FED. ROAD DIV. NO.	STATE	FED. AID ROAD NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	1	

DRAWN BY		DATE	
W.E.W.		1-8-57	
REVISIONS			
DATE	BY	DATE	BY

Contractor J. B. MICHAEL & CO., INC.
(Address) MEMPHIS, TENN.
Dist. Engr. R. G. McLENDON
Proj. Engr. (Signature)
Work Started on SEPT. 4, 1957
Work Accepted on OCT. 23, 19 EXCEPTIONS NONE

FINAL PLANS OF COMPLETED ROAD

INDEX

FOR INDEX SEE SHEET NO. 2

SPECIFICATIONS GOVERNING CONSTRUCTION OF THIS PROJECT SHALL BE THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. APPROVED BY THE MISSISSIPPI STATE HIGHWAY COMMISSION NOV. 20, 1956 AND APPROVED BY THE COMMISSIONER OF THE U.S. BUREAU OF PUBLIC ROADS.

STATE OF MISSISSIPPI

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FEDERAL AID PROJECT NO. I-091-1(6)

U.S. HWY. NO. 51 (INTERSTATE) BETWEEN MISS. HWY. NO. 24 & U.S. HWY. NO. 98 - McCOMB-SUMMIT AREA

PIKE COUNTY

(HWY. SEC.) EQUATIONS

STA. ~~564+38.10~~ = ~~STA.~~ STA. 564+37.60 -0.50 FT.
(MUN. SEC.)
STA. 655+71.13 = STA 655+84.78 -13.65 FT.

LENGTH DATA

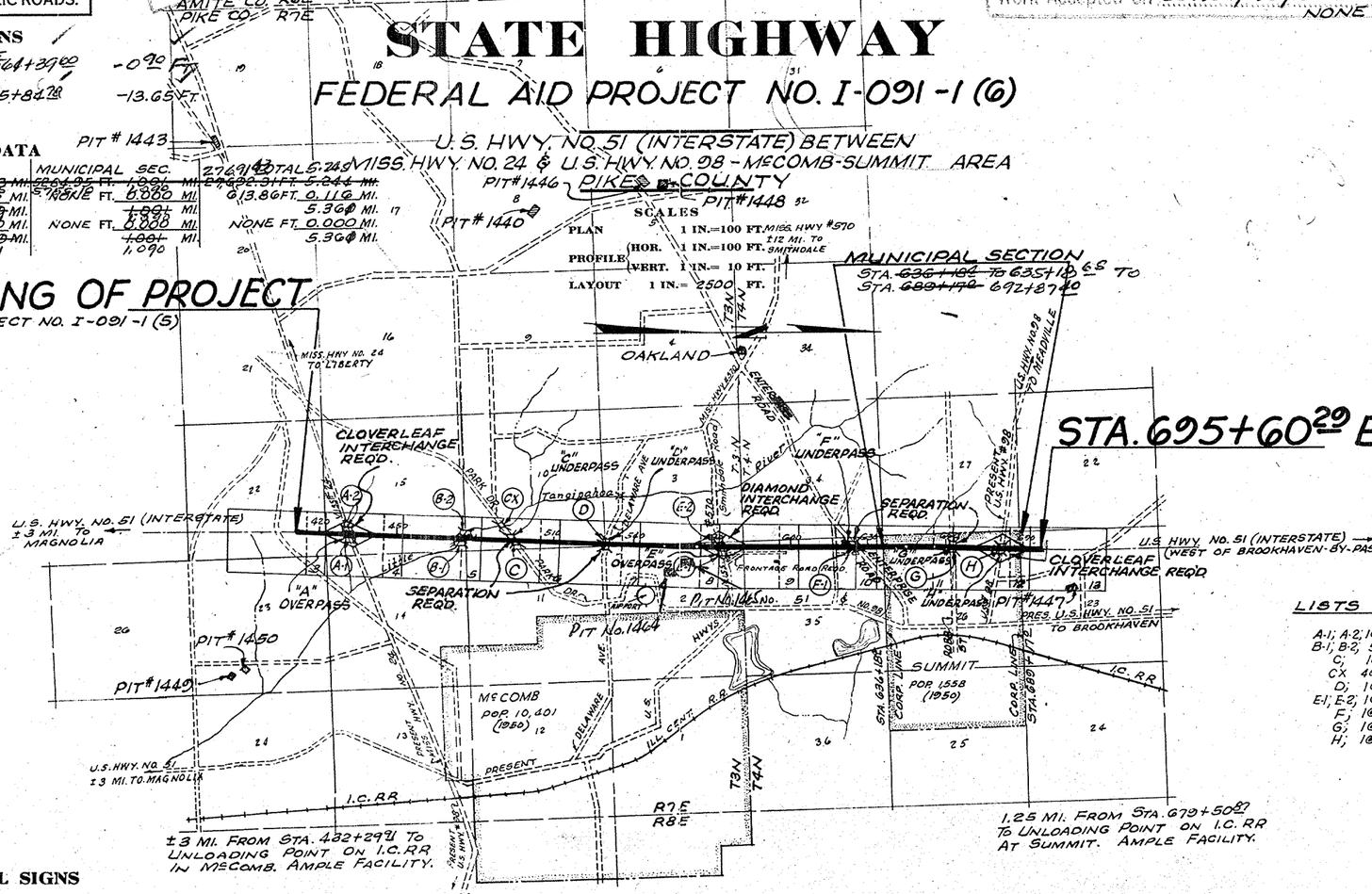
	HIGHWAY SEC.	MUNICIPAL SEC.	TOTAL
LENGTH OF ROADWAY	~~26.493 MI.~~ ~~4.943 MI.~~ ~~27.393 MI.~~ 4.271 MI.	~~5.691 FT. 1.091 MI.~~ 5.195 FT. 1.090 MI.	~~27.493 MI.~~ ~~4.943 MI.~~ ~~27.393 MI.~~ 5.361 MI.
LENGTH OF BRIDGES	~~619.8 FT.~~ 0.118 MI.	NONE FT. 0.000 MI.	~~619.8 FT.~~ 0.118 MI.
LENGTH OF PROJECT (NET)	~~4.359~~ MI.	~~1.091~~ MI.	~~5.360~~ MI.
LENGTH OF EXCEPTIONS	NONE FT. 0.000 MI.	NONE FT. 0.000 MI.	NONE FT. 0.000 MI.
LENGTH OF PROJECT (GROSS)	~~4.359~~ MI. 4.271	~~1.091~~ MI. 1.090	~~5.360~~ MI. 5.361

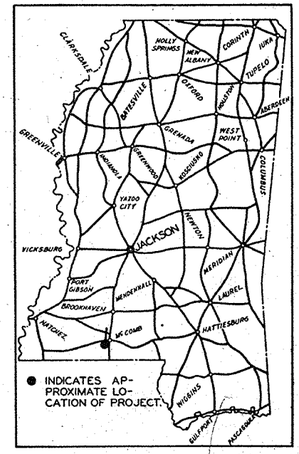
STA. 412+40.47 BEGINNING OF PROJECT
= STA. 412+40.47 END OF FEDERAL AID PROJECT NO. I-091-1(5)

SCALES
PLAN 1 IN. = 100 FT.
PROFILE (HOR.) 1 IN. = 100 FT.
(VERT.) 1 IN. = 10 FT.
LAYOUT 1 IN. = 2500 FT.

MUNICIPAL SECTION
STA. ~~636+10~~ 636+10.68 TO STA. ~~680+17~~ 692+87.10

STA. 695+60.29 END OF PROJECT





● INDICATES APPROXIMATE LOCATION OF PROJECT.

LISTS OF BRIDGES REQUIRED

A-1; A-2; 1@46.5', 1@67', 1@67', 1@46.5' SPANS
B-1; B-2; 5@31' SPANS
C; 1@56', 1@80', 1@80', 1@56' SPANS
CX 4@19' SPANS IN PLACE; 1@19' SPAN TO BE ADDED TO EACH END.
D; 1@56', 1@80', 1@80', 1@56' SPANS
E-1; E-2; 1@46.5', 1@67', 1@67', 1@46.5' SPANS
F; 1@56', 1@80', 1@80', 1@56' SPANS
G; 1@46.5', 1@67', 1@67', 1@46.5' SPANS
H; 1@56', 1@80', 1@80', 1@56' SPANS

CONVENTIONAL SIGNS

COUNTY LINE	TELEPHONE LINE
DISTRICT LINE	POWER TRANSMISSION LINE
TOWN CORPORATION LINE	BENCH MARKS
SECTION LINE	PROJECT MARKERS
PROPERTY LINE	R. O. W. MARKERS
BARBED WIRE FENCE	TELEGRAPH LINE
PICKET FENCE	MANHOLES
RAIL FENCE	SPILLWAYS
ROAD OR TRAVELED WAY	INLETS
RAILROAD	CATCH BASINS
BUILDINGS	GUARD RAIL
RIGHT OF WAY	FIRE PLUG
SURVEY LINE	
CULVERTS	
BRIDGES	

HIGHWAY SEC.	MUNICIPAL SEC.	TOTAL
LENGTH IN MILES		
NET ~~4.359~~ 4.271	~~1.091~~ 1.090	~~5.360~~ 5.361
GROSS ~~4.359~~ 4.271	~~1.091~~ 1.090	~~5.360~~ 5.361

DECRIPTION OF MATERIAL PITS

PIT No.	OWNERS	LOCATION
1440	R.S. COOK	4.5 MI. SOUTHWEST OF STA. 625+52 & 3.4 MI. WEST OF STA. 495+00 (GRAVEL CLAY MATERIAL)
~~1443~~	~~LUCY McKINLEY~~	~~2.9 MI. WEST OF STA. 438+36 (SAND CLAY MATERIAL)~~
1446	MRS. G. L. WELLS	3.2 MI. SOUTHWEST OF STA. 576+00 & 3.4 MI. SOUTHWEST OF STA. 625+00 (SEMI GRAVEL MATERIAL)
1447	J. V. MOAK	1.25 MI. EAST OF STA. 679+50 (SAND CLAY MATERIAL)
1448	E. R. CREEL	3.2 MI. SOUTHWEST OF STA. 576+00 (SAND CLAY MATERIAL)
~~1449~~	~~B.A. REGAN~~	~~2.4 MI. SOUTHEAST OF STA. 732+80 (SAND CLAY MATERIAL)~~
1450	MRS. T.W. McMORRIS	2.4 MI. SOUTH
1464	HOWARD LLOYD	1084' RT.
1465	WILLCOX & BARKSDALE	633' RT.

APPROVED: DATE 5-31-57

J. C. Tobbins
DIRECTOR
MISSISSIPPI STATE HIGHWAY DEPARTMENT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED:
DIVISION ENGINEER DATE

RECAPITULATION OF QUANTITIES

PAY ITEM NO.	ROADWAY ITEMS	HIGHWAY SECTION PRELIMINARY	HIGHWAY SECTION FINAL	MUNICIPAL SECTION PRELIMINARY	MUNICIPAL SECTION FINAL	TOTAL PRELIMINARY	TOTAL FINAL	UNIT
20	CLEARING AND GRUBBING	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM
① 21	RANDON CLEARING AND GRUBBING	3	22.364	1	2.233	4	24.597	ACRES
23-D	UNCLASSIFIED EXCAVATION (STRIPPING PITS) 84,501.0	69,944	~~107,412.3~~	13,402	31265.5	83,346	138678.8	CU. YDS.
23-A	UNCLASSIFIED EXCAVATION (F.M.) 877,917.4	798,936	~~855,640.8~~	327,224	327,782.9	1,126,160	1182761.3	CU. YDS.
25	STRUCTURE EXCAVATION 2,220.8	1,050	~~1180.6~~	679	1740.7	2,629	5882.5	CU. YDS.
32-A	HAUL OF EXCAVATION (F.M.) 13,609,722.5	18,188,993	~~13,628,037.2~~	2,024,820	~~2,225,903.8~~	20,213,813	15,835,527.4	STA YDS.
32-B	HAUL OF SELECTED MATERIAL	1,758,767	~~1265,886.0~~	541,546	742,496	2,300,313	2007,646	UNITS
			102,166.4		28,200.5			UNITS
401-30	LOAMY TOPSOIL (4" COMPACTED)	130050	~~102,449.0~~	29950	20,344.2	160,000	122,805.2	SQ. YDS
40-A	ROADBED TOPPING (O.F.M.)	206,864	205,360	65,916	74564	272,780	279922	CU. YDS.
52-A	MIXING, SHAPING, AND COMPACTION	25,147	21,946.3	NONE	7543.6	25,147	28889.9	SQ. YDS
			1729.38		386.762			
205-B	CLASS "B" CONCRETE	1,589	~~1451.51~~	383	~~386.44~~	1,072	2137.95	CU. YDS.
211	REINFORCING STEEL	182,866	~~210,475~~	52,669	~~52,468~~	235,531	262932	POUNDS
			208,544		52,326			
216-C	LOOSE RIP RAP (25 - 150 LBS.)	151	109.65	NONE	NONE	151	109.65	TONS
220-A-15 or 220-B-15	15" PIPE CULVERT (STANDARD STRENGTH)	216	240	212	316	428	556	LIN. FT.
220-A-18 or 220-B-18	18" PIPE CULVERT (STANDARD STRENGTH)	2004	4104	898	928	3802	5032	LIN. FT
220-A-24 or 220-B-24	24" PIPE CULVERT (STANDARD STRENGTH)	800	924	504	556	1304	1480	LIN. FT.
220-A-30 or 220-B-30	30" PIPE CULVERT (STANDARD STRENGTH)	848	768	NONE	NONE	848	768	LIN. FT.
220-A-36 or 220-B-36	36" PIPE CULVERT (STANDARD STRENGTH)	900	1208	440	580	1340	1788	LIN. FT
220-A-42	42" PIPE CULVERT (STANDARD STRENGTH)	416	400	NONE	NONE	416	400	LIN. FT.
220-A-60	60" PIPE CULVERT (STANDARD STRENGTH)	248	252	280	208	478	460	LIN. FT.
220-AA-36	36" PIPE CULVERT (EXTRA STRENGTH)	NONE	NONE	148	140	148	140	LIN. FT.
220-AA-60	60" PIPE CULVERT (EXTRA STRENGTH)	NONE	NONE	120	112	120	112	LIN. FT.
222-A-15	15" BITUMINOUS COATED PAVED INVERT CORRUGATED METAL PIPE DOWNSPOUT	60	127	122	90	182	217	LIN. FT
222-C-15	15" ELBOWS	4	6	4	4	8	10	EACH
243-B	GRATINGS	3605	4121	765	1013	4460	5134	POUNDS
401-246	PAVED DITCH	354	322.10	NONE	NONE	354	322.10	CU. YDS.
247-D	COMBINATION CONCRETE CURB AND GUTTER	1,405	4203.4	NONE	NONE	1405	4203.4	LIN. FT.
255-A	RIGHT-OF-WAY MARKERS (TYPE I)	91	~~133~~ 135	22	~~48~~ 46	113	181	UNITS
			602,844.8		206,001.2			
270	SPRIGGING	530,243	~~608,033.8~~	68,864	~~179,914.8~~	608,107	807387.8	SQ. YDS.
280	SOLID SODDING	8465	~~10,232.57~~	2910	~~1577.39~~	11,375	11777.96	SQ. YDS.
401-277-D	ASPHALT FOR MULCH (METHOD "A") 12,496	13,688	~~123.58.0~~	1,625	5126.8	15,313	17518.8	GALLONS
275-A	AGRICULTURAL LIMESTONE	222	192.14	28	54.86	250	247.00	TONS
275-C	SUPER PHOSPHATE — 18-13-12 AMMONIUM NITRATE	111	~~32.67~~	14	~~11.36~~	125	~~51.12~~	TONS
			37.61		17.24		3.35	
401-276	SEEDING (HAIRY, VETCH CRIMSON, WHITE DUTCH CLOVER, MIXED)	3157	474.0	559	660	3,716	5140	POUNDS
401-277-A	VEGATATIVE MATERIAL FOR MULCH (METHOD "A")	110	217.71	13	89.67	123	307.38	TONS
	PAVING ITEMS							
100-B or 100-C	PRIME COAT	8,800	6444.7	NONE	2257.4	8,800	8722.1	GALLONS
107-B	ASPHALT CEMENT FOR SURFACE TREATMENT	17,460	13359.8	NONE	2505.6	17,460	15855.8	GALLONS
107-C or 107-E	COVER AGGREGATE (TYPE I OR IV - UNCRUSHED	448	373.54	NONE	135.37	448	508.91	CU. YDS
107-F	SEAL COVER AGGREAGATE	241	186.76	NONE	NONE	241	186.76	CU. YDS.
	BRIDGE ITEMS							
24	BRIDGE EXCAVATION	1681	~~2086.22~~	590	~~1489.50~~	2,271	4575.22	CU. YDS
200-B	CLASS "B" BRIDGE CONCRETE	5,557.30	5569.53	2,788.80	2592.03	8,346	8161.56	CU. YDS.
202-A	TREATED TIMBER	6.700	7.537	NONE	NONE	6.700	2537	MBM
401-206-A-12	PRECAST CONCRETE SPAN (CURB UNIT)	4	4	NONE	NONE	4	4	UNITS
401-206-B-10	PRECAST CONCRETE SPAN (INTERIOR UNIT)	16	16	NONE	NONE	16	16	UNITS
401-206-X	REMOVAL AND RE-ERECTION OF EXISTING PRECAST CONCRETE SPAN UNIT (CURB AND INTERIOR)	28	28	NONE	NONE	28	28	UNITS
211	REINFORCING STEEL	1,394,450	1505453	616,760	706350.9	2,011,210	2211803.9	POUNDS
218-E	CONCRETE SLOPE PAVING	356	~~325.60~~	136	163.40	492	489.00	CU. YDS.
401-227	REMOVAL AND RE-ERECTION OF RAILING	168	168	NONE	NONE	168	168	LIN. FT.
228-A	CONCRETE RAILING	2,436	2436	NONE	NONE	2,436	2436	LIN. FT.
228-B	CONCRETE-ALUMINUM RAILING	1,632	1632	998	998	3,630	2630	LIN. FT.
401-206-D	METAL RAILING (PLATE)	76	76	NONE	NONE	76	76	LIN. FT.
240-A	TEST PILES (14"X14" CONCRETE)	4	5	NONE	NONE	4	5	UNITS
240-A	TEST PILES (UNTREATED TIMBER)	2	2	NONE	NONE	2	2	UNITS
240-A	TEST PILES (10-BP-42)	4	4	NONE	NONE	4	4	UNITS
240-A	TEST PILES (14" CONCRETE)	10	10	5	5	15	15	UNITS
240-B	LOADING TESTS	9	3	2	NONE	11	3	UNITS
401-240-C or 401-208-D or 401-240-F	PRECAST OR CAST-IN PLACE CONCRETE PILING (14")	16,070	14532.40	7,795	7840.00	23,865	22372.40	LIN. FT
401-240-E or 401-240-D	PRECAST CONCRETE PILING (14"X14")	2,700	2105.3	NONE	NONE	2,700	2105.30	LIN. FT.
240-D	TREATED TIMBER PILING	350	434.6	NONE	NONE	350	434.60	LIN. FT.
240-G	STEEL PILING (10-BP-42)	5,160	7607.5	NONE	NONE	5,160	7607.50	LIN. FT.
240-G	STEEL PILING CUT-OFF (10 BP 42)	NONE	101.5	NONE	NONE	NONE	101.50	LIN. FT.
52-B	STABILIZER AGGREGATE (COMM. COURSE)	NONE	428.0	NONE	NONE	NONE	428.0	CU. YDS.
401-240-E	PRECAST CONCRETE PILING CUT-OFF (14")	NONE	201.6	NONE	2.0	NONE	203.60	LIN. FT
401-240-E	PRECAST CONCRETE PILING CUT-OFF (14"X14")	NONE	1.7	NONE	NONE	NONE	1.70	LIN. FT.

① ESTIMATED QUANTITY

FINAL PLANS OF COMPLETE

② 125 GALS PER TON OF MULCH EST.
③ 2 TONS PER ACRE EST.
④ 1 TON PER ACRE EST.
⑤ 41 POUNDS PER ACRE EST.
⑥ 4 TONS PER ACRE EST.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-0091-1(6)	19	2-	

DRAWN BY	DATE
DEBB	5-27-57

REVISIONS			
DATE	BY	DATE	BY
5-28-57	AMS		
6-5-57	WA		
6-12-57	AMS		
6-17-57	AMS		

PLAN ASSEMBLY

SHEET NO.	TITLE
1	TITLE AND LAYOUT SHEET.
2, 2-A & 2-B	QUANTITY SHEETS.
2-C, 2D, 2-E, 2F, 2-G	TYPICAL SECTION SHEETS
2H, 2-I	DESIGNATED SOURCES OF ROADBED TOPPING
2-J, 2K,	DETAIL OF PAVED DITCH
2-L, 2-M	RAMP CONTROLS AT INTERCHANGE
D-103, 2-W-2, 2-X-2,	ST. STD FOR PIPE CULVERTS & DETAILS FOR PIPE HEADWALLS
2-Y-2, 2-W-3, 2-Y-3,	ST. STD FOR PIPE CULVERTS & DETAILS FOR PIPE HEADWALLS
2-W-4, 2-Y-4, 2-Z-4	ST. STD. FOR PIPE CULVERTS & DETAILS FOR PIPE HEADWALLS
BD-15, B-D, 2MI, & JB-1	ST. DRAWINGS FOR INLETS & JUNCTION BOXES.
R-1	ST. STD. FOR RAMP CONSTRUCTION
SD-1	ST. STD. FOR COMB. CONCRETE CURB & GUTTER
D-4	ST. STD. FOR TREATMENT AT GRADE POINT BETWEEN CUTS-FILLS
EC-1	ST. STD. FOR EROSION CONTROL
BW-1	ST. STD. FOR BARRICADE & WARNING SIGNS
F-102	ST. STD. FOR SUPER-ELEVATION OF CURVES.
RW-2	ST. STD. FOR RIGHT-OF-WAY MARKERS.
ED-1	STD. PLAN FOR EARTH SPUR DIKE
I-BD-6, I5K-15-A MOD;	DETAIL DRAWING FOR BOX CULVERTS
I-BD-A & B, I5K-45 MOD;	DETAIL DRAWING FOR BOX CULVERTS
ICX-1, ICM-2, IBS-4;	DETAIL DRAWING FOR BOX CULVERTS
I5K-30 MOD, IBS-A, IBS-B	DETAIL DRAWING FOR BOX CULVERTS
IBS-B MOD; IBS-5, IBS-6	DETAIL DRAWING FOR BOX CULVERTS
A-1 thru A-12; B-1 thru B-4,	BRIDGE SHEETS
C-1 thru C-8; D-1 thru D-3,	BRIDGE SHEETS
E-1 & E-2; F-1 thru F-7,	BRIDGE SHEETS
G-1; H-1 thru H-11; CX-1 & CX-2	BRIDGE SHEETS
GN-1; HS-1; MR-1;	BRIDGE DRAWINGS
BG-10 (3 Sheets); BG-10	BRIDGE DRAWINGS
S 7½ (2 Sheets); EB-12;	BRIDGE DRAWINGS
BG-4 (3 Sheets); CB-10;	BRIDGE DRAWINGS
TB-1; BG-8 (3 Sheets);	BRIDGE DRAWINGS
PC-19-1A; PC-19-2A;	BRIDGE DRAWINGS
CP-10; CP-20	BRIDGE DRAWINGS
3, 4, 4-AA, 4-A, 4-B, 4-C, 4-D	PLAN AND PROFILE SHEETS
4-E, 4-F, 4-G, 5, 6, G-A,	PLAN AND PROFILE SHEETS
7, 7-AA, 7-A, 7-B, 7-C, 7-D,	PLAN AND PROFILE SHEETS
8, 9, 9-AA, 9-A, 9-B, 9-C, 9-D,	PLAN AND PROFILE SHEETS
10, 10-A, 10-B, 11, 12, 12-AA,	PLAN AND PROFILE SHEETS
12-A, 12-B, 12-C, 12-D, 12-E,	PLAN AND PROFILE SHEETS
12-F, 13	PLAN AND PROFILE SHEETS.
14 - 344	CROSS SECTION SHEETS.

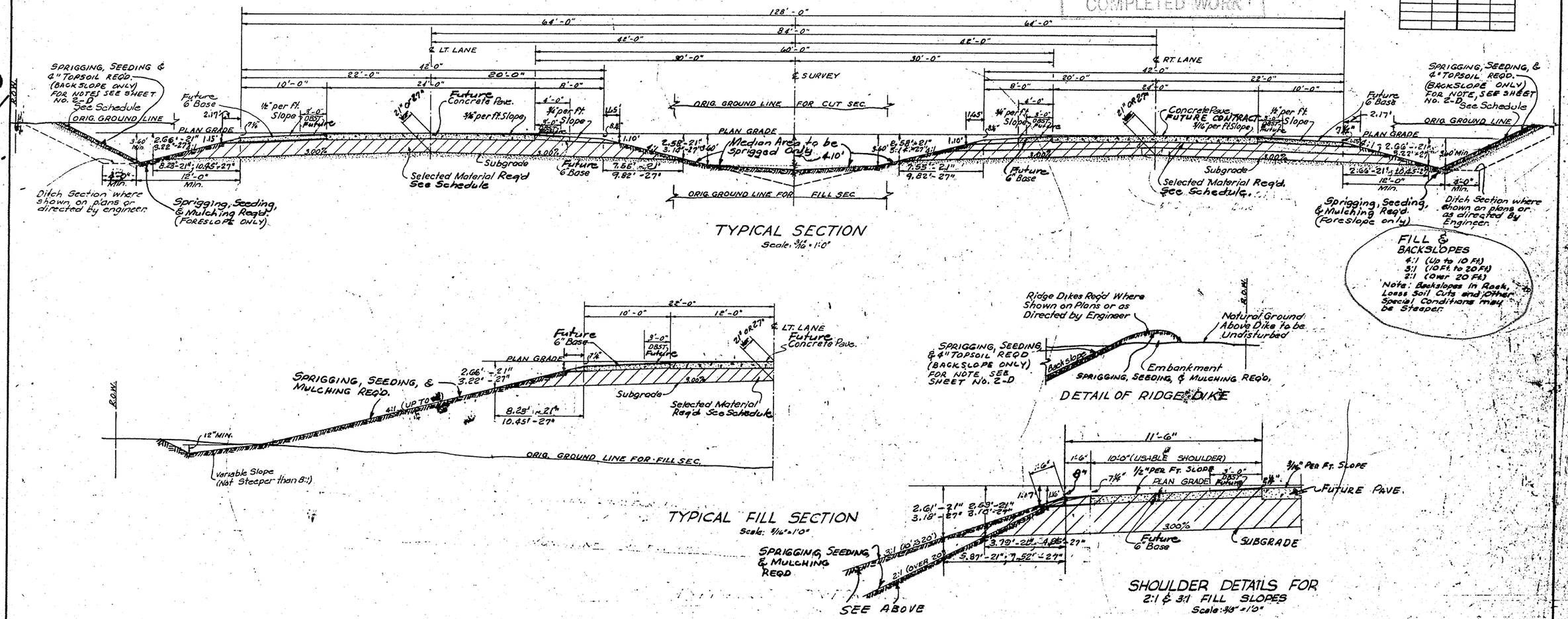
DIV. No.	STATE	FEDERAL AID PROJECT NO.	SHEET No.
8		I-091-1(6)	2-C

DRAWN BY	DATE
W.E.W.	

REVISIONS

DATE	BY	DATE	BY

FINAL PLANS OF COMPLETED WORK



TYPICAL SECTION
Scale: 3/16" = 1'-0"

FILL & BACKSLOPES
4:1 (Up to 10 Ft.)
3:1 (10 Ft. to 20 Ft.)
2:1 (Over 20 Ft.)
Note: Backslopes in Rock, Loess Soil Cuts and Other Special Conditions may be Steeper.

TYPICAL FILL SECTION
Scale: 3/16" = 1'-0"

DETAIL OF RIDGE DIKE

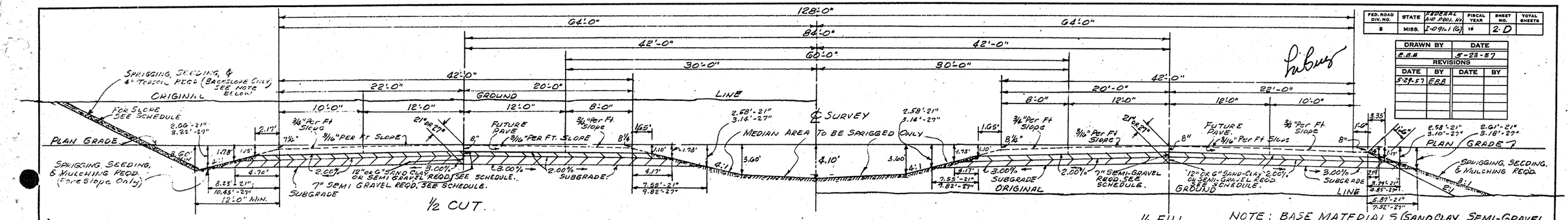
SHOULDER DETAILS FOR 2:1 & 3:1 FILL SLOPES
Scale: 3/8" = 1'-0"

TYPICAL SECTION FOR 4-12 FT. LANES
60' MEDIAN, 18" ROADBED TOPPING, CONCRETE PAVE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-D	

DRAWN BY	DATE
E.B.B.	5-28-57

REVISIONS			
DATE	BY	DATE	BY
5-29-57	EBB		



NOTE: TOPSOIL TO BE REMOVED FROM ALL CUT SECTIONS AND LIGHT FILL SECTIONS AS DIRECTED BY ENGINEER AND STOCKPILED ON R.O.W. FOR PLATING OF BACK SLOPES.

TYPICAL GRADING & TOPPING SECTION
Scale: 3/16"=1'-0"

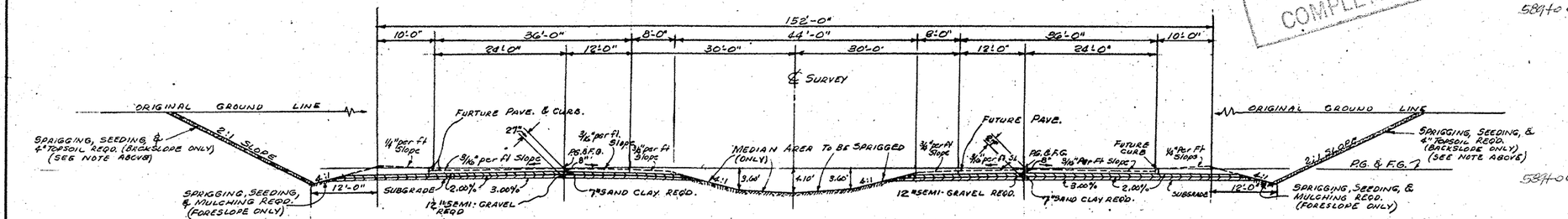
NOTE: BASE MATERIALS (SAND CLAY, SEMI-GRAVEL, AND CLAY GRAVEL) TO BE PAID FOR AS ROADBED TOPPING.

20'

FINAL PLANS OF COMPLETED WORK

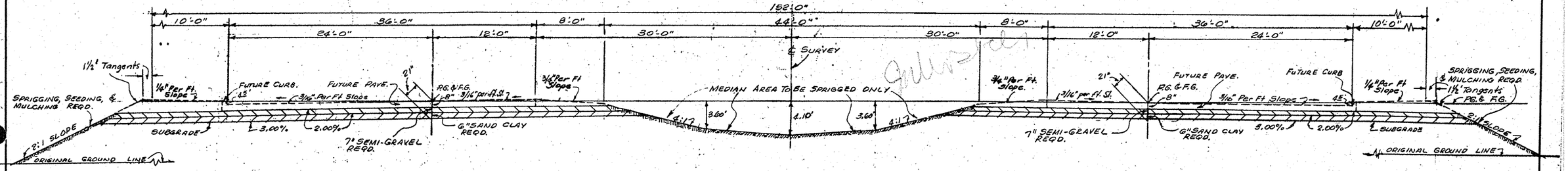
SCHEDULE - ROADBED TOPPING ...			
STATION	TO STATION	SUB-BASE (SAND CLAY)	SEMI-GRAVEL BASE
	LEFT LANE		
412+40.27	496+00	6"	7"
496+00	502+00	12"	7"
502+00	535+00	6"	7"
535+00	539+00	12"	7"
539+00	~~611+00~~ 589+00	6"	7"
~~611+00~~	641+50	12"	7"
641+50	681+00	6"	7"
681+00	695+60.22	12"	7"
	RIGTH LANE		
412+40.27	495+00	6"	7"
495+00	497+00	12"	7"
497+00	534+50	6"	7"
534+50	540+00	12"	7"
540+00	~~579+00~~ 589+00	6"	7"
~~579+00~~	641+50	12"	7"
641+50	676+00	6"	7"
676+00	695+60.22	12"	7"

589+00



TYPICAL SECTION - U.S. HWY. NO. 51 BETWEEN LOOPS AT INTERCHANGE WITH U.S. HWY. NO. 98
Scale: 3/32" = 1'-0"

GENERAL NOTE: 43,300 SQ. YDS. HWY. SECT. & 10000 SQ. Yds. Mun. Sect. TOPSOIL EST. FOR PLATING ON BACKSLOPES.
86,750 SQ. YDS. HWY SEC. & 19,950 SQ. YDS. MUN. SECT. TOPSOIL EST. FOR PLATING ON FORESLOPES & FILL SLOPES AS DIRECTED BY THE ENGINEER.
PAYMENT TO BE MADE UNDER ITEM - 401-39.



TYPICAL SECTION - U.S HWY #51 BETWEEN LOOPS AT INTERCHANGE WITH MISS. HWY. #24
Scale: 3/16" = 1'-0"

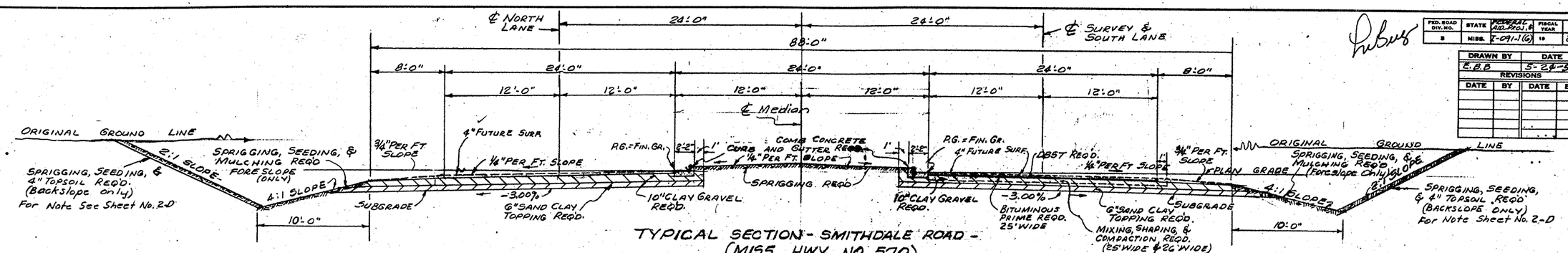
TYPICAL GRADING & TOPPING SECTION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJ. #	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	MISS.	I-091-1(6)	19	2-E	

DRAWN BY	DATE
E.B.B.	5-24-56

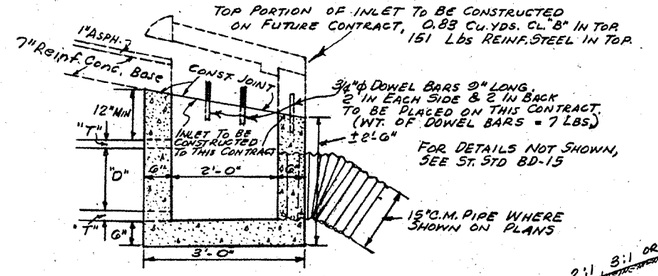
REVISIONS

DATE	BY	DATE	BY

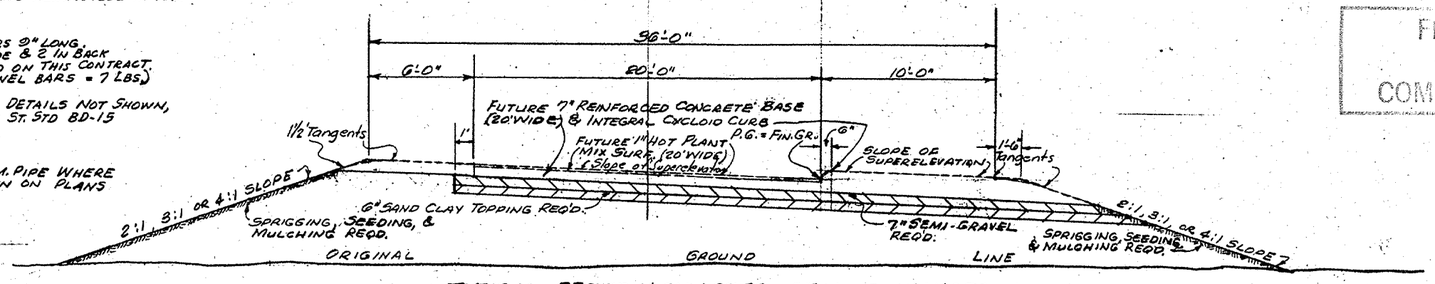


TYPICAL SECTION - SMITHDALE ROAD - (MISS. HWY. NO. 570)

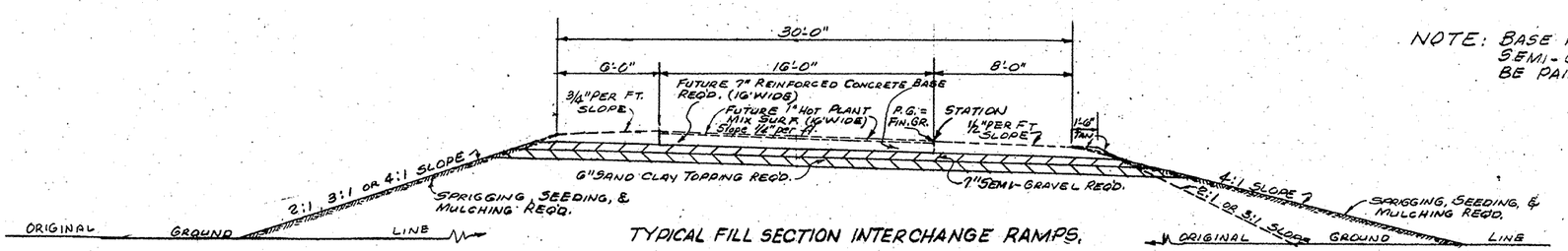
STA. 574+203 - SURVEY LINE = STA. 15+00 - MISS. HWY. NO. 570



DETAIL SHOWING STAGE CONSTRUCTION OF BD-15 INLETS.

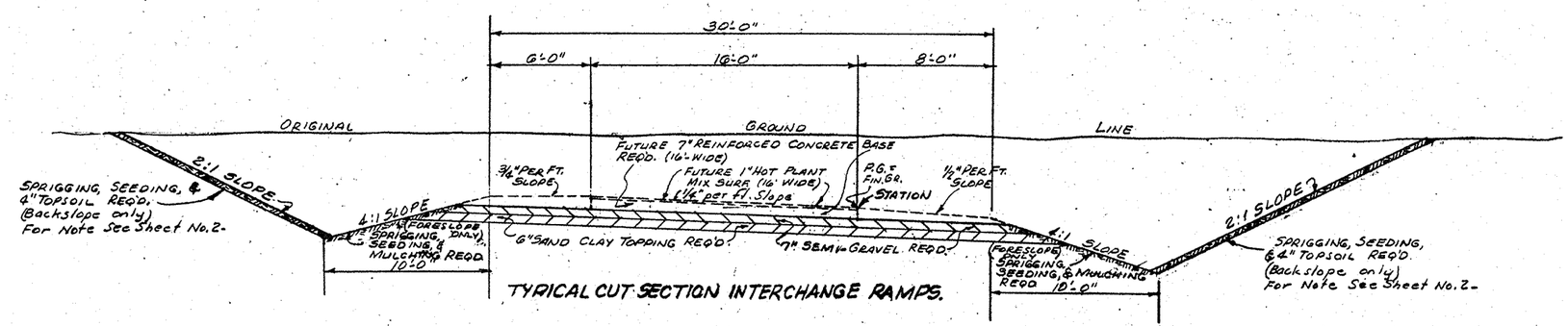


TYPICAL SECTION ON LOOPS OF INTERCHANGES



TYPICAL FILL SECTION INTERCHANGE RAMPS.

NOTE: BASE MATERIALS (SAND CLAY, SEMI-GRAVEL, AND CLAY GRAVEL) TO BE PAID FOR AS ROADBED TOPPING.



TYPICAL CUT SECTION INTERCHANGE RAMPS.

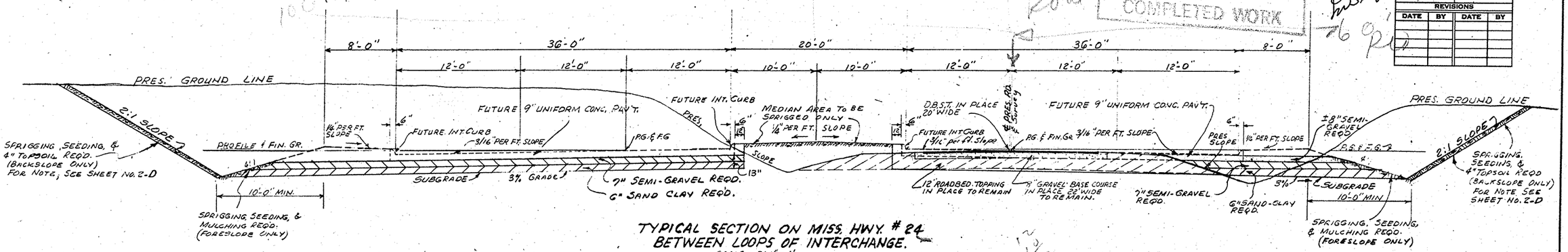
FINAL PLANS OF COMPLETED WORK

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	MISS.	I-091-1(6)	19	2-F	

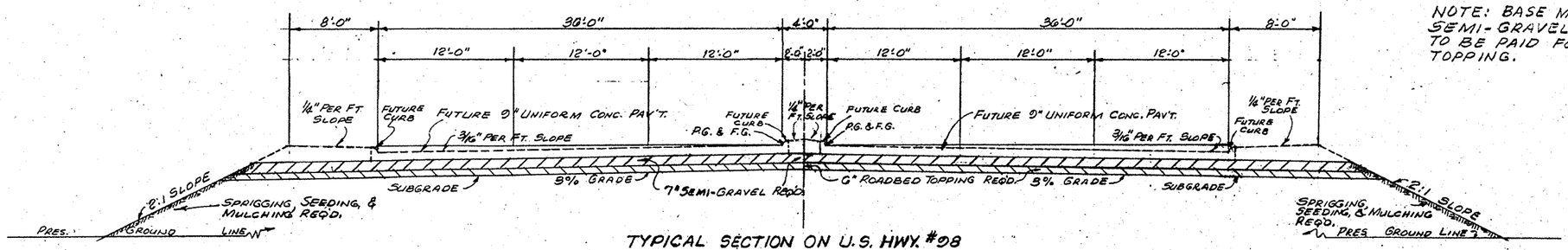
DRAWN BY	DATE

REVISIONS			
DATE	BY	DATE	BY

FINAL PLANS OF COMPLETED WORK

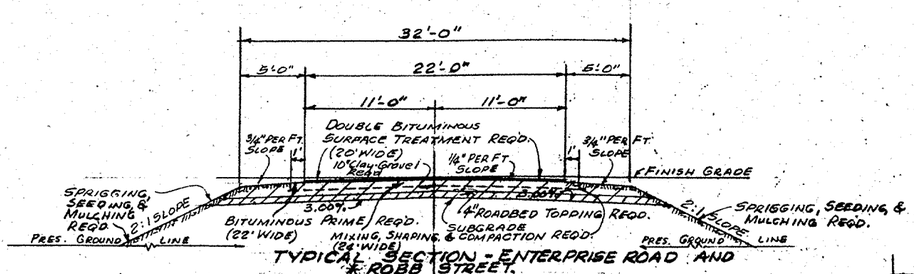


TYPICAL SECTION ON MISS. HWY. # 24
BETWEEN LOOPS OF INTERCHANGE.
SCALE: 3/16" = 1'



TYPICAL SECTION ON U.S. HWY. #98
BETWEEN LOOPS OF INTERCHANGE
SCALE: 3/16" = 1'-0"

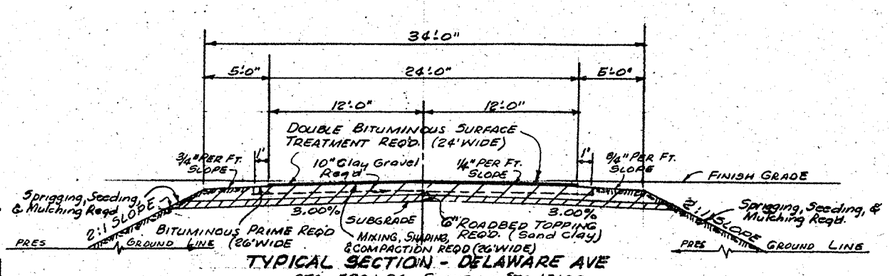
NOTE: BASE MATERIALS (SAND CLAY, SEMI-GRAVEL, AND CLAY GRAVEL) TO BE PAID FOR AS ROADBED TOPPING.



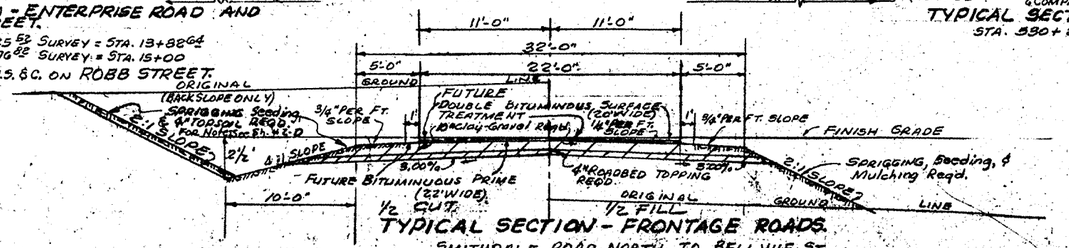
TYPICAL SECTION - ENTERPRISE ROAD AND
* ROBB STREET.

ENTERPRISE ROAD - STA. 625+25.52 SURVEY = STA. 13+82.64
ROBB STREET - STA. 662+76.82 SURVEY = STA. 15+00

* EXCEPTION: OMIT DBST, PRIME, & M.S. & C. ON ROBB STREET.



TYPICAL SECTION - DELAWARE AVE
STA. 330+26 SURVEY = STA. 15+00



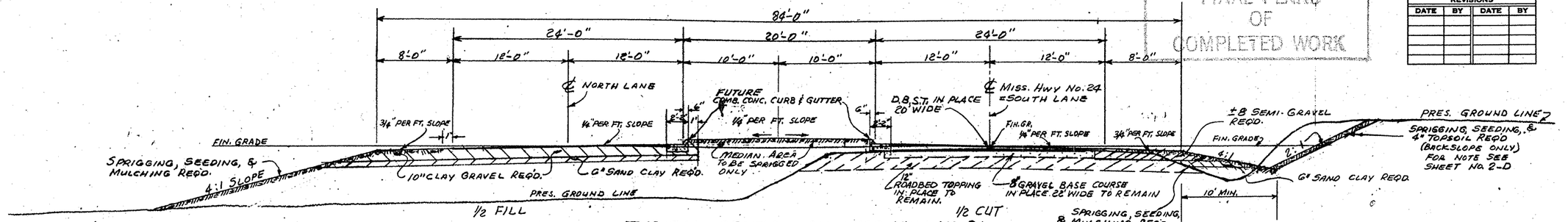
TYPICAL SECTION - FRONTAGE ROADS.
SMITHDALE ROAD NORTH TO BELLVUE ST.
CENTRAL AVE TO ENTERPRISE ROAD

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MISS.	I-091-1 (6)	19	2-G	

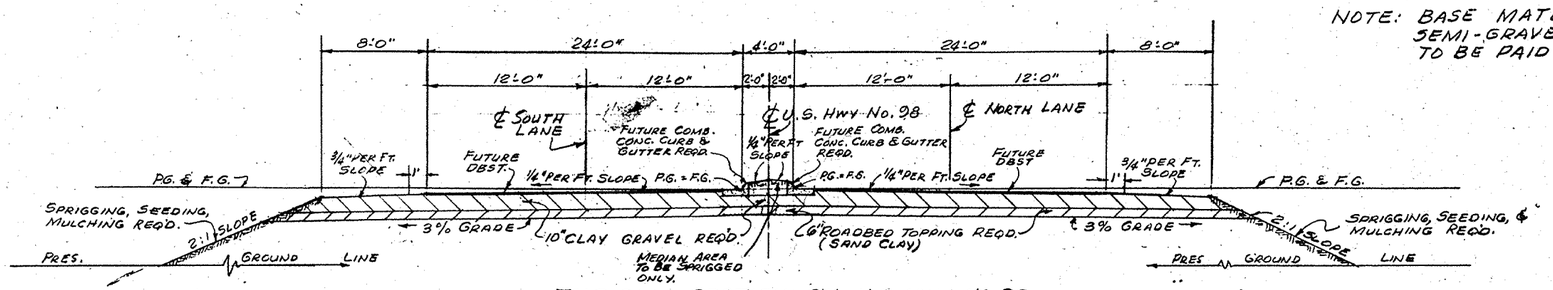
DRAWN BY	DATE

REVISIONS			
DATE	BY	DATE	BY

FINAL PLANS OF COMPLETED WORK

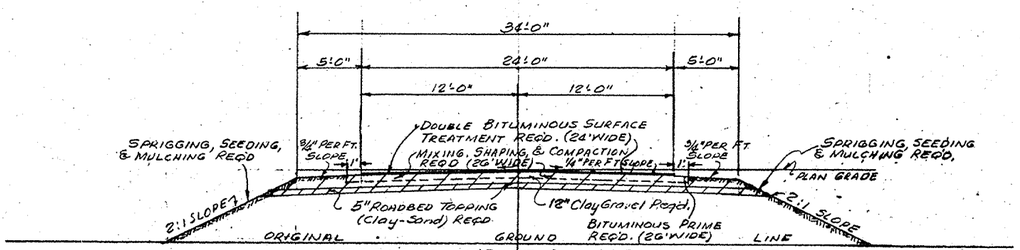


TYPICAL SECTION ON MISS. HWY. NO. 24
OUTSIDE OF INTERCHANGE LOOP

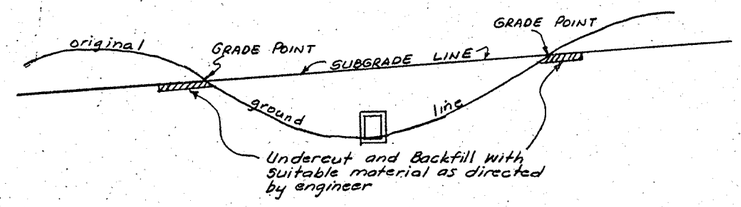


TYPICAL SECTION ON U.S. HWY. NO. 98
OUTSIDE OF INTERCHANGE LOOP

NOTE: BASE MATERIALS (SAND CLAY, SEMI-GRAVEL, AND CLAY GRAVEL) TO BE PAID FOR AS ROADBED TOPPING



TYPICAL SECTION - PARK DRIVE
STA. 499+51.32 SURVEY LINE
= STA 15+00 PARK DRIVE.



DETAIL SHOWING UNDERCUTTING AND BACKFILLING AT GRADE POINTS.

TYPICAL SECTIONS

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-H	

DRAWN BY	DATE		
REVISIONS			
DATE	BY	DATE	BY
5-27-57	AMS		

No Haul Rd. to be Constructed

SAND CLAY PIT NO 1449
OWNER: LUCY McKINLEY
QUANTITY: 55,000 Cu. Yds.
STRIPPING 4,000 Cu. Yds.
CLEARING & GRUBBING - 15%
AREA 22 ACRES

SAND CLAY PIT NO 1448
OWNER: E. K. CREEL
QUANTITY: 22,000 Cu. Yds.
STRIPPING: 5,500 Cu. Yds. 20%
CLEARING & GRUBBING - 20%
AREA 0.96 ACRES
570' HAUL RD. TO BE CONSTRUCTED

SAND CLAY PIT NO. 1447
OWNER: J. V. MOAK
QUANTITY: 22,000 Cu. Yds.
STRIPPING: 3,300 Cu. Yds.
CLEARING & GRUBBING NONE
AREA 0.69 ACRES
730' HAUL RD. TO BE CONSTRUCTED

13,728 Ft. from Sta. 432+30 Haul Along ℄ Roadway

6118 ± Haul Along ℄

L.E. 244 M. 6811 ± Ft.

3 M.M. 15,845

3.5 M. 17,424

UNIT NO.		6	5	5	6	7	8	9	10	12	12	13	14	9	10	11	3	3	3	4
SAND CLAY TOPPING	ROADWAY	4489	1291	~~1207~~	8141	7669	9208	9407	8130	1129	6033	12,454	10,947	1244	8649	3904	882	5569	~~528~~	3162
	INTERCHANGES & GRADE SEPARATIONS		9978	3995			1609	1882	466	5138	3837	600	2317		1517	4017	3000	6970	76	524
B.O.P. Sta. 412+40 ±		1461.53	427+02	525'	432+50	528'	437+58	2640'	463+98	2640'	490+32	2640'	516+72	2640'	543+18	2640'	569+58	542'	575+00	1520'	590+20	2640'
														1908'	636+28	2196	638+36	2640'	664+99	1210.35
														END HWY. SECT.	636+28	11,196	BEG MUN. SECT.	G55+20.13 = G55+80.12		
		677+00	677+00	200'	679+00	1017'	689+17	92'	690+09	551.23	695+60.32									
																		END MUN. SEC. 689+17	BEG HWY SEC.	E.O.P.
½ MI. UNITS HAUL		26,934	56,345	26,010	48,846	53,683	86,536	101,601	85,960	25,204	118,440	169,702	185,696	11,196	101,660	87,131	11,646	37,617	1812	~~14,744~~

24 M.M. 15,512

From Pit No. 1449 67,472 CU. YDS.

From Pit No. 1448 42,455 CU. YDS.

From Pit No. 1448 19,331 CU. YDS.

From Pit No. 1447 20,711 CU. YDS.

SAND CLAY PIT NO. 1449
83,000 Cu. Yds. AVAILABLE
25,800 Cu. Yds. STRIPPING
OWNER: B. A. REGAN
C. & G. - None
Area - 2.25 Ac.
No Haul Road to be Const.

NOTE: See Sheet 2-I For Clay Gravel & Semi-Gravel Charts

FINAL PLANS OF COMPLETED WORK

	HIGHWAY SECTION	MUNICIPAL SECTION	UNIT
Roadbed Topping (O.P.M.)	206,864	~~65,916~~	Cu. Yds.
Haul of Selected Material	1,758,767	541,546	½ Mi Units
Unclassified Excavation (Stripping Pits)	~~69,944~~	13,402	Cu. Yds.
Haul of Excavation	~~135,888~~	26,804	Sta. Yds.
Random Clearing & Grubbing (Est.)	3	1	Acres

H-S

DESIGNATED SOURCES OF SELECTED MATERIAL

I-091-1(6) 2-H

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-I	

DRAWN BY		DATE	
REVISIONS			
DATE	BY	DATE	BY
5-8-57	AMS		

CLAY GRAVEL PIT NO. 1440
OWNER: R.S. Cook
QUANTITY: 51,000 Cu. Yds.
STRIPPING: 16,200 Cu. Yds.
CLEARING & GRUBBING 10%
AREA 1.32 ACRES-
No HAUL ROAD TO BE CONSTRUCTED

3.4 MI. 17952 FT.

4.5 MI. 23,760 FT.

CLAY GRAVEL	UNIT NO.	10	9	8	7	7	8	9	10	11	10	10	10	11	12	12	
	INTERCHANGES & SEPARATIONS	4164			3588			2249	6358	2221	1242	2816		2657	6282		
	B.O.P. Sta 41+40	2451 53	2640'	2640'	528'	528'	2640'	2640'	2640'	1964'	2640'	1066 40	1573 60	2640'	1031 75	643 20	E.O.P.
	½ MI. UNITS HAUL	41,640			25,116			20,241	63,580	24,431	12,420	28,160	END HWY. SEC. BEG MAIN SEC.	29,227	25,384	END MAIN SEC. BEG HWY. SEC.	

FROM PIT # 1440
31577 CU. YDS.

SEMI GRAVEL PIT NO. 1446
OWNER: MRS. G.L. WELLS
QUANTITY: 60,000 Cu. Yds.
STRIPPING: 3400 CU YDS
CLEARING & GRUBBING 20%
AREA 1.24 ACRES
NO HAUL ROAD TO BE CONSTRUCTED

3.2 MI. 16,896 FT.

3.4 MI. 17,952 FT.

From Pit No. 1450
37,010 cu. yds.

SEMI GRAVEL	UNIT NO.	6	5	5	6	7	8	9	9	8	7	7	8	8	7	7	8	8	9	10	10	
	ROADWAY	3569	1083	974	6582	6191	6577	1991	1990	6840	3543	3829	6577	618	1315	1315	1471	5120	6588	1517	1602	
	INTERCHANGES & SEPARATIONS		5741	4302							1774	1774							7737	263	35	
	B.O.P. Sta 41+40	1461 53	528'	528'	2640'	2640'	2640'	799'	799'	2640'	1584'	1584'	2640'	248'	528'	528	590 40	2049 40	2640	595 35	643 22	E.O.P.
	½ MI. UNITS HAUL	21,414	34,170	26,380	39,492	43,337	52,616	17,919	17,910	54,720	37,219	39,221	52,616	4,944	9,205	9,205	11,768	40,960	128,925	17,800	19,3[illegible]	

From Pit No. 1446
54,224 cu. yds.

END HWY. SEC. BEG MAIN SEC.

EQUA. 655+71.15 = 655+84.28

END MAIN SEC. BEG HWY. SEC.

3.4 MI. 17952 FT.

SEMI GRAVEL PIT NO. 1450
OWNER: MRS. T.W. McMORRIS
QUANTITY 42,000 Cu. Yds.
STRIPPING 12,600 Cu. Yds.
CLEARING & GRUBBING 50%
AREA 1 Acre
No Haul Road to be Constructed

NOTE: See Sheet 2-H For Total Topping Quantities

FINAL PLANS OF COMPLETED WORK

DESIGNATED SOURCES OF SELECTED MATERIAL

F. A. P. NO. I-091-1(6)
PIKE COUNTY SHEET NO.

CREEL PIT No. 1448 12,886.7 STRIP

25360' 24705' 25784' 18306' 18300'

MUN. SEC.

1 LOAD = 11.180121 C.Y.

UNIT		9	10	11	7	8	7	8	9	10	10	11	SUB TOTALS HIWAY SEC.	SUB TOTALS MUN. SEC.	TOTALS HIWAY SEC.	TOTALS MUN. SEC.
LOADS	THRUWAY	0	100	30	22	139	16	368	373	17	201	0	1065	201	2216	239
	GR. SEP. & INT.	20	786	32	193	85	29	6	0	0	0	38	1151	38		
CUBIC YARDS	THRUWAY	0	1118.0	335.4	246.0	1554.0	178.9	4114.3	4170.1	190.1	2247.2	0	11906.8	2247.2	24775.2	2672.0
	GR. SEP. & INT.	223.6	8787.6	357.8	2157.8	950.3	324.2	67.1	0	0	0	424.8	12868.4	424.8		
		110+88 (24) 1107+16 (24) 412+40 421+85 433+99 442+44 448+60	475+00 564+26	566+00 567+74	578+55 580+35 582+15	608+55 634+95 635+18	661+49 687+89									
½ MI. UNITS	THRUWAY	0	11180.0	3689.4	1722.0	12432.0	1252.3	32914.4	37530.9	1901.0	22472.0	0	102622.0	22472.0	221959.4	27144.8
	GR. SEP. & INT.	2012.4	87876.0	3935.8	15104.6	7602.4	2269.4	536.8	0	0	0	4672.8	119337.4	4672.8		

AVERAGE HAUL ON STRIPPING = 120'

NOTE: ALL UNIT HAUL WITHIN INTERCHANGES BASED ON MEASURED DISTANCES.

EQUATION 655+71 BK. = 655+85 AHD.

2455 LOADS B'WAY
20 LOADS WASTED HAUL ROAD
2475 TOTAL LOADS
27,670.8 ÷ 2475 = 11.180121 C.Y. PER LOAD.

FINAL PLANS OF COMPLETED WORK

44,511.0 TOPP

WELLS PIT No. 1446 10,726.8 STRIP

26624' 25749' 25925' 26048' 18306' 18300'

MUN. SEC.

1 LOAD = 11.907704 C.Y.

UNITS		11	10	11	8	7	8	9	10	10	11	SUB TOTALS HIWAY SEC.	SUB TOTALS MUN. SEC.	TOTALS HIWAY SEC.	TOTALS MUN. SEC.
LOADS	THRUWAY	51	65	56	238	31	698	690	3	581	180	1832	761	2902	821
	GR. SEP. & INT.	80	416	0	23	269	212	37	33	0	60	1070	60		
CUBIC YARDS	THRUWAY	607.3	774.0	666.8	2834.0	369.1	8311.6	8216.3	35.7	6918.4	2143.4	21814.8	9061.8	34556.1	9776.3
	GR. SEP. & INT.	952.6	4953.6	0	273.9	3203.2	2524.4	440.6	393.0	0	714.5	12741.3	714.5		
		BOP 412+40 414+09 421+85 429+11 434+47 442+44 445+96	472+36 566+00 567+74	578+55 580+35 582+15	608+55 634+95 635+18	661+49 687+89									
½ MI. UNITS	THRUWAY	6680.3	7740.0	7334.8	22672.0	2583.7	66492.8	73946.7	357.0	69184.0	23577.4	187,807.3 187809.3	92761.4	200,526.1 300528.1	100620.9
	GR. SEP. & INT.	10478.6	49536.0	0	2191.2	22422.4	20195.2	3965.4	3930.0	0	7859.5	112718.8	7859.5		

AVERAGE HAUL ON STRIPPING = 150'

EQUATION 655+71 BK. = 655+85 AHD.

3723 LOADS ON B'WAY
15 LOADS WASTED
3738 TOTAL LOADS

$\frac{44,511.0}{3738}$ = 11.907704 C.Y. PER LOAD

15 X 11.907704 = 178.6 C.Y. WASTED

"21" PULL = 18.65716 C.Y./LOAD
"C" PULL = 14.22377 C.Y./LOAD
"D" PULL = 8.40496 C.Y./LOAD
TRUCKS = 11.612425 C.Y./LOAD

C.V.M

12,973.4 ✓ | 8316.0 ✓ | 8766.7 ✓ | 8334.5 ✓ | 14,851.0 ✓ | 10,586.6 ✓ | 7613.8 ✓ | 957.6 ✓ | 1436.4 ✓ | 239.4 ✓ | MUN. SEC. 743.4 ✓ | Subur 75.4 ✓ | SUB TOTALS | | TOTALS | |

F. A. P. NO. I-091-1(6)
PIKE COUNTY SHEET NO.

UNIT			6	5	4	3	2	1	1	2	3	4	4	5	HIWAY SEC.	MUN. SEC.	HIWAY SEC.	MUN. SEC.
LOADS	THRUWAY	"21" PULL	0	0	32.1	303	419	261	113	0	0	0	0	0	1420	0		
		"C" PULL	0	0	60	98	90	53	55	0	0	0	0	0	356	0		
		"D" PULL	0	0	131	69	89	0	0	0	0	0	0	0	289	0		
		TRUCKS	501	636	10	0	313	357	292	68	114	19	60	6	2310	66		
	GR. SEP. & INT.	"21" PULL	0	0	0	2	10	0	0	0	0	0	0	0	12	0		
		"C" PULL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		"D" PULL	0	0	0	4	5	0	0	0	0	0	0	0	9	0		
		TRUCKS	606	24	0	0	0	0	70	8	0	0	0	0	708	0		
CUBIC YARDS	THRUWAY	"21" PULL	0	0	6045.0	5653.1	7817.5	4869.5	2108.3	0	0	0	0	0	26493.4	0		
		"C" PULL	0	0	853.6	1393.9	1280.1	753.9	782.3	0	0	0	0	0	5063.6	0		
		"D" PULL	0	0	1101.0	571.9	748.0	0	0	0	0	0	0	0	2428.9	0		
		TRUCKS	5817.9	1385.6	116.1	0	3634.7	4145.6	3390.8	789.6	1323.8	220.6	696.7	69.7	26824.7	766.4	69331.7	766.4
	GR. SEP. & INT.	"21" PULL	0	0	0	37.3	186.6	0	0	0	0	0	0	0	223.9	0		
		"C" PULL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		"D" PULL	0	0	0	33.6	42.0	0	0	0	0	0	0	0	75.6	0		
		TRUCKS	7037.1	278.7	0	0	0	0	812.9	92.9	0	0	0	0	8221.6	0		
C.Y. O.P.M			12905.8 ✓	7680.6 ✓	8096.9 ✓	7697.7 ✓	13216.4 ✓	9777.8 ✓	7032.1 ✓	884.2 ✓	1326.7 ✓	221.1 ✓	686.2 ✓	69.8 ✓			69339.5 ✓	766.4 ✓
		4124+40	2047 432+83	2640 497+83	2640 485+63	2640 512+03	2640 538+43	2007 558+50	2007 578+57	2640 604+97	2640 631+37	381 635+18	2259 657+91	2640 684+31				
½ MI. UNITS	THRUWAY	"21" PULL	0	0	24180.0	16959.3	15635.0	4869.5	2108.3	0	0	0	0	0	63752.1	0		
		"C" PULL	0	0	3413.6	4181.7	2560.2	753.9	782.3	0	0	0	0	0	11691.7	0		
		"D" PULL	0	0	4404.0	1739.7	1496.0	0	0	0	0	0	0	0	7639.7	0		
		TRUCKS	34907.4	36928.0	464.4	0	7269.4	4145.6	3390.8	1579.2	3971.4	882.4	2786.8	348.5	93538.6	3135.3	221906.8	3135.3
	GR. SEP. & INT.	"21" PULL	0	0	0	111.9	373.2	0	0	0	0	0	0	0	485.1	0		
		"C" PULL	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		"D" PULL	0	0	0	100.8	84.0	0	0	0	0	0	0	0	184.8	0		
		TRUCKS	42222.4	1393.5	0	0	0	0	812.9	185.8	0	0	0	0	44614.8	0		
			77434.8	38,403.0	32,387.6	23,093.1	27,432.8	9777.8	7032.1	1768.8	3980.1	884.4	2746.9	348.0			228,192.9	3095.4

AVERAGE HAUL ON WASTED STRIPPING = 100'
AVERAGE HAUL ON STRIPPING ALLOWED FOR SHAPING BANKS = 20'

LLOYD - BARKSDALE PIT
No. 1465
74,108.4 TOPP.

