

STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	BR-0014-03(076)	1

GENERAL INDEX

INCLUDED THIS PROJECT	BEGIN WITH SHEET
<input checked="" type="checkbox"/> ROADWAY	1
<input type="checkbox"/> PERMANENT SIGNS	1001
<input type="checkbox"/> TRAFFIC SIGNALS	2001
<input type="checkbox"/> ITS COMPONENTS	3001
<input type="checkbox"/> LIGHTING	4001
<input type="checkbox"/> (RESERVED)	5001
<input checked="" type="checkbox"/> ROADWAY STANDARD DWGS	6001
<input type="checkbox"/> BOX CULVERT STD. DRAWINGS (LRFD)	7001
<input type="checkbox"/> BOX CULVERT STD. DRAWINGS (STD. SPEC.)	7501
<input checked="" type="checkbox"/> BRIDGE	8001
<input type="checkbox"/> CROSS SECTIONS	9001

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT .NO. BR-0014-03(076)

U.S. 98 OVER CHICKASAWHAY RIVER
BRIDGE 199.2B
GREENE COUNTY

FMS CON. NO. 107879/ 301000

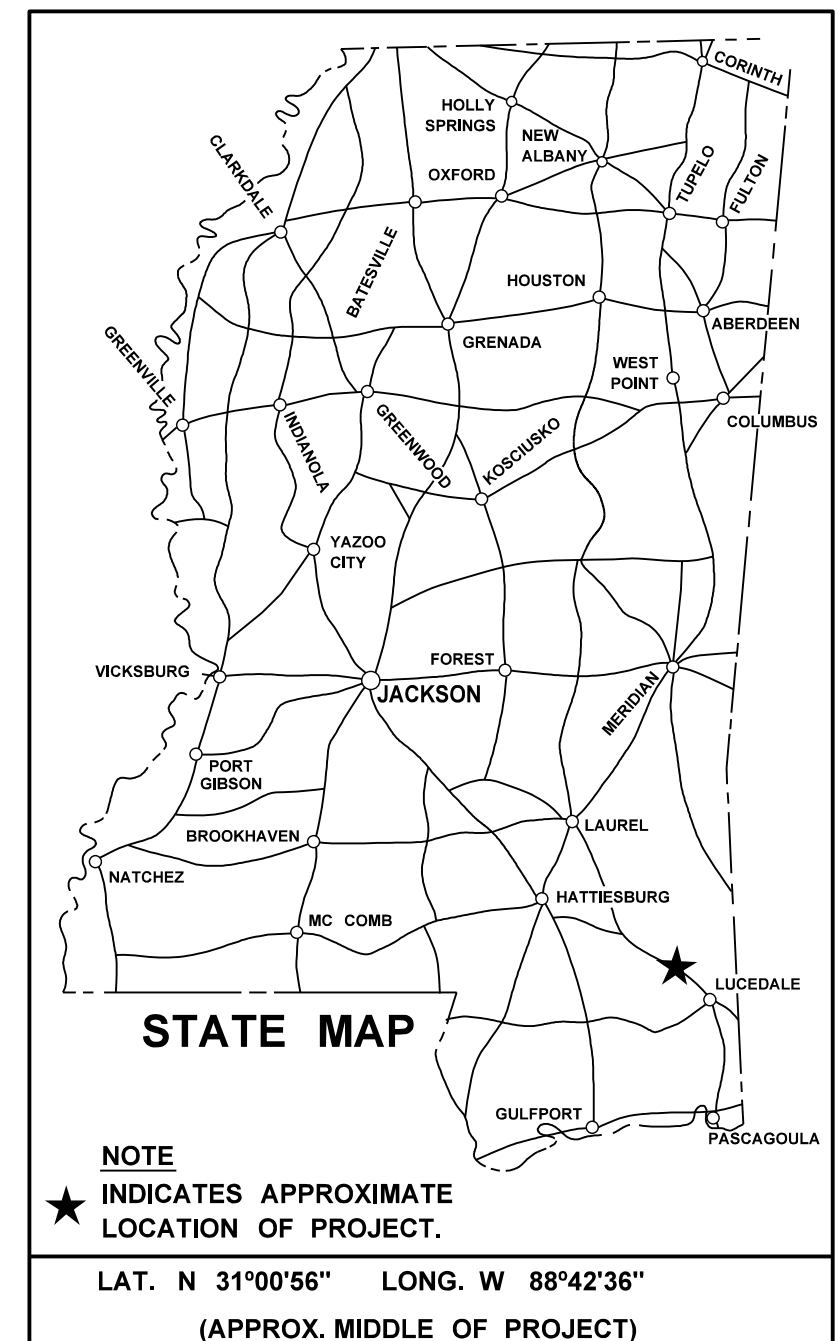
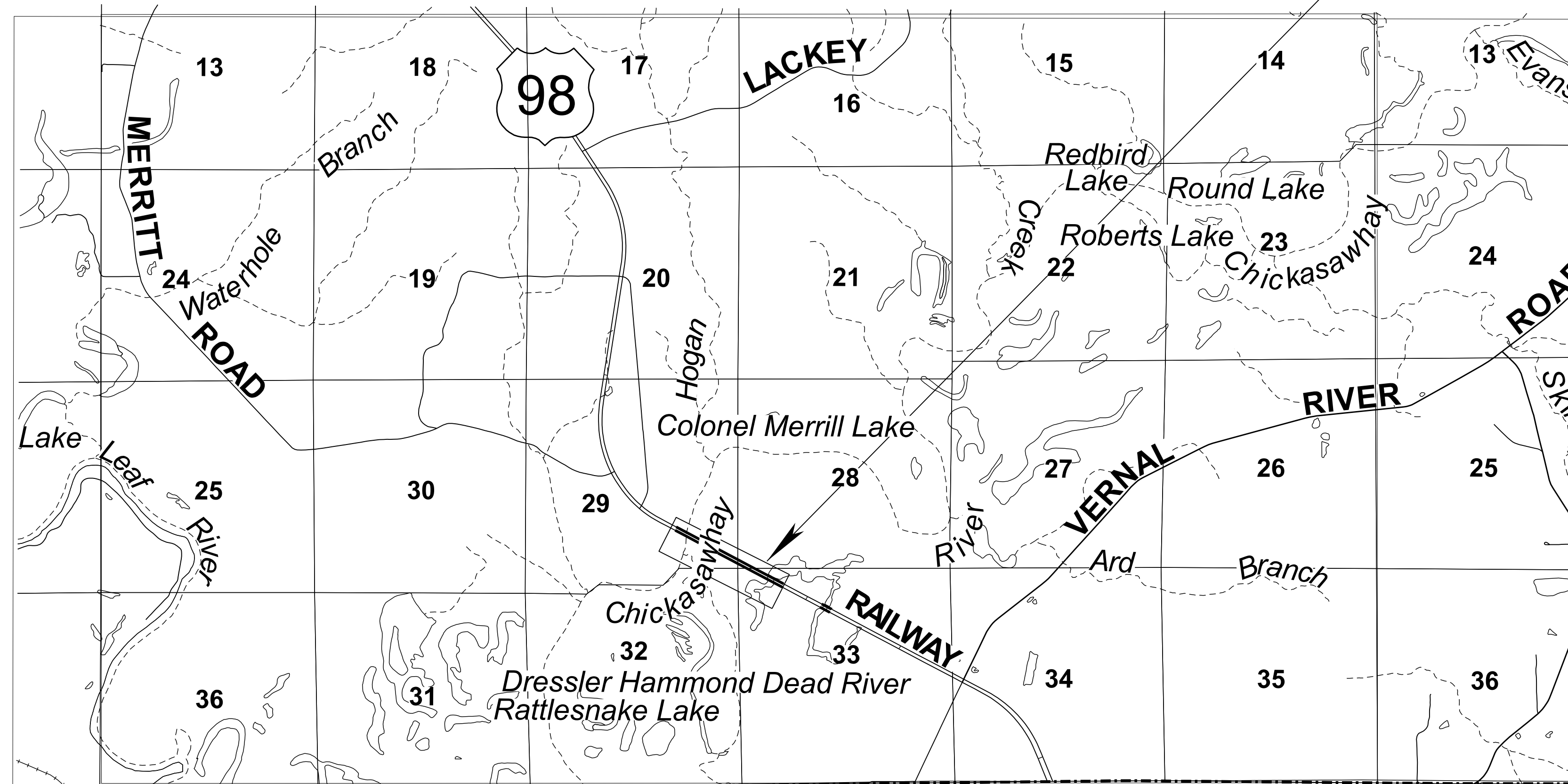
SCALES

PLAN	1 IN. = 100 FT.
PROFILE	HOR. 1 IN. = 100 FT.
	VERT. 1 IN. = 10 FT.
LAYOUT	1 IN. = 2250 FT.

WORK SITE

BRIDGE STRUCTURES REQ'D.

BOX BRIDGES REQ'D.



DESIGN CONTROL

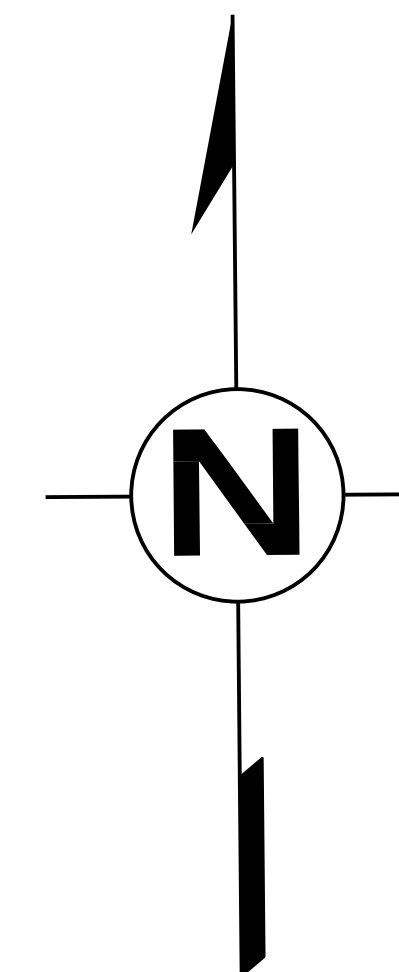
MPH = V (SPEED DESIGN)

ADT () = : ADT () =

DHV = : D = % T = %

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS		
	WATERS	WETLANDS
NATIONWIDE #14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
NATIONWIDE (OTHER)*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GENERAL*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INDIVIDUAL (404)*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
STORMWATER PERMIT <input checked="" type="checkbox"/>		
Y	REQUIRED CNOI SUBMITTED BY MDOT (DISTURBED AREA = 5 ACRES)	
S	REQUIRED SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)	
N	NO STORMWATER PERMIT REQUIRED (<1 ACRE)	
APPROVED BY: _____		



EQUATIONS

EXCEPTIONS

LENGTH DATA

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

CONVENTIONAL SYMBOLS

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

P S & E DATE: 8 / 5 / 2019

APPROVED:	_____
DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER	_____
EXECUTIVE DIRECTOR	_____
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION	

B.16/2019 1 04:53 AM TITLE

STATE	PROJECT NO.
MISS.	BR-0014-03(076)

DESCRIPTION OF SHEET

WKG. NO. SH. NO.

GENERAL NOTES

TITLE SHEET (1)

1

- (1) THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- (2) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE **MUTCD** (LATEST EDITION).

DETAILED INDEX AND GENERAL NOTES (1)
DETAILED INDEX AND GENERAL NOTES

DI-1

2

- (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.

QUANTITY SHEETS (2)
SUMMARY OF QUANTITIES

SQ-1

3

- (5) VOIDS CREATED BY THE REMOVAL OF, BUT NOT LIMITED TO, POSTS, CONCRETE ANCHORS, AND FOOTINGS SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF **THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION**, THE COST OF WHICH WILL BE ABSORBED IN OTHER ITEMS BID.

ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS

EQ-1

4

- (6) 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.

SPECIAL DESIGN SHEETS (1)
DETAIL OF CONSTRUCTION SIGNS

DCS-1

5

- (7) THE CONTRACTOR SHALL COVER ANY TEMPORARY TRAFFIC CONTROL SIGNS SHOWN IN THE TRAFFIC CONTROL PLAN THAT DO NOT APPLY TO THE CURRENT PHASE.

STANDARD DRAWINGS-ROADWAY SHEETS (5)

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS)(MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

TCP-4

6354

- (8) ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS)(MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

TCP-5

6355

- (9) SEE BRIDGE PLANS FOR DETAILED INDEX SHEET(S), ESTIMATED AND SUMMARY OF QUANTITY SHEETS, AND EROSION CONTROL SHEETS.

- (10) 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.

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

TCP-8

6358

- (11) STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURES.

LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)

TCP-15

6365

- (12) INSTALLATION DATES SHALL BE CLEARLY WRITTEN IN BOLD BLACK MARKINGS ON THE BACK BOTTOM HALF OF ALL SIGNS WITH A PERMANENT MARKING STICK THAT IS WATERPROOF, FADE RESISTANT AND MARKS ON WET OR DRY SURFACES.

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

TCP-16

6366

- (13) ALL EXISTING SIGNS WHICH ARE TO BE REMOVED AS A PART OF THIS PROJECT THAT ARE NOT IN CONFLICT WITH CONSTRUCTION SHALL REMAIN IN PLACE UNTIL NEW SIGNS ARE INSTALLED UNLESS NOTED OR DIRECTED OTHERWISE BY THE PROJECT ENGINEER. ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

SPECIAL DESIGN BRIDGE SHEETS (SEE BRIDGE SHEETS BEGINNING ON 8001)

- (14) ALL EXISTING SIGNS AND SUPPORTS REMOVED UNDER THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ARE NOT A SEPARATE PAY ITEM.

- (15) DIRECT-APPLIED LEGEND, BORDER, AND/OR SHIELDS ARE TO BE USED ON ALL GUIDE SIGNS. DIGITALLY PRODUCED SIGN COPY, SHIELDS, LEGEND, SYMBOLS, OR IMAGES WILL NOT BE ALLOWED WITHOUT WRITTEN APPROVAL FROM MDOT'S PROJECT ENGINEER.

TOTAL SHEETS (NOT INCLUDING BRIDGE SHEETS)

10

- (16) AFTER THE PERMANENT SIGNS HAVE BEEN INSTALLED, THE CONTRACTOR SHALL SUBMIT TO THE PROJECT ENGINEER A DIGITAL COPY OF A MICROSOFT EXCEL SPREADSHEET WITH THE FOLLOWING INVENTORY DATA CAPTURED FOR EACH SIGN: LOCATION OF SIGN (LATITUDE-LONGITUDE GPS COORDINATES), **MUTCD** SIGN CODE, SIZE, BACKGROUND AND LEGEND COLORS, SUPPORT TYPE (POST, PIPE, SQUARE POST, OR I-BEAM), NUMBER OF SUPPORTS, DATE OF INSTALLATION, SIGN FACE DIRECTION, ROUTE NAME OR NUMBER, DIRECTION OF VEHICLE TRAVEL, AND LEGEND ON SIGN IF APPLICABLE. EACH SIGN SHALL BE ASSIGNED A UNIQUE ID NUMBER AND A DIGITAL PHOTO OF EACH SIGN SHALL BE SUBMITTED IN BITMAP FORMAT. THE PHOTO FILENAME SHALL CORRESPOND WITH THE UNIQUE ID NUMBER.

PS & E PLANS-DATE: 8/5/2019		
FMS CON. # 107879/301000		
REVISIONS		
DATE	SHEET NO.	BY


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<p>DETAILED INDEX & GENERAL NOTES</p>	
<p>PROJ. NO.: BR-0014-03(076) COUNTY: GREENE</p>	
<p>WORKING NUMBER DI-1</p>	<p>SHEET NUMBER 2</p>
<p>FILENAME: DI & GN.dgn</p>	<p>DESIGN TEAM: ROBERTS CHECKED: DATE: </p>

8/16/2019 10:44 AM DI & GN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS	BR-0014-03(076)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	GREENE : 107879-301000	
			Prelim	Final
618-A001	Maintenance of Traffic	LS	1	
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	16	
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	144	
619-G4005	Barricades, Type III, Single Faced	LF	24	
619-G7001	Warning Lights, Type "B"	EA	8	
620-A001	Mobilization	LS	1	

Revision	By	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		SUMMARY OF QUANTITIES	
Date	Design Team	PROJ NO: BR-0014-03(076)	 Working Number SQ-1
		COUNTY: GREENE	
	ROBERTS	Checked	Date 8/5/2019

SIGNS REQUIRED

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
G20 - 1	60" X 24"	10.00			ROAD WORK NEXT X X MILES
G20 - 2	48" X 24"	8.00	2	16.00	END ROAD WORK
G20 - 4	36" X 18"	4.50			PILOT CAR FOLLOW ME
[1] M1 - 1	24" X 24"	4.00			1 OR 2 DIGIT
[1] M1 - 1	30" X 24"	5.00			3 DIGIT
[2] M1 - 4	24" X 24"	4.00			1 OR 2 DIGIT
[2] M1 - 4	30" X 24"	5.00			3 DIGIT
[3] M1 - 5	24" X 24"	4.00			1 OR 2 DIGIT
[3] M1 - 5	30" X 24"	5.00			3 DIGIT
[4] M3 - 1	24" X 12"	2.00			NORTH- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 1	30" X 15"	3.13			NORTH- 3 DIGIT RTE. MARKER
[4] M3 - 2	24" X 12"	2.00			EAST- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 2	30" X 15"	3.13			EAST- 3 DIGIT RTE. MARKER
[4] M3 - 3	24" X 12"	2.00			SOUTH- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 3	30" X 15"	3.13			SOUTH- 3 DIGIT RTE. MARKER
[4] M3 - 4	24" X 12"	2.00			WEST- 1 OR 2 DIGIT RTE. MARKER
[4] M3 - 4	30" X 15"	3.13			WEST- 3 DIGIT RTE. MARKER
M4 - 8	24" X 12"	2.00			DETOUR- 1 OR 2 DIGIT RTE. MARKER
M4 - 8	30" X 15"	3.13			DETOUR- 3 DIGIT RTE. MARKER
M4 - 9	48" X 36"	12.00			DETOUR
M4 - 9L	48" X 36"	12.00			DETOUR
M4 - 9BL	48" X 36"	12.00			DETOUR
M4 - 9SL	48" X 36"	12.00			DETOUR
M4 - 9BSL	48" X 36"	12.00			DETOUR
M4 - 9R	48" X 36"	12.00			DETOUR
M4 - 9BR	48" X 36"	12.00			DETOUR
M4 - 9SR	48" X 36"	12.00			DETOUR
M4 - 9BSR	48" X 36"	12.00			DETOUR
M4 - 10L	48" X 18"	6.00			DETOUR
M4 - 10R	48" X 18"	6.00			DETOUR
[4] M4 - 5	24" X 12"	2.00			TO
[4] M5 - 1L	21" X 15"	2.19			
[4] M5 - 1R	21" X 15"	2.19			
[4] M5 - 2L	21" X 15"	2.19			
[4] M5 - 2R	21" X 15"	2.19			
[4] M6 - 1L	21" X 15"	2.19			
[4] M6 - 1R	21" X 15"	2.19			
[4] M6 - 2L	21" X 15"	2.19			
[4] M6 - 2R	21" X 15"	2.19			
[4] M6 - 3	21" X 15"	2.19			
R1 - 1	36" OCTAGON	7.46			STOP (1)
R1 - 1	48" OCTAGON	13.25			STOP (2)
R1 - 2	48" X 48" X 48"	6.93			YIELD (1)
R1 - 2	60" X 60" X 60"	10.83			YIELD (2)

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
R1 - 3	18" X 9"	1.13			3-WAY, (1)
R1 - 3	24" X 12"	2.00			4 WAY ETC. (2)
R2 - 1	24" X 30"	5.00			(1)
R2 - 1	36" X 48"	12.00			SPEED LIMIT (2)
R2 - 1	48" X 60"	20.00			(2)
R3 - 1	36" X 36"	9.00			(1)
R3 - 1	48" X 48"	16.00			(2)
R3 - 2	36" X 36"	9.00			(1)
R3 - 2	48" X 48"	16.00			(2)
R3 - 4	36" X 36"	9.00			(1)
R3 - 4	48" X 48"	16.00			(2)
R3 - 5L	30" X 36"	7.50			ONLY
R3 - 5R	30" X 36"	7.50			ONLY
R3 - 6L	30" X 36"	7.50			
R3 - 6R	30" X 36"	7.50			
R3 - 7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT
R3 - 7R	30" X 30"	6.25			RIGHT LANE MUST TURN RIGHT
R4 - 1	24" X 30"	5.00			DO NOT PASS (1)
R4 - 1	48" X 60"	20.00			(2)
R4 - 2	24" X 30"	5.00			PASS WITH CARE (1)
R4 - 2	48" X 60"	20.00			(2)
R4 - 7	48" X 60"	20.00			
R4 - 8	48" X 60"	20.00			
R5 - 1	48" X 48"	16.00			DO NOT ENTER
R5 - 1a	42" X 30"	8.75			WRONG WAY
R6 - 1L	36" X 12"	3.00			ONE WAY
R6 - 1R	36" X 12"	3.00			ONE WAY
R6 - 2L	24" X 30"	5.00			ONE WAY
R6 - 2R	24" X 30"	5.00			ONE WAY
R11 - 2	48" X 30"	10.00			ROAD CLOSED
R11 - 3a	60" X 30"	12.50			ROAD CLOSED XX MILES AHEAD
R11 - 3b	60" X 30"	12.50			BRIDGE OUT XX MILES AHEAD
R11 - 4	60" X 30"	12.50			ROAD CLOSED TO THRU TRAFFIC
R12 - 1	36" X 48"	12.00			WEIGHT LIMIT XX TONS
R16 - 3	36" X 48"	12.00			WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
R16 - 3	48" X 60"	20.00			
W1 - 1L	48" X 48"	16.00			
W1 - 1R	48" X 48"	16.00			
W1 - 2L	48" X 48"	16.00			
W1 - 2R	48" X 48"	16.00			
W1 - 3L	48" X 48"	16.00			
W1 - 3R	48" X 48"	16.00			
W1 - 4aL	48" X 48"	16.00			
W1 - 4aR	48" X 48"	16.00			
W1 - 5L	48" X 48"	16.00			
W1 - 5R	48" X 48"	16.00			
W1 - 6L	48" X 24"	8.00			
W1 - 6L	60" X 30"	12.50			
W1 - 6R	48" X 24"	8.00			
W1 - 6R	60" X 30"	12.50			
W1 - 7	48" X 24"	8.00			

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W1 - 7	60" X 30"	12.50			
W1 - 8L	18" X 24"	3.00			
W1 - 8L	36" X 48"	12.00			
W1 - 8R	18" X 24"	3.00			
W1 - 8R	36" X 48"	12.00			
W1 - 9L	48" X 48"	16.00			
W1 - 9R	48" X 48"	16.00			
W3 - 1a	48" X 48"	16.00			
W3 - 2a	48" X 48"	16.00			
W3 - 3	48" X 48"	16.00			
W3 - 5	48" X 48"	16.00			SPEED REDUCTION
W4 - 1L	48" X 48"	16.00			
W4 - 1R	48" X 48"	16.00			
W4 - 2L	48" X 48"	16.00			
W4 - 2R	48" X 48"	16.00			
W5 - 1a	48" X 48"	16.00			PAVEMENT NARROWS
W6 - 1	48" X 48"	16.00			
W6 - 2	48" X 48"	16.00			
W6 - 3	48" X 48"	16.00			
W8 - 1	48" X 48"	16.00			BUMP
W8 - 4	48" X 48"	16.00			SOFT SHOULDER
W8 - 6	48" X 48"	16.00			TRUCK CROSSING
W8 - 7	48" X 48"	16.00			LOOSE GRAVEL
W8 - 9	48" X 48"	16.00			LOW SHOULDER
W8 - 11	36" X 36"	9.00			UNEVEN LANES
W8 - 12	48" X 48"	16.00			NO CENTER STRIPE
W10 - 1	36" DIA.	7.07			XX MPH (1)
W10 - 1	48" DIA.	12.56			XX MPH (2)
W13 - 1	24" X 24"	4.00			NO PASSING ZONE (1)
W14 - 3	36"X48"X48"	5.56			NO PASSING ZONE (2)
	48"X64"X64"	9.89			
W16-2	24" X 18"	3.00			XXX FEET
W19 - 2	48" X 48"	16.00			BRIDGE MAY ICE IN COLD WEATHER
W20 - 1	48" X 48"	16.00	9	144	ADVANCE ROAD WORK (1)
W20 - 1	36" X 36"	9.00			(2)
W20 - 2	48" X 48"	16.00			ADVANCE DETOUR
W20 - 3	48" X 48"	16.00			ADVANCE ROAD CLOSED
W20 - 4	48" X 48"	16.00			ADVANCE ONE-LN. RD.
W20 - 4B	48" X 48"	16.00			ADVANCE ONE-LN. BR.
W20 - 5L	48" X 48"	16.00			ADVANCE LT. LN. CLOSED
W20 - 5R	48" X 48"	16.00			ADVANCE RT. LN. CLOSED
W20 - 7a	48" X 48"	16.00			
W21 - 1	36" X 36"	9.00			WORKERS
W21 - 1a	36" X 36"	9.00			

