

GENERAL INDEX

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<input type="checkbox"/> ITS COMPONENTS	3001
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<input type="checkbox"/> (RESERVED)	5001
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<input checked="" type="checkbox"/> CROSS SECTIONS	9001

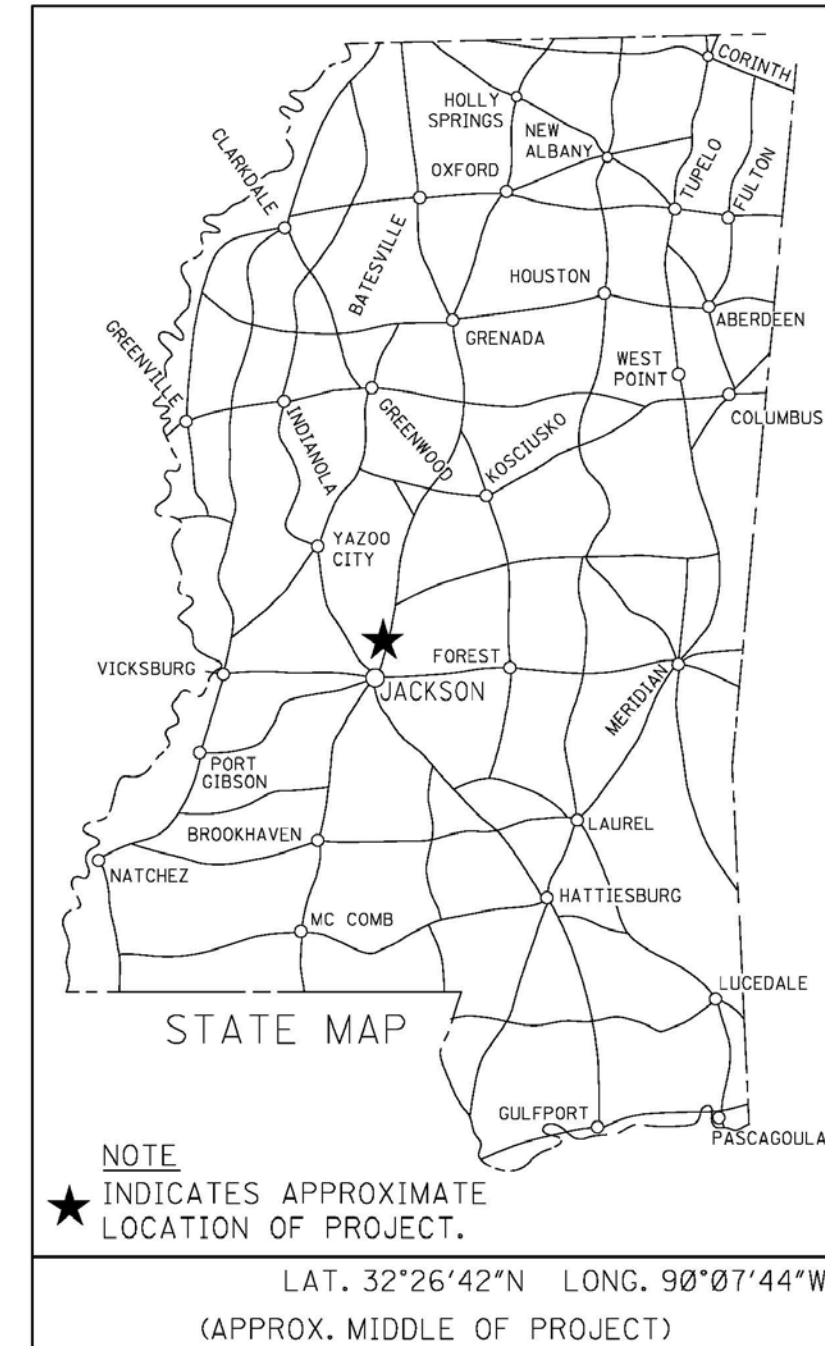
STATE OF MISSISSIPPI
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. ACNH-9204-00(003)

COLONY PARK BOULEVARD FROM SUNNYBROOK ROAD TO U.S. HWY 51 MADISON COUNTY

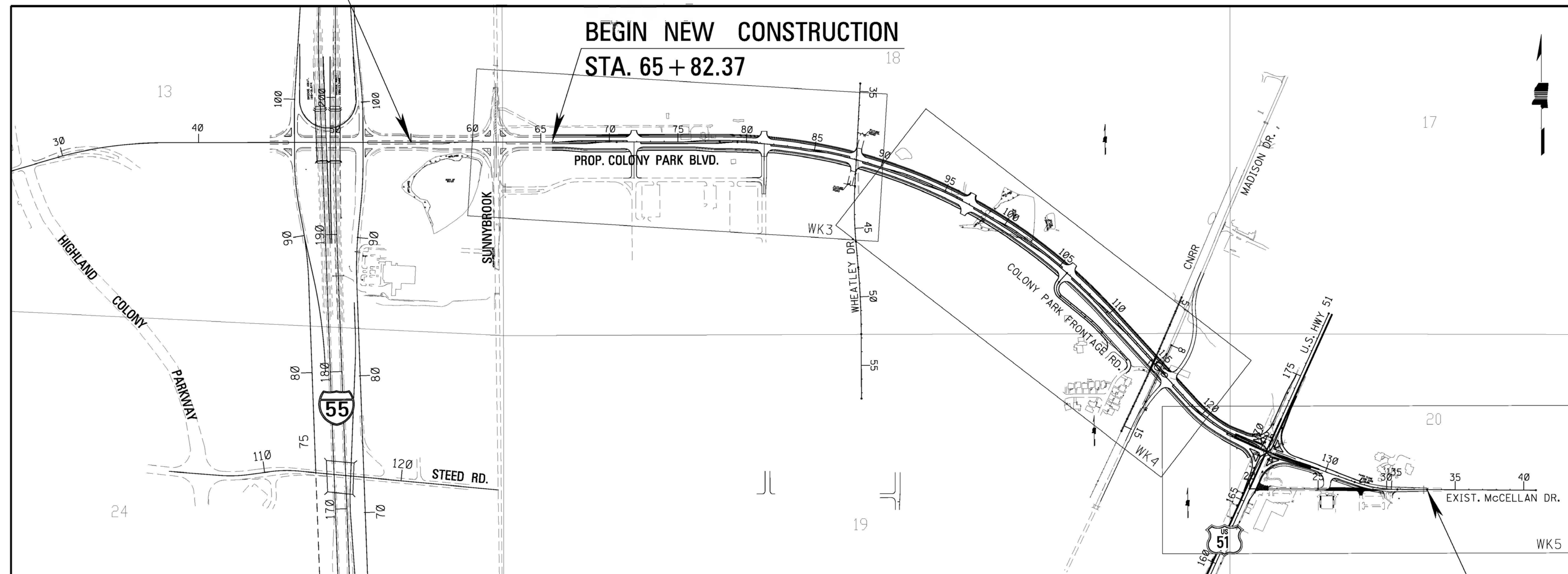
CONST FMS 100486/303000

STATE	PROJECT NO.	SHEET NO.
MISS.	ACNH-9204-00(003)	1



BEGINNING OF PROJECT
STA. 55 + 50.00

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



DESIGN CONTROL		
50 MPH = V (SPEED DESIGN)		
ADT (2015) = 6,800 : ADT (2035) = 12,000		
DHFV = 1,200 : D = 60 % T = 12 %		
PERMITS ACQUIRED BY MDOT		
WETLANDS AND WATERS PERMITS (NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):		
	WATERS	WETLANDS
NATIONWIDE #14	<input type="checkbox"/>	<input type="checkbox"/>
NATIONWIDE (OTHER)*	<input type="checkbox"/>	<input type="checkbox"/>
GENERAL*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INDIVIDUAL (404)*	<input type="checkbox"/>	<input type="checkbox"/>
* ACQUISITION OF PERMITS FOR TEMPORARY IMPACTS DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR		
STORMWATER PERMIT <input checked="" type="checkbox"/>		
Y	REQUIRED, SCNDI SUBMITTED BY MDOT (DISTURBED AREA = 5 ACRES)	
S	REQUIRED, SCNDI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)	
N	NO STORMWATER PERMIT REQUIRED (<1 ACRE)	
APPROVED BY: _____		

END OF PROJECT (END CONSTRUCTION)
STA. 32 + 95.318

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83 MS WEST ZONE (US SURVEY FEET)		
HORIZONTAL MONUMENT	NORTH	EAST
KPO2	1066979.603	2355448.136
KPO3	1080291.609	2357991.225

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)	
VERTICAL MONUMENT	ELEVATION
KPO3	367.570

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET

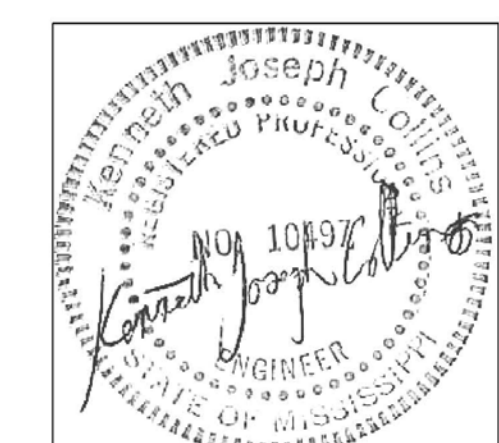
CONVERSION VALUES	PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR	0.999941151
GRID TO GEODETIC AZIMUTH	+ 0° 06' 31.674"

EQUATIONS:
① Sta 135+43.802 BK =
Sta 30+78.734 AH

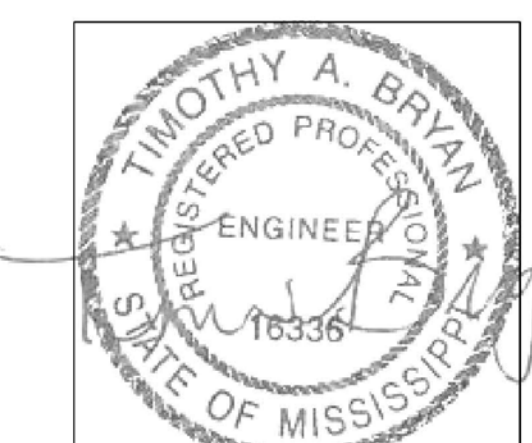
LENGTH DATA

LENGTH OF ROADWAY	8,210.39 FT.	1.55 MI.
LENGTH OF BRIDGES	_____ FT.	_____ MI.
LENGTH OF PROJECT (NET)	_____ MI.	_____ MI.
LENGTH OF EXCEPTIONS	_____ MI.	_____ MI.
LENGTH OF PROJECT (GROSS)	8,210.39 FT.	1.55 MI.

EXCEPTIONS
NONE



Date: 04/06/16
(ROADWAY ONLY)



Date: 11/12/15
(PERMANENT SIGNING AND TRAFFIC SIGNALS ONLY)

P S & E DATE: _____

APPROVED: _____
DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR _____

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/16/2016 1:01:29 AM DE-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESCRIPTION OF SHEET

WKG.
NO.

SH.
NO.

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

TITLE SHEET (1)

DETAILED INDEX AND GENERAL NOTES SHEETS (6)

- DETAILED INDEX - ROADWAY
- DETAILED INDEX - ROADWAY
- DETAILED INDEX - ROADWAY
- GENERAL NOTES
- GENERAL NOTES
- GENERAL NOTES

- DI-1 2
- DI-2 3
- DI-3 4
- GN-1 5
- GN-2 6
- GN-3 7

TYPICAL SECTION SHEETS (9)

- TYPICAL SECTION - COLONY PARK BOULEVARD 65+82.37 - 125+44.942
- TYPICAL SECTION - COLONY PARK BOULEVARD 125+44.942 - 135+43.802
- TYPICAL SECTION - COLONY PARK BOULEVARD 135+43.803 - 32+95.318
- TYPICAL SECTION - CHANNELIZED INTERSECTION - COLONY PARK BOULEVARD @ U.S. HWY 51
- TYPICAL SECTION - WIDENING AND OVERLAY - US HWY 51 165+00 - 175+00
- TYPICAL SECTION - COLONY PARK BOULEVARD FRONTAGE ROAD 10+00 - 19+73.46
- TYPICAL SECTION - MADISON DRIVE 10+00 - 24+00
- TYPICAL SECTION - EAST AND WEST SCHOOL DRIVES
- TYPICAL SECTION - JACKSON ST 35+50 - 69+20

- TS-1 8
- TS-2 9
- TS-3 10
- TS-4 11
- TS-5 12
- TS-6 13
- TS-7 14
- TS-8 15
- TS-9 16

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- SUMMARY OF QUANTITIES
- SUMMARY OF QUANTITIES
- SUMMARY OF QUANTITIES
- SUMMARY OF QUANTITIES

- SQ-1 17
- SQ-2 18
- SQ-3 19
- SQ-4 20

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- ESTIMATED QUANTITIES - DRAINAGE STRUCTURES
- ESTIMATED QUANTITIES - DRAINAGE STRUCTURES
- ESTIMATED QUANTITIES - DRAINAGE STRUCTURES
- ESTIMATED QUANTITIES - EARTHWORK
- ESTIMATED QUANTITIES - PAVEMENT MARKINGS
- ESTIMATED QUANTITIES - CURB AND GUTTER
- ESTIMATED QUANTITIES - CURB AND GUTTER
- ESTIMATED QUANTITIES - BOX CULVERT AND JUNCTION BOXES
- ESTIMATED QUANTITIES - TRAFFIC CONTROL
- ESTIMATED QUANTITIES - CONSTRUCTION SIGNING
- ESTIMATED QUANTITIES - REMOVAL ITEMS
- ESTIMATED QUANTITIES - EROSION CONTROL
- ESTIMATED QUANTITIES - STANDARD ROADSIDE SIGN QUANTITIES
- ESTIMATED QUANTITIES - STANDARD ROADSIDE SIGN QUANTITIES

- EQ-1 21
- EQ-2 22
- EQ-3 23
- EQ-4 24
- EQ-5 25
- EQ-6 26
- EQ-7 27
- EQ-8 28
- EQ-9 29
- EQ-10 30
- EQ-11 31
- EQ-12 32
- SRS-1 33
- SRSA-1 34

PLAN & PROFILE SHEETS (11)

- COLONY PARK BLVD. MAINLINE - B.O.P. STA. 65+82.37 TO STA 90+00
- SUNNYBROOK
- EAST AND WEST SCHOOL DRIVES
- COLONY PARK BLVD. MAINLINE - STA. 90+00 TO STA. 120+00
- MADISON DRIVE RELOCATION AT COLONY PARK BLVD. - STA. 10+00 TO STA. 24+00
- COLONY PARK BLVD. FRONTAGE ROAD - STA. 10+00 TO STA. 19+73.46
- COLONY PARK BLVD. MAINLINE - STA. 120+00 TO E.O.P. STA. 32+95.313
- US HWY 51 AT COLONY PARK BLVD. - STA. 165+00 TO STA. 175+00
- JACKSON ST - STA. 35+50 TO STA. 49+00
- JACKSON ST - STA. 49+00 TO STA. 63+00
- JACKSON ST - STA. 63+00 TO STA. 69+20

- 3 35
- 3A 36
- 3B 37
- 4 38
- 4A 39
- 4B 40
- 5 41
- 5A 42
- 6 43
- 7 44
- 8 45

PLAN & PROFILE SHEETS - DETAILED DRAINAGE(29)

- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 65+00 TO STA. 71+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 65+00 TO STA. 71+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 71+00 TO STA. 77+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 71+00 TO STA. 77+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 77+00 TO STA. 83+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 77+00 TO STA. 83+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 83+00 TO STA. 89+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 83+00 TO STA. 89+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 89+00 TO STA. 95+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 89+00 TO STA. 95+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 95+00 TO STA. 101+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 95+00 TO STA. 101+00

- DD1LT 46
- DD1RT 47
- DD2LT 48
- DD2RT 49
- DD3LT 50
- DD3RT 51
- DD4LT 52
- DD4RT 53
- DD5LT 54
- DD5RT 55
- DD6LT 56
- DD6RT 57

DESCRIPTION OF SHEET

- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 101+00 TO STA. 107+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 101+00 TO STA. 107+00
- DRAINAGE DESIGN - COLONY PARK FRONTAGE RD. BLVD. - STA. 11+00 TO STA. 17+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 107+00 TO STA. 113+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 107+00 TO STA. 113+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 113+00 TO STA. 119+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 113+00 TO STA. 119+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 119+00 TO STA. 125+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 119+00 TO STA. 125+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 125+00 TO STA. 131+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 125+00 TO STA. 131+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 131+00 TO STA. 32+00
- DRAINAGE DESIGN - COLONY PARK BLVD. - STA. 131+00 TO STA. 32+00
- DRAINAGE DESIGN - US HWY 51 - STA. 163+00 TO STA. 168+00
- DRAINAGE DESIGN - US HWY 51 - STA. 163+00 TO STA. 168+00
- DRAINAGE DESIGN - US HWY 51 - STA. 168+00 TO 174+00
- DRAINAGE DESIGN - US HWY 51 - STA. 168+00 TO 174+00

- WKG. SH.
- NO. NO.
- DD7LT 58
- DD7RT 59
- DD7ART 60
- DD8LT 61
- DD8RT 62
- DD9LT 63
- DD9RT 64
- DD10LT 65
- DD10RT 66
- DD11LT 67
- DD11RT 68
- DD12LT 69
- DD12RT 70
- DD13LT 71
- DD13RT 72
- DD14LT 73
- DD14RT 74

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- WEST & EAST SCHOOL DRIVES
- COLONY PARK BLVD AT RAILROAD & MADISON DRIVE
- COLONY PARK BLVD AT US HWY 51

- ID-1 75
- ID-2 76
- ID-3 77

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- COLONY PARK BLVD @ US 51
- COLONY PARK BLVD @ US 51
- COLONY PARK FRONTAGE RD

- FG-1 78
- FG-2 79
- FG-3 80

PERMANENT PAVEMENT MARKING SHEETS (12)

- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 55+50 TO STA. 65+50
- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 65+50 TO STA. 78+00
- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 78+00 TO STA. 90+50
- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 90+50 TO STA. 102+50
- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 102+50 TO STA. 114+50
- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 114+50 TO STA. 122+50
- PAVEMENT MARKING - MADISON DRIVE - STA. 10+00 TO STA. 24+00
- PAVEMENT MARKING - U.S. HWY 51 - STA. 162+00 TO 174+50
- PAVEMENT MARKING - COLONY PARK BLVD. - STA. 129+00 TO E.O.P.
- PAVEMENT MARKING - JACKSON ST TO US 51 35+50 - 45+00
- PAVEMENT MARKING - JACKSON ST TO US 51 45+00 - 57+00
- PAVEMENT MARKING - JACKSON ST TO US 51 57+00 - 69+29.64

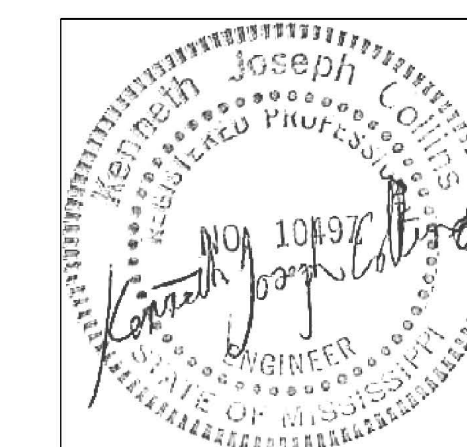
- PMD-1 81
- PMD-2 82
- PMD-3 83
- PMD-4 84
- PMD-5 85
- PMD-6 86
- PMD-7 87
- PMD-8 88
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- CONSTRUCTION SIGNING
- CONSTRUCTION SIGNING

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- CS-2 94
- CS-3 95

PS & E PLANS-DATE: 04/06/16		
FMS CON.: 100486/303000		
REVISIONS		
DATE	SHEET NO.	BY



Date: 04/06/16
(ROADWAY ONLY)

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
	DETAIL INDEX	
REVISION	COLONY PARK BLVD.	
	COUNTY: MADISON	
DATE	PROJ. NUM.: ACNH-9204-00(003)	
	FILENAME: DI-1.DGN	
DESIGN TEAM	BAKER	CHECKED KJC
DATE	2015	



WORKING NUMBER
DI-1
SHEET NUMBER
2

4/16/2016 1:01:30 AM DI-2.DGN

ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESCRIPTION OF SHEET

WKG. NO. SH. NO.

STATE PROJECT NO.
MISS. ACNH-9204-00(003)

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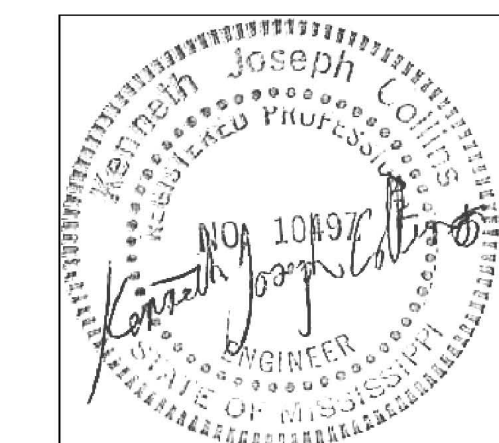
DESCRIPTION OF SHEET

WKG. NO. SH. NO.

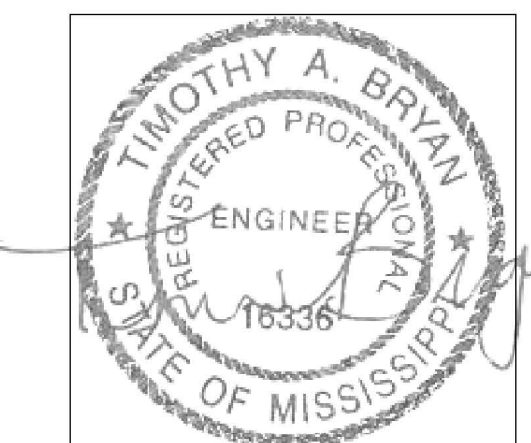
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PERMANENT SIGNING SHEETS (4)


PERMANENT SIGNAGE - COLONY PARK BLVD FROM SUNNYBROOK TO US 51	PSP-1	1001
PERMANENT SIGNAGE - COLONY PARK BLVD FROM SUNNYBROOK TO US 51	PSP-2	1002
PERMANENT SIGNAGE - COLONY PARK BLVD FROM SUNNYBROOK TO US 51	PSP-3	1003
PERMANENT SIGNAGE - COLONY PARK BLVD FROM SUNNYBROOK TO US 51	PSP-4	1004



Date: 04/06/16
(ROADWAY ONLY)



Date: 11/2/15
(PERMANENT SIGNING AND TRAFFIC SIGNALS ONLY)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION DETAIL INDEX		 WORKING NUMBER DI-2
COLONY PARK BLVD.		
COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)		SHEET NUMBER 3
FILENAME: DI-2.DGN DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015		

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

DESCRIPTION OF SHEET

REV. DATE WKG. NO. SH. NO.

TRAFFIC SIGNAL SHEETS (7)

TRAFFIC SIGNAL DESIGN - COLONY PARK BLVD AT US 51		TSI-1	2001
TRAFFIC SIGNAL DESIGN - COLONY PARK BLVD FROM SUNNYBROOK RD TO US HWY 51		TSI-2	2002
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TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)		TSD-7	2007

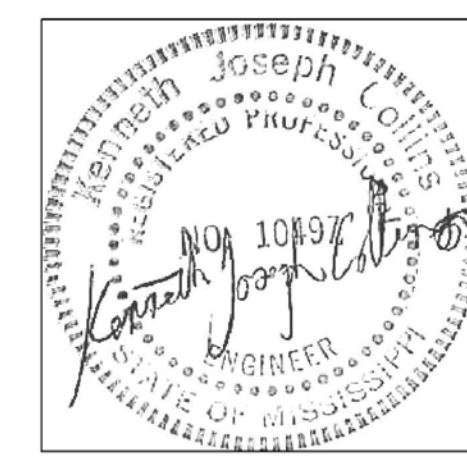
STANDARD DRAWINGS - ROADWAY SHEETS (34)

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STANDARD ROADSIDE SIGNS		SN-3A	6223
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WEST SCHOOL ROAD	9058-9059
EAST SCHOOL ROAD	9060-9062
COLONY PARK BOULEVARD FRONTAGE ROAD	9063-9068
MADISON DRIVE	9069-9076
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TOTAL SHEETS = 315



Date: 04/06/16
(ROADWAY ONLY)

Date: 11/12/15
(PERMANENT SIGNING AND TRAFFIC SIGNALS ONLY)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAIL INDEX	
COLONY PARK BLVD.	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	DI-3
FILENAME: DI-3.DGN	SHEET NUMBER
DESIGN TEAM: MICHAEL BAKER	4
CHECKED: KJC	DATE: 2015



4/16/2016 1:01:30 AM DI-3.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

GENERAL NOTES

- (1) THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- (2) ALL SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MILLENNIUM EDITION AND ALL SUBSEQUENT REVISIONS).
- (3) ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.
- (4) A SOIL PROFILE HAS BEEN PREPARED FOR THIS PROJECT USING SAMPLES TAKEN FROM HOLES AT THE LOCATIONS INDICATED IN THE TEST REPORTS. THIS SOIL PROFILE IS ON FILE IN THE DISTRICT AND CENTRAL CONSTRUCTION OFFICES AND IS AVAILABLE FOR EXAMINATION. THE DEPARTMENT DOES NOT GUARANTEE THAT THE MATERIALS AS SHOWN IN THE REPORTS ARE NECESSARILY TO BE FOUND OUTSIDE THE TEST HOLES.
- (5) 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
- (6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPES, INLETS, APRONS, AND BRIDGES FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- (7) ALL PIPE JOINTS ARE TO BE WRAPPED IN 24-INCH WIDE TYPE V GEOTEXTILE FABRIC. ALL PICKUP HOLES SHALL BE PLUGGED AND COVERED WITH TYPE V GEOTEXTILE FABRIC, THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.
- (8) VOIDS CREATED BY THE REMOVAL OF, BUT NOT LIMITED TO, POSTS, CONCRETE ANCHORS, AND FOOTINGS SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE COST OF WHICH WILL BE ABSORBED IN OTHER ITEMS BID.
- (9) UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF-WAY. THE ENGINEER CAN NOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.


GENERAL NOTES (CONT.)

- (10) WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION OR ANY STRUCTURES ADJACENT TO THE EXCAVATION. ALL COSTS FOR DESIGNING, DRAWING, AND CONSTRUCTING THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.
- (11) SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS INCLUDED IN PLANS.
- (12) WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE. (SEE WK. NO. ECD-3)
- (13) FULL COLLARS ARE TO BE USED AT ALL BOX CULVERT EXTENSIONS AND AT ALL BOX CULVERT CONSTRUCTION JOINTS. (SEE WK. NO. SD-ICJ-1 FOR DETAILS)
- (14) FOR LIST OF PUBLIC UTILITIES, SEE BELOW.
- (15) ALL POST LENGTHS FOR SIGNS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION.
- (16) FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED ON THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.
- (17) THE COST OF ANY COLLARS REQUIRED TO CONNECT CONCRETE FLARED END SECTIONS TO NON-CONCRETE PIPE SECTIONS SHALL BE ABSORBED IN THE COST FOR NON-CONCRETE PIPE.
- (18) ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
- (19) REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.
- (20) WHERE MILLING IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDERS AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON THE MILLED SURFACE, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

PUBLIC UTILITIES

CITY OF RIDGELAND PUBLIC WORKS	CENTERPOINT	COMCAST	BOARDWALK GULF SOUTH PIPELINE	MDOT FIBER
WATER AND SEWER	ERIC BENSON	KENNETH GOSS	DANNY BOLIAN AND MARK DRENNAN	WHITFIELD PROJECT OFFICE
601.853.2027	601.709.2417	601.321.2014 OFFICE	601.214.0936	601.939.4641
		601.862.4834 CELL		
ENTERGY	IN LINE FIBER	AT&T	CSPIRE	
JOSH VANCE	KEVIN MCCOY	JEREMY WATTS 601.260.9655	STEVE CASE	
601.853.5911	251.583.1936	JOSH MOORE 601.709.9741	SCASE@CSPIREFIBER.COM	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
GENERAL NOTES	
COLONY PARK BLVD	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: GN-1.DGN	
DESIGN TEAM	BAKER
CHECKED	KJC
DATE	2015



WORKING NUMBER
GN-1

SHEET NUMBER
5

4/6/2015 7:39 AM GN-1.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

GENERAL NOTES (CONT.)

- (21) THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM REQUIREMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SILT DOES NOT LEAVE THE RIGHT OF WAY OR CONTAMINATE WATERS OF THE U. S. DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION. ANY ADDITIONAL SILT BASINS NOT SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACTOR'S EROSION CONTROL PLAN PRIOR TO SUBMITTING FOR APPROVAL.
- (22) PRIOR TO EARTHWORK OPERATIONS, THE EXISTING TOP 4" OF TOPSOIL IS TO BE STRIPPED AND STOCKPILED. AFTER THE GRADING OPERATIONS ARE COMPLETED, SAID TOPSOIL SHALL BE PLACED ON ALL AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE PROTECTED, IN ACCORDANCE WITH SECTION 211 OF THE SPECIFICATIONS, OR THE VEGETATION SCHEDULE (SEE WK. SH. VS-1). EXISTING TOPSOIL AND ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE EXISTING TOPSOIL IS TO BE ABSORBED IN OTHER EARTHWORK ITEMS.
- (23) THE CONTRACTOR IS RESPONSIBLE FOR FIELD-VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.
- (24) TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT, NEATNESS, AND STRAIGHTNESS.
- (25) ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.
- (26) ERECTION DATES ARE TO BE LEGIBLY WRITTEN IN BOLD BLACK MARKINGS ON THE BACK OF ALL PERMANENT SIGNS WITH A PERMANENT MARKING STICK THAT IS WATERPROOF, FADE RESISTANT AND MARKS ON WET OR DRY SURFACES.
- (27) IF COLORS ARE USED ON PLAN/PROFILE SHEETS, THEY ARE INTENDED TO VISUALLY EASE THE LOCATION OF ELEMENTS FOR USERS OF THESE DRAWINGS. ALTHOUGH THE INTENT IS TO CATEGORIZE EVERYTHING AS EITHER EXISTING OR PROPOSED, IT IS THE END USER'S RESPONSIBILITY TO ENSURE ALL ELEMENTS ARE INTERPRETED CORRECTLY REGARDLESS OF COLOR.
- (28) BIDDERS ARE ADVISED THAT HARD COPIES OF ANY ADDENDA FOR THIS PROJECT WILL NO LONGER BE MAILED. ALL ADDENDA FOR THIS PROJECT WILL BE POSTED TO WWW.MDOT.MS.GOV UNDER THE PROPOSAL ADDENDA COLUMN. IT IS THE BIDDER'S RESPONSIBILITY TO CHECK AND SEE IF ANY ADDENDA HAVE BEEN POSTED FOR THIS PROJECT. PLEASE CONTACT CONTRACT ADMINISTRATION DIVISION AT . 601-359-7700 FOR ANY QUESTIONS REGARDING ELECTRONIC ADDENDA.
- (29) THE CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR FROM ADJACENT PROJECT(S) IN IMPLEMENTING THE TRAFFIC CONTROL PLAN AS DIRECTED BY THE ENGINEER. ALL CONFLICTING SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
- (30) RAILROAD CROSSING IMPROVEMENTS WILL BE CONSTRUCTED BY OTHERS, POSSIBLY AT THE SAME TIME AS ROADWAY CONSTRUCTION. CONTRACTOR IS REQUIRED TO COORDINATE CONSTRUCTION ACTIVITIES.
- (31) REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM, AND SHALL BE ABSORBED IN OTHER BID ITEMS.


GENERAL NOTES (CONT.)

- (32) WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 25 FEET TO THE NEAREST RAIL. PROVIDE A 0.875 INCH (22.2 MM) UNGALVANIZED CASING PIPE CONFORMING TO 709.19 THAT HAS JOINTS WITH A CIRCUMFERENTIAL FULLY PENETRATINGB-U4B WELD THAT IS PERFORMED BY AN MDOT APPROVED FIELD WELDER. THE INSTALLED PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.
- (33) THE COST OF ANY TRACK SUPPORTS REQUIRED BY THE RAILROAD IN CONNECTION WITH THE INSTALLATION OF THE PIPE OR CONDUIT PER THE PLAN SHALL BE INCLUDED IN OTHER BID ITEMS.
- (34) THE CONTRACTOR SHALL SECURE APPROVAL OF HIS OPERATIONS FROM THE STATE AND THE RAIL COMPANY THE RAIL COMPANY WILL PERFORM AN ENGINEERING REVIEW OF METHODS OF OPERATIONS AND ENGINEERING SUPERVISION OF CONSTRUCTION, THE CONTRACTOR SHALL SECURE THE NECESSARY LICENSE(S) FROM THE RAILROAD FOR THE INSTALLATION OF ALL PIPES.
- (35) THE CONTRACTOR SHALL CO-OPERATE WITH THE RAILROAD OFFICIALS CONCERNING WORK ADJACENT TO RAILROAD TRACKS, IN ORDER TO AVOID DELAY TO, OR INTERFERENCE WITH RAILROAD TRAFFIC, AND SHALL NOTIFY THE COMPANY 10 BUSINESS DAYS IN ADVANCE OF CONSTRUCTION OPERATIONS.
- (36) ALL POLES, PULLBOXES, CONTROLLERS AND PAVEMENT MARKINGS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS.
- (37) ALL RAISED OBJECTS ARE TO BE PLACED A MINIMUM OF 2.5 FT. BEHIND FACE OF CURB. NEW TRAFFIC SIGNAL POLES TO BE PLACED A MINIMUM OF 10 FT. BEHIND FACE OF CURB EXCEPT WHERE IN CONFLICT WITH UTILITIES OR RIGHT-OF-WAY.
- (38) CONTRACTOR TO VERIFY ALL MAST ARM POLE LOCATIONS TO BE SURE THERE ARE NO UTILITY CONFLICTS PRIOR TO ORDERING POLES.
- (39) CONTROLLER TIMINGS TO BE PROVIDED BY THE ENGINEER.
- (40) CONTRACTOR SHALL MAKE THE APPLICATION FOR POWER SERVICE. ALL COSTS ASSOCIATED WITH THIS SHALL BE ABSORBED INTO OTHER PAY ITEMS. SEE NOTE 16, TSD-1
- (41) ALL NEW TRAFFIC SIGNAL CABINETS SHALL HAVE A 16 LOAD BAY FACILITY, REAR ACCESS DOOR, LAPTOP TRAY, AND DUAL POSITION INTERNAL LED LIGHTING.

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ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		GENERAL NOTES	
		COLONY PARK BLVD	
		COUNTY: MADISON	
		PROJ. NUM.: ACNH-9204-00(003)	
		FILENAME: GN-2.DGN	
DATE	DESIGN TEAM	BAKER	CHECKED KJC DATE 2015
REVISION	BY		



WORKING NUMBER
GN-2

SHEET NUMBER
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MISS.	ACNH-9204-00(003)


GENERAL NOTES (CONT.)

- (42) ALL MMU'S SHALL BE ETHERNET READY, 16 CHANNEL, AND CAPABLE OF RUNNING 12 DIFFERENT MODES OF FLASHING YELLOW ARROW OPERATION.
- (43) ALL CONTROLLERS SHALL BE ETHERNET READY AND COMPATIBLE WITH MDOT'S EXISTING TRAFFIC SIGNAL MANAGEMENT SOFTWARE.
- (44) WHERE FLASHING YELLOW OPERATION IS BEING USED, ALL TRAFFIC SIGNAL CONTROLLER FIRMWARE SHALL BE CAPABLE OF DELAYING THE ONSET OF THE FLASHING YELLOW ARROW.
- (45) ALL NEW TRAFFIC SIGNAL CABINETS SHALL HAVE A 10 POSITION CARD RACK WITH 2- 175 WATT MINIMUM POWER SUPPLIES AND 8 AVAILABLE SLOTS.
- (46) SEE SHEET WORKING NUMBER TSD-1 FOR ADDITIONAL GENERAL NOTES.
- (47) ALL SIGNAL HEADS SHALL BE LED, BLACK IN COLOR, AND EQUIPPED WITH BLACK BACKPLATES AND VISORS
- (48) EMERGENCY PREEMPTION PHASE SELECTORS SHALL BE SECURITY-ENABLED.
- (49) POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR MAST ARM POLE SHAFTS. A SEPARATE POWER SERVICE PANEL FOR MOUNTING THESE ITEMS IS REQUIRED.
- (50) THE CONTRACTOR SHALL BE REQUIRED TO ADEQUATELY AND COMPLETELY COVER TRAFFIC SIGNAL HEADS DURING TIMES THAT THEY ARE NOT IN OPERATION WITH A DURABLE, OUTDOOR-HARDENED MATERIAL THAT CONTRASTS WITH THE COLOR OF THE HEAD THAT CLEARLY DESIGNATED THAT THE SIGNAL IS NOT IN STOP AND GO MODE. HEAD COVERS ARE TO BE APPROVED BY THE ENGINEER.
- (51) ALL PEDESTRIAN PUSHBUTTONS SHALL BE APS (ACCESSIBLE PEDESTRIAN SYSTEM) STYLE.
- (52) DESIGN WIND SPEED FOR THE TRAFFIC SIGNAL POLES SHALL BE 90 MPH, ACCORDING TO 2001 AASHTO SPECIFICATIONS. USE FATIGUE FACTOR II, USE 50 YEARS DESIGN SERVICE LIFE AND DO NOT CONSIDER GALLOPING OR TRUCK INDUCED GUSTS.
- (53) THE CONTRACTOR IS RESPONSIBLE FOR ALL CONFIGURATIONS, CONNECTIONS, MODIFICATIONS, SPLICES, AND NECESSARY EQUIPMENT NEEDED TO INTERCONNECT THE TRAFFIC SIGNAL AS INDICATED IN THE PLANS (COST ABSORBED). COORDINATE WITH MDOT FOR IP ADDRESSES ON ALL NETWORKABLE DEVICES. DEVICES INCLUDE BUT ARE NOT LIMITED TO: SIGNAL CONTROLLER, CONFLICT MONITOR, DETECTION, AND ITS EQUIPMENT.
- (54) CURB AND GUTTER VERTICAL DIMENSIONS SHOWN IN THE DETAIL DRAWINGS ARE FOR A CURB IN THE "CATCH" CONFIGURATION AND SHALL BE CONSIDERED TO BE MINIMUM DIMENSIONS. THE DIMENSIONS MAY BE MODIFIED AS NECESSARY FOR "SPILL" CURB AND GUTTER, BUT SHALL NOT BE LESS THAN THE MINIMUM SHOWN.
- (55) THE COST FOR REMOVAL OF ALL HEADWALLS AND WINGWALLS (PIPES, BOX CULVERTS, BOX BRIDGES) SHALL BE ABSORBED IN THE OTHER PAY ITEMS.

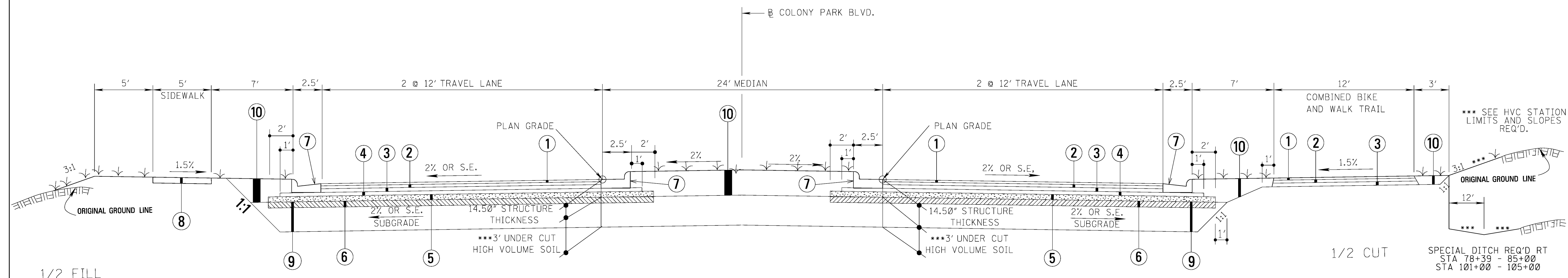
GENERAL NOTES (CONT.)

- (56) SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS INCLUDED IN THE PLANS.
- (57) THE CLEARING LIMITS ADJACENT TO THE STREAM AT STATION 126+50 WILL BE LIMITED TO NO FURTHER THAN TEN (10) FEET OUTSIDE THE CONSTRUCTION LIMITS WHEN ANY CLOSER TO THE STREAM THAN FIFTY (50) FROM THE TOP OF THE BANKS.

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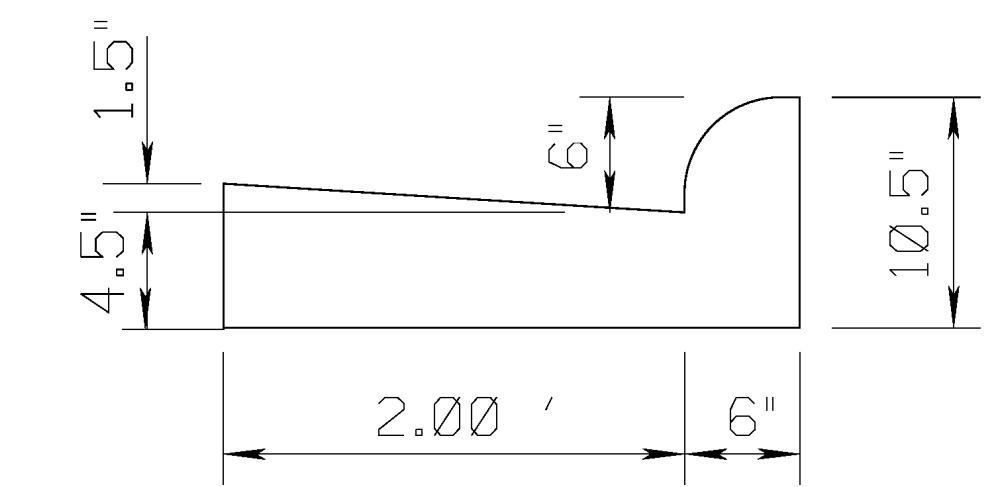
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
GENERAL NOTES	
COLONY PARK BLVD	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: GN-3.DGN	WORKING NUMBER GN-3
DESIGN TEAM: BAKER	CHECKED: KJC
DATE: 2015	SHEET NUMBER 7

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL SECTION
 COLONY PARK BLVD.
 NEW CONSTRUCTION
 STA. 65+82.37 TO STA. 114+28.12
 STA. 115+37.00 TO STA. 125+15.18

DATA FOR PAVEMENT DETERMINATION	
(2015) ADT =	6,800
(2025) ADT =	9,000
(2035) ADT =	12,000 Design
DHV =	1,200
D =	60 % of DHV
T =	12 % of DHV
T (total) =	12 % of DHV
18K (Rigid) =	985 / 1000
18K (Flex) =	635 / 1000
Design CBR =	-



TYPE 3A MOD. CURB & GUTTER

***HVC SOIL STATION LIMITS
 STA. 65+82.37 - STA. 67+00 - 6:1 SLOPE
 STA. 77+50 - STA. 80+00 - 3:1 SLOPE
 STA. 92+50 - STA. 95+00 - 3:1 SLOPE
 STA. 101+00 - STA. 125+00 - 6:1 SLOPE

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

* PLANS WILL ALLOW SOIL CEMENT (5.5% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) TREATMENT OF THE GRANULAR MATERIAL.

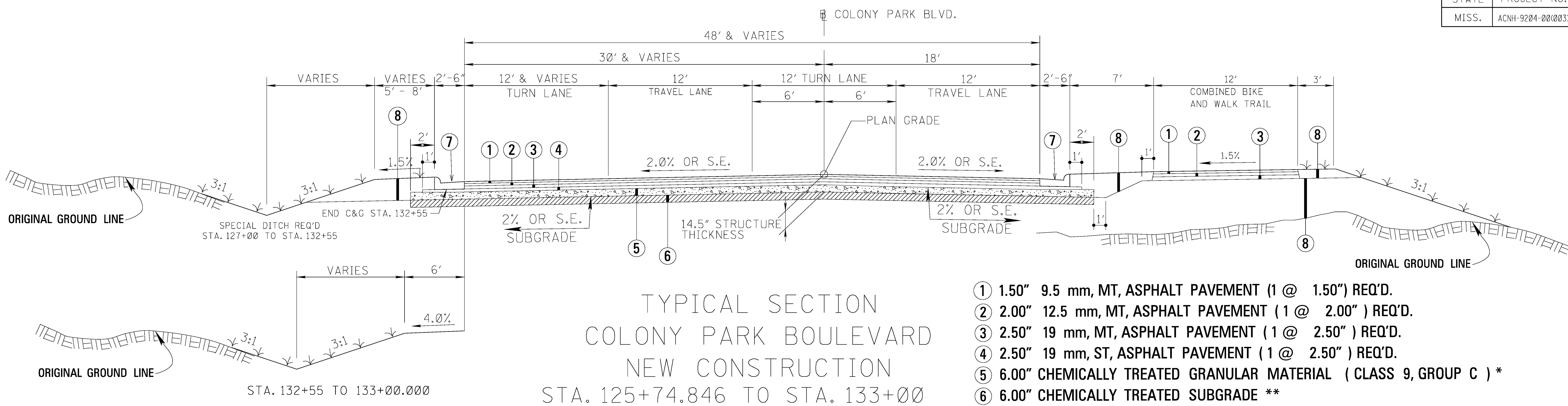
** PLANS QUANTITIES WILL ALLOW SOIL CEMENT TREATMENT (4% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) OF 50% OF THE SUBGRADE AND LIME TREATMENT (6% LIME) OF THE REMAINING 50% OF THE SUBGRADE.

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 2.50" 19 mm, ST, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ⑤ 6.00" CHEMICALLY TREATED GRANULAR MATERIAL (CLASS 9, GROUP C) *
- ⑥ 6.00" CHEMICALLY TREATED SUBGRADE **
- ⑦ TYPE 3A MOD. CURB AND GUTTER
- ⑧ 4.00" CONCRETE SIDEWALK PAVEMENT
- ⑨ REPLACE UNDER CUT WITH B9-6 BORROW MATERIAL
- ⑩ UNCLASSIFIED EXCAVATION OR BORROW B9-6

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
COLONY PARK BLVD.	
NEW CONSTRUCTION	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	TS-1.DGN
DESIGN TEAM:	MICHAEL_BAKER
CHECKED:	KJC
DATE:	2015
WORKING NUMBER	TS-1
SHEET NUMBER	8

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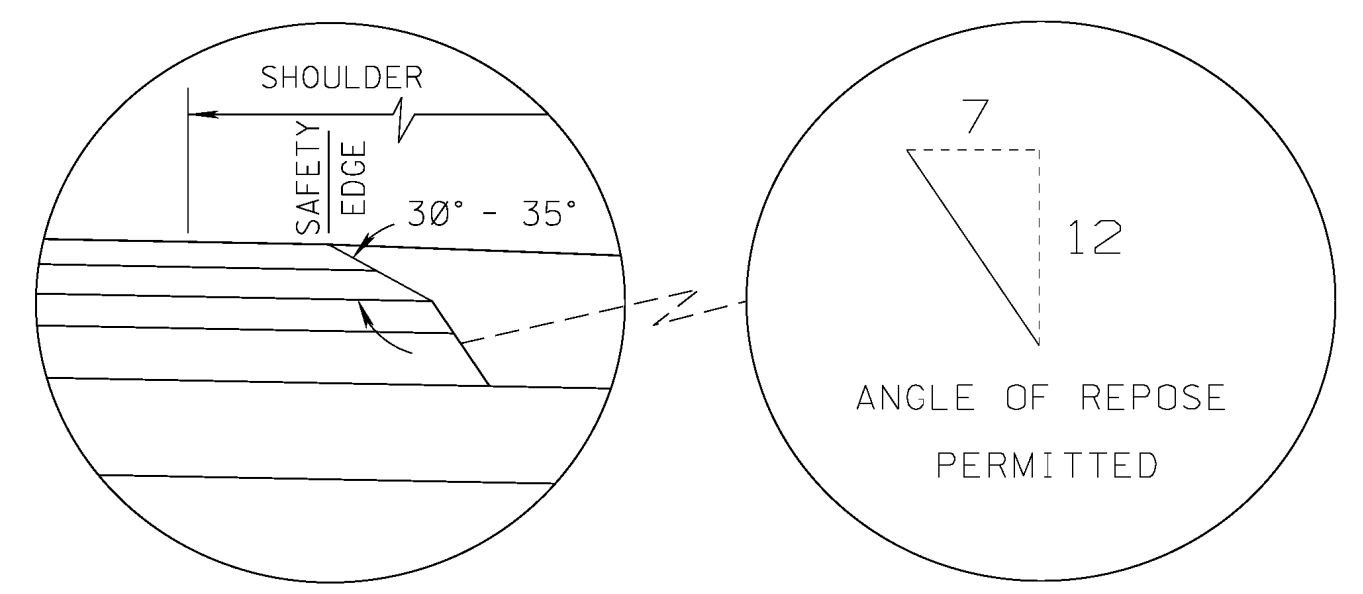
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



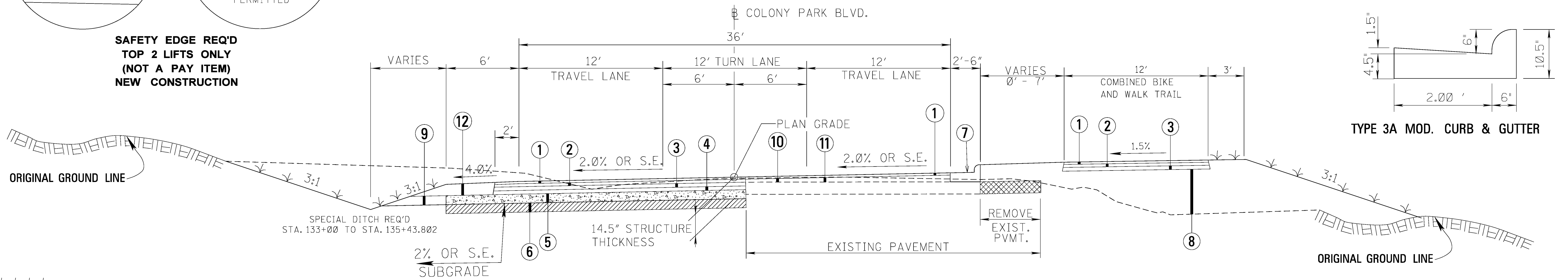
TYPICAL SECTION
 COLONY PARK BOULEVARD
 NEW CONSTRUCTION
 STA. 125+74.846 TO STA. 133+00

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 2.50" 19 mm, ST, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ⑤ 6.00" CHEMICALLY TREATED GRANULAR MATERIAL (CLASS 9, GROUP C) *
- ⑥ 6.00" CHEMICALLY TREATED SUBGRADE **
- ⑦ TYPE 3A MOD. CURB AND GUTTER
- ⑧ UNCLASSIFIED EXCAVATION OR BORROW B9-6
- ⑨ 6.00" GRANULAR MATERIAL (CLASS 9, GROUP C)
- ⑩ VARIABLE DEPTH COLD MILLING, AS REQ'D.
- ⑪ 4.50" AND VAR. 12.5 mm, ST, LEVELING REQ'D.
- ⑫ 6.00" & VAR. GRANULAR MATERIAL (CLASS 5, GROUP E)

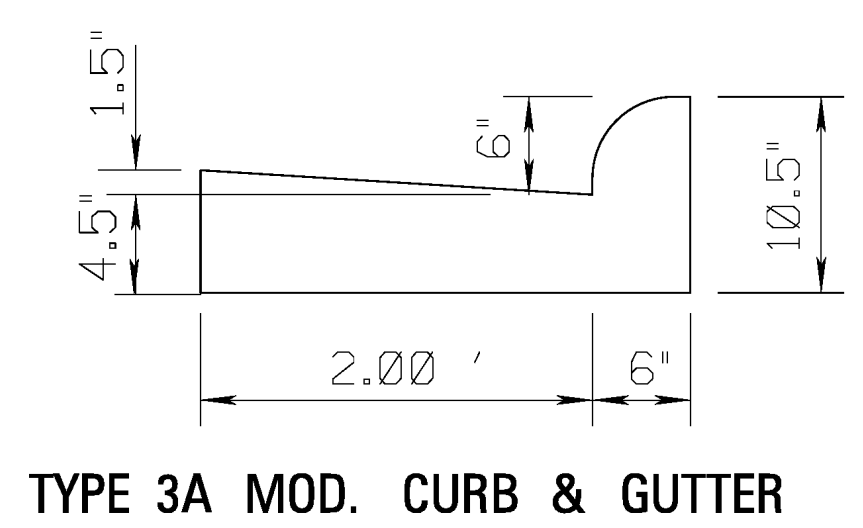
NOTE: USE LEVELING TO CORRECT SUPERELEVATION AS DIRECTED BY THE ENGINEER.



SAFETY EDGE REQ'D
 TOP 2 LIFTS ONLY
 (NOT A PAY ITEM)
 NEW CONSTRUCTION



TYPICAL SECTION
 COLONY PARK BOULEVARD
 WIDENING & OVERLAY
 STA. 133+00 TO STA. 135+43.802



TYPE 3A MOD. CURB & GUTTER

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

* PLANS WILL ALLOW SOIL CEMENT (5.5% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) TREATMENT OF THE GRANULAR MATERIAL.

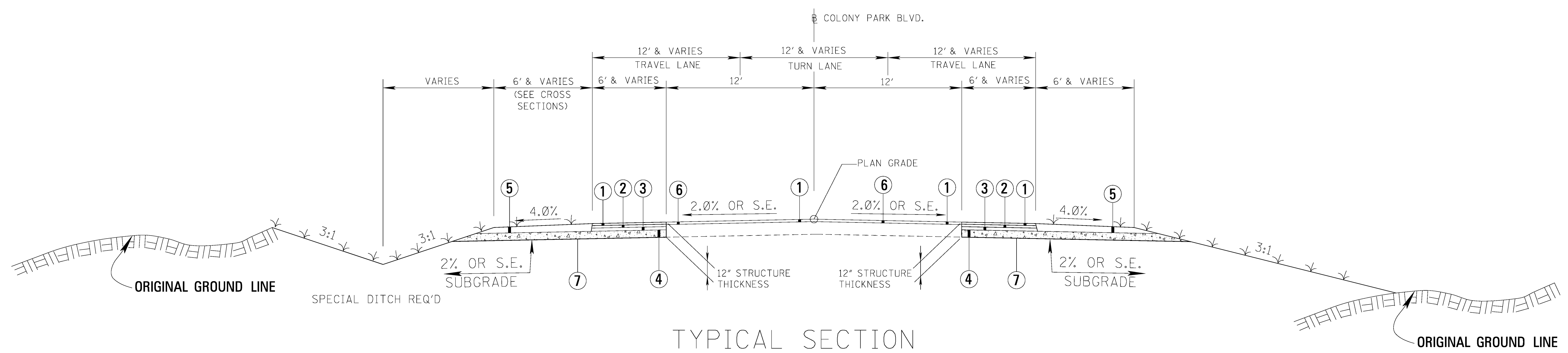
** PLANS QUANTITIES WILL ALLOW SOIL CEMENT TREATMENT (4% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) OF 50% OF THE SUBGRADE AND LIME TREATMENT (6% LIME) OF THE REMAINING 50% OF THE SUBGRADE.

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		TYPICAL SECTION	
DATE		COLONY PARK BLVD.	
DESIGN		NEW CONSTRUCTION AND	
CHECKED		WIDENING & OVERLAY	
DATE		COUNTY: MADISON	
DATE		PROJ. NUM.: ACNH-9204-00(003)	
DATE		FILENAME: TS-2.DGN	
DATE		DESIGN TEAM: MICHAEL_BAKER	
DATE		CHECKED: KJC	
DATE		DATE: 2015	
DATE		WORKING NUMBER	
DATE		TS-2	
DATE		SHEET NUMBER	
DATE		9	



4/6/2016 7:39 AM TS-2.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



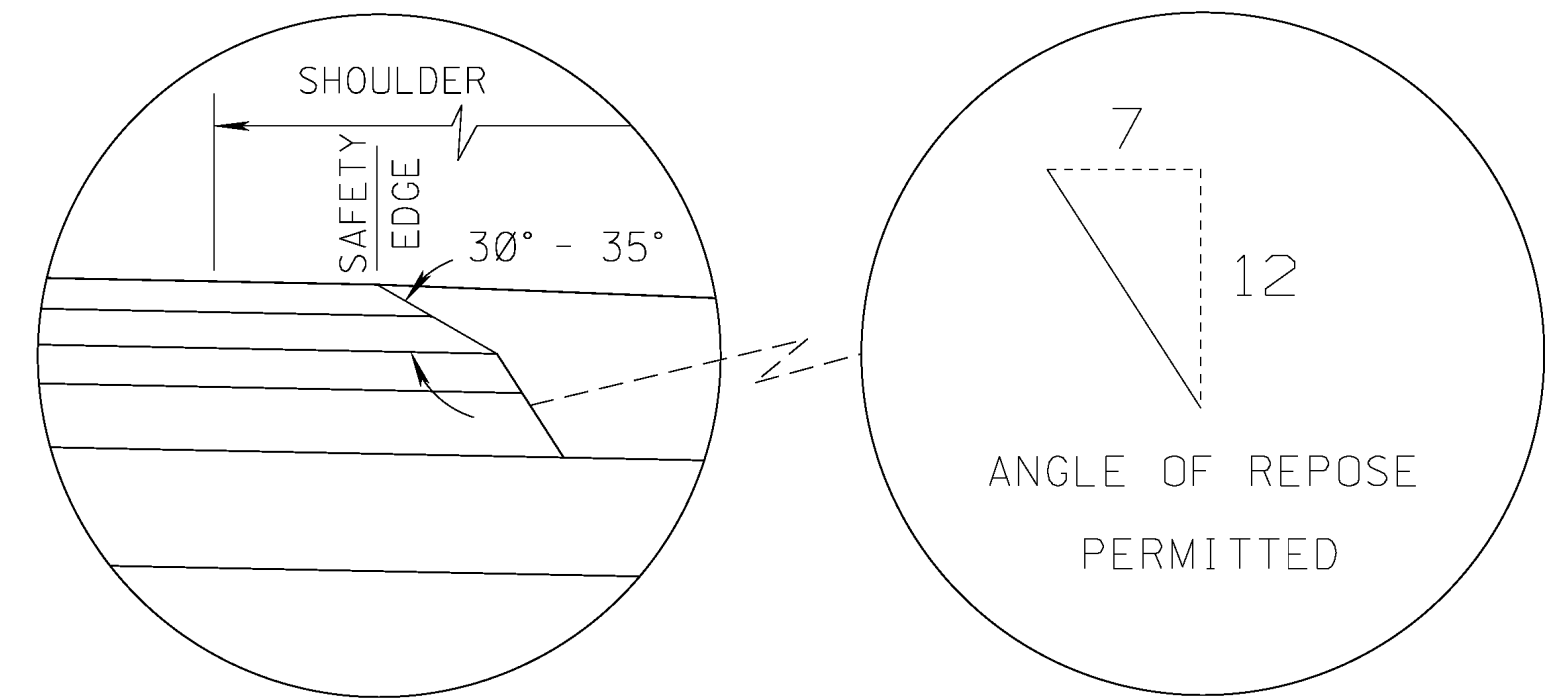
TYPICAL SECTION COLONY PARK BOULEVARD WIDEN AND OVERLAY

STA. 135+43.802 TO STA. 32+95.318
(STA. EQ. 135+43.802 BK. = 30+78.734 AH.)

DATA FOR PAVEMENT DETERMINATION		
(2015)	ADT =	6,800
(2025)	ADT =	9,000
(2035)	ADT =	12,000
	DHV =	1,200
	D =	60 % of DHV
	T =	12 % of DHV
	T (total) =	12 % of DHV
	18K (Rigid) =	985 / 1000
	18K (Flex) =	635 / 1000
	Design CBR =	-

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 8.00" CRUSHED STONE BASE REQ'D.
- ⑤ 6.00" & VARIABLE GRANULAR MATERIAL (CLASS 5, GROUP E)
- ⑥ 1.50" COLD MILLING REQ'D.
- ⑦ GEOTEXTILE FILTER FABRIC, TYPE V, NON-WOVEN, REQ'D.

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1



**SAFETY EDGE REQ'D
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)
NEW CONSTRUCTION**

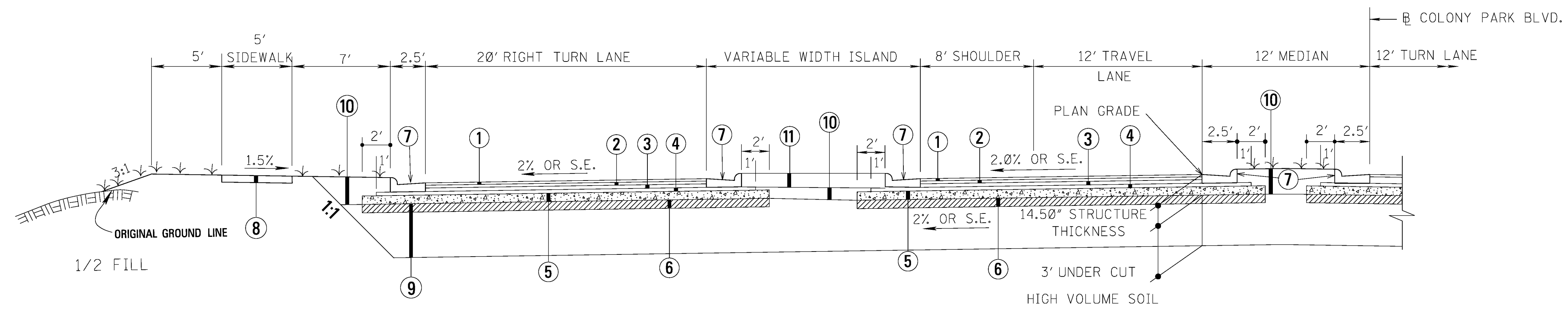
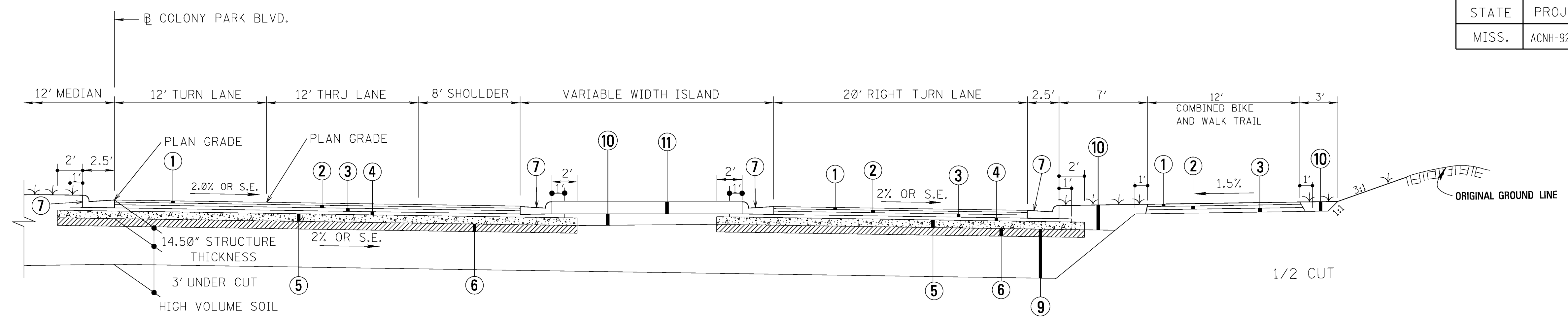
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
COLONY PARK BLVD. WIDEN AND OVERLAY	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	TS-3 (WIDEN&OVERLAY).DGN
DESIGN TEAM:	MICHAEL_BAKER CHECKED: KJC DATE: 2015

WORKING NUMBER
TS-3

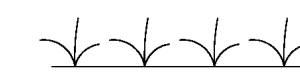
SHEET NUMBER
10

4/6/2016 7:39 AM TS-3 (WIDEN&OVERLAY).DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



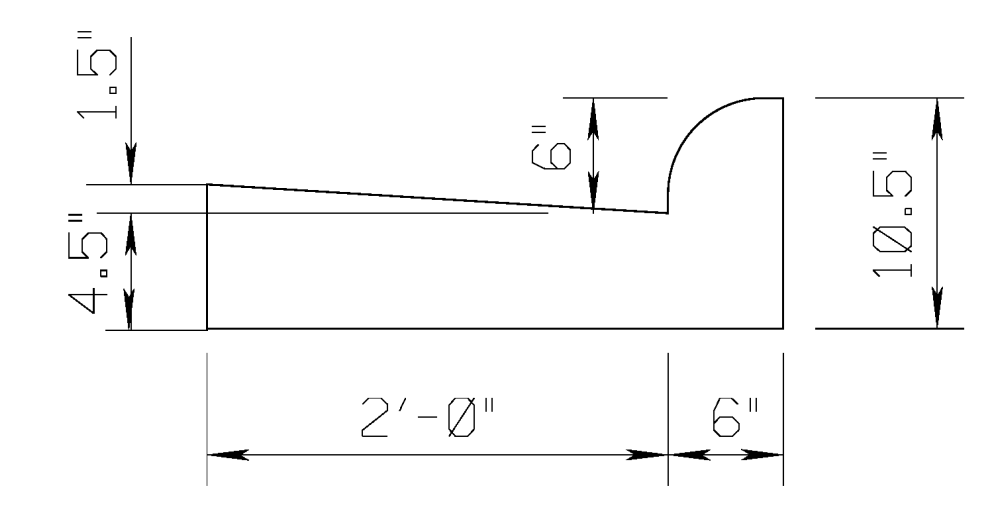
CHANNELIZED INTERSECTION COLONY PARK BLVD. AT U.S. HWY 51

 INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

* PLANS WILL ALLOW SOIL CEMENT (5.5% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) TREATMENT OF THE GRANULAR MATERIAL.

** PLANS QUANTITIES WILL ALLOW SOIL CEMENT TREATMENT (4% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) OF 50% OF THE SUBGRADE AND LIME TREATMENT (6% LIME) OF THE REMAINING 50% OF THE SUBGRADE.

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 2.50" 19 mm, ST, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ⑤ 6.00" CHEMICALLY TREATED GRANULAR MATERIAL (CLASS 9, GROUP C) *
- ⑥ 6.00" CHEMICALLY TREATED SUBGRADE **
- ⑦ TYPE 3A MOD. CURB AND GUTTER
- ⑧ 4.00" CONCRETE SIDEWALK PAVEMENT
- ⑨ REPLACE UNDER CUT WITH B9-6 BORROW MATERIAL
- ⑩ UNCLASSIFIED EXCAVATION OR BORROW B9-6
- ⑪ CONCRETE ISLAND PAVEMENT (PER STANDARD DETAIL)

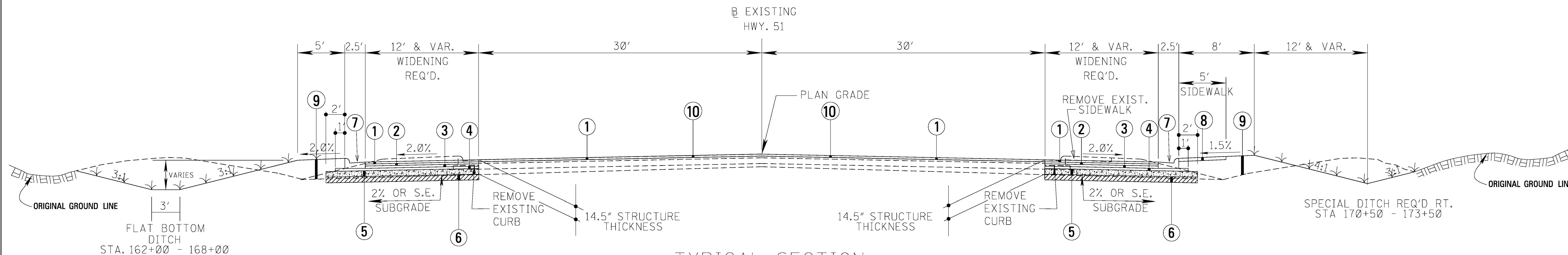


TYPE 3A MOD. CURB & GUTTER

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
COLONY PARK BLVD.	
CHANNELIZED SECTION	
AT U.S. HWY 51	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: TS-4.DGN
DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC DATE: 2015
BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	WORKING NUMBER
	TS-4
	SHEET NUMBER
	11

4/6/2016 7:39 AM TS-4.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL SECTION
 HWY. 51
 WIDENING & OVERLAY
 STA. 165+00 TO STA. 175+00

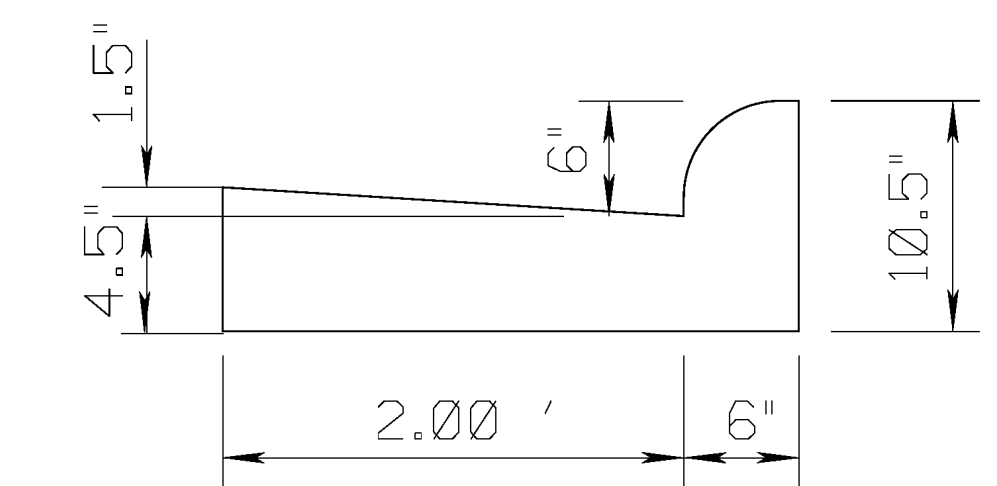
NOTE:
 10' FLAT BOTTOM DITCH REQ'D. (L.T.)
 STA. 171+00 TO STA. 172+00.
 SEE WK. NO. 5 AND CROSS SECTIONS.

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 2.50" 19 mm, ST, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ⑤ 6.00" CHEMICALLY TREATED GRANULAR MATERIAL (CLASS 9, GROUP C) *
- ⑥ 6.00" CHEMICALLY TREATED SUBGRADE **
- ⑦ TYPE 3A MOD. CURB AND GUTTER
- ⑧ 4.00" CONCRETE SIDEWALK PAVEMENT
- ⑨ UNCLASSIFIED EXCAVATION OR BORROW B9-6
- ⑩ 1.50" COLD MILLING REQ'D.

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

* PLANS WILL ALLOW SOIL CEMENT (5.5% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) TREATMENT OF THE GRANULAR MATERIAL.

** PLANS QUANTITIES WILL ALLOW SOIL CEMENT TREATMENT (4% CEMENT) OR LIME FLY ASH TREATMENT (3% LIME, 12% FLY ASH) OF 50% OF THE SUBGRADE AND LIME TREATMENT (6% LIME) OF THE REMAINING 50% OF THE SUBGRADE.

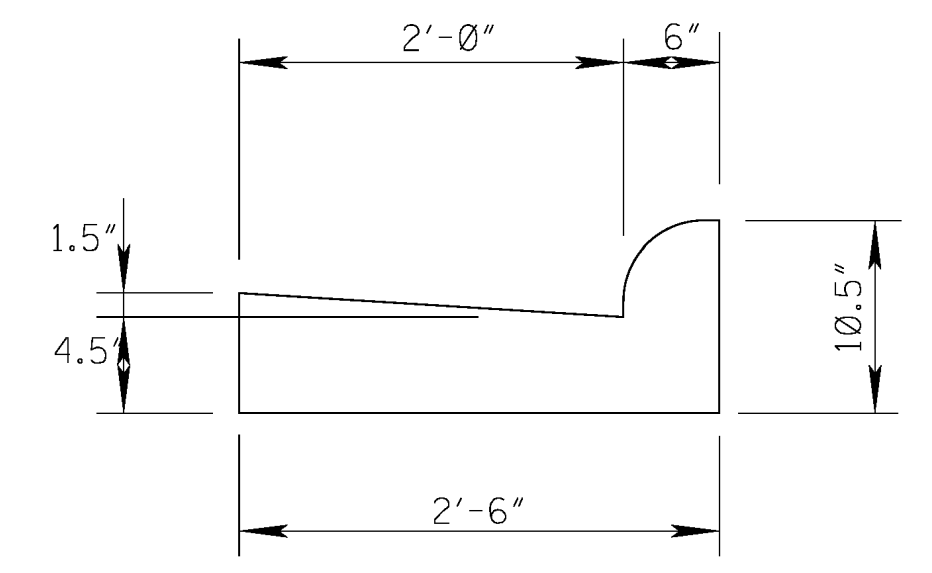
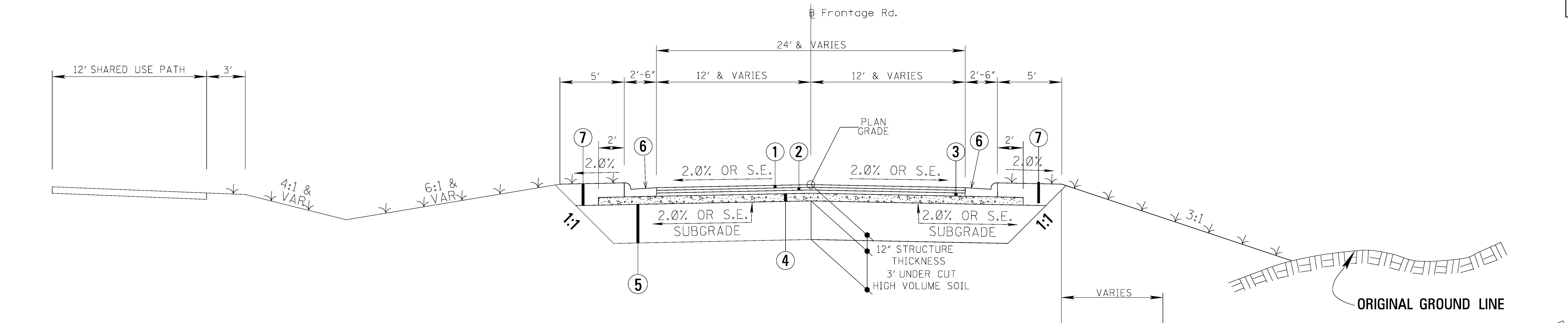


TYPE 3A MOD. CURB & GUTTER

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
U.S HWY 51	
WIDENING AND OVERLAY	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	TS-5
FILENAME: TS-5 (HWY-51).DGN	SHEET NUMBER
DESIGN TEAM: MICHAEL_BAKER	12
CHECKED: KJC	DATE: 2015

4/6/2016 7:39 AM TS-5 (HWY-51).DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



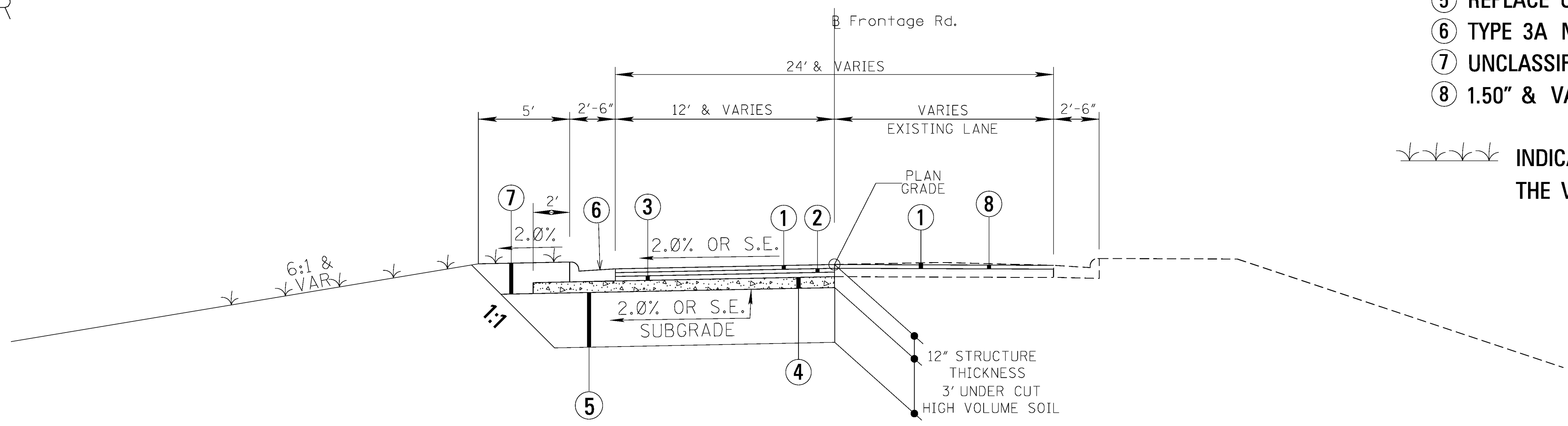
TYPE 3A MOD.
CURB & GUTTER

TYPICAL SECTION
FRONTAGE ROAD
AT COLONY PARK BLVD. (STA 105+73)
NEW CONSTRUCTION
STA. 10+86 TO STA. 16+82

SPECIAL DITCH REQ'D
STA 11+00 - 15+00

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 6.00" GRANULAR MATERIAL (CLASS 9, GROUP C)
- ⑤ REPLACE UNDER CUT WITH B9-6 BORROW MATERIAL
- ⑥ TYPE 3A MOD. CURB AND GUTTER
- ⑦ UNCLASSIFIED EXCAVATION OR BORROW B9-6
- ⑧ 1.50" & VAR. COLD MILLING REQ'D.

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH
THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

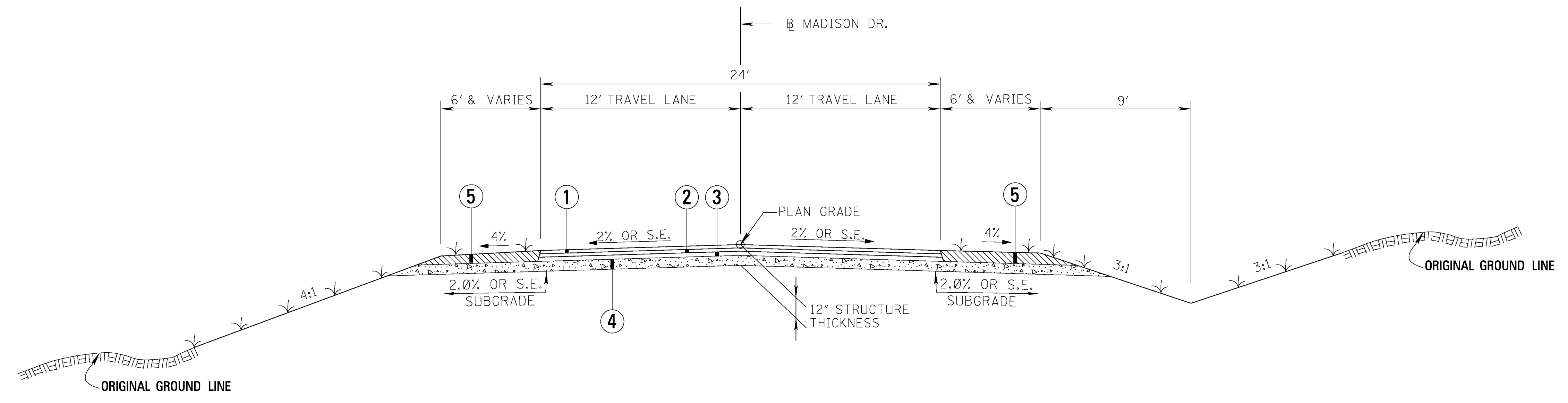


TYPICAL SECTION
FRONTAGE ROAD
AT COLONY PARK BLVD. (STA 105+73)
WIDEN AND OVERLAY
STA. 16+82 TO STA. 19+73.46

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
COLONY PARK BLVD.	
FRONTAGE RD. AT STA. 105+73	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	TS-6 (FRT RD).DGN
DESIGN TEAM:	MICHAEL_BAKER
CHECKED:	KJC
DATE:	2015
WORKING NUMBER	TS-6
SHEET NUMBER	13

4/6/2016 7:39 AM TS-6 (FRT RD).DGN

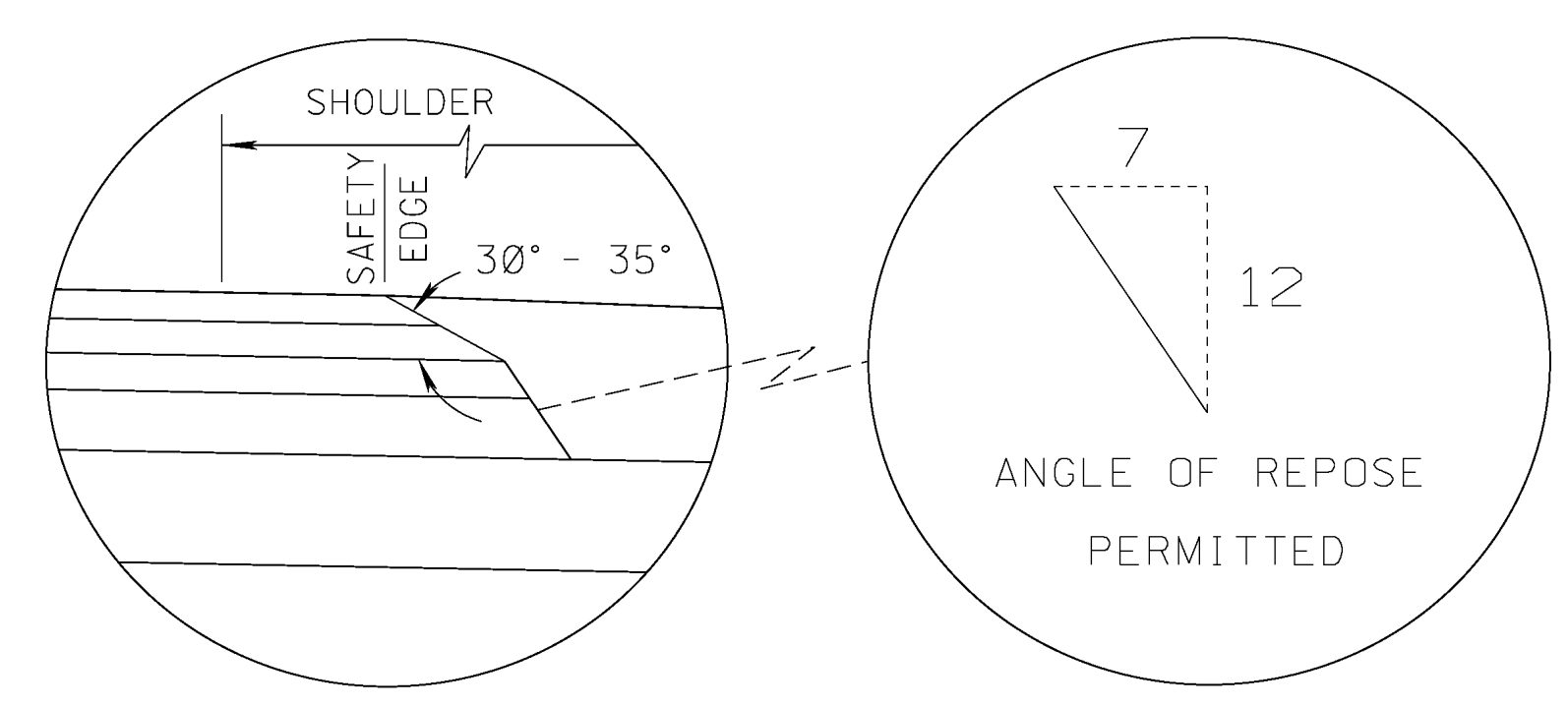
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL SECTION
MADISON DRIVE
NEW CONSTRUCTION
STA. 10+00 TO STA. 24+00

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 6.00" GRANULAR MATERIAL (CLASS 9, GROUP C)
- ⑤ 6" & VAR. SHOULDER GRANULAR MATERIAL (CLASS 5, GROUP E)

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

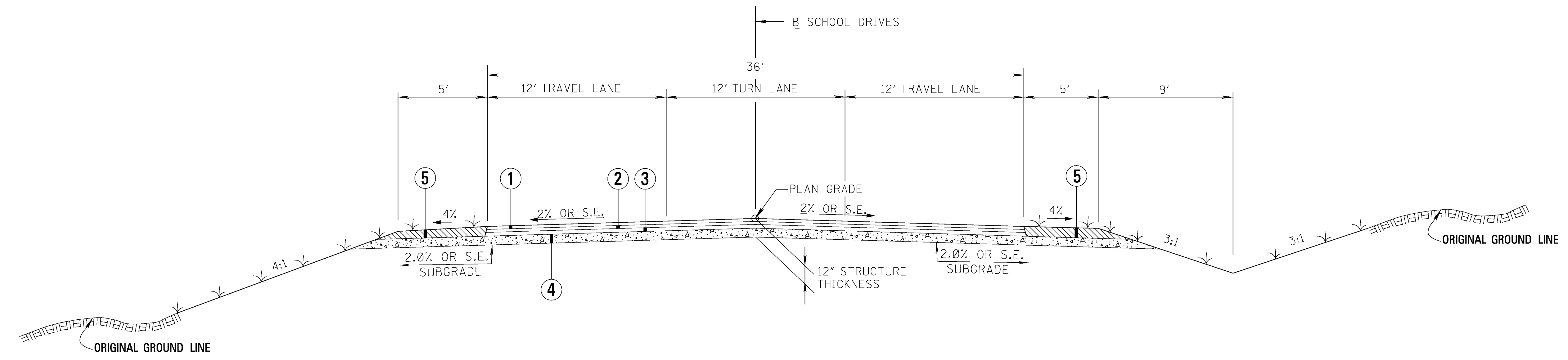


**SAFETY EDGE REQ'D
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)
NEW CONSTRUCTION**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
COLONY PARK BLVD. MADISON DRIVE	
COUNTY: MADISON	WORKING NUMBER TS-7
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER 14
FILENAME: TS-7(MADISON DR).DGN	DATE: 2015
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC

4/6/2016 7:39 AM TS-7(MADISON DR).DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

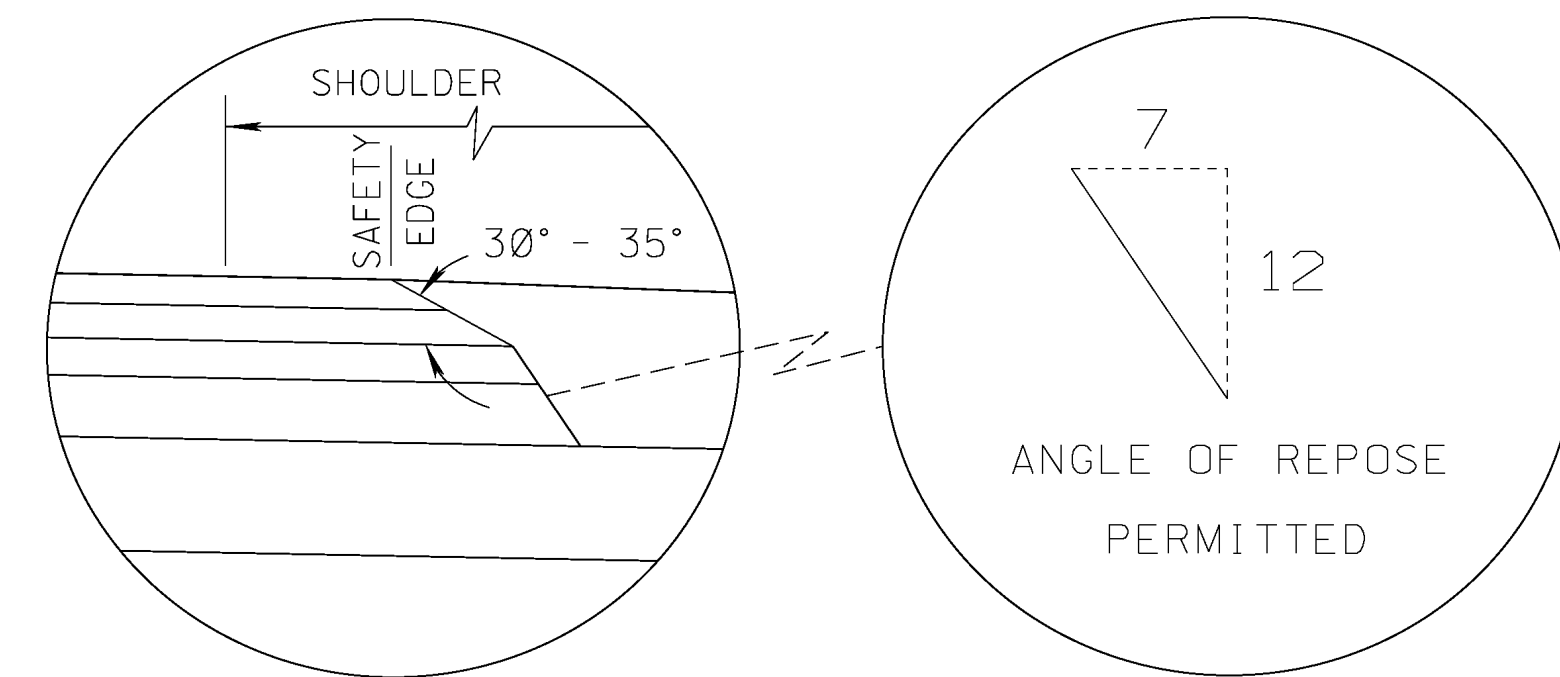
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL SECTION
 WEST & EAST SCHOOL DRIVES
 NEW CONSTRUCTION
 STA. 12+65 TO STA. 14+30 WEST SCHOOL DRIVE
 STA. 11+40 TO STA. 13+34 EAST SCHOOL DRIVE

- ① 1.50" 9.5 mm, MT, ASPHALT PAVEMENT (1 @ 1.50") REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 2.50" 19 mm, MT, ASPHALT PAVEMENT (1 @ 2.50") REQ'D.
- ④ 6.00" GRANULAR MATERIAL (CLASS 9, GROUP C)
- ⑤ 6" & VAR. SHOULDER GRANULAR MATERIAL (CLASS 5, GROUP E)

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

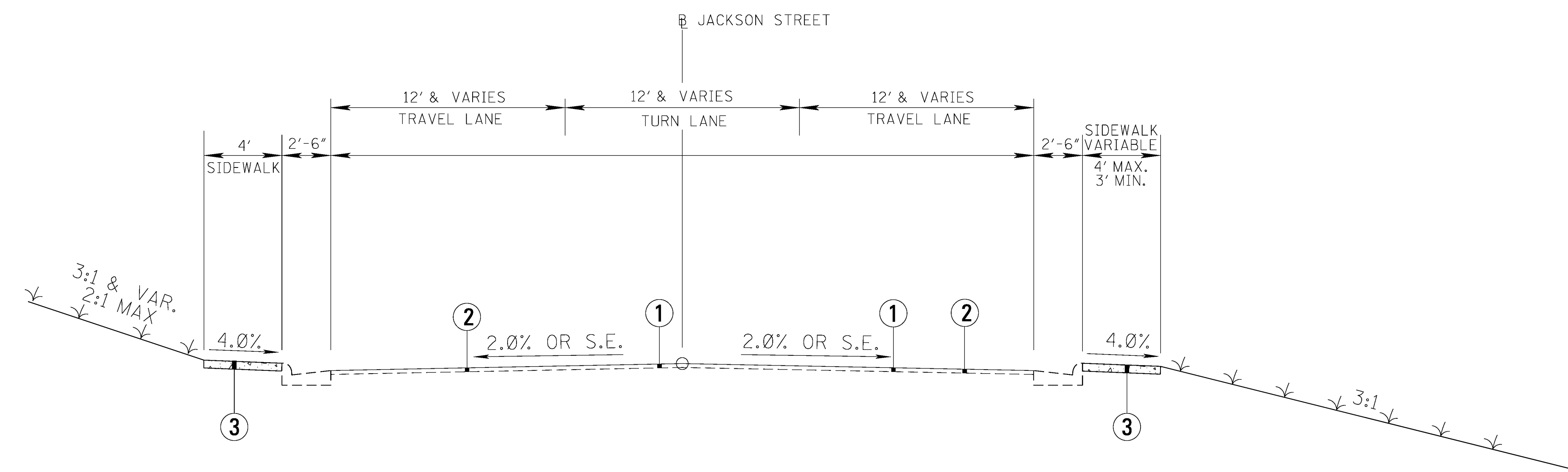


**SAFETY EDGE REQ'D
 TOP 2 LIFTS ONLY
 (NOT A PAY ITEM)
 NEW CONSTRUCTION**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
COLONY PARK BLVD. SCHOOL CONNECTOR ROADS	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	TS-8
FILENAME: TS-8 (SCHOOL CONNECT).DGN.	SHEET NUMBER
DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015	15

4/16/2016 7:39 AM TS-8 (SCHOOL CONNECT).DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL SECTION
 JACKSON STREET
 OVERLAY
 STA. 35+50 TO STA. 66+30

NOTE: PRIOR TO MILLING, FAILED AREAS TO BE REPAIRED WITH 12.5mm, MT, ASPHALT PAVEMENT, LEVELING. LOCATIONS OF FAILED AREAS TO BE DETERMINED BY PROJECT ENGINEER.

- ① 2.00" COLD MILLING REQ'D.
- ② 2.00" 12.5 mm, MT, ASPHALT PAVEMENT (1 @ 2.00") REQ'D.
- ③ 4.00" CONCRETE SIDEWALK PAVEMENT (TO BE REPAIRED AT LOCATIONS AND PER DETAILS ON WK. SHT. NOS. SW-1, SW-2 & SW-3)

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

4/6/2016 7:39 AM TS-9 (JACKSON OVERLAY).DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION	
JACKSON STREET. OVERLAY	
DATE	BY
DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC
DATE: 2015	
COUNTY: MADISON	WORKING NUMBER: TS-9
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 16
FILENAME: TS-9 (JACKSON OVERLAY).DGN	




SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
907-307-A002	6" SOIL-LIME-WATER MIXING, CLASS A	SY	35,570	
907-307-D001	LIME	TON	480	
907-307-S001	BITUMINOUS CURING SEAL	GAL	8,893	
907-308-A001	PORTLAND CEMENT	TON	1,129	
907-308-B001	SOIL-CEMENT-WATER MIXING, OPTIONAL MIXERS, BASE	SY	106,711	
907-308-S001	BITUMINOUS CURING SEAL	GAL	26,678	
OR				
907-311-A003	PROCESSING LIME AND FLY ASH TREATED COURSE, 6" THICK	SY	106,711	
907-311-B001	LIME	TON	787	
907-311-C002	FLY ASH, CLASS C OR F	TON	3,150	
907-311-S001	BITUMINOUS CURING SEAL	GAL	26,678	
907-403-A019	19-MM, ST, ASPHALT PAVEMENT	TON	7,924	
907-403-A022	9.5-MM, MT, ASPHALT PAVEMENT	TON	7,503	
907-403-A023	12.5-MM, MT, ASPHALT PAVEMENT	TON	8,955	
907-403-A024	19-MM, MT, ASPHALT PAVEMENT	TON	9,228	
907-403-B017	12.5-MM, MT, ASPHALT PAVEMENT, LEVELING	TON	979	
907-406-A003	COLD MILLING OF BITUMINOUS PAVEMENT, ALL DEPTHS	TON	2,909	
907-407-A001	ASPHALT FOR TACK COAT	GAL	14,551	
503-C007	SAW CUT, FULL DEPTH	LF	150	
907-601-A001	CLASS "B" STRUCTURAL CONCRETE	CY	106	
907-601-B003	CLASS "B" STRUCTURAL CONCRETE, MINOR STRUCTURES	CY	335	
602-A001	REINFORCING STEEL	LBS	46,185	
603-CA002	18" REINFORCED CONCRETE PIPE, CLASS III	LF	6,736	
603-CA003	24" REINFORCED CONCRETE PIPE, CLASS III	LF	2,064	
603-CA004	30" REINFORCED CONCRETE PIPE, CLASS III	LF	2,168	
603-CA005	36" REINFORCED CONCRETE PIPE, CLASS III	LF	1,256	
603-CA006	42" REINFORCED CONCRETE PIPE, CLASS III	LF	112	
603-CA007	48" REINFORCED CONCRETE PIPE, CLASS III	LF	280	
603-A057	36" STEEL PIPE, JACKED OR BORED, WALL THICKNESS 0.500"	LF	184	
603-A060	30" STEEL PIPE, JACKED OR BORED, WALL THICKNESS 0.500"	LF	184	
603-CB001	18" REINFORCED CONCRETE END SECTION	EA	10	
603-CB002	24" REINFORCED CONCRETE END SECTION	EA	3	
603-CB003	30" REINFORCED CONCRETE END SECTION	EA	4	
603-CB004	36" REINFORCED CONCRETE END SECTION	EA	2	
603-CB005	42" REINFORCED CONCRETE END SECTION	EA	1	
603-CB006	48" REINFORCED CONCRETE END SECTION	EA	5	
603-CE005	51" X 31" CONCRETE ARCH PIPE, CLASS A III	LF	64	
603-CF005	51" X 31" CONCRETE ARCH PIPE END SECTION	EA	1	
603-SB004	24" BRANCH CONNECTIONS, STUB INTO BOX CULVERT	EA	1	
603-SB040	18" BRANCH CONNECTIONS, STUB INTO BOX CULVERT	EA	3	
603-SB053	51" X 31" BRANCH CONNECTION, STUB INTO BOX CULVERT	EA	1	
604-A001	CASTINGS	LBS	9,041	
604-B001	GRATINGS	LBS	1,802	

- ① QUANTITY BASED ON 50% OF SUB-BASE BEING TREATED.
- ② INCLUDES 35,570 S.Y. BASED ON 50% OF SUBGRADE BEING TREATED & 71,141 S.Y. FOR TREATMENT OF GRANULAR MATERIAL.
- ③ QUANTITIES FOR LIME AND FLY ASH ARE BASED ON 3% AND 12% BY WEIGHT, RESPECTIVELY. ACTUAL APPLICATION RATE TO BE DETERMINED FROM TEST MADE PRIOR TO BEGINNING TREATMENT.
- ④ INCLUDES 240 TONS BASED ON 50% OF SUBGRADE BEING TREATED & 547 TONS FOR TREATMENT OF GRANULAR MATERIAL.
- ⑤ INCLUDES 960 TONS BASED ON 50% OF SUBGRADE BEING TREATED & 2,190 TONS FOR TREATMENT OF GRANULAR MATERIAL.
- ⑥ INCLUDES 301 TONS BASED ON 50% OF SUBGRADE BEING TREATED & 828 TONS FOR TREATMENT OF GRANULAR MATERIAL.
- ⑦ QUANTITY INCLUDES 1 CY FOR SIGN FOOTINGS AND 310 CY FOR DRAINAGE STRUCTURES AND 24 CY FOR JUNCTION BOXES.
- ⑧ QUANTITY INCLUDES 26,516 LBS FOR DRAINAGE STRUCTURES AND 17,684 LBS FOR BOX CULVERT AND 1,985 LBS FOR JUNCTION BOXES.

4/6/2015 7:40 AM S:\S-2010_GOV.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		SUMMARY OF QUANTITIES	
		COLONY PARK BLVD.	
		COUNTY: MADISON	 WORKING NUMBER SQ-2 SHEET NUMBER 18
		PROJ. NUM.: ACNH-9204-00(003)	
		FILENAME: SQS_2010_GOV.DGN	
	DATE	DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC DATE: 2015

SUMMARY OF QUANTITIES (SHEET 3)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
907-605-O001	6" PERFORATED SEWER PIPE FOR UNDERDRAINS, SDR 23.5	LF	1,000	
907-605-P001	6" NON-PERFORATED SEWER PIPE FOR UNDERDRAINS, SDR 23.5	LF	50	
605-W001	FILTER MATERIAL FOR COMBINATION STORM DRAIN AND/OR UNDERDRAINS,TYPE A, FM	CY	65	
605-W002	FILTER MATERIAL FOR COMBINATION STORM DRAIN AND/OR UNDERDRAINS,TYPE B, FM	CY	1,500	
605-AA005	GEOTEXTILE FOR SUBSURFACE DRAINAGE, TYPE V, NON-WOVEN	SY	2,410	
608-B001	CONCRETE SIDEWALK, WITH REINFORCEMENT	SY	4,132	
609-D001	COMBINATION CONCRETE CURB AND GUTTER TYPE 1	LF	425	
609-D004	COMBINATION CONCRETE CURB AND GUTTER TYPE 3A MODIFIED	LF	28,446	
616-A001	CONCRETE MEDIAN AND/OR ISLAND PAVEMENT, 4-INCH	SY	933	
616-A003	CONCRETE MEDIAN AND/OR ISLAND PAVEMENT, 10-INCH	SY	70	
907-617-A001	RIGHT-OF-WAY MARKER	EA	81	
907-618-A001	MAINTENANCE OF TRAFFIC	LS	100%	
619-A1002	TEMPORARY TRAFFIC STRIPE, CONTINUOUS WHITE	MI	2	
619-A2002	TEMPORARY TRAFFIC STRIPE, CONTINUOUS YELLOW	MI	2	
619-A3007	TEMPORARY TRAFFIC STRIPE, SKIP WHITE, PAINT	MI	2	
619-A4007	TEMPORARY TRAFFIC STRIPE, SKIP YELLOW, PAINT	MI	1	
619-A5001	TEMPORARY TRAFFIC STRIPE, DETAIL	LF	15,621	
619-A6003	TEMPORARY TRAFFIC STRIPE, LEGEND, PAINT	LF	1,425	
619-A6004	TEMPORARY TRAFFIC STRIPE, LEGEND, PAINT	SF	883	
619-C6001	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKER	EA	236	
619-C7001	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKER	EA	513	
619-D1001	STANDARD ROADSIDE CONSTRUCTION SIGNS, LESS THAN 10 SQUARE FEET	SF	461	
619-D2001	STANDARD ROADSIDE CONSTRUCTION SIGNS, 10 SQUARE FEET OR MORE	SF	995	
907-619-E3001	CHANGEABLE MESSAGE SIGN	EA	7	
619-F1001	CONCRETE MEDIAN BARRIER, PRECAST	LF	2,500	
619-F2001	REMOVE AND RESET CONCRETE MEDIAN BARRIER, PRECAST	LF	230	
619-G4001	BARRICADES, TYPE III, SINGLE FACED	LF	716	
619-G4005	BARRICADES, TYPE III, DOUBLE FACED	LF	186	
619-G5001	FREE STANDING PLASTIC DRUMS	EA	116	
619-G7001	WARNING LIGHTS, TYPE "B"	EA	12	
619-J1001	IMPACT ATTENUATOR, 40 MPH	UNIT	2	
619-J1002	IMPACT ATTENUATOR, 50 MPH	UNIT	2	
619-J2004	IMPACT ATTENUATOR, 50 MPH, REPLACEMENT PACKAGE	UNIT	2	
619-J2005	IMPACT ATTENUATOR, 40 MPH, REPLACEMENT PACKAGE	UNIT	2	
620-A001	MOBILIZATION	LS	100%	
907-622-B001	ENGINEER'S FIELD OFFICE BUILDING, TYPE 2 LO	EA	1	
625-E001	DETAIL TRAFFIC STRIPE, PAINT	LF	2,324	
625-F002	LEGEND, PAINT	LF	657	
907-626-A003	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP WHITE	MI	3	
907-626-B004	6" THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS WHITE	MI	1	
907-626-C004	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE	MI	4	
907-626-D004	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP YELLOW	LF	4,320	
907-626-E004	6" THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS YELLOW	MI	3	
907-626-F004	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS YELLOW	MI	2	
907-626-G004	THERMOPLASTIC DETAIL STRIPE, WHITE	LF	24,178	
907-626-G005	THERMOPLASTIC DETAIL STRIPE, YELLOW	LF	9,388	
907-626-H004	THERMOPLASTIC LEGEND, WHITE	LF	3,839	
907-626-H005	THERMOPLASTIC LEGEND, WHITE	SF	3,631	
627-K001	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EA	739	
627-L001	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EA	903	

① QUANTITY SHOWN FOR ESTIMATING PURPOSES ONLY. ACTUAL QUANTITY AND PLACEMENT TO BE AS DIRECTED BY ENGINEER.

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4/6/2015 7:41 AM SDS-2010.GOV.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		SUMMARY OF QUANTITIES
		COLONY PARK BLVD.
		COUNTY: MADISON
		PROJ. NUM.: ACNH-9204-00(003)
DATE	FILENAME: SQS_2010_GOV.DGN	WORKING NUMBER
DESIGN TEAM	MICHAEL BAKER	SQ-3
CHECKED	KJC	SHEET NUMBER
DATE	2015	19



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

SUMMARY OF QUANTITIES (SHEET 4)

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
630-A001	STANDARD ROADSIDE SIGNS, SHEET ALUMINUM, 0.080" THICKNESS	SF	236	
630-A002	STANDARD ROADSIDE SIGNS, SHEET ALUMINUM, 0.125" THICKNESS	SF	172	
630-C002	STEEL U-SECTION POSTS, 2.0 TO 2.5 LB/FT	LF	28	
630-C004	STEEL U-SECTION POSTS, 3.0 TO 3.5 LB/FT	LF	661	
630-K002	WELDED & SEAMLESS STEEL PIPE POSTS, 3 1/2"	LF	27	
907-630-O007	REMOVE AND RESET SIGNS, GROUND MOUNTED	EA	2	
907-639-A009	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE II, 17' SHAFT, 60' ARM	EA	3	
907-639-A015	TRAFFIC SIGNAL EQUIPMENT POLE, TYPE IV, 30' SHAFT, 50' ARM	EA	1	
907-639-C002	POLE FOUNDATIONS, 36" DIAMETER	CY	6	
907-639-C004	POLE FOUNDATIONS, 30" DIAMETER	CY	4	
640-A016	TRAFFIC SIGNAL HEADS, TYPE 1 LED	EA	12	
640-A022	TRAFFIC SIGNAL HEADS, TYPE 7 LED	EA	3	
640-A034	TRAFFIC SIGNAL HEADS, TYPE 6 LED COUNTDOWN	EA	8	
640-A056	TRAFFIC SIGNAL HEADS, TYPE 2 FYA LED	EA	4	
907-642-A003	SOLID STATE TRAFFIC ACTUATED CONTROLLERS, TYPE 8A	EA	1	
644-A001	OPTICAL DETECTOR	EA	5	
644-B001	OPTICAL DETECTOR CABLE	LF	1,124	
644-C002	PHASE SELECTOR, 4 CHANNEL	EA	1	
646-A001	REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT	LS	100%	
647-A002	PULLBOX, TYPE 3	EA	2	
647-A005	PULLBOX, TYPE 2	EA	3	
907-649-A004	VIDEO DETECTION SYSTEM, 1 SENSOR, TYPE 2	EA	2	
907-649-D002	MULTI-SENSOR DETECTION SYSTEM, 1 SENSOR	EA	3	
907-650-A003	ON STREET VIDEO EQUIPMENT, PTZ TYPE	EA	1	
907-651-B013	MAGNETOMETER DETECTION SYSTEM COMPONENT, WIRELESS DETECTION SENSOR	EA	3	
653-B001	STREET NAME SIGN, ENCAPSULATED LENS	SF	47	
907-657-B001	FIBER OPTIC DROP CABLE, 12 SM	LF	300	
907-658-A005	NETWORK SWITCH, TYPE A	EA	1	
907-658-C001	CATEGORY 6 CABLE, INSTALLED IN CONDUIT	LF	100	
907-662-A001	VIDEO ENCODER, TYPE A	EA	1	
666-B015	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IM SA 20-1, AWG 14, 5 CONDUCTOR	LF	1,476	
666-B016	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IM SA 20-1, AWG 14, 7 CONDUCTOR	LF	262	
666-B032	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, THHN, AWG #8, 2 CONDUCTOR	LF	45	
666-B054	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IM SA 20-1, AWG 14, 8 CONDUCTOR	LF	958	
668-A016	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 1"	LF	45	
668-A018	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 2"	LF	114	
668-A020	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 3"	LF	20	
668-B024	TRAFFIC SIGNAL CONDUIT, UNDERGROUND DRILLED OR JACKED, ROLLED PIPE, 2"	LF	290	
668-B025	TRAFFIC SIGNAL CONDUIT, UNDERGROUND DRILLED OR JACKED, ROLLED PIPE, 3"	LF	278	
907-668-F003	TRAFFIC SIGNAL CONDUIT BANK, UNDERGROUND, DRILLED OR JACKED, ROLLED PIPE, 3 @ 2"	LF	65	
907-699-A002	ROADWAY CONSTRUCTION STAKES	LS	100%	
815-A006	LOOSE RIPRAP, SIZE 100	TON	222	
815-A009	LOOSE RIPRAP, SIZE 300	TON	2,341	
815-E001	GEOTEXTILE UNDER RIPRAP	SY	2,684	
907-815-F001	SEDIMENT CONTROL STONE	TON	131	
907-631-A001	FLOWABLE FILL, EXCAVATABLE	CY	20	
907-899-A001	RAILWAY-HIGHWAY PROVISIONS	LS	100%	

- ① POLES TO BE POWDER COATED BLACK IN COLOR. THEY SHALL BE DECORATIVE STYLE POLES, BASES AND LIGHT FIXTURES PER CITY OF RIDGELAND STANDARDS.
- ② SIGNAL HEADS TO BE BLACK IN COLOR.
- ③ CONTROLLERS SHALL MATCH THOSE ALONG US 51 (M-52). THEY ARE TO BE EQUIPPED WITH A FIBER ETHERNET SWITCH, A FIBER PATCH PANEL, AND TWO FIBER JUMPERS. CONFLICT MONITOR SHALL BE ADVANCED TYPE.
- ④ OPTIC DETECTORS MUST BE COMPATIBLE WITH EXISTING CITY OF RIDGELAND SYSTEM.
- ⑤ FUSING OF NEW SPLICE SHALL BE COST ABSORBED.
- ⑥ TRAFFIC SIGNAL CABLE IN MAST ARM TO BE MEASURED AND PAID AS ELECTRIC CABLE (UNDERGROUND IN CONDUIT), PAY ITEM 666-B.
- ⑦ ALL CABLE DENOTED ON THE PLANS AS DETECTOR CABLE SHALL BE COST ABSORBED.
- ⑧ CONTRACTOR TO FIELD VERIFY RADAR OR VIDEO CAMERA SITE LOCATION, ORIENTATION, AND INSTALLATION HEIGHT TO ENSURE DETECTION ZONES. ALIGNMENT OF DETECTORS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- ⑨ SIGNAL EQUIPMENT TO BE SALVAGED TO THE CITY OF RIDGELAND. CITY OF RIDGELAND PUBLIC WORKS 240 WEST SCHOOL ST RIDGELAND, MS 39157 601.853.2027
- ⑩ SEE WORKING SHEET NOS. 7 & 8 FOR RELOCATION OF SIGNS.

4/16/2015 7:41 AM SDS-2010.GOV.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		SUMMARY OF QUANTITIES
		COLONY PARK BLVD.
		COUNTY: MADISON
		PROJ. NUM.: ACNH-9204-00(003)
		WORKING NUMBER SQ-4
DATE	DESIGN TEAM	FILENAME: SQS_2010_GOV.DGN
	MICHAEL BAKER	CHECKED KJC DATE 2015
		SHEET NUMBER 20



PIPE CULVERT DRAINAGE


WORK SHEET NO.	ID NUMBER	INLET TYPE	STA	PIPE COLLAR REQ'D	BRANCH CONNECTION	PIPE LENGTHS								FES						ARCH PIPE	SIZE OF INLET			NO. & SIZE OF PIPE OPENINGS IN INLETS	DRAWING REQ'D.	CLASS "B" STRUCT CONC	STEEL REINF	GRATINGS	CASTINGS	COVER OVER PIPE (FT)	CLASS	STRUCT EXCAV		REMARKS
						18"	24"	30"	30" STEEL	36"	36" STEEL	42"	48"	18"	24"	30"	36"	42"	48"	51" x 31"	L	W	H									CY	EST. DEPTH	
DD1LT	D-100	SS-2	66+75	1		93														5	2.5	4.42	1 @ 18"	SS-2, PC-1	2.55	206		79	3.3	III	41.0	3.4		
DD1LT	D100.1	SS-2	69+50			160														5	2.5	4.42	1 @ 18"	SS-2	2.23	206		79	2.5	III	49.8	2.4		
DD1RT	D-101	SS-2	66+75	1		93														5	2.5	4.42	1 @ 18"	SS-2, PC-1	2.55	206		79	3.3	III	41.0	3.4		
DD1RT	D-101.1	SS-2	69+50			160														5	2.5	4.42	1 @ 18"	SS-2	2.23	206		79	2.5	III	49.8	2.4		
DD2LT	D-102	SS-2	71+10			150														10	2.5	5.33	2 @ 18"	SS-2	3.35	332		79	3.3	III	48.0	2.5		
DD2LT	D-104	SS-2	72+60			200														5	2.5	4.71	2 @ 18"	SS-2	2.69	216		79	2.5	III	28.5	1.1		
DD2LT	D-106	SS-2	74+60			78														5	2.5	5	2 @ 18"	SS-2	2.36	219		79	2.5	III	24.9	2.4		
DD2LT	D-108	SS-2	76+60			50														10	2.5	5.33	1 @ 18"	SS-2	3.41	332		79	2.8	III	27.2	4.2		
DD2RT	D-103	SS-2	71+10			150														10	2.5	5.33	2 @ 18"	SS-2	3.36	332		79	2.9	III	42.2	2.2		
DD2RT	D-105	SS-2	72+60			200														5	2.5	4.96	2 @ 18"	SS-2	2.35	218		79	3.1	III	67.4	2.6		
DD2RT	D-107	SS-2	74+60				32								1					5	2.5	5.22	2 @ 18"; 1 @ 24"	SS-2, FE-1	2.42	221		79	3.0	III	8.1	1.7		
DD2RT	D-109	SS-2	76+60			70														10	2.5	5.33	1 @ 18"	SS-2	3.41	332		79	2.8	III	31.7	3.6		
DD3LT	D-108.1	SS-2	77+10			30														5	2.5	5.35	2 @ 18"	SS-2	2.47	222		79	2.8	III	16.3	4.2		
DD3LT	D-110	SS-2	77+40			32														5	3	5.79	2 @ 18"	SS-2	2.81	238		79	3.2	III	19.3	4.6		
DD3LT	D-110.1	JB-1	77+40			150																	2 @ 18"	JB-2						III	90.0	4.7		
DD3LT	D-112	SS-2	78+90			160														5	3	5.49	2 @ 18"	SS-2	2.71	228		79	3.3	III	51.9	2.5		
DD3LT	D-114	SS-2	80+50				139													10	3	5.92	1 @ 18"; 1 @ 24"	SS-2	3.71	349		79	5.2	III	45.3	2.2		
DD3LT	D-114.1	SS-2	81+90				31													5	3	7.16	2 @ 24"	SS-2	3.19	259		79	5.2	III	10.1	2.2		
DD3LT	D-116	SS-2	82+20					90							1					5	3.5	7.14	2 @ 30"; 1 @ 24"; 1 @ 18"	SS-2, FE-1	3.22	274		79	7.6	III	32.4	1.9		
DD3RT	D-111	SS-2	77+30			150														5	2.5	5	2 @ 18"	SS-2	2.36	219		79	3.4	III	31.1	1.5		
DD3RT	D-113	SS-2	78+90				160													5	3	5	1 @ 18"; 1 @ 24"	SS-2	2.51	223		79	3.8	III	76.3	3.3		
DD3RT	D-115	SS-2	80+50				140													10	3	5.92	2 @ 24"	SS-2	3.67	349		79	5.5	III	56.0	2.7		
DD3RT	D-117.2	B-9	81+00			93														3.25	3.5	2.71	1 @ 18"	B-9	0.64	42	127		6.0	III	71.6	6.0	52' RT	
DD3RT	D-115.1	SS-2	81+90				30													5	3	6.89	2 @ 24"	SS-2	3.10	256		79	5.2	III	9.8	2.2		
DD3RT	D-117.1	B-9	81+93			36														3.25	3.5	3.91	3 @ 18"	B-9	0.89	58	127		10.5	III	41.5	8.0	36' LT; 60' RT	
DD3RT	D-117	SS-2	82+20					34												5	3	6.41	2 @ 18"; 1 @ 24"; 1 @ 30"	SS-2	2.90	258		79	3.7	III	26.7	4.0		
DD3LT	D-118	SS-2	83+00			80														5	3	4.96	1 @ 18"	SS-2	2.47	223		79	5.3	III	28.1	2.5		
DD4LT	D-120	SS-2	84+50					86							1					5	3	6	2 @ 24"; 1 @ 30"	SS-2, FE-1	2.47	223		79	2.2	III	66.7	3.0		
DD4LT	D-122	SS-2	86+00				150													5	3	5.17	1 @ 24"; 1 @ 18"	SS-2	2.57	225		79	2.2	III	96.5	4.4		
DD4LT	D-124	SS-2	87+20			120														5	2.5	4.59	2 @ 18"	SS-2	2.23	215		79	2.4	III	42.0	2.7		
DD4LT	D-126	SS-2	88+80			160														5	2.5	4.67	2 @ 18"	SS-2	2.24	214		79	2.2	III	31.1	1.5		
DD3RT	D-119	SS-2	83+00			80														5	3	4.96	1 @ 18"	SS-2	2.53	225		79	4.9	III	28.1	2.5		
DD4RT	D-121	SS-2	84+50				36													5	3	5.17	2 @ 24"	SS-2	2.53	225		79	2.6	III	74.5	3.4		
DD4RT	D-123	SS-2	86+00				150													5	3	5.25	2 @ 24"	SS-2	2.55	226		79	2.6	III	100.9	4.6		
DD4RT	D-125	SS-2	87+40				140													5	3	5.25	1 @ 24"; 1 @ 18"	SS-2	2.59	226		79	2.6	III	74.5	3.7		
DD5LT	D-128	SS-2	90+40			160														5	2.5	5	1 @ 18"	SS-2	2.38	218		79	2.2	III	74.7	3.7		
DD5LT	D-130	SS-2	94+10			210														5	2.5	4.42	1 @ 18"	SS-2	2.23	206		79	2.8	III	45.8	1.7		
DD5RT	D-127	SS-2	89+10			170														5	2.5	4.65	2 @ 18"	SS-2	2.25	216		79	3.1	III	60.1	2.9		
DD5RT	D-129	SS-2	90+50			140														5	2.5	4.82	1 @ 18"	SS-2	2.36	217		79	2.5	III	67.0	3.8		
DD5RT	D-131	SS-2	94+10			210														5	2.5	4.42	1 @ 18"	SS-2	2.23	206		79	3.4	III	58.2	2.2		
DD6LT	D-132	SS-2	96+20			160														10	2.5	5.33	2 @ 18"	SS-2	3.35	332		79	2.8	III	6.1	0.3		
DD6LT	D-134	SS-2	97+80			177														5	2.5	6	3 @ 18"	SS-2	2.62	236		79	5.0	III	0.0	0.0		
DD6LT	D-136	JB-2	99+57						168														2 @ 18"; 2 @ 36"	JB-2, FE-1	0.25				6.8	III	18.7	0.6	88' LT; 80' RT	
DD6LT	D-137	SS-2	100+00			43														10	2.5	6.02	2 @ 18"	SS-2	3.57	346		79	5.0	III	0.5	0.1		
DD6RT	D-133	SS-2	96+20			160														10	2.5	5.33	2 @ 18"	SS-2	3.35	332		79	3.4	III	13.7	0.6		
DD6RT	D-135	SS-2	97+80			34														5	2.5	5.5	2 @ 18"	SS-2	2.52	224		79	2.8	III	0.0	0.0		
DD6RT	D-138	SS-2	100+00			41														10	2.5	5.33	1 @ 18"	SS-2	3.41	332		79	3.5	III	0.0	0.0		
DD7LT	D-139	SS-2	101+50			200														5	2.5	4.42	1 @ 18"	SS-2	2.23	206		79	1.9	III	59.6	2.3		
DD7LT	D-141	SS-2	103+50			150														5	2.5	4.75	2 @ 18"	SS-2	2.28	217		79	1.9	III	88.3	4.6		
DD7LT	D-143	SS-2	105+00			160														5	2.5	4.75	2 @ 18"	SS-2	2.28	217		79	2.7	III	78.8	3.8		
DD7LT	D-145	SS-2	106+60				160													5	3	5	1 @ 18"; 1 @ 24"	SS-2	2.51	223		79	2.2	III	28.4	1.2		

UNITS	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PAGE 1 QUANTITIES	4510	1168	210	0	168	0	0	0	0	1	2	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

4/16/2015 7:42 AM EQ-1 DRAINAGE.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
COLONY PARK BLVD.
DRAINAGE STRUCTURES

COUNTY: MADISON
 PROJ. NUM.: ACNH-9204-00(003)



WORKING NUMBER: EQ-1
 SHEET NUMBER: 21

FILENAME: EQ-1 DRAINAGE.DGN
 DESIGN TEAM: MICHAEL BAKER
 CHECKED: KJC

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PIPE CULVERT DRAINAGE

WORK SHEET NO.	ID NUMBER	INLET TYPE	STA	PIPE COLLAR REQ'D	BRANCH CONNECTION	PIPE LENGTHS								FES						ARCH PIPE 51" x 31"	SIZE OF INLET			NO. & SIZE OF PIPE OPENINGS IN INLETS	DRAWING REQ'D.	CLASS "B" STRUCT CONC	STEEL REINF	GRATINGS	CASTINGS	COVER OVER PIPE (FT)	CLASS	STRUCT EXCAV		REMARKS				
						18"	24"	30"	30" STEEL	36"	36" STEEL	42"	48"	18"	24"	30"	36"	42"	48"		L	W	H									CY	EST. DEPTH					
DD11RT	D-182	SS-2	126+60		1 - (18")	13													5	2.5	4.42	1 @ 18"	SS-2, BC-1	2.23	206		79	4.4	III	9.2	4.4							
DD11RT	D-187	SS-2	128+25				144												5	3	7.24	2 @ 24"	SS-2	3.30	259		79	6.6	III	140.1	6.5							
DD11RT	D-189	SS-2	129+50				125												5	3	6.8	2 @ 24"	SS-2	3.07	255		79	4.6	III	106.5	5.8							
DD12LT	D-190	SS-2	131+00			150													5	2.5	5.85	2 @ 18"	SS-2	2.63	234		79	4.4	III	107.4	5.6							
DD12LT	D-191	SS-2	132+50			150													5	2.5	5.25	1 @ 18"	SS-2	2.49	221		79	3.7	III	92.1	4.8							
DD13LT	D-179.1	SS-2	166+50			24							1						5	2.5	4.42	1 @ 18"	SS-2, FE-1	2.29	206		79	1.9	III	6.8	2.2							
DD13LT	D-179	SS-2	167+50			32							1						5	3	5.16	2 @ 18"	SS-2, FE-1	2.66	225		79	2.7	III	12.9	3.1							
DD13RT	D-180	SS-2	167+30			132							1						5	3	4.42	2 @ 18"	SS-2, FE-1	2.42	210		79	3.0	III	25.3	3.0							
DD14LT	D-174	GI-1A	169+60			125												3.38	3.67	4.32	2 @ 18"	GI-1A MOD	1.06	78	200	244	3.0	III	62.7	3.9								
DD14LT	D-194	SS-2	171+25		1 - (18")	30													5	3	4.42	2 @ 18"	SS-2, BC-1	2.35	210		79	3.0	III	17.4	4.2							
DD14LT	D-195	SS-2	173+50			225													5	2.5	6.18	2 @ 18"	SS-2	2.73	236		79	2.8	III	116.1	4.0							
DD14LT	D-195.1	JB-2	173+50	1		18																2 @ 18"	JB-2, PC-1	0.32				2.8	III	5.2	4.0	8' TIE TO EXISTING						
DD14-LT	D-178	GI-1A	168+35			85												3.38	3.67	4.67	2 @ 18"	GI-1A MOD	1.15	82	200	244	3.4	III	45.7	4.2								
DD14RT	D-181	GI-1A	168+35			105												3.38	3.67	3.5	1 @ 18"	GI-1A MOD	0.92	67	200	244	2.8	III	41.8	3.1								
DD14RT	D-183	GI-1	169+60		1 - (18")	24												3.38	3.67	3.5	1 @ 18"	GI-1 MOD, BC-1	0.72	67	200	244	5.0	III	15.2	4.9								
DD14RT	D-185	SS-2	171+00			16							1						5	2.5	5.47	2 @ 18"	SS-2, FE-1	2.57	223		79	3.3	III	3.3	1.6							
DD14RT	D-185.1	JB-2	171+00	1		20																2 @ 18"	JB-2, PC-1	0.32				2.8	III	5.2	4.0	8' TIE TO EXISTING						
3			82+00 LT				8							2									FE-1	0.20				1.5	III	2.5	0.7							
3A			5+00				64							2									FE-1	0.17				1.5	III	30.0	3.0							
3A			8+00LT	1									24										FE-1, PC-1	1.00				3.0	III	66.0	8.0							
3B			12+90			56								2									FE-1	0.12				2.0	III	26.0	3.0							
3B			13+00LT			52								1									FE-1	0.06				6.0	III	62.0	8.0							
3B			13+00RT			60								1									FE-1	0.06				4.0	III	40.0	6.0							
4A			20+00										256										FE-1	0.58	0			8.4	III	307.0	5.4							
5			134+22	1		88								1									PC-1, FE-1	0.38				3.4	III	0.0	0.0							
UNITS						LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
PAGE 3 QUANTITIES						1405	333	8	0	0	0	0	280	9	2	2	0	0	5	0	-	-	-	-	-	-	36	2779	800	1845	-	-	1346	-				
PAGE 1 QUANTITIES						4510	1168	210	0	168	0	0	0	0	1	2	2	0	0	0	-	-	-	-	-	-	129	11731	254	3713	-	-	2180	-				
PAGE 2 QUANTITIES						821	557	1948	180	1086	180	105	0	1	0	0	1	0	64	-	-	-	-	-	-	-	145	12006	748	3483	-	-	3783	-				
TOTALS						6736	2058	2166	180	1254	180	105	280	10	3	4	2	1	5	64	-	-	-	-	-	-	310	26516	1802	9041	-	-	7309	-				
ROUNDED 8' LENGTHS						6736	2064	2168	184	1256	184	112	280	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE ONLY		

ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION 4/16/2016 7:43 AM ED-3 DRAINAGE.DGN

REVISION	BY	DATE	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ESTIMATED QUANTITIES COLONY PARK BLVD. DRAINAGE STRUCTURES COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: EQ-3 DRAINAGE.DGN DESIGN TEAM: MICHAEL BAKER CHECKED KJC DATE 2015
			 WORKING NUMBER EQ-3 SHEET NUMBER 23

PERMANENT PAVEMENT MARKING DETAILS																
SHEET NO.	THERMOPLASTIC										PAINT		MARKERS			REMARKS
	EDGE		CONTINUOUS		LEGEND		DETAIL		SKIP		DETAIL	LEGEND	RED CLEAR	YELLOW		
	WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	WHITE	YELLOW	WHITE	YELLOW				1 WAY	2 WAY	
PMD-1	1,431	394	746	1,857	522	557	6,103	1,643	1,177	0			100		134	Colony Park Blvd.
PMD-2	2,483	1,810	582	380	385	231	1,612	1,240	2,554	0			108		40	Colony Park Blvd.
PMD-3	1,955	1,610	492	315	562	269	2,412	1,420	2,485	0			114		40	Colony Park Blvd.
PMD-4	2,128	1,734	0	0	214	77	1,145	602	2,379	0			60		0	Colony Park Blvd.
PMD-5	3,151	1,687	364	1,352	230	331	1,716	993	2,021	0			54		46	Colony Park Blvd.
PMD-6	1,334	805	469	111	698	466	891	583	1,117	0			106		8	Colony Park Blvd.
PMD-7	2,450	0	0	2,450	0	63	0	0	0	0			0		63	Colony Park Blvd.
PMD-8	613	549	1,653	2,364	665	752	7,686	19	1,840	1,520			138		116	Colony Park Blvd.
PMD-9	1,454	0	108	2,021	101	150	920	1,100	0	0			14		122	Colony Park Blvd.
PMD-10	1,905	0	0	1,472	70	187	397	460	480	480	187	70	20		100	Jackson Street
PMD-11	2,182	0	0	1,002	200	321	1,079	1,328	0	480	1,564	470	25		108	Jackson Street
PMD-12	1,707	0	0	1,885	192	227	217	0	0	1,840	573	117	0		126	Jackson Street
UNITS	FEET	FEET	FEET	FEET	FEET	SQ FT	FEET	FEET	FEET	FEET	FEET	FEET	EACH	EACH	EACH	
TOTAL	22,793	8,589	4,414	15,209	3,839	3,631	24,178	9,388	14,053	4,320	2,324	657	739	0	903	
UNITS	MILE	MILE	MILE	MILE					MILE							
TOTAL	4	2	1	3					3							

ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/16/2016 7:44 AM ED-5_PAVEMARK.DGN

								MISSISSIPPI DEPARTMENT OF TRANSPORTATION ESTIMATED QUANTITIES
								COLONY PARK BLVD. PAVEMENT MARKINGS
								COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)
								WORKING NUMBER EQ-5
								FILENAME: EQ-5_PAVEMARK.DGN DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2016
								SHEET NUMBER 25




STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

COMBINATION CONCRETE CURB AND GUTTER REQ'D.

WK. NO.	STATION TO STATION		TYPE "1"	TYPE "2"	Type "3" A MOD. (6.0")	INTEGRAL	HEADER CURB	CONC. MEDIAN AND ISLAND PAV'T. (10" THICK)	CONC. MEDIAN AND ISLAND PAV'T. (4" THICK)	REINFORCED CONCRETE SIDEWALK	REMARKS
3	66+13	71+65			577						RT
3	66+11	71+60			576						LT
3	66+11	71+30			1043						Median
3	72+00	81+18			977						RT
3	72+29	80+81			1712						Median
3	72+00	81+03			965						LT
3	81+58	87+93			688						RT
3	81+79	87+63			1176						Median
3	81+42	87+93			705						LT
3	88+33	90+00			193						RT
3	88+62	90+00			302						Median
3	88+32	90+00			203						LT
4	90+00	96+73			694						RT
4	90+00	96+44			1292						Median
4	90+00	96+73			704						LT
4	97+13	105+53			886						RT
4	97+42	105+22			1567						Median
4	97+12	105+53			900						LT
4	105+93	116+37			1082						RT
4	106+25	114+65			1701						Median
4	114+94	116+00			231						Median
4	105+93	116+33			1094						LT
4	116+66	120+00			396						RT
4	117+00	120+00			675						Median
4	116+62	120+00			397						LT
4B	10+87	17+22			676						RT
4B	10+87	19+73			887						LT
4B	189+83	19+73			65						RT
5	120+00	125+03			550						RT
5	120+00	124+80			960						Median
5	120+00	125+01			544						LT
5	124+00	125+03			243		18	238			Island RT
5	124+24	125+03			253		18	256			Island LT
5	125+83	126+50			229		17	211			Island RT
5	125+90	126+59			229		17	228			Island LT
5	125+72	130+16			606						RT
5	126+04	132+55			749						LT
5	130+62	134+51			507						RT
5	135+12	135+34			37						RT
5A	165+10	167+04			195						RT
5A	165+66	167+16			150						LT
5A	170+98	173+50			343						RT
5A	170+94	175+00			487						Left
Quantity			LF	LF	LF	LF	LF	SY	SY	SY	
SubTotal			0	0	28446	0	0	70	933	0	

4/16/2016 7:45 AM ED-6 CURB & GUTTER.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		ESTIMATED QUANTITIES
		COLONY PARK BLVD.
		CONCRETE CURB & GUTTER
		COUNTY: MADISON
		PROJ. NUM.: ACNH-9204-00(003)
		WORKING NUMBER EQ-6
		FILENAME: EQ-6 CURB & GUTTER.DGN SHEET NUMBER 26
		DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

COMBINATION CONCRETE CURB AND GUTTER REQ'D.

WK. NO.	STATION TO STATION	TYPE "1"	TYPE "2"	Type "3" A MOD. (6.0")	INTEGRAL	HEADER CURB	CONC. MEDIAN AND ISLAND PAV'T. (10" THICK)	CONC. MEDIAN AND ISLAND PAV'T. (4" THICK)	REINFORCED CONCRETE SIDEWALK	REMARKS
ID-2		200								East School Dr
ID-3		150								
ID-4		75								
SW-1	Magnolia/Perkins								49	Jackson St
SW-2	Maple/Central								36	Jackson St
SW-3	Wheatley								11	Jackson St
TS-1	65+82 125+45								3313	
TS-4	Colony Park/US 51								167	
TS-5	165+00 175+00								556	
Quantity		LF	LF	LF	LF	LF	SY	SY	SY	
SubTotal		425	0	0	0	0	0	0	4132	
Page 1		0	0	28446	0	0	70	933	0	
Total		425	0	28446	0	0	70	933	4132	

4/16/2016 7:45 AM ED-7 CURB & GUTTER.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ESTIMATED QUANTITIES						
COLONY PARK BLVD. CONCRETE CURB & GUTTER						
COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)						
<table border="1"> <tr> <td>REVISION</td> <td>BY</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			REVISION	BY		
REVISION	BY					
DATE	FILENAME: EQ-7 CURB & GUTTER.DGN	WORKING NUMBER EQ-7				
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC	DATE: 2/15				
		SHEET NUMBER 27				



JUNCTION BOXES REQUIRED


WK. SH. NO.	STATION	SIDE 1		SIDE 2		SIDE 3		SIDE 4		SIDE W1-3 (FT.)	SIDE W2-4 (FT.)	INLET HEIGHT	CLASS B CONC.	REINF. STEEL	BAR LIST						REMARKS			
		SIZE	SKEW	SIZE	SKEW	SIZE	SKEW	SIZE	SKEW						A1	A2	A3	A4	B	C		D	E	F
DD3LT	77+40	18	0	0	0	0	0	18	0	3.67	3.67	2.92	0.994	78.55	2 @ 28	0 @ 0	0 @ 0	2 @ 28	2 @ 38	2 @ 38	4 @ 29	12 @ 40	12 @ 40	JB-1
DD6LT	99+57	36	0	18	41	36	0	18	27	5.42	4.29	5.00	2.162	475.93	2 @ 37	2 @ 31	2 @ 37	2 @ 31	5 @ 61	6 @ 47	12 @ 60	24 @ 47	20 @ 61	JB-2
DD8LT	111+40	30	0	0	0	0	0	30	0	4.83	4.83	4.56	2.023	118.16	2 @ 34	0 @ 0	0 @ 0	2 @ 34	2 @ 52	2 @ 52	4 @ 49	14 @ 54	14 @ 54	JB-1
DD9LT	114+00	30	0	30	0	0	0	0	0	4.83	4.83	9.87	3.728	132.35	2 @ 34	2 @ 34	0 @ 0	0 @ 0	2 @ 52	2 @ 52	4 @ ##	14 @ 54	14 @ 54	JB-1
DD9LT	115+80	30	10	18	0	30	0	0	0	4.88	3.67	7.92	2.496	116.71	2 @ 34	2 @ 28	2 @ 34	0 @ 0	2 @ 53	2 @ 38	4 @ 89	16 @ 40	12 @ 55	JB-1
DD9RT	114+40	36	0	0	0	0	0	36	0	5.42	5.42	9.42	4.153	157.92	2 @ 37	0 @ 0	0 @ 0	2 @ 37	2 @ 59	2 @ 59	4 @ ##	16 @ 61	16 @ 61	JB-1
DD9RT	115+90	36	17	0	0	36	0	18	45	5.58	4.46	6.96	2.809	138.62	2 @ 38	0 @ 0	2 @ 38	2 @ 32	2 @ 61	2 @ 48	4 @ 78	16 @ 50	14 @ 63	JB-1
DD10RT	119+10	36	0	0	0	0	0	36	0	5.42	5.42	5.50	2.725	147.44	2 @ 37	0 @ 0	0 @ 0	2 @ 37	2 @ 59	2 @ 59	4 @ 60	16 @ 61	16 @ 61	JB-1
DD14LT	173+50	18	0	18	0	0	0	0	0	3.67	3.67	2.92	1.108	309.93	2 @ 28	2 @ 28	0 @ 0	0 @ 0	5 @ 40	9 @ 40	16 @ 35	16 @ 40	16 @ 40	JB-2
DD14RT	171+00	18	0	0	0	0	0	18	0	3.67	3.67	2.92	1.108	309.93	2 @ 28	0 @ 0	0 @ 0	2 @ 28	5 @ 40	9 @ 40	16 @ 35	16 @ 40	16 @ 40	JB-2
													UNITS	CU. YDS.	LBS.									
													TOTALS	23.305	1985.55									

BOX CULVERTS REQUIRED

WORK. NO.	STA	SIZE	LENGTH	STANDARD DRAWINGS REQUIRED	CLASS "B" CONCRETE	REINF. STEEL	STRUCT. EXCAV.		COVER	SELECT MAT'L.	REMARKS
							EST. DEPTH	CUBIC YARDS			
DD14RT	169+84	6' X 4'	174	IWS-3, IWS-3A, SD-ICJ-1, SD-IBJL-1, SD-ICJS-1, SD-IBS-4-2W, SD-ISK-45-3W	93.82	15804	1.5	328.2	2'-18'	32.8	INCLUDES 222# OF STEEL FOR
DD14LT	170+87	6' X 4'	9		12.57	1880	1.5	47.67	2'-18'	4.725	
QUANTITY					CY	LBS		CY		CY	
TOTALS					106	17684		376		38	

4/16/2015 7:45 AM ED-8 BOXCULV & JBOX.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ESTIMATED QUANTITIES	
COLONY PARK BLVD.	
BOX CULVERTS AND	
JUNCTION BOXES	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: EQ-8 BOXCULV & JBOX.DGN
DESIGN TEAM	MICHAEL BAKER CHECKED KJC DATE 2015



WORKING NUMBER
EQ-8

SHEET NUMBER
28


STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

ESTIMATED TRAFFIC CONTROL ITEMS

PAY ITEM NO.	DESCRIPTION	CONSTRUCTION SIGNING	PHASE 1	PHASE 2	PHASE 3	PHASE 3A	UNITS	TOTAL EST. QUANTITY	REMARKS
619-A1002	TEMPORARY TRAFFIC STRIPE (CONT. WHITE)		2,875	3,099	1,240	2,579	MILE	1.9	
619-A2002	TEMPORARY TRAFFIC STRIPE (CONT. YELLOW)		2,618	3,240	1,458	2,251	MILE	1.8	
619-A3007	TEMPORARY TRAFFIC STRIPE (SKIP WHITE)		3,040	3,211		560	MILE	1.3	
619-A4007	TEMPORARY TRAFFIC STRIPE (SKIP YELLOW)		2,654				MILE	0.5	
619-A5001	TEMPORARY TRAFFIC STRIPE (DETAIL WHITE)		100	6,188	1,177	6,355	LIN. FT.	13,820	
619-A5001	TEMPORARY TRAFFIC STRIPE (DETAIL YELLOW)					1,801	LIN. FT.	1,801	
619-A6003	TEMPORARY TRAFFIC STRIPE (LEGEND)			360	501	564	LIN. FT.	1,425	
619-A6004	TEMPORARY TRAFFIC STRIPE (LEGEND)			112	307	464	SQ. FT.	883	
619-C6001	RED/CLEAR REFLECTIVE HIGH PERFORM. RAISED PAVEMENT MARKERS		108	34	40	54	EACH	236	
619-C7001	TWO-WAY YELLOW REFLECTIVE HIGH PERFORM. RAISED PAVEMENT MARKERS		234	49	96	134	EACH	513	
619-D1001	STD. ROADSIDE CONST. SIGNS (LESS THAN 10 SQ. FT.)	189	115	126	31		SQ. FT.	461.00	
619-D2001	STD. ROADSIDE CONST. SIGNS (10 SQ. FT. OR MORE)	608	206	165	16		SQ. FT.	995.0	
907-619-E3001	CHANGEABLE MESSAGE SIGN			7			EACH	7	
619-F1001	CONCRETE MEDIAN BARRIER (PRECAST)		2,500				LIN. FT.	2,500	
619-F2001	CONCRETE MEDIAN BARRIER (PRECAST)(REMOVE & RESET)				230		LIN. FT.	230	
619-G4001	BARRICADES (TYPE III) SINGLE FACED		336	380			LIN. FT.	716	
619-G4005	BARRICADES (TYPE III) DOUBLE FACED	90	48	48			LIN. FT.	186	
619-G5001	FREE STANDING PLASTIC DRUMS		116	87			EACH	116	MOST USED AT ONE TIME
619-G7001	WARNING LIGHTS (TYPE "B")	8	4				EACH	12	
619-J2001	IMPACT ATTENUATOR, 40 MPH		2					2	
619-J2002	IMPACT ATTENUATOR, 50 MPH		2					2	
619-J2004	IMPACT ATTENUATOR, 50 MPH, REPLACEMENT PACKAGE		2					2	
619-J2005	IMPACT ATTENUATOR, 40 MPH, REPLACEMENT PACKAGE		2					2	

4/16/2016 2:49 PM ED-9 TRAFFIC CONTROL.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	ESTIMATED QUANTITIES
	COLONY PARK BLVD.
	TRAFFIC CONTROL
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: EQ-9 TRAFFIC CONTROL.DGN
	DESIGN TEAM Michael Baker CHECKED KJC DATE 2016



WORKING NUMBER
EQ-9

SHEET NUMBER
29

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

SIGNS REQ'D.

SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN. REQ'D.	SIGN AREA SQ. FT.	REMARKS
G20 - 1	60" X 24"	10.00			
G20 - 2	48" X 24"	8.00	8	64	
G20 - 4	36" X 18"	4.50			
1	M1 - 1	24" X 24"	4.00		1 of 2 DIGIT
1	M1 - 1	30" X 24"	5.00		3 DIGIT
2	M1 - 4	24" X 24"	4.00		1 of 2 DIGIT
2	M1 - 5	30" X 24"	5.00		3 DIGIT
3	M1 - 6	24" X 24"	4.00		1 of 2 DIGIT
3	M1 - 6	30" X 24"	5.00		3 DIGIT
4	M3 - 1	24" X 12"	2.00		NORTH- 1 OR 2 DIGIT RTE MARKER
4	M3 - 1	30" X 15"	3.13		NORTH- 3 DIGIT RTE MARKER
4	M3 - 2	24" X 12"	2.00		EAST- 1 OR 2 DIGIT RTE MARKER
4	M3 - 2	30" X 15"	3.13		EAST- 3 DIGIT RTE MARKER
4	M3 - 3	24" X 12"	2.00		SOUTH- 1 OR 2 DIGIT RTE MARKER
4	M3 - 3	30" X 15"	3.13		SOUTH- 3 DIGIT RTE MARKER
4	M3 - 4	24" X 12"	2.00		WEST- 1 OR 2 DIGIT RTE MARKER
4	M3 - 4	30" X 15"	3.13		WEST- 3 DIGIT RTE MARKER
	M4 - 8	24" X 12"	2.00		DETOUR- 1 OR 2 DIGIT RTE MARKER
	M4 - 8a	24" X 18"	3.00		END DETOUR
	M4 - 9	30" X 24"	5.00		DETOUR
	M4 - 9L	30" X 24"	5.00		DETOUR
	M4 - 9BL	30" X 24"	5.00		DETOUR
	M4 - 9SL	30" X 24"	5.00		DETOUR
	M4 - 9BSL	30" X 24"	5.00		DETOUR
	M4 - 9R	30" X 24"	5.00		DETOUR
	M4 - 9BR	30" X 24"	5.00		DETOUR
	M4 - 9SR	30" X 24"	5.00		DETOUR
	M4 - 9BSR	30" X 24"	5.00		DETOUR
	M4 - 10L	M4 - 10L	6.00		DETOUR
	M4 - 10R	M4 - 10R	6.00		DETOUR
	SPECIAL	30" X 12"	2.50		
	SPECIAL	30" X 12"	2.50		EAGLES NEST
4	M4 - 5	24" X 12"	2.00		TO
4	M5 - 1L	21" X 15"	2.19		
4	M5 - 1R	21" X 15"	2.19		
4	M5 - 2L	21" X 15"	2.19		
4	M5 - 2R	21" X 15"	2.19		
4	M6 - 1L	21" X 15"	2.19		
4	M6 - 1R	21" X 15"	2.19		
4	M6 - 2L	21" X 15"	2.19		
4	M6 - 2R	21" X 15"	2.19		
4	M6 - 3	21" X 15"	2.19		
	R1 - 1	36" X 36"	9.00	28	252
	R1 - 1	48" X 48"	16.00		
	R1 - 2	48" X 48" X 48"	6.93		STOP
	R1 - 2	60" X 60" X 60"	10.83		YEILD

SIGNS REQ'D. (CONT.)

SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN. REQ'D.	SIGN AREA SQ. FT.	REMARKS	
R1 - 3	12" X 6"	0.50			3-WAY, 4-WAY ETC.	
R2 - 1	36" X 48"	12.00			SPEED LIMIT	
	24" X 30"	5.00	16	80		
R2 - 5A	48" X 60"	20.00			REDUCED SPEED AHEAD	
R3 - 1	36" X 36"	9.00				
	48" X 48"	16.00				
R3 - 2	36" X 36"	9.00				
	48" X 48"	16.00				
R3 - 4	36" X 36"	9.00				
R3 - 4	48" X 48"	16.00				
R3 - 5L	30" X 36"	7.50			ONLY	
R3 - 5R	30" X 36"	7.50				
R3 - 6L	30" X 36"	7.50				
R3 - 6R	30" X 36"	7.50				
R3 - 7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT	
R3 - 7R	30" X 30"	6.25				RIGHT LANE MUST TURN RIGHT
R4 - 1	24" X 30"	5.00			DO NOT PASS	
	48" X 60"	20.00				
R4 - 2	24" X 30"	5.00			PASS WITH CARE	
	48" X 60"	20.00				
R4 - 7	48" X 60"	20.00				
R4 - 8	48" X 60"	20.00				
R5 - 1	48" X 48"	16.00			DO NOT ENTER	
R6 - 1L	36" X 12"	3.00			WRONG WAY	
R6 - 1R	36" X 12"	3.00			ONE WAY	
R6 - 2L	18" X 24"	3.00			ONE WAY	
	24" X 30"	5.00			ONE WAY	
R6 - 2R	18" X 24"	3.00			ONE WAY	
	24" X 30"	5.00			ONE WAY	
R11 - 2	48" X 30"	10.00	25	250	ROAD CLOSED	
R11 - 3a	60" X 30"	12.50			ROAD CLOSED XX MILES AHEAD	
R11 - 3b	60" X 30"	12.50			BRIDGE OUT XX MILES AHEAD	
R11(SPECIAL)	60" X 30"	12.50	2	25	ROAD CLOSED XX MILES AHEAD TRAFFIC ONLY LOCAL	
R12 - 1	36" X 48"	12.00			WEIGHT LIMIT XX TONS	
R16 - 3	36" X 48"	12.00	8	96	WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED	
	48" X 60"	20.00				
W1 - 1L	48" X 48"	16.00				
W1 - 1R	48" X 48"	16.00				
W1 - 2L	48" X 48"	16.00				
W1 - 2R	48" X 48"	16.00				
W1 - 3L	48" X 48"	16.00				
W1 - 3R	48" X 48"	16.00				
W1 - 4aL	36" X 36"	9.00				
W1 - 4aR	48" X 48"	16.00				
	36" X 36"	9.00				
W1 - 4aR	48" X 48"	16.00				
W1 - 5L	48" X 48"	16.00				
W1 - 5R	48" X 48"	16.00				
W1 - 6L	48" X 24"	8.00				
	60" X 30"	12.50				

SIGNS REQ'D. (CONT.)

SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN. REQ'D.	SIGN AREA SQ. FT.	REMARKS
W1 - 6R	48" X 24"	8.00			
	60" X 30"	12.50			
W1 - 7	48" X 24"	8.00			
	60" X 30"	12.50			
W1 - 8L	18" X 24"	3.00			
	36" X 48"	12.00			
W1 - 8R	18" X 24"	3.00			
	36" X 48"	12.00			
W1 - 9L	48" X 48"	16.00			
W1 - 9R	48" X 48"	16.00			
W3 - 1a	48" X 48"	16.00			
W3 - 2a	48" X 48"	16.00			
W3 - 3	48" X 48"	16.00			
W3 - 5	48" X 48"	16.00	8	128	
	36" X 36"	9.00			
W4 - 1L	48" X 48"	16.00			
W4 - 1R	48" X 48"	16.00			
W4 - 2L	48" X 48"	16.00			
W4 - 2R	48" X 48"	16.00			
W5 - 1a	48" X 48"	16.00			PAVEMENT NARROWS
W6 - 1	48" X 48"	16.00			
W6 - 2	48" X 48"	16.00			
W6 - 3	48" X 48"	16.00			
W8 - 1	48" X 48"	16.00			
W8 - 4	48" X 48"	16.00			SOFT SHOULDER
W8 - 9	48" X 48"	16.00	2	32	LOW SHOULDER
W9 - 1R	48" X 48"	16.00			RIGHT LANE ENDS
W10 - 1	36" DIA.	9.00			
	48" DIA.	16.00			
W13 - 1	24" X 24"	4.00	5	20	XX MPH
W13 - 5	48" X 48"	16.00			
W14 - 3	36"X48"X48"	5.56			NO PASSING ZONE
	48"X64"X64"	9.89			
W19 - 2	48" X 48"	16.00			BRIDGE MAY ICE IN COLD WEATHER
W20 - 1	48" X 48"	16.00	24	384	ADVANCE ROAD WORK
	36" X 36"	9.00	5	45	
W20 - 2	48" X 48"	16.00			ADVANCE DETOUR
W20 - 3	36" X 36"	9.00			ADVANCE ROAD CLOSED
W20 - 4	48" X 48"	16.00			ADVANCE ONE-LN. RD.
W20 - 4B	48" X 48"	16.00			ADVANCE ONE-LN. BE.
W20 - 5L	48" X 48"	16.00			ADVANCE LT. LN. CLOSED
W20 - 5R	48" X 48"	16.00			ADVANCE RT. LN. CLOSED
W20 - 7	48" X 48"	16.00			ADVANCE FLAGGER
W20 - 7a	48" X 48"	16.00			
W21 - 1	36" X 36"	9.00			
W21 - 1a	36" X 36"	9.00			

SIGNS REQ'D. (CONT.)

SIGN NO.	SIZE	UNIT AREA SQ. FT.	QUAN. REQ'D.	SIGN AREA SQ. FT.	REMARKS
W4 - 3R	36" X 36"	9.00			
W21 - 3	48" X 48"	16.00			
	48" X 48"	16.00	1	16	LANES SHIFT AHEAD
	48" X 48"	16.00	4	64	LANES NARROW AHEAD
W21 - 5	48" X 48"	16.00			SHOULDER WORK
W21 - 6	36" X 36"	9.00			SURVERY CREW
SPECIAL	12"X30'	2.50			SPECIAL
DP - 1	24" X 18"	3.00			XXX FEET
VP - IL	12" X 36"	3.00			
VP - IR	12" X 36"	3.00			
OM - 3L	12" X 36"	3.00			
OM - 3R	12" X 36"	3.00			
TOTAL SIGN AREA			LESS THAN 10 SQ. FT.	461.00	
TOTAL SIGN AREA			10 SQ. FT. OR MORE	995.00	
1	STANDARD				
2	SPECIAL (USE WHERE WARRANTED)				

NOTES

- 1 INTERSTATE ROUTE MARKER
 - 2 UNITED STATES ROUTE MARKER
 - 3 STATE ROUTE MARKER
 - 4 COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.
 - 5 BLACK STRIPES ON YELLOW BACKGROUND
 - 6 INTERSTATE USE ONLY
 - 7 TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND
- THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10-1 SHALL BE ORANGE. THE W10 - BACKGROUND SHALL BE YELLOW IN ALL CASES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
 COLONY PARK BLVD.
CONSTRUCTION SIGNING



COUNTY: MADISON
 PROJ. NUM.: ACNH-9204-00(003)
 FILENAME: EQ-10 CONSTR SIGN.DGN
 DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015

WORKING NUMBER: EQ-10
 SHEET NUMBER: 30

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

WK. NO.	STATION TO STATION	BOX CULVERT WING WALLS	CONCRETE		ASPHALT PVMNT	CURBS	PIPES 8" AND ABOVE	INLETS	FES	REMARKS
			PAVED DITCH	SIDEWALK						
		EA	SY	SY	SY	LIN.FT.	LIN. FT.	EACH	EACH	
DD13LT	166+50						38	1	1	18" RCP
DD13RT	167+50						38	1	1	18" RCP
DD13LT	167+50						42	1	1	18" RCP
DD13LT	167+80	168+16					39		2	30" RCP
DD13LT	167+80	168+16					36		2	30" RCP
DD14LT	168+50						39	1	1	18" RCP
DD14LT	169+53						40	1	1	18" RCP
DD14LT	170+95						15	1		18" RCP
DD14LT	170+87	1								18" RCP
DD14RT	168+50						41	1	1	18" RCP
DD14RT	169+56						41	1	1	18" RCP
DD14RT	170+98	169+84	1				114		1	18" RCP
DD14RT	171+00							1		
DD14LT	173+50							1		
3					1830					CARR ROAD
3A							24		1	48" RCP
3B	10+00	10+40				60				
4A	10+00	24+00			3200					MADISON DR
4B					785					COTTONWOOD
4B	16+58	17+25				71		2		RT
4B	16+58	19+26				355				LT
4B	18+83	19+73				68				RT
4B	19+34	19+73				118				LT
5	134+29	134+53				37				RT
5	135+09	135+33				44				RT
5					1500					MCCLELLAN DR
5	132+70	133+10					40		2	18" RCP
5	134+22								1	
5A	165+09	165+87		43						
5A	165+10	166+06				107				RT
5A	165+66	175+00				934				LT
5A	166+64	173+50				718				RT
5A	166+80	173+50		372						
5A	167+20	169+90	1300							
ID-2						100				East School Dr
SW-1	Magnolia/Perkins			49		67				Jackson St
SW-2	Maple/Central			36		81				Jackson St
SW-3	Wheatley			11		20				Jackson St
Quantities		EA	SY	SY	SY	LF	LF	EA	EA	
Total		2	1300	511	7315	2780	547	12	16	

* ABSORBED ITEMS

4/6/2016 7:47 AM ED-11 REMOVAL ITEMS.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION


DATE	DESIGN TEAM	REVISION	BY
	FILENAME: EQ-11 REMOVAL ITEMS.DGN		
	DESIGN TEAM: MICHAEL_BAKER		

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
COLONY PARK BLVD.
REMOVAL ITEMS

COUNTY: MADISON
 PROJ. NUM.: ACNH-9204-00(003)

WORKING NUMBER
 EQ-11

SHEET NUMBER
 31



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)


4/6/2016 7:48 AM ED-12 EROSION CONTROL ITEMS.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED EROSION CONTROL ITEMS

WK. SH. NO.	DITCH LINER	SOIL REINFORCING MAT	CONCRETE PAVED DITCH	SOLID SOD	100# RIP RAP	300# RIP RAP	GEOTEXTILE
WK-3	0	0	0	4690		0	0
WK-3A	0	0	0	0		0	0
WK-3B	0	0	0	0		0	0
WK-4	0	0	12	6646		0	0
WK-4A	0	0	0	0		227	300
WK-4B	0	0	36	160		0	0
WK-5	452	0	102	2113		0	0
WK-5A	0	0	0	0		1466	1974
RP-1		600			184		340
RP-2		1500			38		70
UNITS	SQ. YD.	SQ. YD.	CU. YD.	SQ. YD.	TON	TON	SQ. YD.
TOTALS	452	2100	150	13609	222	1693	2684

SILT BASIN TYPE "D"

WK. SH. NO.	STATION	300# RIP RAP	SEDIMENT CONTROL STONE	REMARKS
				Type "D" Silt Basin
				apply to all silt basins
4	98+50 RT	144.0	28.13	
4	99+00 RT	144.0	28.13	
4	100+00 LT	135.0	28.13	
4	100+50 LT	90.0	18.75	
5	124+50 LT	135.0	28.13	
UNITS	EA	TON	TON	
TOTALS	5	648	131	

REVISION	BY	DATE	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ESTIMATED QUANTITIES COLONY PARK BLVD. EROSION CONTROL ITEMS COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: EQ-12 EROSION CONTROL ITEMS.DGN DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015	 WORKING NUMBER EQ-12 SHEET NUMBER 32
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STANDARD ROADSIDE SIGNS					SHEET ALUMINUM 0.080" THICKNESS
SIGN NUMBER	SIZE	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	REMARKS
D9-2	18"x18"	2.25			
D9-2	30"x30"	6.25			
D10-1	12"x24"	2.00			
D10-2	12"x36"	3.00			
D10-3	12"x48"	4.00			
M1-1(55)	24"x24"	4.00	2	8.00	
M1-1	30"x24"	5.00			
M1-4(51)	24"x24"	4.00	6	24.00	
M1-5	30"x24"	5.00			
M1-5	24"x24"	4.00			
M1-6	30"x24"	5.00			
M2-1	21"x15"	2.19	2	4.38	
M2-1A	21"x15"	2.19			
M3-1	24"x12"	2.00	2	4.00	
M3-1A	30"x15"	3.13			
M3-101	30"x15"	3.13			
M3-101A	30"x15"	3.00			
M3-2	24"x12"	2.00			
M3-2A	24"x12"	2.00			
M3-102	30"x15"	3.13			
M3-102A	30"x15"	3.13			
M3-3	24"x12"	2.00	2	4.00	
M3-3A	24"x12"	2.00			
M3-103	30"x15"	3.13			
M3-103A	30"x15"	3.13			
M3-4	24"x12"	2.00			
M3-4A	24"x12"	2.00			
M3-104	30"x15"	3.13			
M3-104A	30"x15"	3.13			
M4-5	24"x12"	2.00	2	4.00	
M4-5A	24"x12"	2.00			
M5-1L	21"x15"	2.19			
M5-1LA	21"x15"	2.19			
M5-1R	21"x15"	2.19			
M5-1RA	21"x15"	2.19			
M5-2L	21"x15"	2.19			
M5-2LA	21"x15"	2.19			
M5-2R	21"x15"	2.19			
M5-2RA	21"x15"	2.19			
M6-1L	21"x15"	2.19	3	6.57	
M6-1LA	21"x15"	2.19			
M6-1R	21"x15"	2.19	3	6.57	
M6-1RA	21"x15"	2.19			
M6-2L	21"x15"	2.19			
M6-2LA	21"x15"	2.19	4	8.76	
M6-2R	21"x15"	2.19			
M6-2RA	21"x15"	2.19			
M6-3	21"x15"	2.19			
M6-3A	21"x15"	2.19			
M6-4	21"x15"	2.19			
OM-3R	36"x12"	3.00			
OM-3L	36"x12"	3.00			
TOTAL (0.080" THICKNESS)				236.01	

STANDARD ROADSIDE SIGNS					SHEET ALUMINUM 0.080" THICKNESS
SIGN NUMBER	SIZE	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	REMARKS
R1-1	18" OCTAGON	1.85	8	14.80	
R1-1	36" OCTAGON	7.39	9	66.51	
R1-2	18"x18"x18"	0.97	4	3.88	
R2-1(45)	24"x30"	5.00	4	20.00	
R3-1	30"x30"	6.25			
R3-2	30"x30"	6.25			
R3-3	24"x24"	4.00			
R3-4	30"x30"	6.25			
R3-5	30"x36"	7.50			
R4-7	24"x30"	5.00			
R4-7b	24"x30"	5.00			
R4-8	24"x30"	5.00			
R5-1	36"x36"	9.00	5	45.00	
R6-2L	18"x24"	3.00			
R6-2R	18"x24"	3.00			
R15-1	4.5"x24"	3.00	4	12.00	
S4-2	36"x15"	3.75			
S4-3	36"x12"	3.00			
W1-8L	24"x30"	5.00			
W1-8R	30"x36"	7.50			
W10-1	18" DIA	1.77	2	3.54	
W13-1	18"x18"	2.25			
W13-101	24"x24"	4.00			
TOTAL (0.080" THICKNESS)				236.01	

STANDARD ROADSIDE SIGNS					SHEET ALUMINUM 0.125" THICKNESS
SIGN NUMBER	SIZE	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	REMARKS
M1-101	36"x36"	9.00			
M1-101	45"x36"	11.25			
M1-104	36"x36"	9.00			
M1-104	45"x36"	11.25			
M1-105	36"x36"	9.00			
M1-106	45"x36"	11.25			
R1-101	48" OCTAGON	13.28			
R1-2	36"x36"x36"	3.90	5	19.50	
R1-102	60"x60"x60"	10.83			
R2-1(55)	36"x48"	12.00			
R2-1(65)	36"x48"	12.00			
R2-5a	36"x48"	12.00			
R4-103	48"x60"	20.00			
R4-107	48"x60"	20.00			
R5-101	48"x48"	16.00			
R5-1a	42"x36"	10.50			
R5-101a	84"x60"	35.00			
R5-9	42"x36"	10.50			
R6-1L	36"x12"	3.00			
R6-1R	36"x12"	3.00			
R6-2R	24"x30"	5.00			
R8-104	48"x36"	12.00			
R11-101	48"x60"	20.00			
R15-1	9"x48"	6.00	2	12.00	
W1-1L	30"x30"	6.25			
W1-1R	30"x30"	6.25			
W1-2L	30"x30"	6.25			
W1-2R	30"x30"	6.25			
W1-3L	30"x30"	6.25			
W1-3R	30"x30"	6.25			
W1-4L	36"x36"	9.00			
W1-4R	48"x48"	16.00			
W1-5L	30"x30"	6.25			
W1-5R	30"x30"	6.25			
W1-6L	48"x24"	8.00			
W1-6R	48"x24"	8.00			
W1-7	48"x24"	8.00			
W2-1	36"x36"	9.00			
W2-2L	36"x36"	9.00			
W2-2R	36"x36"	9.00			
W3-1a	36"x36"	9.00	3	27.00	
W3-1a	48"x48"	16.00			
W3-2a	36"x36"	9.00			
W3-3	36"x36"	9.00	3	27.00	
W3-5	36"x36"	9.00			
W4-1R	30"x30"	6.25			
W4-101L	48"x48"	16.00			
W4-1R	48"x48"	16.00			
W4-2L	36"x36"	9.00			
W4-2R	48"x48"	16.00			
W4-103L	48"x48"	16.00			
W4-103R	48"x48"	16.00			
TOTAL (0.125" THICKNESS)				171.64	

STANDARD ROADSIDE SIGNS					SHEET ALUMINUM 0.125" THICKNESS
SIGN NUMBER	SIZE	UNIT AREA (SQ. FT.)	QUANTITY REQUIRED	TOTAL SIGN AREA (SQ. FT.)	REMARKS
W5-1	36"x36"	9.00			
W6-1	48"x48"	16.00			
W6-2	48"x48"	16.00			
W6-3	36"x36"	9.00			
W8-13	48"x48"	16.00			
W10-1	36" DIA.	7.07	2	14.14	
W11-8	48"x48"	16.00			
W11-15	36"x36"	9.00	8	72.00	
W13-2	36"x48"	12.00			
W13-3	48"x60"	9.00			
W13-101	36"x36"	9.00			
W19-2	48"x48"	16.00			
W9-1L	48"x48"	16.00			
W9-1R	48"x48"	16.00			
W9-2L	36"x36"	9.00			
W9-2R	48"x48"	16.00			
S3-1	36"x36"	9.00			
S5-2	36"x48"	12.00			
SPECIAL #1	120"x48"	40.00			
TOTAL (0.125" THICKNESS)				171.64	

NOTE: IF ALTERNATE I (ALUMINUM) IS SELECTED FOR STANDARD ROADSIDE SIGNS, SHEET ALUMINUM OF THE THICKNESSES SHOWN IN THESE TABLES SHALL BE USED. IF ALTERNATE II (STEEL) IS SELECTED, ALL STANDARD ROADSIDE SIGNS SHALL BE FABRICATED ON 14 GAGE SHEET STEEL.