30,948.1 STRIPP
3,471.3 SHAPING PIT.
34,419.4 TOTAL STRIPP.
16,462.1 BANK.
6,448.5 LLOYD
22,911.4 USED IN ROADWAY

EQUATION 635+71 BK = 635+85 AHD. -14

Factor .9235984

FINAL PLANS OF COMPLETED WORK

NOTE: ALL UNIT HAUL WITHIN INTERCHANGES BASED ON MEASURED DISTANCES

F. A. P. NO. I-091-1(6)
PIKE COUNTY SHEET NO.

1 LOAD = 10.410727 C.Y.

UNIT		3 (MUN. SEC.)	3(HIWAY SEC.)	4 (MUN. SEC.)	SUB TOTALS HIWAY SEC.	SUB TOTALS MUN. SEC.	TOTALS HIWAY SEC.	TOTALS MUN. SEC.
LOADS	THRUWAY	338 ✓	52 ✓	0	52 ✓	338 ✓	52 ✓	1692 ✓
	GR. SEP & INT.	1285 ✓	0	69 ✓	0	1354 ✓		
CUBIC YARDS	THRUWAY	3518.8 ✓	541.4 ✓	0	541.4	3518.8	541.4 ✓	17614.9
	GR. SEP & INT.	13371.8 ✓	0	718.3 ✓	0	14096.1		
		66+08	620+46	682+06	684+67	692+87	685+60 B.O.P.	554+74 (98) 5272E (AHD) 15+12 (SUM)	5960 (98) 6+477 (AHD) 15+88 (202)
½ MI. UNITS	THRUWAY	10556.4 ✓	1624.2 ✓	0	1624.2 ✓	10556.4 ✓	1624.2 ✓	53563.0 ✓
	GR. SEP. & INT.	40183.4 ✓	0	2873.2 ✓	0	43006.6 ✓		

697' | 708' | 2177'

J. V. MOAK PIT
No. 1447
18,343.7 TOPP.
3444.1 STRIP.

1744 LOADS ROADWAY
18 LOADS WASTED H.B.
1762 TOTAL LOADS

18,343.7 / 1762 = 10.410727 C.Y. PER LOAD

18 X 10.410727 = 187.4 C.Y. WASTED

AVERAGE HAUL ON STRIPPING = 100'

NOTE: ALL UNIT HAUL WITHIN INTERCHANGES BASED ON MEASURED DISTANCES.

FINAL PLANS
OF
COMPLETED WORK

1 LOAD = 11.147680 C.Y.

UNIT		6	5	4	3	2	1	1	2	3	4	4	SUB TOTALS HIWAY SEC.	SUB TOTALS MUN. SEC.	TOTALS HIWAY SEC.	TOTALS MUN. SEC.
LOADS	THRUWAY	435 ✓	547 ✓	541 ✓	628 ✓	119 ✓	28 ✓	0	346 ✓	156 ✓	42 ✓	8 ✓	2862 ✓	8 ✓	3614 ✓	8 ✓
	GR. SEP & INT.	630 ✓	76 ✓	0	46 ✓	0	0	0	0	0	0	0	752 ✓	0		
CUBIC YARDS	THRUWAY	4849.2 ✓	6320.8 ✓	6030.9 ✓	7000.8 ✓	1326.6	312.1 ✓	0	3857.1 ✓	1739.0 ✓	468.2	89.2 ✓	31904.7 ✓	89.2 ✓	40287.7 ✓	89.2 ✓
	GR. SEP. & INT.	7023.0	847.2		512.8								8383.0	0		
		BOP 412+40	487+34	463+71	490+14	516+54	542+94	558+50	574+06	600+46	626+86	635+18	653+26			
½ MI. UNITS	THRUWAY	29095.2 ✓	31604.0 ✓	28123.6 ✓	21002.4 ✓	2653.2 ✓	312.1 ✓	0	7714.2 ✓	5217.0 ✓	1872.8	356.8	128574.5 ✓	356.8	171506.9 ✓	356.8
	GR. SEP & INT.	42138.0 ✓	4236.0 ✓	0	1538.4 ✓	0	0	0	0	0	0	0	47912.4 ✓	0		

1084'

HOWARD LLOYD PIT
No. 1464
40,376.9 TOPP.
29,094.4 STRIP
4,193.1 SHAPING PIT
33,287.5 TOTAL STRIPP.

AVERAGE HAUL ON WASTED STRIPPING = 175'
AVERAGE HAUL ON STRIPPING ALLOWED FOR SHAPING BANKS = 20'

3622 LOADS ROADWAY

40,376.9 / 3622 = 11.14768 C.Y. PER LOAD

F. A. P. NO. I-091-1(6)
PIKE COUNTY SHEET NO. _____

79740 = TOPP.

COOK PIT
No. 1440
45,973.5 STRIPP

18925' VIA PARK DRIVE
23182'
23178'

21 LOADS WASTED HAUL ROAD
21 x 10.924852 = 229.4 C.Y. WASTED

MUN. SEC.

1 LOAD = 10.924852 C.Y.

																		SUB-TOTALS		TOTALS	
																		HIWAY SEC.	MUN. SEC.	HIWAY SEC.	MUN. SEC.
UNIT		7		8	9	10	9	10	9	10	11		12		11	12	13	14	14				
LOADS	THRUWAY	0		81	0	26	0	0	17	387	341		0		59	665	1231	63	108	960	2018	3283	3995
	GR. SEP. & INT.	68		359	117	0	89	252	1056	0	188		194		0	238	1666	73	0	2323	1977		
CUBIC YARDS	THRUWAY	0		884.9	0	284.0	0	0	185.7	4227.9	3725.4		0		644.6	7265.0	13448.5	688.3	1179.9	10487.8	22046.4	35866.2	43644.9
	GR. SEP. & INT.	742.9		5922.0	1278.2	0	972.3	2753.1	11536.6	0	2053.9		2119.4		0	2600.1	18200.9	797.5	0	25378.4	21598.5		
		5100 PARK DR.	5128 PARK DR.	472+12	494+07	516+02	542+42	560+24	566+00	571+76	574+53	580+25	586+17	612+57	635+18	21486 ENTER. RD. & 21628 FARM RD.	24400 ENTER. RD. & 24748 FARM RD.	638+97	665+51	694+69	729+87	694+60	20P				
ΣMI. UNITS	THRUWAY	0		7079.2	0	2840.0	0	0	1671.3	42279.0	40979.4		0		7090.6	87180.0	174830.5	9636.2	16518.6	111367.5	278737.3	347584.4	557715.2
	GR. SEP & INT.	5200.3		31376.0	11503.8	0	8750.7	27531.0	103829.4	0	22592.9		25432.8		0	31201.2	236611.7	11165.0	0	236216.9	278977.9		

AVERAGE HAUL ON STRIPPING = 250'

79740.5 / 7299 = 10.924852 FACTOR

NOTE: ALL UNIT HAUL WITHIN INTERCHANGES BASED ON MEASURED DISTANCES.

EQUATION 6557+71 BK = 6557+85 AHD.

7278 LOADS USED ROADWAY
21 LOADS WASTED
7299 TOTAL LOADS

FINAL PLANS OF COMPLETED WORK

SUMMARY OF PIT QUANTITIES

ITEM NO.	ITEM	UNIT	PIT NUMBER 1440 HWY. SEC.	1440 MUN. SEC.	1446 HWY. SEC.	1446 MUN. SEC.	1447 HWY. SEC.	1447 MUN. SEC.	1448 HWY. SEC.	1448 MUN. SEC.	1464 HWY. SEC.	1464 MUN. SEC.	1465 HWY. SEC.	1465 MUN. SEC.	TOTALS HWY. SEC.	TOTALS MUN. SEC.
21	RANDOM CLEARING & GRUBBING	ACRE	1.443	1.755	0.804	0.228	0	0	0.862	0.093	0	0	1.760	0.019	4.869	2.095
23-D	UNCL. EXCAV. (STRIP. PITS)	C.Y.	19808.6	24104.7	8361.3	2365.5	102.7	3341.4	11632.2	1254.5	① 33214.0	② 72.5	③ 34293.5	④ 125.9	107412.3	31265.5
32-A	HAUL OF EXCAV. (F.M.)	ST.Y.	49521.5	60261.8	12542.0	3548.3	102.7	3341.4	13958.6	1505.4	51639.6	114.2	⑤ 8635.5	35.5 55.6	136399.9	68826.7
40-A	ROADBED TOPPING (OPM)	C.Y.	35866.2	43644.9	24556.1	9776.3	541.4	17614.9	24775.2	2672.0	40287.7	89.2	64331.7	756.4 766.4	205568.3	74553.2 74563.2
32-B	HAUL OF SELECT MATL.	UNITS	347584.4	557715.2	300526.1	100620.9	1628.2	53563.0	221991.4	27144.8	171506.9	356.8	221906.8 226,194.5	3135.3 3295.4	1265109.8 1265,346.5	742936.0 742,496.1

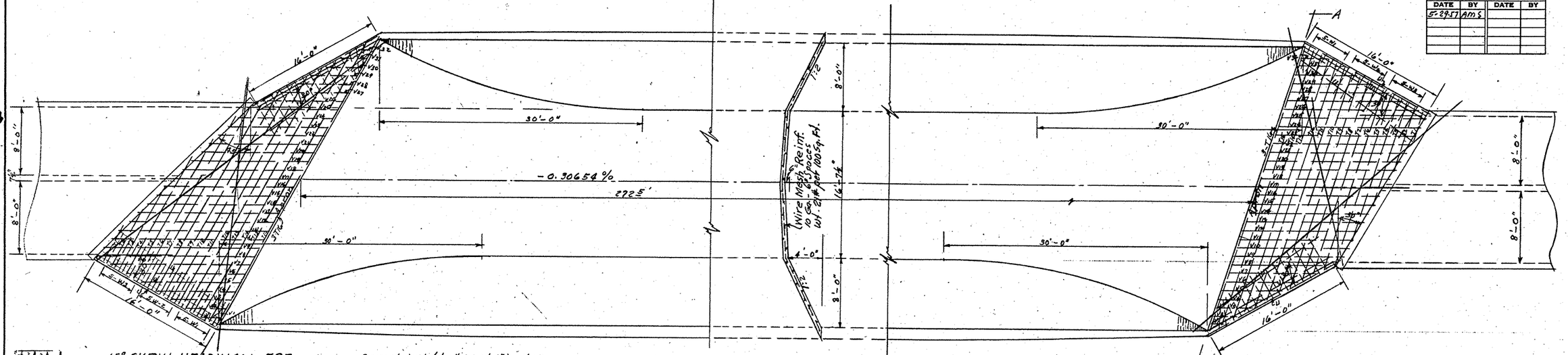
① INCLUDES 29030.2 C.Y. WASTED, 4183.8 C.Y. ALLOWED FOR SHAPING BANKS AFTER PIT WAS EXHAUSTED.
② INCLUDES 64.2 C.Y. WASTED, 9.3 C.Y. ALLOWED FOR SHAPING BANKS AFTER PIT WAS EXHAUSTED.
③ INCLUDES 22911.4 C.Y. USED IN EMBANKMENT, 7948.8 C.Y. WASTED, 3433.3 C.Y ALLOWED FOR SHAPING BANKS AFTER PIT WAS EXHAUSTED.
④ INCLUDES 87.9 C.Y. WASTED, 38.0 C.Y. ALLOWED FOR SHAPING BANKS AFTER PIT WAS EXHAUSTED.
⑤ THIS DOES NOT INCLUDE HAUL ON STRIPPING USED IN EMBANKMENT.

NOTE: HEADWALLS BUILT USING REGULAR STANDARDS -
SEE CLASS "B" CONC. CALC. FOR BREAKDOWN -
SEE PAVED DITCH CALC. FOR SECTIONS ON DITCH -

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-J	

DRAWN BY	DATE
I.V.F.W.	5-23-'57

REVISIONS			
DATE	BY	DATE	BY
5-29-57	AMS		



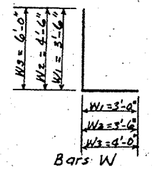
45° SKEW HEADWALL FOR DOUBLE 8'X6' BOX CULVERT

Class "B" Conc. 13.92 Cu.Yds.
Reinf. Steel 1032½ Lbs.

Bars Vi to V7 (3'-0" to 16'-6") + 1'-8"
Bars V8 to V14 (18'-0" to 10'-0") + 1'-8"
Bars V15 to V31 (9'-5" to 2'-0") + 1'-8"
Bars T1 to T6 4'-0" to 2'-0"
Bars T7 to T16 28'-0" to 38'-6"
Bars U 16'-0"

SECTION OF PAVED DITCH
End Area = 17.859 Sq.Ft.
PAVED DITCH = 180 CU.YDS.

DETAILS OF PAVED DITCH SHOWING FLARE IN DITCH BOTTOM AT ENDS OF BOX CULVERTS



Bars W

30° SKEW HEADWALL FOR DOUBLE 8'X6' BOX CULVERT

Class "B" Conc. 13.46 Cu.Yds.
Reinf. Steel 970-2 Lbs.

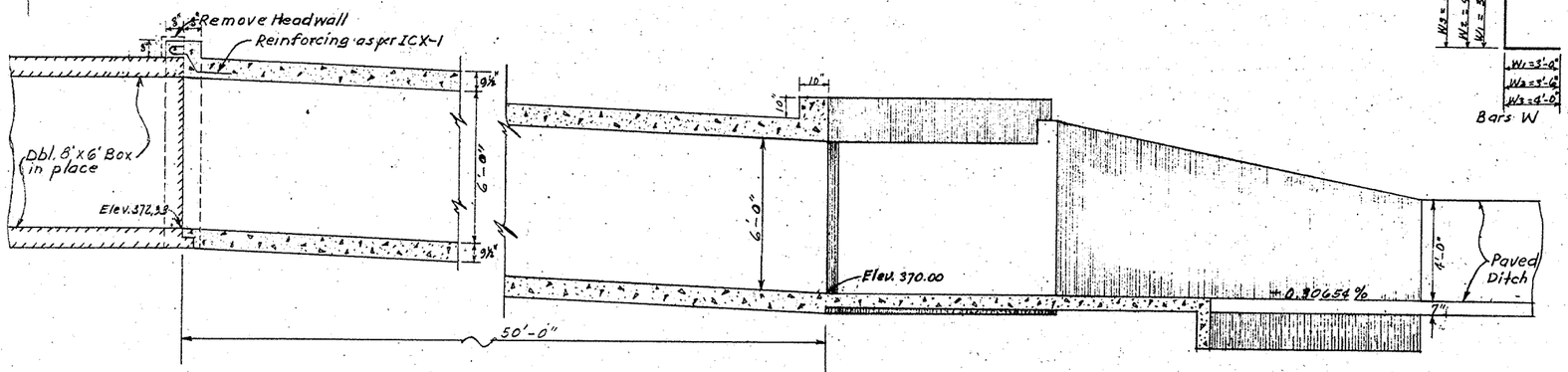
Bars Vi to V7 (2'-0" to 10'-0") + 1'-8"
Bars V8 to V25 (12'-0" to 16'-0") + 1'-8"
Bars V26 to V32 (16'-0" to 3'-0") + 1'-8"
Bars T1 to T4 3'-0" to 18'-0"
Bars T5 to T16 21'-0" to 35'-0"
Bars U = 16'-0"

All Bars #4

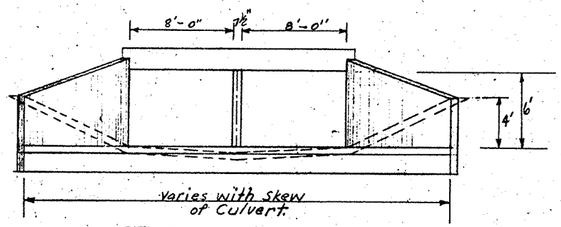
FINAL PLANS OF COMPLETED WORK

Bars W

All Bars #4



DETAIL OF BOX CULVERT EXTENSION REQ'D.
Class "B" Conc. 87.58 Cu. Yds. (Incl. Hdwl.)
Reinforcing Steel 10,108½ Lbs. " "

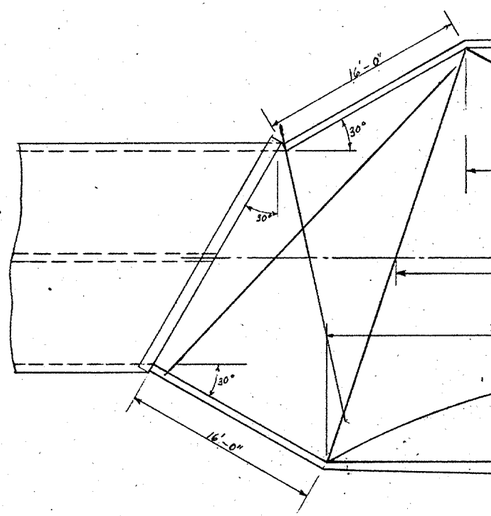


SECTION A-A

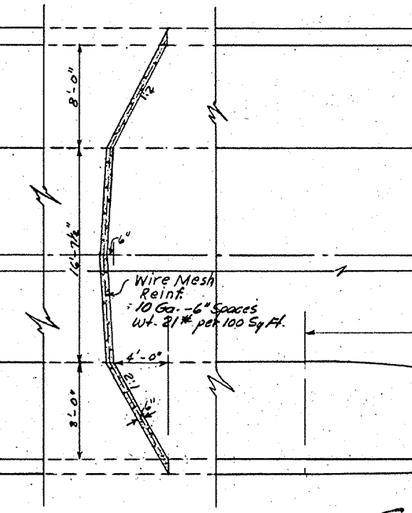
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-K	

DRAWN BY	DATE

REVISIONS			
DATE	BY	DATE	BY

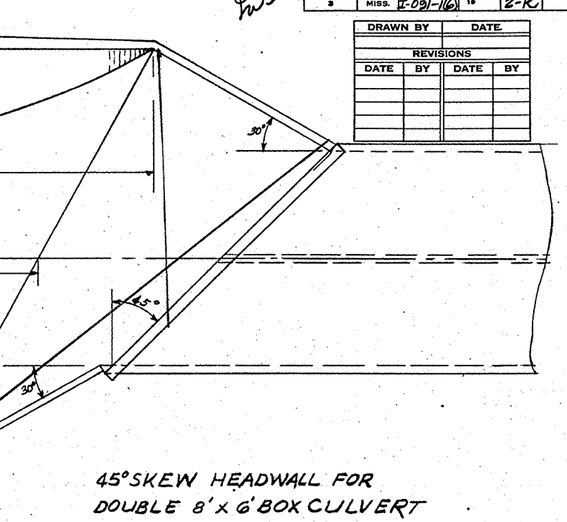


30° SKEW HEADWALL FOR
DOUBLE 8'X6' BOX CULVERT
See Sheet No. 2_ for Quantities



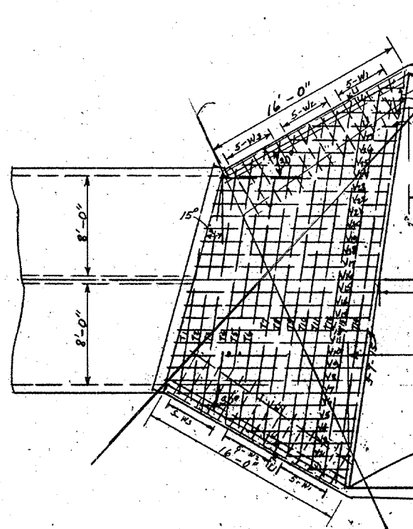
SECTION OF PAVED DITCH
END AREA 17.8 Sq. Ft.
PAVED DITCH 120 CU. YDS.

SEE NOTE PAGE 2-J



45° SKEW HEADWALL FOR
DOUBLE 8'X6' BOX CULVERT
See Sheet No. 2_ for Quantities

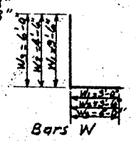
FINAL PLANS
OF
COMPLETED WORK



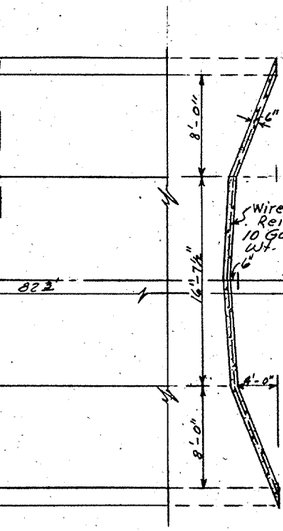
15° SKEW HEADWALL FOR
DOUBLE 8'X6' BOX CULVERT
Class "B" Conc. 13.20 Cu. Yds.
Reinf. Steel 896.0 Lbs.

Bars V1 to V7 (3'-0" to 14'-6") + 1'-8"
" V8 to V24 (15'-0" to 13'-0") + 1'-8"
" V25 to V31 (11'-6" to 2'-0") + 1'-8"
Bars T1 12'-0"
" T2 to T15 18'-0" to 33'-6"
Bars U - 15'-0"

All Bars #4

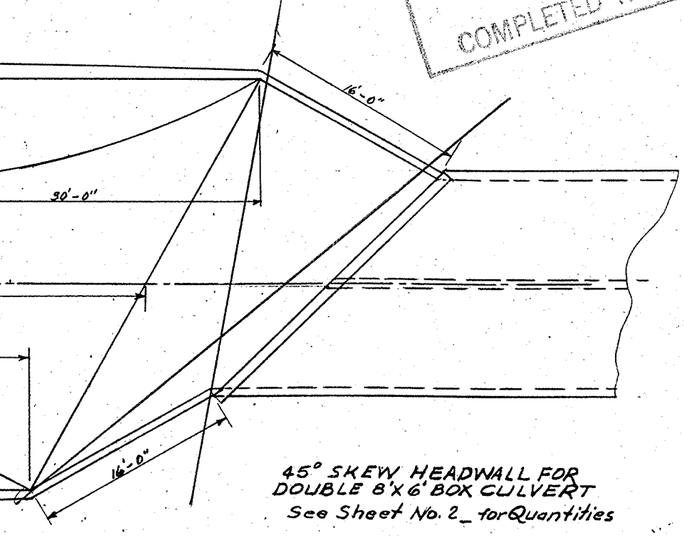


Bars W



SECTION OF PAVED DITCH
End Area = 17.8 Sq. Ft.

PAVED DITCH = 54 CU. YDS.



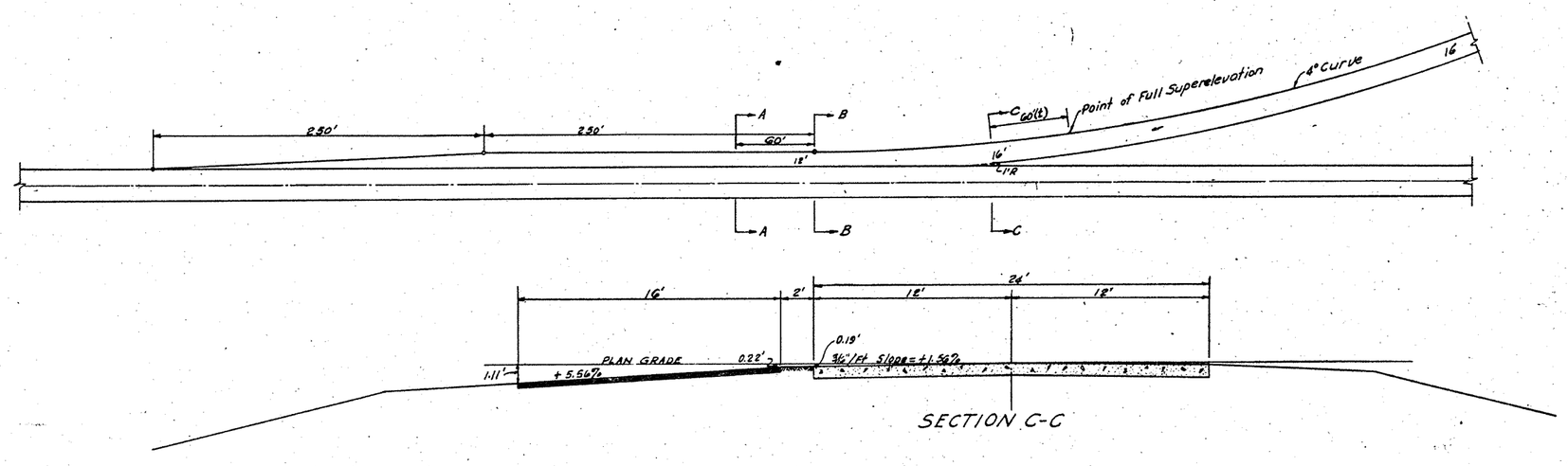
45° SKEW HEADWALL FOR
DOUBLE 8'X6' BOX CULVERT
See Sheet No. 2_ for Quantities

S-K

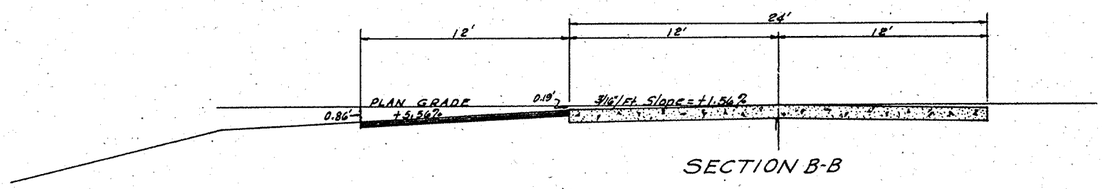
FED. ROAD DEV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-L	

DRAWN BY	DATE

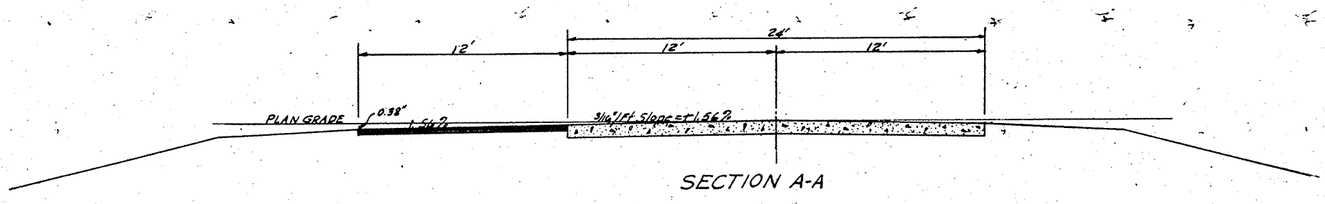
REVISIONS			
DATE	BY	DATE	BY



SECTION C-C



SECTION B-B



SECTION A-A

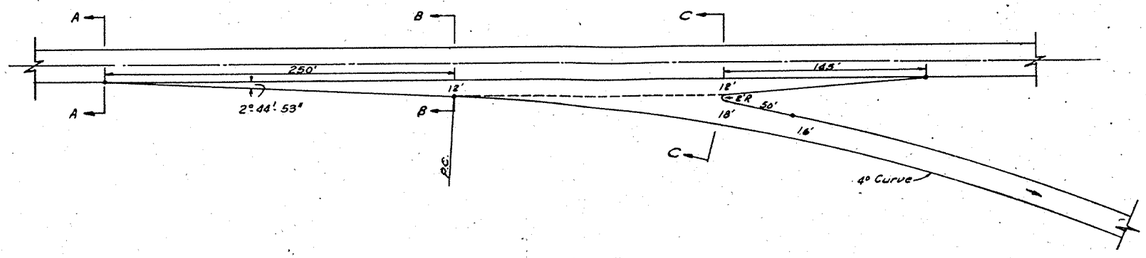
FINAL PLANS
OF
COMPLETED WORK

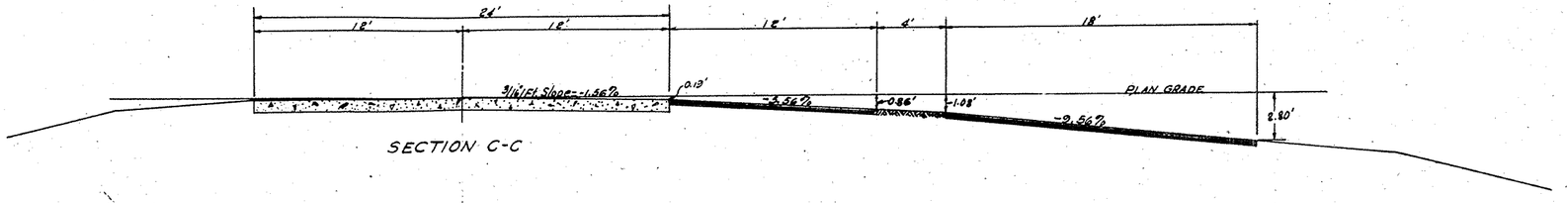
ON RAMP CONTROLS FOR
DIAMOND TYPE INTERCHANGE

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	2-M	

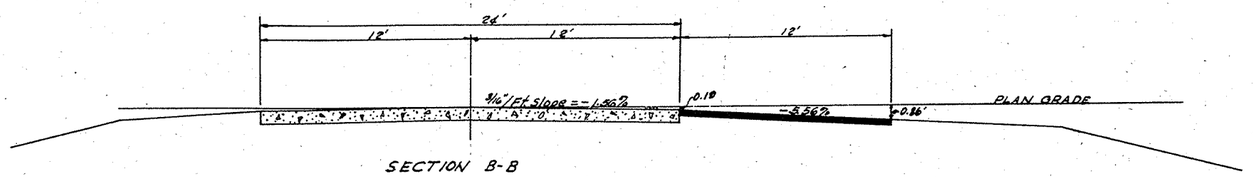
DRAWN BY	DATE

REVISIONS			
DATE	BY	DATE	BY

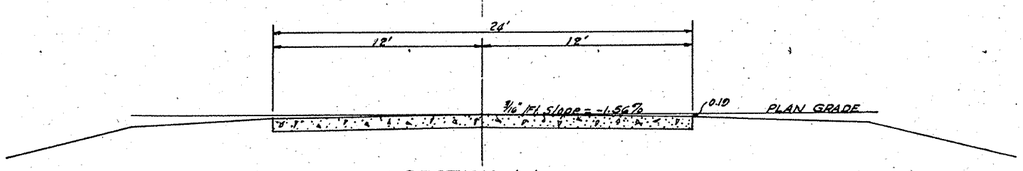




SECTION C-C



SECTION B-B



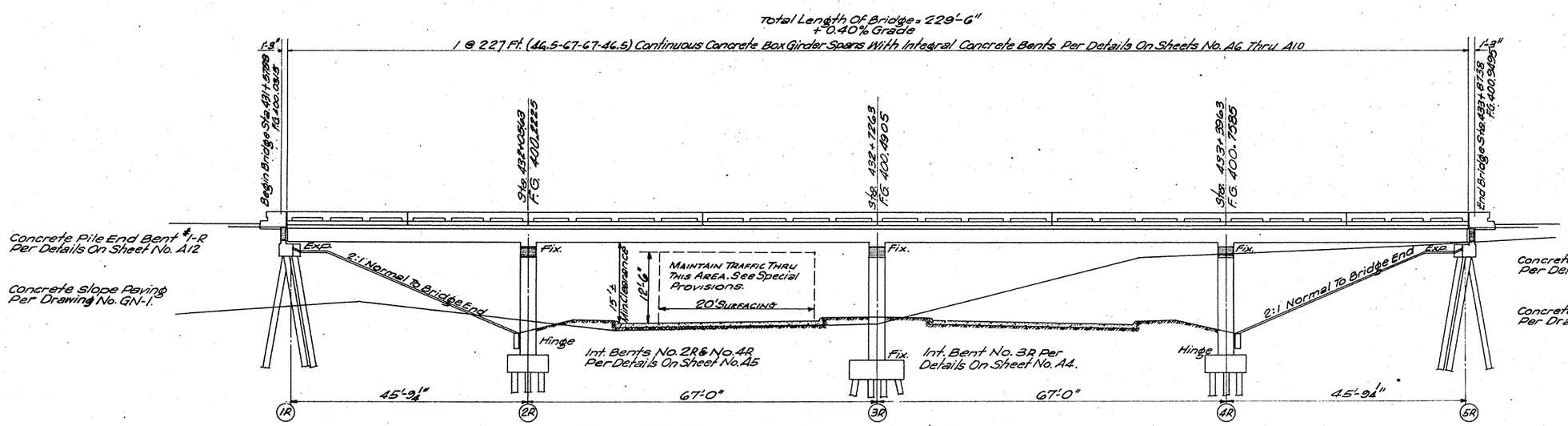
SECTION A-A

FINAL PLANS OF COMPLETED WORK

OFF RAMP CONTROLS FOR DIAMOND TYPE INTER CHANGE

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	MISS	I-091-1(6)	'58	A1	XII

FINAL PLANS
OF
COMPLETED WORK



ELEVATION — WITH PROFILE ON ℄ BETWEEN BRIDGES
Scale ½" = 1'-0"

MINIMUM PILE BEARING CAPACITY

END BENTS:	30 TONS
INT. BENTS: 2R & 4R	35 TONS
INT. BENT : 3R	40 TONS

FINAL QUANTITIES

ITEM	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing (Concrete) (Lin. Ft.)	14" Concrete Piling Lin. Ft.	12" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Concrete Slope Paving Sq. Yds.	14" Concrete Pile Cut-off Lin. Ft.
TOTALS	706.25	260749.1	454	2589.3	2	0	425.30	57.20	100.7

ESTIMATED QUANTITIES

LOCATION \ ITEM	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing (Concrete) Lin. Ft.	14" Concrete Piling Lin. Ft.	12" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Concrete Slope Paving Cu. Yds.
227 Ft. Continuous Span	496.88	144,740	454					
Int. Bents	139.02	29,520		1,650	2		230	
End Bents	62.90	7,700		1,040				60
TOTALS	698.80	181,960	454	2,690	2	1	230	60

FOR GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 40 Tons And A Minimum Penetration Of 25 Feet In Bents No. 2R & 4R

CONCRETE PILES Shall Be In Accordance With Pile Note II Or III On Drawing No. GN-1.

DESIGN DATA
SPECIFICATIONS: A.A.S.H.O. 1953
LOADING: H 20-S16-44 Modified For Tandem 24,000 # Axles
ROADWAY WIDTH: 38 Feet

Drawings Required: CP-10, CP-20

MISSISSIPPI STATE HIGHWAY DEPARTMENT
OVERPASS RT. LANE STA. 431+57.88
US 51 OVER MISS. 24
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

BY	REVISIONS	DATE

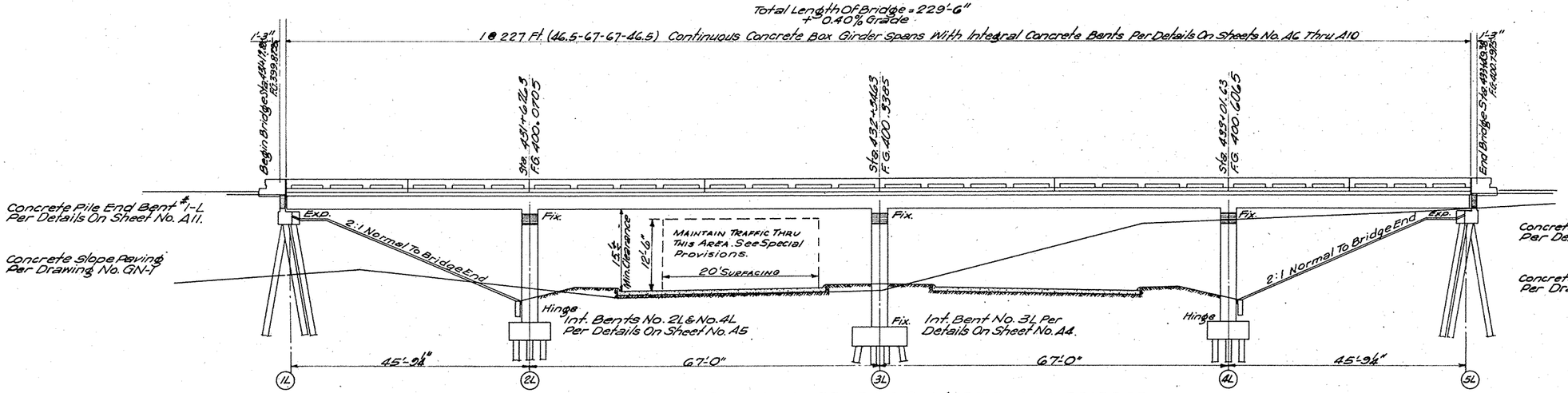
DETAILED JDC | CHECKED [illegible] | ISSUED May 6
TRACED JDC | DATE 2-3-58 | DATE 2-3-58 | SHEET NUMBER A1 OF 12

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	59	A 2	XII

FINAL QUANTITIES

	Class "B" Bridge Conc. Cu. Yd.	Reinforcing Steel Lbs	Railing Concrete Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Conc. Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Concrete Slope Paving Cu. Yds.	14" Concrete Pile Cut-off Lin. Ft.
TOTALS	706.25	200,749.1	454	2605.3	2	0	500.32	56.0	64.7

FINAL PLANS
OF
COMPLETED WORK



ELEVATION — WITH PROFILE ON ℄ BETWEEN BRIDGES
Scale: ½" = 1'-0"

MINIMUM PILE BEARING CAPACITY

END BENTS:		30 TONS
INT. BENTS:	2L & 4L	35 TONS
INT. BENT:	3L	40 TONS

DESIGN DATA
SPECIFICATIONS: A.A.S.H.O. 1953
LOADING: H 20-S16-44 Modified for Tandem 24,000# Axles.
ROADWAY WIDTH: 38 Feet

For GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 40 Tons And A Minimum Penetration Of 25 Feet In Bents No. 2L & 4L

CONCRETE PILES Shall Be In Accordance With Pile Note II Or III On Drawing No. GN-1.

Drawings Required: CP-10, CP-20

ESTIMATED QUANTITIES

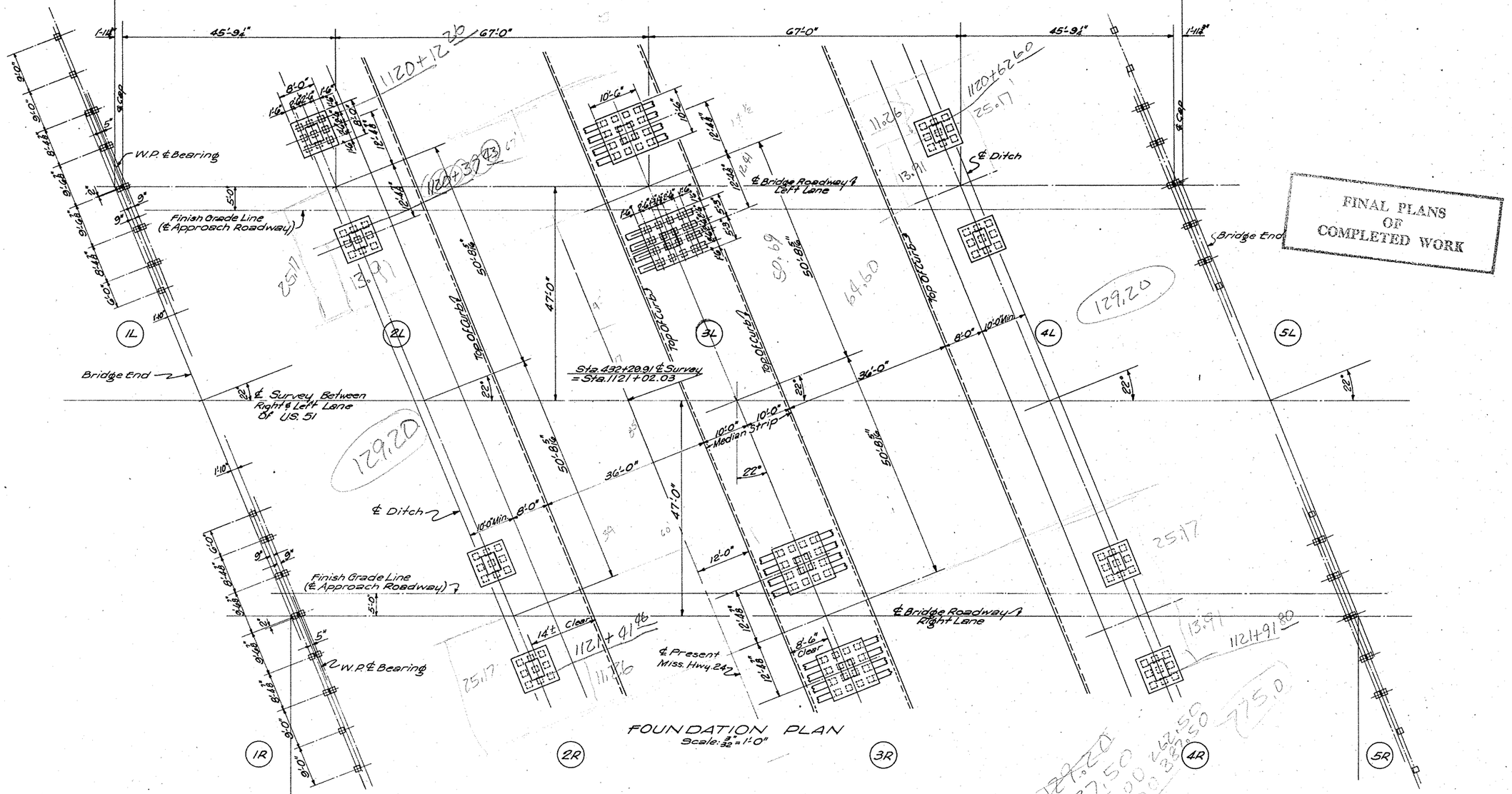
Location \ Item	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing Concrete Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Concrete Slope Paving Cu. Yds.
227 Ft. Continuous Span	496.88	144,740	454					
Int. Bents	139.02	29,520		1650	2		230	
End Bents	62.90	7,700		1040				60
Totals	698.80	181,960	454	2690	2	1	230	60

REVISIONS | BY | DATE

MISSISSIPPI STATE HIGHWAY DEPARTMENT
OVERPASS LT. LANE STA. 431+19.88
US 51 OVER MISS. 24
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
JDC.			A2 OF 12
TRACED JDC.	DATE 2-3-58	DATE 2-3-58	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	[redacted]	I-091-1(6)	59	A III	XII



MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY. 24

GENERAL PLAN

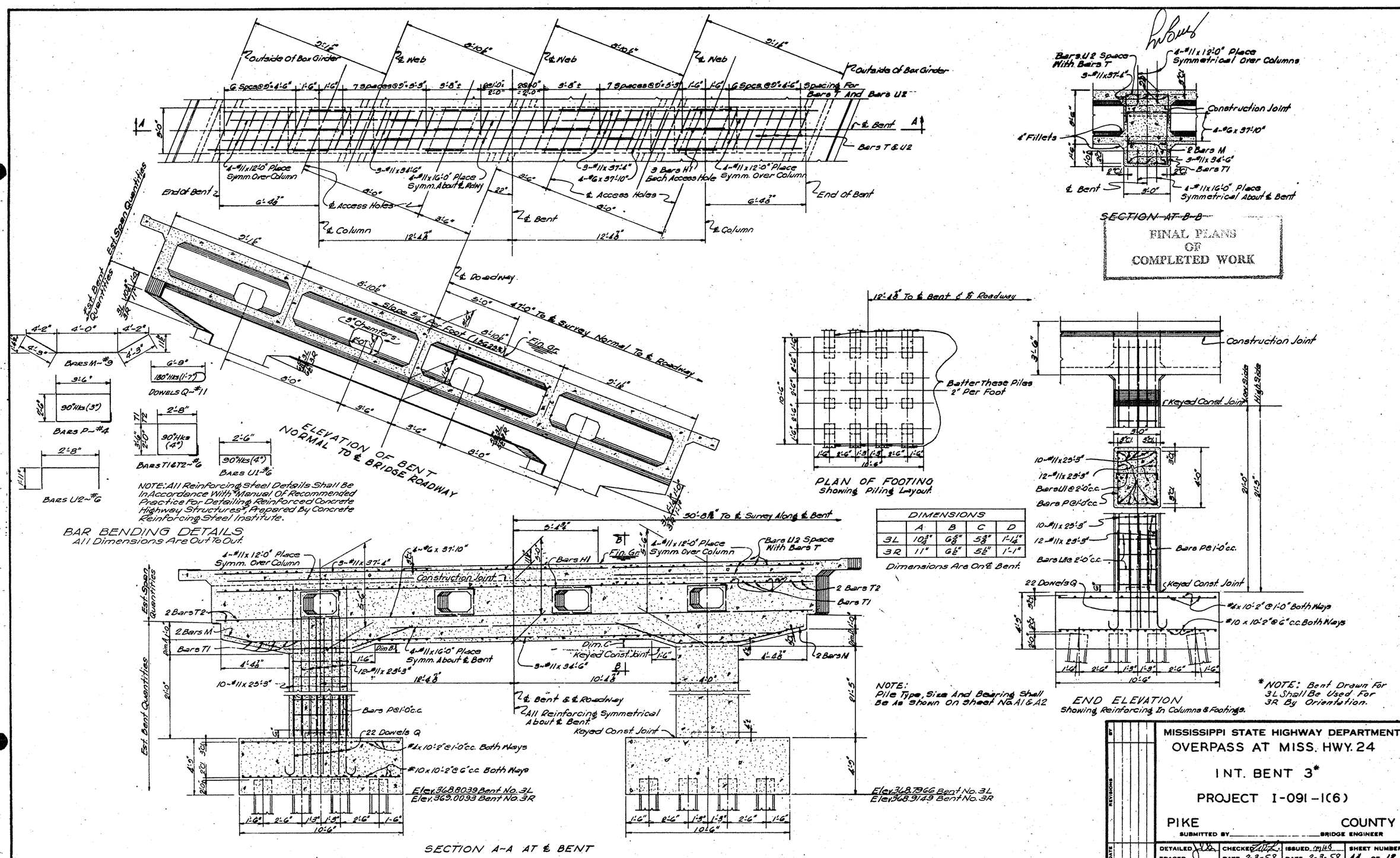
PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED J.D.C.	CHECKED W.E.J.	ISSUED 10-1-58	SHEET NUMBER
TRACED J.D.C.	DATE 2-3-58	DATE 2-3-58	A3 OF 12

REVISIONS — BY — DATE



DIMENSIONS	A	B	C	D
3L	10¾"	6⅝"	5⅜"	1'-1¼"
3R	11"	6½"	5½"	1'-1"

Dimensions Are On ℄ Bent.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY. 24

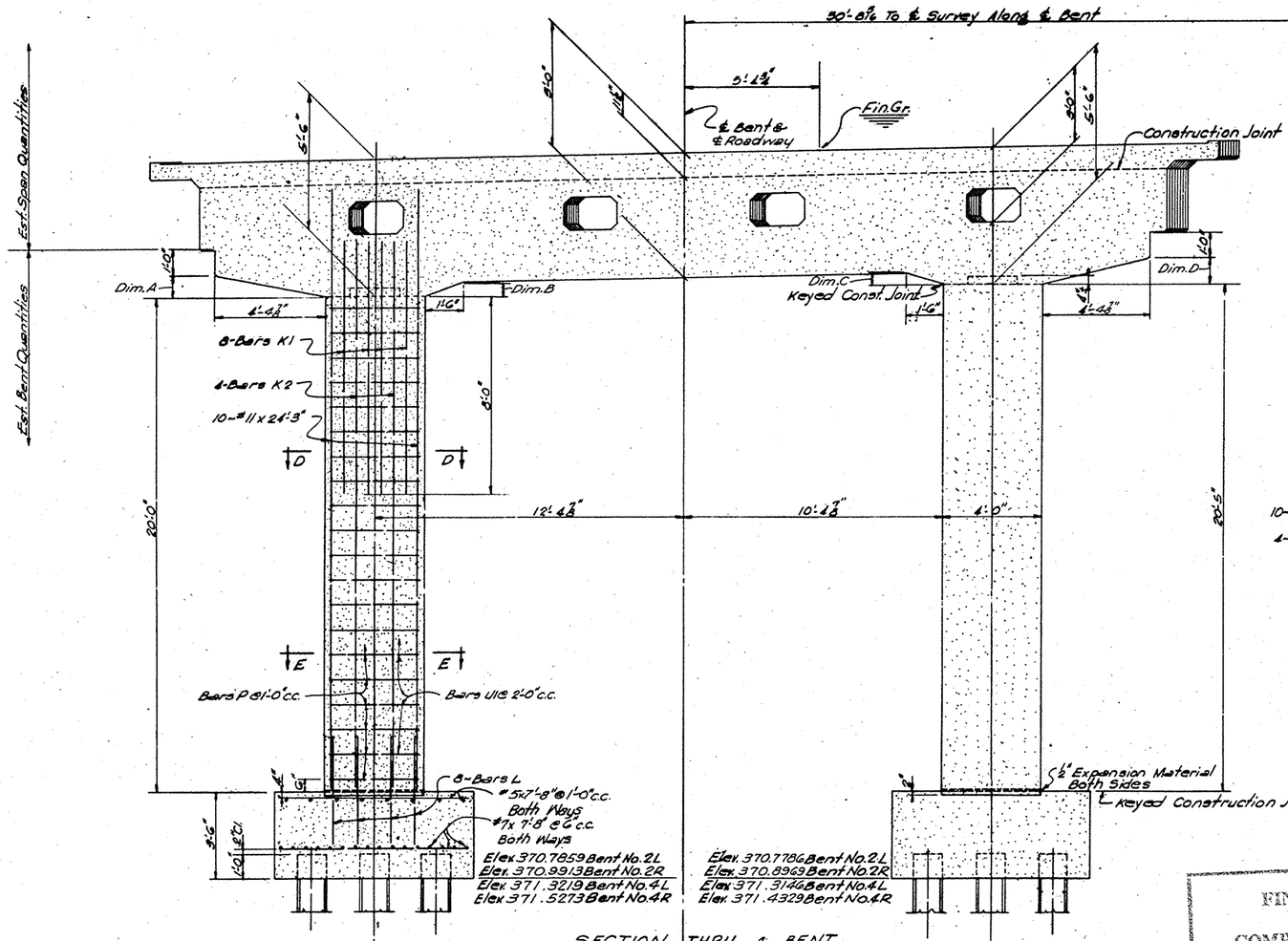
INT. BENT 3*

PROJECT I-091-1(6)

PIKE COUNTY

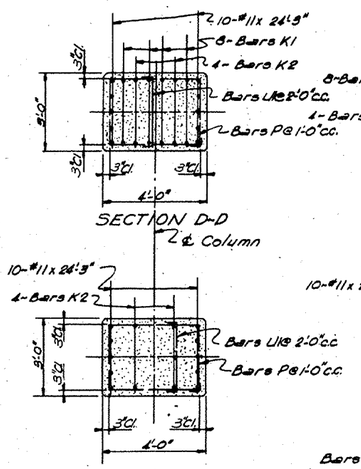
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	A4 OF 12



SECTION THRU ℄ BENT
(SECTION A-A Per Sheet No. A4)
Showing Footing And Column Details

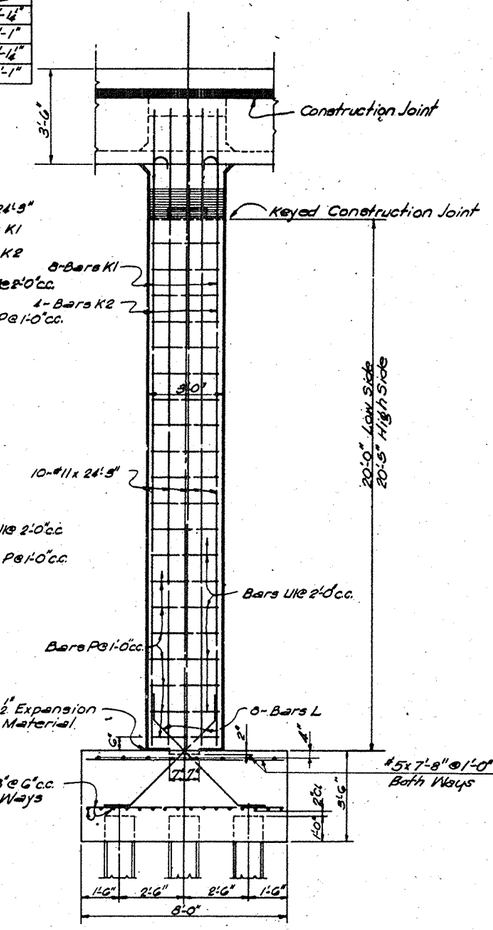
DIMENSIONS				
	A	B	C	D
2L	10 3/4"	6 5/8"	5 3/8"	1'-1 1/4"
2R	11"	6 1/2"	5 1/2"	1'-1"
4L	10 3/4"	6 5/8"	5 3/8"	1'-1 1/4"
4R	11"	6 1/2"	5 1/2"	1'-1"



SECTION D-D

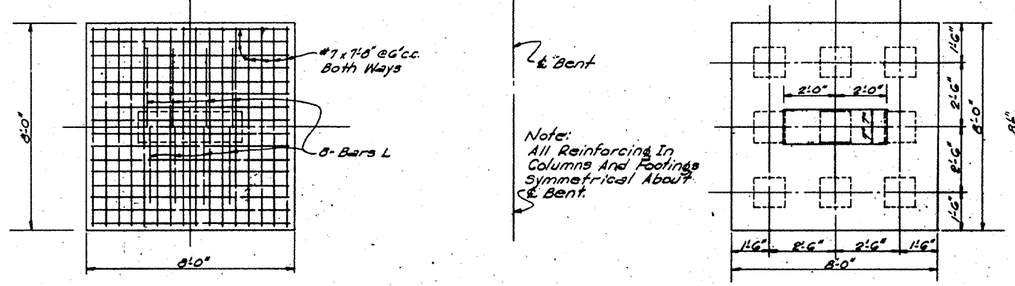
℄ Column

SECTION E-E



END ELEVATION OF BENT

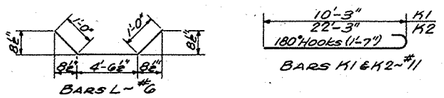
FINAL PLANS OF COMPLETED WORK



Note:
All Reinforcing In Columns And Footings Symmetrical About ℄ Bent.

PLAN OF FOOTINGS

NOTE:
For Cap Details See Details Of Bent No. 3 On Sheet No. A4.
All Cap Details And Reinforcing Steel In Caps Identical For All Intermediate Bents.



NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures" Prepared By Concrete Reinforcing Steel Institute.

BAR BENDING DETAILS
Dimensions Are Out To Out.

*NOTE:
Bent Drawn For 2L Or 4L Shall Be Used For 2R Or 4R By Orientation.

MISSISSIPPI STATE HIGHWAY DEPARTMENT
OVERPASS AT MISS. HWY. 24
INT. BENTS 2 & 4*
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	A5 OF 12

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY. 24

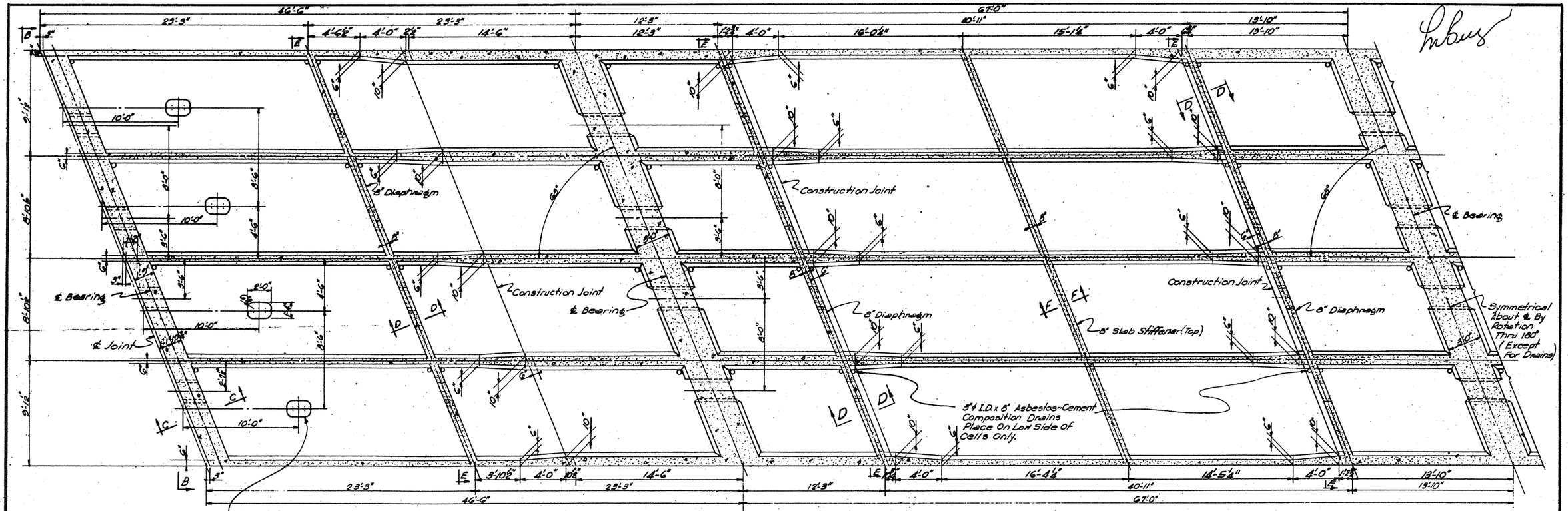
SPAN DETAILS

PROJECT I-091-1(6)

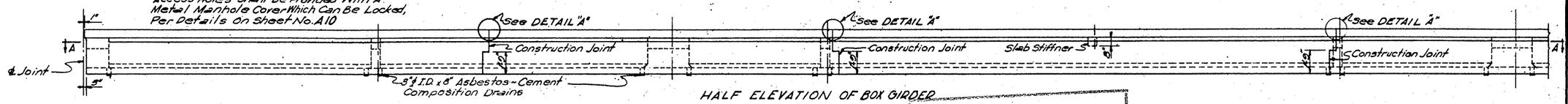
PIKE COUNTY

SUBMITTED BY ____________ BRIDGE ENGINEER

DETAILED J.E.B.	CHECKED W.S.L.	ISSUED M.H.G.	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	A6 OF 12

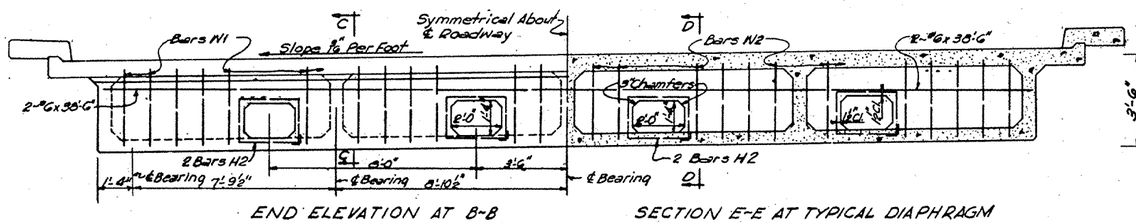


HORIZONTAL SECTION AT A-A



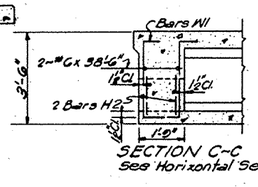
HALF ELEVATION OF BOX GIRDER

FINAL PLANS OF COMPLETED WORK

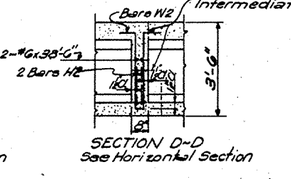


END ELEVATION AT B-B

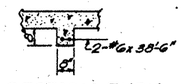
SECTION E-E AT TYPICAL DIAPHRAGM



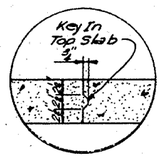
SECTION C-C
See Horizontal Section



SECTION D-D
See Horizontal Section



SECTION THRU SLAB STIFFENER AT F-F



DETAIL "A"

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY. 24

SPAN DETAILS

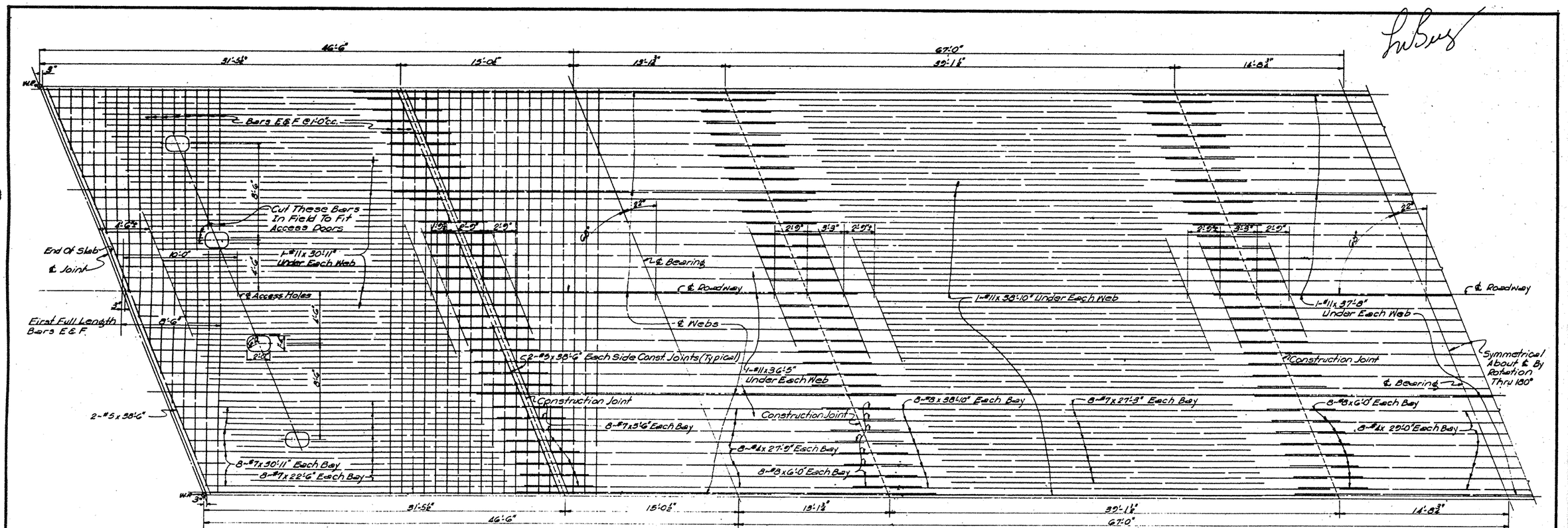
PROJECT I-091-1(6)

PIKE COUNTY

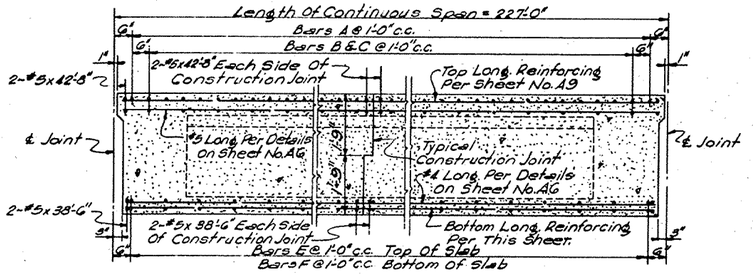
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED / TRACED	CHECKED	ISSUED	SHEET NUMBER
	DATE 2-3-58	DATE 2-3-58	A7 OF 12

REVISIONS — BY — DATE

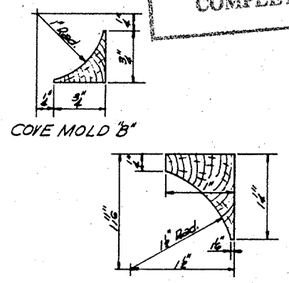


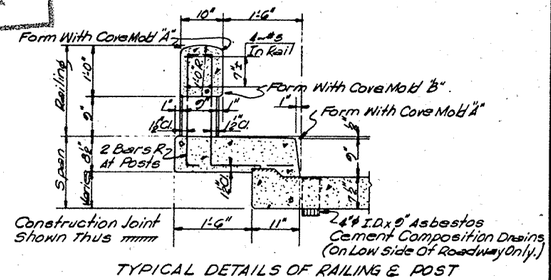
HALF PLAN OF BOTTOM SLAB
Showing Longitudinal Reinforcing In Bottom Of Slab & Transverse Reinforcing.



