STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	BR–0015–01(120)	1

GENERAL INDEX

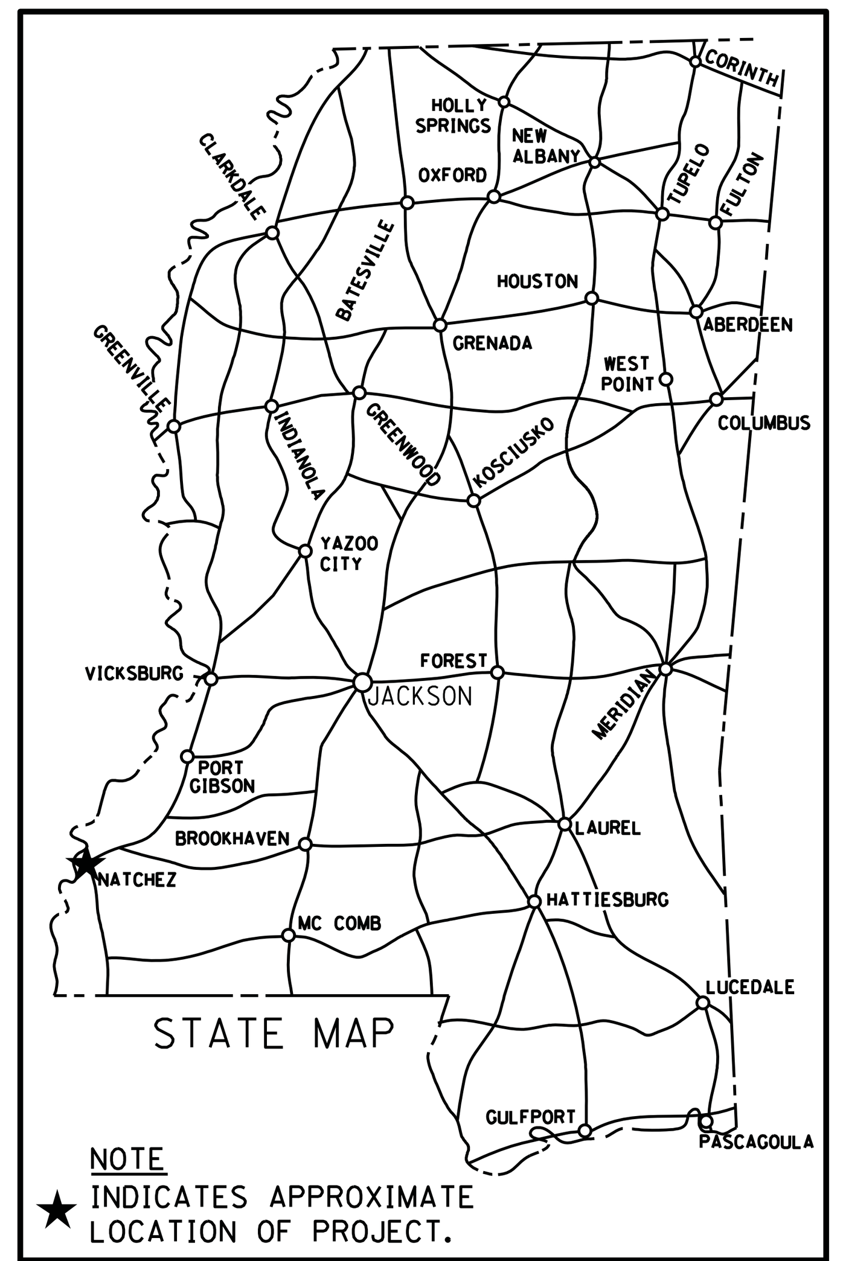
INCLUDED THIS PROJECT		BEGIN WITH SHEET
☒	ROADWAY	1
☐	PERMANENT SIGNS	1001
☐	TRAFFIC SIGNALS	2001
☐	ITS COMPONENTS	3001
☒	LIGHTING	4001
☒	LANDSCAPE	5001
☒	ROADWAY STANDARD DWGS	6001
☐	BRIDGE STANDARD DWGS	7001
☒	BRIDGE	8001
☐	CROSS SECTIONS	9001

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY
FEDERAL AID PROJECT NO. BR–0015–01(120)

U29 AND U49 PIN AND LINK REPLACEMENT
US. HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE
ADAMS COUNTY, MISSISSIPPI CONCORDIA PARISH, LOUISIANA



LAT. 31° 33′ 33″ LONG. 91° 25′ 11″
(APPROX. MIDDLE OF PROJECT)

SCALES

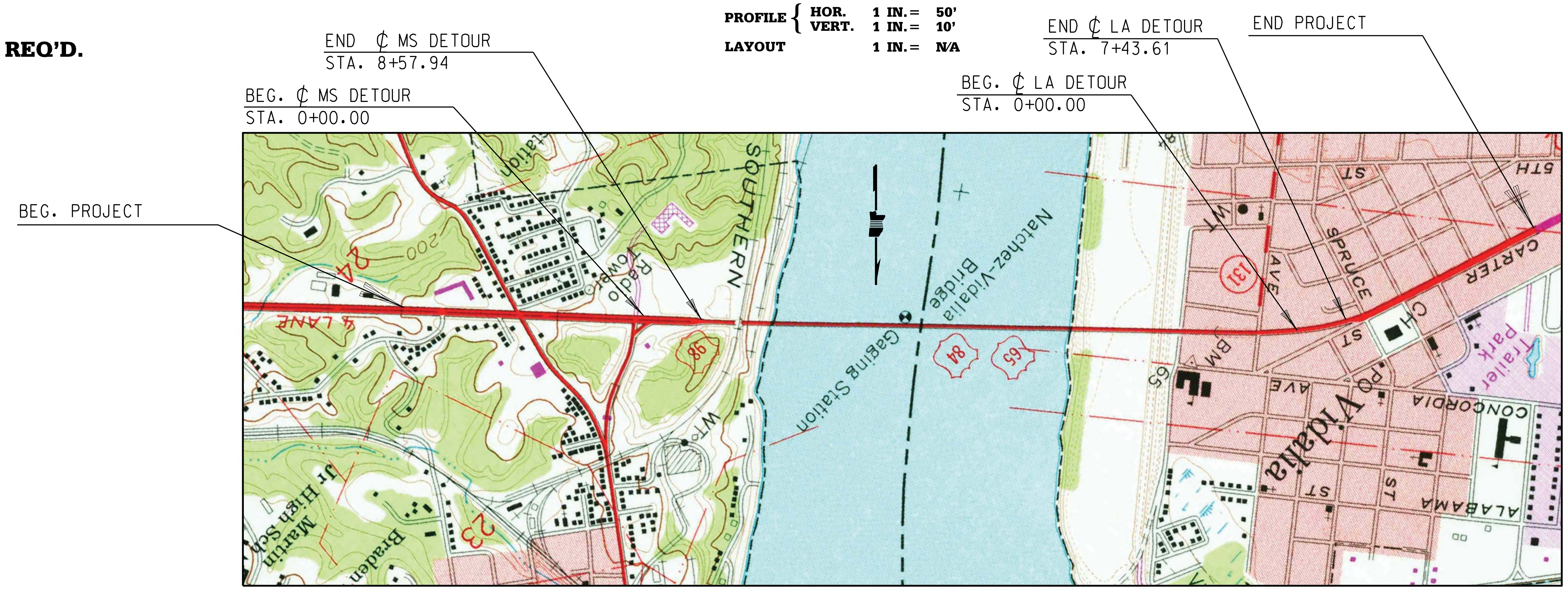
PLAN		1 IN. =	N/A
PROFILE	HOR.	1 IN. =	50'
	VERT.	1 IN. =	10'
LAYOUT		1 IN. =	N/A

BRIDGE STRUCTURES REQ'D.

NONE

BOX BRIDGES REQ'D.

NONE



DESIGN CONTROL
35 MPH = V (SPEED DESIGN)
ADT (2014) = 23,000 : ADT (2024) = 26,000
DHV = 3000 : D = 55 % T = 7 %

PERMITS ACQUIRED BY MDOT

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

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

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

STORMWATER PERMIT [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: [signature]

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD	MS	ZONE (US SURVEY FEET)
HORIZONTAL MONUMENT	NORTH	EAST
DN4083	748634.940	1959894.840

VERTICAL DATUM: NAVD 88	(US SURVEY FEET)
VERTICAL MONUMENT	ELEVATION
BW0873	139.700

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	1.00007986
GRID TO GEODETIC AZIMUTH	(-)00^34'09"

EQUATIONS

LENGTH DATA

LENGTH OF ROADWAY	1601.55	FT.	0.303	MI.
LENGTH OF BRIDGES	3.664.0	FT.	0.694	MI.
LENGTH OF PROJECT (NET)			0.997	MI.
LENGTH OF EXCEPTIONS		FT.		MI.
LENGTH OF PROJECT (GROSS)			0.997	MI.

JAMES P. GREGG
LICENSED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI

DATE: 9/12/14

HNTB

REVISIONS | BY | DATE

P S & E DATE:

APPROVED:

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

1st O.REV.

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

DESCRIPTION OF SHEET	WKG. NO.	SH. NO.
TITLE SHEET (1)		1
DETAILED INDEX & GENERAL NOTES (2)		
DETAILED INDEX	DI-1	2
GENERAL NOTES	GN-1	3
QUANTITY SHEETS (2)		
SUMMARY OF QUANTITIES	SQ-1	4
SUMMARY OF QUANTITIES	SQ-2	5
TRAFFIC CONTROL - TYPICALS	TC-1	6
TRAFFIC CONTROL - PLAN	TC-2	7
TRAFFIC CONTROL - MS DETOUR	TC-3	8
TRAFFIC CONTROL - LA DETOUR	TC-4	9
TRAFFIC CONTROL - SURVEY CONTROL - MS DETOUR	TC-5	10
TRAFFIC CONTROL - SURVEY CONTROL - LA DETOUR	TC-6	11
SPECIAL DESIGN SHEETS (28)		
TYPICAL TEMPORARY EROSION/SEDIMENT CONTROL APPLICATION	ECD-1	12
DETAILS OF SEDIMENT BARRIER APPLICATIONS	ECD-2	13
DETAILS OF SILT FENCE INSTALLATION	ECD-3	14
DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS	ECD-4	15
TEMP. EROSION: SILT FENCE AND HAY BALE DITCH CHECKS	ECD-5	16
DETAILS OF EROSION CONTROL WATTLE DITCH CHECKS	ECD-6	17
DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK	ECD-7	18
ROCK DITCH CHECK	ECD-8	19
ROCK DITCH CHECK WITH SUMP EXCAVATION	ECD-9	20
INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS	ECD-10	21
INLET PROTECTION DETAILS FOR COURSE AGGREGATE ON GRADES & SAGS	ECD-11	22
INLET PROTECTION DETAILS OF WATTLES	ECD-12	23
INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE	ECD-13	24
INLET PROTECTION DETAILS OF SAND BAG	ECD-14	25
STABILIZED CONSTRUCTION ENTRANCE	ECD-15	26
TEMPORARY CULVERT STREAM CROSSING	ECD-16	27
TEMPORARY STREAM DIVERSION	ECD-17	28
TEMPORARY STREAM DIVERSION (BOX EXTENSIONS)	ECD-18	29
FLOATING TURBIDITY CURTAIN	ECD-19	30
DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK	ECD-20	31
TYP. TEMP. EROSION CONTROL MEASURES (SLOPE DRAIN AND TYPE A SILT BASIN)	TEC-2	32
DETAILS OF TYPICAL DITCH TREATMENTS	DT-1	33
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE	TCP-SC	34
LOCATION OF R16-3 SIGNS	R16-3	35
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4 LANE, MEDIAN OR OUTSIDE LANE CLOSURE)	SDTCP-3	36
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION	SDTCP-10	37
TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS	SDXO-1	38
VEGETATION SCHEDULE	VS-1	39
LIGHTING SHEETS (4)		
LIGHTING REMOVAL	L-1	4001
LIGHTING INSTALLATION	L-2	4002
LIGHTING DETAILS	LD-1	4003
LIGHTING DETAILS	LD-2	4004
LANDSCAPE SHEETS (7)		
LANDSCAPE PLAN REMOVAL - MISS	LPRM-1	5001
LANDSCAPE PLAN REMOVAL - MISS	LPRM-2	5002
LANDSCAPE PLAN PLACE - MISS	LPPM-1	5003
LANDSCAPE PLAN PLACE - MISS	LPPM-2	5004
LANDSCAPE PLAN REMOVAL - LA	LPRL-1	5005
LANDSCAPE PLAN PLACE - LA	LPPL-1	5006
LANDSCAPE MISCELLANEOUS	LM-1	5007

DESCRIPTION OF SHEET	WKG. NO.	SH. NO.
STANDARD DRAWINGS - ROADWAY SHEETS (19)		
MDOT		
PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS	PM-1	6120
PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE UNDIVIDED HIGHWAYS	PM-2	6121
EROSION CONTROL	EC-1	6140
TYPICAL TEMPORARY EROSION CONTROL MEASURES (TYPE B SILT BASIN)	TEC-3	6144
MEDIAN BARRIER: CONCRETE (PRECAST)	MB-2A	6205
TEMPORARY STRIPING FOR TRAFFIC CONTROL 4-LANE AND 5-LANE UNDIVIDED ROADWAYS	TCP-16	6265
LADOTD		
PORTLAND CEMENT PAVEMENT DETAILS (1 OF 3 SHEETS)	CP-01	6401
PORTLAND CEMENT PAVEMENT DETAILS (2 OF 3 SHEETS)	CP-01	6402
PORTLAND CEMENT PAVEMENT DETAILS (3 OF 3 SHEETS)	CP-01	6403
PAVEMENT MARKING DETAILS, CENTERLINE AND EDGELINE MARKINGS	PM-01	6404
PAVEMENT MARKING DETAILS, TYPICAL INTERSECTION STRIPING LAYOUTS	PM-05	6405
TEMPORARY TRAFFIC CONTROL, GENERAL NOTES	TTC-00 (A)	6406
TEMPORARY TRAFFIC CONTROL, GENERAL NOTES	TTC-00 (B)	6407
TEMPORARY TRAFFIC CONTROL, GENERAL NOTES	TTC-00 (C)	6408
TEMPORARY TRAFFIC CONTROL, GENERAL NOTES	TTC-00 (D)	6409
TEMPORARY TRAFFIC CONTROL FOR LANE CLOSURE ON 4-LANE UNDIVIDED HIGHWAYS	TTC-06	6410
TEMPORARY TRAFFIC CONTROL FOR MEDIAN CROSSOVER ON NON-INTERSTATE DIVIDED HIGHWAYS	TTC-08	6411
TEMPORARY TRAFFIC CONTROL FOR LANE CLOSURES ON DIVIDED HIGHWAYS	TTC-09	6412
TEMPORARY TRAFFIC CONTROL FOR LANE CLOSURE USING TEMPORARY BARRIER ON DIVIDED HIGHWAYS	TTC-11	6413

TOTAL SHEETS (69)

DISTRICT 7

PS & E PLANS-DATE 09-12-14		
FMS CON. # 106487/301000		
REVISIONS		
DATE	SHEET NO.	BY
09/23/14	4-5	KBP

KATE B. PREJEAN
LICENSED PROFESSIONAL ENGINEER
Kate B. Prejean
19264
9/10/14
STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL INDEX

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS

PROJ. NO. BR-0015-01(120)

WORKING NUMBER: DI-1

SHEET NUMBER: 2

FILENAME: DI_SH.DGN

DESIGN TEAM _____ CHECKED _____ DATE 09/10/14

REVISION | BY | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/23/2014 3:44:12 PM DI_SH.DGN

GENERAL NOTES

(1) THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.

(2) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH THE MUTCD (LATEST EDITION) AND LOUISIANA DOTD TRAFFIC CONTROL STANDARD PLANS (SEE TTC SHEETS). MISLEADING DEVICES SHALL BE REMOVED, DISCONNECTED AND OR COVERED WHEN NOT IN USE UNLESS OTHERWISE NOTED. ANY DEVICES WHICH ARE DAMAGED DUE TO CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

(3) ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.

(4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPES, INLETS, APRONS, AND BRIDGES FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.

(5) ALL PIPE JOINTS ARE TO BE WRAPPED IN 24-INCH WIDE TYPE V GEOTEXTILE FABRIC. ALL PICKUP HOLES SHALL BE PLUGGED AND COVERED WITH TYPE V GEOTEXTILE FABRIC , THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.

(6) VOIDS CREATED BY THE REMOVAL OF, BUT NOT LIMITED TO, POSTS, CONCRETE ANCHORS, AND FOOTINGS SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

(7) UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF-WAY. THE ENGINEER CAN NOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.

(8) SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS INCLUDED IN THE PLANS.

(9) LIST OF PUBLIC UTILITIES

MISSISSIPPI

A. CITY OF NATCHEZ	JOHN CAVIN	601-445-5962
B. ATMOS ENERGY NATCHEZ	STEFAN LEHNERER	601-961-6741
C. AT&T	LINDA KING	601-445-0189
D. ENTERGY MS	CLAY CARLOC	601-925-6506
E. CABLE ONE	KENNY WRIGHT	601-422-5418

LOUISIANA

A. CITY OF VIDALIA WATER GAS SEWER OVERHEAD POWER	- UTILITY DEPARTMENT	318-336-6257
B. AT&T FIBER/PHONE	- JONATHAN DECKER	318-473-2071

(10) 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.

(11) SMALL AMOUNTS OF EXCAVATION MAY BE NECESSARY AT SOME OF THE SITES. THIS MATERIAL MAY BE USED AS E.S.F.E. MATERIAL AND WILL BE PAID FOR BORROW. NO E.S.F.E. MATERIAL SHALL BE REMOVED FROM THE PROJECT WITHOUT THE APPROVAL OF THE ENGINEER.

(12) VEGETATIVE MATERIAL WILL BE REMOVED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.

(13) THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE SURFACE TREATED SHOULDER THAT MIGHT OCCUR DURING CON-STRUCTION. ANY REPAIR TO SHOULDER WILL BE IN ACCORDANCE WITH SECTION 410 OF THE MISSISSIPPI STANDARD SPECI-FICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.

(14) THE CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR FROM ADJACENT PROJECT(S) IN IMPLEMENTING THE TRAFFIC CONTROL PLAN AS DIRECTED BY THE ENGINEER. ALL CONFLICTING SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

(15) ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

(16) REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.

(17) REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM, AND SHALL BE ABSORBED IN OTHER ITEMS BID.

(18) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SILT DOES NOT LEAVE THE RIGHT OF WAY OR CONTAMINATE WATERS OF THE U. S. DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION. ANY ADDITIONAL SILT BASINS NOT SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACTOR'S EROSION CONTROL PLAN PRIOR TO SUBMITTING FOR APPROVAL.

(19) PRIOR TO EARTHWORK OPERATIONS, THE EXISTING TOP 4 9/32 TOPSOIL IS TO BE STRIPPED AND STOCKPILED. AFTER THE GRADING OPERATIONS ARE COMPLETED, SAID TOPSOIL SHALL BE PLACED ON ALL AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE PROTECTED, IN ACCORDANCE WITH SECTION 211 OF THE SPECIFICATIONS, OR THE VEGETATION SCHEDULE (SEE WK. SH. VS-1). EXISTING TOPSOIL AND ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE EXISTING TOPSOIL IS TO BE ABSORBED IN OTHER EARTHWORK ITEMS.

(20) THE CONTRACTOR IS RESPONSIBLE FOR FIELD-VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.

(21) TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT, NEATNESS, AND STRAIGHTNESS.

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

(23) SEE BRIDGE PLANS FOR DETAILED INDEX SHEET(S), ESTIMATED AND SUMMARY OF QUANTITY SHEETS.

GENERAL NOTES (CONT.)

(24) THE CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH LOCAL AND STATE LAW ENFORCEMENT AGENCIES, MISSISSIPPI DOT (MDOT) AND LOUISIANA DOTD (LADOTD) OFFICIALS, AND/OR ANY OTHER STATE, MUNICIPAL OR FEDERAL ENTITY AFFECTED BY LANE CLOSURES. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 14 DAYS PRIOR TO ANY SCHEDULED CLOSURE.

(25) ALL LANES SHALL BE MAINTAINED CONTINUOUSLY AT THOSE TIMES THAT CONSTRUCTION IS NOT IN PROGRESS.

(26) ALL LANE CLOSURES SHALL BE COORDINATED WITH THE PROJECT ENGINEER, THE MDOT AND LADOTD PUBLIC INFORMATION SECTIONS.

(27) CONTRACTOR SHALL PROVIDE ONE WEEK ADVANCE NOTICE OF LANE CLOSURES TO THE PUBLIC THROUGH THE VARIOUS MEDIA OUTLETS AND CHANGEABLE MESSAGE SIGNS. CONTRACTOR SHALL STRICTLY ADHERE TO THE PUBLICIZED DATES/HOURS OF CLOSURE.

(28) REFER TO THE SPECIAL PROVISIONS REGARDING LANE CLOSURES ALLOWED DURING HOLIDAYS, INCLUDING THE FRIDAY BEFORE A HOLIDAY, OR DURING TIMES OF EMERGENCY EVACUATION, AS DETERMINED BY THE PROJECT ENGINEER.

(29) FIVE (5) CHANGEABLE MESSAGE SIGNS SHALL BE REQUIRED. LOCATIONS TO BE DETERMINED BY THE PROJECT ENGINEER. CHANGEABLE MESSAGE SIGNS TO BE PAID FOR UNDER ITEM 907-619-E3001.

(30) CONTRACTOR SHALL NOTIFY EMERGENCY SERVICES AND MEDIA WITHIN 72 HOURS OF A CHANGE IN TRAFFIC PATTERNS. LIST TO BE PROVIDED BY PROJECT ENGINEER.

(31) MINIMUM CONSTRUCTION SIGNING IS SHOWN ON THE PLANS. ANY ADDITIONAL SIGNS OR DEVICES REQUIRED BY THE MUTCD, TC SHEETS, OR THE PROJECT ENGINEER WILL BE INSTALLED AND COST TO BE ABSORBED IN OTHER ITEMS BID.

(32) THE SPEED LIMIT IN CONSTRUCTION ZONES SHOULD NOT BE REDUCED MORE THAN 10 MPH BELOW THE POSTED SPEED LIMIT. CONTRACTOR MUST CONSULT WITH PROJECT ENGINEER IF CIRCUMSTANCES WARRANT OTHERWISE.

(33) TEMPORARY PRECAST CONCRETE MEDIAN BARRIERS SHALL BE IN ACCORDNANCE WITH SUB SECTIONS 619 AND 615 OF THE STANDARD SPECIFICATIONS AND THESE PLANS.

(34) TWO IMPACT ATTENUATORS WILL BE REQUIRED AT THE LOUISIANA DETOUR. ONE SHALL BE PLACED AT THE BEGINNING OF TEMPORARY BARRIER AT THE LOUISIANA DETOUR AND ONE SHALL BE PLACED WHERE THE GUARDRAIL IS TO BE REMOVED AND REPLACED NEAR STA. 0+00 AT THE LOUISIANA DETOUR. CONTRACTOR SHALL STORE GUARDRAIL AND SHALL BE ABSORBED BY OTHER ITEMS FOR WORK.

(35) USE TYPE 1 REMOVEABLE TAPE ON INTERMEDIATE OR TEMPORARY CONSTRUCTION. ALL TEMPORARY AND EXISTING PAVEMENT MARKINGS ON US 84 EASTBOUND BRIDGE SHALL BE REMOVED AND REPLACED IN KIND, AS PER MDOT PAVEMENT MARKING STANDARDS WITH PERMANENT PAVEMENT MARKINGS. PERMANENT PAVEMENT MARKINGS ON THE LOUISIANA SIDE OF US 84 BRIDGE SHALL BE REPLACED IN KIND, AS PER LADOTD STANDARDS. PAY ITEMS REFERENCED ON STANDARD PLANS ARE NOT APPLICABLE.

(36) A 3/4" THICK STEEL PLATE SHALL BE USED TO COVER INLET AND WATER VALVES IN MEDIAN AT LOUISIANA DETOUR AND SHALL BE PAID UNDER CLEARING AND GRUBBING. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED GRATE OR INLET.

KATE B. PREJEAN
LICENSED PROFESSIONAL ENGINEER
19264
9/11/14
STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS

PROJ. NO. BR-0015-01(120)

WORKING NUMBER GN-1

SHEET NUMBER 3

FILENAME: GN_SH.DGN

DESIGN TEAM ____ CHECKED ____ DATE 09/10/14

REVISION | BY | DATE

PLAN: ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 4:49:38 PM GN_SH.DGN

1st O.REV.

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
201-A001	CLEARING AND GRUBBING	LS	1	
202-B038	REMOVAL OF CURB, ALL TYPES	LF	89	
202-B053	REMOVAL OF GUARD RAIL INCLUDING POST, BLOCKOUTS & HARDWARE	LF	37	
202-B057	REMOVAL OF INLETS, ALL SIZES	EA	1	
202-B061	REMOVAL OF LOW MAST LIGHTING FOUNDATION	EA	2	
202-B263	REMOVAL OF UNDERGROUND ELECTRIC WIRE	LF	1,280	
202-B076	REMOVAL OF TRAFFIC STRIPE	LF	24,990	
202-B078	REMOVAL OF ASPHALT PAVEMENT, ALL TYPES AND DEPTHS	SY	1,412	
203-EX017	BORROW EXCAVATION, AH, FME CLASS B9	CY	1,249	
203-G003	EXCESS EXCAVATION, FM, AH	CY	1,249	
211-C001	TOPSOIL FOR PLANT HOLES, CONTRACTOR FURNISHED	CY	65	
907-213-A001	AGRICULTURAL LIMESTONE	TON	2	
907-216-B004	SOLID SODDING, BERMUDA	SY	3,270	
219-A001	WATERING	KGAL	66	
221-A001	PORTLAND CEMENT CONCRETE PAVED DITCH	CY	72	
907-226-A001	TEMPORARY GRASSING	ACRE	0.50	
907-230-A118	SHRUB PLANTING, INDIAN HAWTHORN	EA	25	
907-230-B047	TREE PLANTING, LIVE OAK	EA	8	
907-230-B087	TREE PLANTING, CRAPE MYRTLE	EA	25	
232-A001	FERTILIZER FOR WOODY PLANT MATERIAL	K	1	
907-233-A001	TREE BARK MULCH, TYPE III	CY	31	
907-233-A002	TREE BARK MULCH, TYPE V	CY	47	
907-304-F002	SIZE 610 CRUSHED STONE BASE	TON	330	
	OR			
907-304-F003	3/4" AND DOWN CRUSHED STONE BASE	TON	330	
	OR			
907-304-F004	SIZE 825B CRUSHED STONE BASE	TON	330	
907-403-A006	HOT MIX ASPHALT, MT, 12.5-MM MIXTURE	TON	106	
	OR			
907-403-M002	WARM MIX ASPHALT, MT, 12.5-MM MIXTURE	TON	106	
907-403-A007	HOT MIX ASPHALT, MT, 19-MM MIXTURE	TON	142	
	OR			
907-403-M007	WARM MIX ASPHALT, MT, 19-MM MIXTURE	TON	142	
907-403-A010	HOT MIX ASPHALT, MT, 9.5-MM MIXTURE	TON	81	
	OR			
907-403-M006	WARM MIX ASPHALT, MT, 9.5-MM MIXTURE	TON	81	
1 907-407-A001	ASPHALT FOR TACK COAT	GAL	283	
503-C007	SAW CUT, FULL DEPTH	LF	89	
603-CA005	36" REINFORCED CONCRETE PIPE, CLASS III	LF	235	
606-E002	GUARD RAIL, TERMINAL END SECTION, FLARED	EA	1	
606-B023	GUARD RAIL, REMOVE AND REPLACE BLOCKOUTS, & POSTS	LF	108	
609-D007	COMBINATION CONCRETE CURB AND GUTTER, TYPE 2 MODIFIED	LF	89	
615-B001	PRECAST CONCRETE MEDIAN BARRIER	LF	337	
907-618-A001	MAINTENANCE OF TRAFFIC	LS	1	
619-A1007	TEMPORARY TRAFFIC STRIPE, CONTINUOUS WHITE, TYPE 1 TAPE	LF	13,440	
619-A2007	TEMPORARY TRAFFIC STRIPE, CONTINUOUS YELLOW, TYPE 1 TAPE	LF	14,250	
619-D1001	STANDARD ROADSIDE CONSTRUCTION SIGNS, LESS THAN 10 SQUARE FEET	SF	249.69	
619-D2001	STANDARD CONSTRUCTION SIGNS, 10 SQUARE FEET OR MORE	SF	619.50	
619-E1001	FLASHING ARROW PANEL, TYPE C	EA	2	
619-F3002	DELINEATORS, MEDIAN BARRIER MOUNTED, YELLOW	EA	674	
619-J1002	IMPACT ATTENUATOR, 50 MPH	EA	2	
619-G4001	BARRICADES, TYPE III, SINGLE FACED	LF	256	
619-G5001	FREE STANDING PLASTIC DRUMS	EA	150	
619-G7001	WARNING LIGHTS, TYPE B	EA	68	
907-619-E3001	CHANGEABLE MESSAGE SIGN	EA	5	

KATE B. PREJEAN
LICENSED PROFESSIONAL
ENGINEER
Kate B. Prejean
19264
9/10/14
STATE OF MISSISSIPPI

△

BY	REVISION	DATE
KBP	ADDED PAY ITEM	09/23/14

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND
MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS
PROJ. NO. BR-0015-01(120)

FILENAME: SQ_SH.DGN
DESIGN TEAM _____ CHECKED _____ DATE 09/10/14

WORKING NUMBER
SQ-1

SHEET NUMBER
4

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/24/2014 2:25:15 PM SQ_SH.DGN

1st O.REV.

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
620-A001	MOBILIZATION	LS	1	
907-626-A002	4" THERMOPLASTIC TRAFFIC STRIPE, SKIP WHITE	MI	0.75	
907-626-A003	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP WHITE	MI	1.25	
907-626-C002	4" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE	MI	0.21	
907-626-C004	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE	MI	0.97	
907-626-F002	4" THERMOPLASTIC EDGE STRIPE, CONTINUOUS YELLOW	MI	0.28	
907-626-F004	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS YELLOW	MI	0.73	
907-626-G002	THERMOPLASTIC DETAIL STRIPE, WHITE, 4" EQUIVALENT LENGTH	LF	600	
907-626-G003	THERMOPLASTIC DETAIL STRIPE, YELLOW, 4" EQUIVALENT LENGTH	LF	210	
907-626-G004	THERMOPLASTIC DETAIL STRIPE, WHITE	LF	500	
907-626-G005	THERMOPLASTIC DETAIL STRIPE, YELLOW	LF	100	
907-626-H004	THERMOPLASTIC LEGEND, WHITE	LF	100	
627-C001	RED CLEAR REFLECTIVE RAISED MARKERS	EA	320	
682-A036	UNDERGROUND BRANCH CIRCUIT, AWG 8, 3 CONDUCTOR	LF	1,280	
907-682-E001	UNDERGROUND JUNCTION BOX WITH CONCRETE PAD	EA	2	
684-A007	POLE FOUNDATION, 30" DIAMETER	CY	2	
686-A001	RELOCATION OF EXISTING LIGHTING ASSEMBLIES	EA	2	
1 907-699-A002	ROADWAY CONSTRUCTION STAKES	LS	1	

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/24/2014 2:35:33 PM SQ_SH.DGN

KATE B. PREJEAN
LICENSED PROFESSIONAL
ENGINEER
19264
9/10/14
STATE OF MISSISSIPPI

BY	REVISION	DATE
KBP	ADDED PAY ITEM	09/23/14

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND
MISSISSIPPI RIVER BRIDGE

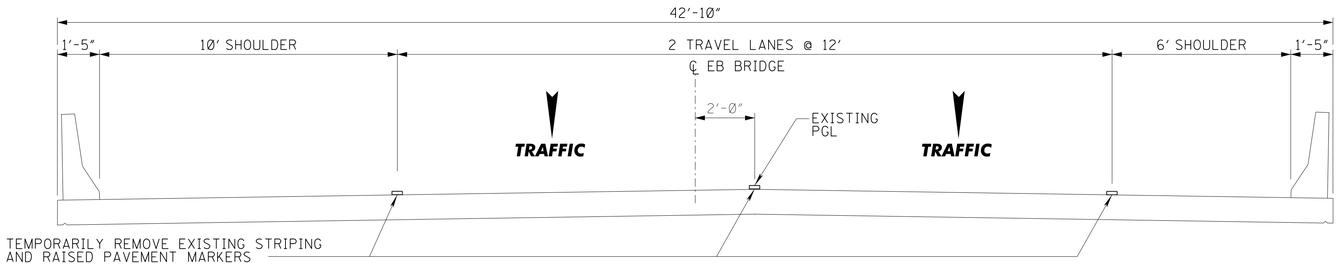
COUNTY: ADAMS
PROJ. NO. BR-0015-01(120)

FILENAME: SQ_SH.DGN
DESIGN TEAM _____ CHECKED _____ DATE 09/10/14

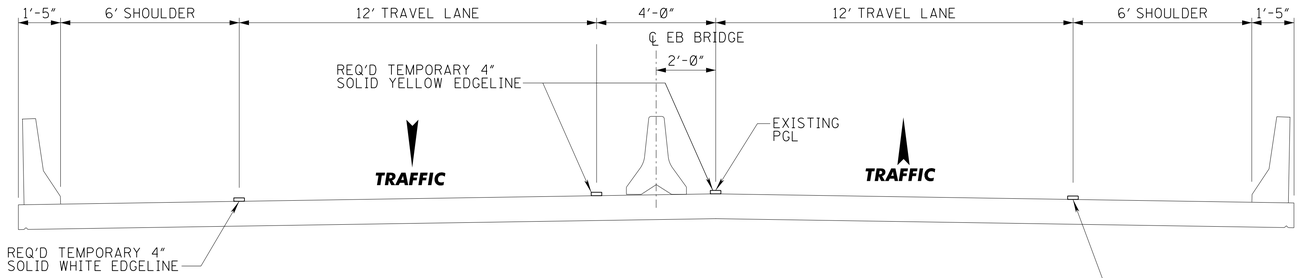
WORKING NUMBER
SQ-2

SHEET NUMBER
5

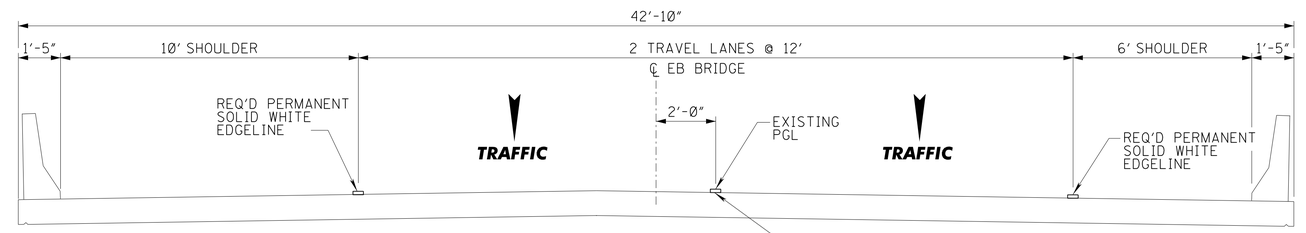
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



EXISTING ROADWAY SECTION
US 84 EASTBOUND BRIDGE
LOOKING WEST



CONSTRUCTION ROADWAY SECTION
US 84 EASTBOUND BRIDGE
LOOKING WEST



FINAL ROADWAY SECTION
US 84 EASTBOUND BRIDGE
LOOKING WEST

NOTE: REMOVE ALL TEMPORARY STRIPING ON EB BRIDGE. REPLACE WITH PERMANENT STRIPING WHEN CONSTRUCTION COMPLETE.

