STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	MEP–7184–39(003) MEP–7587–46(013) MEP–7035–46(010)	1

GENERAL INDEX

BRIDGE STRUCTURES REQ'D.

BOX BRIDGES REQ'D.

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

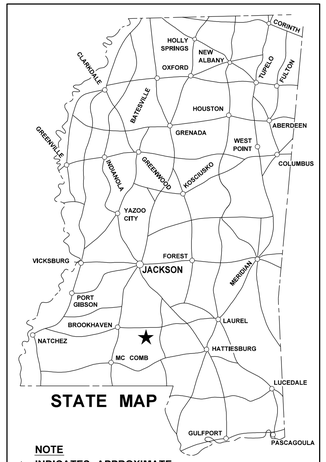
PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. MEP–7184–39(003) MEP–7587–46(013) MEP–7035–46(010)

PEARL RIVER BASIN FLOOD
DAMAGE FEB. 2020 IN DISTRICT 7
LAWRENCE AND MARION COUNTIES

SCALES

PLAN		1 IN. = 100 FT.
PROFILE	HOR.	1 IN. = 100 FT.
	VERT.	1 IN. = 10 FT.
LAYOUT		1 IN. = 4,144 FT.

FMS CON. NO. 307081/302000
307082/302000
307082/304000

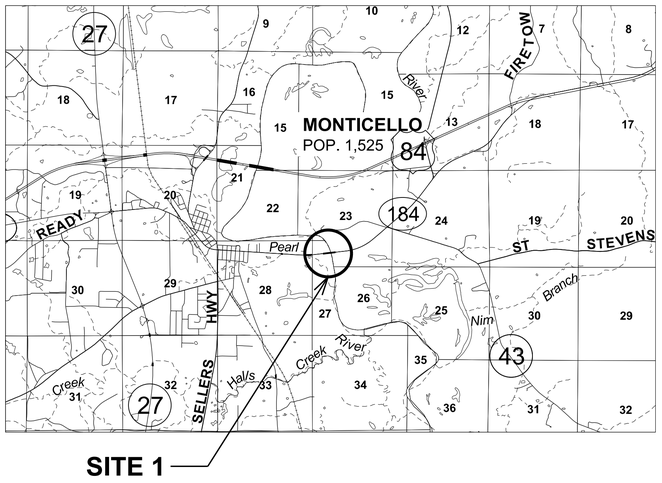


STATE MAP

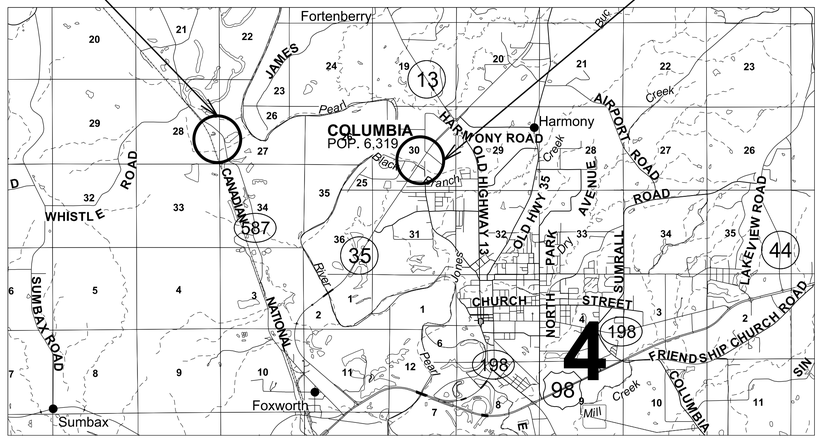
NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 31° 33' 11.68" N LONG. 90° 05' 48.87" W
(APPROX. MIDDLE OF PROJECT)

LAWRENCE COUNTY



MARION COUNTY



CONVENTIONAL SYMBOLS

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

EQUATIONS

EXCEPTIONS

LENGTH DATA

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

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)*	N	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: 5/13/2020

APPROVED:

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR

REVISIONS BY DATE

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION MISSISSIPPI

TITLE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:16:41 PM 01 TITLE SHEET.DGN

FMS CON: 307081/302000; 307082/302000; 307082/304000

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)

DESCRIPTION OF SHEET	WKG. NO.	SH. NO.
TITLE AND LAYOUT SHEET		1
DETAILED INDEX	DI-1	2
GENERAL NOTES	GN-1	3
QUANTITY SHEETS (6)		
SUMMARY OF QUANTITIES	SQ-1	4
SUMMARY OF QUANTITIES	SQ-2	5
SUMMARY OF QUANTITIES	SQ-3	6
SUMMARY OF QUANTITIES	SQ-4	7
ESTIMATED QUANTITIES	EQ-1	8
ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS	TCPQ-1	9
PLAN PROFILE SHEETS (7)		
SR 184 - SITE 1 - PLAN PROFILE	3	10
SR 184 - SITE 1 - BRIDGE PROFILE	3A	11
SR 184 - SITE 1 - DITCH PROFILE	3B	12
SR 587 - SITE 2 - PLAN PROFILE	4	13
SR 587 - SITE 2 - REPAIR DETAIL	4A	14
SR 35 - SITE 3 - PLAN PROFILE	5	15
SR 35 - SITE 3 - DITCH PROFILE	5A	16
SPECIAL DESIGN SHEETS (8)		
DETAIL OF CONSTRUCTION SIGNING	DCS-1	17
DETAIL OF CONSTRUCTION SIGNING	DCS-2	18
DETAIL OF CONSTRUCTION SIGNING	DCS-3	19
TRAFFIC CONTROL PHASE 1	TC-1	20
TRAFFIC CONTROL DETAILS: DRUM PLACEMENT AND SHOULDER CLOSURE	SDTCP-16	21
LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF	SDTCP-C	22
EROSION CONTROL	EC-1	23
VEGETATION SCHEDULE	VG-1	24
STANDARD DRAWINGS (33)		
PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS	PM-1	6051
RUMBLE STEIPES 2-LANE HIGHWAYS (ASPHALT LANES, 2-FT ASPHALT SHOULDERS)	RS-1	6064
TYPICAL TEMPORARY EROSION/SEDIMENT CONTROL APPLICATIONS	ECD-1	6101
DETAILS OF SEDIMENT BARRIER APPLICATIONS	ECD-2	6102
DETAILS OF SILT FENCE INSTALLATION	ECD-3	6103
DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS	ECD-4	6104
TEMPORARY EROSION, SEDIMENT, AND WATER POLLUTION CONTROL MEASURES	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
TYPICAL APPLICATIONS AND DETAILS FOR INLET CONSTRUCTION	ECD-11	6111
INLET PROTECTION DETAILS FOR SEDIMENT CONTROL STONE ON GRADES AND SAGS	ECD-12	6112
INLET PROTECTION DETAILS OF WATTLES	ECD-13	6113
INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE	ECD-14	6114
INLET PROTECTION DETAILS OF SANDBAGS	ECD-15	6115
STABILIZED CONSTRUCTION ENTRANCE	ECD-16	6116
TEMPORARY CULVERT STREAM CROSSING	ECD-17	6117
TEMPORARY STREAM DIVERSION	ECD-18	6118
TEMPORARY STREAM DIVERSION (BOX EXTENSIONS)	ECD-19	6119
FLOATING TURBIDITY CURTAIN	ECD-20	6120
DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK	ECD-21	6121
SEDIMENT RETENTION BARRIER	ECD-22	6122
CONCRETE MEDIAN BARRIER (PRECAST)(32")	CMB-3	6226
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 MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS	TCP-9	6359
TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS	TCP-12	6362
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS	TCP-13	6363
LOCATION OF 416-3 SIGNS (SPEEDING FINES DOUBLED)	TCP-15	6365
MISCELLANEOUS DETAIL SHEET	MDS-1	6425

TOTAL NUMBER OF SHEETS (57)

DISTRICT 7

PS & E PLANS-DATE: 5/13/2020

FMS CON. # 307081/302000; 307082/302000; 307082/304000

REVISIONS

DATE	SHEET NO.	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

WORKING NUMBER **DI-1**

SHEET NUMBER **2**

FILE NAME: (02)DI-1.DGN

DESIGN TEAM DISTRICT 7 CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:16:42 AM (02)DI-1.DGN

FMS CON: 307081/302000; 307082/302000; 307082/304000

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)

GENERAL NOTES

1. THE LOCATION AND SPACING OF SIGNS AS 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 6 OF THE MUTCD (LATEST EDITION).
3. 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.
4. ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR SUITABLE MATERIAL.
5. ALL SIGNS AND DELINEATORS THAT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RESET BY THE CONTRACTOR; COST TO BE ABSORBED IN OTHER PAY ITEMS.
6. WHERE MILLING OF THE ROADWAY IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDER AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON MILLED SURFACE; COST TO BE ABSORBED IN OTHER PAY ITEMS.
7. ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING STRUCTURES SUCH AS PIPES, INLETS, APRONS, BRIDGES, ETC., FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. 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.
9. THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKERS PRIOR TO PLACING ASPHALT; COST TO BE ABSORBED IN OTHER PAY ITEMS.
10. TEMPORARY STRIPING SHALL BE REQUIRED AFTER OVERLAYING OPERATIONS; TEMPORARY STRIPING SHALL BE PLACED IN THE SAME LOCATIONS AND LAYOUT AS PERMANENT STRIPE. ALL CENTERLINE, LANE LINES, EDGE LINES, AND NO–PASSING STRIPES THAT HAVE BEEN REMOVED DURING THE DAY'S OPERATIONS SHALL BE REPLACED WITH TEMPORARY STRIPE BEFORE WORK IS DISCONTINUED FOR THE DAY OR AS SOON THEREAFTER AS WEATHER CONDITIONS WILL PERMIT, EXCEPT THAT:
    (1) REPLACEMENT OF NO–PASSING STRIPES MAY BE DELAYED FOR A PERIODS NOT TO EXCEED THREE (3) DAYS FOR A TWO OR THREE LANE ROAD
    (2) TEMPORARY EDGE LINES ON PROJECT REQUIRING SHOULDERS CONSTRUCTED OF GRANULAR MATERIAL MAY BE DELAYED FOR A PERIOD NOT TO EXCEED THREE (3) DAYS.
11. 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
12. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE ASPHALT PAVEMENT AND/OR STRIPE THAT MIGHT OCCUR DURING CONSTRUCTION OUTSIDE OF THE CONSTRUCTION LIMITS. ANY REPAIR TO ASPHALT PAVEMENT AND/OR STRIPE WILL BE IN ACCORDANCE WITH SECTION 403 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED ASPHALT PAVEMENT AND/OR STRIPE.
13. ALL ADDENDA FOR THIS PROJECT WILL BE POSTED ON 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'S THE BIDDERS'S RESPONSIBILITY TO CHECK AND SEE IF ANY ADDENDA HAVE BEEN POSTED FOR THIS PROJECT.

GENERAL NOTES (CONT.)

14. GRANULAR MATERIAL WILL NOT BE ALLOWED TO BE PLACED DIRECTLY ON THE SURFACE LIFT OF ASPHALT, BUT MUST BE PLACED DIRECTLY ON THE GRAVEL SHOULDER OR A ROAD WIDENER MACHINE USED AND APPROVED BY THE PROJECT ENGINEER.
15. STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURES.
16. 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.
17. ALL POST, PIPE, AND I–BEAM LENGTHS IN THESE PLANS ARE ESTIMATES. POST LENGTHS FOR ALL SIGNS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.
18. 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.
19. ALL EXISTING SIGNS AND SUPPORTS REMOVED UNDER THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ARE NOT A SEPARATE PAY ITEM.
20. 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.
21. 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 INSTALLED, 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 FILE NAME SHALL CORRESPOND WITH THE UNIQUE ID NUMBER.
22. SOME WORK IS REQUIRED OUTSIDE OF THE PROJECT LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS IN THE PLANS.
23. PORTABLE TRAFFIC SIGNALS ARE TO BE FURNISHED BY MDOT AND MAINTAINED BY THE CONTRACTOR. WHEN THE SIGNALS ARE NO LONGER NEEDED ON THE PROJECT, THEY SHALL BE RETURNED TO MDOT.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

WORKING NUMBER **GN-1**

SHEET NUMBER **3**

BY | REVISION | DATE

FILE NAME: (Ø3)GN-1.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:16:43 AM Ø3 GN-1.DGN

STATE	PROJECT NO.
MISS	MEP-7184-39(003)/MEP-7587-46(013)/MEP-7035-46(010)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	LAWRENCE : 307081-302000	
			Prelim	Final
612-B001	Flowable Fill, Non-Excavatable	CY	8	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
907-619-B001	Temporary Portable Rumble Strips	LF	66	
620-A001	Mobilization	LS	1	
815-A007	Loose Riprap, Size 300	TON	60	
815-E001	Geotextile under Riprap	SY	111	

By	**MISSISSIPPI DEPARTMENT OF TRANSPORTATION** **SUMMARY OF QUANTITIES**		
Revision	SITE 1 PROJ NO: MEP-7184-39(003) COUNTY: LAWRENCE		Working Number SQ-1
Date	FILENAME: 307081 SQS Design Team Checked Date 5-7-2020		Sheet Number 4

STATE	PROJECT NO.
MISS	MEP-7184-39(003)/MEP-7587-46(013)/MEP-7035-46(010)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	MARION : 307082-302000	
			Prelim	Final
202-B007	Removal of Asphalt Pavement, All Depths	SY	173	
203-EX041	Borrow Excavation, AH, LVM, Class B9-6	CY	839	
203-G002	Excess Excavation, LVM, AH	CY	890	
209-A005	Geotextile Stabilization, Type V, Non-Woven	SY	241	
216-A001	Solid Sodding	SY	350	
219-A001	Watering	KGAL	7	
234-A001	Temporary Silt Fence	LF	150	
237-A002	Wattles, 20"	LF	100	
304-F001	3/4" and Down Crushed Stone Base	TON	121	
	OR			
304-F002	Size 610 Crushed Stone Base	TON	121	
	OR			
304-F003	Size 825B Crushed Stone Base	TON	121	
403-A006	19-mm, ST, Asphalt Pavement	TON	48	
403-A015	9.5-mm, ST, Asphalt Pavement	TON	47	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	400	
407-A001	Asphalt for Tack Coat	GAL	43	
423-A001	Rumble Strips, Ground In	MI	1	
503-C010	Saw Cut, Full Depth	LF	154	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
619-A1002	Temporary Traffic Stripe, Continuous White	LF	430	
619-A2002	Temporary Traffic Stripe, Continuous Yellow	LF	430	
619-A6005	Temporary Traffic Stripe, Legend, Type 1 Tape	LF	144	
907-619-B001	Temporary Portable Rumble Strips	LF	66	
907-619-E3001	Changeable Message Sign	EA	2	
619-F1001	Concrete Median Barrier, Precast	LF	1,630	
620-A001	Mobilization	LS	1	
625-C003	Traffic Stripe, Continuous White, High Build	LF	430	
625-D003	Traffic Stripe, Continuous Yellow, High Build	LF	430	
627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	7	

By	**MISSISSIPPI DEPARTMENT OF TRANSPORTATION** **SUMMARY OF QUANTITIES**		
Revision	SITE 2 PROJ NO: MEP-7587-46(013) COUNTY: MARION		Working Number SQ-2
Date	FILENAME: 307081 SQS Design Team Checked Date 5-7-2020		Sheet Number 5

STATE	PROJECT NO.
MISS	MEP-7184-39(003)/MEP-7587-46(013)/MEP-7035-46(010)

SUMMARY OF QUANTITIES (SHEET 3)

PAY ITEM NO.	PAY ITEM	UNIT	MARION : 307082-304000	
			Prelim	Final
203-EX041	Borrow Excavation, AH, LVM, Class B9-6	CY	100	
203-G002	Excess Excavation, LVM, AH	CY	250	
216-A001	Solid Sodding	SY	500	
219-A001	Watering	KGAL	10	
229-A001	Erosion Mat	SY	178	
234-A001	Temporary Silt Fence	LF	200	
237-A002	Wattles, 20"	LF	100	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
907-619-B001	Temporary Portable Rumble Strips	LF	66	
620-A001	Mobilization	LS	1	
815-A007	Loose Riprap, Size 300	TON	199	
815-E001	Geotextile under Riprap	SY	133	

By	**MISSISSIPPI DEPARTMENT OF TRANSPORTATION** **SUMMARY OF QUANTITIES**		
Revision	SITE 3 PROJ NO: MEP-7035-46(010) COUNTY: MARION		Working Number SQ-3
Date	FILENAME: 307081 SQS Design Team Checked Date 5-7-2020		Sheet Number 6

STATE	PROJECT NO.
MISS	MEP-7184-39(003)/MEP-7587-46(013)/MEP-7035-46(010)

SUMMARY OF QUANTITIES (SHEET 4)

PAY ITEM NO.	PAY ITEM	UNIT	Total Amount	
			Prelim	Final
202-B007	Removal of Asphalt Pavement, All Depths	SY	173	
203-EX041	Borrow Excavation, AH, LVM, Class B9-6	CY	939	
203-G002	Excess Excavation, LVM, AH	CY	1,140	
209-A005	Geotextile Stabilization, Type V, Non-Woven	SY	241	
216-A001	Solid Sodding	SY	850	
219-A001	Watering	KGAL	17	
229-A001	Erosion Mat	SY	178	
234-A001	Temporary Silt Fence	LF	350	
237-A002	Wattles, 20"	LF	200	
304-F001	3/4" and Down Crushed Stone Base	TON	121	
	OR			
304-F002	Size 610 Crushed Stone Base	TON	121	
	OR			
304-F003	Size 825B Crushed Stone Base	TON	121	
403-A006	19-mm, ST, Asphalt Pavement	TON	48	
403-A015	9.5-mm, ST, Asphalt Pavement	TON	47	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	400	
407-A001	Asphalt for Tack Coat	GAL	43	
423-A001	Rumble Strips, Ground In	MI	1	
503-C010	Saw Cut, Full Depth	LF	154	
612-B001	Flowable Fill, Non-Excavatable	CY	8	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	3	
619-A1002	Temporary Traffic Stripe, Continuous White	LF	430	
619-A2002	Temporary Traffic Stripe, Continuous Yellow	LF	430	
619-A6005	Temporary Traffic Stripe, Legend, Type 1 Tape	LF	144	
907-619-B001	Temporary Portable Rumble Strips	LF	198	
907-619-E3001	Changeable Message Sign	EA	2	
619-F1001	Concrete Median Barrier, Precast	LF	1,630	
620-A001	Mobilization	LS	1	
625-C003	Traffic Stripe, Continuous White, High Build	LF	430	
625-D003	Traffic Stripe, Continuous Yellow, High Build	LF	430	
627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	7	
815-A007	Loose Riprap, Size 300	TON	259	
815-E001	Geotextile under Riprap	SY	244	

By

Revision

Date

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES - PROJECT TOTALS

SITES 1,2,& 3

PROJ NO: MEP-7184-39(003)/MEP-7587-46(013)/MEP
FMS: 307081-302000/307082-302000/307082-30400

Working Number
SQ-4

Sheet Number
7

FILENAME: 307081 SQS
Design Team Checked Date 5-7-2020

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)

ESTIMATED QUANTITIES - LAWRENCE & MARION COUNTY

	SITE 1 SR 184 FMS: 307081	SITE 2 SR 587 FMS: 307082	SITE 3 SR 35 FMS: 307082	TOTAL
202-B007 REMOVAL OF ASPHALT PAVEMENT, ALL DEPTHS		173 SY		173 SY
203-EX041 BORROW EXCAVATION AH, LVM, CLASS B9-6		839 CY	100 CY	939 CY
203-G002 EXCESS EXCAVATION LVM, AH		890 CY	250 CY	1,140 CY
209-A005 GEOTEXTILE STABILIZATION, TYPE V, NON WOVEN		241 SY		241 SY
216-A001 SOLID SODDING		350 SY	500 SY	850 SY
219-A001 WATERING		7 KGAL	10 KGAL	17 KGAL
229-A001 EROSION MAT			178 SY	178 SY
234-A001 TEMPORARY SILT FENCE		150 LF	200 LF	350 LF
237-A002 WATTLES, 20"		100 LF	100 LF	200 LF
304-F002 CRUSHED STONE BASE		121 TONS		121 TONS
403-A006 19mm, ST, ASPHALT PAVEMENT		48 TONS		48 TONS
403-A0015 9.5 mm, ST ASPHALT PAVEMENT		47 TONS		47 TONS
406-D001 FINE MILLING OF BITUMINOUS PAVEMENT, ALL DEPTHS		400 SY		400 SY
407-A001 ASPHALT FOR TACK COAT		43 GAL		43 GAL
423-A001 RUMBLE STRIPS, GROUND IN		1 MI		1 MI
503-C010 SAW CUT, FULL DEPTH		154 LF		154 LF
612-B001 FLOWABLE FILL, NON-EXCAVATABLE	8 CY			8 CY
619-A1002 TEMPORARY TRAFFIC STRIPE, CONTINUOUS WHITE		430 LF		430 LF
619-A2002 TEMPORARY TRAFFIC STRIPE, CONTINUOUS YELLOW		430 LF		430 LF
619-A6005 TEMPORARY TRAFFIC STRIPE, LEGEND, TYPE 1 TAPE		144 LF		144 LF
907-619-B001 TEMPORARY PORTABLE RUMBLE STRIPS	66 LF	66 LF	66 LF	198 LF
907-619-E3001 CHANGEABLE MESSAGE SIGN		2 EA		2 EA
619-F1001 CONCRETE MEDIAN BARRIER, PRECAST		1,630 LF		1,630 LF
625-C003 TRAFFIC STRIPE, CONTINUOUS WHITE HIGH BUILD		430 LF		430 LF
625-D003 TRAFFIC STRIPE, CONTINUOUS YELLOW HIGH BUILD		430 LF		430 LF
627-L001 TWO-WAY REFLECTIVE HIGH PERFORMANCE RAISED MARKERS		7 EA		7 EA
815-A007 LOOSE RIPRAP, SIZE 300	60 TONS		199 TONS	259 TONS
815-E001 GEOTEXTILE UNDER RIPRAP	111 SY		133 SY	244 SY

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:16:44 A:\08\EQ-1.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

REVISION | BY | DATE

FILE NAME: (08)EQ-1.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

WORKING NUMBER
EQ-1

SHEET NUMBER
8

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)

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	6	48	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, 4 WAY ETC. (1)
	R1 - 3	24" X 12"	2.00			3-WAY, 4 WAY ETC. (2)
	R2 - 1	24" X 30"	5.00	14	70	SPEED LIMIT (1)
	R2 - 1	36" X 48"	12.00 ♦			SPEED LIMIT (2)
[6]	R2 - 1	48" X 60"	20.00 ♦			SPEED LIMIT
	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 ♦			DO NOT PASS (2)
	R4 - 2	24" X 30"	5.00			PASS WITH CARE (1)
	R4 - 2	48" X 60"	20.00 ♦			PASS WITH CARE (2)
	R4 - 7	48" X 60"	20.00 ♦			↯
	R4 - 8	48" X 60"	20.00 ♦			↯
	R5 - 1	48" X 48"	16.00 ♦			DO NOT ENTER
	R5 - 1a	42" X 30"	8.75			WRONG WAY
	R6 - 1L	36" X 12"	3.00			ONE WAY ←
	R6 - 1R	36" X 12"	3.00			ONE WAY →
	R6 - 2L	24" X 30"	5.00			ONE WAY ←
	R6 - 2R	24" X 30"	5.00			ONE WAY →
	R10 - 6	24" X 36"	6.00	2	12	STOP HERE ON RED
	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
[7]	R16- 3	36" X 48"	12.00 ♦	6	72	WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
[6] [7]		48" X 60"	20.00 ♦			
	W1 - 1L	48" X 48"	16.00 ♦			↰
	W1 - 1R	48" X 48"	16.00 ♦			↱
	W1 - 2L	48" X 48"	16.00 ♦			↰
	W1 - 2R	48" X 48"	16.00 ♦			↱
	W1 - 3L	48" X 48"	16.00 ♦			↰
	W1 - 3R	48" X 48"	16.00 ♦			↱
	W1 - 4aL	48" X 48"	16.00 ♦	1	16	↰
	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			← (1)
	W1 - 6L	60" X 30"	12.50 ♦	1	12.5	← (2)
	W1 - 6R	48" X 24"	8.00			→ (1)
	W1 - 6R	60" X 30"	12.50 ♦			→ (2)
	W1 - 7	48" X 24"	8.00			↔ (1)

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W1 - 7	60" X 30"	12.50 ♦			↔ (2)
W1 - 8L	18" X 24"	3.00			(1)
W1 - 8L	36" X 48"	12.00 ♦			(2)
W1 - 8R	18" X 24"	3.00			(1)
W1 - 8R	36" X 48"	12.00 ♦			(2)
W1 - 9L	48" X 48"	16.00 ♦			↜
W1 - 9R	48" X 48"	16.00 ♦			↝
W3 - 1a	48" X 48"	16.00 ♦			↑ ○
W3 - 2a	48" X 48"	16.00 ♦			↑ ▽
W3 - 3	48" X 48"	16.00 ♦	2	32	8
W3 - 5	48" X 48"	16.00 ♦	8	128	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			R R (1)
W10 - 1	48" DIA.	12.56 ♦			R R (2)
W13 - 1	24" X 24"	4.00			XX MPH
W14 - 3	36"X48"X48"	5.56			NO PASSING ZONE (1)
	48"X64"X64"	9.89			NO PASSING ZONE (2)
W16-2	24" X 18"	3.00	2	6	XXX FEET
W19 - 2	48" X 48"	16.00 ♦			BRIDGE MAY ICE IN COLD WEATHER
W20 - 1	48" X 48"	16.00 ♦	18	288	ADVANCE ROAD WORK (1)
W20 - 1	36" X 36"	9.00			ADVANCE ROAD WORK (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 ♦	4	64	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 ♦			↱
	48" X 48"	16.00	2	32	RUMBLE STRIPS AHEAD
VP - 1L	12" X 36"	3.00			▮
VP - 1R	12" X 36"	3.00			▮
[5] OM - 3L	12" X 36"	3.00			▮
[5] OM - 3R	12" X 36"	3.00			▮

TOTAL SIGN AREA	LESS THAN 10 SQ. FT.	136 SQ. FT.
TOTAL SIGN AREA	10 SQ. FT. OR MORE ♦	644.5 SQ. FT.

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

NOTES

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)
COUNTY: LAWRENCE/MARION

REVISION | BY | DATE

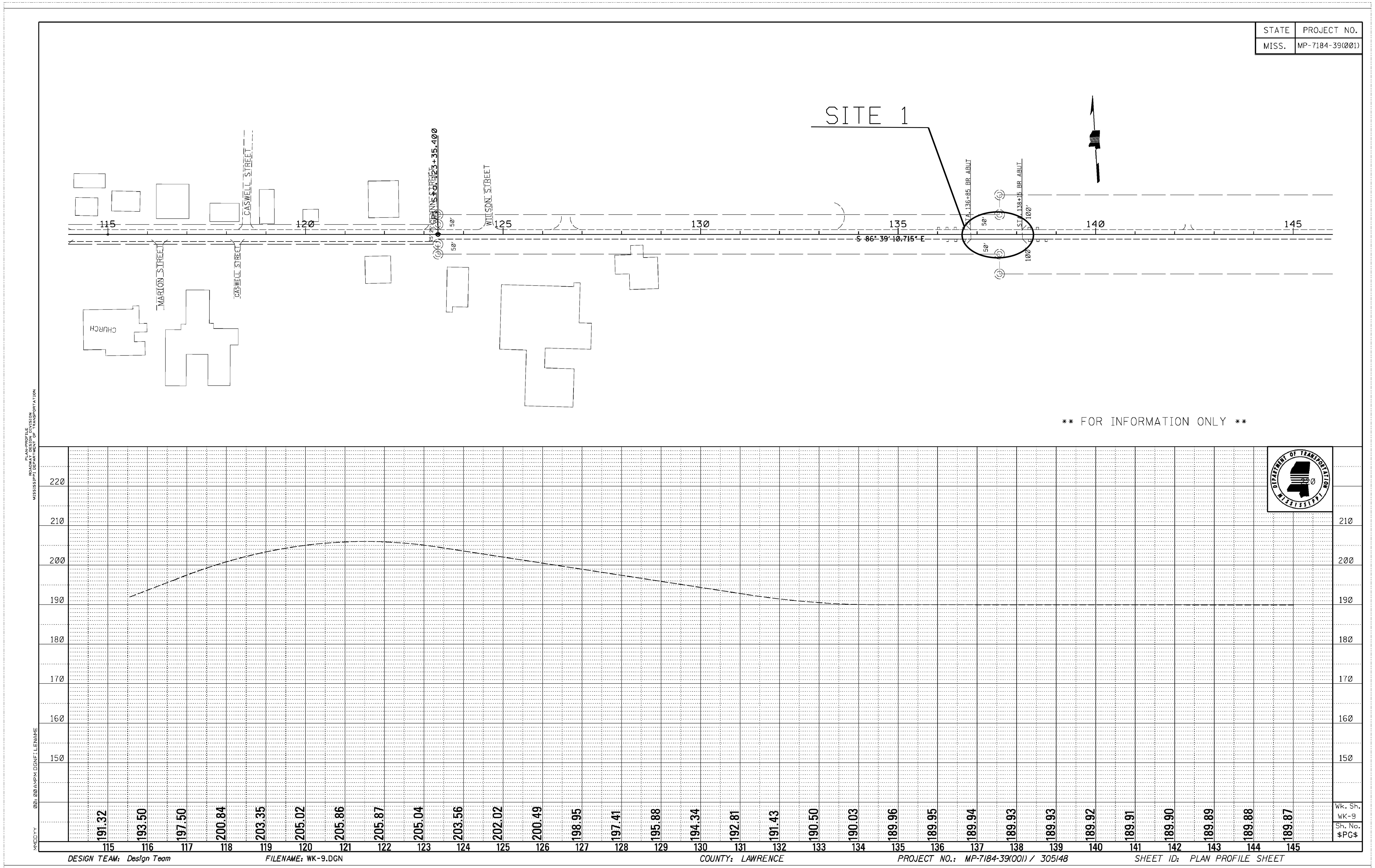
FILE NAME: (09)TCPQ-1.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

WORKING NUMBER: TCPQ-1
SHEET NUMBER: 9

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:61:45 A:09\TCPQ-1.DGN

STATE	PROJECT NO.
MISS.	MEP-7184-39(003)



*** FOR INFORMATION ONLY ***

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 1 SR 184
ACROSS TRIBUTARY TO PEARL RIVER EAST OF MONTICELLO

PROJ. NO.: MEP-7184-39(003)
COUNTY: LAWRENCE

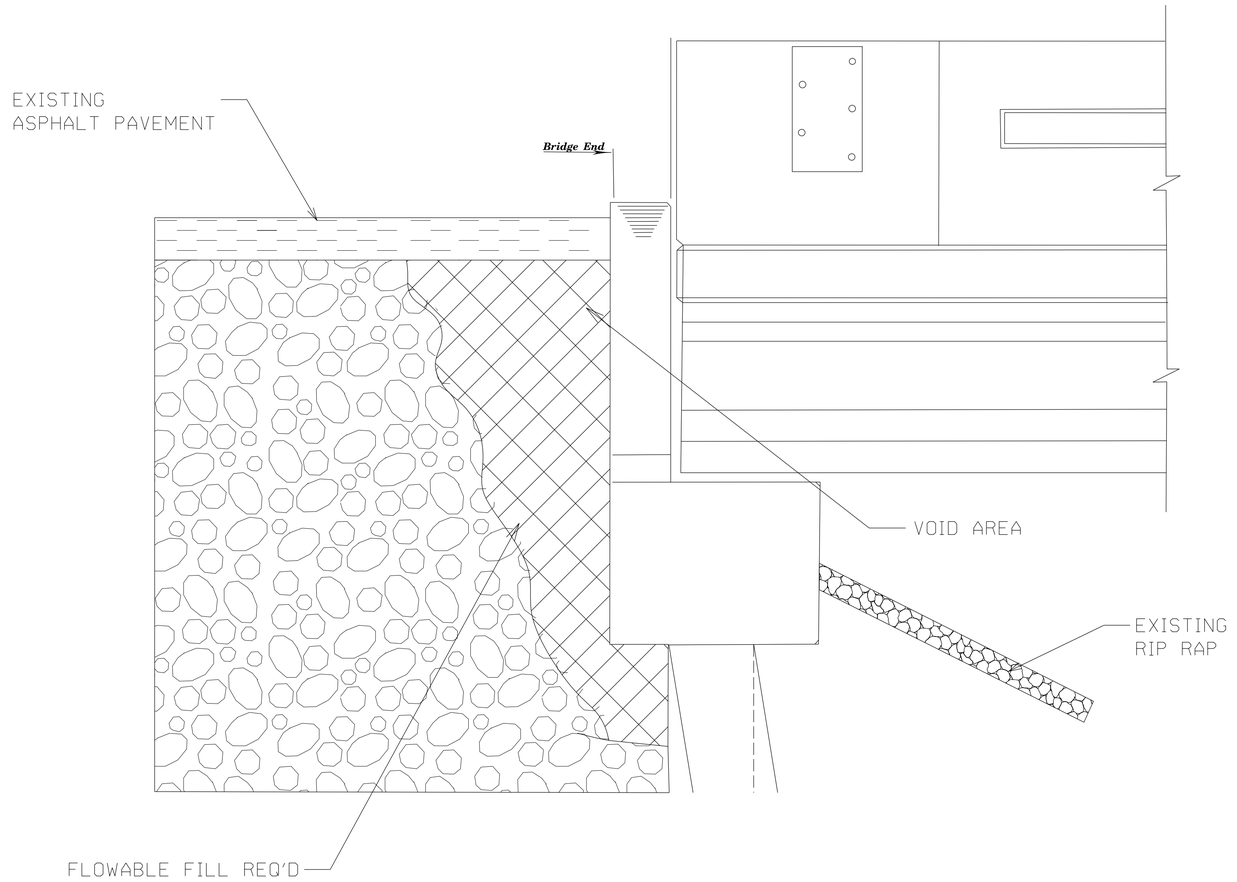
FILE NAME: (10)SITE 1.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