LONGITUDINAL SECTION AT ℄ ROADWAY

FINAL PLANS OF COMPLETED WORK





TYPICAL DETAILS OF RAILING & POST

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY. 24

SPAN DETAILS

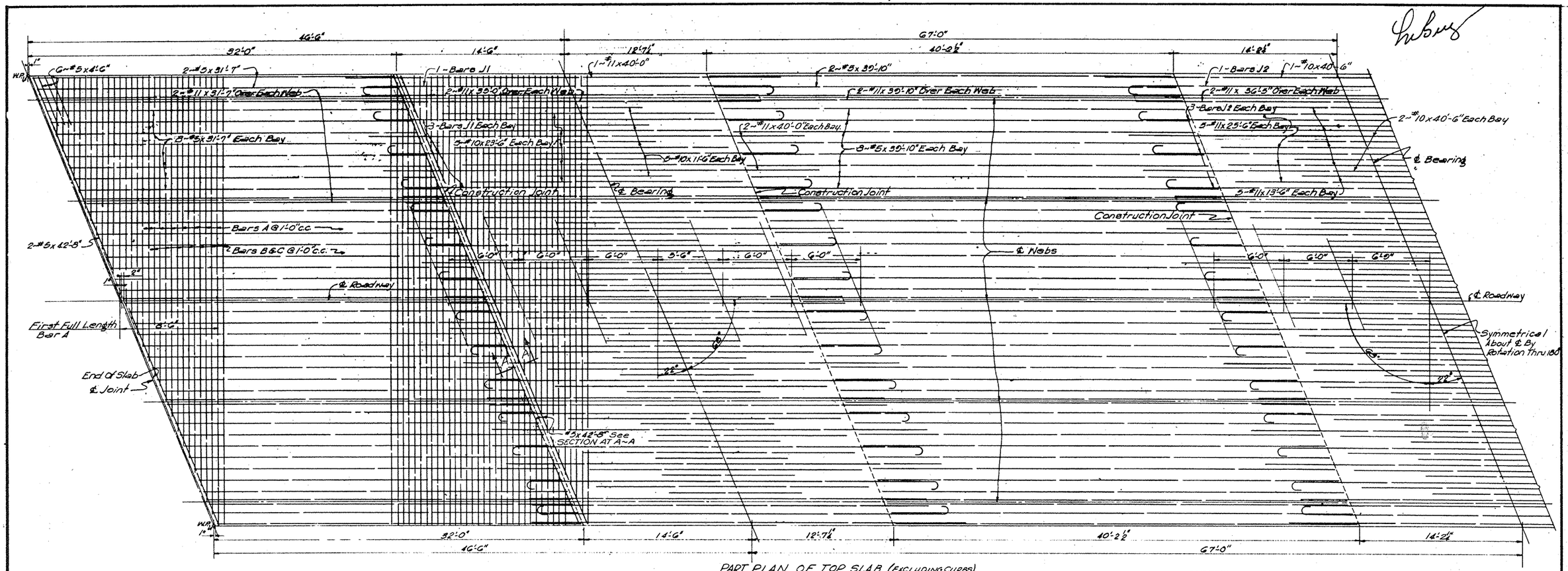
PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

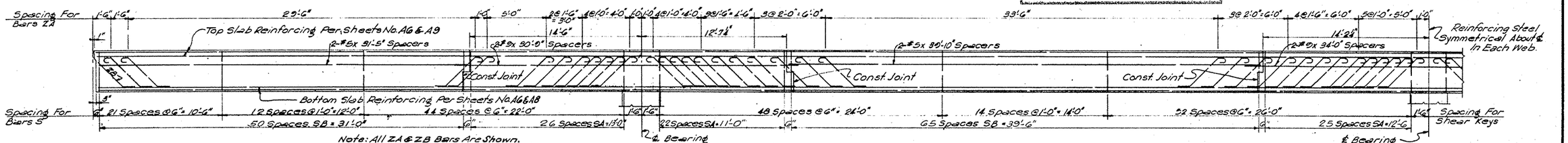
BY	REVISIONS	DATE

DETAILED	CHECKED	ISSUED 7/14/58	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	A8 OF 12

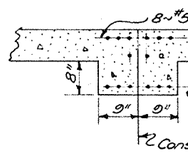


PART PLAN OF TOP SLAB (EXCLUDING CURBS)
Showing Longitudinal Reinforcing In Top Of Slab & Transverse Reinforcing.

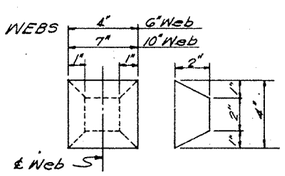
FINAL PLANS
OF
COMPLETED WORK



TYPICAL HALF ELEVATION OF GIRDER WEBS
Showing Shear Reinforcing & Shear Key Spacing.



SECTION AT A-A
Showing Joint Beam Details Required At Const. Joint Inside Span Only.



SHEAR KEY DETAILS

REVISIONS	BY	DATE
Joint Beam Details	JAB	6/1/58

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY. 24

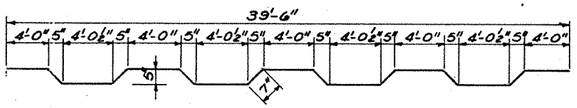
SPAN DETAILS

PROJECT I-091-1(6)

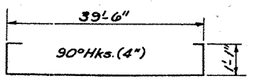
PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

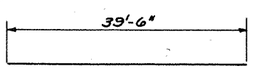
DETAILED / TRACED	CHECKED / DATE	ISSUED / DATE	SHEET NUMBER
JAB	2-3-58	2-3-58	A9 OF 12



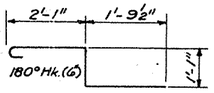
BARS A ~ #5



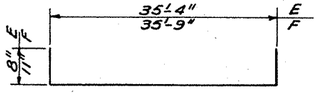
BARS B ~ #5



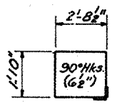
BARS C ~ #5



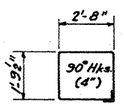
BARS D ~ #4



BARS E & F #4



BARS H1 ~ #8



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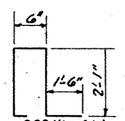
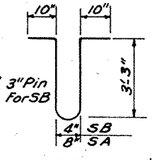
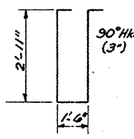


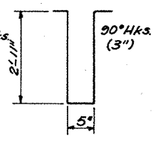
BARS R ~ #6



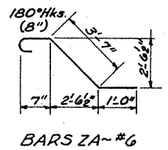
BARS SA & SB ~ #4



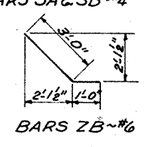
BARS W1 ~ #4



BARS W2 ~ #4



BARS ZA ~ #6



BARS ZB ~ #6

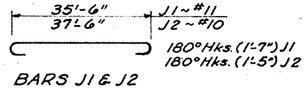
BAR BENDING DETAILS

Dimensions Are Out To Out

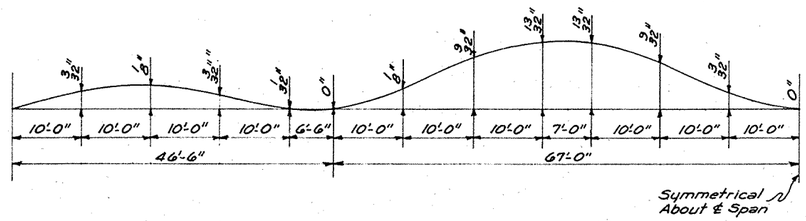
BAR DESIGNATION	SIZE	BAR DESIGNATION	SIZE
A	#5	J1	#11
B	#5	J2	#10
C	#5	K	#11
D	#4	L	#6
E	#4	M	#3
F	#4	P	#4
H1	#8	Q	#11
H2	#5	R	#6
		S	#4
		T	#6
		U	#6
		W	#4
		Z	#6

NOTE: These Are Bar Sizes For Bars Shown On Superstructure And Int. Bents.

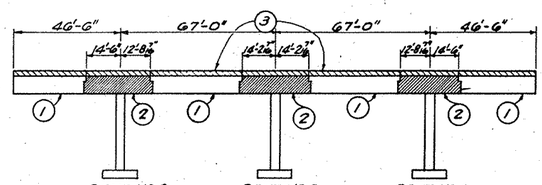
Note: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures," Prepared By Concrete Reinforcing Steel Institute.



BARS J1 & J2



DEAD LOAD CAMBER DIAGRAM

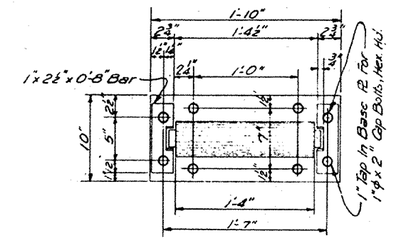


POURING DIAGRAM

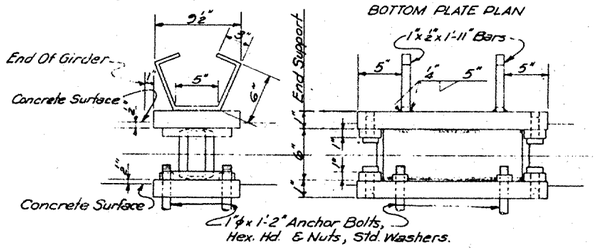
No Scale

NOTE: Numbers ① And ② Indicate Sequence Of Placing Bottom Slab And Girder Stems.
No. ② Concrete May Be Placed With Adjacent No. ① Concrete When Approved.
Top Slab ③ May Be Placed As Desired.
Except As Noted, Contractor May Submit Alternate Scheme For Engineer's Approval.

FINAL PLANS
OF
COMPLETED WORK

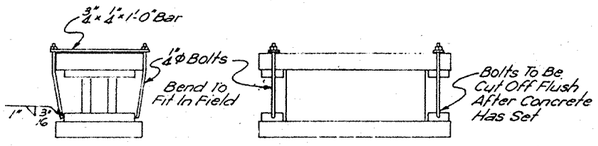


BOTTOM PLATE PLAN

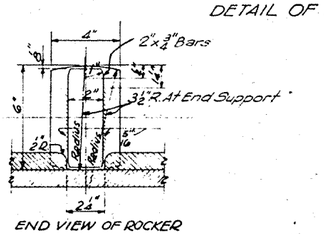


EXPANSION BEARING ASSEMBLY

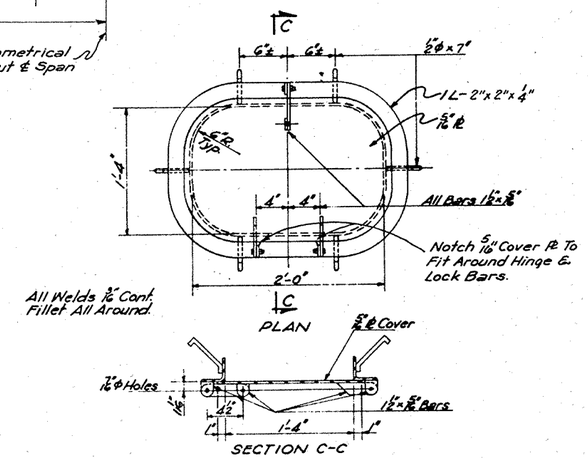
NOTE: Cap Shall Be Depressed To Fit Bearing ℞.



DETAIL OF ERECTION BOLTS



END VIEW OF ROCKER



DETAILS OF ACCESS DOOR

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS HWY. 24.
MISCELLANEOUS DETAILS

PROJECT I-091-1(6)
PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	A10 OF 12

REVISIONS — BY — DATE

DETAIL OF EXPANSION JOINT AT BRIDGE END

SECTION AT E-E

HALF PLAN AT A-A showing Cap Reinforcing

PLAN OF BENT showing Concrete Details, Pile Spacing, And Bearing Spacing.

FINAL PLANS OF COMPLETED WORK

HALF PLAN AT A-A showing Cap Reinforcing

Measuring Point of End Span

SECTION C-C

SECTION D-D showing Span In Place.

NOTE: Drawing Made For Bent No. 1-L And Shall Be Used For Bent No. 5-R.

BARS A E D-#5

BARS B-#5

BARS C-#5

SIDE ELEVATION (Parallel To Span)

BARS F, G & H

BARS K-#6

BARS J & M-#6

BARS PB-#4

BARS L-#5

NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures.", Prepared By Concrete Reinforcing Steel Institute.

BAR BENDING DETAILS Dimensions Are Out To Out.

PLAN OF LEFT END POST

SECTION B-B

END ELEVATION Showing Reinforcing Steel.

PILE LAYOUT

PLAN OF RIGHT END POST

SECTION F-F

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS HWY 24

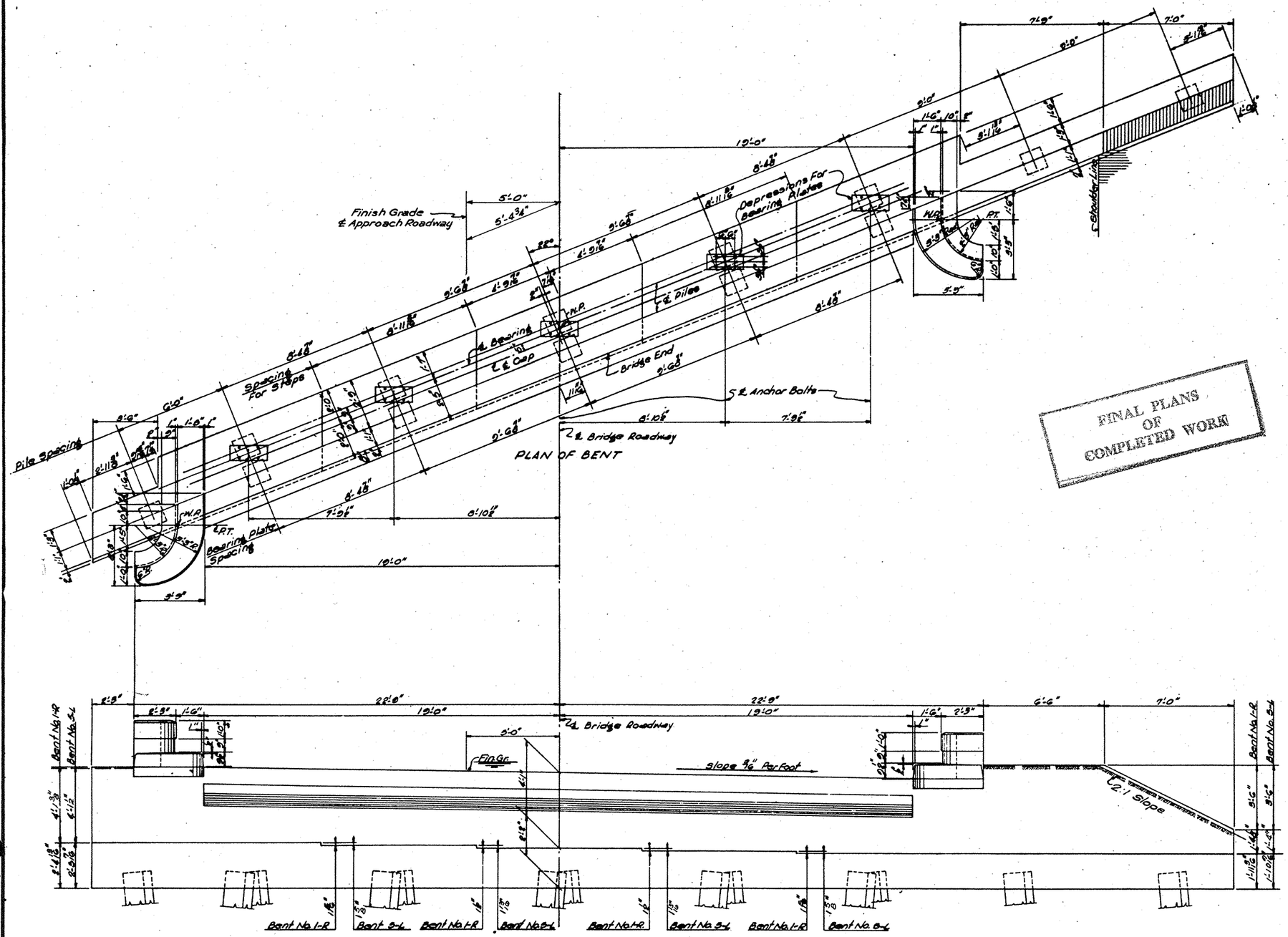
END BENTS 1-L AND 5-R

PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	All OF 12 #



FINAL PLANS
OF
COMPLETED WORK

NOTE:
Bent Drawn For Bent No. 1-R.
Also Shall Be Used For
Bent No. 5-L.

NOTE:
For Typical Details And
Reinforcing Steel See
Sheet No. 111

MISSISSIPPI STATE HIGHWAY DEPARTMENT

OVERPASS AT MISS. HWY 24

END BENTS 1-R AND 5-L

PROJECT I-091-1(6)

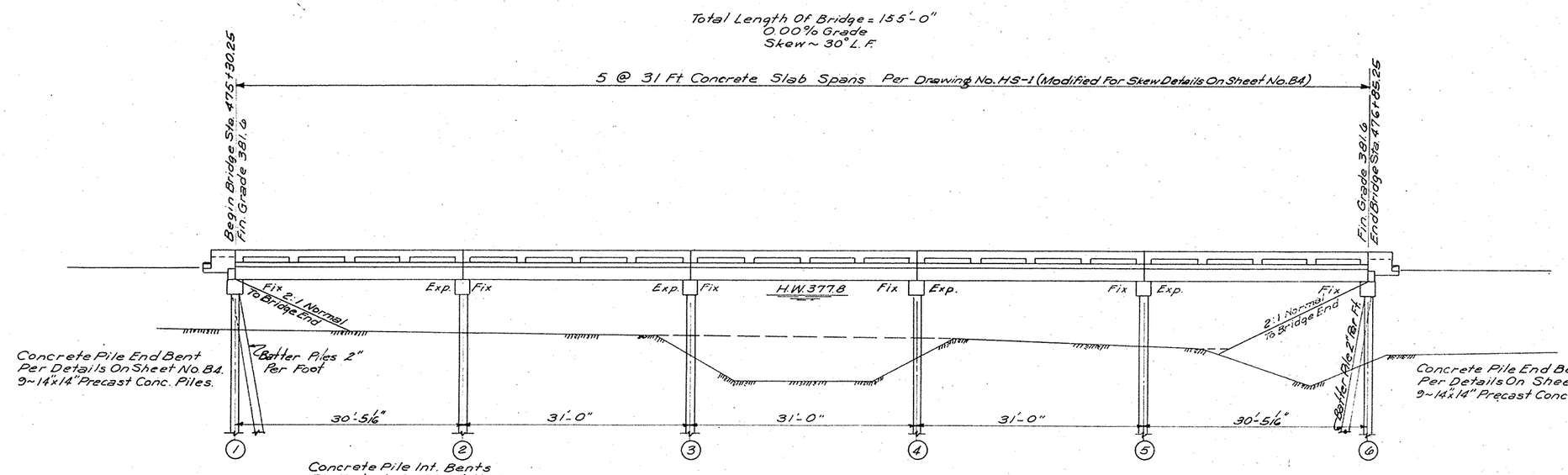
PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	11R OF 1R

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MISS	I-091-1(6)	19	B I	VI

FINAL PLANS
OF
COMPLETED WORK



ELEVATION ~ WITH PROFILE ON ℄ ROADWAY
Scale 8" = 1'-0"

MINIMUM PILE BEARING CAPACITY
End Bents: 25 Tons
Int. Bents: 35 Tons

For GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 35 Tons And A Minimum Penetration Of 35 Feet In Bents 2 & 5.

PRECAST CONCRETE PILES Shall Be In Accordance With Pile Note II On Drawing No. GN-1.

DESIGN DATA
Specifications: A.A.S.H.O. 1953
Loading: H 20-S16 Modified For Tandem 24,000# Axles
Roadway Width: 28 Ft.

FINAL QUANTITIES
~~ESTIMATED QUANTITIES~~

Location / Item	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing (Concrete) Lin. Ft.	14"x14" Precast Conc. Piling Lin. Ft.	14"x14" Precast Conc. Test Piles Units	Loading Tests Units	14"x14" Concrete Pile Cut-off Lin. Ft.
Spans	264.70	39,050	310				
End Bents	17.60	3,080		630			
Int. Bents	27.30	5720		720	2	1	
~~Totals~~	309.60	47,850	310	1,350	2	1	
TOTALS	309.92	72,8633	310	1,022.0	2	0	1.7

Drawings Req'd: HS-1, CP-10, CP-20, GN-1

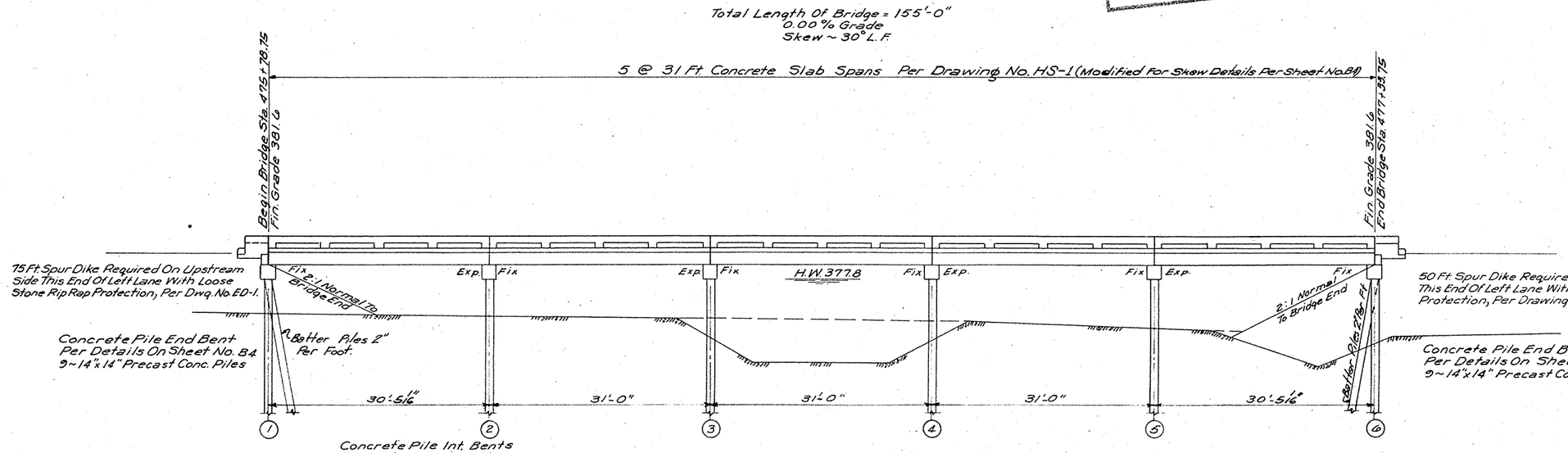
REVISIONS BY DATE

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE ACROSS LITTLE TANGIPAHOA RIVER
RIGHT LANE STA. 475+30.25
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED EWE.	CHECKED J.R.R.	ISSUED 7-11-8	SHEET NUMBER
TRACED EWE.	DATE 2-3-58	DATE 2-3-58	B1 OF 4

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	19	B-II	XX

FINAL PLANS
OF
COMPLETED WORK



ELEVATION ~ WITH PROFILE ON ℄ ROADWAY
Scale 1/8" = 1'-0"

MINIMUM PILE BEARING CAPACITY
End Bents: 25 Tons
Int. Bents: 35 Tons

For GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 35 Tons And A Minimum Penetration Of 35 Feet In Bents 2 & 5.

PRECAST CONCRETE PILES Shall Be In Accordance With Pile Note II On Drawing No. GN-1.

DESIGN DATA
Specifications: A.A.S.H.O. 1953
Loading: H 20-S16 Modified for Tandem 24,000 # Axles.
Roadway Width: 28 Ft.

FINAL QUANTITIES
ESTIMATED QUANTITIES

Item / Location	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing (Concrete) Lin. Ft.	14"x14" Precast Conc. Piling Lin. Ft.	14"x14" Precast Conc. Test Piles Units	Loading Tests Units
Spans	264.70	39050	310			
End Bents	17.60	3,080		630		
Int. Bents	27.30	5,720		720	2	1
Totals	309.60	47,850	310	1350	2	1
TOTALS	309.82	72,863.3	310	1083.3	3	1

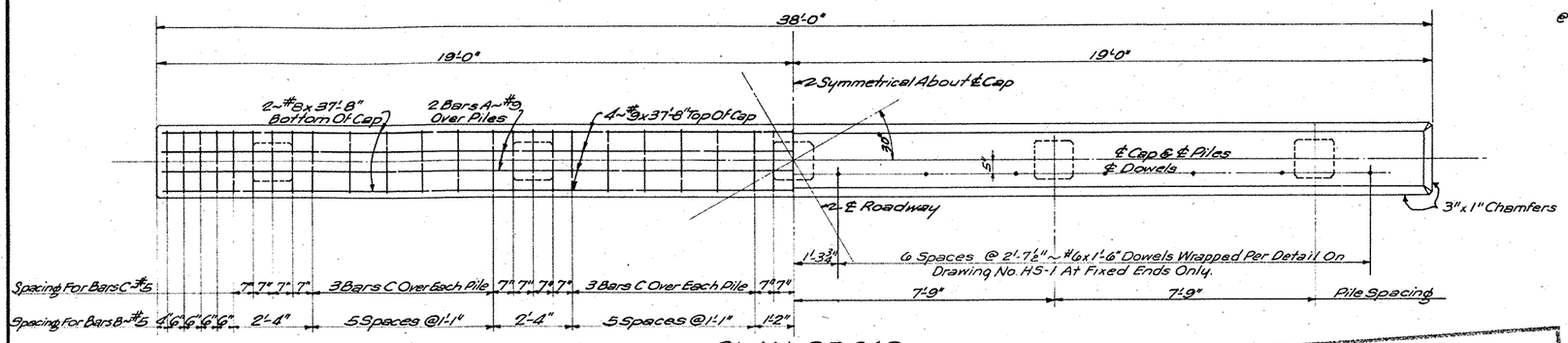
Drawings Req'd: HS-1, CP-10, CP-20, GN-1, ED-1.

DATE	REVISIONS	BY

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE ACROSS LITTLE TANGIPAHOA RIVER
LEFT LANE STA. 475+78.75
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

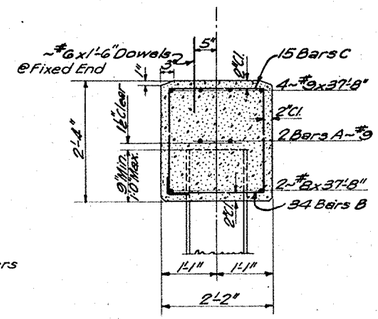
DETAILED	CHECKED	ISSUED	SHEET NUMBER
E.W.E.	J.R.R.		B2 OF 4
TRACED E.W.E.	DATE 2-3-58	DATE 2-3-58	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	19	B III	IV

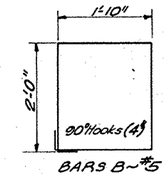


PLAN OF CAP

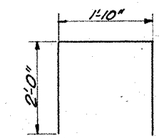
FINAL PLANS OF COMPLETED WORK



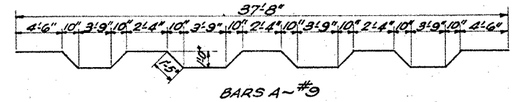
TYPICAL SECTION OF CAP



BARS B-#5



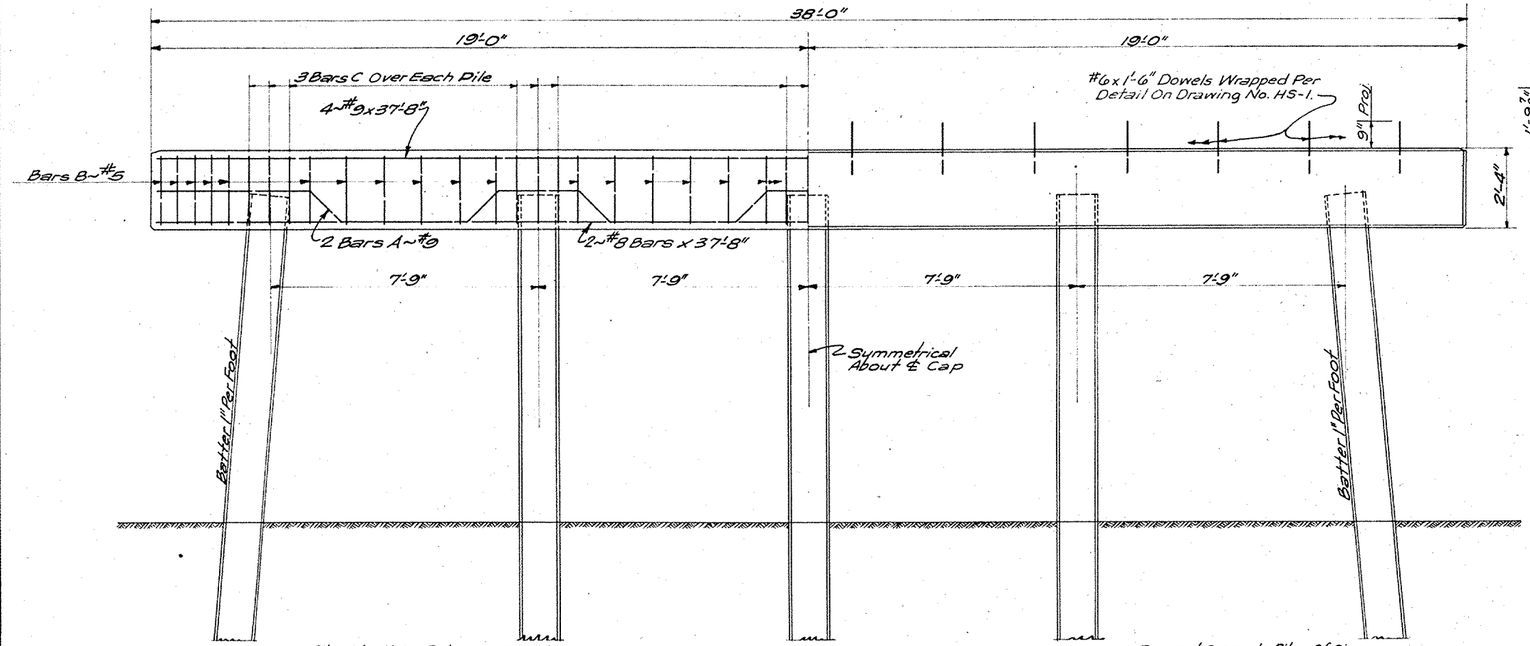
BARS C-#5



BARS A-#9

NOTE: Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures" Prepared By Concrete Reinforcing Steel Institute.

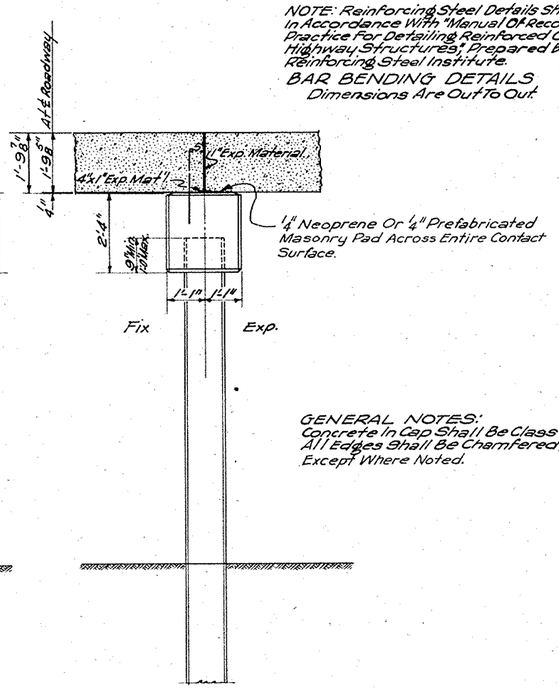
BAR BENDING DETAILS
Dimensions Are Out To Out.



Piles Shall Be Driven To A Minimum Bearing Capacity Of 35 Tons.

ELEVATION OF INT. BENT

Precast Concrete Piles Of Size Shown On Bridge Layout Sheet, Shall Be Either Conventional Precast Per Drawing No. CP-10, Or Prestressed Precast Per Drawing No. CP-20.



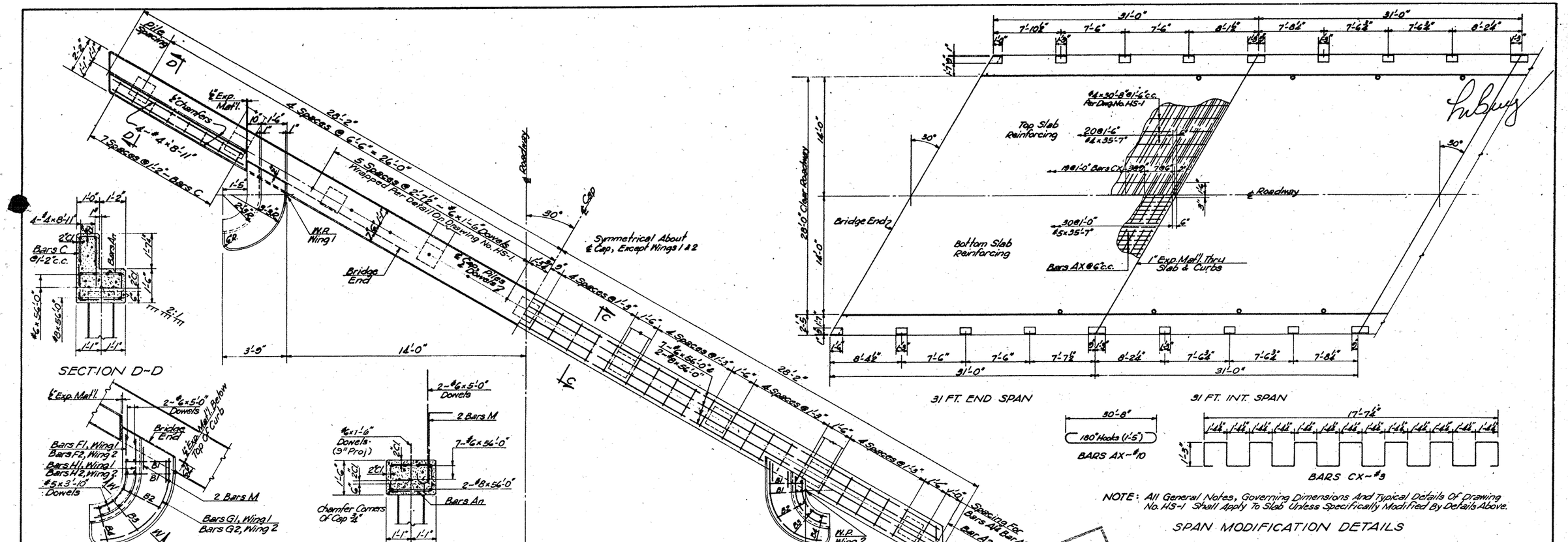
END ELEVATION

GENERAL NOTES:
Concrete In Cap Shall Be Class "B"
All Edges Shall Be Chamfered ¾", Except Where Noted.

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGES ACROSS LITTLE TANGIPAHOA RIVER
RIGHT AND LEFT LANE
INT. BENT DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

BY	REVISIONS	DATE

DETAILED J.D.C.	CHECKED J.R.R.	ISSUED 5-1-58	SHEET NUMBER
TRACED J.D.C.	DATE 2-3-58	DATE 2-3-58	B3 OF 4



SECTION D-D

TYPICAL PLAN OF WING

SECTION C-C

PLAN OF CAP

31 FT. END SPAN

31 FT. INT. SPAN

NOTE: All General Notes, Governing Dimensions And Typical Details Of Drawing No. HS-1 Shall Apply To Slab Unless Specifically Modified By Details Above.

SPAN MODIFICATION DETAILS

ELEVATION

END ELEVATION

SECTION W-W

BARS An - #5 | BARS Bn - #5 | BARS C - #4 | BARS M - #6

BAR BENDING DETAILS
Dimensions Are Out To Out

BARS Fn, Gn & Hn

FINAL PLANS OF COMPLETED WORK

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGES ACROSS LITTLE TANGIPAHOA RIVER
RIGHT AND LEFT LANES

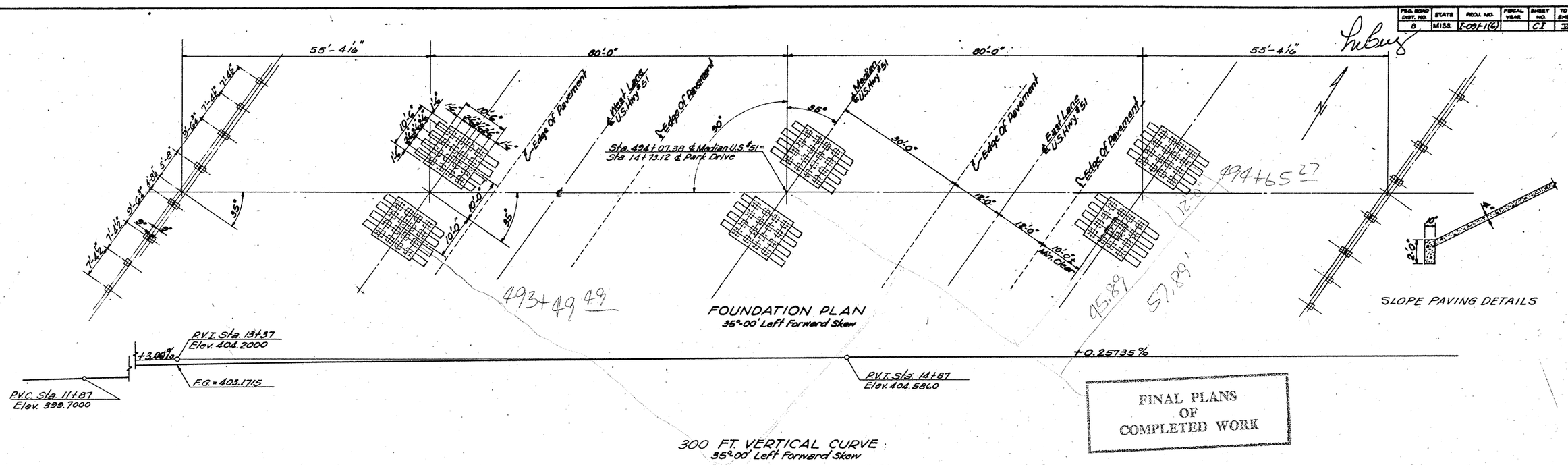
END BENT DETAILS AND SPAN MODIFICATIONS
PROJECT I-091-1(6)

PIKE COUNTY
SUBMITTED BY BRIDGE ENGINEER

DETAILED J.R.R.	CHECKED B.D.V.	ISSUED 2-3-58	SHEET NUMBER
TRACED J.R.R.	DATE 2-3-58	DATE 2-3-58	84 OF 4

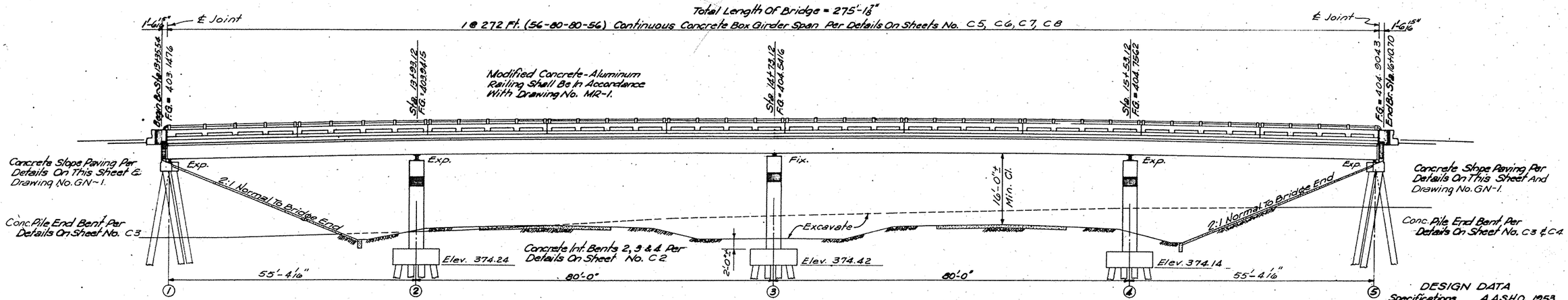
REVISIONS — BY — DATE

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS.	I-091-1(6)		C1	XXX



FINAL PLANS OF COMPLETED WORK

300 FT. VERTICAL CURVE
35°-00' Left Forward Skew
Total Length Of Bridge = 275'-1 7/8"



DESIGN DATA
Specifications A.A.S.H.O. 1953
Loading H20-44.
28 Ft. Roadway

MINIMUM PILE BEARING CAPACITIES:
INT. BENTS 35 TONS
END BENTS 30 TONS

ELEVATION—WITH PROFILE ON ℄ ROADWAY
Scale: 3/32" = 1'-0"

FINAL QUANTITIES
ESTIMATED QUANTITIES

Item / Location	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing Conc. Aluminum Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Conc. Slope Paving Cu. Yds.	14" Concrete Pile Cut-Off Lin. Ft.
Cont. Box Gir. Span	536.82	163,930	544						
End Bents	71.16	8,720		1,300				52	
Int. Bents	~~191.82~~	42,440		2,820	2	1	~~196~~		
~~Totals~~	799.00	215,090	544	4,120.	2	1	196	~~52~~	
TOTALS	791.84	223,315.5	544	2,375.3	2	0	410.40	48.0	28.7

For GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See DRAWING No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 35 Tons And A Minimum Penetration Of 30 Feet In Bents 2 & 4.

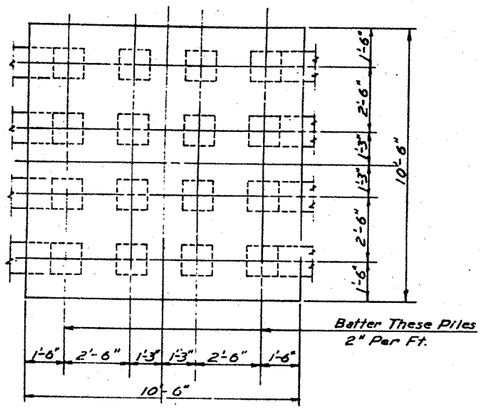
CONCRETE PILES Shall Be In Accordance With Pile Note II Or III On Drawing No. GN-1.

Drawing Nos. Required: MR-1 BG-10, CP-10, CP-20

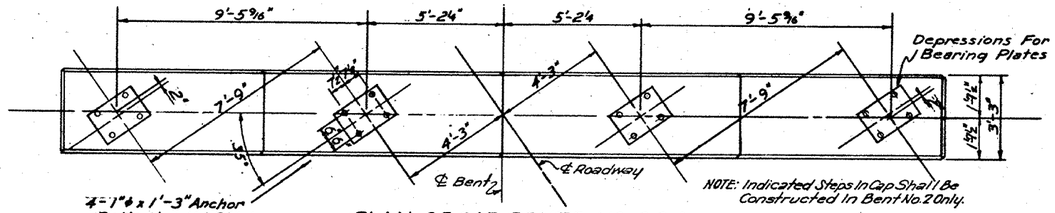
REVISIONS BY DATE

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 494+07.38
PARK DRIVE
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

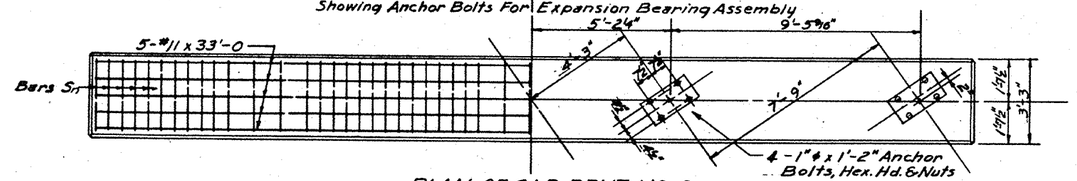
DETAILED J.R.R.	CHECKED B.D.V.	ISSUED 2-13-58	SHEET NUMBER
TRACED J.R.R.	DATE 2-3-58	DATE 2-3-58	C1 OF B



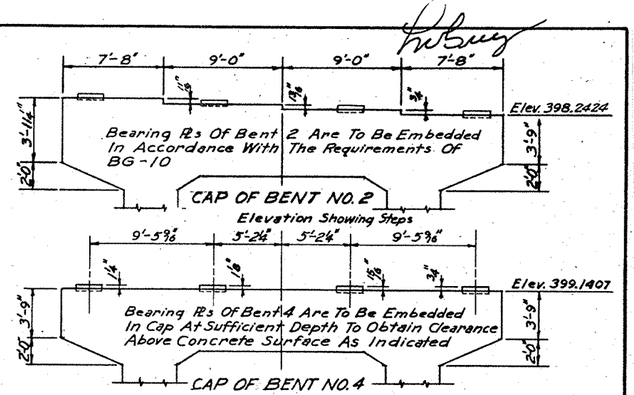
FOOTING PLAN

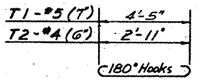


PLAN OF CAP BENTS NO. 2 & 4
Showing Anchor Bolts For Expansion Bearing Assembly

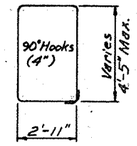


PLAN OF CAP BENT NO. 3
Showing Auxiliary Reinforcing Steel & Anchor Bolts For Fixed Bearing Assembly

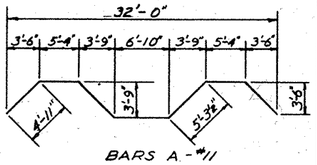




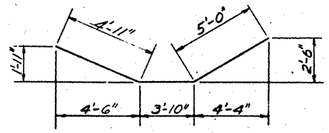
BARS Tn



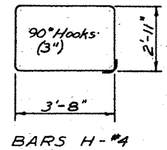
BARS S - #5



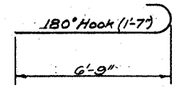
BARS A - #11



BARS M - #8



BARS H - #4

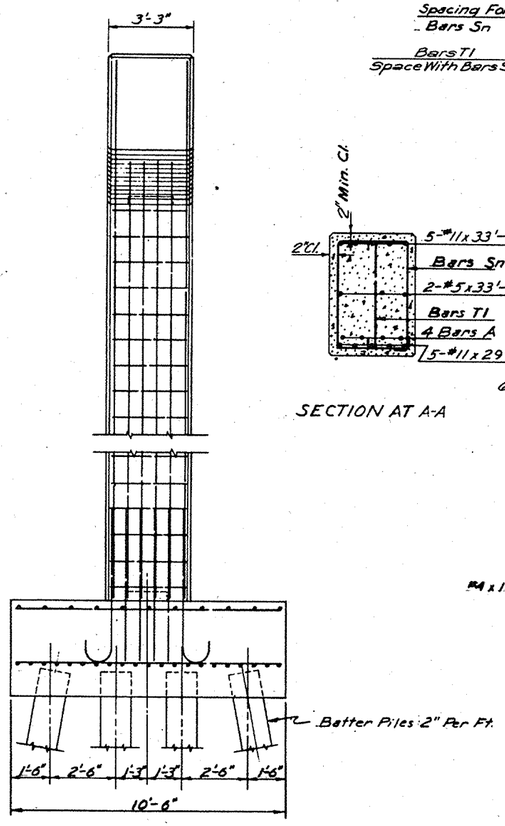


BARS D - #11

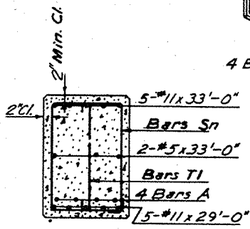
NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures," Prepared By Concrete Reinforcing Steel Institute.

BAR BENDING DETAILS
Dimensions Are Out To Out

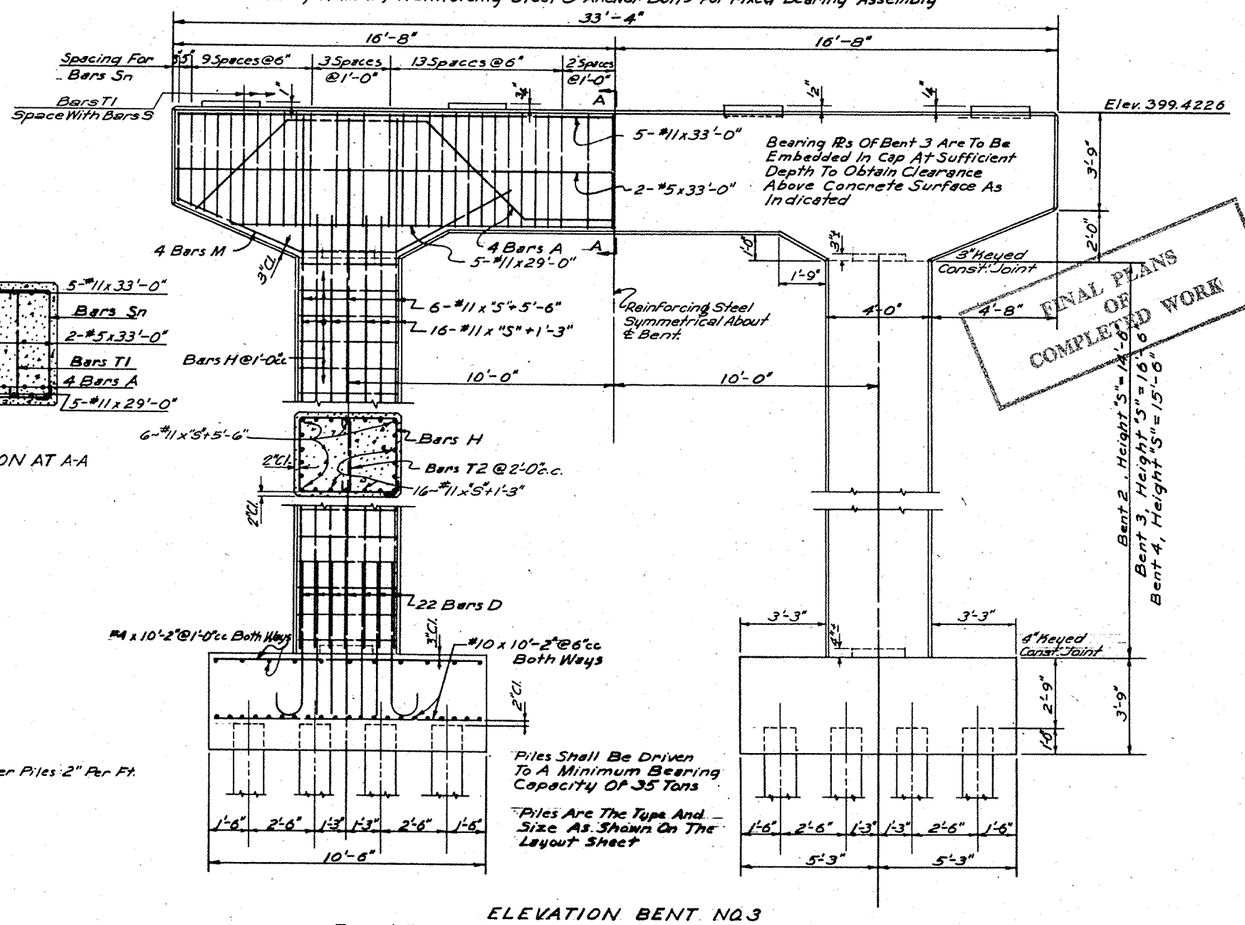
GENERAL NOTES:
All Concrete Shall Be Class "B".
All Exposed Edges Shall Be Chamfered ¾".
Placing Dimensions For Reinforcing Steel To Concrete Surfaces Are Clear Distances.



END ELEVATION



SECTION AT A-A



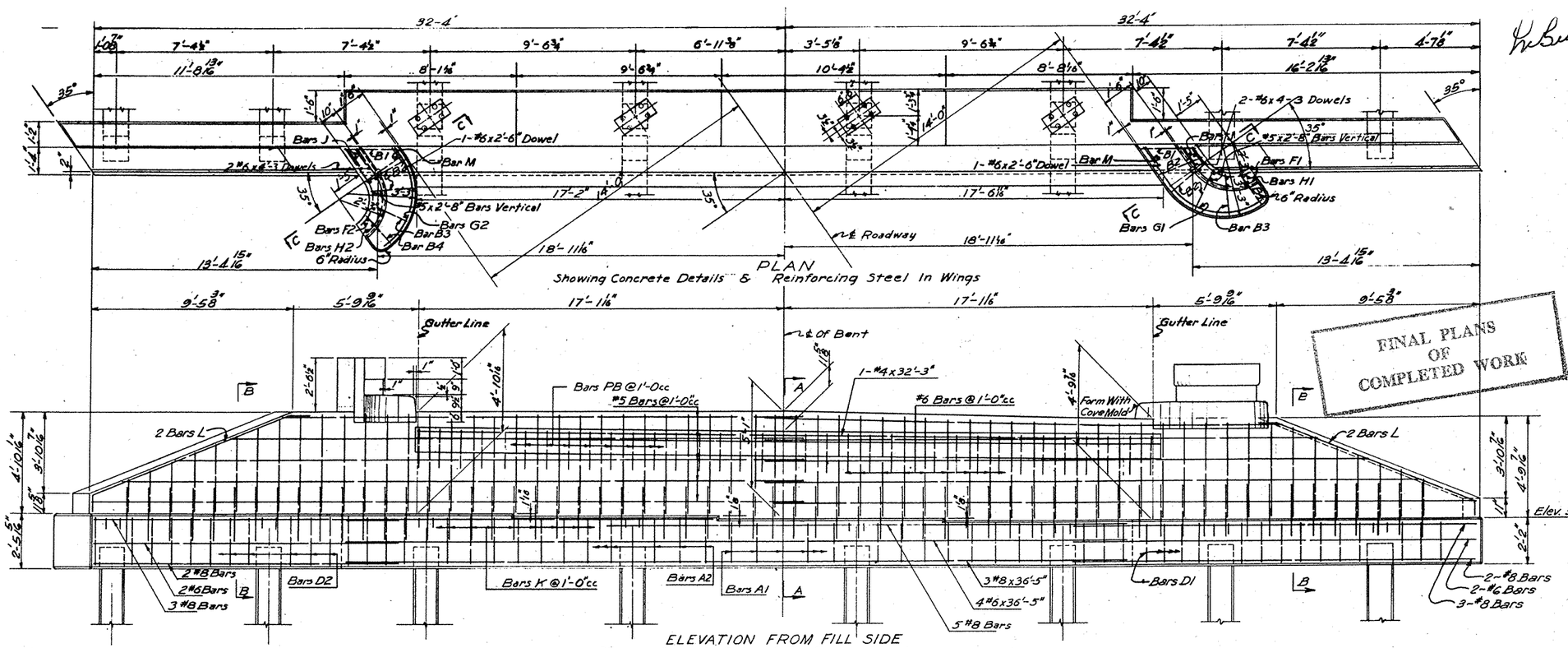
ELEVATION BENT NO. 3
Typical Except For Bearing Plates, Anchor Bolts & Steps On Cap

FINAL PLANS OF COMPLETED WORK

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 494+07.38
PARK DRIVE
INT. BENTS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED J.R.R.	ISSUED 7-1-58	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	C 2 OF B

BY
REVISIONS
DATE



MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 494 + 07.38

PARK DRIVE

END BENT NO. 1

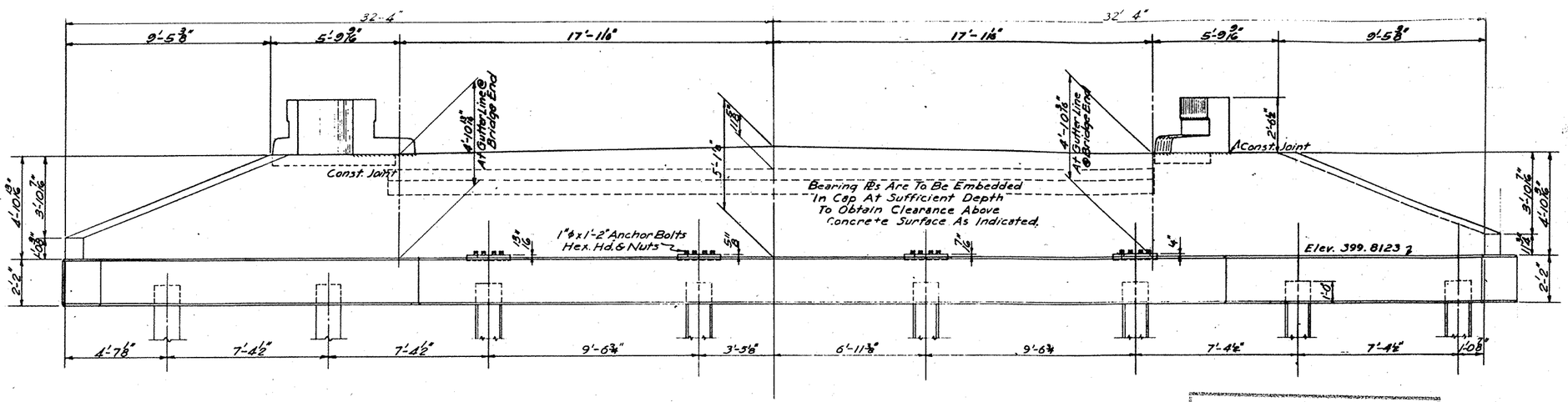
PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

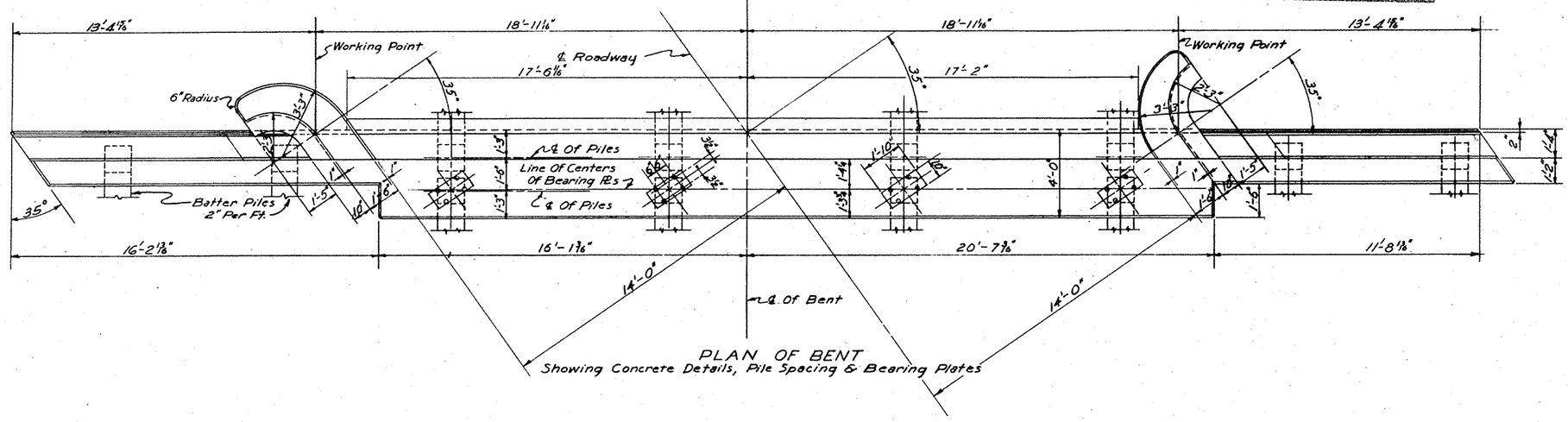
DETAILED	CHECKED J.R.R.	ISSUED 2-14-58	SHEET NUMBER
TRACED R.T.	DATE 2-3-58	DATE 2-3-58	C 3 OF 8

REVISIONS — BY — DATE



ELEVATION FROM BRIDGE SIDE
Showing Concrete Details, Pile Spacing & Bearing Plates

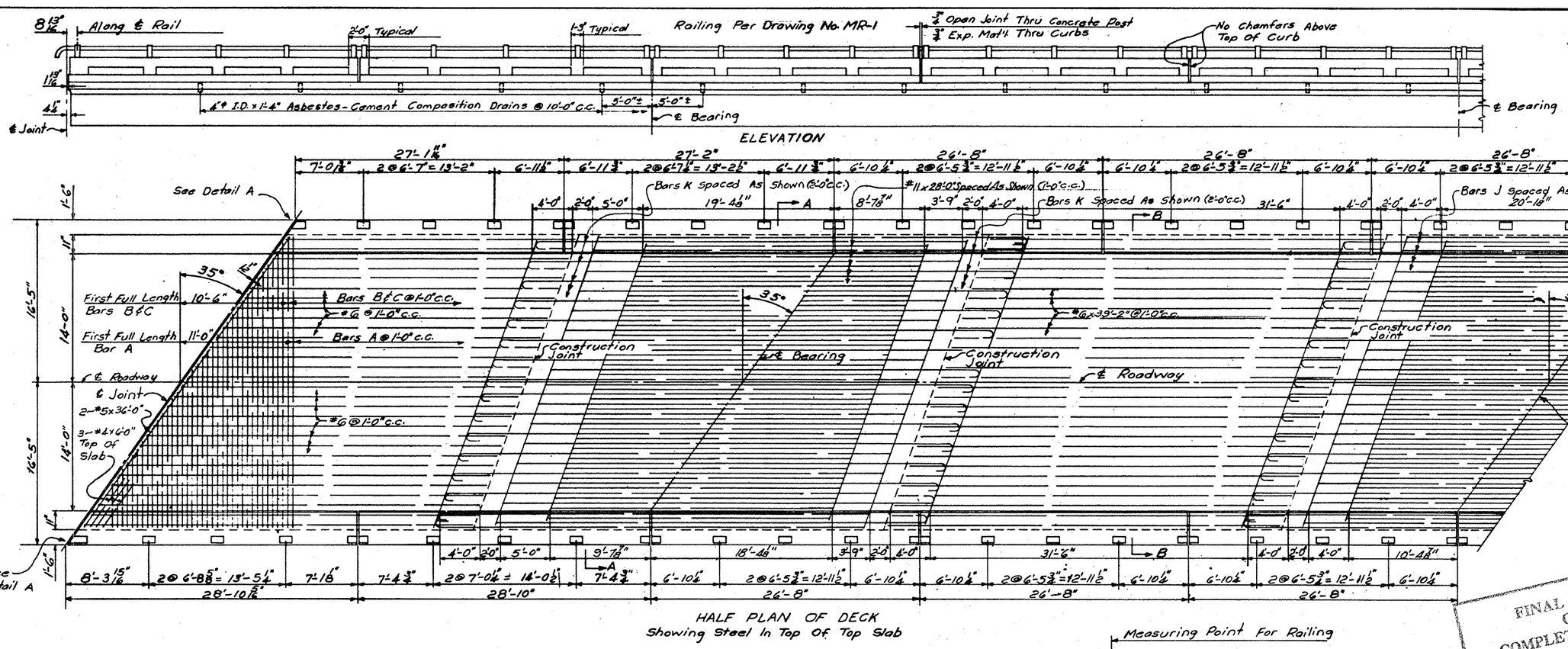
FINAL PLANS OF COMPLETED WORK



PLAN OF BENT
Showing Concrete Details, Pile Spacing & Bearing Plates

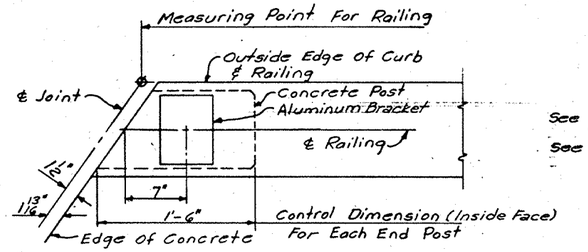
NOTE: All Typical Details Shall Be In Accordance With Bent No. 1 As Shown On Sheet No. C3. Reinforcing Steel Is Similar, Adapted As Required By Concrete Details Shown On This Sheet.

MISSISSIPPI STATE HIGHWAY DEPARTMENT	
UNDERPASS AT STA 494+07.38	
PARK DRIVE	
END BENT NO. 5	
PROJECT 1-091-1(6)	
PIKE COUNTY	
SUBMITTED BY _____ BRIDGE ENGINEER	
DETAILED RP / TRACED	CHECKED J.R.R. DATE 2-3-58 / ISSUED MHR DATE 2-3-58 / SHEET NUMBER C4 OF 8



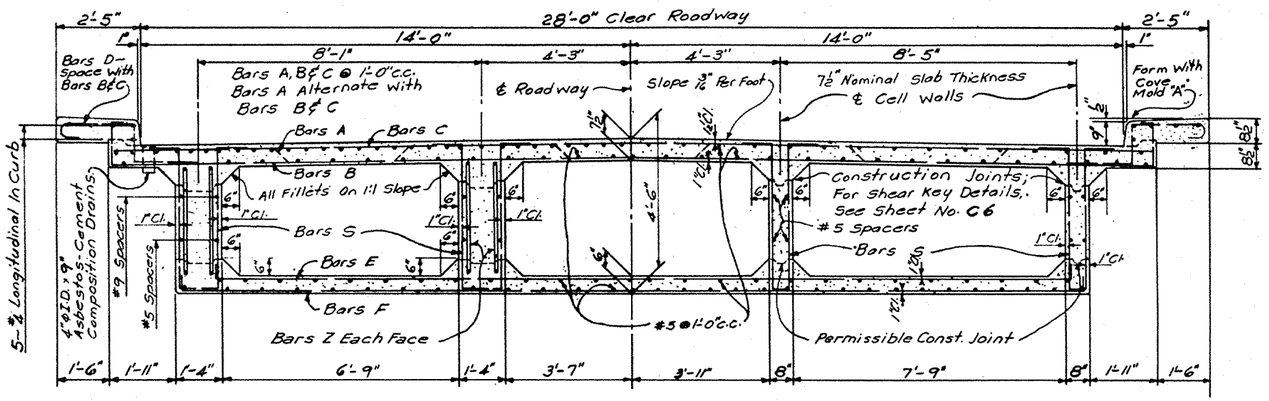
ELEVATION

HALF PLAN OF DECK
Showing Steel In Top Of Top Slab



DETAIL "A"

See BG-10 For Details Of Bearings, Cove Mold "A", Cove Mold "B", Crown At ℄ Roadway.
See Drawing No. MR-1 For Railing Details.