4/6/2016 7:48 AM SRS-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	STANDARD ROADSIDE SIGN QUANTITIES COLONY PARK BLVD.
DATE	Colony Park Blvd from Sunnybrook Rd to US Hwy 51
WORKING NUMBER	COUNTY: MADISON
SHEET NUMBER	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: SRS-1.DGN
	DESIGN TEAM THOMPSON CHECKED TB DATE 2015



STANDARD ROADSIDE SIGN ASSEMBLIES REQUIRED

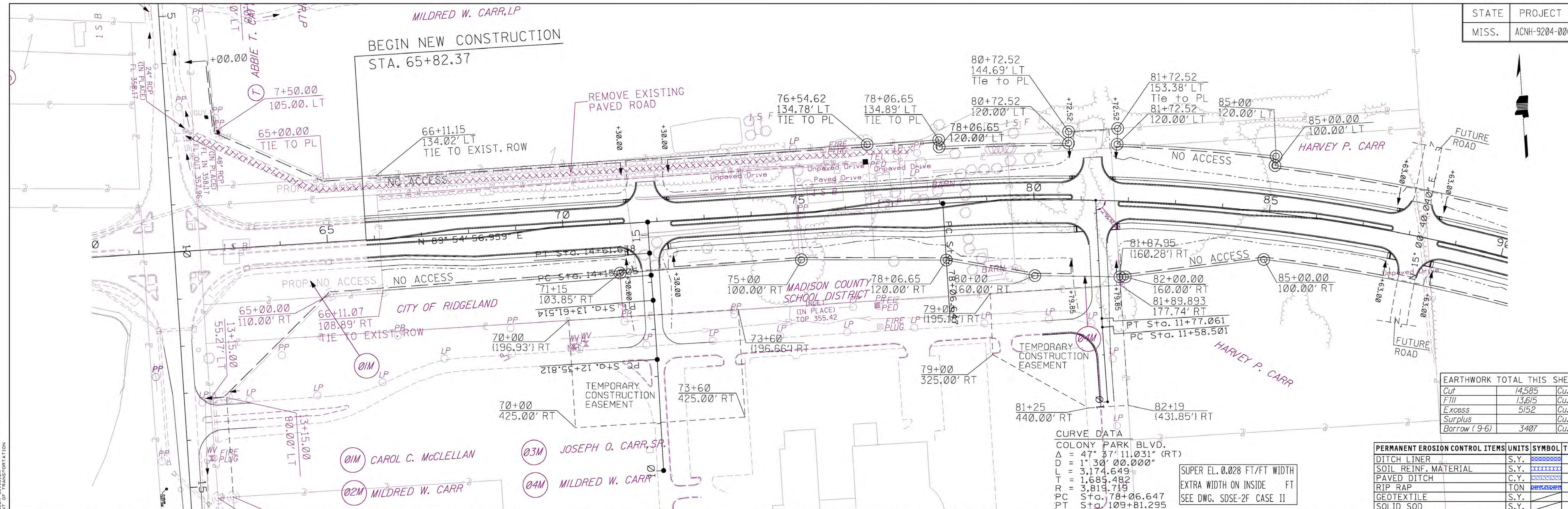
SHEET NUMBER	CODE LETTER THIS SHEET	STANDARD ROADSIDE SIGNS TO BE MOUNTED	STANDARD PIPE				U-SECTION POST		STRUCTURAL STEEL BARS #2	FOOTING CLASS "B" CONCRETE
			3 "	3.5"	4 "	5 "	2-P	3-P		
PSD-1	A	R1-2, R5-1						12.00		
	B	R1-2, R5-1					12.00			
	C	R1-1					11.50			
PSD-1	D	R1-1					11.50			
		SUBTOTAL FOR PSD-1	0.00	0.00	0.00	0.00	0.00	47.00	0.00	
PSD-2	A	W3-3						14.00		
	B	R2-1(45)						12.00		
	C	R1-1						11.50		
	D	R1-1						11.50		
	E	R1-1						13.00		
	F	R1-1						11.50		
	G	R1-1						11.50		
PSD-2	H	R1-1					13.00			
		SUBTOTAL FOR PSD-2	0.00	0.00	0.00	0.00	0.00	98.00	0.00	
PSD-3	A	R2-1(45)						12.00		
	B	R2-1(45)						12.00		
	C	R1-1						11.50		
	D	R1-1						11.50		
	E	R1-1						13.00		
	F	W3-1						14.00		
PSD-3	G	W10-1					13.00			
		SUBTOTAL FOR PSD-3	0.00	0.00	0.00	0.00	0.00	87.00	0.00	
PSD-4	A	R15-1, R1-2						12.00		
	B	W10-1						11.50		
	C	R15-1								
	D	R15-1, R1-2						12.00		
	E	R15-1, R1-2						12.00		
	F	R1-1						11.50		
	G	W10-1						11.50		
	H	R15-1, R1-2						12.00		
	I	R15-1								
	J	R1-1						13.00		
	K	W3-1						14.00		
	L	R1-1						11.50		
	M	R1-1						13.00		
	N	M2-1, M1-4(51)						13.50		
	O	W3-1						14.00		
	P	W10-1						13.00		
	Q	W3-3						14.00		
	R	R2-1(45)						12.00		
	S	M3-1, M3-3, M1-4(51)(X2), M6-1(X2)		13.25				13.83		0.12
T	W11-15						14.00			
U	W11-15, M6-2a(L)						14.00			
V	R1-2, R5-1						13.00			
W	M4-5, M1-1(55), M6-1						12.00			
X	W11-15						14.00			
Y	W11-15, M6-2a(L)						14.00			
Z	R1-2, R5-1						13.00			
AA	R1-1						13.00			
BB	R1-1						13.00			
CC	M2-1, M1-4(51)						13.50			
DD	W3-3						14.00			
EE	M3-1, M3-3, M1-4(51)(X2), M6-1(X2)		13.25				13.83		0.12	
FF	W11-15						14.00			
GG	W11-15, M6-2a(L)						14.00			
HH	R1-2, R5-1						13.00			
II	M4-5, M1-1(55), M6-1						12.00			
JJ	W11-15						14.00			
PSD-4	KK	W11-15, M6-2a(L)						14.00		
		SUBTOTAL FOR PSD-4	0.00	26.50	0.00	0.00	27.66	429.00	0.00	0.24
SHEET TOTALS			LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	CU. YDS.
			0.00	26.50	0.00	0.00	27.66	661.00	0.00	0.24

NOTE: ALL POST LENGTHS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION.
NOTE: FASTEN SIGN(S) INDICATED BY ASTERISK(*) TO POST WITH CLAMPS OR BUCKLE BRACKETS.

DATE	REVISION	BY
MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD ROADSIDE SIGN ASSEMBLY QUANTITIES COLONY PARK BLVD. Colony Park Blvd from Sunnybrook Rd to US Hwy 51 COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: SRSA-1.DGN DESIGN TEAM: THOMPSON		
DATE	CHECKED	TB
2015		
WORKING NUMBER SRSA-1		SHEET NUMBER 34



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



CURVE DATA
 COLONY PARK BLVD.
 Δ = 47° 37' 11.031" (RT)
 D = 1° 30' 00.000"
 L = 3,174.649'
 T = 1,685.482'
 R = 3,819.719'
 PC Sta. 78+06.647
 PT Sta. 109+81.295

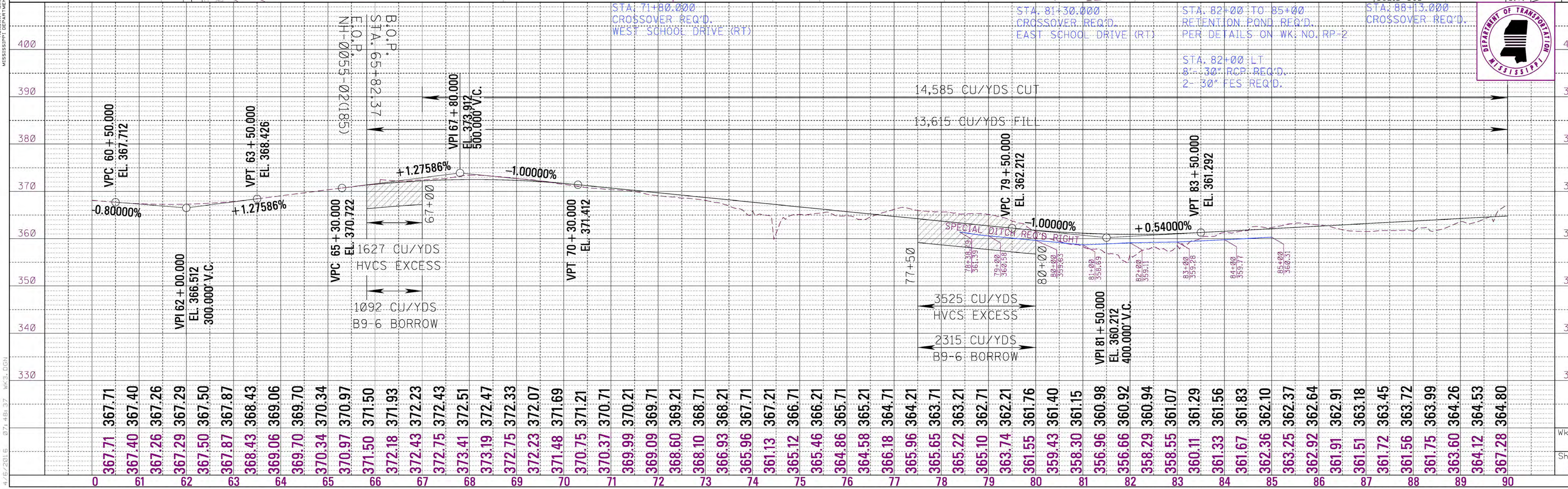
SUPER EL. 0.028 FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2F CASE II

EARTHWORK TOTAL THIS SHEET

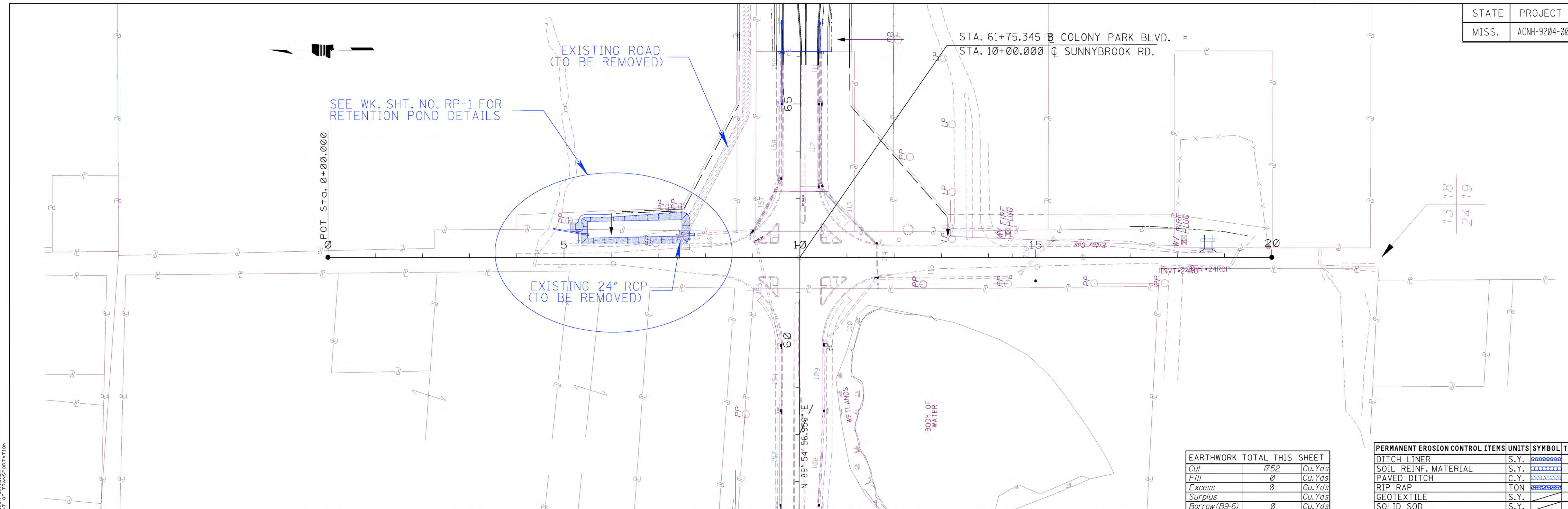
Cut	14,585	Cu.Yds
Fill	13,615	Cu.Yds
Excess	5152	Cu.Yds
Surplus		Cu.Yds
Borrow (9-6)	3407	Cu.Yds

PERMANENT EROSION CONTROL ITEMS UNITS SYMBOL TOTALS

DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
RIP RAP	TON		
GEOTEXTILE	S.Y.		
SOLID SOD	S.Y.		4690



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



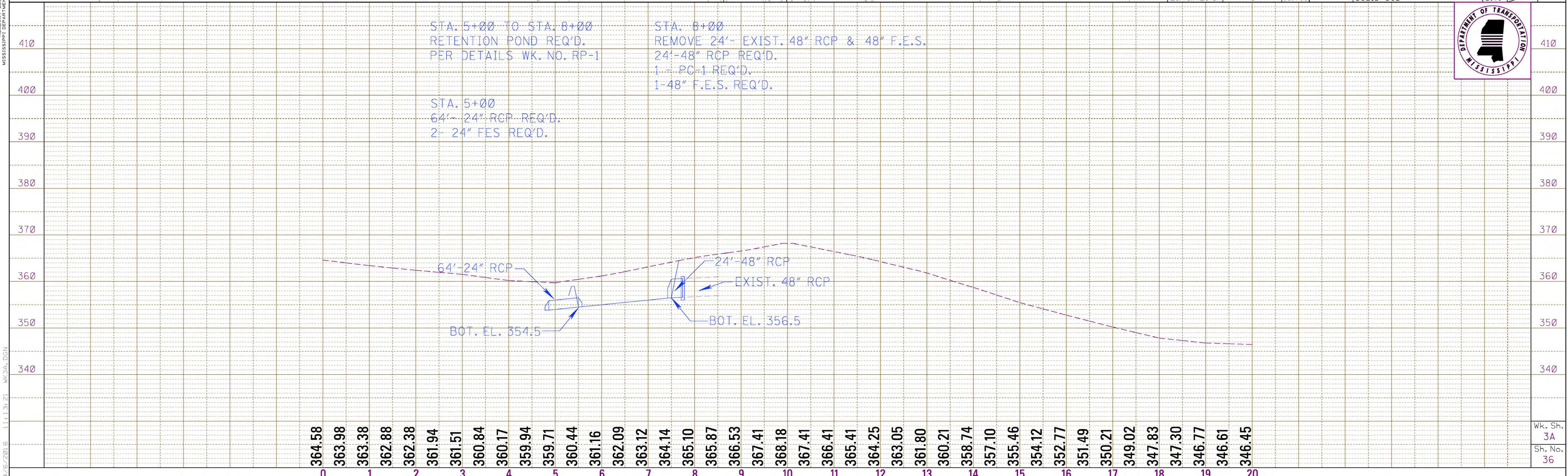
SEE WK. SHT. NO. RP-1 FOR RETENTION POND DETAILS

EXISTING 24" RCP (TO BE REMOVED)

EARTHWORK TOTAL THIS SHEET		
Cut	1752	Cu.Yds
Fill	0	Cu.Yds
Excess	0	Cu.Yds
Surplus		Cu.Yds
Borrow (B9-6)	0	Cu.Yds

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	

4/16/2016 11:13:21 WK3A.DGN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



STA. 5+00 TO STA. 8+00
RETENTION POND REQ'D.
PER DETAILS WK. NO. RP-1

STA. 8+00
REMOVE 24'-EXIST. 48" RCP & 48" F.E.S.
24'-48" RCP REQ'D.
1-PC-1 REQ'D.
1-48" F.E.S. REQ'D.

STA. 5+00
64'-24" RCP REQ'D.
2-24" FES REQ'D.

64'-24" RCP

24'-48" RCP

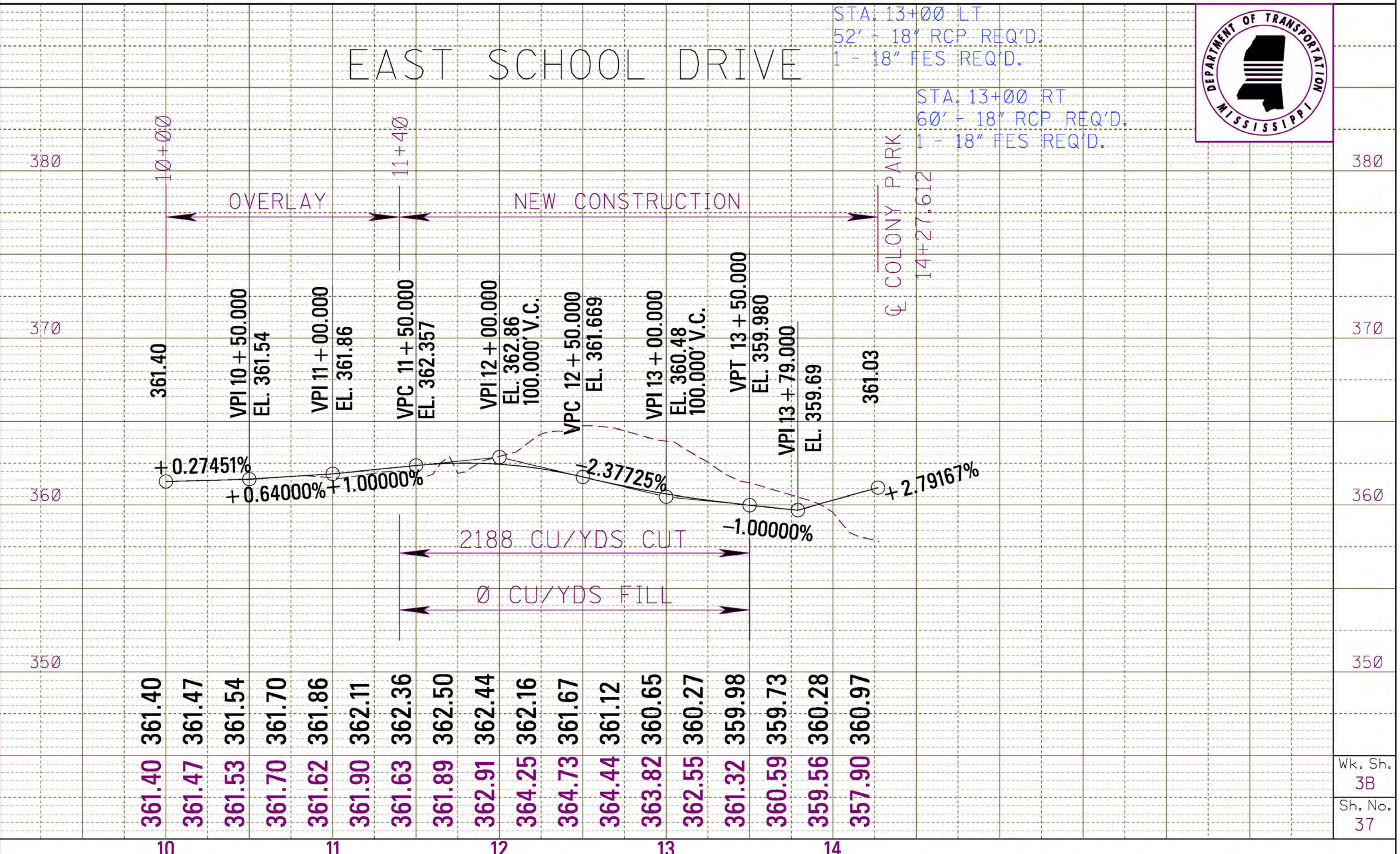
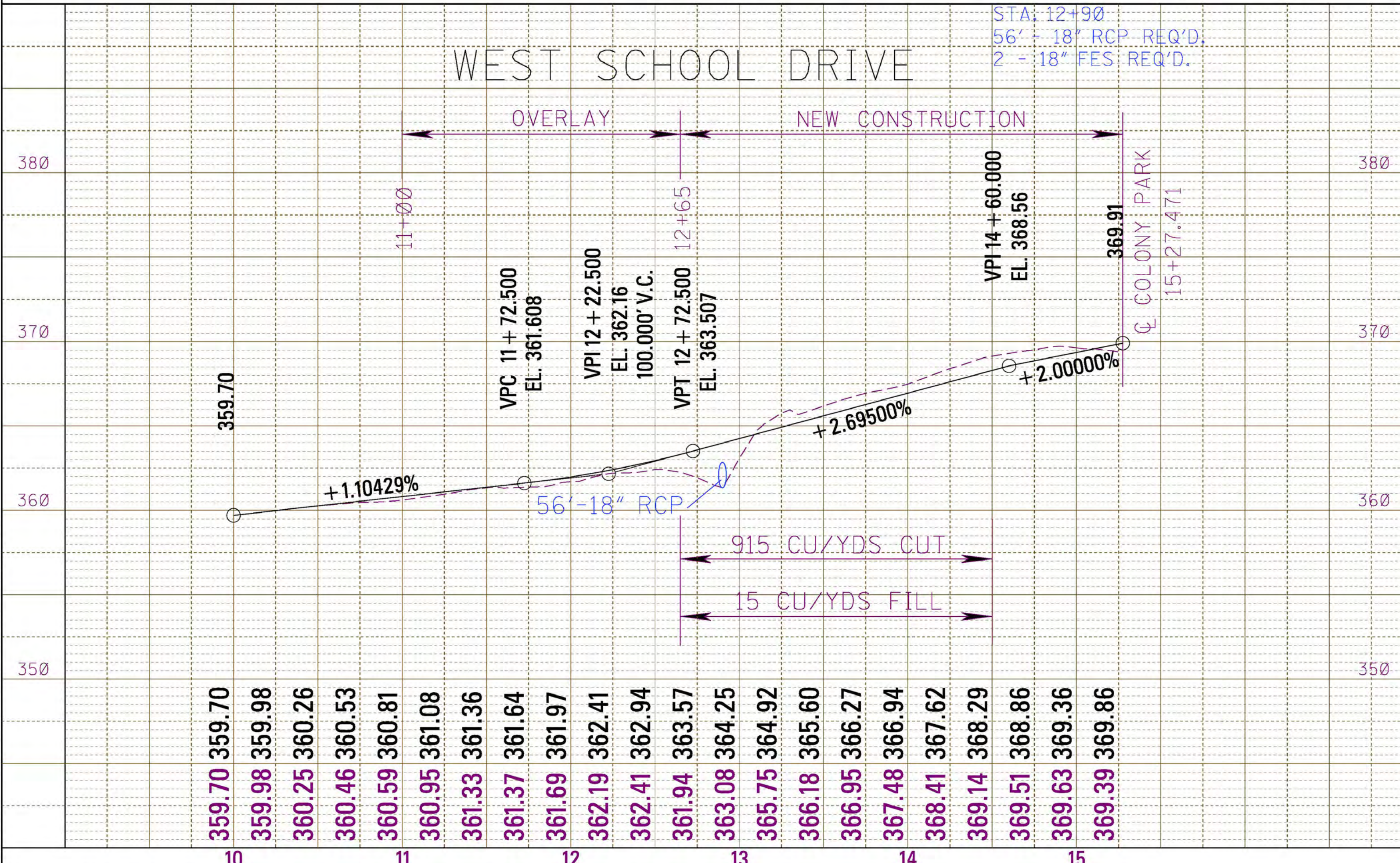
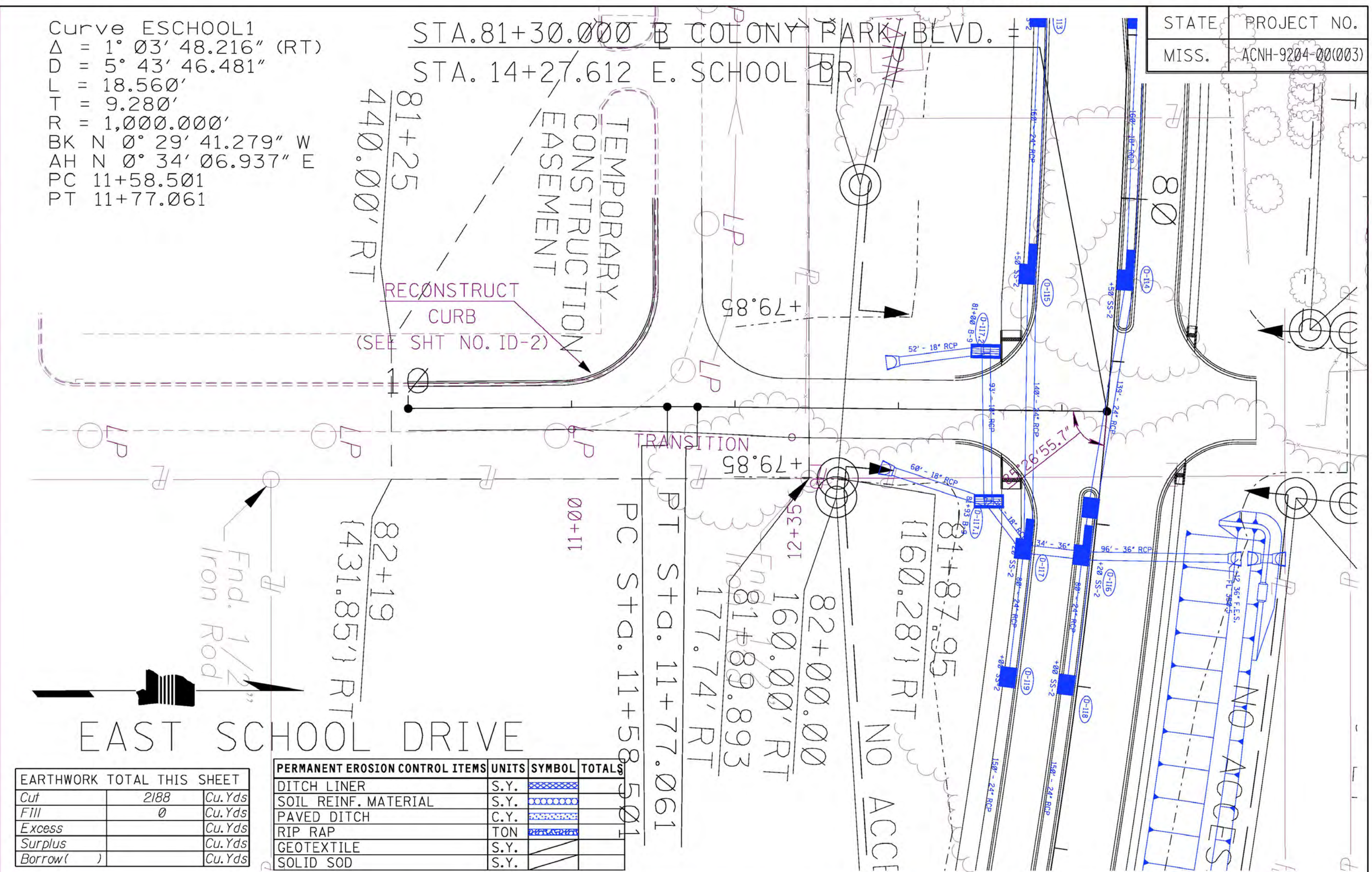
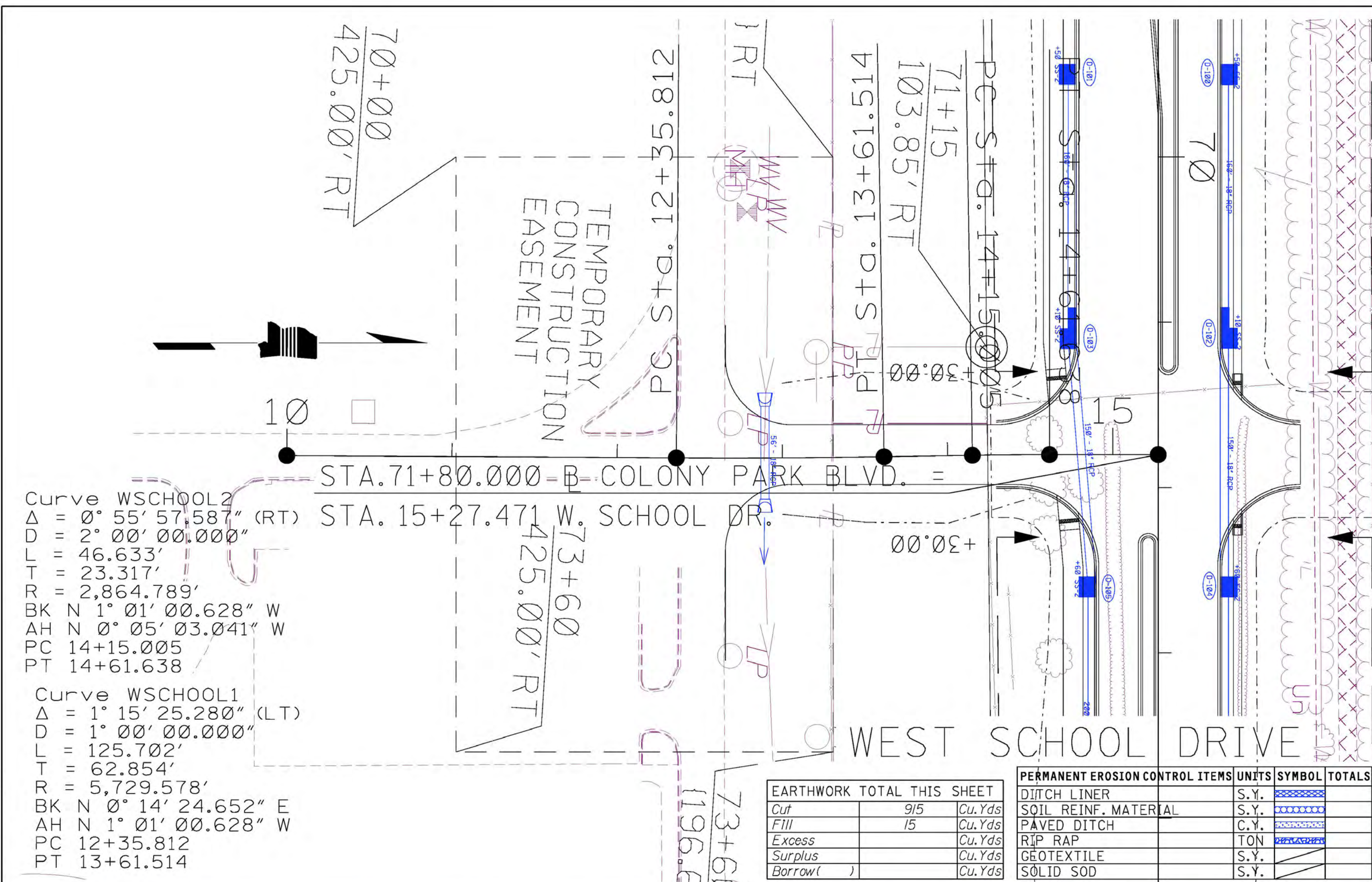
EXIST. 48" RCP

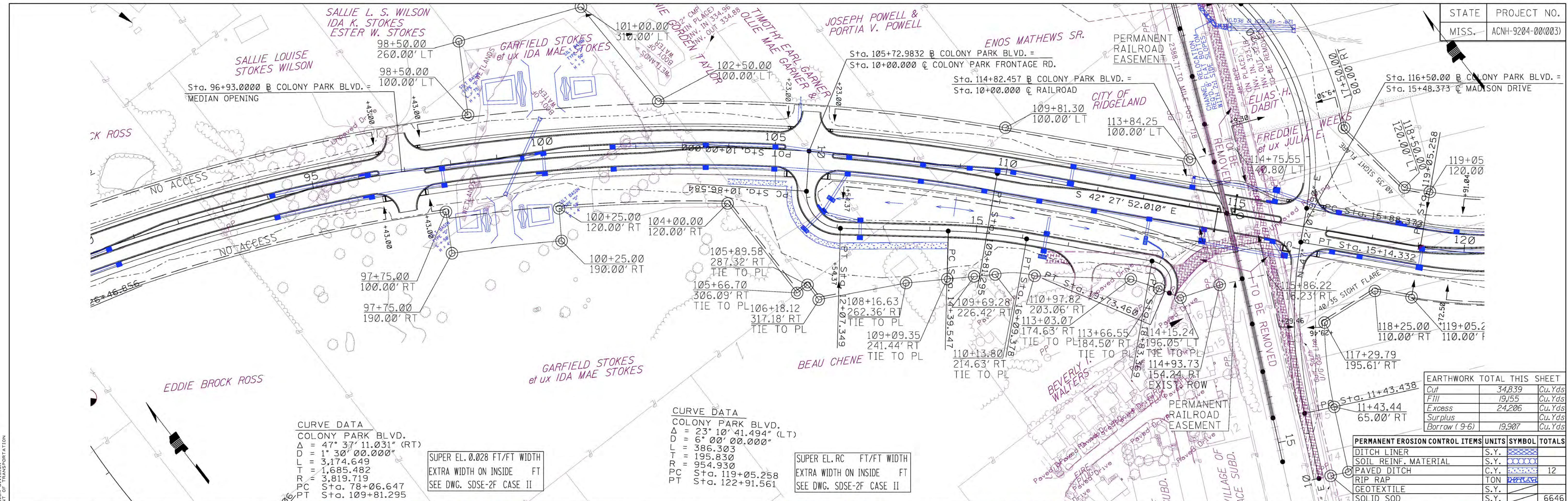
BOT. EL. 354.5

BOT. EL. 356.5



Wk. Sh. 3A
Sh. No. 36





CURVE DATA
 COLONY PARK BLVD.
 Δ = 47° 37' 11.031" (RT)
 D = 1° 30' 00.000"
 L = 3,174.649
 T = 1,685.482
 R = 3,819.719
 PC Sta. 78+06.647
 PT Sta. 109+81.295

CURVE DATA
 COLONY PARK BLVD.
 Δ = 23° 10' 41.494" (LT)
 D = 6° 00' 00.000"
 L = 386.303
 T = 195.830
 R = 954.930
 PC Sta. 119+05.258
 PT Sta. 122+91.561

SUPER EL. 0.028 FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2F CASE II

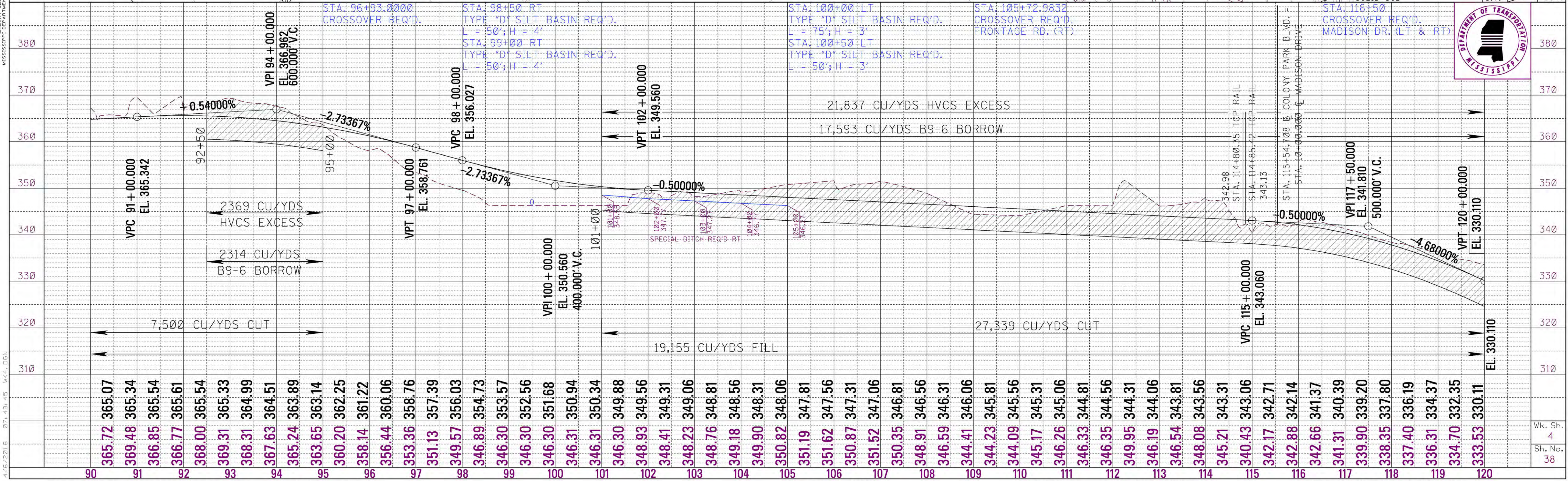
SUPER EL. RC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2F CASE II

EARTHWORK TOTAL THIS SHEET

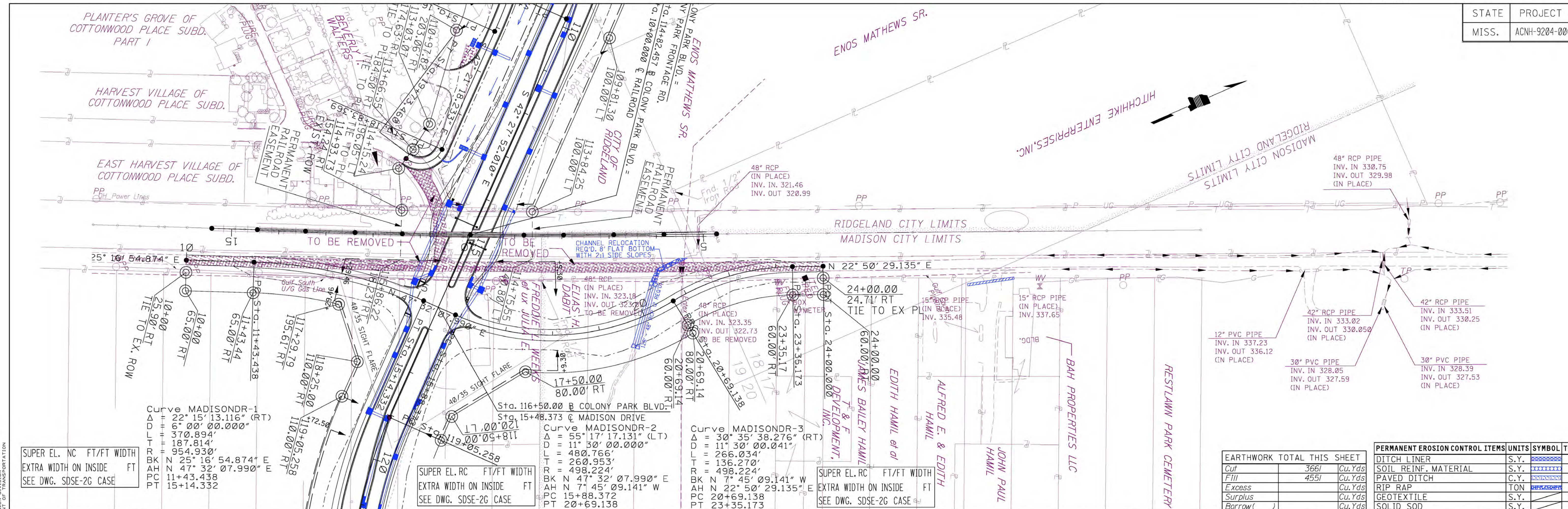
Cut	34,839	Cu.Yds
Fill	19,155	Cu.Yds
Excess	24,206	Cu.Yds
Surplus	19,907	Cu.Yds
Borrow (9-6)	19,907	Cu.Yds

PERMANENT EROSION CONTROL ITEMS

ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	12
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	6646



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



4/15/2015 07:48:49 WK4A.DGN

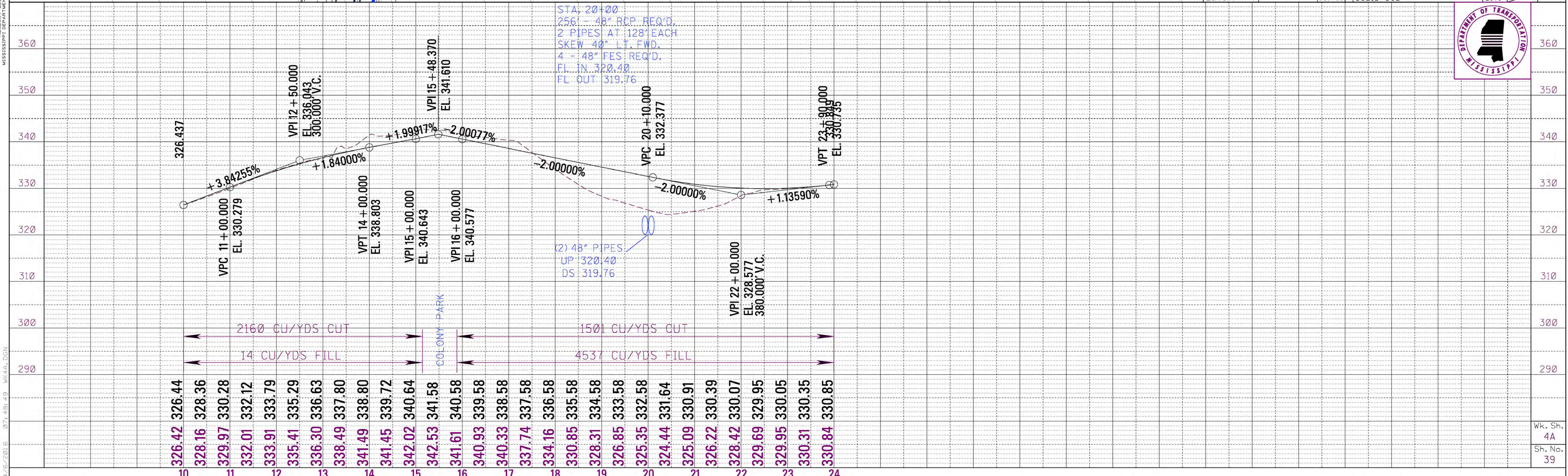
SUPER EL. NC	FT/FT WIDTH
EXTRA WIDTH ON INSIDE	FT
SEE DWG. SDSE-2G CASE	

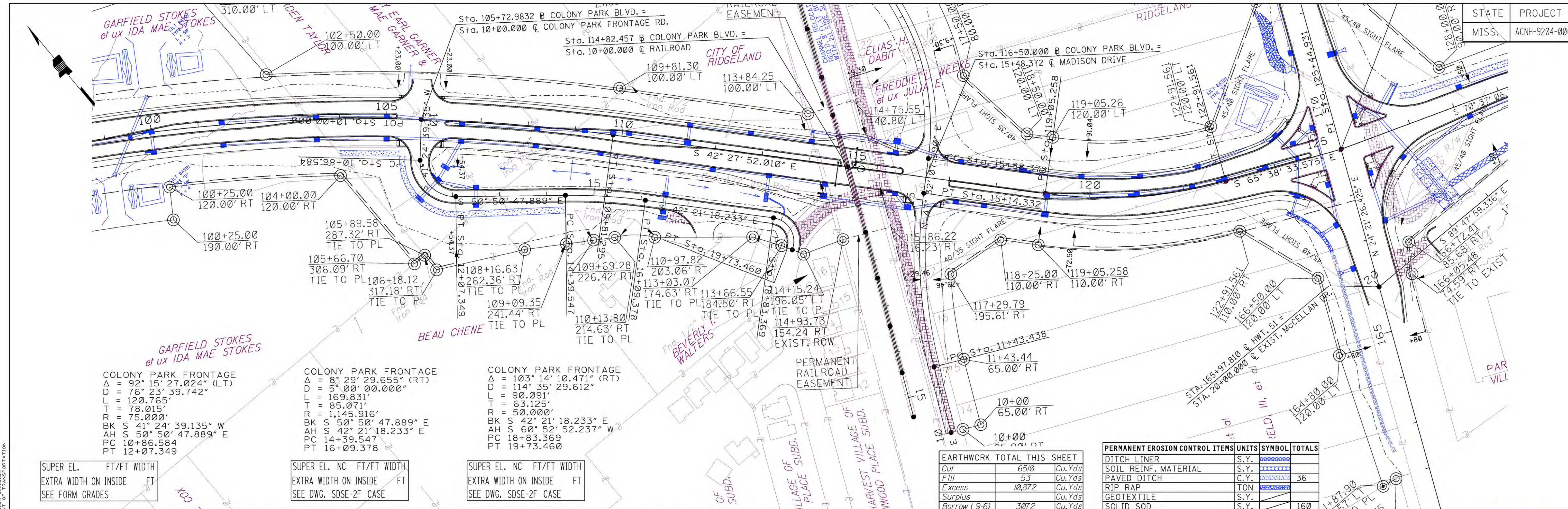
SUPER EL. RC	FT/FT WIDTH
EXTRA WIDTH ON INSIDE	FT
SEE DWG. SDSE-2G CASE	

Curve MADISONDR-3	
Δ = 30° 35' 38.276" (RT)	
D = 11' 30" 00.041"	
Δ = 55' 17' 17.131" (LT)	
D = 11' 30" 00.000"	
T = 480.766'	
R = 266.034'	
T = 136.270'	
R = 498.224'	
BK N 7° 45' 09.141" W	
AH N 22° 50' 29.135" E	
PC 20+69.138	
PT 23+35.173	

EARTHWORK TOTAL THIS SHEET	
Cut	3661 Cu.Yds
Fill	4551 Cu.Yds
Excess	Cu.Yds
Surplus	Cu.Yds
Borrow	Cu.Yds

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP	TON	[Symbol]	227
GEOTEXTILE	S.Y.	[Symbol]	300
SOLID SOD	S.Y.	[Symbol]	





COLONY PARK FRONTAGE
 $\Delta = 92^\circ 15' 27.024''$ (LT)
 $D = 76^\circ 23' 39.742''$
 $L = 120.765'$
 $T = 78.015'$
 $R = 75.000'$
 $BK S 41^\circ 24' 39.135'' W$
 $AH S 50^\circ 50' 47.889'' E$
 $PC 10+86.584$
 $PT 12+07.349$

COLONY PARK FRONTAGE
 $\Delta = 8^\circ 29' 29.655''$ (RT)
 $D = 5^\circ 00' 00.000''$
 $L = 169.831'$
 $T = 85.071'$
 $R = 1,145.916'$
 $BK S 50^\circ 50' 47.889'' E$
 $AH S 42^\circ 21' 18.233'' E$
 $PC 14+39.547$
 $PT 16+09.378$

COLONY PARK FRONTAGE
 $\Delta = 103^\circ 14' 10.471''$ (RT)
 $D = 114^\circ 35' 29.612''$
 $L = 90.091'$
 $T = 63.125'$
 $R = 50.000'$
 $BK S 42^\circ 21' 18.233'' E$
 $AH S 60^\circ 52' 52.237'' W$
 $PC 18+83.369$
 $PT 19+73.460$

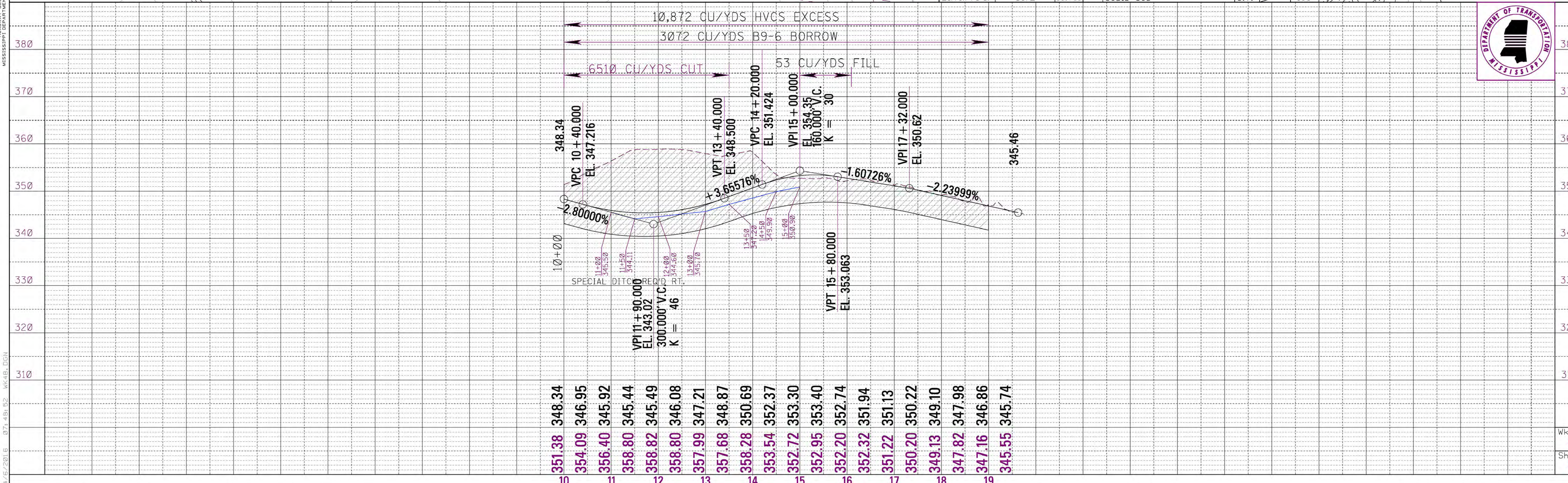
SUPER EL. FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE FORM GRADES

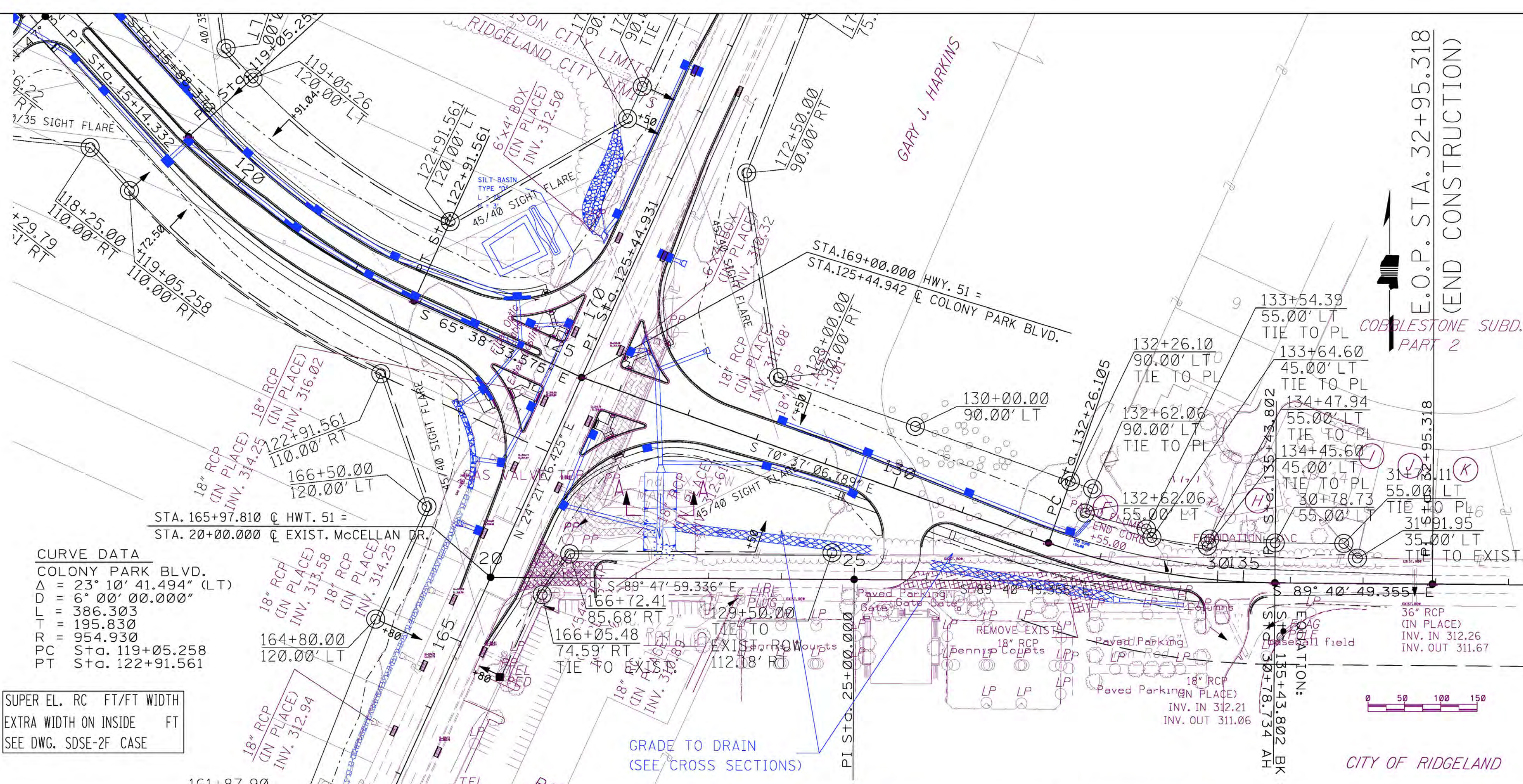
SUPER EL. NC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2F CASE

SUPER EL. NC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2F CASE

EARTHWORK TOTAL THIS SHEET	
Cut	6510 Cu.Yds
Fill	53 Cu.Yds
Excess	10,872 Cu.Yds
Surplus	Cu.Yds
Borrow (9-6)	3072 Cu.Yds

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	36
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	160





CURVE DATA
 COLONY PARK BLVD.
 Δ = 19° 03' 42.575" (LT)
 D = 6° 00' 00.000"
 L = 317.697
 R = 160.330
 PC = 954.930
 PT = Sta. 132+26.105

SUPER EL. RC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2G CASE

CURVE DATA
 COLONY PARK BLVD.
 Δ = 23° 10' 41.494" (LT)
 D = 6° 00' 00.000"
 L = 386.303
 R = 195.830
 PC = 954.930
 PT = Sta. 119+05.258

SUPER EL. RC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SDSE-2F CASE

TYPICAL FOR
 PAVED DITCH
 SECTION A-A

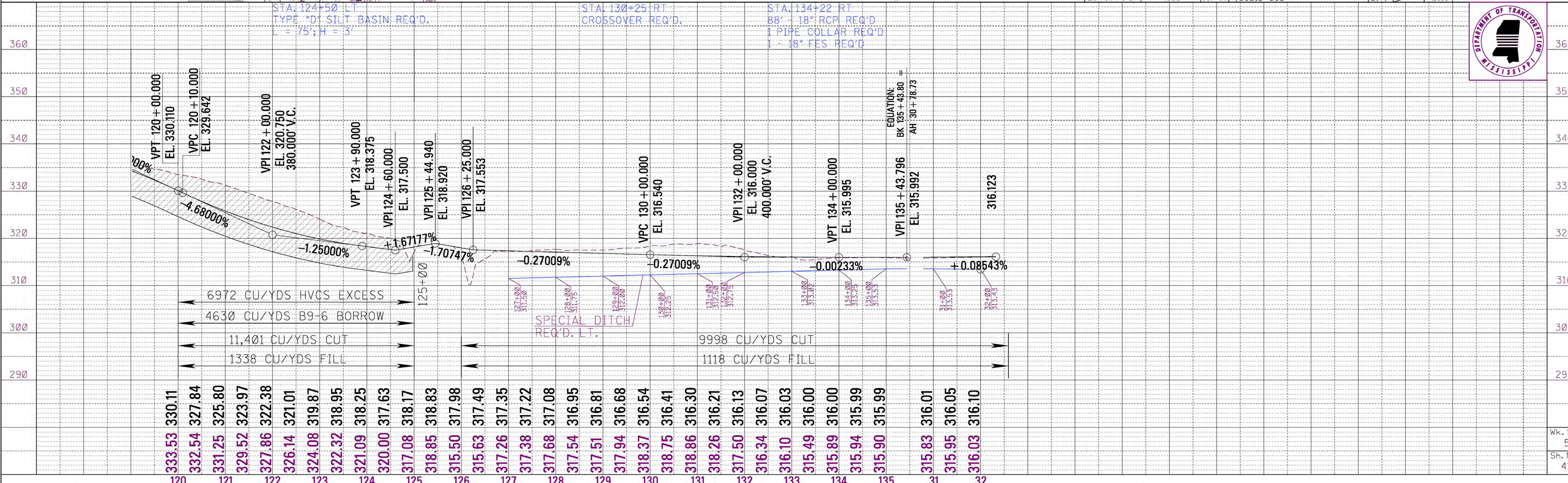
- (F) GIDEON-HARKINS, INC. COBBLESTONE PART 2
- (G) EDWINA C. BARDIN
- (H) ZHIXIA WANG ZIZHUANG
- (I) JOSEPH BOOKER JR., MD
- (J) JAMES LAMAR WARNOCK JR. & SHANNON J. WARNOCK
- (K) PHILIP L. TOLSTAD III & AMANDA J.

EARTHWORK TOTAL THIS SHEET	
Cut	21,399 Cu.Yds
Fill	2,456 Cu.Yds
Excess	6,972 Cu.Yds
Surplus	Cu.Yds
Borrow (9-6)	4,630 Cu.Yds

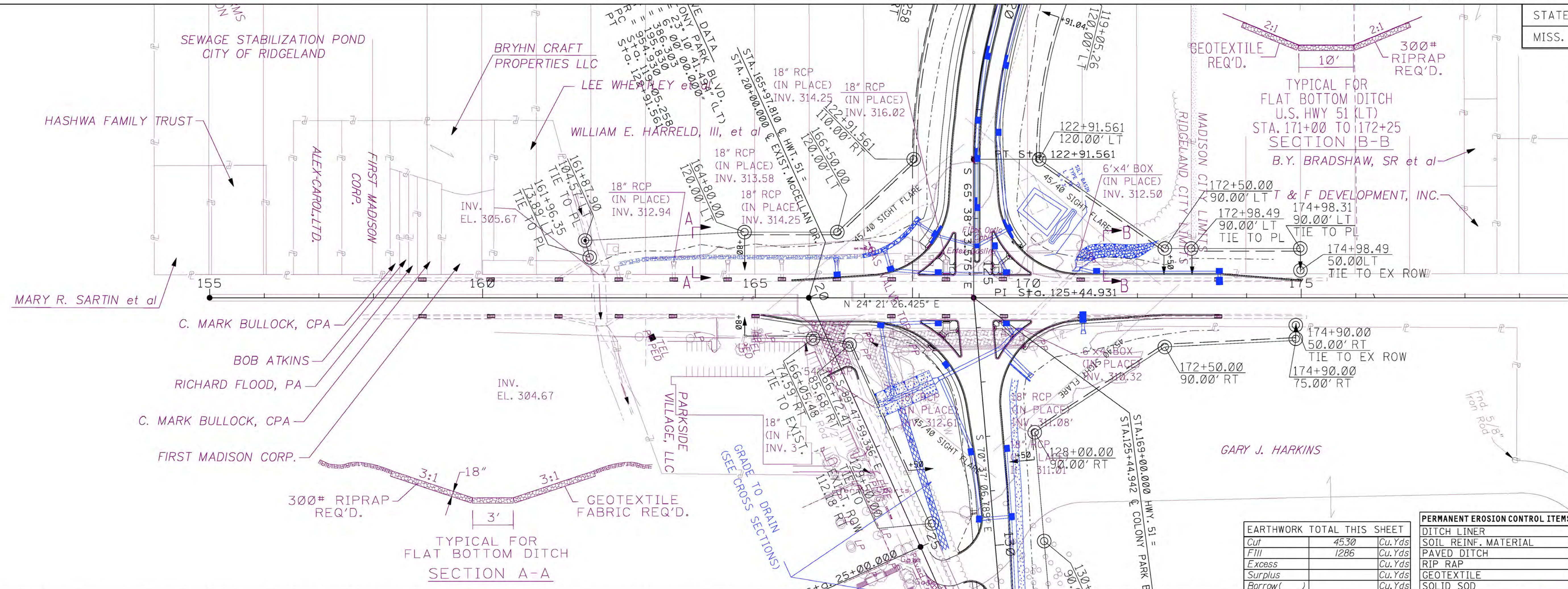
PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	452
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	102
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	2113

ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/16/2016 07:48:55 WK5.DGN

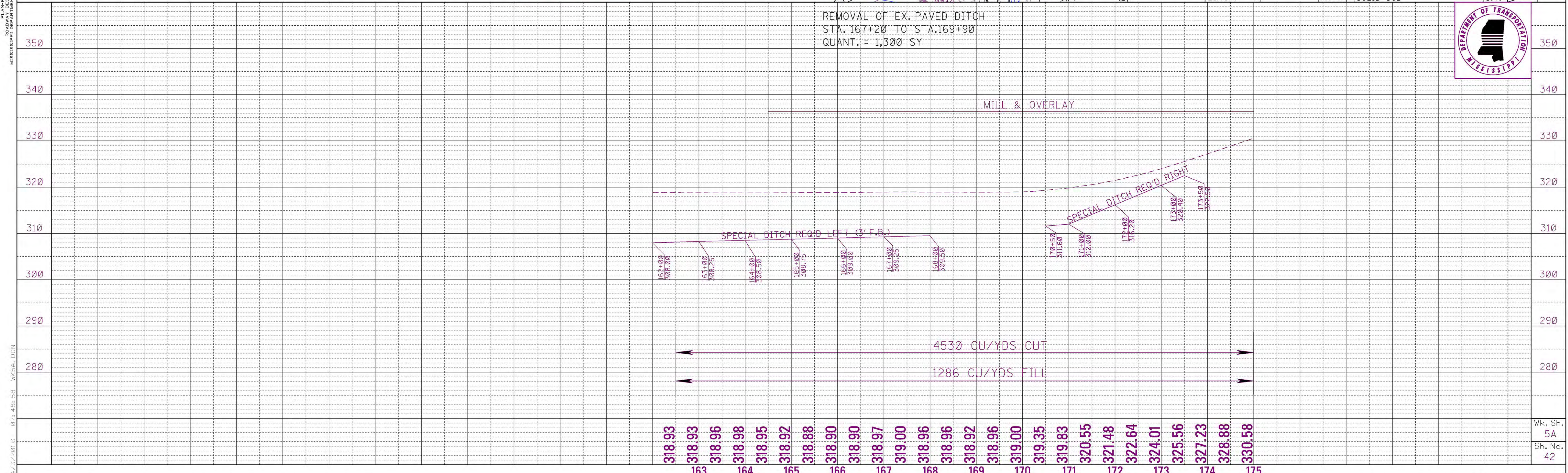


STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



EARTHWORK TOTAL THIS SHEET		PERMANENT EROSION CONTROL ITEMS		
		UNITS	SYMBOL	TOTALS
Cut	4530	Cu.Yds	[Symbol]	
Fill	1286	Cu.Yds	[Symbol]	
Excess		Cu.Yds	[Symbol]	
Surplus		Cu.Yds	[Symbol]	1466
Borrow		Cu.Yds	[Symbol]	1974
Ditch Liner		S.Y.	[Symbol]	
Soil Reinf. Material		S.Y.	[Symbol]	
Paved Ditch		C.Y.	[Symbol]	
Rip Rap		TON	[Symbol]	
Geotextile		S.Y.	[Symbol]	
Solid Sod		S.Y.	[Symbol]	

4/16/2016 07:48:58 WK5A.DGN



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

POT Sta. 31+98.659
 PC Sta. 32+79.508
 49° 17' 04.583" E

Curve C1
 $\Delta = 42^\circ 24' 49.914"$ (LT)
 $D = 5^\circ 46' 55.421"$
 $L = 733.542'$
 $T = 384.492'$
 $R = 990.923'$
 $BK S 47^\circ 21' 04.937" E$
 $AH S 89^\circ 45' 54.851" E$
 $PC 32+79.508$
 $PT 40+13.050$

REPAIR SIDEWALK
 PER WK. SHT NO. SW-1

REPAIR SIDEWALK
 PER WK. SHT NO. SW-1

MILL & OVERLAY
 PER WK. SHT NO. TS-9

BEGIN CONSTRUCTION
 (MILL & OVERLAY)
 STA. 35+50.00

PI Sta. 40+13.050
 EQUATION: $Y = 0.0001x^2 + 0.0001x + 349.508$
 STA. 40+13.050 BK =
 STA. 40+13.050 AH =

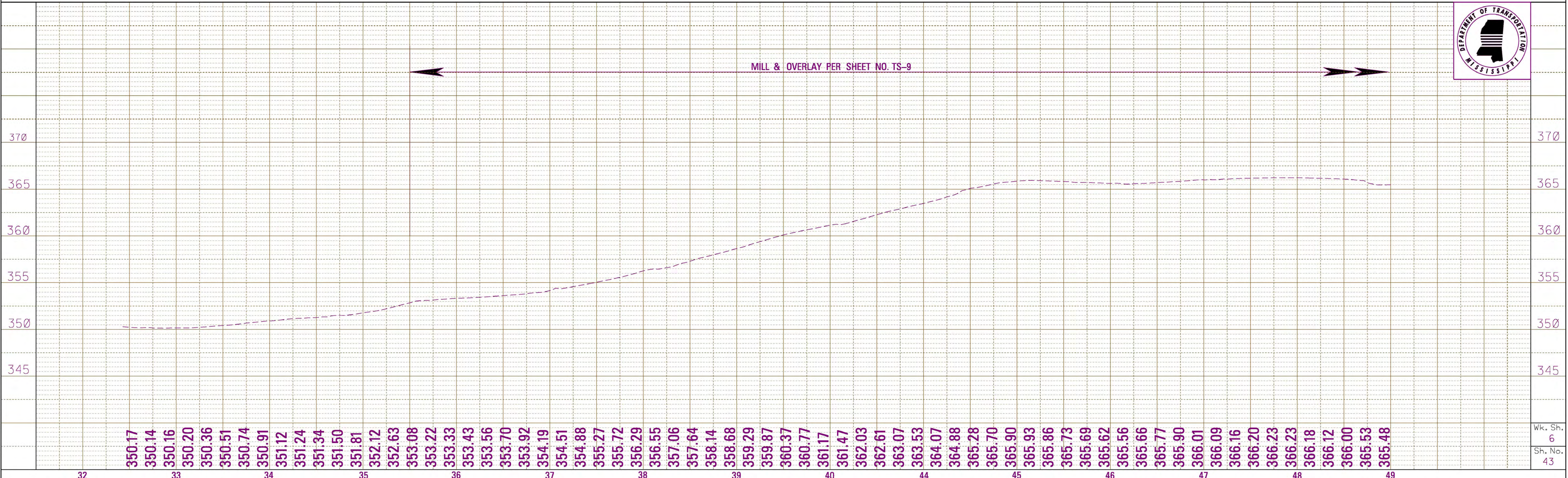
STA. 44 + 54.31

STA. 48 + 94.36

4/16/2016 07:49:01 WK6.DGN

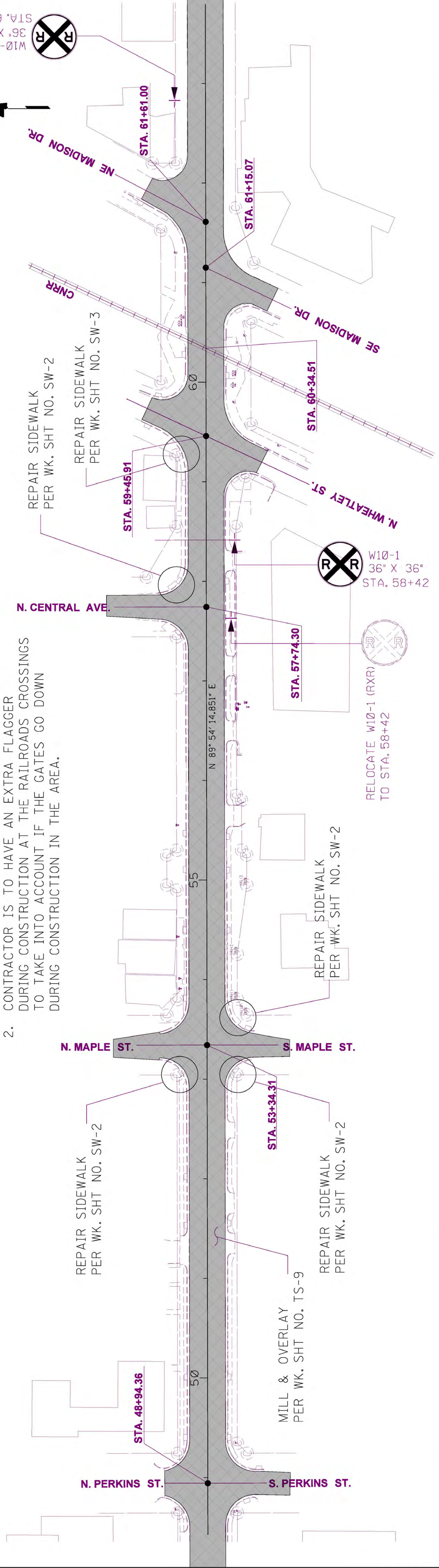


MILL & OVERLAY PER SHEET NO. TS-9



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

- NOTE:
- CONTRACTOR IS TO ENSURE THAT GRADES OF THE MILLING AND OVERLAY MATCHES THE RAILROADS CROSSINGS.
 - CONTRACTOR IS TO HAVE AN EXTRA FLAGGER DURING CONSTRUCTION AT THE RAILROADS CROSSINGS TO TAKE INTO ACCOUNT IF THE GATES GO DOWN DURING CONSTRUCTION IN THE AREA.

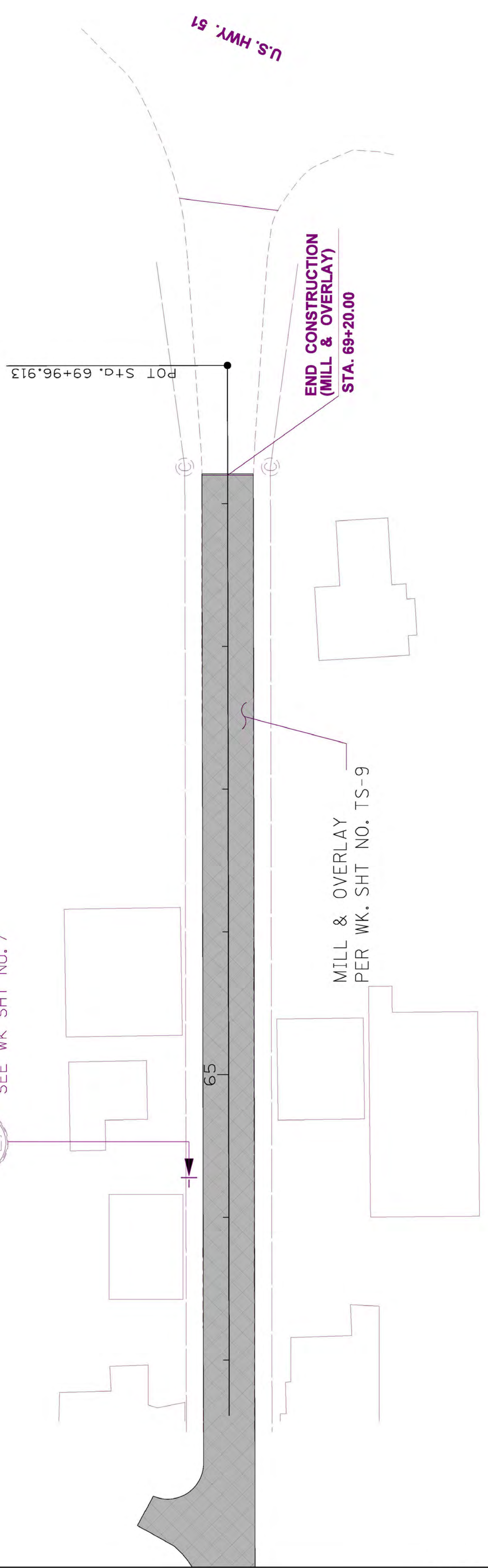


375		375	354.90
370		370	354.94
365		365	355.15
360		360	355.48
355		355	355.91
350		350	356.44
			357.13
			358.25
			358.94
			359.37
			359.77
			360.22
			360.61
			360.90
			361.25
			361.65
			361.87
			362.22
			362.86
			363.30
			363.64
			363.78
			363.93
			364.08
			364.23
			364.19
			364.35
			364.56
			364.72
			364.95
			365.26
			365.51
			365.49
			365.35
			365.34
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			365.27
			365.15
			365.11
			365.09
			365.22
			365.25
			365.40
			365.89
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			366.59
			366.66
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			366.65
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			366.65
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			366.58
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			366.75
			366.70
			366.62
			366.53
			366.43
			366.38
			366.17
			365.97
			365.93
			366.04
			365.93
			365.52
			365.48

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



RELOCATE W10-1 (RXR)
TO STA. 62+80
SEE WK SHT NO. 7

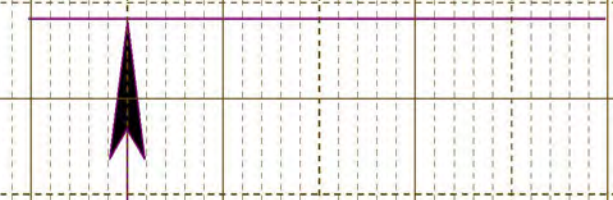


END CONSTRUCTION
(MILL & OVERLAY)
STA. 69+20.00

MILL & OVERLAY
PER WK. SHT NO. TS-9



MILL AND OVERLAY PER SHEET NO. TS-9



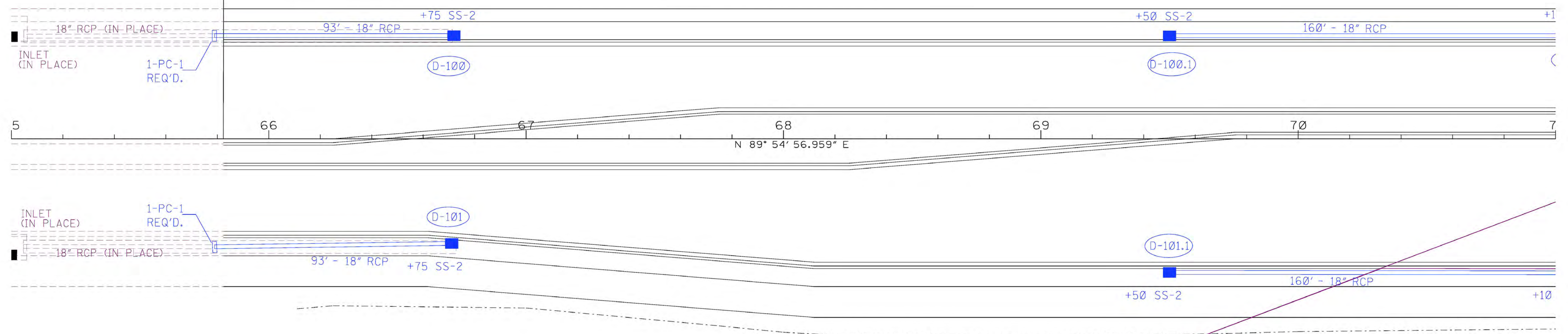
370
365
360
355
350

370
365
360
355
350

Wk. Sh.
8
Sh. No.
45

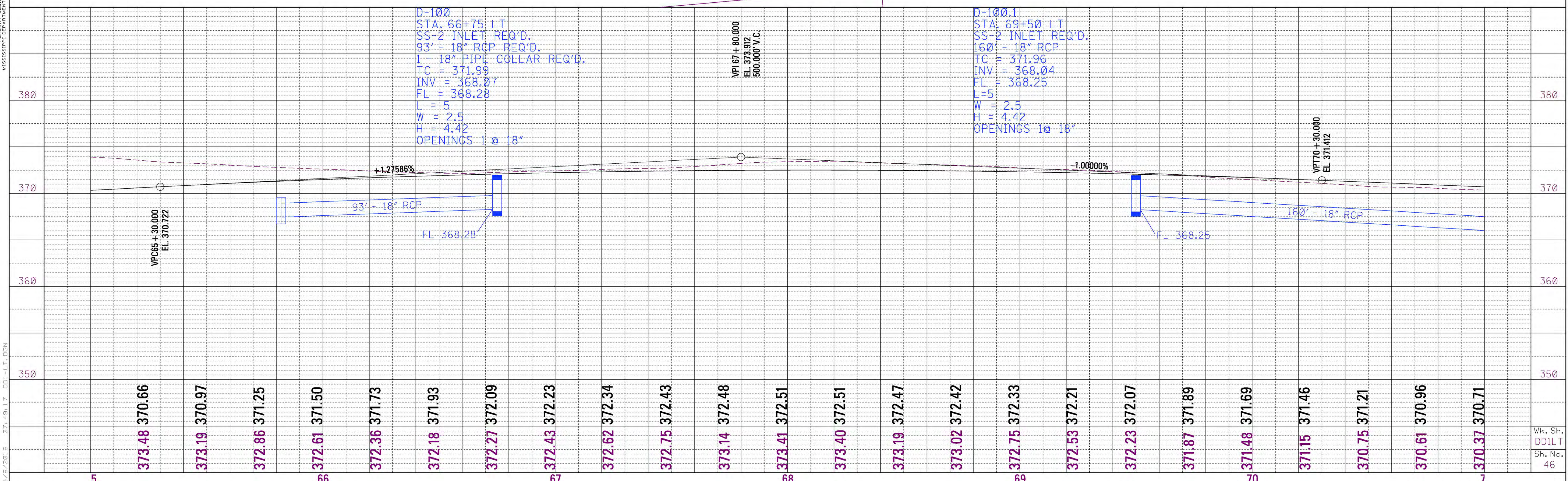
354.90
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355.16
355.60
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356.46
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358.71
359.50
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362.02
362.89
363.76
364.67
365.65
366.30
366.76
366.88
366.77
366.58
366.45
366.30
365.97
365.29
364.63
363.96
363.04
362.18
361.27
360.35
359.41
358.48
357.55

BEGIN NEW CONSTRUCTION
STA. 65+82.37



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN

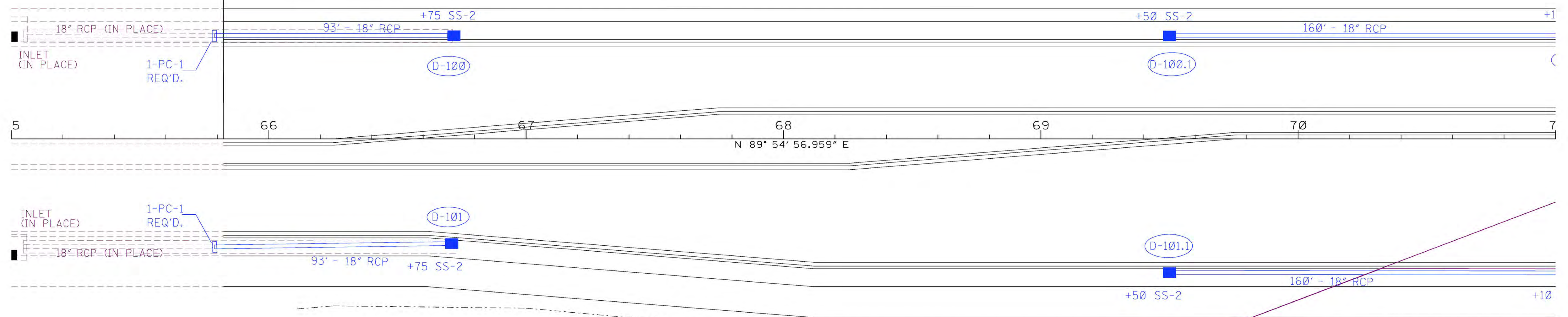
4/16/2016 07:49:17 DD1-LT.DGN



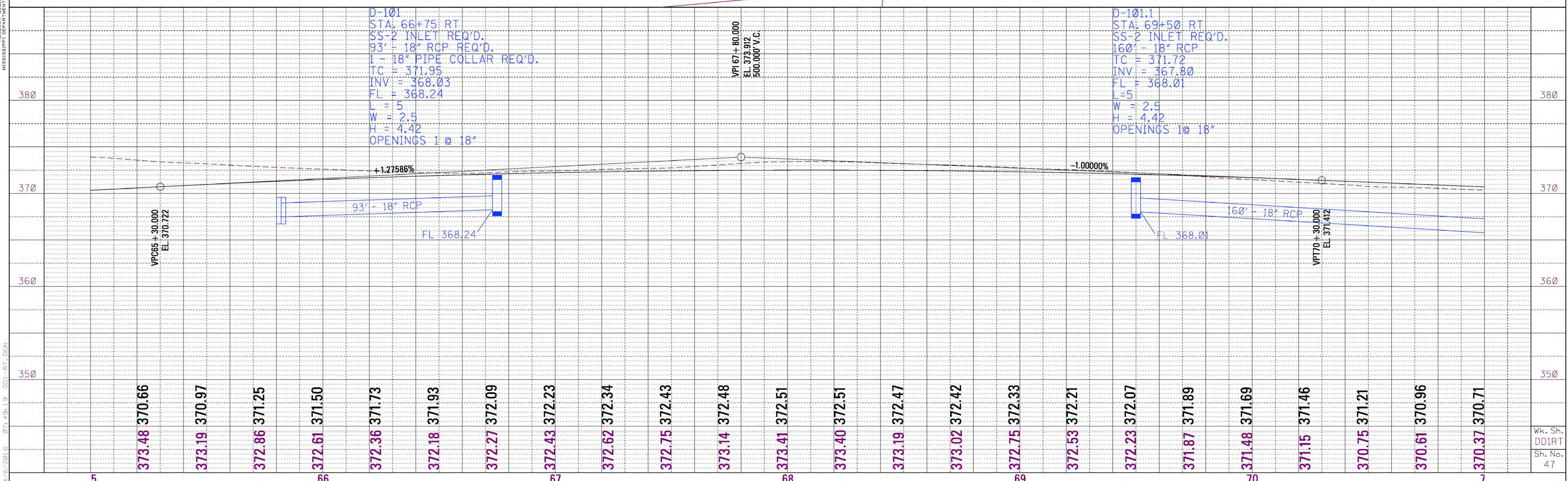
D-100
 STA. 66+75 LT
 SS-2 INLET REQ'D.
 93' - 18" RCP REQ'D.
 1 - 18" PIPE COLLAR REQ'D.
 TC = 371.99
 INV = 368.07
 FL = 368.28
 L = 5
 W = 2.5
 H = 4.42
 OPENINGS 1 @ 18"

D-100.1
 STA. 69+50 LT
 SS-2 INLET REQ'D.
 160' - 18" RCP
 TC = 371.96
 INV = 368.04
 FL = 368.25
 L = 5
 W = 2.5
 H = 4.42
 OPENINGS 1 @ 18"

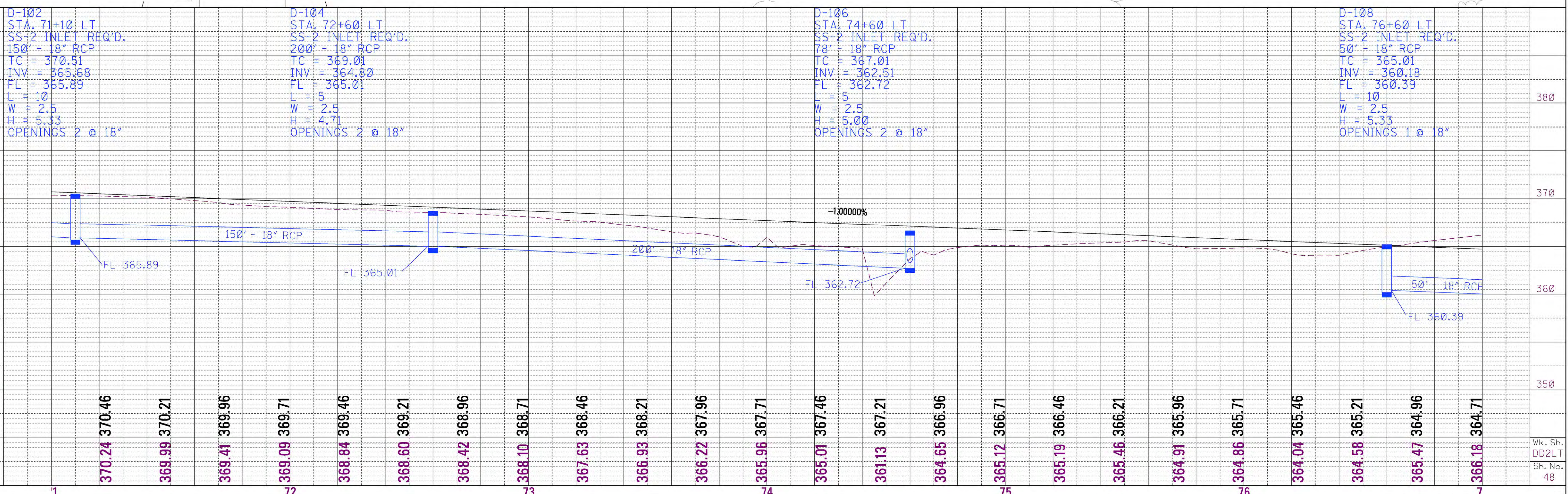
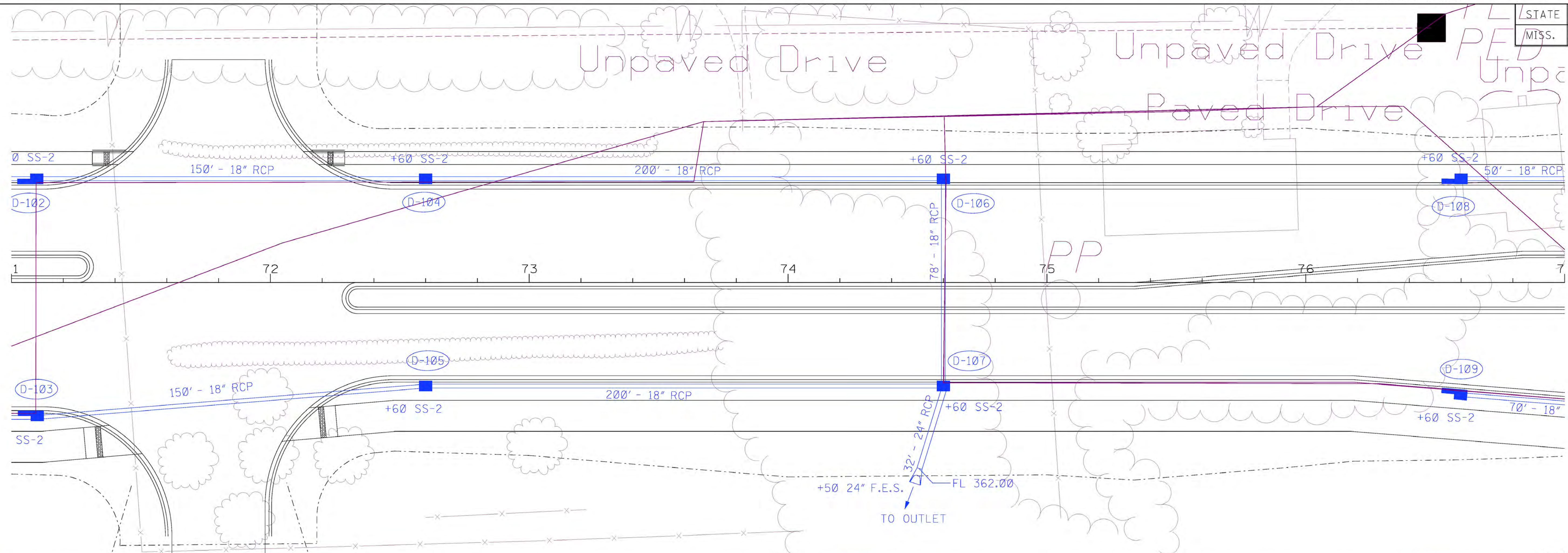
BEGIN NEW CONSTRUCTION
STA. 65+82.37



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN

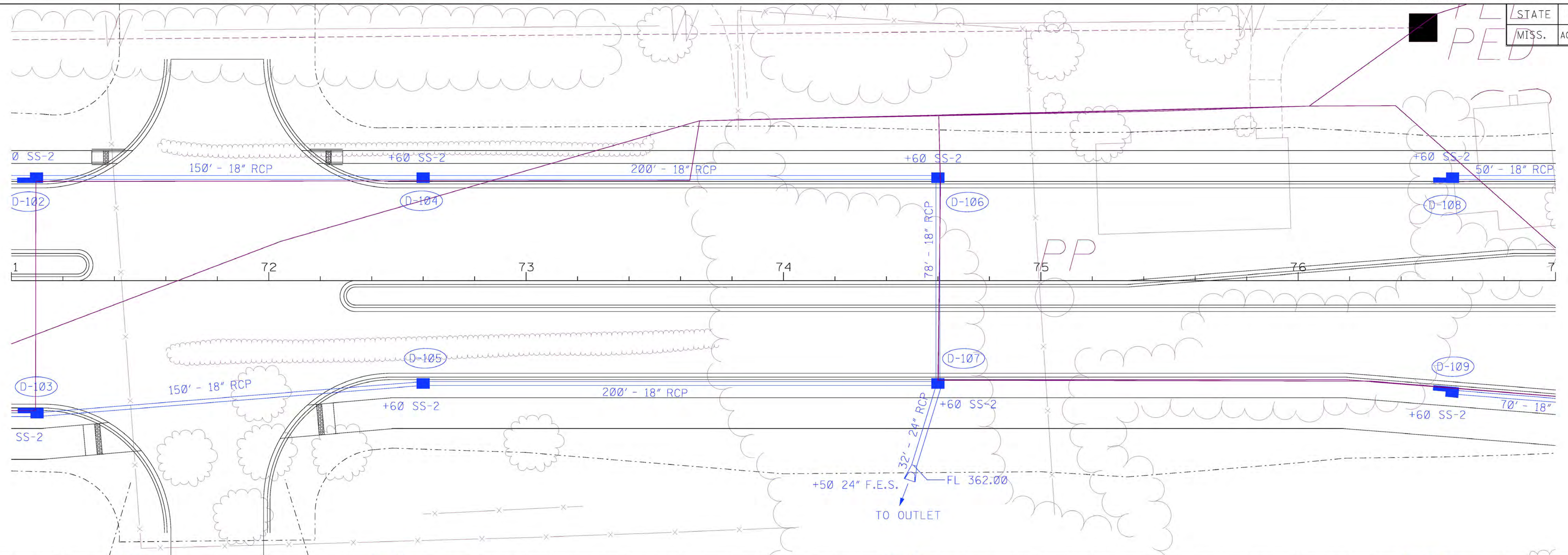


4/16/2016 07:49:13 DD1-RT.DGN



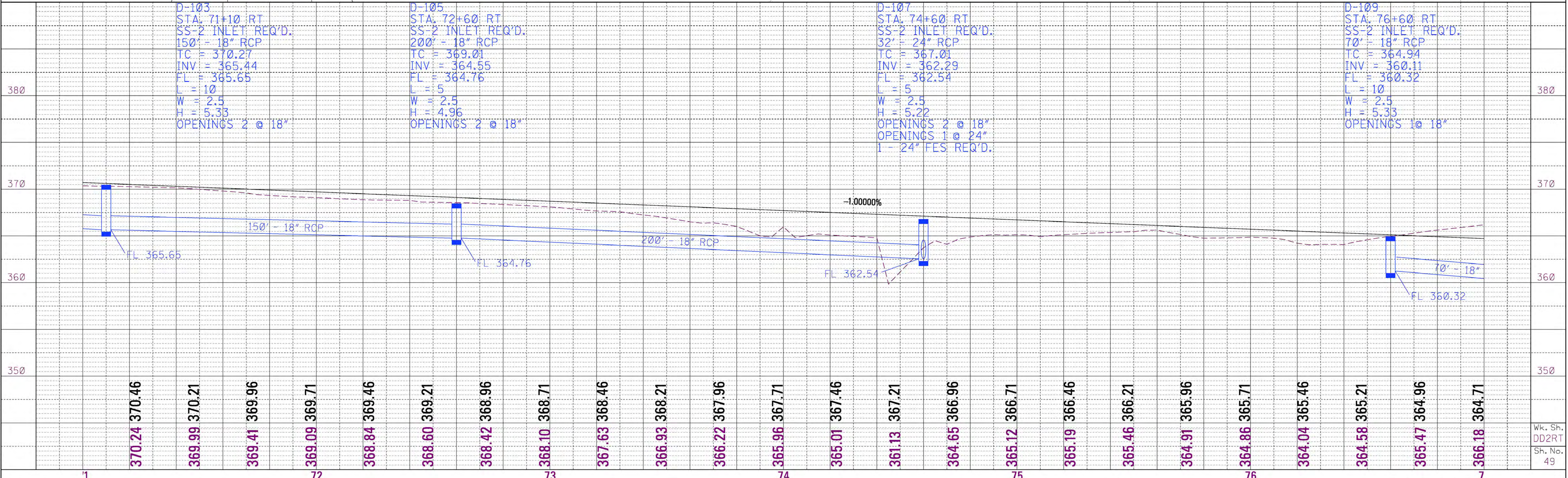
ROADWAY DESIGN DIVISION

4/16/2016 07:49:20 DD2-LT.DGN

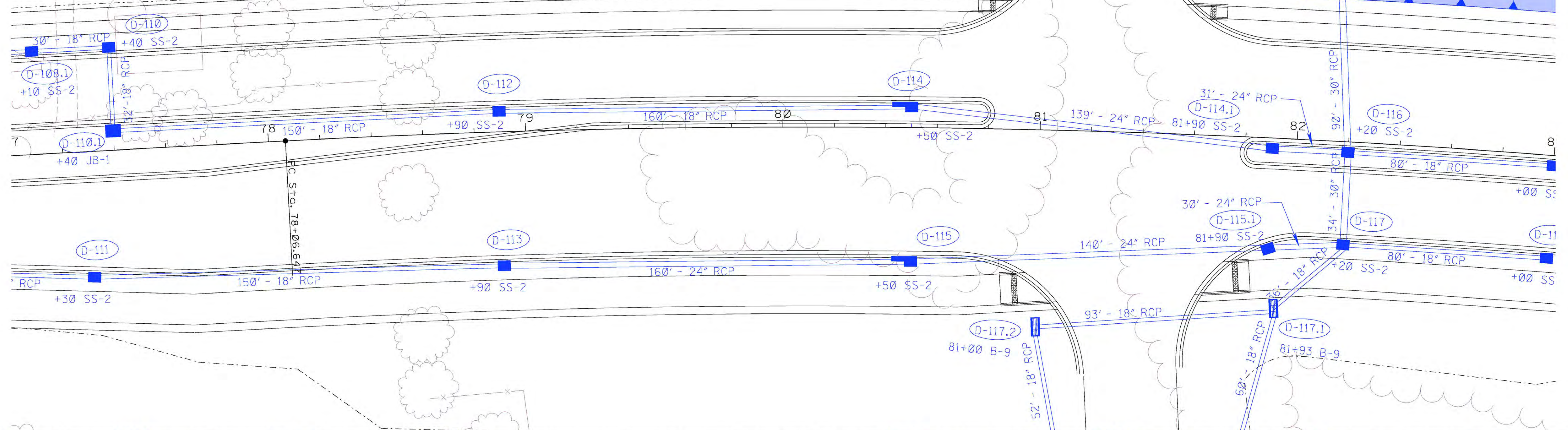


4/16/2016 07:49:22 DD2-RT.DGN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

<p>D-103 STA. 71+10 RT SS-2 INLET REQ'D. 150' - 18" RCP TC = 370.27 INV = 365.44 FL = 365.65 L = 10 W = 2.5 H = 5.33 OPENINGS 2 @ 18"</p>	<p>D-105 STA. 72+60 RT SS-2 INLET REQ'D. 200' - 18" RCP TC = 369.01 INV = 364.55 FL = 364.76 L = 5 W = 2.5 H = 4.96 OPENINGS 2 @ 18"</p>	<p>D-107 STA. 74+60 RT SS-2 INLET REQ'D. 32' - 24" RCP TC = 367.01 INV = 362.29 FL = 362.54 L = 5 W = 2.5 H = 5.22 OPENINGS 2 @ 18" OPENINGS 1 @ 24" 1 - 24" FES REQ'D.</p>	<p>D-109 STA. 76+60 RT SS-2 INLET REQ'D. 70' - 18" RCP TC = 364.94 INV = 360.11 FL = 360.32 L = 10 W = 2.5 H = 5.33 OPENINGS 1 @ 18"</p>
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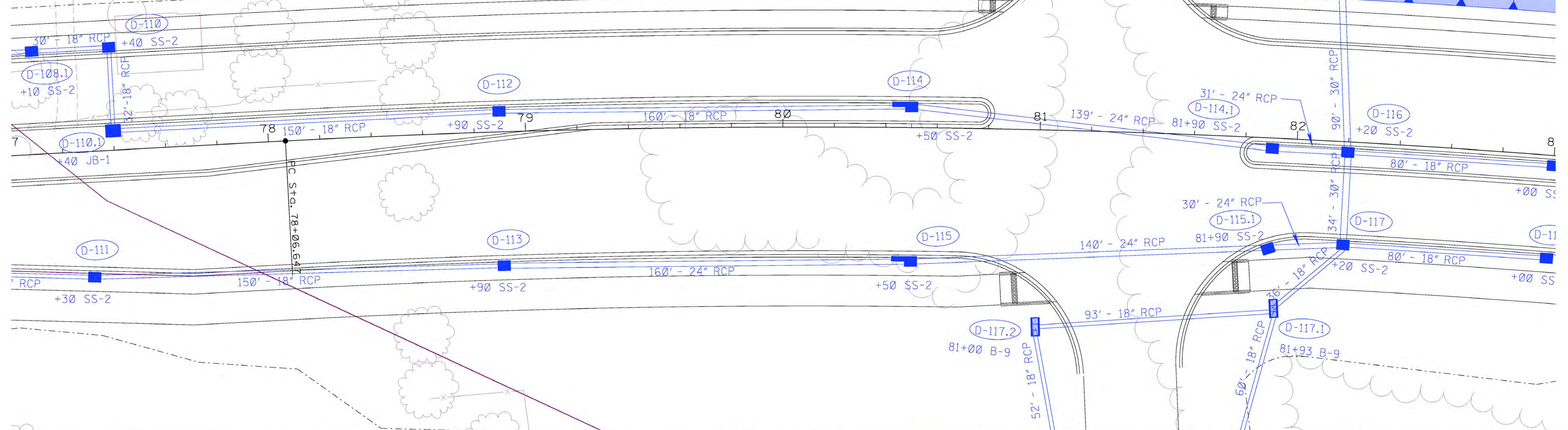
ved Drivplanter
LP



D-108.1 STA. 77+10 LT SS-2 REQ'D. 30'-18" RCP REQ'D. TC = 364.54 INV = 359.69 FL = 359.90 L = 5 W = 2.5 H = 5.35 OPENINGS 2 @ 18"	D-110 STA. 77+40 LT SS-2 INLET REQ'D. 32'-18" RCP TC = 364.69 INV = 359.40 FL = 359.61 L = 5 W = 3.0 H = 5.79 OPENINGS 2 @ 18"	D-110.1 STA. 77+40 LT JB-1 INLET REQ'D. 150'-18" RCP TOP COVER = 362.0 INV = 359.39 FL = 359.39 W(1-3) = 3.67 W(2-4) = 3.67 H = 2.92 OPENINGS 2 @ 18"	D-112 STA. 78+90 LT SS-2 INLET REQ'D. 160'-18" RCP TC = 363.19 INV = 358.20 FL = 358.41 L = 5 W = 3.0 H = 5.49 OPENINGS 2 @ 18"	D-114 STA. 80+50 LT SS-2 REQ'D. 139'-24" RCP REQ'D. TC = 361.78 INV = 356.36 FL = 356.61 L = 10 W = 3 H = 5.92 OPENINGS 1 @ 18" OPENINGS 1 @ 24"	D-114.1 STA. 81+90 LT SS-2 REQ'D. 31'-24" RCP REQ'D. TC = 361.29 INV = 354.63 FL = 354.88 L = 5 W = 3 H = 7.16 OPENINGS 2 @ 24"	D-116 STA. 82+20 LT SS-2 REQ'D. 90'-30" RCP REQ'D. TC = 360.95 INV = 354.31 FL = 354.60 L = 5 W = 3.5 H = 7.14 OPENINGS 2 @ 30" OPENINGS 1 @ 24" OPENINGS 1 @ 18" 1-30" F.F.S. REQ'D.	D-118 STA. 83+00 LT SS-2 INLET REQ'D. 80'-18" RCP TC = 361.11 INV = 356.65 FL = 356.86 L = 5 W = 3.0 H = 4.96 OPENINGS 1 @ 18"
370	370	370	370	370	370	370	370
360	360	360	360	360	360	360	360
350	350	350	350	350	350	350	350
340	340	340	340	340	340	340	340
366.53	364.46	365.96	364.21	365.75	363.96	365.65	363.71
365.41	363.46	365.22	363.21	365.32	362.96	365.10	362.71
364.60	362.46	363.74	362.21	363.10	361.97	361.55	361.76
360.15	361.57	359.43	361.40	358.77	361.26	358.30	361.15
357.78	361.05	356.96	360.98	356.51	360.94	356.66	360.92
357.51	360.92	358.29	360.94	357.63	361.00	358.55	361.07
7	78	79	80	81	82	8	8

4/16/2016 07:49:23 DD3-LT.DGN

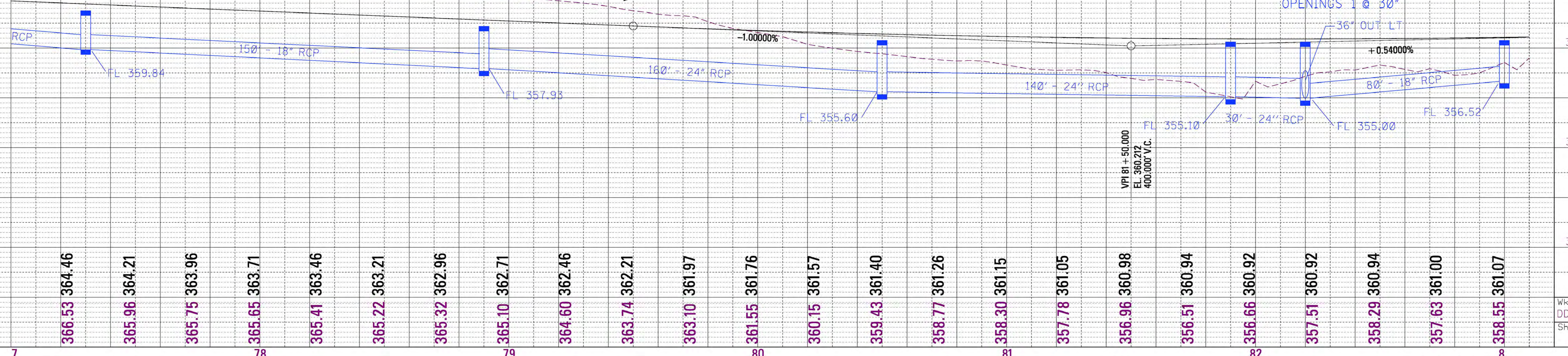
ved Drivplanter
LP



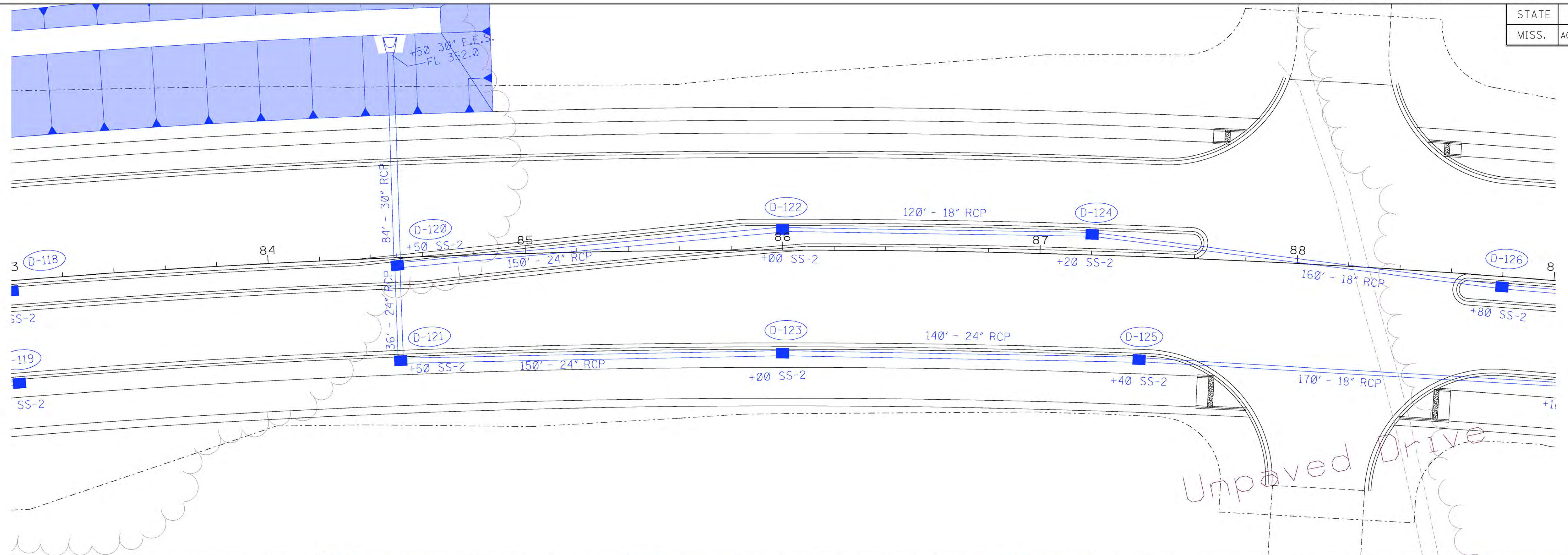
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 CIVIL ENGINEER

4/16/2016 07:49:31 DD3-RT.DGN

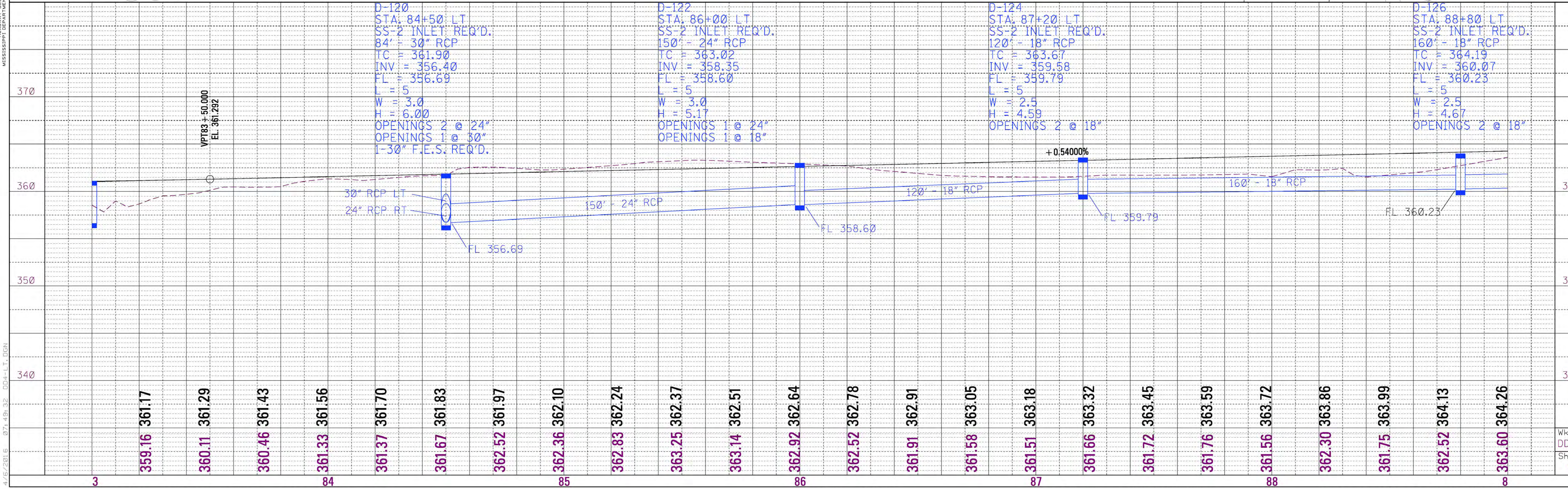
D-111 STA. 77+30 RT SS-2 INLET REQ'D. 150' - 18" RCP REQ'D. TC = 364.13 INV = 359.63 FL = 359.84 L = 5 W = 2.5 H = 5.00 OPENINGS 2 @ 18"	D-113 STA. 78+90 RT SS-2 INLET REQ'D. 160' - 24" RCP REQ'D. TC = 362.18 INV = 357.68 FL = 357.93 L = 5 W = 3.0 H = 5.00 OPENINGS 1 @ 18" OPENINGS 1 @ 24"	D-115 STA. 80+50 RT SS-2 INLET REQ'D. 140' - 24" RCP REQ'D. TC = 360.77 INV = 355.35 FL = 355.60 L = 10 W = 3.0 H = 5.92 OPENINGS 2 @ 24"	D-117.2 STA. 81+00 RT B-9 INLET REQ'D. 93' - 18" RCP TC = 358.69 INV = 356.48 L = 3.25 W = 3.5 H = 2.71 OPENINGS 2 @ 18"	D-117.1 STA. 81+93 RT B-9 INLET REQ'D. 36' - 18" RCP TC = 358.99 INV = 355.58 L = 3.25 W = 3.5 H = 3.91 OPENINGS 3 @ 18"	D-115.1 STA. 81+90 RT SS-2 INLET REQ'D. 30' - 24" RCP REQ'D. TC = 360.62 INV = 354.85 FL = 355.10 L = 5 W = 3.0 H = 6.37 OPENINGS 2 @ 24"	D-117 STA. 82+20 RT SS-2 INLET REQ'D. 34' - 30" RCP REQ'D. TC = 360.62 INV = 354.71 FL = 355.00 L = 5 W = 3.0 H = 6.41 OPENINGS 2 @ 18" OPENINGS 1 @ 24" OPENINGS 1 @ 30"	D-119 STA. 83+00 RT SS-2 INLET REQ'D. 80' - 18" RCP TC = 360.77 INV = 356.31 FL = 356.52 L = 5 W = 3.0 H = 4.96 OPENINGS 1 @ 18"
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STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN



D-120
 STA: 84+50 LT
 SS-2 INLET REQ'D.
 84' - 30" RCP
 TC = 361.90
 INV = 356.40
 FL = 356.69
 L = 5
 W = 3.0
 H = 6.00
 OPENINGS 2 @ 24"
 OPENINGS 1 @ 30"
 1-30" F.E.S. REQ'D.

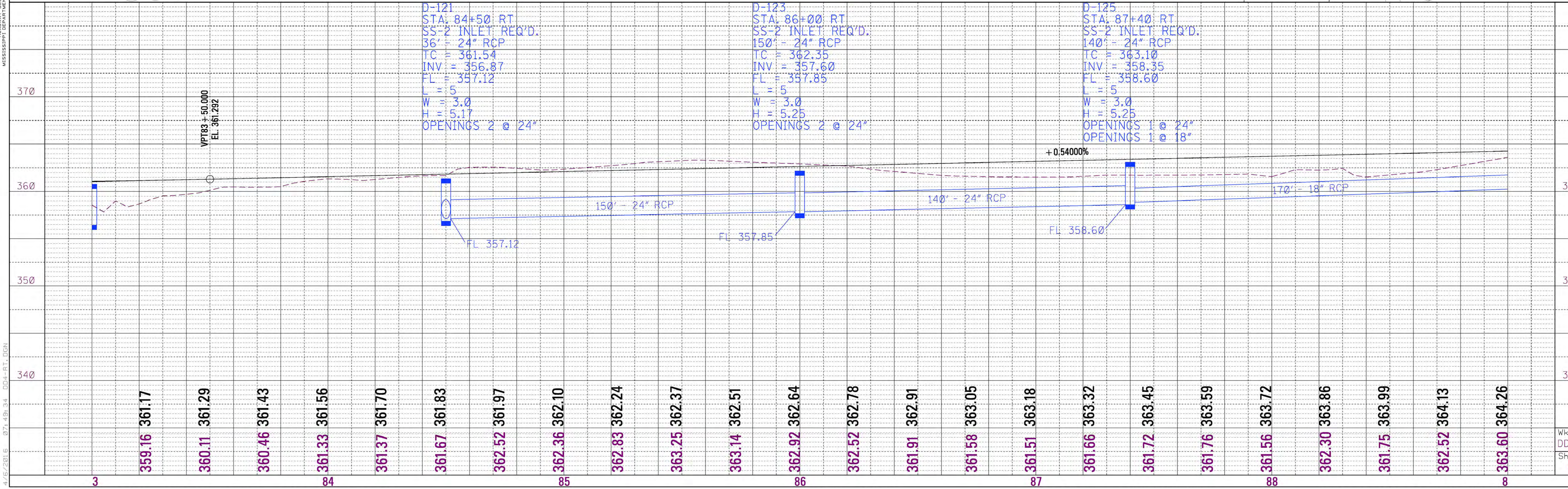
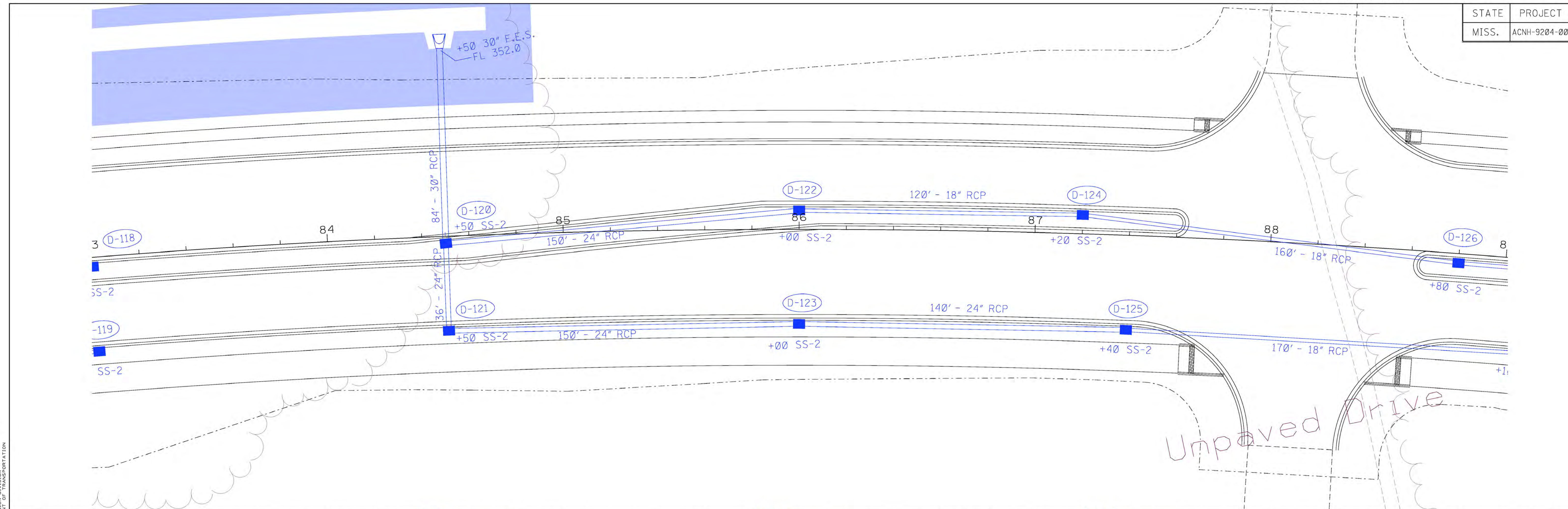
D-122
 STA: 86+00 LT
 SS-2 INLET REQ'D.
 150' - 24" RCP
 TC = 363.02
 INV = 358.35
 FL = 358.60
 L = 5
 W = 3.0
 H = 5.17
 OPENINGS 1 @ 24"
 OPENINGS 1 @ 18"

D-124
 STA: 87+20 LT
 SS-2 INLET REQ'D.
 120' - 18" RCP
 TC = 363.67
 INV = 359.58
 FL = 359.79
 L = 5
 W = 2.5
 H = 4.59
 OPENINGS 2 @ 18"

D-126
 STA: 88+80 LT
 SS-2 INLET REQ'D.
 160' - 18" RCP
 TC = 364.19
 INV = 360.07
 FL = 360.23
 L = 5
 W = 2.5
 H = 4.67
 OPENINGS 2 @ 18"

4/16/2016 07:49:32 DD4-LT.DGN

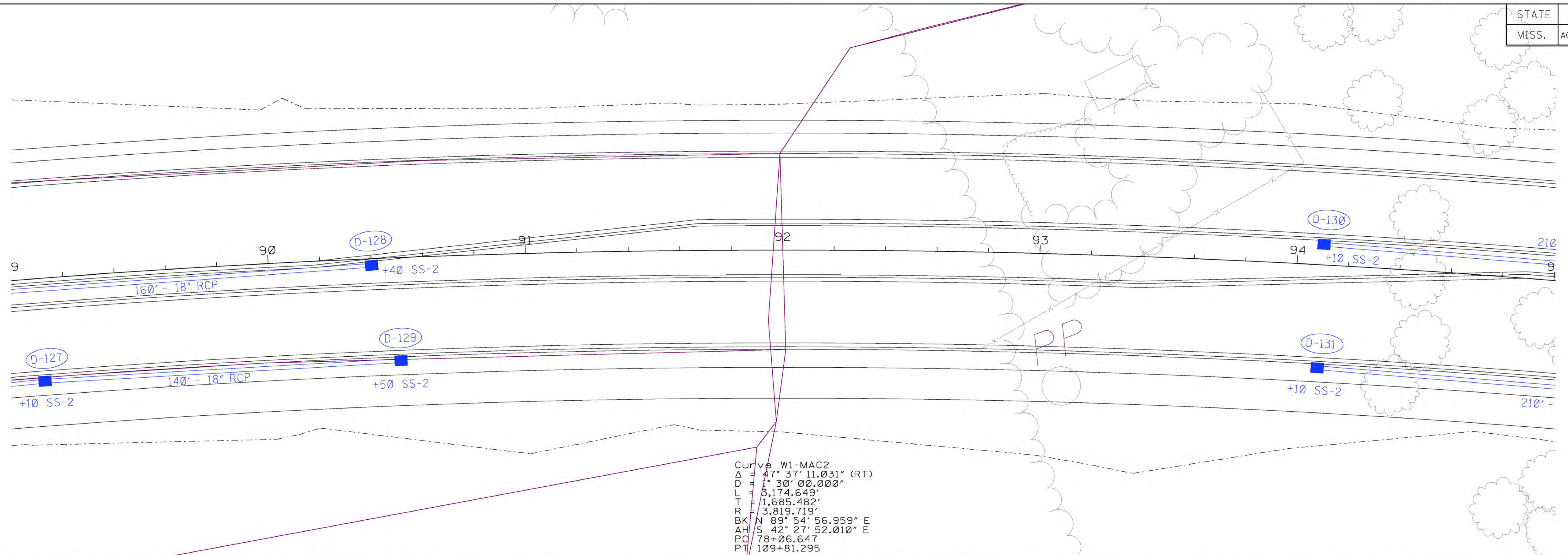
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



4/16/2016 07:49:34 DD4-RT.DGN

ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

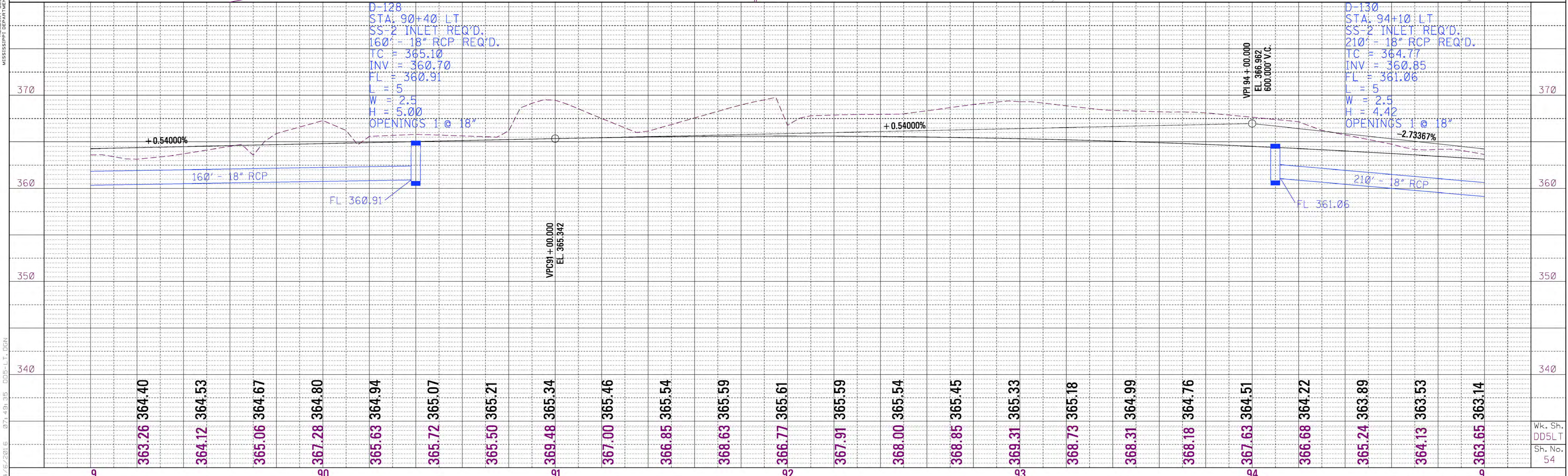
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



Curve W1-MAC2
 Δ = 47° 37' 11.031" (RT)
 D = 1° 30' 00.000"
 L = 3,174.649'
 T = 1,685.482'
 R = 3,819.719'
 BK N 89° 54' 56.959" E
 AH S 42° 27' 52.010" E
 PC 78+06.647
 PT 109+81.295

PLANNING & DESIGN DIVISION
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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D-128
 STA: 90+40 LT
 SS-2 INLET REQ'D.
 160' - 18" RCP REQ'D.
 TC = 365.10
 INV = 360.70
 FL = 360.91
 L = 5
 W = 2.5
 H = 5.00
 OPENINGS 1 @ 18"

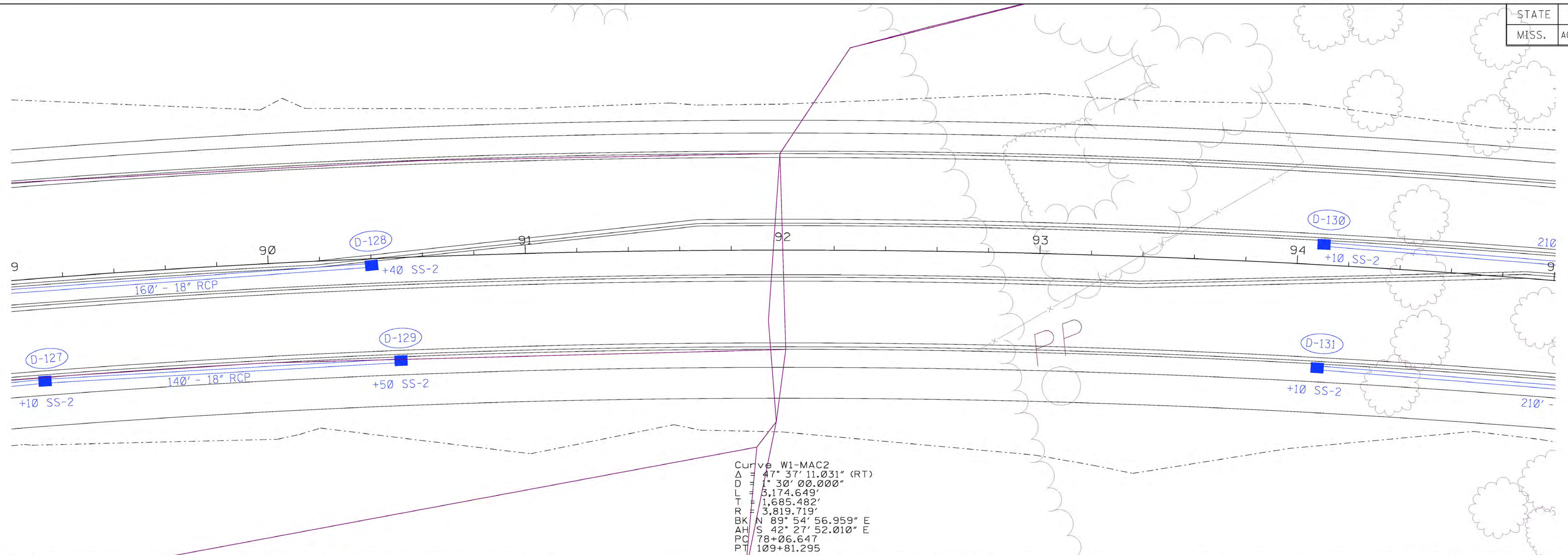
D-130
 STA: 94+10 LT
 SS-2 INLET REQ'D.
 210' - 18" RCP REQ'D.
 TC = 364.77
 INV = 360.85
 FL = 361.06
 L = 5
 W = 2.5
 H = 4.42
 OPENINGS 1 @ 18"

VPC91+00.000
 EL. 365.342

VPI 94+00.000
 EL. 366.962
 600.000' V.C.

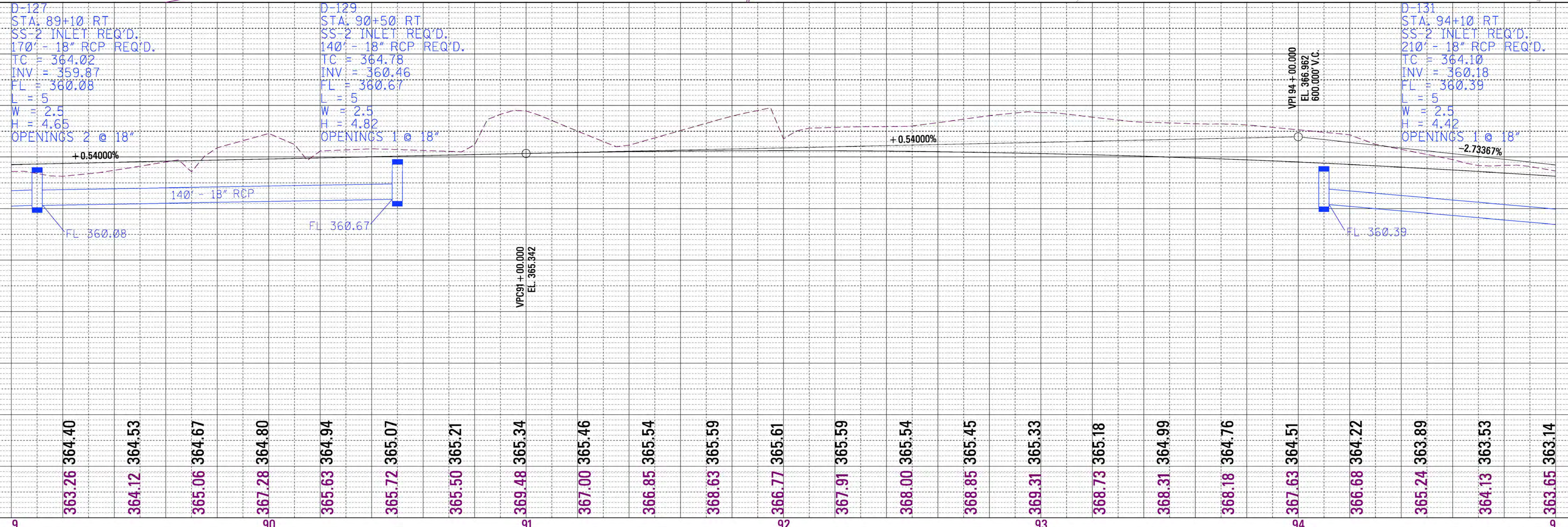
Wk. Sh.
 DD5LT
 Sh. No.
 54

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



Curve W1-MAC2
 Δ = 47° 37' 11.031" (RT)
 D = 1° 30' 00.000"
 L = 3,174.649'
 T = 1,685.482'
 R = 3,819.719'
 BK N 89° 54' 56.959" E
 AH S 42° 27' 52.010" E
 PC 78+06.647
 PT 109+81.295

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN

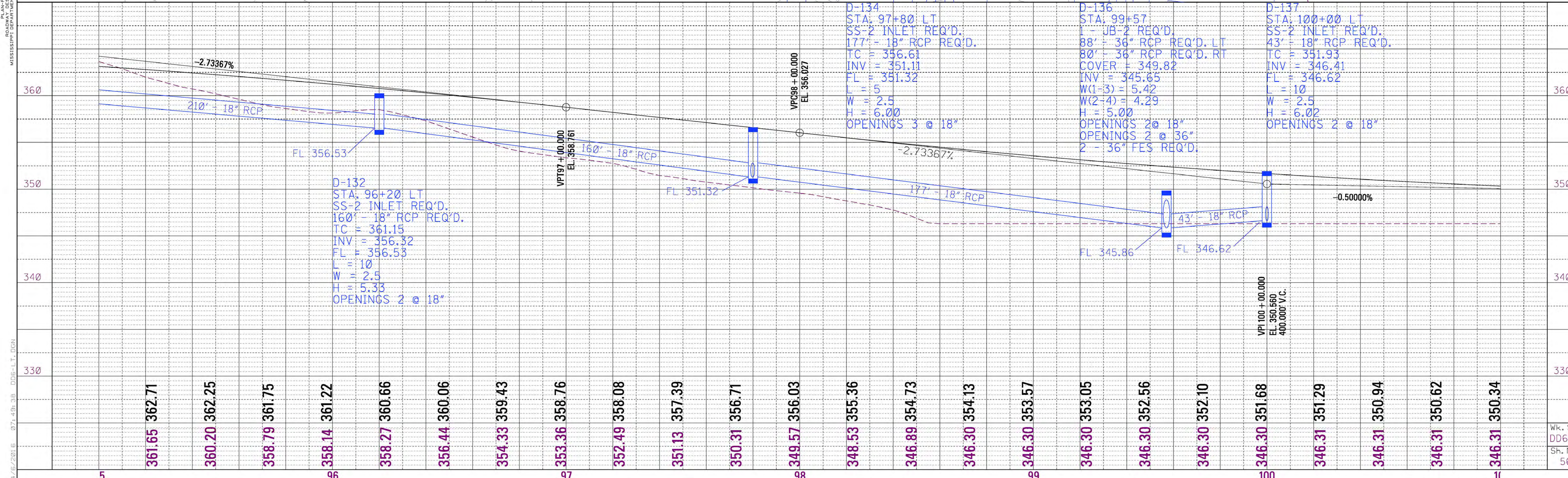
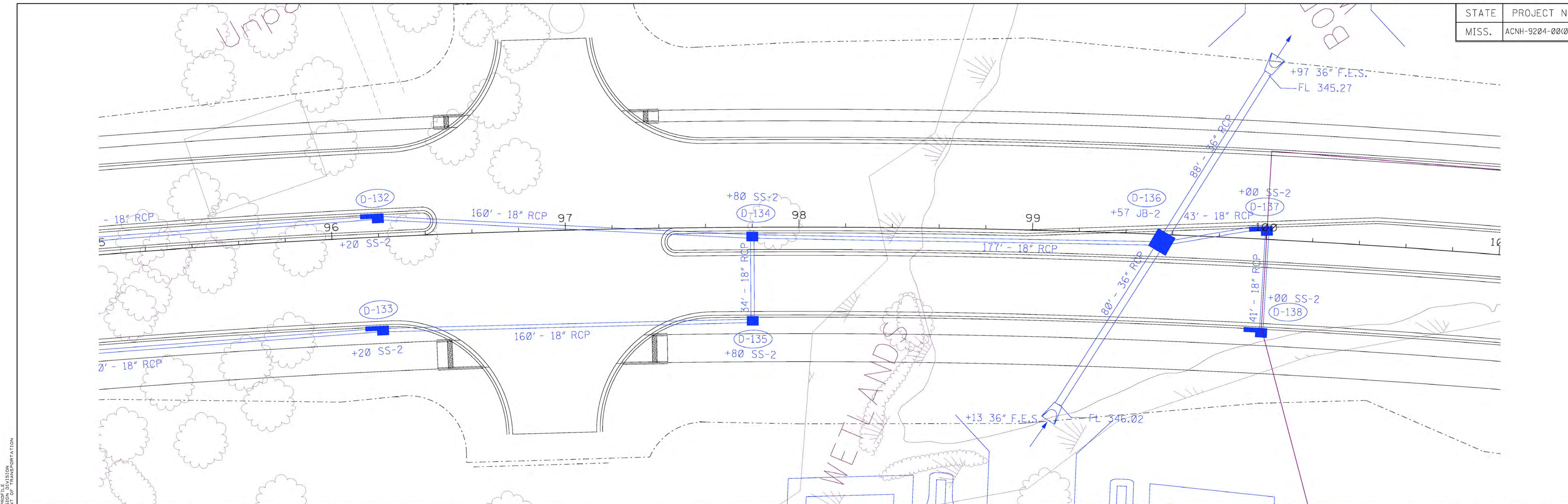


D-127
 STA: 89+10 RT
 SS-2 INLET REQ'D.
 170' - 18" RCP REQ'D.
 TC = 364.02
 INV = 359.87
 FL = 360.08
 L = 5
 W = 2.5
 H = 4.65
 OPENINGS 2 @ 18"

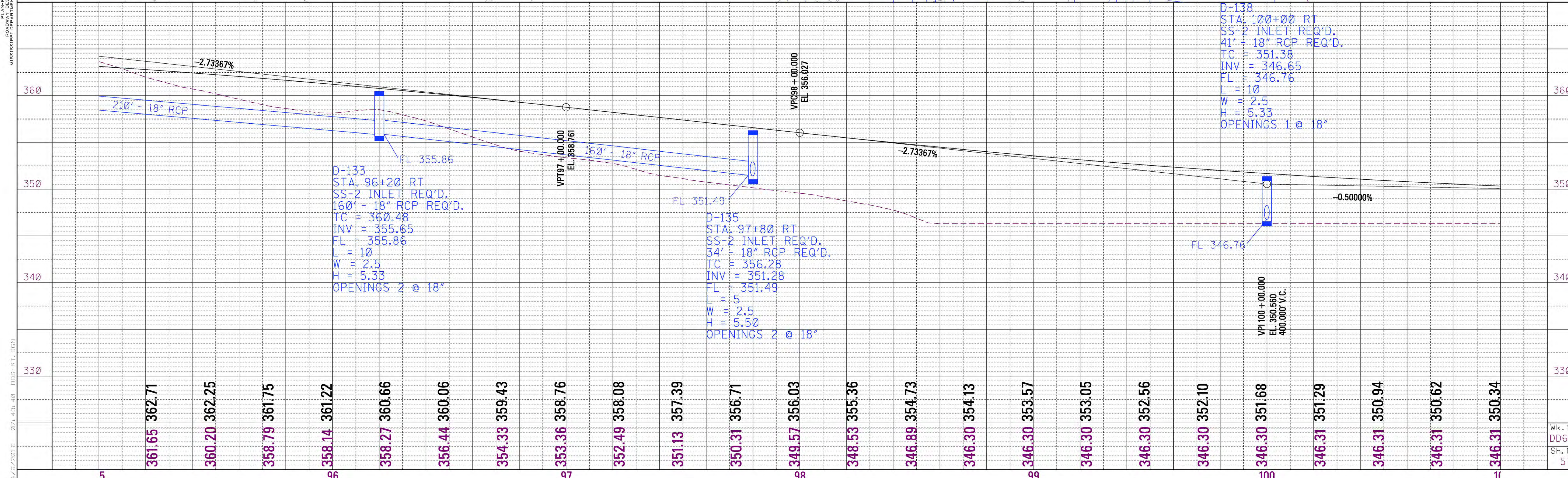
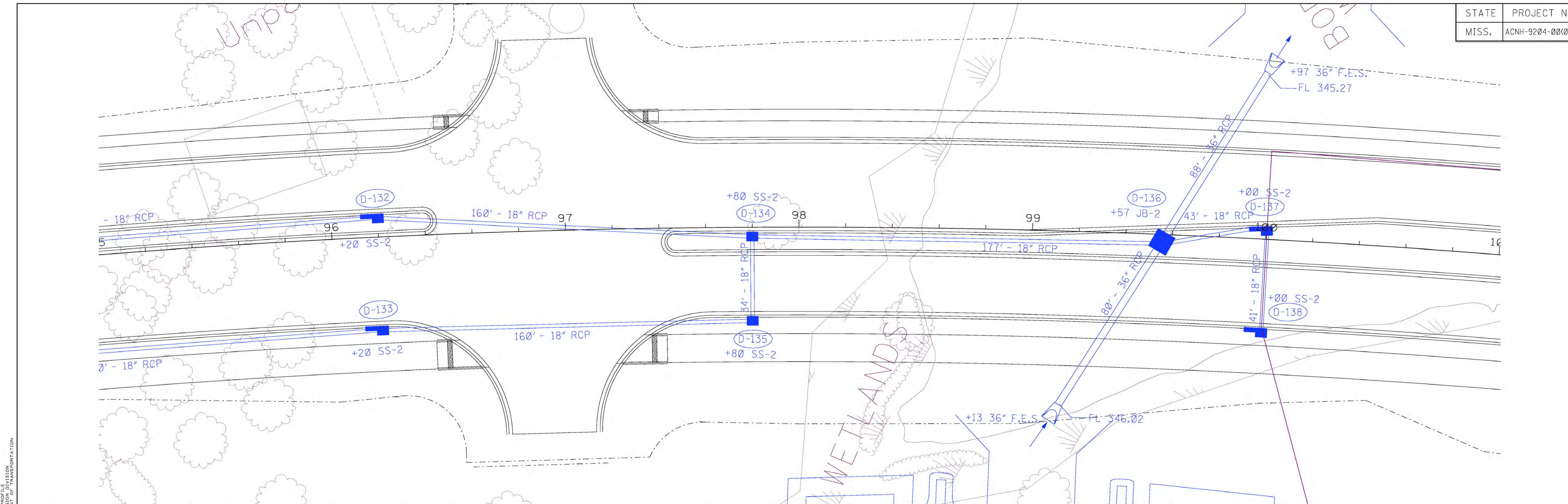
D-129
 STA: 90+50 RT
 SS-2 INLET REQ'D.
 140' - 18" RCP REQ'D.
 TC = 364.78
 INV = 360.46
 FL = 360.67
 L = 5
 W = 2.5
 H = 4.82
 OPENINGS 1 @ 18"

D-131
 STA: 94+10 RT
 SS-2 INLET REQ'D.
 210' - 18" RCP REQ'D.
 TC = 364.10
 INV = 360.18
 FL = 360.39
 L = 5
 W = 2.5
 H = 4.42
 OPENINGS 1 @ 18"

4/16/2016 07:49:37 DD5-RT.DGN

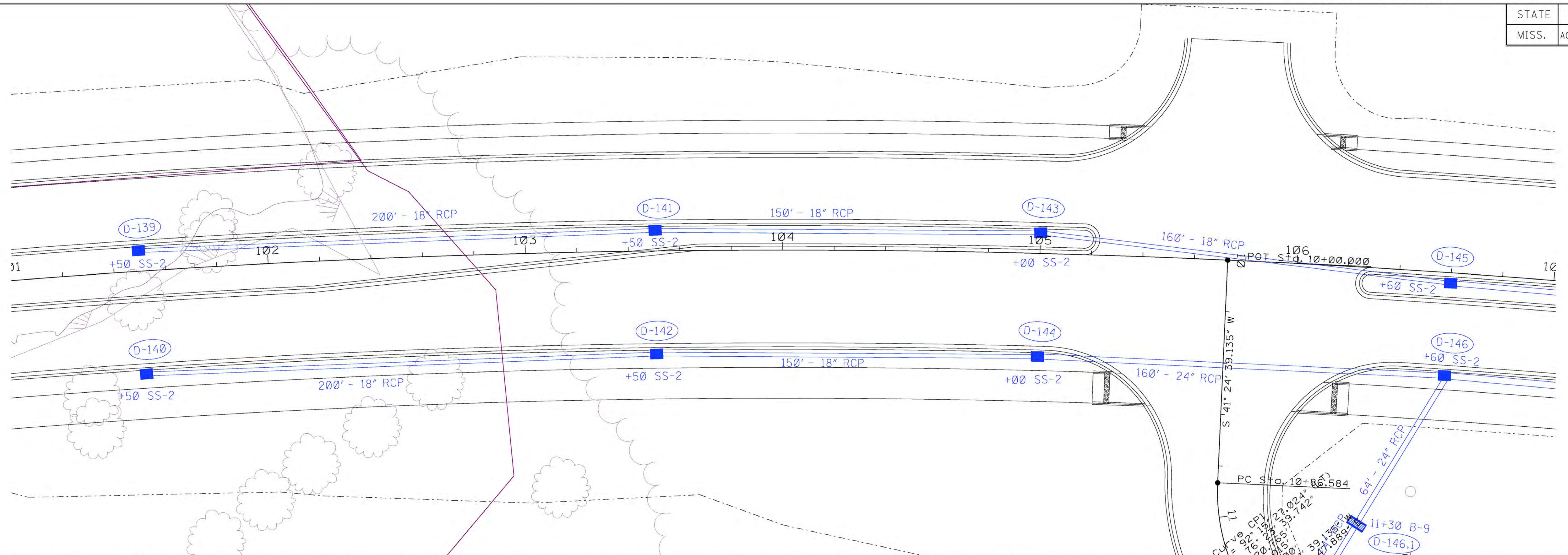


4/16/2016 07:49:38 DD6-LT.DGN
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & ENGINEERING



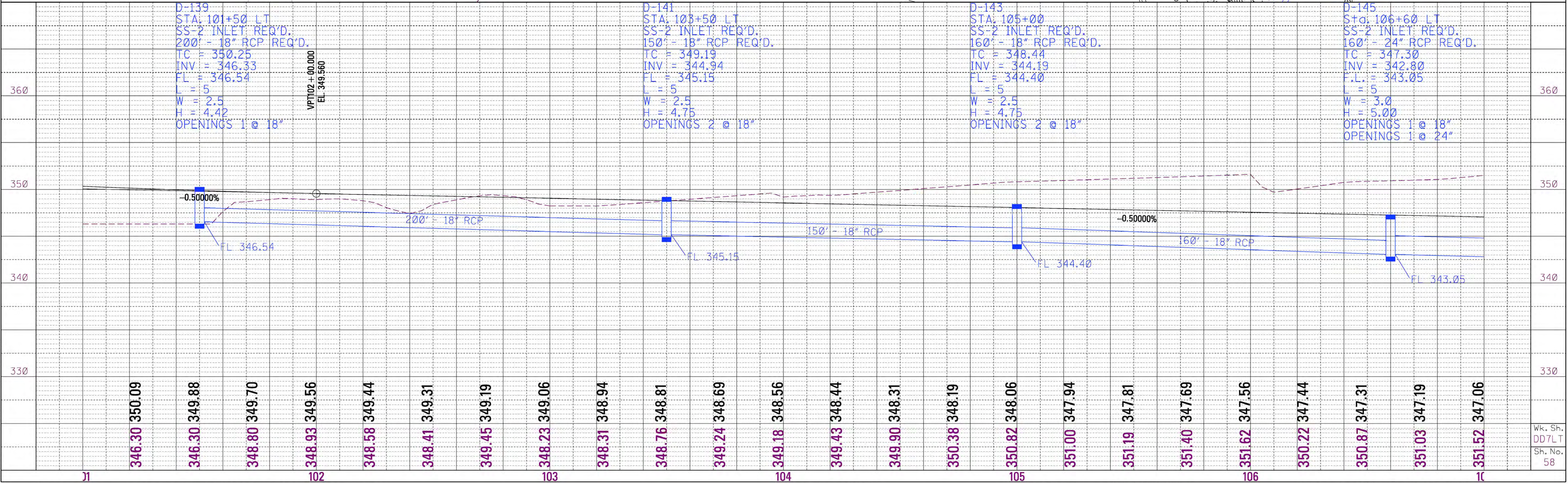
4/16/2016 07:49:40 DD6-RT.DGN
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



4/16/2016 07:49:42 DD7-LT.DGN
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN

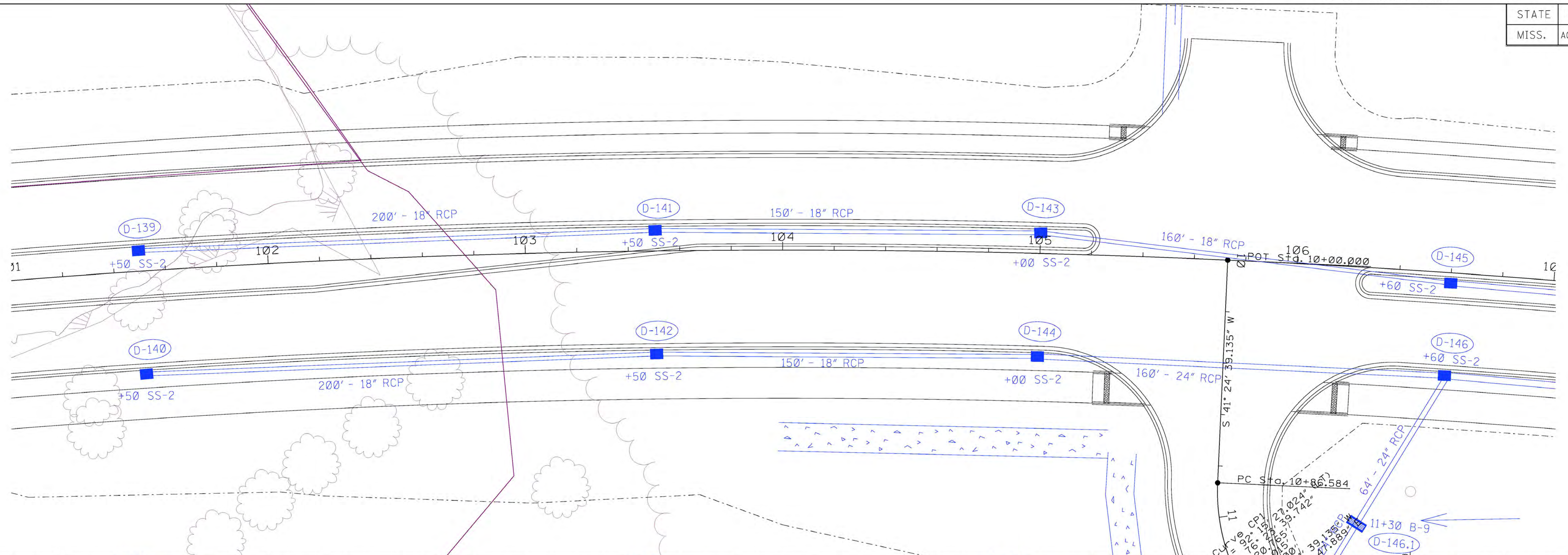
<p>D-139 STA. 101+50 LT SS-2 INLET REQ'D. 200' - 18" RCP REQ'D. TC = 350.25 INV = 346.33 FL = 346.54 L = 5 W = 2.5 H = 4.42 OPENINGS 1 @ 18"</p>	<p>D-141 STA. 103+50 LT SS-2 INLET REQ'D. 150' - 18" RCP REQ'D. TC = 349.19 INV = 344.94 FL = 345.15 L = 5 W = 2.5 H = 4.75 OPENINGS 2 @ 18"</p>	<p>D-143 STA. 105+00 SS-2 INLET REQ'D. 160' - 18" RCP REQ'D. TC = 348.44 INV = 344.19 FL = 344.40 L = 5 W = 2.5 H = 4.75 OPENINGS 2 @ 18"</p>	<p>D-145 Sta. 106+60 LT SS-2 INLET REQ'D. 160' - 24" RCP REQ'D. TC = 347.30 INV = 342.80 F.L. = 343.05 L = 5 W = 3.0 H = 5.00 OPENINGS 1 @ 18" OPENINGS 1 @ 24"</p>
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Wk. Sh.
 DD7LT
 Sh. No.
 58

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
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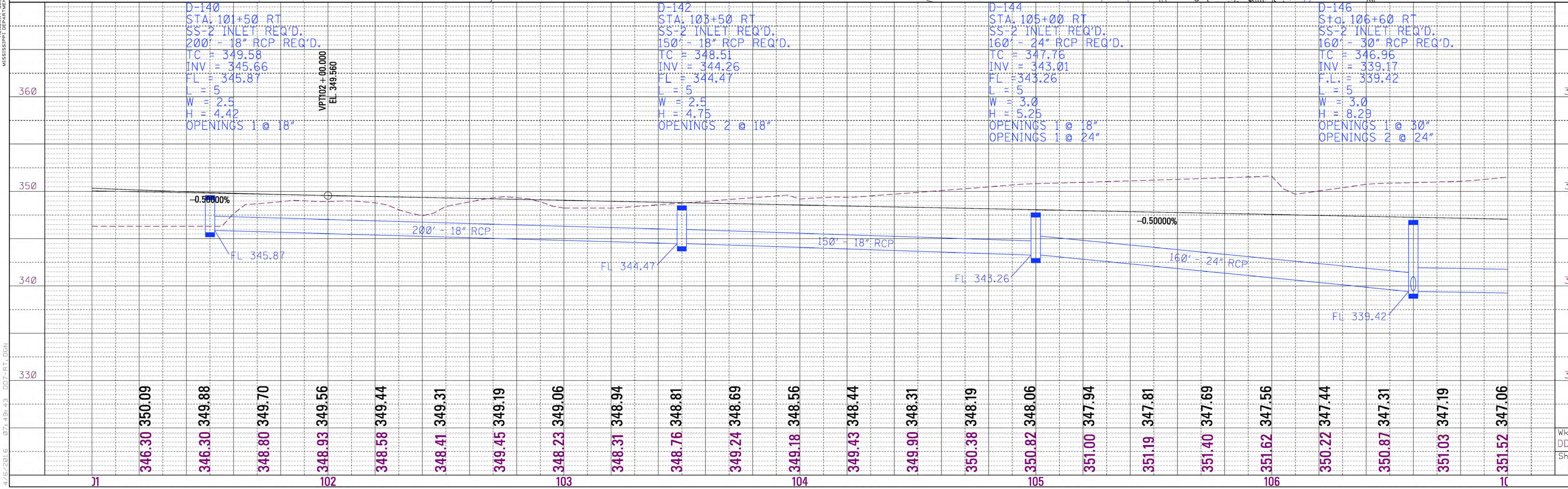


D-140
 STA. 101+50 RT
 SS-2 INLET REQ'D.
 200' - 18" RCP REQ'D.
 TC = 349.58
 INV = 345.66
 FL = 345.87
 L = 5
 W = 2.5
 H = 4.42
 OPENINGS 1 @ 18"

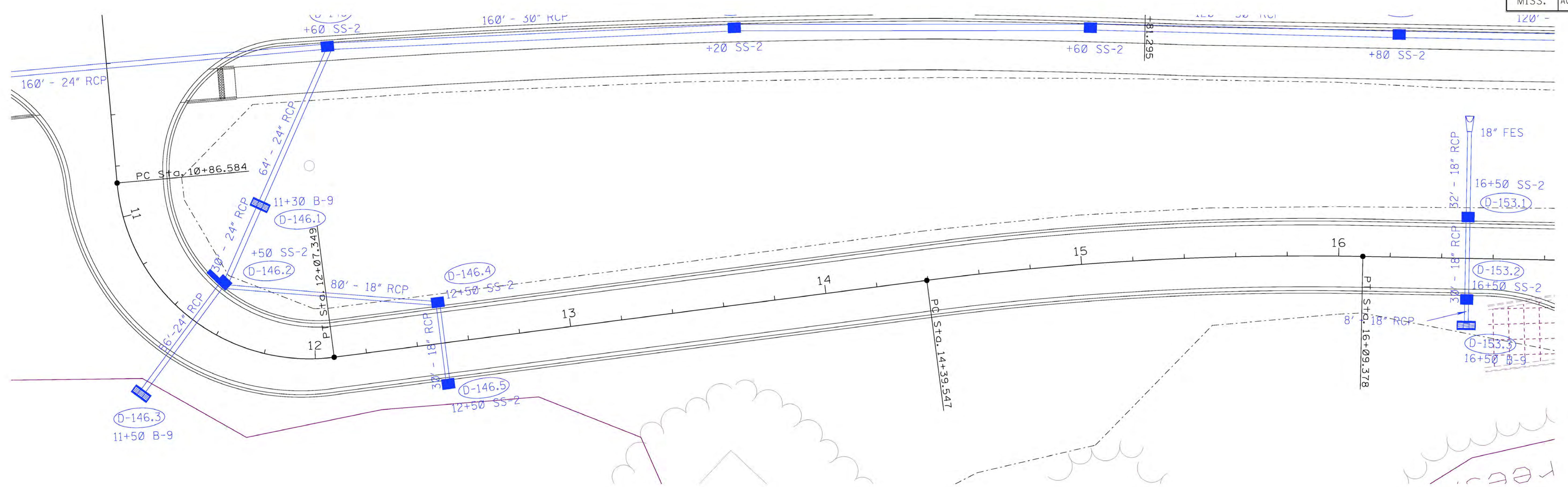
D-142
 STA. 103+50 RT
 SS-2 INLET REQ'D.
 150' - 18" RCP REQ'D.
 TC = 348.51
 INV = 344.26
 FL = 344.47
 L = 5
 W = 2.5
 H = 4.75
 OPENINGS 2 @ 18"

D-144
 STA. 105+00 RT
 SS-2 INLET REQ'D.
 160' - 24" RCP REQ'D.
 TC = 347.76
 INV = 343.01
 FL = 343.26
 L = 5
 W = 3.0
 H = 5.25
 OPENINGS 1 @ 18"
 OPENINGS 1 @ 24"

D-146
 Sta. 106+60 RT
 SS-2 INLET REQ'D.
 160' - 30" RCP REQ'D.
 TC = 346.96
 INV = 339.17
 F.L. = 339.42
 L = 5
 W = 3.0
 H = 8.29
 OPENINGS 1 @ 30"
 OPENINGS 2 @ 24"



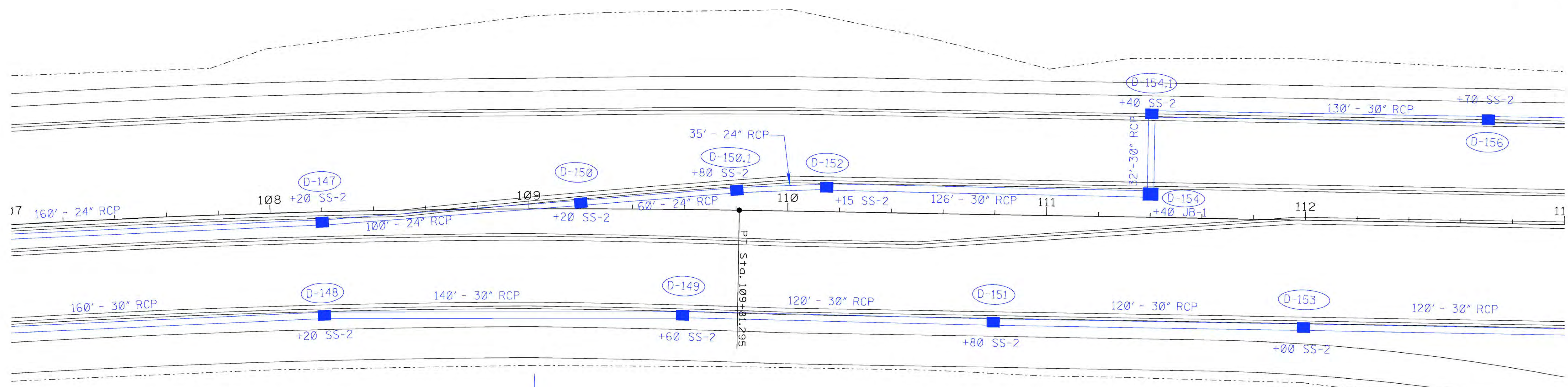
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 4/16/2016 07:49:45 DD7A-RT.DGN

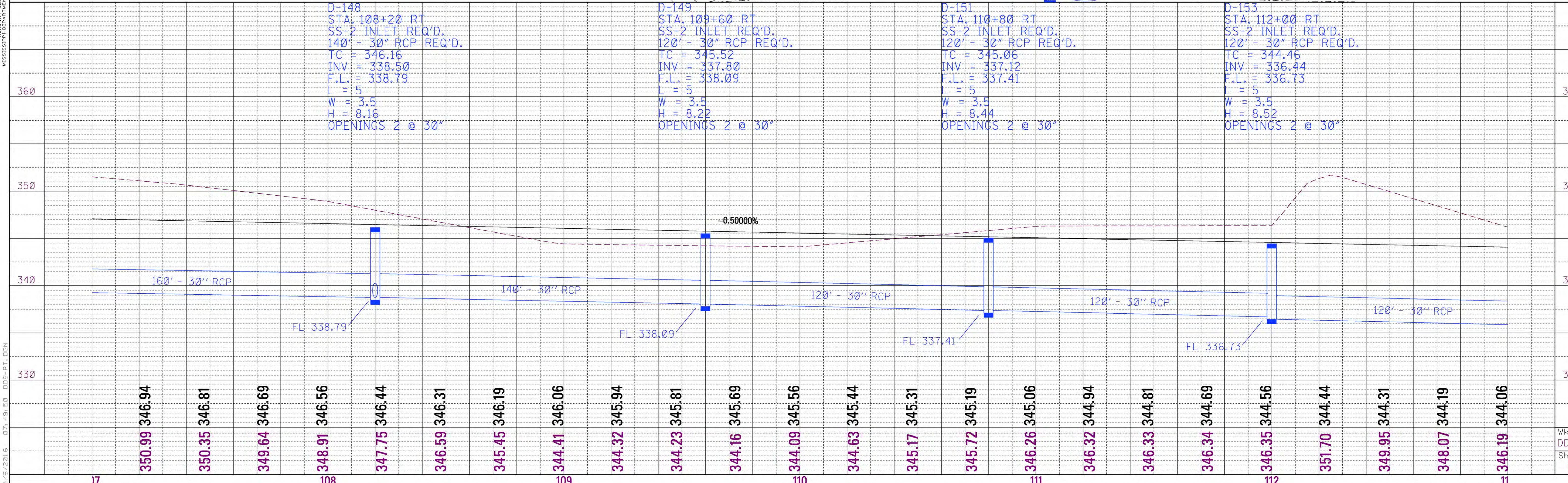
D-146.1 STA. 11+30 LT B-9 INLET REQ'D. 64' = 24" RCP REQ'D. TG = 342.37 INV = 339.62 L = 3.25 W = 3.5 H = 3.25 OPENINGS 2 @ 24"	D-146.2 STA. 11+50 LT SS-2 INLET REQ'D. 30' = 24" RCP REQ'D. TC = 345.22 INV = 339.80 L = 10 W = 3.0 H = 5.92 OPENINGS 2 @ 24" OPENINGS 1 @ 18"	D-146.3 STA. 11+50 RT B-9 INLET REQ'D. 56' = 24" RCP REQ'D. TG = 344.11 INV = 341.36 L = 3.25 W = 3.50 H = 3.25 OPENINGS 1 @ 24"	D-146.4 STA. 12+50 LT SS-2 INLET REQ'D. 80' = 18" RCP REQ'D. TC = 346.22 INV = 341.39 L = 5 W = 2.5 H = 5.33 OPENINGS 2 @ 18"	D-146.5 STA. 12+50 RT SS-2 INLET REQ'D. 30' = 18" RCP REQ'D. TC = 346.46 INV = 341.63 L = 5 W = 2.5 H = 5.33 OPENINGS 1 @ 18"	VPI 15 + 00.0 EL. 354.349 160.000' V.C.	D-153.1 STA. 16+50 LT SS-2 INLET REQ'D. 32' = 18" RCP REQ'D. TC = 352.07 INV = 346.90 FL = 347.15 L = 5 W = 2.5 H = 5.67 OPENINGS 2 @ 18" 1 - 18" FES REQ'D	D-153.2 STA. 16+50 RT SS-2 INLET REQ'D. 30' = 18" RCP REQ'D. TC = 352.07 INV = 347.24 FL = 347.45 L = 5 W = 2.5 H = 5.33 OPENINGS 2 @ 18"	D-153.3 STA. 16+50 RT B-9 INLET REQ'D. 8' = 18" RCP REQ'D. TG = 351.50 INV = 348.79 L = 3.25 W = 3.5 H = 2.71 OPENINGS 1 @ 18"																
345.92	345.61	345.44	345.40	345.49	345.72	346.08	346.58	347.21	347.98	348.87	349.78	350.69	351.60	352.37	352.94	353.30	353.45	353.40	353.14	352.74	352.34	351.94	351.54	351.13
11			12					13				14				15				16				17