KATE B. PREJEAN
LICENSED PROFESSIONAL ENGINEER
19264
STATE OF MISSISSIPPI
9/10/14

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICALS

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS
PROJ. NO. BR-0015-01(120)

WORKING NUMBER
TC-1

SHEET NUMBER
6

FILENAME: TC1_SH.DGN
DESIGN TEAM _____ CHECKED _____ DATE 09/10/14

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/12/2014 10:40:45 AM C:\TC1_SH.DGN

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

MATCHLINE A

2600′ 500′ 600′ 500′ 1000′ 540′ TAPER

US 84/US 425

LEFT LANE CLOSED 1/2 MILE W20-5L 48x48

SPEED LIMIT XX R2-1 24x30

LEFT LANE CLOSED 1500 FT W20-5L 48x48

W4-2L 48x48

ROAD WORK NEXT 2 MILES G20-1 60x24

END ROAD WORK

500′

BEGIN OF PROJECT BEGIN TEMP. STRIPING (WB)

80′ C.C.

40′ C.C.

A

MARIN AVE.

RIGHT LANE MUST TURN RIGHT R3-7R 30x30

GOVERNMENT FLEET RD.

B

S. CANAL ST.

LEFT LANE MUST TURN LEFT R3-7L 30x30

ONLY R3-5R 30x36

RAMADA INN MOTEL DR.

BEGIN TEMPORARY STRIPING (EB)

BEGIN TEMPORARY BARRIER (EB)

100′ 90′ 100′ 270′

MO. PAC. RAILROAD

BEGIN BRIDGE (EB)

BEGIN BRIDGE (WB)

MISSISSIPPI RIVER

XX M.P.H. W13-1 24x24

W1-4aL 48x48

TOLL HOUSE RD.

W1-6L 48x24

W6-3 48x48

ONLY R3-5R 30x36

R3-2 36x36

W20-1 48x48

ROAD WORK 1 MILE

WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED R16-3 36x48

SPEED LIMIT XX W13-5 48x48

MATCHLINE A

US 84/US 425

500′ 500′ 2600′

TEMPORARY TRAFFIC CONTROL LEGEND

- FLASHING ARROW PANEL (TYPE "C")
- REFLECTORIZED FREE STANDING PLASTIC DRUMS
- TYPE "B" WARNING LIGHTS
- TRAFFIC SIGN
- TYPE III BARRICADE WITH HIGH INTENSITY FLASHER, TYP.
- BLACK LEGEND AND BORDER ON WHITE BACKGROUND

A — ROAD CLOSED R11-2 48x30

B — ROAD WORK AHEAD W20-1 36x36

MISSISSIPPI RIVER

END BRIDGE (WB)

END BRIDGE (EB)

W1-6R 48x24

W6-3 48x48

END TEMPORARY BARRIER (EB)

LEFT LANE MUST TURN LEFT R3-7L 30x30

LA 131/MLK AVE.

100′

LOUISIANA AVE.

CARTER ST.

MAGNOLIA ST.

LEFT LANE MUST TURN LEFT R3-7L 30x30

END TEMPORARY STRIPING (WB)

SPRUCE ST.

SPEED LIMIT XX R2-1 24x30

OAK ST.

GREGORY ST.

PINE ST.

CEDAR ST.

HICKORY ST.

80′ C.C.

40′ C.C.

500′

END OF PROJECT END TEMPORARY STRIPING (EB)

ROAD WORK NEXT 2 MILES G20-1 60x24

1000′

540′ TAPER

W4-2L 48x48

W20-5L 48x48

LEFT LANE CLOSED 1500 FT

R2-1 24x30

SPEED LIMIT XX

W20-5L 48x48

LEFT LANE CLOSED 1/2 MILE

JOHN DALE DR.

US 84/US 425

MATCHLINE B

2600′ 500′ 500′

MURRAY DR.

CROSS ST.

TEXAS ST.

MCCOY LN.

XX M.P.H. W13-1 24x24

W1-4aR 48x48

ROAD CLOSED TO THRU TRAFFIC R11-4 60x30

DETOUR M4-10R 48x18

131 M1-5 48x48

M6-2L 24x24

END ROAD WORK G20-2a 48x24

MATCHLINE B

W3-5 48x48

WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED R16-3 36x48

SPEED LIMIT XX

W20-1 48x48

ROAD WORK 1 MILE

KATE B. PREYEAR REGISTERED PROFESSIONAL ENGINEER 19264 STATE OF MISSISSIPPI

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS

PROJ. NO. BR-0015-01(120)

FILENAME: TC2_SH.DGN

DESIGN TEAM _____ CHECKED _____ DATE 09/10/14

WORKING NUMBER TC-2

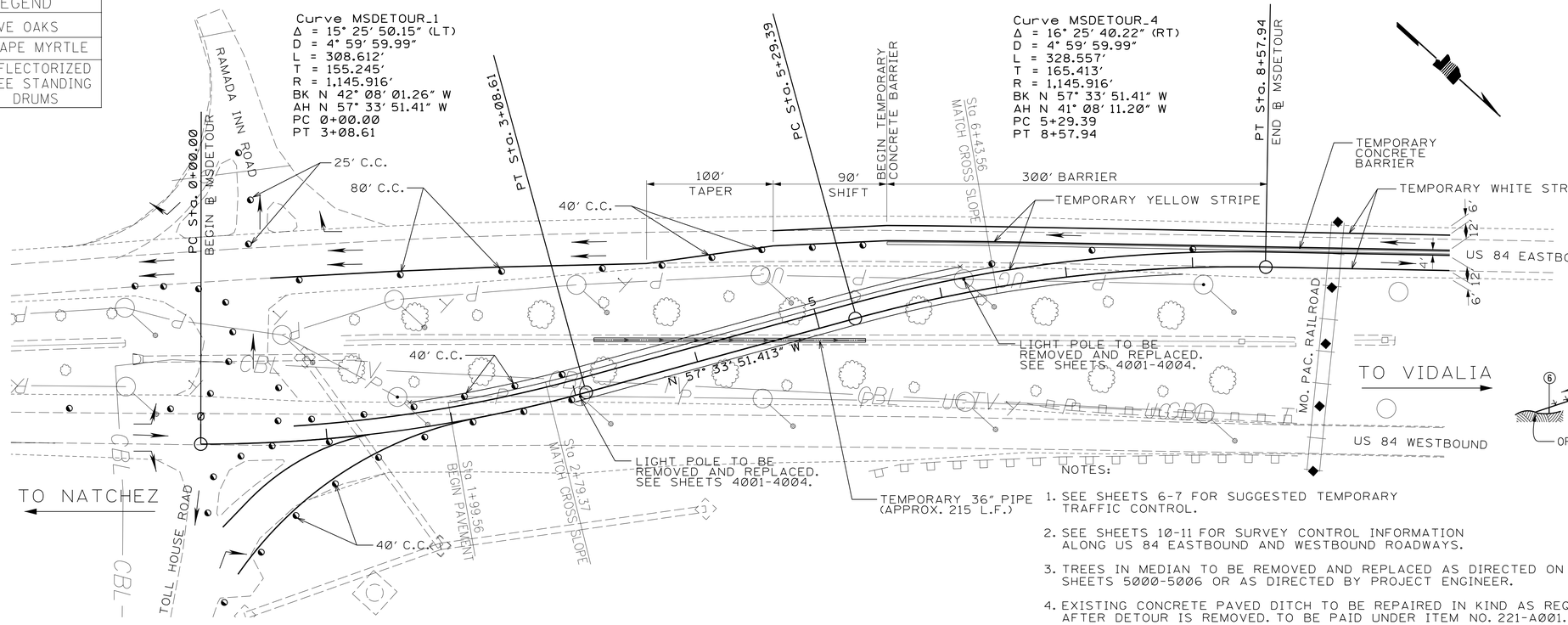
SHEET NUMBER 7

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

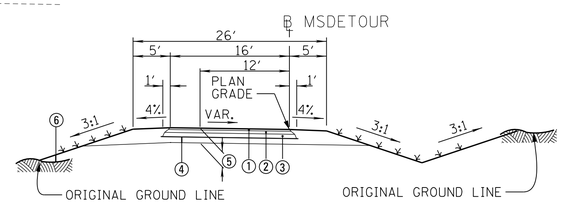
9/11/2014 4:55:29 PM C2_SH.DGN

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND	
○	LIVE OAKS
○	CRAPE MYRTLE
●	REFLECTORIZED FREE STANDING DRUMS



EARTHWORK TOTAL THIS SHEET		
Cut	9.33	Cu.Yds
Fill	1140.21	Cu.Yds
Excess	1130.88	Cu.Yds
Surplus		Cu.Yds
Borrow(B9)	1130.88	Cu.Yds

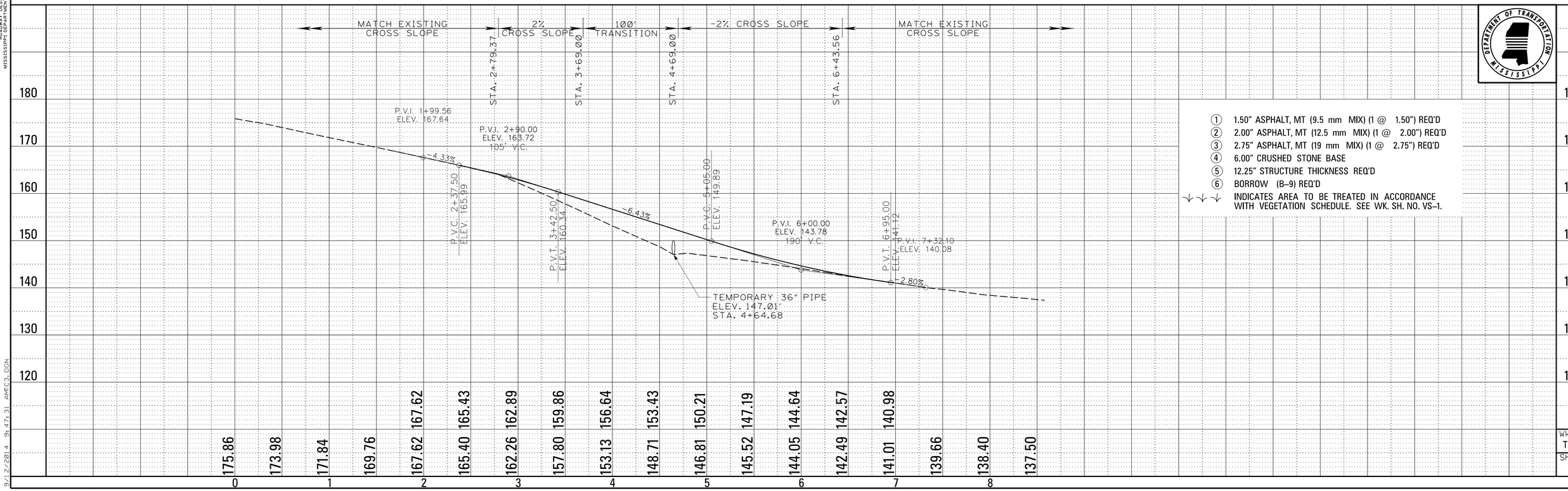


TYPICAL SECTION
MSDETOUR
HWY 84
STA. 2+97.90 TO STA. 6+18.14

NOTES:

1. SEE SHEETS 6-7 FOR SUGGESTED TEMPORARY TRAFFIC CONTROL.
2. SEE SHEETS 10-11 FOR SURVEY CONTROL INFORMATION ALONG US 84 EASTBOUND AND WESTBOUND ROADWAYS.
3. TREES IN MEDIAN TO BE REMOVED AND REPLACED AS DIRECTED ON SHEETS 5000-5006 OR AS DIRECTED BY PROJECT ENGINEER.
4. EXISTING CONCRETE PAVED DITCH TO BE REPAIRED IN KIND AS REQUIRED AFTER DETOUR IS REMOVED. TO BE PAID UNDER ITEM NO. 221-A001.

KATE B. PREJEAN
LICENSED PROFESSIONAL ENGINEER
Kate B Prejean
19264
9/16/14
STATE OF MISSISSIPPI



①	1.50" ASPHALT, MT (9.5 mm MIX) (1 @ 1.50") REQ'D
②	2.00" ASPHALT, MT (12.5 mm MIX) (1 @ 2.00") REQ'D
③	2.75" ASPHALT, MT (19 mm MIX) (1 @ 2.75") REQ'D
④	6.00" CRUSHED STONE BASE
⑤	12.25" STRUCTURE THICKNESS REQ'D
⑥	BORROW (B-9) REQ'D
	INDICATES AREA TO BE TREATED IN ACCORDANCE WITH VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1.

DEPARTMENT OF TRANSPORTATION MISSISSIPPI

Wk. Sh.	TC-3
Sh. No.	8

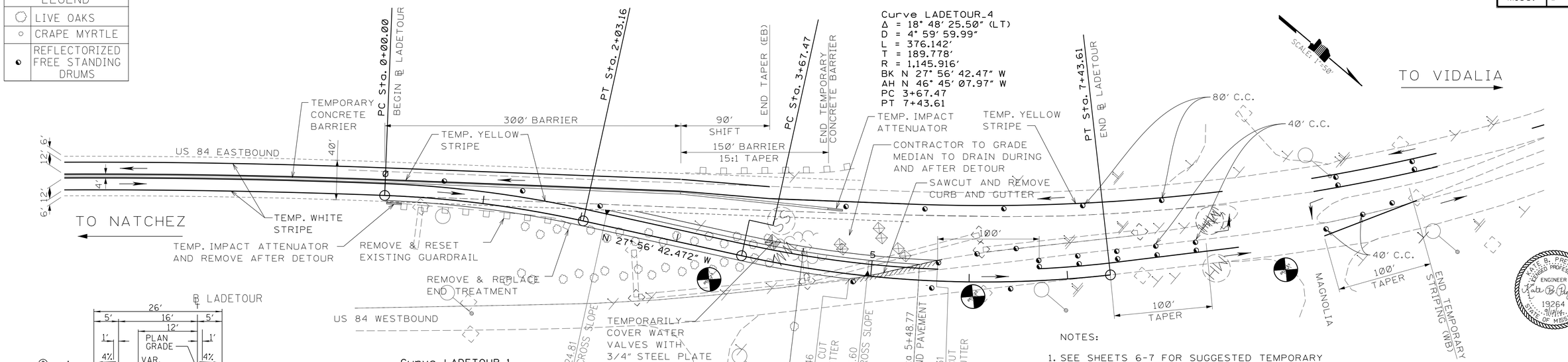
PLAN-PROFILE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/2/2014 9:47:31 AM FC3.DGN

DESIGN TEAM: FILENAME: TC3.DGN COUNTY: Adams PROJECT NO. : BR-0015-01(120) 106487/101000 SHEET ID: MS DETOUR

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND	
◯	LIVE OAKS
○	CRAPE MYRTLE
●	REFLECTORIZED FREE STANDING DRUMS



TYPICAL SECTION
LADETOUR
HWY 84
STA. 2+52.74 TO STA. 4+78.46

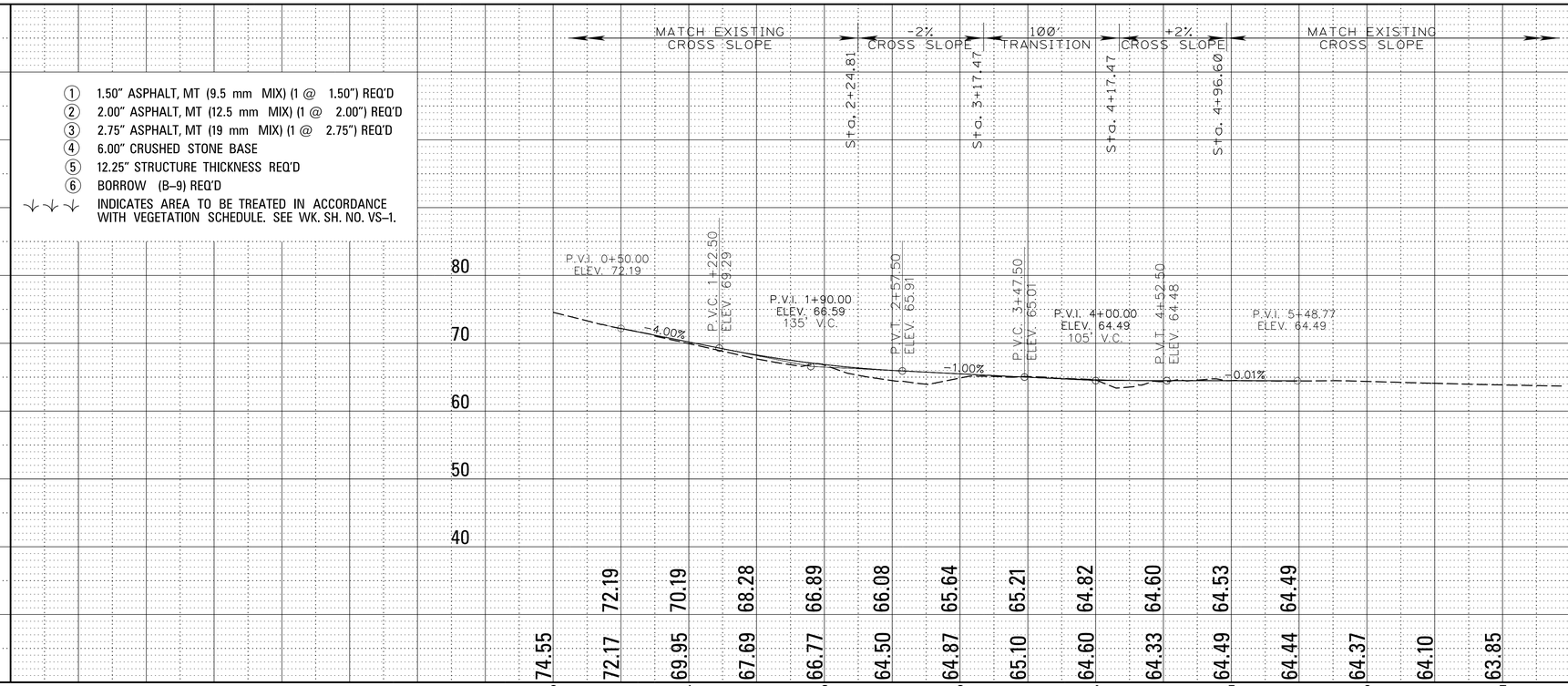
Curve LADETOUR_1
Δ = 10° 09' 28.52" (RT)
D = 4° 59' 59.99"
L = 203.159'
T = 101.846'
R = 1,145.916'
BK N 38° 06' 11.00" W
AH N 27° 56' 42.47" W
PC 0+00.00
PT 2+03.16

NOTES:

1. SEE SHEETS 6-7 FOR SUGGESTED TEMPORARY TRAFFIC CONTROL.
2. SEE SHEETS 10-11 FOR SURVEY CONTROL INFORMATION ALONG US 84 EASTBOUND AND WESTBOUND ROADWAYS.
3. TREES IN MEDIAN TO BE REMOVED AND REPLACED AS DIRECTED ON SHEETS 5000-5006 OR AS DIRECTED BY PROJECT ENGINEER.
4. MOUNTABLE CURB BETWEEN STA. 4+78.46 AND STA. 5+67.31 TO BE REPLACED AFTER DETOUR IS REMOVED. SEE LADOTD STANDARD CP-01 FOR MOUNTABLE CURB DETAILS.

EARTHWORK TOTAL THIS SHEET		
Cut	12.56	Cu.Yds
Fill	130.80	Cu.Yds
Excess	118.27	Cu.Yds
Surplus		Cu.Yds
Borrow (B9)	118.27	Cu.Yds

KATE B. PREJEAN
REGISTERED PROFESSIONAL
ENGINEER
Kate B Prejean
19264
9/4/14
STATE OF MISSISSIPPI



① 1.50" ASPHALT, MT (9.5 mm MIX) (1 @ 1.50") REQ'D
② 2.00" ASPHALT, MT (12.5 mm MIX) (1 @ 2.00") REQ'D
③ 2.75" ASPHALT, MT (19 mm MIX) (1 @ 2.75") REQ'D
④ 6.00" CRUSHED STONE BASE
⑤ 12.25" STRUCTURE THICKNESS REQ'D
⑥ BORROW (B-9) REQ'D
INDICATES AREA TO BE TREATED IN ACCORDANCE WITH VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1.

Wk. Sh. TC-4
Sh. No. 9

PLAN-PROFILE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
9/2/2014 9:50:42 AM FC4.DGN

DESIGN TEAM: | FILENAME: TC4.DGN | PARISH: CONCORDIA | PROJECT NO. : BR-0015-01(120) 106487/101000 | SHEET ID: LA DETOUR

STATE	PROJECT NO.
MISS.	BR-0015-01(12)

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD MS ZONE (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
DN4083	748634.940	1959894.840

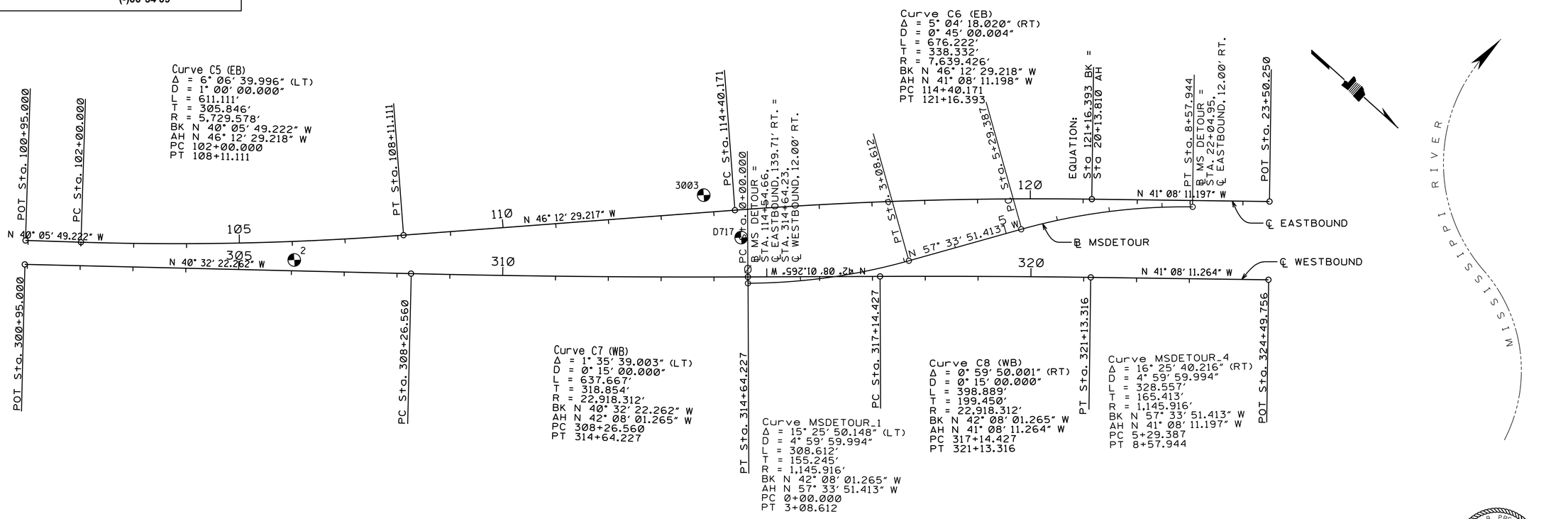
VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
BW0873	139.700

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	1.00007986
GRID TO GEODETIC AZIMUTH	(-)00°34'09"

P.C.M. ELEV. 178.050
PT NAME: 3003
N. 748528.540
E. 1959882.470
DESC. 1/2" REBAR



P.C.M. ELEV. 213.660
PT NAME: 2
N. 748033.550
E. 1960491.460
DESC. "60 NAIL

P.C.M. ELEV. 174.150
PT NAME: D717
N. 748634.940
E. 1959894.840
DESC. BRASS DISC

0 100 200 300
SCALE: 1"=100'

KATE B. PREJEAN
LICENSED PROFESSIONAL ENGINEER
Kate B. Prejean
19264
7/19/14
STATE OF MISSISSIPPI

MS DETOUR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL SURVEY DATA

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS

PROJ. NO. BR-0015-01(120)

DEPARTMENT OF TRANSPORTATION MISSISSIPPI

WORKING NUMBER TC-5

SHEET NUMBER 10

REVISION BY DATE

FILENAME: SURVEYCONTROL_SH.DGN
DESIGN TEAM CHECKED DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/12/2014 10:50:08 AM\SURVEYCONTROL_SH.DGN

STATE	PROJECT NO.
MISS.	BR-0015-01(12)

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD MS ZONE (US SURVEY FEET)

HORIZONTAL MONUMENT	NORTH	EAST
DN4083	748634.940	1959894.840

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)

VERTICAL MONUMENT	ELEVATION
BW0873	139.700

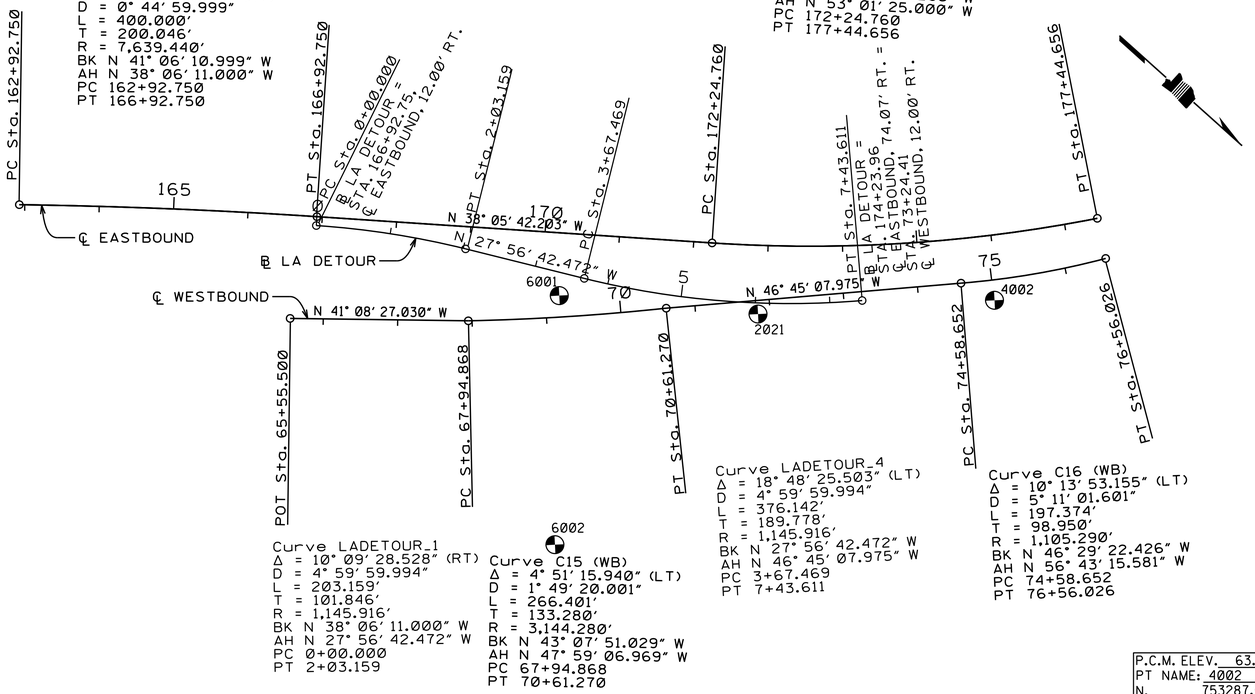
ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	1.00007986
GRID TO GEODETIC AZIMUTH	(-)00°34'09"

P.C.M. ELEV. 64.730
PT NAME: 6001
N. 752848.400
E. 1956256.711
DESC, 1/2" REBAR

Curve C11 (EB)
Δ = 2° 59' 59.999" (RT)
D = 0° 44' 59.999"
L = 400.000'
T = 200.046'
R = 7,639.440'
BK N 41° 06' 10.999" W
AH N 38° 06' 11.000" W
PC 162+92.750
PT 166+92.750

Curve C12 (EB)
Δ = 14° 55' 42.797" (LT)
D = 2° 52' 17.224"
L = 519.896'
T = 261.429'
R = 1,995.360'
BK N 38° 05' 42.203" W
AH N 53° 01' 25.000" W
PC 172+24.760
PT 177+44.656



Curve LADETOUR_1
Δ = 10° 09' 28.528" (RT)
D = 4° 59' 59.994"
L = 203.159'
T = 101.846'
R = 1,145.916'
BK N 38° 06' 11.000" W
AH N 27° 56' 42.472" W
PC 0+00.000
PT 2+03.159

Curve C15 (WB)
Δ = 4° 51' 15.940" (LT)
D = 1° 49' 20.001"
L = 266.401'
T = 133.280'
R = 3,144.280'
BK N 43° 07' 51.029" W
AH N 47° 59' 06.969" W
PC 67+94.868
PT 70+61.270

Curve LADETOUR_4
Δ = 18° 48' 25.503" (LT)
D = 4° 59' 59.994"
L = 376.142'
T = 189.778'
R = 1,145.916'
BK N 27° 56' 42.472" W
AH N 46° 45' 07.975" W
PC 3+67.469
PT 7+43.611

Curve C16 (WB)
Δ = 10° 13' 53.155" (LT)
D = 5° 11' 01.601"
L = 197.374'
T = 98.950'
R = 1,105.290'
BK N 46° 29' 22.426" W
AH N 56° 43' 15.581" W
PC 74+58.652
PT 76+56.026

P.C.M. ELEV. 63.210
PT NAME: 4002
N. 753287.680
E. 1955870.950
DESC, 3/4" REBAR

P.C.M. ELEV. 64.430
PT NAME: 2021
N. 753063.615
E. 1956096.850
DESC, 1/2" REBAR

P.C.M. ELEV. 61.940
PT NAME: 6002
N. 753067.470
E. 1956509.570
DESC, 1/2" REBAR

0 100 200 300
SCALE: 1"=100'

KATE B. PRELEAN
REGISTERED PROFESSIONAL ENGINEER
Kate B Preleans
19264
9/12/14
STATE OF MISSISSIPPI

LA DETOUR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL SURVEY DATA

U29 AND U49 PIN AND LINK REPLACEMENT US HIGHWAY 84 WESTBOUND MISSISSIPPI RIVER BRIDGE

COUNTY: ADAMS

PROJ. NO. BR-0015-01(120)

BY | REVISION | DATE

FILENAME: SURVEYCONTROL_SH.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER TC-6

SHEET NUMBER 11

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/12/2014 10:50:47 AM\SURVEYCONTROL_SH.DGN

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

NOTES:

1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS ARE TO BE USED IN CONJUNCTION WITH PERIMETER SILT FENCE WHEN STORMWATER RUNOFF IS IN TWO DIRECTIONS (DOWN A FILL SLOPE AND DOWN GRADIENT ALONG THE RIGHT-OF-WAY).