HALF CROSS SECTION A-A HALF CROSS SECTION B-B

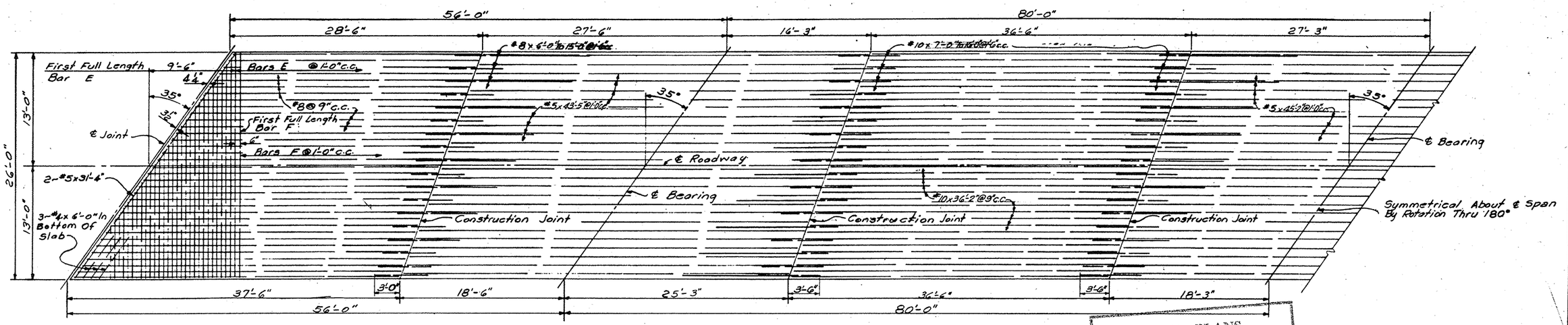
For Diaphragm Details See Sheet No. C7
For Additional Steel Details See Sheets No. C6 C7 & C8

FINAL PLANS OF COMPLETED WORK

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 494+07.38
PARK DRIVE
S PAN DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

BY	REVISIONS	DATE

DETAILED BDV	CHECKED JRR	ISSUED MAA	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	C5 OF 8

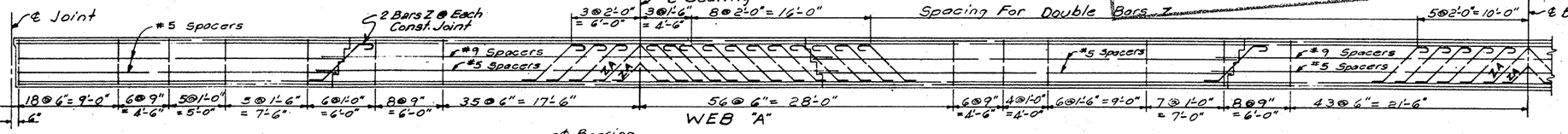


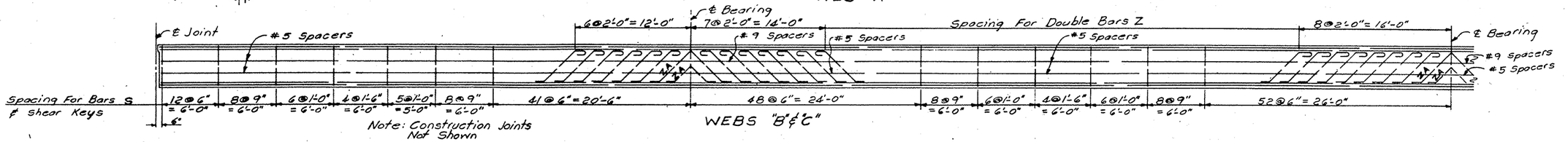
NOTE: Bars Shall Be Cut In Field As Required To Permit Installation Of Access Doors.

PART PLAN OF BOTTOM SLAB

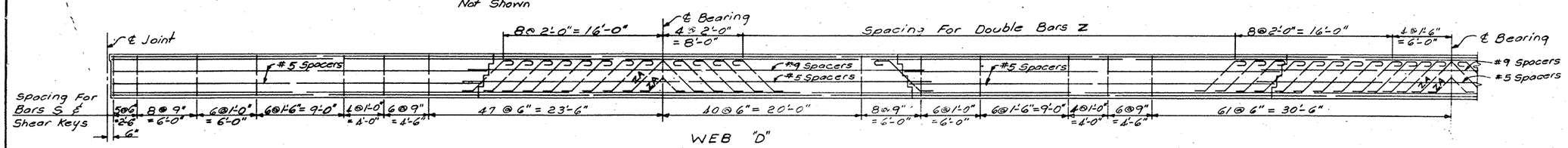
Showing Reinforcing In Bottom Of Bottom Slab For Reinforcing In Top Of Slab See Sheet No. C-8

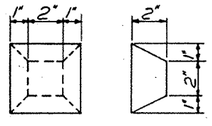
FINAL PLANS OF COMPLETED WORK



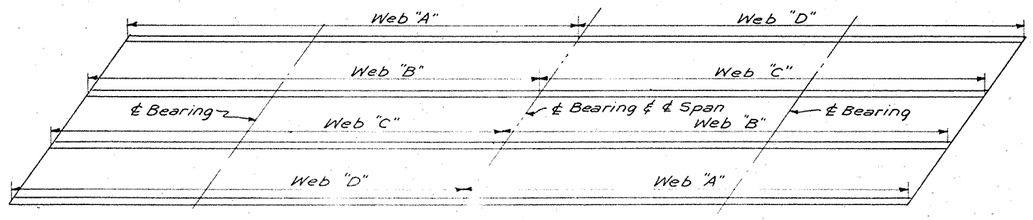


Note: Construction Joints Not Shown





PLAN END VIEW
SHEAR KEY DETAIL



PLACING DIAGRAM FOR BARS Z

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 494+07.38

PARK DRIVE

S PAN DETAILS

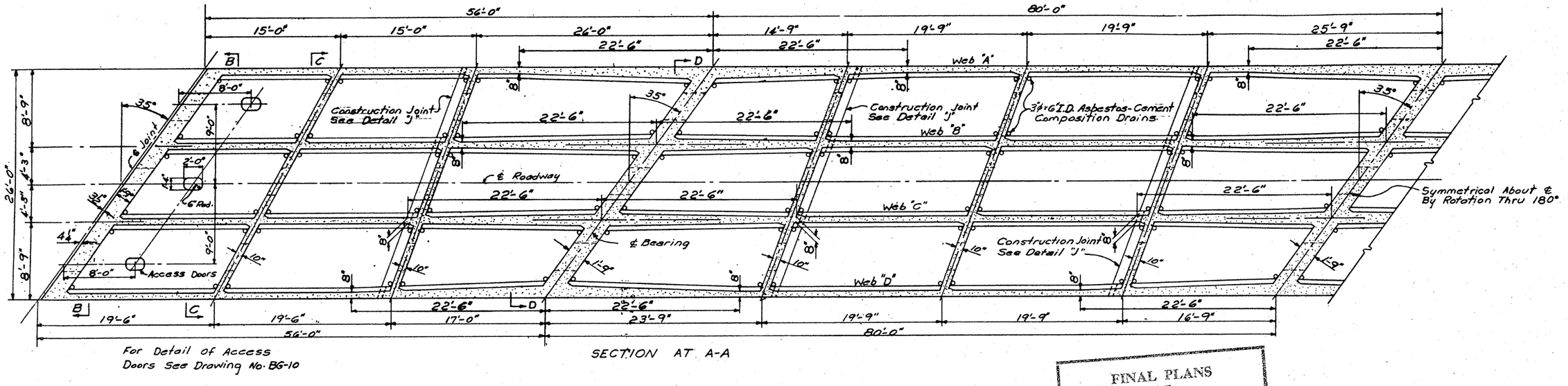
PROJECT 1-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

REVISIONS BY DATE

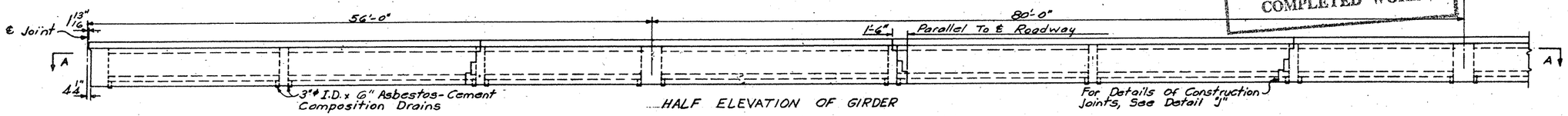
DETAILED B.D.V.	CHECKED J.R.R.	ISSUED 2-4-58	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	C6 OF 8



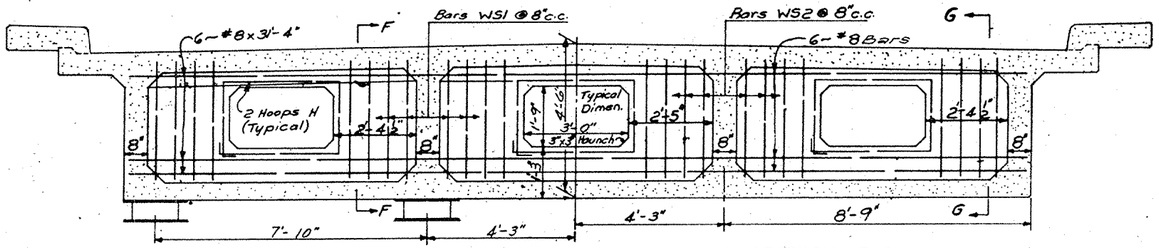
For Detail of Access Doors See Drawing No. BG-10

SECTION AT A-A

FINAL PLANS OF COMPLETED WORK



HALF ELEVATION OF GIRDER



HALF SECTION B-B

HALF SECTION C-C

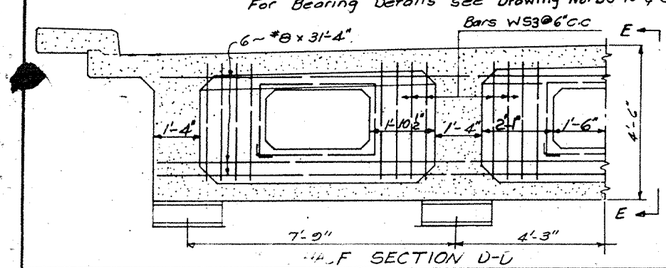
For Bearing Details see Drawing No. BG-10 & Sheets Nos. C2, C3 & C4.

DETAIL J

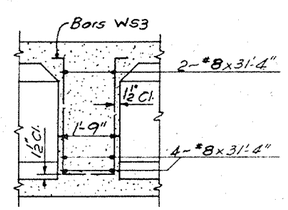
Note: 6" Steps Are Parallel To ℄ Rdwy.

DETAIL OF GIRDER FLARE

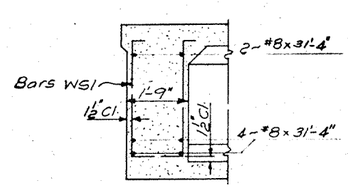
Drawn For Wall Thickness At Int. Bents. Other Locations Similar



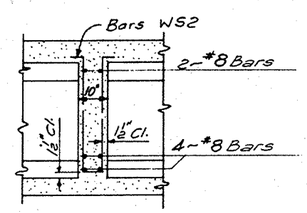
SECTION D-D



SECTION E-E



SECTION F-F



SECTION G-G

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 494+07.38

PARK DRIVE

S PAN DETAILS

PROJECT I-091-1(6)

PIKE COUNTY

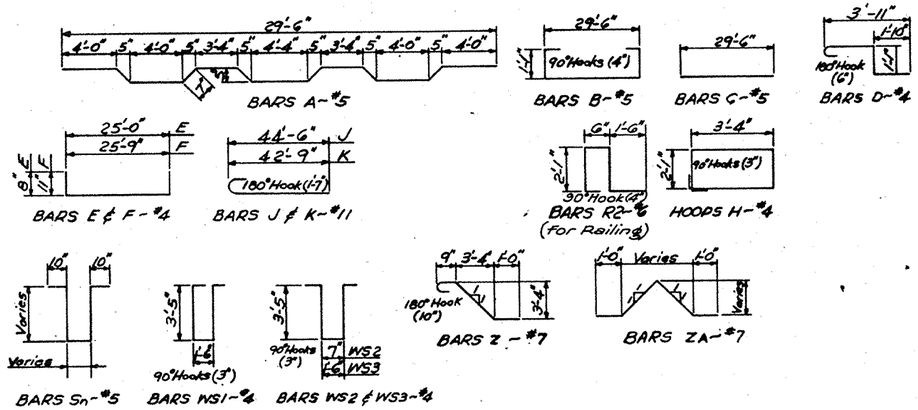
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED B.D.V.	CHECKED J.R.R.	ISSUED 2-4-58	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	C7 OF 8

BY

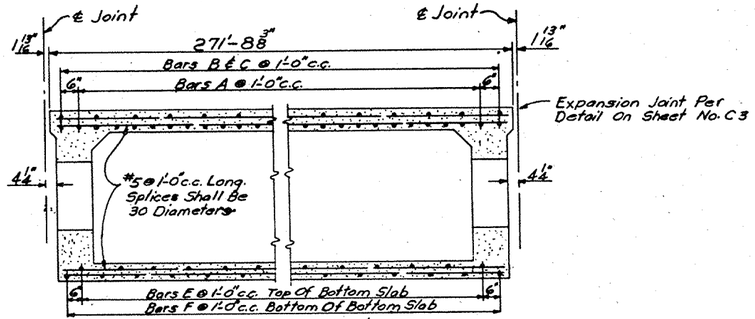
REVISIONS

DATE



NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures", Prepared By Concrete Reinforcing Steel Institute.

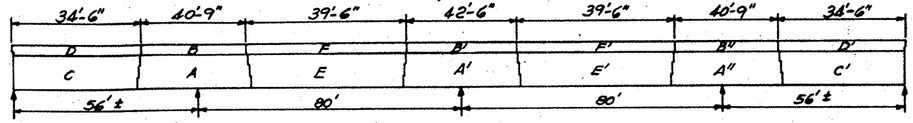
BAR BENDING DETAILS
Dimensions Are Out To Out



LONGITUDINAL SECTION AT ℄ CELL

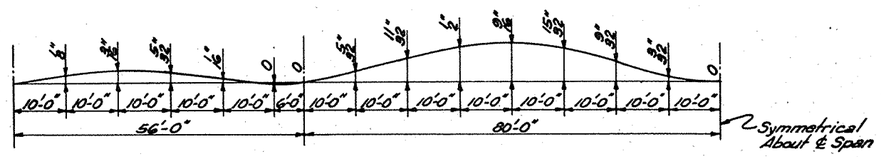
NOTE: For Longitudinal Reinforcing In Top Of Top Slab See Sheet No. C5. Bottom Of Bottom Slab Per Sheet No. C6.

Note: Dimensions Are Along ℄ Roadway



POURING SCHEDULE

FINAL PLANS
OF
COMPLETED WORK

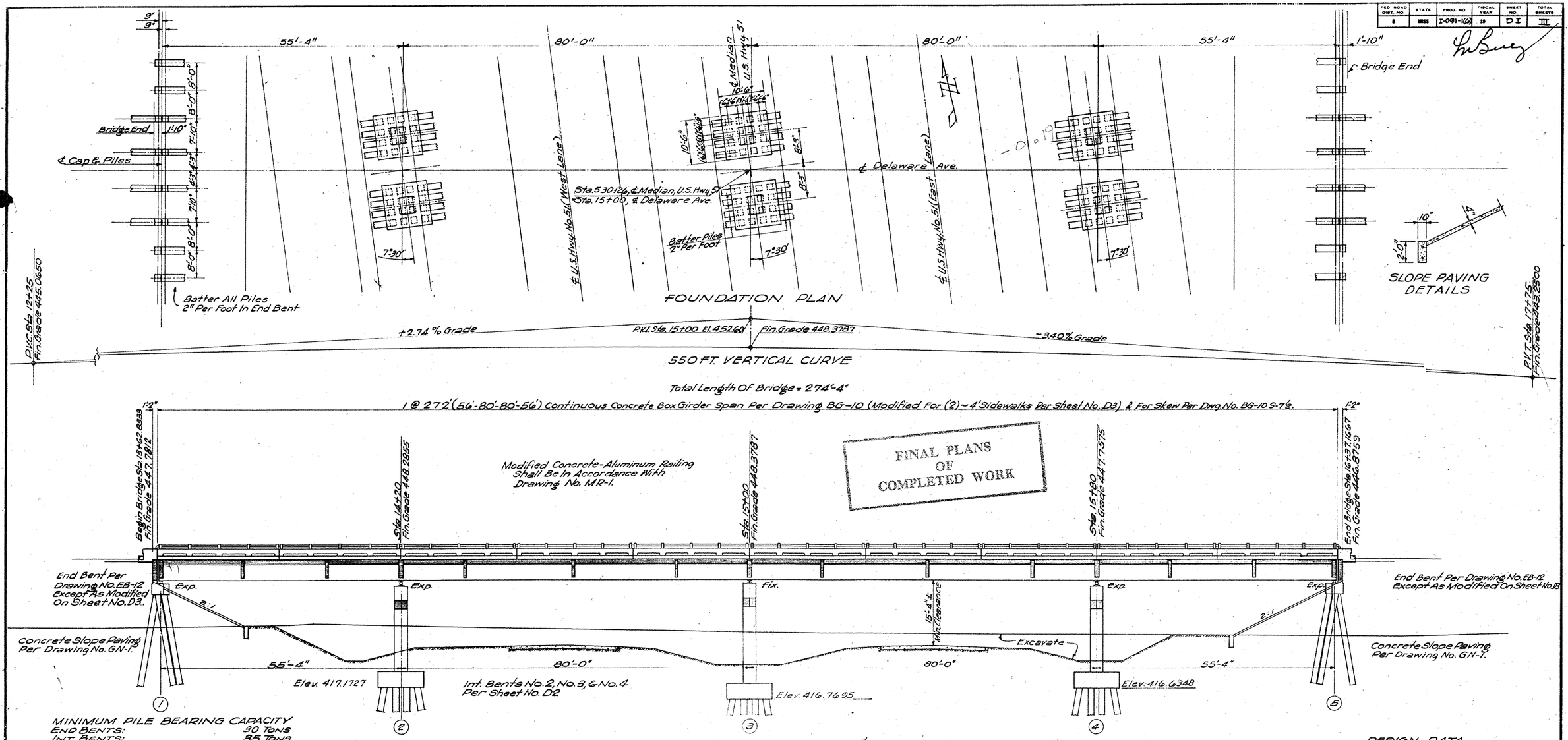


DEAD LOAD CAMBER DIAGRAM
This Diagram Is For 0.00% Grade And Should Be Adjusted For Vertical Curve Where Required By Grade.

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 494+07.38
PARK DRIVE
SPAN DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

REVISIONS BY	DATE	DETAILED B.D.V. TRACED	CHECKED J.R.R. DATE 2-3-58	ISSUED DATE 2-3-58	SHEET NUMBER C8 OF 8

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	19	D1	III



ELEVATION — WITH PROFILE ON ℄ ROADWAY
Scale: 1/8" = 1'-0"

MINIMUM PILE BEARING CAPACITY
END BENTS: 30 TONS
INT. BENTS: 35 TONS

FINAL QUANTITIES

ESTIMATED QUANTITIES

Location \ Item	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing Conc-Alum. Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Concrete Slope Paving Cu. Yds.
272 Ft. Continuous Span	573.97	161,320	544					
End Bents	61.00	9,400		960				32
Int. Bents	188.03	41,580		2,350	2	1	228	
Totals	823.00	210,300	544	3,310	2	1	228	32
TOTALS	812.08	211,464.0	544	3,660.0	2	0	543.30	29.20

For GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See DRAWING NO. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 35 Tons And A Minimum Penetration Of 25 Feet In Bents 2 & 4.

CONCRETE PILES Shall Be In Accordance With Pile Notes II Or III On Drawing No. GN-1.

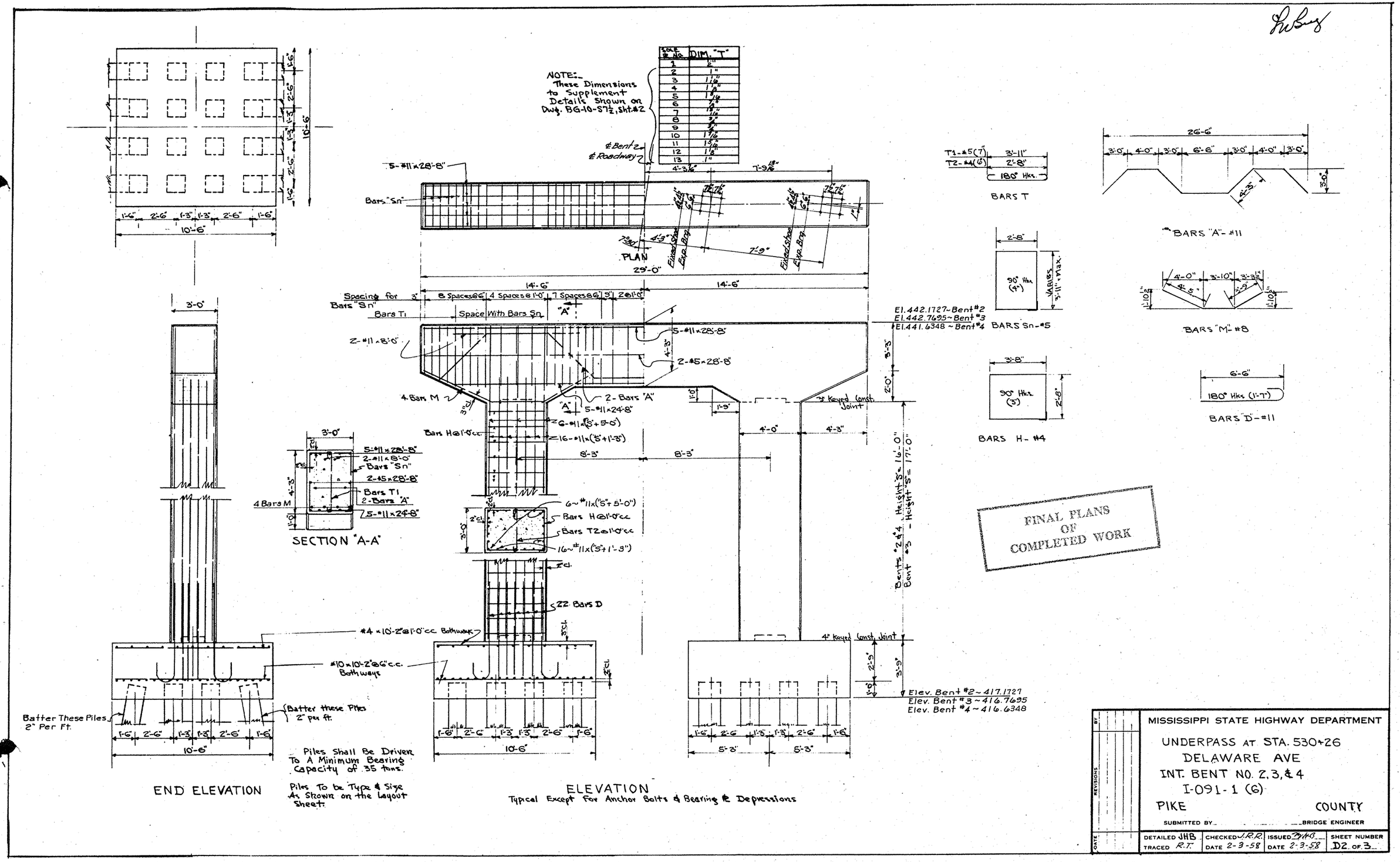
DESIGN DATA
Specifications: AASHO 1953
Loading: H 20-S16-44
Roadway Width: 28Ft. With 2-4Ft. Sidewalks.

Drawings Required: BG-10, BG-10-S7½, EB-12, CP-10, CP.20, GN-1, MR-1.

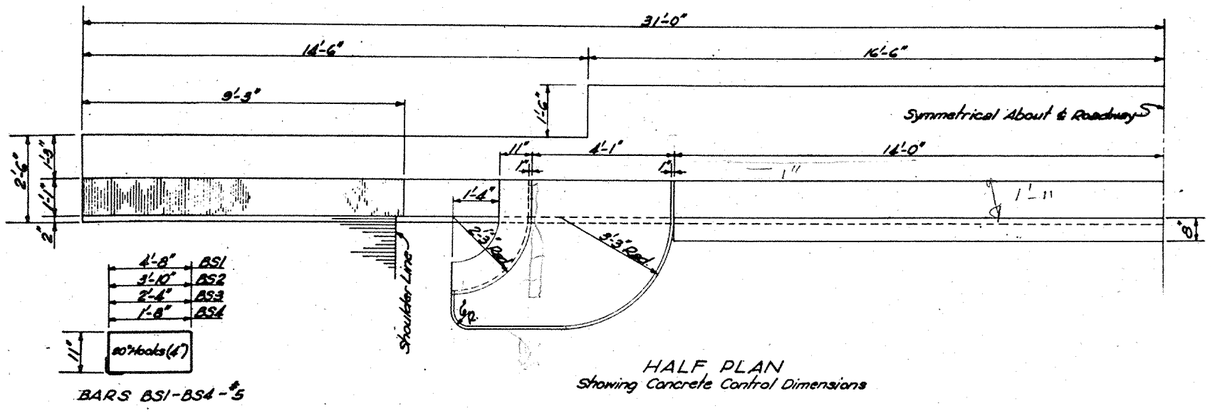
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 530+26
DELAWARE AVE., OVER U.S. 51
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

BY	REVISIONS	DATE

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED J.D.C.	DATE 2-3-58	DATE 2-3-58	D1 OF 3

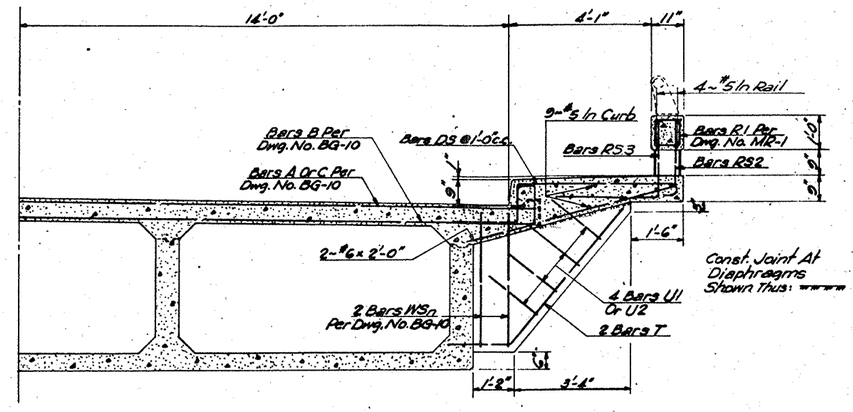


NOTE:- These Dimensions to Supplement Details Shown on Dwg. BG-10-S7½, Sht.#2
SOLE # No. | DIM. "T"
1 | 2"
2 | 1"
3 | 1 1/16"
4 | 1 1/8"
5 | 1 3/16"
6 | 1 1/4"
7 | 1 5/16"
8 | 3/4"
9 | 3/4"
10 | 1 7/16"
11 | 1 5/16"
12 | 1 1/8"
13 | 1"
℄ Bent 2
℄ Roadway
PLAN
29'-0"
14'-6"
14'-6"
Spacing for Bars "Sn"
Bars T1
Space With Bars Sn
8 Spaces @ 6"
4 Spaces @ 1'-0"
7 Spaces @ 6"
2 @ 1'-0"
5-#11 x 28'-8"
2-#11 x 8'-0"
2-#5 x 28'-8"
4 Bars M
2-Bars "A"
5-#11 x 24'-8"
6-#11 x (5'+5'-0")
16-#11 x (5'+1'-3")
Bars H @ 1'-0" c.c.
3" Keyed Const. Joint
4" Keyed Const. Joint
8'-3"
8'-3"
4'-0"
4'-3"
Bents #2 & 4 Height "S" = 16'-0"
Bent #3 - Height "S" = 17'-0"
6~#11 x (5"+5'-0")
Bars H @ 1'-0" c.c.
Bars T2 @ 1'-0" c.c.
16~#11 x (5"+1'-3")
22 Bars D
#4 x 10'-2" @ 1'-0" c.c. Bothways
#10 x 10'-2" @ 6" c.c. Bothways
Elev. Bent #2 ~ 417.1727
Elev. Bent #3 ~ 416.7695
Elev. Bent #4 ~ 416.6348
El. 442.1727 ~ Bent #2
El. 442.7695 ~ Bent #3
El. 441.6348 ~ Bent #4
Bars "Sn"
Bars T1
2-Bars "A"
5-#11 x 24'-8"
4 Bars M
SECTION "A-A"
Batter These Piles 2" Per Ft.
Batter these Piles 2" per ft.
10'-6"
5'-3"
5'-3"
END ELEVATION
Piles Shall Be Driven To A Minimum Bearing Capacity of 35 tons.
Piles To be Type & Size As Shown on the Layout Sheet.
ELEVATION
Typical Except For Anchor Bolts & Bearing ℄ Depressions
T1-#5 (7)
T2-#4 (6)
3'-11"
2'-8"
180° Hks.
BARS T
90° Hks. (4")
VARIES 3'-11" Max.
BARS Sn-#5
90° Hks. (3")
BARS H-#4
26'-6"
BARS "A"-#11
BARS "M"-#8
180° Hks (1'-7")
BARS "D"-#11
FINAL PLANS OF COMPLETED WORK
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 530+26
DELAWARE AVE
INT. BENT NO. 2, 3, & 4
I-091-1 (6)
PIKE COUNTY
SUBMITTED BY BRIDGE ENGINEER
DETAILED JHB
TRACED R.T.
CHECKED J.R.R.
DATE 2-3-58
ISSUED
DATE 2-3-58
SHEET NUMBER D2 OF 3
REVISIONS
DATE
BY

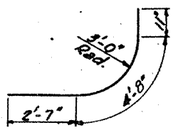


BARS BS1-BS4 - #5

HALF PLAN
Showing Concrete Control Dimensions

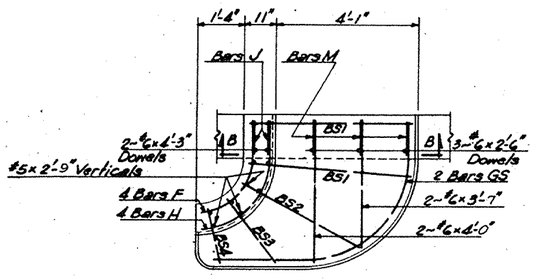


HALF SECTION OF BOX GIRDER
Showing Concrete & Reinforcing Steel Control Dimensions
NOTE: Sidewalk Brackets Occur At Each Webwall (Diaphragm). Bracket Thickness Shall Be The Same As The Diaphragm Thickness At That Point.

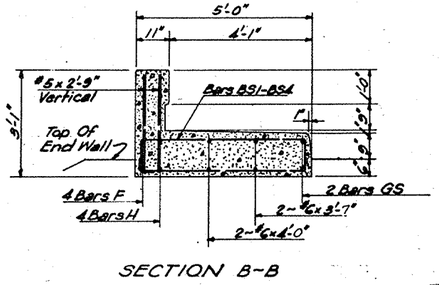


BARS GS-#6

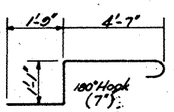
BAR MODIFICATIONS



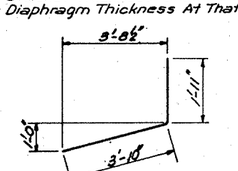
PLAN OF END POST



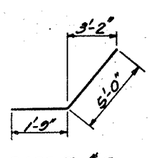
SECTION B-B



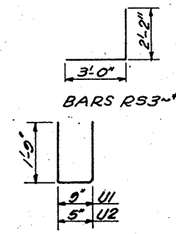
BARS DS-#5



BARS RS2-#6



BARS T-#8

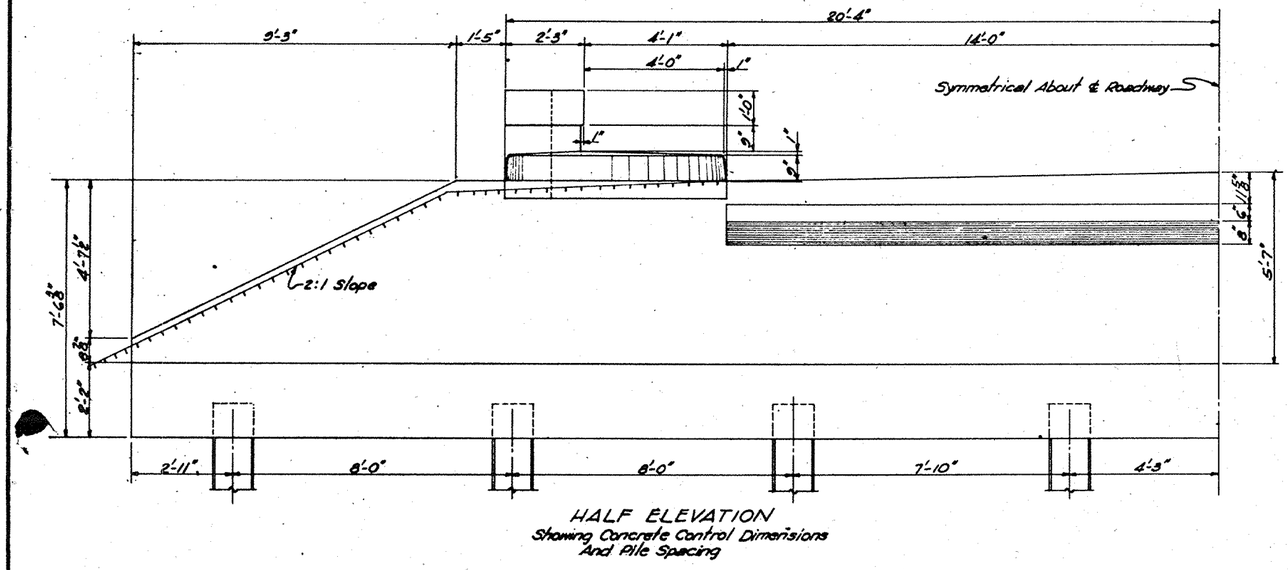


BARS R33-#6

BARS U1 & U2-#4

FINAL PLANS OF COMPLETED WORK

GENERAL NOTES:
All End Bent Details, General Notes & Typical Dimensions Shall Be In Accordance With Drawing No. EB-12, Except Those Details Specifically Modified, Or Added To, On This Sheet.
All Span Details, General Notes & Typical Dimensions Shall Be In Accordance With Drawings Nos. BG-10, BG-10.5-7½ And MR-1, Except As Specifically Modified, Or Added To, On This Sheet.



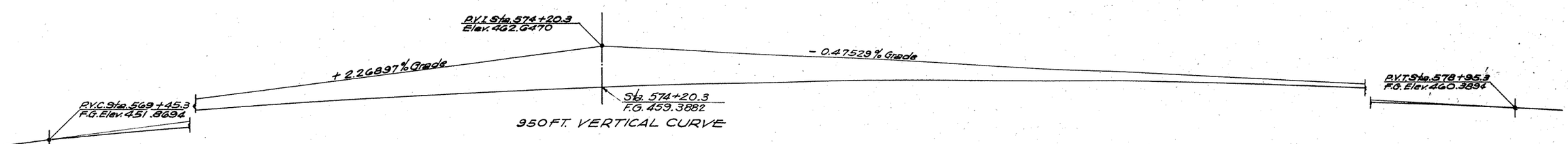
HALF ELEVATION
Showing Concrete Control Dimensions And Pile Spacing

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 530+26
END BENT, SIDEWALK AND RAILING MODIFICATIONS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

BY	REVISIONS	DATE

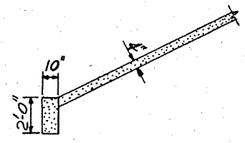
DETAILED J.R.R. CHECKED B.D.V. ISSUED 7-14-9
TRACED J.R.R. DATE 2-3-58 DATE 2-3-58
SHEET NUMBER 09 OF 3

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	59	E1	11



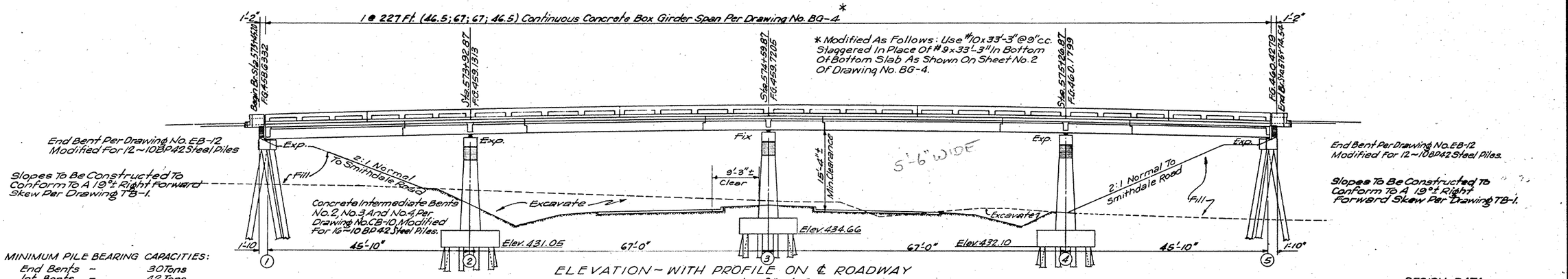
950 FT. VERTICAL CURVE

FINAL PLANS OF COMPLETED WORK



SLOPE PAVING DETAILS

Total Length Of Bridge = 229'-4"



ELEVATION - WITH PROFILE ON ℄ ROADWAY

Scale: $\frac{3}{32}$" = 1'-0"

MINIMUM PILE BEARING CAPACITIES:

End Bents -	30 Tons
Int. Bents -	42 Tons

DESIGN DATA
Specifications - A.A.S.H.O. 1953
Loading - H20-S16-44 Mod. for Tandem 24,000# Axles
Roadway Width - 28 Feet

Drawing Nos. Req'd.: *BG-4, CB-10, EB-12, TB-1.

FOR GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 45 Tons And A Minimum Penetration Of 30 Feet In Bents No. 2 & 4.

STEEL PILES Shall Be In Accordance With Pile Note I On Drawing No. GN-1.

FINAL QUANTITIES

~~ESTIMATED~~ ~~QUANTITIES~~

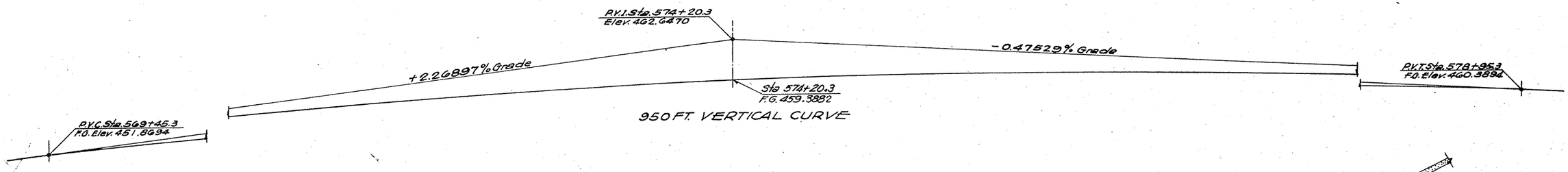
Item / Location	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing (Concrete) Lin. Ft.	10BP42 Steel Piling Lin. Ft.		10BP42 Steel Test Piles Units	Loading Tests Units	Conc. Slope Paving Cu. Yds.	Bridge Excavation Cu. Yds.	10-BP-42 Steel Pile Cut-off Lin. Ft.
Cont. Box Gdr. Span	365.70	106,645	454							
End Bents	~~49.00~~	~~6,045~~		1200				50		
Int. Bents	~~141.00~~	33,900		1380		2	1		220	
~~Totals~~	555.70	146,610	454	2580		2	1	50	220	
TOTALS	566.51	140,360.5	454	3793.5		2	1	37.2	276.10	9.0

MISSISSIPPI STATE HIGHWAY DEPARTMENT
OVERPASS AT SMITHDALE ROAD
RIGHT LANE STA. 573+45.20
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
J.D.C.	J.R.R.	2-3-58	E1 OF 2
TRACED J.D.C.	DATE 2-3-58	DATE 2-3-58	

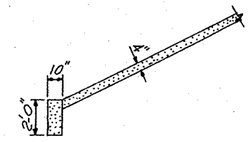
REVISIONS — BY — DATE

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	19	E II	III



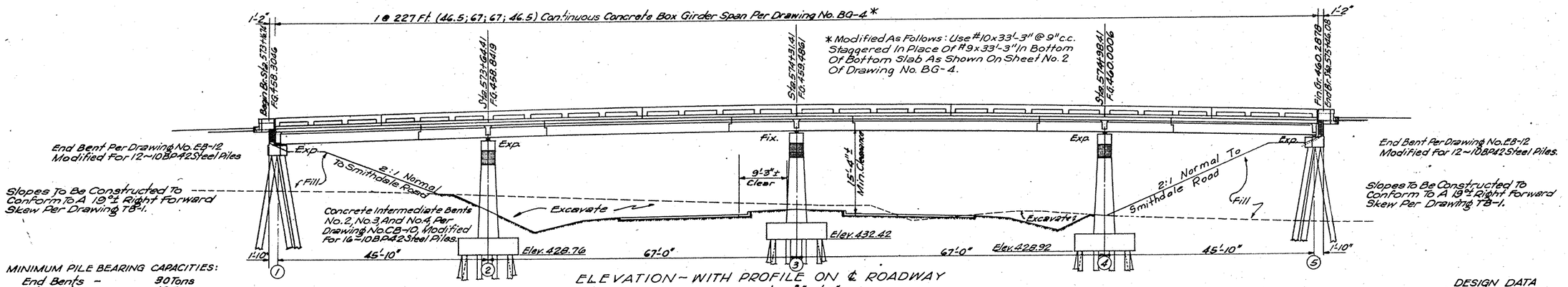
950 FT. VERTICAL CURVE

FINAL PLANS OF COMPLETED WORK



SLOPE PAVING DETAILS

Total Length Of Bridge = 229'-4"



* Modified As Follows: Use #10x33'-3" @ 9" c.c. Staggered In Place Of #9x33'-3" In Bottom Of Bottom Slab As Shown On Sheet No. 2 Of Drawing No. BG-4.

ELEVATION - WITH PROFILE ON ℄ ROADWAY
Scale: 3/32" = 1'-0"

MINIMUM PILE BEARING CAPACITIES:
End Bents - 30 Tons
Int. Bents - 42 Tons

FOR GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See DRAWING No. GN-1.

DESIGN DATA
Specifications - A.A.S.H.O. 1953
Loading - H20-S16-44 Mod. For Tandem 24,000# Axles
Roadway Width 28 Feet

Drawing Nos. Req'd.*: BG-4, CB-10, EB-12, TB-1.

FINAL QUANTITIES

~~ESTIMATED QUANTITIES~~

Item / Location	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing (Concrete) Lin. Ft.	10BP42 Steel Piling Lin. Ft.		10BP42 Steel Test Piles Units	Loading Tests Units	Conc. Slope Paving Cu. Yds.	Bridge Excavation Cu. Yds.	10-BP-42 Steel Pile Cut-off Lin. Ft.
Cont. Box Gdr. Span	365.65	106,645	454							
End Bents	49.00	6,065		1200						
Int. Bents	147.35	35,030		1380		2	1	50	260	
Totals	562.00	147,740	454	2580		2	1	50	260	
TOTALS	572.61	150,548.8	454	3854		2	1	43.60	276.40	92.5

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 45 Tons And A Minimum Penetration Of 30 Feet In Bents No. 2 & 4.

STEEL PILES Shall Be In Accordance With Pile Note I On Drawing No. GN-1.

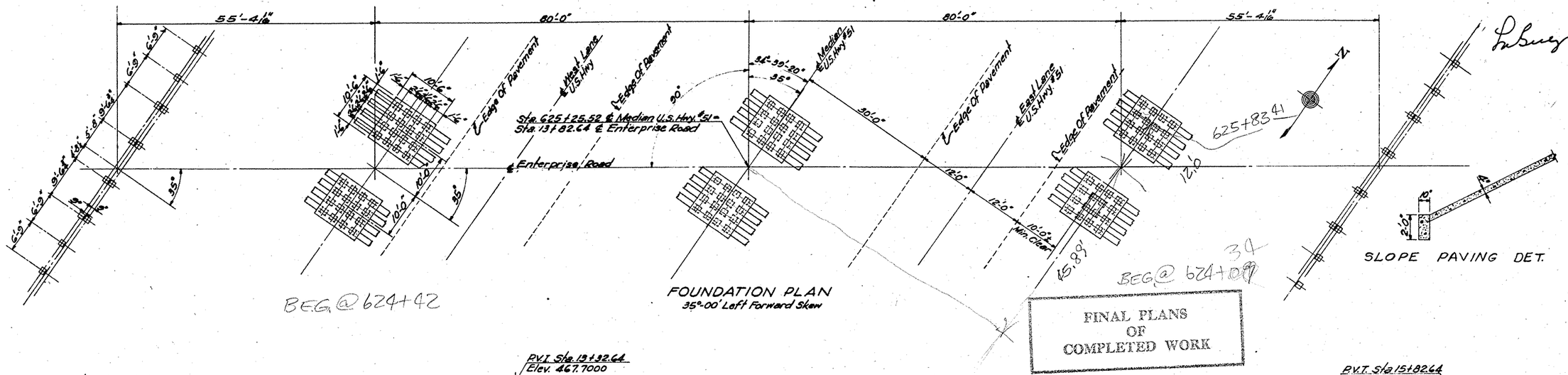
MISSISSIPPI STATE HIGHWAY DEPARTMENT
OVERPASS AT SMITHDALE ROAD
LEFT LANE STA. 573+16.74

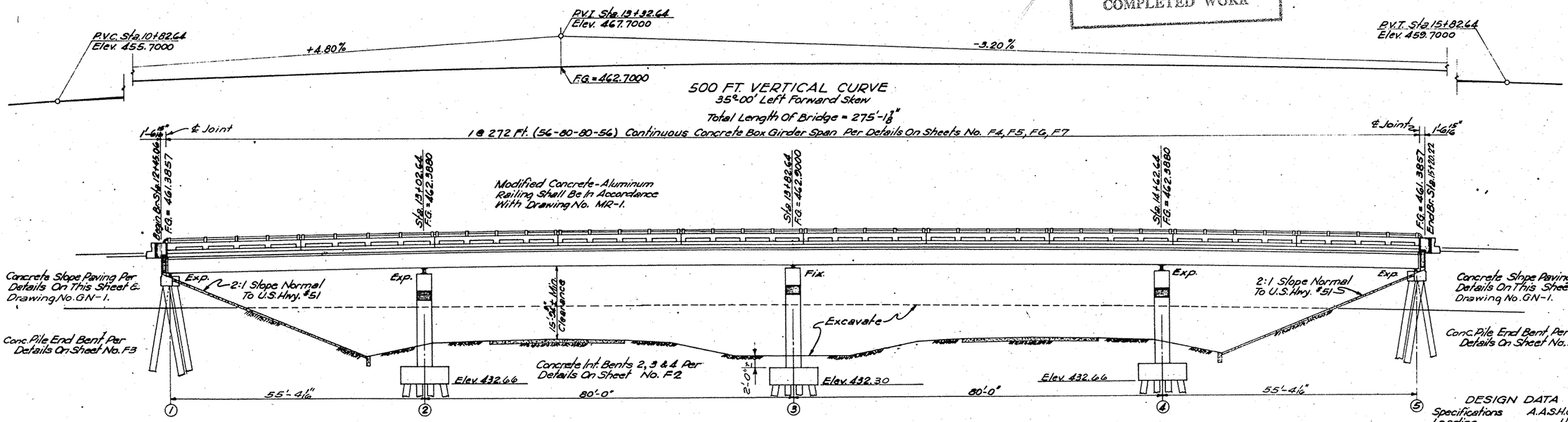
PROJECT I-091-1(6)

PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED J.D.C.	CHECKED J.R.R.	ISSUED M.A.B.	SHEET NUMBER
TRACED J.D.C.	DATE 2-3-58	DATE 2-3-58	E2 OF 2

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS.	I-091-1(6)		F1	31





ELEVATION ~ WITH PROFILE ON ℄ ROADWAY
Scale: 3/32" = 1'-0"

MINIMUM PILE BEARING CAPACITIES:
INT. BENTS 35 TONS
END BENTS 30 TONS

FINAL QUANTITIES

Item / Location	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing Conc.-Aluminum Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Conc. Slope Paving Cu. Yds.	14" Concrete Pile Cut-off Lin. Ft.
Cont. Conc. Span	536.82	163,930	544						
End Bents	71.16	8,720		910					
Int. Bents	184.92	42,440		2,350	2	1	321	52	
~~Totals~~	792.90	215,090	544	3,260	2	1	321	52	
Totals	794.35	223,490	544	3,302.5	2	0	660.40	54.40	7.5

FOR GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 35 Tons And A Minimum Penetration Of 25 Feet In Bents No. 2 & 4.

CONCRETE PILES Shall Be In Accordance With Pile Notes II Or III On Drawing No GN-1.

DESIGN DATA
Specifications A.A.S.H.O. 1953
Loading H20-44.
26 Ft. Roadway

Drawing Nos. Required: MR-1, BG-10, CP-10, CP-20

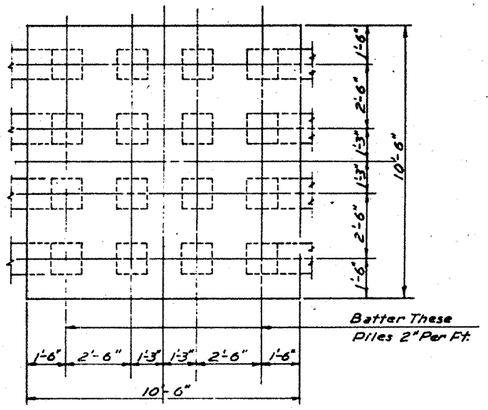
REVISIONS BY DATE

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 625+25.52
ENTERPRISE ROAD

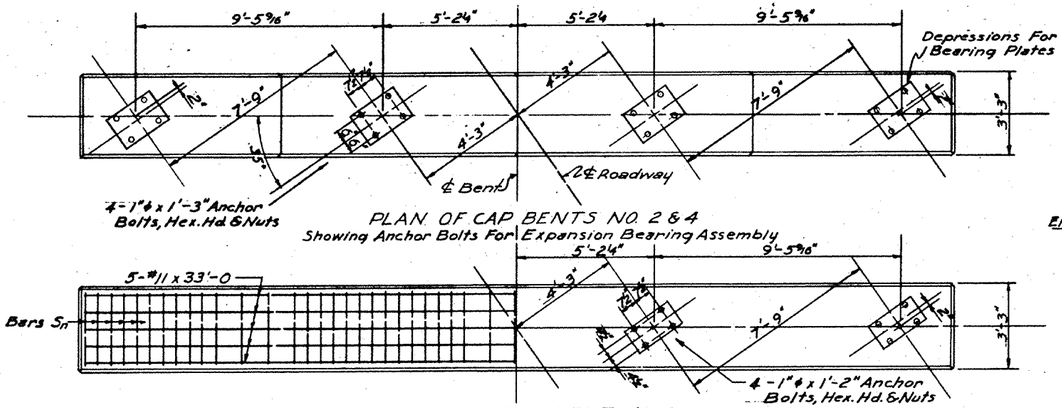
PROJECT I-091-1(6)

PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED J.R.R.	CHECKED B.D.V.	ISSUED 2-3-58	SHEET NUMBER
TRACED J.R.R.	DATE 2-3-58	DATE 2-3-58	F1 OF T 31

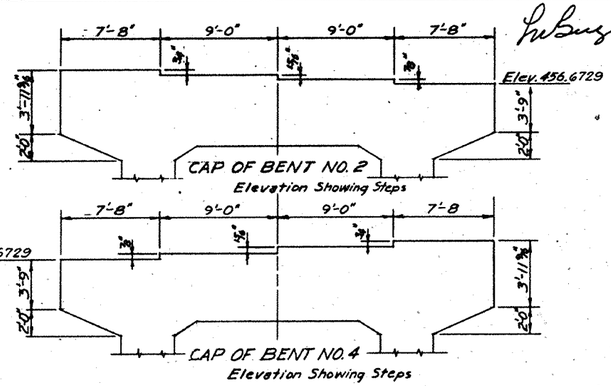


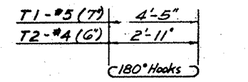
FOOTING PLAN



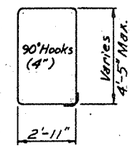
PLAN OF CAP BENTS NO. 2 & 4
Showing Anchor Bolts For Expansion Bearing Assembly

PLAN OF CAP BENT NO. 3
Showing Auxiliary Reinforcing Steel & Anchor Bolts For Fixed Bearing Assembly

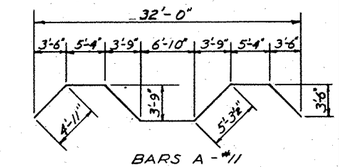




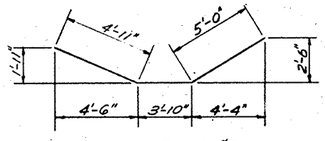
BARS Tn



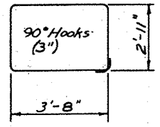
BARS S - #5



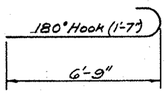
BARS A - #11



BARS M - #8



BARS H - #4

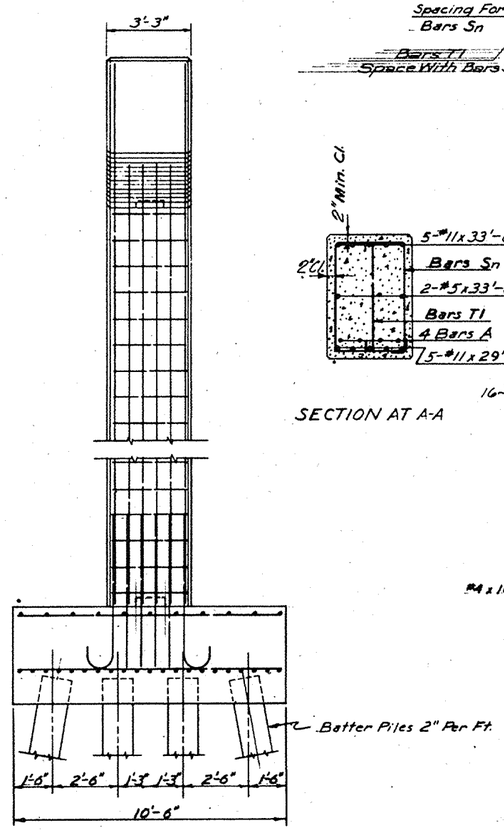


BARS D - #11

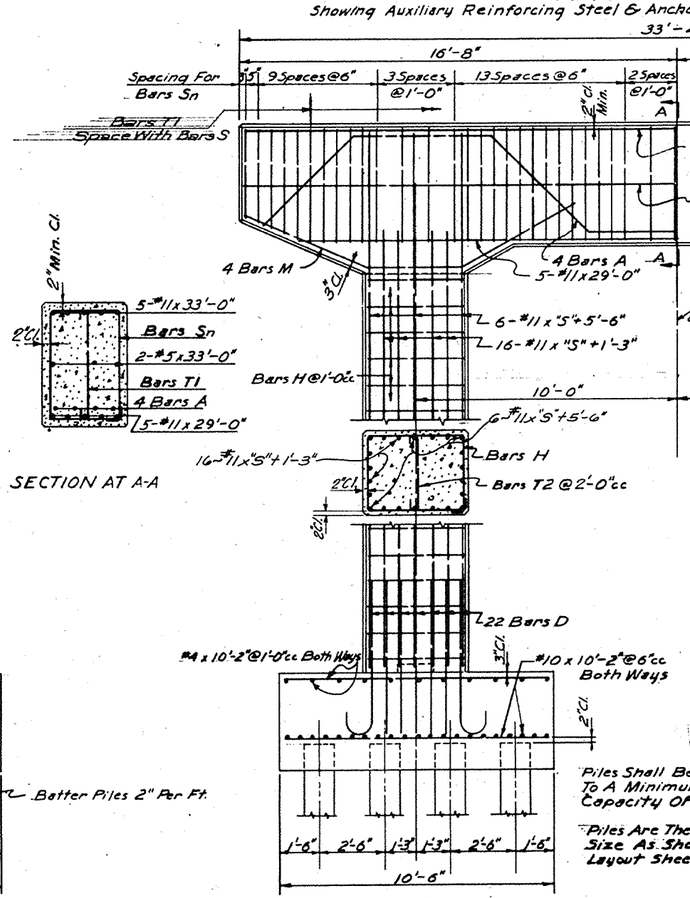
NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures," Prepared By Concrete Reinforcing Steel Institute.

BAR BENDING DETAILS
Dimensions Are Out To Out

GENERAL NOTES:
All Concrete Shall Be Class "B".
All Exposed Edges Shall Be Chamfered ¾".
Placing Dimensions For Reinforcing Steel To Concrete Surfaces Are Clear Distances.

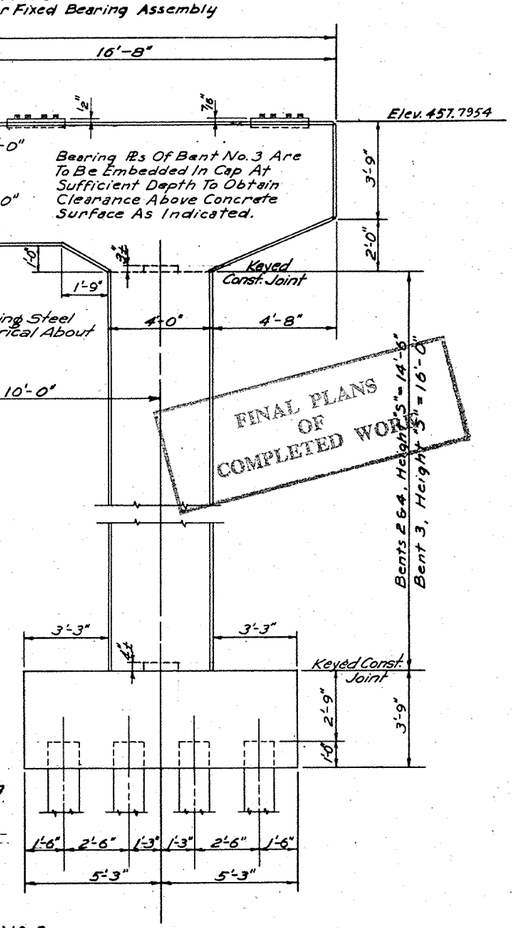


END ELEVATION



SECTION AT A-A

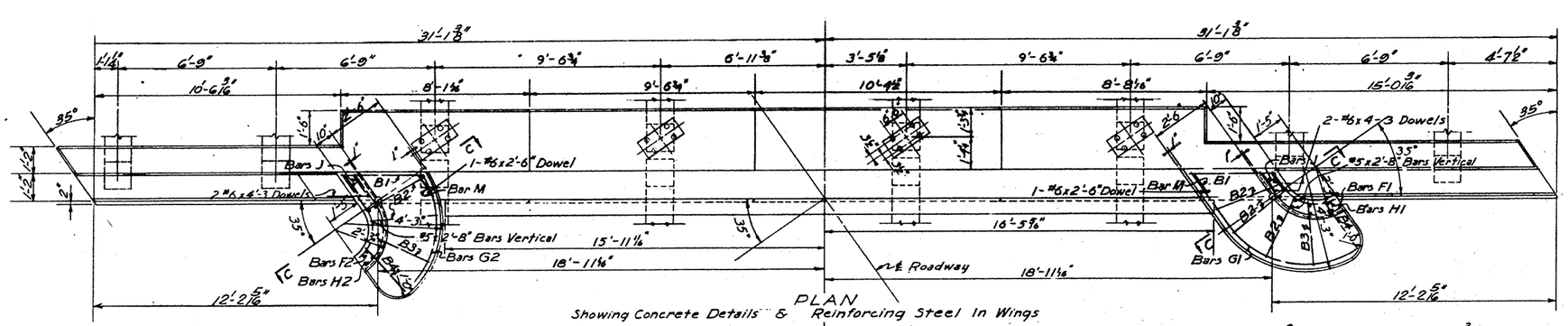
ELEVATION BENT NO. 3
Typical Except For Anchor Bolts & Steps On Cap



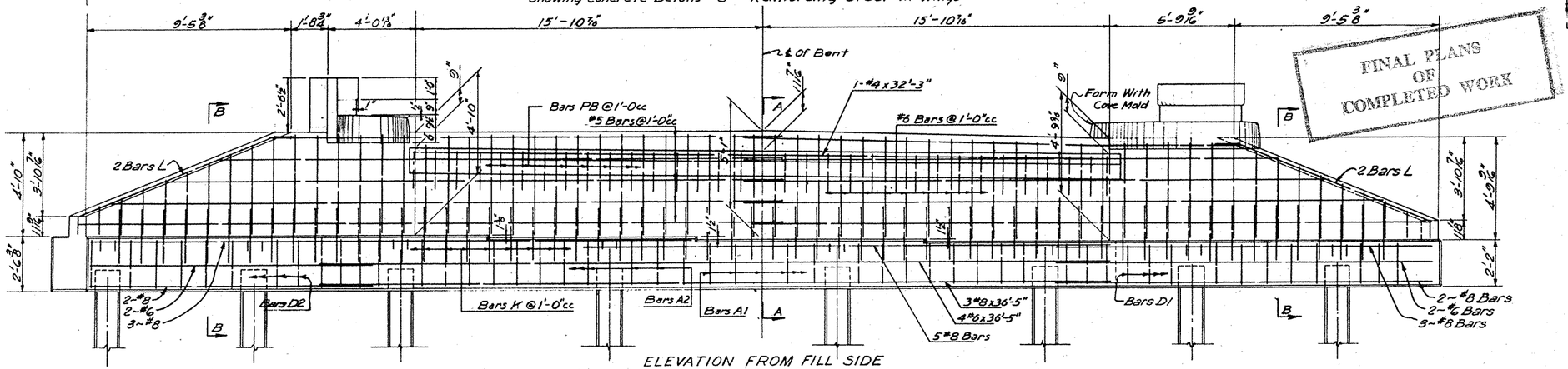
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 625 + 25.52
ENTERPRISE ROAD
INT. BENTS 2, 3 & 4
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED J.R.R.	ISSUED [illegible]	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	F2 OF 7

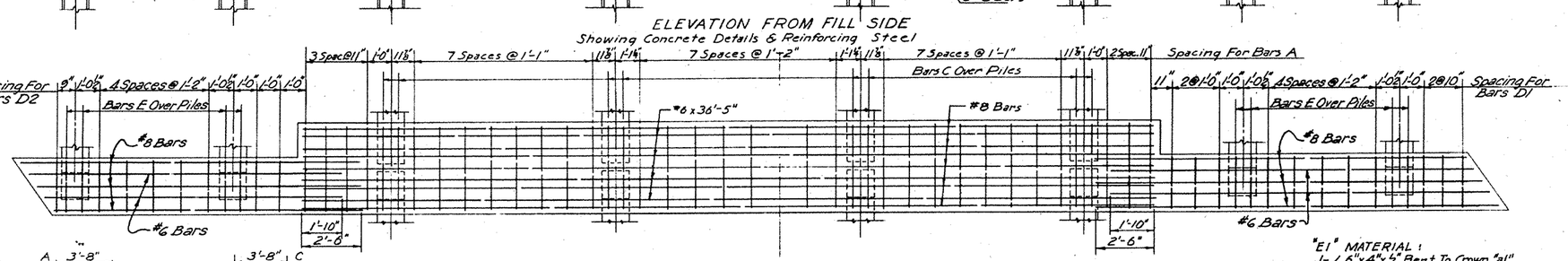
REVISIONS — BY — DATE



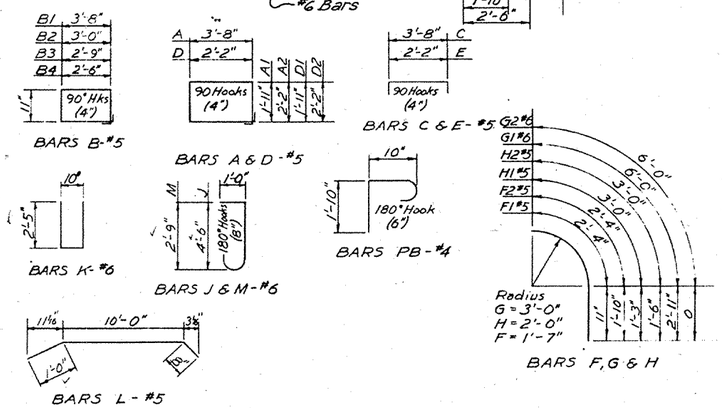
PLAN
Showing Concrete Details & Reinforcing Steel In Wings



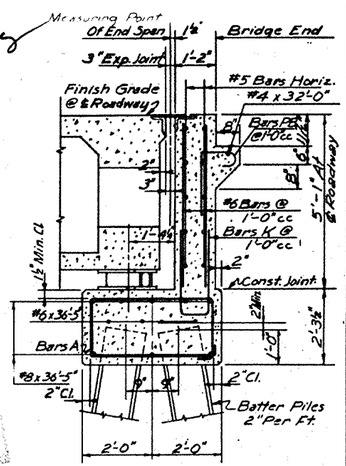
ELEVATION FROM FILL SIDE
Showing Concrete Details & Reinforcing Steel



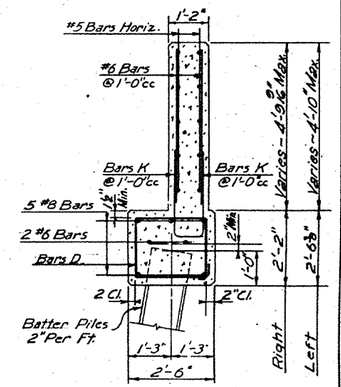
PLAN OF CAP
Showing Reinforcing Steel



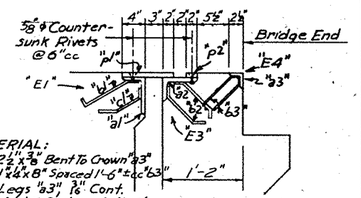
BAR BENDING DETAILS
Dimensions Are Out To Out



SECTION A-A
Showing Span In Place



SECTION B-B

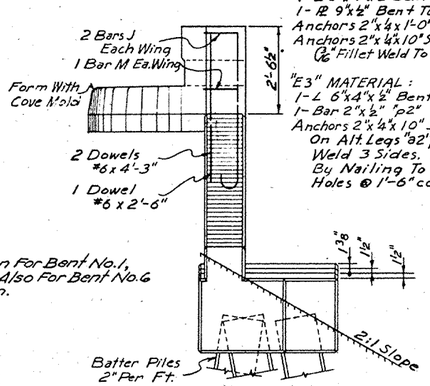


"E1" MATERIAL :
1-∠ 6"x4"x½" Bent To Crown "a1"
1-ℝ 9"x½" Bent To Crown "p1"
Anchors 2"x¼x1'-0" Spaced 1'-6"±cc "b1"
Anchors 2"x¼x10" Spaced 1'-6"±cc "b1"
(⅜" Fillet Weld To "a1")

"E3" MATERIAL :
1-∠ 6"x4"x½" Bent To Crown "a2"
1-Bar 2"x½" "p2"
Anchors 2"x¼x10" Spaced 1'-6"±cc "b2"
On Alt. Legs "a2", ⅜" Cont. Fillet Weld 3 Sides. Adjust To Grade By Nailing To Form Thru "b" Holes @ 1'-6" cc.