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



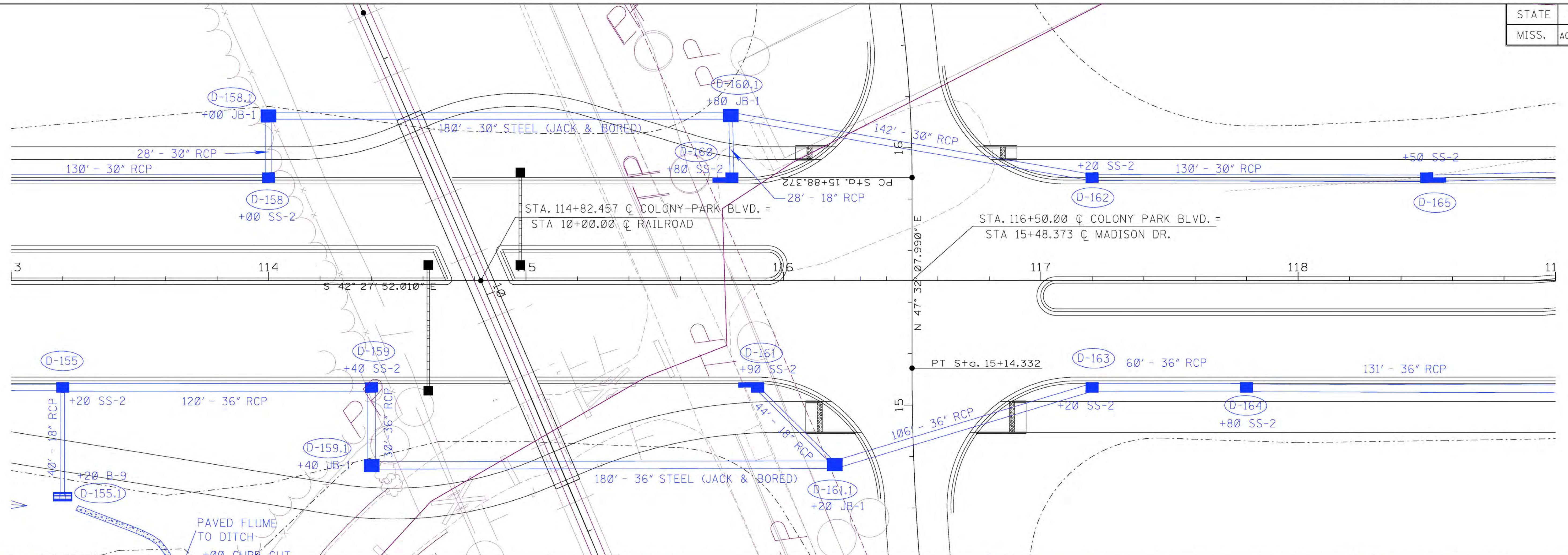
Curve CP2
 $\Delta = 8^\circ 29' 29.655''$ (RT)
 $D = 5^\circ 00' 00.000''$
 $T = 169.831'$
 $L = 85.071'$
 $R = 1,145.916'$
 BK S $50^\circ 50' 47.889''$ E
 AH S $42^\circ 21' 18.233''$ E
 PC 14+39.547
 PT 16+09.378

PLANNING
 ROADWAY DESIGN DIVISION
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

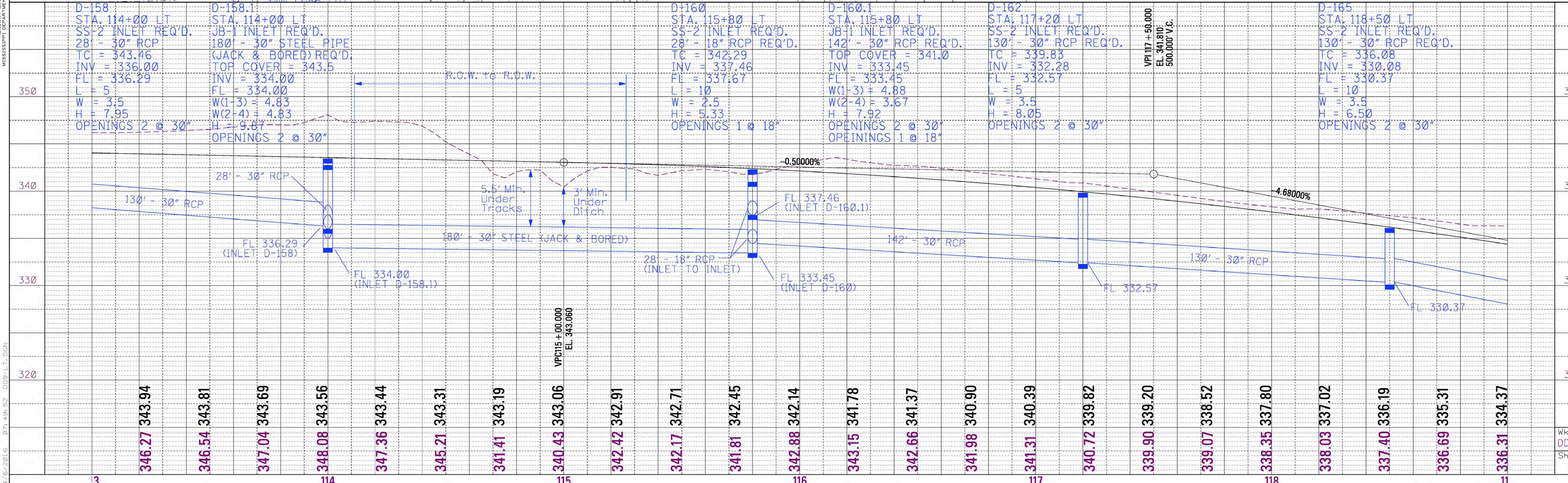


Wk. Sh.
 DD8RT
 Sh. No.
 62

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



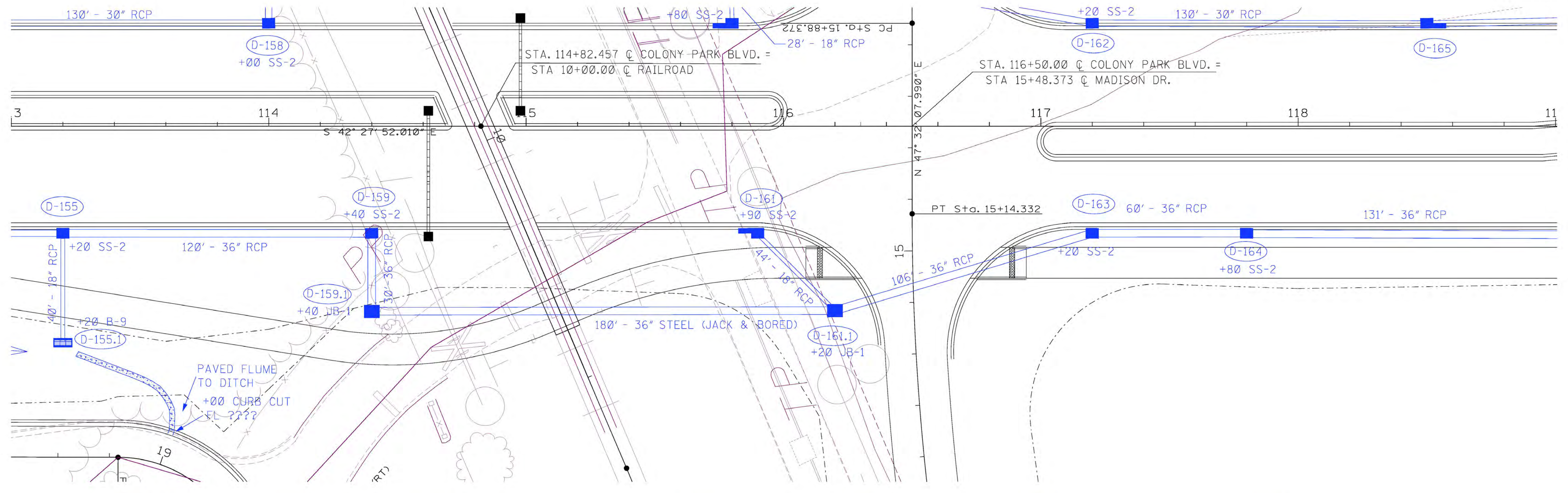
4/16/2016 07:49:52 DD9-LT.DGN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION



D-158 STA. 114+00 LT SS-2 INLET REQ'D. 28' = 30" RCP TC = 343.46 INV = 336.00 FL = 336.29 L = 5 W = 3.5 H = 7.95 OPENINGS 2 @ 30"	D-158.1 STA. 114+00 LT JB-1 INLET REQ'D. 180' = 30" STEEL PIPE (JACK & BORED) REQ'D. TOP COVER = 343.5 INV = 334.00 FL = 334.00 W(1-3) = 4.83 W(2-4) = 4.83 H = 9.87 OPENINGS 2 @ 30"	D-160 STA. 115+80 LT SS-2 INLET REQ'D. 28' = 18" RCP REQ'D. TC = 342.29 INV = 337.46 FL = 337.67 L = 10 W = 2.5 H = 5.33 OPENINGS 1 @ 18"	D-160.1 STA. 115+80 LT JB-1 INLET REQ'D. 142' = 30" RCP REQ'D. TOP COVER = 341.0 INV = 333.45 FL = 333.45 W(1-3) = 4.88 W(2-4) = 3.67 H = 7.92 OPENINGS 2 @ 30" OPENINGS 1 @ 18"	D-162 STA. 117+20 LT SS-2 INLET REQ'D. 130' = 30" RCP REQ'D. TC = 339.83 INV = 332.28 FL = 332.57 L = 5 W = 3.5 H = 8.05 OPENINGS 2 @ 30"	D-165 STA. 118+50 LT SS-2 INLET REQ'D. 130' = 30" RCP REQ'D. TC = 336.08 INV = 330.08 FL = 330.37 L = 10 W = 3.5 H = 6.50 OPENINGS 2 @ 30"
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3	346.27	343.94	346.54	343.81	347.04	343.69	348.08	343.56	347.36	343.44	345.21	343.31	341.41	343.19	340.43	343.06	342.42	342.91	342.17	342.71	341.81	342.45	342.88	342.14	343.15	341.78	342.66	341.37	341.98	340.90	341.31	340.39	340.72	339.82	339.90	339.20	339.07	338.52	338.35	337.80	338.03	337.02	337.40	336.19	336.69	335.31	336.31	334.37	11
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Wk. Sh.
DD9LT
Sh. No.
63

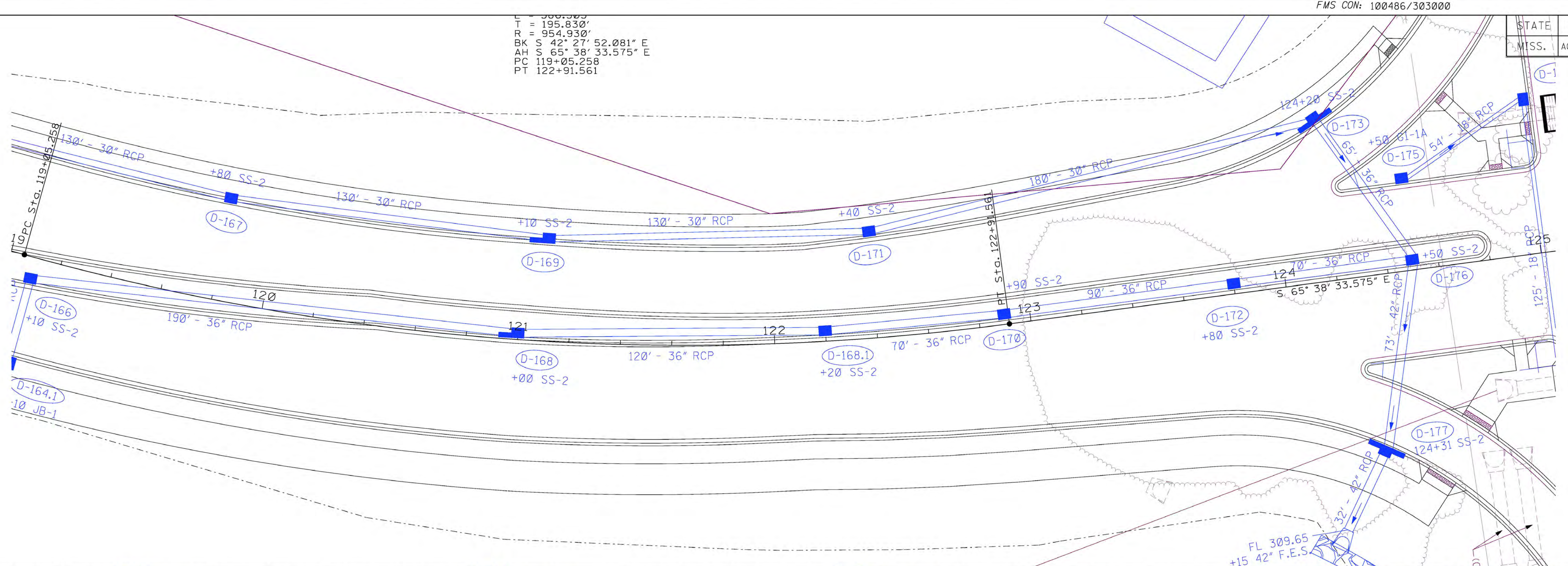


D-155 STA. 113+20 RT SS-2 INLET REQ'D. 120' - 36" RCP REQ'D. TC = 343.86 INV = 335.76 FL = 336.09 L = 5 W = 3.5 H = 8.60 OPENINGS 1 @ 36" OPENINGS 1 @ 30" OPENINGS 1 @ 18"	D-155.1 STA. 113+20 RT B-9 INLET REQ'D. 40' - 18" RCP REQ'D. TC = 342.00 INV = 338.00 L = 3.25 W = 3.5 H = 4.5 OPENINGS 1 @ 18"	D-159 STA. 114+40 RT SS-2 INLET REQ'D. 30' - 36" RCP TC = 343.26 INV = 335.00 L = 5 W = 4.0 H = 9.13 OPENINGS 2 @ 36"	D-159.1 STA. 114+40 RT JB-1 INLET REQ'D. 180' - 36" STEEL PIPE (JACK & BORED) REQ'D. TOP COVER = 342.0 INV = 333.00 FL = 333.00 L = 5 W(1-3) = 5.42 W(2-4) = 5.42 H = 9.42 OPENINGS 2 @ 36"	D-161 STA. 115+90 RT SS-2 INLET REQ'D. 44' - 18" RCP REQ'D. TC = 342.17 INV = 336.00 FL = 336.21 L = 10 W = 4.0 H = 6.67 OPENINGS 1 @ 18"	D-161.1 STA. 116+20 RT JB-1 INLET REQ'D. 106' - 36" RCP REQ'D. TOP COVER = 339.0 INV = 332.45 FL = 332.45 L = 5 W(1-3) = 5.58 W(2-4) = 4.46 H = 6.96 OPENINGS 2 @ 36" OPENINGS 1 @ 18"	D-163 STA. 117+20 RT SS-2 INLET REQ'D. 60' - 36" RCP REQ'D. TC = 340.15 INV = 331.77 FL = 332.10 L = 5 W = 4.0 H = 8.88 OPENINGS 2 @ 36"	VPI 117 + 50.000 EL. 341.810 500.000' V.C.	D-164 STA. 117+80 RT SS-2 INLET REQ'D. 131' - 36" RCP REQ'D. TC = 338.70 INV = 331.20 FL = 331.53 L = 5 W = 4.5 H = 8.00 OPENINGS 2 @ 36"															
346.27 343.94	346.54 343.81	347.04 343.69	348.08 343.56	347.36 343.44	345.21 343.31	341.41 343.19	340.43 343.06	342.42 342.91	342.17 342.71	341.81 342.45	342.88 342.14	343.15 341.78	342.66 341.37	341.98 340.90	341.31 340.39	340.72 339.82	339.90 339.20	339.07 338.52	338.35 337.80	338.03 337.02	337.40 336.19	336.69 335.31	336.31 334.37
3	114				115				116					117					118				119

ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

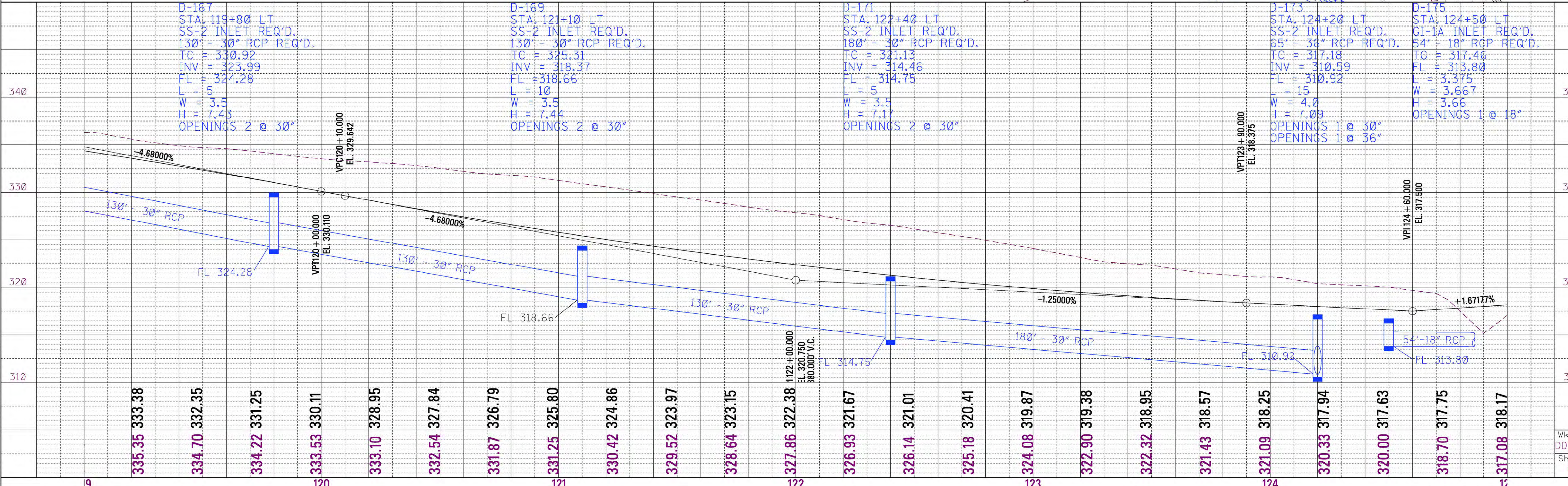
4/16/2016 07:49:53 DD9-RT.DGN

L = 386.305
 T = 195.830'
 R = 954.930'
 BK S 42° 27' 52.081" E
 AH S 65° 38' 33.575" E
 PC 119+05.258
 PT 122+91.561

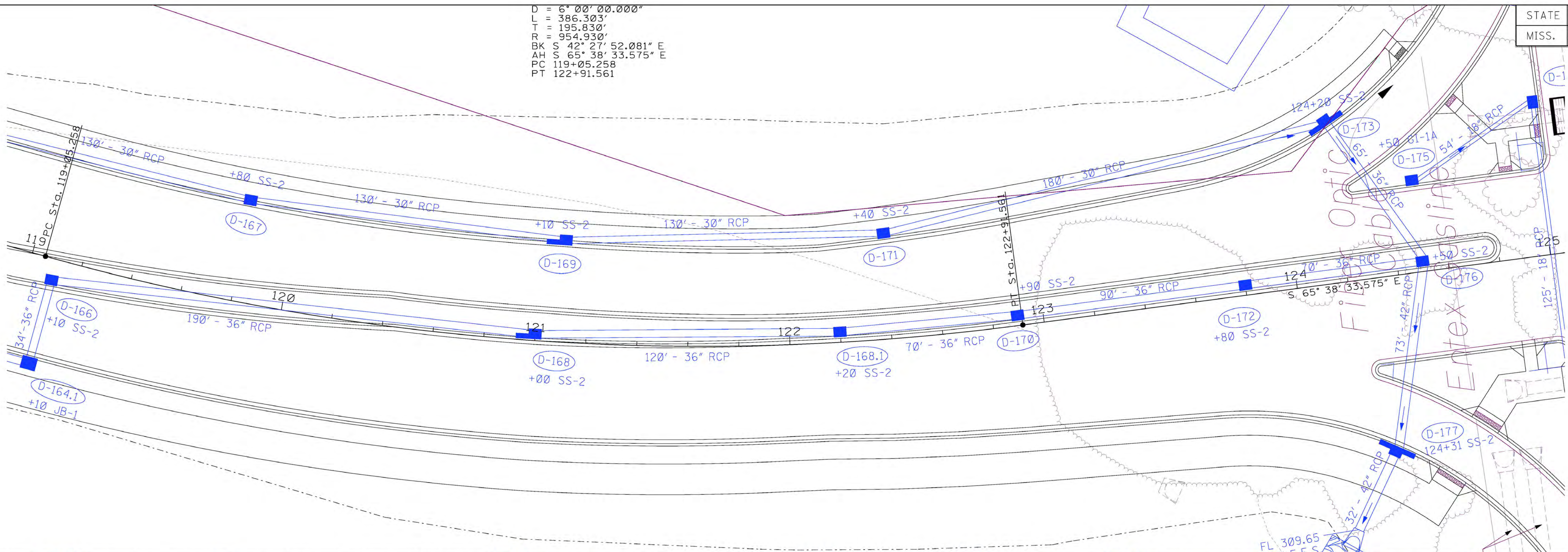


4/16/2016 07:44:55 DD10-LT.DGN
 ROADWAY DESIGN DIVISION
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

<p>D-167 STA. 119+80 LT SS-2 INLET REQ'D. 130' - 30" RCP REQ'D. TC = 330.92 INV = 323.99 FL = 324.28 L = 5 W = 3.5 H = 7.43 OPENINGS 2 @ 30"</p>	<p>D-169 STA. 121+10 LT SS-2 INLET REQ'D. 130' - 30" RCP REQ'D. TC = 325.31 INV = 318.37 FL = 318.66 L = 10 W = 3.5 H = 7.44 OPENINGS 2 @ 30"</p>	<p>D-171 STA. 122+40 LT SS-2 INLET REQ'D. 180' - 30" RCP REQ'D. TC = 321.13 INV = 314.46 FL = 314.75 L = 5 W = 3.5 H = 7.17 OPENINGS 2 @ 30"</p>	<p>D-173 STA. 124+20 LT SS-2 INLET REQ'D. 65' - 36" RCP REQ'D. TC = 317.18 INV = 310.59 FL = 310.92 L = 15 W = 4.0 H = 7.09 OPENINGS 1 @ 30" OPENINGS 1 @ 36"</p>	<p>D-175 STA. 124+50 LT GI-1A INLET REQ'D. 54' - 18" RCP REQ'D. TG = 317.46 FL = 313.80 L = 3.375 W = 3.667 H = 3.66 OPENINGS 1 @ 18"</p>
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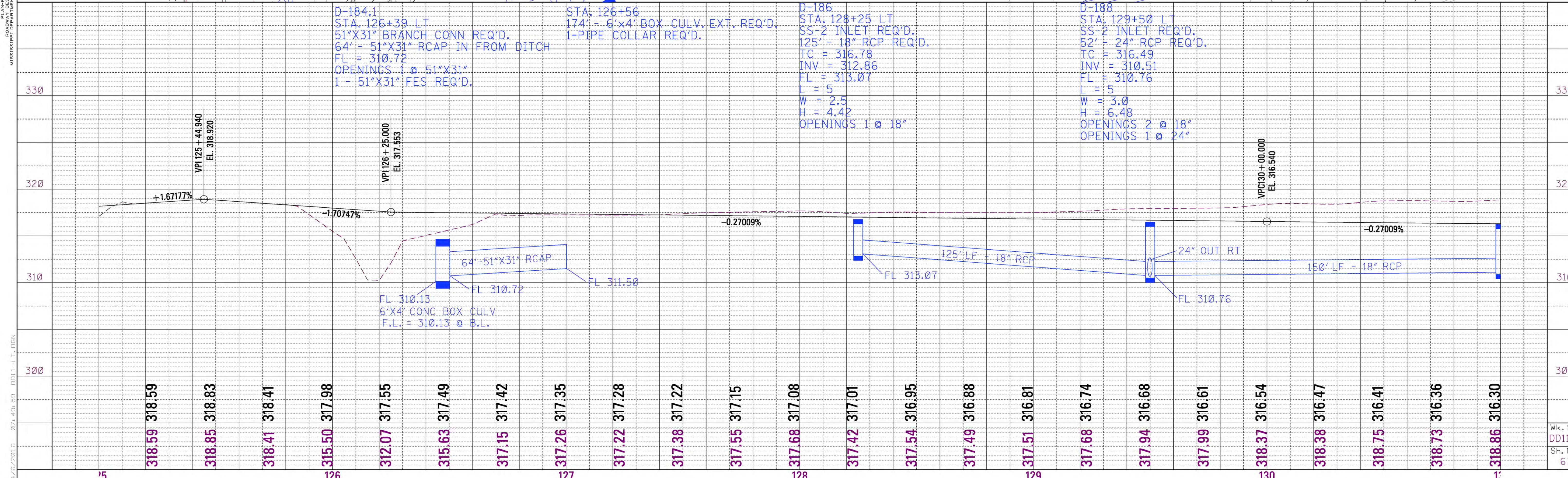
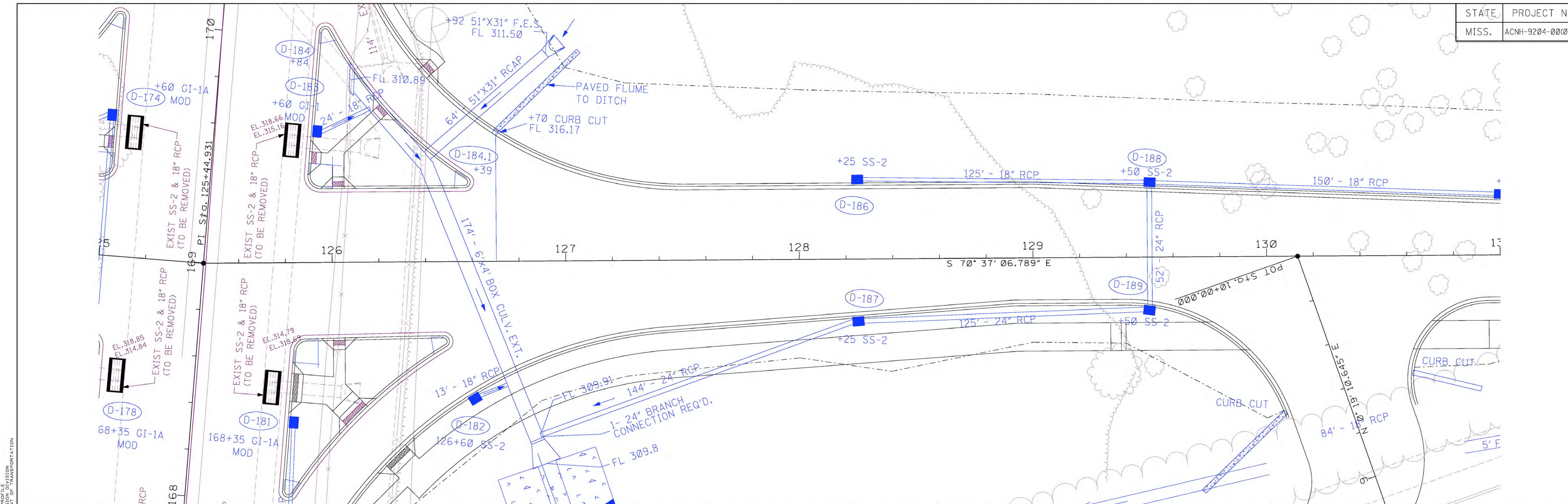


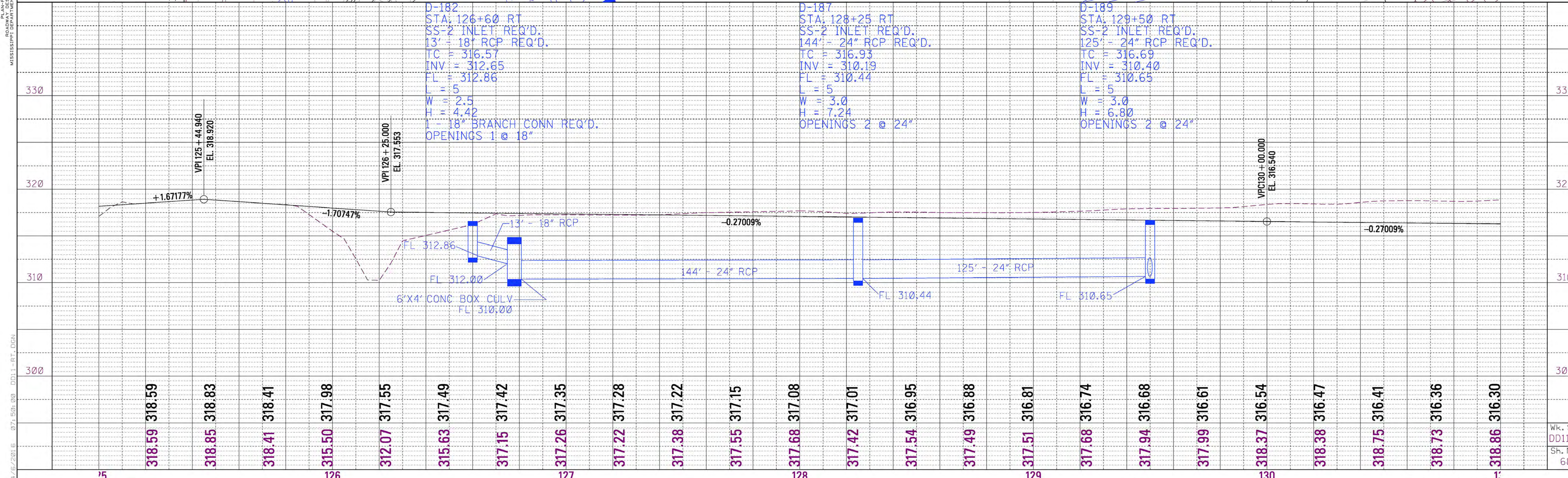
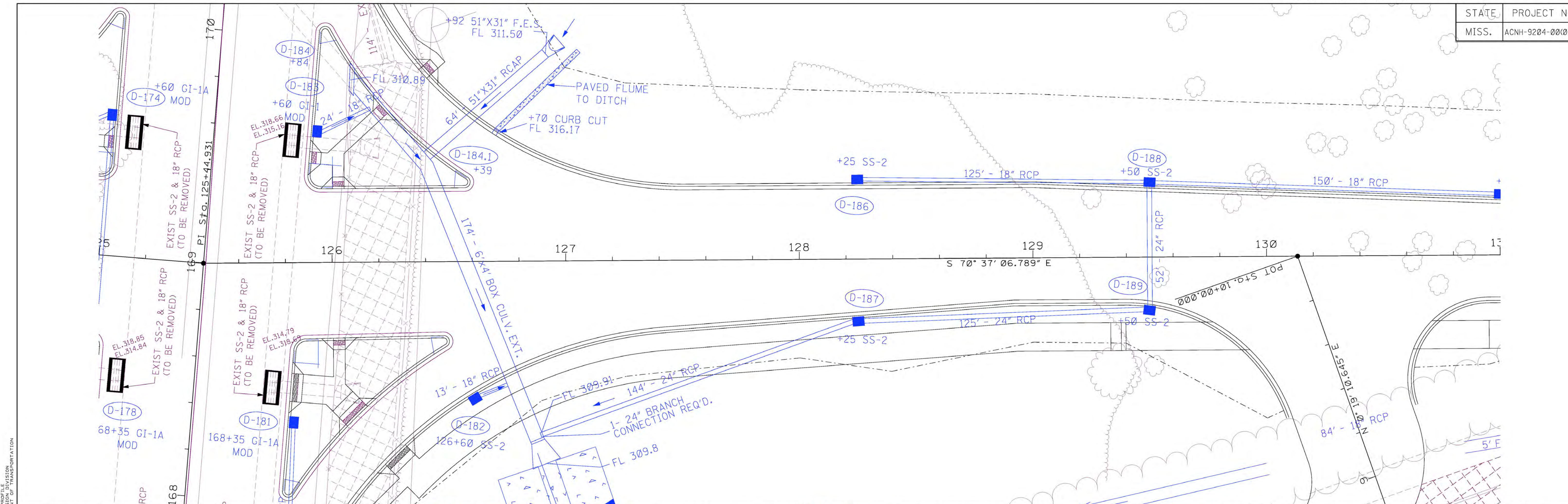
D = 6° 00' 00.000"
L = 386.303'
T = 195.830'
R = 954.930'
BK S 42° 27' 52.081" E
AH S 65° 38' 33.575" E
PC 119+05.258
PT 122+91.561



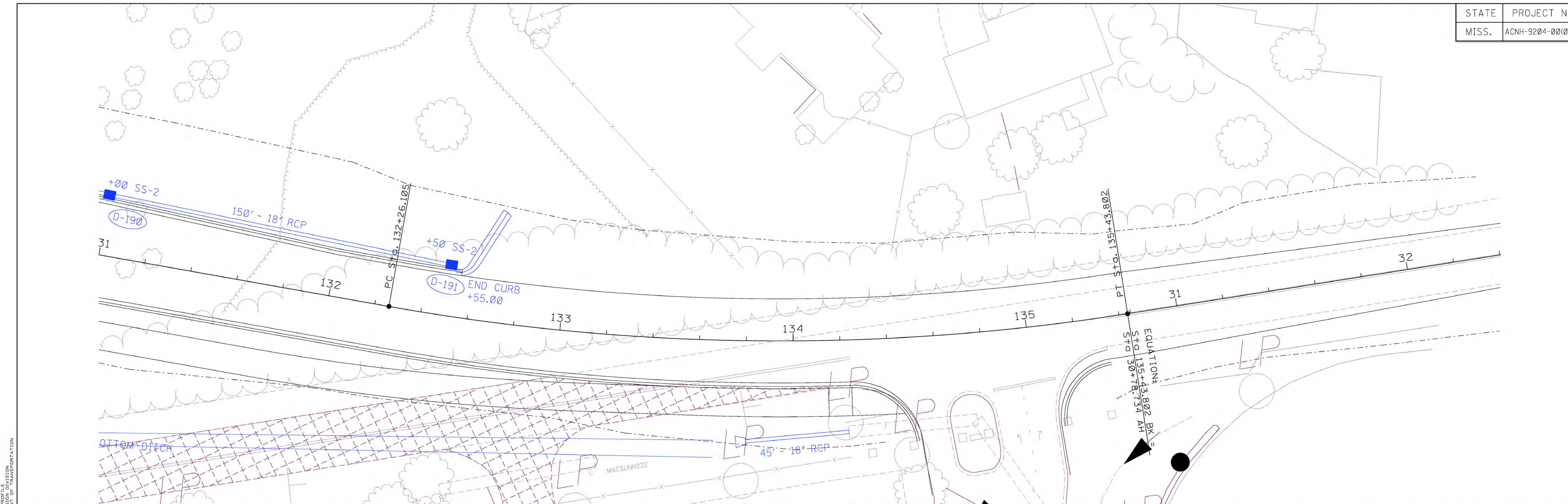
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 4/16/2016 07:49:57 DD: 0-RT.DGN

D-164.1 STA. 119+10 RT JB-1 INLET REQ'D. 34' - 36" RCP REQ'D. TOP COVER = 332.08 INV = 327.00 FL = 327.00 W(1-3) = 5.42 W(2-4) = 5.42 H = 5.50 OPENINGS 2 @ 36"	D-166 STA. 119+10 RT SS-2 INLET REQ'D. 190' - 36" RCP REQ'D. TC = 334.34 INV = 326.40 FL = 326.73 L = 5 W = 4.5 H = 8.44 OPENINGS 2 @ 36"	D-168 STA. 121+00 RT SS-2 INLET REQ'D. 120' - 36" RCP REQ'D. TC = 325.93 INV = 319.35 F.L. = 319.68 L = 10 W = 4.0 H = 7.08 OPENINGS 2 @ 36"	D-168.1 STA. 122+20 RT SS-2 INLET REQ'D. 70' - 36" RCP REQ'D. TC = 321.98 INV = 316.31 F.L. = 316.64 L = 5 W = 4.0 H = 6.17 OPENINGS 2 @ 36"	D170 STA. 122+90 RT SS-2 INLET REQ'D. 90' - 36" RCP REQ'D. TC = 320.33 INV = 314.66 F.L. = 314.99 L = 5 W = 4.0 H = 6.17 OPENINGS 2 @ 36"	D-172 STA. 123+80 RT SS-2 INLET REQ'D. 70' - 36" RCP REQ'D. TC = 318.82 INV = 313.15 F.L. = 313.48 L = 5 W = 4.0 H = 6.17 OPENINGS 2 @ 36"	D-176 STA. 124+50 RT SS-2 INLET REQ'D. 73' - 42" RCP REQ'D. TC = 317.94 INV = 310.20 FL = 310.58 L = 5 W = 5.5 H = 8.24 OPENINGS 2 @ 36" LT	D-177 STA. 124+31 RT SS-2 INLET REQ'D. 32' - 42" RCP REQ'D. TC = 317.48 INV = 309.62 FL = 310.00 L = 15 W = 5.5 H = 8.36 OPENINGS 2 @ 42" RT 1- 42" FES REQ'D.																
335.35 333.38	334.70 332.35	334.22 331.25	333.53 330.11	333.10 328.95	332.54 327.84	331.87 326.79	331.25 325.80	330.42 324.86	329.52 323.97	328.64 323.15	327.86 322.38	326.93 321.67	326.14 321.01	325.18 320.41	324.08 319.87	322.90 319.38	322.32 318.95	321.43 318.57	321.09 318.25	320.33 317.94	320.00 317.63	318.70 317.75	317.08 318.17
9	120	121	122	123	124	12																	





STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

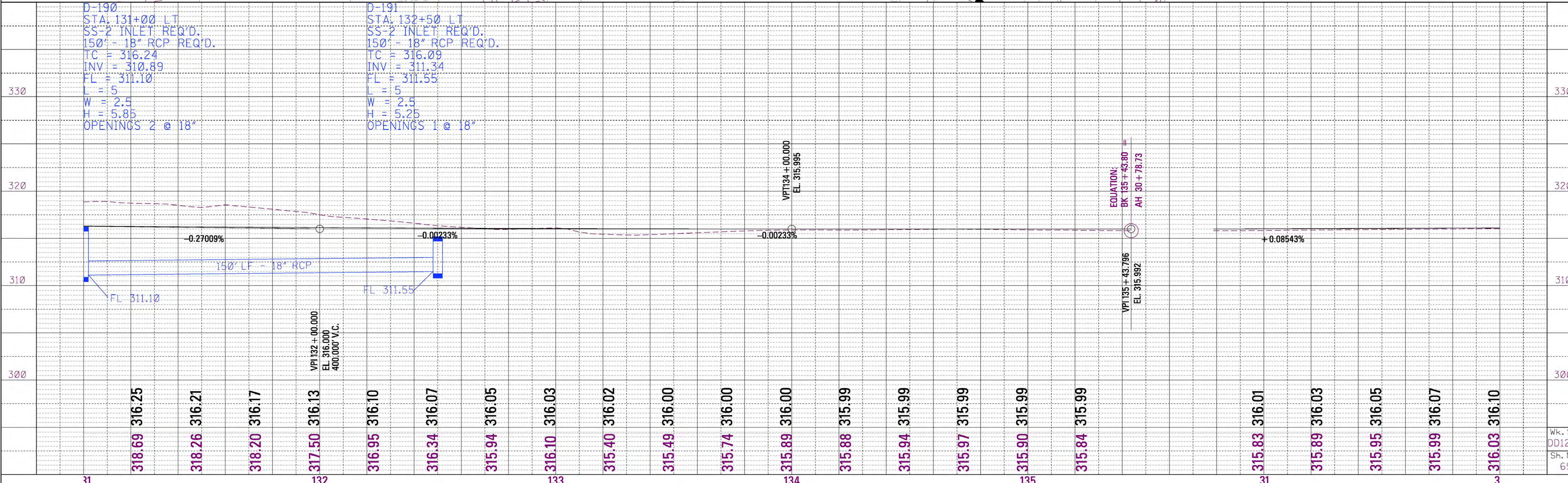


MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 PLANNING & DESIGN

D-190
 STA: 131+00 LT
 SS-2 INLET REQ'D.
 150' - 18" RCP REQ'D.
 TC = 316.24
 INV = 310.89
 FL = 311.10
 L = 5
 W = 2.5
 H = 5.85
 OPENINGS 2 @ 18"

D-191
 STA: 132+50 LT
 SS-2 INLET REQ'D.
 150' - 18" RCP REQ'D.
 TC = 316.09
 INV = 311.34
 FL = 311.55
 L = 5
 W = 2.5
 H = 5.25
 OPENINGS 1 @ 18"

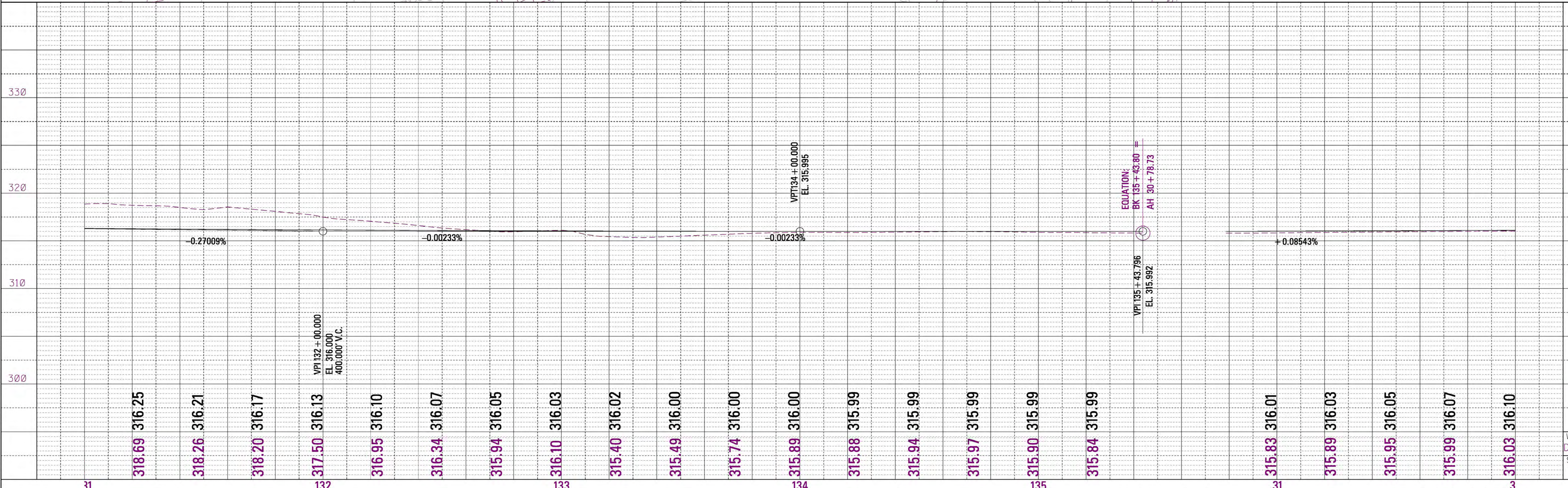
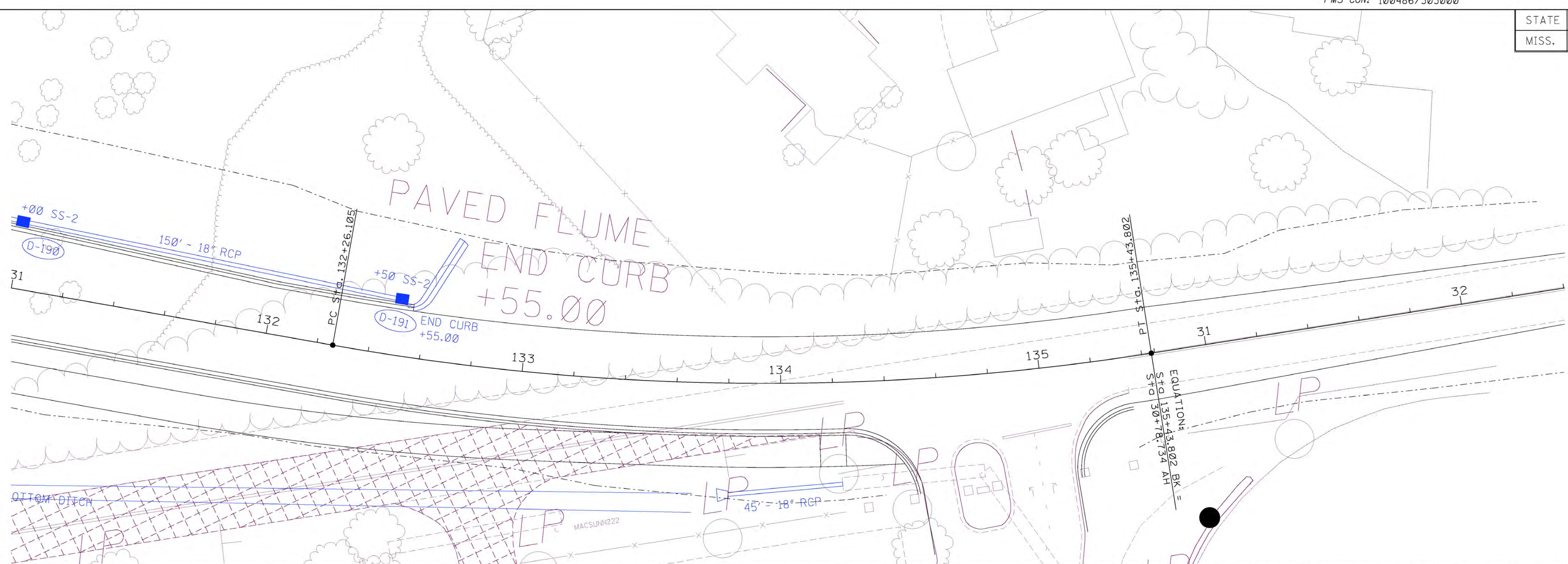
EQUATION:
 BK 135 + 43.80 =
 AH 30 + 78.73
 VPI 135 + 43.796
 EL. 315.992



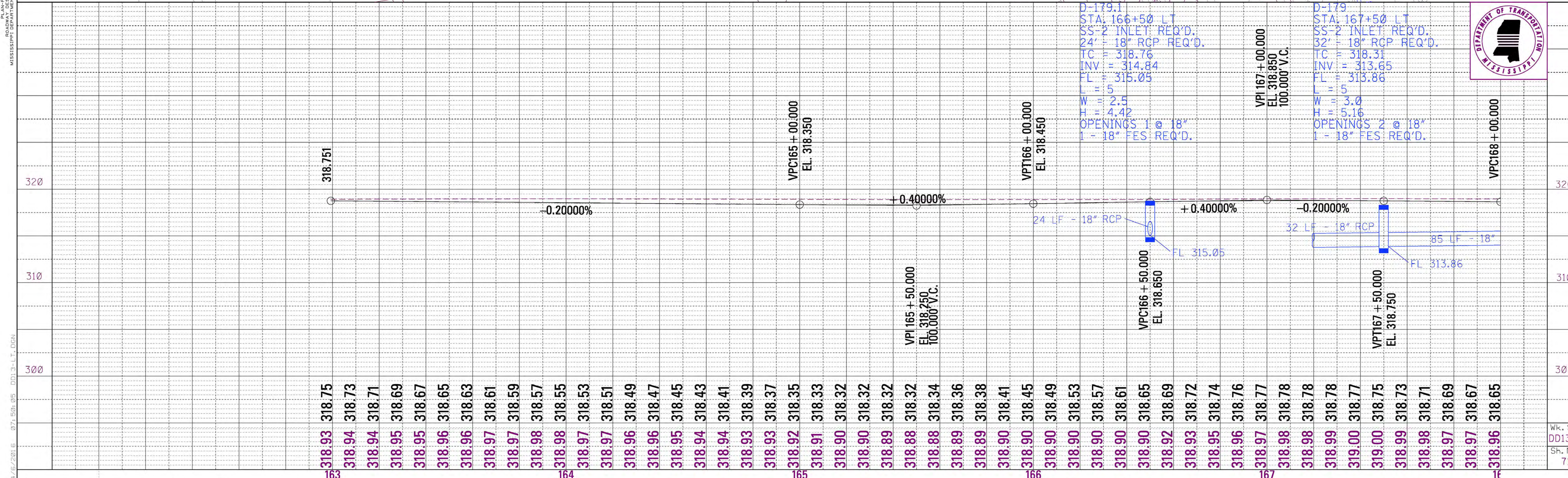
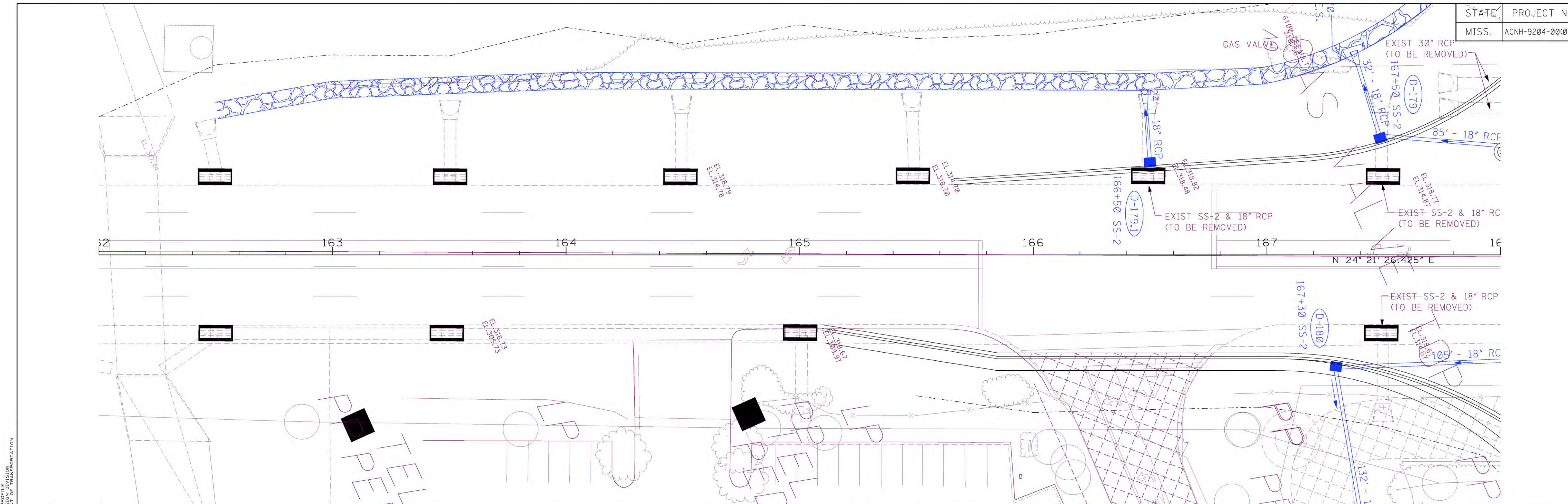
4/16/2016 07:50:02 DD12-LT.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 4/16/2016 07:58:04 DD12-RT.DGN



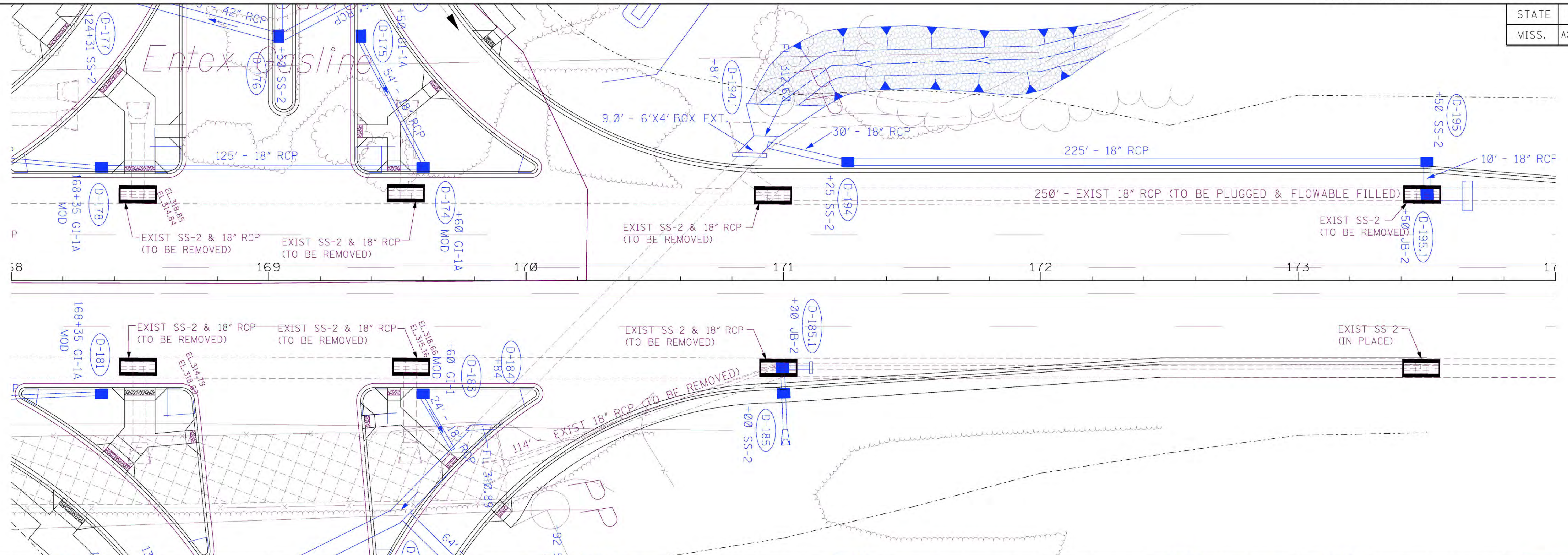
Wk. Sh.
DD12RT
Sh. No.
70



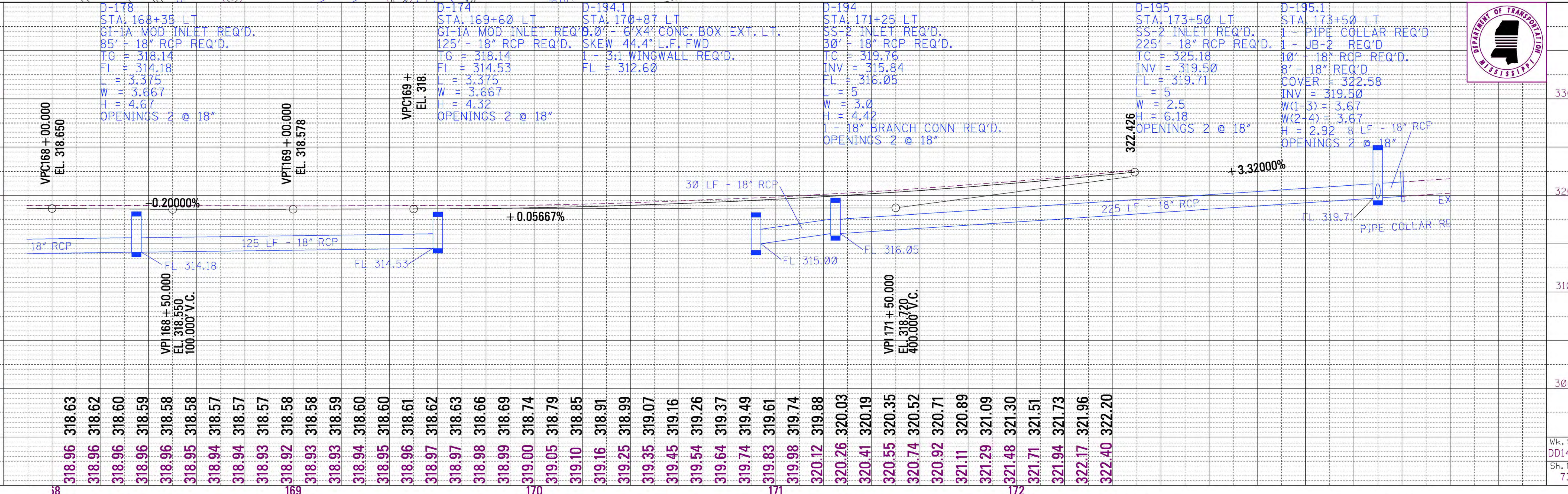
4/16/2016 07:50:05 DD13-LT.DGN
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

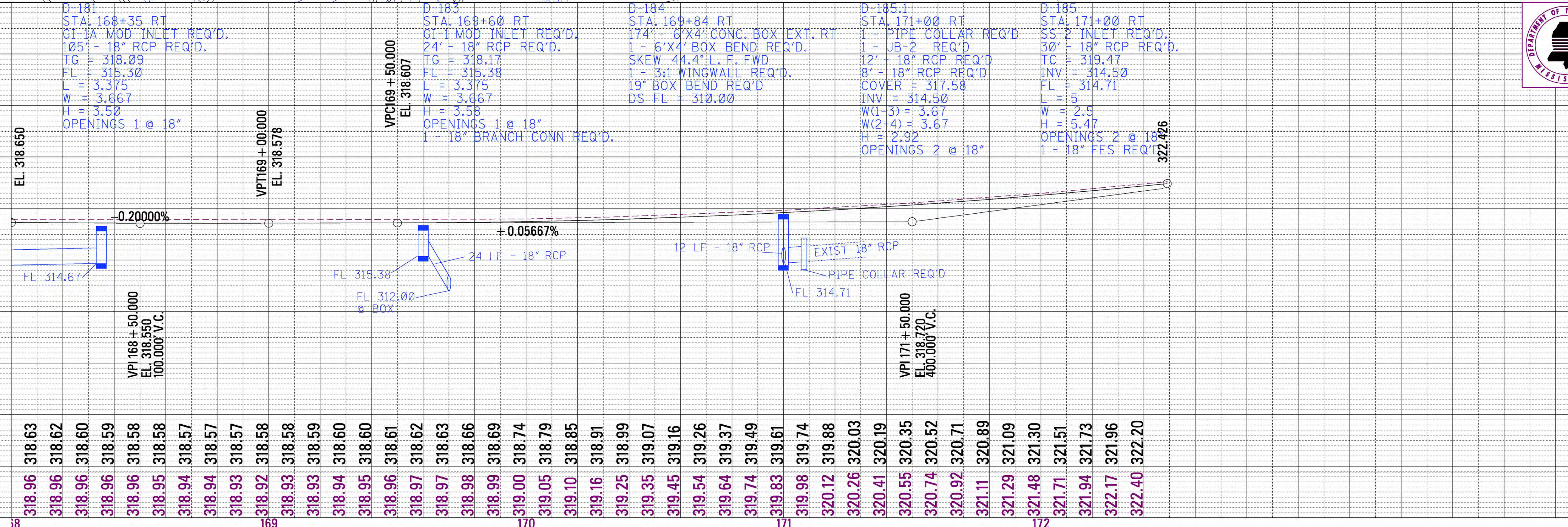
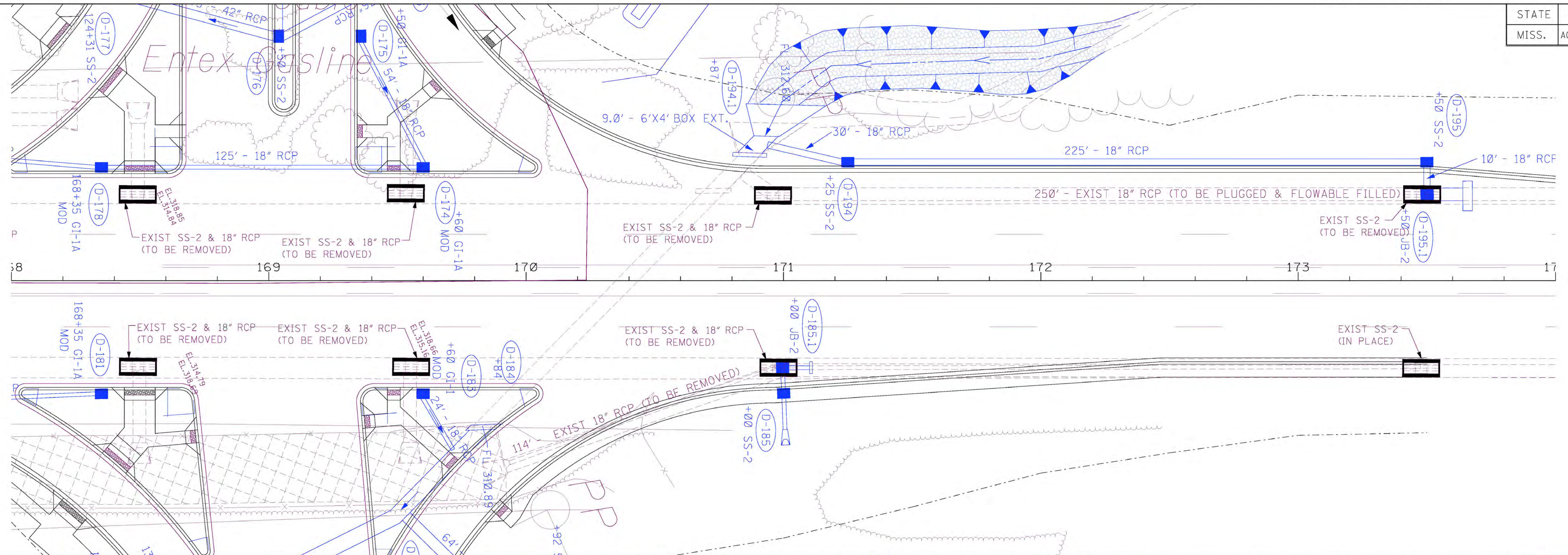


4/16/2016 07:50:03 DD: 4-LT.DGN



Wk. Sh.
DD14LT
Sh. No.
73

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

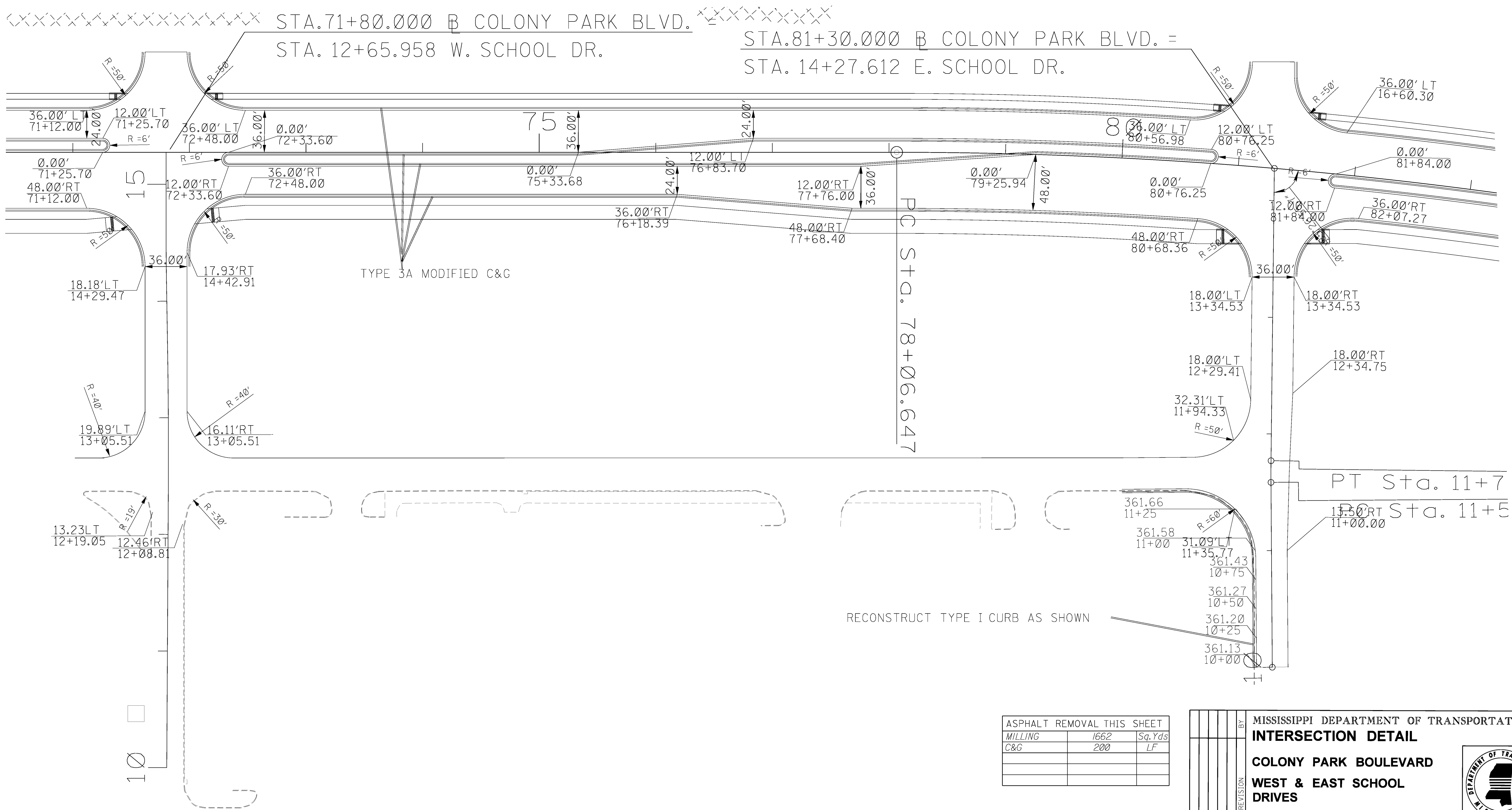


ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/16/2016 07:50:11 DD: 4-RT.DGN

Wk. Sh.
DD14RT
Sh. No.
74

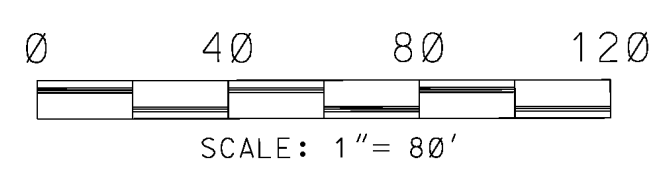
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/6/2016 7:50 AM ID-1.DGN

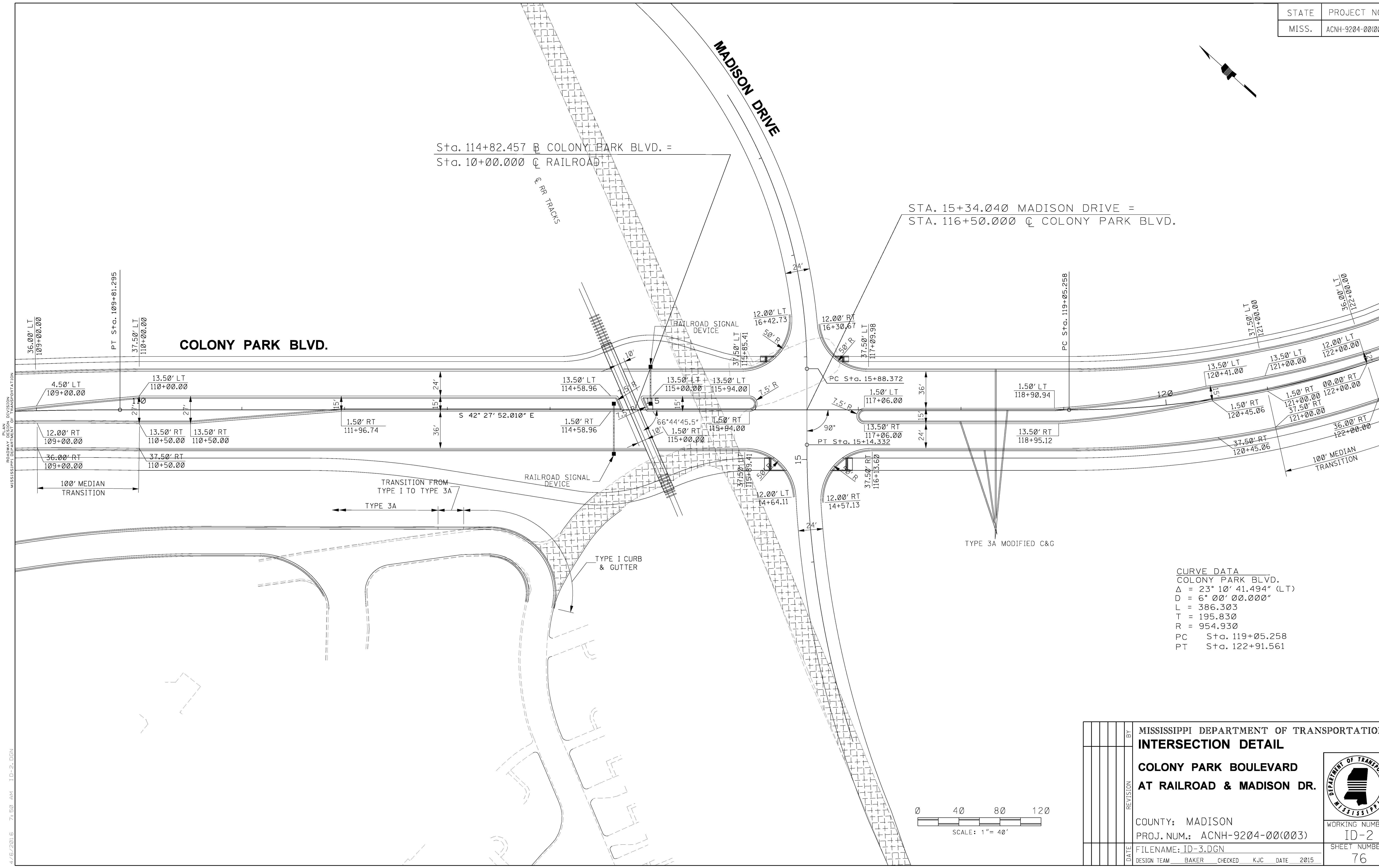
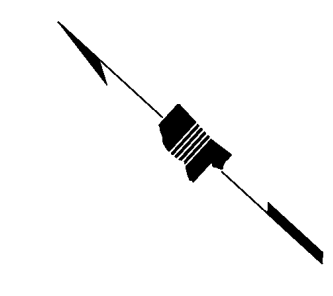
ASPHALT REMOVAL THIS SHEET		
MILLING	1662	Sq.Yds
C&G	200	LF



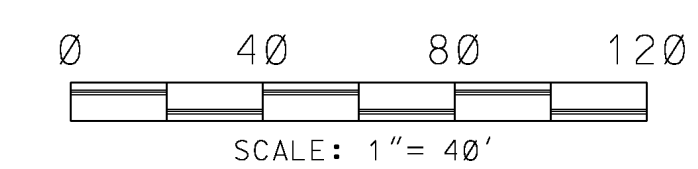
REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		INTERSECTION DETAIL
		COLONY PARK BOULEVARD
		WEST & EAST SCHOOL DRIVES
		COUNTY: MADISON
		PROJ. NUM.: ACNH-9204-00(003)
		WORKING NUMBER
		ID-1
		FILENAME: ID-2.DGN
		DESIGN TEAM Michael Baker CHECKED KJC DATE 2015
		SHEET NUMBER
		75



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



CURVE DATA
 COLONY PARK BLVD.
 $\Delta = 23^\circ 10' 41.494''$ (LT)
 $D = 6^\circ 00' 00.000''$
 $L = 386.303$
 $T = 195.830$
 $R = 954.930$
 PC Sta. 119+05.258
 PT Sta. 122+91.561

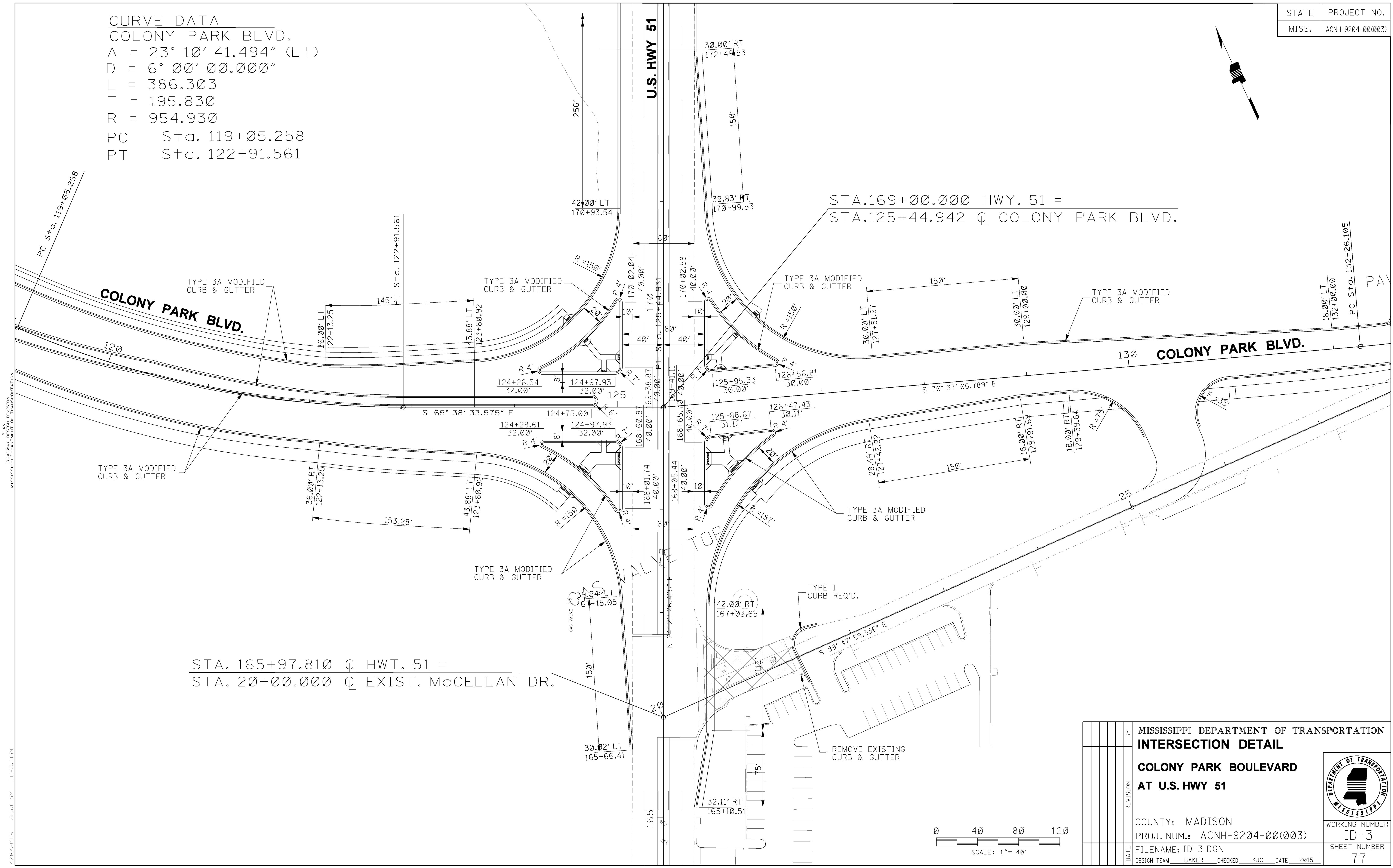
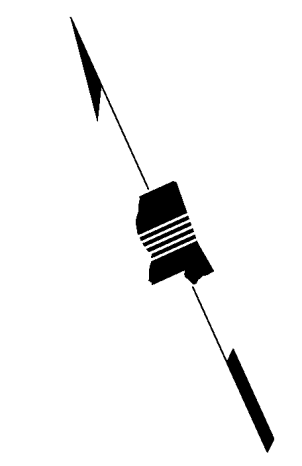


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INTERSECTION DETAIL	
COLONY PARK BOULEVARD	
AT RAILROAD & MADISON DR.	
DATE	WORKING NUMBER
DESIGN TEAM	ID-2
BAKER	SHEET NUMBER
CHECKED	76
KJC	
DATE	
2015	

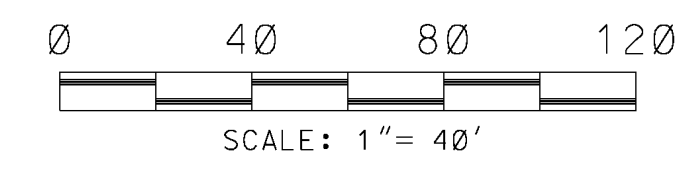
4/6/2016 7:50 AM ID-2.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

CURVE DATA
COLONY PARK BLVD.
 $\Delta = 23^\circ 10' 41.494''$ (LT)
 $D = 6^\circ 00' 00.000''$
 $L = 386.303$
 $T = 195.830$
 $R = 954.930$
PC Sta. 119+05.258
PT Sta. 122+91.561

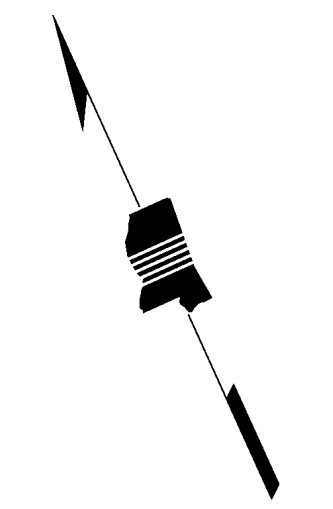
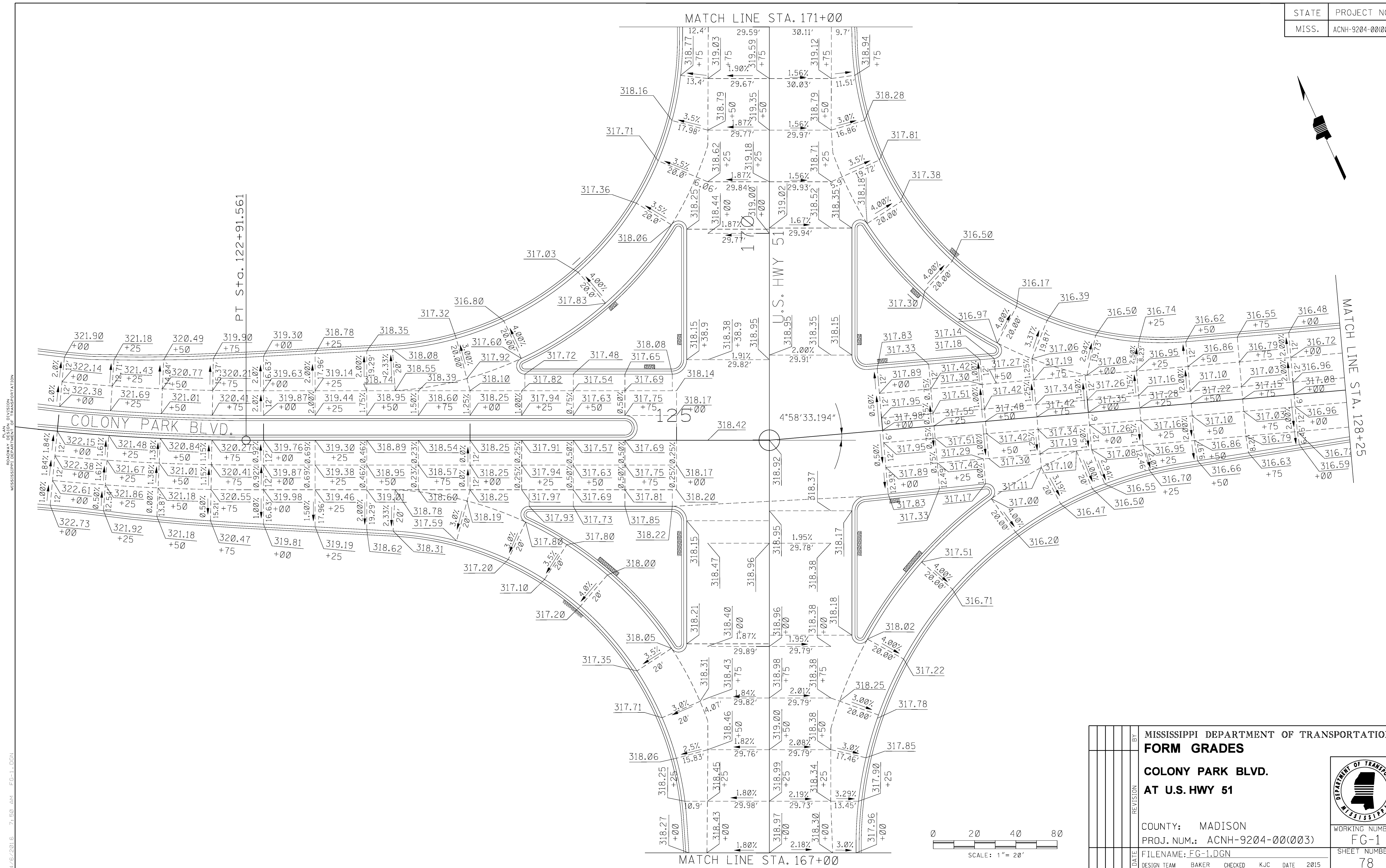


4/6/2016 7:50 AM ID-3.DGN

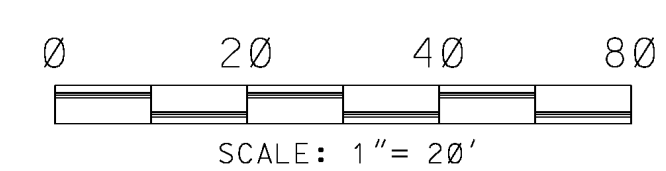


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INTERSECTION DETAIL	
COLONY PARK BOULEVARD	
AT U.S. HWY 51	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ID-3.DGN	
DATE	DESIGN TEAM BAKER CHECKED KJC DATE 2015
REVISION	BY
WORKING NUMBER	ID-3
SHEET NUMBER	77





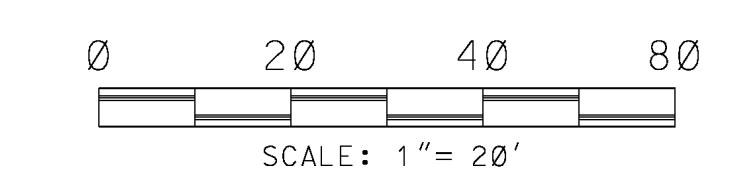
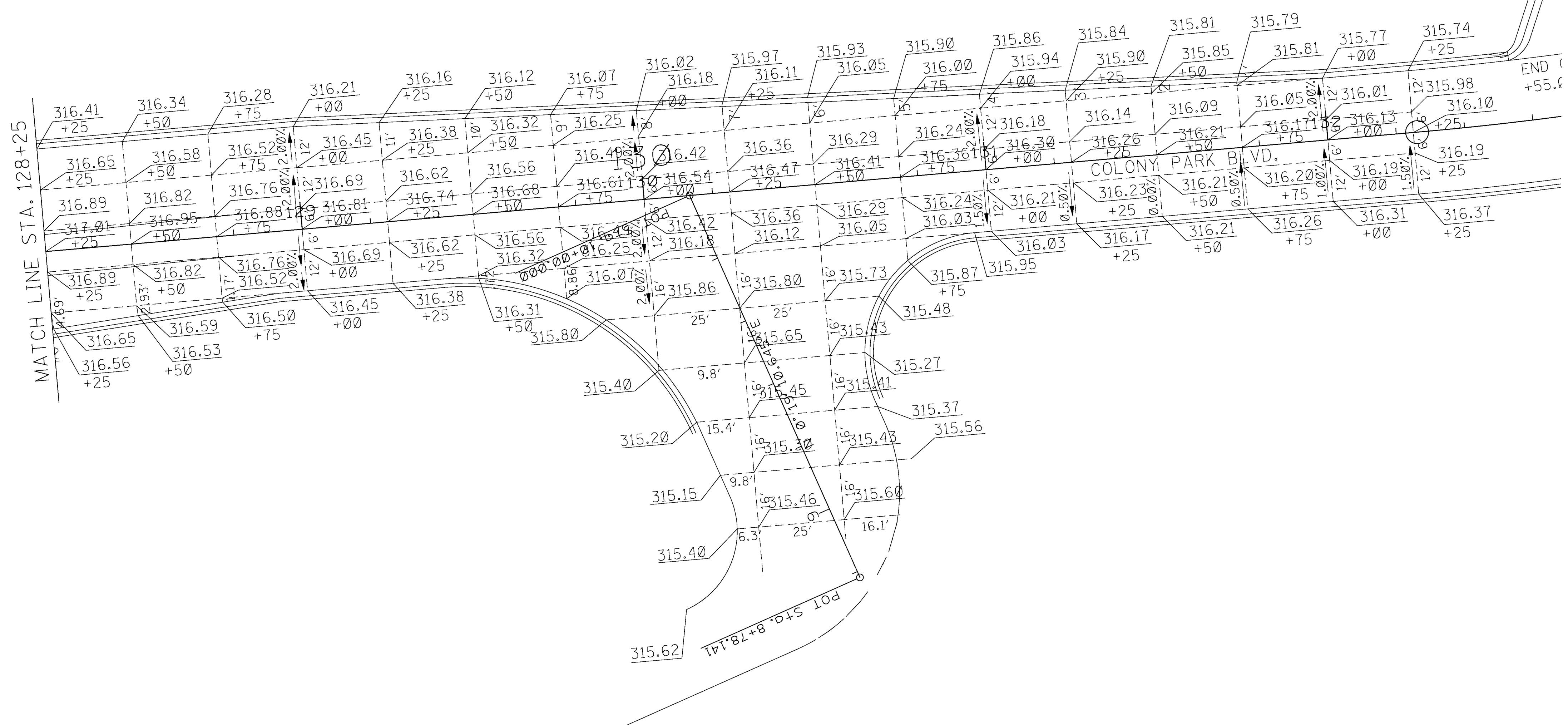
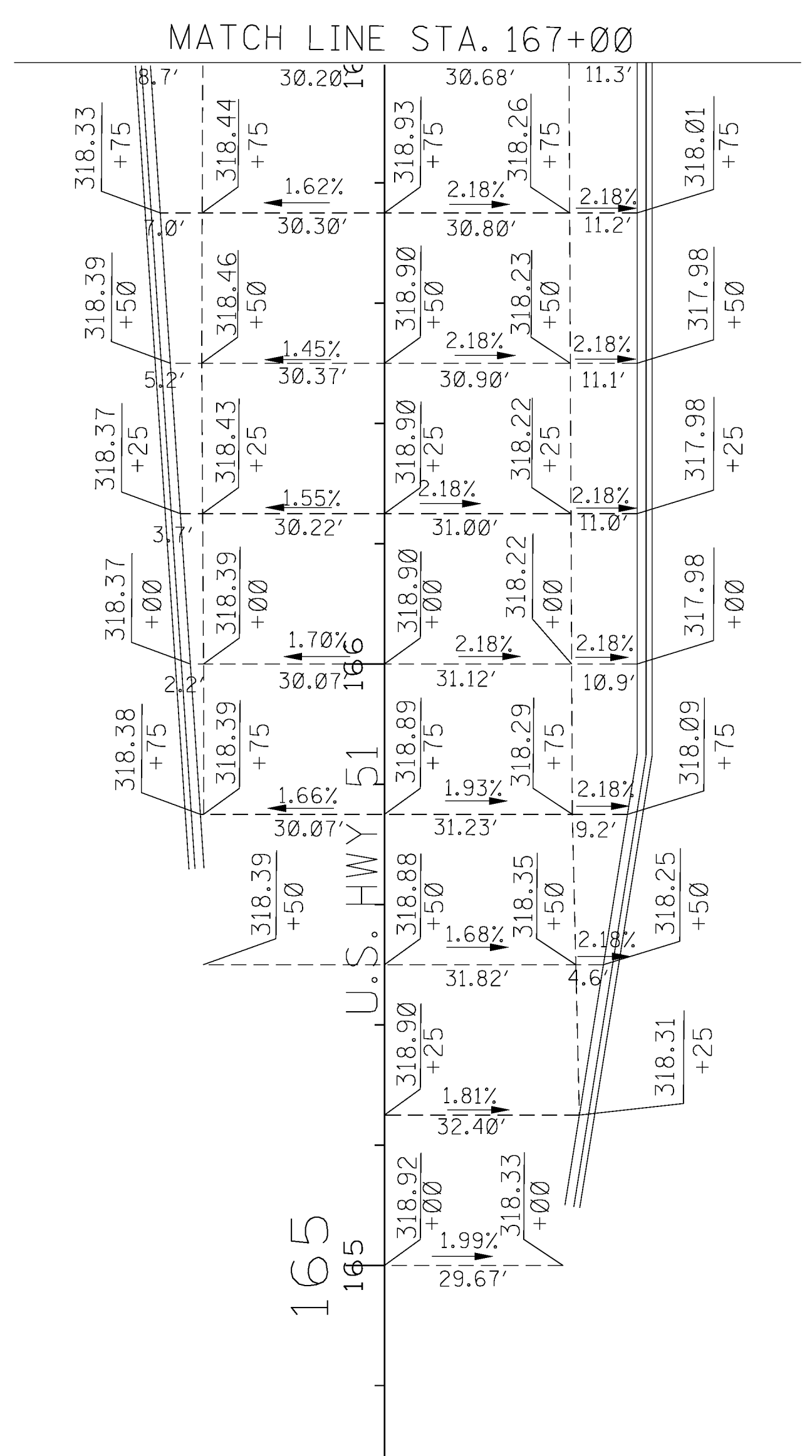
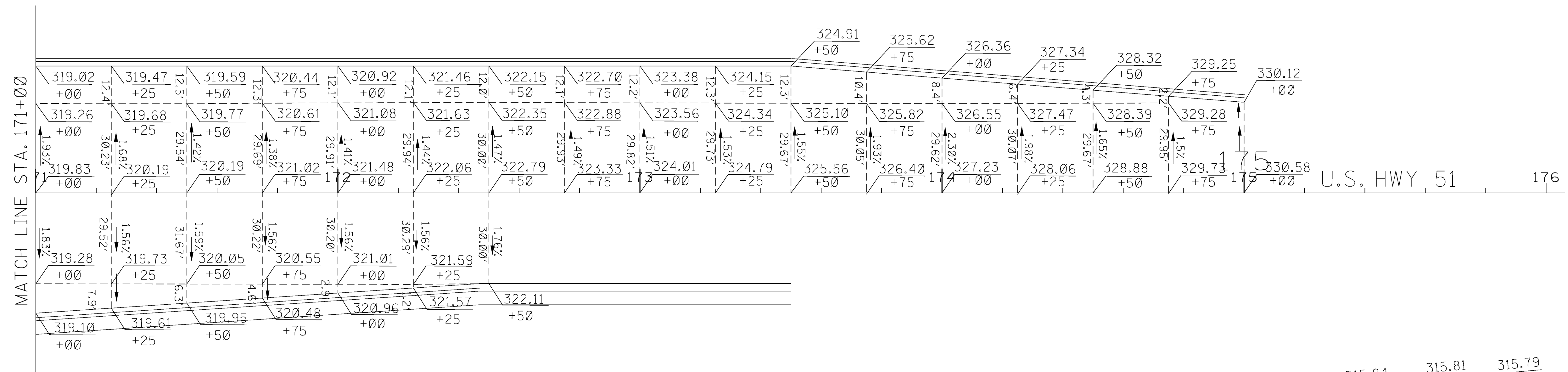
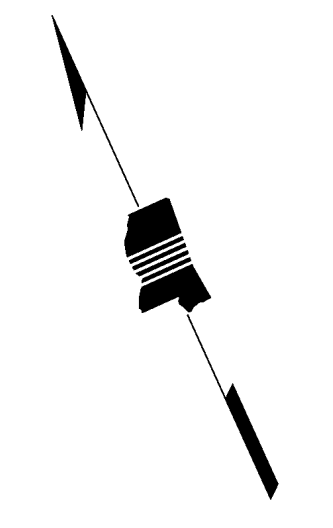
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY PLAN DIVISION
 4/6/2016 7:50 AM FG-1.DGN



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
FORM GRADES	
COLONY PARK BLVD.	
AT U.S. HWY 51	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	FG-1.DGN
DESIGN TEAM:	BAKER CHECKED KJC DATE 2015
DATE	
REVISION	
BY	



WORKING NUMBER
 FG-1
 SHEET NUMBER
 78



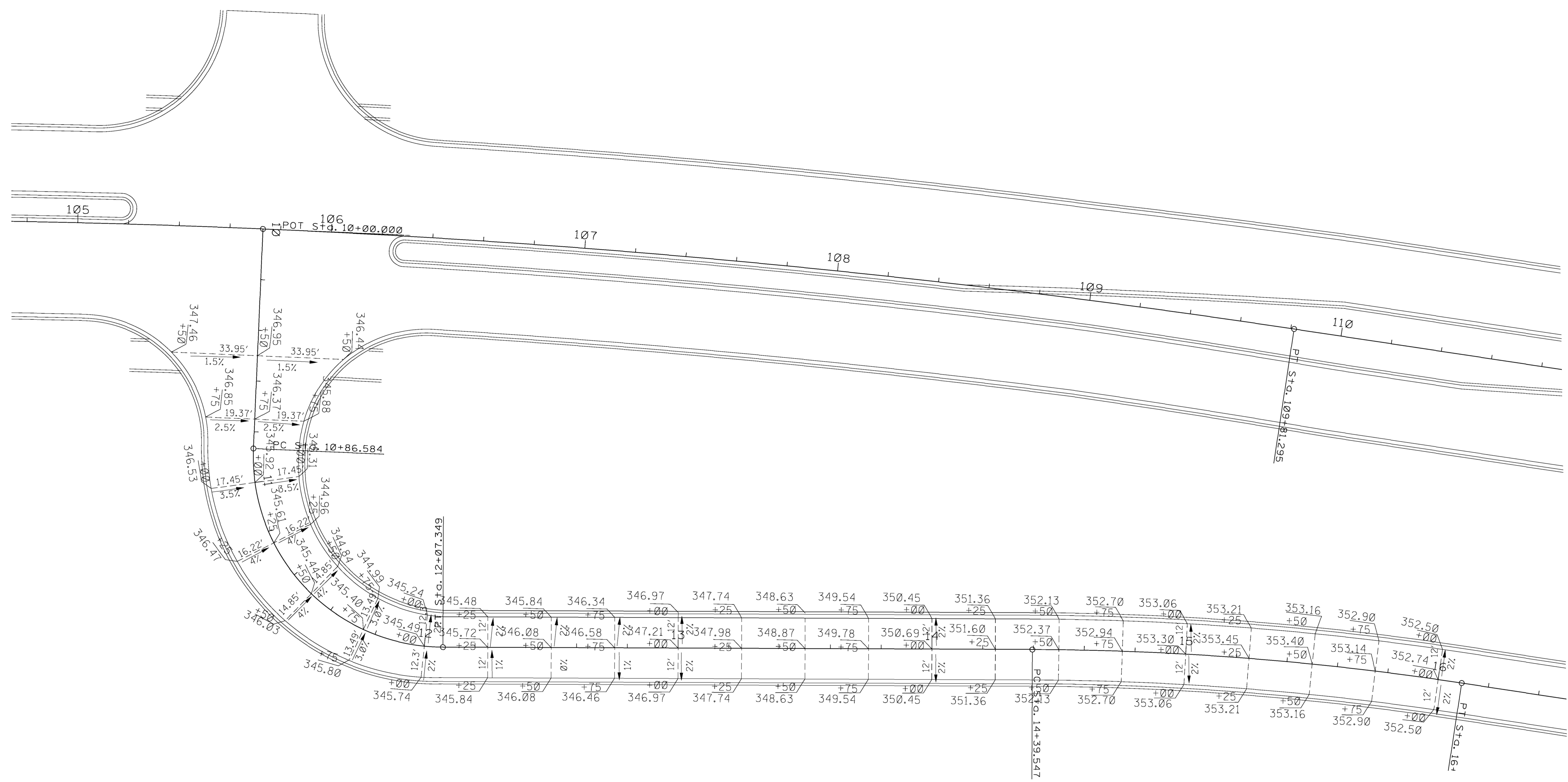
BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	FORM GRADES
	COLONY PARK BLVD.
	AT U.S. HWY 51
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: FG-2.DGN
	DESIGN TEAM BAKER CHECKED KJC DATE 2015

WORKING NUMBER	79
SHEET NUMBER	79




3/21/2016 1:00 PM FG-2.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



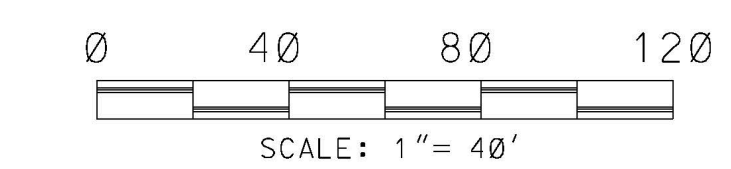
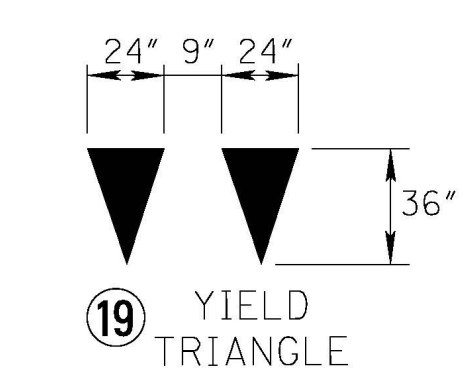
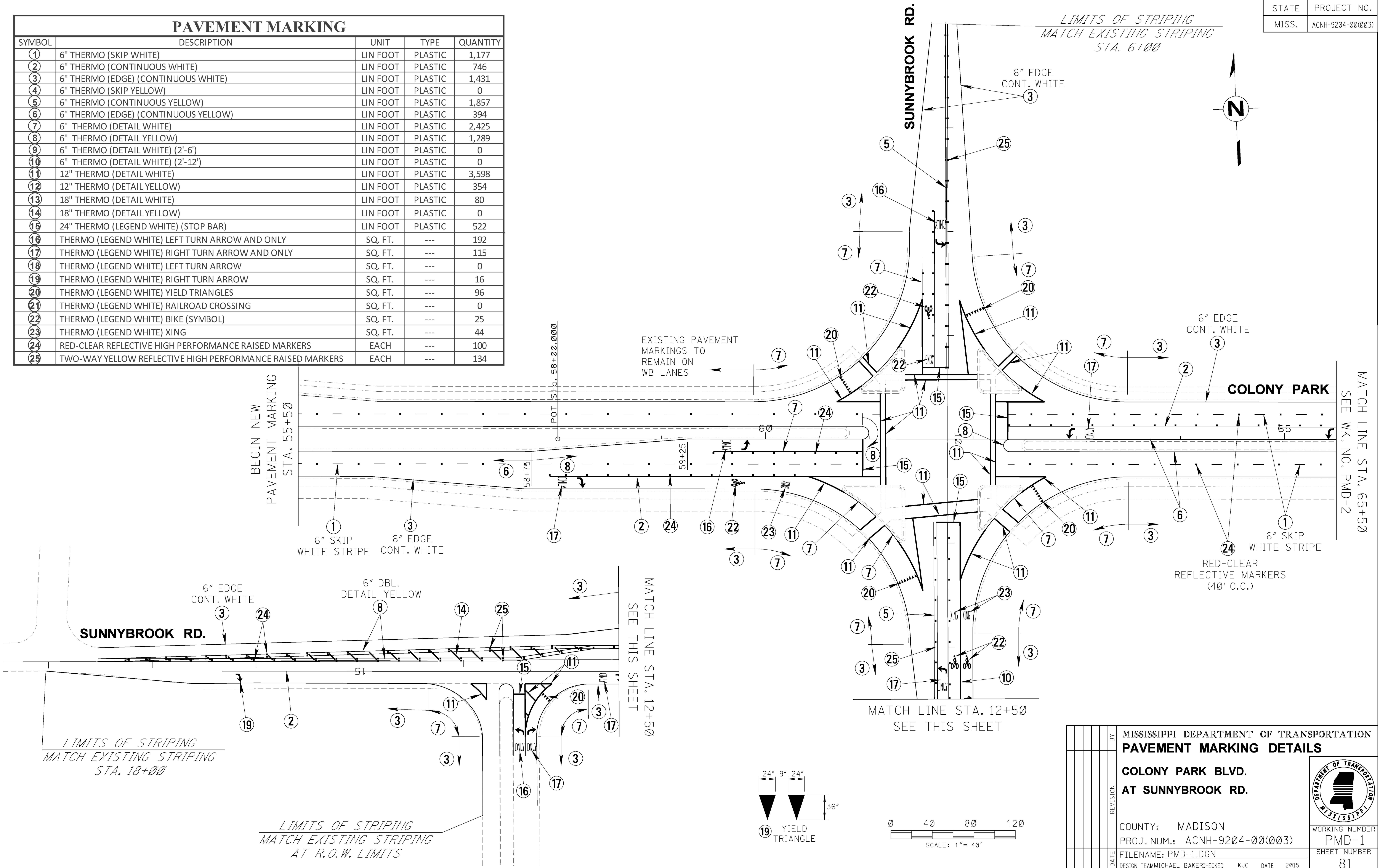
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/6/2016 7:50 AM FG-3.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
FORM GRADES	
COLONY PARK FRONTAGE ROAD	
	
WORKING NUMBER FG-3	
SHEET NUMBER 80	
DATE	FILENAME: FG-3.DGN
DESIGN TEAM	BAKER
CHECKED	KJC
DATE	2015

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PAVEMENT MARKING				
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	1,177
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	746
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,431
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,857
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	394
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	2,425
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	1,289
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	3,598
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	354
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	80
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	522
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	192
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	115
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	16
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	96
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	25
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	44
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	100
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	134



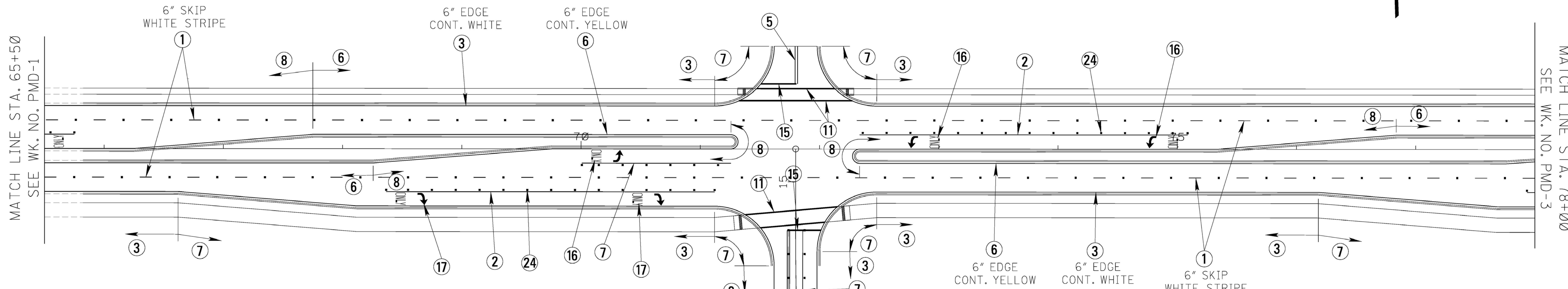
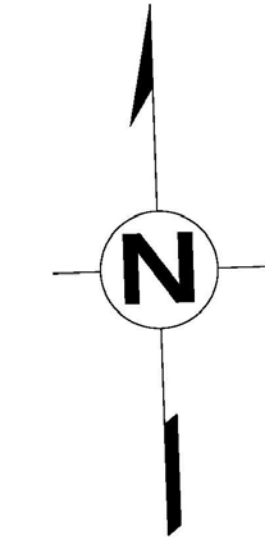
BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
DATE	COLONY PARK BLVD. AT SUNNYBROOK RD.
DESIGN	COUNTY: MADISON
CHECKED	PROJ. NUM.: ACNH-9204-00(003)
DATE	FILENAME: PMD-1.DGN
DATE	DESIGN TEAM: MICHAEL BAKER/CHECKED: KJC DATE: 2015

WORKING NUMBER
PMD-1

SHEET NUMBER
81

4/16/2015 7:50 AM PMD-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION BOUNDARY PLAN DIVISION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



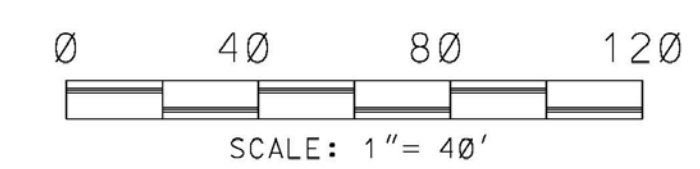
MATCH LINE STA. 65+50
SEE WK. NO. PMD-1

MATCH LINE STA. 78+00
SEE WK. NO. PMD-3

4/16/2015 7:50 AM PMD-2.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

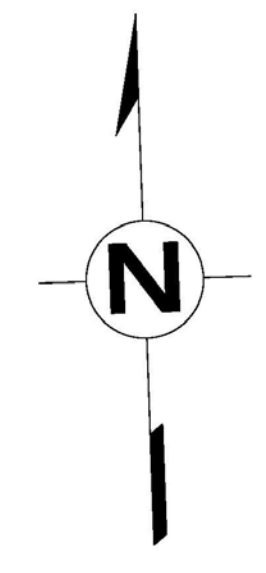
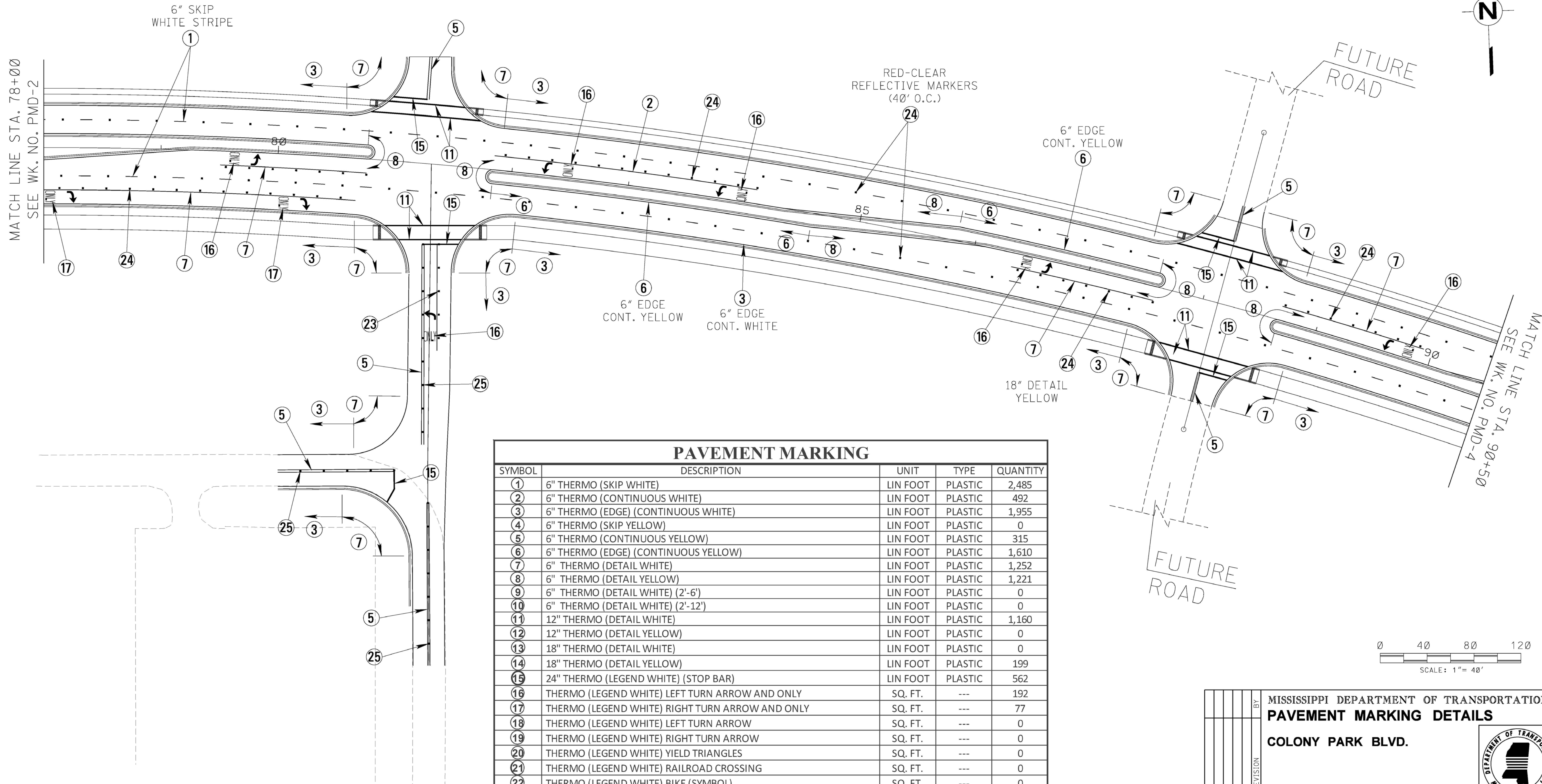
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	2,554
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	582
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	2,483
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	380
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,810
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	1,028
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	1,096
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	584
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	144
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	385
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	154
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	77
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	0
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	108
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	40



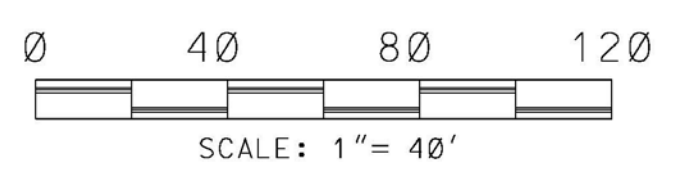
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PAVEMENT MARKING DETAILS	
COLONY PARK BLVD.	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	PMD-2.DGN
DESIGN TEAM:	MICHAEL BAKER
CHECKED:	KJC
DATE:	2015

WORKING NUMBER
PMD-2


SHEET NUMBER
82



PAVEMENT MARKING				
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	2,485
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	492
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,955
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	315
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,610
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	1,252
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	1,221
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	1,160
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	199
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	562
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	192
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	77
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	0
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	114
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	40



BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
	COLONY PARK BLVD.
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: PMD-3.DGN
	DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015

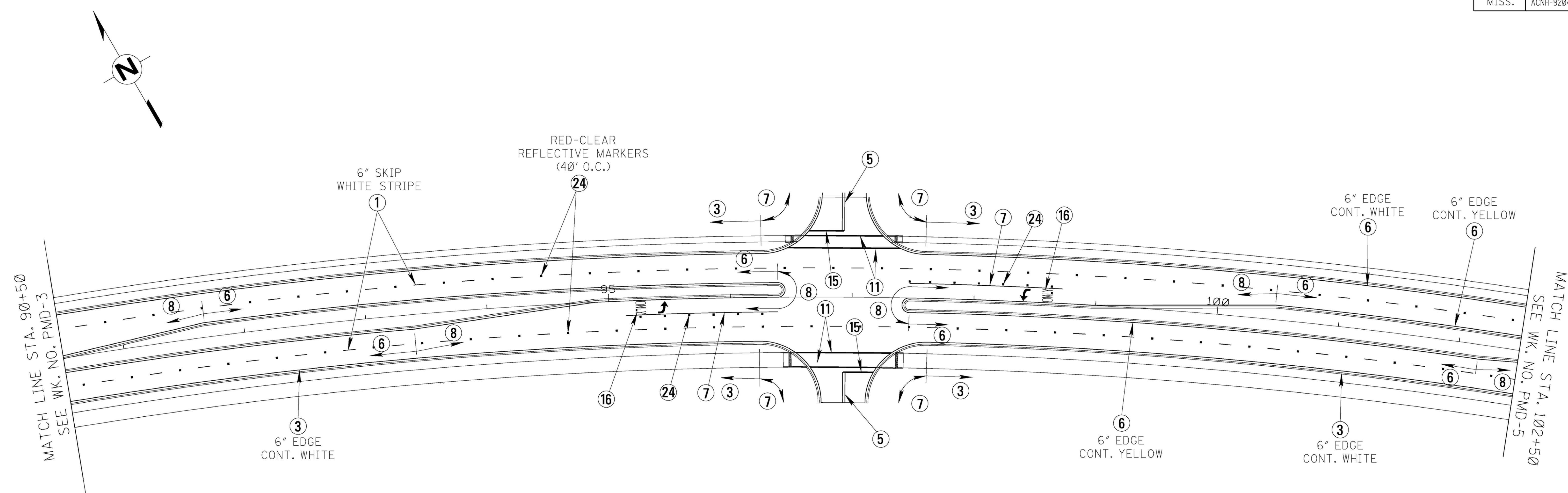


WORKING NUMBER
PMD-3

SHEET NUMBER
83

4/16/2015 7:50 AM PMD-3.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

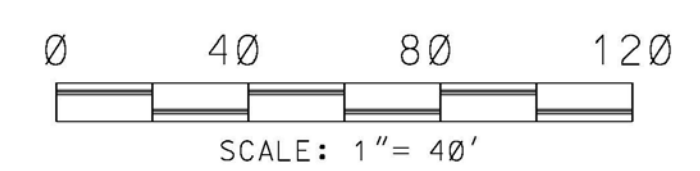


ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/16/2015 7:50 AM PMD-4.DGN

PAVEMENT MARKING

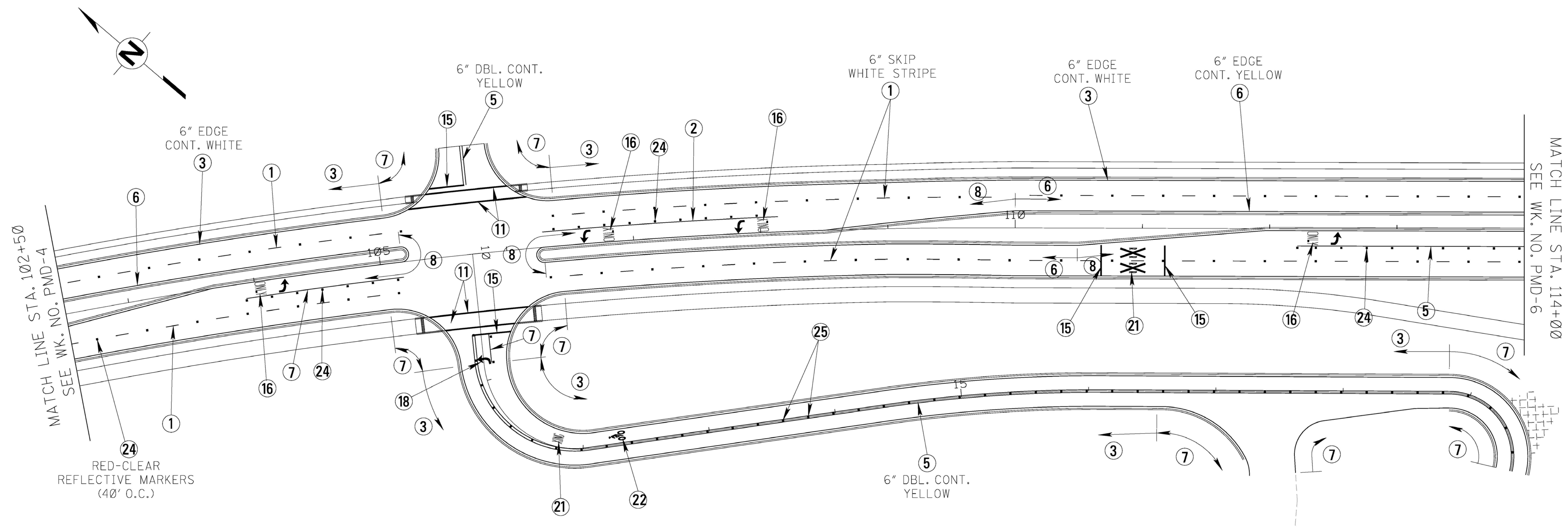
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	2,379
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	2,128
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,734
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	564
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	602
⑨	6" THERMO (DETAIL WHITE) (2'-6')	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12')	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	581
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	214
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	77
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	0
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	60
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	0



DATE	DESIGN TEAM	MICHAEL BAKER	CHECKED	KJC	DATE	2015
REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING DETAILS COLONY PARK BLVD.				
		COUNTY:	MADISON			
		PROJ. NUM.:	ACNH-9204-00(003)			
		FILENAME:	PMD-4.DGN			
		WORKING NUMBER	PMD-4			
		SHEET NUMBER	84			



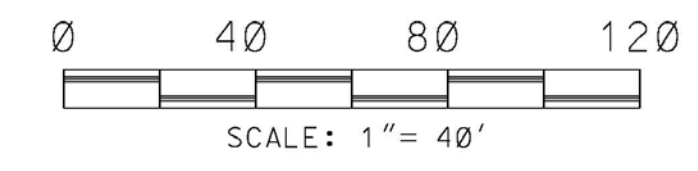
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)




4/16/2015 7:50 AM PMD-5.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	2,021
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	364
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	3,151
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,352
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,687
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	1,135
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	993
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	581
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	230
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	154
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	16
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	126
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	22
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	13
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	54
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	46



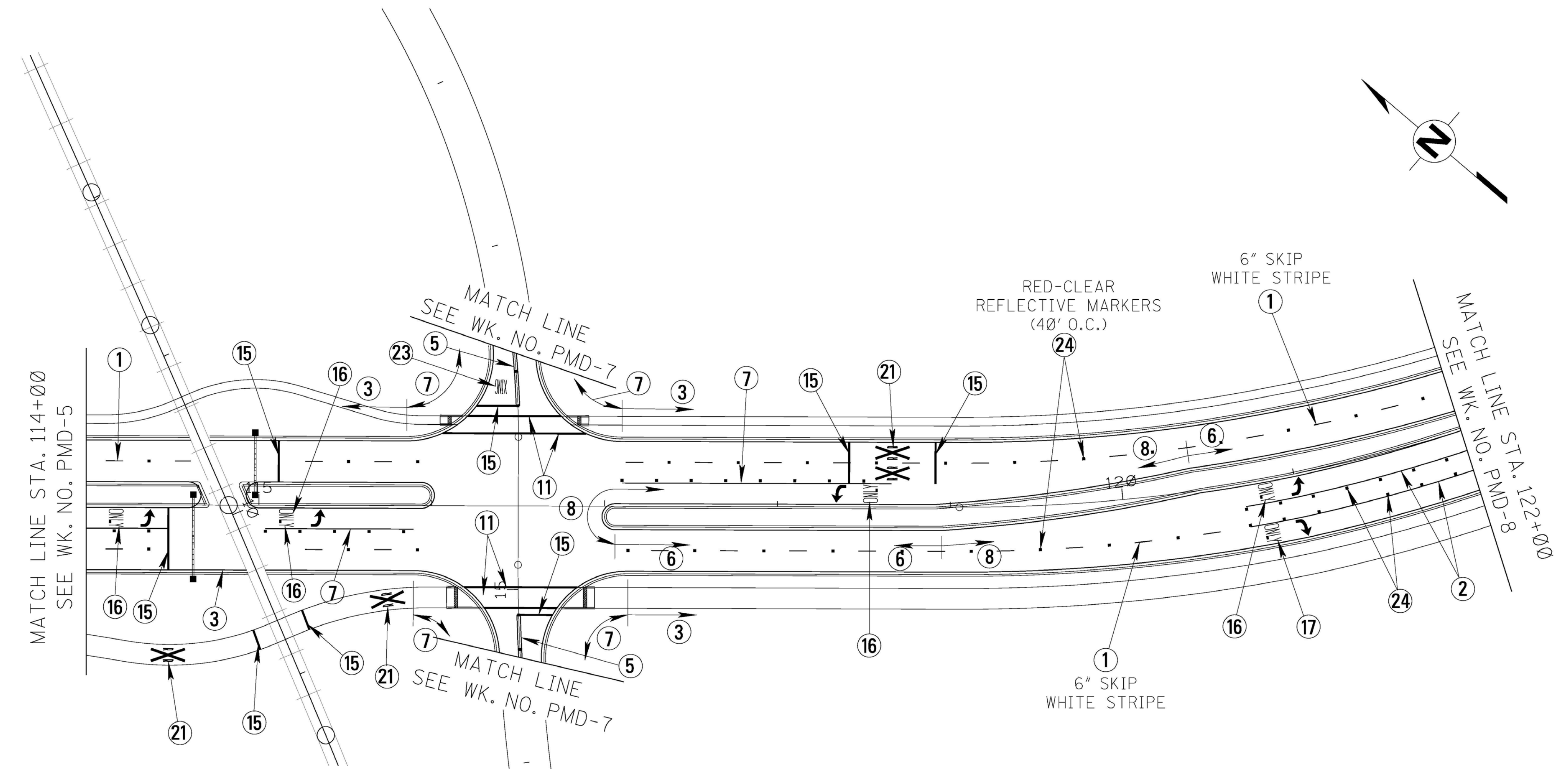
REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		PAVEMENT MARKING DETAILS
		COLONY PARK BLVD.
		COUNTY: MADISON
		PROJ. NUM.: ACNH-9204-00(003)
		FILENAME: PMD-5.DGN
		DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015



WORKING NUMBER
PMD-5

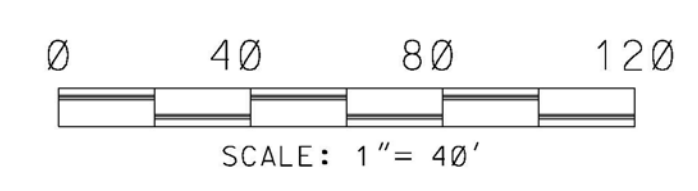
SHEET NUMBER
85

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)




PAVEMENT MARKING

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	1,117
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	469
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,334
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	111
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	805
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	401
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	583
⑨	6" THERMO (DETAIL WHITE) (2'-6')	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12')	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	490
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	698
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	154
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	38
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	252
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	22



BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
	COLONY PARK BLVD.
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: PMD-6.DGN
	DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015



WORKING NUMBER
PMD-6

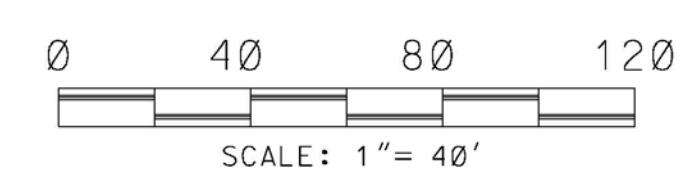
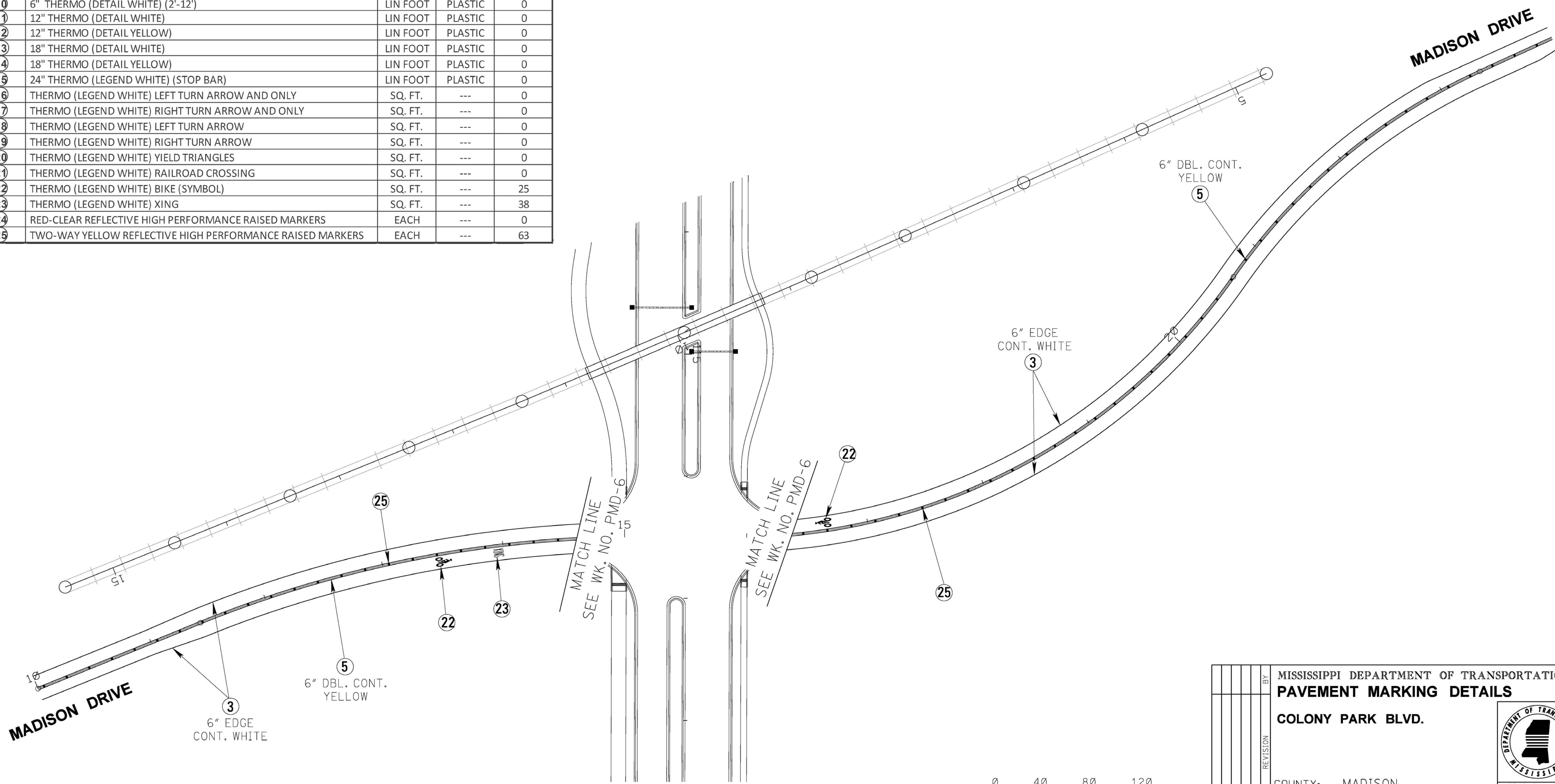
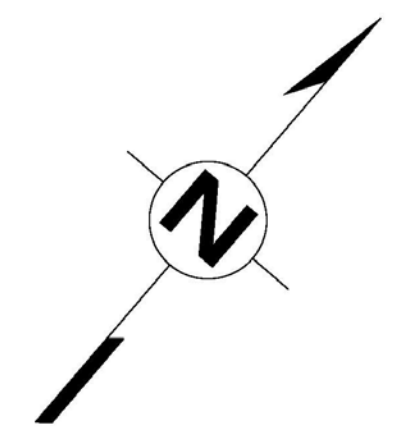
SHEET NUMBER
86

4/16/2015 7:50 AM PMD-6.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PAVEMENT MARKING

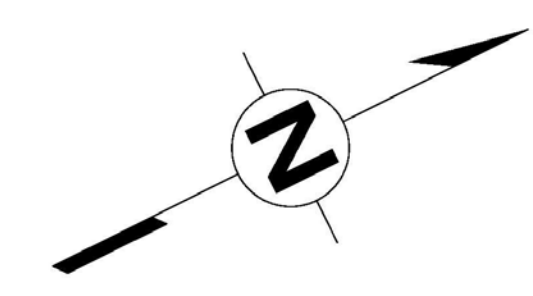
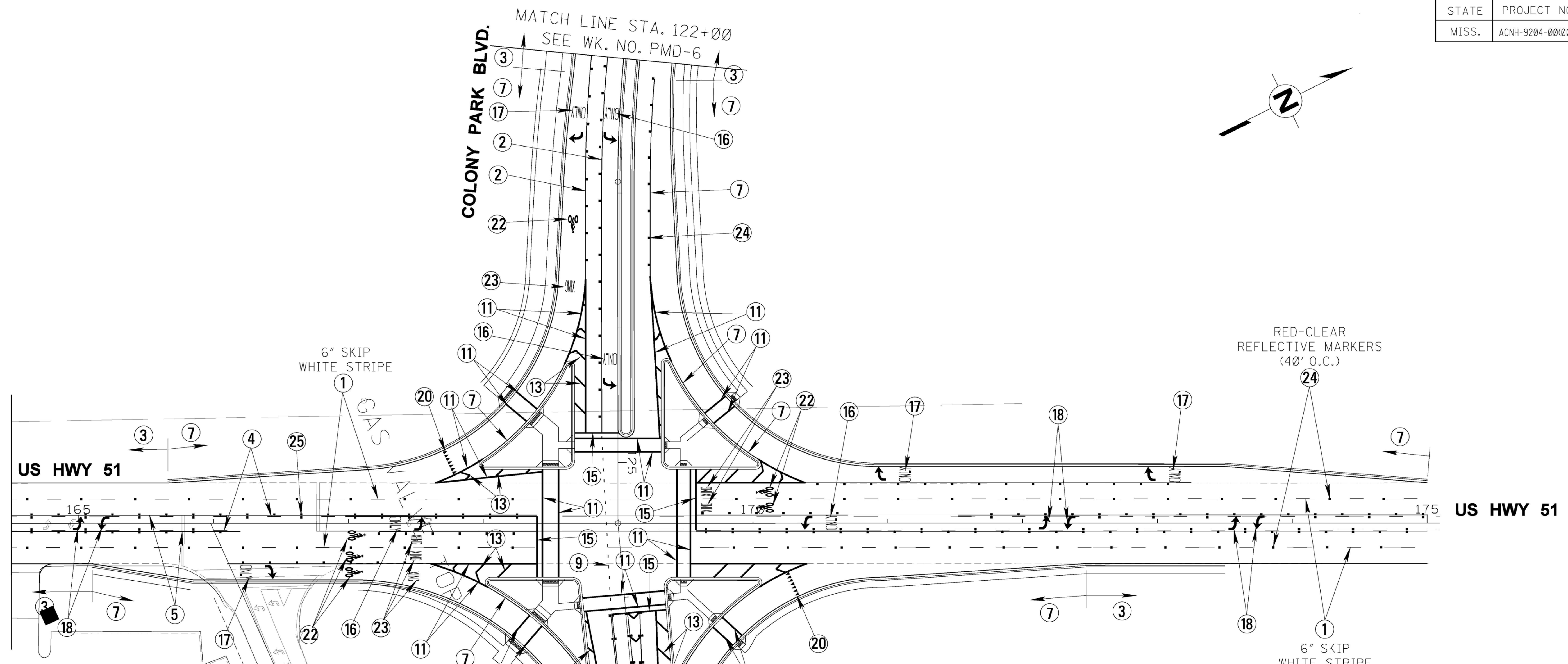
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	2,450
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	2,450
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	0
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	0
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	25
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	38
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	0
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	63



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PAVEMENT MARKING DETAILS	
COLONY PARK BLVD.	
DATE	BY
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC
DATE: 2015	

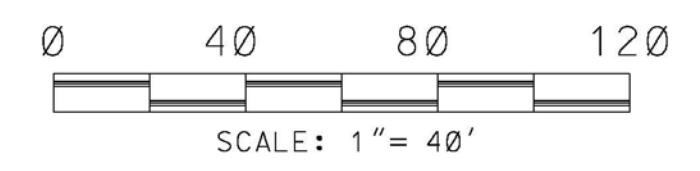
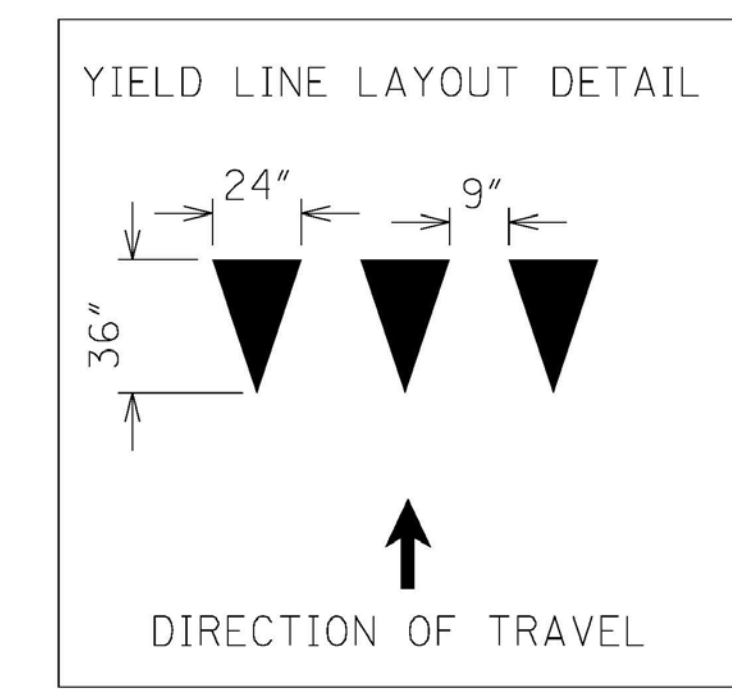
COUNTY: MADISON	WORKING NUMBER: PMD-7
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 87

4/16/2015 7:51 AM PMD-7.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



PAVEMENT MARKING

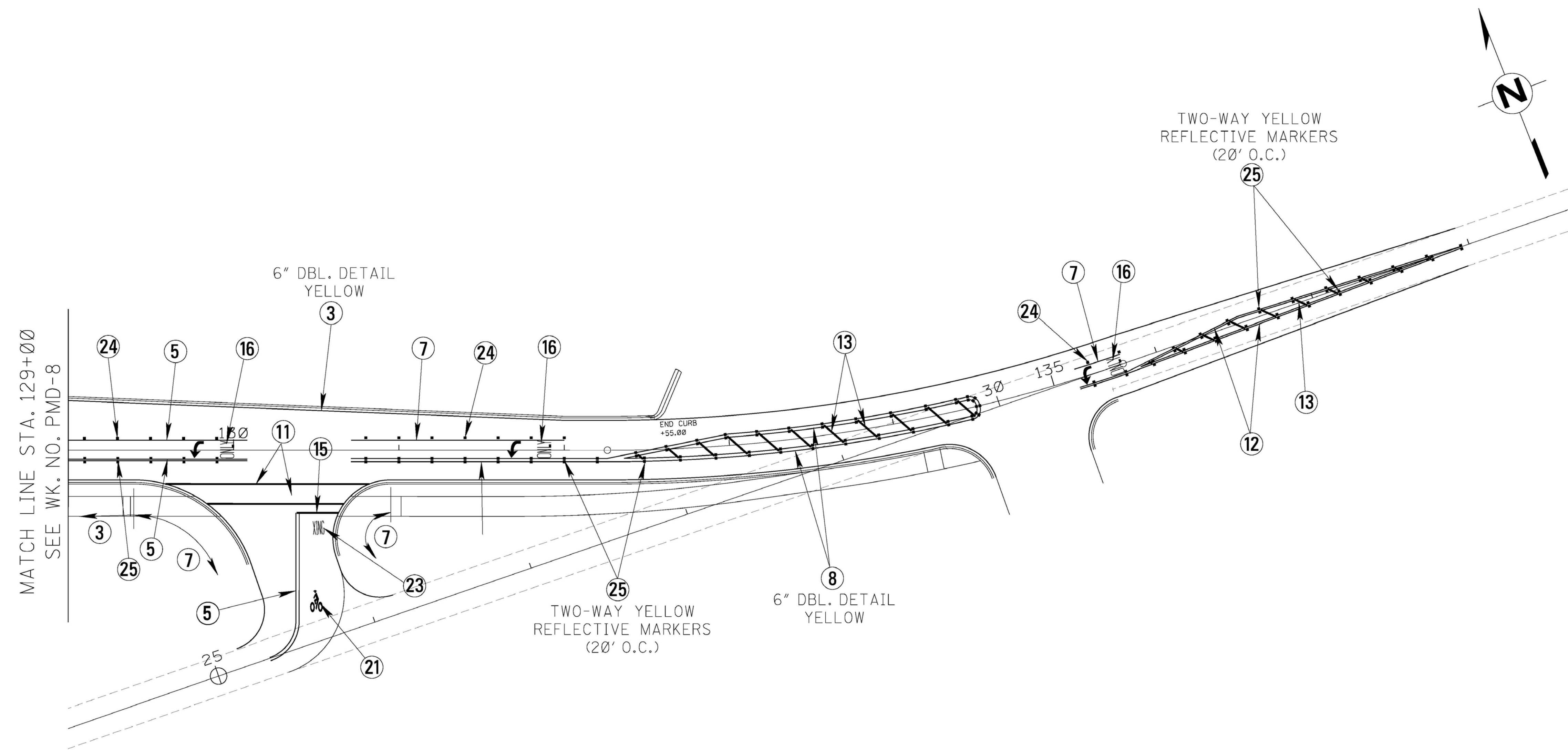
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	1,840
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,653
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	613
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	1,520
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	2,364
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	549
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	2,863
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	19
⑨	6" THERMO (DETAIL WHITE) (2'-6')	LIN FOOT	PLASTIC	34
⑩	6" THERMO (DETAIL WHITE) (2'-12')	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	3,719
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	1,070
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	665
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	192
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	192
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	98
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	63
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	75
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	132
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	138
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	116



DATE	DESIGN TEAM	MICHAEL BAKER	CHECKED	KJC	DATE	2015
MISSISSIPPI DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING DETAILS COLONY PARK BLVD. US 51 COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: PMD-8.DGN DESIGN TEAM: MICHAEL BAKER						
WORKING NUMBER PMD-8						SHEET NUMBER 88

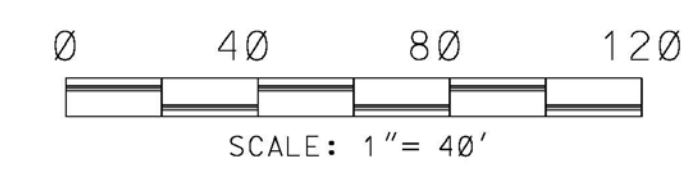
4/16/2015 7:51 AM PMD-8.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)




PAVEMENT MARKING

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	108
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,454
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	2,021
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	508
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	471
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	412
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	629
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	101
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	115
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	13
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	22
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	14
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	122



BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
	COLONY PARK BLVD.
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: PMD-9.DGN
	DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015

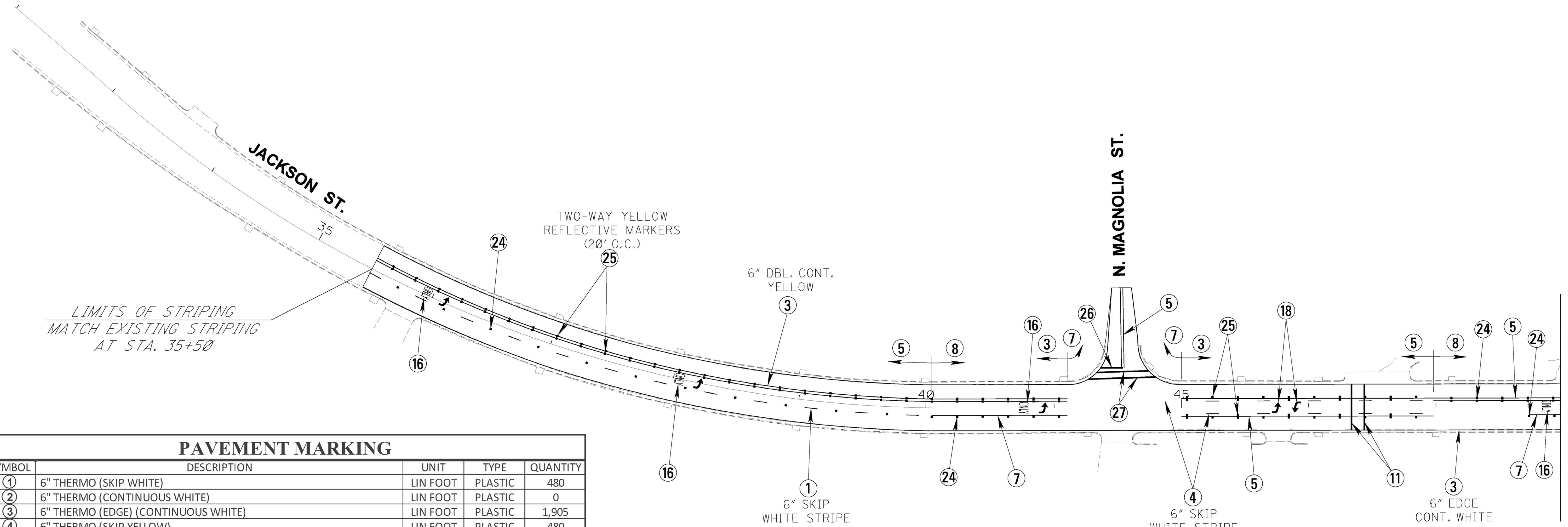
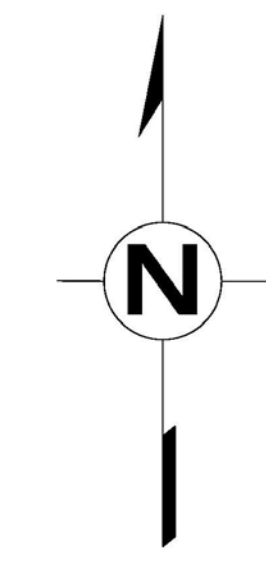


WORKING NUMBER
PMD-9

SHEET NUMBER
89

4/16/2015 7:51 AM PMD-9.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

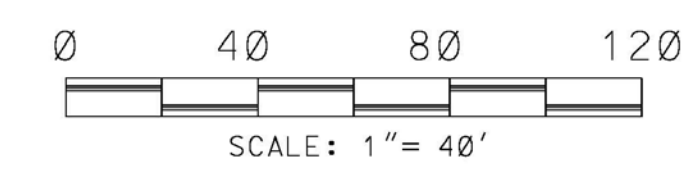
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)




MATCH LINE STA. 45+00
SEE WK. NO. PMD-11

PAVEMENT MARKING

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	480
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,905
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	480
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,472
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	253
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	460
⑨	6" THERMO (DETAIL WHITE) (2'-6')	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12')	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	144
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	70
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	154
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	33
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	0
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	0
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	20
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	100
㉖	12" TRAFFIC STRIPE (PAINT) (DETAIL WHITE)	EACH	---	187
㉗	24" TRAFFIC STRIPE (PAINT) (LEGEND WHITE) (STOP BAR)	EACH	---	70



BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
	COLONY PARK BLVD.
	JACKSON STREET
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: PMD-10.DGN
	DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015

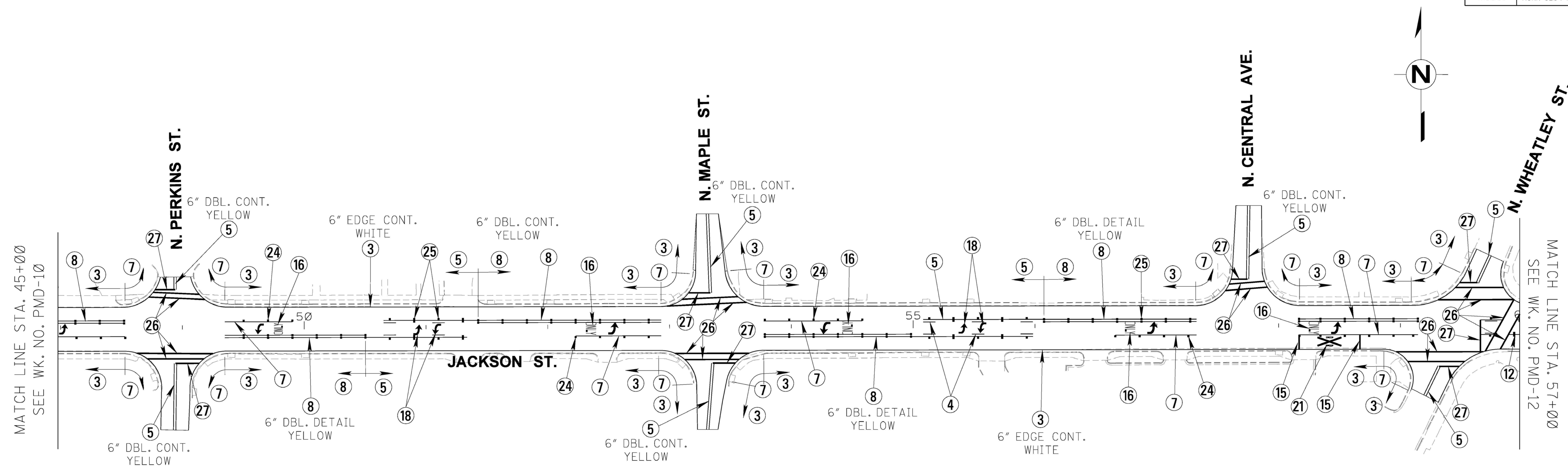


WORKING NUMBER
PMD-10

SHEET NUMBER
90

4/16/2015 7:51 AM PMD-10.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

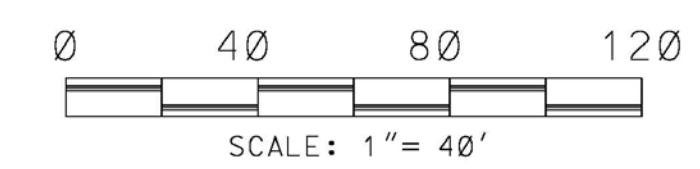
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)




4/16/2015 7:51 AM PMD-11.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	2,182
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	480
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,002
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	1,079
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	1,328
⑨	6" THERMO (DETAIL WHITE) (2'-6")	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	200
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	192
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	66
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	63
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	0
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	25
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	108
㉖	12" PAINT (DETAIL WHITE)	EACH	---	1,564
㉗	24" PAINT (LEGEND WHITE) (STOP BAR)	EACH	---	470

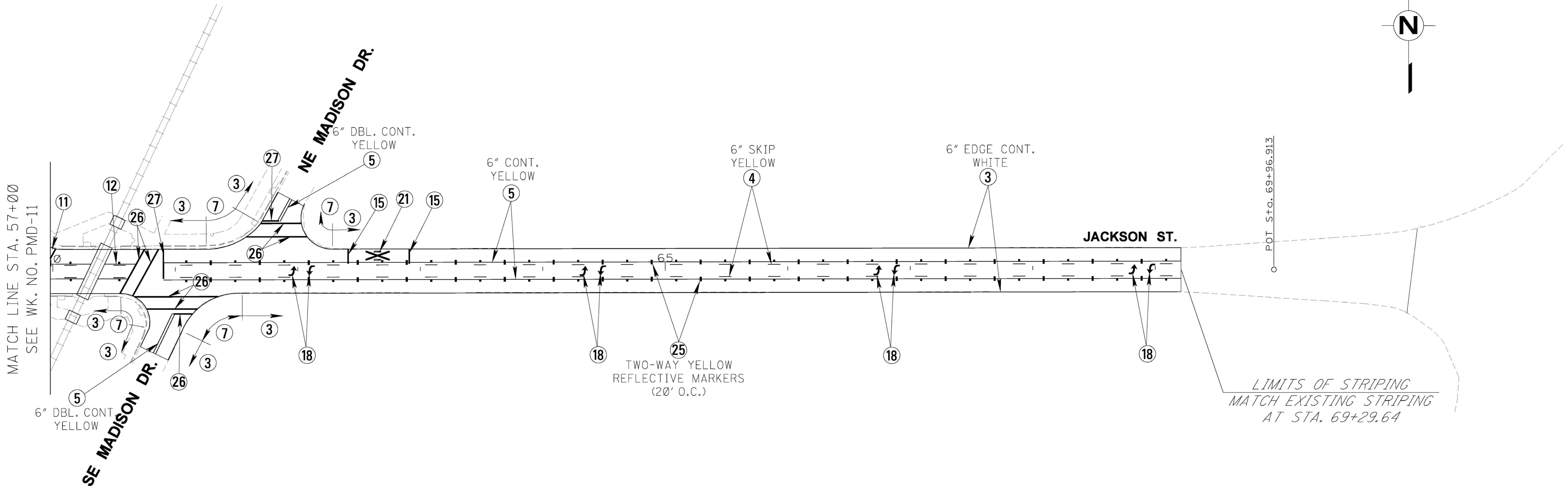
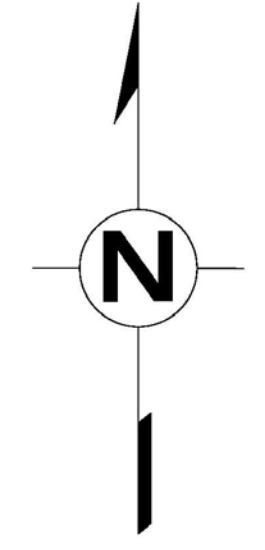


BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
	COLONY PARK BLVD.
	JACKSON STREET
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: PMD-11.DGN
	DESIGN TEAM MICHAEL BAKER CHECKED KJC DATE 2015



WORKING NUMBER
PMD-11

SHEET NUMBER
91



MATCH LINE STA. 57+00
SEE WK. NO. PMD-11

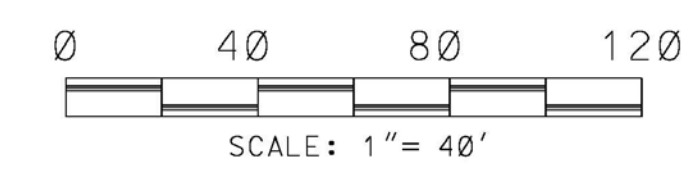
POT Sta. 69+96.913

LIMITS OF STRIPING
MATCH EXISTING STRIPING
AT STA. 69+29.64


4/16/2015 7:51 AM PMD-12.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,707
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	1,840
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,885
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	217
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑨	6" THERMO (DETAIL WHITE) (2'-6')	LIN FOOT	PLASTIC	0
⑩	6" THERMO (DETAIL WHITE) (2'-12')	LIN FOOT	PLASTIC	0
⑪	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑫	12" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑬	18" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑭	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑮	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	192
⑯	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	0
⑰	THERMO (LEGEND WHITE) RIGHT TURN ARROW AND ONLY	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	164
⑲	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑳	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
㉑	THERMO (LEGEND WHITE) RAILROAD CROSSING	SQ. FT.	---	63
㉒	THERMO (LEGEND WHITE) BIKE (SYMBOL)	SQ. FT.	---	0
㉓	THERMO (LEGEND WHITE) XING	SQ. FT.	---	0
㉔	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	0
㉕	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	126
㉖	12" PAINT (DETAIL WHITE)	EACH	---	573
㉗	24" PAINT (LEGEND WHITE) (STOP BAR)	EACH	---	117



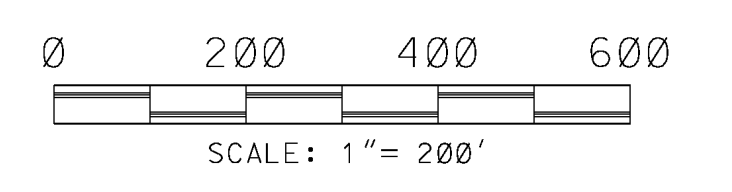
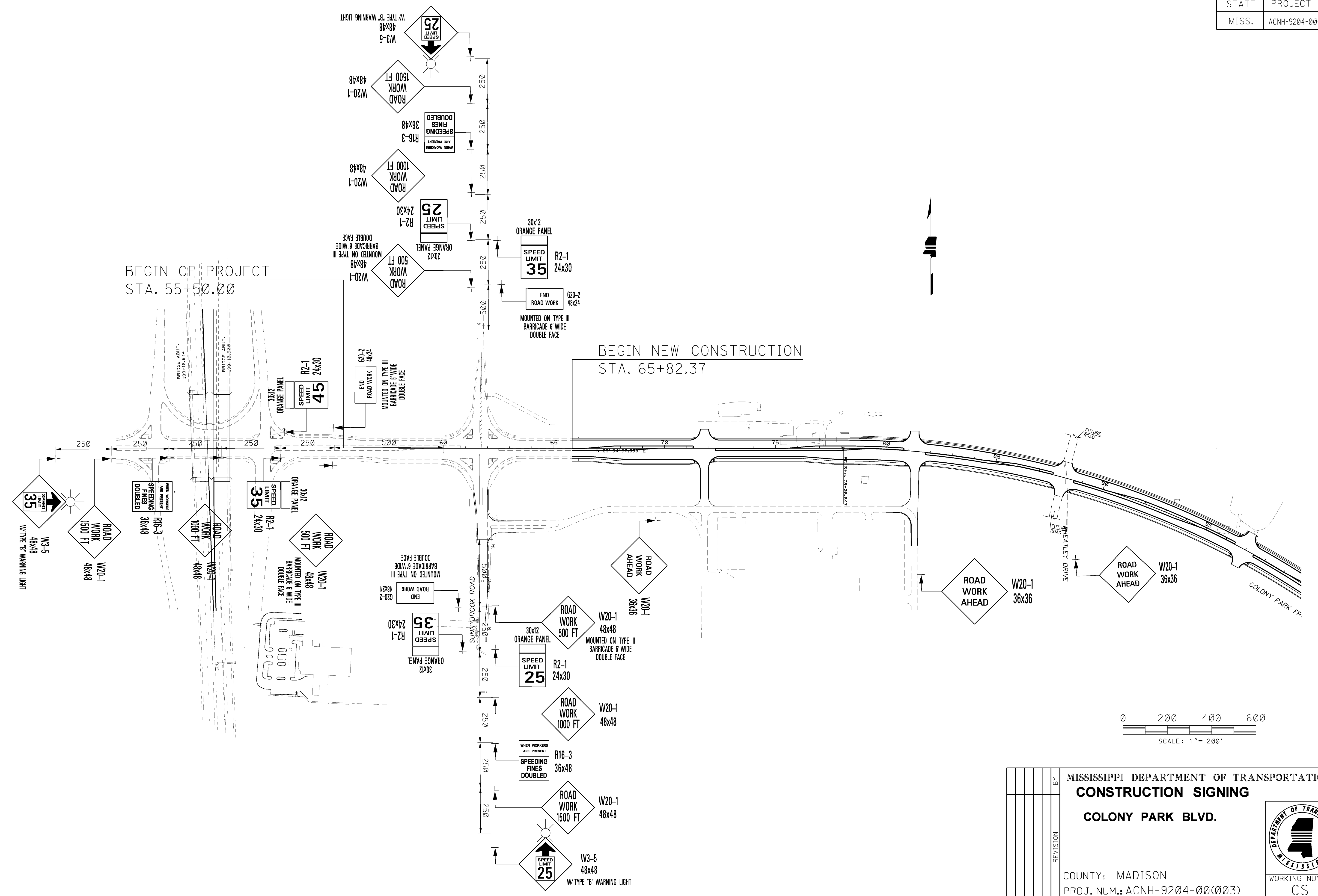
BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PAVEMENT MARKING DETAILS
	COLONY PARK BLVD.
	JACKSON STREET
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: PMD-12.DGN
	DESIGN TEAM MICHAEL BAKER CHECKED KJC DATE 2015



WORKING NUMBER
PMD-12

SHEET NUMBER
92

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

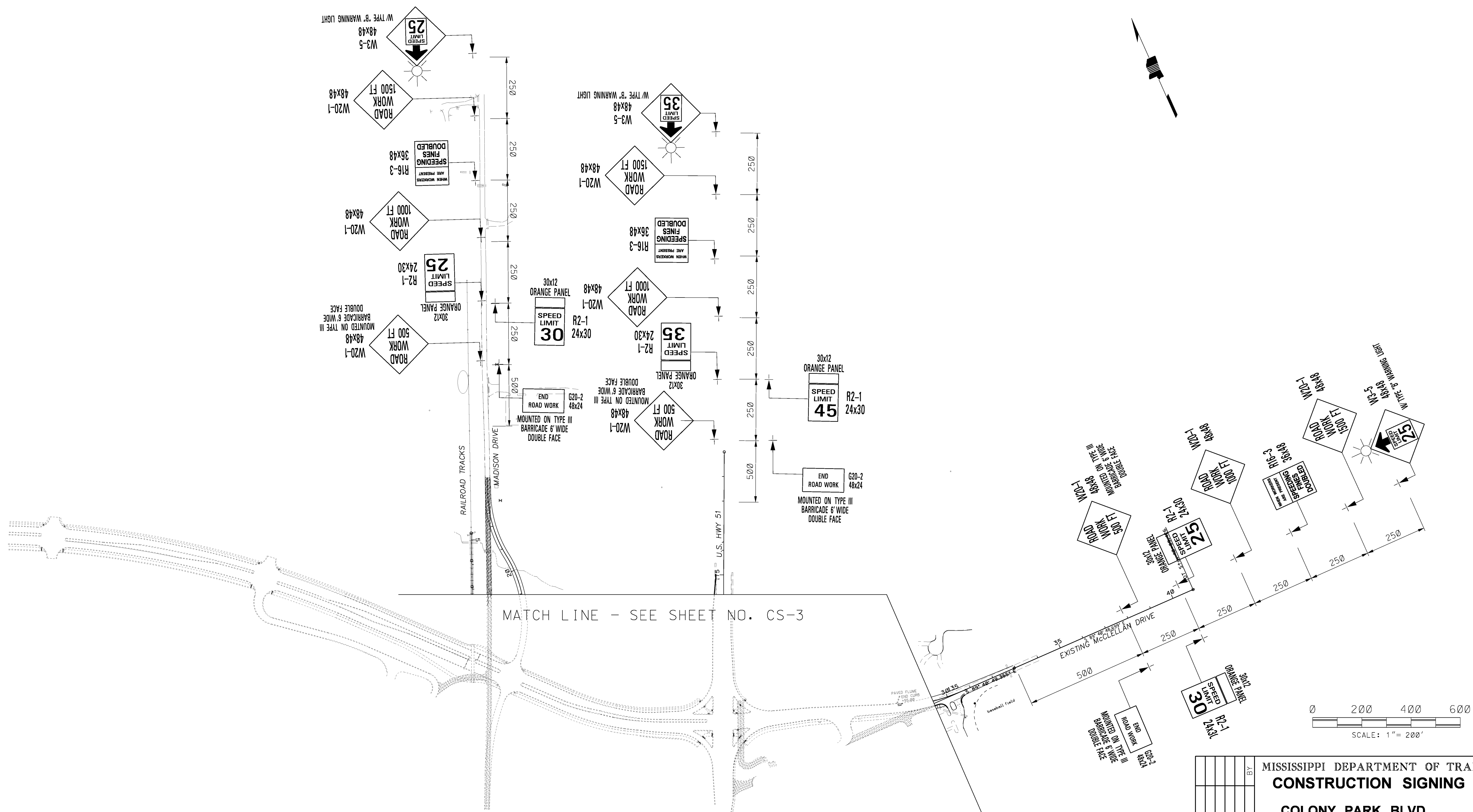


3/21/2016 1:08 PM CS-1-200.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

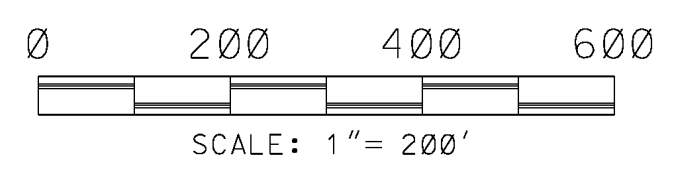
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION SIGNING	
COLONY PARK BLVD.	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
	
WORKING NUMBER	CS-1
SHEET NUMBER	93
DATE	DESIGN TEAM Michael Baker CHECKED KJC DATE 10/1/15
REVISION	BY

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

3/21/2016 1:08 PM CS-2-200.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



MATCH LINE - SEE SHEET NO. CS-3



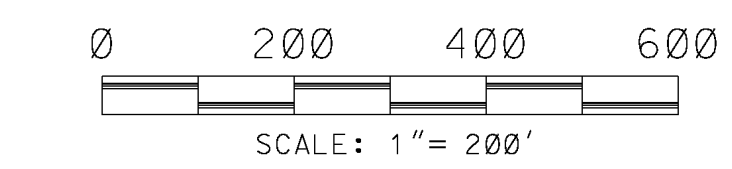
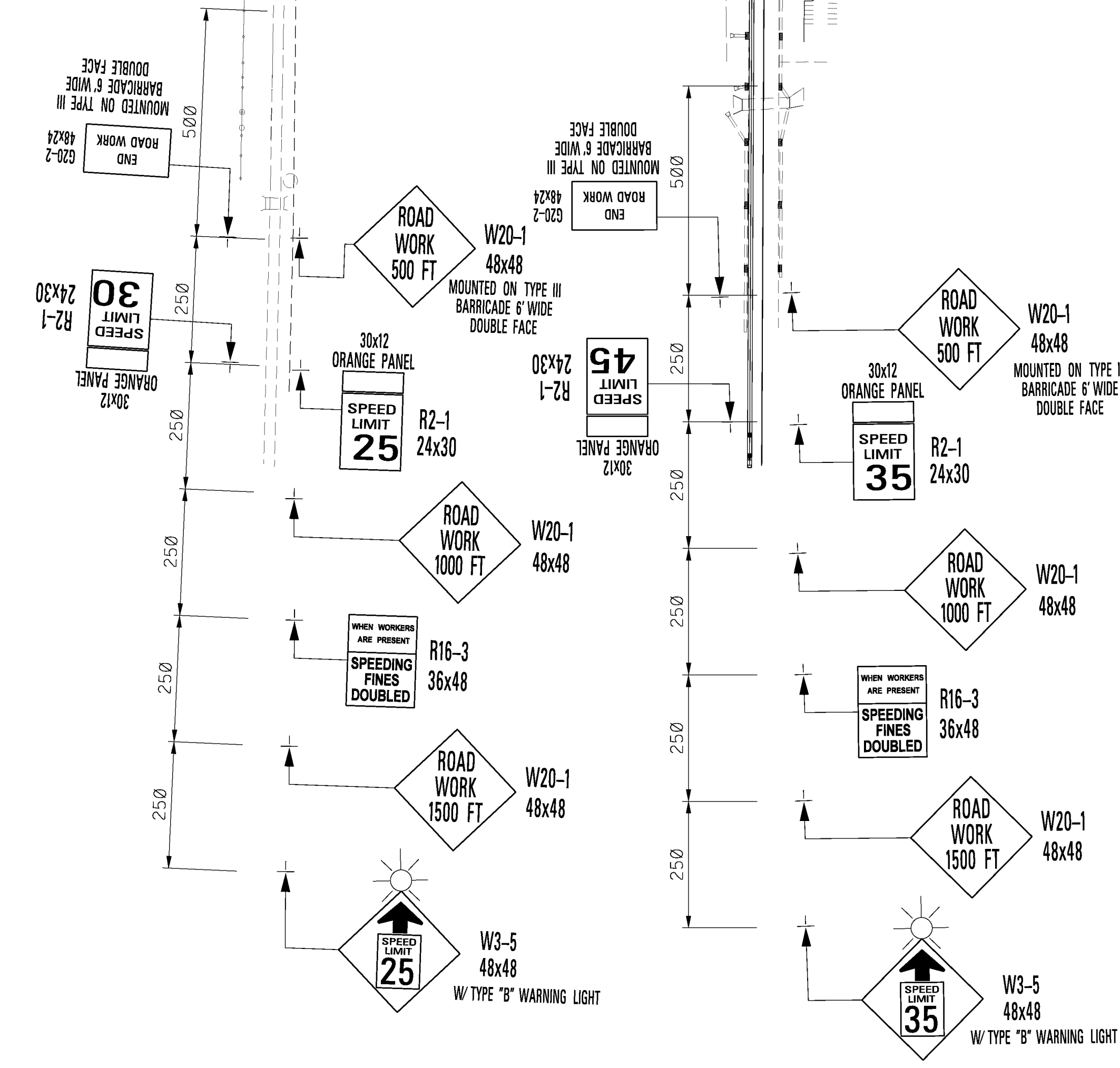
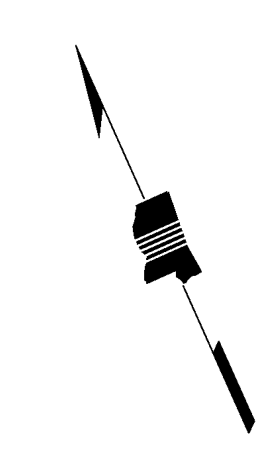
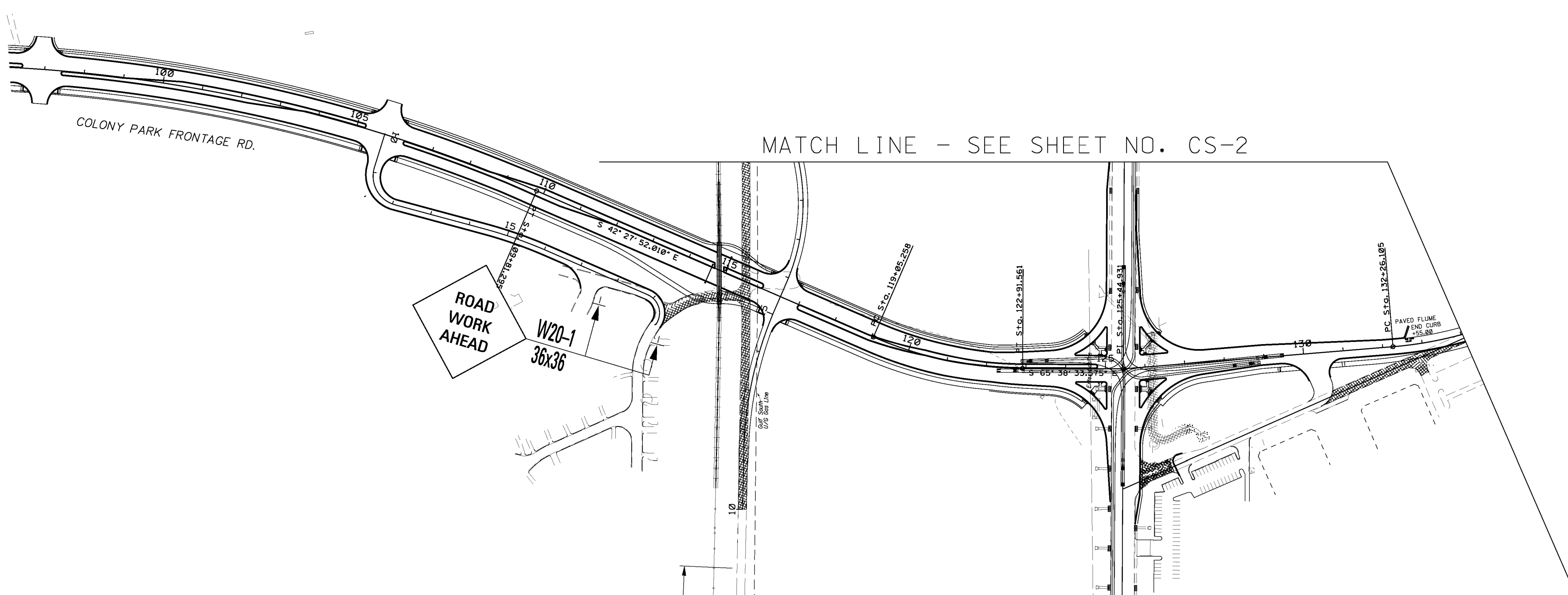
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION SIGNING	
COLONY PARK BLVD.	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: CS-2-200.DGN	
DESIGN TEAM	Michael Baker
CHECKED	KJC
DATE	10/1/15

BY	REVISION

WORKING NUMBER	CS-2
SHEET NUMBER	94

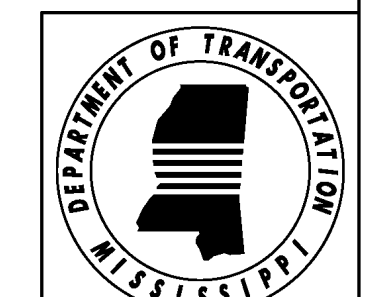


STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

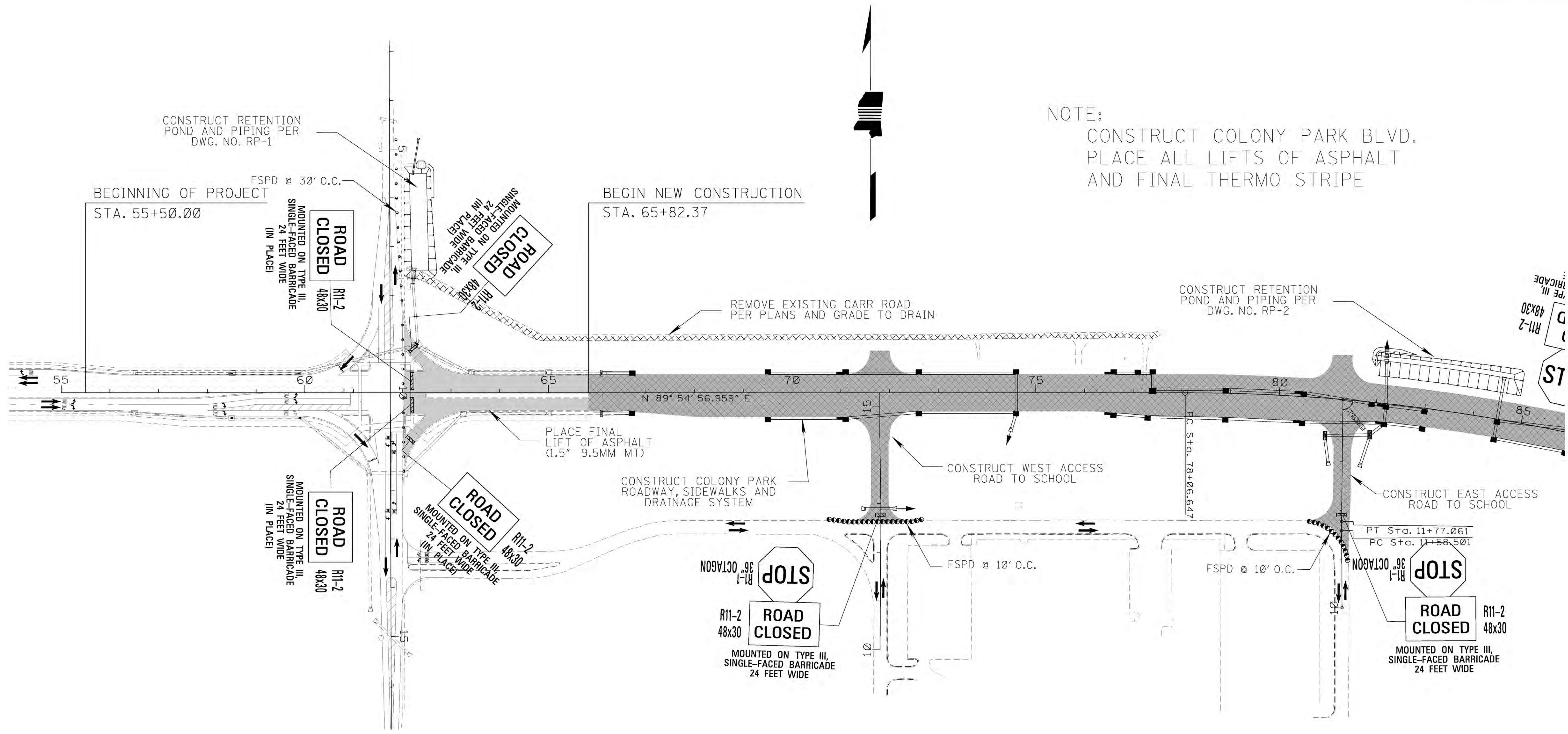


3/21/2016 1:08 PM CS-3-200.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION SIGNING	
COLONY PARK BLVD.	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: CS-3-200.DGN	
DESIGN TEAM	Michael Baker
CHECKED	KJC
DATE	10/1/15
WORKING NUMBER	CS-3
SHEET NUMBER	95



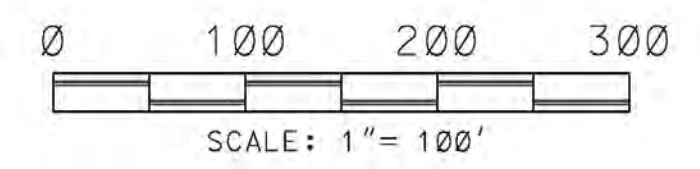
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



NOTE:
 CONSTRUCT COLONY PARK BLVD.
 PLACE ALL LIFTS OF ASPHALT
 AND FINAL THERMO STRIPE

LEGEND

	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 1	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TC1-1.DGN	
DATE	DESIGN TEAM: MICHAEL BAKER
REVISION	CHECKED: KJC DATE: 10/1/15
BY	

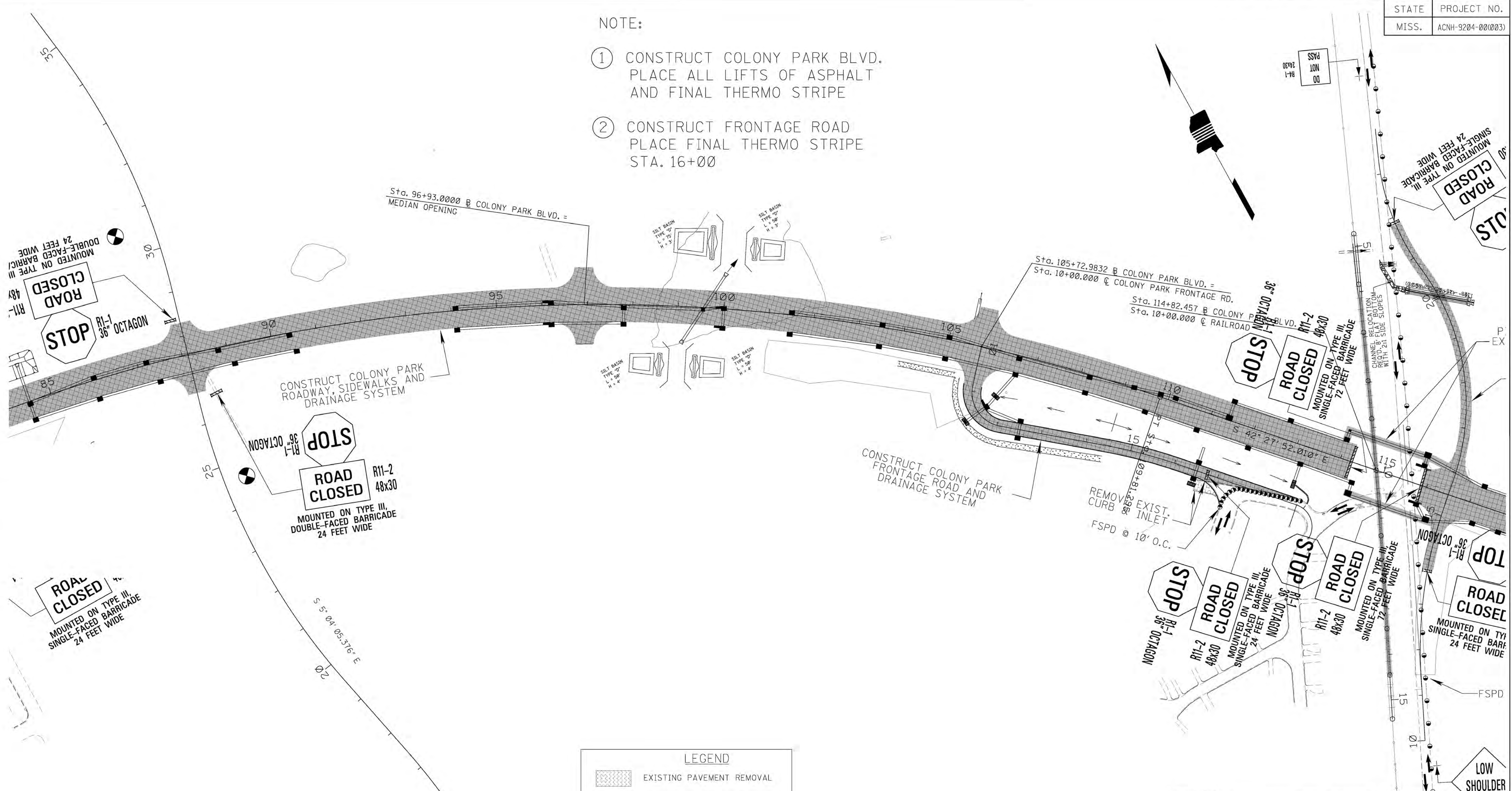
WORKING NUMBER	TC1-1
SHEET NUMBER	96

4/6/2016 7:52 AM TC1-1.DGN

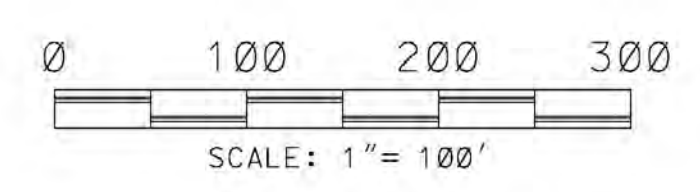
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

NOTE:

- ① CONSTRUCT COLONY PARK BLVD.
PLACE ALL LIFTS OF ASPHALT
AND FINAL THERMO STRIPE
- ② CONSTRUCT FRONTAGE ROAD
PLACE FINAL THERMO STRIPE
STA. 16+00



LEGEND	
	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR

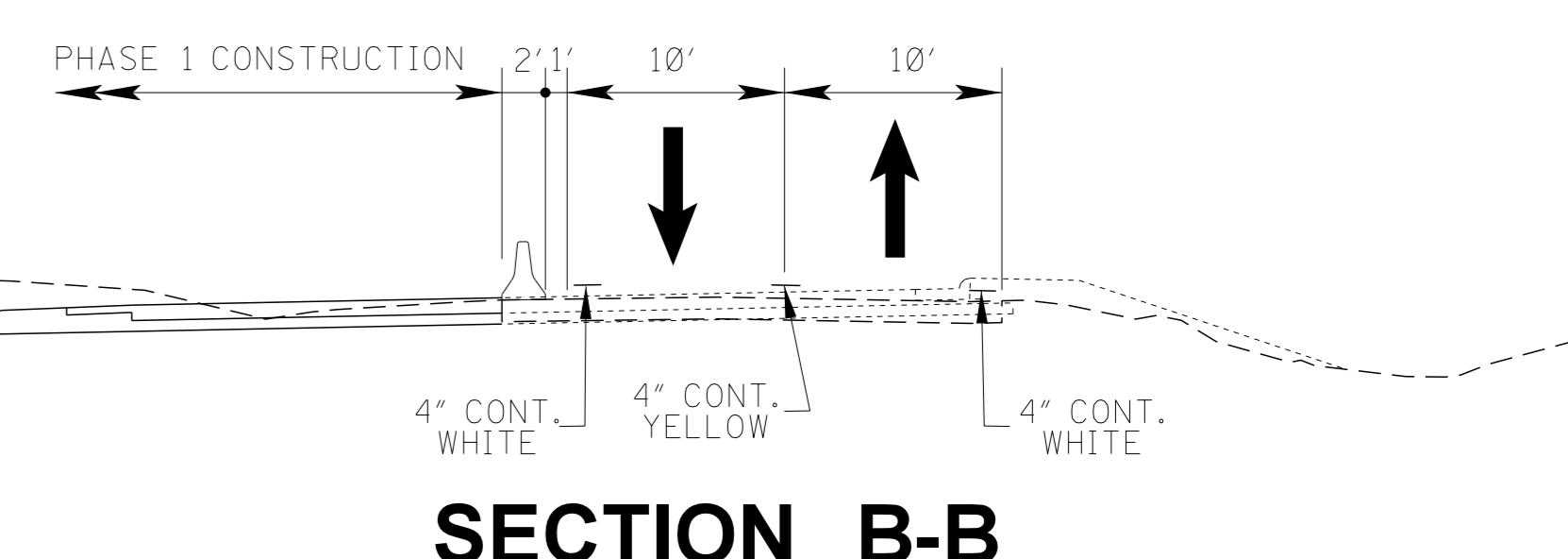
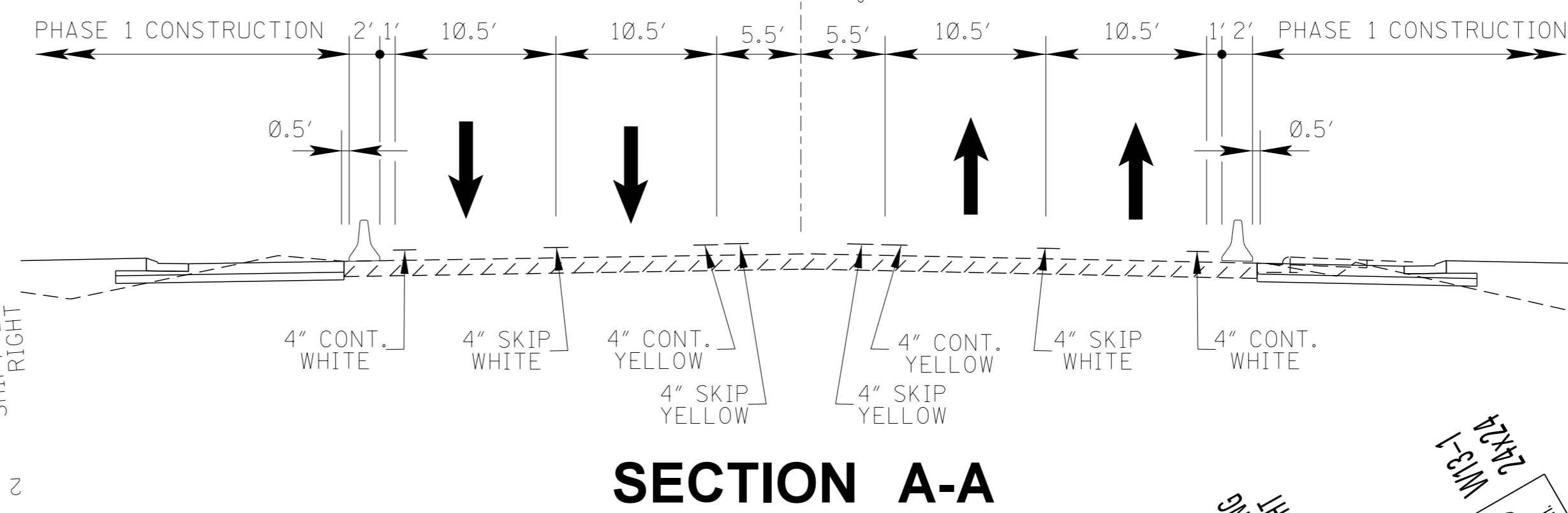
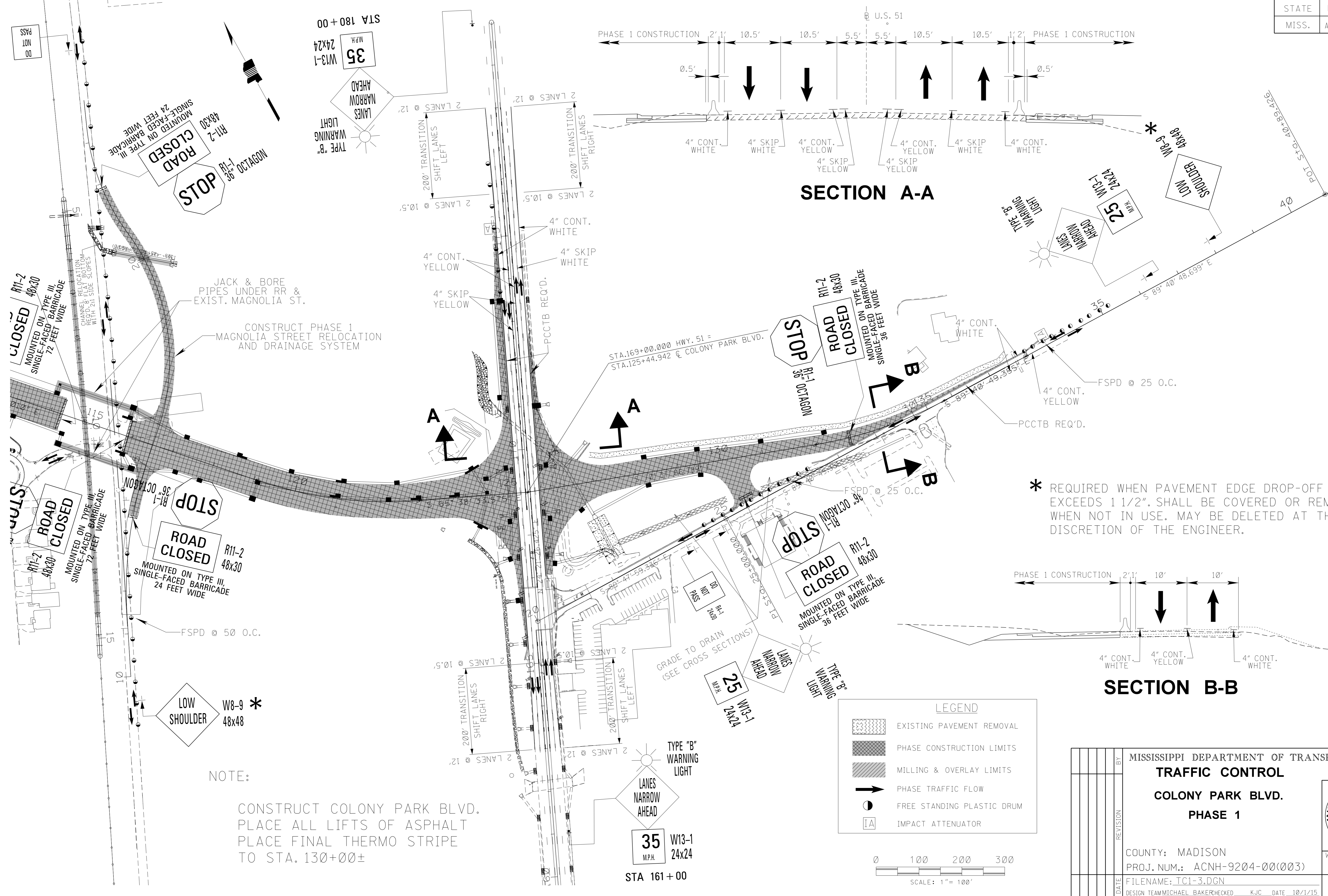


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 1	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TC1-2.DGN	
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC
DATE: 10/1/15	

WORKING NUMBER	TC1-2
SHEET NUMBER	97

4/6/2016 7:52 AM TC-2.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

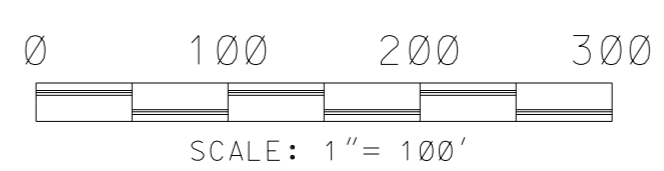
4/6/2016 7:52 AM TC1-3.DGN



NOTE:
 CONSTRUCT COLONY PARK BLVD.
 PLACE ALL LIFTS OF ASPHALT
 PLACE FINAL THERMO STRIPE
 TO STA. 130+00±

* REQUIRED WHEN PAVEMENT EDGE DROP-OFF EXCEEDS 1 1/2". SHALL BE COVERED OR REMOVED WHEN NOT IN USE. MAY BE DELETED AT THE DISCRETION OF THE ENGINEER.