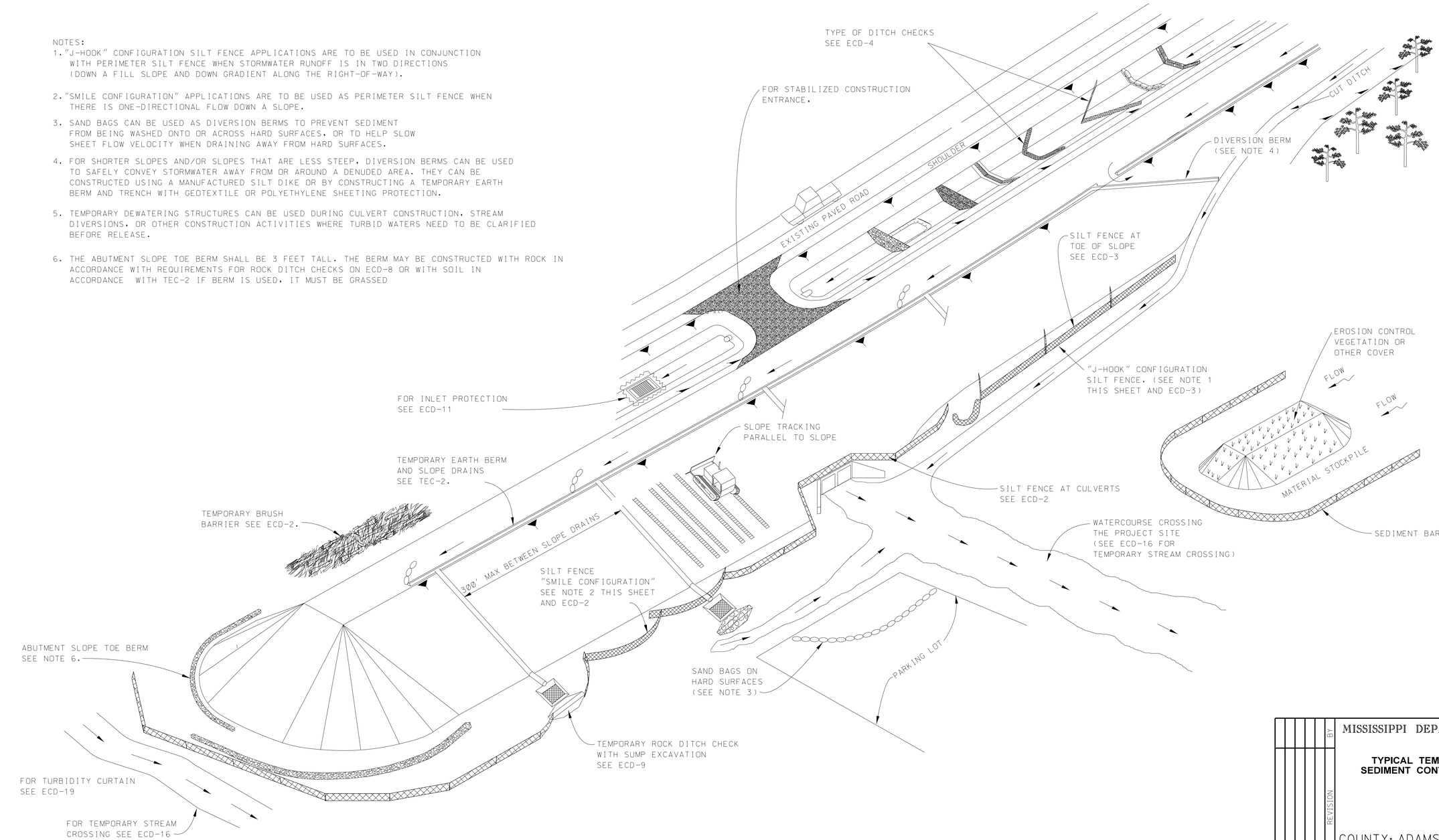
2. "SMILE CONFIGURATION" APPLICATIONS ARE TO BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.

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

4. FOR SHORTER SLOPES AND/OR SLOPES THAT ARE LESS STEEP, DIVERSION BERMS CAN BE USED TO SAFELY CONVEY STORMWATER AWAY FROM OR AROUND A DENUDED AREA. THEY CAN BE CONSTRUCTED USING A MANUFACTURED SILT DIKE OR BY CONSTRUCTING A TEMPORARY EARTH BERM AND TRENCH WITH GEOTEXTILE OR POLYETHYLENE SHEETING PROTECTION.

5. TEMPORARY DEWATERING STRUCTURES CAN BE USED DURING CULVERT CONSTRUCTION, STREAM DIVERSIONS, OR OTHER CONSTRUCTION ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.

6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FEET TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON ECD-8 OR WITH SOIL IN ACCORDANCE WITH TEC-2 IF BERM IS USED, IT MUST BE GRASSED

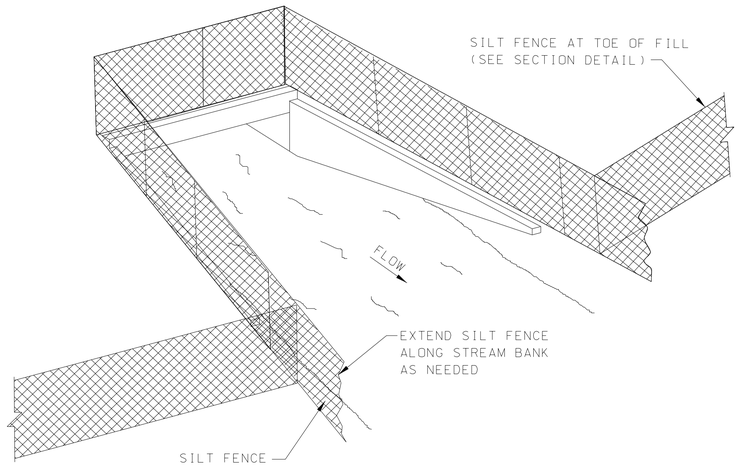


BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION		
REVISION	TYPICAL TEMPORARY EROSION/ SEDIMENT CONTROL APPLICATIONS		
	COUNTY: ADAMS PROJ. NO.: BR-0015-01-(120)	WORKING NUMBER	ECD-1
DATE	FILENAME: EROSION CONTROL\ECD-1.DGN DESIGN TEAM _____ CHECKED _____ DATE _____	SHEET NUMBER	12

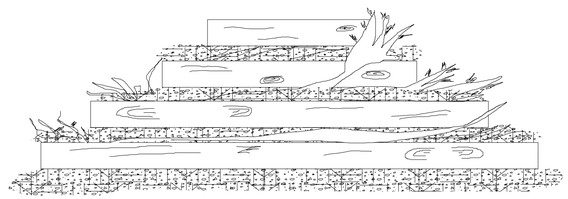
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 00:00AMPM DONFILENAME

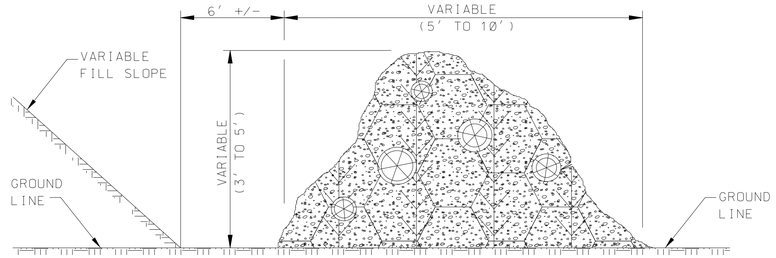
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



SEDIMENT BARRIER AT CROSS DRAIN



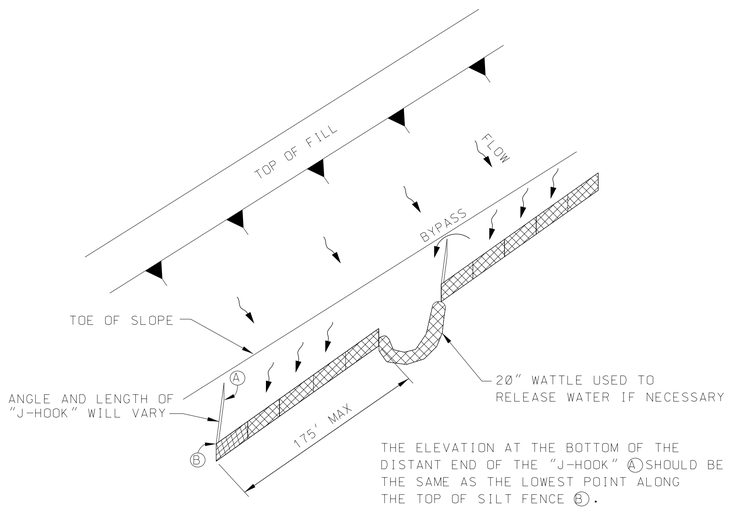
FRONT ELEVATION



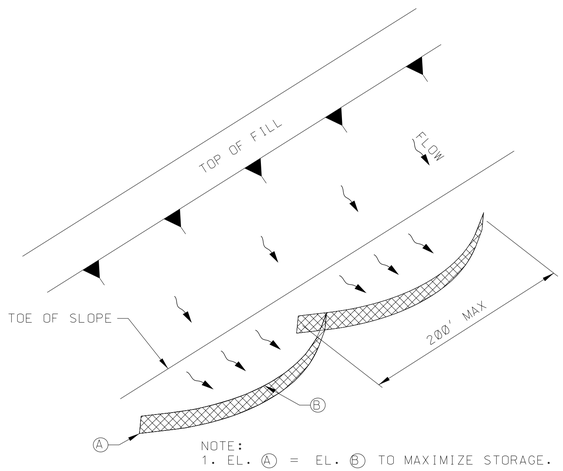
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

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



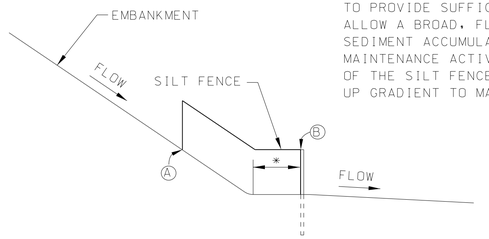
"J-HOOK" SILT FENCE APPLICATION



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

"SMILE-CONFIGURATION" SILT FENCE APPLICATION

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



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

SILT FENCE SECTION AT TOE OF FILL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF SEDIMENT BARRIER APPLICATIONS

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER: ECD-2

FILENAME: EROSION CONTROL\ECD-2.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

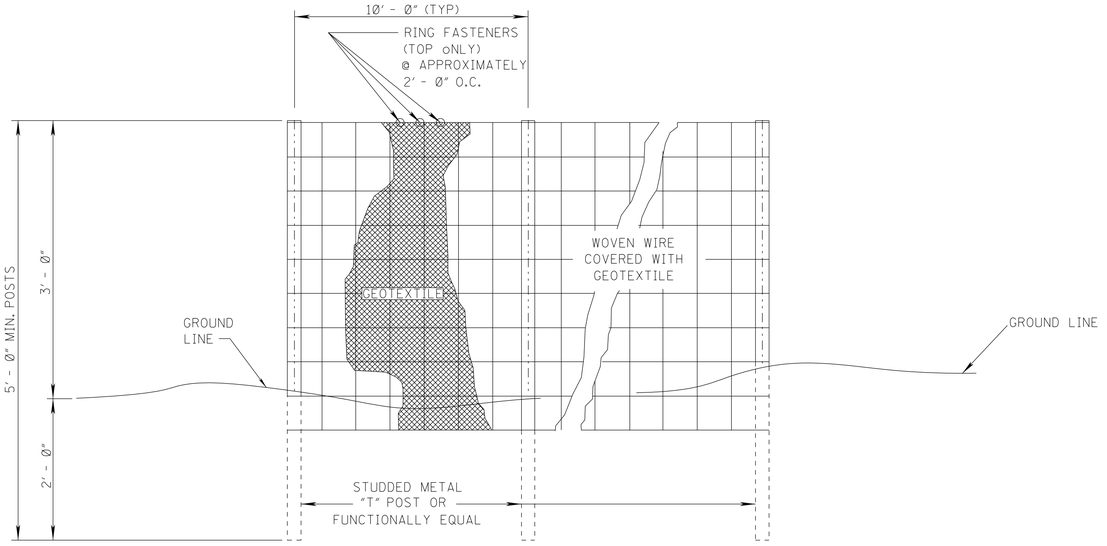
SHEET NUMBER: 13

BY | REVISION | DATE

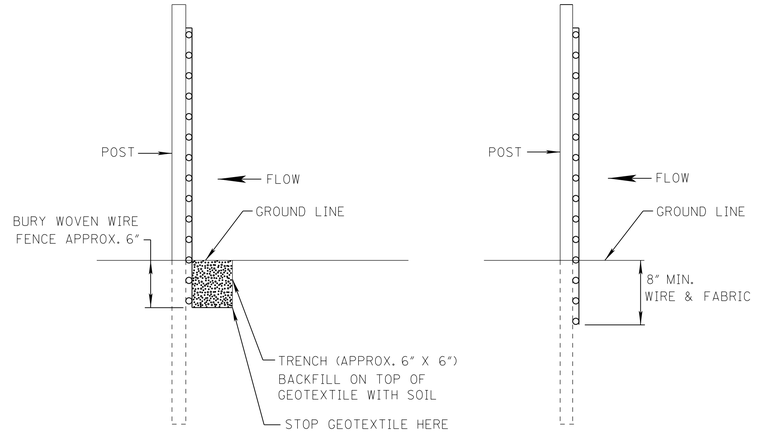
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 00:00 AM\PM DGNFILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



ELEVATION VIEW

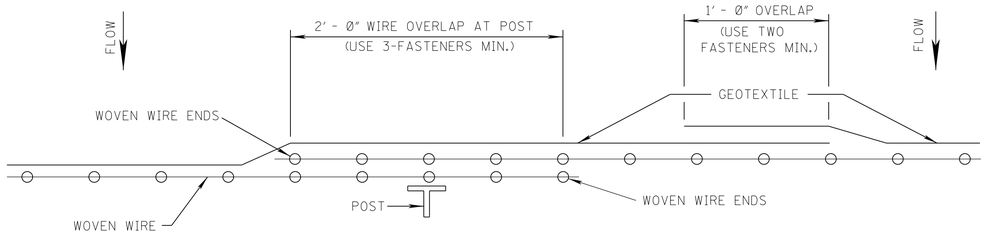


METHOD I

METHOD II
MECHANICAL INSTALLATION

SIDE VIEW

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



PLAN VIEW

REQUIRED LAPPING

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF SILT FENCE INSTALLATION

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER
ECD-3

SHEET NUMBER
14

BY | REVISION | DATE

FILENAME: EROSION CONTROL\ECD-3.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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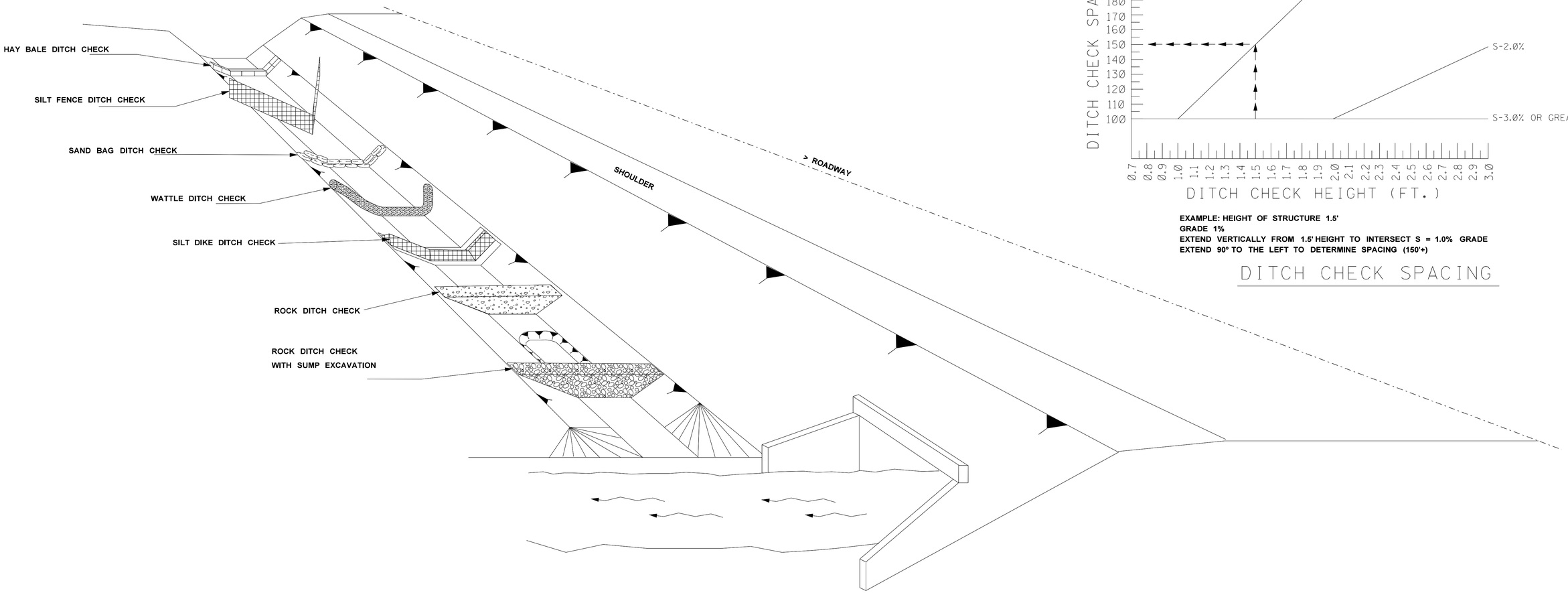
STATE	PROJECT NO.
MISS.	BR-0015-01(120)

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



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

DITCH CHECK SPACING

NOTES:

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: **EROSION CONTROL\ECD-4.DGN**
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER ECD-4

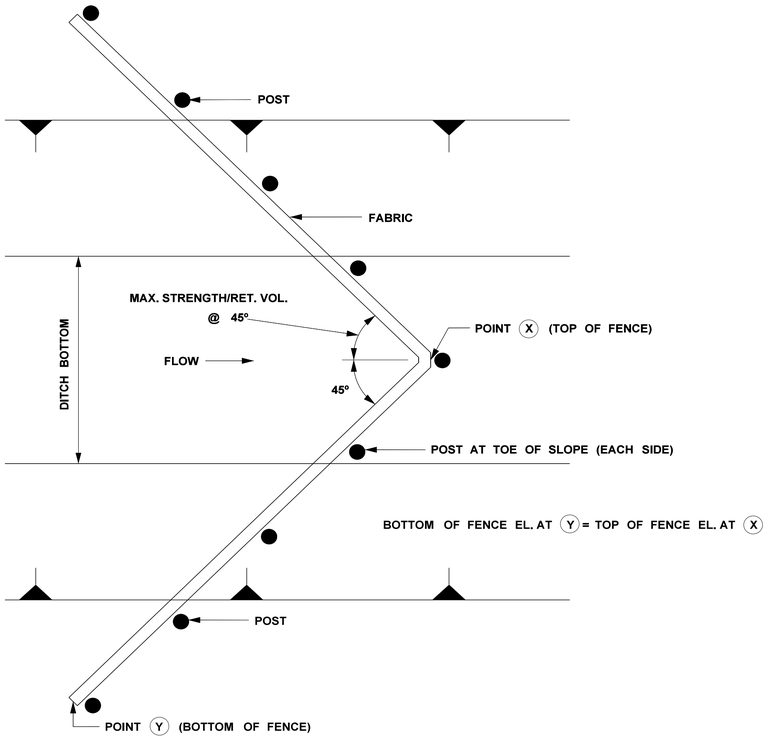
SHEET NUMBER 15

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 001.00 AMPM DGNFILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



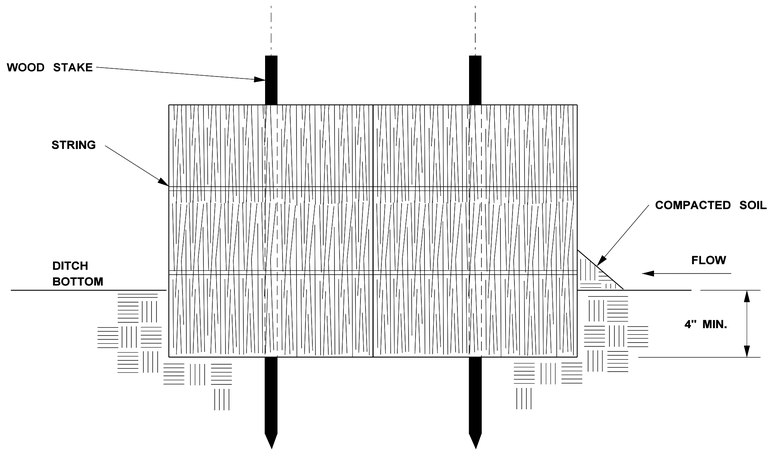
PLAN VIEW

NOTES:

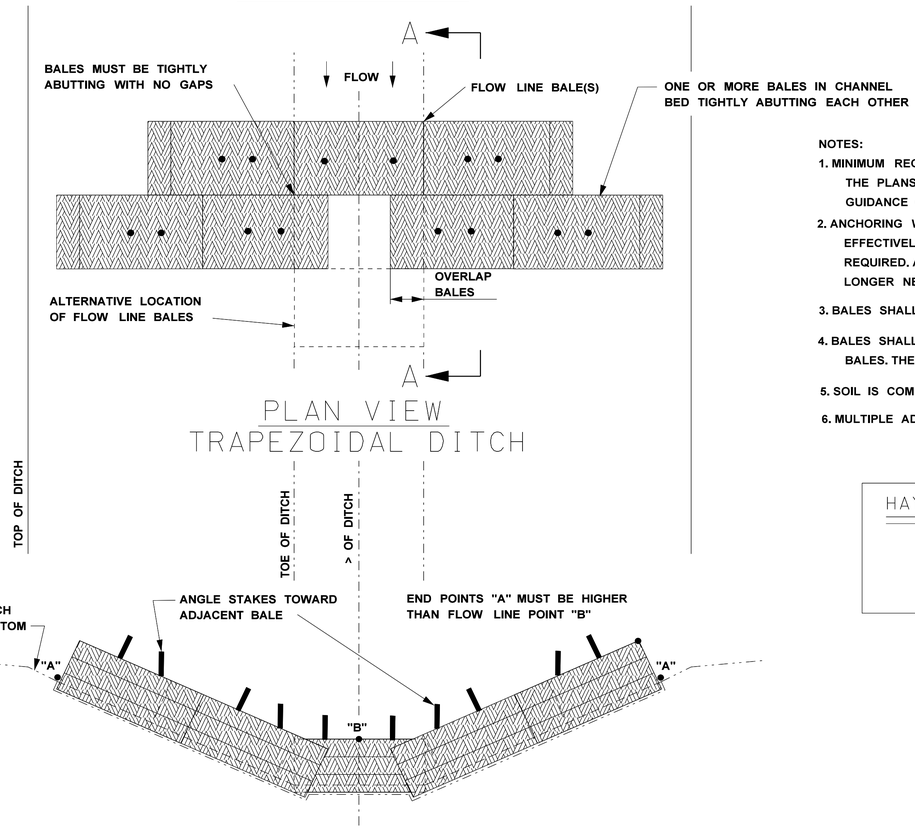
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON ECD-4
2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.

SILT FENCE DITCH CHECK SELECTION GUIDELINES

SILT FENCE DITCH CHECKS ARE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.



SECTION A-A



PLAN VIEW
TRAPEZOIDAL DITCH

PROFILE VIEW
TRAPEZOIDAL DITCH

NOTES:

1. 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 ECD-4.
2. 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.
3. BALES SHALL BE EMBEDDED IN THE SOIL A MIN. OF 4".
4. 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.
5. SOIL IS COMPACTED ALONG THE BASE OF THE UPSTREAM FACE TO PREVENT PIPING.
6. MULTIPLE ADJACENT ROWS OF BALES ARE REQUIRED AS SHOWN.

HAY BALE DITCH CHECK SELECTION GUIDELINES

HAY BALES ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 08:00AMPW DGNFILENAME

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

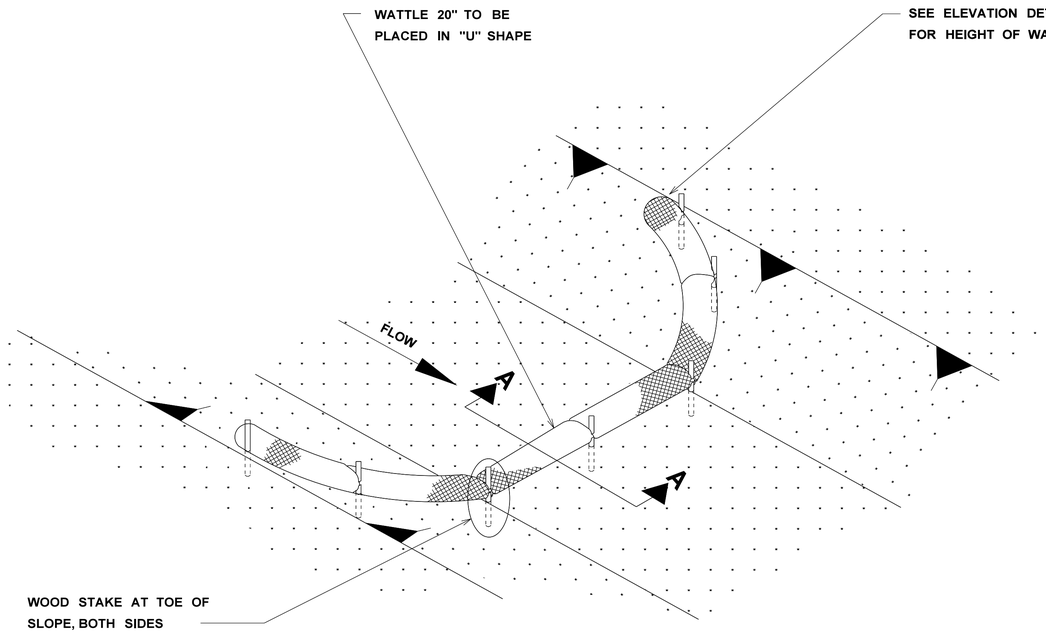
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES, SILT FENCE AND HAY BALE DITCH CHECKS

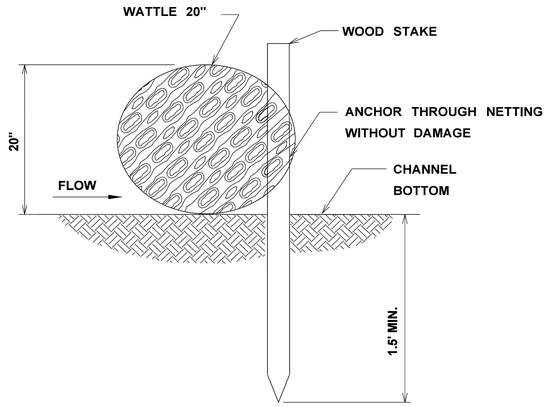
COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)
FILENAME: EROSION CONTROL\ECD-5.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
ECD-5

SHEET NUMBER
16

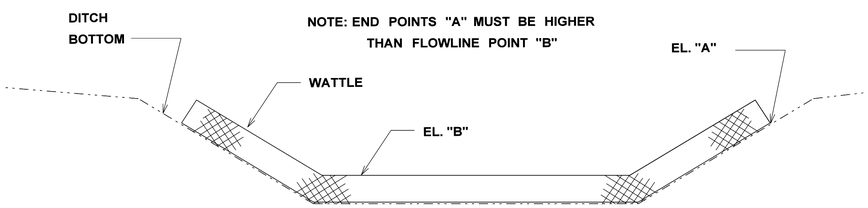
STATE	PROJECT NO.
MISS.	BR-0015-01(120)





SECTION A-A

DETAIL (DITCH CHECK)



ELEVATION DETAIL

NOTES:

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

WATTLE DITCH CHECK SELECTION GUIDELINES

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

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 00:00 AMPM DGNFILENAME

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL
WATTLE DITCH CHECK

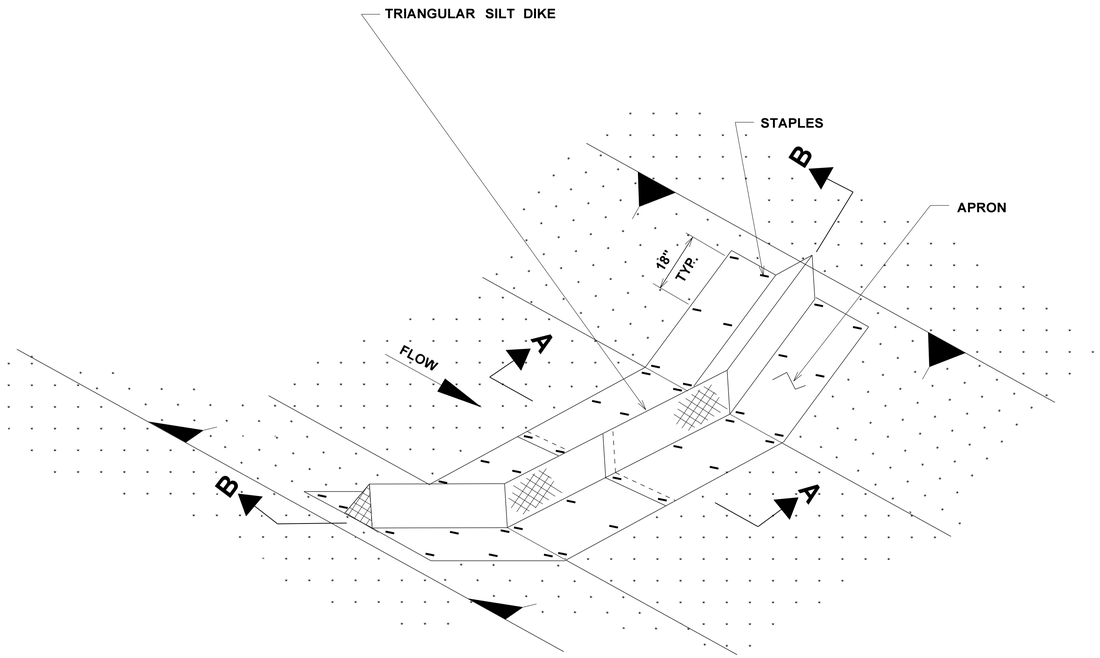
COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: EROSION CONTROL\ECD-6.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
ECD-6

SHEET NUMBER
17

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



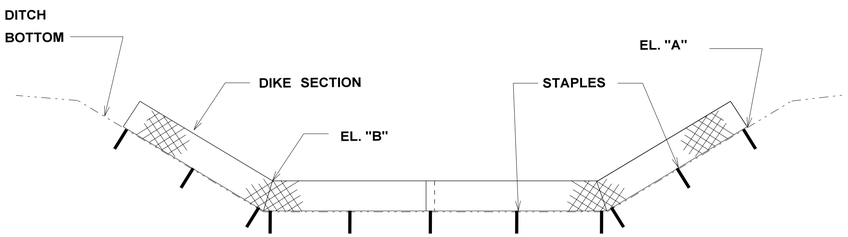
PLAN VIEW

SILT DIKE DITCH CHECK SELECTION GUIDELINES

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

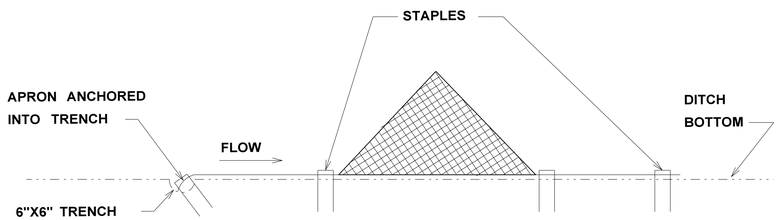
NOTE:

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



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

SECTION B-B



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

SECTION A-A

SILT DIKE INSTALLATION FOR ROADWAY DITCHES

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER ECD-7

FILENAME: EROSION_CONTROL\ECD-7.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

SHEET NUMBER 18

BY | REVISION | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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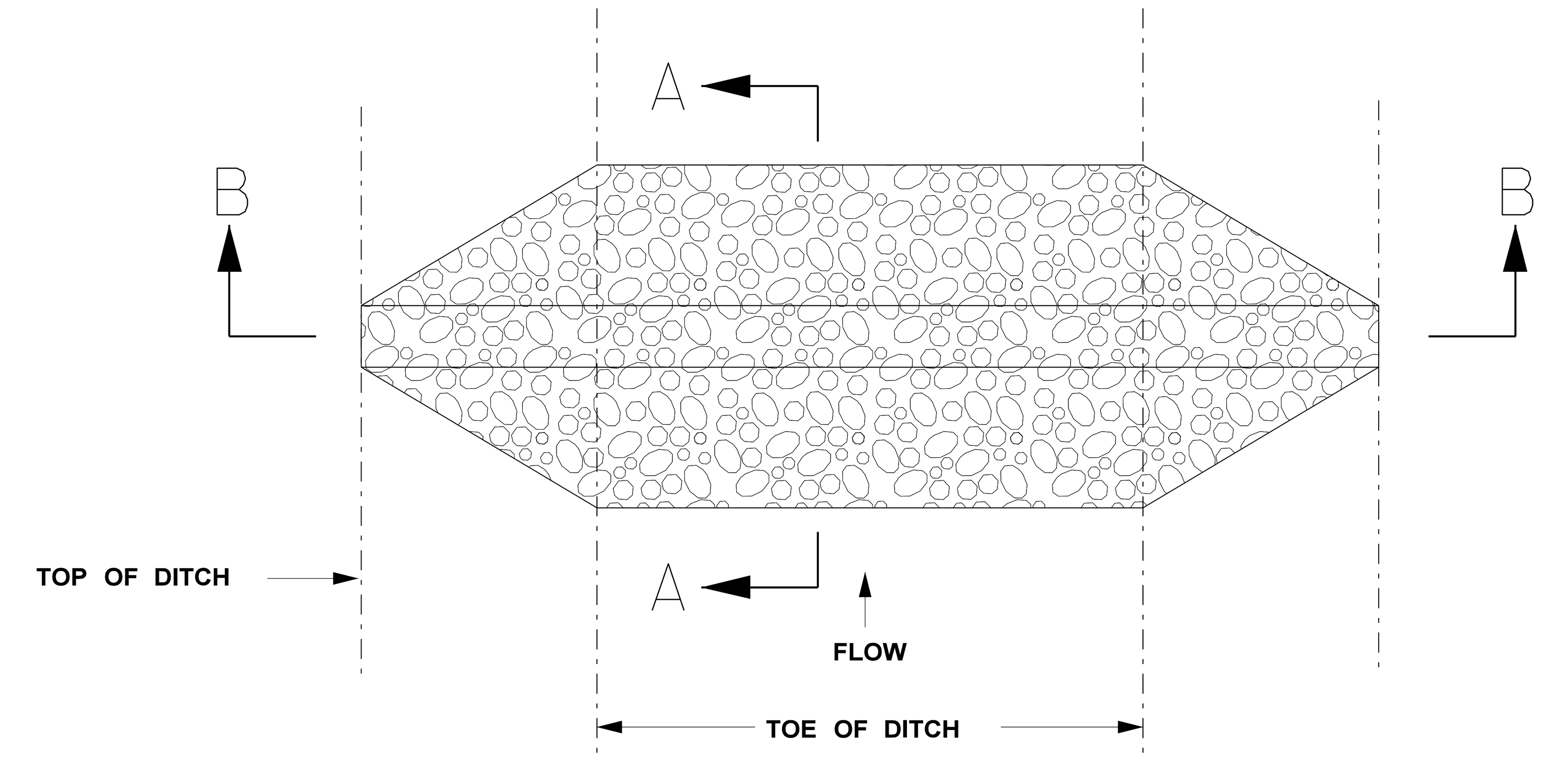
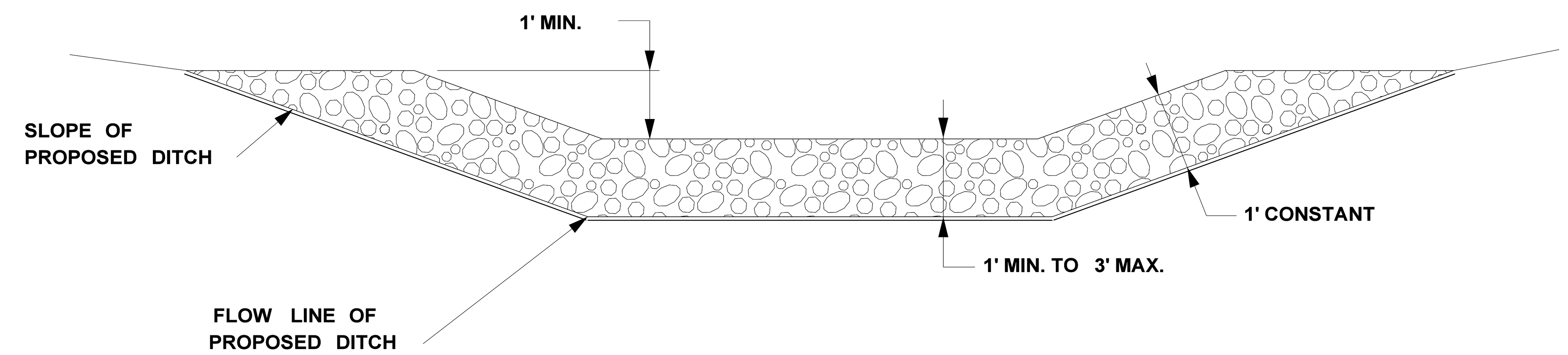
STATE	PROJECT NO.
MISS.	BR-0015-01(120)

