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STATE OF MISSISSIPPI  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY  
STATE PROJECT NO. EXB-0051-02(021)**

NEW SR 32 BRIDGE OVER THE CN RAILROAD, EXTEND BOX  
BRIDGE No. 42.9, AND REPLACE BRIDGES 43.1, 43.5, & 43.7

102383 /301000

**TALLAHATCHIE COUNTY**

MDOT WEST ZONE

**SCALES**

PLAN	1 IN. = 100 FT.
PROFILE {	HOR. 1 IN. = 100 FT.
	VERT. 1 IN. = 10 FT.
LAYOUT	1 IN. = 2700 FT.

B.O.P. 183 + 00

E.O.P. 295 + 82.109

**BRIDGE STRUCTURES REQ'D.**

(A) Sta. 216 + 86.36  
Reloc. SR 32 Over Illinois Central Railroad  
Single 3 Span Bridge Required  
Spans 1 @ 96, 1 @ 135', 1 @ 101'  
Skew = 31°39'28.1509"  
Total Length Along  $\zeta$  = 334.74'

(B) Bridge No. 43.1 (Williams Lake)  
Sta. 245 + 63.21  
SR 32 Over Williams Lake  
Single 5 Span Bridge Required  
Spans 2 @ 40, 1 @ 100', 2 @ 40'  
Skew = 0°  
Total Length Along  $\zeta$  = 261.58'

(C) Bridge No. 43.5 (Blue Slough)  
Sta. 267 + 11.21  
SR 32 Over Blue Slough  
Single 5 Span Bridge Required  
Spans 6 @ 40'  
Skew = 0°  
Total Length Along  $\zeta$  = 241.58'

(D) Bridge No. 43.7 (Tallahatchie River Relief)  
Sta. 276 + 69.21  
SR 32 Over (Relief)  
Single 3 Span Bridge Required  
Spans 3 @ 40'  
Skew = 0°  
Total Length Along  $\zeta$  = 121.58'

**BOX BRIDGES REQ'D.**

(AA) Box Bridge No. 42.9 (Tallahatchie River Relief)  
Sta. 236 + 21  
Box Bridge Extension Required  
Dbl. 16' x 6' Relief  
Skew = 7°26' Rt. Fwd.  
Total Length Along  $\zeta$  = 34.53'