LEGEND	
	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR



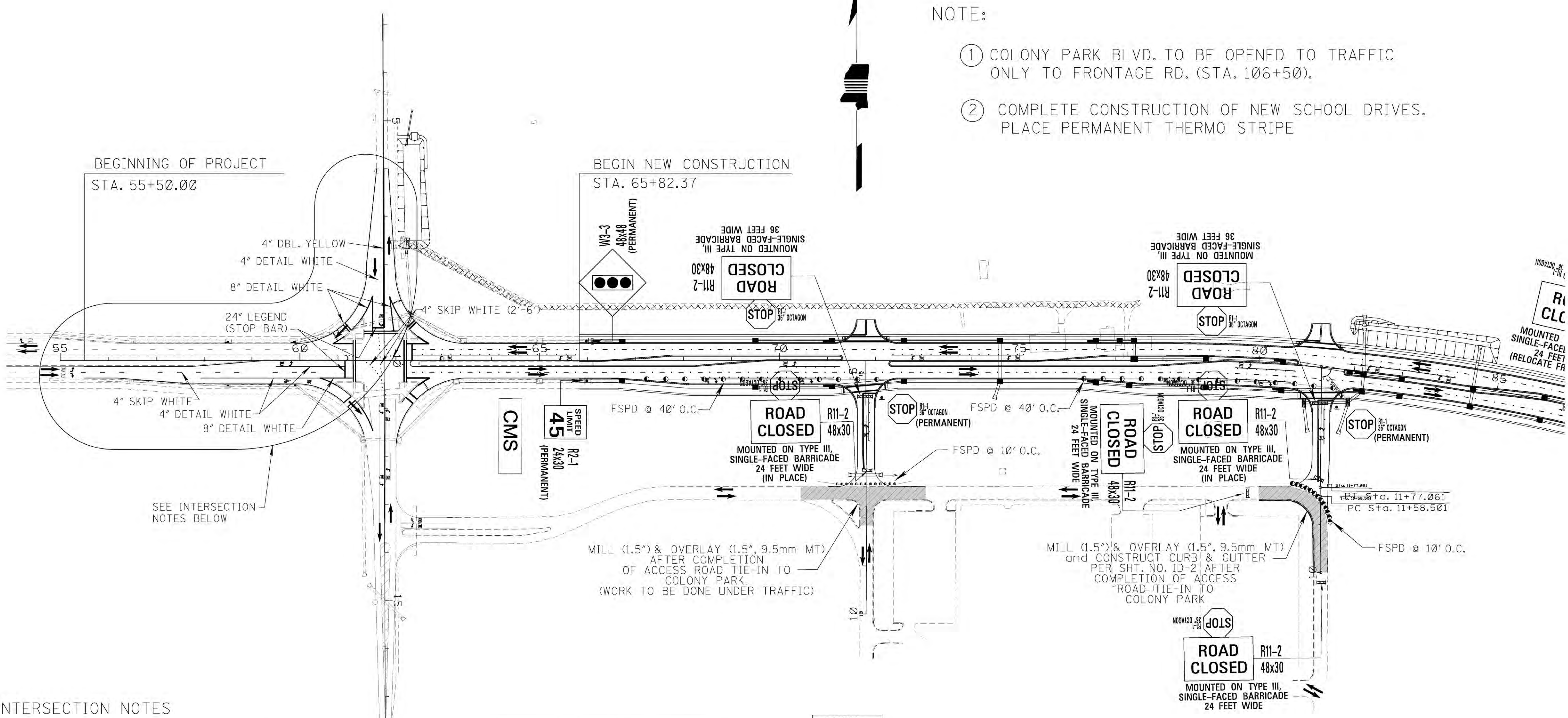
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 1	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	TC1-3
FILENAME: TC1-3.DGN	SHEET NUMBER
DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 10/1/15	98



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

NOTE:

- COLONY PARK BLVD. TO BE OPENED TO TRAFFIC ONLY TO FRONTAGE RD. (STA. 106+50).
- COMPLETE CONSTRUCTION OF NEW SCHOOL DRIVES. PLACE PERMANENT THERMO STRIPE



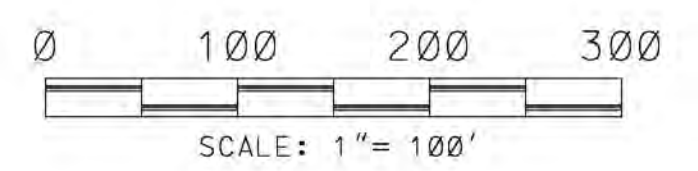
INTERSECTION NOTES

- RESTRIPE COLONY PARK BLVD. & SUNNYBROOK LANES AS SHOWN PRIOR TO OPENING TRAFFIC ON COLONY PARK BLVD. EAST OF SUNNYBROOK.
- COMPLETE SIGNAL WORK PRIOR TO OPENING TRAFFIC ON COLONY PARK BLVD. EAST OF SUNNYBROOK.
- PLACE PERMANENT SIGNS AS SHOWN PRIOR TO PHASE 2

LEGEND

	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR

CMS
 CMS BOARD TO BE PLACED PRIOR TO COLONY PARK BLVD. OPENING
ROAD CLOSED .75 MILES
LOCAL TRAFFIC ONLY

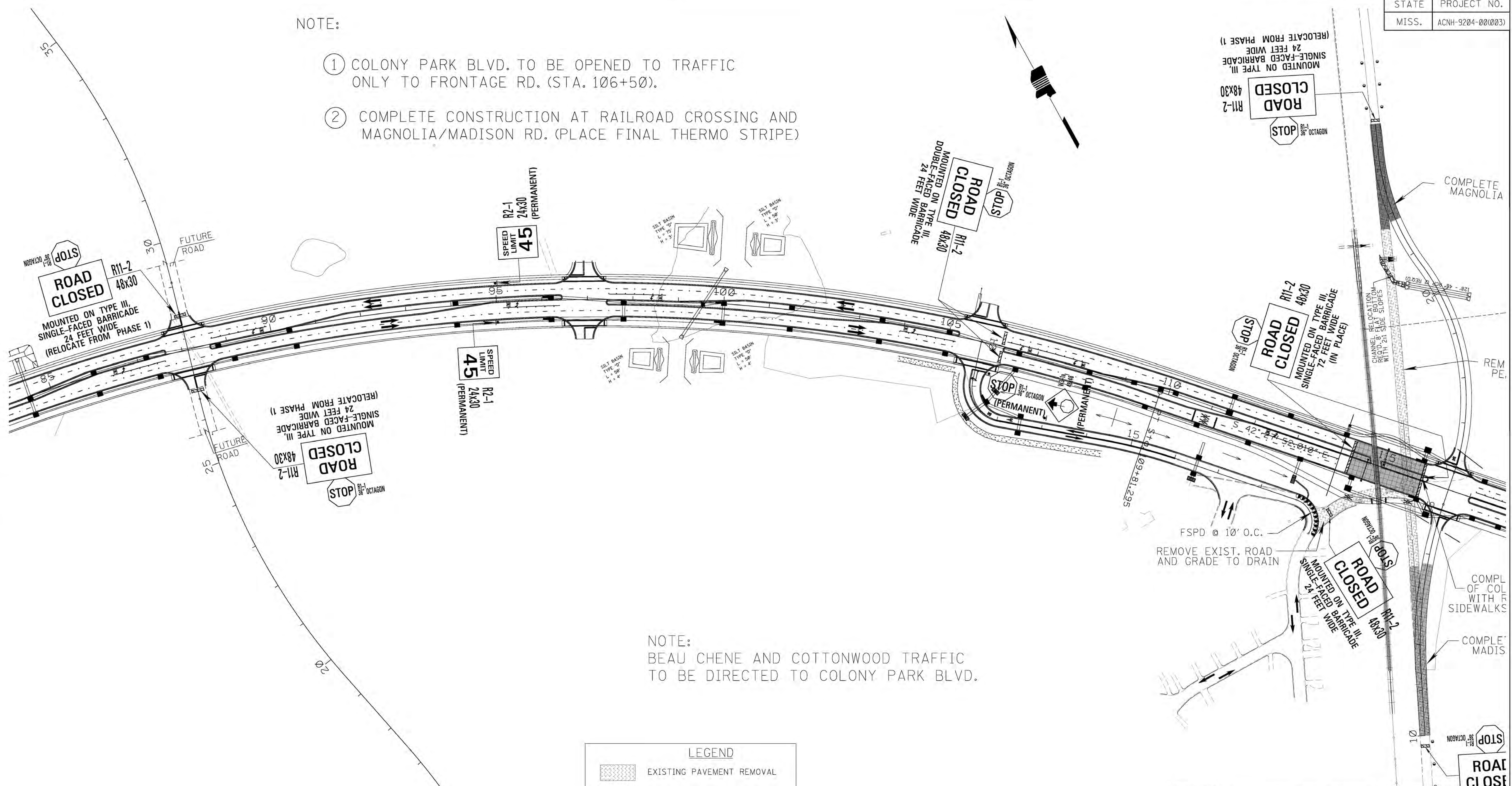


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 2	
DATE	DESIGN TEAM Michael Baker CHECKED KJC DATE 2016
BY	REVISION
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TC2-1.DGN	
WORKING NUMBER	TC2-1
SHEET NUMBER	99

4/26/2016 7:52 AM TC2-1.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NOTE:

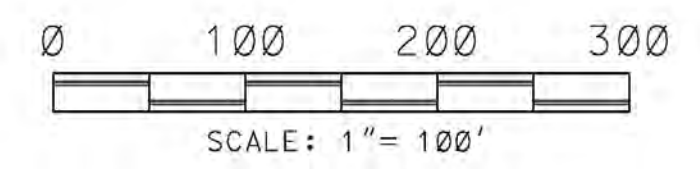
- ① COLONY PARK BLVD. TO BE OPENED TO TRAFFIC ONLY TO FRONTAGE RD. (STA. 106+50).
- ② COMPLETE CONSTRUCTION AT RAILROAD CROSSING AND MAGNOLIA/MADISON RD. (PLACE FINAL THERMO STRIPE)



NOTE:
BEAU CHENE AND COTTONWOOD TRAFFIC
TO BE DIRECTED TO COLONY PARK BLVD.

LEGEND

	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR



MISSISSIPPI DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL COLONY PARK BLVD. PHASE 2		 WORKING NUMBER TC2-2 SHEET NUMBER 100
COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)		
DATE	FILENAME: TC2-2.DGN	DESIGN TEAM: MICHAEL BAKER
REVISION	BY	DATE

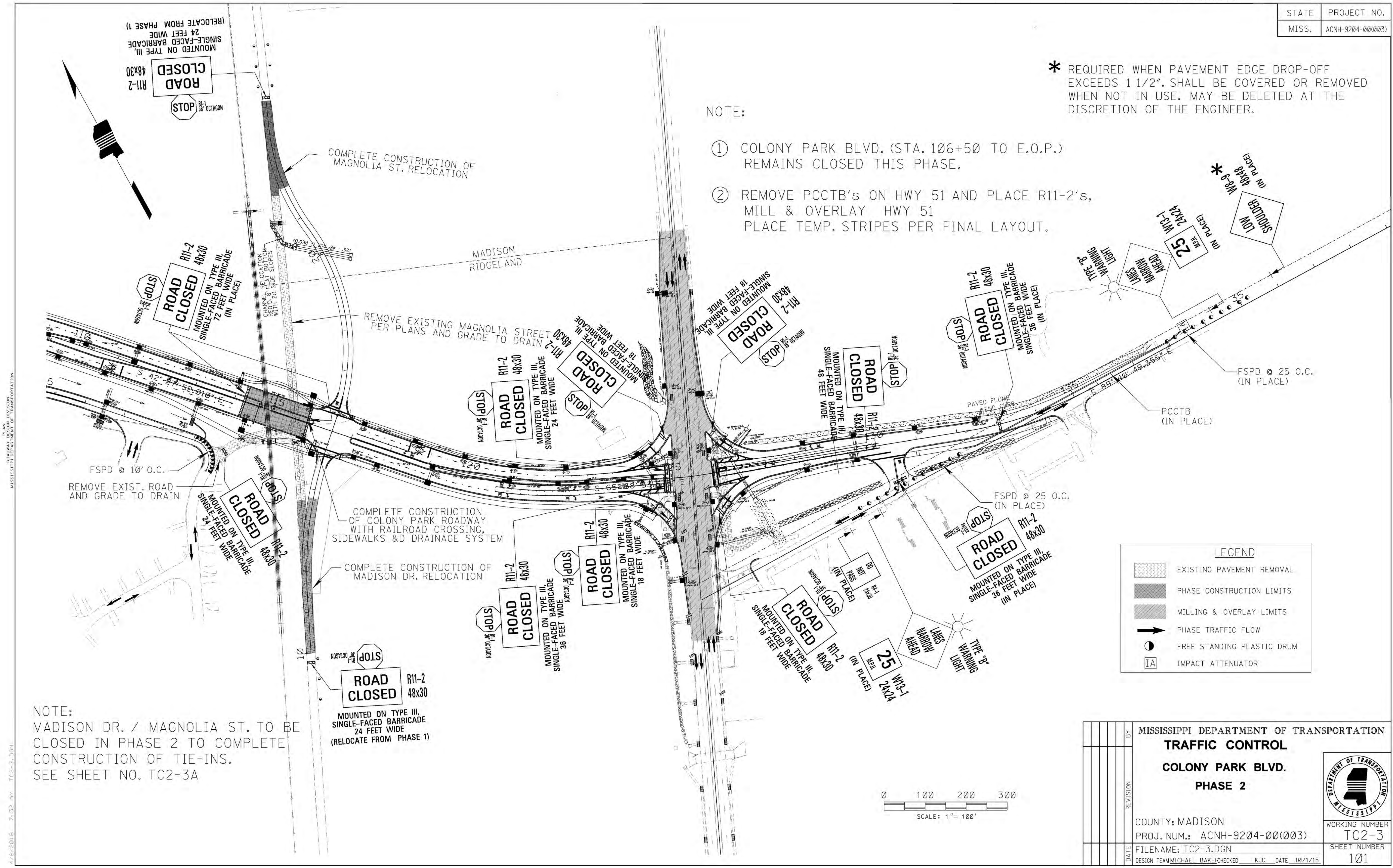
4/6/2016 7:52 AM TC2-2.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

* REQUIRED WHEN PAVEMENT EDGE DROP-OFF EXCEEDS 1 1/2". SHALL BE COVERED OR REMOVED WHEN NOT IN USE. MAY BE DELETED AT THE DISCRETION OF THE ENGINEER.

NOTE:

- ① COLONY PARK BLVD. (STA. 106+50 TO E.O.P.) REMAINS CLOSED THIS PHASE.
- ② REMOVE PCCTB's ON HWY 51 AND PLACE R11-2's, MILL & OVERLAY HWY 51 PLACE TEMP. STRIPES PER FINAL LAYOUT.



NOTE:
MADISON DR. / MAGNOLIA ST. TO BE CLOSED IN PHASE 2 TO COMPLETE CONSTRUCTION OF TIE-INS. SEE SHEET NO. TC2-3A

ROAD CLOSED R11-2 48x30
MOUNTED ON TYPE III, SINGLE-FACED BARRICADE 24 FEET WIDE (RELOCATE FROM PHASE 1)

LEGEND

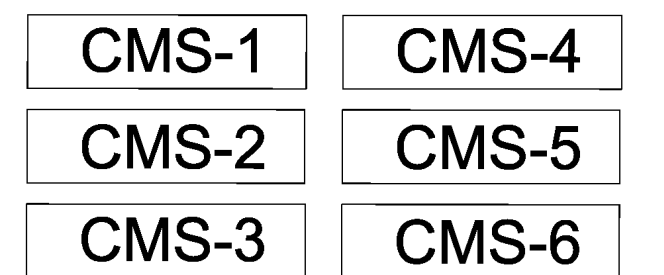
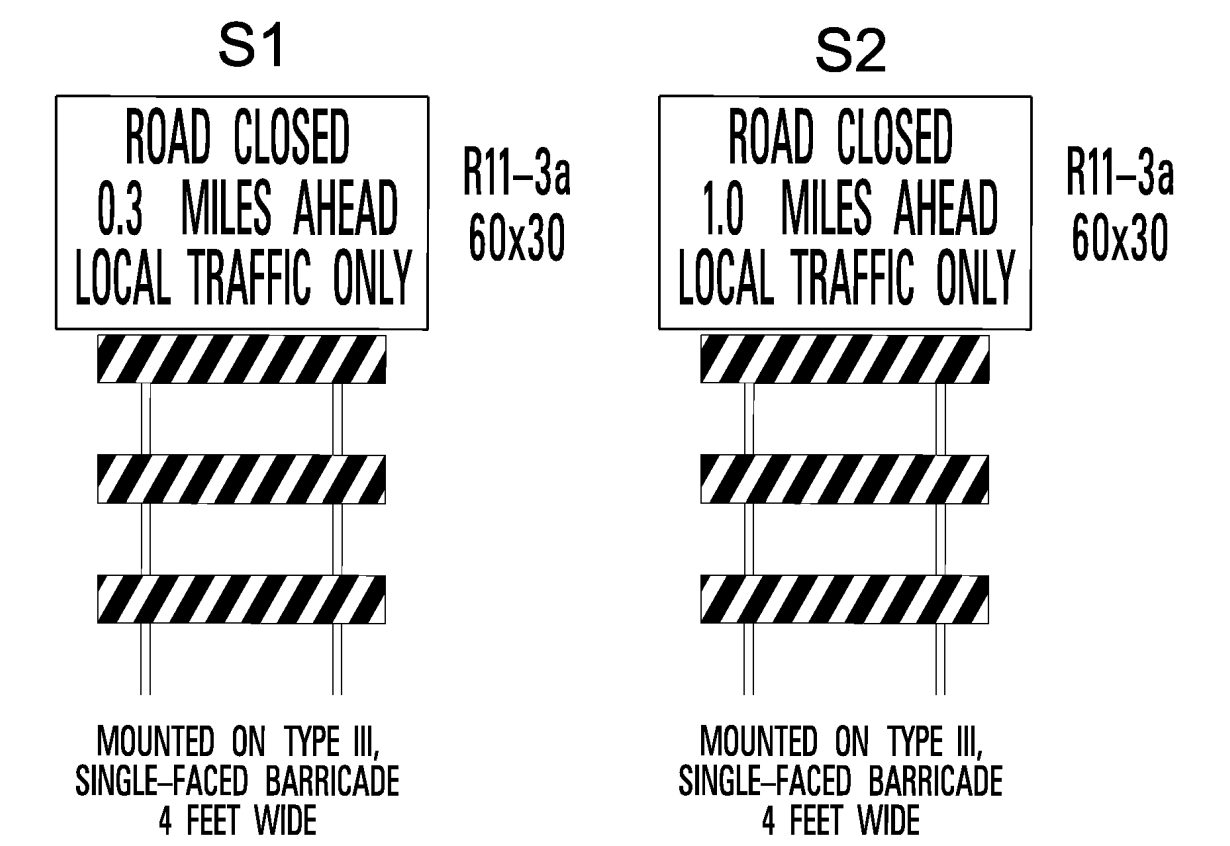
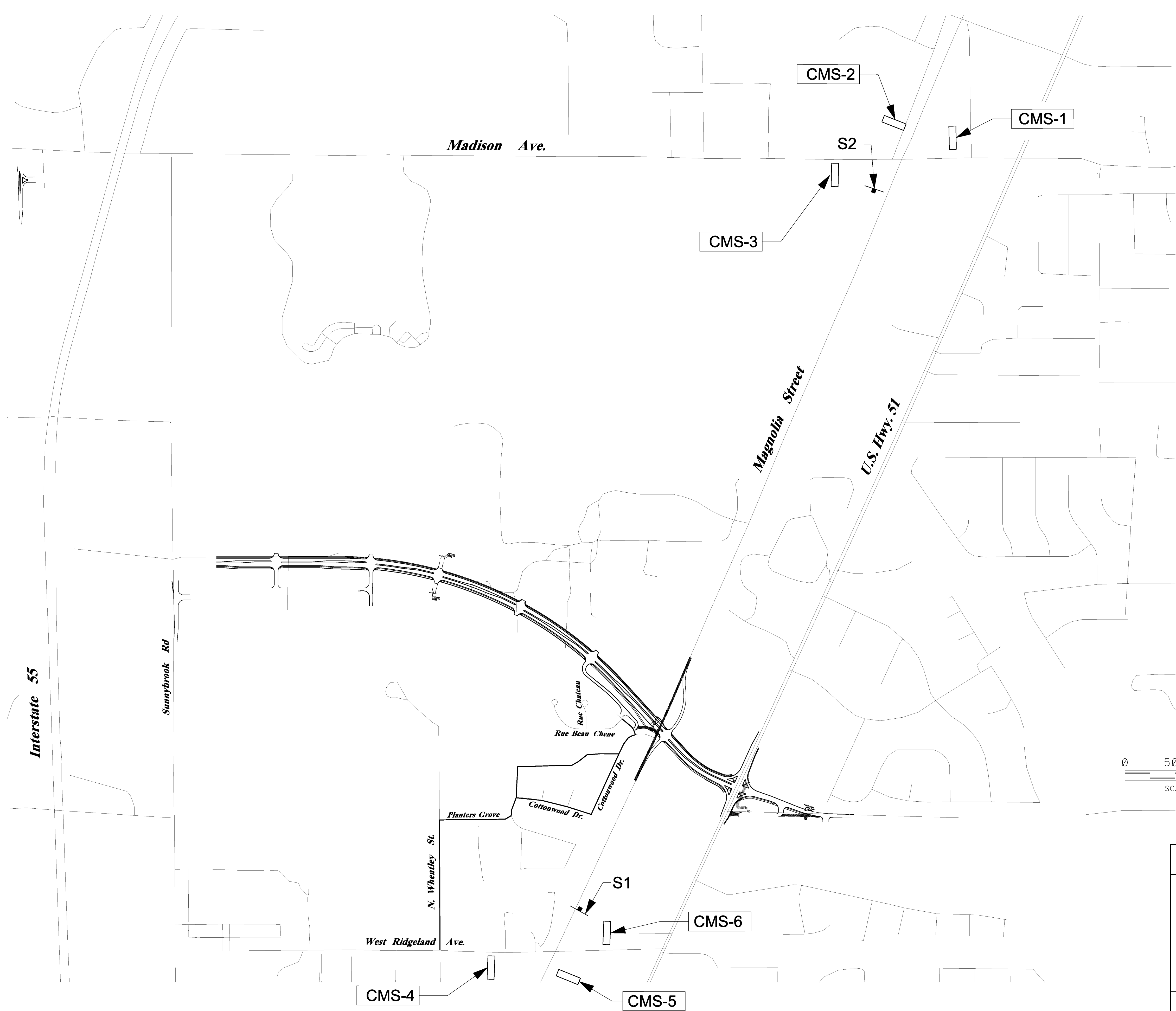
	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 2	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	TC2-3
FILENAME: TC2-3.DGN	SHEET NUMBER
DESIGN TEAM: MICHAEL BAKER/CHECKED KJC DATE 10/1/15	101

4/6/2016 7:52 AM TC2-3.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

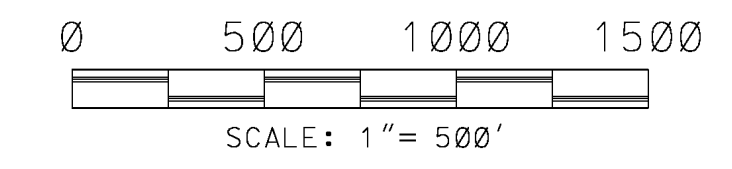
4/6/2016 7:52 AM DETOUR.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION




CMS BOARDS TO BE PLACED ONE WEEK PRIOR TO ROAD CLOSURE

MAGNOLIA RD CLOSED TO THRU TRAFFIC

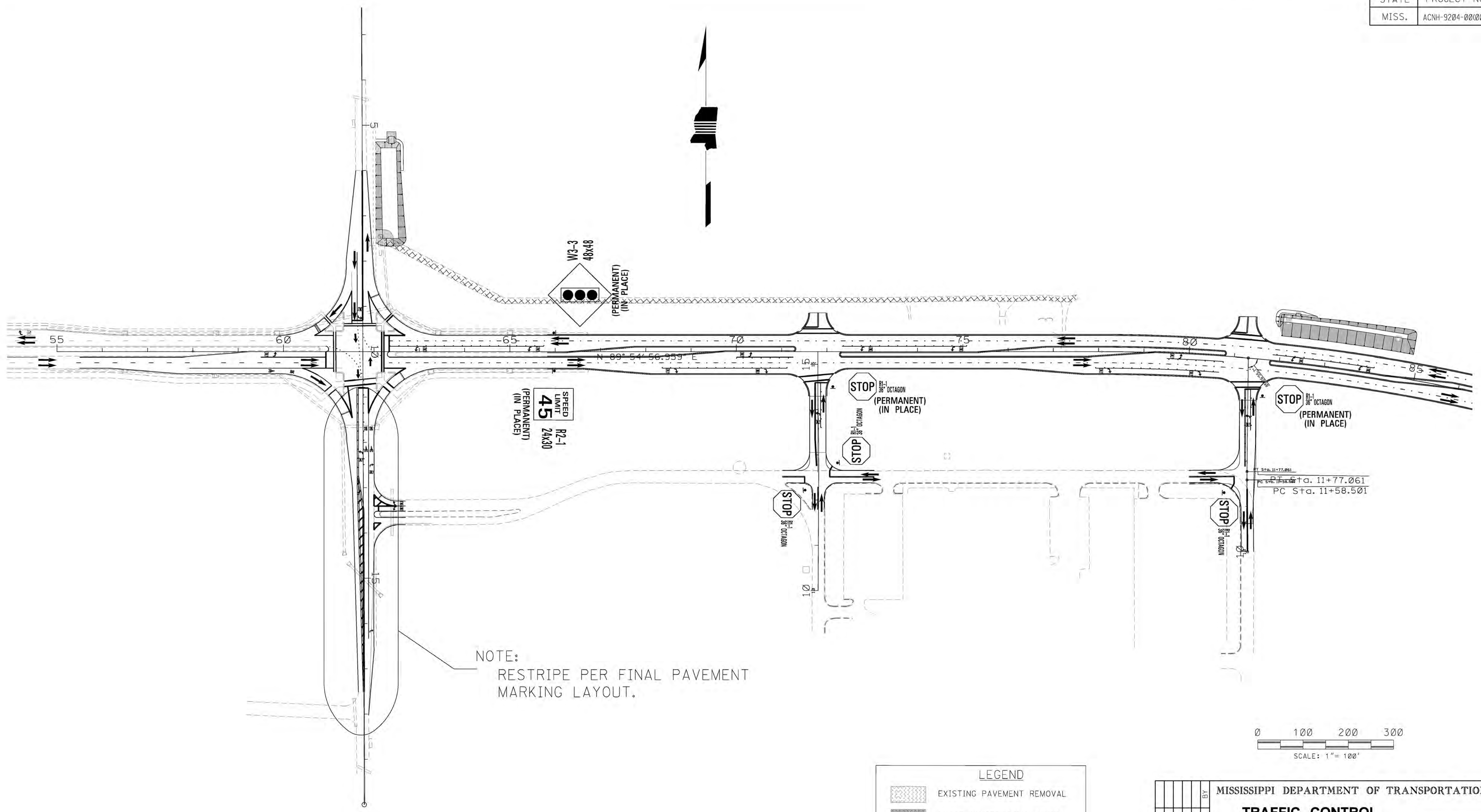
MONTH & DAY ARE TO BE UPDATED BASED ON ACTUAL ROAD CLOSURE



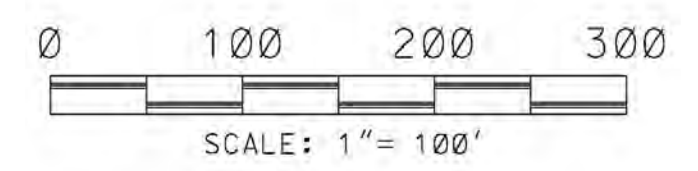
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 2 - DETOUR	
DATE	BY
REVISION	DATE
FILENAME: DETOUR.DGN	DESIGN TEAM: MICHAEL_BAKER
DATE: 2015	CHECKED: KJC
COUNTY: MADISON	WORKING NUMBER: TC2-3A
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 102
	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

4/6/2016 7:52 AM TC3-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION



NOTE:
RESTRIPE PER FINAL PAVEMENT
MARKING LAYOUT.



LEGEND	
	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL COLONY PARK BLVD. PHASE 3	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TC3-1.DGN	
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC
DATE: 10/1/15	

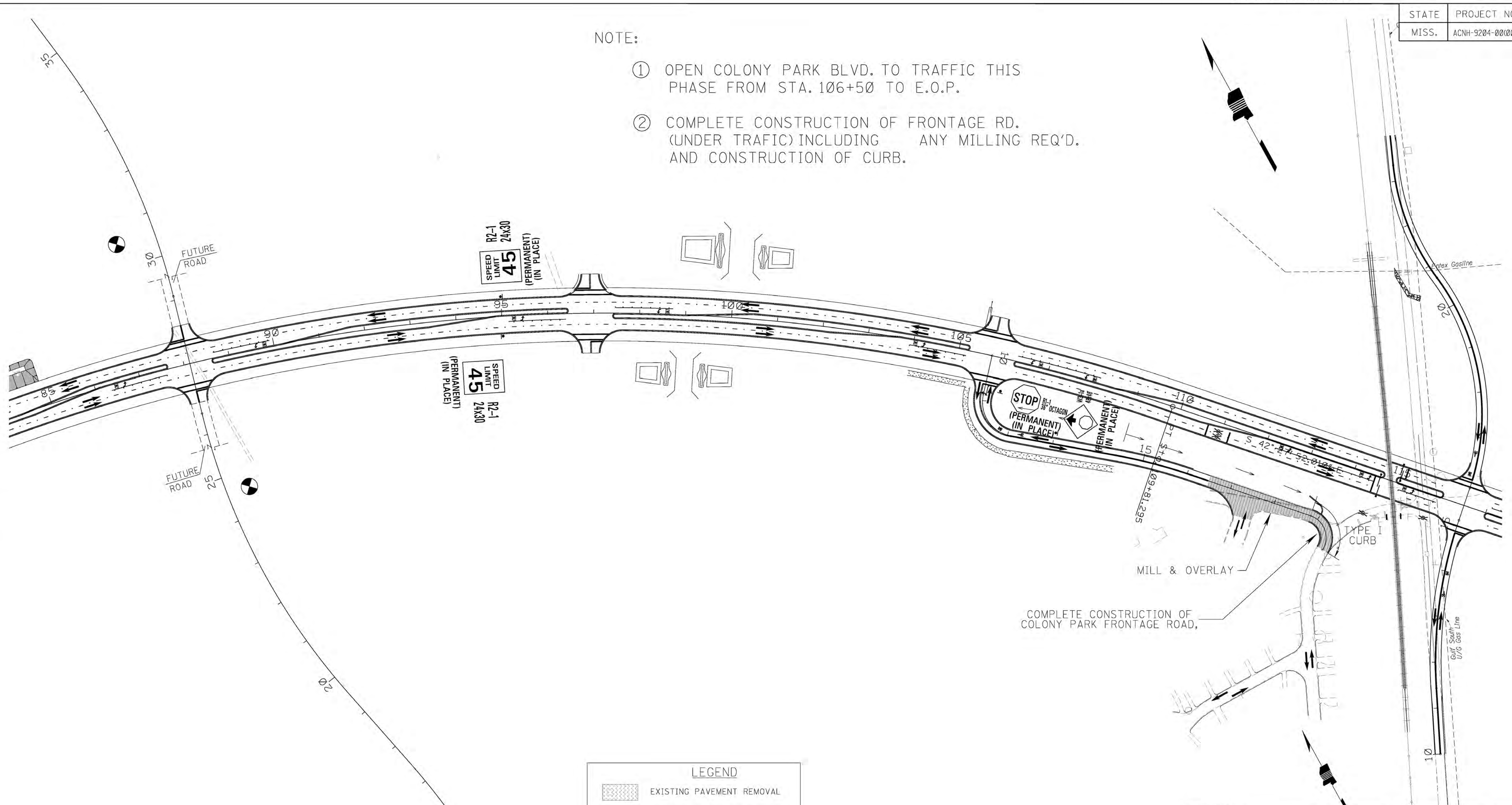
WORKING NUMBER	TC3-1
SHEET NUMBER	103



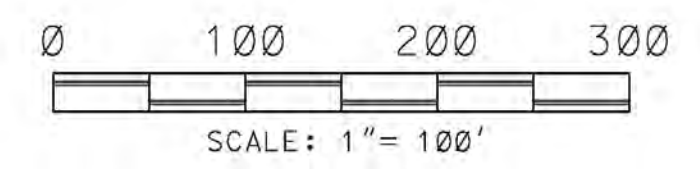
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

NOTE:

- ① OPEN COLONY PARK BLVD. TO TRAFFIC THIS PHASE FROM STA. 106+50 TO E.O.P.
- ② COMPLETE CONSTRUCTION OF FRONTAGE RD. (UNDER TRAFFIC) INCLUDING ANY MILLING REQ'D. AND CONSTRUCTION OF CURB.



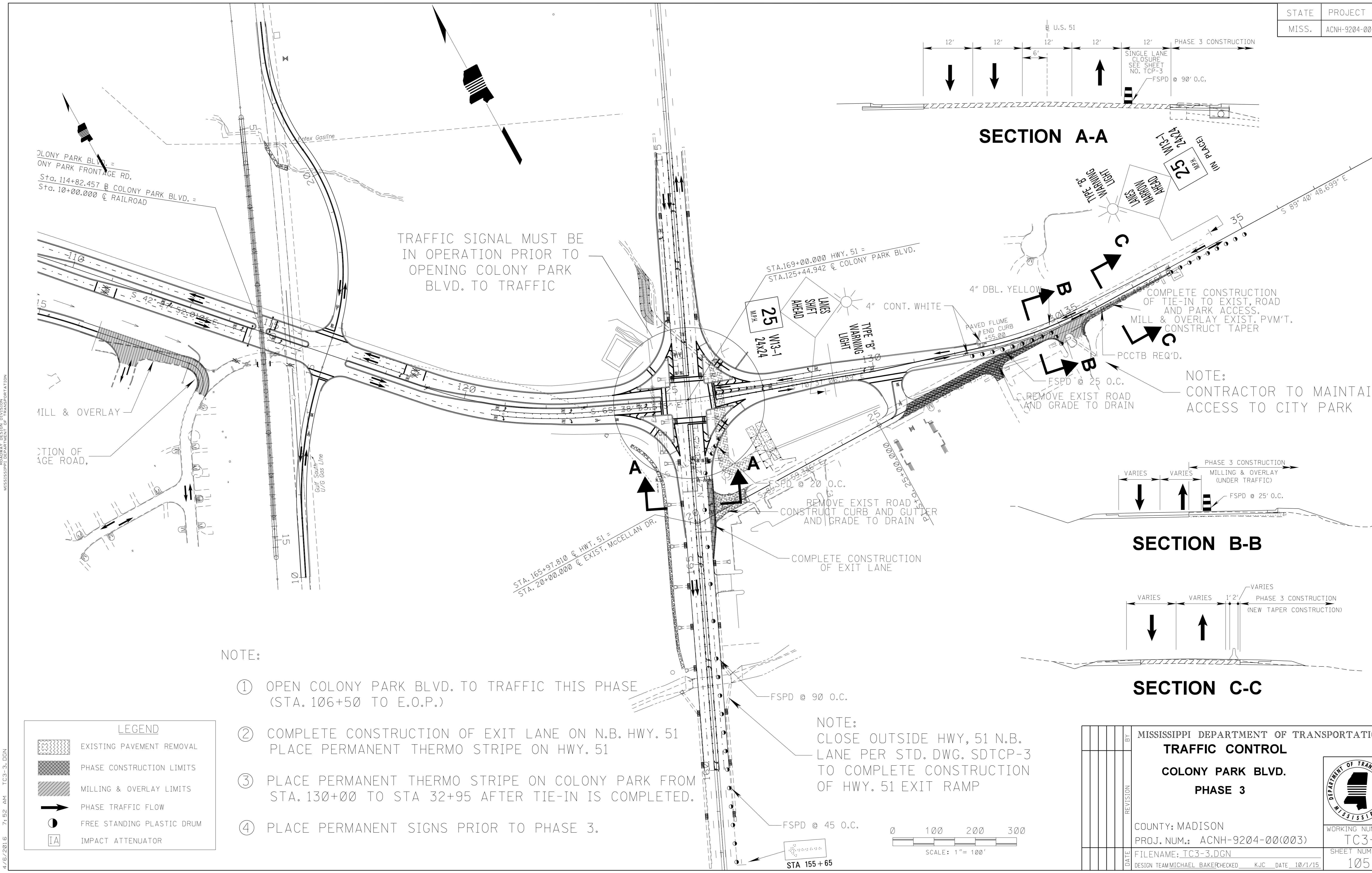
LEGEND	
	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR



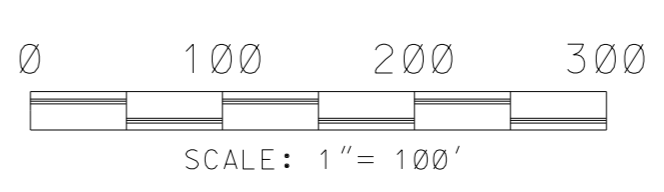
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
COLONY PARK BLVD.	
PHASE 3	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TC3-2.DGN	
DATE	DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 10/1/15
REVISION	BY
WORKING NUMBER	
TC3-2	
SHEET NUMBER	
104	

4/6/2016 7:52 AM TC3-2.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



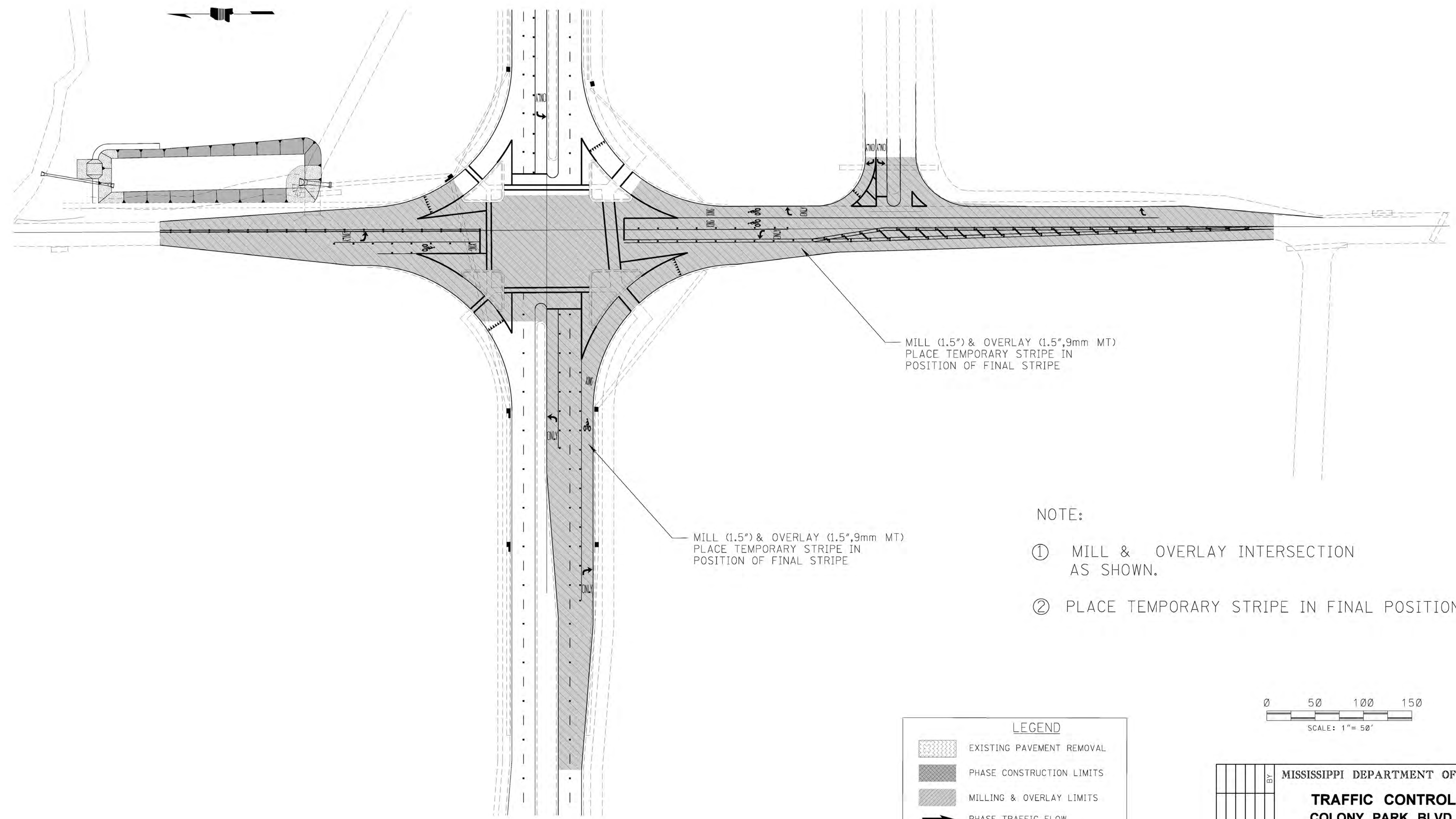
- NOTE:
- OPEN COLONY PARK BLVD. TO TRAFFIC THIS PHASE (STA. 106+50 TO E.O.P.)
 - COMPLETE CONSTRUCTION OF EXIT LANE ON N.B. HWY. 51 PLACE PERMANENT THERMO STRIPE ON HWY. 51
 - PLACE PERMANENT THERMO STRIPE ON COLONY PARK FROM STA. 130+00 TO STA 32+95 AFTER TIE-IN IS COMPLETED.
 - PLACE PERMANENT SIGNS PRIOR TO PHASE 3.



BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		TRAFFIC CONTROL	
DATE		COLONY PARK BLVD. PHASE 3	
DESIGN TEAM		COUNTY: MADISON	
MICHAEL BAKER		PROJ. NUM.: ACNH-9204-00(003)	
CHECKED		FILENAME: TC3-3.DGN	
KJC		DATE 10/1/15	
DATE		WORKING NUMBER	TC3-3
DATE		SHEET NUMBER	105

4/6/2016 7:52 AM TC3-3.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

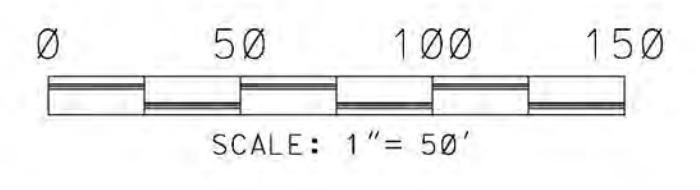


MILL (1.5") & OVERLAY (1.5", 9mm MT)
PLACE TEMPORARY STRIPE IN
POSITION OF FINAL STRIPE

MILL (1.5") & OVERLAY (1.5", 9mm MT)
PLACE TEMPORARY STRIPE IN
POSITION OF FINAL STRIPE

NOTE:

- ① MILL & OVERLAY INTERSECTION AS SHOWN.
- ② PLACE TEMPORARY STRIPE IN FINAL POSITION.

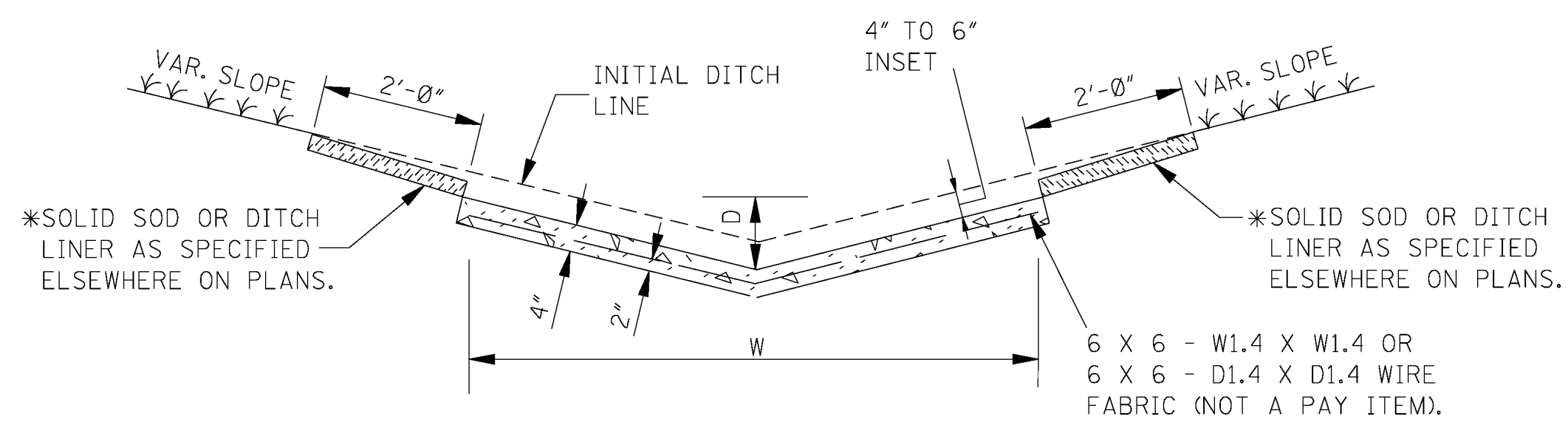


LEGEND	
	EXISTING PAVEMENT REMOVAL
	PHASE CONSTRUCTION LIMITS
	MILLING & OVERLAY LIMITS
	PHASE TRAFFIC FLOW
	FREE STANDING PLASTIC DRUM
	IMPACT ATTENUATOR

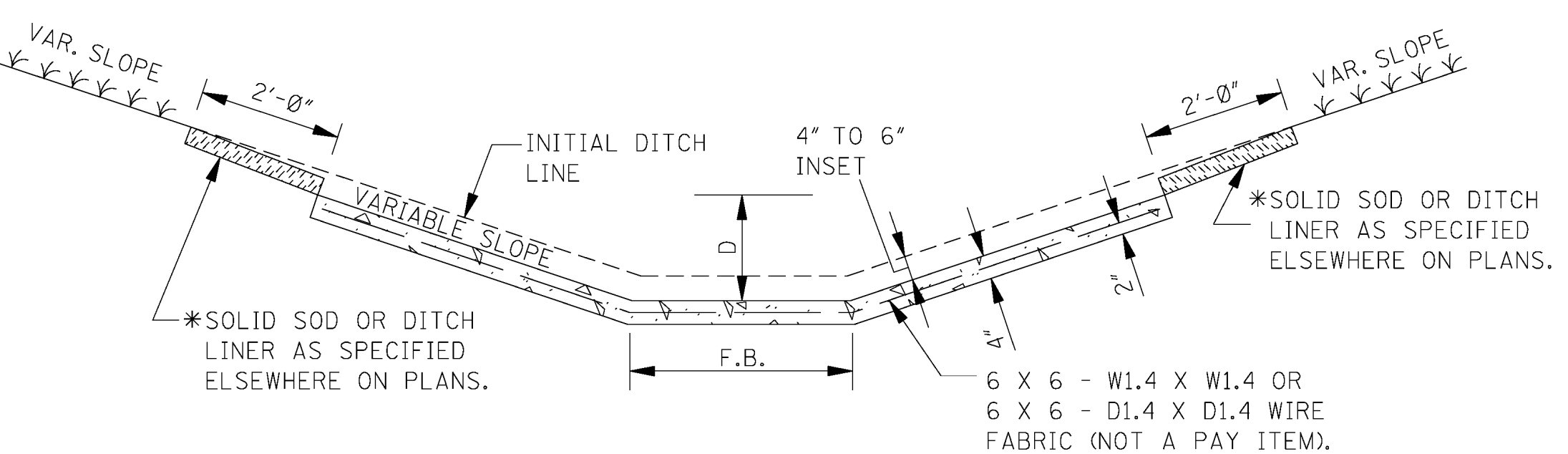
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL COLONY PARK BLVD. PHASE 3A	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TC3B-1.DGN	
DESIGN TEAM	Michael Baker
CHECKED	KJC
DATE	10/1/15
WORKING NUMBER	TC3A-1
SHEET NUMBER	106

4/6/2016 7:52 AM TC3A-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

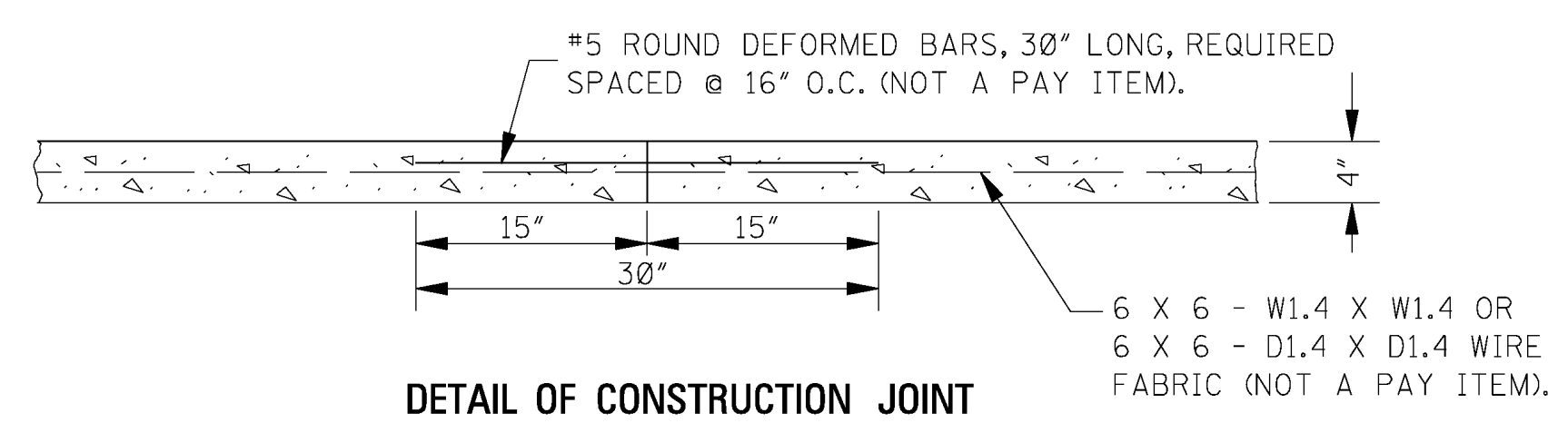
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



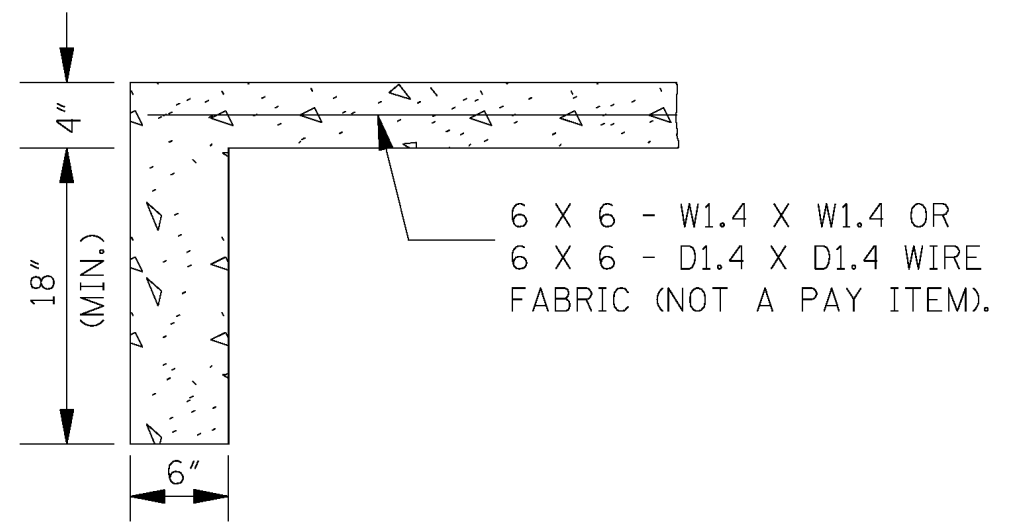
V TYPE SECTION



FLAT BOTTOM SECTION



DETAIL OF CONSTRUCTION JOINT

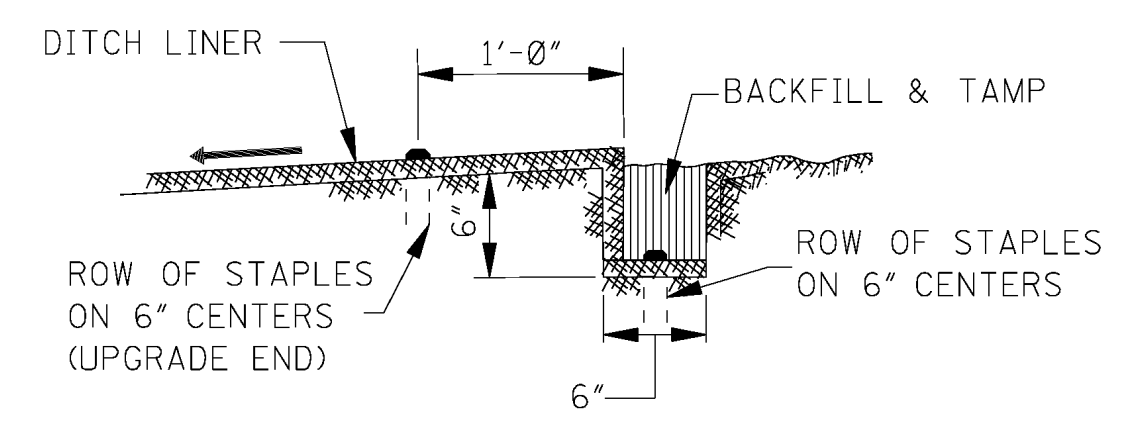


DETAIL OF TOE WALL

NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

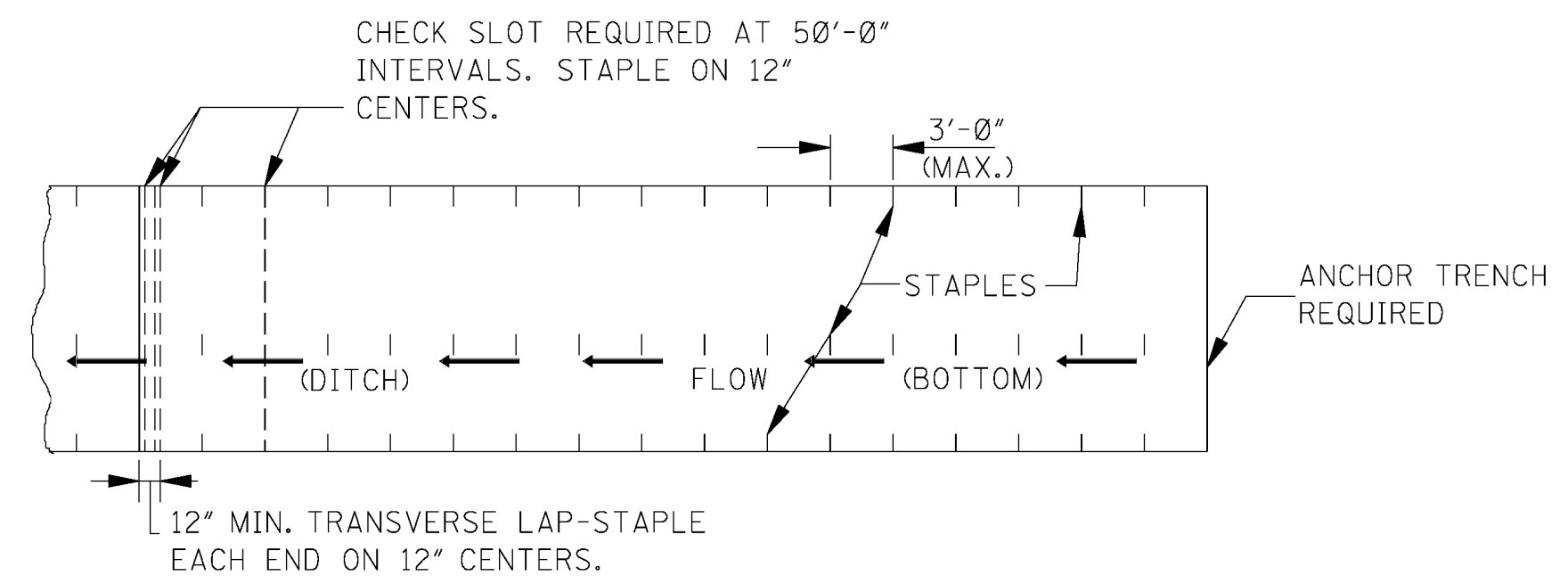
CONCRETE PAVED DITCH

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

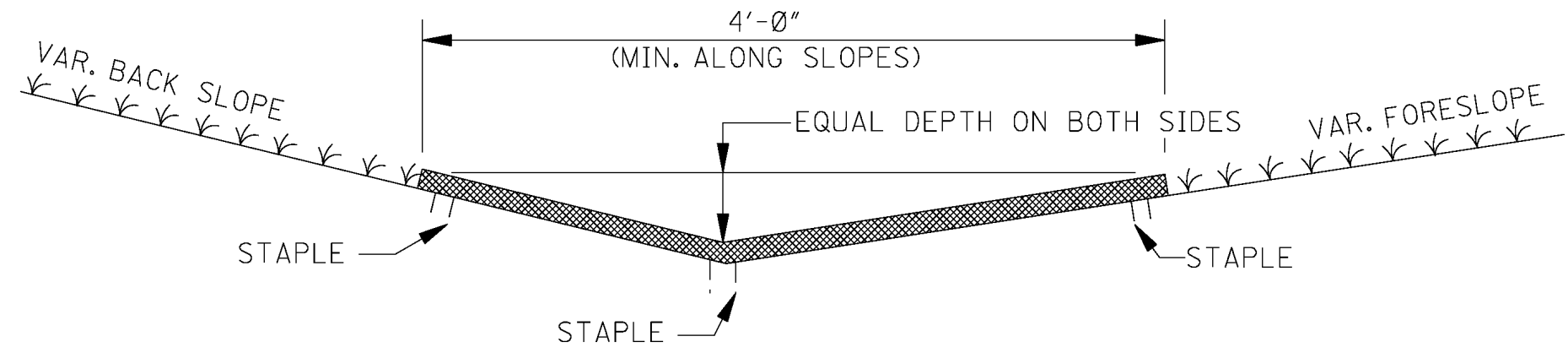


ANCHOR TRENCH DETAIL

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



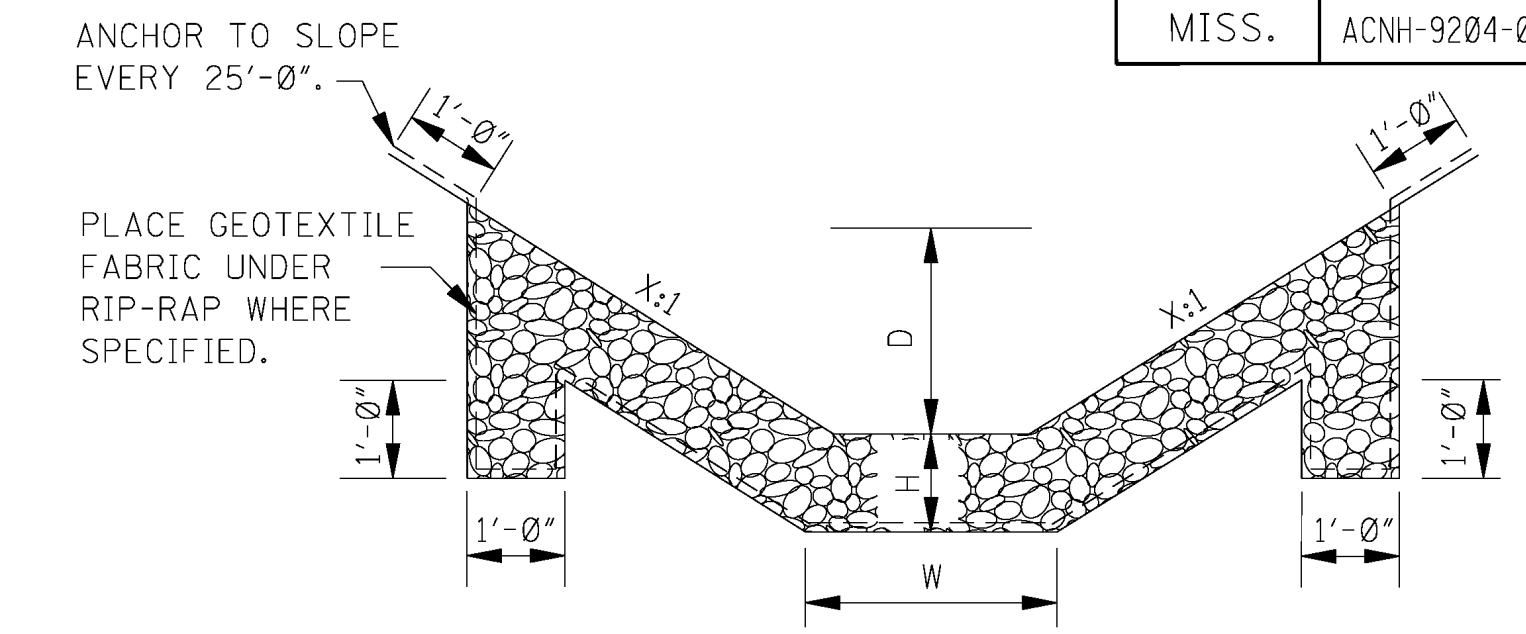
PLAN



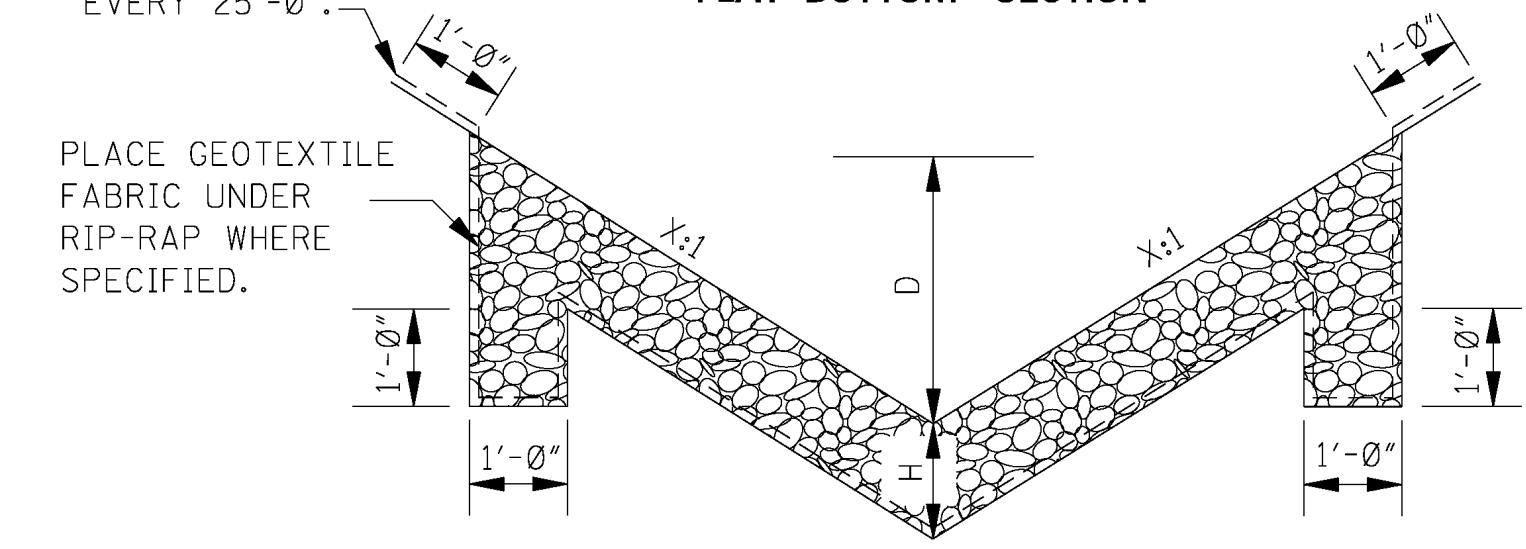
SECTION

DITCH LINER TREATMENT (EXCELSIOR BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)

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



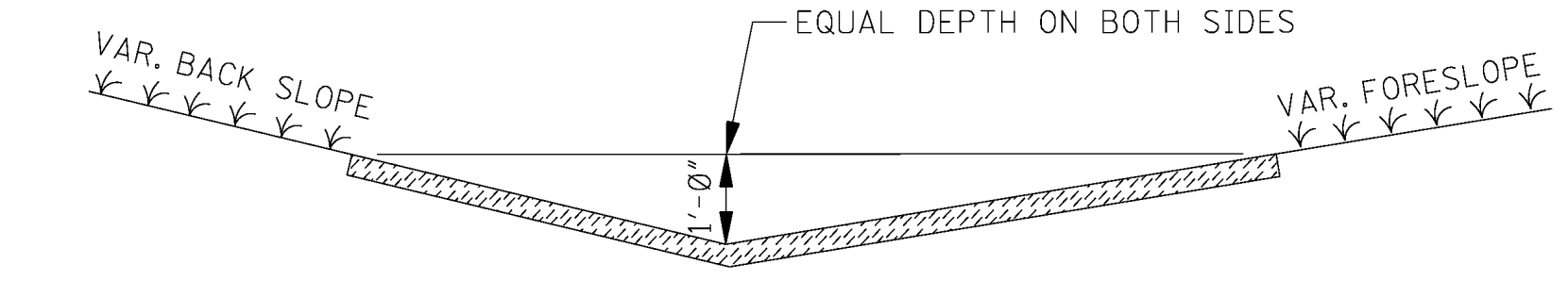
FLAT BOTTOM SECTION



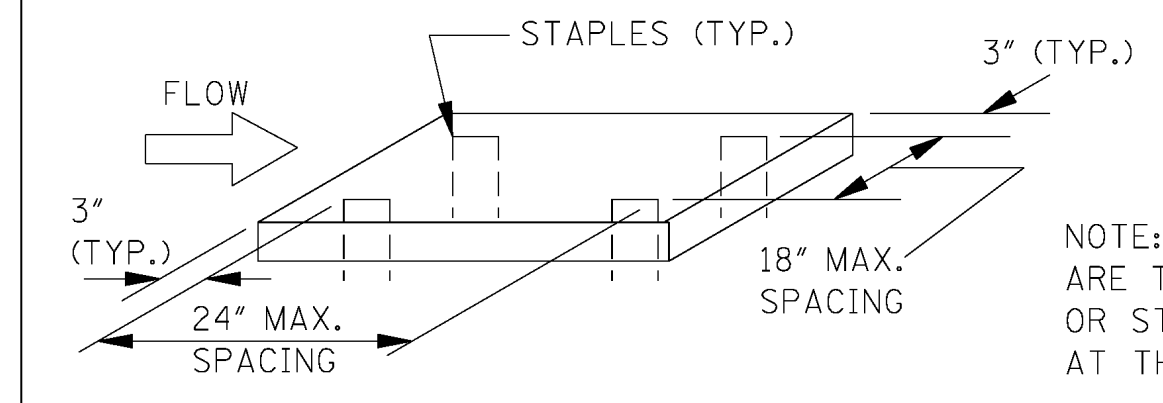
V TYPE SECTION RIP-RAP TREATMENT

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

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



SOLID SOD TREATMENT



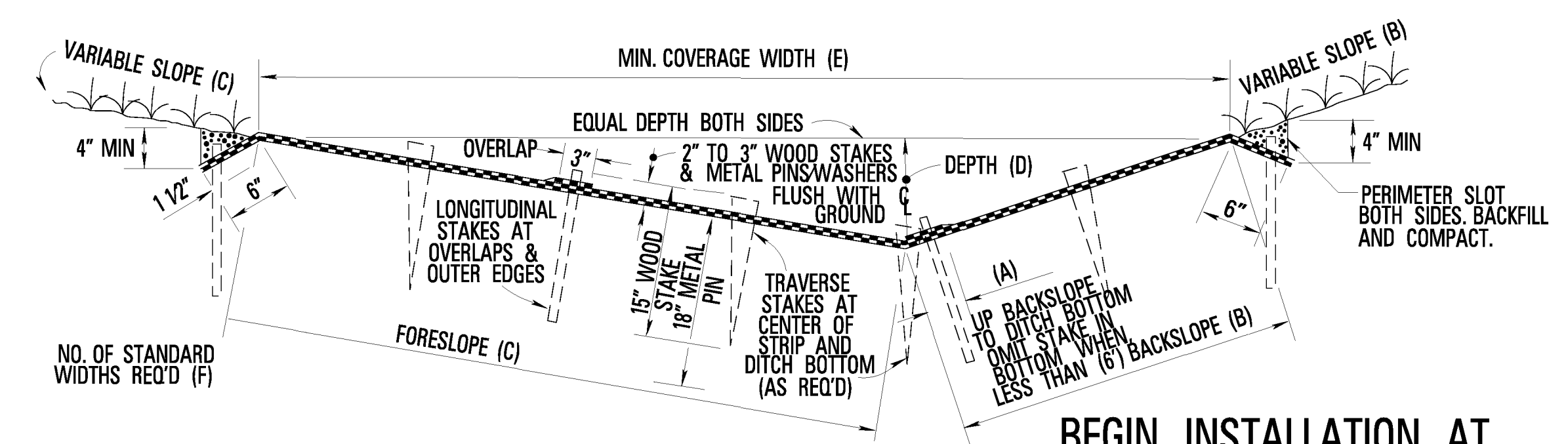
NOTE: SOLID SOD (STRIPS OR BLOCKS) ARE TO BE STAPLED, PINNED, PEGGED OR STAKED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.

- GENERAL NOTE:
- FOR LOCATION OF APPROPRIATE DITCH TREATMENTS, SEE PLAN SHEETS AS DENOTED BY THE FOLLOWING LEGEND OR AS DIRECTED BY THE ENGINEER:

- DITCH LINER
- SOLID SOD
- CONCRETE PAVED DITCH
- RIP-RAP

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAILS OF TYPICAL DITCH TREATMENTS	
DATE	BY
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC
DATE: 2015	DATE: 2015
COUNTY: MADISON	WORKING NUMBER: DT-1
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 107
FILENAME: DT-1.DGN	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL DITCH SECTION

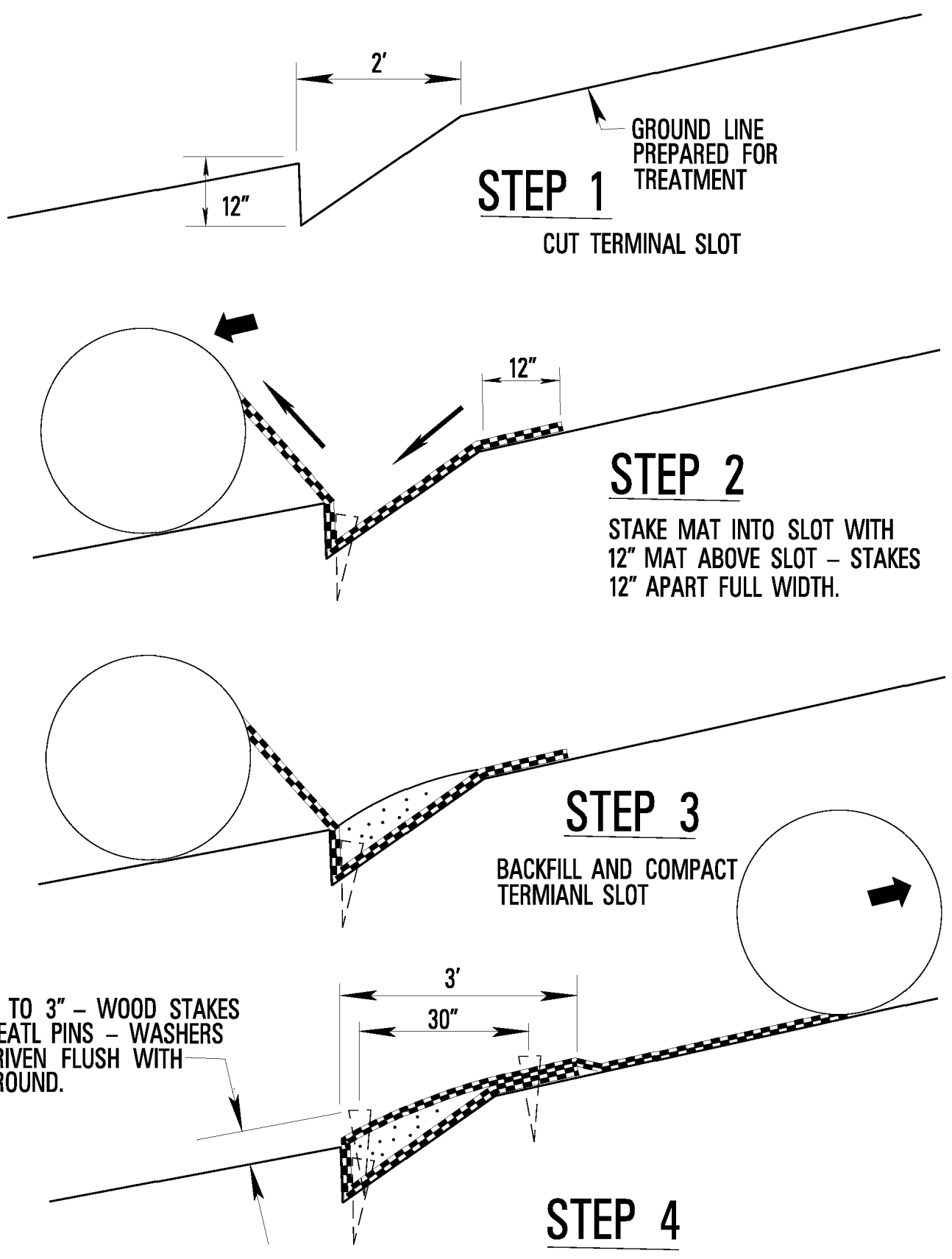
MAT PLACEMENT TABLE

DIMENSIONS OF MAT PLACEMENT IN DITCH (INDIVIDUAL 38\"/>					
ELEMENTS OF MAT PLACEMENT	SIDE SLOPE COMBINATIONS FORESLOPE - BACKSLOPE				
	3:1 & 3:1	4:1 & 3:1	6:1 & 3:1	6:1 & 4:1	6:1 & 6:1
(A) UP BACKSLOPE TO DITCH BOTTOM	1' - 7"	1' - 1"	0' - 4"	0' - 10"	0' - 1 1/2"
(B) BACKSLOPE	4' - 0"	3' - 6"	2' - 9"	3' - 3"	3' - 5 1/2"
(C) FORESLOPE	4' - 0"	4' - 6"	5' - 3"	4' - 9"	5' - 5 1/2"
(D) DEPTH OF COVERAGE	1' - 3"	1' - 1"	0' - 10"	0' - 9"	0' - 11"
(E) WIDTH OF COVERAGE	7' - 7"	7' - 8"	7' - 9"	7' - 10"	10' - 9"
(F) MINIMUM NUMBER OF STAND WIDTH STRIPES	3	3	3	3	4
(B) + (C) TOTAL COVERAGE ON SLOPES	8' - 0"	8' - 0"	8' - 0"	8' - 0"	10' - 11"
SQ. YDS./LIN. FT.	0.89	0.89	0.89	0.89	1.22
MULTI-WIDTH WELDED SEAM MAT (WELDED 38\"/>					
(B) + (C) TOTAL COVERAGE MULTI-WIDTH ROLLS	8' - 3"	8' - 3"	8' - 3"	8' - 3"	11' - 3 1/2"
SQ. YDS./LIN. FT.	0.92	0.92	0.92	0.92	1.25

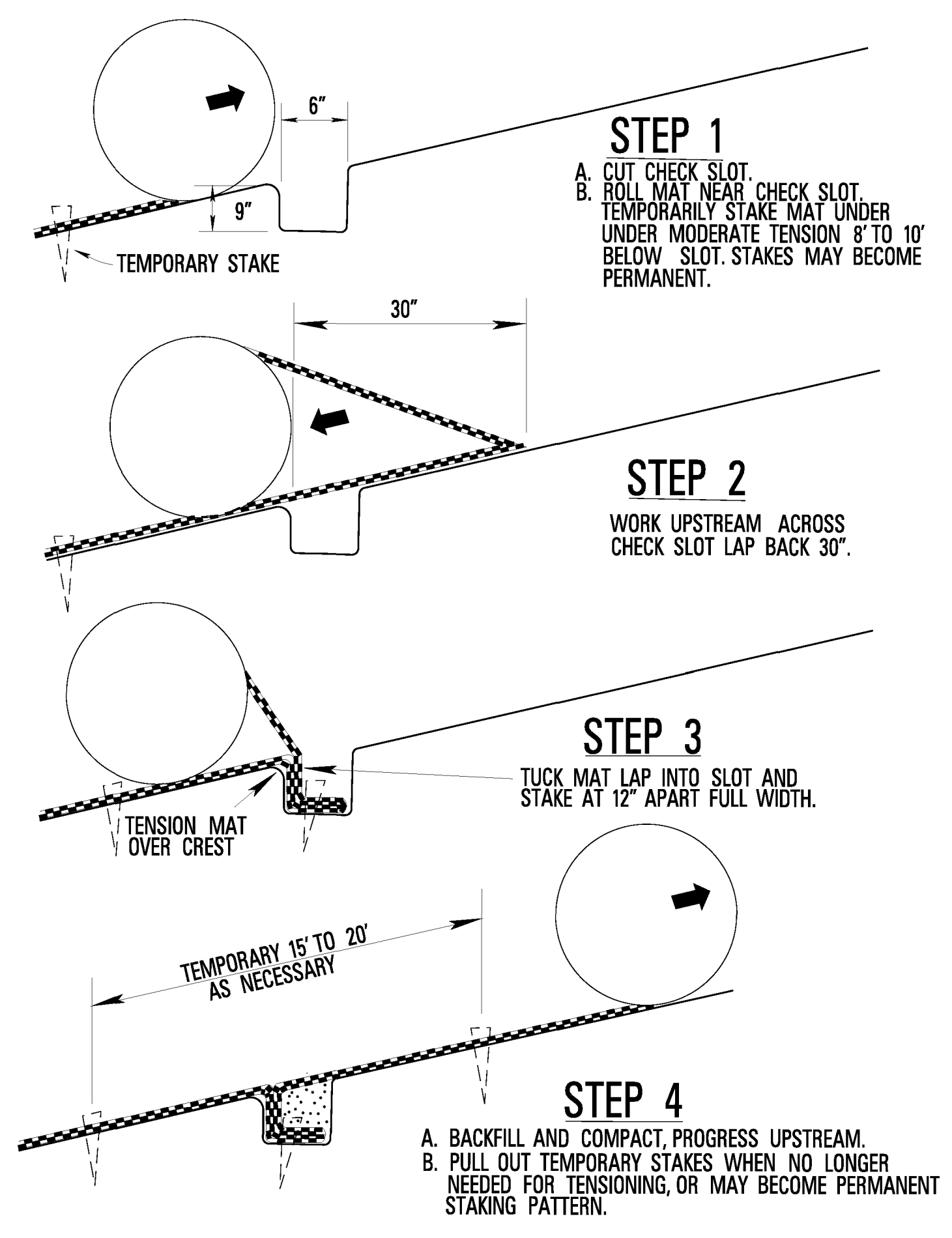
GENERAL INSTRUCTIONS

- BEGIN INSTALLATION AT DOWNSTREAM TERMINAL AND PROGRESS UPSTREAM.
- FIRST ROLL IS ALIGNED FROM DITCH BOTTOM UP BACKSLOPE (SEE MAT PLACEMENT TABLE) AND UNDER MODERATE TENSION TEMPORARILY STAKED TO MAINTAIN PROPER DESIGN COVERAGE ALIGNMENT.
- WORKING OUTWARD FROM DITCH BOTTOM TO EDGES, SUBSEQUENT ADJACENT ROLLS FOLLOW IN STAGGERED SEQUENCE UNDER MODERATE TENSION.
- OVERLAP MAT SEAMS 3 INCHES AND STAKE AT 3 FOOT INTERVALS WITH STAKES ALIGNED LONGITUDINALLY TO DITCH AND DIAGONAL EDGE OF STAKE TO THE UPSTREAM. OUTER EDGES (PERIMETER) OF MAT ARE STAKED SIMILARLY.
- STAKE THE CENTER OF EACH MAT STRIP AND WHEN REQUIRED ALONG THE DITCH BOTTOM AT 6 - FOOT INTERVALS STAGGERED BETWEEN THE 3 - FOOT SPACING OF OVERLAP AND OUTER EDGE STAKES WITH THE BROADSIDE TO THE FLOW DIRECTION AND DIAGONAL EDGE TOWARD THE UPSLOPE.
- USE 3 - FOOT OVERLAP AT END OF MAT ROLL SPLICES WITH UPGRADE STRIP ON TOP, STAKED IN TWO ROWS 30 INCHES APART, AND STAKES 18 INCHES APART ACROSS FULL WIDTH.
- TRANSVERSE CHECK SLOTS 6 - INCH WIDTH BY 9 - INCH DEPTH ARE EXCAVATED AT 25 - FOOT INTERVALS WITH STAKES 12 INCHES APART FULL WIDTH OF TREATMENT, WELDED SEAM MULTI-WIDTH MAT WILL HAVE SIMILAR TRANSVERSE CHECKS OMITTING EXCAVATED SLOT ONLY.
- END INSTALLATION AT UPSTREAM TERMINAL. TEMPORARILY STAKING MAY BE PLACED TO BECOME PART OF PERMANENT STAKING PATTERN.

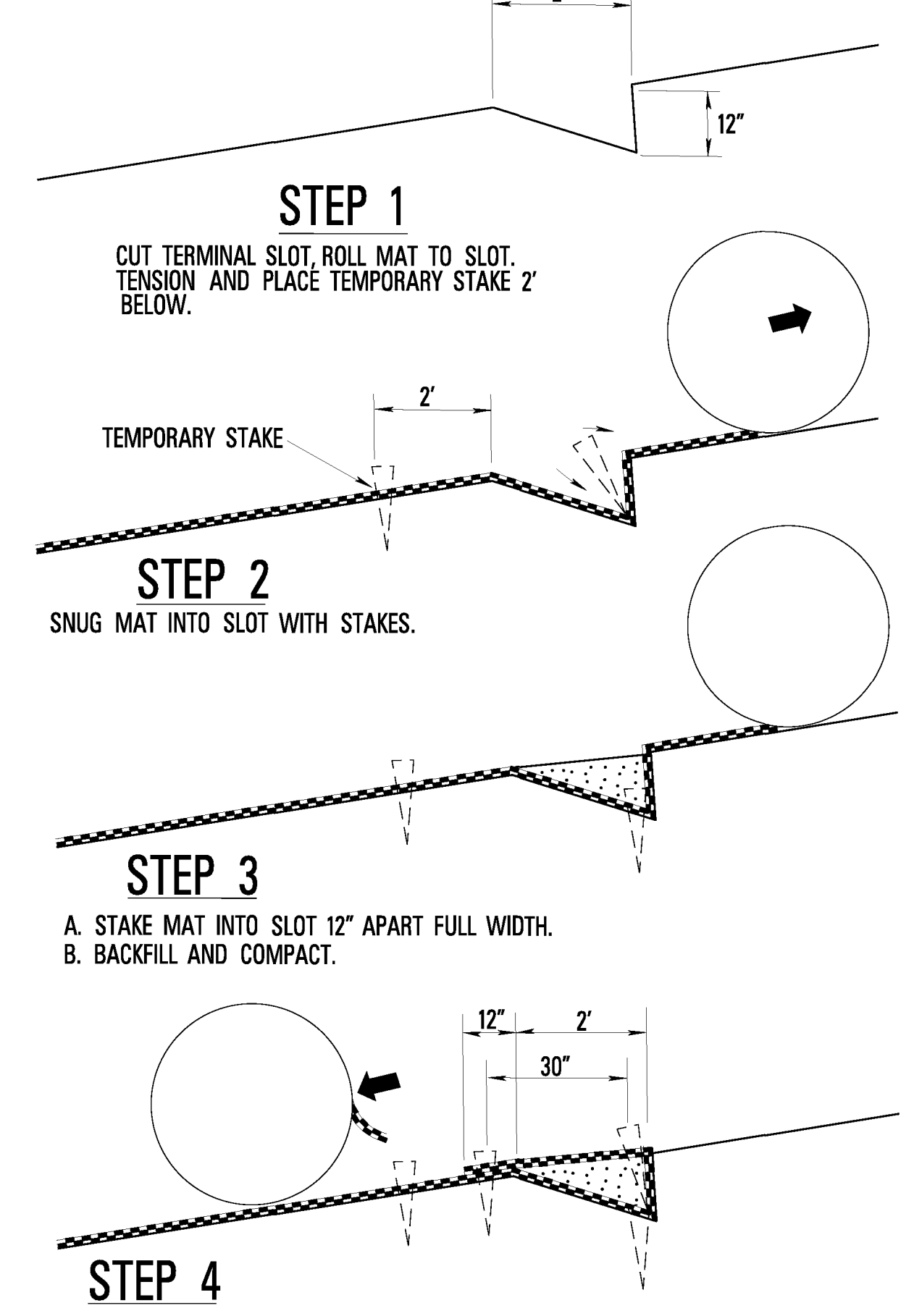
BEGIN INSTALLATION AT DOWNSTREAM TERMINAL



25 - FOOT INTERVAL TRANSVERSE CHECK SLOT (FOR INDIVIDUAL ROLLS*)

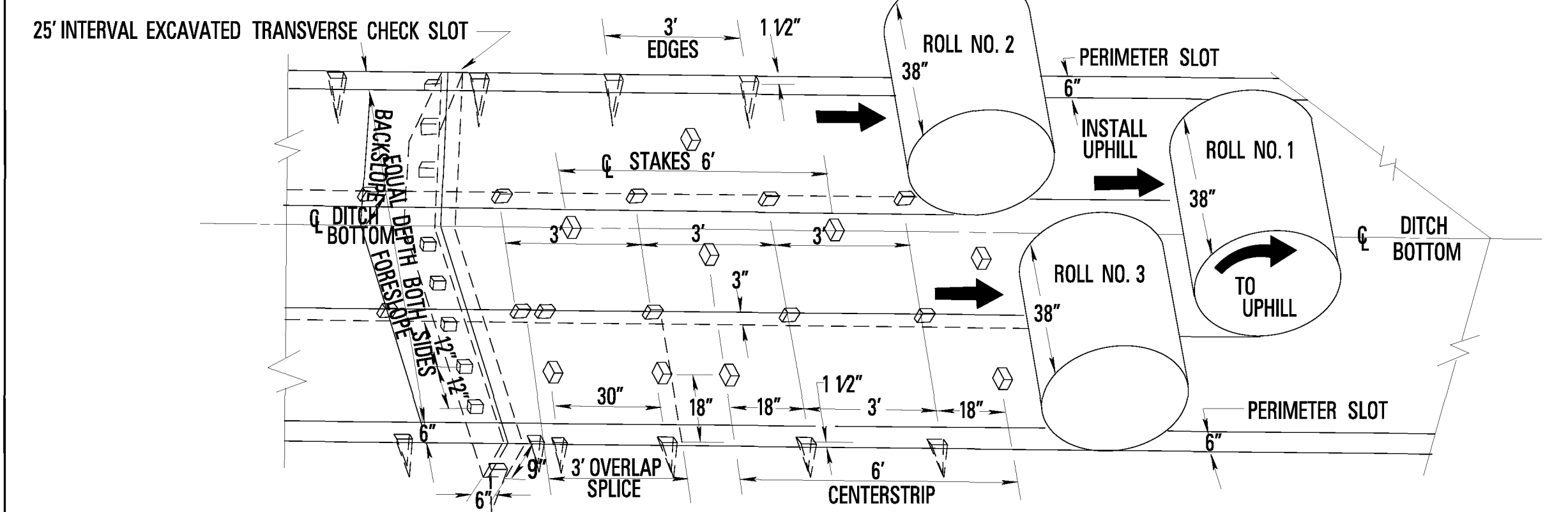


END INSTALLATION AT UPSTREAM TERMINAL

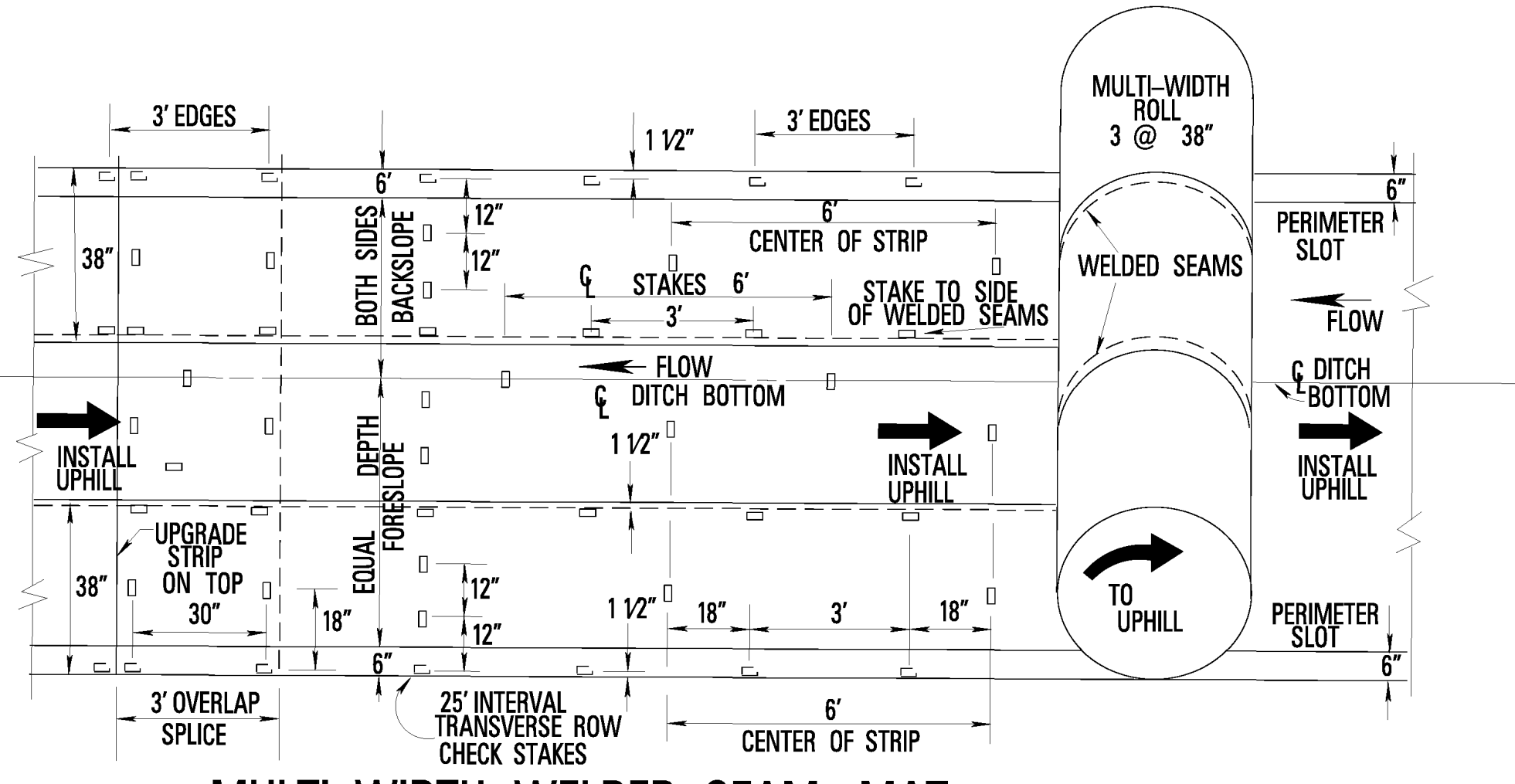


GENERAL NOTES

- WHEN METAL PINS WITH WASHERS ARE PERMITTED IN PLACE OF WOOD STAKES, THE METAL PINS ARE DRIVEN TO ASSURE THAT THE WASHERS WITH MAT UNDERNEATH ARE FLUSH WITH THE GROUND LEAVING NO PROJECTION OF THE PINS ABOVE THE GROUND LINE.
- SOIL REINFORCING MAT SHALL BE USED WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE FOLLOWING DESIGNATION SHALL BE USED.



SEQUENTIAL ROLL RUN OUT IN DITCH WITH STAKING DETAIL

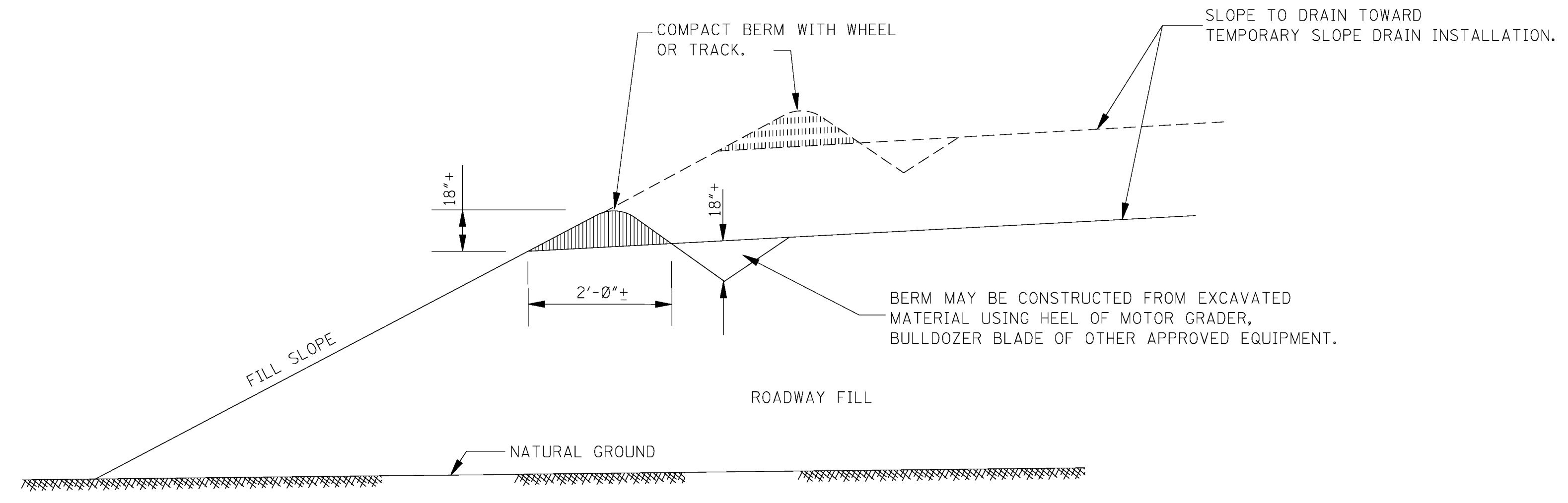


MULTI-WIDTH WELDED SEAM MAT RUN OUT IN DITCH WITH STAKING DETAIL

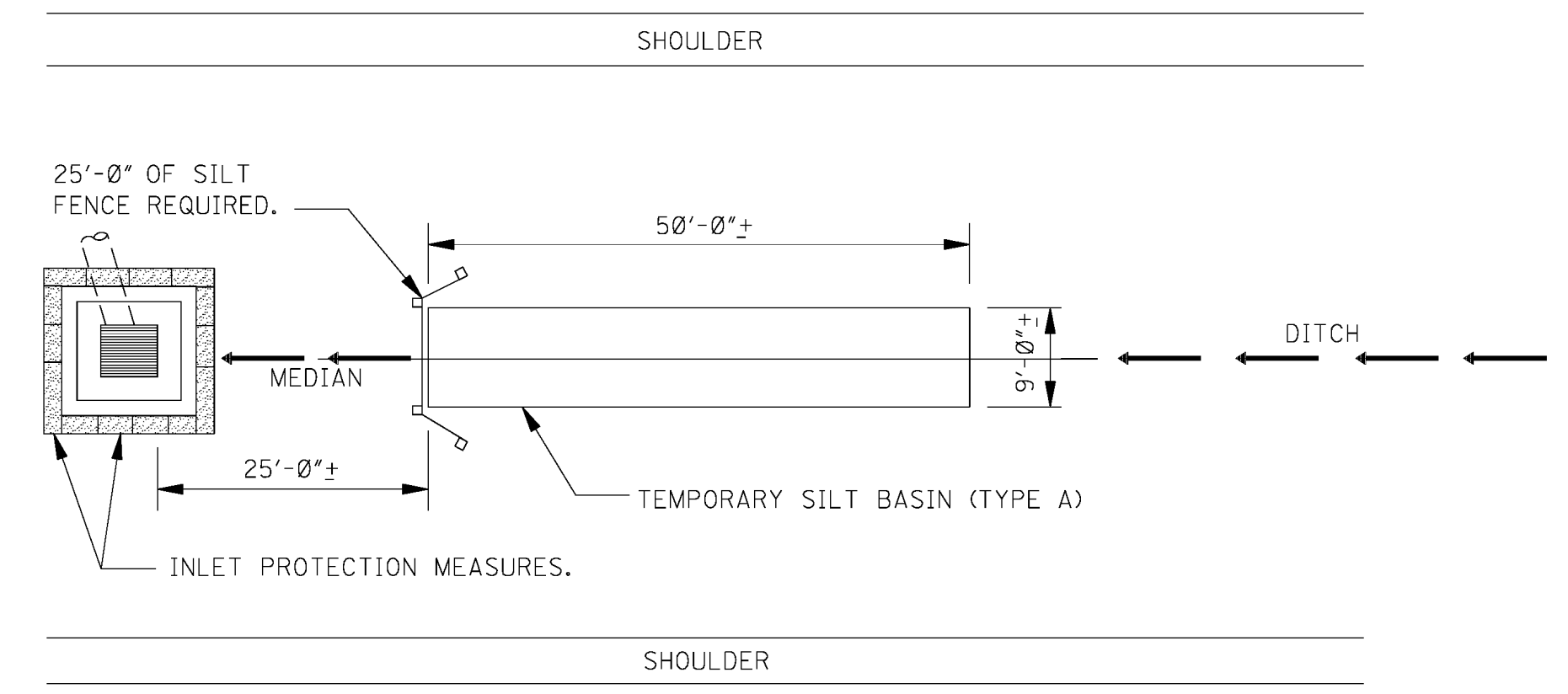
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DITCH TREATMENT INSTALLATION DETAIL FOR SOIL REINFORCING MAT	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	DT-1A.DGN
DESIGN TEAM:	BAKER CHECKED: KJC DATE: 2015
WORKING NUMBER	DT-1A
SHEET NUMBER	108

4/6/2016 7:52 AM DT-1A.DGN

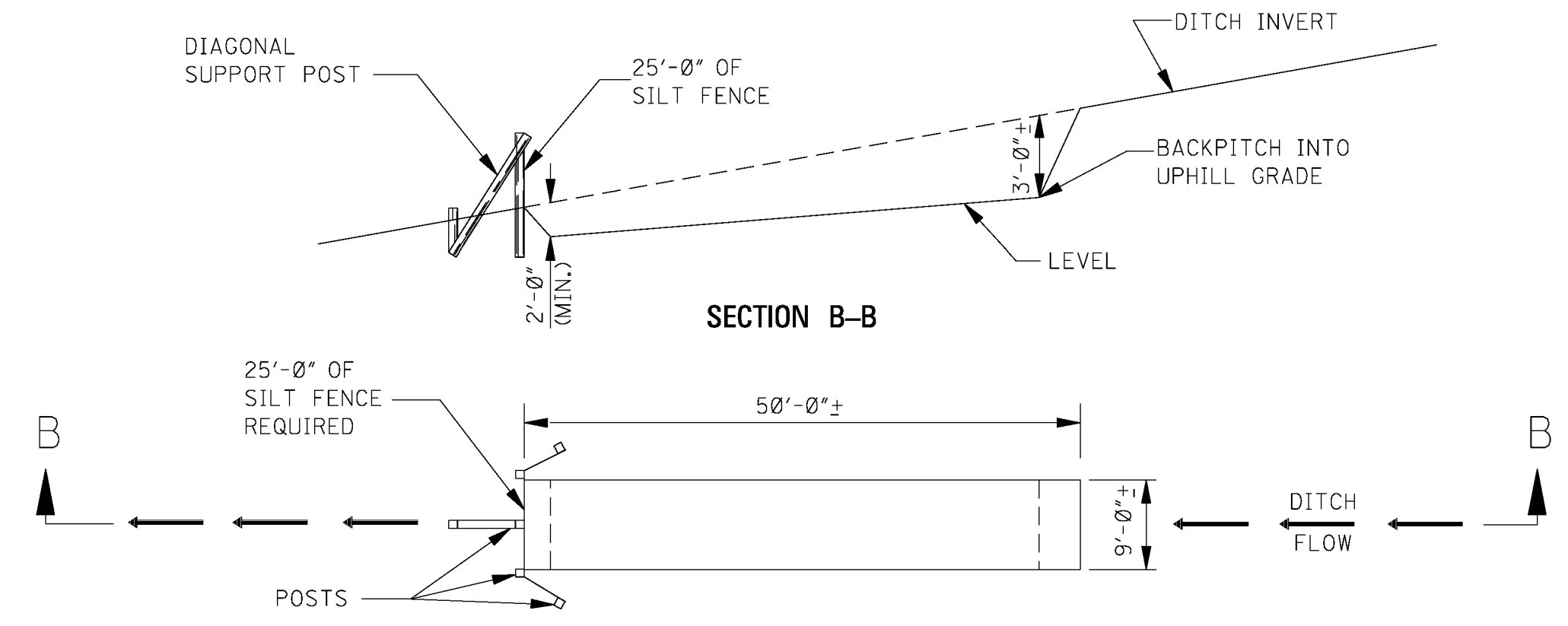
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TEMPORARY SHOULDER BERM



TEMPORARY MEDIAN SILT BASIN (TYPE A)

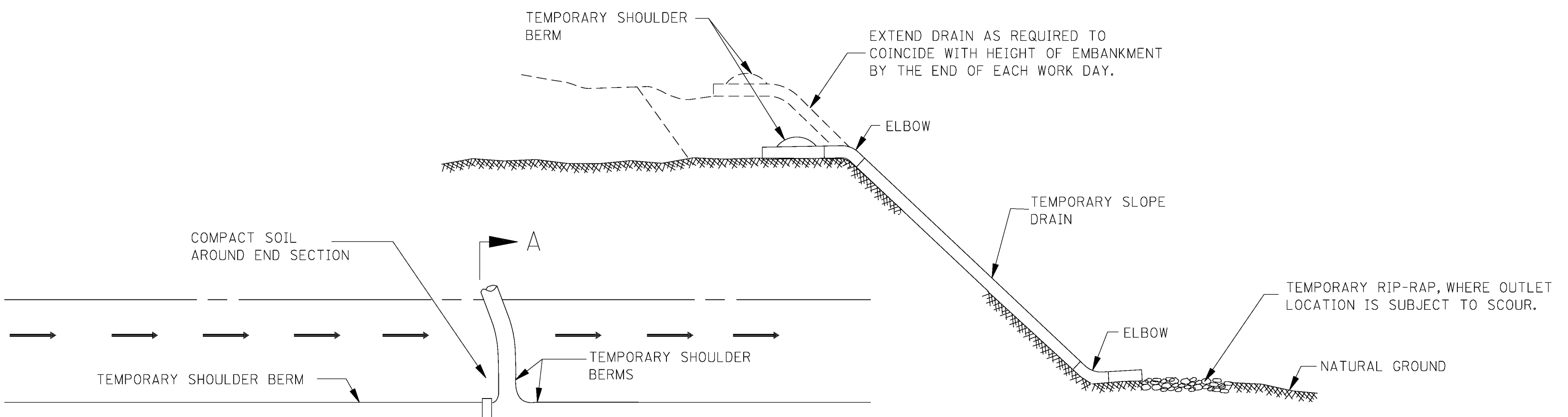


TEMPORARY SILT BASIN (TYPE A)

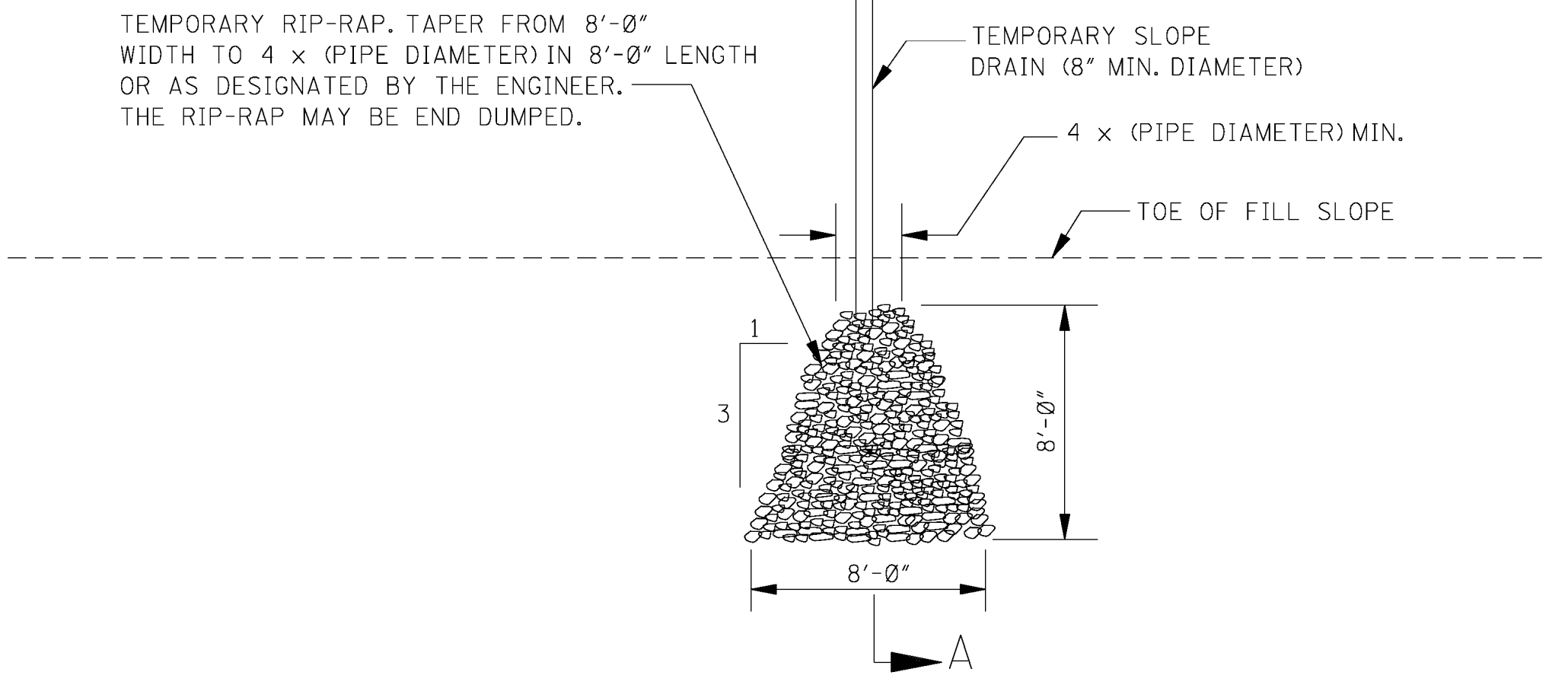
NOTE: TEMPORARY SILT BASIN (TYPE A) TO BE PLACED IN SURFACE DRAIN DITCHES AND SIDE DITCHES AT THE END OF CUT SECTIONS, IMMEDIATELY PRECEEDING DITCH INLETS AND JUST BEFORE THE WATER (RUNOFF) LEAVES THE RIGHT-OF-WAY OR ENTERS A WATER COURSE. LOCATION AND SIZE (OTHER THAN AS SHOWN) MAY BE REQUIRED AS DIRECTED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

GENERAL NOTES:

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

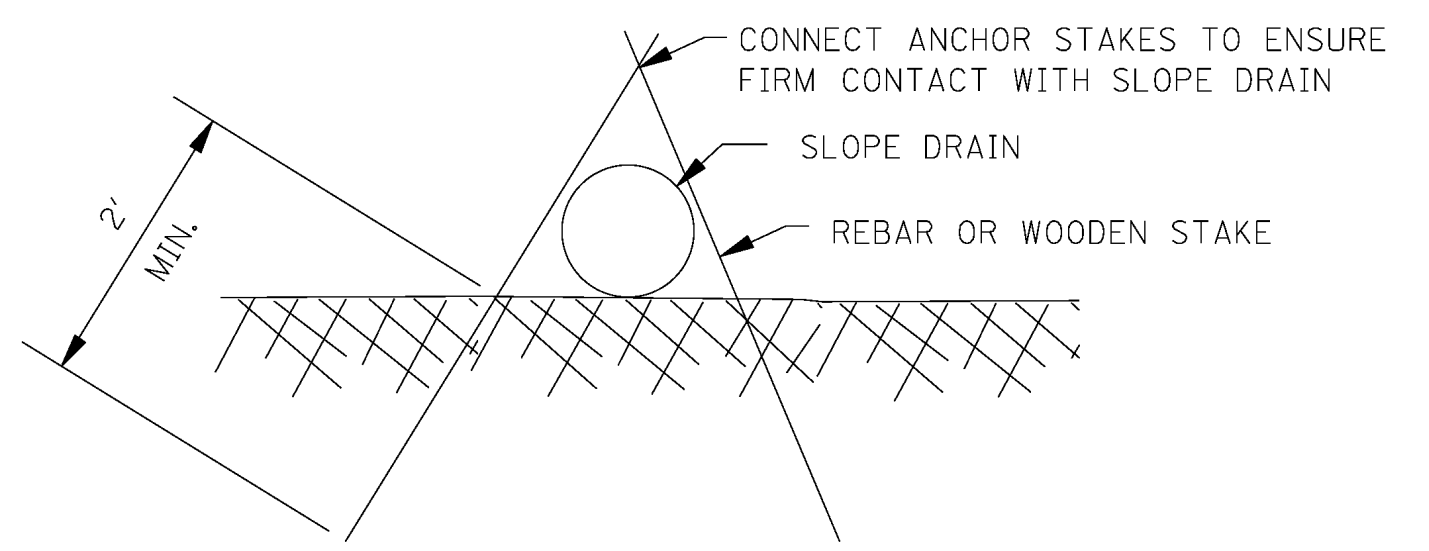


SECTION A-A



TEMPORARY SLOPE DRAIN

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



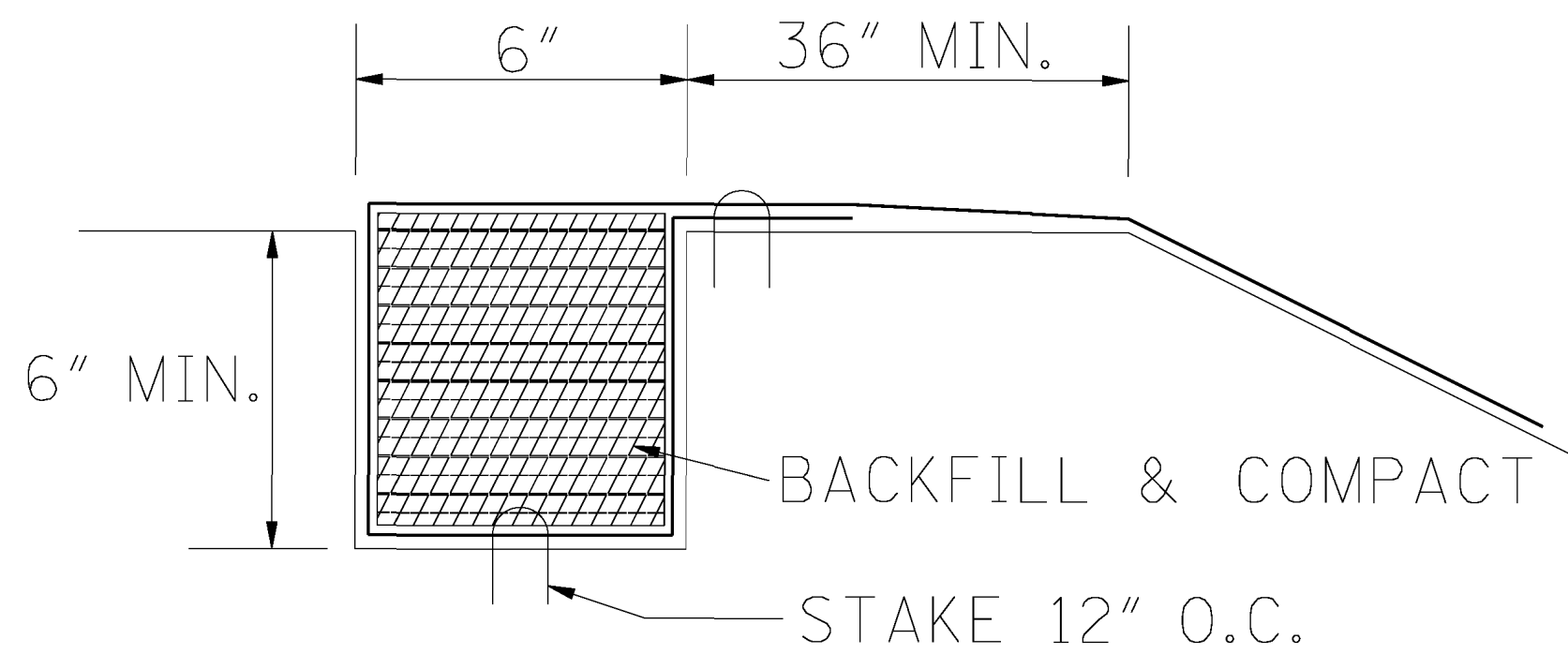
RECOMMENDED ANCHOR DETAIL

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

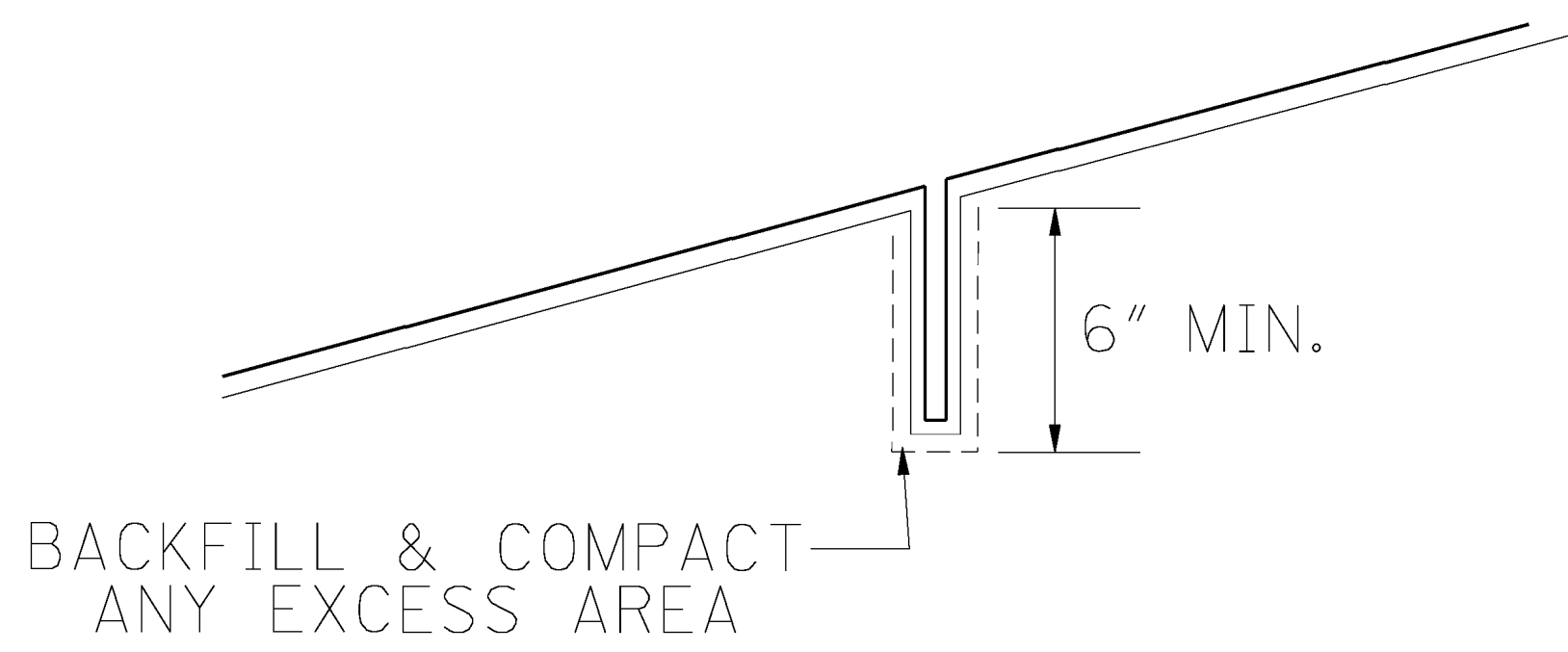
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL TEMPORARY EROSION CONTROL MEASURES (SLOPE DRAIN AND TYPE A SILT BASIN)	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: TCP-SC.dgn	
DESIGN TEAM: MICHAEL_BAKER/CHECKED DATE: 2015	
WORKING NUMBER TEC-2	SHEET NUMBER 109

4/6/2016 7:52 AM TEC-2.dgn ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

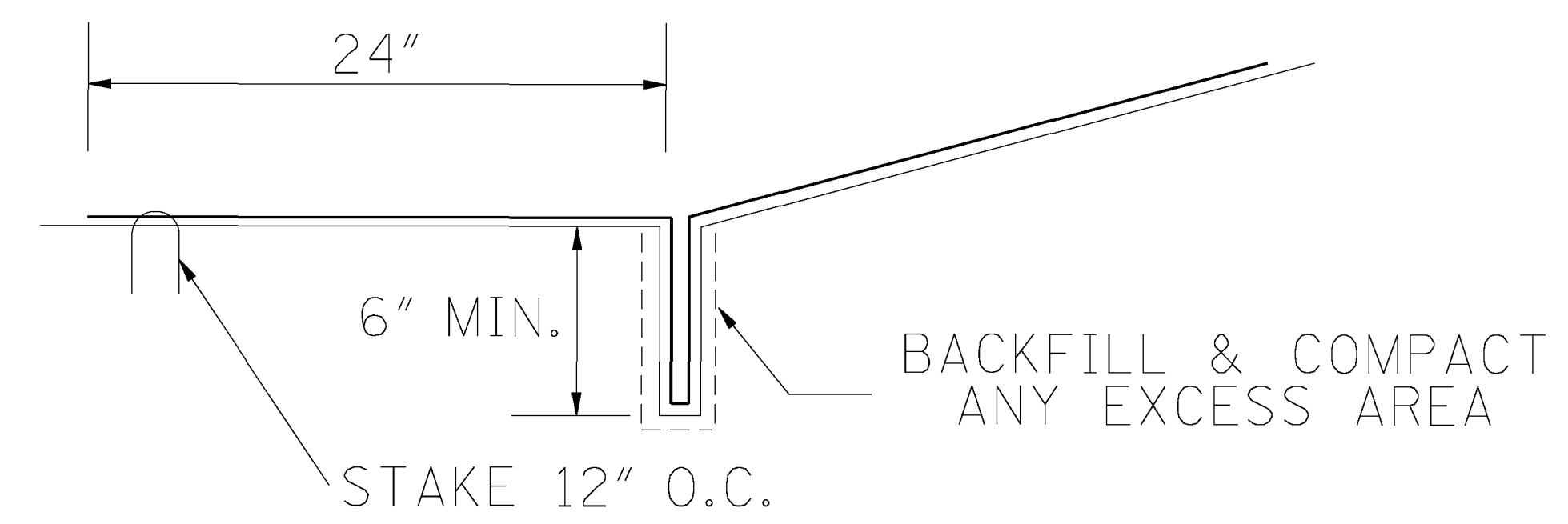
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



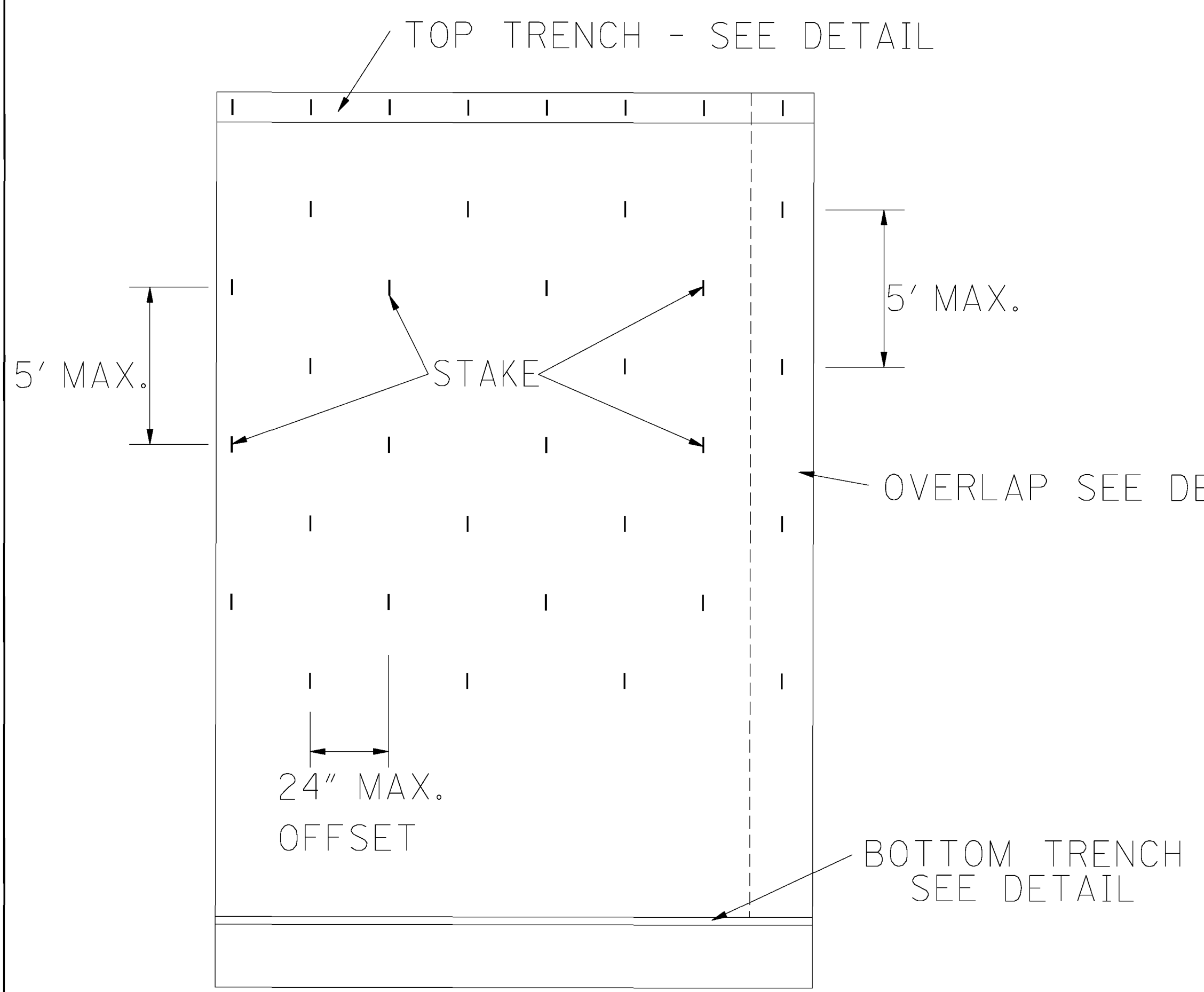
DETAIL OF TOP TRENCH



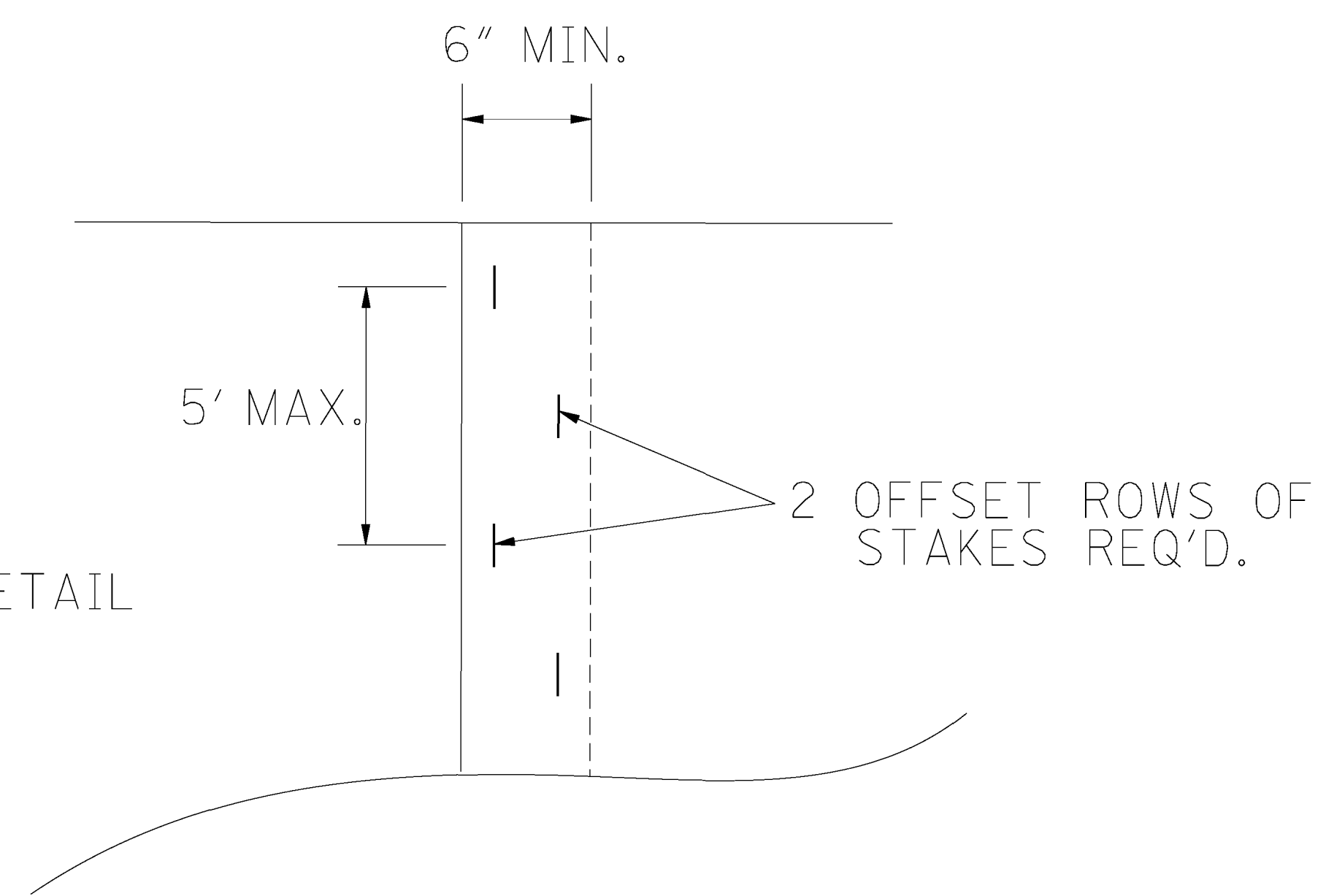
DETAIL OF INTERMEDIATE TRENCH



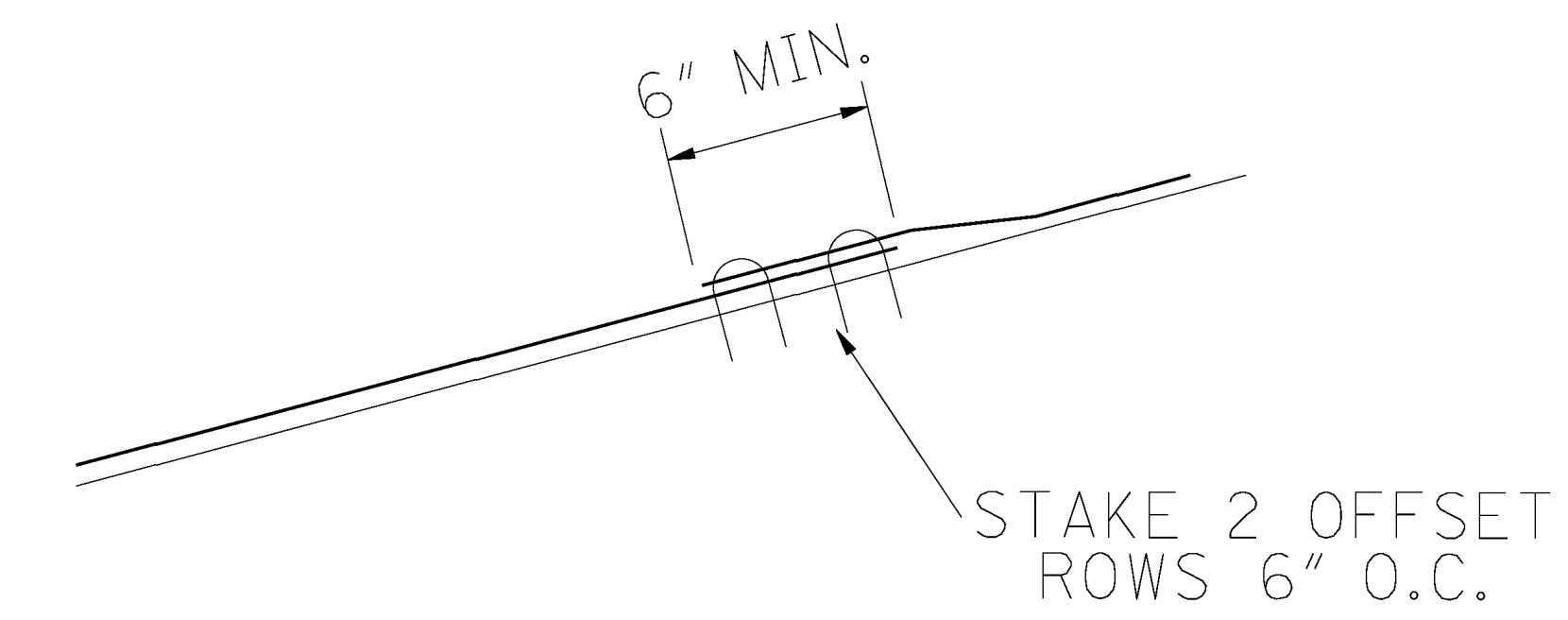
DETAIL OF BOTTOM TRENCH



DETAIL OF EROSION CONTROL BLANKET




DETAIL OF LONGITUDINAL OVERLAP



DETAIL OF TRANSVERSE OVERLAP

4/6/2016 7:52 AM ECB-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p align="center">EROSION CONTROL BLANKET</p> <p>COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)</p>	
DATE			
DESIGN TEAM		<p align="center">MICHAEL BAKER</p>	
CHECKED		<p align="center">KJC</p>	
DATE		<p align="center">2015</p>	



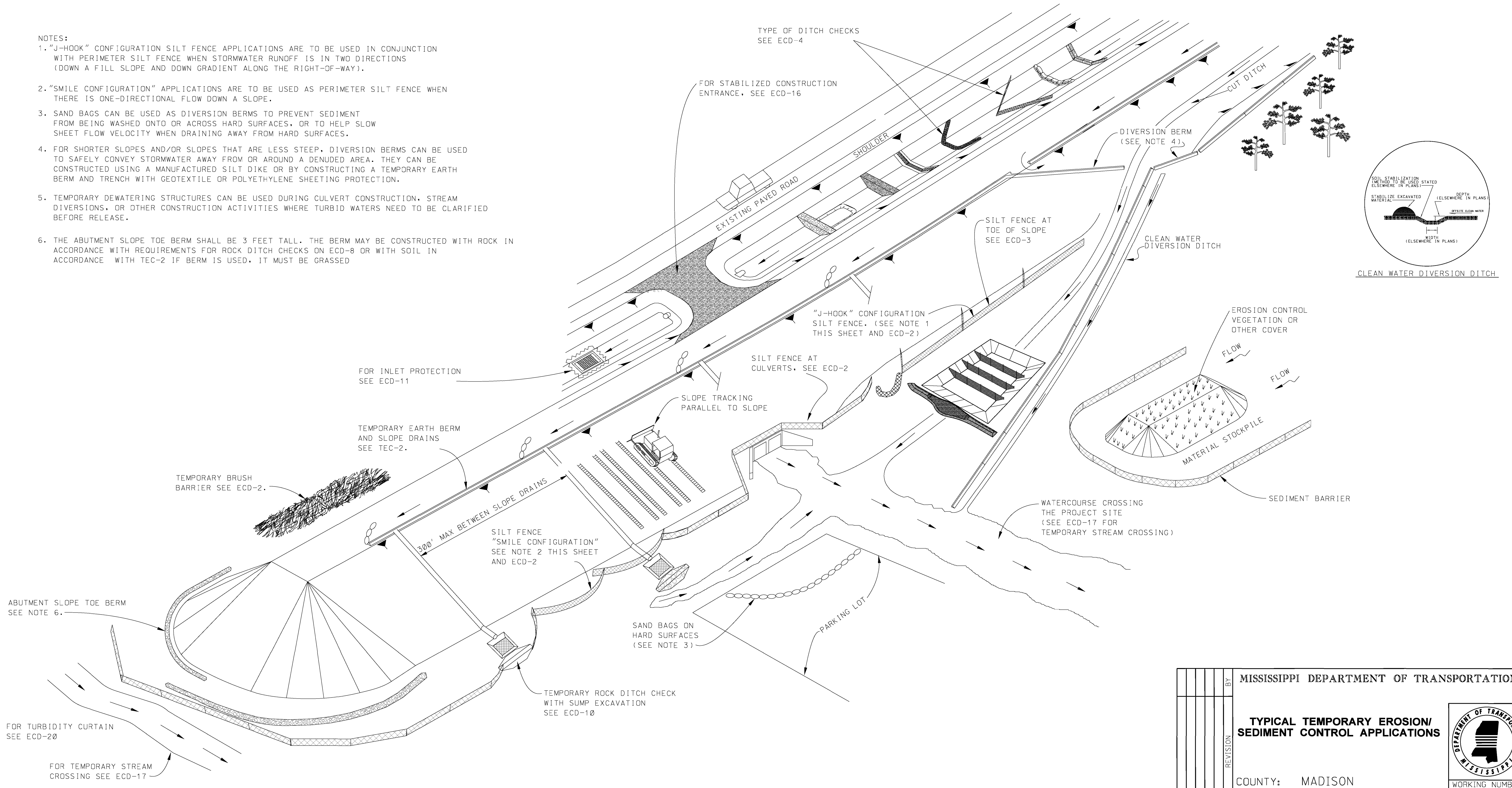
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECB-1

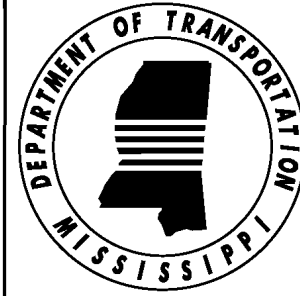
SHEET NUMBER
110

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

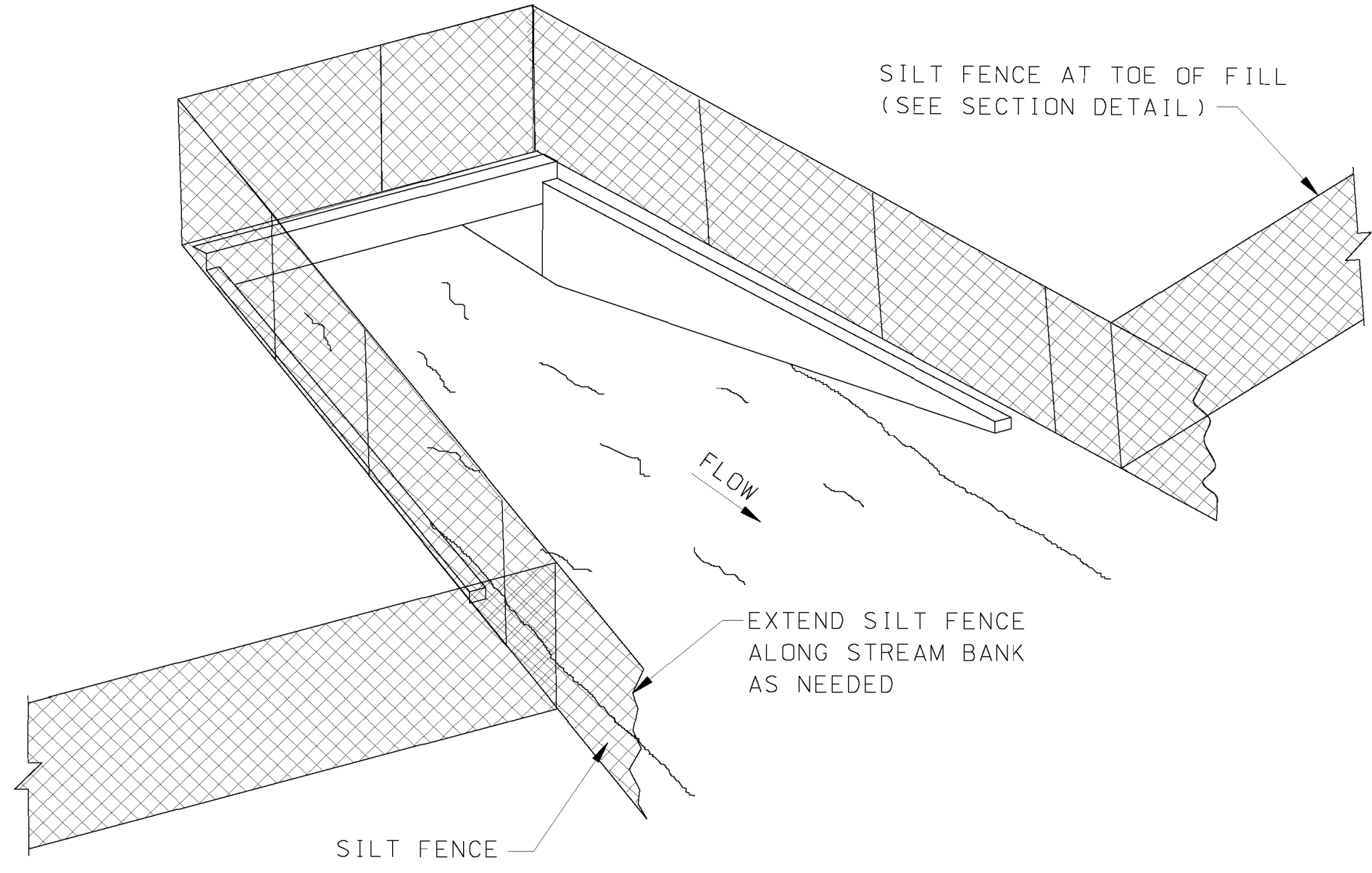
- NOTES:
1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS ARE TO BE USED IN CONJUNCTION WITH PERIMETER SILT FENCE WHEN STORMWATER RUNOFF IS IN TWO DIRECTIONS (DOWN A FILL SLOPE AND DOWN GRADIENT ALONG THE RIGHT-OF-WAY).
 2. "SMILE CONFIGURATION" APPLICATIONS ARE TO BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.
 3. SAND BAGS CAN BE USED AS DIVERSION BERMS TO PREVENT SEDIMENT FROM BEING WASHED ONTO OR ACROSS HARD SURFACES, OR TO HELP SLOW SHEET FLOW VELOCITY WHEN DRAINING AWAY FROM HARD SURFACES.
 4. FOR SHORTER SLOPES AND/OR SLOPES THAT ARE LESS STEEP, DIVERSION BERMS CAN BE USED TO SAFELY CONVEY STORMWATER AWAY FROM OR AROUND A DENUDED AREA. THEY CAN BE CONSTRUCTED USING A MANUFACTURED SILT DIKE OR BY CONSTRUCTING A TEMPORARY EARTH BERM AND TRENCH WITH GEOTEXTILE OR POLYETHYLENE SHEETING PROTECTION.
 5. TEMPORARY DEWATERING STRUCTURES CAN BE USED DURING CULVERT CONSTRUCTION, STREAM DIVERSIONS, OR OTHER CONSTRUCTION ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.
 6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FEET TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON ECD-8 OR WITH SOIL IN ACCORDANCE WITH TEC-2 IF BERM IS USED, IT MUST BE GRASSED.