SIGNS REQUIRED (CONT'D)

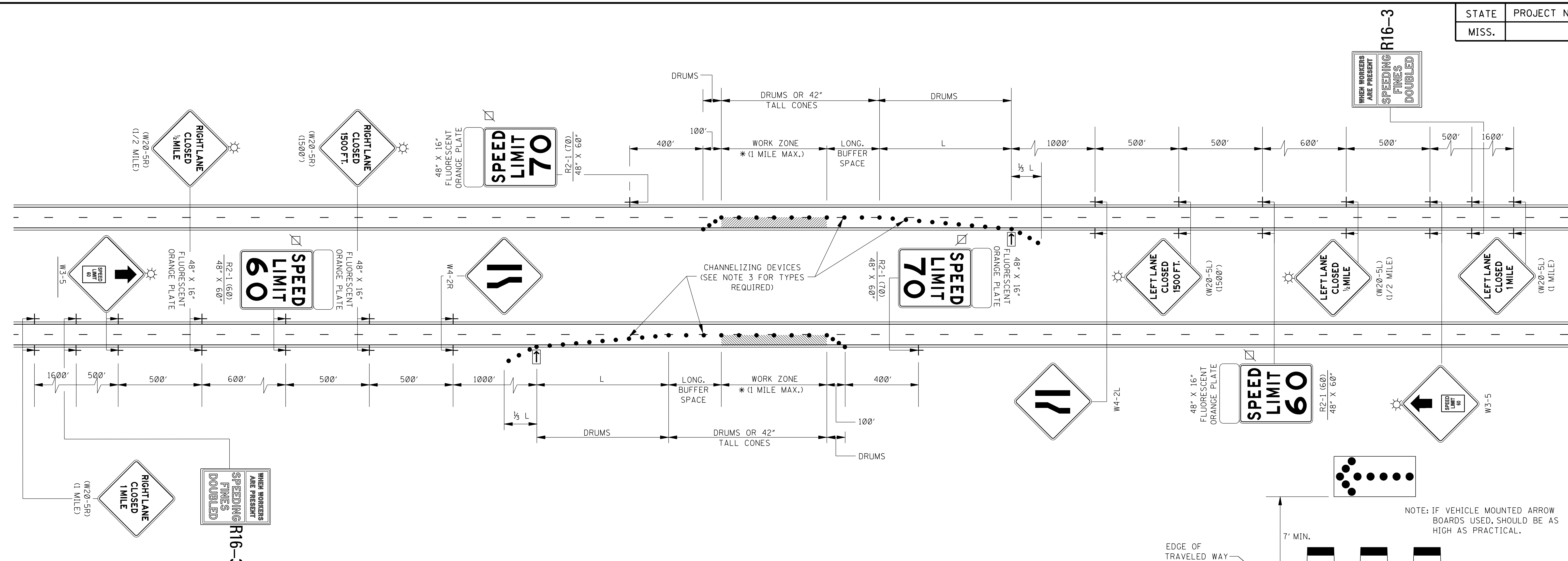
SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W21 - 2	36" X 36"	9.00			FRESH OIL (TAR)
W21 - 3	48" X 48"	16.00			ADVANCE ROAD MACHINERY
W21 - 5	48" X 48"	16.00			SHOULDER WORK
W21 - 6	36" X 36"	9.00			SURVEY CREW
W24 - 1L	48" X 48"	16.00			
W24 - 1R	48" X 48"	16.00			
W24 - 1AL	48" X 48"	16.00			
W24 - 1AR	48" X 48"	16.00			
W24 - 1BL	48" X 48"	16.00			
W24 - 1BR	48" X 48"	16.00			
VP - 1L	12" X 36"	3.00			
VP - 1R	12" X 36"	3.00			
OM - 3L	12" X 36"	3.00			
OM - 3R	12" X 36"	3.00			
TOTAL SIGN AREA LESS THAN 10 SQ. FT.				16.00	SQ. FT.
TOTAL SIGN AREA 10 SQ. FT. OR MORE				144.00	SQ. FT.

NOTES

- INTERSTATE ROUTE MARKER
- UNITED STATES ROUTE MARKER
- STATE ROUTE MARKER
- COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.
- BLACK STRIPES ON YELLOW BACKGROUND
- INTERSTATE USE ONLY
- TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS	
PROJ. NO.: BR-0014-03(076) COUNTY: GREENE	
FILENAME: EQ.dgn DESIGN TEAM: ROBERTS CHECKED: _____ DATE: _____	WORKING NUMBER: EQ-1 SHEET NUMBER: 4



GENERAL NOTES:

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

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (f+)		LONGITUDINAL BUFFER SPACE (f+)	TAPER RATES
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

+ NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

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

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

3. CHANNELIZING DEVICES:

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

4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48", AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

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

6. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

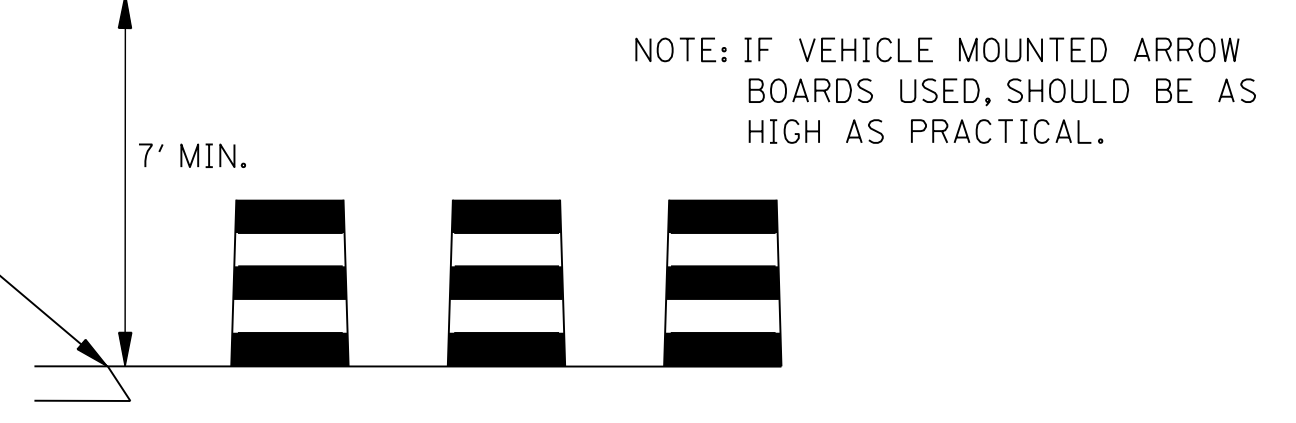
7. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

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

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

10. 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.

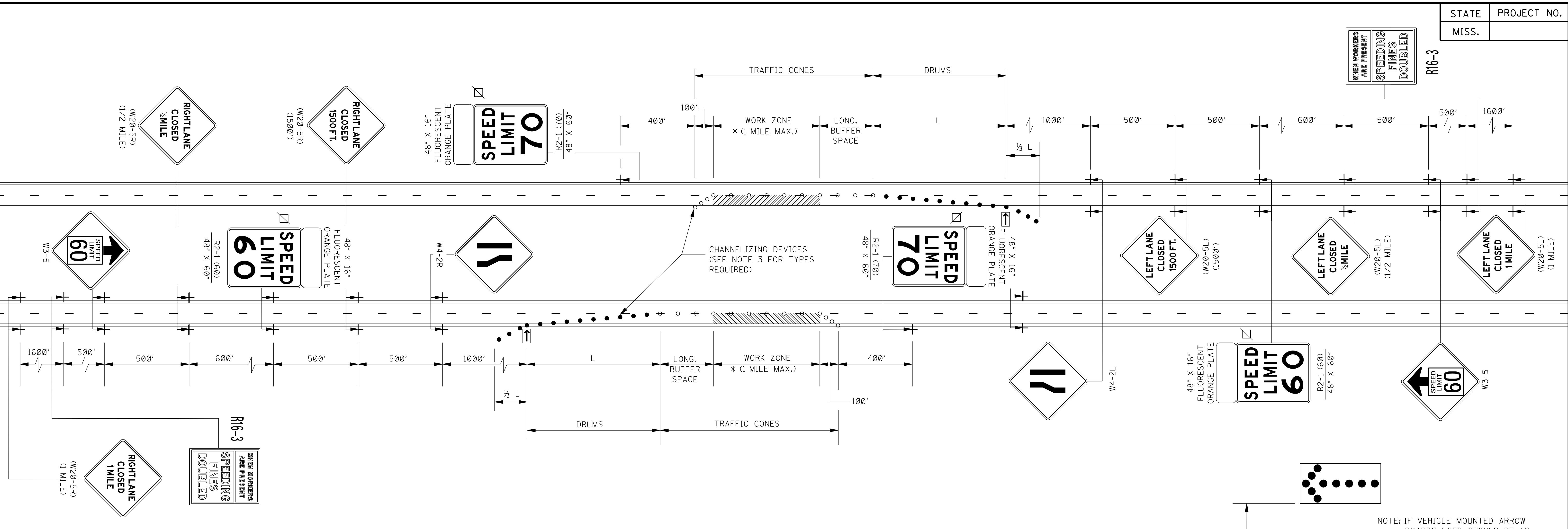
EDGE OF TRAVELED WAY



LEGEND

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)		
WORKING NUMBER TCP-4	SHEET NUMBER 6354	
DATE	ISSUE DATE: AUGUST 01, 2017	



GENERAL NOTES:

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

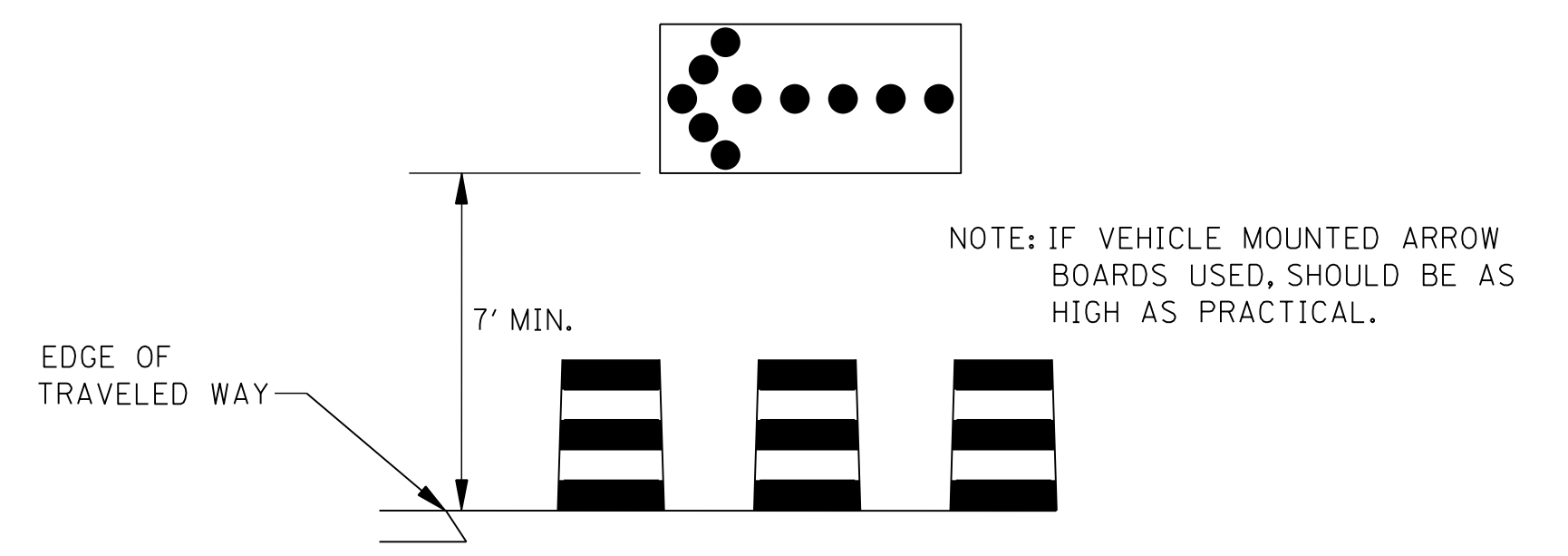
POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

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

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

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


- CHANNELIZING DEVICE TYPES FOR:
 - APPROACH TAPER- RETROREFLECTIVE PLASTIC DRUMS
 - ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT MINIMUM)
 - EXIT TAPER- TRAFFIC CONES (28" HEIGHT MINIMUM)
- WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.
- FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING AND REGULATORY SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48". AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON THE FACE OF SIGN.
- ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
- THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.
- LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.
- A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.
- 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.

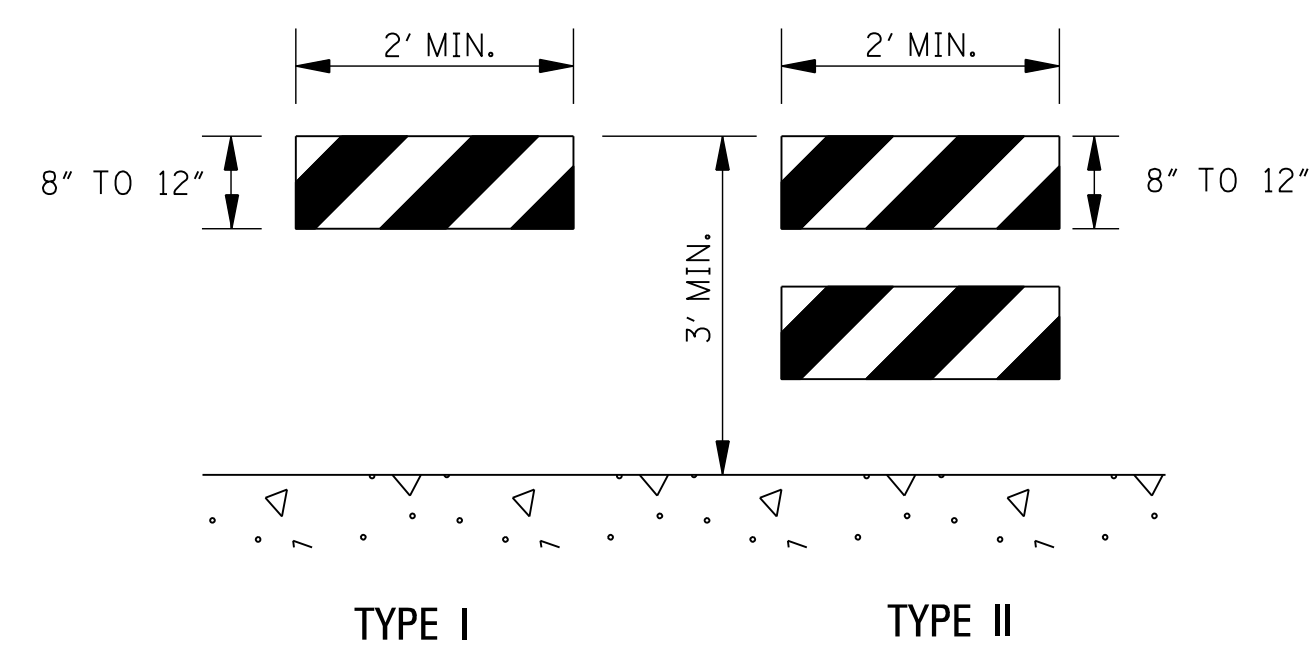


LEGEND

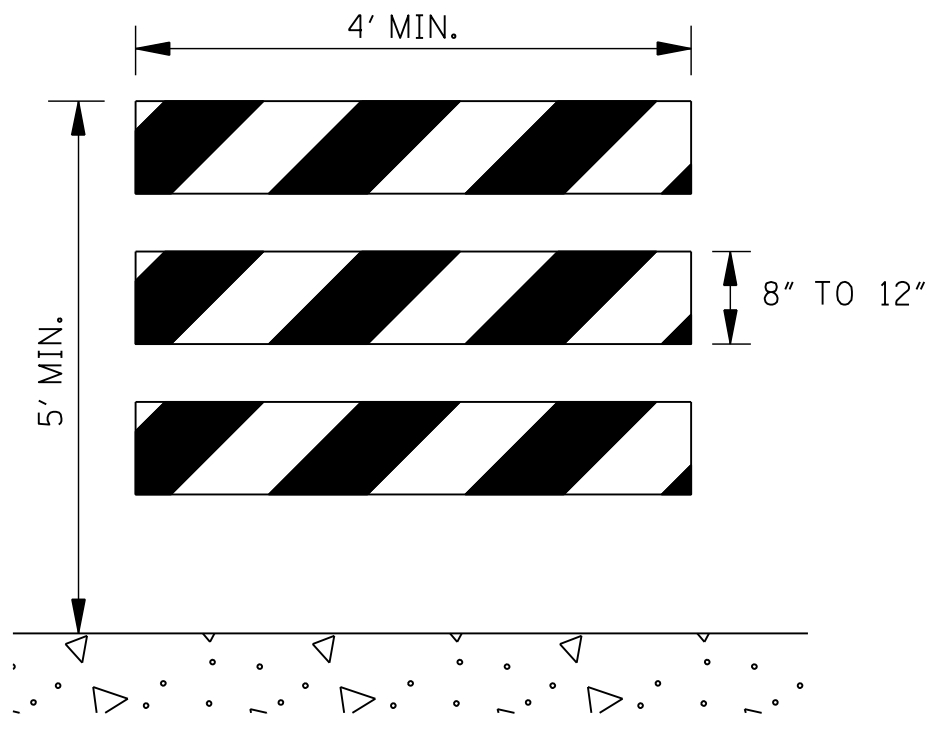
- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- FLASHING ARROW PANEL (TYPE "C")
- BLACK LEGEND AND BORDER ON WHITE BACKGROUND
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT)

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
REVISION	STANDARD PLAN TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)
DATE	ISSUE DATE: AUGUST 01, 2017


 WORKING NUMBER
TCP-5
 SHEET NUMBER
6355



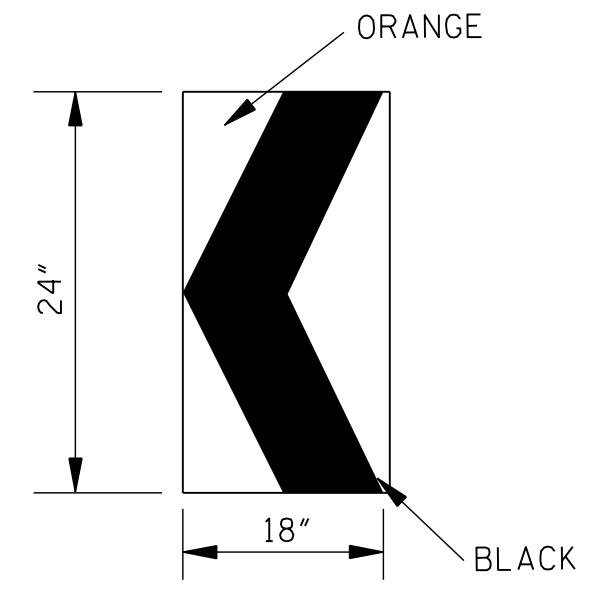
TYPE I TYPE II



TYPE III

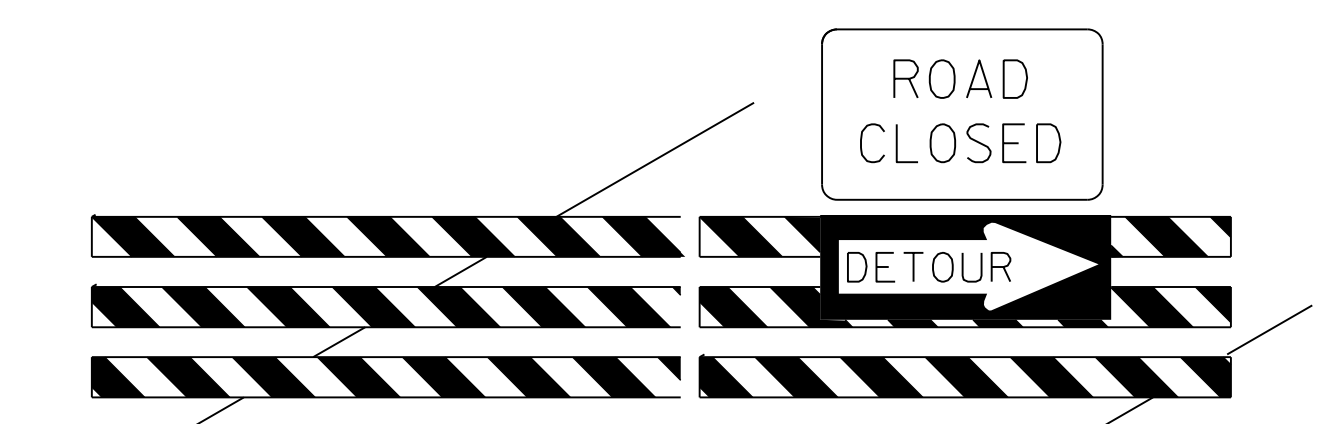
STANDARD BARRICADES

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 CATEGORY 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.

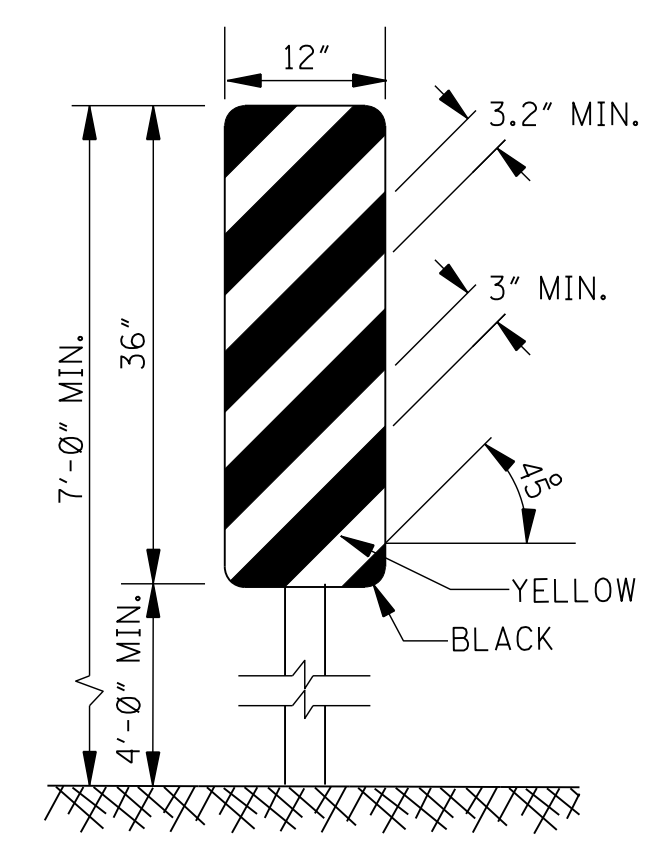


BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

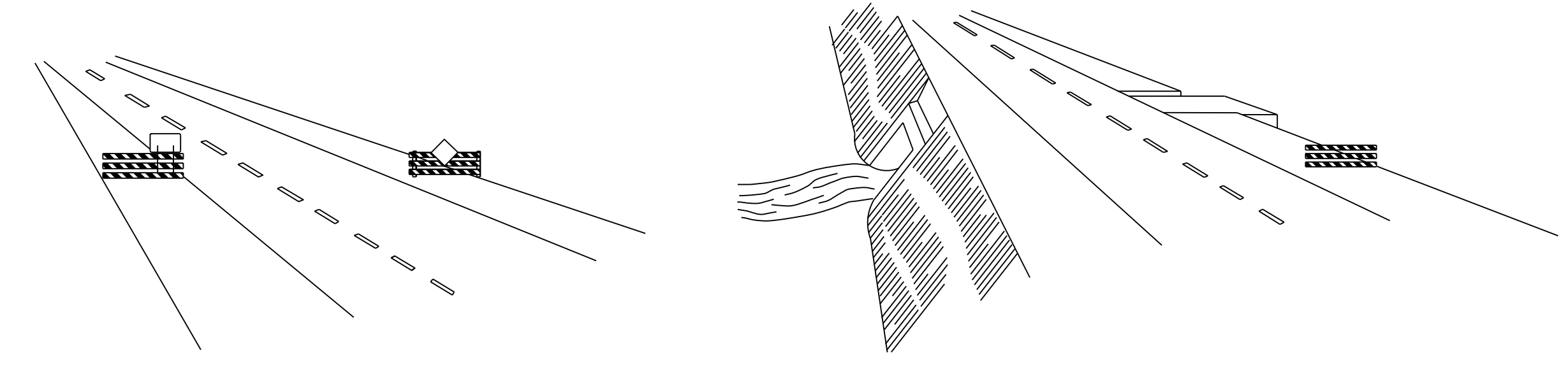
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE 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 in² OF REFLECTIVE AREA FACING TRAFFIC.