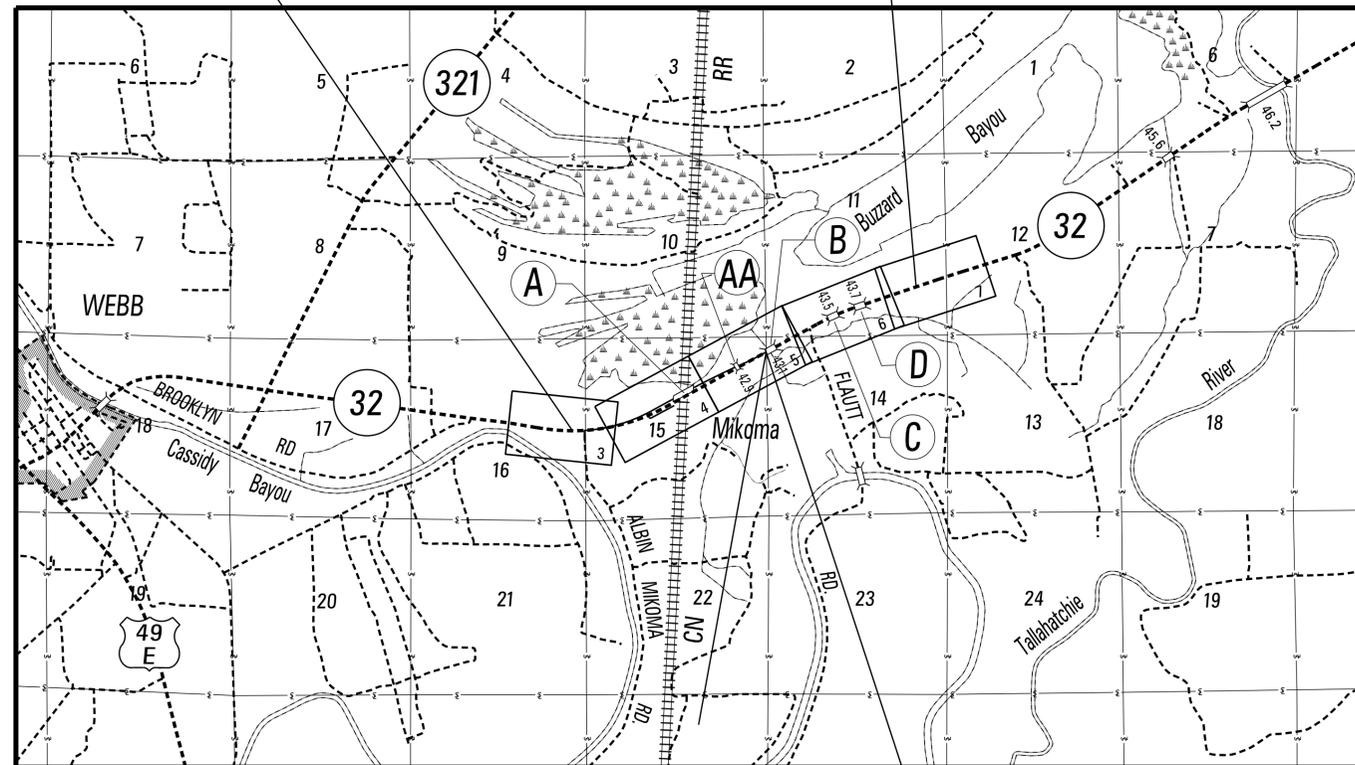
**GPS CONTROL NOTES**

HORIZONTAL DATUM: NAD 83 (1993) MS WEST ZONE (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
49GPS	1639878.742	2268596.536
BLACK2	1579353.436	2304436.974
CHARLES	1632711.863	2373647.029

VERTICAL DATUM:	NAVD 88	(US SURVEY FEET)
VERTICAL MONUMENT	ELEVATION	
CHARLES	173.299'	

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET  
**CONVERSION VALUES** PROJECT AVERAGE  
GROUND TO GRID (COMBINED) FACTOR 0.999949775  
GRID TO GEODETIC AZIMUTH PER SITE



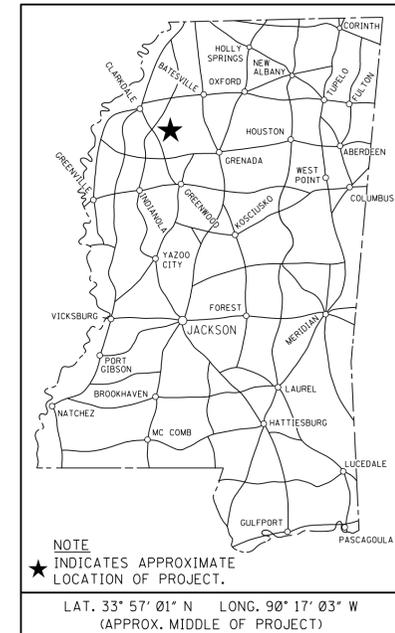
**EQUATIONS** 245 + 50 END GRADING  
STA. 294 + 13.301 B.K. = STA. 294 + 95.41 A.H.  
**SR 32 TIE**

**EXCEPTIONS**  
NONE

**LENGTH DATA**

LENGTH OF ROADWAY	10,240.52 FT.	1.939 MI.
LENGTH OF BRIDGES	959.48 FT.	0.182 MI.
LENGTH OF PROJECT (NET)	11,200.00 FT.	2.121 MI.
LENGTH OF EXCEPTIONS	0.00 FT.	0.000 MI.
LENGTH OF PROJECT (GROSS)	11,200.00 FT.	2.121 MI.