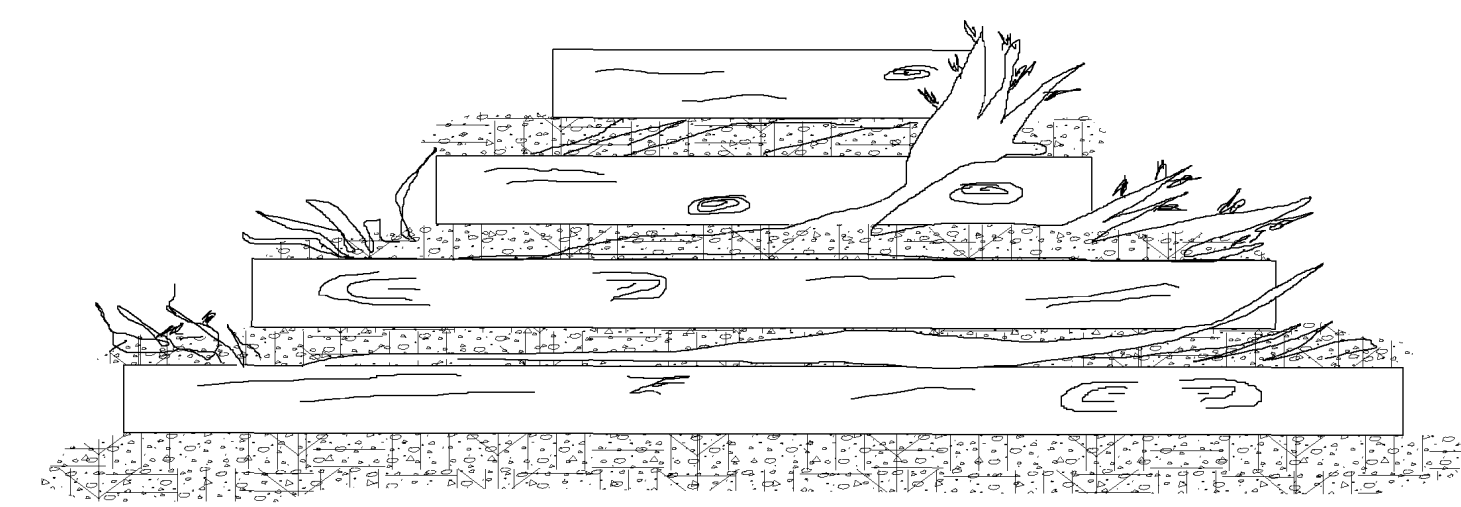
4/6/2016 7:52 AM ECD-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		TYPICAL TEMPORARY EROSION/ SEDIMENT CONTROL APPLICATIONS	
DATE		COUNTY: MADISON	
DESIGN TEAM: MICHAEL_BAKER		PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN		WORKING NUMBER	ECD-1
DESIGN TEAM: MICHAEL_BAKER		CHECKED: KJC	SHEET NUMBER
DATE: 2015			111

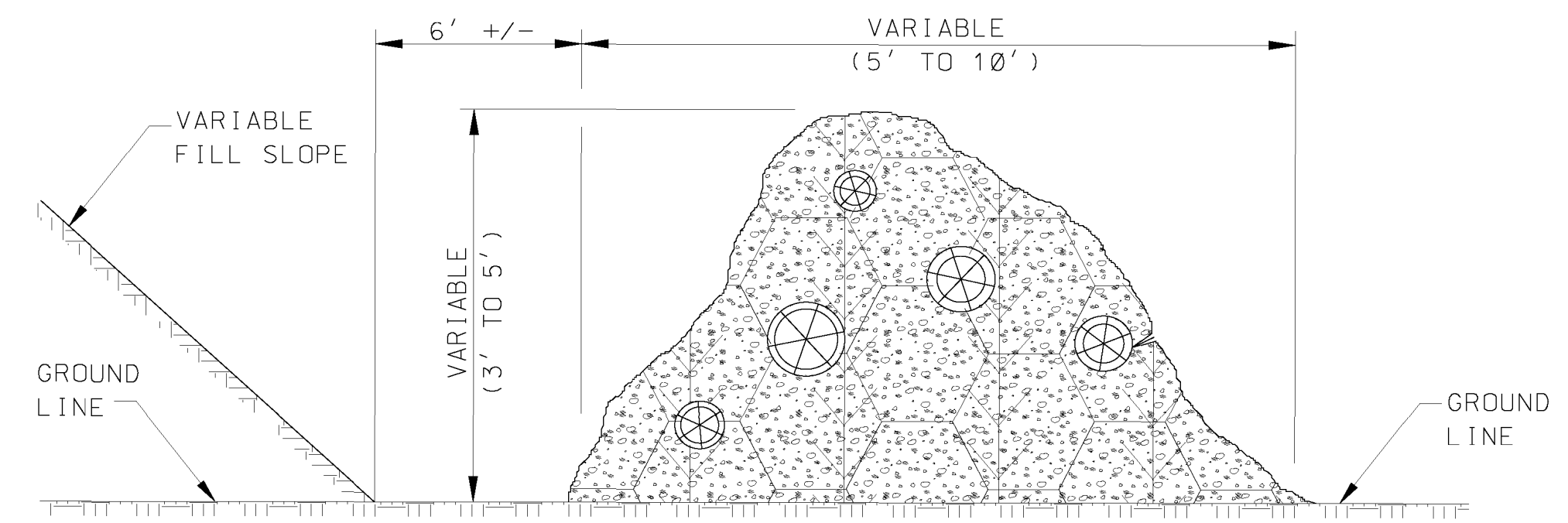
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



SEDIMENT BARRIER AT CROSS DRAIN



FRONT ELEVATION

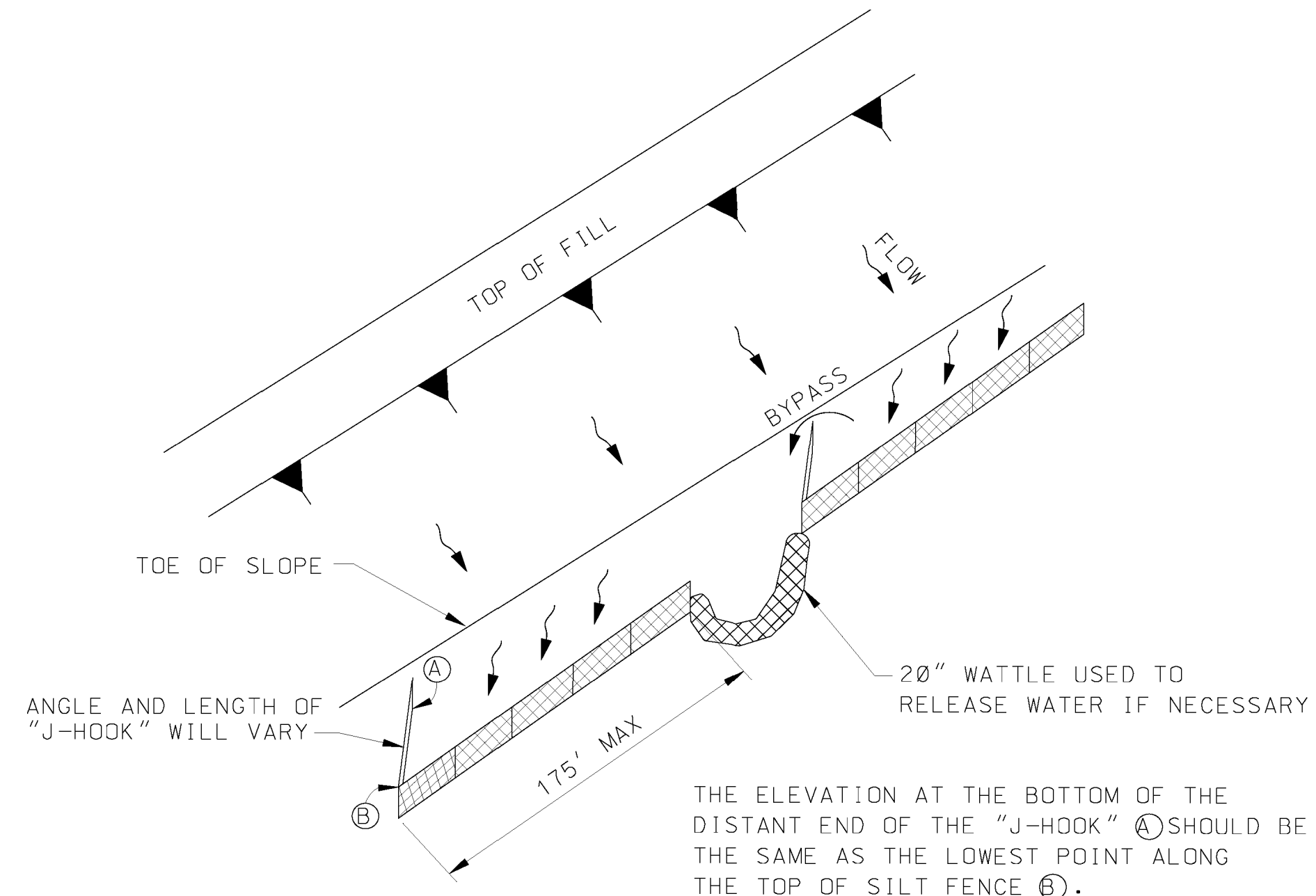


SIDE ELEVATION

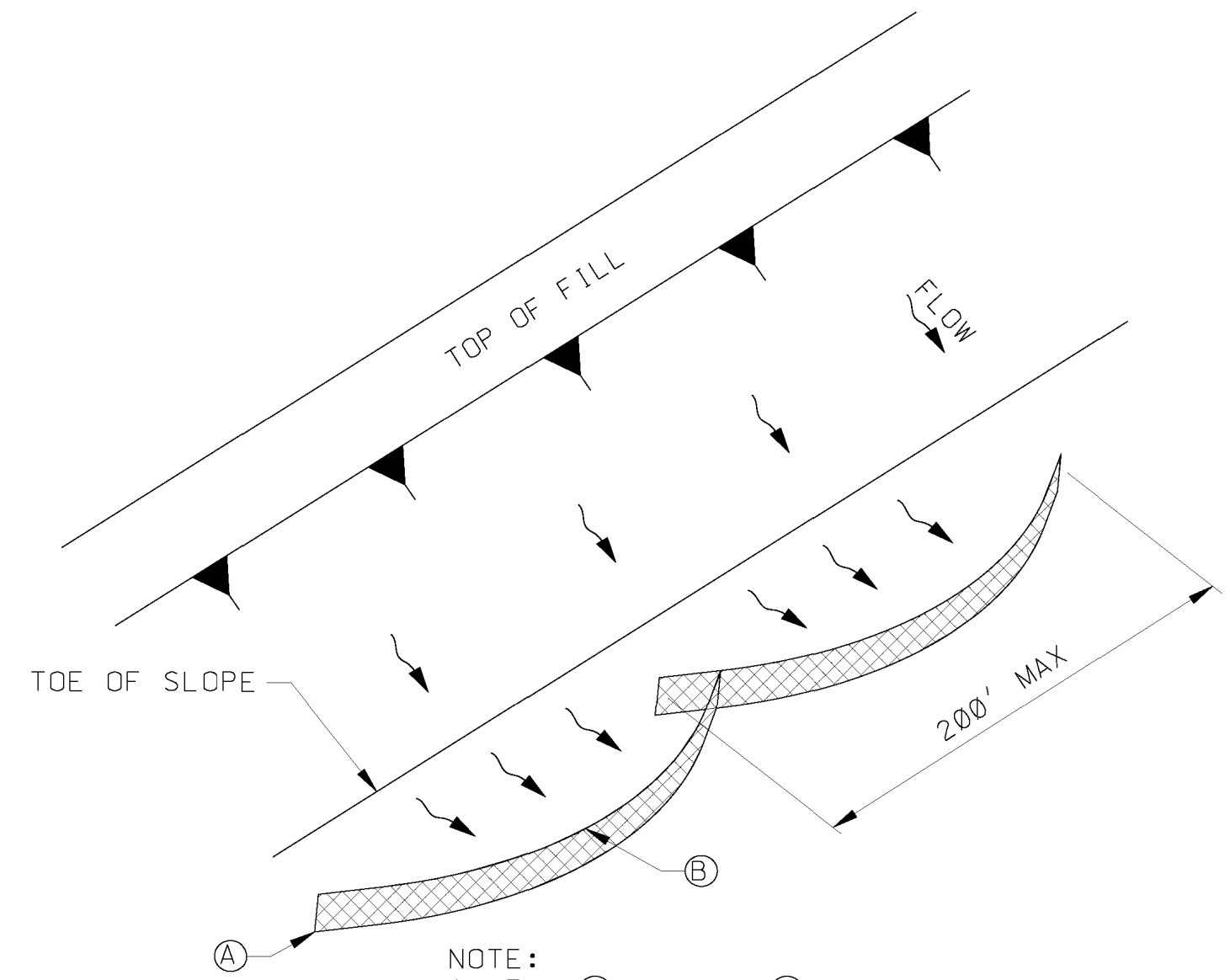
TEMPORARY BRUSH BARRIER

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

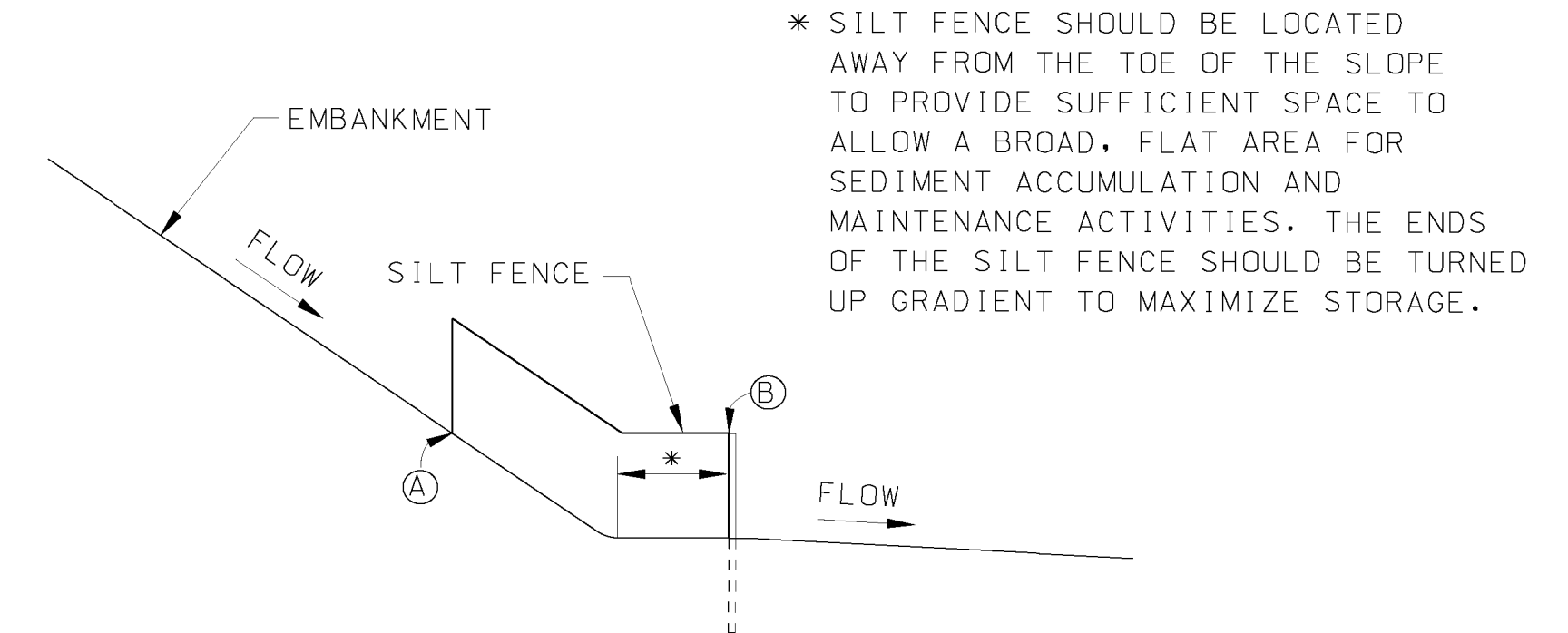
NOTE:
1. ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON ECD-3



"J-HOOK" SILT FENCE APPLICATION



"SMILE-CONFIGURATION" SILT FENCE APPLICATION

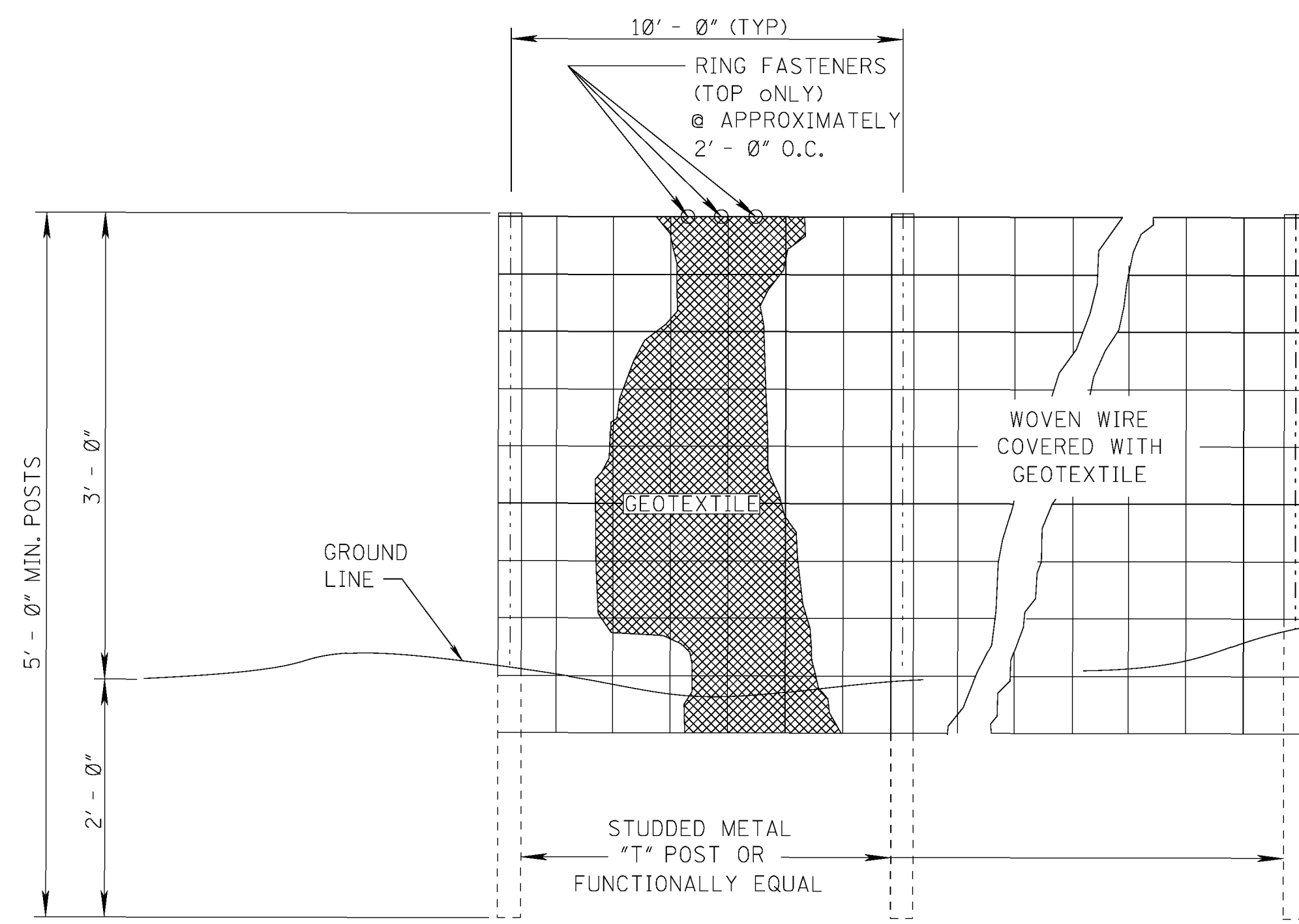


SILT FENCE SECTION AT TOE OF FILL

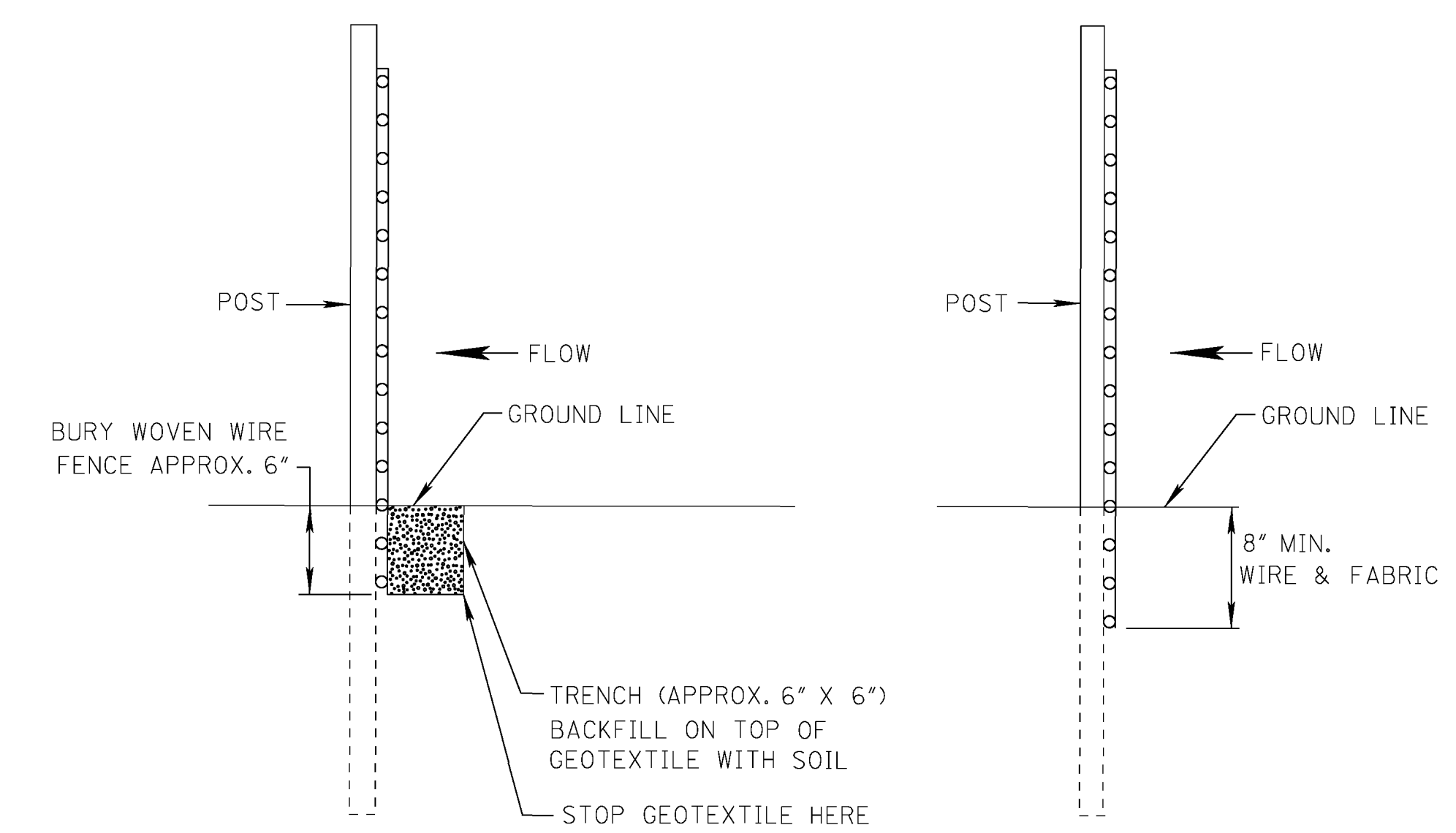
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		DETAILS OF SEDIMENT BARRIER APPLICATIONS	
DATE		COUNTY: MADISON	WORKING NUMBER
DESIGN TEAM		PROJ. NUM.: ACNH-9204-00(003)	ECD-2
CHECKED		FILENAME: ECD-1.DGN	SHEET NUMBER
DATE		DESIGN TEAM: MICHAEL_BAKER	112
DATE		CHECKED: KJC	DATE: 2015

4/6/2016 7:52 AM ECD-2.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



ELEVATION VIEW



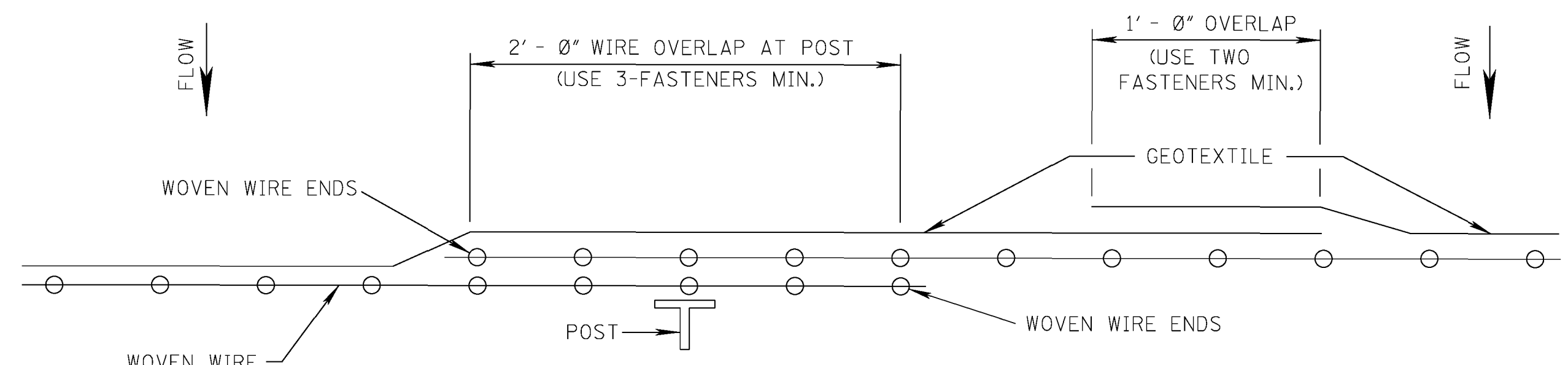
METHOD I

METHOD II MECHANICAL INSTALLATION


SIDE VIEW

NOTES:

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



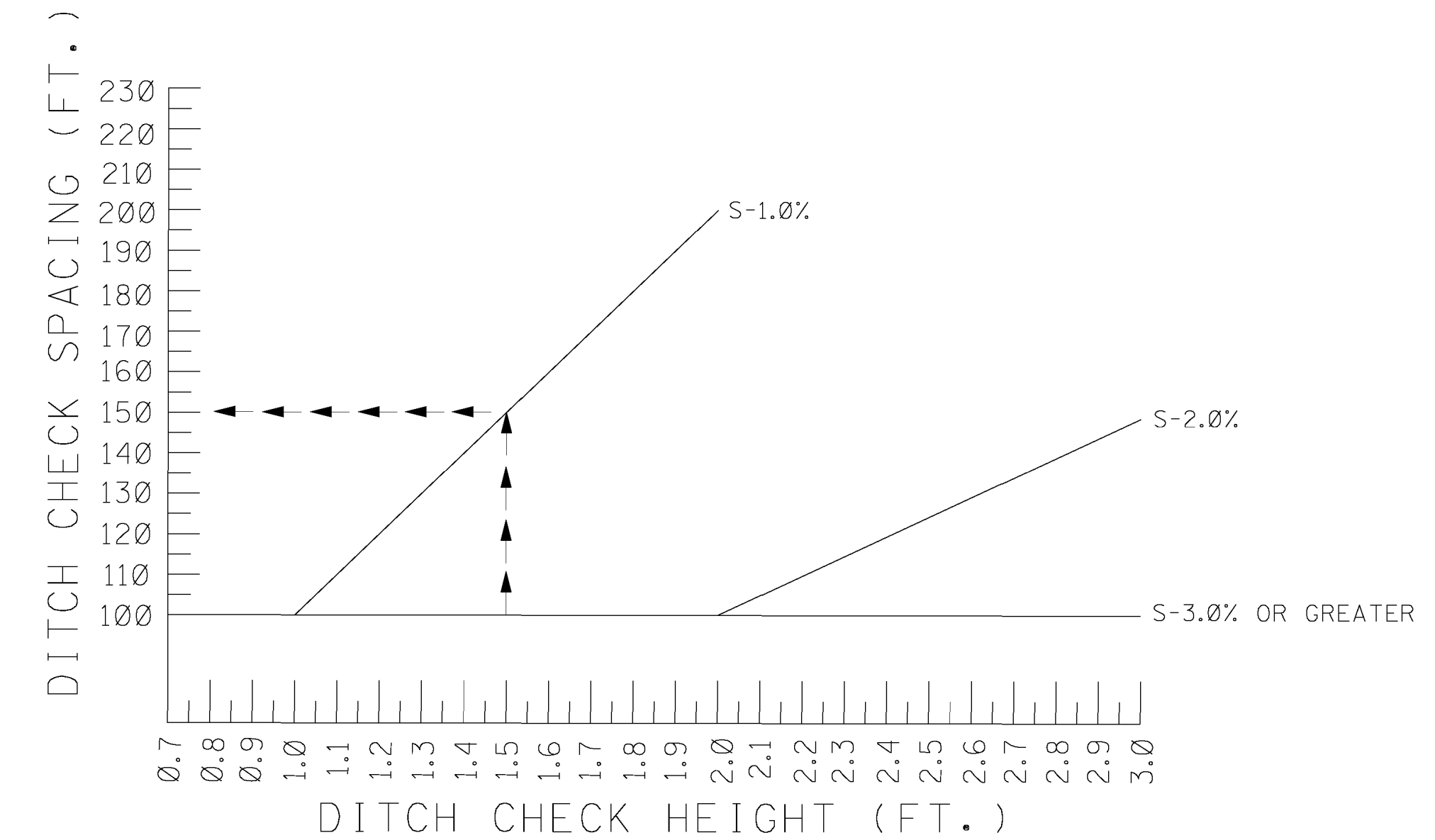
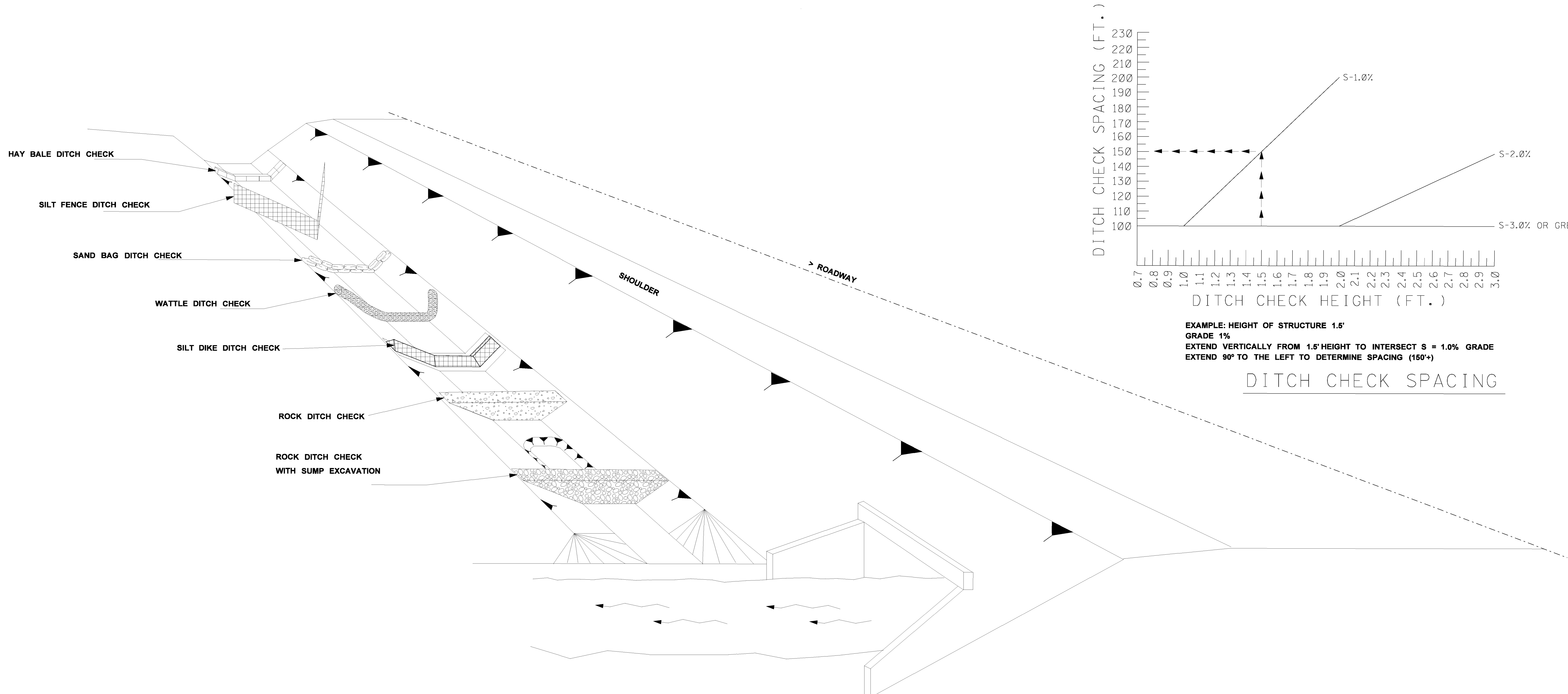
PLAN VIEW
REQUIRED LAPPING

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p>DETAILS OF SILT FENCE INSTALLATION</p>	
DATE		COUNTY: MADISON	
DESIGN TEAM		PROJ. NUM.: ACNH-9204-00(003)	
CHECKED		FILENAME: ECD-1.DGN	WORKING NUMBER ECD-3
DATE		DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC
DATE		DATE	2015
		SHEET NUMBER 113	

PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/6/2016 7:52 AM ECD-3.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



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

DITCH CHECK SPACING

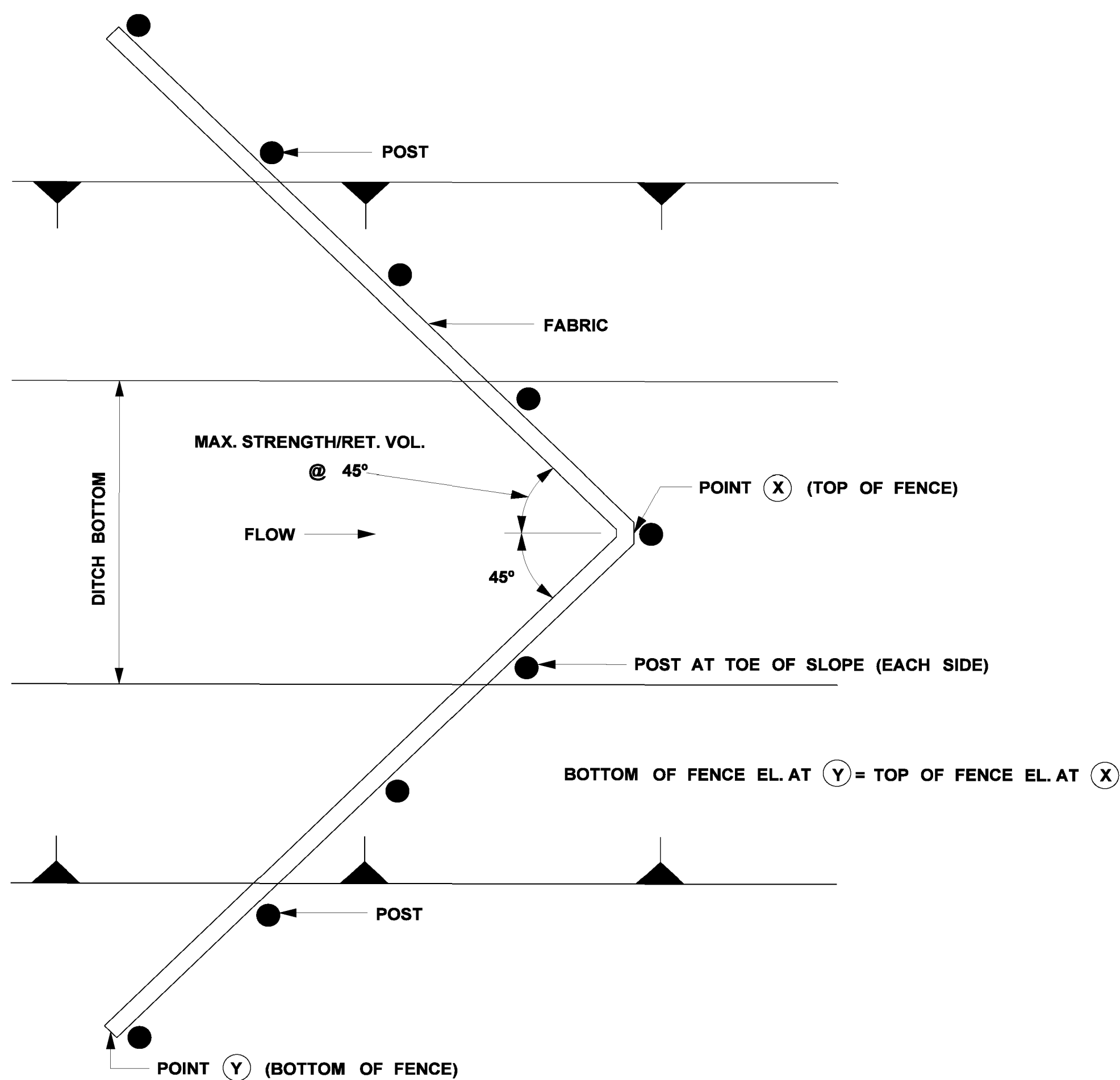
- NOTES:**
1. THE DITCH CHECK PERSPECTIVE ILLUSTRATES A TOOL BOX OF TEMPORARY PRACTICES THAT MAY BE USED. DITCH CHECKS ARE INSTALLED TO CONTROL RUNOFF VELOCITY AND THUS REDUCE EROSION AND PROVIDE FOR TRAPPING OF SEDIMENTS.
 2. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE ECONOMY AND SAFETY.
 3. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED. MAINTENANCE INCLUDES REMOVAL OF SEDIMENT BEGINNING WHEN SEDIMENT ACCUMULATION REACHES 1/3 THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN 1/2 THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
 4. HAY BALES ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
 5. SILT FENCE DITCH CHECKS ARE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
 6. SAND BAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCKY BOTTOMS.
 7. WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.

8. SILT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED. AS CONSTRUCTION PROGRESSES.
9. ROCK DITCH CHECK WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHALL NOT EXCEED 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. IN GENERAL, DITCH CHECKS SHOULD NOT BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

4/6/2016 7:52 AM ECD-4.DGN

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS	
DATE		COUNTY: MADISON	
DESIGN TEAM		PROJ. NUM.: ACNH-9204-00(003)	
CHECKED		WORKING NUMBER ECD-4	
DATE		SHEET NUMBER 114	
DATE		FILENAME: ECD-1.DGN	
DATE		DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

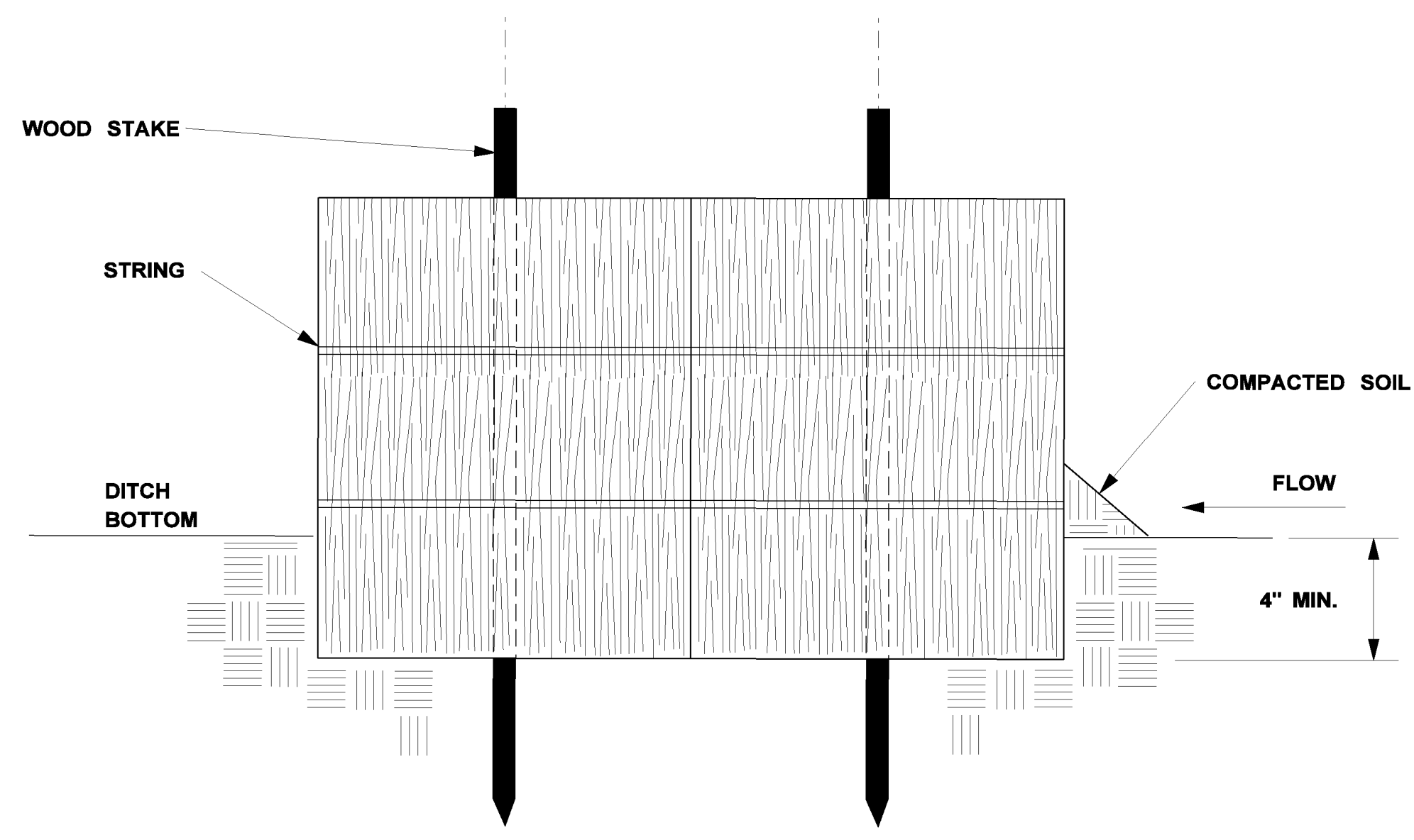


PLAN VIEW

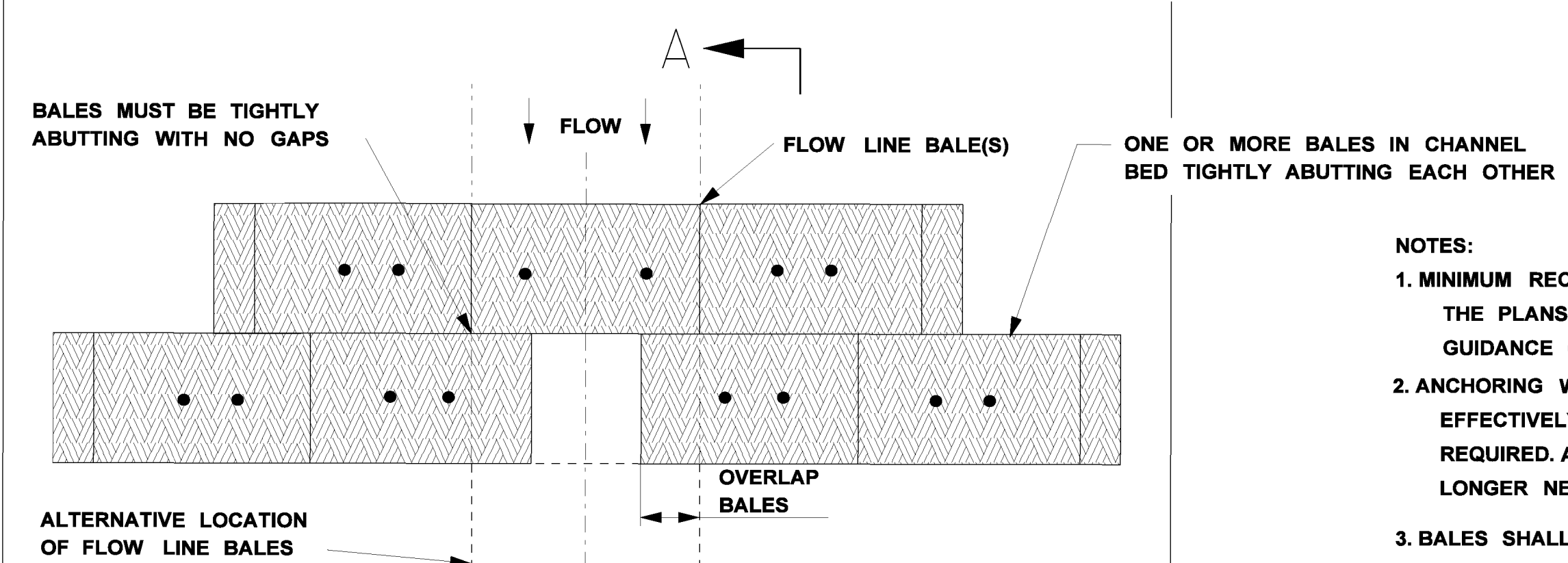
- NOTES:
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON ECD-4
 2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.

SILT FENCE DITCH CHECK SELECTION GUIDELINES

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



SECTION A-A

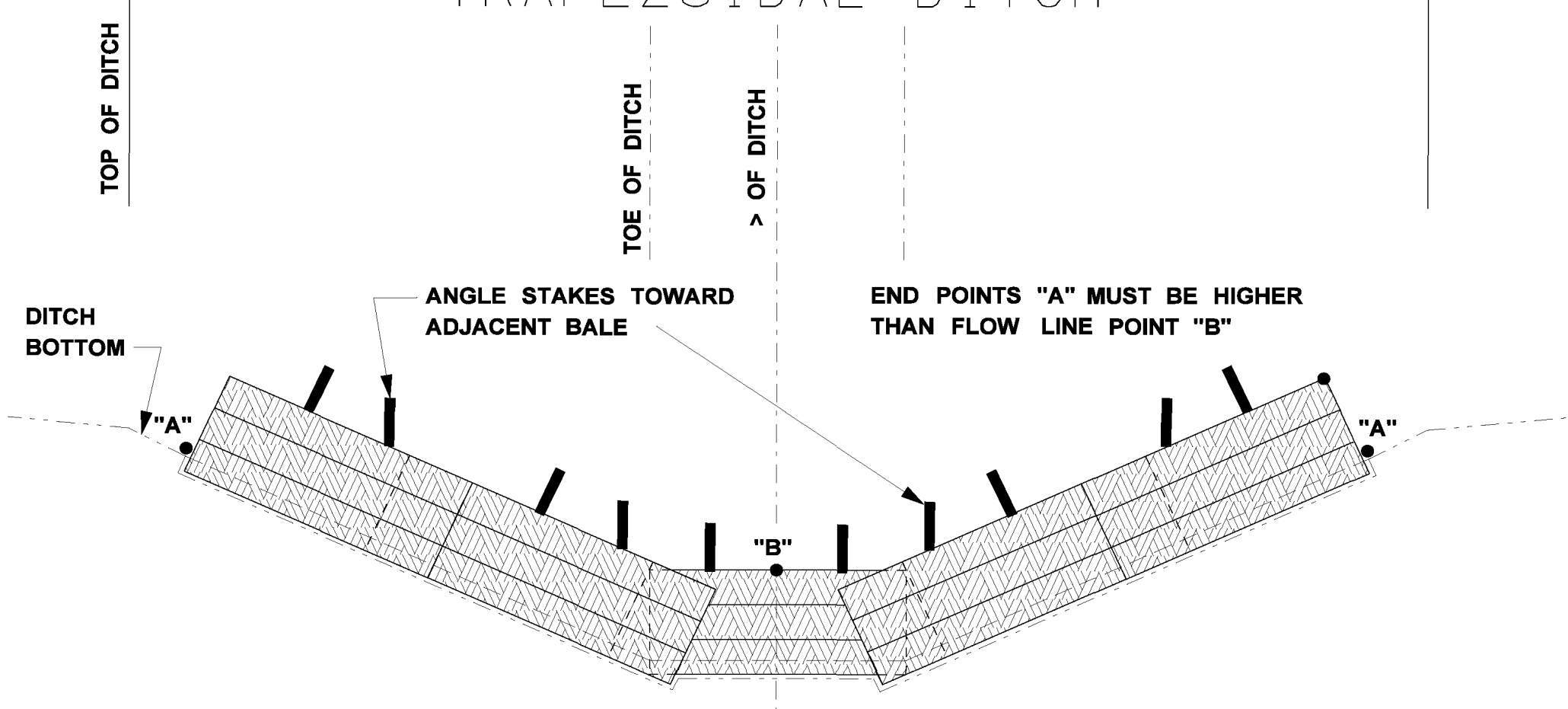


PLAN VIEW
TRAPEZOIDAL DITCH

- NOTES:
1. MINIMUM RECOMMENDED CHECK SPACING IS 100 FEET UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER, SEE SPACING GUIDANCE ON ECD-4.
 2. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. A MINIMUM OF TWO STAKES PER BALE IS REQUIRED. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
 3. BALES SHALL BE EMBEDDED IN THE SOIL A MIN. OF 4".
 4. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
 5. SOIL IS COMPACTED ALONG THE BASE OF THE UPSTREAM FACE TO PREVENT PIPING.
 6. MULTIPLE ADJACENT ROWS OF BALES ARE REQUIRED AS SHOWN.


HAY BALE DITCH CHECK SELECTION GUIDELINES

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

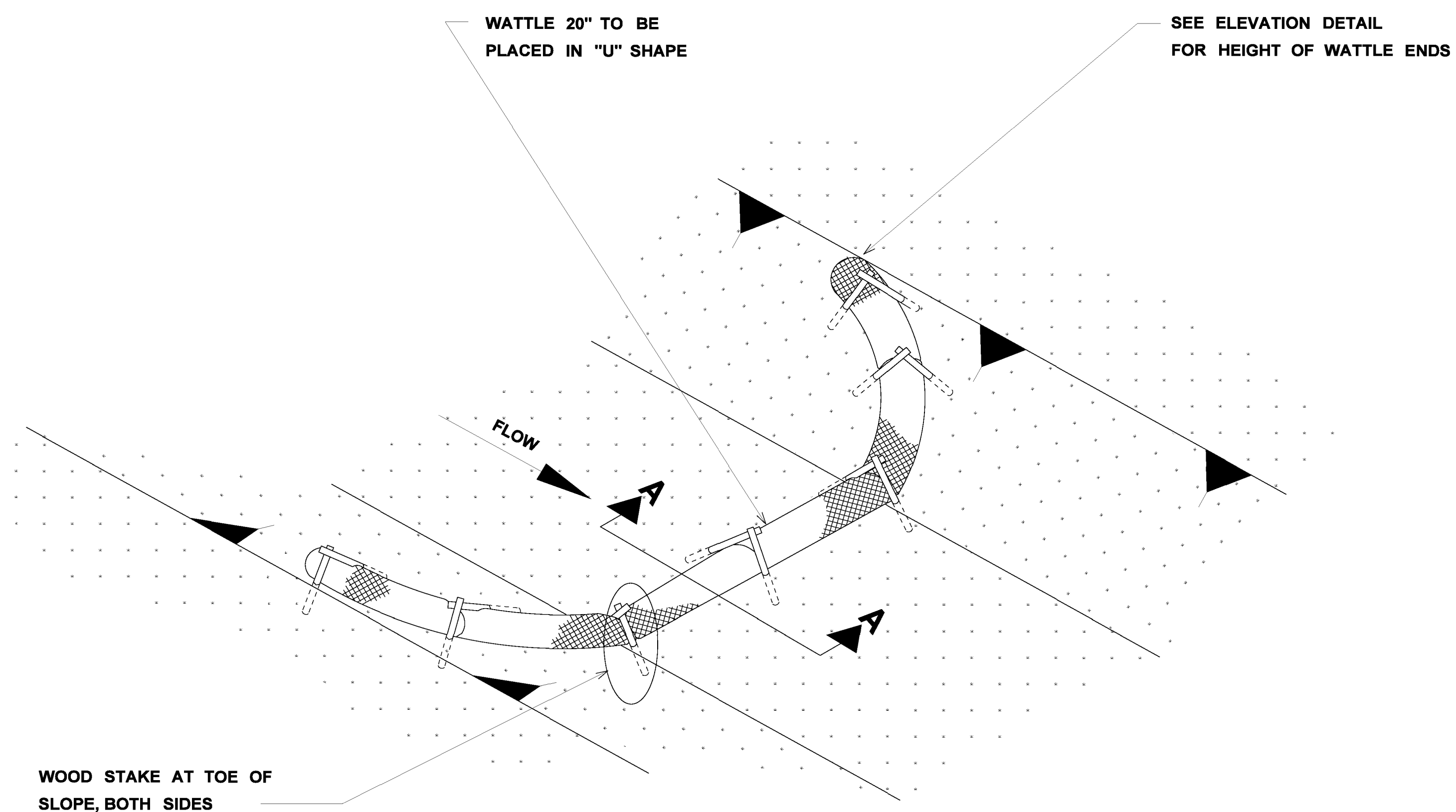


PROFILE VIEW
TRAPEZOIDAL DITCH

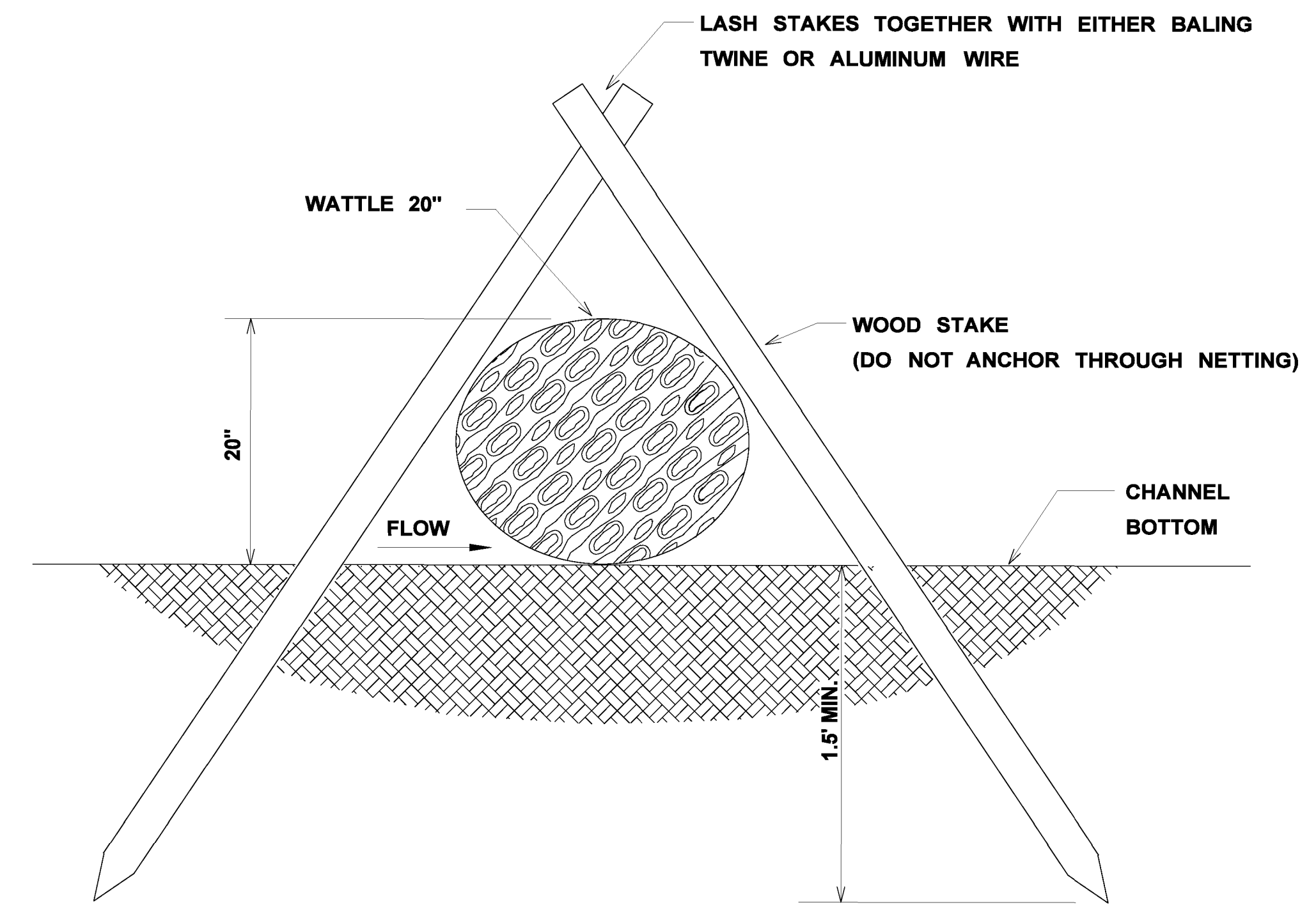
4/6/2016 7:52 AM ECD-5.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES, SILT FENCE AND HAY BALE DITCH CHECKS	
DATE		COUNTY: MADISON	
DESIGN TEAM: MICHAEL_BAKER		PROJ. NUM.: ACNH-9204-00(003)	
CHECKED: KJC		WORKING NUMBER	WORKING NUMBER
DATE		ECD-5	ECD-5
DATE		115	115

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



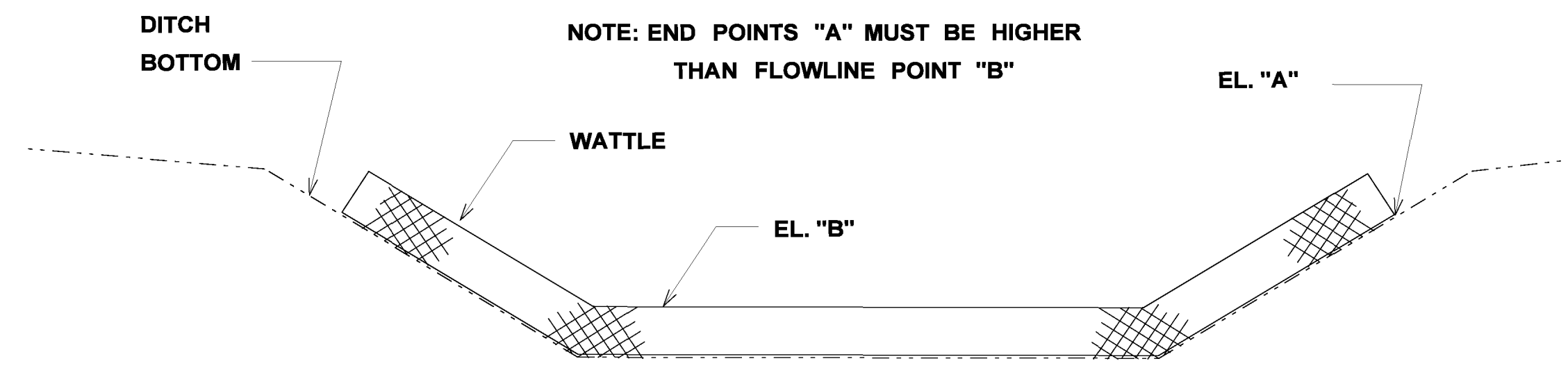
DETAIL (DITCH CHECK)



SECTION A-A

WOOD STAKE AT TOE OF SLOPE, BOTH SIDES

NOTE: END POINTS "A" MUST BE HIGHER THAN FLOWLINE POINT "B"



ELEVATION DETAIL

NOTES:

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

WATTLE DITCH CHECK SELECTION GUIDELINES

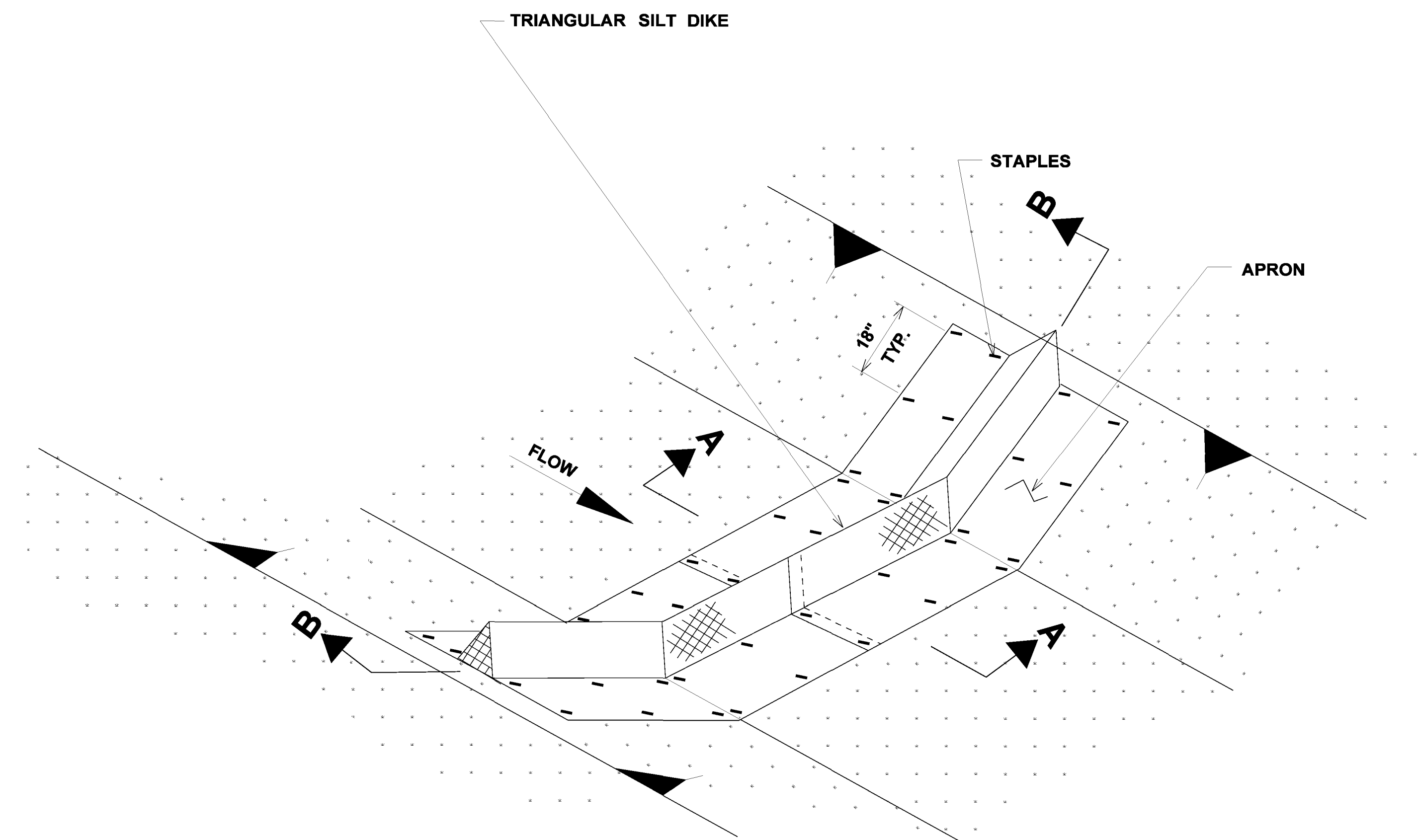
WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		DETAILS OF EROSION CONTROL WATTLE DITCH CHECK	
DATE		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)	
DESIGN TEAM		FILENAME: ECD-1.DGN DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015	
WORKING NUMBER		ECD-6 SHEET NUMBER 116	

PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/6/2016 7:52 AM ECD-6.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

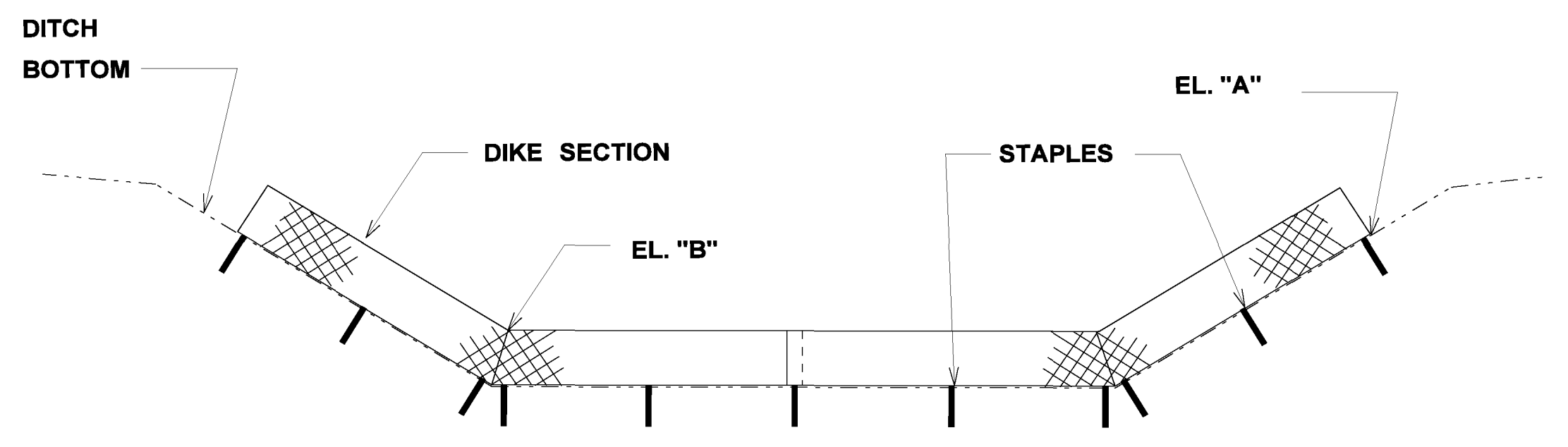


SILT DIKE DITCH CHECK SELECTION GUIDELINES

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

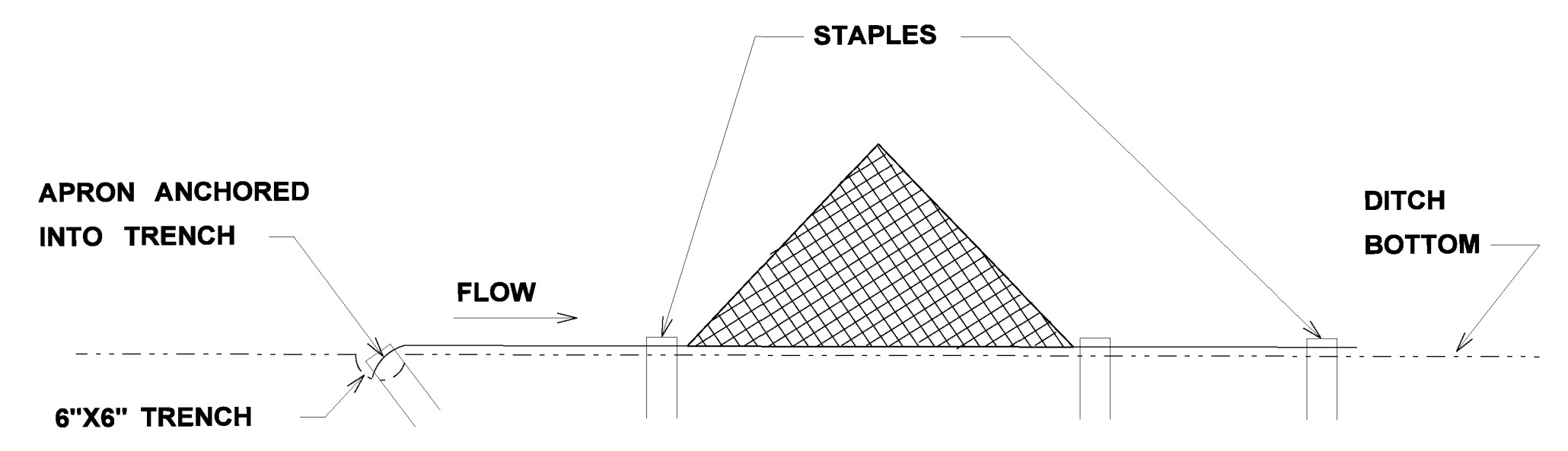
PLAN VIEW

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



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

SECTION B-B



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

SECTION A-A

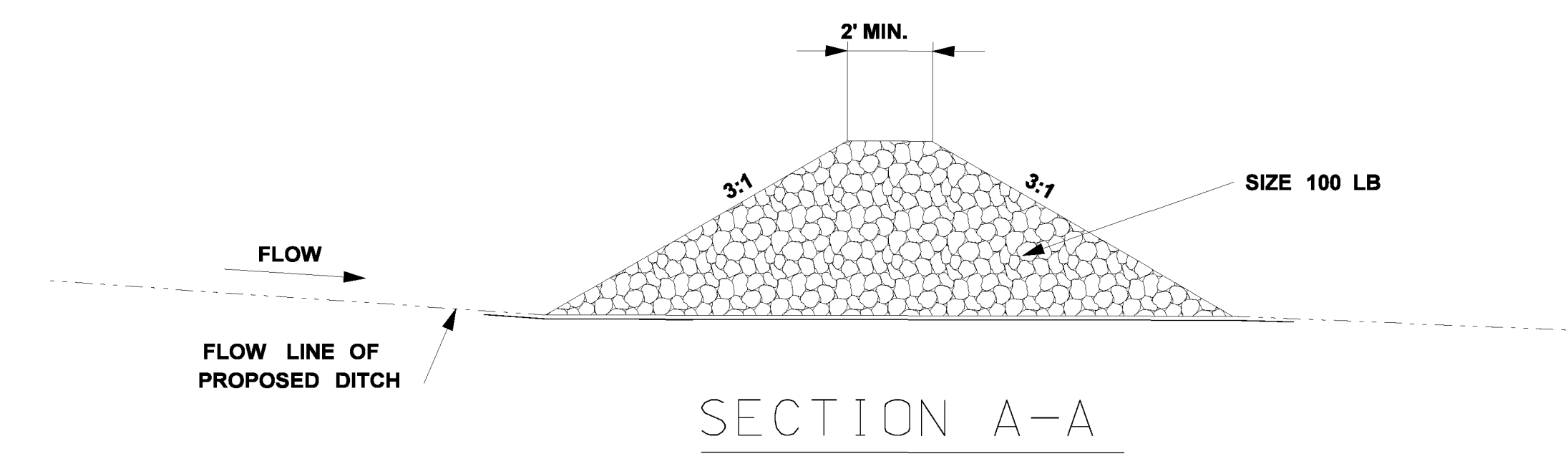
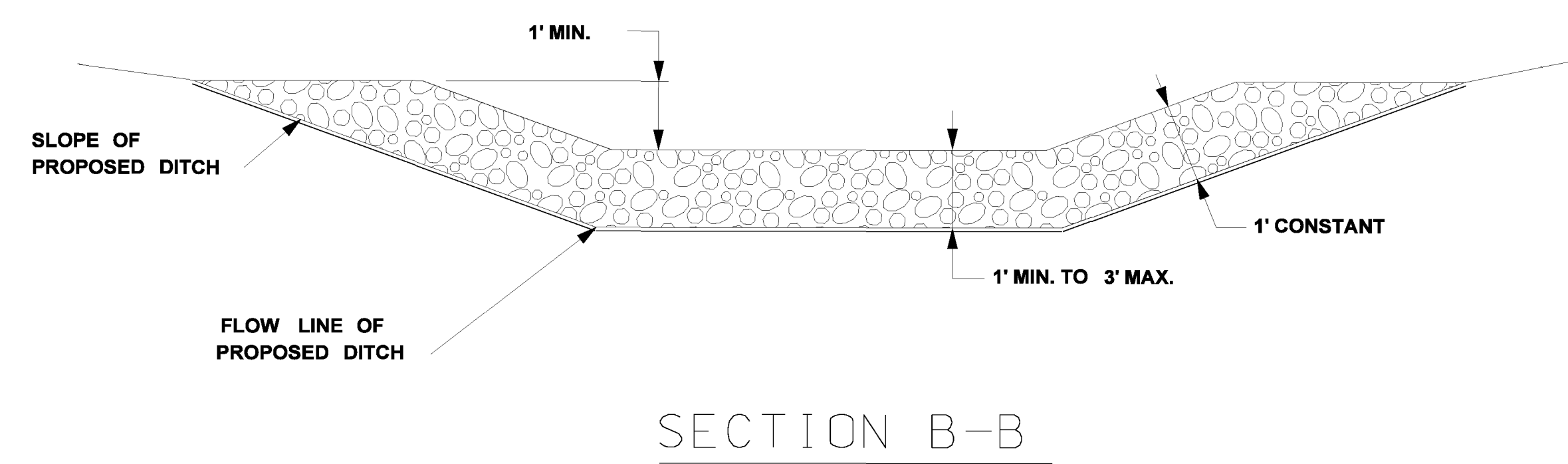
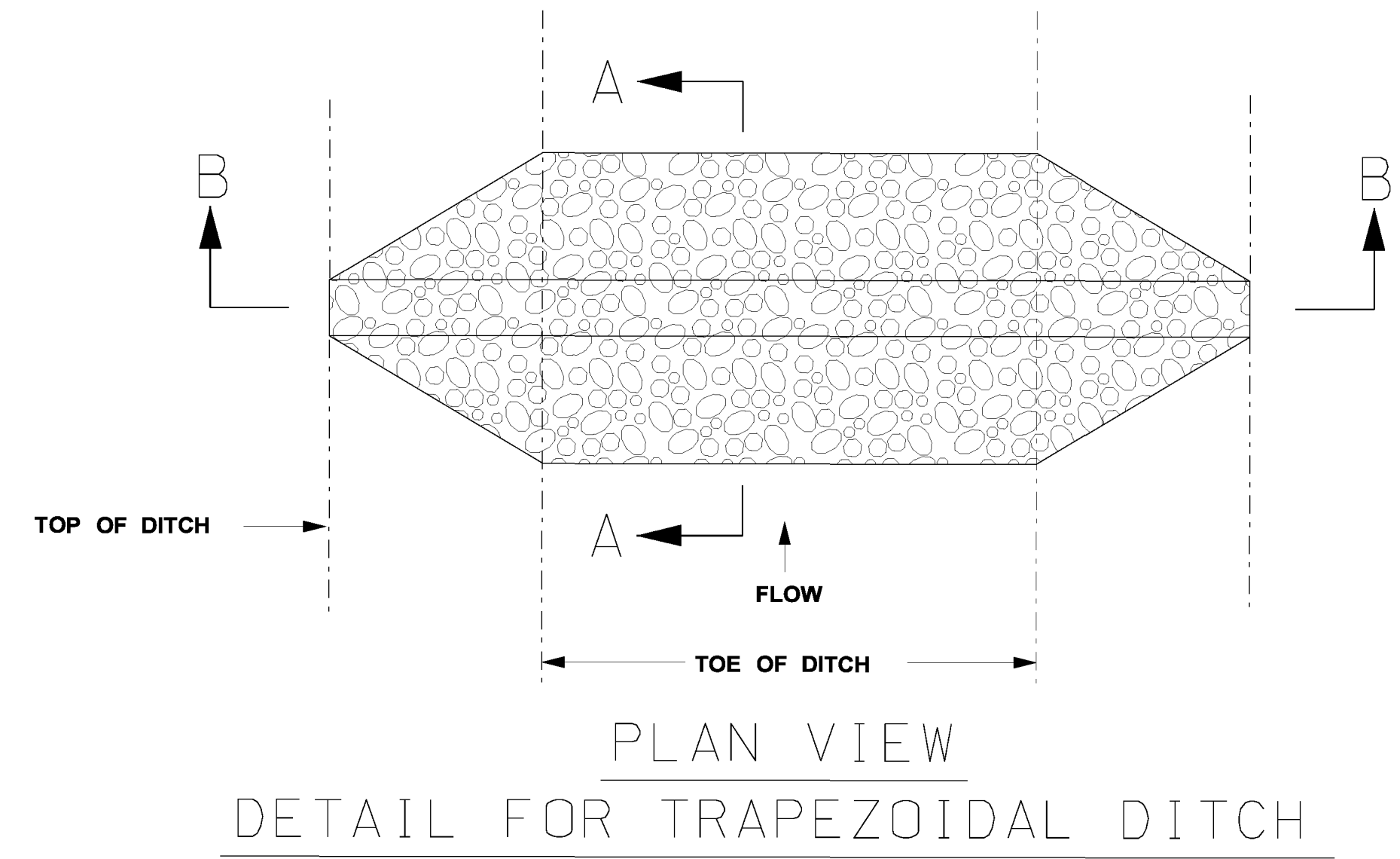
SILT DIKE INSTALLATION FOR ROADWAY DITCHES

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p style="text-align: center;">DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK</p> <p>COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)</p>	
DATE			
DESIGN TEAM		<p>WORKING NUMBER ECD-7</p> <p>SHEET NUMBER 117</p>	
MICHAEL_BAKER		<p>FILENAME: ECD-1.DGN</p> <p>DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015</p>	

PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

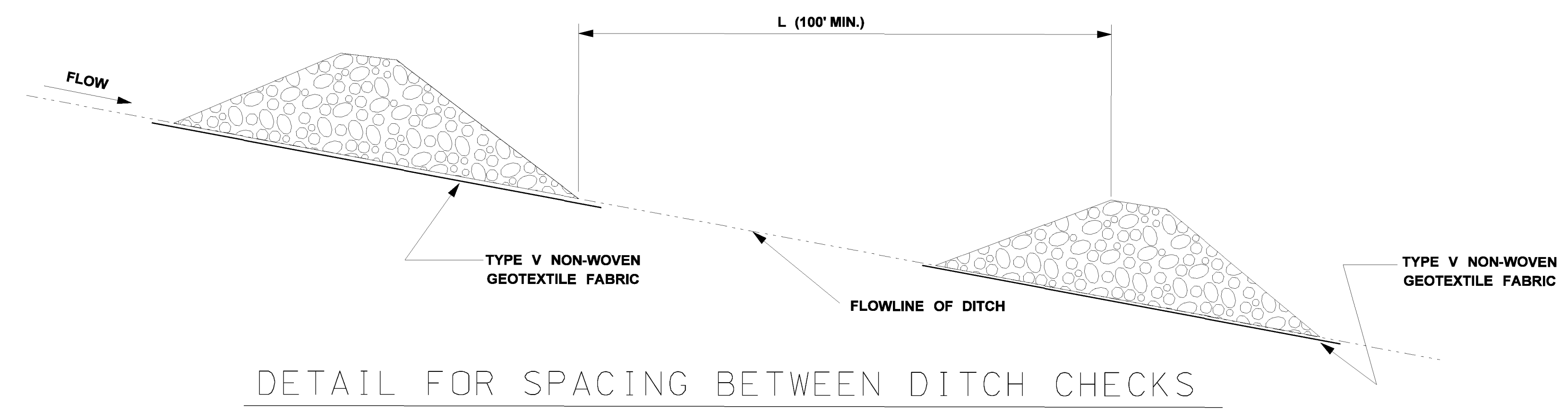
4/6/2016 7:52 AM ECD-7.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES

- NOTES:**
1. MINIMUM SPACING FOR ROCK DITCH CHECKS SHALL BE 100 FEET OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4
 2. ROCK DITCH CHECKS MAY ALSO BE CHOKED WITH FABRIC.
 3. SIZE 300 LB RIP RAP MAY BE USED FOR SPECIFIED APPLICATIONS AS SHOWN ON EROSION CONTROL PLAN.
 4. ROCK DITCH CHECKS SHOULD ONLY BE USED FOR REDUCING THE VELOCITY OF FLOWING WATER.
 5. ROCK DITCH CHECKS SHOULD ONLY BE USED UP-GRADIENT OF AND ALONG WITH ADDITIONAL DOWN-GRADIENT SEDIMENT CONTROL BMP'S.
 6. THE COST OF FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.



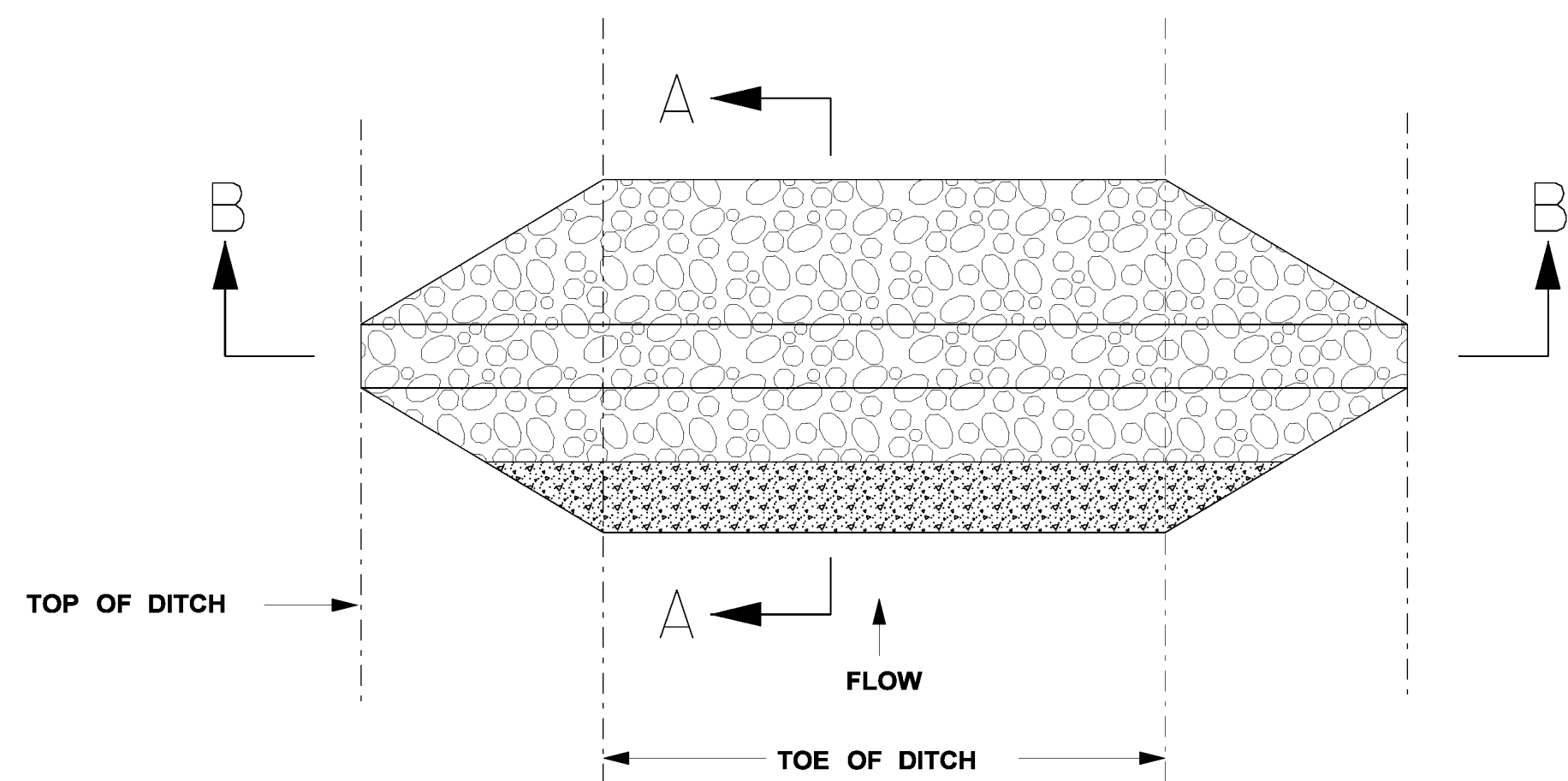
DETAIL FOR SPACING BETWEEN DITCH CHECKS

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p>ROCK DITCH CHECK</p> <p>COUNTY: MADISON</p> <p>PROJ. NUM.: ACNH-9204-00(003)</p> <p>FILENAME: ECD-1.DGN</p>	
DATE			
DESIGN TEAM		MICHAEL_BAKER	
CHECKED		KJC	
DATE		2015	
WORKING NUMBER		ECD-8	
SHEET NUMBER		118	

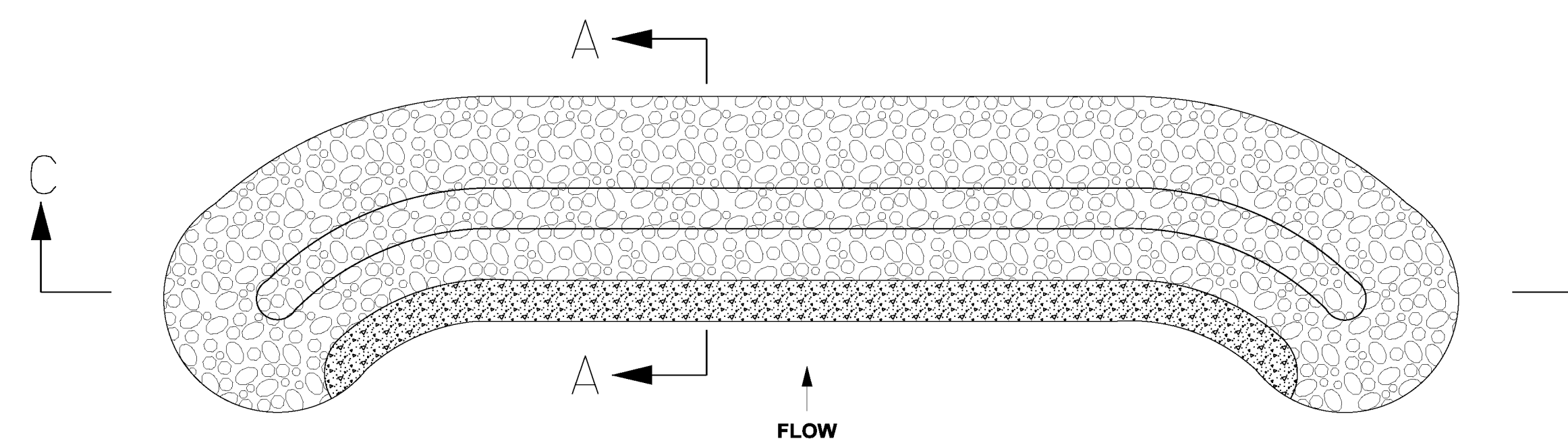


4/7/2016 7:52 AM ECD-8.DGN

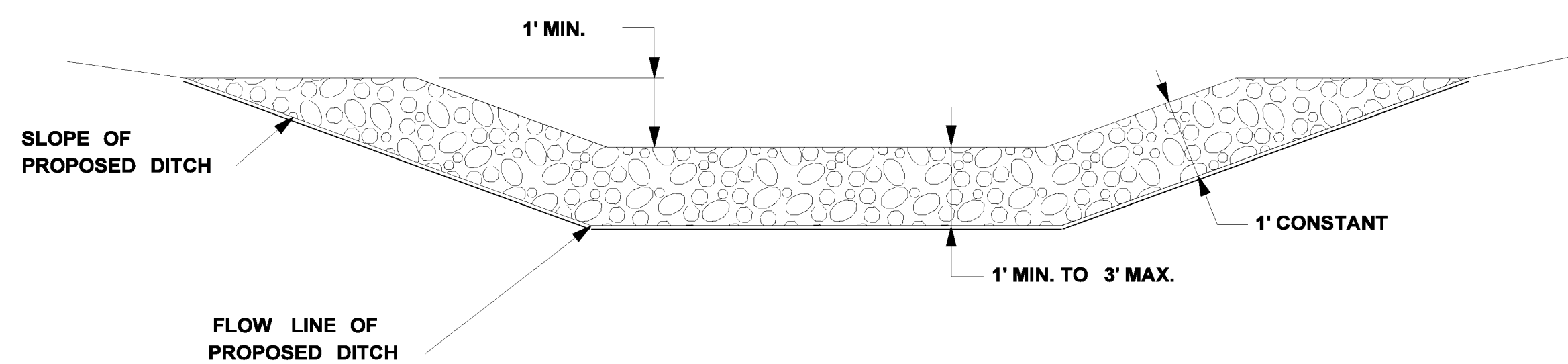
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



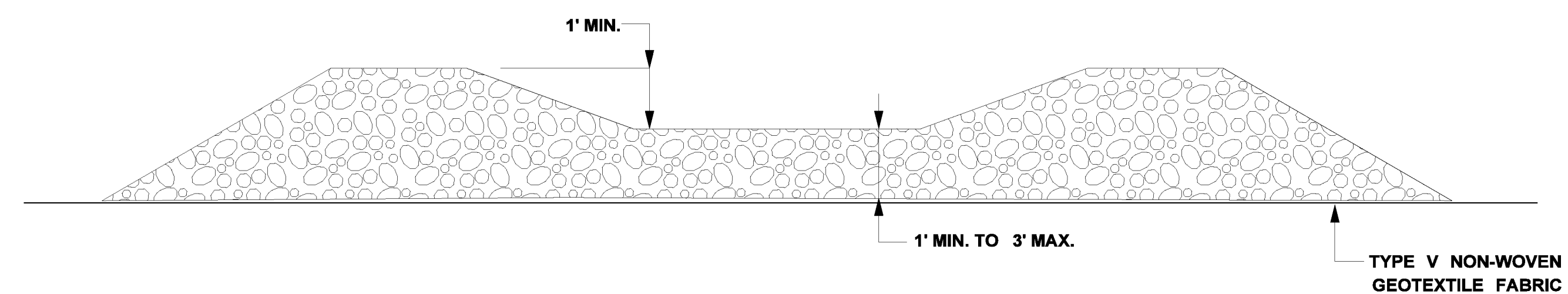
PLAN VIEW
DETAIL FOR TRAPEZOIDAL DITCH



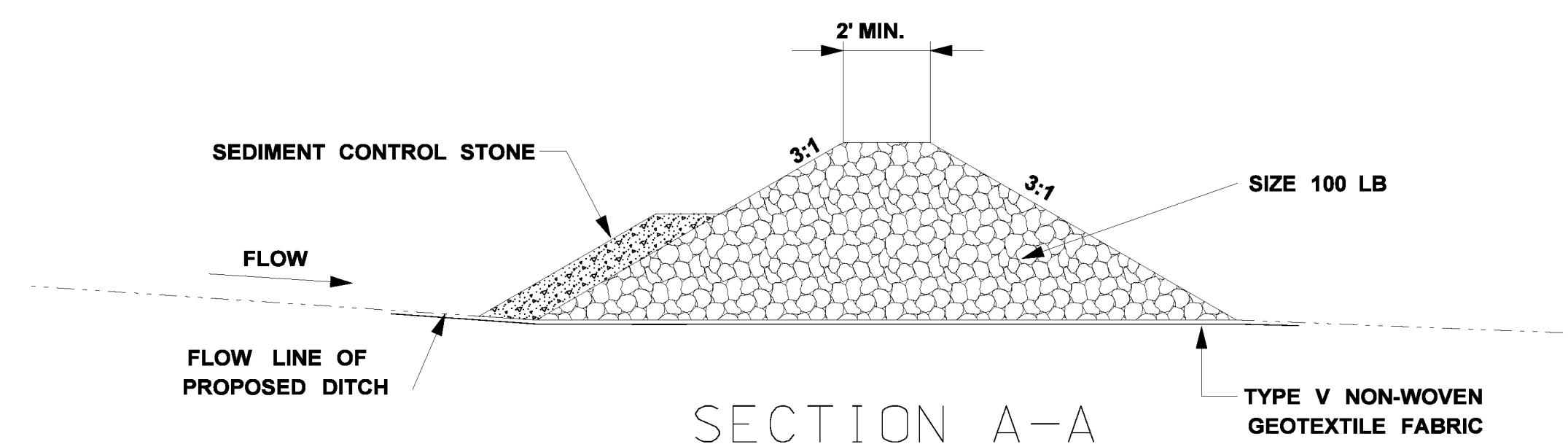
PLAN VIEW
DETAIL FOR USE OTHER THAN DITCH



SECTION B-B



SECTION C-C



SECTION A-A


TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES

NOTES:

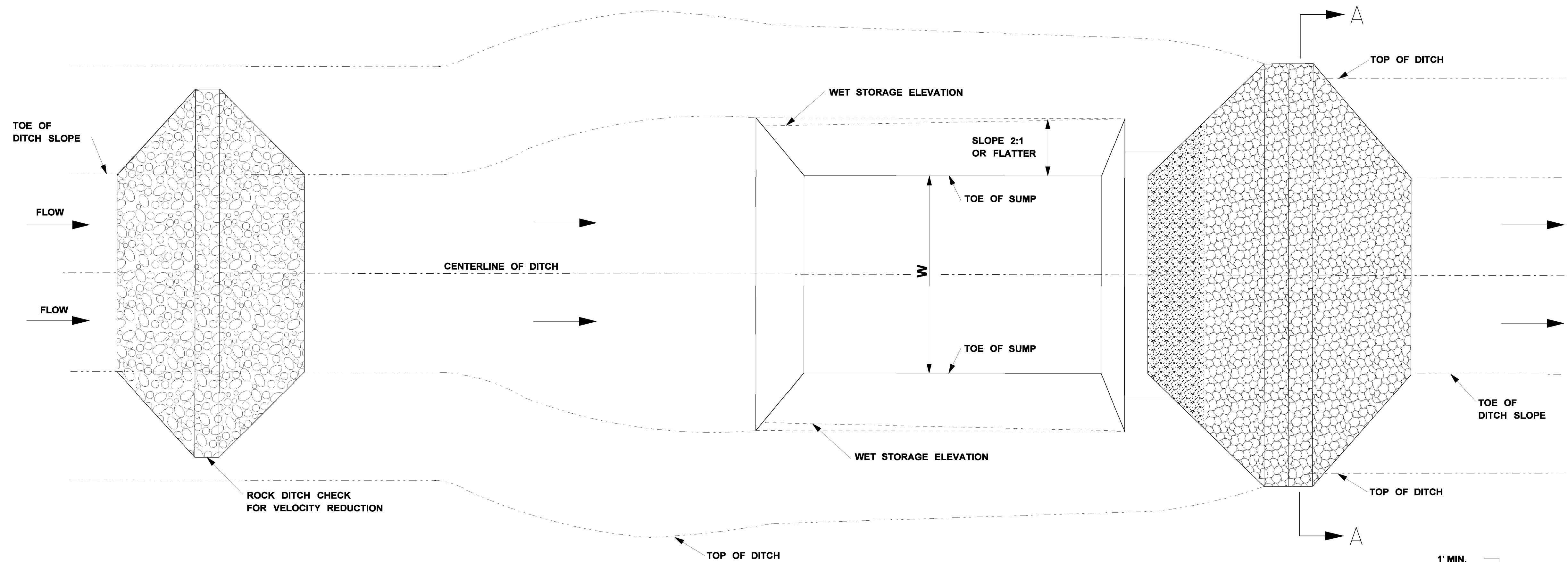
1. ROCK FILTER DAMS (RFD) MAY BE USED AS A DISCHARGE STRUCTURE WHILE WORKING WITH HIGHLY EROSIIVE SOIL. RFD's MAY BE USED AS PART OF A "BMP TRAIN" AND MAY BE USED IN SUCCESSION AT A MINIMUM SPACING OF 100 FT OR PER THE EROSION CONTROL PLAN APPROVED BY THE ENGINEER.
2. SIZE 300 LB RIP RAP MAY BE USED FOR SPECIFIED APPLICATIONS AS SHOWN ON EROSION CONTROL PLAN.
3. SEDIMENT CONTROL STONE SHALL BE PLACED BETWEEN 1/3 AND 1/2 UP THE FACE OF THE RIP-RAP FROM THE GROUND.
4. THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

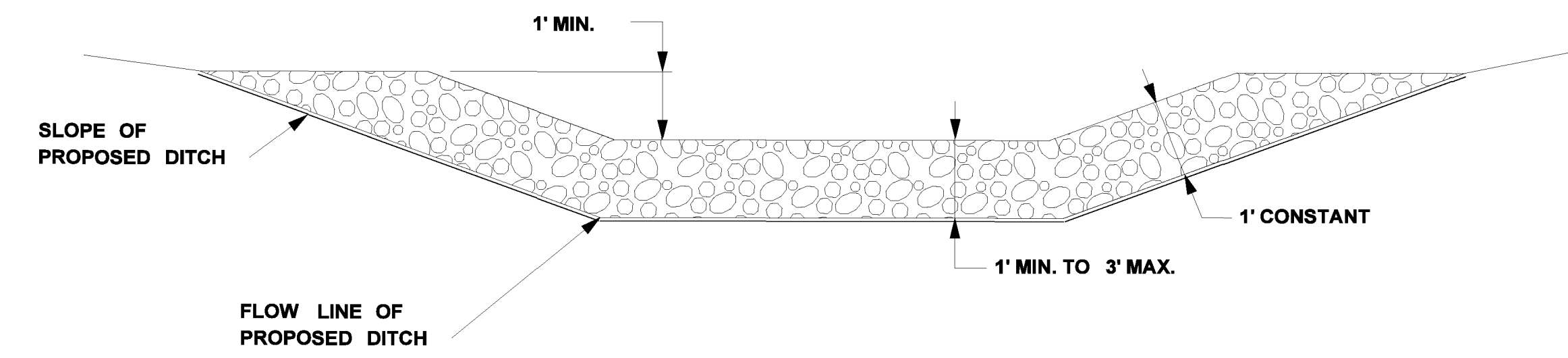
4/16/2016 7:52 AM ECD-9.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROCK FILTER DAM	
COUNTY: MADISON	 WORKING NUMBER ECD-9 SHEET NUMBER 119
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN	DATE: _____
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC DATE: 2015

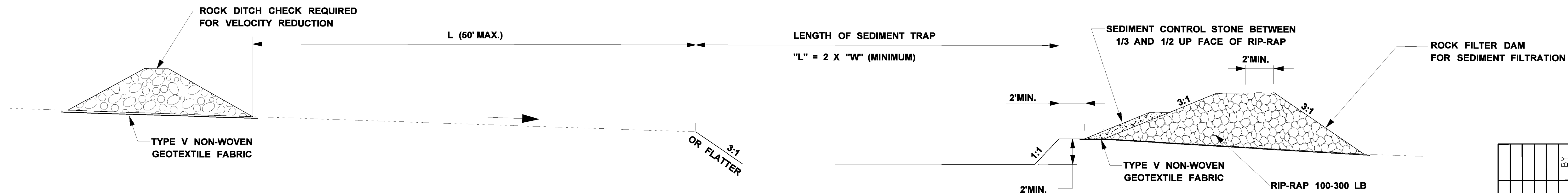
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



PLAN VIEW



SECTION A-A



PROFILE VIEW

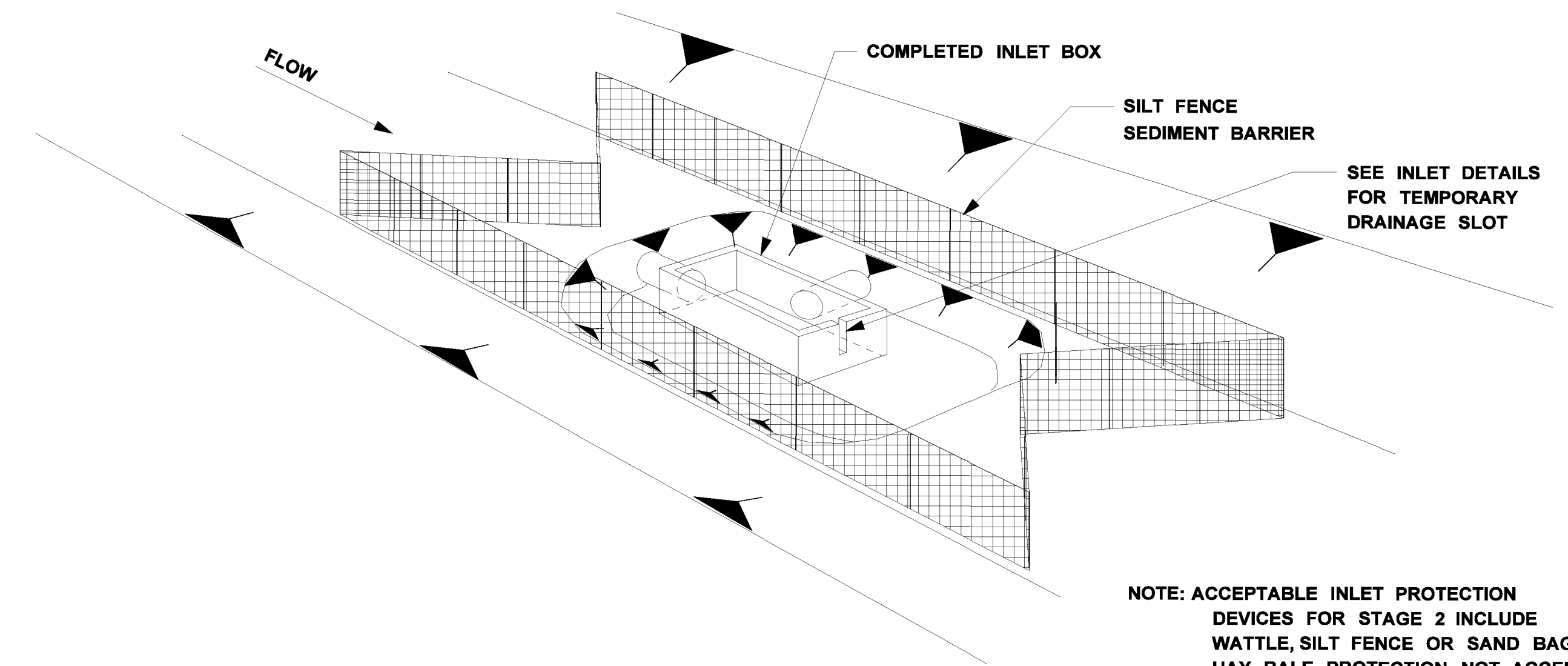
NOTE: THE COST OF FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN	
DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC
DATE: 2015	
WORKING NUMBER	ECD-10
SHEET NUMBER	120

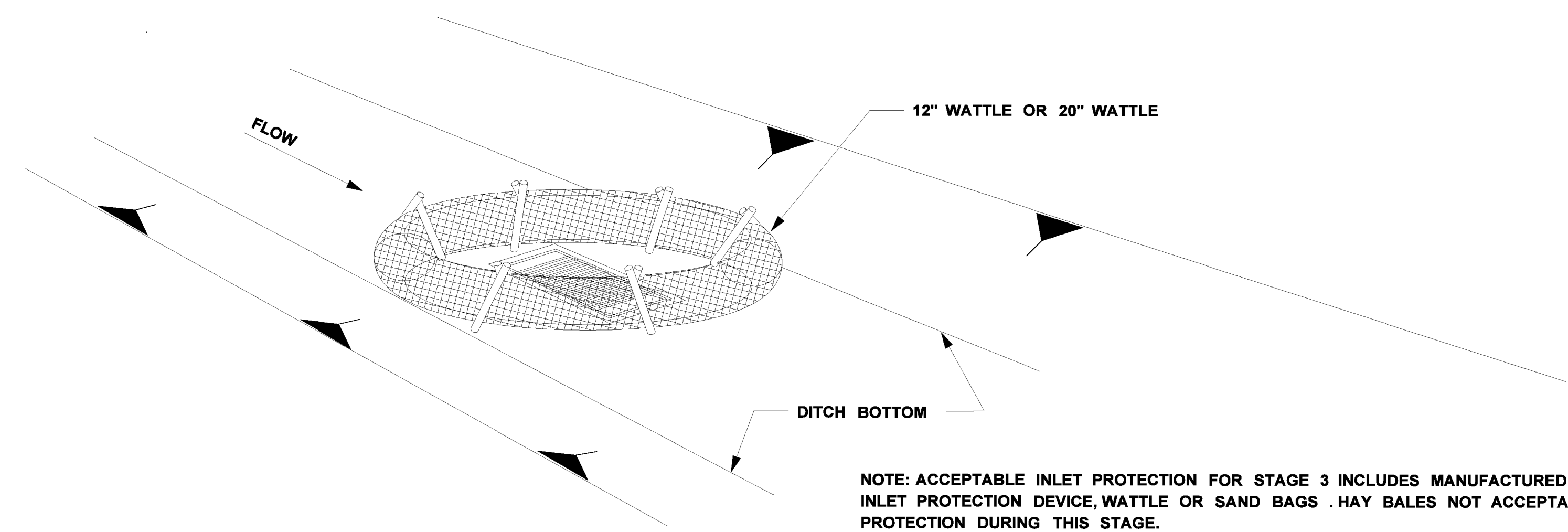


4/6/2016 7:52 AM ECD-10.DGN

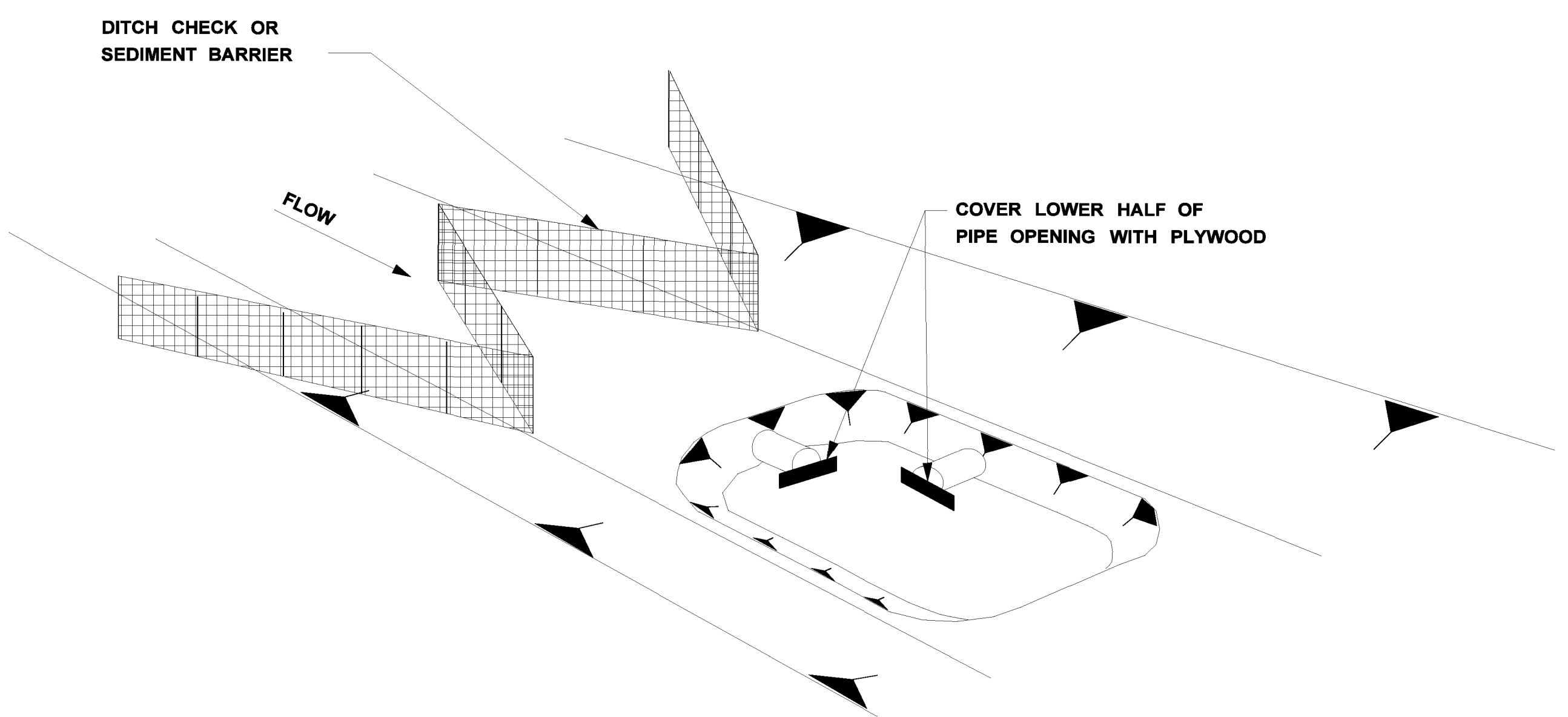
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



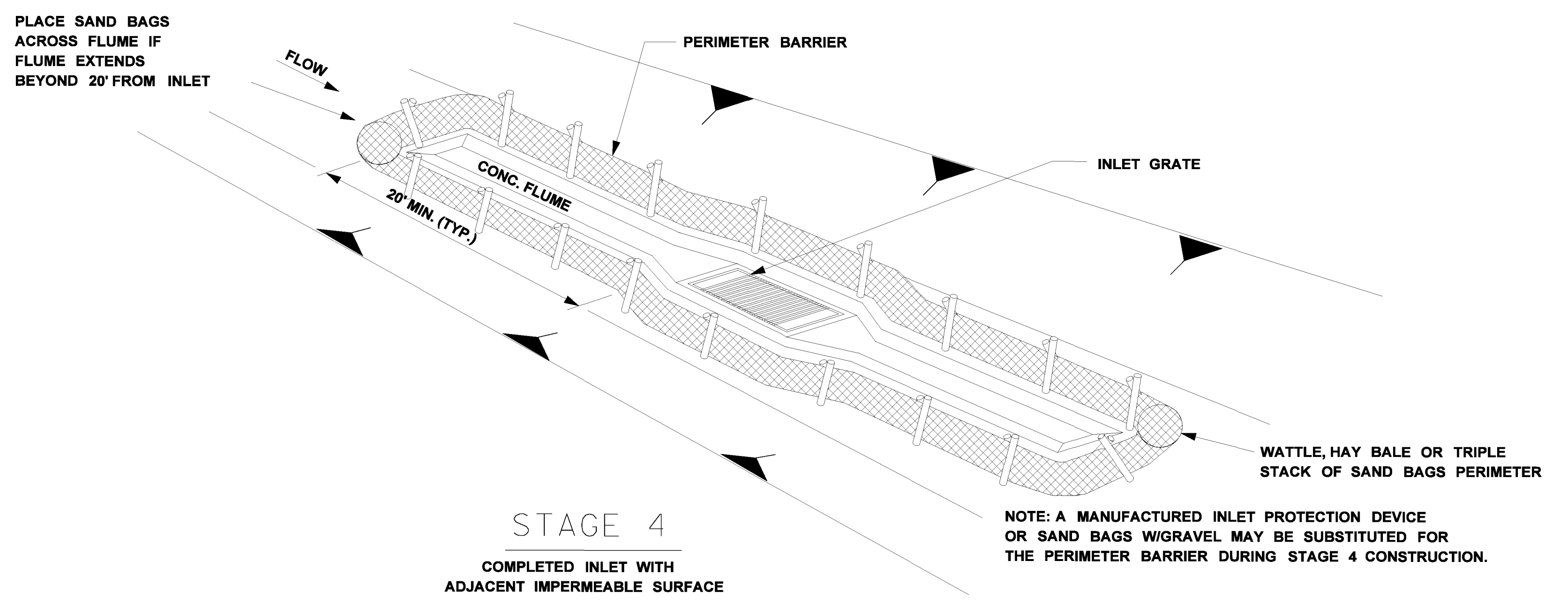
STAGE 2
INLET/JUNCTION BOX
CONSTRUCTED BUT NOT BACKFILLED



STAGE 3
INLET CONSTRUCTED AND BACKFILLED



STAGE 1
INLET/JUNCTION BOX LOCATION EXCAVATED




STAGE 4
COMPLETED INLET WITH
ADJACENT IMPERMEABLE SURFACE

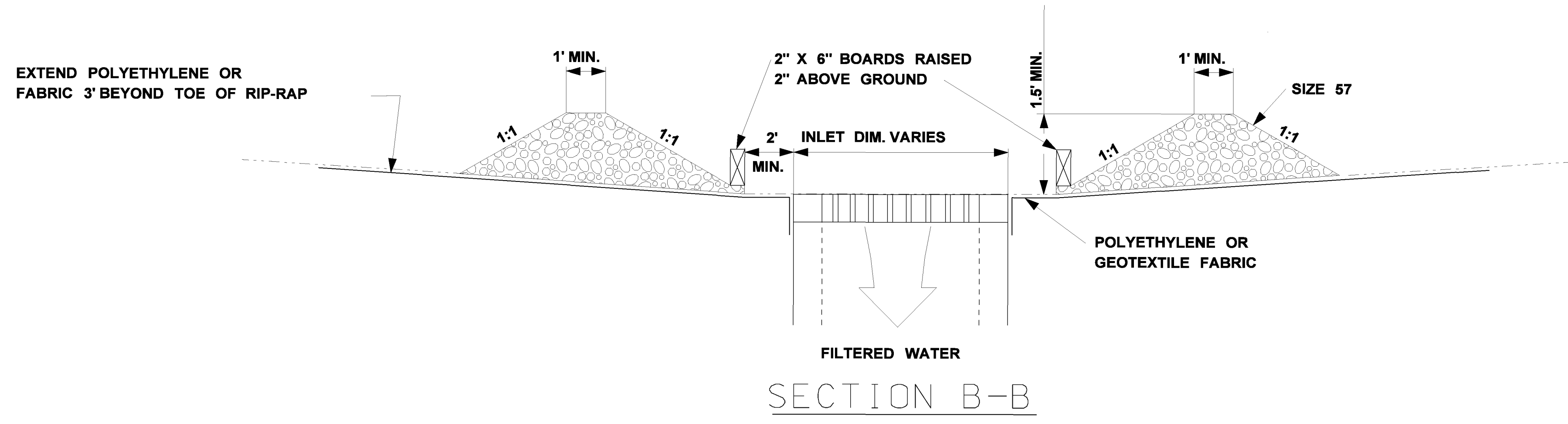
DITCH INLET CONSTRUCTION STAGES

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

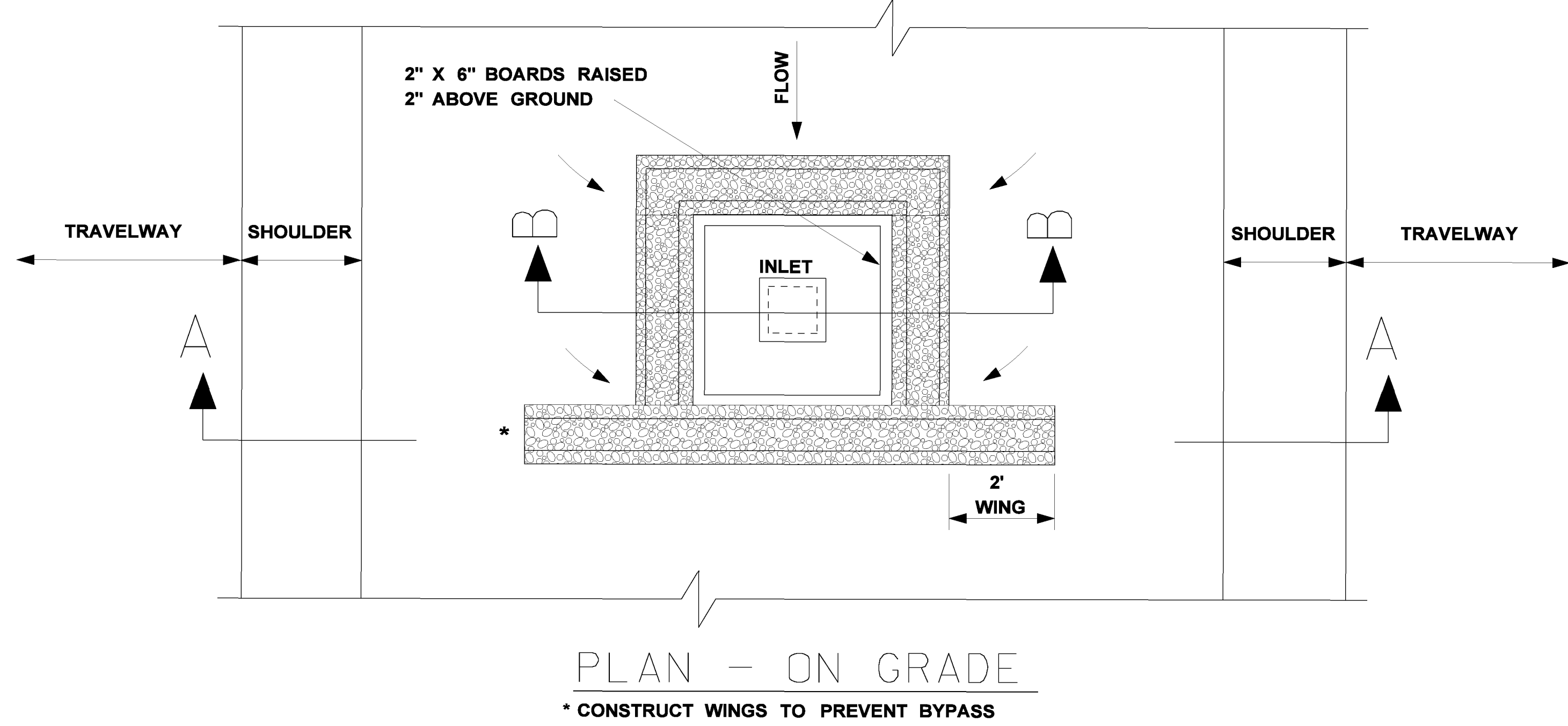
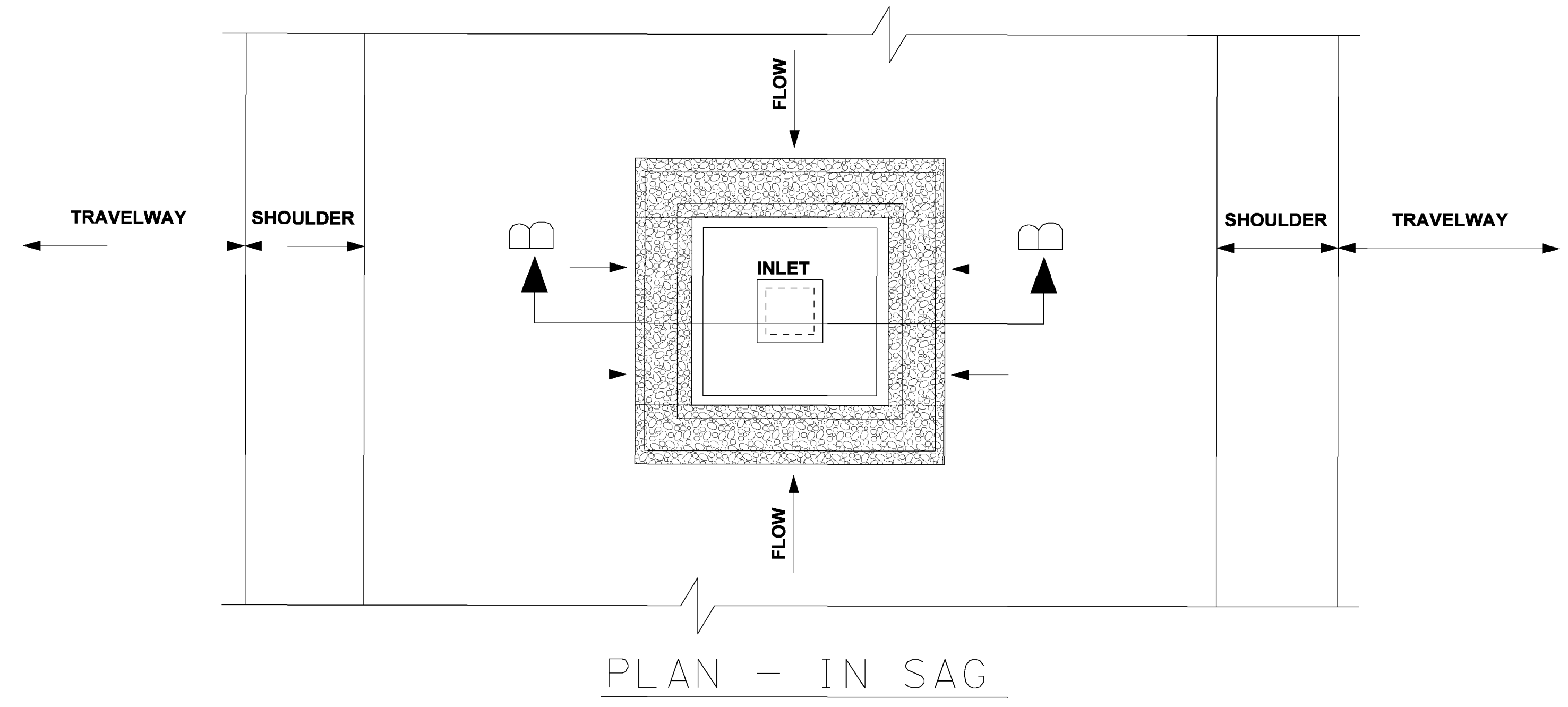
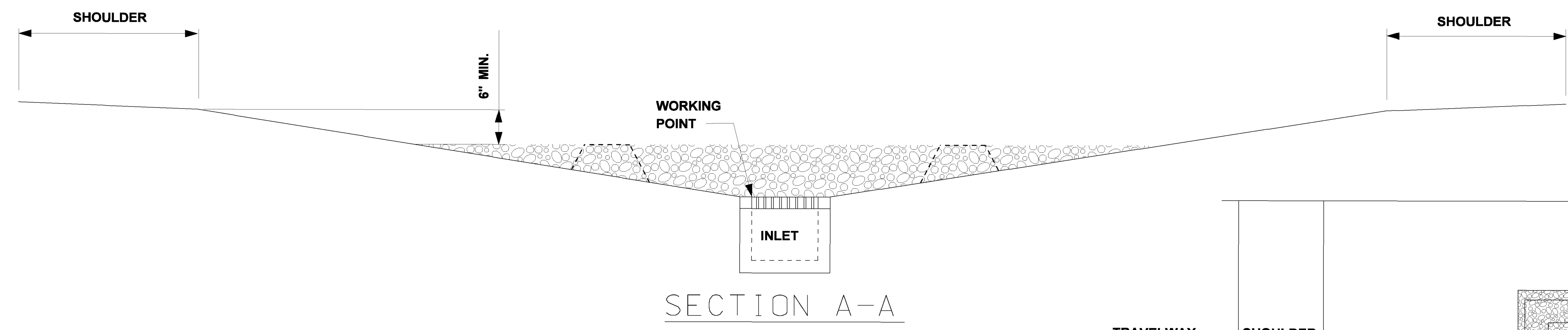
4/6/2016 7:52 AM ECD-11.DGN

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p align="center">INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS</p> <p>COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: ECD-1.DGN DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015</p>	
DATE			
		WORKING NUMBER	
		ECD-11	
		SHEET NUMBER	121

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



- NOTES:
1. THE ELEVATION OF THE TOP OF THE REQUIRED STONE BERM SHALL BE A MINIMUM OF 1.5' ABOVE THE ELEVATION OF THE INLET WORKING POINT AND A MINIMUM OF 6" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.
 2. THIS COARSE AGGREGATE INLET PROTECTION SHALL NOT BE UTILIZED DURING STAGE 1 AND STAGE 2 INLET CONSTRUCTION. SEE INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS)
 3. 2" X 6" BOARDS MAY BE REPLACED WITH WIRE MESH W/OPENINGS LESS THAN 1" X 1". COST IS ABSORBED.

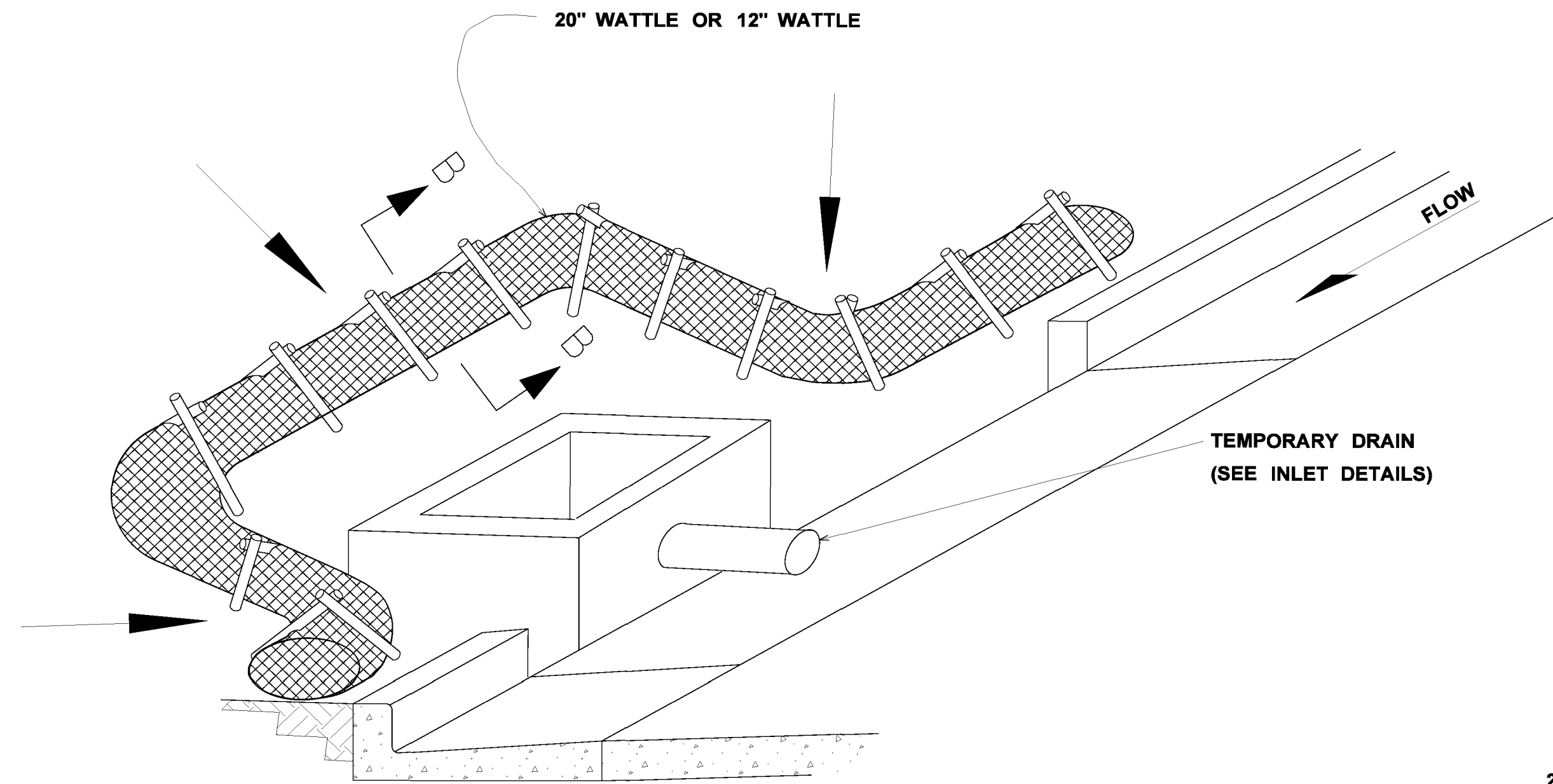


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INLET PROTECTION DETAILS FOR COARSE AGGREGATE ON GRADES & SAGS	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	ECD-1.DGN
DESIGN TEAM:	MICHAEL_BAKER CHECKED: KJC DATE: 2015
WORKING NUMBER	ECD-12
SHEET NUMBER	122

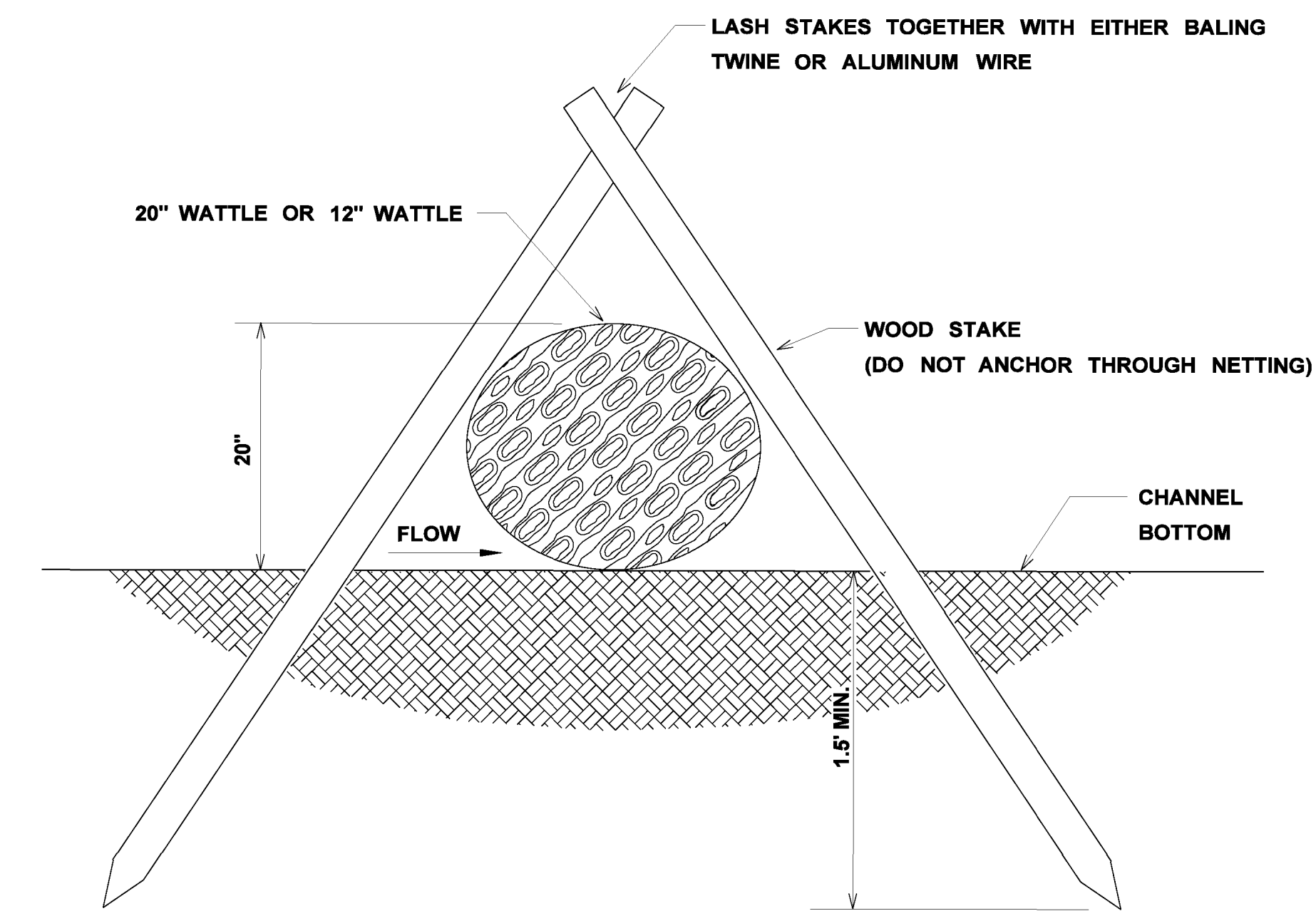
4/6/2016 7:52 AM ECD-12.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

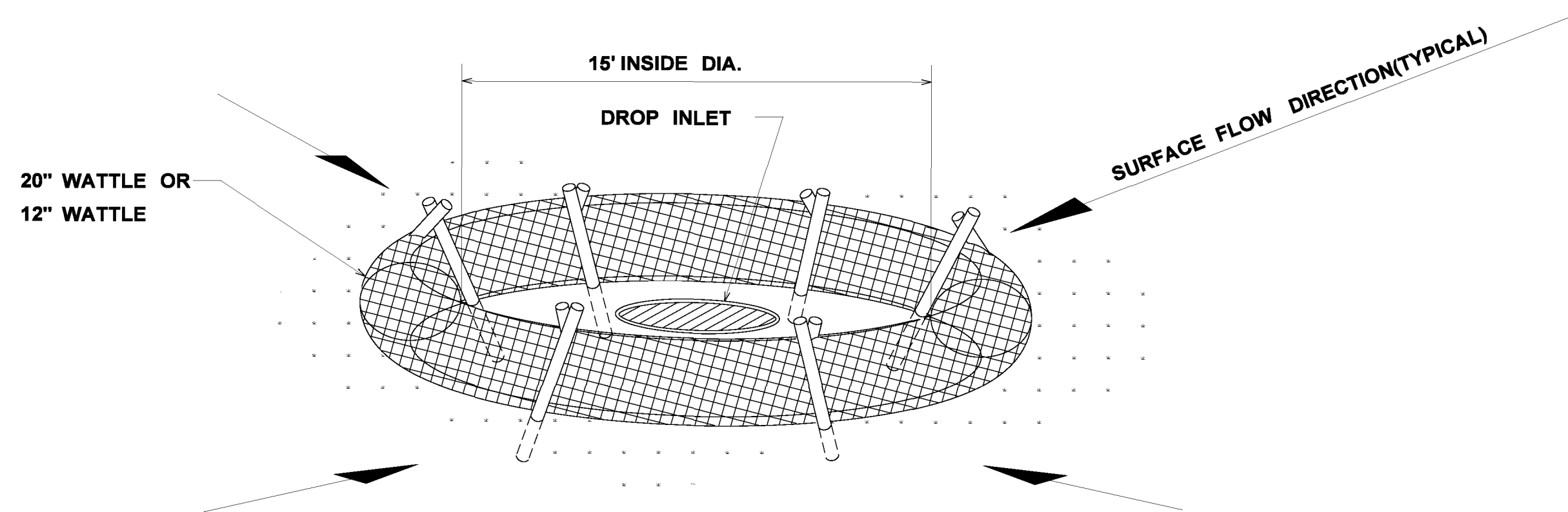
NOTE:
SILT FENCE OR SAND BAGS MAY ALSO BE USED FOR THIS APPLICATION.
HAY BALES NOT ACCEPTABLE DURING THIS STAGE.



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



SECTION B-B



DROP INLET PROTECTION

NOTES:

1. ANCHORING STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE WATTLE. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
2. OVERLAP ENDS OF WATTLES PER MANUFACTURERS RECOMMENDATIONS (1" MIN., 3" MAX.).
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
4. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE WATTLES IN PLACE. IF SAND BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPERATE PAY ITEM.

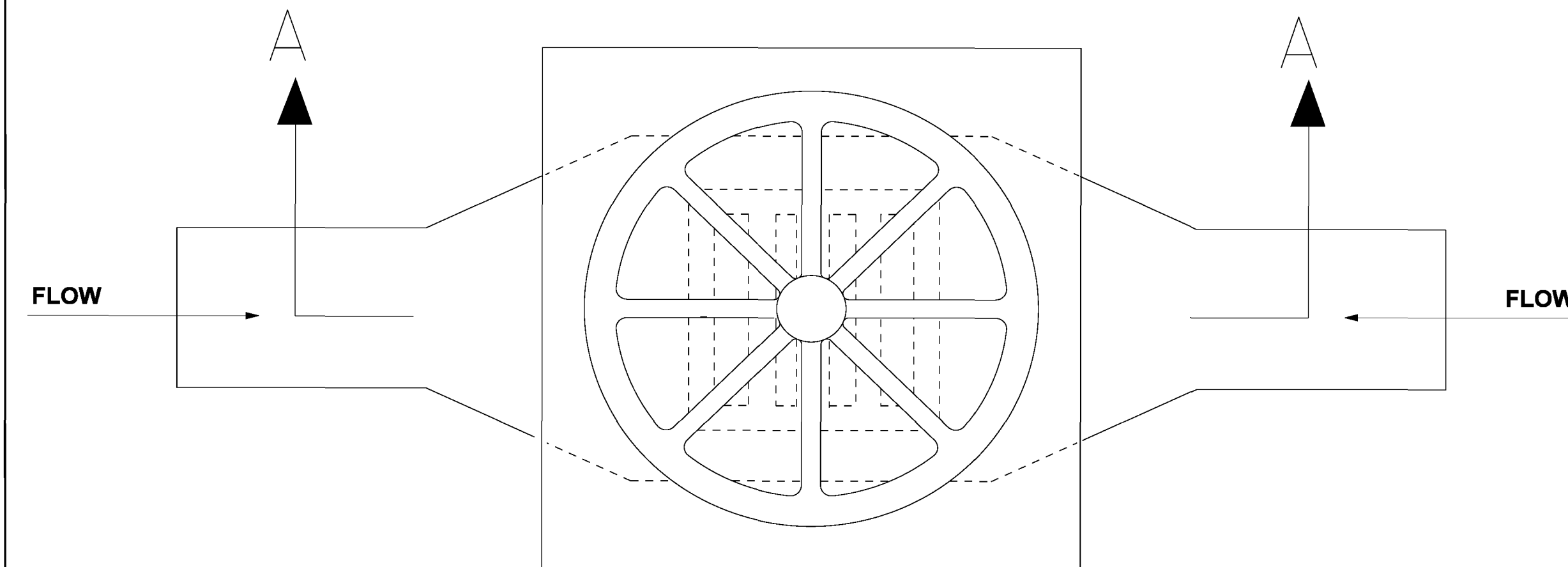
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		INLET PROTECTION DETAILS OF WATTLES	
DATE		COUNTY: MADISON	
DESIGN TEAM		PROJ. NUM.: ACNH-9204-00(003)	
MICHAEL_BAKER		WORKING NUMBER	
CHECKED		ECD-13	
KJC		SHEET NUMBER	
DATE		123	
2015			



4/6/2016 7:52 AM ECD-13.DGN

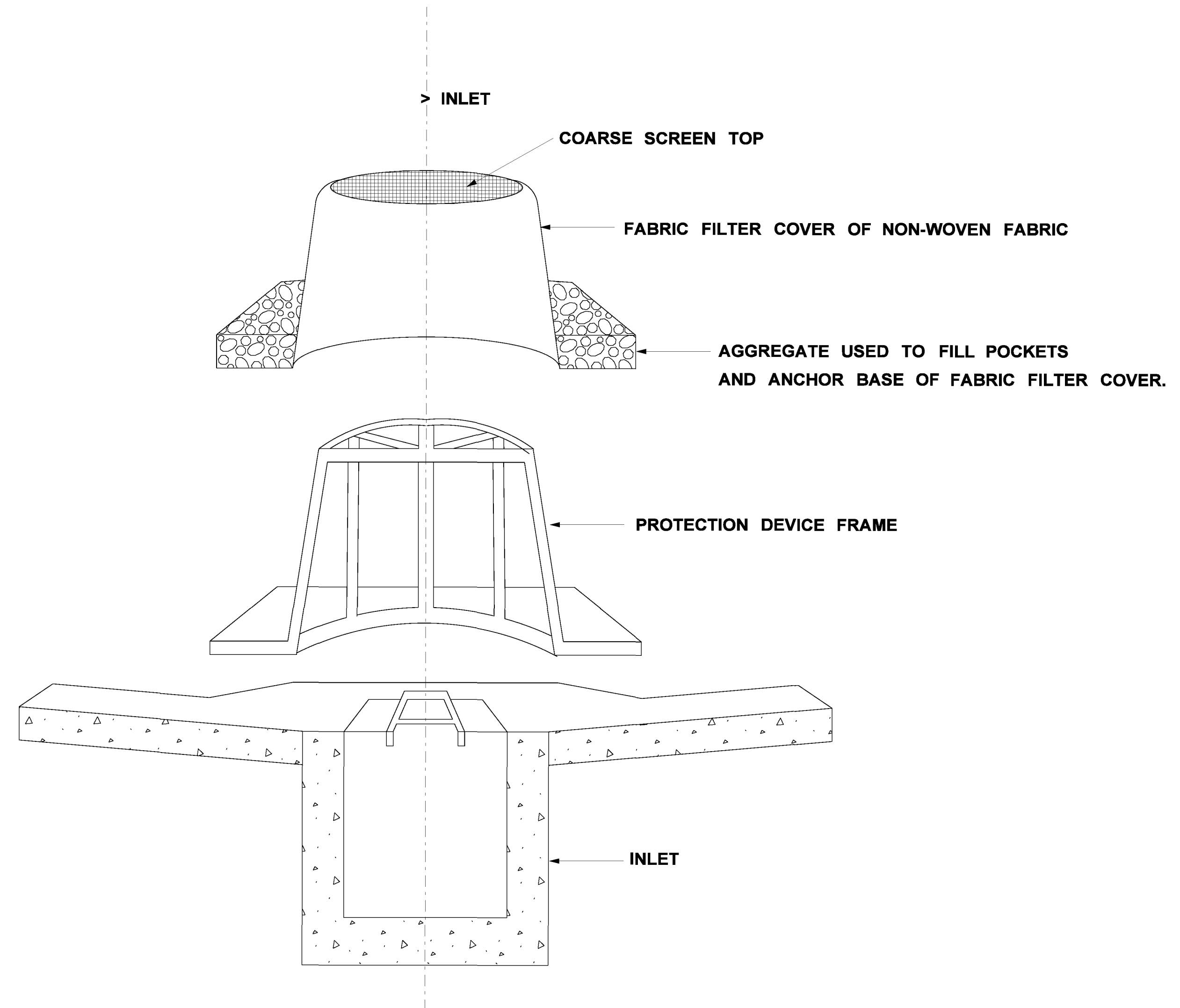
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PLAN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION




PLAN

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

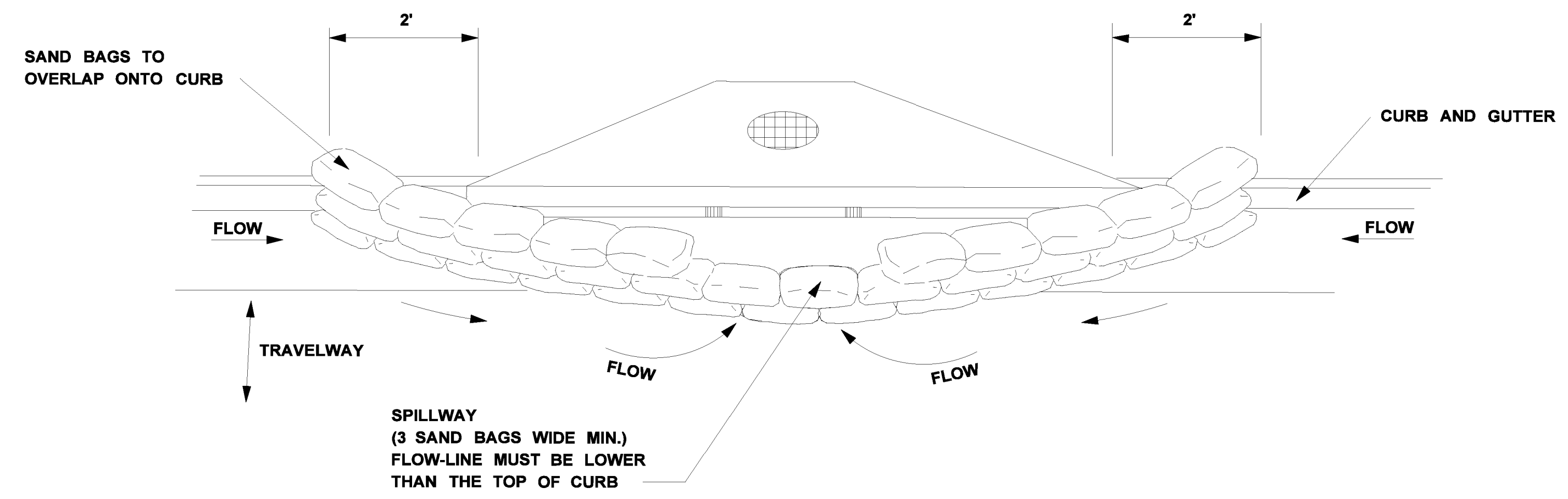


SECTION "A-A"

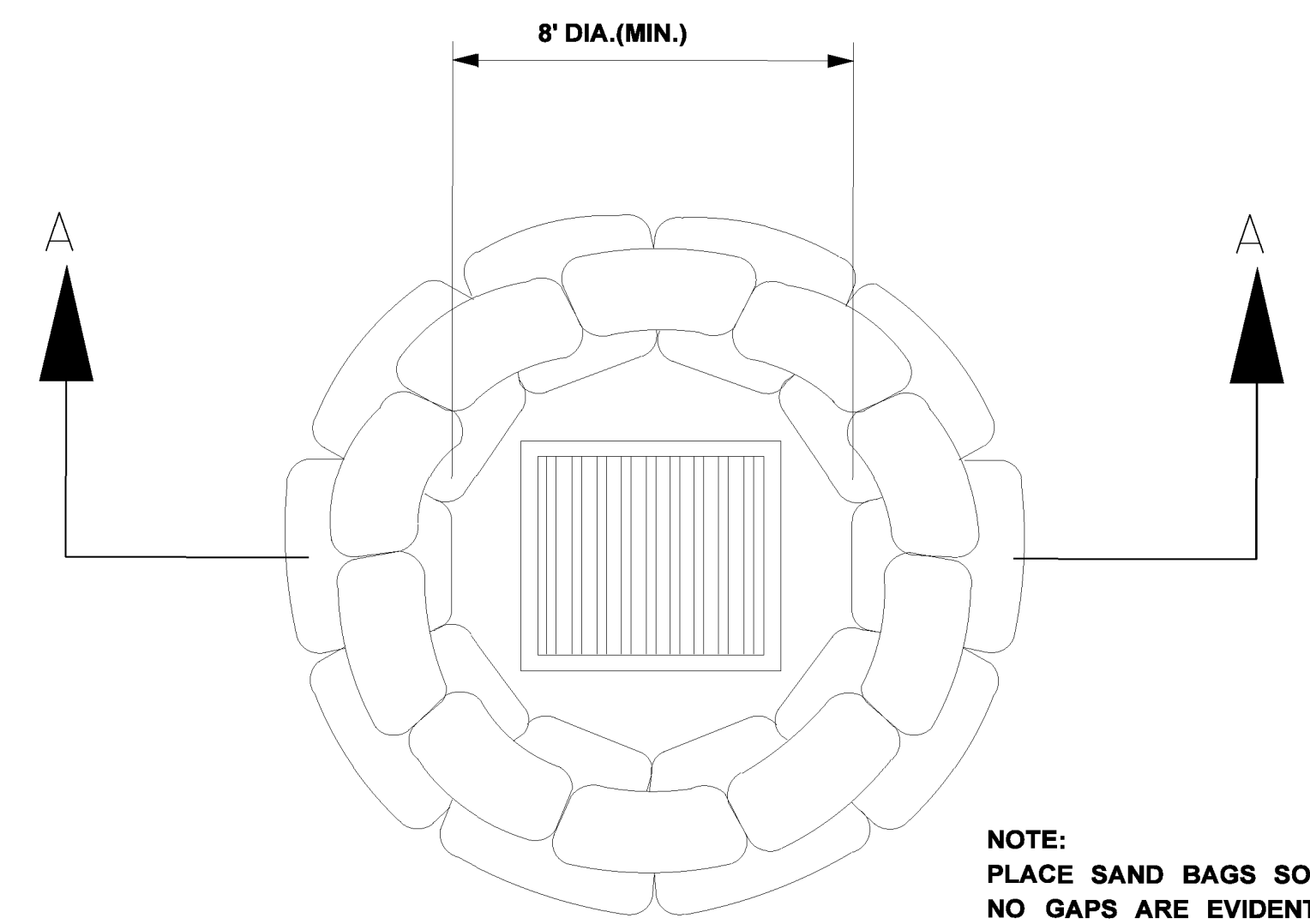
4/6/2016 7:52 AM ECD-14.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE	
COUNTY: MADISON	 WORKING NUMBER ECD-14
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN	SHEET NUMBER
DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015	124

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

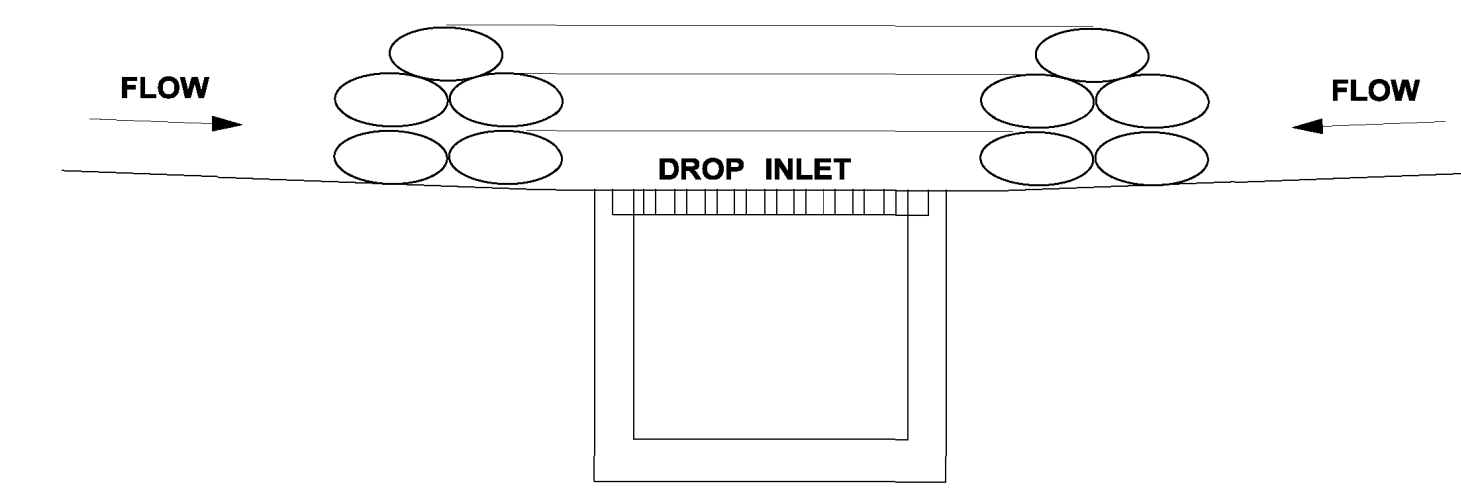


TYPICAL (SAND BAG) PROTECTION FOR INLET IN SAG

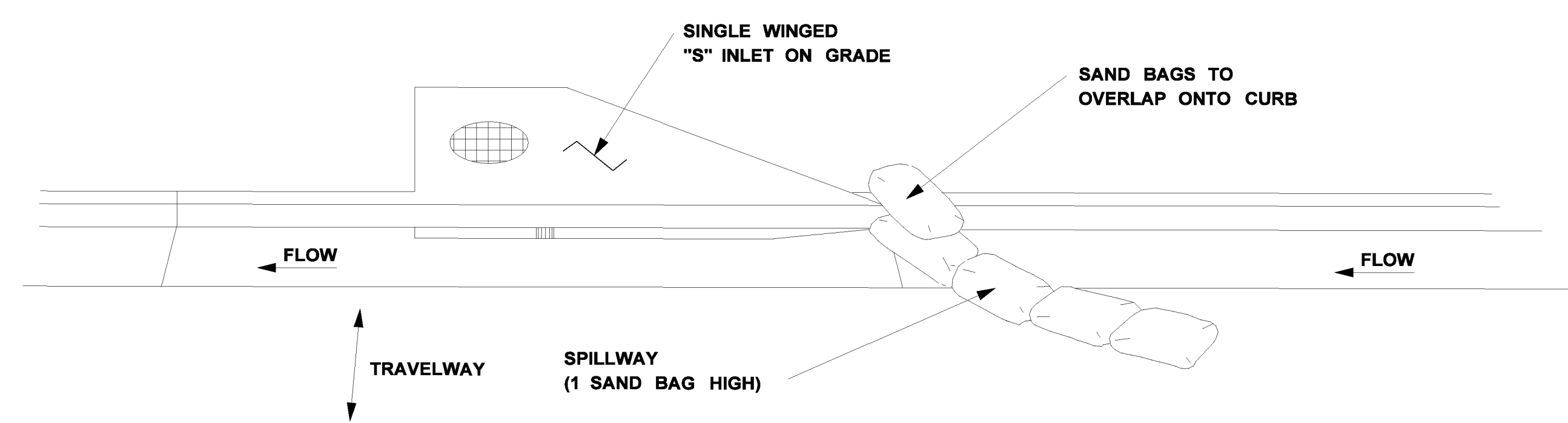


DROP INLET
PLAN VIEW

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



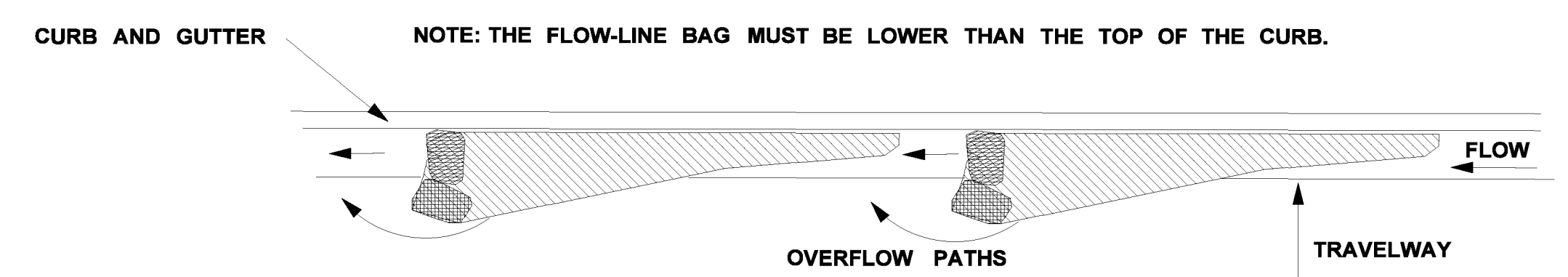
SECTION A-A
SAND BAG BARRIER



TYPICAL (SAND BAG) PROTECTION FOR INLET ON GRADE

CURB INLET PROTECTION NOTES:

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

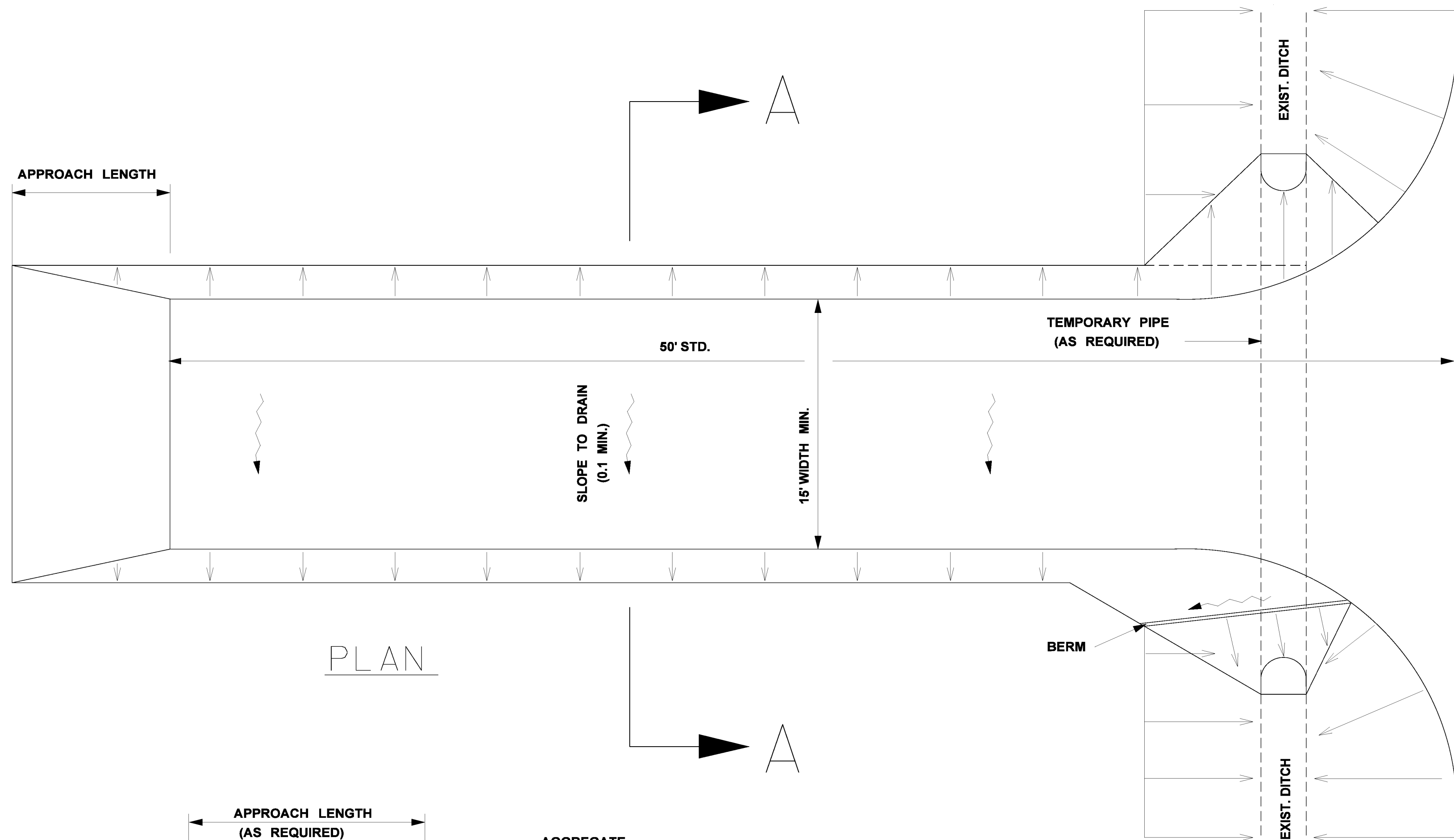


CURB AND GUTTER SEDIMENT
CONTAINMENT SYSTEM

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p align="center">INLET PROTECTION DETAILS OF SAND BAG</p> <p>COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)</p>	
DATE			
DESIGN TEAM		MICHAEL_BAKER	
CHECKED		KJC	
DATE		2015	
WORKING NUMBER		ECD-15	
SHEET NUMBER		125	



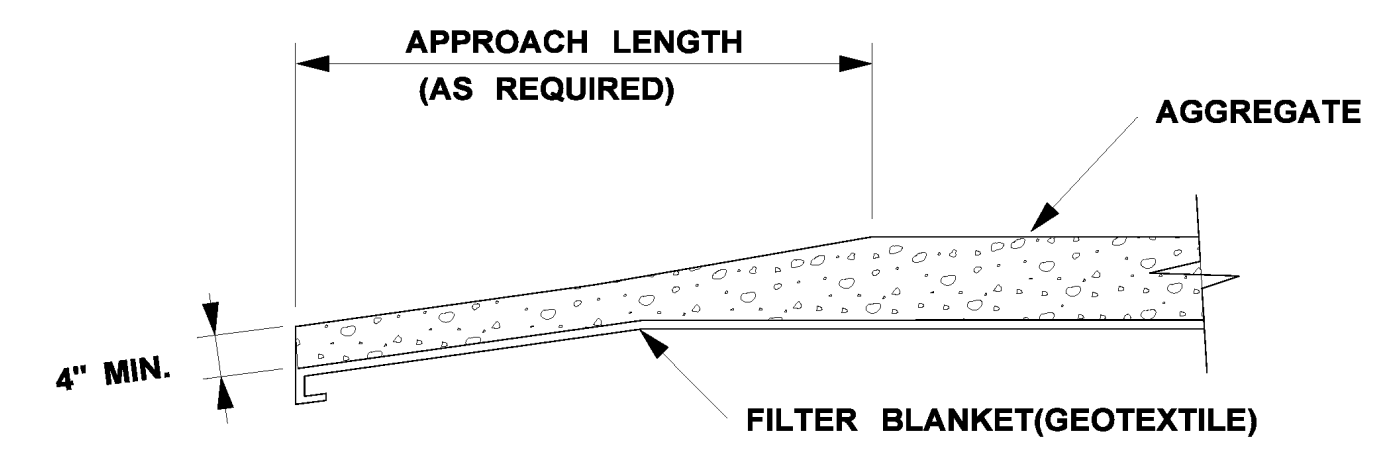
4/6/2016 7:52 AM ECD-15.DGN



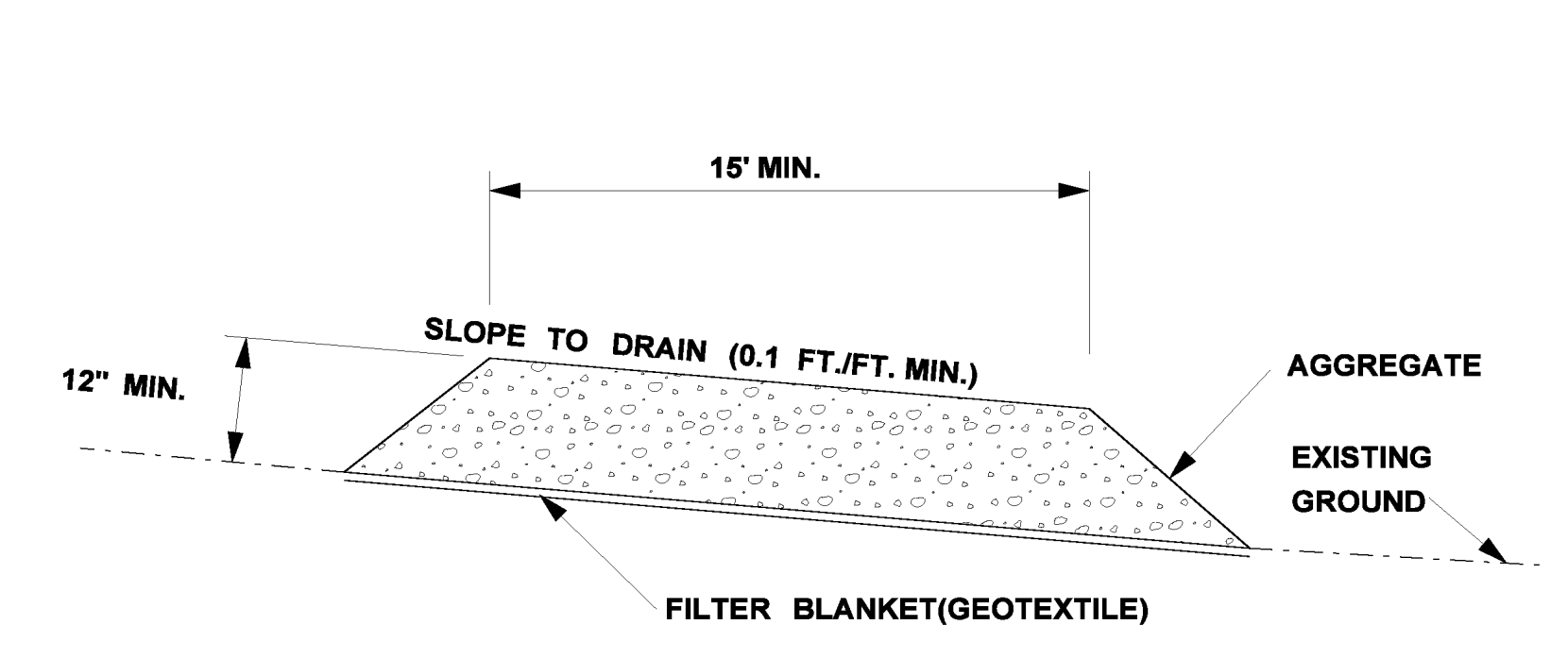
PLAN

NOTES:

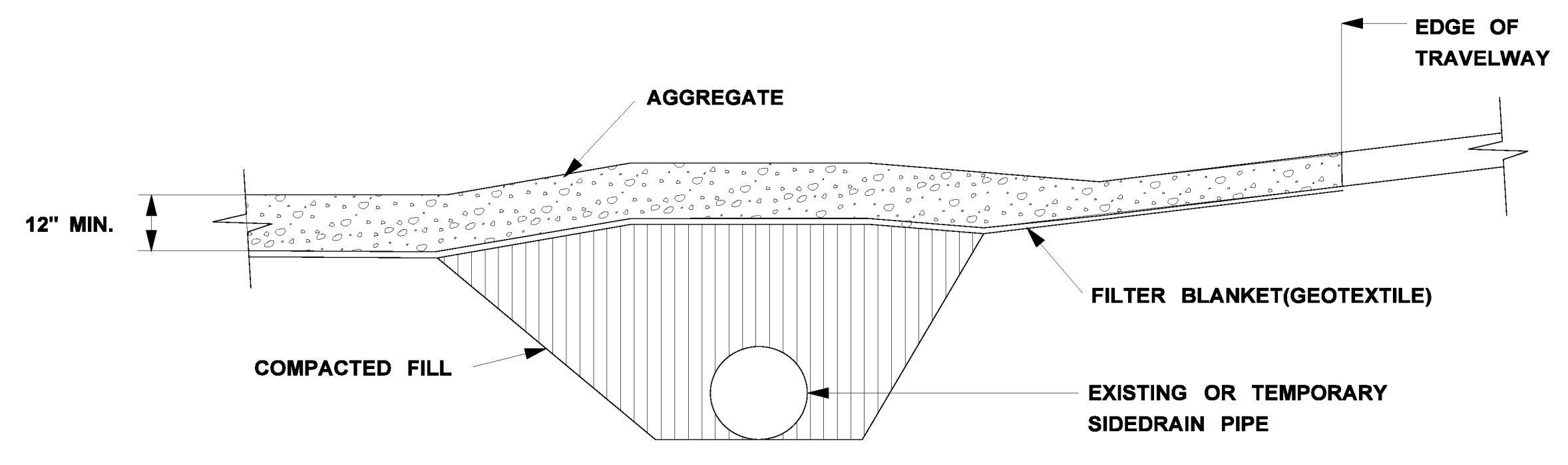
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFFSITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE PROJECT SHALL BE DIRECTED THRU THE STABILIZED ENTRANCE. BARRIERS, FLAGGING, OR OTHER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




TRANSITION DETAIL



SECTION A-A



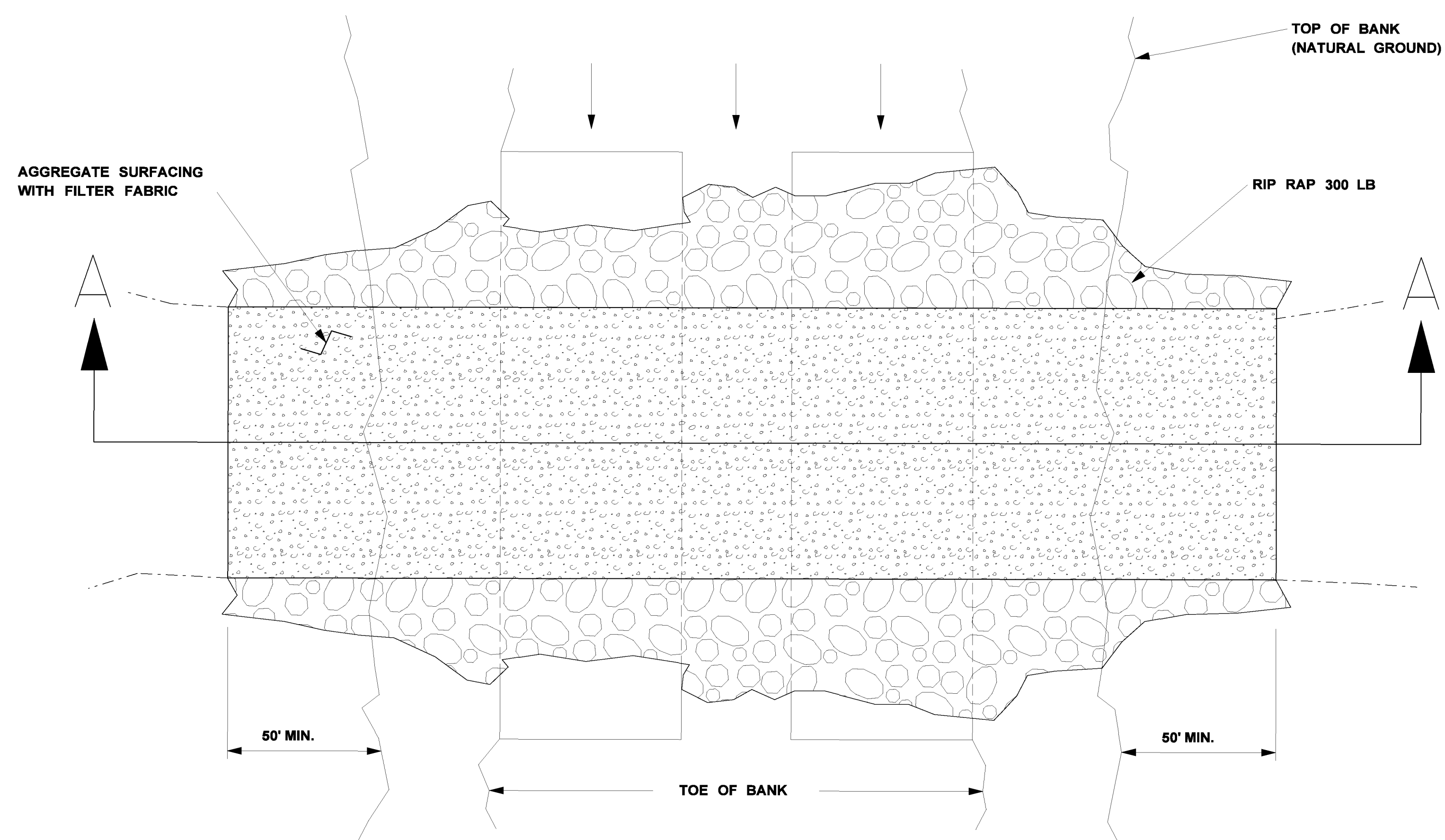
RURAL CONNECTION DETAIL

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
STABILIZED CONSTRUCTION ENTRANCE	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN	WORKING NUMBER ECD-16
DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015	SHEET NUMBER 126

4/16/2016 7:52 AM ECD-16.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

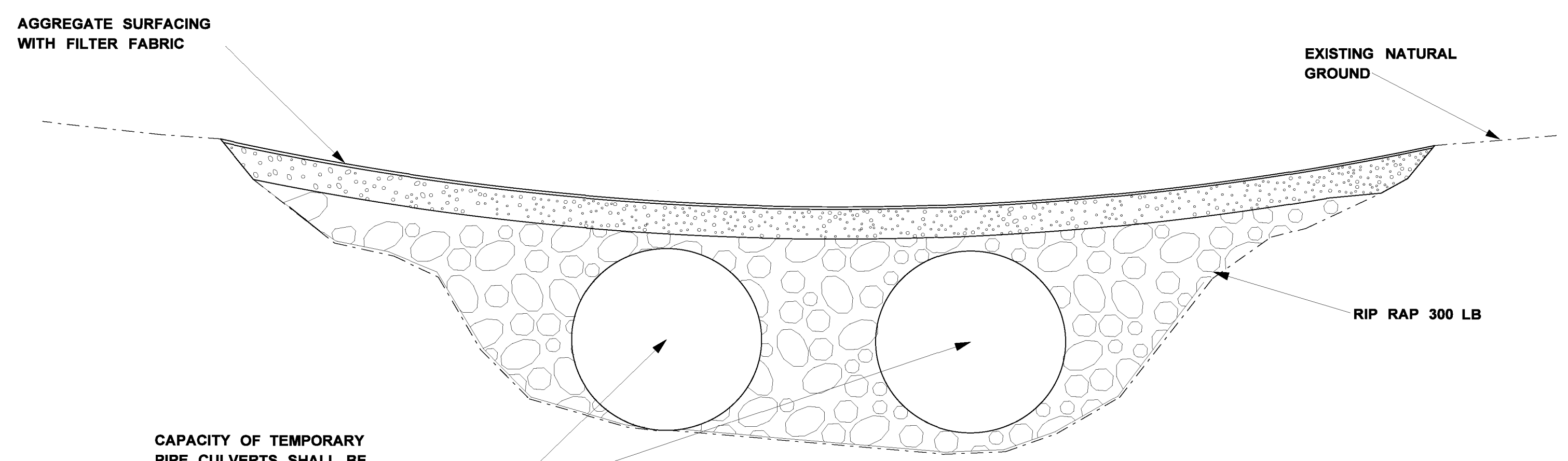
PLAN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION



PLAN VIEW

TEMPORARY CULVERT STREAM CROSSING

TEMPORARY CULVERT STREAM CROSSING



SECTION A-A

NOTES:

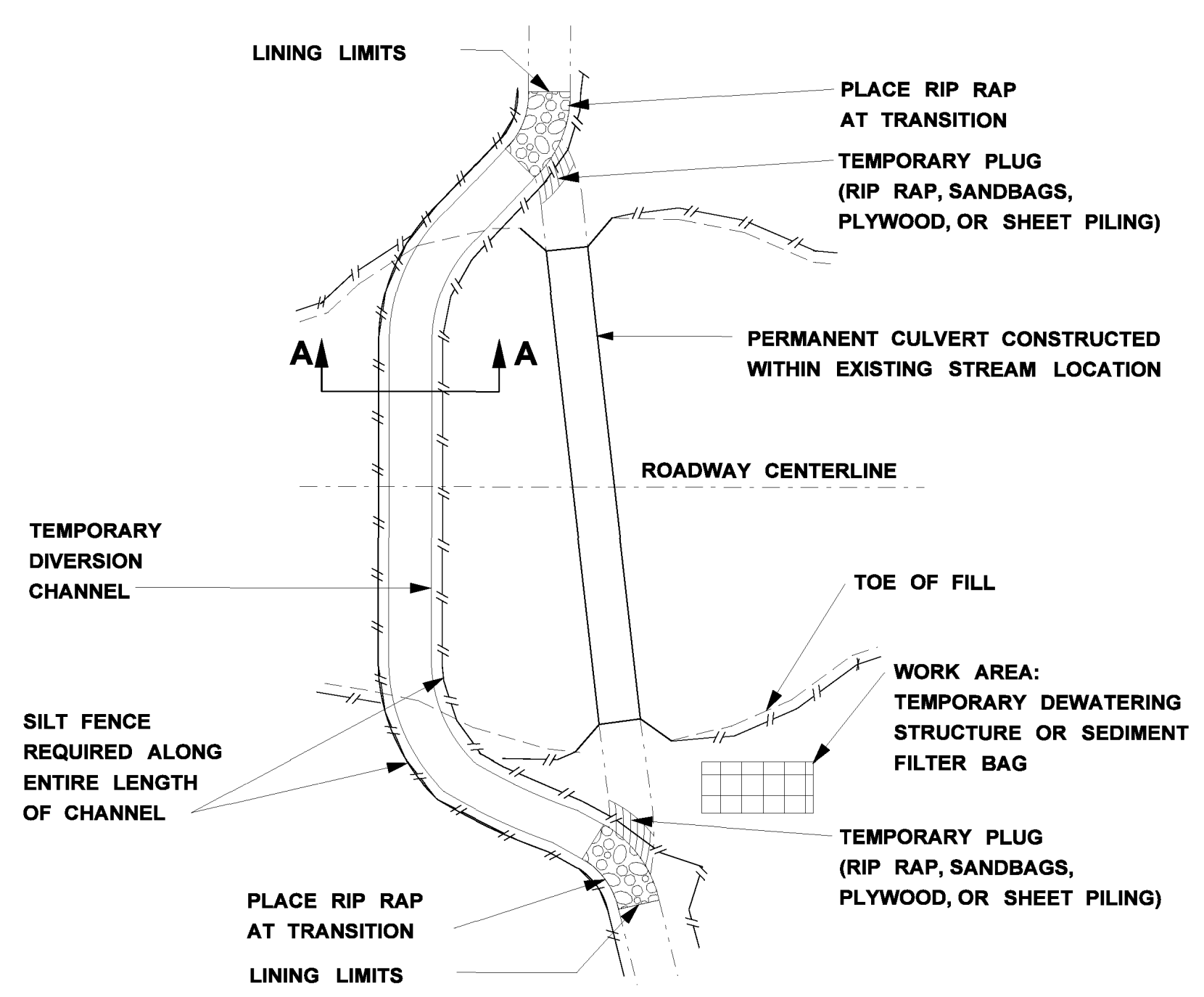
1. TEMPORARY CULVERT STREAM CROSSINGS PROVIDE A MEANS FOR VEHICLES AND EQUIPMENT TO SAFELY CROSS A WATERCOURSE WHILE MINIMIZING DAMAGE TO THE CHANNEL AND/OR BANKS.
2. TEMPORARY CULVERT STREAM CROSSINGS, WHEN PERMITTED BY THE ENGINEER, SHALL BE CONSTRUCTED TO SAFELY PASS EXPECTED MEAN WATER FLOW OF THE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

4/6/2016 7:53 AM ECD-17.DGN

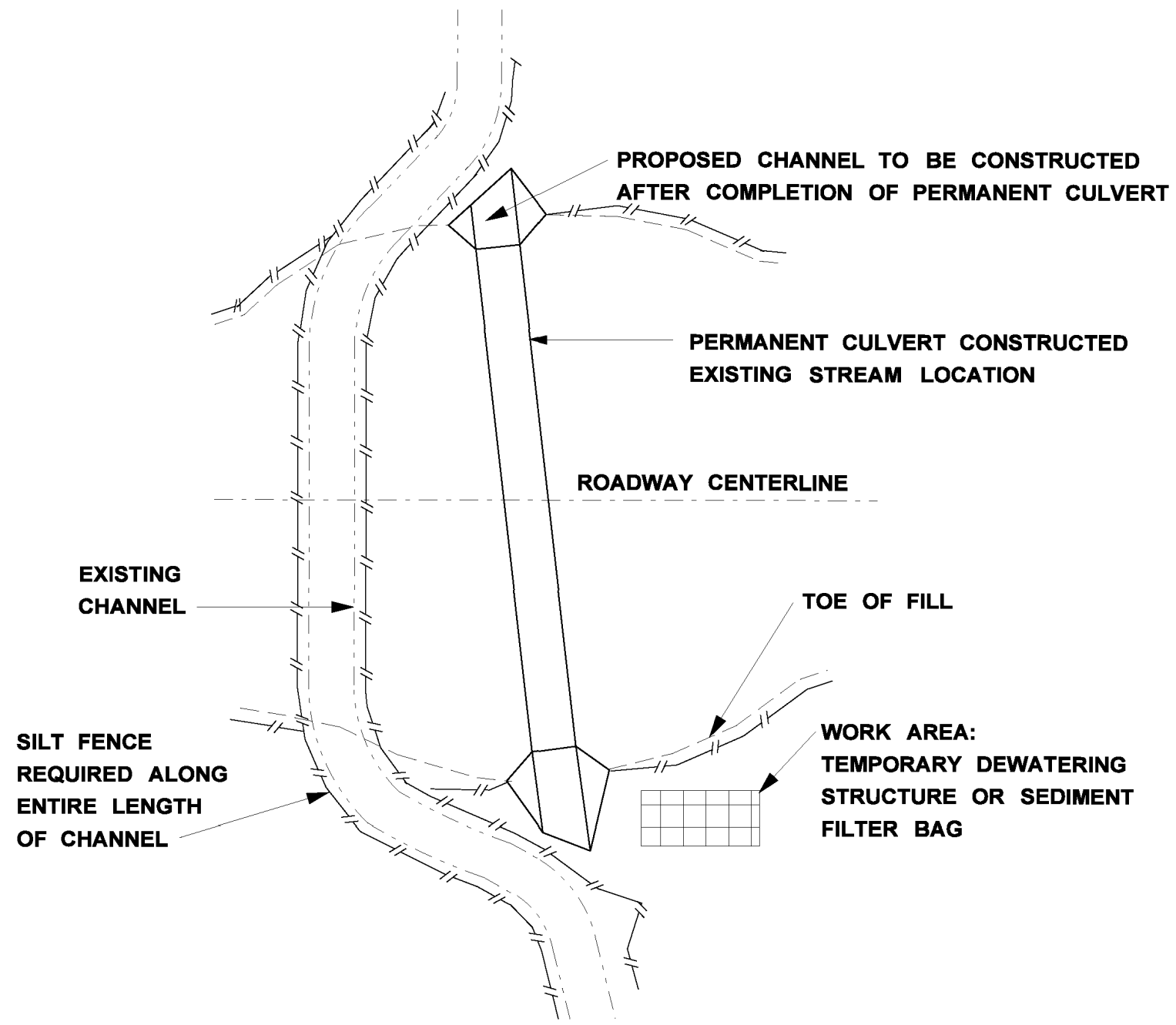
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TEMPORARY CULVERT STREAM CROSSING	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN	
DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC
DATE: _____	DATE: 2015

WORKING NUMBER	ECD-17
SHEET NUMBER	127

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

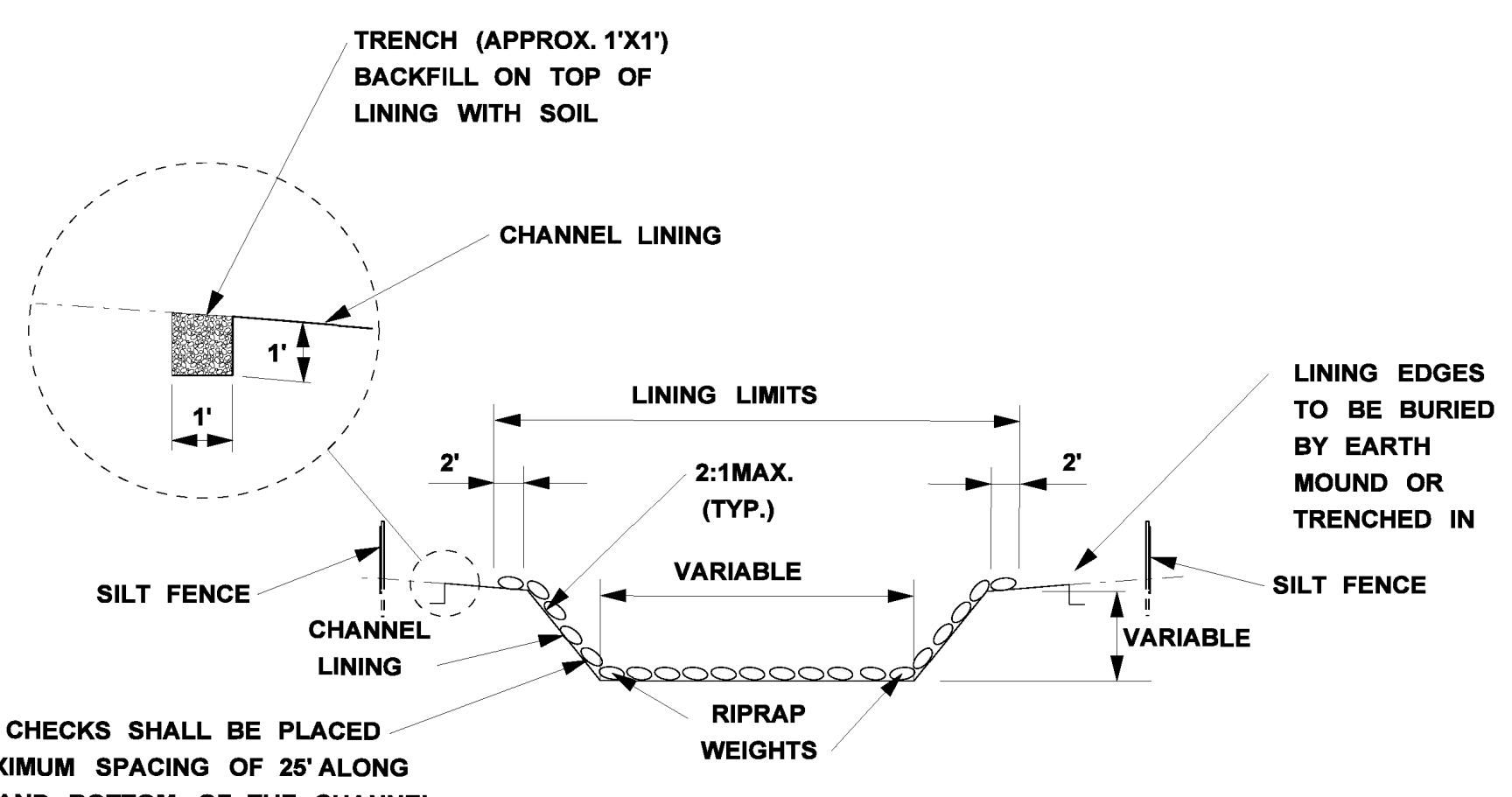


CULVERT CONSTRUCTED WITHIN EXISTING STREAM



CULVERT CONSTRUCTED OUTSIDE EXISTING STREAM

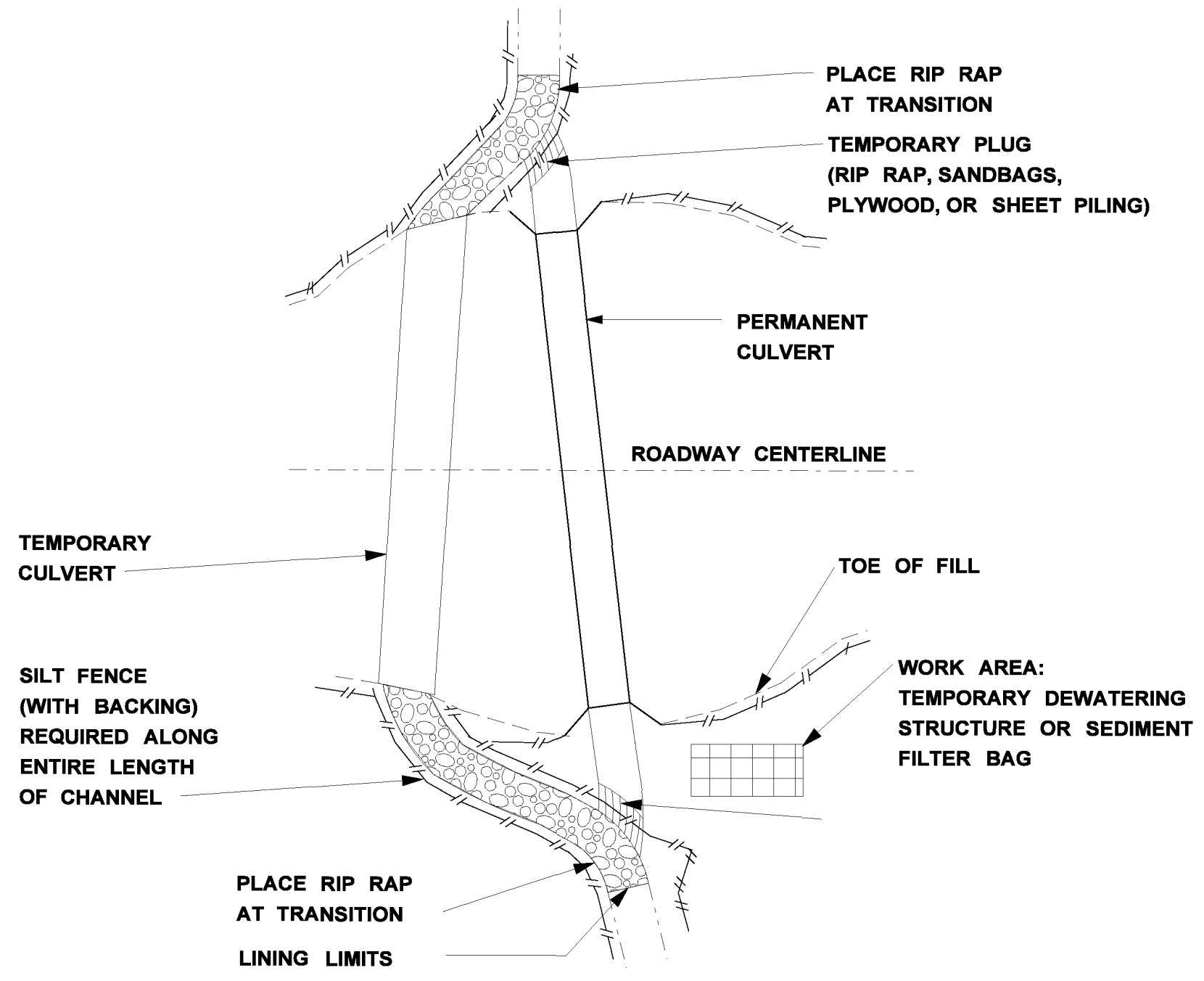
- NOTES:
- TEMPORARY DIVERSION CHANNELS MAY BE USED TO DIVERT NORMAL STREAM PATH FLOW FROM AN ERODIBLE AREA UNTIL SUCH AREAS CAN BE STABILIZED.
 - TYPE III FILTER FABRIC OR PRE-FAB DITCH LINER MAY BE USED FOR CHANNEL LINING.
 - RIP-RAP WITH FILTER FABRIC MAY BE USED FOR CHANNEL FLOW VELOCITIES OF 3.0 FPS TO 9.0 FPS. THE RIP-RAP SHALL BE SIZED 300 LB
 - LOCATIONS OR TYPES OF TEMPORARY DIVERSION WILL NOT BE SHOWN ON THE PLANS
 - DIVERSION CHANNEL SHALL BE STABILIZED AND INSPECTED BY THE ENGINEER BEFORE FLOW IS DIVERTED.
 - DURING CONSTRUCTION OF DIVERSION CHANNEL, DAMAGE TO THE EXISTING STREAM, CANOPY REMOVAL, AND DEPTH OF THE CHANNEL CONSTRUCTION SHALL BE MINIMIZED.
 - CONSTRUCTION OF THE CHANNEL RELOCATIONS AND CULVERTS SHALL PROCEED AS FOLLOWS:
 - CONSTRUCT A MEANDERING TEMPORARY CHANNEL CHANGE ADJACENT TO THE PROPOSED CULVERT TO DIVERT WATER TEMPORARILY DURING THE CULVERT CONSTRUCTION. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
 - RELOCATE CHANNEL AND CONSTRUCT CULVERT SIMULTANEOUSLY.
 - SOD AND/OR RIP-RAP RECONSTRUCTED BANKS AT TRANSITIONS. THE UPPER CHANNEL PLUG IS TO REMAIN IN PLACE UNTIL SUBNOTE (7.1) THROUGH (7.4) UNDER THIS HEADING ARE COMPLETED TO INSURE THAT ALL CONSTRUCTION IS IN THE DRY.
 - IF AN EARTH PLUG IS NECESSARY AT THE DOWNSTREAM END OF THE CHANNEL IT SHOULD BE REMOVED FIRST, THEN REMOVE THE UPPER PLUG TO RELEASE WATER INTO THE RECONSTRUCTED CHANNEL.
 - PLUGS SHOULD REMAIN IN PLACE UNTIL PERMANENT STABILIZATION OF THE NEW WATER COURSE IS COMPLETED. REMOVAL OF PLUGS SHOULD ONLY BE PERFORMED FOLLOWING ACCEPTANCE OF ALL STABILIZATION WORK BY THE ENGINEER.
 - THE DETAILS PROVIDED DEPICT TYPICAL TEMPORARY DIVERSION CHANNELS.
 - THE CONTRACTOR MAY PROPOSE THE USE OF OTHER DIVERSION OPTIONS SUCH AS PIPING, PUMPING OR STAGED CONSTRUCTION.
 - THE EFFECTIVE AREA OF FLOW IN THE TEMPORARY CHANNEL OR CULVERT SHALL BE AT LEAST ONE-HALF THAT OF THE EXISTING STRUCTURE.
 - INSTALLATION OF FILTER FABRIC SHALL BEGIN AT THE DOWNSTREAM END AND PROGRESSING UPSTREAM. EDGES OF ADJACENT FILTER FABRIC SHALL OVERLAP AT LEAST 1 FT. THE ENDS OF THE FILTER FABRIC SHALL BE SECURELY HELD IN PLACE WITH RIPRAP.
 - THE COST OF THE TEMPORARY DEWATERING STRUCTURE OR SEDIMENT FILTER BAG SHALL BE INCLUDED IN OTHER ITEMS BID.



RIPRAP CHECKS SHALL BE PLACED AT A MAXIMUM SPACING OF 25' ALONG THE SIDES AND BOTTOM OF THE CHANNEL IN ORDER TO PROPERLY SECURE THE FABRIC. RIPRAP SHOULD BE PLACED AT LEAST 2 FEET WIDE AND 1 FOOT HIGH.

SECTION A-A

TEMPORARY DIVERSION CHANNEL WITH GEOTEXTILE FABRIC



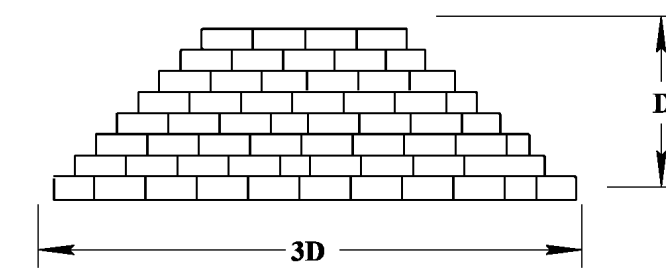
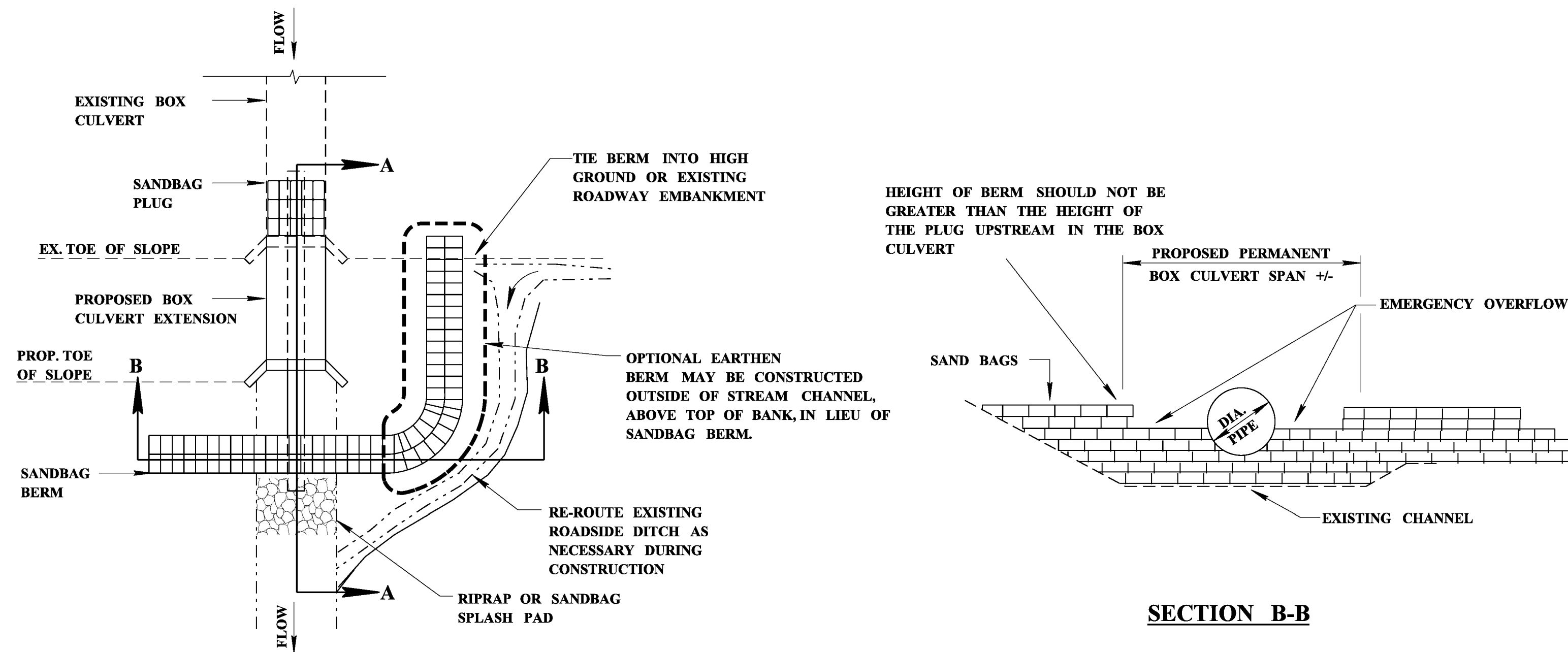
TEMPORARY CULVERT USED DURING CONSTRUCTION

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		COUNTY: MADISON	
DATE		PROJ. NUM.: ACNH-9204-00(003)	
DESIGN TEAM		MICHAEL_BAKER	
CHECKED		KJC	
DATE		2015	
WORKING NUMBER		ECD-18	
SHEET NUMBER		128	

4/6/2016 7:53 AM ECD-18.DGN

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

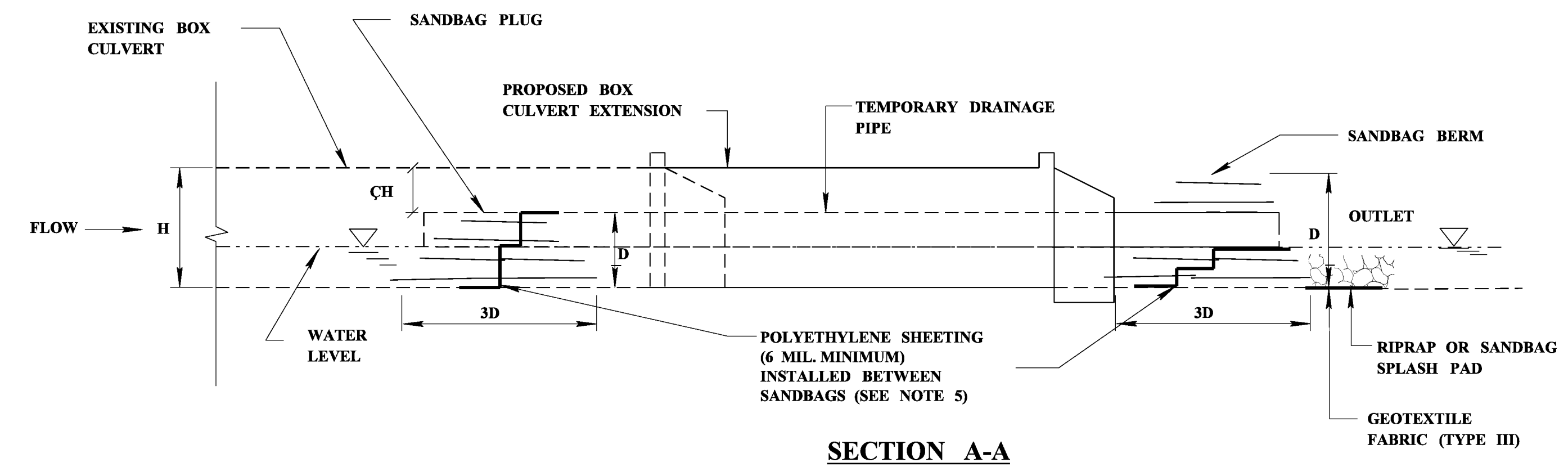
FOR PIPE SIZES NOT SHOWN REFER TO NEXT LARGER SIZE



SAND BAG PLUG & BERM CROSS SECTION
(SEE NOTE 4)

GENERAL NOTES

- SUSPENDED PIPE DIVERSIONS MAY BE USED TO ALLOW BOX CULVERT EXTENSIONS TO BE CONSTRUCTED, WHILE SEPARATED FROM FLOWING WATER, THUS REDUCING SEDIMENTATION. OPTIONAL FLEXIBLE PIPE DIVERSION MAY BE UTILIZED ON STREAMS WITH INTERMITTENT FLOW WHERE THE DURATION OF CONSTRUCTION IS EXPECTED TO BE BRIEF.
- EXCAVATION SLOPES FOR BOX CULVERT EXTENSIONS SHALL BE PROTECTED WITH TYPE III FILTER FABRIC PRIOR TO CONSTRUCTION OF THE BOX.
- SUSPENDED PIPE DIVERSIONS MAY BE USED WHERE ADVERSE IMPACTS WILL NOT BE CAUSED BY WATER PONDED UPSTREAM OF THE PIPE.
- THE SANDBAG PLUG AT THE UPSTREAM END OF THE SUSPENDED PIPE DIVERSION SHOULD BE CONSTRUCTED TO A HEIGHT EQUAL TO THREE QUARTERS OF THE RISE OF THE BOX CULVERT.
- POLYETHYLENE SHEETING (6 MIL. MINIMUM) SHALL BE PLACED INSIDE THE SANDBAG PLUG IN THE BOX CULVERT AND IN THE SAND BAG BERM WITHIN THE CHANNEL IN ORDER TO PROVIDE THE BEST POSSIBLE SEAL. SANDBAGS ON THE DOWNSTREAM SIDE OF THE SHEETING SHOULD BE PLACED FIRST, AND THEN SHEETING PLACED ON THESE BAGS. AS MUCH AS POSSIBLE, THE SHEETING SHOULD BE FITTED AROUND THE PIPE. THE REMAINING SANDBAGS WOULD THEN BE PLACED ON THE SHEETING. WHERE MULTIPLE SHEETS ARE USED, THEY SHOULD OVERLAP A MINIMUM OF 18 INCHES.
- THE PROPOSED CULVERT CONSTRUCTION SHALL BE SEALED FROM THE EXISTING STREAM BY MEANS OF A SANDBAG BERM WHICH SHOULD BE AT THE SAME HEIGHT AS THE PLUG INSIDE THE BOX CULVERT. THIS BERM SHALL BE TIED INTO EITHER HIGH GROUND ADJACENT TO THE CHANNEL OR THE EXISTING ROADWAY EMBANKMENT. IT SHALL BE PROVIDED WITH A SPILLWAY EQUAL IN WIDTH TO THE BOX CULVERT AND AT A HEIGHT LOWER THAN THE REST OF THE BERM.
- THE TEMPORARY DRAINAGE PIPE SHALL BE SUPPORTED AT ALL JOINTS AND AT INTERVALS NOT TO EXCEED MAXIMUM VALUES SPECIFIED IN THE TABLE "MINIMUM SPAN FOR SUPPORTS." SUPPORTS MAY CONSIST OF SANDBAGS, CONCRETE BLOCKS, WOODEN FRAMES, OR ANY OTHER MATERIAL SUFFICIENT TO SUPPORT THE WEIGHT OF THE PIPE WHEN IT IS FLOWING FULL. SUPPORTS AT JOINTS SHALL BE A MINIMUM OF 18 INCHES IN LENGTH, ALONG THE TEMPORARY DRAINAGE PIPE AND CENTERED ON THE JOINT. SUPPORTS SHOULD "CRADLE" THE TEMPORARY DRAINAGE PIPE TO ENSURE THAT IT WILL NOT ROLL DURING CONSTRUCTION OF THE BOX CULVERT.
- ALL PIPE JOINTS SHALL BE PROPERLY Banded OR OTHERWISE PROVIDED WITH A REASONABLE SEAL AGAINST LEAKAGE.
- THE OPTIONAL FLEXIBLE PIPE DIVERSION USING PUMPS MAY BE USED AS AN ALTERNATE FOR SUSPENDED PIPE DIVERSIONS (UPSTREAM AND DOWNSTREAM).
- CONSTRUCTION SHALL PROCEED AS FOLLOWS:
 - INSTALL TEMPORARY DRAINAGE PIPE ON ITS SUPPORTS INSIDE THE CULVERT TO BE EXTENDED.
 - CONSTRUCT THE SANDBAG PLUG AT THE UPSTREAM END OF THE SUSPENDED PIPE DIVERSION.
 - CONSTRUCT THE SANDBAG BERM AT THE DOWNSTREAM END OF THE SUSPENDED PIPE DIVERSION.
 - ONCE THE BOX CULVERT EXTENSION HAS BEEN COMPLETED, REMOVE THE DOWNSTREAM SANDBAG STRUCTURE, EXCEPT FOR THOSE BAGS NEEDED TO SUPPORT THE END OF THE PIPE. THE UPSTREAM SANDBAG STRUCTURE SHOULD THEN BE REMOVED GRADUALLY, IN ORDER TO ALLOW THE UPSTREAM WATER LEVEL TO DRAW DOWN AT A SAFE RATE.
 - REMOVE THE TEMPORARY DRAINAGE PIPE, SUPPORTS AND ANY REMAINING SANDBAGS.
- TEMPORARY DRAINAGE PIPE, SANDBAG PLUGS, BERMS, AND SUPPORTS SHALL BE INSPECTED WEEKLY OR AFTER EVERY RAIN EVENT. ANY NEEDED REPAIRS SHALL BE DONE IMMEDIATELY. ANY DEBRIS WHICH HAS ACCUMULATED AT THE INLET OF THE SUSPENDED PIPE DIVERSION SHALL BE IMMEDIATELY REMOVED.
- RIP RAP MAY BE SUBSTITUTED FOR SAND BAGS

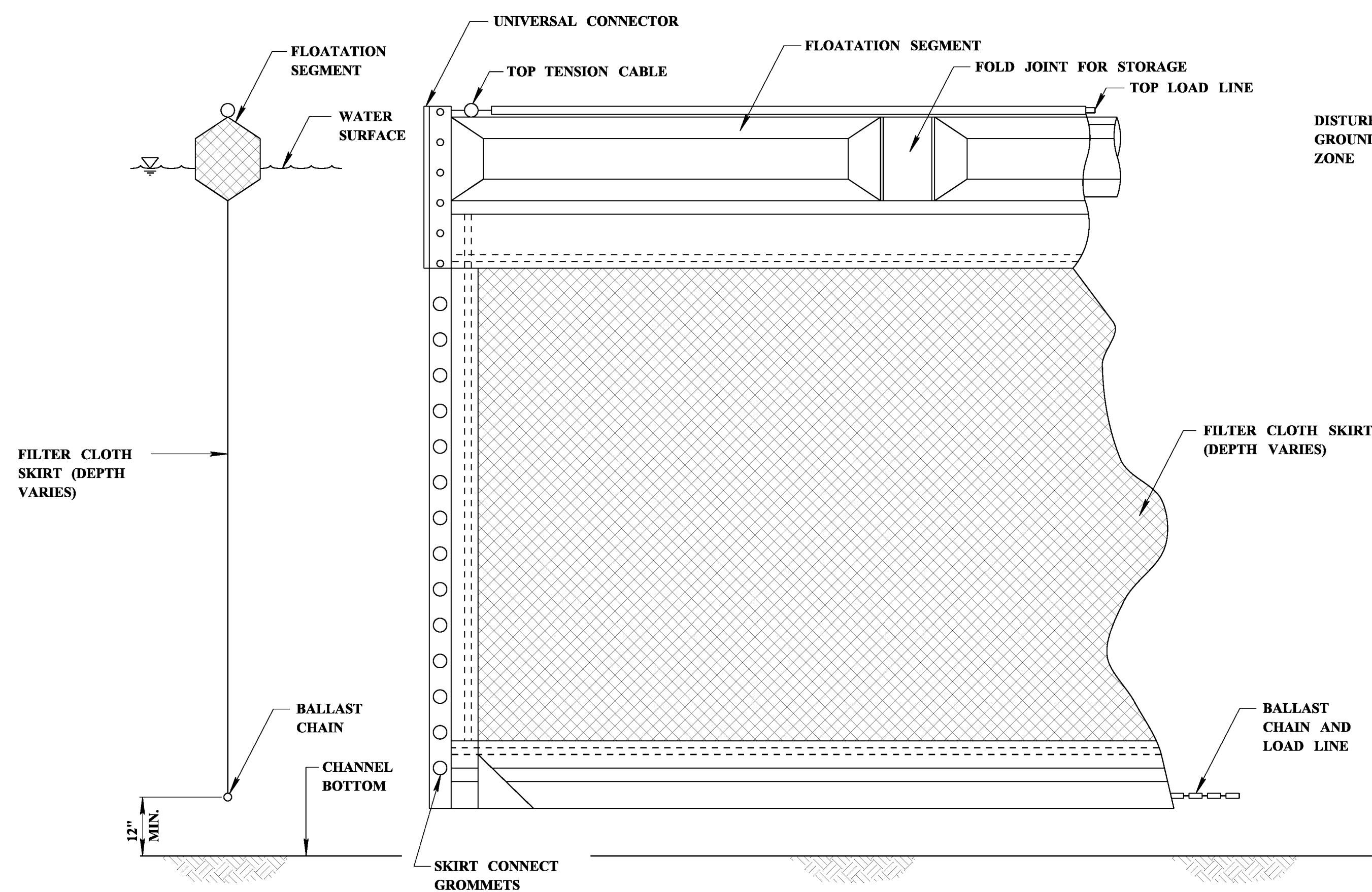


MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
COUNTY: MADISON	WORKING NUMBER: ECD-19
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 129
FILENAME: ECD-1.DGN	DATE: 2015
DESIGN TEAM: MICHAEL BAKER	CHECKED: KJC

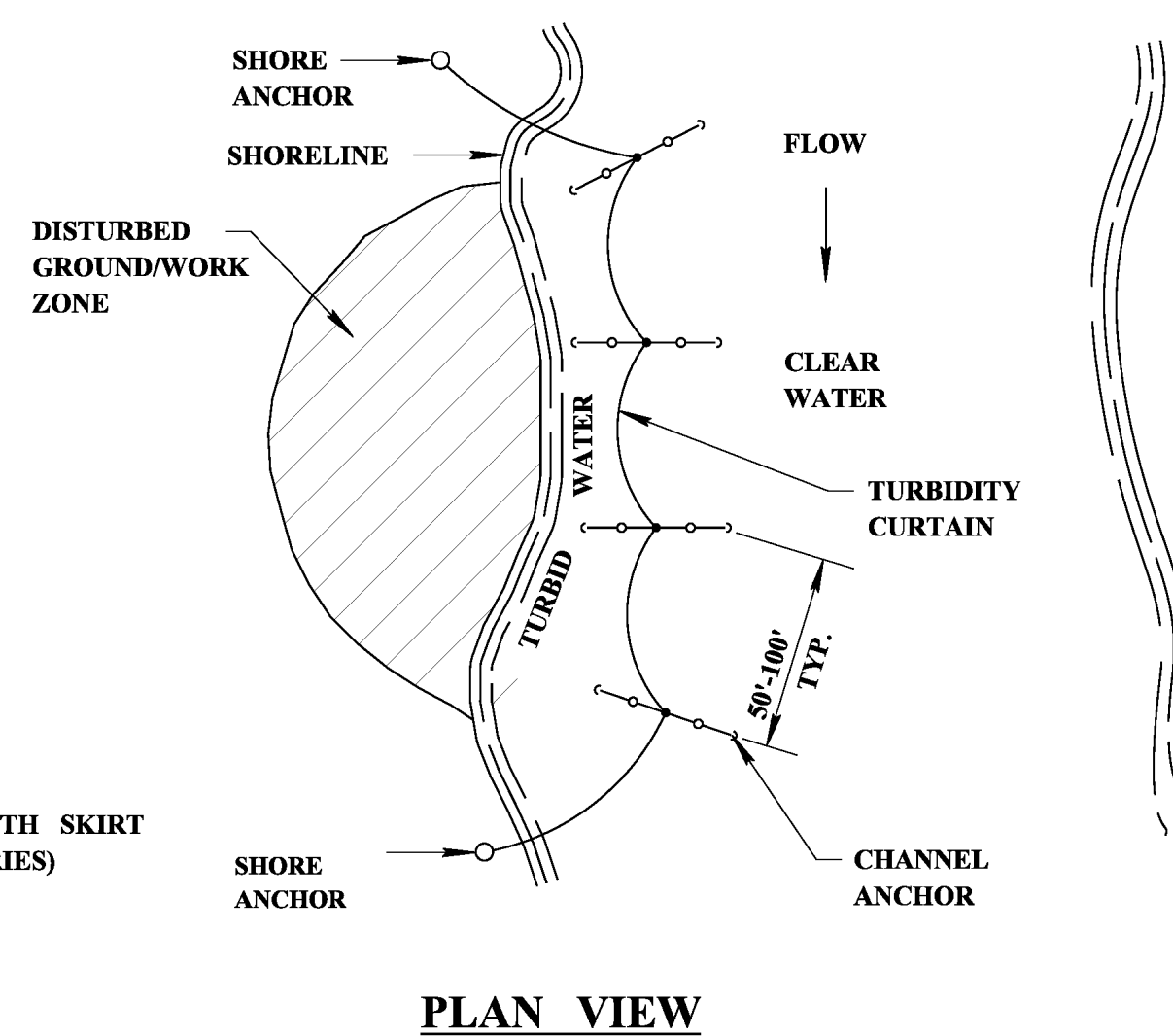
4/6/2016 7:53 AM ECD-19.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

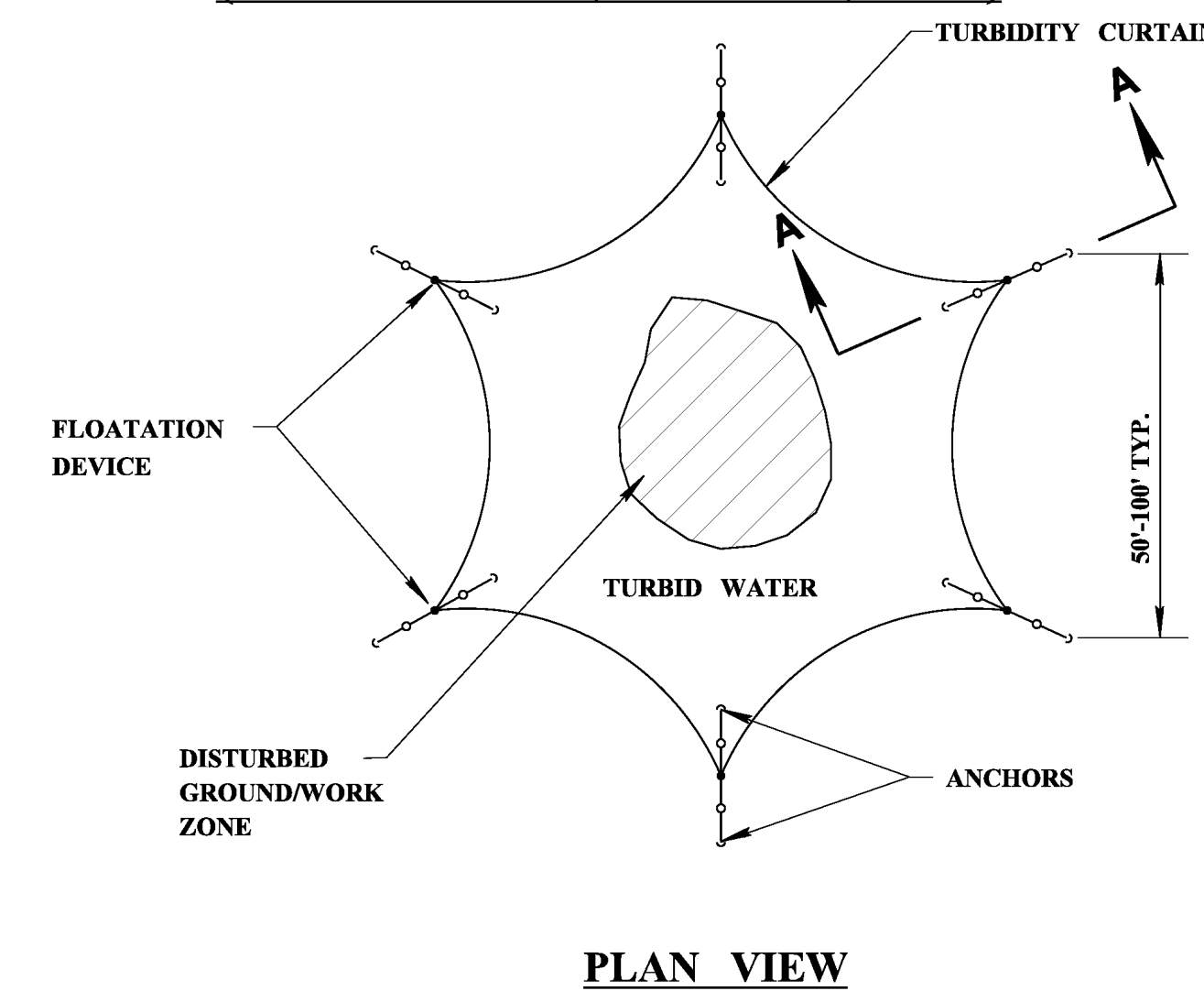
FLOATING TURBIDITY CURTAIN



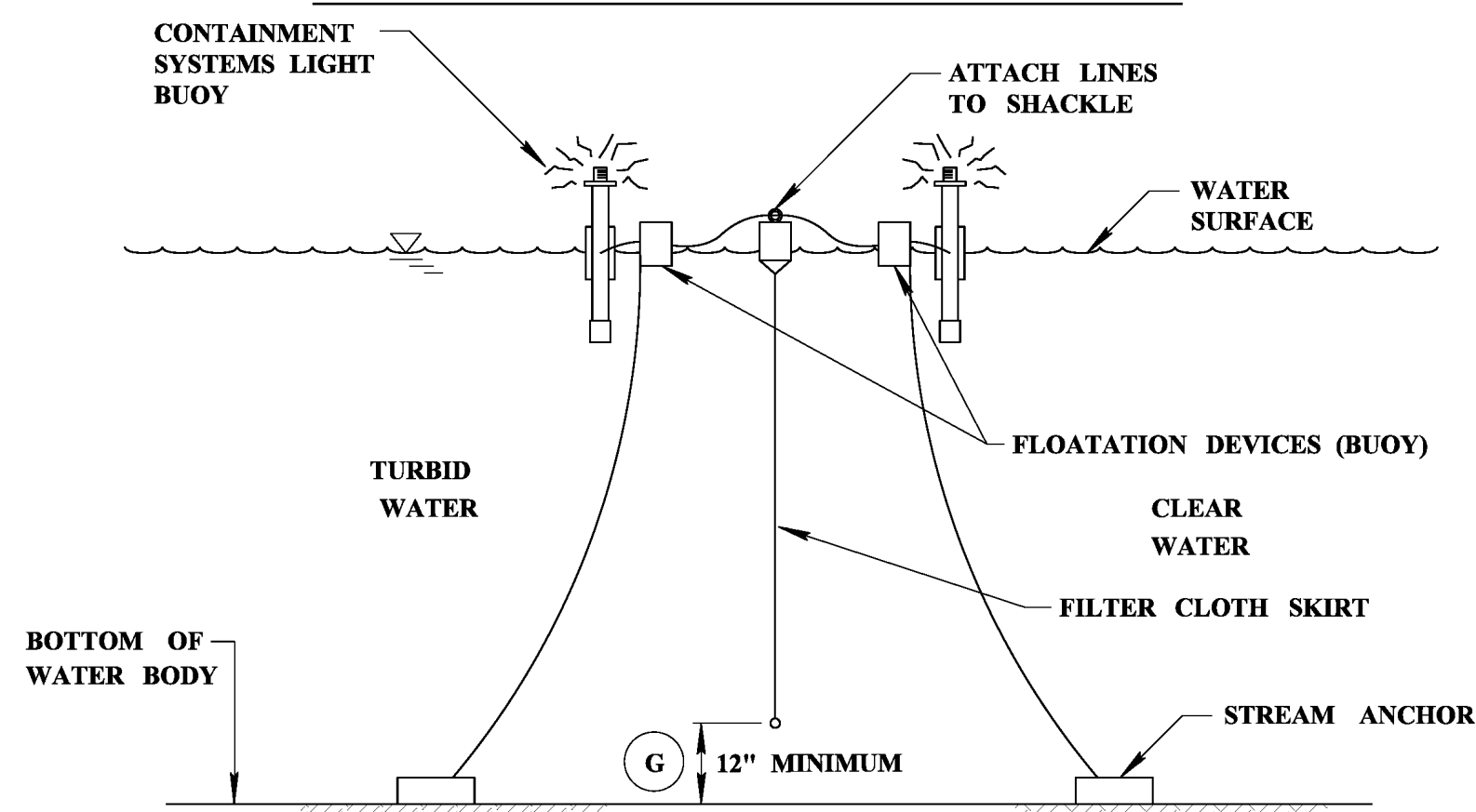
TYPICAL ANCHORING PLAN FOR SHORELINE/RIVER EDGE WORK



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

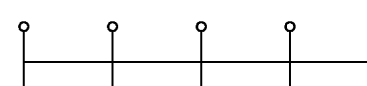


TYPICAL ANCHORING SECTION



SECTION A-A

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

EROSION CONTROL PLAN LEGEND:  FLOATING TURBIDITY CURTAIN

FLOATING TURBIDITY CURTAIN GENERAL NOTES

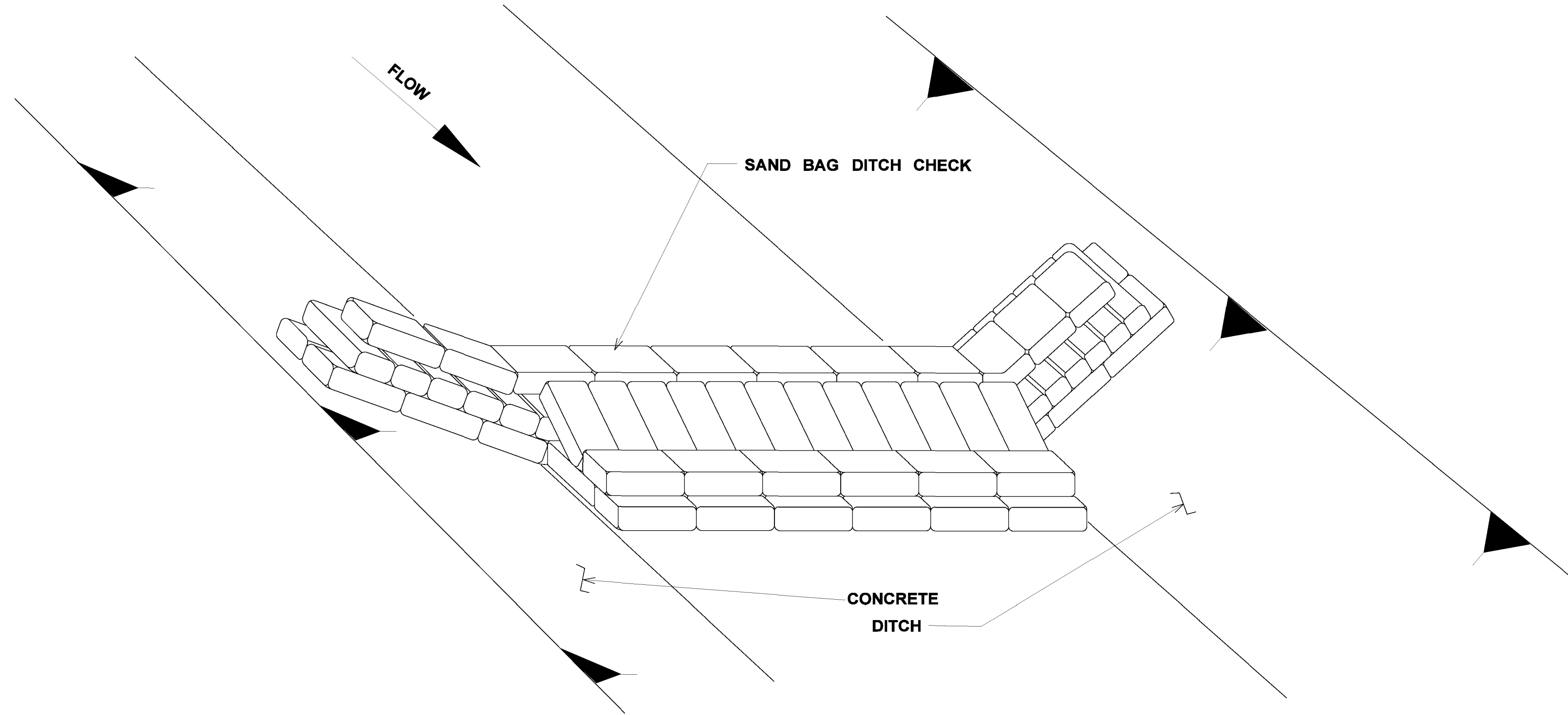
- (A) FLOATING TURBIDITY CURTAINS (ALSO KNOWN AS TURBIDITY BARRIERS OR SILT CURTAINS) CREATE A BARRIER TO PREVENT TURBID WATER FROM ENTERING CLEAR WATER. FLOATING TURBIDITY CURTAINS SHOULD BE USED TO ISOLATE ACTIVE CONSTRUCTION AREAS WITHIN OR ADJACENT TO A BODY OF WATER TO MINIMIZE THE MIGRATION OF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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
FLOATING TURBIDITY CURTAIN	
COUNTY: MADISON	WORKING NUMBER: ECD-20
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 130
FILENAME: ECD-1.DGN	DATE: _____
DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC
DATE: _____	DATE: 2015

4/16/2016 7:53 AM ECD-20.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

4/6/2016 7:53 AM EEB-21.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION



DETAIL (DITCH CHECK)

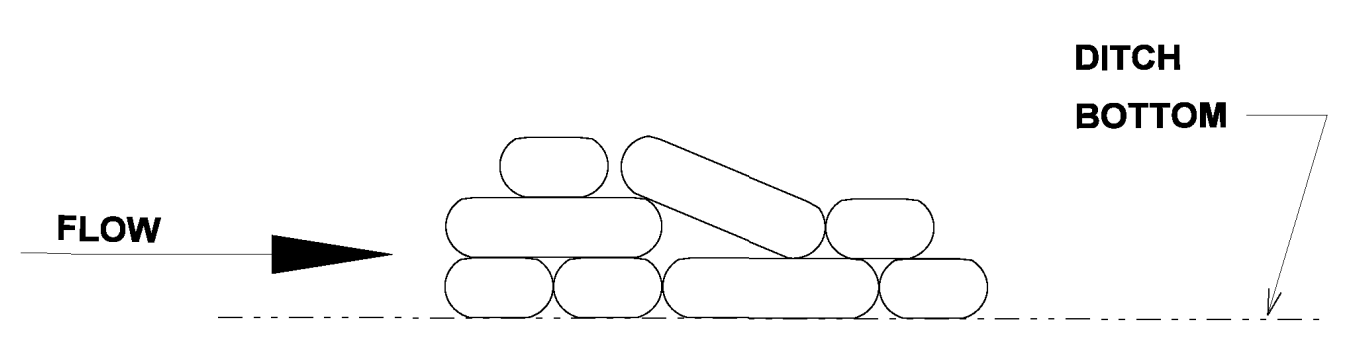
NOTES:

1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN SAND BAG DITCH CHECK IS 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON ECD-4.
2. PREVENTING SEDIMENT FROM ENTERING A PAVED DITCH IS PREFERABLE TO CAPTURING SEDIMENT WITHIN PAVED DITCH.

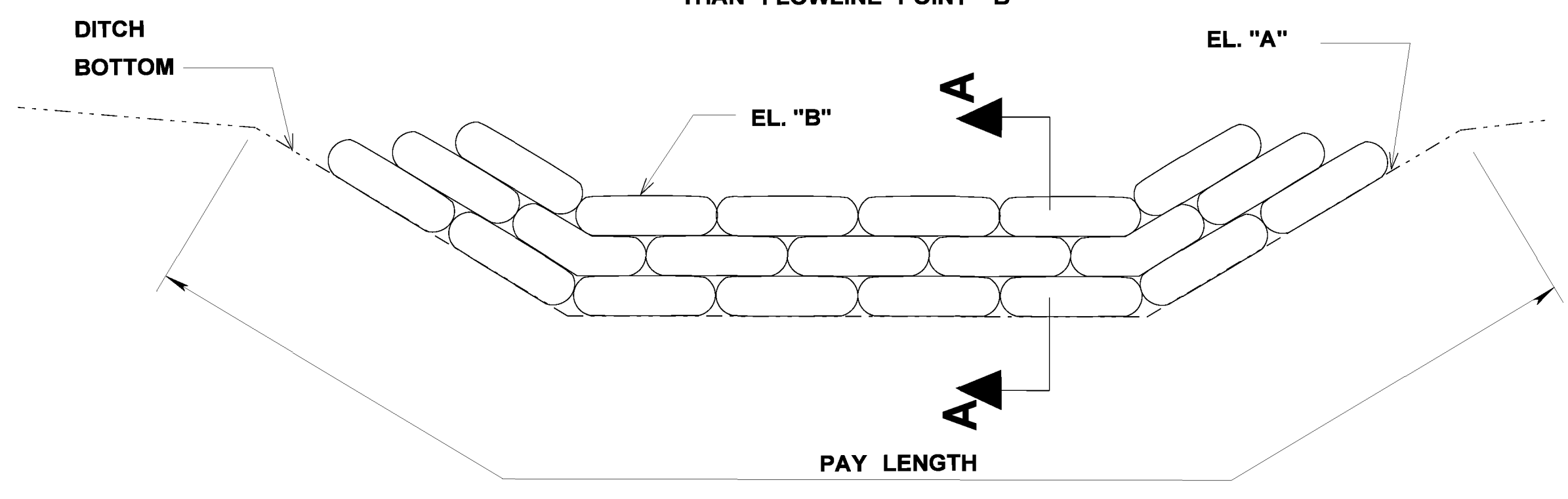
SAND BAG DITCH CHECK SELECTION GUIDELINES

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

NOTE: END POINTS "A" MUST BE HIGHER THAN FLOWLINE POINT "B"



SIDE VIEW
(IN DITCH BOTTOM)

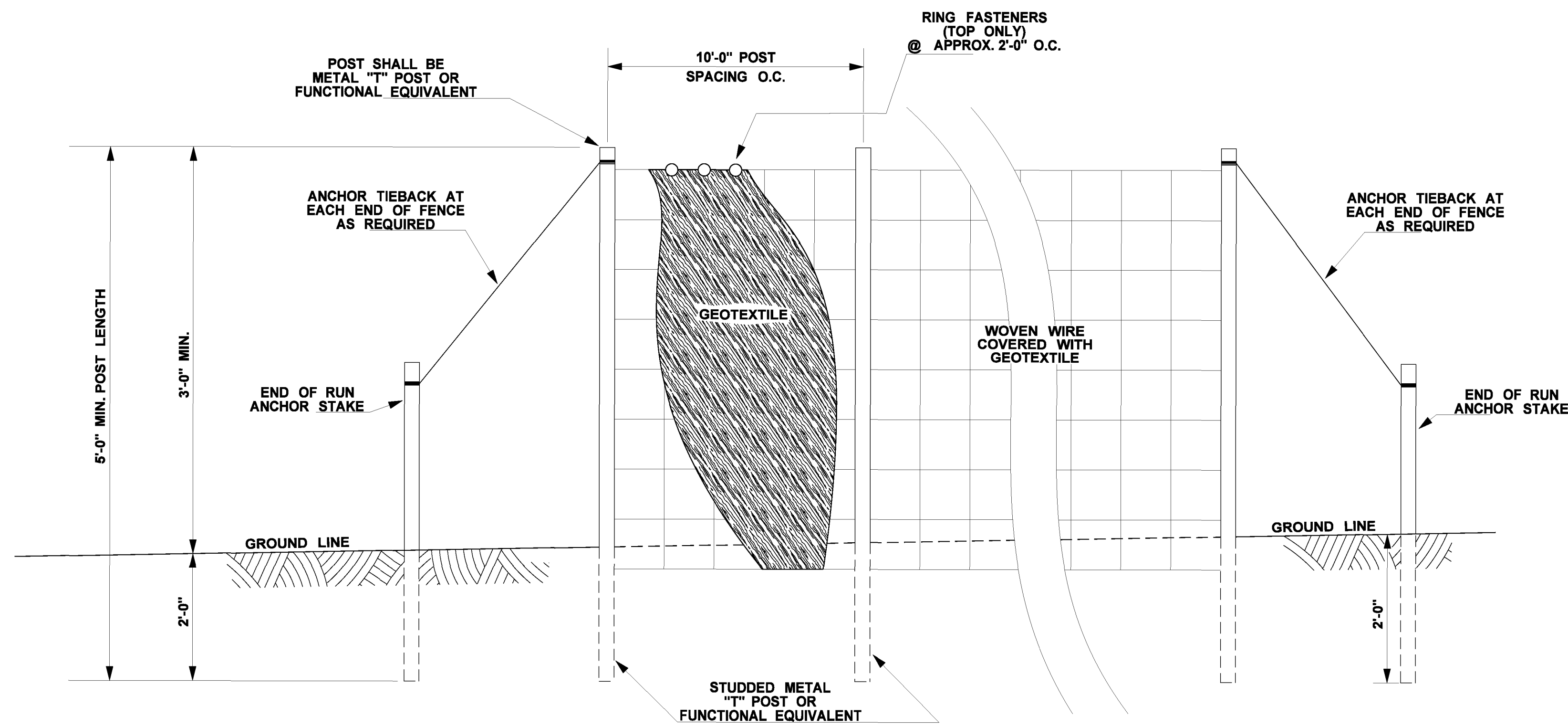


ELEVATION DETAIL

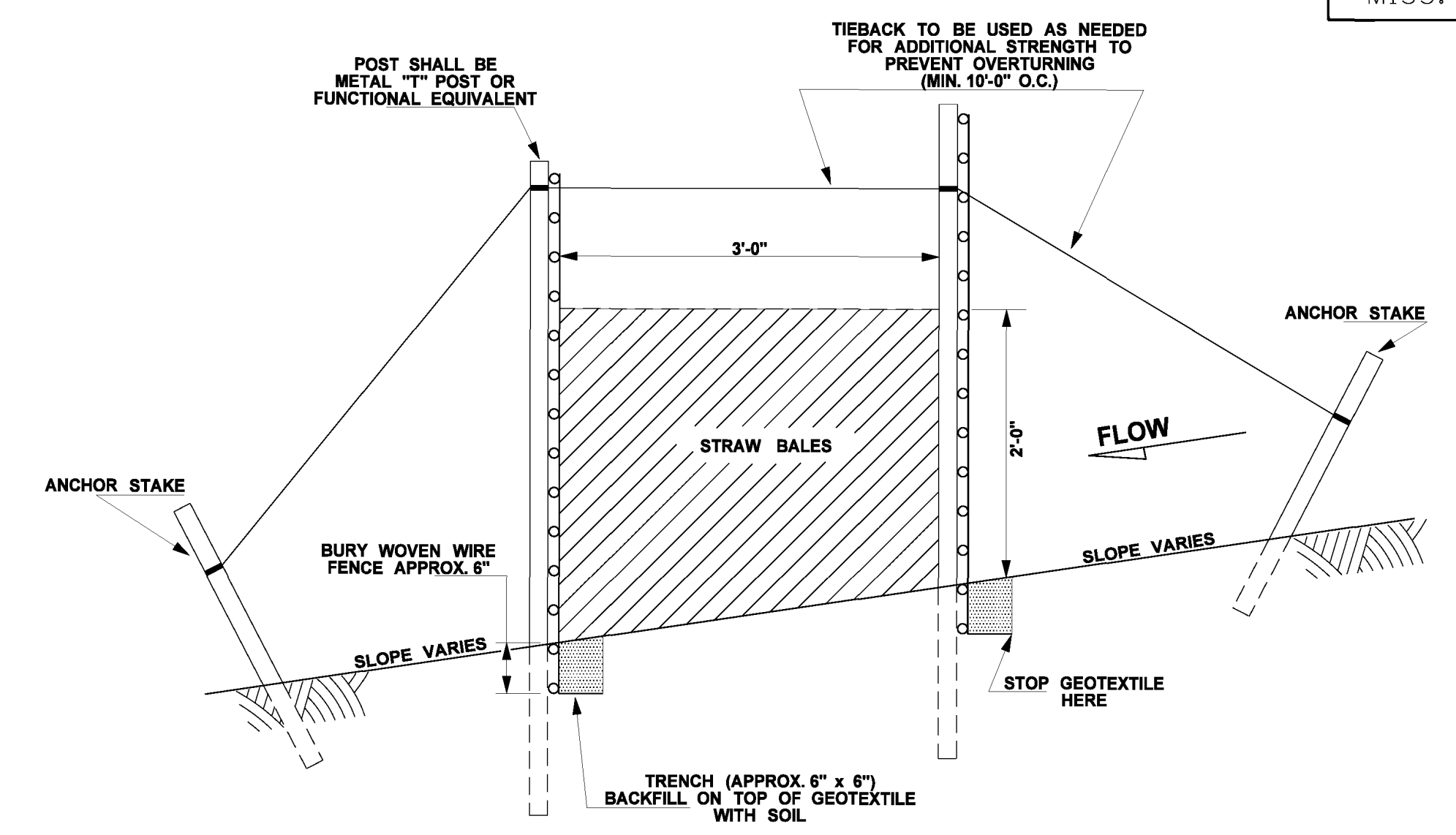
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p style="text-align: center;">DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK</p>	
DATE			
DESIGN TEAM		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: ECD-1.DGN		WORKING NUMBER ECD-21	
DESIGN TEAM: MICHAEL_BAKER		SHEET NUMBER 131	
CHECKED: KJC		DATE: 2015	



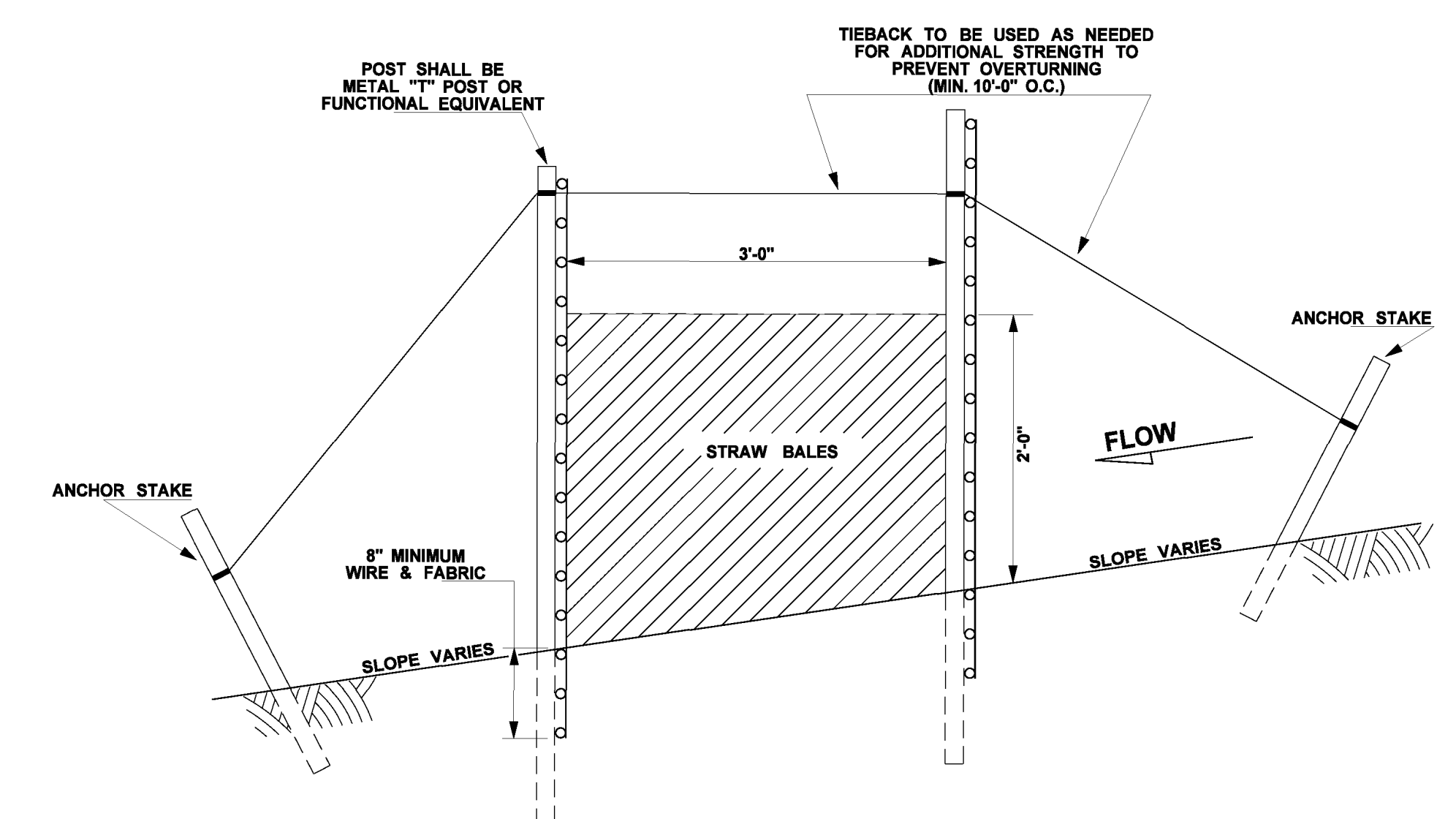
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



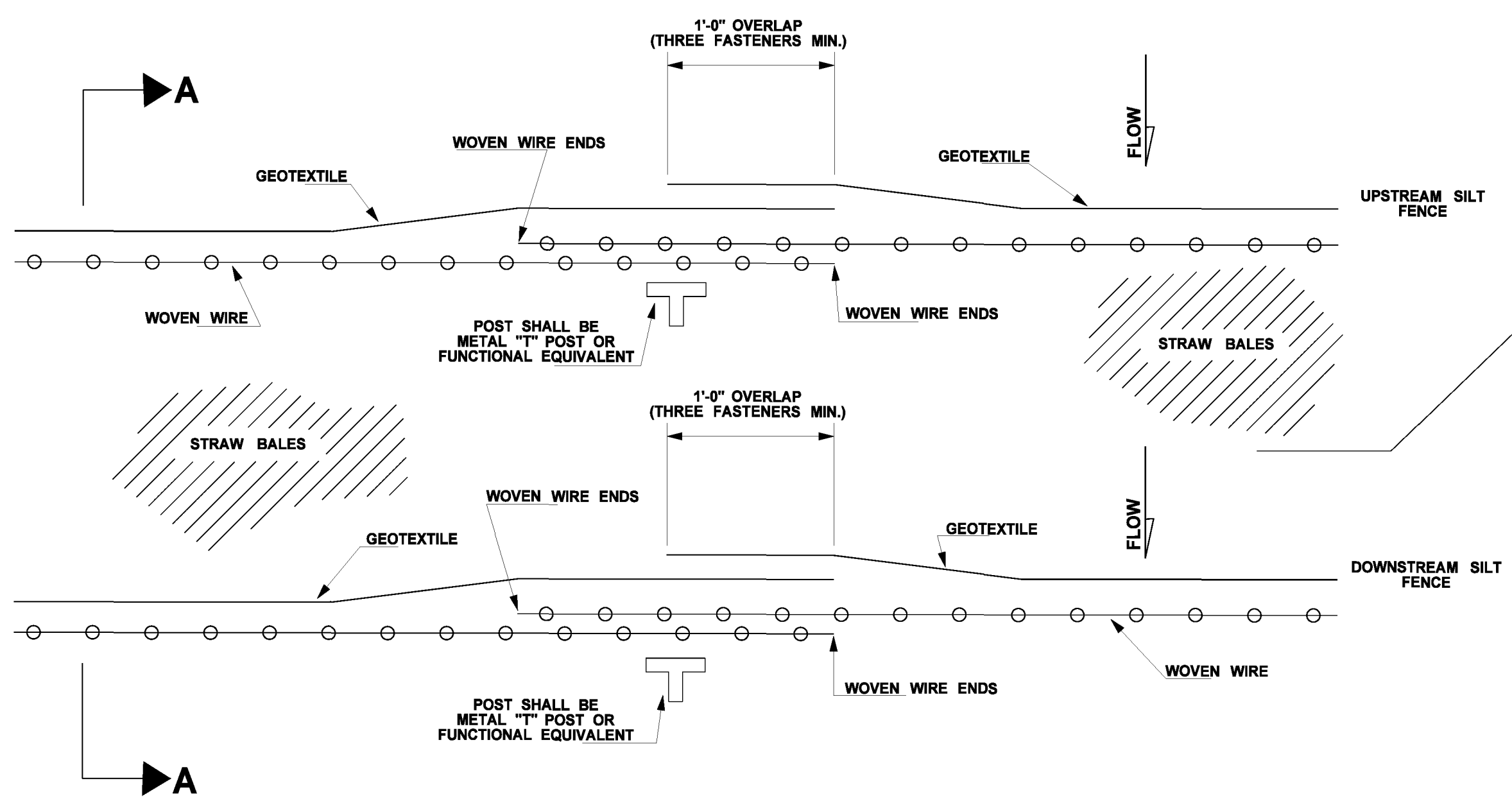
ELEVATION VIEW



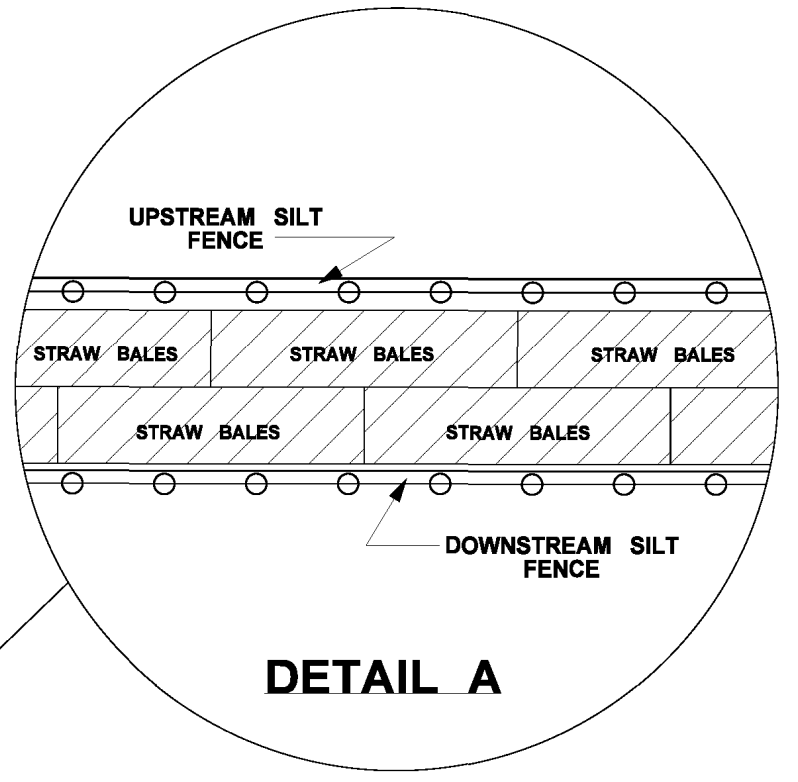
SIDE VIEW SECTION A-A METHOD I



SIDE VIEW SECTION A-A METHOD II MECHANICAL INSTALLATION



PLAN VIEW REQUIRED LAPPING



DETAIL A

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

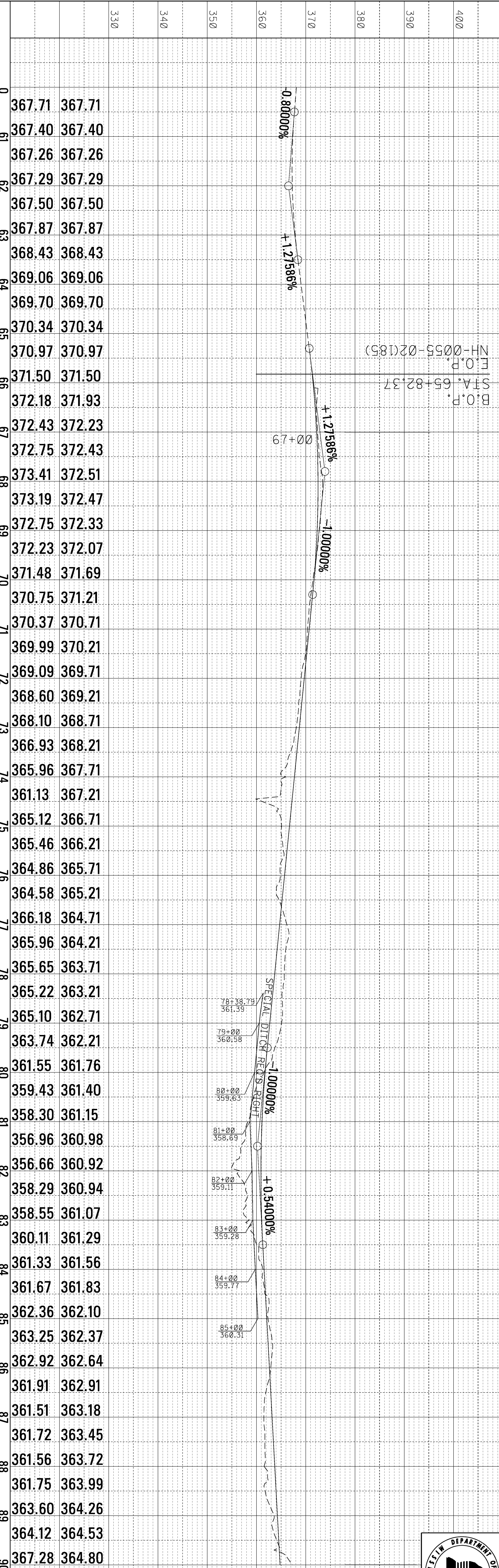
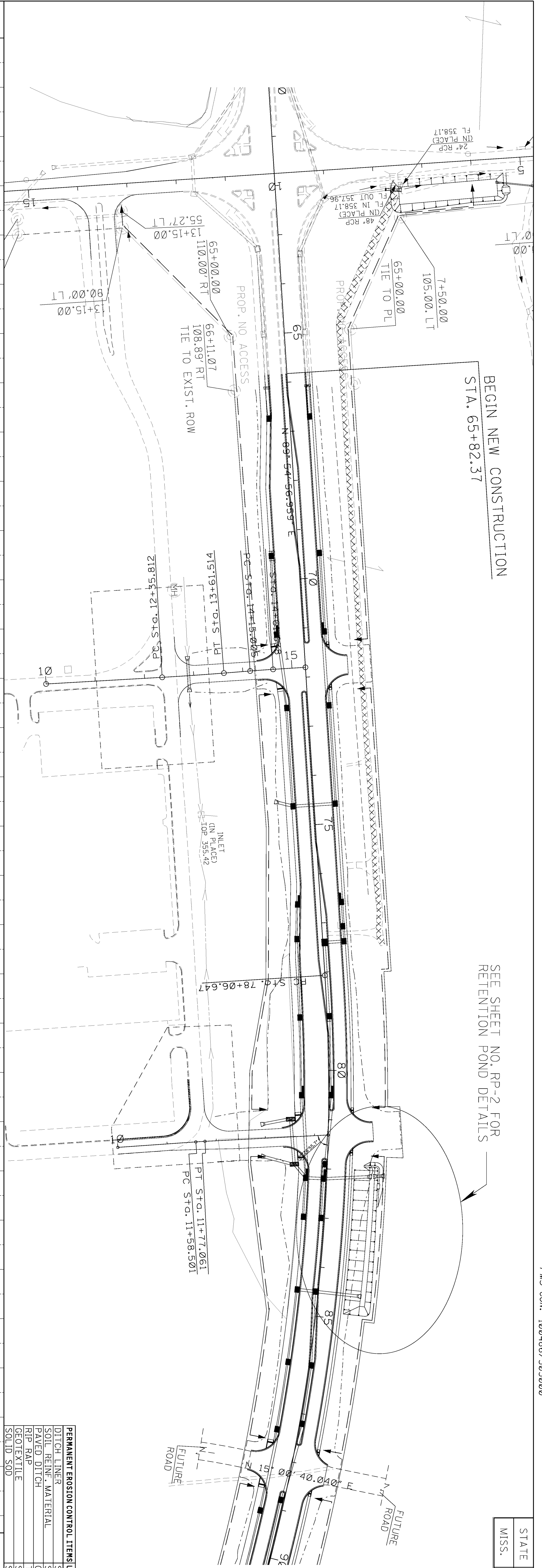
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		SEDIMENT RETENTION BARRIER	
DATE		COUNTY: MADISON	
DESIGN		PROJ. NUM.: ACNH-9204-00(003)	
CHECKED		FILENAME: ECD-1.DGN	
DATE		WORKING NUMBER	
2015		ECD-22	
		SHEET NUMBER	
		132	

4/6/2016 7:53 AM ECD-22.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

BEGIN NEW CONSTRUCTION
STA. 65+82.37

SEE SHEET NO. RP-2 FOR
RETENTION POND DETAILS



PERMANENT EROSION CONTROL ITEMS (UNITS SYMBOL TOTALS)

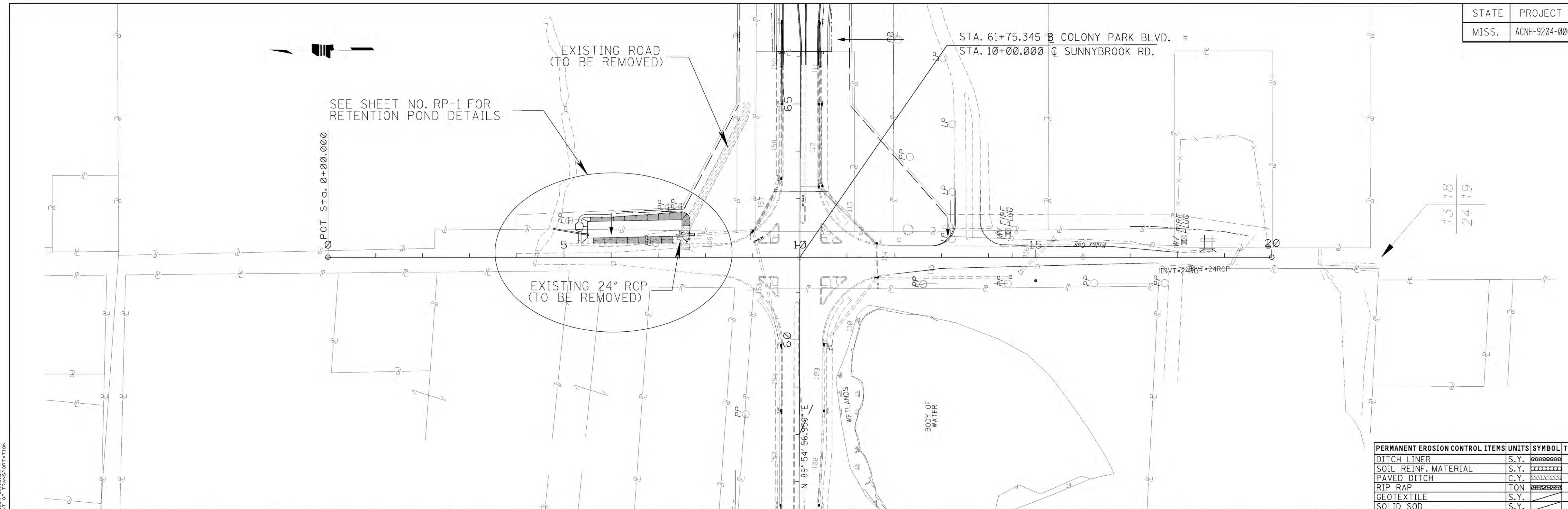
DITCH LINER	S.Y.	88888888
SOIL REINF. MATERIAL	S.Y.	00000000
PAVED DITCH	C.Y.	00000000
RIP RAP	TON	00000000
GEOTEXTILE	S.Y.	00000000
SOLID SOD	S.Y.	00000000



DESIGN TEAM: MICHAEL BAKER INTERNATIONAL FILENAME: ECPWK3.DGN
COUNTY: MADISON PROJECT NO.: ACNH-9204-00(003) SHEET ID: COLONY PARK BLVD.

400	367.71	367.71	330	Wk. Sh. ECP3 Sh. No. 133
390	367.40	367.40	340	
380	367.26	367.26	350	
370	367.29	367.29	360	
360	367.50	367.50	370	
350	367.87	367.87	380	
340	368.43	368.43	390	
330	369.06	369.06	400	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



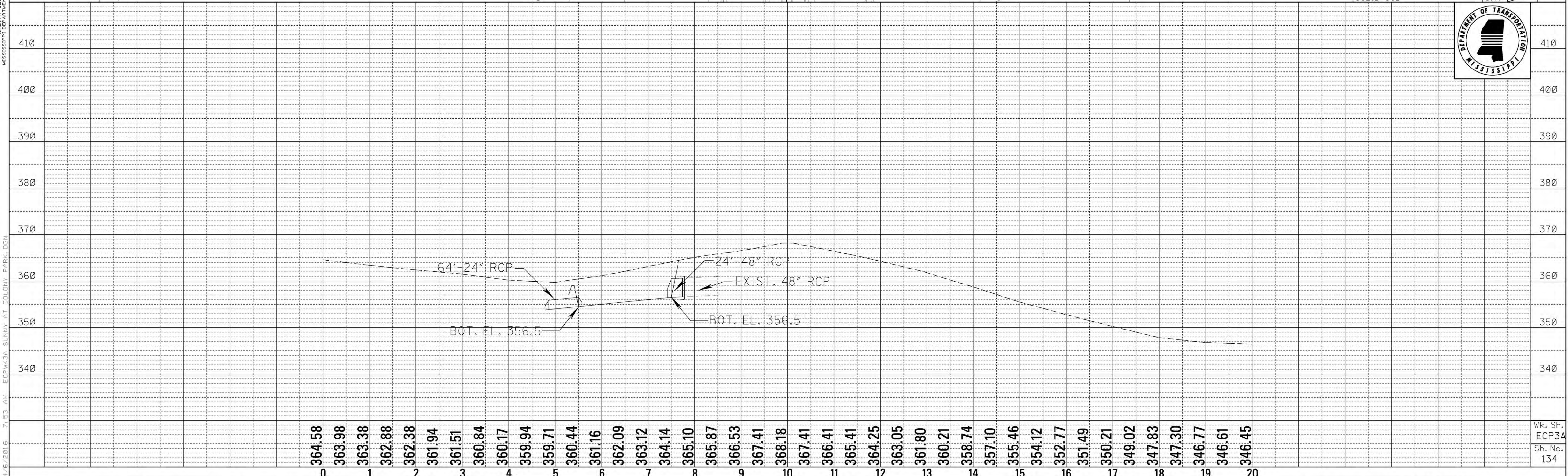
SEE SHEET NO. RP-1 FOR RETENTION POND DETAILS

STA. 61+75.345 B COLONY PARK BLVD. =
STA. 10+00.000 C SUNNYBROOK RD.

13 18
24 19

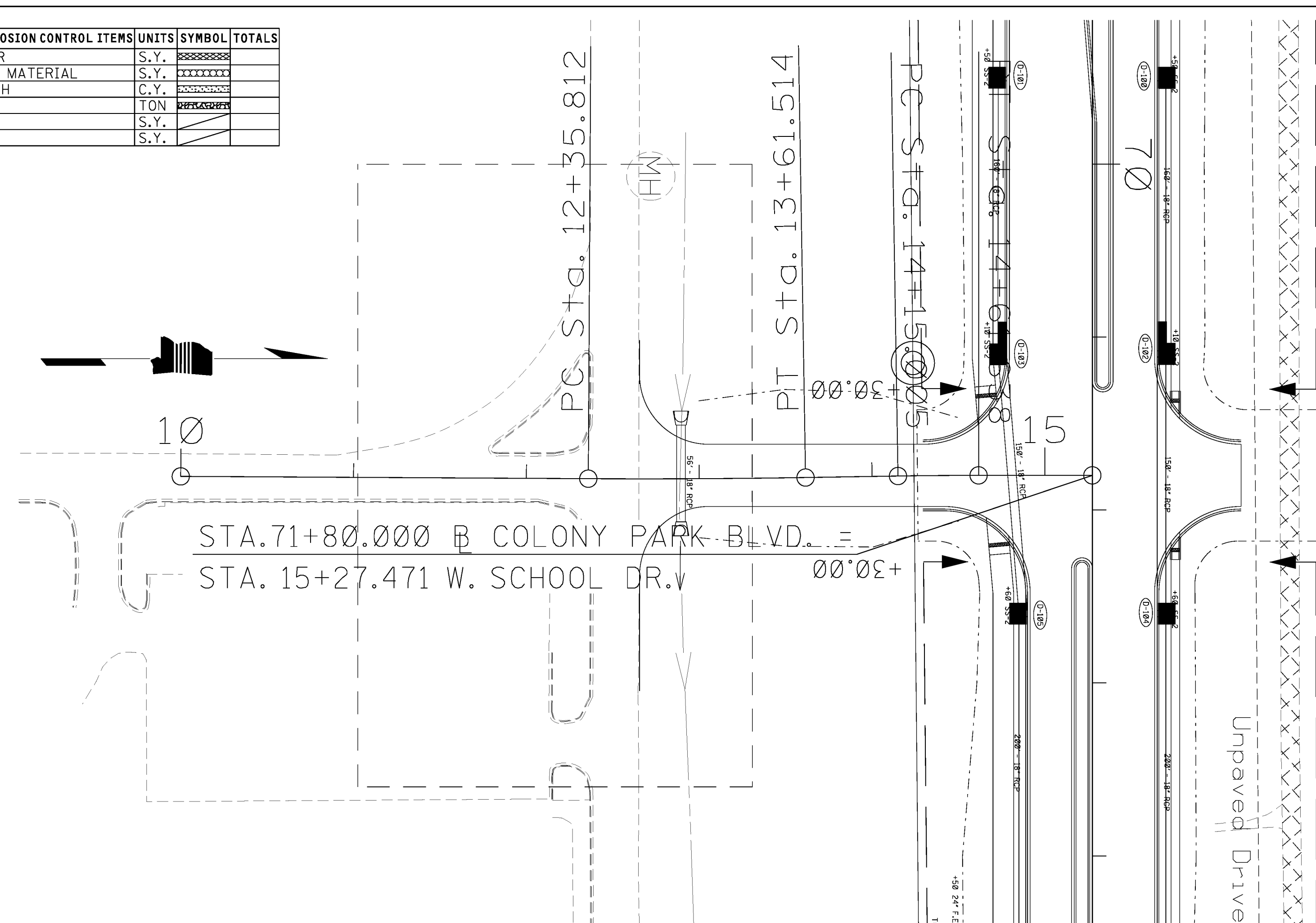
PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		
PAVED DITCH	C.Y.		
RIP RAP	TON		677
GEOTEXTILE	S.Y.		1230
SOLID SOD	S.Y.		

4/16/2016 7:53 AM ECPWK3A SUNNY AT COLONY PARK.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

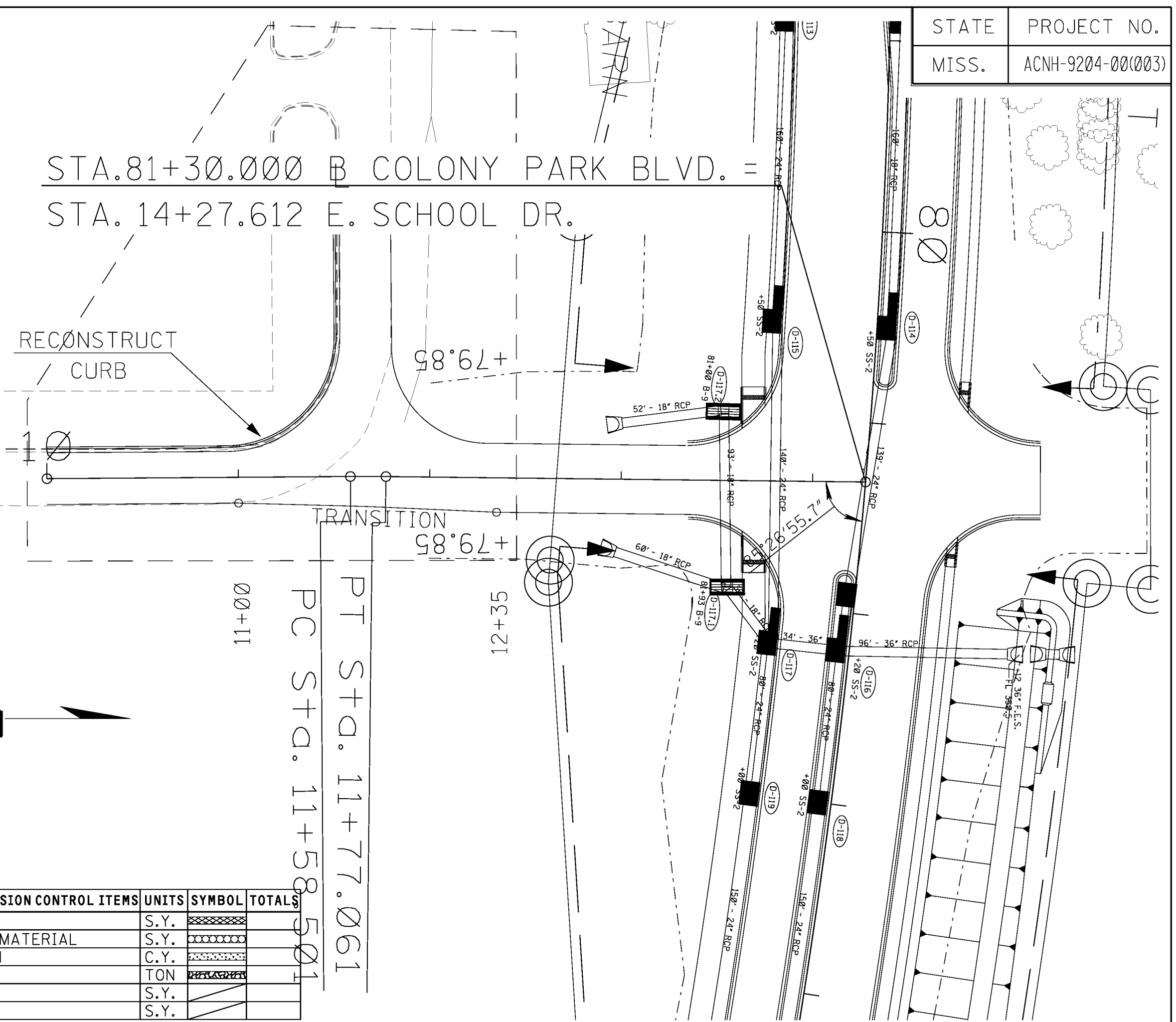


Wk. Sh. ECP3A
Sh. No. 134

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	



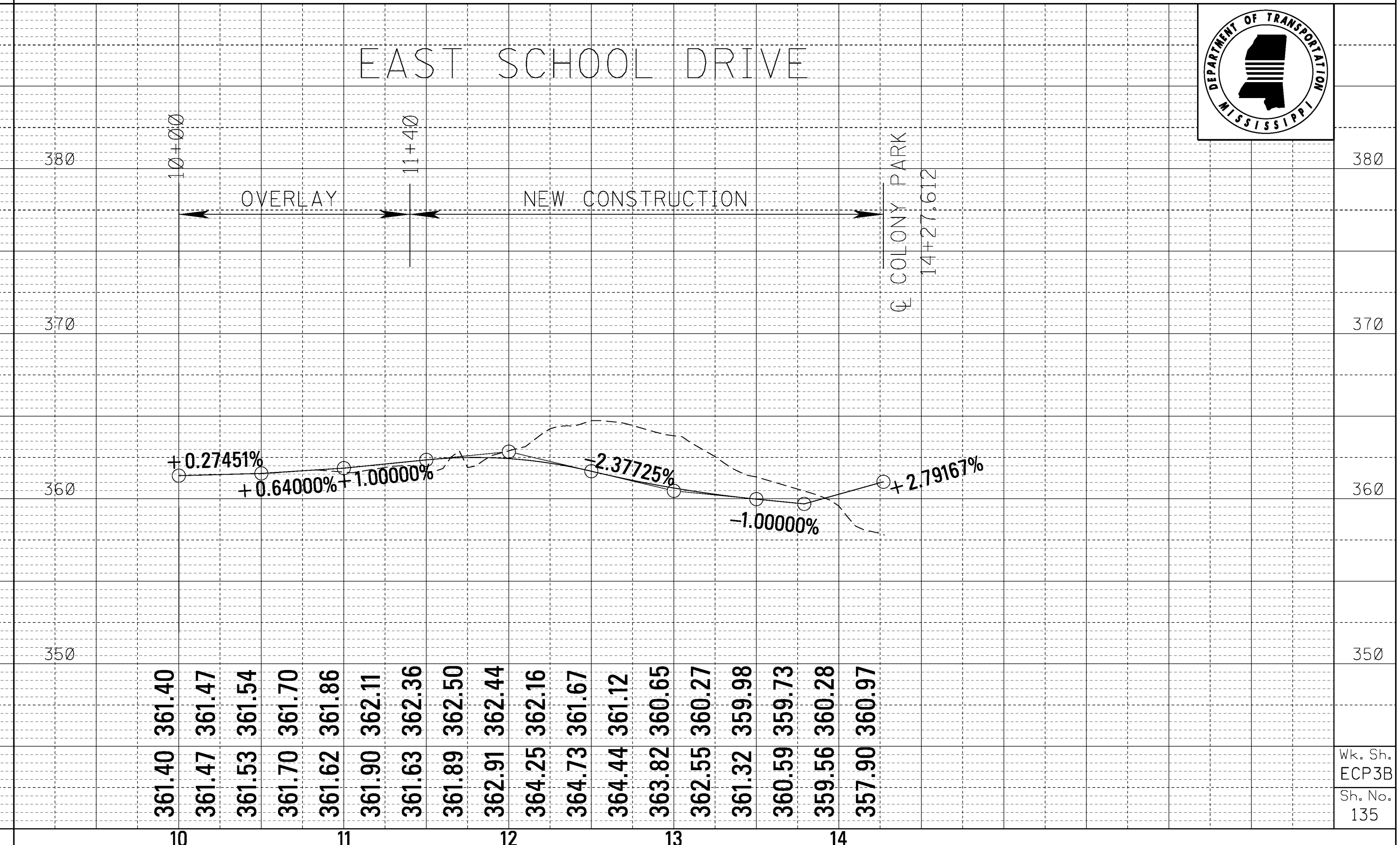
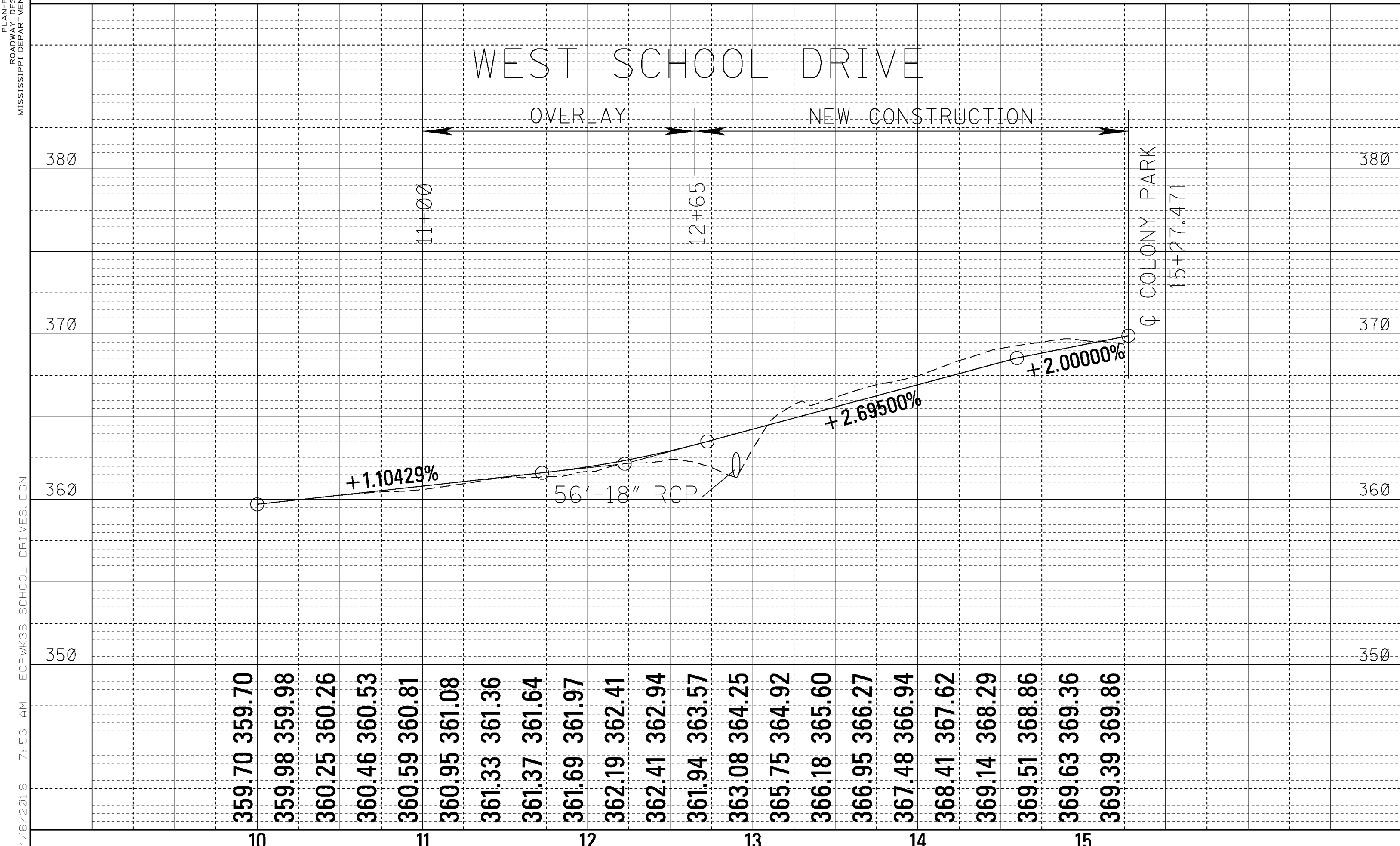
Curve ESCHOOL1
 $\Delta = 1^\circ 03' 48.216''$ (RT)
 $D = 5^\circ 43' 46.481''$
 $L = 18.560'$
 $T = 9.280'$
 $R = 1,000.000'$
 $BK N 0^\circ 29' 41.279'' W$
 $AH N 0^\circ 34' 06.937'' E$
 $PC 11+58.501$
 $PT 11+77.061$

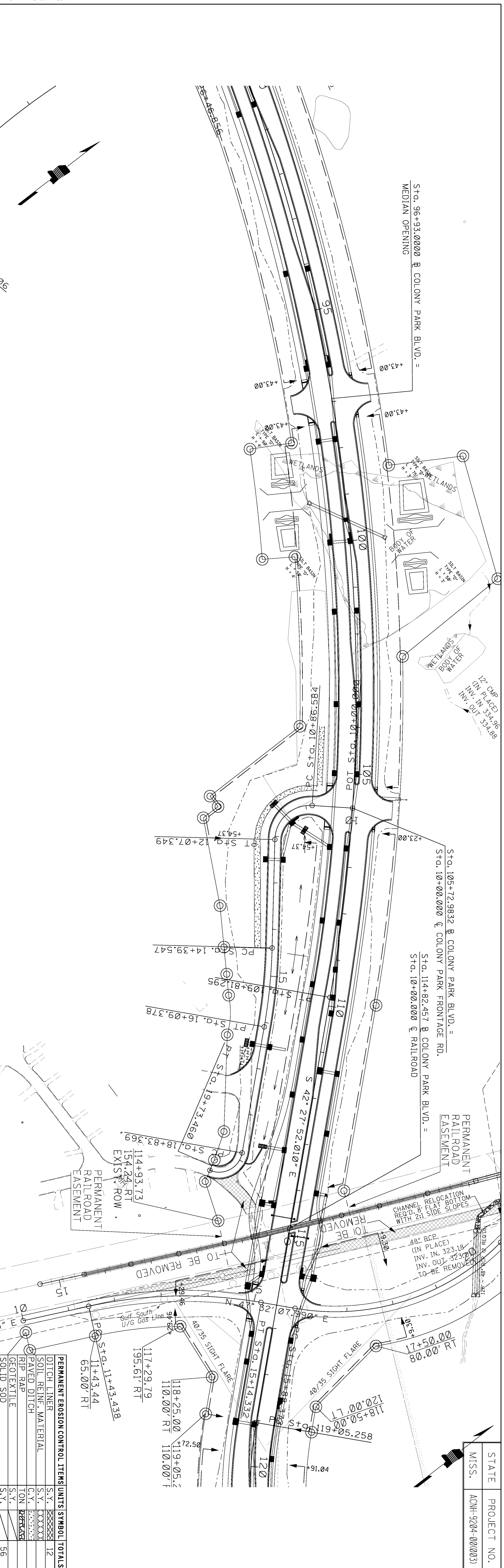
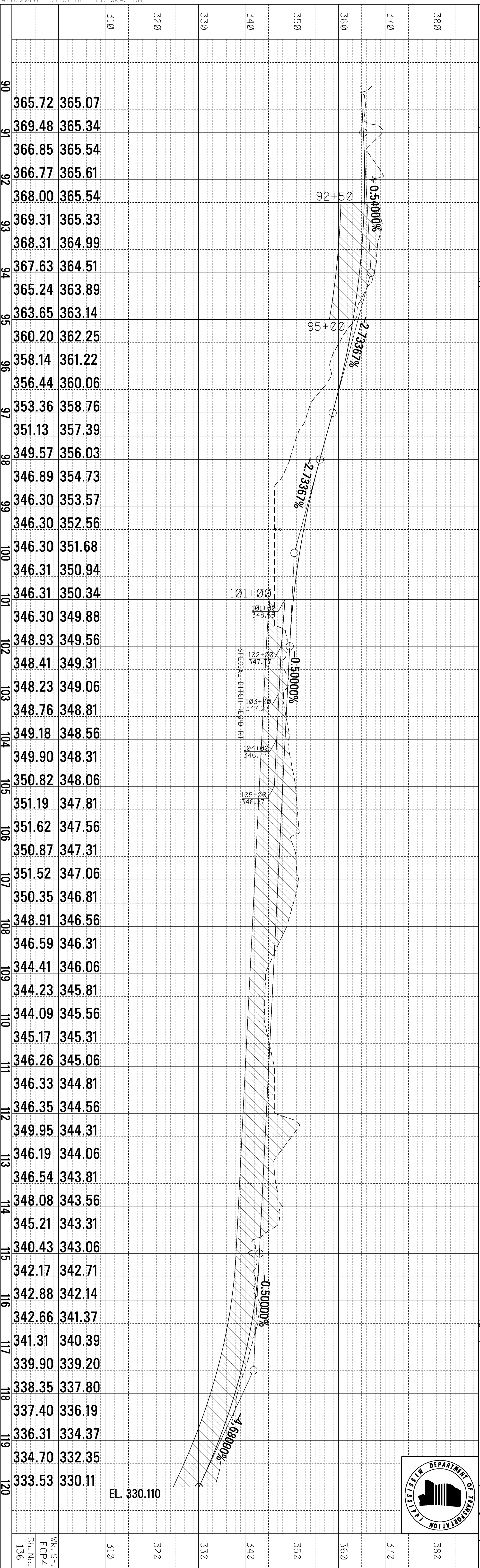


STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	

4/16/2016 7:53 AM ECPWK3B SCHOOL DRIVES.DGN





PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	12
SOIL REINFORCING MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	56

STATE	MISS.
PROJECT NO.	ACNH-9204-00(003)

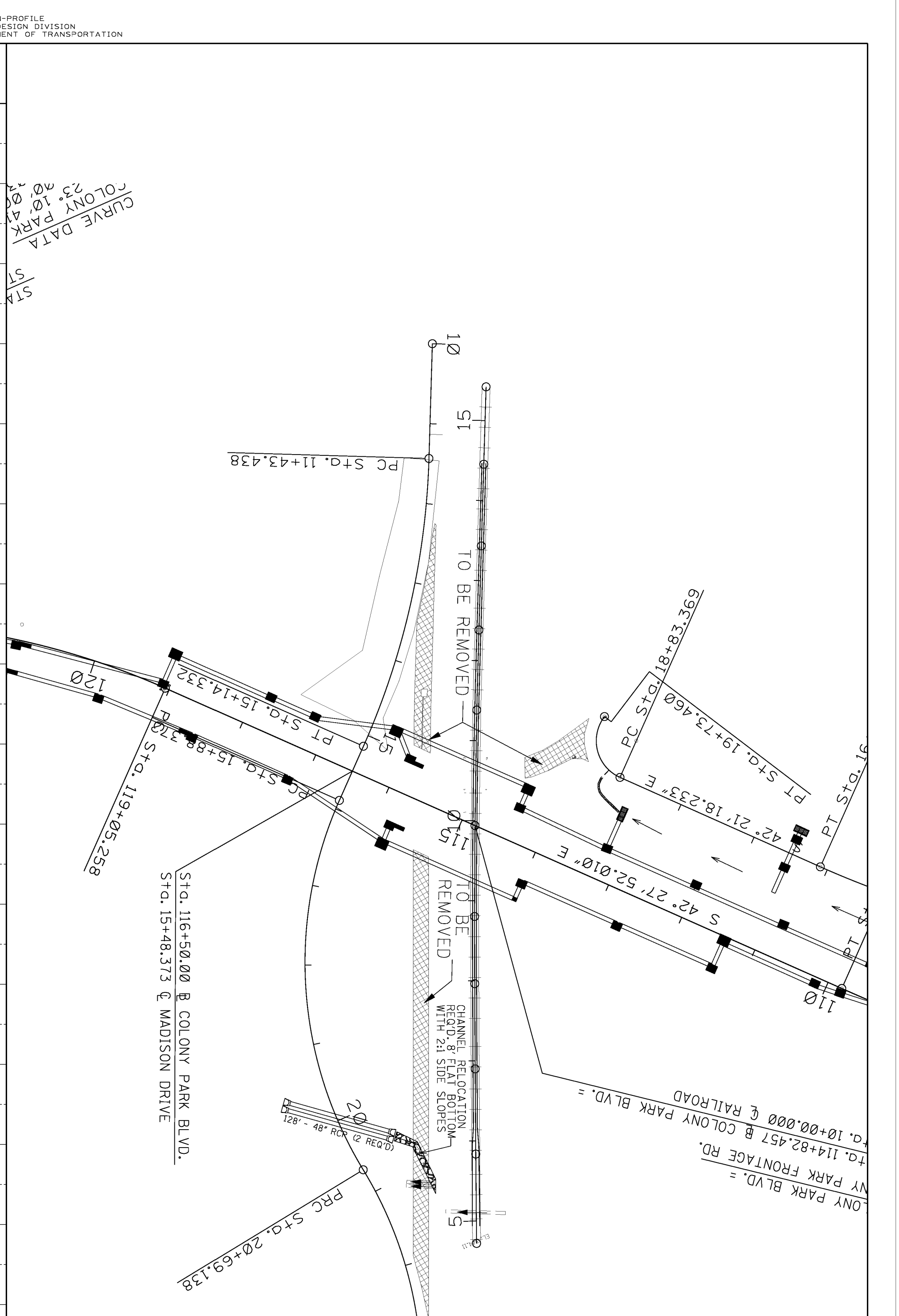
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	=====	
SOIL REINF. MATERIAL	S.Y.	XXXXXXXXXX	
PAVED DITCH	C.Y.	XXXXXXXXXX	
RIP RAP	TON	XXXXXXXXXX	227
GEOTEXTILE	S.Y.	XXXXXXXXXX	300
SOLID SOD	S.Y.	XXXXXXXXXX	

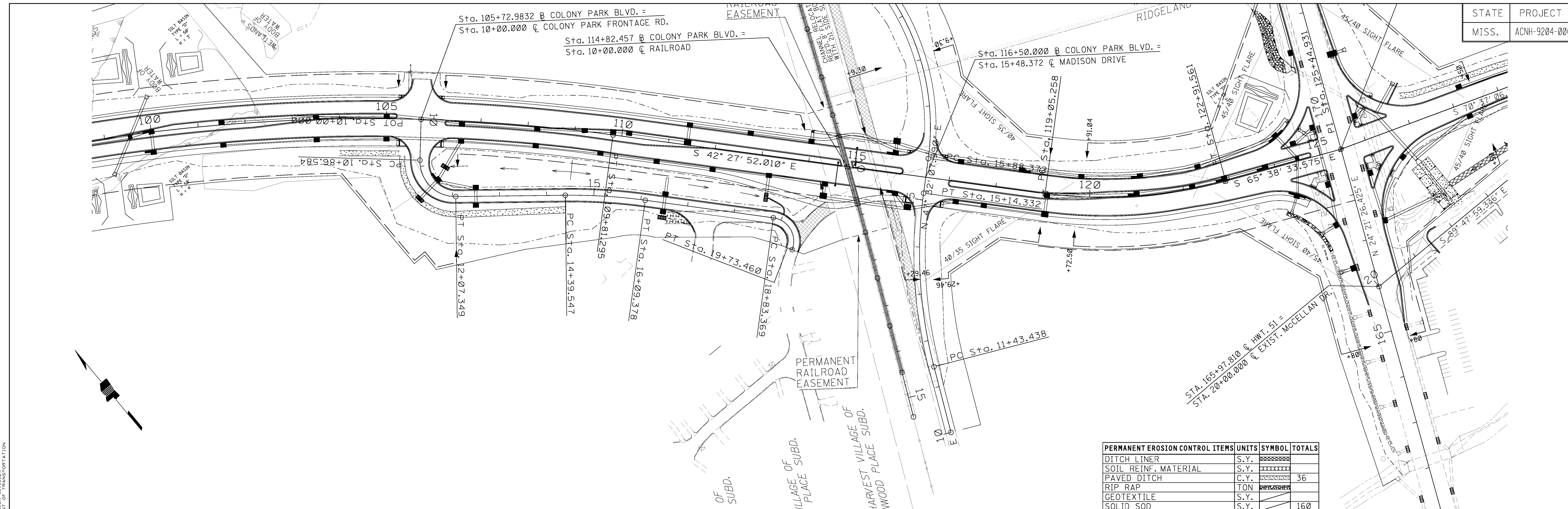


STA	360	350	340	330	320	310	300	290
10	326.42	326.44						
11	328.16	328.36						
12	329.97	330.28						
13	332.01	332.12						
14	333.91	333.79						
15	335.41	335.29						
16	336.30	336.63						
17	338.49	337.80						
18	341.49	338.80						
19	341.45	339.72						
20	342.02	340.64						
21	342.53	341.58						
22	341.61	340.58						
23	340.93	339.58						
24	340.33	338.58						
25	337.74	337.58						
26	334.16	336.58						
27	330.85	335.58						
28	328.31	334.58						
29	326.85	333.58						
30	325.35	332.58						
31	324.44	331.64						
32	325.09	330.91						
33	326.22	330.39						
34	328.42	330.07						
35	329.69	329.95						
36	329.95	330.05						
37	330.31	330.35						
38	330.84	330.85						

4/6/2016 7:53 AM ECPWK4A.DGN
 DESIGN TEAM: MICHAEL BAKER INTERNATIONAL FILENAME: ECPWK4A.DGN
 COUNTY: MADISON PROJECT NO.: ACNH-9204-00(003) SHEET ID: MADISON DRIVE RELOCATION

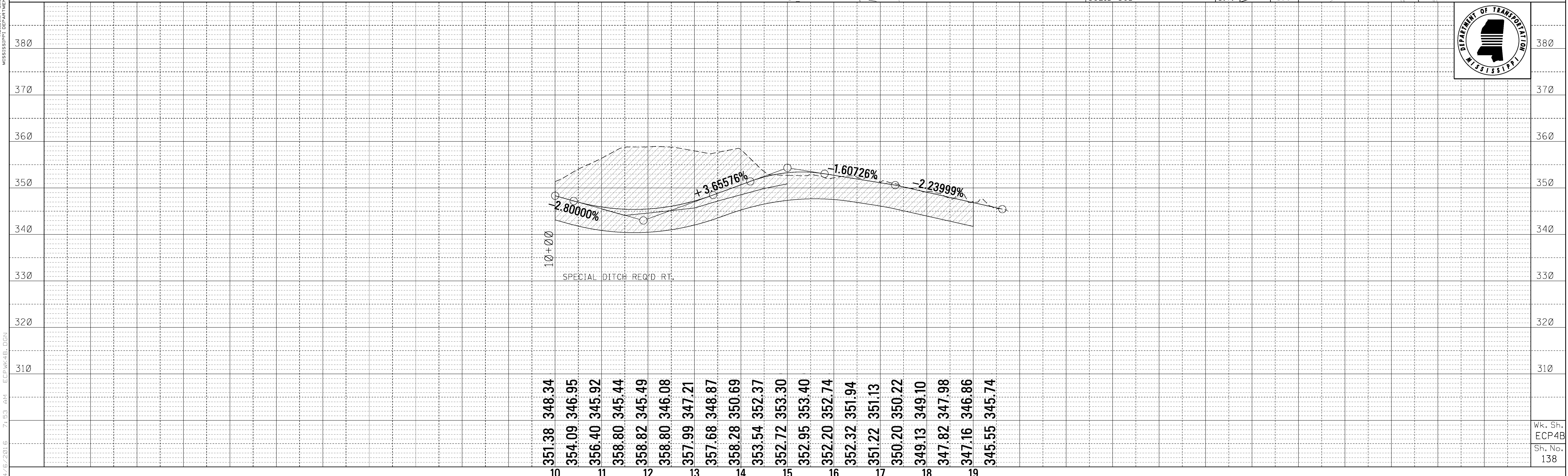


(2) 48" PIPES
 UP: 320.40
 DS: 319.76

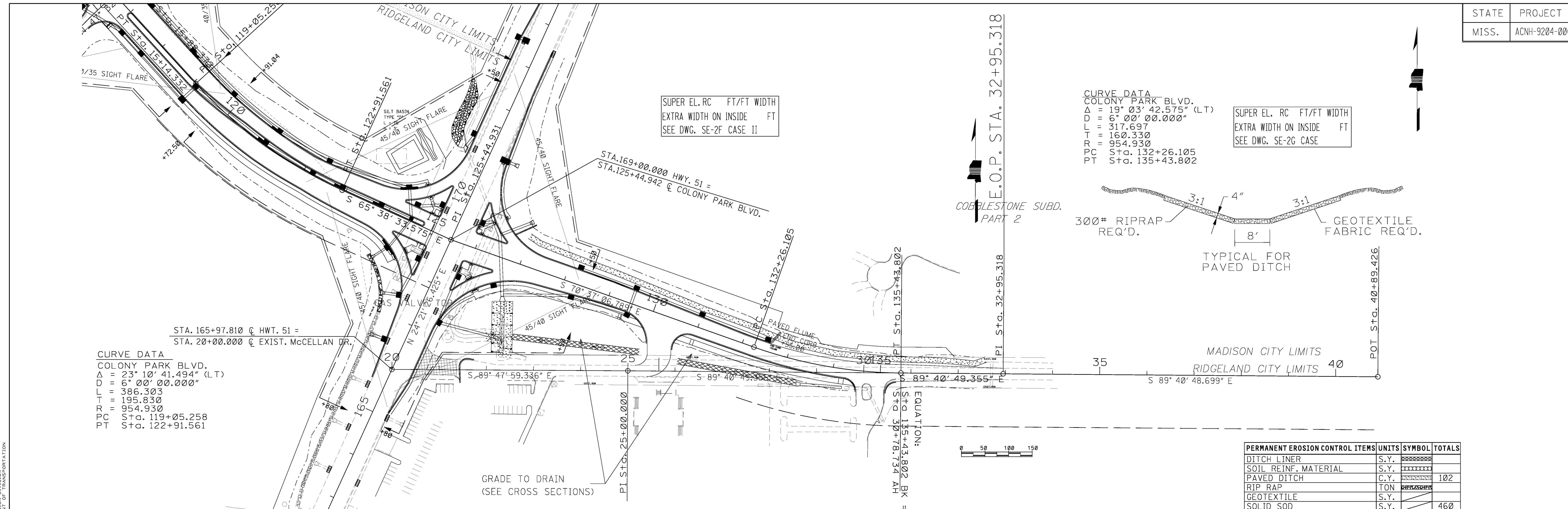


PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	36
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	160

4/16/2016 7:53 AM ECPWK4B.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

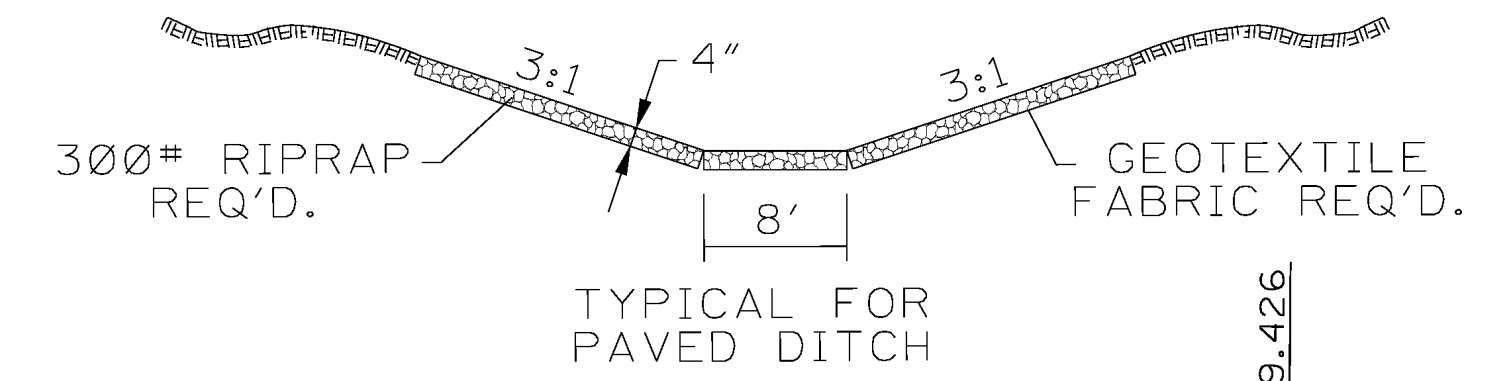


CURVE DATA
 COLONY PARK BLVD.
 Δ = 23° 10' 41.494" (LT)
 D = 6° 00' 00.000"
 L = 386.303
 T = 195.830
 R = 954.930
 PC Sta. 119+05.258
 PT Sta. 122+91.561

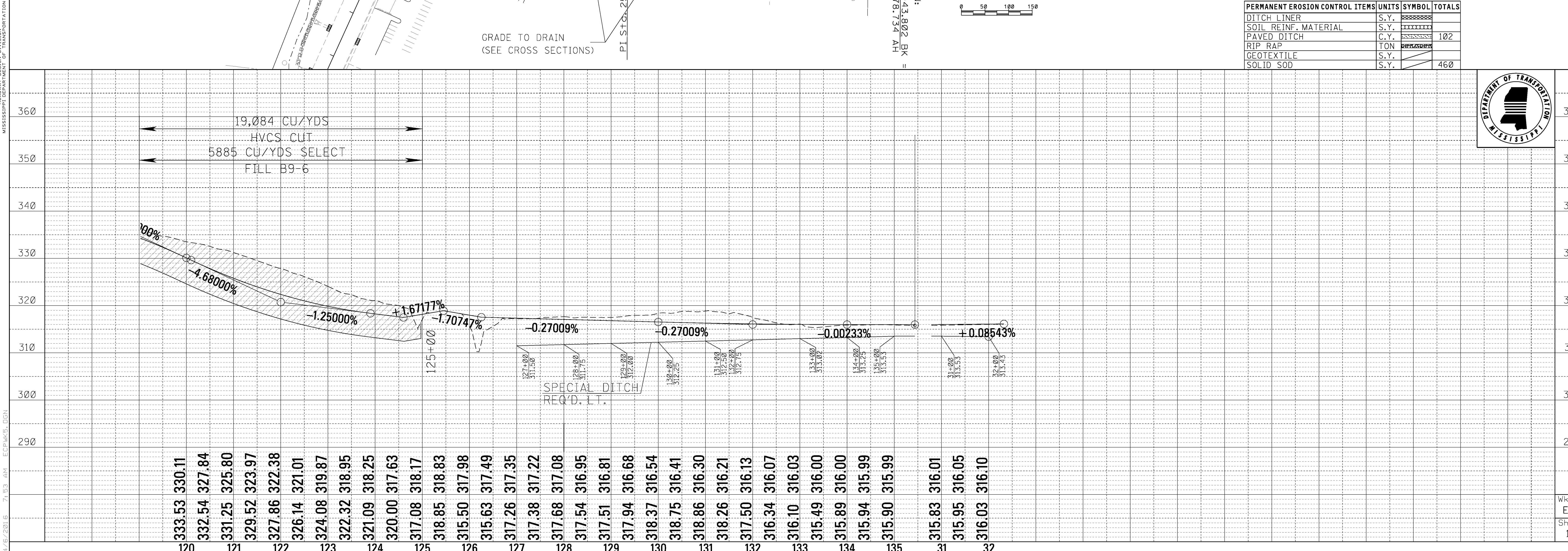
SUPER EL. RC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SE-2F CASE II

CURVE DATA
 COLONY PARK BLVD.
 Δ = 19° 03' 42.575" (LT)
 D = 6° 00' 00.000"
 L = 317.697
 T = 160.330
 R = 954.930
 PC Sta. 132+26.105
 PT Sta. 135+43.802

SUPER EL. RC FT/FT WIDTH
 EXTRA WIDTH ON INSIDE FT
 SEE DWG. SE-2G CASE

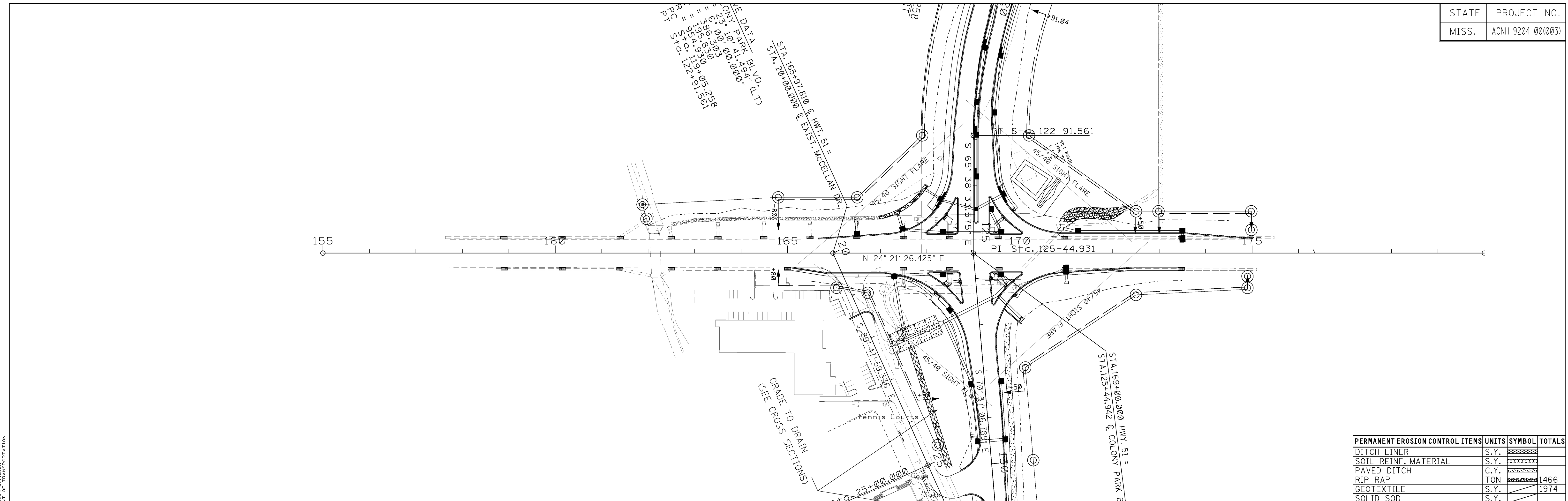


PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	102
RIP RAP	TON	[Symbol]	
GEOTEXTILE	S.Y.	[Symbol]	
SOLID SOD	S.Y.	[Symbol]	460

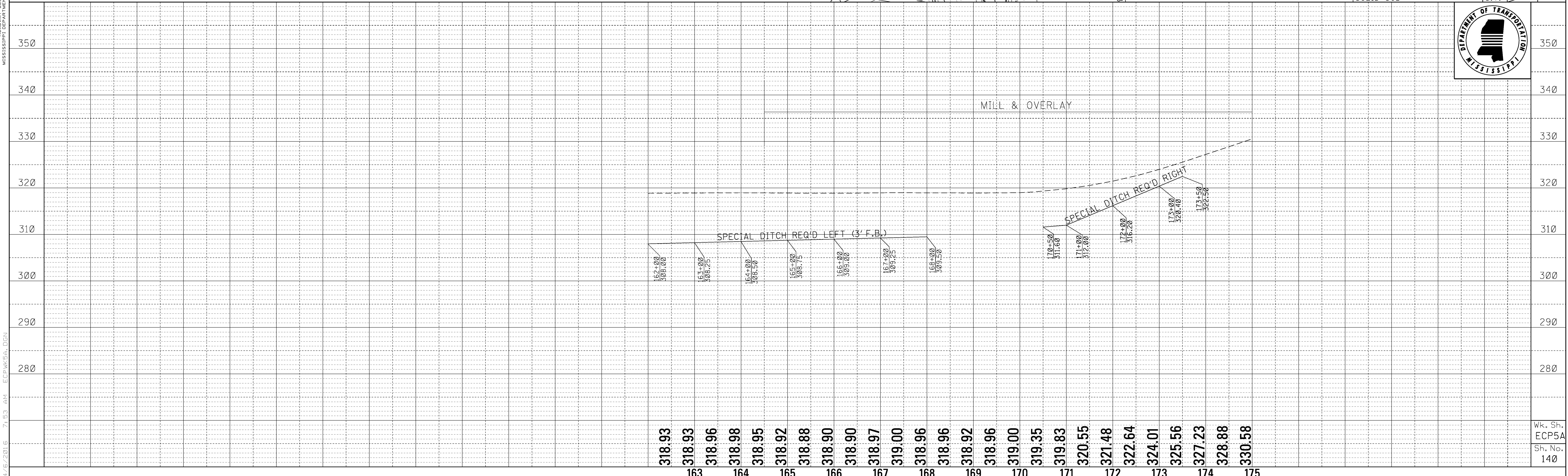


STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

4/16/2016 7:53 AM ECPWK5A.DGN



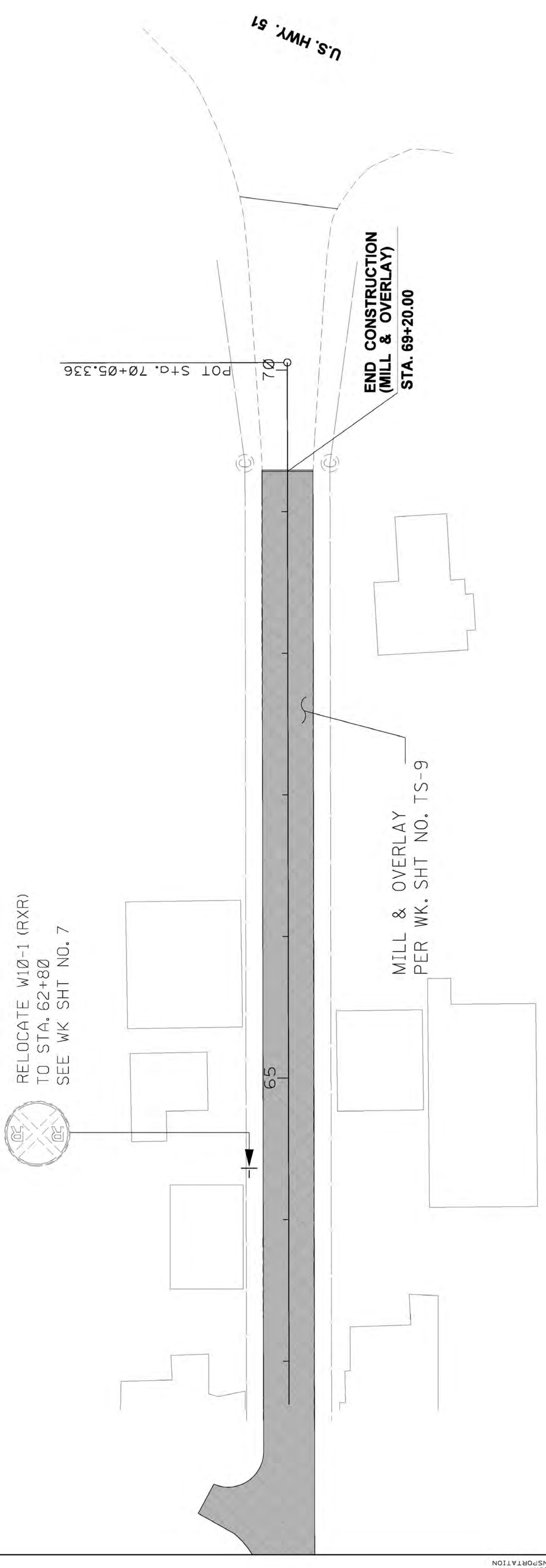
PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP	TON	[Symbol]	1466
GEOTEXTILE	S.Y.	[Symbol]	1974
SOLID SOD	S.Y.	[Symbol]	



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



RELOCATE W10-1 (RXR)
TO STA. 62+80
SEE WK SHT NO. 7



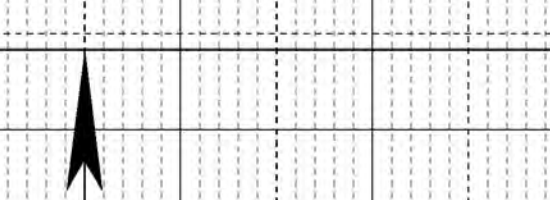
MILL & OVERLAY
PER WK. SHT NO. TS-9

END CONSTRUCTION
(MILL & OVERLAY)
STA. 69+20.00

U.S. HWY. 51



MILL AND OVERLAY PER SHEET NO. TS-9



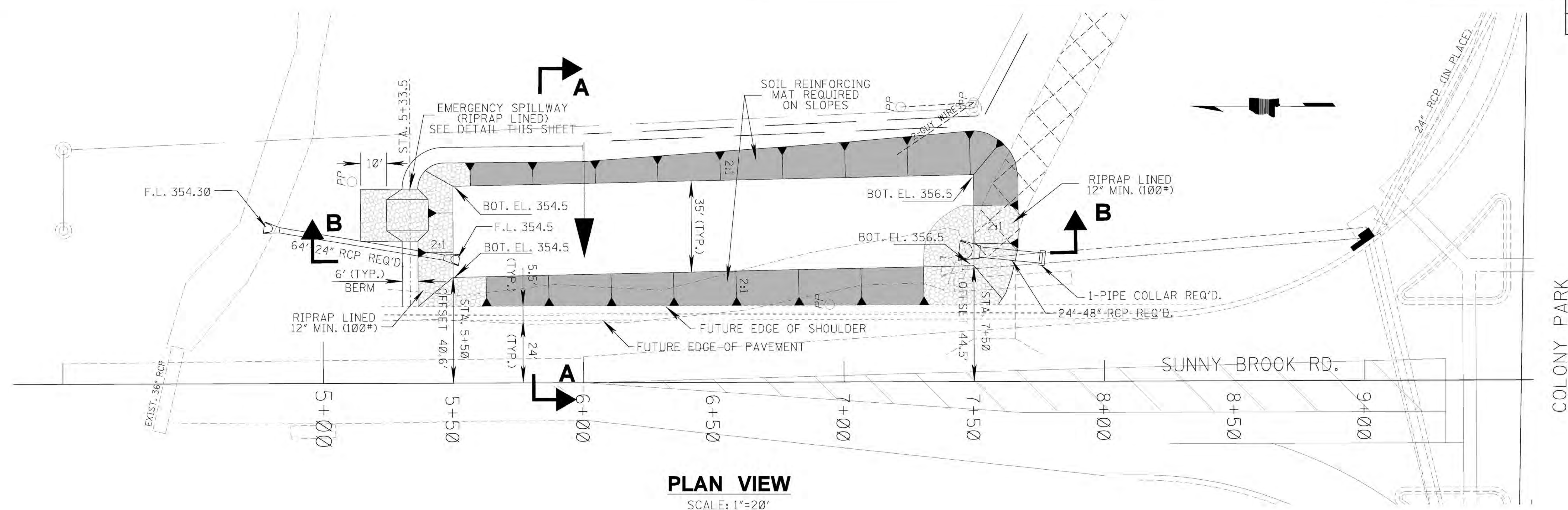
370
365
360
355
350

354.90
354.94
355.16
355.60
356.03
356.46
356.89
357.32
357.94
358.71
359.50
360.28
361.15
362.02
362.89
363.76
364.67
365.65
366.30
366.76
366.88
366.77
366.58
366.45
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365.29
364.63
363.96
363.04
362.18
361.27
360.35
359.41
358.48
357.55

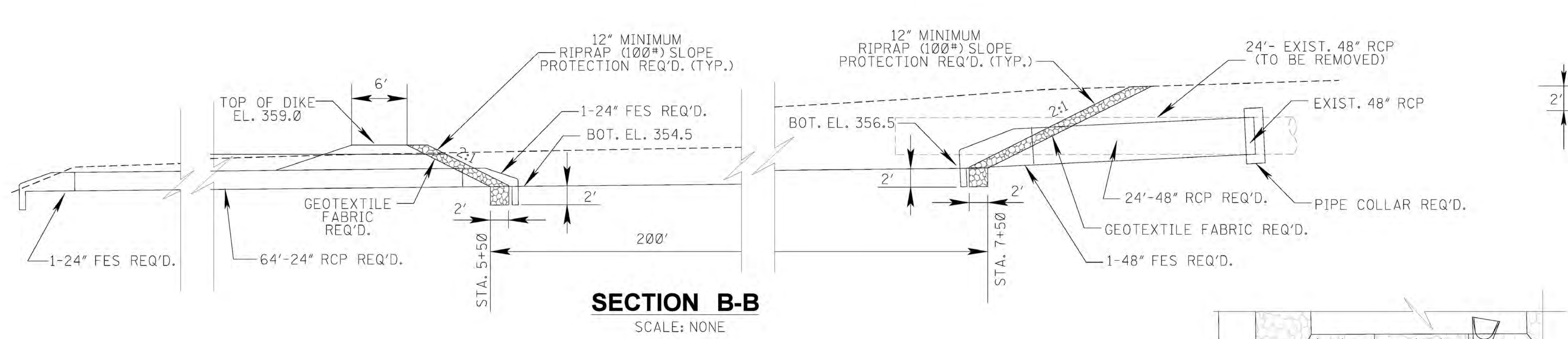
370
365
360
355
350

Wk. Sh.
ECP8
Sh. No.
143

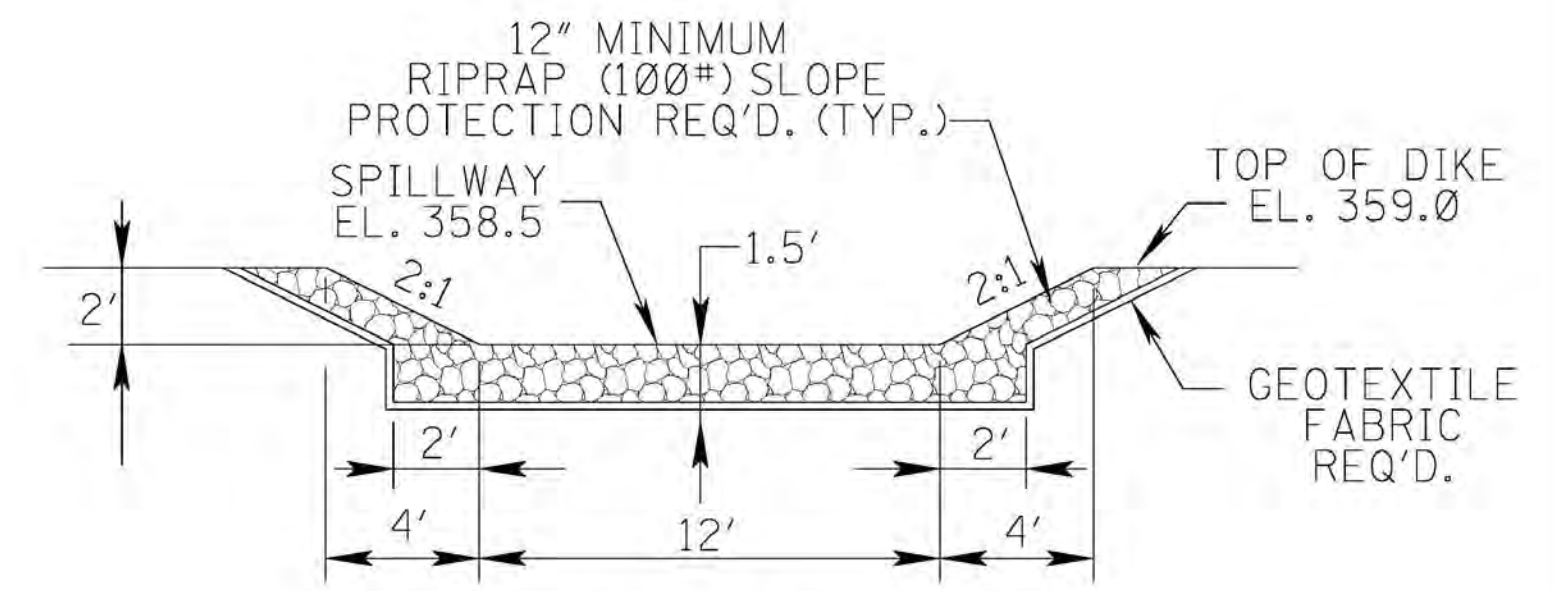
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



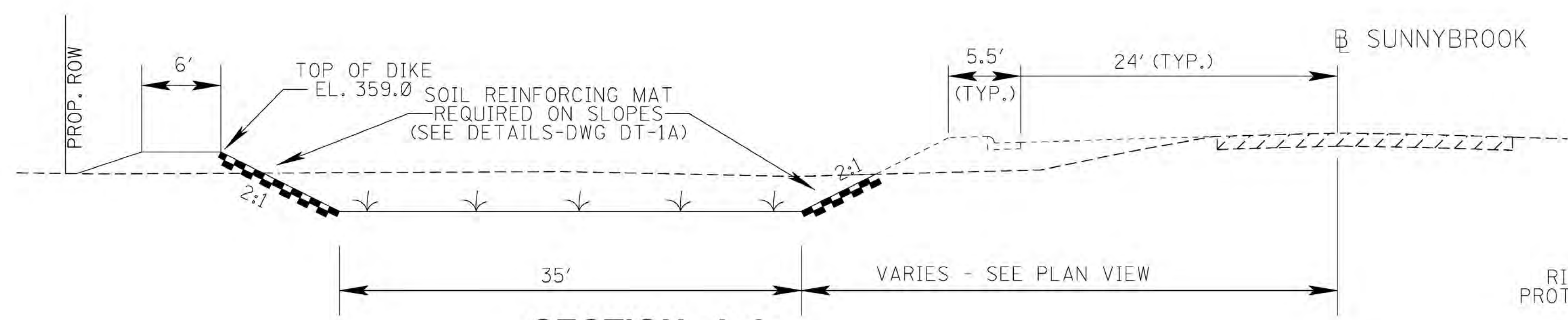
PLAN VIEW
SCALE: 1"=20'



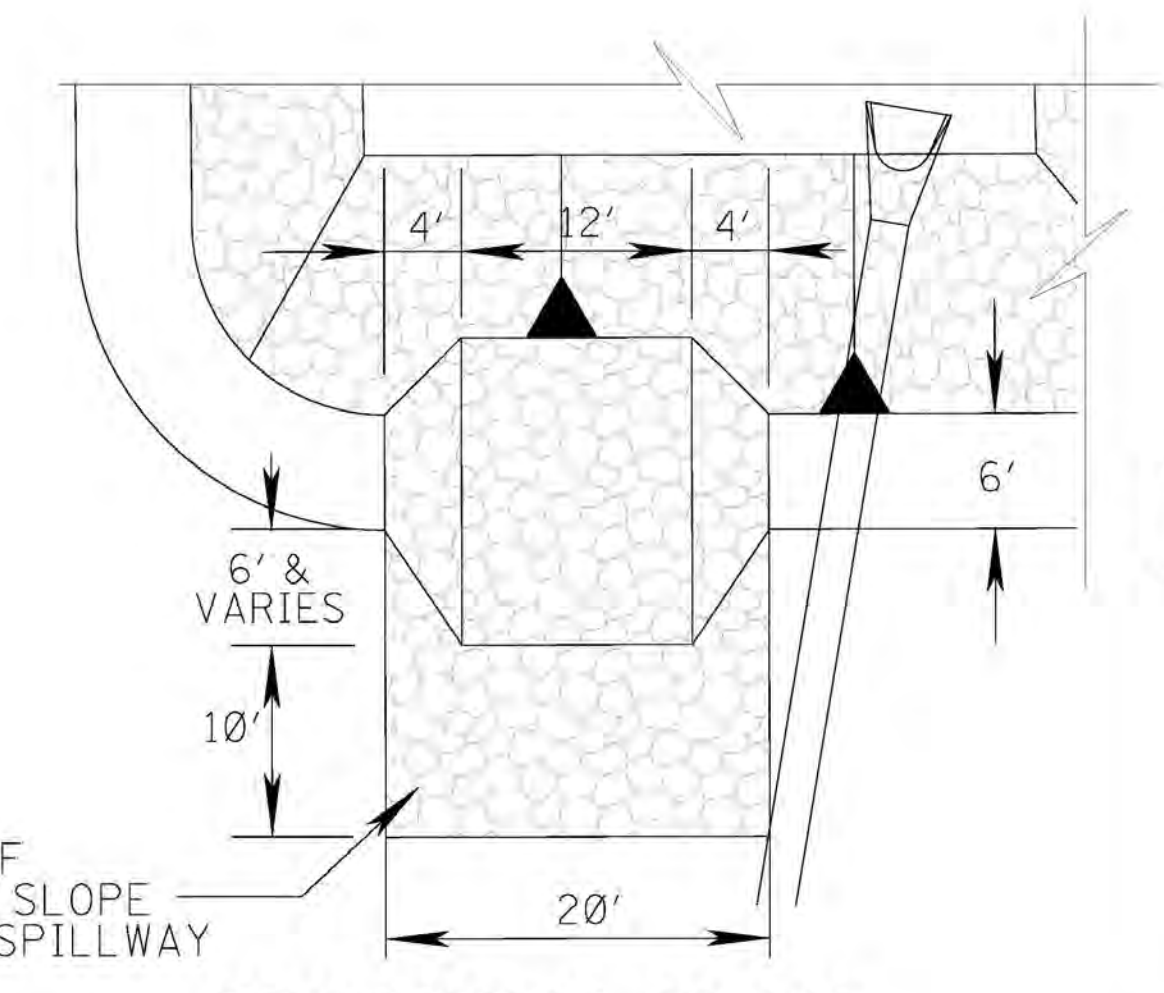
SECTION B-B
SCALE: NONE



SPILLWAY SECTION
SCALE: NONE



SECTION A-A
SCALE: NONE



SPILLWAY PLAN
SCALE: NONE

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE VS-1

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.		
SOIL REINF. MATERIAL	S.Y.		600
PAVED DITCH	C.Y.		
RIP RAP (100#)	TON		184
GEOTEXTILE	S.Y.		340
SOLID SOD	S.Y.		

