1st O.REV.

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
☐	BOX CULVERT STD. DRAWINGS (LRFD)	7001
☐	BOX CULVERT STD. DRAWINGS (STD. SPEC.)	7501
☒	BRIDGE	8001
☐	CROSS SECTIONS	9001

BRIDGE STRUCTURES REQ'D.

NONE

BOX BRIDGES REQ'D.

NONE

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. BR–0058–01(037)

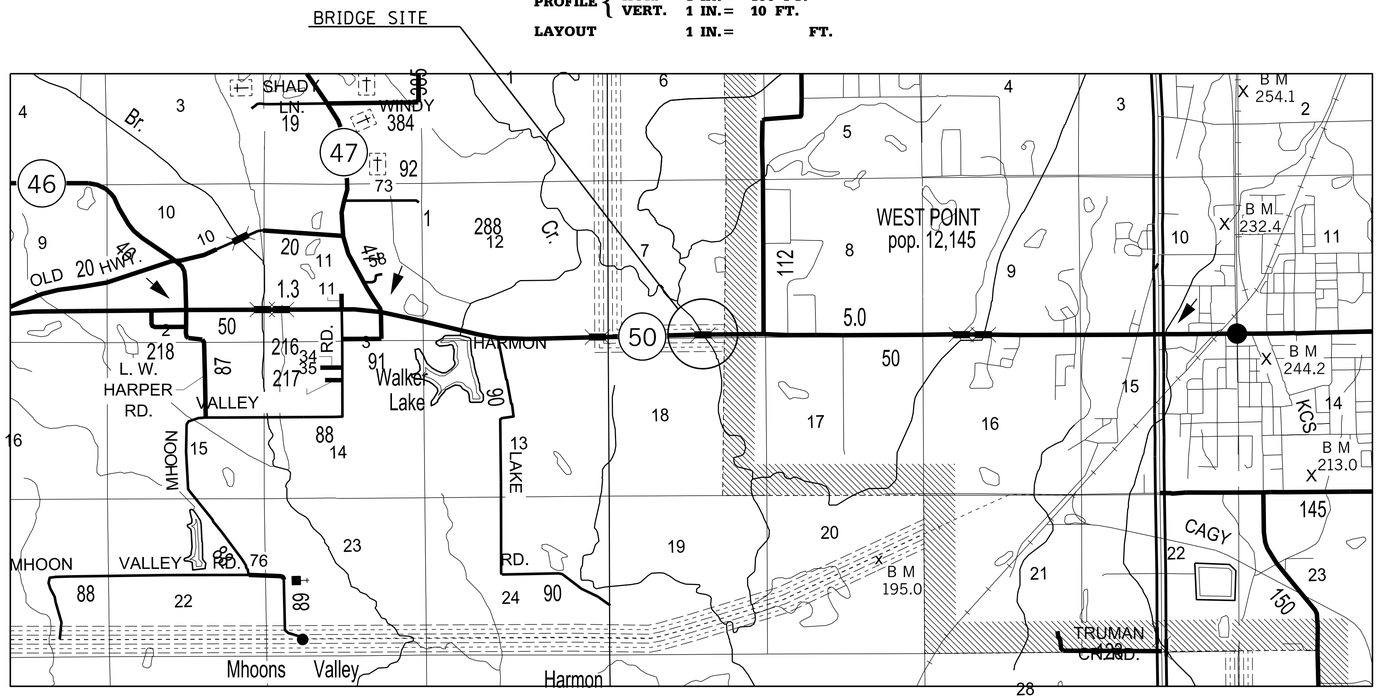
FMS CON. NO. 107860/ 301000

SR 50 over Chuquatonchee Creek(69.9)

1 BRIDGE REPAIR

SCALES

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



CONVENTIONAL SYMBOLS

COUNTY LINE

TOWN CORPORATION LINE

SECTION LINE

EXISTING ROAD OR TRAVELED WAY

PROPOSED ROAD OR TRAVELED WAY

RAILROAD

SURVEY LINE

BRIDGES

EQUATIONS

NONE

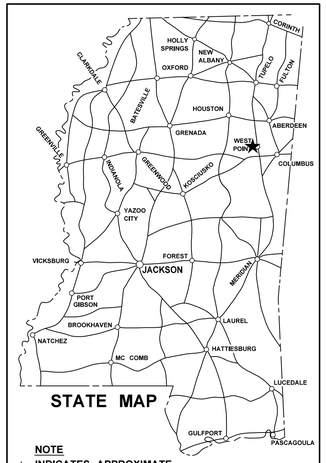
EXCEPTIONS

NONE

LENGTH DATA

	FT.	MI.
LENGTH OF ROADWAY		MI.
LENGTH OF BRIDGES	FT.	MI.
LENGTH OF PROJECT (NET)		MI.
LENGTH OF EXCEPTIONS	FT.	MI.
LENGTH OF PROJECT (GROSS)		MI.

STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	BR–0058–01(037)	1



STATE MAP

NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 33° 36' 26.49" N LONG. 88° 42' 31.11" W
(APPROX. MIDDLE OF PROJECT)

DESIGN CONTROL

_____ MPH = V (SPEED DESIGN)

ADT (____) = _____: ADT (____) = _____

DHV = _____ : D = _____% T = _____%

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS

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

STORMWATER PERMIT [N]

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: _____

P S & E DATE: 12/18/2018

APPROVED:

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DATE	REVISIONS	BY
2/2/19	ADDED PROJECT DESCRIPTION	DSP

TITLE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

3/1/2019 11:16:17 AM D:_TITLE_SH-50

FMS CON: 107860/301000

1st O.REV.

STATE	PROJECT NO.
MISS.	BR-0058-01(037)

DESCRIPTION OF SHEET

	WKG. NO.	SH. NO.
TITLE SHEET (1)		
DETAILED INDEX AND GENERAL NOTES (1)	DI-1	2
QUANTITY SHEETS (1)		
SUMMARY OF QUANTITIES	SQ-1	3
SPECIAL DESIGN SHEETS (2)		
DETAIL CONSTRUCTION SIGNING	DCS-1	4
DETAIL CONSTRUCTION SIGNING	DCS-2	5
STANDARD DRAWINGS (2017) - ROADWAY SHEETS (19)		
PAVEMENT MARKING DETAILS FOR 2-LANE & 4-LANE DIVIDED HIGHWAYS	PM-1	6051
TYPICAL TEMPORARY EROSION CONTROL/SEDIMENT CONTROL APPLICATIONS	ECD-1	6101
DETAILS OF SEDIMENT BARRIER APPLICATIONS	ECD-2	6102
DETAILS OF SILT FENCE APPLICATIONS	ECD-3	6103
DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS	ECD-4	6104
TEMPORARY EROSION, SEDIMENT, AND WATER POLLUTION CONTROL MEASURES		
(SILT FENCE AND HAY BALE DITCH CHECKS)	ECD-5	6105
DETAILS OF EROSION CONTROL WATTLE DITCH CHECK	ECD-6	6106
DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK	ECD-7	6107
ROCK DITCH CHECK	ECD-8	6108
ROCK FILTER DAM	ECD-9	6109
ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM	ECD-10	6110
STABILIZED CONSTRUCTION ENTRANCE	ECD-16	6116
FLOATING TURBIDITY CURTAIN	ECD-20	6120
SEDIMENT RETENTION BARRIER	ECD-22	6122
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)	TCP-1	6351
SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS	TCP-6	6356
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	TCP-8	6358
TRAFFIC CONTROL PLAN: UNEVEN PAVEMENT DETAILS	TCP-12	6362
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS	TCP-13	6363
SPECIAL DESIGN BRIDGE SHEETS - SEE BRIDGE SHEETS BEGINNING ON 8001		
TOTAL SHEETS (NOT INCLUDING BRIDGE SHEETS) (24)		

GENERAL NOTES

1. THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFICCONTROL 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. 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.
5. 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.
6. 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.
7. ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.
8. ALL ADDENDA TO THESE PLANS WILL BE POSTED TO WWW.MDOT.MS.GOV UNDER THE PROPOSAL ADDENDA COLUMN. BIDDERS ARE ADVISED THAT HARD COPIES OF ANY ADDENDA FOR THIS PROJECT WILL NOT BE MAILED. IT IS THE BIDDER'S RESPONSIBILITY TO CHECK AND SEE IF ANY ADDENDA HAVE BEEN POSTED FOR THIS PROJECT.
9. STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURES.

PS & E PLANS-DATE 12/18/2018		
FMS CON. #107860/301000		
REVISIONS		
DATE	SHEET NO.	BY
2/21/19	1, 2, 3	DSP

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJ. NO.: BR-0058-01(037)

COUNTY: CLAY

WORKING NUMBER DI-1

SHEET NUMBER 2

FILENAME: RWD-DI-50

DESIGN TEAM _____ CHECKED _____ DATE _____

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

2/21/2019 9:11:12 AM RWD-DI-50

FMS: 107860-301000

1st O.REV.

STATE	PROJECT NO.
MISS	BR-0058-01(037)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	CLAY : 107860-301000	
			Prelim	Final
234-A001	Temporary Silt Fence	LF	180	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
620-A001	Mobilization	LS	1	
907-808-A002	Joint Repair	LF	1,108	
815-A007	Loose Riprap, Size 300	TON	730	
815-E001	Geotextile under Riprap	SY	540	
907-823-A001	Preformed Joint Seal, Type I	LF	554	
907-823-B001	Saw Cut, Type I	LF	1,108	
907-824-PP005	Bridge Repair, Epoxy Repair, Per Plans	CF	35	
907-824-PP006	Bridge Repair, Bearing Plate Replacement, Per Plans	EA	8	
907-824-PP006	Bridge Repair, Steel Pile Connecting Angles, Per Plans	EA	104	
907-824-PP006	Bridge Repair, Riser Repair Plates, Per Plans	EA	14	
907-824-PP006	Bridge Repair, Cap Cleaning, Per Plans	EA	22	
907-824-PP006	Bridge Repair, Exterior Girder Support Plates, Per Plans	EA	7	
907-824-PP006	Bridge Repair, Interior Girder Support Plates, Per Plans	EA	6	
907-845-A001	Coating Existing Structural Steel	LS	1	

△1

△1

△1

REVISED QUANTITY		DP
Revision		By
02/19/2019		
Date		
Design Team	Checked Date	

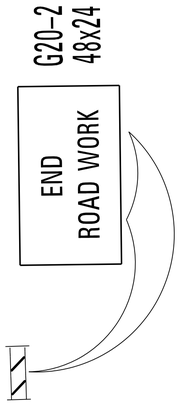
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PROJ NO: BR-0058-01(037)
COUNTY: CLAY
FILENAME: SQ-1

Working Number: SQ-1
Sheet Number: 3

FMS CON: 107860/301000

STATE	PROJECT NO.
MISS.	BR-0058-01(037)



SR 50

SR 50

REFER TO TCP-1 FOR TRAFFIC CONTROL

NOTE: ALL ITEMS SHOWN ON THIS SHEET WILL BE ABSORBED IN MAINTENANCE OF TRAFFIC, 618-A001.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

11/26/2018 11:11:50 PMRWD-DCS-50

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF
CONSTRUCTION SIGNING

PROJ. NO.: BR-0058-01(037)
COUNTY: CLAY

REVISION | BY | DATE

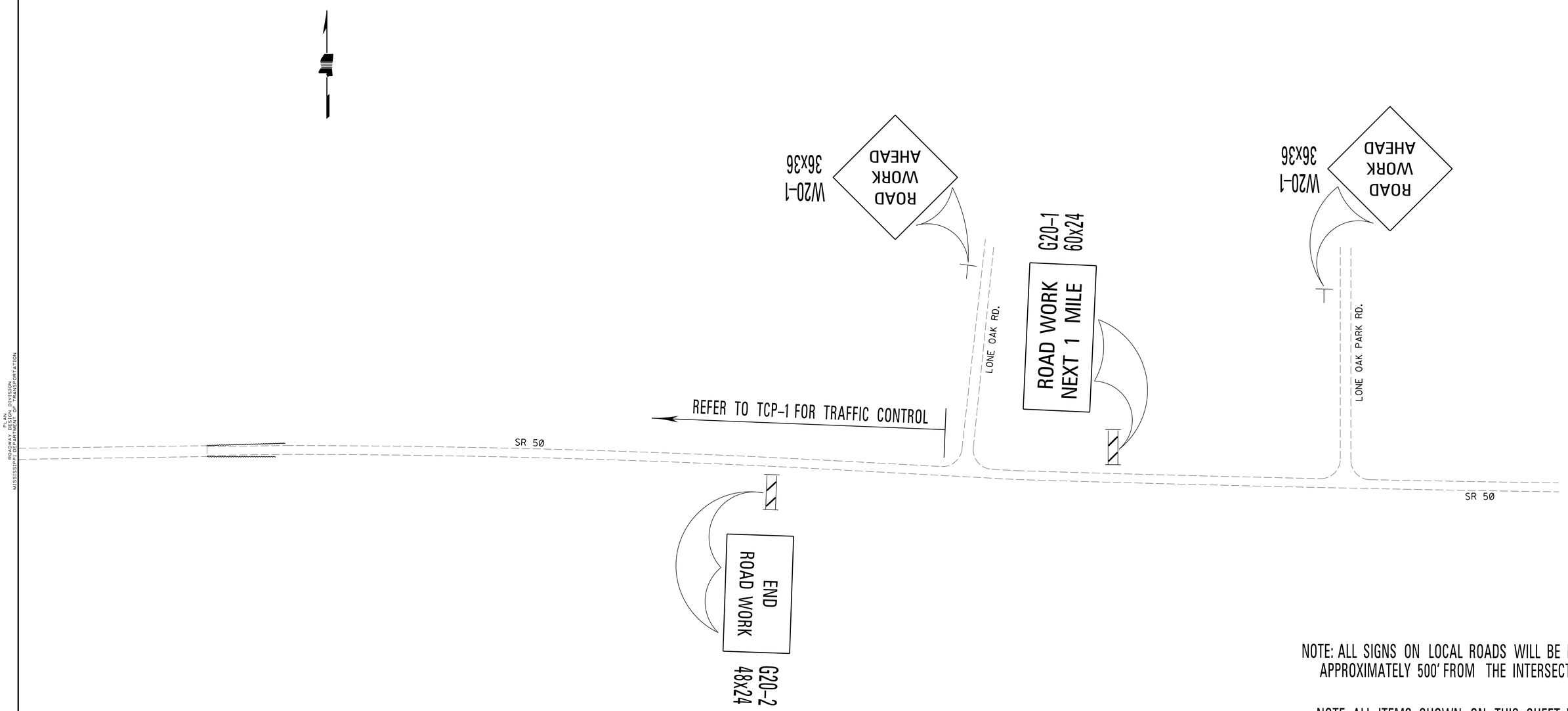
FILENAME: RWD-DCS-50
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
DCS-1

SHEET NUMBER
4

FMS CON: 107860/301000

STATE	PROJECT NO.
MISS.	BR-0058-01(037)



NOTE: ALL SIGNS ON LOCAL ROADS WILL BE PLACED APPROXIMATELY 500' FROM THE INTERSECTION

NOTE: ALL ITEMS SHOWN ON THIS SHEET WILL BE ABSORBED IN MAINTENANCE OF TRAFFIC, 618-A001.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF CONSTRUCTION SIGNING

PROJ. NO.: BR-0058-01(037)
COUNTY: CLAY

WORKING NUMBER **DCS-2**

SHEET NUMBER **5**

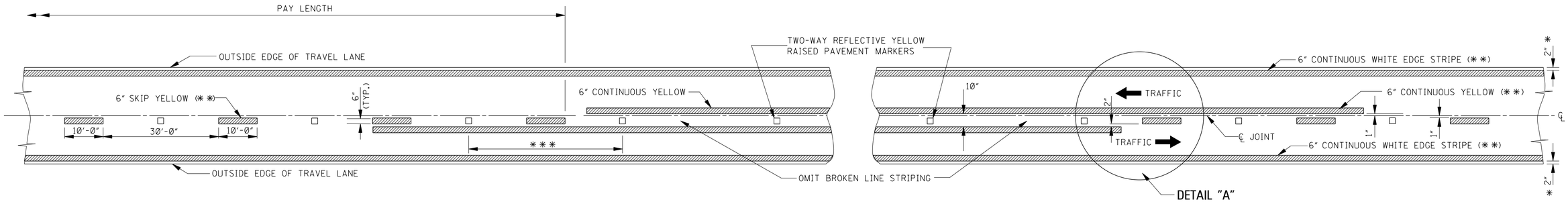
DATE | REVISION | BY

FILENAME: **RWD-DCS-50**
DESIGN TEAM _____ CHECKED _____ DATE _____

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

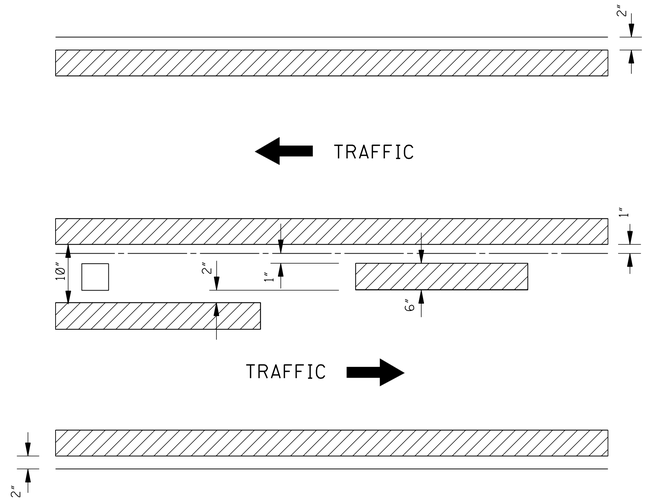
1/26/2018 11:21:11 PM RWD-DCS-50

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 11-1.01.



DETAIL "A"

GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS. FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.

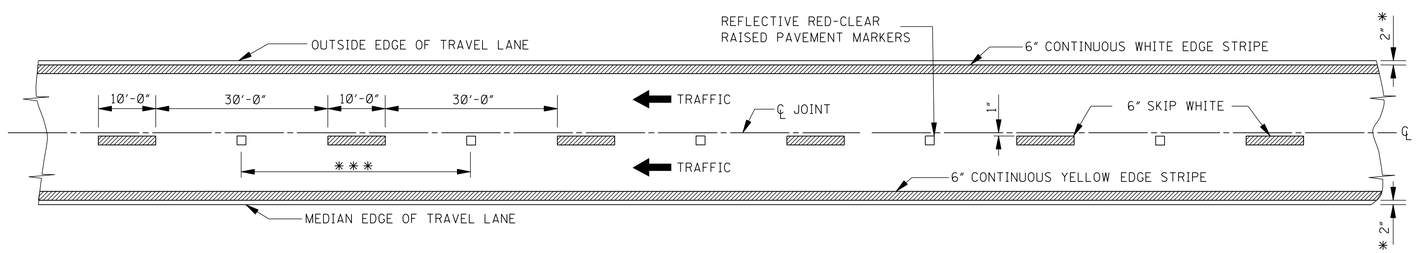
* * 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

* * * 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."



4–LANE WITH ONE–WAY TRAFFIC

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR 2–LANE AND 4–LANE DIVIDED ROADWAYS

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
PM-1

SHEET NUMBER
6051

STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS SHOULD 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).

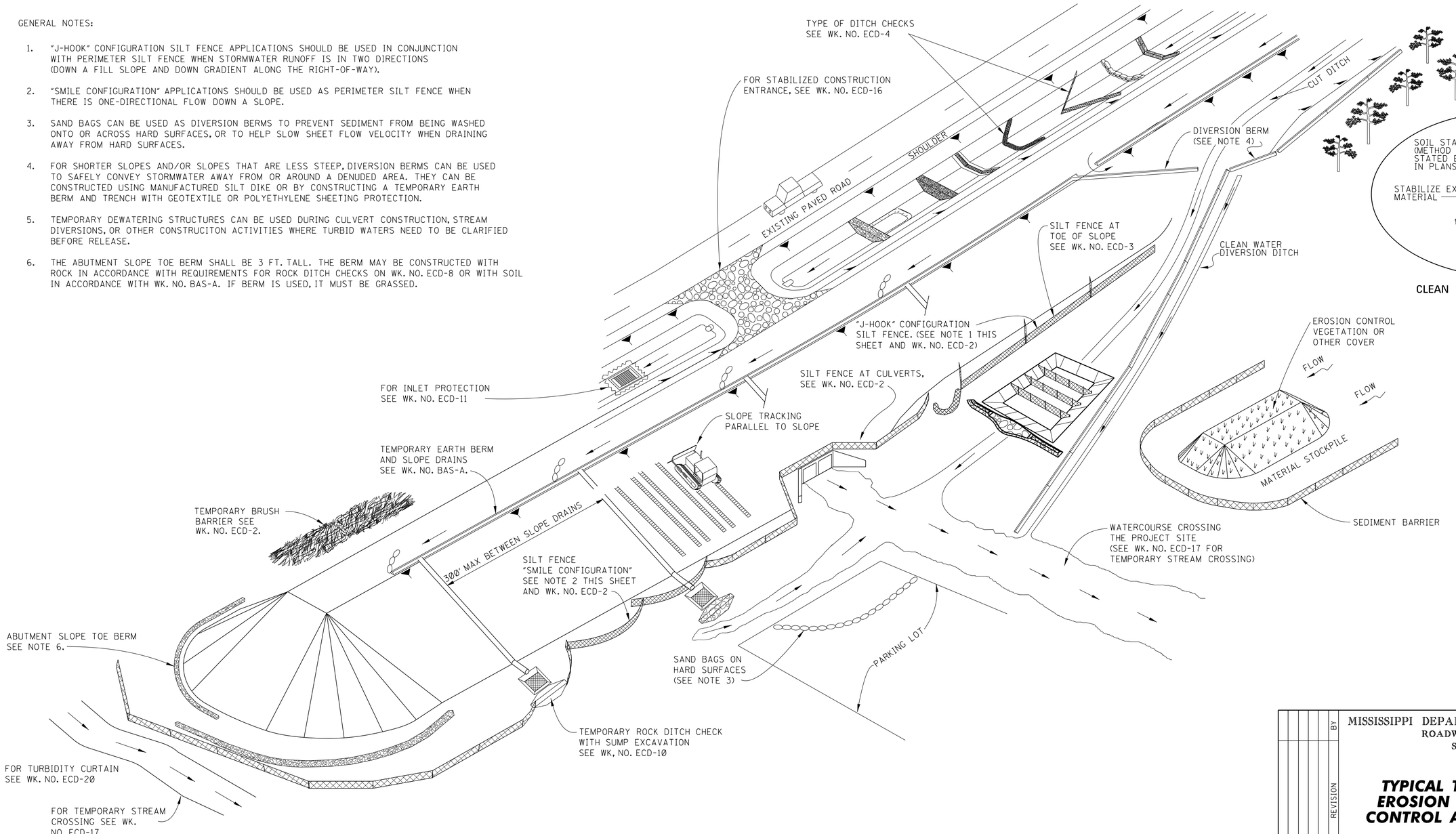
2. "SMILE CONFIGURATION" APPLICATIONS SHOULD BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.

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 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 CONSTRUCITON ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.

6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FT. TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON WK. NO. ECD-8 OR WITH SOIL IN ACCORDANCE WITH WK. NO. BAS-A. IF BERM IS USED, IT MUST BE GRASSED.

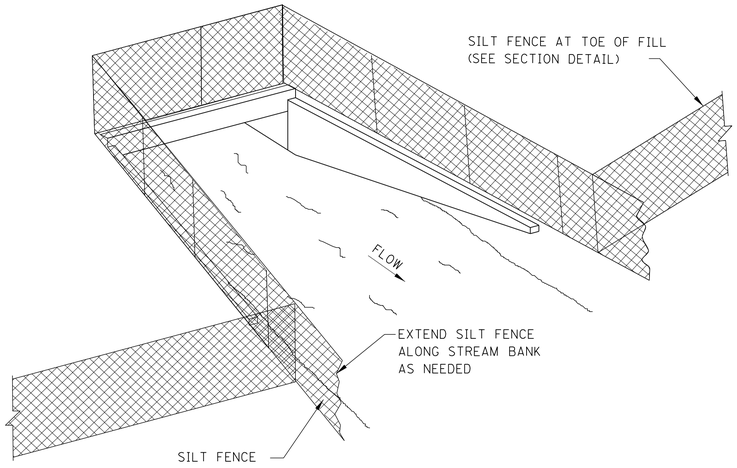


		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
		REVISION	**TYPICAL TEMPORARY EROSION / SEDIMENT CONTROL APPLICATIONS**
		DATE	ISSUE DATE: AUGUST 01, 2017

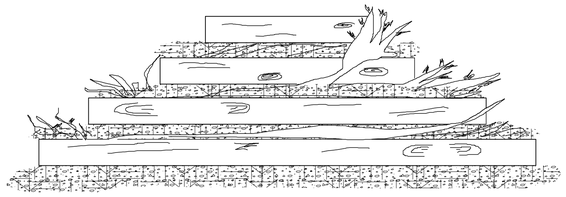
WORKING NUMBER ECD-1

SHEET NUMBER 6101

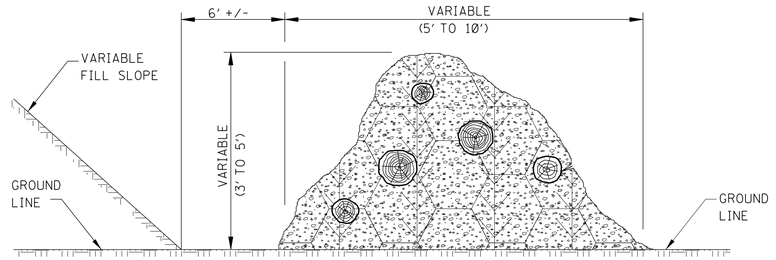
STATE	PROJECT NO.
MISS.	



SEDIMENT BARRIER AT CROSS DRAIN



FRONT ELEVATION



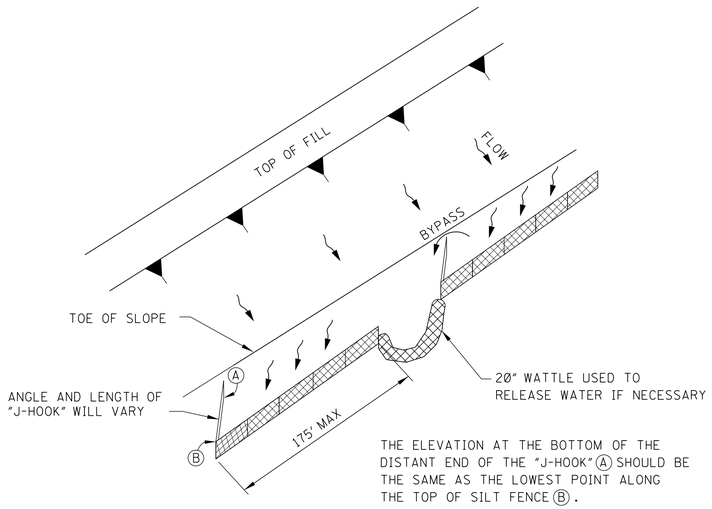
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

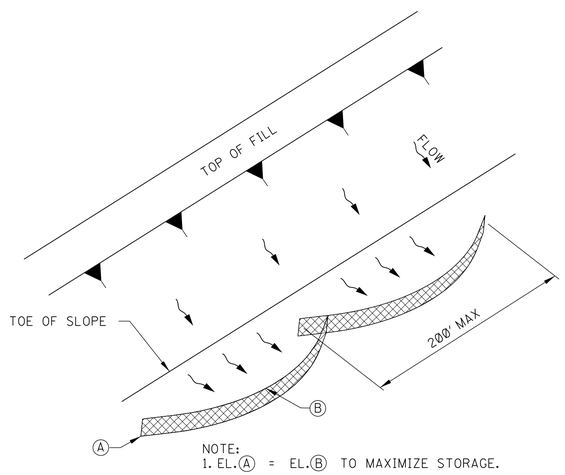
NOTES:

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 TO 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. THE COST OF FABRIC TO BE INCLUDED IN OTHER ITEMS BID.
5. TEMPORARY BRUSH BARRIER WILL NOT BE MEASURED FOR SEPARATE PAYMENT.