WORKING NUMBER 3

SHEET NUMBER 10

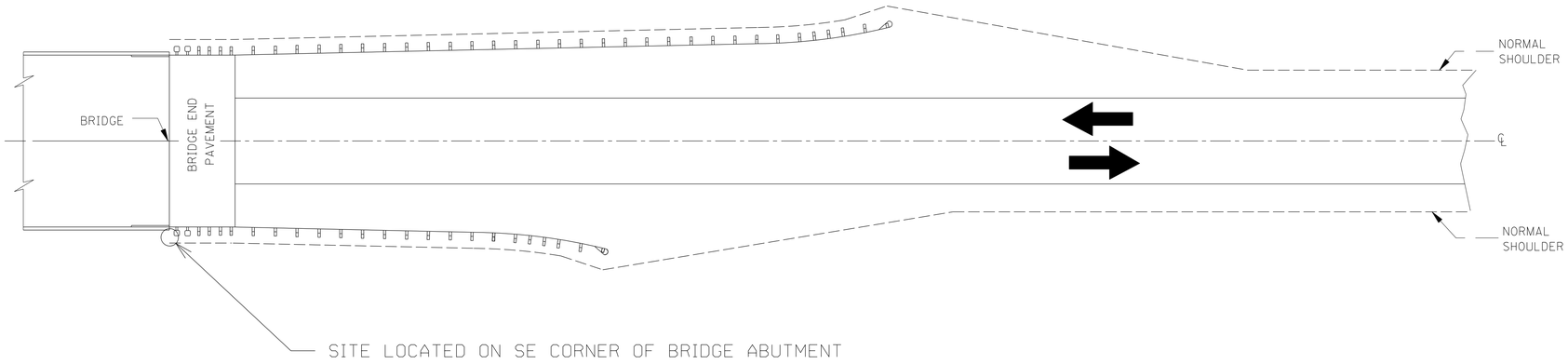
FMS CON: 307081 /302000

STATE	PROJECT NO.
MISS.	MEP-7184-39(003)



SITE 1
S.R 184
RELIEF BRIDGE #86.2
2.2 MILES EAST OF S.R. 27

PAY ITEM	DESCRIPTION	QTY
907-631-B001	FLOWABLE FILL, NON-EXCAVATABLE	8 CY
618-A001	MAINTENANCE OF TRAFFIC	1 LS
620-A001	MOBILIZATION	1 LS
907-619-B001	TEMPORARY PORTABLE RUMBLE STRIPS	66 LF



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:05 AM (11)SITE1A.DGN

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 1 SR 184
ACROSS TRIBUTARY TO PEARL RIVER EAST OF MONTICELLO

PROJ. NO.: MEP-7184-39(003)
COUNTY: LAWRENCE

FILE NAME: (11)SITE1A.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

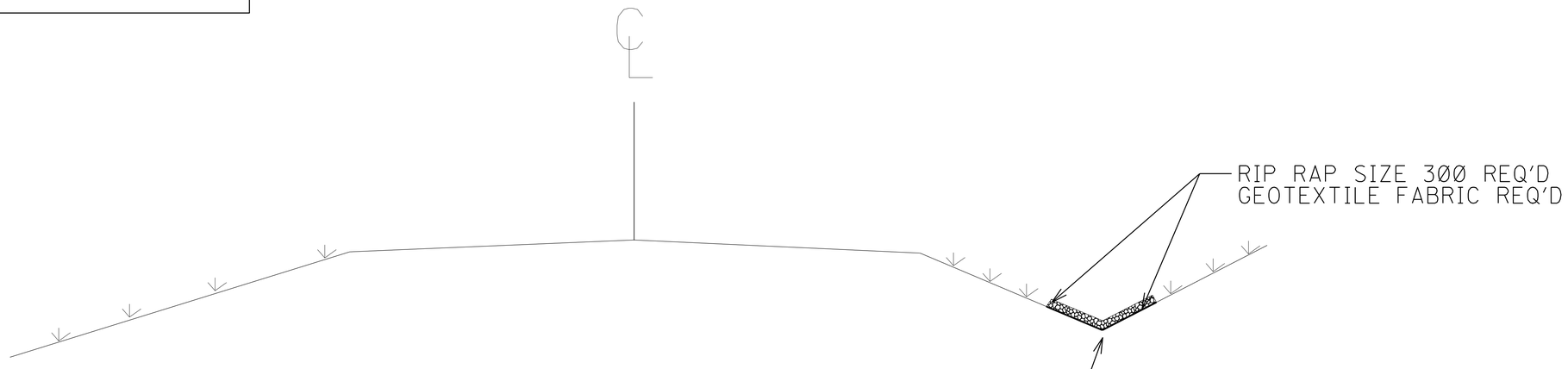
WORKING NUMBER
3A

SHEET NUMBER
11

FMS CON: 307081 /302000

STATE	PROJECT NO.
MISS.	MEP-7184-39(003)

SITE 1
S.R. 184 RELIEF BRIDGE
± 2.2 MILES EAST OF
S.R. 27 INTERSECTION



ROADWAY BACKSLOPE DETAIL

SITE 1
STA. 137+75 - STA. 138+15

PAY ITEM	DESCRIPTION	QTY
815-A007	LOOSE RIP RAP, SIZE 300	60 TONS
815-E001	GEOTEXTILE UNDER RIPRAP	111 SY

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:05 AM 2) SITE 1B.DGN

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 1 SR 184
ACROSS TRIBUTARY TO PEARL
RIVER EAST OF MONTICELLO

PROJ. NO.: MEP-7184-39(003)
COUNTY: LAWRENCE

WORKING NUMBER
3B

SHEET NUMBER
12

FILE NAME: (12)SITE1B.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

FMS CON: 307082/302000

STATE	PROJECT NO.
MISS.	MEP-7587-46(013)

*** FOR INFORMATION ONLY ***

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 2 SR 587
.8 MI SOUTH OF WHISTLE RD.

PROJ. NO.: MEP-7587-46(013)
COUNTY: MARION

WORKING NUMBER 4

SHEET NUMBER 13

FILE NAME: Plan Sheet.dgn
DESIGN TEAM DISTRICT 7 CHECKED ______ DATE ______

BY
REVISION
DATE

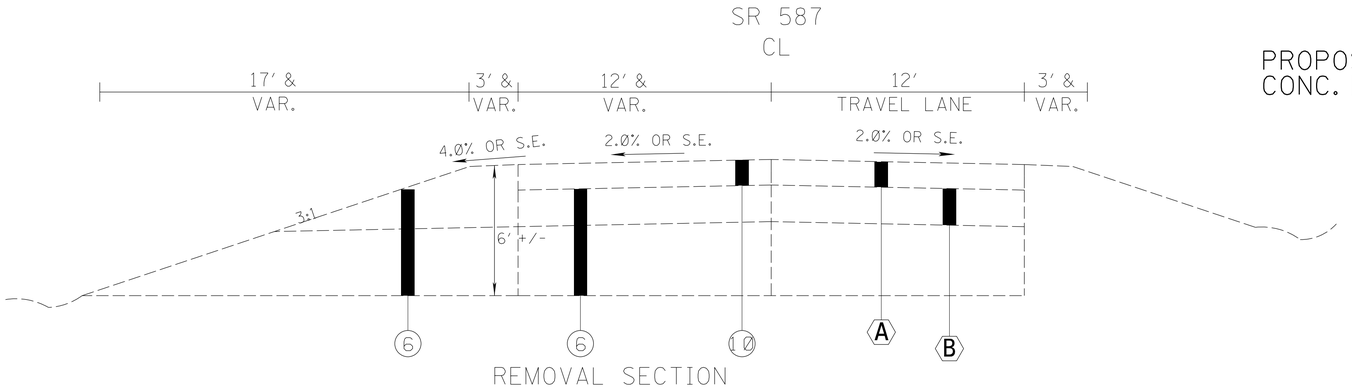
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:06 AM 31SITE 2.DGN

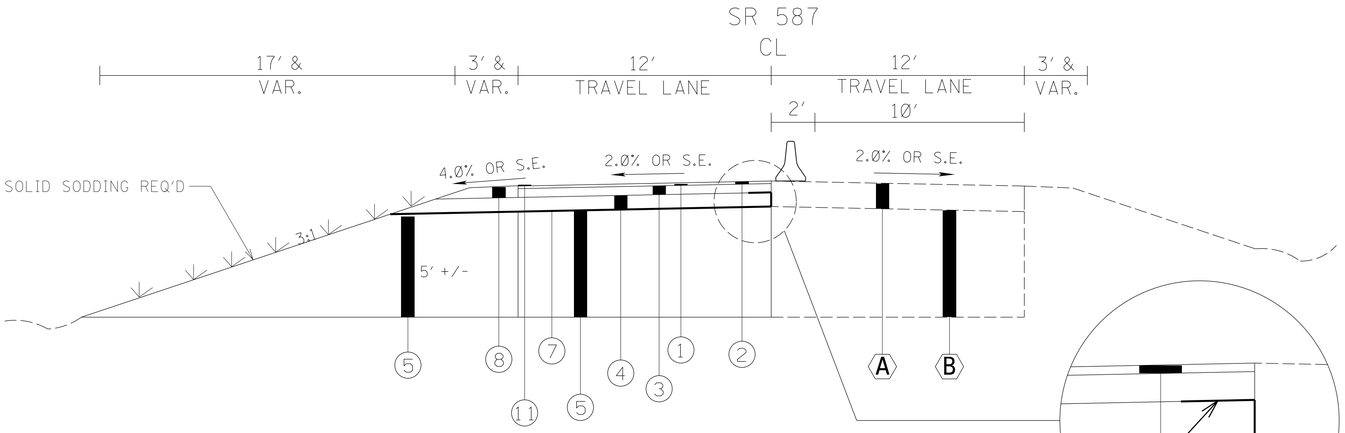
FMS CON: 307082/302000

STATE	PROJECT NO.
MISS.	MEP-7587-46(013)

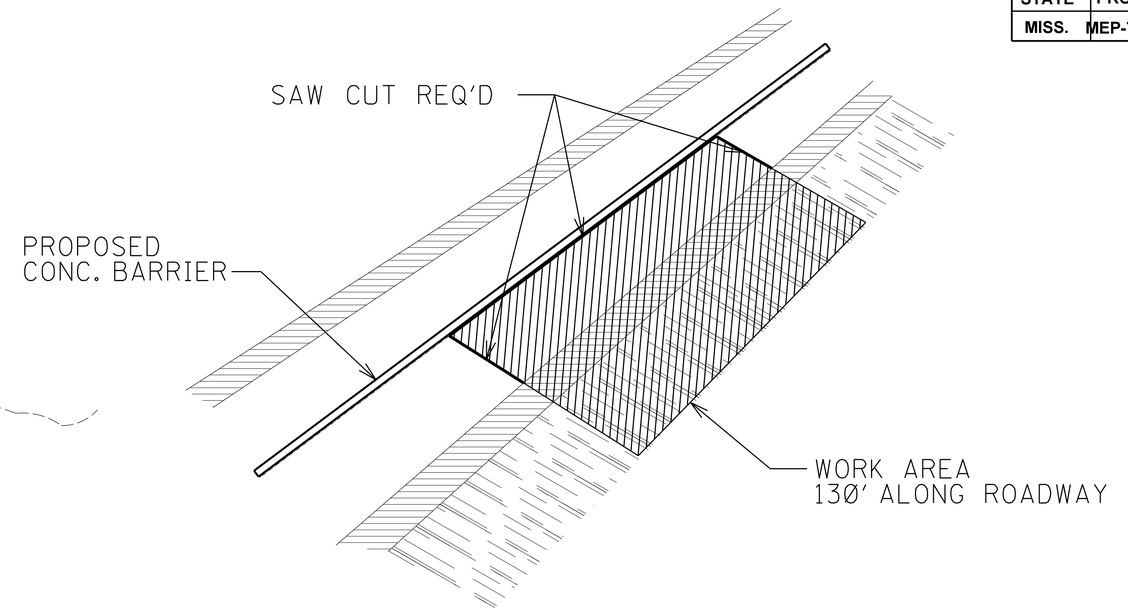
SITE 2
S.R. 587
± .8 MI SOUTH OF WHISTLE RD.



REMOVAL SECTION



REPAIR SECTION
STA. 185+00 - STA. 186+30



PROPOSED

1. TACK COAT REQ'D.
2. 1.5" ASPHALT, ST (9.5MM MIXTURE) (STA. 183+50 - STA. 187+80 OVERLAY SECTION) REQ'D
3. 5" ASPHALT, ST (2 @ 2.5") (19MM MIXTURE) REQ'D
4. 8" OF CRUSHED STONE REQ'D
5. BORROW EXCAVATION REQ'D
6. EXCESS EXCAVATION REQ'D
7. GEOTEXTILE FABRIC REQ'D
8. 6.5" OF CRUSHED STONE REQ'D
9. 1.5" & VAR. FINE MILLING (STA. 183+50 - STA. 185+00 &) (STA. 186+30 - STA. 187+80 OVERLAY SECTION) REQ'D
10. REMOVAL OF ASPHALT PAVEMENT REQ'D

PROPOSED

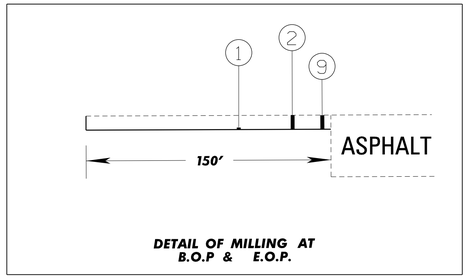
11. RUMBLE STRIPE REQ'D

WRAP FABRIC AROUND STONE BASE AND PROVIDE 2' OVERLAP.

EXISTING

- A. 4" +/- BITUMINUOUS PAVEMENT IN PL.
- B. 6" +/- GRANULAR MATERIAL IN PL.

PAY ITEM	DESCRIPTION	QTY
202-B007	REMOVAL OF ASPHALT PAVEMENT, ALL DEPTHS	175 SY
203-G002	EXCESS EXCAVATION, LVM, AH	890 CY
203-EX041	BORROW EXCAVATION, AH, LVM, CLASS B9-6	839 CY
209-A005	GEOTEXTILE STABILIZATION, TYPE V, NON-WOVEN	217 SY
216-A001	SOLID SODDING	350 SY
219-A001	WATERING	7 KGAL
234-A001	TEMPORARY SILT FENCE	150 LF
237-A002	WATTLES, 20"	100 LF
304-F002	CRUSHED STONE BASE	121 TON
403-A006	19-MM, ST, ASPHALT PAVEMENT	48 TON
403-A015	9.5-MM, ST, ASPHALT PAVEMENT	47 TON
406-D001	FINE MILLING OF BITUMINOUS PAVEMENT, ALL DEPTHS	400 SY
407-A001	ASPHALT FOR TACK COAT	43 GAL
423-A001	RUMBLE STRIPS, GROUND IN	1 MI
503-C010	SAW CUT, FULL DEPTH	154 LF
619-A1002	TEMPORARY TRAFFIC STRIPE, CONTINUOUS WHITE	430 LF
619-A2002	TEMPORARY TRAFFIC STRIPE, CONTINUOUS YELLOW	430 LF
619-A6005	TEMPORARY TRAFFIC STRIPE, LEGEND, TYPE 1 TAPE	144 LF
907-619-B001	TEMPORARY PORTABLE RUMBLE STRIPS	66 LF
907-619-E3001	CHANGEABLE MESSAGE SIGN	2 EA
619-F1001	CONCRETE MEDIAN BARRIER, PRECAST	1,630 LF
626-C001	TRAFFIC STRIPE, CONTINUOUS WHITE, HIGH BUILD	430 LF
626-E002	TRAFFIC STRIPE, CONTINUOUS YELLOW, HIGH BUILD	430 LF
627-L001	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	7 EA



DETAIL OF MILLING AT B.O.P & E.O.P.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 2 SR 587
.8 MI SOUTH OF WHISTLE RD.

PROJ. NO.: MEP-7587-46(013)
COUNTY: MARION

WORKING NUMBER 4A

SHEET NUMBER 14

BY | REVISION | DATE

FILE NAME: Site 3A.dgn
DESIGN TEAM DISTRICT 7 CHECKED DATE

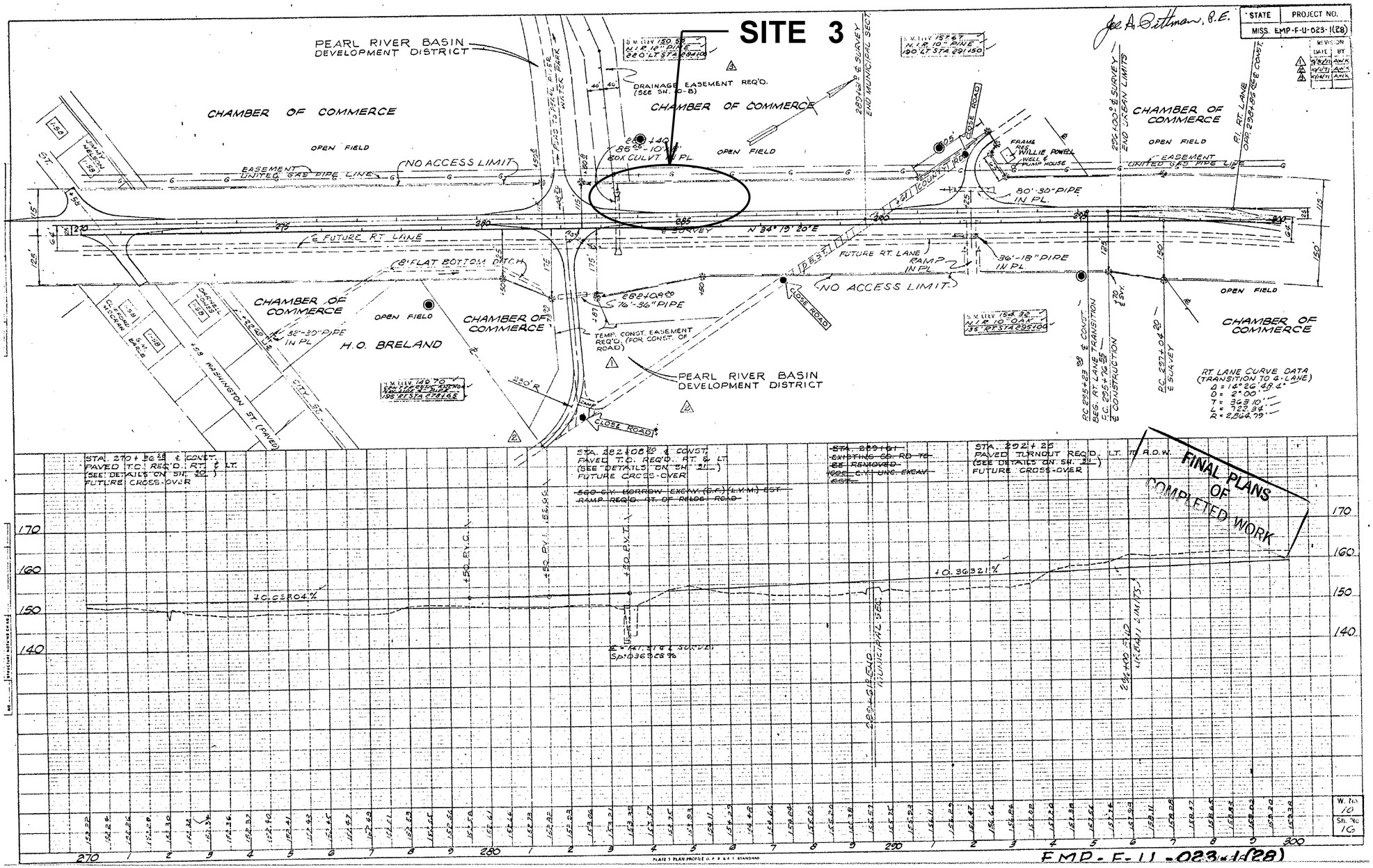
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:27 AM 41 SITE 2A.DGN

FMS CON: 307082/304000

STATE	PROJECT NO.
MISS.	MEP-7035-46(010)

SITE 3



*** FOR INFORMATION ONLY ***

Joe A. Dittman, B.E.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 3 SR 35
NORTH OF WATER PARK LN.

PROJ. NO.: MEP-7035-46(010)
COUNTY: MARION

WORKING NUMBER 5

SHEET NUMBER 15

FILE NAME: SR 35 Plan Sheets.dgn

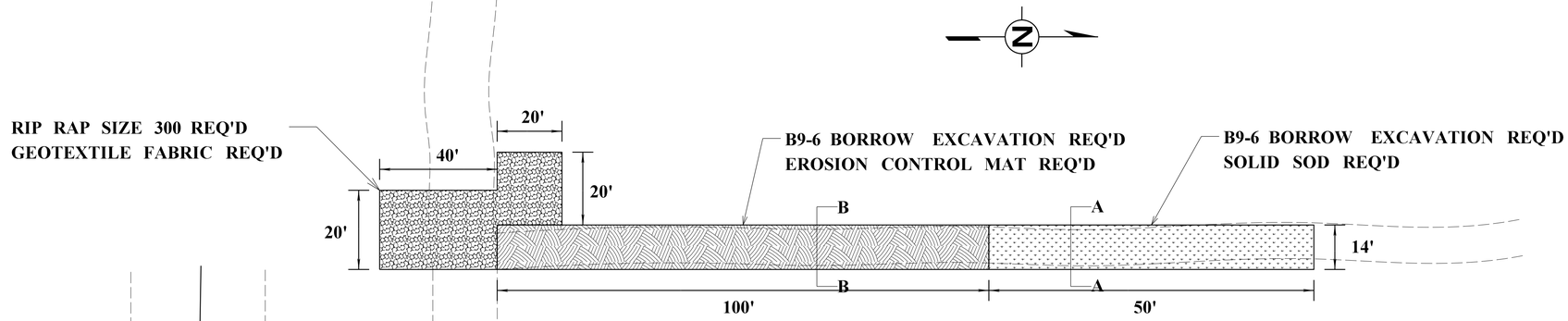
DESIGN TEAM _____ CHECKED _____ DATE _____

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:27 AM S:\16\SITE 3 SHEETS.DGN

FMS CON: 307082/304000

STATE	PROJECT NO.
MISS.	MEP-7035-46(010)



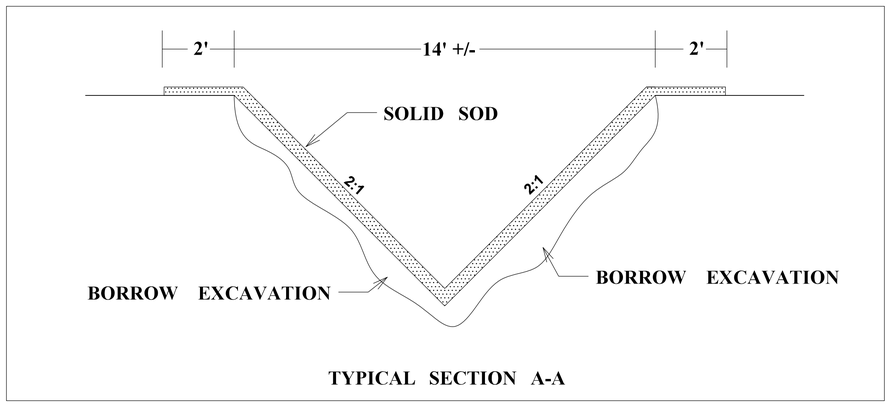
WATER PARK LANE

EXISTING BOX CULVERT IN PLACE

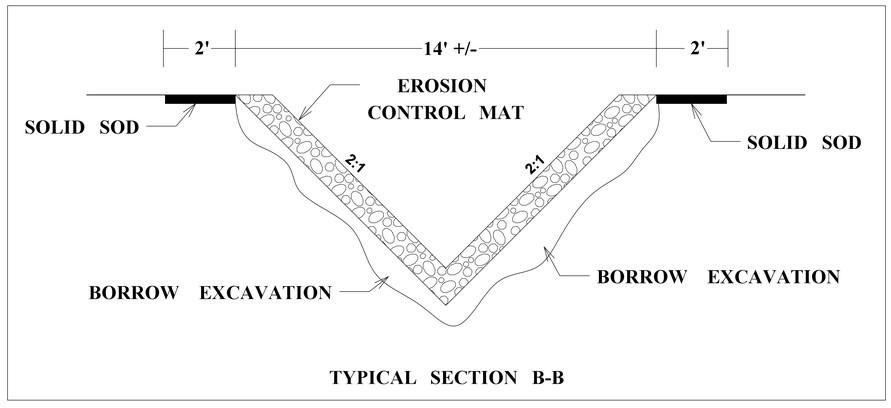
S.R. 35

S.R. 35

WATER PARK LANE



TYPICAL SECTION A-A



TYPICAL SECTION B-B

B9-6 BORROW EXCAV.	100 CY
EXCESS EXCAVATION	250 CY
SOLID SODDING	500 SY
WATERING	10 KGAL
EROSION MAT	178 SY
TEMPORARY SILT FENCE	200 LF
WATTLES, 20"	100 LF
LOOSE RIPRAP, SIZE 300	199 TON
GEOTEXTILE UNDER RIPRAP	133 SY
TEMPORARY RUMBLE STRIPS	66 LF

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 3 SR 35
NORTH OF WATER PARK LN.

PROJ. NO.: MEP-7035-46(010)
COUNTY: MARION

WORKING NUMBER 5A

SHEET NUMBER 16

DATE | REVISION | BY

FILE NAME: SR 35 Plan Sheets.dgn
DESIGN TEAM CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:52 AM S:\6\SITE 3 SHEETS.DGN

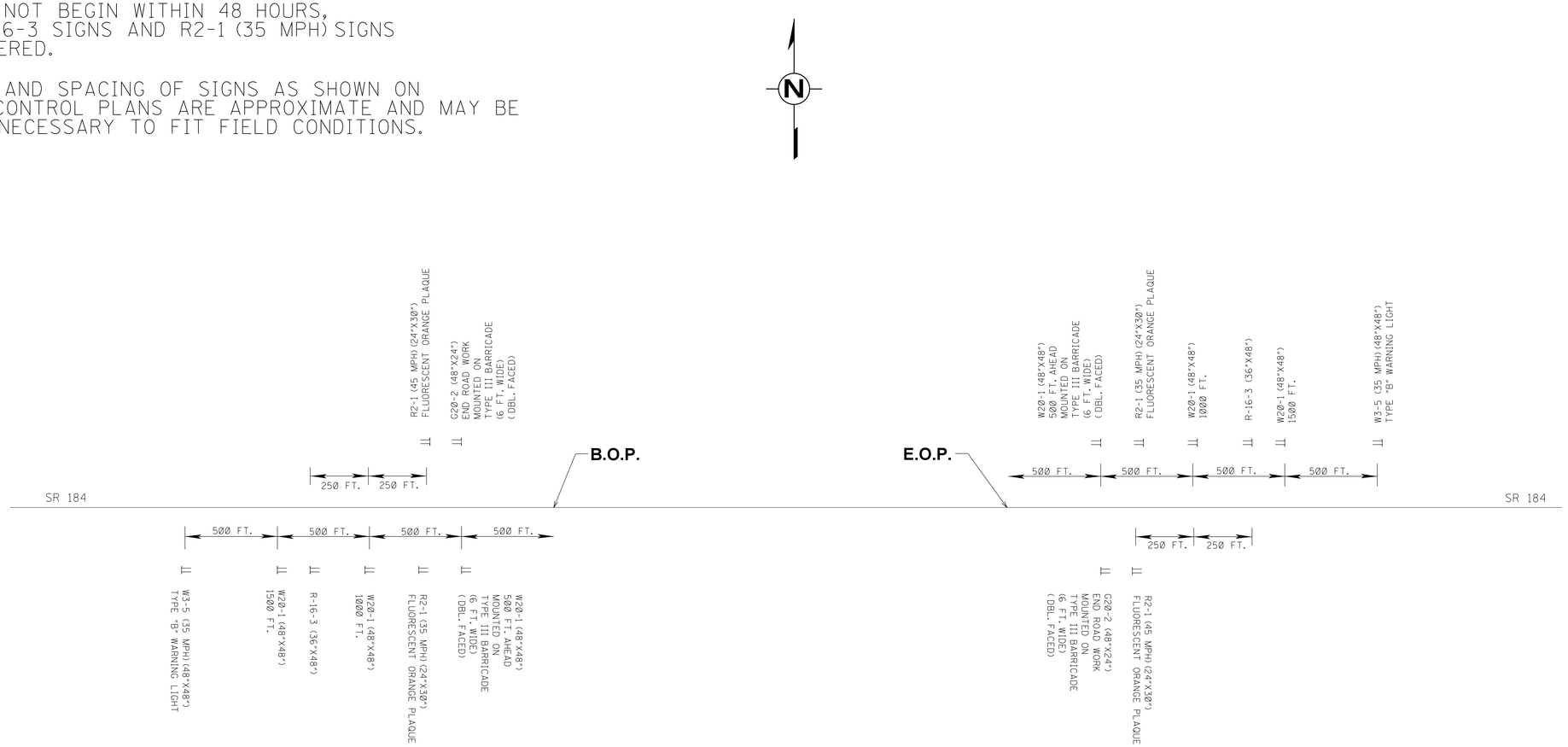
FMS CON: 307081 /302000

STATE	PROJECT NO.
MISS.	MEP-7184-39(003)

NOTE: W20-1 (48"X48") SHALL BE REQ'D ON ALL LOCAL ROADS.

NOTE: IF WORK DOES NOT BEGIN WITHIN 48 HOURS, W3-5 SIGNS, R16-3 SIGNS AND R2-1 (35 MPH) SIGNS SHALL BE COVERED.

NOTE: THE LOCATION AND SPACING OF SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.



*** NOT TO SCALE ***

ALL TRAFFIC CONTROL ITEMS SHALL BE INCLUDED IN BID FOR PAY ITEM 618-A, MAINTENANCE OF TRAFFIC. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR R-4 AND R4-2 SIGNS WHICH SHALL BE BLACK LEGEND ON WHITE BACKGROUND.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:53 AM J:\DCS-1.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF CONSTRUCTION SIGNING

SITE 1 SR 184 ACROSS TRIBUTARY TO PEARL RIVER EAST OF MONTICELLO

PROJ. NO.: MEP-7184-39(003)

COUNTY: LAWRENCE

REVISION | BY | DATE

FILE NAME: DCS-1.DGN

DESIGN TEAM DISTRICT 7 CHECKED DATE 4/22/2020

WORKING NUMBER **DCS-1**

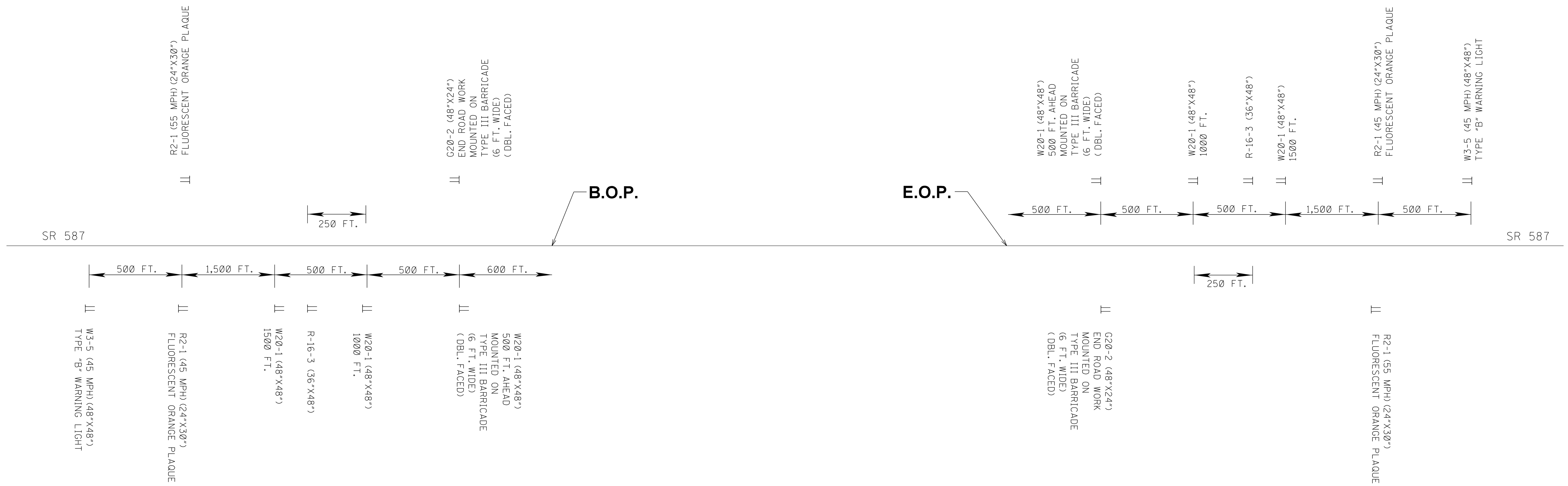
SHEET NUMBER **17**

STATE	PROJECT NO.
MISS.	MEP-7587-46(013)

NOTE: W20-1 (48"X48") SHALL BE REQ'D ON ALL LOCAL ROADS.

