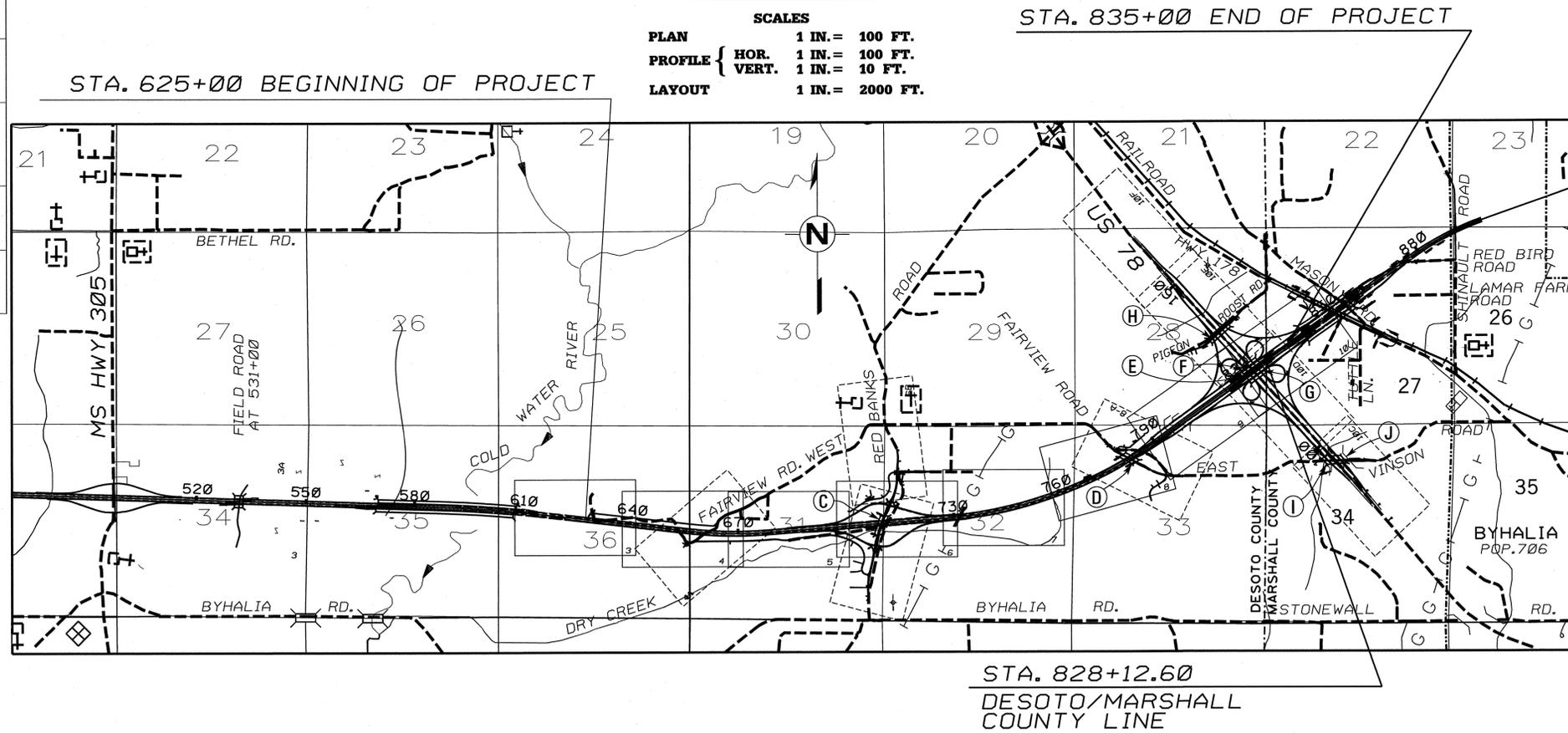
SR-3041-269 FROM 1700' EAST OF COLDWATER RIVER
TO 687.40' EAST OF THE DESOTO/MARSHALL COUNTY LINE
DESOTO AND MARSHALL COUNTIES FMS CONST. 102556/313000 & 314000

NOTE: BRIDGES A AND B INCLUDED ON PREVIOUS PROJECT.

