STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	HSIP–0021–01(061)	1

GENERAL INDEX

INCLUDED THIS PROJECT		BEGIN WITH SHEET
☒	ROADWAY	1
☒	PERMANENT SIGNS	1001
☒	TRAFFIC SIGNALS	2001
☐	ITS COMPONENTS	3001
☐	LIGHTING	4001
☐	(RESERVED)	5001
☒	ROADWAY STANDARD DWGS	6001
☐	BRIDGE STANDARD DWGS	7001
☐	BRIDGE	8001
☒	CROSS SECTIONS	9001

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. HSIP–0021–01(061)

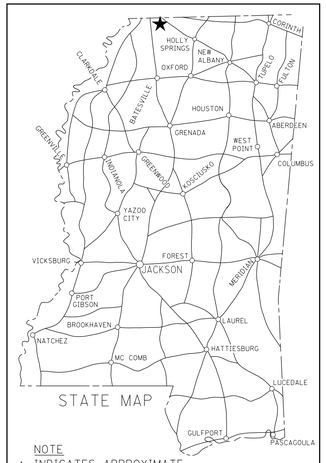
SR 302 Intersection Improvements
I–55 to Marshall County Line
DESOTO COUNTY

FMS 106779–302000

MDOT WEST ZONE

SCALES

PLAN		1 IN. = 50 FT.
PROFILE	HOR.	1 IN. = 100 FT.
	VERT.	1 IN. = 10 FT.
LAYOUT		1 IN. = 10000 FT.



NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 34°57'44.01"N LONG. 89°53'01.11"W
(APPROX. MIDDLE OF PROJECT)

DESIGN CONTROL

45 MPH = V (SPEED DESIGN)

ADT (2028) = 2500 : ADT (2038) = 2700
DHV = 300 : D = 60 % T = 7 %

PERMITS ACQUIRED BY MDOT

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

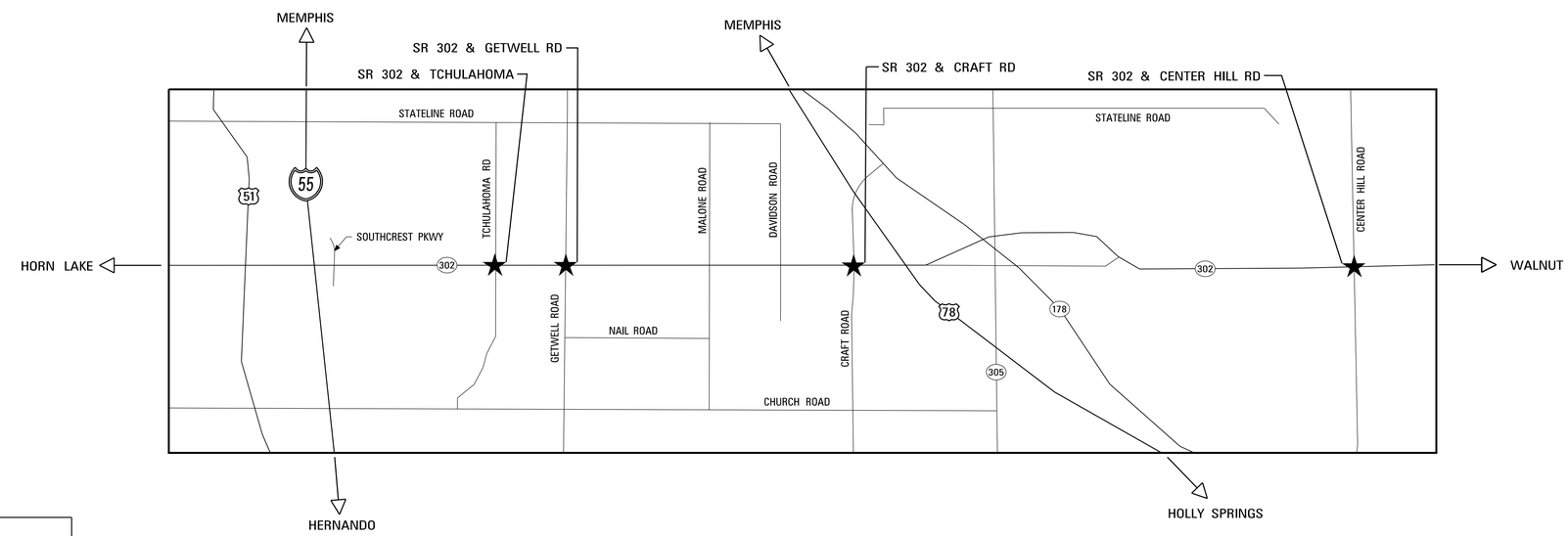
	WATERS	WETLANDS
NATIONWIDE #14	N	N
NATIONWIDE (OTHER)*	N	N
GENERAL*	N	N
INDIVIDUAL (404)*	N	N

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

STORMWATER PERMIT S

Y	REQUIRED, CNOI SUBMITTED BY MDOT (DISTURBED AREA = 5 ACRES)
S	REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)
N	NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: _____



EQUATIONS
NONE

EXCEPTIONS
NONE

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83 (2011) MS WEST (2302) (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
1	1987540.89	2400244.51
14	1987498.13	2409962.31
15	1987257.18	2415368.26
17	1987421.90	2436852.96
19	1987578.89	2473769.80

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
CHURCH	324.5
OLIV	384.6
XBY1	399.6

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES PROJECT AVERAGE

SEE SHEET SSC-1 FOR INFORMATION

HDR/CA ENGINEERING
TRAFFIC DESIGN

HDR/CA ENGINEERING
ROADWAY DESIGN

DATE	REVISIONS	BY

APPROVED:

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TITLE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/10/2015 10:48:07 BLE, DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

DESCRIPTION OF SHEET	REVISION DATE	WKG. NO.	SH. NO.
TITLE SHEET (1)		–	1
DETAILED INDEX & GENERAL NOTES (3)			
DETAILED INDEX		DI–1	2
DETAILED INDEX		DI–2	3
GENERAL NOTES		GN–1	4
TYPICAL SECTION SHEETS (7)			
TYPICAL SECTIONS S.R. 302 & TCHULAHOMA RD		TS–1	5
TYPICAL SECTIONS S.R. 302 & TCHULAHOMA RD		TS–2	6
TYPICAL SECTIONS S.R. 302 & GETWELL RD		TS–3	7
TYPICAL SECTIONS S.R. 302 & GETWELL RD		TS–4	8
TYPICAL SECTION S.R. 302 & CRAFT RD		TS–5	9
TYPICAL SECTION S.R. 302 & CRAFT RD		TS–6	10
TYPICAL SECTION S.R. 302 & CENTER HILL RD		TS–7	11
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SUMMARY OF QUANTITIES – (ROADWAY)		SQ–2	13
SUMMARY OF QUANTITIES – (ROADWAY)		SQ–3	14
ESTIMATED QUANTITIES – (REMOVAL)		EQ–1	15
ESTIMATED QUANTITIES – (ROADWAY)		EQ–2	16
ESTIMATED QUANTITIES – (ROADWAY)		EQ–3	17
ESTIMATED QUANTITIES – (STANDARD ROADSIDE SIGNS)		EQ–4	18
ESTIMATED QUANTITIES – (STANDARD ROADSIDE SIGNS)		EQ–5	19
ESTIMATED QUANTITIES – (TRAFFIC CONTROL SIGNS)		EQ–6	20
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PLAN SHEET – S.R. 302 & GETWELL RD		4	22
PLAN SHEET – S.R. 302 & CRAFT RD		5	23
PLAN SHEET – S.R. 302 & CENTER HILL RD		6	24
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CONSTRUCTION SIGNING DETAIL ADVANCE WARNING SIGNS		CSD–2	26
CONSTRUCTION SIGNING DETAIL ADVANCE WARNING SIGNS		CSD–3	27
TRAFFIC CONTROL – PHASE 1 & 2 – S.R. 302 & TCHULAHOMA RD		TC–1	28
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INTERSECTION DETAIL – S.R. 302 & TCHULAHOMA RD		ID–1	34
INTERSECTION DETAIL – S.R. 302 & GETWELL RD		ID–2	35
INTERSECTION DETAIL – S.R. 302 & CRAFT RD		ID–3	36
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PAVEMENT MARKINGS – S.R. 302 & GETWELL RD		PMD–2	39
PAVEMENT MARKINGS – S.R. 302 & CRAFT RD		PMD–3	40
PAVEMENT MARKINGS – S.R. 302 & CENTER HILL RD		PMD–4	41
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PRELIMINARY EROSION CONTROL PLANS – S.R. 302 & GETWELL RD		ECP–2	43
PRELIMINARY EROSION CONTROL PLANS – S.R. 302 & CRAFT RD		ECP–3	44
PRELIMINARY EROSION CONTROL PLANS – S.R. 302 & CENTER HILL RD		ECP–4	45
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EROSION CONTROL DETAILS – DETAILS OF SEDIMANT BARRIER APPLICATIONS		ECD–2	47
EROSION CONTROL DETAILS – DETAILS OF SILT FENCE INSTALLATION		ECD–3	48
EROSION CONTROL DETAILS – DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS		ECD–4	49
EROSION CONTROL DETAILS – DETAILS OF EROSION CONTROL WATTLE DITCH CHECK		ECD–6	50
EROSION CONTROL DETAILS – DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK		ECD–7	51
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EROSION CONTROL DETAILS – ROCK DITCH CHECK WITH SUMP EXCAVATION		ECD–9	53
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EROSION CONTROL DETAILS – INLET PROTECTION DETAILS FOR COARSE AGGREGATE ON GRADES & SAGS		ECD–11	55
EROSION CONTROL DETAILS – INLET PROTECTION DETAILS OF WATTLES		ECD–12	56
EROSION CONTROL DETAILS – INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE		ECD–13	57
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TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH		SDTCP–4	69
PRECAST UNITS SS–2 PRECAST INLET (30" CONCRETE ROUND PIPE AND UNDER) (36" x 23") CONCRETE ARCH PIPE AND UNDER)		PCU–2	70
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REVISIONS	DATE

HDR/ICA ENGINEERING
TRAFFIC DESIGN

HDR/ICA ENGINEERING
ROADWAY DESIGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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PROJ. NO.: HSIP–0021–01(061)
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DI–1

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2

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PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:36:33 DI-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

DESCRIPTION OF SHEET	REVISION DATE	WKG. NO.	SH. NO.
PERMANENT SIGNS (4)			
PERMANENT SIGNING & DELINEATOR PLANS – S.R. 302 & TCHULAHOMA RD		PSP–1	1001
PERMANENT SIGNING & DELINEATOR PLANS – S.R. 302 & GETWELL RD		PSP–2	1002
PERMANENT SIGNING & DELINEATOR PLANS – S.R. 302 & CRAFT RD		PSP–3	1003
PERMANENT SIGNING & DELINEATOR PLANS – S.R. 302 & CENTER HILL RD		PSP–4	1004
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TRAFFIC SIGNAL INSTALLATION – SIGNAL LAYOUT (S.R. 302 & TCHULAHOMA RD)		TSI–1	2001
TRAFFIC SIGNAL INSTALLATION – WIRING DIAGRAM (S.R. 302 & TCHULAHOMA RD)		TSI–2	2002
TRAFFIC SIGNAL INSTALLATION – SIGNAL LAYOUT (S.R. 302 & GETWELL RD)		TSI–3	2003
TRAFFIC SIGNAL INSTALLATION – WIRING DIAGRAM (S.R. 302 & GETWELL RD)		TSI–4	2004
TRAFFIC SIGNAL INSTALLATION – SIGNAL LAYOUT (S.R. 302 & CRAFT RD)		TSI–5	2005
TRAFFIC SIGNAL INSTALLATION – WIRING DIAGRAM (S.R. 302 & CRAFT RD)		TSI–6	2006
TRAFFIC SIGNAL INSTALLATION – SIGNAL LAYOUT (S.R. 302 & CENTER HILL RD)		TSI–7	2007
TRAFFIC SIGNAL INSTALLATION – WIRING DIAGRAM (S.R. 302 & CENTER HILL RD)		TSI–8	2008
TRAFFIC SIGNAL REMOVAL		TSR–1	2009
DETAIL OF TRAFFIC SIGNAL HEADS, SIGNS, AND GENERAL NOTES		TSD–1	2010
PULLBOX AND CONDUIT TRENCHING DETAILS FOR TRAFFIC SIGNAL INSTALLATIONS		TSD–3	2011
TYPICAL DETAILS OF CONTROLLER CABINET MOUNTINGS, TYPE 1 POLE ATTACHMENTS, MISCELLANEOUS DETAILS		TSD–5	2012
MAST ARM AND PEDESTAL POLE DETAILS FOR TRAFFIC SIGNAL INSTALLATION		TSD–6	2013
TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)		TSD–7	2014
BE PREPARED TO STOP WHEN FLASHING ASSEMBLY		SSD–1	2015
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STREET NAME SIGNS		SNS–1	2017
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PAVEMENT MARKING DETAILS FOR 4–LANE & 5–LANE UNDIVIDED ROADWAYS		PM–2	6121
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EROSION CONTROL		EC–1	6140
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STANDARD ROADSIDE SIGNS		SN–3	6222
STANDARD ROADSIDE SIGNS		SN–3A	6223
STANDARD ROADSIDE SIGNS	3–01–02	SN–3B	6224
STANDARD ROADSIDE SIGN ASSEMBLY INSTALLATION		SN–4	6225
STANDARD ROADSIDE SIGN ASSEMBLY INSTALLATION		SN–4A	6226

DESCRIPTION OF SHEET	REVISION DATE	WKG. NO.	SH. NO.
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TRAFFIC CONTROL PLANS			
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE–LANE CLOSURE OF TWO–WAY TRAFFIC)		TCP–1	6250
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4–LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)		TCP–2	6251
TRAFFIC CONTROL PLAN FOR POSTED SPEED OF 65 OR 70 MPH (INTERSTATE AND OTHER 4–LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)		TCP–5	6254
SHORT DURATION CLOSING OF TWO LANE TWO WAY HIGHWAY		TCP–8	6257
MOBILE OPERATIONS MULTILANE ROADS AND TWO LANE ROADS	12–01–99	TCP–11	6260
TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS		TCP–14	6263
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TYPICAL GRADING TRANSITION BETWEEN CUTS AND FILLS		GT–1	6272
SIGHT FLARE	12–01–99	SF–1	6273
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DETAILS OF PAVED FLUMES		PF–1	6291
DRAINAGE			
PIPE CULVERT INSTALLATION		PI–1	6300
PIPE COLLAR–CONCRETE		PC–1	6301
JUNCTION BOX FOR PIPE CULVERTS		JB–1	6302
TYPE I MEDIAN INLET (24" PIPE & UNDER)		MI–1	6306
MEDIAN INLET FOR BOX CULVERTS (TYPE I & II)		MI–3	6311
DETAILS OF GRATES FOR MEDIAN INLETS		IG–1	6314
PAVED INLET APRON AND MEDIAN DITCH PLUG		PA–1	6318
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S.R. 302 & GETWELL RD			9004–9005
S.R. 302 & CRAFT RD			9006–9008
S.R. 302 & CENTER HILL RD			9009–9014
TOTAL SHEETS			134

HDR/ICA ENGINEERING
TRAFFIC DESIGN

HDR/ICA ENGINEERING
ROADWAY DESIGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

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3

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DESIGN TEAM ICA CHECKED DW DATE

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PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:36:38 DI-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

GENERAL NOTES

1. ALL SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2009 EDITION AND ALL SUBSEQUENT REVISIONS).
2. FOR A LIST OF PUBLIC UTILITY OWNERS, SEE WK3.
3. THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
4. 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, ETC., FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. 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. 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.
7. 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.
8. 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.
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. ALL POLE LOCATIONS, POLE ELEVATIONS, PULL BOXES AND CONTROLLERS SHALL BE MARKED IN THE FIELD AS INDICATED ON THE PLAN SHEETS. PRIOR TO PERMANENT INSTALLATION THE FINAL ELEVATIONS AND LOCATION ARE TO BE APPROVED BY THE ENGINEER.
11. 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.
12. ALL SIGNAL MAST ARM POLES TO BE STEEL. CONTRACTOR TO VERIFY ALL MAST ARM POLE LOCATIONS TO BE SURE THERE ARE NO UTILITY CONFLICTS PRIOR TO ORDERING POLES.
13. SIGNAL CONTROLLER TIMINGS ARE TO BE PROVIDED BY THE ENGINEER.
14. THE CONTRACTOR SHALL MAKE THE APPLICATION FOR POWER SERVICE IN ADVANCE OF REQUIRING THE ELECTRICAL SERVICE, POWER CABLE, CONDUIT AND INCIDENTALS NECESSARY FOR SUPPLY OF POWER. ALL COSTS TO BE ABSORBED.
15. SPECIFICATIONS FOR SIGNALS SHALL BE THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION.
16. ALL PIPE JOINTS ARE TO BE WRAPPED IN 24-INCH WIDE TYPE V GEOTEXTILE FABRIC. ALL PICKUP HOLES SHALL BE PLUGGED WITH PLASTIC INSERTS AND BITUMINOUS SEAL, THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.
17. SEE WORKING NUMBER TSD-1 FOR ADDITIONAL GENERAL NOTES.
18. ALL SIGN POST LENGTHS ARE ESTIMATED. CONTRACTOR IS RESPONSIBLE FOR PERFORMING FIELD SURVEY TO DETERMINE THE EXACT LENGTH REQUIRED.
19. ERECTION DATES ARE TO BE LEGIBLY WRITTEN ON THE BACK OF ALL SIGNS WITH PERMANENT MARKER.
20. EXISTING SIGNALS TO BE REMOVED AND DELIVERED TO MDOT DISTRICT SHOP IN BATESVILLE.
21. INLET TOPS ARE TO BE CAST IN PLACE.
22. WIRE FENCE BACKING SHALL BE REQUIRED FOR ALL TEMPORARY SILT FENCE.
23. CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL DRIVEWAYS.
24. DESIGN WIND SPEED FOR TRAFFIC SIGNAL POLES SHALL BE 90 MPH, ACCORDING TO 2001 AASHTO SPECIFICATIONS. USE FATIGUE CATEGORY II, USE 50 YEAR DESIGN SERVICE LIFE, AND DO NOT CONSIDER GALLOPING OR TRUCK-INDUCED GUSTS. ICE LOADS INCLUDED. TRAFFIC SIGNAL POLES SHALL BE POWDER COATED BLACK.
25. TRAFFIC SIGNAL CABINETS SHALL HAVE A 16 LOAD BAY FACILITY, DUAL POSITION INTERNAL LED LIGHTING, A REAR ACCESS DOOR, A LAPTOP PULLOUT TRAY, AN AUTOHAND SWITCH IN THE POLICE PANEL, A PREWIRED 10 POSITION CARD RACK WITH 2-175 WATT MINIMUM POWER SUPPLIES AND 8 AVAILABLE CARD SLOTS.
26. TRAFFIC SIGNAL CONTROLLERS SHALL BE ETHERNET READY AND COMPATIBLE WITH MDOT'S EXISTING TRAFFIC SIGNAL MANAGEMENT SOFTWARE (TACTICS MANAGEMENT SOFTWARE). WHERE FLASHING YELLOW OPERATION IS BEING USED, ALL TRAFFIC SIGNAL CONTROLLER FIRMWARE SHALL BE CAPABLE OF DELAYING THE ONSET OF THE FLASHING YELLOW ARROW.
27. TRAFFIC SIGNAL MMU'S SHALL BE ETHERNET READY, 16 CHANNEL, AND CAPABLE OF RUNNING 12 DIFFERENT MODES OF FLASHING YELLOW ARROW OPERATION.
28. ALL SIGNAL HEADS SHALL BE LED, BLACK IN COLOR, AND EQUIPPED WITH BLACK BACKPLATES AND VISORS. CENTERHILL RD. @ SR 302 SHALL HAVE 2" REFLECTIVE BORDER (SEE DETAIL ON TSD-1).
29. EMERGENCY PREEMPTION PHASE SELECTORS SHALL BE SECURITY-ENABLED.
30. POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR MAST ARM POLE SHAFTS. A SEPARATE POWER SERVICE PANEL FOR MOUNTING THESE ITEMS IS REQUIRED. (SEE TSD-5)
31. THE CONTRACTOR SHALL BE REQUIRED TO ADEQUATELY AND COMPLETELY COVER TRAFFIC SIGNAL HEADS DURING TIMES THAT THEY ARE NOT IN OPERATION WITH A DURABLE, OUTDOOR-HARDENED MATERIAL THAT CONTRASTS WITH THE COLOR OF THE HEAD THAT CLEARLY DESIGNATES THAT THE SIGNAL IS NOT IN STOP AND GO MODE. HEAD COVERS ARE TO BE APPROVED BY THE ENGINEER.
32. ALL PEDESTRIAN PUSHBUTTONS SHALL BE APS (ACCESSIBLE PEDESTRIAN SYSTEM) STYLE.
33. THE REMOVAL AND RELOCATION OF CAMERAS AT THE INTERSECTIONS OF 302 @ GETWELL AND 302 @ TCHULAHOMA AND ALL EQUIPMENT NECESSARY FOR THE RELOCATION SHALL BE COST ABSORBED.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: GN-1

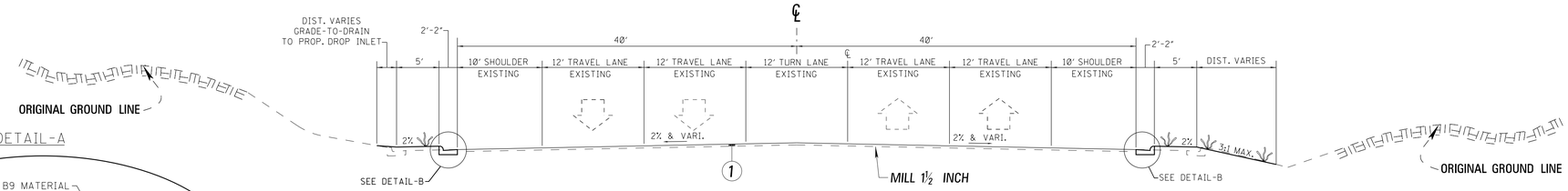
SHEET NUMBER: 4

FILENAME: GN-1.DGN

DESIGN TEAM ICA CHECKED DATE

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 1:51:36:44 GN-1.DGN

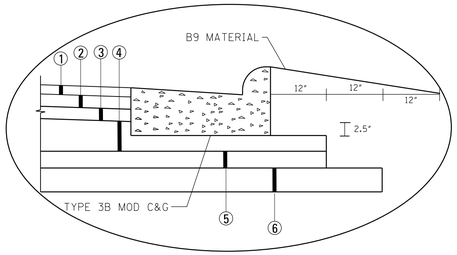
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



SR 302
MILL, OVERLAY, & C&G

STA. 581+50.00 TO STA. 582+26.00

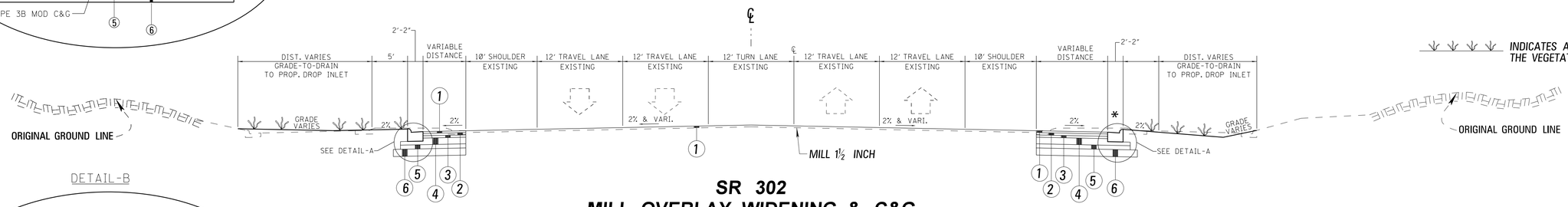
DETAIL-A



1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.00" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2)
3. 2.00" ASPHALT, HT (12.5 mm MIX) (1 @ 2)
4. 5.50" ASPHALT, HT (19 mm MIX) (1 @ 2.5 & 1 @ 3)
5. 3.50" ASPHALT, ST (19 mm MIX) (1 @ 3.5)
6. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)

22.50" STRUCTURE THICKNESS

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.

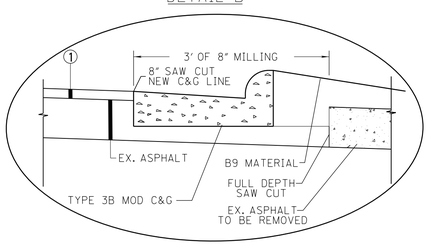


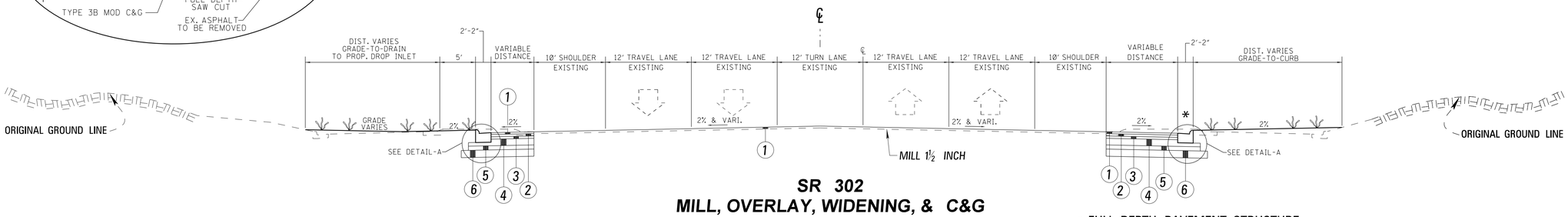
SR 302
MILL, OVERLAY, WIDENING, & C&G

STA. 580+70.00 TO STA. 581+50.00

* FULL DEPTH PAVEMENT STRUCTURE ENDS STA. 581+31.00

DETAIL-B

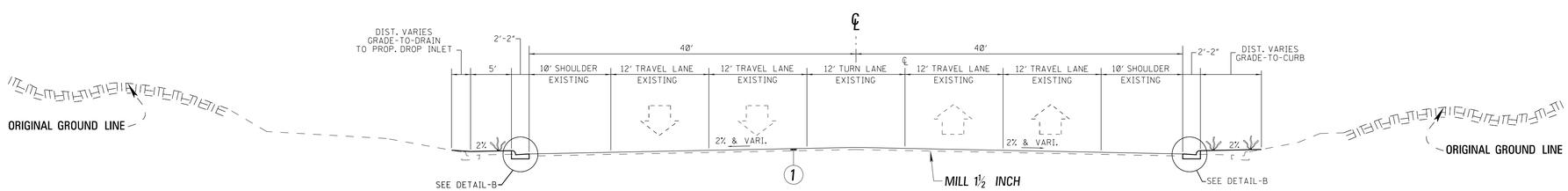




SR 302
MILL, OVERLAY, WIDENING, & C&G

STA. 579+82.00 TO STA. 580+70.00

* FULL DEPTH PAVEMENT STRUCTURE BEGINS STA. 579+95.00



SR 302
MILL, OVERLAY, & C&G

STA. 579+10.00 TO STA. 579+82.00

NOTE: PROPOSED CURB & GUTTER PROFILES SHOULD BE ESTABLISHED USING EXISTING CROSS SLOPES ON THE THRU LANES OF THE RESPECTIVE ROADWAYS. IN CASES WHERE A POTENTIAL DISTORTION IN THE PROPOSED CURB GRADE IS CAUSED BY EXISTING FIELD CONDITIONS, THE CONTRACTOR WILL PROVIDE A PROPOSED CURB PROFILE, FOR REVIEW AND APPROVAL BY THE ENGINEER.

NOT TO SCALE

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SR 302 & TCHULAHOMA ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TS.DGN

DESIGN TEAM ICA CHECKED DATE

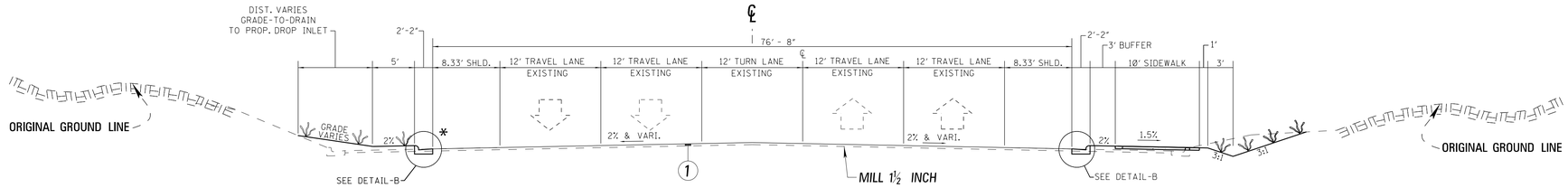
WORKING NUMBER: TS-1

SHEET NUMBER: 5

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 1:51:37:08 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



*STA 11+43.42 C&G LT SIDE TIES TO EXISTING

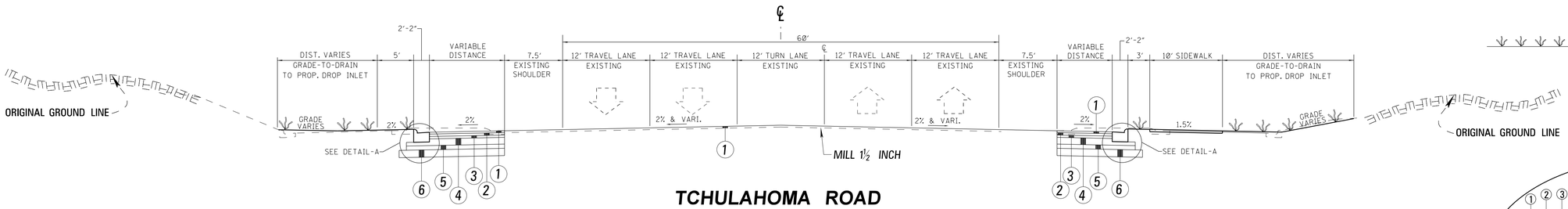
TCHULAHOMA ROAD
MILL, OVERLAY, & C&G

STA. 10+82.25 TO STA. 11+92.82

1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.00" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2)
3. 2.00" ASPHALT, HT (12.5 mm MIX) (1 @ 2)
4. 5.50" ASPHALT, HT (19 mm MIX) (1 @ 2.5 & 1 @ 3)
5. 3.50" ASPHALT, ST (19 mm MIX) (1 @ 3.5)
6. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)

22.50" STRUCTURE THICKNESS

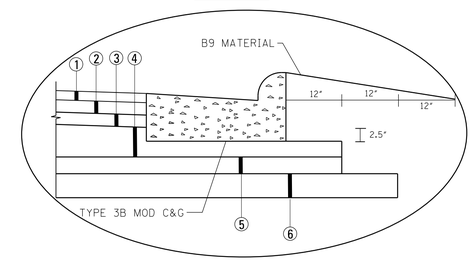
INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.

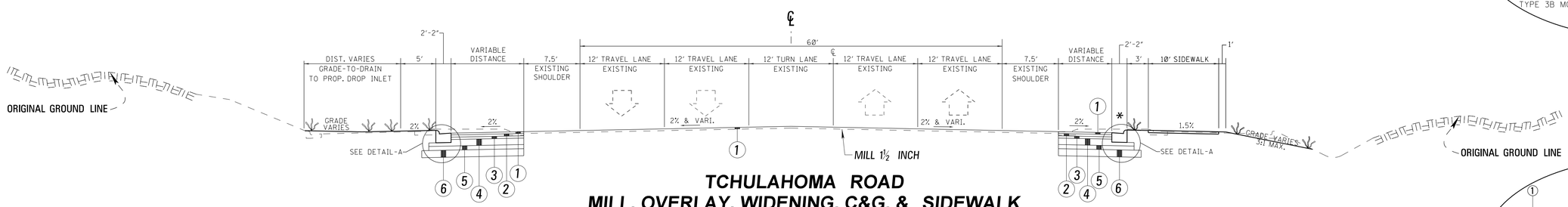


TCHULAHOMA ROAD
MILL, OVERLAY, WIDENING, & C&G

STA. 10+40.85 TO STA. 10+82.25

DETAIL-A



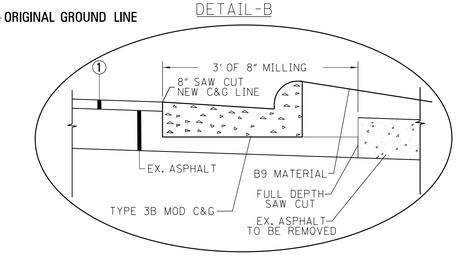


TCHULAHOMA ROAD
MILL, OVERLAY, WIDENING, C&G, & SIDEWALK

STA. 9+25.00 TO STA. 9+60.00

* FULL DEPTH PAVEMENT STRUCTURE BEGINS STA. 9+34.00

DETAIL-B



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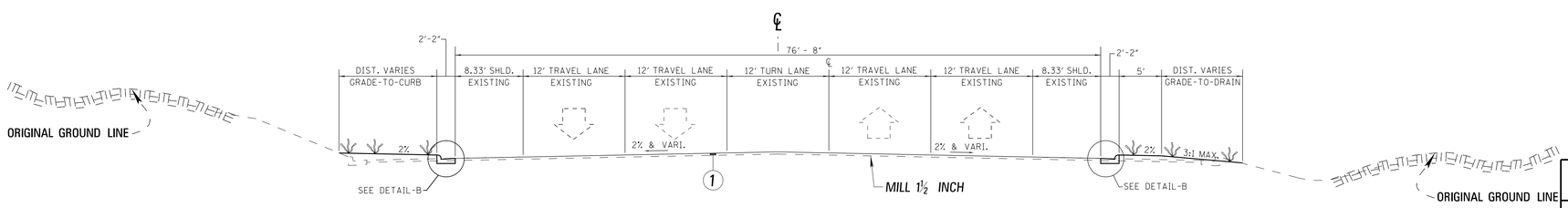


TCHULAHOMA ROAD
MILL, OVERLAY, & C&G

STA. 8+22.94 TO STA. 9+25.00

NOTE: PROPOSED CURB & GUTTER PROFILES SHOULD BE ESTABLISHED USING EXISTING CROSS SLOPES ON THE THRU LANES OF THE RESPECTIVE ROADWAYS. IN CASES WHERE A POTENTIAL DISTORTION IN THE PROPOSED CURB GRADE IS CAUSED BY EXISTING FIELD CONDITIONS, THE CONTRACTOR WILL PROVIDE A PROPOSED CURB PROFILE, FOR REVIEW AND APPROVAL BY THE ENGINEER.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SR 302 & TCHULAHOMA ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TS.DGN

DESIGN TEAM ICA CHECKED DATE

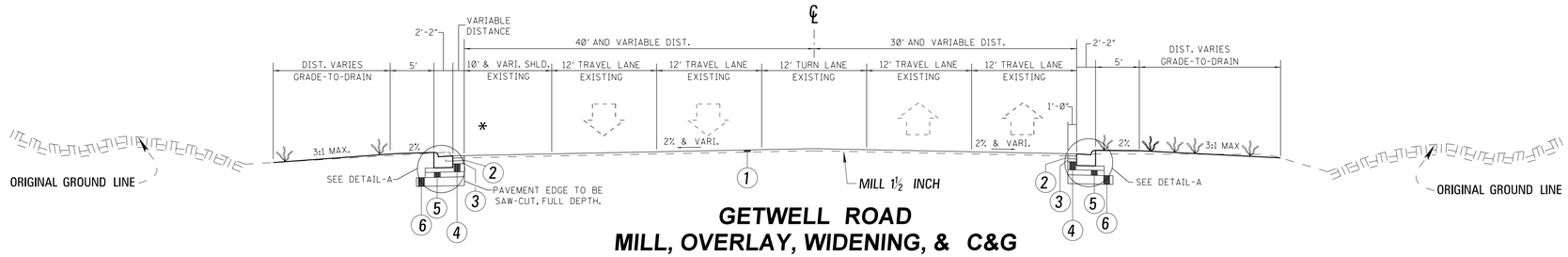
WORKING NUMBER: TS-2

SHEET NUMBER: 6

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:37:08 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



GETWELL ROAD
MILL, OVERLAY, WIDENING, & C&G

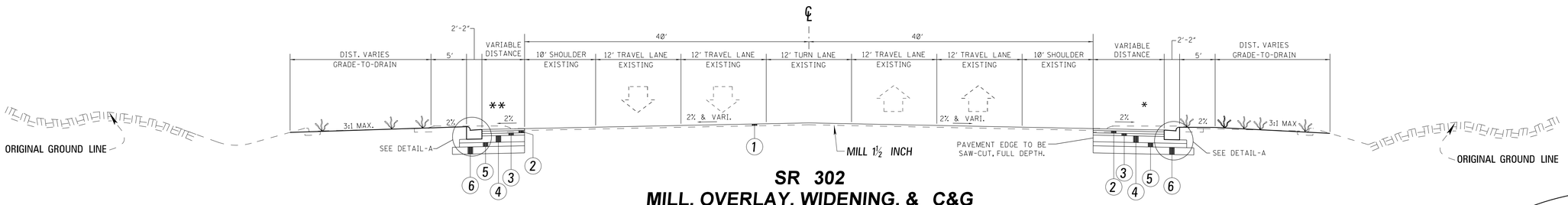
STA. 6+82.88 TO STA. 7+56.87

* LT BEGINS STA. 7+00.51

1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.00" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2)
3. 2.00" ASPHALT, HT (12.5 mm MIX) (1 @ 2)
4. 5.50" ASPHALT, HT (19 mm MIX) (1 @ 2.5 & 1 @ 3)
5. 3.50" ASPHALT, ST (19 mm MIX) (1 @ 3.5)
6. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)

22.50" STRUCTURE THICKNESS

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.



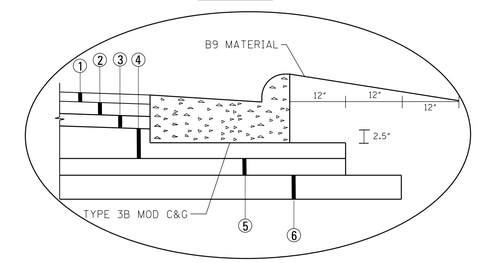
SR 302
MILL, OVERLAY, WIDENING, & C&G

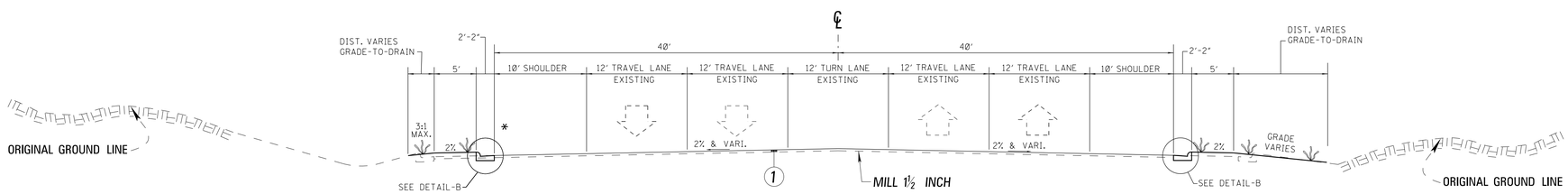
STA. 632+73.80 TO STA. 634+32.29

** LT SIDE ENDS STA. 634+23.83

* RT SIDE BEGINS STA. 632+81.32

DETAIL-A





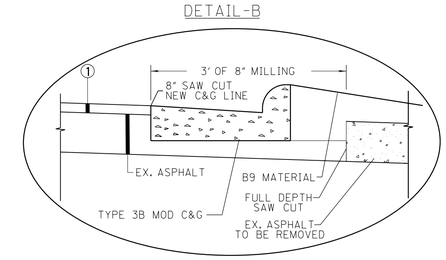
SR 302
MILL, OVERLAY, & C&G

STA. 632+21.27 TO STA. 632+73.80

STA. 634+31.20 TO STA. 634+94.61

* LT SIDE ENDS STA. 634+81.53

DETAIL-B



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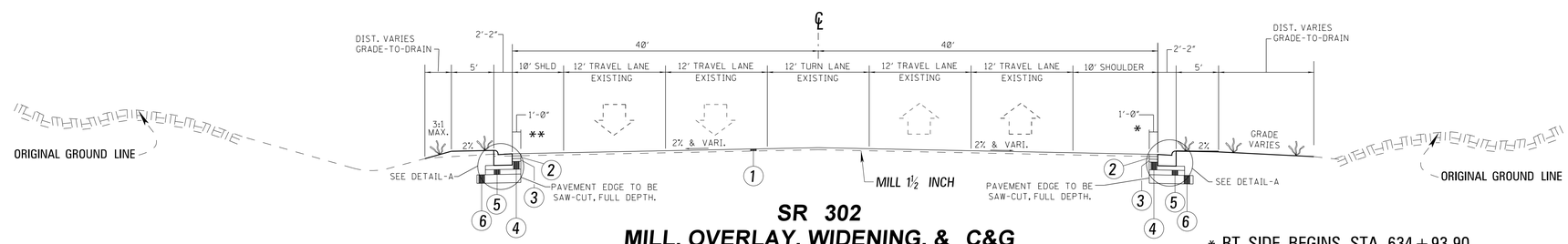


SR 302
MILL, OVERLAY, WIDENING, & C&G

STA. 631+00.00 TO STA. 632+21.27

STA. 634+94.61 TO STA. 636+20.00

**LT SIDE ENDS STA. 632+06.85

* RT SIDE BEGINS STA. 634+93.90

NOTE: PROPOSED CURB & GUTTER PROFILES SHOULD BE ESTABLISHED USING EXISTING CROSS SLOPES ON THE THRU LANES OF THE RESPECTIVE ROADWAYS. IN CASES WHERE A POTENTIAL DISTORTION IN THE PROPOSED CURB GRADE IS CAUSED BY EXISTING FIELD CONDITIONS, THE CONTRACTOR WILL PROVIDE A PROPOSED CURB PROFILE, FOR REVIEW AND APPROVAL BY THE ENGINEER.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SR 302 AT GETWELL ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TS.DGN

DESIGN TEAM ICA CHECKED DATE

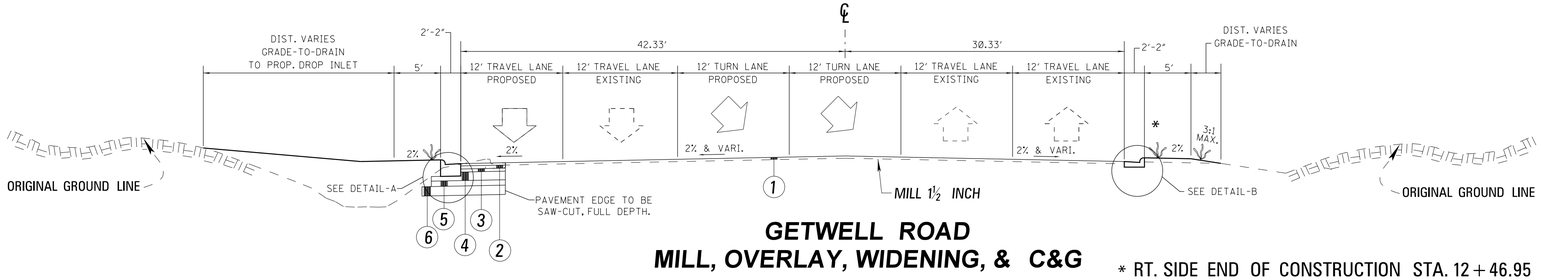
WORKING NUMBER TS-3

SHEET NUMBER 7

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:37:09 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



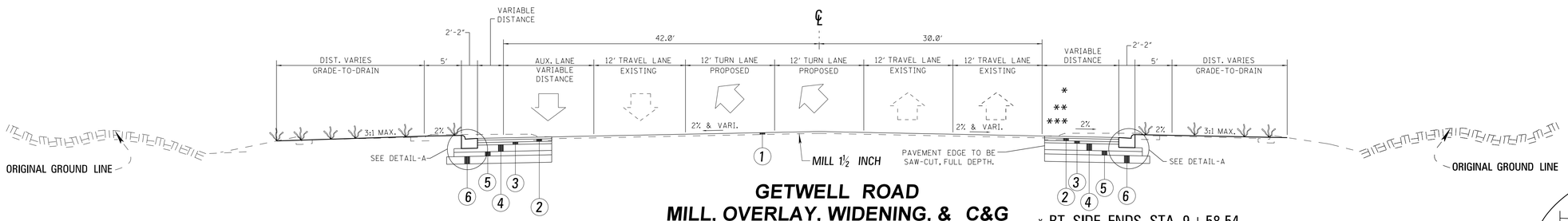
GETWELL ROAD
MILL, OVERLAY, WIDENING, & C&G

STA. 11 + 35.71 TO STA. 15 + 09.64

* RT. SIDE END OF CONSTRUCTION STA. 12 + 46.95

1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.00" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2)
3. 2.00" ASPHALT, HT (12.5 mm MIX) (1 @ 2)
4. 5.50" ASPHALT, HT (19 mm MIX) (1 @ 2.5 & 1 @ 3)
5. 3.50" ASPHALT, ST (19 mm MIX) (1 @ 3.5)
6. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)
   22.50" STRUCTURE THICKNESS
7. VAR. DEPTH ASPHALT, HT (12.5 mm Mix) Polymer Modified

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.

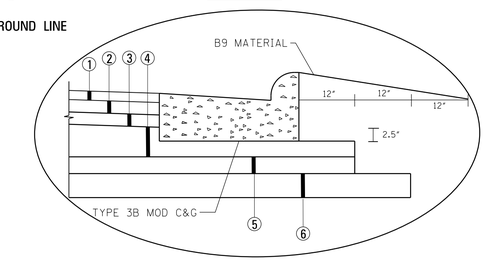


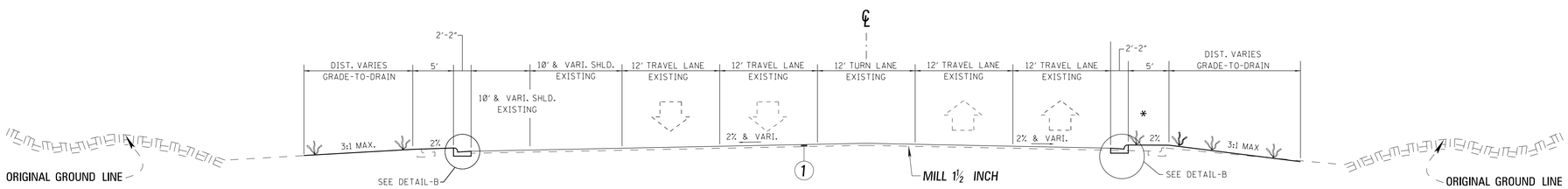
GETWELL ROAD
MILL, OVERLAY, WIDENING, & C&G

STA. 9 + 24.34 TO STA. 9 + 59.94
STA. 10 + 41.54 TO STA. 10 + 81.96

* RT. SIDE ENDS STA. 9 + 58.54
** RT. SIDE BEGINS STA. 10 + 39.51
*** RT. SIDE ENDS STA. 10 + 75.51

DETAIL-A



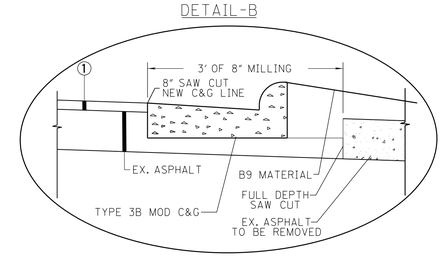


GETWELL ROAD
MILL, OVERLAY, WIDENING, & C&G

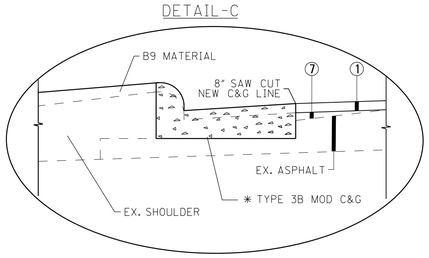
STA. 8 + 73.24 TO STA. 9 + 24.34
STA. 10 + 81.96 TO STA. 11 + 35.71

* RT SIDE ENDS STA. 9 + 22.49

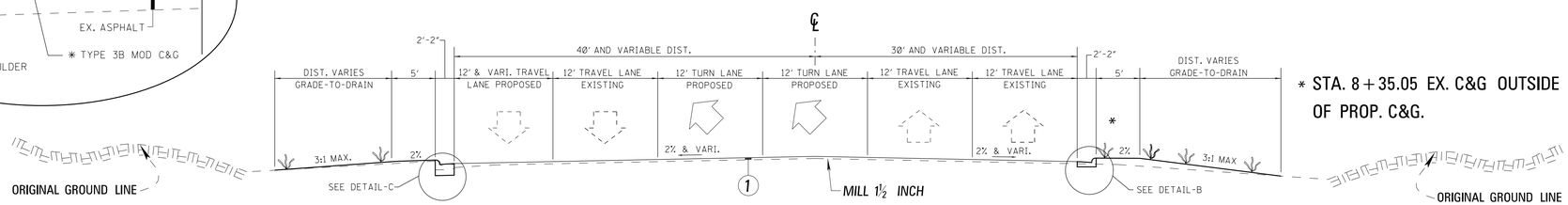
DETAIL-B



DETAIL-C



NOT TO SCALE



GETWELL ROAD
MILL, OVERLAY, WIDENING, & C&G

STA. 7 + 56.87 TO STA. 8 + 73.24

* STA. 8 + 35.05 EX. C&G OUTSIDE OF PROP. C&G.

✳ DEPTH OF PROPOSED C&G WILL VARY. COST TO BE ABSORBED IN PAY ITEM 609-D005.

NOTE: PROPOSED CURB & GUTTER PROFILES SHOULD BE ESTABLISHED USING EXISTING CROSS SLOPES ON THE THRU LANES OF THE RESPECTIVE ROADWAYS. IN CASES WHERE A POTENTIAL DISTORTION IN THE PROPOSED CURB GRADE IS CAUSED BY EXISTING FIELD CONDITIONS, THE CONTRACTOR WILL PROVIDE A PROPOSED CURB PROFILE, FOR REVIEW AND APPROVAL BY THE ENGINEER.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SR 302 AT GETWELL ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TS.DGN

DESIGN TEAM ICA CHECKED _____ DATE _____

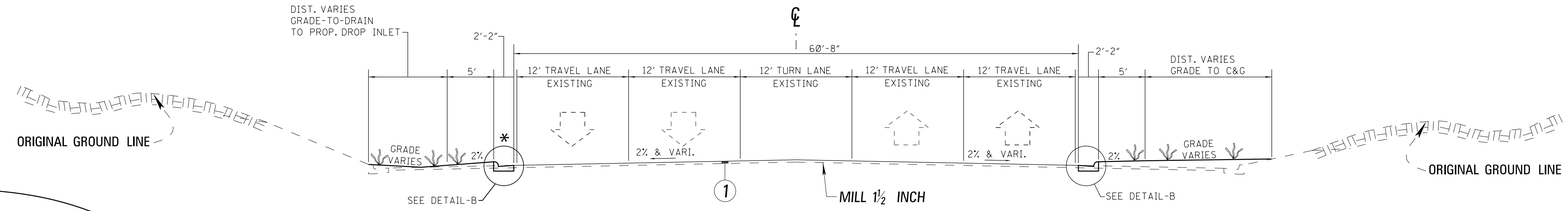
WORKING NUMBER: TS-4

SHEET NUMBER: 8

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 1:51:37:09 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

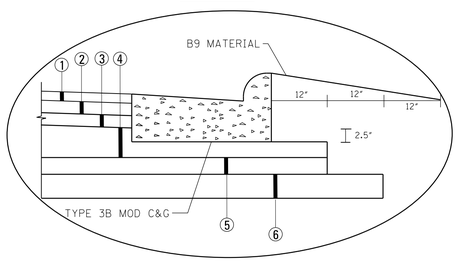


* FULL DEPTH PAVEMENT STRUCTURE
BEGINS STA. 9+14.92

CRAFT ROAD
MILL, OVERLAY, & C&G

STA. 8+21.70 TO STA. 9+31.38

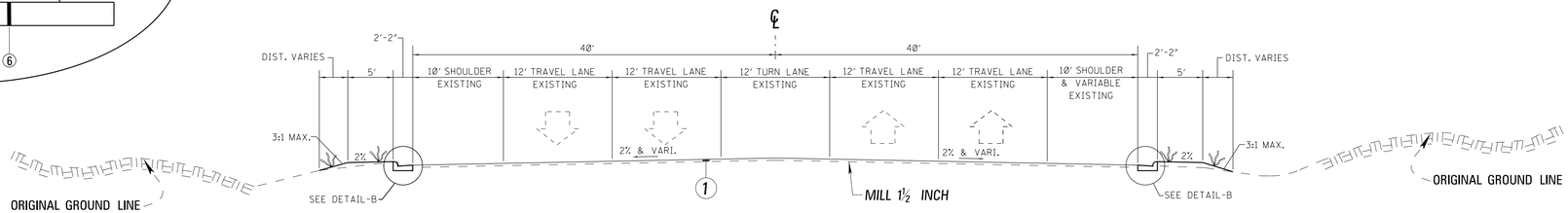
DETAIL-A



1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.00" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2)
3. 2.00" ASPHALT, HT (12.5 mm MIX) (1 @ 2)
4. 5.50" ASPHALT, HT (19 mm MIX) (1 @ 2.5 & 1 @ 3)
5. 3.50" ASPHALT, ST (19 mm MIX) (1 @ 3.5)
6. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)

22.50" STRUCTURE THICKNESS

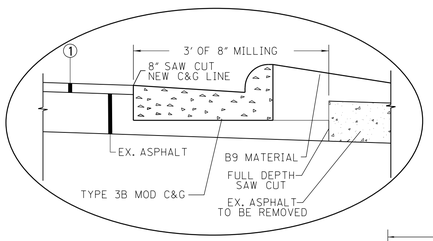
INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.

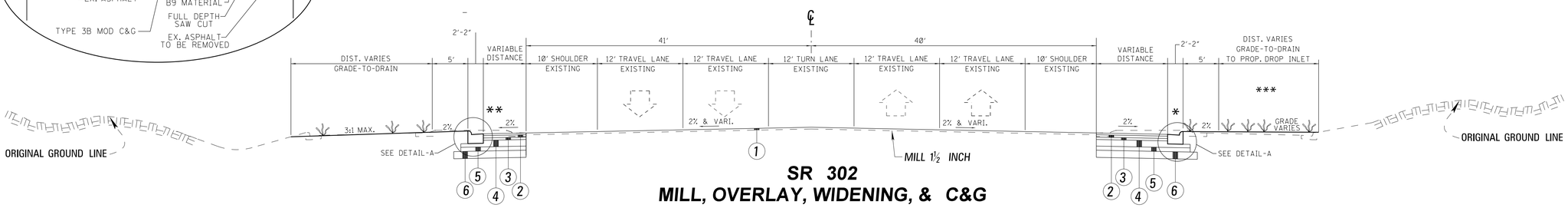


SR 302
MILL, OVERLAY, & C&G

STA. 847+80.00 TO STA. 847+98.89

DETAIL-B





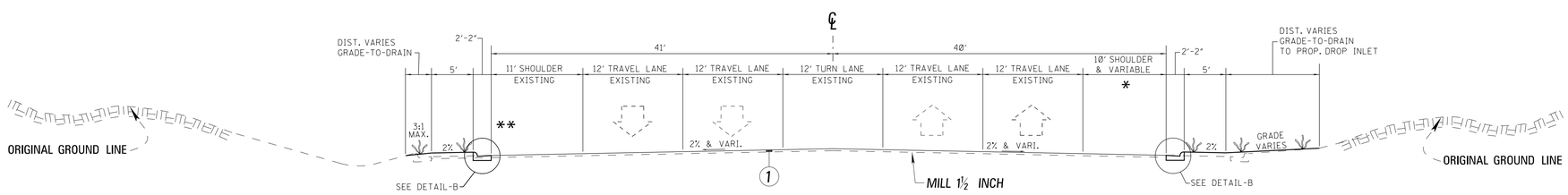
SR 302
MILL, OVERLAY, WIDENING, & C&G

STA. 845+81.44 TO STA. 847+80.00

** FULL DEPTH PAVEMENT STRUCTURE
BEGINS STA. 845+94.00

* FULL DEPTH PAVEMENT STRUCTURE
ENDS STA. 847+14.00

*** STA. 846+84.79, GRADE SLOPE TO C&G



** EXISTING C&G 844+59.00 TO 845+16.96

SR 302
MILL, OVERLAY, & C&G

STA. 844+59.00 TO STA. 845+81.44

* SEE ID-3 FOR DETAILS

NOT TO SCALE

NOTE: PROPOSED CURB & GUTTER PROFILES SHOULD BE ESTABLISHED USING EXISTING CROSS SLOPES ON THE THRU LANES OF THE RESPECTIVE ROADWAYS. IN CASES WHERE A POTENTIAL DISTORTION IN THE PROPOSED CURB GRADE IS CAUSED BY EXISTING FIELD CONDITIONS, THE CONTRACTOR WILL PROVIDE A PROPOSED CURB PROFILE, FOR REVIEW AND APPROVAL BY THE ENGINEER.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SR 302 & CRAFT ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: TS-5

FILENAME: TS.DGN

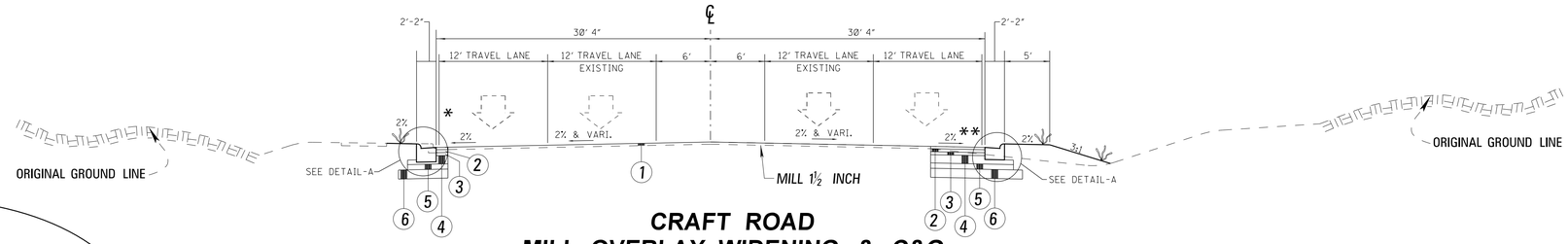
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER: 9

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:37:10 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



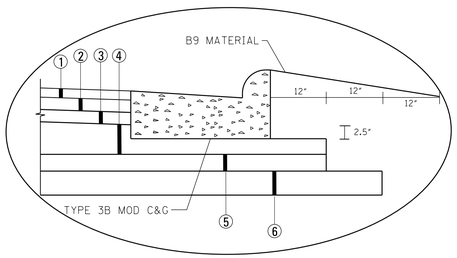
CRAFT ROAD
MILL, OVERLAY, WIDENING & C&G

STA. 11+29.02 TO STA. 12+85.00

* FULL DEPTH PAVEMENT STRUCTURE BEGINS STA. 11+38.34

** PROPOSED CURB & GUTTER ENDS STA. 11+80.00

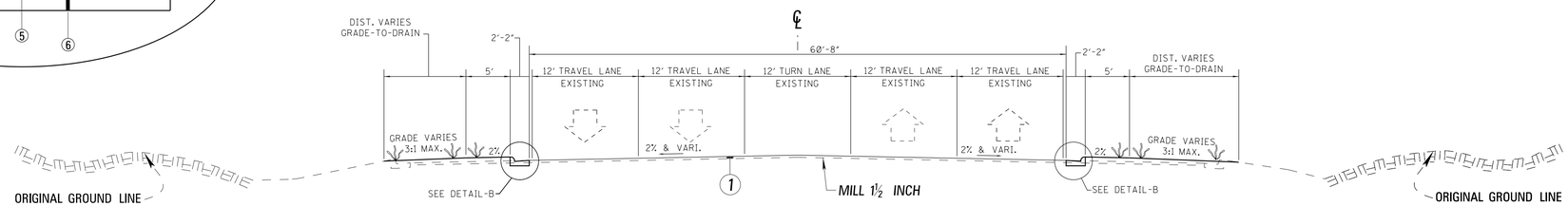
DETAIL-A



1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.00" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2)
3. 2.00" ASPHALT, HT (12.5 mm MIX) (1 @ 2)
4. 5.50" ASPHALT, HT (19 mm MIX) (1 @ 2.5 & 1 @ 3)
5. 3.50" ASPHALT, ST (19 mm MIX) (1 @ 3.5)
6. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)

22.50" STRUCTURE THICKNESS

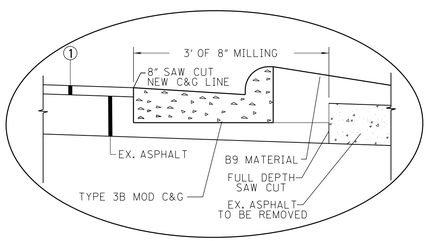
INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.

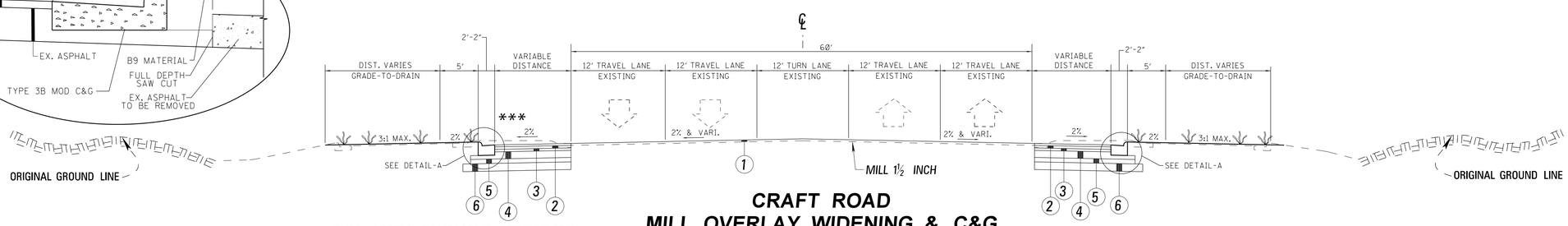


CRAFT ROAD
MILL, OVERLAY, & C&G

STA. 10+74.18 TO STA. 11+29.02

DETAIL-B

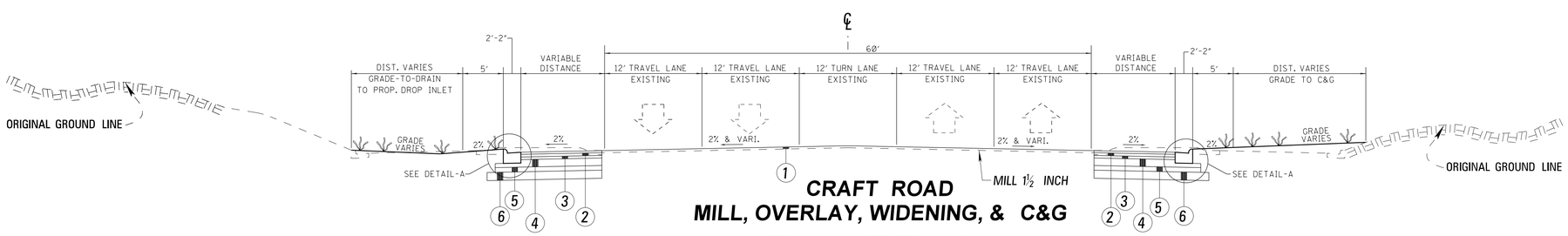




CRAFT ROAD
MILL, OVERLAY, WIDENING, & C&G

STA. 10+40.27 TO STA. 10+74.18

*** FULL DEPTH PAVEMENT STRUCTURE ENDS STA. 10+69.12



CRAFT ROAD
MILL, OVERLAY, WIDENING, & C&G

STA. 9+31.38 TO STA. 9+59.26

NOT TO SCALE

NOTE: PROPOSED CURB & GUTTER PROFILES SHOULD BE ESTABLISHED USING EXISTING CROSS SLOPES ON THE THRU LANES OF THE RESPECTIVE ROADWAYS. IN CASES WHERE A POTENTIAL DISTORTION IN THE PROPOSED CURB GRADE IS CAUSED BY EXISTING FIELD CONDITIONS, THE CONTRACTOR WILL PROVIDE A PROPOSED CURB PROFILE, FOR REVIEW AND APPROVAL BY THE ENGINEER.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SR 302 & CRAFT ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TS.DGN

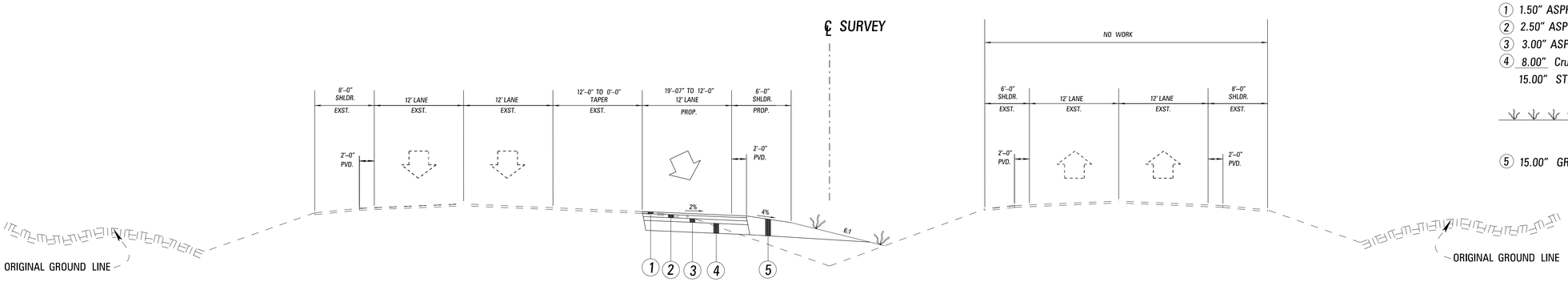
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER TS-6

SHEET NUMBER 10

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:37:10 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



SR 302
WIDENING

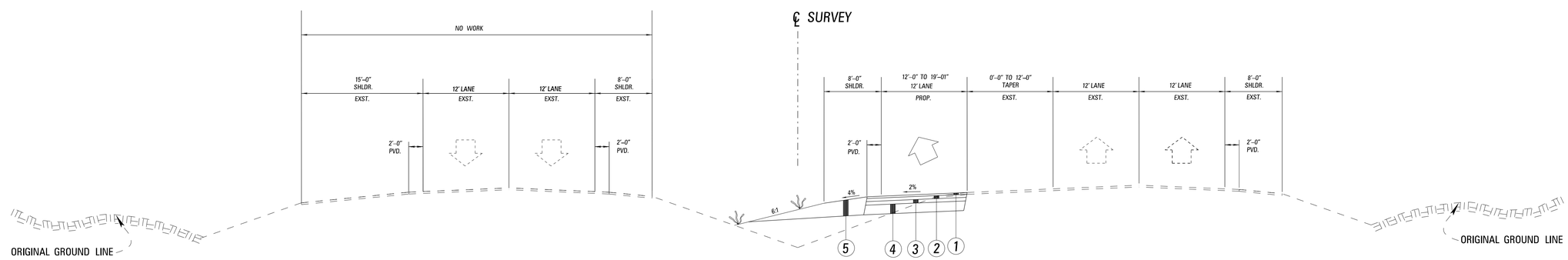
STA. 375 + 59.61 TO STA. 382 + 13.98

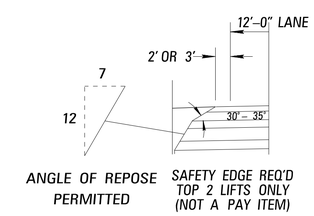
1. 1.50" ASPHALT, HT (9.5 mm Mix) Polymer Modified (1 @ 1.5)
2. 2.50" ASPHALT, HT (12.5 mm Mix) Polymer Modified (1 @ 2.5)
3. 3.00" ASPHALT, HT (19 mm MIX) (1 @ 3)
4. 8.00" Crushed Stone w/Geotextile Fabric, Type V (Non-woven)

15.00" STRUCTURE THICKNESS

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. No. VS-1.