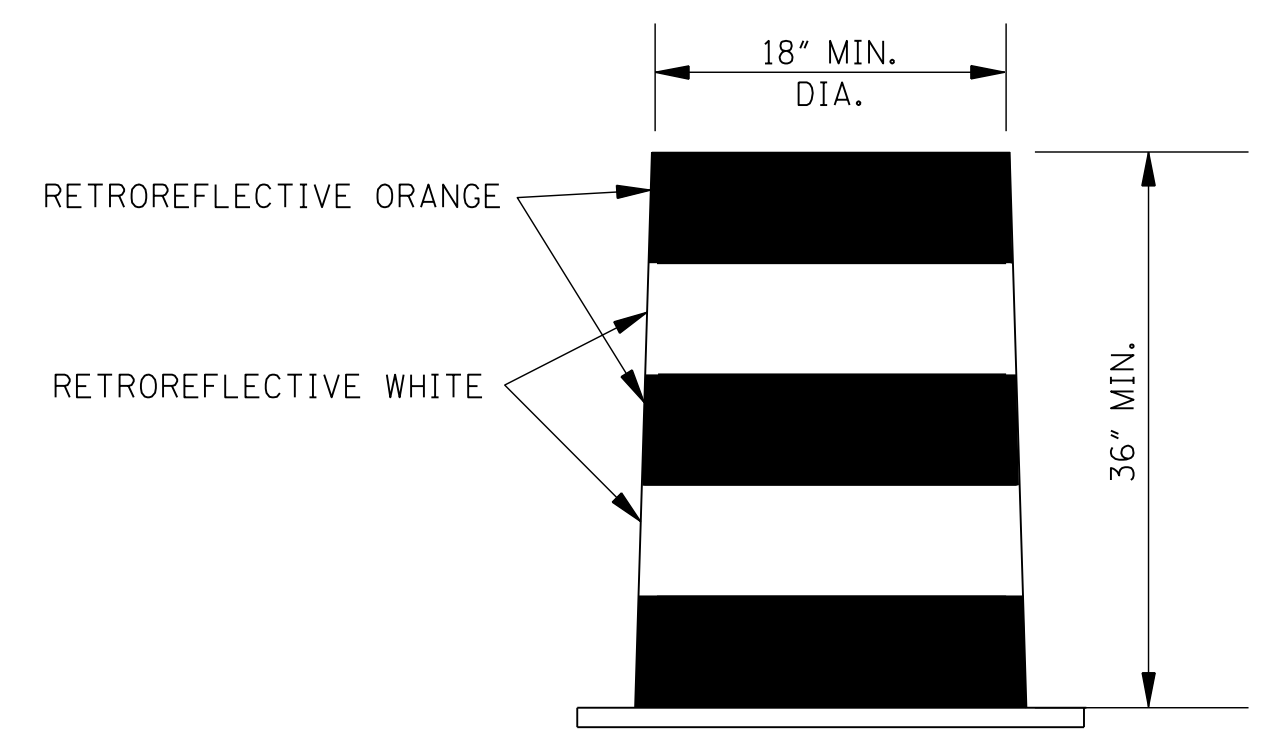
**TYPE 3 OBJECT MARKER
(OM-3R)**

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.



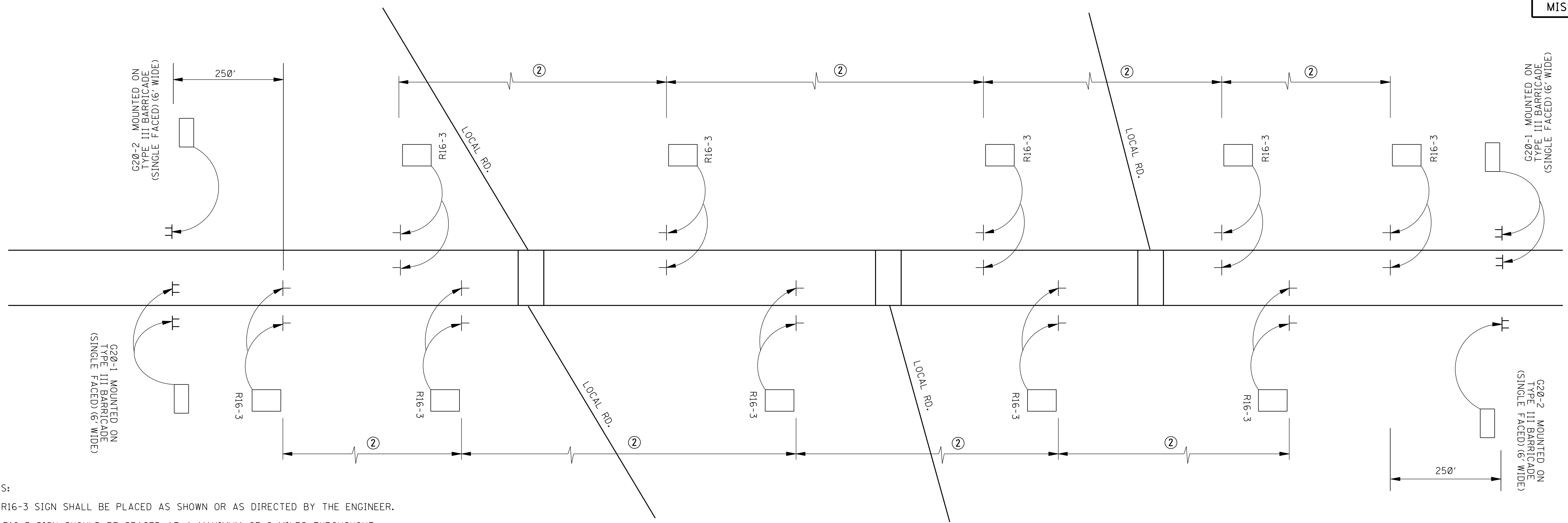
PLASTIC DRUM STRIPING DETAIL

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		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		<p>HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS</p>	
DATE			
ISSUE DATE:		AUGUST 01, 2017	



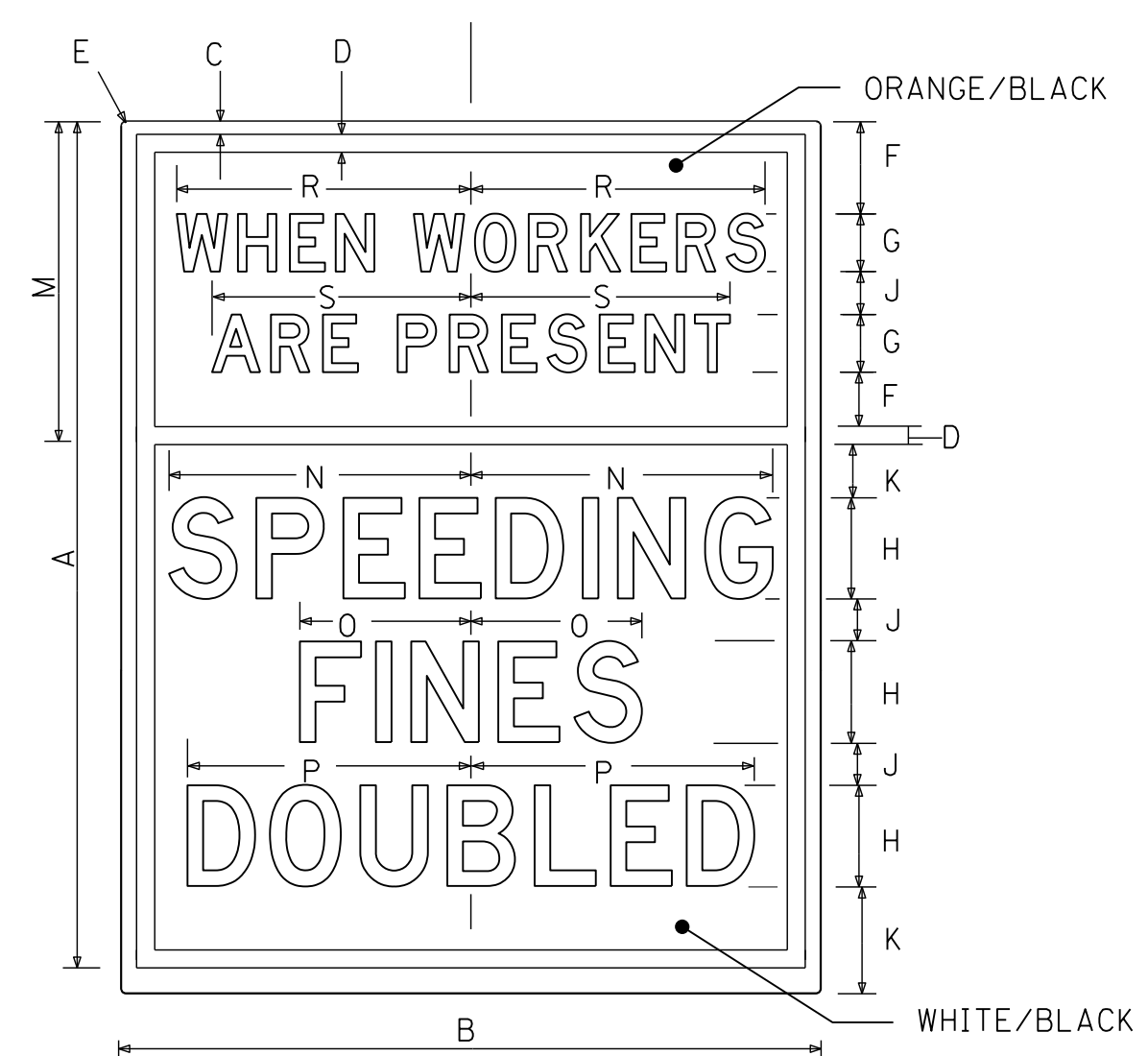
WORKING NUMBER
TCP-8
SHEET NUMBER
6358



NOTES:

1. R16-3 SIGN SHALL BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
2. R16-3 SIGN SHOULD BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
3. THIS SHEET WILL ONLY APPLY TO SPEED REDUCTION SECTIONS.

**DIVIDED HIGHWAY SHOWN
(2 LANE – 2 WAY ROADWAY SIMILAR)
(PROJECT MORE THAN 1 MILE LENGTH)**



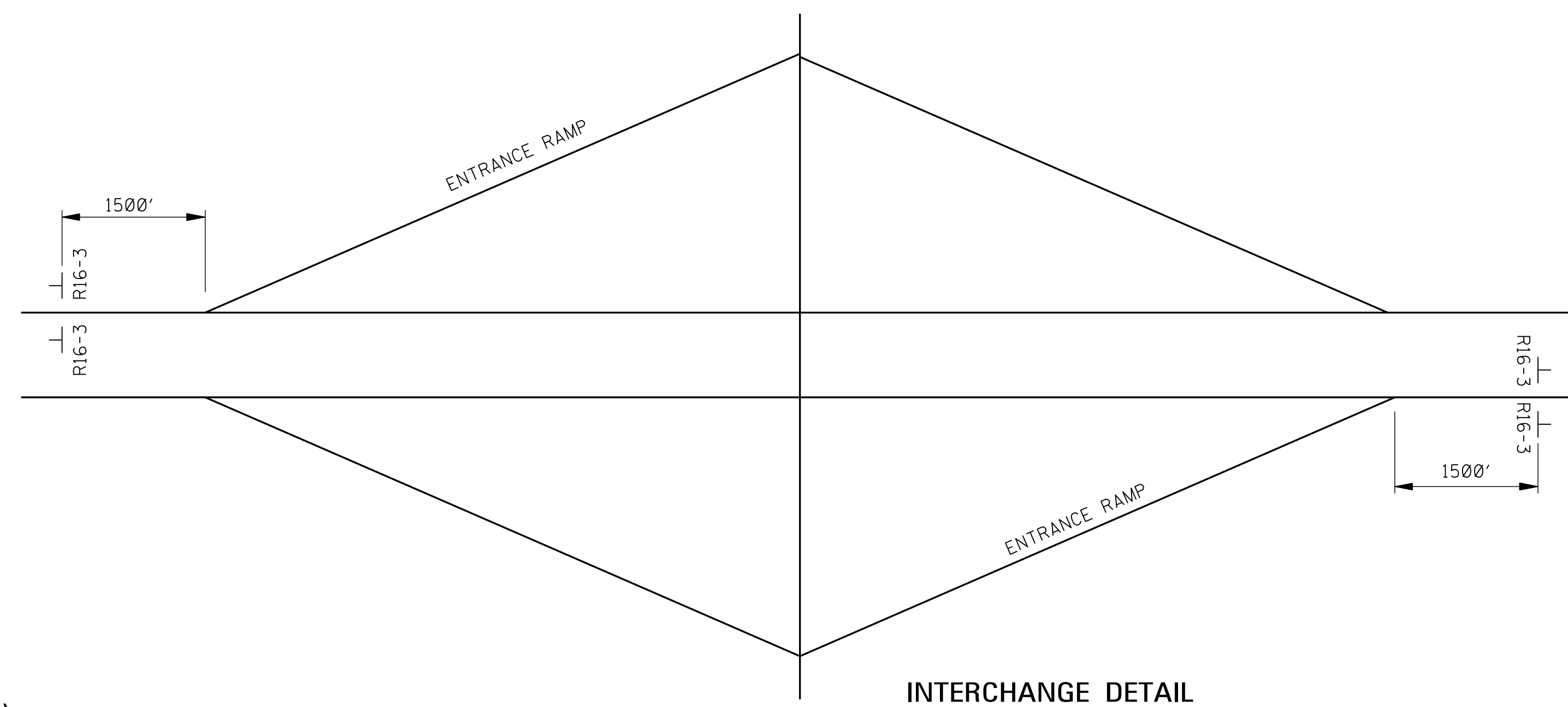
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
STD.	3	6 5/8	22 1/8	21	11 1/8	19 25/32	20 5/32	18

**48" x 60"
(INTERSTATE USE)**

SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	48	36	3/4	1 1/4	3	2 3/4	3 Dm	6 D
STD.	3	4 1/8	14 3/4	14	7 1/8	13 1/8	13 5/8	12

**36" x 48"
(ALL OTHER HIGHWAYS)**

R16-3



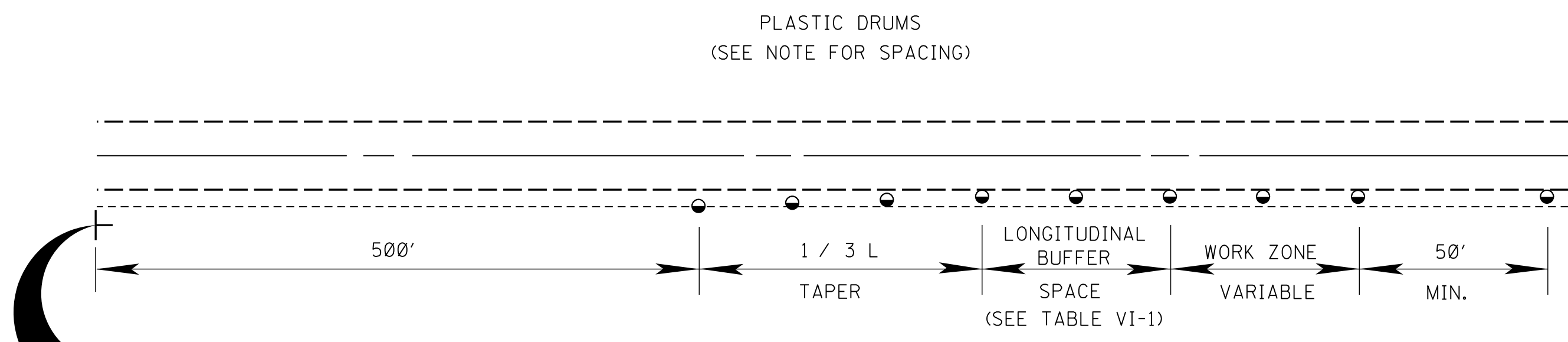
INTERCHANGE DETAIL

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)
DATE	ISSUE DATE: AUGUST 01, 2017

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

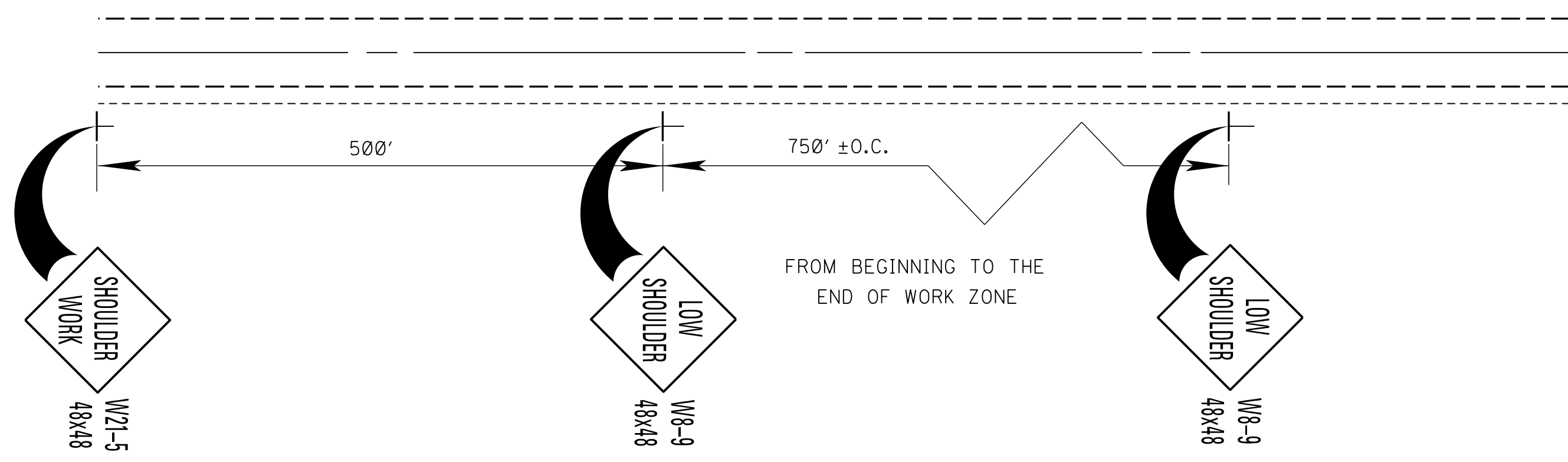
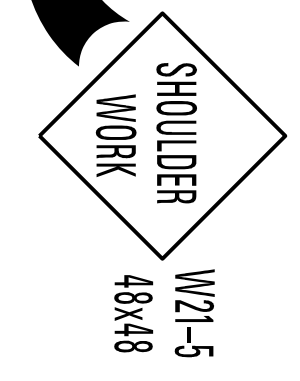
WORKING NUMBER
TCP-15

SHEET NUMBER
6365

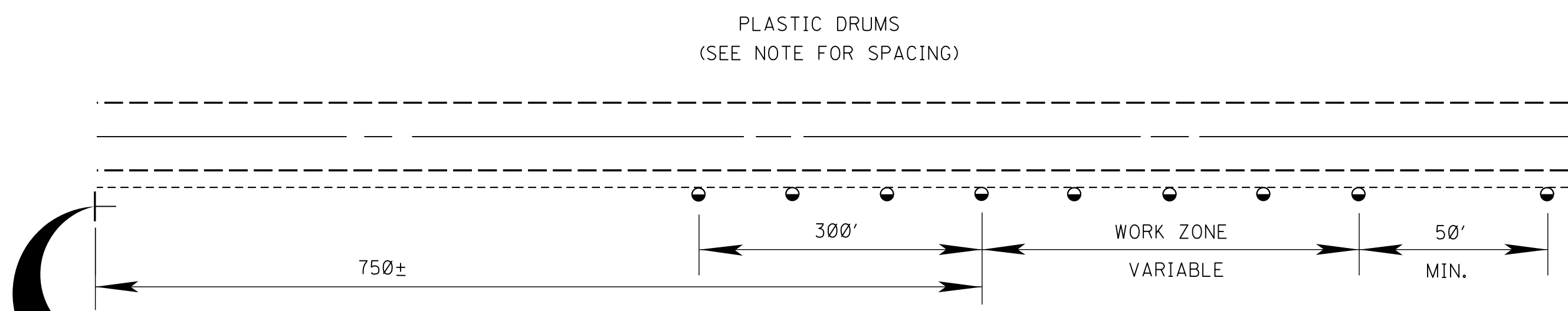
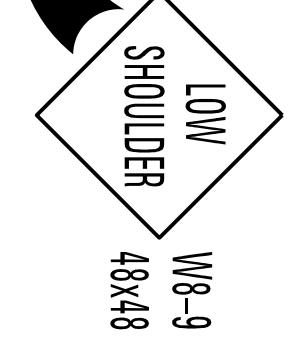
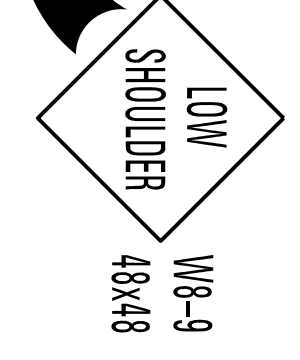


TYPICAL SHOULDER CLOSURE

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

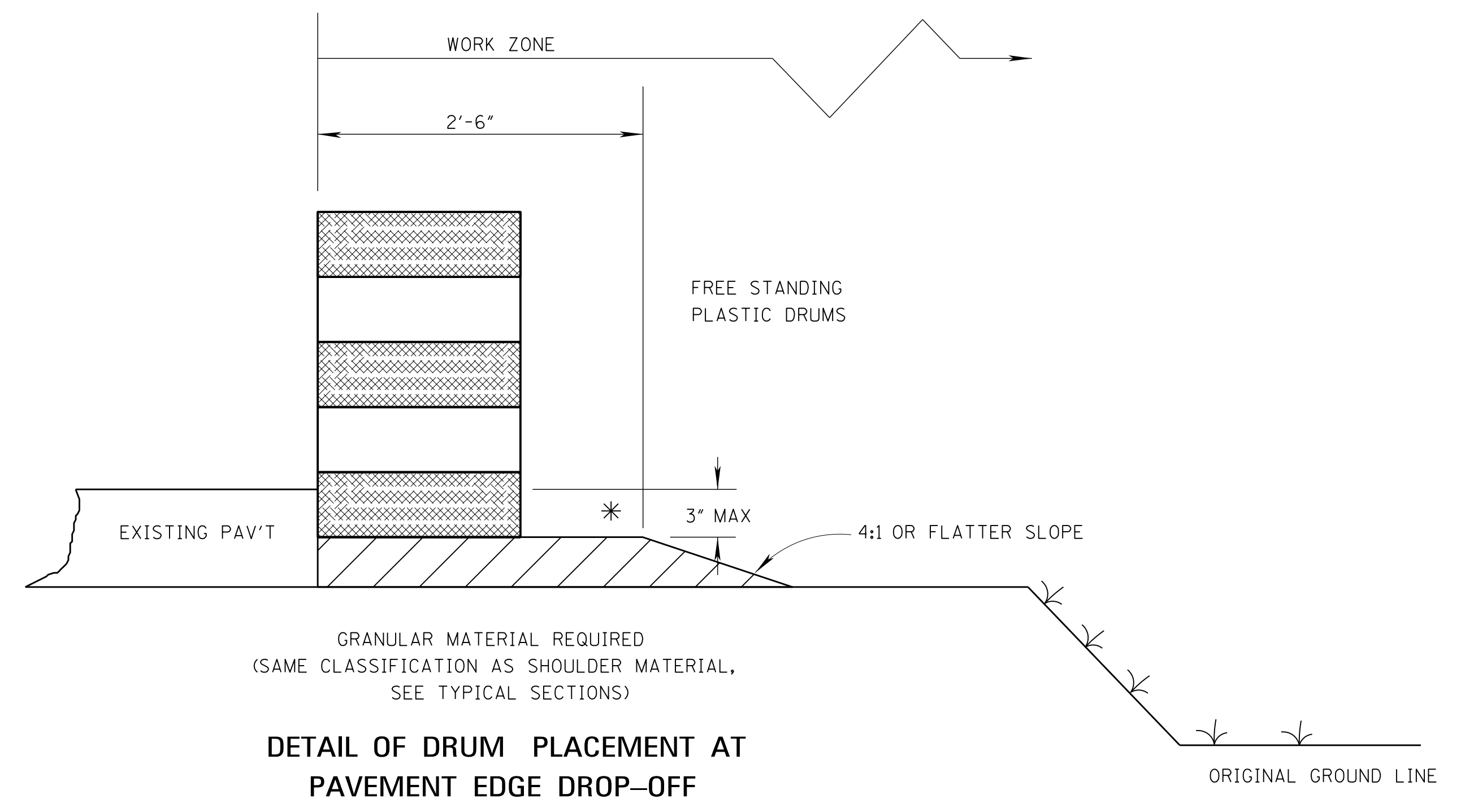
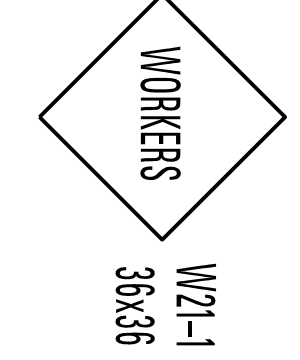
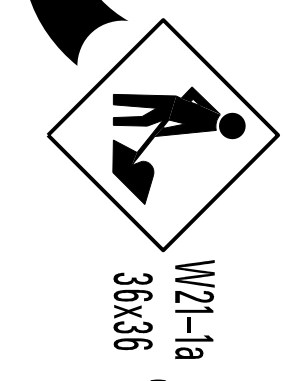