NOTE: IF WORK DOES NOT BEGIN WITHIN 48 HOURS, W3-5 SIGNS, R16-3 SIGNS AND R2-1 (45 MPH) SIGNS SHALL BE COVERED.

NOTE: THE LOCATION AND SPACING OF SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.



*** NOT TO SCALE ***

ALL TRAFFIC CONTROL ITEMS SHALL BE INCLUDED IN BID FOR PAY ITEM 618-A, MAINTENANCE OF TRAFFIC. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR R-4 AND R4-2 SIGNS WHICH SHALL BE BLACK LEGEND ON WHITE BACKGROUND.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:53 AM B:DCS-2.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF CONSTRUCTION SIGNING

SITE 2 SR 587
.8 MI SOUTH OF WHISTLE RD.

PROJ. NO.: MEP-7587-46(013)
COUNTY: MARION

FILE NAME: DCS-2.dgn
DESIGN TEAM DISTRICT 7 CHECKED DATE 4/22/2020

REVISION / BY / DATE

WORKING NUMBER **DCS-2**

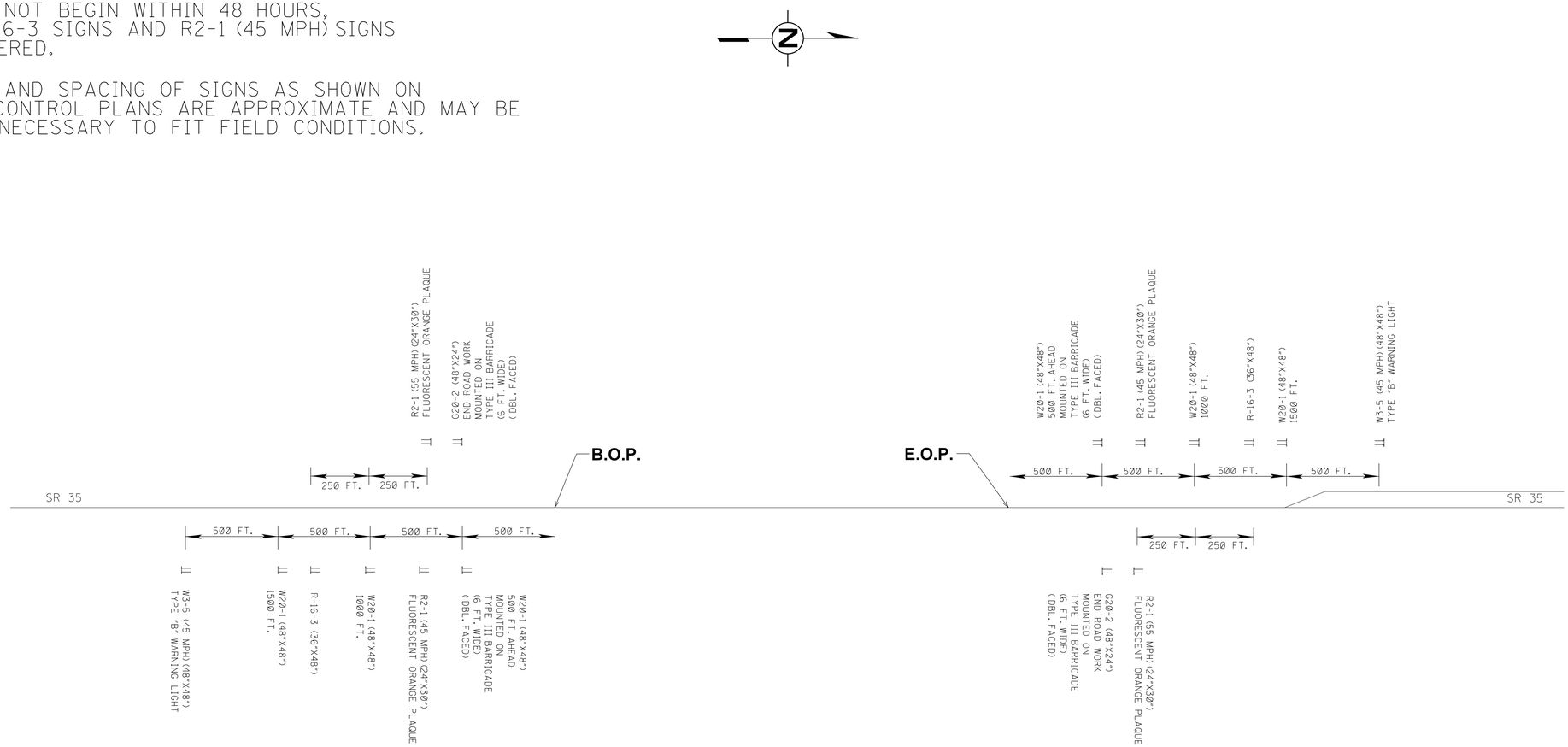
FMS CON: 307082/304000

STATE	PROJECT NO.
MISS.	MEP-7035-46(010)

NOTE: W20-1 (48"X48") SHALL BE REQ'D ON ALL LOCAL ROADS.

NOTE: IF WORK DOES NOT BEGIN WITHIN 48 HOURS, W3-5 SIGNS, R16-3 SIGNS AND R2-1 (45 MPH) SIGNS SHALL BE COVERED.

NOTE: THE LOCATION AND SPACING OF SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.



*** NOT TO SCALE ***

ALL TRAFFIC CONTROL ITEMS SHALL BE INCLUDED IN BID FOR PAY ITEM 618-A, MAINTENANCE OF TRAFFIC. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR R-4 AND R4-2 SIGNS WHICH SHALL BE BLACK LEGEND ON WHITE BACKGROUND.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF CONSTRUCTION SIGNING

SITE 3 SR 35 NORTH OF WATER PARK LN.

PROJ. NO.: MEP-7035-46(010)

COUNTY: MARION

BY | REVISION | DATE

FILE NAME: DCS-3.DGN

DESIGN TEAM DISTRICT 7 CHECKED DATE 4/22/2020

WORKING NUMBER **DCS-3**

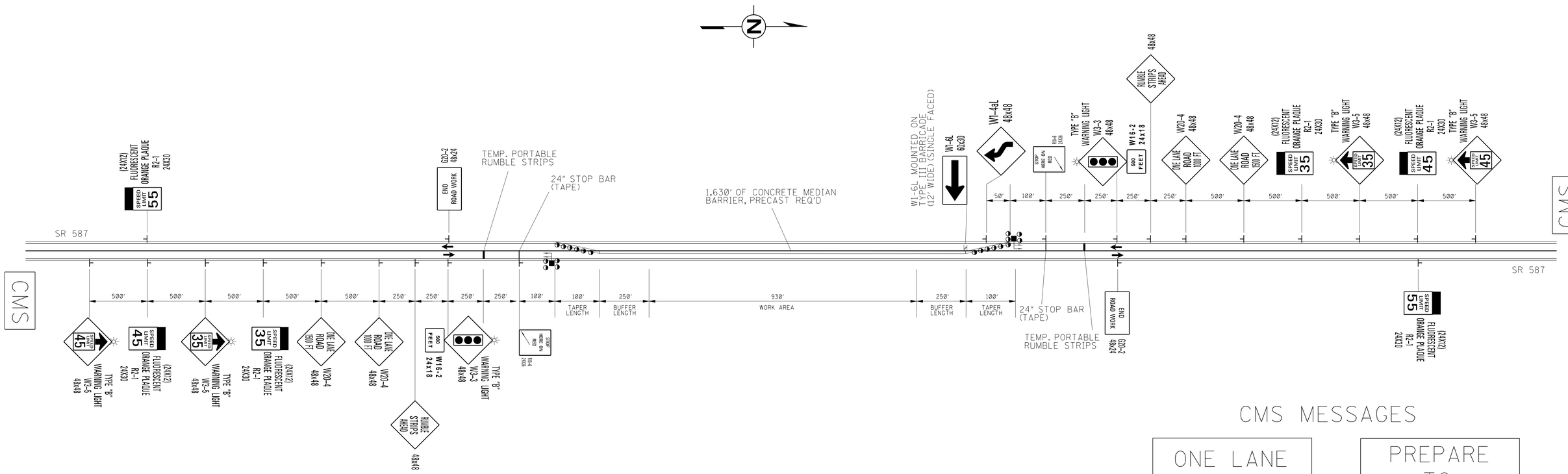
SHEET NUMBER **19**

PLAN
ROADWAY DESIGN DIVISION
MDOT DEPARTMENT OF TRANSPORTATION

DCS-3.DGN 4/7/2020 11:11:41 AM

FMS CON: 307082/302000

STATE	PROJECT NO.
MISS.	MEP-7587-46(013)



CMS MESSAGES

ONE LANE ROAD AHEAD XX MILES	PREPARE TO STOP

* CMS BOARDS TO BE PLACED JUST SOUTH OF SR 184 & JUST NORTH OF SR 586 OR AS DIRECTED BY THE PROJECT ENGINEER.

GENERAL NOTES:

1. ALL FREE STANDING PLASTIC DRUMS ALONG TAPER LENGTH SHALL HAVE 10' SPACING.
2. CONCRETE BARRIER TAPER SHALL HAVE AN 8:1 FLARE RATE.
3. FREE STANDING PLASTIC DRUMS, SIGNS, AND TYPE "B" WARNING LIGHTS TO BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
4. PORTABLE TRAFFIC SIGNALS ARE TO BE FURNISHED BY MDOT AND MAINTAINED BY THE CONTRACTOR.
5. TRAFFIC SIGNAL TIMINGS AND CLEARANCE INTERVALS TO BE APPROVED BY TRAFFIC ENGINEERING DIVISION PRIOR TO IMPLEMENTATION.
6. A MINIMUM VERTICAL CLEARANCE OF 18 FEET (WITHIN A FOOT TOLERANCE) TO BE MAINTAINED BETWEEN THE ROADWAY AND THE BOTTOM OF THE TRAFFIC SIGNAL HEADS.
7. THE LOCATION AND SPACING OF SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.

LEGEND

- TYPE III BARRICADE SINGLE FACED
- TYPE "B" WARNING LIGHTS
- REFLECTORIZED FREE-STANDING PLASTIC DRUMS
- PORTABLE TRAFFIC SIGNAL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SITE 2 SR 587
.8 MI SOUTH OF WHISTLE RD.

TRAFFIC CONTROL
PHASE 1

PROJ. NO.: MEP-7587-46(013)

COUNTY: MARION

BY | REVISION | DATE

FILE NAME: Site 3B.dgn

DESIGN TEAM District 7 CHECKED DATE

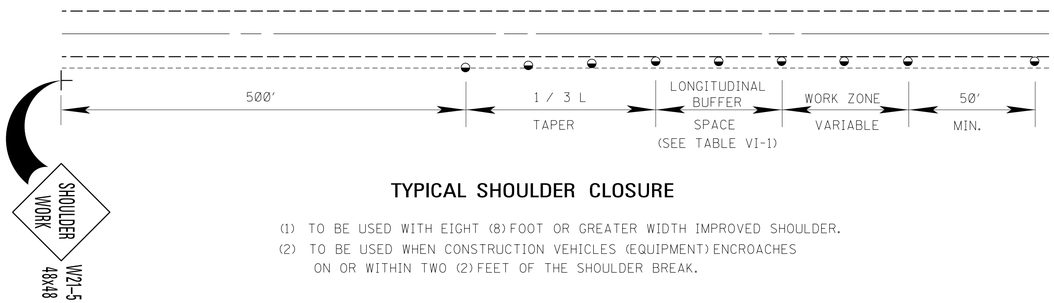
WORKING NUMBER **TC-1**

SHEET NUMBER **20**

PLAN
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DIVISION

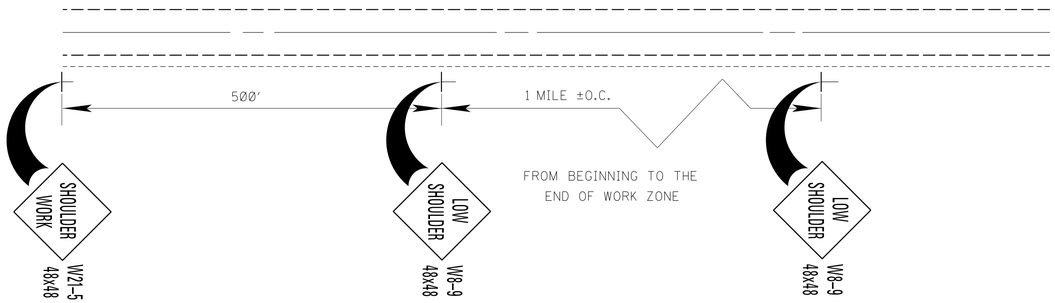
5/7/2020 11:17:55 AM 01 TC-1.DGN

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)

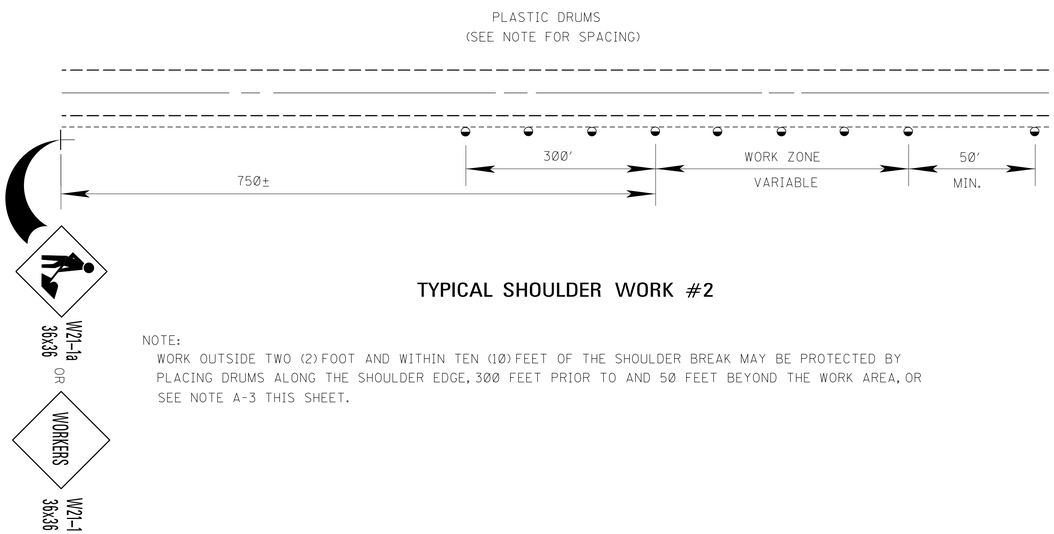


TYPICAL SHOULDER CLOSURE

(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.

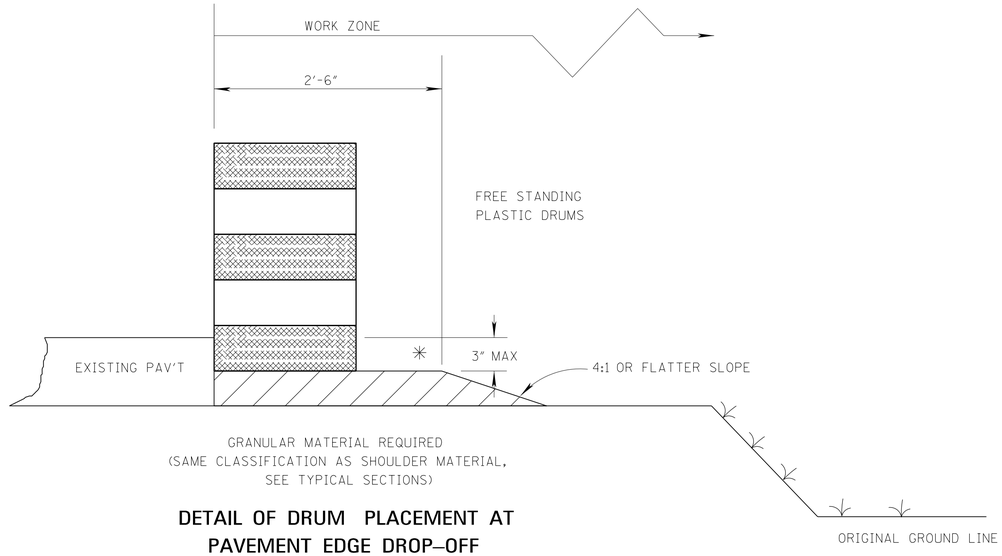


TYPICAL SHOULDER WORK #1
(SEE NOTE A–1 THIS SHEET)



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 @ (1 MILE ±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.

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

WORKING NUMBER **SDTCP-16**

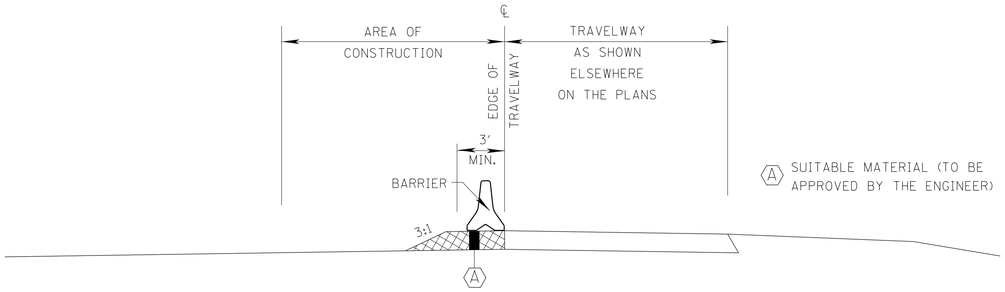
SHEET NUMBER **21**

FILE NAME: (21)SDTCP-16.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:55 AM (21)SDTCP-16.DGN

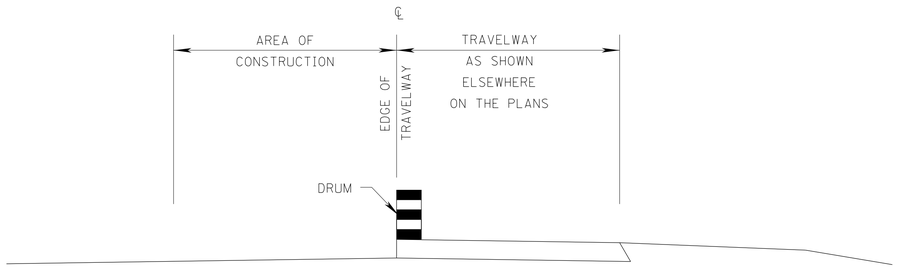
STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)



ELEVATION VIEW FOR POSITIVE BARRIER

NOTES:

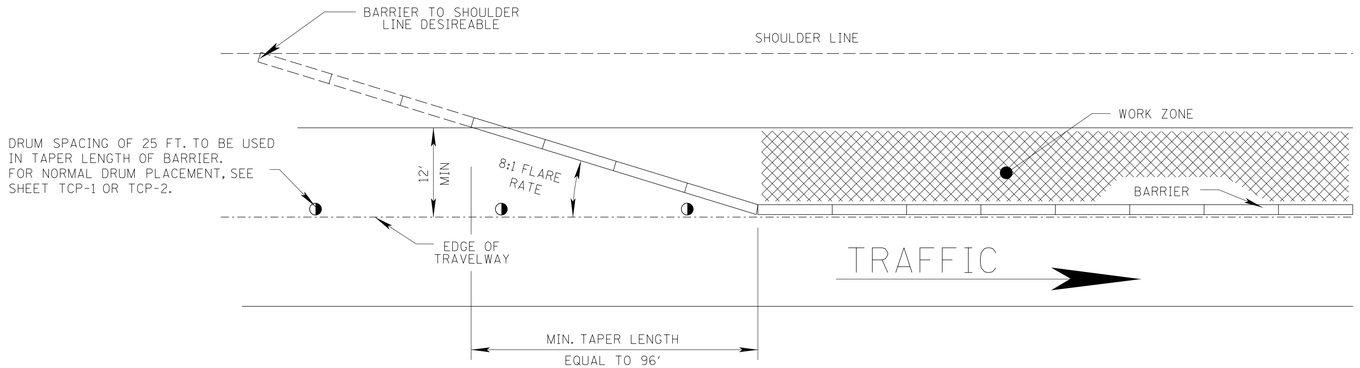
1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. CMB-3.



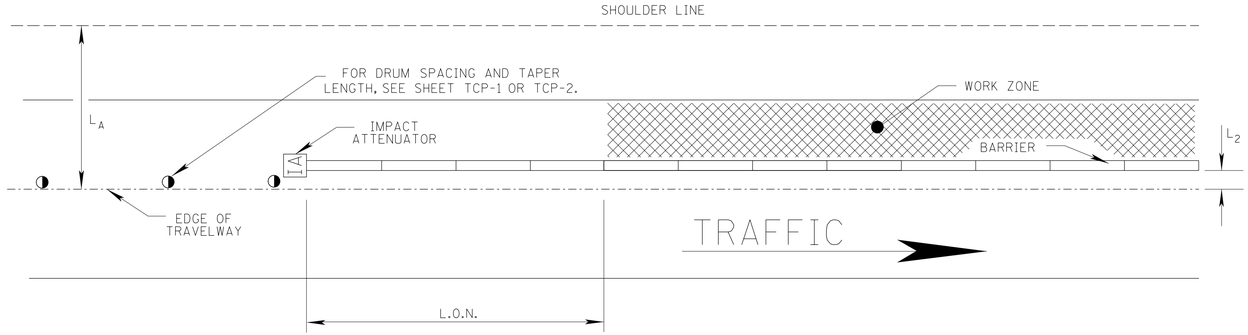
ELEVATION VIEW FOR DRUM

NOTES:

1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE, DROP-OFFS MUST BE PROTECTED WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL, STONE OR OTHER APPROVED MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE



DETAIL OF POSITIVE BARRIER WITH TAPER



DETAIL OF POSITIVE BARRIER WITH IMPACT ATTENUATOR

NOTES:

1. LENGTH OF NEED, L.O.N. = $\frac{L_R(L_A - L_2)}{L_A}$

   WHERE: L_A = LATERAL EXTENT OF THE AREA OF CONCERN
   L_R = RUNOUT LENGTH
   L_2 = LATERAL OFFSET FROM EDGE OF TRAVELED WAY TO BARRIER.

2. RUNOUT LENGTH (L_R) IS TO BE DETERMINED USING THE FOLLOWING TABLE:

RUNOUT LENGTH (L_R) GIVEN TRAFFIC VOLUME (ADT) (ft)				
DESIGN SPEED (mph)	OVER 10,000 veh/day	5,000-10,000 veh/day	1,000-5,000 veh/day	UNDER 1,000 veh/day
70	360	330	290	250
60	300	250	210	200
50	230	190	160	150
40	160	130	110	100
30	110	90	80	70

GENERAL NOTES:

1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANE CLOSURE DETAILS FOR GREATER THAN 3 INCH DROPOFF

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

WORKING NUMBER **SDTCP-C**

SHEET NUMBER **22**

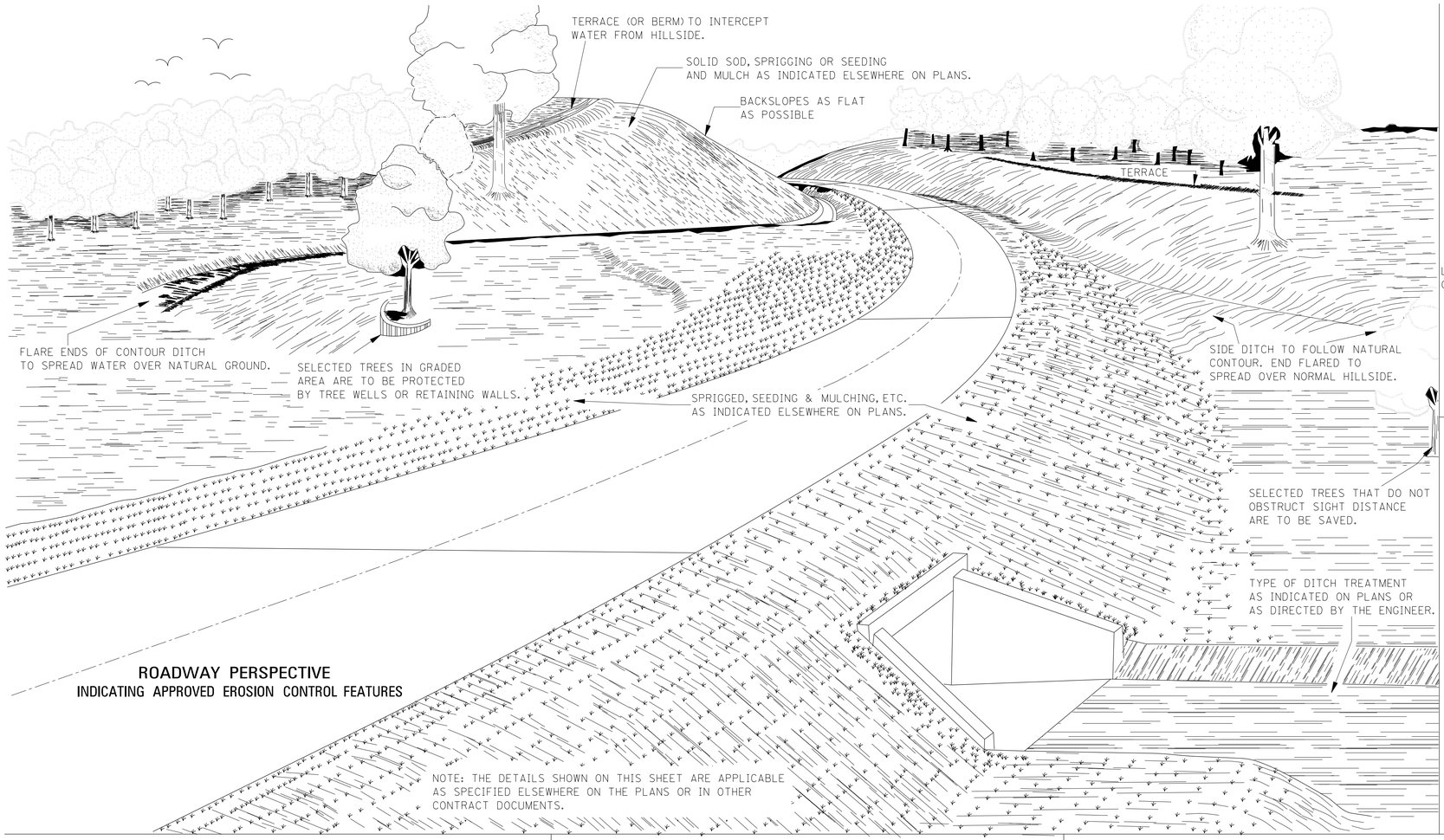
FILE NAME: (22)SDTCP-C.DGN

DESIGN TEAM DISTRICT 7 CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

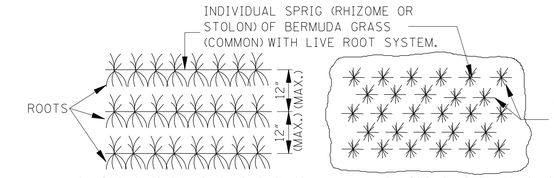
5/7/2020 11:17:56 AM (22)SDTCP-C.DGN

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)



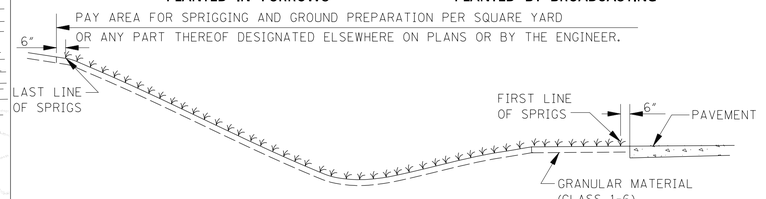
ROADWAY PERSPECTIVE
INDICATING APPROVED EROSION CONTROL FEATURES

NOTE: THE DETAILS SHOWN ON THIS SHEET ARE APPLICABLE AS SPECIFIED ELSEWHERE ON THE PLANS OR IN OTHER CONTRACT DOCUMENTS.

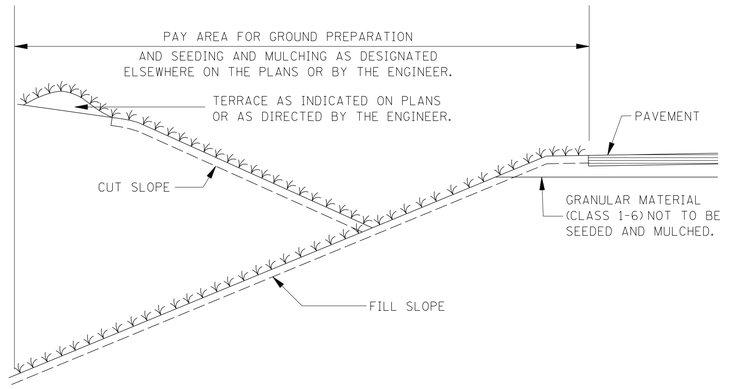


SPRIGS (RHIZOMES & STOLONS) PLANTED IN FURROWS

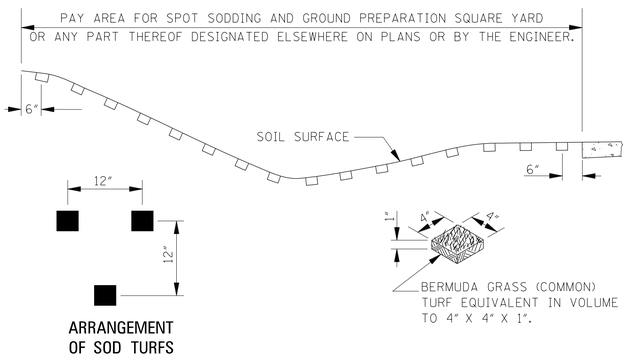
SPRIGS (RHIZOMES & STOLONS) PLANTED BY BROADCASTING



SPRIGGING

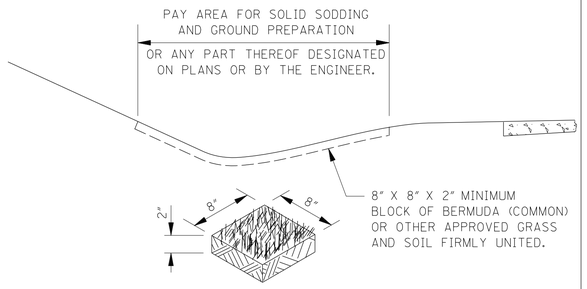


SEEDING AND MULCHING

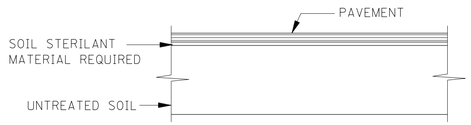


ARRANGEMENT OF SOD TURFS

SPOT SODDING



SOLID SODDING



SOIL STERILIZATION UNDER PAVED AREAS
(ISLANDS, MEDIANS OR SLOPE PAVEMENT)

GENERAL NOTE:

1. LONGITUDINAL AND TRANSVERSE MEASUREMENTS FOR THE PAY AREA SHALL BE TAKEN ALONG THE SLOPES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

WORKING NUMBER **EC-1**

SHEET NUMBER **23**

FILE NAME: (22)EC-1.DGN

DESIGN TEAM DISTRICT 7 CHECKED DATE

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/7/2020 11:17:57 AM (3)EC-1.DGN

STATE	PROJECT NO.
MISS.	MEP-7184-39(003) MEP-7587-46(013) MEP-7035-46(010)

VEGETATION SCHEDULE

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

① NOT REQUIRED FOR THIS PROJECT.

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

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

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

⑤ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

⑥ SOW, IN ADDITION TO OTHER SPECIFIED SEEDS, ON HIGH FILL AND BACKSLOPE AREAS SELECTED BY ENGINEERS DURING CONSTRUCTION. PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDED.