"E4" MATERIAL:
1-∠ 2½"x2½"x⅜" Bent To Crown "a3"
Anchors 1"x4"x8" Spaced 1'-6"±cc "b3"
On Alt. Legs "a3", ⅜" Cont. Fillet Weld 3 Sides. Adjust To Grade By Nailing To Form Thru "b" Holes @ 1'-6" cc.

DETAIL OF EXPANSION JOINT AT BRIDGE END



SIDE ELEVATION

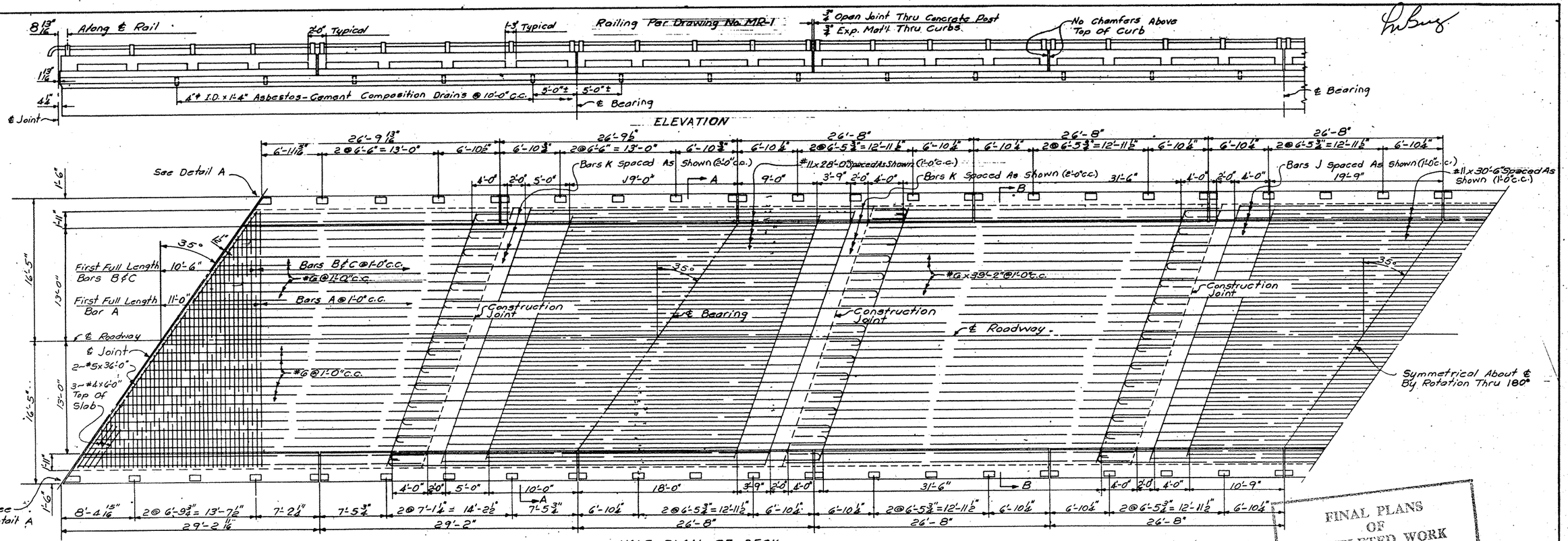
NOTE: Details, Drawn For Bent No.1, May Be Used Also For Bent No.6 By Orientation.

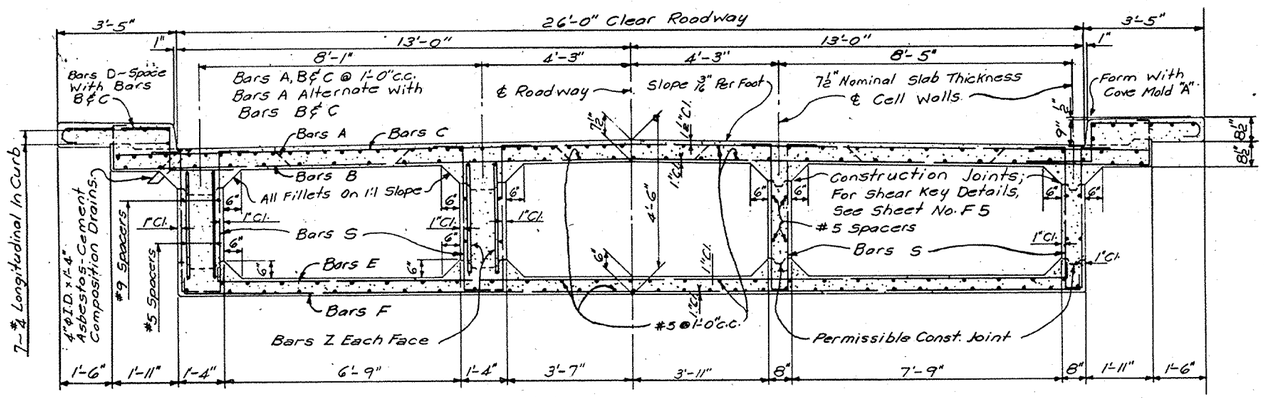
FINAL PLANS OF COMPLETED WORK

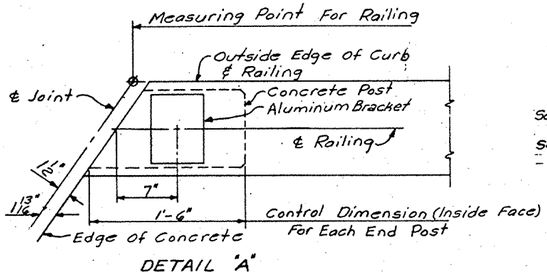
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 625 + 25.52
ENTERPRISE ROAD
END BENT DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED AP	CHECKED J.R.R	ISSUED 2-3-58	SHEET NUMBER F3 OF 7
TRACED	DATE 2-3-58	DATE 2-3-58	

REVISIONS — BY — DATE







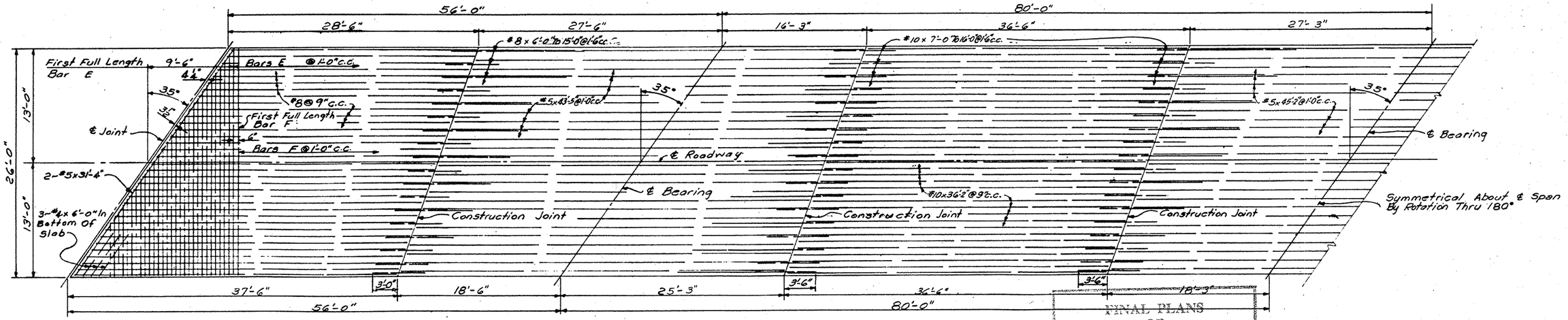
See BG-10 For Details Of Bearings, Cove Mold "A" Cove Mold "B" Crown At ℄ Roadway.
See Drawing No. MR-1 For Railing Details.

FINAL PLANS OF COMPLETED WORK

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 625 + 25.52
ENTERPRISE ROAD
SPAN DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED B.D.V.	CHECKED J.R.R.	ISSUED 2-3-58	SHEET NUMBER F4 OF 7
TRACED	DATE 2-3-58	DATE 2-3-58	

BY | REVISIONS | DATE

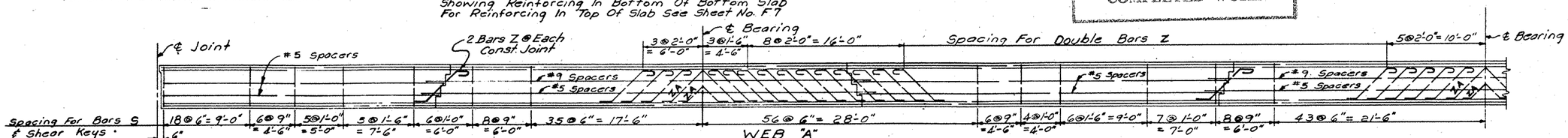


NOTE: Bars Shall Be Cut In Field As Required To Permit Installation Of Access Doors.

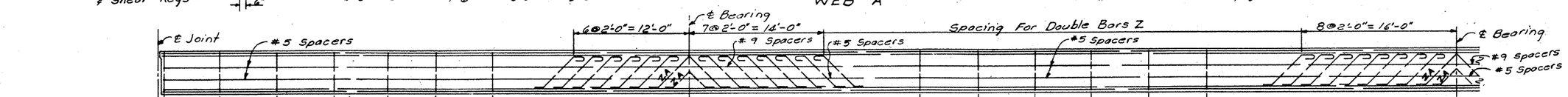
FINAL PLANS OF COMPLETED WORK

PART PLAN OF BOTTOM SLAB

Showing Reinforcing In Bottom Of Bottom Slab For Reinforcing In Top Of Slab See Sheet No. F7

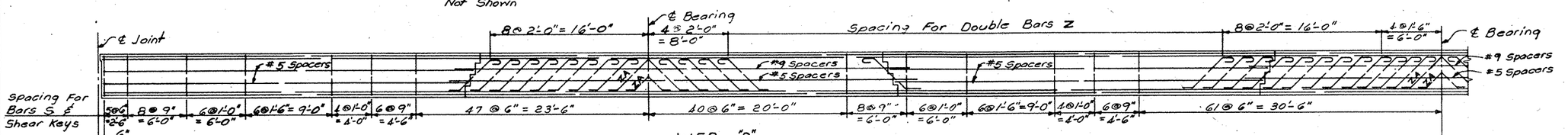


WEB "A"

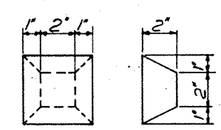


WEBS "B" & "C"

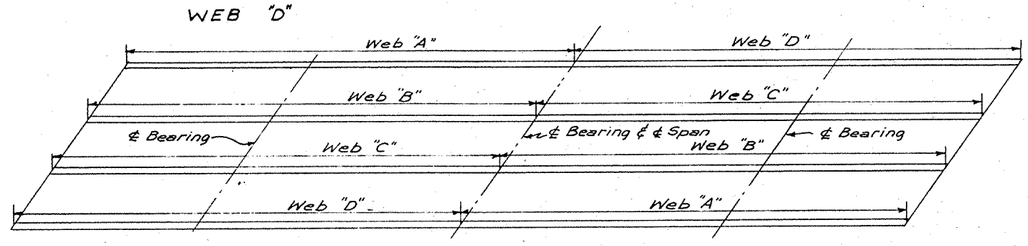
Note: Construction Joints Not Shown



WEB "D"



SHEAR KEY DETAIL



PLACING DIAGRAM FOR BARS Z

REVISIONS BY DATE

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 625 + 25.52

ENTERPRISE ROAD

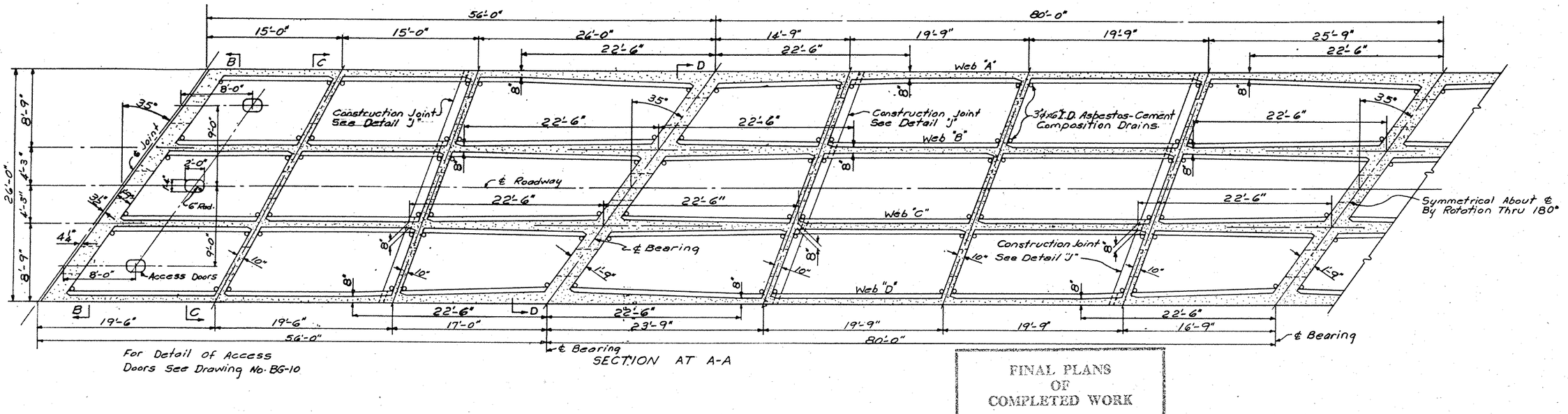
SPAN DETAILS

PROJECT I-091-1(6)

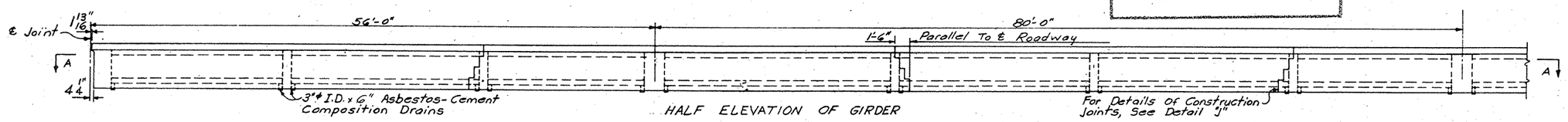
PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

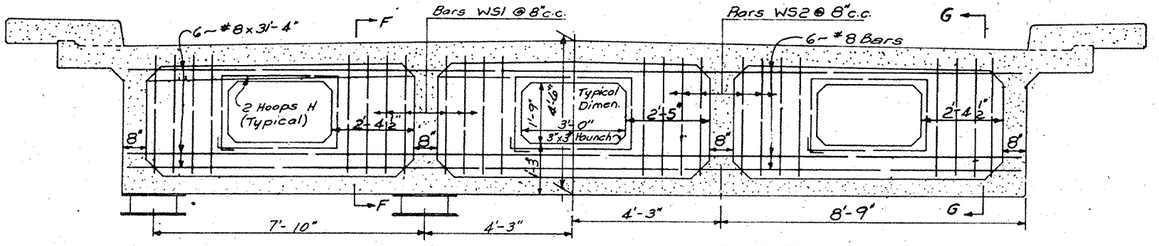
DETAILED B.D.V.	CHECKED J.R.R.	ISSUED 2-3-58	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	F5 OF 7



FINAL PLANS
OF
COMPLETED WORK

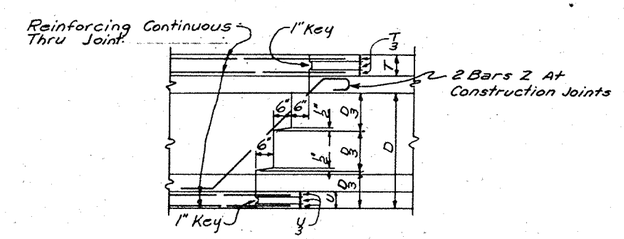


HALF ELEVATION OF GIRDER

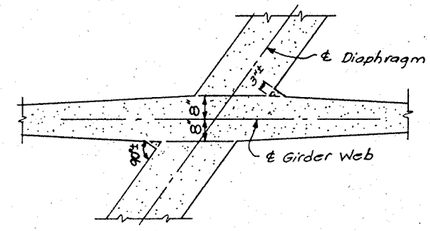


HALF SECTION B-B
For Bearing Details see Drawing No. BG-10 & Sheet Nos. F2 & F3

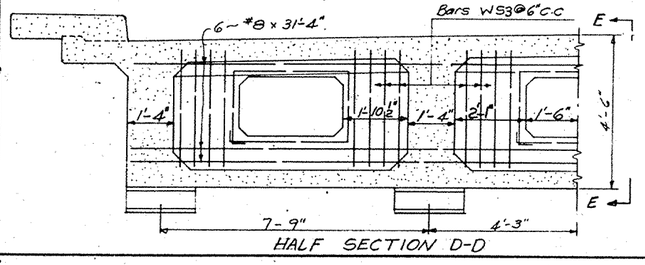
HALF SECTION C-C



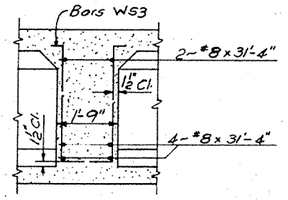
DETAIL J
Note: 6" Steps Are Parallel To ℄ Rdwy



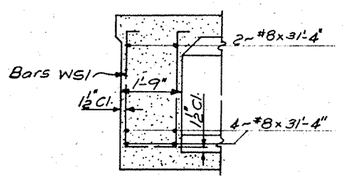
DETAIL OF GIRDER FLARE
Drawn For Wall Thickness At Int Beats. Other Locations Similar



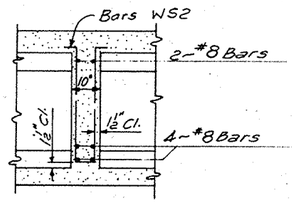
HALF SECTION D-D



SECTION E-E

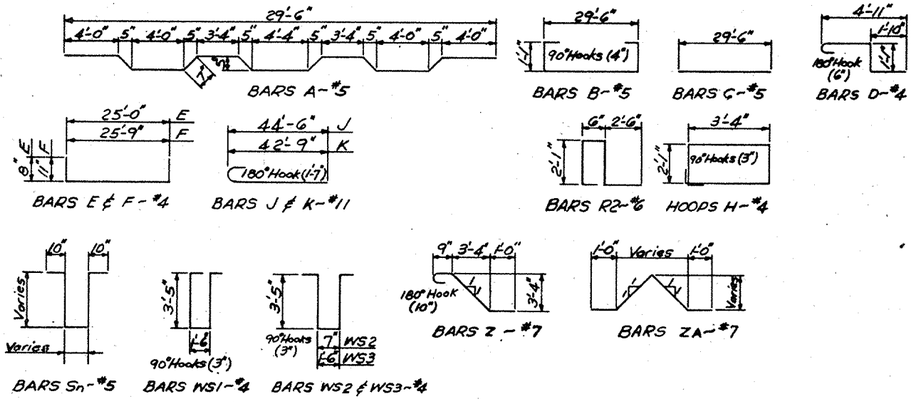


SECTION F-F



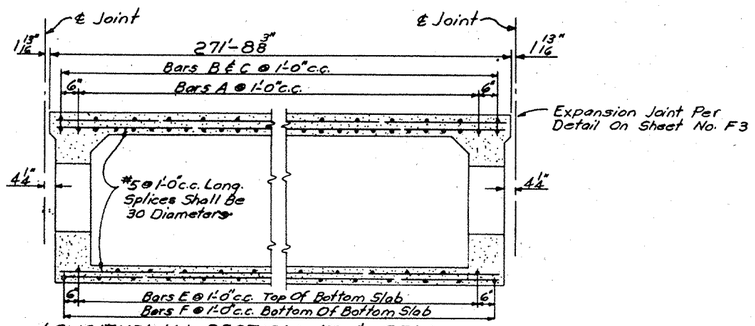
SECTION G-G

REVISIONS BY	MISSISSIPPI STATE HIGHWAY DEPARTMENT
	UNDERPASS AT STA. 625 + 25.52
	ENTERPRISE ROAD
	SPAN DETAILS
	PROJECT I-091-1(6)
	PIKE COUNTY
	SUBMITTED BY _____ BRIDGE ENGINEER
DATE	DETAILED B.D.V. · CHECKED J.R.R. · ISSUED 7/1/58 · SHEET NUMBER F6 OF 7
	TRACED _____ · DATE 2-3-58 · DATE 2-3-58



NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures", Prepared By Concrete Reinforcing Steel Institute.

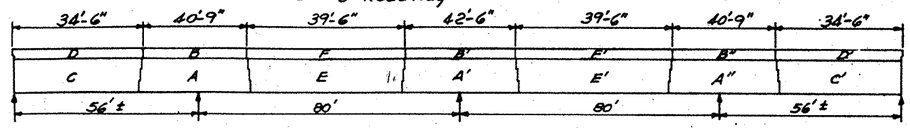
BAR BENDING DETAILS
Dimensions Are Out To Out



LONGITUDINAL SECTION AT ℄ CELL

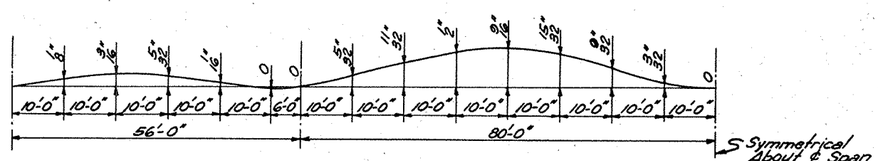
NOTE: For Longitudinal Reinforcing In Top Of Top Slab See Sheet No. F4, Bottom Of Bottom Slab Per Sheet No. F5

Note: Dimensions Are Along ℄ Roadway



POURING SCHEDULE

FINAL PLANS
OF
COMPLETED WORK

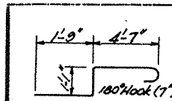


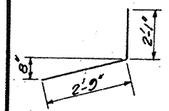
DEAD LOAD CAMBER DIAGRAM
This Diagram Is For 0.00% Grade And Should Be Adjusted For Vertical Curve Where Required By Grade.

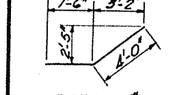
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 625 + 25.52
ENTERPRISE ROAD
SPAN DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY ..... BRIDGE ENGINEER

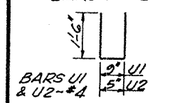
REVISIONS BY	DETAILED B.D.V. TRACED	CHECKED J.R.R. DATE 2-3-58	ISSUED M.B. DATE 2-3-58	SHEET NUMBER E.7 OF 7
DATE				

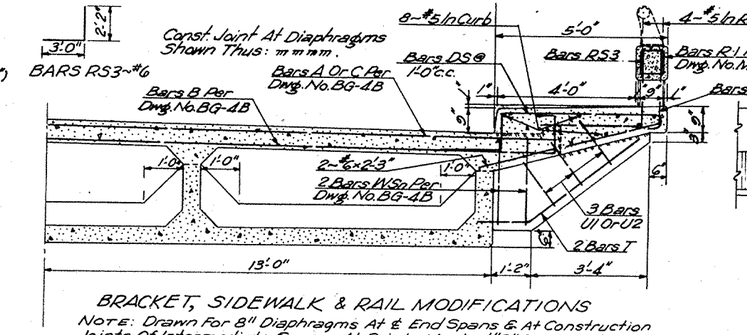
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MISS	I-091-1(6)	19	GI	I







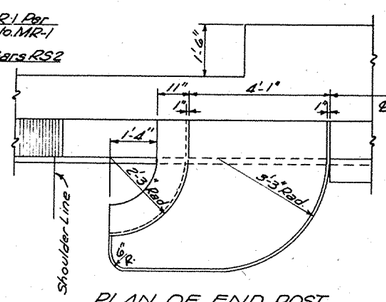




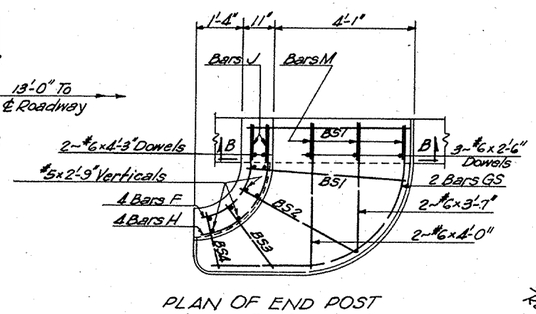
BRACKET, SIDEWALK & RAIL MODIFICATIONS

NOTE: Drawn For 8" Diaphragms At ℄ End Spans & At Construction Joints Of Intermediate Spans. At Points Marked "B" On Elevation Below, Construct 12" Diaphragms As Shown By "Diaphragm Details Over Supports" On Sheet No. 2 Of Drawing BG-4B, In Place Of 8" Slab Stiffener Shown For Those Locations. Bracket Thickness Shall Be The Same As Diaphragm Thickness At That Point.

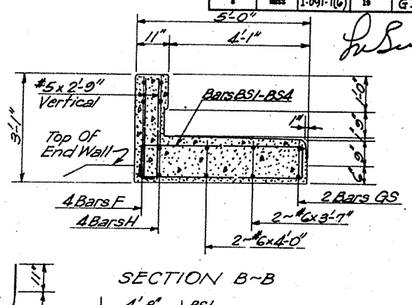
NOTE: Bars Q In BG-4B Shall Be #11.



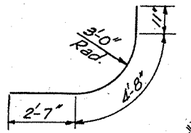
PLAN OF END POST
Showing Control Dimensions

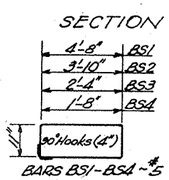


PLAN OF END POST
Showing Reinforcing Steel

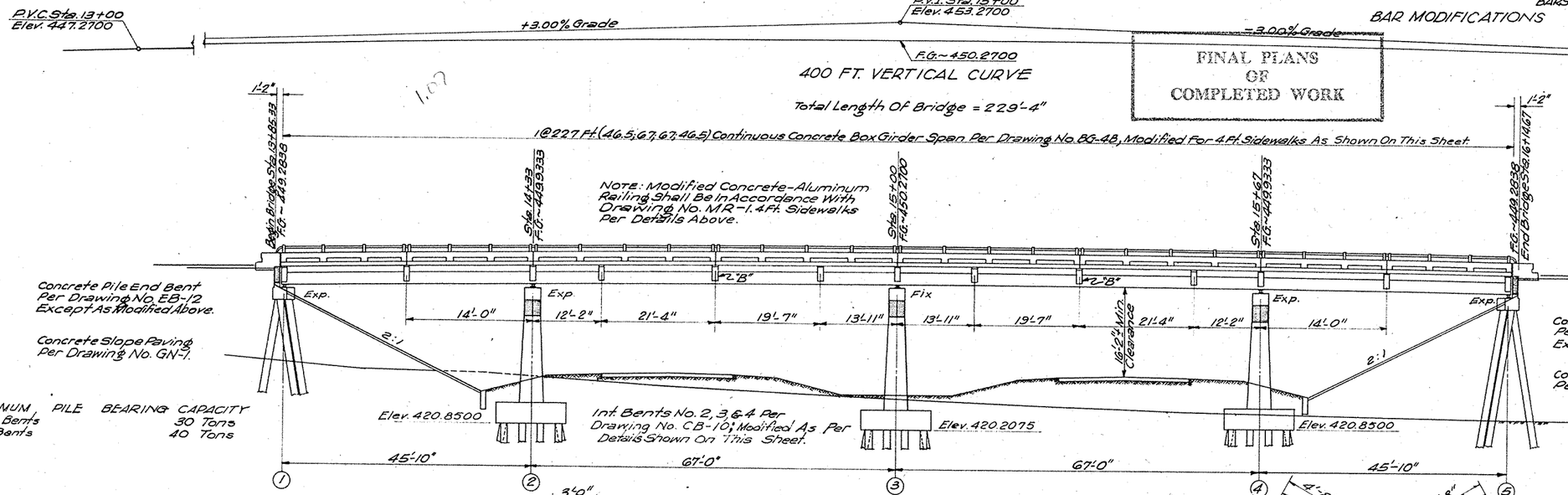


SECTION B-B

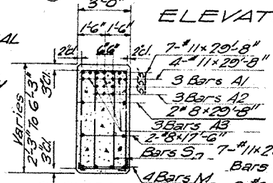




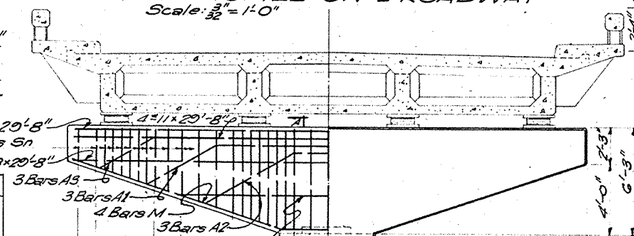
BAR MODIFICATIONS



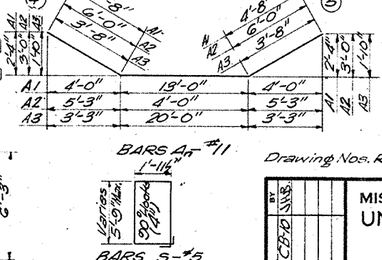
ELEVATION — WITH PROFILE ON ℄ ROADWAY
Scale: 3/32" = 1'-0"

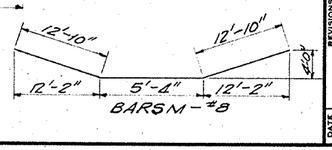


SECTION A-A



MODIFIED CAP DETAIL FOR INT. BENTS 2, 3 & 4.
Footing & Shaft Details Shall Be Per Drawing No. CB-10





DESIGN DATA
SPECIFICATIONS: A.A.S.H.O. 1953
LOADING: H 20-44
ROADWAY WIDTH: 26 Ft. With 2-4 Ft. Sidewalks.

Drawing Nos. Required: EB-12, BG-4B, CB-10, CP-10, CP-20, MR-1

FINAL PLANS OF COMPLETED WORK

FINAL QUANTITIES

~~ESTIMATED~~ QUANTITIES

Location \ Item	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing Conc.-Alum. Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Concrete Slope Paving Cu. Yds.
227 Ft. Continuous Span	~~424.20~~	~~44,240~~	~~454~~					
End Bents	51.40	4,300		~~1,300~~				~~45~~
Int. Bents	147.41	35,020		1150	2	1	210	
~~Totals~~	~~623.10~~	~~151,560~~	454	2350	2	1	210	~~45~~
Totals	621.58	170,055.8	~~454~~	1,740	2	0	130.60	~~46.40~~

For GENERAL NOTES; CONSTRUCTION NOTES And MATERIAL NOTES, See Drawing No. GN-1.

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 40 Tons And To A Minimum Penetration Of 25 Feet In Bents No. 2 & 4.

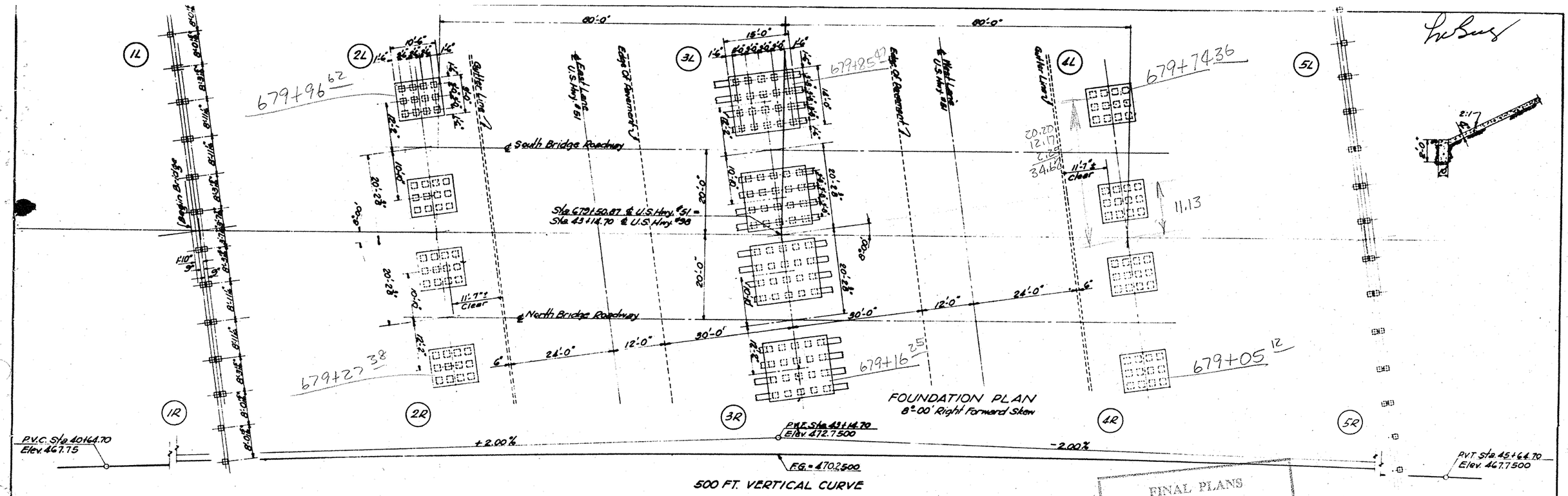
CONCRETE PILES Shall Be In Accordance With Pile Notes II Or III On Drawing No. GN-1.

MINIMUM PILE BEARING CAPACITY
End Bents 30 Tons
Int. Bents 40 Tons

REVISIONS	DATE
Cap Mod. Bent CB-10	3-3-58

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 662+76.83
ROBB STREET
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
JRR	B.D.V.	1958	GI OF 1
TRACED J.D.C.	DATE 2-3-58	DATE 2-3-58	



ELEVATION - WITH PROFILE ON ¢ ROADWAY
Scale: 3/32" = 1'-0"

MINIMUM PILE BEARING CAPACITIES:
END BENTS 30 TONS
INTERMEDIATE BENTS 40 TONS

FINAL QUANTITIES

ESTIMATED QUANTITIES

Item / Location	Class "B" Bridge Conc. Cu. Yds.	Reinforcing Steel Lbs.	Railing Conc.-Aluminum Lin. Ft.	14" Concrete Piling Lin. Ft.	14" Concrete Test Piles Units	Loading Tests Units	Bridge Excavation Cu. Yds.	Conc. Slope Paving Cu. Yds.	14" Conc. Pile Cut-off Lin. Ft.
Span	1455.84	342,850	544						
Int. Bents	589.86	82,550		3525	3		380		
End Bents	120.00	14,700		1920				91	
Totals	2165.70	440,200	544	5445	3	1	380	91	
Totals	1970.45	536,795.1	544	6,100	3	0	1358.40	117.0	2.0

FOR GENERAL NOTES, CONSTRUCTION NOTES, MATERIAL NOTES, See Drawing No. GN-1

TEST PILES Shall Be Driven To A Minimum Bearing Capacity Of 40 Tons And A Minimum Penetration Of 25 Feet In Bents No. 2, 3 & 4.

CONCRETE PILES Shall Be In Accordance With Pile Note II Or III On Drawing No. GN-1.

FINAL PLANS OF COMPLETED WORK

Drawings Required: CP-10, CP-20, MR-1.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 679+50.87

US 98 OVER US 51

PROJECT I-091-1(6)

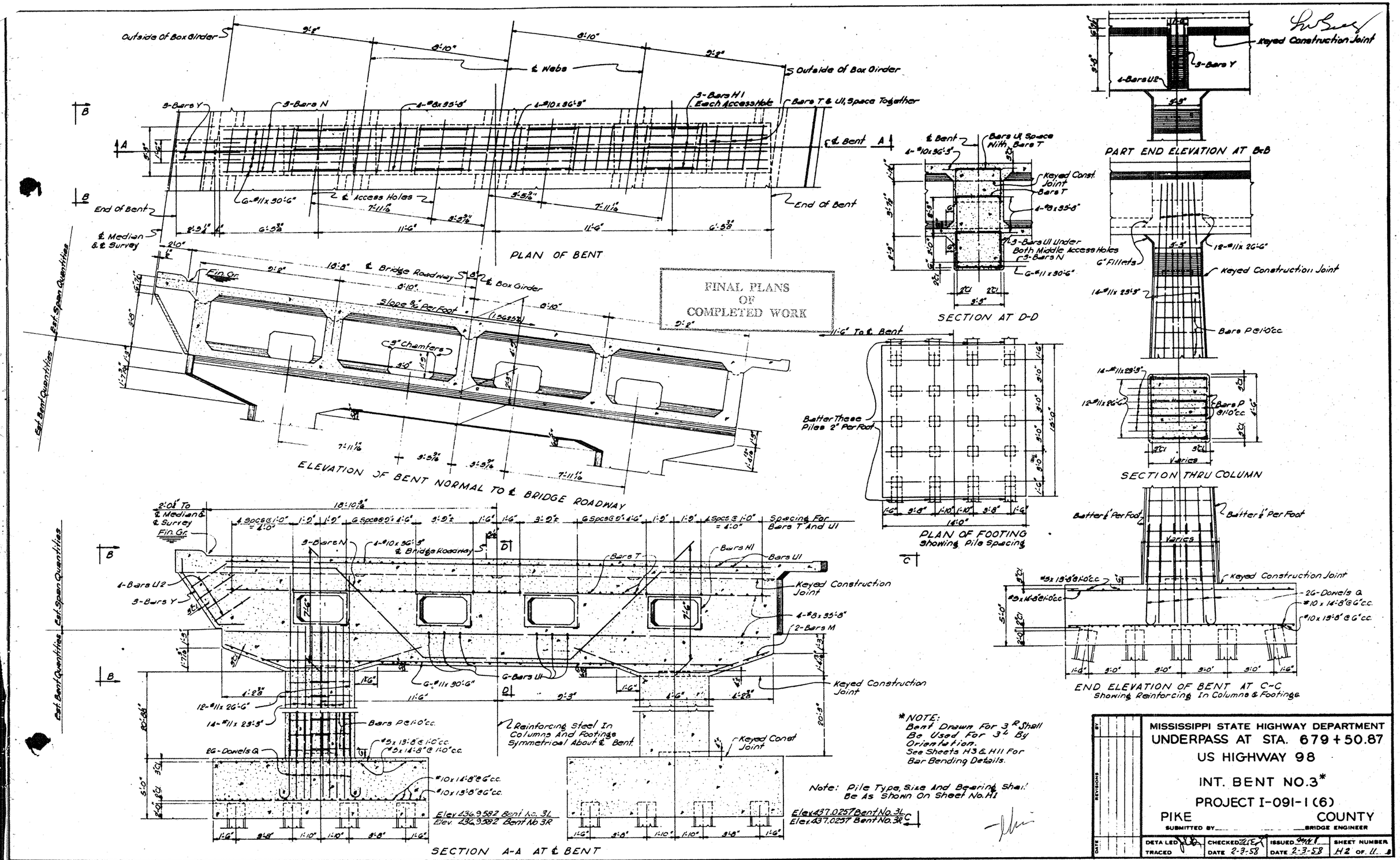
PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DATE	REVISIONS
2-3-58	Grade

DETAILED J.R.R. CHECKED [illegible] ISSUED [illegible] SHEET NUMBER

TRACED J.R.R. DATE 2-3-58 DATE 2-3-58 H1 OF 11 S



FINAL PLANS OF COMPLETED WORK

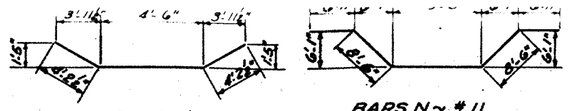
*NOTE: Bent Drawn For 3R Shall Be Used For 3L By Orientation. See Sheets H3 & H11 For Bar Bending Details.

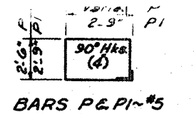
Note: Pile Type, Size And Bearing Shall Be As Shown On Sheet No. H1

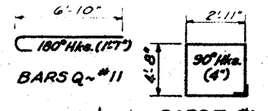
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98
INT. BENT NO. 3*
PROJECT I-091-1 (6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

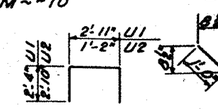
DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	H2 OF 11

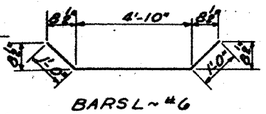
Note All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures," Prepared By Concrete Reinforcing Steel Institute.

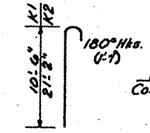


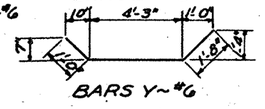






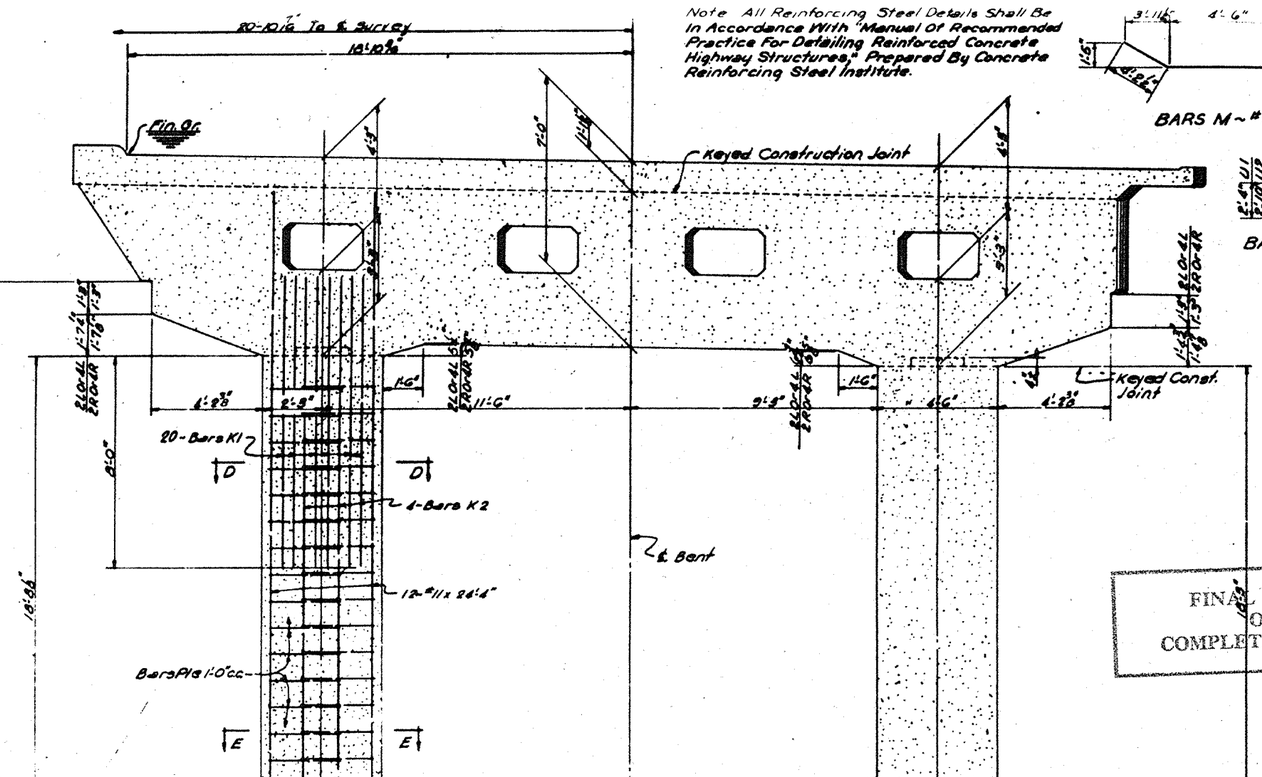




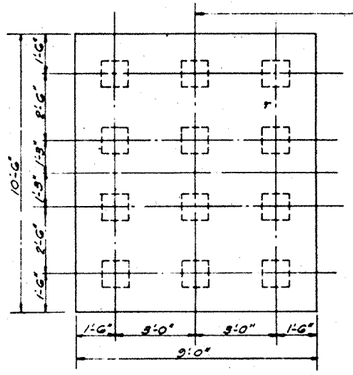


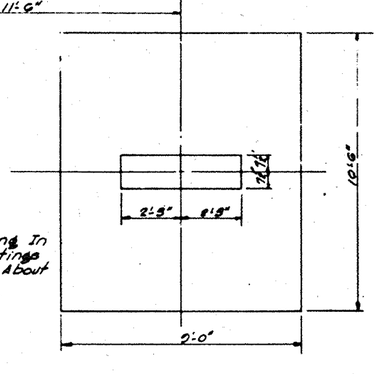
BAR BENDING DETAILS
Dimensions Are Out To Out

Est. Bent Quantities — Est. Span Quantities



SECTION THRU ℄ BENT
(SECTION A-A Per Sheet No. H2)
Showing Footing & Column Details

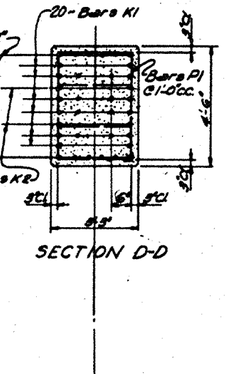




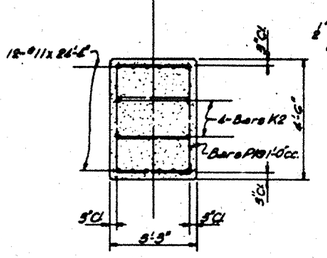
Note:
All Reinforcing In Columns & Footings Symmetrical About ℄ Bent.

PLAN OF FOOTINGS

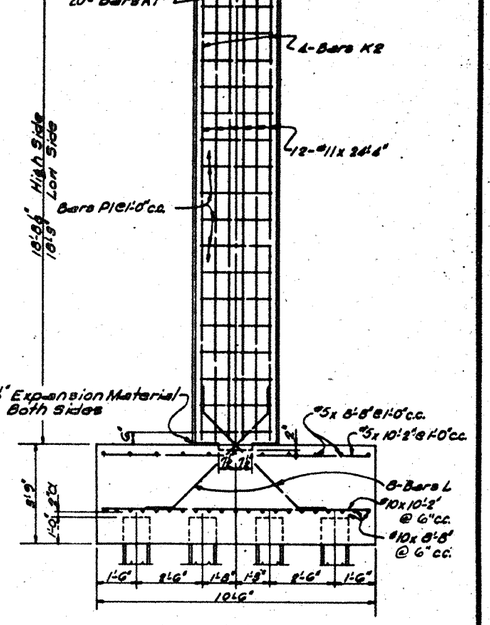
FINAL PLANS OF COMPLETED WORK



SECTION D-D



SECTION E-E



END ELEVATION OF BENT
Showing Footing & Column Details

NOTE:
For Cap Details See Details Of Bent No. 3 Per Sheet No. H2
All Cap Details And Reinforcing Steel In Caps Identical For All Intermediate Bents.

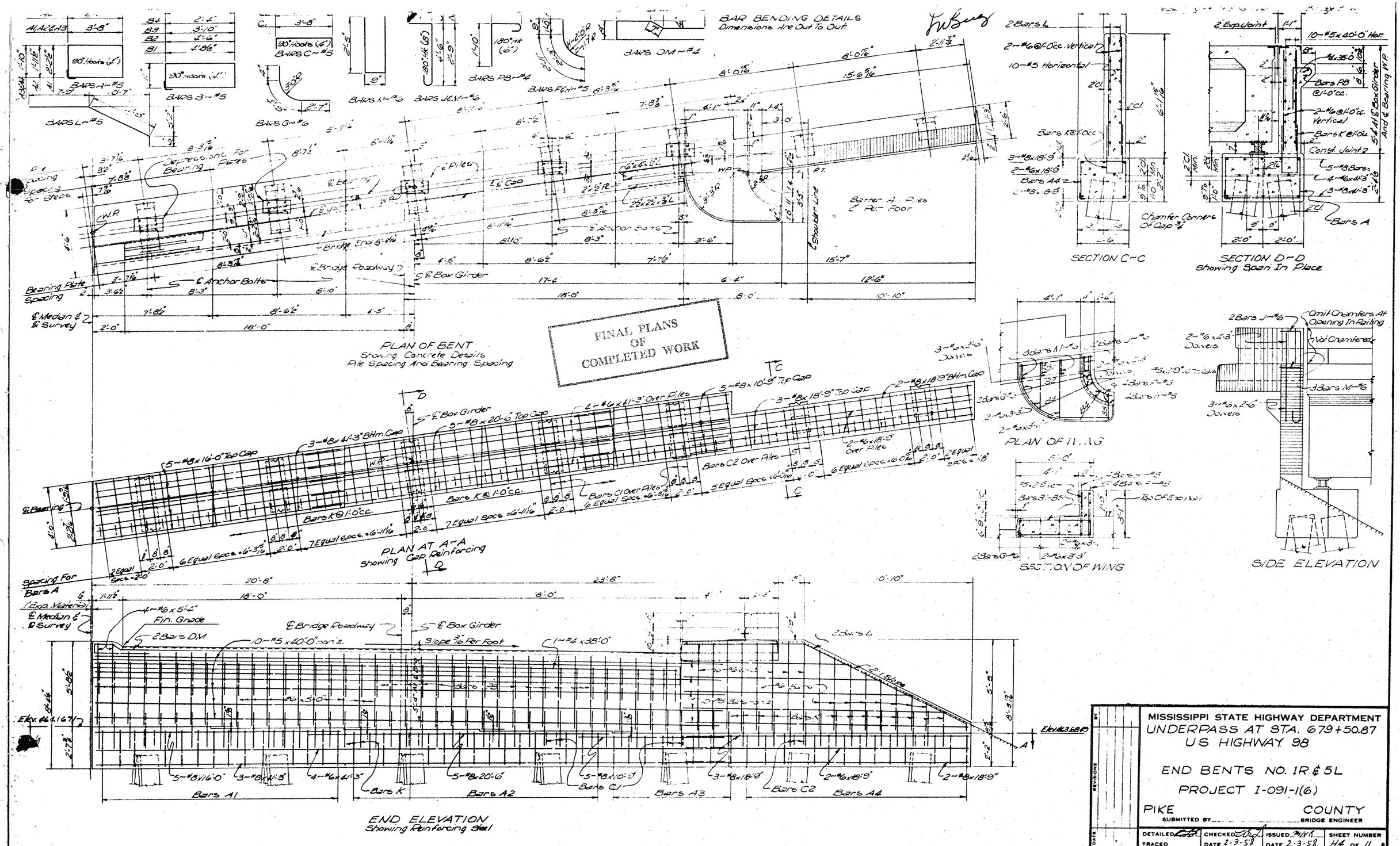
NOTE:
Pile Type, Size, And Bearing As Shown On Sheet No. H1.

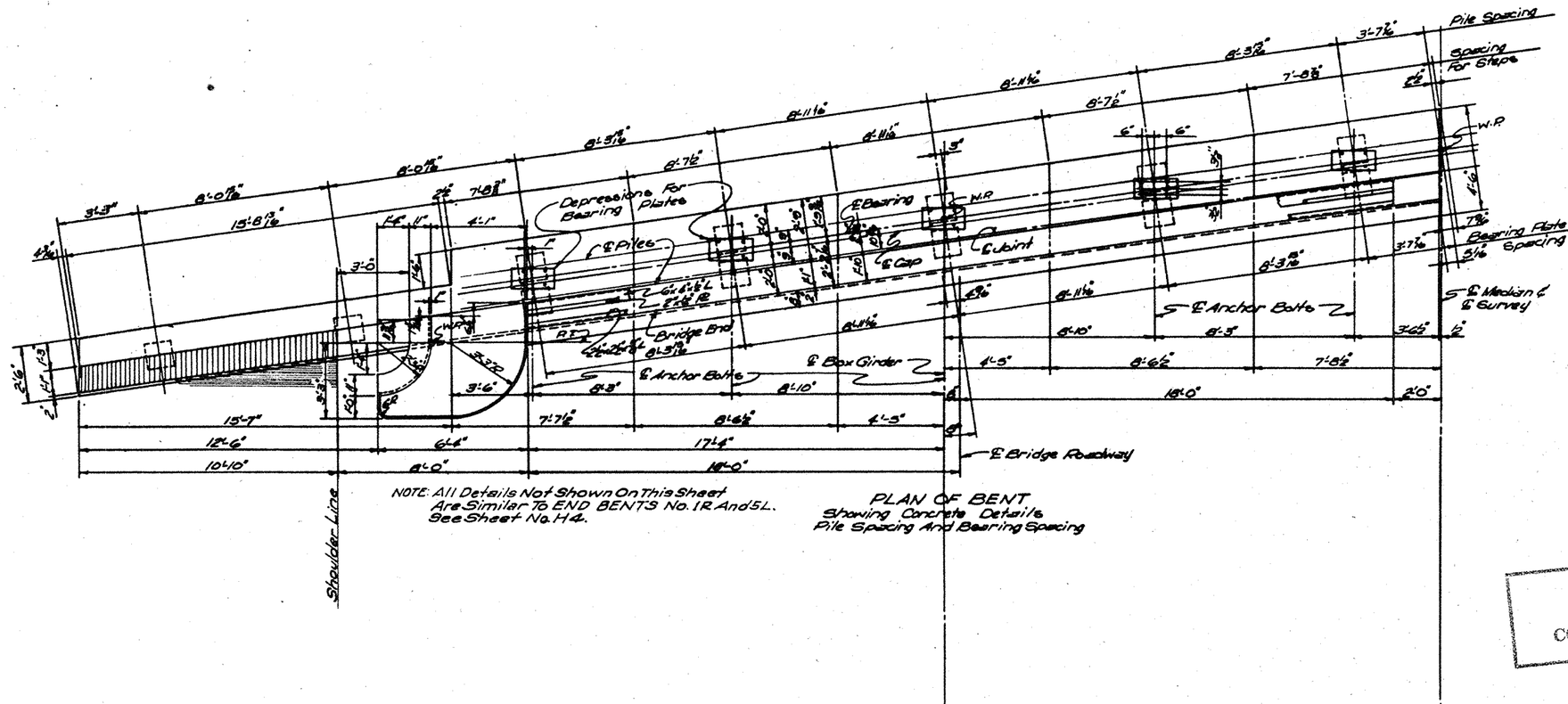
*NOTE:
Bent Drawn For 2R Or 4R
Can Be Used For 2L Or 4L
By Orientation.

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98
INT. BENTS NO. 2 & 4*
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	H2 OF 11

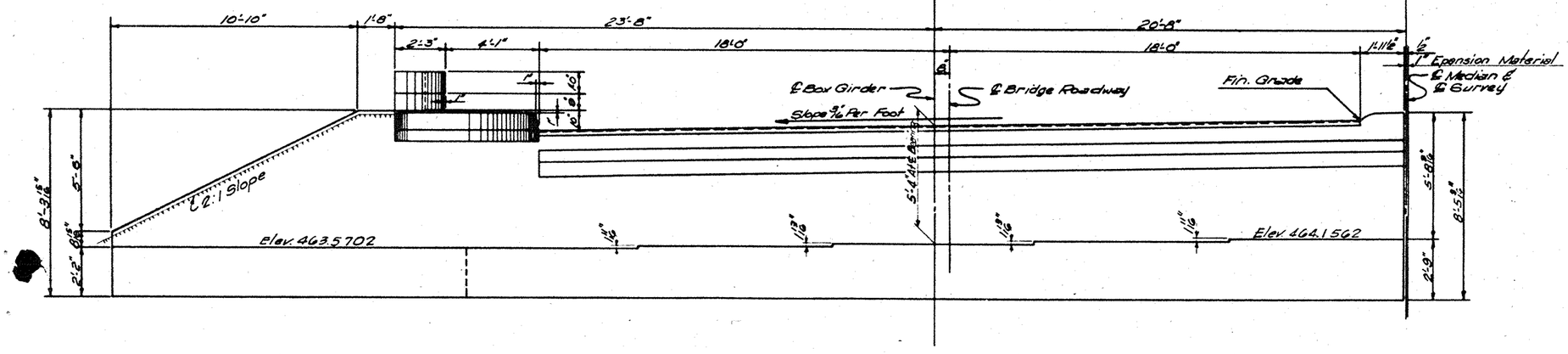
BY — REVISIONS — DATE


BAR BENDING DETAILS
Dimensions Are Out To Out
PLAN OF BENT
Showing Concrete Details
Pile Spacing And Bearing Spacing
SECTION C-C
SECTION D-D
Showing Span In Place
PLAN OF WING
SECTION OF WING
SIDE ELEVATION
PLAN AT A-A
Showing Cap Reinforcing
END ELEVATION
Showing Reinforcing Steel
FINAL PLANS
OF
COMPLETED WORK
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98
END BENTS NO. 1R & 5L
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY BRIDGE ENGINEER
DETAILED
TRACED
CHECKED
DATE 2-3-58
ISSUED
DATE 2-3-58
SHEET NUMBER
H4 OF 11



NOTE: All Details Not Shown On This Sheet Are Similar To END BENTS No. 1R And 5L. See Sheet No. H4.