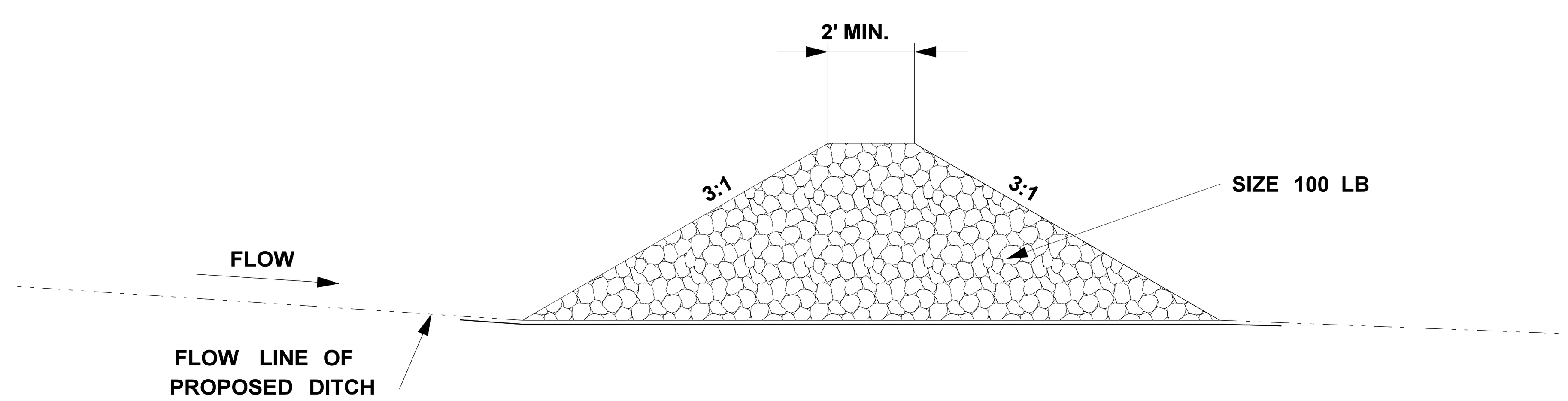


PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

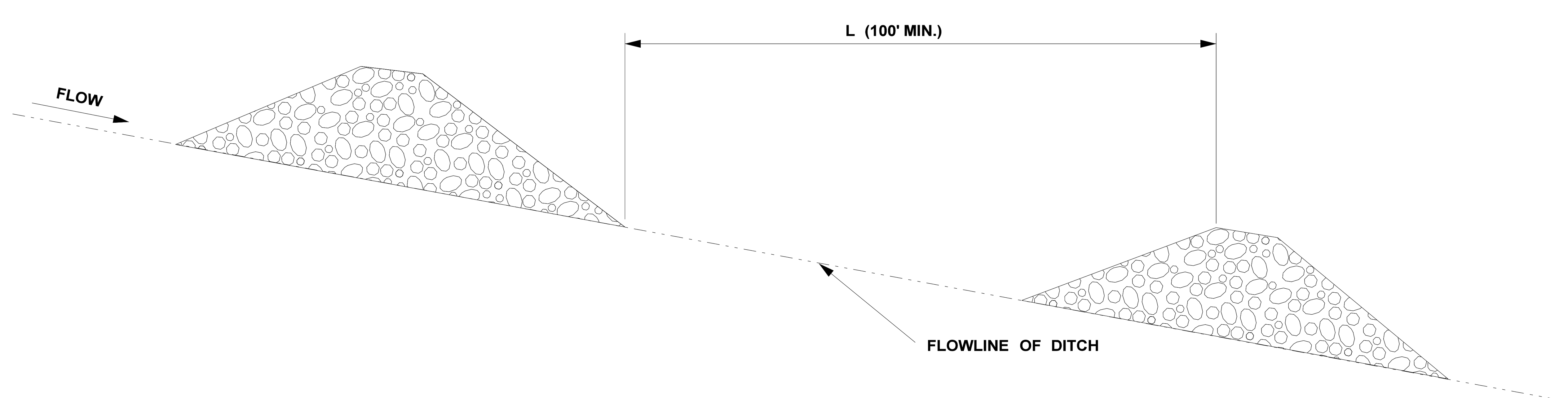


SECTION B-B



SECTION A-A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR SPACING BETWEEN DITCH CHECKS

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ROCK DITCH CHECK

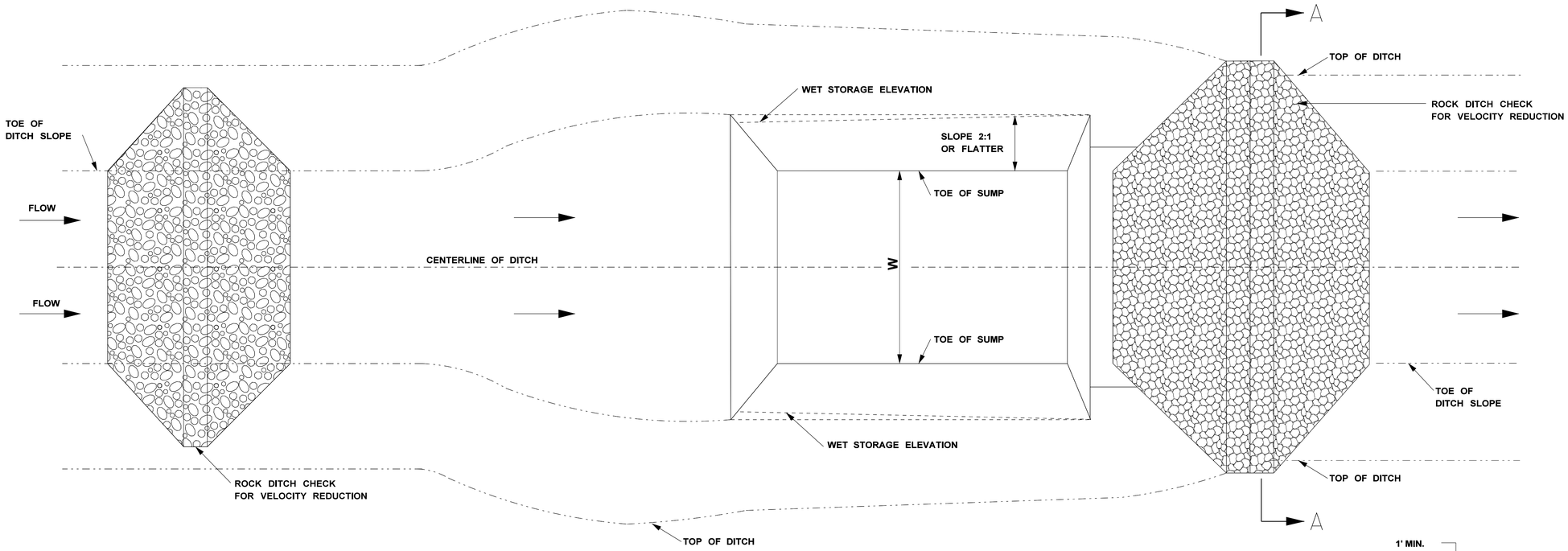
REVISION | BY | DATE

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)
FILENAME: EROSION CONTROL\ECD-8.DGN
DESIGN TEAM ______ CHECKED ______ DATE ______

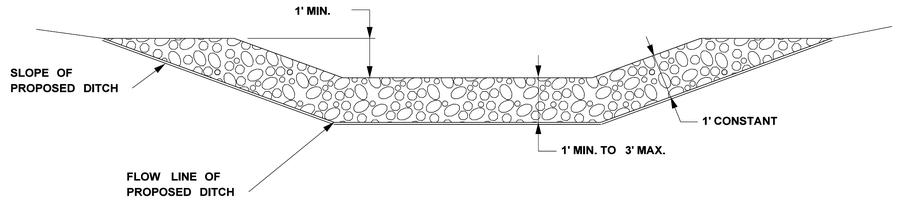
WORKING NUMBER ECD-8
SHEET NUMBER 19

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

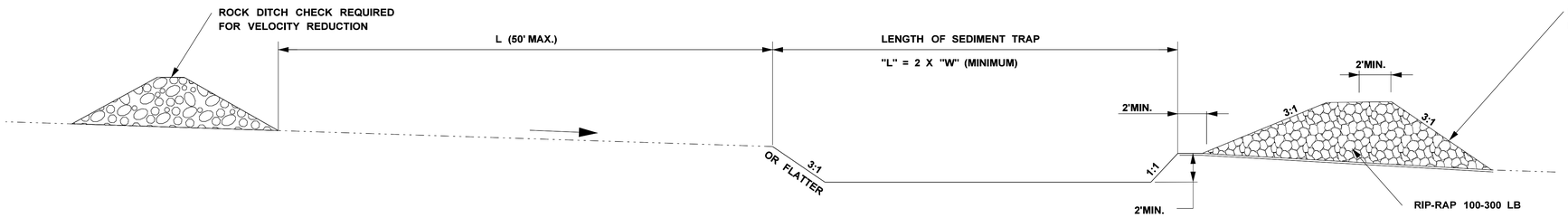
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



PLAN VIEW



SECTION A-A



PROFILE VIEW

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ROCK DITCH CHECK
WITH SUMP EXCAVATION

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER
ECD-9

SHEET NUMBER
20

FILENAME: EROSION CONTROL\ECD-9.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

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PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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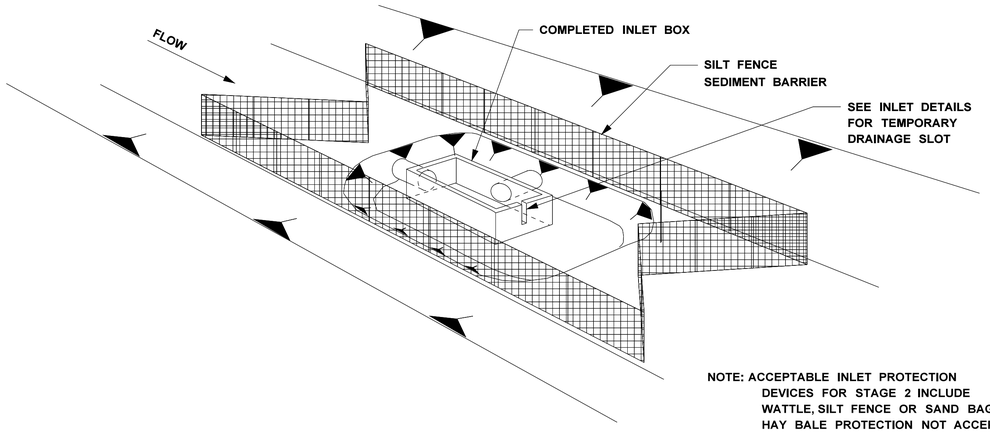
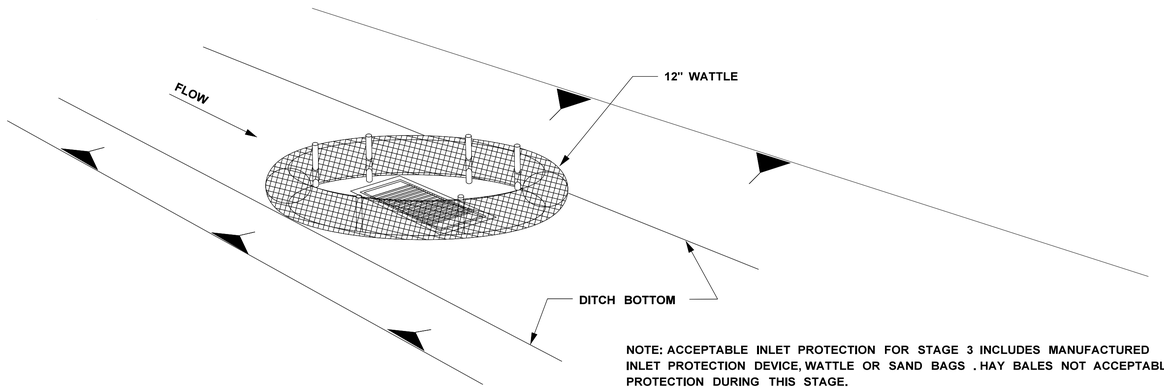
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



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

STAGE 2

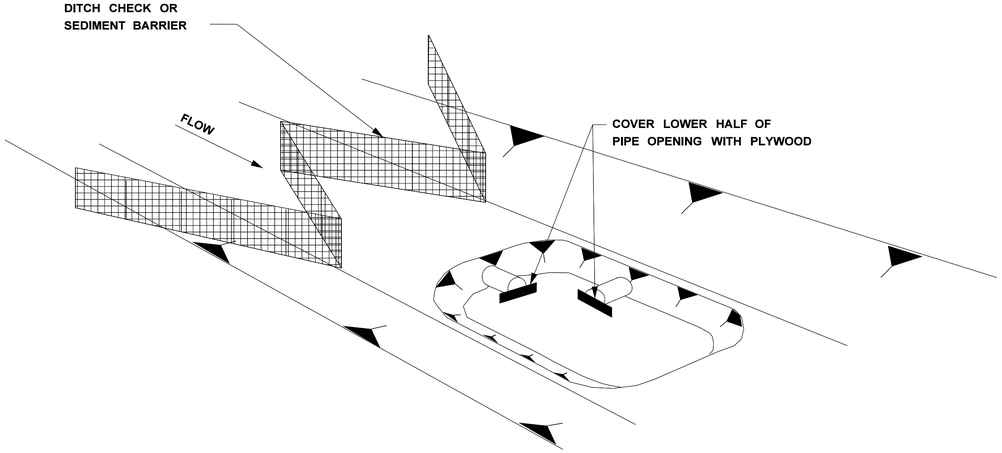
INLET/JUNCTION BOX CONSTRUCTED BUT NOT BACKFILLED



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

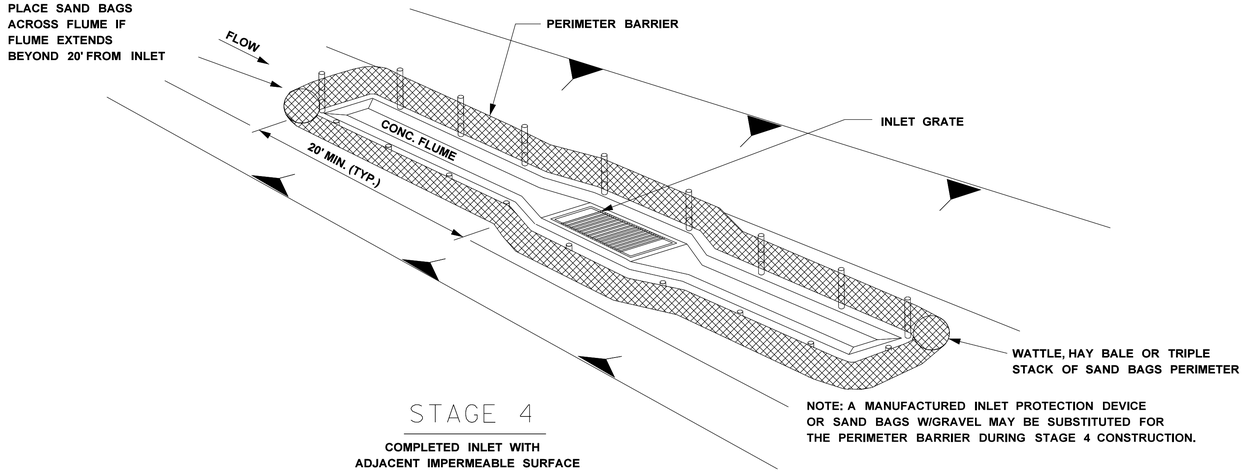
STAGE 3

INLET CONSTRUCTED AND BACKFILLED



STAGE 1

INLET/JUNCTION BOX LOCATION EXCAVATED



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

STAGE 4

COMPLETED INLET WITH ADJACENT IMPERMEABLE SURFACE

DITCH INLET CONSTRUCTION STAGES

NOTES:

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

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION
TYPICAL APPLICATIONS AND DETAILS

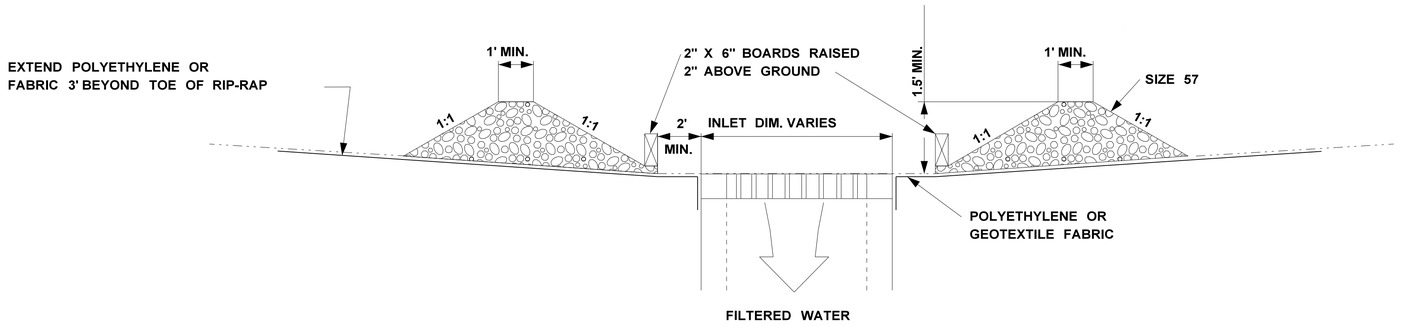
COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: EROSION CONTROL\ECD-10.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
ECD-10

SHEET NUMBER
21

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



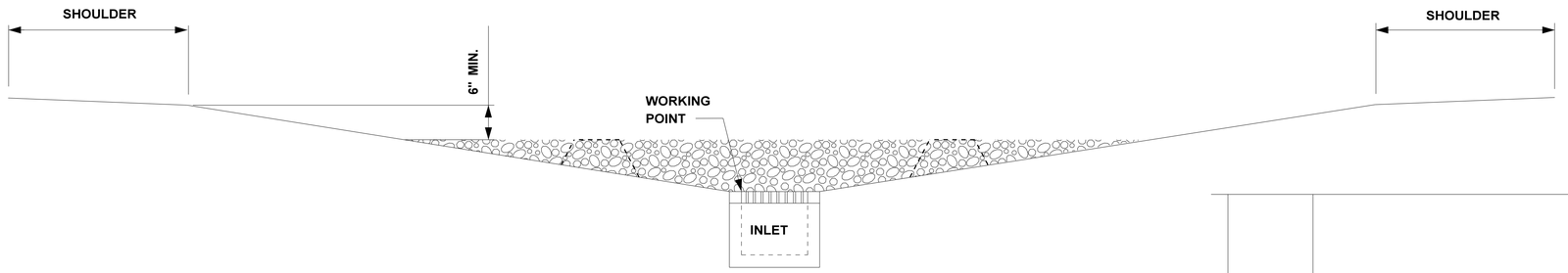
SECTION B-B

NOTES:

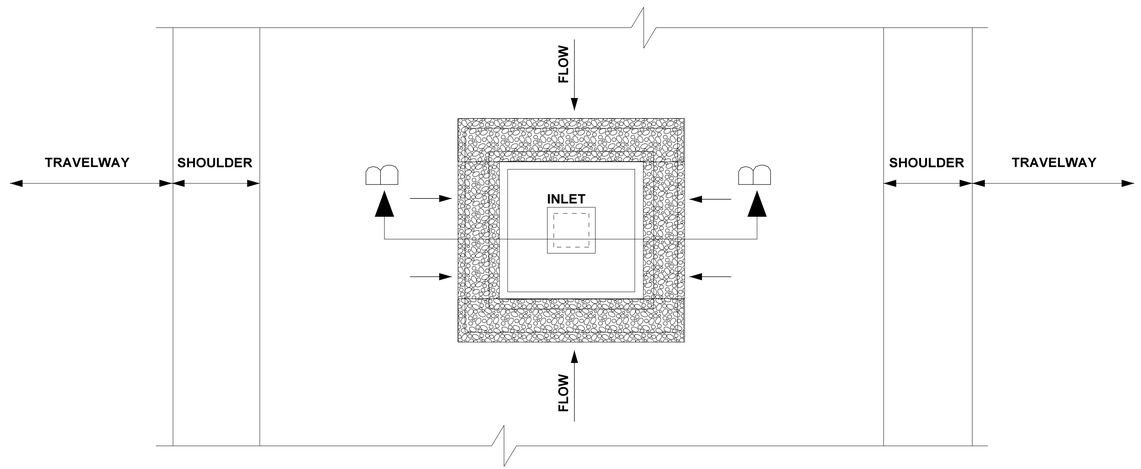
1. THE ELEVATION OF THE TOP OF THE REQUIRED STONE BERM SHALL BE A MINIMUM OF 1.5' ABOVE THE ELEVATION OF THE INLET WORKING POINT AND A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.

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

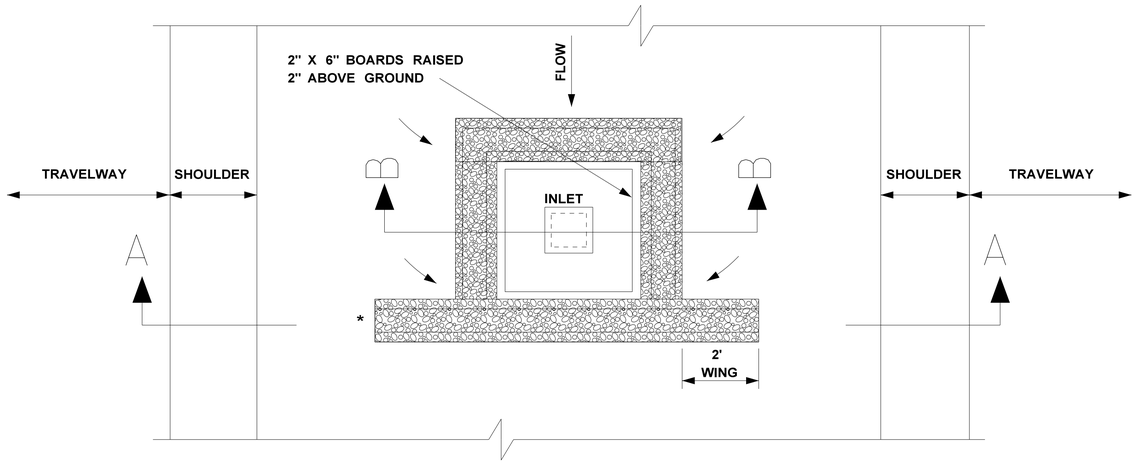
3. 2" X 6" BOARDS MAY BE REPLACED WITH WIRE MESH W/OPENINGS LESS THAN 1" X 1". COST IS ABSORBED.



SECTION A-A



PLAN - IN SAG



PLAN - ON GRADE

* CONSTRUCT WINGS TO PREVENT BYPASS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION
DETAILS FOR COARSE AGGREGATE
ON GRADES & SAGS

COUNTY: ADAMS
PROJ. NO: BR-0015-01(120)

FILENAME: EROSION_CONTRL\ECD-11.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
ECD-11

SHEET NUMBER
22

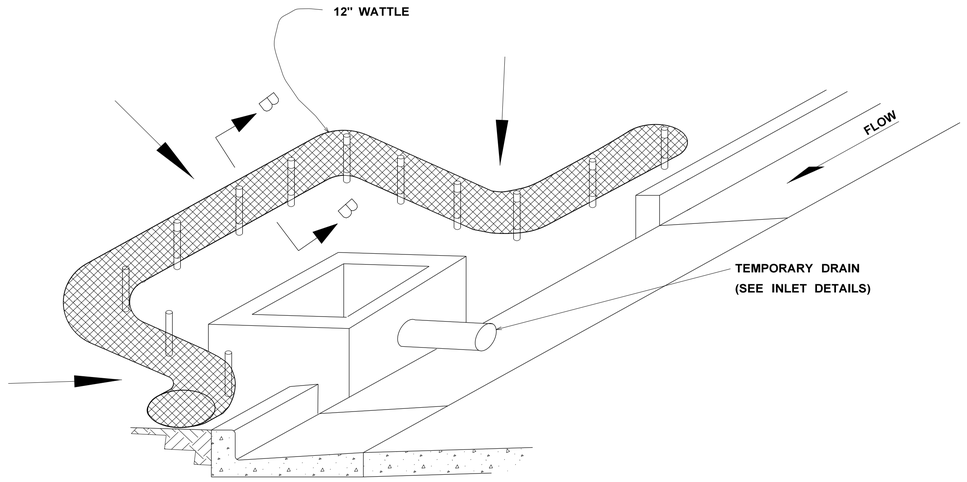
BY | REVISION | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

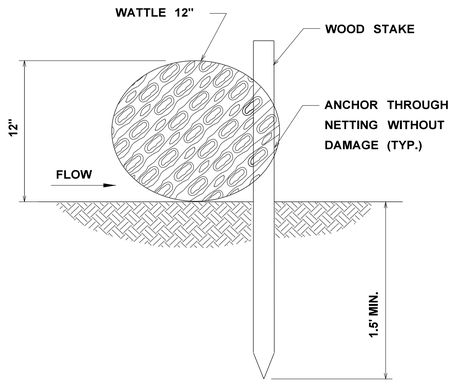
MMDDYY 00:00AMPM DONFILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

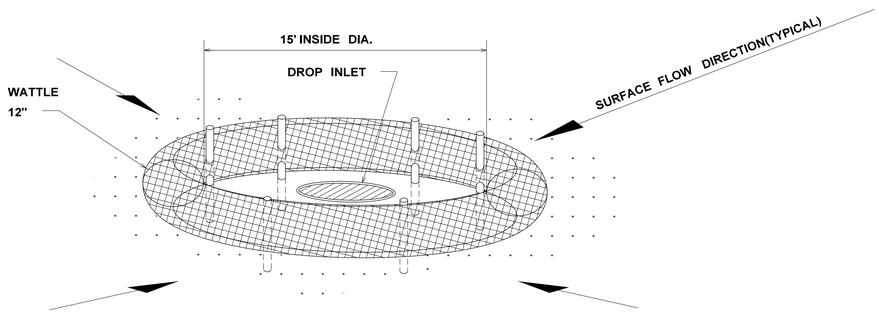
NOTE:
SILT FENCE OR SAND BAGS MAY ALSO BE USED FOR THIS APPLICATION.
HAY BALES NOT ACCEPTABLE DURING THIS STAGE.



CURB INLET PROTECTION (STAGE 2)
SINGLE OR DOUBLE WING INLET



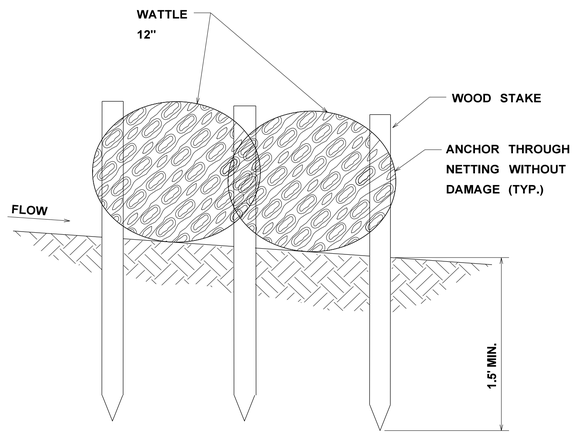
SECTION B-B



DROP INLET PROTECTION

NOTES:

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



SECTION A-A

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION DETAILS OF WATTLES

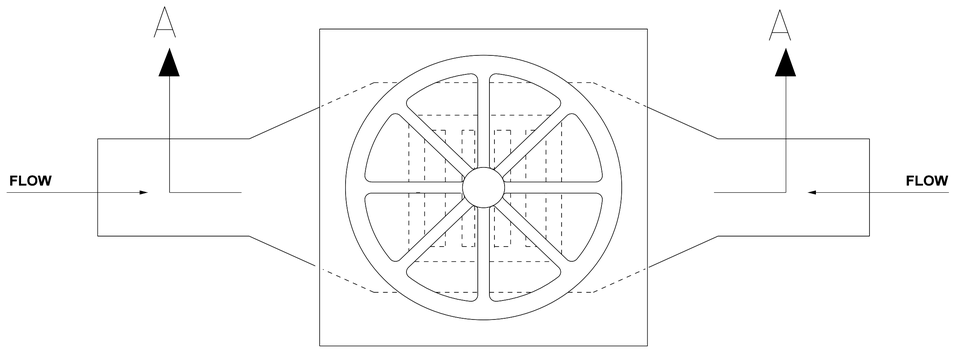
COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: **EROSION CONTROL\ECD-12.DGN**
DESIGN TEAM _____ CHECKED _____ DATE _____

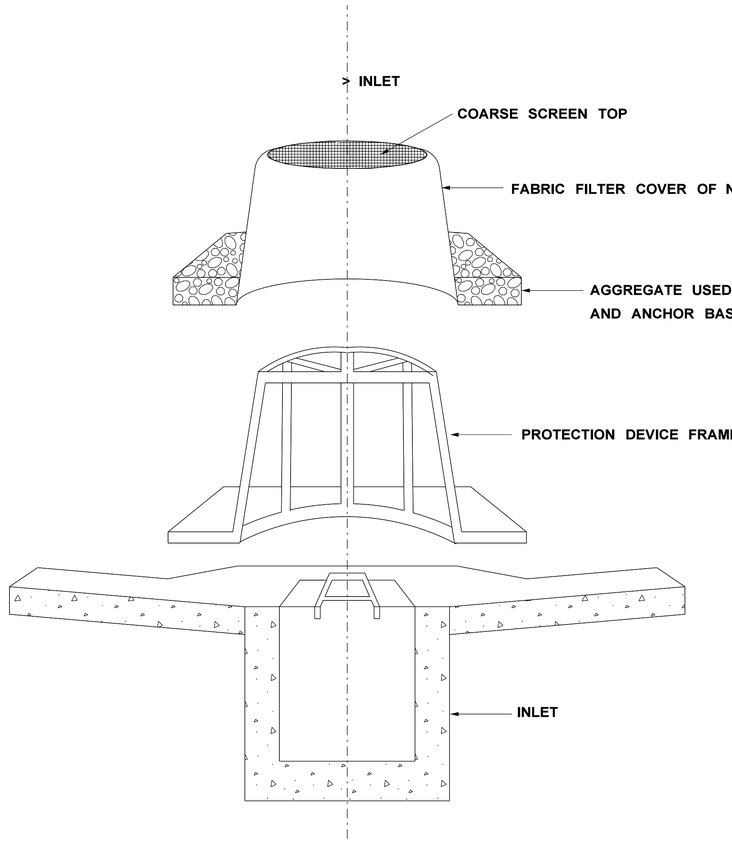
WORKING NUMBER
ECD-12

SHEET NUMBER
23

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



PLAN



SECTION "A-A"

NOTES:

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION
DETAILS OF MANUFACTURED
INLET PROTECTION DEVICE

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER
ECD-13

SHEET NUMBER
24

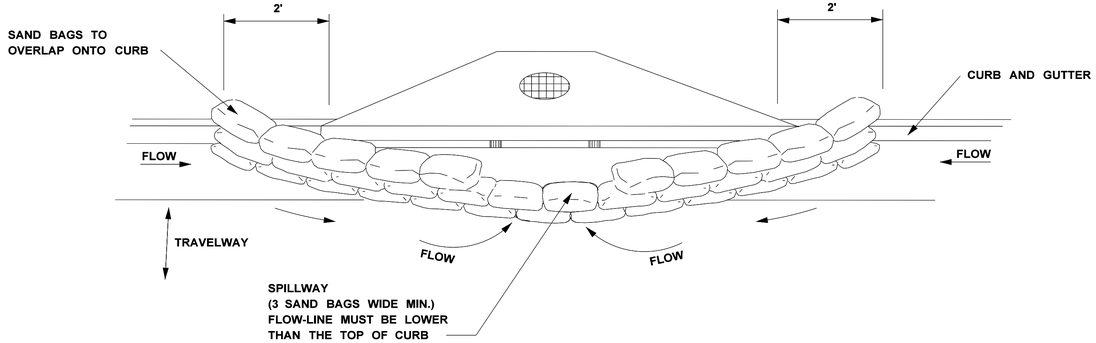
FILENAME: EROSION CONTROL\ECD-13.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

BY | REVISION | DATE

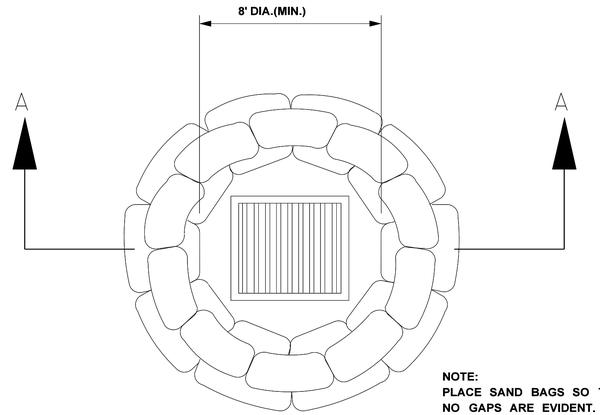
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MODIFY
01:00 PM DGN FILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

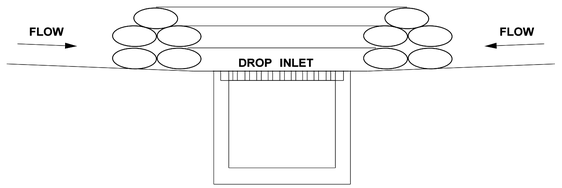


TYPICAL (SAND BAG) PROTECTION FOR INLET IN SAG

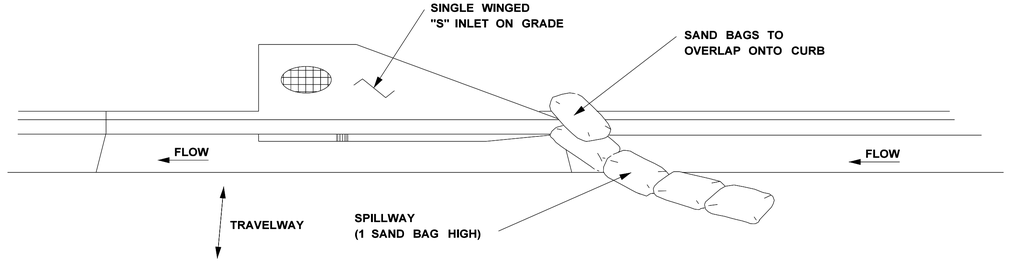


NOTE:
PLACE SAND BAGS SO THAT
NO GAPS ARE EVIDENT.
3 BAGS HIGH AND STAGGERED.
(80 BAGS MIN.)