5. 15.00" GRANULAR MATERIAL (3-D)





SR 302
WIDENING

STA. 368 + 95.02 TO STA. 375 + 10.69

NOT TO SCALE

DATE	REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION **TYPICAL SECTIONS** **SR 302 & CENTER HILL ROAD**	
			PROJ. NO.: HSIP-0021-01(061) COUNTY: DESOTO	WORKING NUMBER TS-7
			FILENAME: TS.DGN DESIGN TEAM ICA CHECKED DATE	SHEET NUMBER 11

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:37:10 TS.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL	
201-A001	CLEARING AND GRUBBING	LS	100%		
202-B025	REMOVAL OF CONCRETE PAVED DITCH	SY	24		
202-B057	REMOVAL OF INLETS, ALL SIZES	EA	5		
202-B059	REMOVAL OF LEGEND, ALL TYPES	SF	38		
202-B064	REMOVAL OF PIPE, 8" AND ABOVE	LF	84		
202-B076	REMOVAL OF TRAFFIC STRIPE	LF	75		
202-B078	REMOVAL OF PAVEMENT, ALL TYPES AND DEPTHS	SY	3604		
202-B093	REMOVAL OF CURB & GUTTER, ALL TYPES	LF	3952		
202-B107	REMOVAL OF SIGN, GROUND MOUNTED WITH POSTS	EA	32		
202-B170	REMOVAL OF CONCRETE JUNCTION BOX, MANHOLE AND INLET, ALL SIZES	EA	1		4
202-B216	REMOVAL OF ISLAND PAVEMENT, ALL TYPES	SY	873		
202-B218	REMOVAL OF INLET TOPS	EA	3		1
202-B219	REMOVAL OF AND REPLACEMENT OF SS-2 INLET TOP	EA	1		2
203-A004	UNCLASSIFIED EXCAVATION, LVM, AH	CY	989		
203-EX018	BORROW EXCAVATION, AH, LVM, CLASS B9	CY	2737		
203-G004	EXCESS EXCAVATION, LVM, AH	CY	50		3
206-A001	STRUCTURE EXCAVATION	CY	21		
206-B001	SELECT MATERIAL FOR UNDERCUTS, CONTRACTOR FURNISHED, FM	CY	100		
209-A004	GEOTEXTILE STABILIZATION, TYPE V, NON-WOVEN	SY	3891		
212-B001	STANDARD GROUND PREPARATION	SY	13295		
213-C001	SUPERPHOSPHATE	TON	1		
907-216-A001	SOLID SODDING	SY	13295		
217-A001	DITCH LINER	SY	105		3
219-A001	WATERING	KGAL	266		
220-A001	INSECT PEST CONTROL	ACRE	1		
221-A001	PORTLAND CEMENT CONCRETE PAVED DITCH	CY	27		
907-226-A001	TEMPORARY GRASSING	ACRE	2		
234-A001	TEMPORARY SILT FENCE	LF	4640		
907-234-D001	INLET SILTATION GUARD	EA	6		
907-237-A003	WATTLES, 20"	LF	1122		
907-246-A002	SANDBAGS	EA	100		
907-249-A001	RIPRAP FOR EROSION CONTROL	TON	20		
907-304-B009	GRANULAR MATERIAL, CLASS 3, GROUP D	TON	1147		
907-304-F003	3/4" AND DOWN CRUSHED STONE BASE	TON	1737		5
OR					
907-304-F002	SIZE 610 CRUSHED STONE BASE	TON	1737		5
OR					
907-304-F004	SIZE 825B CRUSHED STONE BASE	TON	1737		5
907-403-A019	19-MM, ST, ASPHALT PAVEMENT	TON	295		
907-403-A028	12.5-MM, HT, ASPHALT PAVEMENT	TON	113		
907-403-A029	19-MM, HT, ASPHALT PAVEMENT	TON	751		
907-403-D010	9.5-MM, HT, ASPHALT PAVEMENT, POLYMER MODIFIED	TON	2287		
907-403-D011	12.5-MM, HT, ASPHALT PAVEMENT, POLYMER MODIFIED	TON	418		

1. CONVERSION OF EX. INLET TO JB
2. LOCATED GETWELL RD STA 8+00 LT
3. TO BE USE AS DIRECTED BY ENGINEER.
4. CONCRETE BOX @ 581+25 LT
5. 100 TONS TO BE USE FOR MAINTENANCE OF TRAFFIC AS DIRECTED BY ENGINEER.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES (ROADWAY)

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER SQ-1

SHEET NUMBER 12

FILENAME: SQS-1.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:37:26 SQS-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL	
907-406-D001	FINE MILLING OF BITUMINOUS PAVEMENT, ALL DEPTHS	SY	24268		1
907-407-A001	ASPHALT FOR TACK COAT	GAL	1909		
503-C005	SAW CUT, 8-INCH	LF	2614		
503-C007	SAW CUT, FULL DEPTH	LF	1780		
907-601-B003	CLASS "B" STRUCTURAL CONCRETE, MINOR STRUCTURES	CY	31		2
602-A001	REINFORCING STEEL	LBS	3970		
603-CA002	18" REINFORCED CONCRETE PIPE, CLASS III	LF	128		
604-A001	CASTINGS	LBS	395		
604-B001	GRATINGS	LBS	1135		
608-A001	CONCRETE SIDEWALK, WITHOUT REINFORCEMENT	SY	331		
609-D005	COMBINATION CONCRETE CURB AND GUTTER TYPE 3B MODIFIED	LF	3906		
616-A001	CONCRETE MEDIAN AND/OR ISLAND PAVEMENT, 4-INCH	SY	617		
907-618-A001	MAINTENANCE OF TRAFFIC	LS	100%		
619-A3001	TEMPORARY TRAFFIC STRIPE, SKIP WHITE	LF	9851		
619-A5001	TEMPORARY TRAFFIC STRIPE, DETAIL	LF	20672		
619-A6001	TEMPORARY TRAFFIC STRIPE, LEGEND	LF	4183		
619-A6002	TEMPORARY TRAFFIC STRIPE, LEGEND	SF	558		
619-D1001	STANDARD ROADSIDE CONSTRUCTION SIGNS, LESS THAN 10 SQUARE FEET	SF	128		
619-D2001	STANDARD ROADSIDE CONSTRUCTION SIGNS, 10 SQUARE FEET OR MORE	SF	784		
619-E1001	FLASHING ARROW PANEL, TYPE C	EA	4		
619-G4001	BARRICADES, TYPE III, SINGLE FACED	LF	48		
619-G4005	BARRICADES, TYPE III, DOUBLE FACED	LF	502		
619-G5001	FREE STANDING PLASTIC DRUMS	EA	400		
620-A001	MOBILIZATION	LS	100%		
907-626-A004	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP WHITE	LF	5536		
907-626-D004	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP YELLOW	LF	1333		
907-626-G004	THERMOPLASTIC DETAIL STRIPE, WHITE	LF	15304		
907-626-G005	THERMOPLASTIC DETAIL STRIPE, YELLOW	LF	7582		
907-626-H004	THERMOPLASTIC LEGEND, WHITE	LF	10407		
907-626-H005	THERMOPLASTIC LEGEND, WHITE	SF	734		
627-K001	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EA	409		
627-L001	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EA	311		
630-A001	STANDARD ROADSIDE SIGNS, SHEET ALUMINUM, 0.080" THICKNESS	SF	40		
630-A002	STANDARD ROADSIDE SIGNS, SHEET ALUMINUM, 0.125" THICKNESS	SF	239		
630-C003	STEEL U-SECTION POSTS, 3.0 LB/FT	LF	196		
630-E004	STRUCTURAL STEEL ANGLES & BARS, 7/16" X 2 1/2" FLAT BAR	LBS	423		
630-K003	WELDED & SEAMLESS STEEL PIPE POSTS, 4"	LF	346		
907-639-A002	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 50' ARM	EA	1		3
907-639-A006	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 30' ARM	EA	2		3
907-639-A008	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 55' ARM	EA	1		3
907-639-A009	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 60' ARM	EA	3		3

1. INCLUDES 150 SY FOR RUMBLE STRIP REMOVAL AT SR 302 AND CENTER HILL RD.
2. INCLUDES 3 CY FOR SIGN POLES
3. SIGNAL POLES SHALL BE POWDER COATED BLACK.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES (ROADWAY)

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER SQ-2

SHEET NUMBER 13

FILENAME: SQS-1.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:37:49 SQS-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SUMMARY OF QUANTITIES (SHEET 3)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL	
907-639-A015	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE IV, 30' SHAFT, 50' ARM	EA	2		4
907-639-A016	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE IV, 30' SHAFT, 55' ARM	EA	4		4
907-639-A018	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 65' ARM	EA	1		4
907-639-A034	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE VI, 8' SHAFT	EA	2		4
907-639-A202	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 85' ARM	EA	2		4
907-639-C002	POLE FOUNDATIONS, 36" DIAMETER	CY	25		
907-639-C003	POLE FOUNDATIONS, 24" DIAMETER	CY	1		
907-639-C004	POLE FOUNDATIONS, 30" DIAMETER	CY	19		
640-A016	TRAFFIC SIGNAL HEADS, TYPE 1 LED	EA	32		3
640-A017	TRAFFIC SIGNAL HEADS, TYPE 2 LED	EA	4		3
640-A034	TRAFFIC SIGNAL HEADS, TYPE 6 LED COUNTDOWN	EA	2		3 7
640-A056	TRAFFIC SIGNAL HEADS, TYPE 2 FYA LED	EA	10		3
907-641-C001	SIGNAL RADAR DETECTION SYSTEM	EA	4		5
907-641-D001	SIGNAL RADAR DETECTION TRAINING	LS	100%		6
642-A008	SOLID STATE TRAFFIC ACTUATED CONTROLLERS, TYPE 8A	EA	4		2
907-642-C001	GPS CLOCK SYSTEM	EA	1		
644-A001	OPTICAL DETECTOR	EA	12		
907-644-B001	OPTICAL DETECTOR CABLE	LF	2974		
644-C002	PHASE SELECTOR, 4 CHANNEL	EA	3		
907-644-D001	CONFIRMATION LIGHT	EA	12		
907-644-E001	ROTATING BEACON	EA	6		
907-645-B001	BE PREPARED TO STOP WHEN FLASHING ASSEMBLY	EA	2		
646-A001	REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT	LS	4		
647-A001	PULLBOX, TYPE 1	EA	6		
647-A002	PULLBOX, TYPE 3	EA	6		
647-A003	PULLBOX, TYPE 4	EA	1		8
647-A004	PULLBOX, TYPE 5	EA	2		8
647-A005	PULLBOX, TYPE 2	EA	19		
907-654-A001	BATTERY BACK-UP SYSTEM	EA	4		
666-B013	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IMSA 20-1, AWG 14, 3 CONDUCTOR	LF	4506		
666-B015	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IMSA 20-1, AWG 14, 5 CONDUCTOR	LF	2952		
666-B054	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IMSA 20-1, AWG 14, 8 CONDUCTOR	LF	4255		
668-A016	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 1"	LF	2111		
668-A018	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 2"	LF	906		
668-A020	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 3"	LF	255		
668-B025	TRAFFIC SIGNAL CONDUIT, UNDERGROUND DRILLED OR JACKED, ROLLED PIPE, 3"	LF	1873		
907-668-F001	TRAFFIC SIGNAL CONDUIT BANK, UNDERGROUND, DRILLED OR JACKED,ROLLED PIPE, 2"	LF	149		8
907-668-F002	TRAFFIC SIGNAL CONDUIT BANK, UNDERGROUND, DRILLED OR JACKED,ROLLED PIPE, 2 @ 2"	LF	204		8
907-699-A002	ROADWAY CONSTRUCTION STAKES	LS	100%		
815-A006	LOOSE RIPRAP, SIZE 100	TON	3		1
815-E001	GEOTEXTILE UNDER RIPRAP	SY	64		
907-815-F001	SEDIMENT CONTROL STONE	TON	25		

1. TO BE USED AT BASE OF PAVED FLUMES AS DIRECTED BY ENGINEER.
2. TRAFFIC SIGNAL CABINET SHALL CONTAIN AT LEAST 16 LOAD BAYS. ELECTRONIC EQUIPMENT IN CABINET SHALL BE ETHERNET READY, CAPABLE OF SUPPORTING 16 DIFFERENT LOAD BAYS, AND CAPABLE OF FLASHING YELLOW ARROW OPERATION. (SEE CABINET AND EQUIPMENT NOTES OF GN–1)
3. ALL SIGNAL HEADS SHALL BE LED, BLACK IN COLOR, WITH BLACK BACKPLATES AND VISORS. THE SIGNAL HEADS AT CENTER HILL AND SR 302 SHALL BE ONE–PIECE BLACK BACKPLATES WITH RETRO–REFLECTIVE TYPE III MIN. YELLOW 2" BORDER FOR RURAL INTERSECTIONS. (SEE TSD–1)
4. SIGNAL POLES SHALL BE POWDER COATED BLACK.
5. QUANTITIES SHOWN IN THE PLANS FOR RADAR DETECTION HOME–RUN CABLE (RAD HRC) ARE TO BE PAID FOR UNDER THE TRAFFIC SIGNAL RADAR DETECTION SYSTEM PAY ITEM AND SHALL NOT BE PAID FOR AS A SEPARATE PAY ITEM.
6. THERE SHALL ONLY BE ONE TRAINING FOR ALL MUNICIPALITIES INVOLVED.
7. ALL PEDESTRIAN PUSHBUTTONS SHALL BE APS (ACCESSIBLE PEDESTRIAN SYSTEM) STYLE.
8. ALL 2" ROLLED PIPE, TYPE 4 PULLBOX, AND TYPE 5 PULLBOX QUANTITIES ARE FOR FUTURE ITS DEPLOYMENT.

DATE	REVISION	BY
3-6-15	RECEIVED PAY ITEM/EST QUANTITY	ICA

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES (ROADWAY)

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

WORKING NUMBER SQ–3

SHEET NUMBER 14

FILENAME: SQS-1.DGN
DESIGN TEAM ICA CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:38:12 SQS-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

REMOVAL OF PAVEMENT

WK. SH. NO.	INTERSECTION	SIDE	STATION TO STATION		PAVEMENT ALL DEPTHS (S.Y.)	REMARKS
3	SR 302 & Tchulahoma Rd	LT	579+10	580+32	274.81	
3	SR 302 & Tchulahoma Rd	RT	579+10	580+32	268.58	
3	SR 302 & Tchulahoma Rd	LT	581+07	582+26	285.57	
3	SR 302 & Tchulahoma Rd	RT	581+07	582+26	197.64	
4	SR 302 & Getwell Rd	LT	631+00	633+15	272.01	
4	SR 302 & Getwell Rd	RT	631+00	633+18	229.42	
4	SR 302 & Getwell Rd	LT	633+84	636+24	389.27	
4	SR 302 & Getwell Rd	RT	633+86	636+24	408.93	
4	SR 302 & Getwell Rd	LT	12+00	12+50	109.69	
4	SR 302 & Getwell Rd	LT	13+00	13+30	98.79	Concrete
4	SR 302 & Getwell Rd	LT	14+10	14+35	49.05	Concrete
5	SR 302 & Craft Rd	LT	844+60	846+25	244.69	
5	SR 302 & Craft Rd	RT	844+60	846+25	291.32	
5	SR 302 & Craft Rd	LT	846+85	848+00	245.66	
5	SR 302 & Craft Rd	RT	846+85	848+00	238.96	
TOTAL					**3604.41**	

DRAINAGE ITEM REMOVAL

WK. SH. NO.	INTERSECTION	STATION	SIDE	PIPE (L.F.)	FLUME (SY)	INLET (EA)	INLET TOP (EA)	BOX (EA)	REMARKS
3	SR 302 & Tchulahoma Rd	11+00	LT				1		
3	SR 302 & Tchulahoma Rd	11+04	RT				1		
3	SR 302 & Tchulahoma Rd	581+25	LT					1	4'x 4'
4	SR 302 & Getwell Rd	8+31	RT		6.11				
4	SR 302 & Getwell Rd	9+12	LT		8.09				
4	SR 302 & Getwell Rd	10+87	LT		3.91				
5	SR 302 & Craft Rd	845+88	RT	10		1			18" RCP, SS-2
5	SR 302 & Craft Rd	846+07	LT		4.97				
5	SR 302 & Craft Rd	846+97	RT				1		
5	SR 302 & Craft Rd	847+19	RT	26		1			18" RCP, SS-2
5	SR 302 & Craft Rd	11+71	LT	33		1			24" RCP
6	SR 302 & Center Hill Rd	372+94	RT			1			MI-3 ON BOX
6	SR 302 & Center Hill Rd	376+44	LT	15		1			MI-1, 18" RCP
TOTAL				**84**	**23.08**	**5**	**3**	**1**	

REMOVAL OF CURB & ISLAND PAVEMENT

WK. SH. NO.	INTERSECTION	STATION TO STATION		SIDE	C&G (L.F.)	ISLAND PVMT. (S.Y.)	REMARKS
3	SR 302 & Tchulahoma Rd	579+10	580+32	LT	314.00	98.22	
3	SR 302 & Tchulahoma Rd	579+10	580+32	RT	304.00	54.44	
3	SR 302 & Tchulahoma Rd	581+07	582+26	LT	339.00	71.89	
3	SR 302 & Tchulahoma Rd	581+07	582+26	RT	287.00	25.78	
4	SR 302 & Getwell Rd	632+06	633+20	LT	451.46	76.78	
4	SR 302 & Getwell Rd	632+06	633+20	RT	354.77	61.38	
4	SR 302 & Getwell Rd	633+83	634+82	LT	270.95	52.67	
4	SR 302 & Getwell Rd	633+83	634+96	RT	294.07	63.15	
5	SR 302 & Craft Rd	845+15	846+25	LT	438.16	43.89	
5	SR 302 & Craft Rd	844+60	846+25	RT	324.95	91.33	
5	SR 302 & Craft Rd	846+85	848+00	LT	284.00	49.44	
5	SR 302 & Craft Rd	846+85	848+00	RT	288.88	33.78	
6	SR 302 & Center Hill Rd	374+58	375+14	LT		149.44	4" PAVEMENT ONLY
6	SR 302 & Center Hill Rd	374+58	375+14	RT		154.67	4" PAVEMENT ONLY
6	SR 302 & Center Hill Rd	375+58	376+16	LT		158.33	4" PAVEMENT ONLY
6	SR 302 & Center Hill Rd	375+58	376+16	RT		154.56	4" PAVEMENT ONLY
TOTAL					**3952**	**873**	

FINE MILLING ALL DEPTHS	
LOCATION	AREA (SY)
SR 302 & Tchulahoma	5528.11
SR 302 & Getwell	12684.25
SR 302 & Craft	5905.02
SR 302 & Center Hill	150.36
TOTAL	**24268**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES (REMOVAL ITEMS)

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

WORKING NUMBER: EQ–1

FILENAME: EQ-1.DGN
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER 15

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:38:35 EQ-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SUMMARY OF PAVEMENT MARKINGS

WK. SH. NO.	INTERSECTION	STATION TO STATION		THERMOPLASTIC						MARKERS (EA)	
				DETAIL		LEGEND WHITE		SKIP		RED	YELLOW
				WHITE	YELLOW	S.F.	L.F.	WHITE	YELLOW	CLEAR	2-WAY
PMD-1	SR 302 & Tchulahoma Rd	576+89	583+87	3716	1709	110	8675	1288	308	60	86
PMD-2	SR 302 & Getwell Rd	630+07	636+20	4711	3020	329	765	3020	924	123	166
PMD-3	SR 302 & Craft Rd	844+18	849+14	2360	1214	154	664	1229	101	48	59
PMD-4	SR 302 & Center Hill Rd	368+50	382+50	4517	1639	142	302	0	0	178	0
TOTAL (FT)				**15304**	**7582**	**734**	**10407**	**5536**	**1333**	**409**	**311**

TEMPORARY PAVEMENT MARKINGS REQ'D

INTERSECTION	PHASE	LEGEND		DETAIL	SKIP	
		WHITE (L.F)	WHITE (S.F)		YELLOW	WHITE
SR 302 at Tchulahoma Rd	1 & 2	1327		4120		1903
SR 302 at Getwell Rd	1 & 2	1537	459	11701		5534
SR 302 at Craft Rd	1 & 2	1319	98	4851		2415
SR 302 at Center Hell Rd	1 & 2					
TOTAL (ft)		**4183**	**558**	**20672**	**0**	**9851**

COMBINATION CONCRETE C & G AND ISLAND PAVEMENT REQ'D.

WK. SH. NO.	INTERSECTION	STATION TO STATION		SIDE	TYPE 1 L.F.	TYPE 2 L.F.	TYPE 3B MOD L.F.	CONCRETE ISLAND PVMT (S.Y.)		REMARKS
								4"	10"	
3	SR 302 & Tchulahoma Rd	579+10	580+32	LT			193			
3	SR 302 & Tchulahoma Rd	579+10	580+32	RT			231			
3	SR 302 & Tchulahoma Rd	581+07	582+26	LT			236			
3	SR 302 & Tchulahoma Rd	581+07	582+26	RT			234			
4	SR 302 & Getwell Rd	631+00	633+20	LT			583			
4	SR 302 & Getwell Rd	631+00	633+20	RT			441			
4	SR 302 & Getwell Rd	633+83	636+20	LT			428			
4	SR 302 & Getwell Rd	633+83	636+20	RT			486			
5	SR 302 & Craft Rd	845+15	846+25	LT			336			
5	SR 302 & Craft Rd	845+15	846+25	RT			280			
5	SR 302 & Craft Rd	846+85	848+00	LT			229			
5	SR 302 & Craft Rd	846+85	848+00	RT			230			
6	SR 302 & Center Hill Rd	374+58	375+14	LT				149.44		
6	SR 302 & Center Hill Rd	374+58	375+14	RT				154.67		
6	SR 302 & Center Hill Rd	375+58	376+16	LT				158.33		
6	SR 302 & Center Hill Rd	375+58	376+16	RT				154.56		
TOTAL					**0**	**0**	**3907**	**617**	**0**	

SIDEWALK REQ'D

WK. SH. NO.	INTERSECTION	STATION TO STATION		SIDE	4" NON-REINFORCED (SY)	REMARKS
4	SR 302 & Tchulahoma Rd	581+00	581+57	LT	190	
4	SR 302 & Tchulahoma Rd	581+00	581+57	RT	141	
TOTAL					**331**	

PAVED FLUMES REQ'D

WK. SH. NO.	STATION	ROUTE	SIDE	QUANTITY (C.Y.)
4	8+24	GETWELL	RT	0.46
4	9+43	GETWELL	RT	2.60
4	9+45	GETWELL	LT	2.87
4	10+55	GETWELL	RT	2.22
4	10+57	GETWELL	LT	2.22
4	11+64	GETWELL	LT	0.46
4	11+84	GETWELL	RT	0.81
4	636+20	SR 302	LT	0.93
4	636+20	SR 302	RT	0.93
5	844+75	SR 302	RT	1.54
5	845+28	SR 302	LT	0.75
5	846+08	SR 302	RT	1.32
5	846+10	SR 302	LT	1.66
5	847+02	SR 302	LT	2.65
5	11+25	CRAFT	LT	0.76
5	11+30	CRAFT	RT	1.02
	TOTAL			**23.20**

DRAINAGE ITEMS REQ'D

WK. SH. NO.	INTERSECTION	STATION	SIDE	18"	MINOR STRUCT. CONC. (C.Y.)	STEEL (LBS)	STRUCT. HEIGHT	CASTING (LBS)	GRATES (LBS)	CONC. APRON (CY)	W1-3	W2-4	STANDARDS	
3	SR 302 & Tchulahoma Rd	10+90	LT	16	1.111	72	5		127	0.532			B-9, PA-1	
3	SR 302 & Tchulahoma Rd	11+00	LT		0.500	48								1
3	SR 302 & Tchulahoma Rd	11+04	LT		3.617	348	6.48	79					SS-2	
3	SR 302 & Tchulahoma Rd	11+05	RT		3.615	353	6.61	79					SS-2	
3	SR 302 & Tchulahoma Rd	11+05	RT		0.500	48								1
3	SR 302 & Tchulahoma Rd	581+95	LT		1.141	80.1	5.14		127	0.532			B-9, PA-1, PC-1	
4	SR 302 & Getwell Rd	8+00	LT		3.200	317	4.42	79					SS-2	
4	SR 302 & Getwell Rd	11+89	LT	8	0.320								PC-1	
4	SR 302 & Getwell Rd	12+67	LT	32	1.440	59.3	3.54		127	0.532			B-9, PA-1, PC-1	
4	SR 302 & Getwell Rd	13+74	LT	64	1.602	70	4.3		127	0.532			B-9, PA-1, PC-1	
4	SR 302 & Getwell Rd	14+75	LT		3.200	317	4.5	79					SS-2	
4	SR 302 & Getwell Rd	14+75	LT	8	1.750	175	2.63				44	30	JB-1	
5	SR 302 & Craft Rd	845+96	RT		0.739	56	3.25		127	0.532			B-9, PA-1	
5	SR 302 & Craft Rd	846+97	RT		0.500	48								1
5	SR 302 & Craft Rd	847+04	RT		2.281	312	3.83	79					SS-2	
6	SR 302 & Center Hill Rd	372+87	LT		0.777	95.76	3.74		250	0.532			MI-3, PA-1, IG-1	
	SR 302 & Center Hill Rd	372+94	LT		0.500	48								1
6	SR 302 & Center Hill Rd	376+44	RT		1.000	63.6	4.06		250	0.532			MI-1, PA-1, IG-1	
TOTAL				**128**	**27.79**	**2511**		**395**	**1135**	**3.724**				

1 SPECIAL DESIGN MD-2.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER EQ-2

SHEET NUMBER 16

REVISION | BY | DATE

FILENAME: EQ-2.DGN
DESIGN TEAM ICA CHECKED DATE

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:39:05 EQ-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SAWCUT REQ'D

WK. SH. NO.	INTERSECTION	STATION TO STATION		SIDE	8" Sawcut	Full-Depth Sawcut	REMARKS
3	SR 302 & Tchulahoma Rd	579+10	580+32	LT	142.78	104.93	
3	SR 302 & Tchulahoma Rd	579+10	580+32	RT	187.47	126.73	
3	SR 302 & Tchulahoma Rd	581+07	582+26	LT	192.15	136.22	
3	SR 302 & Tchulahoma Rd	581+07	582+26	RT	198.62	131.00	
4	SR 302 & Getwell Rd	632+06	633+20	LT	228.06	237.78	
4	SR 302 & Getwell Rd	632+06	633+20	RT	245.82	104.89	
4	SR 302 & Getwell Rd	633+83	634+82	LT	264.19	238.14	
4	SR 302 & Getwell Rd	633+83	634+96	RT	439.03	224.99	
5	SR 302 & Craft Rd	845+15	846+25	LT	153.50	118.58	
5	SR 302 & Craft Rd	844+60	846+25	RT	219.70	117.33	
5	SR 302 & Craft Rd	846+85	848+00	LT	145.06	115.07	
5	SR 302 & Craft Rd	846+85	848+00	RT	197.23	123.55	
TOTAL					**2614**	**1780**	

EARTH WORK

LOCATION	CUT (CY)	FILL (CY)	STRUCTURAL EXC (CY)	EXCESS (CY)	BORROW (CY)	REMARK
SR 302 & Tchulahoma	157	835	0	0	851	
SR 302 & Getwell	115	1229	18	0	1347	
SR 302 & Craft	195	607	3	0	538	
TOTAL	**467**	**2671**	**21**	**0**	2737	
SR 302 & Center Hill	522	414	7	12	0	
TOTAL	**522**	**414**	**7**	**12**	**0**	

EARTHWORK BALANCE

((FILL) – ((UNCL EXC. + STR. EXC + CHANNEL EXC.)/1.25)) * 1.2 = BORROW

((2671) – ((467 + 21 + 0.)/1.25)) * 1.2 = 2737 C.Y.

(UNCL EXC + STR.EXC. + CHANNEL EXC.) – (FILL)(1.25) = EXCESS

(522 + 7 + 0.) – (414)(1.25) = 12 C.Y.

SOLID SOD REQ'D

WK. SH. NO.	INTERSECTION	STATION TO STATION		SIDE	SOD S.Y.
3	SR 302 & Tchulahoma Rd	579+10	580+32	LT	620.67
3	SR 302 & Tchulahoma Rd	579+10	580+32	RT	628.01
3	SR 302 & Tchulahoma Rd	581+07	582+26	LT	742.78
3	SR 302 & Tchulahoma Rd	581+07	582+26	RT	708.26
4	SR 302 & Getwell Rd	632+06	633+20	LT	1198.13
4	SR 302 & Getwell Rd	632+06	633+20	RT	978.97
4	SR 302 & Getwell Rd	633+83	634+82	LT	984.98
4	SR 302 & Getwell Rd	633+83	634+96	RT	1221.41
5	SR 302 & Craft Rd	845+15	846+25	LT	862.88
5	SR 302 & Craft Rd	844+60	846+25	RT	974.36
5	SR 302 & Craft Rd	846+85	848+00	LT	683.16
5	SR 302 & Craft Rd	846+85	848+00	RT	643.58
6	SR 302 & Center Hill Rd	368+65	375+14	LT/RT	1456.15
6	SR 302 & Center Hill Rd	375+58	376+16	LT/RT	1591.48
TOTAL					**13295**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

WORKING NUMBER: EQ–3

SHEET NUMBER: 17

FILENAME: EQ-3.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:39:25 EQ-3.DGN

STANDARD ROADSIDE SIGN ASSEMBLIES

WORKING NUMBER	CODE LETTER THIS SHEET	STANDARD ROADSIDE SIGNS (TO BE MOUNTED)	WELDED & SEAMLESS STEEL PIPE POSTS				STEEL U-SECTION POST		STRUCTURAL STEEL ANGLES (FLAT BARS)	CLASS"B" STRUCT. CONCRETE (FOOTING)
			3"	3 1/2"	4"	5"	2 LB / FT	3 LB / FT	7/16"X2 1/2"	
PSP-1	A	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	B	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	C	W4-2R (48" X 48")						13.96		
	D	W4-2R (48" X 48")						13.96		
	E	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	F	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
PSP-2	A	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	B	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	C	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	D	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	D	R5-3 (24"X24")						12.00		
PSP-3	A	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	B	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	C	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	D	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
PSP-4	A	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	B	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	C	W3-4 (48" X 48")			16.72			6.67	2 @ 2.58	0.13
		S4-4 (36" X15")								
	D	W3-4 (48" X 48")			16.72			6.67	2 @ 2.58	0.13
		S4-4 (36" X15")								
	E	R5-1 (36" X 36")						13.50		
	F	R6-1L (36" X 12")						12.50		
	G	R5-1 (36" X 36")						13.50		
		R1-2(36" TRIANGLE)								
	H	R1-2(36" TRIANGLE)						12.53		
	I	R6-1L (36" X 12")						12.50		
		R6-1R (36" X 12")								
	J	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	K	R5-1 (36" X 36")						13.50		
		R1-2(36" TRIANGLE)								
	L	R6-1L (36" X 12")						12.50		
	M	R5-1 (36" X 36")						13.50		
	N	R1-2(36" TRIANGLE)						12.53		
	O	R6-1L (36" X 12")						12.50		
		R6-1R (36" X 12")								
	P	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	Q	W3-4 (48" X 48")			16.72			6.67	2 @ 2.58	0.13
		S4-4 (36" X15")								
	R	W3-4 (48" X 48")			16.72			6.67	2 @ 2.58	0.13
		S4-4 (36" X15")								
	S	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
	T	W3-3 (48" X 48")			15.47				2 @ 2.58	0.13
SHEET TOTALS			LIN. FT	LIN. FT	LIN. FT	LIN. FT	LIN. FT	LIN. FT	LIN.FT.	CU. YD.
			0	0	345.3	0	0	195.7	113.52	2.86
									POUNDS	
									422.29	

DESIGN TEAM: ICA
FILENAME: EQ-4.dgn
COUNTY: DESOTO
PROJECT NO.: HSIP-0021-01(061)

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES (STANDARD ROADSIDE SIGN)

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

FILENAME: EQ-4.DGN
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER EQ-4
SHEET NUMBER 18

STATE MISS.
PROJECT NO. HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

STANDARD ROADSIDE SIGNS

SHEET ALUMINUM 0.080" THICKNESS

SIGN NUMBER	SIZE	UNIT AREA (SQ. FT)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	REMARKS
R5-1	36" X 36"	9	4	36	
R5-2	24" X 24"	4	1	4	
TOTAL (0.080" THICKNESS)				40	

STANDARD ROADSIDE SIGNS

SHEET ALUMINUM 0.125" THICKNESS

SIGN NUMBER	SIZE	UNIT AREA (SQ. FT)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	REMARKS
R1-2	36" TRIANGLE	3.9	2	7.8	
R6-1L	36" X 12"	3	4	12	
R6-1R	36" X 12"	3	2	6	
W3-3	48" X 48"	9	18	162	
W3-4	48" X 48"	9	4	36	BE PREPARED TO STOP
S4-4	36" X 15"	3.75	4	15	WHEN FLASHING
TOTAL (0.125" THICKNESS)				239	

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:10 EQ-5.DGN

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES (STANDARD ROADSIDE SIGN ASSEMBLIES)

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

WORKING NUMBER: EQ–5

FILENAME: EQ-5.DGN

DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER 19

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SIGNS REQUIRED

	SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
	G20 - 1	60" X 24"	10.00 ♦			ROAD WORK NEXT X X MILES
	G20 - 2a	48" X 24"	8.00	16	128	END ROAD WORK
	G20 - 4	36' X 18"	4.50			PILOT CAR FOLLOW ME
1	M1 - 1	24" X 24"	4.00			1 OR 2 DIGIT
1	M1 - 1	30" X 24"	5.00			3 DIGIT
2	M1 - 4	24" X 24"	4.00			US 78
2	M1 - 4	30" X 24"	5.00			3 DIGIT
3	M1 - 6	24" X 24"	4.00			SR 9
3	M1 - 6	30" X 24"	5.00			3 DIGIT
4	M3 - 1	24" X 12"	2.00			NORTH- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 1	30" X 15"	3.13			NORTH- 3 DIGIT RTE. MARKER
4	M3 - 2	24" X 12"	2.00			EAST- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 2	30" X 15"	3.13			EAST- 3 DIGIT RTE. MARKER
4	M3 - 3	24" X 12"	2.00			SOUTH- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 3	30" X 15"	3.13			SOUTH- 3 DIGIT RTE. MARKER
4	M3 - 4	24" X 12"	2.00			WEST- 1 OR 2 DIGIT RTE. MARKER
4	M3 - 4	30" X 15"	3.13			WEST- 3 DIGIT RTE. MARKER
	M4 - 8	24" X 12"	2.00			DETOUR- 1 OR 2 DIGIT RTE. MARKER
	M4 - 8	30" X 15"	3.13			DETOUR- 3 DIGIT RTE. MARKER
	M4 - 8a	24" X 18"	3.00			END DETOUR
	M4 - 9	48" X 36"	12.00 ♦			DETOUR
	M4 - 9L	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BL	48" X 36"	12.00 ♦			DETOUR
	M4 - 9SL	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BSL	48" X 36"	12.00 ♦			DETOUR
	M4 - 9R	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BR	48" X 36"	12.00 ♦			DETOUR
	M4 - 9SR	48" X 36"	12.00 ♦			DETOUR
	M4 - 9BSR	48" X 36"	12.00 ♦			DETOUR
	M4 - 10L	48" X 18"	6.00			DETOUR
	M4 - 10R	48" X 18"	6.00			DETOUR
4	M4 - 5	24" X 12"	2.00			TO
4	M5 - 1L	21" X 15"	2.19			
4	M5 - 1R	21" X 15"	2.19			
4	M5 - 2L	21" X 15"	2.19			
4	M5 - 2R	21" X 15"	2.19			
4	M6 - 1L	21" X 15"	2.19			
4	M6 - 1R	21" X 15"	2.19			
4	M6 - 2L	21" X 15"	2.19			
4	M6 - 2R	21" X 15"	2.19			
4	M6 - 3	21" X 15"	2.19			
	R1 - 1	36" X 36"	9.00			STOP (1)
	R1 - 1	48" X 48"	16.00 ♦			STOP (2)
	R1 - 2	48" X 48" X 48"	6.93			YIELD (1)
	R1 - 2	60" X 60" X 60"	10.83 ♦			YIELD (2)

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
	R1 - 3	12" X 6"	0.50			3-WAY,4 WAY ETC.
	R2 - 1	36" X 48"	12.00 ♦			SPEED LIMIT
	R2 - 1	48" X 60"	20.00 ♦			SPEED LIMIT
	R2 - 5a	48" X 60"	20.00			
	R3 - 1	36" X 36"	9.00			(1)
	R3 - 1	48" X 48"	16.00 ♦			(2)
	R3 - 2	36" X 36"	9.00			(1)
	R3 - 2	48" X 48"	16.00 ♦			(2)
	R3 - 4	36" X 36"	9.00			(1)
	R3 - 4	48" X 48"	16.00 ♦			(2)
	R3 - 5L	30" X 36"	7.50			ONLY
	R3 - 5R	30" X 36"	7.50			ONLY
	R3 - 6L	30" X 36"	7.50			
	R3 - 6R	30" X 36"	7.50			
	R3 - 7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT
	R3 - 7R	30" X 30"	6.25			RIGHT LANE MUST TURN RIGHT
	R4 - 1	24" X 30"	5.00			DO NOT PASS (1)
		48" X 60"	20.00 ♦			DO NOT PASS (2)
	R4 - 2	24" X 30"	5.00			PASS WITH CARE (1)
		48" X 60"	20.00 ♦			PASS WITH CARE (2)
	R4 - 7	48" X 60"	20.00 ♦			
	R4 - 8	48" X 60"	20.00 ♦			
	R5 - 1	48" X 48"	16.00 ♦			DO NOT ENTER
	R5 - 1a	42" X 30"	8.75			WRONG WAY
	R6 - 1L	36" X 12"	3.00			ONE WAY
	R6 - 1R	36" X 12"	3.00			ONE WAY
	R6 - 2L	18" X 24"	3.00			ONE WAY (1)
	R6 - 2L	24" X 30"	5.00			ONE WAY (2)
	R6 - 2R	18" X 24"	3.00			ONE WAY (1)
	R6 - 2R	24" X 30"	5.00			ONE WAY (2)
	R11 - 2	48" X 30"	10.00 ♦			ROAD CLOSED
	R11 - 3	60" X 30"	12.50 ♦			ROAD CLOSED LOCAL TRAFFIC ONLY
	R11 - 3a	60" X 30"	12.50 ♦			ROAD CLOSED XX MILES AHEAD
	R11 - 3b	60" X 30"	12.50 ♦			BRIDGE OUT XX MILES AHEAD
	R11 - 4	60" X 30"	12.50 ♦			ROAD CLOSED TO THRU TRAFFIC
	R12 - 1	36" X 48"	12.00 ♦			WEIGHT LIMIT XX TONS
7	R16- 3	36" X 48"	12.00 ♦			WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
6 7		48" X 60"	20.00 ♦			
	W1 - 1L	48" X 48"	16.00 ♦			
	W1 - 1R	48" X 48"	16.00 ♦			
	W1 - 2L	48" X 48"	16.00 ♦			
	W1 - 2R	48" X 48"	16.00 ♦			
	W1 - 3L	48" X 48"	16.00 ♦			
	W1 - 3R	48" X 48"	16.00 ♦			
	W1 - 4aL	48" X 48"	16.00 ♦			
	W1 - 4aR	48" X 48"	16.00 ♦			
	W1 - 4bL	48" X 48"	16.00 ♦			
	W1 - 4bR	48" X 48"	16.00 ♦			
	W1 - 5L	48" X 48"	16.00 ♦			
	W1 - 5R	48" X 48"	16.00 ♦			
	W1 - 6L	36" X 18"	4.50			(1)
	W1 - 6L	48" X 24"	8.00 ♦			(2)
	W1 - 6R	48" X 24"	8.00			(1)
	W1 - 6R	60" X 30"	12.50 ♦			(2)
	W1 - 7	48" X 24"	8.00			(1)

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
	W1 - 7	60" X 30"	12.50 ♦			(2)
	W1 - 8L	18" X 24"	3.00			(1)
	W1 - 8L	36" X 48"	12.00 ♦			(2)
	W1 - 8R	18" X 24"	3.00			(1)
	W1 - 8R	36" X 48"	12.00 ♦			(2)
	W1 - 9L	48" X 48"	16.00 ♦			
	W1 - 9R	48" X 48"	16.00 ♦			
	W3 - 1a	48" X 48"	16.00 ♦			
	W3 - 2a	48" X 48"	16.00 ♦			
	W3 - 3	48" X 48"	16.00 ♦			
	W3 - 5	48" X 48"	16.00 ♦			
	W4 - 1L	48" X 48"	16.00 ♦			
	W4 - 1R	48" X 48"	16.00 ♦			
	W4 - 2L	48" X 48"	16.00 ♦			
	W4 - 2R	48" X 48"	16.00 ♦			
	W5 - 1a	48" X 48"	16.00 ♦			PAVEMENT NARROWS
	W6 - 1	48" X 48"	16.00 ♦			
	W6 - 2	48" X 48"	16.00 ♦			
	W6 - 3	48" X 48"	16.00 ♦			
	W8 - 1	48" X 48"	16.00 ♦			BUMP
	W8 - 4	48" X 48"	16.00 ♦			SOFT SHOULDER
	W8 - 6	48" X 48"	16.00 ♦	6	96	TRUCK CROSSING
	W8 - 9	48" X 48"	16.00 ♦			LOW SHOULDER
	W10 - 1	36" DIA.	9.00			(1)
	W10 - 1	48" DIA.	16.00 ♦			(2)
	W13 - 1	24" X 24"	4.00			60 MPH
	W13 - 4	36" X 36"	9.00			ON RAMP (plaque)
	W14 - 3	36"X48"X48"	5.56			NO PASSING ZONE (1)
		48"X64"X64"	9.89			NO PASSING ZONE (2)
	W19 - 2	48" X 48"	16.00 ♦			BRIDGE MAY ICE IN COLD WEATHER
	W20 - 1	48" X 48"	16.00 ♦	36	576	ADVANCE ROAD WORK (1)
	W20 - 1	36" X 36"	9.00			ADVANCE ROAD WORK (2)
	W20 - 2	48" X 48"	16.00 ♦			DETOUR AHEAD
	W20 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD CLOSED
	W20 - 3	36" X 36"	9.00			ADVANCE ROAD CLOSED
	W20 - 4	48" X 48"	16.00 ♦			ADVANCE ONE-LN. RD.
	W20 - 4B	48" X 48"	16.00 ♦			ADVANCE ONE-LN. BR.
	W20 - 5L	48" X 48"	16.00 ♦			ADVANCE LT. LN. CLOSED
	W20 - 5R	48" X 48"	16.00 ♦	1	16	ADVANCE RT. LN. CLOSED
	SPECIAL	48" X 48"	16.00 ♦			LANES SHIFT LT. 1/2 MILE
	SPECIAL	48" X 48"	16.00 ♦			LANES NARROW 1500 FT.
	W20 - 7	48" X 48"	16.00 ♦			ADVANCE FLAGGER
	W20 - 7a	48" X 48"	16.00 ♦			
	W21 - 1	36" X 36"	9.00			WORKERS
	W21 - 1a	36" X 36"	9.00			

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
	W21 - 2	36" X 36"	9.00			FRESH OIL (TAR)
	W21 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD MACHINERY
	W21 - 5	48" X 48"	16.00 ♦			SHOULDER WORK
	W21 - 5A	48" X 48"	16.00 ♦	6	96	SHOULDER CLOSED
	W21 - 6	36" X 36"	9.00			SURVEY CREW
	DP - 1	24" X 18"	3.00			XXX FEET
	VP - 1L	12" X 36"	3.00			
	VP - 1R	12" X 36"	3.00			
	OM - 3L	12" X 36"	3.00			
5	OM - 3R	12" X 36"	3.00			
5		48" X 16"	5.33			FLUORESCENT ORANGE PLATE
	TOTAL SIGN AREA				LESS THAN 10 SQ. FT.	128
	TOTAL SIGN AREA				10 SQ. FT. OR MORE ♦	784

(1) STANDARD
(2) SPECIAL (USE WHERE WARRANTED)

NOTES

1. INTERSTATE ROUTE MARKER
2. UNITED STATES ROUTE MARKER
3. STATE ROUTE MARKER
4. COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.
5. BLACK STRIPES ON YELLOW BACKGROUND
6. INTERSTATE USE ONLY
7. TOP OF SIGN – BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN – BLACK LETTERING ON WHITE BACKGROUND

THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10–1 SHALL BE ORANGE. THE W10 – BACKGROUND SHALL BE YELLOW IN ALL CASES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES (TRAFFIC CONTROL SIGNS)

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

REVISION | BY | DATE

FILENAME: eq-6.dgn
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: EQ–6
SHEET NUMBER: 20

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:16 EQ-6.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

PAVEMENT REMOVAL

UTILITIES

Telepak	Mike Boykin 601-346-8134
Windstream	Billy Loague 662-601-5661
Atmos	Larry Samples 901-461-9851
AT&T TN	Joey Patterson 731-423-0521
Entergy	Russell Lee 662-342-7573
Comcast	Bruce Harris 901-601-1123
TW Telecom	
Zayo DeSoto	Artie Debons 303-381-4683
CenturyLink	Barry Wells 662-893-7711
Level 3	Chuck Oliver 901-409-7685
Northcentral	David VonBoekman 662-838-2151

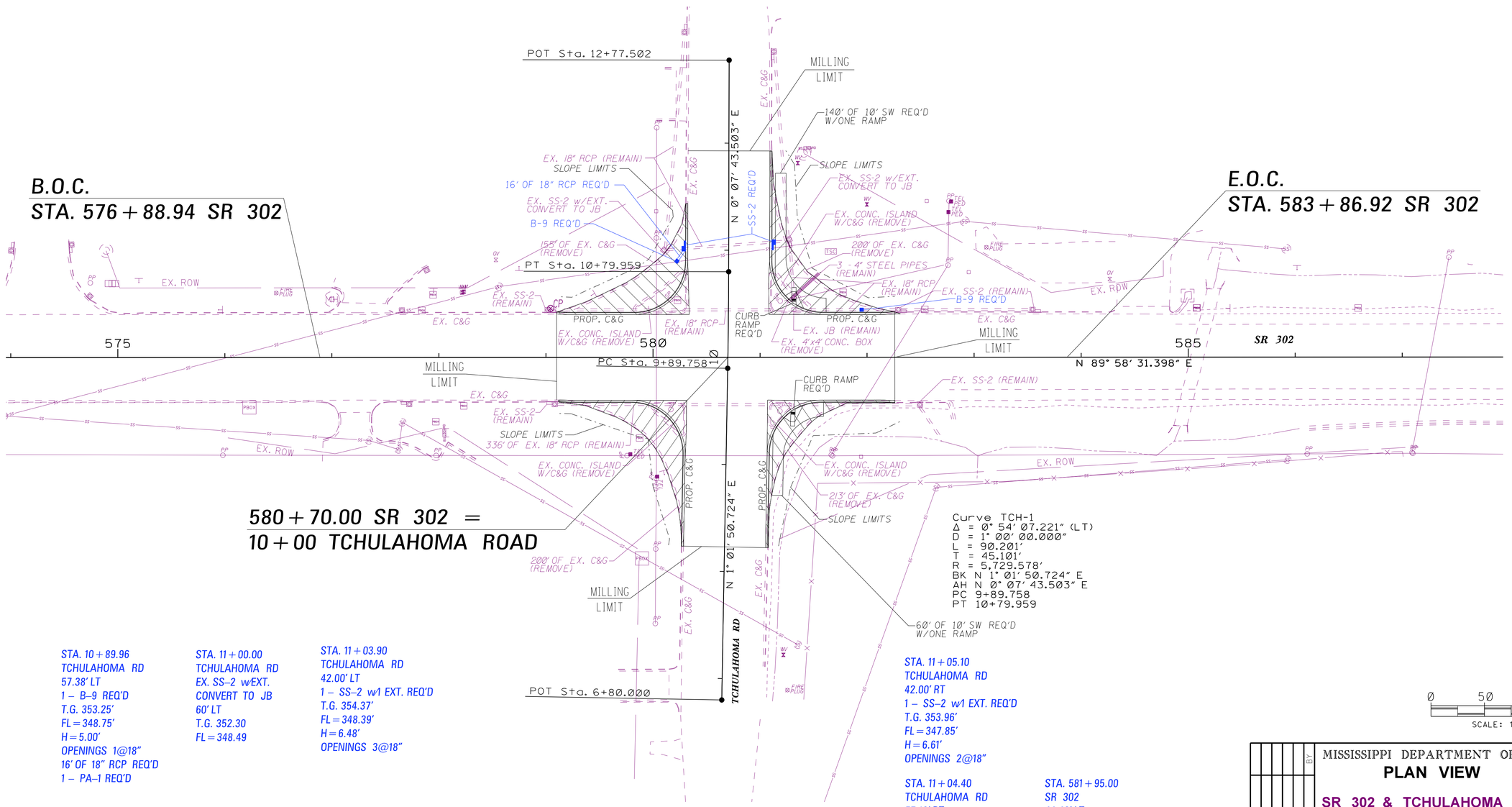
H.V.C.M. ELEV. 356.78
N. 1987498.13
E. 2409962.31
DESC. BRASS DISC IN SS-2, N. SR 302 - W. TCH

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		2700

EARTHWORK TOTAL THIS SHEET		
Cut	157	Cu.Yds
Fill	835	Cu.Yds
Excess		Cu.Yds
Surplus		Cu.Yds
Borrow (B9)	709	Cu.Yds

GENERAL NOTES:

1. TRAFFIC SIGNAL POLE OR TRAFFIC SIGNAL HEADS ARE TO REMAIN IN SERVICE UNTIL THE NEW TRAFFIC SIGNAL IS INSTALLED AND WORKING PROPERLY.
2. ALL ASPHALT TO BE REMOVED SHALL BE FULL-DEPTH SAW CUT PRIOR TO REMOVAL.
3. SEE TSR-1 SIGNAL REMOVAL DETAILS.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN VIEW

SR 302 & TCHULAHOMA ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER 3

SHEET NUMBER 21

FILENAME: WK-3.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/9/2015 1:42:38 WK-3.DGN

H.V.C.M. ELEV.	384.33
N.	1987257.18
E.	2415368.26
DESC.	BRASS DISC IN SS-2, S. SR 302 – W. Getwell

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		4383

EARTHWORK TOTAL THIS SHEET		
Cut	115	Cu.Yds
Fill	1229	Cu.Yds
Excess		Cu.Yds
Surplus		Cu.Yds
Borrow (B9)	1123	Cu.Yds

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

GENERAL NOTES:

1. TRAFFIC SIGNAL POLES OR TRAFFIC SIGNAL HEADS ARE TO REMAIN IN SERVICE UNTIL THE NEW TRAFFIC SIGNAL IS INSTALLED AND WORKING PROPERLY.
2. SEE TSR-1 SIGNAL REMOVAL DETAILS.

LEGEND

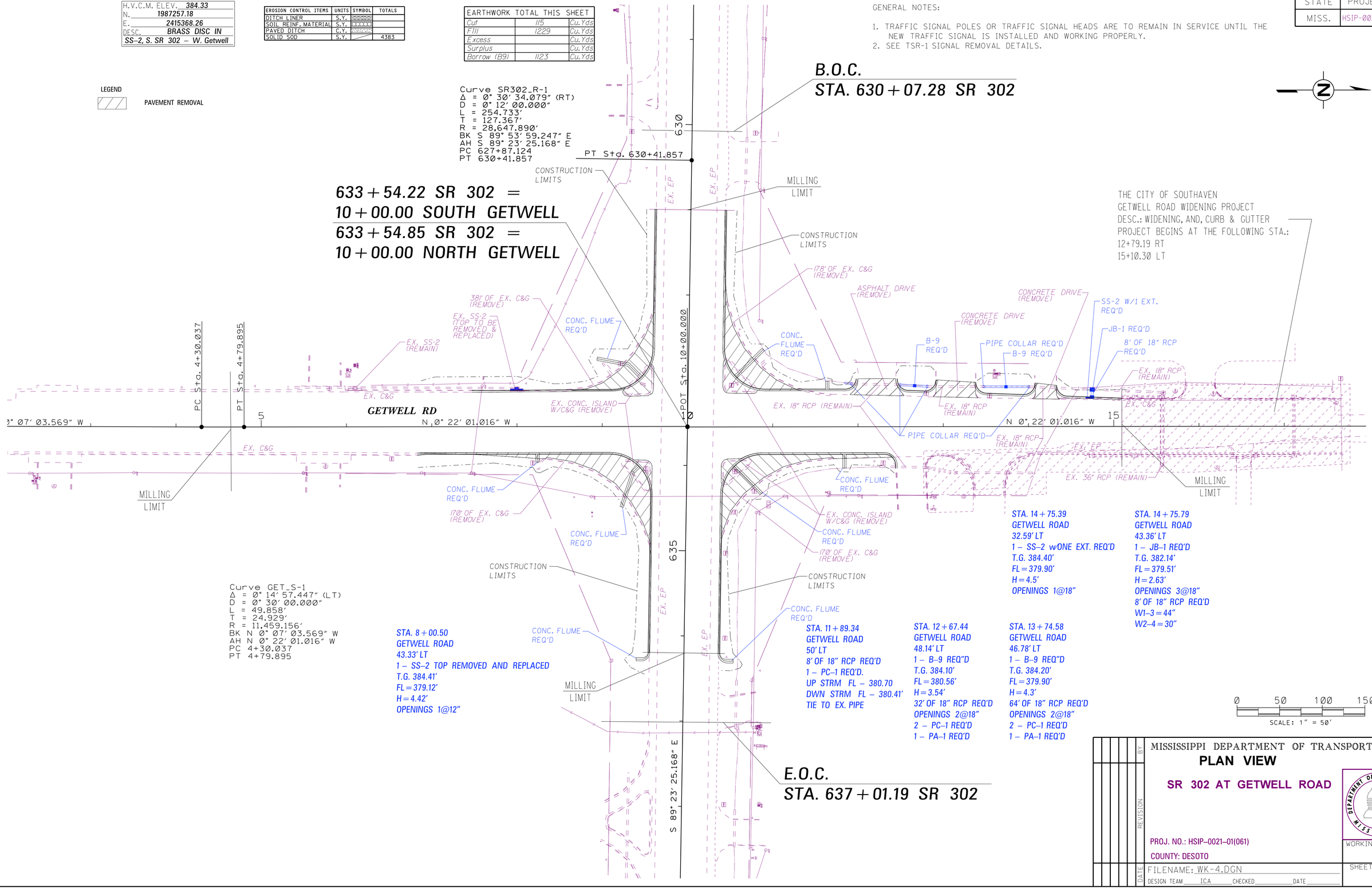
PAVEMENT REMOVAL

Curve SR302_R-1
Δ = 0° 30′ 34.079″ (RT)
D = 0° 12′ 00.000″
L = 254.733′
T = 127.367′
R = 28,647.890′
BK S 89° 53′ 59.247″ E
AH S 89° 23′ 25.168″ E
PC 627+87.124
PT 630+41.857

B.O.C.
STA. 630 + 07.28 SR 302

633 + 54.22 SR 302 =
10 + 00.00 SOUTH GETWELL
633 + 54.85 SR 302 =
10 + 00.00 NORTH GETWELL

THE CITY OF SOUTHAVEN
GETWELL ROAD WIDENING PROJECT
DESC.: WIDENING, AND, CURB & GUTTER
PROJECT BEGINS AT THE FOLLOWING STA.:
12+79.19 RT
15+10.30 LT



Curve GET_S-1
Δ = 0° 14′ 57.447″ (LT)
D = 0° 30′ 00.000″
L = 49.858′
T = 24.929′
R = 11,459.156′
BK N 0° 07′ 03.569″ W
AH N 0° 22′ 01.016″ W
PC 4+30.037
PT 4+79.895

STA. 8 + 00.50
GETWELL ROAD
43.33′ LT
1 – SS-2 TOP REMOVED AND REPLACED
T.G. 384.41′
FL = 379.12′
H = 4.42′
OPENINGS 1@12″

STA. 11 + 89.34
GETWELL ROAD
50′ LT
8′ OF 18″ RCP REQ'D
1 – PC-1 REQ'D.
UP STRM FL – 380.70
DWN STRM FL – 380.41′
TIE TO EX. PIPE

STA. 12 + 67.44
GETWELL ROAD
48.14′ LT
1 – B-9 REQ'D
T.G. 384.10′
FL = 380.56′
H = 3.54′
32′ OF 18″ RCP REQ'D
OPENINGS 2@18″
2 – PC-1 REQ'D
1 – PA-1 REQ'D

STA. 13 + 74.58
GETWELL ROAD
46.78′ LT
1 – B-9 REQ'D
T.G. 384.20′
FL = 379.90′
H = 4.3′
64′ OF 18″ RCP REQ'D
OPENINGS 2@18″
2 – PC-1 REQ'D
1 – PA-1 REQ'D

STA. 14 + 75.39
GETWELL ROAD
32.59′ LT
1 – SS-2 w/ONE EXT. REQ'D
T.G. 384.40′
FL = 379.90′
H = 4.5′
OPENINGS 1@18″

STA. 14 + 75.79
GETWELL ROAD
43.36′ LT
1 – JB-1 REQ'D
T.G. 382.14′
FL = 379.51′
H = 2.63′
OPENINGS 3@18″
8′ OF 18″ RCP REQ'D
W1-3 = 44″
W2-4 = 30″

E.O.C.
STA. 637 + 01.19 SR 302

0 50 100 150
SCALE: 1″ = 50′

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PLAN VIEW

SR 302 AT GETWELL ROAD

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER 4

SHEET NUMBER 22

FILENAME: WK-4.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/9/2015 13:46:57 WK-4.DGN

H.V.C.M. ELEV.	355.86
N.	1987421.9
E.	2436852.96
DESC.	BRASS DISC IN
	SS-2, S. SR 302 – E. CRAFT

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		3164

EARTHWORK TOTAL THIS SHEET		
Cut	195	Cu.Yds
Fill	607	Cu.Yds
Excess		Cu.Yds
Surplus		Cu.Yds
Borrow (B9)	449	Cu.Yds

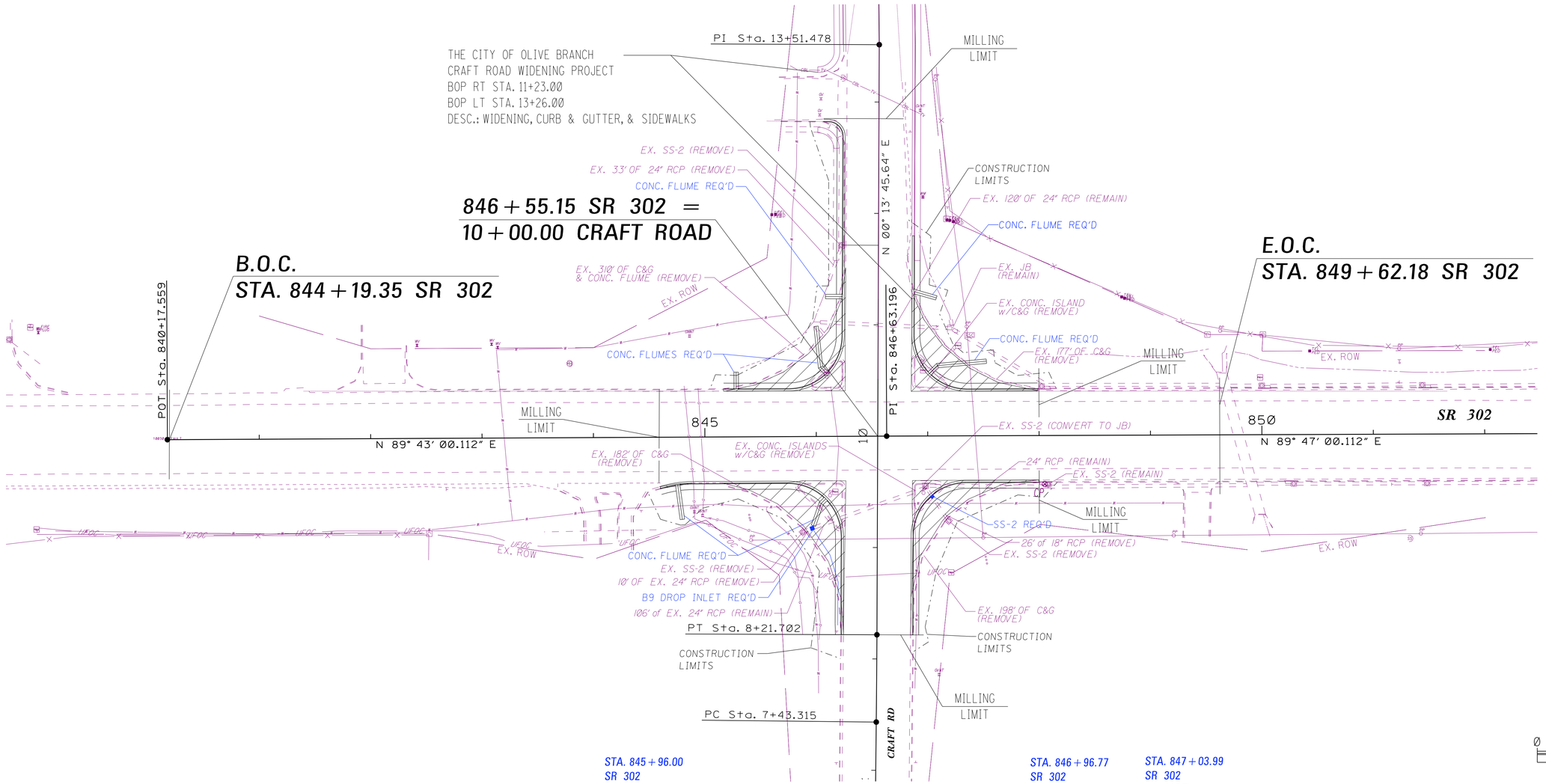
GENERAL NOTES:

1. TRAFFIC SIGNAL POLES OR TRAFFIC SIGNAL HEADS ARE TO REMAIN IN SERVICE UNTIL THE NEW TRAFFIC SIGNAL IS INSTALLED AND WORKING PROPERLY.
2. SEE TSR-1 SIGNAL REMOVAL DETAILS.

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

PAVEMENT REMOVAL



STA. 845+96.00
SR 302
82.37' RT
1 – B9 DROP INLET REQ'D
T.G. 358.27
FL=355.02'
H=3.25'
OPENINGS 1@24"
1 – PA-1 REQ'D

STA. 846+96.77
SR 302
EX. SS-2
CONVERT TO JB
44.73' RT
T.G. 358.38
FL=354.84

STA. 847+03.99
SR 302
54.54' RT
1 – SS-2 REQ'D
T.G. 358.33
FL. =355.00
H=3.38'
OPENINGS 1@18"
TIE TO EX. 18" RCP

0 50 100 150
SCALE: 1" = 50'

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN VIEW

SR 302 & CRAFT ROAD

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER 5

SHEET NUMBER 23

FILENAME: WK-5.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/9/2015 1:46:58 WK-5.DGN

H.V.C.M. ELEV.	379.86
N.	1987578.89
E.	2473769.8
DESC.	BRASS DISC IN CONC ISL, S. SR 302 – W. CH

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		3048

EARTHWORK TOTAL THIS SHEET		
Cut	522	Cu.Yds
Fill	414	Cu.Yds
Excess	12	Cu.Yds
Surplus		Cu.Yds
Borrow (B9)		Cu.Yds

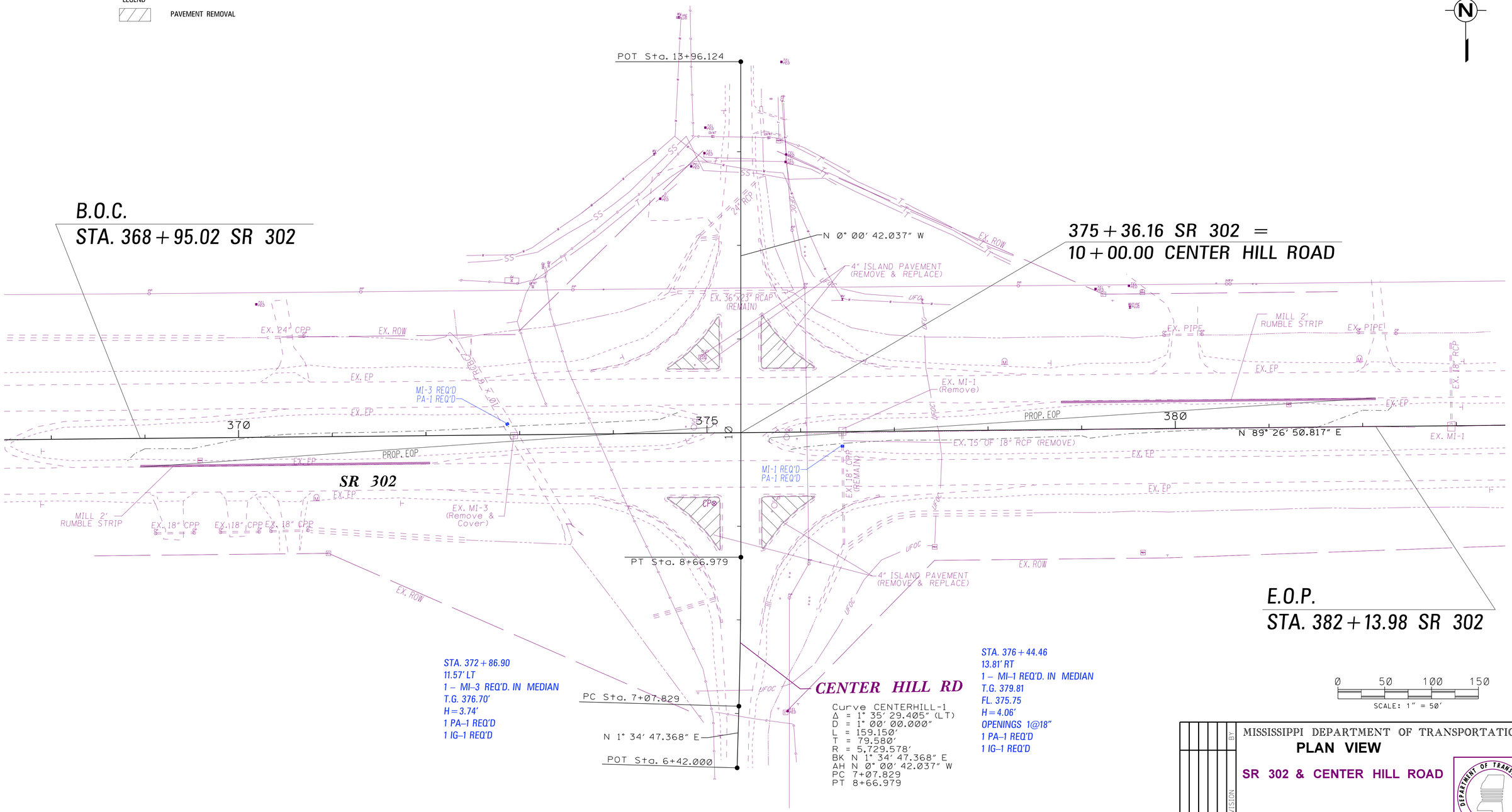
GENERAL NOTES:

1. TRAFFIC SIGNAL POLE OR TRAFFIC SIGNAL HEADS ARE TO REMAIN IN SERVICE UNTIL THE NEW TRAFFIC SIGNAL IS INSTALLED AND WORKING PROPERLY.
2. SEE TSR-1 SIGNAL REMOVAL DETAILS.
3. 10" ISLAND PAVEMENT TO REMAIN IN PLACE.

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

PAVEMENT REMOVAL



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/9/2015 13:46:58 WK-6.DGN

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN VIEW

SR 302 & CENTER HILL ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: WK-6.DGN

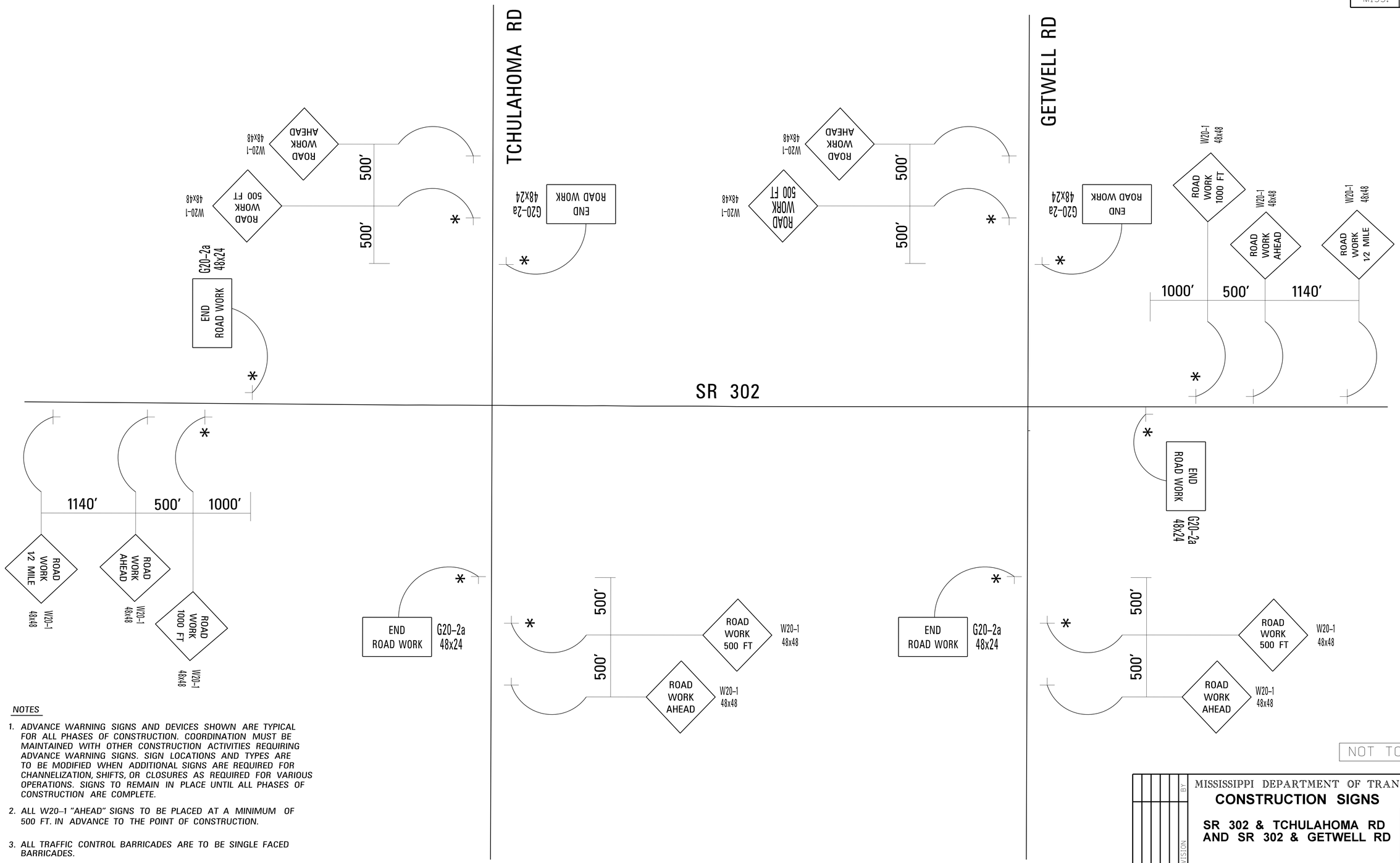
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER 6

SHEET NUMBER 24

DESIGN TEAM: ICA FILENAME: WK-6.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



NOT TO SCALE

NOTES

1. *ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS, OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.*
2. *ALL W20–1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.*
3. *ALL TRAFFIC CONTROL BARRICADES ARE TO BE SINGLE FACED BARRICADES.*

* MOUNTED ON TYPE III BARRICADE (ORANGE & WHITE) (6' WIDE) (D.F.)