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
DISTRICT 6 OR 7

VEGETATION SCHEDULE
RURAL - GRADE, DRAIN AND PAVING PROJECTS

PROJ. NO.: MEP-7184-39(003)
MEP-7587-46(013)
MEP-7035-46(010)

COUNTY: LAWRENCE/MARION

WORKING NUMBER **VG-1**

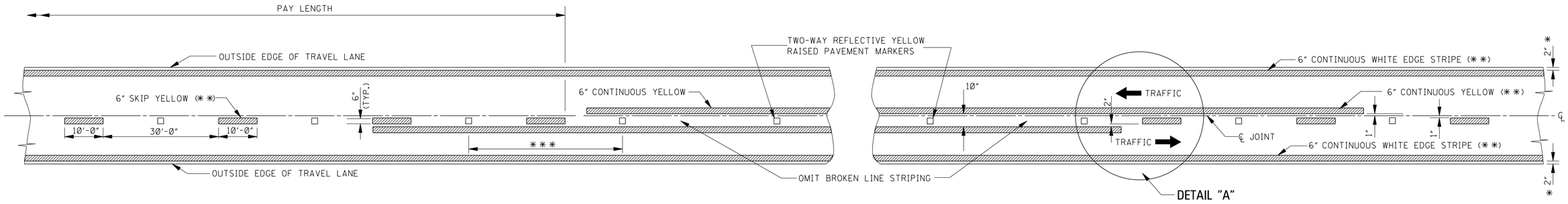
FILE NAME: (23)VG-1.DGN
DESIGN TEAM DISTRICT 7 CHECKED DATE

SHEET NUMBER **24**

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

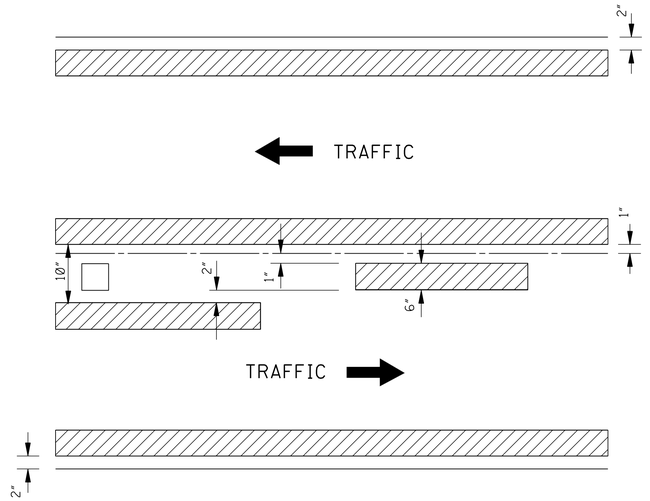
5/7/2020 11:17:58 AM (24) VG-1.DGN

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.

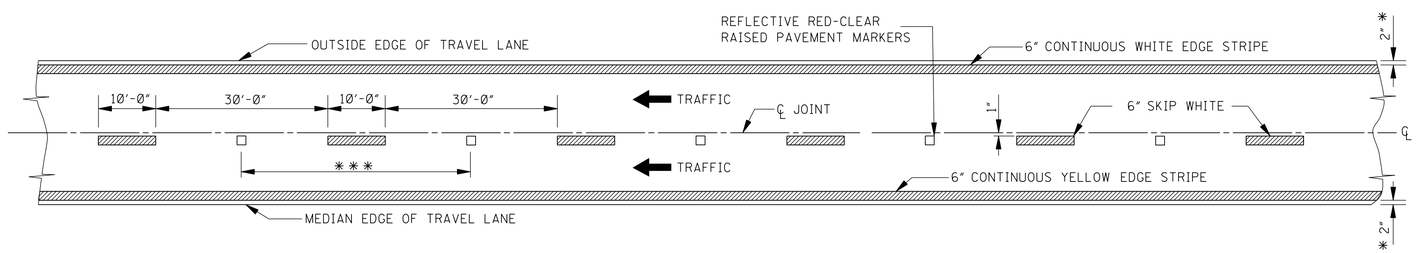
* * 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

* * * 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

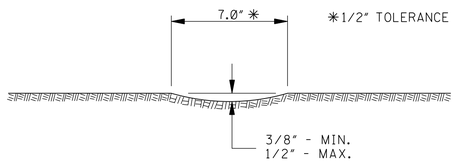
PAVEMENT MARKING DETAILS FOR 2–LANE AND 4–LANE DIVIDED ROADWAYS

ISSUE DATE: AUGUST 01, 2017

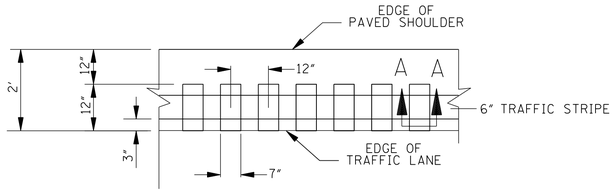
WORKING NUMBER
PM-1

SHEET NUMBER
6051

STATE	PROJECT NO.
MISS.	



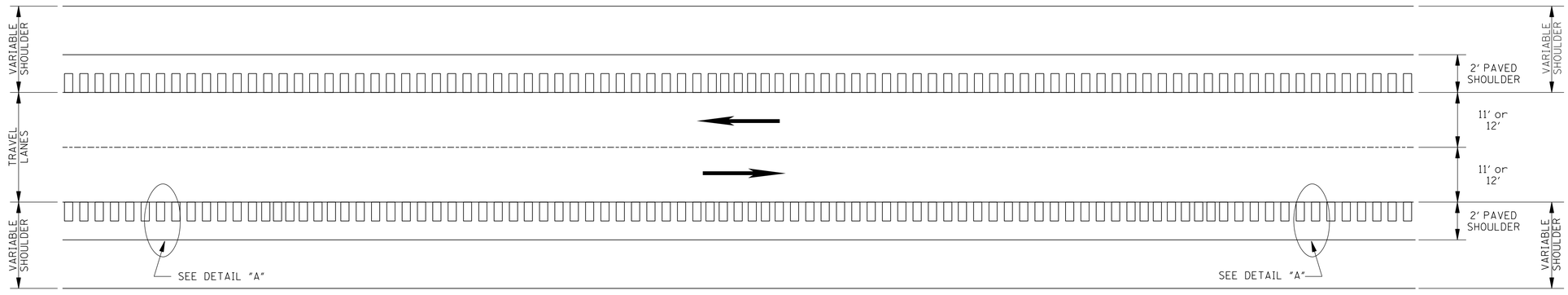
SECTION "A–A"



DETAIL "A"

GENERAL NOTES

1. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
2. GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO:
   - A. MAINLINE
   - B. INTERSECTING ROADWAY IF OVERLAID OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
   - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPES PRIOR TO CONSTRUCTION.
5. DO NOT USE WHERE TRAVEL LANE IS LESS THAN 11' WIDE.



PLAN

NOT TO SCALE

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

RUMBLE STRIPES 2–LANE HIGHWAYS (ASPHALT LANES, 2–FT ASPHALT SHOULDERS)

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER RS-1

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6064

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).

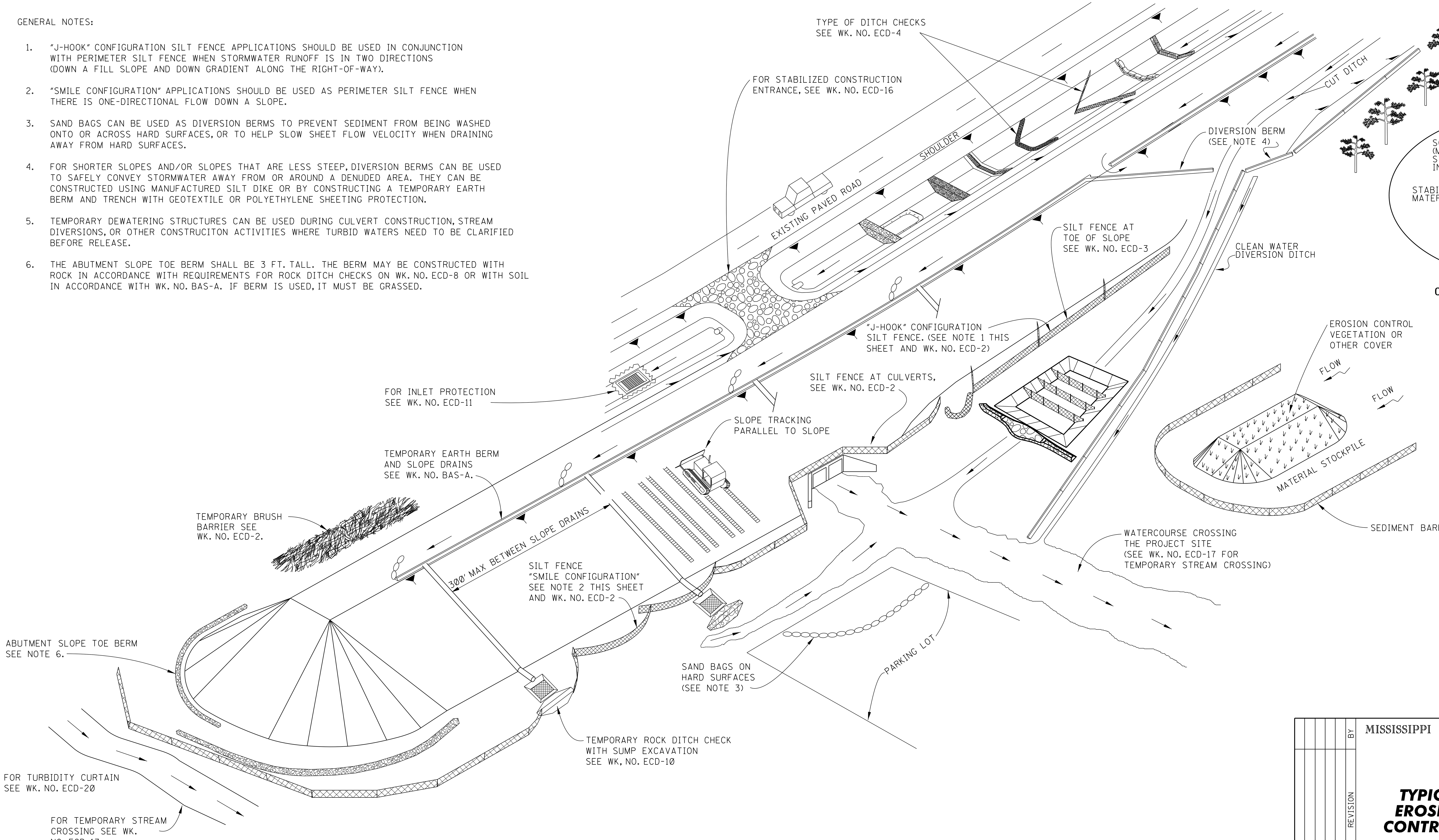
2. "SMILE CONFIGURATION" APPLICATIONS SHOULD BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.

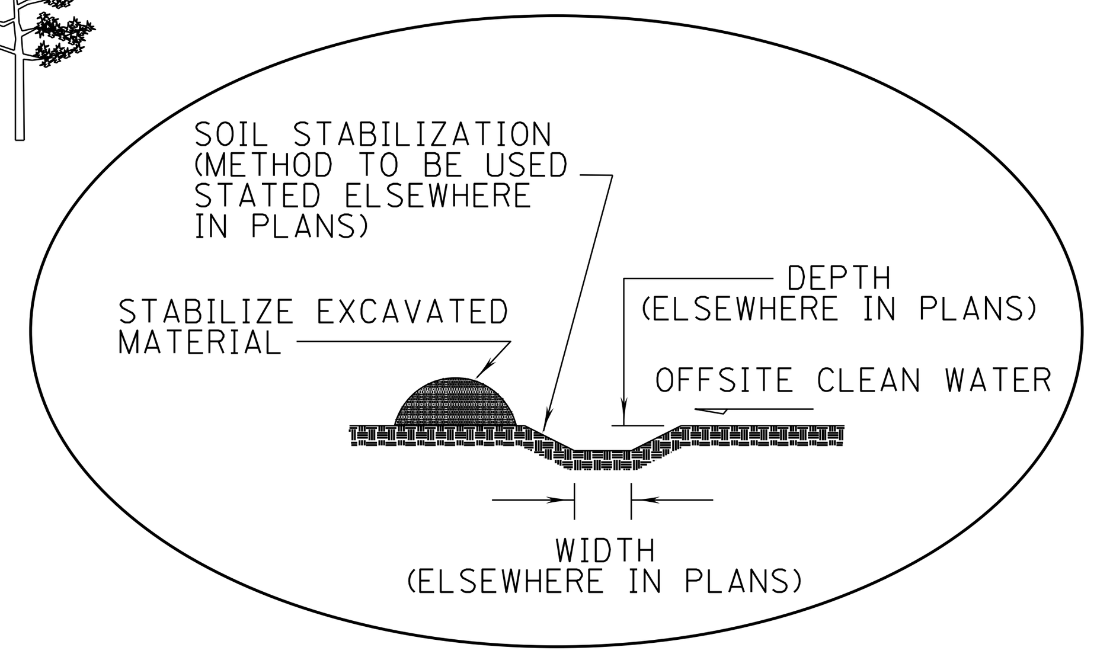
3. SAND BAGS CAN BE USED AS DIVERSION BERMS TO PREVENT SEDIMENT FROM BEING WASHED ONTO OR ACROSS HARD SURFACES, OR TO HELP SLOW SHEET FLOW VELOCITY WHEN DRAINING AWAY FROM HARD SURFACES.

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.





CLEAN WATER DIVERSION DITCH

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TYPICAL TEMPORARY EROSION / SEDIMENT CONTROL APPLICATIONS

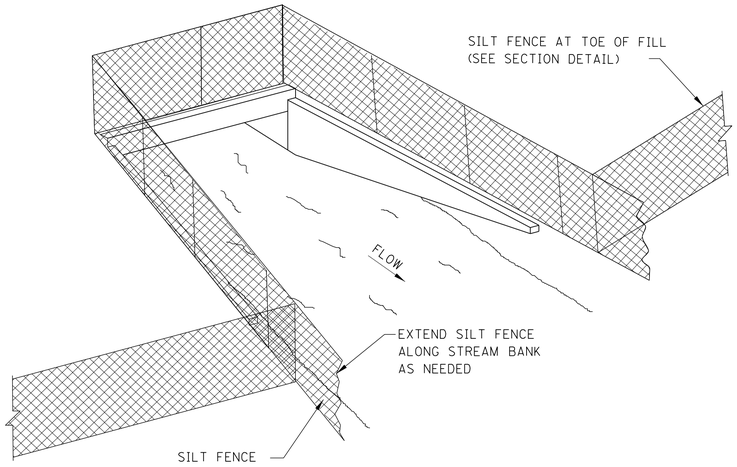
MDOT

WORKING NUMBER ECD-1

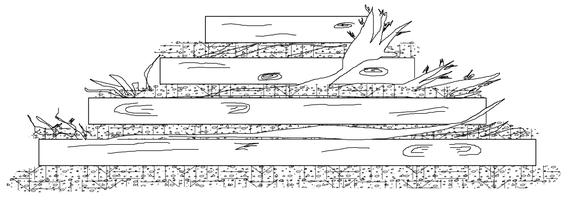
SHEET NUMBER 6101

ISSUE DATE: AUGUST 01, 2017

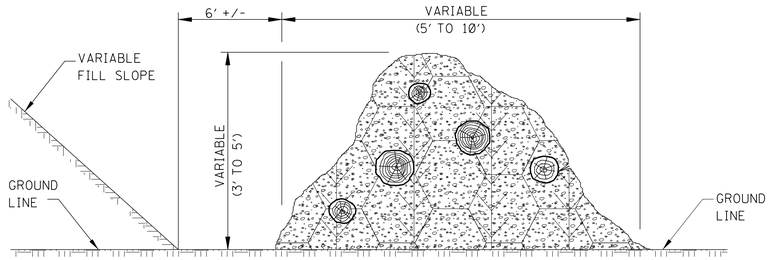
STATE	PROJECT NO.
MISS.	



SEDIMENT BARRIER AT CROSS DRAIN



FRONT ELEVATION



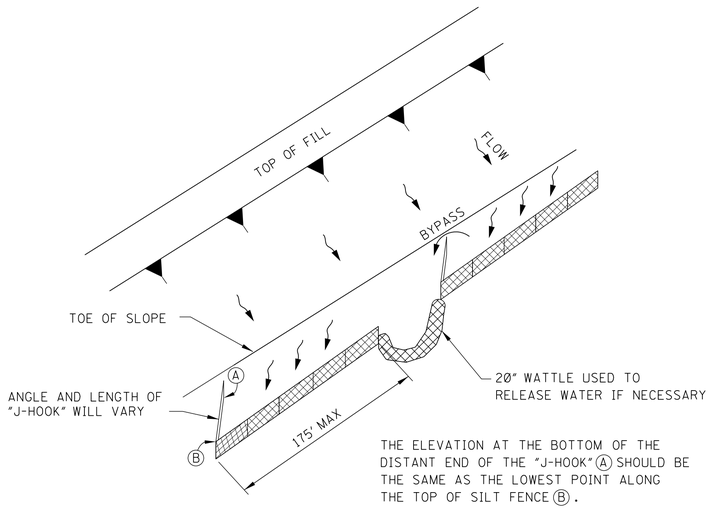
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

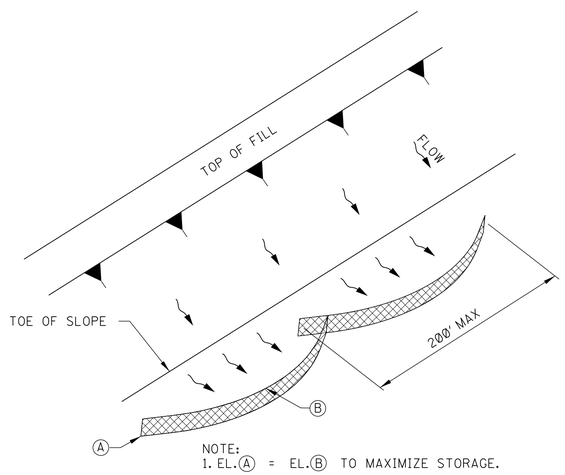
NOTES:

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

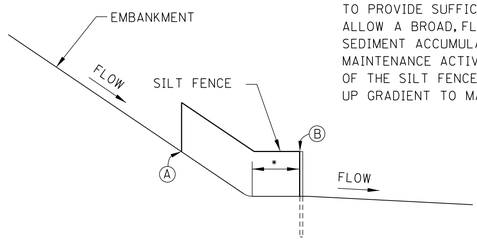


"J–HOOK" SILT FENCE APPLICATION



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	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF SEDIMENT BARRIER APPLICATIONS

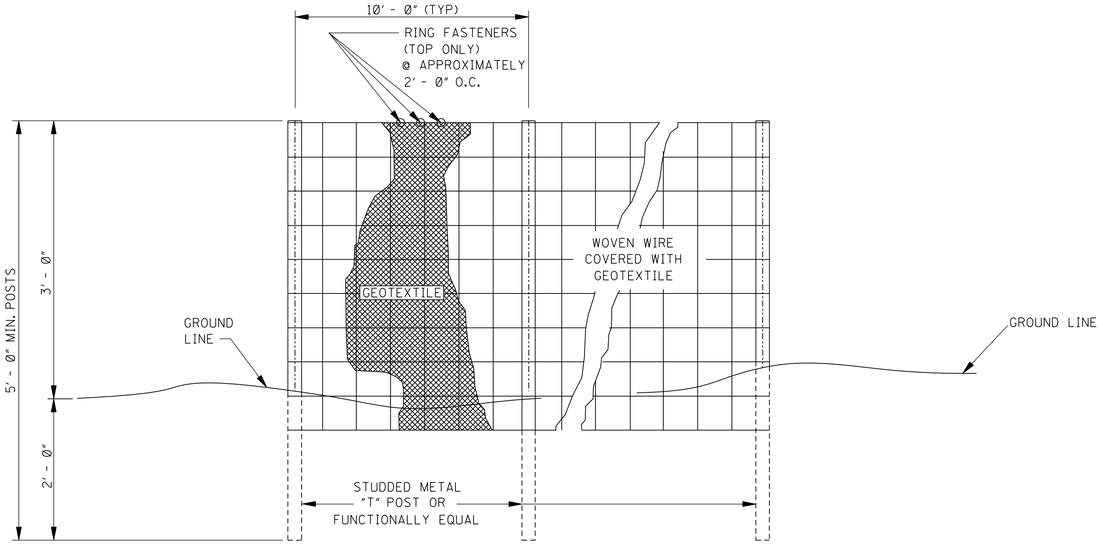
MDOT

WORKING NUMBER
ECD-2

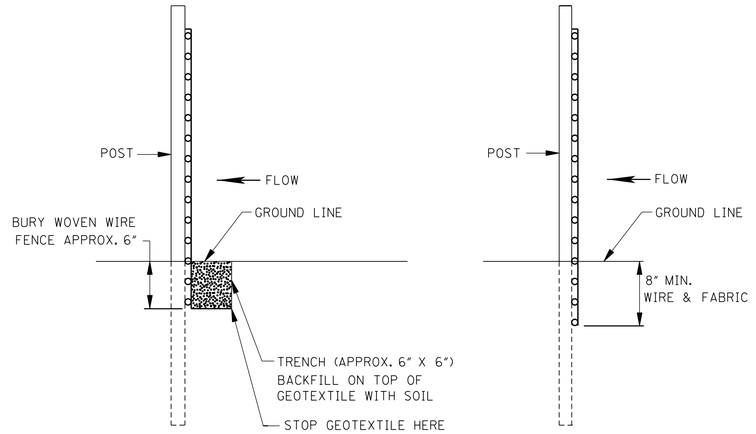
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6102

STATE	PROJECT NO.
MISS.	



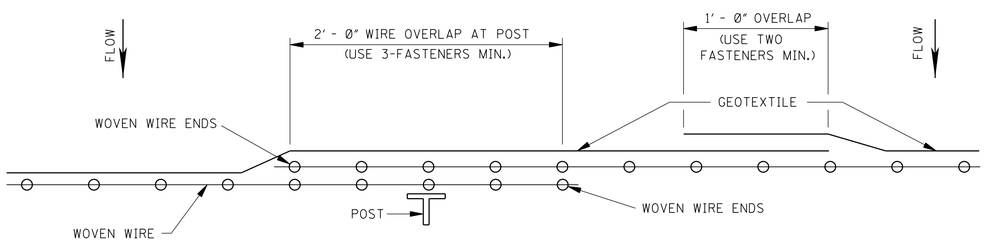
ELEVATION VIEW



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.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

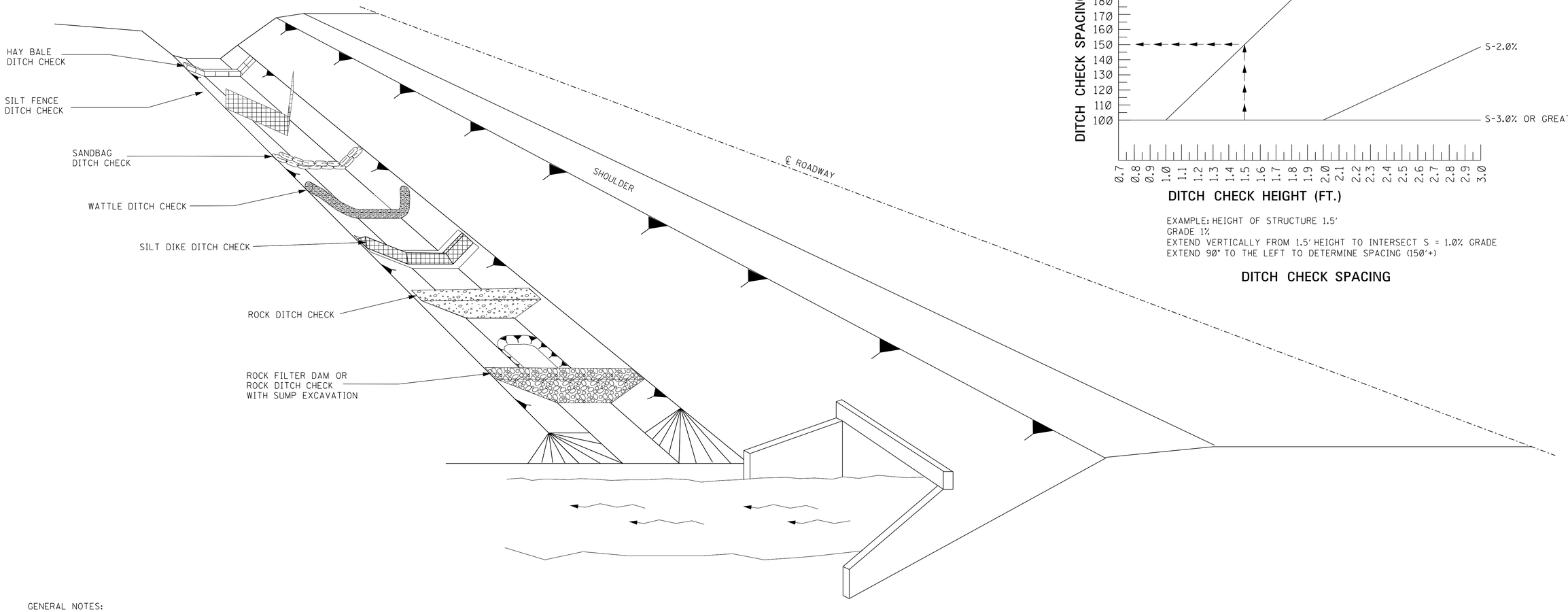
DETAILS OF SILT FENCE INSTALLATION

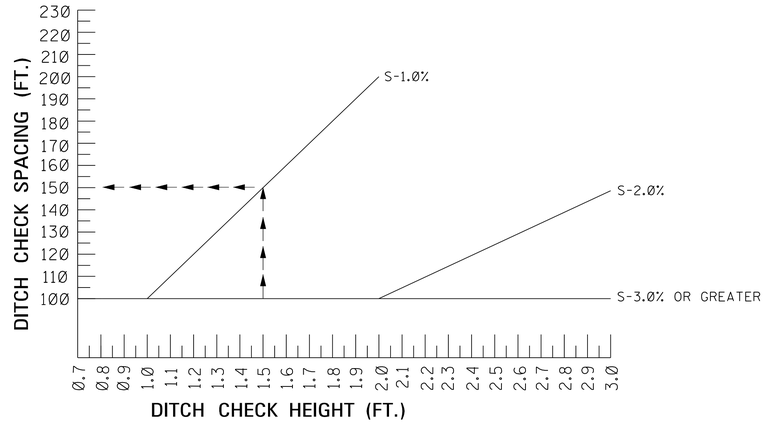
ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
ECD-3

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

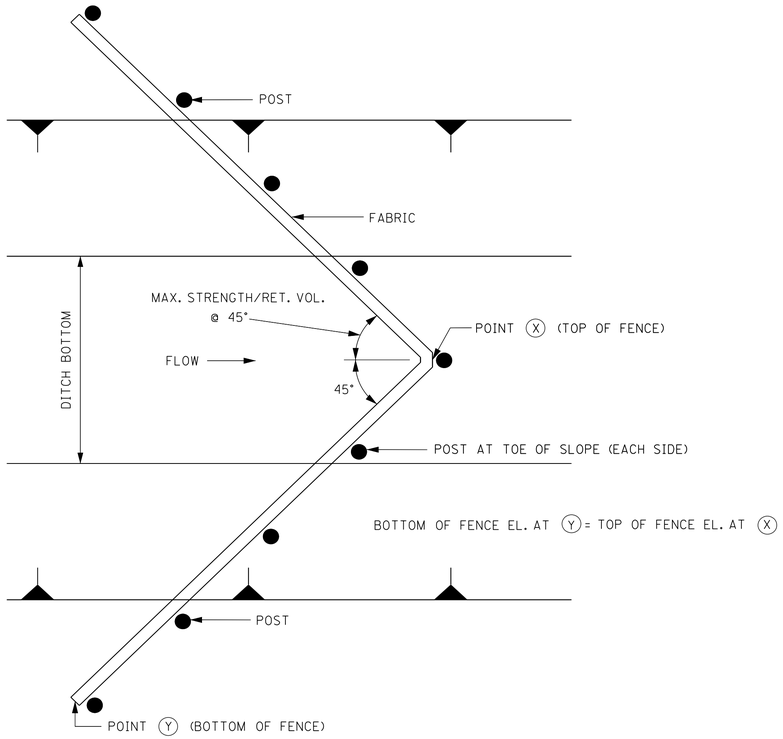
MDOT

WORKING NUMBER
ECD-4

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6104

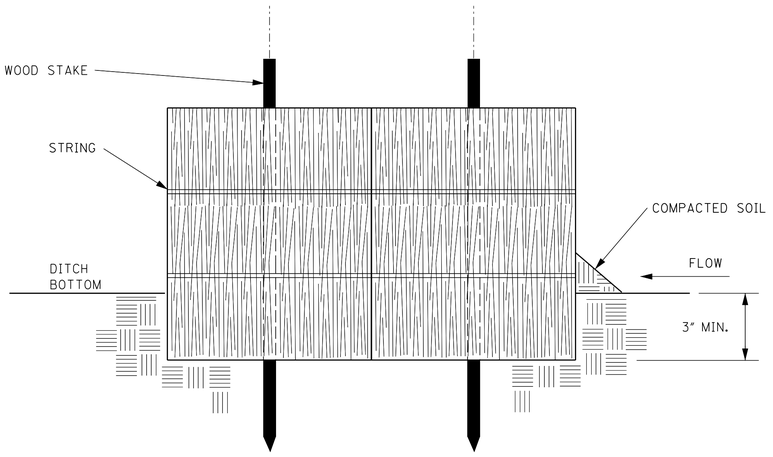
STATE	PROJECT NO.
MISS.	



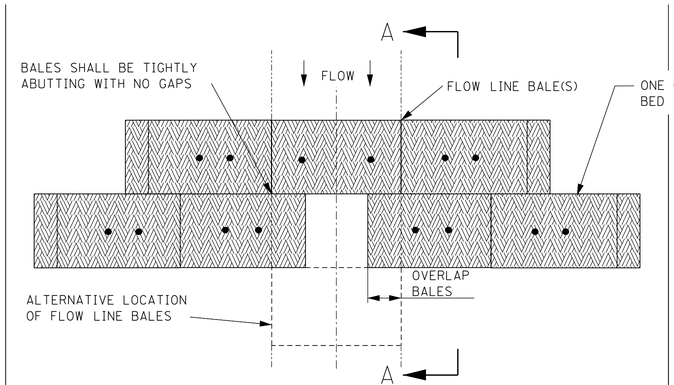
PLAN VIEW

NOTES:

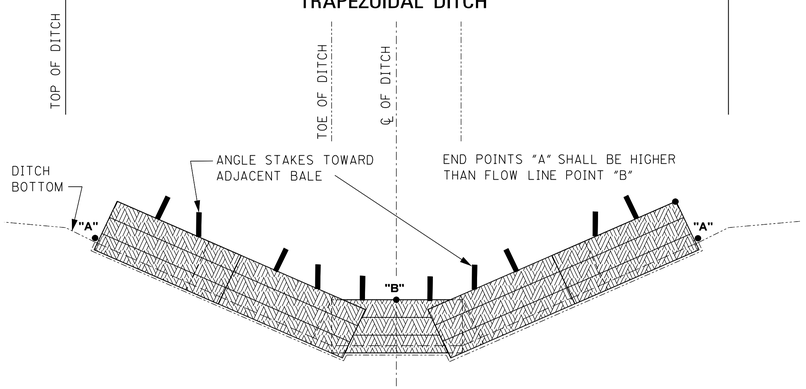
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON WK. NO. ECD-4.
2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.