**TYPICAL SHOULDER WORK #1
(SEE NOTE A-1 THIS SHEET)**



TYPICAL SHOULDER WORK #2

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



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP-OFF

NOTES:

- * A. PAVEMENT EDGE DROP-OFF
 1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750'±O.C.).
 2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET.)
 3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.
 4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
 5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.
- B. DRUM SPACING
 1. TANGENTS = 2 X S
 2. TAPERS = L / 3

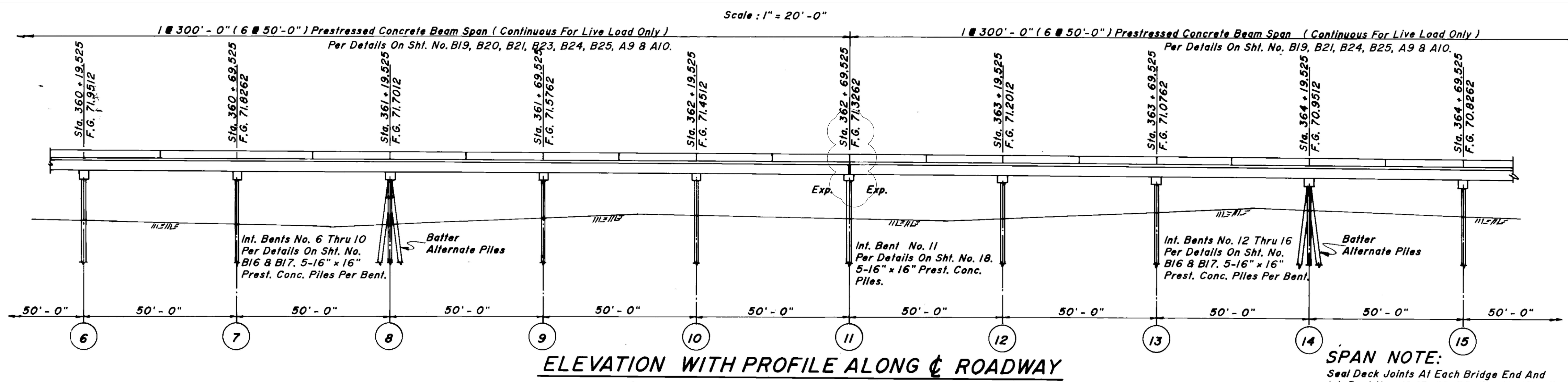
WHERE L = S X W
L = TAPER LENGTH IN FEET
S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
W = WIDTH OF OFFSET IN FEET
- C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

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

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

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

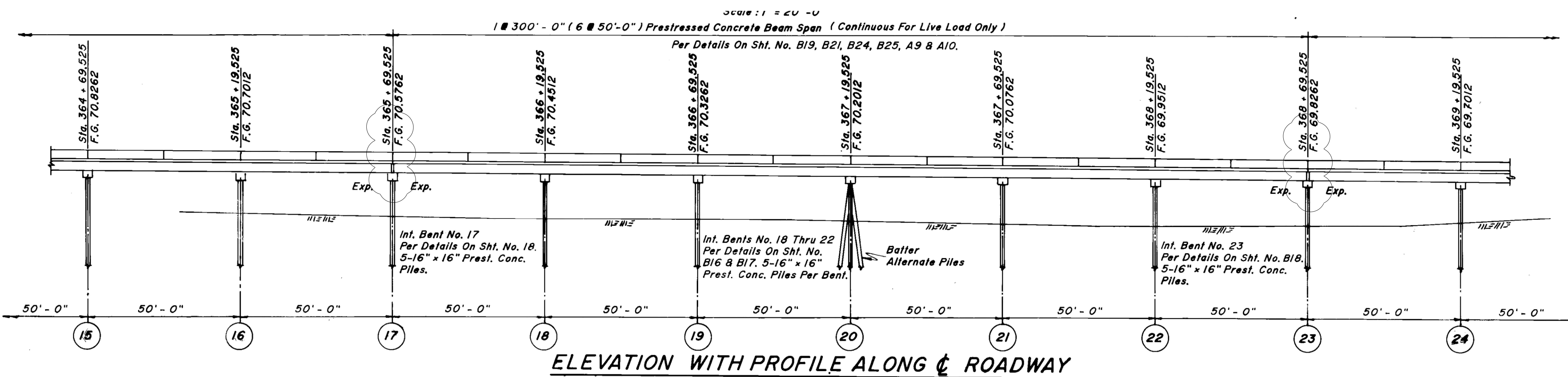
MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE	
BY	
REVISION	
DATE	ISSUE DATE: AUGUST 01, 2017
WORKING NUMBER TCP-16 SHEET NUMBER 6366	



SPAN NOTE:
Seal Deck Joints At Each Bridge End And Int. Bent Nos. 11, 17, 23, 29, 35, 41, 47 & 51 Per Details On Sheet No. A9.

FIELD VERIFICATION NOTE:
All dimensions of the existing structure shall be field verified by the Contractor. The Contractor shall be responsible for adjusting the elements of the new construction to ensure proper fit with the existing structure. The Contractor shall submit verification of the existing bridge elements associated with the items of work described herein to the Director of Structures, State Bridge Engineer for approval prior to any other items of work being done (this shall be considered an absorbed item of work). This shall include, but not be limited to:

- Existing bearing pad dimensions (length, width & height).
- Existing embedded bearing plate dimensions (length & width).
- Existing cap dimensions (length & width).
- Existing beam end locations from the edge of the cap on both sides.
- Any other elements that will affect the items of work.



MAINTENANCE OF TRAFFIC:
Maintain traffic in accordance with Section 618 of the 2017 edition of The Standard Specifications For Road And Bridge Construction, Part IV of the "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" and the Traffic Control Plans included in these plans.
The contractor shall provide for and maintain at least one way traffic at all times during the course of the contract.

Indicates limits of contract work. See SCOPE OF WORK notes on this sheet for additional information.

- SCOPE OF WORK:**
- Replace steel rocker bearings with bearing assemblies (details on Sheet No. 8004) at locations indicated on Bents 17, 23, 29, 35, 41 and 47 per details this page and Sh. No. 8004.
 - Clean bents 11, 17, 23, 29, 35, 41, 47 & 51.
 - Maintain traffic in accordance with the plans and specifications.

CAP CLEANING NOTE:
Cap Cleaning should be performed by removing all large debris by hand. All other debris (dirt & 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.

- VERTICAL JACKING NOTES:**
- The Contractor shall provide adequate bracing and jacking arrangements as required to raise the concrete beam ends $\frac{1}{4}$ " to $\frac{1}{2}$ " and replace the existing bearings under girders.
 - 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 Director of Structures, State Bridge Engineer, through the Project Engineer for review prior to construction and shall bear the Design Engineer's Seal.
 - All jacks on the bent shall be coupled to a common manifold and the beam ends raised uniformly.
 - After the beam ends are raised into position, temporary blocking shall be provided to secure the beams in this position while the new bearings are being installed.
 - Temporary blocking points shall be under the bottom flange of the beams and no temporary blocking will be allowed under any diaphragms or the bays.
 - Jacking points shall be under the bottom flanges of beams at the bent and no jacking points will be allowed under any diaphragms or the bays.
 - Traffic shall be maintained on the bridge for the duration of the repairs.
 - Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.

INFORMATION PLANS:
Original Plans:
12 sheets from Proj. No. SDP-014-3(18)
Sheets No. 8005-8013

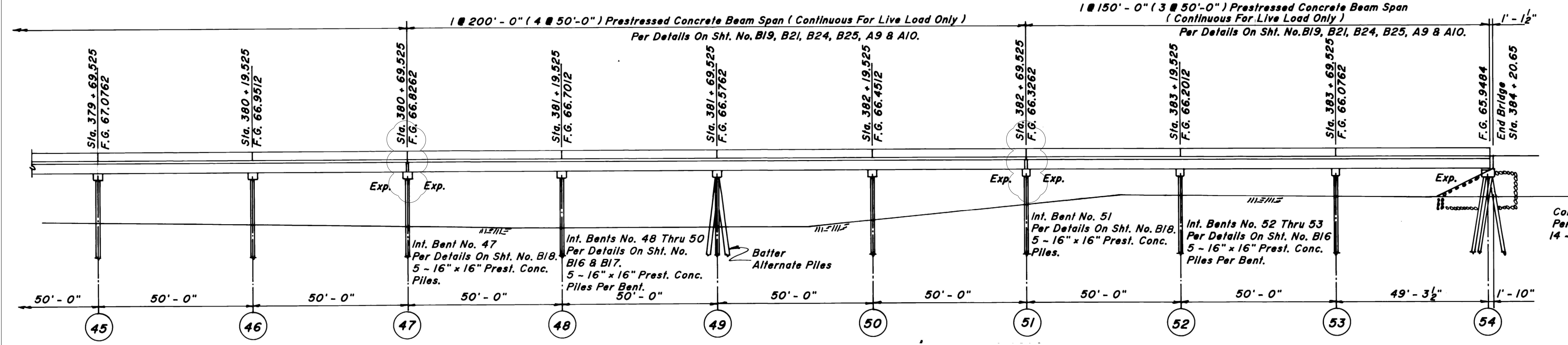
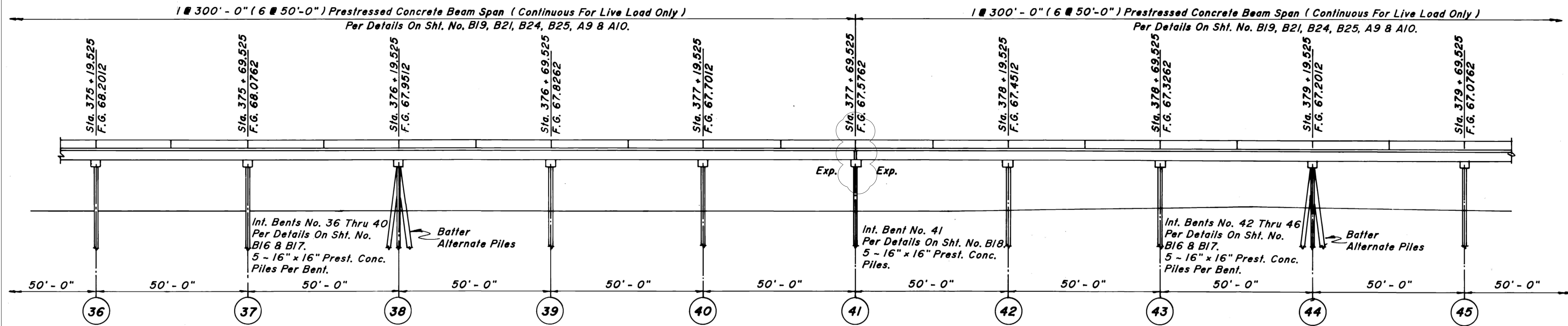
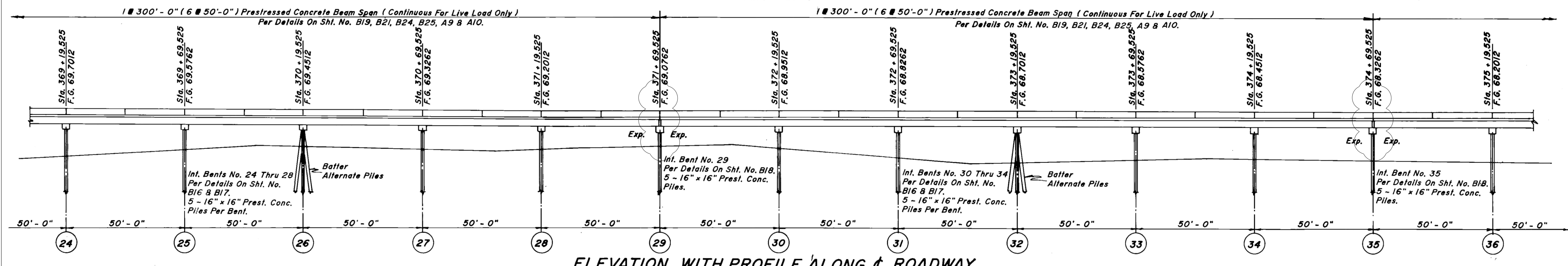
- GENERAL NOTES:**
- Specifications: Mississippi Standard Specifications for Road and Bridge Construction, 2017.
 - No change of plans will be permitted except by written approval of the Director of Structures, State Bridge Engineer. Minor changes of detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not cause for contract price adjustment.
 - All dimensions and details for the new structure shall be in accordance with the original plans that are attached as information plans except as otherwise noted in these plans.
 - 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.
 - For the duration of the project, 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.
 - Work for which no pay item is provided in the proposal will not be paid for directly and compensation therefore will be included in the prices and payments for bid items.
 - All steel plates shall conform to A.S.T.M. designation A709, grade 50.
 - All steel shall be new.

ESTIMATED QUANTITIES			
PAY ITEM CODE	DESCRIPTION	QUANTITIES	UNIT
907-824-PP006	Bridge Repair, Bearing Replacement, Per Plans	42	Each
907-824-PP006	Bridge Repair, Clean Caps	8	Each

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		BRIDGE AT STA. 354+13.40	
		BRIDGE REPAIR GENERAL NOTES AND LAYOUT	
		FMS:107879/301000	
		COUNTY: GREENE	
		PROJECT NUMBER: BR-0014-03(076)	
		WORKING NUMBER	
		1 of 3	
		SHEET NUMBER	
		8002	



PROJECT PLAN SECTION MISSISSIPPI DEPARTMENT OF TRANSPORTATION 001.00 AHPM DGNFILENAME

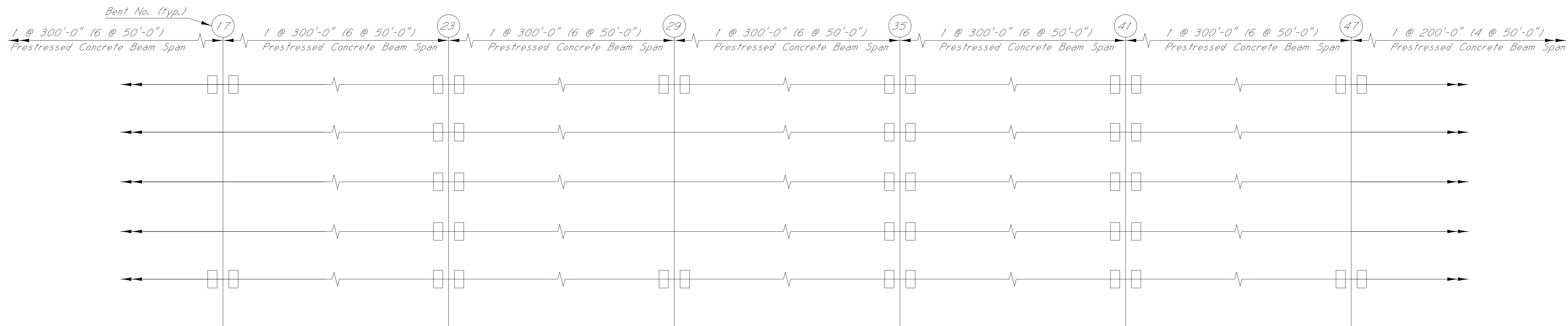


Indicates limits of contract work. See SCOPE OF WORK notes on Sheet No. 8002 for additional information.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
BRIDGE AT STA. 354+13.40	
BRIDGE REPAIR GENERAL NOTES AND LAYOUT	
FMS: 107879/301000	
COUNTY: GREENE	
PROJECT NUMBER: BR-0014-03(076)	
DESIGNER: JONATHAN KING	CHECKER: PAUL DEES
DATE: 8/7/2019	ISSUE DATE: 8/7/2019
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.	
DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.	
WORKING NUMBER	2 of 3
SHEET NUMBER	8003

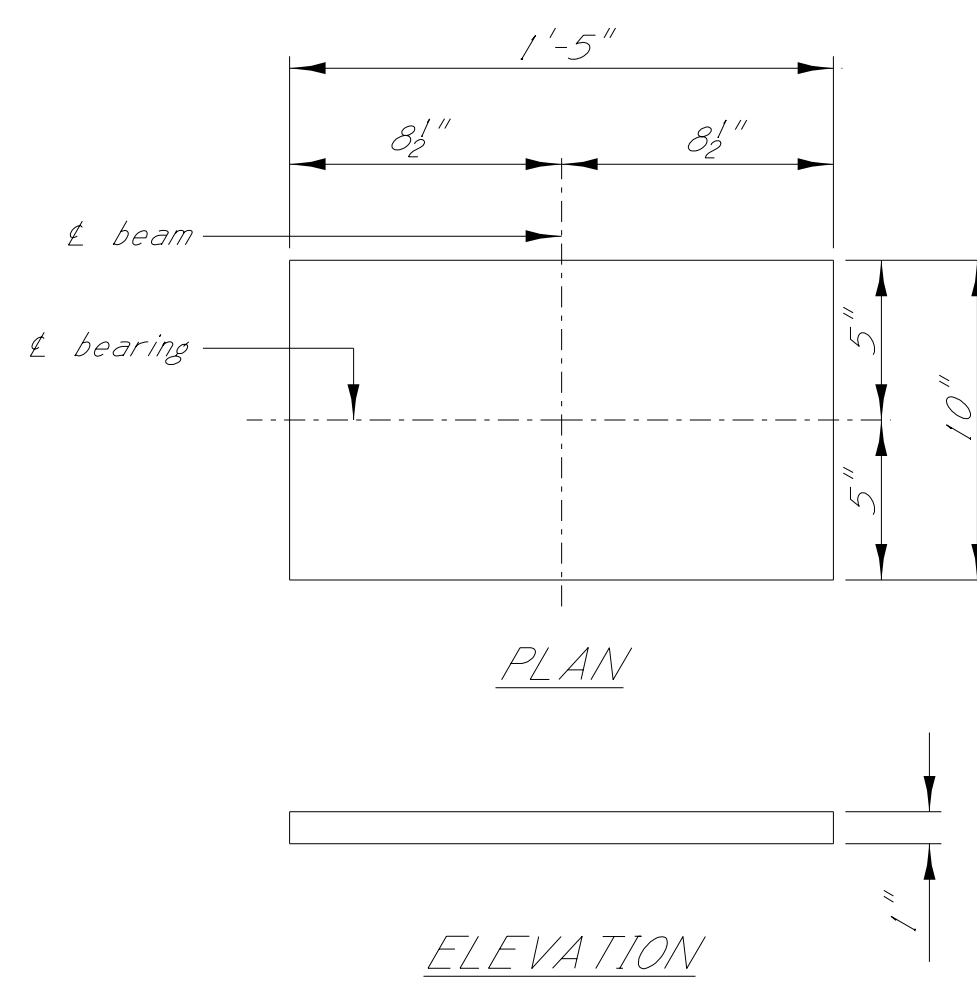
001.00 ANPM DGN FILE NAME



LEGEND
 - Existing bearings to be replaced

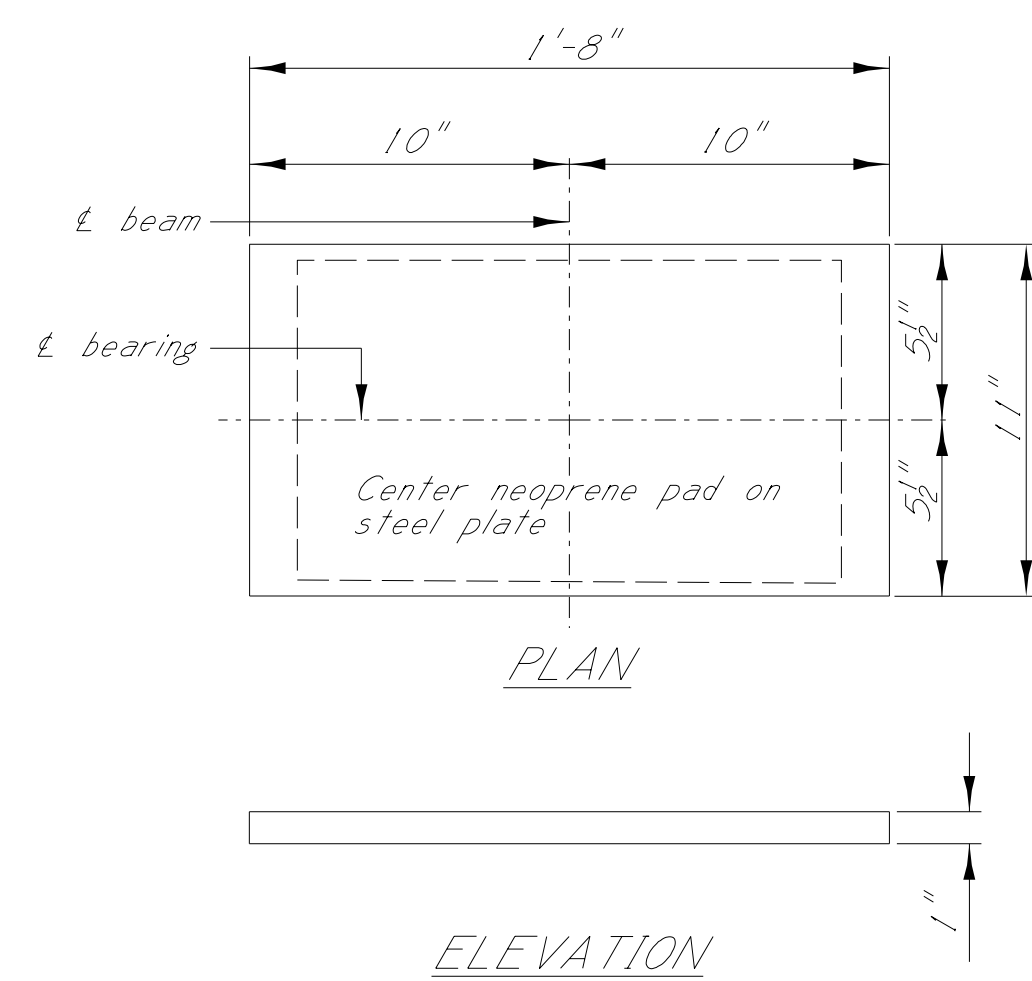
NOTE:
 Install bearing assemblies at each indicated location.
 Total required = 42