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CONSTRUCTION SIGNS

SR 302 & TCHULAHOMA RD AND SR 302 & GETWELL RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

WORKING NUMBER: *CSD–1*

SHEET NUMBER: 25

FILENAME: CSD-1.DGN

DESIGN TEAM ____ ICA ____ CHECKED ____ DATE ____

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

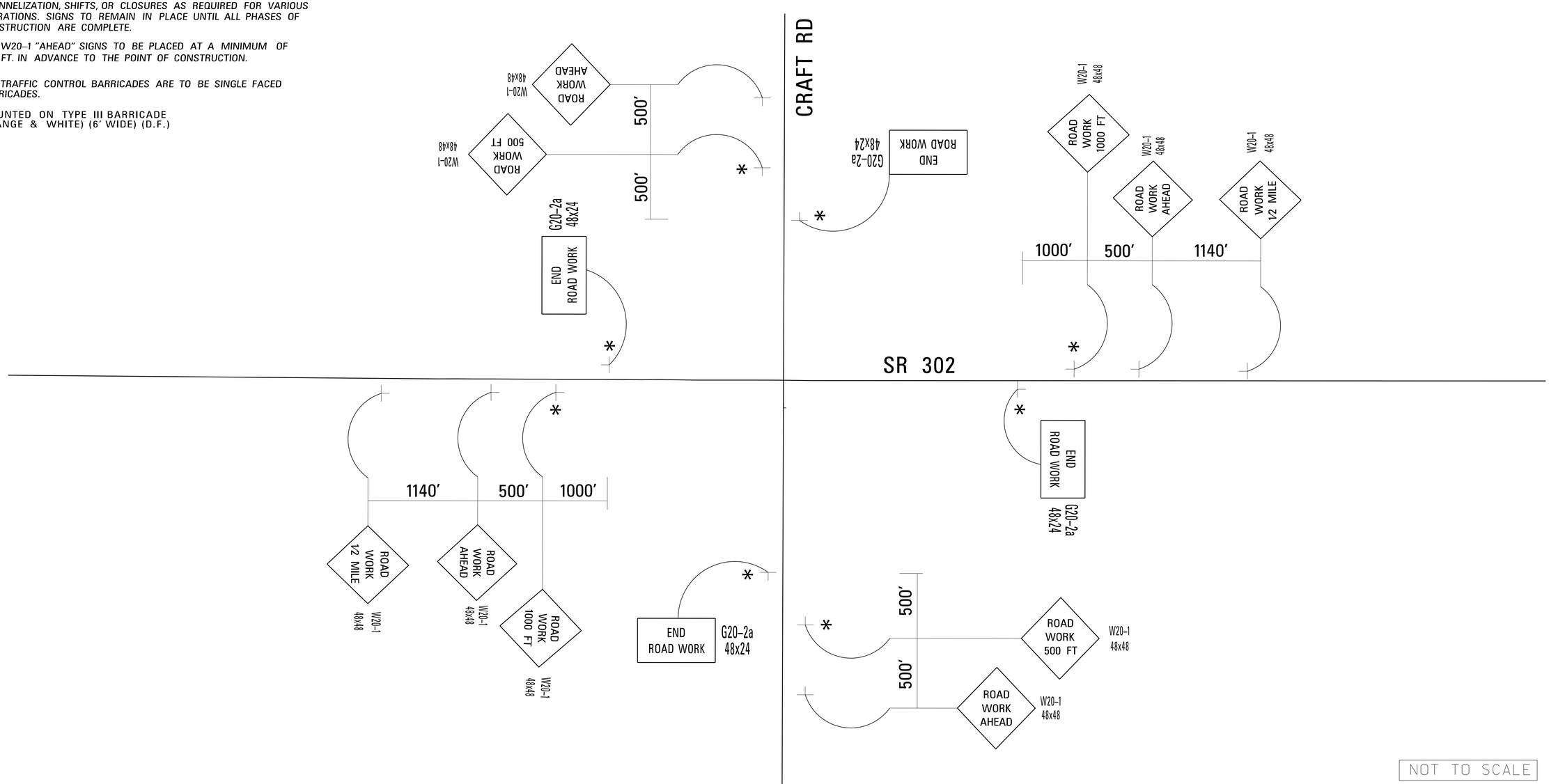
7/8/2015 1:51:48:34 CSD-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

NOTES

1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS, OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
2. ALL W20–1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.
3. ALL TRAFFIC CONTROL BARRICADES ARE TO BE SINGLE FACED BARRICADES.

* MOUNTED ON TYPE III BARRICADE (ORANGE & WHITE) (6' WIDE) (D.F.)



NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CONSTRUCTION SIGNS

SR 302 & CRAFT RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

WORKING NUMBER: CSD–2

SHEET NUMBER: 26

FILENAME: CSD-2.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:34 CSD-2.DGN

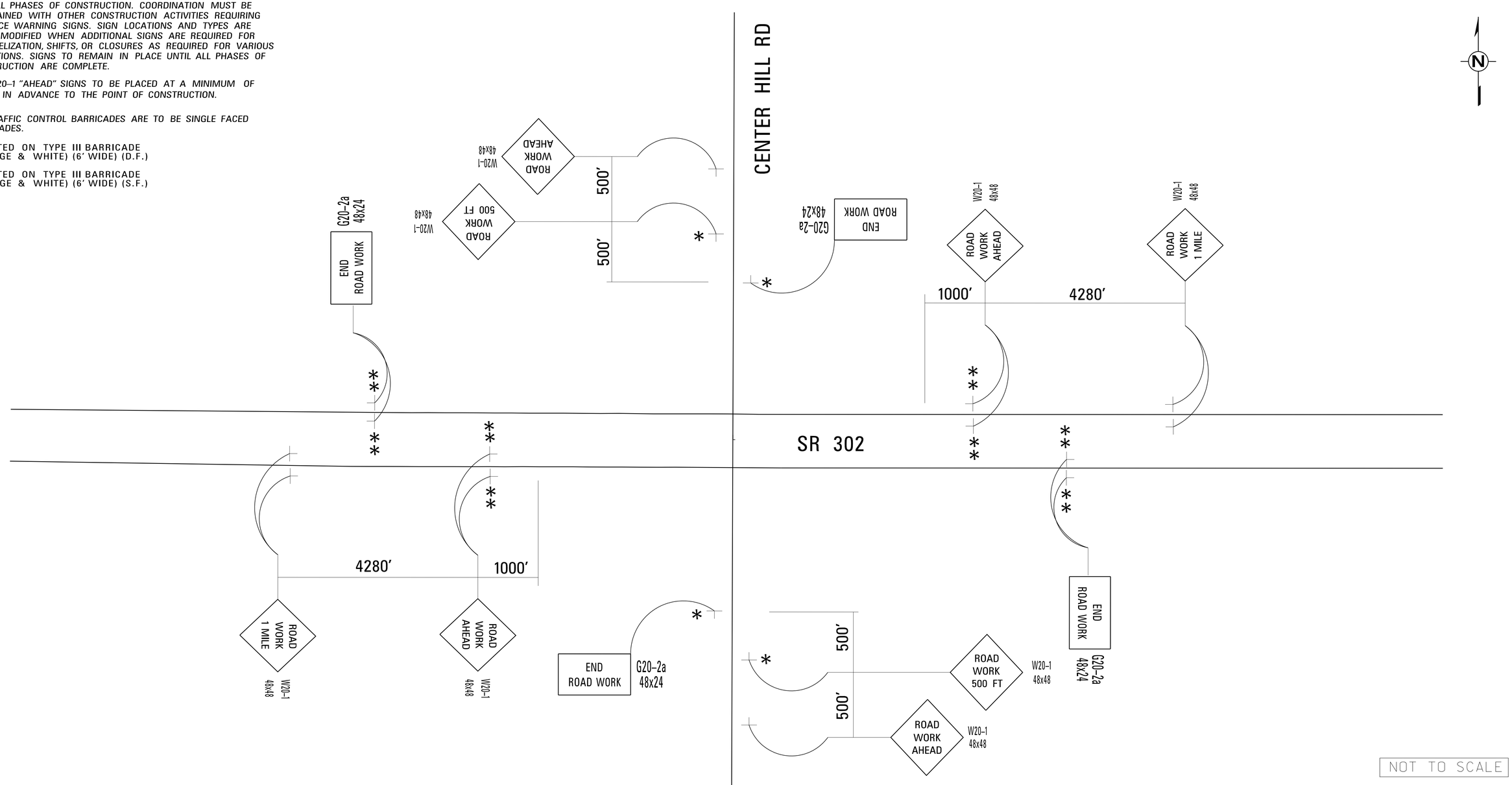
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

NOTES

1. ADVANCE WARNING SIGNS AND DEVICES SHOWN ARE TYPICAL FOR ALL PHASES OF CONSTRUCTION. COORDINATION MUST BE MAINTAINED WITH OTHER CONSTRUCTION ACTIVITIES REQUIRING ADVANCE WARNING SIGNS. SIGN LOCATIONS AND TYPES ARE TO BE MODIFIED WHEN ADDITIONAL SIGNS ARE REQUIRED FOR CHANNELIZATION, SHIFTS, OR CLOSURES AS REQUIRED FOR VARIOUS OPERATIONS. SIGNS TO REMAIN IN PLACE UNTIL ALL PHASES OF CONSTRUCTION ARE COMPLETE.
2. ALL W20–1 "AHEAD" SIGNS TO BE PLACED AT A MINIMUM OF 500 FT. IN ADVANCE TO THE POINT OF CONSTRUCTION.
3. ALL TRAFFIC CONTROL BARRICADES ARE TO BE SINGLE FACED BARRICADES.

* MOUNTED ON TYPE III BARRICADE (ORANGE & WHITE) (6' WIDE) (D.F.)

** MOUNTED ON TYPE III BARRICADE (ORANGE & WHITE) (6' WIDE) (S.F.)



NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CONSTRUCTION SIGNS

SR 302 & CENTER HILL RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: CSD-3.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: CSD–3

SHEET NUMBER: 27

REVISION | BY | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

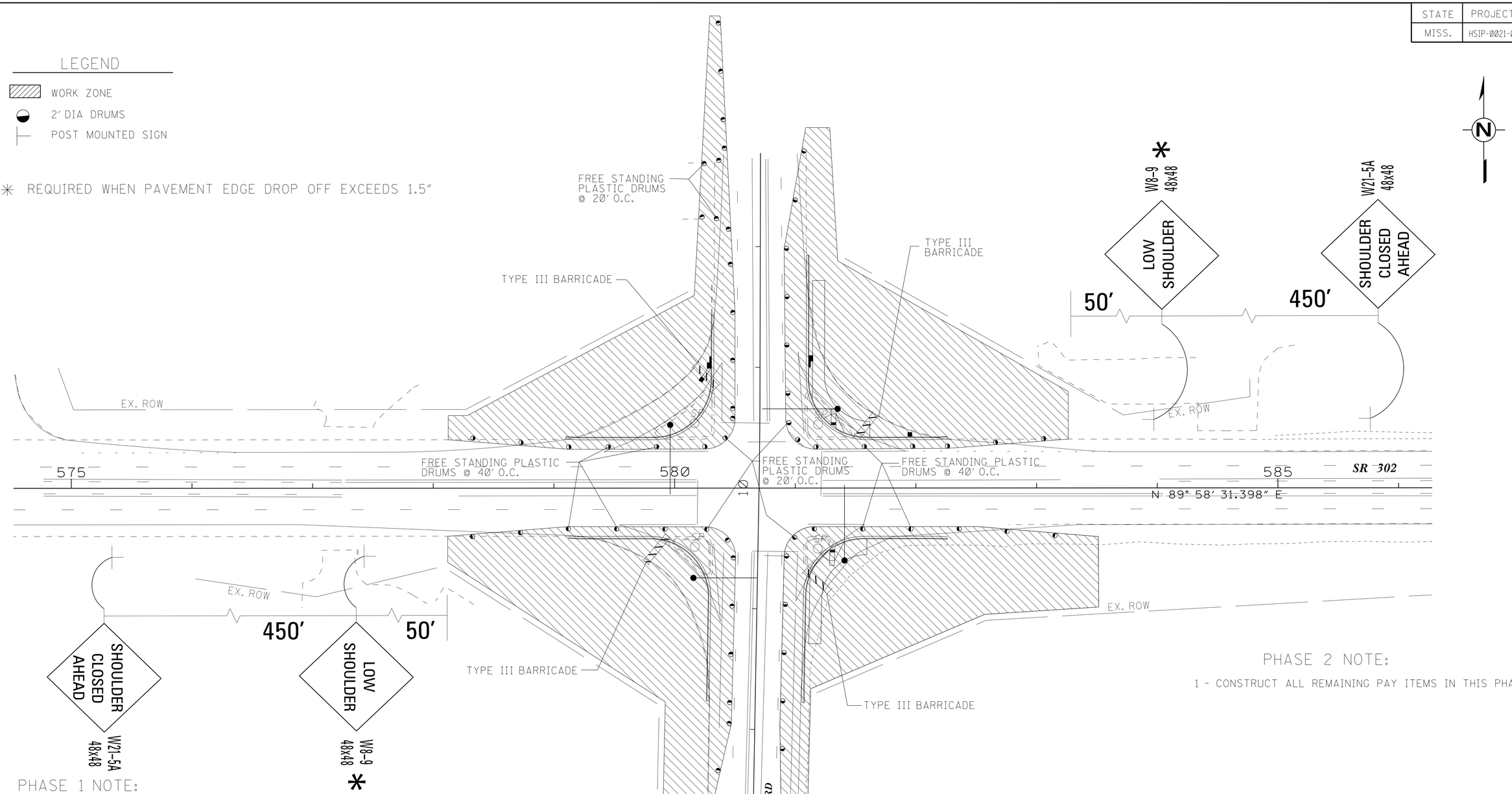
7/8/2015 15:40:34 CSD-3.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

- WORK ZONE
- 2' DIA DRUMS
- POST MOUNTED SIGN

✳ REQUIRED WHEN PAVEMENT EDGE DROP OFF EXCEEDS 1.5"



PHASE 2 NOTE:

1 - CONSTRUCT ALL REMAINING PAY ITEMS IN THIS PHASE.

PHASE 1 NOTE:

1 - INSTALL ALL CONSTRUCTION SIGNS PER CSD-1.

2 - INSTALL DRUMS AND BARRICADES PER PLAN.

3 - INSTALL PROPOSED TRAFFIC SIGNAL. CARE SHOULD BE TAKEN TO PREVENT DAMAGE TO EXISTING TRAFFIC SIGNAL ITEMS. ANY DAMAGE DONE TO EXISTING TRAFFIC SIGNAL OR EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BE REPAIRED BY THE CONTRACTOR. COST TO MAKE CORRECTIONS WILL BE ABSORBED.

4 - ACTIVATE PROPOSED TRAFFIC SIGNAL.

5 - REMOVE EXISTING TRAFFIC SIGNAL.

6 - REMOVE EXISTING ASPHALT, C&G, CONCRETE ISLAND PAVEMENT AND 4'x4'x2' CONC. BOX PER PLAN.

7 - INSTALL DRAINAGE STRUCTURES, DRAINAGE PIPE, AND C&G.

8 - INSTALL ASPHALT THRU 12.5mm LIFT.

9 - GRADE AREAS BEHIND NEWLY INSTALLED C&G.

0 40 80 120

1" = 40'

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

SR 302 & TCHULAHOMA RD

PHASE 1 & 2

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TC-1.DGN

DESIGN TEAM ICA CHECKED DATE

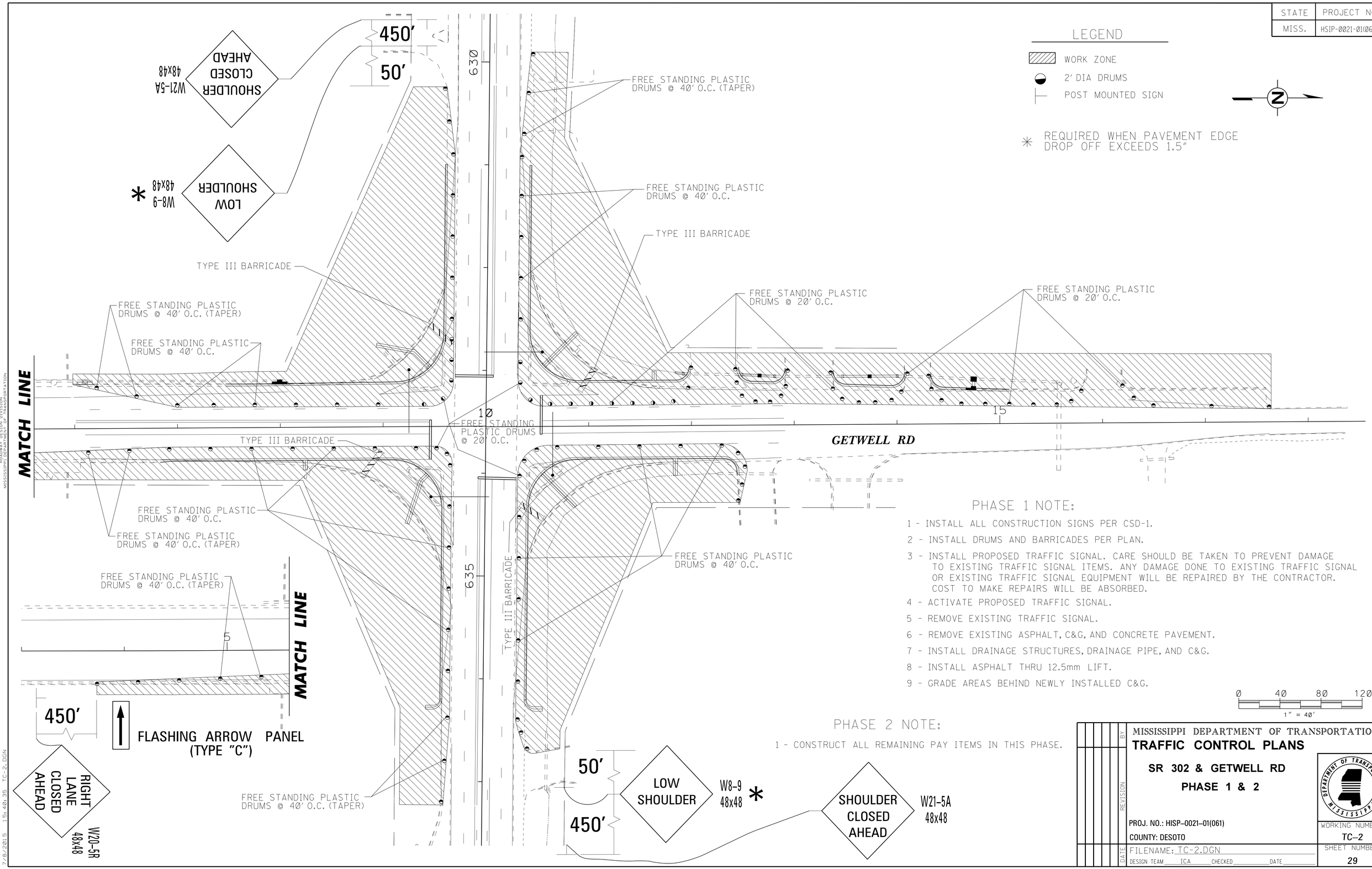
WORKING NUMBER TC-1

SHEET NUMBER 28

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 1:51:40:35 TC-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



PHASE 1 NOTE:

1 - INSTALL ALL CONSTRUCTION SIGNS PER CSD-1.

2 - INSTALL DRUMS AND BARRICADES PER PLAN.

3 - INSTALL PROPOSED TRAFFIC SIGNAL. CARE SHOULD BE TAKEN TO PREVENT DAMAGE TO EXISTING TRAFFIC SIGNAL ITEMS. ANY DAMAGE DONE TO EXISTING TRAFFIC SIGNAL OR EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BE REPAIRED BY THE CONTRACTOR. COST TO MAKE REPAIRS WILL BE ABSORBED.

4 - ACTIVATE PROPOSED TRAFFIC SIGNAL.

5 - REMOVE EXISTING TRAFFIC SIGNAL.

6 - REMOVE EXISTING ASPHALT, C&G, AND CONCRETE PAVEMENT.

7 - INSTALL DRAINAGE STRUCTURES, DRAINAGE PIPE, AND C&G.

8 - INSTALL ASPHALT THRU 12.5mm LIFT.

9 - GRADE AREAS BEHIND NEWLY INSTALLED C&G.

PHASE 2 NOTE:

1 - CONSTRUCT ALL REMAINING PAY ITEMS IN THIS PHASE.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

SR 302 & GETWELL RD

PHASE 1 & 2

PROJ. NO.: HISP-0021-01(061)

COUNTY: DESOTO

FILENAME: TC-2.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER TC-2

SHEET NUMBER 29

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:35 TC-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

PHASE 1 NOTE:

1 - INSTALL ALL CONSTRUCTION SIGNS PER CSD-2.

2 - INSTALL DRUMS AND BARRICADES PER PLAN.

3 - INSTALL PROPOSED TRAFFIC SIGNAL. CARE SHOULD BE TAKEN TO PREVENT DAMAGE TO EXISTING TRAFFIC SIGNAL ITEMS. ANY DAMAGE DONE TO EXISTING TRAFFIC SIGNAL OR EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BE REPAIRED BY THE CONTRACTOR. COST TO MAKE CORRECTIONS WILL BE ABSORBED.

4 - ACTIVATE PROPOSED TRAFFIC SIGNAL.

5 - REMOVE EXISTING TRAFFIC SIGNAL.

6 - REMOVE EXISTING ASPHALT, C&G, CONCRETE ISLAND PAVEMENT, DRAINAGE PIPE, AND MODIFY EX. DRAINAGE STRUCTURES PER PLAN.

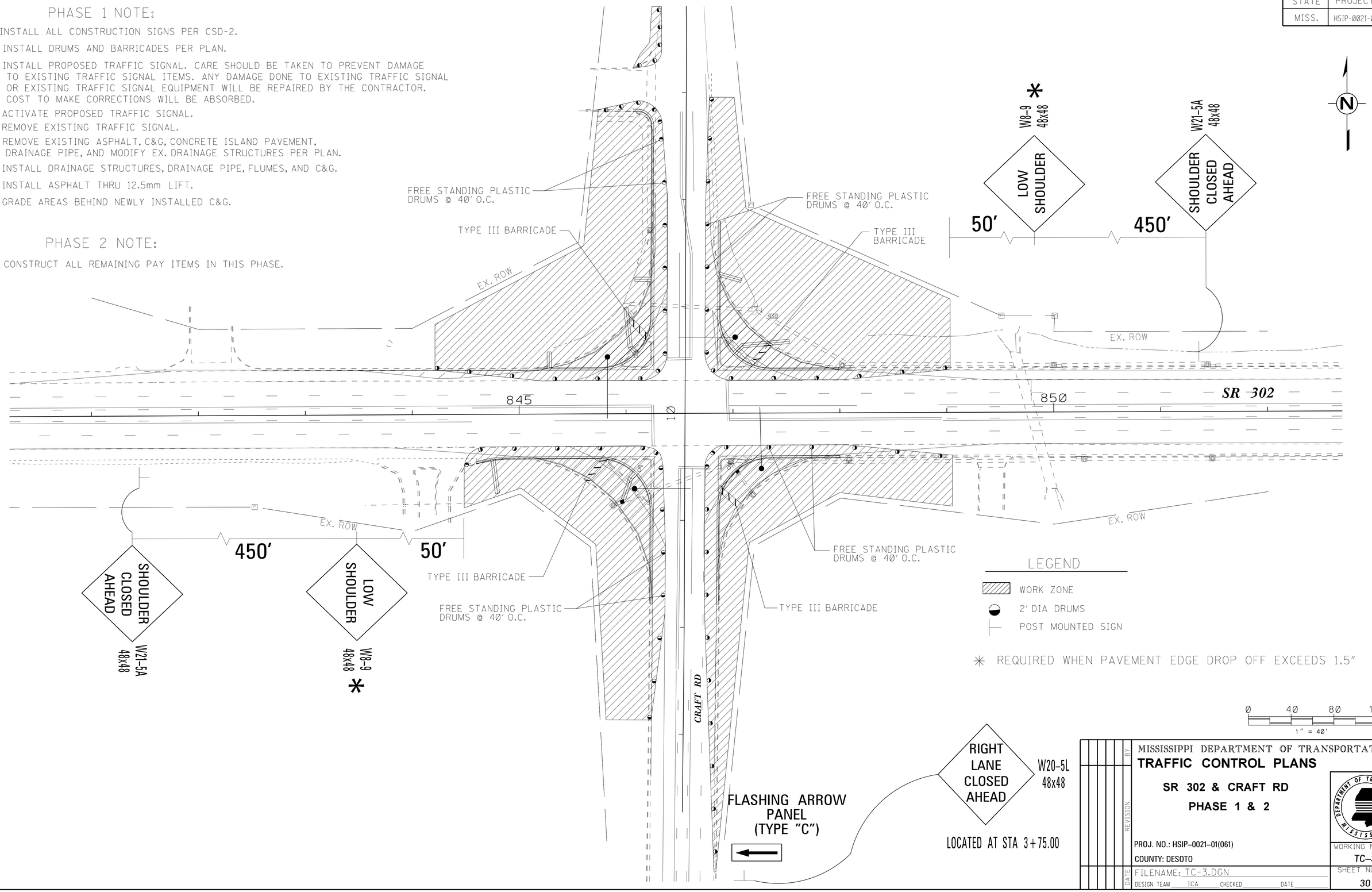
7 - INSTALL DRAINAGE STRUCTURES, DRAINAGE PIPE, FLUMES, AND C&G.

8 - INSTALL ASPHALT THRU 12.5mm LIFT.

9 - GRADE AREAS BEHIND NEWLY INSTALLED C&G.

PHASE 2 NOTE:

1 - CONSTRUCT ALL REMAINING PAY ITEMS IN THIS PHASE.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

SR 302 & CRAFT RD

PHASE 1 & 2

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TC-3.DGN

DESIGN TEAM ICA CHECKED DATE

DATE | REVISION | BY

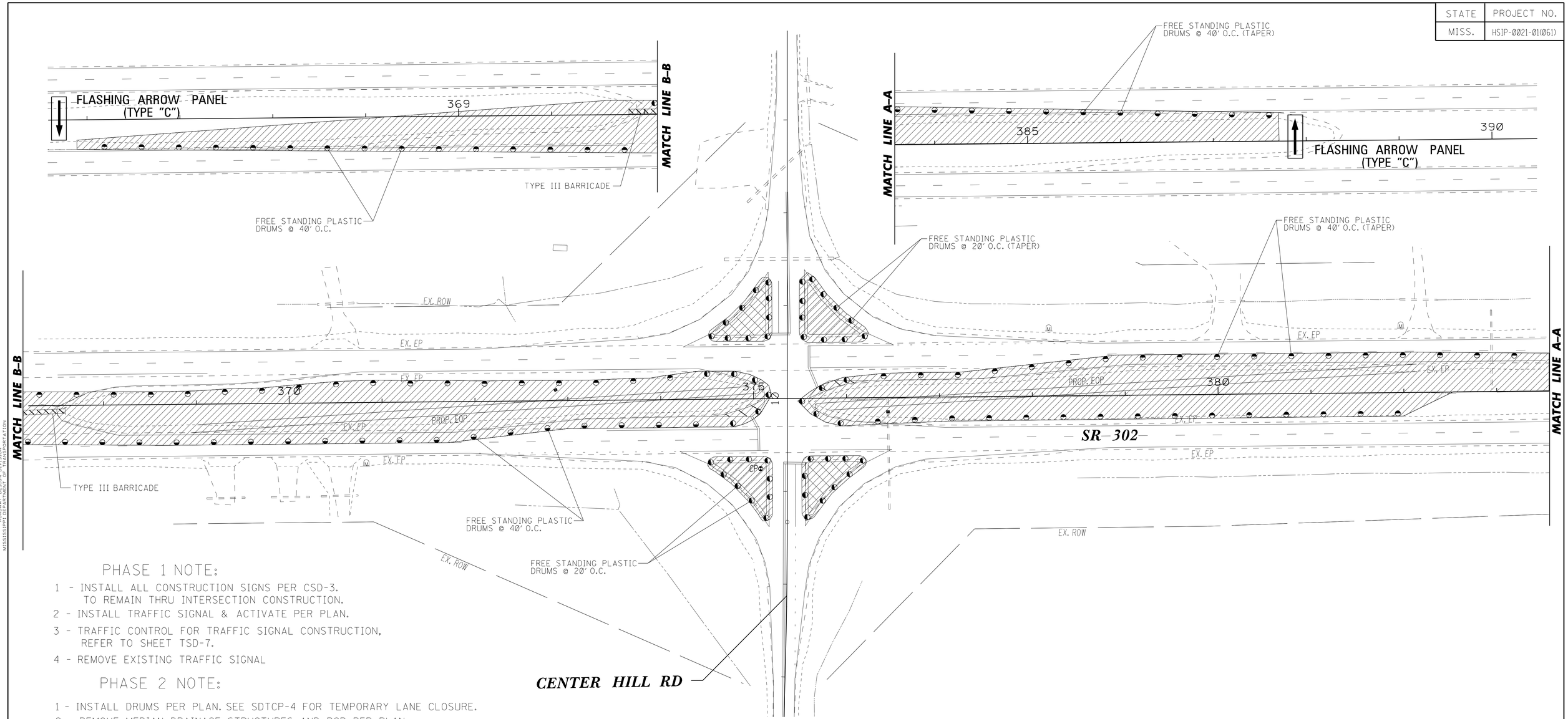
WORKING NUMBER: TC-3

SHEET NUMBER: 30

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:36 TC-3.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



PHASE 1 NOTE:

1 - INSTALL ALL CONSTRUCTION SIGNS PER CSD-3. TO REMAIN THRU INTERSECTION CONSTRUCTION.
2 - INSTALL TRAFFIC SIGNAL & ACTIVATE PER PLAN.
3 - TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION, REFER TO SHEET TSD-7.
4 - REMOVE EXISTING TRAFFIC SIGNAL

PHASE 2 NOTE:

1 - INSTALL DRUMS PER PLAN. SEE SDTCP-4 FOR TEMPORARY LANE CLOSURE.
2 - REMOVE MEDIAN DRAINAGE STRUCTURES AND RCP PER PLAN.
3 - INSTALL MEDIAN DRAINAGE STRUCTURES PER PLAN.
4 - CONSTRUCT SHOULDER AND PAVEMENT WIDENING IN MEDIAN.
5 - REMOVE INSIDE LANE CLOSURE. USE SHORT TERM LANE CLOSURE AS NEEDED TO COMPLETE REMAINING PAY ITEMS.
6 - REMOVE 4" CONCRETE ISLAND PAVEMENT & REPLACE PER PLAN.

PHASE 3 NOTE:

1 - CONSTRUCT ALL REMAINING PAY ITEMS.

LEGEND

- WORK ZONE
- 2' DIA DRUMS
- POST MOUNTED SIGN
- TYPE III BARRICADE

✳ REQUIRED WHEN PAVEMENT EDGE DROP OFF EXCEEDS 1.5"

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

SR 305 & CENTER HILL ROAD

PHASE 1, 2 & 3

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: TC-4

SHEET NUMBER: 31

FILENAME: TC-4.DGN

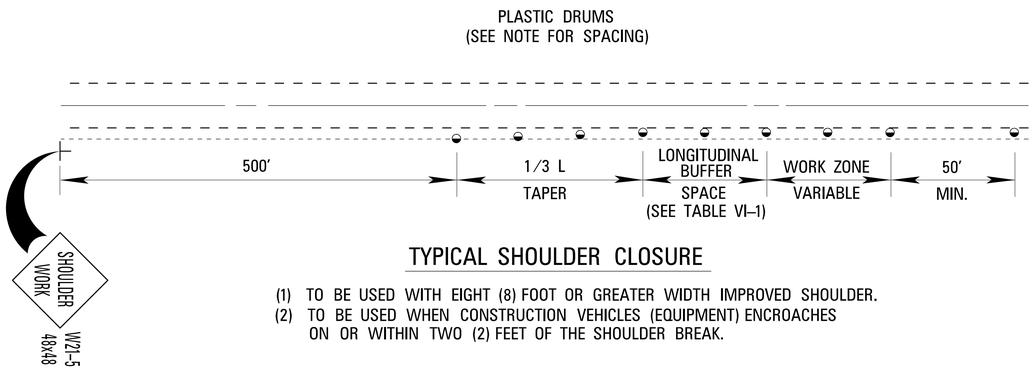
DESIGN TEAM ICA CHECKED DATE

REVISION | BY | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

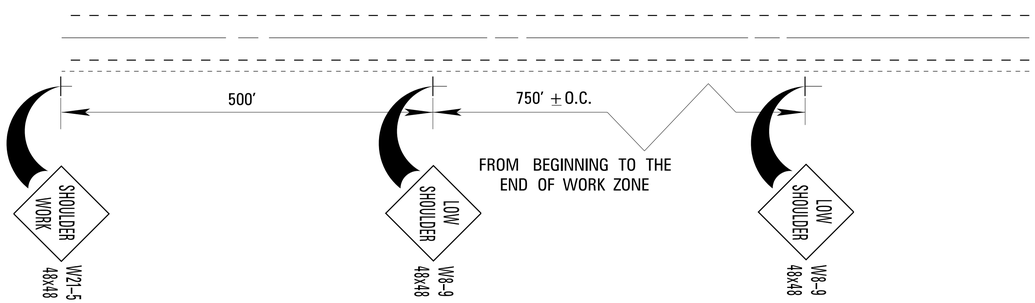
7/8/2015 15:40:36 TC-4.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



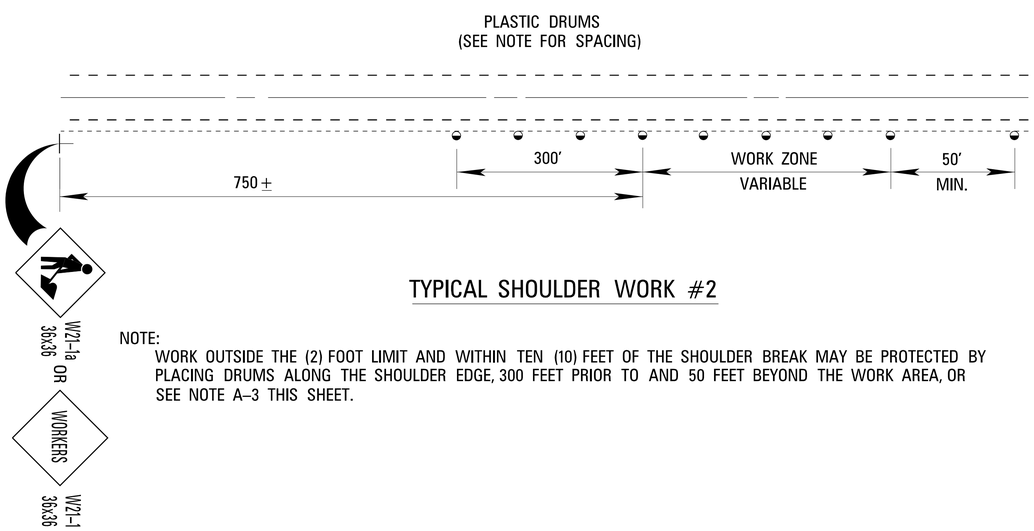
TYPICAL SHOULDER CLOSURE

(1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
(2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCROACHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.



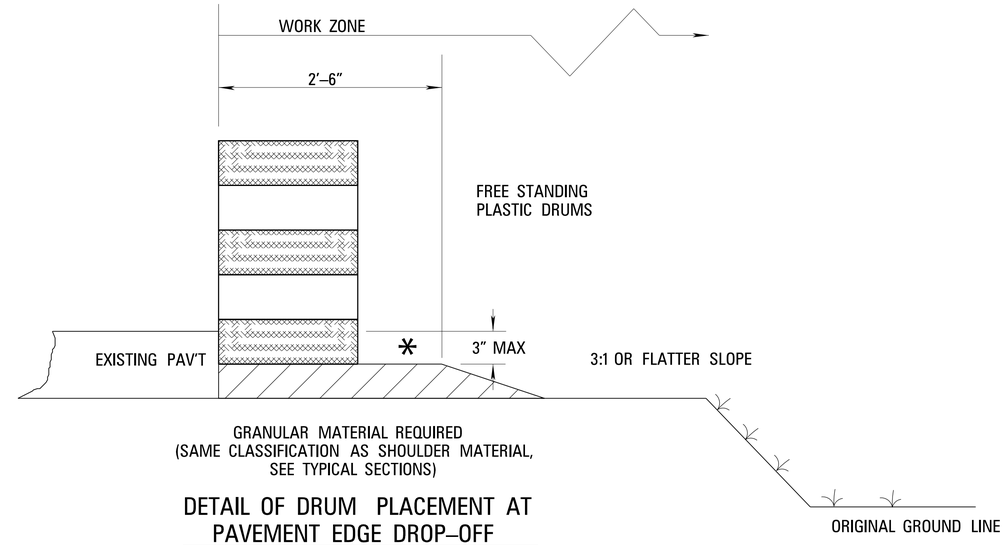
TYPICAL SHOULDER WORK #1

(SEE NOTE A–1 THIS SHEET)



TYPICAL SHOULDER WORK #2

NOTE:
WORK OUTSIDE THE (2) FOOT LIMIT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A–3 THIS SHEET.



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP–OFF

NOTES

* A. PAVEMENT EDGE DROP–OFF

1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES–NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21–5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8–9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750′ ± O.C.).
2. TWO AND ONE QUARTER TO THREE INCHES–PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1/3 L, WHERE L IS THE TAPER LENGTH IN FEET.)
3. GREATER THAN THREE (3) INCHES–POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP–OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.
4. FOR TEMPORARY CONDITIONS, DROP–OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP–OFF AREA.
5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW–VOLUME LOCAL STREETS.

B. DRUM SPACING

1. TANGENTS = 2 X S
2. TAPERS = L/3
   WHERE L = S X W
   L = TAPER LENGTH IN FEET
   S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
   W = WIDTH OF OFFSET IN FEET

C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

TABLE VI–1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

SPEED* (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

* POSTED SPEED, OFF–PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL

DRUM PLACEMENT AND SHOULDER CLOSURE

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

WORKING NUMBER
TCP–SC

FILENAME: tcp-sc.dgn
DESIGN TEAM ICA CHECKED DATE

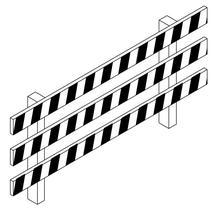
SHEET NUMBER
32

ROADWAY DESIGN DIVISION C.A.D.D. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PLAN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

TYPE I

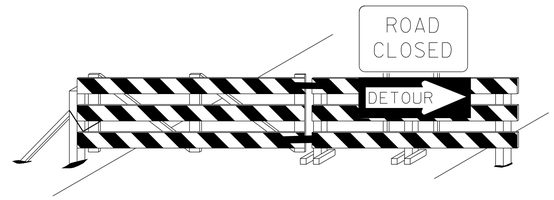
TYPE II



TYPE III

STANDARD BARRICADES

1. A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL SUPPORTED BY A DEMOUNTABLE FRAME OR A LIGHT "A" FRAME. A TYPE I BARRICADE NORMALLY WOULD BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND ARTERIALS.
2. A TYPE II BARRICADE CONSISTS OF TWO (2) HORIZONTAL RAILS ON A LIGHT "A" FRAME. TYPE II BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.
3. TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS RELATIVELY SMALL AS, FOR EXAMPLE, ON CITY STREETS, OR FOR THE MORE OR LESS CONTINUOUS DELIMITING OF A RESTRICTED ROADWAY, OR FOR TEMPORARY DAYTIME USE.
4. A TYPE III BARRICADE CONSISTS OF THREE (3) HORIZONTAL RAILS SUPPORTED BY FIXED POSTS, A RIGID SKID, A HEAVY DEMOUNTABLE FRAME OR A HEAVY, HINGED "A" FRAME.
5. TYPE III BARRICADES ARE INTENDED FOR USE ON CONSTRUCTION AND MAINTENANCE PROJECTS AS WING BARRICADES AND AT ROAD CLOSURES, WHERE THEY MUST REMAIN IN PLACE FOR EXTENDED PERIODS.
6. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
9. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy_guide/road_hardware/cat2.cfm



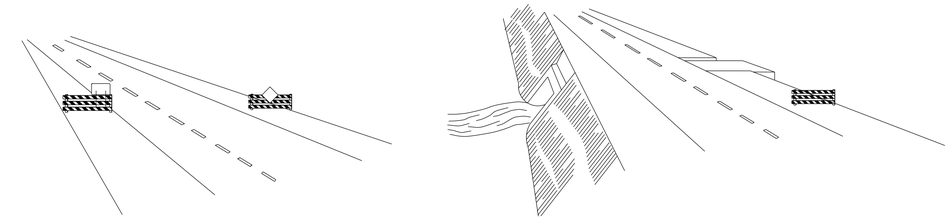
BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL**	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF REFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS
TYPE OF FRAME	LIGHT	LIGHT "A" FRAME	POST OR SKID

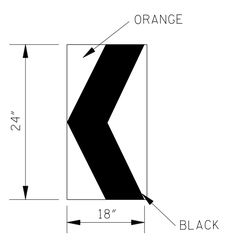
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in^2 OF REFLECTIVE AREA FACING TRAFFIC.



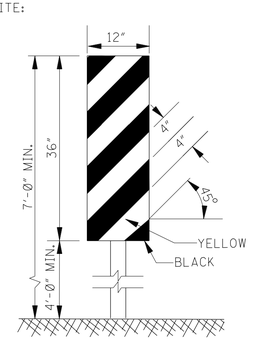
WING BARRICADES

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
   A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
   B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



CHEVRON SIGN DETAIL

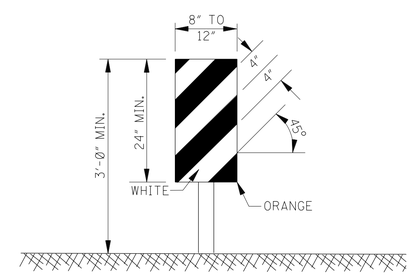
1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON FIXED POST OR RIGID SKID.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHALL BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



TYPE 3 OBJECT MARKER

(OM-3R)

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.

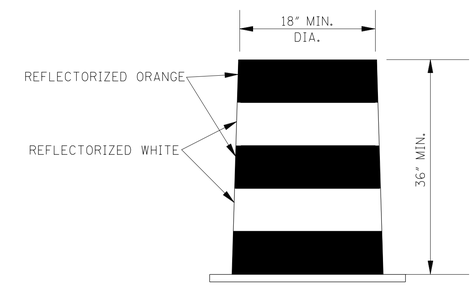


VERTICAL PANEL

1. VERTICAL PANELS CONSIST OF AT LEAST ONE PANEL 8" TO 12" IN WIDTH AND A MINIMUM OF 24" IN HEIGHT.
2. THE DIAGONAL STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION THAT TRAFFIC IS TO PASS THE PANEL. THE PANELS SHALL BE MOUNTED WITH THE TOP A MINIMUM OF 36" ABOVE THE ROADWAY ON A SINGLE LIGHTMASS POST.
3. VERTICAL PANELS USED ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 in^2 OF RETROREFLECTIVE AREA FACING TRAFFIC.
4. FOR TWO-WAY TRAFFIC OPERATIONS, BACK-TO-BACK PANELS SHALL BE USED.

GENERAL NOTES:

1. MARKINGS ON ALL DEVICES SHOWN ON THIS SHEET SHALL BE HIGH INTENSITY REFLECTIVE SHEETING.
2. THE TRAFFIC CONTROL PLAN WILL LIST THE VARIOUS TRAFFIC CONTROL DEVICES REQUIRED FOR EACH PROJECT.



PLASTIC DRUM STRIPING DETAIL

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) REFLECTORIZED, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS SHALL BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

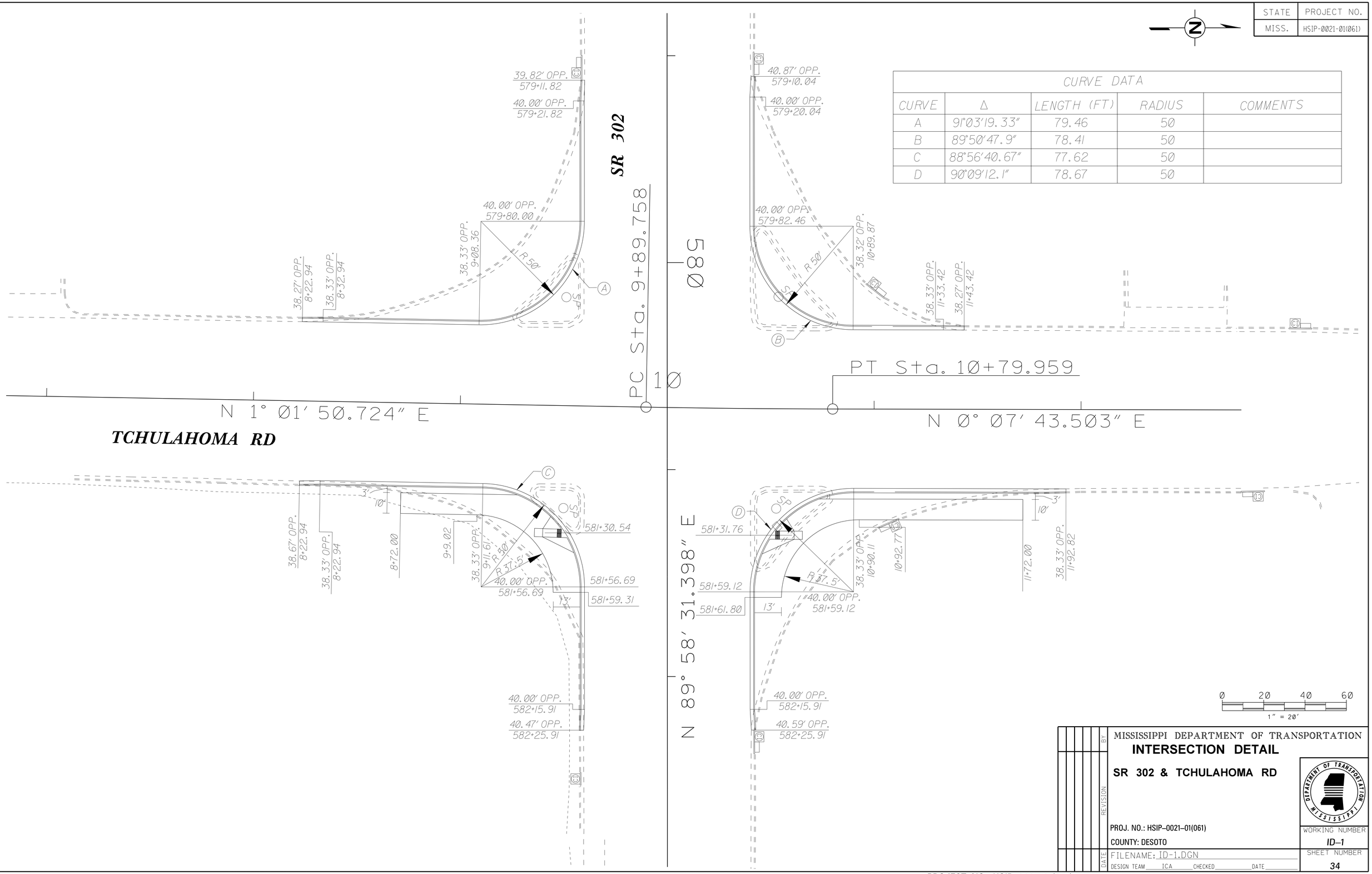
WORKING NUMBER: SDTCP-10

FILENAME: SDTCP-10.DGN
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER 33

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:37 SDTCP-10.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



CURVE DATA				
CURVE	Δ	LENGTH (FT)	RADIUS	COMMENTS
A	91°03′19.33″	79.46	50	
B	89°50′47.9″	78.41	50	
C	88°56′40.67″	77.62	50	
D	90°09′12.1″	78.67	50	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL

SR 302 & TCHULAHOMA RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: ID-1.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

WORKING NUMBER: ID–1

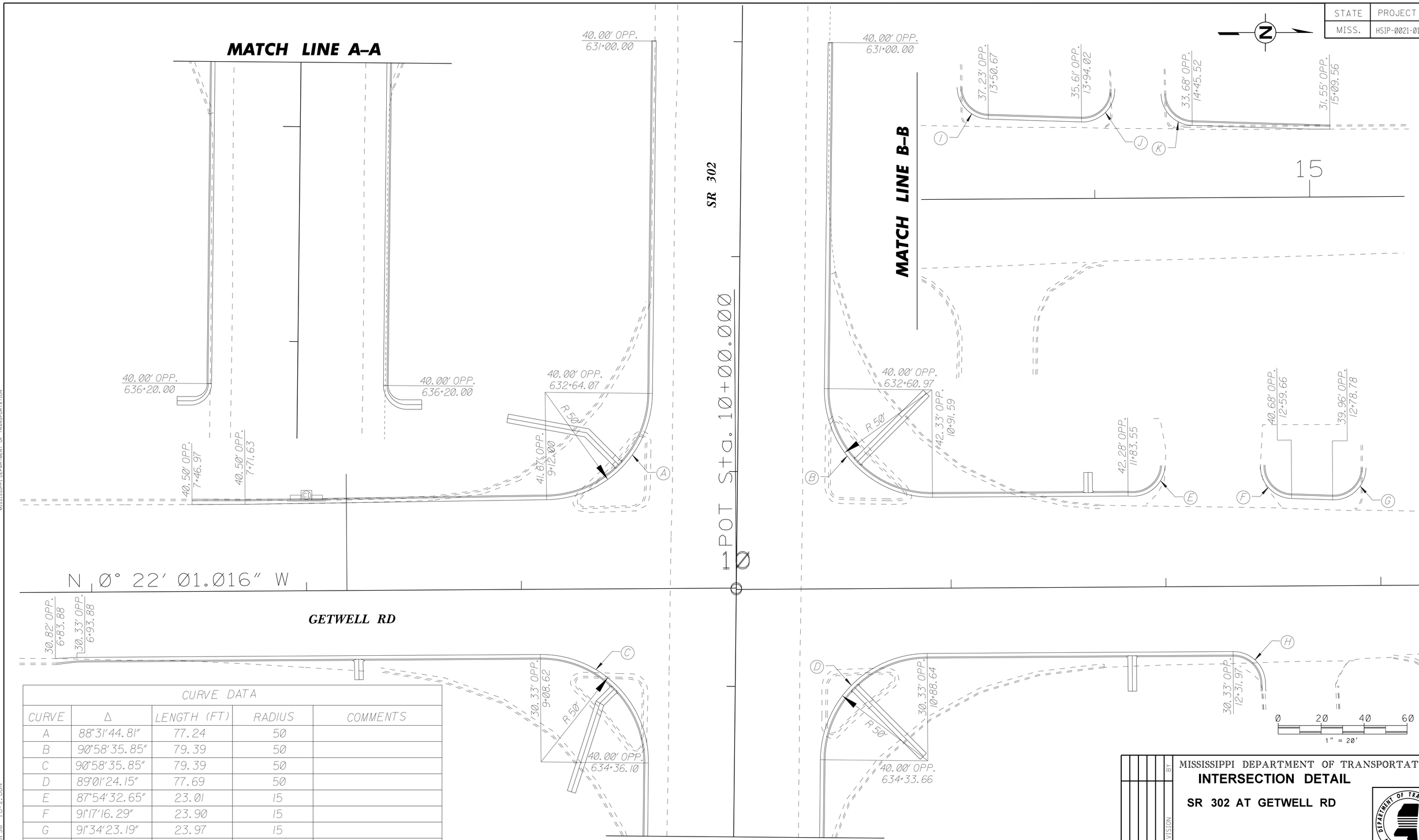
SHEET NUMBER: 34

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:38 ID-1.DGN

DESIGN TEAM: ICA FILENAME: ID–1.dgn COUNTY: DESOTO PROJECT NO.: HSIP–0021–01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



CURVE DATA				
CURVE	Δ	LENGTH (FT)	RADIUS	COMMENTS
A	88°31'44.81"	77.24	50	
B	90°58'35.85"	79.39	50	
C	90°58'35.85"	79.39	50	
D	89°01'24.15"	77.69	50	
E	87°54'32.65"	23.01	15	
F	91°17'16.29"	23.90	15	
G	91°34'23.19"	23.97	15	
H	87°38'01.37"	22.94	15	
I	87°26'21.98"	22.89	15	
J	93°44'55.10"	24.54	15	
K	87°00'25.13"	22.79	15	

NOTE: REMOVE AND REPLACE AT EXISTING CURB LINE STA 7+46.97 TO STA 8+18.79.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL

SR 302 AT GETWELL RD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: ID-2.DGN

DESIGN TEAM ICA CHECKED DATE

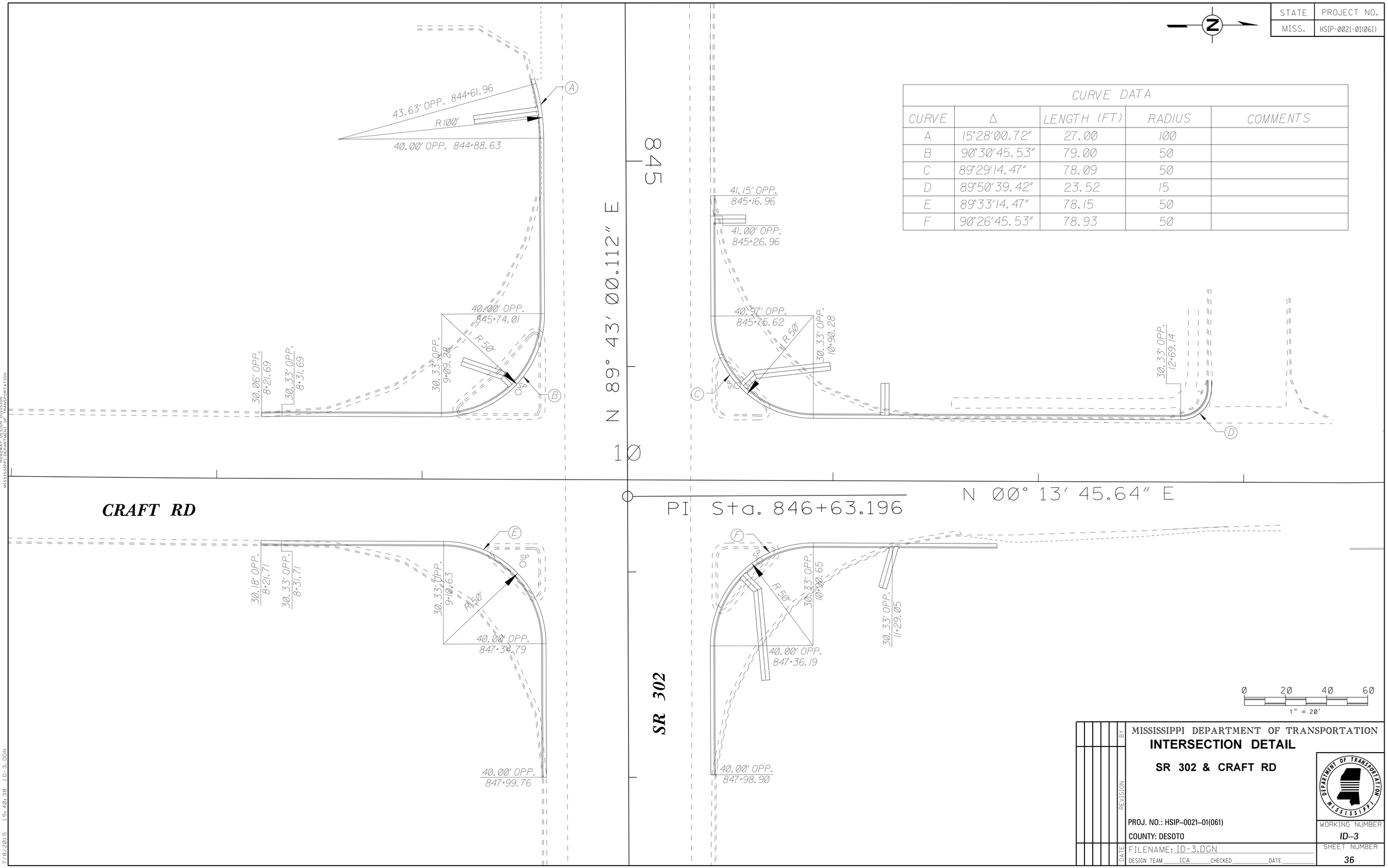
WORKING NUMBER: ID-2

SHEET NUMBER: 35

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:38 ID-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



CURVE DATA				
CURVE	Δ	LENGTH (FT)	RADIUS	COMMENTS
A	15°28'00.72"	27.00	100	
B	90°30'45.53"	79.00	50	
C	89°29'14.47"	78.09	50	
D	89°50'39.42"	23.52	15	
E	89°33'14.47"	78.15	50	
F	90°26'45.53"	78.93	50	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL

SR 302 & CRAFT RD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: ID-3.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

WORKING NUMBER: ID-3

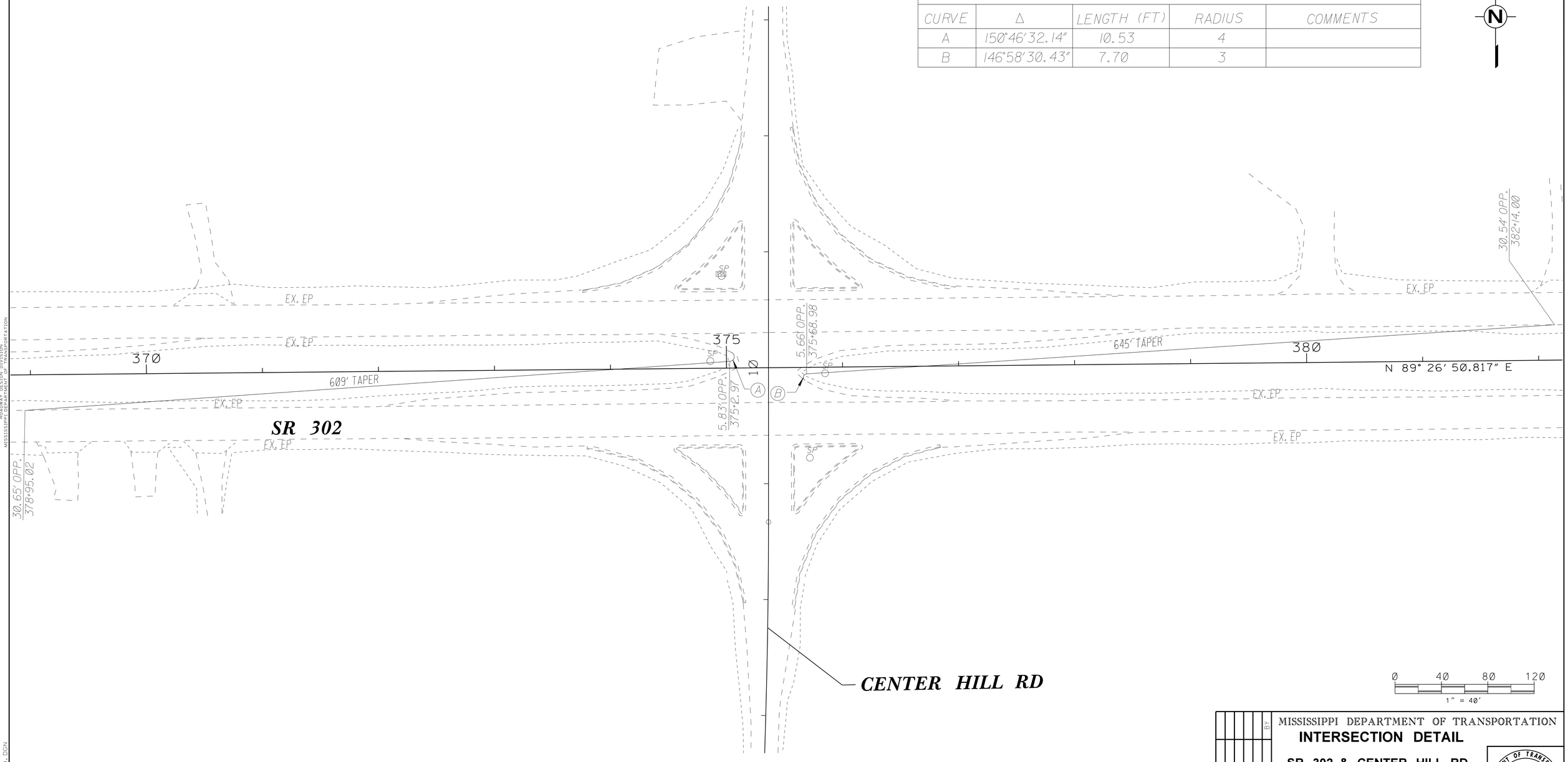
SHEET NUMBER: 36

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:38 ID-3.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

CURVE DATA				
CURVE	Δ	LENGTH (FT)	RADIUS	COMMENTS
A	150°46'32.14"	10.53	4	
B	146°58'30.43"	7.70	3	



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL

SR 302 & CENTER HILL RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: ID-4.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: ID–4

SHEET NUMBER: 37

REVISION | BY | DATE

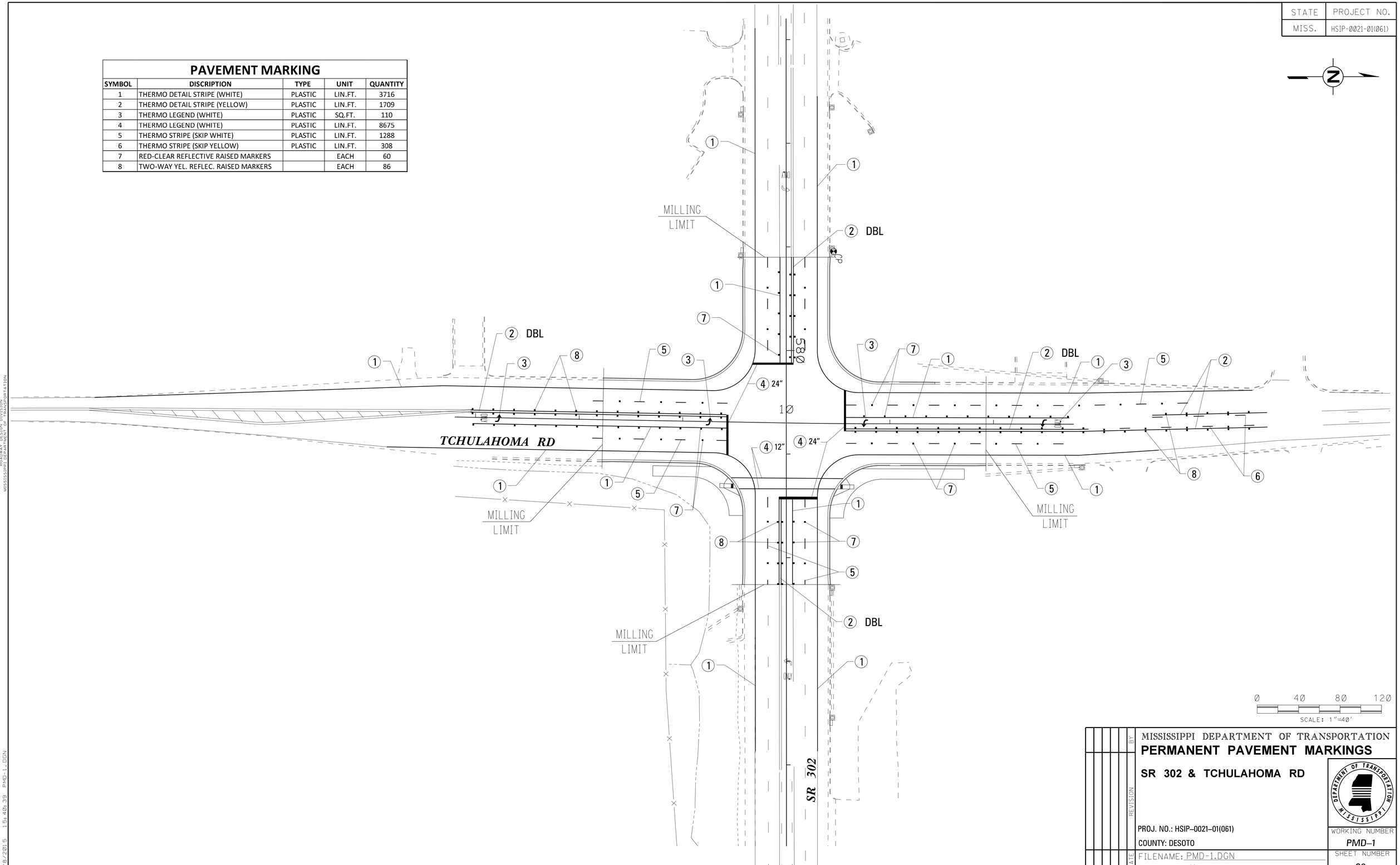
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:39 ID-4.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

PAVEMENT MARKING

SYMBOL	DISCRIPTION	TYPE	UNIT	QUANTITY
1	THERMO DETAIL STRIPE (WHITE)	PLASTIC	LIN.FT.	3716
2	THERMO DETAIL STRIPE (YELLOW)	PLASTIC	LIN.FT.	1709
3	THERMO LEGEND (WHITE)	PLASTIC	SQ.FT.	110
4	THERMO LEGEND (WHITE)	PLASTIC	LIN.FT.	8675
5	THERMO STRIPE (SKIP WHITE)	PLASTIC	LIN.FT.	1288
6	THERMO STRIPE (SKIP YELLOW)	PLASTIC	LIN.FT.	308
7	RED-CLEAR REFLECTIVE RAISED MARKERS		EACH	60
8	TWO-WAY YEL. REFLEC. RAISED MARKERS		EACH	86



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKINGS

SR 302 & TCHULAHOMA RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: PMD-1.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: PMD–1

SHEET NUMBER: 38

REVISION | BY | DATE

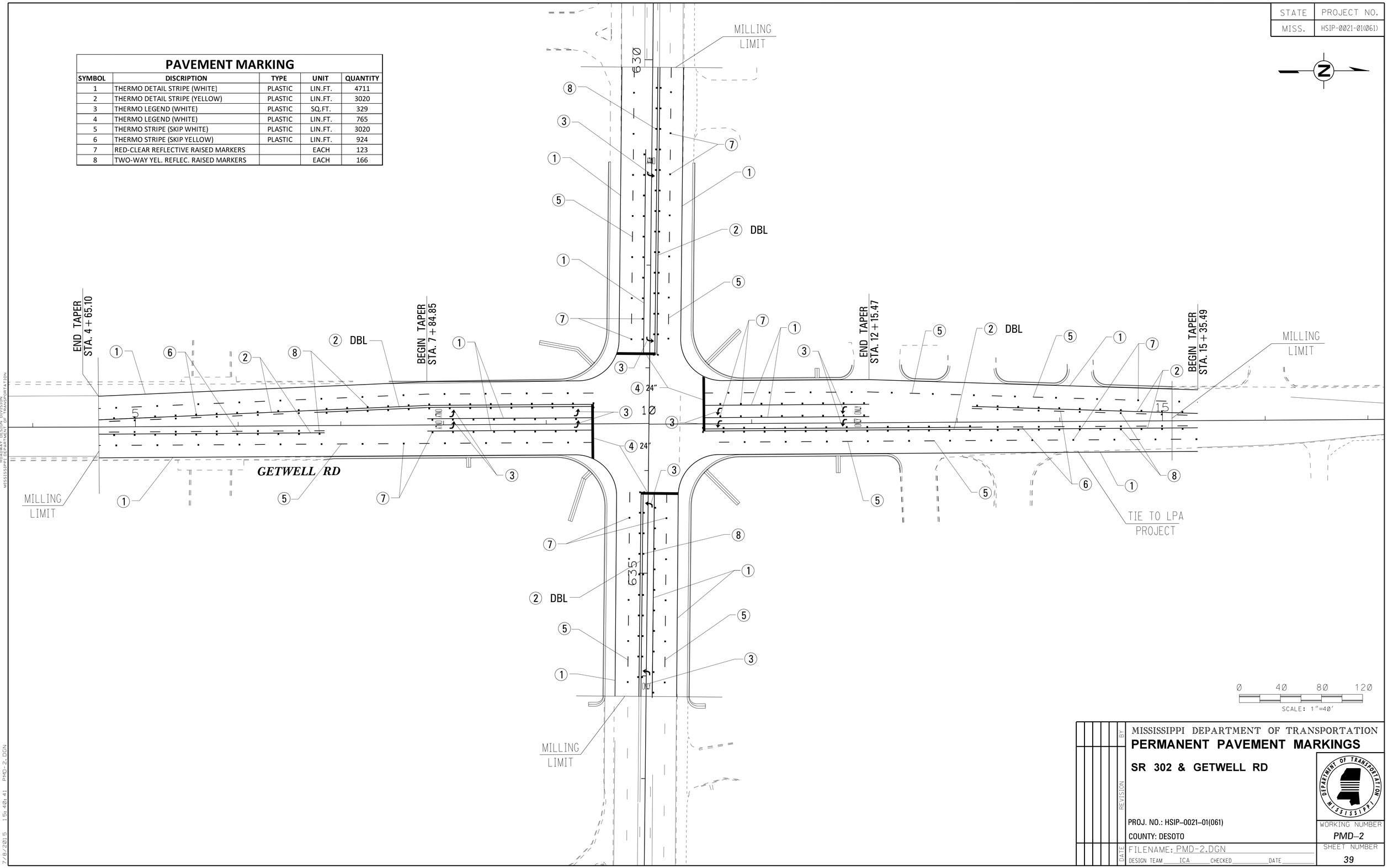
PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:39 PMD-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