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
EROSION CONTROL
COLONY PARK BLVD.
RETENTION POND DETAILS

COUNTY: MADISON
PROJ. NUM.: ACNH-9204-00(003)

WORKING NUMBER: RP-1
SHEET NUMBER: 145

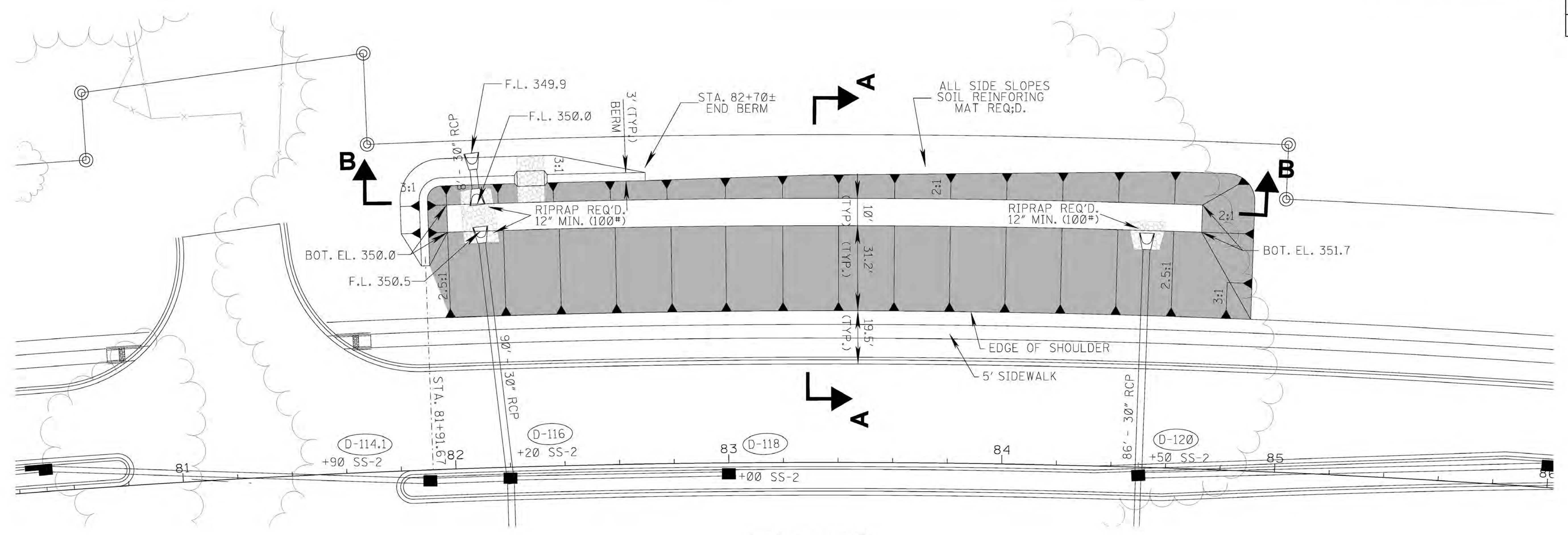
DATE: _____ BY: _____
REVISION: _____
DATE: _____ BY: _____

DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015

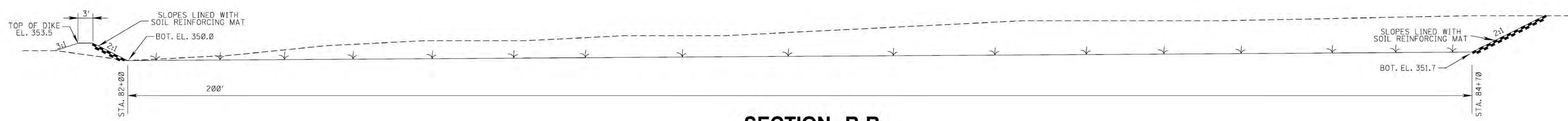


4/26/2016 7:53 AM RP-1.D01 MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

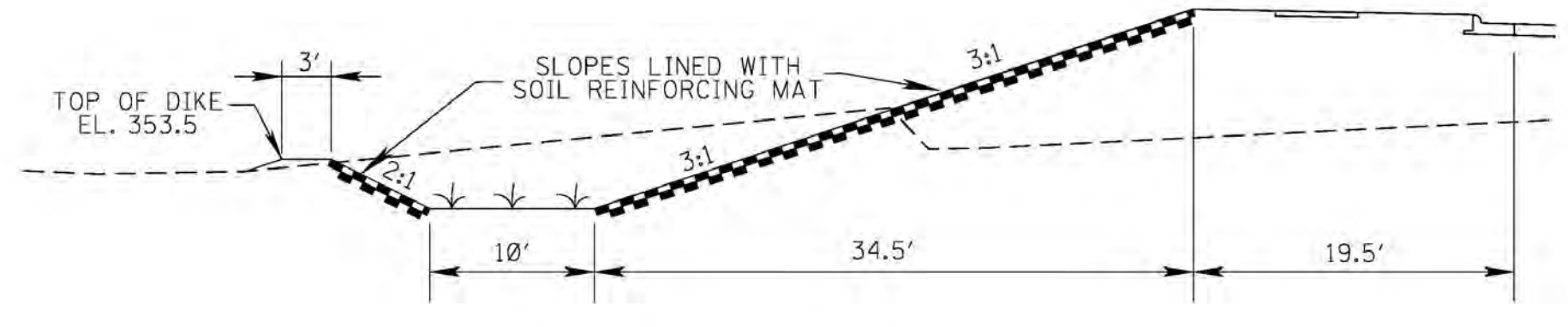
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



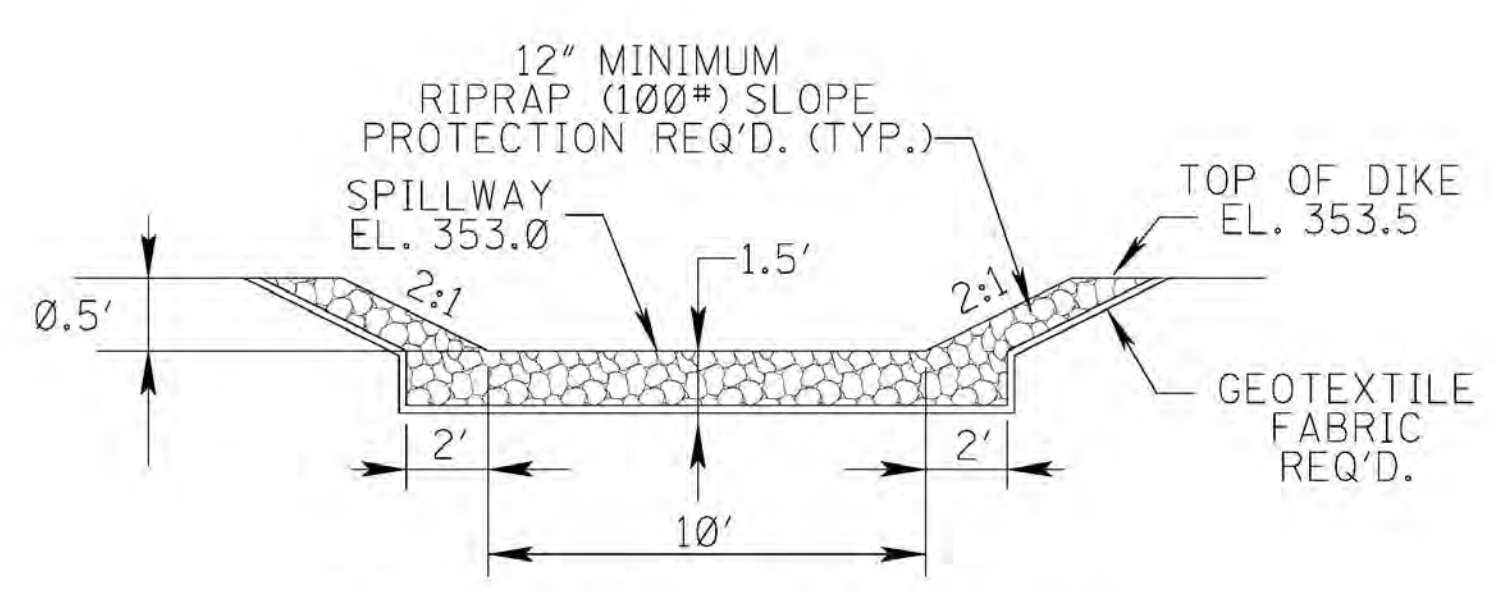
PLAN VIEW
SCALE: 1"=20'



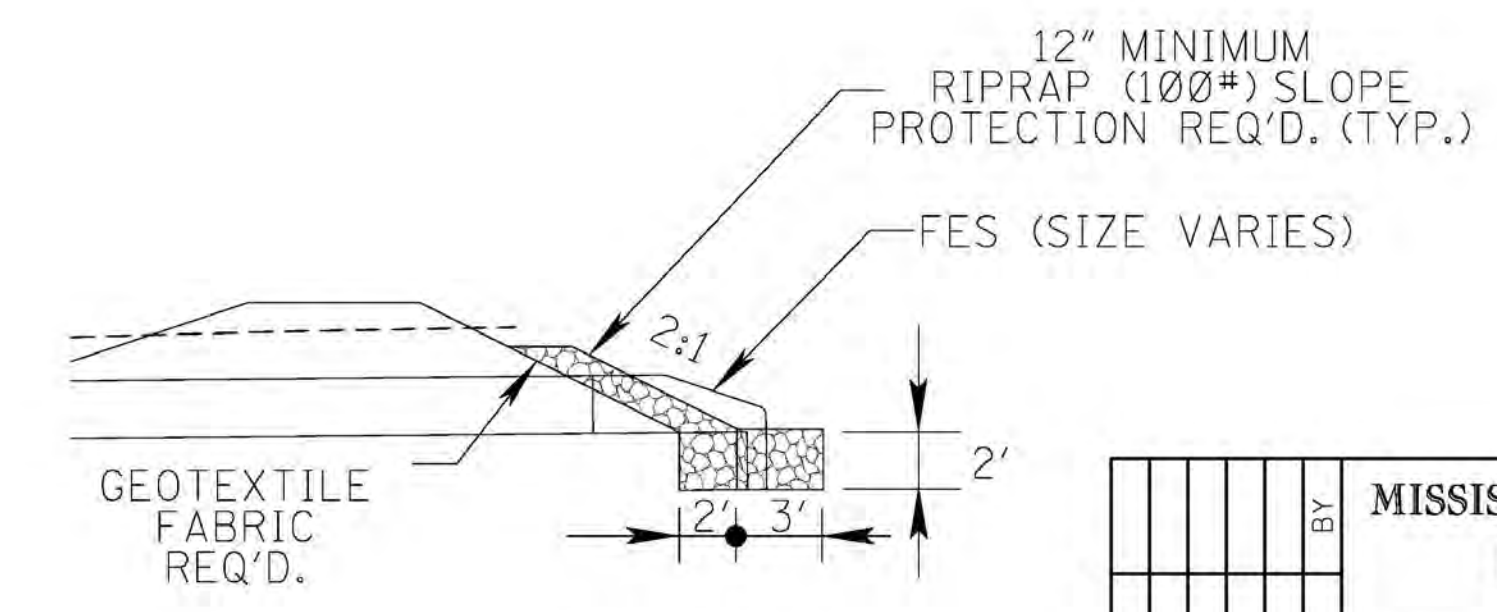
SECTION B-B
SCALE: NONE



SECTION A-A
SCALE: NONE



SPILLWAY SECTION
SCALE: NONE



RIPRAP AT PIPES
SCALE: NONE

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE VS-1

PERMANENT EROSION CONTROL ITEMS	UNITS	SYMBOL	TOTALS
DITCH LINER	S.Y.	[Symbol]	
SOIL REINF. MATERIAL	S.Y.	[Symbol]	1500
PAVED DITCH	C.Y.	[Symbol]	
RIP RAP (100#)	TON	[Symbol]	38
GEOTEXTILE	S.Y.	[Symbol]	70
SOLID SOD	S.Y.	[Symbol]	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
EROSION CONTROL
COLONY PARK BLVD.
RETENTION POND DETAILS

COUNTY: MADISON
PROJ. NUM.: ACNH-9204-00(003)
FILENAME: RP-1.DGN
DESIGN TEAM: MICHAEL BAKER CHECKED: KJC DATE: 2015

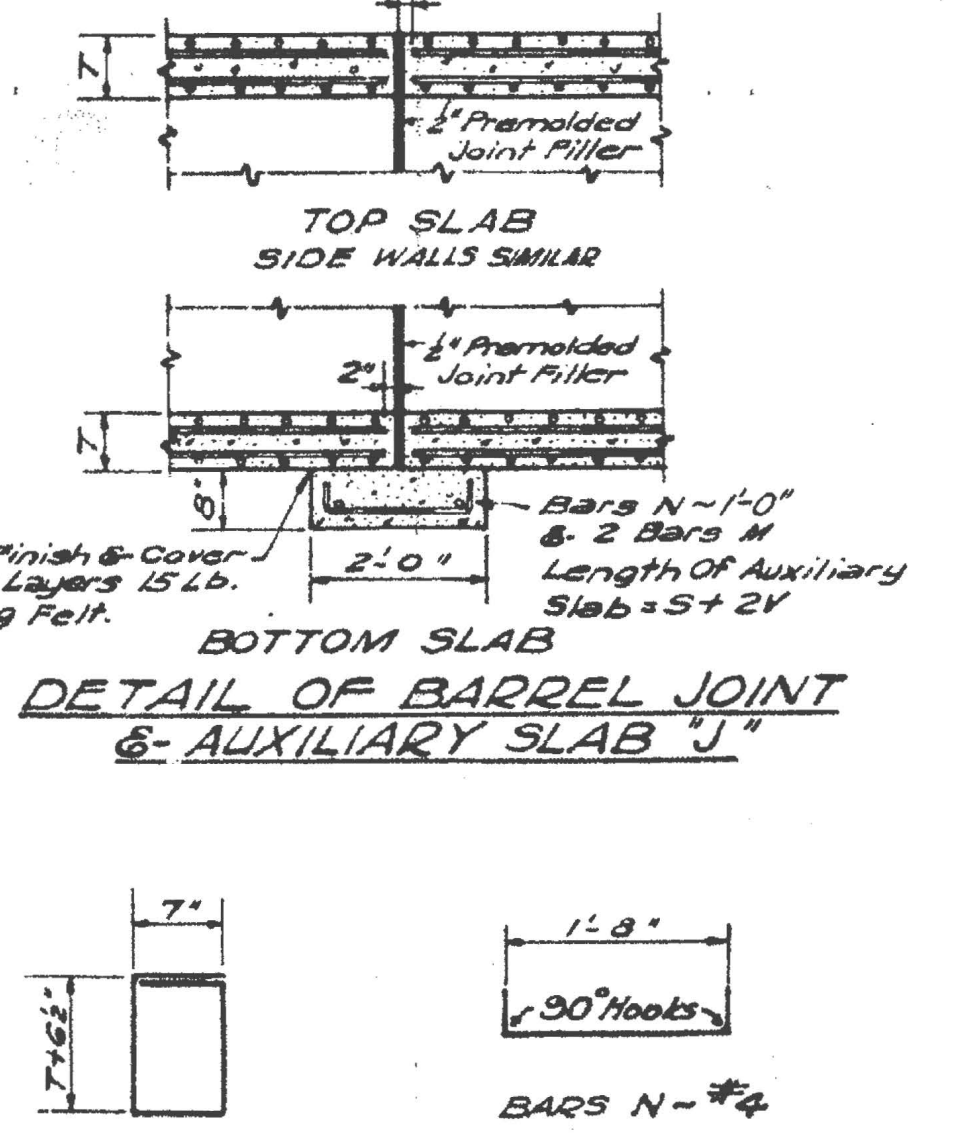
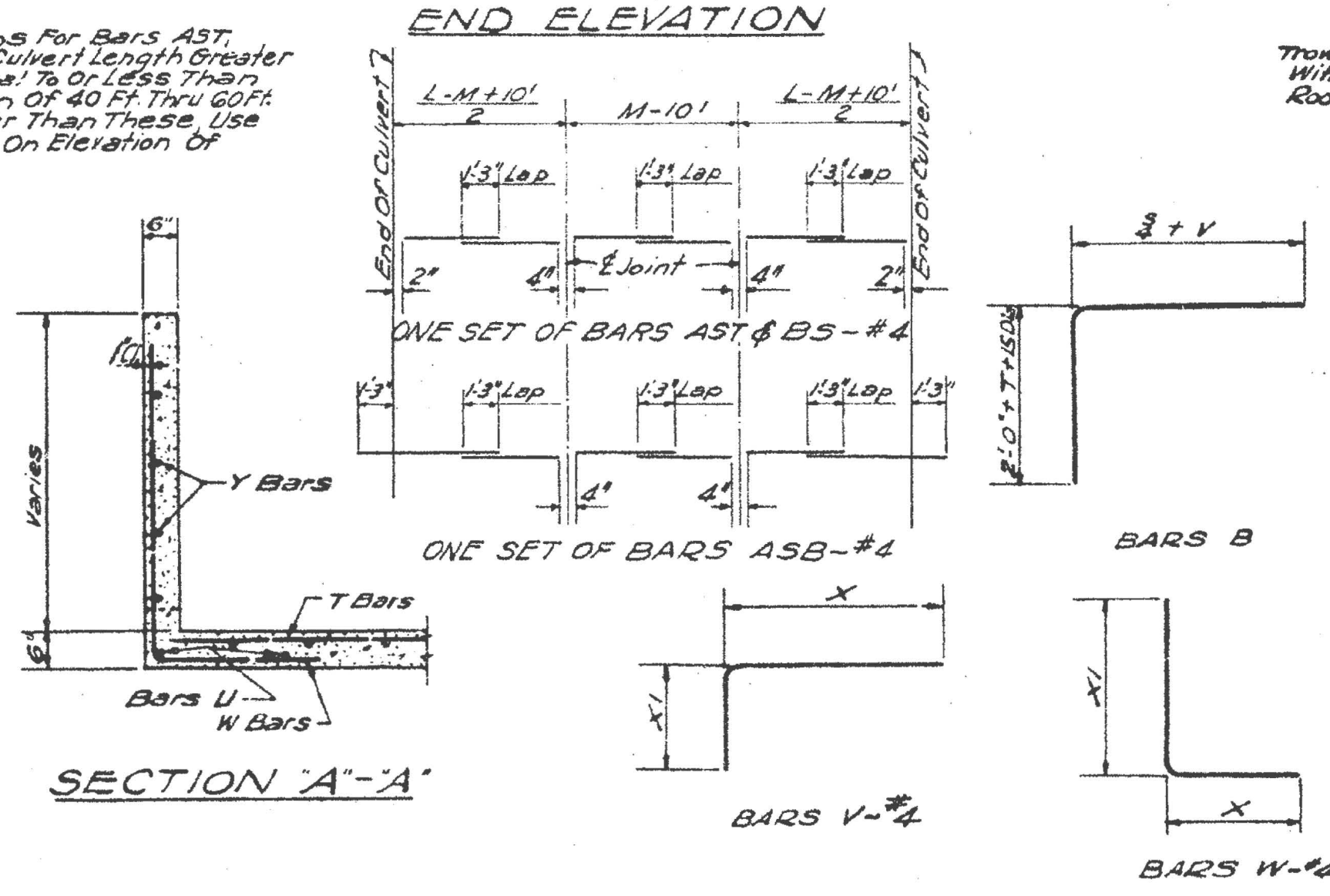
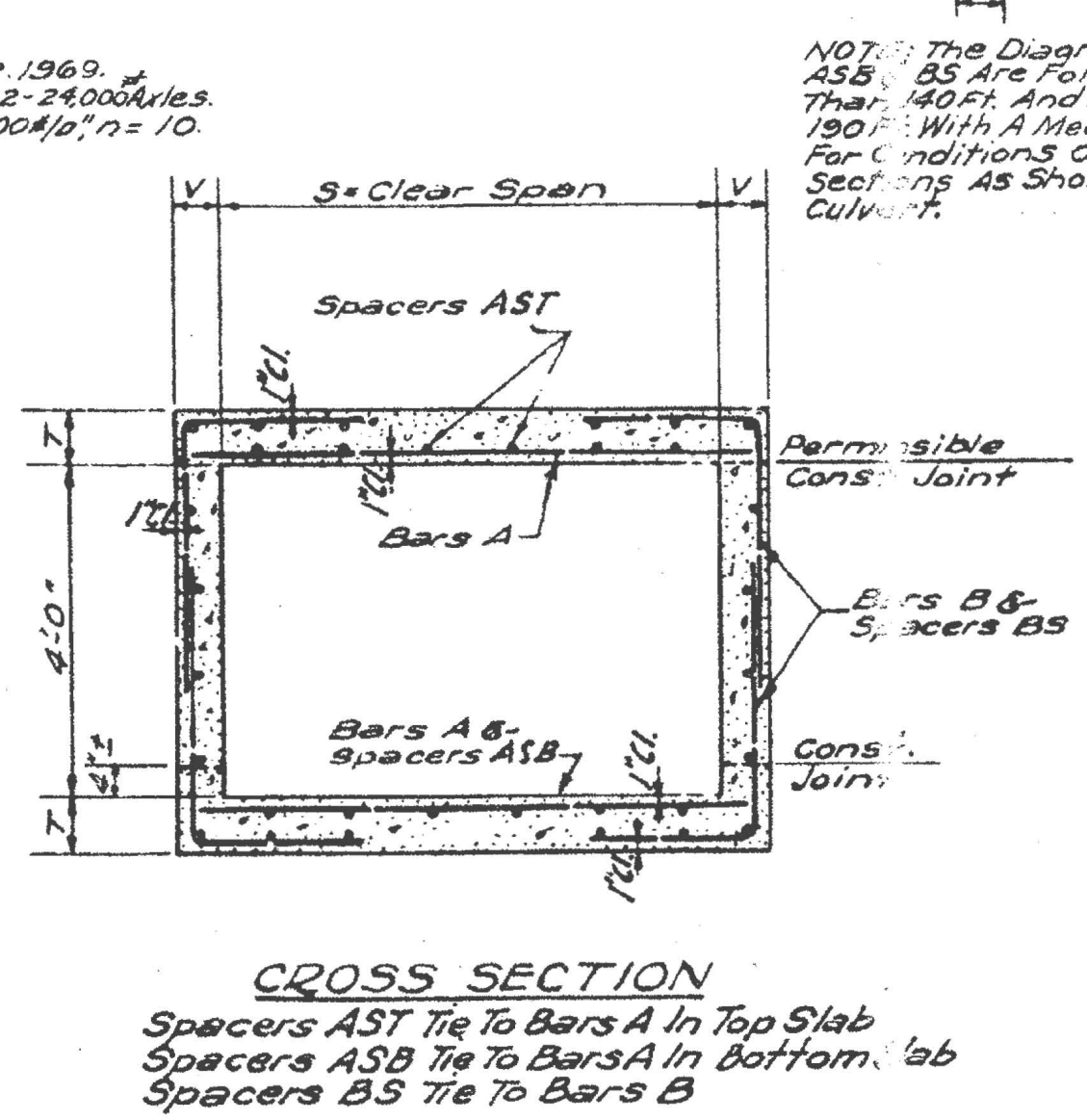
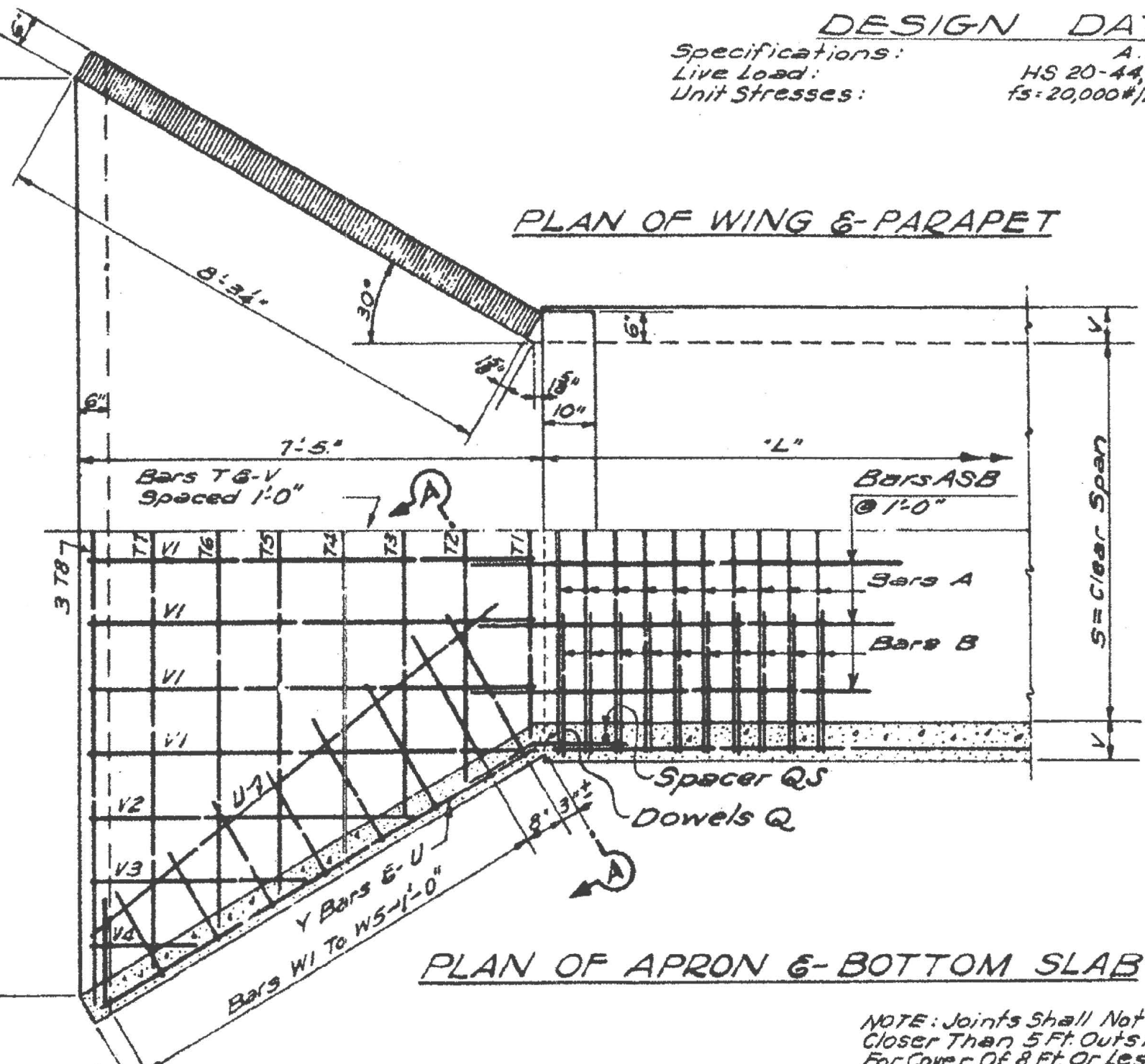
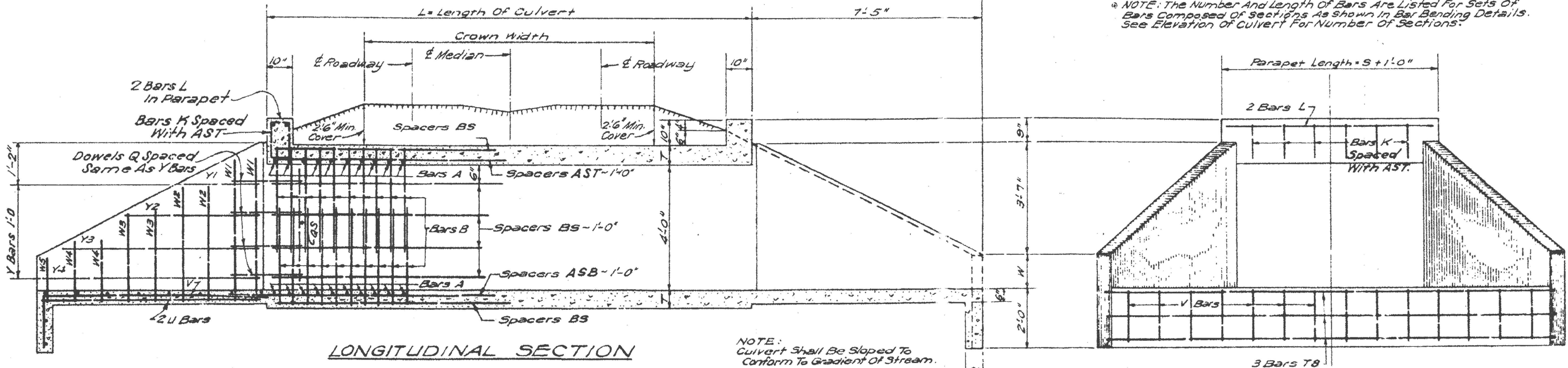
WORKING NUMBER: RP-2
SHEET NUMBER: 146



4/26/2016 7:53 AM RP-2.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

CULVERT DIMENSIONS					ESTIMATED QUANTITIES				BAR LIST FOR BARREL (L=150') PARAPETS & 2 AUXILIARY SLABS "U"																																											
CLEAR MAX SPAN COVER	T	V	W	Y	CULVERT (L=150')		1 AUX. SLAB "U"		BARS "A"				BARS "B"				DOWELS Q				SPACERS QS				SETS OF BARS AST				SETS OF BARS ASB				SETS OF BARS BS				BARS K				BARS L				BARS M				BARS N			
					CONCRETE CU. YD.	REINF. STEEL LB.	CONCRETE CU. YD.	REINF. STEEL LB.	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH	NO.	SIZE	LENGTH											
4'	23"	6 1/2"	6 1/2"	1'-0 1/2"	12'-5"	60.45	8,515	0.3644	52.9	0.25	15	180	#5	4'-10"	1288	#3	4"	4'-7"	16	2'-6"	4	3'-7"	5	152'-9"	5	155'-7"	16	152'-9"	10	4'-11"	4	5'-8"	4	5'-9"	12	2'-2"																
5'	21"	7 1/2"	6 1/2"	1'-8"	13'-5"	72.64	10,987	0.4421	68.9	0.30	18	600	#5	5'-10"	1200	#4	6"	5'-1"	16	2'-6"	4	3'-7"	5	152'-9"	5	155'-7"	16	152'-9"	10	4'-11"	4	5'-8"	4	5'-9"	12	2'-2"																
6'	16"	7 1/2"	6 1/2"	1'-1 1/2"	14'-5"	80.07	12,466	0.4884	78.4	0.35	21	600	#5	6'-10"	1200	#4	6"	5'-4"	16	2'-6"	4	3'-7"	6	152'-9"	6	155'-7"	20	152'-9"	12	4'-11"	4	6'-8"	4	6'-9"	16	2'-2"																
7'	14"	8"	7"	1'-2"	15'-5"	93.73	14,908	0.5761	94.4	0.40	23	450	#6	7'-11"	900	#5	8"	5'-9"	16	2'-6"	4	3'-7"	7	152'-9"	7	155'-7"	20	152'-9"	14	4'-2"	4	7'-8"	4	7'-10"	18	2'-2"																
8'	11"	8 1/2"	7"	1'-2 1/2"	16'-5"	105.90	17,396	0.6538	110.4	0.45	26	498	#6	8'-11"	996	#5	7 1/2"	6'-11"	16	2'-6"	4	3'-7"	8	152'-9"	8	155'-7"	20	152'-9"	16	4'-3"	4	8'-8"	4	8'-10"	20	2'-2"																
9'	10"	9"	7 1/2"	1'-3"	17'-5"	121.55	19,823	0.7546	126.4	0.51	29	534	#6	10'-0"	1068	#5	6 3/4"	6'-5"	16	2'-6"	4	3'-7"	9	152'-9"	9	155'-7"	20	152'-9"	18	4'-6"	4	9'-8"	4	9'-11"	22	2'-2"																
10'	8"	9 1/2"	7 1/2"	1'-3 1/2"	18'-5"	135.59	22,693	0.8449	145.0	0.56	32	402	#7	11'-0"	1200	#5	6"	6'-8"	16	2'-6"	4	3'-7"	10	152'-9"	10	155'-7"	24	152'-9"	20	4'-5"	4	10'-8"	4	10'-11"	24	2'-2"																

BAR SIZE	NO. REQUIRED										DIM. X	DIM. XI	LENGTH
	1'	5'	6'	7'	8'	9'	10'	11'	12'	13'			
T1	#4	2	2	2	2	2	2	2	2	2			9'-6"
T2	#4	2	2	2	2	2	2	2	2	2			9'-18"
T3	#4	2	2	2	2	2	2	2	2	2			9'-24.0"
T4	#4	2	2	2	2	2	2	2	2	2			9'-4.0"
T5	#4	2	2	2	2	2	2	2	2	2			9'-5'-2"
T6	#4	2	2	2	2	2	2	2	2	2			9'-6'-4"
T7	#4	2	2	2	2	2	2	2	2	2			9'-7'-6"
T8	#4	6	6	6	6	6	6	6	6	6			9'-8'-0"
U	#4	8	8	8	8	8	8	8	8	8			8'-0"
V1	#4	12	14	16	18	20	22	24	26	28	7'-1"	1'-8"	8'-9"
V2	#4	4	4	4	4	4	4	4	4	4	5'-4"	1'-8"	7'-0"
V3	#4	4	4	4	4	4	4	4	4	4	3'-8"	1'-8"	5'-4"
V4	#4	4	4	4	4	4	4	4	4	4	1'-11"	1'-8"	3'-7"
W1	#4	8	8	8	8	8	8	8	8	8	2'-6"	W+3'-5"	W+5'-11"
W2	#4	8	8	8	8	8	8	8	8	8	2'-3"	W+2'-7"	W+4'-10"
W3	#4	8	8	8	8	8	8	8	8	8	1'-11"	W+1'-8"	W+3'-7"
W4	#4	8	8	8	8	8	8	8	8	8	1'-7"	W+1'-0"	W+2'-5"
W5	#4	4	4	4	4	4	4	4	4	4	1'-7"	W+5'-0"	W+7'-0"
Y1	#4	4	4	4	4	4	4	4	4	4			2'-2"
Y2	#4	4	4	4	4	4	4	4	4	4			4'-6"
Y3	#4	4	4	4	4	4	4	4	4	4			6'-9"
Y4	#4	4	4	4	4	4	4	4	4	4			8'-0"



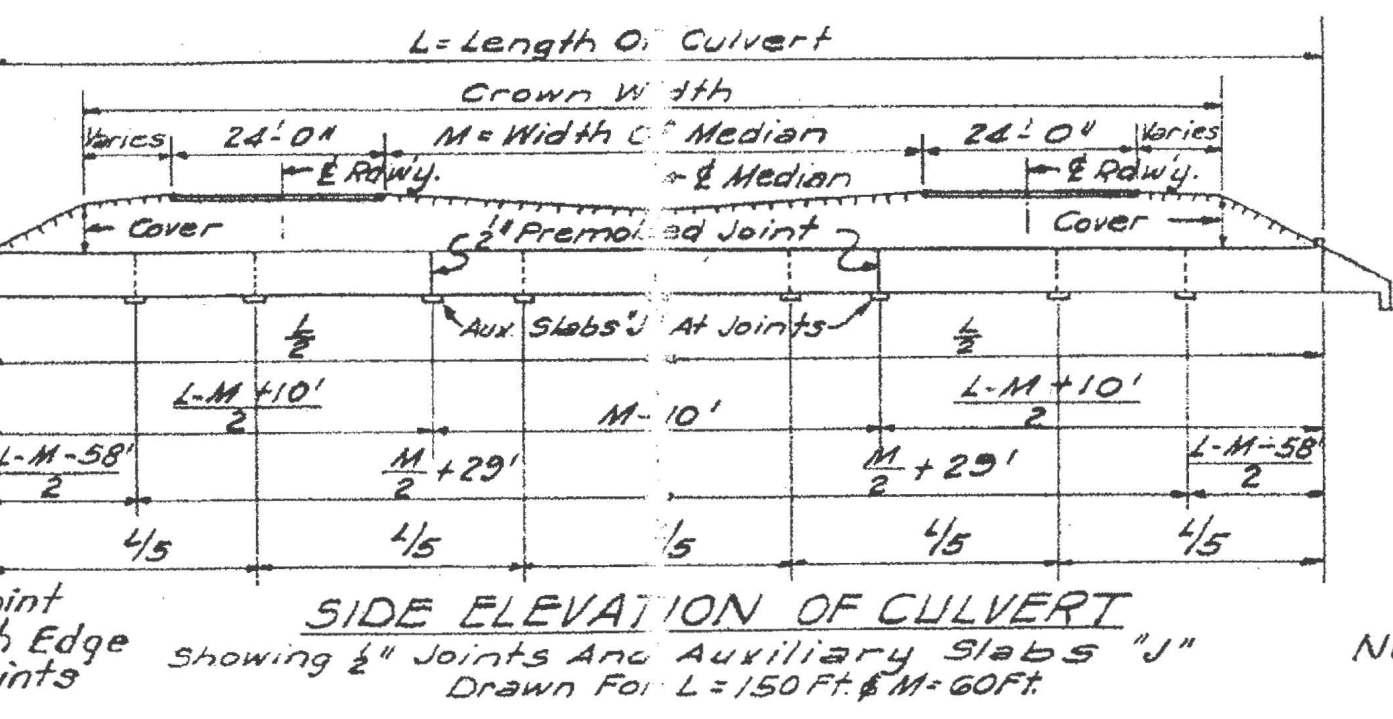
DESIGN DATA
 Specifications: A. S. H. O. 1969.
 Live Load: HS 20-44, Mod. For 2-24,000 Axles.
 Unit Stresses: $f_c = 20,000 \text{ lb./sq. in.}$, $f_s = 120,000 \text{ lb./sq. in.}$, $n = 10$.

NOTE: The Diagrams For Bars AST, ASB, BS Are For A Culvert Length Greater Than 140 Ft. And Equal To Or Less Than 190 Ft. With A Median Of 40 Ft. Thru GOFT. For Conditions Other Than These Use Sections As Shown On Elevation Of Culvert.

NOTE: The Number And Length Of Bars Are Listed For Sets Of Bars Composed Of Sections As Shown In Bar Bending Details. See Elevation Of Culvert For Number Of Sections.

GENERAL NOTES:
 Specifications: Mississippi State Highway Department.
 All Concrete Shall Be Class "B".
 Concrete Surfaces Shall Be Finished In Accordance With Sub-section 804.04.
 All Exposed Corners Shall Be Chamfered 3/8 Inch.
 Reinforcing Steel Shall Be Placed 1" Clear Minimum From The Surface Of The Concrete And Shall Be Adequately Supported From The Forms.
 All Bars Shall Be Accurately Spaced And Securely Wired At Each Intersection Before Placing Concrete.
 Horizontal Construction Joints Shall Be Placed Only At The Locations Shown, And The Concrete Shall Be Allowed To Set A Minimum Period Of 3 Hours Before Continuing The Pour.
 The Quantities Shown Will Be Used As The Basis For Final Payment Unless This Drawing Is Modified.

NOTE: Joints Shall Not Be Located Closer Than 5 Ft. Outside Of Pavement For Cover Of 8 Ft. Or Less Except In Cases Where Median Is Less Than 10 Ft. Where Cover Exceeds 8 Ft. Joints May Be Located Without Regards To Pavement Edge.
 L Equal To Or Less Than 140 Ft. M = 4 Ft. Thru 60 Ft.
 L Greater Than 140 Ft. & Equal To Or Less Than 190 Ft. M = 40 Ft. Thru 60 Ft.
 L Greater Than 140 Ft. & Equal To Or Less Than 190 Ft. M = 4 Ft. Thru 40 Ft.
 L Greater Than 190 Ft. M = 4 Ft. Thru 60 Ft.



NOTE: See Drawing I&J-L-1 for Additional Joint Locations.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

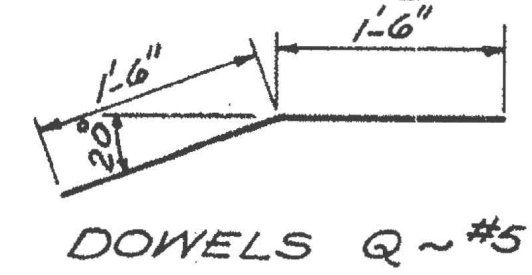
BASIC CULVERT DRAWING SINGLE CELL

HEIGHTS 4 FT.
SPANS 4 - 10 FT.

COUNTY: MADISON
 PROJ. NUM.: ACNH-9204-00(003)
 FILENAME: IBS-4-2W.DGN
 DESIGN TEAM: BAKER CHECKED: KJC DATE: 2015

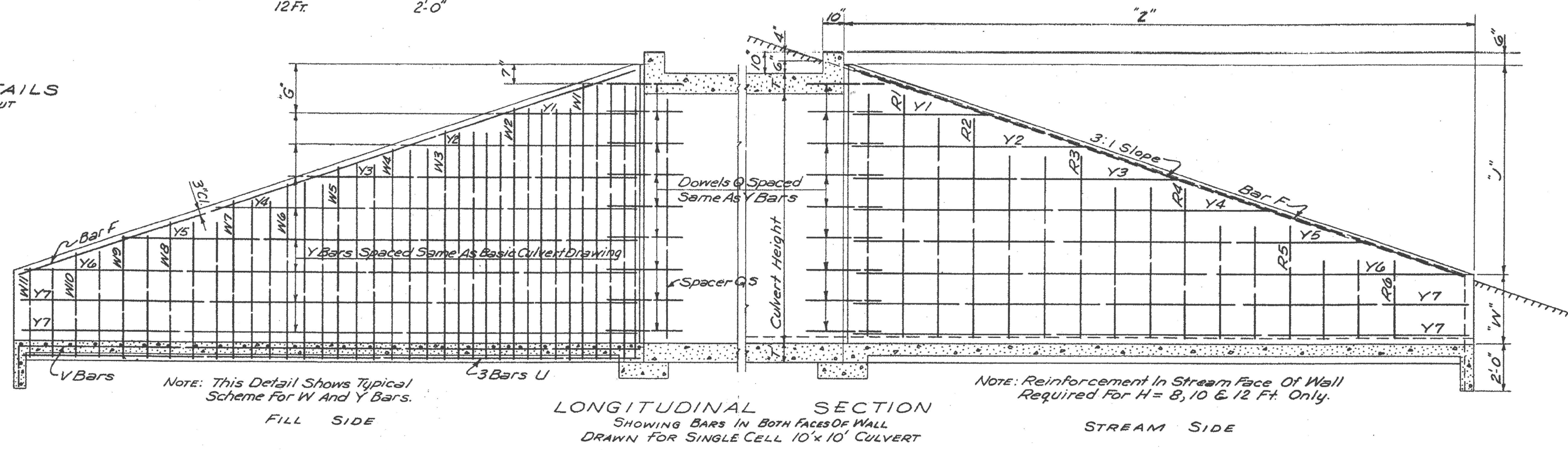
WORKING NUMBER: SD-IBS-4-2W
 SHEET NUMBER: 147

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



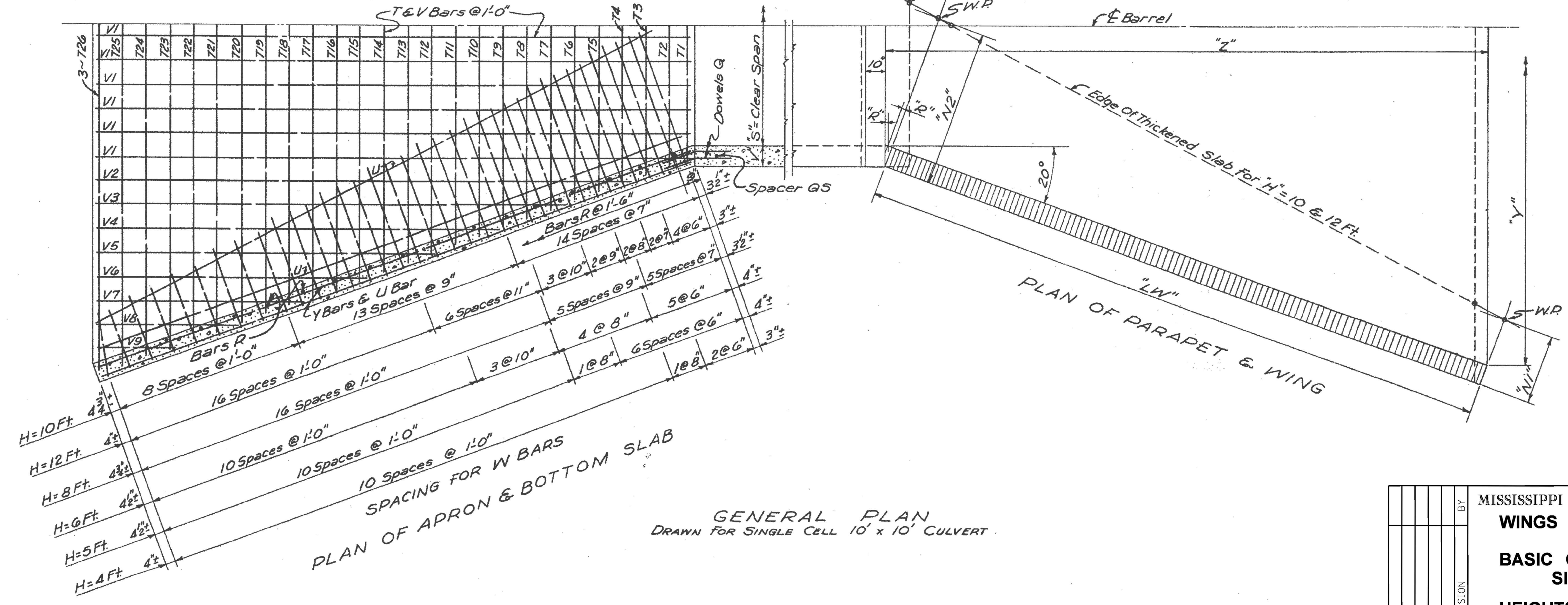
"H"	"G"
4 Ft.	1'-5"
5 Ft.	1'-7"
6 Ft.	1'-9"
8 Ft.	1'-9"
10 Ft.	1'-11"
12 Ft.	2'-0"

BAR BENDING DETAILS
DIMENSIONS ARE OUT TO OUT



NOTE: This Detail Shows Typical Scheme For T And V Bars.

NOTE: As Clear Span Increases Extend Edge Of Thickened Slab To This Point.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING SINGLE CELL	
HEIGHTS	4 - 12 FT.
SPANS	4 - 12 FT.
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	IWS-3.DGN
DESIGN TEAM	BAKER CHECKED KJC DATE 2015

REVISION	BY

WORKING NUMBER	SD-IWS-3
SHEET NUMBER	148

4/6/2016 7:54 AM IWS-3.DGN

CULVERT DIMENSIONS ESTIMATED QUANTITIES CULVERT (L=150 FT.) Table with columns for height, clear spans, and quantities of concrete and rebar.

HEIGHT = 12 FT. BAR LIST FOR WINGS & APRONS Table listing bar sizes, quantities, and dimensions for 12-foot high culverts.

HEIGHT = 10 FT. BAR LIST FOR WINGS & APRONS Table listing bar sizes, quantities, and dimensions for 10-foot high culverts.

HEIGHT = 8 FT. BAR LIST FOR WINGS & APRONS Table listing bar sizes, quantities, and dimensions for 8-foot high culverts.

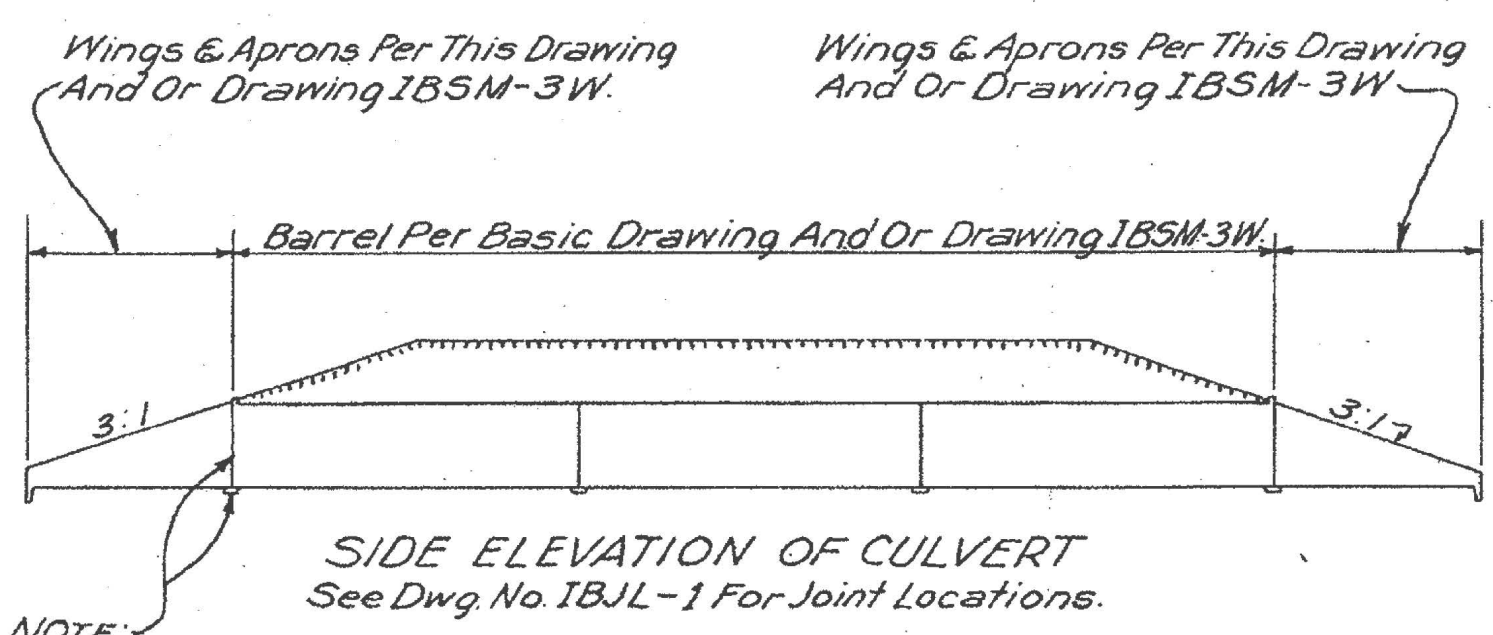
HEIGHT = 6 FT. BAR LIST FOR WINGS & APRONS Table listing bar sizes, quantities, and dimensions for 6-foot high culverts.

HEIGHT = 5 FT. BAR LIST FOR WINGS & APRONS Table listing bar sizes, quantities, and dimensions for 5-foot high culverts.

HEIGHT = 4 FT. BAR LIST FOR WINGS & APRONS Table listing bar sizes, quantities, and dimensions for 4-foot high culverts.

ADDITIONAL BAR LIST FOR WINGS & APRONS Table listing additional bar sizes and quantities for various heights and spans.

GENERAL NOTES: This Drawing Shows The General Details Necessary To Modify A Single Cell Culvert For Wings With 3:1 Slope. All Governing Dimensions, Reinforcing Details And General Requirements Of Basic Culvert Drawing Shall Apply Except As Specifically Modified By This Drawing And Or Drawing IBSM-3W.



NOTE: Auxiliary Slabs 'W' And Vertical Construction Joints At The Wings Are Required Only Where Called For By The Basic Drawing And Auxiliary Slabs 'W' Are Not To Be Used For Culvert Heights Of Less Than 8 Feet

MISSISSIPPI DEPARTMENT OF TRANSPORTATION WINGS WITH 3:1 SLOPE FOR BASIC CULVERT DRAWING SINGLE CELL HEIGHTS 4 - 12 FT. SPANS 4 - 12 FT. COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: IWS-3A.DGN

CULVERT HEIGHT	"J"	"LW1"	"LW2"	"N1"	"N2"	"P"	"R1"	"R2"	"R3"	"U"	"W"	"Z"
4'	3'-10"	12'-5 7/8"	21'-1 3/8"			1.414Q+1.40	4 1/8"	7 1/8"	2 1/8"	6"		11'-6"
5'	4'-6"	14'-7 1/8"	24'-9 3/8"			1.414Q+1.40	4 1/8"	7 1/8"	2 1/8"	6"		13'-6"
6'	5'-9"	18'-9 3/8"	31'-8 1/8"			1.414Q+1.63	5 3/8"	8 3/8"	3 1/8"	7"		17'-3"
8'	7'-4"	23'-11 1/8"	40'-4 1/8"			1.414Q+1.98	7"	10 1/8"	3 3/8"	8 1/2"		22'-0"
10'	8'-4"	27'-2 3/8"	45'-10 3/8"	2'-11"	6'-6"	1.414Q+2.33	8 1/4"	11 1/8"	4 1/8"	10"		25'-0"
12'	9'-7"	31'-3 3/8"	52'-9 1/8"	3'-3"	7'-0"	1.414Q+2.56	9 1/2"	14 1/8"	5 1/8"	11"		28'-9"

CULVERT HEIGHT	BARS VI	BARS VLI-VLN	BARS VSI-VSN
4'	15'-9"	3	11'-1" to 3'-8"
5'	18'-7"	4	13'-11" to 2'-10"
6'	23'-11"	5	19'-6" to 4'-8"
8'	30'-7"	7	26'-8" to 4'-6"
10'	34'-10"	8	31'-5" to 5'-6"
12'	40'-2"	10	37'-0" to 3'-8"

CULVERT HEIGHT	BAI	NO.	LENGTH
4'	T17	1	P-2" TO P+10'-7"
	T12	3	P+11'-7"
5'	T16	3	P-2" TO P+12'-8"
	T14	3	P+13'-8"
6'	T16	7	P-2" TO P+16'-8"
	T16	3	P+17'-8"
8'	T16	1	P+4" TO P+21'-9"
	T21	3	P+22'-9"
10'	T16	1	P+4" TO P+25'-0"
	T25	3	P+26'-0"
12'	T16	9	P TO P+28'-11"
	T29	3	P+29'-11"

CULVERT HEIGHT	UL, NO. & LENGTH	US, NO. & LENGTH
4'	2 @ 20'-9"	2 @ 12'-1"
5'	2 @ 24'-5"	2 @ 14'-3"
6'	3 @ 31'-4"	3 @ 18'-5"
8'	3 @ 40'-0"	3 @ 23'-7"
10'	3 @ 45'-6"	3 @ 26'-10"
12'	3 @ 52'-5"	3 @ 30'-11"

CULVERT HEIGHT	BAR NO.	YL-LENGTH	YS-LENGTH
4'	Y1 TO Y3	1E @ 6'-8" TO 17'-8"	3'-10" TO 10'-4"
	Y4	1 @ 20'-9"	12'-1"
5'	Y1 TO Y3	1E @ 7'-7" TO 18'-7"	4'-5" TO 10'-11"
	Y4	2 @ 24'-5"	14'-3"
6'	Y1 TO Y5	1E @ 8'-6" TO 30'-6"	4'-11" TO 18'-0"
	Y6	1 @ 31'-4"	18'-5"
8'	Y1 TO Y6	2E @ 8'-6" TO 36'-1"	4'-11" TO 21'-3"
	Y7	4 @ 40'-0"	23'-7"
10'	Y1 TO Y6	2E @ 9'-5" TO 43'-10"	5'-6" TO 25'-11"
	Y7	4 @ 45'-6"	26'-10"
12'	Y1 TO Y7	2E @ 11'-1" TO 51'-2"	5'-8" TO 30'-3"
	Y8	6 @ 52'-5"	30'-11"

CULVERT HEIGHT	BAR NO.	LONG WING	SHORT WING
4'	W1 TO W24	1E @ 2'-6" TO 12'-7"	K+3'-8" TO K
5'	W1 TO W31	1E @ 3'-0" TO 15'-9"	K+4'-4" TO K
6'	W1 TO W39	1E @ 4'-0" TO 2'-0"	K+5'-7" TO K
8'	W1 TO W24	1E @ 4'-6" TO 3'-4"	K+7'-2" TO K+11"
	W25 TO W44	1E @ 3'-3" TO 2'-0"	K+3'-9" TO K
10'	W1 TO W17	1E @ 5'-10" TO 5'-2"	K+8'-7" TO K+6'-5"
	W18 TO W36	1E @ 5'-1" TO 4'-3"	K+8'-4" TO K+4'-2"
	W37 TO W62	1E @ 4'-2" TO 2'-8"	K+4'-0" TO K
12'	W1 TO W28	1E @ 6'-5" TO 5'-2"	K+9'-4" TO K+8'-0"
	W29 TO W38	1E @ 5'-1" TO 4'-7"	K+5'-10" TO K+4'-3"
	W39 TO W48	1E @ 4'-6" TO 3'-11"	K+4'-2" TO K+4'-2"
	W49 TO W62	1E @ 3'-10" TO 3'-0"	K+2'-4" TO K

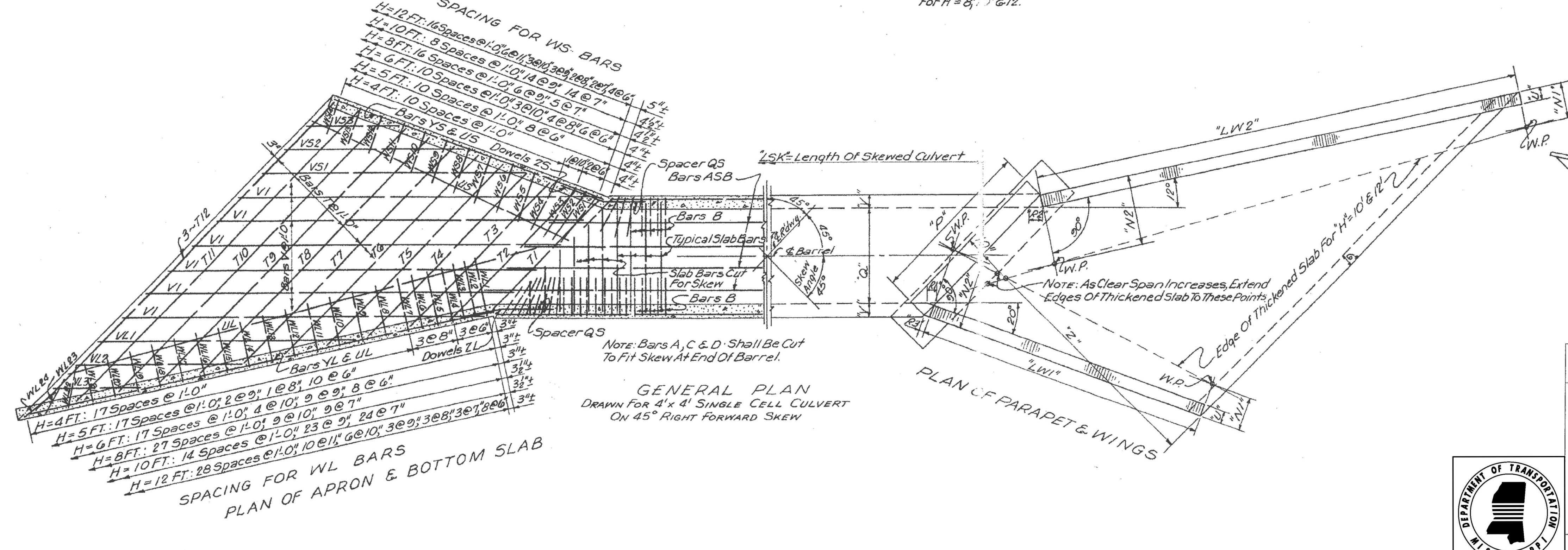
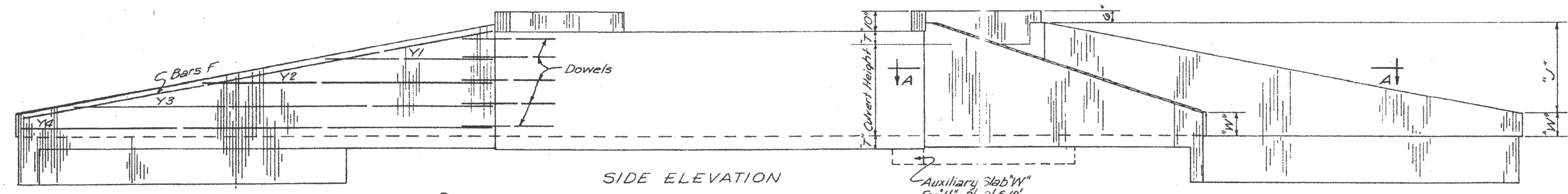
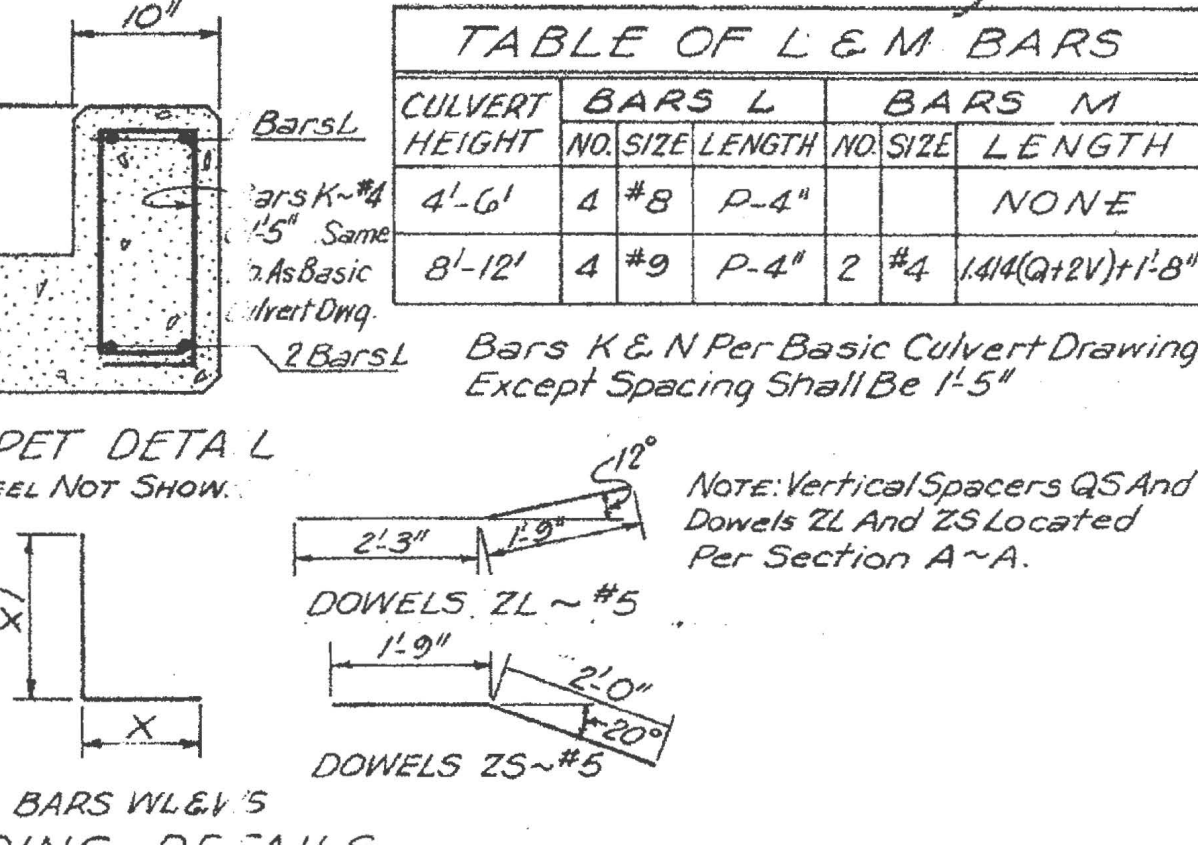
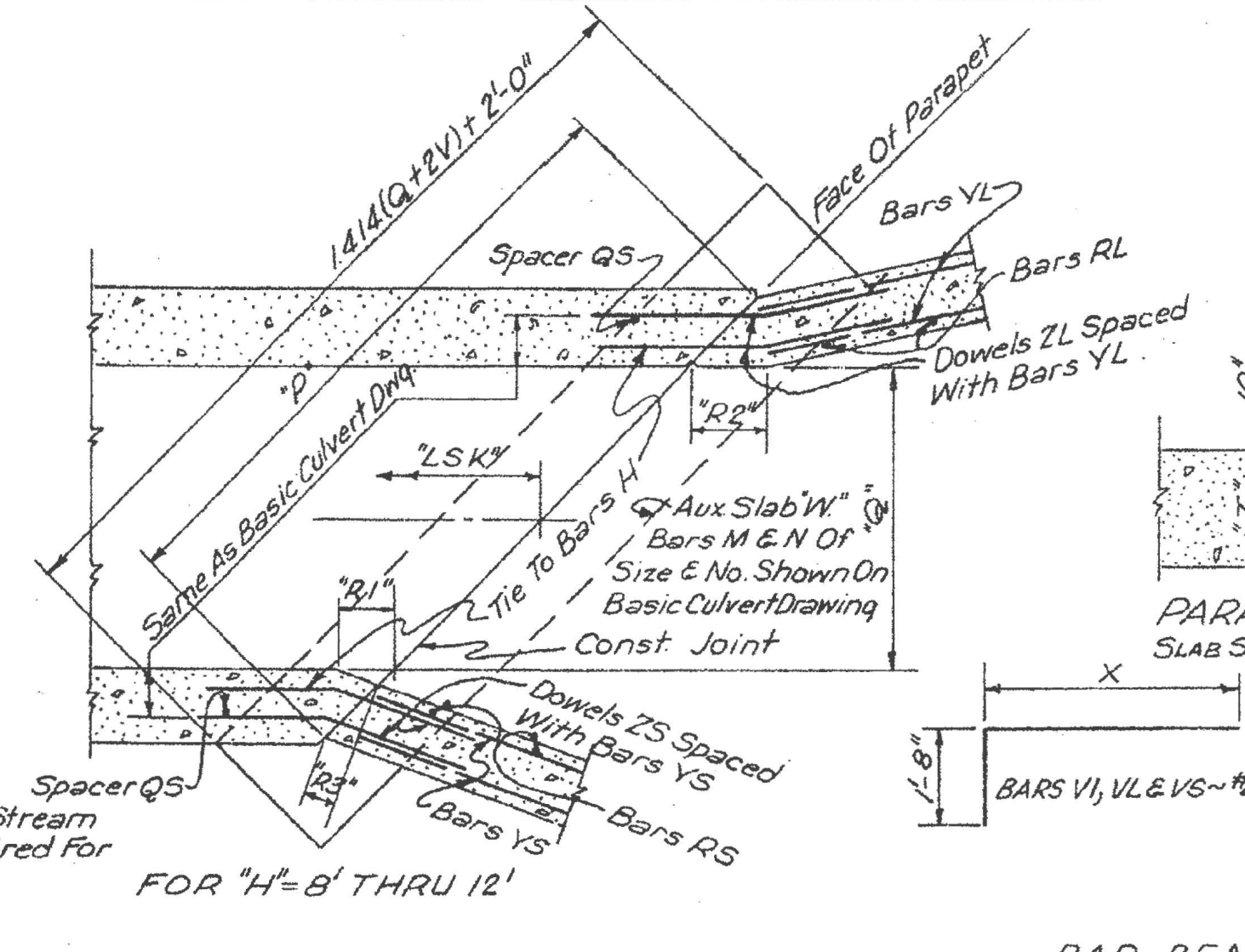
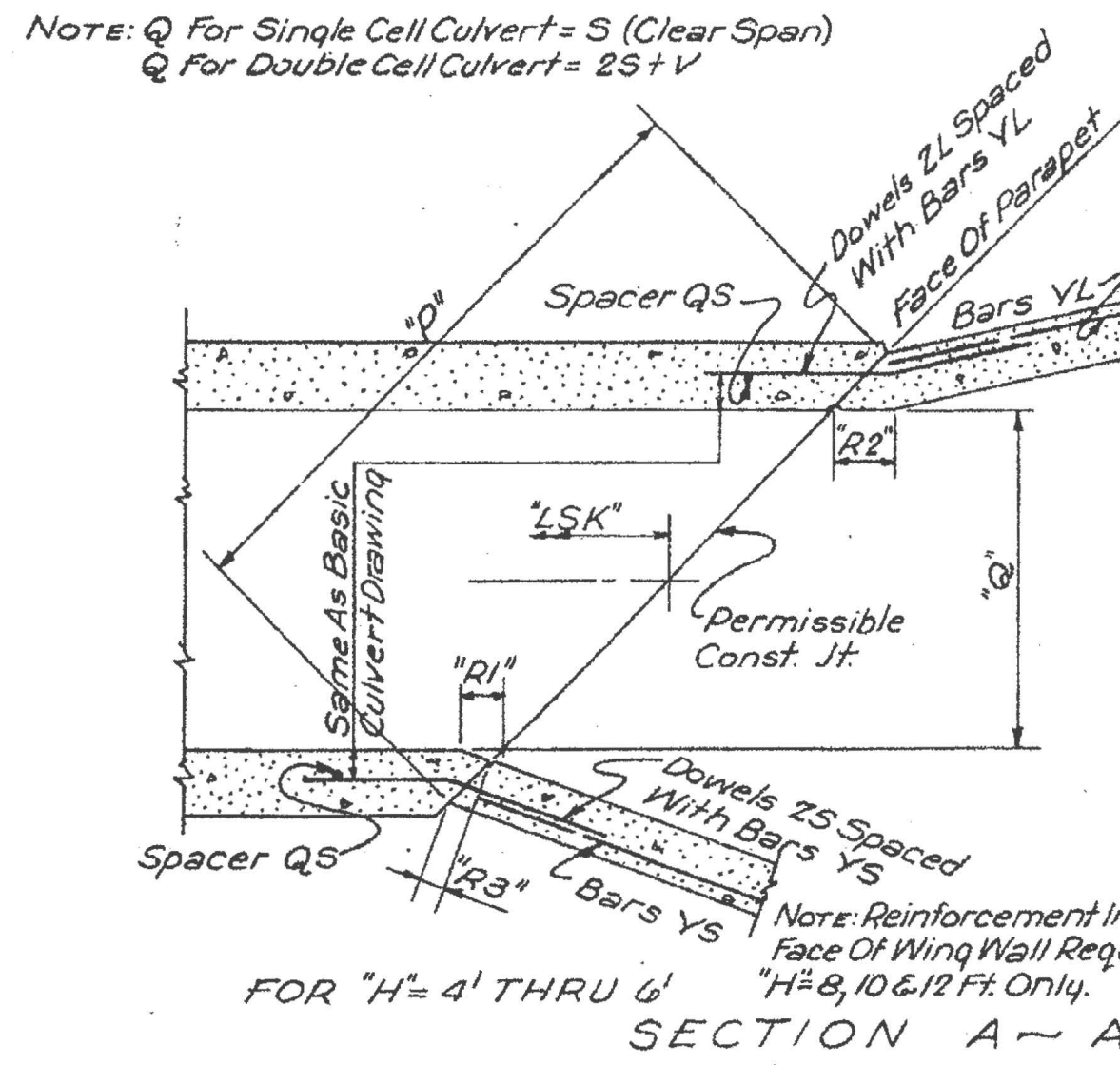
CULVERT HEIGHT	BARS L	BARS M
4'-6"	4 #8 P-4"	NONE
8'-12"	4 #9 P-4"	4 (1/4(Q+2V))+1'-8"

CULVERT HEIGHT	BARS FL-#4	BARS FS-#4	SPACERS QS-#4	DOWELS ZL-#5	DOWELS ZS-#5
4'	2 @ 21'-1"	2 @ 12'-8"	2 @ 3'-7"	5 @ 4'-0"	5 @ 3'-9"
5'	2 @ 24'-10"	2 @ 15'-0"	2 @ 4'-7"	6 @ 4'-0"	6 @ 3'-9"
6'	2 @ 31'-10"	2 @ 19'-3"	2 @ 5'-7"	7 @ 4'-0"	7 @ 3'-9"
8'	2 @ 40'-8"	2 @ 24'-8"	2 @ 7'-7"	18 @ 4'-0"	18 @ 3'-9"
10'	2 @ 46'-3"	2 @ 28'-1"	2 @ 9'-7"	18 @ 4'-0"	18 @ 3'-9"
12'	2 @ 53'-3"	2 @ 32'-4"	2 @ 11'-7"	22 @ 4'-0"	22 @ 3'-9"

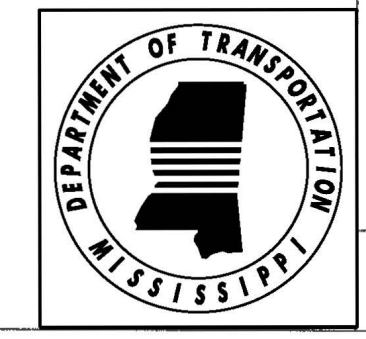
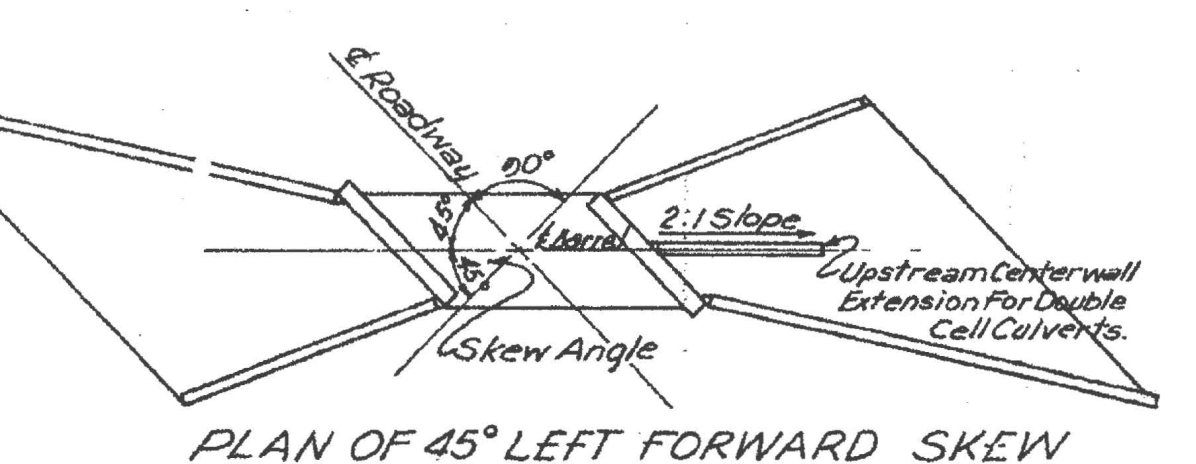
CULVERT HEIGHT	BAR NO.	SHORT WING	LONG WING
4'	W1 TO W14	1E @ 2'-6" TO 1'-7"	K+3'-7" TO K
5'	W1 TO W19	1E @ 3'-0" TO 1'-9"	K+4'-3" TO K
6'	W1 TO W24	1E @ 4'-0" TO 2'-0"	K+5'-6" TO K
8'	W1 TO W15	1E @ 4'-6" TO 3'-4"	K+7'-2" TO K+11"
	W16 TO W28	1E @ 3'-3" TO 2'-0"	K+3'-8" TO K
10'	W1 TO W10	1E @ 5'-10" TO 5'-2"	K+8'-7" TO K+6'-5"
	W11 TO W22	1E @ 5'-1" TO 4'-2"	K+8'-7" TO K+4'-0"
	W23 TO W31	1E @ 4'-1" TO 2'-8"	K+3'-10" TO K
	W1 TO W17	1E @ 6'-5" TO 5'-2"	K+9'-4" TO K+5'-11"
	W18 TO W23	1E @ 5'-1" TO 4'-6"	K+5'-8" TO K+4'-3"
	W24 TO W29	1E @ 4'-5" TO 3'-10"	K+3'-11" TO K+2'-5"
	W30 TO W37	1E @ 3'-9" TO 3'-0"	K+2'-1" TO K

CULVERT HEIGHT	BAR NO.	LENGTH
8'	RS1 TO RS14	1E @ W+6'-7" TO W+7"
	RL1 TO RL25	1E @ W+6'-8" TO W+1"
10'	RS1 TO RS16	1E @ W+7'-7" TO W+8"
	RL1 TO RL29	1E @ W+7'-8" TO W+1"
12'	RS1 TO RS19	1E @ W+8'-10" TO W+6"
	RL1 TO RL33	1E @ W+8'-11" TO W+2"

K = W+4" For H = 4' & 5'
 K = W+5" For H = 6'
 K = W+6" For H = 8'
 K = W+8" For H = 10'
 K = W+9" For H = 12'



GENERAL NOTES:
 This Drawing Shows The General Details Necessary To Modify A Single Or Double Cell Culvert With Wings With 3:1 Slope For A 45° Skew.
 All Governing Dimensions, Reinforcement Details And General Requirements Of Basic Culvert Drawings, Drawings IWS-3 And IWD-3 And Or Drawings IBSM-3W And IBDM-3W Shall Apply Except As Specifically Modified Hereon.
 A Complete Placing Plan Showing All Governing Dimensions, Bar List And Bending Details Shall Be Submitted To The Project Engineer For Approval Prior To Fabrication Of The Reinforcing Steel.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
BOX CULVERT DRAWING
45° SKEW DETAILS
WINGS WITH 3:1 SLOPE
SINGLE & DOUBLE CELL CULVERTS

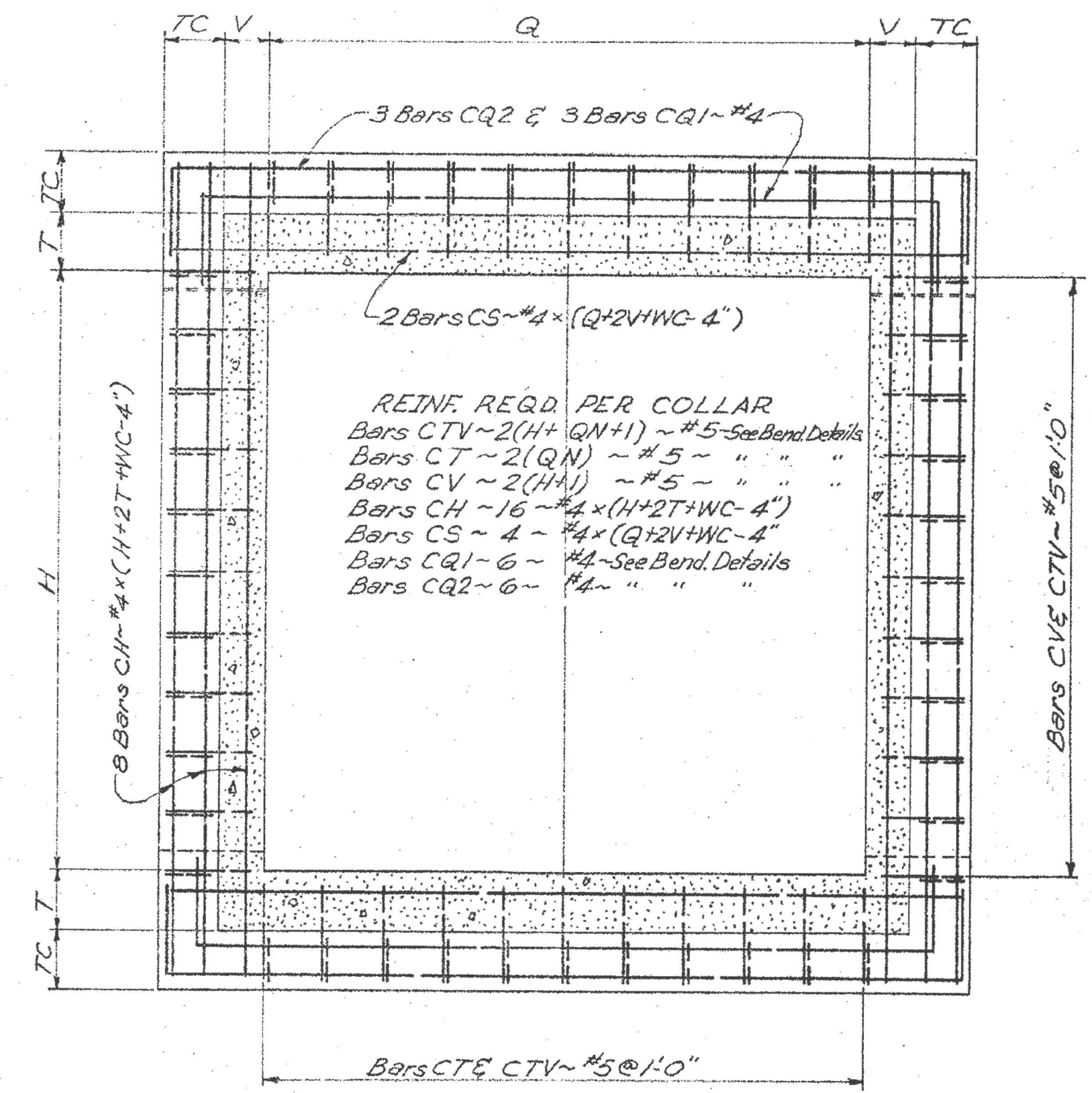
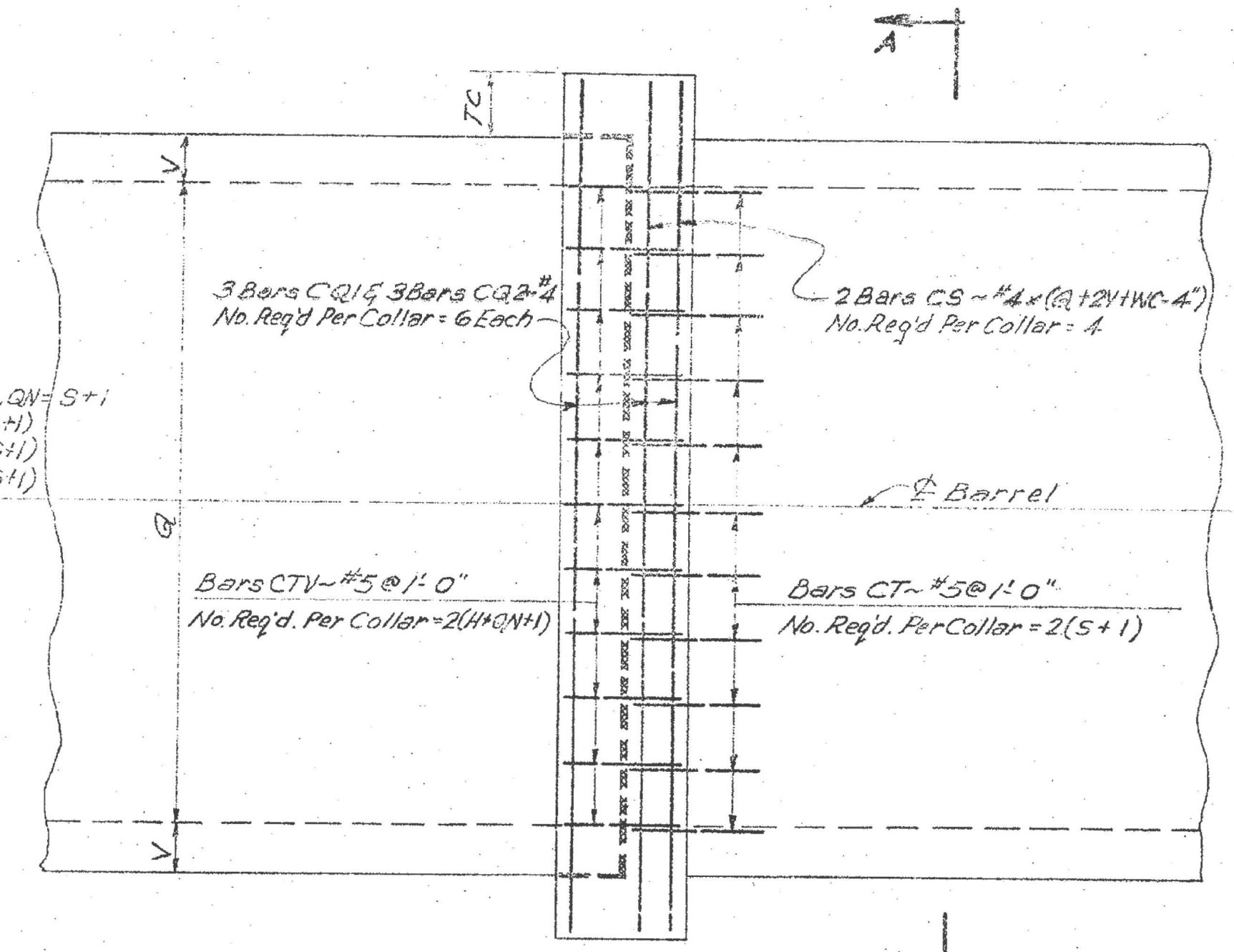
WORKING NUMBER: SD-ISK-45-3W
 SHEET NUMBER: 150

DATE: _____ DESIGN TEAM: _____ CHECKED: _____ DATE: 2012

COUNTY: MADISON PROJECT NO.: PROJ NO: STP-0062-02(009)
 DESIGN TEAM: MICHAEL BAKER FILENAME: ISK-45-3W.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

NOTE: Q For Single Cell Box = S (Clear Span), QN = S+1
 Q For Double Cell Box = 2S + V, QN = 2(S+1)
 Q For Triple Cell Box = 3S + 2V, QN = 3(S+1)
 Q For Quadruple Cell Box = 4S + 3V, QN = 4(S+1)

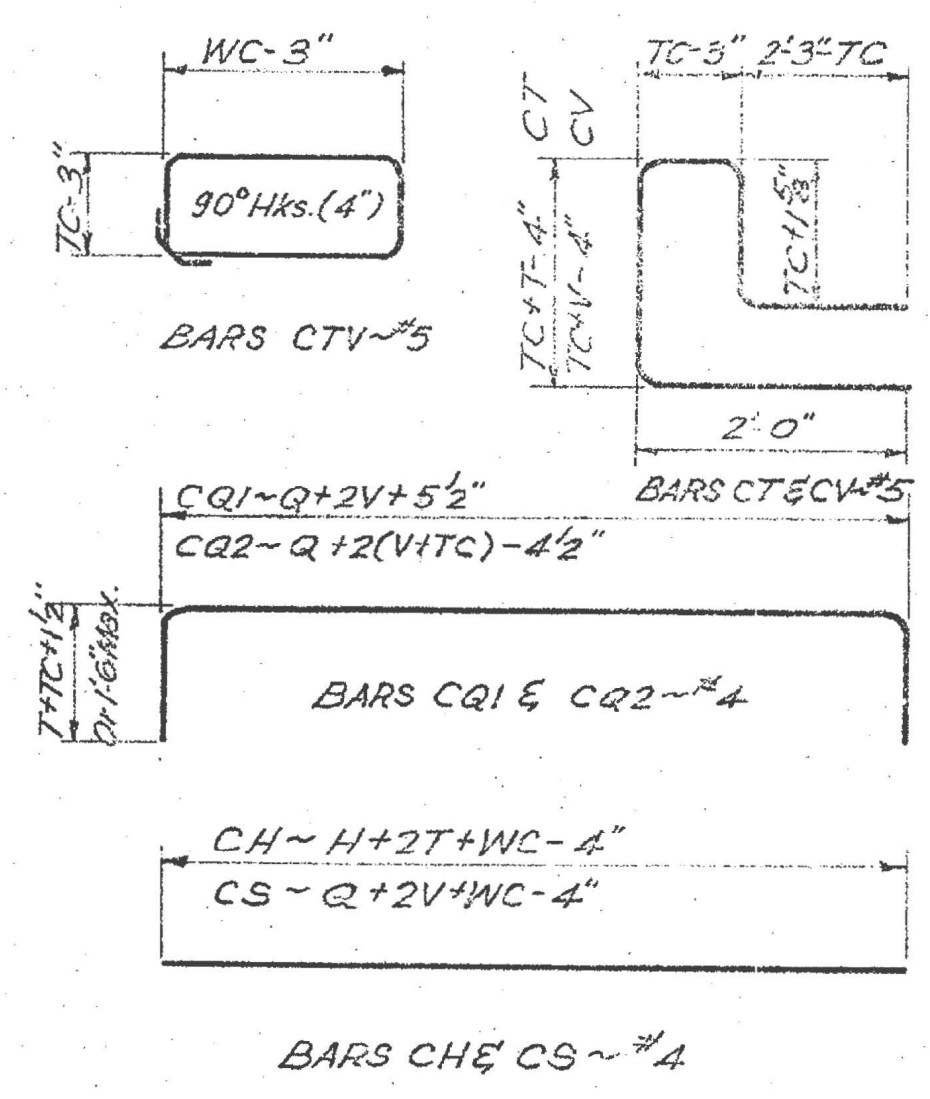


REINF. REQD PER COLLAR
 Bars CTV ~ 2(H+QN+1) ~ #5 - See Bend Details
 Bars CT ~ 2(QN) ~ #5 - " " "
 Bars CV ~ 2(H+1) ~ #5 - " " "
 Bars CH ~ 16 ~ #4 @ (H+2T+WC-4)
 Bars CS ~ 4 ~ #4 @ (Q+2V+WC-4)
 Bars CQ1 ~ 6 ~ #4 - See Bend Details
 Bars CQ2 ~ 6 ~ #4 - " " "

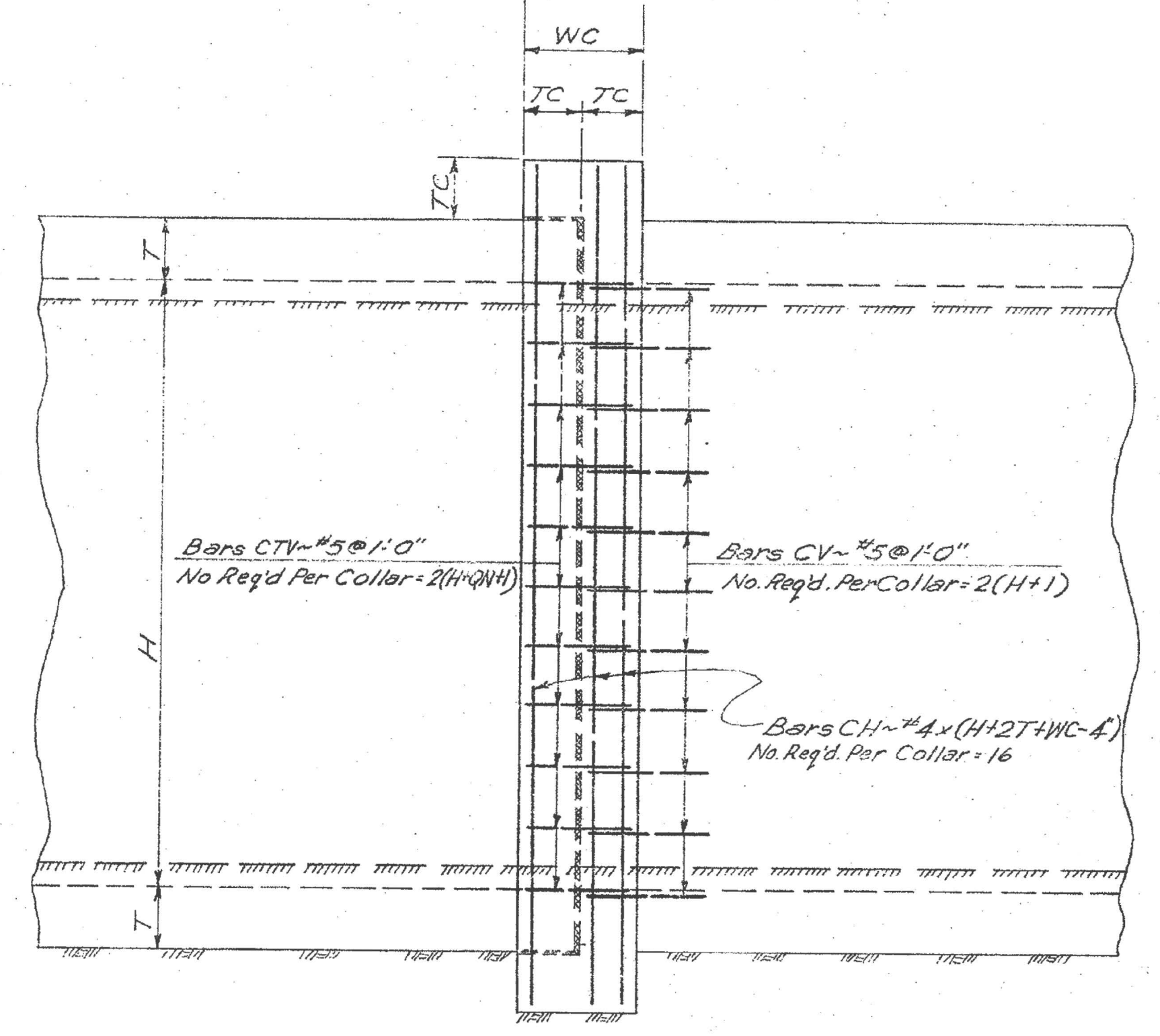
NOTE: For H = 4' Thru 6' TC = 9" WC = 1'-6"
 For H = 8' & Above TC = 1'-0" WC = 2'-0"

PLAN OF COLLAR

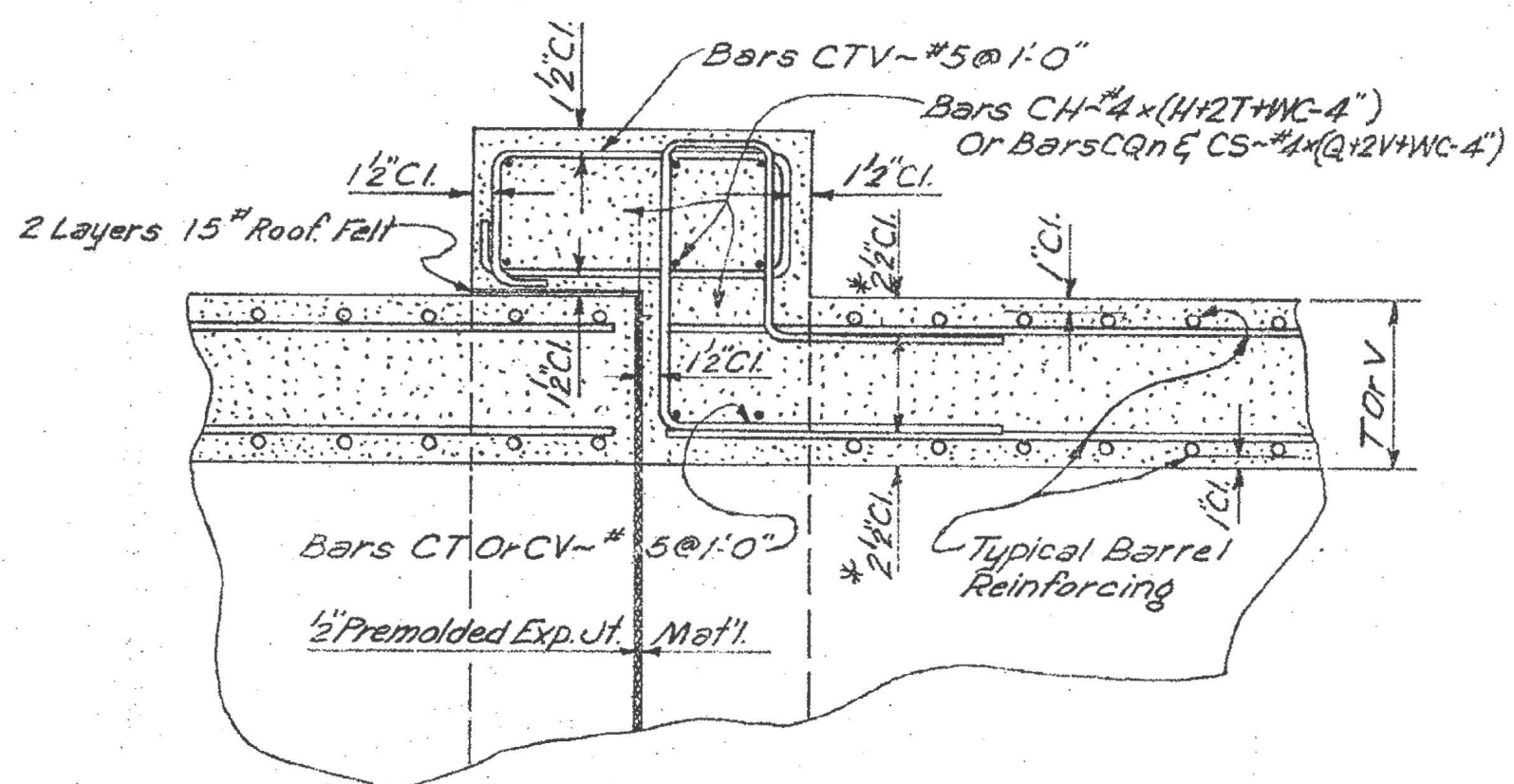
SECTION A-A



BAR BENDING DETAILS
 NOTE: See * At Right



ELEVATION OF COLLAR



*NOTE: 2 1/2" CI. Based On 1" CI. For Typ. Barrel Reinf.
 This CI. Shall Be Adjusted For CI. Other Than 1".

TYPICAL SECTION OF COLLAR

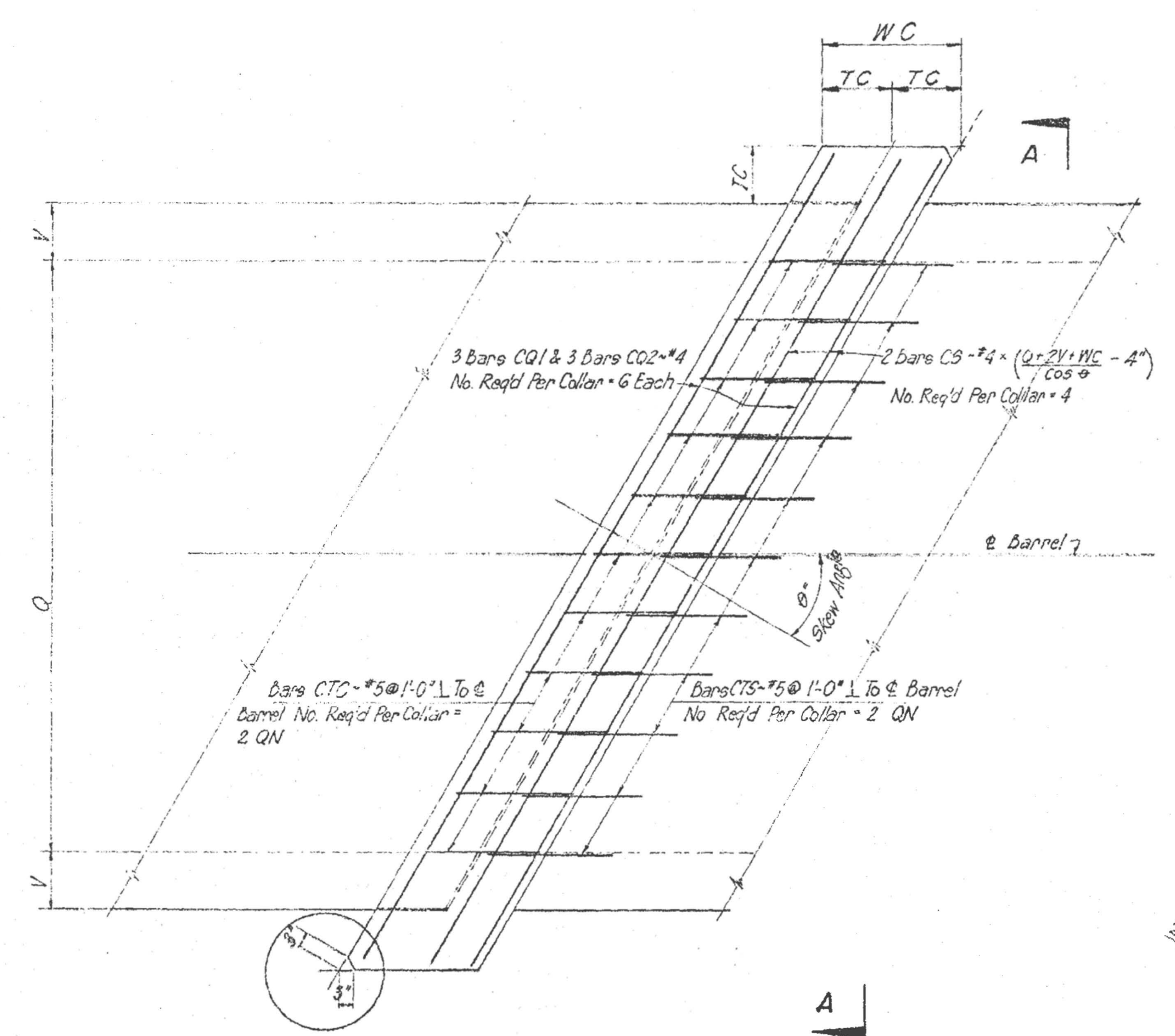
GENERAL NOTES:
 This Drawing Shows The Details Necessary To Construct A Complete Collar Around Barrel At Expansion Joints For Single, Double, Triple And Quadruple Cell Box Structures.
 All Details And Requirements Not Shown Hereon Shall Be As Per Specific Drawings Or Sheets As Listed In The Plan Assembly.
 This Drawing Is Detailed For A Single Cell Box Structure, And Multi-Cell Box Structures Shall Be Treated Similarly As Shown.

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p align="center">COLLAR DETAILS FOR BOX STRUCTURES (SINGLE, DOUBLE, TRIPLE AND QUADRUPLE)</p>	
DATE			
DESIGN TEAM	BAKER	CHECKED	KJC
FILENAME: SD-ICJ-1.DGN		WORKING NUMBER	
DATE		SD-ICJ-1	
DATE		SHEET NUMBER	
DATE		151	

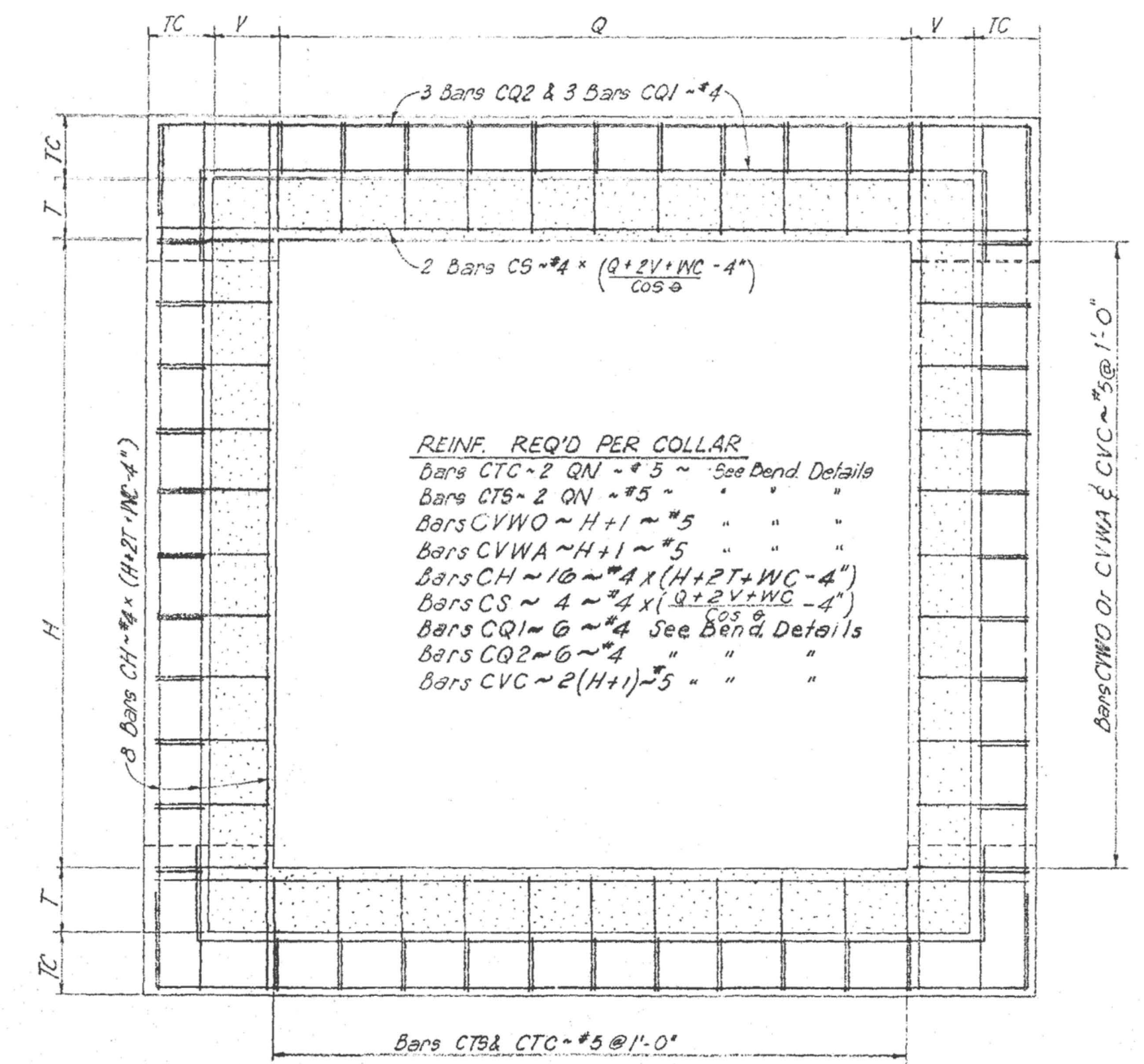


4/6/2016 7:57 AM SD-ICJ-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

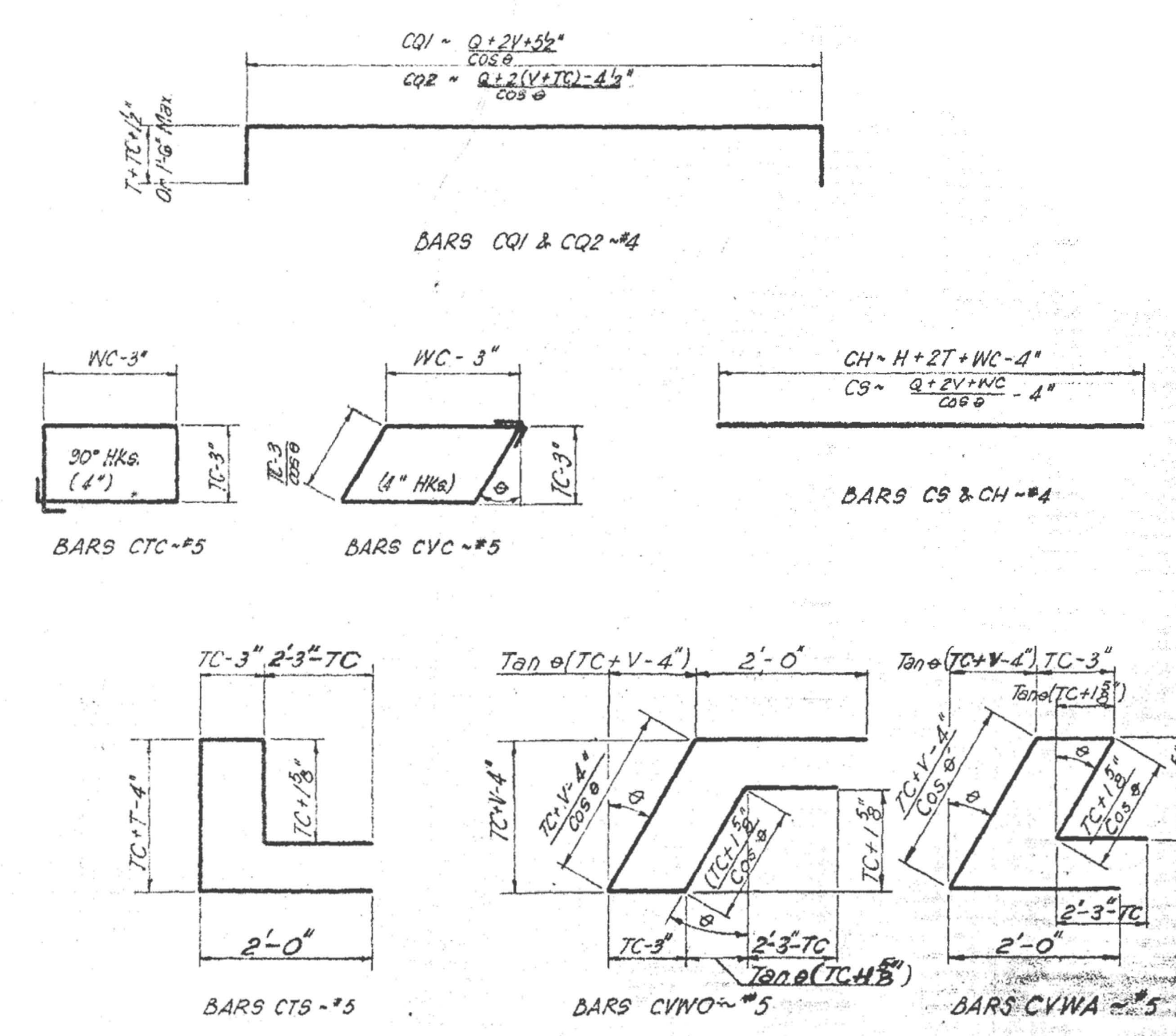


PLAN OF COLLAR

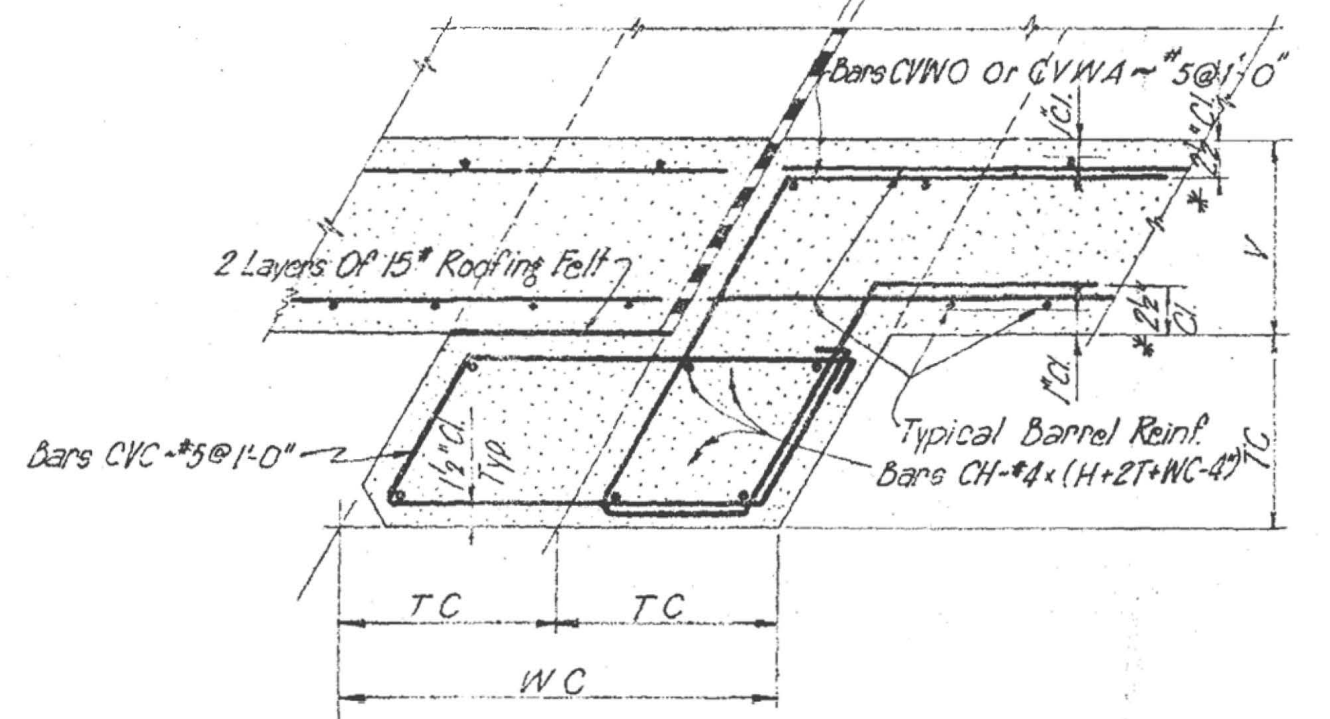


SECTION A - A

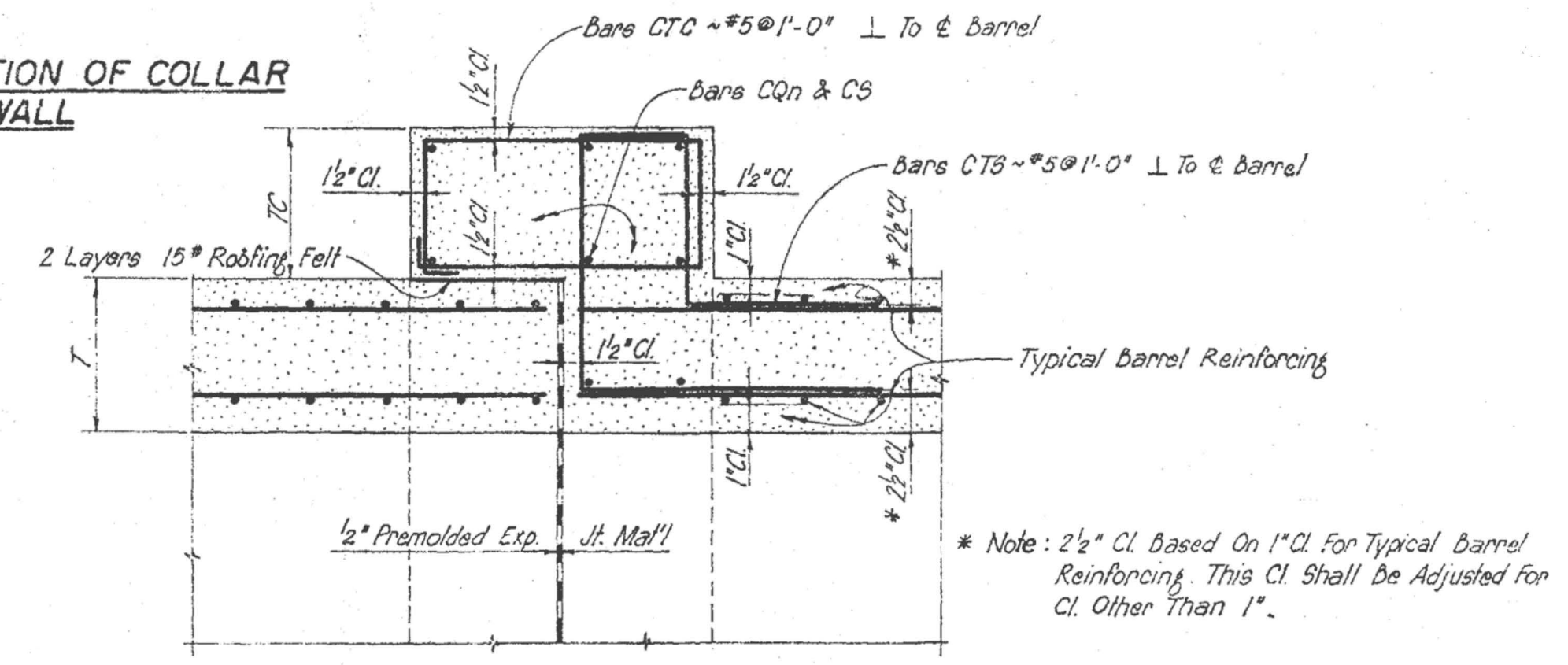
REINF. REQ'D PER COLLAR
 Bars CTC ~ 2 QN ~ #5 ~ See Bend Details
 Bars CS ~ 2 QN ~ #5 ~ " "
 Bars CVWO ~ H+1 ~ #5 ~ " "
 Bars CVWA ~ H+1 ~ #5 ~ " "
 Bars CH ~ 16 ~ #4 x (H+2T+WC-4")
 Bars CS ~ 4 ~ #4 x (Q+2V+WC-4")
 Bars CQ1 ~ 6 ~ #4 See Bend Details
 Bars CQ2 ~ 6 ~ #4 " "
 Bars CVC ~ 2(H+1) ~ #5 ~ " "



NOTE: See * Below.
BAR BENDING DETAILS
 Dimensions Are Out To Out.

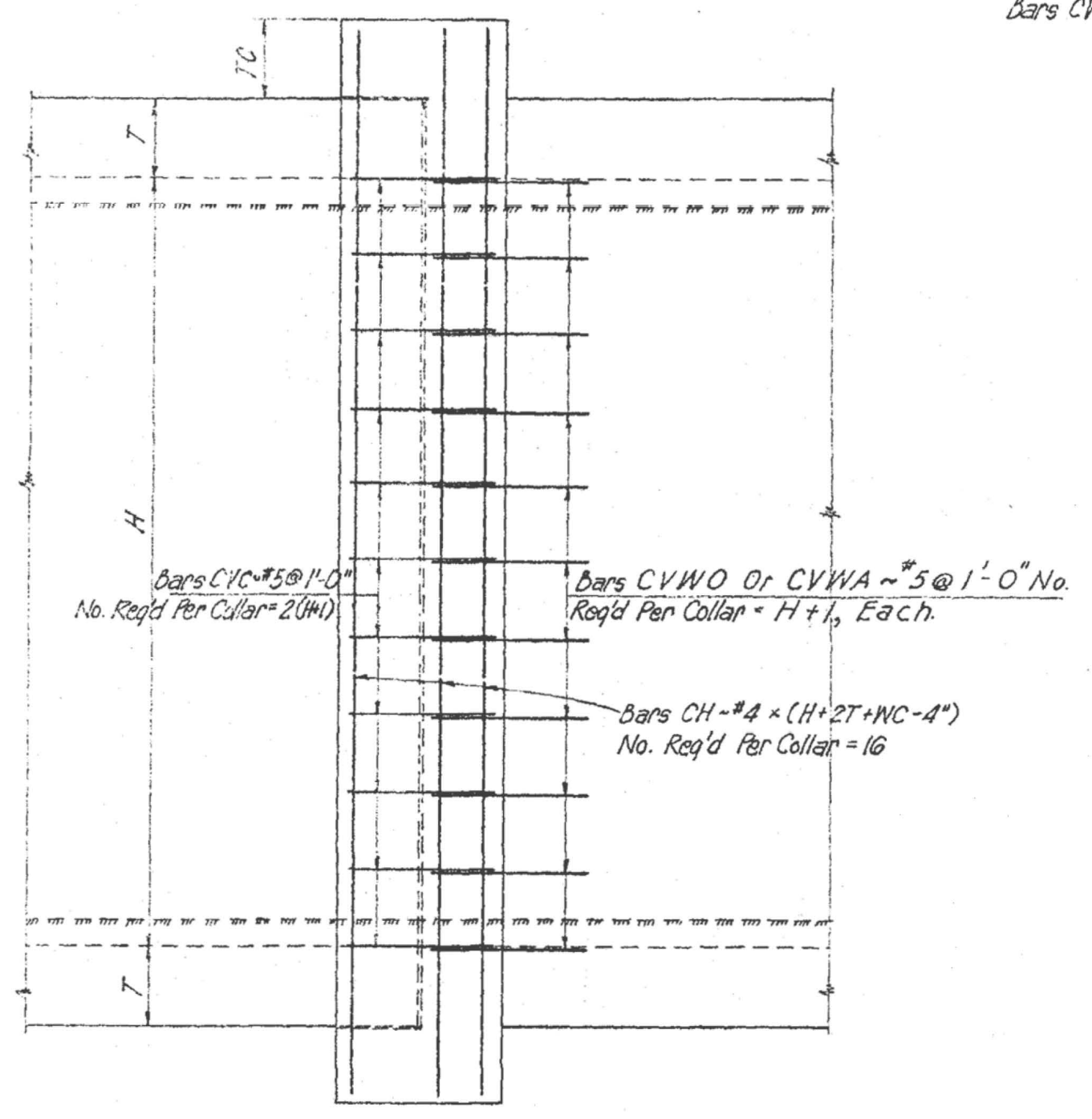


TYPICAL SECTION OF COLLAR AT WALL



TYPICAL SECTION OF COLLAR - TOP & BOTTOM

Note: Q For Single Cell Box = S (Clear Span), QN = S+1
 Q For Double Cell Box = 2S+V, QN = 2(S+1)
 Q For Triple Cell Box = 3S+2V, QN = 3(S+1)
 Q For Quadruple Cell Box = 4S+3V, QN = 4(S+1)
 θ = Skew Angle
 For H = 4' Thru 6' TC = 9" WC = 1'-6"
 For H = 8' & Above TC = 1'-0" WC = 2'-0"

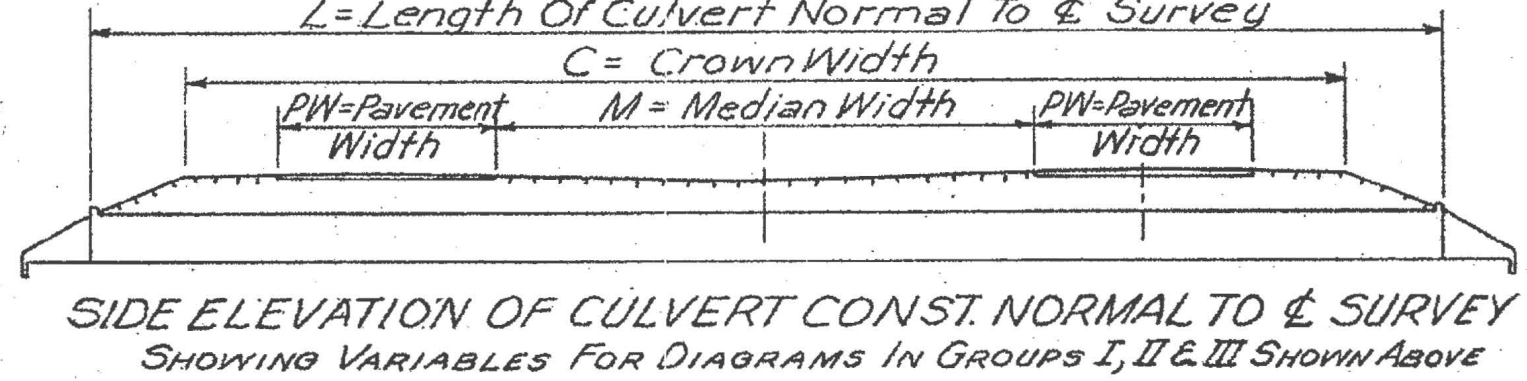
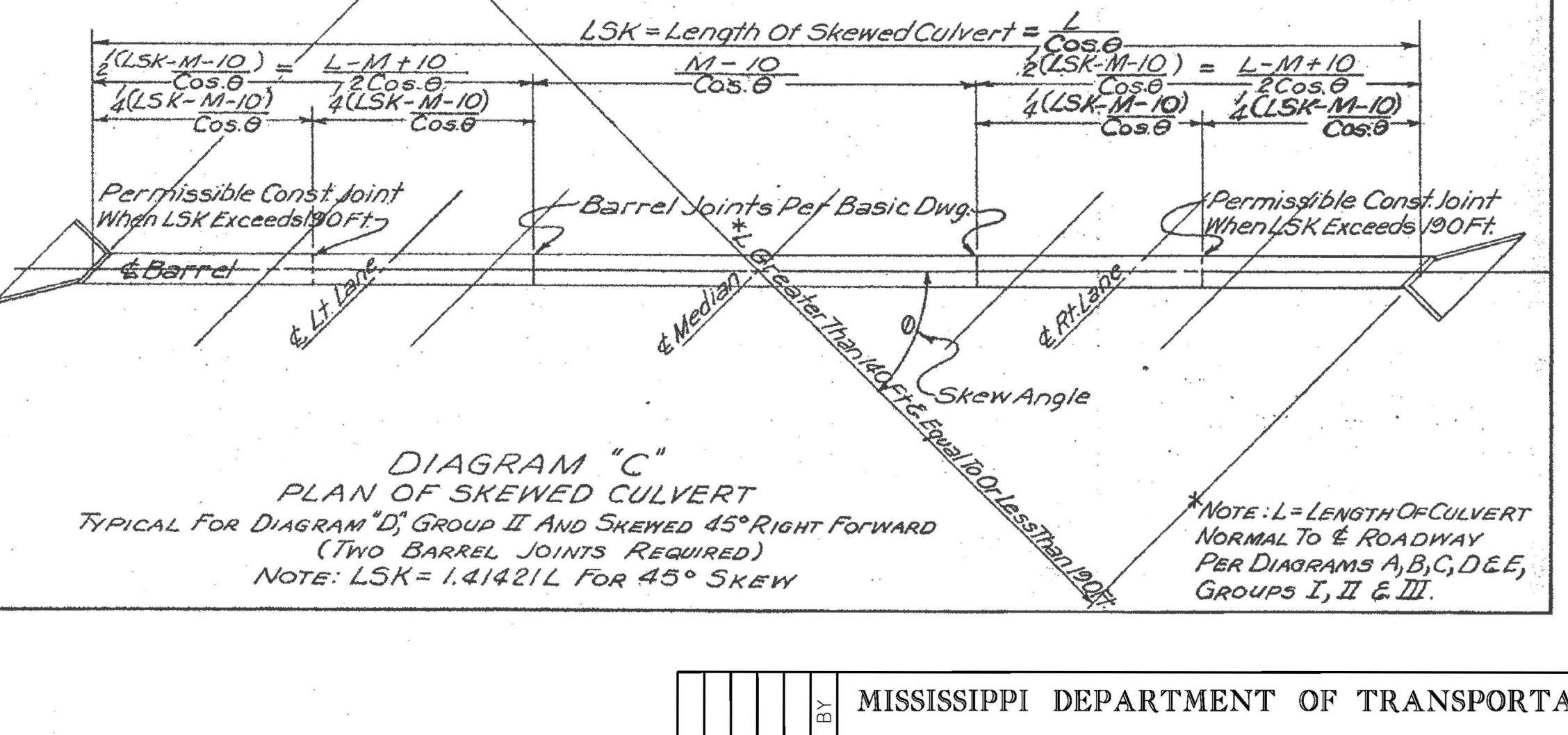
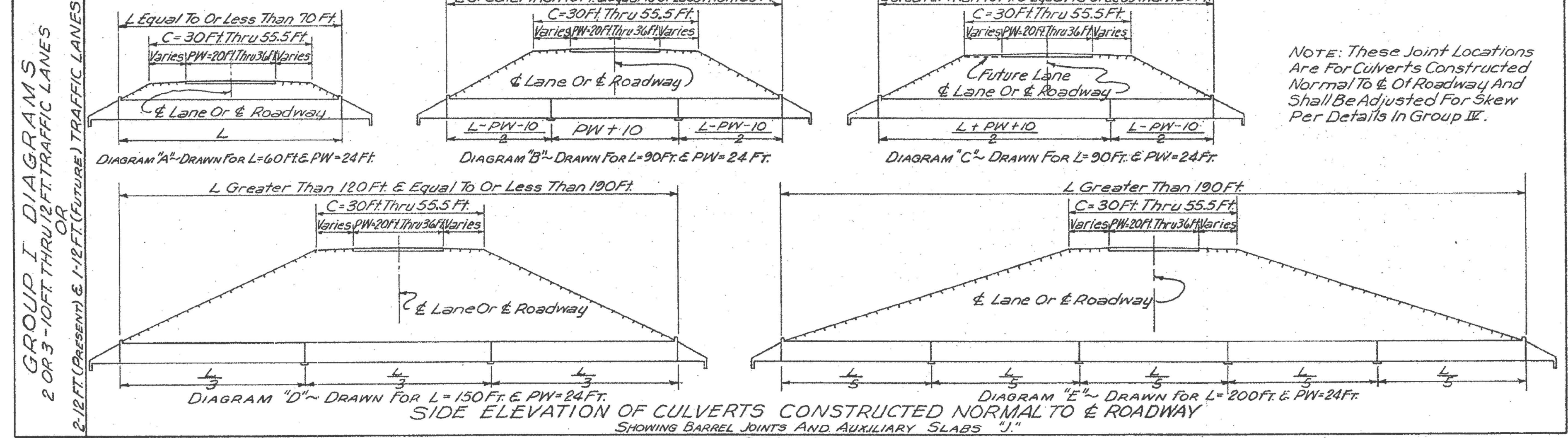
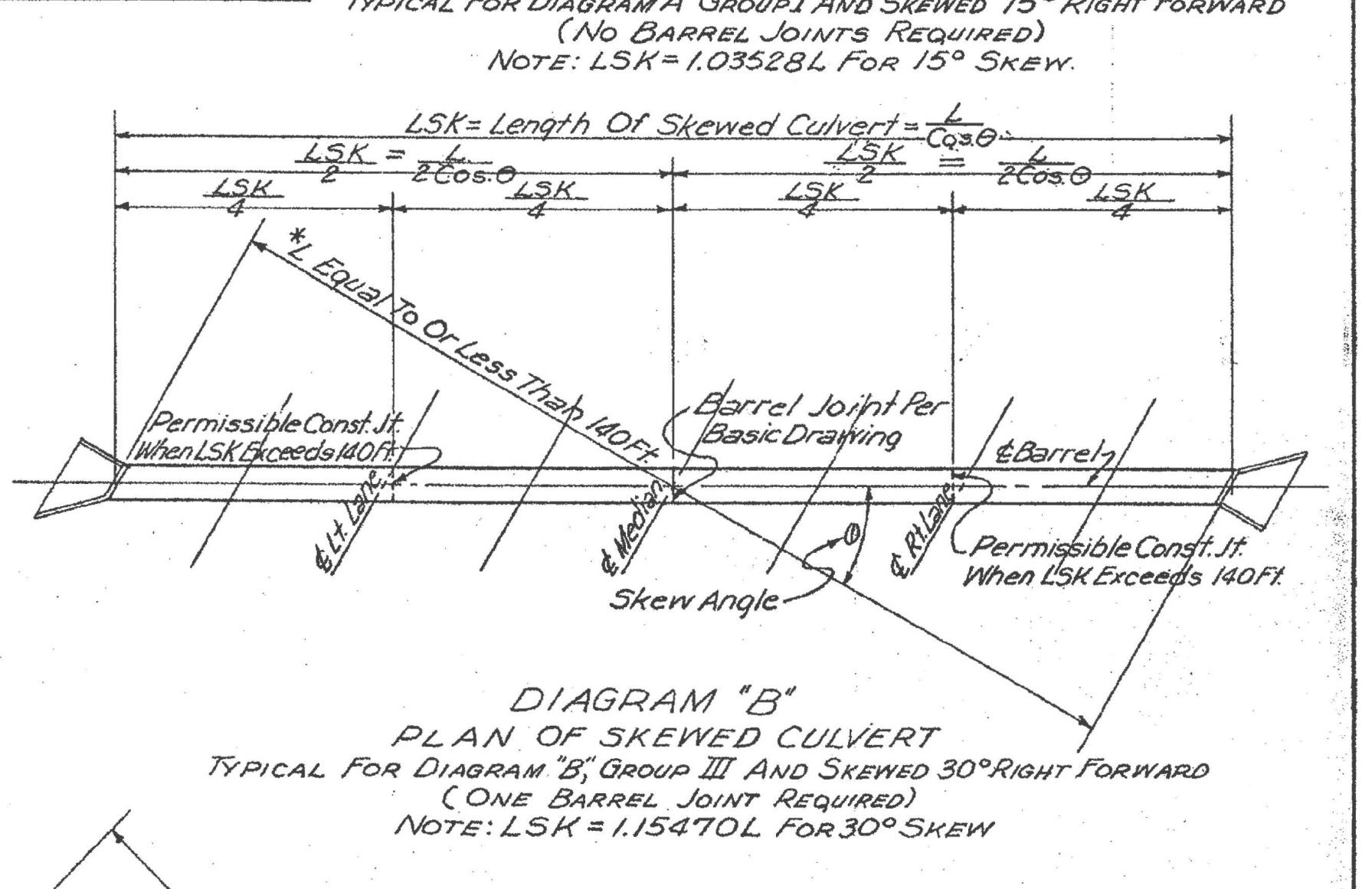
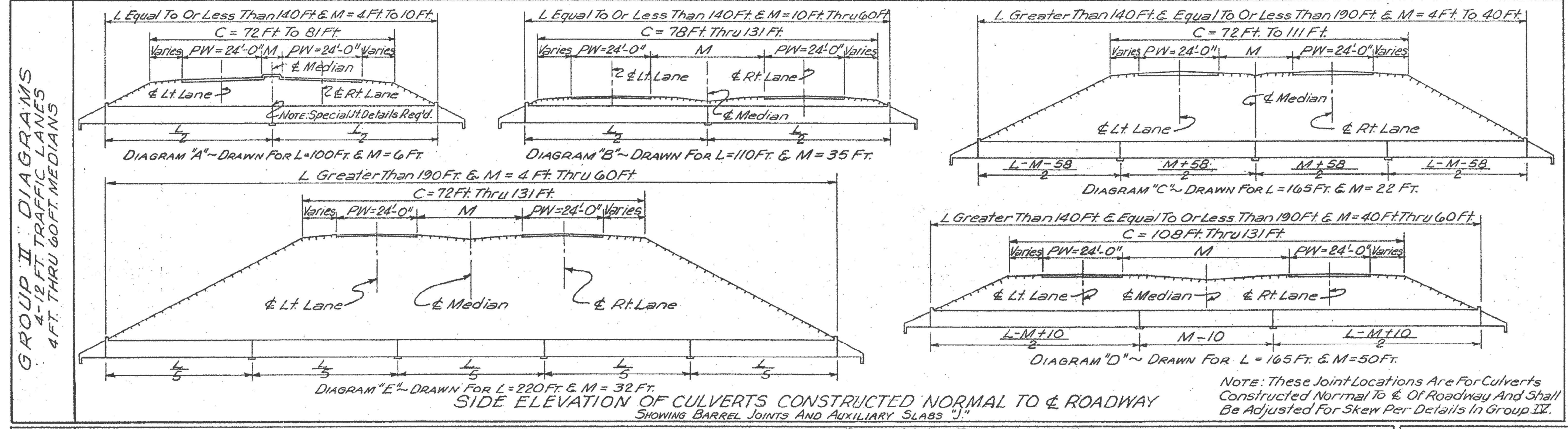
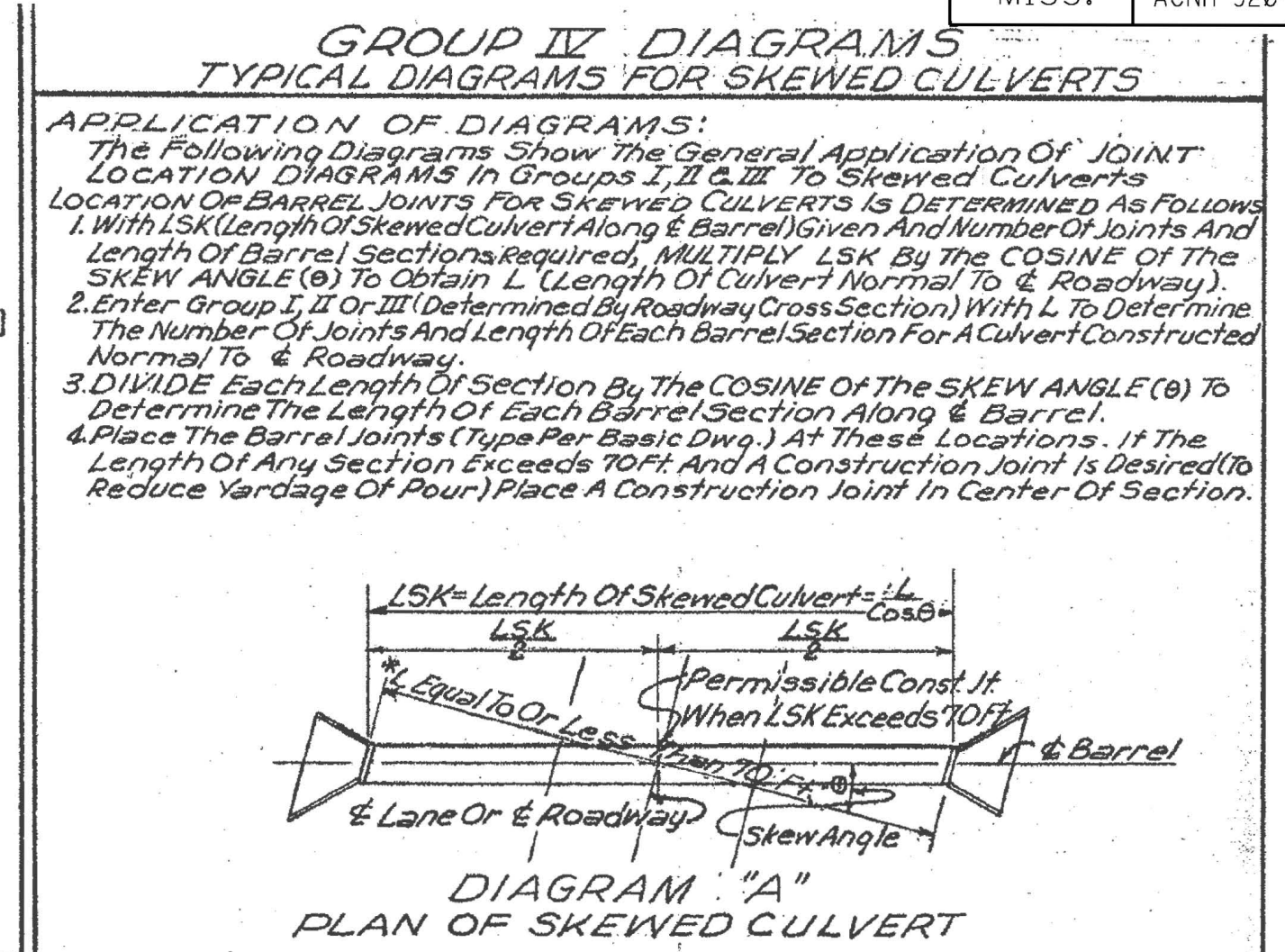
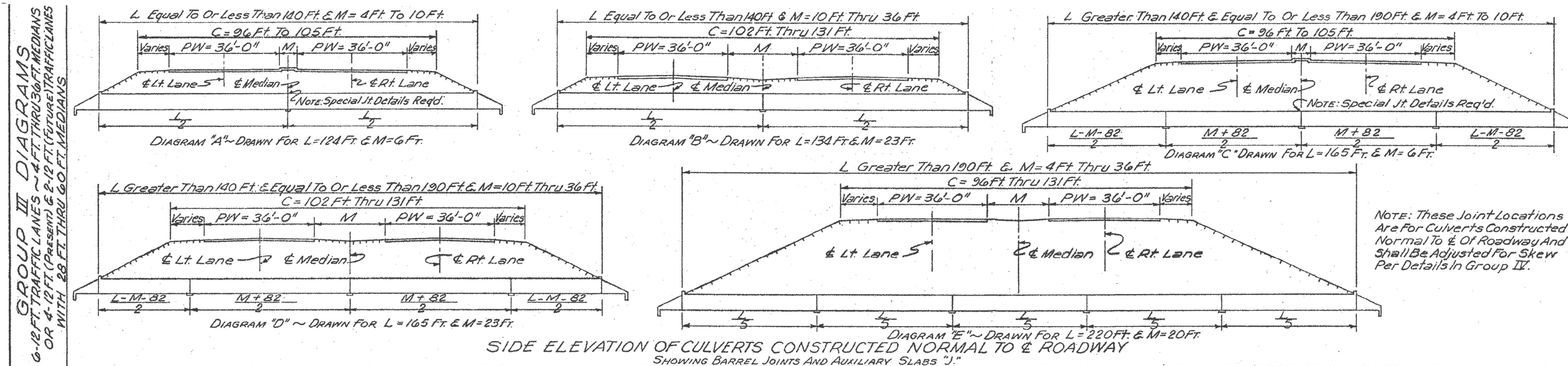


ELEVATION OF COLLAR

GENERAL NOTES:
 This Drawing Shows The Details Necessary To Construct A Complete Collar Around Barrel At Skewed Expansion Joints For Single, Double, Triple And Quadruple Cell Box Structures. All Details And Requirements Not Shown Hereon Shall Be As Per Specific Drawings Or Sheets As Listed In The Plan Assembly. This Drawing Is Detailed For A Single Cell Box Structure, And Multi-Cell Box Structures Shall Be Treated Similarly As Shown.

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		SKewed DETAILS FOR BOX STRUCTURES (SINGLE, DOUBLE, TRIPLE & QUADRUPLE)	
DATE			
DESIGN TEAM		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: SD-ICJS.DGN DESIGN TEAM: MICHAEL_BAKER CHECKED: KJC DATE: 2015	
WORKING NUMBER		SD-ICJS	
SHEET NUMBER		152	

4/7/2016 7:58 AM SD-ICJS.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION



GENERAL NOTES:
This Drawing Shows The Barrel Joint Locations For Box Culverts Constructed Normal To & Of Roadway And General Details Necessary To Locate Joints For Culverts On 15, 30 And 45° Skews. The Diagrams On This Sheet Show Joint Locations For Culverts Under Variable Amounts Of Cover, Crown Width And Side Slopes. Barrel Joints Shall Be Of Type Per Basic Drawing And Shall Be Placed Only At Locations Shown Unless Otherwise Stated. Joints Shall Not Be Located Closer Than 5 Ft. Outside Pavement For Cover Of 8 Ft. Or Less Except In Cases Where Median Is Less Than 10 Ft. Where Cover Is 8 Ft. Or Less And A Joint Occurs Within The Limits Of 5 Ft. Beyond Each Edge Of Pavement, Use Complete Collar At Joints Per Drawing ICJ-1 Or ICJS-1. Where Cover Exceeds 8 Ft., Joints May Be Located Without Regard To Pavement Edge. Construction Joints Per Group III, If Required, Shall Have Reinforcement Continuous Thru Joint And Shall Be Placed Only At Locations Indicated. General Requirements Of Basic Culvert Drawings Shall Apply Except As Specifically Modified Hereon.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

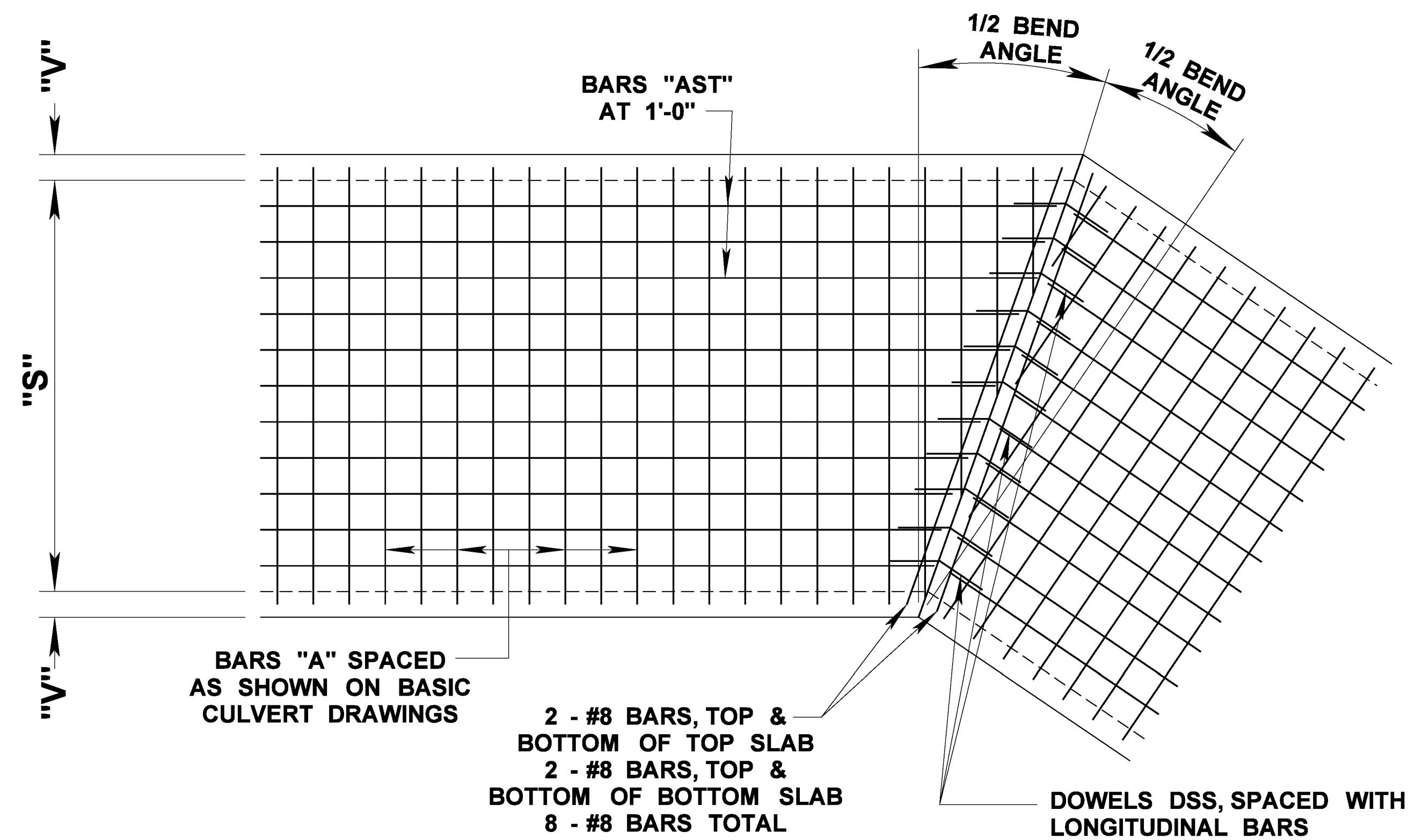
BOX CULVERT DRAWING
BARREL JOINT LOCATIONS
NORMAL AND SKEWED
CULVERTS

COUNTY: MADISON
PROJ. NUM.: ACNH-9204-00(003)
FILENAME: SD-IBJL.DGN
DESIGN TEAM: BAKER CHECKED: KJC DATE: 2015

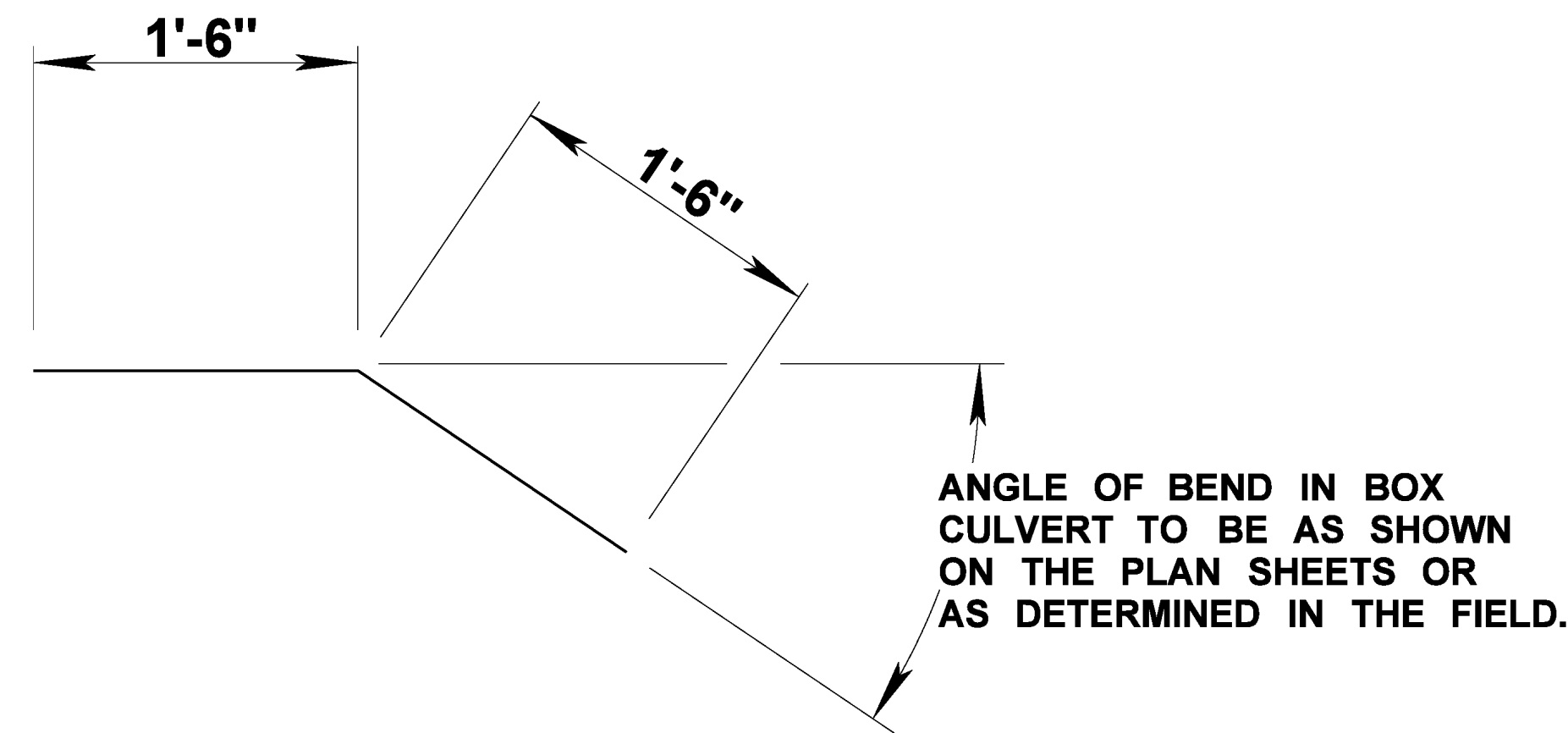
WORKING NUMBER: SD-IBJL-1
SHEET NUMBER: 153

4/7/2016 7:59 AM SD-IBJL.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



PLAN OF BARREL
SHOWING CONCRETE DIMENSIONS
AND REINFORCING IN TOP SLAB.
(BOTTOM SLAB IS SIMILAR)



DETAIL OF DOWELS DSS - #4

SHEET NO.	STATION	SIZE	ANGLE OF BEND	*NO. OF DOWELS DSS-#4	NO. & LENGTH OF #8 BARS	EST. REINF. STEEL (LBS)
14RT	169+84	6 x 4	19	28	8, 7.17'	222

*** SINGLE CELL**

NO. OF DOWELS DSS = NO. OF BARS AST + BARS ASB + BARS BS

*** DOUBLE CELL**

NO. OF DOWELS DSS = NO. OF BARS AST + BARS ASB + BARS BS + BARS ES

GENERAL NOTES

1. THIS DRAWING IS SUPPLEMENTARY TO THE BASIC CULVERT DRAWINGS OF THE M.D.O.T. STANDARD DRAWING SERIES IBS AND IBD.
2. THE ANGLE OF BEND IN THE BOX CULVERT SHALL BE CHECKED IN THE FIELD BEFORE ORDERING REINFORCING STEEL
3. THIS DRAWING IS FOR A SINGLE CELL CULVERT. DOUBLE CELL STRUCTURES ARE SIMILAR.