BEARING ASSEMBLY PLACEMENT SCHEDULE



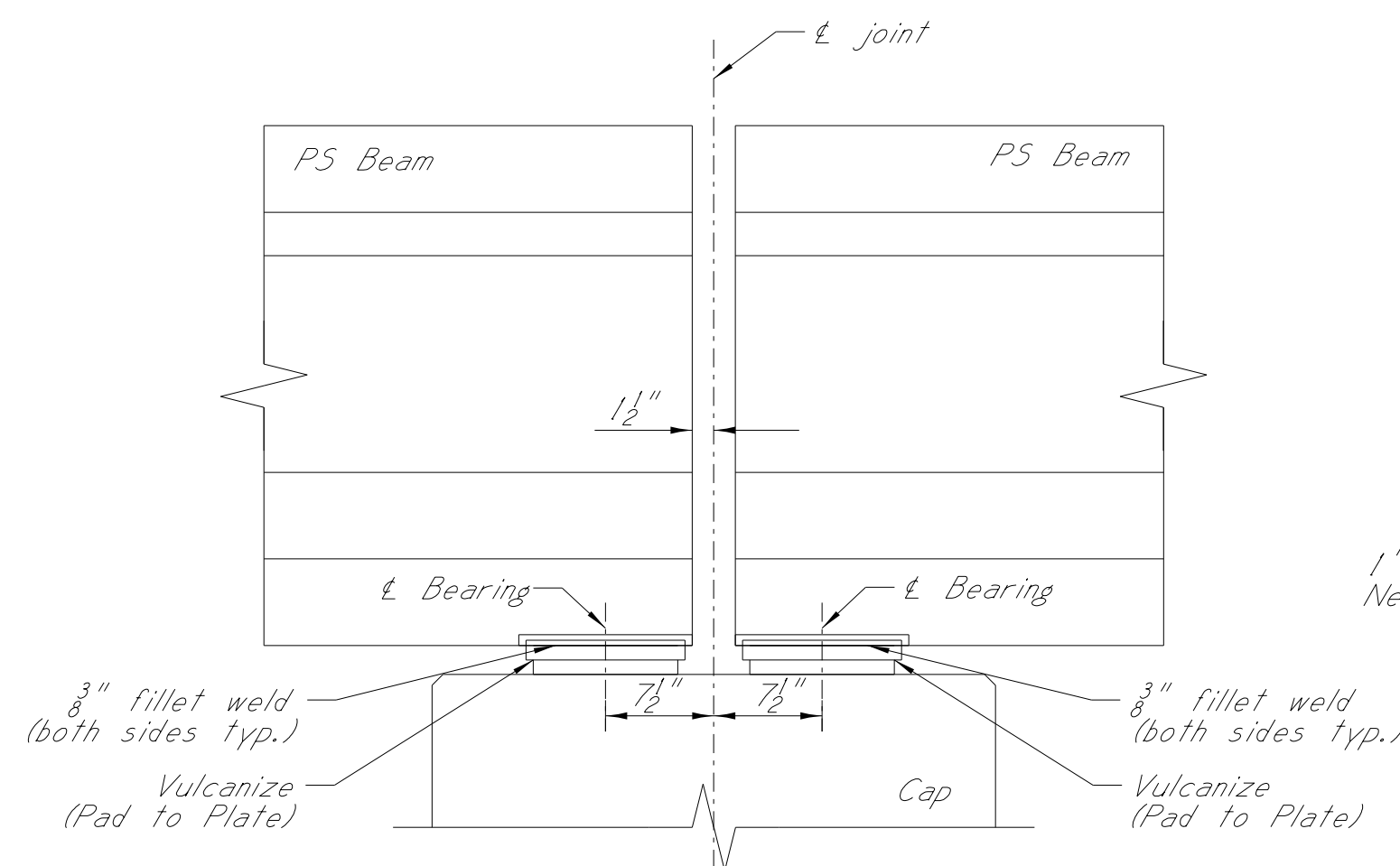
NEOPRENE PAD DETAILS

In no case shall neoprene pads be field cut.
 Bearing area on top of cap shall be smooth and true to grade.

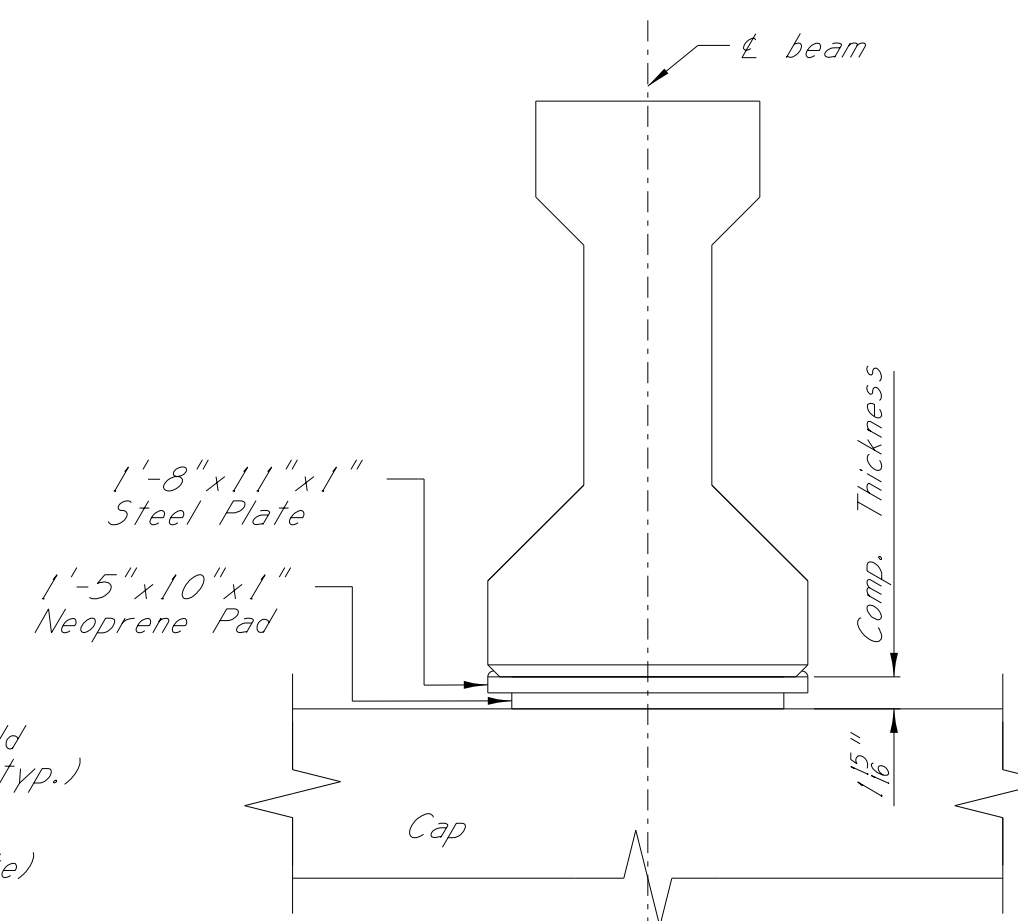


STEEL PLATE DETAILS

Conform to A.S.T.M. A709, Grade 50



SIDE ELEVATION INT. BENT BEARING PLACEMENT
 Showing bearing placement for interior and exterior beams at intermediate bents



END ELEVATION BEARING PLACEMENT

NOTE:
 All bearing areas repaired with epoxy mortar shall be cast smooth and true to grade.

NOTE:
 The cost of jacking, bracing, bearing pads, plates, cleaning, painting, epoxy mortar and any other material or labor necessary to complete the repairs as shown shall be paid for on each basis as Bridge Repair, Bearing Replacement.

SEQUENCE OF BEARING REPLACEMENT:

1. Jack the end of the continuous span approximately $\frac{1}{4}$ " or $\frac{1}{2}$ " vertically. The jacking operation shall be performed while under traffic and the jacks shall be connected with a manifold such that the beam ends will be lifted simultaneously. The jacks shall be locked off or blocking will be required during the bearing replacement.
2. Remove the steel bearing assembly under each beam and grind the remaining beveled anchor plate in the bottom of the beam to a smooth finish. Clean and paint the beveled anchor plate with an approved encapsulating paint.
3. Cut off the remaining anchor bolts flush with the top of the cap and seal with epoxy mortar.
4. Place the bearing assembly into position.
5. Lower the prestressed beams simultaneously on to the bearing assemblies and weld the steel plate that is vulcanized to the pad to the anchor plate in the bottom of the prestressed beam. After welding occurs, the area should be painted.

BEARING PAD NOTES

1. Extreme care shall be exercised in removing the existing bearing plates that are welded to the $\frac{3}{4}$ " anchor plates embedded in the prestressed beams with a grinder. The bottom of the existing anchor plates shall be finished smooth to accommodate the new steel plates and painted with approved encapsulating paint.
2. Encapsulating paint technical data shall be submitted to the Director of Structures, State Bridge Engineer for approval and applied according to the manufacturer's recommendations.
3. Bearing shall be set level in exact position and must have full and even bearing on all bearing planes.
4. The date, time, temperature and joint width when the bearing assemblies are placed shall be recorded on the final plans.

EPOXY MORTAR REPAIR NOTES: (NOT A SEPARATE PAY ITEM)

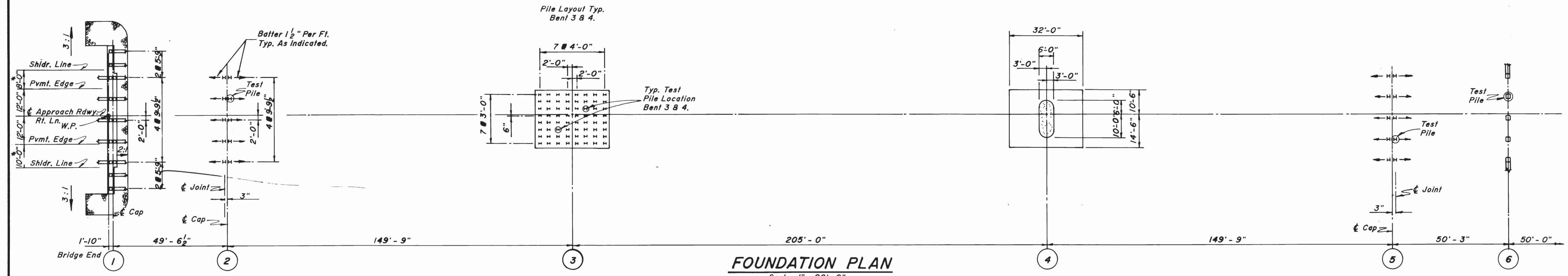
1. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions and details as shown in the information plans, unless noted otherwise.
2. Materials:
 - a. Epoxy Resin: Resin shall be selected from the MDOT approved materials list.
 - b. Silica Sand: Silica sand material shall be bagged general purpose blast cleaning sand.
 - c. Epoxy Mortar Mix: Epoxy mortar mix shall consist of part liquid epoxy and part clean, dry sand mixed in the ratio recommended by the manufacturer.
3. Application:
 - a. A representative of the epoxy manufacturer must be present for sufficient time to ensure the Contractor is properly schooled in the use of the epoxy materials.
 - b. Prior to placement of the mortar mix the prepared surface shall be lightly primed with neat epoxy.
 - c. Curing time shall be in accordance with manufacturer's recommendations.



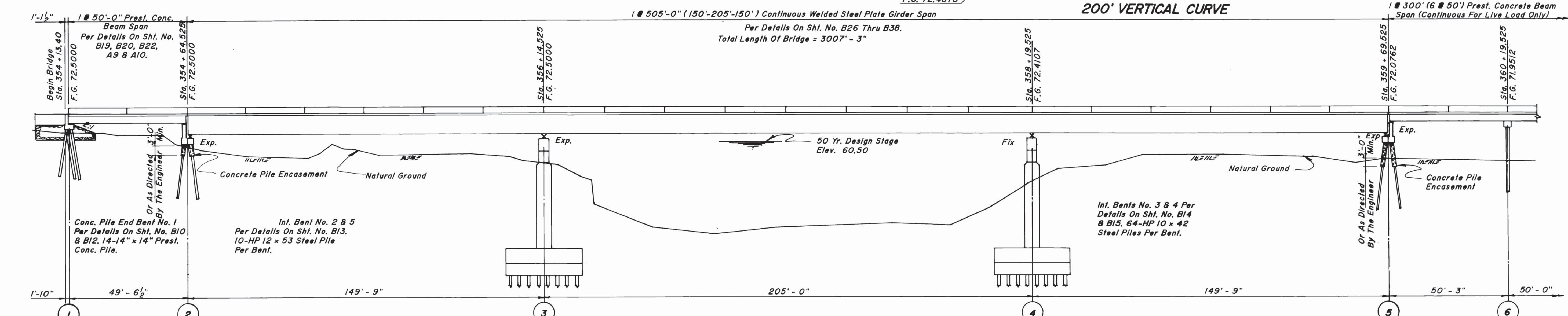
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
BRIDGE AT STA. 354+13.40	
BEARING REPLACEMENT DETAILS AND LAYOUT	
DATE	DESIGNER JONATHAN KING
DATE	CHECKER PAUL DEES
DATE	DETAILER JONATHAN KING
DATE	ISSUE DATE 8/7/2019
DATE	DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER, P.E.
DATE	DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
REVISION	FMS: 107879 / 301000
REVISION	COUNTY: GREENE
REVISION	PROJECT NUMBER: BR-0014-03(076)
REVISION	WORKING NUMBER
REVISION	3 of 3
REVISION	SHEET NUMBER
REVISION	8004

PROJECT NO. BR-0014-03(076)
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

001: 00 ANPM DGN FILE NAME



* 8'-0" Shoulder Transitions To 8'-9" At Bridge End.
10'-0" Shoulder Transitions To 12'-9" At Bridge End.



SPAN NOTE:
Seal Deck Joints At Each Bridge End And Int. Bent Nos. 1, 17, 23, 29, 35, 41, 47 & 51 Per Details On Sheet No. A9.

MINIMUM PILE BEARING CAPACITY

End Bents	40 Tons
Int. Bents 2 & 5	45 Tons
Int. Bents 3 & 4	45 Tons
Int. Bents 6 - 53	73 Tons

DESIGN DATA:
Specifications: A.A.S.H.T.O., 1983 & Int. Thru 1986
Loading: HS20-44
Roadway Width: 40'-0" Gutter To Gutter

DRAINAGE DATA:
Drainage Area: D.A. 2998 Sq. Mi.
80,800 c.f.s.
This Bridge Provides:
Discharge Effective Area 69,250 c.f.s.
33,800 Sq. Ft.
Relief @ Sta. 394+93.91 Provides Discharge Effective Area 11,550 c.f.s.
3100 Sq. Ft.

MAXWELL T. HUFF
CONSULTING ENGINEER JACKSON, MISSISSIPPI

ESTIMATED QUANTITIES - RIGHT LANE

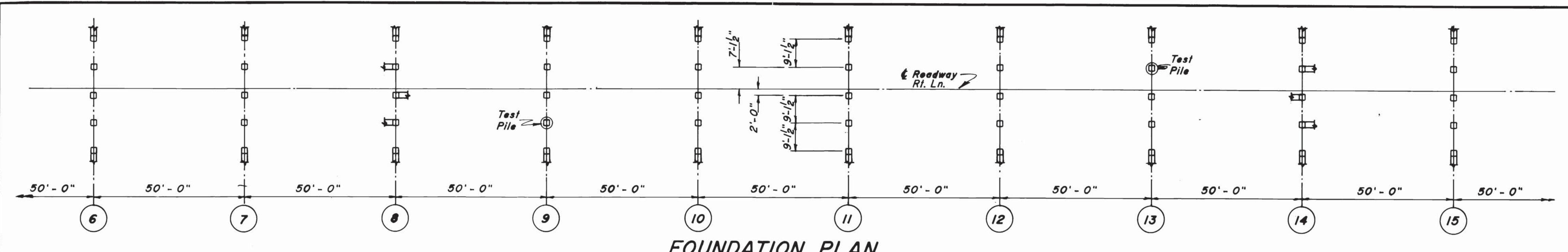
Item	Class "AA" Bridge Concrete	Class "B" Bridge Concrete	Class "S" Bridge Concrete	Reinforcement	Structural Steel (A572)	Structural Steel (A36)	Concrete Railing	50 Ft. Prest. Conc. Beams	14" x 14" Prest. Conc. Piling	16" x 16" Prest. Conc. Piling	16" x 16" Prest. Conc. Test Piles	HP 10 x 42 Steel Piles	HP 10 x 42 Steel Test Pile	HP 12 x 53 Steel Piles	HP 12 x 53 Steel Test Pile	Loading Test	Foundation Excavation For Bridges	Loose Riprap Size 300#
Location	C.Y.	C.Y.	C.Y.	LB.	LB.	LB.	L.F.	L.F.	L.F.	L.F.	Each	L.F.	Each	L.F.	Each	Each	C.Y.	Ton
Spans	3,678.35			771,495.0	392,272.0	715,087.0	6,010.0	12,318.40										
End Bents		55.87		8,155.0					980									320
Int. Bents		1,332.74	362.96	213,500.0						13,435	13	7,440	4	945	2	9	3,085	
Totals	3,678.35	1,388.61	362.96	993,150.0	392,272.0	715,087.0	6,010.0	12,318.40	980	13,435	13	7,440	4	945	2	9	3,085	320

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE AT STA. 354+13.40 RT. LN. U.S. HWY. NO. 98 ACROSS THE CHICKASAWHAY RIVER
PROJECT SDP-014-3(18) 96-0014-03-018-10

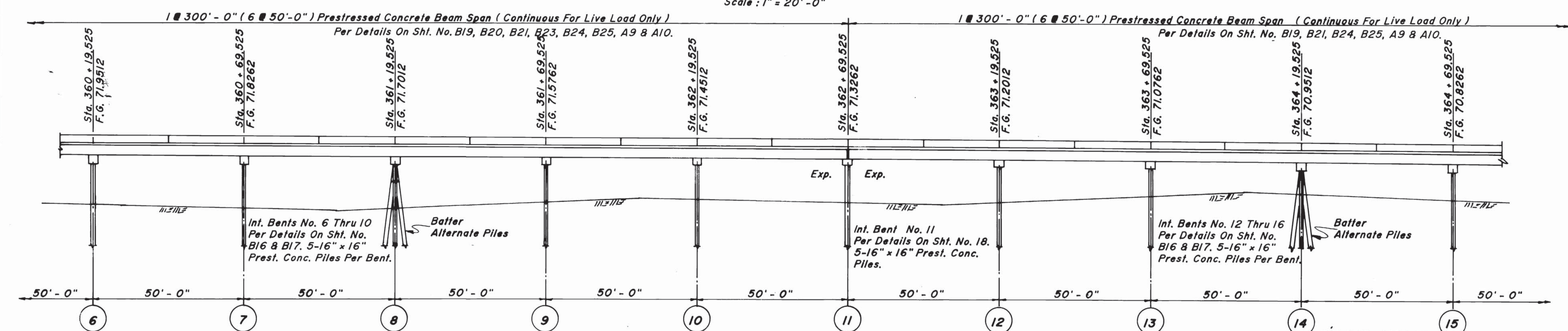
GREENE COUNTY

DESIGNED: M.T.H. DETAILED: M.T.H. TRACKED: N.M.
CHECKED: N.M.D. ISSUED: _____ DATE: _____

WORKING NUMBER: Bl of 38
SHEET NUMBER: 479

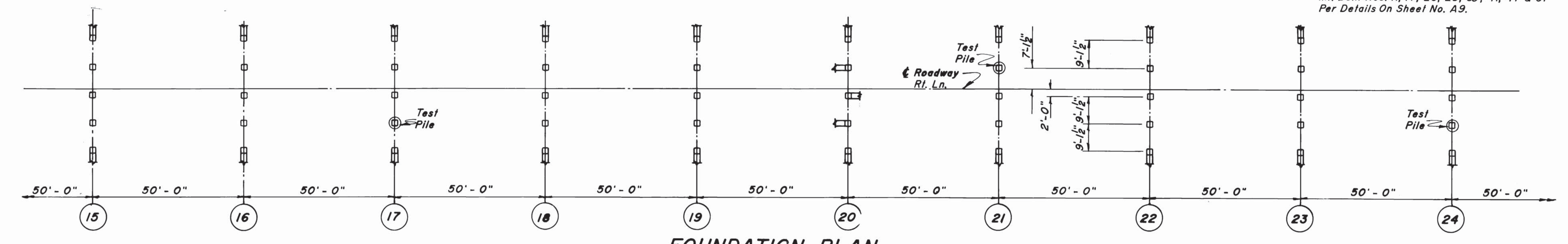


FOUNDATION PLAN
Scale: 1" = 20'-0"

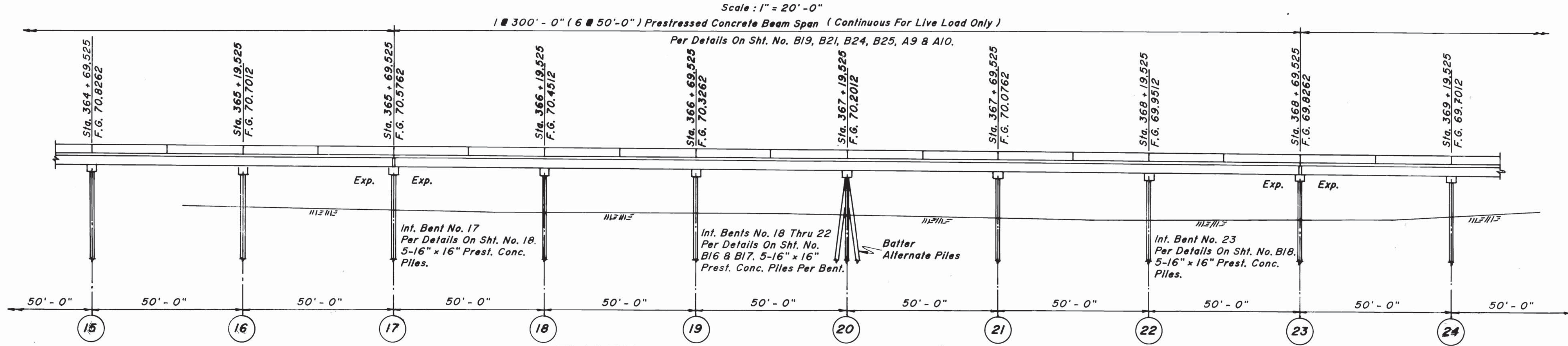


ELEVATION WITH PROFILE ALONG ROADWAY

SPAN NOTE:
Seal Deck Joints At Each Bridge End And
Int. Bent Nos. 11, 17, 23, 29, 35, 41, 47 & 51
Per Details On Sheet No. A9.



FOUNDATION PLAN
Scale: 1" = 20'-0"



ELEVATION WITH PROFILE ALONG ROADWAY

GENERAL NOTES
Specifications: Mississippi State Highway Department, 1976.
No Change Of Plans Will Be Permitted Except By Written Authority Of The Bridge Engineer. Minor Changes In Details Of Design Or Construction May Be Authorized In Writing By The Bridge Engineer Provided Such Changes Are Not Justifiable Reasons For Contract Price Adjustments.

Expansion Joint Material Shall Be Bituminous Fiber Type Unless Otherwise Noted.

The Final Surface Texture Of The Bridge Deck Shall Be Attained By Use Of The Transverse Groove Finish Method, Per Section 501.156 Of The Specifications.

Shop Drawings Of Prestressed Beams, Including An Erection Plan Shall Be Submitted In Duplicate To The Bridge Engineer For Approval Prior To Manufacture Of Beams.

Bar Bending Details Shall Be In Accordance With "Manual Of Standard Practice For Detailing Reinforced Concrete Structures" (ACI 315-57).

No Payment Will Be Allowed For Excavation Incidental To The Construction Of End Bents.

All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payment For Bid Items.

Concrete Surfaces Shall Receive A Class 2 Rubbed Or Sprayed Finish In Accordance With The Specifications.

All Reinforcing Steel Shall Be A.S.T.M. A615 Grade 60, Unless Otherwise Noted.

All Bridge Concrete Shall Be Class "AA", Superstructure, Class "B" Substructure And Class "S" Seals.

A Cofferdam Is Required For Construction Of Intermediate Bents 3R And 4R. Drawings And Design Calculations Of The Cofferdams Shall Be Submitted To The Bridge Engineer For Approval Prior To Cofferdam Construction In Accordance With Section 801.05 C Of The Specifications.

For Structural Steel And Paint Notes See Sheet No. B32.