PAVEMENT MARKING

SYMBOL	DISCRIPTION	TYPE	UNIT	QUANTITY
1	THERMO DETAIL STRIPE (WHITE)	PLASTIC	LIN.FT.	4711
2	THERMO DETAIL STRIPE (YELLOW)	PLASTIC	LIN.FT.	3020
3	THERMO LEGEND (WHITE)	PLASTIC	SQ.FT.	329
4	THERMO LEGEND (WHITE)	PLASTIC	LIN.FT.	765
5	THERMO STRIPE (SKIP WHITE)	PLASTIC	LIN.FT.	3020
6	THERMO STRIPE (SKIP YELLOW)	PLASTIC	LIN.FT.	924
7	RED-CLEAR REFLECTIVE RAISED MARKERS		EACH	123
8	TWO-WAY YEL. REFLEC. RAISED MARKERS		EACH	166



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKINGS

SR 302 & GETWELL RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: PMD-2.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: PMD–2

SHEET NUMBER: 39

REVISION | BY | DATE

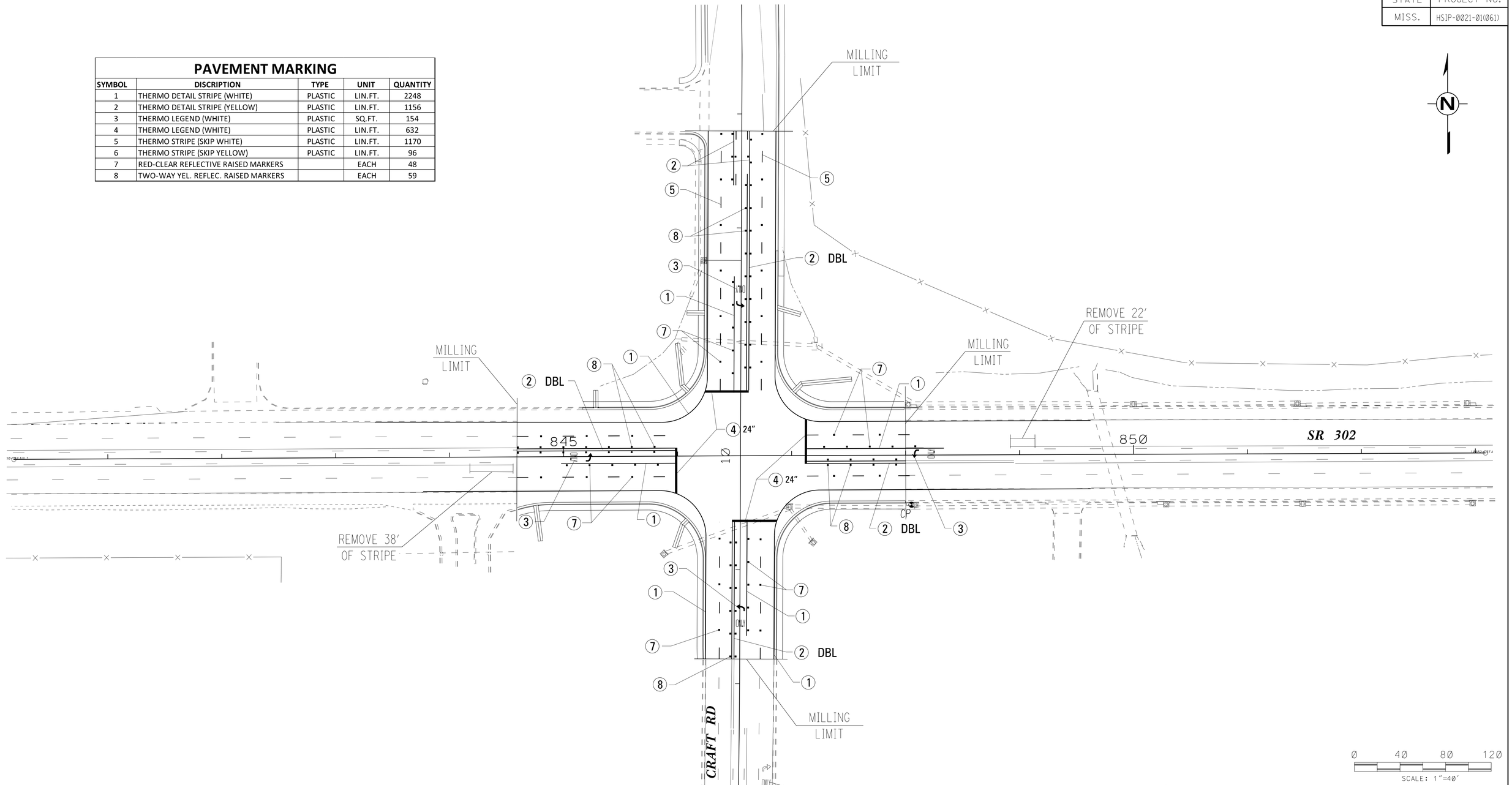
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PLAN

7/8/2015 15:48:41 PMD-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

PAVEMENT MARKING

SYMBOL	DISCRIPTION	TYPE	UNIT	QUANTITY
1	THERMO DETAIL STRIPE (WHITE)	PLASTIC	LIN.FT.	2248
2	THERMO DETAIL STRIPE (YELLOW)	PLASTIC	LIN.FT.	1156
3	THERMO LEGEND (WHITE)	PLASTIC	SQ.FT.	154
4	THERMO LEGEND (WHITE)	PLASTIC	LIN.FT.	632
5	THERMO STRIPE (SKIP WHITE)	PLASTIC	LIN.FT.	1170
6	THERMO STRIPE (SKIP YELLOW)	PLASTIC	LIN.FT.	96
7	RED-CLEAR REFLECTIVE RAISED MARKERS		EACH	48
8	TWO-WAY YEL. REFLEC. RAISED MARKERS		EACH	59



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKINGS

SR 302 & CRAFT RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

WORKING NUMBER: PMD–3

SHEET NUMBER: 40

FILENAME: PMD-3.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

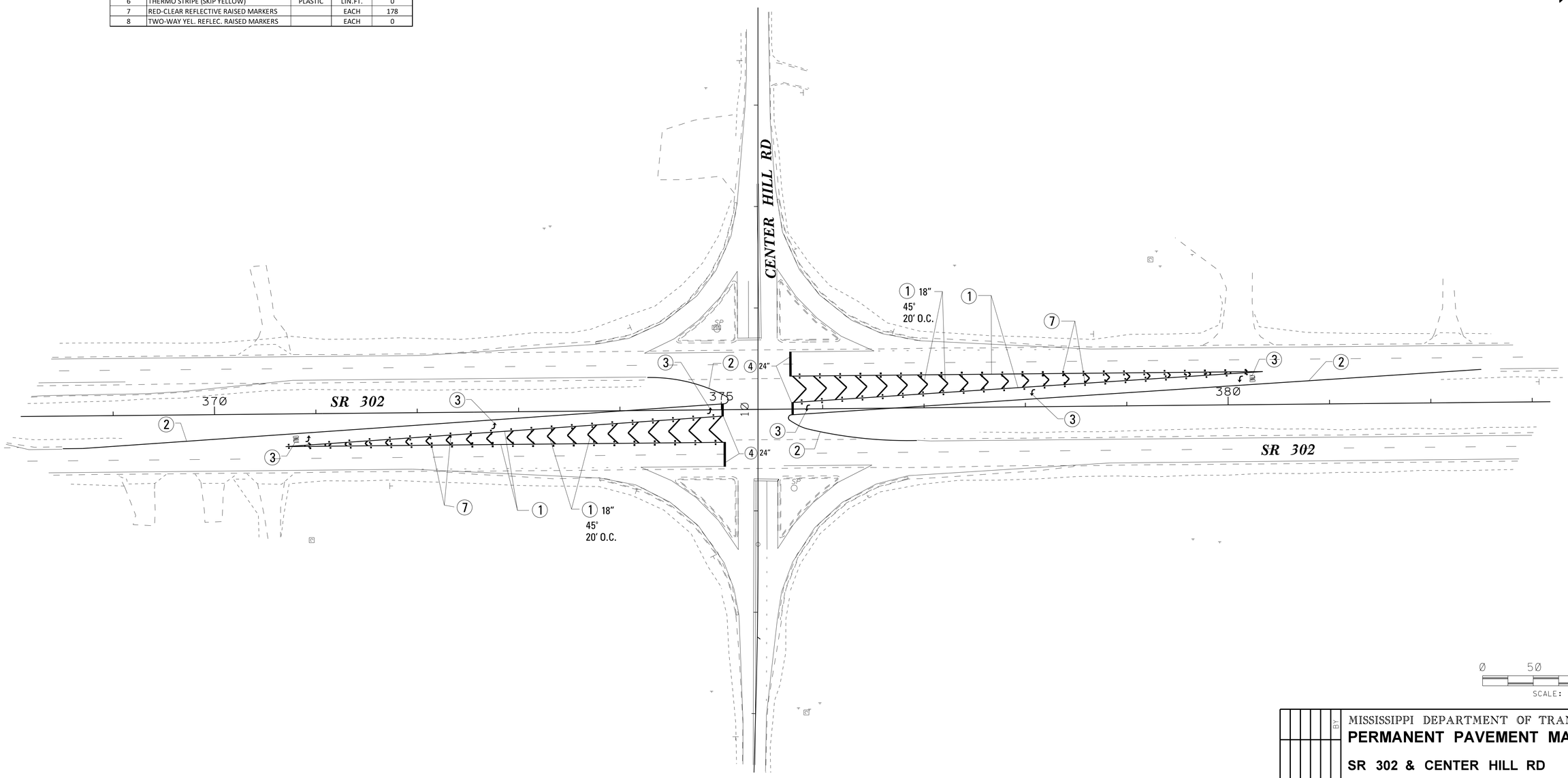
7/10/2015 10:46:04 PMD-3.DGN

DESIGN TEAM: ICA FILENAME: PMD–3.dgn COUNTY: DESOTO PROJECT NO.: HSIP–0021–01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

PAVEMENT MARKING

SYMBOL	DISCRIPTION	TYPE	UNIT	QUANTITY
1	THERMO DETAIL STRIPE (WHITE)	PLASTIC	LIN.FT.	4517
2	THERMO DETAIL STRIPE (YELLOW)	PLASTIC	LIN.FT.	1639
3	THERMO LEGEND (WHITE)	PLASTIC	SQ.FT.	142
4	THERMO LEGEND (WHITE)	PLASTIC	LIN.FT.	302
5	THERMO STRIPE (SKIP WHITE)	PLASTIC	LIN.FT.	0
6	THERMO STRIPE (SKIP YELLOW)	PLASTIC	LIN.FT.	0
7	RED-CLEAR REFLECTIVE RAISED MARKERS		EACH	178
8	TWO-WAY YEL. REFLEC. RAISED MARKERS		EACH	0



0 50 100 150

SCALE: 1"= 50'

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKINGS

SR 302 & CENTER HILL RD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

WORKING NUMBER: PMD–4

SHEET NUMBER: 41

FILENAME: PMD-4.DGN

DESIGN TEAM ICA CHECKED DATE

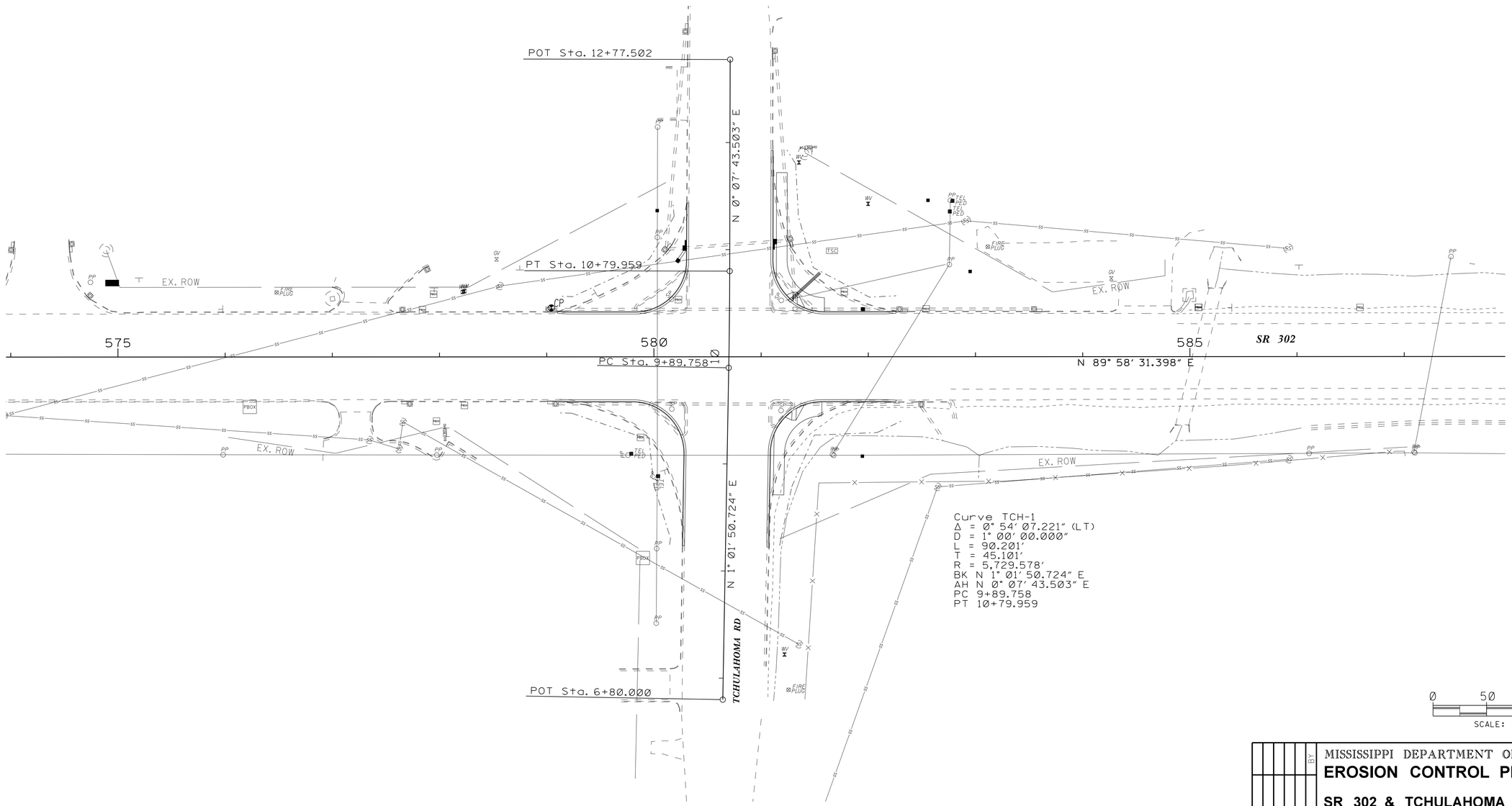
REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:43 PMD-4.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		
SILT FENCE	L.F.	—SF—	
WATTLES, 12'	L.F.		
WATTLES, 20'	L.F.		
INLET SILT GUARD	EACH		



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SR 302 & TCHULAHOMA ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: ECP-1

SHEET NUMBER: 42

FILENAME: ECP-1.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

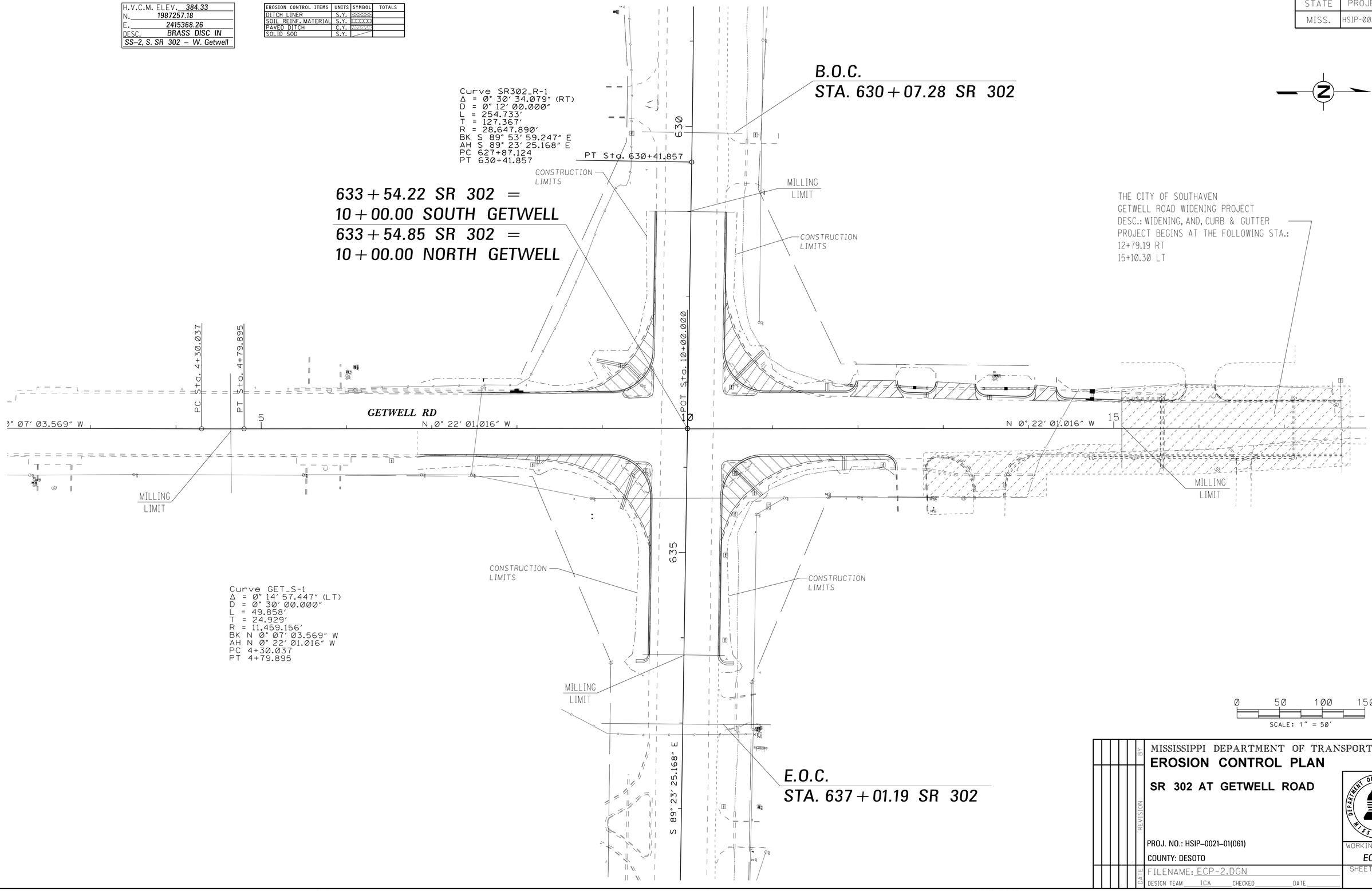
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:44 ECP-1.DGN

H.V.C.M. ELEV.	384.33
N.	1987257.18
E.	2415368.26
DESC.	BRASS DISC IN SS-2, S. SR 302 – W. Getwell

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SR 302 AT GETWELL ROAD

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: ECP-2.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

WORKING NUMBER ECP–2

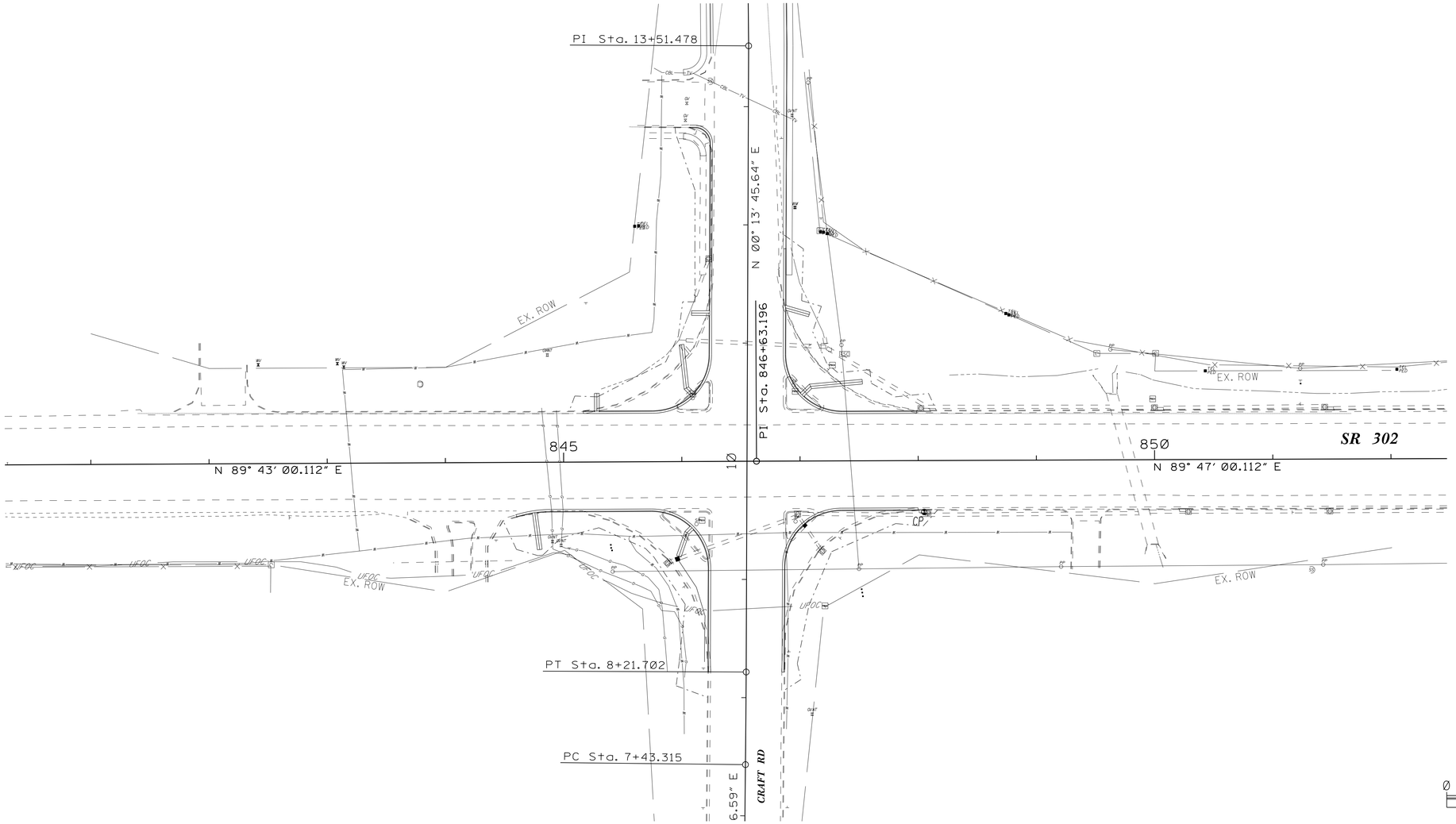
SHEET NUMBER 43

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:45 ECP-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		
SILT FENCE	L.F.	—SF—	
WATTLES, 12'	L.F.		
WATTLES, 20'	L.F.		
INLET SILT GUARD	EACH		



0 50 100 150

SCALE: 1" = 50'

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SR 302 & CRAFT ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: ECP-3.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

WORKING NUMBER: ECP-3

SHEET NUMBER: 44

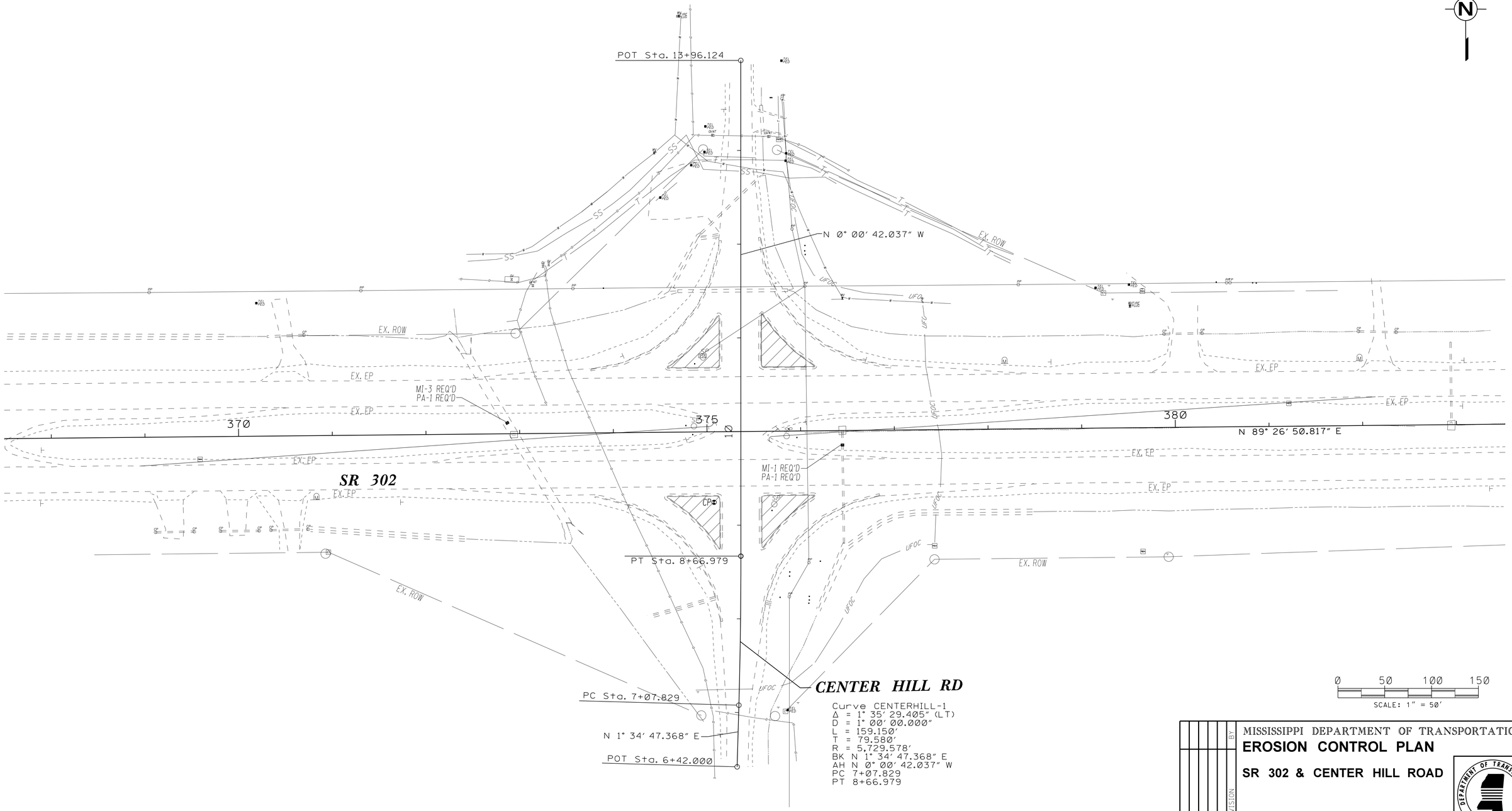
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:46 ECP-3.DGN

DESIGN TEAM: ICA FILENAME: ECP-3.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
SOLID SOD	S.Y.		
SILT FENCE	L.F.	—SF—	
WATTLES, 12'	L.F.		
WATTLES, 20'	L.F.		
INLET SILT GUARD	EACH		



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:46 ECP-4.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SR 302 & CENTER HILL ROAD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: ECP-4.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

WORKING NUMBER ECP-4

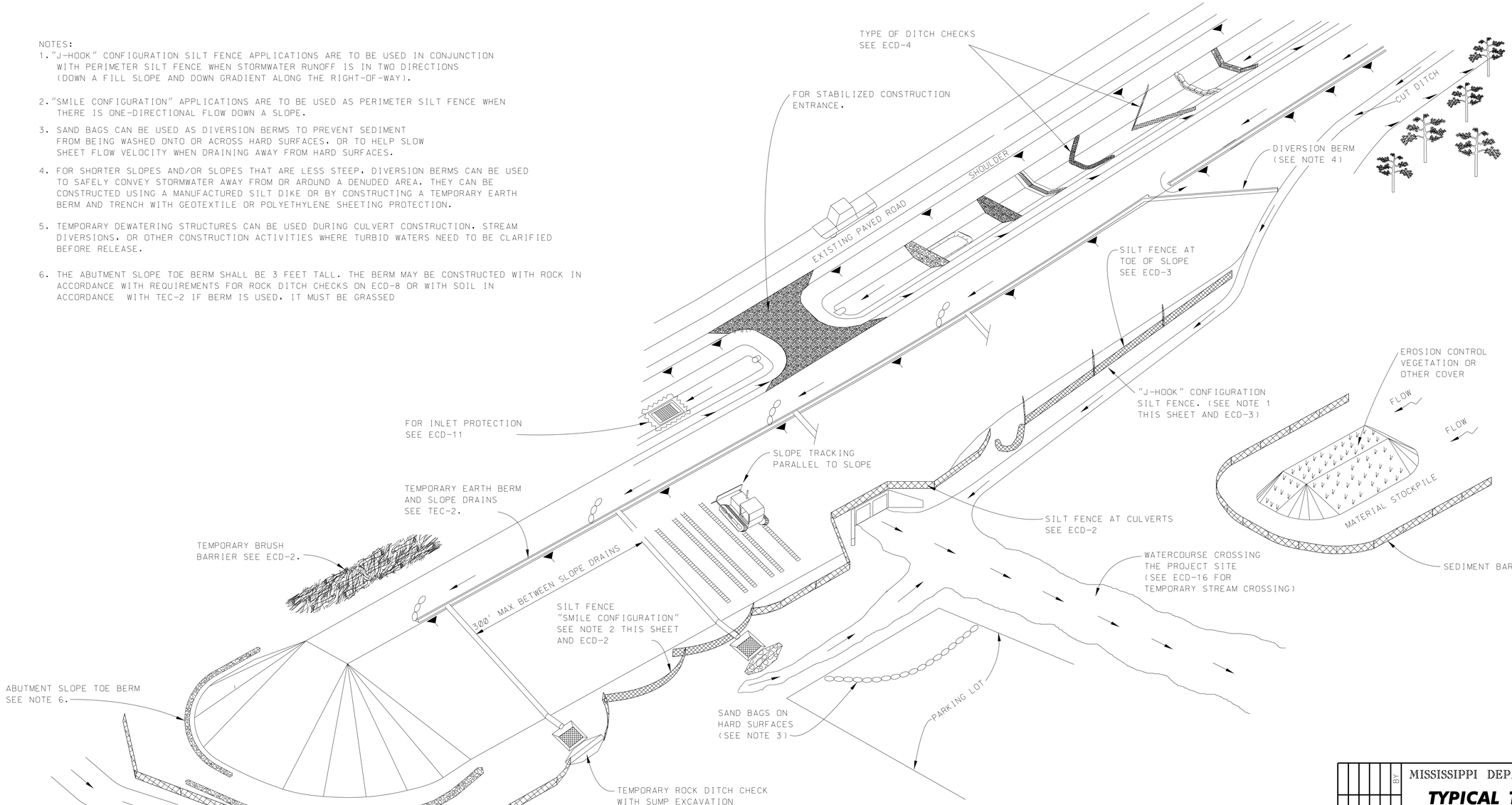
SHEET NUMBER 45

DESIGN TEAM: ICA FILENAME: ECP-4.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

NOTES:

1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS ARE TO BE USED IN CONJUNCTION WITH PERIMETER SILT FENCE WHEN STORMWATER RUNOFF IS IN TWO DIRECTIONS (DOWN A FILL SLOPE AND DOWN GRADIENT ALONG THE RIGHT-OF-WAY).
2. "SMILE CONFIGURATION" APPLICATIONS ARE TO BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.
3. SAND BAGS CAN BE USED AS DIVERSION BERMS TO PREVENT SEDIMENT FROM BEING WASHED ONTO OR ACROSS HARD SURFACES, OR TO HELP SLOW SHEET FLOW VELOCITY WHEN DRAINING AWAY FROM HARD SURFACES.
4. FOR SHORTER SLOPES AND/OR SLOPES THAT ARE LESS STEEP, DIVERSION BERMS CAN BE USED TO SAFELY CONVEY STORMWATER AWAY FROM OR AROUND A DENUDED AREA. THEY CAN BE CONSTRUCTED USING A MANUFACTURED SILT DIKE OR BY CONSTRUCTING A TEMPORARY EARTH BERM AND TRENCH WITH GEOTEXTILE OR POLYETHYLENE SHEETING PROTECTION.
5. TEMPORARY DEWATERING STRUCTURES CAN BE USED DURING CULVERT CONSTRUCTION, STREAM DIVERSIONS, OR OTHER CONSTRUCTION ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.
6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FEET TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON ECD-8 OR WITH SOIL IN ACCORDANCE WITH TEC-2 IF BERM IS USED. IT MUST BE GRASSED



DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL TEMPORARY EROSION/SEDIMENT CONTROL APPLICATIONS

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

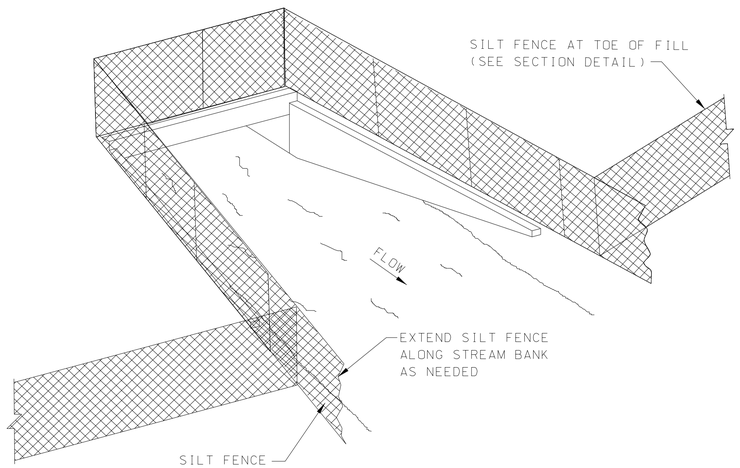
WORKING NUMBER
ECD-1

SHEET NUMBER
46

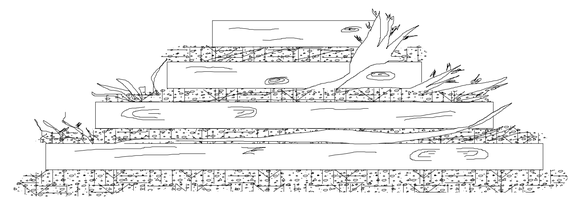
FILENAME: ECD-1.DGN
DESIGN TEAM ICA CHECKED DATE

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:47 ECD-1.DGN

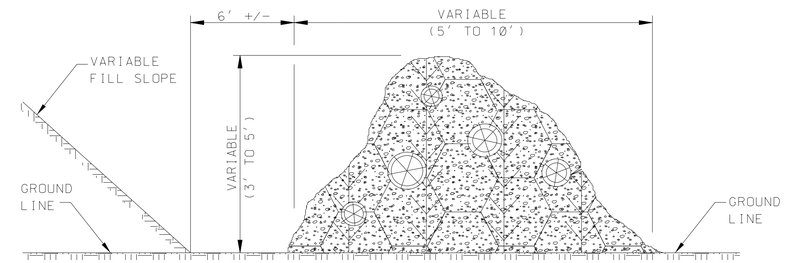
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



SEDIMENT BARRIER AT CROSS DRAIN



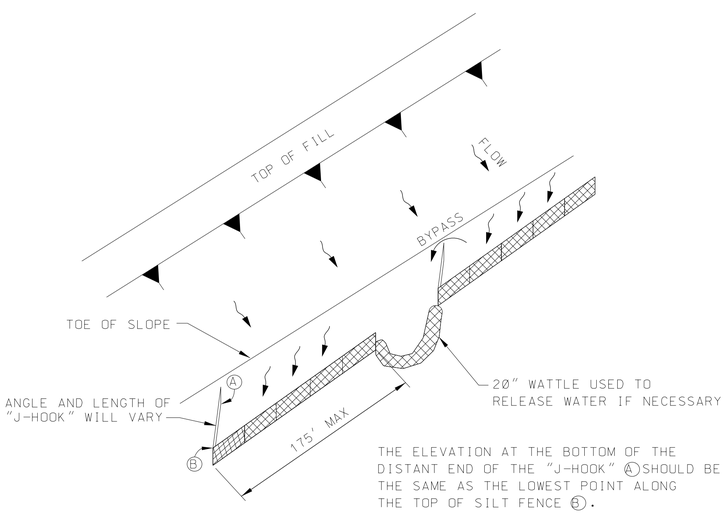
FRONT ELEVATION



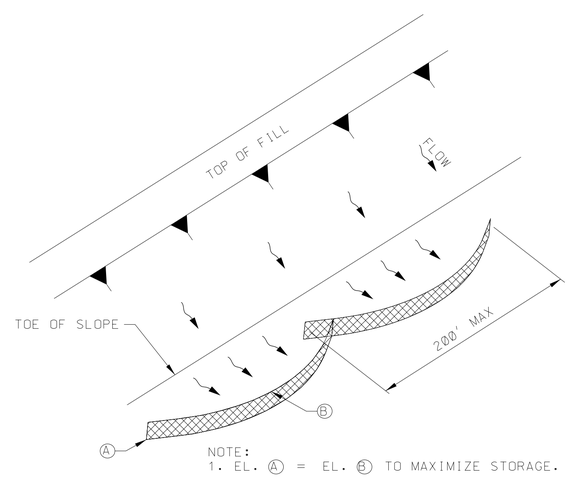
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

NOTES:
1. BRUSH BARRIER MAY BE USED WHERE NATURAL GROUND IS LEVEL OR SLOPING AWAY FROM PROJECT.
2. PLACE BRUSH, LOG AND TREE LAPS APPROXIMATELY PARALLEL TO TOE OF FILL SLOPE WITH SOME OF THE HEAVIER MATERIALS BEING PLACED ON TOP TO PROPERLY SECURE THE BARRIER AS DETAILED AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED OR PERMITTED BY THE ENGINEER.
3. TO ALLOW WATER TO SEEP THROUGH BRUSH BARRIER, INTERMINGLE THE BRUSH, LOG AND TREE LAPS SO AS NOT TO FORM A SOLID DAM.
4. THE BRUSH BARRIER MAY BE CHOKED WITH FILTER FABRIC.
5. TEMPORARY BRUSH BARRIER WILL NOT BE MEASURED FOR SEPERATE PAYMENT



"J-HOOK" SILT FENCE APPLICATION

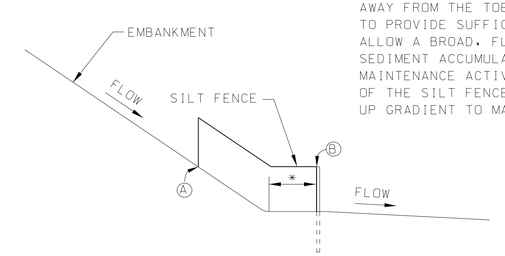


NOTE:
1. EL. A = EL. B TO MAXIMIZE STORAGE.

"SMILE-CONFIGURATION" SILT FENCE APPLICATION

NOTE:
1. ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON ECD-3

* SILT FENCE SHOULD BE LOCATED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE SUFFICIENT SPACE TO ALLOW A BROAD, FLAT AREA FOR SEDIMENT ACCUMULATION AND MAINTENANCE ACTIVITIES. THE ENDS OF THE SILT FENCE SHOULD BE TURNED UP GRADIENT TO MAXIMIZE STORAGE.



SILT FENCE SECTION AT TOE OF FILL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF SEDIMENT BARRIER APPLICATIONS

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

REVISION | BY | DATE

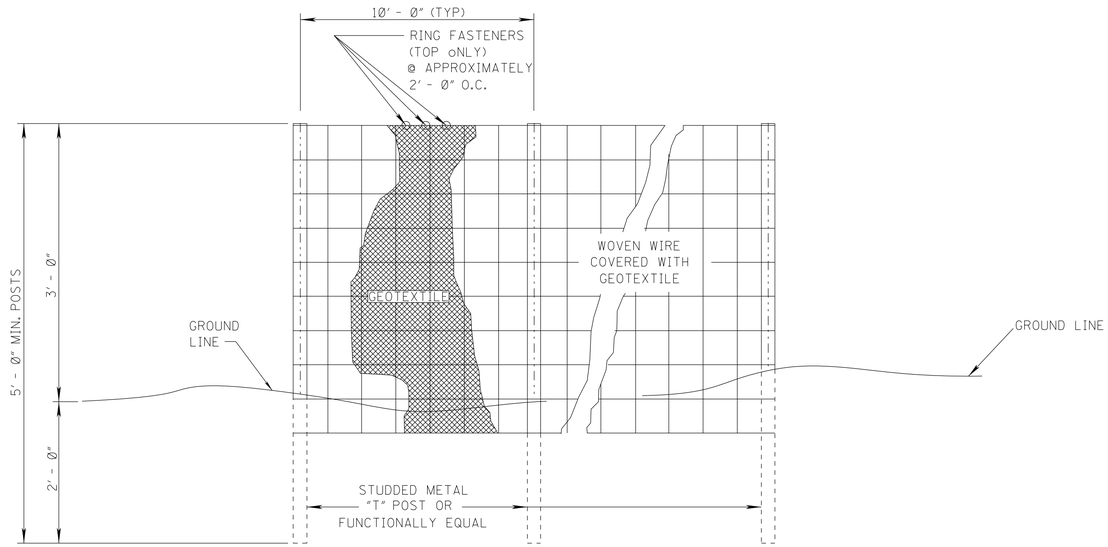
FILENAME: ECD-2.DGN
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER ECD-2
SHEET NUMBER 47

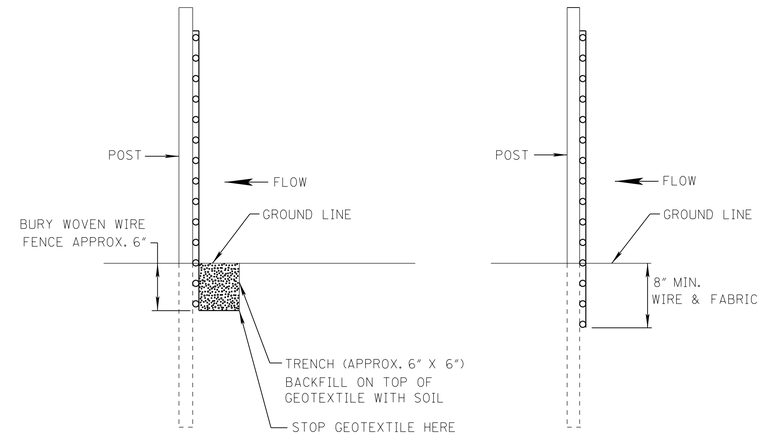
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:48 ECD-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



ELEVATION VIEW



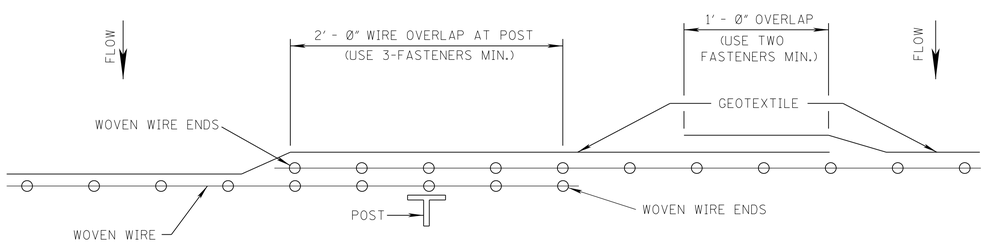
METHOD I

METHOD II
MECHANICAL INSTALLATION

SIDE VIEW

NOTES:

1. SILT FENCES SHALL BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. SILT FENCES ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHALL BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STREAMS AND CHANNELS.
3. SILT FENCE SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF CLEARING LIMITS. THIS WILL ALLOW ROOM FOR A BACK-UP FENCE IF FIRST FENCE BECOMES FULL.
4. WHEREVER POSSIBLE SILT FENCE SHALL BE CONSTRUCTED ACROSS A LEVEL AREA IN THE SHAPE OF A SMILE. THIS AIDS IN PONDING OF RUNOFF AND FACILITATES SEDIMENTATION.
5. THE CONTRACTOR MAY ELECT TO USE EITHER METHOD I OR METHOD II. COST TO BE LINEAR FEET OF SILT FENCE.
6. METHOD II INSTALLATION SHALL BE ACCOMPLISHED USING AN IMPLEMENT THAT IS MANUFACTUREED FOR THE APPLICATION AND PROVIDES A CONFIGURATION MEETING THE REQUIREMENTS OF THE DETAIL.
7. WIRE SHALL BE MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
8. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATION MAY BE USED WITHOUT WIRE FENCE,



PLAN VIEW

REQUIRED LAPPING

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF SILT FENCE INSTALLATION

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER
ECD-3

FILENAME: ECD-3.DGN
DESIGN TEAM ICA CHECKED DATE

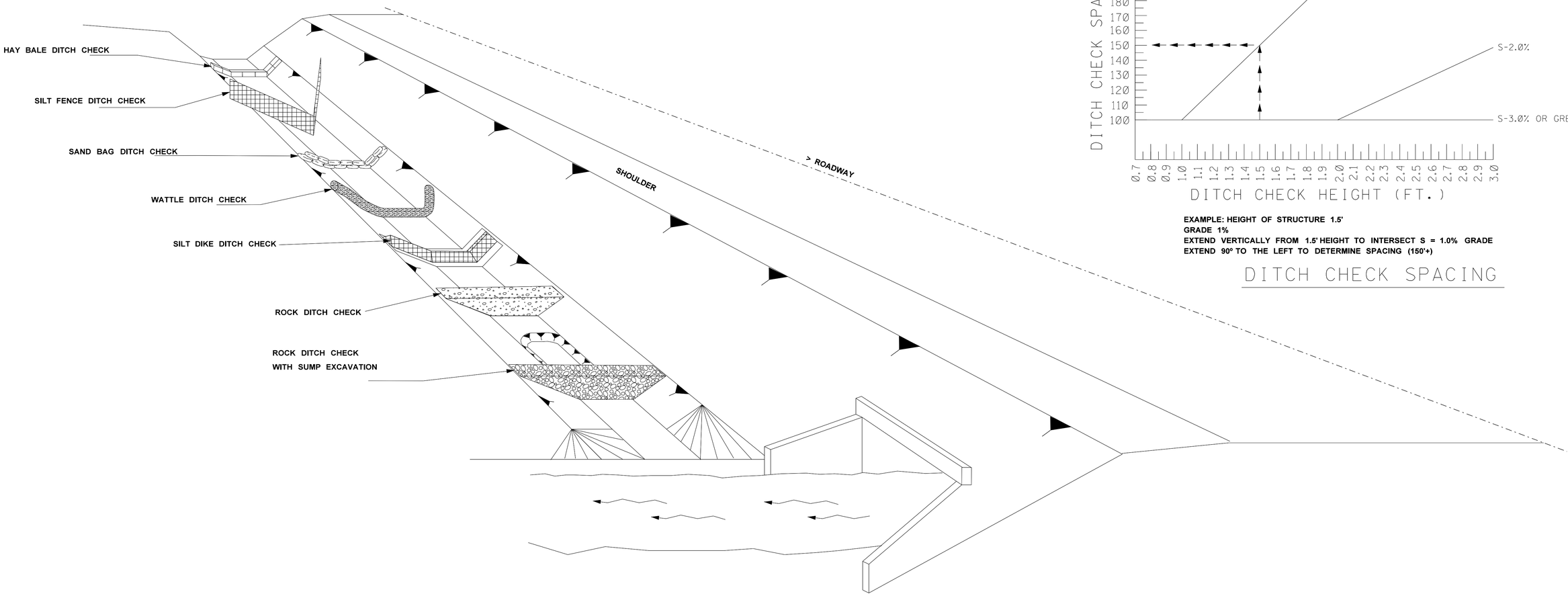
SHEET NUMBER
48

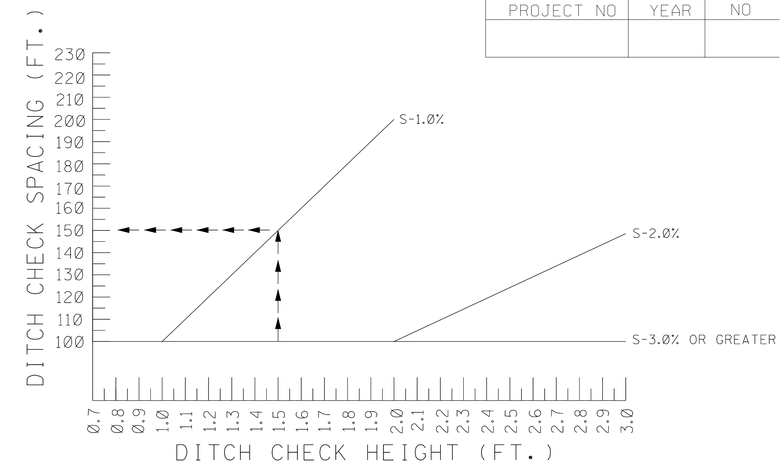
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:48 ECD-3.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO





EXAMPLE: HEIGHT OF STRUCTURE 1.5'
GRADE 1%
EXTEND VERTICALLY FROM 1.5' HEIGHT TO INTERSECT S = 1.0% GRADE
EXTEND 90° TO THE LEFT TO DETERMINE SPACING (150'+)

DITCH CHECK SPACING

NOTES:

1. THE DITCH CHECK PERSPECTIVE ILLUSTRATES A TOOL BOX OF TEMPORARY PRACTICES THAT MAY BE USED. DITCH CHECKS ARE INSTALLED TO CONTROL RUNOFF VELOCITY AND THUS REDUCE EROSION AND PROVIDE FOR TRAPPING OF SEDIMENTS.
2. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE ECONOMY AND SAFETY.
3. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED. MAINTENANCE INCLUDES REMOVAL OF SEDIMENT BEGINNING WHEN SEDIMENT ACCUMULATION REACHES 1/3 THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN 1/2 THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
4. HAY BALES ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
5. SILT FENCE DITCH CHECKS ARE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
6. SAND BAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCKY BOTTOMS.
7. WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
8. SILT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED. AS CONSTRUCTION PROGRESSES.
9. ROCK DITCH CHECK WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHALL NOT EXCEED 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. IN GENERAL, DITCH CHECKS SHOULD NOT BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS, AND DETAILS

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

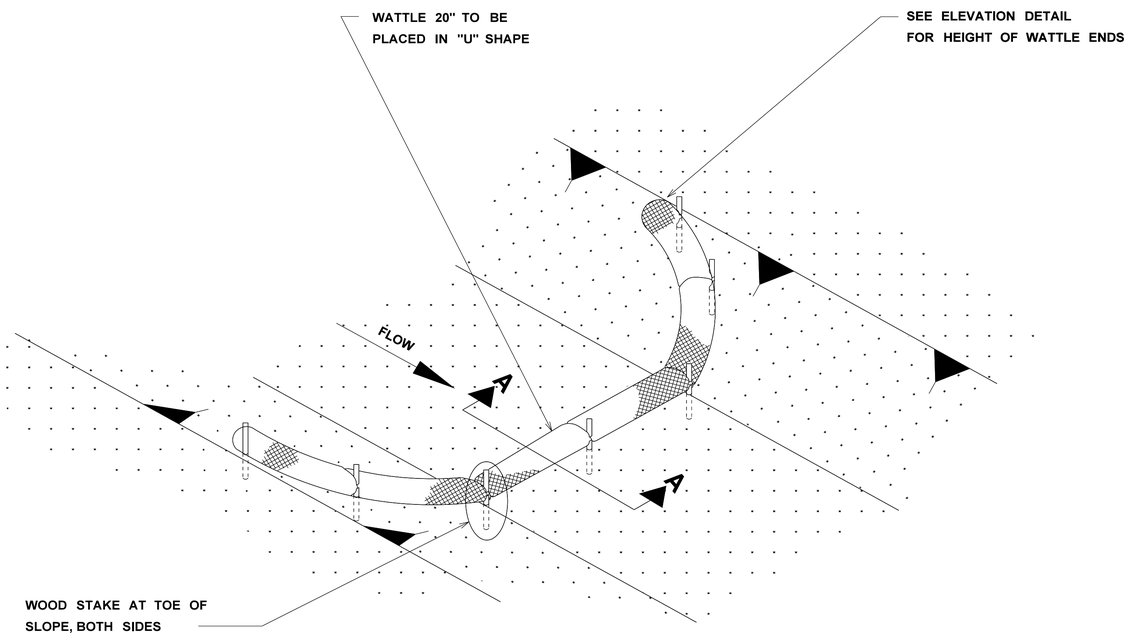
WORKING NUMBER: ECD-4

FILENAME: ECD-4.DGN
DESIGN TEAM ICA CHECKED DATE

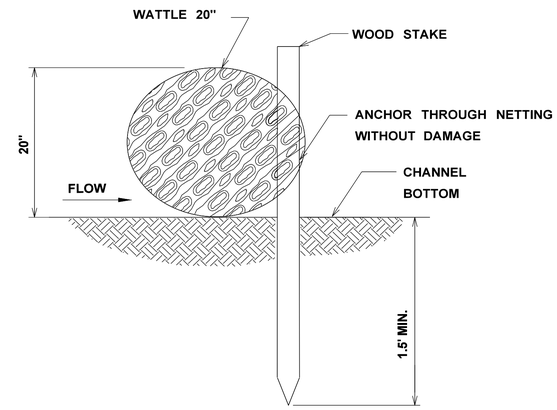
SHEET NUMBER 49

FLN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:48 ECD-4.DGN

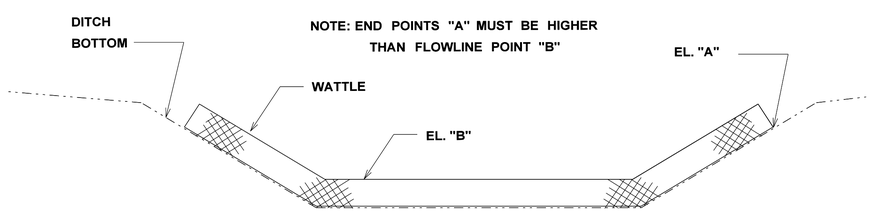
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



DETAIL (DITCH CHECK)



SECTION A-A



ELEVATION DETAIL

NOTES:

1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK IS 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4
2. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
4. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.

WATTLE DITCH CHECK SELECTION GUIDELINES

WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL WATTLE DITCH CHECK

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

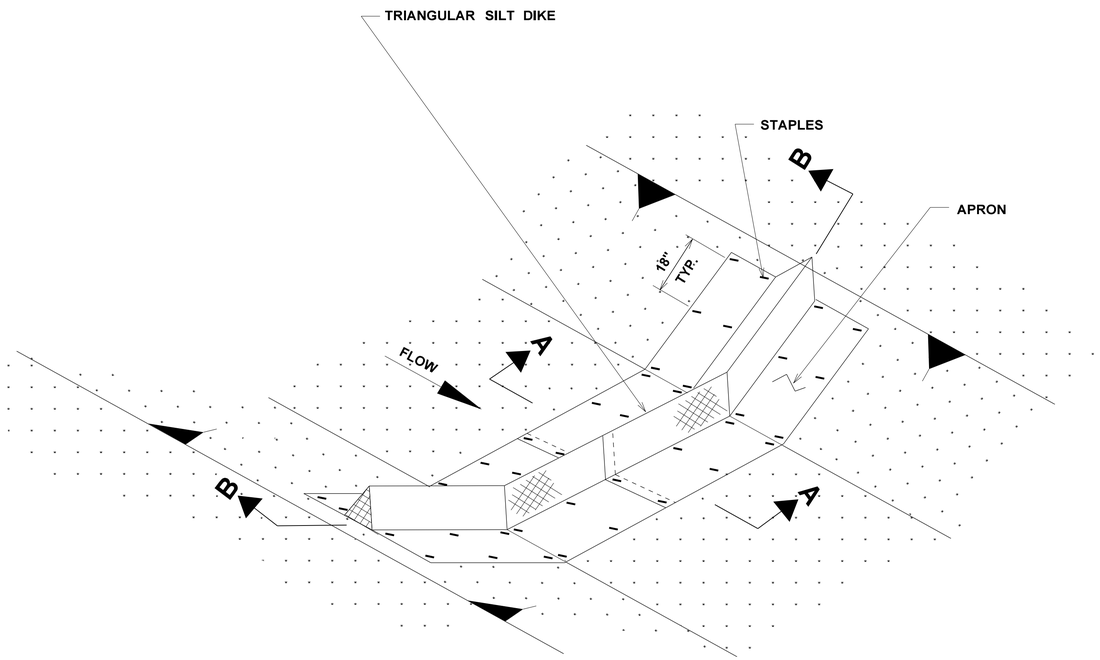
WORKING NUMBER
ECD-6

FILENAME: ECD-6.DGN
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER
50

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:49 ECD-6.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



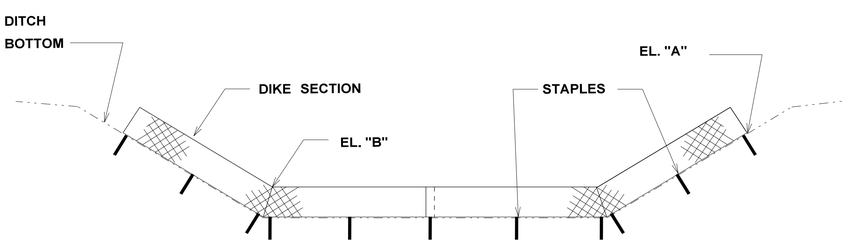
PLAN VIEW

SILT DIKE DITCH CHECK SELECTION GUIDELINES

SILT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED.

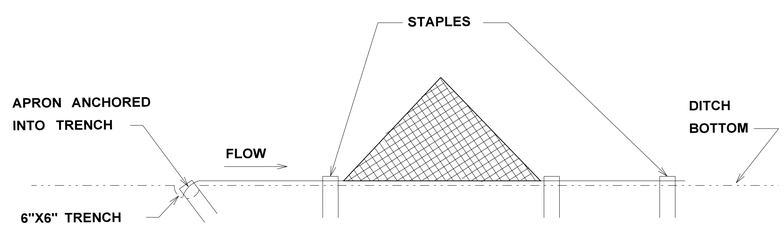
NOTE:

1. **MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN SILT DIKE DITCH CHECK IS 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4**
2. **INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.**



POINT "A" MUST BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS

SECTION B-B



NOTE: STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE UNIT

SECTION A-A

SILT DIKE INSTALLATION FOR ROADWAY DITCHES

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

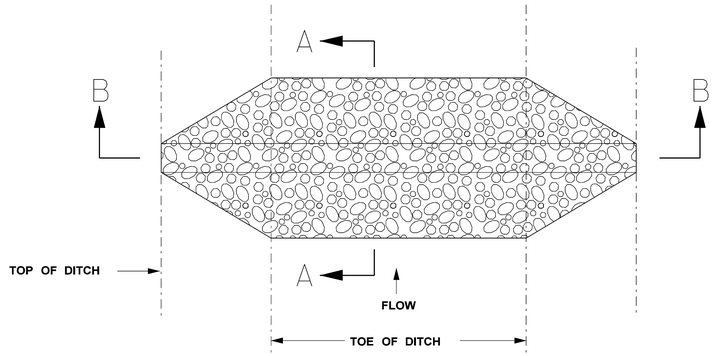
FILENAME: ECD-7.DGN
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER
ECD-7

SHEET NUMBER
51

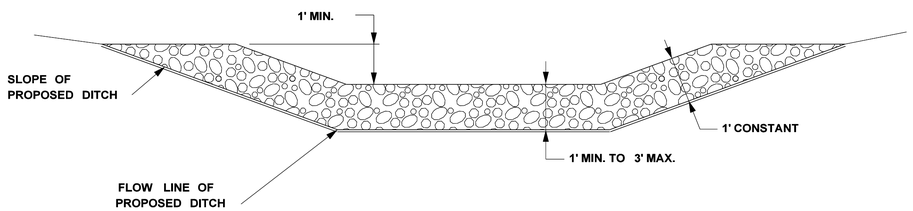
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:49 ECD-7.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

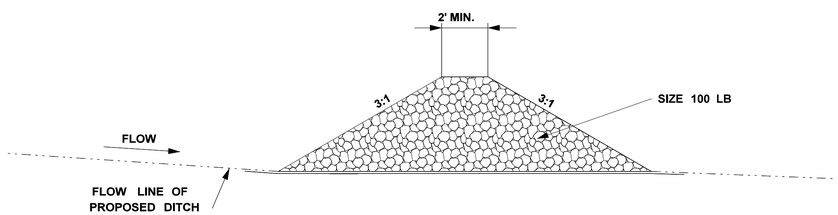


PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

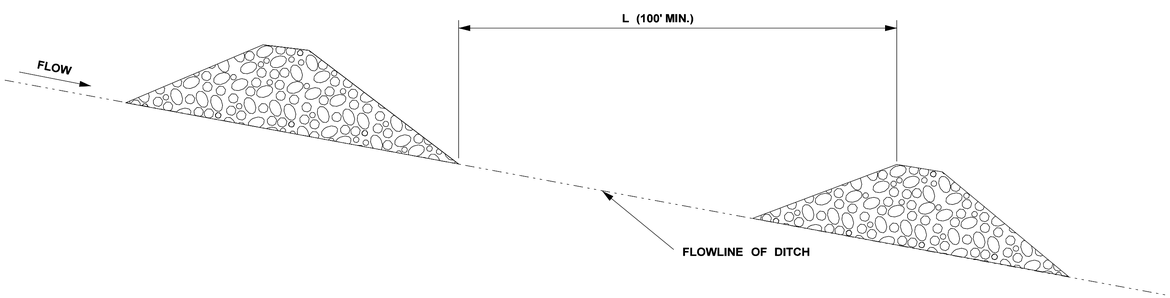


SECTION B-B



SECTION A-A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR SPACING BETWEEN DITCH CHECKS

NOTES:

1. MINIMUM SPACING FOR ROCK DITCH CHECKS SHALL BE 100 FEET OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4
2. ROCK DITCH CHECKS MAY ALSO BE CHOKED WITH FABRIC.
3. SIZE 300 LB RIP RAP MAY BE USED FOR SPECIFIED APPLICATIONS AS SHOWN ON EROSION CONTROL PLAN.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL ROCK DITCH CHECK

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: ECD-8

FILENAME: ECD-8.DGN

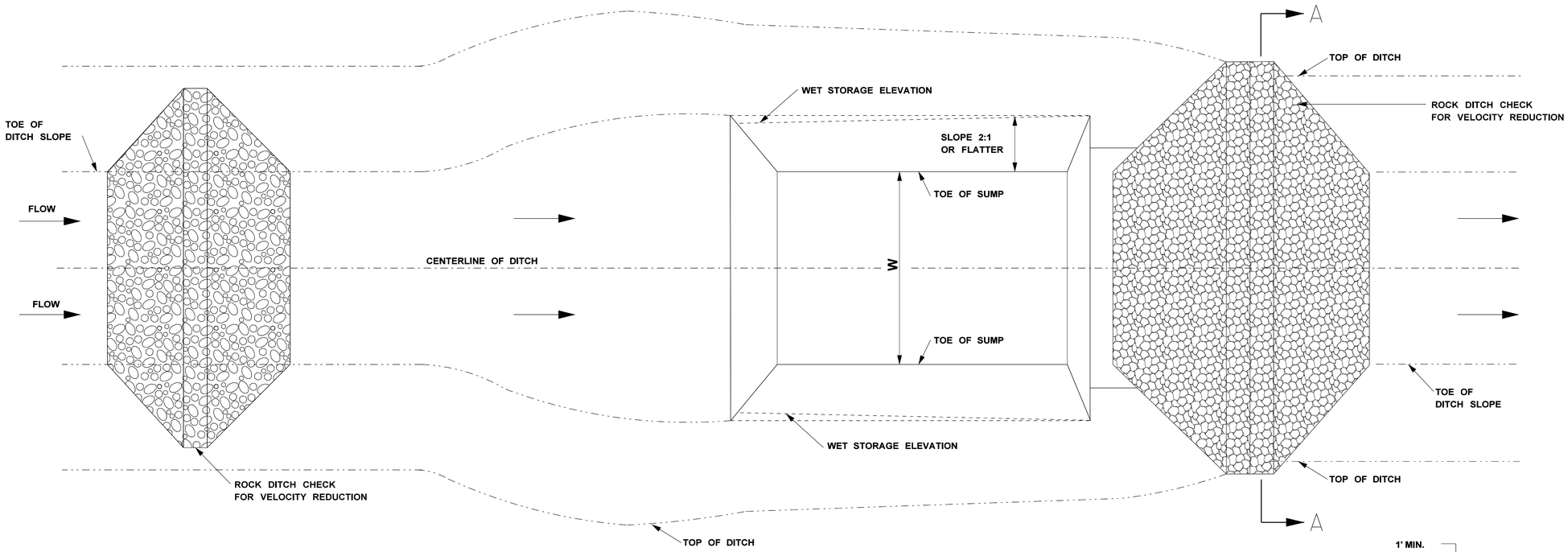
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER 52

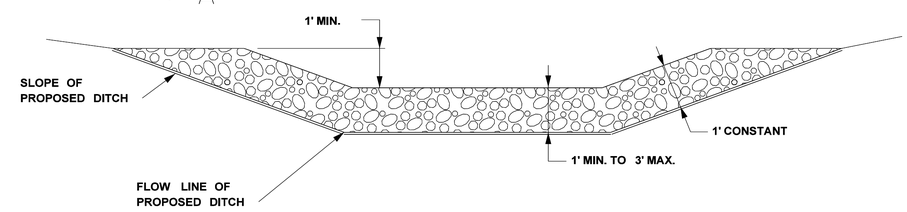
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:50 ECD-8.DGN

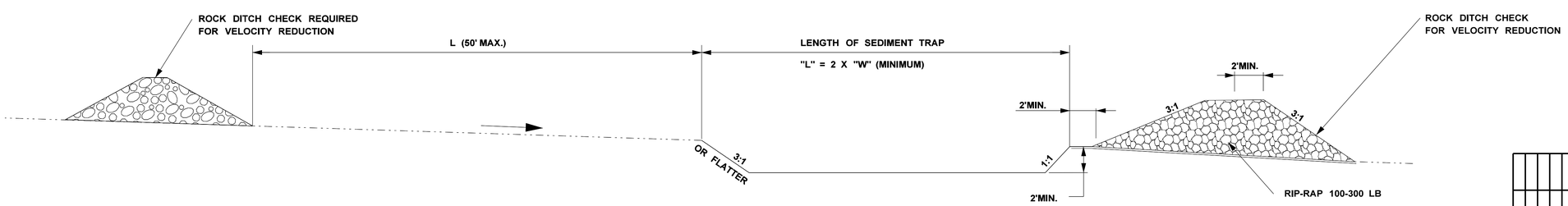
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



PLAN VIEW



SECTION A-A



PROFILE VIEW

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL ROCK DITCH CHECK WITH SUMP EXCAVATION

PROJ. NO.: HSIP-0021-01-(061)
COUNTY: DESOTO

FILENAME: ECD-9.DGN
DESIGN TEAM ICA CHECKED DATE

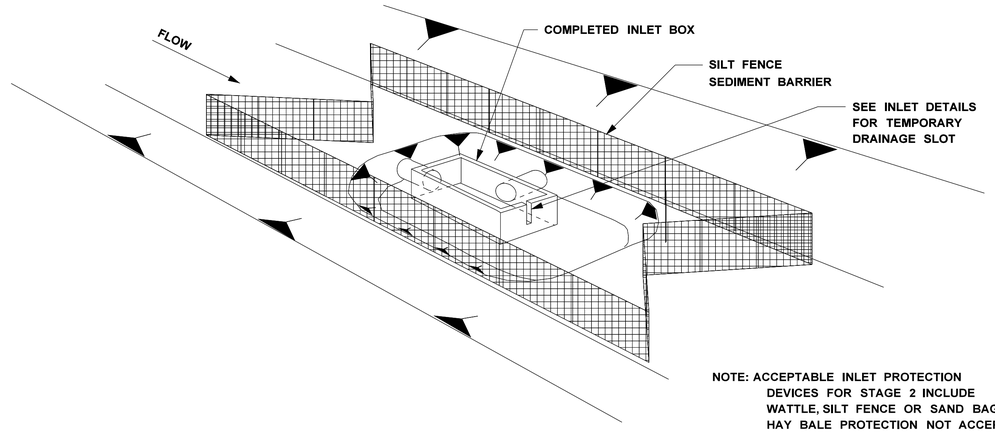
WORKING NUMBER
ECD-9

SHEET NUMBER
53

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:50 ECD-9.DGN

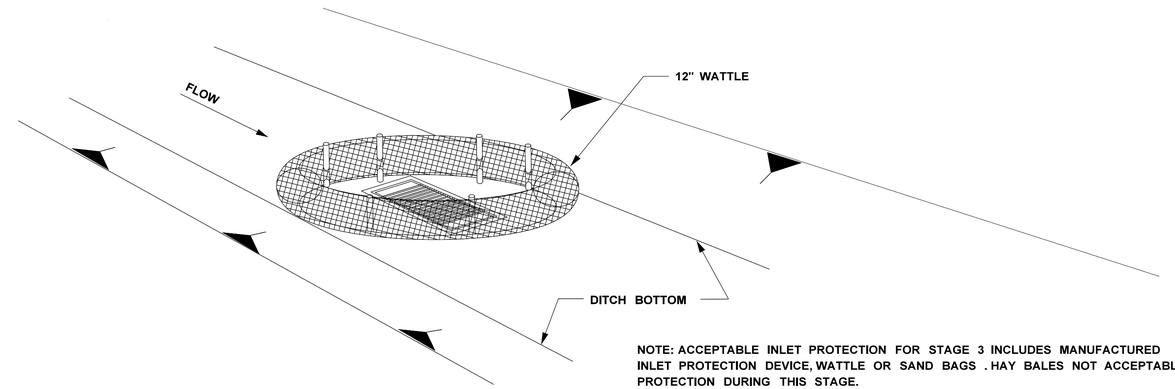
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



NOTE: ACCEPTABLE INLET PROTECTION DEVICES FOR STAGE 2 INCLUDE WATTLE, SILT FENCE OR SAND BAGS. HAY BALE PROTECTION NOT ACCEPTABLE DURING THIS PHASE.