NOTE: ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON WK. NO. ECD-3

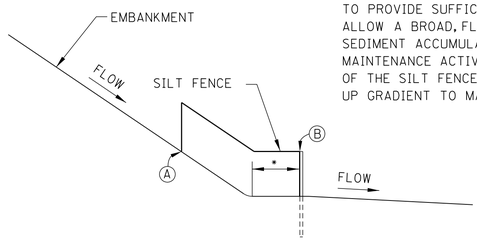


"J–HOOK" SILT FENCE
APPLICATION



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

"SMILE–CONFIGURATION" SILT FENCE
APPLICATION

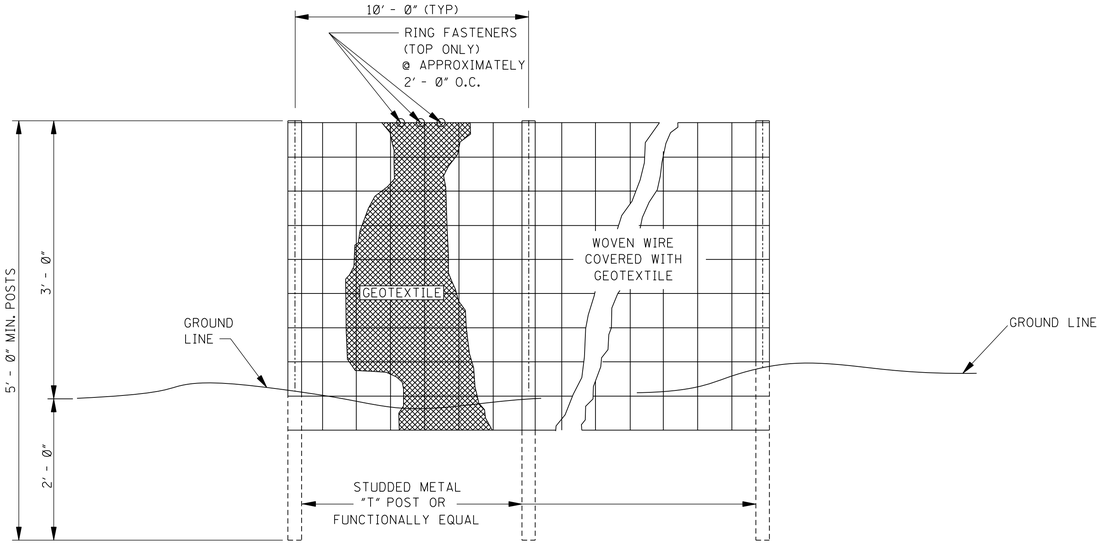


- SILT FENCE SHOULD BE LOCATED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE SUFFICIENT SPACE TO ALLOW A BROAD, FLAT AREA FOR SEDIMENT ACCUMULATION AND MAINTENANCE ACTIVITIES. THE ENDS OF THE SILT FENCE SHOULD BE TURNED UP GRADIENT TO MAXIMIZE STORAGE.

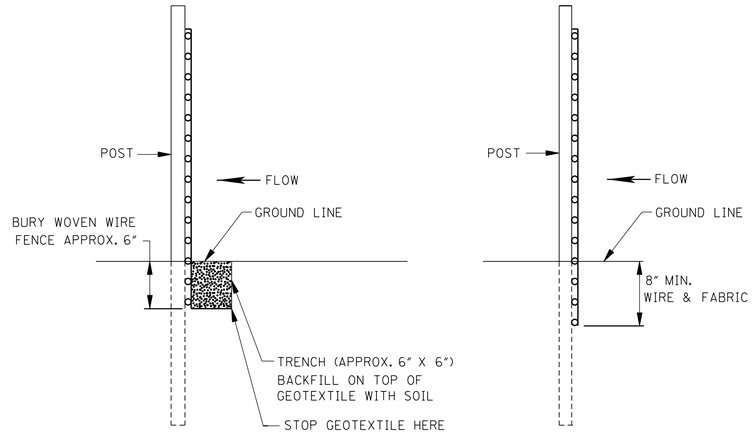
SILT FENCE SECTION AT
TOE OF FILL

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION	**DETAILS OF SEDIMENT BARRIER APPLICATIONS**	WORKING NUMBER ECD-2
DATE	ISSUE DATE: AUGUST 01, 2017	SHEET NUMBER 6102

STATE	PROJECT NO.
MISS.	



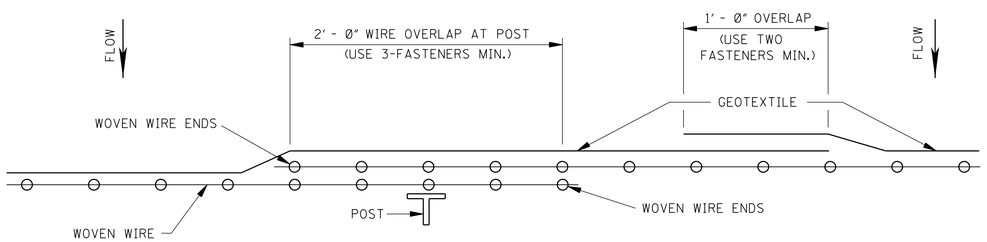
ELEVATION VIEW



METHOD I

METHOD II
MECHANICAL INSTALLATION

SIDE VIEW



PLAN VIEW

REQUIRED LAPPING

GENERAL NOTES:

1. SILT FENCES SHOULD BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. SILT FENCES ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHOULD BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STEAMS AND CHANNELS.
3. SILT FENCE SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF CLEARING LIMITS. THIS WILL ALLOW ROOM FOR BACK-UP FENCE IF FIRST FENCE BECOMES FULL.
4. WHENEVER POSSIBLE SILT FENCE SHOULD BE CONSTRUCTED ACROSS A LEVEL AREA IN THE SHAPE OF A SMILE. THIS AIDS IN PONDING OF RUNOFF AN 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 MANUFACTURED FOR THE APPLICATION AND PROVIDES A CONFIGURATION MEETING THE REQUIREMENTS OF DETAIL.
7. WIRE SHALL BE A 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.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF SILT FENCE INSTALLATION

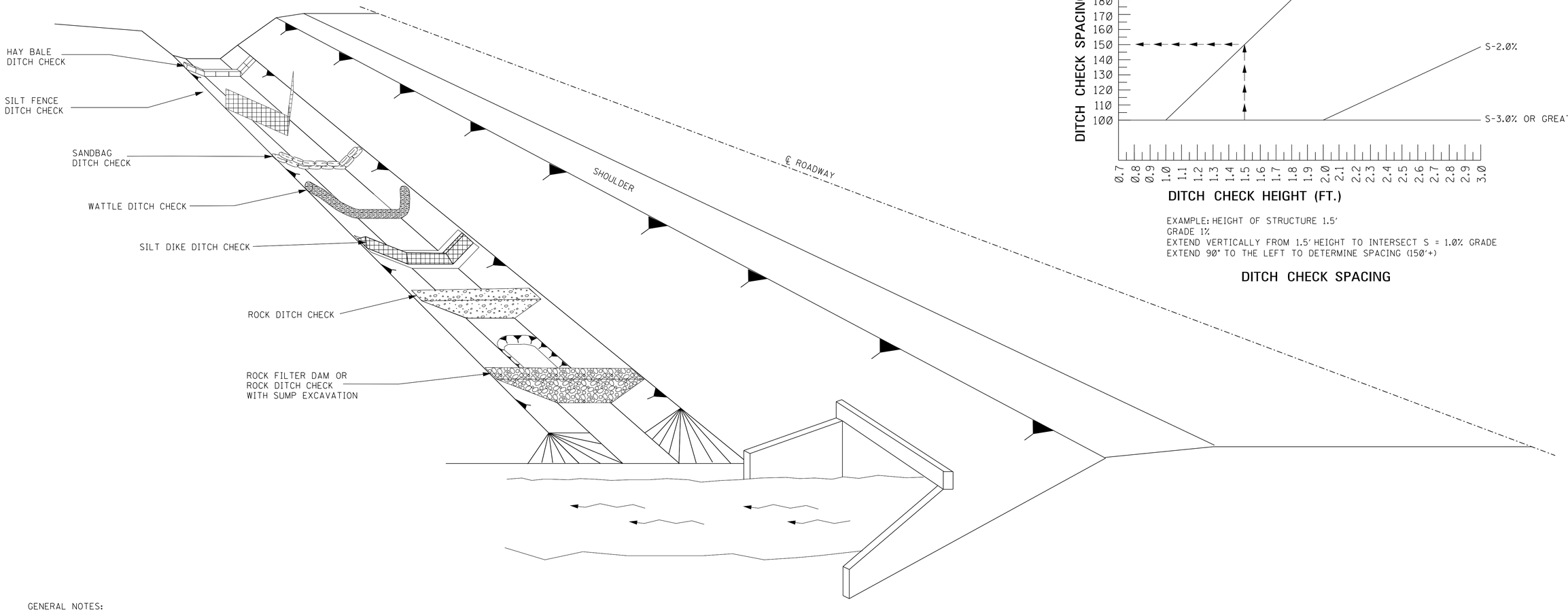
MDOT

WORKING NUMBER
ECD-3

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6103

STATE	PROJECT NO.
MISS.	



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

GENERAL 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 ⅓ THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN ½ THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
4. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
5. SILT FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
6. SANDBAG DITCH CHECKS SHOULD BE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCK BOTTOMS.
7. WATTLE DITCH CHECKS CAN BE USED 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 CHECKS 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 SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. DITCH CHECKS, IN NO CASE, SHALL BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS

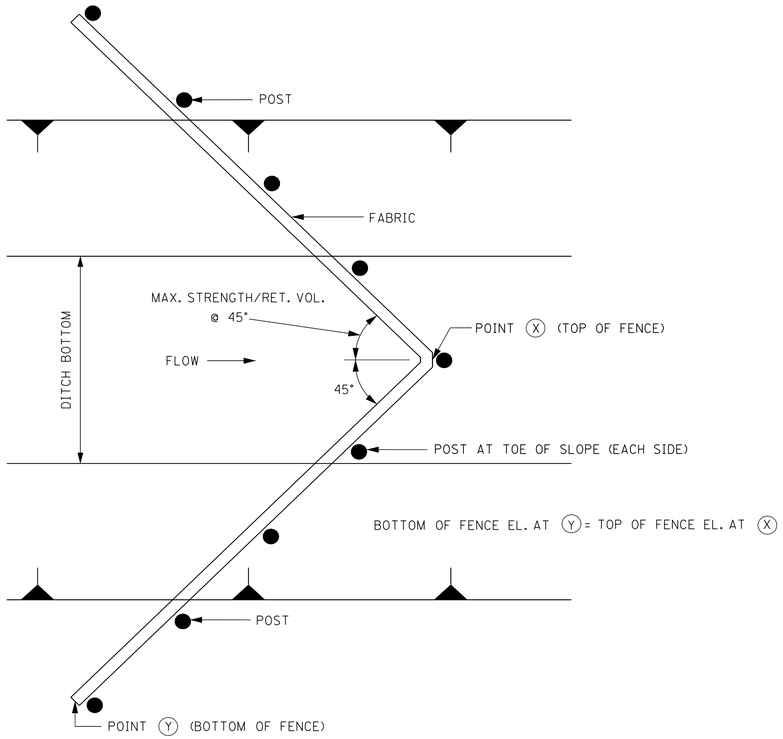
MDOT

WORKING NUMBER
ECD-4

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6104

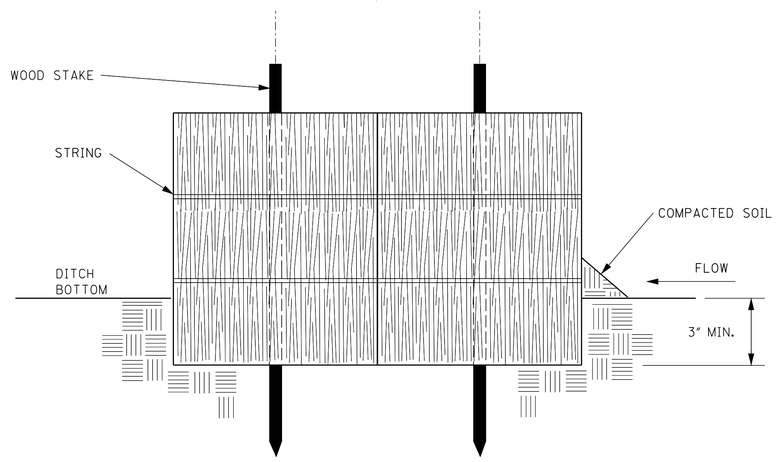
STATE	PROJECT NO.
MISS.	



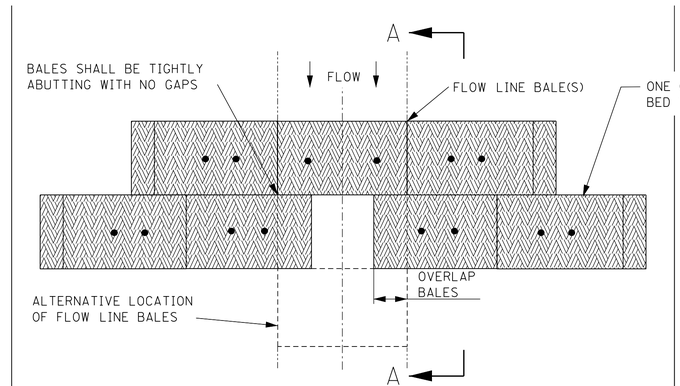
PLAN VIEW

NOTES:

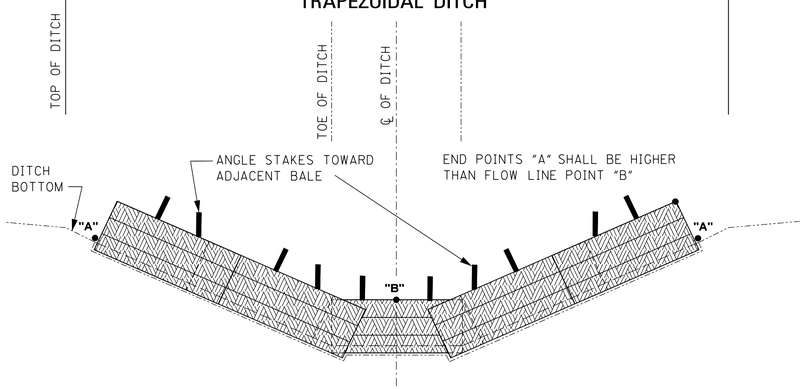
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON WK. NO. ECD-4.
2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.



SECTION A–A



PLAN VIEW
TRAPEZOIDAL DITCH



PROFILE VIEW
TRAPEZOIDAL DITCH

NOTES:

1. SILT FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
2. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
3. MINIMUM RECOMMENDED CHECK SPACING IS 100 FEET UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
4. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. A MINIMUM OF TWO STAKES PER BALE IS REQUIRED. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
5. BALES SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 3 INCHES.
6. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
7. SOIL IS COMPACTED ALONG THE BASE OF THE UPSTREAM FACE TO PREVENT PIPING.
8. MULTIPLE ADJACENT ROWS OF BALES ARE REQUIRED AS SHOWN.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY EROSION, SEDIMENT, AND WATER POLLUTION CONTROL MEASURES

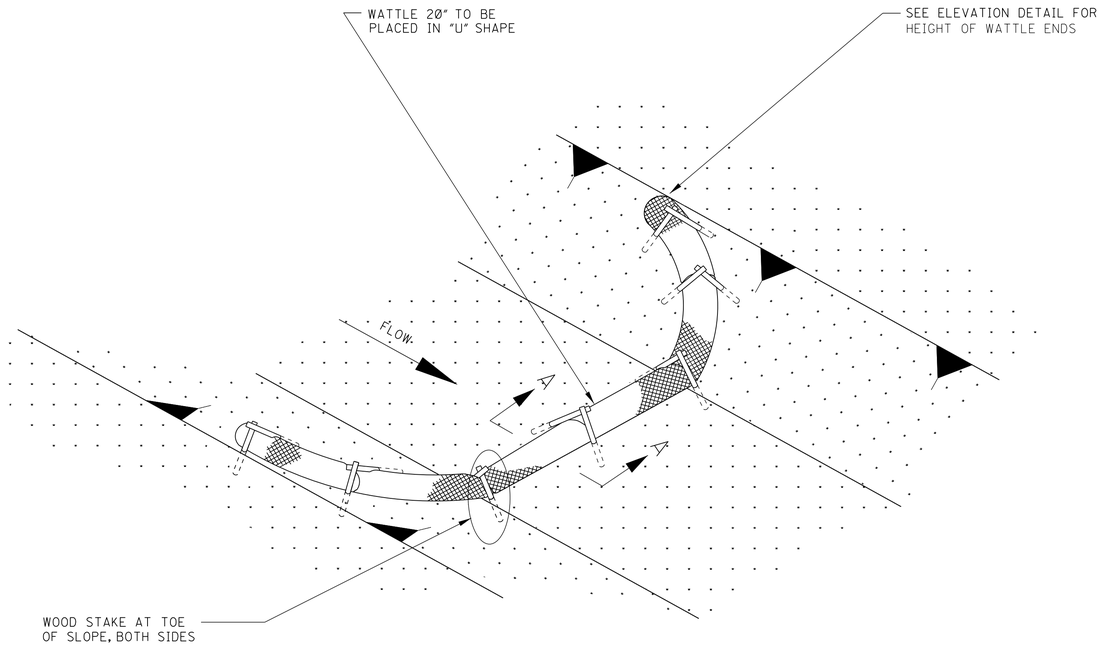
(SILT FENCE AND HAY BALE DITCH CHECKS)

WORKING NUMBER ECD-5

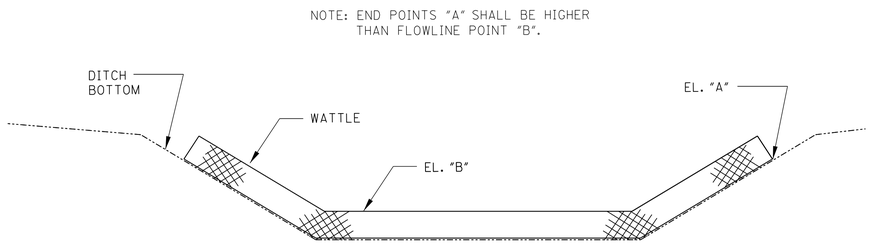
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6105

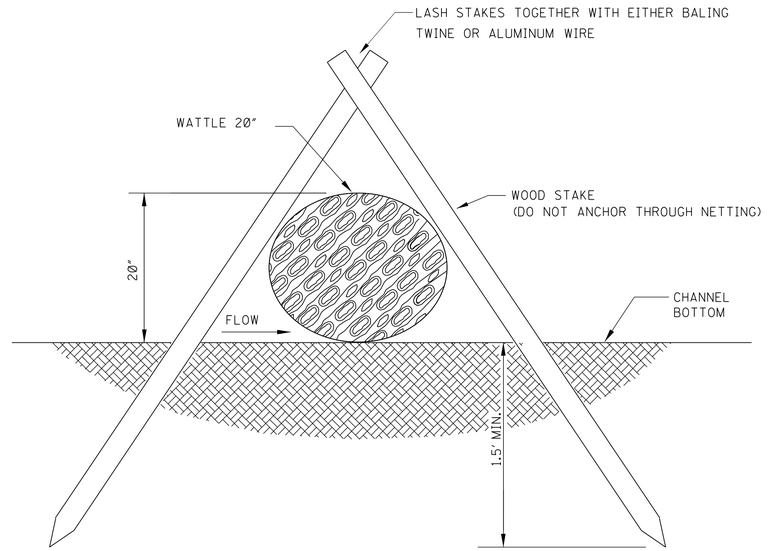
STATE	PROJECT NO.
MISS.	



DETAIL (DITCH CHECK)



ELEVATION DETAIL



SECTION A–A

NOTES:

1. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
2. THE PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. 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.
4. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
5. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.
6. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE THE WATTLES IN PLACE. IF SANDS BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPARATE PAY ITEM.

	BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF EROSION CONTROL WATTLE DITCH CHECK

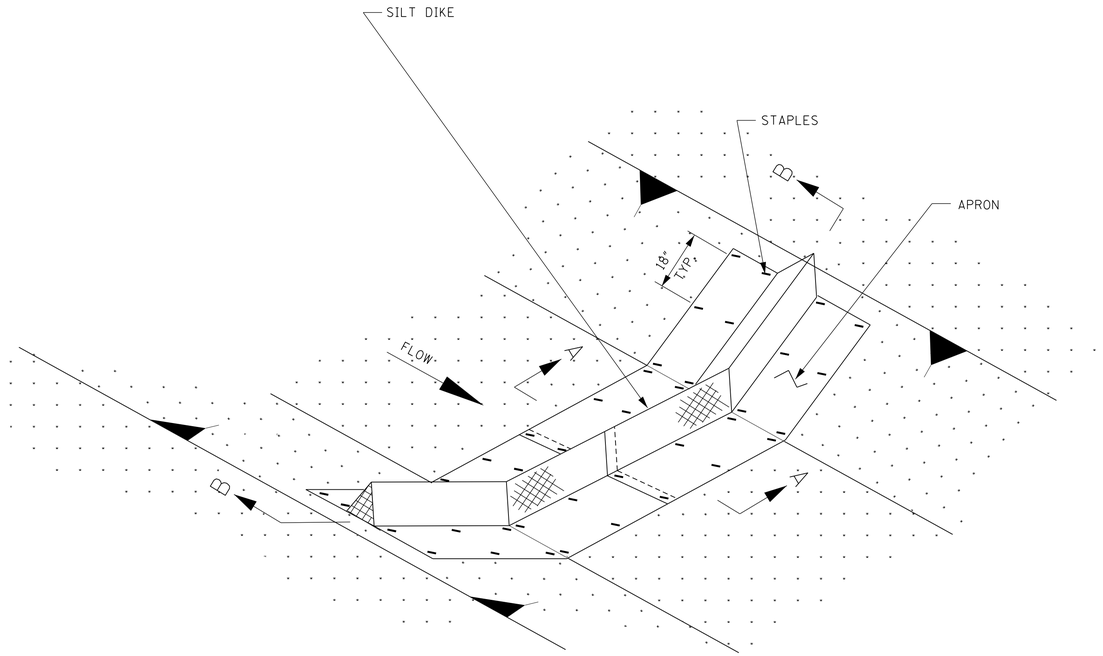
MDOT

WORKING NUMBER
ECD-6

ISSUE DATE: AUGUST 01, 2017

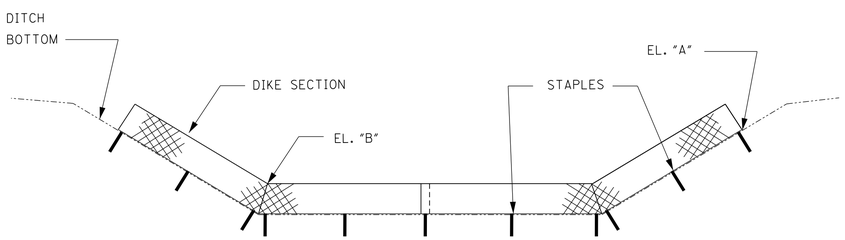
SHEET NUMBER
6106

STATE	PROJECT NO.
MISS.	



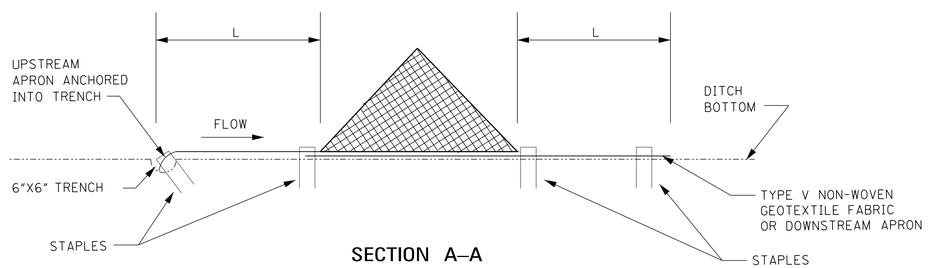
NOTES:

PLAN VIEW



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

SECTION B–B



SECTION A–A

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

SILT DIKE INSTALLATION FOR ROADWAY DITCHES

NOTES:

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

2. SILT DIKES MAY ALSO BE USED:

   A. IN AREAS WHERE CONSTRUCTION TRAFFIC TRAVELS (AS SHOWN ON WK. NO. ECD-16), PROVIDED THE SILT DIKE REBOUNDS TO ITS ORIGINAL SHAPE. SILT DIKES WHICH DO NOT REBOUND TO THEIR ORIGINAL SHAPE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.

   B. AT THE ENDS OF AND ALONG THE EDGES OF CONSTRUCTION ROADS THAT CROSS THE WATERS OF THE U.S. (AS SHOWN ON WK. NO. ECD-17).

3. THE PLACEMENT INTERVAL BETWEEN SILT DIKE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.

4. INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

5. THE TRIANGULAR SILT DIKE SHAPE IS ONLY SHOWN FOR DEPICTION PURPOSES. OTHER SHAPED SILT DIKES MAY BE USED.

6. WHEN THE SILT DIKE, USED AS A DITCH CHECK, IS MANUFACTURED WITH AN APRON ON ONE SIDE ONLY, THE SILT DIKE SHALL BE INSTALLED AS SHOWN IN SECTION A-A. THE APRON SHALL BE INSTALLED ON THE UPSTREAM SIDE AND TYPE V NON-WOVEN GEOTEXTILE FABRIC INSTALLED ON THE DOWNSTREAM SIDE.

7. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK

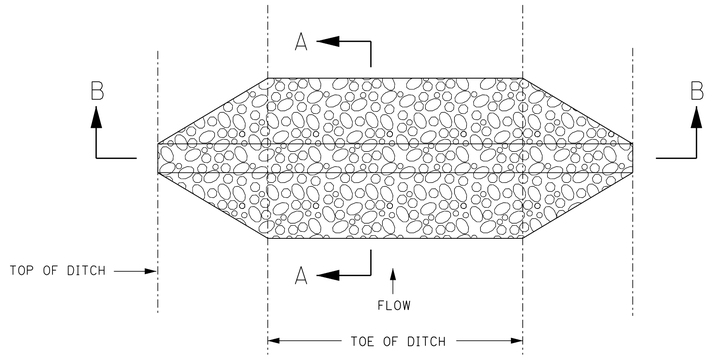
MDOT

WORKING NUMBER
ECD-7

ISSUE DATE: AUGUST 01, 2017

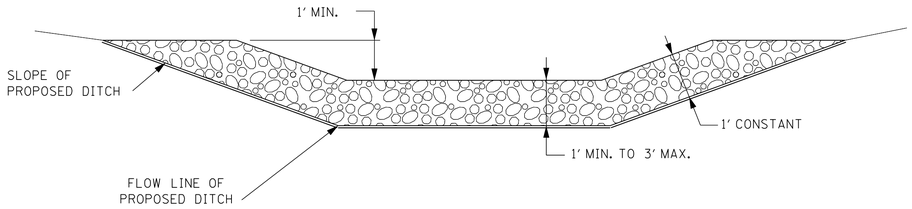
SHEET NUMBER
6107

STATE	PROJECT NO.
MISS.	

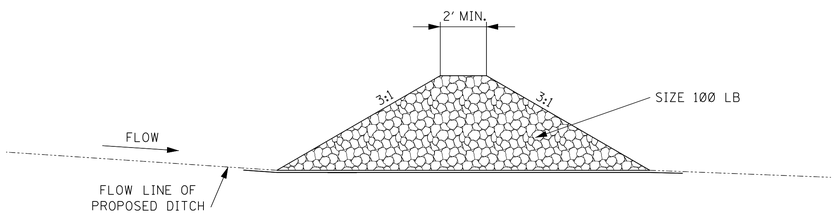


PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

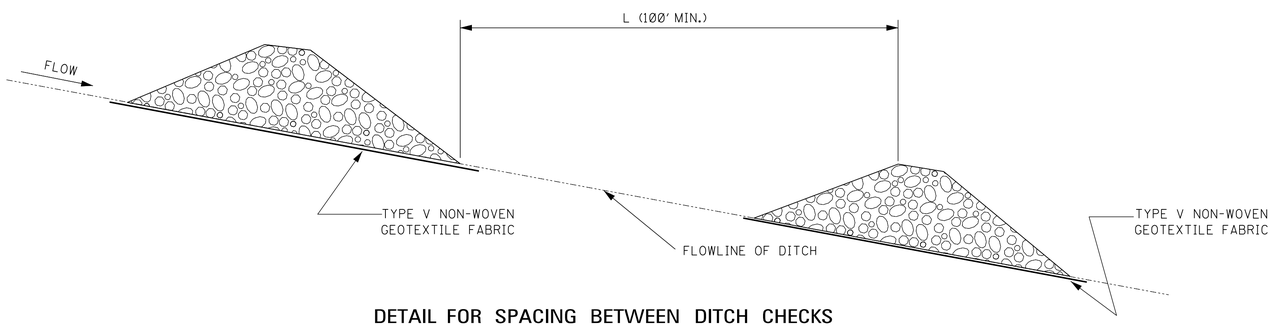


SECTION B–B



SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR SPACING BETWEEN DITCH CHECKS

NOTES:

1. ROCK DITCH CHECKS SHOULD ONLY BE USED FOR REDUCING THE VELOCITY OF FLOWING WATER.
2. MINIMUM SPACING FOR ROCK DITCH CHECKS IS 100 FEET UNLESS OTHERWISE SHOWN ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ROCK DITCH CHECKS SHOULD ONLY BE USED UP-GRADIENT OF AND ALONG WITH ADDITIONAL DOWN-GRADIENT SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMP'S).
4. THE COST OF FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROCK DITCH CHECK

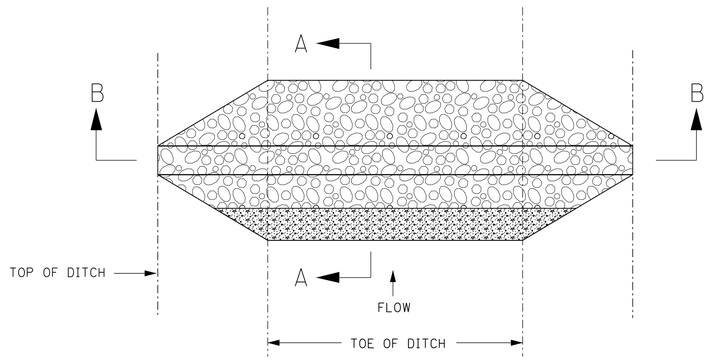
MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-8

ISSUE DATE: AUGUST 01, 2017

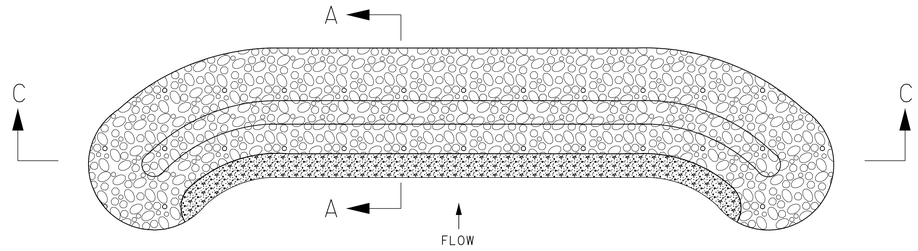
SHEET NUMBER
6108

STATE	PROJECT NO.
MISS.	