STATE	PROJECT NO.	SHEET NO.
MISS.	EXB-0051-02(021)	1



**DESIGN CONTROL**

65 MPH = V (SPEED DESIGN)

ADT (2018) = 1300 ; ADT (2038) = 1600  
DHV = 180 ; D = 60 % T = 12 %

**PERMITS ACQUIRED BY MDOT**

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

	WATERS	WETLANDS
NATIONWIDE #14	<input type="checkbox"/>	<input type="checkbox"/>
NATIONWIDE (OTHER)*	<input type="checkbox"/>	<input type="checkbox"/>
GENERAL*	<input type="checkbox"/>	<input type="checkbox"/>
INDIVIDUAL (404)*	<input type="checkbox"/>	<input type="checkbox"/>

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

**STORMWATER PERMIT**

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

APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

P S & E DATE: 11/30/15

APPROVED: \_\_\_\_\_  
DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER  
EXECUTIVE DIRECTOR





STATE	PROJECT NO.
MISS.	EXB-0051-02(021)

DESCRIPTION OF SHEET

WKG. NO.    SH. NO.

PERMANENT SIGNING PLANS (10)

PERMANENT SIGNING PLAN	PSP-1	1001
PERMANENT SIGNING PLAN	PSP-2	1002
PERMANENT SIGNING PLAN	PSP-3	1003
PERMANENT SIGNING PLAN	PSP-4	1004
PERMANENT SIGNING PLAN	PSP-5	1005

SIGNING REMOVAL PLAN	SRP-1	1006
SIGNING REMOVAL PLAN	SRP-2	1007
SIGNING REMOVAL PLAN	SRP-3	1008
SIGNING REMOVAL PLAN	SRP-4	1009
SIGNING REMOVAL PLAN	SRP-5	1010

STANDARD DRAWINGS - ROADWAY SHEETS (26)

PAVEMENT MARKING DETAILS FOR 2-LANE & 4-LANE DIVIDED HIGHWAYS	12/01/99	PM-1	6120
EROSION CONTROL		EC-1	6140
TYPICAL TEMPORARY EROSION CONTROL MEASURES		TEC-3	6144
GUARD RAIL: "W" BEAM (WOOD POSTS)	03/01/02	GR-1	6180
GUARD RAIL: THRIE BEAM (WOOD POSTS)	03/01/02	GR-1A	6181
GUARD RAIL: "W" BEAM (METAL POSTS)	03/01/02	GR-1B	6182
GUARD RAIL: MODIFIED THRIE BEAM (STEEL POSTS)	03/01/02	GR-1C	6183
GUARD RAIL TYPICAL INSTALLATION AT BRIDGE APPROACHES (2-LANE, 2-WAY TRAFFIC)	12/01/99	GR-4A	6195
GUARD RAIL: MISCELLANEOUS HARDWARE	03/01/02	GR-HW	6202
STANDARD ROADSIDE SIGNS		SN-3A	6223
STANDARD ROADSIDE SIGNS	03/01/02	SN-3B	6224
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION	03/01/02	SN-4	6225
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION	03/01/02	SN-4A	6226
TYPICAL GUARD RAIL DELINEATION	03/01/02	SN-8C	6236
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO WAY TRAFFIC		TCP-1	6250
SHORT DURATION CLOSING OF TWO-LANE TWO WAY HIGHWAYS		TCP-8	6257
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS & TWO-LANE ROADS	12/01/99	TCP-11	6260
TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS		TCP-14	6263
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE	12/01/99	TCP-15	6264
RURAL DRIVEWAYS		RD-1	6271
TYPICAL GRADING TRANSITION BETWEEN CUTS AND FILL		GT-1	6272
MISCELLANEOUS DETAIL SHEET		MDS-1	6290
DETAILS OF PAVED FLUMES		PF-1	6291
PIPE CULVERT INSTALLATION		PI-1	6300
CONCRETE PIPE COLLAR		PC-1	6301
FLARED END SECTION FOR CONCRETE PIPE		FE-1	6328