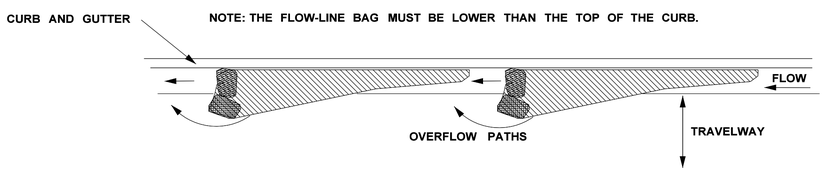
DROP INLET
PLAN VIEW



SECTION A-A
SAND BAG BARRIER



TYPICAL (SAND BAG) PROTECTION FOR INLET ON GRADE



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 IT'S PERIMETER TO CONTROL SEDIMENT.

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION
DETAILS OF SAND BAG

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER
ECD-14

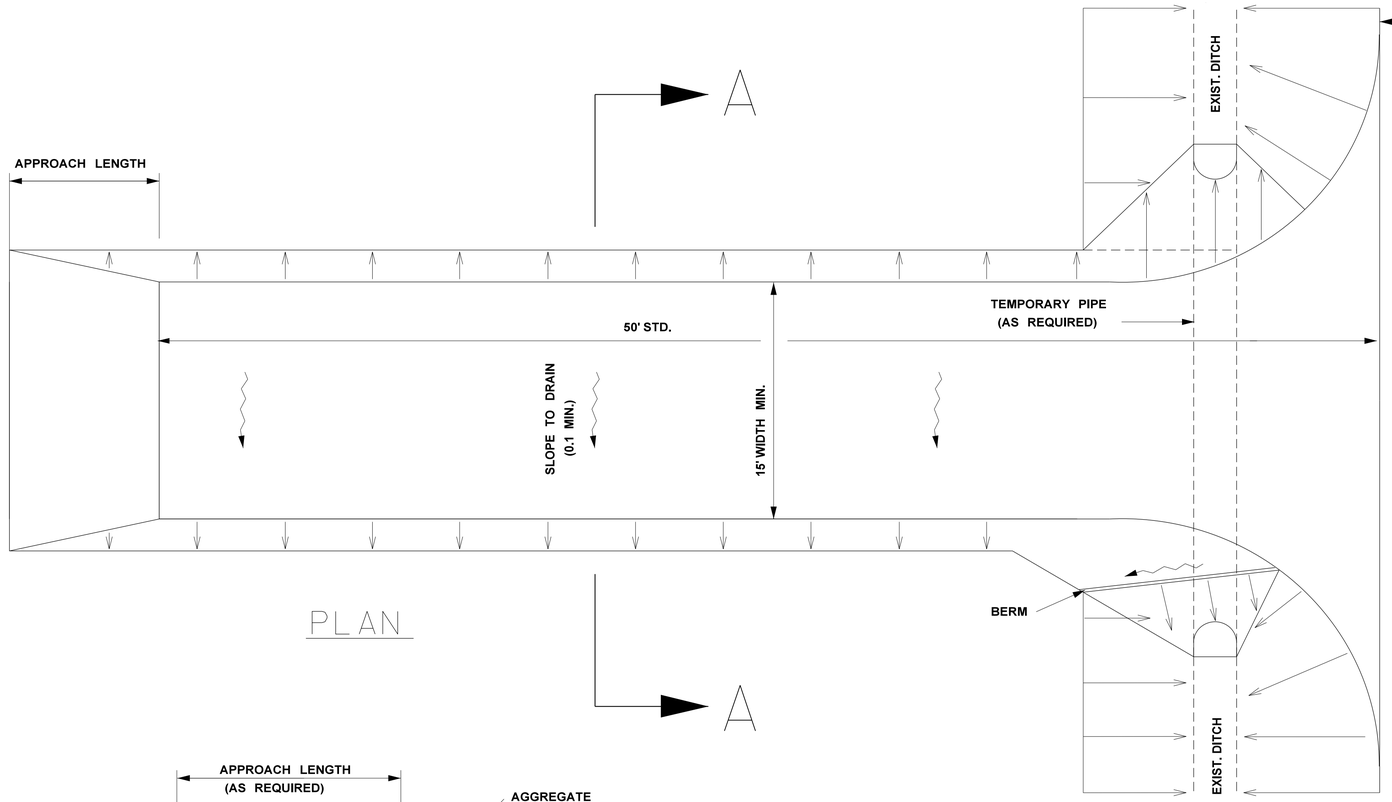
FILENAME: EROSION CONTROL\ECD-14.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

SHEET NUMBER
25

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MODIFY 001:00 ANPM DGNFILENAME

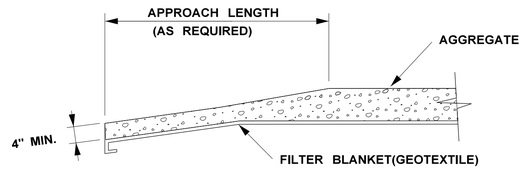
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



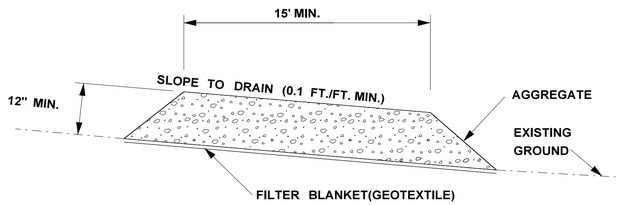
PLAN

NOTES:

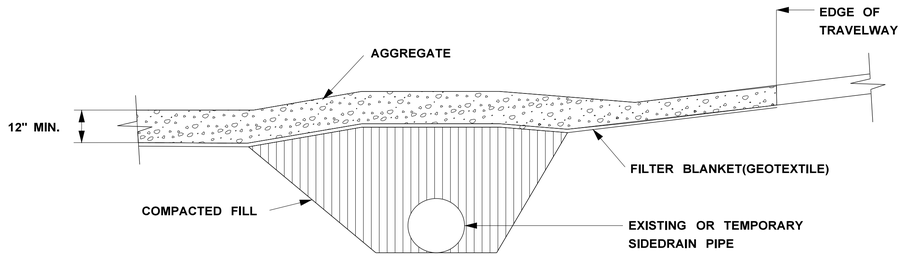
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFFSITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE PROJECT SHALL BE DIRECTED THRU THE STABILIZED ENTRANCE. BARRIERS, FLAGGING, OR OTHER 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 CONSTRUCTION ENTRANCE AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER.
1. 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 IT'S FUNCTION TO PREVENT OFFSITE TRACKING, THE STABILIZED CONSTRUCTION ENTRANCE SHALL 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.
1. 7. COSTS OF ALL ITEMS ON THIS SHEET ARE TO BE INCLUDED IN OTHER ITEMS BID.



TRANSITION DETAIL



SECTION A-A



RURAL CONNECTION DETAIL

BY	REVISION NOTE	DATE
JSS		01/18/13

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STABILIZED CONSTRUCTION ENTRANCE

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER
ECD-15

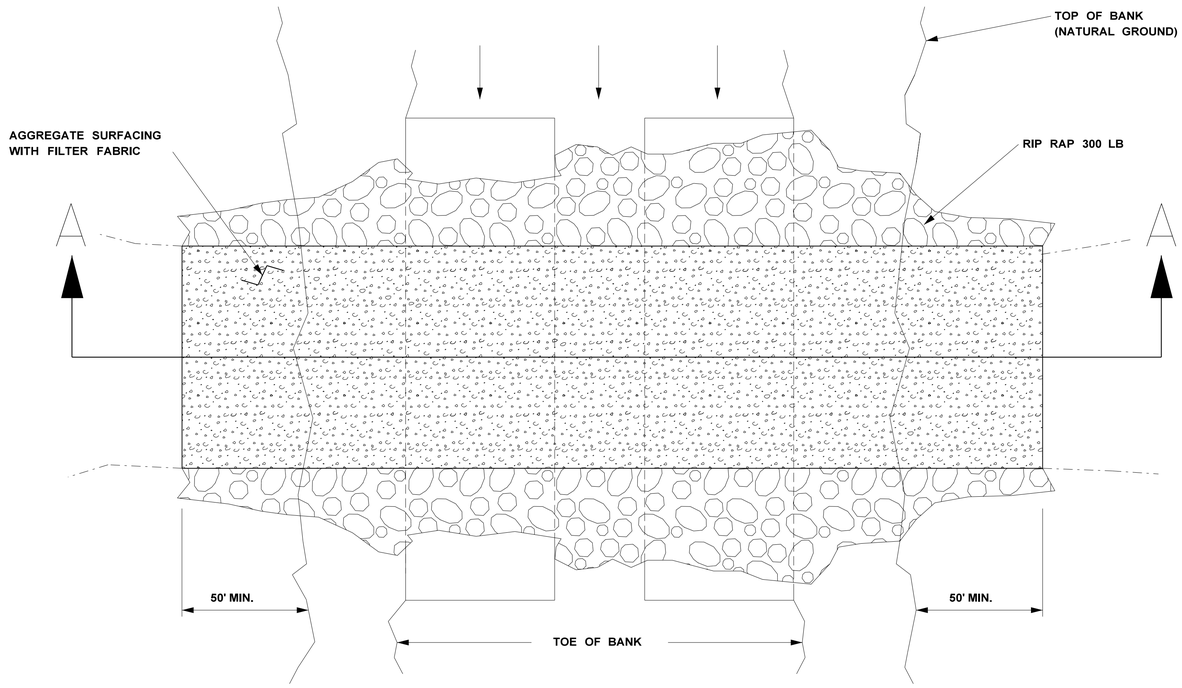
FILENAME: ECD-15.dgn
DESIGN TEAM _____ CHECKED _____ DATE 01/18/13

SHEET NUMBER
26

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 00:00AMPM DGNFILENAME

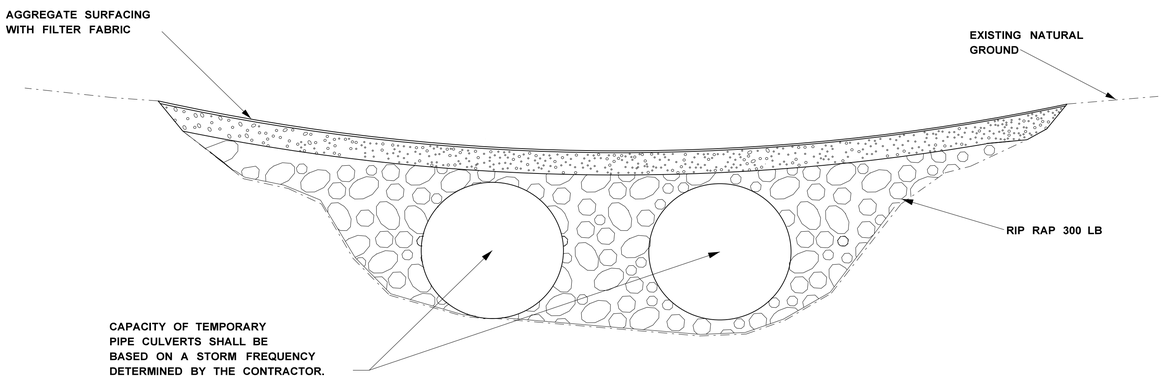
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



PLAN VIEW

TEMPORARY CULVERT STREAM CROSSING

TEMPORARY CULVERT STREAM CROSSING



SECTION A-A

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 SHALL BE MINIMIZED TO THE EXTENT PRACTICABLE.

4. A CONTINUOUS PROGRAM OF EFFECTIVE EROSION AND SEDIMENT CONTROL MEASURES SHALL 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 STREAM CROSSINGS SUCH AS STEEL/TIMBER BRIDGE OR MATS.

7. THE DETAILS PROVIDED DEPICT A TYPICAL TEMPORARY CULVERT STREAM CROSSING.

8. TEMPORARY STREAM CROSSINGS WILL NOT BE MEASURED FOR SEPERATE PAYMENT. ALL COSTS FOR MATERIALS, LABOR, EQUIPMENT, CONSTRUCTION, REMOVAL AND MAINTENANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TEMPORARY CULVERT STREAM CROSSING

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: EROSION CONTROL\ECD-16.DGN
DESIGN TEAM_____CHECKED_____DATE_____

WORKING NUMBER
ECD-16

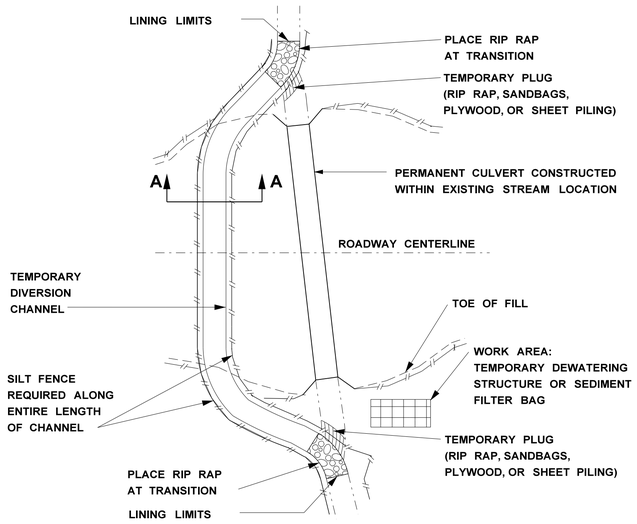
SHEET NUMBER
27

BY | REVISION | DATE

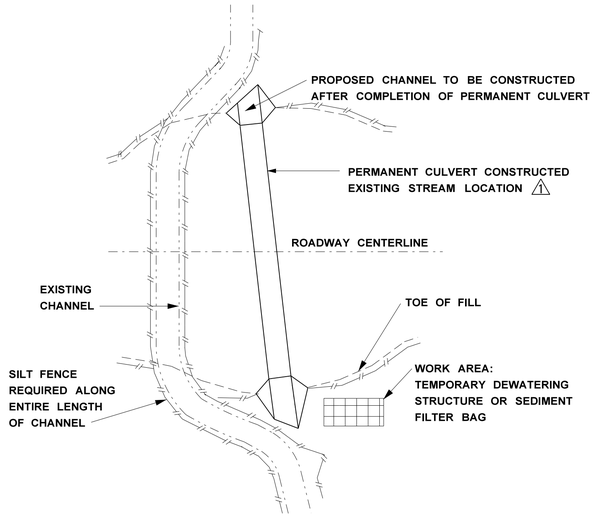
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 08:00AMPM DGNFILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



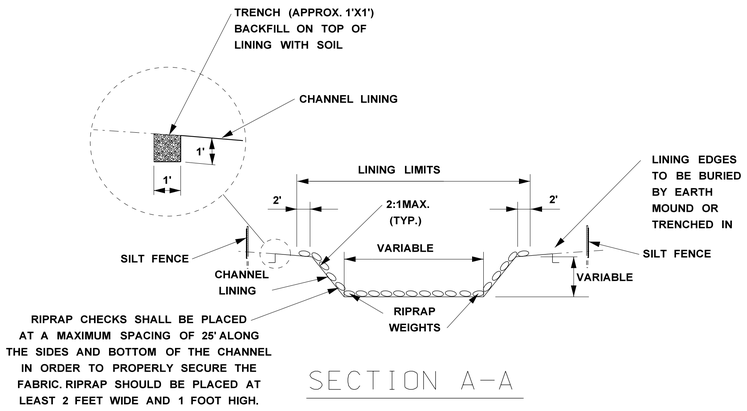
CULVERT CONSTRUCTED
WITHIN EXISTING STREAM



CULVERT CONSTRUCTED
OUTSIDE EXISTING STREAM

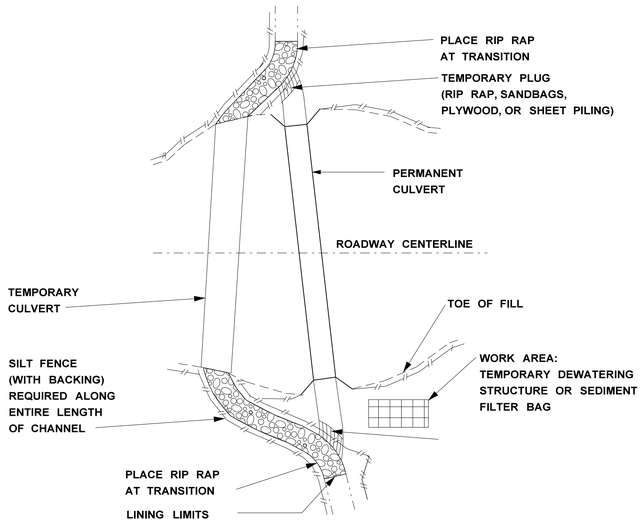
NOTES:

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. RIP-RAP WITH FILTER FABRIC MAY BE USED FOR CHANNEL FLOW VELOCITIES OF 3.0 FPS TO 9.0 FPS. THE RIP-RAP SHALL BE SIZED 300 LB
4. LOCATIONS OR TYPES OF TEMPORARY DIVERSION 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 SHALL 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 RIP-RAP 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 AT LEAST ONE-HALF THAT OF THE EXISTING STRUCTURE.



SECTION A-A

TEMPORARY DIVERSION CHANNEL
WITH GEOTEXTILE FABRIC



TEMPORARY CULVERT
USED DURING CONSTRUCTION

BY	REVISION	DATE
JSS	revised text	08/16/18

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TEMPORARY STREAM DIVERSION

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

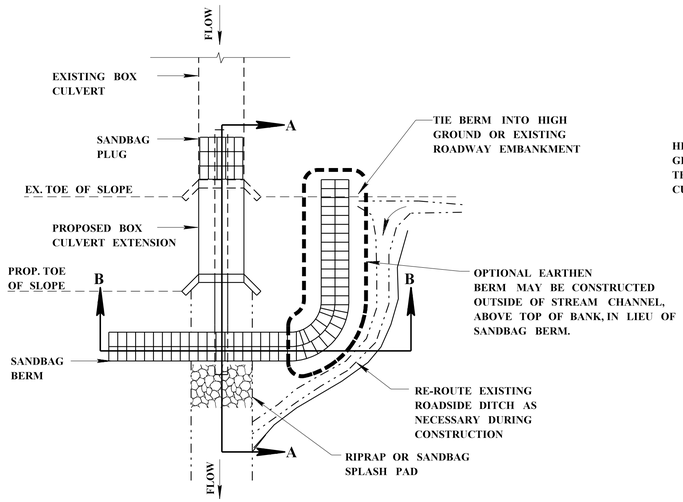
WORKING NUMBER
ECD-17

FILENAME: **EROSION CONTROL\ECD-17.DGN**

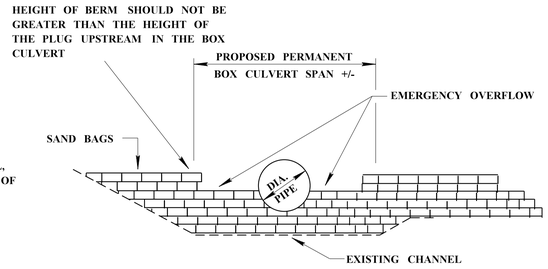
DESIGN TEAM _____ CHECKED _____ DATE _____

SHEET NUMBER
28

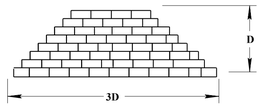
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



PLAN VIEW

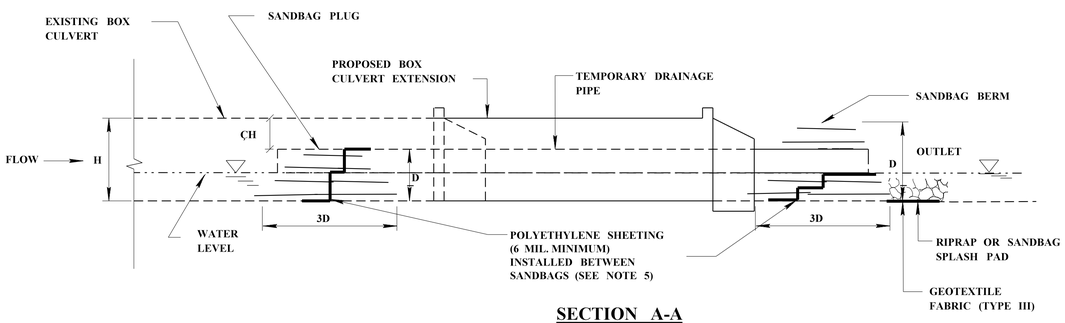


SECTION B-B



SAND BAG 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 SAND BAG 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. THE REMAINING SANDBAGS WOULD 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 SHALL 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 "MINIMUM SPAN FOR 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 SHALL 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 RIP RAP MAY BE SUBSTITUTED FOR SAND BAGS

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TEMPORARY STREAM DIVERSION (BOX EXTENSIONS)

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: EROSION CONTROL\ECD-18.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER ECD-18

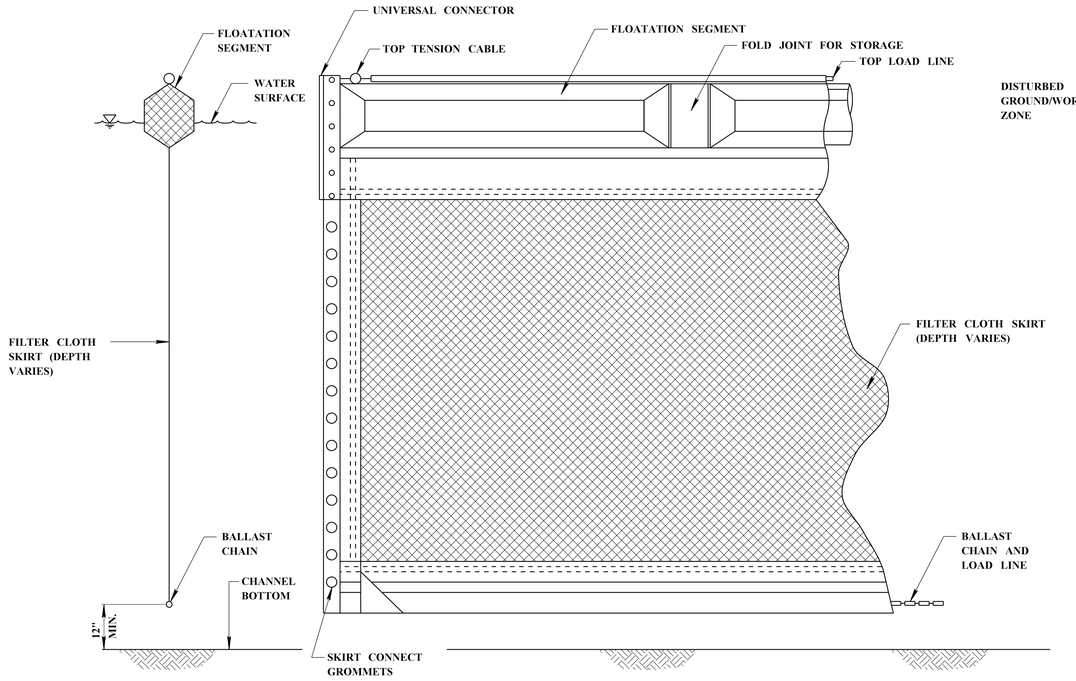
SHEET NUMBER 29

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

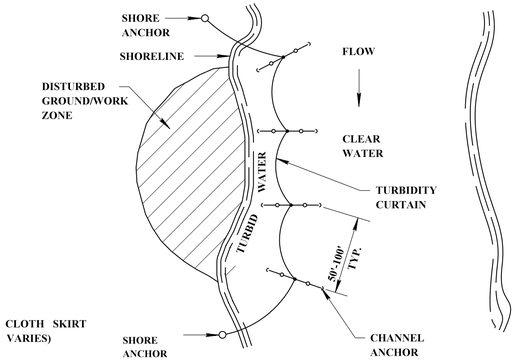
MMDDYY 00:00AMPM DGNFILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

FLOATING TURBIDITY CURTAIN

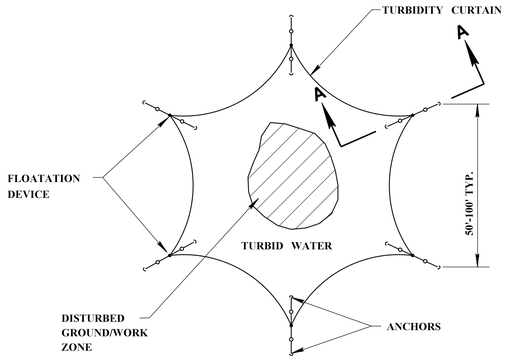


TYPICAL ANCHORING PLAN FOR SHORELINE/RIVER EDGE WORK



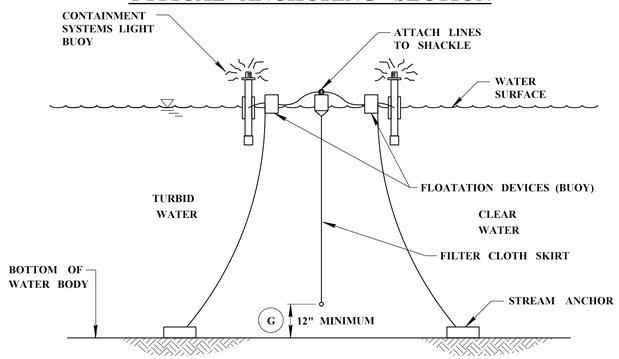
PLAN VIEW

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

FLOATING TURBIDITY CURTAIN GENERAL NOTES

A. 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.

B. TURBIDITY CURTAINS SHALL NOT BE INSTALLED PERPENDICULAR ACROSS THE MAIN FLOW OF A SIGNIFICANT BODY OF MOVING WATER.

C. FLOATING TURBIDITY CURTAINS SHALL NO BE USED WHERE THE ANTICIPATED FLOW VELOCITIES WILL EXCEED 5 FT/SEC.

D. TURBIDITY CURTAINS SHALL BE ANCHORED TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. ANCHORAGE SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE. CURTAINS SHALL 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.

E. 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.

F. 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.

G. FABRIC SECTIONS SHALL BE CONNECTED END TO END WITH MINIMUM Ü" DIAMETER POLYPROPYLENE ROPE. FABRIC SHALL BE SEAMED TOGETHER IN A MANNER THAT RETAINS THE OVERALL TENSILE STRENGTH.

H. 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.

I. THE TURBIDITY CURTAIN AND ADJACENT WORK AREAS SHALL NOT BE DISTURBED 12 HOURS PRIOR TO REMOVAL FROM WATER BODY. MAINTENANCE SHALL BE PERFORMED 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.

J. MAINTAIN 12" MINIMUM GAP BETWEEN SKIRT BOTTOM AND CHANNEL BOTTOM TO PREVENT ACCUMULATED SEDIMENT FROM PULLING TOP OF CURTAIN BELOW WATER SURFACE.

K. IN WIND OR WAVE ACTION SITUATIONS, THE MAXIMUM DEPTH OF THE CURTAIN SHALL BE 12 FEET.

L. CONCENTRATED FLOWS SHALL NOT DISCHARGE BEYOND FLOATING TURBIDITY CURTAIN. CURTAINS ARE NOT TO BE INSTALLED ACROSS FLOWING BODY OF WATER.

M. WHEN INSTALLED IN A NAVIGABLE WATERWAY, BUOYS SHOULD BE LIT ACCORDING TO REGULATORY AGENCY STANDARDS.

N. WHEN ESTIMATING THE LENGTH OF TURBIDITY CURTAIN, ALLOW 10 TO 20 PERCENT VARIANCE IN STRAIGHT LINE MEASUREMENT.

O. PAYMENT FOR FLOATING TURBIDITY CURTAIN SHALL INCLUDE ALL MATERIAL AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TURBIDITY CURTAINS

P. ONLY FLOATING TURBIDITY CURTAINS LISTED ON THE APPROVED PRODUCTS LIST MAY BE USED.

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

FLOATING TURBIDITY CURTAIN

COUNTY: ADAMS

PROJ. NO.: BR-0015-01(120)

FILENAME: EROSION CONTROL\ECD-19.DGN

DESIGN TEAM _____ CHECKED _____ DATE _____

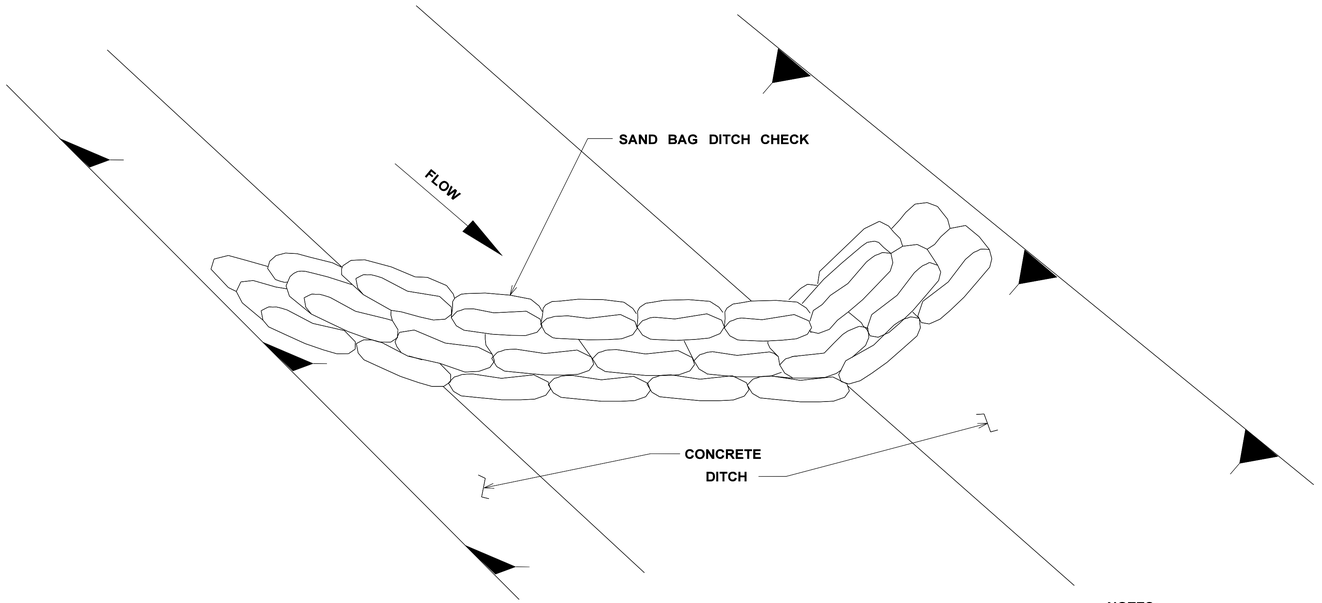
WORKING NUMBER ECD-19

SHEET NUMBER 30

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 001.00AMPM DGNFILENAME

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



DETAIL (DITCH CHECK)

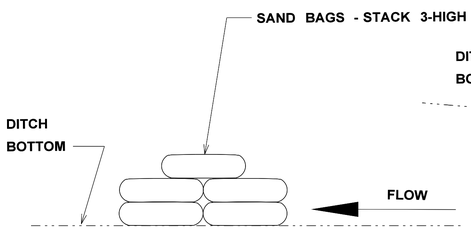
NOTES:

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

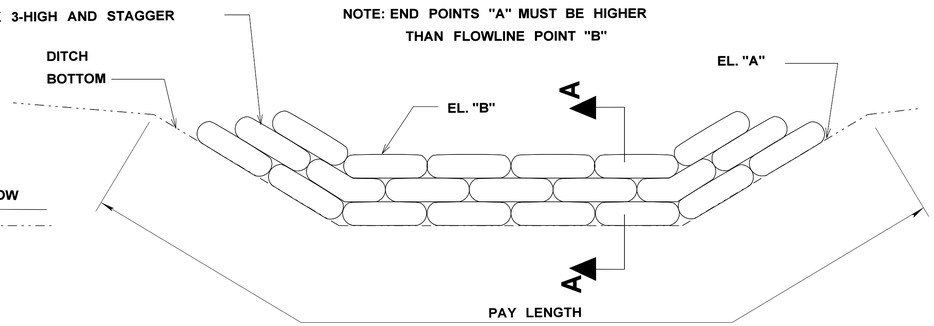
2. PREVENTING SEDIMENT FROM ENTERING A PAVED DITCH IS PREFERABLE TO CAPTURING SEDIMENT WITHIN PAVED DITCH.