PILE NOTES
Test Piles Shall Be Driven As Permanent Piles At The Locations And To The Tip Elevations Shown In The TEST PILE SCHEDULE On Sheet No. B4. Unless Otherwise Directed By The Bridge Engineer And Will Be Paid For As Test Piles Only.

In The Event Loading Tests Are Required, The Maximum Test Load Shall Be 2.5 Times Required Bearing Capacity Of The Pile.

Prestressed Type Piles Shall Be Per Sh. No. A13.

Where Practicable, Steel Piles Shall Be Driven Full Length And Shall Not Be Spliced Except By Authority Of The Bridge Engineer.

All Welding Shall Be Done By The Arc Process.

Welding Shall Be Done With Approved Electrodes.

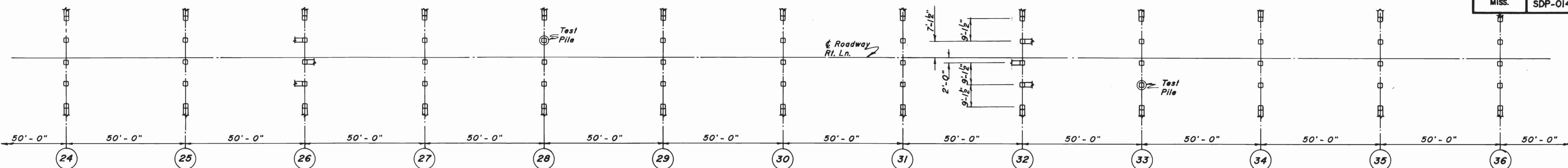
Permanent Piling In Int. Bents Shall Be Founded At A Tip Elevation No Higher Than 15, Except Bent 3&4 Elev. -40

SPECIAL PROVISIONS REQUIRED:

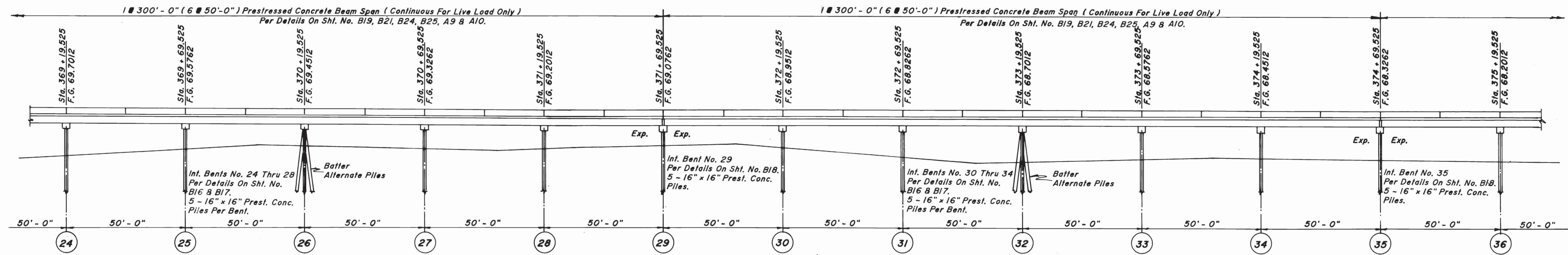
Neoprene Bearing Pads	No. 907-714
Concrete Bridges And Structures	No. 907-804
Painting Metal Structures (Inorganic Zinc/Vinyl)	No. 907-814
Structural Steel (Mill Test V-Notch Toughness)	No. 907-717
Foundation Excavation For Bents	No. 907-801
Fasteners	No. 907-810

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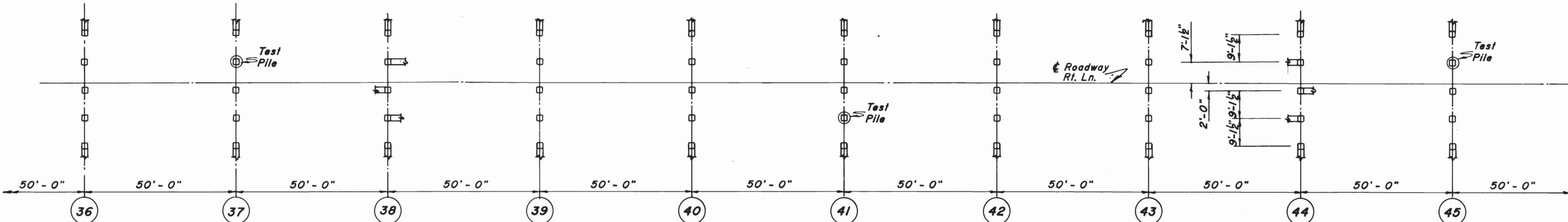
REVISIONS	MISSISSIPPI STATE HIGHWAY DEPARTMENT		
	BRIDGE AT STA. 354+13.40 RT. L.N. U.S. HWY. NO. 98 ACROSS THE CHICKASAWHAY RIVER		
PROJECT SDP-014-3(18) 96-0014-03-018-10			
DATE	DESIGNED	DRAWN	TRACED
	CHECKED	ISSUED	DATE
WORKING NO. B2 of 38			SHEET NUMBER 480



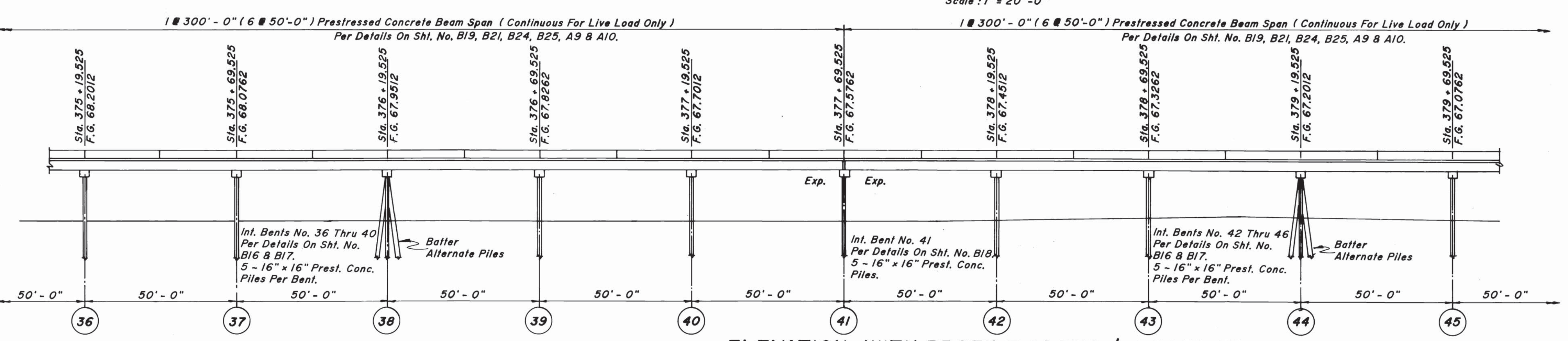
FOUNDATION PLAN
Scale: 1" = 20'-0"



ELEVATION WITH PROFILE ALONG ROADWAY



FOUNDATION PLAN
Scale: 1" = 20'-0"

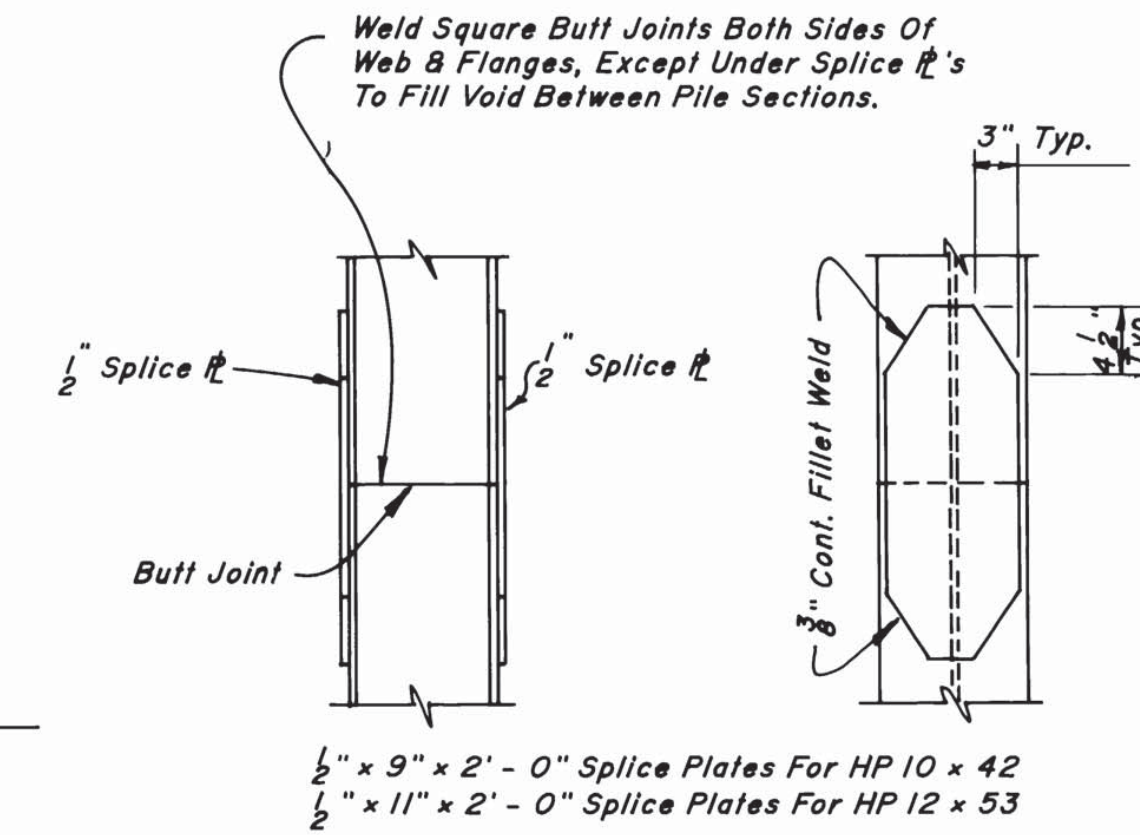
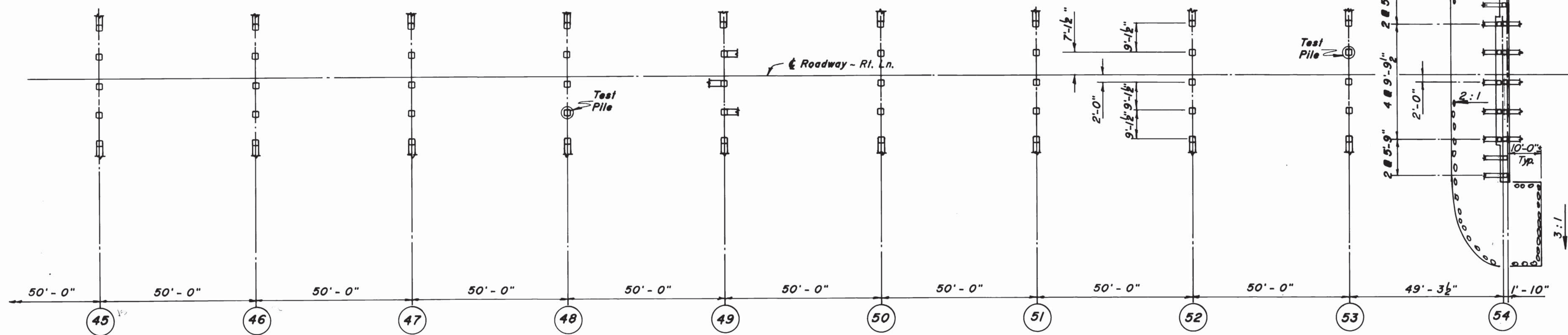


ELEVATION WITH PROFILE ALONG ROADWAY

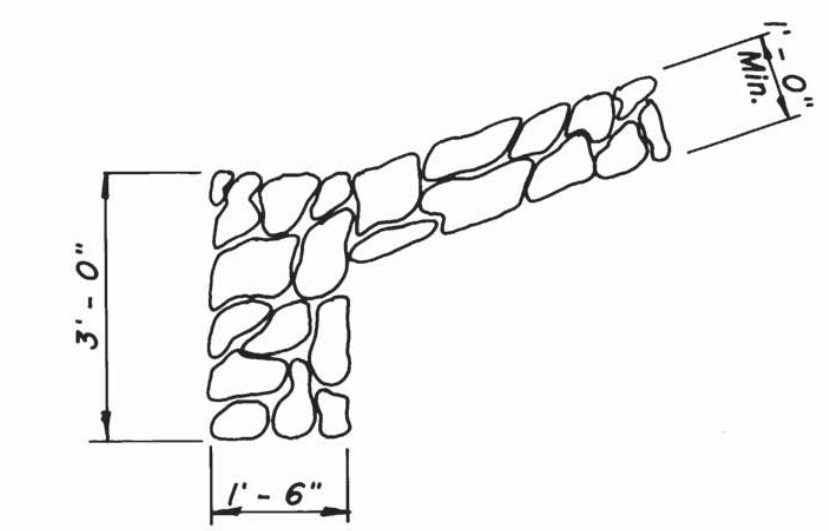
SPAN NOTE:
Seal Deck Joints At Each Bridge End And
Int. Bent Nos. 11, 17, 23, 29, 35, 41, 47 & 51
Per Details On Sheet No. A9.

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CONSULTING ENGINEER JACKSON, MISSISSIPPI

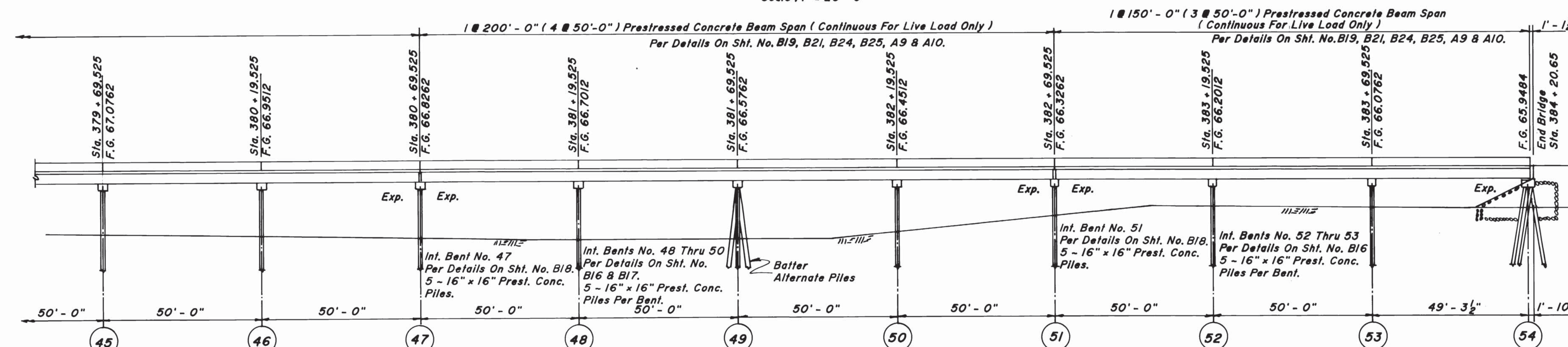
BY		MISSISSIPPI STATE HIGHWAY DEPARTMENT	
DATE		BRIDGE AT STA. 354+13.40 RT. LN. U.S. HWY. NO. 98 ACROSS THE CHICKASAWHAY RIVER	
REVISIONS		PROJECT SDP-014-3(18) 96-0014-03-018-10	
DATE		GREENE COUNTY	
DESIGNED M.T.H.		WORKING NUMBER B3 of 38	
CHECKED N.M.D.		SHEET NUMBER 481	
ISSUED		DATE	



PILE SPLICE DETAIL



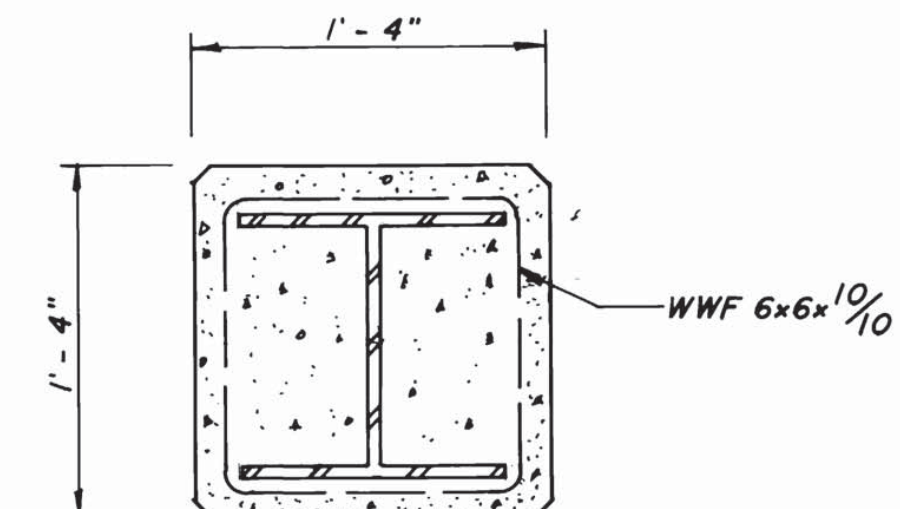
RIPRAP TOE DETAIL



ELEVATION WITH PROFILE ALONG ROADWAY

SPAN NOTE:
Seal Deck Joints At Each Bridge End And
Int. Bent Nos. 11, 17, 23, 29, 33, 41, 47 & 51
Per Details On Sheet No. A9.

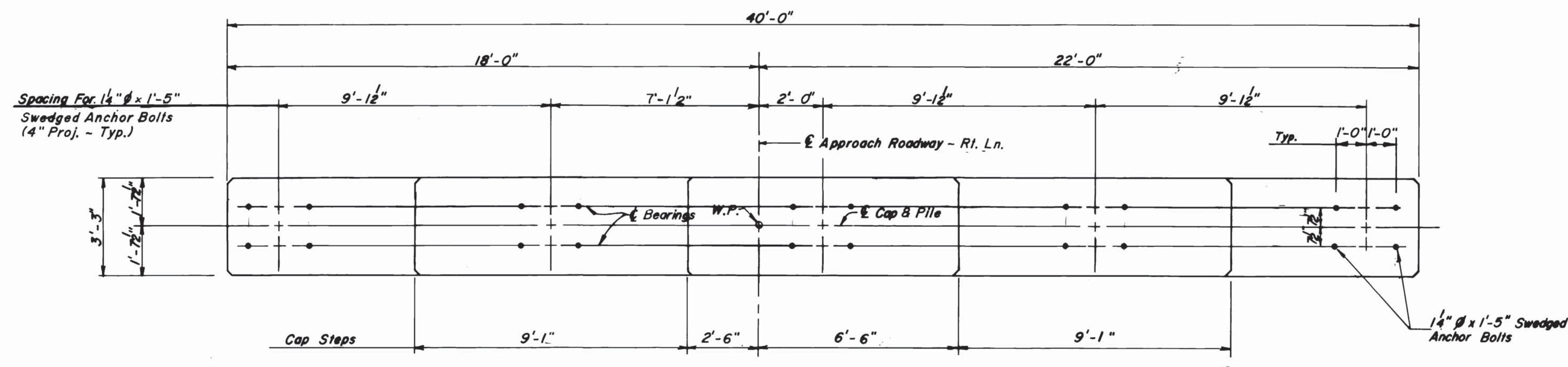
TEST PILE SCHEDULE		
Bent No.	Min. Lgth.-Fl.	Tip Elev.
2	50	= 11
3,4	65	= -50
5	65	= -4
6	60	= 7
9,13	65	= 1
17	75	= -10
21,24	70	= -5
28,33	65	= -1.5
37,41	65	= -2.5
45,48,53	55	= 6



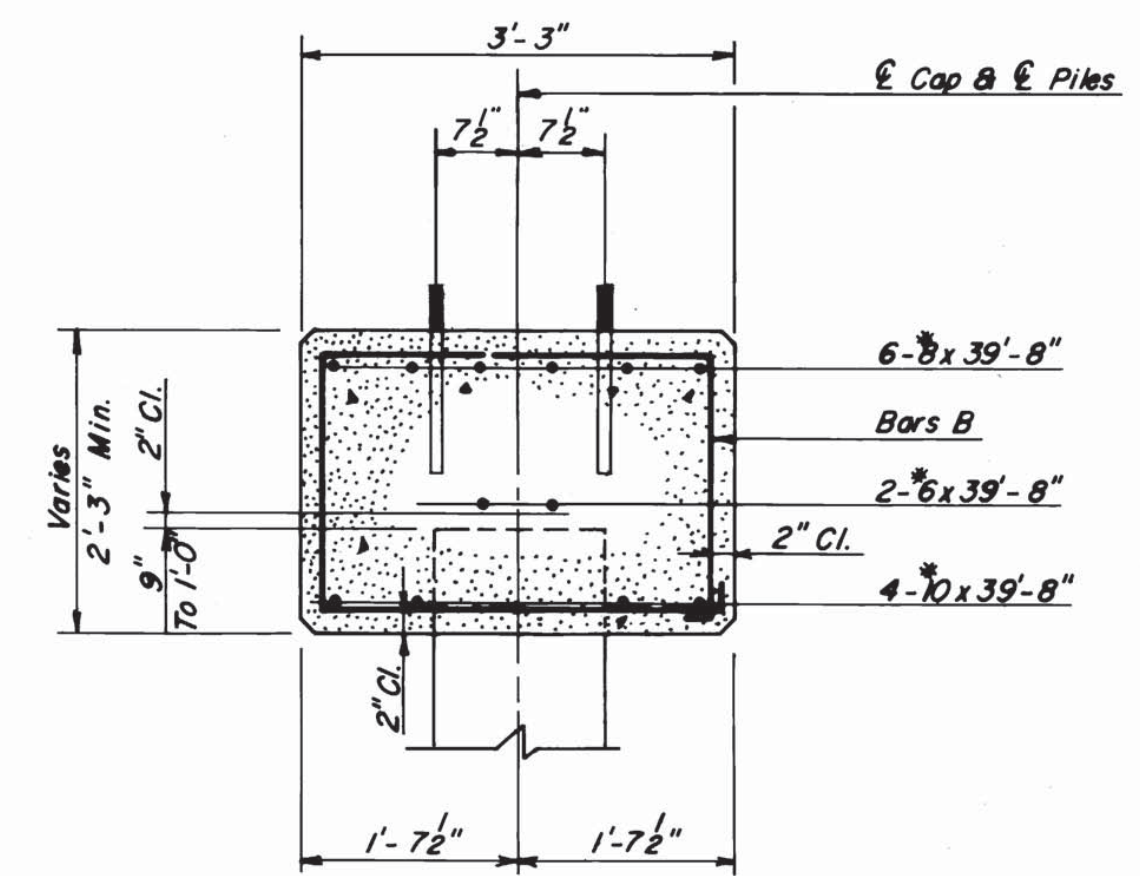
PILE ENCASEMENT DETAIL

MAXWELL T. HUFF
CONSULTING ENGINEER JACKSON, MISSISSIPPI

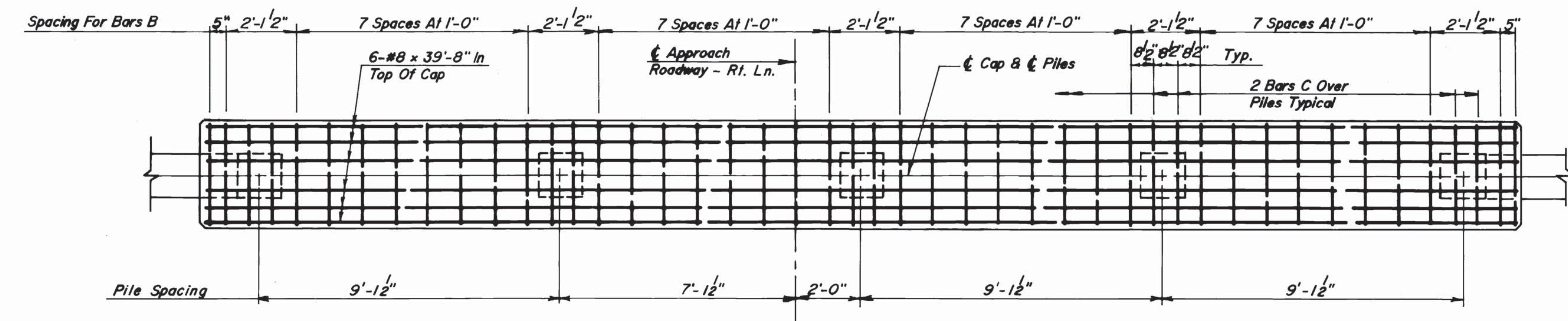
REVISIONS		MISSISSIPPI STATE HIGHWAY DEPARTMENT BRIDGE AT STA. 354+13.40 RT. LN. U.S. HWY. NO. 98 ACROSS THE CHICKASAWHAY RIVER PROJECT SDP-014-3(18) 96-0014-03-018-10	WORKING NUMBER
DATE	BY		B4 of 38
DESIGNED M.T.H. DETAILED M.T.H. TRACED M.M.		GREENE COUNTY SHEET NUMBER 482	SHEET NUMBER
CHECKED N.M.D.	ISSUED		