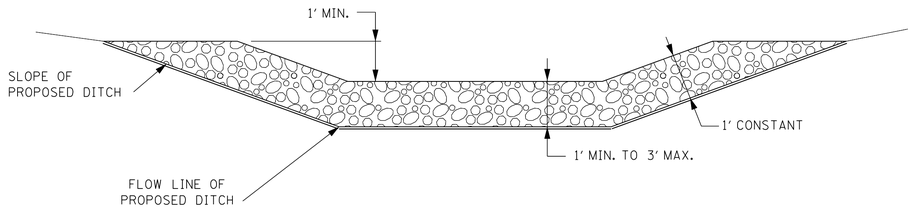
PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

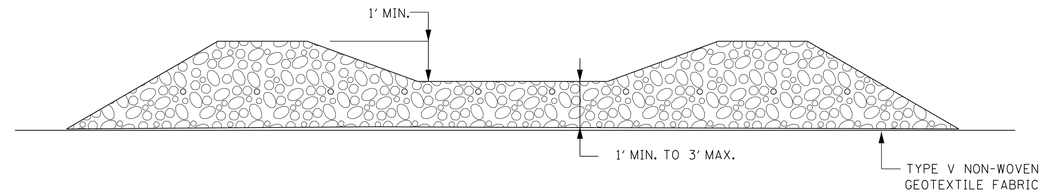


PLAN VIEW

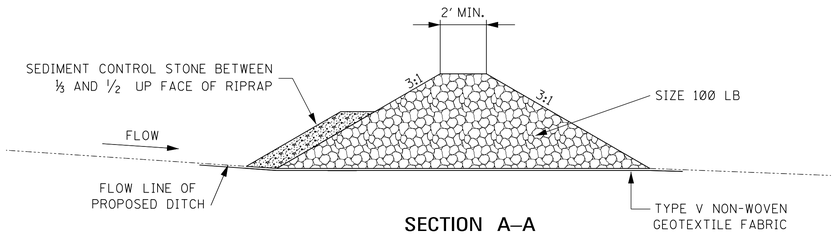
DETAIL FOR USE OTHER THAN DITCH



SECTION B–B



SECTION C–C



SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES

GENERAL NOTES:

1. ROCK FILTER DAMS (RFD) MAY BE USED AS A DISCHARGE STRUCTURE WHILE WORKING WITH HIGHLY EROSIVE SOIL. RFD'S MAY BE USED AS PART OF A "BMP TRAIN" AND MAY BE USED IN SUCCESSION AT A MINIMUM SPACING OF 100 FT. OR PER THE EROSION CONTROL PLAN APPROVED BY THE ENGINEER.

2. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROCK FILTER DAM

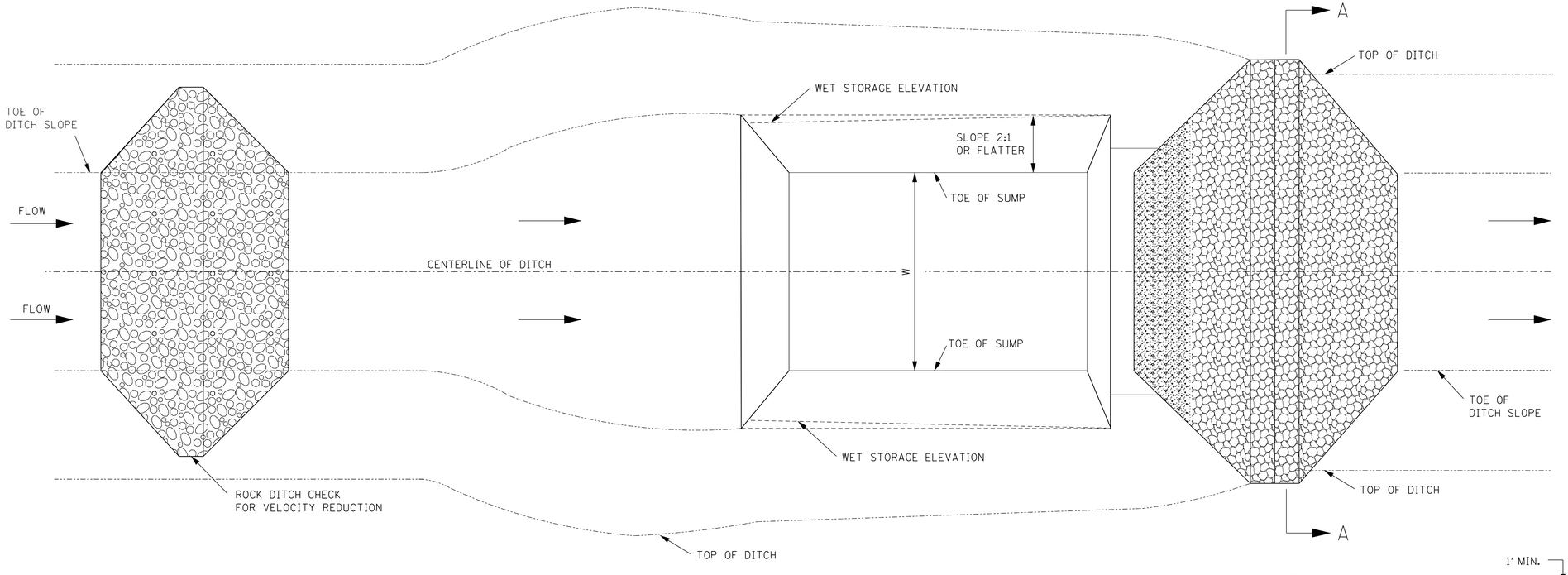
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-9

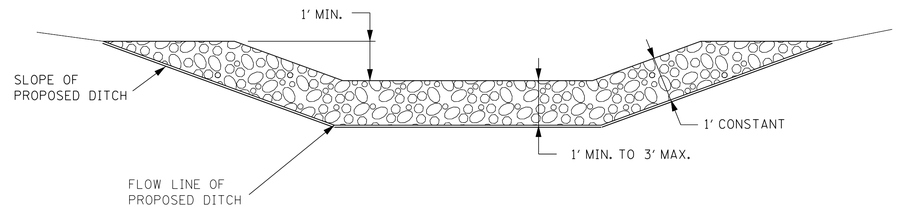
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6109

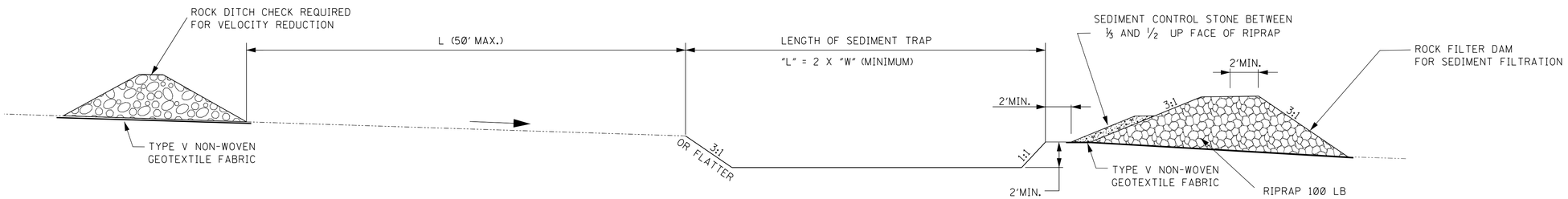
STATE	PROJECT NO.
MISS.	



PLAN VIEW



SECTION A–A



PROFILE VIEW

NOTES:

1. ROCK DITCH CHECKS 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 SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.

2. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM

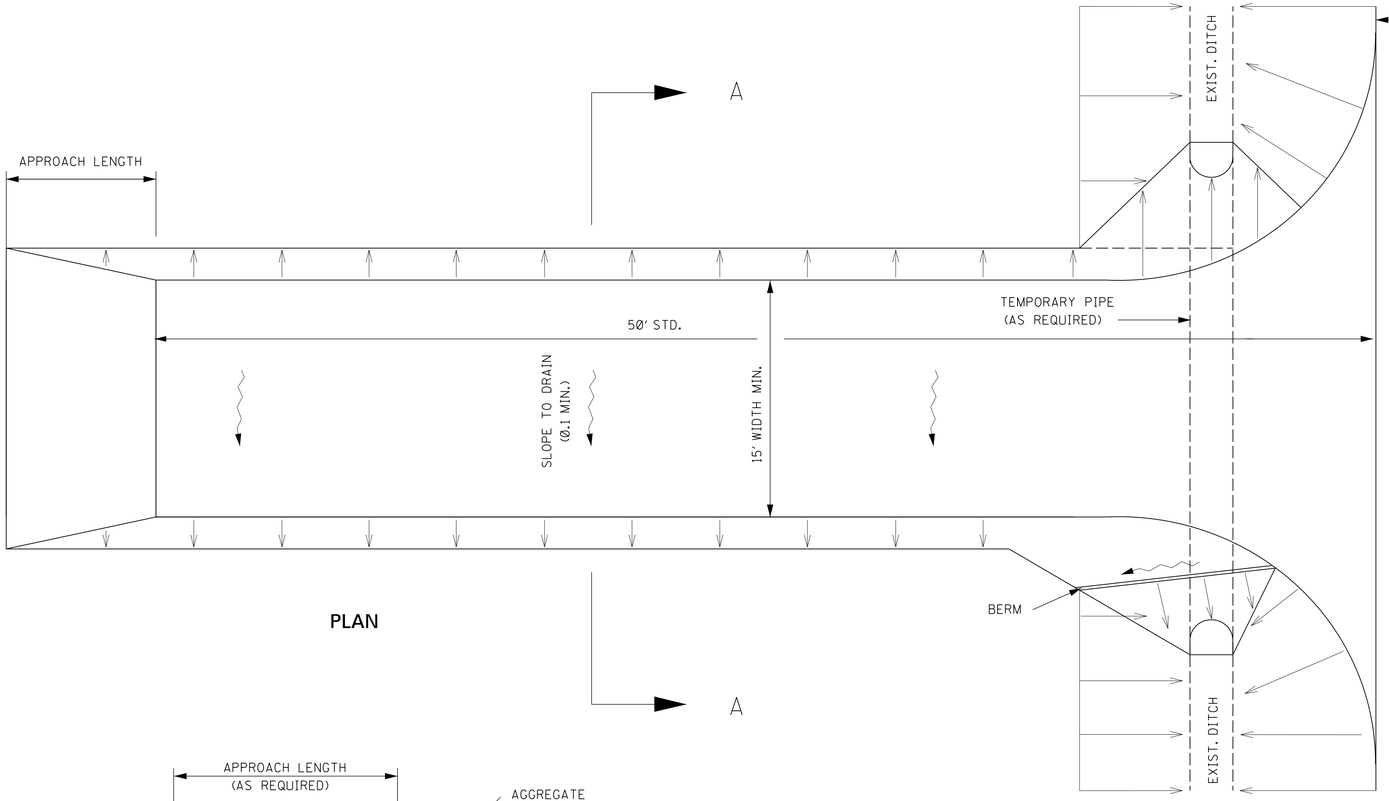
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-10

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6110

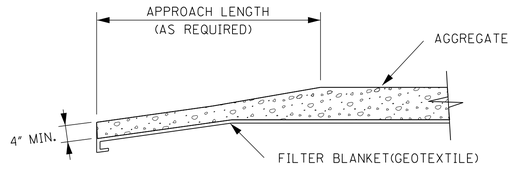
STATE	PROJECT NO.
MISS.	



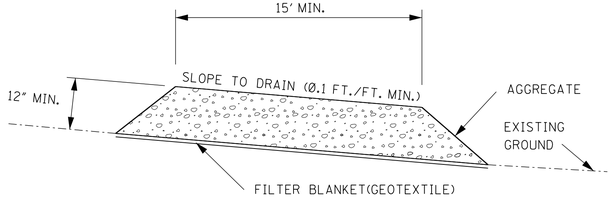
PLAN

GENERAL NOTES:

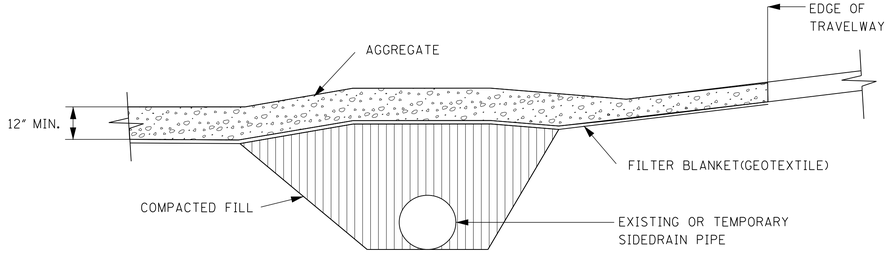
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFFSITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE PROJECT SHALL BE DIRECTED THRU THE STABILIZED ENTRANCE. BARRIERS, FLAGGING, OR OTHER POSITIVE MEANS SHALL BE USED AS REQUIRED TO LIMIT AND DIRECT VEHICULAR EGRESS ACROSS THE STABILIZED ENTRANCE.
2. THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE TECHNIQUE TO MINIMIZE OFFSITE TRACKING OF SEDIMENT. THE ALTERNATIVE MUST BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO ITS USE.
3. ALL MATERIALS SPILLED, DROPPED, OR TRACKED ONTO PUBLIC ROADS (INCLUDING THE STABILIZED CONSTUCTION ENTRANCE AGGREGATE AND CONSTRUCTION MUD) SHOULD BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER.
4. SIZE III STABILIZER AGGREGATE OR LARGER SHALL BE USED.
5. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL ALLOW IT TO PERFORM ITS FUNCTION TO PREVENT OFFSITE TRACKING. THE STABILIZED CONSTRUCTION ENTRANCE SHOULD BE RINSED WHEN NECESSARY TO MOVE ACCUMULATED MUD DOWNWARD THRU THE STONE. ADDITIONAL STABILIZATION OF THE VEHICULAR ROUTE LEADING TO THE STABILIZED ENTRANCE MAY BE REQUIRED TO LIMIT THE MUD TRACKED.
6. THE NOMINAL SIZE OF A STANDARD STABILIZED CONSTRUCTION ENTRANCE IS 15' X 50' UNLESS OTHERWISE SHOWN IN THE EROSION CONTROL PLAN.
7. COSTS OF ALL ITEMS ON THIS SHEET SHALL BE INCLUDED IN OTHER ITEMS BID.



TRANSITION DETAIL



SECTION A–A



RURAL CONNECTION DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STABILIZED CONSTRUCTION ENTRANCE

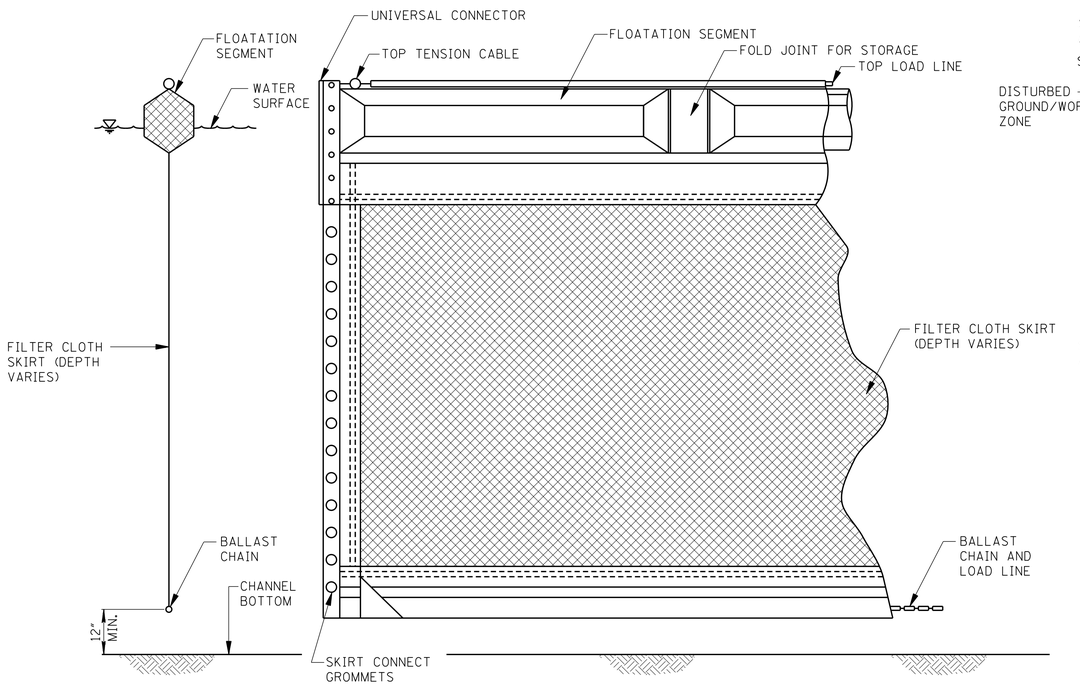
WORKING NUMBER
ECD-16

ISSUE DATE: AUGUST 01, 2017

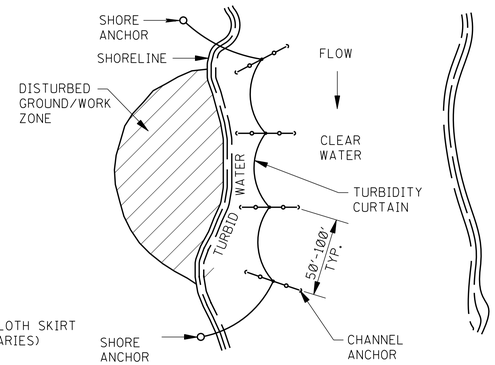
SHEET NUMBER
6116

STATE	PROJECT NO.
MISS.	

FLOATING TURBIDITY CURTAIN

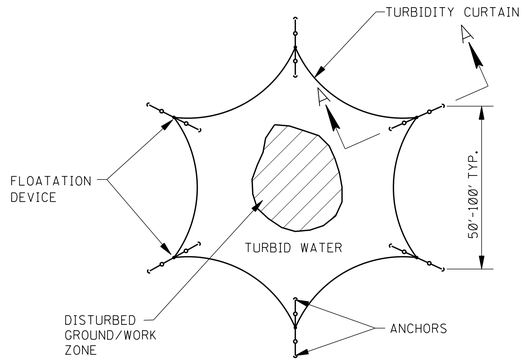


TYPICAL ANCHORING PLAN FOR SHORELINE/RIVER EDGE WORK



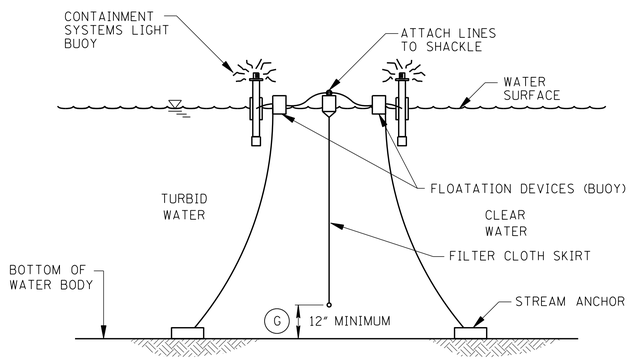
PLAN VIEW

TYPICAL ANCHORING PLAN FOR MID CHANNEL WORK (BRIDGE PIER, CAISSON, ETC.)



PLAN VIEW

TYPICAL ANCHORING SECTION



SECTION A–A

AUTOMATIC FLASHING LIGHT BUOY (ON AT DUSK-OFF AT DAWN) 100' ON CENTER SHALL BE USED IN NAVIGABLE CHANNELS ONLY

EROSION CONTROL PLAN LEGEND: FLOATING TURBIDITY CURTAIN

GENERAL NOTES:

1. FLOATING TURBIDITY CURTAINS (ALSO KNOWN AS TURBIDITY BARRIERS OR SILT CURTAINS) CREATE A BARRIER TO PREVENT TURBID WATER FROM ENTERING CLEAR WATER. FLOATING TURBIDITY CURTAINS SHOULD BE USED TO ISOLATE ACTIVE CONSTRUCTION AREAS WITHIN OR ADJACENT TO A BODY OF WATER TO MINIMIZE THE MIGRATION OF SILT LADEN WATER OUT OF THE CONSTRUCTION ZONE.
2. TURBIDITY CURTAINS SHALL NOT BE INSTALLED PERPENDICULAR ACROSS THE MAIN FLOW OF A SIGNIFICANT BODY OF MOVING WATER.
3. FLOATING TURBIDITY CURTAINS SHOULD NOT BE USED WHERE THE ANTICIPATED FLOW VELOCITIES WILL EXCEED 5 FT/SEC.
4. TURBIDITY CURTAINS SHALL BE ANCHORED TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. ANCHORAGE SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE. CURTAINS SHOULD BE INSTALLED AS CLOSE TO PROJECT SITE AS POSSIBLE. BARRIERS SHOULD BE A BRIGHT COLOR (YELLOW OR "INTERNATIONAL" ORANGE ARE RECOMMENDED) THAT WILL ATTRACT THE ATTENTION OF NEARBY BOATERS.
5. SHORE ANCHORS SHALL CONSIST OF A POST WITH DEADMAN OR APPROVED EQUAL. STREAM ANCHORS SHALL BE OF SUFFICIENT SIZE TO STABILIZE THE BARRIER WITH NUMBER AND SPACING DEPENDENT ON WATERWAY VELOCITIES AND MANUFACTURER'S RECOMMENDATIONS.
6. IN SHALLOW WATER (2 FEET OF DEPTH OR LESS) A TURBIDITY CURTAIN MAY BE INSTALLED ON STAKES DRIVEN INTO THE BED OF THE WATER BODY.
7. FABRIC SECTIONS SHALL BE CONNECTED END TO END WITH MINIMUM 5/8" DIAMETER POLYPROPYLENE ROPE. FABRIC SHALL BE SEAMED TOGETHER IN A MANNER THAT RETAINS THE OVERALL TENSILE STRENGTH.
8. DESIGN OF CURTAIN AND ANCHORAGE SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. FILTER CLOTH SKIRT SHOULD BE ABLE TO WITHSTAND THE FORCES IMPARTED ON IT DUE TO THE EXPECTED WIND VELOCITY OR STREAM VELOCITY. FABRIC SHALL BE MADE OF A NON-DETERIORATING MATERIAL, SUCH AS PLASTIC OR NYLON, WHICH WILL ALLOW WATER TO PASS THROUGH WHILE STILL RETAINING SEDIMENT.
9. THE TURBIDITY CURTAIN AND ADJACENT WORK AREAS SHALL NOT BE DISTURBED 12 HOURS PRIOR TO REMOVAL FROM THE WATER BODY. MAINTENANCE SHALL BE PERFORMIED AS NEEDED. CONTRACTOR SHALL REMOVE THE CURTAIN AT COMPLETION OF WORK IN A MANNER THAT WILL PREVENT SILTATION OF THE WATERWAY. DURING REMOVAL, EXTREME CARE SHOULD BE TAKEN NOT TO DISTURB ANY SEDIMENT DEPOSITS.
10. MAINTAIN 12" MINIMUM GAP BETWEEN SKIRT BOTTOM AND CHANNEL BOTTOM TO PREVENT ACCUMULATED SEDIMENT FROM PULLING TOP OF CURTAIN BELOW WATER SURFACE.
11. IN WIND OR WAVE ACTION SITUATIONS, THE MAXIMUM DEPTH OF THE CURTAIN SHALL BE 12 FEET.
12. CONCENTRATED FLOWS SHALL NOT DISCHARGE BEYOND FLOATING TURBIDITY CURTAIN. CURTAINS ARE NOT TO BE INSTALLED ACROSS FLOWING BODY OF WATER.
13. WHEN INSTALLED IN A NAVIGABLE WATERWAY, BUOYS SHOULD BE LIT ACCORDING TO REGULATORY AGENCY STANDARDS.
14. WHEN ESTIMATING THE LENGTH OF THE TURBIDITY CURTAIN, ALLOW 10 TO 20 PERCENT VARIANCE IN STRAIGHT LINE MEASUREMENT.
15. PAYMENT FOR FLOATING TURBIDITY CURTAIN SHALL INCLUDE ALL MATERIAL AND ALL LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TURBIDITY CURTAIN.
16. ONLY FLOATING TURBIDITY CURTAINS LISTED ON THE APPROVED PRODUCTS LIST MAY BE USED.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

FLOATING TURBIDITY CURTAIN

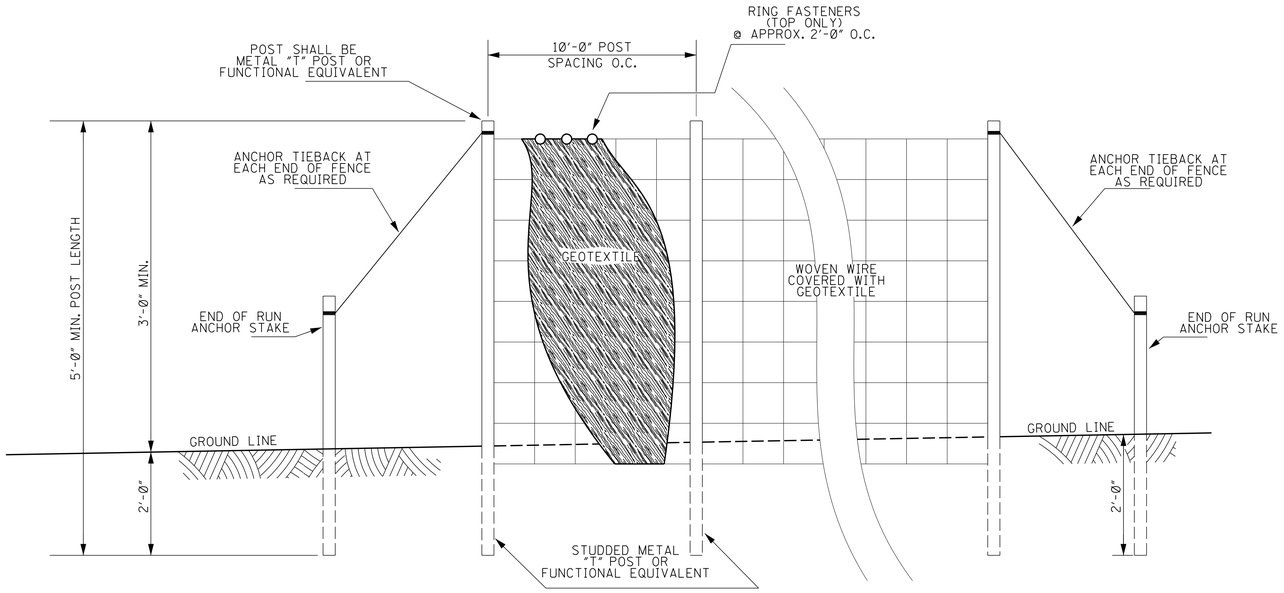
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER ECD-20

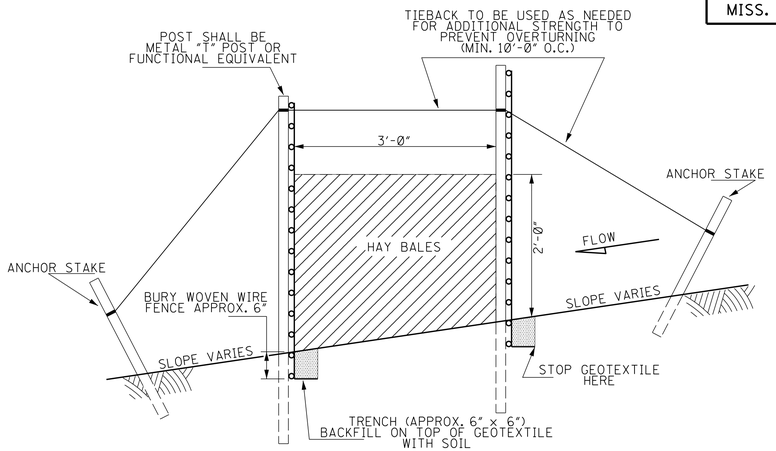
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6120

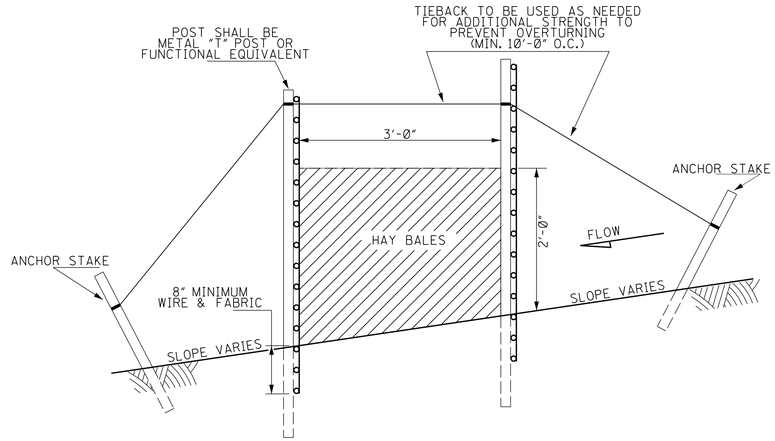
STATE	PROJECT NO.
MISS.	