PLAN OF BENT
Showing Concrete Details
Pile Spacing And Bearing Spacing



ELEVATION OF BENT

FINAL PLANS
OF
COMPLETED WORK

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98

END BENTS NO. 1L & 5R

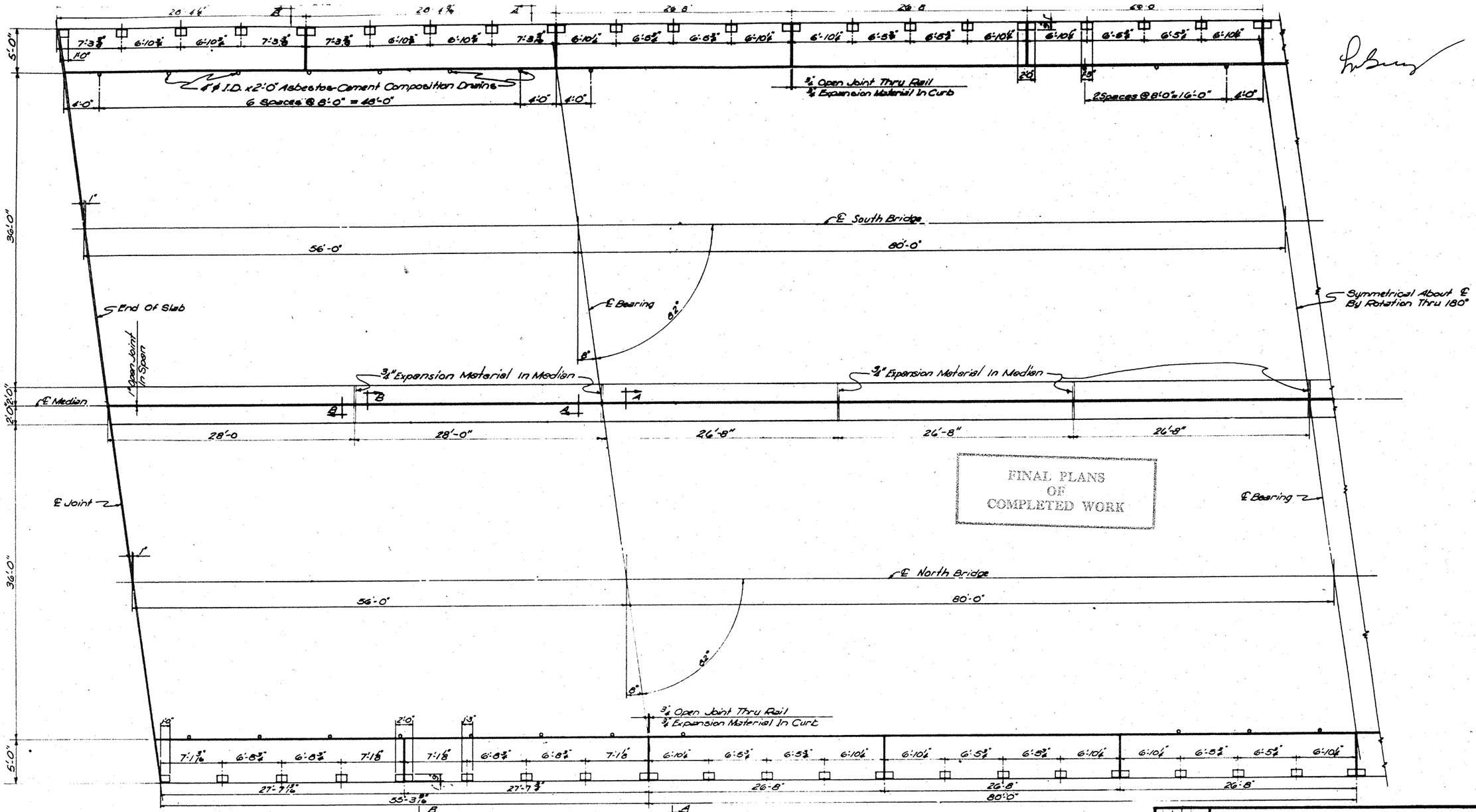
PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

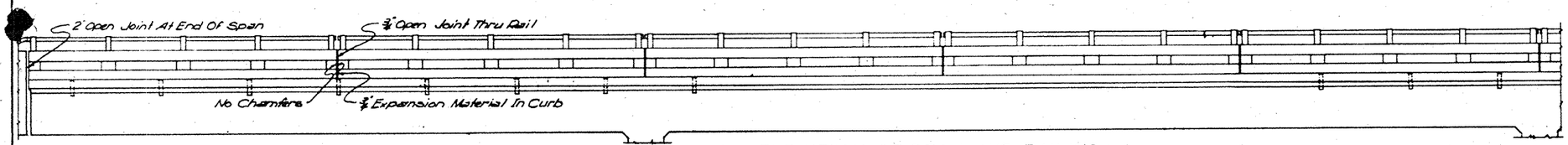
DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	H5 OF 11

REVISIONS — BY — DATE



FINAL PLANS
OF
COMPLETED WORK

HALF PLAN OF DECK OF NORTH & SOUTH BRIDGES
Showing Post Spacing

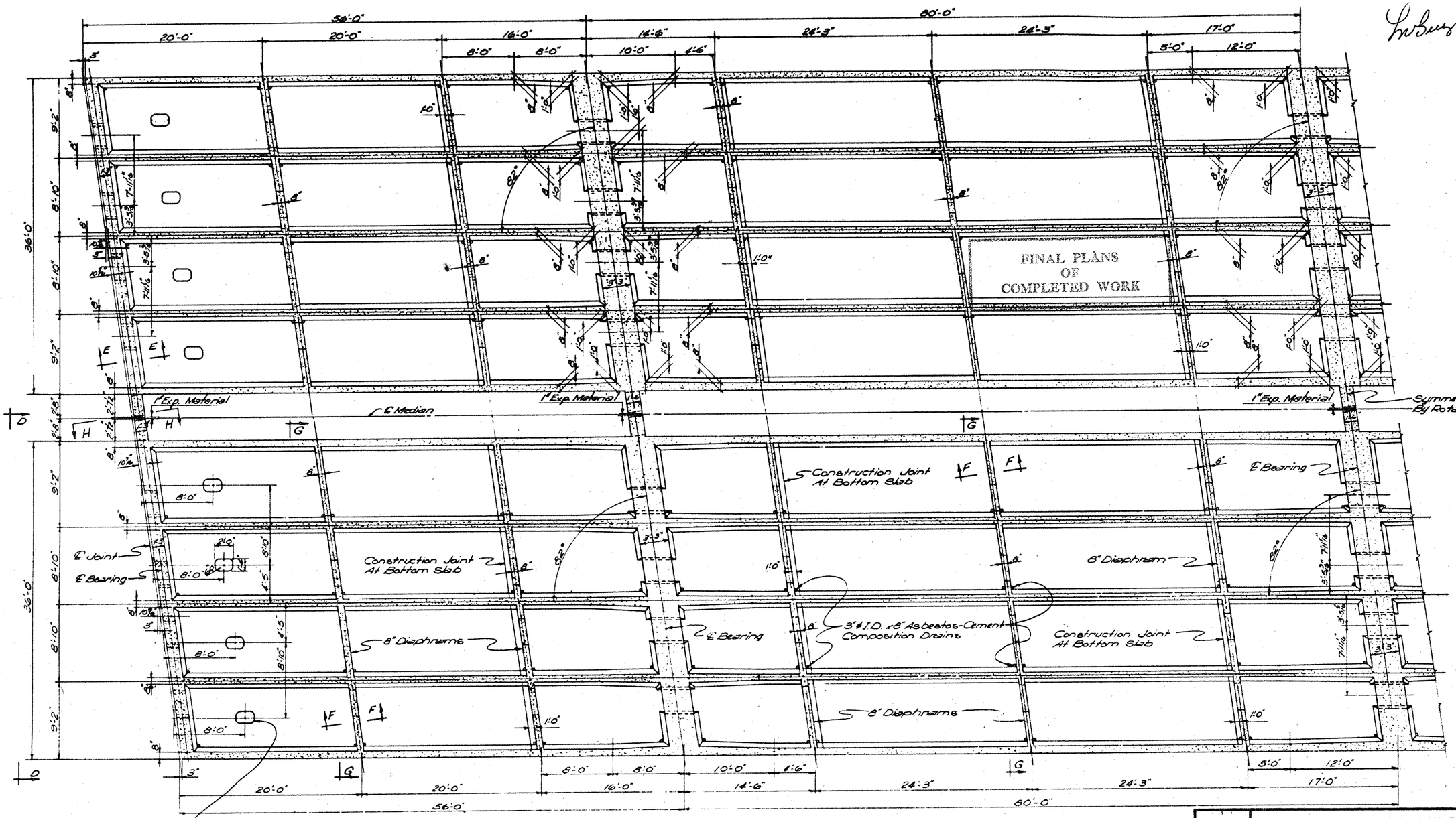


HALF ELEVATION OF SPAN AND RAILING

MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98
SPAN DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	116 OF 11

REVISIONS BY DATE



HORIZONTAL SECTION C-C
(See Sheet No. H10 For Section)

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 679+50.87

US HIGHWAY 98

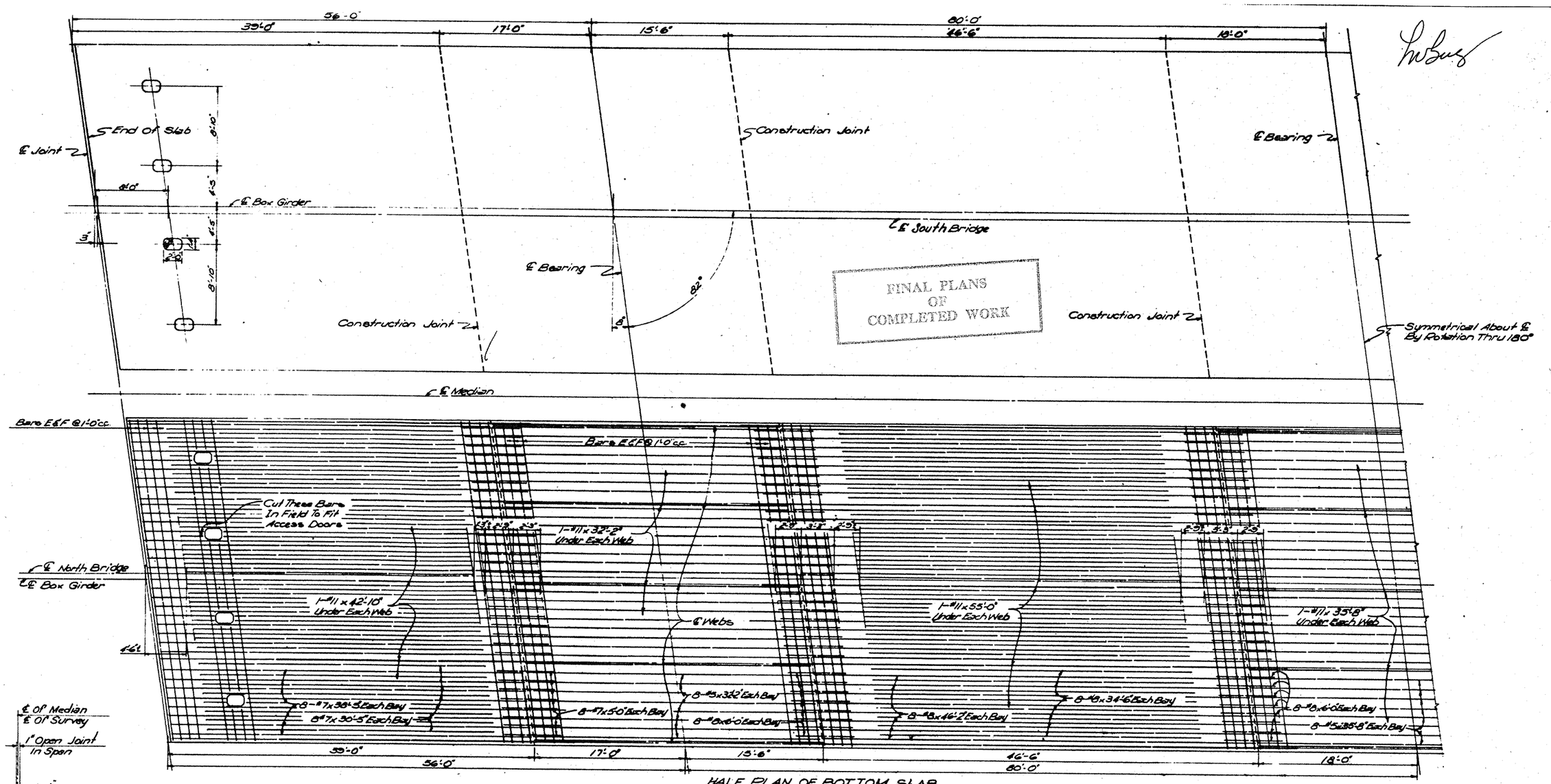
SPAN DETAILS

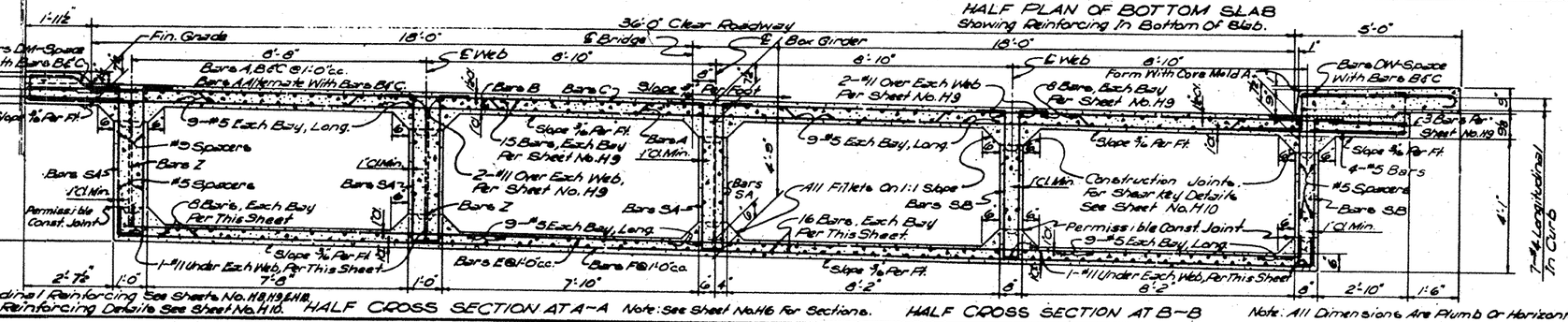
PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	H7 OF 11





For Longitudinal Reinforcing See Sheets No. H8, H9, & H10.
For Shear Reinforcing Details See Sheet No. H10.

HALF CROSS SECTION AT A-A Note: See Sheet No. H6 For Sections.

HALF CROSS SECTION AT B-B Note: All Dimensions Are Plumb Or Horizontal.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 679+50.87
US HIGHWAY 98

SPAN DETAILS

PROJECT I-091-1(6)

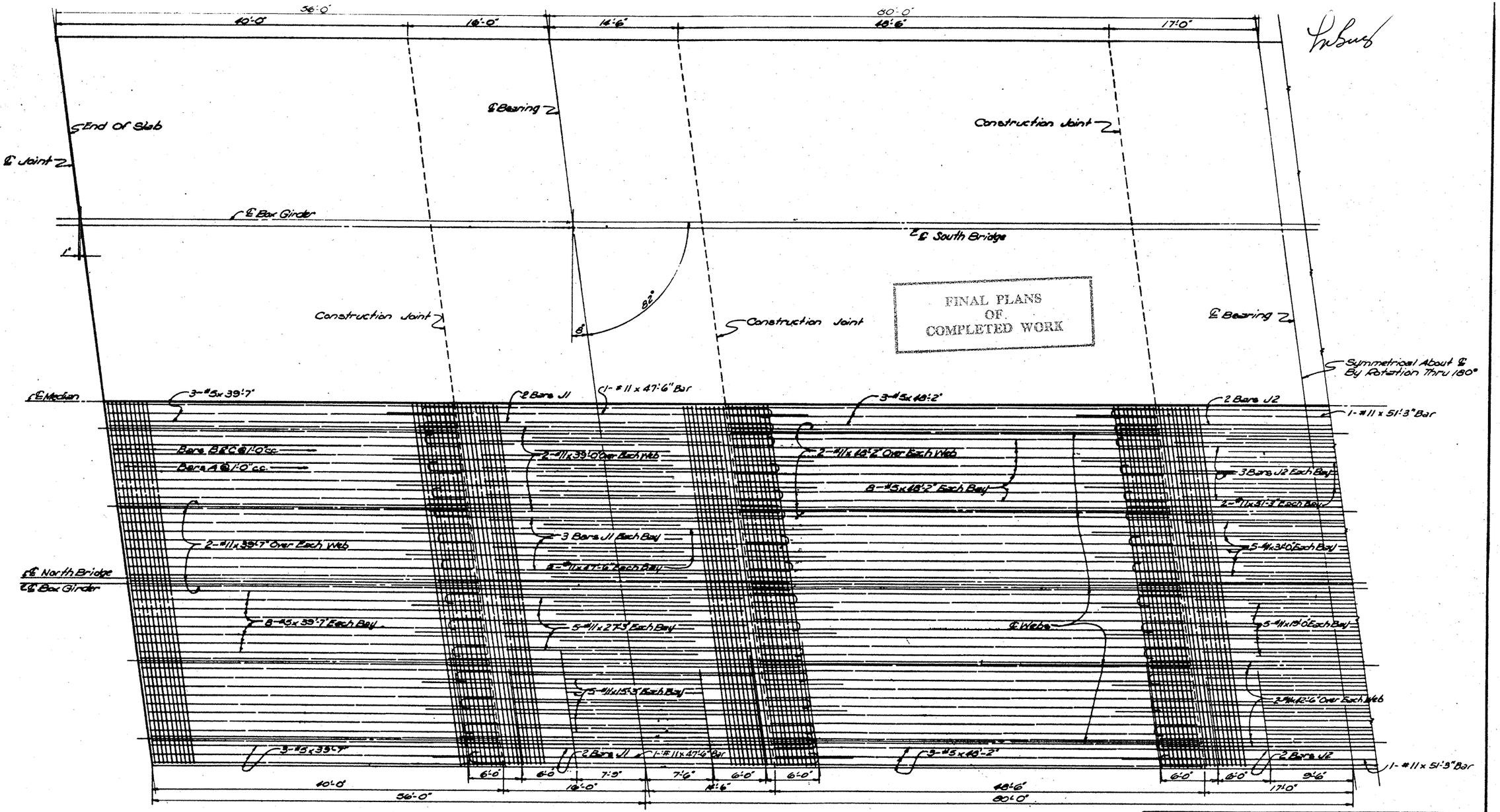
PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	H8 OF 11 S

REVISIONS

DATE



PART PLAN OF TOP SLAB (EXCLUDING CURBS)
Showing Longitudinal Reinforcing In Top Of Slab & Transverse Reinforcing

MISSISSIPPI STATE HIGHWAY DEPARTMENT

UNDERPASS AT STA. 679+50.87

US HIGHWAY 98

SPAN DETAILS

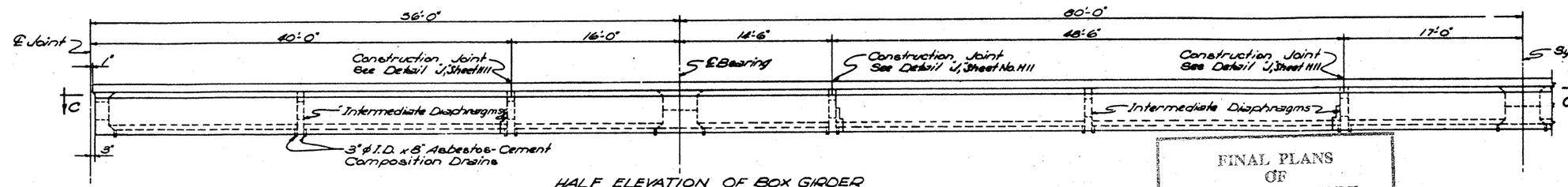
PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

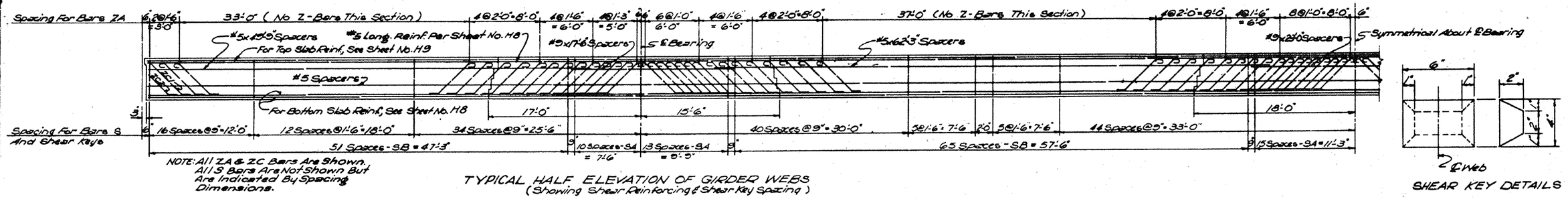
DETAILED	CHECKED	ISSUED	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	49 OF 11 SHEETS

BY
REVISIONS
DATE



HALF ELEVATION OF BOX GIRDER

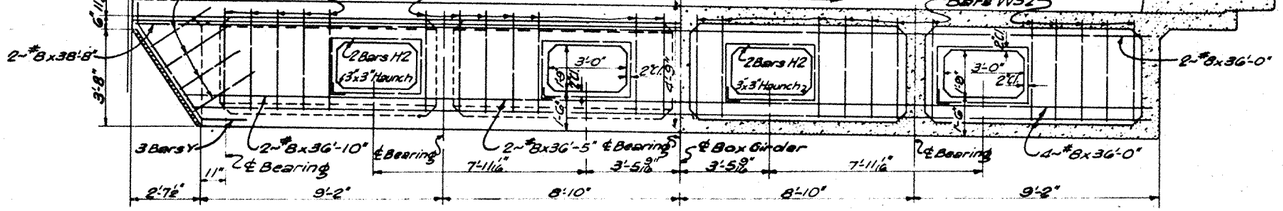
FINAL PLANS OF COMPLETED WORK



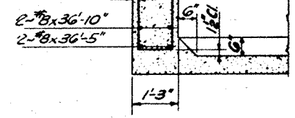
NOTE: All ZA & ZC Bars Are Shown. All S Bars Are Not Shown But Are Indicated By Spacing Dimensions.

TYPICAL HALF ELEVATION OF GIRDER WEBS
(Showing Shear Reinforcing & Shear Key Spacing)

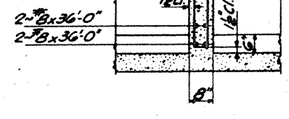
SHEAR KEY DETAILS



HALF END ELEVATION AT D-D
(Other Half Similar Except For Bracket)

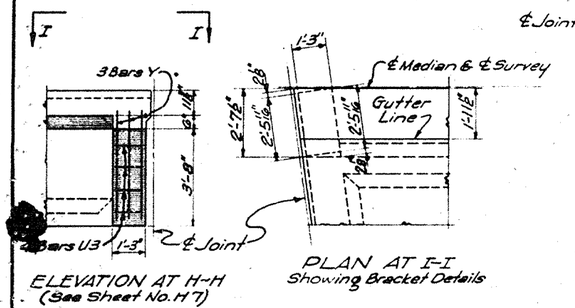


SECTION E-E
(See Sheet No. H7)



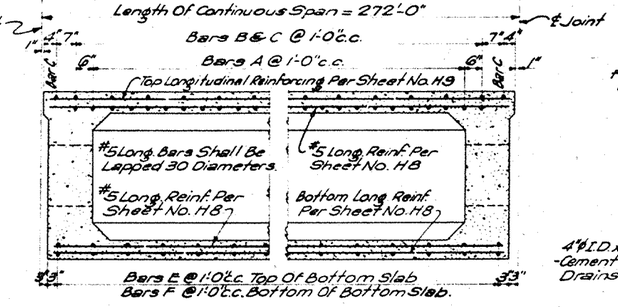
SECTION F-F
(See Sheet No. H7)

HALF SECTION G-G AT TYPICAL DIAPHRAGMS
(Other Half Similar)
(See Sheet No. H7)

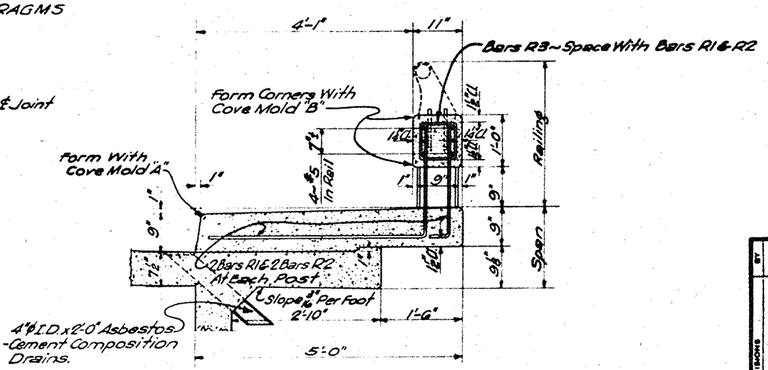


ELEVATION AT H-H
(See Sheet No. H7)

PLAN AT I-I
Showing Bracket Details



TYPICAL LONGITUDINAL SECTION AT ℄ CELL

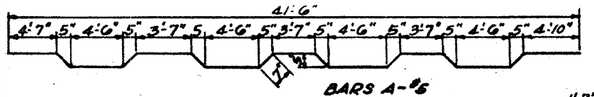


TYPICAL DETAILS OF RAILING AND POST
(See Drawing No. MR-1 for Aluminum Railing).

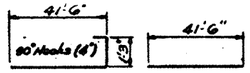
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98
SPAN DETAILS
PROJECT I-091-1(6)
PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED	CHECKED	ISSUED 7-26	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	H10 OF 11

REVISIONS — BY — DATE

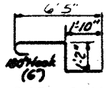


BARS A-#6

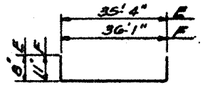


BARS B-#6

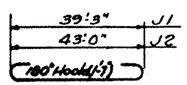
BARS C-#6



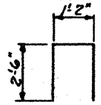
BARS DW ~ #4



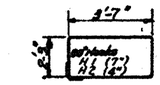
BARS E & F-#4



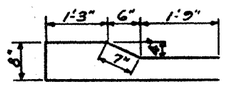
BARS J1 & J2-#11



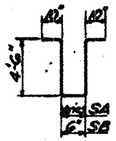
BARS U3-#6



HOOPS H1 - #9
HOOPS H2 - #5

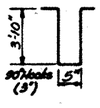


BARS DM-#4

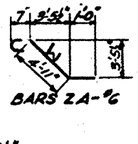


BARS Sn-#4

BARS WS1-#4

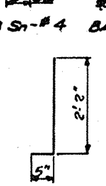


BARS WS2-#4

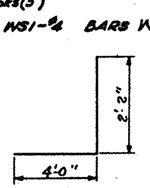


BARS ZA-#6

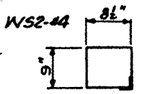
BARS ZC1 & ZC2-#6



BARS R1-#6



BARS R2-#6

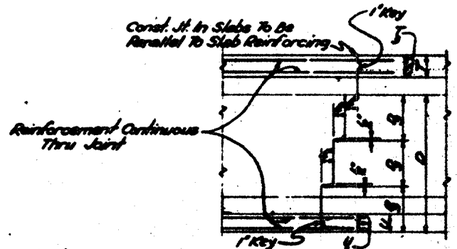


BARS R3-#4

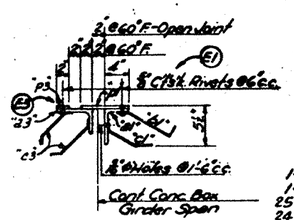
BAR DESIGNATION	SIZE
DM	#4
DW	#4
H1	#9
H2	#5
J1	#11
J2	#11
K1	#11
K2	#11
L	#6
M	#10
N	#11
P	#5
Q	#11
R1	#6
R2	#6
R3	#4
S	#4
T	#6
U	#6
WS1	#4
WS2	#4

NOTE: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures", Prepared By Concrete Reinforcing Steel Institute.

BAR BENDING DETAILS
Dimensions Are Out To Out



DETAIL "J"

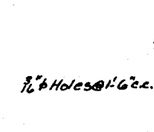


EXPANSION DEVICE

Required At Each End Of Span. Set Open Joint To Conform To Prevailing Temperature At Time Of Erection. Allow ½" In Setting For Each 10° Variation In Temperature.

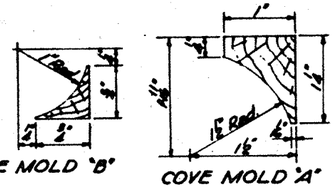
MATERIAL FOR "E1":
1-L 6"x6"x⅝"x36'-8" Bent To Crown "a1":
1-Plate 8"x⅝"x36'-5" Bent To Crown "p1":
25-Anchors ⅞"x1'-9" @ 1'-6" c.c. "b1":
24-Anchors ⅞"x1'-0 10" @ 1'-6" c.c. "C1"; ¼" Fillet Weld To "a1":

MATERIAL FOR "E3"
1-L 6"x4"x½"x36'-5½" "a3"
1-Bar 2"x½"x36'-4½" "p3"
48-Anchors ⅞"x1"x 0'-10" @ 1'-6" c.c. "C3", ¼" Fillet Weld To "a3"



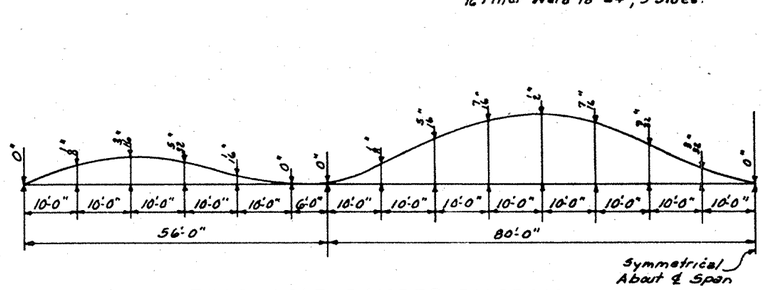
BRIDGE END ANGLE

MATERIAL FOR "E4"
1-L 2½"x2½"x⅜"x36'-4½" "L-a4"
48-Anchors ⅞"x4"x0'-8" @ 1'-6" c.c. "b4"
¼" Fillet Weld To "a4", 3 Sides.

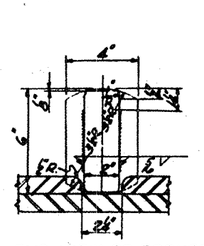


COVE MOLD "B"

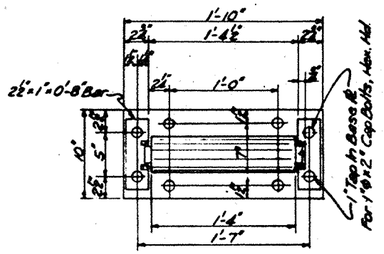
COVE MOLD "A"



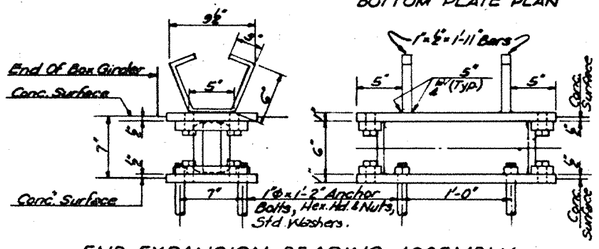
DEAD LOAD CAMBER DIAGRAM.



END VIEW OF ROCKER

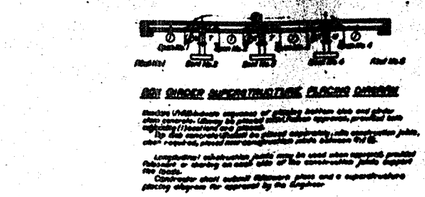


BOTTOM PLATE PLAN

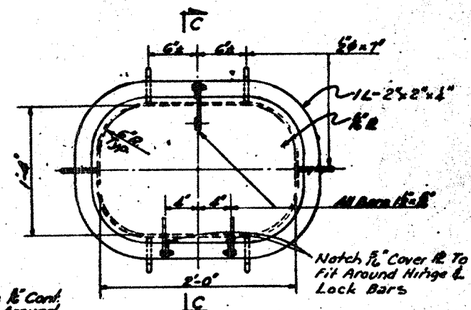


END EXPANSION BEARING ASSEMBLY
NOTE: Depress Cap To Fit Bearing Plate

Note: Bearing Assemblies, Expansion Angles And Access Doors To Be Painted As Indicated On Sheet No. GN1.



FINAL PLANS
OF
COMPLETED WORK



DETAILS OF ACCESS DOOR

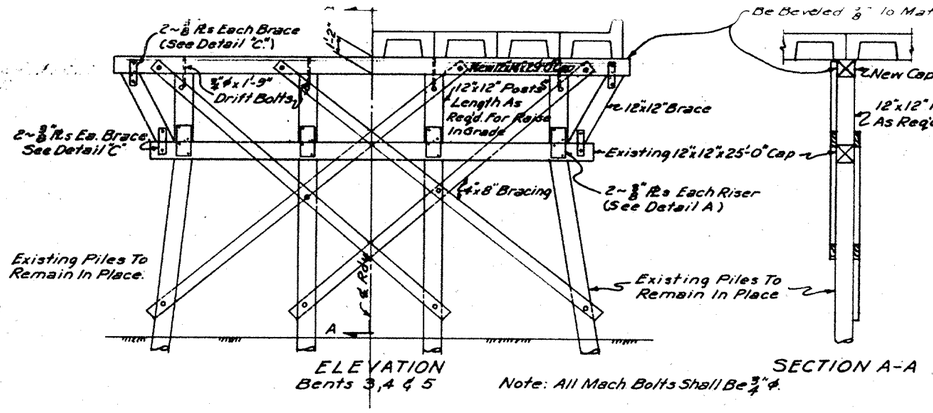
MISSISSIPPI STATE HIGHWAY DEPARTMENT
UNDERPASS AT STA. 679+50.87
US HIGHWAY 98
MISCELLANEOUS DETAILS

PROJECT I-091-1(6)

PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED R.T.	CHECKED W.H.L.	ISSUED 3-4-58	SHEET NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	M11 OF 11 S

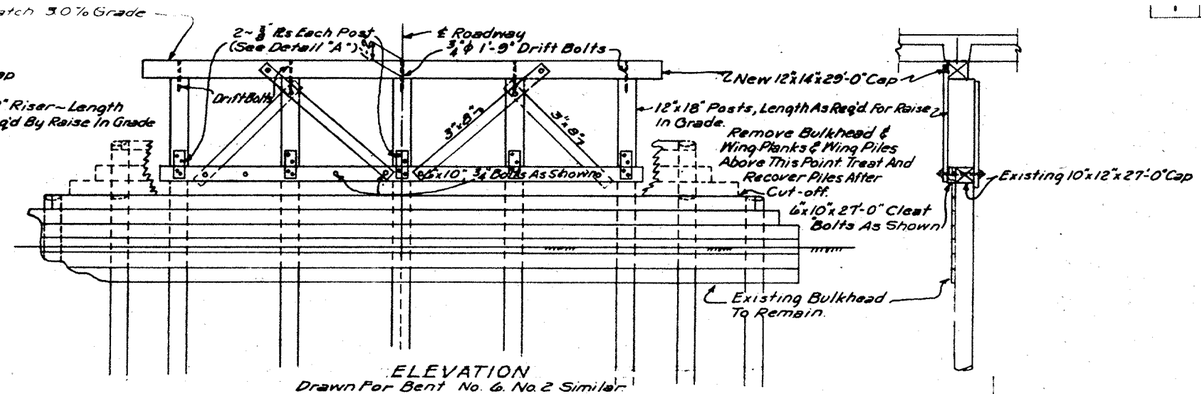
REVISIONS
DATE



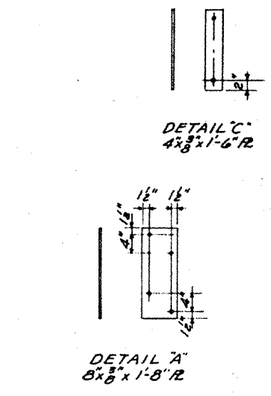
ELEVATION
Bents 3, 4 & 5

SECTION A-A

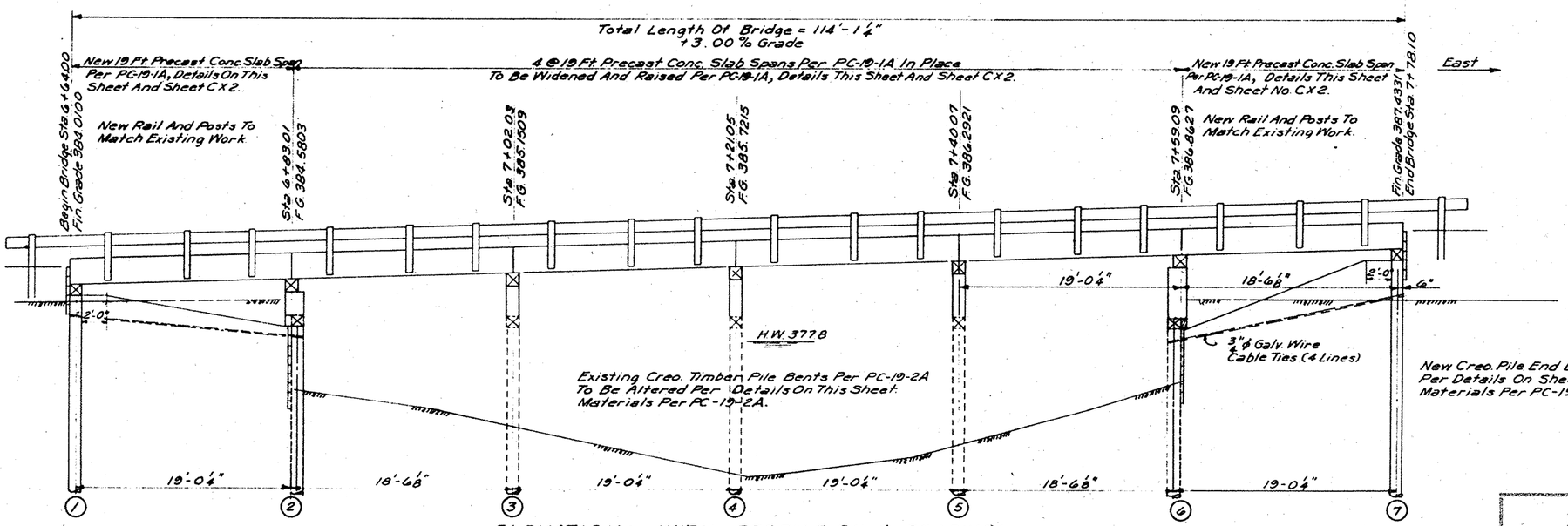
Note: All Mach. Bolts Shall Be ¾"ϕ.



ELEVATION
Drawn For Bent No. 6. No. 2 Similar



DETAILS OF PLATES
All Holes In Plates ⅞"ϕ.



ELEVATION ~ WITH PROFILE ON ℄ ROADWAY
Scale: 3/16" = 1'-0"

Existing Creo. Timber Pile Bents Per PC-19-2A To Be Altered Per Details On This Sheet. Materials Per PC-19-2A.

New Creo. Pile End Bents No. 1 & 7 Per Details On Sheet No. CX2. Materials Per PC-19-2A.

Existing Creo. Timber Pile Abutments Per PC-19-2A To Be Altered For Int. Bents No. 5 & 6, Per Details On This Sheet. Materials Per PC-19-2A. If Existing Abutments Are Found To Be Out Of Plumb Or Otherwise Unsound, Complete Timber Pile Int. Bents Shall Be Constructed In Lieu Of Alterations As Detailed.

FINAL QUANTITIES
~~ESTIMATED QUANTITIES~~

Treated Timber	1.700	M. B. M.
Treated Timber Piling	350	Lin. Ft.
Untreated Timber Test Piles	2	Units
Precast Conc. 19 Ft Span, Curb Unit	1	Units
Precast Conc. 19 Ft. Span, Int. Unit	16	Units
Railing (Steel Plate)	76	Lin. Ft.
Removal & Re-erection Existing Precast Span Units	28	Units
Removal & Re-erection Of Existing Railing	168	Lin. Ft.

1.537	
434.6	
2	
1	
16	
76	
28	
168	

GENERAL NOTES.
Specifications: Mississippi State Highway Department, 1956.
The Existing Bridge Is To Be Widened, Lengthened And Raised.
General Requirements, Materials, Etc. Of The Original Details PC-19-1A And PC-19-2A Shall Apply In Conjunction With Alteration Details Shown On This Sheet And Sheet CX2.
Dimensions, Grades, Etc. Of Existing Structure Shall Be Determined In The Field As Required To Properly Carry Out The Alterations.
All Timber Shall Be S4S And Shall Be Framed Prior To Creosote Treatment.
Project Engineer Shall Supply The Contractor Accurate Lengths Of Timber Members To Be Framed And The Contractor Shall Submit To The Project Engineer, A List Of Material For The Bridge, Prior To Ordering Material.
Paint For Steel Plate Rail Shall Be As Follows:
New Railing ~ Shop Paint One Coat Red Lead Per Code R-L, Field Paint One Coat Red Lead Per Code R-L And Two Coats Aluminum Per Code B-A.
Existing Railing ~ Clean And Paint One Field Coat Of Aluminum Per Code B-A.
All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items.

FINAL PLANS OF COMPLETED WORK

Drawings Req'd.: PC-19-1A; PC-19-2A

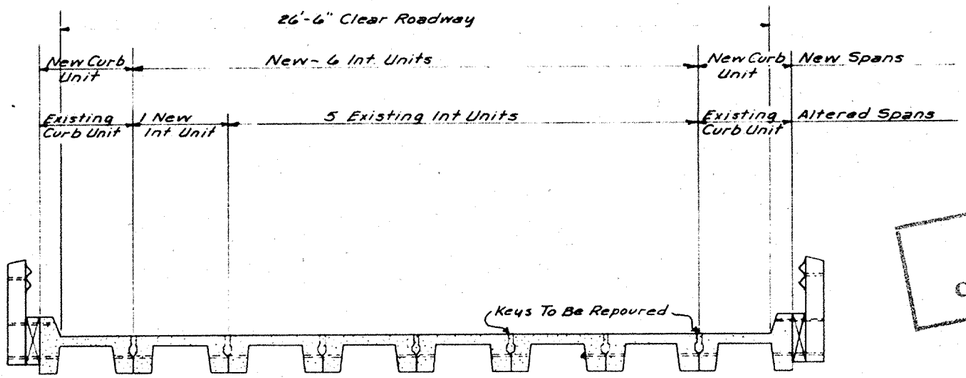
REVISIONS | BY | DATE

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE ACROSS LITTLE TANGIPAHOA RIVER
STA. 6 + 64 ON PARK DRIVE
PROJECT I-091-1(6)
PIKE COUNTY

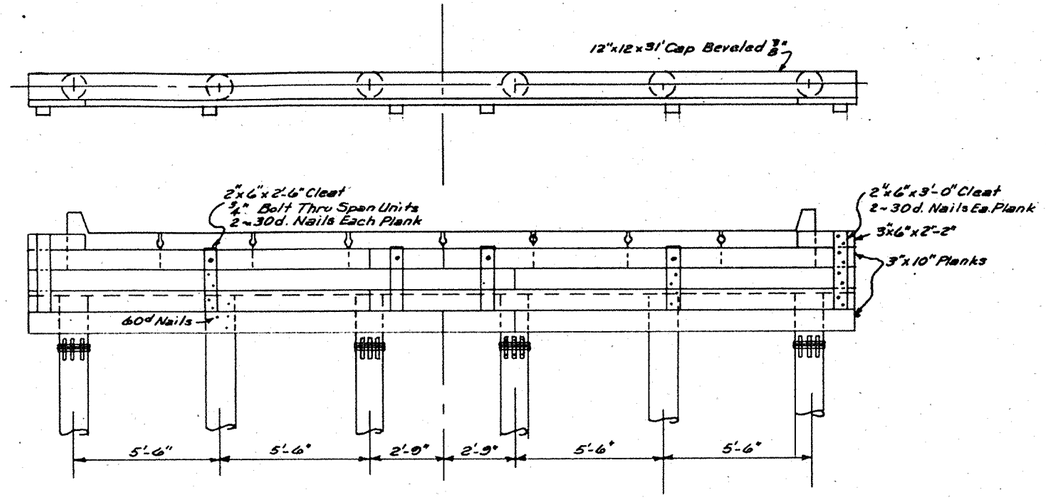
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED E.W.E.	CHECKED J.R.R.	ISSUED 2/11/58	SHEET NUMBER
TRACED E.W.E.	DATE 2-3-58	DATE 2-3-58	CX1 OF 2

DIST. NO.	STATE	PROJ. NO.	YEAR	NO.	SHEETS
8	[illegible]	I-091-1(6)	[illegible]	CX II	II

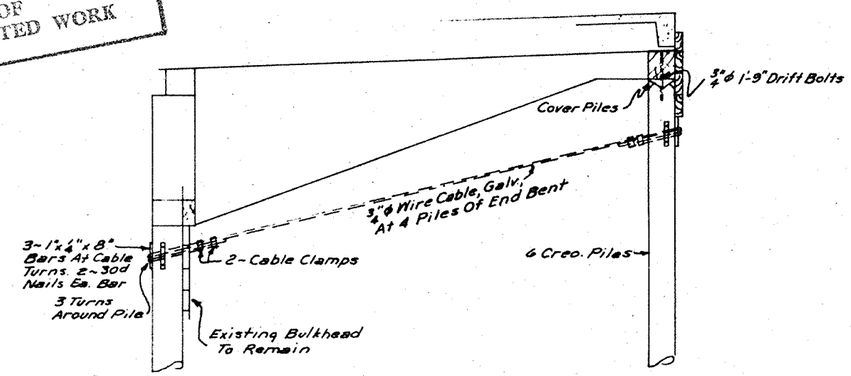


CROSS SECTION OF ROADWAY



ELEVATION ~ END BENT

FINAL PLANS OF COMPLETED WORK



END BENT

MISSISSIPPI STATE HIGHWAY DEPARTMENT
BRIDGE ACROSS LITTLE TANGIPAHOA RIVER
STA. 6 + 64 ON PARK DRIVE
SPAN AND END BENT DETAILS

PROJECT I-091-1(6)

PIKE COUNTY
SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED E.W.E.	CHECKED J.R.R.	ISSUED MHB	SHEET NUMBER
TRACED E.W.E.	DATE 2-3-58	DATE 2-3-58	CX2 OF 2

REVISIONS | BY | DATE

GENERAL NOTES:
Specifications: Mississippi State Highway Department/1956.
No Unauthorized Change Of Plans Will Be Permitted.
Expansion Material In Joints Shall Be Bituminous Fiber Type.
Concrete In Spans, End Bents, And Intermediate Bents Shall Be Class "B".
Concrete In Railing Shall Be Class "A".
Concrete In Piles Shall Be In Accordance With Pile Notes Elsewhere.
Concrete Surfaces Shall Be Finished In Accordance With Article 200.19 Of The Specifications.
Test Piles Of The Designated Type And Size Shall Be Driven At Locations And To Penetration And Bearing Shown On Individual Bridge Layout Sheets As Permanent Piles And Will Be Paid For As Test Piles Only.
Test Pile Data And Recommended Pile Lengths Shall Be Submitted To The Bridge Engineer For Approval.
Rounded Corners Of Railing And Curb Shall Be Formed With A Cove Mold.
All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items.
All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Recommended Practice For Detailing Reinforced Concrete Highway Structures", Prepared By Concrete Reinforcing Steel Institute.

CONSTRUCTION NOTES I (Conventional Concrete Box Girder Span)
Details Of Falsework Shall Be Submitted To The Bridge Engineer For Approval Before Construction Of Same Is Started.
Curb And Railing Shall Be Poured After Falsework Is Struck, However, Falsework May Be Used To Support The Curb.
Concrete In Last Pour Of Continuous Superstructure Shall Have Attained A Compressive Strength Of 2,400 p.s.i. As Determined By Cylinder Tests, Prior To Striking Any Falsework.
Backwalls Of End Bents Shall Not Be Constructed Until The Span Is Completed And Forms Are Removed.

CONSTRUCTION NOTES II (Concrete Box Girder Span Integral With Bents)
Details Of Falsework Shall Be Submitted To The Bridge Engineer For Approval Before Construction Of Same Is Started.
Curb And Railing Shall Be Poured After Falsework Is Struck, However, Falsework May Be Used To Support The Curb.
Concrete In Last Pour Of Continuous Superstructure Shall Have Attained A Compressive Strength Of 2,400 p.s.i. As Determined By Cylinder Tests, Prior To Striking Any Falsework.
Backwalls Of End Bents Shall Not Be Constructed Until The Span Is Completed And Forms Are Removed.
PLACING DIAGRAM As Shown On Detail Sheets Shall Be Followed, Unless An Alternate Scheme Is Approved By The BRIDGE ENGINEER.
Falsework Shall Be So Constructed And Adjusted Prior To Concrete Placement That Only The Minimum Amount Of Take-up Will Occur With The Result That The Proper Lines And Grade Of The Structure Are Obtained.
Falsework Shall Include Hard Wood Wedges For Adjusting And As A Provision Against Unforeseen Movement During Concrete Placement.
Particular Attention Shall Be Given In Setting And Maintaining Position Of Integral Columns During Construction So That There Will Not Be Excessive Eccentricity Of Loading.

FINAL PLANS
OF
COMPLETED WORK

PILE NOTES:
Piles shall be of type and size and shall be driven to minimum bearing required by the individual Layout Sheet, and to penetration directed by the Engineer.

I. Steel Piles: 10BP42, shall generally be driven in one piece, spliced only on authority of the Bridge Engineer.

II. 14" X 14" Precast Concrete Piles may be either Conventional Precast per Drawing CP-10 or Prestressed Precast per Drawing CP-20.

III. 14" Cast in Place Concrete Piles shall be in accordance with Special Provision No. 167. Reinforcing for piles shall be 6 No. 8 bars and spirals at 6" pitch of No. 2 Bars or No. 5 Ga. wire. Length of the #8 bars as required by Special Provision No. 167.

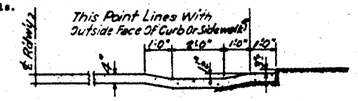
IV. Treated Timber Piles shall be in accordance with Sections 240 and 312 of the Specifications.

DECK DRAINS:
Drains shall be 4" I.D. Cement-Asbestos material, set 1/2" below gutter line with concrete surface warped to drain. Unless specifically shown in the details, drains shall be located in each gutter approximately 10 Ft. on centers except that no drains should be located within limits of riding surface of lower level road. Where deck slopes in one direction only drains occur in lower gutter only.

BEARINGS, DECK EXPANSION DEVICES, ACCESS DOORS:
MATERIAL: A-7 Structural Steel.
WELDING: Electric Arc process A.W.S. Specifications.
Shop Drawings to be submitted to Bridge Engineer.
Shop Inspection required.

Paint all surfaces of bearings, deck expansion devices, and access doors, except anchor bars and imbedded portions of anchor bolts, two coatings of Super Service Black Bitumastic Coating (Koppers Co. or equal) applied according to Manufacturer's Specifications, allowing ample time for drying of each coat. Care shall be exercised to cover corners.
Surfaces to be painted shall be cleaned per Article 214.05 of the Specifications.

SLOPE PAVING:
Concrete shall be Class "C" installed in accordance with Section 218 of the Specifications. Paving shall be 4" thick and extend from toe of slope up to face of End Bent. 10" X 2'-0" toe wall at base. See sketch below for other details.



SECTION OF SLOPE PAVING

MISSISSIPPI STATE HIGHWAY DEPARTMENT
GENERAL NOTES FOR ALL BRIDGES

PROJECT I-091-1(6)

PIKE COUNTY

SUBMITTED BY _____ BRIDGE ENGINEER

DETAILED JDC	CHECKED JRR	ISSUED 9-01	DRAWING NUMBER
TRACED	DATE 2-3-58	DATE 2-3-58	GN-1

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS	I-091-1(6)	3

REVISIONS	
DATE	BY

EASEMENTS FOR INLETS AND OUTLETS DITCHES AND CHANNEL CHANGES TO BE SECURED BY THE STATE.

WHERE IT IS DETERMINED PRACTICABLE BY THE ENGINEER, THE CONTRACTOR SHALL SATISFACTORILY DRAIN ALL EXCAVATIONS OR PITS. THIS WORK SHALL BE DONE WITHOUT EXTRA COMPENSATION, EXCEPT WHERE IT IS DETERMINED BY THE ENGINEER, THAT SPECIAL EASEMENT AND OUTLET DITCH IS REQUIRED BEYOND THE PROPERTY LINE OF THE EXCAVATION OR PIT.

INLET AND OUTLET DITCHES, CHANNEL CHANGES AND CONTOUR DITCHES SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

YARDAGE FOR RAMPS, TURNOUTS, CHANNEL CHANGES, INLET AND OUTLET DITCHES, ETC. INCLUDED IN EXCAVATION QUANTITIES.

ALL CONFLICTS WITH PUBLIC UTILITIES TO BE SETTLED BY STATE UNDER SEPARATE CONTRACT.

(a) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A "CONTROLLED ACCESS FACILITY WITHIN THE MEANING OF SENATE BILL NO. 1819, MISSISSIPPI LAWS OF 1956" AND IS SUBJECT TO ALL RESTRICTIONS AS SHOWN BY ORDER OF SAID COMMISSION DATED 9-25-1956, MINUTE BOOK 65, PAGE NO. 1295.
(b) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.

ALL BUILDINGS TO BE REMOVED FROM RIGHT OF WAY BY STATE UNDER SEPARATE CONTRACT.

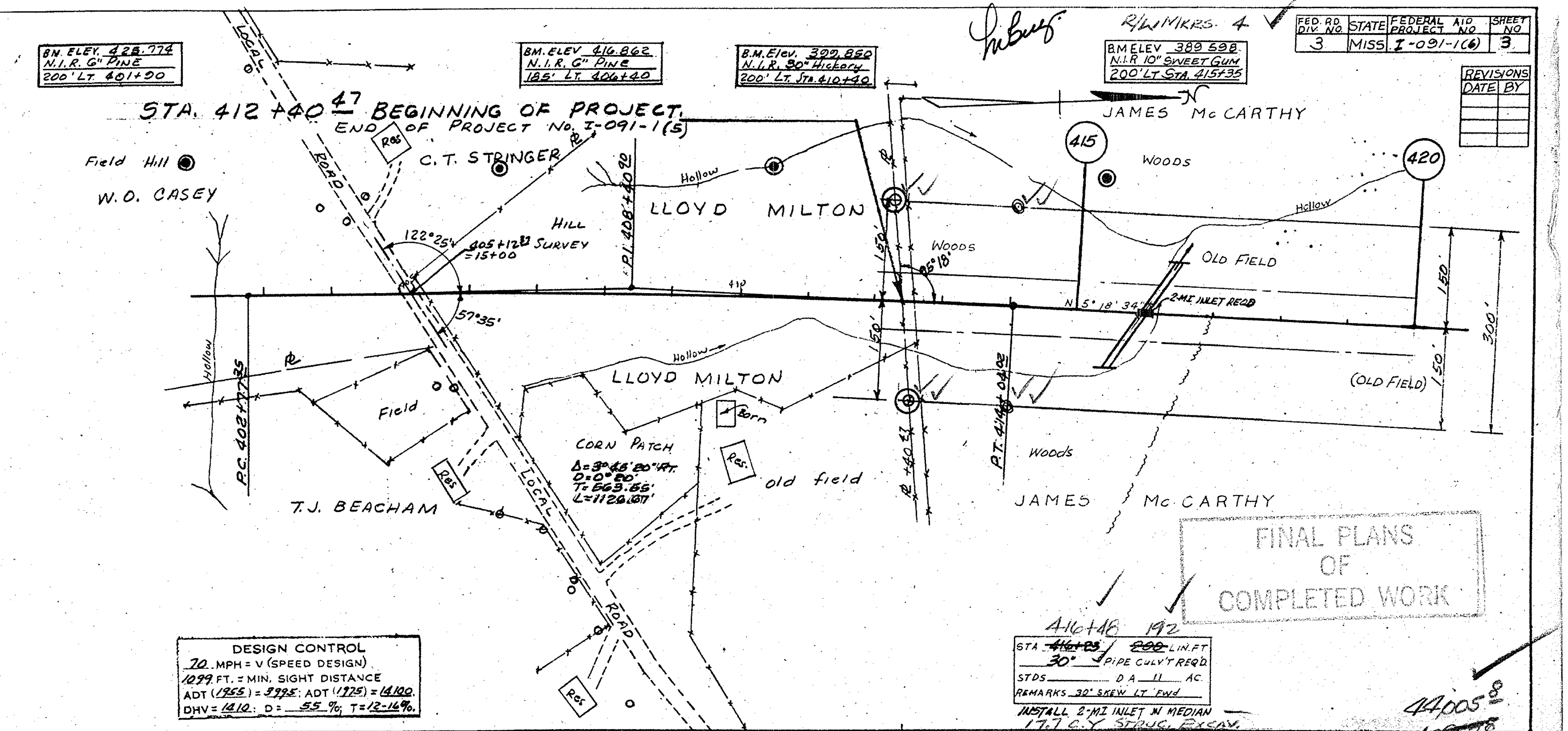
ALL STRUCTURES IN PLACE TO REMAIN ARE TO BE CLEANED OUT. COST TO BE ABSORBED IN PRICE BID FOR NEW ITEMS.

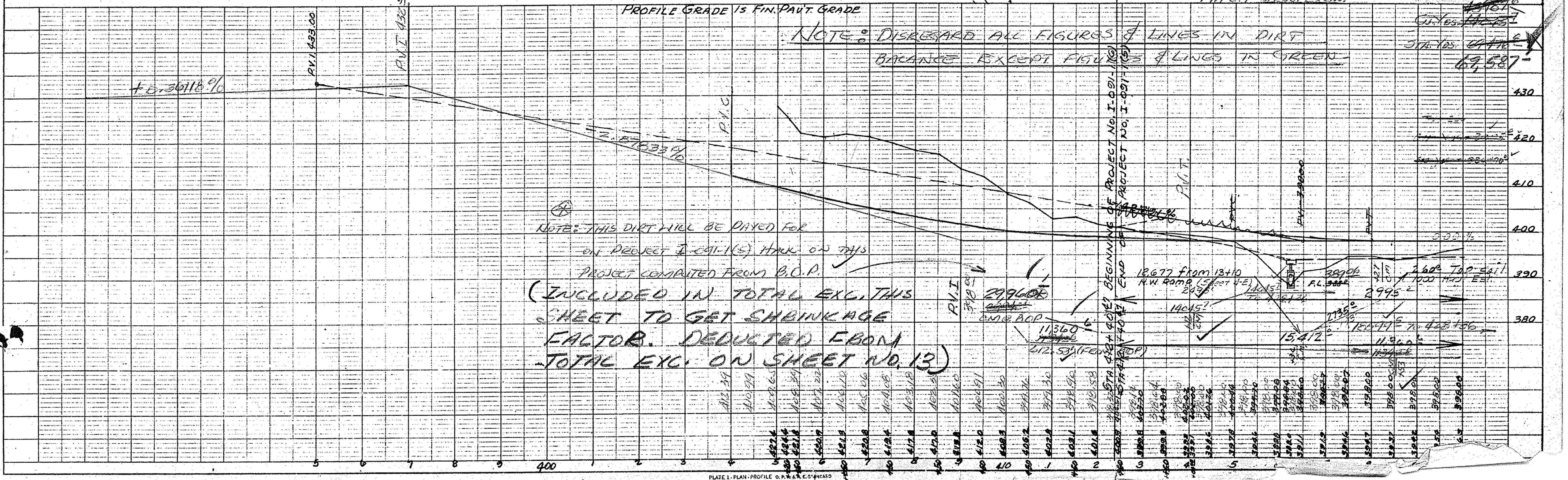
THE PROJECT ENGINEER SHALL SELECT SUCH TREES TO BE LEFT IN PLACE ON OUTER EDGES OF RIGHT OF WAY AS WILL SERVE AN ORNAMENTAL PURPOSE.

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		

NOTE BOOK NO.

DESIGN CONTROL
70 MPH = V (SPEED DESIGN)
1099 FT. = MIN. SIGHT DISTANCE
ADT (1955) = 3995; ADT (1975) = 14100
DHV = 1410; D = 55 %; T = 12-16%





PROFILE	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK NO.		

FED RD DIV. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.
3	MISS.	1-091-1(6)	4

REVISIONS	
DATE	BY
2-27-58	
10-27-57	AMS

B.M. ELEV. 383.323
N.I.R. 24" W. OAK
190' Lt. STA. 424+10.

B.M. ELEV. 396.663
N.I.R. 18" PINE
185' Lt. STA. 439+00

B.M. ELEV. 411.571
N.I.R. 10" RED OAK
190' Lt. STA. 447+00

B.M. ELEV. 397.862
N.I.R. 40" RED OAK
185' Lt. STA. 469+75

B.M. ELEV. 391.838
N.I.R. 10" WATER OAK
185' Rt. Sta. 465+15

B.M. ELEV. 404.459
N.I.R. 20" TWIN ACE ELM
190' Rt. Sta. 483+60

58' Dbl. 8'x6' Conc. Box Culvt in place

JAMES McCARTHY

JAMIE CARROL

T. G. SOLOMON & LONNIE DAVIS

JAMES McCARTHY

JAMIE CARROL

T. G. SOLOMON & LONNIE DAVIS

6N¼ SEC. SH. 4-D

N.W.¼ SEC. SH. NO. 4-E

SE¼ SEC. SHEET 4-C

NE¼ SEC. SHEET 4-F

431+57.88 Rt. ABOT.

431+10.13 Rt. ABOT.

433+49.88 Rt. ABOT.

433+87.38 Rt. ABOT.

Hollow

Hill

Woods

Old Field

Fence down

Halbut

Solid Sod

N. 5° 18' 24" E.

B-9 INLET REQ'D

PLUG

4-24" Cond. pipe in place remove

431+10 Rt. to 431+57.88 Rt. BRIDGE REQ'D
1 @ 44' - 6" - 6" 1 44' SPANS REQ'D. EACH LANE
SEE BRIDGE SHEET NO. 4-E
A-1, THROUGH A-12, GN-1,
154.9 C.Y. STR. EXC.

INSTALL B-9 INLET IN MEDIAN

425+00 DA = Relief
B-9 Inlet Req'd in Med.
100'-18" Pipe Culvt Req'd (Lt. Lane)
2.8 C.Y. Str. Exc.

431+05 Lt. to 431+54 Lt.
Solid Sod Med. Ditch
100 Sq. Yds. Solid Sod Req'd

439+44 Lt. to 439+54 Lt.
Solid sod Med Ditch
100 Sq. Yds. Solid Sod Req'd

70.249 From 443+93
1593'
2963 From 13+10 N.W. Ramp
SH. 4-E
1329'

SEE INTERCHANGE SHEET 70.249 To 428+00
FOR BALANCE STA. 421+25 - 443+25

2.50% Topsoil To Be Stockpiled
1000' Haul (Est.)

1.50% Topsoil To Be Stockpiled
1000' Haul (Est.)

3.420% Topsoil To Be Stockpiled
1000' Haul (Est.)

0.00%

+0.40%

-1.189%

-0.79%

7.987%

7.737%

9.507%

11.693%

41.051%

77.627%

EXIT 15

P.V.C.

P.V.T.

P.V.I. 339.00

F.L. 390.00

(1) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A "CONTROLLED ACCESS FACILITY WITHIN THE MEANING OF SECTION 1, CHAPTER 181, LAWS OF 1955, AS AMENDED BY CHAPTER 1, LAWS OF 1957, AND ALL LESS IMPORTANT STREETS AND ROADS CROSSING SAID HIGHWAY SHALL BE CARRIED OVER OR UNDER SAID HIGHWAY. MISSION DATED 9-25-1958, MINUTE BOOK 65, PAGE NO. 125.

(2) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.

PLAN — SURVEYED, PLOTTED, NOTE BOOK, NO., SCALES CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, STRUCTURE NO. & TYPE CHKD., DATE, BY

PROFILE — SURVEYED, PLOTTED, NOTE BOOK, NO., SCALES CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, STRUCTURE NO. & TYPE CHKD., DATE, BY

PLATE 1 - PLAN-PROFILE U.S.F.P.R. & B.P.E. STANDARDS
REVILLA CORP. CO., ILL., NEW YORK

Cu. Yds. 44.3965
Str. Yds. 152.764

1-091-1(6)

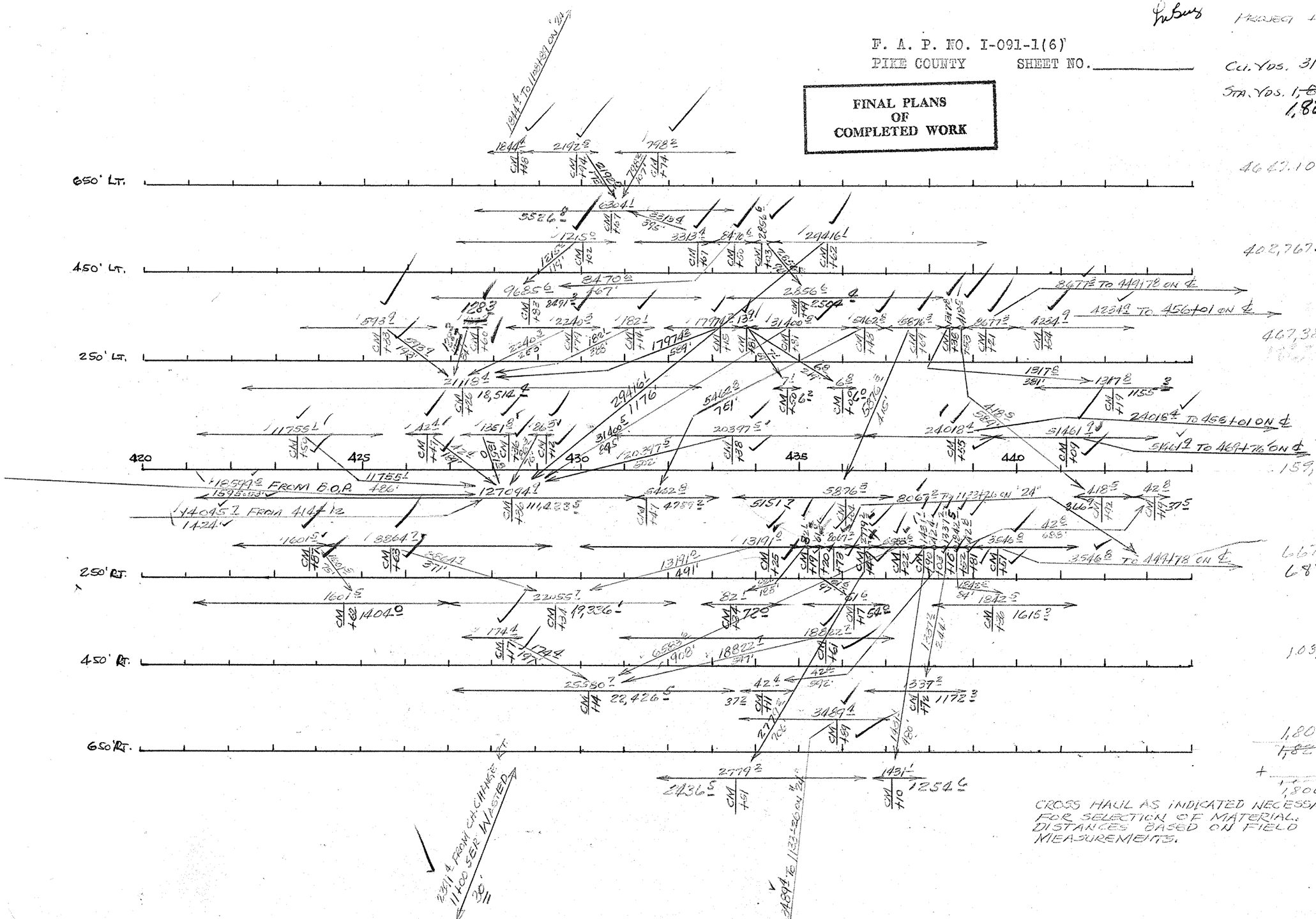
4

PROJECT I-091-1(6) PIKE CO.

F. A. P. NO. I-091-1(6)
PIKE COUNTY SHEET NO. _____

FINAL PLANS OF COMPLETED WORK

CU. YDS. 312092.6
STA. YDS. 1,~~825,956.5~~ 1,825,239.1



4647.10
402,767.15
467,384.71
159,670.96
667,795.05
687,465.4
103,363.74
1,805,568.69
~~1,825,189.84~~
+ 717.42 CH. CH.
1,806,286.1

CROSS HAUL AS INDICATED NECESSARY FOR SELECTION OF MATERIAL. DISTANCES BASED ON FIELD MEASUREMENTS.

FILE: 207,781.2 INTERCHANGE AT MISS. NO. 24

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	1-091-1(6)	4-A

REVISIONS	
DATE	BY

FINAL PLANS OF COMPLETED WORK

PLAN — NOTE BOOK NO. ___ SURVEYED ___ PLOTTED ___ ALIGNMENT CHECKED ___ RT. OF WAY CHECKED ___ BY ___ DATE ___

1107+75 32'-18" Pipe Ramp Rt.
2 Lines 36" Pipe 44' Long Ramp Lt.

1109+22 6'x4' Box Culvt.
In place 55.9' Long.
Extend 69.1' Lt. & 20.4' Rt.
Std. ISK 30-A
103.2 C.Y. Str. Exc.

Cu. Yds. 0
Sta. Yds. 37159.2

PROFILE — NOTE BOOK NO. ___ SURVEYED ___ PLOTTED ___ GRADES CHECKED ___ B. M.'S NOTED ___ STRUCTURE NOTATIONS CH'KD. ___ BY ___ DATE ___

8618.9 (MISS. #24) 1-091-1(6) 4-A

A-A

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MISS.	I-091-1(6)	19	4-AA	

DRAWN BY	DATE

REVISIONS			
DATE	BY	DATE	BY
May 24 1957	J.E.D.M.		
8-9-57	T.B.M.		

FINAL PLANS OF COMPLETED WORK*

NOTE: SEE QUADRANT SHEETS FOR CHANGES IN DRAINAGE & STATIONING.