STAGE 2

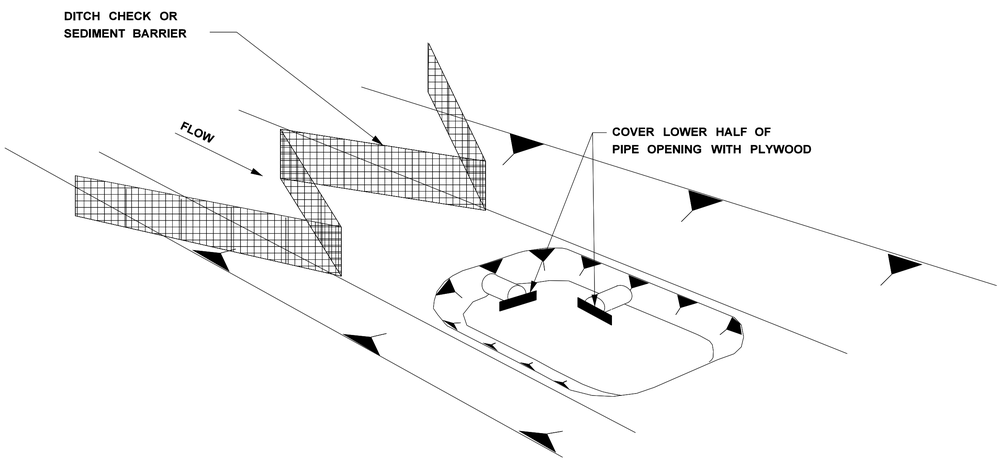
INLET/JUNCTION BOX CONSTRUCTED BUT NOT BACKFILLED



NOTE: ACCEPTABLE INLET PROTECTION FOR STAGE 3 INCLUDES MANUFACTURED INLET PROTECTION DEVICE, WATTLE OR SAND BAGS . HAY BALES NOT ACCEPTABLE PROTECTION DURING THIS STAGE.

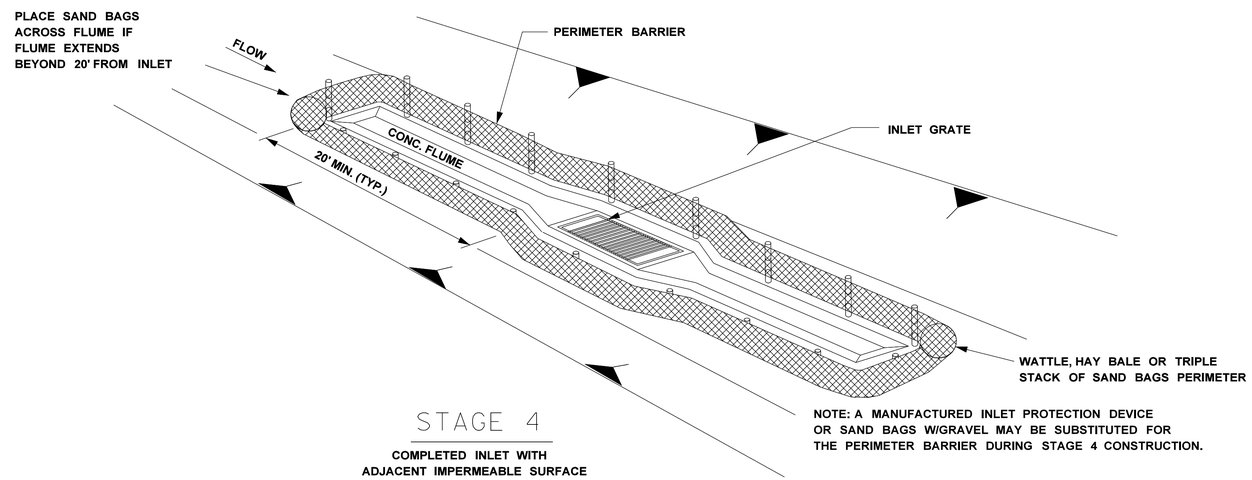
STAGE 3

INLET CONSTRUCTED AND BACKFILLED



STAGE 1

INLET/JUNCTION BOX LOCATION EXCAVATED



NOTE: A MANUFACTURED INLET PROTECTION DEVICE OR SAND BAGS W/GRAVEL MAY BE SUBSTITUTED FOR THE PERIMETER BARRIER DURING STAGE 4 CONSTRUCTION.

STAGE 4

COMPLETED INLET WITH ADJACENT IMPERMEABLE SURFACE

DITCH INLET CONSTRUCTION STAGES

NOTES:

1. FOUNDATION BACKFILL SHOULD BE PLACED IN STAGE 1 IMMEDIATELY AFTER PIPE INSTALLATION. INLET CONSTRUCTION SHOULD COMMENCE AS SOON AS POSSIBLE AND BE CONTINUOUS THROUGH COMPLETION.
2. CONFIGURATIONS MAY BE ADJUSTED WITH APPROVAL OF THE ENGINEER FOR TRAVELWAY SAFETY, WATER FLOW, SOIL OR INSTALLATION CHALLENGES.
3. DURING STAGE 1 AND STAGE 2, SILT FENCE MAY BE REQUIRED UPSLOPE OF THE INLET EXCAVATION AS DIRECTED BY THE ENGINEER.
4. IF SILT FENCING IS INSTALLED AROUND THE INLET EXCAVATION IT SHOULD BE PLACED IN A CONFIGURATION THAT WILL ALLOW INLET CONSTRUCTION.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

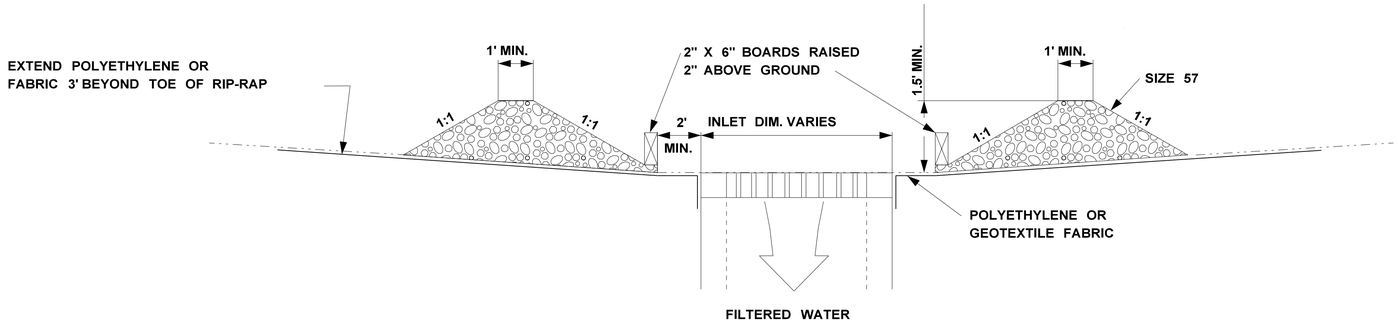
WORKING NUMBER
ECD–10

FILENAME: ECD-10.DGN
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER
54

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:51 ECD-10.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



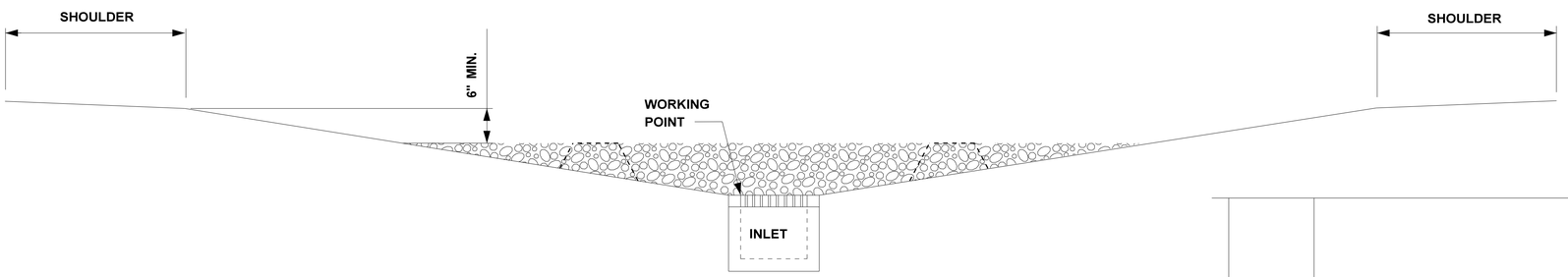
SECTION B-B

NOTES:

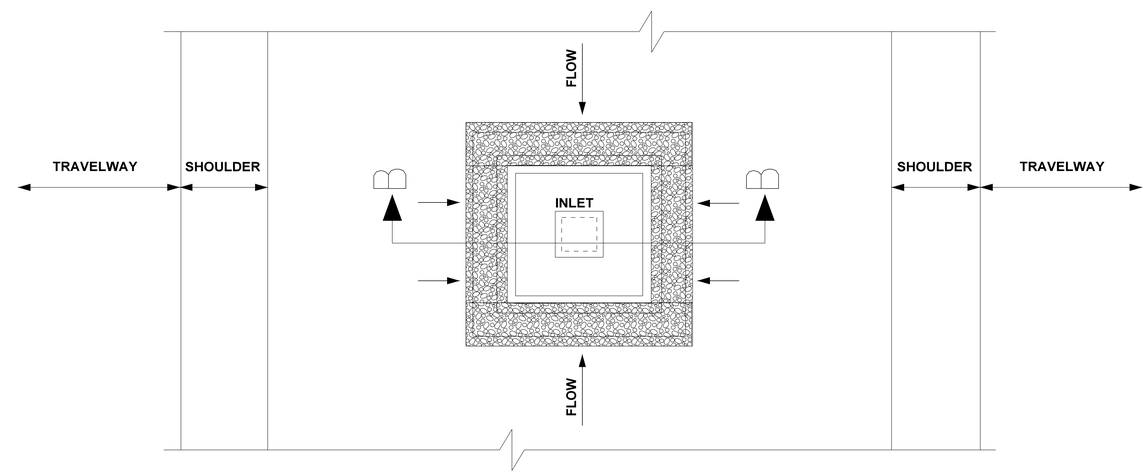
1. THE ELEVATION OF THE TOP OF THE REQUIRED STONE BERM SHALL BE A MINIMUM OF 1.5' ABOVE THE ELEVATION OF THE INLET WORKING POINT AND A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.

2. THIS COARSE AGGREGATE INLET PROTECTION SHALL NOT BE UTILIZED DURING STAGE 1 AND STAGE 2 INLET CONSTRUCTION. SEE INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS)

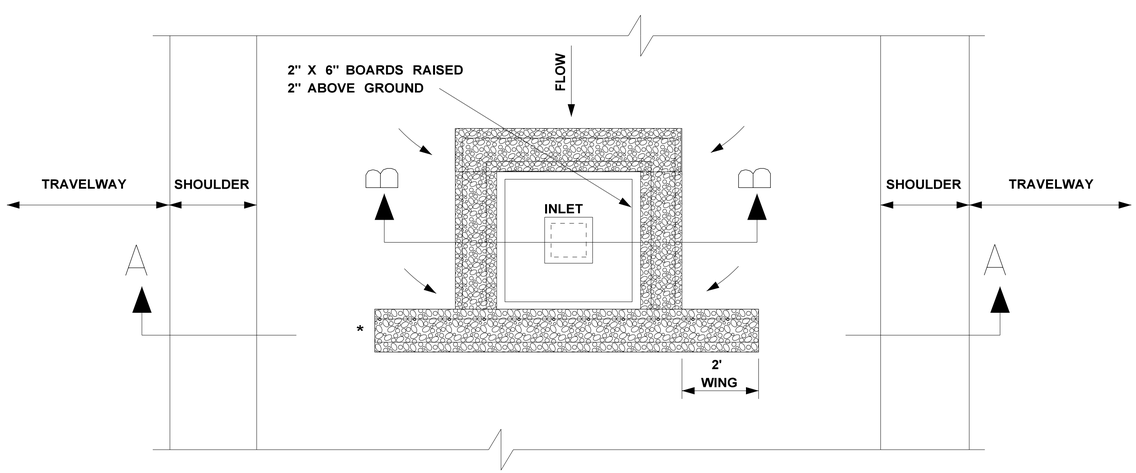
3. 2" X 6" BOARDS MAY BE REPLACED WITH WIRE MESH W/OPENINGS LESS THAN 1" X 1". COST IS ABSORBED.



SECTION A-A



PLAN - IN SAG



PLAN - ON GRADE

* CONSTRUCT WINGS TO PREVENT BYPASS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION DETAILS FOR COARSE AGGREGATE ON GRADES AND SAGS

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER
ECD-11

SHEET NUMBER
55

REVISION | BY | DATE

FILENAME: ECD-11.DGN
DESIGN TEAM ICA CHECKED DATE

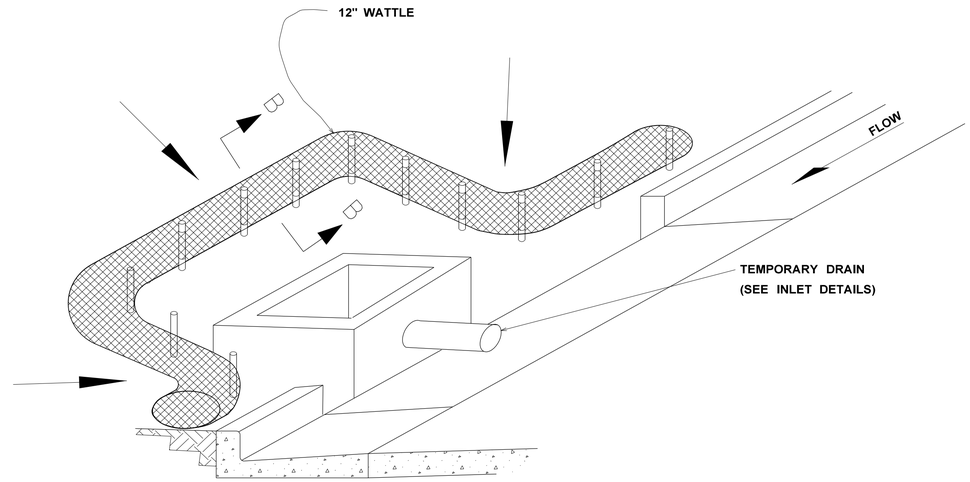
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:51 ECD-11.DGN

DESIGN TEAM: ICA | FILENAME: ECD-11.dgn | COUNTY : DESOTO | PROJECT NO. HSIP-0021-01(061)

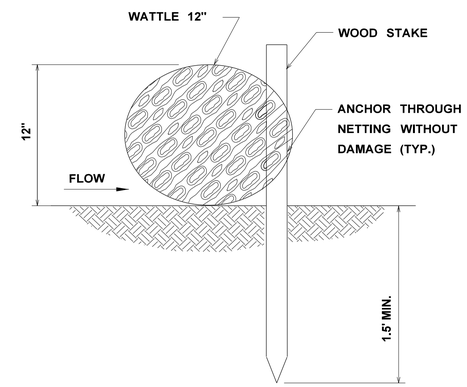
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

NOTE:
SILT FENCE OR SAND BAGS MAY ALSO BE USED FOR THIS APPLICATION.
HAY BALES NOT ACCEPTABLE DURING THIS STAGE.

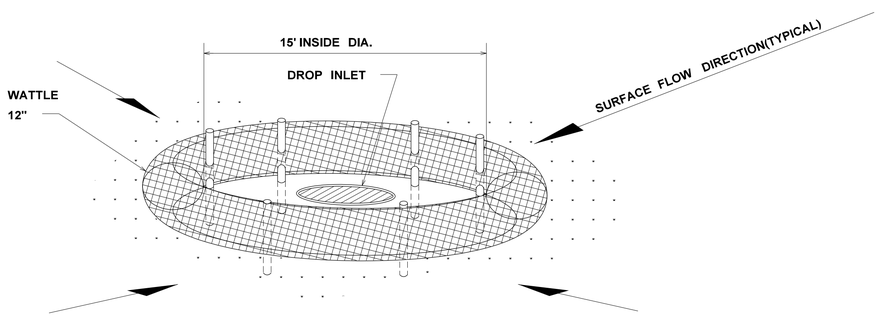


CURB INLET PROTECTION (STAGE 2)

SINGLE OR DOUBLE WING INLET



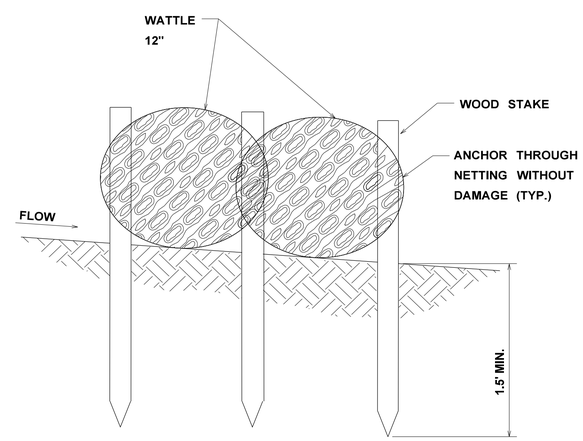
SECTION B-B



DROP INLET PROTECTION

NOTES:

1. ANCHORING STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE WATTLE. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
2. OVERLAP ENDS OF WATTLES PER MANUFACTURERS RECOMMENDATIONS (1'MIN.,3'MAX.).
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.



SECTION A-A

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION DETAILS OF WATTLES

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

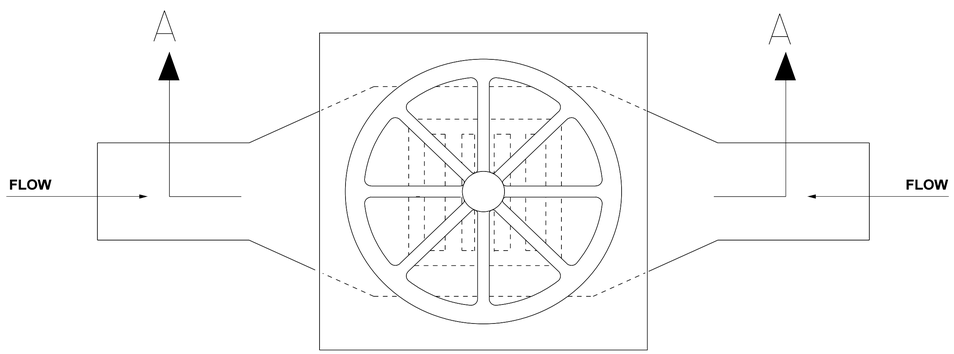
WORKING NUMBER
ECD-12

FILENAME: ECD-12.DGN
DESIGN TEAM ICA CHECKED DATE

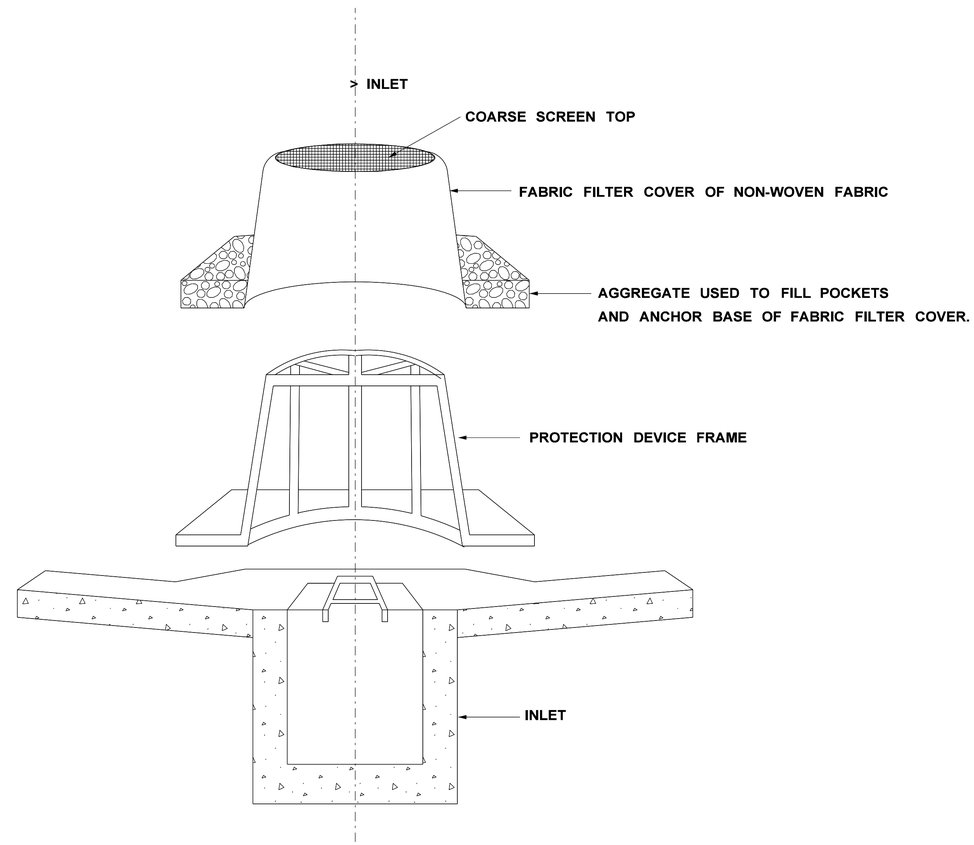
SHEET NUMBER
56

FILE: ECD-12.DGN 7/8/2015 15:40:51
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



PLAN



SECTION "A-A"

NOTES:

1. FRAMES WITH EITHER SQUARE OR CIRCULAR BASES MAY BE USED. SELECTED FRAME BASE SHOULD PROVIDE BEST SEAL AROUND INLET AS DIRECTED BY THE ENGINEER.
2. FILL POCKETS AROUND BASE OF FILTER COVER WITH #57 STONE OR SOIL. STONE IS REQUIRED WHEN ANCHORING THE MANUFACTURED INLET PROTECTION DEVICE OVER PAVED DITCH OR FLUME.
3. USE ONLY DURING STAGE 3 OR STAGE 4 INLET CONSTRUCTION.
4. FOR MEDIAN INLET PROTECTION, THE ELEVATION OF THE COARSE SCREEN TOP SHOULD BE A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER
ECD-13

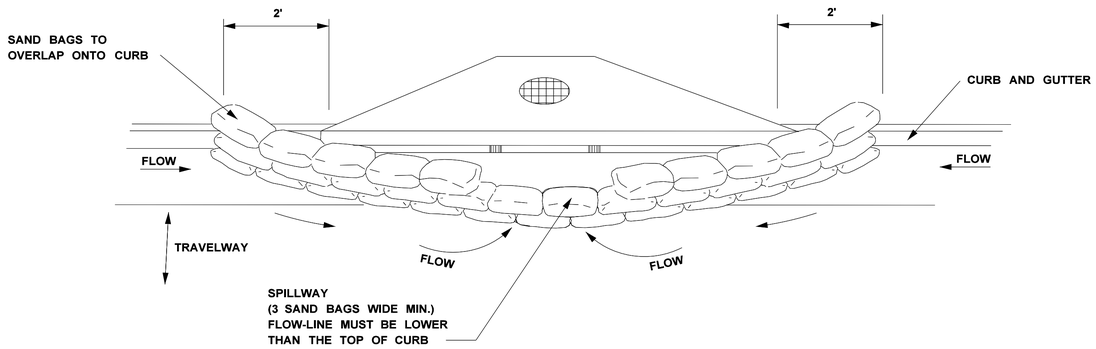
SHEET NUMBER
57

FILENAME: ECD-13.DGN
DESIGN TEAM ICA CHECKED DATE

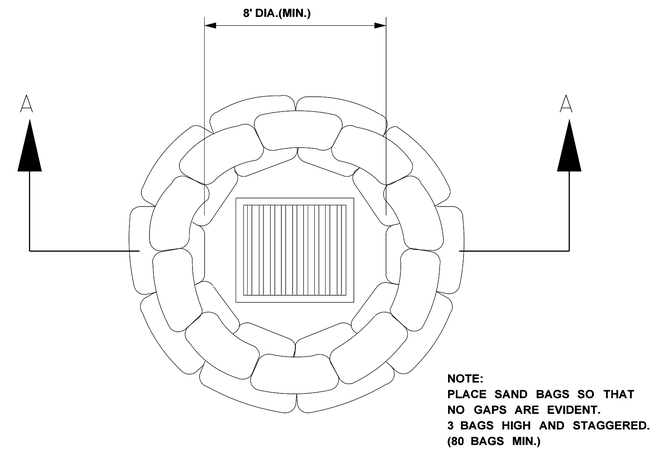
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:52 ECD-13.DGN

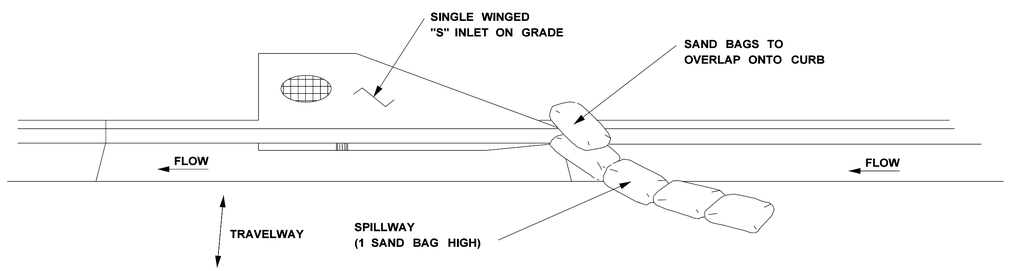
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



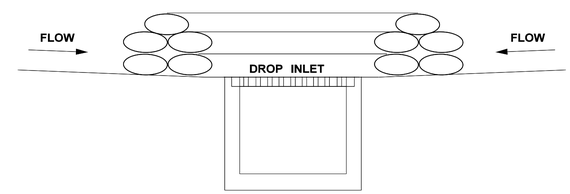
TYPICAL (SAND BAG) PROTECTION FOR INLET IN SAG



DROP INLET
PLAN VIEW



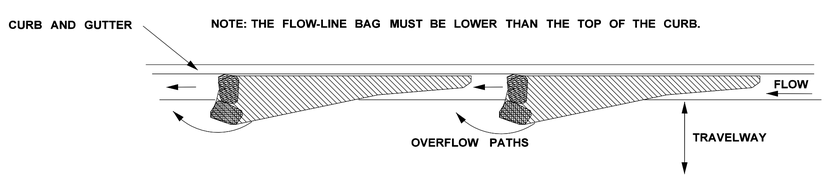
TYPICAL (SAND BAG) PROTECTION FOR INLET ON GRADE



SECTION A-A
SAND BAG BARRIER

CURB INLET PROTECTION NOTES:

1. THIS CURB INLET PROTECTION METHOD CAN BE USED DURING ANY STAGE OF BASE AND PAVEMENT CONSTRUCTION.
2. BAG HEIGHT AND NUMBER OF BAGS SHOULD BE BASED ON CURB HEIGHT AND USE OF TRAVELWAY.
3. SEDIMENT SHOULD BE CONTROLLED PRIOR TO ENTERING GUTTER. GUTTER CHECKS AND INLET PROTECTION ARE FOR SECONDARY CONTROL.
4. REMOVE ACCUMULATED SEDIMENT AFTER EVERY RAINFALL. SWEEP SEDIMENT FROM HARD SURFACES AND DISPOSE OF APPROPRIATELY AWAY FROM INLETS AND/OR WATER BODIES.
5. IF DENUDED AREAS EXIST BEHIND THE INLET, A SEDIMENT BARRIER SHOULD BE INSTALLED AROUND IT'S PERIMETER TO CONTROL SEDIMENT.



CURB AND GUTTER SEDIMENT
CONTAINMENT SYSTEM

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION DETAILS OF SAND BAG

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

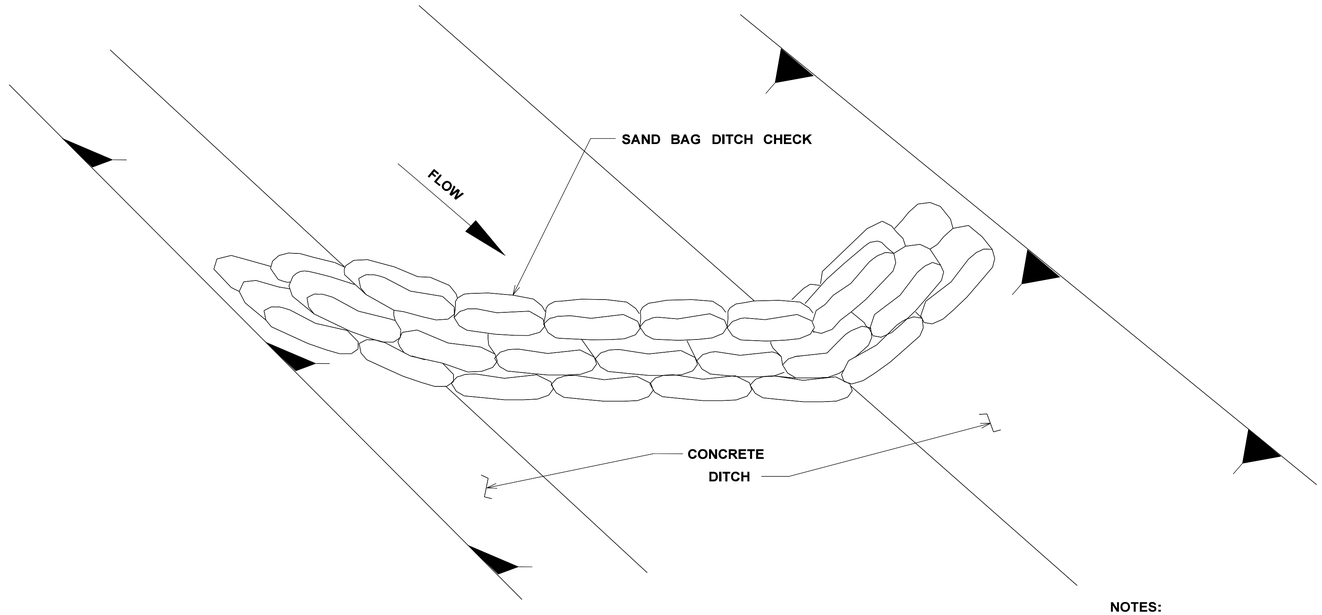
WORKING NUMBER
ECD-14

FILENAME: ECD-14.DGN
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER
58

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:52 ECD-14.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



DETAIL (DITCH CHECK)

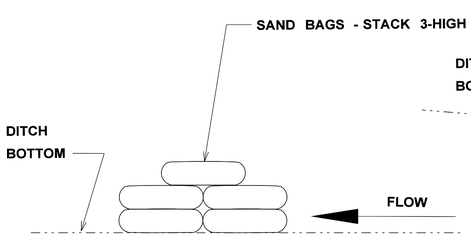
NOTES:

1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN SAND BAG DITCH CHECK IS 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4.

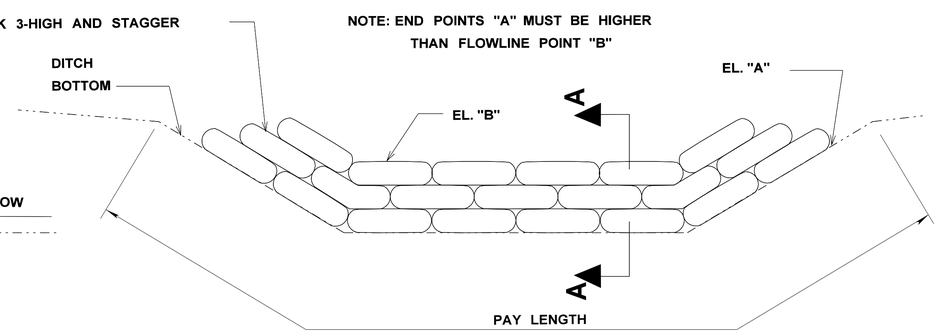
2. PREVENTING SEDIMENT FROM ENTERING A PAVED DITCH IS PREFERABLE TO CAPTURING SEDIMENT WITHIN PAVED DITCH.

SAND BAG DITCH CHECK SELECTION GUIDELINES

SAND BAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCKY BOTTOMS.



SECTION A-A



ELEVATION DETAIL

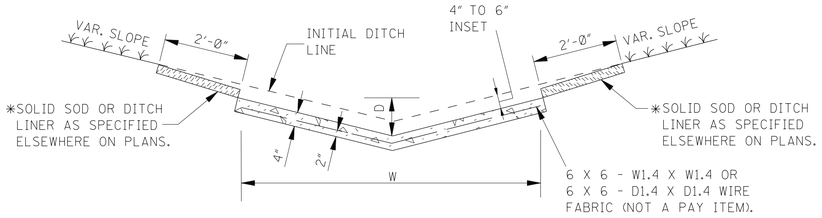
					BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
					REVISION	**DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK**
						PROJ. NO.: HSIP-0021-01(061) COUNTY: DESOTO
					DATE	FILENAME: ECD-20.DGN DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: ECD-20

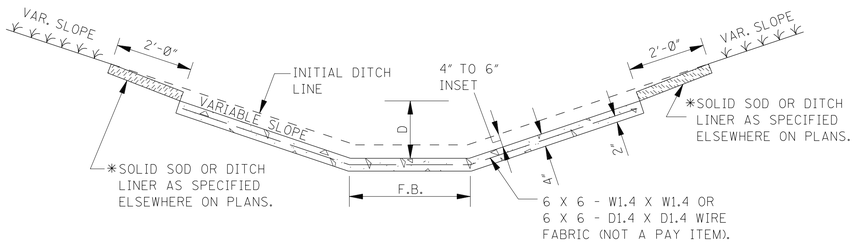
SHEET NUMBER: 59

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:52 ECD-20.DGN

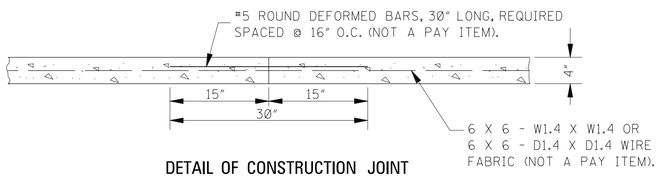
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



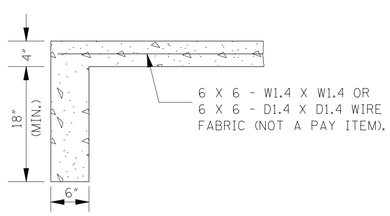
"V" TYPE SECTION



FLAT BOTTOM SECTION



DETAIL OF CONSTRUCTION JOINT



DETAIL OF TOE WALL

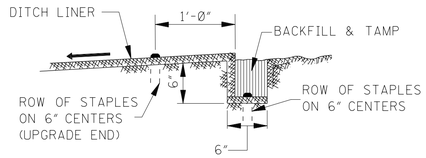
NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

CONCRETE PAVED DITCH

NOTES:

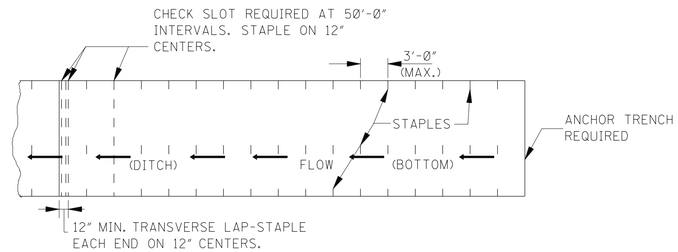
1. CONCRETE PAVED DITCHES SHALL BE GROOVED AT 20'-0" INTERVALS. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".
2. DIMENSIONS D & W ARE AS FOLLOWS:
   D(MINIMUM) = 6"
   D(NOMINAL) = 9"
   W(MINIMUM) = 24"
3. CHAIR SUPPORTS FOR THE WIRE MESH WILL NOT BE REQUIRED. HOWEVER, THE CONTRACTOR SHALL PLACE THE WIRE MESH IN A SATISFACTORY AND WORKMANLIKE MANNER TO ENSURE THAT THE FINAL POSITION IS REASONABLY NEAR THE POSITION INDICATED.

*4. CENTER ROW OF STAPLES MAY BE OMITTED ON DITCH LINER.

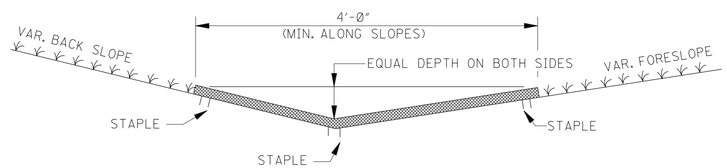


ANCHOR TRENCH DETAIL

NOTE: ANCHOR TRENCH REQUIRED AT THE BEGINNING AND ENDING OF EACH AREA TO BE COVERED, EXCEPT DOWNSTREAM END ADJOINING A STRUCTURE.



PLAN

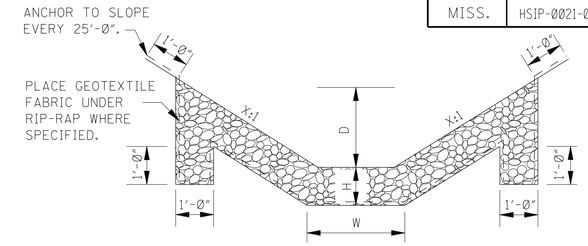


SECTION

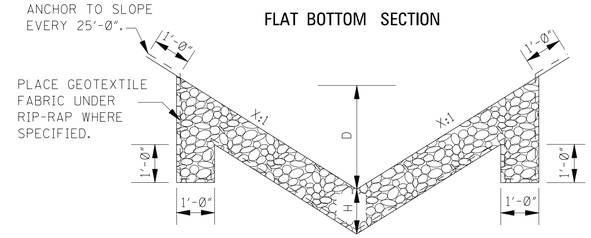
DITCH LINER TREATMENT

(EXCELSIOR BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

NOTE: DITCHES TREATED WITH DITCH LINER WILL BE VEGETATED PRIOR TO TREATMENT, UNLESS OTHERWISE INDICATED.



FLAT BOTTOM SECTION



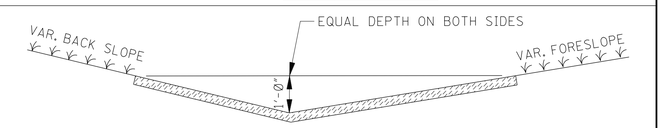
"V" TYPE SECTION

RIP-RAP TREATMENT

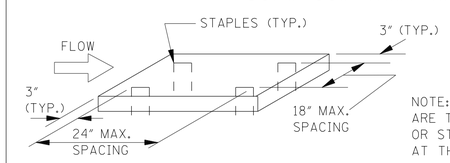
NOTES:

1. DIMENSIONS D, W AND X ARE VARIABLE AND ARE SHOWN ELSEWHERE ON THE PLANS.
2. THE RIP-RAP SIZE AND MINIMUM DEPTH "H" FOR RIP-RAP TREATMENT ARE AS FOLLOWS.

RIP-RAP SIZE & MINIMUM DEPTH "H"	
H (in)	RIP-RAP SIZE (lbs)
12"	100
18"	300



SOLID SOD TREATMENT



NOTE: SOLID SOD (STRIPS OR BLOCKS) ARE TO BE STAPLED, PINNED, PEGGED OR STAKED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.

GENERAL NOTE:

1. FOR LOCATION OF APPROPRIATE DITCH TREATMENTS, SEE PLAN SHEETS AS DENOTED BY THE FOLLOWING LEGEND OR AS DIRECTED BY THE ENGINEER:

DITCH LINER
SOLID SOD
CONCRETE PAVED DITCH
RIP-RAP

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF TYPICAL DITCH TREATMENTS

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

FILENAME: DT-1.DGN
DESIGN TEAM ICA CHECKED DATE

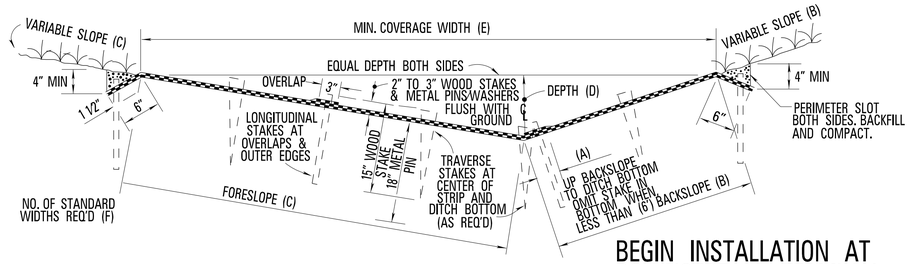
WORKING NUMBER DT-1

SHEET NUMBER 60

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:53 DT-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



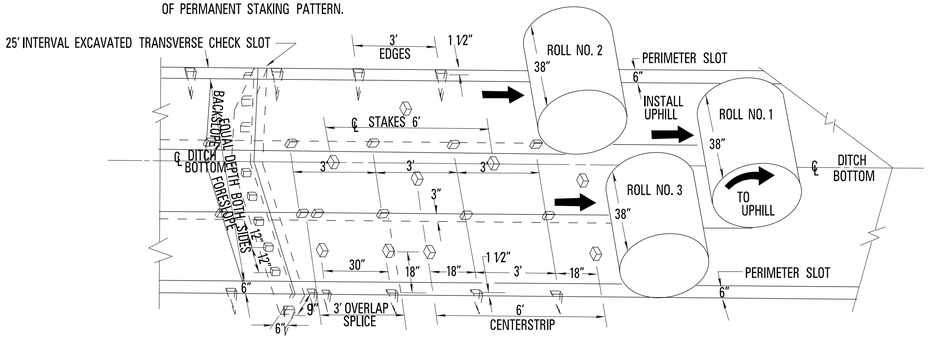
TYPICAL DITCH SECTION

MAT PLACEMENT TABLE

DIMENSIONS OF MAT PLACEMENT IN DITCH (INDIVIDUAL 38" WIDTH ROLLS)					
ELEMENTS OF MAT PLACEMENT	SIDE SLOPE COMBINATIONS FORESLOPE – BACKSLOPE				
	3:1 & 3:1	4:1 & 3:1	6:1 & 3:1	6:1 & 4:1	6:1 & 6:1
(A) UP BACKSLOPE TO DITCH BOTTOM	1' – 7"	1' – 1"	0' – 4"	0' – 10"	0' – 1 1/2"
(B) BACKSLOPE	4' – 0"	3' – 6"	2' – 9"	3' – 3"	3' – 5 1/2"
(C) FORESLOPE	4' – 0"	4' – 6"	5' – 3"	4' – 9"	5' – 5 1/2"
(D) DEPTH OF COVERAGE	1' – 3"	1' – 1"	0' – 10"	0' – 9"	0' – 11"
(E) WIDTH OF COVERAGE	7' – 7"	7' – 8"	7' – 9"	7' – 10"	10' – 9"
(F) MINIMUM NUMBER OF STAND. WIDTH STRIPES	3	3	3	3	4
(B) + (C) TOTAL COVERAGE ON SLOPES	8' – 0"	8' – 0"	8' – 0"	8' – 0"	10' – 11"
SQ. YDS./LIN. FT.	0.89	0.89	0.89	0.89	1.22
MULTI – WIDTH WELDED SEAM MAT (WELDED 38" WIDTH STRIPS)					
(B) + (C) TOTAL COVERAGE MULTI–WIDTH ROLLS	8' – 3"	8' – 3"	8' – 3"	8' – 3"	11' – 3 1/2"
SQ. YDS./LIN. FT.	0.92	0.92	0.92	0.92	1.25

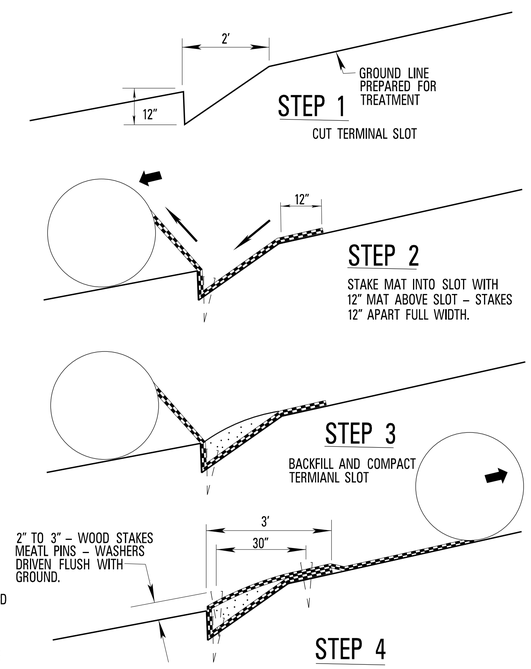
GENERAL INSTRUCTIONS

1. BEGIN INSTALLATION AT DOWNSTREAM TERMINAL AND PROGRESS UPSTREAM.
2. FIRST ROLL IS ALIGNED FROM DITCH BOTTOM UP BACKSLOPE (SEE MAT PLACEMENT TABLE) AND UNDER MODERATE TENSION TEMPORARILY STAKED TO MAINTAIN PROPER DESIGN COVERAGE ALIGNMENT.
3. WORKING OUTWARD FROM DITCH BOTTOM TO EDGES, SUBSEQUENT ADJACENT ROLLS FOLLOW IN STAGGERED SEQUENCE UNDER MODERATE TENSION.
4. OVERLAP MAT SEAMS 3 INCHES AND STAKE AT 3 FOOT INTERVALS WITH STAKES ALIGNED LONGITUDINALLY TO DITCH AND DIAGONAL EDGE OF STAKE TO THE UPSTREAM. OUTER EDGES (PERIMETER) OF MAT ARE STAKED SIMILARLY.
5. STAKE THE CENTER OF EACH MAT STRIP AND WHEN REQUIRED ALONG THE DITCH BOTTOM AT 6 – FOOT INTERVALS STAGGERED BETWEEN THE 3 – FOOT SPACING OF OVERLAP AND OUTER EDGE STAKES WITH THE BROADSIDE TO THE FLOW DIRECTION AND DIAGONAL EDGE TOWARD THE UPSLOPE.
6. USE 3 – FOOT OVERLAP AT END OF MAT ROLL SPLICES WITH UPGRADE STRIP ON TOP, STAKED IN TWO ROWS 30 INCHES APART, AND STAKES 18 INCHES APART ACROSS FULL WIDTH.
7. TRANSERSE CHECK SLOTS 6 – INCH WIDTH BY 9 – INCH DEPTH ARE EXCAVATED AT 25 – FOOT INTERVALS WITH STAKES 12 INCHES APART FULL WIDTH OF TREATMENT, WELDED SEAM MULTI–WIDTH MAT WILL HAVE SIMILAR TRANSVERSE CHECKS OMITTING EXCAVATED SLOT ONLY.
8. END INSTALLATION AT UPSTREAM TERMINAL. TEMPORARILY STAKING MAY BE PLACED TO BECOME PART OF PERMANENT STAKING PATTERN.



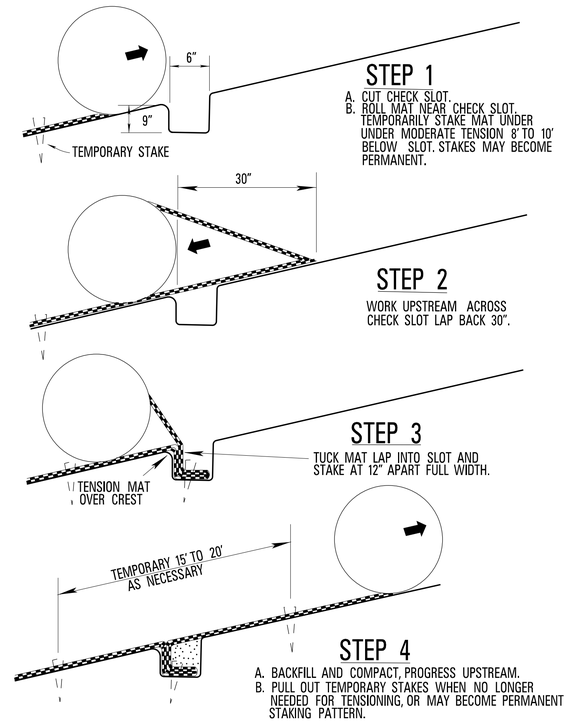
SEQUENTIAL ROLL RUN OUT IN DITCH WITH STAKING DETAIL

BEGIN INSTALLATION AT DOWNSTREAM TERMINAL



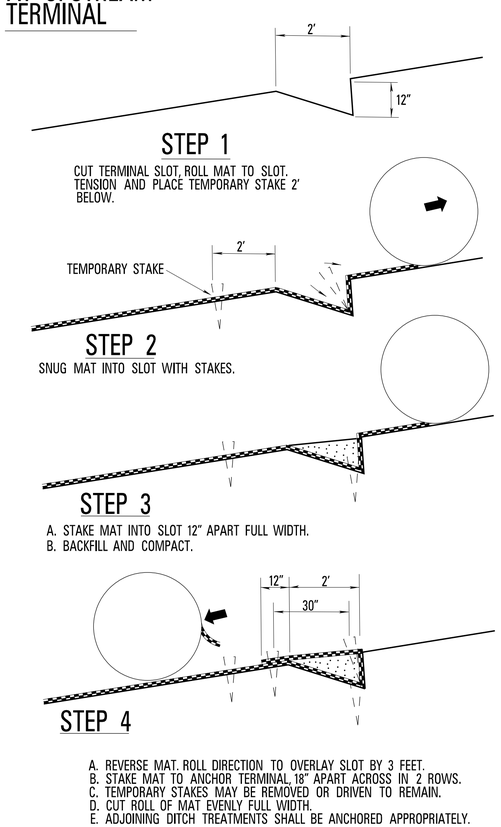
A. ROLL MAT UPSTREAM OVER BACKFILLED TERMINAL.
B. STAKE MAT DOWN TO ANCHOR TERMINAL, 18" APART ACROSS IN 2 ROWS.
C. PROGRESS UPSTREAM WITH ROLL.

25 – FOOT INTERVAL TRANSVERSE CHECK SLOT (FOR INDIVIDUAL ROLLS*)



* WHEN MULTI–WIDTH (WELDED SEAM) ROLLS ARE USED, OMIT EXCAVATED CHECK SLOT AND REPLACE WITH A ROW OF STAKES ONE (1) FOOT APART AT 25 – FOOT INTERVALS (SEE DETAILS). TEMPORARY STAKES NOT REQUIRED.

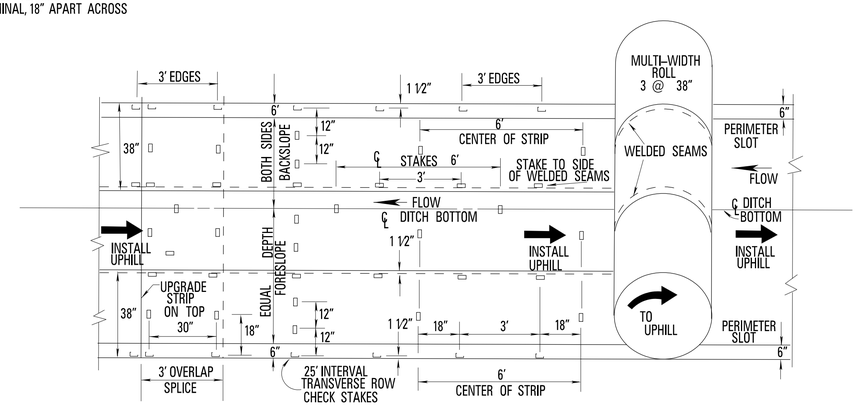
END INSTALLATION AT UPSTREAM TERMINAL



GENERAL NOTES

1. WHEN METAL PINS WITH WASHERS ARE PERMITTED IN PLACE OF WOOD STAKES, THE METAL PINS ARE DRIVEN TO ASSURE THAT THE WASHERS WITH MAT UNDERNEATH ARE FLUSH WITH THE GROUND LEAVING NO PROJECTION OF THE PINS ABOVE THE GROUND LINE.
2. SOIL REINFORCING MAT SHALL BE USED WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE FOLLOWING DESIGNATION SHALL BE USED.

SOIL REINFORCING MAT



MULTI–WIDTH WELDED SEAM MAT RUN OUT IN DITCH WITH STAKING DETAIL

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DITCH TREATMENT INSTALLATION DETAIL FOR SOIL REINFORCING MAT

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: DT-1A.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: DT–1A

SHEET NUMBER: 61

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 1:40:53 DT-1A.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

VEGETATION SCHEDULE

	EROSION CONTROL ITEMS		SEASONAL APPLICATIONS-DATES & RATES				REQUIREMENTS
			SPRING & SUMMER		FALL & WINTER		
	PAY ITEM NO.	ITEMS	RATES	DATES	RATES	DATES	
⑦	211-B001	TOPSOIL FOR SLOPE TREATMENT (LVM)	4" THICK	MARCH 1 TO SEPTEMBER 1	4" THICK	SEPTEMBER 1 TO MARCH 1	TOPSOIL REQUIRED ON SLOPES DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
	907-225-A001	STANDARD GROUND PREPARATION	PER SQ.YD.	MARCH 1 TO SEPTEMBER 1	PER SQ.YD.	SEPTEMBER 1 TO MARCH 1	GROUND PREPARATION REQUIRED ON AREAS TO RECEIVE SOLID SODDING OR SEEDING, AS APPLICABLE.
	907-225-B001	AGRICULTURAL LIMESTONE	1000 LBS./ACRE	MARCH 1 TO SEPTEMBER 1		SEPTEMBER 1 TO MARCH 1	LIMESTONE SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
	907-225-A001	COMBINATION FERTILIZER (13-13-13)	250 LBS./ACRE	MARCH 1 TO SEPTEMBER 1		SEPTEMBER 1 TO MARCH 1	FERTILIZER SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
①	213-C001	SUPERPHOSPHATE	0.5 TONS/ACRE (EST.)	MARCH 1 TO DECEMBER 1			SUPERPHOSPHATE (FOR BID ITEM PURPOSES).
②	907-225-A001	SEEDING (BERMUDAGRASS)	80 LBS./ACRE	MARCH 1 TO SEPTEMBER 1			SEED REQUIRED ON DISTURBED AREAS. UNHULLED SEED MAY BE REQUIRED DURING THE DORMANT SEASON AS DIRECTED.
②	⑤ 907-225-A001	SEEDING (TALL FESCUE)	25 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	100 LBS./ACRE	OCTOBER 1 TO MARCH 1	SEED REQUIRED ON DISTURBED AREAS.
③	⑤ 907-225-A001	SEEDING (CRIMSON CLOVER)			20 LBS./ACRE	AUGUST 1 TO APRIL 1	SEED REQUIRED ON DISTURBED AREAS.
⑥	907-225-C001	MULCH - VEGETATIVE MULCH	2 TONS ACRE (EST.)	MARCH 1 TO SEPTEMBER 1	2 TONS/ACRE (EST.)	SEPTEMBER 1 TO MARCH 1	THE ENGINEER WILL DESIGNATE THE RATES OF APPLICATION (SEE SUBSECTION 215.03.3).
	907-216-A001	SOLID SODDING	PER SQ.YD.	MARCH 1 TO SEPTEMBER 1	PER SQ. YD.	SEPTEMBER 1 TO MARCH 1	SOLID SOD REQUIRED ON AREAS SPECIFIED IN THE CONTRACT OR BY THE ENGINEER.
	219-A001	WATERING	20 GALS./S.Y. (EST.)	MARCH 1 TO SEPTEMBER 1	20 GALS. S.Y. (EST.)	SEPTEMBER 1 TO MARCH 1	TO BE USED AS DIRECTED IN THE PLANTING AND ESTABLISHING SOLID SOD.
④	220-A001	INSECT PEST CONTROL	PER ACRE		PER ACRE		SEE SECTION 220.
		TEMPORARY EROSION CONTROL ITEMS					
	907-226-A001	LIGHT GROUND PREPARATION	PER SQ.YD.		PER SQ.YD.		APPROXIMATELY HALF SQ. YD. STANDARD GROUND PREPARATION
	907-226-A001	COMBINATION FERTILIZER (13-13-13)	250 LBS./ACRE				QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	SEEDING (BROWN TOP MILLET)	20 LBS./ACRE	APRIL 1 TO AUGUST 31	———	———	QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	SEEDING (RYE GRASS)	———	———	25 LBS./ACRE	SEPTEMBER 1 TO MARCH 31	QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	SEEDING (OATS)	———	———	90 LBS./ACRE	SEPTEMBER 1 TO DECEMBER 15	QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	VEGETATIVE MATERIAL FOR MULCH	2 TON /ACRE (EST.)		2 TON /ACRE (EST.)		QUANTITY BASED ON LIGHT GROUND PREPARATION

① ALL AREAS THAT HAVE BEEN VEGETATED, UNDER THIS CONTRACT FOR AT LEAST (60) SIXTY DAYS, SHALL RECEIVE ADDITIONAL APPLICATION(S) OF FERTILIZER(S) OF THE TYPE(S) AND RATE(S) OF APPLICATIONS AS DETERMINED BY SOIL TESTS OR AS DIRECTED DURING THE GROWING SEASONS THE CONTRACT IS IN FORCE. GROUND PREPARATION WILL NOT BE REQUIRED FOR THE ADDITIONAL APPLICATIONS. PAYMENT FOR ALL FERTILIZERS ACCEPTABLY APPLIED AS AN ADDITIONAL APPLICATION(S) WILL BE MADE IN ACCORDANCE WITH SUPERPHOSPHATE BID ITEM 213-C001.

② PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 100% OF THE ACREAGE WILL BE SEEDED.

③ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDED.

④ QUANTITY ESTIMATED ON THE BASIS 50% OF THE ACREAGE VEGETATED MAY REQUIRE TREATMENT.

⑤ THIS ITEM TO BE OMITTED ON AREAS SELECTED BY THE ENGINEER.

⑥ BAHIAGRASS WILL NOT BE PERMITTED AS A MULCH MATERIAL.

⑦ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 75% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

⑧ SOW, IN ADDITION TO OTHER SPECIFIED SEEDS, ON HIGH FILL AND BACKSLOPE AREAS SELECTED BY ENGINEERS DURING CONSTRUCTION. PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDED.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/9/2015 12:51:12 VS-1.DGN

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DISTRICT 1 OR 2

VEGETATION SCHEDULE

URBAN – ALL TYPES, EXCLUDING MS DELTA

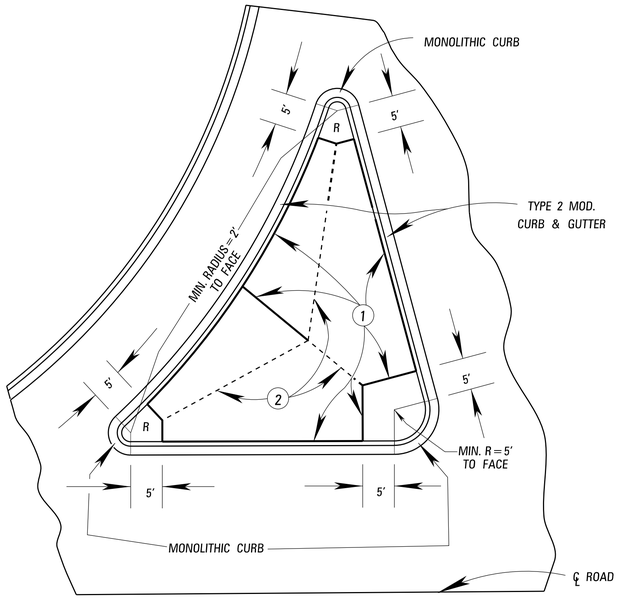
PROJECT NO. : HSIP–0021–01(061)
COUNTY : DESOTO

FILENAME: vs-1.dgn
DESIGN TEAM ICA CHECKED DATE

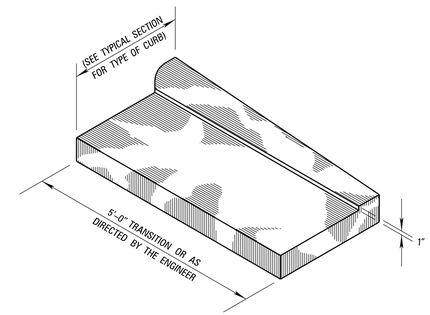
WORKING NUMBER
VS–1

SHEET NUMBER
62

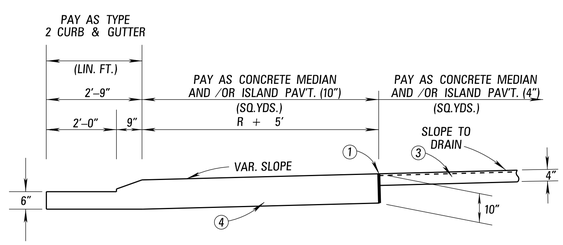
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



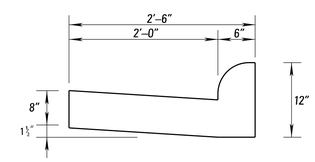
PLAN VIEW OF MONOLITHIC CURB & GUTTER AT ISLAND



DETAIL OF CURB TRANSITION



TYPICAL DETAIL OF MONOLITHIC CURB & GUTTER AT ISLAND



DETAIL OF COMBINATION CURB & GUTTER TYPE 3B MOD

1. 1/2" PREMOLDED EXPANSION JOINT (NOT A PAY ITEM) (SPACED AS PER STANDARD DRAWING SDSD-1)
2. 1/2" TOOLED CONTRACTION JOINT OR 1/2" PREMOLDED EXPANSION JOINT(NOT A PAY ITEM)
3. 4" CLASS "C" STRUCTURAL CEMENT CONCRETE (FOR MEDIAN & ISLAND PAV'T.) (PAY ITEM NO. 616-A001)
4. 10" DEPTH CLASS "C" STRUCTURAL CEMENT CONCRETE (FOR MEDIAN & ISLAND PAVEMENT) (PAY ITEM NO. 616-A003)

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

ISLAND AND CURB & GUTTER DETAILS

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: MD-1

SHEET NUMBER: 63

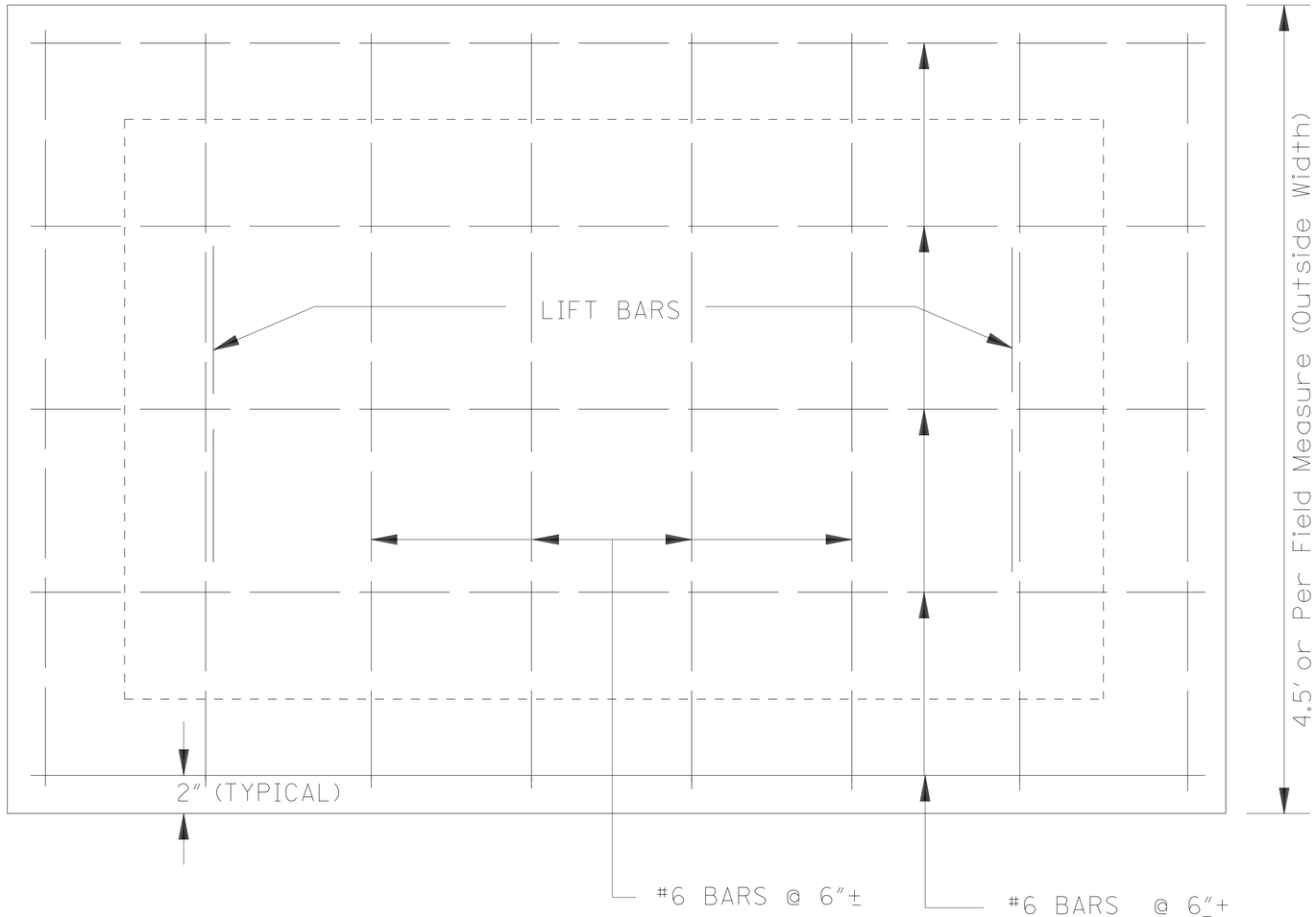
FILENAME: MD-1.dgn

DESIGN TEAM ICA CHECKED DATE

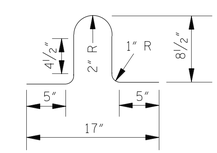
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:54 MD-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

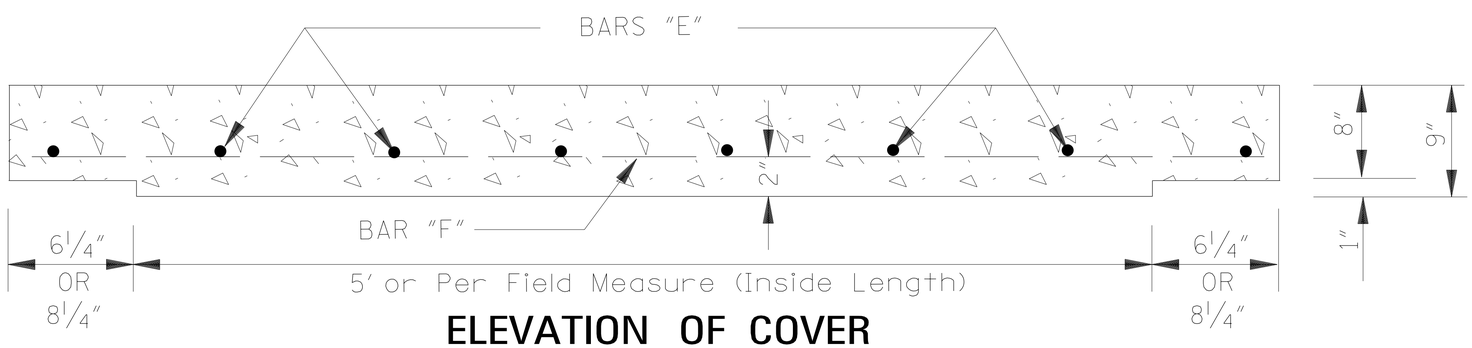


PLAN OF COVER



LIFT BAR

NOTE: LIFT BAR TO BE FABRICATED FROM A #4 BAR 30" LONG. TWO LIFT BARS ARE REQUIRED. REINFORCING STEEL FOR 2 LIFT BARS = 3.3 lbs.