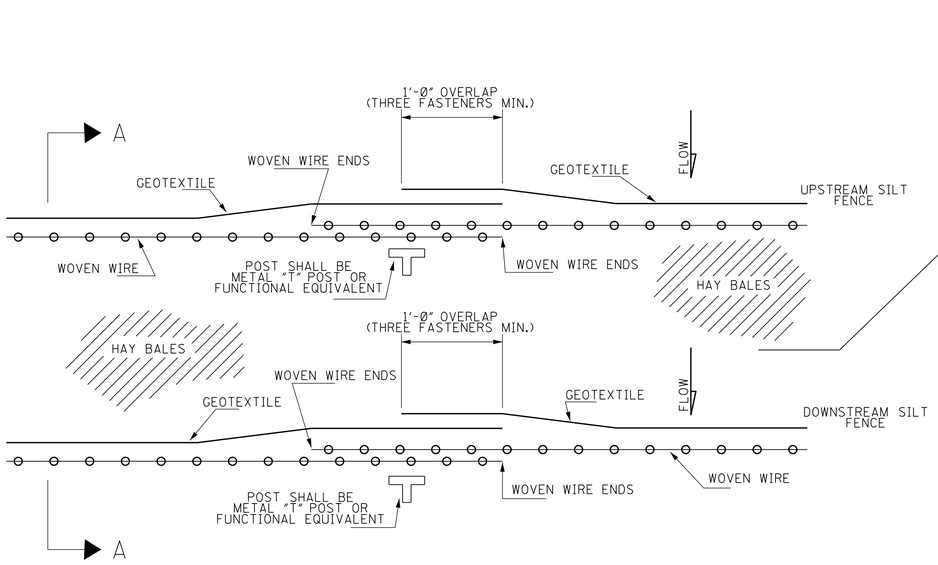
ELEVATION VIEW



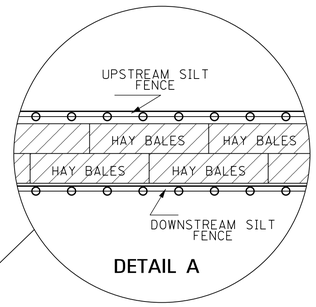
SIDE VIEW
SECTION A–A
METHOD I



SIDE VIEW
SECTION A–A
METHOD II
MECHANICAL INSTALLATION



PLAN VIEW
REQUIRED LAPPING



DETAIL A

GENERAL NOTES:

1. RETENTION BARRIERS SHOULD BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. RETENTION BARRIERS ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHOULD BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STREAMS AND CHANNELS.
3. RETENTION BARRIERS 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. THE CONTRACTOR MAY ELECT TO USE EITHER METHOD I OR METHOD II. COST TO BE LINEAR FEET OF SEDIMENT RETENTION BARRIER.
5. METHOD II INSTALLATION SHALL BE ACCOMPLISHED USING AN IMPLEMENT THAT IS MANUFACTURED FOR THE APPLICATION AND PROVIDES CONFIGURATION MEETING THE REQUIREMENTS OF THE DETAIL.
6. WIRE SHALL BE MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
7. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATION MAY BE USED WITHOUT WIRE FENCE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SEDIMENT RETENTION BARRIER

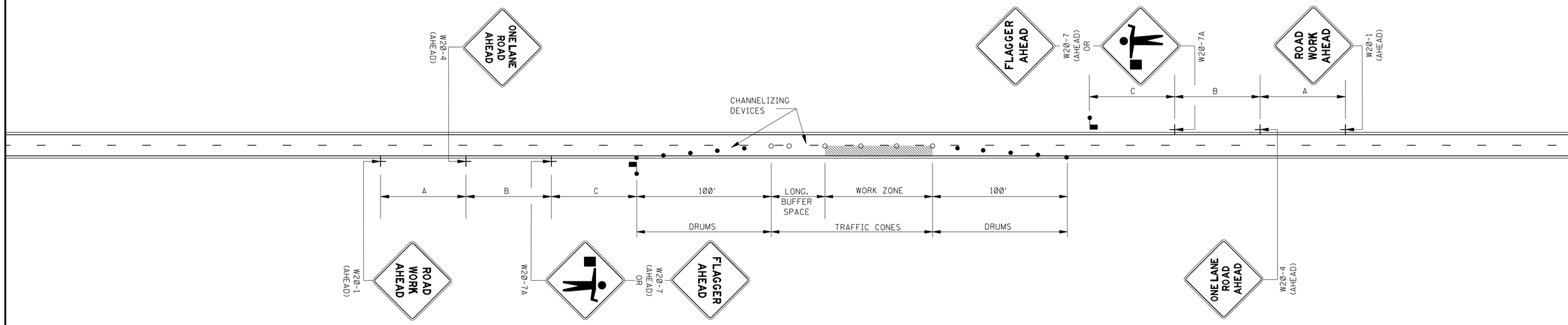
MDOT

WORKING NUMBER
ECD-22

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6122

STATE	PROJECT NO.
MISS.	



LEGEND

- FLAGGER
- ● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- ○ TRAFFIC CONES (28" HEIGHT MINIMUM)

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE LOCATED SUCH THAT APPROACHING VEHICLES WILL HAVE SUFFICIENT DISTANCE TO STOP. VALUES IN STOPPING SIGHT DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		† LONGITUDINAL BUFFER SPACE (ft)	STOPPING SIGHT DISTANCE
mph	TAPER	ALONG LANE LINE & WORK ZONE		
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 28" IN HEIGHT.
3. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 36" x 36" AND BLACK COPY ON FLUORESCENT ORANGE SHEETING.
4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
5. ADDITIONAL FLAGGERS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.
6. WHEN WORK IS REQUIRED AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED.
7. CHANNELIZING DEVICE TYPES FOR:
   A. APPROACH AND EXIT TAPERS- RETROREFLECTIVE PLASTIC DRUMS
   B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
8. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

DISTANCE BETWEEN SIGNS			
ROAD TYPE	A	B	C
URBAN (35 MPH OR LESS)	100 FT.	100 FT.	100 FT.
URBAN (40 - 70 MPH)	350 FT.	350 FT.	350 FT.
RURAL	500 FT.	500 FT.	500 FT.
EXPRESSWAY / FREEWAY	1000 FT.	1500 FT.	2640 FT.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN WITH FLAGGER
(ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)

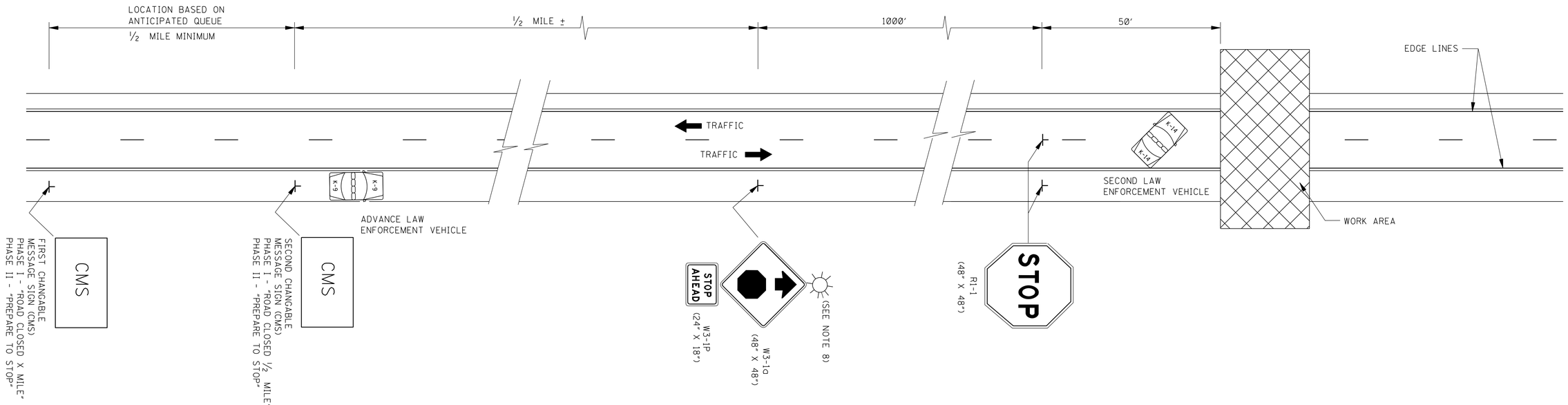
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-1

SHEET NUMBER 6351

ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THIS TYPE OF HIGHWAY CLOSURE SHOULD ONLY BE USED FOR CONSTRUCTION OPERATIONS WHEN THE DURATION OF CLOSURE WILL NOT EXCEED 30 MINUTES. AFTER THE HIGHWAY HAS BEEN CLOSED AND REOPENED VIA THIS PROCEDURE, A MINIMUM PERIOD OF 30 MINUTES SHOULD ELAPSE BEFORE ANOTHER SHORT DURATION CLOSURE, EXCEPT WITH THE APPROVAL OF THE ENGINEER.

2. AT LEAST TWO LAW ENFORCEMENT OFFICERS AND TWO LAW ENFORCEMENT VEHICLES SHOULD BE PROVIDED ON EACH APPROACH TO THE CLOSURE. EACH LAW ENFORCEMENT VEHICLE SHOULD HAVE A ROOF MOUNTED FLASHING BLUE LIGHT OR LIGHT BAR.

3. RESTRICTIONS ON ROAD CLOSURES ARE SPECIFIED IN THE CONTRACT DOCUMENT.

4. THE ADVANCE LAW ENFORCEMENT VEHICLE SHOULD BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.

5. IF QUEUE EXCEEDS THE FIRST CHANGABLE MESSAGE SIGN (CMS) AT ANYTIME DURING A CLOSURE; THE TRAFFIC CONTROL PLAN SHOULD BE ADJUSTED AS NECESSARY, WITH APPROVAL OF THE ENGINEER.

6. TRAFFIC CONTROL FOR THE CLOSURE SHOULD BE ACCOMPLISHED IN THE FOLLOWING ORDER:
   - A. FIRST CHANGABLE MESSAGE SIGN (CMS)
   - B. SECOND CHANGEABLE MESSAGE SIGN (CMS)
   - C. ADVANCE LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.
   - D. "W3-1a (48" X 48")" AND "W3-1P (24" X 18")" SIGNS ERECTED.
   - E. "R1-1 (48" X 48")" SIGNS ERECTED TO STOP TRAFFIC. THE ORDER OF ERECTION SHOULD BE IN THE FOLLOWING ORDER: RIGHT SHOULDER THEN CENTER.
   - F. SECOND LAW ENFORCEMENT VEHICLE, LIGHTS AND FLASHERS ON.

7. TRAFFIC CONTROL SHOULD BE REMOVED IN THE FOLLOWING ORDER:
   - A. WITH TRAFFIC STOPPED REMOVE THE "R1-1 (48" X 48")" SIGNS TOWARD THE RIGHT SHOULDER IN THE FOLLOWING ORDER: CENTER THEN SIGN ON THE RIGHT SHOULDER. SECOND LAW ENFORCEMENT VEHICLE LEADS TRAFFIC THROUGH WORK AREA.
   - B. AFTER ALL STOPPED VEHICLES HAVE STARTED MOVING, THE "W3-1a (48" X 48)" AND "W3-1P (24" X 18") SIGNS SHOULD BE REMOVED. THESE SIGNS MAY BE COVERED IF RE-USE IS IMMENENT.
   - C. AFTER ALL VEHICLES HAVE RESUMED APPROXIMATELY NORMAL SPEED, THE CHANGABLE MESSAGE SIGNS TURNED OFF.

8. UNILLUMINATED SECTIONS OF HIGHWAYS SHOULD NOT BE CLOSED DURING HOURS OF DARKNESS EXCEPT FOR EMERGENCIES OR WITH THE APPROVAL OF THE ENGINEER. WHEN THE HIGHWAY MUST BE CLOSED DURING HOURS OF DARKNESS, A TYPE B HIGH INTENSITY FLASHING BARRICADE WARNING LIGHT SHALL BE USED ON EACH W3-1a SIGN.

9. IF AN ENTRANCE RAMP IS LOCATED BETWEEN THE SECOND CMS AND R1-1, THE CMS, "W3-1a (48" X 48")", AND "W3-1P (24 "X 18") SIGNS SHOULD ALSO BE ERECTED ON THE RAMP SHOULDER.

10. THE ABOVE DURATION WILL APPLY TO EACH APPROACH TO THE CLOSURE.

11. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC, INCLUDING SECURING LAW ENFORCEMENT SERVICES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS

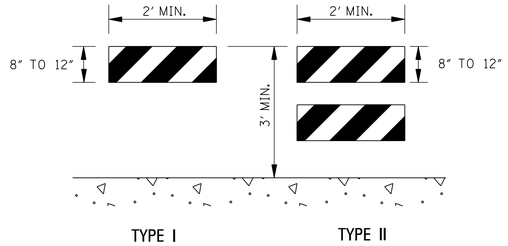
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
TCP-6

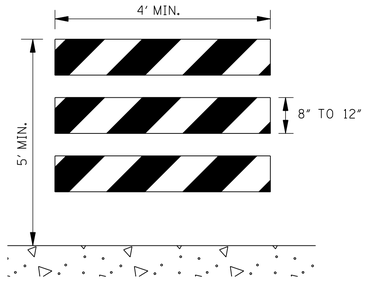
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6356

STATE	PROJECT NO.
MISS.	



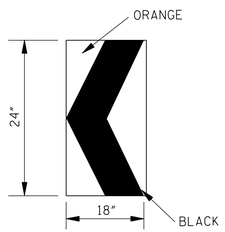
TYPE I TYPE II



TYPE III

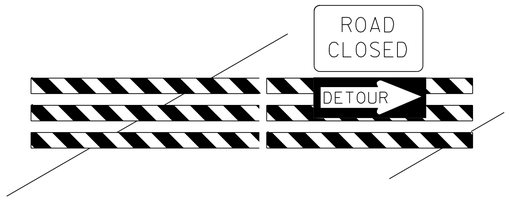
STANDARD BARRICADES

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
2. RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
3. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. 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 CATAGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy.guide/road_hardware/cat2.cfm



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 CRASHWORTHY SUPPORT.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



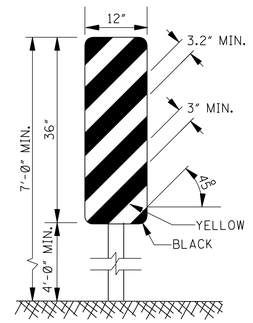
BARRICADE CLOSING A ROAD

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 RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

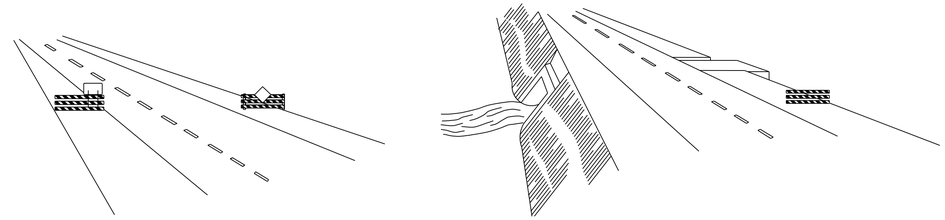
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 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.



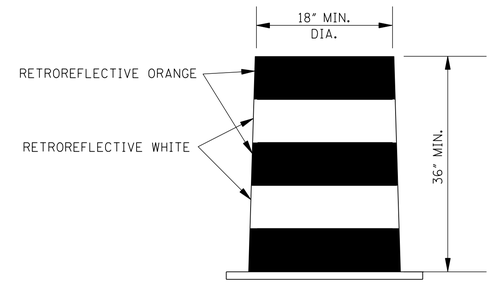
TYPE 3 OBJECT MARKER (OM-3R)

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.



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.



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) RETROREFLECTIVE, 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 SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

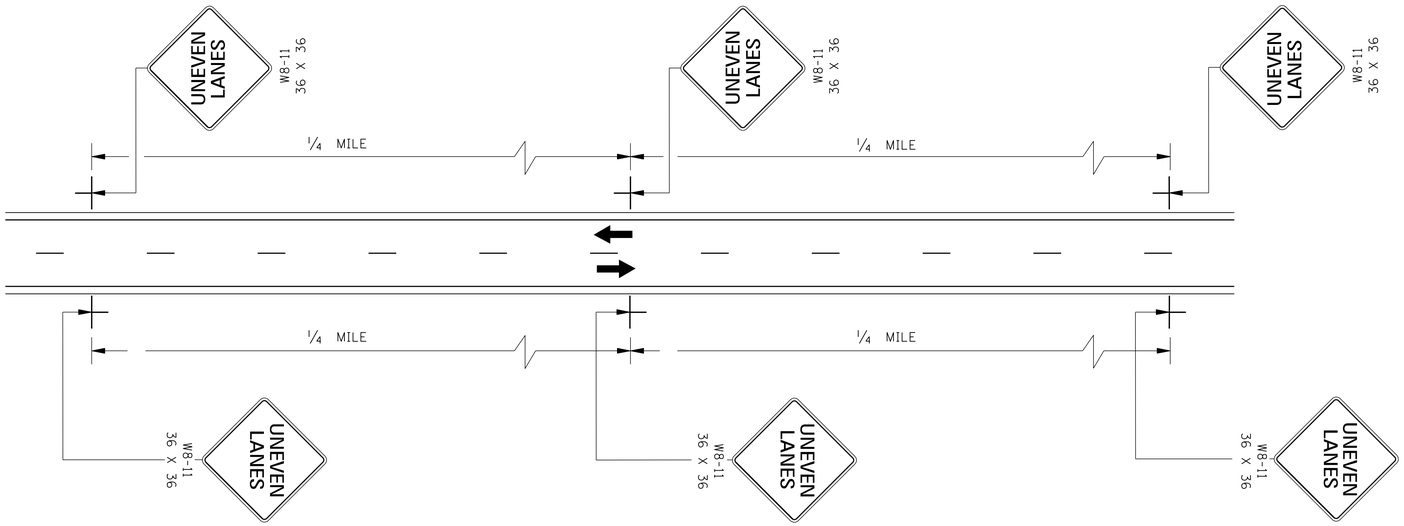
ISSUE DATE: AUGUST 01, 2017

MDOT

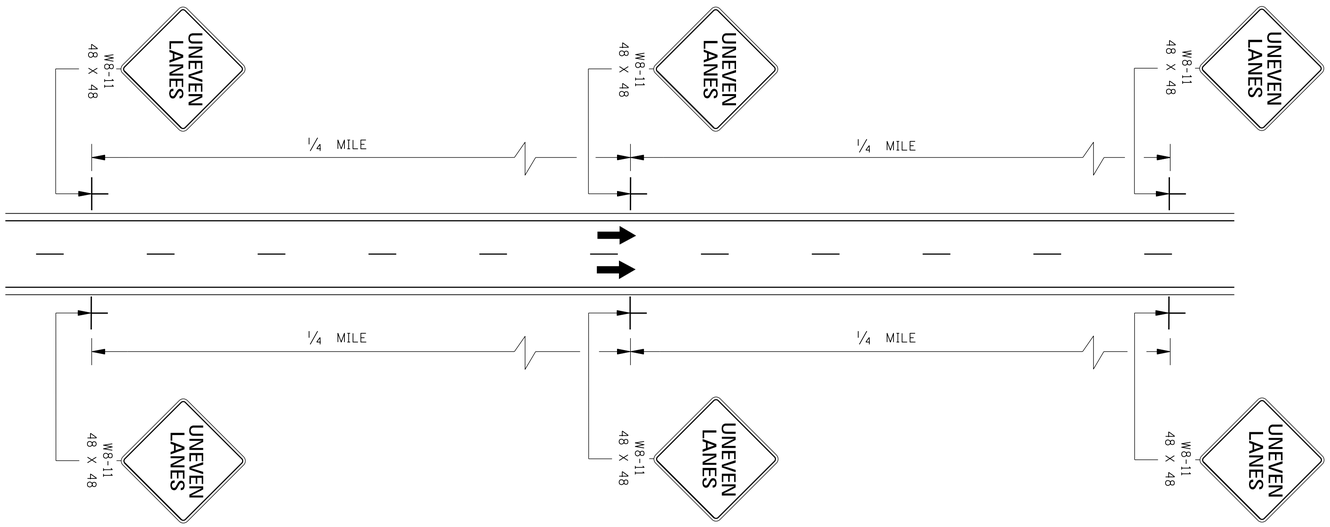
WORKING NUMBER
TCP-8

SHEET NUMBER
6358

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC



ONE–WAY TRAFFIC

GENERAL NOTES:

1. UNEVEN LANE LINE:
   A. IF LESS THAN OR EQUAL TO 1½", NO SIGNS REQUIRED.
   B. IF GREATER THAN 1½" AND LESS THAN OR EQUAL TO 2¼", PLACE SIGNS AS SHOWN ON THIS SHEET.
   C. IF GREATER THAN 2¼", TRAFFIC SHOULD NOT BE ALLOWED TO CROSS UNEVEN LANE LINE.
2. THE W8-11 SIGNS SHOULD BE SPACED AT ¼-MILE INTERVALS THROUGHOUT UNEVEN LANE LINE LIMITS.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

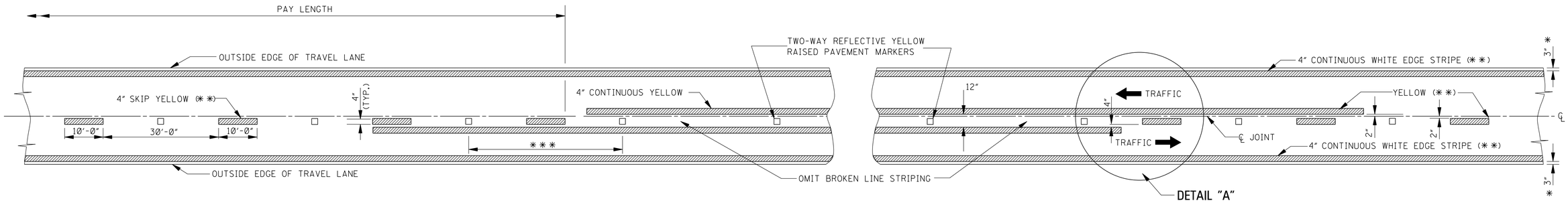
TRAFFIC CONTROL PLANS
UNEVEN PAVEMENT DETAILS

ISSUE DATE: AUGUST 01, 2017

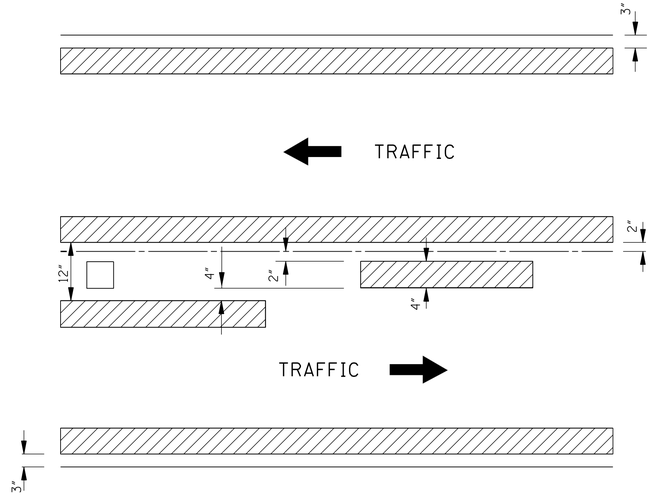
WORKING NUMBER
TCP-12

SHEET NUMBER
6362

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"

GENERAL NOTES:

* 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.

** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).

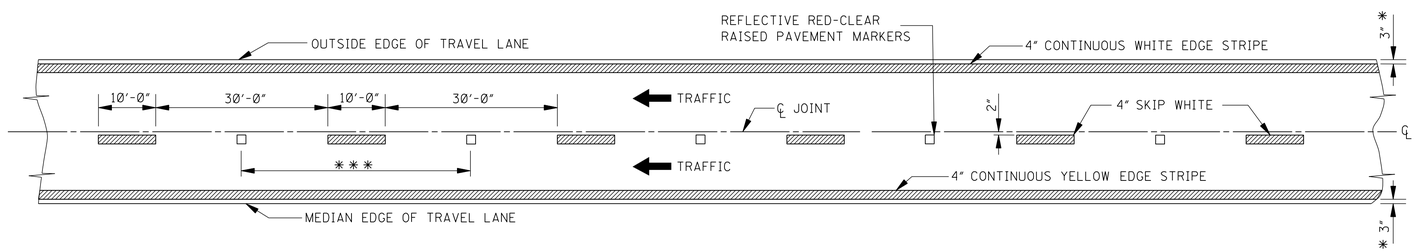
3. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS

*** 4. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

5. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."



4–LANE WITH ONE–WAY TRAFFIC

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL 2–LANE AND 4–LANE DIVIDED HIGHWAYS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-13

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6363

1st O.REV.

STATE	PROJECT NO.
MISS.	BR-0058-01(037)

DESCRIPTION OF SHEETS SPECIAL DESIGN SHEETS ~ BRIDGE DRAWINGS	WORKING NUMBER	SHEET NUMBER
DETAILED INDEX (BRIDGE)	DI-BR-1	8001
BRIDGE AT STATION 1151+55 - SR 50 OVER CHUOUATONCHEE CREEK - BRIDDGE REPAIR	1 OF 7	8002
RISER REPAIR PLATE DETAILS	2 OF 7	8003
BEARING PLATE REPLACEMENT DETAILS	3 OF 7	8004
GIRDER SUPPORT PLATE AND STEEL PILE CONNECTING ANGLE DETAILS	4 OF 7	8005
JOINT REPAIR DETAILS	5 OF 7	8006
RIPRAP PLACEMENT PLAN	6 OF 7	8007
BRIDGE EROSION CONTROL	7 OF 7	8008

SPECIAL DESIGN SHEETS INFORMATION PLANS	WORKING NUMBER	SHEET NUMBER
INFORMATION ONLY PLAN		8009
INFORMATION ONLY PLAN		8010
INFORMATION ONLY PLAN		8011
INFORMATION ONLY PLAN		8012
INFORMATION ONLY PLAN		8013
INFORMATION ONLY PLAN		8014
INFORMATION ONLY PLAN		8015

PLAN
BRIDGE DIVISION
DEPARTMENT OF TRANSPORTATION
MISSISSIPPI

BRIDGE DIVISION		
REVISIONS		
DATE	SHEET NO.	BY
02/18/2019	8002	DAC
02/18/2019	8007	DAC

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX (BRIDGE)

FMS: 107860 / 301000
COUNTY: CLAY
PROJECT NUMBER: BR-0058-01(037)

WORKING NUMBER: DI-BR-1
SHEET NUMBER: 8001

DESIGNER Aaron Cagle CHECKER Chris Duncan
DETAILER Aaron Cagle ISSUE DATE 11/28/2018
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

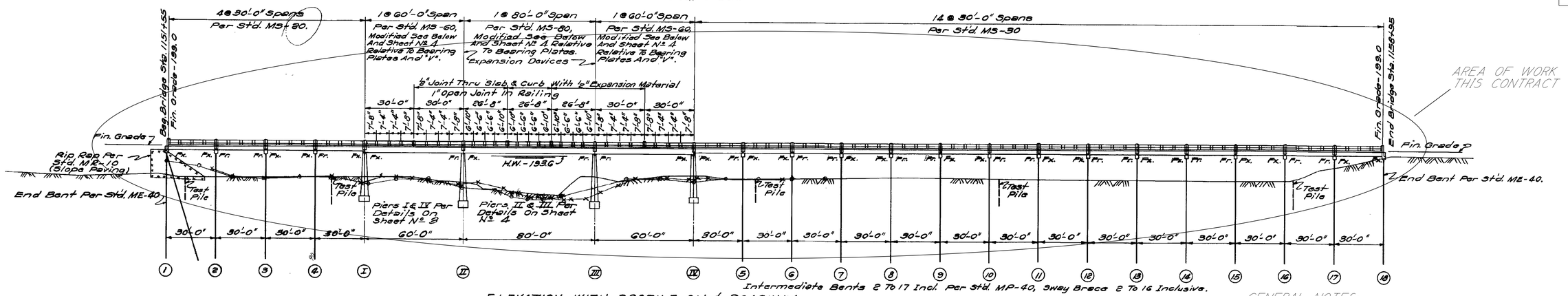
DATE REVISION BY

Ø0: 00AMPM DGNFILENAME

1st O.REV.