PLAN OF INTERCHANGE @ MISS. HWY. # 24 & U.S. HWY. # 51

I-091-1(6) 4-AA

FED. RD. DIV. NO. 3
STATE MISS
FEDERAL AID PROJECT NO. 1-091-1(6)
SHEET NO. 4-B
R/W MKRS. 2
FINAL PLANS OF COMPLETED WORK
REVISIONS DATE BY 5-24-57 AMS
JAMIE CARROL
WOODS
OLD FIELD
R.O.W.
1110
1115
1120
1125
1130
1135
1140
1108+96.45
110'
75'
+46.45
111°49'20"
435
430
N5°18'34"E
MEPA 2 wires
SBTET 2 wires
℄ S. Lane & Survey
56'-Dbl 6'x8' Conc Dbl Culvt. in Pl. To be Extended Rt & Lt. Break FL. Rt.
1121+02.03 = 432+29.2 SURVEY
46'-24" Conc. Pipe (Remove)
MISS. HIGHWAY No. 24
TEMP. B4
N73°29'14"E
P.C. Sta. 1133+67.37 Beg. Temp. Connection N. Lane
P.R.C.
Sta. 1140+23.30 End Temp. Conn. N. Lane & End Const.
100'
60'
1133+67.32 END CONST
REVERSE CURVES
TEMP. CONN. N. LANE
Δ = 7°40'30"
D = 2°20'
T = 164.72
L = 328.93
FIELD
NOTE: PAVEMENT ON HWY. #24 IS NOT TO BE DISTURBED ON THIS CONTRACT
JAMES McCARTHY
1116+50
56'-Dbl 8'x6' Box in Pl.
45° Sk. R.F
EXTEND 62' Rt & 72' Lt.
337 C.Y. STR. EXC.
1117+75
212-18" PIPE RQD.
36.6 C.Y. STR. EXC.
Sta. 1123+90
148-24" PIPE Reqd. 15° Skew Lt. FWD.
FL 379.00
36.5 C.Y. STR. EXC.
1132+50 44'-18" Pipe in Place
EXTEND 64 Lt. & 12 Rt.
TEMP. 6-9 @ ℄ MEDIAN
4.7 C.Y. STR. EXC.
1134+92 44'-36" PIPE RAMP LT.
7986 TO 1108+89
SEE INTERCHANGE SHEET FOR BALANCE STA. 1113+00 - 1129+25
8067 FROM 250' Rt. 435+73
3489 FROM 650' Rt. 436+89
12022
12759
Cu. Yds. 9189
Sta. Yds. 103146
-0.84917%
-0.25300%
-0.83714%
-0.86667%
-0.33333%
+0.050%
PVC
PVI
PVT
7734 TO 1108+10
15667
7873
10,226
Beg. Const.
End Const.
1110+00
1140+23.30
400
390
380
370
(MISS. #24)
1-091-1(6)
4-B
11,126

FED. ROAD DIV. No.	STATE	FED. AID PROJECT NO.	SHEET No.
5	MISS.	I-021-1(16)	4-C

REVISIONS	
DATE	BY
5-29-57	T.E.H.

FINAL PLANS OF COMPLETED WORK

R/W MCRS 7

LOOP STATIONING

P.C. 0+00 Opp. 1122+85.67
THROAT 0+91.76 " 1123+85.47
FULL S.E. 1+01.85
NORM. WDTH. 1+16.76
FULL S.E. 8+02.31
NORM. WDTH. 8+12.31
THROAT 8+72.31 " 430+60.03
P.T. 9+16.79 " 431+08.34

432+29.91 U.S. HWY. #51
= 1121+02.03 MISS. HWY. #24

℄ Survey U.S. Hwy. #51
℄ EAST LANE

S.E. RAMP

S.E. LOOP

Δ = 30°-18'-56"
D = 82.00'
L = 193.64'
R = 227.40'
T = 99.31'
E = 20.62'
S.E. = 0.01

Δ = 32°-25'-18"
D = 74.00'
T = 217.40'
L = 534.60'62"
R = 819.02'
E = 45.60'
S.E. = 0.10

Δ = 55°-29'-31"
T = 289.32'
R = 350.00'
L = 531.94'+
E = 71.45'
D = 16°-25'-56"
S.E. = 0.10

50'x320' Easement Road For Outlet Ditch

B-9 Rd.

Δ = 37°-25'-18"
T = 217.40'
L = 534.60'62"
R = 819.02'
E = 45.60'

Δ = 55°-29'-31"
T = 289.32'
R = 350.00'
L = 531.94'+
E = 71.45'
D = 16°-25'-56"

Note: This project is declared by the State Highway Commission to be a "controlled access facility" within the meaning of Senate Bill No. 1819, Mississippi Laws of 1956, and is subject to all restrictions as shown by order of said Commission dated 9-25-1956, minute book 65, page no. 1293.

(a) NOTE: Access to and exit from this highway will be permitted only through interchange as shown on plans.

PROFILE S.E. RAMP

PROFILE S.E. LOOP

STA 17+50 RAMP
12 44 LIN. FT. 18" PIPE REQ'D
FL 371.2 Skew 30° R.F.
N.C.Y. STR. EXC.
CUT OUTLET DITCH
(DRAINAGE EASEMENT REQ'D)

STA 1+50
BD-15 INLET REQ'D
16-18 LIN. FT. 15" PIPE
S.C.Y. STR. EXC.
STA. 4+00
BD-15 INLET REQ'D
16 24 15" DIPE REQ'D
S.C.Y. STR. EXC.
STA 7+00
BD-15 INLET REQ'D
136 15" PIPE REQ'D (BCM)
2-15" BCM ENDS REQ'D
N.C.Y. STR. EXC.

STA 5+50
164 140 LIN. FT. 30" PIPE REQ'D
45° Skew L.F.
92 C.Y. STR. EXC.

CUT OUTLET DITCH
(DRAINAGE EASEMENT REQ'D)
2+00 - 11+00
Solid Sod Ditch Req'd. Rt.
445 Sq. Yds. Solid Sod Req'd.

870' Top Soil To Be Stockpiled
1000' HAUL (EST.)

160.17'

12,244'

11,374'
643'

14,088'

2714' From 13+10 N.W. Ramp
Sh. 4-E 610'

614'
449'

23,684'

28,070' From N.W. Ramp 13+16
Sh. 4-E 545'

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
REUFFEL & ESSER CO., NEW YORK.

MISS #24 S.E. LOOP & RAMP 4-C

U-4

FED. ROAD DIV. No. | STATE | FED. AID PROJECT No. I-091-1 (6) | SHEET No. 4-D

REVISIONS	
DATE	BY
5-29-57	T.E.P.

FINAL PLANS OF COMPLETED WORK

4 Men Kikers. 4-

LOOP STATIONING

P.C.	0+00	Opp.	429+10.92
Throat	0+91.76	"	428+11.12
Full S.E.	1+01.85		
Norm. Width.	1+16.76		
Full S.E.	6+65.19		
Norm. Width.	6+75.19		
Throat	7+35.19	"	1117+06.30
P.T.	7+79.67	"	1117+54.61

(1) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A CONTROLLED ACCESS FACILITY WITHIN THE MEANING OF SENATE BILL NO. 189, 1947 LAWS OF MISS., 1956 EXTRA SESSION, AND IS SUBJECT TO ALL RESTRICTIONS AS SHOWN IN ORDER OF THE COMMISSION DATED 9-25-1956, MINUTE BOOK 65, PAGE NO. 1295.

(2) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE RESTRICTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.

PROFILE S.W. RAMP

Sta. 8+50 Ramp 17°01' C.L. 432+29.91 ℄ Survey ≙1121+02.23 Miss. Hwy. 24

PROFILE S.W. LOOP

0+00 Begin Ramp Opr. 446+90.82

7+00 - 8+50 Solid Sod Ditch Regd. Lt. 338 Sq. Yds. Solid Sod Regd.

60" CMP Reqd. FL. 372.2 DA 7.3 Ac. Skew 30° Rt. Fwd.

Sta 8+50 Ramp 60 Lin. Ft. 18" Pipe Reqd. 45° Sk. Lt. Fwd.

2400 BD-15 Inlet Reqd. 5:2 C.Y. Str. Exc. 16-24 Lin. Ft. 15" Dwn. Spt.

4+00 BD-15 Inlet Reqd. 5:2 C.Y. Str. Exc. 16-24 Lin. Ft. 15" Dwn. Spt.

6+00 BD-15 Inlet Reqd. 5:3 C.Y. Str. Exc. 16 Lin. Ft. 15" Stubout

Lt. Sta. 0+50 - 1+75 = 125 Lin. Ft. 60" Stubout From Box Culvt.

Lt. Sta. 3+50 - 7+00 - 18 Lin. Ft. 18" Stubout From Box Culvt.

Curve 33°48'

Hours 1:19 PM

T.S. 6:03 A.M.

3.520 %

14.251° From 4+32 N.W. Loop Sh. 4-E

14.25 ℄

-2.98909 %

2.292° From ⊙3+10 N.W. Ramp (Sh. 4-F 620')

FL. 374.00

403 ℄ Top Soil To Be Stockpiled 1000' Haul (Est.)

3.754° From 4+32 N.W. Loop Sh. 4-E 490'

3.968°

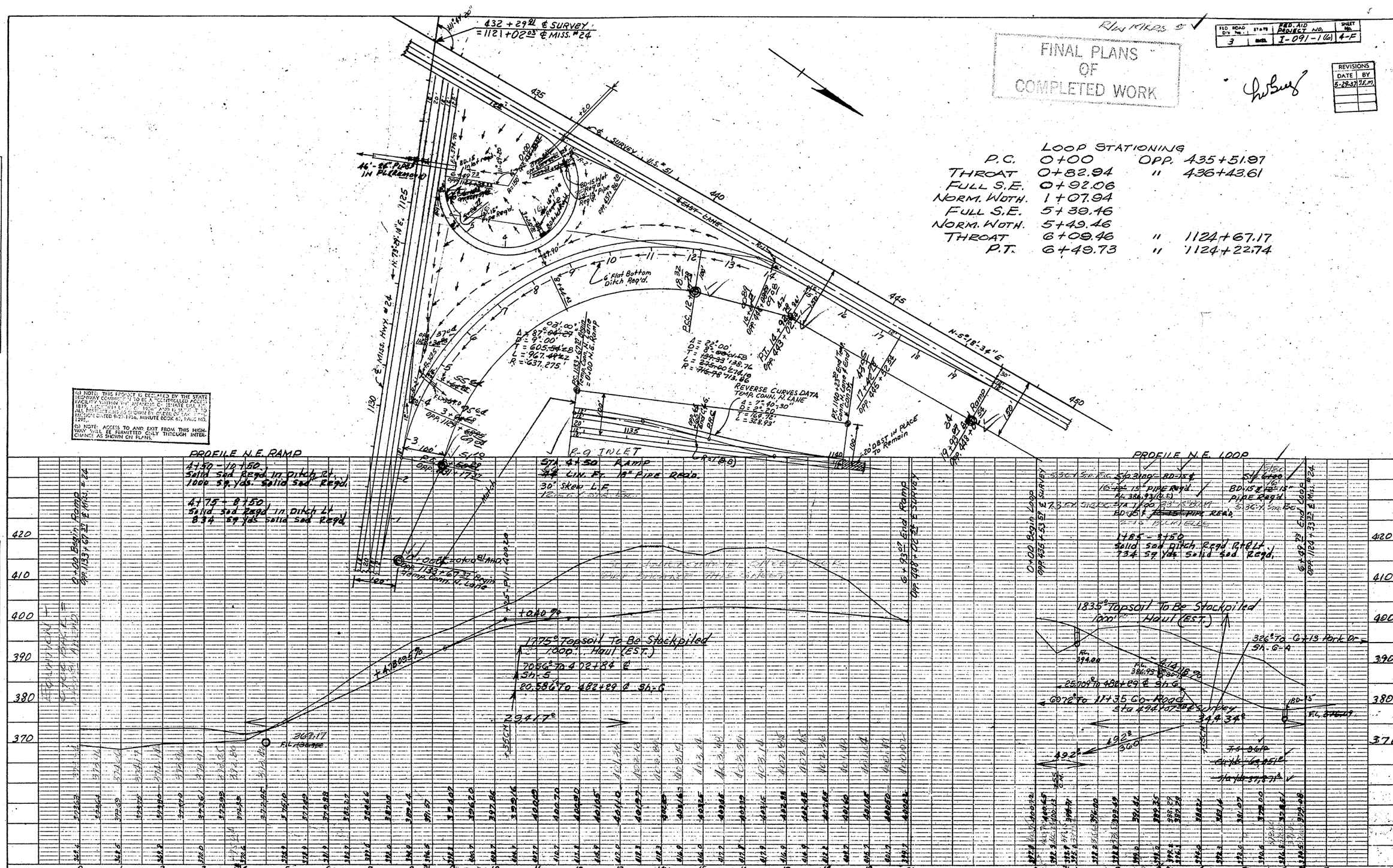
4.565° 583

9.611°

PLATE 1 - PLAN - PROFILE O.P.R. & R.E.S. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

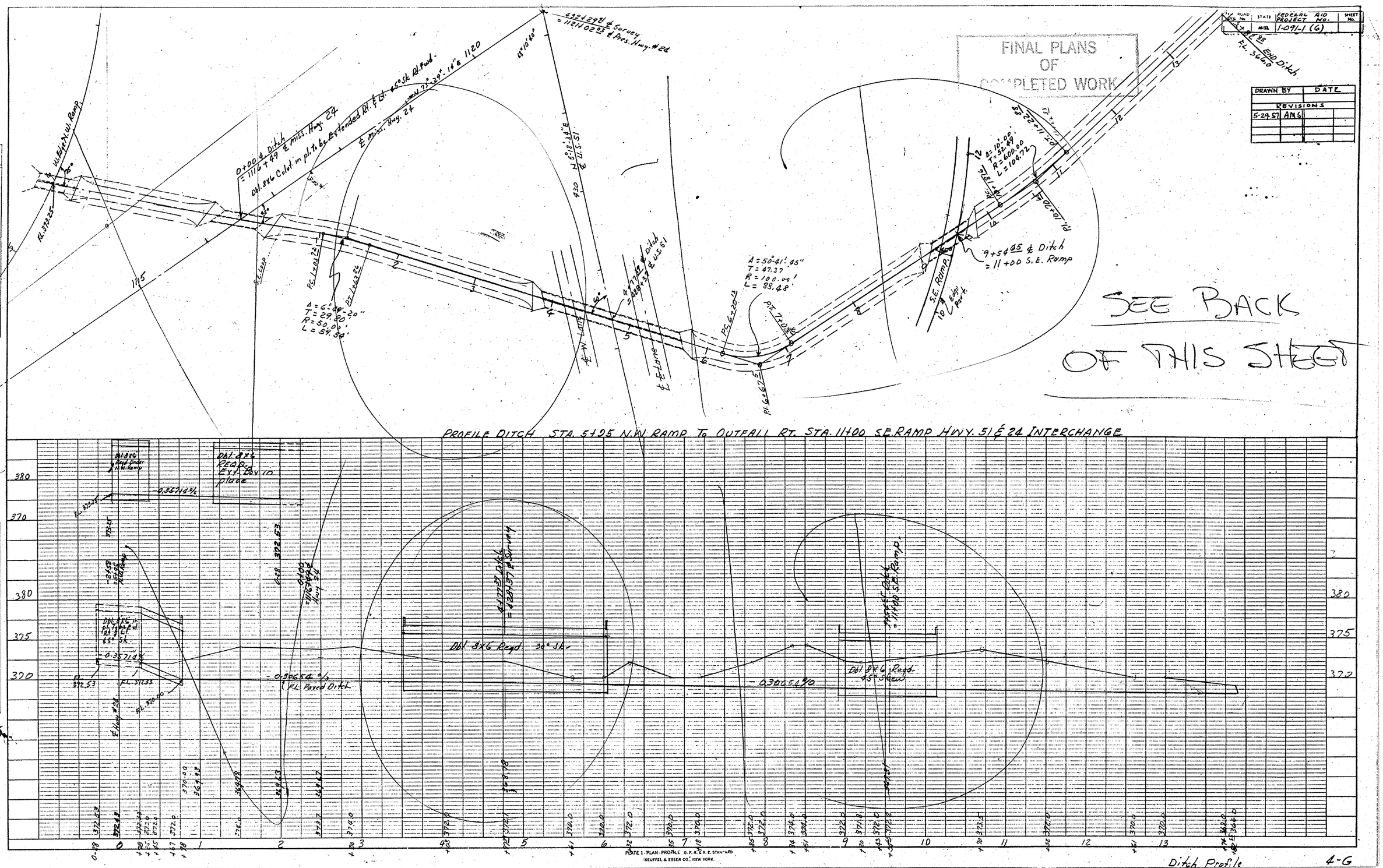
I-091-1(6) 4-D

FED. ROAD DIV. No. | STATE | FED. AID PROJECT NO. | SHEET No.
5 | MISS. | I-091-1 (6) | 4-E
REVISIONS
DATE | BY
R/W MKRS. 8
FINAL PLANS OF COMPLETED WORK
P.C. 1101 + 87.74 N. Lane ℄ HWY. #24
20' OBST. in Place To Remain
REVERSE CURVE DATA NORTH LANE HWY. #24
Δ = 7°-06'-18"
D = 2°-00'
T = 177.86'
R = 2864.93'
L = 355.25'
P.R.C.
R=1'8-B
Opp. 1106 + 17.76
1108 + 96.45 P.T. North Lane
0+00 Begin Ramp Opp. 1109 + 06.21
19+12.68 End S.W. Ramp Opp. 1108+96.45 ℄
P.C. 2+50.29 Opp. 1111+56.21
Δ = 52°-27'-48"
D = 8°-00'
T = 353.19'
L = 655.79'
R = 716.78'
SE = 0.10
P.T. 9+06.08
P.I. 6+03.48
6' FLAT BOTTOM DITCH
SOLID SOD REQD.
P.I. 11+59.72
P.C. 9+93.06
Δ = 23°-22'-13"
D = 7°-00'
T = 169.53'
L = 334.14'
R = 819.02'
SE = 0.10
BD-15 Inlet Reqd. 16' 15" Pipe Stub Reqd.
R=180'
68°-10'-00"
℄ MISS. HWY. #24
N 73°-29'-18" E
℄ EAST LANE
N 5°-18'-34" E ℄ SURVEY U.S. 51
111°-49'-20"
432 + 29.91 ℄ Survey = 1121+02.03 ℄ Miss. Hwy. #24
Δ = 33°-36'-00"
D = 8°-00'
T = 216.31'
L = 419.82'
R = 716.78'
E = 31.92
SE = 0.10
P.T. 15+63.93
P.T. 19+85.80
P.I. 17+80.73
22+34.03 END RAMP Opp. 436+50
LOOP STATIONING
P.C. 0+00 Opp. 433+98.89
THROAT 0+44.48 " 434+47.20
NORM. WDTH. 1+04.48
FULL S.E. 1+14.48
NORM. WDTH. 8+00.03
FULL S.E. 8+14.94
THROAT 8+25.03 " 1118+36.21
P.T. 9+16.79 " 1119+36.01
(b) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.
N.W. RAMP
N.W. LOOP
0+00 BEGIN RAMP OPP. 1109+06.21 MISS. #24
5+95 DA Dbl. 8'x6' Box Culvt. Reqd. 15° SKEW R.F.
Sta. 6+00 to 20+50 Lt. N.W. Ramp 2417 Sq. Yds. Solid Sod Req'd in Ditch LT.
+1.437%
FL. 374.50
16,677 to ℄ Sta. 416+34
2965 to ℄ Sta. 428+00
1611 to 1108+10 Miss. #24 Sh. 4-A
2714 to 12+95 S.E. Ramp Sh. 4-C
23,070 To 6+10 S.E. LOOP Sh. 4-C
2292 to 9+16 S.W. Ramp Sh. 4-D
2116 Top Soil To Be Stockpiled 1000' Haul (Est.)
50,520
3077
END RAMP 22+34.03 OPP. 436+50 ℄ SURVEY
BEGIN LOOP 0+00 OPP. 433+98.89 ℄ SURVEY
2+50 BD-15 INLET ℄ 16 Lin. Ft. 18" PIPE REQD.
5+00 BD-15 INLET ℄ 16 Lin. Ft. 15" PIPE REQD.
7+50 1-BD-15 INLET REQD.
2+00 Rt. To Rout Ditch Lt. 1115+50 Miss. #24 1507 Sq. Yds. Solid Sod Reqd.
-3.2125%
3754 To 9+16 S.W. Ramp Sh. 4-D
1425 To 2+80 S.W. Loop Sh. 4-D
20,553 To ℄ 467+18 Sh. 5
28,538 To ℄ 472+84 Sh. 5
3875 TOPSOIL TO BE STOCKPILED 1000' HAUL (EST.)
70,371
FL. 372.61
9+16.79 END LOOP OPP. 1119+36.01 MISS. #24
400
390
380
370
PLATE 1 - PLAN - PROFILE O.P.R. & P.E. STANDARD KEUFFEL & ESSER CO., NEW YORK.
I-091-1 (6)
4-E



FINAL PLANS OF COMPLETED WORK
FED. ROAD DIV. No. 3
FED. AID PROJECT NO. I-091-1(6)
SHEET No. 4-F
REVISIONS
DATE BY
5-29-37 J.E.M.
LOOP STATIONING
P.C. 0+00 OPP. 435+51.97
THROAT 0+82.94 " 436+43.61
FULL S.E. 0+92.06
NORM. WDTH. 1+07.94
FULL S.E. 5+39.46
NORM. WDTH. 5+49.46
THROAT 6+09.46 " 1124+67.17
P.T. 6+49.73 " 1124+22.74
432 + 29.91 ℄ SURVEY = 1121+02.05 ℄ MISS. #24
℄ SURVEY U.S. #51
℄ EAST LANE
℄ MISS. HWY. #24
N-5°18'-34" E
6' Flat Bottom Ditch Req'd.
REVERSE CURVES DATA TEMP. CONN. N. LANE
20' DBST IN PLACE To Remain
PROFILE N.E. RAMP
4+50 - 10+50 Solid Sod Reqd in Ditch Rt. 1000 Sq. Yds. Solid Sod Reqd.
4+75 - 8+50 Solid Sod Reqd in Ditch Lt 834 Sq Yds Solid Sod Reqd.
8-9 INLET
STA. 4+50 RAMP
30° Skew L.F.
PROFILE N.E. LOOP
1+85 - 3+50 Solid Sod Ditch Reqd Rt & Lt. 734 Sq Yds Solid Sod Reqd.
1775° Topsoil To Be Stockpiled 1000' Haul (EST.)
1835° Topsoil To Be Stockpiled 1000' Haul (EST.)
+0.40%
+4.78095%
29.417°
34.434°
PLATE 1 PLAN-PROFILE O.P.R. & R.F. STANDARD KEUFFEL & ESSER CO., NEW YORK

I-091-1(6) 4-F


FINAL PLANS OF COMPLETED WORK
FEDERAL AID PROJECT NO. 1-091-1 (6)
DRAWN BY
DATE
REVISIONS
5-29-57 AMS
SEE BACK OF THIS SHEET
PROFILE DITCH STA. 5+25 N.W. RAMP TO OUTFALL RT. STA. 11+00 S.E. RAMP HWY. 51 & 24 INTERCHANGE
Dbl. 8x6 Req'd. 30° Sk.
Dbl. 8x6 Req'd. 45° Skew
Dbl. 8x6 Req'd. Ext. Box in place
-0.36714%
-0.30654%
FL. Paved Ditch
PLATE 1 - PLAN - PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.
Ditch Profile
4-G

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	I-091-1(6)	5

REVISIONS

DATE	BY
5-28-53	AMS

FINAL PLANS OF COMPLETED WORK

ANDREWS ESTATE

T. G. SOLOMON & LONNIE DAVIS

GILLIS

POPE

B.M. ELEV. 374.566
N.I.R. 10" Sweet Gum
200' Lt. Sta. 476+45

B.M. ELEV. 382.813
N.I.R. 15" White Oak
185' Rt. Sta. 458+35

B.M. ELEV. 385.105
N.I.R. 8" Pine
200' Rt. Sta. 452+60

B.M. ELEV. 371.453
N.I.R. 60" Water Oak
300' Rt. Sta. 466+35

B.M. ELEV. 371.029
N.I.R. 18" Water Oak
195' Rt. Sta. 471+00

(a) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A "CONTROLLED ACCESS FACILITY WITHIN THE MEANING OF STATE BILL NO. 1819, REGULAR SESSION OF THE LEGISLATURE OF 1956, AND ALL RIGHTS OF ACCESS ARE SUBJECT TO SAID COMMISSION'S ORDER DATED 9-25-1956, MINUTE BOOK 65, PAGE NO. 1295.

(b) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.

Sta. 455+~~64~~ 60 — 204' LIN. FT.
8'x4' ✓ — BOX CULV'T. REQ'D
STDS. — DA 1.372 AC.
REMARKS

INSTALL 2-MI INLET OVER

270 C.Y. STR. EXC.

Woods — Andrews Estate — T. G. SOLOMON & LONNIE DAVIS

Cult. Field — Woods — Field — Cult. Field — Pasture — Pasture — Pasture — Pine Timber — Pasture — Pasture

℄ West Lane — ℄ East Lane

INSTALL 2-MI INLET OVER — PLUG — B-INLET — INSTALL B-9 INLET — INSTALL B-9 INLET — 2 VII INLET

Cotton House

Pines — Pine Timber — Easement Road — Spur Ch. ℄

Original Ground Line

TYPICAL SECTION CHANNEL CHANGE

464+50
443 L.F.
8-9 Inlet Req'd in Med.
84 L.F. 18" Pipe Culv't. Req'd. Rt. Lane
Ditch Plug Req'd. in Med.
2677 C.Y. Str. Exc.

472+50
2 VII B-9 Inlet Req'd. in Med.
176 L.F. 18" Siphout Pipe Req'd. Rt.
30.5 C.Y. Str. Exc.

Sta. 474+31 W. Lane 475+26 E. Lane
Twin Bridges Req'd. - 30° Skew Lt. Fwd.
D.A. 7 Sq. Mi.
5 @ 31' Spans Req'd. Each Br.
See Br. Sheets: B-1 - B-4 - GN-1, HS-1.

75' Spur Dyke Req'd. at S. End of W. Bridge
50' Spur Dyke Req'd. at N. End of W. Bridge
Std. Plan ED-1
151 Tons Loose Rip Rap Req'd. on Dykes

266 Cu. Yds. Topsoil To be Stockpiled 1000' Haul Est.

310 Cu. Yds. Topsoil to be Stockpiled 1000' Haul Est.

-1.18972 %

0.00 %

Waste

Cu. Yds. Est. For Channel Ch. — Sta. 30+50 — Sta. Yds. 3,833.33 — Cu. Yds. 5,750 — 32,709 — Sqm. Yds. 2,

To Back Fill Old Channel

200' Haul

20553 From 4+32 N.W. Loop — Sh. 4-E — 32.58

28.598 From 4+32 N.W. Loop — Sh. 4-E — 3824

1056 From 10+35 N.E. Ramp — Sh. 4-F — 4586

Pipe Culv't. Ch. 346.00

Backfill 5'

PROFILE — SURVEYED — PLOTTED — NOTE BOOK — NO. — B.M.'S NOTED — STRUCTURE NO. & PTS. CHKD. — DATE — BY

PLAN — SURVEYED — PLOTTED — NOTE BOOK — NO. — ALIGNMENT CHECKED — PT. OF WAY CHECKED — DATE — BY

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

24,769 5 — 52,966 — 7836 — 4

I-091-1(6) 5

FED RD DIV NO	STATE	FEDERAL AID PROJECT NO	SHEET NO
3	MISS	I-091-1(6)	6

REVISIONS	
DATE	BY

FINAL PLANS OF COMPLETED WORK

B.M. ELEV. 374.444
N.12.16" CHERRY
195' Lt. STA. 480+60

JAKE POPE

PASTURE

ENOCH WILLIAMS

EARL JOHNSON

PASTURE

OLD HOUSE (used for hay barn)

Storage Shed

HILL - PASTURE

Hollow

Small Hollow

PARK DRIVE

R.O.W.

New Land Entr. ℄

℄ East Lane

℄ West Lane

494+07.38 = 14+73.12 PARK DR.

SURVEY ℄ 16' Above ℄ PARK DRIVE

M.P.&L.CO. 4 Lines 12 Cross Arms 24 Guys Above ℄

16'-36" Conc. pipe

N. 5° 18' 34" E

8-9 Reqd

8-9 Req'd.

8-9 Inlet Reqd

2-MI Inlet

2-MI Inlet Reqd

Install 8-9 Inlet

PLUG

HILL

B.M. ELEV. 376.546
N.12.24" WATER OAK
300 Ft. STA. 485+50

B.M. ELEV. 386.827
N.12.16" WATER OAK
250 Ft. STA. 490+20

B.M. ELEV. 397.043
N.12 60" WATER OAK
300 Ft. STA. 495+50

20'-36" Conc. Pipe in place

Sodded LAWN 156

STA. ~~493+85~~ Hdr. LIN. FT.
18" PIPE CULV'T. REQ'D.
STDS. D.A. 3 AC.
REMARKS 8-9 Inlet Reqd end

B.M. ELEV. 402.020
N.12 10" TUNG TREE
180' Lt. STA. 502+00

B.M. ELEV. 410.031
MAG. SPIKE IN GUM
180' Lt. STA. 507+50

STA. 509+00 ~~Hdr~~ LIN. FT.
42" PIPE CULV'T. REQ'D.
STDS. D.A. 24 AC.
REMARKS 15° Skew RT. Fwd.

172

(a) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A "CONTROLLED ACCESS FACILITY" WITHIN THE MEANING OF SENATE BILL NO. 1819, MISSISSIPPI LAWS OF 1955, AND IS SUBJECT TO ALL RESTRICTIONS AS SHOWN BY ORDER OF SAID COMMISSION DATED 9-25-1956, MINUTE BOOK 65, PAGE 140.

(b) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS

~~483+00~~ D.A. Relief
8-9 Inlet Reqd. & Mod.
~~24~~ 18" Pipe Culvert Req'd (LF)
C.S.&V. STA. ETC

490+00 (Relief) (Lt.)
8-9 Inlet Reqd.
~~24~~ 18" Pipe Reqd.
STA. ETC

Sta. 493+10
~~24~~ 24" Pipe Install
35° Sk. R.F.
(Limit at Ditch)
STA. ETC

Sta. 495+00
~~48~~ 36" Pipe Install
35° Sk. R.F.
(Limit at Ditch)
STA. ETC

~~499+85~~ 8-9 Inlet Reqd in Med.
(Ditch Plug Req'd.)
STA. ETC

505+00 (Relief) (Lt.)
8K-78" Pipe Reqd.
INSTALL 8-9 INLET and
Ditch Plug Reqd.
STA. ETC

INSTALL 2-MI INLET IN MEDIAN
141.2 K STA. ETC

20.386° From 10+35 N.E. Ramp
Sh. 4-F
5529'

25.709° From 4+15 N.E. Loop
Sh. 4-F
5,949'

47,326°

8484° To 11+35 Park Drive
Sh-6-A
506° Cu. Yds Topsoil to be Stock Piled
1,000' Haul Est.
214,560°

27,174°

10.31°

30.56°

21,240°

Dit. Pur. Reqd.

Plug

Ditch Plug Reqd.

PLATE 1 - PLAN - PROFILE, O.P.R. & R.R. STANDARD
KEUFFEL & ESSER CO., NEW YORK

38,240

14,759

9516.1

1-091-1(6)16,072

FED. RD. DIV. NO. 3
STATE Miss
FEDERAL AID PROJECT NO 1-091-1(6)
SHEET NO 6-A
REVISIONS DATE BY
R/W MKRS. 14
FINAL PLANS OF COMPLETED WORK
ENOCH WILLIAMS
JAKE POPE
5+00 BEGIN CONST.
FIELD
PASTURE
LAWN
To MISS. HWY. No. 24
68'48" Corr. Metal pipe
N55° 41' 34" E
PARK DRIVE
P.I. 10+52.05
P.C. 8+54.08
Δ = 4° 37' Rt.
D = 1° 10'
T = 197.97'
L = 395.71'
S.E. .0232'/Ft.
P.T. 12+50.79
13+35.54 Br. Abut.
M.P.&L. Co. 5 lines 1-Cross Arm
R/W
150'
500'
490
N60° 18' 34" E
16+10.25 Br. Abut.
P.C. 16+79.12
16+30 Conc. Pipe Remove
494+07.38 = 14+73.06 PARK DRIVE
+58 TELEPHONE CABLE CROSSING
55°
Δ = 5° 59' 40" Lt.
D = 1° 00'
T = 300.00'
L = 599.44'
S.E. .0199'/Ft.
19+73.90
P.I.
P.T. 22+72.56
4 MP&L wires 1 SBT&T wires
20'36" Conc. Pipe
1-SBT&T wire 2-MP&L wire
MP&L 1X-Arm 2 Guyline
N54° 18' 54" E
SBT&T 1-Cable
P.I. 28+07.96
P.C. 26+45.90
24' 24" Corr. Pipe
1 SBT&T wires 6 MP&L wires
RES.
Δ = 16° 05' 40" Rt.
D = 5° 00'
T = 162.06'
L = 321.89'
S.E. .0421'/Ft.
EQUA. P.T. 29+67.79 = 29+74.56 END CONST.
N70° 24' 34" E
M.S. Comb.
B.M. ELEV. 397.943 N.I.R. 60" WATER OAK 300' Rt. Sta. 496+50
SURFACING QUANTITIES (5+00 to 29+67.79)
DBST = 5795 Sq. Yds (26' width)
BASE = 6257 Sq. Yds. (26' width)
6+64 BRIDGE IN PLACE TO BE RECONSTRUCTED & LENGTHENED 1@ 19' EACH END TOTAL LENGTH 114.0 SEE BRIDGE SHEETS CX-1, CX-2, GN-1, PC-13-1
Ɛ SURVEY
13+35.54 BRIDGE REQ'D. 1@ 56', 1@ 80', 1@ 80', 1@ 56' SPANS REQ'D. SEE BRIDGE SHEETS NO C-1, THROUGH C-8, GN-1, MR-1.
11+00 RAMP LT. 36" PIPE REQ'D.
13+35.54 9x65 Solid Sod Flume Req'd. Rt. & Lt. 130 Sq. Yds. Solid Sod Req'd.
16+10.25 9x60 Solid Sod Flume Req'd. Rt. & Lt. 120 Sq. Yds. Solid Sod Req'd.
19+25 RAMP RT. REQ'D 24" PIPE REQ'D NO HEADWALLS
21+10 RAMP LT. REQ'D PIPE IN PLACE TO REMAIN
26+10 RAMP REQ'D LT.
420
410
400
390
380
+0.20%
+3.00%
+0.25735%
+2.79610%
+2.90881%
5+00 Beg. Const.
PVI 381.3507
PVC
PVT
PVI 404.20
PVI 406.9756
PVI 418.88
End Const.
EQUA.
9041 From Ɛ 514+56 Sh-7
6072 From 4+15 N.E. Loop Sh-4-F
8484 From 476+09 Ɛ Sh-6
326 From 4+15 N.E. Loop Sh-4-F 6232
8484 from 512+56 Ɛ Sh-7 2390
25,909
22,896
12,879
14,278
3745
2212
3257
1628
2537
911
989
1013
568
724
H.W. SILL EL.
0 1 2 3 4 5 6 7 8 9 10 1 2 3 4 5 6 7 8 9 20 1 2 3 4 5 6 7 8 9 30
PLATE 1: PLAN-PROFILE C. & R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.
(PARK DRIVE) I 89-1-091-1(6)
PLAN NOTE BOOK NO. SURVEYED PLOTTED ALIGNMENT CHECKED RT. OF WAY CHECKED
PROFILE NOTE BOOK NO. SURVEYED PLOTTED GRADES CHECKED B. M.S NOTED STRUCTURE NOTAT'NS CH'KD. DATE

B.M. ELEV. 421.782
N. & R. 10" WHITE OAK
180' Lt. STA. 517+85

B.M. ELEV. 438.302
N. Lt. & R. 30" RED OAK
205' Lt. STA. 532+00

R/W Marks 9

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	I-091-1(6)	9

REVISIONS

DATE	BY

FINAL PLANS OF COMPLETED WORK

EARL JOHNSON

PASTURE

BARN

Woods

Chicken House

Well

℄ West Lane

℄ Survey

℄ East Lane

HILL PASTURE

PECAN TREES

2-WIRE PR.

3-M.P.L. 1-Transf. 3-Arms

10"Guy

2-3SETT 7 #4 Arm

Hill

Woods (Timber)

WILLIAM M. SCOTT

S.E. 1/4 - SEE SHEET 7-B

MRS. LOLA SCOTT WILLIAMS TIMBER

S.W. 1/4 SEE SHEET 7-D

MRS. JANIE SCOTT MAY

NORMAL R/W

℄ R/W FOR FUTURE INTERCHANGE

89-Inlet Reqd.

N5° 18' 34" E

PLUS

INSTALL 8-9 INLET

EARL JOHNSON

MRS. LENA THOMAS

N.E. 1/4 - SEE SHEET 7-B

N.W. 1/4 - SEE SHEET 7-C

WILBERT SINCLAIR

Garage

Unoccupied House

Well

Small Pines (Old Field)

Cemetery (8 Graves)

PT. 12406.53

M.P.L. 2-Arms

M.P.L. 3-Arms

52°20'

STA. 530+26 ℄ Proj. = 15+00 Del. Ave.

Del. Ave.

YARD PATIO

RES.

3-M.P.L. 1-3SETT 20' Arms

2-M.P.L. 1-3SETT 10. 15' Arms

3-M.P.L. 1-3SETT

7-M.P.L.

B.M. ELEV. 432.691
N.W.R. 16" Post Oak
100' Rt. STA. 509+33

B.M. ELEV. 413.617
N.W.R. 8 Post Oak
180' Rt. STA. 526+00

B.M. ELEV. 416.688
N.W.R. 10" Pecan
160' Rt. STA. 512+90

B.M. ELEV. 438.576
N.W.R. 9" Sweet Gum
180' Rt. STA. 539+00

NOTE:- FOR R/W OF FUTURE INTERCHANGE SEE SHEET NO. 7-AA.

(1) NOTE: THIS PROJECT IS OPERATED BY THE STATE HIGHWAY DEPARTMENT. ALL ACCESS TO THE UNIT FROM OR TO THE OWNER SHALL BE THROUGH INTERCHANGE.

STA. 519+60 132 LIN. FT. 24" PIPE CULV'T. REQ'D. STDS. ___ DA. 4 AC. REMARKS ___
705.7 C.Y. STR. EXC.

STA. ~~523+08~~ 516 LIN. FT. 42" PIPE CULV'T. REQ'D. STDS. ___ DA. 23 AC. REMARKS ___
40.3 C.Y. STR. EXC.

STA. 550+60 148 LIN. FT. 30" PIPE CULV'T. REQ'D. STDS. ___ DA. 8 AC. REMARKS ~~Bored Pipe Culvert~~
453 C.Y. STR. EXC.

Δ = 14°15' Lt.
D = 9°00'
T = 306.77'
L = 608.33'

Δ = 14°07' Lt.
D = 5°01'
T = 141.59'
L = 282.53'

519+68 8-9 Inlet Reqd. Ditch Plug Reqd in Med.

523+75 Ditch Plug Reqd in Med.

526+00 8-9 Inlet Reqd. (Ditch Plug)

5/16/00 BALANCE POINT FOR DIRT

9021 To 11485 Park Drive Sh. 6-A

8484 To 18+14 Park Drive

2386 Topsoil To Be Stockpiled 1000' Haul (EST.)

9018 To 12459 Del. Ave. 12459 Sh. 7-A

9009 To 12468 Del. Ave. Sh. 7-A

520 Topsoil To Be Stockpiled 1000 Haul (EST.)

310 Topsoil To Be Stockpiled 1000' Haul (EST.)

994 To 12459 Del. Ave. Sh. 7-A

908 To ℄ 546+13

22,242 To ℄ 553+51

22,067 To ℄ 570+28

3863 Topsoil To Be Stockpiled 1000 Haul (EST.)

2088 Topsoil To Be Stockpiled 1000' Haul (EST.)

C.Y. 105,999

C.Y. YDS. 101933

STA. YDS. 1825.20

185,666 CU. YDS. 192,566

PLATE 1 - PLAN - PROFILE - O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

1-091-1(6)

7-A

WILBERT SINCLAIR

TO SMITHDALE

TO MISCOMB

MRS. LENA THOMAS

FLOWER HOUSE

OLIVER EMMERICH

MRS. LOLA SCOTT WILLIAMS

MRS. JANIE SCOTT MAY

WILLIAM M. SCOTT

YARD PATIO

DELAWARE AVE.

B.M. ELEV. 438.302
N.I.E. 30" RED OAK
208' LT. STA 832+60

~~B.M. ELEV. 438.621~~
~~N.I.E. 16" DEAD OAK~~
~~100' LT. STA 832+60~~

R/W MKRS. 8

FINAL PLANS OF COMPLETED WORK

FED. RD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO
3	MISS.	FI-091-1(6)	7-A

REVISIONS	
DATE	BY
5-22-57	
7-9-57	CSC

PLAN — SURVEYED / PLOTTED / NOTE BOOK / NO. — ALIGNMENT CHECKED / RT. OF WAY CHECKED / DATE

PROFILE — SURVEYED / PLOTTED / NOTE BOOK / NO. — STRUCTURE INITIALS ON HG. / DATE / BY

9+00 Begin Constr'n.

21+00 End Constr.

Δ = 25° 36' RT.
D = 10° 00'
T = 130.17'
L = 256.00'
S.E. .0805

Δ = 14° 30' LT.
D = 6° 00'
T = 141.89'
L = 282.33'
S.E. .0483

Δ = 3° 26' RT.
D = 1° 00'
T = 171.72'
L = 343.33'

PC 9+01.22
PT 11+83.22
PC 18+44.53
PT 20+44.53
PC 19+63.89
PT 21+19.89
PC 20+50.36
PT 21+82.69
PC 21+39.02
PT 24+82.35
PC 22+11.89
PT 24+43.22

R/W FOR FUTURE INTERCHANGE See SHEET # 7-A-A

18° 15' LT.
D = 3° 00'
T = 306.77'
L = 608.33'
S.E. .1024

200'

125'

300'

530' ± @ 15.00 Rdwy. Ats

77° 01' 26" E

N 5° 18' 34" E

B.S. INLET

13+67.83 BRIDGE REQD
1 @ 56', 1 @ 80', 1 @ 80', 1 @ 56' SPANS REQD
SEE BRIDGE SHEET, D-1 THROUGH 3,
GN-1, BG-10, TB-1, MR-1, BG-10-5¼

℄ SURVEY

SURFACING AREAS (4+50 TO 24+75)
D.B.S.T. = 4756 SQ. YDS.
BASE/PRIME = 5145 SQ. YDS.

EQUATIONS
10+00 Back = 10+00 Ahead
20+00 Back = 20+00 Ahead

+1.50% / -1.60% / +1.25% / -1.37% / +1.37%

P.V.I. 438.30 / P.V.I. 433.30

L = 800'

K = 491.76

13+64
6' x 66' Solid sod Flume Reqd. @ Pt. of Lt.
120 SY yds Solid sod Reqd

16+36
6' x 66' Solid sod Flume Reqd @ Pt. of Rt.
120 SY yds. Solid sod Reqd

2603 From ℄ 514+56 Sh-7
180°

2445 Cu yds Borrow

718' From ℄ Sta. 514+56 Sh-7
1033'
994' From 534+13.6 Sh-7
646'

EQUATIONS
Eq. Yds. 4807
Sm. Yds. 4613.9

Eq. Yds. 4163
Sm. Yds. 2183.2

5569 4

7532 5

PLATE I - PLAN-PROFILE SHEET & PLAN STANDARD
KEUFFEL & ESSER CO., NEW YORK.

A-1.

Delaware Ave 1-091-1(6) 7-A

FED RD DIV NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO
3	MISS	I-091-1(6)	8

REVISIONS	
DATE	BY

FINAL PLANS OF COMPLETED WORK

4 in MKRS. G

B.M. ELEV. 411.746
N.I.R. 6" PINE
170' LT STA. 548+80

B.M. ELEV. 409.173
N.I.R. 10" SWEET GUM
460' LT STA. 551+92

B.M. ELEV. 425.963
N.I.R. 10" RED OAK
200' RT. STA. 543+00

B.M. ELEV. 423.774
N.I.R. 10" PINE
190' RT STA. 561+25

B.M. ELEV. 441.041
N.I.R. 6" SWEET GUM
200' RT. STA. 566+25

WILBERT SINCLAIR — P. A. SHERMAN — BARKSDALE

Mrs. Lena Thomas — HOWARD LLOYD — MRS. LENA THOMAS — HOWARD LLOYD

PASTURE — HILL PASTURE — OLD FIELD — GRAVEL PIT — WOODS

℄ West Lane — ℄ East Lane — HILL — Hollow — Pond

P.C. 550+67.52 — P.I. 557+53.19 — P.T. 564+38.72 EQUATION 564+38 BK. = 564+38 AHD.

Δ = 4° 34' 07" LT.
D = 0° 20'
T = 685.67'
L = 1370.58'

PLUG — 2-MI INLET REQD — 89 INLET REQD — 28' R.O.W. Ditch Req'd

N 5° 18' 34" E — N 0° 44' 27" E

300' — 150' — 32' — 12' — 12' — 150' — 150'

STA. 543+00 — 36" PIPE CULV'T REQ'D — D.A. 18 AC — REMARK 30° SKEW LT. FWD. — 2-MI INLET REQD ON ℄ CONSTRUCT DITCH PLUG. — 89.2 C.Y. STR EXC.

STA. ~~546+10~~ 552+00 ~~208~~ 176 LIN. FT — 6' X 5' BOX CULV'T REQ'D — STDS. — D.A. 116 AC — REMARKS PROVIDE OPENINGS IN TOP FOR INLET. — 552+00 2 MI INLET REQD OVER BOX CULV'T. — 221.8 C.Y. STR. EXC.

557+80 B-9 Inlet Reqd. in Med. Ditch Plug Reqd. in Med. 80'-18" Pipe Culv't Reqd — 17.36 C.Y. STR. EXC. — 552+00 to 557+80 Haul = 30' — 134± C.Y. WASTED — 502± C.Y. USED

STA. ~~564+75~~ ~~468+12~~ 568+75 404 — 36" PIPE CULV'T. REQ'D. — D.A. 13 AC. — REMARKS 30° SKEW LT. FWD. — 49.8 C.Y. STR. EXC. — 564+75 ~~468+12~~ 2-MI-Inlet Reqd. in Med. Ditch Plug " " " — 600± C.Y. — STA. YDS. 1,017,978± — ~~C.U. YDS. 31,322~~ — ~~STA. YDS. 939,296~~

-2.03806% — +2.86988% — +0.86897% — Plug — P.V.C. — P.V.I. 410.05 — P.V.T. — PLUG — F.L. 398.80 — F.L. 410.54 — F.L. 398.50 — F.L. 431.50 — F.L. 429.99

903° From ℄ 534+13 (1240') — 903° Topsoil To Be Stockpiled 1000' Haul (EST.) — 840.1° — 33.134° — 22.242° From ℄ 534+13 1938' — 1380° Topsoil To Be Stockpiled 1000' Haul (Est.) — 1458° Topsoil To Be Stockpiled 1000' Haul (EST.) — 1227.2° — 1054.0° — 910.8° — 668' Rt. ℄ 558+60 — From PIT # 1265

STA. 540 1 2 3 4 5 6 7 8 9 550 1 2 3 4 5 6 7 8 9 560 1 2 2 3 4 5 6 7 8 9 570

ELEV. 440 430 420 410 450 440 430 420 410

STATE PLAN PROFILE SHEET, U.S. & I.R.C. STANDARD
COURIER-JOURNAL PRINTING CO. LOUISVILLE, KY.

10,128 — 3110 — 3038 — 4064 — I-091-1(6) — 8

Proj. Eng'

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	I-109-1(6)	9

REVISIONS	DATE	BY
	7-22-57	
	6-18-57	T.L.M.
	1-17-58	WMS.

STA. 11+30 BEGIN CONST. I-109-1(6)
= STA. 11+30 END FUTURE CONST.

No Access

570 D. A. SHERMAN — OLD FIELD

B.M. ELEV. 423.405
N.I.R. 6" PINE
215' LT. STA. 570+60

S.W. ¼ - SEE SHEET 9-B

℄ West Lane

℄ East Lane

574+20.3 = 15+00 (439.05)

OLD FIELD

S.E. ¼ - SEE SHEET 9-B

ROBERT BARKSDALE

No Access

B.M. ELEV. 423.367
N.I.R. 12" W. OAK
30' Lt. 574+70

B.M. ELEV. 435.040
N.I.R. 18" PECAN
300' Lt. STA. 575+60

575

PASTURE

574+70.28 = 15+16.26 (439.38)

N.W. ¼ - SEE SHEET 9-C

574+20.3 Br. Abut.

574+46.2 Br. Abut.

5BT & T 2 LINES

18 T & T LINES

574+45.20 Br. Abut.

574+71.00 Br. Abut.

PASTURE

N.E. ¼ - SEE SHEET 9-C

Mrs. Pearl Wood Sherman, Estate

MP 8

2 WIRE

5BT & T

1 WIRE

BUILDING FOUNDATION

PROPOSED FACTORY SITE

579+45.20 Rt. 578+16.76 Lt.
BRIDGE REQD.
10-44.5-10-67'-10-67'-10-44.5
SPANS REQD. EACH LANE
SEE BRIDGE SHEETS NO
E-1, E-2, GN-1, BG-4,
TB-14 EB-12, CB-10

B.M. ELEV. 449.012
N.I.R. 6" PINE
200 Lt. 579+80

580 No Access — OLD FIELD

H. B. HOLMES

B-9 Inlet Reqd

150'

B.M. ELEV. 461.012
N.I.R. 18" WATER OAK
200' Rt. 581+00

B.M. ELEV. 435.672
N.I.R. 6" MULBERRY
200' Lt. 583+45

3/2 SA/BS

585 No Access — PASTURE

REA 2 LINES 24' HIGH

2 MI-INLET REQD

150'

PLUG

441.003

B.M. ELEV. 441.003
N.I.R. PINE 12"
300' Lt. STA. 587+40

590 No Access — POND

N 0° 44' 27" E

B-9 Inlet Reqd

Plug

PECAN TREE

PASTURE

P. A. SHERMAN

NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SHEET NOS. 9-AA, 9-A, 9-B, 9C, 9-D.

595 — OLD FIELD

B.M. ELEV. 448.480
N.I.R. 14" RED OAK
190' Lt. STA. 594+30

COMPLETED WORK
FINAL PLANS
Marie Allen

600

150'

300'

SMALL PEAR

MISS. STATE HIGHWAY DEPARTMENT

OLD FIELD

B.M. ELEV. 440.785
N.I.R. 16" N.T. OAK
175' Rt. STA. 598+75

7TH DIST. OFFICE

573+06
9'x45' solid sod
Flume Reqd. 2'-6" Lt.
130 Sq. Yds. Solid Sod Reqd.

575+34
9'x45' Solid Sod
Flume Reqd. 2'-6" Lt.
130 Sq. Yds. Solid Sod Reqd.

581+00
B-9 Inlet Reqd. in Med
Ditch Plug
136' - 18" Pipe Culvt Reqd.
18.4 C.Y. Str. Exc.

585+75
2-MI - Inlet Reqd. in Med
Ditch Plug

590+00
B-9 Inlet Reqd. In W.B.
20' 18" Pipe Reqd. Lt.
Dit. Plug Reqd.
13.8 C.Y. Str. Exc.

596+80
192' 18" Pipe Reqd.
2-MI - Inlet Reqd. in Med
Ditch Plug
30° Skew Lt. Ahead
37.4 C.Y. Str. Exc.

STA. 575+75 220 Lin. Ft.
18" Pipe Culvt Reqd.
STR. DA 3 AC.
REMARKS
32.2 C.Y. Str. Exc.

Cu. Yds. 7630
Sta. Yds. 285 750
2,215,769

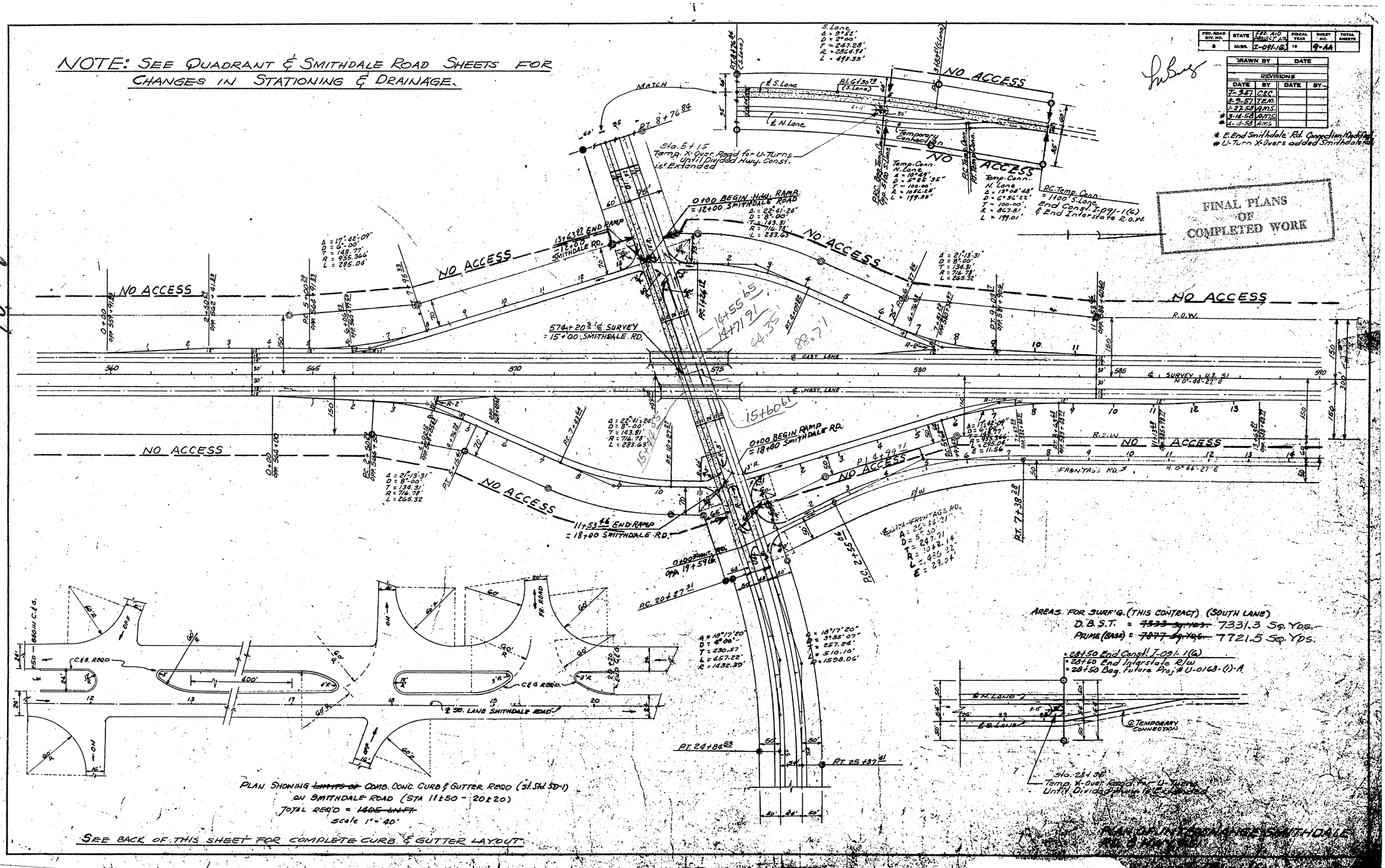
PROFILE

573+02.07 PVI
+2.6988%
10,182' From 613+81 (435' Haul)
22,067' From 534+13 (2615' Haul)
18,704' From 538+60 (3168' Haul)
2027' From 9+80 S.E. Ramp Sh. 9-B (150' Haul)
4183' From 601+37 ℄ (3109' Haul)
227'
9/16%
71,557'
573+92.07 Br. Ahead
573+46.20 Br. Ahead
575+60.2 Br. Ahead
575+46.20 Br. Ahead
+2.6988%
-0.47529%
-1.13793%
SMITHDALE RD.
Top 454.24
PVI
FL 454.00
FL 452.00
Top 453.46
Top 451.53
FL 448.80
446.81
FL 444.00
446.20
15,378' From 615+81 (367' Haul)
11,436' From 682+81
37,189' From 625+69 (4865' Haul) (7689' Haul)
3800' From 2750 Frontage Road Sh. 9-D (330' Haul)
2794' From 2760 N.E. Ramp Sh. 9-C (210' Haul)
442.08
441.08
See Interchange Sheet for Balance Sta. 587+60 - 588+00
59,161'
64,102'
20,614' From 625+69 (3177' Haul)
15,258' From 633+12 (4720' Haul)
17,389' From 645+45 (5963' Haul)
26,647' From 20+25 Frontage Road Sh. 9-D (970' Haul)
473 Topsoil To Be Stockpiled 1000' Haul (Est.)
631' From 682+81 ℄ 51 (856' Haul)
631' Topsoil To Be Stockpiled 1000' Haul (Est.)
1957'
5338'
5940' From 626+82
2941'
5940'
PVC
PVI
PVT
450
440
430

PLAT: I-109-1(6) PROFILE O.P.R. STATE OF MISSISSIPPI
REITZEL & CRAWFORD, NEW YORK.

49928

5082 — I-109-1(6)



NOTE: SEE QUADRANT & SMITHDALE ROAD SHEETS FOR CHANGES IN STATIONING & DRAINAGE.
FED. ROAD DIV. NO. 3
STATE MISS.
FED. AID PROJECT NO. I-091-1(6)
FISCAL YEAR 19
SHEET NO. 9-AA
TOTAL SHEETS
DRAWN BY
DATE
REVISIONS
DATE BY DATE BY
7-9-57 C.S.C.
8-9-57 T.E.M.
1-27-58 A.M.S.
3-14-58 A.M.S.
4-18-58 A.M.S.
* E. End Smithdale Rd. Connection Modified
# U-Turn X-Overs added Smithdale Rd.
FINAL PLANS OF COMPLETED WORK
NO ACCESS
MATCH
Sta. 5+15 Temp. X-Over Reqd for U-Turns Until Divided Hwy. Const. is Extended
0+00 BEGIN N.W. RAMP = 12+00 SMITHDALE ROAD
13+63.92 END RAMP = 12+00 SMITHDALE RD.
574+20.3 ℄ SURVEY = 15+00 SMITHDALE RD.
0+00 BEGIN RAMP = 18+00 SMITHDALE RD.
11+53.46 END RAMP = 18+00 SMITHDALE RD.
℄ EAST LANE
℄ WEST LANE
℄ SURVEY U.S. 51 N 0°-44'-27" E
FRONTAGE RD.
R.O.W.
P.C. Temp. Conn. = 1+00 S. Lane End Const. I-091-1(6) & End Interstate R.O.W.
AREAS FOR SURF'G. (THIS CONTRACT) (SOUTH LANE)
D.B.S.T. = ~~7333 Sq. Yds.~~ 7331.3 Sq. Yds.
PRIME (BASE) = ~~7877 Sq. Yds.~~ 7721.5 Sq. Yds.
= 28+50 End Const. I-091-1(6)
= 28+50 End Interstate R/W
= 28+50 Beg. Future Proj. # U-0168-(1)-A
℄ TEMPORARY CONNECTION
Sta. 28+35 Temp. X-Over Reqd for U-Turns Until Divided Hwy. is Extended
PLAN SHOWING ~~LIMITS OF~~ COMB. CONC. CURB & GUTTER REQD (St. Std. SD-1) ON SMITHDALE ROAD (STA 11+50 - 20+20)
TOTAL REQ'D = ~~1405 LN.FT.~~
Scale 1" = 40'
SEE BACK OF THIS SHEET FOR COMPLETE CURB & GUTTER LAYOUT
PLAN OF INTERCHANGE SMITHDALE RD. & HWY. 51

AA-P

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	F-091-1(6)	9-A

REVISIONS	DATE	BY
1	7-9-57	CSC
2	7-31-57	CSC
3	9-14-62	MTF
4	11-28-62	MTS

* 4 End Split Hdr. to Conc. Hdr. Mod.

B.M. ELEV. 440.17
N.I.R. 12" B. JACK
100' LT. 28+25

R/W MKRS. 13

PROPOSED FACTORY SITE

SUPER EL. 0.329 PER FT. OF WIDTH
EXTRA WIDTH ON INSIDE 1.5 FT.

SOUTH LANE
Δ = 9°52' LT.
D = 2°00'
T = 247.28'
L = 493.33'

NORTH LANE
Δ = 7°31'50"
D = 2°02'03"
T = 185.37
L = 370.74

Temp. Conn. N. Lane
13°08'05" Δ = 13°08'05"
6° 35' 47" D = 6°36'28"
100.00' T = 100.00'
199.12' L = 199.01'
868.61' R = 867.89'

Temporary Connection

Temp. Conn. N. Lane
Δ = 10°47'65"
D = 5°06'55" 5°24'65"
T = 100.00'
L = 199.33' 199.41
R = 1166.36' 1058.03

H. B. HOLMES — NO ACCESS — FRANK B. STICKNEY — P. A. SHERMAN — ROBERT BARKSDALE — MRS. COTTON

N. LANE
Δ = 18°17'20"
D = 3°35'07"
T = 257.24
L = 516.10
R = 1598.00

E. NORTH LANE
E. SOUTH LANE
E. TEMPORARY CONNECTION
E. SOUTH LANE and SURVEY LINE
Local Rd.

Sta. 574 H.D. & Survey = 15+00 Local Road

Sta. 515+30 Temp. X-over Reqd. for u-Turns until Divided Hwy is Extended

1400 P.C. Temp. Connection
=1400 END CONST. I-091-1(6)
& END INTERSTATE R.O.W.

Sta. 26+50 End Const. I-091-1(6) & Beg. Rte. #U-0168 Hwy.

Sta. 284+50 End Const. I-091-1(6) & Beg. Rte. #U-0168 Hwy.

FINAL PLANS OF COMPLETED WORK

NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SHEET No. 9-AA, 9-B, 9-C, 9-D.

50 M.P.H. SPEED. DESIGN

1400 BEGIN CONST. I-091-1(6)

P.V.C. 1400 — 745 — P.V.I. 404.17

+0.500% — E 403.91

2834' — 440.66 To 250' Lt. Sta 9+11

+2.84 to 3.70

1826'

2834' To St. Ramp 9+11 Sh. 9-B 1070

1278 To 9+54 S.E. Ramp Sh. 9-B 230

1874 To 4.47% N.W. Ramp Sh. 9-C 942

16,019'

5,244'

E 445.30 — E 445.69 — E 431.61 F.L. 430.5

2748' From 1410+4 Frontage Rd. 1" Tile 54

3847' From 2779 Frontage Rd. 621.54

EQUATION SOUTH LANE
2 St 21+6 Bk =
2 St 37 Ahd.

2 St 37 N. LANE
10"-18" Pipe
S.S.G. Inlet
8.4 C.Y. Str. Exc.

20+27 N. LANE
40'-18" Pipe
S.S.G. Inlet
9.2 C.Y. Str. Exc.

22+28
24"-24" Pipe
Reqd. To Ex. Exist. Str.
42.4 C.Y. Str. Exc.

24+00 RAMP RT. DRY

27+60 RAMP LT.

3183 S. LANE
S.S.G. Inlet
9.84 C.Y. Str. Exc.

6+90 RAMP RT.
24"-18" PIPE "A"

9+36
10 — 8+50
152 — 18" Pipe Reqd.
8-S Inlet Reqd.
18° Skew to Fwd.
22.1 C.Y. Str. Exc.

9+40
RAMP LT.
24-18" Pipe Reqd.
Sl. 9.7%
45° - 15" Pipe Reqd. Under Ramp in Med. Blk.

F.G. 460.39

C.U. YDS. 136+3 = 9
STA. YDS. 99175 = 4
99,170 = 4

Equation
SOUTH LANE

(SMITHDALE RD.)

PLATE 1 - PLAN - PROFILE. D. PAUL & R. C. TRUSSELL
KRUEFFEL & ESSER CO., NEW YORK

1-091-1(6)

9-A

100

A2

FED. ROAD DIV. No.	STATE	FED. AID PROJECT No.	SHEET No.
8	MICH.	I-D91-1(6)	9-8

REVISIONS	
DATE	BY
6-12-57	T.E.H.
1-27-59	AMS

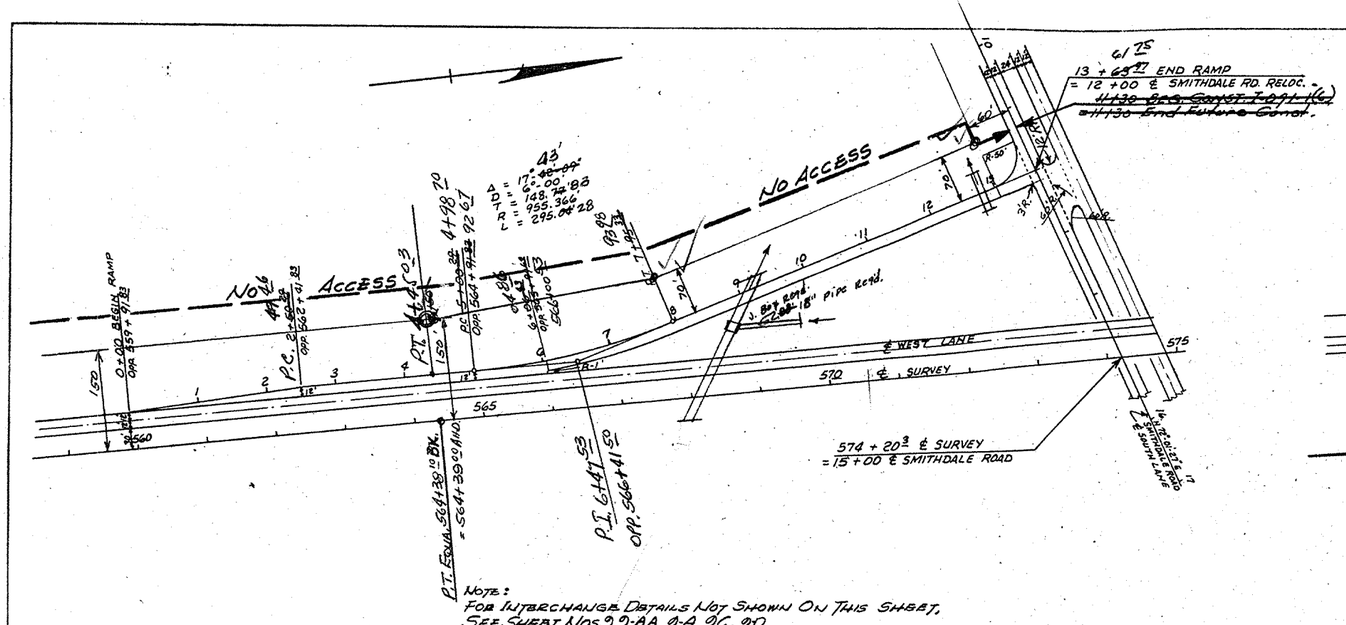
FINAL PLANS OF COMPLETED WORK

R/W MKRS. 7

P.S. LANE SMITHDALE ROAD

PLAN — SURVEYED, PLOTTED, NOTE BOOK, ALIGNMENT CHECKED, P.I.'s & TAN CHECKED, NO.