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

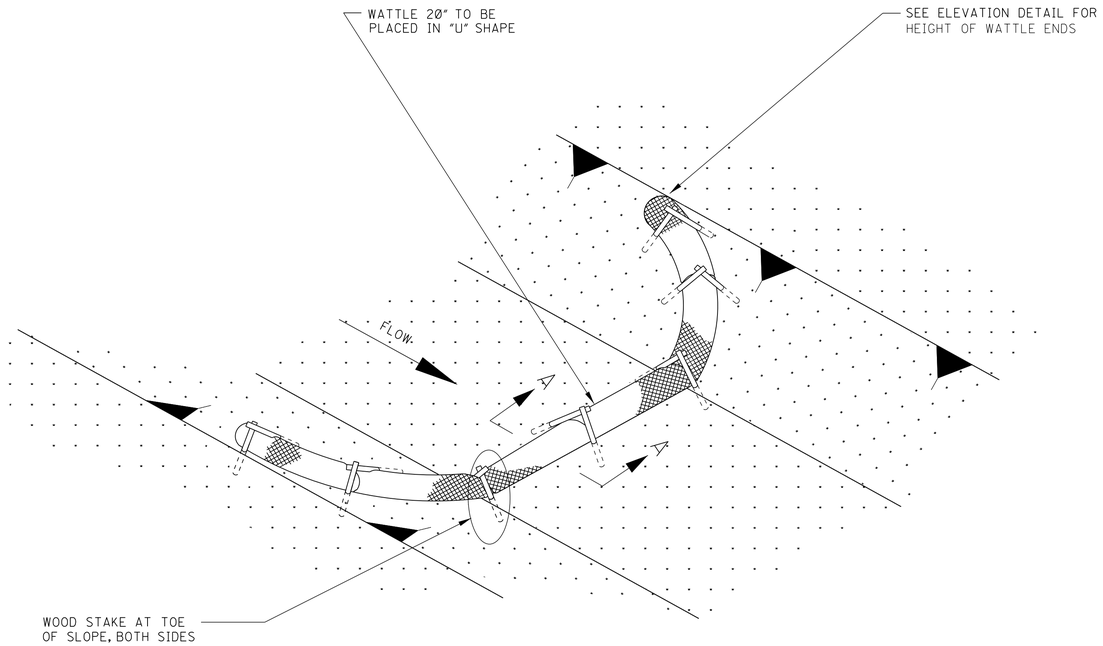
(SILT FENCE AND HAY BALE DITCH CHECKS)

WORKING NUMBER ECD-5

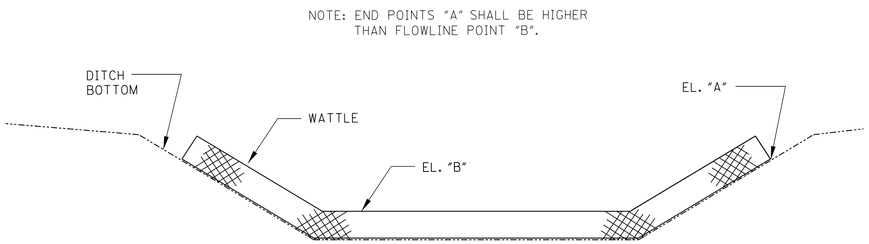
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6105

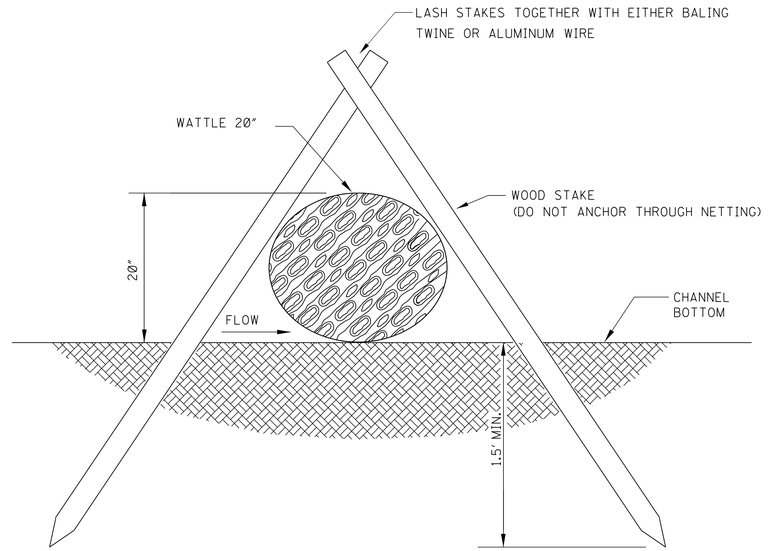
STATE	PROJECT NO.
MISS.	



DETAIL (DITCH CHECK)



ELEVATION DETAIL



SECTION A–A

NOTES:

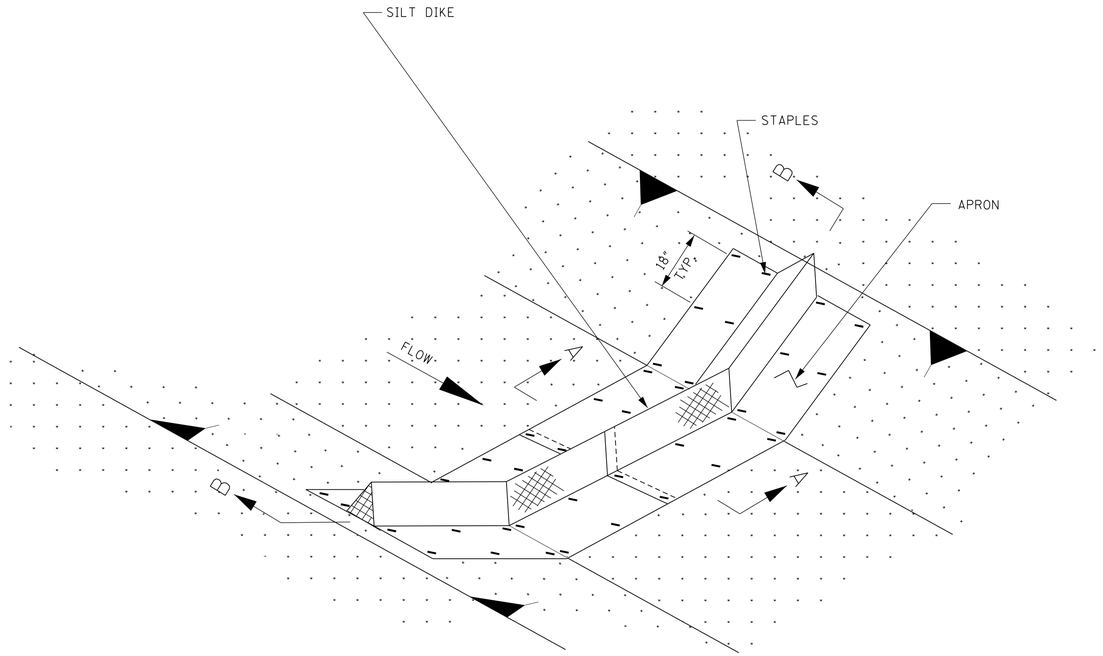
1. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
2. THE PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE 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	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
	REVISION	**DETAILS OF EROSION CONTROL WATTLE DITCH CHECK**
	DATE	ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER ECD-6

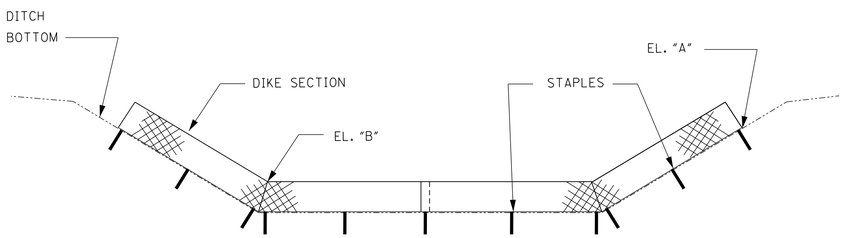
SHEET NUMBER 6106

STATE	PROJECT NO.
MISS.	



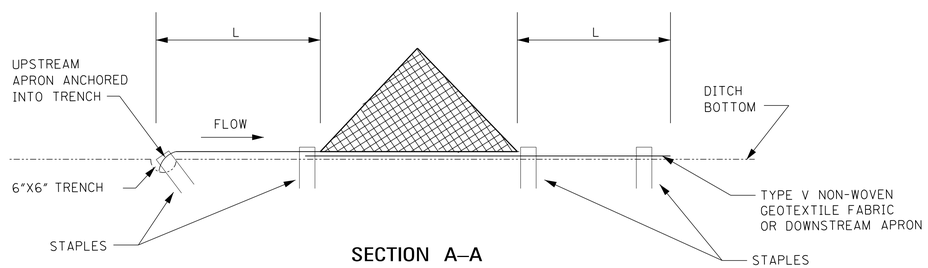
NOTES:

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

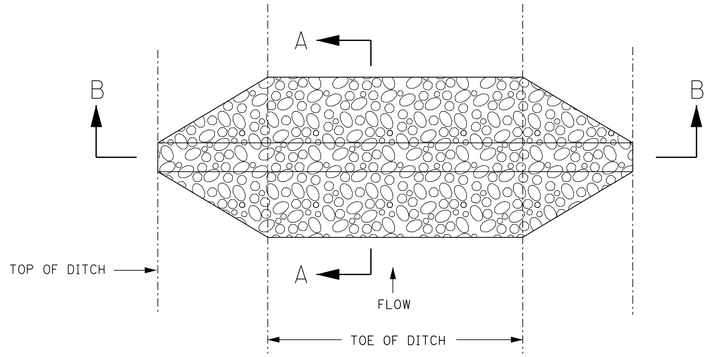
MDOT

WORKING NUMBER
ECD-7

ISSUE DATE: AUGUST 01, 2017

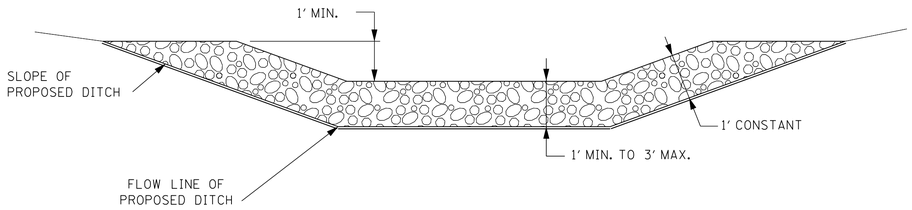
SHEET NUMBER
6107

STATE	PROJECT NO.
MISS.	

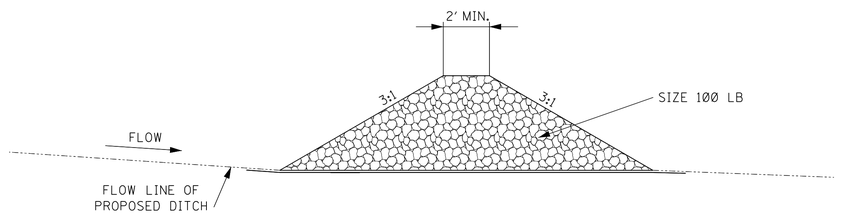


PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

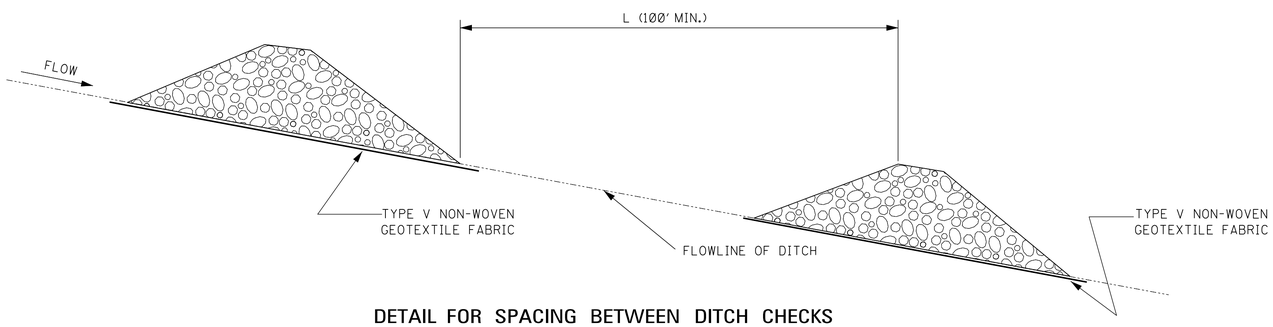


SECTION B–B



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.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

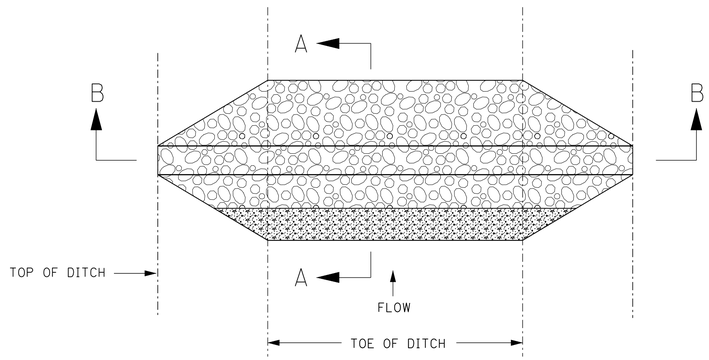
ROCK DITCH CHECK

WORKING NUMBER
ECD-8

ISSUE DATE: AUGUST 01, 2017

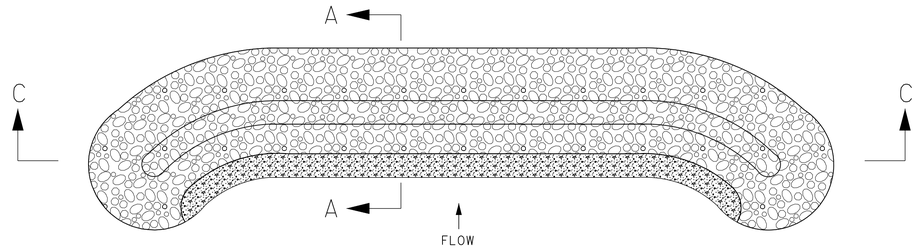
SHEET NUMBER
6108

STATE	PROJECT NO.
MISS.	



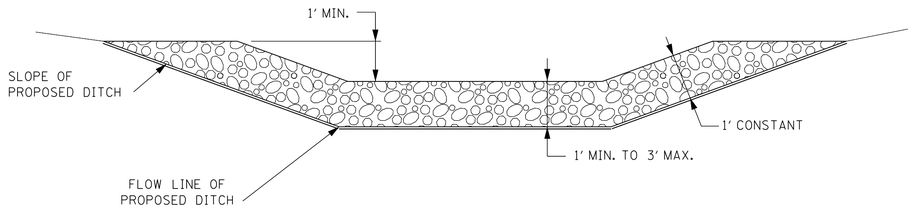
PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

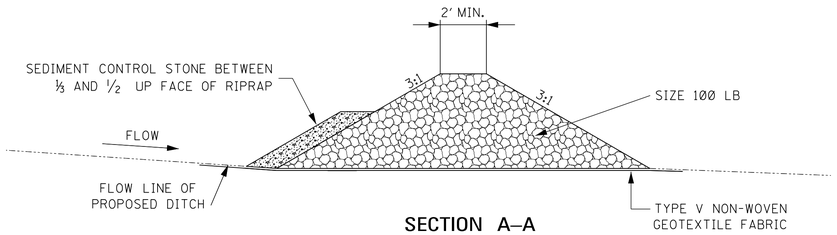


PLAN VIEW

DETAIL FOR USE OTHER THAN DITCH

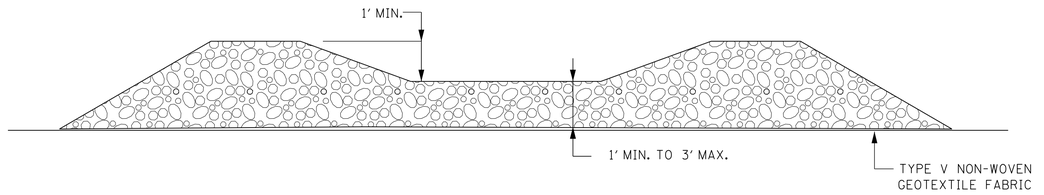


SECTION B–B



SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



SECTION C–C

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

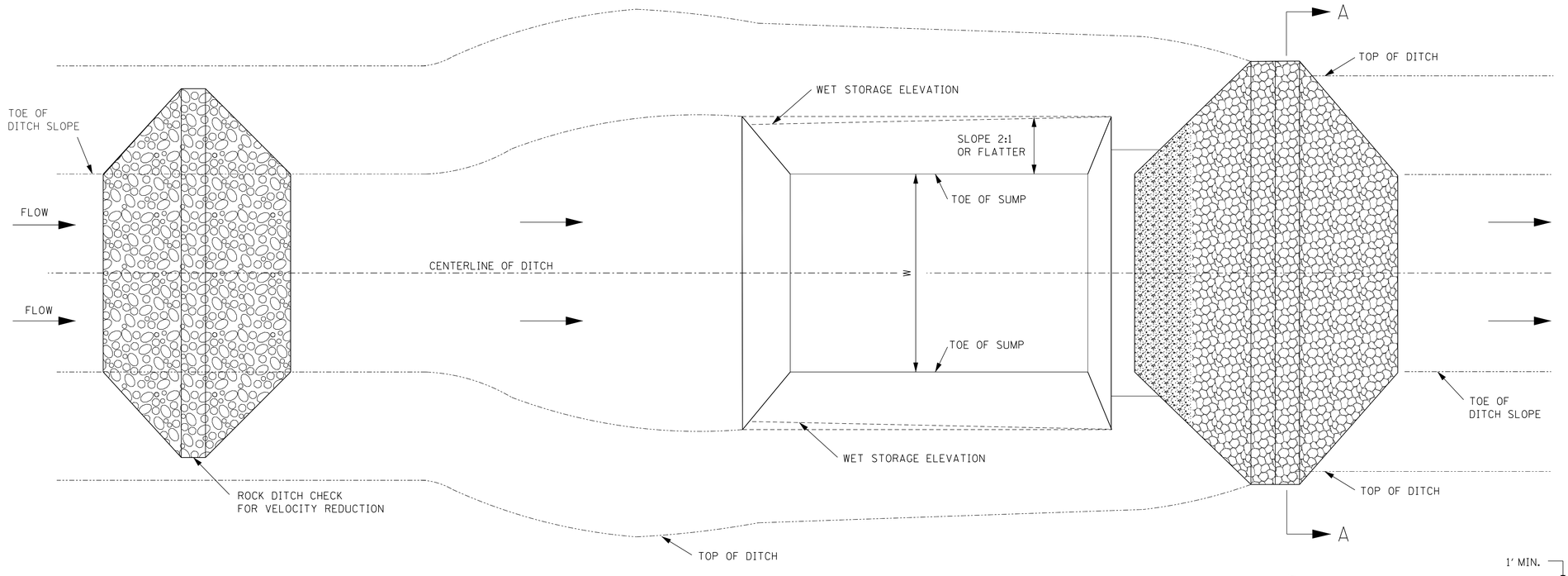
MDOT

WORKING NUMBER
ECD-9

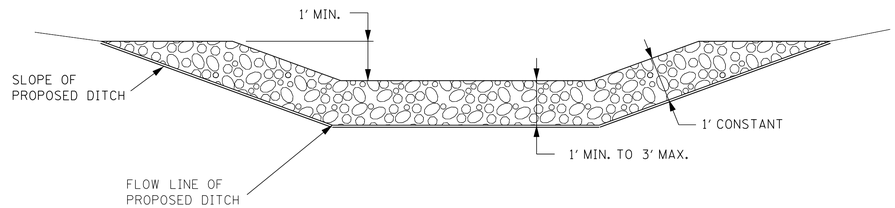
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6109

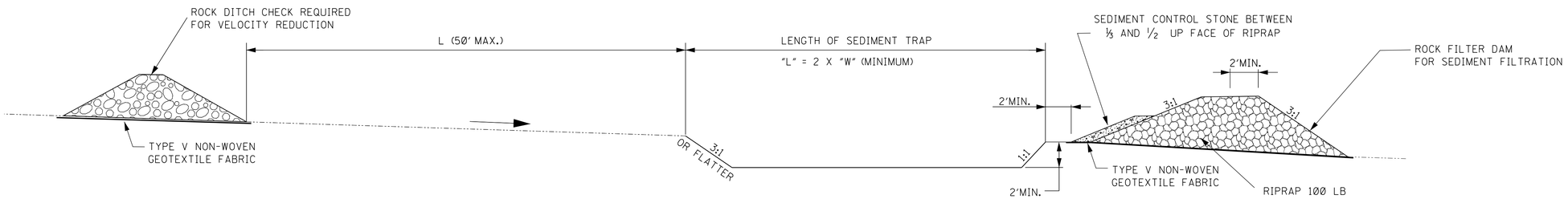
STATE	PROJECT NO.
MISS.	



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

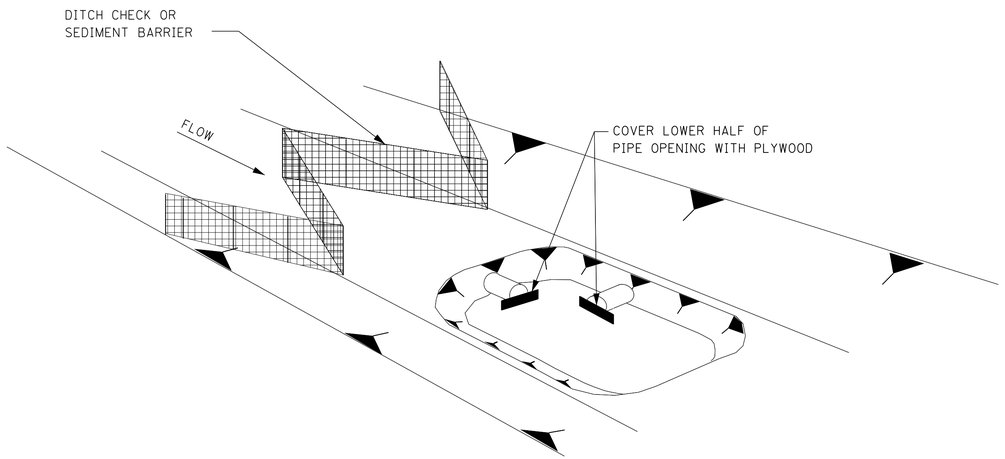
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-10

ISSUE DATE: AUGUST 01, 2017

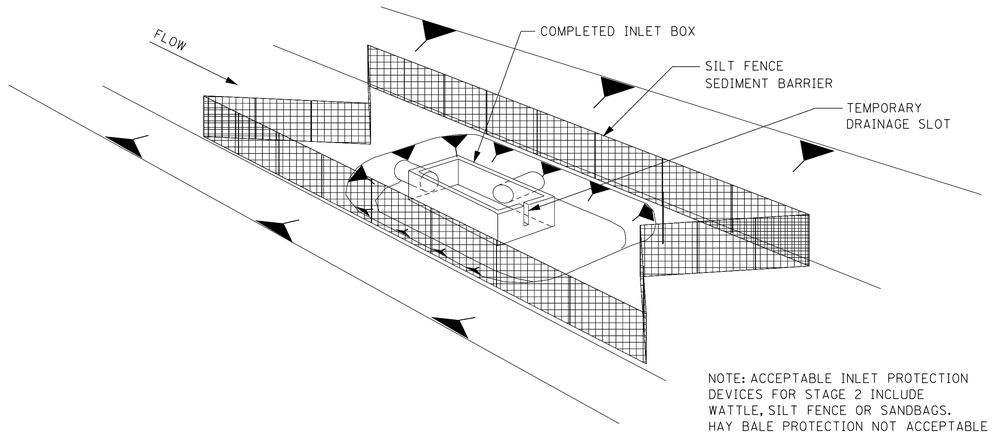
SHEET NUMBER
6110

STATE	PROJECT NO.
MISS.	



STAGE 1

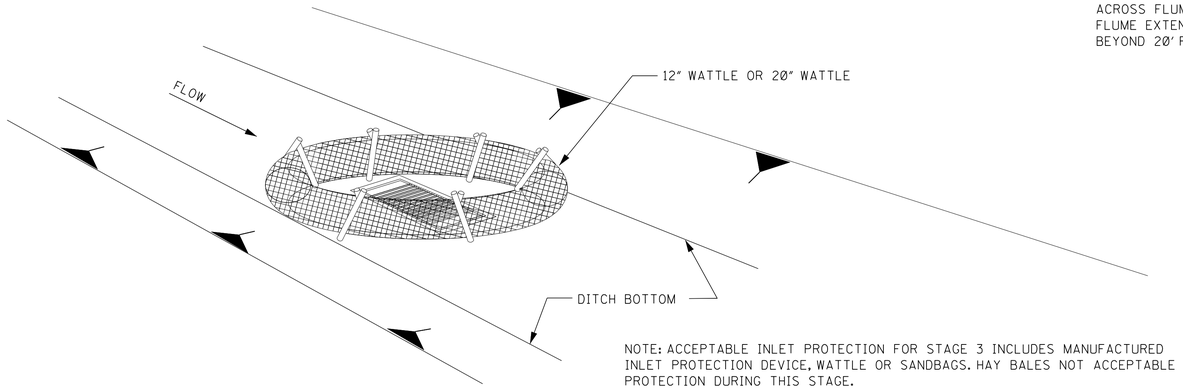
INLET/JUNCTION BOX LOCATION EXCAVATED



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

STAGE 2

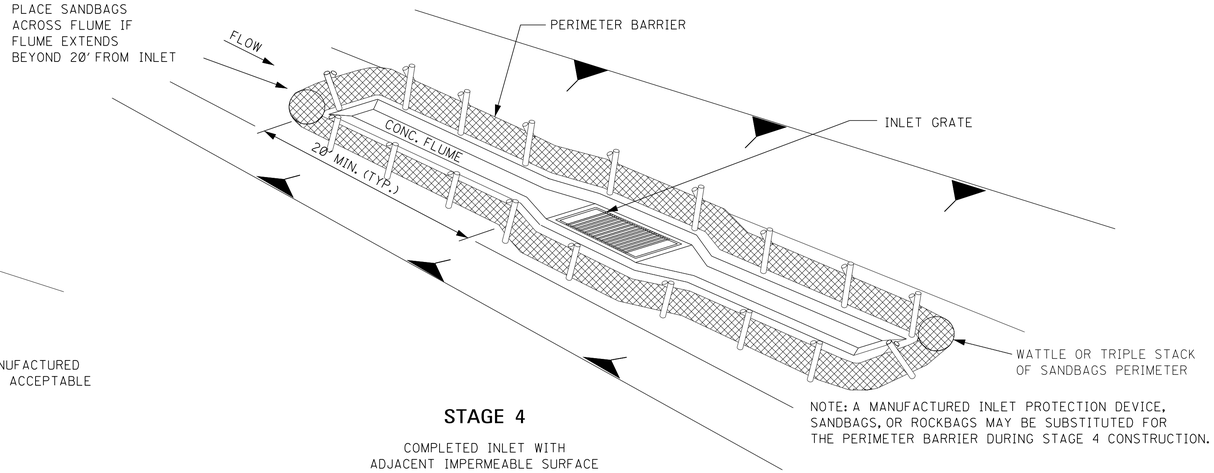
INLET/JUNCTION BOX
CONSTRUCTED BUT NOT BACKFILLED



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

STAGE 3

INLET CONSTRUCTED AND BACKFILLED



NOTE: A MANUFACTURED INLET PROTECTION DEVICE, SANDBAGS, OR ROCKBAGS MAY BE SUBSTITUTED FOR THE PERIMETER BARRIER DURING STAGE 4 CONSTRUCTION.

STAGE 4

COMPLETED INLET WITH
ADJACENT IMPERMEABLE SURFACE

DITCH INLET CONSTRUCTION STAGES

NOTES:

1. DRAINAGE STRUCTURE BACKFILL SHOULD BE PLACED IN STAGE 1 IMMEDIATELY AFTER PIPE INSTALLATION. INLET CONSTRUCTION SHOULD COMMENCE AS SOON AS POSSIBLE AND BE CONTINUOUS THROUGH COMPLETION.
2. CONFIGURATIONS MAY BE ADJUSTED WITH APPROVAL OF THE ENGINEER FOR TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.
3. DURING STAGE 1 AND STAGE 2, SILT FENCE MAY BE REQUIRED UPSLOPE OF THE INLET EXCAVATION AS DIRECTED BY THE ENGINEER.
4. IF SILT FENCE IS INSTALLED AROUND THE INLET INSTALLATION IT SHOULD BE IN A CONFIGURATION THAT WILL ALLOW INLET CONSTRUCTION.
5. FOR INLET PROTECTION TO BE USED IN STAGES 1 AND 2 OF CONSTRUCTION, SEE WK. NO. ECD-12.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TYPICAL APPLICATIONS AND DETAILS FOR INLET CONSTRUCTION

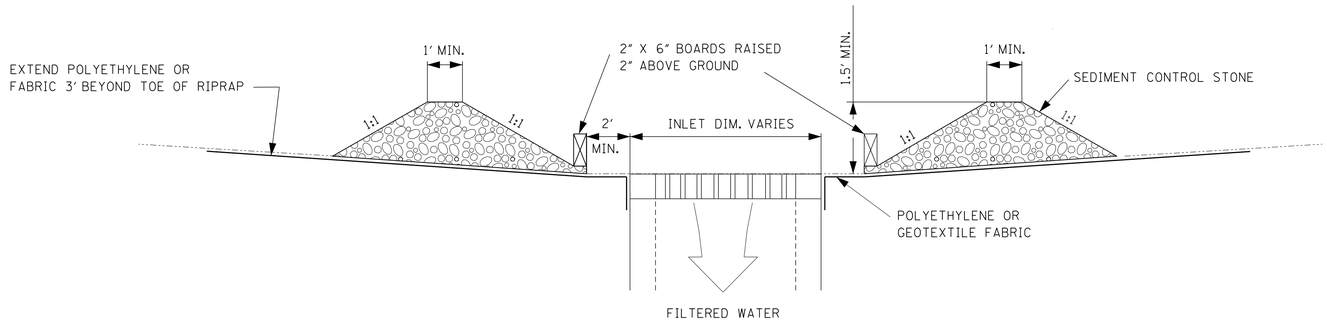
MDOT

WORKING NUMBER
ECD-11

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6111

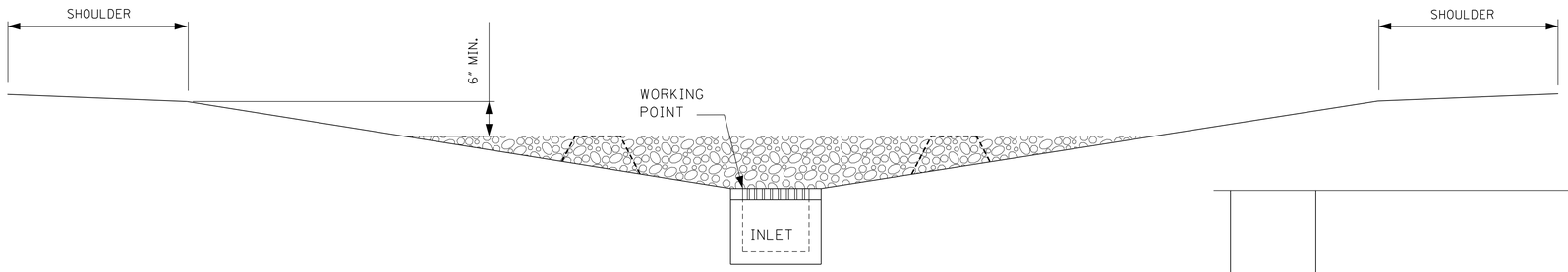
STATE	PROJECT NO.
MISS.	



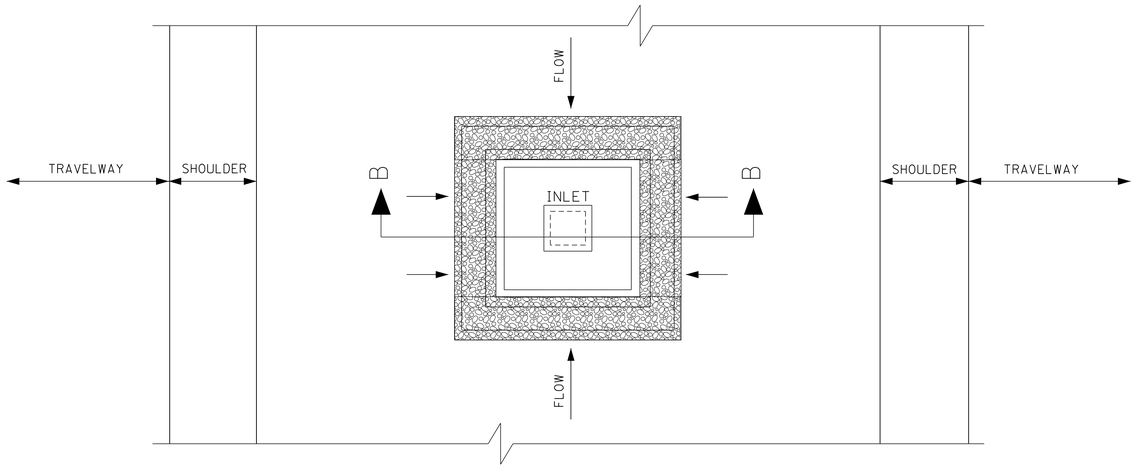
SECTION B–B

NOTES:

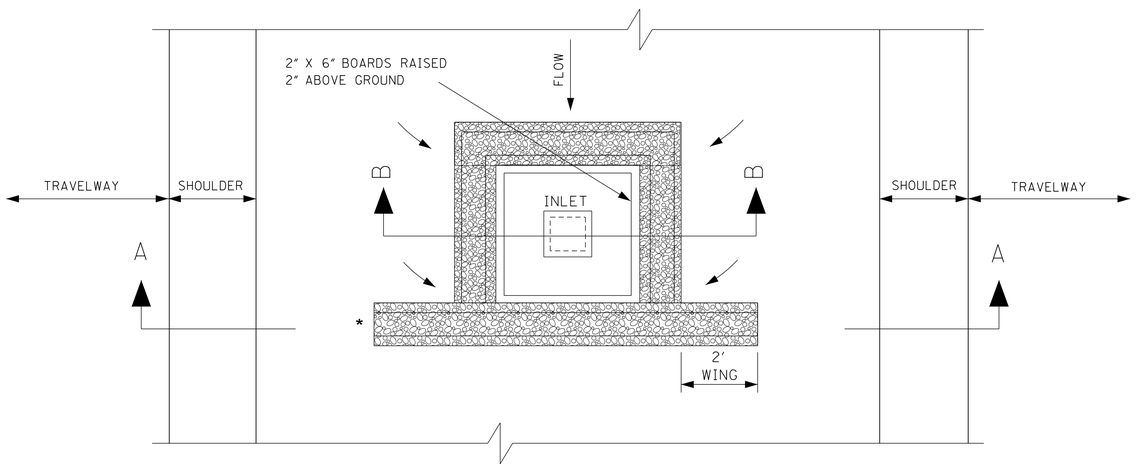
1. THE ELEVATION OF THE TOP OF THE REQUIRED SEDIMENT CONTROL STONE BERM SHOULD BE 1.5' ABOVE THE ELEVATION OF THE INLET WORKING POINT AND SHALL BE A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.
2. THIS SEDIMENT CONTROL STONE INLET PROTECTION SHALL BE UTILIZED DURING STAGE 1 AND STAGE 2 INLET CONSTRUCTION. SEE WK. NO. ECD-11.
3. 2" X 6" BOARDS MAY BE REPLACED WITH WIRE MESH WITH OPENINGS LESS THAN 1" X 1". COST OF WHICH SHALL BE INCLUDED IN OTHER ITEMS BID.
4. THE COST OF POLYETHYLENE AND/OR FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.