ELEVATION OF COVER

GENERAL NOTES:

1. CONCRETE SHALL BE CLASS "B" MINOR STRUCTURE AND REINFORCING STEEL SHALL BE DEFORMED BARS, ASTM A 615, GRADE 60 OR AASHTO M 31, GRADE 60.
2. SEE DRAINAGE ITEM REQUIRED TABLE ON EQ-2 FOR INLET CONVERSION COVER LOCATIONS.

NOT TO SCALE

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

INLET CONVERSION COVER DETAIL

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: MD-2.DGN

DESIGN TEAM ICA CHECKED DATE

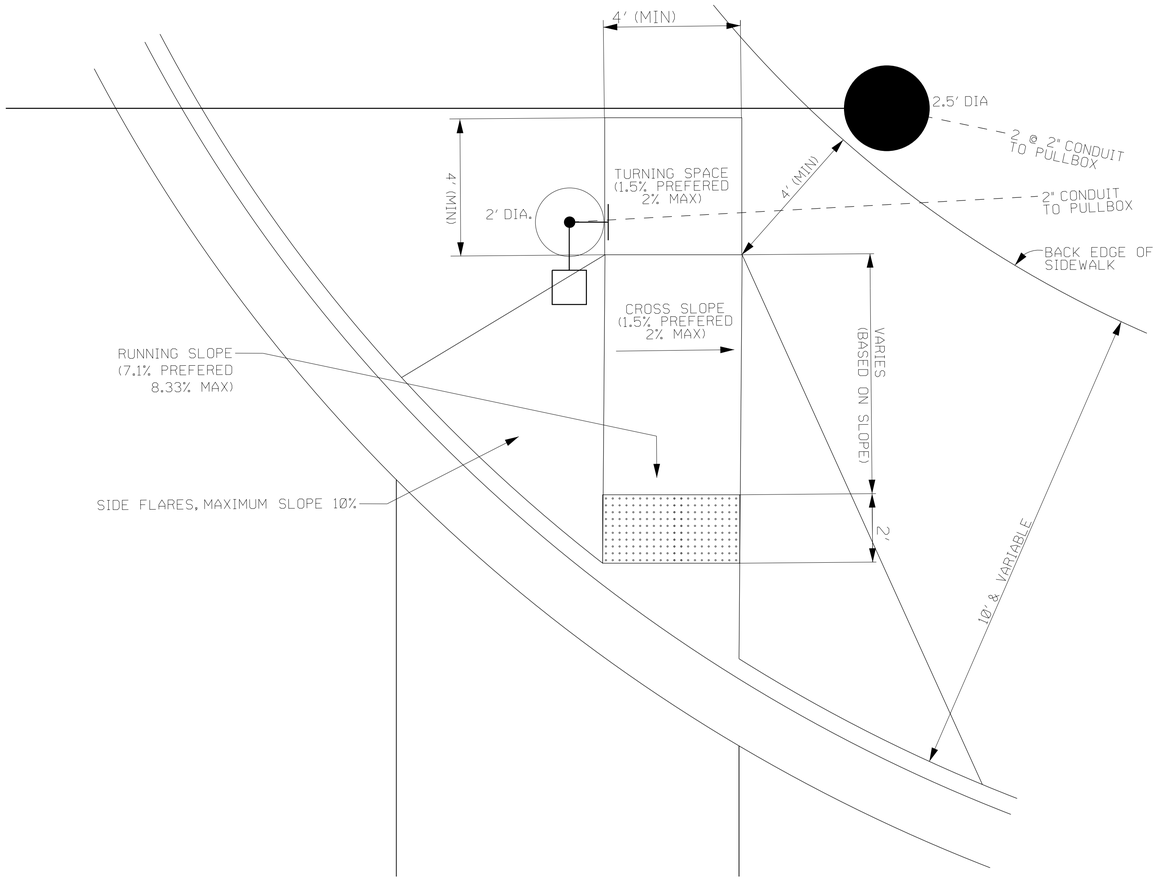
WORKING NUMBER: MD-2

SHEET NUMBER: 64

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:55 MD-2.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



MODIFIED TYPE 5 CURB RAMP

MODIFIED TYPE 5 CURB RAMP GENERAL NOTES

1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND MDOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

2. THE LOCATION, ORIENTATION, AND TYPE OF CURB RAMPS SHALL BE AS SHOWN IN THE PLANS.

3. ANY COMBINATION OF PERPENDICULAR, PERPENDICULAR RETURNED, AND PARALLEL CURB RAMPS MAY BE USED TO ACHIEVE AN ACCESSIBLE DESIGN AS LONG AS THE BASIC REQUIREMENTS FOR CURB RAMPS ARE MET.

4. CURB RAMPS SHALL BE PAID FOR AS SIDEWALK.

5. THE THICKNESS OF THE CURB RAMP SHALL BE A MINIMUM OF 4".

CURB RAMP NOTES:

6. THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE THE WIDTH OF THE SIDEWALK, OR 4' MINIMUM. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 5% MINIMUM, AND 8.33% MAXIMUM (7.1% PREFERRED). THE RUNNING SLOPE OF BLENDED TRANSITIONS SHALL BE 5% MAXIMUM.

7. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33%, THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP EXCEED 15'.

8. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.

9. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

10. RAMP TRANSITIONS BETWEEN WALKS, TURNING SPACES, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES.

11. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE.

TURNING SPACE NOTES:

12. A TURNING SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED AT THE TOP OF PERPENDICULAR RAMPS AND AT THE BOTTOM OF PARALLEL RAMPS. TURNING SPACES ARE ALLOWED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED BY A CURB, WALL, OR OTHER OBSTRUCTION, THE TURNING SPACE SHALL BE 4' MINIMUM BY 5' MINIMUM, WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF TRAVEL TOWARD THE CONSTRAINT.

13. THE RUNNING SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). THE CROSS SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.

14. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

15. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%.

16. THERE SHALL BE A MINIMUM OF 4' BETWEEN THE CURB RAMP AND THE BACK OF THE SIDEWALK TO ENSURE PROPER CLEARANCE FOR USERS TO MANUEVER AROUND AND PAST THE CURB RAMP.

DETECTABLE WARNING NOTES:

1. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 2' LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.

DETECTABLE WARNING UNIT DIMENSIONS:

2. DETECTABLE WARNING SURFACES SHALL EXTEND 2' MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE CROSSING. AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE PUBLIC USE AREAS OF THE PLATFORM. AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE TRANSIT STOP.

DOME ALIGNMENT:

3. THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK AT THE RAMP LANDING OR BETWEEN THE CURB RAMP AND THE STREET.

4. WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.

COLOR REQUIREMENTS:

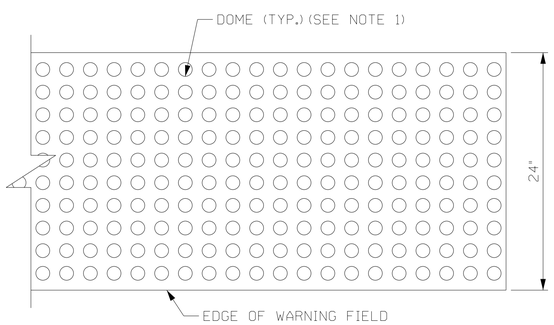
5. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.

DETECTABLE WARNINGS LOCATIONS:

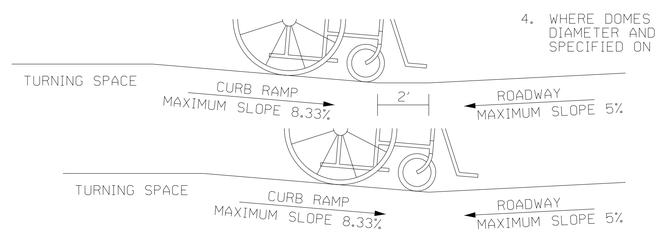
6. ON PERPENDICULAR CURB RAMPS, WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS MORE THAN 5', DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB.

7. ON PARALLEL CURB RAMPS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE TURNING SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK.

8. ON BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE RAISED PEDESTRIAN STREET CROSSINGS, DEPRESSED CORNERS, OR OTHER LEVEL PEDESTRIAN STREET CROSSINGS ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE FLUSH TRANSITION BETWEEN THE STREET AND THE SIDEWALK.

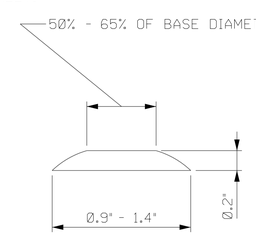


DETECTABLE WARNING LAYOUT

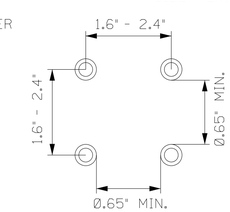


NOTE: THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%

COUNTER SLOPE CONDITIONS



DOME SECTION



DOME SPACING

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

RAMP DETAILS

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: MD-3.dgn

DESIGN TEAM ICA CHECKED DATE

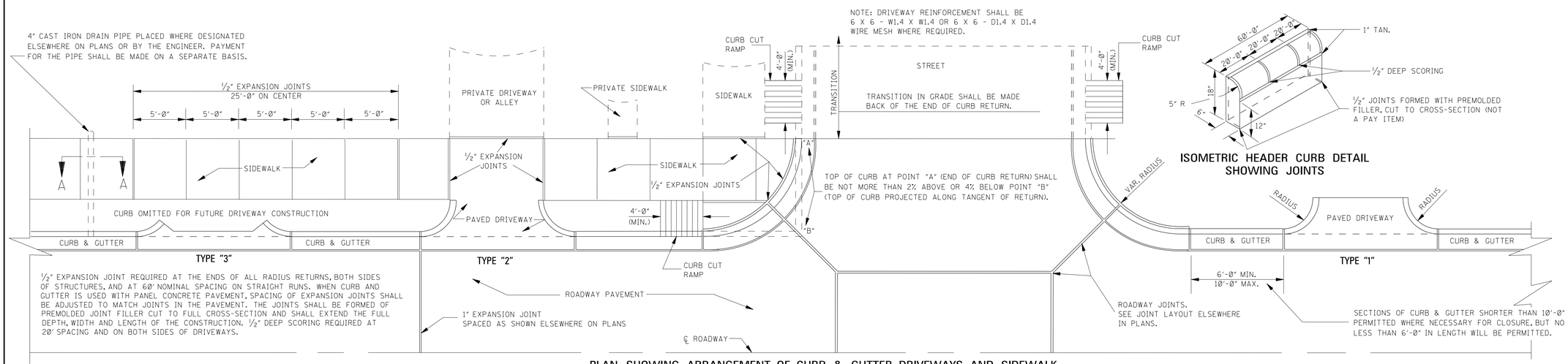
WORKING NUMBER MD-3

SHEET NUMBER 65

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

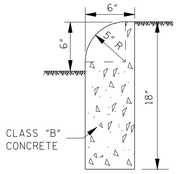
7/8/2015 15:40:55 MD-3.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



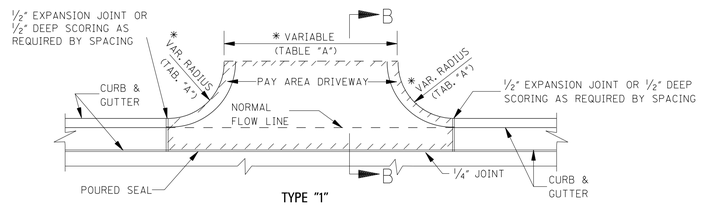
PLAN SHOWING ARRANGEMENT OF CURB & GUTTER, DRIVEWAYS AND SIDEWALK

ISOMETRIC HEADER CURB DETAIL SHOWING JOINTS



DETAIL OF HEADER CURB

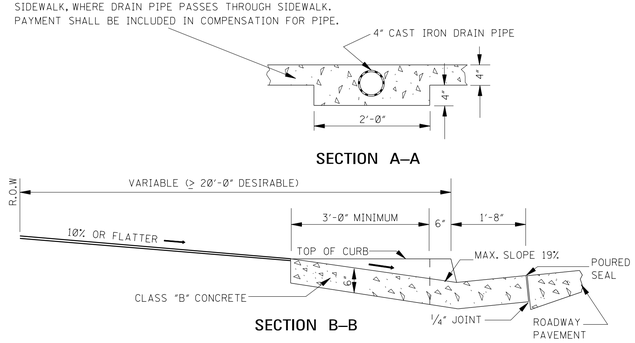
CONTRACTION JOINTS REQUIRED AT 20' O.C.
EXPANSION JOINTS REQUIRED AT 60' O.C.
UNLESS OTHERWISE DIRECTED BY ENGINEER.

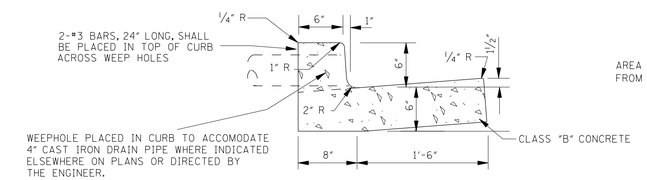


TYPE "1"
PLAN OF CONCRETE DRIVEWAY

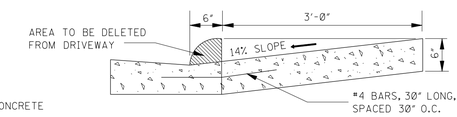
11.058 yd^2 FOR DRIVEWAY 16'-0" IN WIDTH.
0.574 yd^2 FOR EACH ADDED OR SUBTRACTED FOOT OF WIDTH.
NOTE: THIS DRIVEWAY AREA EXAMPLE IS COMPUTED ON THE BASIS OF 3'-0" RADIUS. PAYMENT FOR CURB RADIUS SHALL BE INCLUDED IN COMPENSATION FOR DRIVEWAY.

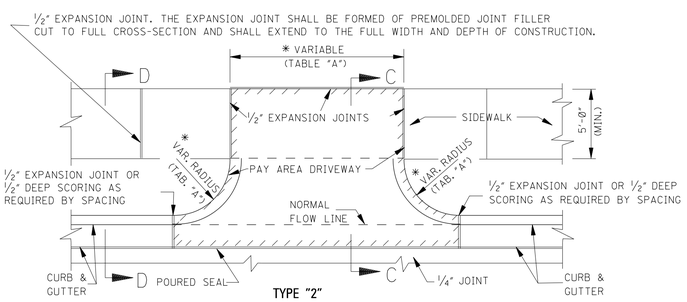
*TABLE "A"		
DRIVEWAY TYPE	DRIVEWAY WIDTH (ft)	CURB RETURN RADIUS (ft)
RESIDENTIAL	16'	3' - 10'
COMMERCIAL/ INDUSTRIAL	30' - 50'	5' - 30'



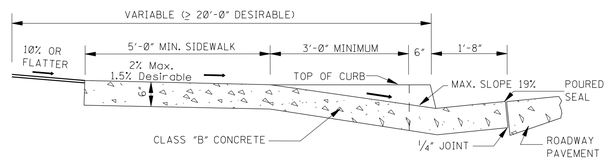


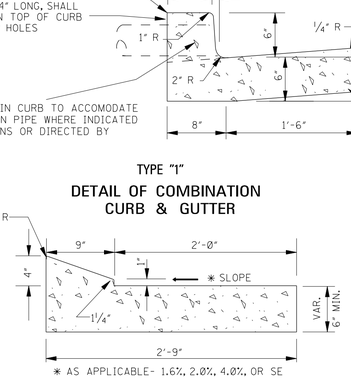
TYPE "1"
DETAIL OF COMBINATION CURB & GUTTER



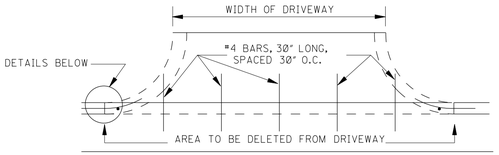


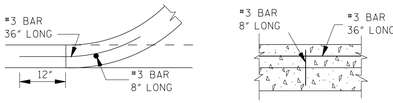
TYPE "2"
PLAN OF CONCRETE DRIVEWAY ACROSS SIDEWALK AREA



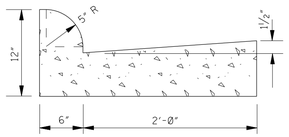


TYPE "2"
DETAIL OF COMBINATION CURB & GUTTER





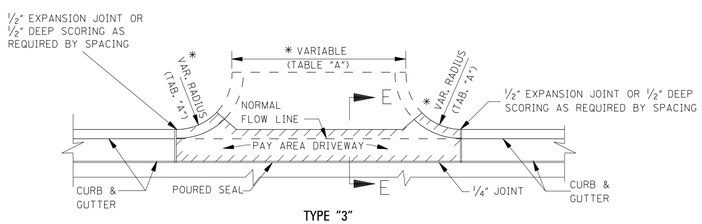
PERMISSIBLE DRIVEWAY CONSTRUCTION METHOD FOR SLIP–FORM PLACEMENT OF CURB & GUTTER



TYPE "3A"
DETAIL OF COMBINATION CURB & GUTTER

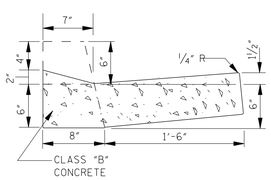
GENERAL NOTES:

1. THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL, UNLESS OTHERWISE SPECIFIED HEREIN, APPLY TO ALL ITEMS INCLUDED ON THIS DRAWING.
2. TRAVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A ½" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
3. SEE SHEET MD-3 FOR DETAILS OF CURB-CUT RAMPS.

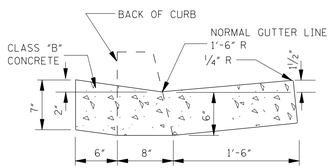


TYPE "3"
PLAN–CURB OMITTED FOR FUTURE DRIVEWAY CONSTRUCTION

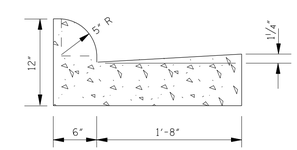
NOTE: THIS TYPE CONSTRUCTION SHALL BE USED WHERE DESIGNATED ELSEWHERE ON PLANS OR BY THE ENGINEER.



SECTION E–E



DETAIL OF VALLEY GUTTER



TYPE "3B"
DETAIL OF COMBINATION CURB & GUTTER

* NOTE: BUFFER ZONE IS REQUIRED UNLESS THERE ARE RIGHT OF WAY CONSTRAINTS. WHERE THERE ARE ROW CONSTRAINTS, THE BUFFER ZONE MAY BE OMITTED ONLY IF ALL ADA REQUIREMENTS CAN BE MET.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DRIVEWAYS, CURB & GUTTER & SIDEWALK

PROJECT NO.: HSIP–0021–01(056)
COUNTY : DESOTO

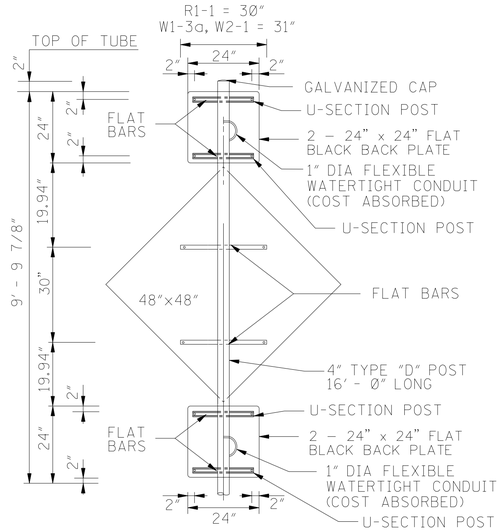
FILENAME: SDSD-1.DGN
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: SDSD–1
SHEET NUMBER: 66

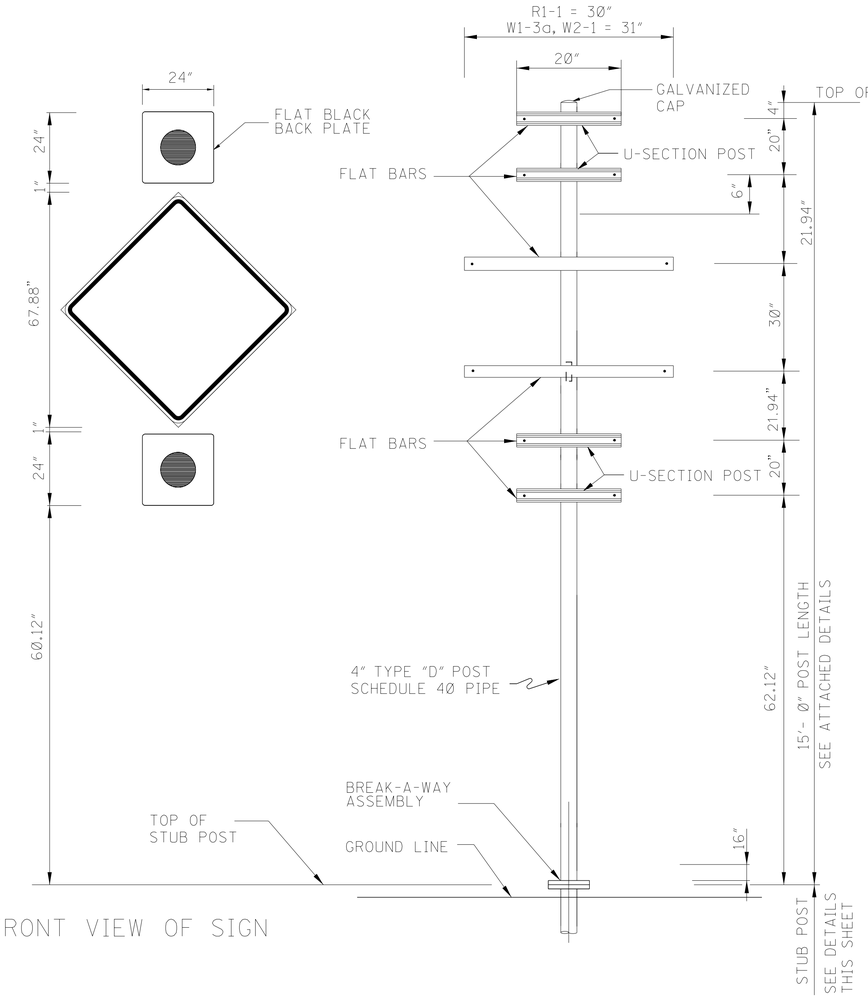
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:56 SDSD-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

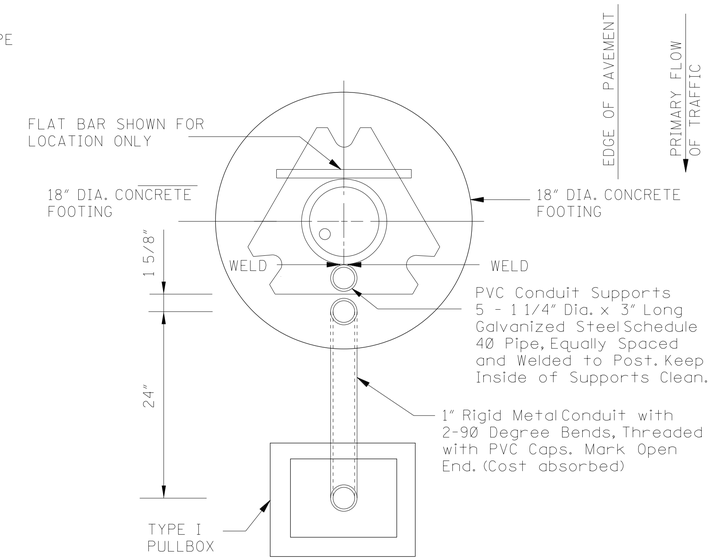


REAR VIEW OF SIGN



FRONT VIEW OF SIGN

FRONT VIEW OF POST

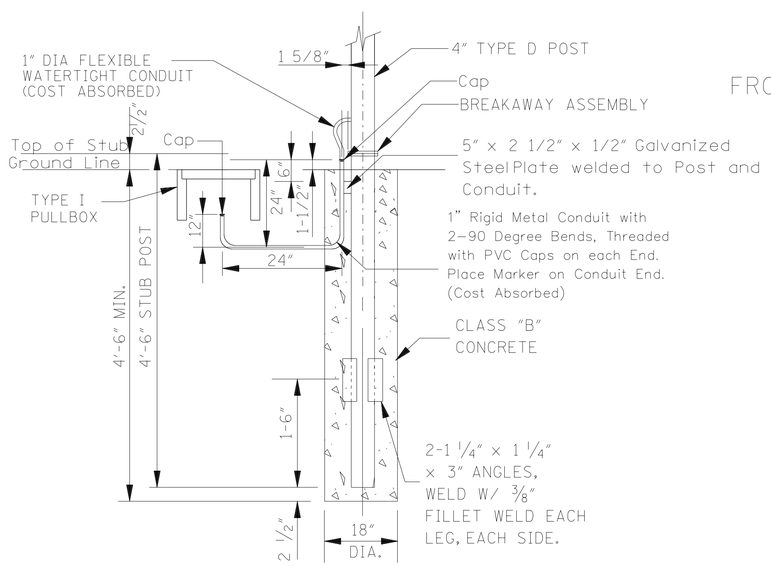


TOP VIEW OF FOOTING

VIEW NOT TO SCALE - SHOWS RELATIVE LOCATION OF ROADWAY, POST, FLAT BARS, PULLBOX, GALVANIZED STEEL CONDUIT AND PVC CONDUIT HOLDERS.

NOTES:

1. DETAILS OF TYPE "D" POST SHOWN ON ATTACHED SHEET SSD-4C.
2. ELECTRICAL PULLBOX TO BE PLACED FLUSH WITH GROUND.
3. ALL ABOVE GROUND WIRING SHALL BE ENCLOSED IN 1" PVC CONDUIT WITH A BREAK-A-WAY CONNECTION AT THE POST.
4. THE WIRING SHALL INCLUDE A WATERPROOF FUSE IN THE PULLBOX AND A WATERPROOF CUT-Off SWITCH AT THE METER.
5. THE INSIDE OF THE CONDUIT SUPPORTS SHALL BE CLEAN AND FREE OF WELD .
6. SIGN SHEETING SHALL BE TYPE VII OR BETTER.



FOOTING DETAIL
FOR TYPE "D" POST WITH
FLASHING ASSEMBLY

SIGNAL AHEAD FLASHER ASSEMBLY
WITH 4" TYPE "D" POST - 15' - 0" LONG

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL POST DESIGN

FOR FLASHING ASSEMBLY

PROJECT NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: SPDFA-1.DGN

DESIGN TEAM ICA CHECKED DATE

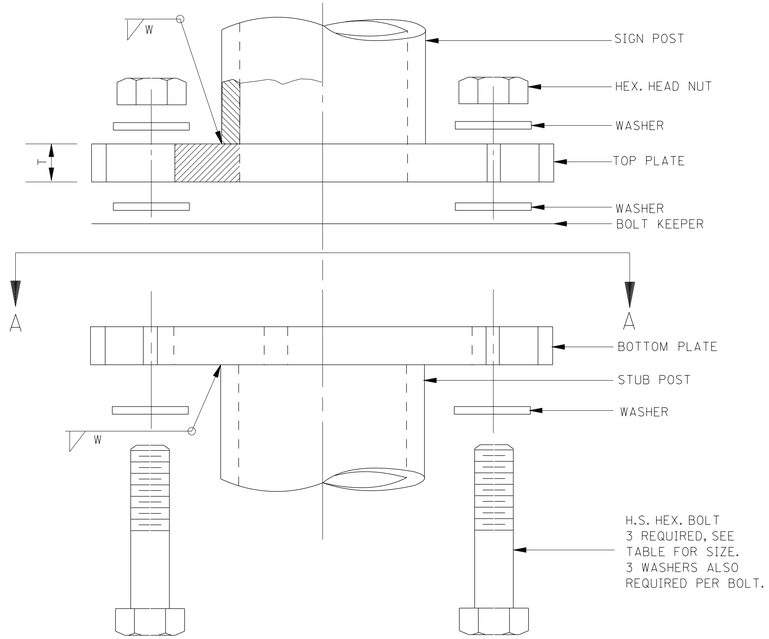
WORKING NUMBER: SPDFA-1

SHEET NUMBER: 67

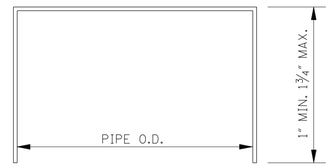
FILAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:56 SPDFA-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

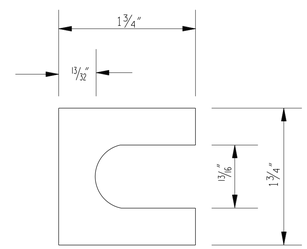


MULTI–DIRECTIONAL SIGN POST & STUB POST



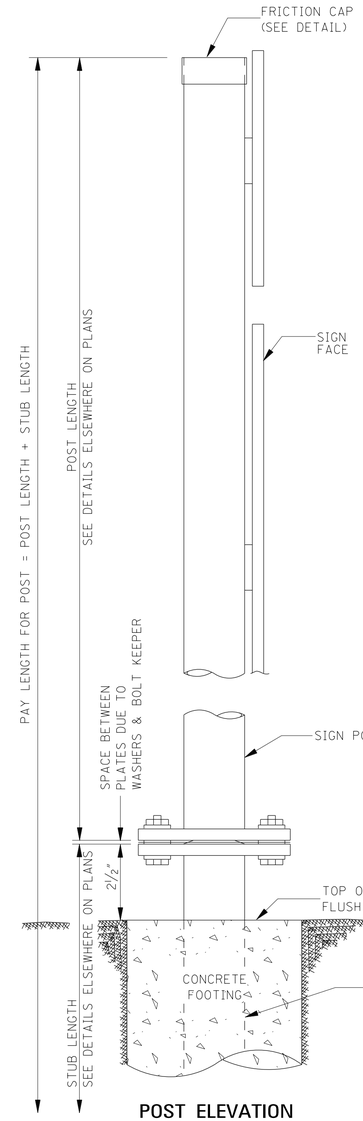
FRICTION CAP DETAIL

NOTE: SEE NOTE 3

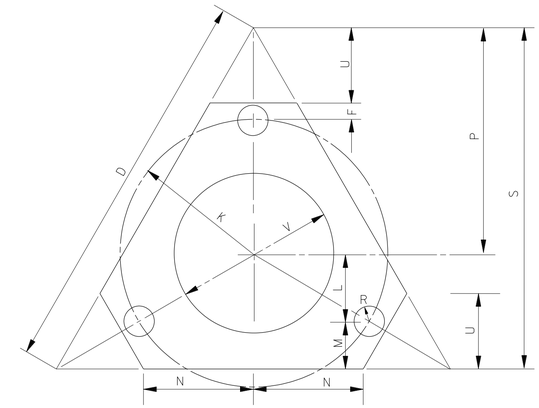


SHIM DETAIL

NOTE: FURNISH 2-0.012" ± THICK AND 2-0.032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B 36.



POST ELEVATION



BOLT KEEPER PLATE DETAIL

NOTE: TO BE FABRICATED FROM 28 GAGE THICK GALVANIZED STEEL. TO BE INSTALLED AS SHOWN IN DETAIL AT UPPER LEFT.

GENERAL NOTES: (SEE SN-6 FOR ADDITIONAL GENERAL NOTES)

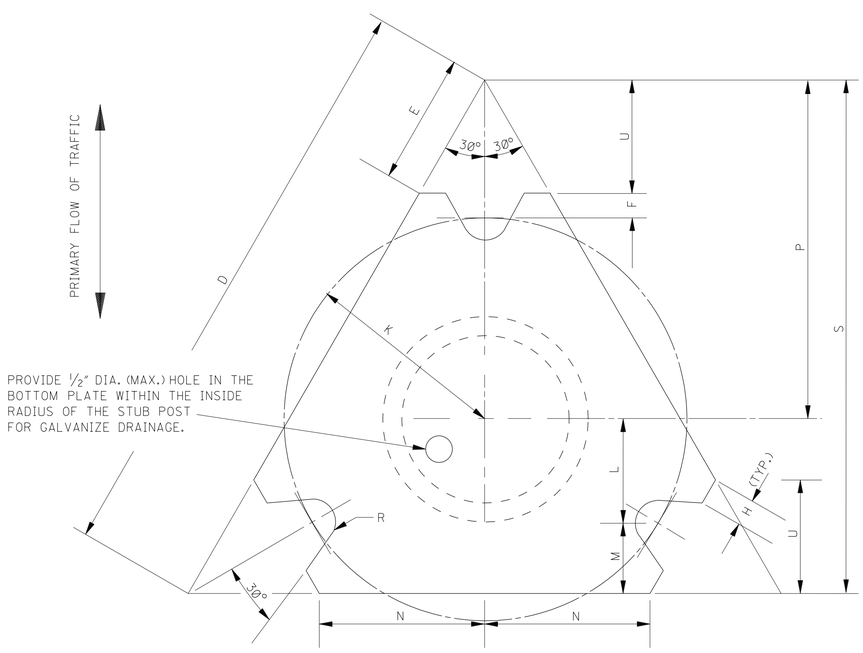
1. THE TOP PLATE OF THE TRIANGULAR SLIP BASE SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE. THE LIFTING CONE SHALL BE WELDED TO THE BOTTOM PLATE ONLY. A HOLE EQUAL TO THE INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS DETAILED. TOP & BOTTOM PLATES SHALL BE SYMMETRICAL FOR THE PURPOSE OF ASSEMBLY IN ANY POSITION.

2. BASE CONNECTION ASSEMBLY AS FOLLOWS:
   A. ASSEMBLE POST TO STUB WITH 3 BOLTS AND WITH 3 FLAT WASHERS PER BOLT.
   B. SHIM AS REQUIRED TO PLUMB POST.
   C. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" TO 15" WRENCH TO BED WASHERS, KEEPER PLATE, SHIMS AND TO CLEAN THREADS.
   D. LOOSEN EACH BOLT IN TURN & RETIGHTEN IN A SYSTEMATIC ORDER TO PRESCRIBED TORQUE. (SEE BASE CONNECTION DATA TABLE).
   E. BURR THREADS AT JUNCTION WITH NUT WITH A CENTER PUNCH TO PREVENT NUT FROM LOOSENING.

3. FRICTION CAPS TO BE MANUFACTURED FROM HOT ROLLED OR COLD ROLLED STEEL SHEETS. FOR ALL PIPE SIZES, MINIMUM THICKNESS SHALL BE 20 GAGE SHEET METAL. RIM EDGES SHALL BE REASONABLY STRAIGHT AND SMOOTH. CAPS SHALL BE SIZED AND FORMED IN SUCH A MANNER AS TO PROVIDE A DRIVE-ON FRICTION FIT AND HAVE NO TENDENCY TO ROCK WHEN SEATED ON PIPE. THE DEPTH SHALL BE SUFFICIENT TO GIVE POSITIVE PROTECTION AGAINST ENTRANCE OF RAINWATER. THEY SHALL BE FREE OF SHARP CREASES OR INDENTATIONS AND SHOW NO SIGNS OF METAL FRACTURE. ALL CAPS TO BE SAME IN SHAPE AND GENERAL APPEARANCE AS APPROVED BY THE ENGINEER.

4. STUB PROJECTION SHOULD BE MEASURED OVER A 5'-0" CHORD AS PER AASHTO SPECIFICATIONS, LATEST EDITIONS. SEE SHEET SN-6A FOR DIAGRAM.

5. AS AN ALTERNATIVE THE POST LENGTH OF THE SIGN POST CAN BE MADE-UP USING A NOMINIAL LENGTH OF GALVANIZED PIPE, A GALVANIZED SLIP BASE CASTING, GALVANIZED FLAT PLATES OR APPROVED EQUAL WITH ALL NECESSARY HARDWARE REQUIRED TO SECURE THEM TO THE SIGN POST, A GALVANIZED KEEPER PLATE AND A GALVANIZED FRICTION CAP. THE SLIP BASE CASTING SHALL HAVE 3-SCREWS TO SECURE THE POST TO THE CASTING AND ONE SET SCREW TO PREVENT ROTATION. THE MANUFACTURER SHALL PROVIDE SHOP DRAWINGS OF THE COMPLETE ASSEMBLY FOR MDOT APPROVAL.



SECTION A–A

NOTE: SEE DATA TABLE FOR DIMENSIONS

BASE CONNECTION DATA TABLE

DIMENSIONS NOMINAL PIPE SIZES	BOLT SIZE & TORQUE	T	W	C	*D	*E	F	G	*H	J	K	L	M	*N	P	S	U	V	R
3"	5/8" X 2½" 300 in · lbs	5/8"	3/8"	1"	10⅜"	2 5/16"	½"	3/8"	½"	1¾"	3½"	1¾"	1¼"	2⅞"	6"	9"	2"	4¼"	11/32"
4" 5"	¾" X 3" 500 in · lbs	⅞"	7/16"	1 7/16"	13"	2⅞"	½"	3/8"	5/8"	2½"	4½"	2¼"	1½"	3⅝"	7½"	11¼"	2½"	5¾"	13/32"

*NOTE: APPROXIMATE DIMENSIONS

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BREAKAWAY SIGN SUPPORTS

PROJECT NO.: HSIP–0021–01(061)
COUNTY : DESOTO

WORKING NUMBER: SDSN–6B

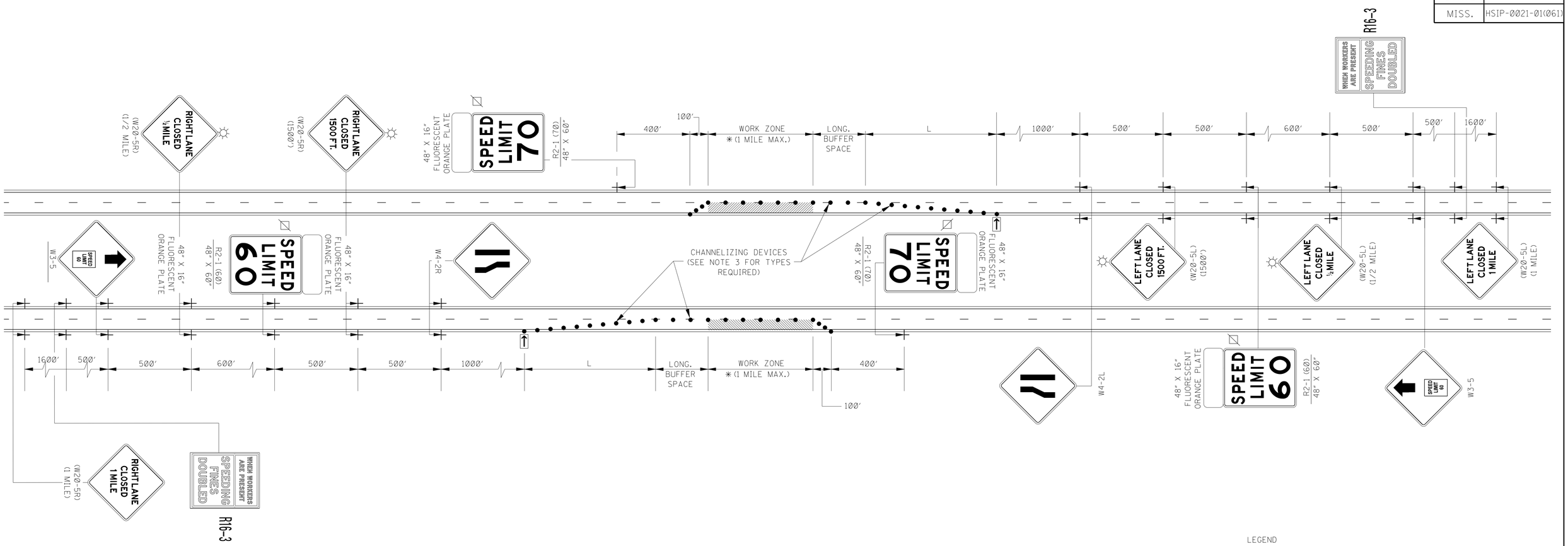
SHEET NUMBER: 68

FILENAME: SDSN-6B.dgn
DESIGN TEAM ICA CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:52 SDSN-6B.10-12-2012.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER † RATES
mph	TAPER	ALONG BUFFER SPACE & WORK ZONE		
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
$L = WS$ FOR SPEEDS OF 45 mph OR GREATER
$L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICES:
   A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.
   B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER REFLECTORIZED FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
   C. FOR NIGHTTIME USE, ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
   D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.

4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

6. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON FACE OF SIGN.

7. ADDITIONAL REDUCED SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. A MINIMUM OF TWO (2) WILL BE REQUIRED FOR EACH RAMP. LOCATION AND NUMBER REQUIRED WILL BE DETERMINED BY THE ENGINEER.

8. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

9. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.

10. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.

LEGEND

* OR AS SHOWN ELSEWHERE OF THE PLANS.
FLASHING ARROW PANEL (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
TYPE "B" WARNING LIGHTS
● REFLECTORIZED FREE-STANDING PLASTIC DRUMS

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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)

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER: SDTCP-4

FILENAME: SDTCP-4
DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER 69

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:40:57 SDTCP-4.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

GENERAL DATA												
SS-2 INLET SIZE	WALL THICKNESS	INSIDE DIMENSION		OUTSIDE DIMENSION		BASE HEIGHT	RISER HEIGHT	WEIGHTS				
	WT	IW	IL	OW	OL	B	R	BOTTOM	BASE/RISER	INLET TOP	EXTENSION	EXTENSION TOP
FEET	INCHES	INCHES		INCHES		3" INCREMENTS		LB	LB/FT	LB	LB	LB
3 X 5	5	36	60	46	70	24-54	18-48	1125	1114	1880	1865	1070

3' x 5' WALL REINFORCEMENT (SQ. IN. PER LIN. FT.)												
DEPTH OF INSTALLATION	BASE		TOP RISER		INTERIOR RISER #1		INTERIOR RISER #2		INTERIOR RISER #3		INTERIOR RISER #4	
	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT
0-8	0.30	36.969	0.24	29.575	-	-	-	-	-	-	-	-
0-12	0.60	78.867	0.24	29.575	0.60	78.867	-	-	-	-	-	-
0-16	0.88	110.005	0.24	29.575	0.60	78.867	0.74	95.338	-	-	-	-
0-20	1.18	139.340	0.24	29.575	0.60	78.867	0.74	95.338	1.06	124.672	-	-
0-24	1.44	176.008	0.24	29.575	0.60	78.867	0.74	95.338	1.06	124.672	1.20	146.673

CONCRETE QUANTITIES				
SS-2 INLET SIZE	BOTTOM C.Y.	RISER C.Y./FT	TOP C.Y.	EXTENSION C.Y.
3X5	0.279	0.275	0.464	0.724

NOTES: CONCRETE CUBIC YARDS PER INLET = BOTTOM + (TOTAL RISER HEIGHT (FT) x C.Y./FT) + TOP EXTENSION INCLUDES CURB INLET UNIT + TOP + EXTENSIONS- ANY HOLE OPENINGS EXTENSION BLOCKOUT OPENINGS

BOTTOM/TOP/EXTENSION REINFORCEMENT				
SS-2 INLET SIZE	BOTTOM REINFORCEMENT	BOTTOM LB/STEEL	TOP LB/STEEL	EXTENSION LB/STEEL
3X5	#4 @ 9" EW	38.550	116.496	38.305

NOTE: *EXTENSION INCLUDES CURB INLET UNIT PLUS TOP

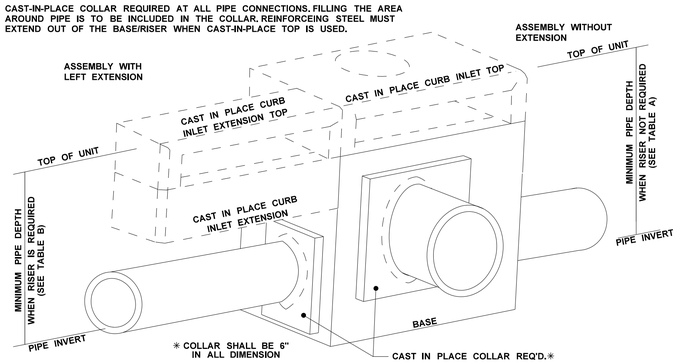
MINIMUM PIPE DEPTH WITHOUT EXTENSION TOP OF CURB UNIT TO PIPE INVERT TABLE A			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
-	-	-	-
-	-	-	-
12	36	-	-
15	39.5	18x11	32.5
18	42	22x13	34.5
21	44.5	-	-
24	49	29x18	39.5
27	53.5	-	-
30	55	36x23	44.5

MINIMUM PIPE DEPTH WITH EXTENSION TOP OF CURB UNIT TO PIPE INVERT TABLE B			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
-	-	-	-
-	-	-	-
12	55	-	-
15	58	18x11	55
18	61	22x13	58
21	64	-	-
24	67	-	-
27	72	-	-
30	-	-	-

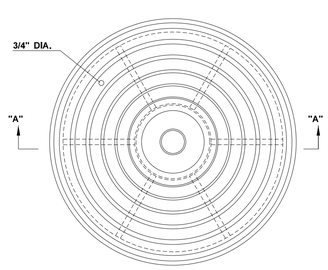
NOTE: BLANK SPACES IN TABLES INDICATE PIPE WILL NOT FIT INTO SIDE OF BOX OR PIPE SIZE IS NOT AVAILABLE.

HOLE OPENING									
ROUND RCP		OPENING			ARCH RCP		OPENING		
		INCHES		CONCRETE DEDUCTION PER OPENING (C.Y.)			INCHES		CONCRETE DEDUCTION PER OPENING (C.Y.)
SIZE	T	HO	OP		SIZE	T	HO	OP	
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
12	2	20	4	0.017	-	-	-	-	-
15	2.25	24	4.5	0.032	18x11	2.25	25.5x18.5	1.5	0.015
18	2.5	26	4	0.045	22x13	2.5	30x21	1.5	0.045
21	2.75	28	3.5	0.060	-	-	-	-	-
24	3	32	4	0.076	29x18	3	38x27	1.5	0.073
27	3.25	40	6.5	0.095	-	-	-	-	-
30	3.5	40	5	0.116	36x23	3.5	46x33	1.5	0.108

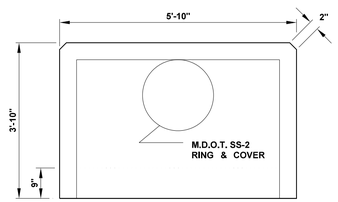
CAST-IN-PLACE COLLAR REQUIRED AT ALL PIPE CONNECTIONS. FILLING THE AREA AROUND PIPE IS TO BE INCLUDED IN THE COLLAR. REINFORCEING STEEL MUST EXTEND OUT OF THE BASE/RISER WHEN CAST-IN-PLACE TOP IS USED.

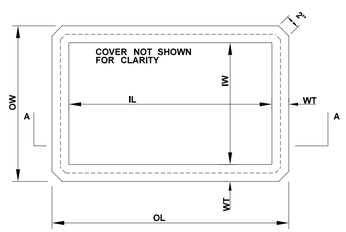


ISOMETRIC VIEW OF PRECAST UNIT

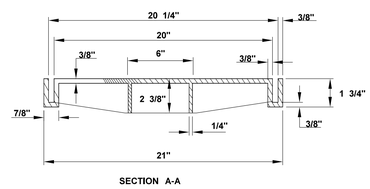


PLAN



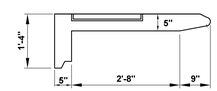


PLAN FOR BASE/RISER INLET/JUNCTION BOX

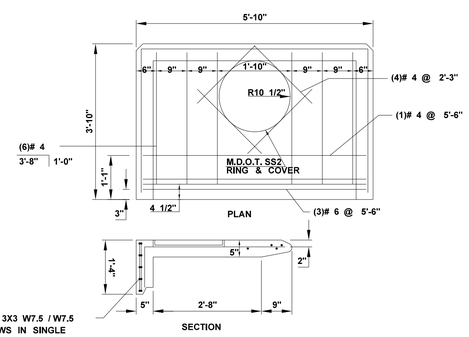


SECTION A-A

MDOT SS-2 RING AND COVER
79 LBS

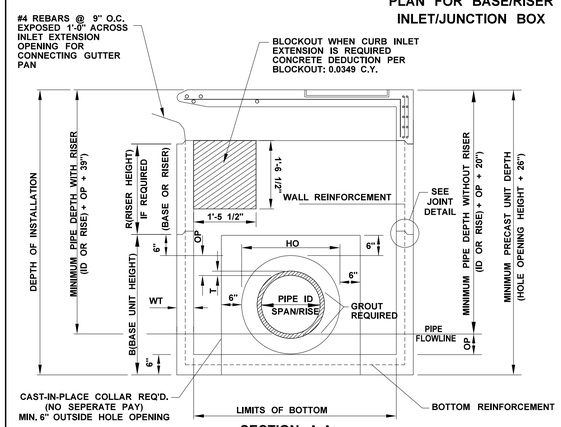


CURB INLET TOP

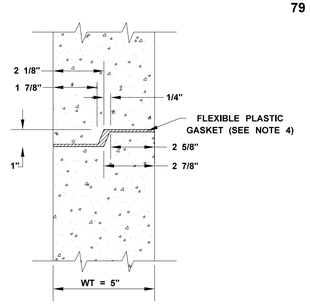


WWF 3X3 W7.5 / W7.5
2 ROWS IN SINGLE
VERTICAL CAGE

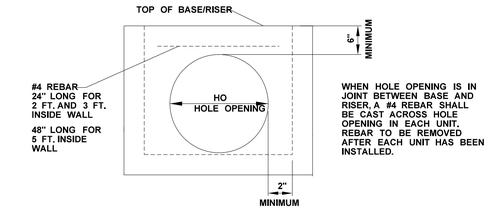
REINFORCEMENT
CURB INLET TOP



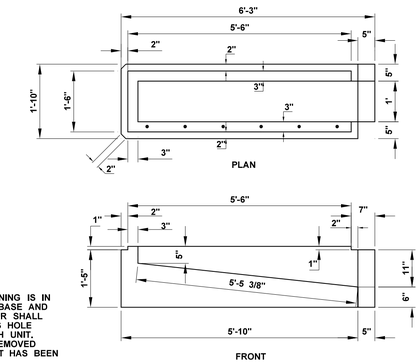
SECTION A-A



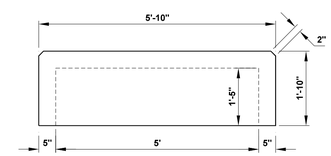
JOINT DETAIL



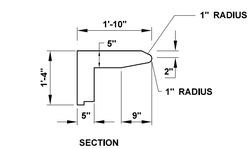
DETAIL FOR HOLE OPENING



CURB INLET EXTENSION
LEFT/RIGHT

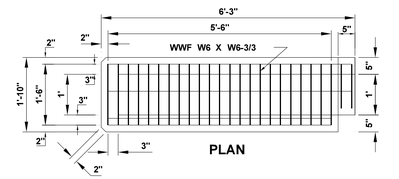


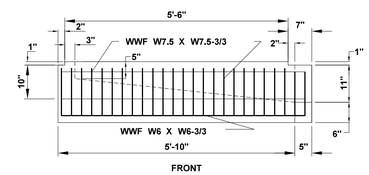
PLAN



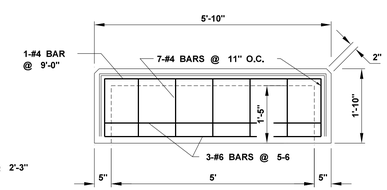
SECTION

CURB INLET EXTENSION TOP
LEFT/RIGHT

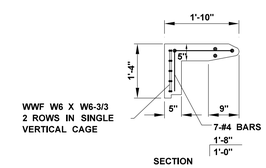




REINFORCEMENT
CURB INLET EXTENSION
LEFT/RIGHT



PLAN



REINFORCEMENT
CURB INLET EXTENSION TOP
LEFT/RIGHT

GENERAL NOTES:

1. CONCRETE SHALL HAVE COMPRESSIVE STRENGTH OF 4000 PSI MINUMUM AT 28 DAYS.
2. REINFORCING FOR BOTTOM AND WALLS MAY BE WELDED WIRE FABRIC, ASTM A-185, AND OF THE AREA AS SHOWN IN TABLE.
3. REINFORCING FOR COVER SHALL BE ASTM A615/A AND OF THE SIZE AS SHOWN IN TABLE AND DRAWINGS
4. JOINT TO BE SEALED WITH FLEXIBLE PLASTIC GASKET FOR JOINT CONDUIT, AASHTO SPECIFICATION M-198 OR MDOT SPECIFICATION.
5. 2 1/2" LIFTING HOLES TO BE LOCATED ON EACH SIDE OF BOX SECTIONS FOR HANDLING.
6. GROUT FOR JOINING PIPE TO PRECAST UNITS WILL BE A COMMERCIAL MASONRY GROUT MEETING MDOT SPECIFICATIONS.
7. WHEN INTERIOR RISER UNITS ARE REQUIRED, UNITS SHALL BE MARKED TO IDENTIFY EACH UNIT.
8. CONCRETE & REINFORCING STEEL FOR PRE-CAST INLETS AND JUNCTION BOXES SHALL BE PAID FOR AS THE CALCULATED QUANTITY SHOWN ON THE RE-CAP SHEET FOR CAST-IN-PLACE INLETS & JUNCTION BOXES
9. CURB INLET TOP & CURB INLET EXTENSION TOP SHALL BE PLACED AT THE SAME GRADE AND CROSS SLOPE REQUIRED ON THE ROADWAY PLANS
10. CAST-IN-PLACE INLET TOP MAY BE AS SHOWN ON THIS DRAWING OR AS PER S.D. SS-2

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PRECAST UNITS
SS-2 PRECAST INLET
(30" CONCRETE ROUND PIPE AND UNDER)
(36" x 23") CONCRETE ARCH PIPE AND UNDER)

PROJ. NO.: HSIP–0021–01(061)
COUNTY: DESOTO

FILENAME: pcu-2.dgn
DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: PCU–2
SHEET NUMBER: 70

ROADWAY DESIGN DIVISION C.A.D.D. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PLAN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SR 302 & TCHULAHOMA RD.

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83 (2011) MS WEST (2302) (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
14	1987498.13	2409962.31

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
CHURCH	324.5
OLIV	384.6
XBY1	399.6

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	0.99995196
GRID TO GEODETIC AZIMUTH	00d 13' 00.639"

SR 302 & CRAFT RD.

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83 (2011) MS WEST (2302) (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
17	1987421.90	2436852.96

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
CHURCH	324.5
OLIV	384.6
XBY1	399.6

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	0.99995982
GRID TO GEODETIC AZIMUTH	00d 16' 05.772"

SR 302 & CENTER HILL RD.

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83 (2011) MS WEST (2302) (US SURVEY FEET)

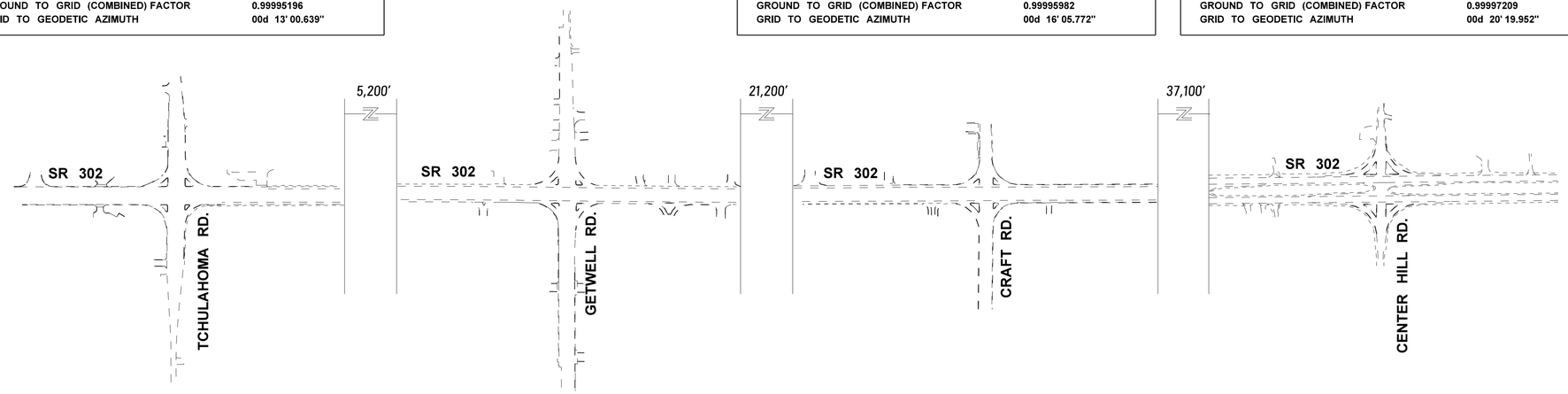
HORIZONTAL MONUMENT	NORTH	EAST
19	1987578.89	2473769.80

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
CHURCH	324.5
OLIV	384.6
XBY1	399.6

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	0.99997209
GRID TO GEODETIC AZIMUTH	00d 20' 19.952"



SR 302 & GETWELL RD.

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83 (2011) MS WEST (2302) (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
15	1987257.18	2415368.26

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
CHURCH	324.5
OLIV	384.6
XBY1	399.6

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	0.99995208
GRID TO GEODETIC AZIMUTH	00d 13' 37.839"

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SOURCE OF SURVEY CONTROL

PROJ. NUM.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: SSC-1

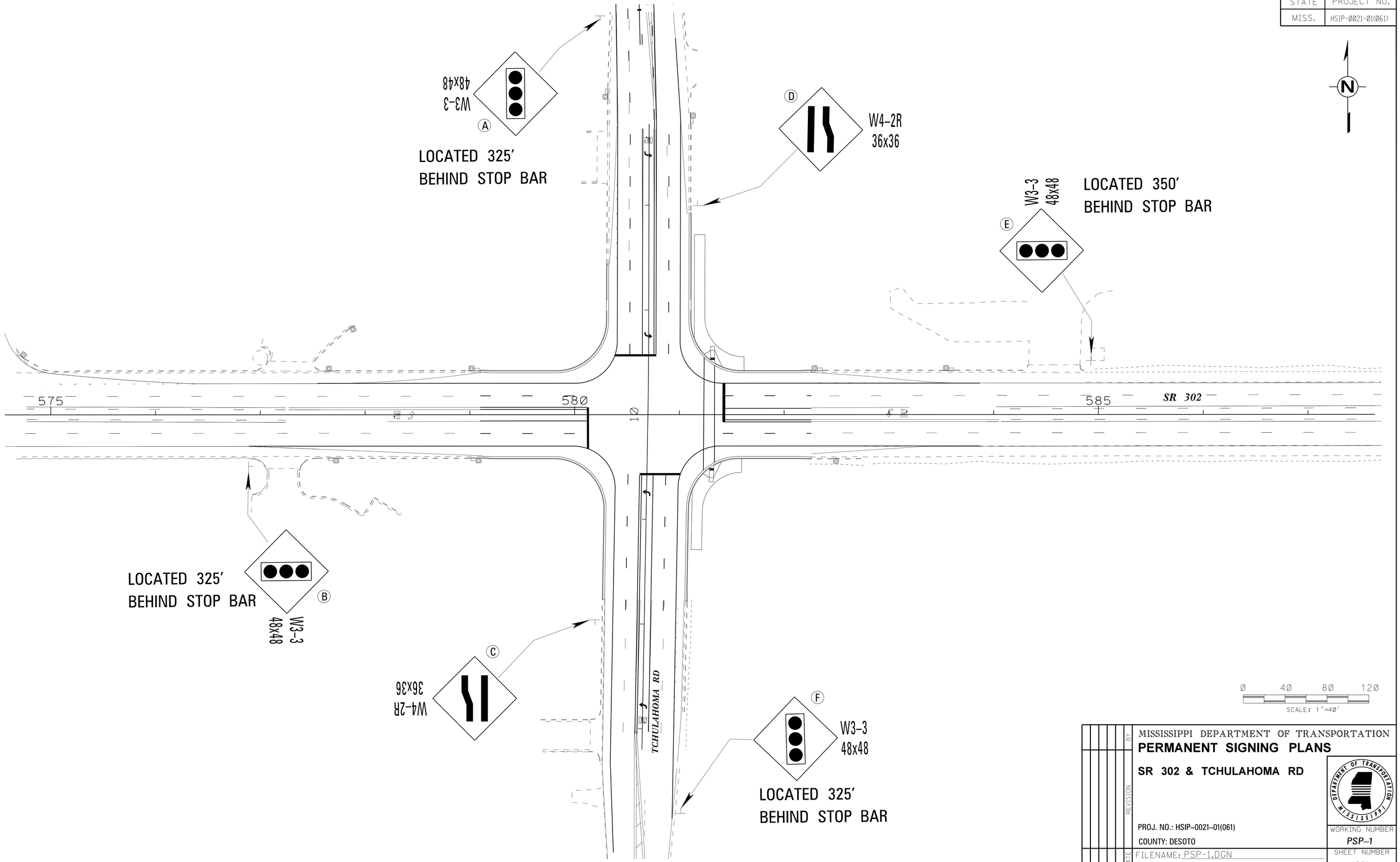
FILENAME: SSC-1.DGN

DESIGN TEAM ICA CHECKED DATE

SHEET NUMBER 71

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:40:58 SSC-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT SIGNING PLANS

SR 302 & TCHULAHOMA RD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: PSP-1.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

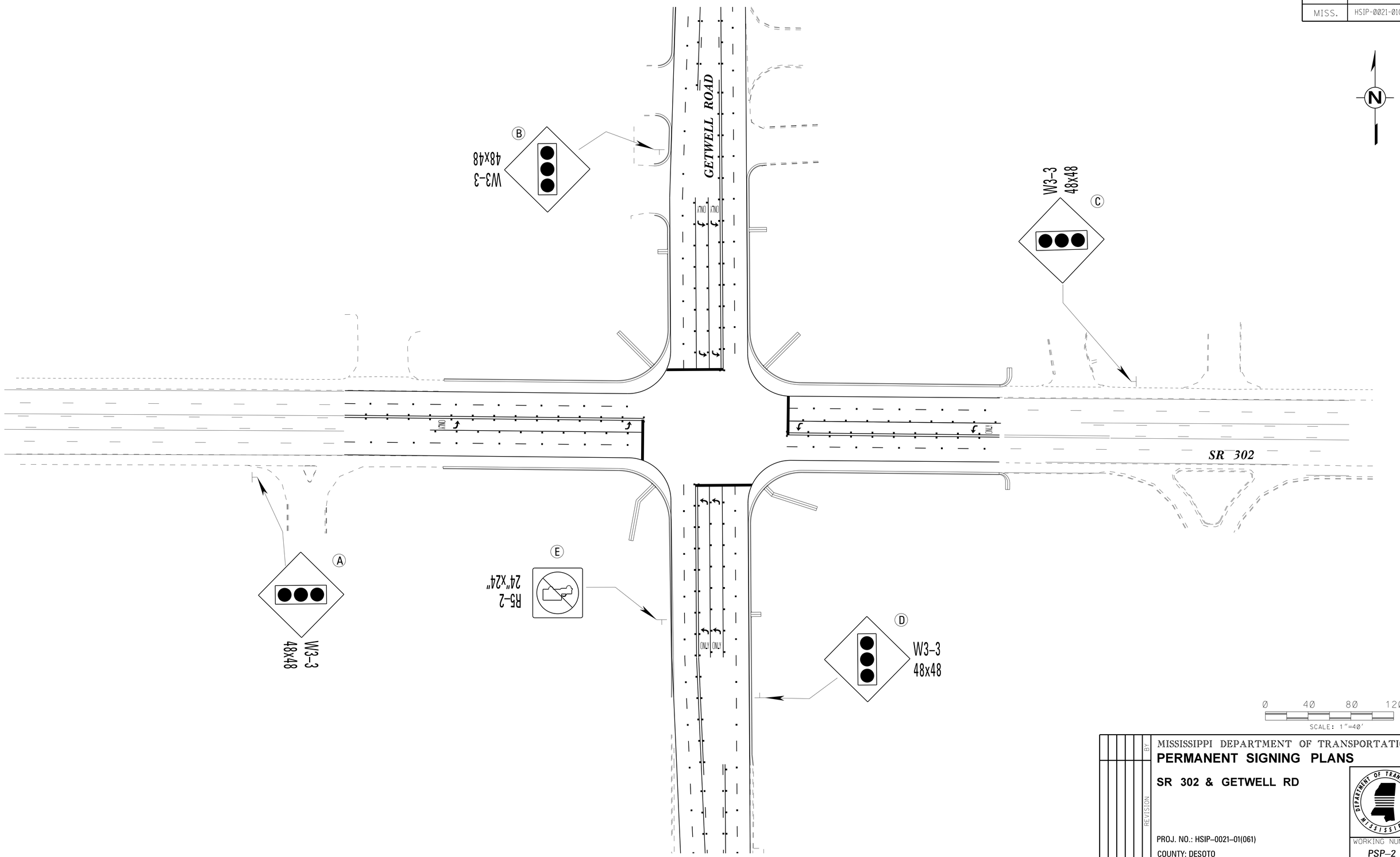
WORKING NUMBER: PSP-1

SHEET NUMBER: 1001

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/10/2015 1:3:14:58 PSP-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT SIGNING PLANS

SR 302 & GETWELL RD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

REVISION	BY	DATE

FILENAME: PSP-2.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: PSP-2

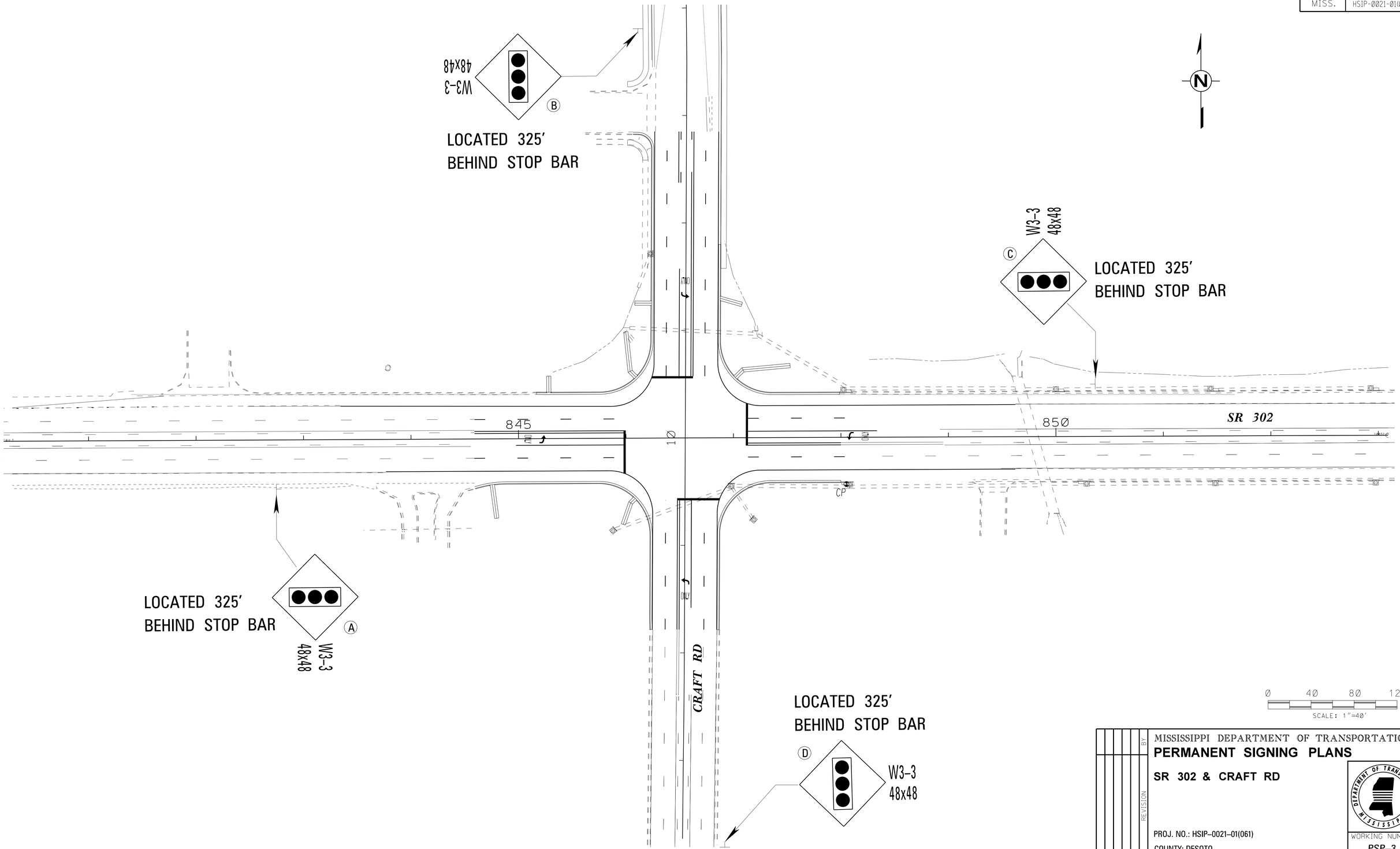
SHEET NUMBER: 1002

PLAN
ROADWAY PLANS DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 11:11:50 PSP-2.DGN

DESIGN TEAM: ICA FILENAME: PSP-2.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT SIGNING PLANS

SR 302 & CRAFT RD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: PSP-3

SHEET NUMBER: 1003

FILENAME: PSP-3.DGN

DESIGN TEAM ICA CHECKED DATE

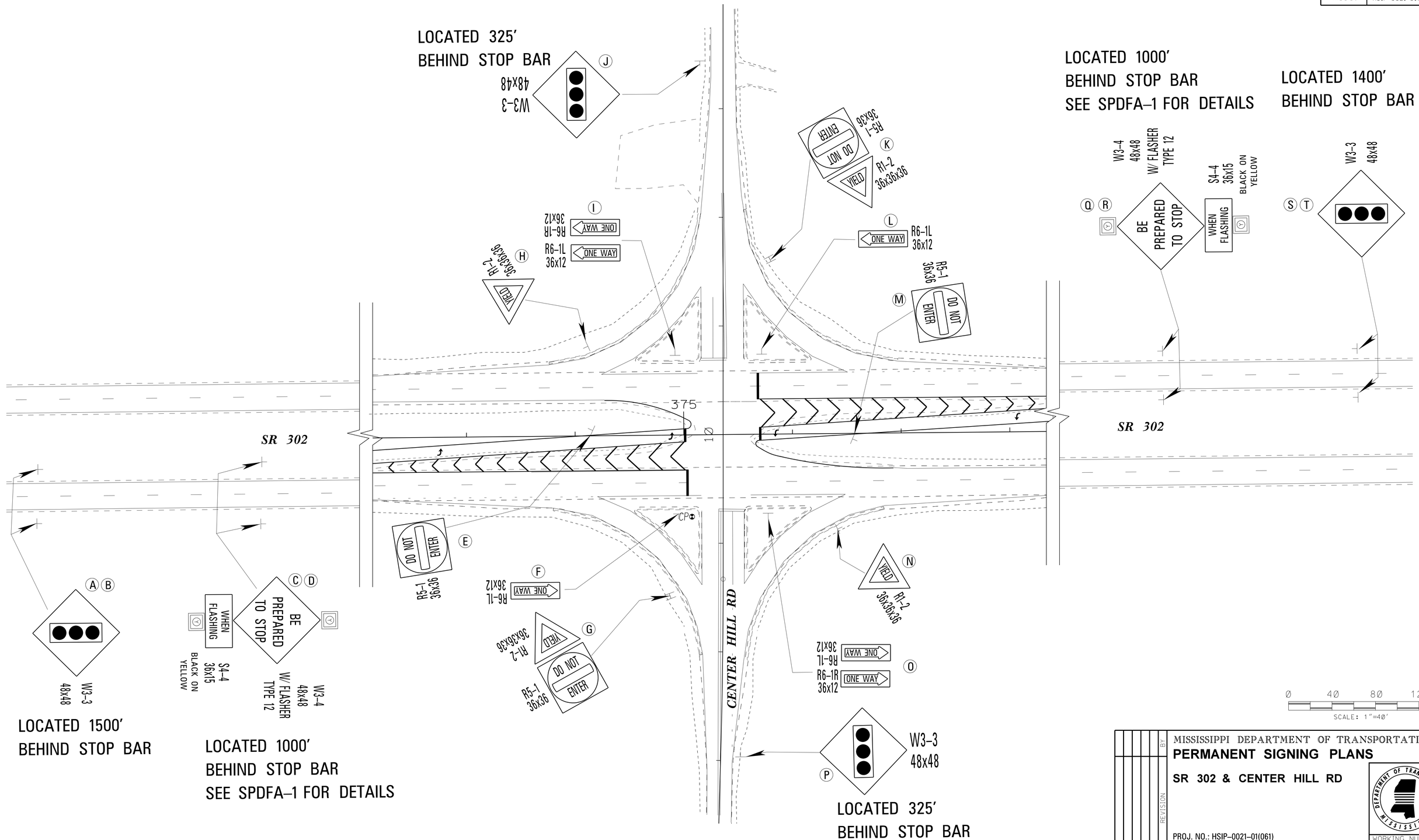
REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/10/2015 1:20:31 PSP-3.DGN

DESIGN TEAM: ICA FILENAME: PSP-3.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 1:11:51 PSP-4.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PERMANENT SIGNING PLANS

SR 302 & CENTER HILL RD

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: PSP-4.DGN

DESIGN TEAM ICA CHECKED DATE

DATE	REVISION	BY

WORKING NUMBER: PSP-4

SHEET NUMBER: 1004

DESIGN TEAM: ICA FILENAME: PSP-4.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

- PROPOSED SIGNAL FACE
- SIGN "X"
- PRESENCE RADAR DETECTOR ZONE
- RADAR DETECTOR NUMBER
- POLE DESIGNATION
- BASE MOUNTED CABINET
- TYPE 1 PULLBOX
- TYPE 2 PULLBOX
- CONDUIT
- WIRE
- RADAR DETECTOR
- ADVANCED RADAR DETECTION ZONE
- CONFIRMATION BEACON
- PREEMPTION DETECTOR
- BLUE FLASHING BEACON
- ITS CAMERA

SIGN B

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW

R10-12M
30" x 36"
(INCLUDED IN COST OF TYPE 2 FYA SIGNAL HEAD)

STREET NAME SIGNS

Hwy 302 | Tchulahoma Rd

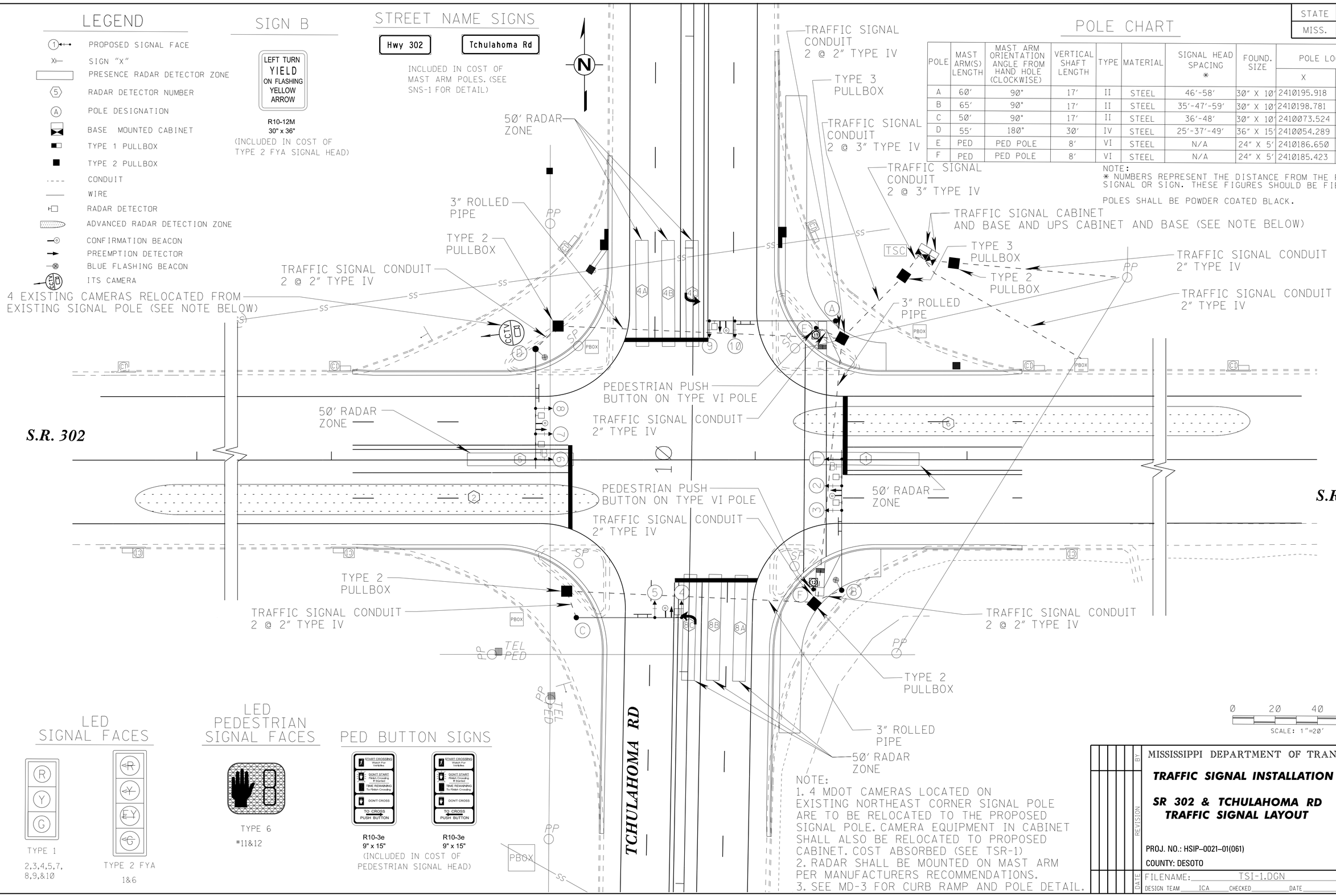
INCLUDED IN COST OF MAST ARM POLES. (SEE SNS-1 FOR DETAIL)

POLE CHART

POLE	MAST ARM(S) LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	TYPE	MATERIAL	SIGNAL HEAD SPACING *	FOUND. SIZE	POLE LOCATION	
								X	Y
A	60'	90°	17'	II	STEEL	46'-58'	30" X 10'	2410195.918	1987518.071
B	65'	90°	17'	II	STEEL	35'-47'-59'	30" X 10'	2410198.781	1987390.964
C	50'	90°	17'	II	STEEL	36'-48'	30" X 10'	2410073.524	1987378.037
D	55'	180°	30'	IV	STEEL	25'-37'-49'	36" X 15'	2410054.289	1987504.817
E	PED	PED POLE	8'	VI	STEEL	N/A	24" X 5'	2410186.650	1987514.747
F	PED	PED POLE	8'	VI	STEEL	N/A	24" X 5'	2410185.423	1987391.394

NOTE:
* NUMBERS REPRESENT THE DISTANCE FROM THE POLE TO EACH SIGNAL OR SIGN. THESE FIGURES SHOULD BE FIELD-VERIFIED.