STATE	PROJECT NO.
MISS.	BR-0058-01(037)

4@30'-0", 1@60'-0", 1@80'-0", 1@60'-0", 14@30'-0" Spans
Total Length of Bridge = 740'-0"
Railing Per Std. MR-20
0.00% Grade



ELEVATION WITH PROFILE ON ℄ ROADWAY

SEQUENCE OF CONSTRUCTION AND SCOPE OF WORK:

1. Jack the bridge at Piers I and IV, and install riser repair plates as indicated on sheet no. 8003. Work shall be paid for per each plate under pay item 907-824-PP006, Bridge Repair, Riser Repair Plates, Per Plans.
2. Remove and replace the existing bearing plates of the existing bearing assemblies at Piers I and IV. For bearing plate and anchor bolt details see sheet no. 8004. Work shall be paid for per each bearing under pay item 907-824-PP006, Bridge Repair, Bearing Plate Replacement, Per Plans.
3. Remove unsound concrete from steel pile encasements as directed by the Project Engineer. Work for this item shall be absorbed under pay item 907-824-PP005, Bridge Repair, Epoxy Repair, Per Plans. However, they shall not be restored with epoxy mortar until the exposed steel has been abrasive blasted, inspected for section loss, and painted as per scope of work item numbers 4 and 8.
4. Abrasive blast all structural steel members for the superstructure and substructure in accordance with these plans and special provisions. This item of work shall be included as part of lump sum pay item 907-845-A001. Once abrasive blasting is complete, the prime coat shall be applied in accordance with these plans and special provisions. After applying the prime coat, the Contractor and Project Engineer shall inspect all primed components for section loss, including portions of the steel piles that were exposed after removal of unsound encasements. See notes on this sheet regarding repair of members with section loss.
5. Install interior girder support plates as per the details on sheet no. 8005. Work shall be paid for per each girder repaired under pay item 907-824-PP006, Bridge Repair, Interior Girder Support Plates, Per Plans.
6. Install exterior girder support plates as per the details on sheet no. 8005. Work shall be paid for per each girder repaired under pay item 907-824-PP006, Bridge Repair, Exterior Girder Support Plates, Per Plans.
7. Install steel pile connecting angles as per the details on sheet no. 8005. Work shall be paid for per steel angle installed under pay item 907-824-PP006, Bridge Repair, Steel Pile Connecting Angles, Per Plans.
8. Apply the final two coats of paint to structural steel members in accordance with these plans and Special Provision 907-845. Work shall be paid for by lump sum under pay item 907-845-A001.
9. Remove all damaged or unsound concrete and repair concrete spalled areas using epoxy mortar at the locations indicated by the Project Engineer. Work for epoxy repair shall be performed as per the notes and details on this sheet and shall be paid for in cubic feet under pay item 907-824-PP005.
10. Remove existing joint material and repair and reseal existing joints in accordance with the details shown on sheet no. 8006. Work shall be paid for in linear feet under pay item nos. 907-808-A002, 907-823-A001, and 907-823-B001.
11. Clean all bent caps in accordance with the notes on this sheet. Work shall be paid for per each cap cleaned under pay item 907-824-PP006, Bridge Repair, Cap Cleaning, Per Plans.
12. Install erosion control measures and place riprap as per the details on sheet nos. 8007 and 8008. Work shall be paid for under pay items nos. 234-C001, 234-F001, 815-A007, and 815-E001.

ABRASIVE BLASTING AND PAINTING NOTE:

All structural steel members of the superstructure and substructure shall be abrasive blasted, as referenced in 907-845.03.7.6 of the required special provision and repainted. The square footage of 28,000 sq. ft. given for these items is for information purposes only and is approximate and will not be measured for payment. Actual square footage may be more or less than given, but shall not be basis for additional compensation. Payment shall be made by the (Lump Sum) regardless of over-run or under-run of the given square footage. A containment system shall be required for this project. The Contractor shall design, install and maintain a containment system in accordance with the special provision to assure that the traveling public will not be exposed to construction debris and materials during the cleaning and painting process. The Contractor will be required to properly dispose of all debris at an approved landfill. Incidental work such as project clean up, debris disposal, and other incidental work necessary to complete the project will not be measured for separate payment and will be considered absorbed items.

EPOXY MORTAR REPAIR NOTES:

Repair concrete spalled areas using epoxy mortar on the bridge as directed by the Project Engineer and the epoxy mortar spall repair detail on this sheet. Repair areas shall include, but are not limited to, the concrete drop slabs on the underside of the bridge deck, the concrete risers at Piers I and IV, and the steel pile encasements at the ground level. Spalled areas where pack rust has developed around or on reinforcement shall be removed by small hand tools or pressure washing (using 3500 psi pressure). All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details on the information plans.

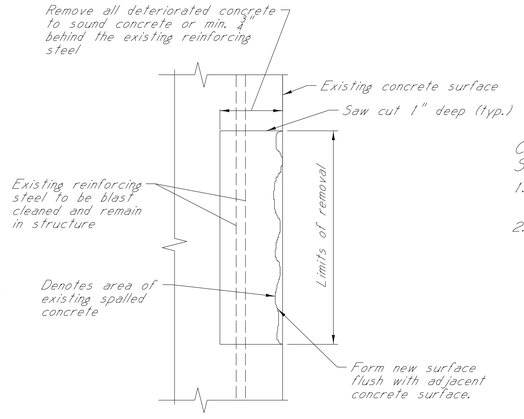
1. Epoxy Resin: Resin shall be selected from the MDOT Approved Products List.
2. Silica Sand: The materials shall be bagged general purpose cleaning sand.
3. Epoxy Mortar Mix: The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the Manufacturer.
4. General:
   - A. A Representative of the Epoxy Manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.
   - B. Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.
   - C. Acetone alcohol may be used to clean and lubricate trowels.
   - D. Curing time shall be in accordance with the Manufacturer's recommendations.
5. All items of work related to epoxy repair shall be paid for under pay item 907-824-PP005: Bridge Repair, Epoxy Repair, Per Plans.

CAP CLEANING NOTE:

Cap cleaning should be performed by removing all large debris by hand. All other debris (dirt and rust) shall be removed by pressure washing the bent caps to the satisfaction of the Project Engineer. The pressure washer shall be able to maintain 3,500 Psi of pressure.

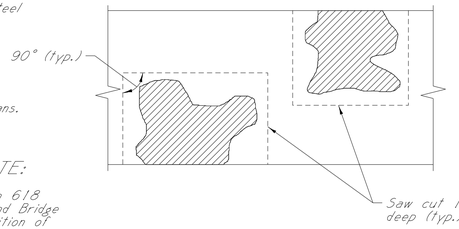
1" SAWCUT NOTES:

All 1" sawcuts shall be considered an absorbed item of work. The Contractor shall verify depth of reinforcing steel before making any sawcuts. The depth of the sawcut shall be no more than the depth of the reinforcing steel. Any damage to reinforcing steel shall be repaired to the satisfaction of the Engineer at no cost to the State.



~ Denotes areas of existing spalled concrete

*NOTE:
Saw cut existing concrete 1" deep so as to obtain a rectangular area. All existing reinforcement shall be carefully preserved and blast cleaned.



EPOXY MORTAR SPALL REPAIR DETAIL

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road and Bridge Construction, 2017.
2. No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer.
3. Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment.
4. Work for which no pay item is provided will not be paid for directly and shall therefore be considered an absorbed item of work.
5. All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure.
6. Any damage that occurs to the existing structure during the duration of the project shall be repaired to the satisfaction of the Engineer by the Contractor at no additional cost to the State.
7. Contact areas where new concrete is placed against old concrete shall be cleaned then coated with an approved epoxy binder designed to bond new concrete to old. The binder shall be applied in accordance with the Manufacturer's recommendations.
8. During construction care shall be exercised to ensure that no debris fall into the hydraulic crossing below the structure. The debris that is removed from the bridge shall become the property of the Contractor and shall be removed from the construction site.

CONTRACTOR FIELD VERIFICATION & SHOP DRAWING SUBMITTAL NOTES

1. Prior to fabrication and construction, the Contractor shall field verify the dimensions of the existing structure. The Contractor shall be responsible for adjusting the elements new construction to ensure proper fit with the existing structure.
2. Prior to fabrication and construction, the Contractor shall submit verification of the existing bridge elements associated with pay item nos. 907-824-PP006, Bridge Repair, Bearing Plate Replacement, Per Plans, 907-824-PP006, Exterior Girder Support Plates, Per Plans, 907-824-PP006, Interior Girder Support Plates, Per Plans, 907-824-PP006, Riser Repair Plates, Per Plans, and 907-824-PP006, Steel Pile Connecting Angles, Per Plans, to the Director of Structures, State Bridge Engineer for approval. Notes on these items of work can be found on sheet nos. 8003, 8004, and 8005.

NOTES ON REPAIRING MEMBERS WITH SECTION LOSS

It should be noted that areas where the steel pile encasements are cracked and separated from the piles shall have all unsound concrete removed. Prior to restoring these elements to their original dimensions, the exposed steel shall be abrasive blasted, as referenced in 907-845.03.7.6 of the required special provision and painted.

Upon exposure of the steel piles, any section loss that is observed after abrasive blasting and applying a prime coat shall be reported to the Project Engineer. The Project Engineer shall then notify the Director of Structures, State Bridge Engineer, who will develop a plan of action for addressing the section loss prior to applying the final two coats of paint.

Similarly, any section loss that is observed after abrasive blasting and applying a prime coat for any other structural steel member shall be reported to the Project Engineer. The Project Engineer shall then notify the Director of Structures, State Bridge Engineer, who will develop a plan of action for addressing the section loss prior to applying the final two coats of paint.

ESTIMATED BRIDGE QUANTITIES

PAY ITEM CODE	DESCRIPTION	UNIT	QUANTITY
234-A001	Temporary Silt Fence	LF	180
815-A007	Loose Riprap, Size 300	TON	730
815-E001	Geotextile under Riprap	SY	540
907-808-A002	Joint Repair	LF	1108
907-823-A001	Preformed Joint Seal, Type 1	LF	554
907-823-B001	Saw Cut, Type 1	LF	1108
907-824-PP006	Bridge Repair, Bearing Plate Replacement, Per Plans	EACH	8
907-824-PP006	Bridge Repair, Cap Cleaning, Per Plans	EACH	22
907-824-PP005	Bridge Repair, Epoxy Repair, Per Plans	CF	35
907-824-PP006	Bridge Repair, Exterior Girder Support Plates, Per Plans	EACH	7
907-824-PP006	Bridge Repair, Interior Girder Support Plates, Per Plans	EACH	6
907-824-PP006	Bridge Repair, Riser Repair Plates, Per Plans	EACH	14
907-824-PP006	Bridge Repair, Steel Pile Connecting Angles, Per Plans	EACH	104
907-845-A001	Coating Existing Structural Steel	LS	1

SPECIAL PROVISIONS REQUIRED:

907-808: Joint Repair
907-823: Preformed Joint Seal
907-845: Coating Existing Structural Steel

INFORMATION PLANS:

Original proj. no. S.P.10-1509(1).
See sheet nos. 8009-8015 of these plans.

MAINTENANCE OF TRAFFIC NOTE:

Maintain traffic in accordance with section 618 of the Standard Specifications of Road and Bridge Construction, 2017 Edition, the latest edition of the Manual on Uniform Traffic Control Devices, and the traffic control sheets included in these plans.

PLAN
BRIDGE DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 1151+55

SR 50 OVER
CHUQUATONCHEE CREEK
BRIDGE REPAIR

FMS: 107860 / 301000
COUNTY: CLAY
PROJECT NUMBER: BR-0058-01(037)

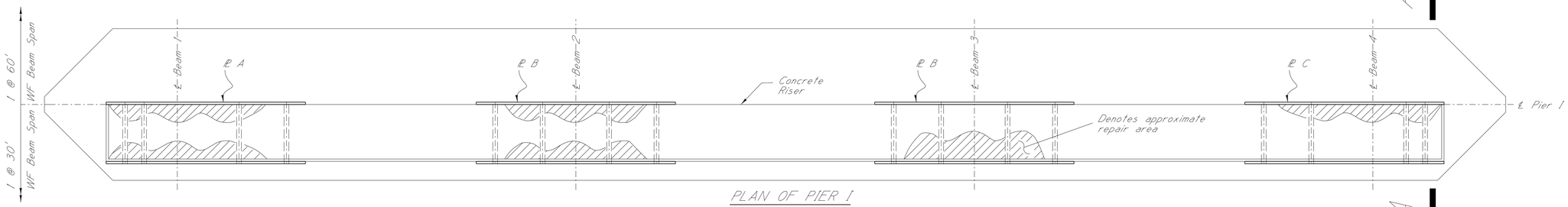
WORKING NUMBER 10F 7

SHEET NUMBER 8002

DATE	REVISION	BY
2/18/19	RIPRAP AND GEOTEXTILE QUANTITIES	DAC

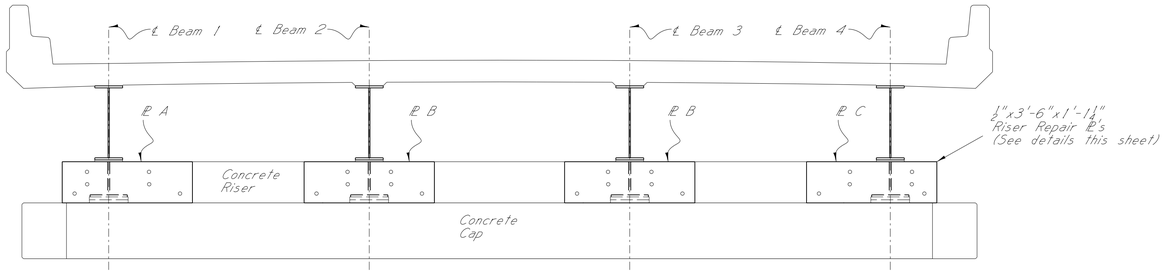
DESIGNER Aaron Cagle CHECKER Chris Duncan
DETAILER Aaron Cagle ISSUE DATE 11/28/2018
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

STATE	PROJECT NO.
MISS.	BR-0058-01(037)



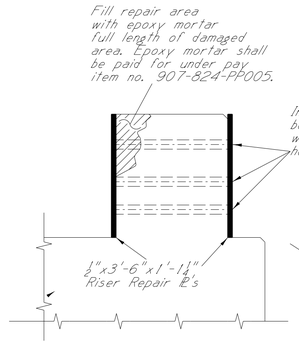
PLAN OF PIER I

Showing Approximate Repair Areas



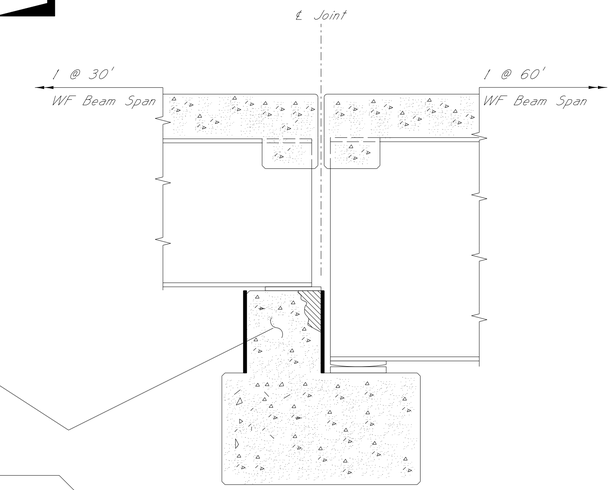
ELEVATION OF CAP & RISER REPAIR PLATE AT PIER I

At span 4 looking towards Pier I. Pier IV is similar by orientation, but no riser repair plate is needed at beam 3. See the Plan of Pier IV detail on this sheet for clarification.

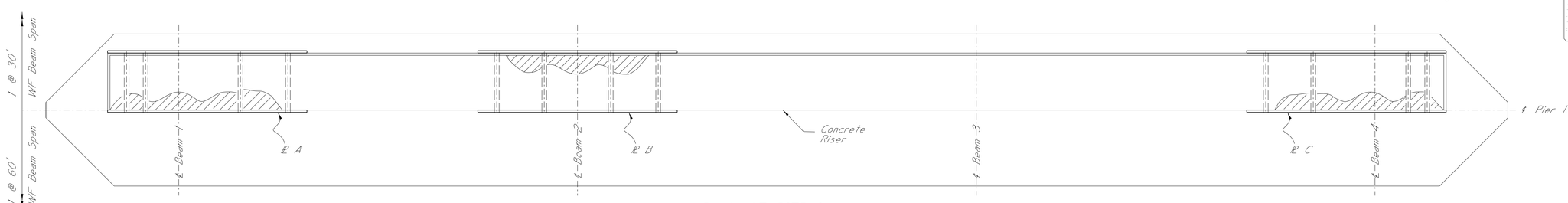


SECTION OF REPAIR PLATE

Showing Riser Repair Plate Installation



SECTION A-A

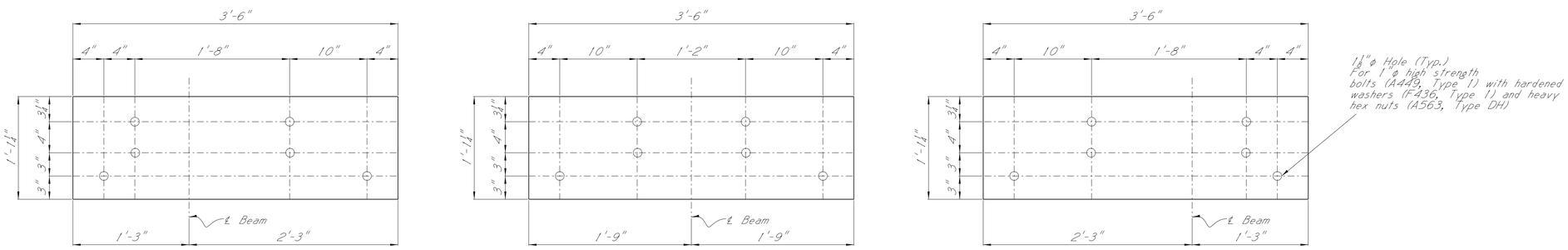


PLAN OF PIER IV

Showing Approximate Repair Areas

NOTES:

1. For riser repair plate and bolt notes, see sheet no. 8004.
2. Work will require jacking. For notes, see sheet no. 8004.
3. All materials and labor associated with this item of work shall be paid for under pay item no. 907-824-PP006, Bridge Repair, Riser Repair Plates, Per Plans



ELEVATION OF RISER REPAIR PLATES

Showing Plate Dimensions & Locations of High Strength Bolts

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 1151+55

RISER REPAIR PLATE DETAILS

FMS: 107860 / 301000

COUNTY: CLAY

PROJECT NUMBER: BR-0058-01(037)

WORKING NUMBER 2 OF 7

SHEET NUMBER 8003

DESIGNER Aaron Cagle
DETAILER Aaron Cagle
CHECKER Chris Duncan
ISSUE DATE 11/28/2018

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

REVISION | BY | DATE

PLAN
BRIDGE DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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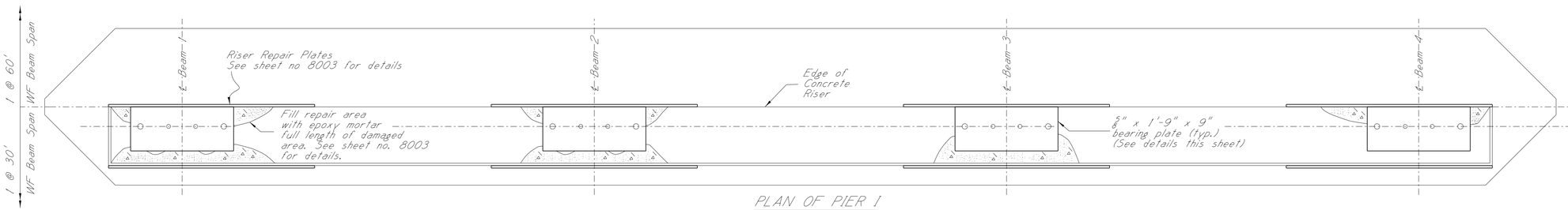
STATE	PROJECT NO.
MISS.	BR-0058-01(037)



PLAN OF PIER I

Showing Approximate Repair Areas

VERTICAL JACKING NOTES:

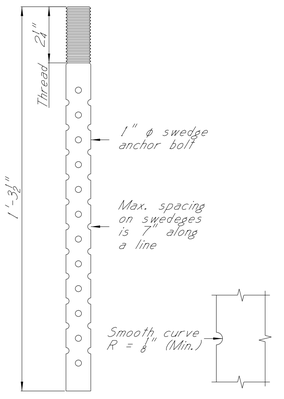
1. The Contractor shall provide adequate bracing and jacking arrangements as required to install riser repair plates at Piers I and IV and replace the existing bearing plates at Piers I and IV as outlined on sheets 8003 and 8004.
2. Traffic shall be maintained on the bridge for the duration of the repair.
3. The Contractor shall employ the service of a Mississippi registered professional engineer who is knowledgeable in the field of bridge design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Bridge Engineer through the Project Engineer for review prior to construction and shall bear the Design Engineer's seal.
4. Jacks at each bent shall be coupled to a common manifold and the bridge span raised uniformly.
5. Jacking points shall be under the bottom flange of the steel beam at each bent and no jacking points will be allowed under any diaphragms or bays.
6. After the beam ends are raised into position, temporary blocking shall be provided to secure the span in this position while work is being performed.
7. Temporary blocking points shall be under the bottom flange of the steel beam at each bent and no temporary blocking will be allowed under any diaphragms or the bays.
8. Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.

BOLT ANCHORING SYSTEM NOTE (Not a Separate Pay Item):

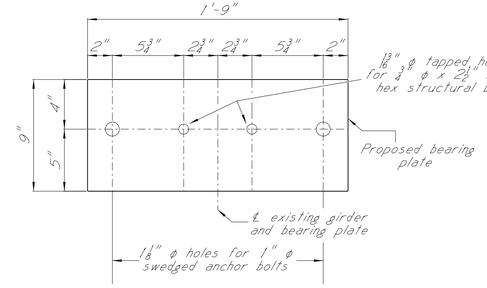
1. Swedged bolt anchoring system shall be one of the following products:
   - A. "HIT RE 500-V3 Epoxy Adhesive Anchor" shall be as manufactured by Hilti, Inc. www.us.hilti.com
   - B. "EPCON C6+" shall be as manufactured by ITW Ramset/Red Head. www.itwredhead.com
   - C. "Ultrabond 1300 " shall be as manufactured by Adhesives Technology Corp. www.atcepoxy.com
2. Installation of the anchoring system shall be performed in accordance with the Manufacturer's recommendations.
3. A representative of the Manufacturer shall be present for sufficient time to assure that the Contractor is properly schooled in the installation of anchoring system.

RISER REPAIR PLATE, BEARING PLATE, & BOLT NOTES

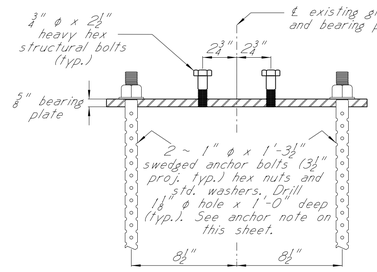
1. Prior to fabrication of the riser repair plate assemblies, bearing plate assemblies, and swedged anchor bolts, all dimensions of the existing structure and clearances shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the element of the new construction to ensure proper fit with existing structure.
2. Prior to fabrication and construction, the Contractor shall submit verification of the existing bridge elements that are associated with these items of work to the Director of Structures, State Bridge Engineer for approval.
3. All steel plates shall conform to A.S.T.M. designation A709, grade 50.
4. Existing anchor bolts shall be ground to ¼" below the concrete surface and finished smoothed with epoxy mortar such that the new bearing plates will bear on a flat surface of the cap. The epoxy mortar for this activity shall be considered an absorbed item of work.
5. Swedged anchor bolts shall meet or exceed designation A.S.T.M. F3125, Grade A325 and shall be galvanized in accordance with A.S.T.M. A153.
6. Heavy hex structural bolts for bearing plates shall meet or exceed designation A.S.T.M. F3125, Grade A490. Heavy hex structural bolts shall be coated with a zinc/aluminimum coating in accordance with A.S.T.M. F1136. Nuts and washers for heavy hex structural bolts shall conform to A.S.T.M. A194, Grade 2H and A.S.T.M. F436 and shall be galvanized in accordance with A.S.T.M. A153.
7. High strength bolts for riser repair plates shall meet or exceed designation A.S.T.M. A449, Type 1. Nuts and washers for riser repair plate bolts shall conform to A.S.T.M. A563, Type DH, and A.S.T.M. F436. All bolts, nuts and washers for riser repair plates shall be galvanized by the mechanical process meeting the requirements of A.S.T.M. B695, class 50, coating.
8. All steel plates and shapes shall be new.
9. Nuts shall be heavy hex.
10. Nuts shall be tapped oversize the minimum amount required for proper assembly.
11. Structural bolts, swedged anchor bolts, nuts, and washers shall not be reused after tightening.
12. All bearing plates to be painted in accordance with Section 814 of the Mississippi Department of Transportation Specifications for Road and Bridge Construction, 2017 Edition. (Not a Separate Pay Item)



SWEDGE ANCHOR BOLT DETAIL



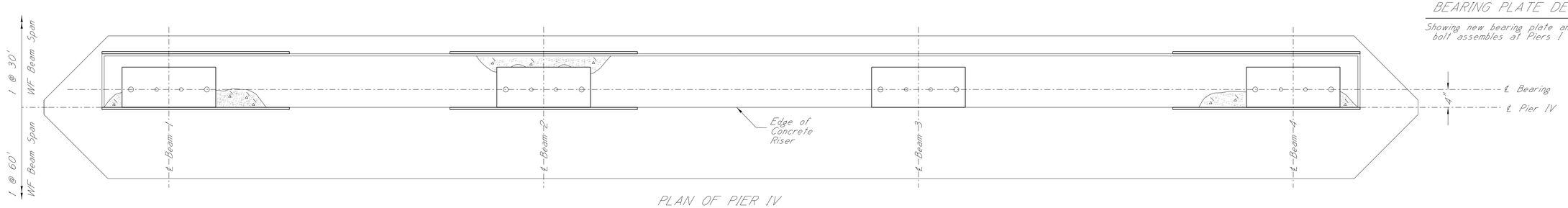
Plan



Elevation from front

BEARING PLATE DETAILS

Showing new bearing plate and anchor bolt assembles at Piers I and IV



PLAN OF PIER IV

Showing Approximate Repair Areas

NOTE:

All materials and labor associated with this item of work shall be paid for under pay item no. 907-824-PP006, Bridge Repair, Bearing Plate Replacement, Per Plans

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 1151+55

BEARING PLATE REPLACEMENT DETAILS

FMS: 107860 / 301000

COUNTY: CLAY

PROJECT NUMBER: BR-0058-01(037)

WORKING NUMBER 3 OF 7

SHEET NUMBER 8004

REVISION | BY | DATE

DESIGNER Aaron Cagle CHECKER Chris Duncan

DETAILER Aaron Cagle ISSUE DATE 11/28/2018

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.

DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

PLAN BRIDGE DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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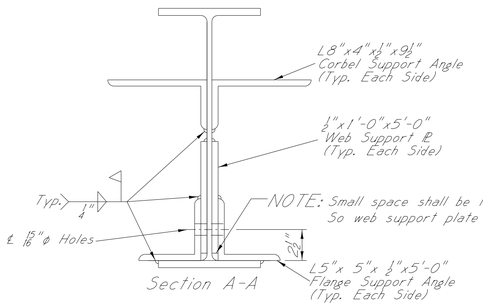
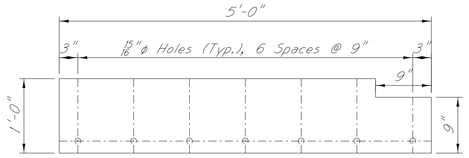
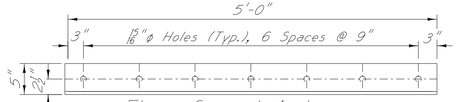
STATE	PROJECT NO.
MISS.	BR-0058-01(037)



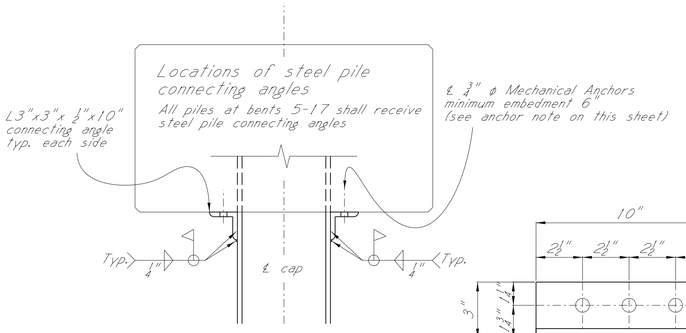
Section A-A



Web Support Plate
½" x 1'-0" x 5'-0"



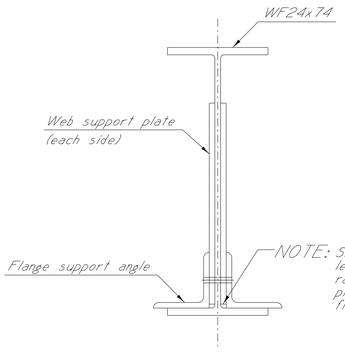
Flange Support Angle
L5" x 5" x ½" x 5'-0"



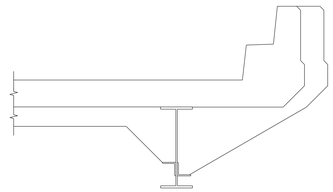
STEEL PILE CONNECTING ANGLE DETAIL

All materials and labor associated with this item of work shall be paid for under pay item no. 907-824-PP006, Bridge Repair, Steel Pile Connecting Angles, Per Plans

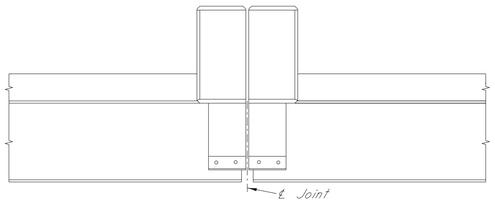
CONNECTING ANGLE
L3" x 3" x ½" x 10"



Section B-B



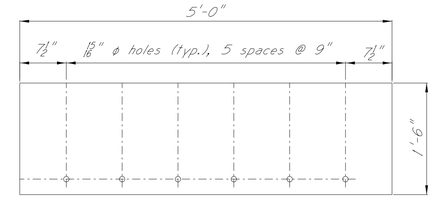
End Elevation Of Exterior
Intermediate Bent
Showing existing corbel and support angles.