PLAN OF BENT
Showing Concrete Dimension And Dowel Spacing

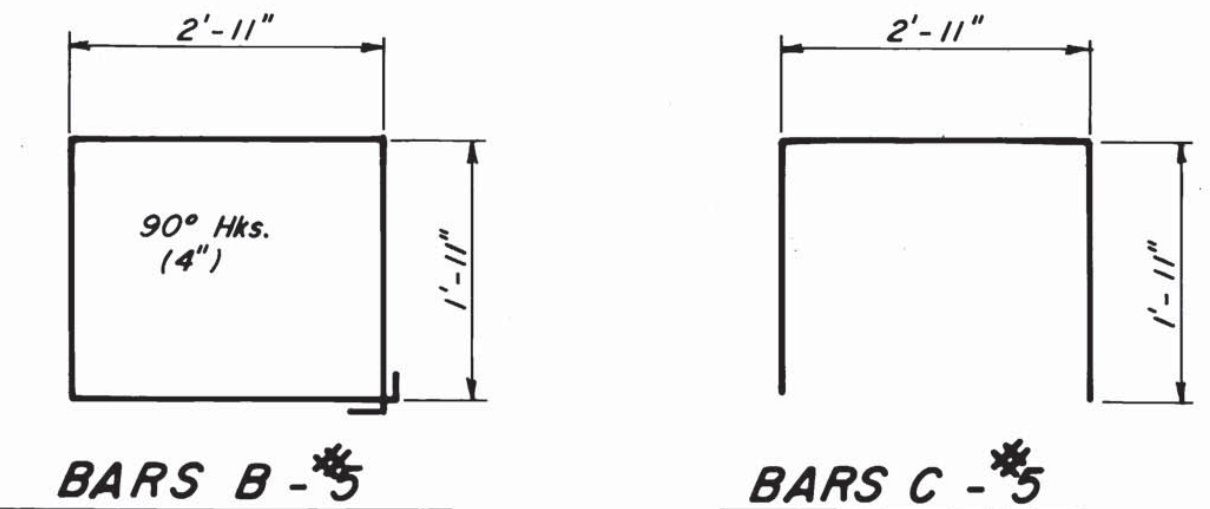


SECTION A-A



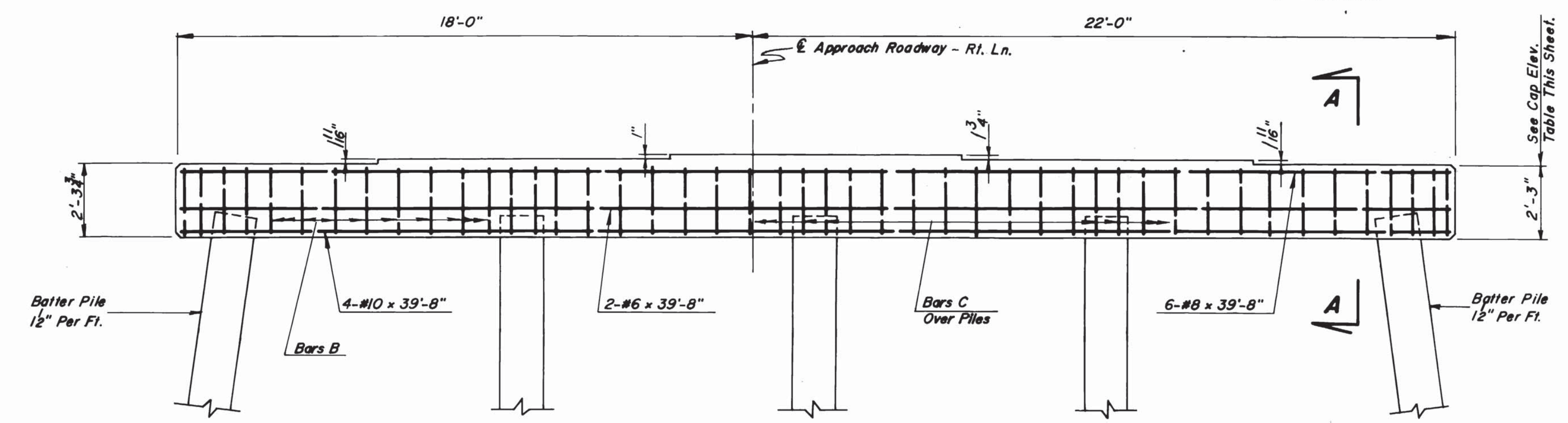
PLAN OF BENT
Showing Reinforcing & Pile Spacing

CAP ELEV.	
Bent No.	Elev.
11	67.0915
17	66.3415
23	65.5915
29	64.8415
35	64.0915
41	63.3415
47	62.5915
51	62.0915

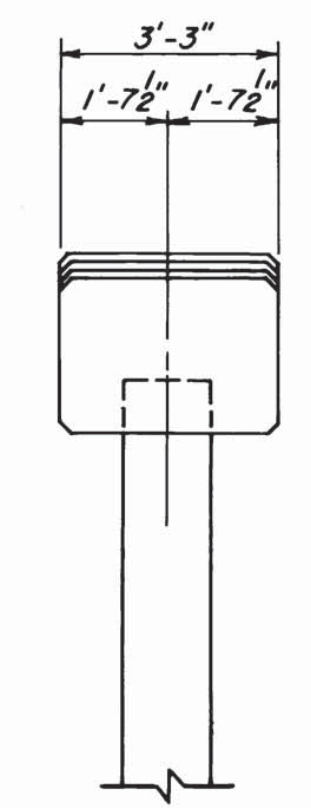


BAR BENDING DETAILS
Dimensions Are Out To Out

NOTE:
5-16" x 16" Prestressed Concrete Piles Shall Be Driven To A Minimum Bearing Capacity Of 73 Tons Piling Per Details On Sh. No. A13. Batter Piling As Indicated.



ELEVATION



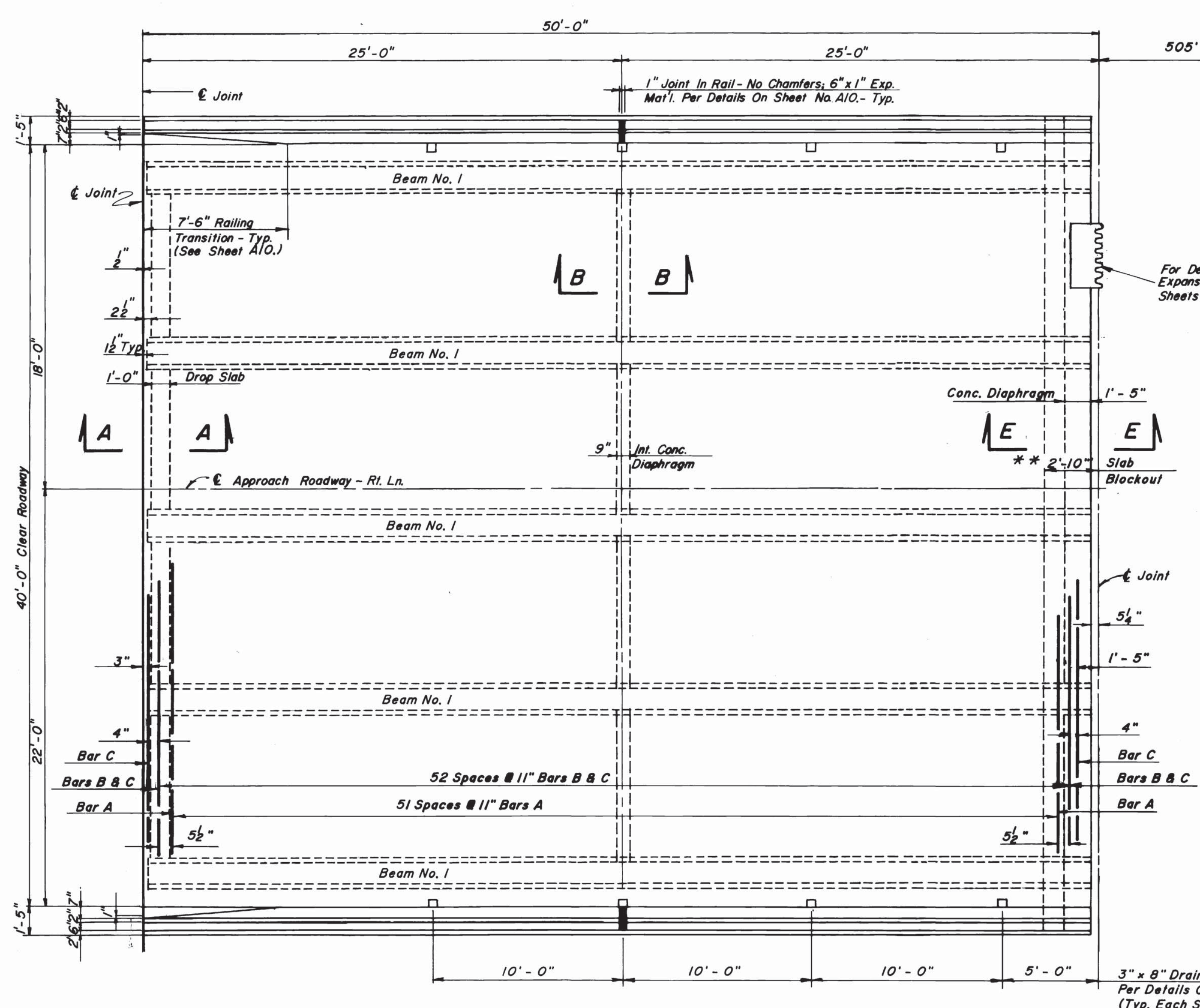
END ELEVATION

GENERAL NOTES:
All Concrete Shall Be Class "B"
Chamfer All Edges 3/4" Unless Otherwise Noted
Placing Dimensions From Reinforcing Steel To Concrete Surfaces Are Clear Distances

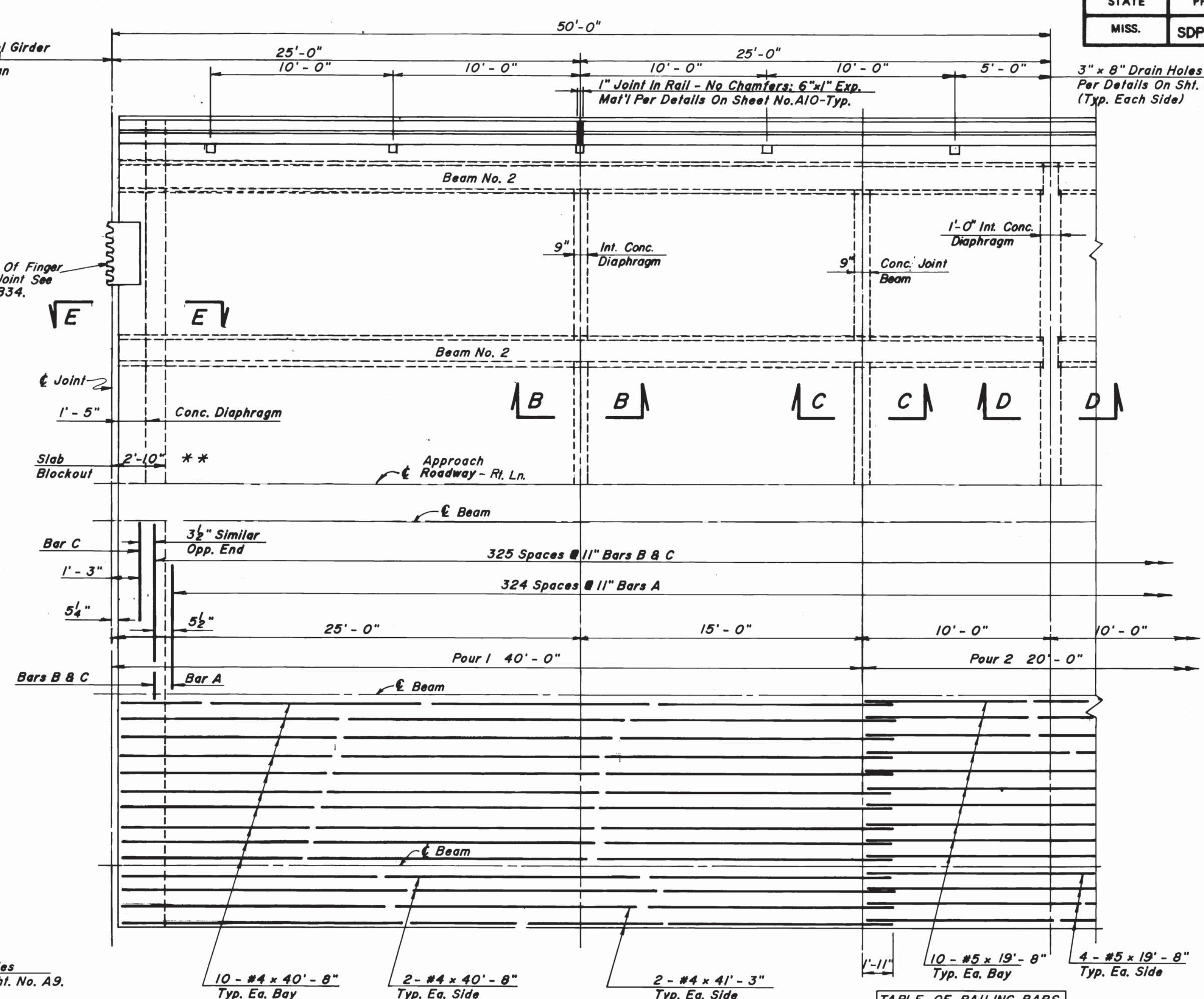
MAXWELL T. HUFF
CONSULTING ENGINEER JACKSON, MISSISSIPPI

BY MISSISSIPPI STATE HIGHWAY DEPARTMENT			
BRIDGE AT STA. 354+13.40 RT. LN.			
INT. BENTS 11,17,23,29,35,41,47 & 51			
PROJECT SDP-014-3(18)			
96-0014-03-018-10			
GREENE COUNTY			WORKING NUMBER
			B18 of 38
DATE	DESIGNED N.M.D.	DRAWN M.M.	TRACED N.M.
CHECKED M.T.H.	ISSUED	DATE	SHEET NUMBER
			496

3" x 8" Drain Holes
Per Details On Sht. No. A9.
(Typ. Each Side)



PLAN OF 50 FT. END SPAN NO. 1

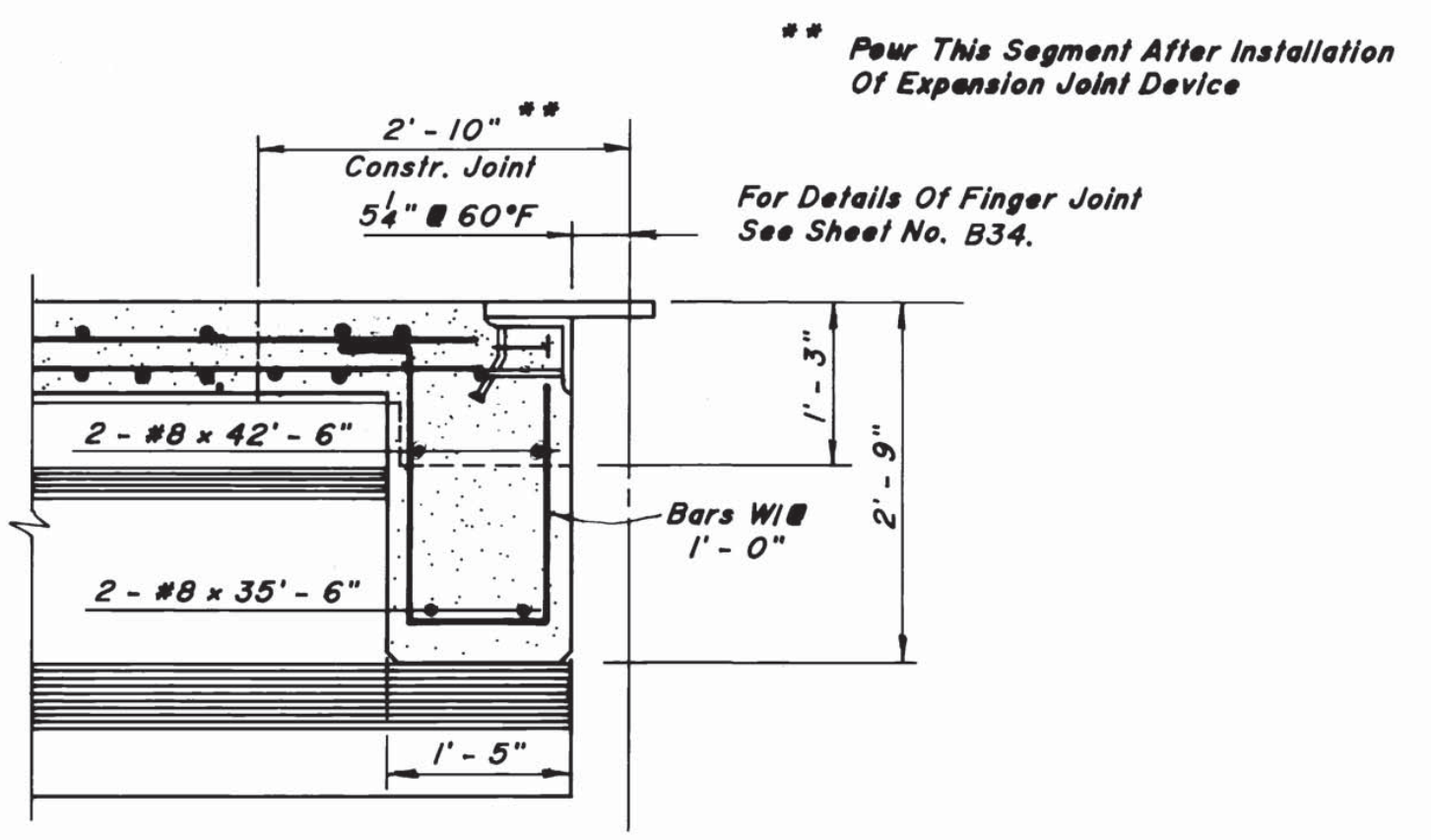


PLAN OF SPAN NO. 5

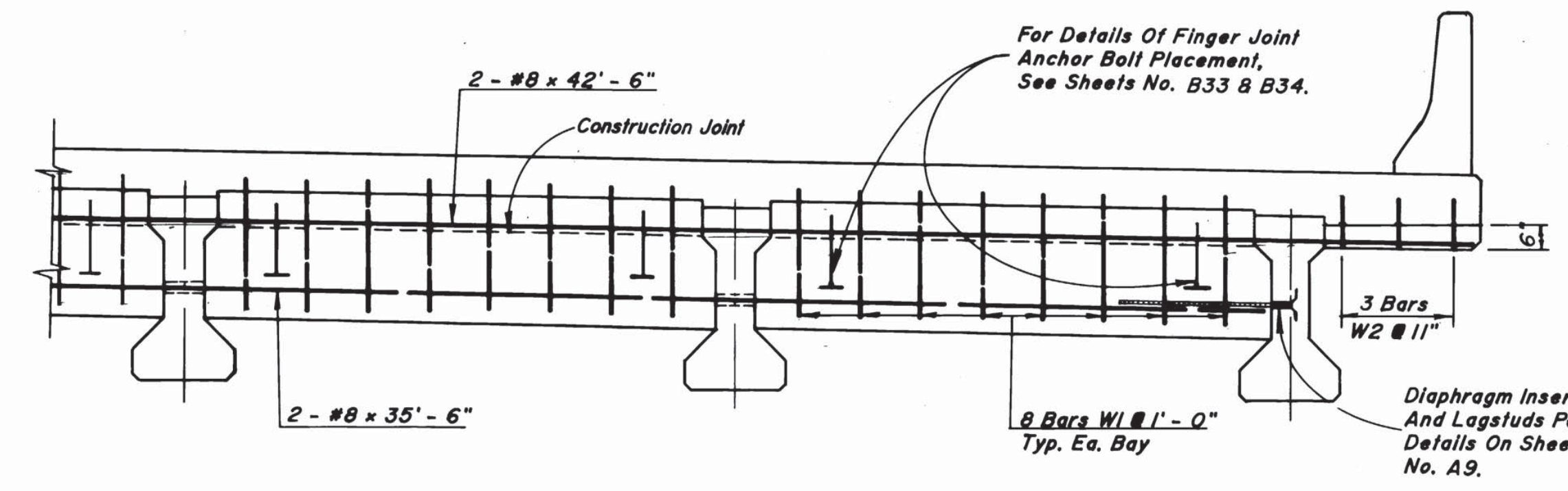
Showing Reinforcing In Top Of Slab

Mark	No.	Mark	No.
D	106	D	124
R	106	R	124
DT	24		
RT	24		

NOTE:
For General Notes, Bar Bending Details, Sections
And Other Span Details See Sht. Nos. B19, B21 & A9.