POLES SHALL BE POWDER COATED BLACK.



NOTE:
1. 4 MDOT CAMERAS LOCATED ON EXISTING NORTHEAST CORNER SIGNAL POLE ARE TO BE RELOCATED TO THE PROPOSED SIGNAL POLE. CAMERA EQUIPMENT IN CABINET SHALL ALSO BE RELOCATED TO PROPOSED CABINET. COST ABSORBED (SEE TSR-1)
2. RADAR SHALL BE MOUNTED ON MAST ARM PER MANUFACTURERS RECOMMENDATIONS.
3. SEE MD-3 FOR CURB RAMP AND POLE DETAIL.

LED SIGNAL FACES

TYPE 1
2,3,4,5,7, 8,9,&10

TYPE 2 FYA
1&6

LED PEDESTRIAN SIGNAL FACES

TYPE 6
#11&12

PED BUTTON SIGNS

R10-3e
9" x 15"

R10-3e
9" x 15"

(INCLUDED IN COST OF PEDESTRIAN SIGNAL HEAD)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & TCHULAHOMA RD TRAFFIC SIGNAL LAYOUT

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TSI-1.DGN

DESIGN TEAM ICA CHECKED DATE

REVISION | BY | DATE

WORKING NUMBER: TSI-1

SHEET NUMBER: 2001

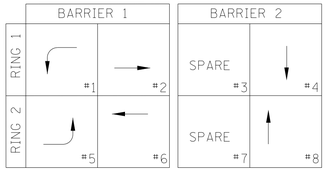
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:29:11 TSI-1.DGN

DESIGN TEAM: ICA | FILENAME: TSI-1.dgn | COUNTY: DESOTO | PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SIGNAL PHASING DIAGRAM



VOLUME/ DENSITY TIMING IS REQUIRED BECAUSE OF HIGH APPROACH SPEED.

PHASES 2 & 6 ARE MINIMUM RECALL PHASES.

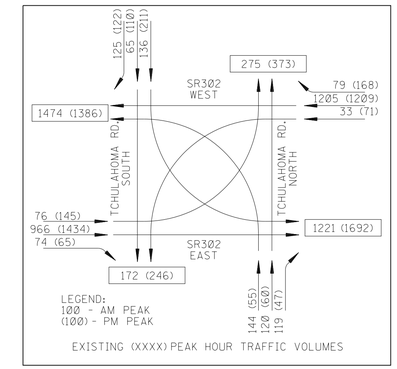
FLASHING OPERATION PHASES: 2 & 6-RED
PHASES: 4 & 8-RED
PHASES: 1 & 5-RED

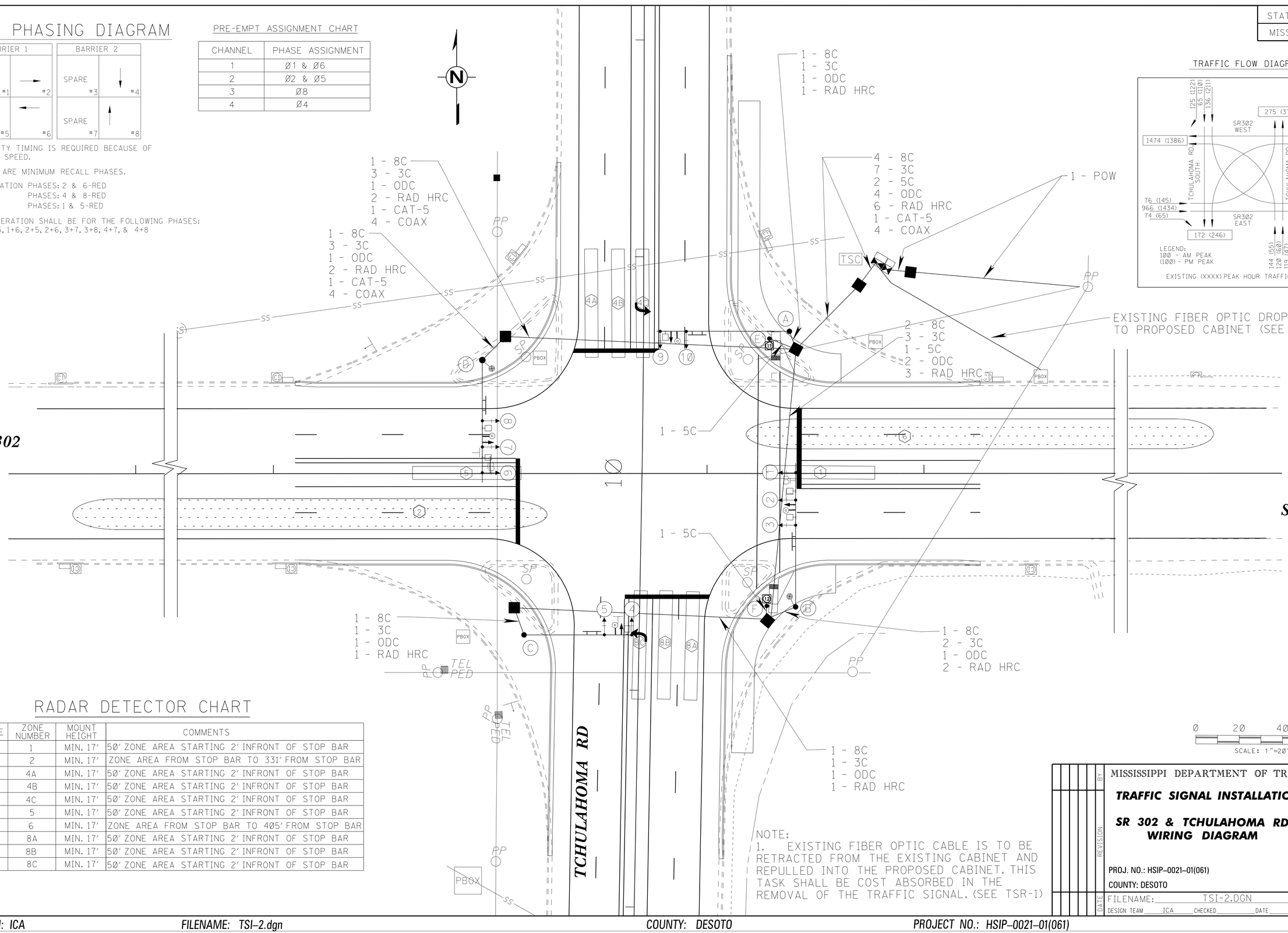
THE INITIAL OPERATION SHALL BE FOR THE FOLLOWING PHASES:
1+5, 1+6, 2+5, 2+6, 3+7, 3+8, 4+7, & 4+8

PRE-EMPT ASSIGNMENT CHART

CHANNEL	PHASE ASSIGNMENT
1	Ø1 & Ø6
2	Ø2 & Ø5
3	Ø8
4	Ø4

TRAFFIC FLOW DIAGRAM





RADAR DETECTOR CHART

PHASE	ZONE NUMBER	MOUNT HEIGHT	COMMENTS
1	1	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
2	2	MIN. 17'	ZONE AREA FROM STOP BAR TO 331' FROM STOP BAR
4	4A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
4	4B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
4	4C	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
5	5	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
6	6	MIN. 17'	ZONE AREA FROM STOP BAR TO 405' FROM STOP BAR
8	8A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
8	8B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
8	8C	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR

0 20 40 60
SCALE: 1"=20'

NOTE:
1. EXISTING FIBER OPTIC CABLE IS TO BE RETRACTED FROM THE EXISTING CABINET AND REPULLED INTO THE PROPOSED CABINET. THIS TASK SHALL BE COST ABSORBED IN THE REMOVAL OF THE TRAFFIC SIGNAL. (SEE TSR-1)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & TCHULAHOMA RD WIRING DIAGRAM

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER: TSI-2
SHEET NUMBER: 2002

REVISION | BY | DATE

FILENAME: TSI-2.DGN
DESIGN TEAM ICA CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:29:47 TSI-2.DGN

DESIGN TEAM: ICA FILENAME: TSI-2.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

NOTE:
1. 3 MDOT CAMERAS LOCATED ON EXISTING NORTHEAST CORNER SIGNAL POLE ARE TO BE RELOCATED TO THE PROPOSED SIGNAL POLE. CAMERA EQUIPMENT IN CABINET SHALL ALSO BE RELOCATED TO PROPOSED CABINET. COST ABSORBED (SEE TSR-1)
2. RADAR SHALL BE MOUNTED ON MAST ARM PER MANUFACTURERS RECOMMENDATIONS.

LEGEND

- PROPOSED SIGNAL FACE
- SIGN "X"
- PRESENCE RADAR DETECTOR ZONE
- RADAR DETECTOR NUMBER
- POLE DESIGNATION
- BASE MOUNTED CABINET
- TYPE 1 PULLBOX
- TYPE 2 PULLBOX
- CONDUIT
- WIRE
- RADAR DETECTOR
- ADVANCED RADAR DETECTION ZONE
- CONFIRMATION BEACON
- PREEMPTION DETECTOR
- BLUE FLASHING BEACON
- ITS CAMERA

SIGN B

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW

R10-12M
30" x 36"
(INCLUDED IN COST OF TYPE 2 FYA SIGNAL HEAD)

LED SIGNAL FACES

TYPE 1
2,3,6,7,9,10,13&14

TYPE 2
#4,5,11&12

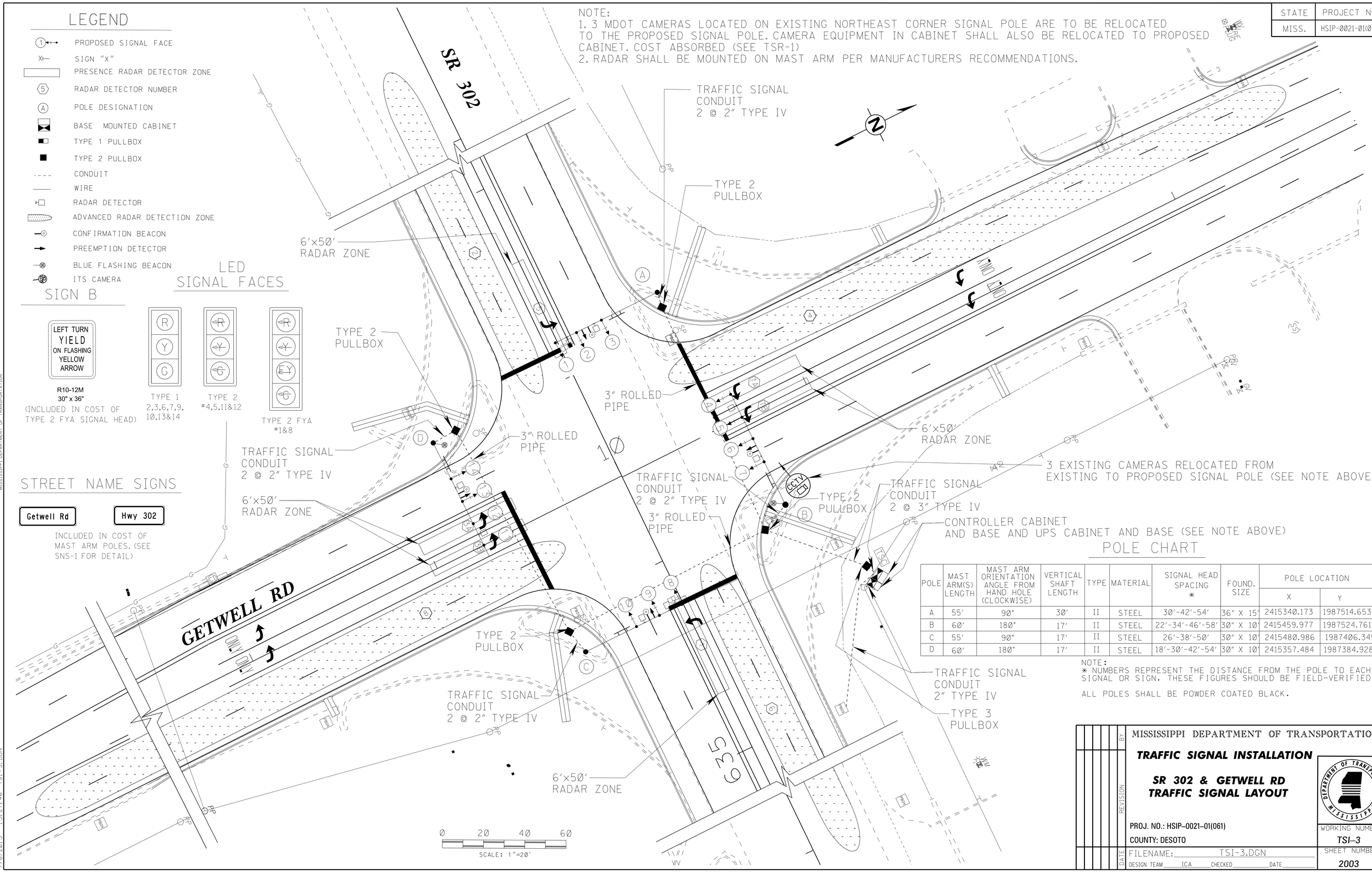
TYPE 2 FYA
#1&8

STREET NAME SIGNS

Getwell Rd

Hwy 302

INCLUDED IN COST OF MAST ARM POLES. (SEE SNS-1 FOR DETAIL)



POLE CHART

POLE	MAST ARM(S) LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	TYPE	MATERIAL	SIGNAL HEAD SPACING *	FOUND. SIZE	POLE LOCATION	
								X	Y
A	55'	90°	30'	II	STEEL	30'-42'-54'	36" X 15'	2415340.173	1987514.653
B	60'	180°	17'	II	STEEL	22'-34'-46'-58'	30" X 10'	2415459.977	1987524.761
C	55'	90°	17'	II	STEEL	26'-38'-50'	30" X 10'	2415480.986	1987406.349
D	60'	180°	17'	II	STEEL	18'-30'-42'-54'	30" X 10'	2415357.484	1987384.928

NOTE:
* NUMBERS REPRESENT THE DISTANCE FROM THE POLE TO EACH SIGNAL OR SIGN. THESE FIGURES SHOULD BE FIELD-VERIFIED.

ALL POLES SHALL BE POWDER COATED BLACK.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & GETWELL RD
TRAFFIC SIGNAL LAYOUT

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER: TSI-3

SHEET NUMBER: 2003

FILENAME: TSI-3.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION | BY | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:27:46 TSI-3.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SIGNAL PHASING DIAGRAM

VOLUME/ DENSITY TIMING IS REQUIRED BECAUSE OF HIGH APPROACH SPEED.

PHASES 2 & 6 ARE MINIMUM RECALL PHASES.

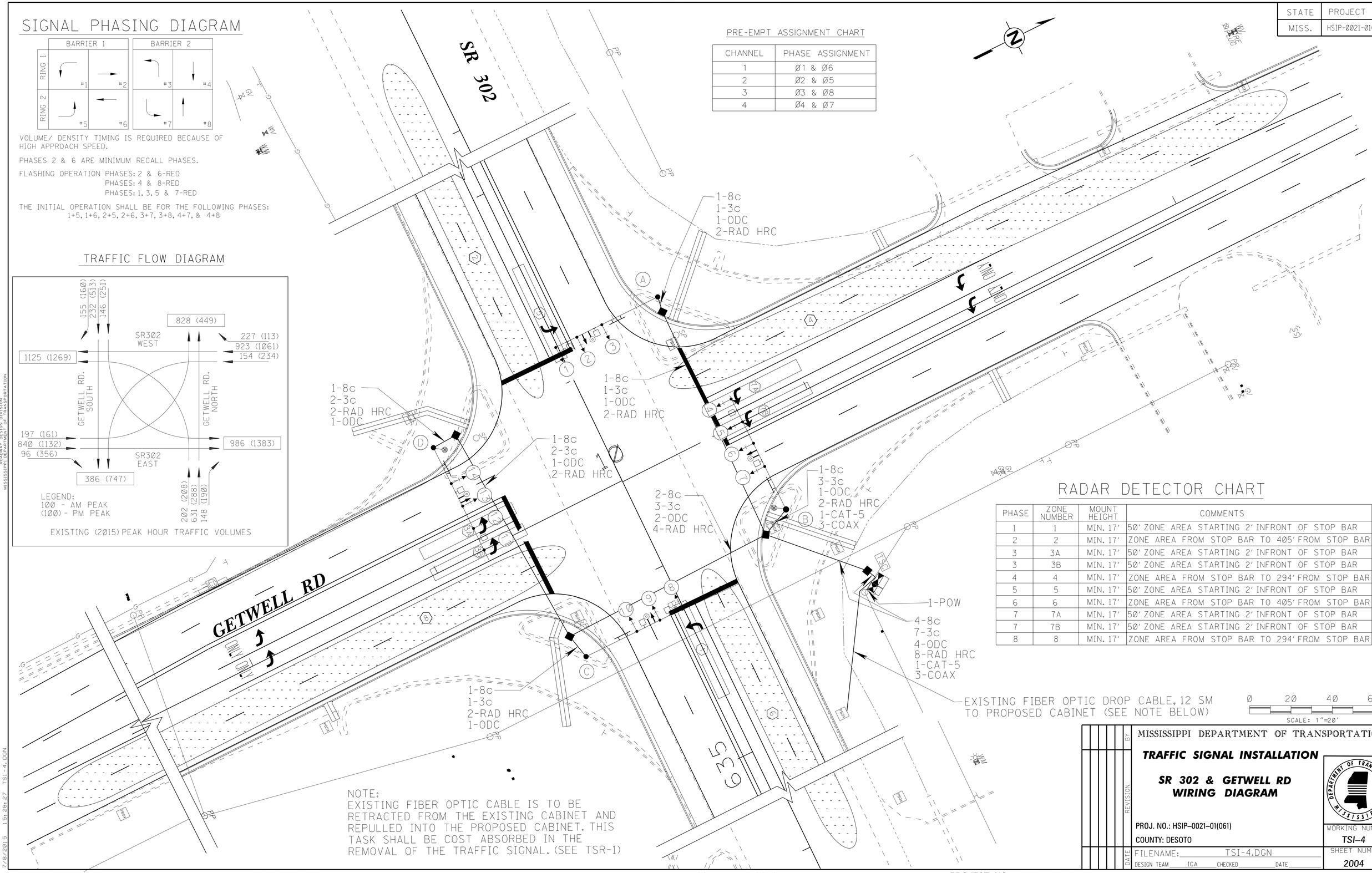
FLASHING OPERATION PHASES: 2 & 6-RED
PHASES: 4 & 8-RED
PHASES: 1, 3, 5 & 7-RED

THE INITIAL OPERATION SHALL BE FOR THE FOLLOWING PHASES:
1+5, 1+6, 2+5, 2+6, 3+7, 3+8, 4+7, & 4+8

PRE-EMPT ASSIGNMENT CHART

CHANNEL	PHASE ASSIGNMENT
1	Ø1 & Ø6
2	Ø2 & Ø5
3	Ø3 & Ø8
4	Ø4 & Ø7

TRAFFIC FLOW DIAGRAM



RADAR DETECTOR CHART

PHASE	ZONE NUMBER	MOUNT HEIGHT	COMMENTS
1	1	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
2	2	MIN. 17'	ZONE AREA FROM STOP BAR TO 405' FROM STOP BAR
3	3A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
3	3B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
4	4	MIN. 17'	ZONE AREA FROM STOP BAR TO 294' FROM STOP BAR
5	5	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
6	6	MIN. 17'	ZONE AREA FROM STOP BAR TO 405' FROM STOP BAR
7	7A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
7	7B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
8	8	MIN. 17'	ZONE AREA FROM STOP BAR TO 294' FROM STOP BAR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & GETWELL RD
WIRING DIAGRAM

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: TSI-4

SHEET NUMBER: 2004

REVISION | BY | DATE

FILENAME: TSI-4.DGN

DESIGN TEAM ICA CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:28:27 TSI-4.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

- PROPOSED SIGNAL FACE
- SIGN "X"
- PRESENCE RADAR DETECTOR ZONE
- RADAR DETECTOR NUMBER
- POLE DESIGNATION
- BASE MOUNTED CABINET
- TYPE 1 PULLBOX
- TYPE 2 PULLBOX
- CONDUIT
- WIRE
- RADAR DETECTOR
- ADVANCED RADAR DETECTION ZONE
- CONFIRMATION BEACON
- PREEMPTION DETECTOR
- BLUE FLASHING BEACON
- LUMINAIRE

SIGN B

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW

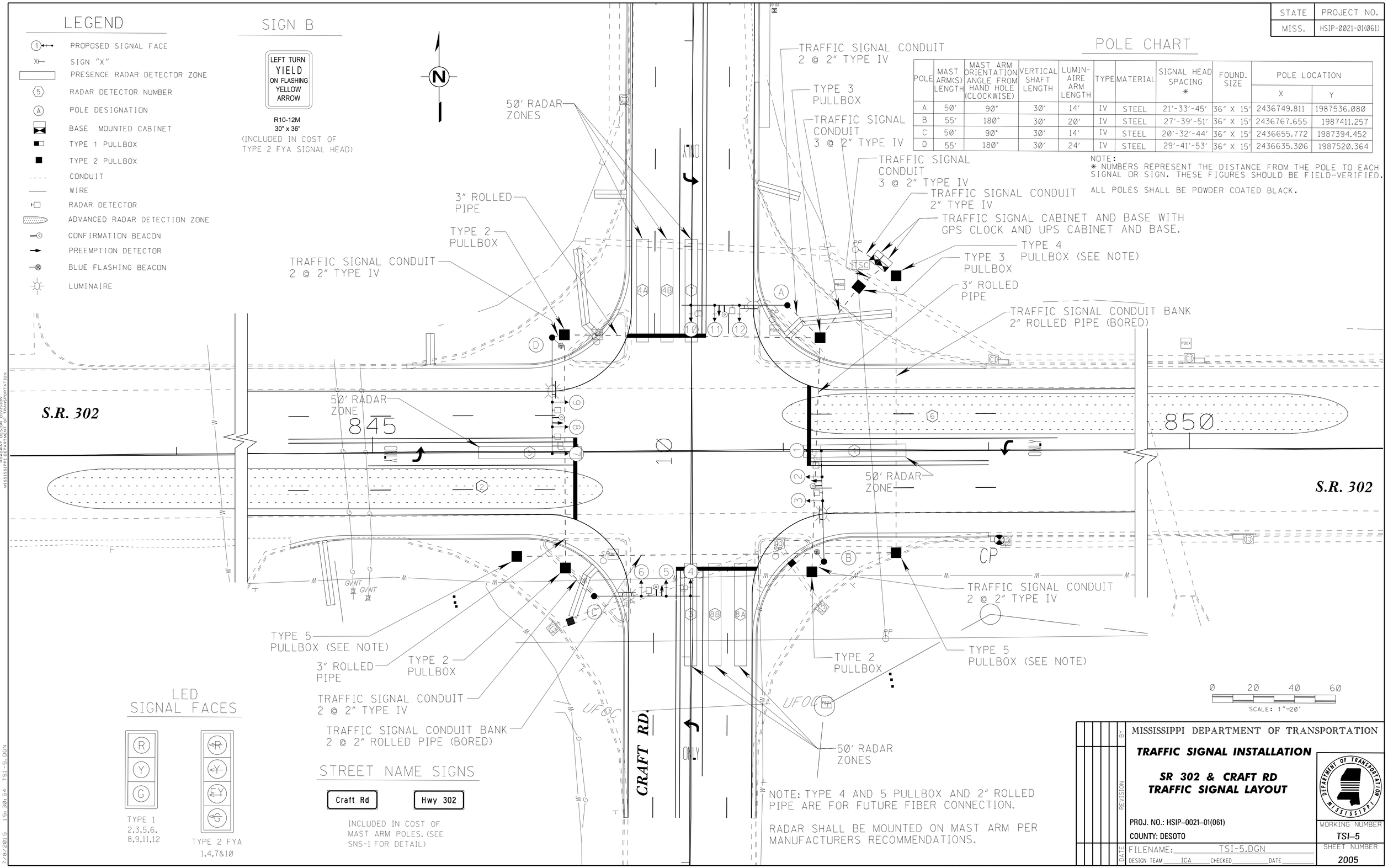
R10-12M
30" x 36"
(INCLUDED IN COST OF TYPE 2 FYA SIGNAL HEAD)

POLE CHART

POLE	MAST ARM(S) LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMIN-AIRE ARM LENGTH	TYPE	MATERIAL	SIGNAL HEAD SPACING *	FOUND. SIZE	POLE LOCATION	
									X	Y
A	50'	90°	30'	14'	IV	STEEL	21'-33'-45'	36" X 15'	2436749.811	1987536.080
B	55'	180°	30'	20'	IV	STEEL	27'-39'-51'	36" X 15'	2436767.655	1987411.257
C	50'	90°	30'	14'	IV	STEEL	20'-32'-44'	36" X 15'	2436655.772	1987394.452
D	55'	180°	30'	24'	IV	STEEL	29'-41'-53'	36" X 15'	2436635.306	1987520.364

NOTE:
* NUMBERS REPRESENT THE DISTANCE FROM THE POLE TO EACH SIGNAL OR SIGN. THESE FIGURES SHOULD BE FIELD-VERIFIED.

ALL POLES SHALL BE POWDER COATED BLACK.



LED SIGNAL FACES

TYPE 1
2,3,5,6,
8,9,11,12

TYPE 2 FYA
1,4,7&10

STREET NAME SIGNS

Craft Rd

Hwy 302

INCLUDED IN COST OF MAST ARM POLES. (SEE SNS-1 FOR DETAIL)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & CRAFT RD
TRAFFIC SIGNAL LAYOUT

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

FILENAME: TSI-5.DGN
DESIGN TEAM ICA CHECKED DATE

REVISION BY DATE

WORKING NUMBER TSI-5
SHEET NUMBER 2005

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

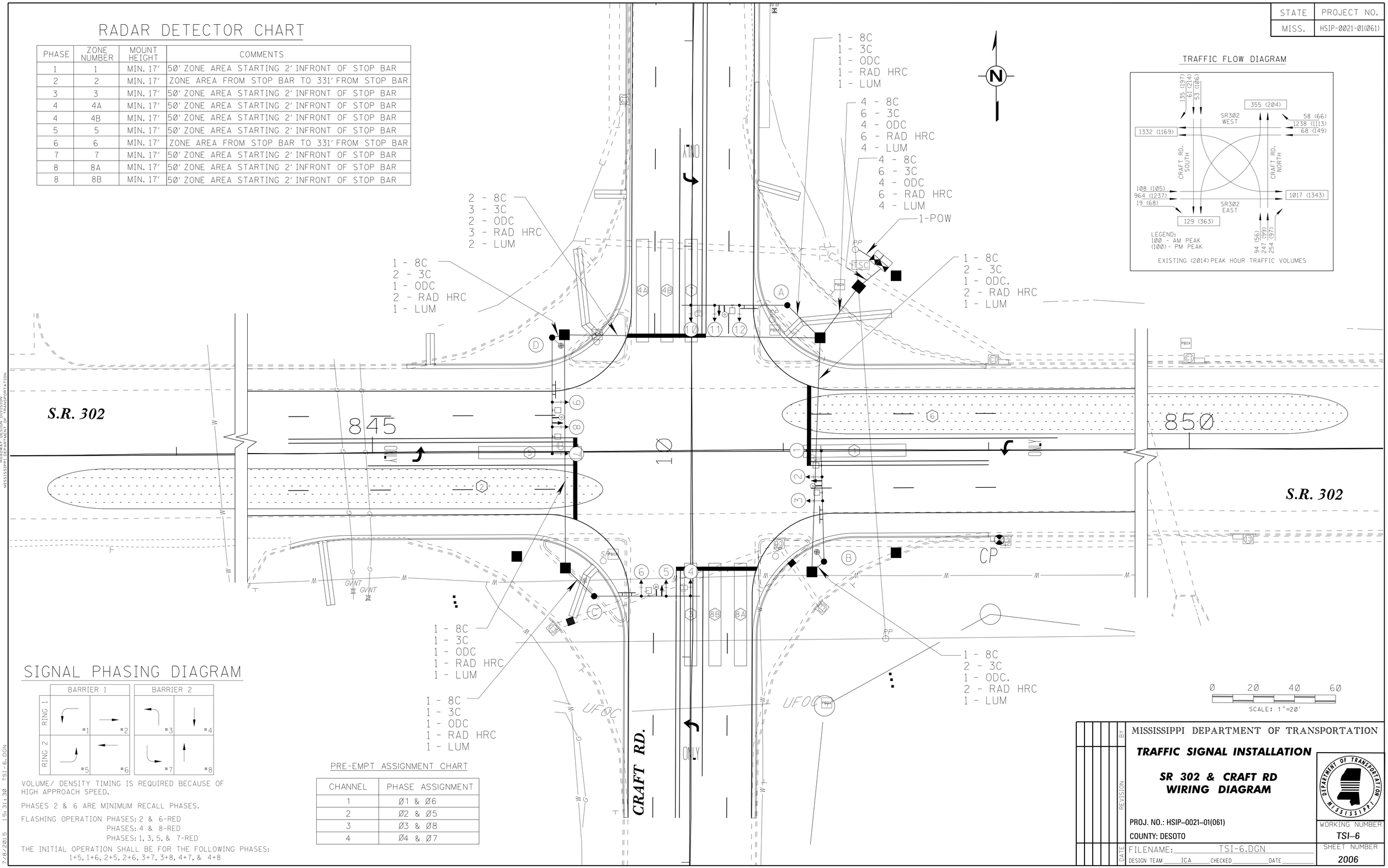
7/8/2015 15:30:54 TSI-5.DGN

DESIGN TEAM: ICA FILENAME: TSI-5.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

RADAR DETECTOR CHART

PHASE	ZONE NUMBER	MOUNT HEIGHT	COMMENTS
1	1	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
2	2	MIN. 17'	ZONE AREA FROM STOP BAR TO 331' FROM STOP BAR
3	3	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
4	4A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
4	4B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
5	5	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
6	6	MIN. 17'	ZONE AREA FROM STOP BAR TO 331' FROM STOP BAR
7	7	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
8	8A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
8	8B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR



TRAFFIC FLOW DIAGRAM

SIGNAL PHASING DIAGRAM

VOLUME/ DENSITY TIMING IS REQUIRED BECAUSE OF HIGH APPROACH SPEED.

PHASES 2 & 6 ARE MINIMUM RECALL PHASES.

FLASHING OPERATION PHASES: 2 & 6-RED
PHASES: 4 & 8-RED
PHASES: 1, 3, 5, & 7-RED

THE INITIAL OPERATION SHALL BE FOR THE FOLLOWING PHASES:
1+5, 1+6, 2+5, 2+6, 3+7, 3+8, 4+7, & 4+8

PRE-EMPT ASSIGNMENT CHART

CHANNEL	PHASE ASSIGNMENT
1	Ø1 & Ø6
2	Ø2 & Ø5
3	Ø3 & Ø8
4	Ø4 & Ø7

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & CRAFT RD
WIRING DIAGRAM

PROJ. NO.: HSIP-0021-01(061)
COUNTY: DESOTO

WORKING NUMBER: TSI-6
SHEET NUMBER: 2006

REVISION | BY | DATE

FILENAME: TSI-6.DGN
DESIGN TEAM ICA CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:31:30 TSI-6.DGN

DESIGN TEAM: ICA FILENAME: TSI-6.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

NOTE:
1. SIX TYPE 1 PULLBOXES ARE NOT SHOWN ON THE DRAWINGS. LOCATIONS ARE AS FOLLOWS: STA. 368+00, STA. 369+75, STA. 372+50, STA. 378+55, STA. 381+00, AND STA. 383+50.
2. THE TRAFFIC SIGNAL CONTROLLER AND RADAR DETECTION SYSTEM SHALL PROVIDE DYNAMIC ALL RED EXTENSION (DARE) FUNCTIONALITY, ALSO KNOW AS COLLISION AVOIDANCE, FOR PHASES 2 & 6. ALL EQUIPMENT, LABOR, AND OTHER MATERIAL REQUIRED FOR DARE FUNCTIONALITY SHALL BE COST ABSORBED.
3. RADAR SHALL BE MOUNTED ON MAST ARM PER MANUFACTURERS RECOMMENDATIONS.

NOTE: CONTRACTOR SHALL USE 2" REFLECTIVE BORDER BACKPLATES (SEE DETAIL ON TSD-1).

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

LEGEND

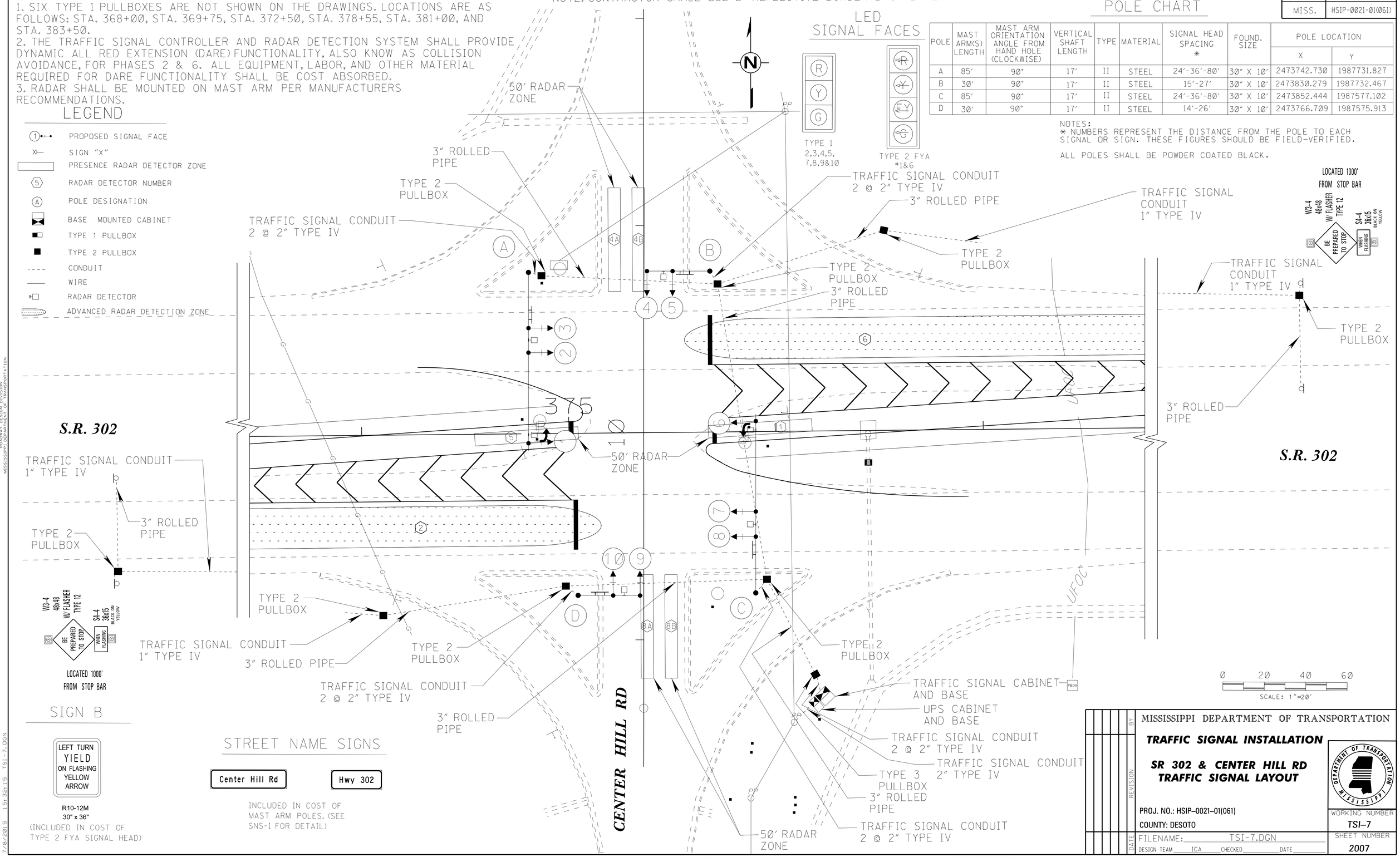
- PROPOSED SIGNAL FACE
- SIGN "X"
- PRESENCE RADAR DETECTOR ZONE
- RADAR DETECTOR NUMBER
- POLE DESIGNATION
- BASE MOUNTED CABINET
- TYPE 1 PULLBOX
- TYPE 2 PULLBOX
- CONDUIT
- WIRE
- RADAR DETECTOR
- ADVANCED RADAR DETECTION ZONE

POLE CHART

POLE	MAST ARM(S) LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	TYPE	MATERIAL	SIGNAL HEAD SPACING *	FOUND. SIZE	POLE LOCATION	
								X	Y
A	85'	90°	17'	II	STEEL	24'-36'-80'	30" X 10'	2473742.730	1987731.827
B	30'	90°	17'	II	STEEL	15'-27'	30" X 10'	2473830.279	1987732.467
C	85'	90°	17'	II	STEEL	24'-36'-80'	30" X 10'	2473852.444	1987577.102
D	30'	90°	17'	II	STEEL	14'-26'	30" X 10'	2473766.709	1987575.913

NOTES:
* NUMBERS REPRESENT THE DISTANCE FROM THE POLE TO EACH SIGNAL OR SIGN. THESE FIGURES SHOULD BE FIELD-VERIFIED.

ALL POLES SHALL BE POWDER COATED BLACK.



SIGN B

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW

R10-12M
30" x 36"
(INCLUDED IN COST OF TYPE 2 FYA SIGNAL HEAD)

STREET NAME SIGNS

Center Hill Rd

Hwy 302

INCLUDED IN COST OF MAST ARM POLES. (SEE SNS-1 FOR DETAIL)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & CENTER HILL RD TRAFFIC SIGNAL LAYOUT

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TSI-7.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER TSI-7

SHEET NUMBER 2007

REVISION BY DATE

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:32:15 TSI-7.DGN

DESIGN TEAM: ICA FILENAME: TSI-7.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

SIGNAL PHASING DIAGRAM

	BARRIER 1		BARRIER 2	
RING 1	#1	#2	SPARE #3	#4
RING 2	#5	#6	SPARE #7	#8

VOLUME/ DENSITY TIMING IS REQUIRED BECAUSE OF HIGH APPROACH SPEED.

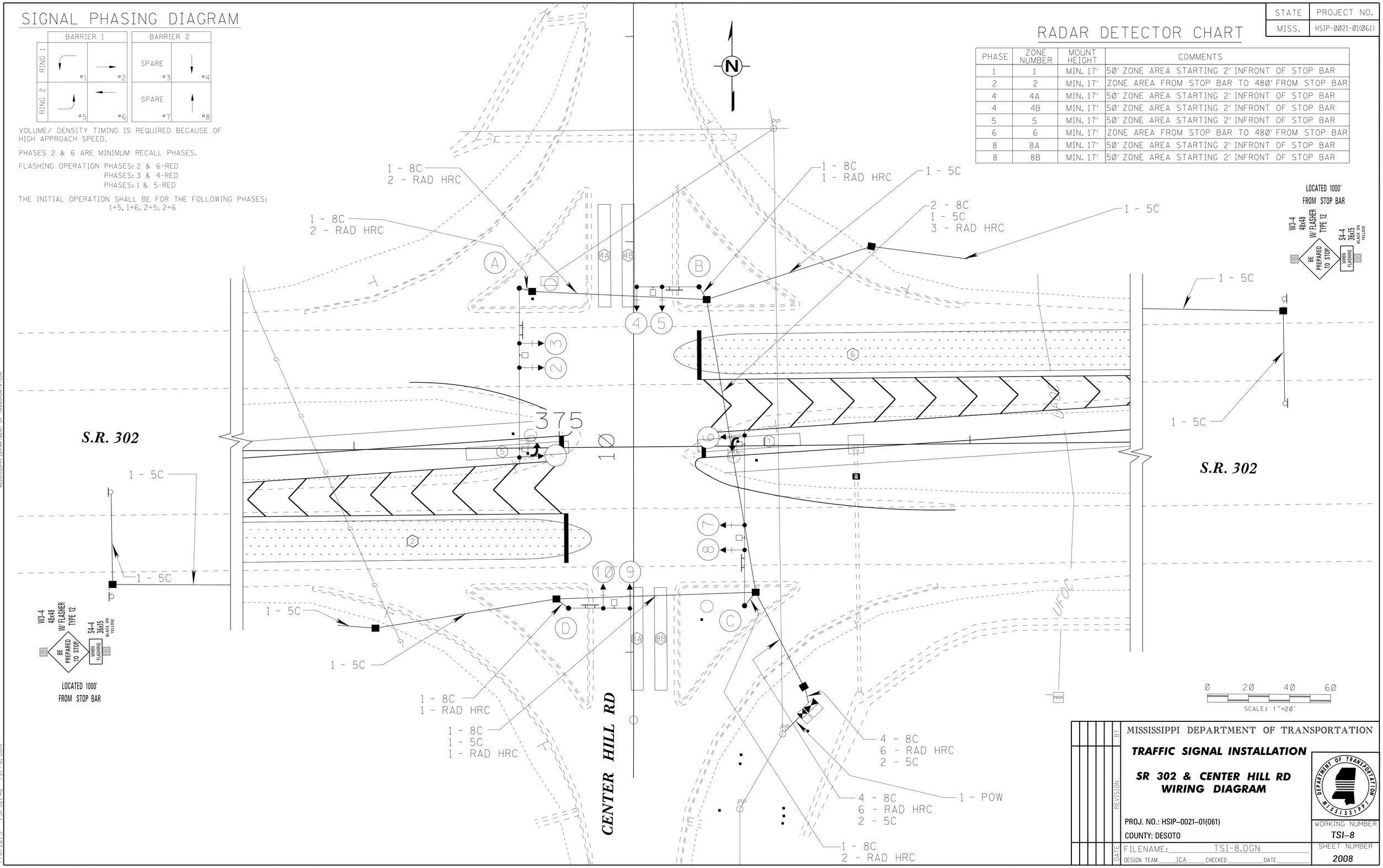
PHASES 2 & 6 ARE MINIMUM RECALL PHASES.

FLASHING OPERATION PHASES: 2 & 6-RED
PHASES: 3 & 4-RED
PHASES: 1 & 5-RED

THE INITIAL OPERATION SHALL BE FOR THE FOLLOWING PHASES:
1+5, 1+6, 2+5, 2+6

RADAR DETECTOR CHART

PHASE	ZONE NUMBER	MOUNT HEIGHT	COMMENTS
1	1	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
2	2	MIN. 17'	ZONE AREA FROM STOP BAR TO 480' FROM STOP BAR
4	4A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
4	4B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
5	5	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
6	6	MIN. 17'	ZONE AREA FROM STOP BAR TO 480' FROM STOP BAR
8	8A	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR
8	8B	MIN. 17'	50' ZONE AREA STARTING 2' INFRONT OF STOP BAR



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

SR 302 & CENTER HILL RD WIRING DIAGRAM

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TSI-8.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: TSI-8

SHEET NUMBER: 2008

REVISION BY DATE

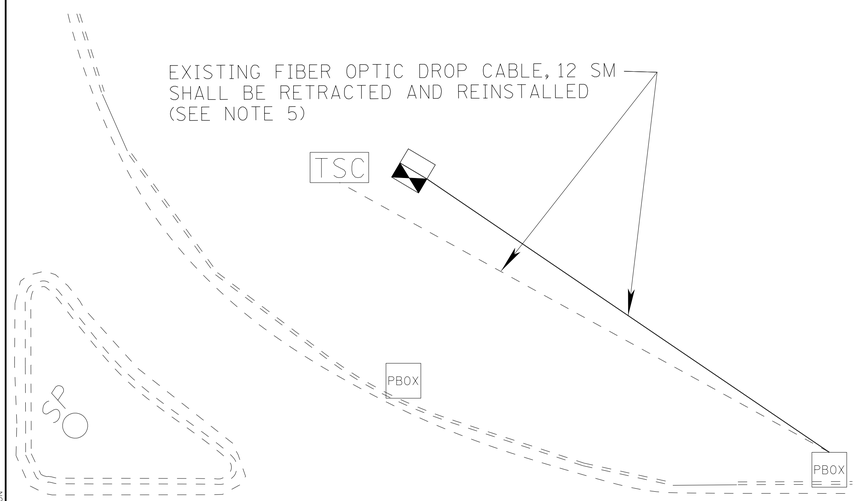
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:32:42 TSI-8.DGN

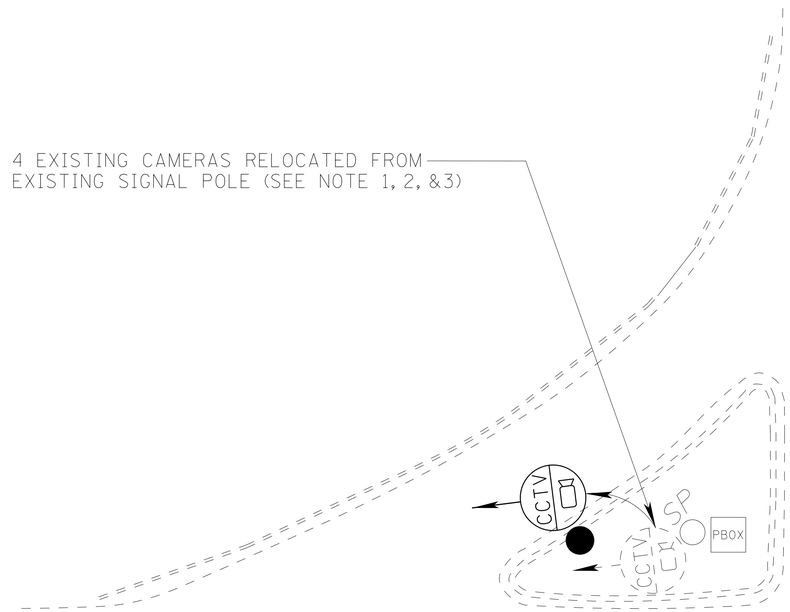
DESIGN TEAM: ICA FILENAME: TSI-8.dgn COUNTY: DESOTO PROJECT NO.: HSIP-0021-01(061)

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

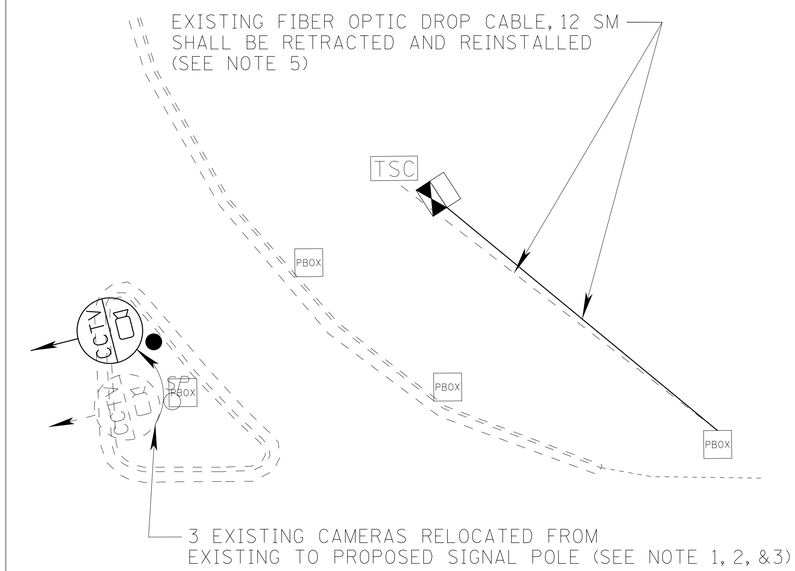
TCHULAHOMA @ SR302 NE CORNER



TCHULAHOMA @ SR302 NW CORNER



GETWELL @ SR302 NE CORNER



NOTE

1: MDOT CAMERAS LOCATED ON EXISTING SIGNAL POLE ARE TO BE RELOCATED TO THE PROPOSED SIGNAL POLE. THIS RELOCATION WILL INCLUDE THE RELOCATION OF ALL ANCILLARY EQUIPMENT INCLUDING POWER SUPPLY CABINET ON POLE.

2: FIBER MODEM, JUMPERS, ARRESTORS, AND THE CAMERA POWER SUPPLY PANEL LOCATED IN THE EXISTING CABINET SHALL BE RELOCATED TO THE PROPOSED CABINET.

3: NEW CABLING FOR THE CAMERA RELOCATION FROM THE PROPOSED CABINET TO THE FIELD EQUIPMENT CALLED OUT IN THE WIRING DIAGRAM (COAX AND CAT-5) FOR THE APPROPRIATE INTERSECTION SHALL BE COST ABSORBED IN THE REMOVAL AND RELOCATION OF THE EXISTING CAMERAS.

4: ALL ITEMS ASSOCIATED WITH THE EXISTING TRAFFIC SIGNAL ARE TO BE REMOVED IN ACCORDANCE WITH SPECIFICATION 646 UNLESS OTHERWISE NOTED ABOVE. POLE FOUNDATIONS ARE TO BE REMOVED TO 2' BELOW FINISHED GRADE.

5: THE EXISTING FIBER OPTIC DROP CABLE SHALL BE RETRACTED FROM THE EXISTING CABINET BACK TO THE EXISTING FIBER PULLBOX AND REROUTED TO THE PROPOSED CABINET. THIS COST SHALL BE ABSORBED IN THE REMOVAL OF TRAFFIC SIGNAL PAY ITEM.

6: THE RELOCATION OF ALL CAMERAS AND EQUIPMENT SHALL BE COST ABSORBED.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL RELOCATION

RELOCATION OF TRAFFIC & ITS EQUIPMENT

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TSR-1.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER: TSR-1

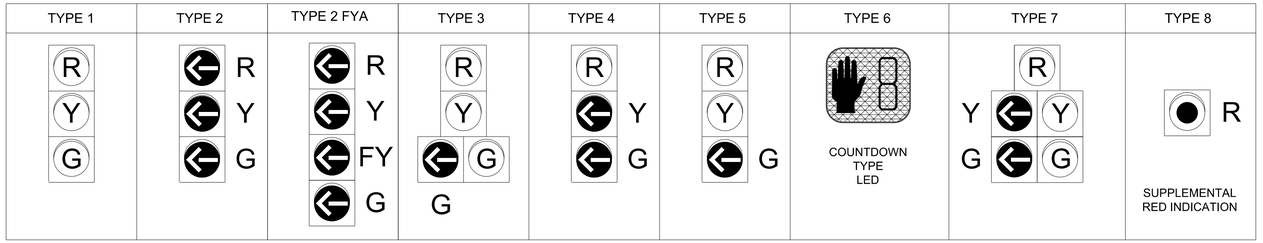
SHEET NUMBER: 2009

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:39:42 TSR-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)

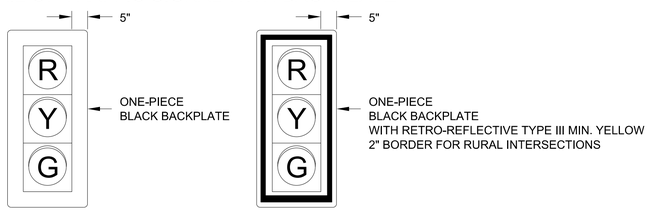
DETAIL OF TYPICAL TRAFFIC SIGNAL HEADS



NOTES:

1. ALL SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL SIGNAL HEADS SHALL BE L.E.D. LENSES UNLESS OTHERWISE NOTED ON THE PLANS. TYPE "A" SIGNAL HEAD IS TO BE OPTICALLY PROGRAMMED VIA LOUVERS.
3. LETTER "R" ON HEAD TYPES MEANS RIGHT TURN ARROW(S).
4. TYPE 6 SIGNAL HEAD SHALL BE FURNISHED WITH R10-3e SIGN & PEDESTRIAN PUSHBUTTON. TYPE 6 SIGNAL HEAD SYMBOLS/NUMBERS SHALL BE FULLY ILLUMINATED (NO OUTLINE SYMBOLS ALLOWED).
5. TYPE 7 SIGNAL HEAD SHALL BE FURNISHED WITH R10-12 SIGN WHEN INDICATED ON PLANS.
   TYPE 4 & 5 SIGNAL HEADS SHALL BE FURNISHED WITH R10-10L SIGNS.
   TYPE 2 FYA SIGNAL HEAD SHALL BE FURNISHED WITH A FYA SIGN.
   COST OF SIGNAL SIGNS SHALL BE COST ABSORBED.
6. FOR SPAN WIRE INSTALLATION, THE HOUSING FOR THE RED INDICATION OF A TYPE 7 HEAD, SHALL BE ALUMINUM.

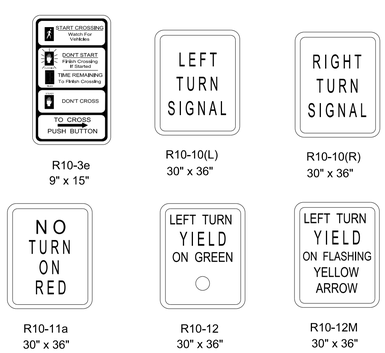
DETAIL OF TRAFFIC SIGNAL WITH BACKPLATE



NOTE:

ALL SIGNAL HEADS SHALL INCLUDE BACKPLATES
UNLESS OTHERWISE NOTED ON TRAFFIC SIGNAL INSTALLATION SHEETS.

DETAIL OF TYPICAL TRAFFIC SIGNAL SIGNS



NOTES:

1. ALUMINUM SIGN BLANKS ARE TO BE ALLOY 5052-H38 AND 0.08" (NOMINAL) THICK.
2. THE SIGNS SHALL BE SUPPLIED WITH MOUNTING BRACKETS AS REQUIRED.
3. NUMBER 12 PLATED JACK CHAINS SHALL BE ATTACHED TO THE BOTTOM OF ALL SPAN WIRE MOUNTED SIGNS.
4. CHAINS SHALL BE ATTACHED TO SIGN AND TETHER USING "S" HOOKS.
5. THE SIZE OF THE SIGN BLANK, LEGEND, BORDER AND THE COLOR OF THE BACKGROUND AND LEGEND IS TO CONFORM TO THE M.U.T.C.D.
6. THE BACKGROUND SHALL BE REFLECTORIZED USING TYPE IX SHEETING.