Side Elevation Of Exterior
Intermediate Bent
Showing existing corbel and support angles.

MECHANICAL ANCHORING NOTE:
(not a separate pay item)

1. Mechanical anchor shall be one of the following products:
   A. "KWIK HUS (KH) Carbon Steel Screw Anchors" shall be as manufactured by Hilti, Inc. Tulsa, Oklahoma.
   B. "Titen HD" shall be as manufactured by Simpson Strong-Tie Company, inc. Edenton, North Carolina.
   C. "WEDGE-BOLT+" shall be as manufactured by Powers Fasteners Brewster, New York.
2. All components of the mechanical anchoring system shall be installed in strict accordance with the Manufacturer's directions.
3. A representative of the Manufacturer must be present for sufficient time to assure that the Contractor is properly schooled in the mechanical anchors.



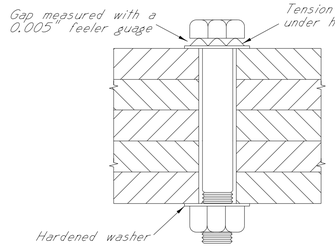
Web Support Plate
5'-0" x 1'-6" x ½"

Locations of Exterior Girder Support Plates

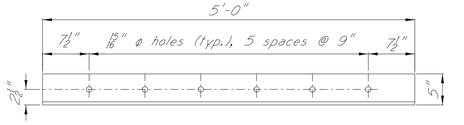
1. Beam #1, Span #4 at Pier 1
2. Beam #4, Span #4 at Pier 1
3. Beam #1, Span #8 at Pier IV
4. Beam #4, Span #8 at Pier IV
5. Beam #1, Span #9 at Bent #5
6. Beam #4, Span #9 at Bent #5
7. Beam #1, Span #10 at Bent #10

Locations of Interior Girder Support Plates

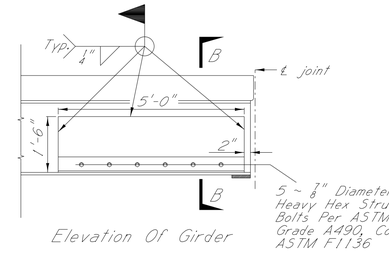
1. Beam #3, Span #1 at Bent #2
2. Beam #2, Span #2 at Bent #3
3. Beam #3, Span #13 at Bent #13
4. Beam #2, Span #13 at Bent 13
5. Beam #3, Span #16 at Bent #12
6. Beam #3, Span #18 at Bent #14



DIRECT TENSION INDICATOR INSTALLATION



Flange Support Angle
L5" x 5" x ½" x 5'-0"

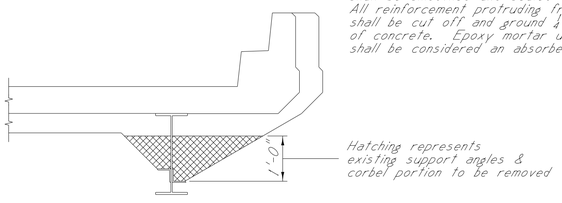


Elevation Of Girder

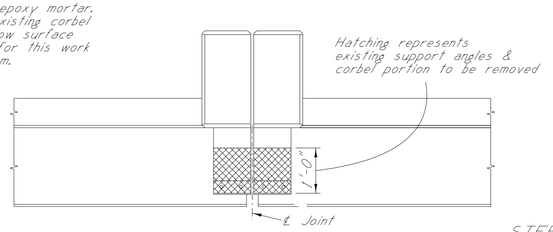
INTERIOR GIRDER SUPPORT PLATES

All materials and labor associated with this item of work shall be paid for under pay item no. 907-824-PP006, Bridge Repair, Interior Girder Support Plates, Per Plans

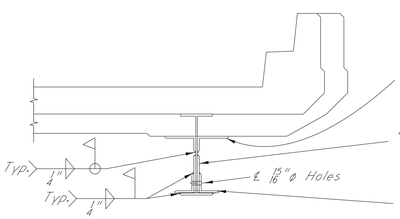
NOTE:
Prior to installing corbel support angles, the roughened bottom surface of the corbel shall be smoothed and sealed with epoxy mortar. All reinforcement protruding from existing corbel shall be cut off and ground 1" below surface of concrete. Epoxy mortar used for this work shall be considered an absorbed item.



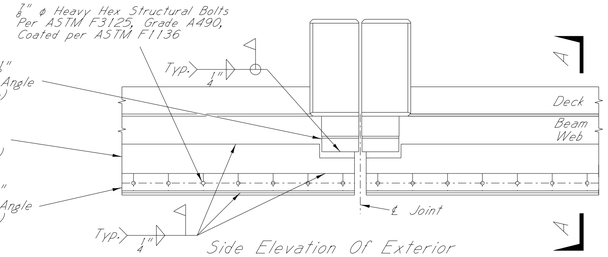
End Elevation Of Exterior
Intermediate Bent
Showing portion of corbel and support angles to be removed.



Side Elevation Of Exterior
Intermediate Bent
Showing portion of corbel and support angles to be removed.



End Elevation Of Exterior
Intermediate Bent
Showing new corbel support angles and beam repair.



Side Elevation Of Exterior
Intermediate Bent
Showing new corbel support angles and beam repair.

EXTERIOR GIRDER SUPPORT PLATES

All materials and labor associated with this item of work shall be paid for under pay item no. 907-824-PP006, Bridge Repair, Exterior Girder Support Plates, Per Plans

STEEL PLATE AND BOLT NOTES:

1. Prior to fabrication all dimensions of the existing structure and clearances shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the element of the new construction to ensure proper fit with existing structure.
2. Prior to fabrication and construction, the Contractor shall submit verification of the existing bridge elements that are associated with installing girder support plates and steel pile connecting angles to the Director of Structures, State Bridge Engineer for approval.
3. All steel plates shall conform to A.S.T.M. designation A709, grade 50.
4. Heavy hex structural bolts shall meet or exceed designation A.S.T.M. F3125, Grade A490. Heavy hex structural bolts shall be coated with a zinc/aluminimum coating in accordance with A.S.T.M. F1136.
5. All steel plates and shapes shall be new.
6. Nuts and washers shall conform to A.S.T.M. A194, Grade 2H and A.S.T.M. F436.
7. Nuts shall be heavy hex.
8. Nuts shall be tapped oversize the minimum amount required for proper assembly.
9. All nuts and washers shall be galvanized in accordance with A.S.T.M. A153.
10. Direct tension indicators (DTI) shall be used for tension verification and shall meet the requirements of A.S.T.M. F959. Direct tension indicators shall be galvanized by the mechanical process meeting the requirements of A.S.T.M. B695, class 50, coating.
11. Heavy hex structural bolts, nuts, or direct tension indicators shall not be reused after tightening.
12. Prior to construction, certification for all welders and a procedure for storage and handling of welding electrodes to be used on this projectshall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for approval.
13. Prior to any fabrication, the fabricator shall have shop drawings, welding procedures, a procedure for storage and handling of welding electrodes, wire and flux and a flux recovery procedure (if applicable) that have been approved by the Director of Structures, State Bridge Engineer.
14. All welding shall be done by the electric arc process and shall conform to the ANSI/AASHTO/AWS D1.5 bridge welding code, the latest edition of the AASHTO Guide Specification for Highway Bridge Fabrication with high performance steel, when applicable, and as directed herein.
15. The fabricator shall have a Certified Welding Inspector (CWI) on each work shift where welding or other significant work is performed.
16. All welds shall be discontinued ¼" or ½" from ends of angles.
17. Any existing girder supports plates that are not installed in an equivalent configuration and condition as specified in these plans shall be removed and replaced by the Contractor. The cost associated with this work shall be considered as an absorbed item.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 1151+55

GIRDER SUPPORT PLATE AND STEEL PILE CONNECTING ANGLE DETAILS

FMS: 107860 / 301000
COUNTY: CLAY
PROJECT NUMBER: BR-0058-01(037)

DESIGNER Aaron Cagle
DETAILER Aaron Cagle
CHECKER Chris Duncan
ISSUE DATE 11/28/2018

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

WORKING NUMBER 4 OF 7
SHEET NUMBER 8005

PLAN
BRIDGE DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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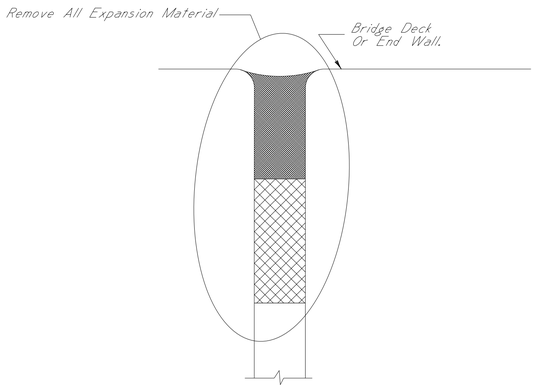
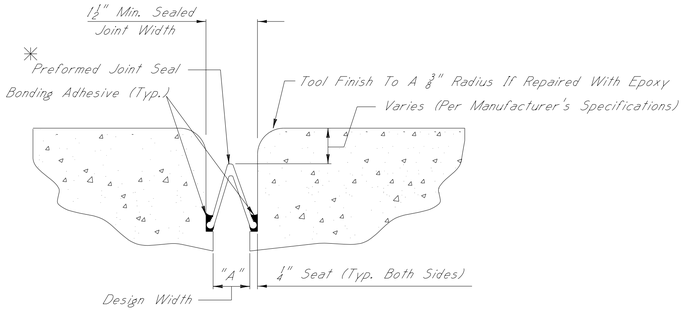
STATE	PROJECT NO.
MISS.	BR-0058-01(037)



TYPICAL SECTION AT EXISTING JOINT

Showing Existing Expansion Material To Be Removed And Replaced With Preformed Joint Seal



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

✳NOTES:

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

   A. Silicoflex Joint Sealing System
   Manufactured By R.J. Watson, Inc. In Alden, NY
   www.rjwatson.com

   B. Wabo SPS Joint System
   Manufactured By Watson Bowman Acme Corporation In Amherst, NY
   www.wbacorp.com

   C. Silspec 555 Silicone Strip Seal
   Manufactured By SSI Commercial & Highway Construction Materials
   www.ssicm.com

2. For Estimating Purposes, The RJ Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths And Widths, Adhesive Setting Times, And Any Other Variances Between The Specifications Provided By The Manufacturers. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint Material.

3. Joints Shall Be Sealed At Their Design Widths, Dimension "A", Which Is Defined As The Actual Width Of The Joint Opening. This Width Does Not Account For The ¼" Seat Required On Both Sides Of The Joint. Preformed Joint Seal, Type I, Shall Be Used For Design Widths Less Than 2". Preformed Joint Seal, Type II, Shall Be Used For Design Widths Greater Than or Equal To 2", With The Maximum Design Width Being 2¾". In Cases Where Design Widths Are Greater Than 2¾", Another Type Of Expansion Material Shall Be Required As Directed By The Director Of Structures, State Bridge Engineer. It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

END SPAN JOINTS:

It should be noted that the joint between the approach pavement and the end span of the bridge shall be left as is. No work shall be performed on these bridge elements.

SLIDING PLATE JOINTS:

It should be noted that the sliding plate joints on this bridge shall be left as is. No work shall be perform on these bridge elements.

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-A002 JOINT REPAIR

Description: Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Epoxy Mortar Shall Also Be Included Under This Item Of Work. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Will Not Be Paid For Directly And Shall Be Considered As Absorbed Under This Item Of Work. All Other Requirements Shall Be In Accordance With The Applicable Provisions Of Section 808 Of The Specifications And Any Other Sections Specified Therein.

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-B001 SAW CUT, TYPE I & 907-823-B002 SAW CUT, TYPE II

Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Preformed Joint Seal Selected.

Basis of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint. It Is The Contractor's Responsibility To Ensure That The Proper Depth Is Selected Based On The Manufacturer's Recomendations.

907-823-A001 PREFORMED JOINT SEAL, TYPE I
907-823-A002 PREFORMED JOINT SEAL, TYPE II

Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

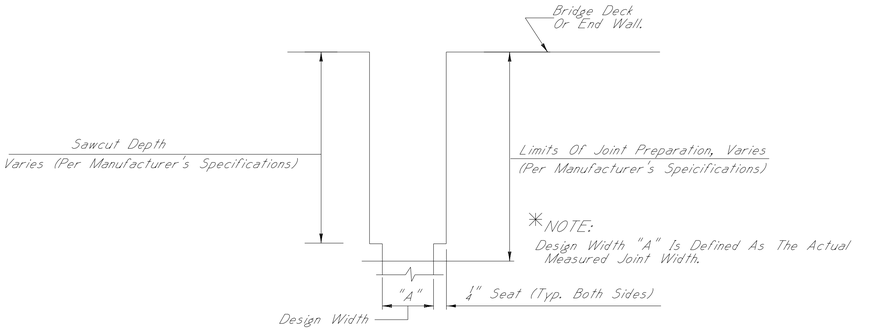
Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

EPOXY MORTAR AND POLYMER CONCRETE NOTES:

Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

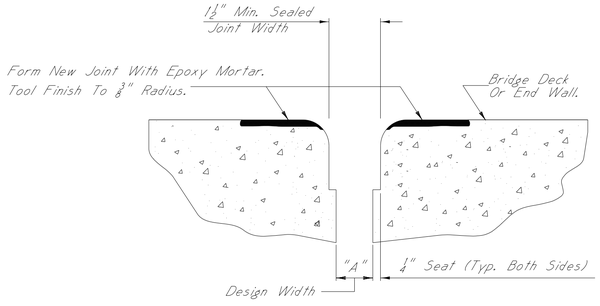
GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
3. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.



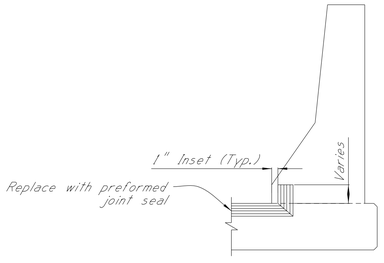
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut, With Epoxy Mortar Or Approved Equivalent



✳NOTES:

For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3".
For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier is 6".

ELEVATION AT END OF SPAN

DESIGN BY
BRIDGE DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 1151+55

JOINT REPAIR DETAILS

FMS: 107860 / 301000
COUNTY: CLAY
PROJECT NUMBER: BR-0058-01(037)

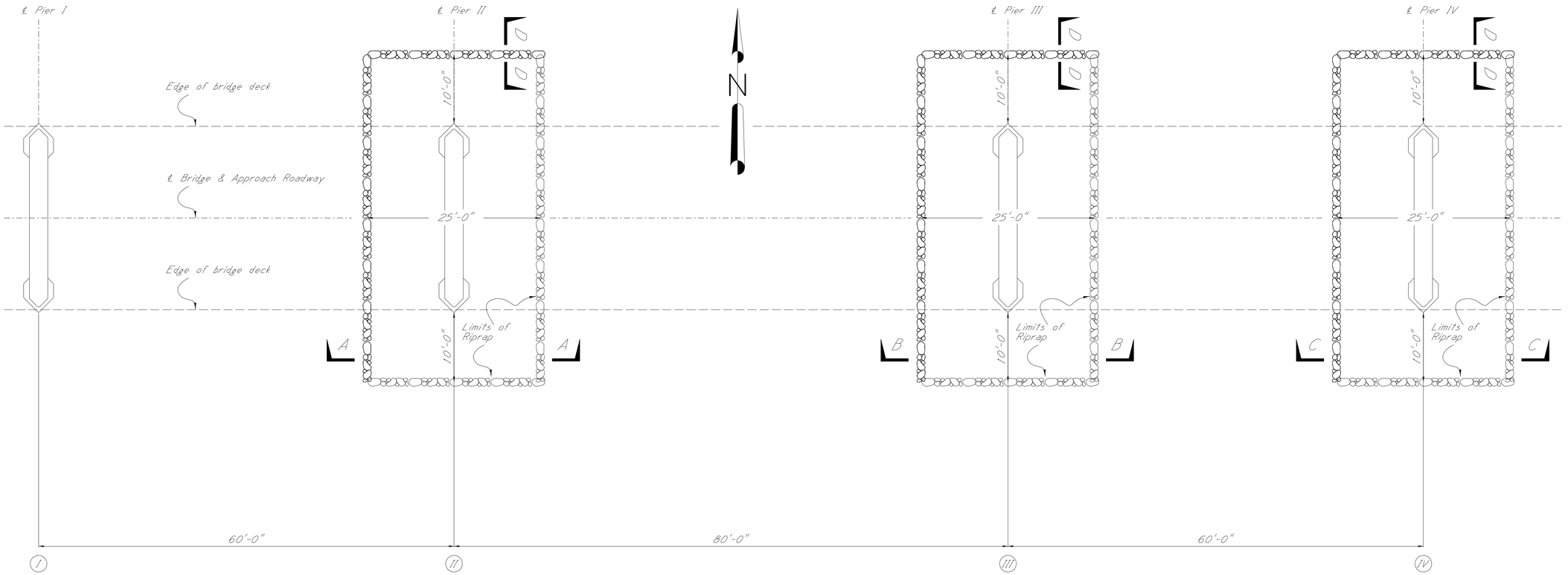
DATE	REVISION	BY

DESIGNER Aaron Cagle CHECKER Chris Duncan
DETAILER Aaron Cagle ISSUE DATE 11/28/2018
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

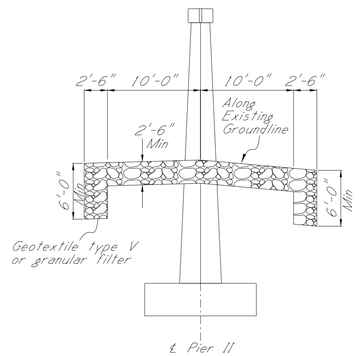
WORKING NUMBER 5 OF 7
SHEET NUMBER 8006

1st O.REV.

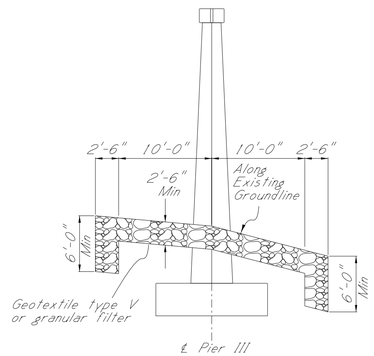
STATE	PROJECT NO.
MISS.	BR-0058-01(037)



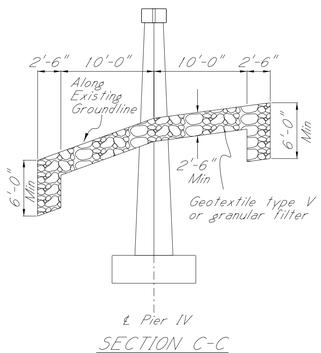
RIPRAP PLACEMENT PLAN
Showing limits of riprap placement



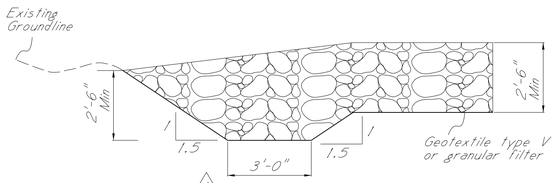
SECTION A-A
Showing riprap placement details at Pier II



SECTION B-B
Showing riprap placement details at Pier III



SECTION C-C
Showing riprap placement details at Pier IV



1 SECTION D-D
Revetment riprap showing key trench at upstream and downstream termination

NOTE
1. Scour areas will be filled in with riprap so reshaping of existing bank is not required.
2. Any vegetation that will interfere with the placement of riprap shall be removed and is the responsibility of the Contractor. Removal of vegetation will be an absorbed item.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BRIDGE AT STA. 1151+55

RIPRAP PLACEMENT PLAN

FMS: 107860 / 301000
COUNTY: CLAY
PROJECT NUMBER: BR-0058-01(037)

WORKING NUMBER 6 OF 7
SHEET NUMBER 8007

BY	REVISION	DATE
DAC	REVISED SECTION D-D	2/18/19

DESIGNER Aaron Cagle CHECKER Chris Duncan
DETAILER Aaron Cagle ISSUE DATE 11/28/2018
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

PLAN
BRIDGE DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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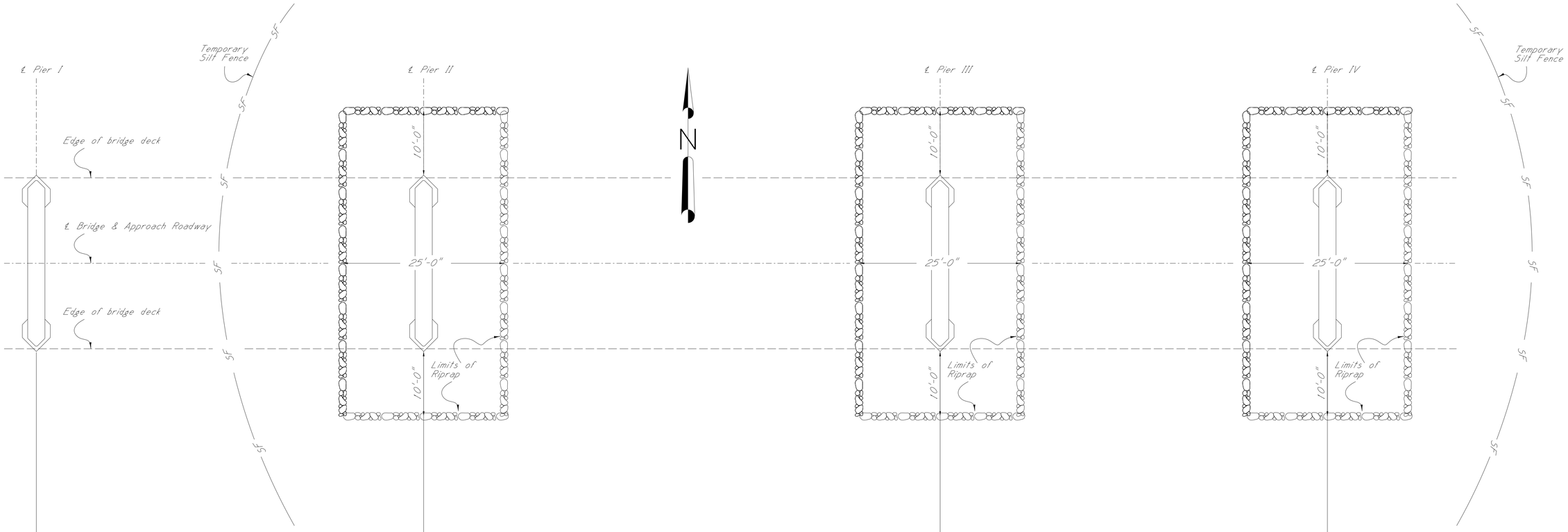
STATE	PROJECT NO.
MISS.	BR-0058-01(037)



EROSION CONTROL PLAN

Showing limits of erosion control measures

NOTE

1. No dirt can be pushed into the creek.
2. If a platform for working is needed, then riprap may be used.
3. Minimize distrubance to existing banks.

IMPAIRED WATER BODY
CHUQUATONCHEE CREEK IS IMPAIRED DUE TO DDT, SEDIMENT, TOTAL N&P, AND TOXAPHENE

PLAN
BRIDGE DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Ø0: 00 AMPM DGNFILENAME

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BRIDGE AT STA. 1151+55

BRIDGE EROSION CONTROL

FMS: 107860 / 301000

COUNTY: CLAY

PROJECT NUMBER: BR-0058-01(037)

WORKING NUMBER 7 OF 7

SHEET NUMBER 8008

REVISION BY

DATE

DESIGNER Aaron Cagle CHECKER Chris Duncan

DETAILER ~~Aaron Cagle~~ ISSUE DATE 11/28/2018

DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.

STATE	PROJECT NO.
MISS.	

10740

10741

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NO
SUMMARY OF QUANTITY
NOR
RECAP SHEETS

BY

REVISIONS

DATE

WORKING NUMBER

SHEET NUMBER

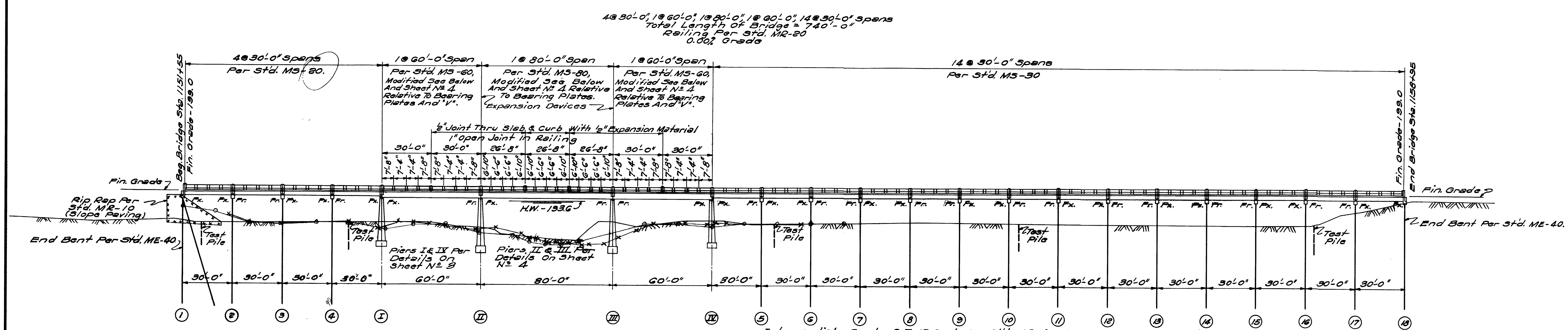
DESIGNED _____ DETAILED _____ TRACED _____

CHECKED _____ ISSUED _____ DATE _____

Old Building No. 814-7 Form 1-118

FOR INFORMATION ONLY: PROJECT NO. BR-0058-01(037) REVISED SHEET NO: 8009

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS.	S.P.-10 1509 (1)	19	II	IV



ELEVATION WITH PROFILE ON ℄ ROADWAY
Scale: 1" = 30'-0"

LEGEND
x-x-x-x 2-5-57
o-o-o-o 11-16-57

ESTIMATED QUANTITIES								
Item / Location	Class "B" Bridge Conc. Cu. Yds.	Class "C" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Structural Steel Lbs.	Steel Piling Lin. Ft.	Conc. Rip Rap Slope Paving Cu. Yds.	Bridge Railing Lin. Ft.	Test Pile Units
30' Appr. Spans	390.20		99,190	162,760			1080	5
60' Spans	85.00		22,000	40,050			240	
80' Span	57.40		14,550	82,270			160	
Int. Bents	64.80		6,930	10,950	2112			
Piers I & IV		106.00	9,680					
Piers II & III		148.25	14,250					
End Bents	11.20		1,730		562	50		
Totals	608.60	254.25	168,330	296,030	2674	50	1480	5

GENERAL NOTES:
Specifications: Mississippi State Highway Department.
No Unauthorized Change Of Plan Will Be Permitted.
Test Piles Shall Be Driven To A Minimum Bearing Capacity Of 28 Tons Each And A Minimum Penetration Of 45 Feet Each.
Test Pile Data And Recommended Pile Lengths Shall Be Submitted To The Bridge Department Prior To Placing Order For Steel Piling.
Complete And Permanent Pile Driving Data Shall Be Kept For Submission To The Bridge Department On Completion Of Driving.
Expansion Joint Filler Shall Be Cork Or Rubber.
Foundation Elevations Of Piers Are Subject To Change And Shall Be Determined In The Field Prior To Placing Order For Pier Reinforcing.
Bar Lists Of Reinforcing Steel For Piers Shall Be Submitted To The Bridge Department Prior To Fabrication.