SAND BAG DITCH CHECK SELECTION GUIDELINES

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



SECTION A-A



ELEVATION DETAIL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF EROSION CONTROL
SANDBAG DITCH CHECK

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER
ECD-20

SHEET NUMBER
31

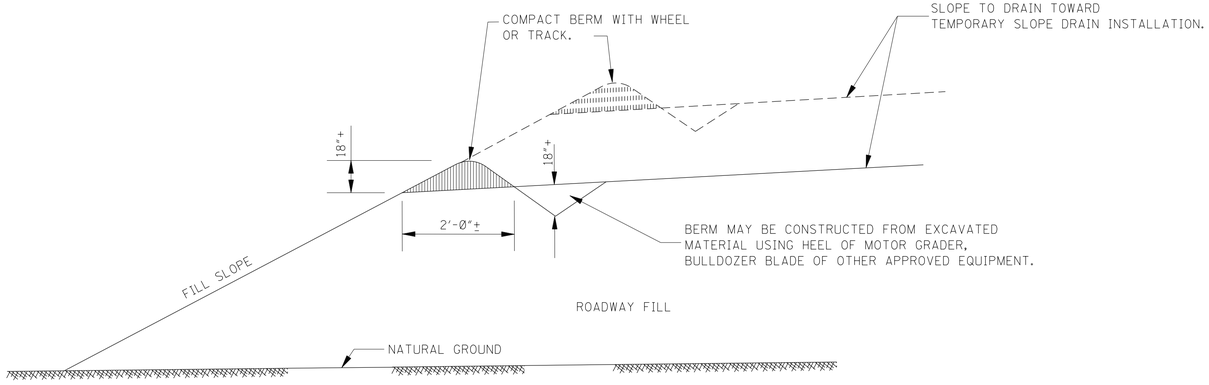
FILENAME: EROSION CONTROL\ECD-20.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

REVISION | BY | DATE

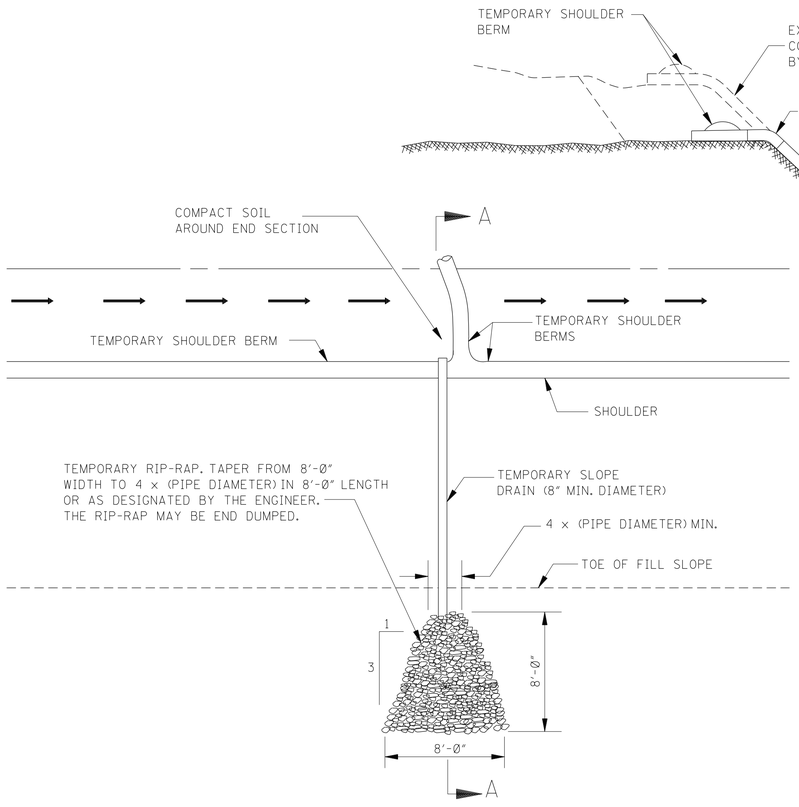
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY 00:00AMPM DONFILENAME

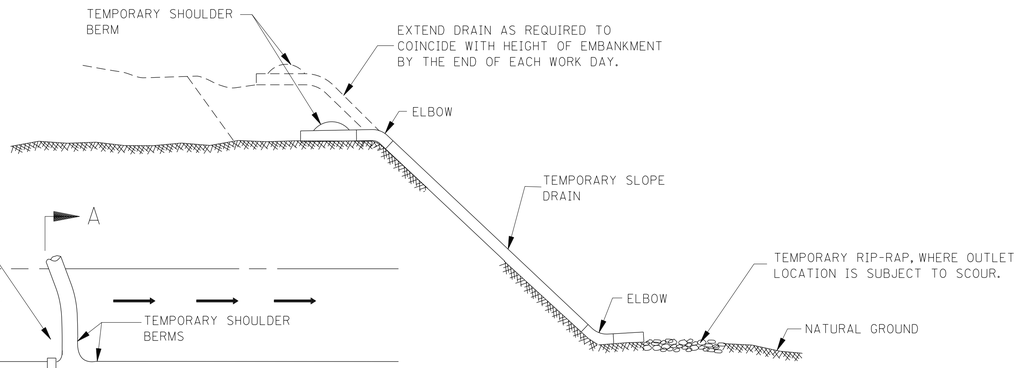
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



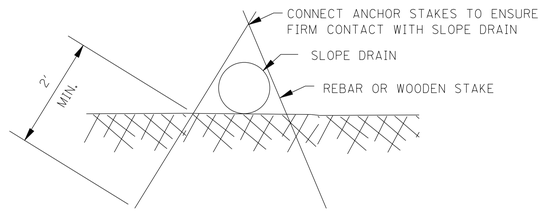
TEMPORARY SHOULDER BERM



PLAN



SECTION A–A

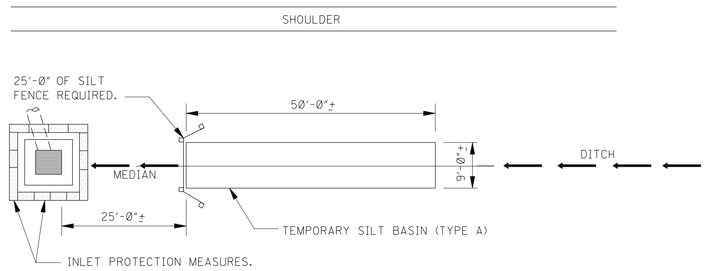


RECOMMENDED ANCHOR DETAIL

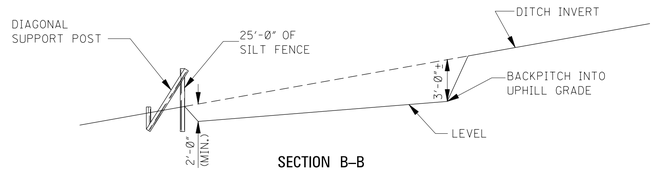
NOTE: CONTRACTOR MAY PROPOSE ALTERNATE ANCHORING DETAIL. ENGINEER'S APPROVAL WILL BE BASED ON PERFORMANCE

TEMPORARY SLOPE DRAIN

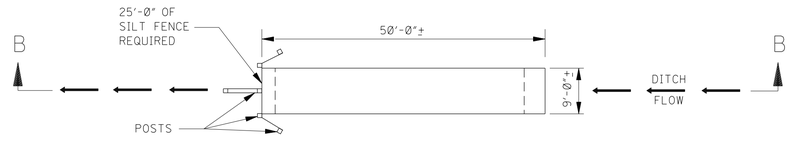
NOTE: TEMPORARY SLOPE DRAINS TO BE PLACED AT LOW POINT OF ALL SAG VERTICAL CURVES. INTERMEDIATE LOCATIONS TO BE PLACED AS DESIGNATED OR DEEMED APPROPRIATE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.



TEMPORARY MEDIAN SILT BASIN (TYPE A)



SECTION B–B



PLAN

TEMPORARY SILT BASIN (TYPE A)

NOTE: TEMPORARY SILT BASIN (TYPE A) TO BE PLACED IN SURFACE DRAIN DITCHES AND SIDE DITCHES AT THE END OF CUT SECTIONS, IMMEDIATELY PRECEEDING DITCH INLETS AND JUST BEFORE THE WATER (RUNOFF) LEAVES THE RIGHT-OF-WAY OR ENTERS A WATER COURSE. LOCATION AND SIZE (OTHER THAN AS SHOWN) MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH ALL MATERIALS AND PERFORM ALL WORK FOR THE PROPER INSTALLATION, MAINTENANCE AND REMOVAL OF TEMPORARY EROSION CONTROL MEASURES NECESSARY TO CONTROL SILTATION.

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL TEMPORARY EROSION CONTROL MEASURES

(SLOPE DRAIN AND TYPE A SILT BASIN)

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

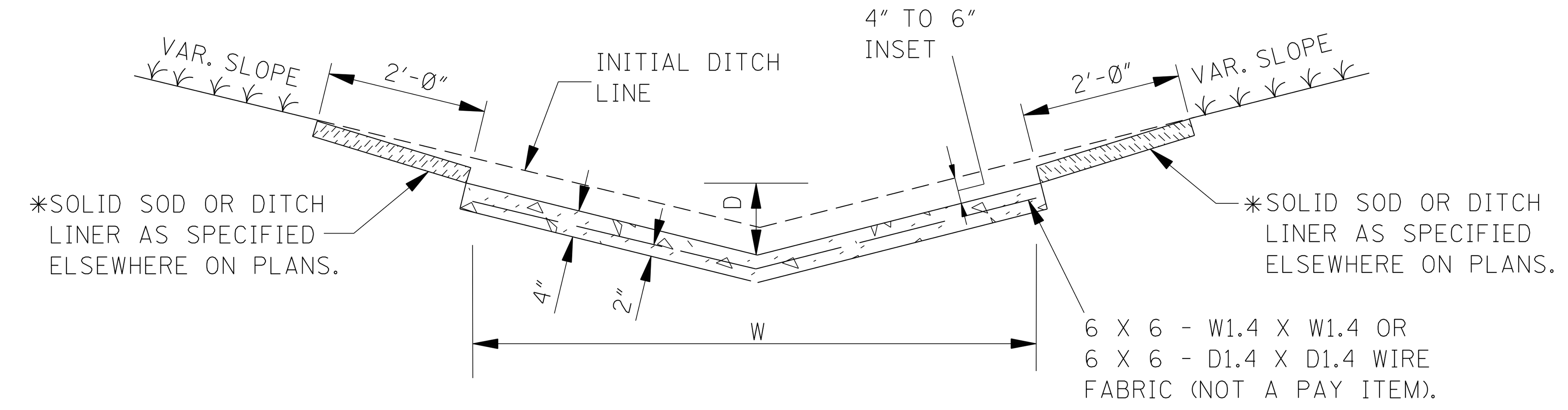
FILENAME: EROSION CONTROL\TEC-2.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
TEC-2

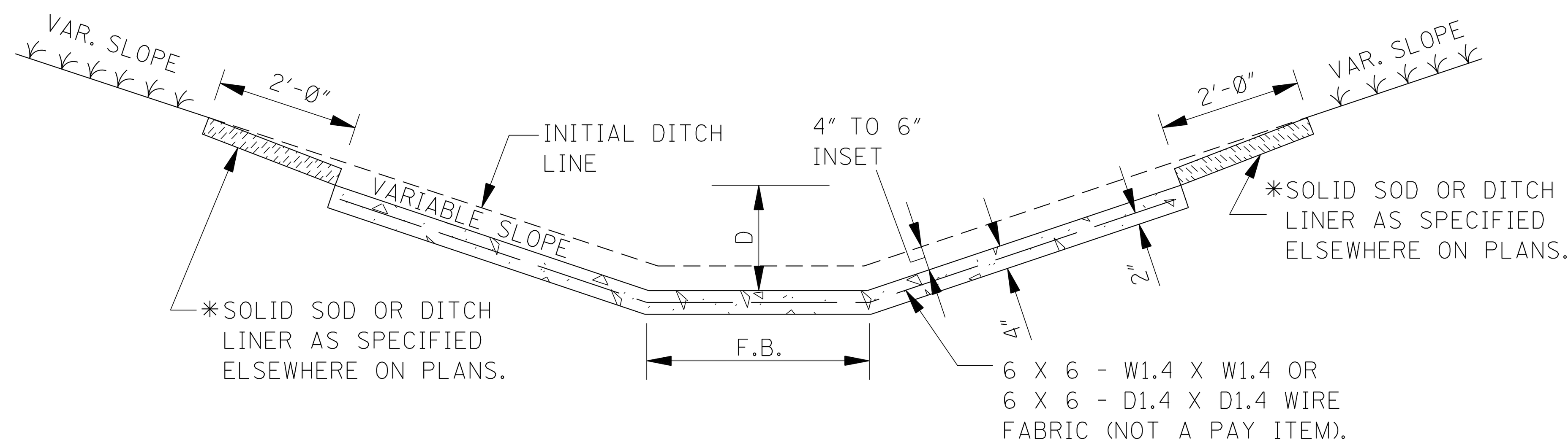
SHEET NUMBER
32

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

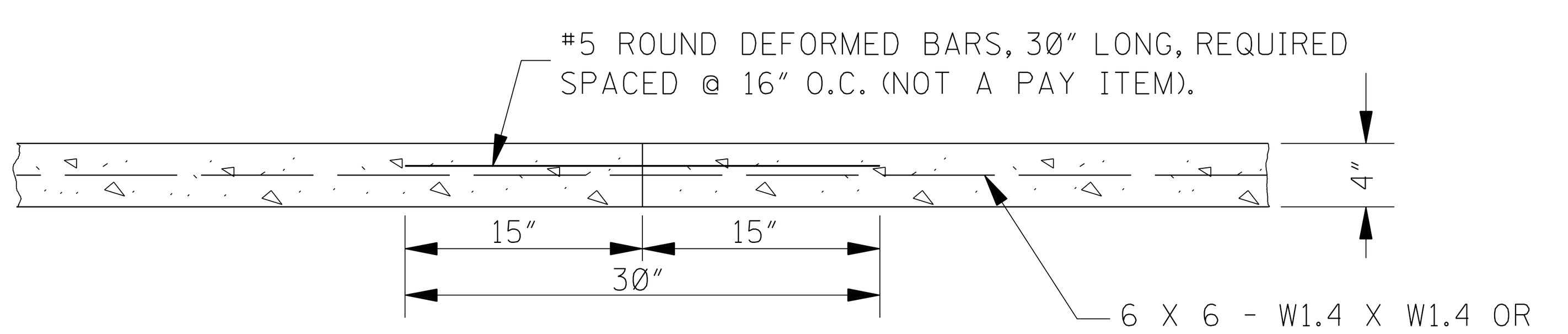
MM/DD/YY 01:00AM DGNFILENAME



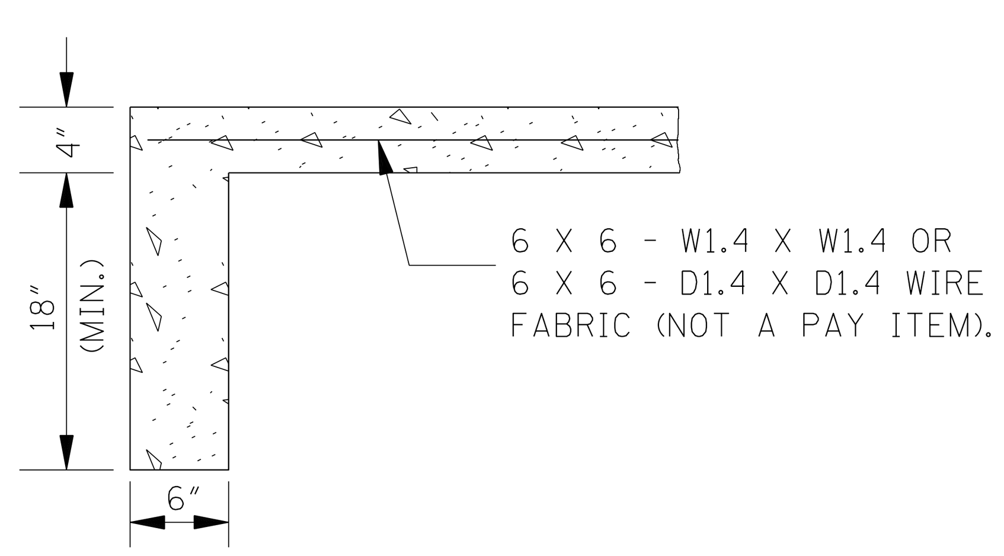
"V" TYPE SECTION



FLAT BOTTOM SECTION



DETAIL OF CONSTRUCTION JOINT



DETAIL OF TOE WALL

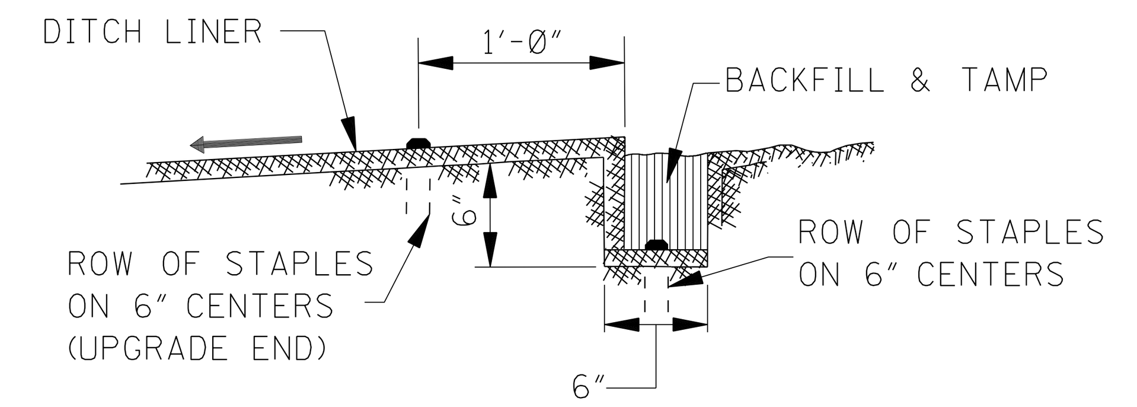
NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

CONCRETE PAVED DITCH

NOTES:

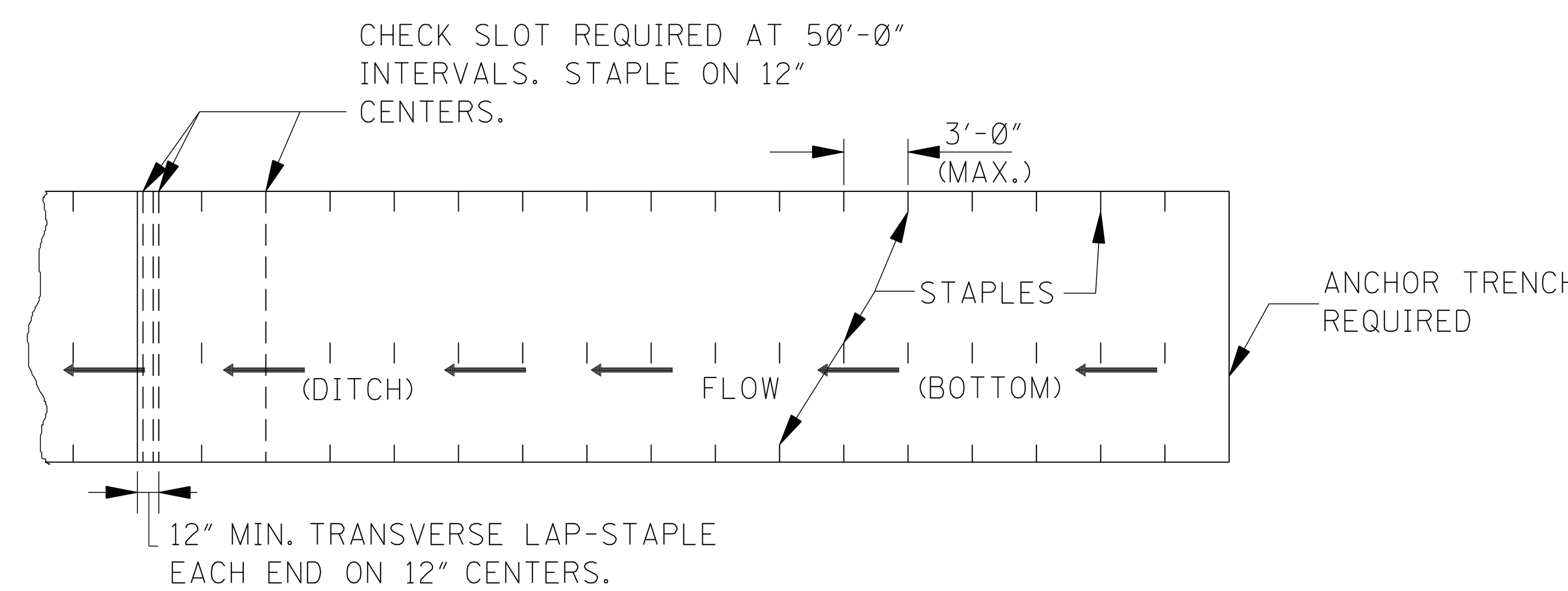
1. CONCRETE PAVED DITCHES SHALL BE GROOVED AT 20'-0" INTERVALS. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".
2. DIMENSIONS D & W ARE AS FOLLOWS:
   D(MINIMUM) = 6"
   D(NOMINAL) = 9"
   W(MINIMUM) = 24"
3. CHAIR SUPPORTS FOR THE WIRE MESH WILL NOT BE REQUIRED. HOWEVER, THE CONTRACTOR SHALL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

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

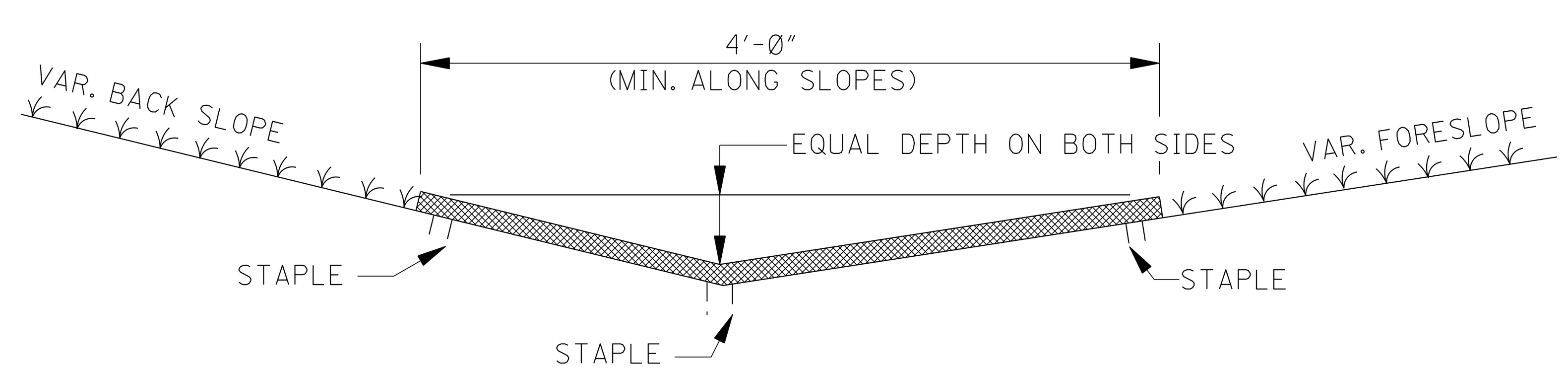


ANCHOR TRENCH DETAIL

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



PLAN

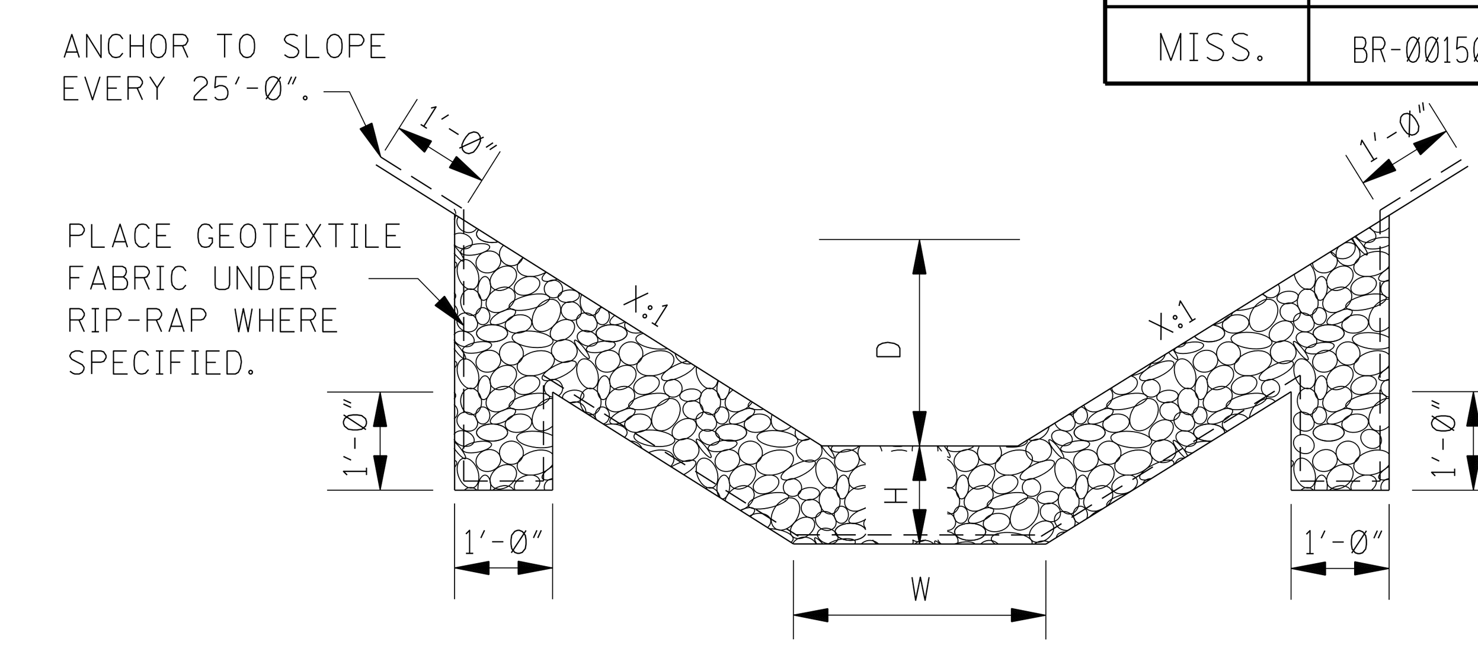


SECTION

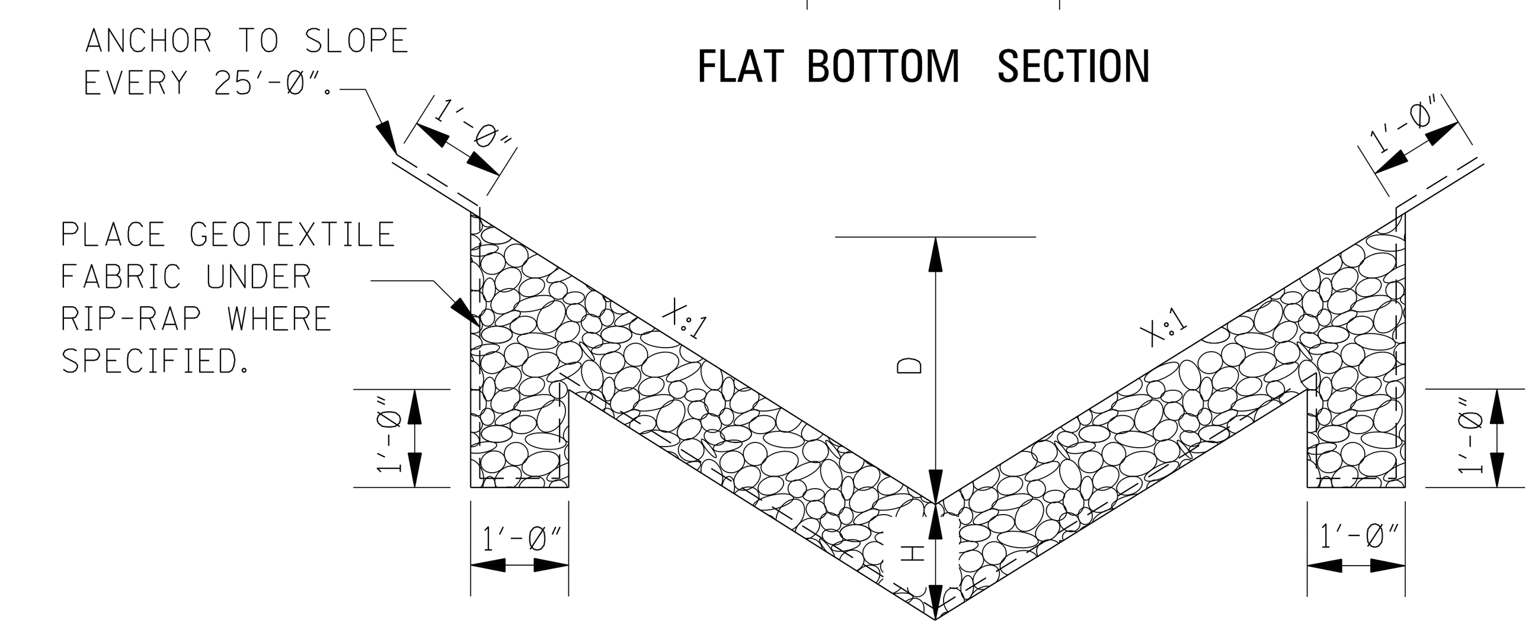
DITCH LINER TREATMENT

(EXCELSIOR BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

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



FLAT BOTTOM SECTION



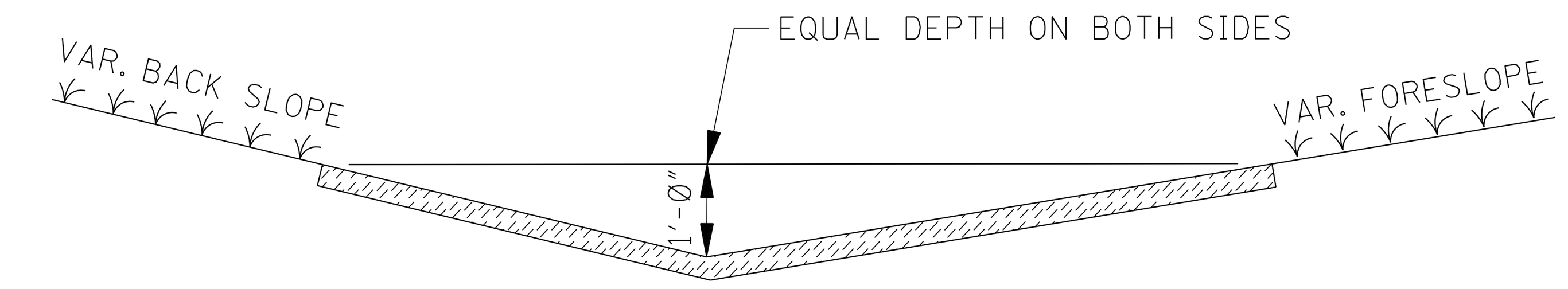
"V" TYPE SECTION

RIP-RAP TREATMENT

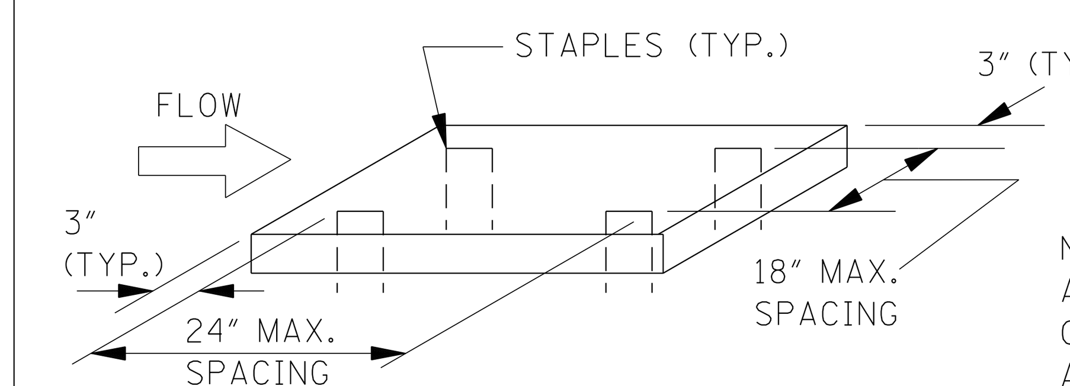
NOTES:

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

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



SOLID SOD TREATMENT



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

GENERAL NOTE:

1. FOR LOCATION OF APPROPRIATE DITCH TREATMENTS, SEE PLAN SHEETS AS DENOTED BY THE FOLLOWING LEGEND OR AS DIRECTED BY THE ENGINEER:
   - DITCH LINER
   - SOLID SOD
   - CONCRETE PAVED DITCH
   - RIP-RAP

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF TYPICAL DITCH TREATMENTS

COUNTY: ADAMS

PROJ. NO.: BR-0015-01(120)