PROFILE — SURVEYED, PLOTTED, NOTE BOOK, GRADES CHECKED, NO.


No Access
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P.C. 2+60.22
Opp. 362+91.82
P.T. 4+44.03
Opp. 364+75.63
P.C. 4+98.20
Opp. 365+29.63
P.T. 6+47.53
Opp. 366+41.53
P.T. Equals 564+38.10 Bk.
= 564+39.90 Ahd.
0+00 BEGIN RAMP
Opp. 459+91.92
43°
Δ = 17°-48'-04"
D = 19°-00'-00"
R = 148.72
L = 955.366
T = 295.0428
13+69.27 END RAMP
= 12+00 ℄ SMITHDALE RD. RELOC.
11+30 Base Const. Topl. (6)
=11+30 End Future Const.
℄ WEST LANE
℄ SURVEY
565
570
575
574+20.3 ℄ SURVEY
= 15+00 ℄ SMITHDALE ROAD
8" Bit. Conc. on 6" Stone Base
8" Bit. Conc. on 6" Gravel Base
8" Bit. Conc. on 6" Sand Base
8" Bit. Conc. on 6" Sand Subbase
8" Bit. Conc. on 6" Gravel Subbase
8" Bit. Conc. on 6" Stone Subbase
8" Bit. Conc. on 6" Slag Base
8" Bit. Conc. on 6" Slag Subbase
8" Bit. Conc. on 6" Cinder Base
8" Bit. Conc. on 6" Cinder Subbase
8" Bit. Conc. on 6" Earth Base
8" Bit. Conc. on 6" Earth Subbase
8" Bit. Conc. on 6" Concrete Base
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8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Rubber Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Rubber Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Metal Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Metal Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Wood Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Wood Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Glass Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Glass Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Ceramic Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Ceramic Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Porcelain Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Porcelain Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Enamel Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Enamel Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Paint Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Paint Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Varnish Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Varnish Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Lacquer Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Lacquer Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Shellac Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Shellac Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Resin Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Resin Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Gum Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Gum Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Wax Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Wax Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Oil Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Oil Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Grease Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Grease Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Petroleum Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Petroleum Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Coal Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Coal Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Lignite Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Lignite Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Peat Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Peat Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Wood Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Wood Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Charcoal Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Charcoal Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Ash Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Ash Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Clinker Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Clinker Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Slag Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Slag Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Cinder Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Cinder Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Earth Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Earth Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Concrete Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Concrete Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Brick Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Brick Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Treated Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Treated Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Mixture Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Mixture Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Concrete Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Concrete Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Asphalt Base
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Asphalt Subbase
8" Bit. Conc. on 6" Bituminous Bituminous Bituminous Bituminous Bituminous Macadam Base
8" Bit. Conc. on 6" Bituminous Bituminous Bitumin

100

FINAL PLANS OF COMPLETED WORK

R/W MKRS. 9

FED. AID PROJECT NO. I-091-1(6) 9-C

REVISIONS		
DATE	BY	
6-12-57	T.E.m.	
1-27-58	A.F.L.	

574 + 20.3 ℄ SURVEY U.S. HWY. #51
= 15 + 00 ℄ SURVEY SMITHDALE ROAD RELOC.

℄ SMITHDALE ROAD

℄ SURVEY

℄ WEST LANE

575 580 585 590

N 0°-42'-27" E

P.I. 7+16.28
Opp. 582+00.00

0 + 00 BEGIN RAMP
= 18 + 00 ℄ SMITHDALE ROAD

N.E. QUAD.

No Access

No Access

PC 5+38.27

Δ = 17°-42'-09"
D° = 6°-00'
T = 168.77'
R = 955.36'
L = 295.04'
℄ = 11.56'

PROPOSED FACTORY SITE

NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SHEET NOS. 9-A-A, 9-A, 9-B, 9-D.

0 + 00 BEGIN RAMP
= 12 + 00 SMITHDALE ROAD
~~=1480 BEG. CURVE EQUIV. (L)~~
=1480 BEGINNING CONST.

No Access

No Access

T = 134.20'
Δ = 21°-13'-31"
D° = 8°-00'
R = 716.78'
L = 265.32'

PC 6+38.41

PC 1+25

Δ = 22°-41'-24"
D° = 9°-00'
T = 143.91'
R = 716.78'
L = 283.83'

End Ramp
Opp. 584+40.22

℄ WEST LANE

℄ SURVEY

575 580 585

N 0°-42'-27" E

574 + 20.3 ℄ SURVEY U.S. HWY. #51
= 15 + 00 ℄ SURVEY SMITHDALE ROAD

℄ SMITHDALE ROAD

P.I. 7+71.23
Opp. 580+45.36

PROFILE N.E. RAMP

Opp. 2+00 Smithdale Rd.

1420
40'-18" Pipe
13.3 C.Y. STR. EXC.

P.V.C. P.I. = 447.33

P.V.T.

P.V.C.

P.I. = 457.175

P.V.T.

+22+50.75

+18+61.75

2798 To 5+77+04 ℄
205'

764 Topsoil To Be Stockpiled
1000' Haul (EST.)

762 To 4+76 N.W. Ramp
Sh-9-C 1175'

4320 ℄

Quantities Shown on ℄ 51

13+63.22 End Ramp
Opp. 588+48.72 ℄ SURVEY

See Interchange Sheet for Data Pertaining to this Sheet

PROFILE N.W. RAMP

Opp. 12+00 Smithdale Road

~~6175~~
D.A.
~~48x18" Pipe Reqd~~
~~30° Skew Rt. Fwd.~~

76'
~~31+25~~
D.A. =
~~80~~ x 18" Pipe Req'd.
41.0 C.Y. STR. EXC.

End Ramp
Opp. 584+40.22 ℄ SURVEY

~~T = 103.6~~
~~Sta. 6+38.6~~
~~Sta. 4+34.9~~

P.V.C. = 4+27.12

P.V.T. = 4+25

4.730 %

4874 From 16+66 Smithdale Rd
Sh-9-A A54'

762 From 1+69 N.E. Ramp
Sh-9-C. 439'

272 Topsoil To Be Stockpiled
1000' Haul (EST.)

7442 ℄

Quantities Shown on ℄ 51

STATE - PLAN - PROFILE O.P.R. & P.C. STANDARD
KUEFFEL & ESSER CO. NEW YORK.

100

~~B.M. ELEV. 432.240 N.I.R. 14" Beech 300' LT. 595+66~~

574 + 20.3 ℄ SURVEY U.S. 51
= 15 + 00 SMITHDALE ROAD

~~B.M. ELEV. 434.970 N.I.R. 6" PINE 200' LT. 687+00~~

B.M. ELEV. 448.430
N.I.R. 14" R. Oak
190' LT. 594+50

R/W MKRS. 4

FED. AID PROJECT NO. I-091-1(6) 9-D

REVISIONS
DATE BY
1-27-58 AMG

FINAL PLANS OF COMPLETED WORK

℄ Survey U.S. 51

℄ EAST LANE

575 580 585 590 595 600 605

N 0°-44'-27"-E

No Access | No Access | Pasture | No Access | No Access

℄ FRONTAGE ROAD

RL 4+99.77

Δ = 26°-49'-30"
D = 5°-30'
T = 247.71
R = 1042.16
L = 488.62
E = 29.04

PROPOSED FACTORY SITE
Δ = 26°-47'
D = 5°-30'
T = 288.03
L = 486.97

PT. 7+38.62

P.A. SHERMAN

MISS. STATE HIGHWAY DEPARTMENT

50' R

BEGIN RAD.

+00.31 END RAD.

3 ℄ 31 ℄

FIRST ST.

SOUTH ST.

BELLVILLE ST.

7TH DIST. OFFICE

LAB.

B.M. ELEV. 450.735
N.I.R. 36" WH. Oak
170 FT. RT. 598+75

℄ 11 ℄ 64

Note:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SH. NOS. 9, 9-AA, 9-A, 9-B, 9-C

STA 9+76.60 48 LIN. FT.
18" PIPE CULVT. REQ'D
STDS ____ D.A. 2 AC
REMARKS 30° Skew Lt Fwd.

STA 15+76.60 52 LIN. FT.
18" PIPE CULVT. REQ'D
STDS ____ D.A. 2± AC
REMARKS 30° Skew Lt Fwd.

2+50 Sta
40-18" Pipe Reqd
13.3 C.Y. Str. Exc.

2.66 C.Y. Str. Exc.

10.11 C.Y. Str. Exc.

20+35 Sta
DA =
14' 48"X18" Pipe Culvt Reqd
Sk. 30° Lt. Fwd.
14.3 C.Y. Str. Exc.

23+75
Turnout Reqd Rt.

24+90
40'-18" Pipe
13.2 C.Y. Str. Exc.

Cu. Yds. 8541/2
Sta. Yds. 22646

Cu. Yds. 7824
Sta. Yds. 21782

0+00 BEGIN FRONTAGE ROAD
= 19+59.41 SMITHDALE ROAD

20+28.31 End Curve Lt Offset
= 20+28.31 R.C. Future Const.

Future Const.

MRS. PEARLWOOD SHERMAN, EST.

PROFILE
SURVEYED
PLOTTED
CHECKED
NOTE BOOK
NO.
STRUCTURE NOTATIONS CHKD.

PLAN
SURVEYED
PLOTTED
CHECKED
NOTE BOOK
NO.
PT. OF VIEW CHECKED

DATE BY

Gr. 448.35
2,571 Vt

10882

1520

153

I-091-1(6) 9-D

PLAN & PROFILE OF P.C.
REUFFEL & ESSER CO.

FED. RD. DIV. NO. 3 | STATE MISS. | FEDERAL AID PROJECT NO. 1-091-1(6) | SHEET NO. 10
REVISIONS DATE BY
FINAL PLANS OF COMPLETED WORK
R/W MKRS. 8
3+66.89 CENTRAL AVE = 9+23.83 ENTERPRISE RD.
B.M. ELEV. 439.131 N.I.R. 6" SWEET GUM 153' LT. STA. 603+30
B.M. ELEV. 428.618 N.I.R. 24" RED OAK 180' LT. STA. 609+25
B.M. ELEV. 452.702 V.C. 4" CHERRY 180' LT. STA. 627+50
MARIE ALLEN
OLD FIELD
MRS. J.W. MAYFIELD
ELLA HUNTER
WOODS
JAMES WHITE
MALCOLM SWANIGAN
CULTIVATED FIELD
HERBERT VICK
SEE SHEET
SWEET HOME CHURCH
ADA ALLEN
SIDNEY NASH
JOHN LEE FUTCH
MISS. STATE HWY. DEPT.
℄ West Lane
℄ East Lane
B9 Reqd
B-9 Reqd
B-9 INLET
N-0°44'27"E
STA 616+37.65 SURVEY = 13+06.13
91°09'20"
3 WIRES
OUT HOUSE
GAS METER
OPEN FIELD
CENTRAL AVE.
SEE SHEET 10-B
GROUND ELEV. 449.1
PIPE ELEV. 446.7
℄ FRONTAGE RD. 7 See Sh. 10-B
625+25.52 = 13+88.64
GAS TANK
GARAGE
ENTERPRISE ROAD
2-M.P.L. Wire 20' High
14' High
15' 15" CONC. PIPE
B.M. ELEV. 452.834 N.I.R. 18" RED OAK 250' RT. STA. 616+25
STA. 606+18 188 LIN. FT. 24" PIPE CULVT. REQD. STDS. D.A. 5 AC. REMARKS
STA. 609+56 172 LIN. FT. 30" PIPE CULVT. REQD. STDS. D.A. 10 AC. REMARKS B-9 Inlet Reqd. ℄ Med.
STA. 618+00 164 LIN. FT. 18" PIPE CULVT. REQ'D STDS. D.A. 3 AC. REMARKS B-9 Inlet Reqd. ℄ Med. & Ditch Rt.
35.6 C.Y. STR. EXC.
(a) NOTE: THIS PROJECT IS DECLARED ... HIGHWAY COMMISSION ... MISSION DATED ... MINUTE BOOK ... PAGE NO. 1293
(b) NOTE: ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.
606+18 B-9 Inlet Reqd in Med. Ditch Plug
6.9 C.Y. STR. EXC.
609+56 B-9 Inlet Reqd in Med.
33.9 C.Y. STR. EXC.
617+75 Ditch Plug Reqd. in Med. Ditch Plug Reqd in Med
CU. YDS. 130,130
STA. YDS. 275,166
℄ ENTERPRISE RD.
F.G. 461.45
11+31 ENT. RD.
-1.13793%
+0.39987%
-1.04972%
P.V.C.
P.V.I. 436.24
P.V.T.
+00.52 P.V.C.
+25.52 P.V.I. 443.00
+50.52 P.V.T.
807 Topsoil To Be Stockpiled 1000' Haul (EST.)
2127 To 570+28
870 Topsoil 1000' Haul Est.
FL. 432.00
431.85
Top 432.89
FL 428.60
1942 Topsoil To Be Stockpiled. Haul (EST.)
15,378 To 577+04
FL 433.75
37,189 To 577+04
29,618 To 585+92
2239 Topsoil To be Stockpiled 1000' Haul Est.
22,392
8804
3129
10,182 To 570+28
21,239
27,502
1822
69,046
3090
2050'
460
450
440
430
600 1 2 3 4 5 6 7 8 9 610 1 2 3 4 5 6 7 8 9 620 1 2 3 4 5 6 7 8 9 630
7647
1598
6812
2623
PLAN-PROFILE O.P.R.&R. STANDARD KEUFFEL & ESSER CO., NEW YORK
PLAN
PROFILE
NOTE BOOK NO.
SURVEYED PLOTTED ALIGNMENT CHECKED RT. OF WAY CHECKED
GRADES CHECKED B. M.S NOTED STRUCTURE NOTAT'NS CH'KD.
1-091-1(6)
10

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	I-091-1(6)	10-A

REVISIONS	
DATE	BY
5-29-57	
7-9-57	CSC

SUPER EL. None PER FT. OF WIDTH
EXTRA WIDTH ON INSIDE None FT.

Δ = 3°08' LT.
D = 1°00'
T = 151.70'
L = 303.33'

BM ELEV. 452.702
N.I.R. 4" CHERRY
180 LT. STA. 687+50

JOHN LEE FUTCH

SUPER EL. 0210 PER FT. OF WIDTH
EXTRA WIDTH ON INSIDE None

Δ = 12°12' LT.
D = 2°00'
T = 305.15'
L = 610.0'

Front Rd.
Δ = 61° 56' 27"
D = 100 00'
T = 214.70
R = 573.49
L = 619.62

P.I. OPP. 631 + 37.07

OPEN

WOODS

R/W MKRS. 6

JOHN LEE FUTCH

ENTERPRISE RD.

2 MPEL 3 WIRES 28' HIGH ON ℄

MPEL 1-X ARM 2 GUYLINE

MPEL 2 WIRES 16' HIGH ON ℄

MPEL 5 WIRES 7587 ST WIRES 2-X ARMS 1 TRANSFORMER 14' HIGH ON ℄

2 MPEL 3 WIRES 28' HIGH ON ℄ 7587 ST WIRES

SIDNEY NASH

SWEET HOME CHURCH

GARAGE

O GAS PUMP

WELL

HERBERT VICK

ADA ALLEN

SIDNEY NASH

JOHN LEE FUTCH

OPEN

20'-15" C.M. PIPE

24+00 END GRADE SEPARATION

7+51.73 BEG. GRADE SEPARATION

FINAL PLANS OF COMPLETED WORK

SURFACING AREAS (STA 0+00 - STA 24+00)
D.B.S.T. = 5396 Sq. Yds. (22' WIDTH)
BASE/PRIME = 5868 Sq. Yds. (24' WIDTH)

12+45.06 BRIDGE REQD
1 @ 56' 1 @ 80' - 1 @ 80' 1 @ 56' SPANS REQD
SEE BRIDGE SHEETS NO
F-1 THROUGH F-7, GN-1, MR-1

40 M.P.H. SPEED DESIGN.

6+80 T.O.S. CONN. LT.

6+80 D.A. = 3 Ac. 18" PIPE REQD 1330 C.Y. STR. EXC.

6+80 TURNOUT RT. ℄

12+45.06 BR. ABUT.

12+40 = Solid Sod Flume 9'x60' Solid Sod Flume Reqd. 8 FT Lt 120 SQ YDS Solid Sod Reqd.

13+20.22 BR. ABUT

13+20.22 9'x60' Solid Sod Flume Reqd. 8 FT Lt 120 SQ YDS Solid Sod Reqd.

19+50 Ramp Lt. 24" 15 Pipe Reqd. 35' 18" Pipe Reqd 1442 C.Y. Str. Exc.

20+50 6' DIA. = 2 Inlets

23+00 RAMP RT. & LT. DRY

24+30 24"-15" PIPE RAMP LT.

24+00 END GRADE SEPARATION

Cu. Yds. 8224
Sta. Yds. 16756

At least 9'x60' Solid Sod Flume Reqd Rt Lane
9'x60 Solid Sod Flume Reqd Lt Lane
120 Sq Yds Solid Sod Reqd

4250 BORROW
3300 Q FROM 62+43
6631.2

2795 FROM 49+57
6931
19715
1788 FROM 630+19
933 Q
23112 Q FROM 633+15
12569

2655 From 682+81 ℄ St
6153
13421

1946 BORROW

2655 From 634+70 ℄

13458

56.382

PLAN-FLOW-PROFILE © R.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

3330

11,919

(ENTERPRISE ROAD) I-091-1(6) 10-A

A-01

100

R/W MKRS. 3

FED. ROAD DIV. No.	STATE	FED. AID PROJECT NO.	SHEET NO.
1	ARK.	I-091-1(6)	10-B

REVISIONS

DATE	BY

FINAL PLANS OF COMPLETED WORK

PLAN — NOTE BOOK — NO. — SURVEY CHECKED — PLOTTED — DRAWN — CHECKED — ET. 1" = 50' HOR. 5' VERT.

PROFILE — NOTE BOOK — SURVEY CHECKED — PLOTTED — DRAWN — CHECKED — ET. 1" = 50' HOR. 5' VERT.

605 610 615 620 625 630

N 0°44'27" E

616 + 37.62 ℄ = 13 + 66.13 ℄ CENTRAL AVE.

625 + 25.52 ℄ = 13 + 82.64 ENTERPRISE RD.

91°-09'-20"

128°-59'-20"

Beg. Tan. 41+32.60 ℄ 25 RT.

41+49.62 END RAD.

MALCOLM SWANIGAN

ADA ALLEN

Ground El. 449.1'
Pipe El. 446.7'

Gas Meter

41+07.07 BEG. RAD.

50' R

℄ FRONTAGE ROAD

Woods

cult.

REVERSE CURVE DATA

MRS. J. W. MAYFIELD

CENTRAL AVE.

Gas Line

B.M. SLEY. 452.834
N.I.R. 18" R OAK
250' RT. 616 + 25

SIDNEY NASH

Δ = 45°00'
R = 241.42
T = 100.0'
L = 189.62

49 + 89.62

JOHN LEE FUTCH

P.C. 154+87.86

JOHN LEE FUTCH

2 WIRES

Woods

EXIT FRONTAGE RD.

30'-15" C.M. Pipe

15"-15" Conc. Pipe
52+00 OR 53+00 Rt. = 197.50

Δ = 12°12' LT.
D = 500.16'
L = 610.0'

P.I. 19+93.42
Δ = 12°12' LT.

P.T. 53+70.04

S 54°47'57" E

90°05'15"

OPEN

P.T. 21+97.26

3 WIRES

OPEN

5" M.P. LINES

2 WIRES

STA. 63+76.9 ~~LIN. FT.~~
18" PIPE CULV'T REQ.
STDS. ____ D.A. 2.5 AC.
REMARKS 30° SK. RT. FOR.

STA. 54+22 ~~LIN. FT.~~
18" PIPE CULV'T. REQ.
STDS. ____ D.A. 1.1 AC.
REMARKS

6.8 C.Y. STR. EXC.

50+10 RAMP PI. DRY

12.5 C.Y. STR. EXC.

53+80 30'-15" P. Pc. RAMP RT.

PVC

PVI 442.59

PVT

PVC

PVI 445.15

-0.55% 70

+0.44% 70

-1.76% 70

FL. 443.59 ~~FL. 449.50~~

FL. 438.30

2795.2 18"@3 ENT. RD

17" To 18"@3 ENT. RD.

740.8 CMP 18"

740.8 163'

740.8 CMP 18"

3714.8 CMP 103

3714.8 6.48%

3714.8 CMP 45'

3714.8 CMP 187'

End Front Wall

353.2 From 682+81 ℄ 51

1334.2 From 632+25 ℄ 51
13.35%

CU. YDS. 7268.2

STR. YDS. 25279.4

417+30.6 REG. FRONTAGE RD.

520.2 CMP 90°

520.2 90°

520.2

590.2

590.2

4615.2

4615.2 43.2%

6702.2

460
450
440
430

30 1 2 3 4 5 6 7 8 9 40 1 2 3 4 5 6 7 8 9 50 1 2 3 4 5 6 7 8 9 60 1 2 3 4 5 6

6552

3288

FED. RD. DIV. NO. 3 | STATE MISS | FEDERAL AID PROJECT NO. 1-091-1(6) | SHEET NO. 11
REVISIONS DATE BY
FINAL PLANS OF COMPLETED WORK
R/W MKRS. 6
West corp. Line Summit
B.M. ELEV. 442.742 N.I.R. 6" HICKORY 175' LT. STA. 633+00
B.M. ELEV. 419.387 N.I.R. 10" WATER OAK 180' LT. STA. 637+55
B.M. ELEV. 425.528 N.I.R. 30" WATER OAK 160' LT. STA. 645+81
B.M. ELEV. 412.634 N.I.R. 10" Beech 160' Lt. STA. 651+20
B.M. ELEV. 424.805 N.I.R. 10" RED OAK 220' LT. STA. 657+40
JOHN LEE FUTCH
JULIA BELL ISSAC
J. H. McCURLEY
MURRY ROBINZINE
West Corp. Line Summit
South Corp. Line Summit
PASTURE
CULTIVATED
OLD FIELD
WOODS
PINES
POND
WELL
COL. SHACK
Big Hollow
E W. LANE
E E. LANE
B-9 Req'd
2MI - Inlet Req'd
B-9 Req'd Over
DITCH PLUG
M.P.&L. Co. 2 Lines (Service) 23' High Above
N 0°-44'-27" E
N 03° 50' E
N 1°47' 07" E
N 86°10' E
P.C. 645+26.69
P.I. 650+48.82
P.T. 655+71.13 = 655+84.78
Δ = 1°02'40" Rt. D = 0°06' T = 522.20 L = 1044.44
(a) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A LIMITED ACCESS FACILITY ... MISSION DATED 9-15-1955, MINUTE BOOK 65, PAGE NO. 1295.
(b) ACCESS TO AND EXIT FROM THIS HIGHWAY WILL BE PERMITTED ONLY THROUGH INTERCHANGE AS SHOWN ON PLANS.
STA. 631+40 160 LIN. FT. 18" PIPE CULV'T. REQ'D. STDS. D.A. 3 AC. REMARKS
32.1 C.Y. STR. EXC.
STA. 638+98 208 LIN. FT. 60" PIPE CULV'T. REQ'D. STDS. D.A. 73 AC. REMARKS 30° SKEW RT. FWD.
STA. 648+90 159.2 LIN. FT. 14'X6' BOX CULV'T. REQ'D. STDS. D.A. 525 AC. REMARKS
425.9 C.Y. STR. EXC.
631+40 B-9 Inlet Req'd. in Med. Ditch Plug
638+98 2-MI - Inlet Req'd. in Med. Ditch Plug
262.1 C.Y. STR. EXC.
648+90 B-9 Inlet Req'd Over Box (GRATE SIZE FOR 18" PIPE)
655+00 (Relief for Median) 56' 18" Pipe & 2 Reg. H.W. DITCH PLUG REQ'D
15.8 C.Y. STR. EXC.
SEE FACING SHEET FOR DIRT TOTALS
SEE FACING SHEET FOR DIRT BALANCE THIS SHEET
648+90 DITCH LT. 3025 C.Y. WASTED HAUL = 20
SOUTH CORP. LINE SUMMIT STA. 636+18
-1.04972%
+1.13468%
P.V.I. 416.50
P.V.C.
P.V.T.
Top 432.94
FL 428.50
Top 424.86
FL 411.50
FL 406.70
1528 TO 585+92
1734 TO 52+38 Frontage Road At Enterprise Road
9655 TO 17+79 Enterprise Road
875 Topsoil To Stockpile 1000' Haul (EST.)
853 Topsoil To Be Stockpiled 1000' Haul (EST.)
322 Topsoil To Be Stockpiled 1000' Haul (EST.)
1010 Topsoil To Be Stockpiled 1000' Haul (EST.)
1002 Topsoil To Stockpile 1000' Haul (EST.)
17389 TO 585+92
1183 Topsoil To Be Stockpiled 1000' Haul (EST.)
1183 From 682+81.51
2407 TO 12+51 ROBB St.
2712
2087
10,530
1635
24,984
22,347
1002
23349
19,401
2247
22,42
19,199
15,769
16,952
2407
EQUATION 655+71.13 = 655+84.78
440
430
420
410
630
640
650
660
PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.
PROFILE
NOTE BOOK
SURVEYED
PLOTTED
GRADES CHECKED
B. M.S NOTED
STRUCTURE NOTAT'NS CH'KD.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
1-091-1(6)
11

FED. ROAD DIV. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
		I-091-1(6)	12-C	

DATE

REVISIONS

DATE	BY

FINAL PLANS OF COMPLETED WORK

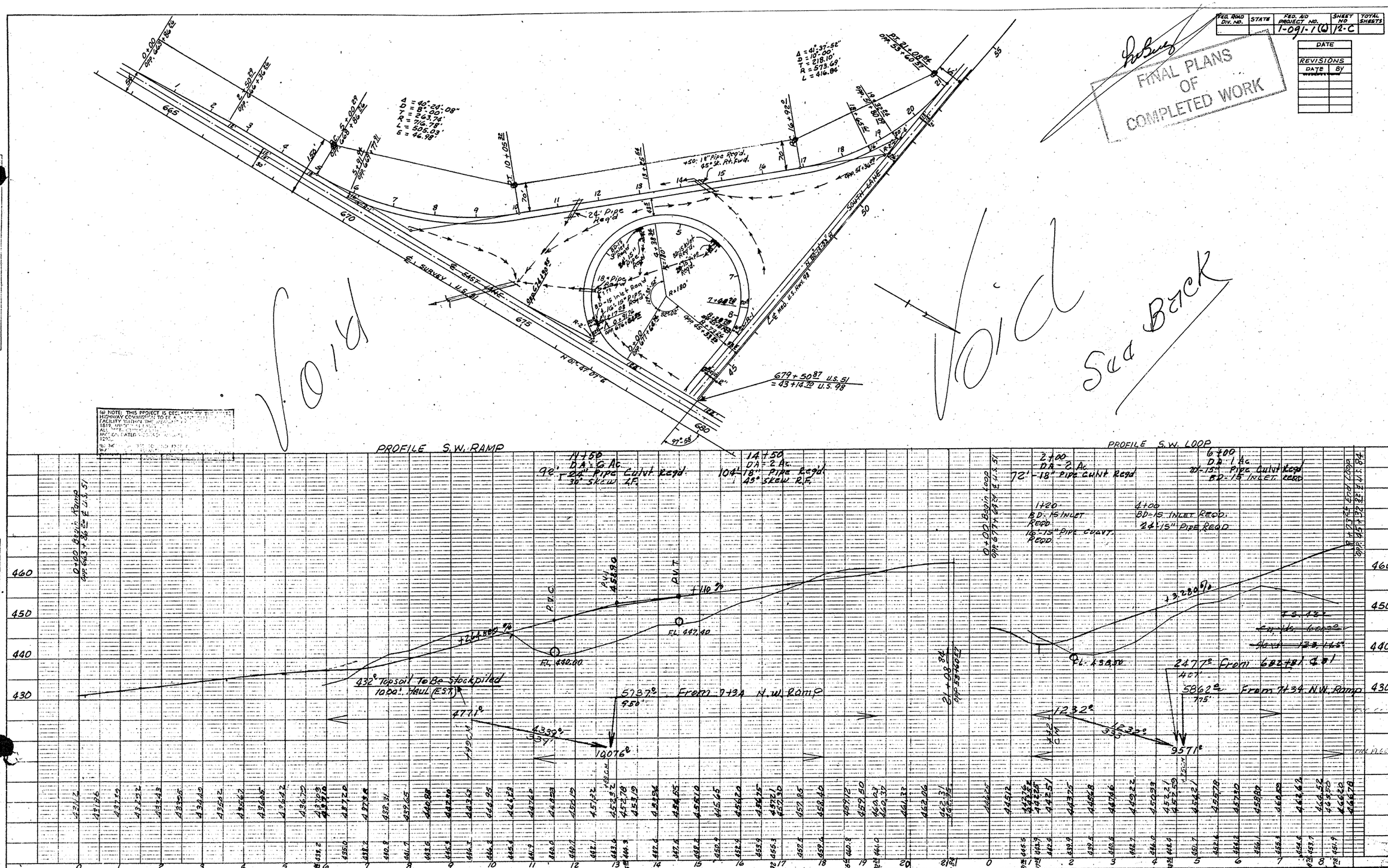


PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

I-091-1 (6)

12-C

FED. AID PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	Miss.	I-091-1(6)	12

REVISIONS		
DATE	BY	
2-3-58	AMS	

* Revised To Provide 14.0' Vert. Clearance

R/W MKRS. OF W. Bug

FINAL PLANS OF TITIONS COMPLETED WORK

J. H. Mc. CURLEY — AGNES PITTMAN COVINGTON — JAMES MILLER — GARFIELD BROWN — WINNIE WALLS — JOSEPH TITIONE

660 — 665 — 670 — 675 — 680 — 685 — 690

B.M. ELEV. 443.639
N.I.R. 8" W. OAK
180' Rt. Sta. 665+00

B.M. ELEV. 446.238
N.I.R. 30" WATER OAK
165' Rt. Sta. 673+45

WEST CORP. LINE SUMMIT

CULTIVATED FIELD — SEE SHEET # 12-C

LUCY FAGH HEWITT — TOM BROWN — TOM NELSON — ROLLINS BROS. — CULT. FIELD — SEE SHEET # 12-F

6627+76.83 SURVEY = 16+00

8-9 INLET — 8-9 Reqd — 2MI-INLET REQD

Gasoline Shack — Well — Well Shed — Butane Tank — Path

Remove 331.2 ft. Conc. RIP-RAP

N03°50'E

N. CAT-CREEK BROS.

6794+50.37 SURVEY = 43+14.70

See Sh. # 12-D

TOM NELSON — SEE SHEET # 12-D

JOHN KNOX — SEE SHEET # 12-E

WILLIE CAMBELL — SAM HOOD — LEON PRESTON — MATTIE SEALS — JOHN KNOX — PASTURE — PINE TIMBER

City Water Works Summit Brass Water Faucet & 3/4" Pipe Cr'ed

M.P.R.R. Co. Telephone Pole Mon. #

Dbl. line 20"-18" Conc. metal pipe

S.P. & T. Lines Telephone Pole Mon. #

US MAIN 46 SE — US MAIN 46 NW

PT. 401+23.92

B.M. ELEV. 436.965
N.I.R. 12" S. GUM
385' Rt. 685+15

B.M. ELEV. 460.206
N.I.R. 20" PINE
250' Rt. STA. 686+90

424.987
B.M. ELEV. 445.088
N.I.R. 16" PECAN
180 Rt. Sta. 667+80

NOTE: FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SHEETS NOS. 12AA, 12AB, 12-C, 12-D, 12-E, 12-E.2, 12-E.3, 12-E.4

NOTE! FOR R/W DIMENSIONS WITHIN INTERCHANGE, SEE SHEET NO. 2-6.

(a) NOTE: THIS PROJECT IS DECLARED BY THE STATE HIGHWAY COMMISSION TO BE A ... FAI LITY ... AC LITY ... 181, ... AS ... 128.

STA. 669+20 / 184' Rt. — 24" PIPE CULVT REQ'D — STUDS DIA 9 AC — REMARKS 119.7 C.Y. STR. EXC.

STA. 673+60 / 240' Rt. — 36" PIPE CULVT REQ'D — STUDS DIA 10 AC — REMARKS 177.1 C.Y. STR. EXC.

6631+50 — 6617+80 — B-9 Inlet Reqd in Med Ditch Plug " " " — 88'x18" Pipe Culvt. Reqd Rt. — 17.3 C.Y. STR. EXC.

6634+28 — B-9 Inlet Reqd in Med Ditch Plug " " "

6737+00 — 2MI-Inlet Reqd. in Med. Ditch Plug " " "

6817+00 — 184'-18" Pipe Reqd. — B-9 Inlet Reqd in Med Ditch Plug " " " — 33.3 C.Y. STR. EXC.

E. ROBB ST.

F.G. 450.27 — F.G. 470.26 — No. 98

25827.1' To 1809 ROBB ST.

2797' To 1146 ROBB ST.

3718' To 1809 ROBB ST.

+1.13468% — +1.13468%

23,686 C.Y. — 20,862 C.Y. 46B — 2824 C.Y. 1084'

2824 C.Y. Top Soil To Be stock piled 1000' Haul Est.

SEE INTERCHANGE SHEET FOR DIRT BALANCE THIS AREA.

87,778 C.Y.

9223 C.Y. Excess Excavation To Be Disposed as directed by Engineer 2500' Haul Est.

11,436 C.Y. TO 585,492

875 C.Y. TO 17,459 Enterprise Road

353 C.Y. TO 52,138 Enterprise Road + Frontage Road 3143' to 45+40 No. 98

4350 C.Y. Topsoil To Be Stockpiled 1000' HAUL (EST.)

2477 C.Y. TO 4775 S.W. Ramp

1183 C.Y. TO 6+50+44

631 C.Y. TO 50,627

2360 C.Y. TO ROBB ST.

28,474 C.Y. TO 10+12 S.E. Ramp

5549 C.Y. TO 460 S.E. LOOP

13,767 C.Y. TO 6+80 N.E. LOOP

1655 C.Y. TO 5+10 N.E. RAMP

STA. 687+17.2 (SUMMIT) & NORTH CORP. LINE

PVI 461.16

MAIN — 40,183 C.Y. — SAN. YDS. 686,230 C.Y. — TS 9534 — 144,224 C.Y. — STA. 224,082

PLAN — DRAWN — TRACED — NOTE BOOK — NO. — DATE — CT — CHECKED — AS CONSTRUCTED — AS PLANS CHECKED

PROFILE — DRAWN — TRACED — NOTE BOOK — NO. — DATE — CT — CHECKED — AS CONSTRUCTED — AS PLANS CHECKED

PLATE 1 - PLAN PROFILE OF PUBLIC ROAD

6403'

7294'

S1

1-091-1(6) 12

FED. ROAD SYM. NO.	STATE		FISCAL YEAR	SHEET NO.	TOTAL SHEETS
S	MISS.		19	10	1254A

12-AA

DRAWN BY		DATE	
REVISIONS			
DATE	BY	DATE	BY
8-9-57	T.E.M.		

FINAL PLANS OF COMPLETED WORK

NO ACCESS

NOTE: SEE QUADRANT SHEETS FOR CHANGES IN STATIONING & DRAINAGE

12-AA

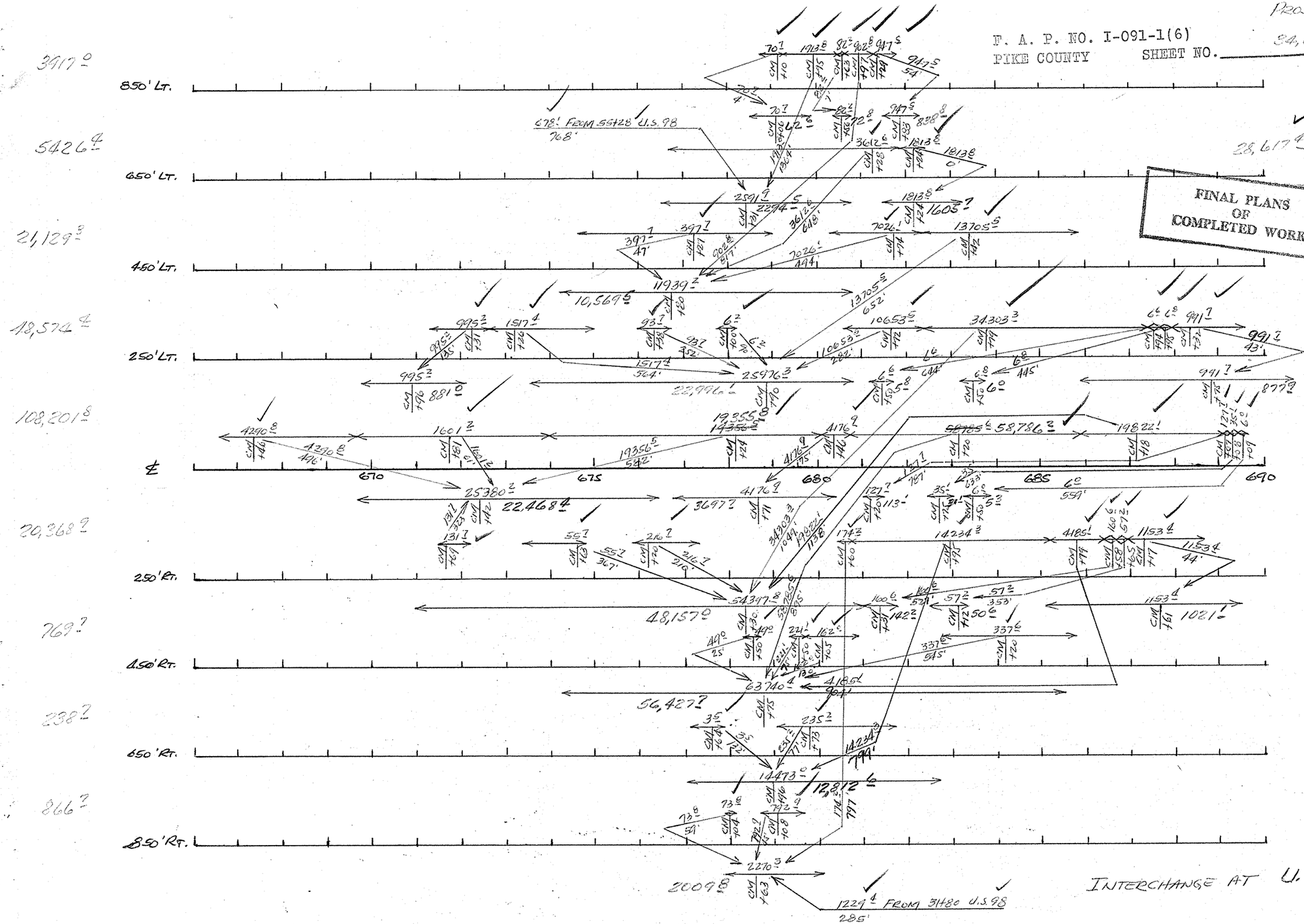
I-091-16)

12-AA

PROJECT I-091-1(6) PIKE

F. A. P. NO. I-091-1(6)
PIKE COUNTY SHEET NO. _____

34,000 34



FINAL PLANS OF COMPLETED WORK

Cu. YDS. 209,492 9 ~~209,493 0~~

STA. YDS. 1,644,505 5 ~~1,625,366 2~~

28,617 46

124,255 71

400,527 04

895,192 14

HAUL IN THIS INTERCHANGE BASED ON MEASURED DISTANCES

155,594 39

2228 60

185 72

3904 14

1,644,505 54

187,147 3

INTERCHANGE AT U.S. 98

12-AAA

FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
3	MISS.	I-091-1(6)	12-A

R/W MKRS. 14

FINAL PLANS COMPLETED

REVISIONS	
DATE	BY
5-29-67	

B.M. ELEV. 443.639
N.I.R. 8" WHITE OAK
130' LT. 662±00

SUPER EL. 0.125 PER FT. OF WIDTH
EXTRA WIDTH ON INSIDE None FT.

Woods — Thin Woods — Open Field — Woods — Open Field — Thin Woods — Open Field — Lawn — Open Field

Agnes Pittman Covington — Lucy Fach Hewitt — Freddie Bornman — J.J. Hewitt — Loney E. Gladney — Mary Brumfield Seab Washington

J.H. McCurley — J.H. McCurley — L.E. Travis

140 Beg. Grade Separation

Δ = 2°38' Lt
D = 1°00'
T = 131.69'
L = 263.33'

PC 4+68.69
PT 7+30.28

Δ = 1°35' Rt
D = 1°00'
T = 79.17'
L = 158.33

PC 23+32.28
PT 24+90.61
End Grade Separation

P.I. 5+98.85

B.M. Elev. 430.34
N.I.R. 14" Pine
100' Rt. 3+50

35-36" Galv. Pipe — 20-18" Galv. Pipe — 15-18" Conc. Pipe — 55-18" Galv. Pipe Removed — 3 Sta 662+36 Survey Road +3 Sta 13+00 Access Road — 130-18" Conc. Pipe — Dbl. 50-18" Galv. Pipe in place To Be Removed — 29-18" Conc. Pipe — Dbl. 23'30" Galv. Pipe

665 — 660 — Bar Ditch — Field Road — Robb St. — Conc. Sidewalk — Alley — Barn — M.P.&L. — T.V.&R.

150' — 150'

N.L. & T. Co. R/W

Dbl. 30" Galv. Pipe

Sta 13+85.33 Br. About

Sta 16+14.62 Br. About

Sta 24+11.65 Br. About

NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SHEET NOS. 12, 12-AA, 12-B, 12-C, 12-D, 12-E, 12-F.

13+85.33 BRIDGE REQ'D.
10 466, 10 467, 10 671, 10 466 SPANS REQ'D.
SEE BRIDGE SHEETS NO
G-1, GN-1, BG4-B, CB-10, EB-12, TB-1, MR-1.

SUPER EL. 0.125 PER FT. OF WIDTH
EXTRA WIDTH ON INSIDE None FT.

40 M.P.H. SPEED DESIGN

11+50 Ramp Rt 24"-15" Pipe Reqd.

11+50 20"-15" Pipe Ramp Rt

6+50 Ramp Rt 24"-15" Pipe Reqd.

11+00 48 L 18" Pipe Relief D.A. = 3± 14.0 Y. Sta/Ac.

13+85.33 1'x6.0 Solid Sod Flume Reqd. Rt & Lt 120-54 Yds Solid Sod Reqd.

16+14.62 3'x6.0 Solid Sod Flume Reqd. Rt & Lt 122-54 Yds Solid Sod Reqd.

17+30 D.A. 67 Ac. 120-60" Pipe Reqd (Extra Strength)

21+00 Ramp Rt 24"-15" Pipe Reqd.

21+47 24"-18" Pipe Same Ft.

17+50 - 23+50 Solid Sod Ditch Rt & Lt 2,670 Sq Yd. Solid Sod Reqd.

1.5 % P.V.I. 442.25

P.V.I.-439.77

P.V.I.-433.50

P.V.I.-433.22

P.V.I.-424.27

P.V.I.-424.11

P.V.I.-442.25

Beg. Grade Separation

+1.00%

+3.61333% PVC

+0.28222% PVC

+3.00% PVT

-30.0%

-0.09190% PVC

+1.48% PVC

+1.5 PVT

+2.26667% PVT

425 PVC

425 PVI 424.45

425 PVT

435.00 FL 434.50

E.G. 430.27

2797' From 664+13
468.17'

3405.3
341'
716'

2407° From 659+02
624'

3304°
796'

6311°

2505°
657'

25727' From 660+57
529.83

5718° From West B.S.
367.17'

28.60° From 662+61 & 51
2278'

28.745° From 660+93 & 51
1462'

1116'
545'

736.10°

Sta 16+14.62 Br. About

Sta 13+85.33 Br. About

Proj.

4988'
C.Y. Yds. 4977
Sm. Yds. 193,761.9

Sta 16+14.62 Br. About

Sta 24+11.65 Br. About

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — R.P. OF WAY CHECKED — NOTE BOOK — PAGE NO. — STRUCTURE NO. — DATE — BY

PLAN — SURVEYED — PLOTTED — DRAWN — CHECKED — R.P. OF WAY CHECKED — NOTE BOOK — PAGE NO. — STRUCTURE NO. — DATE — BY

FORM 1 - PLAN-PROFILE © P.R.R.C. STANDARD KEUFFEL & ESSER CO., NEW YORK.

A-S1

239'

5497'

27,229'

ROBB ST. I-091-1(6) 12-A

(U.S. # 98) I-091-1(6) 448 12-B

FED. ROAD DIV. NO.	STATE	FED. AID PROJECT NO.	SHEET NO	TOTAL SHEETS
		I-091-1(6)12-C		

R/W MILES. 3

FINAL PLANS OF COMPLETED WORK

DATE	BY
REVISIONS	
* 2-3-58	Fuller

* Loop Grade Adjusted to Tie to Revised Grade on Hwy # 98

LOOP STATIONING

P.C.	0+00	OPP.	677+64.73
THROAT	0+91.76	"	676+64.95
FULL S.E.	1+01.85		
NORM. WOTH.	1+17.08		
FULL S.E.	7+58.78		
NORM. WOTH.	7+68.78		
THROAT	8+28.78	"	45+81.33
P.T.	8+73.26	"	45+33.02

NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SH. NOS. 12, 12-AA, 12A, 12-B, 12-D, 12-E, 12-F.

PROFILE S.W. RAMP

PROFILE S.W. LOOP

See Interchange Sheet for Dirt Balance this Sheet

FED. ROAD DIV. No.	STATE		SHEET No.
8	[illegible]	I-091-1(6)	12-D

REVISIONS	
DATE	BY
* 2-5-68	[illegible]

* Loop Grade Adjusted To Fit & Revised Grade on Hwy. # 98

P/N MKRS. 4

FINAL PLANS OF COMPLETED WORK

PLAN	STARTED	DATE
NOTE BOOK	PLOTTED	
NO.	TO BE CHECKED	BY
	TO BE OFFICED	

6791.50 ℄ 63+14.29

P.T. 37+11.92

℄ SURVEY U.S. 51

℄ EAST LANE

F.L. 430.30

36" Pipe Req'd.

B-D 16'

F.L. ~~444.00~~ 440.00 18" Pipe

18-I Req'd

F.L. 429.5

665 670 675 680

Δ = 58°24'24"
D = 13°21'
T = 240.45
L = 437.50
R = 430.18

P.C. 37+71.47

P.C. 39+37.97

P.T. 40+23.92

℄ MEDINA U.S. HWY. # 98

Eq. Pipe Req'd

SOUTH LANE

P.I. 13+74.00

P.T. 15+72.72

OPP. 34+78.80

P.I. 34+88.35

S 45.41

℄ DATA
U.S. HWY. #98
Δ = 5° 32' 00"
D = 0° 30'
T = ~~654.43~~ 545.41
L = 1090.00'
R = 12.97'

LOOP STATIONING

P.C.	0+00	OPP.	677+30.24
THROAT	0+40.27	"	676+85.81
NORM. WDTH.	1+00.27		
FULL S.E.	1+10.27		
NORM. WDTH.	5+80.00		
FULL S.E.	5+93.95		
THROAT	6+03.07	"	39+78.07
P.T.	6+86.00	"	40+69.71

NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SH. NOS. 12, 12-AA, 12-A, 12-B, 12-C, 12-E, 12-F.

PROFILE S.E. RAMP

13.6 C.Y. STR. EXC.

~~5+70~~ 5+55 D.A. = 20 Ac.
~~5+76~~ 36" Pipe Req'd. / 1 Hd. Wall
~~45° 12°~~ 45° Skew
~~60-18 (Reboar) Pipe / 1 Hd. Wall~~
Jct. Box Req'd.
B-9 INLET U.S.
2.5 C.Y. STR. EXC.

10+50 D.A. = 3 Ac.
84'-18" Pipe Req'd
5.4 C.Y. STR. EXC.

~~11+76~~ 11+35 ~~+2+00~~ ~~+24~~ 36" Pipe Lc96
~~45°~~ 45° Skew
D.A. = 25 Ac.
SEE CAR AT.
44.4 C.Y. STR. EXC.

+1.50% P.I.T.

+3.60% P.V.C.

EL 438.67

EL 437.15

FL 441.50

FL 437.00

428.00
FL ~~427.00~~

106'
200
106'

28474 ft² From 682+78 ℄ 51
830'

28580 ft²

PULL 4F3245

15+72.72 = 34+78.80

5.3 C.Y. STR. EXC.

Sta. 1+40
BD-15 Req'd.
1C-15" Pipe Req'd

2+50
BD-15 Req'd
2B-15" Pipe Req'd. (BACK)

Sta. 5+00
BD-15 Req'd
~~5B-15" Dewater Head~~
12"-15" P.I.P.E

4.8 C.Y. STR. EXC.

PROFILE S.E. LOOP

9.4 C.Y. STR. EXC.

2+75
BD-DA = 3 Ac.
84'-18" Pipe Req'd

+3.13% P.V.C.

FL 437.50

SEE INTERCHANGE SHEET FOR DIRT BALANCE THIS SHEET

55 ft² From 682+78 ℄ 51
125'

2820 ft² From 690+13 ℄ 51
153.2

8316 ft² From 7+34 NW. Ramp
1105'

1,272 ft²
1,272 ft²
407'

17966 ft²

PLATE 1 - PLAN - PROFILE - U.S. 1, A.A.R.C. (MAYARD)
KRUTTER & RIEGER CO., NEW YORK

12-D

I-091-1(6)

FED. ROAD DIV. NO.	STATE		SHEET NO.
8	MISS.	I-091-1(6)	12-E

REVISIONS	
DATE	BY

FINAL PLANS OF COMPLETED WORK

PLAN SURVEYED PLOTTED CHECKED NOTE BOOK CROSS SECTIONED NO. STRUCTURES CHKD.

PROFILE SURVEYED PLOTTED CHECKED NOTE BOOK CROSS SECTIONED NO. STRUCTURES CHKD.

C101

679 + 50.87 ℄ SURVEY = 43 + 14.20 ℄ Miss. Hwy. #98

97°-58'

680

685

690

695

℄ SURVEY U.S. 51

E-E LANE

N 01°-07'-07" E

N 80°-16'-55" W

PT 40 = 23.82

Fl. 441.00

Fl. 442.00

Fl. 442.58

Fl. 442.70

Fl. 443.00

36" Pipe

24" Pipe Reqd.

18" Pipe Reqd.

20-15" Pipe Reqd.

80-15 Reqd.

Opp. 35 + 70.21

Opp. 683 + 89.21

Opp. 687 + 66.38

Opp. 691 + 57.08

Opp. 693 + 10.28

Opp. 695 + 60.28

PT 3 + 73.28

PC 0 + 00 Opp. 33 + 66

Δ = 55° 33' 29"
D = 8° 30'
T = 229.86'
R = 674.79'
L = 666.48'

Δ = 49° 45' 54"
D = 199.46'
R = 850.00'
L = 593.48'

℄ DATA MISS. HWY. #98
Δ = 5° 29' 00" Rt.
D = 0° 30'
T = 554.43'
L = 1090.00'
E = 12.97'

(a) NOTE: THIS PROJECT IS EL... HIGHWAY CLASSIFICATION ... FACILITY ... 151 ... ADT ... ADT ... 129 ...

PROFILE NE RAMP

0+00 Begin Ramp Opp. 33+66 Miss. Hwy #98

57+00
D.A.-5 Ac.
94-24" Pipe Culvt Reqd
30° Skew RF

12+50
D.A.-3 Ac.
52-18" Pipe Culvt Reqd
30° Skew RF

Opp. 685+60.21 End Ramp

-0.60 %

Fl. 445.00

Fl. 452.00

1069 c.y. Topsoil To Be Stockpiled
≈ 1000' Haul (EST.)

1659 c.y. From 682+81 ℄ 51
550'

9554 c.y.
521'

10623 c.y.

11213 c.y.

+19 CM

+40 CM

PROFILE NE LOOP

0+00 Begin Loop Opp. 687+66.38 ℄ SURVEY

Sta. 1+50
80-15 Inlet Reqd.
54-18" Pipe Reqd.

Sta. 4+00
80-15 Inlet Reqd.
20-15" Pipe Reqd.
(Downspout) 2-15° ELBOWS

6+50
80-15 Reqd.
4-15° DOE D.I.
2-15° ELBOWS

6+80
D.A.-2 Ac.
136-24" Pipe Culvt Reqd

Opp. 695+60.28 ℄ Miss. Hwy #98

+2.14 %

Fl. 443.00

659 c.y. Topsoil To Be Stockpiled
1000' Haul (EST.)

1677 c.y.

7130 c.y.

13727 c.y. From 682+81 ℄ 51
512'

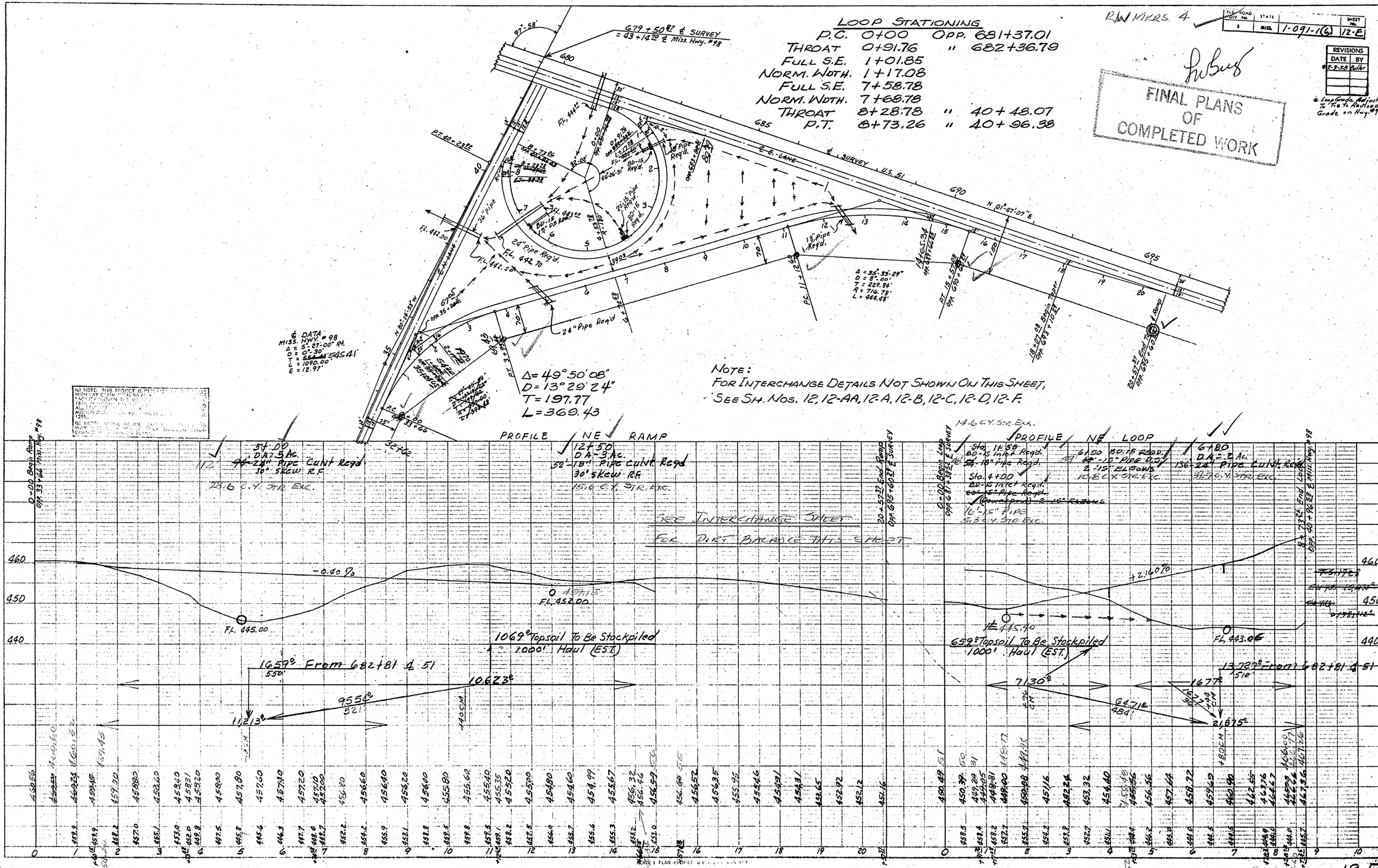
21875 c.y.

+22 CM

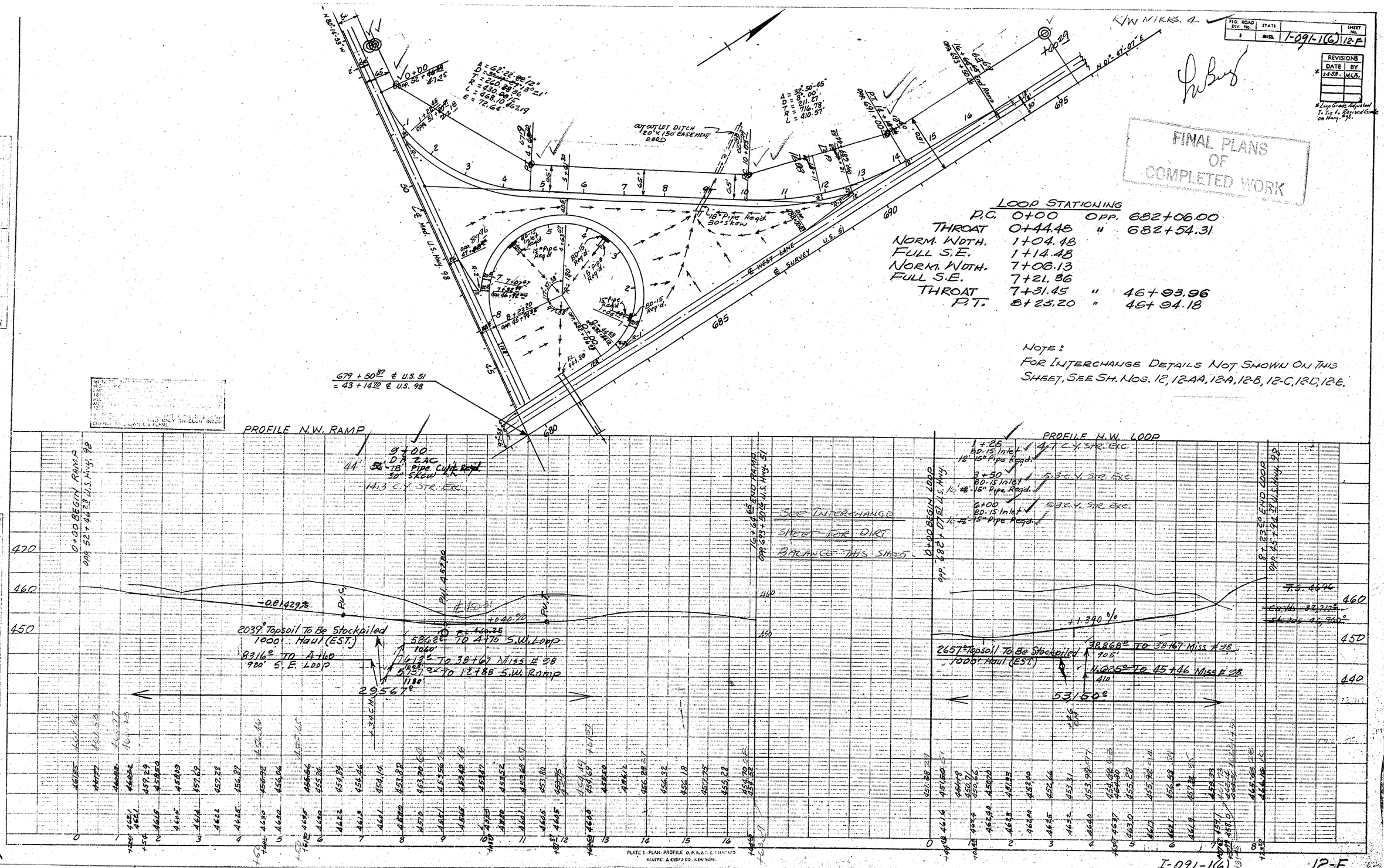
+19 CM

RATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

I-091-1(6) 12-E



LOOP STATIONING
P.C. 0+00 OPP. 681+37.01
THROAT 0+91.76 " 682+36.79
FULL S.E. 1+01.85
NORM. WDTH. 1+17.08
FULL S.E. 7+58.78
NORM. WDTH. 7+68.78
THROAT 8+28.78 " 40+48.07
P.T. 8+73.26 " 40+96.38
RW MKRS. 4
FINAL PLANS OF COMPLETED WORK
REVISIONS
DATE BY
2-3-58 Butler
* Loop Grade Adjusted To Tie to Revised Grade on Hwy. #98
679+50.87 ℄ SURVEY = 43+14.70 ℄ Miss. Hwy. #98
℄ E. LANE
℄ SURVEY U.S. 51
N 01°-47'-07" E
℄ DATA MISS. HWY. #98
Δ = 5°-27'-00" Rt.
D = 0°-30'
T = 545.41
L = 1090.00'
E = 12.97'
Δ = 49°50'08"
D = 13°29'24"
T = 197.77
L = 369.43
Δ = 35°-33'-29"
D = 8°-00'
T = 229.84'
R = 716.78'
L = 444.48'
NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET,
SEE SH. NOS. 12, 12-AA, 12-A, 12-B, 12-C, 12-D, 12-F.
PROFILE NE RAMP
PROFILE NE LOOP
SEE INTERCHANGE SHEET
FOR DIRT BALANCE THIS SHEET
1069° Topsoil To Be Stockpiled
1000' Haul (EST.)
659° Topsoil To Be Stockpiled
1000' Haul (EST.)
1659° From 682+81 ℄ 51
13,727° From 682+81 ℄ 51
-0.40 %
+2.160 %
FL. 445.00
FL. 452.00
FL. 443.06



FED. ROAD DIV. No. 8
STATE MISS.
SHEET No. 12-F
I-091-1(6)
REVISIONS
DATE BY
2-5-58 M.L.B.
* Loop Grade Adjusted To Tie to Revised Grade on Hwy. #98.
FINAL PLANS OF COMPLETED WORK
LOOP STATIONING
P.C. 0+00 OPP. 682+06.00
THROAT 0+44.48 " 682+54.31
NORM. WDTH. 1+04.48
FULL S.E. 1+14.48
NORM. WDTH. 7+06.13
FULL S.E. 7+21.36
THROAT 7+31.45 " 46+93.96
P.T. 8+23.20 " 45+94.18
NOTE:
FOR INTERCHANGE DETAILS NOT SHOWN ON THIS SHEET, SEE SH. NOS. 12, 12-AA, 12-A, 12-B, 12-C, 12-D, 12-E.
OUT OUTLET DITCH 20' X 150' EASEMENT REQD
18" Pipe Reqd. 30° Skew
℄ WEST LANE
℄ SURVEY U.S. 51
℄ Med. U.S. Hwy. 98
679 + 50.87 ℄ U.S. 51
= 43 + 14.70 ℄ U.S. 98
PROFILE N.W. RAMP
PROFILE N.W. LOOP
0+00 BEGIN RAMP
0+00 BEGIN LOOP
SEE INTERCHANGE SHEET FOR DIRT BALANCE THIS SHEET
2039° Topsoil To Be Stockpiled 1000' Haul (EST.)
8316° TO 4+60 980' S.E. LOOP
5862° TO 4+76 S.W. LOOP
7613° TO 38+67 Miss # 98
5737° TO 12+88 S.W. Ramp
29,567°
2657° Topsoil To Be Stockpiled 1000' Haul (EST.)
38,868° TO 38+67 Miss # 98
11,625° TO 45+46 Miss # 98
53,150°
PLATE 1 - PLAN - PROFILE O.P.R.&R.C. STANDARD
KEUFFEL & ESSER CO. NEW YORK

Fed. Rd. Div. No.	State	Federal Aid Project No.	Sheet No.
3	Miss	1-091-1(6)	13

R/W MKRS. 2 ✓
HWY & [signature]

Revisions	
Date	By

FINAL PLANS OF COMPLETED WORK

JOB TOTALS (DIRT)

5727 4080

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.