SECTION A–A



PLAN – IN SAG



PLAN – ON GRADE

* CONSTRUCT WINGS TO PREVENT BYPASS

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

INLET PROTECTION DETAILS FOR SEDIMENT CONTROL STONE ON GRADES AND SAGS

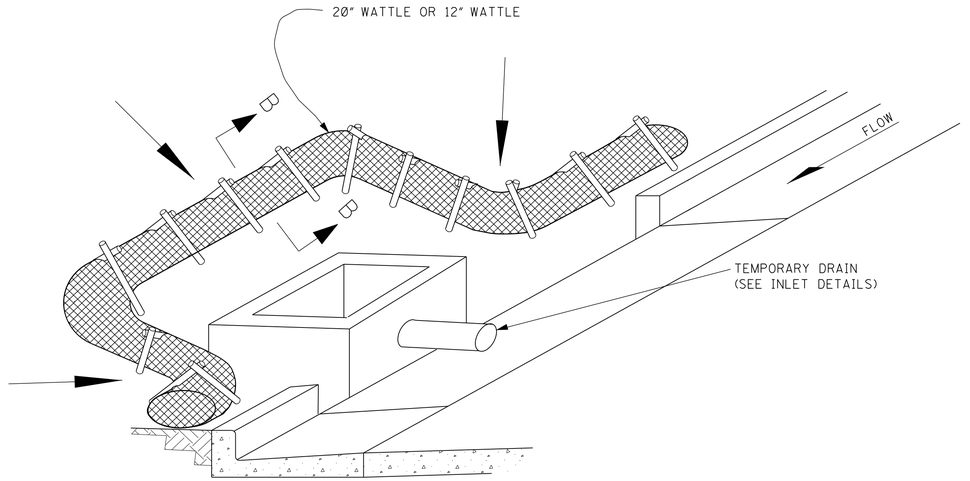
WORKING NUMBER
ECD-12

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6112

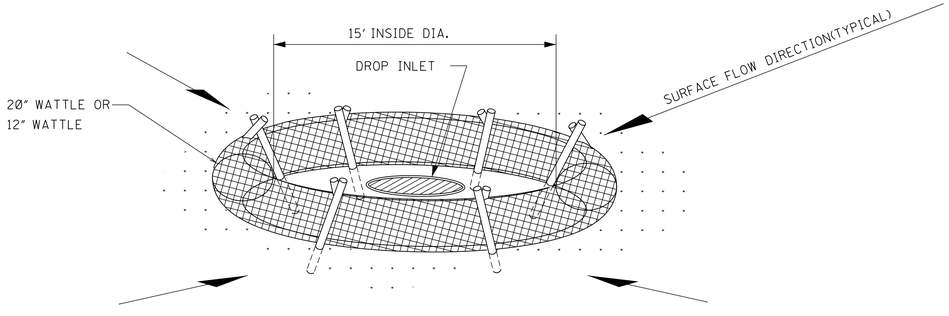
STATE	PROJECT NO.
MISS.	

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



CURB INLET PROTECTION (STAGE 2)

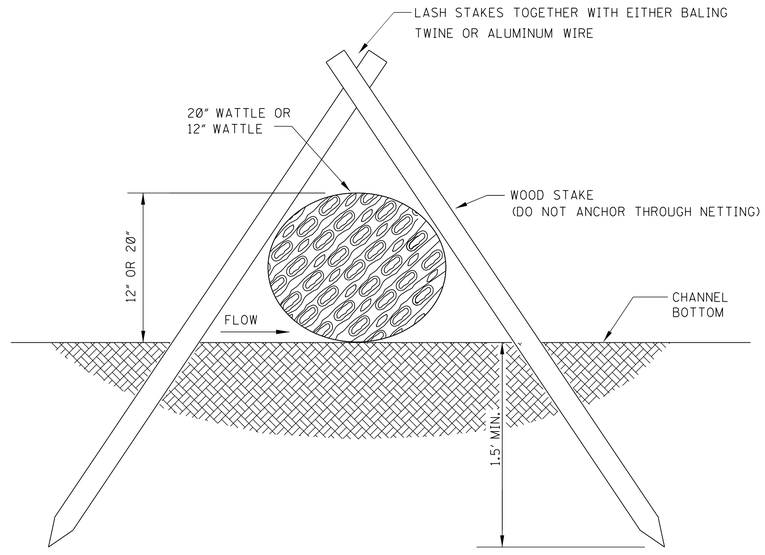
SINGLE OR DOUBLE WING INLET



DROP INLET PROTECTION

NOTES:

1. ANCHORING STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE WATTLE. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
2. OVERLAP ENDS OF WATTLES PER MANUFACTURER'S RECOMMENDATIONS (1' MIN., 3' MAX.)
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
4. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SANDBAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE WATTLES IN PLACE. COST OF SANDBAGS USED IN THIS APPLICATION SHALL BE INCLUDED IN OTHER ITEMS BID.



SECTION B–B

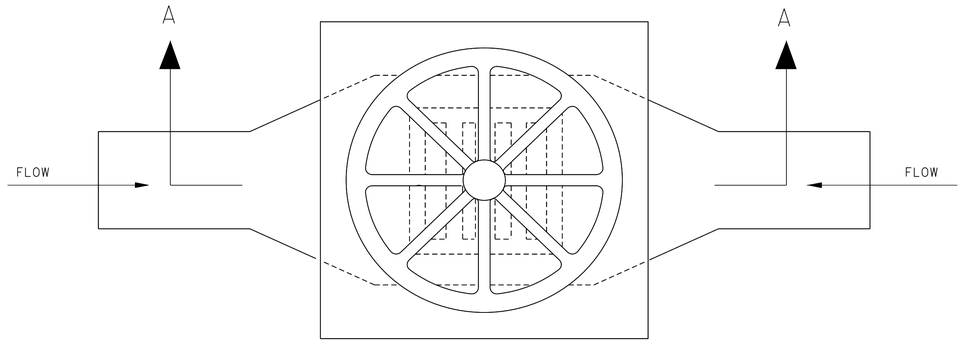
		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
		REVISION	**INLET PROTECTION DETAILS OF WATTLES**
		DATE	ISSUE DATE: AUGUST 01, 2017

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER ECD-13

SHEET NUMBER 6113

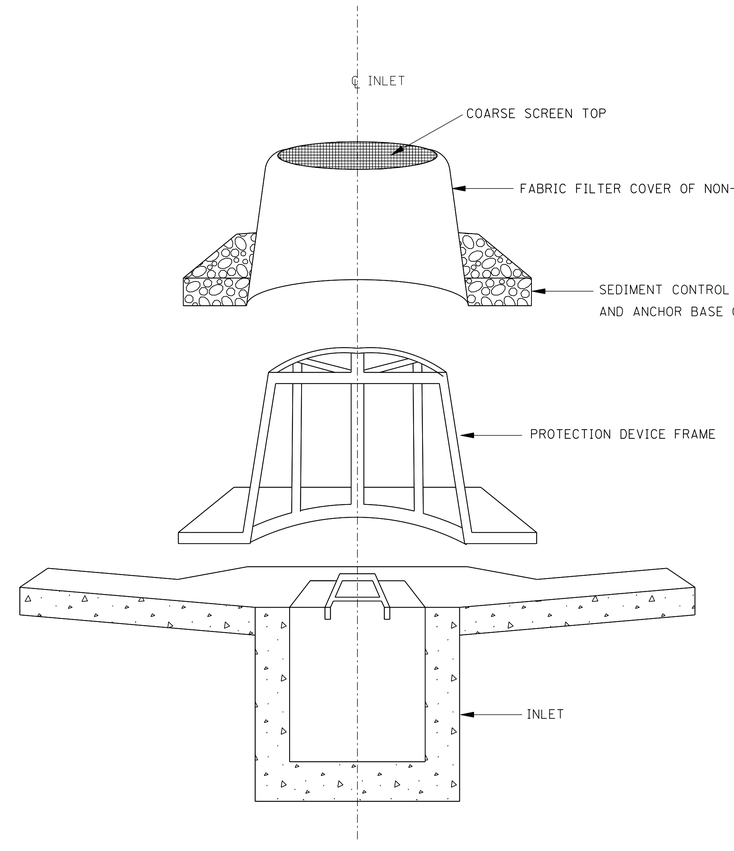
STATE	PROJECT NO.
MISS.	



PLAN

NOTES:

1. FRAMES WITH EITHER SQUARE OR CIRCULAR BASES MAY BE USED. SELECTED FRAME BASE SHOULD PROVIDE BEST SEAL AROUND THE INLET AS DIRECTED BY THE ENGINEER.
2. FILL POCKETS AROUND BASE OF FILTER COVER WITH SEDIMENT CONTROL STONE. THE COST OF SEDIMENT CONTROL STONE USED IN THIS APPLICATION SHALL BE INCLUDED IN OTHER ITEMS BID.
3. USE ONLY DURING STAGE 3 OR STAGE 4 INLET CONSTRUCTION. SEE WK. NO. ECD-11.
4. FOR MEDIAN INLET PROTECTION, THE ELEVATION OF THE COARSE SCREEN TOP SHALL BE A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.



SECTION "A–A"

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE

BY	REVISION	DATE

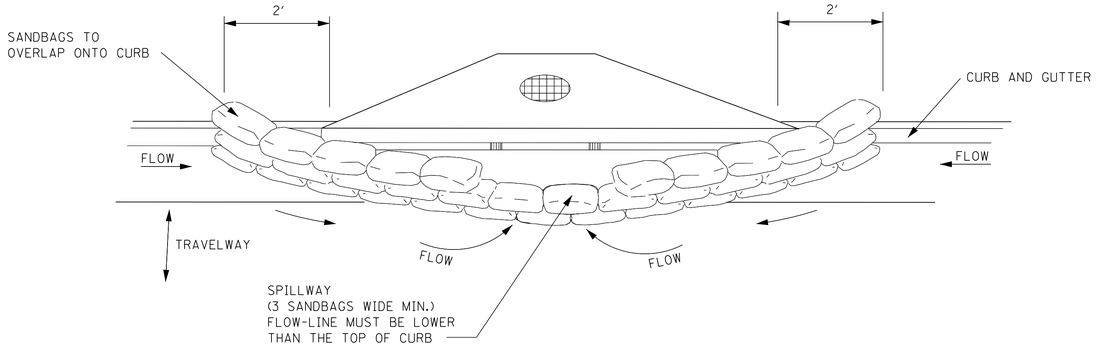
ISSUE DATE: AUGUST 01, 2017

MDOT

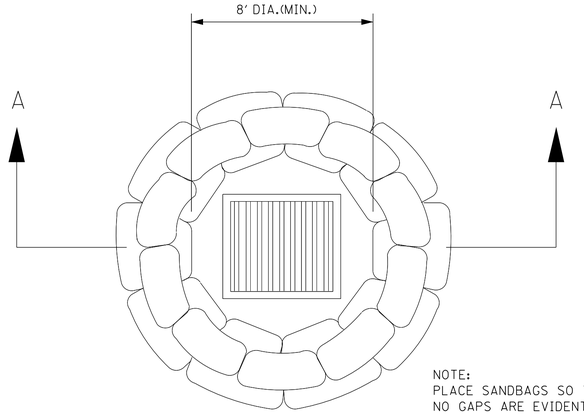
WORKING NUMBER
ECD-14

SHEET NUMBER
6114

STATE	PROJECT NO.
MISS.	

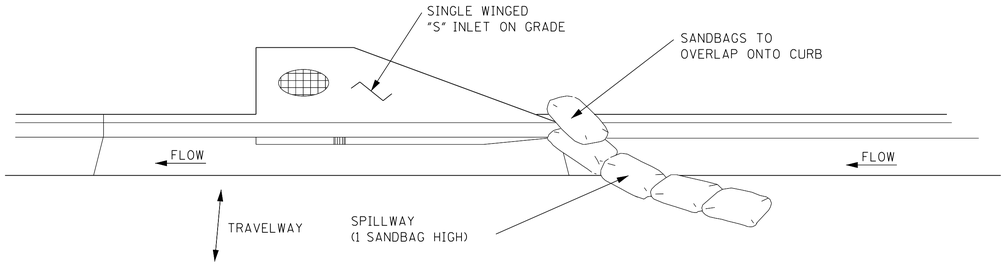


TYPICAL (SANDBAG) PROTECTION FOR INLET IN SAG

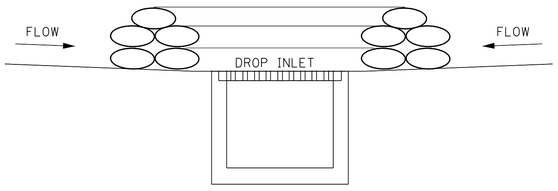


DROP INLET

PLAN VIEW

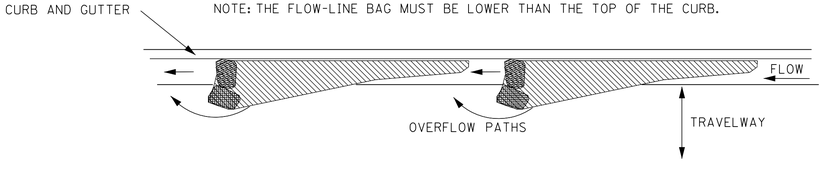


TYPICAL (SANDBAG) PROTECTION FOR INLET ON GRADE



SECTION A–A

SANDBAG BARRIER



CURB AND GUTTER SEDIMENT
CONTAINMENT SYSTEM

CURB INLET PROTECTION NOTES:

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

	BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

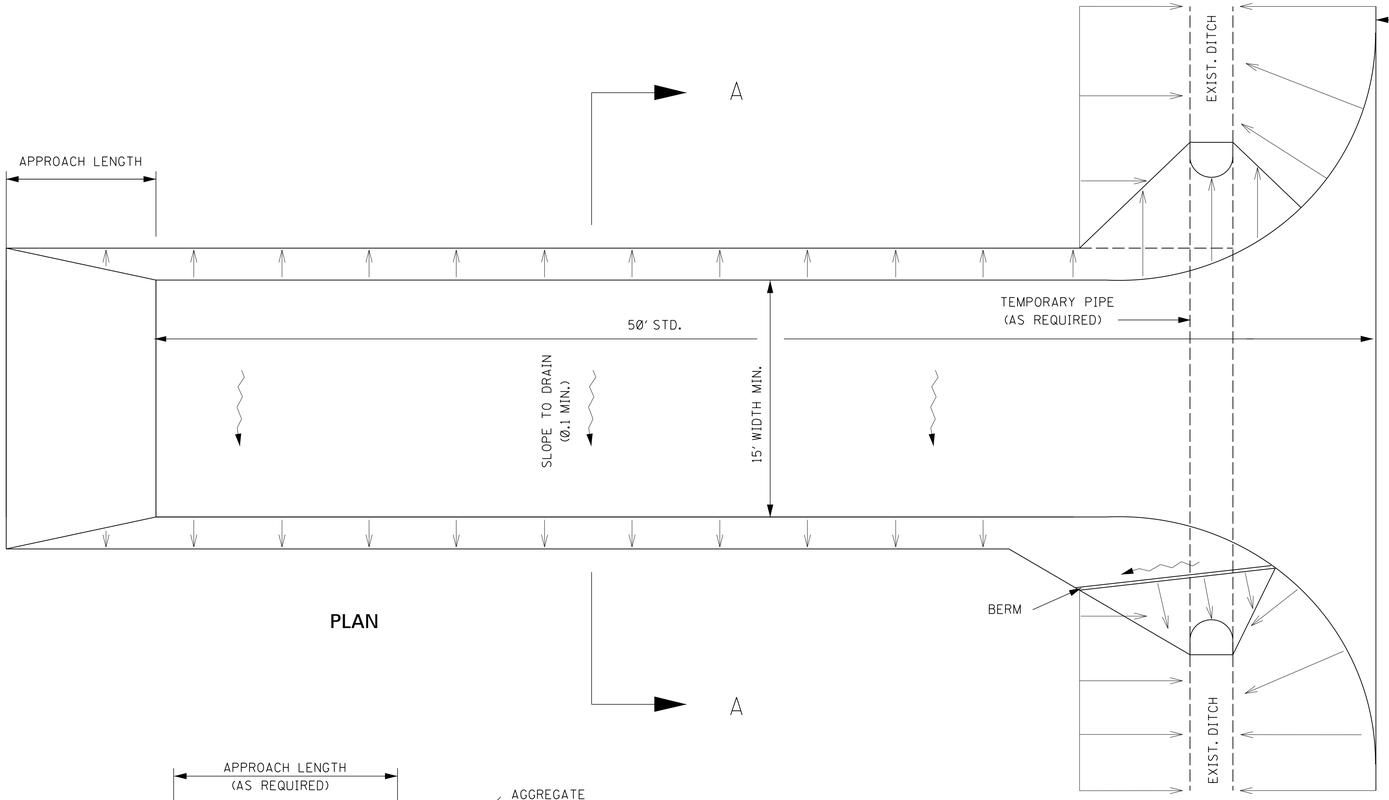
INLET PROTECTION DETAILS OF SANDBAGS

WORKING NUMBER
ECD-15

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6115

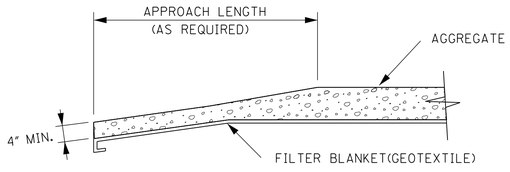
STATE	PROJECT NO.
MISS.	



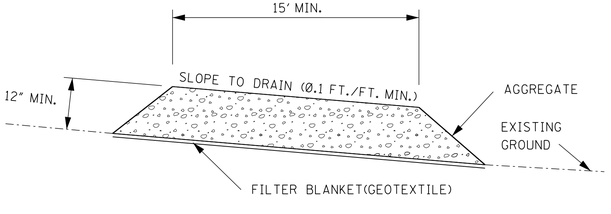
PLAN

GENERAL NOTES:

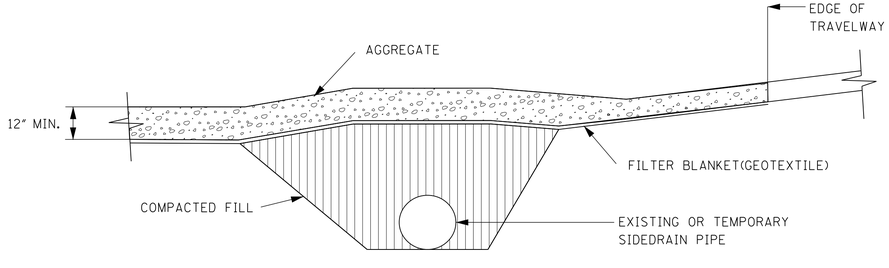
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFFSITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE PROJECT SHALL BE DIRECTED THRU THE STABILIZED ENTRANCE. BARRIERS, FLAGGING, OR OTHER 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

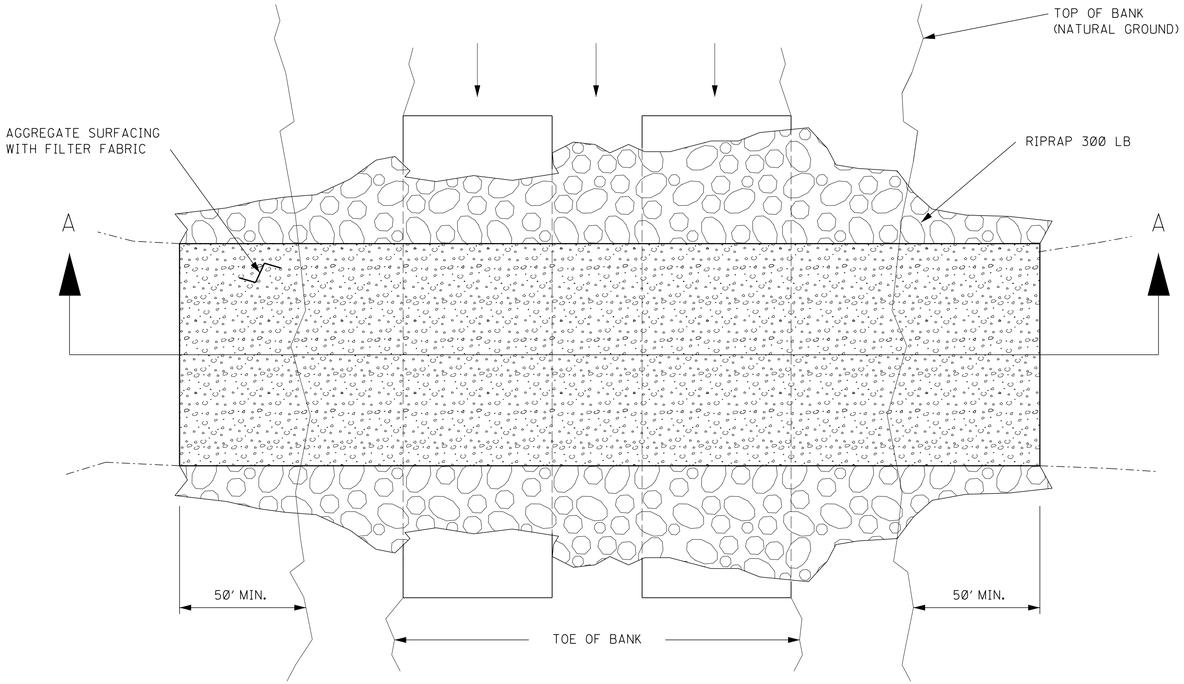
WORKING NUMBER
ECD-16

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6116

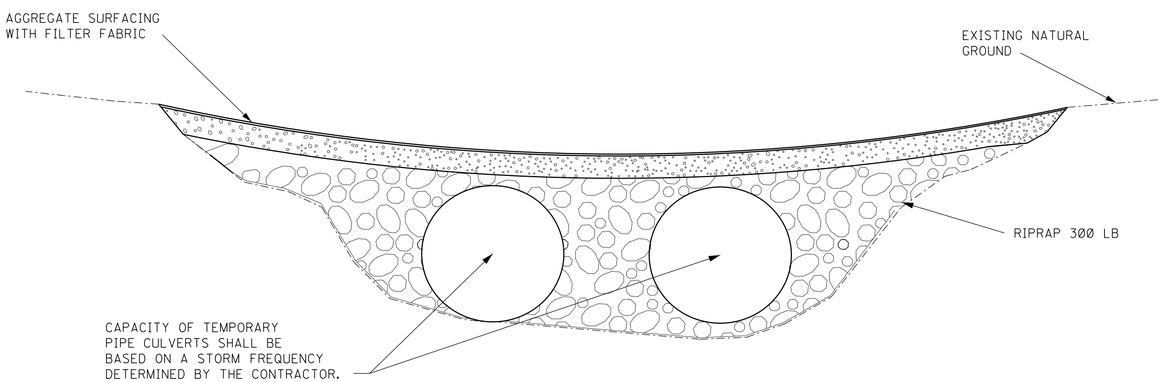
STATE	PROJECT NO.
MISS.	

TEMPORARY CULVERT STREAM CROSSING



PLAN VIEW

TEMPORARY CULVERT STREAM CROSSING



SECTION A–A

GENERAL NOTES:

1. TEMPORARY CULVERT STREAM CROSSINGS PROVIDE A MEANS FOR VEHICLES AND EQUIPMENT TO SAFELY CROSS A WATERCOURSE WHILE MINIMIZING DAMAGE TO THE CHANNEL AND/OR BANKS.
2. TEMPORARY CULVERT STREAM CROSSINGS, WHEN PERMITTED BY THE ENGINEER, SHALL BE CONSTRUCTED TO SAFELY PASS EXPECTED MEAN WATER FLOW OF THE STREAM FOR THE TIME OF YEAR AND LENGTH OF TIME THAT THEY ARE INSTALLED.
3. TEMPORARY STREAM CROSSINGS SHALL BE DESIGNED TO ENSURE STRUCTURAL INTEGRITY AND STABILITY, AND MAINTAIN NORMAL DOWNSTREAM FLOWS. THE USE OF INSTREAM CROSSINGS AND INSTREAM AGGREGATE FILL SHOULD BE MINIMIZED TO THE EXTENT PRACTICABLE.
4. A CONTINUOUS PROGRAM OF EFFECTIVE EROSION AND SEDIMENT CONTROL MEASURES SHOULD BE IMPLEMENTED PRIOR TO AND CONCURRENT WITH ANY TYPE OF CONSTRUCTION ACTIVITY WITHIN THE BANKS OF A STREAM. WHEN A CROSSING IS NO LONGER NEEDED, THE STREAMBED AND STREAM BANKS SHALL BE RESTORED TO PRE-DISTURBANCE CONDITIONS, OR SUCH A CONDITION THAT PROVIDES SUBSTANTIALLY EQUIVALENT PROTECTION OF WATER QUALITY.
5. LOCATIONS OR TYPES OF TEMPORARY CULVERT STREAM CROSSINGS WILL NOT BE SHOWN ON THE PLANS AS REQUIRED ITEMS.
6. THE CONTRACTOR MAY PROPOSE OTHER OPTIONS FOR TEMPORARY CROSSINGS SUCH AS STEEL/TIMBER BRIDGE OR MATS.
7. THE DETAILS PROVIDED DEPICT A TYPICAL TEMPORARY CULVERT STREAM CROSSING.
8. ALL COSTS FOR MATERIALS, LABOR, EQUIPEMENT, CONSTRUCTION, REMOVAL, AND MAINTENANCE SHALL BE INCLUDED IN OTHER ITEMS BID.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

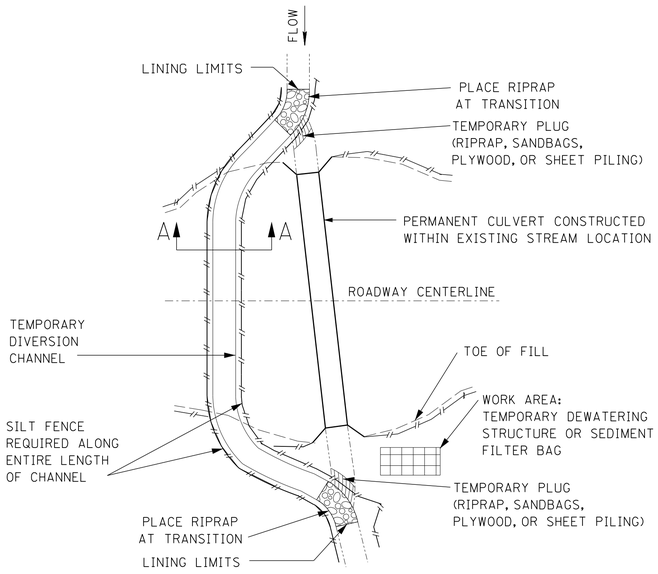
TEMPORARY CULVERT STREAM CROSSING

WORKING NUMBER
ECD-17

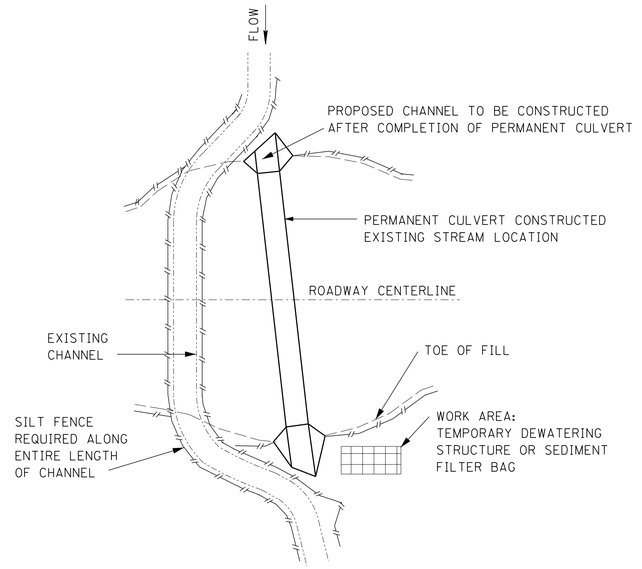
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6117

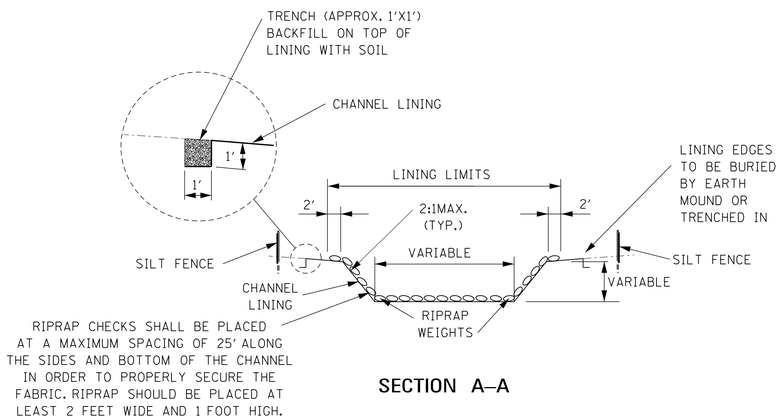
STATE	PROJECT NO.
MISS.	