Standard Plans Required: MS-30, MS-60, MS-80, MR-20, ME-40, MP-40, MR-10, MP-20

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE "B" AT STA. 1151+55
S.P. 10-1509 (1)
CLAY COUNTY
SUBMITTED BY ______ BRIDGE ENGINEER

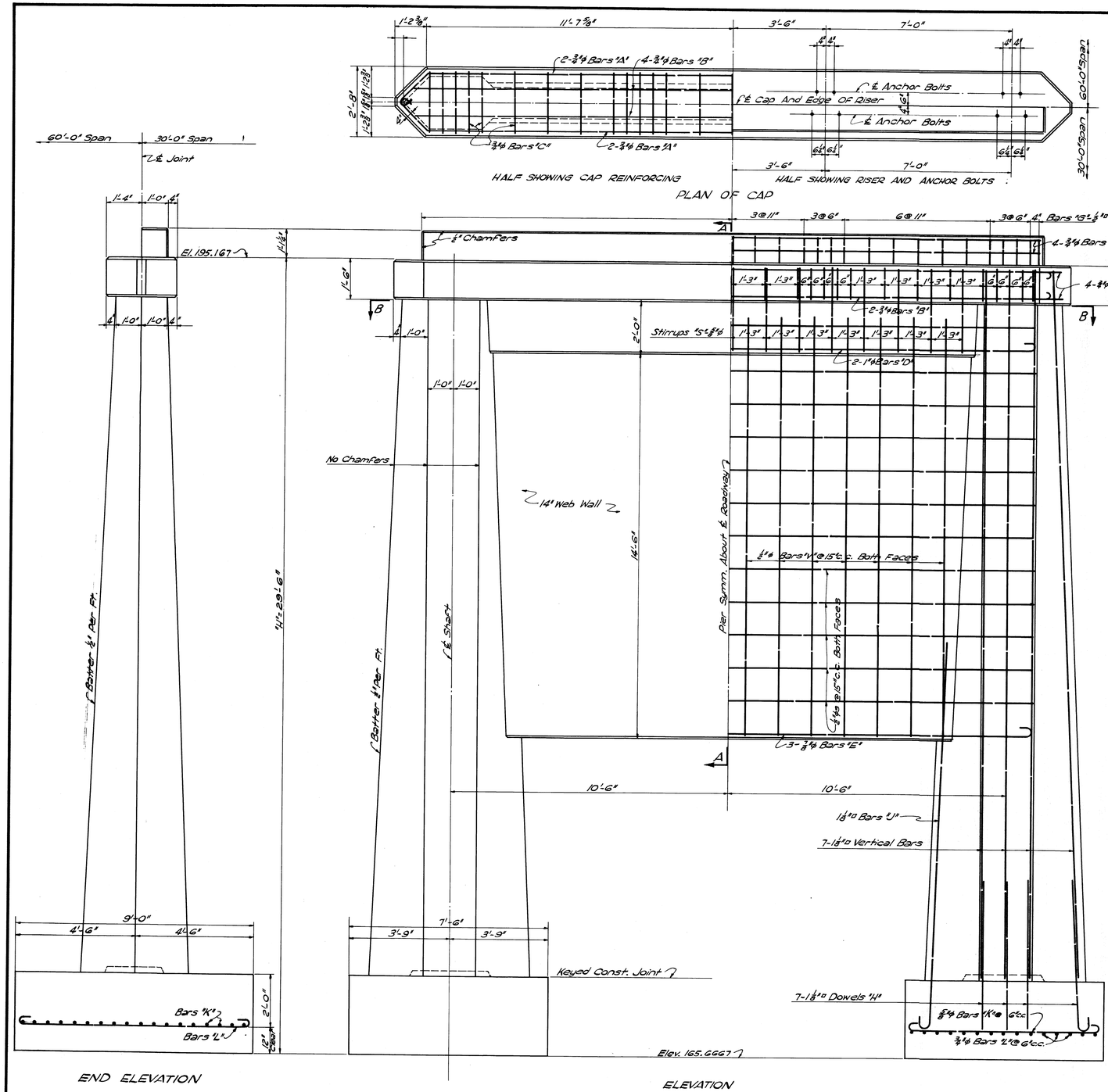
REVISIONS: 8-21-59 Changed To Conc. Rip Rap

DETAILED JLH	CHECKED	ISSUED	SHEET NUMBER
TRACED JLH	DATE	DATE	2 OF 4

10741

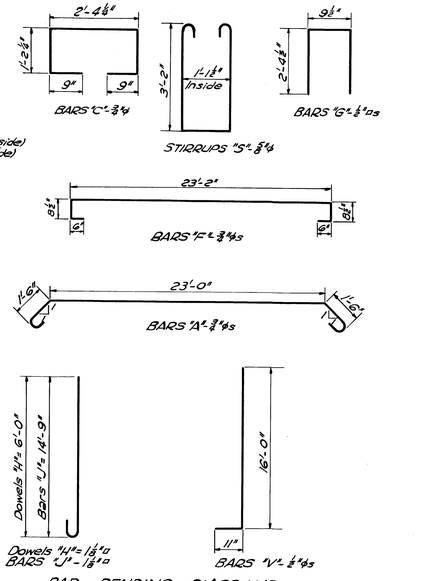
3 Prints.

FED. ROAD DIST. NO.	STATE	PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS.		19	III	IV



Bars "B" - 3/4	23'-10"
Bars "D" - 1 1/4	23'-0"
Bars "E" 7/8 3/4	23'-0"
Bars "K" 3/4	7'-0"
Bars "L" - 3/4	8'-6"

BARS "B", "D", "E", "K" & "L"



BAR BENDING DIAGRAMS
Dimensions Are Out To Out Unless Noted.

GENERAL NOTES ..

Specifications : Mississippi State Highway Dept.
No Unauthorized Change Of Plans Will Be Permitted.
All Exposed Concrete Edges To Be Chamfered 1" Unless Otherwise Noted.
All Exposed Concrete Surfaces To Receive A Uniform Rubbed Finish.
All Concrete Shall Be Class "C", Min. Cement Factor = 1.47
Bottom Of Wall And Footing Elevation Shall Be Determined By The Engineer Prior To Placing Order For Reinforcing Steel.

REVISIONS: BY MHB — Cap Elev. 8" Corrected — DATE 9-26-39

MISSISSIPPI STATE HIGHWAY DEPARTMENT

BRIDGE B AT STA 1151 + 55

PIERS I & IV

S.P. 10 - 1509 (1)

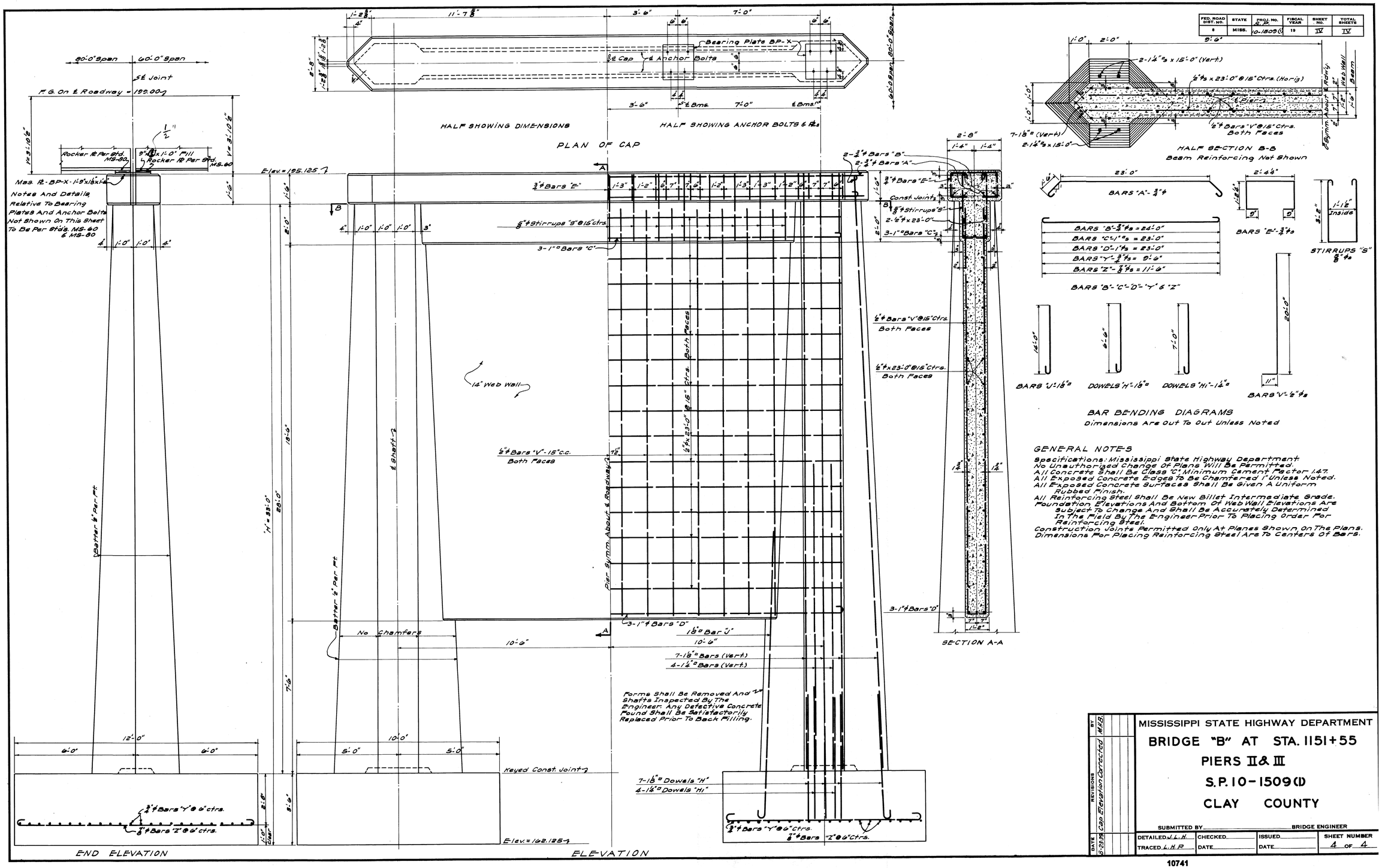
CLAY COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE	DATE	3 OF 4

10741

FED. ROAD DIST. NO.	STATE	PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS.	S.P. 10-1509(1)	19	IV	IV



GENERAL NOTES

Specifications: Mississippi State Highway Department.
No Unauthorized Changes Of Plans Will Be Permitted.
All Concrete Shall Be Class "C" Minimum Cement Factor 1.47.
All Exposed Concrete Edges To Be Chamfered 1" Unless Noted.
All Exposed Concrete Surfaces Shall Be Given A Uniform Rubbed Finish.
All Reinforcing Steel Shall Be New Billet Intermediate Grade.
Foundation Elevations And Bottom Of Web Wall Elevations Are Subject To Change And Shall Be Accurately Determined In The Field By The Engineer Prior To Placing Order For Reinforcing Steel.
Construction Joints Permitted Only At Planes Shown On The Plans.
Dimensions For Placing Reinforcing Steel Are To Centers Of Bars.

REVISIONS	BY	DATE
Corr. Elevation Corrected	M.B.	5-23-58

MISSISSIPPI STATE HIGHWAY DEPARTMENT

BRIDGE "B" AT STA. 1151+55

PIERS II & III

S.P. 10-1509(1)

CLAY COUNTY

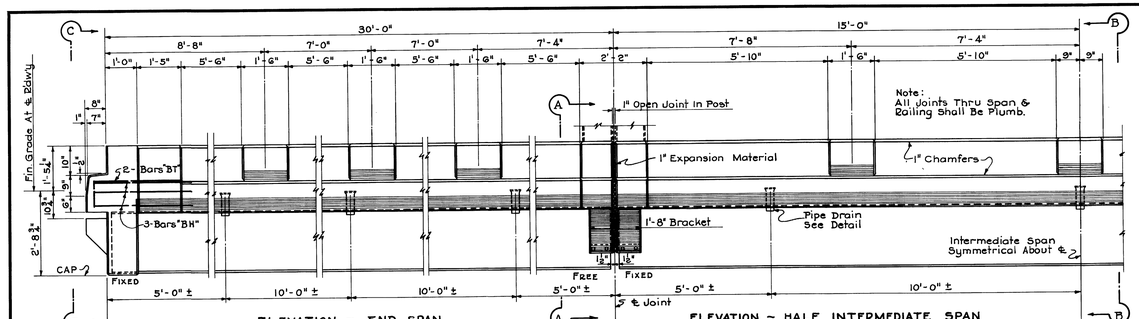
SUBMITTED BY _____ BRIDGE ENGINEER

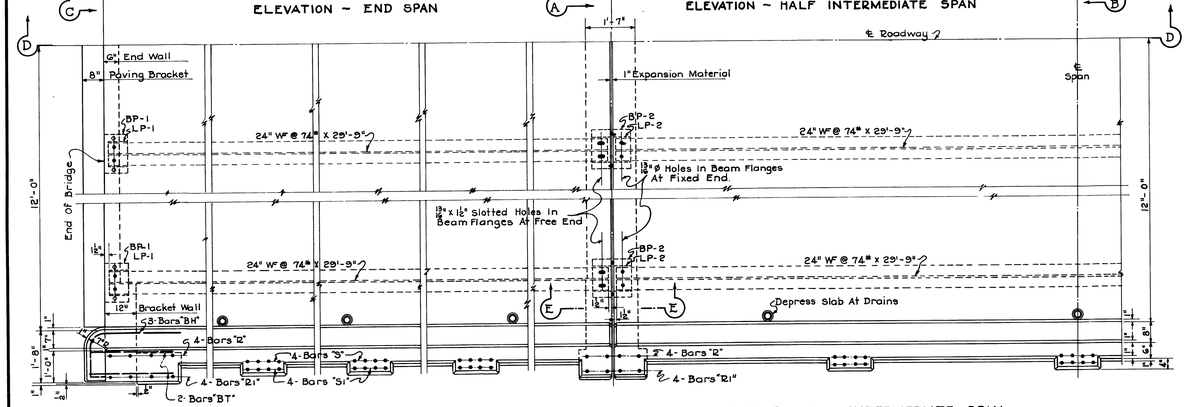
DETAILED J.L.H.	CHECKED	ISSUED	SHEET NUMBER
TRACED L.H.R.	DATE	DATE	4 OF 4

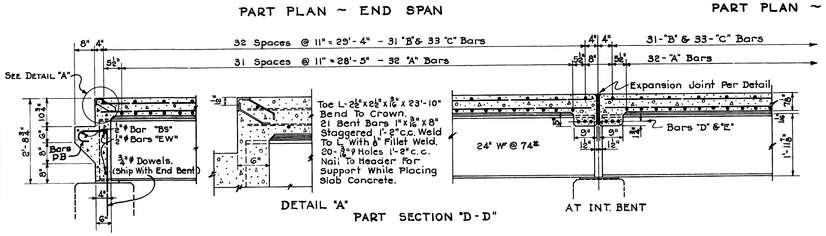
10741

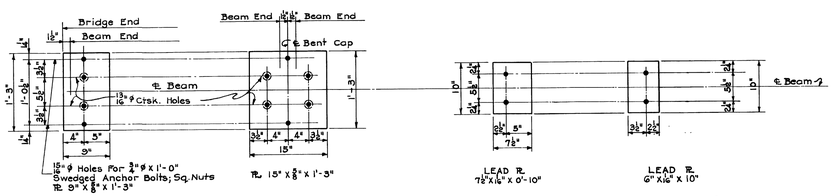
FOR INFORMATION ONLY: PROJECT NO. BR-0058-01(037) REVISED SHEET NO: 8012

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS.		19		



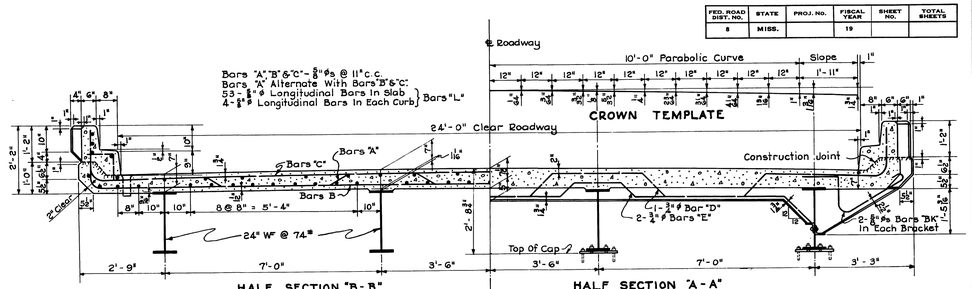




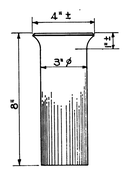


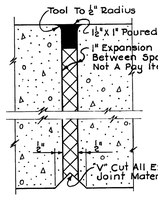
BEARING PLATE AND LEAD PLATE DETAILS

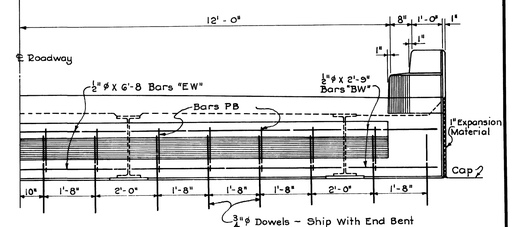
NOTE: Lead Plates LP-1 & LP-2 Are To Be Placed On Top Of Bearing Plates Before Beams Are Erected. All Bearing Plates Shall Be Set On 2 Layers Of Sheet Lead Of Approximately 1/16" Thickness Each And Of Same Dimensions As The Respective Bearing Plates. LEAD PLATES ARE NOT A PAY ITEM



Note: Dimensions For Placing Reinforcing Steel Are To Centers Of Bars.





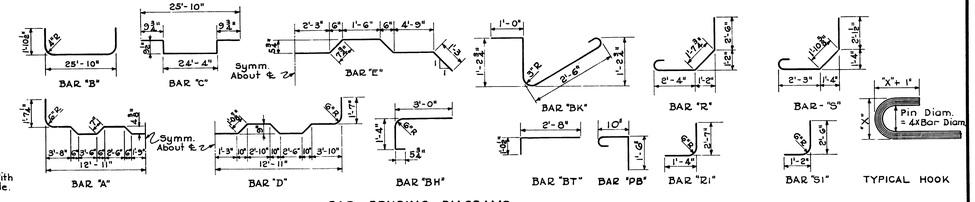


REINFORCING BAR SCHEDULE

MARKS	A-⅞" ø	B-⅞" ø	C-⅞" ø	D-¾" ø	E-¾" ø	BK-⅞" ø	BH-½" ø	BT-½" ø	E2-⅞" ø	R1-⅝" ø	S-½" ø	S1-½" ø	BS-½" ø	EW-½" ø	BW-½" ø	L-⅝" ø	RL-⅝" ø	PB-1¼" ø DOWELS	
LOCATION	SLAB	SLAB	SLAB	DROP SLAB	DROP SLAB	BRACKET	BUMPER	BUMPER	END RAIL POST	END RAIL POST	INT. RAIL POST	INT. RAIL POST	PAVING BRACKET	END WALL	BRACKET WALL	LONG. CURB & SPACER	LONG RAIL	PAV. BRKT.	BR. END
	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO. LENGTH
END SPAN	32	29-0	31	29-2	33	27-4	1	29-10	2	22-1	4	5-0	6	4-6	4	3-8	12	7-0	12 3-8
INT. SPAN	32	29-0	31	29-2	33	27-4	2	29-10	4	22-1	8	5-0					8	7-0	8 3-8

END SPAN	24	3-8	12	7-0	12	3-8	24	G-8	24	3-5	1	23-6	6	G-8	4	2-9	61	29-8	8	29'8"	14	2'-0"	16	2'-6"	
INT. SPAN	24	3-8	12	7-0	8	3-8	24	G-8	24	3-5							61	29-8	8	29'8"					

NOTE: Bars For Which No Bending Details Are Shown Are Straight. Location Of Bars R, R1, S & S1 Is Shown On Railing Standard MR-20.



Dimensions Are Out To Out And Bar Lists Shall Be So Dimensioned. Note: If Bearing At Abutment Is Free, Deduct Dowels (60 lb.) From End Span Reinforcing Steel.

DESIGN DATA

SPECIFICATIONS
LOADING
ALLOWABLE STRESSES:
- Compression In Concrete Due To Bending ---------- 800 Lbs. Per Sq. Inch.
- Tension In Reinforcing Steel Due To Bending ---------- 16,000 Lbs. Per Sq. Inch.
- Tension And Compression In Structural Steel Due To Bending ---- 18,000 Lbs. Per Sq. Inch.

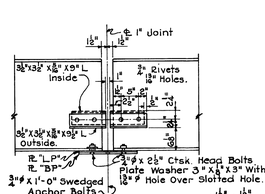
A.A.S.H.O. H-15, $I = \frac{50}{L+125}$ (Max. 30%).

ESTIMATED QUANTITIES ITEM	END SPAN	INT. SPAN
Concrete: Cu. Yds.	23.10	21.50
Structural Steel: Pounds	9,115	9,033
Reinforcing Steel: Pounds	5,274	5,177
Bridge Railing: Lin. Ft.	60	60

NOTE: Payment Will Be Made On The Basis Of The Quantities Shown Unless This Plan Is Modified.

GENERAL NOTES:

Standard Specifications of The Mississippi State Highway Department Shall Apply.
All Concrete Shall Be Class "B", Cement Factor 1.50. All Exposed Concrete Surfaces Shall Be Given A Uniform Rubbed Finish. All Concrete Corners Shall Be Chamfered ¾" Unless Otherwise Noted.
Forms For Concrete Shall Be Supported On The I-Beams Which Shall Be Swung Free Of Falsework Before Placing Concrete. Curbs Shall Not Be Formed Until End Of Curing Period For Slab; And Rails Shall Not Be Formed Until End Of Curing Period For Curbs.
Shop Drawings For Structural Steel Shall Be Submitted To The Bridge Engineer For Approval Before Ordering Material. No Mill Inspection Will Be Made But (5) Certified Copies Of Mill Test Reports Are Required.
Shop Inspection Will Be Made. The Bridge Engineer Shall Be Given Advance Notice As To When Fabrication Will Commence.
All Structural Steel Shall Be Given A Shop Coat Of Red Lead Paint Per Code R-L, Which Shall Be Allowed To Dry A Minimum Period Of Four (4) Days Prior To Shipment.
All Structural Steel Shall Be Given Three (3) Field Coats Of Paint. First Coat Shall Be Red Lead Per Code R-L; Second And Third Coats Shall Be Aluminum Per Code B-A. The First Of Aluminum Shall Be Tinted By Adding Four (4) Ounces Of Prussian Blue Paste To Each Gallon Of Paint.
Reinforcing Steel Shall Be Accurately Supported From Forms By Approved Devices And Shall Be Securely Wired At Each Intersection Before Placing Concrete.
Drains Shall Be Standard Boiler Tubing, 18 Guage Minimum Thickness. Form Neat Flare And Galvanize After Flare Has Been Made. No Painting Required.
Forms Shall Be Constructed In Accordance With Std. Plan MF-20.
All Rivets ¾" ø; Holes ⅞" Unless Noted.



DATE	REVISIONS	BY
1-3-40	Revised for 1940 Specifications	

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE STANDARD

30 FT. WF BEAM SPAN

CONCRETE DECK

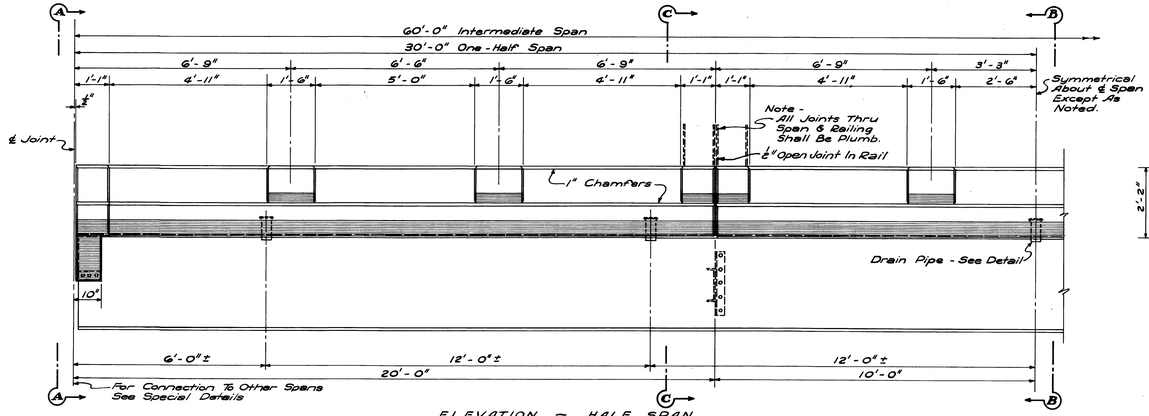
24 FT. ROADWAY

SUBMITTED BY C. H. Ivers BRIDGE ENGINEER

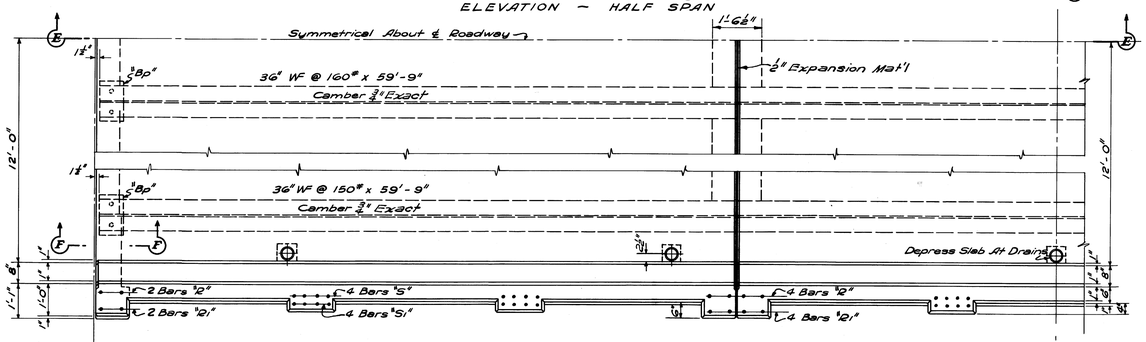
DETAILED N.U. CHECKED H.H.B. ISSUED
TRACED E. L. E. DATE DATE May 1, 1940

MS-30

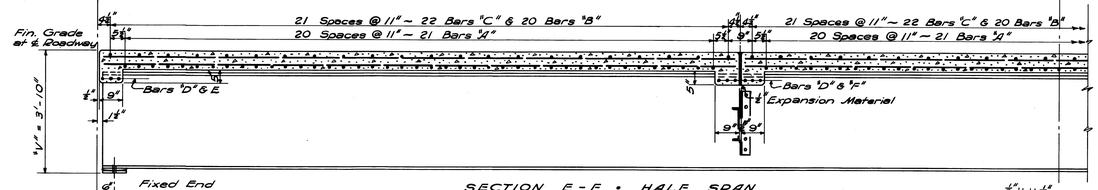
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.
8	MISS.		19	



ELEVATION — HALF SPAN



PART PLAN OF SPAN



SECTION E-E • HALF SPAN

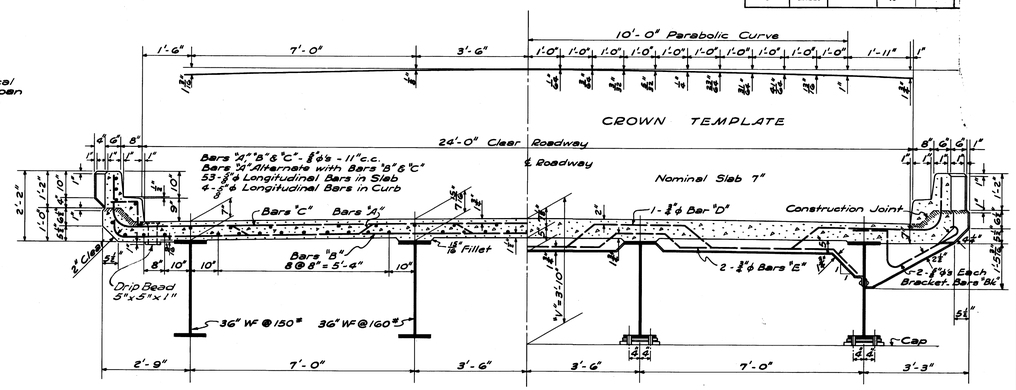
BEARING PLATE DETAILS — ~ EXPANSION JOINT DETAIL ~

DETAILS ~ EXPANSION DEVICE

PART SECTION D-D

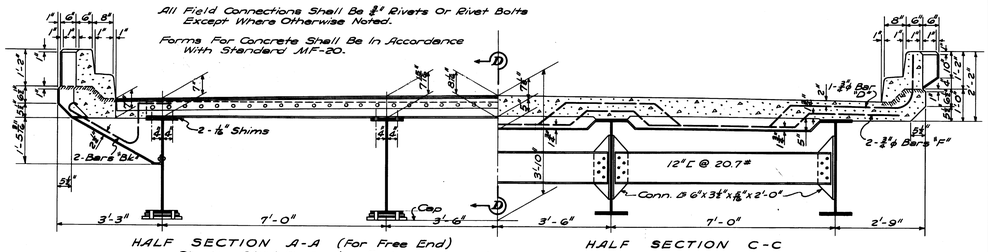
DESIGN DATA

SPECIFICATIONS: A.A.S.H.O.
LOADING: H-15, I = 50/(125 (Max. 30%)
ALLOWABLE STRESSES:
Compression in Concrete Due To Bending ~800 lb. per sq. in.
Tension in Reinforcing Steel Due To Bending ~16,000 lb. per sq. in.
Tension & Compression in Struct. Steel Due To Bending ~18,000 lb. per sq. in.



HALF SECTION B-B — HALF SECTION A-A (For Fixed End)

Note - Dimensions For Placing Reinforcing Steel Are To Centers Of Bars



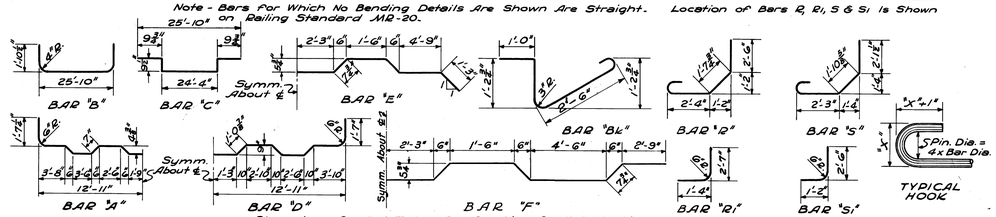
HALF SECTION A-A (For Free End) Showing Steel Expansion Device

HALF SECTION C-C

~ REINFORCING BAR SCHEDULE ~

Marks	Bars A ⅝" ø	Bars B ⅝" ø	Bars C ⅝" ø	Bars D ⅞" ø	Bars E ⅞" ø	Bars F ⅞" ø	Bars Bl ⅞" ø	Bars R ⅝" ø	Bars S ⅝" ø	Bars Sl ⅝" ø	Bars L ⅝" ø	Bars Rl ⅝" ø
Location	Slab	Slab	Slab	Drop Slab	Drop Slab	Drop Slab	Bracket	Rail Posts	Rail Posts	Rail Posts	Rail Posts	Long. Curb & Span	Long. Rail
No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
One Span	63	29'-0"	60	29'-2"	66	27'-4"	4 @ 2 @	29'-10"	4 @ 2 @	22'-1"	8	25'-10"	8	5'-0"	24	7'-0"	24	3'-8"	48	6'-8"	48	3'-5"	183	19'-8"	24	19'-8"

Note - Bars For Which No Bending Details Are Shown Are Straight. Location of Bars R, Rl, S & Sl Is Shown on Railing Standard MR-20.