SIGNAL PLAN LEGEND

	SIGNAL HEAD REQUIRED / TYPE
	EXISTING SIGNAL HEAD
	SIGN
OR	VEHICLE LOOP DETECTOR
	QUADRAPOLE VEHICLE LOOP DETECTOR
1	VEHICLE LOOP DETECTOR NUMBER
M	WIRELESS MAGNETOMETER SENSOR
	BASE MOUNTED CABINET FOR SIGNAL CONTROLLER
	POLE MOUNTED CABINET FOR SIGNAL CONTROLLER
	EXISTING POLE
	POLE REQUIRED
	NEW PEDESTAL POLE
	EXISTING PULLBOX
	PULLBOX REQUIRED (TYPE 1)
	PULLBOX REQUIRED (TYPE SPECIFIED ON PLAN SHEETS)
	MAST ARM POLE REQUIRED
	RADAR DETECTOR
	CAMERA DETECTOR
	OPTICAL DETECTOR UNIT
	CONDUIT
	ROLL PIPE
	LUMINAIRE
	RADIO INTERCONNECT ANTENNA
	TWO-WAY WIRELESS ANTENNA
	WIRELESS REPEATER
P.B.	PUSH BUTTON
S.C.	SHIELDED CABLE
POW	POWER CABLE
LUM	LUMINAIRE POWER CABLE
ODC	OPTICAL DETECTOR CABLE
4c	NUMBER OF CONDUCTORS
I.C.	INTERCONNECT CABLE
RAD	RADIO COMMUNICATIONS CABLE
FDC	FIBER DROP CABLE
VDC	VIDEO DETECTION CABLE

GENERAL NOTES

1. INTERCONNECT CABLE SHALL BE EITHER IMSA 40-2 OR IMSA 40-4 SIGNAL CABLE, STRANDED. AWG NUMBER AND NUMBER OF CONDUCTORS AS SHOWN ON PLANS.
2. SIGNAL SUPPLY CABLE SHALL BE IMSA 20-1-1991 SIGNAL CABLE, STRANDED. AWG NUMBER AND NUMBER OF CONDUCTORS AS SHOWN ON PLANS.
3. POWER SUPPLY CABLE SHALL BE IMSA 20-1 2 CONDUCTOR CABLE, STRANDED. AWG NUMBER AS SHOWN ON PLANS.
4. DETECTOR SHIELDED CABLE SHALL BE IMSA 50-2 SIGNAL CABLE, AWG #14 STRANDED COPPER CONDUCTORS, UNLESS OTHERWISE NOTED ON THE PLANS.
5. POLES, SIGNAL HEADS, EQUIPMENT BOXES, PULLBOXES AND CONDUIT MAY BE VARIED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. HOWEVER, SIGNAL HEAD OR POLE LOCATIONS SHALL BE WITHIN REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND HIGHWAY DESIGN AND OPERATIONAL PRACTICES RELATED TO HIGHWAY SAFETY.
6. POLES AND FOUNDATIONS OF EXISTING SIGNAL INSTALLATIONS SHALL BE CUT OFF 6" BELOW GROUND OR REMOVED AND AREA RESTORED TO MATCH ADJACENT SURFACE AS DIRECTED BY THE ENGINEER.
7. LOOP AMPLIFIERS SHALL BE REQUIRED AS SHOWN ON PLANS WHERE TWO OR MORE LOOPS ARE CONNECTED TO THE SAME CHANNEL, THEY SHALL BE WIRED IN SERIES.
8. THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. USE FATIGUE CATEGORY II. DO NOT CONSIDER GALLOPING OR TRUCK FORCES. USE 50 YEAR DESIGN LIFE. WIND AND ICE LOADS VARIABLE BASED UPON MAPS IN THE 2001 AASHTO SPECIFICATION. USE UPSWEPT MAST ARMS.
9. DETERMINATION OF REQUIRED SIZES, LENGTHS AND GAUGES OF TYPE I, II, III AND IV STEEL POLES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SECTION 722.02 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED IN PLANS OR SPECIFICATIONS.
10. THE TOP OF THE STRAIN POLE FOUNDATION SHALL BE 6" ABOVE THE GROUND. THE CONTRACTOR SHALL PROVIDE POLES OF SUFFICIENT LENGTH PLUS 2 FEET TO PROVIDE REQUIRED VERTICAL CLEARANCE OF THE TRAFFIC SIGNAL HEADS WITHOUT EXTENDING THE FOUNDATION ABOVE THE GROUND LINE OF THE POINT WHERE THE POLE IS LOCATED, EVEN THOUGH THIS MAY BE BELOW THE FINISHED GRADE OF THE ROADWAY.
11. ALL STRAIN POLES AT AN INTERSECTION SHALL BE THE SAME DIAMETER AND UTILIZE THE SAME BOLT CIRCLE SPACING.
12. POLE FOUNDATIONS AND BASE MOUNTED CABINET FOUNDATIONS, GRADE SHALL BE ESTABLISHED TO ±3" OF EDGE OF PAVEMENT ELEVATION AS DIRECTED BY THE ENGINEER
13. TRAFFIC SIGNAL CABINETS AND CONTROLLERS SHALL BE WIRED TO PROVIDE FOR ALL PHASES INCLUDING FUTURE PHASES IN ACCORDANCE WITH THE PHASE SEQUENCE DIAGRAM.
14. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR WITH THE COST TO BE ABSORBED, UNLESS OTHERWISE NOTED IN THE PLANS. THE EXISTING POLES, CABINETS, CONTROLLERS, TRAFFIC SIGNAL HEADS, AND OTHER ITEMS AS NOTED ON PLANS ARE TO BE STOCKPILED AS DIRECTED BY THE ENGINEER FOR PICKUP BY STATE FORCES OR AS NOTED ON PLANS. ALL OTHER SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
15. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ELECTRICAL SERVICE FROM THE POWER COMPANY SERVICE POINT TO THE TRAFFIC SIGNAL CONTROLLER. FOR SPAN WIRE INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT AERIAL TO THE SIGNAL POLE NEAREST THE CONTROLLER, THE SERVICE SHALL THEN RUN TO THE CONTROLLER AS SHOWN ON THE PLANS. FOR MAST ARM INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT UNDERGROUND DIRECTLY TO THE POWER SERVICE PANEL, THEN TO THE CONTROLLER, AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE APPLICATION WITH THE POWER COMPANY IN ADVANCE OF NEEDING THE SERVICE. INSTALLATION OF NEW SERVICE POLE (IF NEEDED) IS THE RESPONSIBILITY OF THE CONTRACTOR AND IS COST ABSORBED.
16. IF IT IS NECESSARY TO RUN ELECTRIC SERVICE CABLE FROM ONE POLE TO ANOTHER, THE SERVICE CABLE SHALL BE LASHED TO A SEPARATE MESSENGER CABLE LOCATED 1 FOOT MIN. ABOVE THE SIGNAL CABLE.
17. VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED.
18. PEDESTRIAN PUSHBUTTONS AND SIGNS TO BE INCLUDED IN PAY ITEM FOR TYPE 6 HEADS AT NO ADDITIONAL COST. SIDE OF POLE LOCATIONS OF PUSHBUTTONS MAY BE FIELD ADJUSTED.
19. FIELD DRILL AND TAP EXISTING POLES WHERE PEDESTRIAN SIGNALS AND PUSHBUTTONS ARE REQUIRED ON PLANS. (ABSORBED ITEM).
20. REFER TO WORKING NUMBER TSD-5 ``CONDUIT ENTRANCE DETAIL" WHEN NEW CONDUIT(S) ARE REQUIRED AT EXISTING SIGNAL POLES OR CONTROLLERS.
21. MESSENGER CABLE AND OTHER SUPPORTING DEVICES WHERE REQUIRED SHALL BE ABSORBED IN THE PAY ITEMS FOR ELECTRIC CABLE.
22. FOR PROTECTED/PERMITTED LEFT TURN PHASING: TYPE 7 OR 7A TRAFFIC SIGNAL HEADS (FIVE SECTION HEADS) SHALL OPERATE SUCH THAT THE CIRCULAR INDICATIONS DISPLAYED WILL BE IDENTICAL AND SIMULTANEOUS TO THE CIRCULAR INDICATIONS FOR THE ADJACENT THROUGH MOVEMENT SIGNAL HEADS; A CIRCULAR RED AND EITHER A GREEN ARROW OR YELLOW ARROW MAY BE DISPLAYED SIMULTANEOUSLY IN THE SAME FIVE SECTION HEAD. FOR TYPE 2 FYA TRAFFIC SIGNAL HEADS, OPERATION SHALL BE AS FOLLOWS: THE PROTECTED PHASE OF THIS OPERATION SHALL DISPLAY A SOLID GREEN ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THE PERMITTED PORTION OF THIS OPERATION SHALL START WITH A FLASHING YELLOW ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THERE SHALL BE A DELAY (AS DIRECTED BY THE ENGINEER) BETWEEN THE END OF THE PROTECTED PORTION OF THIS OPERATION AND THE BEGINNING OF THE PERMITTED PORTION OF THIS OPERATION. DURING THIS DELAY, THE OPPOSING PHASE THRU HEADS ARE CAPABLE OF DISPLAYING A GREEN BALL. SIGNAL CONTROLLER WITH FIRMWARE NECESSARY TO ACCOMPLISH THIS DELAY SHALL BE PROVIDED.
23. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY SIGNALS IF NECESSARY TO ACCOMMODATE ROADWAY CONSTRUCTION AND SHALL BE PAID FOR UNDER PAY ITEM 619-H1, TRAFFIC SIGNALS.
24. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING FINAL INSPECTION MEETING WITH DISTRICT OFFICE, PROJECT OFFICE AND TRAFFIC ENGINEERING FOR SIGNAL PORTION OF THE PROJECT.
25. THERE SHALL BE A 30 DAY BURN IN PERIOD FROM THE TIME THE SIGNAL IS OPERATIONAL AS OUTLINED IN SECTION 634.03.3 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION.
26. EMERGENCY VEHICLE PREMPTION (WHERE REQUIRED ON THE PLANS) SHALL HAVE A SECURITY ENABLED PHASE SELECTOR.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETAIL

DETAIL OF TRAFFIC SIGNAL HEADS, TRAFFIC SIGNAL SIGNS, & GENERAL NOTES

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

WORKING NUMBER: TSD–1

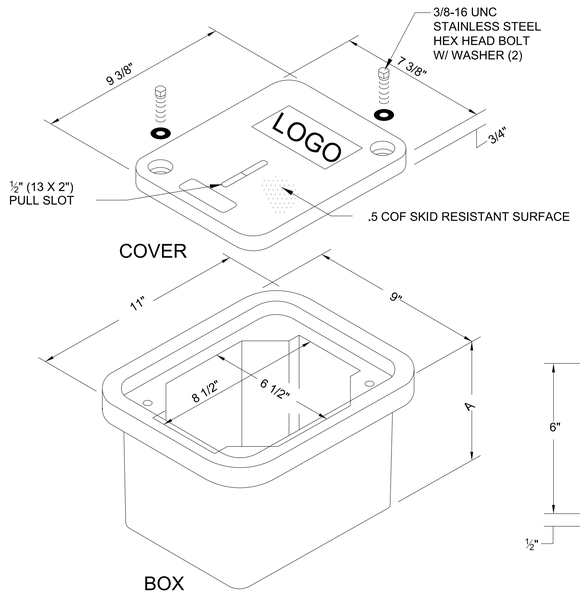
SHEET NUMBER: 2010

FILENAME: TSD-1.DGN

DESIGN TEAM ICA CHECKED DATE

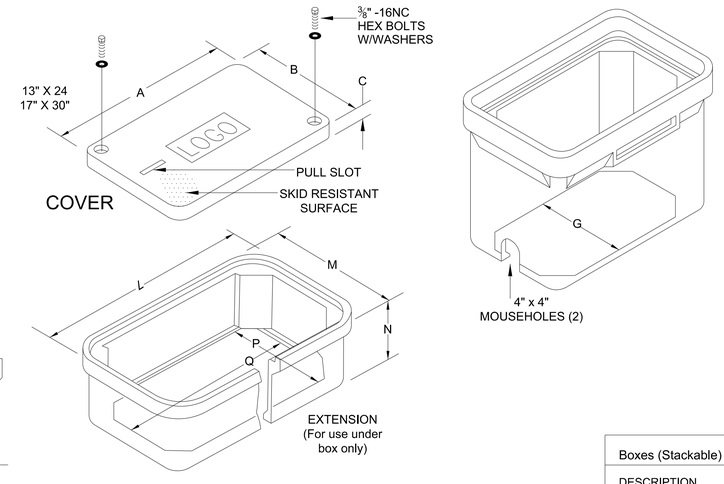
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:39:42 TSD-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



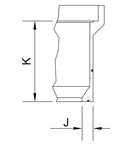
TYPE 1 PULLBOX

NOT TO SCALE



TYPE 2 or 3 PULLBOX

NOT TO SCALE



OPTIONS
1. Stainless steel standard penta-head bolt.
2. Specific cove logo.
3. Green or other colors
4. Special holes/knockouts

Covers (blank unless logo is specified)

DESCRIPTION	DIMENSION (IN.) A	B	C	WT. LBS.
Locking	23-¼	13-¾	2	32
Cover	30-½	17-½	2	47
Non-Locking	23-¼	13-¾	2	33
Cover	30-½	17-½	2	48
Steel Locking	23-¼	13-¾	2	65
Cover	30-½	17-½	2	90
Heavy Duty	23-¼	13-¾	2	50
Locking Cover	30-½	17-½	2	74

Boxes (Stackable)	DIMENSION (IN.)							
DESCRIPTION	D	E	F	G	H	J	K	WT. LBS.
Standard	25	15-½	12	9-¾	19-¼	1-¼	10	53
Box	25	15-½	18	9-¾	19-¼	1-¼	16	62
	32-¼	19-¼	12	13-½	26-½	1-¼	10	82
	32-¼	19-¼	18	13-½	26-½	1-¼	16	94
	32-¼	19-¼	22	13-½	26-½	1-¼	20	106
Box	25	15-½	12	9-¾	19-¼	1-¼	10	49
W/ Mouseholes	25	15-½	18	9-¾	19-¼	1-¼	16	61
	32-¼	19-¼	12	13-½	26-½	1-¼	10	80
	32-¼	19-¼	18	13-½	26-½	1-¼	16	80
	32-¼	19-¼	22	13-½	26-½	1-¼	20	104
Box	25	15-½	18-½	N/A	N/A	N/A	16	73
w/ Solid Base	32-¼	19-¼	18-½	N/A	N/A	N/A	16	106

*Not to be used for extensions

Extensions (For use under box only)

DESCRIPTION	DIMENSION (IN.) L	M	N	P	Q	R	S	WT. LBS.
Extension	23-¾	14-¼	8-¾	10-¼	19-¾	8	1	25
(One Per Box)	30-⅞	17-⅞	8-¾	13-⅞	26-⅞	8	1	47
Extension	23-¾	14-¼	9-¼	N/A	N/A	8	N/A	35
w/ Solid Base	30-⅞	17-⅞	9-¼	N/A	N/A	8	N/A	65

Underground enclosures shall be Composolite. Enclosures and covers shall be concrete gray color and rated for no less than 8,000 lbs. over a 10" X 10" area and be designed and tested to temperatures of -50 F. Material compressive strength shall be no less than 11,000 psi. Covers shall have a minimum coefficient of friction of .5. Boxes shall be stackable for extra depth.

Covers (blank unless logo is specified)

DESCRIPTION	WEIGHT #	DESIGN/TEST LOAD #	ANSI TIER
W/2 Bolts	4	8,000 / 12,000	8
Gasketed w/4 Bolts	4	8,000 / 12,000	8

Gasketed covers must be used with a gasketed box. Gaskets reduce the inflow of fluids but do not make the enclosure water tight.

Boxes (Stackable with self-aligning, replaceable EZ-Nut)

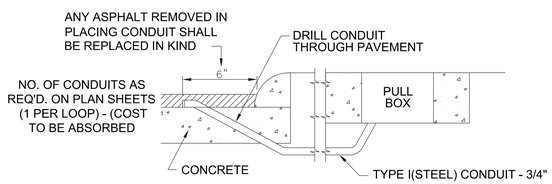
DESCRIPTION	WEIGHT #	DIMENSION A	DESIGN/TEST LOAD #	ANSI TIER
Open Bottom	12	6¾"	15,000 / 22,500	15
Open Bottom w/Gasket	12	6¾"	15,000 / 22,500	15
Solid Bottom	14.5	7¼"	15,000 / 22,500	15
Solid Bottom w/Gasket	14.5	7¼"	15,000 / 22,500	15

Dimensions & weights in parentheses are metric equivalent.

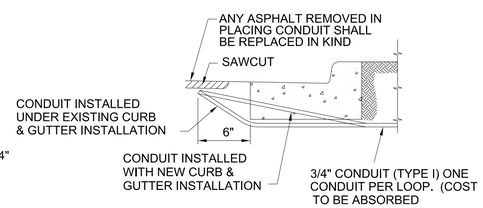
NOMINAL PULLBOX SIZES

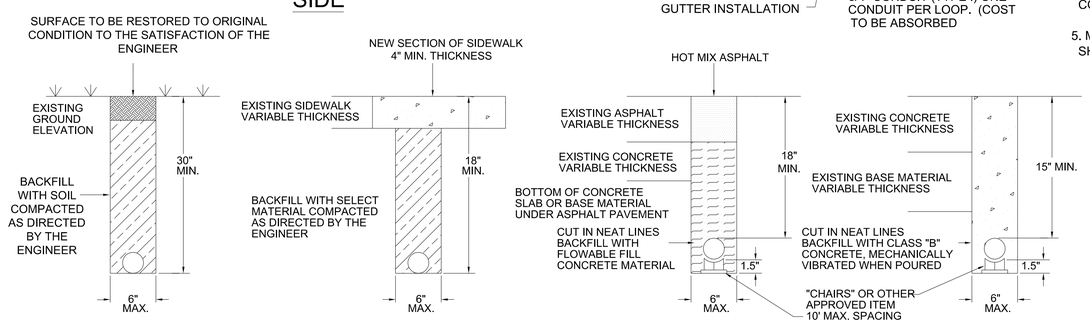
TYPE 1	TYPE 2	TYPE 3
9" x 11" x 6 3/4"	15" x 25" x 18"	19" x 32" x 24"

COLLARS AND GRAVEL UNDER PULLBOX REQUIRED FOR ALL TYPES OF PULLBOXES



SIDE



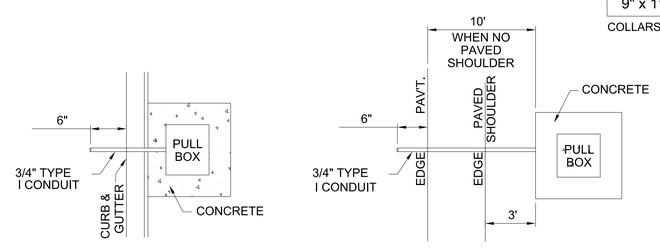


CONDUIT TRENCHING DETAIL

NOT TO SCALE

CONDUIT NOTES:

1. CONDUIT TO BE SEALED WITH DUCT SEALER ONCE CABLE IS INSTALLED.
2. SAWCUT SIDEWALK AT EXISTING JOINTS AND REPLACE ENTIRE SECTION TO MATCH EXISTING MATERIAL. WHEN NEW SIDEWALK IS BEING CONSTRUCTED, CONDUIT, PULLBOX, AND POLE ARE TO BE INSTALLED BEFORE SIDEWALK IS POURED.
3. TYPE I CONDUIT IS RIGID PIPE; TYPE IV CONDUIT IS PVC.
4. ELECTRICAL SUBCONTRACTOR SHALL COORDINATE CONDUIT INSTALLATION WORK UNDER ROADWAY WITH ROADWAY CONSTRUCTION PHASING IN ORDER TO MINIMIZE JACKING.
5. MATERIAL REMOVED THAT IS NOT SUITABLE FOR BACKFILL OR IS EXCESS SHALL BE DISPOSED OF BY THE CONTRACTOR. (COST ABSORBED)



PULL BOX LOCATION DETAIL

NOT TO SCALE

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETAIL

PULLBOX AND CONDUIT TRENCHING DETAILS FOR TRAFFIC SIGNAL INSTALLATION

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TSD-3.DGN

DESIGN TEAM ICA CHECKED DATE

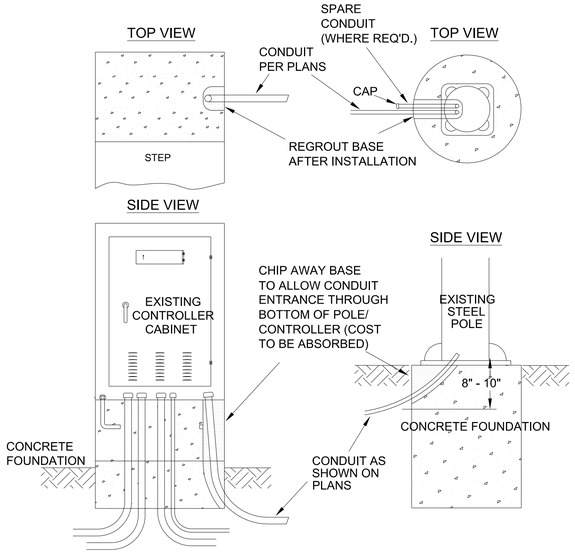
WORKING NUMBER: TSD-3

SHEET NUMBER: 2011

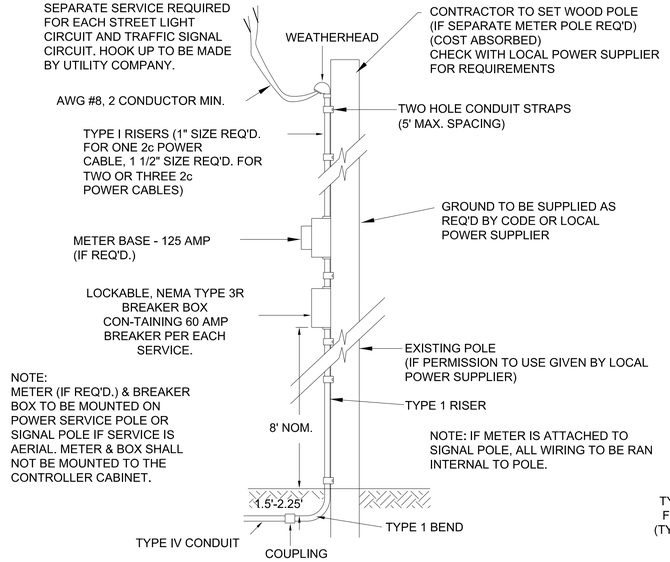
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:39:44 TSD-3.DGN

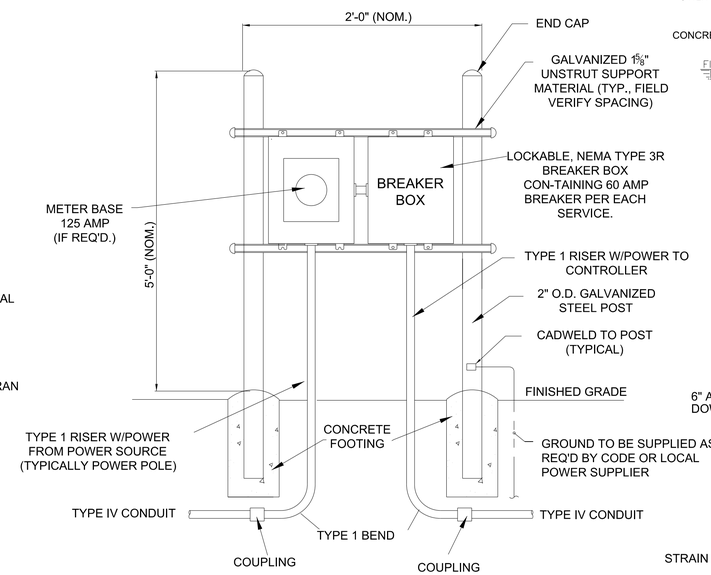
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



CONDUIT ENTRANCE DETAIL
(EXISTING CABINET OR POLE)

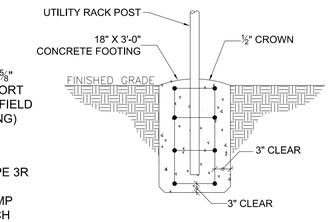


POWER SERVICE DETAIL



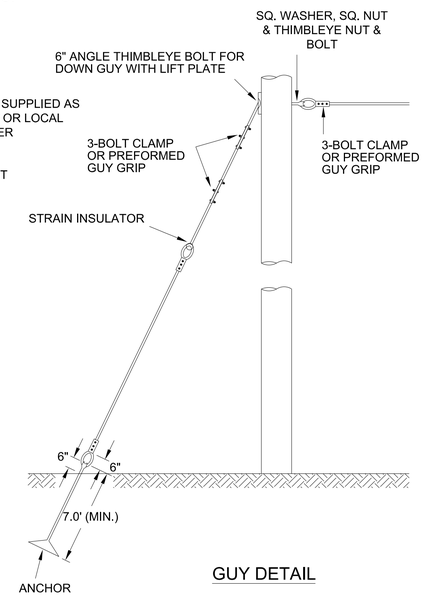
POWER SERVICE PANEL

TO BE USED WHEN METER IS NOT SET ON POLE (COST ABSORBED)



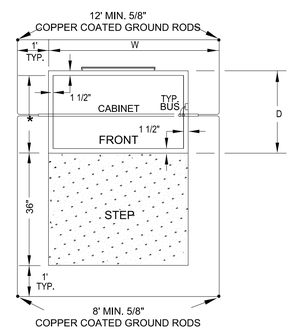
NOTE:
REINFORCED WITH 6 X 6 X 6 GA WELDED WIRE FABRIC, MAINTAIN 3" CLEAR CONCRETE COVER AROUND REINFORCING AND EMBEDDED ITEMS.

PANEL FOOTING



GUY DETAIL

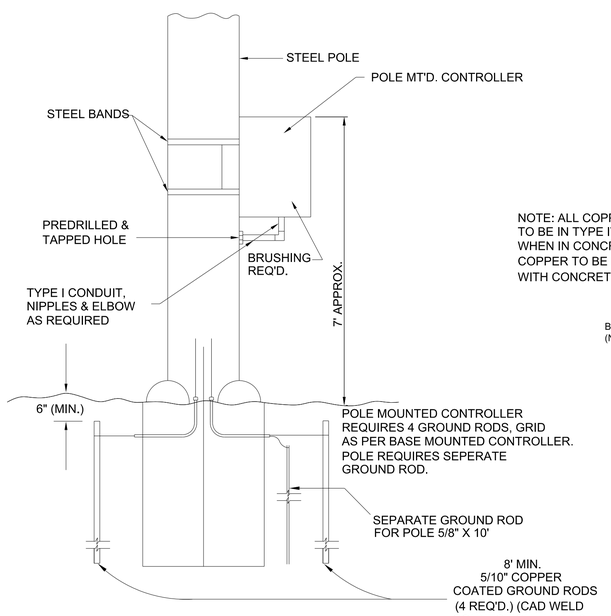
NOTES:
1. THE ANCHOR ROD IS 6" DIAMETER.
2. DIFFERENT ANCHORS ARE: CHANCE 8-WAY EXPANSION ANCHORS OR 3 HELICAL 203mm OR AS NECESSARY FOR ADEQUATE HOLD.
3. ANCHORS ARE TO BE 15' BEHIND THE HOLE IN LINE WITH THE SPAN, RESTRICTION TO THIS WILL BE PROPERTY LINES OR OBSTRUCTIONS.
4. ALL ATTACHMENT FITTINGS SHALL BE HOT DIP GALVANIZED UNLESS STATED OTHERWISE.
5. GUYS TO BE INSTALLED AS REQUIRED, DETERMINED BY THE ENGINEER (COST ABSORBED).



TOP VIEW

DIMENSIONS OF BASE MOUNTED CONTROLLER EQUIP. CABINETS (MIN.)

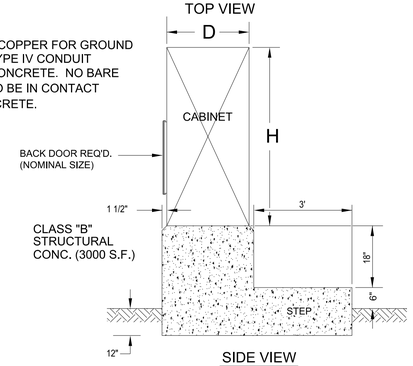
UP TO AND INCLUDING 4 - PHASE:	WIDTH (W) = 38" DEPTH (D) = 24" HEIGHT (H) = 54"
5 - PHASE THRU 8 - PHASE:	WIDTH (W) = 44" DEPTH (D) = 26" HEIGHT (H) = 55"



TYPICAL DETAIL FOR POLE MOUNTED CONTROLLER

NOT TO SCALE

NOTE: ALL COPPER FOR GROUND TO BE IN TYPE IV CONDUIT WHEN IN CONCRETE. NO BARE COPPER TO BE IN CONTACT WITH CONCRETE.

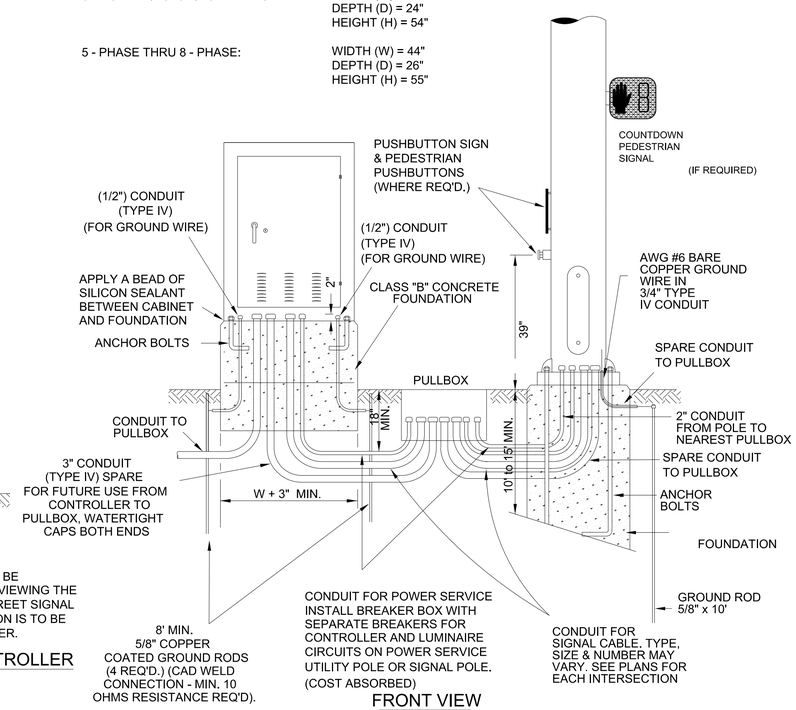


SIDE VIEW

NOTE: THE BASE MOUNTED CABINET IS TO BE SITUATED IN THE OPTIMUM POSITION FOR VIEWING THE CONTROLLER OPERATION AND THE ON STREET SIGNAL DISPLAYS SIMULTANEOUSLY. THIS POSITION IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

TYPICAL DETAIL OF BASE FOR CONTROLLER EQUIPMENT CABINET

NOT TO SCALE



FRONT VIEW

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETAIL

TYPICAL DETAILS OF CONTROLLER CABINET MOUNTINGS, TYPE 1 POLE ATTACHMENTS AND MISCELLANEOUS DETAILS

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: TSD-5

SHEET NUMBER: 2012

BY | REVISION | DATE

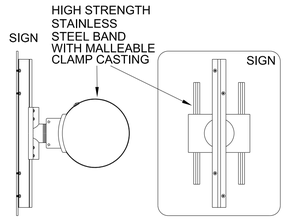
FILENAME: TSD-5.DGN

DESIGN TEAM ICA CHECKED DATE

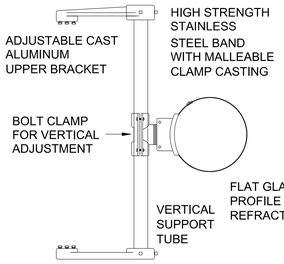
PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:38:45 TSD-5.DGN

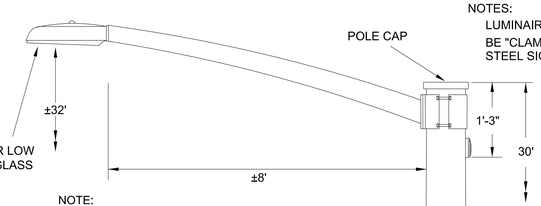
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



MAST ARM SIGN BRACKET (TYPICAL)



SIGNAL MOUNTING BRACKET (TYPICAL)



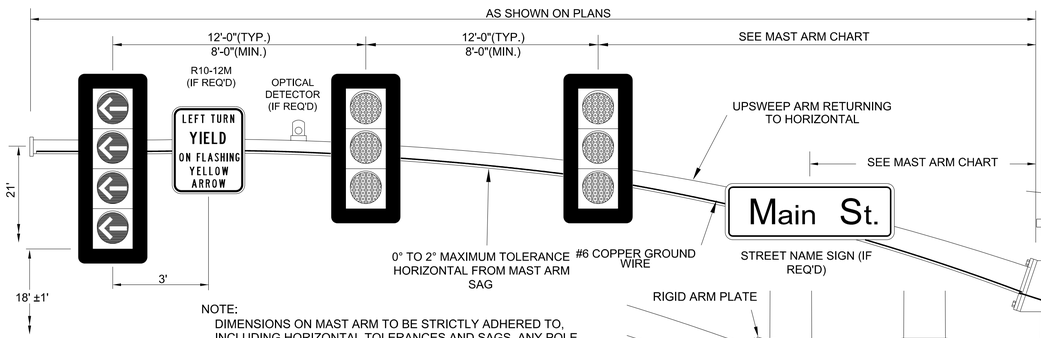
NOTES:
LUMINAIRE ARM SHALL BE "CLAMPED" ONTO STEEL SIGNAL POLE.

NOTE:
LUMINAIRE AND PHOTOELECTRIC CONTROL 250 WATT H.P.S. LIGHT FIXTURE WITH 250 WATT LAMPS OR AS NOTED ON THE PLANS AND PHOTO CELL TO BE PROVIDED BY THE CONTRACTOR. (COST ABSORBED) LUMINAIRE CABLE FROM POLE TO FIXTURE SHALL BE COST ABSORBED.

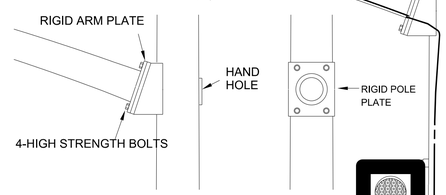
TYPE IV POLE
(SINGLE OR DOUBLE ARM)

NOTES:

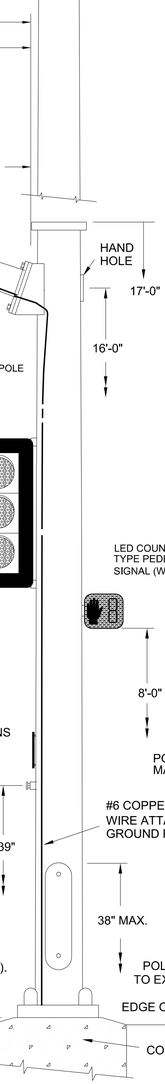
1. WIRE ENTRANCE TO MAST ARM WILL BE FIELD DRILLED TO CORRESPOND TO THE LOCATION OF THE SIGNAL HEADS WHEN ALIGNED IN FIELD.
2. RED SECTION INDICATIONS TO BE APPROXIMATELY SAME HEIGHT.
3. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE POLE MANUFACTURER.
4. THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.USE FATIGUE CATEGORY II. DO NOT CONSIDER GALLOPING OR TRUCK FORCES. USE 50 YEAR DESIGN LIFE. WIND AND ICE LOADS VARIABLE BASED UPON MAPS IN THE 2001 AASHTO SPECIFICATION. USE UPSWEPT MAST ARMS.
5. #6 COPPER GROUND WIRE INSIDE POLE AND MAST ARM TO BE COST ABSORBED.



NOTE:
DIMENSIONS ON MAST ARM TO BE STRICTLY ADHERED TO, INCLUDING HORIZONTAL TOLERANCES AND SAGS. ANY POLE FAILING TO MEET THESE DIMENSIONS WILL BE REJECTED.



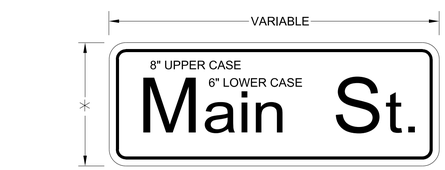
MAST ARM ATTACHMENT



TYPE II POLE
TYPE II POLE - (SINGLE ARM)

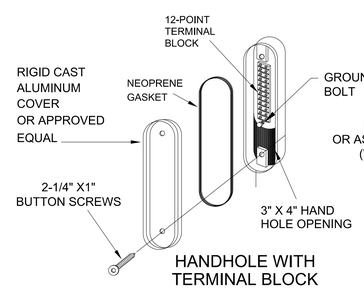
TYPE III POLE
TYPE III POLE - (DOUBLE ARM)

STEEL MAST ARM POLE DETAIL

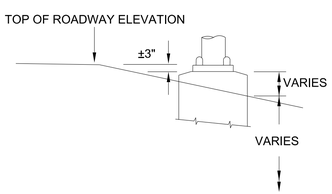


STREET NAME SIGNS
(TYPICAL)(IF REQUIRED)

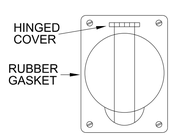
* HEIGHT = 1'-6" FOR SINGLE NAME, 2'-0" FOR 2 NAMES
THICKNESS = 0.1" WHITE TYPE IX SHEETING
ON GREEN TYPE III SHEETING
8" UPPER CASE, 6" LOWER CASE LETTERS; SERIES "C"
STREET NAME SIGNS REQUIRE A MINIMUM OF 2 MOUNTING BRACKETS
(30" MAXIMUM SPACING BETWEEN BRACKETS)



HANDHOLE WITH TERMINAL BLOCK

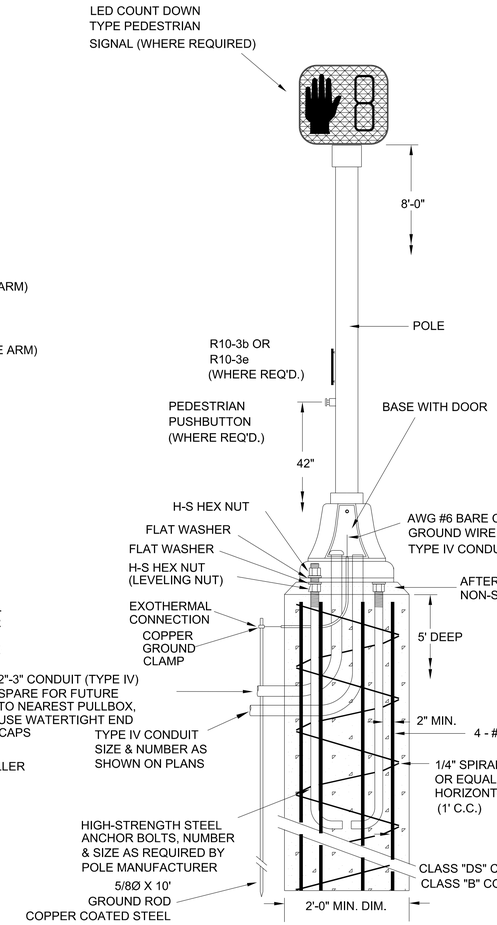


LOW SHOULDER FOUNDATION DETAIL



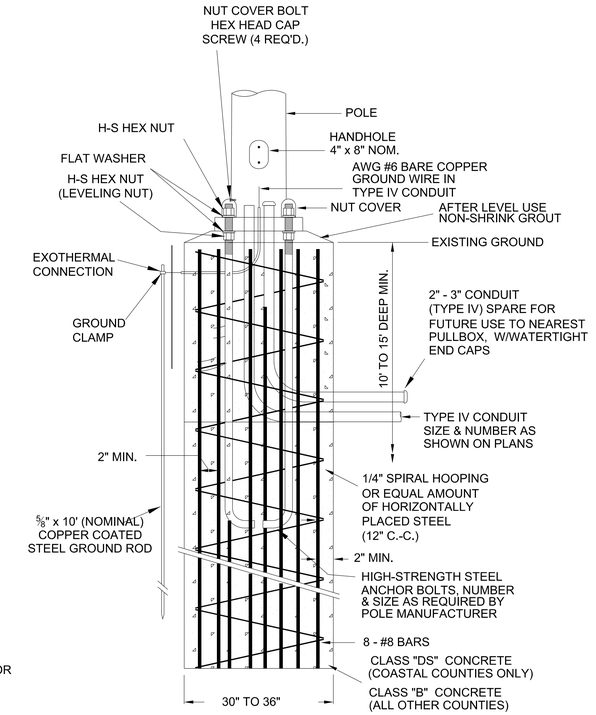
OUTLET BOX WITH SINGLE 15 AMP - 125 VOLT POLARIZED RECEPTACLE (GROUNDING TYPE)

OUTLET



PEDESTAL POLE DETAIL

TYPE V POLE (TRAFFIC SIGNAL) TYPE VI POLE (PEDESTRIAN SIGNAL)



STEEL MAST ARM POLE FOUNDATION DETAIL

GENERAL FOUNDATION NOTES

1. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE MANUFACTURER. ANY FOUNDATIONS FAILING TO MEET MINIMUM DIMENSIONS WILL BE REJECTED.
2. DRY SHAFT EXCAVATION MUST MEET REQUIREMENTS OF SECTION 803.03.2.3.2. IF GROUNDWATER OR HOLE INSTABILITY IS ENCOUNTERED, SLIP CASING AND 10' TREMIE SHALL BE REQUIRED.
3. WIND LOAD DETERMINES SHAFT DIAMETER AND DEPTH:

   ALL TYPE IV 30' POLE SHAFT - USE 36" DIAMATER, 15' DEPTH

   COASTAL COUNTIES (140mph) - 36" DIAMETER, 15' DEPTH WITH SLIP CASING.

   100mph to 130mph - 36" DIAMETER, 15' DEPTH, SLIP CASING NOT REQUIRED

   ALL OTHER COUNTIES (90mph) - SINGLE MAST ARM: 30" DIAMETER, 10' DEPTH DOUBLE MAST ARM: 36" DIAMETER, 12' DEPTH

*SEE WIND LOAD MAP IN 2001 AASHTO GUIDELINES.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETAIL

MAST ARM AND PEDESTAL POLE DETAILS FOR TRAFFIC SIGNAL INSTALLATION

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: TSD-6.DGN

DESIGN TEAM ICA CHECKED DATE

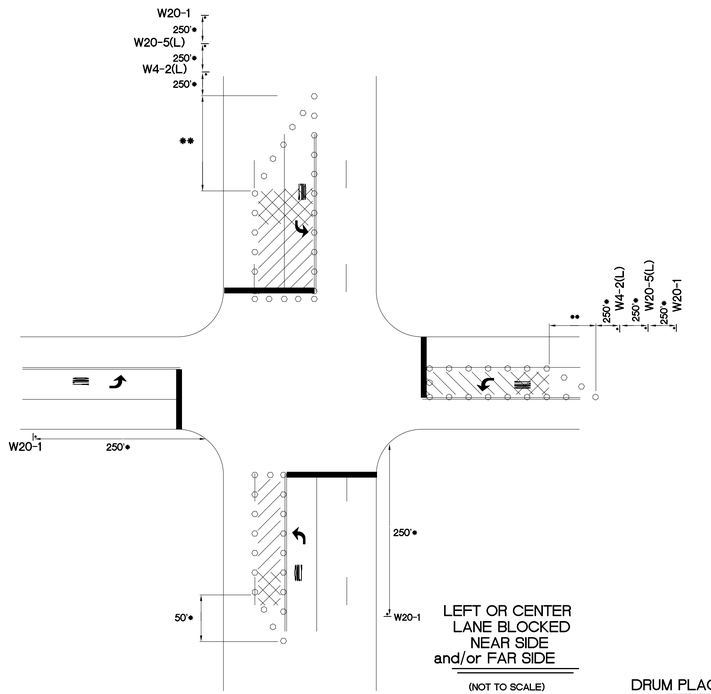
WORKING NUMBER: TSD-6

SHEET NUMBER: 2013

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

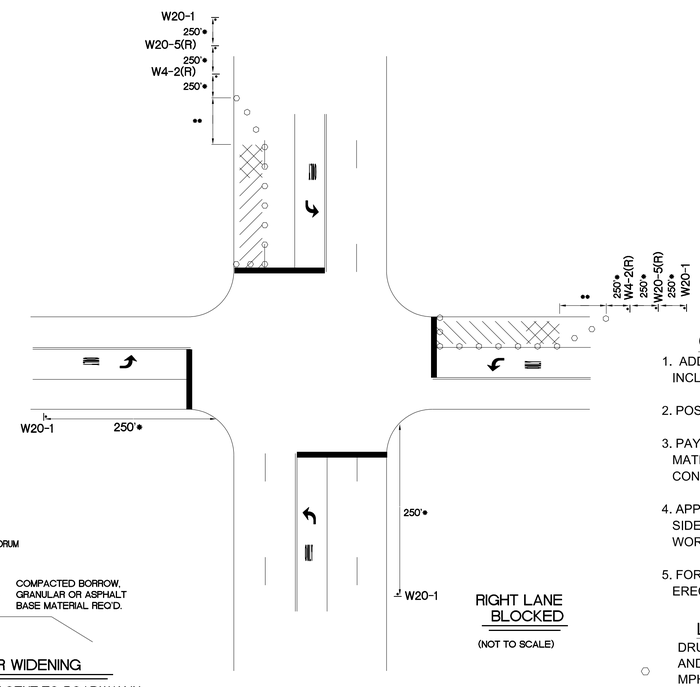
7/8/2015 15:39:46 TSD-6.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



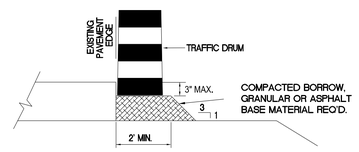
LEFT OR CENTER LANE BLOCKED NEAR SIDE and/or FAR SIDE

(NOT TO SCALE)



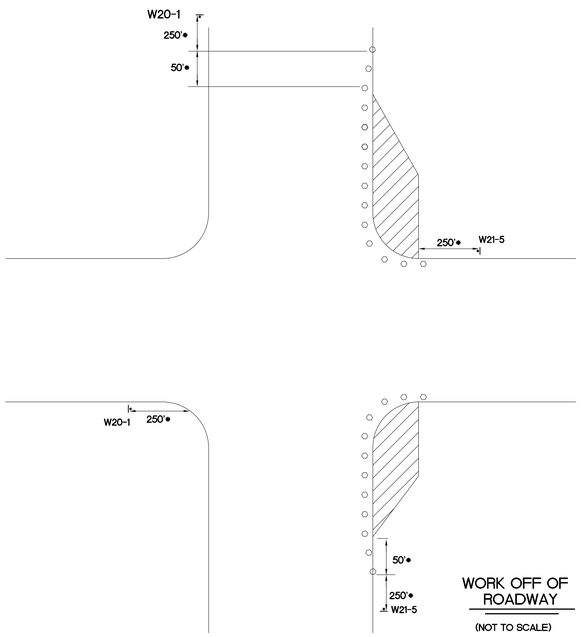
RIGHT LANE BLOCKED

(NOT TO SCALE)



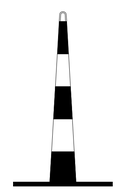
DRUM PLACEMENT ON LOW SHOULDERS OR WIDENING

CONTRACTOR SHALL PLACE PLASTIC DRUMS ADJACENT TO ROADWAY IN AREAS WHERE THE WIDENING HAS NOT BEEN CONSTRUCTED TO WITHIN TWO INCHES OF EXISTING PAVEMENT ELEVATIONS. DRUMS REQUIRED WHERE WORK ZONE INCLUDES UNDERCUT SHOULDER AND REMOVAL OF CURB + GUTTER. DRUMS TO BE PLACED AS SHOWN IN DETAILS, LEFT FOR NIGHT OPERATION OR SUSPENSIONS OF WORK. COST TO BE ABSORBED (PAY ITEM S-618-A).



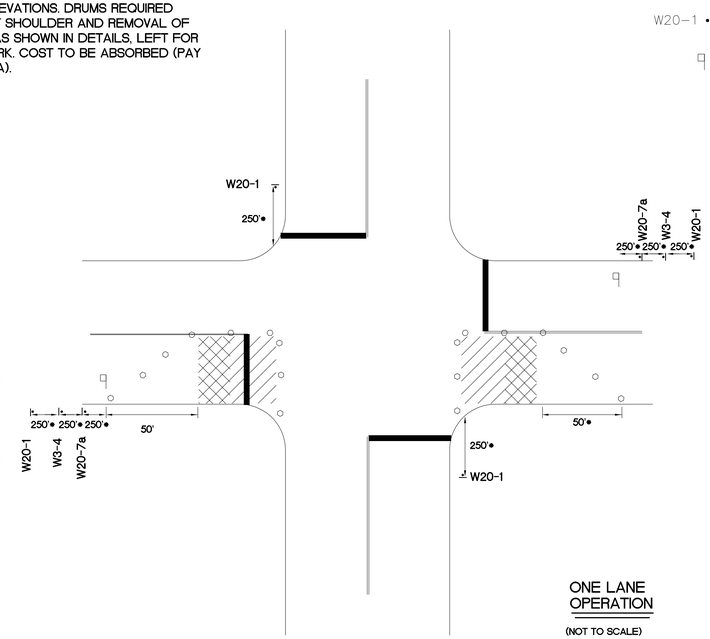
WORK OFF OF ROADWAY

(NOT TO SCALE)



TRAFFIC CONE

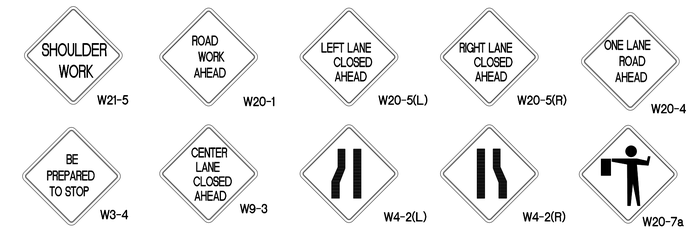
CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE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



ONE LANE OPERATION

(NOT TO SCALE)

SIGN LEGEND



GENERAL NOTES

1. ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY. ANY ADDITIONAL SIGNS SHOULD BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
2. POST MOUNTED SIGNS SHALL HAVE A 7' MINIMUM MOUNTING HEIGHT.
3. PAYMENT FOR ALL SIGNS, CONES, DRUMS, CONCRETE BARRIERS, STEEL PLATES AND OTHER MATERIALS, BARRICADES, LABOR AND INCIDENTALS REQUIRED TO IMPLEMENT THE TRAFFIC CONTROL PLAN SHALL BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
4. APPROACH SIDE TRAFFIC CONTROL TO BE USED WHEN WORK OCCURS ON EITHER THE APPROACH SIDE OR THE FAR SIDE OF THE INTERSECTION. FAR SIDE TRAFFIC CONTROL IS NOT NEEDED WHEN WORK IS CONFINED TO THE APPROACH SIDE ONLY.
5. FOR A DIVIDED HIGHWAY SITUATION, A SECOND SET OF ADVANCE WARNING SIGNS SHALL BE ERECTED IN MEDIAN AREA (8' MIN. MEDIAN WIDTH REQUIRED).

LEGEND

DRUMS (30' MAXIMUM SPACING) - 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 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

SIGNS - SEE SIGN LEGEND MIN. SIZE 48" x 48", BLACK ON ORANGE BACKGROUND

FLAGGER WITH PADDLE - 18" STOP/SLOW PADDLESACCEPTED AS PROPER TRAFFIC CONTROL DEVICES SHALL BE USED. HANDHELD FLAGS SHALL NOT BE FOR FLAGGING OPERATION.

WORK AREA

BUFFER AREA

* CONSIDERED MINIMUM DISTANCE - ENGINEER TO DETERMINE APPROPRIATE SPACING IN THE FIELD

**

SPEED LIMIT M.P.H.	BUFFER FEET	TAPER LENGTH (Feet) (Per 12' Lane Shift)
20	115	80
25	155	125
30	200	180
35	250	245
40	305	320
45	360	540
50	425	600
55	495	660
60	570	720
65	645	780
70	730	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETAIL

TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

WORKING NUMBER: TSD-7

SHEET NUMBER: 2014

REVISION | BY | DATE

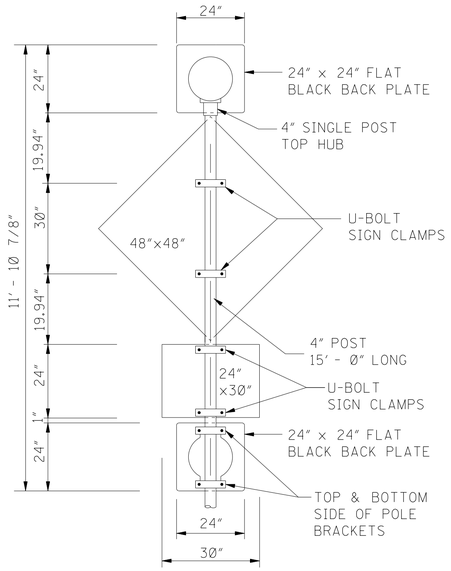
FILENAME: TSD-7.DGN

DESIGN TEAM ICA CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7-8-2015 15:38:47 TSD-7.DGN

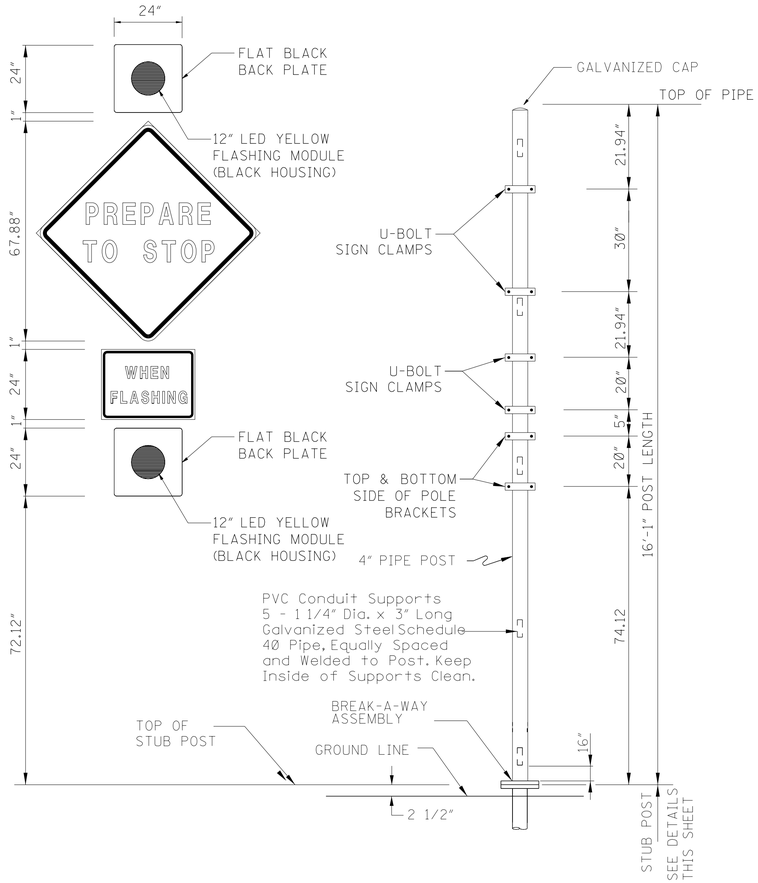
STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



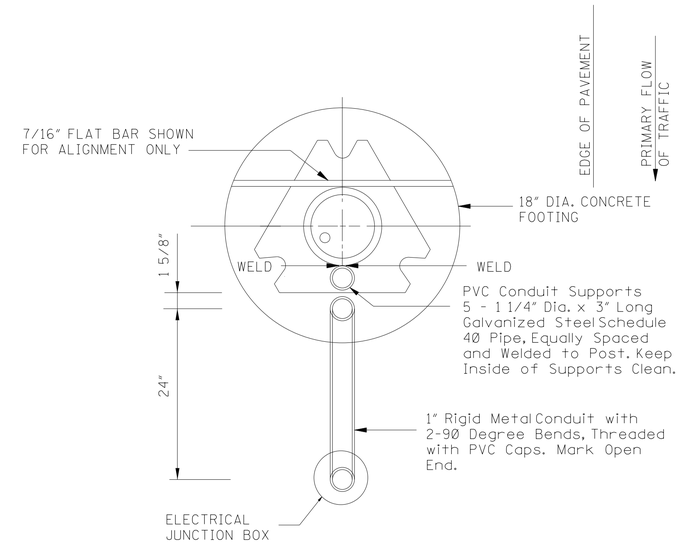
REAR VIEW OF SIGN

ATTACH SIGNS TO 4" POST USING:
U-BOLT SIGN CLAMPS/MOUNTING HARDWARE

FRONT VIEW OF SIGN

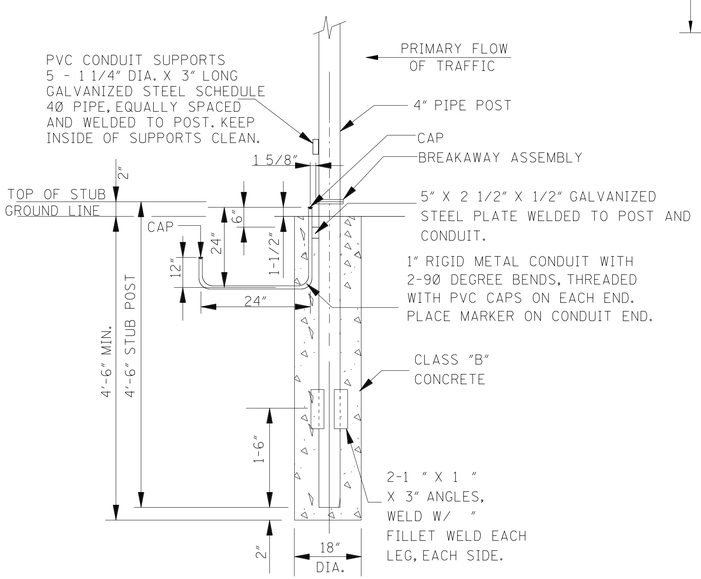


FRONT VIEW OF POST



TOP VIEW OF FOOTING

VIEW NOT TO SCALE - SHOWS RELATIVE LOCATION OF ROADWAY, POST, FLAT BARS, JUNCTION BOX, GALVANIZED STEEL CONDUIT AND PVC CONDUIT HOLDERS.



FOOTING DETAIL
FOR TYPE "D" POST WITH
FLASHING ASSEMBLY

NOTES:

1. ELECTRICAL JUNCTION BOX TO BE PLACED FLUSH WITH GROUND.
2. ALL ABOVE GROUND WIRING SHALL BE ENCLOSED IN 1" PVC CONCUIT WITH A BREAK-A-WAY CONNECTION AT THE POST.
3. THE WIRING SHALL INCLUDE A WATERPROOF FUSE IN THE JUNCTION BOX AND A WATERPROFF CUT-OFF SWITCH AT THE METER.
4. THE INSIDE OF THE CONDUIT SUPPORTS SHALL BE CLEAN AND FREE OF WELD .
5. FLASHING YELLOW SIGNAL SHALL FLASH AT A RATE OF NOT LESS THAN 50 OR MORE THAN 60 TIMES PER MINUTE. THE ILLUMINATED PERIOD OF EACH FLASH SHALL BE A MINIMUM OF 1/2 AND A MAXIMUM OF 2/3 OF THE TOTAL CYCLE.
6. THE YELLOW SIGNALS SHALL BE FLASHED ALTERNATELY.
7. SIGNAL SECTIONS WITH 12" YELLOW LENS REQUIRED.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL POST DESIGN

BE PREPARED TO STOP WHEN FLASHING ASSEMBLY

PROJ. NO.: HSIP-0021-01(061)

COUNTY: DESOTO

FILENAME: SSD-1.DGN

DESIGN TEAM ICA CHECKED DATE

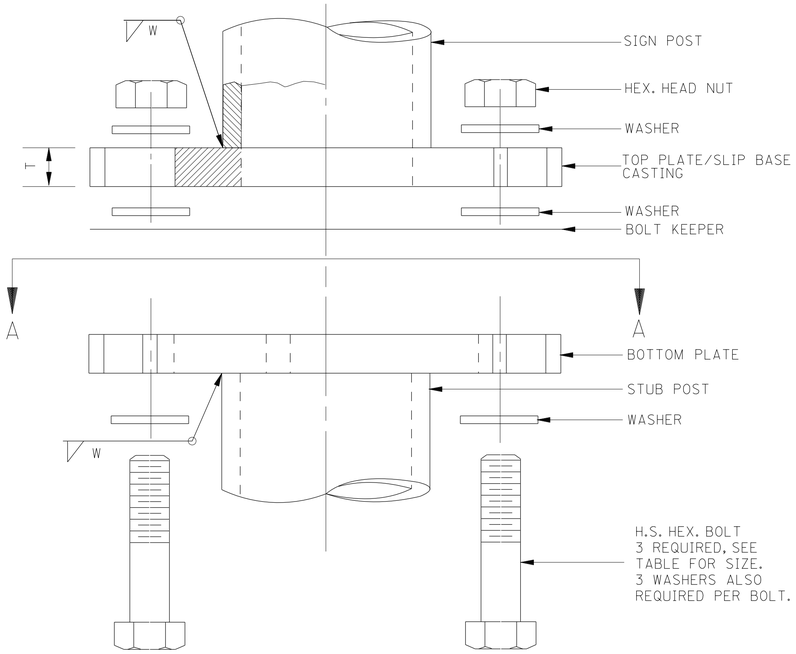
WORKING NUMBER: SSD-1

SHEET NUMBER: 2015

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

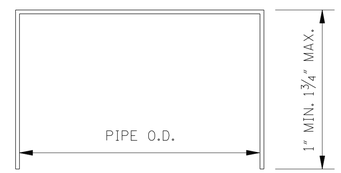
7/8/2015 15:39:48 SSD-1.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



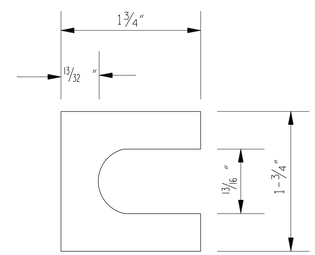
MULTI–DIRECTIONAL SIGN POST & STUB POST

USE MULTI-DIRECTION BOLTS WHEN SPECIFIED - SEE DETAILS ELSEWHERE IN PLANS.



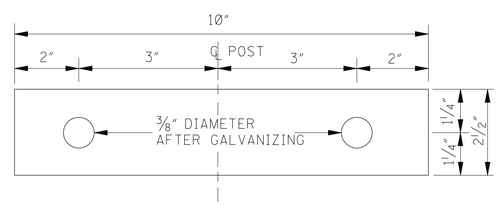
FRICTION CAP DETAIL

NOTE: SEE NOTE 3



SHIM DETAIL

NOTE: FURNISH 2-0.012" +- THICK AND 2-0.032" +- THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B-36.



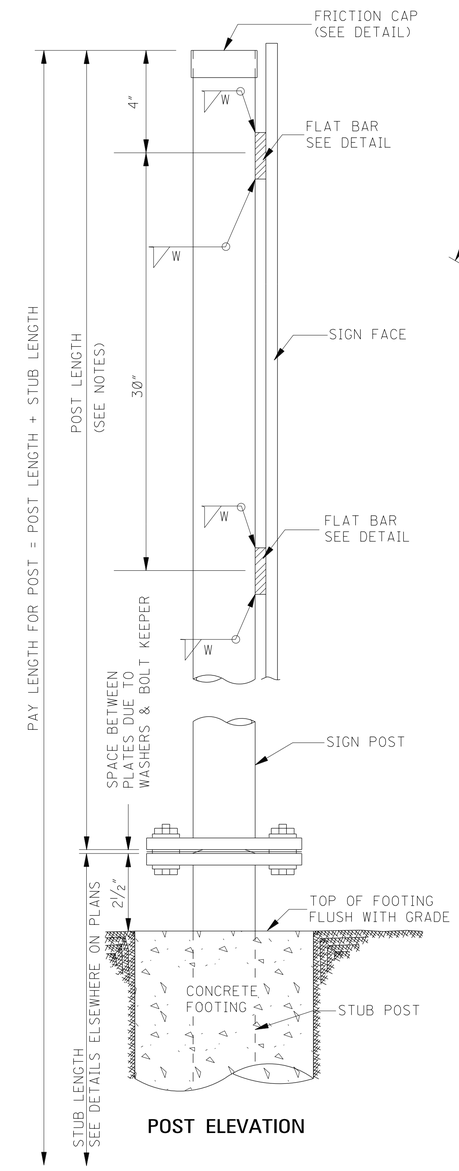
FLAT BAR DETAIL

NOTE: UNLESS OTHERWISE SPECIFIED, FLAT BARS ARE 7/16" X 2½" X 10" STEEL BARS. FLAT BARS SHALL BE WELDED TO POST USING 3/4" FILLET WELD (SEE NOTES AND SECTION A-A). WHEN FABRICATION IS COMPLETE, POSTS SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATIONS.

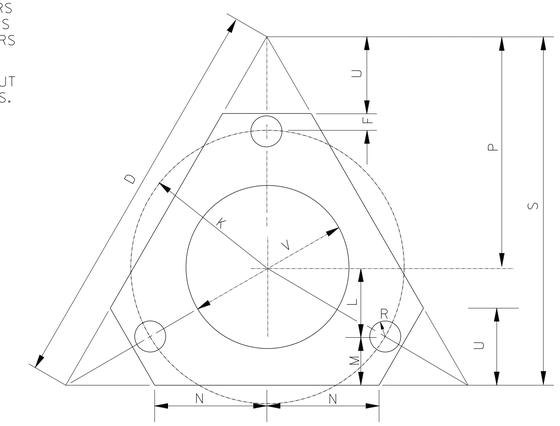
POST LENGTHS:

TYPE A POST 3" DIA x 12' - 6" LENGTH WITH FLAT BARS
TYPE B POST 3" DIA x 11' - 0" LENGTH WITH FLAT BARS
TYPE C POST 3" DIA x 11'-0" LENGTH WITH NO FLAT BARS
(SEE SSD-4D FOR DETAILS OF TYPE C POST)

TYPE D POST SPECIFY DIA, LENGTH AND WITH OR WITHOUT FLAT BARS. VERIFY LENGTHS TO MEET FIELD CONDITIONS.



POST ELEVATION

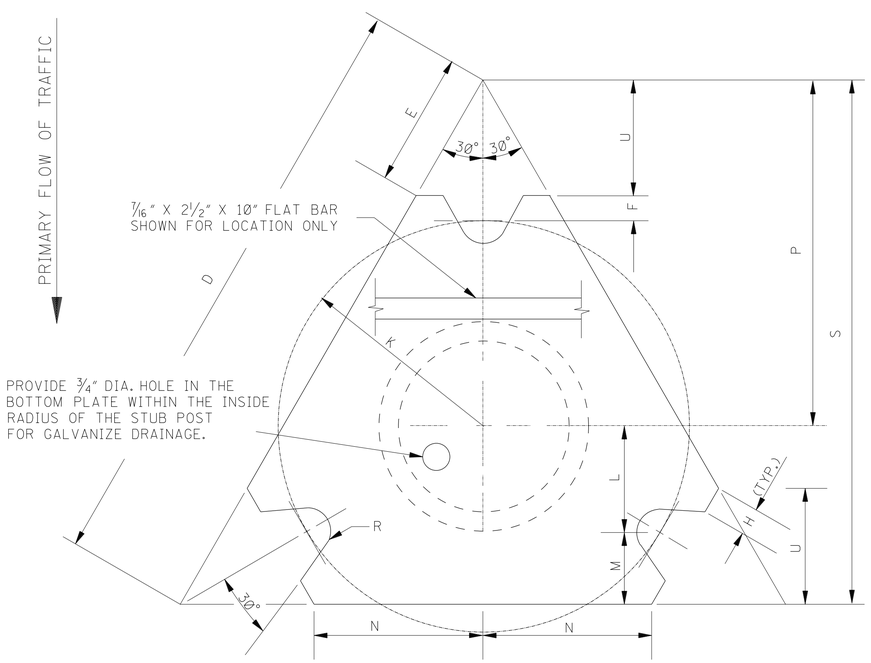


BOLT KEEPER PLATE DETAIL

NOTE: TO BE FABRICATED FROM 28 GAGE THICK GALVANIZED STEEL. TO BE INSTALLED AS SHOWN IN DETAIL AT UPPER LEFT.

GENERAL NOTES: (SEE SSD-6 FOR ADDITIONAL GENERAL NOTES)

1. THE TOP PLATE OF THE TRIANGULAR SLIP BASE SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE. TOP & BOTTOM PLATES SHALL BE SYMMETRICAL FOR THE PURPOSE OF ASSEMBLY IN ANY POSITION.
2. BASE CONNECTION ASSEMBLY AS FOLLOWS:
   A. ASSEMBLE POST TO STUB WITH 3 BOLTS AND WITH 3 FLAT WASHERS PER BOLT.
   B. SHIM AS REQUIRED TO PLUMB POST.
   C. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" TO 15" WRENCH TO BED WASHERS, KEEPER PLATE, SHIMS AND TO CLEAN THREADS.
   D. LOOSEN EACH BOLT IN TURN & RETIGHTEN IN A SYSTEMATIC ORDER TO PRESCRIBED TORQUE. (SEE BASE CONNECTION DATA TABLE).
   E. BURR THREADS AT JUNCTION WITH NUT WITH A CENTER PUNCH TO PREVENT NUT FROM LOOSENING.
3. FRICTION CAPS TO BE MANUFACTURED FROM HOT ROLLED OR COLD ROLLED STEEL SHEETS. FOR ALL PIPE SIZES, MINIMUM THICKNESS SHALL BE 20 GAGE SHEET METAL. RIM EDGES SHALL BE REASONABLY STRAIGHT AND SMOOTH. CAPS SHALL BE SIZED AND FORMED IN SUCH A MANNER AS TO PROVIDE A DRIVE-ON FRICTION FIT AND HAVE NO TENDENCY TO ROCK WHEN SEATED ON PIPE. THE DEPTH SHALL BE SUFFICIENT TO GIVE POSITIVE PROTECTION AGAINST ENTRANCE OF RAINWATER. THEY SHALL BE FREE OF SHARP CREASES OR INDENTATIONS AND SHOW NO SIGNS OF METAL FRACTURE. ALL CAPS TO BE SAME IN SHAPE AND GENERAL APPEARANCE AS APPROVED BY THE ENGINEER.
4. STUB PROJECTION SHOULD BE MEASURED OVER A 5'-0" CHORD AS PER AASHTO SPECIFICATIONS, LATEST EDITIONS. SEE SHEET SSD-6B FOR DIAGRAM.
5. FLAT BAR SHALL BE WELDED ON POST SO THAT SIGN FACES TRAFFIC AND IS ON SINGLE BOLT SIDE OF POST. SEE SECTION A-A.



SECTION A–A

NOTE: SEE DATA TABLE FOR DIMENSIONS

BASE CONNECTION DATA TABLE

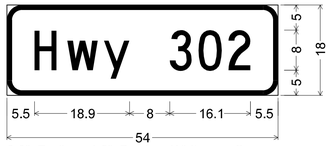
DIMENSIONS NOMINAL PIPE SIZES	BOLT SIZE & TORQUE	T	W	C	*D	*E	F	G	*H	J	K	L	M	*N	P	S	U	V	R
3"	5/8" X 2½" 300 in · lbs	5/8"	3/8"	1"	10⅜"	2 5/16"	½"	3/8"	½"	1¾"	3½"	1¾"	1¼"	2⅞"	6"	9"	2"	4¼"	11/32"
4" 5"	¾" X 3" 500 in · lbs	⅞"	7/16"	1 7/16"	13"	2⅞"	½"	⅜"	⅝"	2½"	4½"	2¼"	1½"	3⅝"	7½"	11¼"	2½"	5¾"	13/32"

* NOTE: APPROXIMATE DIMENSIONS

REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		BREAKAWAY SIGN SUPPORTS	
		TYPE A, B, C, AND D POSTS	
		PROJ. NO.: HSIP–0021–01(061)	WORKING NUMBER
		COUNTY: DESOTO	SSD–4C
DATE		FILENAME: SSD-4C.DGN	SHEET NUMBER
		DESIGN TEAM ICA CHECKED DATE	2016

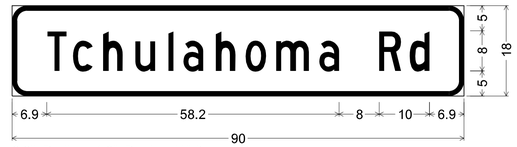
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
7/8/2015 15:39:49 SSD-4C.DGN

STATE	PROJECT NO.
MISS.	HSIP-0021-01(061)



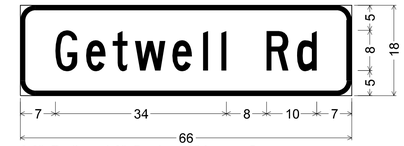
3.0" Radius, 1.0" Border, White on Green;
[Hwy 302] C;
Table of letter and object lefts.

H	w	y	3	0	2
5.5	12.0	19.3	32.4	38.2	44.1



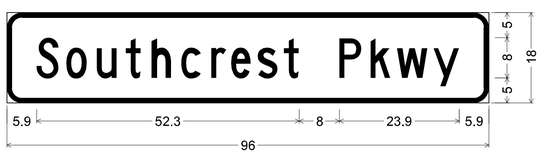
3.0" Radius, 1.0" Border, White on Green;
[Tchulahoma Rd] C;
Table of letter and object lefts.

T	c	h	u	l	a	h	o	m	a	R	d
6.9	12.1	18.1	24.6	31.0	34.1	40.6	46.5	52.6	61.2	73.1	79.2



3.0" Radius, 1.0" Border, White on Green;
[Getwell Rd] C;
Table of letter and object lefts.

G	e	t	w	e	l	l	R	d
7.0	13.1	18.4	22.8	30.3	36.3	39.9	49.0	55.1



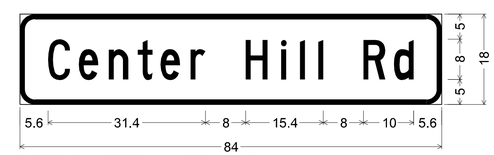
3.0" Radius, 1.0" Border, White on Green;
[Southcrest Pkwy] C;
Table of letter and object lefts.

S	o	u	t	h	c	r	e	s	t
5.9	11.8	17.9	23.7	28.8	34.7	40.7	44.7	50.0	55.2

P	k	w	y
66.2	72.4	w	77.7	85.0

3.0" Radius, 1.0" Border, White on Green;
[Craft Rd] C;
Table of letter and object lefts.

C	r	a	f	t	R	d
6.4	12.9	16.9	22.7	26.5	37.6	43.7



3.0" Radius, 1.0" Border, White on Green;
[Center Hill Rd] C;
Table of letter and object lefts.

C	e	n	t	e	r	H	i	l	l	R	d
5.6	11.7	17.7	23.5	28.0	34.0	45.0	52.0	55.6	59.3	68.4	74.5

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STREET NAME SIGNS

STREET NAME SIGN DETAIL

PROJ. NO.: HSIP–0021–01(061)

COUNTY: DESOTO

FILENAME: SNS-1.DGN

DESIGN TEAM ICA CHECKED DATE

WORKING NUMBER
SNS–1

SHEET NUMBER
2017

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/8/2015 15:39:55 SNS-1.DGN