SECTION E - E



PART SECTION NEAR FINGER EXPANSION JOINT

BY		REVISIONS	
DATE		DATE	
DESIGNED	N.M.D.	DETAILED	N.M.D.
CHECKED	N.M.H.	TRACED	N.M.
ISSUED		DATE	

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CONSULTING ENGINEER JACKSON, MISSISSIPPI

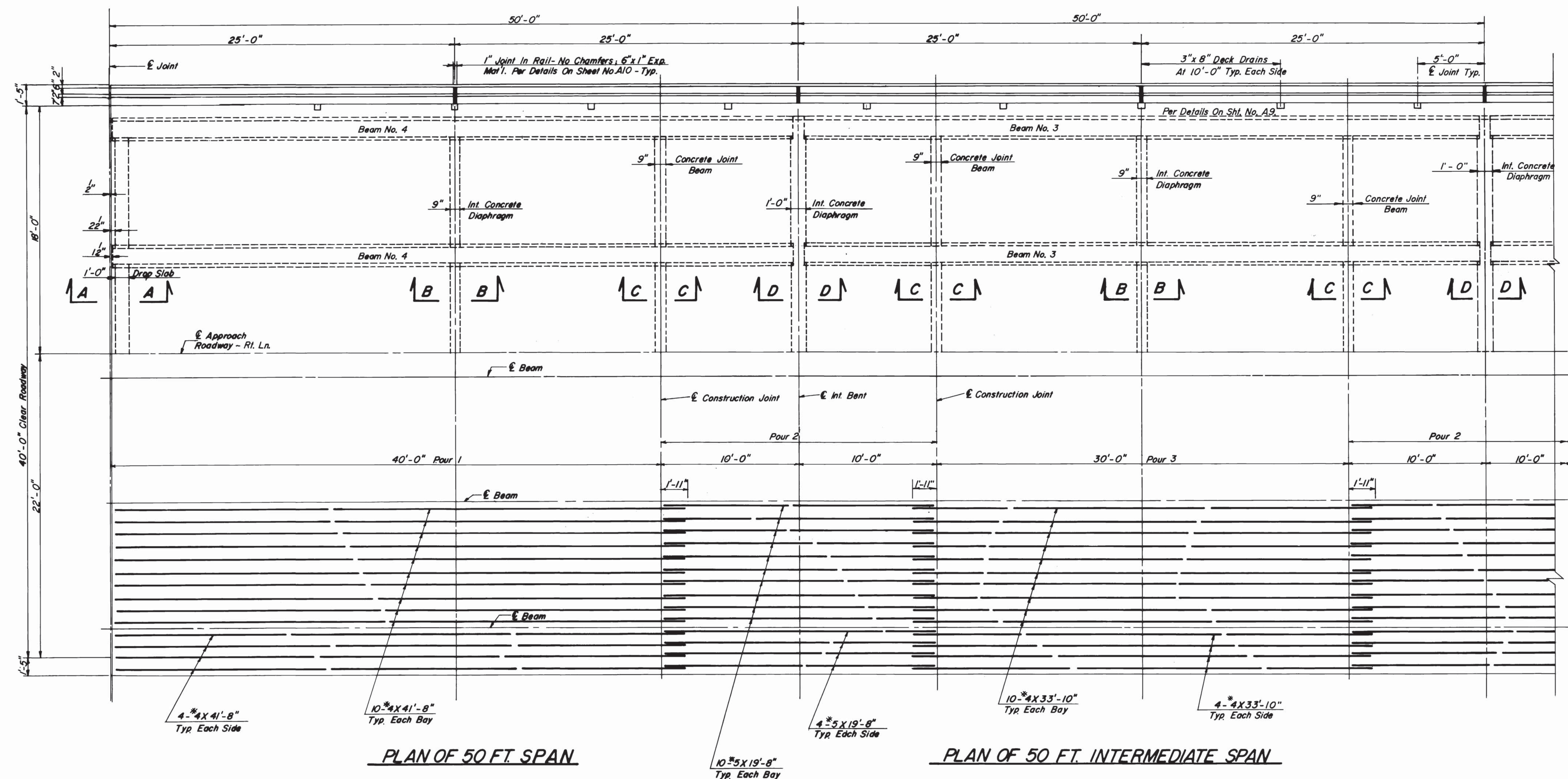
MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE AT STA. 354 + 13.40 RT. LN
50' PLAN OF SPAN

PROJECT SDP-014-3(18)
96-0014-03-018-10

GREENE COUNTY

WORKING NUMBER
B20 of 38

SHEET NUMBER
498



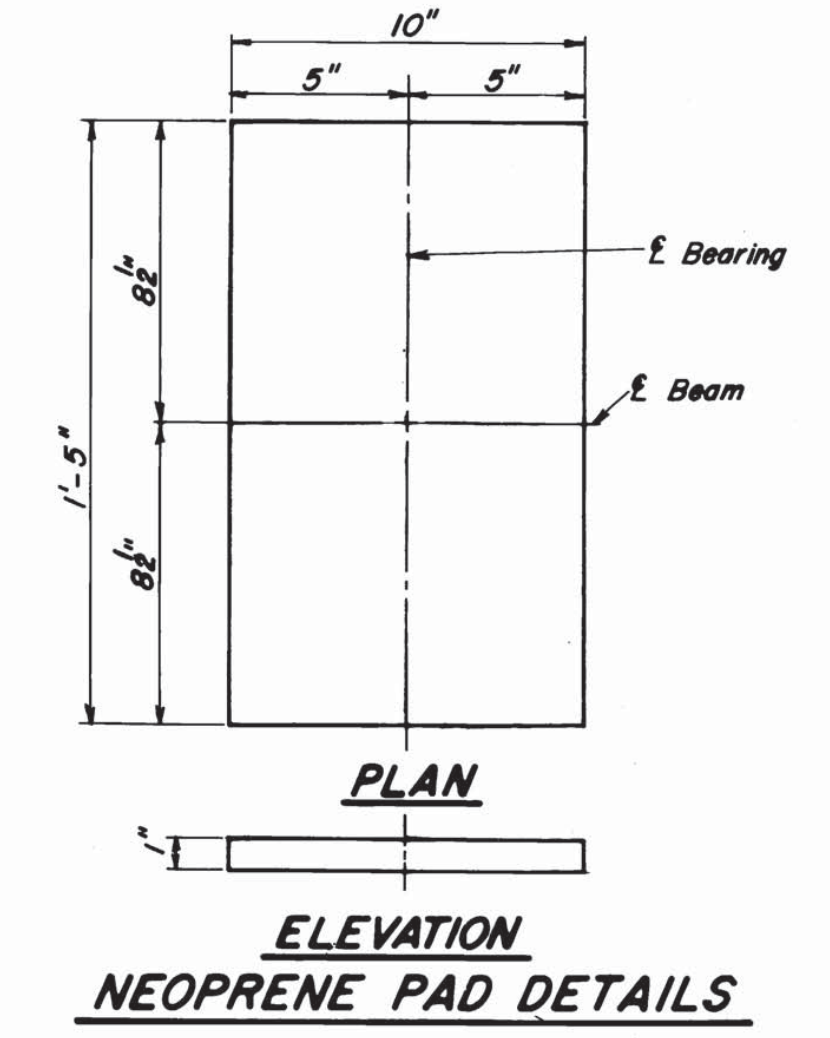
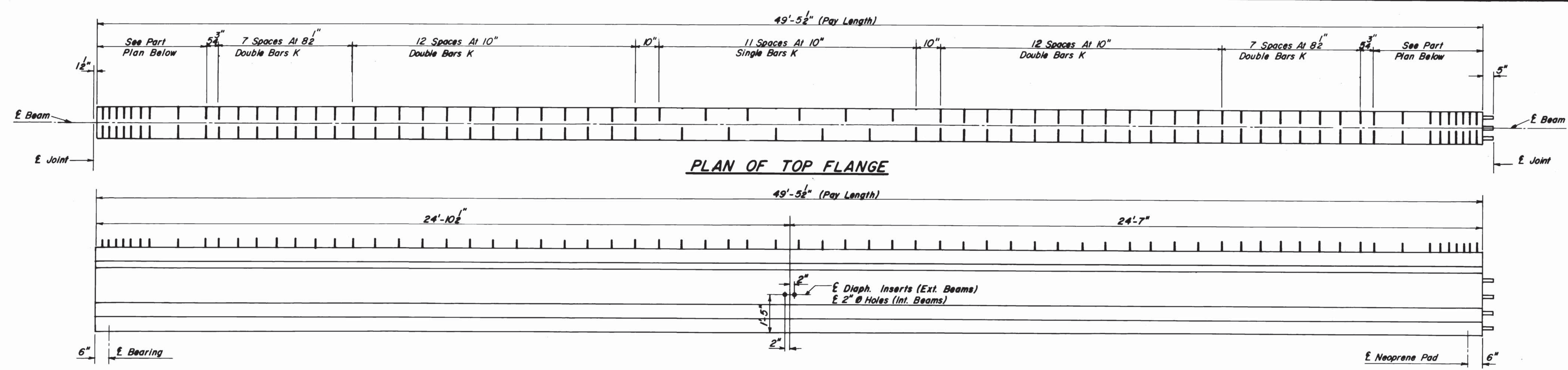
NOTE:
 For General Notes, Bar Bending Details
 And Other Span Details See Sht. Nos. B19, B20 & A9.

Span No. 53 50' Int. Span			
Mark	No.	Mark	No.
D	106	D	124
R	106	R	124
DT	24		
RT	24		

MAXWELL T. HUFF
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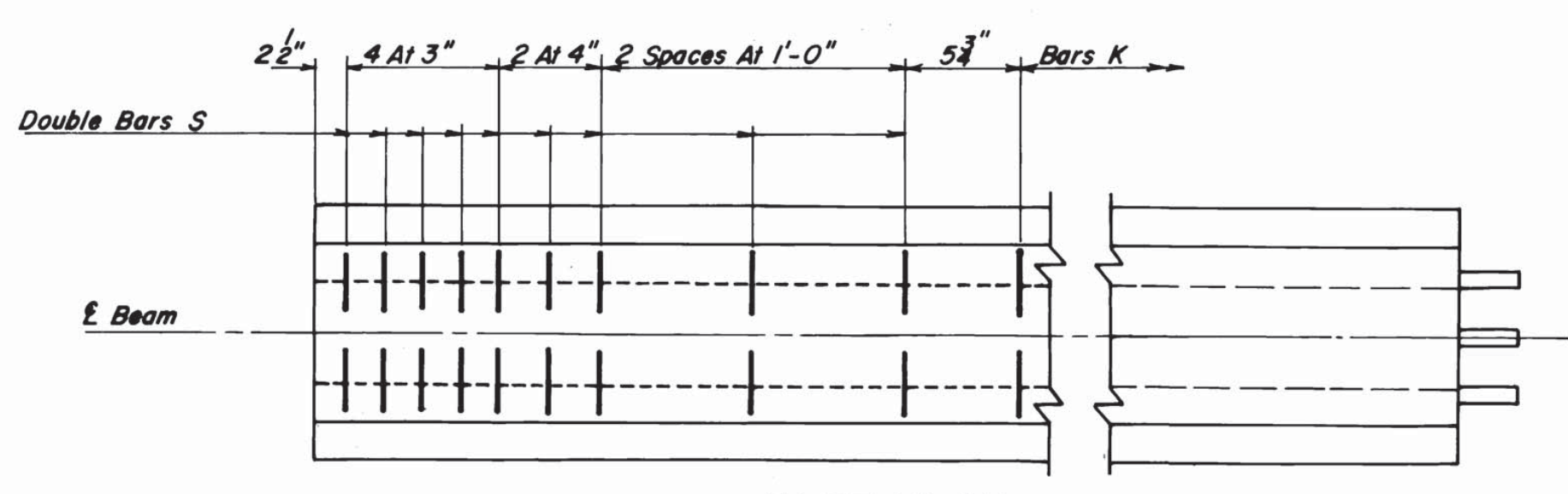
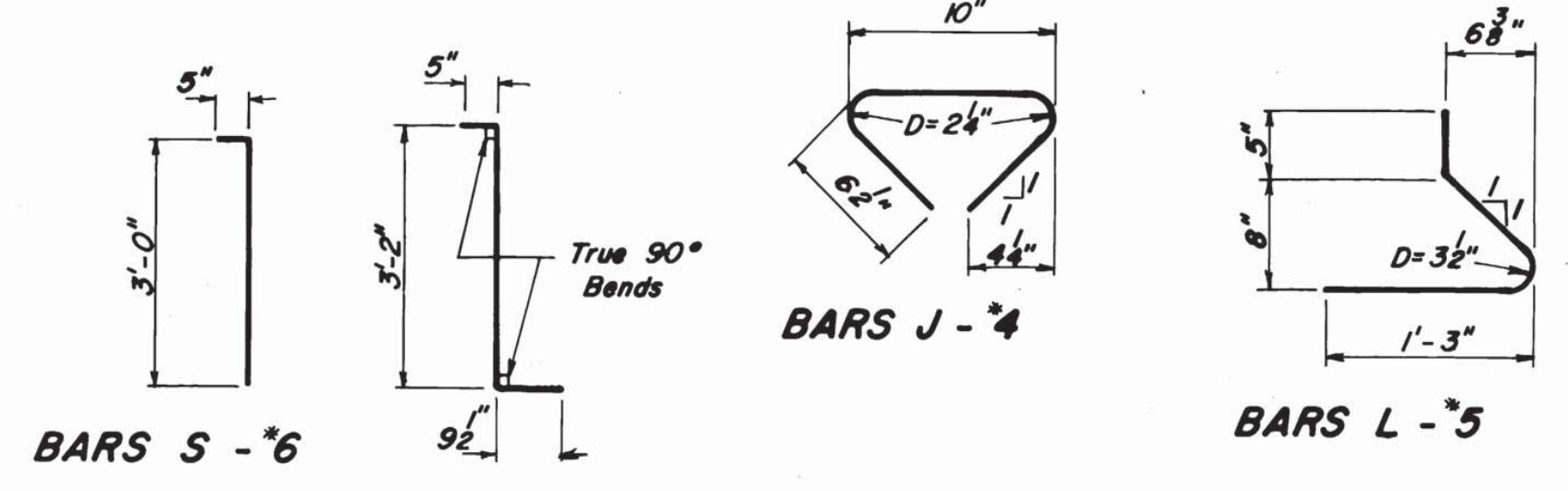
MISSISSIPPI STATE HIGHWAY DEPARTMENT	
BRIDGE AT STA. 354 +13.40 RT. LN.	
50' PLAN OF SPAN	
PROJECT SDP-014-3(18)	
96-0014-03-018-10	
GREENE COUNTY	
DESIGNED <i>N.M.D.</i>	DRAWN <i>N.M.D.</i>
CHECKED <i>M.T.H.</i>	TRACED <i>N.M.D.</i>
ISSUED _____	DATE _____

WORKING NUMBER	SHEET NUMBER
B21 of 38	499

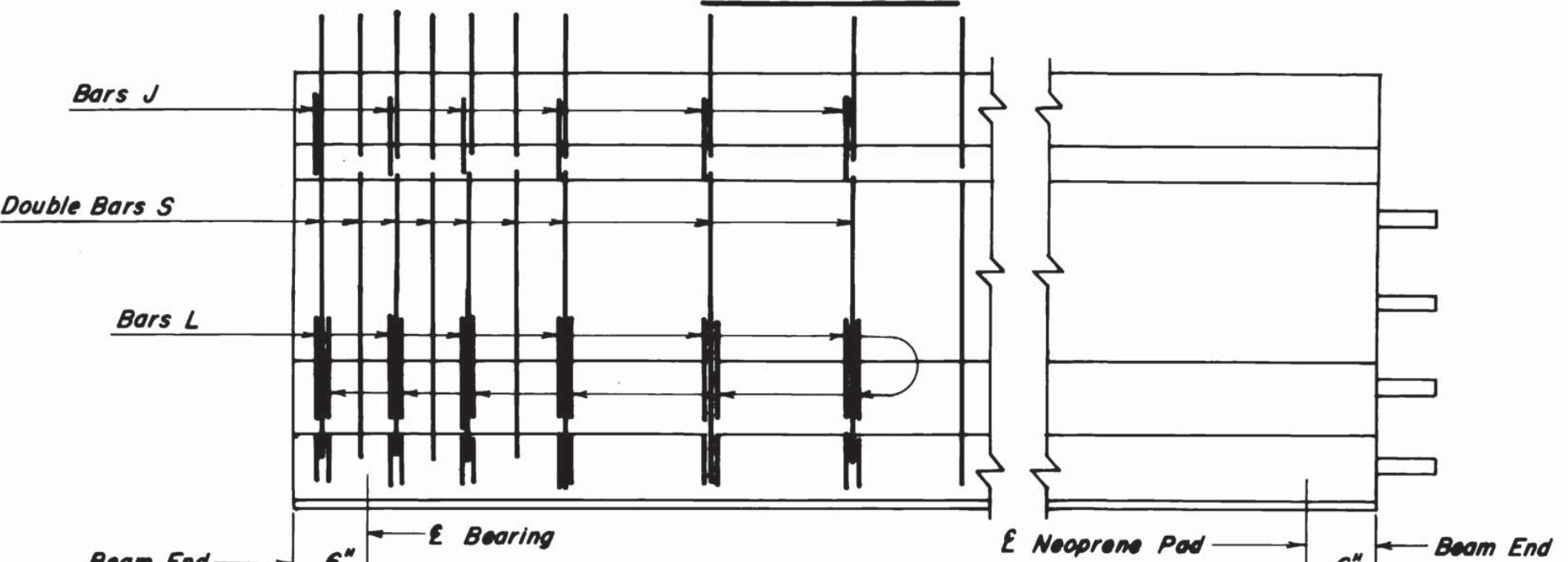


ELEVATION

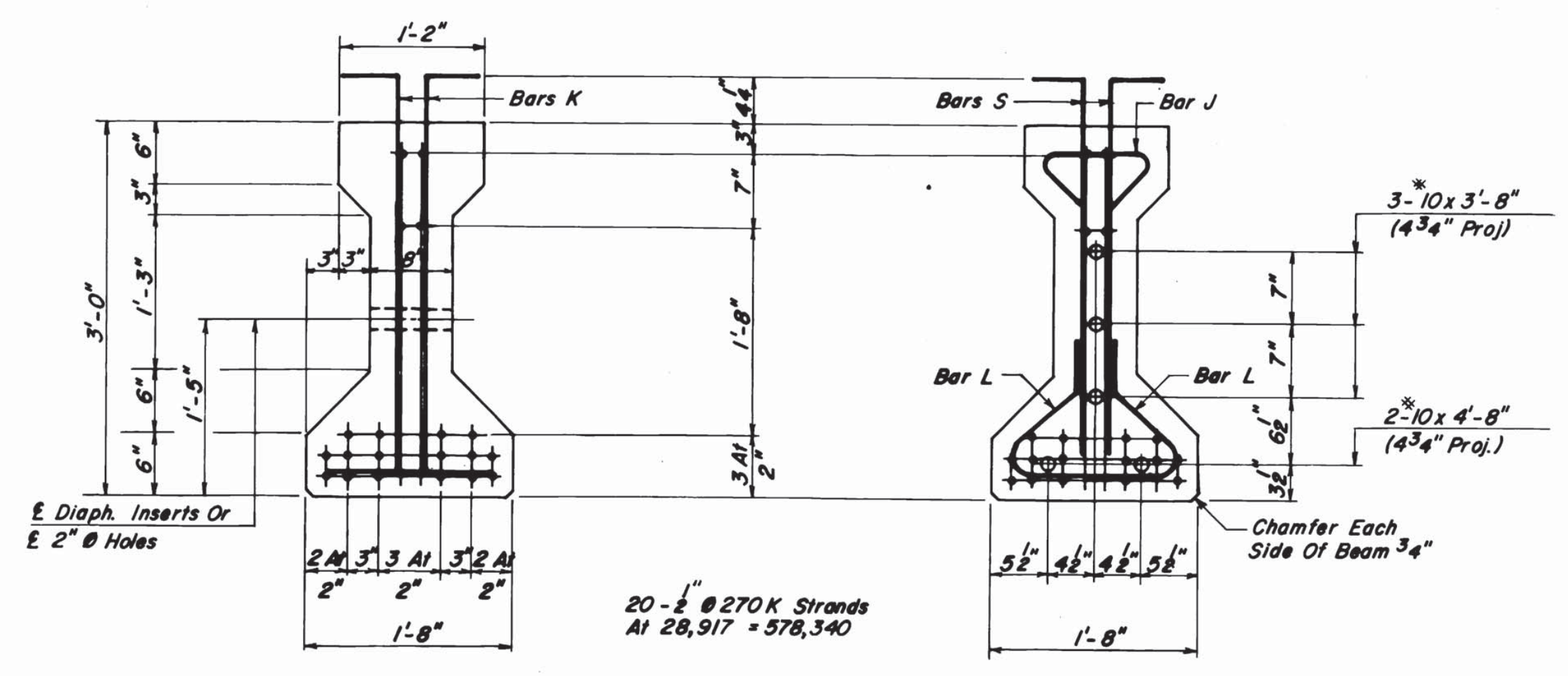
NOTE:
 For Beam End With NO Bars Projecting (Rt. End), Cut Strands Flush - No Coating Required. For Other Beam End (Lt. End), Cut Strands Flush And Weatherproof With Limestone Coated "Hornflex" (A.C. Horn Products), "Pecoru" (Pecora Corp.) Or Approved Equal, Meeting The Requirements Of Federal Specification No. TT-S-00230C, Applied According To Manufacturer's Direction.



PART PLAN



PART ELEVATION
 Strands Not Shown For Clarity

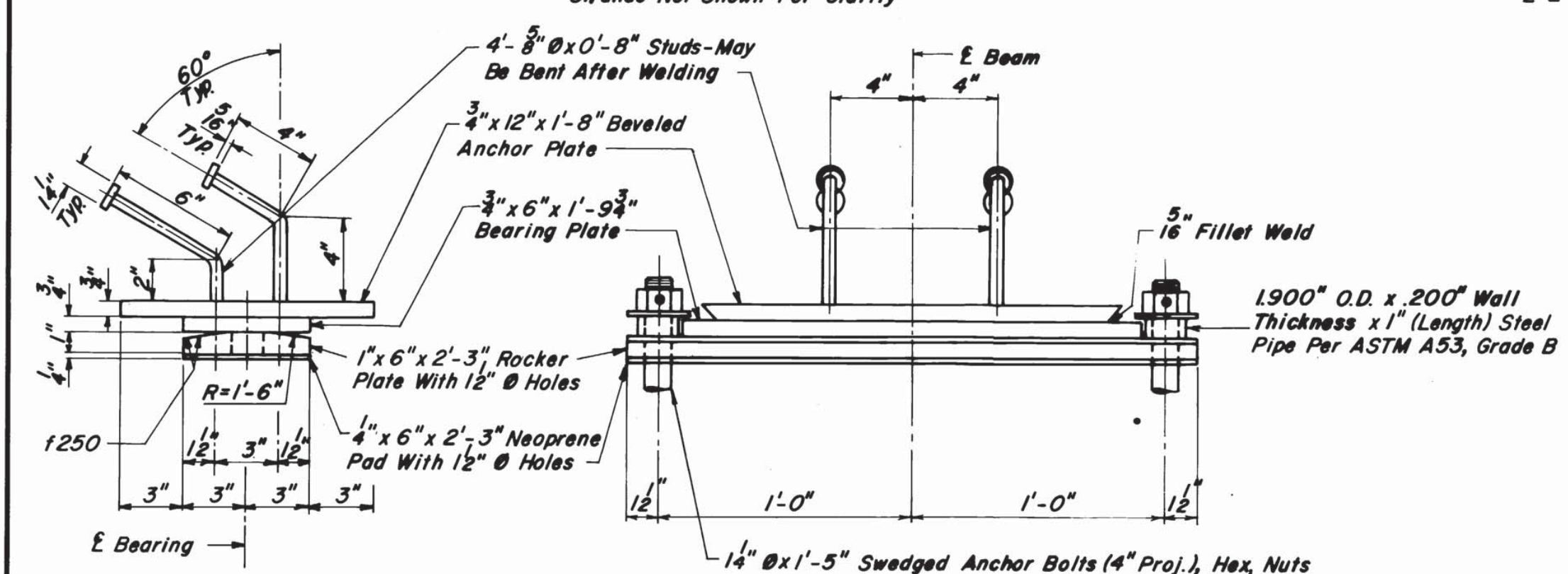


SECTION NEAR C SPAN

END ELEVATION

GENERAL NOTES:
 Beams Shall Be Manufactured In Accordance With Mississippi State Highway Department Specifications, 1976.
 The Tops Of Beams Shall Be Rough Floated. At Approximately The Time Of Initial Set, The Entire Tops Of Beams Shall Be Scrubbed Transversely With A Coarse Wire Brush To Remove All Laitance And Produce A Roughened Surface For Bonding Slab. Other Surfaces Shall Be Finished Per Specifications.
 The Bridge Engineer Shall Be Notified If The Camber Of The Beam Is Not Within The Limits Shown In Table.
 Steel Surfaces Of The Bearing Assembly Shall Be Painted In Accordance With Special Provision No. 907-614.
 Strand Pattern Detailed Is For 1/2" @ 270K Strand, Alternate Strand Patterns As Shown In Table May Be Used At The Contractor's Option. Shop Drawings Of Prestressed Beams Shall Include The Type And Location Of All Strands.
 At Transfer Of Tensioning Load, The Cylinder Strength Of The Concrete Shall Be As Shown In Table.

DESIGN DATA
 Unit Stresses Are In Accordance With A.A.S.H.T.O., 1983, And Interim Thru 1986.



BEARING DETAILS

NOTE:
 In No Case Shall Neoprene Pads Be Field Cut. Bearing Area On Top Of Cap Shall Be Cast Smooth And True To Grade.

ALTERNATE PRESTRESS REQUIREMENTS * For Deflection Diagram See Misc. Span Details Per Sheet No. A9.

Strand Type	Minimum Breaking Strength	Initial Tension	Required Number And Location Of Strands				Maximum And Minimum Centroids For Total Number Of Strands				Camber Limits	* Deflection Diagram			Minimum Concrete Strength At Time Of Strand Release	
			Total Number	Straight Strands	Draped Strands		At & Span	At Beam End	Max. Min.	Max. Min.		Distance From & Span To Hold-Down Point	A	B		C
					Number	Centroid										
1/2" @ 270K-LR	41,300	28,917	20	20	8.90"			9.02"	7.90"	9.90"	8.33"	0" To 1"	1/2"	3/8"	3/8"	4,200 p.s.i.
1/2" @ 270K-LR	41,300	30,983	18	18	8.78"			9.50"	7.78"	9.78"	8.33"	0" To 1"	1/2"	3/8"	3/8"	4,200 p.s.i.

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 CONSULTING ENGINEER JACKSON, MISSISSIPPI

MISSISSIPPI STATE HIGHWAY DEPARTMENT
 BRIDGE AT STA. 354 + 13.40 RT. LN.
 50 FT. PRESTR. BEAM DETAILS
 BEAM NO. 4
 PROJECT SDP-014-3(18)
 96-0014-03-018-10

GREENE COUNTY
 WORKING NUMBER B25 of 38
 SHEET NUMBER 503