STANDARD DRAWING - BRIDGE SHEETS (9)

BOX CULVERT DRAWING - BARREL JOINT LOCATIONS - NORMAL & SKEWED CULVERTS GROUP I DIAGRAMS		IBJL-1	7001
COLLAR DETAILS FOR BOX STRUCTURES		ICJ-1	7004
BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHT - 6 FT. - SPANS - 12-32 FT.		IBD-6-2W	7028
BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHT - 6 FT. - SPANS - 12-32 FT.		IBD-6-2W	7029
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHTS - 6-12 FT. - SPANS - 12-40 FT.		IWD-3	7036
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHTS - 6-12 FT. - SPANS - 12-40 FT.		IWD-3	7037
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING - DOUBLE CELL - HEIGHTS - 6-12 FT. - SPANS - 12-40 FT.		IWD-3	7038

BOX CULVERT DRAWING - 15 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-15-3W	7050
BOX CULVERT DRAWING - 15 DEG. SKEW DETAILS - WINGS WITH 3:1 SLOPE - SINGLE & DOUBLE CELL CULVERTS	ISK-15-3W	7051

SPECIAL DESIGN BRIDGE SHEETS - SEE BRIDGE SHEETS BEGINNING ON 8001

CROSS SECTIONS (81)

STA. 177+00.00 TO STA. 297+00.00 (S.R. 32)	9001-9065
STA. 10+00.00 TO STA. 13+85.52 (ALBIN MIKOMA RD.)	9066-9068
STA. 30+00.00 TO STA. 43+37.55 (ACCESS RD.)	9069-9077
STA. 10+00.00 TO STA. 12+48.16 (FLAUTT RD.)	9078-9081

TOTAL SHEETS (NOT INCLUDING BRIDGE SHEETS) = (228)

12/1/2015 09:10:35 DETINDEX.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>DETAIL INDEX</b>	
	
TALLAHATCHIE COUNTY	
PROJECT NO.: EXB-0051-02(021)	
WORKING NUMBER	DI-2
SHEET NUMBER	3
DATE	FILENAME: DETINDEX.DGN
DESIGN TEAM	ROBERTS CHECKED DATE

STATE	PROJECT NO.
MISS.	EXB-0051-02(021)

GENERAL NOTES

- (1) THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- (2) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).
- (3) ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.
- (4) A SOIL PROFILE HAS BEEN PREPARED FOR THIS PROJECT USING SAMPLES TAKEN FROM HOLES AT THE LOCATIONS INDICATED IN THE TEST REPORTS. THIS SOIL PROFILE IS ON FILE IN THE DISTRICT AND CENTRAL CONSTRUCTION OFFICES AND IS AVAIL-ABLE FOR EXAMINATION. THE DEPARTMENT DOES NOT GUARANTEE THAT THE MATERIALS AS SHOWN IN THE REPORTS ARE NECESSARILY TO BE FOUND OUTSIDE THE TEST HOLES.
- (5) 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
- (6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPES, INLETS, APRONS, AND BRIDGES FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- (7) 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 SEALER TO THE SATISFACTION OF THE ENGINEER. THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.
- (8) VOIDS CREATED BY THE REMOVAL OF, BUT NOT LIMITED TO, POSTS, CONCRETE ANCHORS, AND FOOTINGS SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE COST OF WHICH WILL BE ABSORBED IN OTHER ITEMS BID.
- (9) UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF-WAY. THE ENGINEER 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.
- (10) WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION OR ANY STRUCTURES ADJACENT TO THE EXCAVATION. ALL COSTS FOR DESIGNING, DRAWING, AND CONSTRUCTING THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.
- (11) WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE. (SEE WK. NO. ECD-3)
- (12) FULL COLLARS ARE TO BE USED AT ALL BOX CULVERT EXTENSIONS AND AT ALL BOX CULVERT CONSTRUCTION JOINTS. (SEE WK. NO. ICJ-1 FOR DETAILS)
- (13) FOR LIST OF PUBLIC UTILITIES, SEE WORKING NO. 3.
- (14) ALL POST LENGTHS FOR SIGNS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION.
- (15) FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED ON THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.