FILENAME: EROSION CONTROL\DT-1.DGN

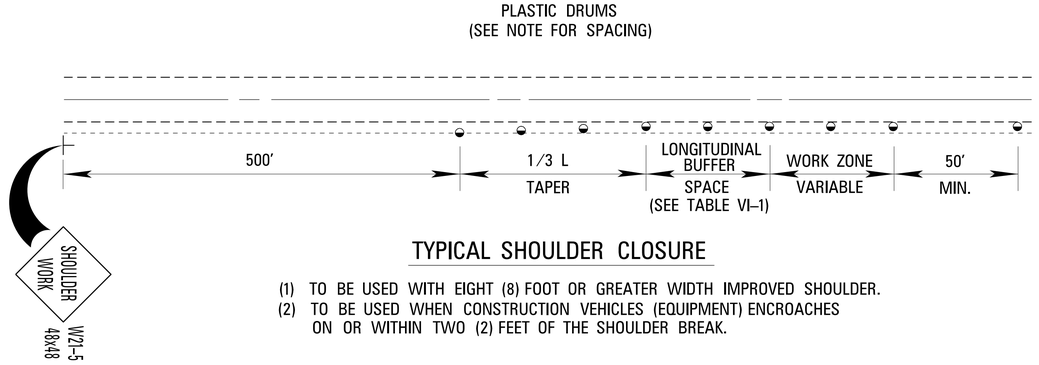
DESIGN TEAM ____ CHECKED ____ DATE ____

BY | REVISION | DATE

WORKING NUMBER DT-1

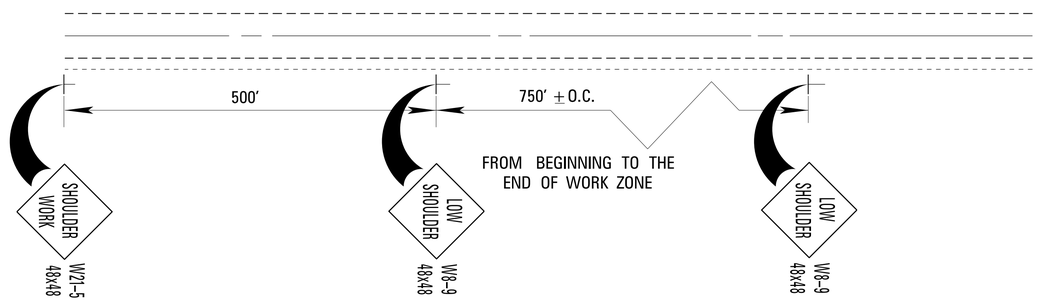
PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



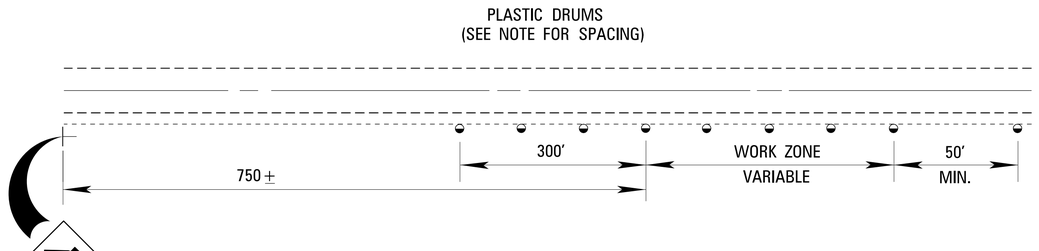
TYPICAL SHOULDER CLOSURE

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



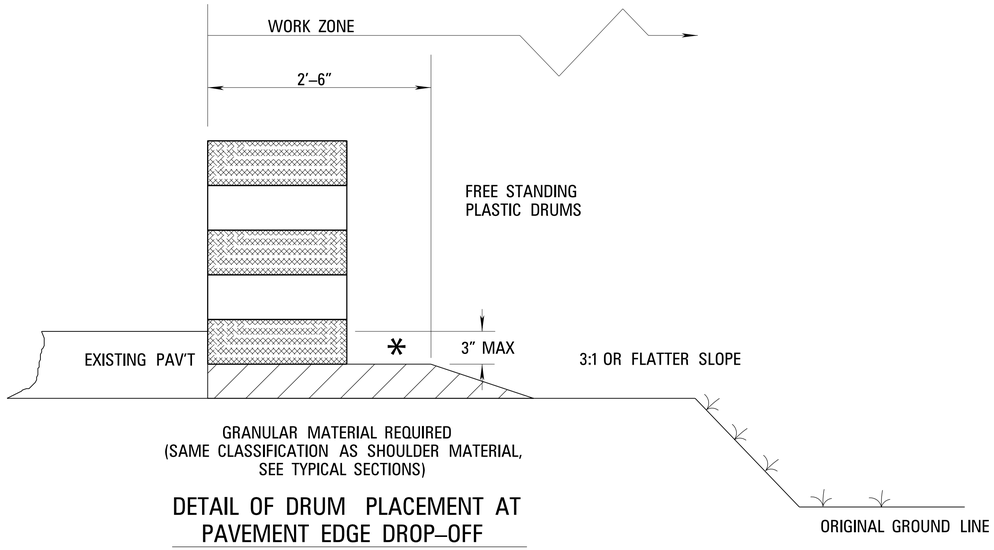
TYPICAL SHOULDER WORK #1

(SEE NOTE A–1 THIS SHEET)



TYPICAL SHOULDER WORK #2

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



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP–OFF

NOTES

* A. PAVEMENT EDGE DROP–OFF

1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES–NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21–5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8–9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750′ ± O.C.).

2. TWO AND ONE QUARTER TO THREE INCHES–PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1/3 L, WHERE L IS THE TAPER LENGTH IN FEET.)

3. GREATER THAN THREE (3) INCHES–POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP–OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

4. FOR TEMPORARY CONDITIONS, DROP–OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP–OFF AREA.

5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW–VOLUME LOCAL STREETS.

B. DRUM SPACING

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

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

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

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

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

DATE | REVISION | BY

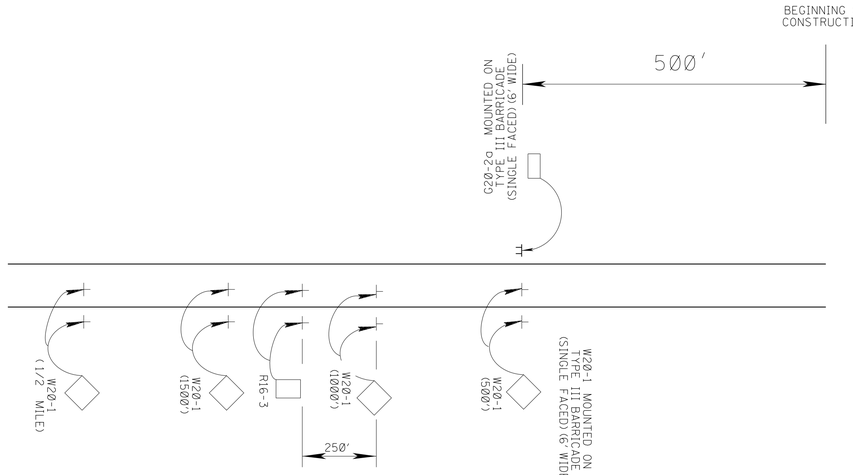
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

PROJ. NO.: BR–0015–01(120)
COUNTY: ADAMS
FILENAME: dgns/shldclosure.dgn
DESIGN TEAM _____ CHECKED _____ DATE 12-08-08

WORKING NUMBER: TCP-SC
SHEET NUMBER: 34

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

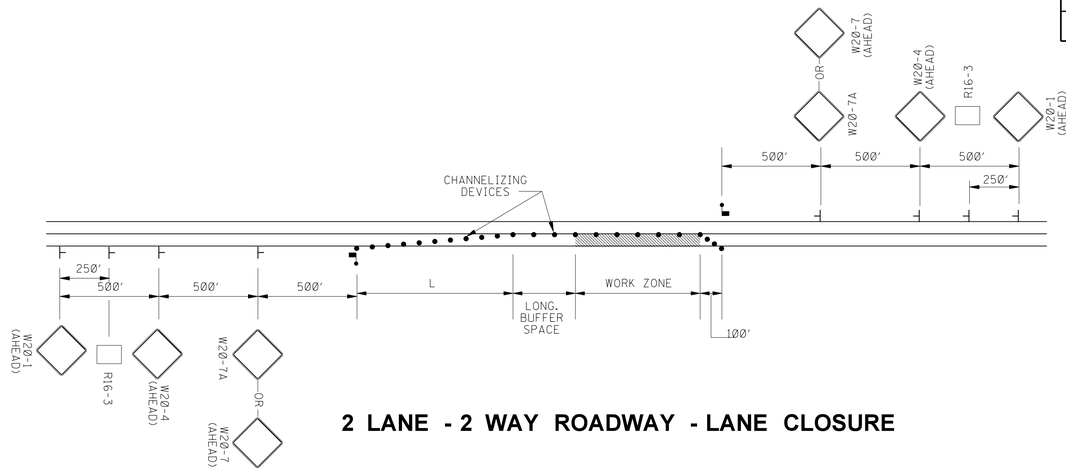


DIVIDED HIGHWAY
(PROJECTS LESS THAN 1 MILE LENGTH)

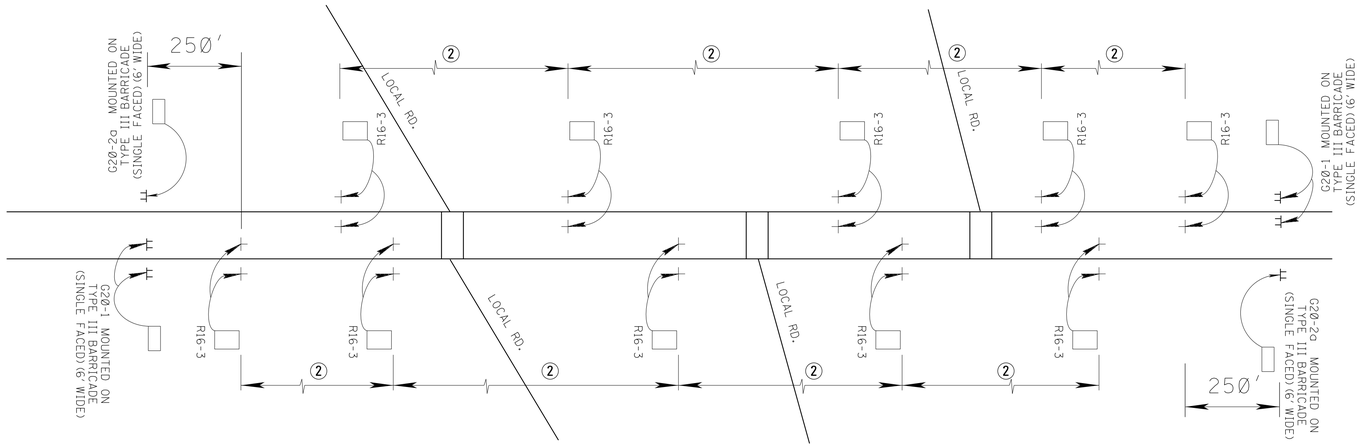
NOTES

① R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.

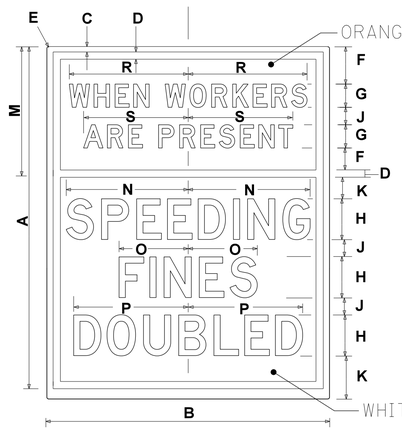
② R16-3 SIGN SHALL BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.



2 LANE - 2 WAY ROADWAY - LANE CLOSURE



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



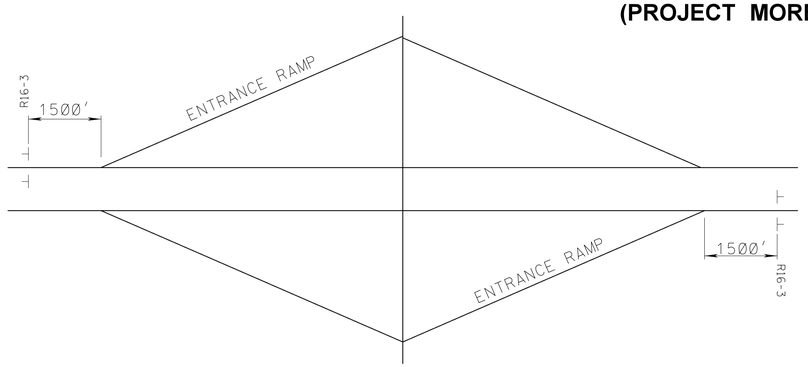
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	22 1/8	21	11 7/8	19 21/32	20 9/32	18

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 1/8	13 1/8	13 5/8	12

36" x 48"
(ALL OTHER HIGHWAYS)

R16-3



INTERSTATE DETAIL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LOCATION OF R16-3 SIGNS

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

WORKING NUMBER: R16-3

SHEET NUMBER: 35

FILENAME: SPEED SIGN DETAIL.dgn
DESIGN TEAM _____ CHECKED _____ DATE 07-08-08

BY | REVISION | DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MMDDYY
001.00AMPM DONFILENAME

GENERAL NOTES:

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

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

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

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

3. CHANNELIZING DEVICES:

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

4. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

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

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

LEGEND

* OR AS SHOWN ELSEWHERE OF THE PLANS.

** THE LEGEND ON R2-1 & W3-5 SPEED LIMIT SIGNS SHALL BE 10 MPH LESS THAN THE ORIGINAL POSTED SPEED LIMIT.

FLASHING ARROW PANEL (TYPE "C")

REFLECTORIZED FREE-STANDING PLASTIC DRUMS

TYPE "B" WARNING LIGHTS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH
(4-LANE: MEDIAN OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

FILENAME: OVERNIGHTCLOSR\SDTCP-3
DESIGN TEAM ____ CHECKED ____ DATE ____

BY / REVISION / DATE

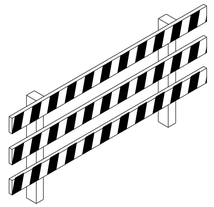
WORKING NUMBER SDTCP-3

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

TYPE I

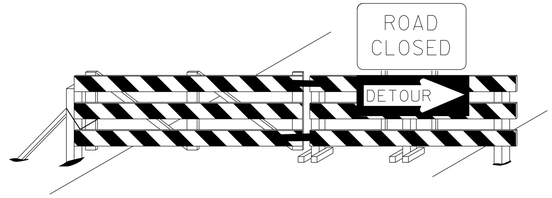
TYPE II



TYPE III

STANDARD BARRICADES

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



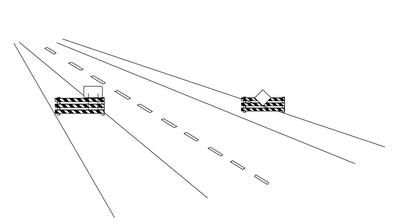
BARRICADE CLOSING A ROAD

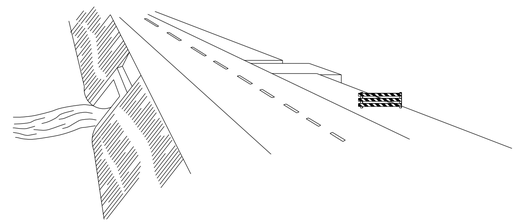
BARRICADE CHARACTERISTICS

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

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

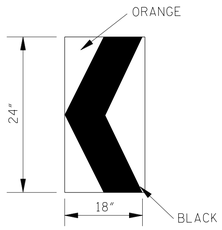
** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in^2 OF REFLECTIVE AREA FACING TRAFFIC.





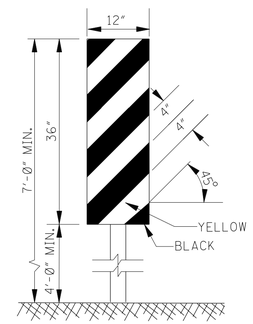
WING BARRICADES

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



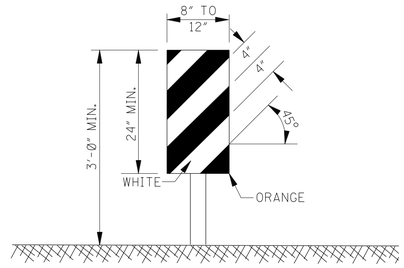
CHEVRON SIGN DETAIL

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



TYPE 3 OBJECT MARKER (0M–3R)

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

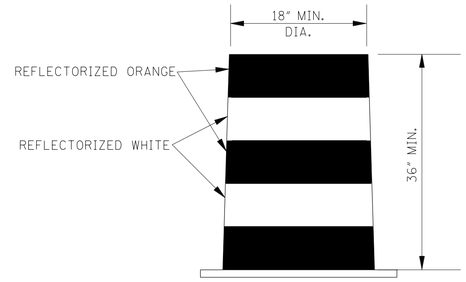


VERTICAL PANEL

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

GENERAL NOTES:

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



PLASTIC DRUM STRIPING DETAIL

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

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

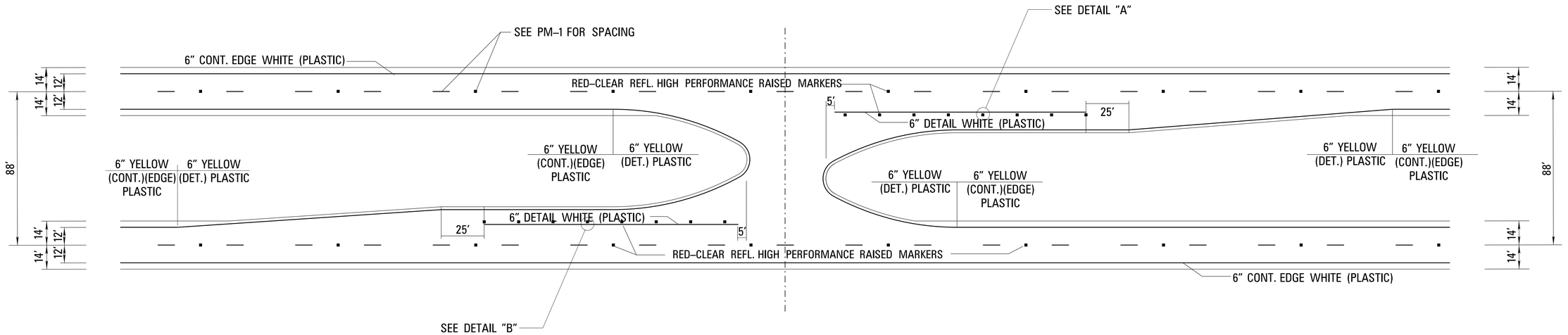
COUNTY: ADAMS
PROJ. NO.: BR-0015-01(120)

ISSUE DATE: 10-04-2011

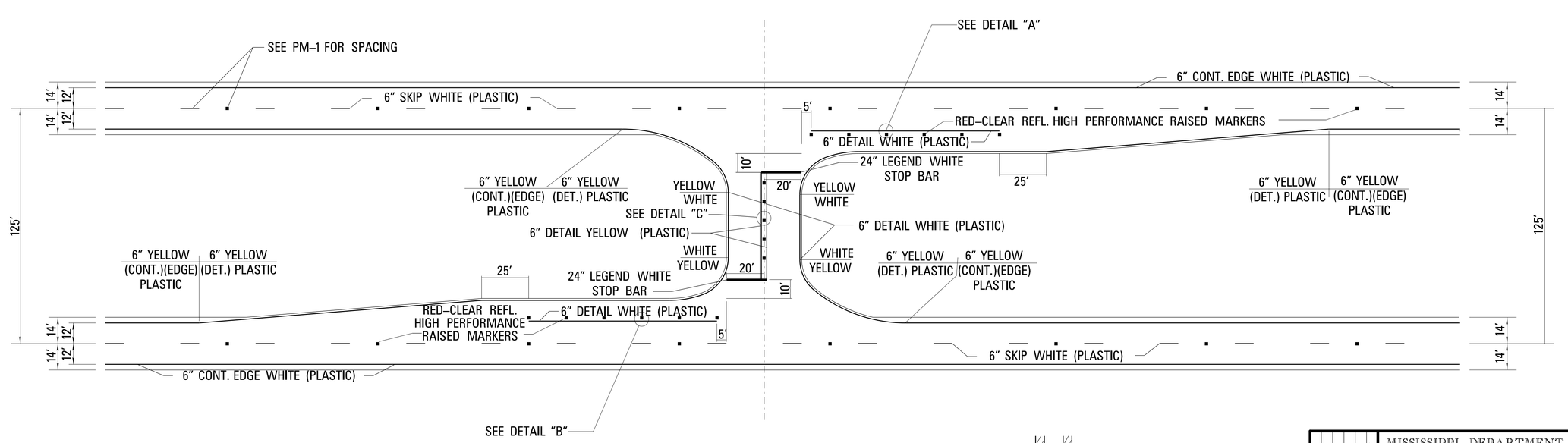
WORKING NUMBER
SDTCP-10

SHEET NUMBER
37

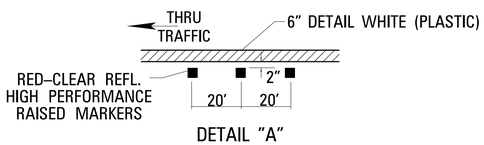
STATE	PROJECT NO.
MISS.	BR–0015–01(120)



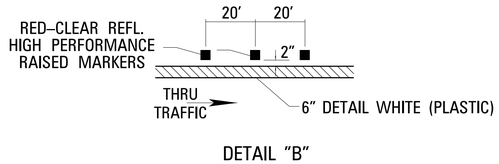
88' ℄ TO ℄



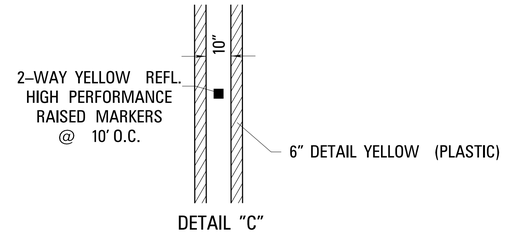
125' ℄ TO ℄



DETAIL "A"



DETAIL "B"



DETAIL "C"

REVISION BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Typical Pavement Marking Detail for Median Crossovers

COUNTY: ADAMS
PROJ. NO.: BR–0015–01(120)

WORKING NUMBER: SDX0–1

DATE

FILENAME: X–OVER.DGN

DESIGN TEAM JSS CHECKED DATE 10–12–10

SHEET NUMBER 38

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

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

VEGETATION SCHEDULE

	EROSION CONTROL ITEMS		SEASONAL APPLICATIONS-DATES & RATES				REQUIREMENTS
			SPRING & SUMMER		FALL & WINTER		
	PAY ITEM NO.	ITEMS	RATES	DATES	RATES	DATES	
	907-225-A001	STANDARD GROUND PREPARATION	PER SQ.YD.	MARCH 1 TO SEPTEMBER 1	PER SQ.YD.	SEPTEMBER 1 TO MARCH 1	GROUND PREPARATION REQUIRED ON AREAS TO RECEIVE SOLID SODDING OR SEEDING, AS APPLICABLE.
	907-225-B001	AGRICULTURAL LIMESTONE	1000 LBS./ACRE	MARCH 1 TO SEPTEMBER 1		SEPTEMBER 1 TO MARCH 1	LIMESTONE SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
	907-225-A001	COMBINATION FERTILIZER (13-13-13)	250 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	1000 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			SUPERPHOSPHATE (FOR BID ITEM PURPOSES).
②	907-225-A001	SEEDING (BERMUDAGRASS)	80 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	20 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	25 LBS./ACRE	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.
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).
	216-A001	SOLID SODDING	PER SQ.YD.	MARCH 1 TO SEPTEMBER 1	PER SQ. YD.	SEPTEMBER 1 TO MARCH 1	SOLID SOD REQUIRED ON AREAS SPECIFIED IN THE CONTRACT OR BY THE ENGINEER.
	219-A001	WATERING	20 GALS./S.Y. (EST.)	MARCH 1 TO SEPTEMBER 1	20 GALS. S.Y. (EST.)	SEPTEMBER 1 TO MARCH 1	TO BE USED AS DIRECTED IN THE PLANTING AND ESTABLISHING SOLID SOD.
④	220-A001	INSECT PEST CONTROL	PER ACRE		PER ACRE		SEE SECTION 220.
		TEMPORARY EROSION CONTROL ITEMS					
	907-226-A001	LIGHT GROUND PREPARATION	PER SQ.YD.		PER SQ.YD.		APPROXIMATELY HALF SQ. YD. STANDARD GROUND PREPARATION
	907-226-A001	COMBINATION FERTILIZER (13-13-13)	250 LBS./ACRE				QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	SEEDING (BROWN TOP MILLET)	20 LBS./ACRE	APRIL 1 TO AUGUST 31	———	———	QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	SEEDING (RYE GRASS)	———	———	25 LBS./ACRE	SEPTEMBER 1 TO MARCH 31	QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	SEEDING (OATS)	———	———	90 LBS./ACRE	SEPTEMBER 1 TO DECEMBER 15	QUANTITY BASED ON LIGHT GROUND PREPARATION
	907-226-A001	VEGETATIVE MATERIAL FOR MULCH	2 TON /ACRE (EST.)		2 TON /ACRE (EST.)		QUANTITY BASED ON LIGHT GROUND PREPARATION

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

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

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

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

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MM/DD/YY 00:00 AM/PM DGNFILENAME

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DISTRICT 6 OR 7

VEGETATION SCHEDULE

URBAN - ALL TYPES PROJECTS

COUNTY; ADAMS

PROJ. NO.: BR-0015-01(120)

WORKING NUMBER VS-1

FILENAME: 39VS.DGN

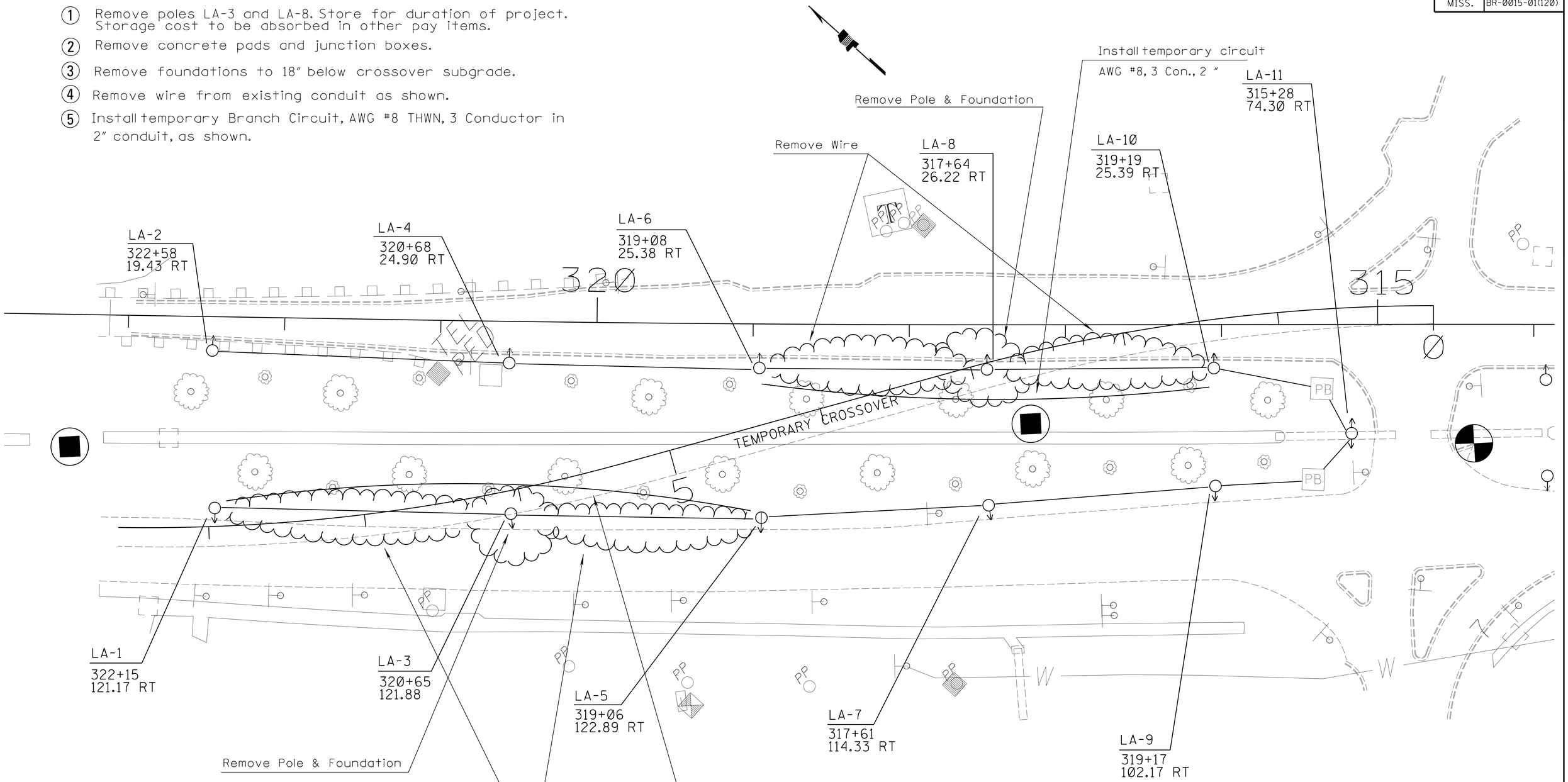
DESIGN TEAM _____ CHECKED _____ DATE _____

SHEET NUMBER 39

FMS CON: 106487/301000

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

1. Remove poles LA-3 and LA-8. Store for duration of project. Storage cost to be absorbed in other pay items.
2. Remove concrete pads and junction boxes.
3. Remove foundations to 18" below crossover subgrade.
4. Remove wire from existing conduit as shown.
5. Install temporary Branch Circuit, AWG #8 THWN, 3 Conductor in 2" conduit, as shown.



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:49:43 AM L-1.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LIGHTING

REMOVAL

COUNTY: Adams
PROJ. NUM.: BR-0015-01(120)

REVISION | BY | DATE

FILENAME: L-1.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

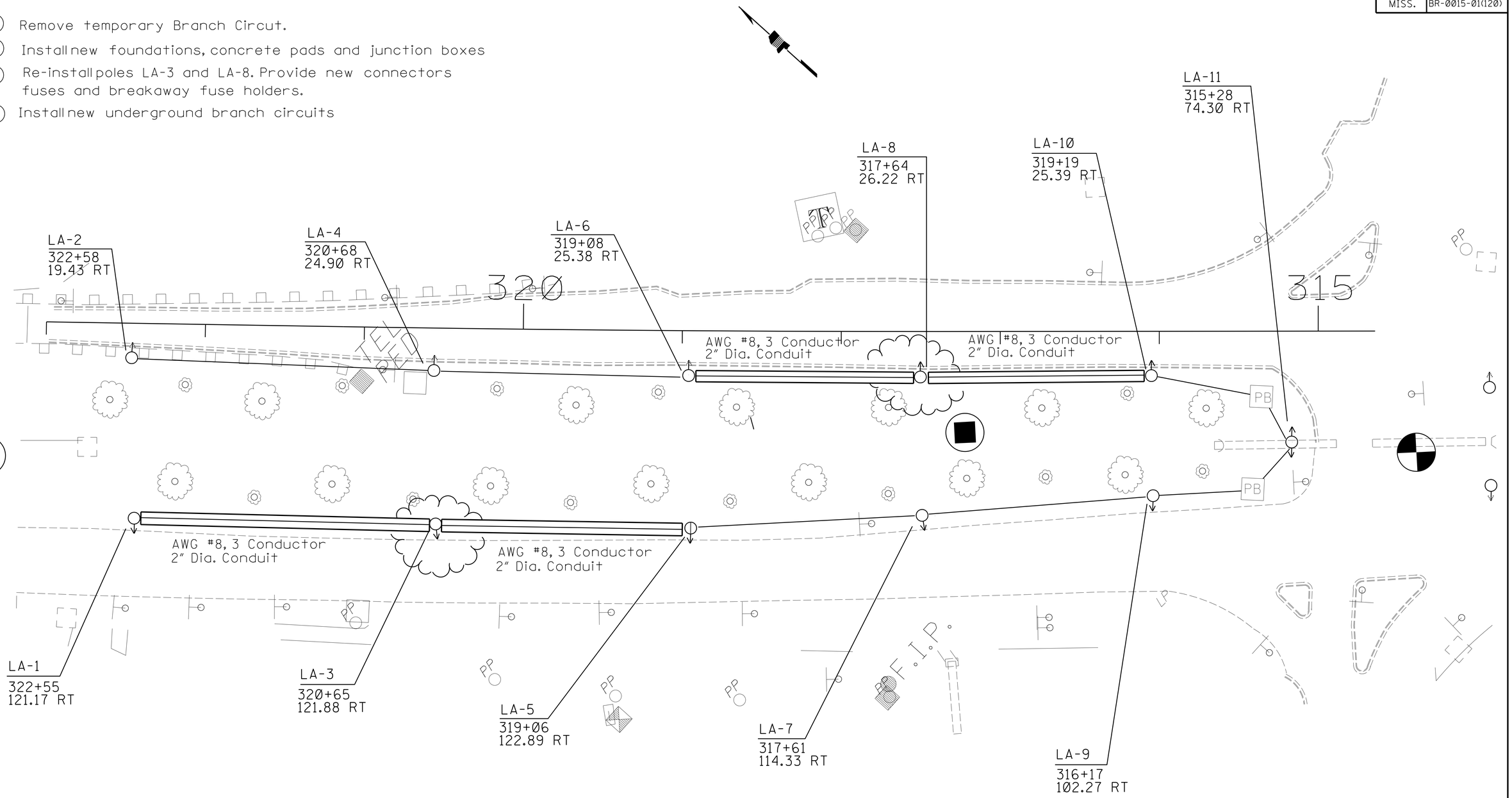
WORKING NUMBER L-1

SHEET NUMBER 4001

FMS CON: 106487/301000

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

1. Remove temporary Branch Circut.
2. Install new foundations, concrete pads and junction boxes
3. Re-install poles LA-3 and LA-8. Provide new connectors fuses and breakaway fuse holders.
4. Install new underground branch circuits



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:49:47 AM L-2.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LIGHTING

INSTALLATION

COUNTY: Adams
PROJ. NUM.: BR-0015-01(120)

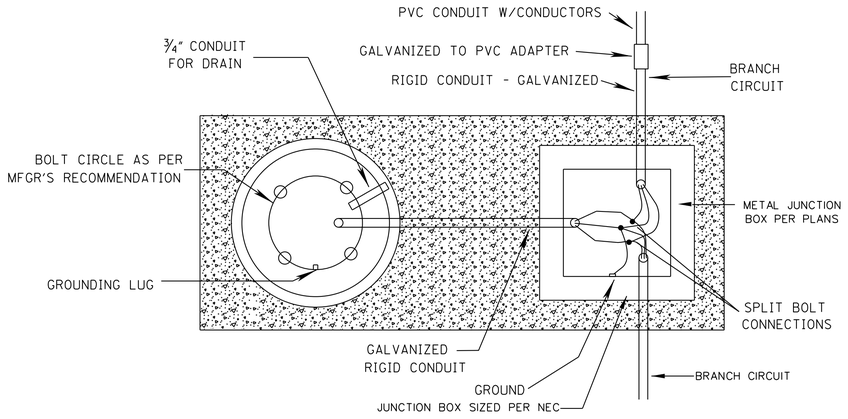
FILENAME: L-2.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

REVISION | BY | DATE

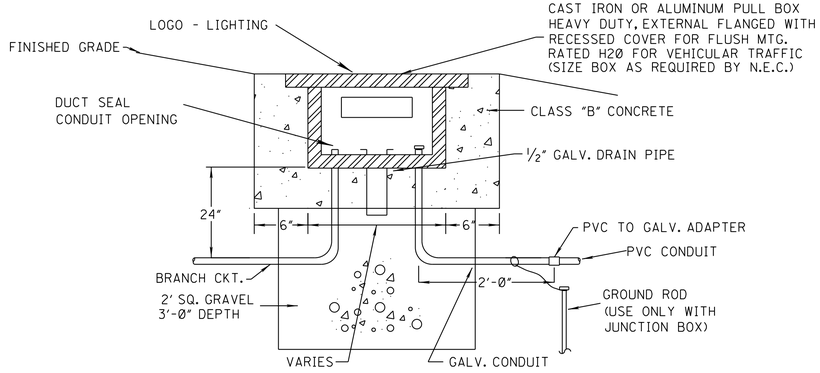
WORKING NUMBER
L-2

SHEET NUMBER
4002

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

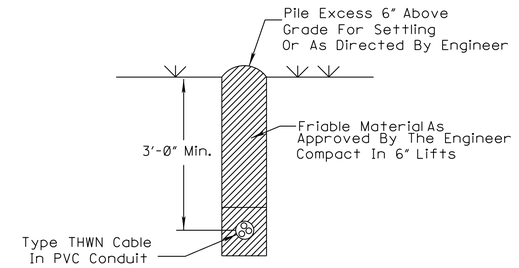


PLAN VIEW
N.T.S.