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	STP-0029-02(016) STP-0029-03(008)	1



BRIDGE STRUCTURES REQ'D.	
(C)	Sta. 28+51.423 (C.L. RED BANKS RD.) 1@90', 1@130', 2@120', 1@90' LENGTH ALONG C.L.=553.385'
(D)	Sta. 24+67.873 (C.L. FAIRVIEW EAST ROAD) 1@70', 2@125', 1@105' LENGTH ALONG C.L.=428.625'
(E)	Sta. 821+02.634 (RT.LN.) Sta. 820+91.345 (L.t.Ln.) 1@80', 1@95', 2@90', 1@95', 1@90' Length along C.L.=542.260'
(F)	Sta. 320+79.153 (SB CD RD. OV. US 78) 1@80', 1@95', 2@90', 1@95', 1@90' Length along B.L.=542.260'
(G)	Sta. 121+14.826 (NB CD RD. OV. US 78) 1@80', 1@95', 2@90', 1@95', 1@90' Length along B.L.=542.260'
(H)	Sta. 17+26.166 (PIGEON ROOST RD.) 1@55', 1@102', 2@85', 1@89', 1@85', 1@102', 1@75' Length along C.L.=684.292'
(I)	Sta. 194+17.012 (EB CD RD. OVER VINSON RD.) 1@76.5', 1@108', 1@93' Length along B.L.=280.146'
(J)	Sta. 292+09.906 (WB CD RD. OVER VINSON RD.) 1@72', 1@105', 1@98' Length along B.L.=277.833'



SCALES

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

STA. 835+00 END OF PROJECT

STA. 625+00 BEGINNING OF PROJECT

BOX BRIDGES REQ'D.
NONE

EQUATIONS
NONE

EXCEPTIONS

LENGTH DATA

	DESOTO COUNTY		MARSHALL COUNTY		PROJECT TOTALS							
LENGTH OF ROADWAY	19,770.334	FT.	3,744	ML.	687.400	FT.	0.130	ML.	20,457.734	FT.	3,874	ML.
LENGTH OF BRIDGES	542.260	FT.	0.103	ML.	0.000	FT.	0.000	ML.	542.260	FT.	0.103	ML.
LENGTH OF PROJECT (NET)							0.130	ML.			3,977	ML.
LENGTH OF EXCEPTIONS	0.000	FT.	0.000	ML.	0.000	FT.	0.000	ML.	0.000	FT.	0.000	ML.
LENGTH OF PROJECT (GROSS)							0.130	ML.			3,977	ML.

CONVENTIONAL SYMBOLS

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

DESIGN CONTROL

70 MPH = V (SPEED DESIGN)
ADT (2015) = 27,000; ADT (2035) = 44,000
DHV = 4,400 ; D = 60 % T = 22 %

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS (NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):		
	WATERS	WETLANDS
NATIONWIDE #14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
NATIONWIDE (OTHER)*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GENERAL*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INDIVIDUAL (404)*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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

STORMWATER PERMIT	<input checked="" type="checkbox"/>
Y REQUIRED, CNQI SUBMITTED BY MDOT (DISTRIBUTED AREA=5 ACRES+)(NTB 586)	
S REQUIRED, SCQI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)(NTB 14)	
N NO STORMWATER PERMIT REQUIRED (<1 ACRE)	
APPROVED BY: [Signature]	DATE: 6/18/12

NOTE (A) THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A TYPE 1 CONTROLLED ACCESS FACILITY IN ACCORDANCE WITH THE PROVISIONS OF TITLE 23 UNITED STATES CODE, SECTION 109 AND TITLE 23 OF THE CODE OF FEDERAL REGULATIONS, PART 625, AND IS SUBJECT TO ALL RESTRICTIONS AS SHOWN BY ORDER OF SAID COMMISSION DATED MAY 13, 2008, IN MINUTE BOOK 13, PAGES 179 AND 180 .
(B) 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.

APPROVED:	[Signature]	6/18/12
CHIEF ENGINEER		DATE
APPROVED:	[Signature]	6/19/12
EXECUTIVE DIRECTOR		DATE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION		
APPROVED:		
DIVISION ADMINISTRATOR		DATE
FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION		



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DETAILED INDEX	DI-4	5
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NE RAMP AT RED BANKS ROAD - STA. 111+18.50 - STA. 131+00	6-E	71
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SE RAMP AT RED BANKS ROAD - STA. 106+53.95 - STA. 133+00	6-G	73
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NEEL-SCHAFFER		
PS & E PLANS-DATE.....6-13-12		
FMS CON. # 102556/313000 & 314000		
REVISIONS		
DATE	SHEET NO.	BY
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DESIGN TEAM	CHECKED
DATE	DATE
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ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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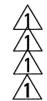
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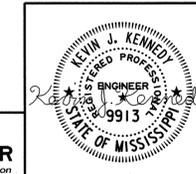
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DESCRIPTION OF SHEET

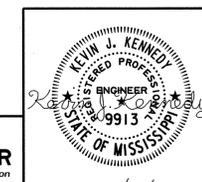
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WKG. SH. NO. NO.