CULVERT CONSTRUCTED
WITHIN EXISTING STREAM

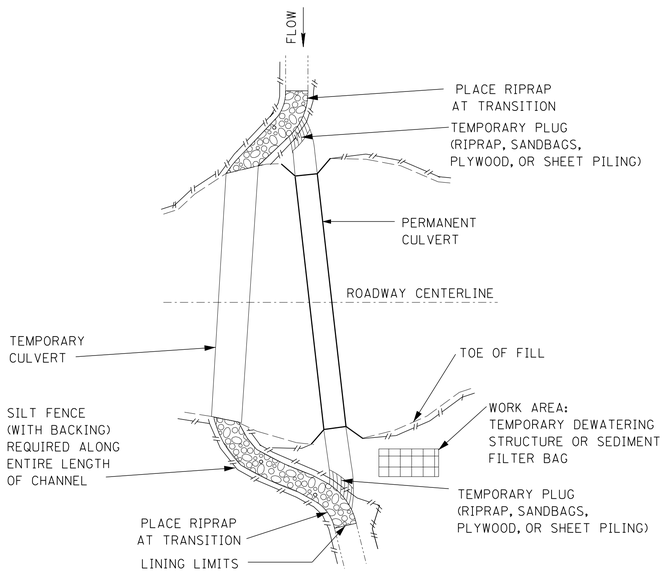


CULVERT CONSTRUCTED
OUTSIDE EXISTING STREAM



SECTION A–A

TEMPORARY DIVERSION CHANNEL
WITH GEOTEXTILE FABRIC



TEMPORARY CULVERT
USED DURING CONSTRUCTION

GENERAL NOTES:

1. TEMPORARY DIVERSION CHANNELS MAY BE USED TO DIVERT NORMAL STREAM PATH FLOW FROM AN ERODIBLE AREA UNTIL SUCH AREAS CAN BE STABILIZED.
2. TYPE III FILTER FABRIC OR PRE-FAB DITCH LINER MAY BE USED FOR CHANNEL LINING.
3. RIPRAP WITH FILTER FABRIC MAY BE USED FOR CHANNEL FLOW VELOCITIES OF 3 FPS TO 9 FPS. THE RIPRAP SHALL BE SIZE 300 LB.
4. LOCATIONS OR TYPES OF TEMPORARY DIVERSIONS WILL NOT BE SHOWN ON THE PLANS.
5. DIVERSION CHANNEL SHALL BE STABILIZED AND INSPECTED BY THE ENGINEER BEFORE FLOW IS DIVERTED.
6. DURING CONSTRUCTION OF DIVERSION CHANNEL, DAMAGE TO THE EXISTING STREAM, CANOPY REMOVAL, AND DEPTH OF THE CHANNEL CONSTRUCTION SHOULD BE MINIMIZED.
7. CONSTRUCTION OF THE CHANNEL RELOCATIONS AND CULVERTS SHALL PROCEED AS FOLLOWS:
   - 7.1 CONSTRUCT A MEANDERING TEMPORARY CHANNEL CHANGE ADJACENT TO THE PROPOSED CULVERT TO DIVERT WATER TEMPORARILY DURING THE CULVERT CONSTRUCTION. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
   - 7.2 RELOCATE CHANNEL AND CONSTRUCT CULVERT SIMULTANEOUSLY.
   - 7.3 SOD AND/OR RIPRAP RECONSTRUCTED BANKS AT TRANSITIONS. THE UPPER CHANNEL PLUG IS TO REMAIN IN PLACE UNTIL SUBNOTE 7.1 THROUGH 7.4 UNDER THIS HEADING ARE COMPLETED TO INSURE THAT ALL CONSTRUCTION IS IN THE DRY.
   - 7.4 IF AN EARTH PLUG IS NECESSARY AT THE DOWNSTREAM END OF THE CHANNEL IT SHOULD BE REMOVED FIRST, THEN REMOVE THE UPPER PLUG TO RELEASE WATER INTO THE RECONSTRUCTED CHANNEL.
   - 7.5 PLUGS SHOULD REMAIN IN PLACE UNTIL PERMANENT STABILIZATION OF THE NEW WATER COURSE IS COMPLETED. REMOVAL OF PLUGS SHOULD ONLY BE PERFORMED FOLLOWING ACCEPTANCE OF ALL STABILIZATION WORK BY THE ENGINEER.
8. THE DETAILS PROVIDED DEPICT TYPICAL TEMPORARY DIVERSION CHANNELS.
9. THE CONTRACTOR MAY PROPOSE THE USE OF OTHER DIVERSION OPTIONS SUCH AS PIPING, PUMPING OR STAGED CONSTRUCTION.
10. THE EFFECTIVE AREA OF FLOW IN THE TEMPORARY CHANNEL OR CULVERT SHALL BE A MINIMUM OF ONE-HALF THAT OF THE EXISTING STRUCTURE.
11. INSTALLATION OF FILTER FABRIC SHALL BEGIN AT THE DOWNSTREAM END AND PROGRESS UPSTREAM. EDGES OF ADJACENT FILTER FABRIC SHALL OVERLAP AT LEAST 1 FOOT. THE ENDS OF THE FILTER FABRIC SHALL BE SECURELY HELD IN PLACE WITH RIPRAP.
12. THE COST OF THE TEMPORARY DEWATERING STRUCTURE OR SEDIMENT FILTER BAG SHALL BE INCLUDED IN OTHER ITEMS BID.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STREAM DIVERSION

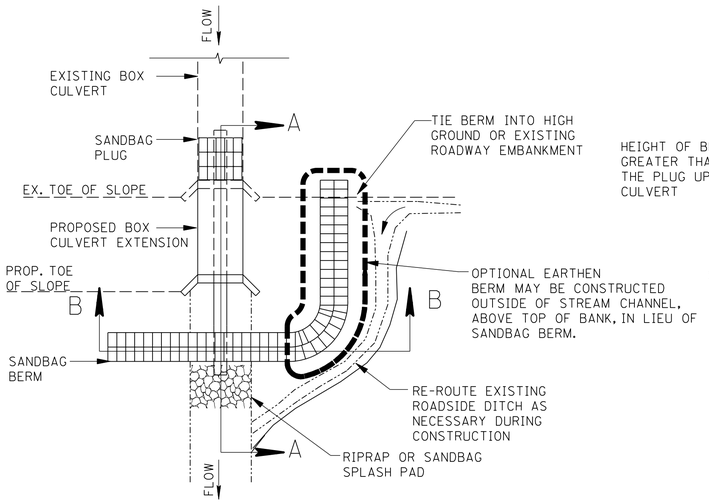
MDOT

WORKING NUMBER
ECD-18

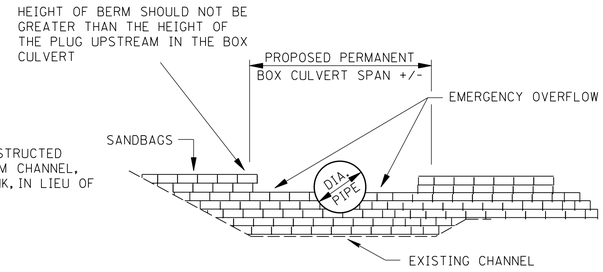
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6118

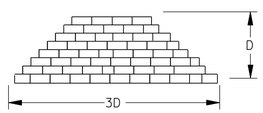
STATE	PROJECT NO.
MISS.	



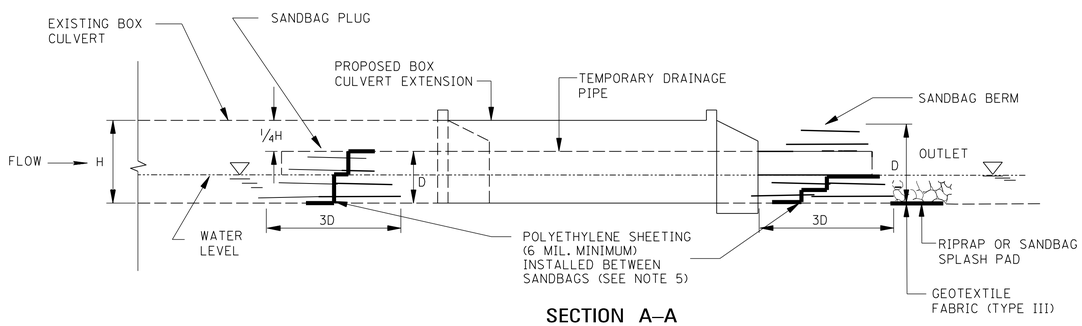
PLAN VIEW



SECTION B–B



SANDBAG PLUG & BERM CROSS SECTION
(SEE NOTE 4)



SECTION A–A

MAXIMUM SPAN FOR PIPE SUPPORTS, FEET

DIAMETER OF PIPE (IN.)	STEEL THICKNESS (IN.)				
	0.064	0.079	0.109	0.138	0.168
	2" x 1/2" CORRUGATION				
24	13	15	20		
36	12	15	20	25	
48	11	14	19	25	30
60		14	19	24	29
72			18	24	29
	5" X 1" OR 3" X 1" CORRUGATION				
36	9	11			
48	9	11	15		
60	8	10	14	18	
72	8	10	14	18	22

FOR PIPE SIZES NOT SHOWN REFER TO NEXT LARGER SIZE

GENERAL NOTES:

1. SUSPENDED PIPE DIVERSIONS MAY BE USED TO ALLOW BOX CULVERT EXTENSIONS TO BE CONSTRUCTED, WHILE SEPARATED FROM FLOWING WATER, THUS REDUCING SEDIMENTATION. OPTIONAL FLEXIBLE PIPE DIVERSION MAY BE UTILIZED ON STREAMS WITH INTERMITTENT FLOW WHERE THE DURATION OF CONSTRUCTION IS EXPECTED TO BE BRIEF.
2. EXCAVATION SLOPES FOR BOX CULVERT EXTENSIONS SHALL BE PROTECTED WITH TYPE III FILTER FABRIC PRIOR TO CONSTRUCTION OF THE BOX.
3. SUSPENDED PIPE DIVERSIONS MAY BE USED WHERE ADVERSE IMPACTS WILL NOT BE CAUSED BY WATER PONDED UPSTREAM OF THE PIPE.
4. THE SANDBAG PLUG AT THE UPSTREAM END OF THE SUSPENDED PIPE DIVERSION SHOULD BE CONSTRUCTED TO A HEIGHT EQUAL TO THREE QUARTERS OF THE RISE OF THE BOX CULVERT.
5. POLYETHYLENE SHEETING (6 MIL. MINIMUM) SHALL BE PLACED INSIDE THE SANDBAG PLUG IN THE BOX CULVERT AND IN THE SANDBAG BERM WITHIN THE CHANNEL IN ORDER TO PROVIDE THE BEST POSSIBLE SEAL. SANDBAGS ON THE DOWNSTREAM SIDE OF THE SHEETING SHOULD BE PLACED FIRST, AND THEN SHEETING PLACED ON THESE BAGS.AS MUCH AS POSSIBLE, THE SHEETING SHOULD BE FITTED AROUND THE PIPE. SANDBAGS SHOULD THEN BE PLACED ON THE SHEETING. WHERE MULTIPLE SHEETS ARE USED, THEY SHOULD OVERLAP A MINIMUM OF 18 INCHES.
6. THE PROPOSED CULVERT CONSTRUCTION SHALL BE SEALED FROM THE EXISTING STREAM BY MEANS OF A SANDBAG BERM WHICH SHOULD BE AT THE SAME HEIGHT AS THE PLUG INSIDE THE BOX CULVERT. THIS BERM SHOULD BE TIED INTO EITHER HIGH GROUND ADJACENT TO THE CHANNEL OR THE EXISTING ROADWAY EMBANKMENT. IT SHALL BE PROVIDED WITH A SPILLWAY EQUAL IN WIDTH TO THE BOX CULVERT AND AT A HEIGHT LOWER THAN THE REST OF THE BERM.
7. THE TEMPORARY DRAINAGE PIPE SHALL BE SUPPORTED AT ALL JOINTS AND AT INTERVALS NOT TO EXCEED MAXIMUM VALUES SPECIFIED IN THE TABLE "MAXIMUM SPAN FOR PIPE SUPPORTS". SUPPORTS MAY CONSIST OF SANDBAGS, CONCRETE BLOCKS, WOODEN FRAMES, OR ANY OTHER MATERIAL SUFFICIENT TO SUPPORT THE WEIGHT OF THE PIPE WHEN IT IS FLOWING FULL. SUPPORTS AT JOINTS SHALL BE A MINIMUM OF 18 INCHES IN LENGTH, ALONG THE TEMPORARY DRAINAGE PIPE AND CENTERED ON THE JOINT. SUPPORTS SHOULD "CRADLE" THE TEMPORARY DRAINAGE PIPE TO ENSURE THAT IT WILL NOT ROLL DURING CONSTRUCTION OF THE BOX CULVERT.
8. ALL PIPE JOINTS SHALL BE PROPERLY BANDED OR OTHERWISE PROVIDED WITH A REASONABLE SEAL AGAINST LEAKAGE.
9. THE OPTIONAL FLEXIBLE PIPE DIVERSION USING PUMPS MAY BE USED AS AN ALTERNATE FOR SUSPENDED PIPE DIVERSIONS (UPSTREAM AND DOWNSTREAM).
10. CONSTRUCTION SHALL PROCEED AS FOLLOWS:

    10A. INSTALL TEMPORARY DRAINAGE PIPE ON ITS SUPPORTS INSIDE THE CULVERT TO BE EXTENDED.

    10B. CONSTRUCT THE SANDBAG PLUG AT THE UPSTREAM END OF THE SUSPENDED PIPE DIVERSION.

    10C. CONSTRUCT THE SANDBAG BERM AT THE DOWNSTREAM END OF THE SUSPENDED PIPE DIVERSION.

    10D. ONCE THE BOX CULVERT EXTENSION HAS BEEN COMPLETED, REMOVE THE DOWNSTREAM SANDBAG STRUCTURE, EXCEPT FOR THOSE BAGS NEEDED TO SUPPORT THE END OF THE PIPE. THE UPSTREAM SANDBAG STRUCTURE SHOULD THEN BE REMOVED GRADUALLY, IN ORDER TO ALLOW THE UPSTREAM WATER LEVEL TO DRAW DOWN AT A SAFE RATE.

    10E. REMOVE THE TEMPORARY DRAINAGE PIPE, SUPPORTS AND ANY REMAINING SANDBAGS.

11. TEMPORARY DRAINAGE PIPE, SANDBAG PLUGS, BERMS, AND SUPPORTS SHOULD BE INSPECTED WEEKLY OR AFTER EVERY RAIN EVENT. ANY NEEDED REPAIRS SHALL BE DONE IMMEDIATELY. ANY DEBRIS WHICH HAS ACCUMULATED AT THE INLET OF THE SUSPENDED PIPE DIVERSION SHALL BE IMMEDIATELY REMOVED.
12. RIPRAP MAY BE SUBSTITUTED FOR SANDBAGS.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STREAM DIVERSION (BOX EXTENSIONS)

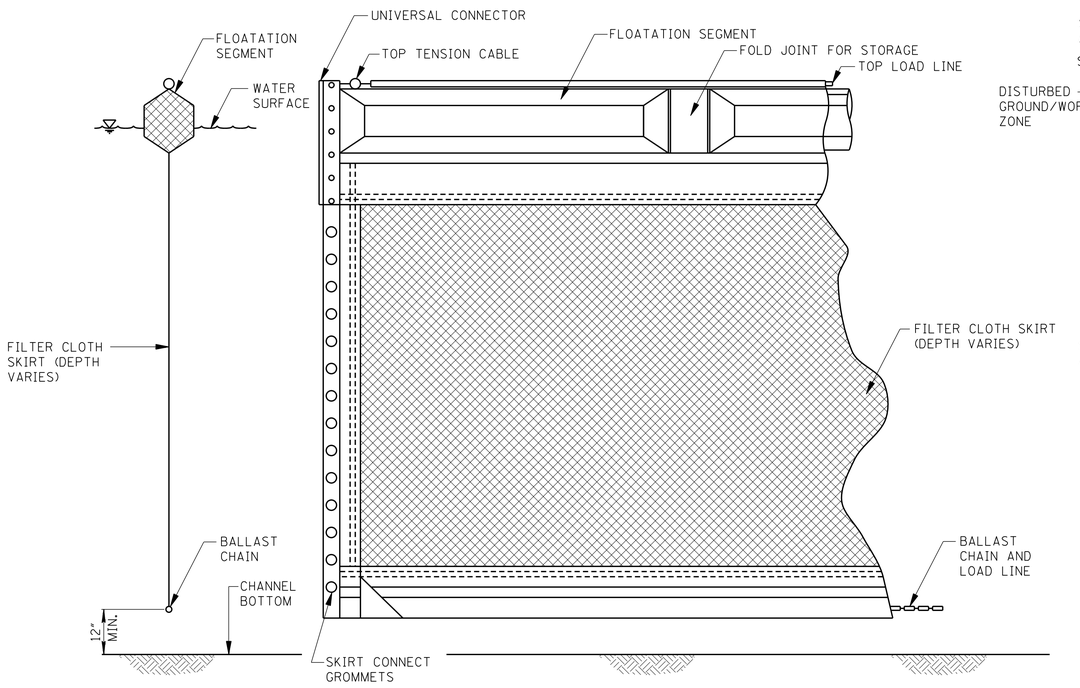
WORKING NUMBER
ECD-19

ISSUE DATE: AUGUST 01, 2017

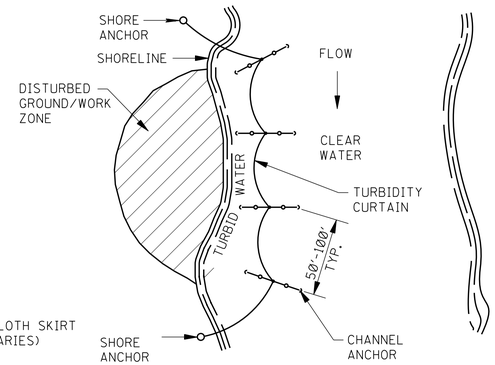
SHEET NUMBER
6119

STATE	PROJECT NO.
MISS.	

FLOATING TURBIDITY CURTAIN

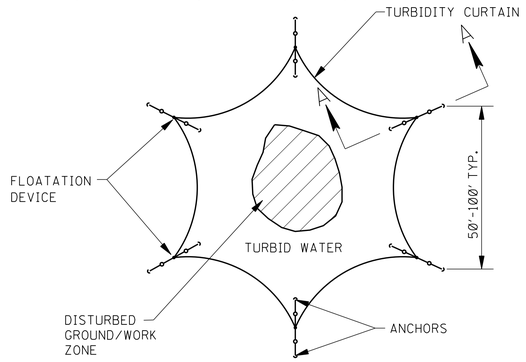


TYPICAL ANCHORING PLAN FOR SHORELINE/RIVER EDGE WORK



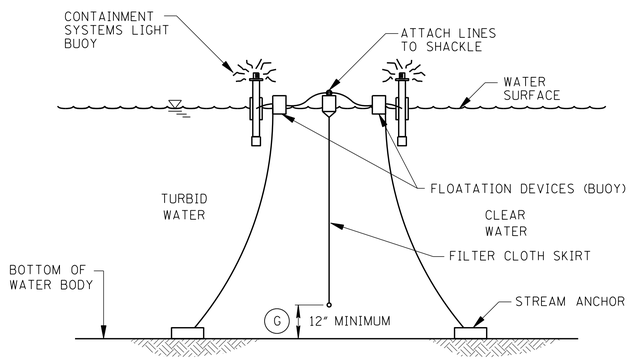
PLAN VIEW

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.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

FLOATING TURBIDITY CURTAIN

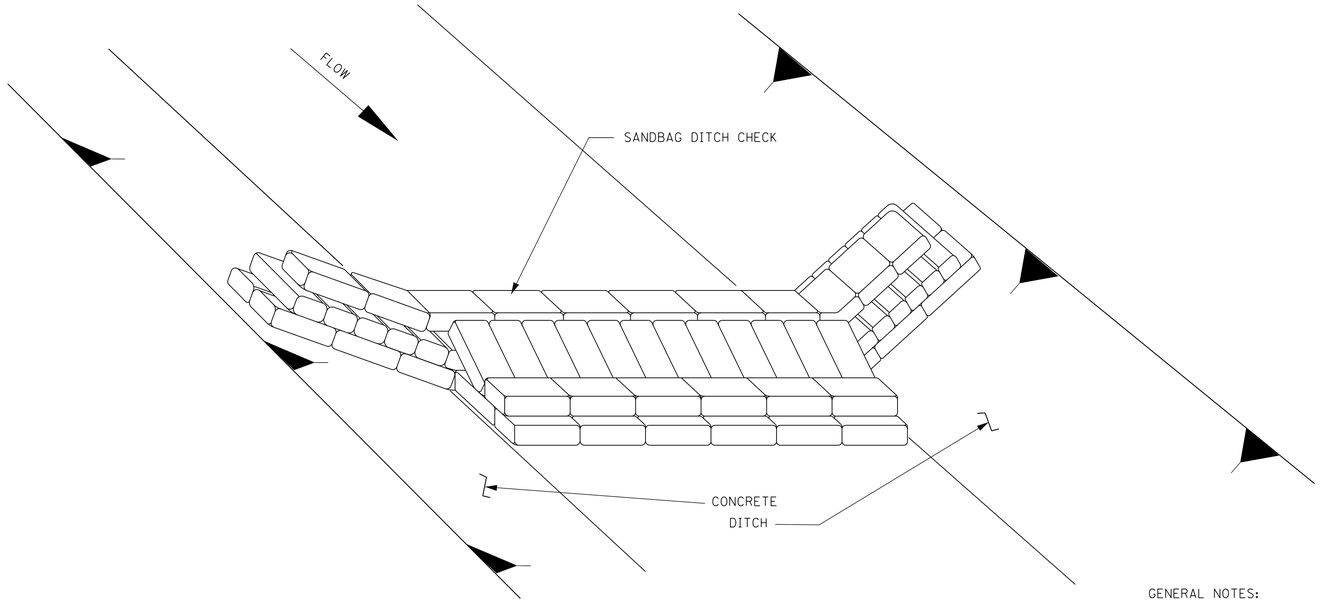
MDOT

WORKING NUMBER ECD-20

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6120

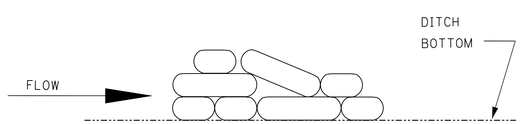
STATE	PROJECT NO.
MISS.	



DETAIL (DITCH CHECK)

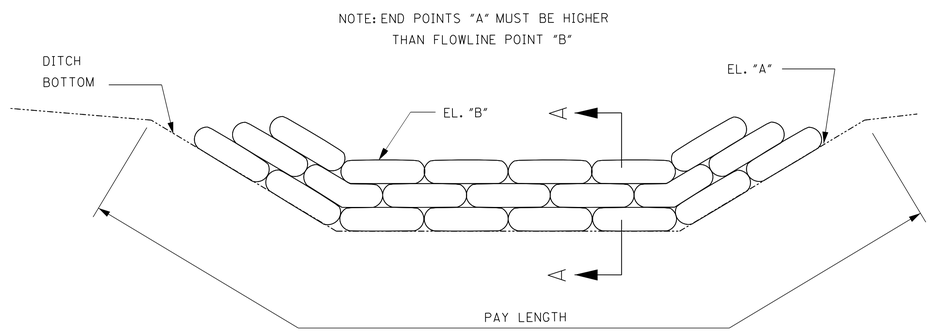
GENERAL NOTES:

1. SANDBAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES WITH ROCKY BOTTOMS.
2. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN SANDBAG DITCH CHECK IS 100′ UNLESS SHOWN OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. PREVENTING SEDIMENT FROM ENTERING A PAVED DITCH IS PREFERABLE TO CAPTURING SEDIMENT WITHIN PAVED DITCH.
4. ROCKBAGS MAY BE USED IN LIEU OF SANDBAGS, ONLY WHEN PAY ITEM FOR ROCKBAGS IS INCLUDED IN THE CONTRACT.



SECTION A–A

(IN DITCH BOTTOM)



ELEVATION DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK

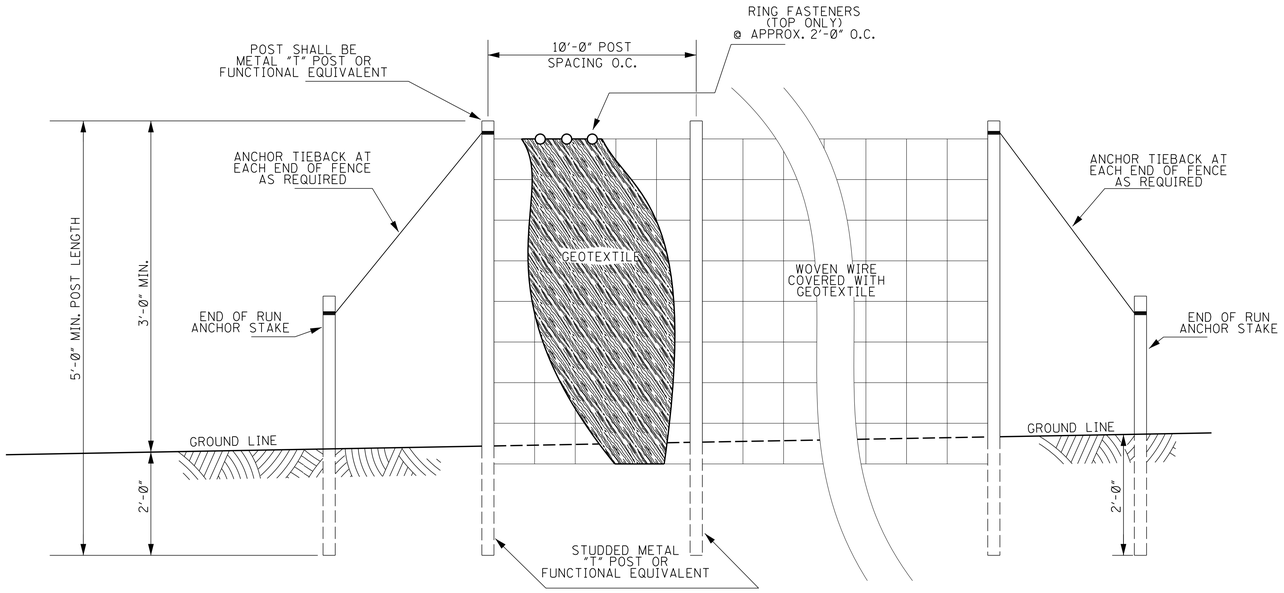
MDOT

WORKING NUMBER
ECD-21

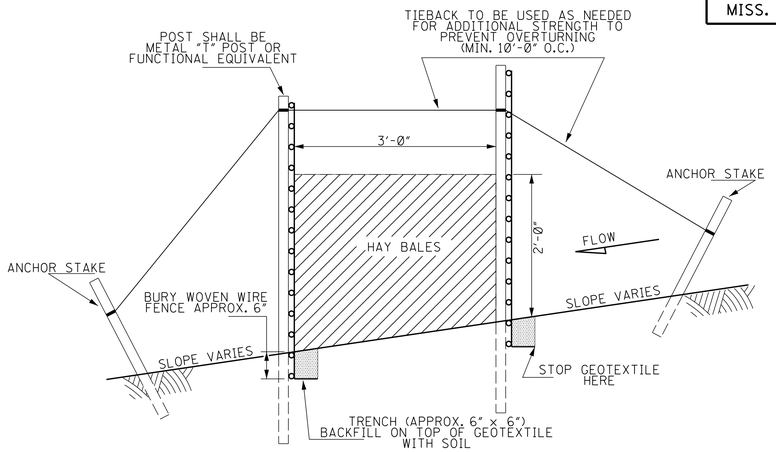
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6121

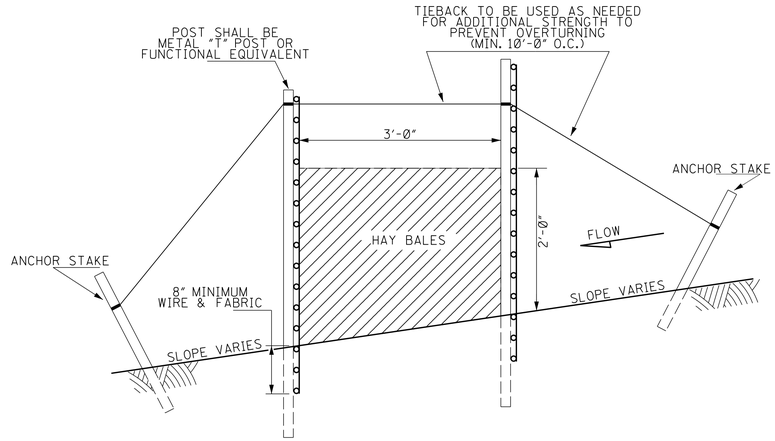
STATE	PROJECT NO.
MISS.	



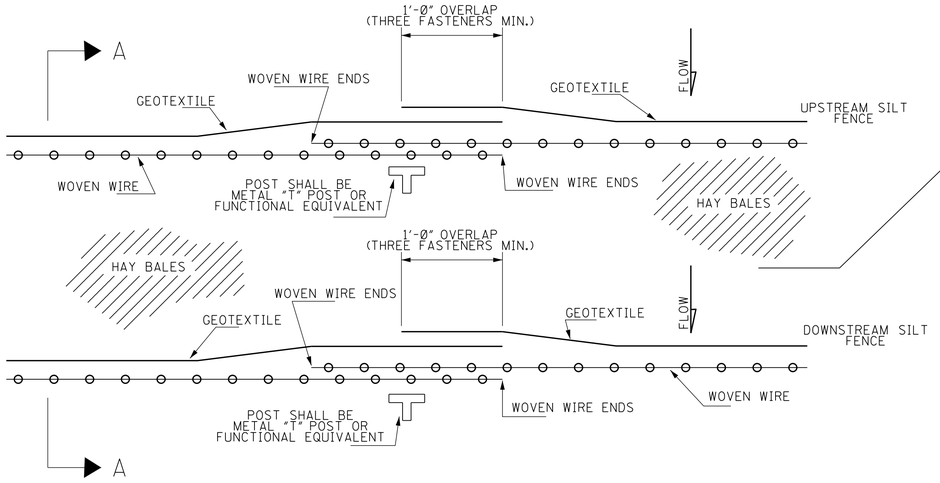
ELEVATION VIEW



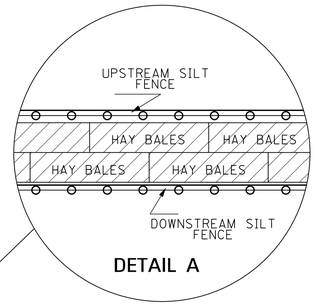
SIDE VIEW
SECTION A–A
METHOD I



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

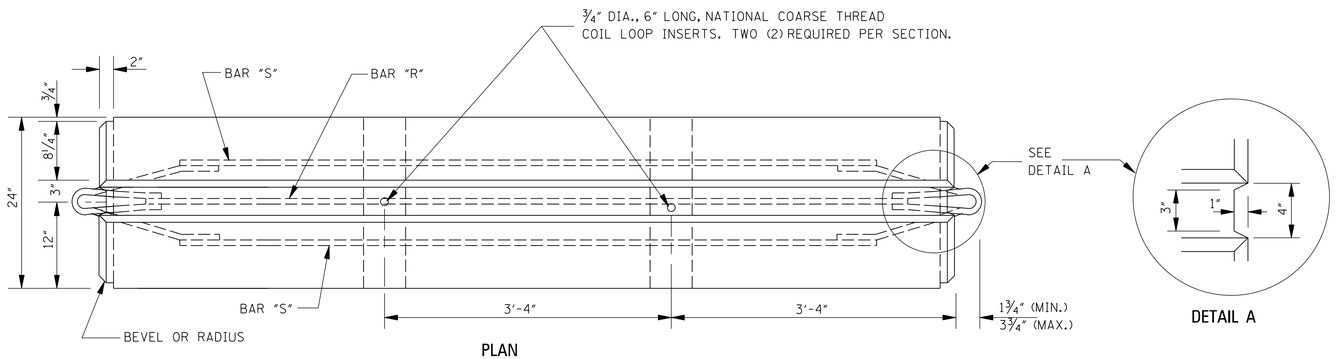
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-22

ISSUE DATE: AUGUST 01, 2017

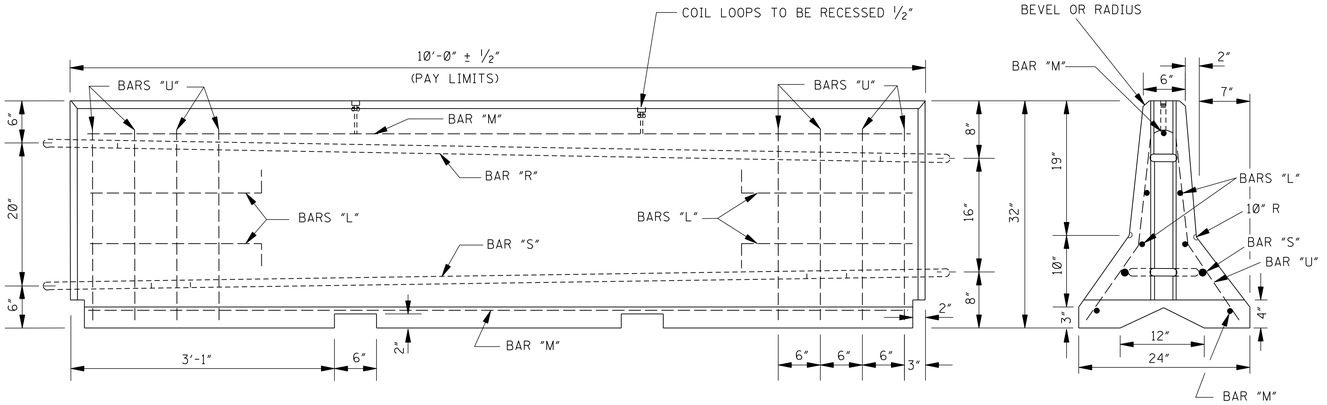
SHEET NUMBER
6122

STATE	PROJECT NO.
MISS.	