BAR BENDING DIAGRAMS

Shop Paint Shall Be Allowed To Dry For A Minimum Period Of Four (4) Days Prior To Shipping.
Reinforcing Steel Shall Be Accurately Supported From Forms By Approved Devices, and Shall Be Securely Wired at Each Intersection Before Placing Concrete.
Drains Shall Be Formed With 3"ø D. Fibre Conduit With 5"x 5"x 1" Concrete Drip Bead.

All Rivets Shall Be ⅞" ø, All Holes 1⅛" ø Unless Otherwise Noted. Holes in Material Over ¾" Thick Shall Be Sub-Punched & Reamed or Drilled From the Solid.

ESTIMATED QUANTITIES

ITEM	SPAN WITH ONE DROPPED SLAB END	SPAN WITHOUT DROPPED SLABS AT ENDS	ADD FOR ONE EXPANSION DEVICE
CONCRETE — CU.YDS.	42.89	42.63	
STRUCTURAL STEEL - LBS.	38,804	38,793	1,500
REINFORCING STEEL - LBS.	10,424	10,313	
BRIDGE RAILING - LIN. FT.	120	120	

Quantities Shown Will Be Used As The Basis For Final Payment Unless This Plan Is Modified.

DATE	REVISIONS	BY
6-9-38	Depth of End Device	A.G.V.
6-9-38	Revised to 2350 Specifications	
11-1-38	Plans Approved for Advertisement	

MISSISSIPPI STATE HIGHWAY DEPARTMENT

BRIDGE STANDARD

60 FT. WF BEAM SPAN

CONCRETE DECK

24 FT. ROADWAY

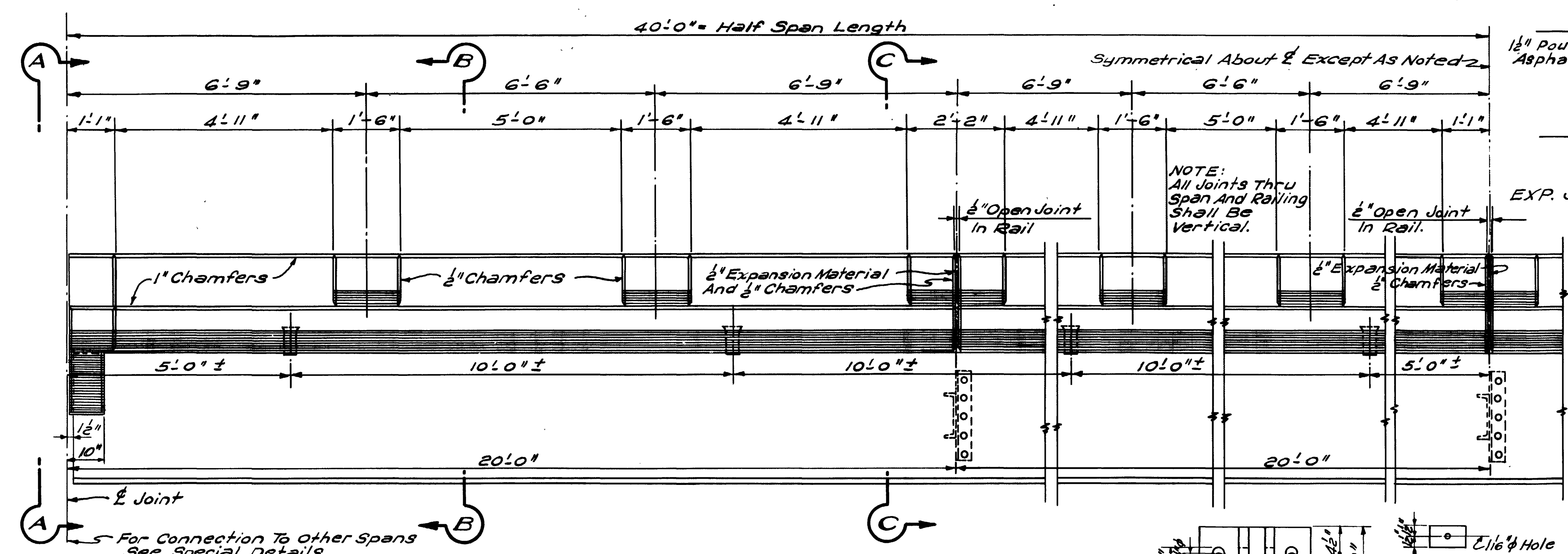
SUBMITTED BY C. H. Lee BRIDGE ENGINEER

DETAILED A.G.V. CHECKED W.A.R. ISSUED

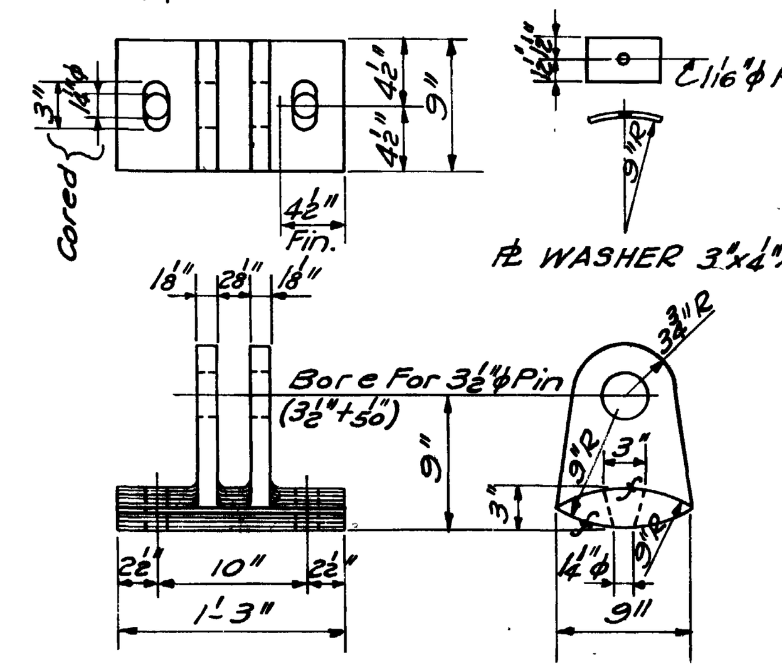
TRACED C.H.D. DATE May 1-38 DATE May 1, 1938

MS-60

EGEN IMPERIAL NO. 113

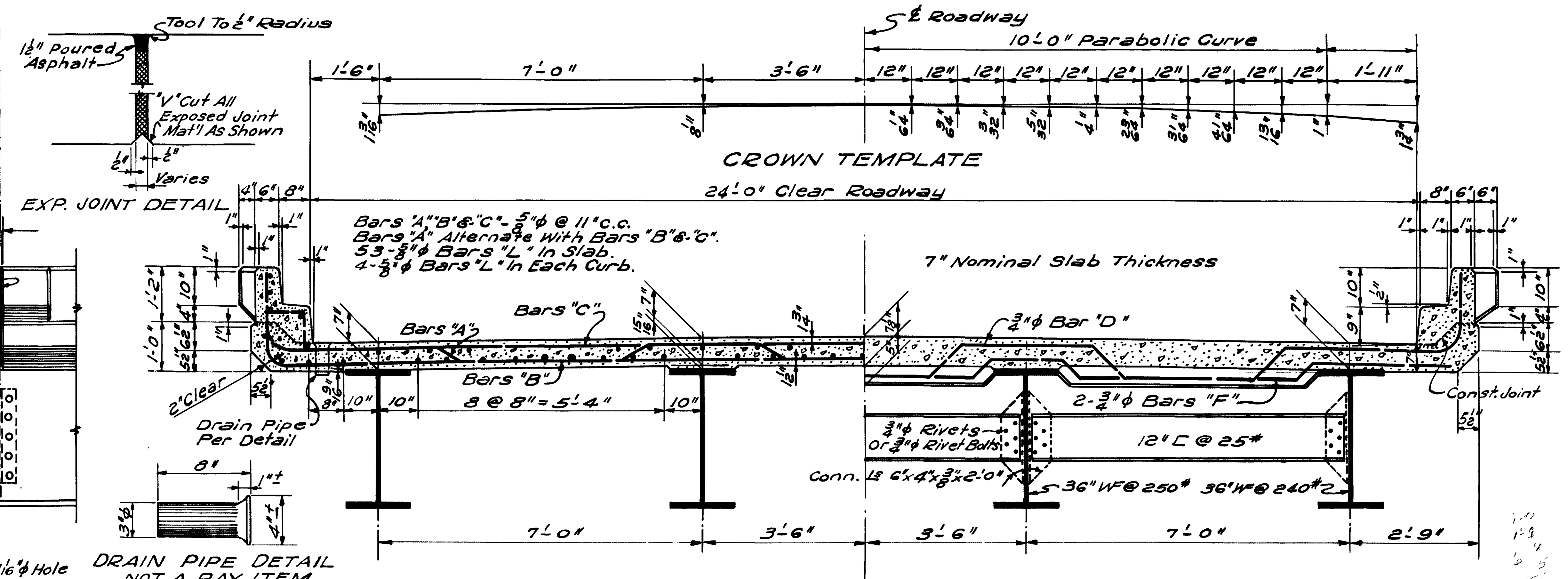


HALF ELEVATION

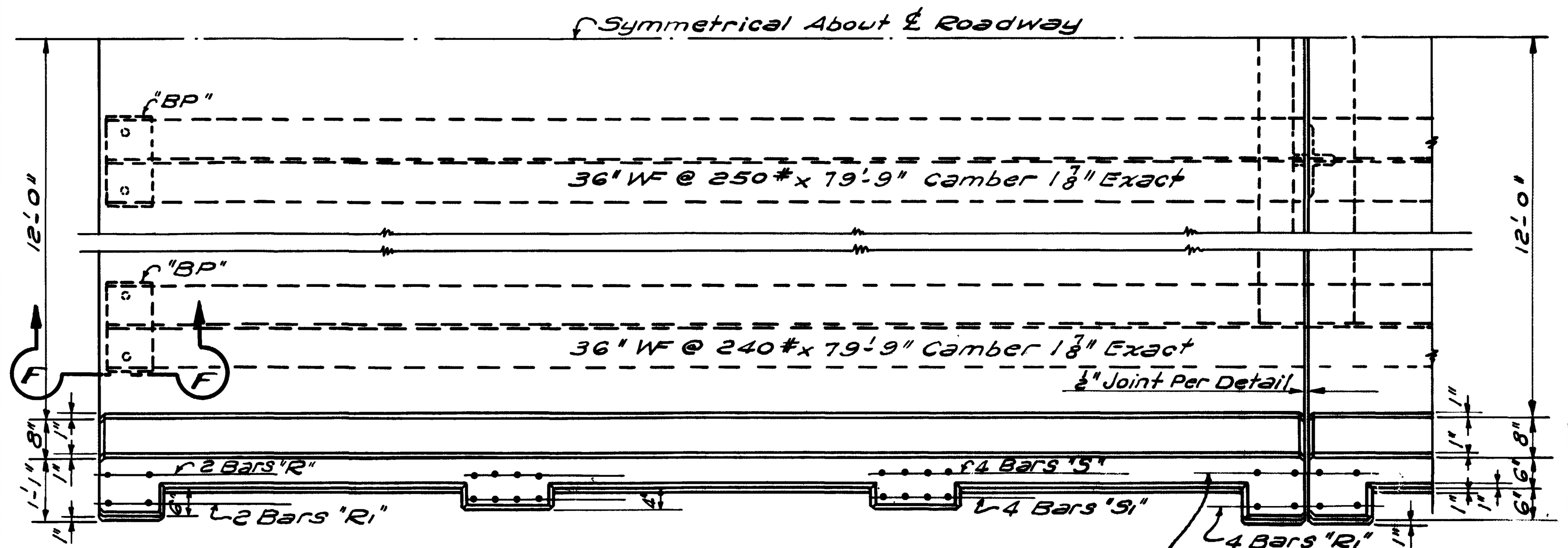


EXPANSION ROCKER

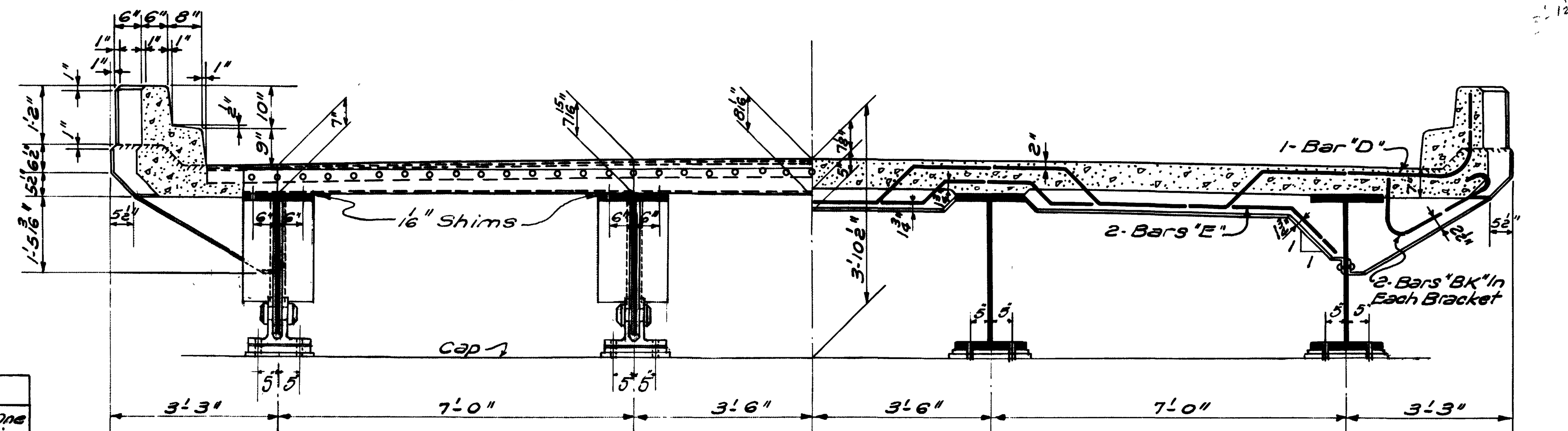
Paid For As Structural Steel.



HALF SECTION "B"-"B" HALF SECTION "C"-"C"



PART PLAN



HALF SECTION "A"-"A" AT FREE END

Showing Steel Expansion Device.

HALF SECTION "A"-"A" AT FIXED END

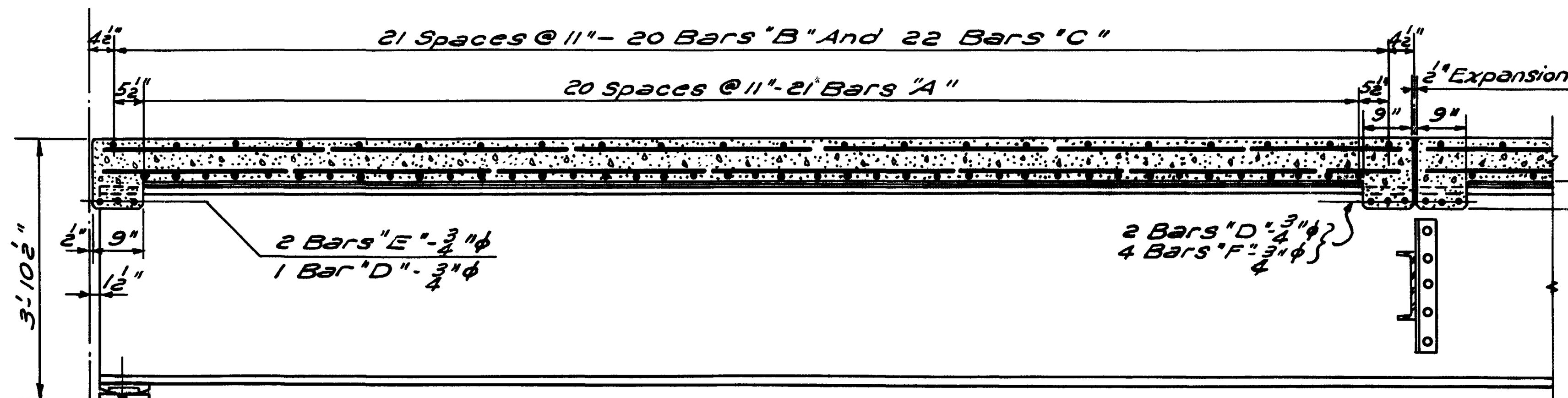
Showing Dropped Slab.

ESTIMATED QUANTITIES			
Item	Span With Dropped Slab One End	Span Without Dropped Slab At Ends	Add For One Expansion Device
Concrete - Cu. Yds.	57.00	56.70	
Reinforcing Steel - Lbs.	13,930	13,819	
Structural Steel - Lbs.	82,452	82,442	1,500
Bridge Railing - Lin. Ft.	160	160	

NOTE: Quantities Shown Will Be Used As The Basis For Final Payment Unless This Plan Is Modified.

REINFORCING BAR SCHEDULE																										
MARK	A - 5/8"φ		B - 5/8"φ		C - 5/8"φ		D - 3/4"φ		E - 3/4"φ		F - 3/4"φ		BK - 5/8"φ		R - 5/8"φ		R1 - 5/8"φ		S - 1/2"φ		S1 - 1/2"φ		L - 5/8"φ		RL - 5/8"φ	
LOCATION	Slab		Slab		Slab		Drop Slab		Drop Slab		Drop Slab		Bracket		Rail Posts		Rail Posts		Rail Posts		Rail Posts		Long. Curb & Span		Long. Rail	
	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length	Nº	Length
ONE SPAN	84	29'-0"	80	29'-2"	88	27'-4"	4 or 5	29'-10"	0 or 2	22'-1"	12	25'-10"	8	5'-0"	32	7'-0"	32	3'-8"	64	6'-8"	64	3'-5"	244	19'-8"	32	19'-8"

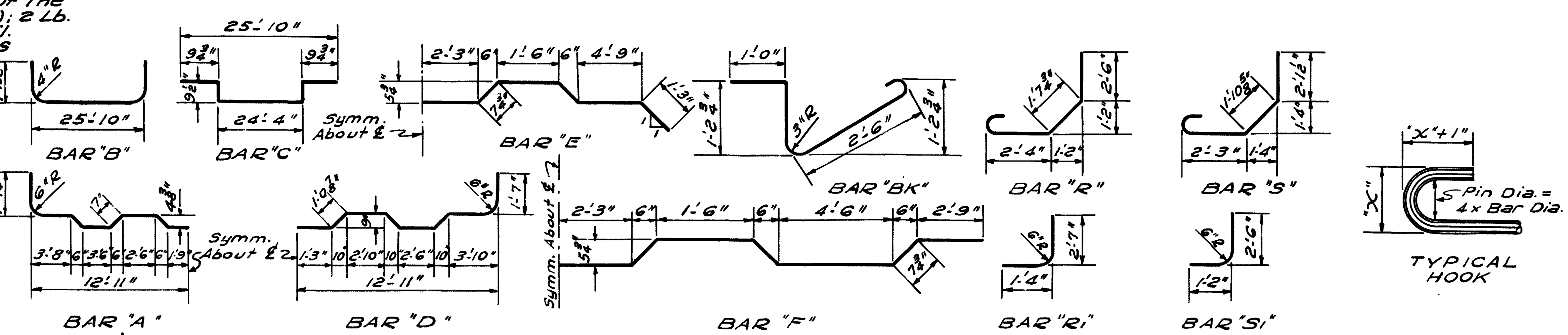
NOTE: Bars For Which No Bending Diagrams Are Shown Are Straight - Location Of Bars "R," "R1," "S" & "S1" Is Shown On Standard MR-20



SECTION ALONG ℄ ROADWAY

CAST STEEL NOTES:

Surfaces Marked "f" To Be Finished In Direction Of Movement.
Finish Surfaces Shall Be Coated With One Coat Of The Following Mixture: 4 Lb. Pure Tallow (Hot); 2 Lb. Pure White Lead; One Qt. Pure Linseed Oil.
Masonry Plates Shall Be Set On Two (2) Layers Of Sheet Lead With 1/2" Greater Dimensions Each Way And Weighing 4 Lb. Per Square Foot (1/16" ± Thick) NOT A PAY ITEM.
Vertical Legs Of Castings To Be Straight And Square With Base.
Plate Washers To Be Bent True To Radius. Paint Top Same As Structural Steel. Coat Underside Same As Finished Surfaces Of Cast Steel.



BAR BENDING DIAGRAMS

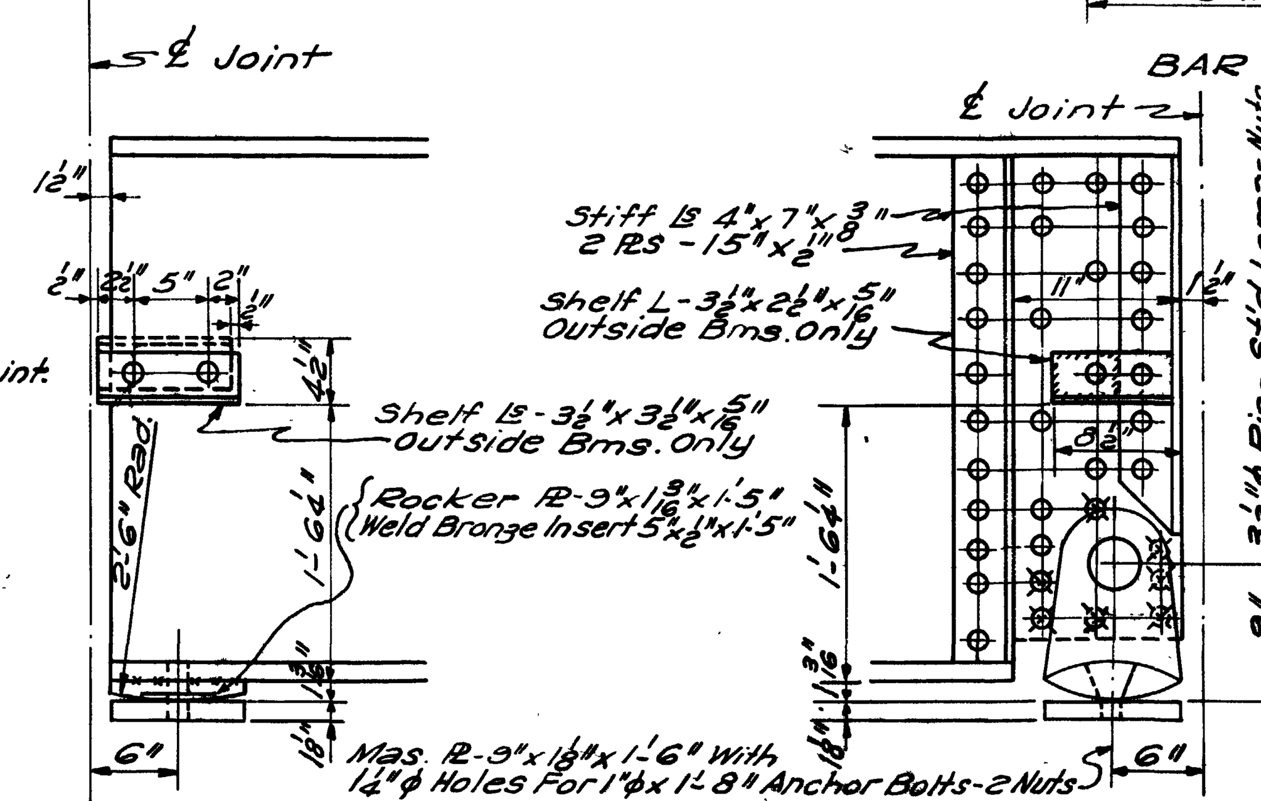
Dimensions Are Out To Out And Bar Lists Shall Be So Dimensioned.

GENERAL NOTES:

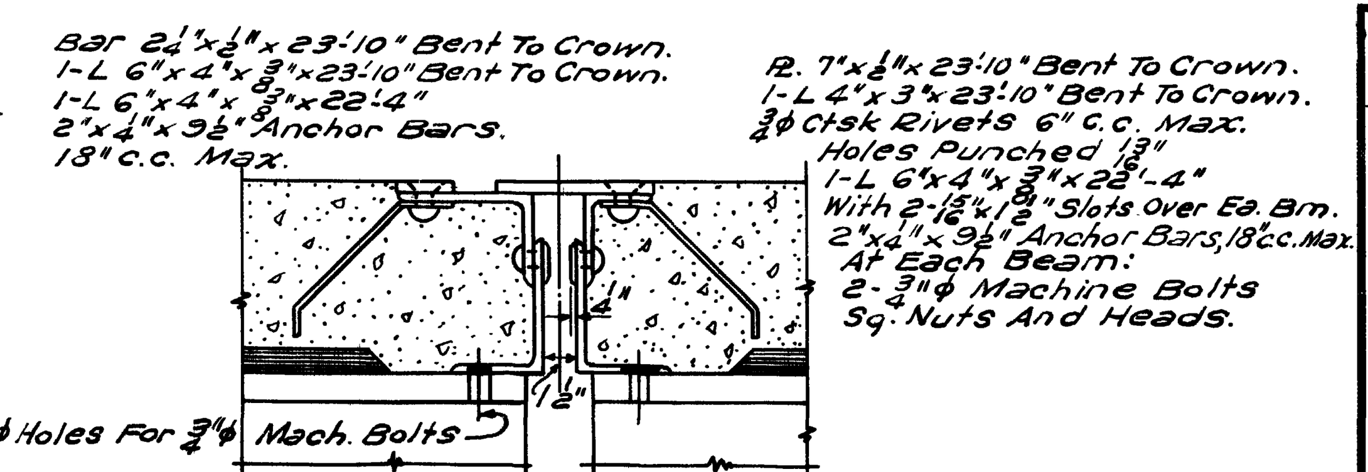
Standard Specifications Of The Mississippi State Highway Department Are To Apply.
All Concrete Shall Be Class "B," Cement Factor 1.50. All Exposed Concrete Surfaces Shall Be Given A Uniform Rubbed Finish. All Concrete Corners To Be Chamfered 1/2" Unless Otherwise Noted.
Forms For Concrete Shall Be In Accordance With Standard MF-20.
Forms For Concrete Shall Be Supported From The I-Beams Which Shall Be Swung Free Of Falsework Before Placing Concrete. Curbs Shall Not Be Formed Until End Of Curing Period For Slab; And Rails Shall Not Be Formed Until End Of Curing Period For Curbs.
Shop Drawings For Structural Steel Shall Be Submitted To The Bridge Engineer For Approval Before Ordering Material. Five (5) Certified Copies Of Mill Test Reports Are Required.
The Bridge Engineer Shall Be Given Advance Notice As To When Fabrication Will Begin. All Structural Steel Except Finished Bearing Surfaces Shall Be Given One Shop Coat Of Paint Per Code R-L Which Shall Be Allowed To Dry For A Minimum Period Of Four Days Prior To Shipping.
All Structural Steel Shall Be Given Three Field Coats Of Paint. First Coat Shall Be Red Lead Per Code R-L; Second And Third Coats Shall Be Aluminum Per Code B-A. The First Coat Of Aluminum Shall Be Tinted By Adding Four (4) Ounces Of Prussian Blue Paste To Each Gallon Of Paint.
Reinforcing Steel Shall Be Accurately Supported From Forms By Approved Devices, And Shall Be Securely Wired At Each Intersection Before Placing Concrete.
Drains Shall Be Standard Boiler Tubing, 12 Guage Minimum Thickness. Form Neat Flare And Galvanize After Flare Has Been Made. No Painting Is Required.
All Rivets Shall Be 3/4"φ. All Holes 13/16"φ Unless Otherwise Noted. Holes In Material Over 3/4" Thick Shall Be Subpunched And Reamed Or Drilled From The Solid.
All Field Connections Shall Be 3/4" Rivets Or Rivet Bolts Except Where Otherwise Noted.
Bronze Inserts Shall Be In Accordance With A.S.T.M. Designation: Class "B" - B22-38T Or Class "B" - B100-38T.

DESIGN DATA

Specifications:	A.A.S.H.O.
Loading:	H-15. $I = \frac{50}{L+125}$ (Max. 30%)
Allowable Stresses:	
Compression In Concrete Due To Bending	800 Lbs. Per Sq. In.
Tension In Reinforcing Steel Due To Bending	16,000 Lbs. Per Sq. In.
Tension And Compression In Structural Steel Due To Bending	18,000 Lbs Per Sq. In.



BEARING DETAILS



EXPANSION ASSEMBLY DETAIL

NOTE: Parts Of Assembly Which Shall Be Inaccessible After Erection Shall Be Given Three (3) Field Coats Of Paint Before Erection.

REVISIONS	BY
Depth Of Exp. Device	A.G.J.
Revised for 1940 Specifications	
Expansion Details	

DATE
9-1-39
1-9-40
6-26-40

MISSISSIPPI STATE HIGHWAY DEPARTMENT

BRIDGE STANDARD

80 FT. WF BEAM SPAN

CONCRETE DECK

24 FT. ROADWAY

SUBMITTED BY C. S. Hill BRIDGE ENGINEER

DETAILED N.J. TRACED L.B.R. CHECKED A.G.J. DATE ISSUED DATE May 1, 1938

MS-80