GENERAL NOTES (CONT.)

- (16) THE COST OF ANY COLLARS REQUIRED TO CONNECT CONCRETE FLARED END SECTIONS TO NON-CONCRETE PIPE SECTIONS SHALL BE ABSORBED IN THE COST FOR NON-CONCRETE PIPE.
- (17) ALL DIMENSIONS AND SPACINGS FOR BRIDGE RAIL CONNECTORS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.
- (18) THE CONTRACTOR SHALL COVER ANY TEMPORARY TRAFFIC CONTROL SIGNS SHOWN IN THE TRAFFIC CONTROL PLAN THAT DO NOT APPLY TO THE CURRENT PHASE
- (19) ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
- (20) CLEARING IN WETLANDS IS LIMITED TO TEN (10) FEET BEYOND CONSTRUCTION LIMITS EXCEPT UNDER BRIDGES AND IN SIGHT FLARES. CLEARING UNDER BRIDGES (IN WETLANDS) IS LIMITED TO WITHIN TWENTY-FIVE (25) FEET ON ONE SIDE OF THE CENTERLINE AND FIFTY (50) FEET ON THE OTHER SIDE OF THE CENTERLINE. WITHIN THIS SEVENTY-FIVE (75) FOOT WIDE AREA, THE CONTRACTOR SHALL BE PERMITTED TO CONSTRUCT A TEMPORARY HAUL ROAD. UPON COMPLETION OF THE BRIDGE, THIS ROAD SHALL BE REMOVED BY THE CONTRACTOR TO NATURAL GROUND ELEVATION. ALL COSTS ASSOCIATED WITH THE HAUL ROAD ARE TO BE INCLUDED IN OTHER BID ITEMS. ADDITIONAL CLEARING IN THE VICINITY OF THE BRIDGE, OUTSIDE THE SEVENTY-FIVE (75) FOOT WIDE AREA, IS TO BE DONE WITH SAWS ONLY (NO DOZERS OR OTHER MECHANIZED CLEARING WHICH WILL DISTURB THE NATURAL GROUND SURFACE).
- (21) REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.
- (22) REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM, AND SHALL BE ABSORBED IN OTHER ITEMS BID.
- (23) WHERE MILLING IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDERS AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON THE MILLED SURFACE, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
- (24) THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM REQUIREMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SILT DOES NOT LEAVE THE RIGHT OF WAY OR CONTAMINATE WATERS OF THE U. S. DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION. ANY ADDITIONAL SILT BASINS NOT SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACTOR'S EROSION CONTROL PLAN PRIOR TO SUBMITTING FOR APPROVAL.
- (25) PRIOR TO EARTHWORK OPERATIONS, THE EXISTING TOP 6" TOPSOIL IS TO BE STRIPPED AND STOCKPILED. AFTER THE GRADING OPERATIONS ARE COMPLETED, SAID TOPSOIL SHALL BE PLACED ON ALL AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE PROTECTED, IN ACCORDANCE WITH SECTION 211 OF THE SPECIFICATIONS, OR THE VEGETATION SCHEDULE (SEE WK. SH. VS-1). EXISTING TOPSOIL AND ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE EXISTING TOPSOIL IS TO BE ABSORBED IN OTHER EARTHWORK ITEMS.

10/23/2015 10:28:59 GNOTES.DGN

		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		<b>GENERAL NOTES</b>	
		TALLAHATCHIE COUNTY	
		PROJECT NO.: EXB-0051-02(021)	
		FILENAME: GNOTES.DGN	
		DESIGN TEAM ROBERTS CHECKED DATE	
			
		WORKING NUMBER	
		GN-1	
		SHEET NUMBER	
		4	