PLAN

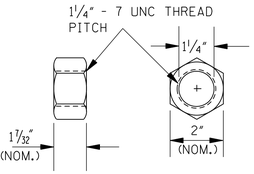
DETAIL A



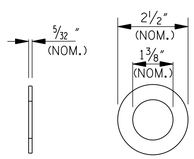
ELEVATION

END

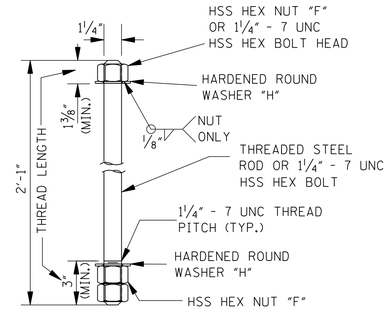
PRECAST CONCRETE MEDIAN BARRIER



HIGH–STRENGTH STRUCTURAL HEX NUT "F"

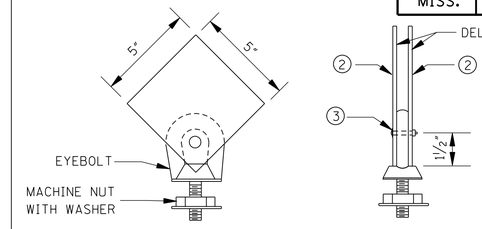


HARDENED ROUND WASHER "H"



ANCHOR STUD CONNECTOR DETAILS

NOTE: ALTERNATE METHODS OF CONNECTING PRECAST BARRIERS, SUCH AS J-HOOKS, MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



DELINEATOR, CONCRETE PRECAST MEDIAN BARRIER, TYPE 1

1. DELINEATORS SHALL BE REQUIRED UNLESS INDICATED OTHERWISE ON THE PLANS. THIS ITEM WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED UNDER PAYMENT FOR PRECAST CONCRETE BARRIER.
2. DELINEATORS SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING ON ALUMINUM SHEET, 0.080" THICK, OR SHEET STEEL, 14 GAGE, WHICH IS GALVANIZED.
3. ALUMINUM OR STAINLESS STEEL SLOTTED ROUND HEAD MACHINE SCREW, NO. 10, 1½" LONG, 2-WASHERS AND 1-HEX HEAD NUT (COMMERCIAL QUALITY)
4. THE DELINEATORS SHALL BE INSTALLED FACING TRAFFIC WITH YELLOW ON THE LEFT AND WHITE ON THE RIGHT, UNLESS OTHERWISE SPECIFIED.
5. SPACINGS OF DELINEATORS: TANGENT SECTION - 20'-0". CURVED SECTION - 10'-0".
6. OPTIONAL DELINEATORS, WHICH ARE ON THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION "LIST OF APPROVED MATERIALS", WILL BE ACCEPTED.

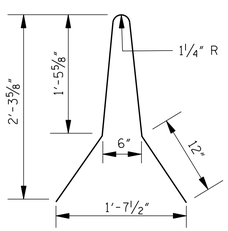
GENERAL NOTES:

1. LIFTING DEVICES AND ATTACHMENTS TO BARRIER SECTIONS SHALL BE AS APPROVED BY THE ENGINEER.
2. PLACE ALL STEEL REINFORCEMENT 2" MINIMUM FROM OUTSIDE FACE OF WALL, EXCEPT AS OTHERWISE SHOWN.
3. THE ANCHOR STUD CONNECTOR SHALL CONFORM TO AASHTO M 314, GRADE 55. THE HSS HEX NUTS AND THE HARDENED ROUND WASHERS SHALL MEET THE REQUIREMENTS OF ASTM A 325.
4. CONCRETE SHALL BE CLASS "B" (CLASS 1 FINISH). REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF AASHTO M 31.
5. STEEL RODS SHALL MEET THE REQUIREMENTS OF ASTM A 36.
6. CONNECTOR RODS, CONNECTOR PINS, NUTS AND WASHERS SHALL BE GALVANIZED MEETING THE REQUIREMENTS OF AASHTO M 111.

APPROXIMATE QUANTITIES FOR 10' BARRIER			
WEIGHT (lbs.)	REINF. STEEL (lbs.)	STEEL RODS (lbs.)	CONCRETE (yd^3)
3875	104	18	0.931

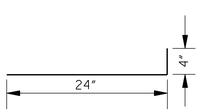
"M", 3 #4 BARS	9'-6"
"R", 1 #6 BARS	9'-0"
"S", 2 #6 BARS	8'-0"

BARS "M", "R" & "S"



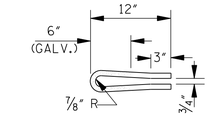
8 #4 BARS, 5'-1" LONG

BARS "U"



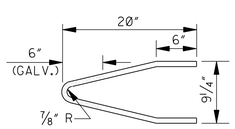
8 #4 BARS, 2'-4" LONG

BARS "L"



2 ¾"-STEEL RODS, 25" LONG

TOP CONNECTOR

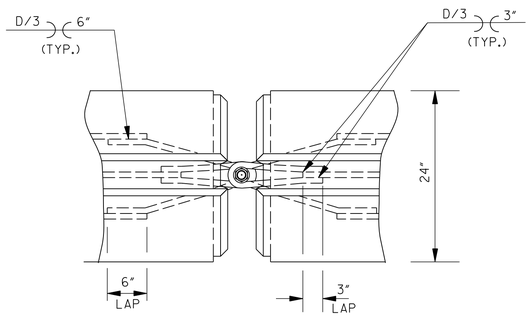


2 ¾"-STEEL RODS, 3'-6" LONG

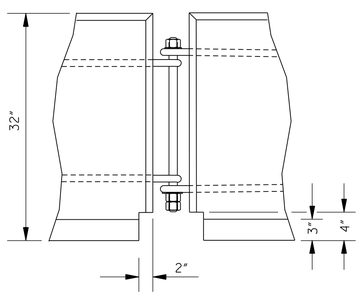
BOTTOM CONNECTOR

BAR AND ROD DETAILS

NOTE: WHERE STEEL ROD GALVANIZATION IS SHOWN ABOVE, GALVANIZE AFTER BENDING.



PLAN



ELEVATION

BARRIER CONNECTION DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

CONCRETE MEDIAN BARRIER
(PRECAST) (32")

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER CMB-3

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6226

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)

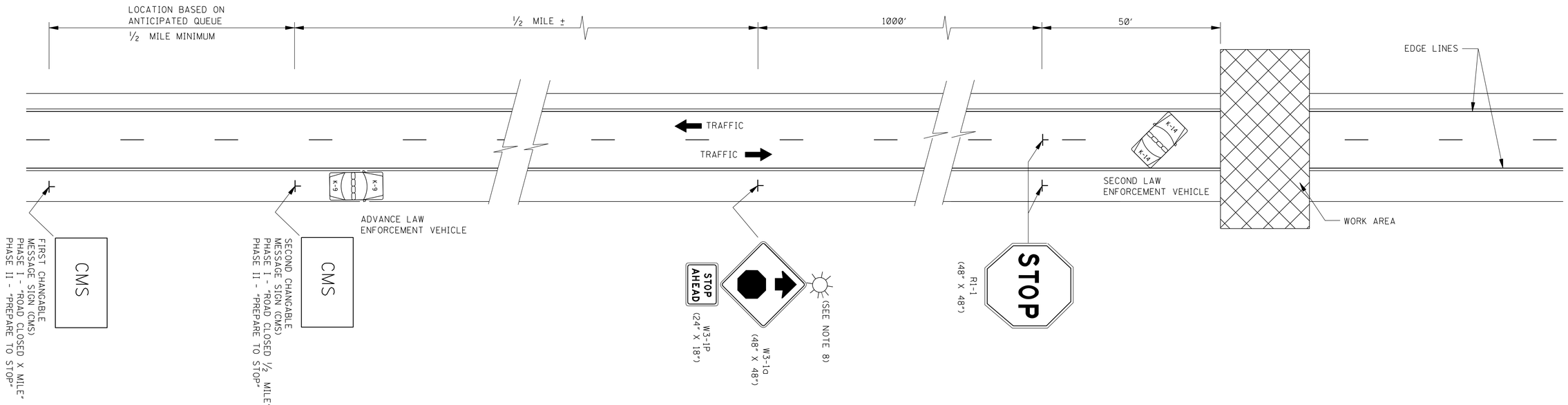
MDOT

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.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SHORT DURATION CLOSING OF TWO-LANE TWO-WAY HIGHWAYS

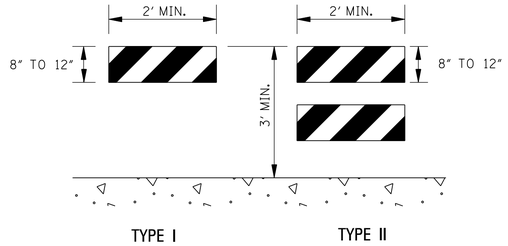
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

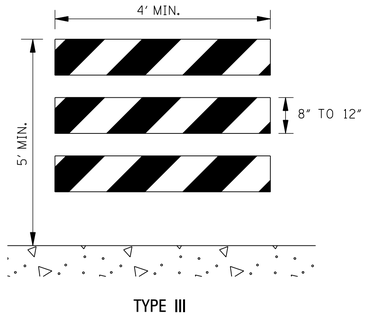
WORKING NUMBER
TCP-6

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6356

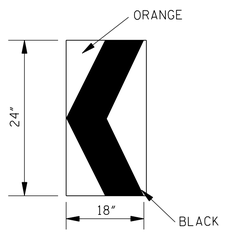
STATE	PROJECT NO.
MISS.	





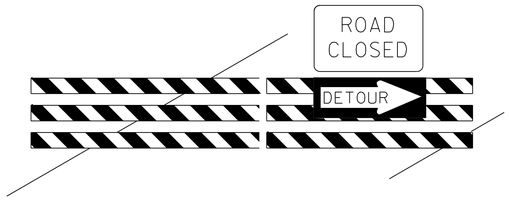
STANDARD BARRICADES

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.



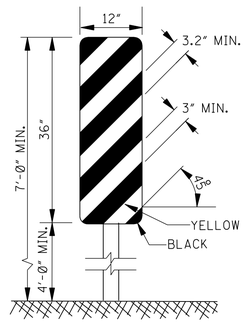
BARRICADE CLOSING A ROAD

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

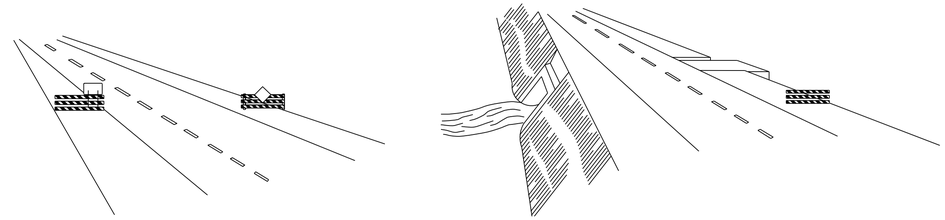
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 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.



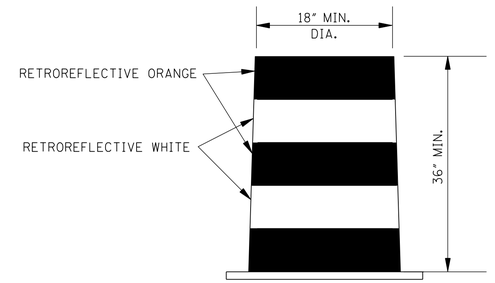
TYPE 3 OBJECT MARKER (OM-3R)

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

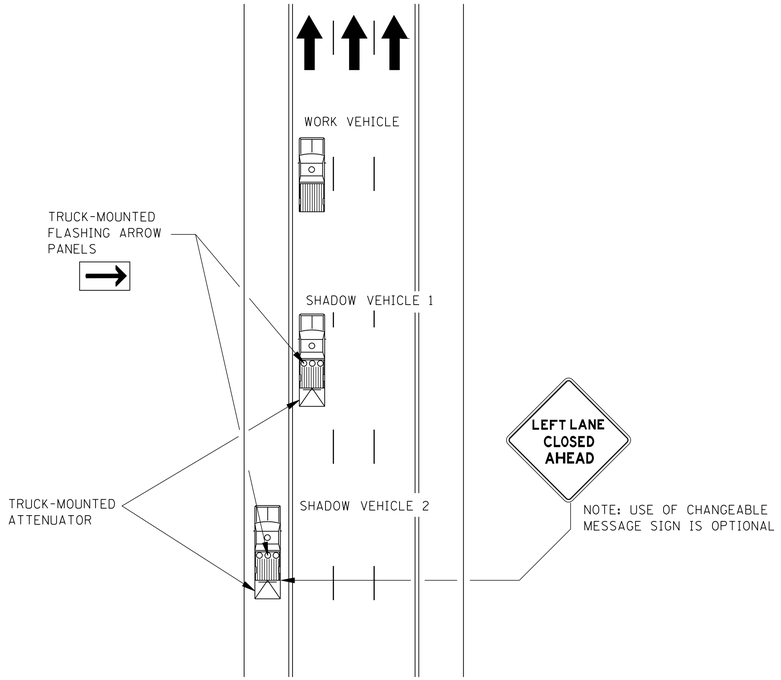
MDOT

WORKING NUMBER
TCP-8

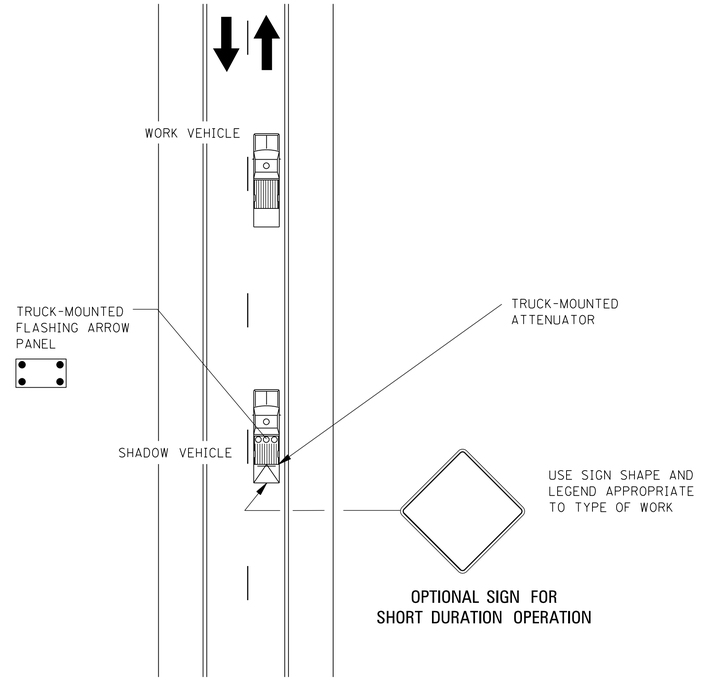
SHEET NUMBER
6358

STATE	PROJECT NO.
MISS.	

MOBILE OPERATIONS ON MULTILANE ROAD



MOBILE OPERATIONS ON TWO–LANE ROAD



MOBILE OPERATIONS ON MULTILANE ROAD

NOTES FOR MULTILANE LANE OPERATION:

1. VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGNS, OR ARROW PANELS.
2. SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA). AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW PANEL.
3. SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
4. SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
5. WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
6. ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (i.e., VEHICLE 3 ON THE SHOULDER (IF PRACTICAL), VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
7. ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
8. WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
9. VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
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.

MOBILE OPERATIONS ON TWO–LANE ROAD

NOTES FOR TWO-LANE OPERATION:

1. WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
2. THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE SHADOW VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
3. ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
4. A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
5. THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLES SHALL BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
6. VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
7. ARROW BOARD TO BE USED IN CAUTION MODE.
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.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

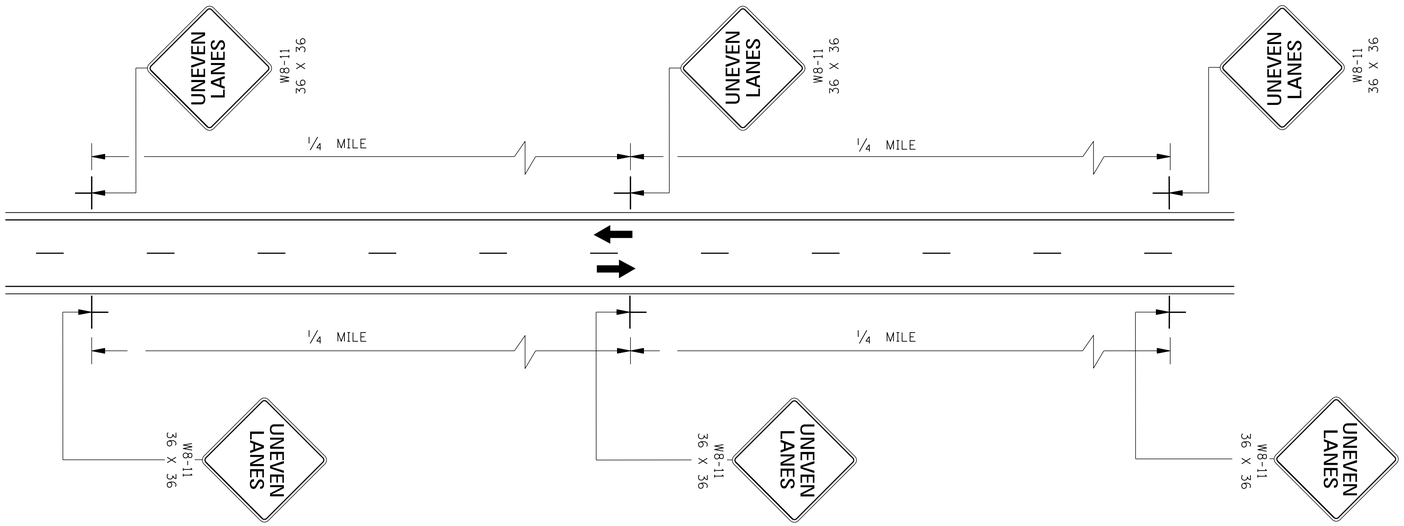
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO–LANE ROADS

ISSUE DATE: AUGUST 01, 2017

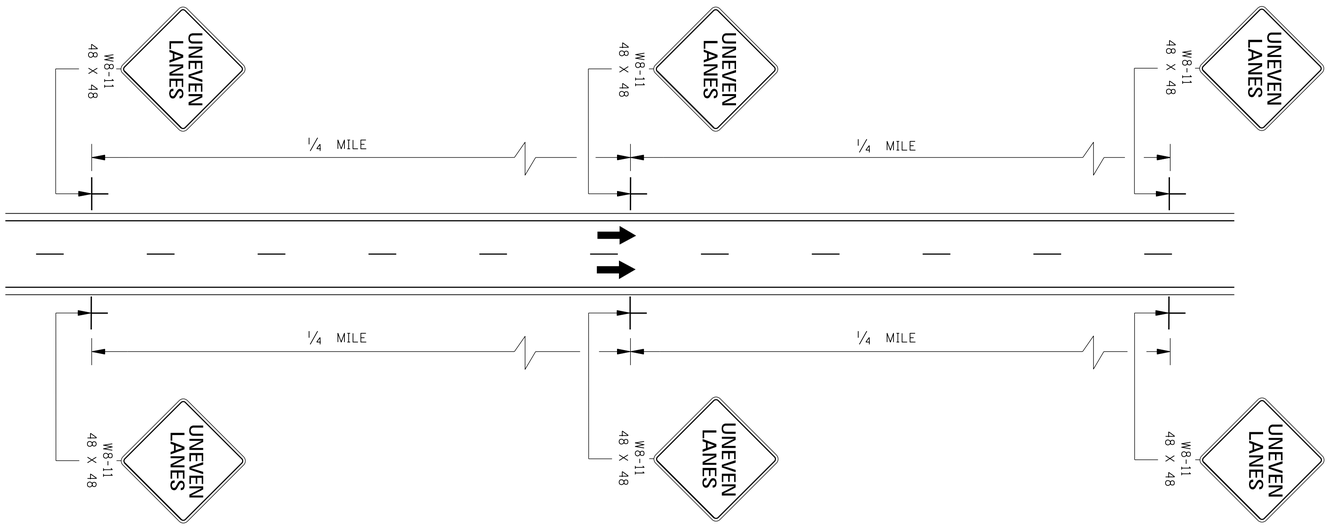
WORKING NUMBER
TCP-9

SHEET NUMBER
6359

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

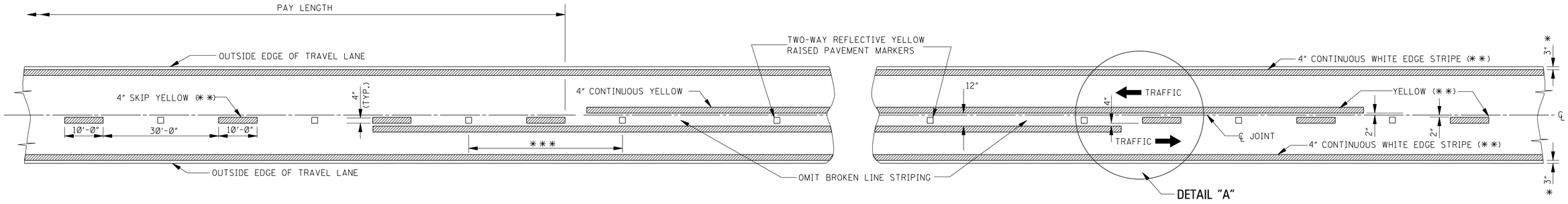
TRAFFIC CONTROL PLANS
UNEVEN PAVEMENT DETAILS

ISSUE DATE: AUGUST 01, 2017

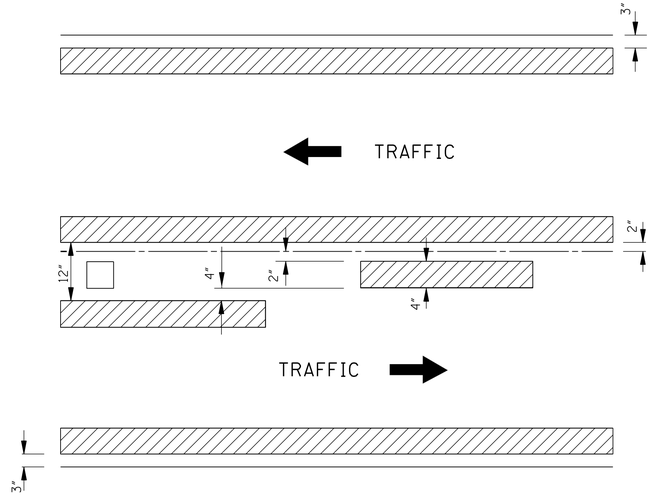
WORKING NUMBER
TCP-12

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).

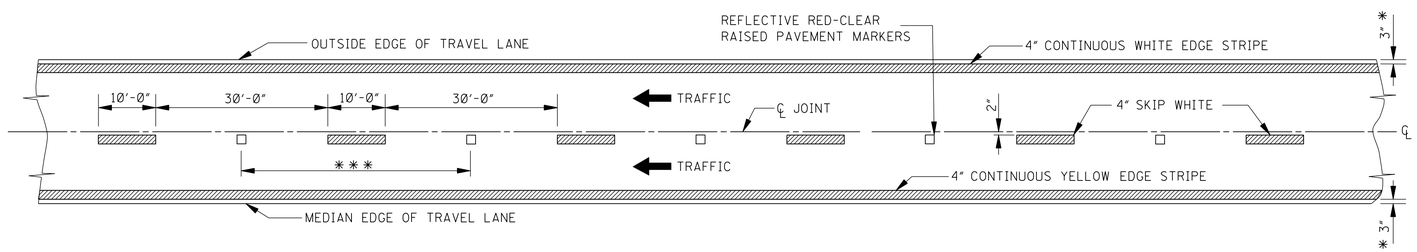
3. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS

*** 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

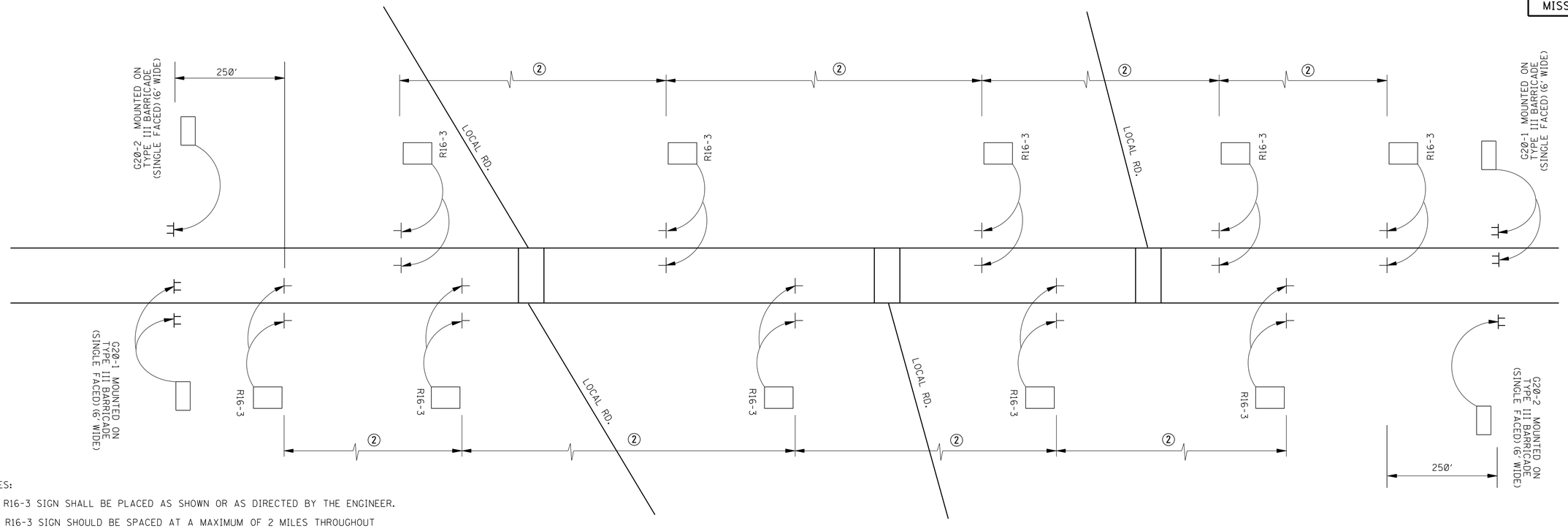
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-13

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6363

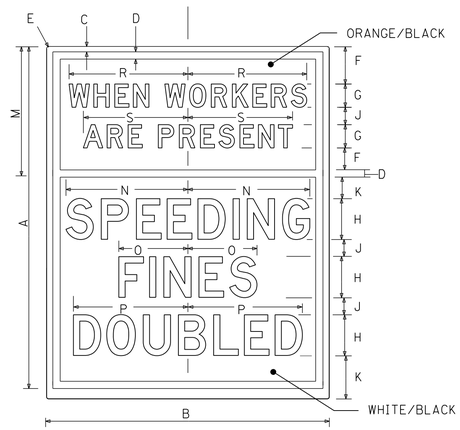
STATE	PROJECT NO.
MISS.	



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)



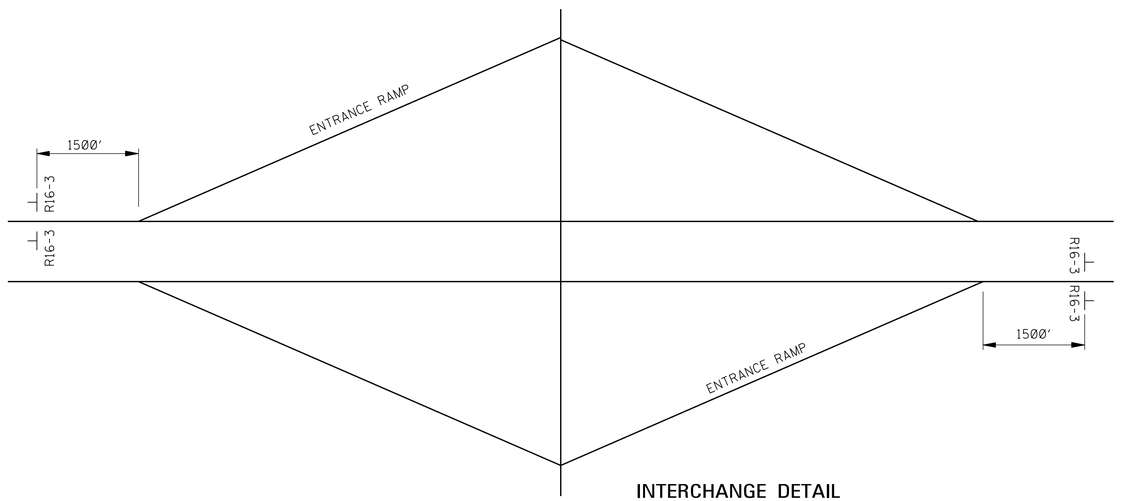
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	22 1/8	21	11 7/8	19 23/32	20 5/32	18

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
	J	K	M	N	O	P	R	S
STD.	3	4 1/8	14 3/4	14	7 7/8	13 1/8	13 5/8	12

36" x 48"
(ALL OTHER HIGHWAYS)

R16–3



INTERCHANGE DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

LOCATION OF R16–3 SIGNS (SPEEDING FINES DOUBLED)

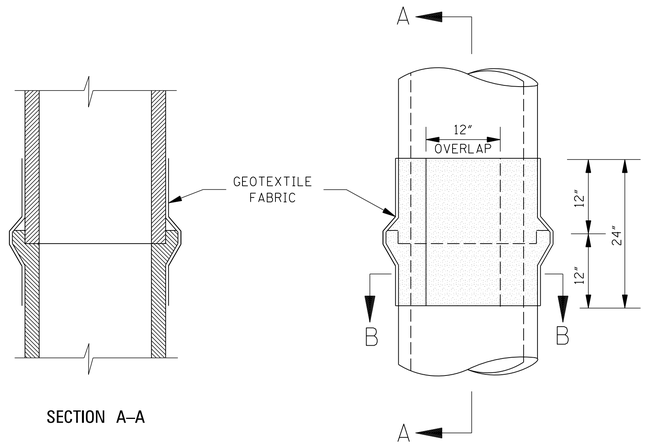
MDOT

WORKING NUMBER
TCP-15

ISSUE DATE: AUGUST 01, 2017

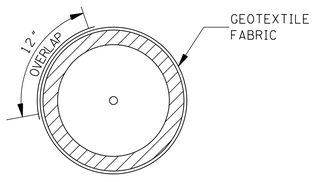
SHEET NUMBER
6365

STATE	PROJECT NO.
MISS.	



SECTION A–A

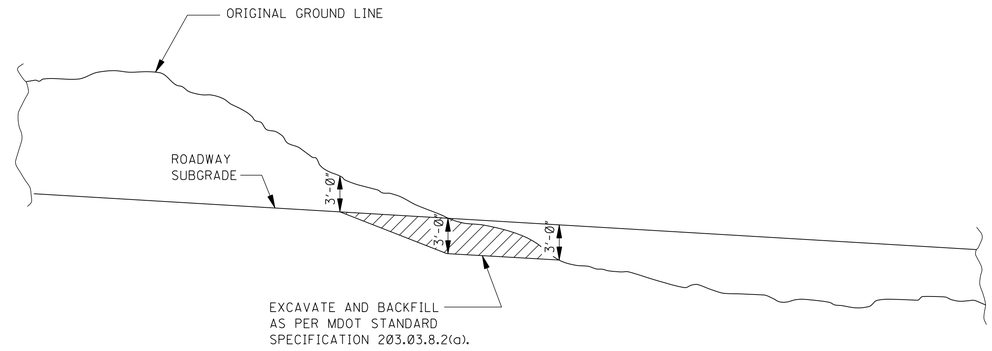
ELEVATION



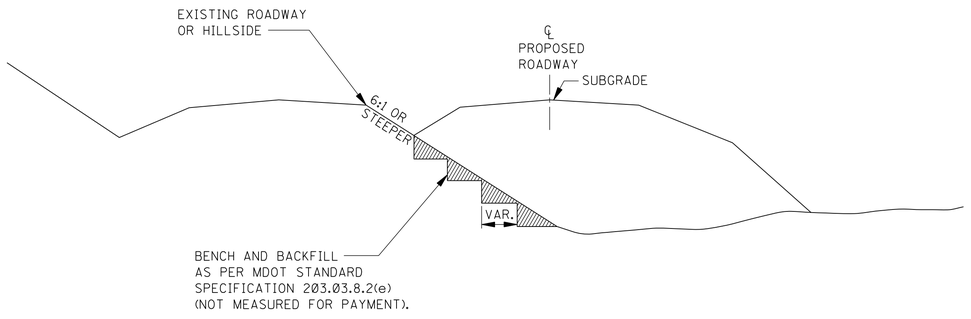
SECTION B–B

STACKED PIPE JOINTS

NOTE: EACH STACKED PIPE JOINT SHALL BE TREATED FIRST WITH A BITUMINOUS PLASTIC SEALER MATERIAL AND SECONDLY WRAPPED WITH 24" WIDE TYPE V GEOTEXTILE FABRIC (AASHTO M 288). THE FABRIC SHALL OVERLAP A MINIMUM OF 12" AT THE WRAP AND SHALL BE SECURED WITH STRING OR WIRE AS APPROVED BY THE ENGINEER PRIOR TO BACKFILLING. THE COST SHALL BE ABSORBED IN OTHER ITEMS BID.



PROFILE SHOWING REQUIRED EXCAVATION AT GRADE POINTS



CROSS–SECTION SHOWING REQUIRED BENCHING
UNDER EMBANKMENTS ON STEEP SLOPES

EXCAVATION AT GRADE POINTS

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

MISCELLANEOUS DETAIL SHEET

1. STACKED PIPE JOINTS
2. EXCAVATION AT GRADE POINTS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
MDS-1

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6425