BRIDGE DIVISION REVISIONS		
DATE	SHEET NO.	BY
6-26-12	8108, 8135, 8166 & 8195	BKC

MISSISSIPPI DEPARTMENT OF TRANSPORTATION I-269 FROM SR 305 TO EAST OF SR 178	
DETAILED INDEX (BRIDGE)	
PROJECT	STP-0029-02(016) STP-0029-03(008)
DESOTO & MARSHALL COUNTY	WORKING NUMBER DI-BR-2
DESIGNED <u>KJK</u>	Detailed <u>KJK</u>
CHECKED <u>CMC</u>	ISSUED <u>NJA</u>
DATE <u>6/14/12</u>	DATE <u>06/2012</u>
SHEET NUMBER 8	



FILE: S:\Projects\6485\014 & .015 I-269\Final Drawings (dgn)\Roadway 2\Di-BR-2.dgn
DATE: 7/3/2012 TIME: 1:51:37 PM USER: KJK

STATE	PROJECT NO.
MISS.	STP-0029-02(014) STP-0029-03(008)

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. 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.
3. WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE (SEE WK. SH. NO. ECD-3).
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. ALL POST LENGTHS FOR SIGNS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO FABRICATION.
6. PRIOR TO POURING PAVED ISLANDS, THE TRAFFIC ENGINEERING DIVISION SHALL BE NOTIFIED SO THAT ANY SIGNS WHICH MAY BE REQUIRED IN ISLANDS CAN BE LOCATED.
7. A SOIL PROFILE HAS BEEN PREPARED FOR THIS PROJECT USING SAMPLES TAKEN FROM HOLES AT 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.
8. 20% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
9. 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. NO. 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.
10. ROADWAY SIGNS IN CONFLICT WITH CONSTRUCTION WILL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. COST TO BE ABSORBED IN OTHER BID ITEMS.
11. ERECTION DATES ARE TO BE LEGIBLY WRITTEN ON THE BACK OF ALL SIGNS WITH PERMANENT MARKER.
12. ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIALS.
13. ALL PROPOSED PAVEMENT MARKINGS, GUARDRAIL, AND PERMANENT SIGNING SHALL BE INSTALLED BEFORE OPENING THE NEW FACILITY TO TRAFFIC, UNLESS OTHERWISE DIRECTED AND SPECIFICALLY APPROVED BY THE ENGINEER.
14. GRASSING WILL BE PROVIDED FOR ALL NEWLY GRADED OR DISTURBED EARTHEN AREAS, INCLUDING MAIN LINE AND RAMPS, THAT ARE NOT PAVED OR OTHERWISE STABILIZED.
15. 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).
16. 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.
17. 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 THE INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES LOCATED IN ADVANCE OF CONSTRUCTION.
18. FULL COLLARS ARE TO BE USED AT ALL BOX CULVERT EXTENSIONS AND AT ALL BOX CULVERT CONSTRUCTION JOINTS. (SEE ICJS-1 FOR DETAILS)
19. FOR LIST OF PUBLIC UTILITIES, SEE WK. NO. 3.
20. 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.
21. 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.
22. DITCHES TO BE ADJUSTED AS DIRECTED BY THE ENGINEER TO ACCOMMODATE DRAINAGE. (SEE TS-1 FOR DETAILS)
23. PAVED APRON REQUIRED AROUND ALL MEDIAN INLETS PER STATE STANDARD PA-1 OR APPLICABLE MEDIAN INLET STANDARD UNLESS OTHERWISE NOTED.
24. ALL PAVEMENT MARKINGS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS.
25. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RELOCATING MAIL BOXES AS NECESSARY TO MAINTAIN CONTINUOUS MAIL SERVICE THROUGHOUT THE LIFE OF THE PROJECT.
26. 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.
27. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.
28. 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.

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

6/11/2012 13:51:54 GENERAL NOTES.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
GENERAL NOTES			
Project No.: STP-0029-02(014) STP-0029-03(008)			WORKING NUMBER GN-1
County: DESOTO & MARSHALL			SHEET NUMBER 9
DATE	FILENAME: GENERALNOTES.dg	DESIGN TEAM	CHECKED DATE