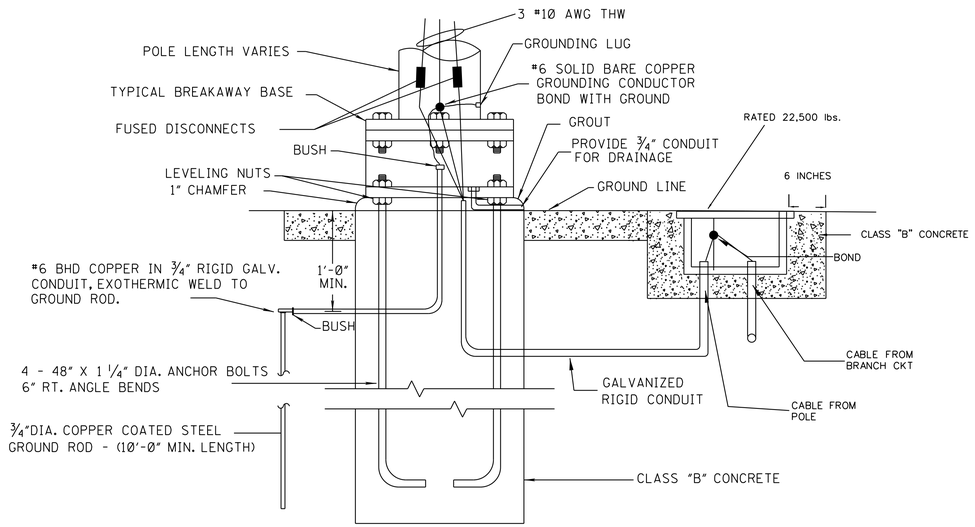


2 / LD-1 **UNDERGROUND PULL BOX OR JUNCTION BOX DETAIL**
N.T.S.

NOTE: IF BOX IS NOT LEVEL (DUE TO GROUND CONTOUR) DRAIN IS TO BE LOCATED AT LOWEST POINT IN BOX.

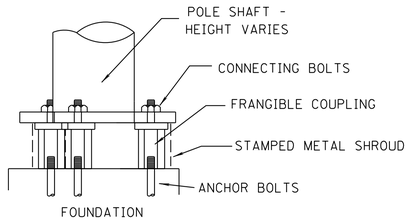


3 / LD-1 **CABLE TRENCHING DETAIL**
N.T.S.



SIDE VIEW

1 / LD-1 **FOUNDATION DETAIL TYPE LIGHTING ASSEMBLY**
N.T.S.



TYPICAL FRANGIBLE COUPLING
N.T.S.

NOTES:

1. BREAKAWAY DEVICES MUST MEET THE REQUIREMENTS OF THE 2001 AASHTO STANDARD SPECIFICATIONS OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS AND NCHRP REPORT 350.
2. CONTRACTOR SHALL LIMIT THE AMOUNT OF WIRE USED IN THE BREAKAWAY BASE DEVICE SO THAT THE CIRCUIT WILL ELECTRICALLY DISCONNECT AS CLOSE AS POSSIBLE TO THE TOP OF THE FOUNDATION WHEN STRCK BY AN ERRANT VEHICLE.
3. CONDUIT PROJECTING INTO THE POLE WILL BE CUT OFF LOW ENOUGH TO ENSURE IT DOES NOT EFFECT THE OPERATION OF THE BREAKAWAY DEVICE. IN NO INSTANCE SHALL THE CONDUIT EXTEND ABOVE THE MAXIMUM 4" STUB HEIGHT.
4. BREAKAWAY SYSTEM SHALL BE A TRANSPO POLE-SAFE BREAKAWAY LIGHT POLE SUPPORT SYSTEM OR APPROVED EQUAL.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:49:52 AM LD-1.DGN

BY / REVISION / DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Lighting Details

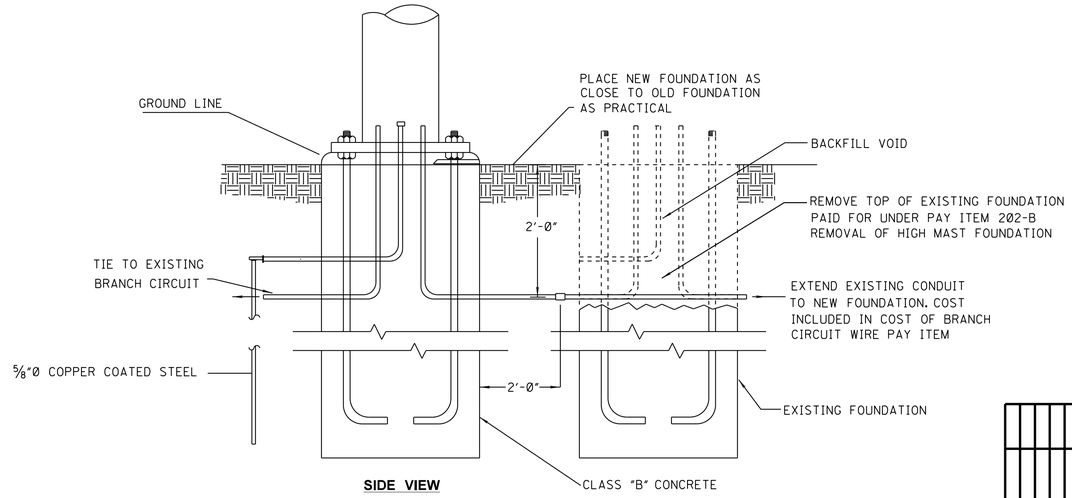
COUNTY: Adams
PROJ. NUM.: BR-0015-01(120)

FILENAME: LD-1.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER: LD-1
SHEET NUMBER: 4003

FMS CON: 106487/301000

STATE	PROJECT NO.
MISS.	BR-0015-01(120)



SIDE VIEW

FOUNDATION LOCATION DETAIL

N.T.S.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:49:56 AM D-2.DGN

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Lighting Details

COUNTY: Adams

PROJ. NUM.: BR-0015-01(120)

FILENAME: LD-2.DGN

DESIGN TEAM _____ CHECKED _____ DATE _____

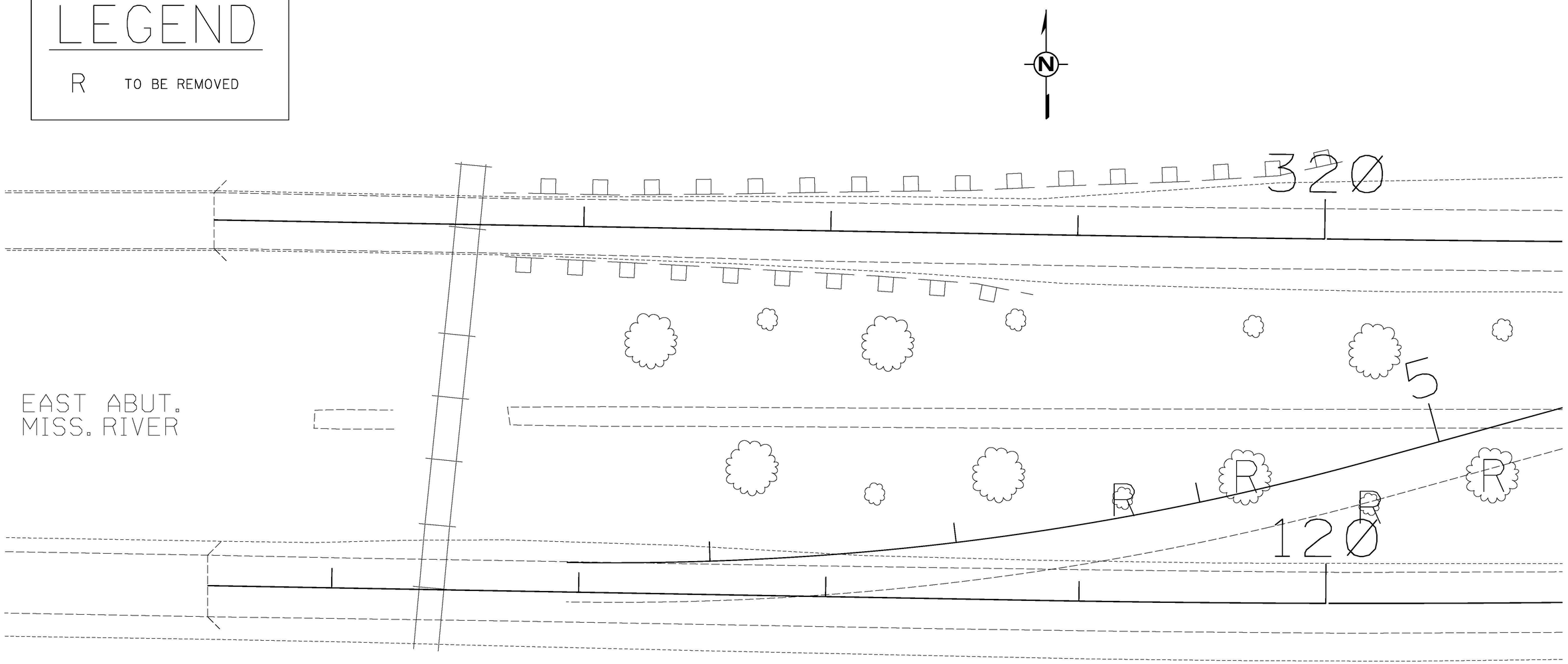
WORKING NUMBER
LD-2

SHEET NUMBER
4004

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND

R TO BE REMOVED



ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
9/11/2014 7:45:15 AM SRV-WK-106487-101000-013

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
REMOVAL - MISS

COUNTY: ADAMS
PROJ. NUM.: BR-0015-01(120)

FILENAME: RWD.CEL
DESIGN TEAM _____ CHECKED _____ DATE _____

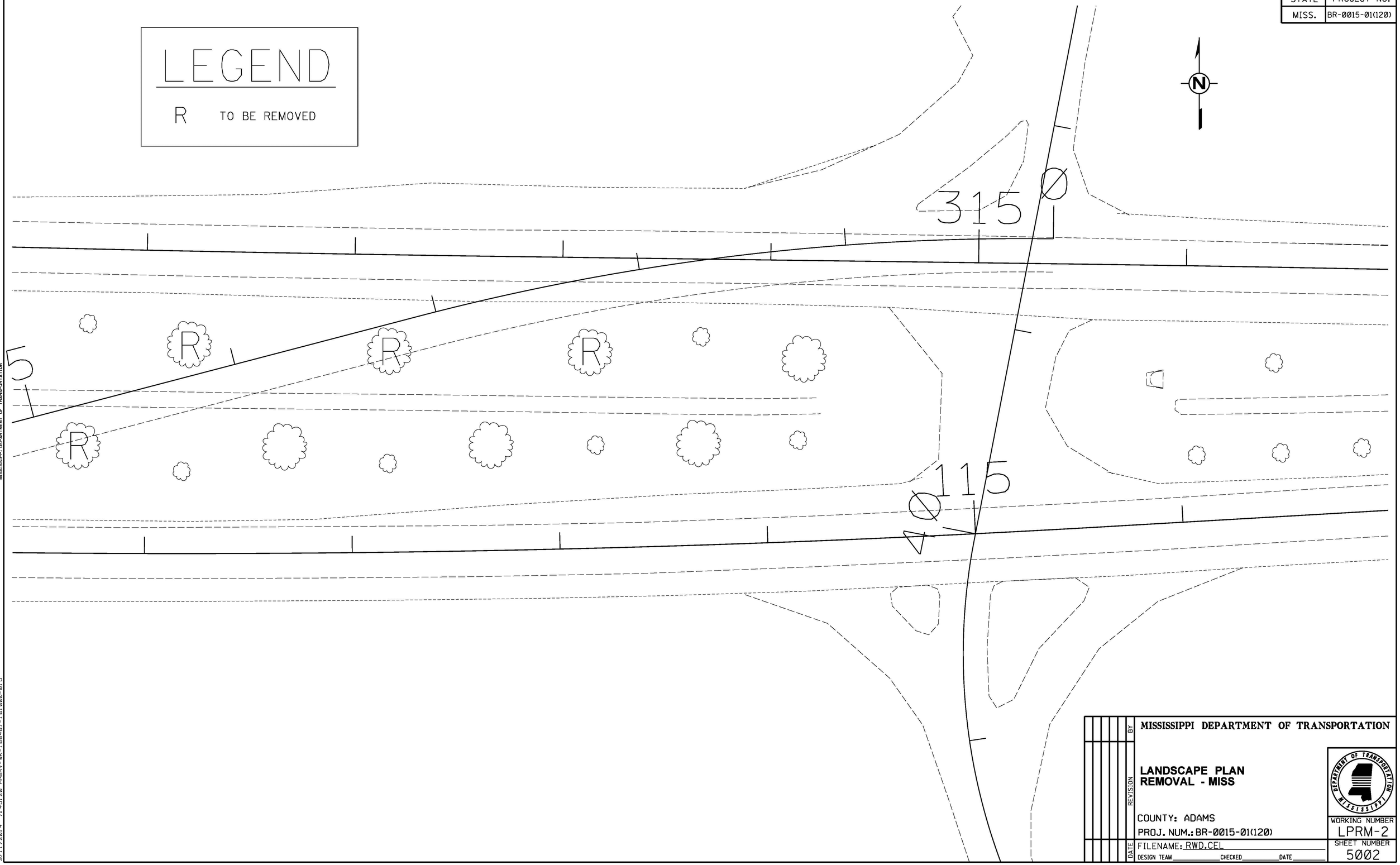
WORKING NUMBER
LPRM-1

SHEET NUMBER
5001

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND

R TO BE REMOVED



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:45:20 AMERY-WK-108487-101000-015

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
REMOVAL - MISS

COUNTY: ADAMS
PROJ. NUM.: BR-0015-01(120)

FILENAME: RWD.CEL
DESIGN TEAM _____ CHECKED _____ DATE _____

REVISION BY DATE

WORKING NUMBER
LPRM-2

SHEET NUMBER
5002

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND

R TO BE REMOVED

QUANTITY	PLANT KEY	
2	(cross-hatched circle)	LIVE OAKS
2	(hatched square)	CRAPE MYRTLE (PINK)
0	(open circle)	INDIAN HAWTHORN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
PLACE - MISS

REVISION | BY | DATE

COUNTY: ADAMS
PROJ. NUM.: BR-0015-01(120)
FILENAME: RWD.CEL
DESIGN TEAM ________ CHECKED ________ DATE ________

WORKING NUMBER LPPM-1
SHEET NUMBER 5003

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

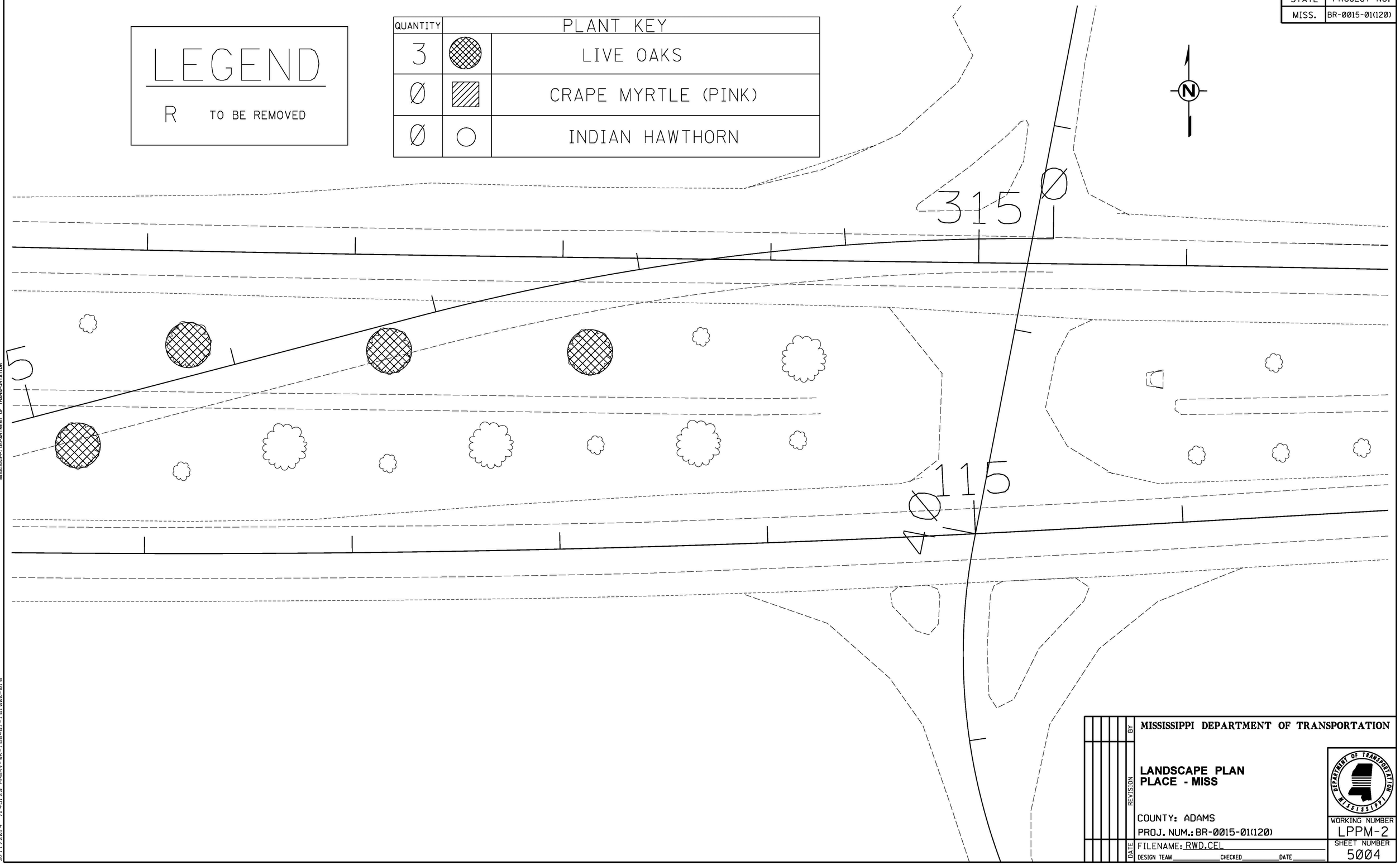
9/11/2014 7:45:24 AMSRV-WK-106487-101000-014

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND

R TO BE REMOVED

QUANTITY	PLANT KEY
3	LIVE OAKS
Ø	CRAPE MYRTLE (PINK)
Ø	INDIAN HAWTHORN



PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:45:29 AMERY-WK-108487-101000-016

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
PLACE - MISS

COUNTY: ADAMS
PROJ. NUM.: BR-0015-01(120)

FILENAME: RWD.CEL
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
LPPM-2

SHEET NUMBER
5004

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:45:33 AMSRV-WK-1064487-101000-011

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
REMOVAL - LA

PARISH: CONCORDIA
PROJ. NUM.: BR-0015-01(120)
FILENAME: RWD.CEL
DESIGN TEAM______ CHECKED______ DATE______

BY | REVISION | DATE

WORKING NUMBER
LPRL-1
SHEET NUMBER
5005

STATE	PROJECT NO.
MISS.	BR-0015-01(120)

LEGEND

R TO BE REMOVED

QUANTITY	PLANT KEY	
0	(symbol)	LIVE OAKS
20	(symbol)	CRAPE MYRTLE (PINK)
25	(symbol)	INDIAN HAWTHORN

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:45:38 AMSRV-WK-106487-101000-012.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY | REVISION | DATE

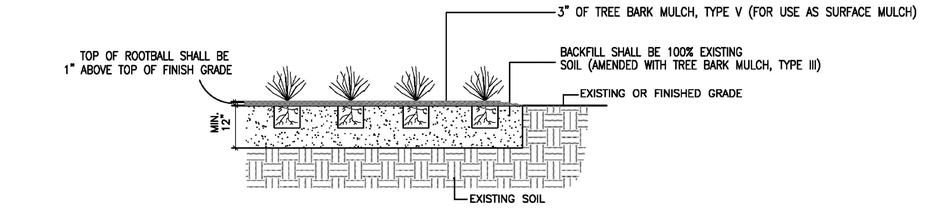
LANDSCAPE PLAN
PLACE - LA

PARISH: CONCORDIA
PROJ. NUM.: BR-0015-01(120)
FILENAME: RWD.CEL
DESIGN TEAM ________ CHECKED ________ DATE ________

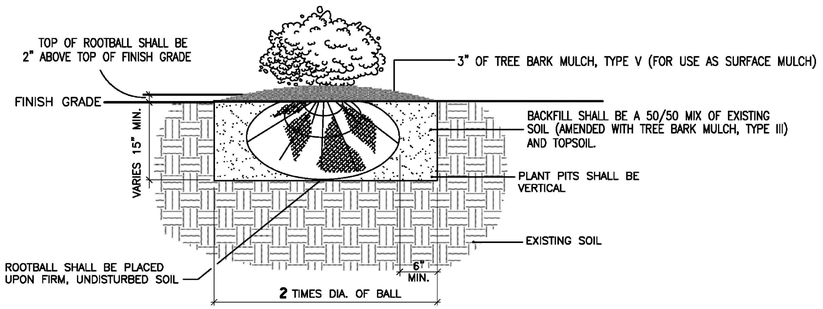
WORKING NUMBER
LPPL-1

SHEET NUMBER
5006

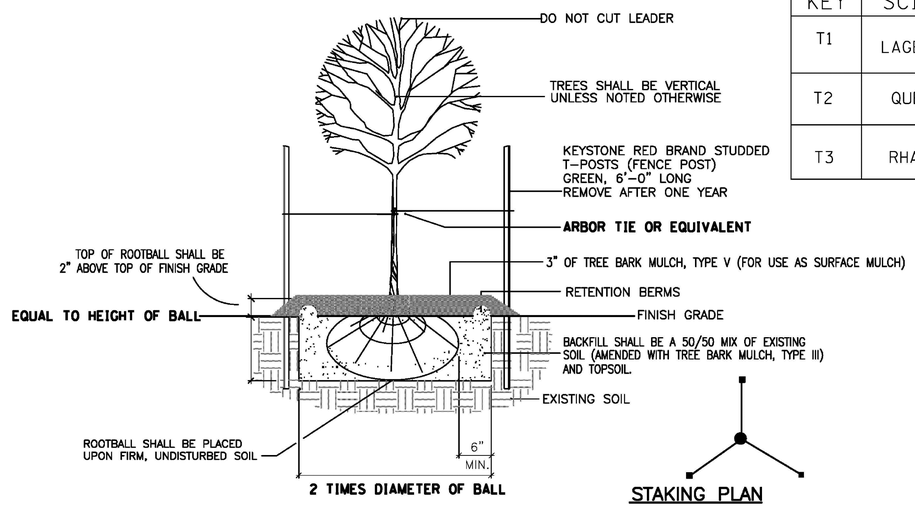
STATE	PROJECT NO.
MISS.	BR-0015-01(120)



1 / D2 TYPICAL MDOT GROUNDCOVER PLANTING DETAIL
NO SCALE



2 / D2 TYPICAL MDOT SHRUB PLANTING DETAIL
NO SCALE



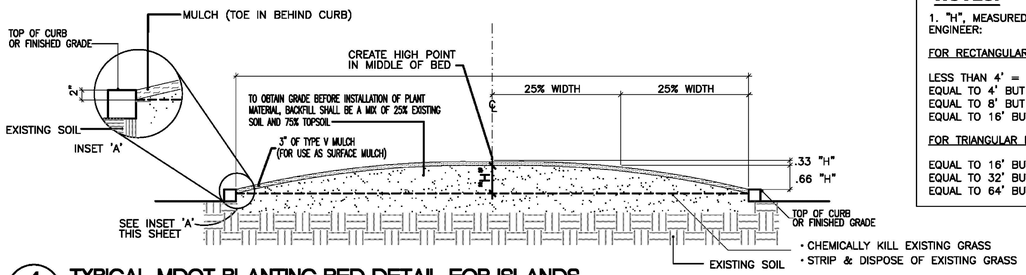
3 / D2 TYPICAL MDOT TREE PLANTING DETAIL
NO SCALE

STAKING PLAN

NOTE: STAKE TO ONE TRUNK ONLY.

PLANT KEY

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	HEIGHT
T1	LAGERSTROEMIA INDICA	CRAPE MYRTLE	20 GAL	10' - 12'
T2	QUERCUS VIRGINIANA	LIVE OAK	95 GAL	4" DIA TRUNK
T3	RHAPHIOLEPIS INDICA	INDIAN HAWTHORN	?	?



4 / D2 TYPICAL MDOT PLANTING BED DETAIL FOR ISLANDS
NO SCALE

NOTES:

1. "H", MEASURED IN INCHES, IS DETERMINED BY USING THE FOLLOWING AND SHALL BE REVIEWED AND APPROVED BY THE ENGINEER:

FOR RECTANGULAR ISLANDS: FROM THE BACK OF THE CURB TO THE CENTERLINE OF THE ISLAND:

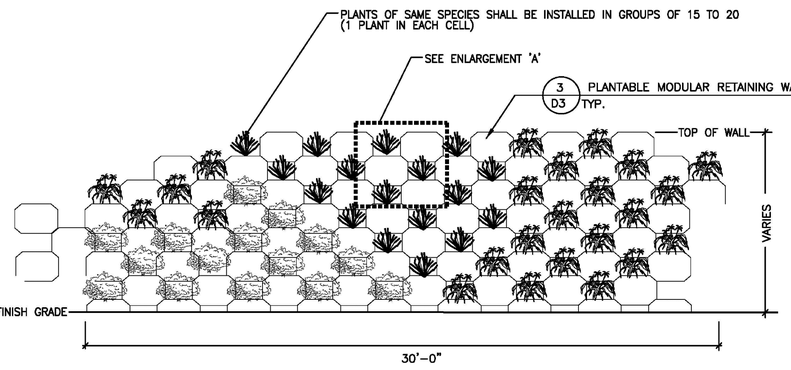
LESS THAN 4' = 15% SLOPE
EQUAL TO 4' BUT LESS THAN 8' = 10% SLOPE
EQUAL TO 8' BUT LESS THAN 16' = 7% SLOPE
EQUAL TO 16' BUT LESS THAN 32' = 5% SLOPE

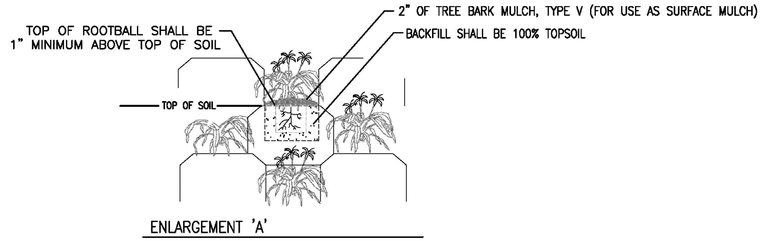
FOR TRIANGULAR ISLANDS: FROM THE FURTHERMOST POINT OF THE BACK OF CURB TO THE CENTERPOINT OF THE ISLAND:

EQUAL TO 16' BUT LESS THAN 32' = 5% SLOPE
EQUAL TO 32' BUT LESS THAN 64' = 3% SLOPE
EQUAL TO 64' BUT LESS THAN 150' = 2% SLOPE

GENERAL LANDSCAPE NOTES:

1. SEE SHEET VS FOR VEGETATION SCHEDULE AND VEGETATION SCHEDULE NOTES.
2. CONTRACTOR SHALL STAKE OUT LIMITS OF PLANT PIT AND PLANT HOLE LOCATIONS FOR ENGINEER TO REVIEW AND APPROVE. THE APPROXIMATE LOCATION AND LAYOUT OF THE TREES AND SHRUBS ARE SHOWN ON THE PLANS. THE ACTUAL LOCATIONS OF TREES AND SHRUBS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLANTING. THE ENGINEER MAY ADJUST THE LOCATIONS AND LAYOUT OF TREES AND SHRUBS TO MEET FIELD CONDITIONS.
3. IN AREAS WHERE TREES, SHRUBS AND GROUNDCOVER LIE OUTSIDE THE LIMITS OF IRRIGATION: SOIL FOR BACKFILLING THE PLANTING HOLES AND PITS SHALL BE AMENDED WITH AN ABSORBENT POLYMER. THE MATERIAL SHALL BE ADDED THROUGHOUT THE SOIL MIXTURE AT THE RATE RECOMMENDED BY THE MANUFACTURER FOR TREE, SHRUB, AND GROUNDCOVER PLANTING APPLICATIONS. PRODUCTS SUCH AS "WATER GRABBER", "TERRA-SORB", HYDROGEL, "SOILMOIST" AND "WATERSORB" MAY BE USED. OTHER EQUIVALENT PRODUCTS MAY BE USED UPON APPROVAL OF THE ENGINEER. THE COST FOR THE ABSORBENT POLYMER SHALL BE ABSORBED INTO THE COST OF THE TOPSOIL FOR PLANT HOLES.
4. CONTRACTOR SHALL NOTIFY MISSISSIPPI ONE CALL CENTER BEFORE WORK IS PERFORMED. PROVIDE IN WRITING THAT CONTACT HAS BEEN MADE, AND RESULTS OF THE CONTACT.
5. THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL MAINTAIN POSITIVE FLOW IN DITCHES AND TOWARDS DRAINAGE STRUCTURES, AND SHALL CLEAN DEBRIS OFF OF TOP OF DRAINAGE STRUCTURES.
6. WITHIN AREAS TO BE GRASSED, SURFACE GRADES SHALL BE UNIFORM IN SMOOTHNESS AND SLOPE. CONTRACTOR SHALL FIX DIPS AND HOLES WITH SOIL PRIOR TO GRASS INSTALLATION.
7. CONTRACTOR SHALL HAVE ENGINEER APPROVE GRADING BEFORE GRASS IS APPLIED.





ENLARGEMENT 'A'

NOTES - RETAINING WALL PLANT INSTALLATION:

1. THE CONTRACTOR SHALL FILL PLANTING VOIDS WITH APPROVED SOIL MIXTURE. WATER-IN SOIL MIXTURE BEFORE PLANTING.
2. THE CONTRACTOR SHALL HAVE THE ENGINEER VERIFY AND APPROVE THE PRESENCE OF POSITIVE DRAINAGE IN THE PLANTING CELLS OF THE RETAINING WALL BEFORE INSTALLATION OF PLANT MATERIAL.
3. THE CONTRACTOR SHALL LAYOUT A 30' TYPICAL SECTION OF PLANTS TO BE REVIEWED BY THE ENGINEER BEFORE INSTALLATION.
4. THE CONTRACTOR SHALL APPLY A 2" LAYER OF TREE BARK MULCH, TYPE V MULCH (SURFACE MULCH) AFTER PLANTING, AND IMMEDIATELY WATER-IN.

5 / D2 TYPICAL PLANTING BED DETAIL FOR PLANTABLE MODULAR RETAINING WALL SYSTEM
NO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY | REVISION | DATE

LANDSCAPE MISCELLANEOUS

COUNTY: ADAMS
PROJ. NUM.: BR-0015-01(120)
FILENAME: LANDSCAPE MISC
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER LM-1
SHEET NUMBER 5007

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

9/11/2014 7:45:43 AM SRV-MISC-106487-101000-002