4/16/2016 8:00 AM BXBEND.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
BOX CULVERT BENDING DETAIL	
COLONY PARK BLVD.	
169+84 RT	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	BXBEND.DGN
DESIGN TEAM	BAKER CHECKED KJC DATE 2015
WORKING NUMBER	BCB-1
SHEET NUMBER	154

HOLE OPENING									
ROUND RCP SIZE	OPENING				ARCH RCP SIZE	OPENING			
	INCHES	CONCRETE* DEDUCTION PER OPENING (C.Y.)	INCHES	CONCRETE* DEDUCTION PER OPENING (C.Y.)		INCHES	CONCRETE* DEDUCTION PER OPENING (C.Y.)	INCHES	CONCRETE* DEDUCTION PER OPENING (C.Y.)
12	2	20	4	0.017	-	-	-	-	-
15	2.25	24	4.5	0.032	18x11	2.25	25.5x18.5	1.5	0.015
18	2.5	26	4	0.045	22x13	2.5	30x21	1.5	0.045
21	2.75	28	3.5	0.060	-	-	-	-	-
24	3	32	4	0.076	29x18	3	38x27	1.5	0.073
27	3.25	40	6.5	0.095	-	-	-	-	-
30	3.5	40	5	0.116	36x23	3.5	46x33	1.5	0.108

* BASED ON 5" WALL THICKNESS; FOR 3 1/2" WALL, MULTIPLY BY 0.694

MINIMUM PIPE DEPTH TOP OF COVER TO PIPE INVERT			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
12	27	-	-
15	30.5	18x11	23.5
18	33	22x13	25.5
21	35.5	-	-
24	40	29x18	30.5
27	44.5	-	-
30	46	36x23	35.5

MAXIMUM PIPE SIZE				
INLET OR JUNCTION BOX	ROUND RCP		ARCH RCP	
	IW SIDE	IL SIDE	IW SIDE	IL SIDE
2X2	12	18	NONE	18x11
2X3	12	24	NONE	22x13
3X5	24	30	22x13	36x23

CONCRETE QUANTITIES			
INLET OR JUNCTION BOX	BOTTOM C.Y.	RISER C.Y./FT	COVER C.Y.
2X2	0.074	0.099	0.123
2X3	0.111	0.181	0.201
3X5	0.279	0.275	0.266

NOTE: CONCRETE CUBIC YARDS PER INLET/JUNCTION BOX = BOTTOM + (TOTAL RISER HEIGHT (FT) x C.Y./FT) + (COVER - GRATE OPENING) - ANY HOLE OPENINGS

GENERAL DATA											
INLET OR JUNCTION BOX SIZE	WALL THICKNESS WT	INSIDE DIMENSION		OUTSIDE DIMENSION		BASE HEIGHT B	RISER HEIGHT R	WEIGHTS			
		IW	IL	OW	OL			BOTTOM LB	BASE/RISER LB/FT	COVER LB	
2 X 2	3 1/2	24	24	31	31	24-54	18-48	300	401	500	
2 X 3	5	24	36	34	46	24-54	18-48	450	735	815	
3 X 5	5	36	60	46	70	24-54	18-48	1125	1114	1077	

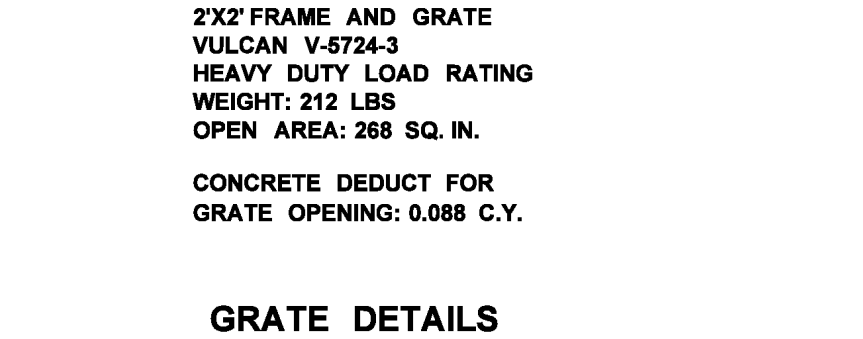
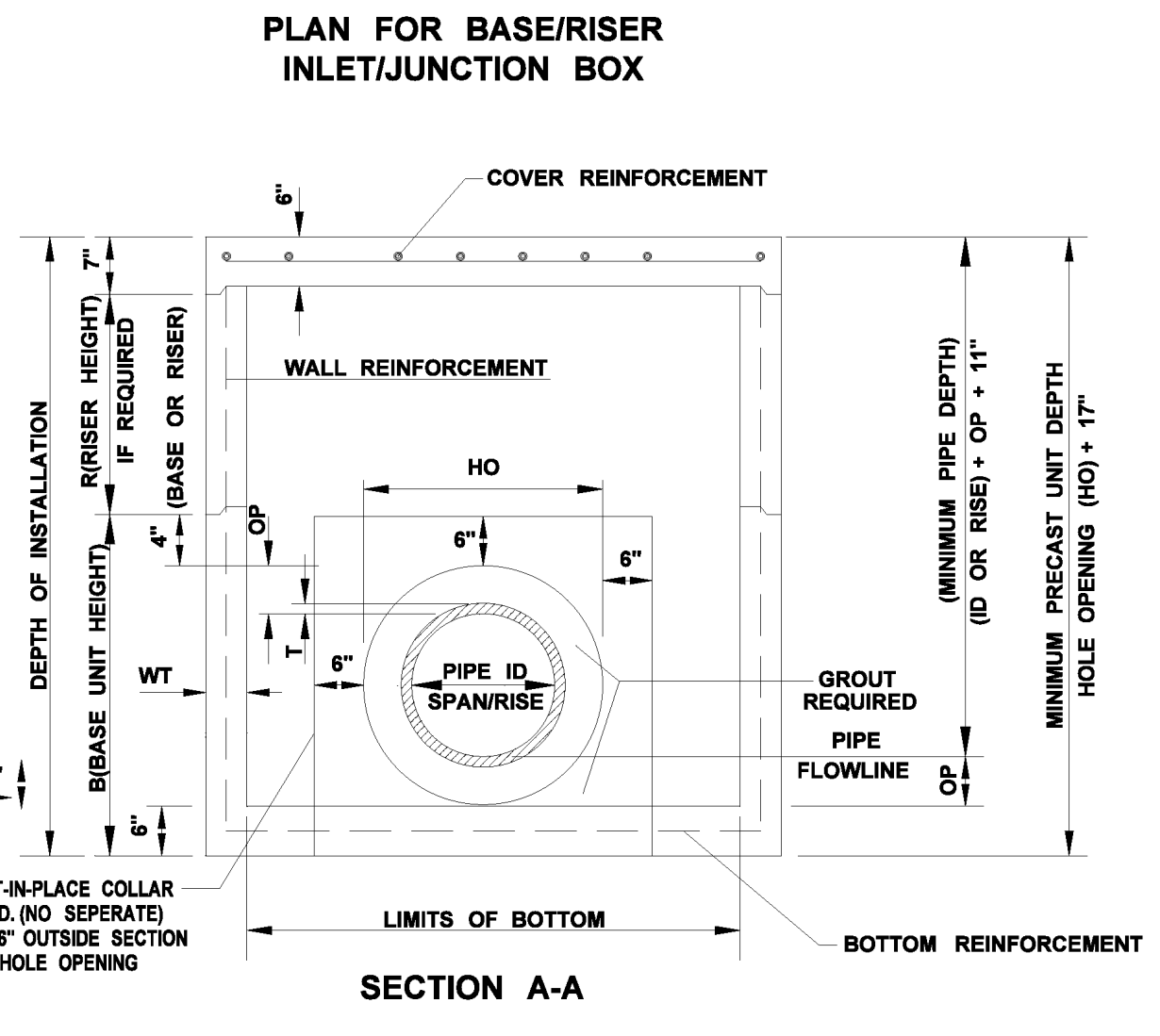
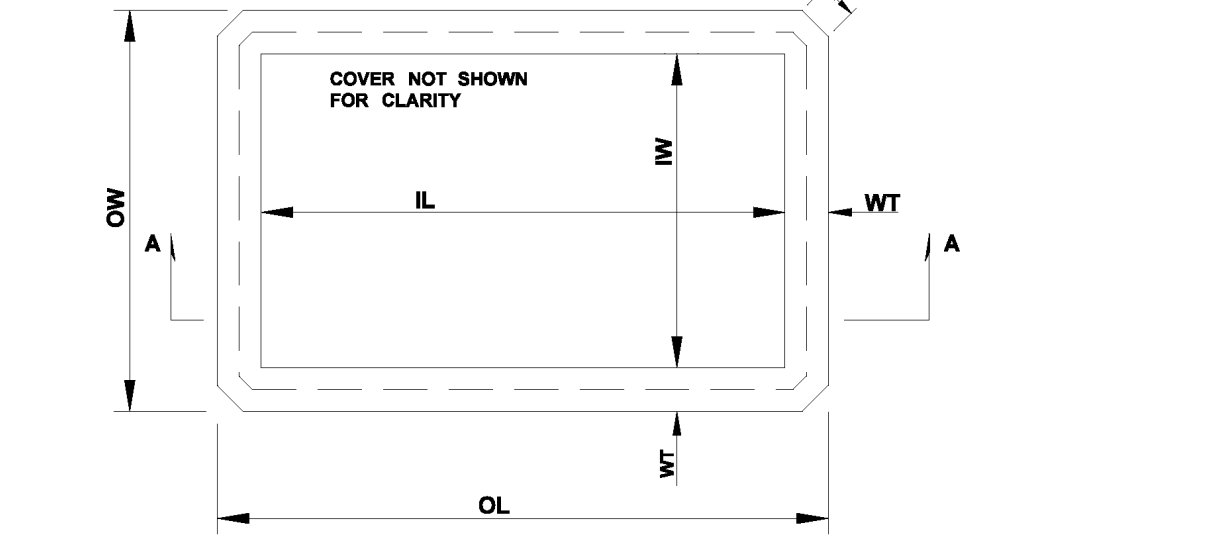
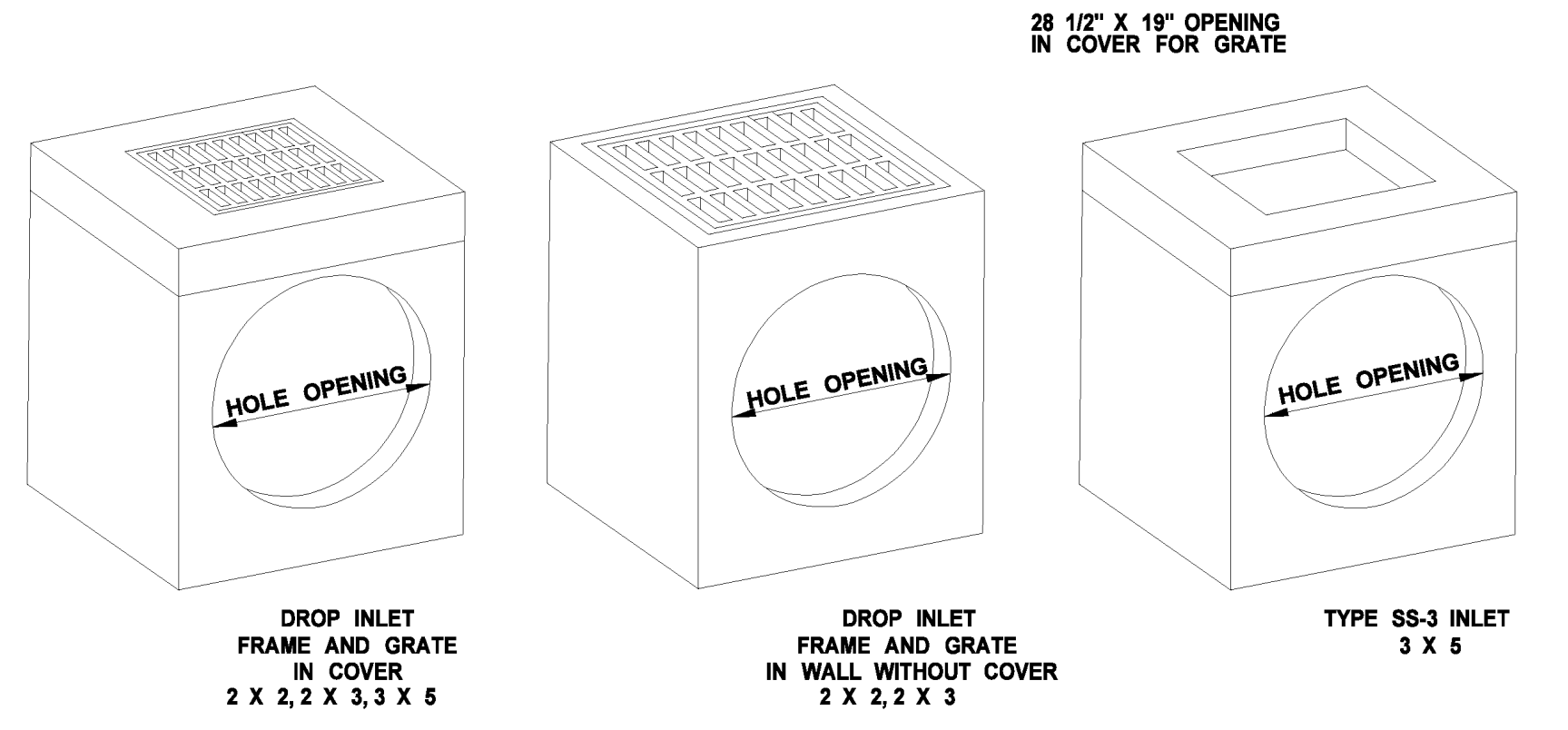
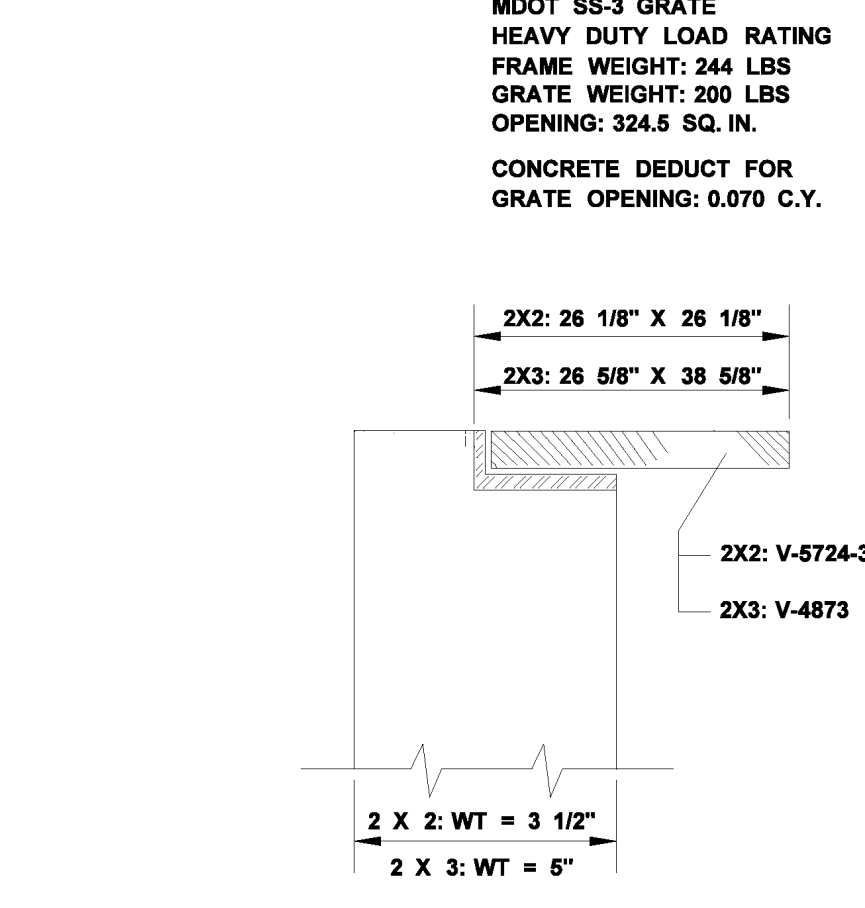
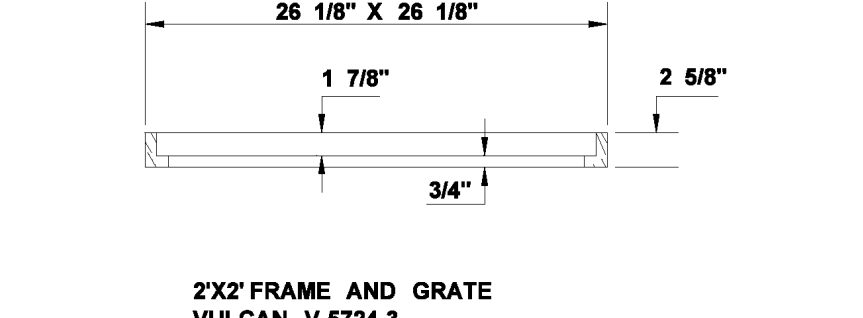
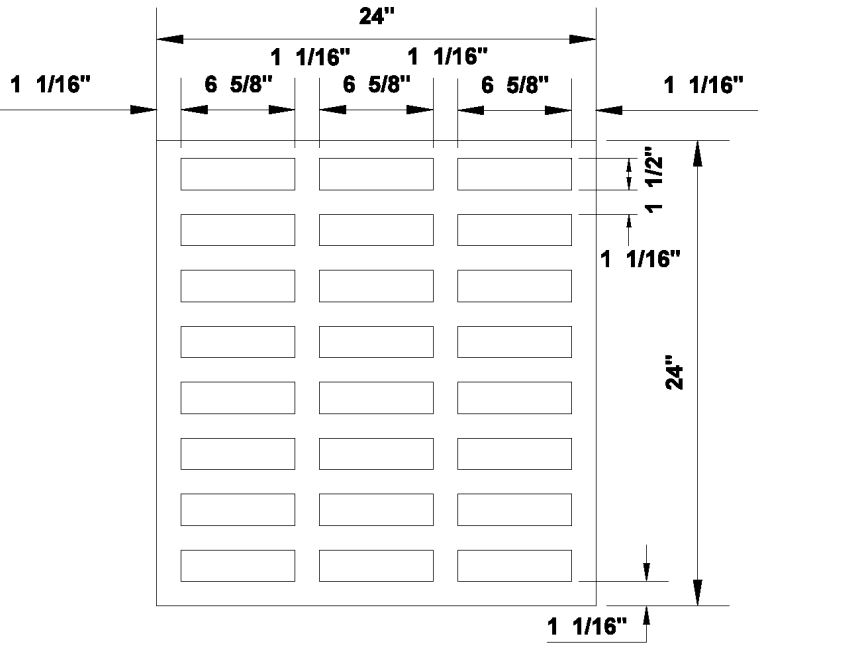
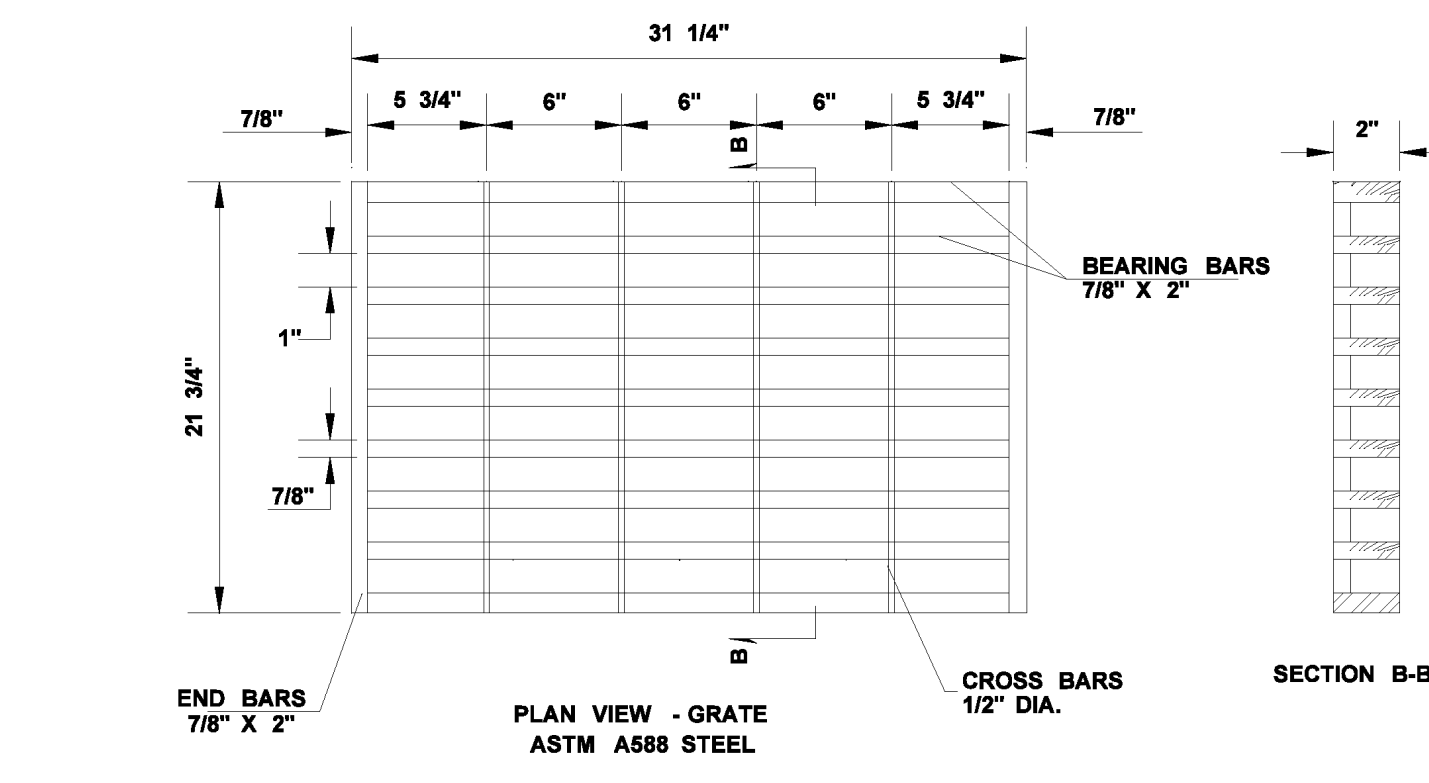
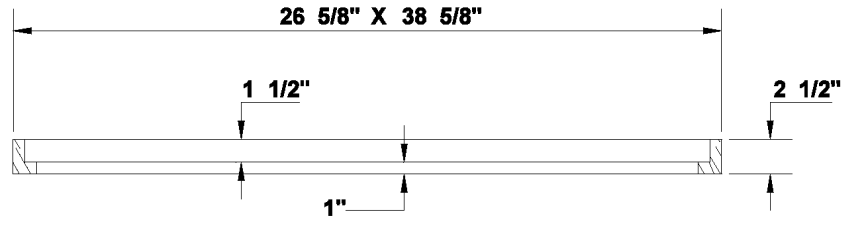
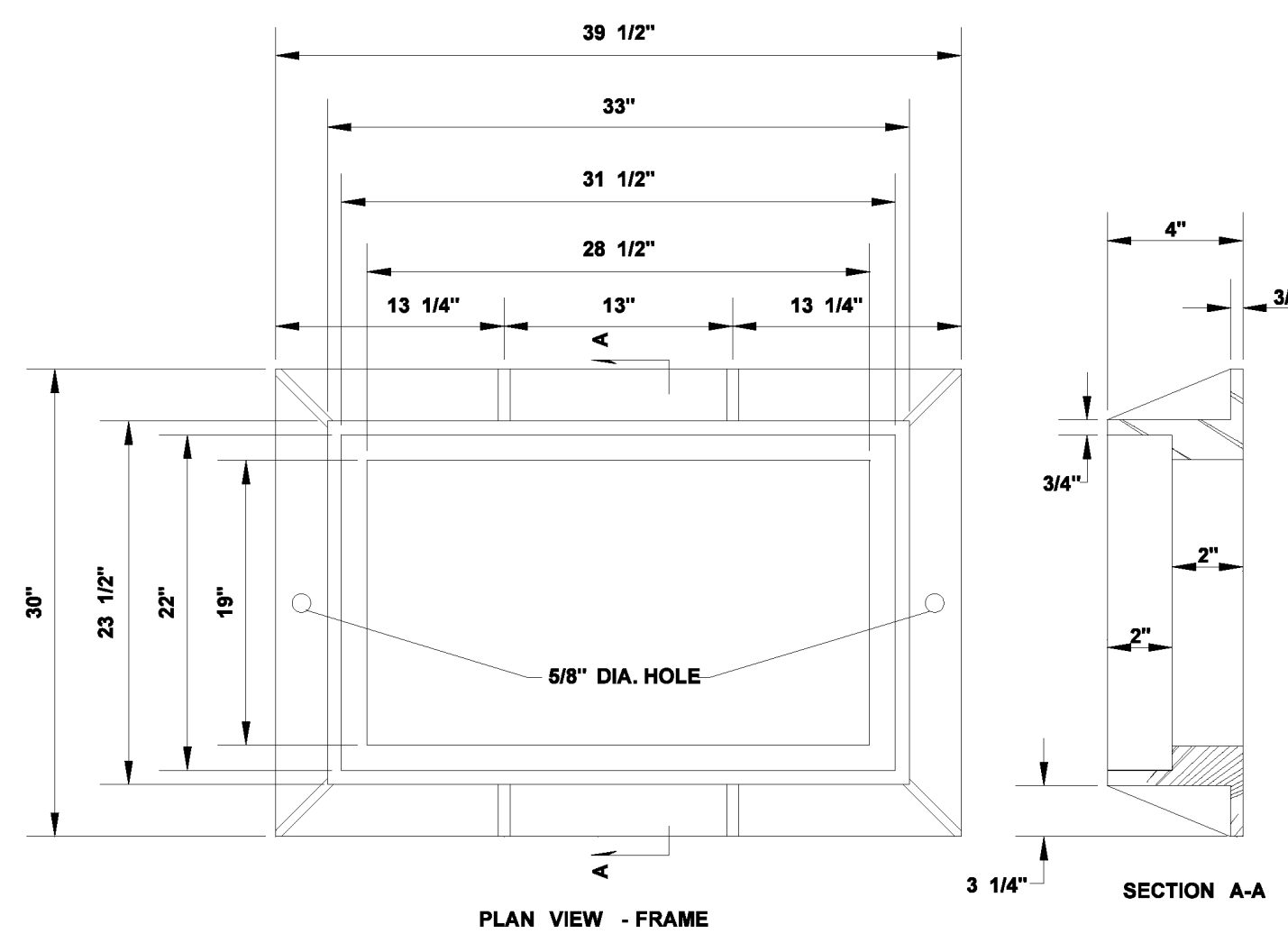
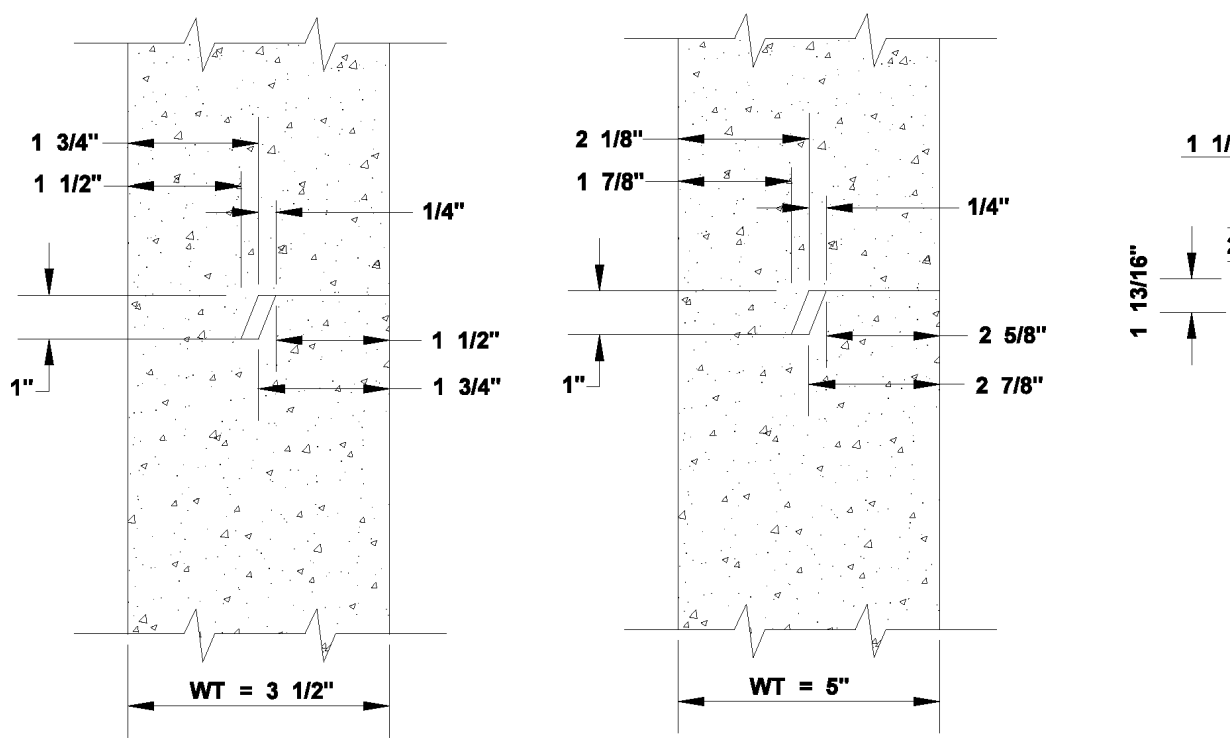
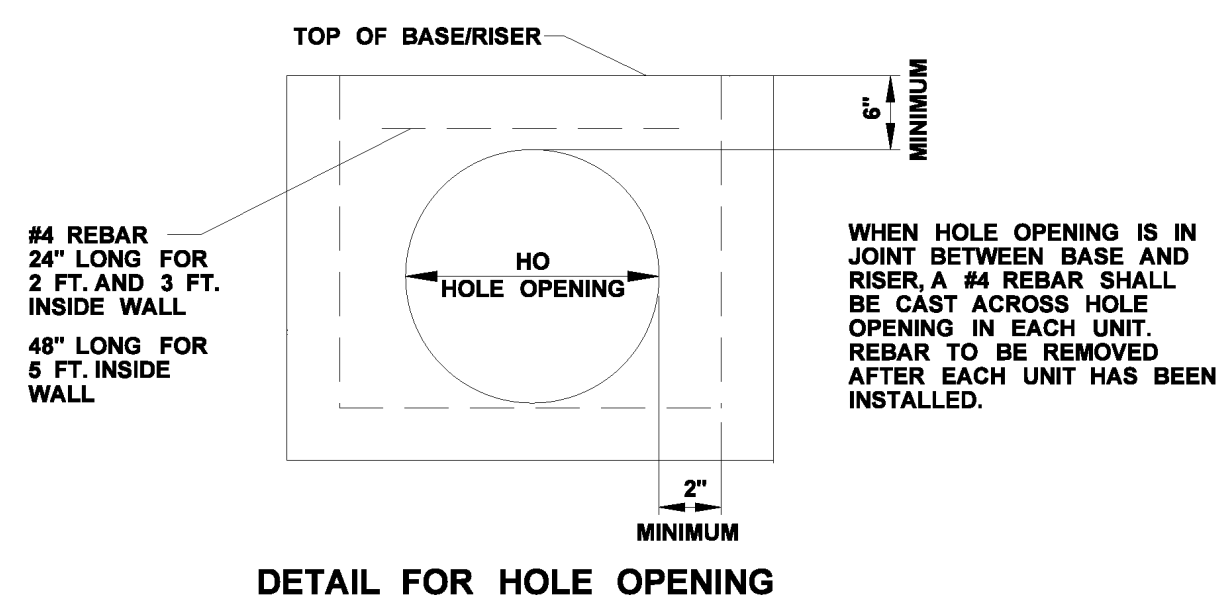
2' x 2' WALL REINFORCEMENT (SQ. IN. PER LIN. FT.)												
DEPTH OF INSTALLATION	BASE		TOP RISER		INTERIOR RISER #1		INTERIOR RISER #2		INTERIOR RISER #3		INTERIOR RISER #4	
	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT
FT	-	-	-	-	-	-	-	-	-	-	-	-
0-4	0.07	3.942	-	-	-	-	-	-	-	-	-	-
0-8	0.13	5.862	0.07	3.942	-	-	-	-	-	-	-	-
0-12	0.20	7.786	0.07	3.942	0.13	5.862	-	-	-	-	-	-

2' x 3' WALL REINFORCEMENT (SQ. IN. PER LIN. FT.)												
DEPTH OF INSTALLATION	BASE		TOP RISER		INTERIOR RISER #1		INTERIOR RISER #2		INTERIOR RISER #3		INTERIOR RISER #4	
	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT
FT	-	-	-	-	-	-	-	-	-	-	-	-
0-4	0.10	5.840	-	-	-	-	-	-	-	-	-	-
0-8	0.20	9.928	0.10	5.840	-	-	-	-	-	-	-	-
0-12	0.25	5.545	0.10	5.840	0.20	9.928	-	-	-	-	-	-

3' x 5' WALL REINFORCEMENT (SQ. IN. PER LIN. FT.)												
DEPTH OF INSTALLATION	BASE		TOP RISER		INTERIOR RISER #1		INTERIOR RISER #2		INTERIOR RISER #3		INTERIOR RISER #4	
	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT
FT	-	-	-	-	-	-	-	-	-	-	-	-
0-8	0.30	21.039	0.24	17.3264	-	-	-	-	-	-	-	-
0-12	0.74	53.570	0.24	17.3264	0.60	43.316	-	-	-	-	-	-
0-16	0.88	61.526	0.24	17.3264	0.60	43.316	0.74	53.570	-	-	-	-
0-20	1.14	78.146	0.24	17.3264	0.60	43.316	0.74	53.570	1.02	70.013	-	-
0-24	1.44	98.654	0.24	17.3264	0.60	43.316	0.74	53.570	1.02	70.013	1.20	82.035

COVER/BOTTOM REINFORCEMENT				
INLET OR JUNCTION BOX	COVER	LBS/STEEL	BOTTOM	LBS/STEEL
2X2	#4 @ 9" EW	12.247	WWF-W6.0 X W6.0 - 3 X 3	10.559
2X3	#4 @ 9" EW	17.869	WWF-W6.0 X W6.0 - 3 X 3	16.602
3X5	#4 @ 9" EW	36.741	WWF-W6.0 X W6.0 - 3 X 3	37.208

NOTE: REINFORCEMENT STEEL (LBS PER INLET/JUNCTION BOX) = BOTTOM + TOTAL FOR EACH RISER (TOP PLUS ANY INTERIOR RISERS) (BASE HEIGHT + TOTAL HEIGHT OF RISER) + COVER; HOLE AND GRATE OPENINGS NOT DEDUCTED



- GENERAL NOTES:
- CONCRETE SHALL HAVE COMPRESSIVE STRENGTH OF 4000 PSI MINIMUM AT 28 DAYS.
 - REINFORCING FOR BOTTOM AND WALLS SHALL BE WELDED WIRE FABRIC, ASTM A-185, AND OF THE AREA AS SHOWN IN TABLE.
 - REINFORCING FOR COVER SHALL BE ASTM A615/A AND OF THE SIZE AS SHOWN IN TABLE AND DRAWINGS.
 - JOINT TO BE SEALED WITH FLEXIBLE PLASTIC GASKET FOR JOINT CONDUIT, AASHTO SPECIFICATION M-198 OR MDOT SPECIFICATION.
 - 2 1/2" LIFTING HOLES TO BE LOCATED ON EACH SIDE OF BOX SECTIONS FOR HANDLING.
 - GROUT FOR JOINING PIPE TO PRECAST UNITS WILL BE A COMMERCIAL MASONRY GROUT MEETING MDOT SPECIFICATIONS
 - WHEN INTERIOR RISER UNITS ARE REQUIRED, UNITS SHALL BE MARKED TO IDENTIFY EACH UNIT.
 - CONCRETE & REINFORCING STEEL FOR PRE-CAST INLETS AND JUNCTION BOXES SHALL BE PAID FOR AS THE CALCULATED QUANTITY SHOWN ON THE RE-CAP SHEET FOR CAST-IN-PLACE INLETS & JUNCTION BOXES

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	PRECAST UNITS JUNCTION BOX, TYPE SS-3, AND DROP PRECAST INLET (30" CONCRETE ROUND PIPE AND UNDER) (36" x 23" CONCRETE ARCH PIPE AND UNDER)
DATE	COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: precast1b1.dgn
DESIGN TEAM	WORKING NUMBER PCU-1
CHECKED	SHEET NUMBER 155
DATE 01/04/05	

4/26/2015 8:00 AM PRECASTJBL.DGN

GENERAL DATA												
SS-2 INLET SIZE	WALL THICKNESS WT	INSIDE DIMENSION		OUTSIDE DIMENSION		BASE HEIGHT B	RISER HEIGHT R	WEIGHTS				
		IW	IL	OW	OL			BOTTOM LB	BASE/RISER LB/FT	INLET TOP LB	EXTENSION LB	EXTENSION TOP LB
3 X 5	5	36	60	46	70	24-54	18-48	1125	1114	1880	1865	1070

3' x 5' WALL REINFORCEMENT (SQ. IN. PER LIN. FT.)												
DEPTH OF INSTALLATION	BASE		TOP RISER		INTERIOR RISER #1		INTERIOR RISER #2		INTERIOR RISER #3		INTERIOR RISER #4	
	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT
0-8	0.30	36.969	0.24	29.575	-	-	-	-	-	-	-	-
0-12	0.60	78.867	0.24	29.575	0.60	78.867	-	-	-	-	-	-
0-16	0.88	110.005	0.24	29.575	0.60	78.867	0.74	95.338	-	-	-	-
0-20	1.18	139.340	0.24	29.575	0.60	78.867	0.74	95.338	1.06	124.672	-	-
0-24	1.44	176.008	0.24	29.575	0.60	78.867	0.74	95.338	1.06	124.672	1.20	146.673

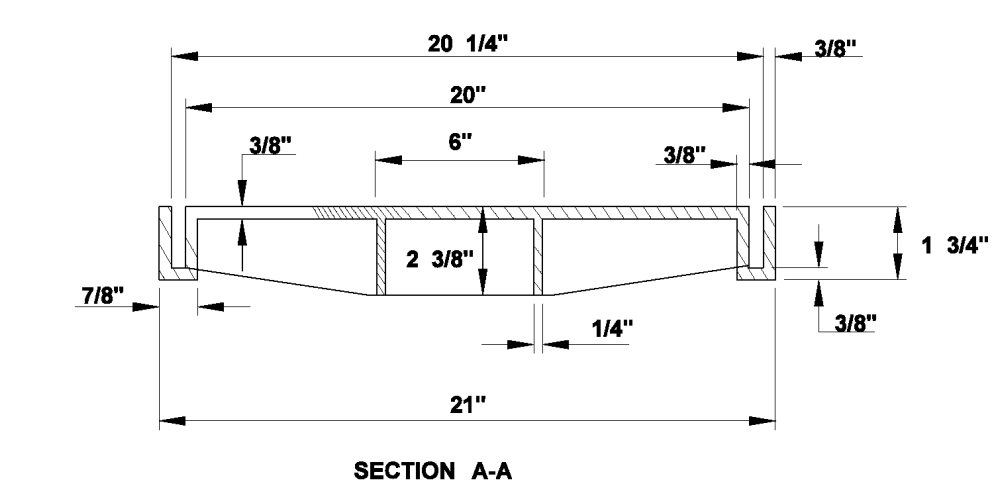
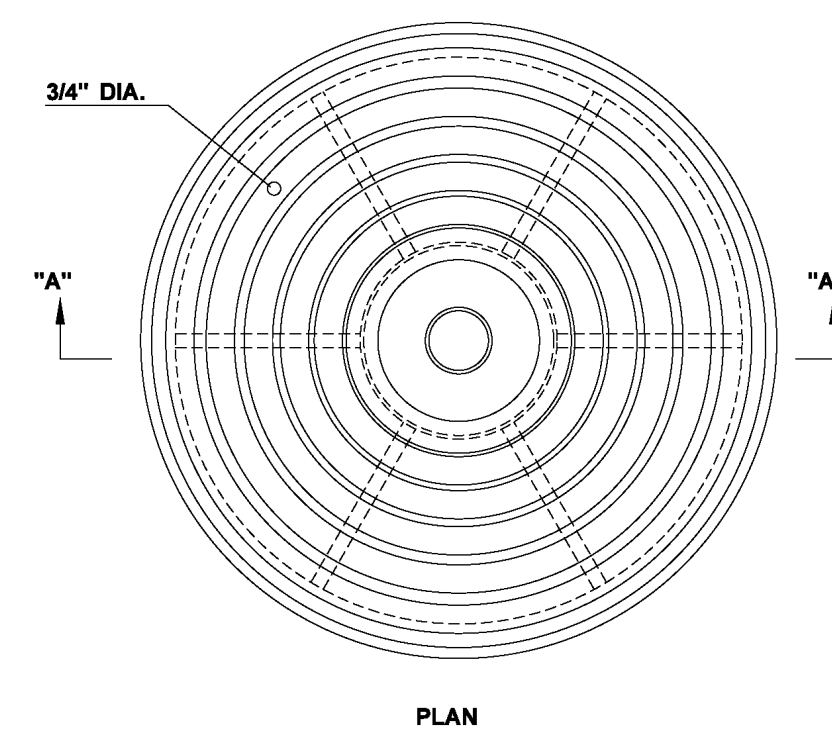
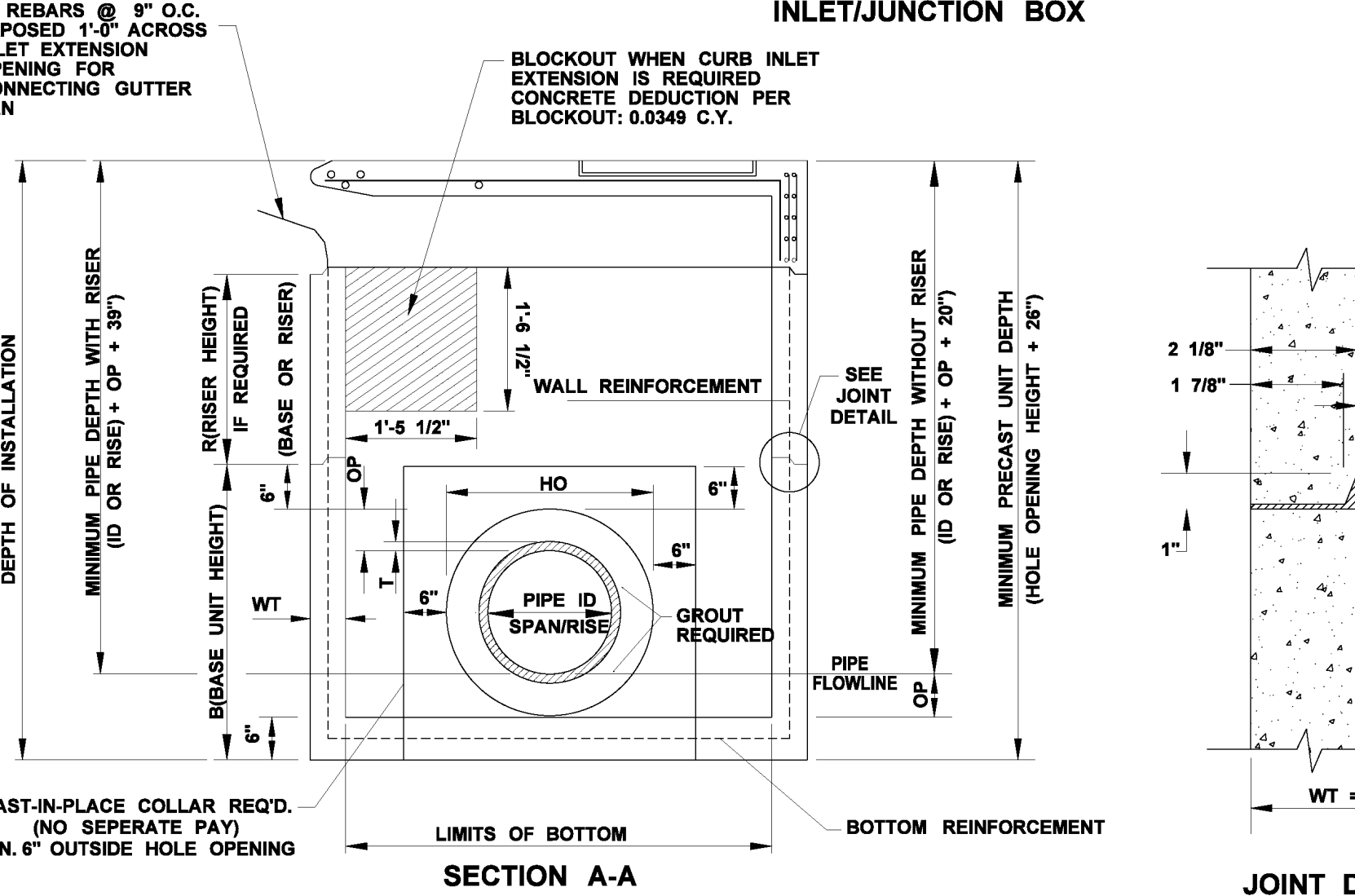
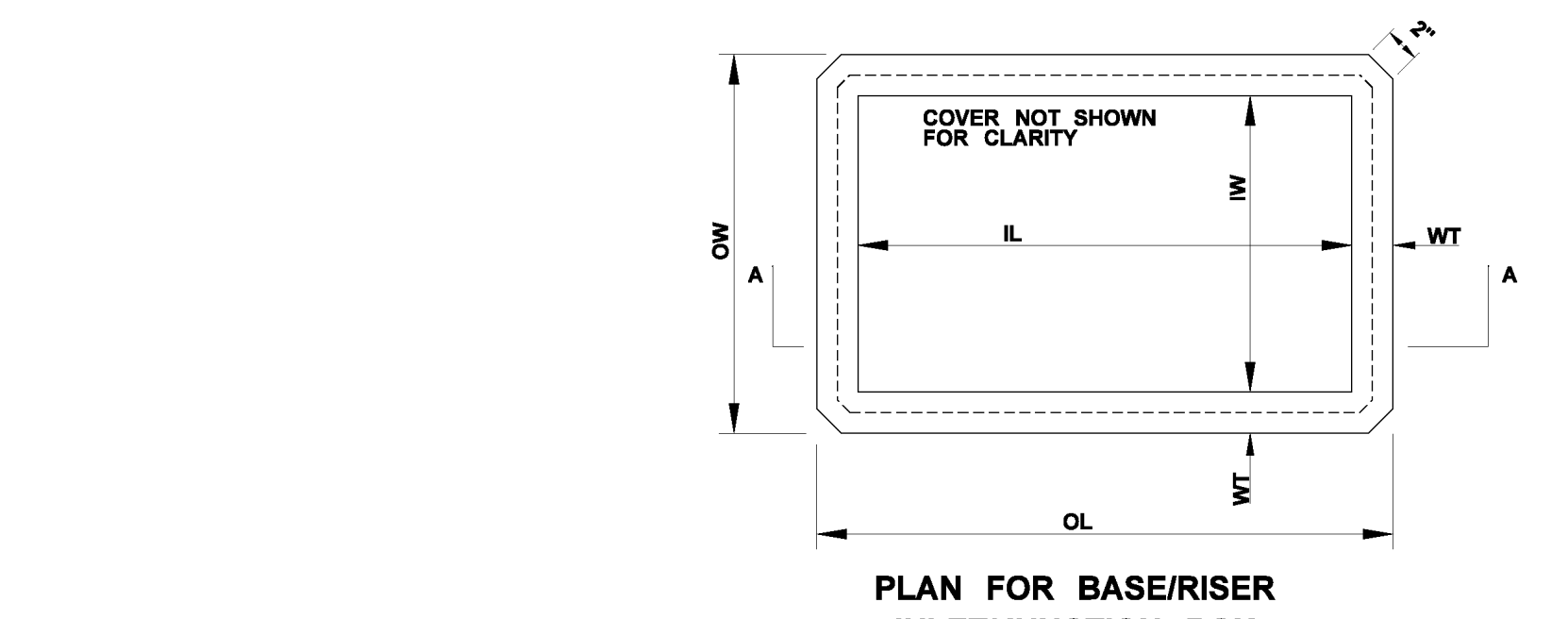
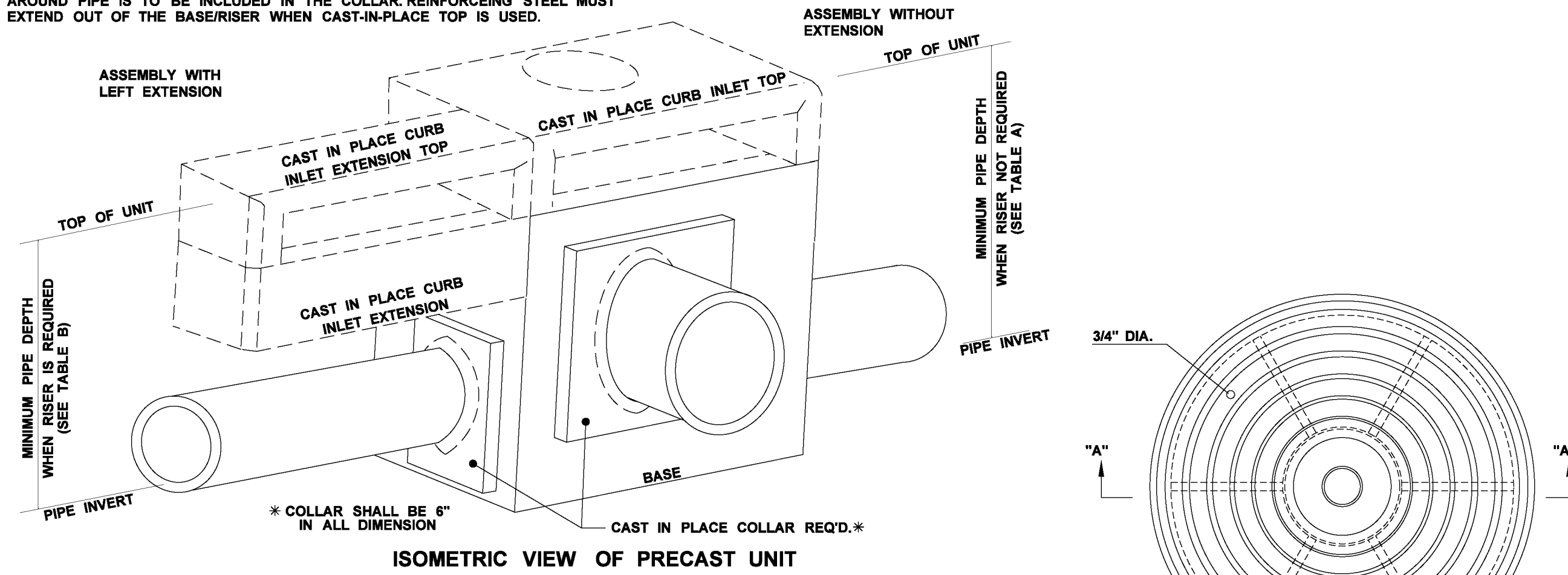
CONCRETE QUANTITIES				
SS-2 INLET SIZE	BOTTOM C.Y.	RISER C.Y./FT	TOP C.Y.	EXTENSION C.Y.
3X5	0.279	0.275	0.464	0.724

BOTTOM/TOP/EXTENSION REINFORCEMENT				
SS-2 INLET SIZE	BOTTOM REINFORCEMENT	BOTTOM LB/STEEL	TOP LB/STEEL	EXTENSION LB/STEEL
3X5	#4 @ 9" EW	38.550	116.496	38.305

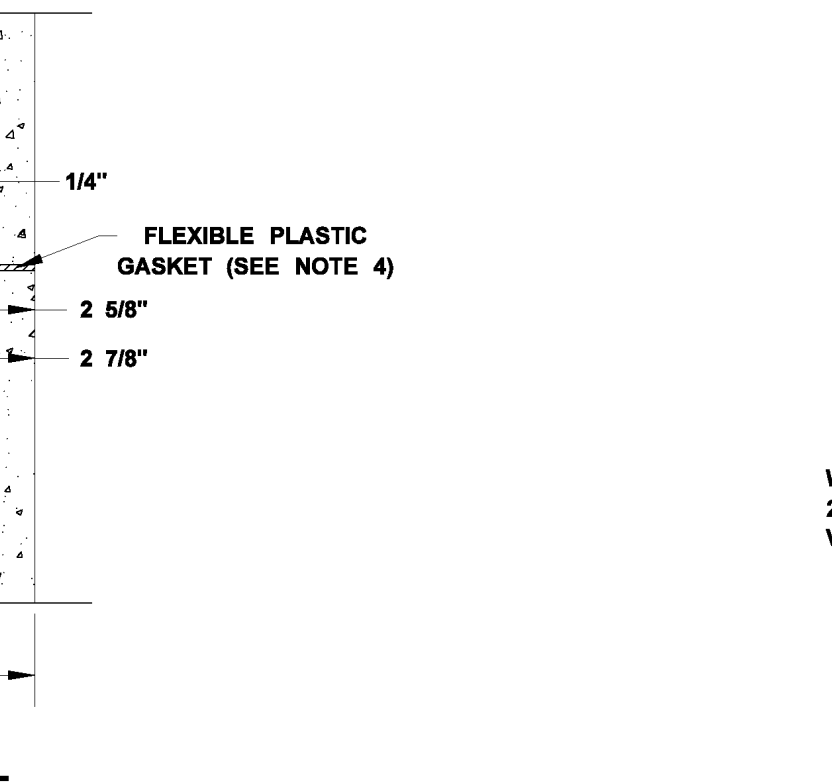
NOTES: CONCRETE CUBIC YARDS PER INLET = BOTTOM + (TOTAL RISER HEIGHT (FT) x C.Y./FT) + TOP EXTENSION INCLUDES CURB INLET UNIT + TOP + EXTENSIONS-ANY HOLE OPENINGS EXTENSION BLOCKOUT OPENINGS

NOTE: *EXTENSION INCLUDES CURB INLET UNIT PLUS TOP

CAST-IN-PLACE COLLAR REQUIRED AT ALL PIPE CONNECTIONS. FILLING THE AREA AROUND PIPE IS TO BE INCLUDED IN THE COLLAR. REINFORCING STEEL MUST EXTEND OUT OF THE BASE/RISER WHEN CAST-IN-PLACE TOP IS USED.



MDOT SS-2 RING AND COVER 79 LBS

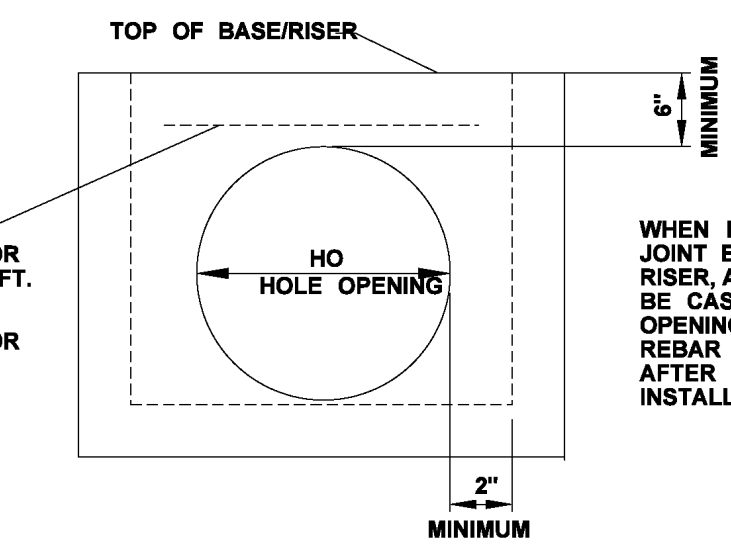


MINIMUM PIPE DEPTH WITHOUT EXTENSION TOP OF CURB UNIT TO PIPE INVERT TABLE A			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
-	-	-	-
12	36	-	-
15	39.5	18x11	32.5
18	42	22x13	34.5
21	44.5	-	-
24	49	29x18	39.5
27	53.5	-	-
30	55	36x23	44.5

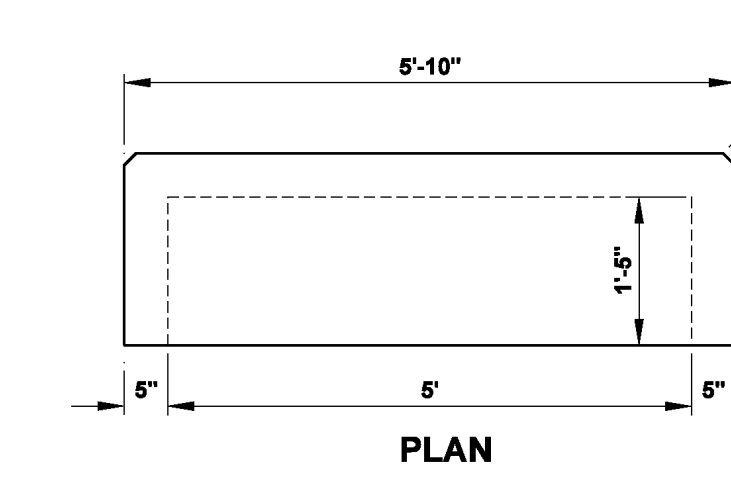
MINIMUM PIPE DEPTH WITH EXTENSION TOP OF CURB UNIT TO PIPE INVERT TABLE B			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
-	-	-	-
12	55	-	-
15	58	18x11	55
18	61	22x13	58
21	64	-	-
24	67	-	-
27	72	-	-
30	-	-	-

NOTE: BLANK SPACES IN TABLES INDICATE PIPE WILL NOT FIT INTO SIDE OF BOX OR PIPE SIZE IS NOT AVAILABLE.

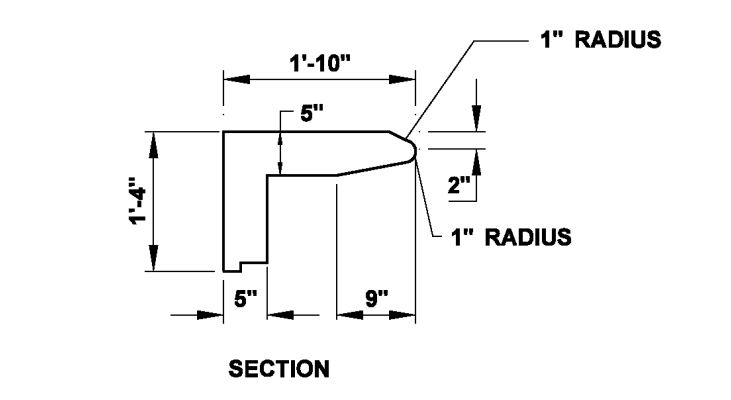
HOLE OPENING											
ROUND RCP SIZE	T	OPENING INCHES			CONCRETE DEDUCTION PER OPENING (C.Y.)	ARCH RCP SIZE	T	OPENING INCHES			CONCRETE DEDUCTION PER OPENING (C.Y.)
		HO	OP	CONCRETE DEDUCTION PER OPENING (C.Y.)				SIZE	T	HO	
-	-	-	-	-	-	-	-	-	-	-	-
12	2	20	4	0.017	-	-	-	-	-	-	-
15	2.25	24	4.5	0.032	18x11	2.25	25.5x18.5	1.5	0.015	-	-
18	2.5	26	4	0.045	22x13	2.5	30x21	1.5	0.045	-	-
21	2.75	28	3.5	0.060	-	-	-	-	-	-	-
24	3	32	4	0.076	29x18	3	38x27	1.5	0.073	-	-
27	3.25	40	6.5	0.095	-	-	-	-	-	-	-
30	3.5	40	5	0.116	36x23	3.5	46x33	1.5	0.108	-	-



DETAIL FOR HOLE OPENING

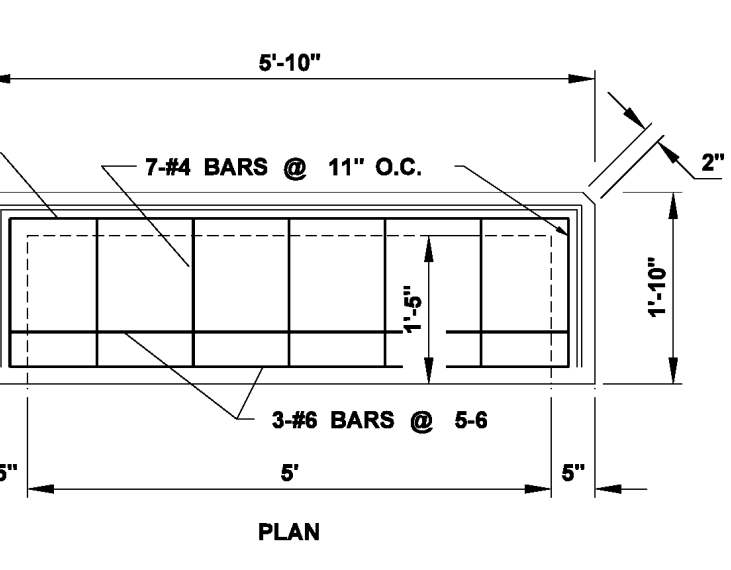


PLAN

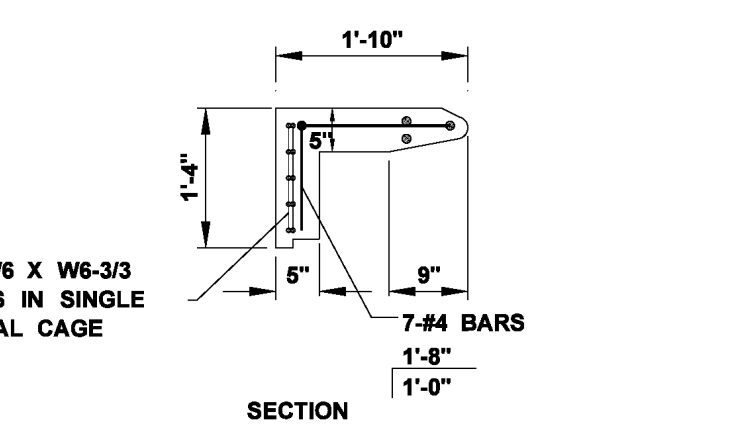


SECTION

CURB INLET EXTENSION TOP LEFT/RIGHT

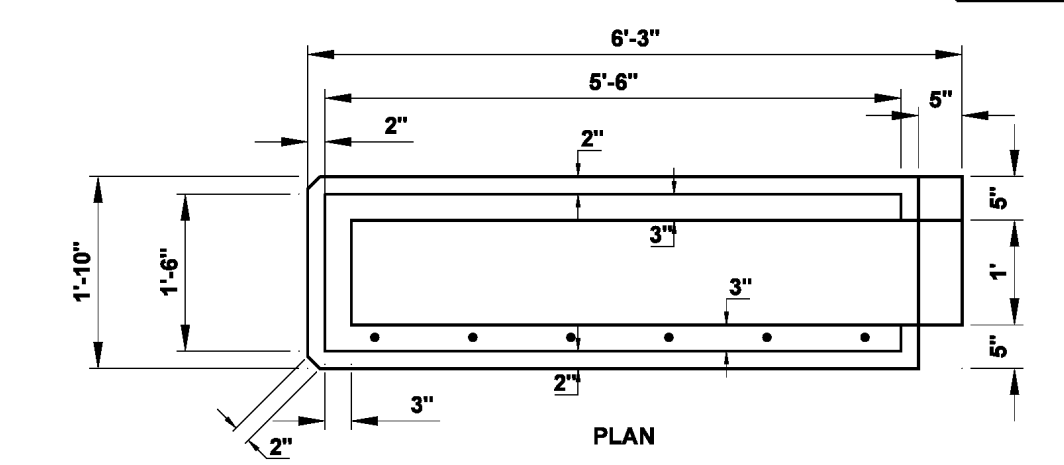


PLAN

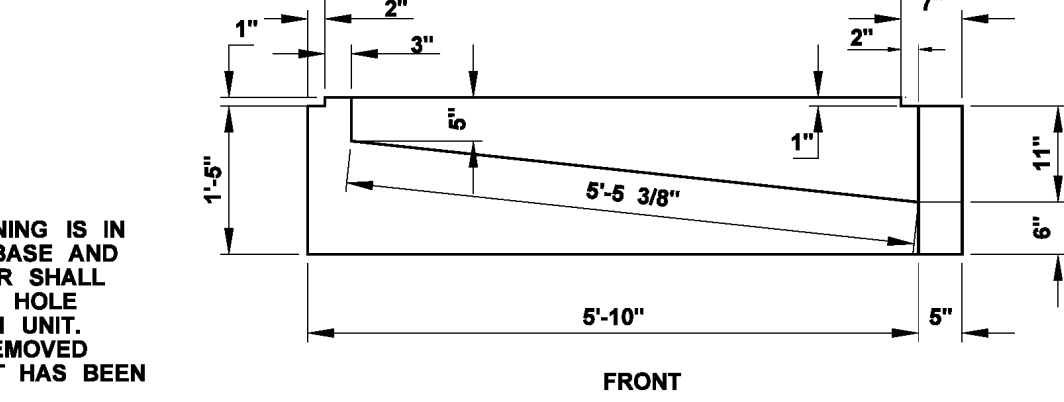


SECTION

REINFORCEMENT CURB INLET EXTENSION TOP LEFT/RIGHT

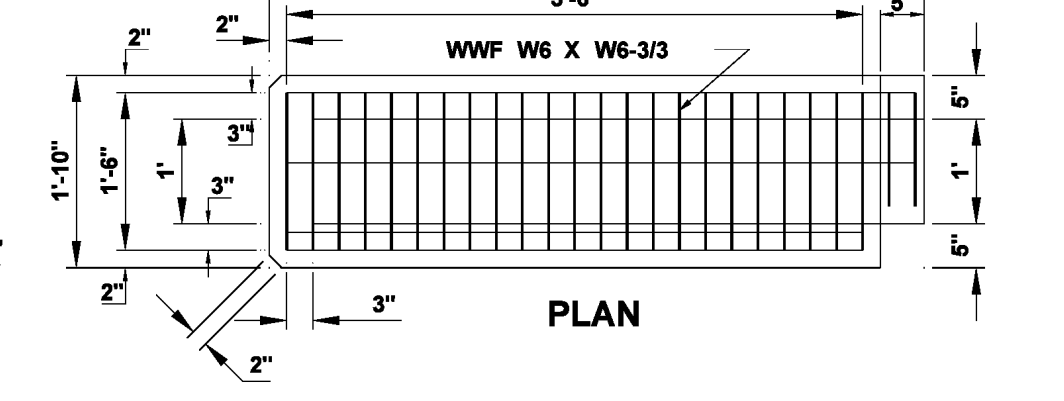


PLAN

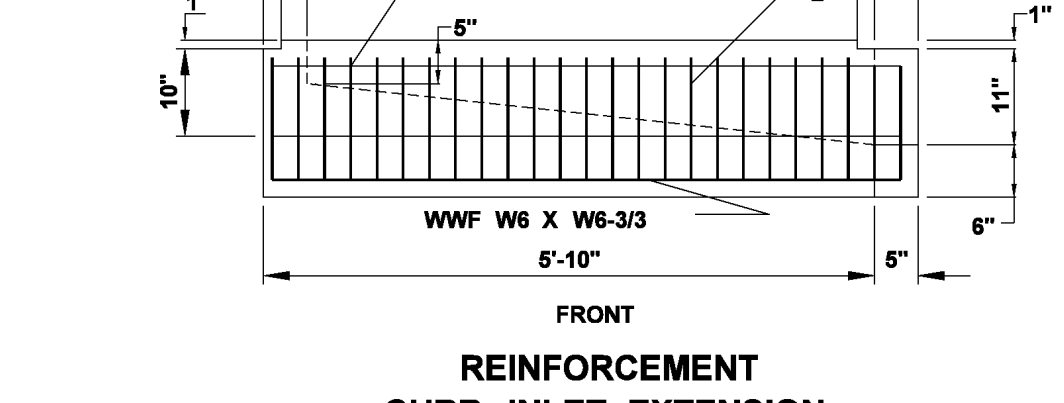


FRONT

CURB INLET EXTENSION LEFT/RIGHT



PLAN



FRONT

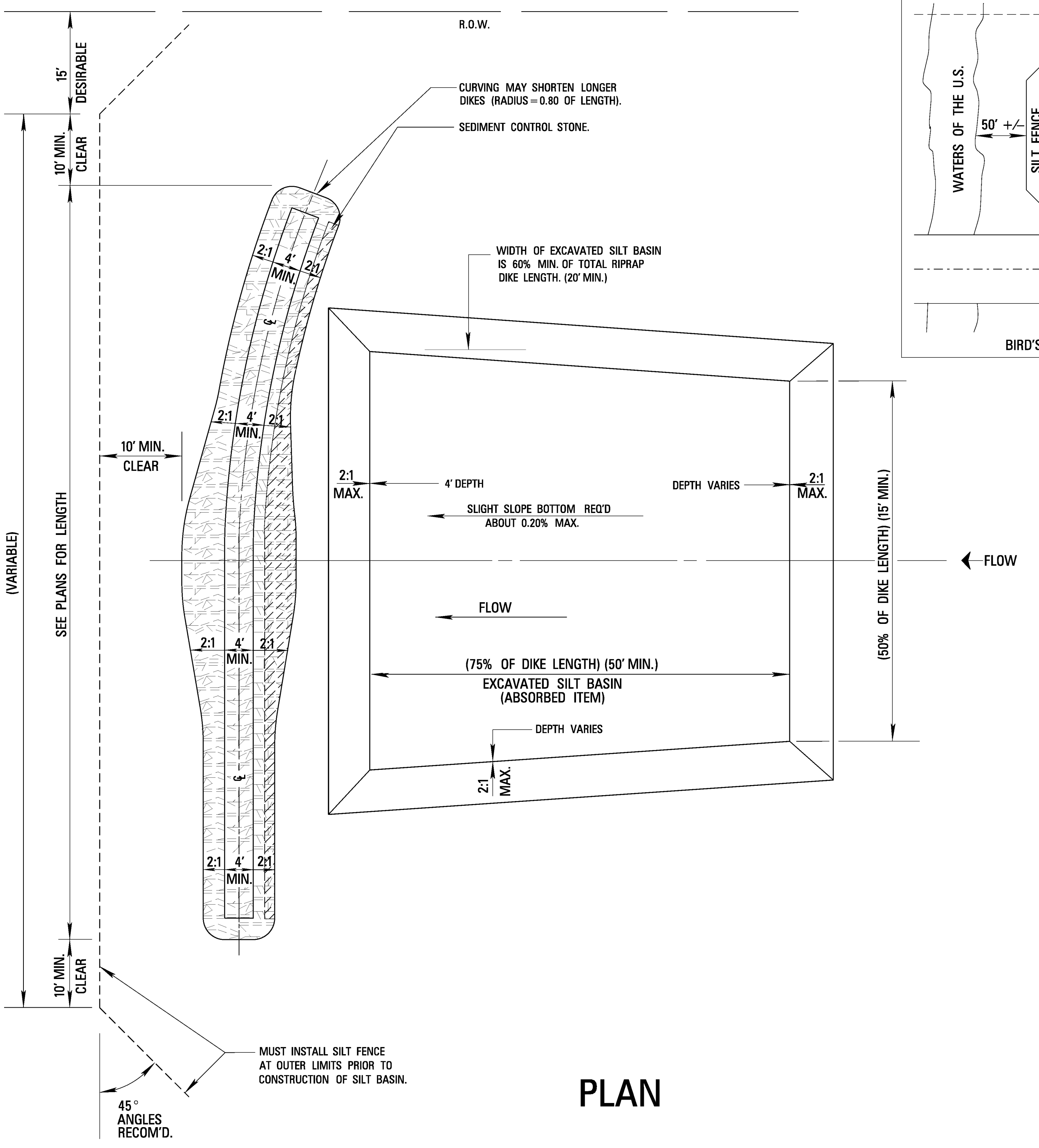
REINFORCEMENT CURB INLET EXTENSION LEFT/RIGHT

- GENERAL NOTES:
- CONCRETE SHALL HAVE COMPRESSIVE STRENGTH OF 4000 PSI MINIMUM AT 28 DAYS.
 - REINFORCING FOR BOTTOM AND WALLS MAY BE WELDED WIRE FABRIC, ASTM A-185, AND OF THE AREA AS SHOWN IN TABLE.
 - REINFORCING FOR COVER SHALL BE ASTM A615/A AND OF THE SIZE AS SHOWN IN TABLE AND DRAWINGS.
 - JOINT TO BE SEALED WITH FLEXIBLE PLASTIC GASKET FOR JOINT CONDUIT, AASHTO SPECIFICATION M-198 OR MDOT SPECIFICATION.
 - 2 1/2" LIFTING HOLES TO BE LOCATED ON EACH SIDE OF BOX SECTIONS FOR HANDLING.
 - GROUT FOR JOINING PIPE TO PRECAST UNITS WILL BE A COMMERCIAL MASONRY GROUT MEETING MDOT SPECIFICATIONS.
 - WHEN INTERIOR RISER UNITS ARE REQUIRED, UNITS SHALL BE MARKED TO IDENTIFY EACH UNIT.
 - CONCRETE & REINFORCING STEEL FOR PRE-CAST INLETS AND JUNCTION BOXES SHALL BE PAID FOR AS THE CALCULATED QUANTITY SHOWN ON THE RE-CAP SHEET FOR CAST-IN-PLACE INLETS & JUNCTION BOXES.
 - CURB INLET TOP & CURB INLET EXTENSION TOP SHALL BE PLACED AT THE SAME GRADE AND CROSS SLOPE REQUIRED ON THE ROADWAY PLANS.
 - CAST-IN-PLACE INLET TOP MAY BE AS SHOWN ON THIS DRAWING OR AS PER S.D. SS-2

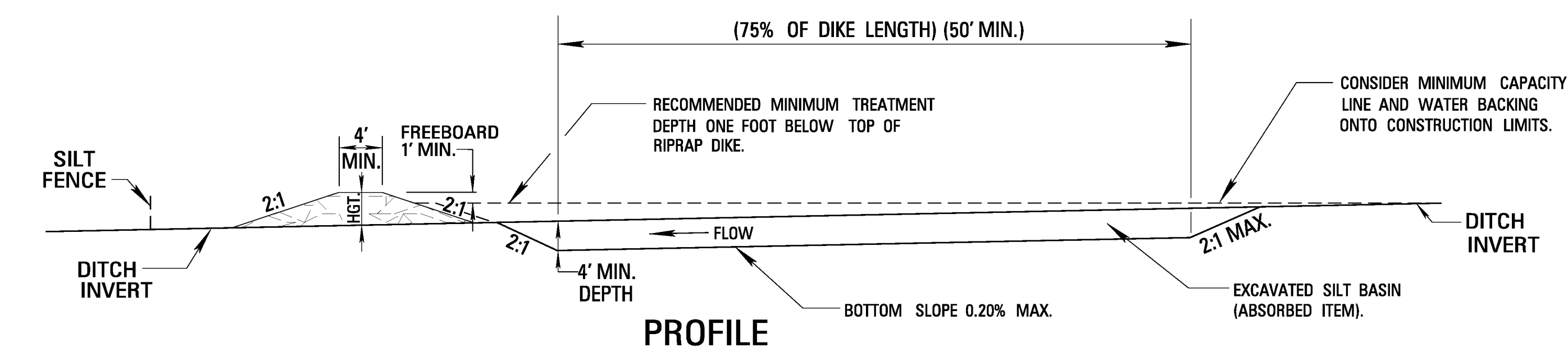
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PRECAST UNITS	
SS-2 PRECAST INLET	
(30" CONCRETE ROUND PIPE AND UNDER)	
(36" x 23") CONCRETE ARCH PIPE AND UNDER)	
BY	REVISION
DATE	DESIGN TEAM
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	PCU-2
FILENAME: precastss2.dgn	SHEET NUMBER
CHECKED	156
DATE 12/14/10	

1/6/2016 8:00 AM PRECASTSS2.DGN

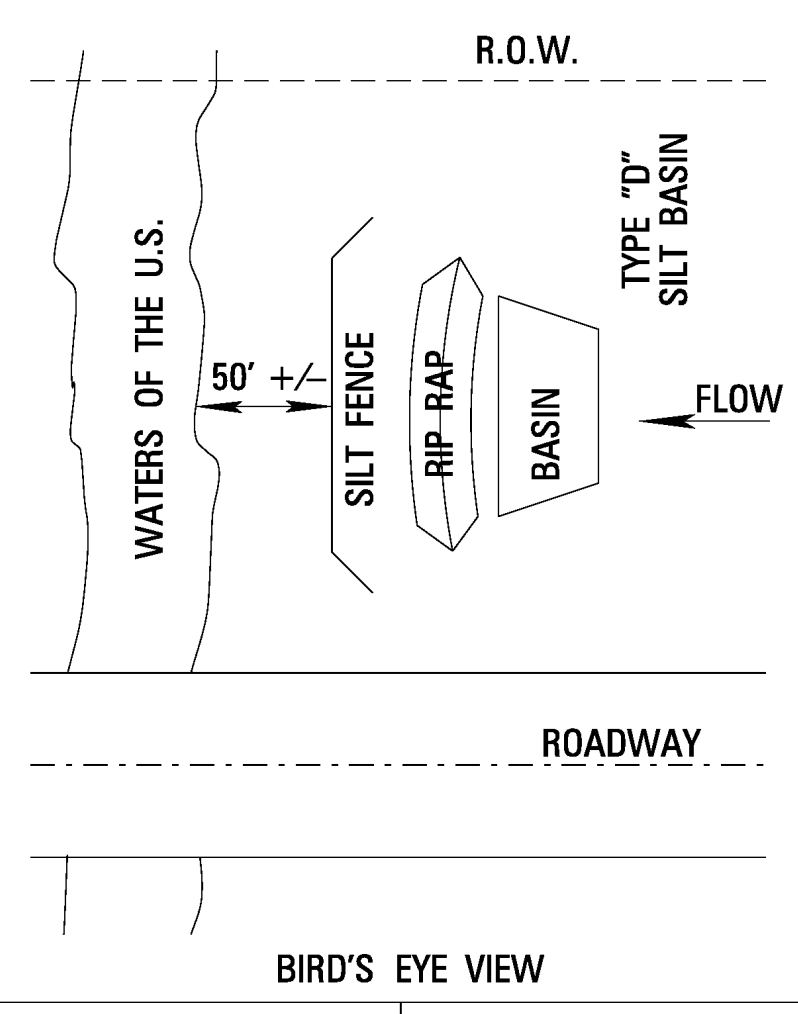
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



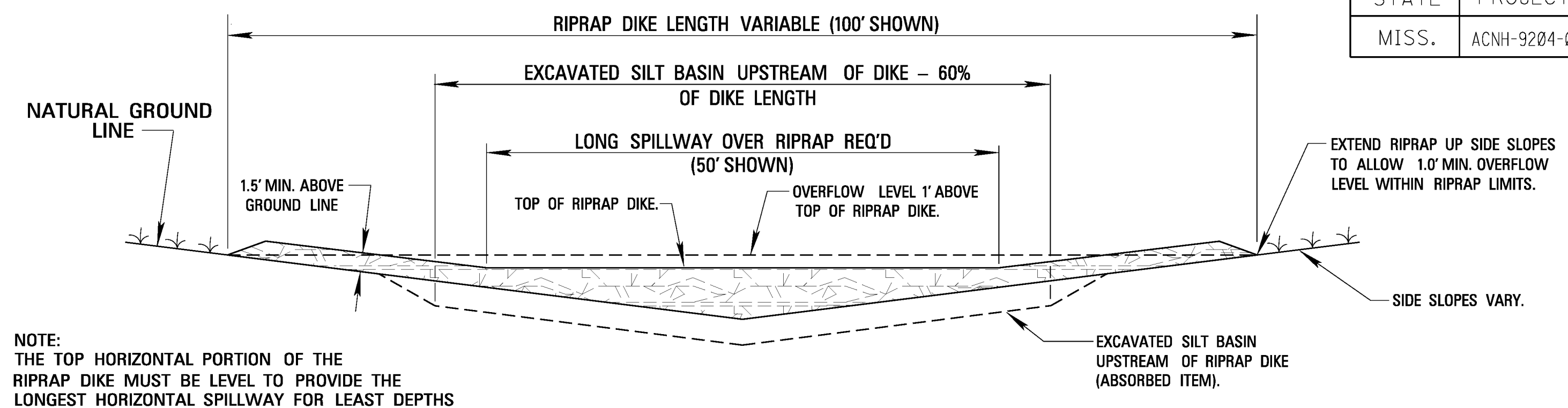
PLAN



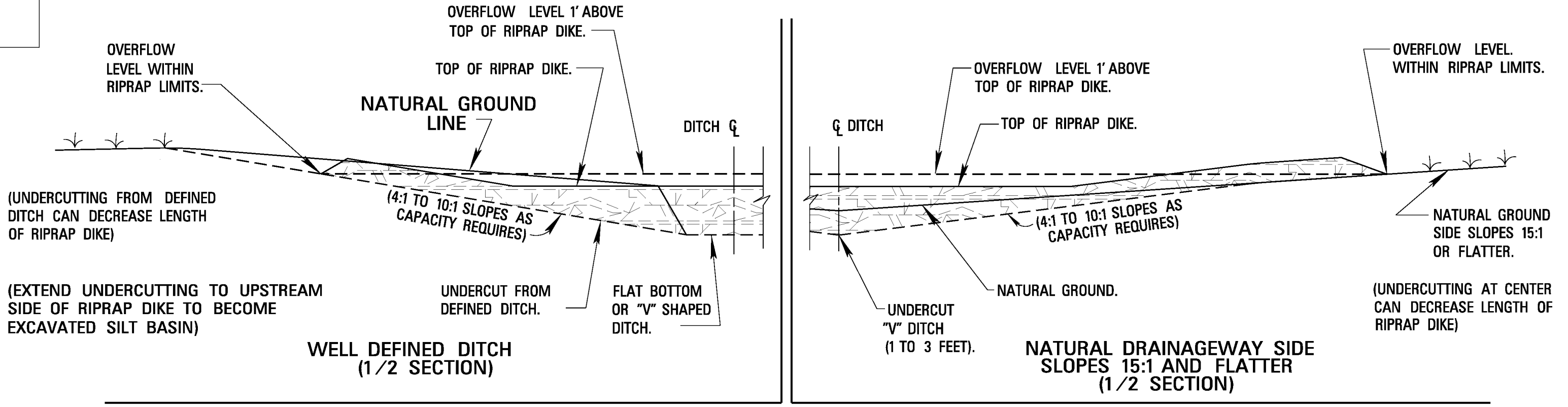
PROFILE



BIRD'S EYE VIEW



SECTION OF RIPRAP DIKE



DETAIL SECTION RIPRAP DIKE

NOTES

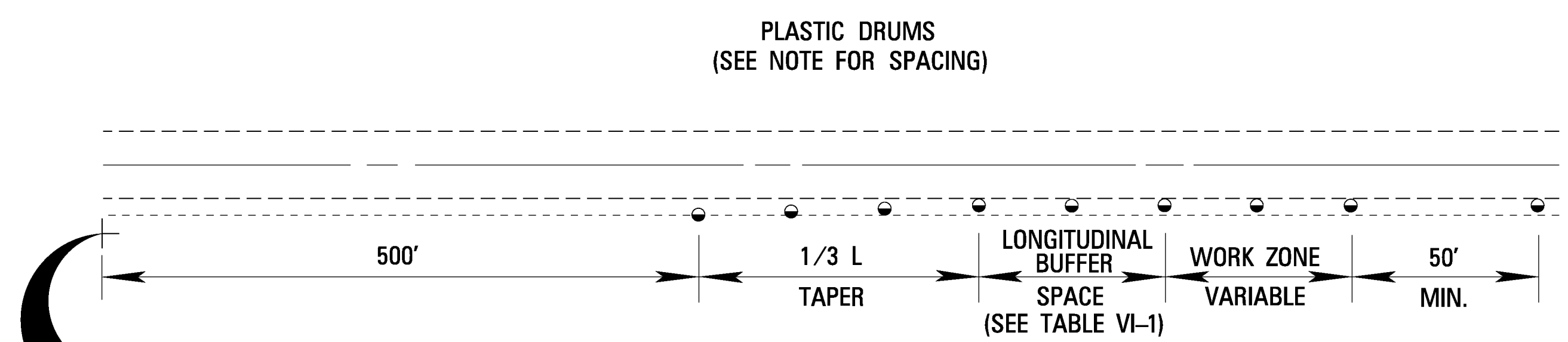
1. THE REQUIRED SIZE / CAPACITY OF THE RIPRAP DIKE SILT BASIN IS TO PROVIDE AT LEAST 135 CUBIC YARDS OF VOLUME / CAPACITY PER ACRE OF DRAINAGE AREA RECEIVED. THE RIPRAP DIKE SILT BASIN MUST BE MAINTAINED AT ALL TIMES TO ASSURE THE INTENDED FUNCTION, REMOVING THE ACCUMULATED SILT ROUTINELY AND / OR WHEN APPROACHING A 50% MAXIMUM DECREASE FROM THE EFFECTIVE DESIGN CAPACITY, AND RESTORING THE BASIN TO ITS ORIGINAL EFFECTIVE DESIGN CAPACITY.
2. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH ALL MATERIALS, PERFORM ALL WORK FOR THE PROPER INSTALLATION, MAINTENANCE, AND REMOVAL OF TEMPORARY EROSION CONTROL MEASURES NECESSARY TO CONTROL SILTATION.
3. AFTER THE PURPOSE FOR THE SILT BASIN HAS BEEN SERVED, THE POSTS AND SILT FENCE SHALL BE REMOVED. THE RIP RAP AND SEDIMENT STONE SHALL BE REMOVED AND PLACED AT A PIPE OUTLET. THE DISTURBED AREA SHALL BE SITE GRADED AND REVEGETATED AS DEEMED NECESSARY BY THE ENGINEER. ALL COSTS OF REMOVAL AND REPLACEMENT TO BE ABSORBED IN PAY ITEM FOR SILT BASIN.
4. RIPRAP FOR THE TYPE D SILT BASIN SHALL BE 300 LB RIPRAP AND SHALL BE PAID FOR - PER TON.
5. SEDIMENT CONTROL STONE SHALL BE SIZE NO. 57 STONE AND SHALL BE PAID FOR - PER TON.
6. THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THIS SHEET WILL ONLY BE MEASURED FOR SEPARATE PAYMENT WHEN APPROPRIATE PAY ITEMS ARE INCLUDED IN THE BID SCHEDULE OF THE PROPOSAL.
7. THE ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES 1/3 TO 1/2 THE HEIGHT OF THE CONTROL FEATURE. SILT SHALL BE DISPOSED OF PROPERLY AND SHALL NOT BE DISPOSED OF IN THE VICINITY OF THE EROSION CONTROL DEVICES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL TEMPORARY EROSION CONTROL MEASURES (TYPE "D" SILT BASIN)	
(RIPRAP DIKE SILT BASIN) 135 CU. YDS. CAPACITY PER ACRE OF DRAINAGE	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	TEC-D135.DGN
DESIGN TEAM	MICHAEL BAKE@CHECKED JBM DATE 2015

REVISION	BY

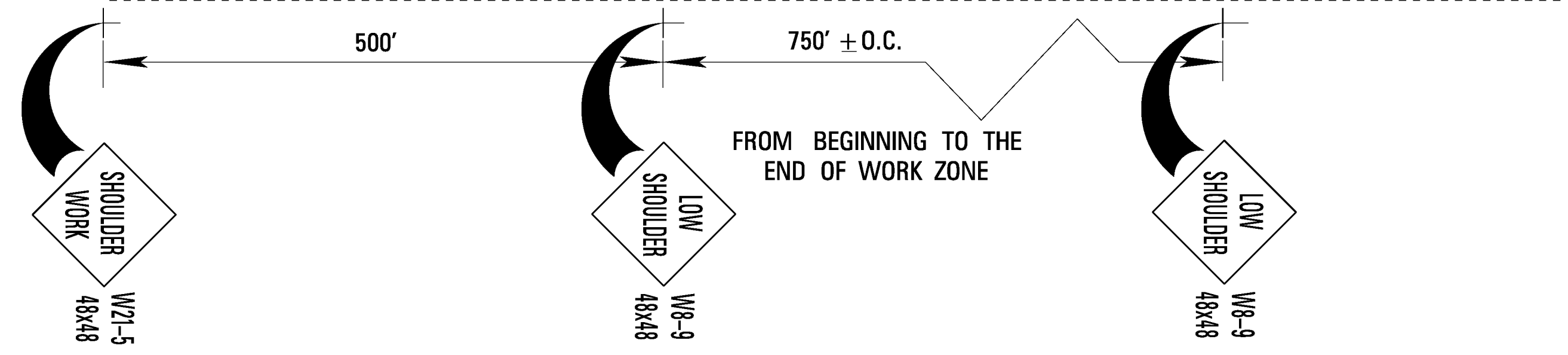
WORKING NUMBER	TEC-D
SHEET NUMBER	157

4/16/2015 8:00 AM TEC-D135.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



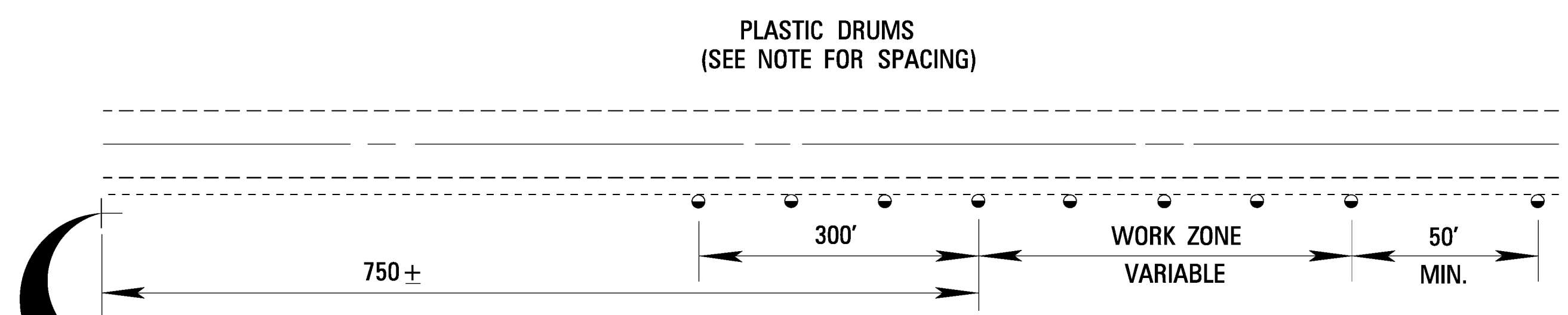
TYPICAL SHOULDER CLOSURE

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



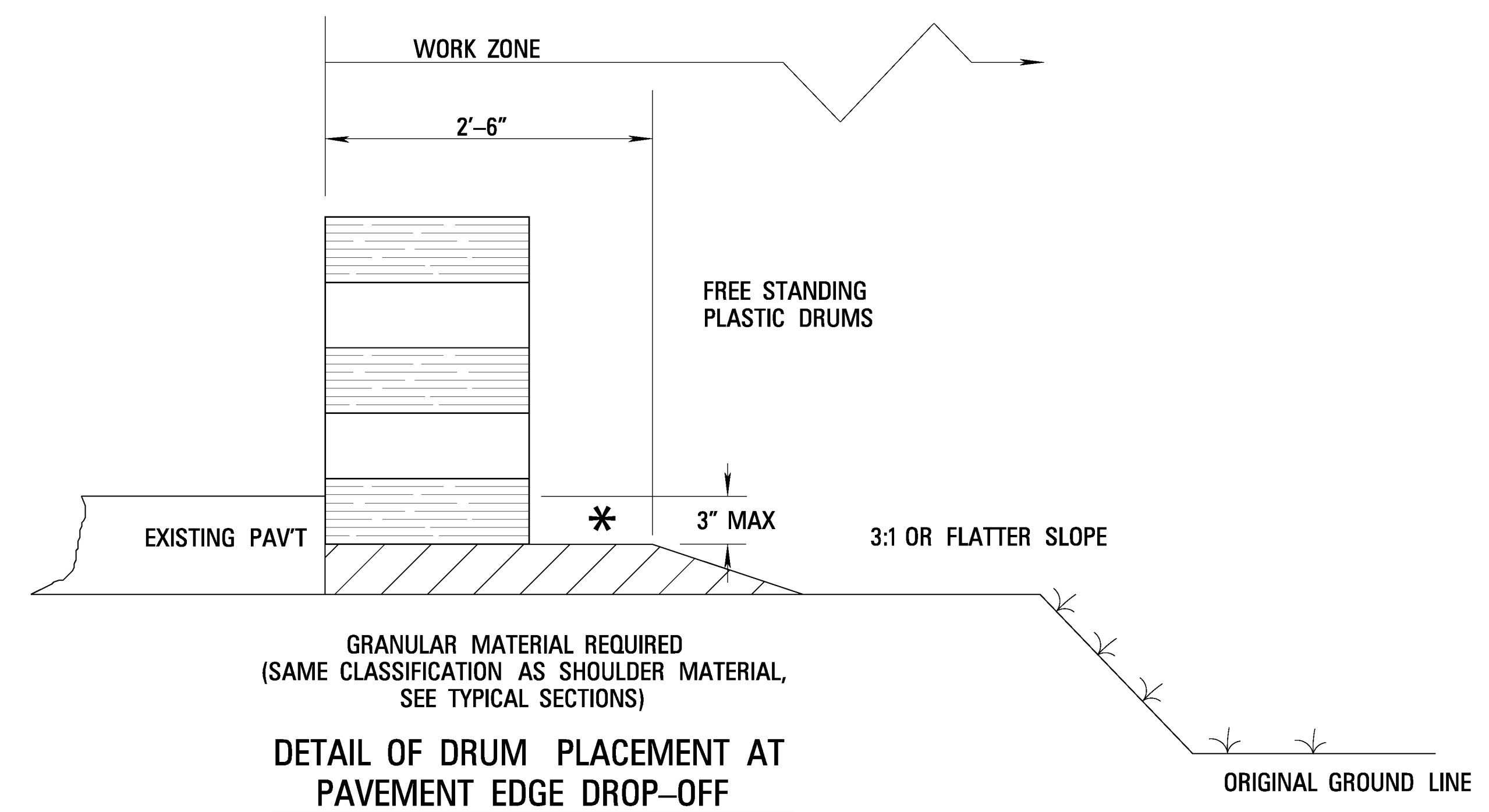
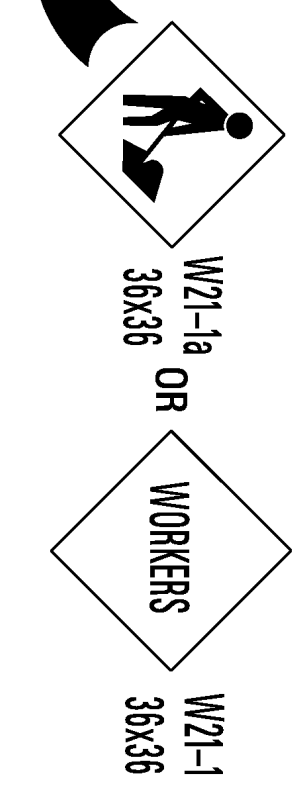
TYPICAL SHOULDER WORK #1

(SEE NOTE A-1 THIS SHEET)



TYPICAL SHOULDER WORK #2

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



NOTES

- * A. PAVEMENT EDGE DROP-OFF
 - 1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES—NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750' ± O.C.).
 - 2. TWO AND ONE QUARTER TO FOUR INCHES—PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1/3 L, WHERE L IS THE TAPER LENGTH IN FEET.)
 - 3. GREATER THAN THREE (3) INCHES—POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.
 - 4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR (4) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
 - 5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.
- B. DRUM SPACING
 - 1. TANGENTS = 2 X S
 - 2. TAPERS = L/3
 - WHERE L = S X W
 - L = TAPER LENGTH IN FEET
 - S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
 - W = WIDTH OF OFFSET IN FEET
- C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

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

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

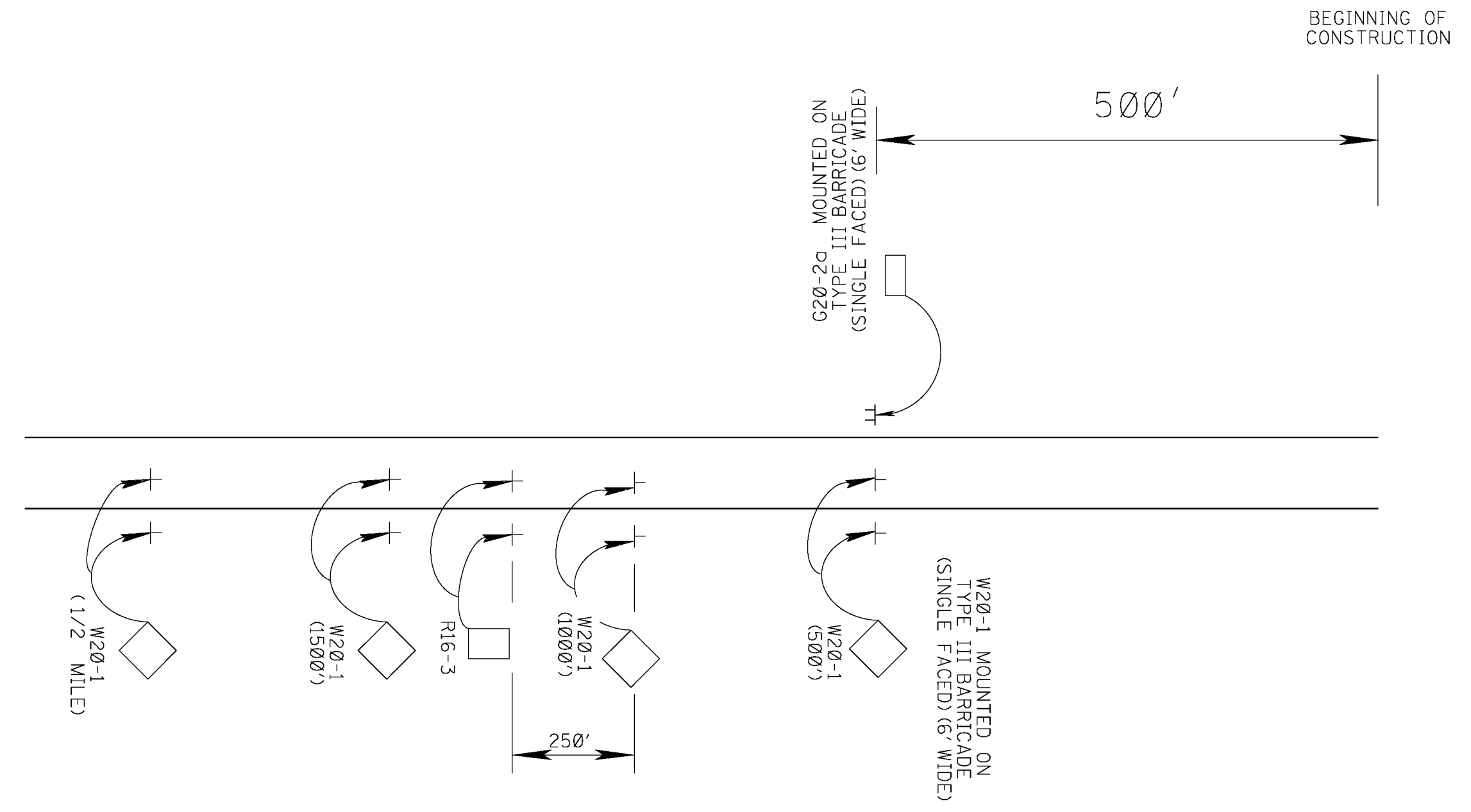
* POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL	
DRUM PLACEMENT & SHOULDER CLOSURE	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: TCP-SC.dgn
DESIGN TEAM	MICHAEL_BAKER/CHECKED/MICHAEL_BAK/BATE 2015

WORKING NUMBER
TCP-SC

SHEET NUMBER
158

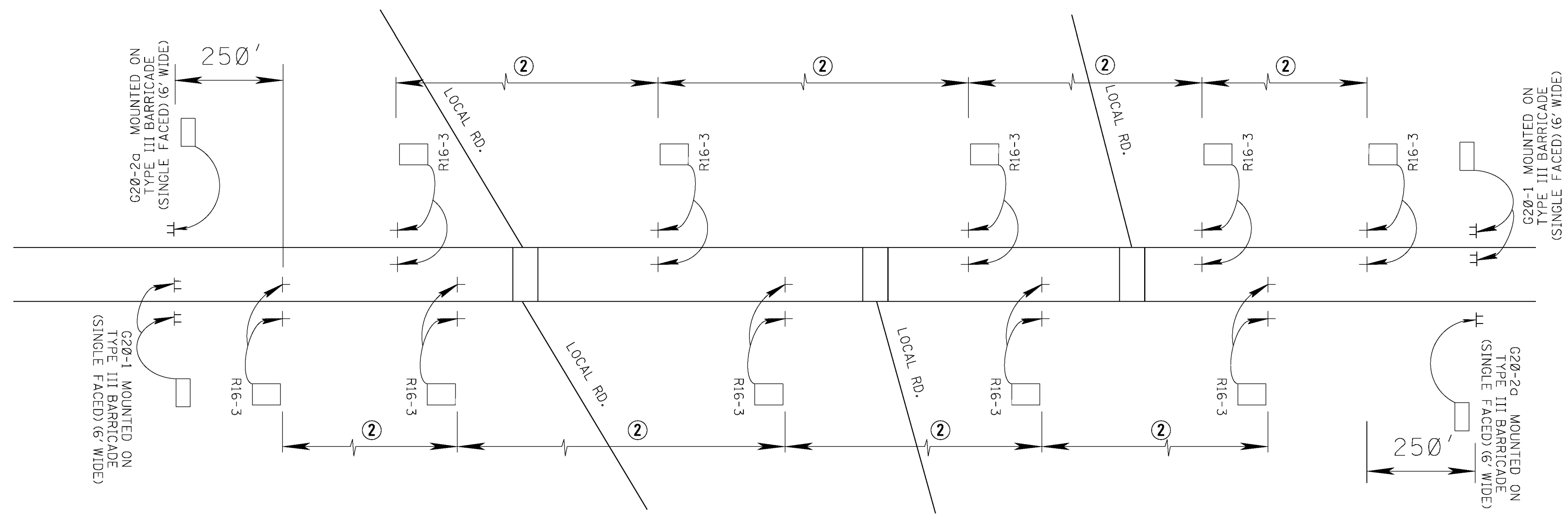
4/16/2015 8:00 AM TCP-SC.DGN



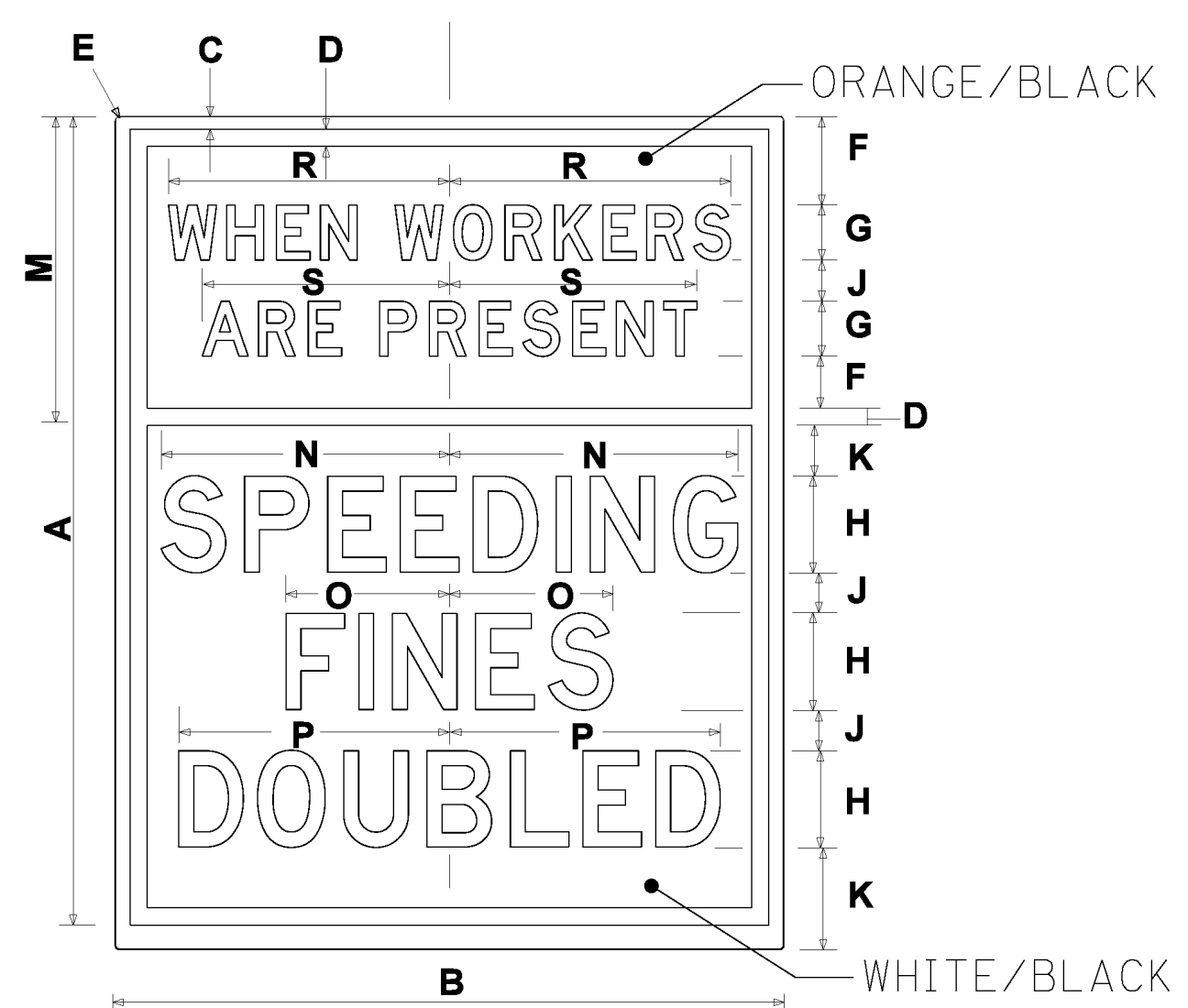
**DIVIDED HIGHWAY
(PROJECTS LESS THAN 1 MILE LENGTH)**

NOTES

- ① R16-3 SIGN TO BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- ② R16-3 SIGN SHALL BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.



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



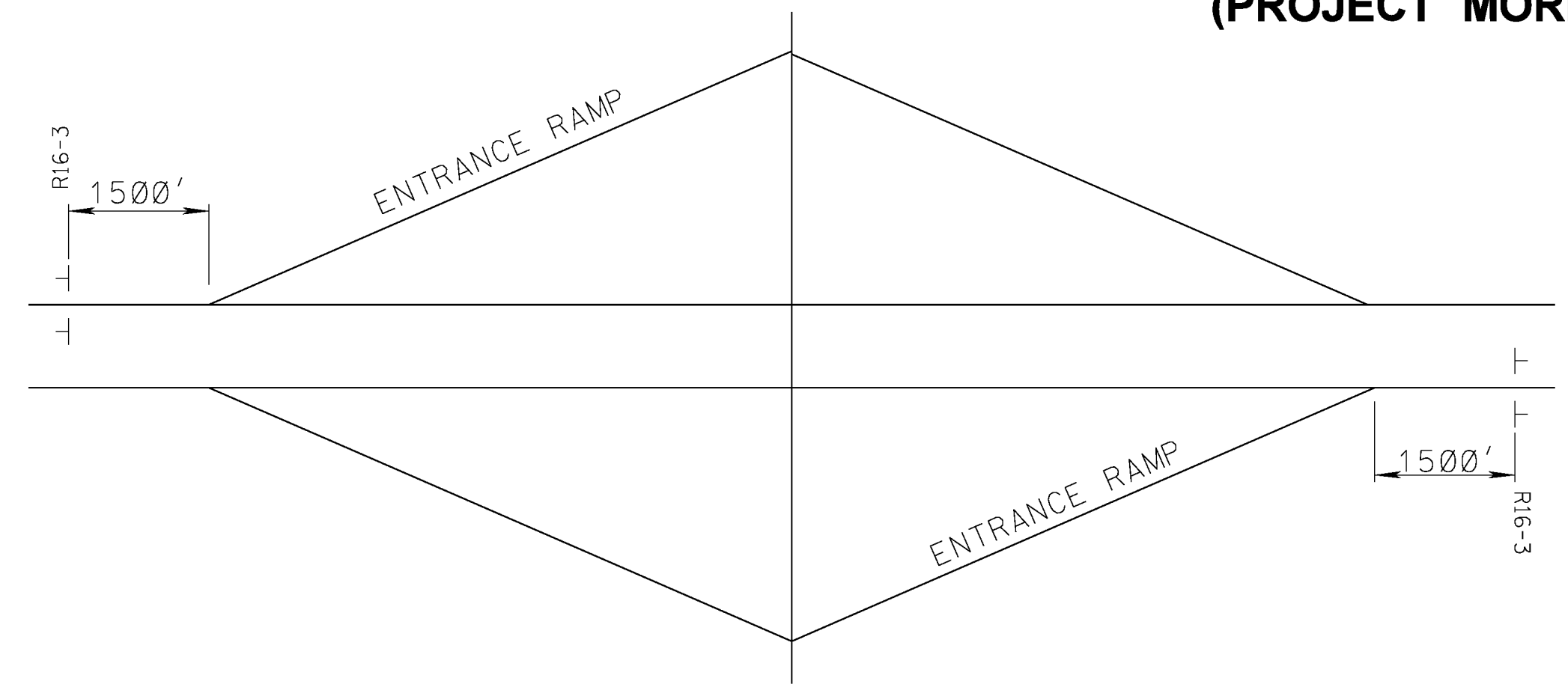
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
STD.	3	6 5/8	22 1/8	21	11 1/8	19 3/8	20 1/2	18

48" x 60"
(INTERSTATE USE)

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

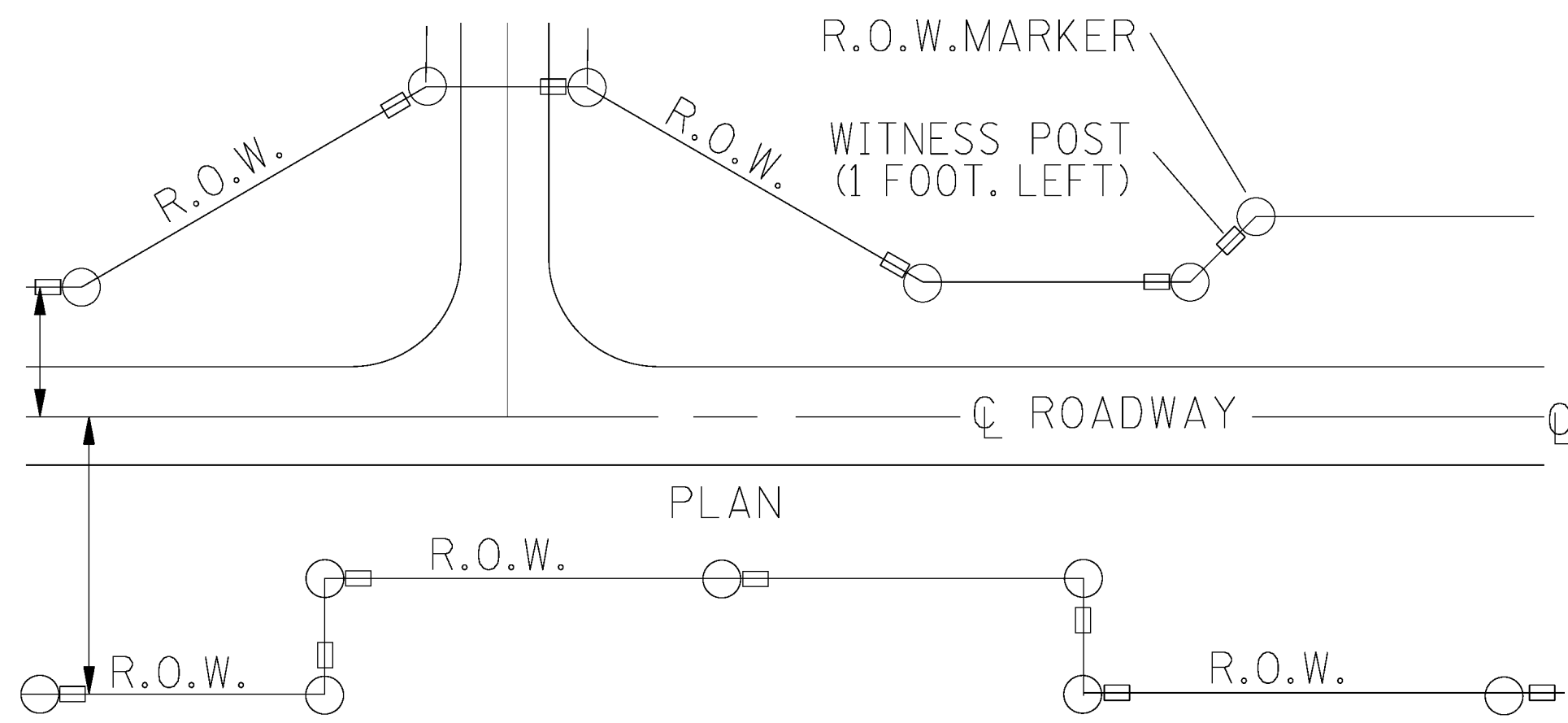
36" x 48"
(ALL OTHER HIGHWAYS)

R16-3



INTERSTATE DETAIL

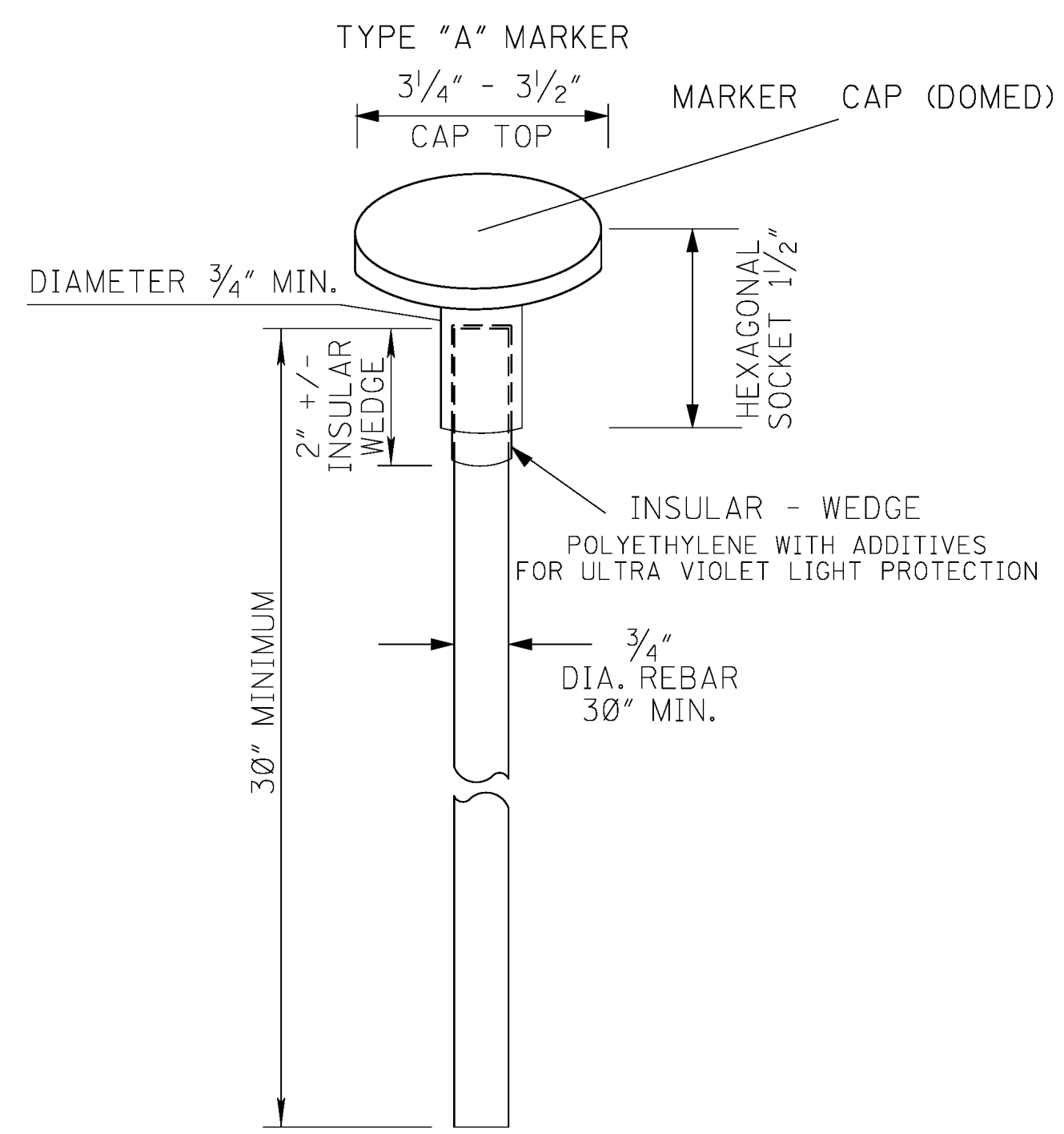
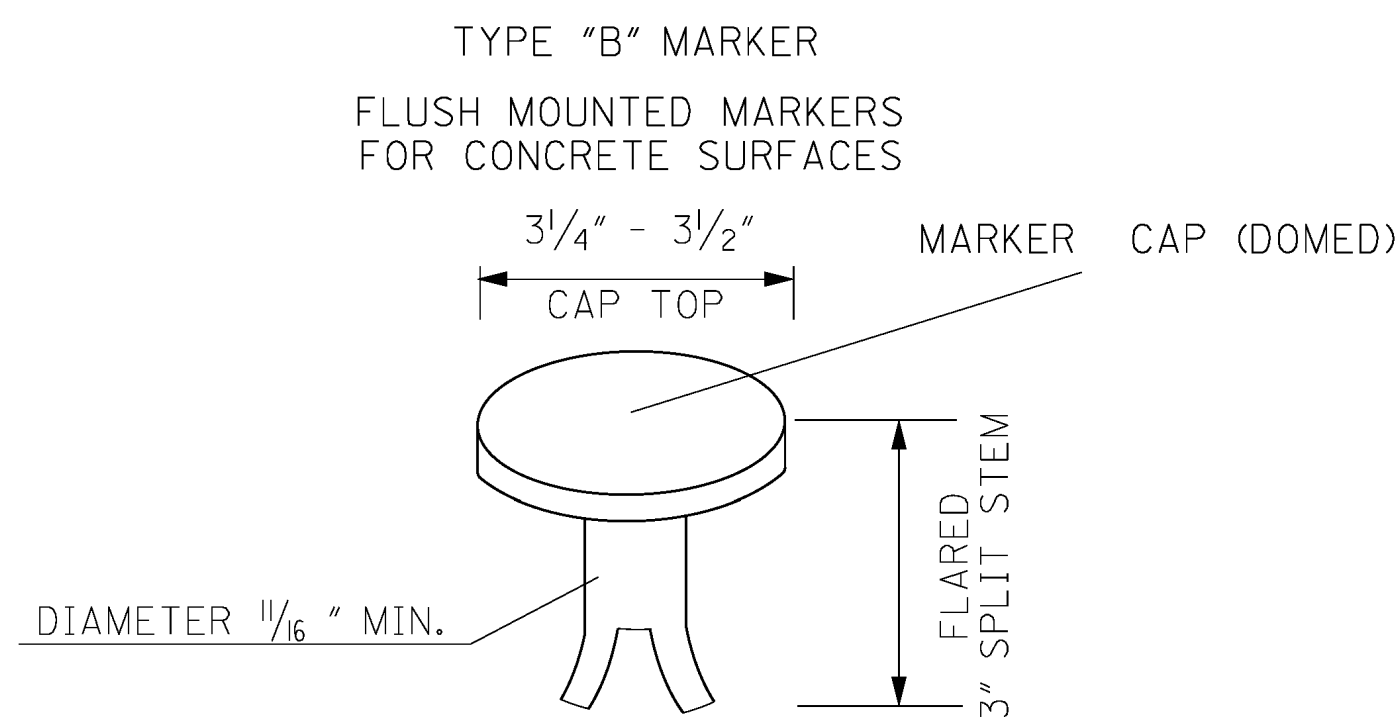
MISSISSIPPI DEPARTMENT OF TRANSPORTATION		
SPEED SIGN DETAIL		
LOCATION OF R16-3 SIGNS		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)
DATE	DESIGN TEAM MICHAEL BAKE@CHECKED KJC DATE 2013	
REVISION	BY	WORKING NUMBER
		LRS-1
		SHEET NUMBER
		159



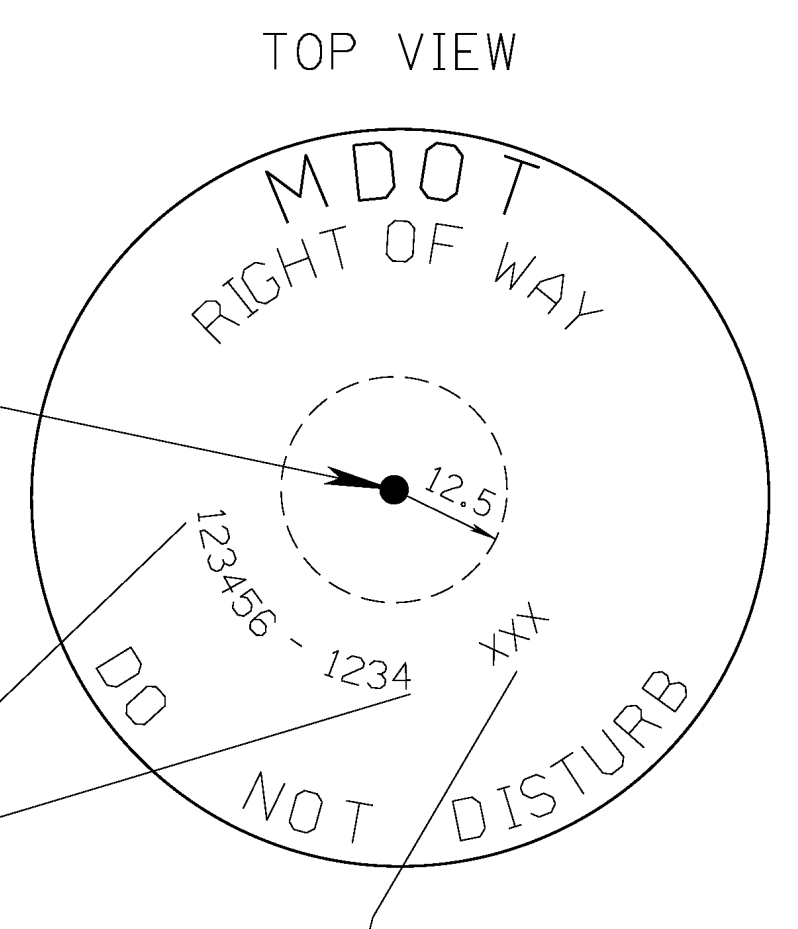
TYPICAL PLACEMENT OF R.O.W. MARKERS AND WITNESS POST

GENERAL NOTES

THE MARKERS SHALL BE PLACED AS INDICATED ELSEWHERE ON PLANS
 COST OF WITNESS POST AND DECALS SHALL BE INCLUDED IN THE COST OF MARKER

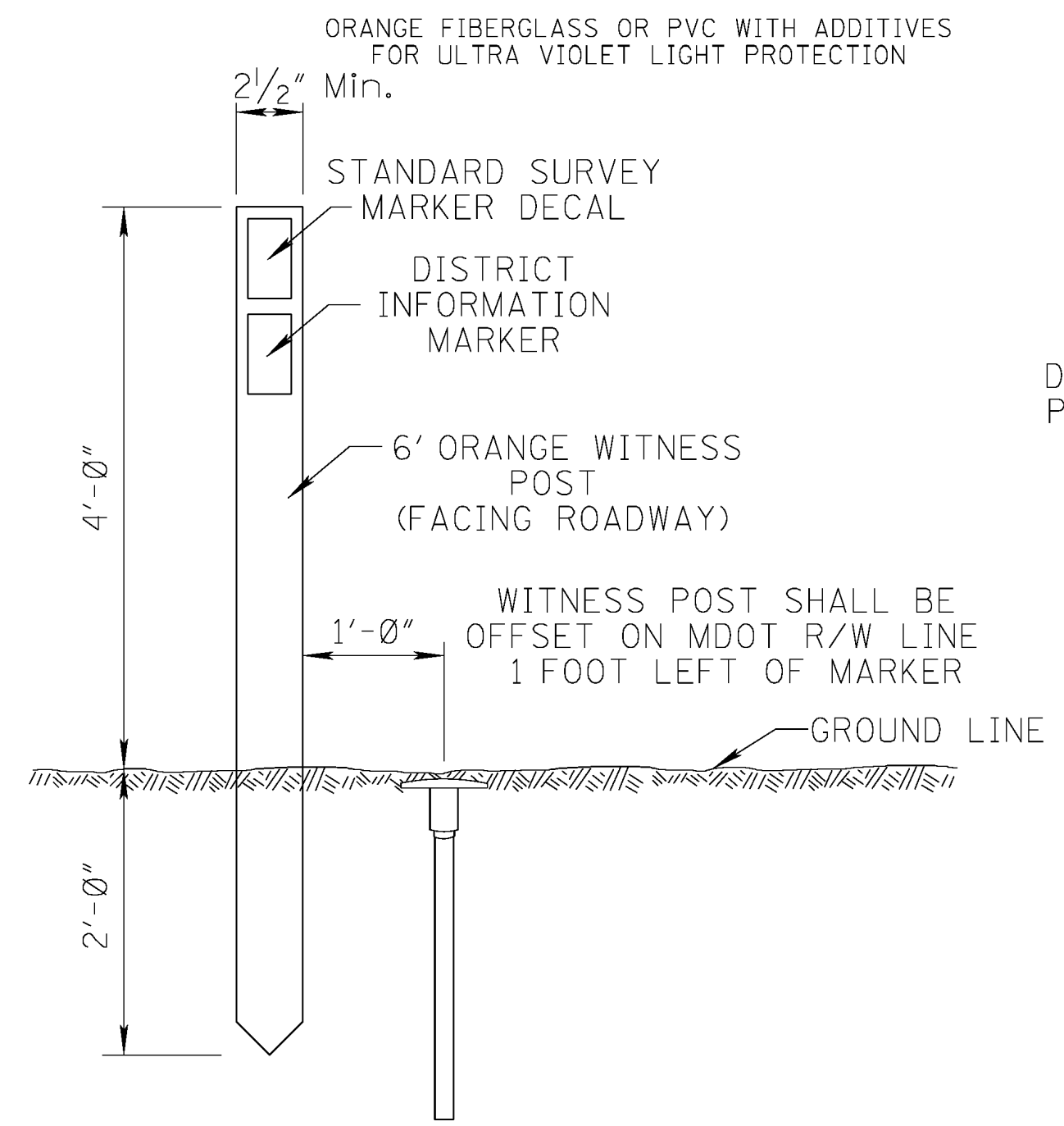


MARKER CAP SPECIFICATIONS PRINT DATA WHERE SHOWN	
3.25" - 3.50" DIAMETER DOMED TOP	
OUTSIDE ROW	46 SPACES "MDOT - DO NOT DISTURB" 3/16" LETTERS
MIDDLE ROW	35 SPACES "RIGHT OF WAY" 3/16" LETTERS
INSIDE ROW	35 SPACES "PROJECT R.O.W.# AND INDIVIDUAL MARKER#" 1/8" LETTERS



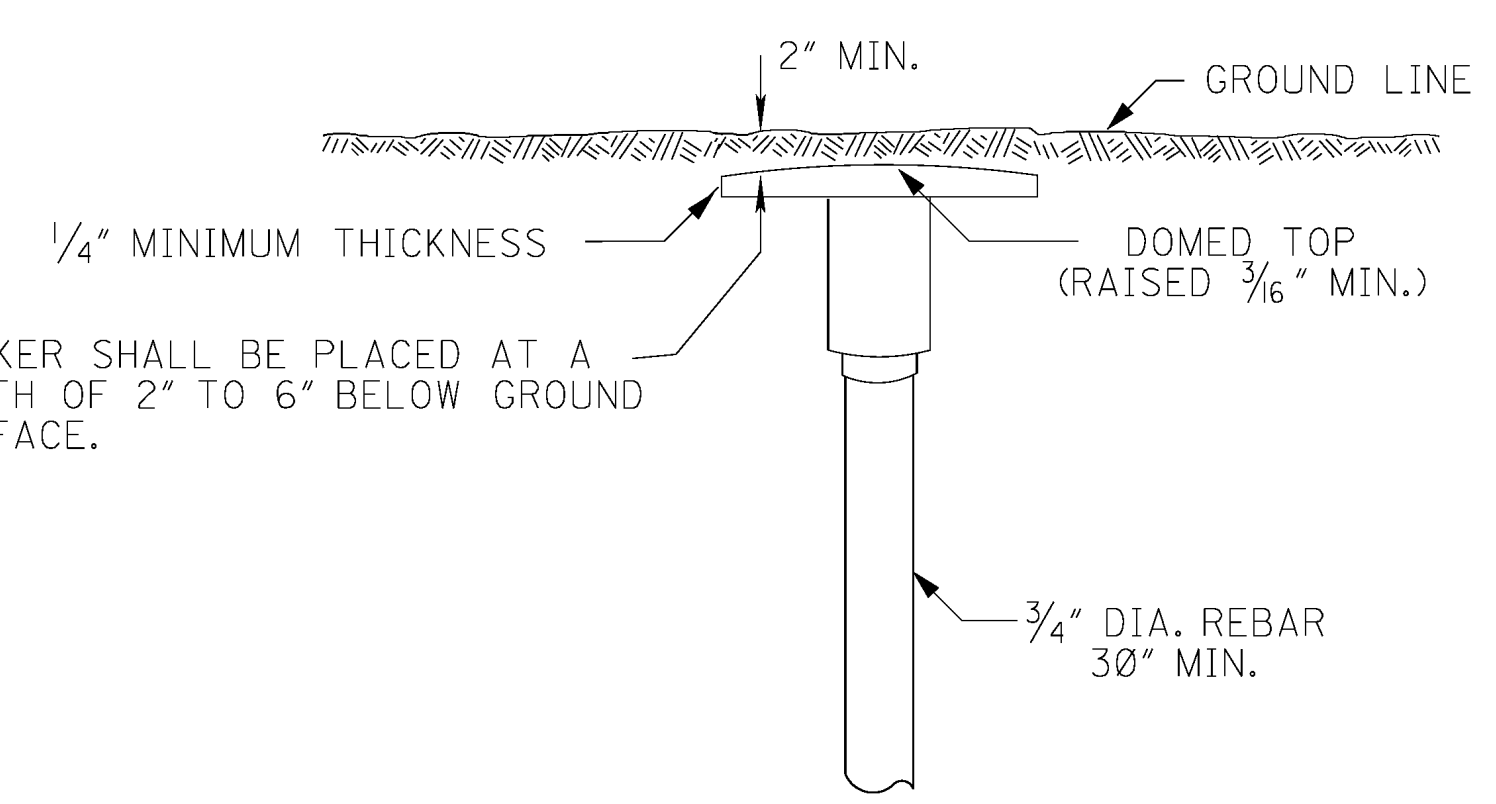
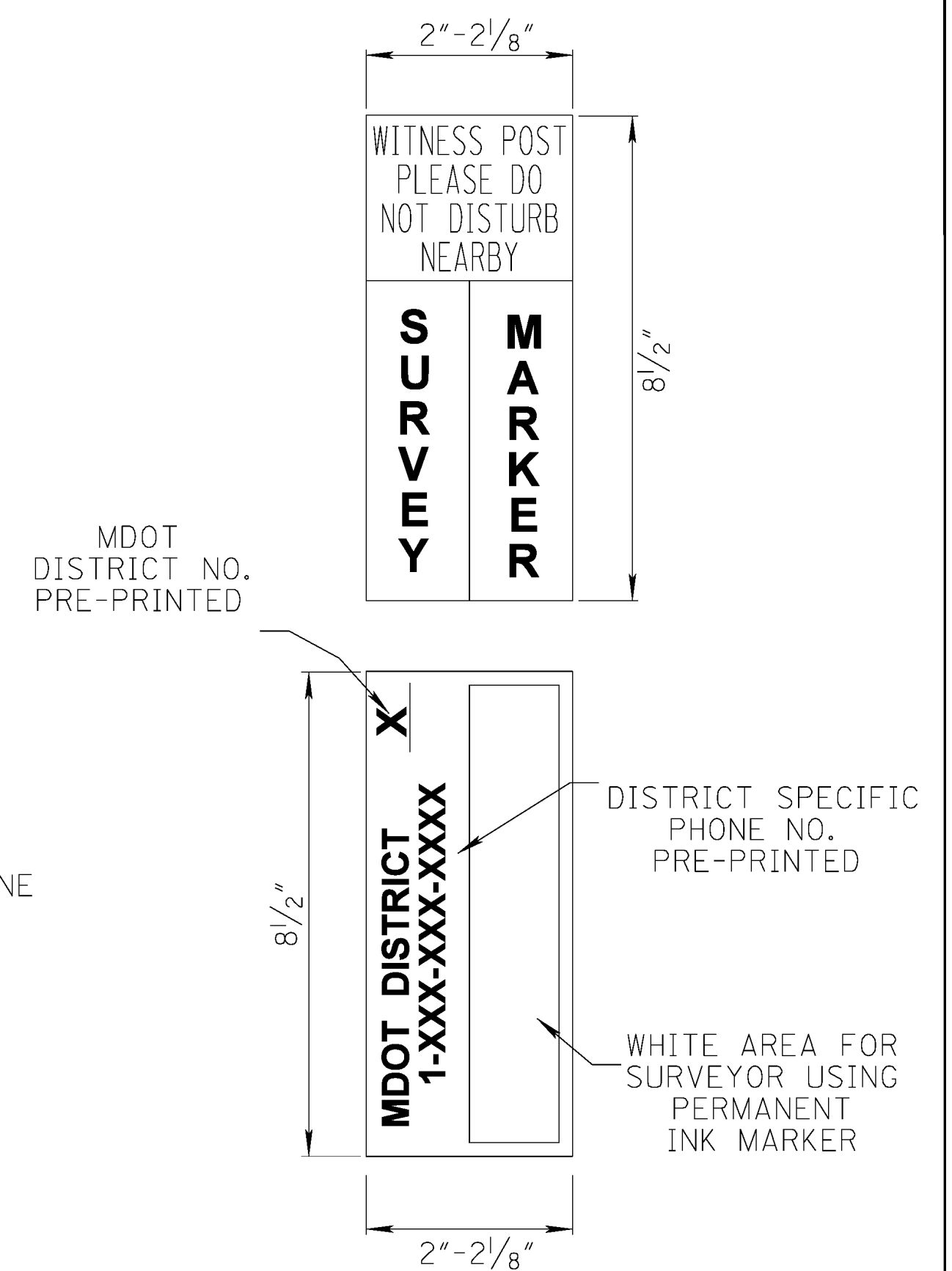
DATUM POINT SHALL BE WITHIN 1/2" OF CENTER OF DISK
 DEPTH OF PUNCH AND LETTERING IS 1/32"
 PROJECT R.O.W. NUMBER SHALL BE PRE-STAMPED.

INDIVIDUAL MARKER NUMBER SHALL BE STAMPED AT THE TIME OF PLACEMENT THESE NUMBERS SHALL COINCIDE WITH ROW DIVISION'S LAYOUT AS PROVIDED




WITNESS POST & RIGHT-OF-WAY MARKER

SURVEY MARKER WITNESS POST DECALS
 WHITE BACKGROUND WITH BLACK PRINT, VINYL WITH ADHESIVE BACKING



MARKER SHALL BE PLACED AT A DEPTH OF 2" TO 6" BELOW GROUND SURFACE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RIGHT-OF-WAY MARKER	
DATE	BY
REVISION	BY
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: RW-1.DGN	
DESIGN TEAM	CHECKED
MICHAEL BAKER	JBM
DATE	2015



WORKING NUMBER
RW-1

SHEET NUMBER
160

ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION 4/16/2015 8:00 AM RW-1.DGN

RIGHT OF WAY MARKERS

ROW MARKER NAME / STAMP MARKER AS:	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING
100486-203000-100	COLONY PARK	66+10.971	-135.000	1071902.704	2356440.546
100486-203000-101	COLONY PARK	66+11.154	108.888	1071658.816	2356441.087
100486-203000-102	COLONY PARK	71+15.000	103.850	1071664.595	2356944.925
100486-203000-103	COLONY PARK	75+00.000	100.000	1071669.010	2357329.919
100486-203000-104	COLONY PARK	76+54.620	-134.780	1071904.017	2357484.193
100486-203000-105	COLONY PARK	78+06.647	-134.890	1071904.351	2357636.220
100486-203000-106	COLONY PARK	78+06.647	-120.000	1071889.461	2357636.242
100486-203000-107	COLONY PARK	78+06.647	120.000	1071649.461	2357636.595
100486-203000-108	COLONY PARK	80+00.000	160.000	1071605.045	2357821.835
100486-203000-109	COLONY PARK	80+72.520	-144.690	1071904.956	2357911.941
100486-203000-110	COLONY PARK	80+72.520	-120.000	1071880.323	2357910.260
100486-203000-111	COLONY PARK	81+72.520	-153.380	1071905.186	2358016.202
100486-203000-112	COLONY PARK	81+72.520	-120.000	1071871.955	2358013.059
100486-203000-113	COLONY PARK	81+87.950	160.280	1071591.499	2358001.377
100486-203000-114	COLONY PARK	82+00.000	160.000	1071590.625	2358012.892
100486-203000-115	COLONY PARK	85+00.000	-120.000	1071825.778	2358347.551
100486-203000-116	COLONY PARK	85+00.000	-100.000	1071806.101	2358343.969
100486-203000-117	COLONY PARK	85+00.000	100.000	1071609.334	2358308.153
100486-203000-118	COLONY PARK	97+75.000	100.000	1071189.105	2359470.379
100486-203000-119	COLONY PARK	97+75.000	190.000	1071110.727	2359426.142
100486-203000-120	COLONY PARK	98+50.000	-260.000	1071462.559	2359716.699
100486-203000-121	COLONY PARK	98+50.000	-100.000	1071324.792	2359635.334
100486-203000-122	COLONY PARK	100+25.000	120.000	1071045.853	2359667.380
100486-203000-123	COLONY PARK	100+25.000	190.000	1070987.273	2359629.060
100486-203000-124	COLONY PARK	101+00.000	-310.000	1071360.645	2359970.194
100486-203000-125	COLONY PARK	102+50.000	-100.000	1071097.946	2359977.202
100486-203000-126	COLONY PARK	104+00.000	120.000	1070832.425	2359961.099
100486-203000-127	COLONY PARK	105+66.700	306.090	1070588.736	2359961.796
100486-203000-128	COLONY PARK	105+89.580	287.320	1070588.817	2359990.038
100486-203000-129	COLONY PARK	106+18.120	317.180	1070549.040	2359989.677
100486-203000-130	COLONY PARK	108+16.630	262.360	1070462.298	2360160.339
100486-203000-131	COLONY PARK	109+09.350	241.440	1070414.846	2360235.745
100486-203000-132	COLONY PARK	109+69.278	226.420	1070384.027	2360285.148
100486-203000-133	COLONY PARK	109+81.295	-100.000	1070596.076	2360533.592
100486-203000-134	COLONY PARK	110+13.800	214.630	1070359.680	2360323.436
100486-203000-135	COLONY PARK	110+97.820	203.060	1070305.510	2360388.695
100486-203000-136	COLONY PARK	113+03.070	174.630	1070173.292	2360548.239

*
*

RIGHT OF WAY MARKERS

ROW MARKER NAME / STAMP MARKER AS:	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING
100486-203000-137	COLONY PARK	113+66.550	184.500	1070119.800	2360583.815
100486-203000-138	COLONY PARK	113+84.250	-100.000	1070298.818	2360805.640
100486-203000-139	COLONY PARK	114+15.240	196.050	1070076.084	2360608.167
100486-203000-140	COLONY PARK	114+93.730	154.240	1070046.409	2360692.002
100486-203000-141	COLONY PARK	117+29.790	195.610	1069844.338	2360820.855
100486-203000-142	COLONY PARK	118+25.000	110.000	1069831.900	2360948.288
100486-203000-143	COLONY PARK	118+50.000	-120.000	1069968.738	2361134.837
100486-203000-144	COLONY PARK	119+05.258	-120.000	1069927.975	2361172.143
100486-203000-145	COLONY PARK	119+05.258	110.000	1069772.694	2361002.473
100486-203000-146	COLONY PARK	122+91.561	-120.000	1069731.050	2361443.721
100486-203000-147	COLONY PARK	122+91.561	110.000	1069521.522	2361348.863
100486-203000-148	COLONY PARK	128+00.000	-90.000	1069517.488	2361895.529
100486-203000-149	COLONY PARK	129+50.000	112.180	1069276.987	2361969.934
100486-203000-150	COLONY PARK	130+00.000	-90.000	1069451.117	2362084.195
100486-203000-151	COLONY PARK	132+26.105	-90.000	1069376.083	2362297.486
100486-203000-152	COLONY PARK	132+62.060	-90.000	1069365.856	2362328.403
100486-203000-153	COLONY PARK	132+62.060	-55.000	1069332.426	2362318.039
100486-203000-154	COLONY PARK	133+54.390	-55.000	1069310.716	2362402.265
100486-203000-155	COLONY PARK	133+64.600	-45.000	1069299.004	2362409.777
100486-203000-156	COLONY PARK	134+45.600	-45.000	1069287.410	2362486.061
100486-203000-157	COLONY PARK	134+47.940	-55.000	1069297.115	2362489.336
100486-203000-158	COLONY PARK	135+43.796	-54.999	1069292.081	2362579.498
100486-203000-159	COLONY PARK	31+73.110	-55.000	1069291.555	2362673.873
100486-203000-160	COLONY PARK	31+91.950	-35.000	1069271.451	2362692.601
100486-203000-161	MADISON-DR	10+00.000	25.900	1069574.895	2360629.576
100486-203000-162	MADISON-DR	10+00.000	65.000	1069558.197	2360664.931
100486-203000-163	MADISON-DR	11+43.438	65.000	1069687.896	2360726.189
100486-203000-164	MADISON-DR	17+50.000	80.000	1070149.932	2361110.406
100486-203000-165	MADISON-DR	20+69.138	60.000	1070505.107	2361157.549
100486-203000-166	MADISON-DR	20+69.138	80.000	1070507.805	2361177.366
100486-203000-167	MADISON-DR	23+35.173	60.000	1070734.331	2361187.908
100486-203000-168	MADISON-DR	24+00.000	24.710	1070807.774	2361180.550
100486-203000-169	MADISON-DR	24+00.000	60.000	1070794.075	2361213.073

IF MARKERS FIELD LOCATION IS DIFFERENT THAN SHOWN IN THIS TABLE, ENTER THE CORRECT VALUES IN THE LINE BELOW THE MARKER AND THEN PLACE A LINE THROUGH INCORRECT VALUES.


* EXISTING R.O.W. MARKERS IN PLACE FROM "SPLIT DIAMOND" PROJECT.

4/6/2016 8:00 AM RWCS-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	
DATE	
DESIGN TEAM	MICHAEL BAKER/CHECKED JBM DATE 2015

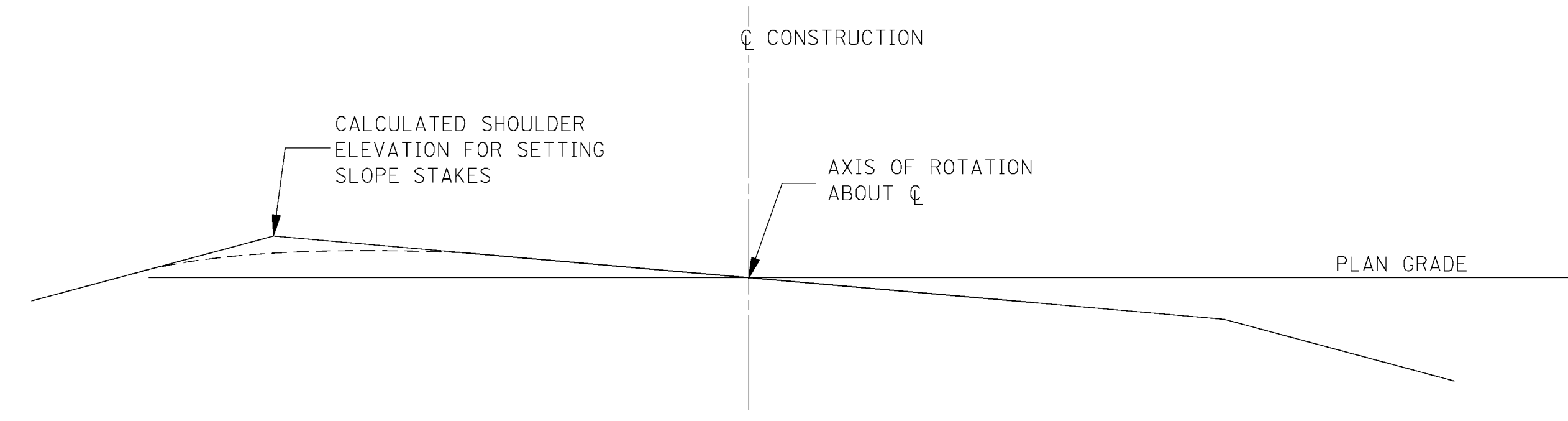
RIGHT OF WAY MARKERS

COUNTY: MADISON
 PROJ. NUM.: ACNH-9204-00(003)
 FILENAME: RW-1.DGN

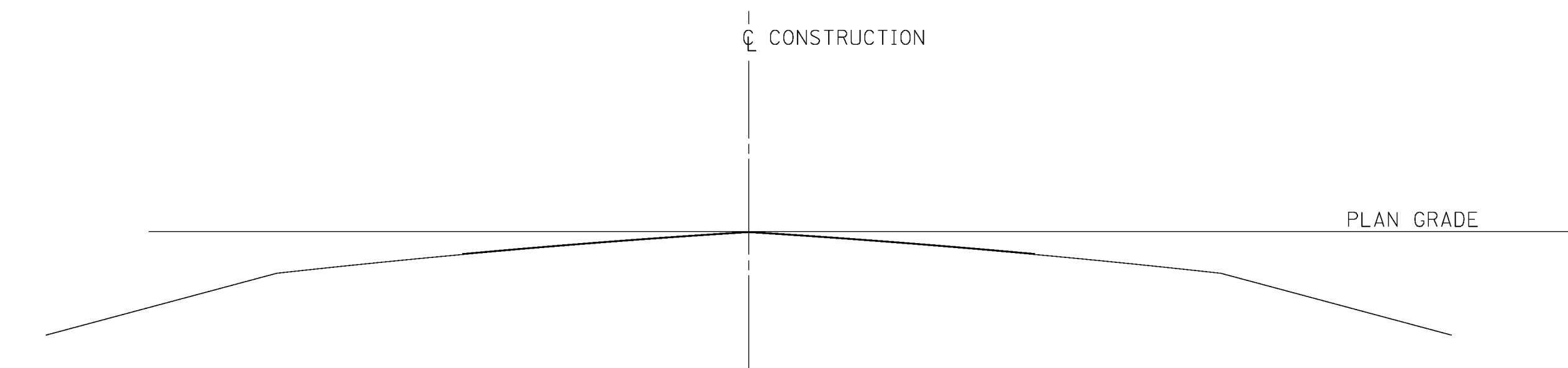


WORKING NUMBER
RWCS-1
SHEET NUMBER
161

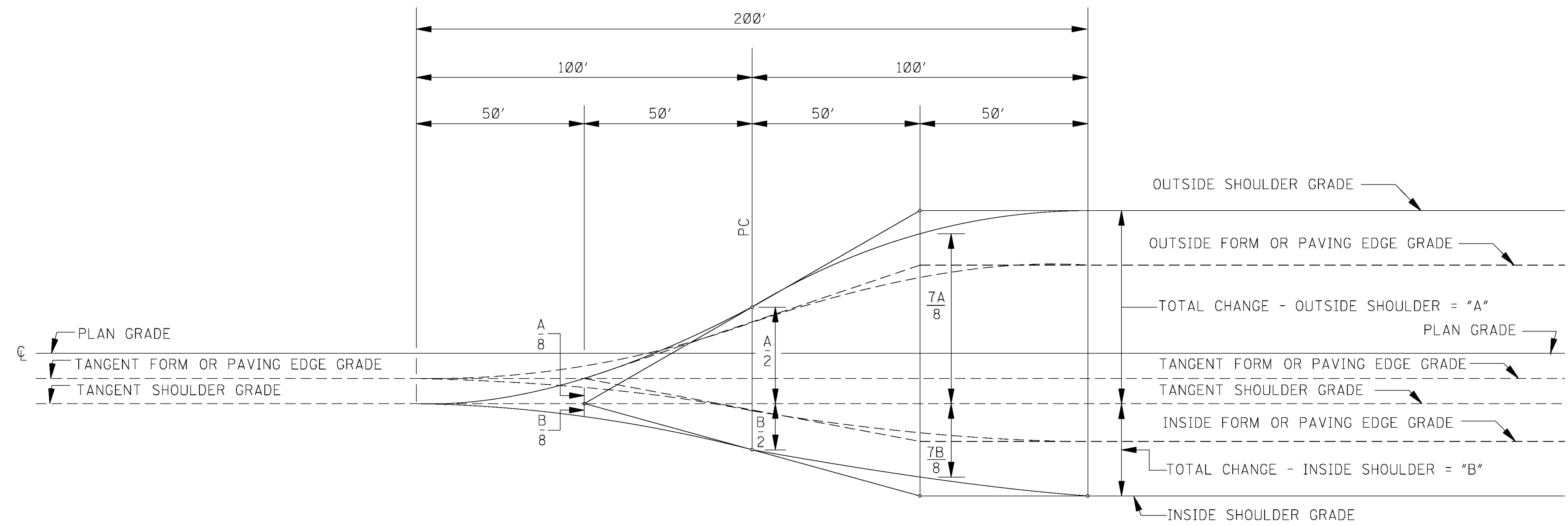
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



FULL SUPERELEVATED SECTION



NORMAL TANGENT SECTION



e	V = 30 mph	V = 35 mph	V = 40 mph
	R (ft)	R (ft)	R (ft)
NC	3320	4350	5520
0.020	2440	3210	4080
0.022	2200	2900	3680
0.024	2000	2640	3350
0.026	1840	2420	3080
0.028	1690	2230	2840
0.030	1570	2060	2630
0.032	1450	1920	2450
0.034	1360	1790	2290
0.036	1270	1680	2150
0.038	1190	1580	2020
0.040	1120	1490	1900
0.042	1060	1400	1800
0.044	994	1330	1700
0.046	940	1260	1610
0.048	890	1190	1530
0.050	844	1130	1460
0.052	802	1080	1390
0.054	762	1030	1330
0.056	724	974	1270
0.058	689	929	1210
0.060	656	886	1160
0.062	624	846	1110
0.064	594	808	1060
0.066	564	772	1020
0.068	536	737	971
0.070	509	704	931
0.072	483	671	892
0.074	460	641	855
0.076	437	612	820
0.078	416	585	786
0.080	396	558	754
0.082	377	533	722
0.084	359	509	692
0.086	341	486	662
0.088	324	463	633
0.090	307	440	604
0.092	291	418	574
0.094	274	395	545
0.096	256	370	513
0.098	236	343	477
$e_{max} = 0.100$	$R_{min} = 200$	$R_{min} = 292$	$R_{min} = 410$

KEY:
V = DESIGN SPEED (mph)
R = RADIUS (ft)
e = FULL SUPERELEVATION RATE (ft+/ft)
NC = NORMAL CROWN

***EXTRA WIDTH TABLE FOR TRAVELED WAY**

DEGREE OF CURVE "D"	EXTRA WIDTH (ft)		
	20' SURF. WIDTH	22' SURF. WIDTH	24' SURF. WIDTH
>2°	0	0	0
2°-3°	2.0	0	0
4°-5°	2.5	0	0
6°-8°	3.0	2.0	0
9°-11°	3.5	2.5	0
< 11°	4.0	3.0	0


*NOTE: EXTRA WIDTH TO BE ADDED ON INSIDE OF CURVE. THE SPECIFIED EXTRA WIDTH TO BE ADDED AT UNIFORM RATE THROUGHOUT SUPERELEVATION RUNOFF (L). CENTERLINE STRIPE SHOULD EQUALLY DIVIDE SURFACED WIDTH.

GENERAL NOTES:

- SE RATE IS DETERMINED FROM A RADIUS EQUAL TO OR SLIGHTLY SMALLER THAN, THE RADIUS OF THE CURVE.
- THIS SHEET ONLY APPLIES TO LOCAL ROAD FACILITIES IN RESTRICTED LOCATIONS (V ≤ 40 mph) AND TO DETOURS.
- IT IS SUGGESTED THAT BOTH SHOULDER GRADE & FORM GRADE CORRECTIONS FOR SUPERELEVATION RUNOFF BE DETERMINED GRAPHICALLY. USE STANDARD CROSS SECTION SHEET WITH HORIZONTAL SCALE 1"=20' AND VERTICAL SCALE 1"=1'. CONNECT CONTROL POINTS WITH FLEXIBLE CURVE. CORRECTIONS CAN BE READ AT ANY POINT.
- STATE AID DIVISION: USE STANDARD SA-SE-1.

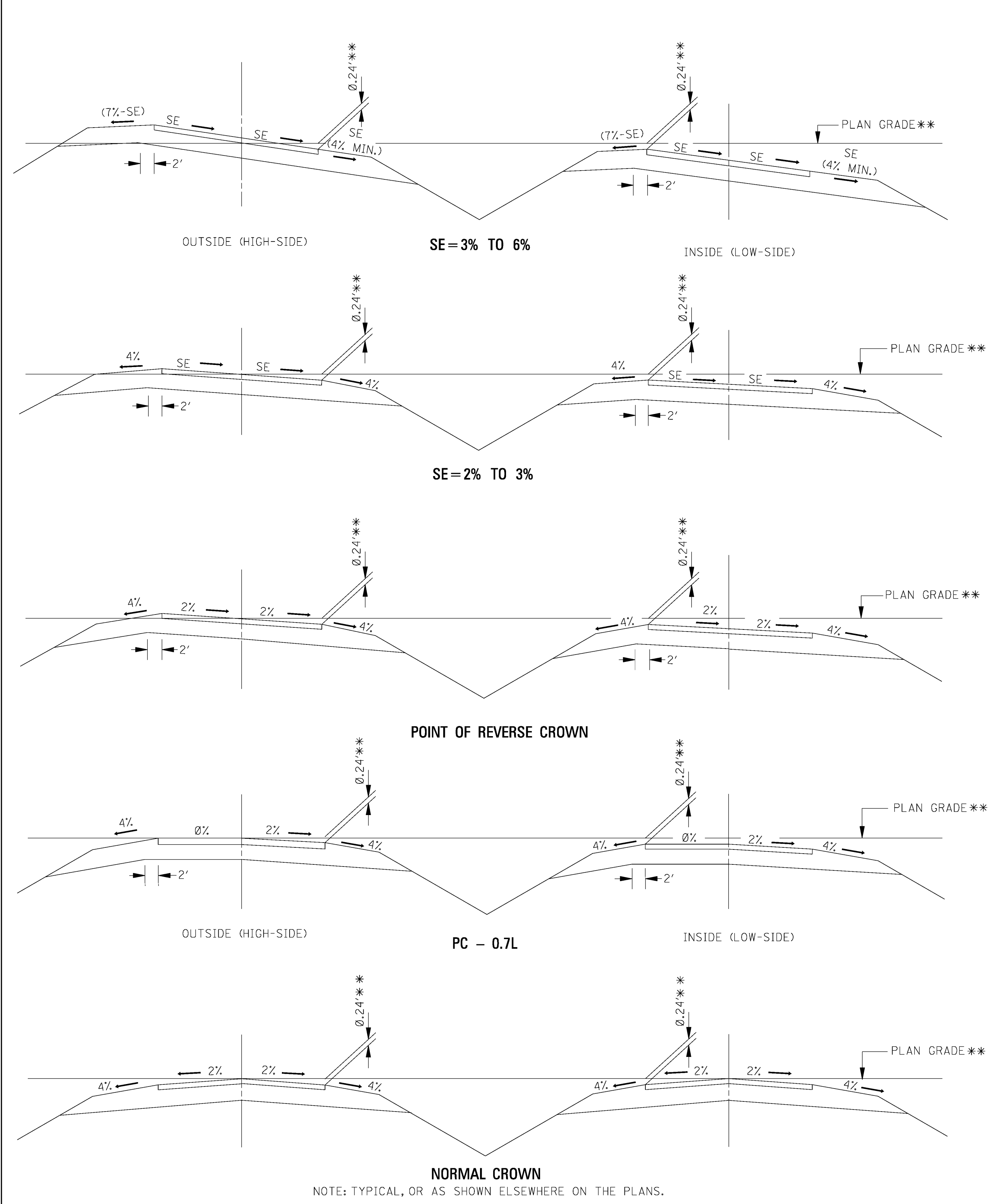
4/16/2015 8:00 AM SDSE-1.DGN

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	SUPERELEVATION TRANSITION
	FOR LOCAL FACILITIES
	(V < 40 mph)
DATE	COUNTY: MADISON
	PROJ. NUM.: ACNH-9204-00(003)
	FILENAME: SDSE-1.DGN
	DESIGN TEAM: MICHAEL_BAKER CHECKED: JBM DATE: 2015



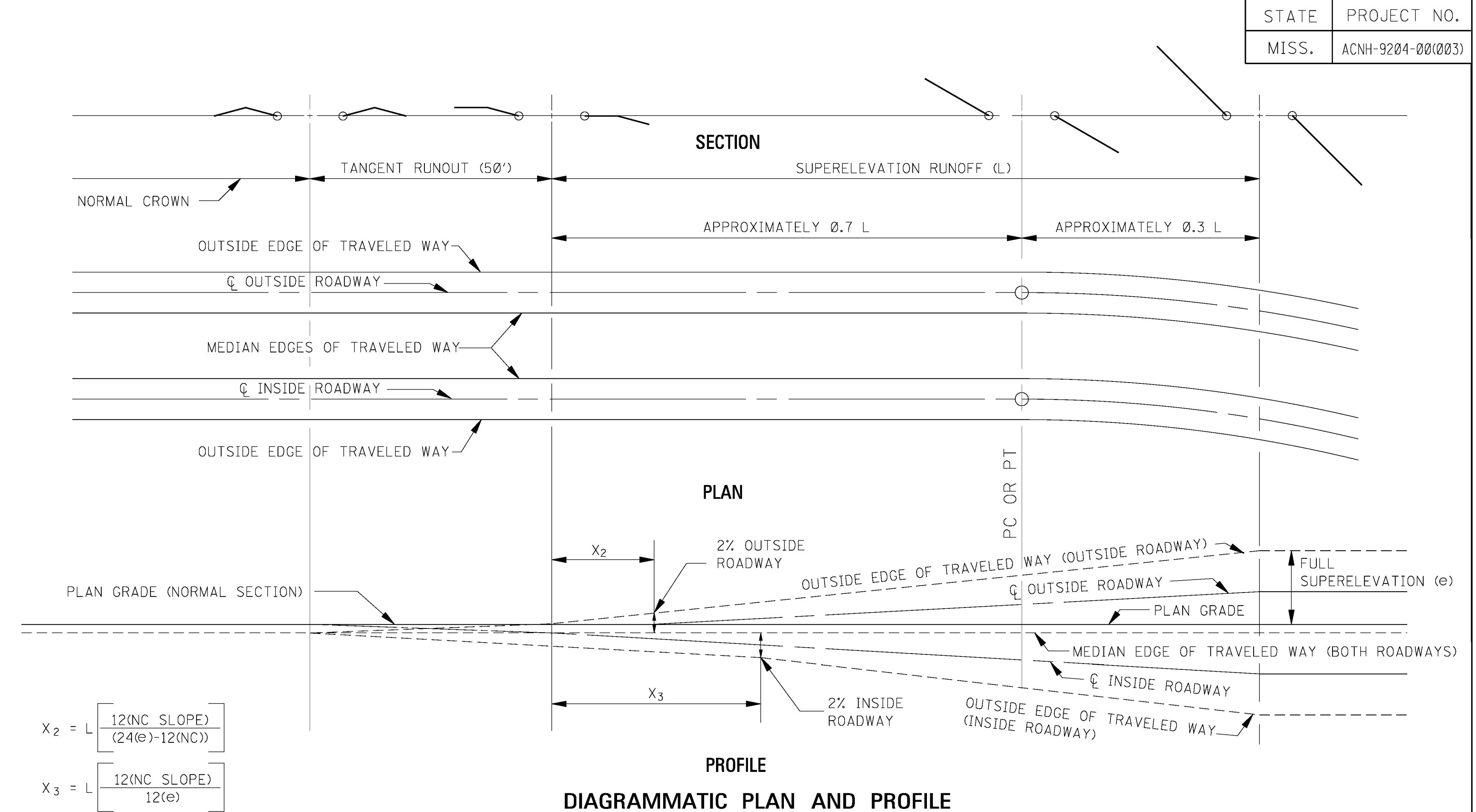
WORKING NUMBER
SDSE-1

SHEET NUMBER
163



NOTE: TYPICAL, OR AS SHOWN ELSEWHERE ON THE PLANS.

- GENERAL NOTES:
- SE RATE IS DETERMINED FROM A RADIUS EQUAL TO, OR SLIGHTLY SMALLER THAN, THE RADIUS OF THE CURVE.
 - "L" IN THE TABLE IS FOR ROTATION ABOUT THE CENTERLINE OF 2 LANES ("A") AND 4 LANES ("B") OF TRAVELED WAYS (1 LANE AND 2 LANES EACH SIDE OF THE ROTATION POINT RESPECTIVELY). MINIMUM LENGTH OF RUNOFF FOR VARIOUS WIDTHS OF ROTATION ARE AS FOLLOWS:
FOR ROTATING A WIDTH OF 3 TRAVEL LANES: $L = (1.33)L$ IN COLUMN B)
FOR ROTATING A WIDTH OF 4 TRAVEL LANES: $L = (1.67)L$ IN COLUMN B)
 - A VERTICAL CURVE WITH A LENGTH (IN FEET) EQUAL TO THE DESIGN SPEED (IN MPH) SHOULD BE PLACED AT EXCESSIVE ANGULAR BREAKS.



$$X_2 = L \left[\frac{12(NC \text{ SLOPE})}{24(e) - 12(NC)} \right]$$

$$X_3 = L \left[\frac{12(NC \text{ SLOPE})}{12(e)} \right]$$

DIAGRAMMATIC PLAN AND PROFILE

e	R (ft)	L(ft)	
		A	B
NC	7870	0	0
0.020	5700	48	72
0.022	5100	53	79
0.024	4600	58	86
0.026	4170	62	94
0.028	3800	67	101
0.030	3480	72	108
0.032	3200	77	115
0.034	2940	82	122
0.036	2710	86	130
0.038	2490	91	137
0.040	2300	96	144
0.042	2110	101	151
0.044	1940	106	158
0.046	1780	110	166
0.048	1640	115	173
0.050	1510	120	180
0.052	1390	125	187
0.054	1280	130	194
0.056	1160	134	202
0.058	1040	139	209
$e_{max} = 0.060$	$R_{min} = 833$	144	216

KEY:
V = DESIGN SPEED (mph)
R = RADIUS OF CURVE (ft)
e = FULL SUPERELEVATION RATE (ft/ft)
L = MINIMUM LENGTH OF SUPERELEVATION RUNOFF (FROM ADVERSE CROWN REMOVED TO FULL SUPER) (ft)
A = "L" FOR 1-LANE WIDTH OF ROTATION
B = "L" FOR 2-LANE WIDTH OF ROTATION
NC = NORMAL CROWN

** 4. THE 0.24 DIFFERENCE IN ELEVATION FROM PLAN GRADE LINE TO EDGE OF TRAVELED WAY IS BASED ON 12' TRAVEL LANES, 2% NORMAL CROWN SLOPE, AND THE LOCATION OF PLAN GRADE AT THE CENTERLINE OF ROADWAY. ALTHOUGH THE HORIZONTAL LOCATION OF PLAN GRADE AT THE CENTERLINE IS PREFERRED AND ILLUSTRATED ON THIS STANDARD DRAWING, PLAN GRADE LOCATION IS VARIABLE (I.E. PLAN GRADE AT THE MEDIAN EDGE OF TRAVEL LANE) AND SHOULD BE VERIFIED ON THE TYPICAL SECTION(S).

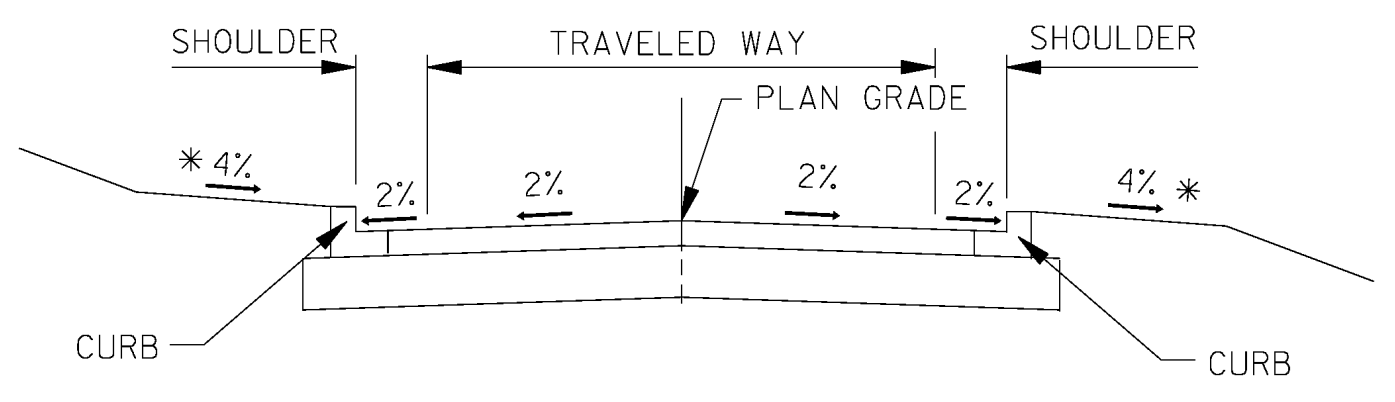
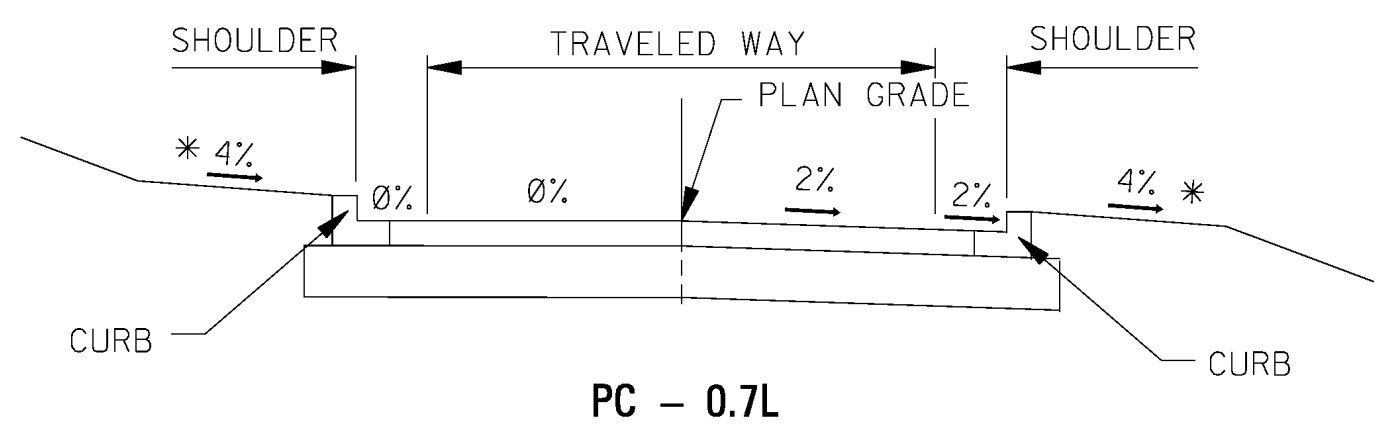
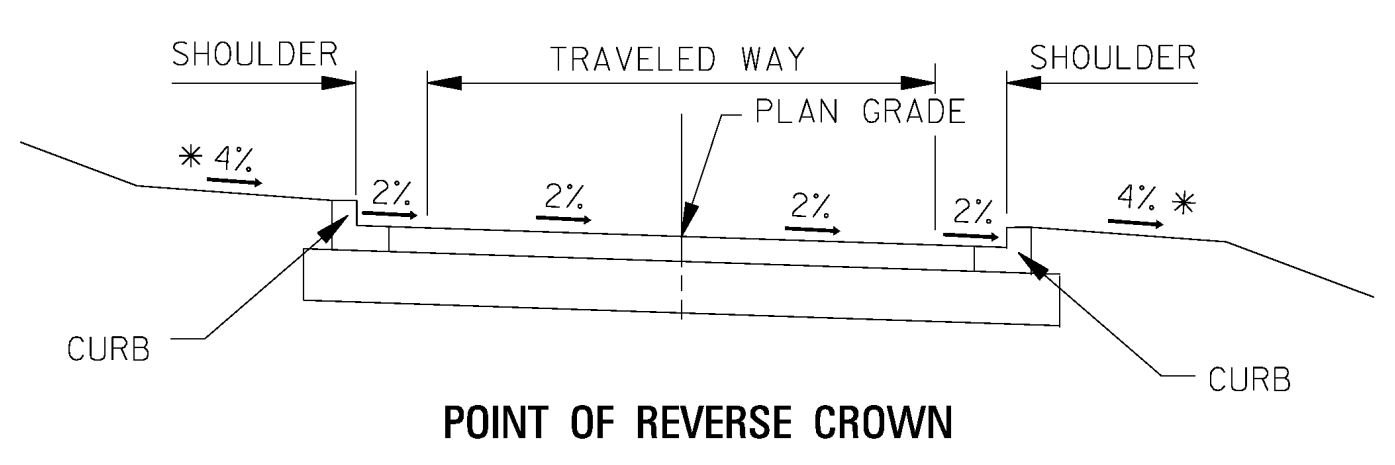
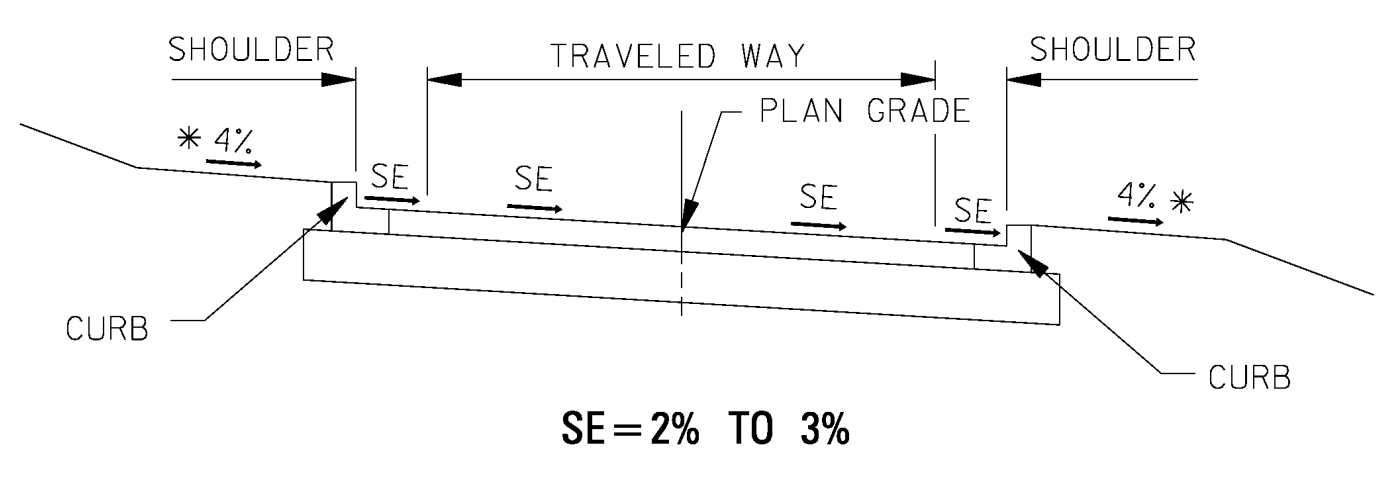
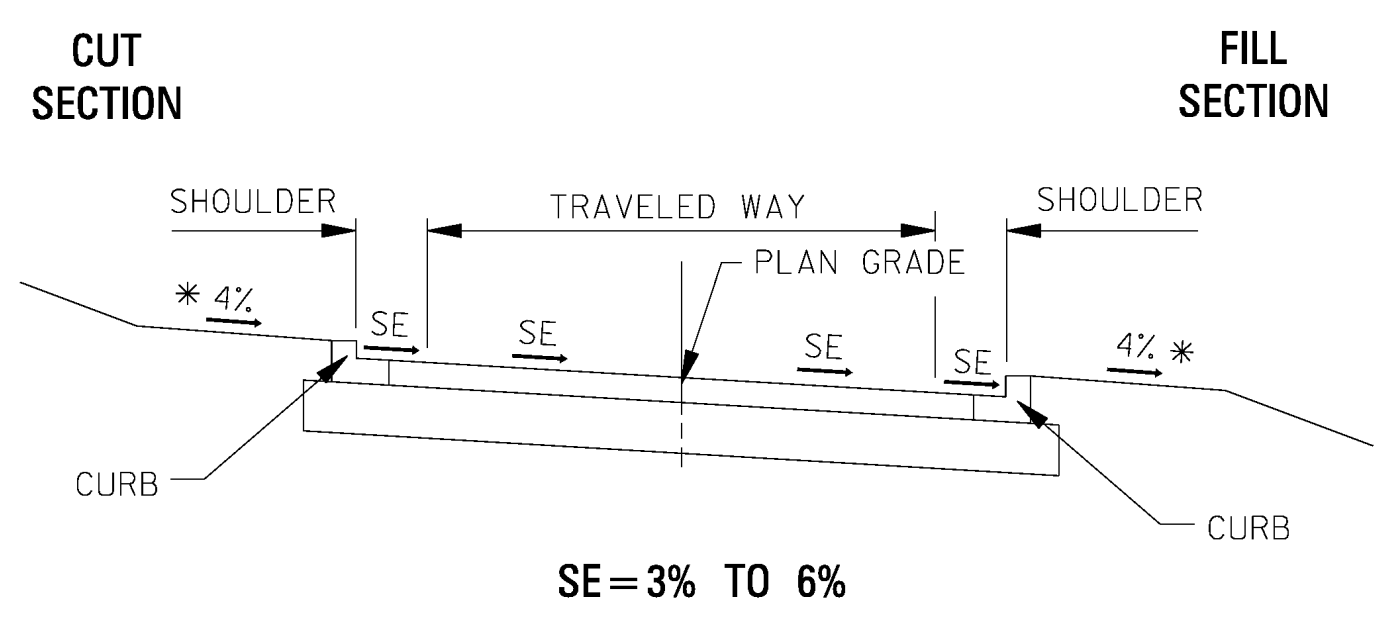
BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	SUPERELEVATION TRANSITION CASE II ROTATION ABOUT EDGE OF TRAVELED WAY (URBAN FACILITY, V=50 mph)
DATE	COUNTY: MADISON
DESIGN TEAM	PROJ. NUM.: ACNH-9204-00(003)
DATE	FILENAME: SDSE-1.DGN
DATE	DESIGN TEAM: MICHAEL_BAKER CHECKED: JBM DATE: 2015

WORKING NUMBER
SDSE-2F

SHEET NUMBER
164

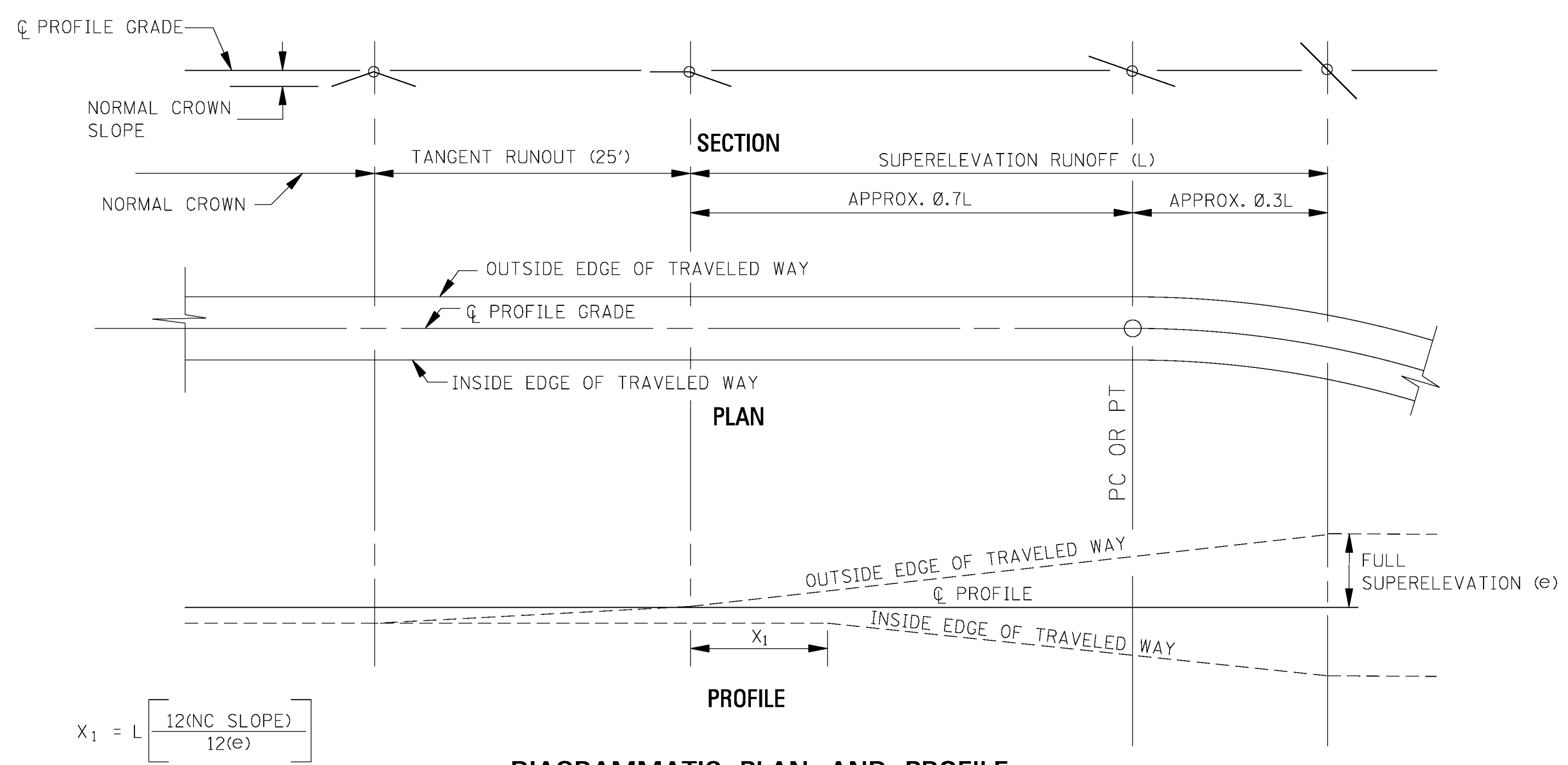
4/26/2015 8:00 AM SDSE-2F.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



DETAILS OF SHOULDER TREATMENT

NOTE: TYPICAL, OR AS SHOWN ELSEWHERE ON PLANS.



e	V = 20 mph		V = 25 mph		V = 30 mph		V = 35 mph		V = 40 mph		V = 45 mph	
	R (ft)	L(ft)	R (ft)	L(ft)	R (ft)	L(ft)	R (ft)	L(ft)	R (ft)	L(ft)	R (ft)	L(ft)
NC	107	0	198	0	333	0	510	0	762	0	1039	0
0.020	92	32	167	34	273	36	408	39	593	41	794	44
0.022	91	36	165	38	270	40	404	43	586	46	785	49
0.024	91	39	164	41	268	44	400	46	580	50	776	53
0.026	90	42	163	45	265	47	396	50	573	54	767	58
0.028	89	45	161	48	263	51	393	54	567	58	758	62
0.030	89	49	160	51	261	55	389	58	561	62	750	67
0.032	88	52	159	55	259	58	385	62	556	66	742	71
0.034	88	55	158	58	256	62	382	66	550	70	734	76
0.036	87	58	157	62	254	65	378	70	544	74	726	80
0.038	87	62	155	65	252	69	375	74	539	79	718	84
0.040	86	65	154	69	250	73	371	77	533	83	711	89
0.042	85	68	153	72	248	76	368	81	528	87	703	93
0.044	85	71	152	75	246	80	365	85	523	91	696	98
0.046	84	75	151	79	244	84	361	89	518	95	689	102
0.048	84	78	150	82	242	87	358	93	513	99	682	107
0.050	83	81	149	86	240	91	355	97	508	103	675	111
0.052	83	84	148	89	238	95	352	101	503	108	668	116
0.054	82	88	147	93	236	98	349	105	498	112	662	120
0.056	82	91	146	96	234	102	346	108	494	116	655	124
0.058	81	94	145	99	233	105	343	112	489	120	649	129
e _{max} = 0.060	R _{min} = 81	97	R _{min} = 144	103	R _{min} = 231	109	R _{min} = 340	116	R _{min} = 485	124	R _{min} = 643	133

KEY:

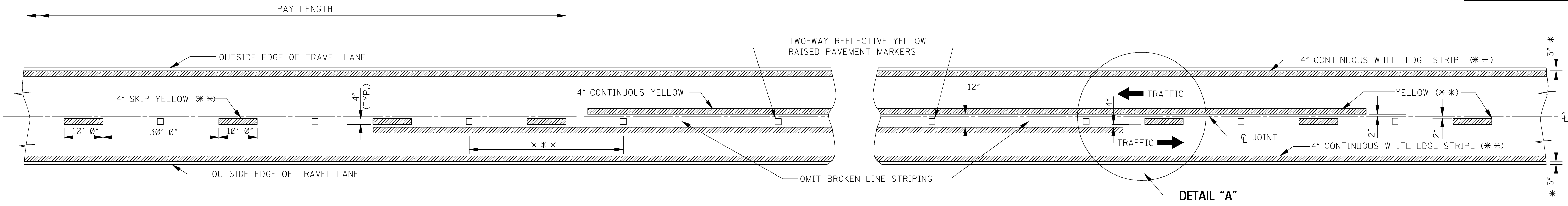
R = RADIUS OF CURVE (ft)
 V = DESIGN SPEED (mph)
 e = FULL SUPERELEVATION RATE (ft/ft)
 L = MINIMUM LENGTH OF SUPERELEVATION RUNOFF (FROM ADVERSE CROWN REMOVED TO FULL SUPER) (ft)
 NC = NORMAL CROWN

- GENERAL NOTES:**
- SE RATE IS DETERMINED FROM A RADIUS EQUAL TO OR SLIGHTLY SMALLER THAN, THE RADIUS OF THE CURVE.
 - SUPERELEVATION RUNOFF LENGTH (L) FROM TABLE IS USED DIRECTLY FOR ROTATION OF 1-LANE WIDTH (i.e., TWO 12' LANES ROTATED ABOUT THE CENTERLINE). FOR GREATER WIDTHS OF ROTATION:
 L (2 LANES) = 1.5(L) (TABLE)
 L (3 LANES) = 2.0(L) (TABLE)
 - A VERTICAL CURVE WITH A LENGTH (IN FEET) EQUAL TO THE DESIGN SPEED (IN MPH) SHOULD BE PLACED AT EXCESSIVE ANGULAR BREAKS.
 - *4. THE MAXIMUM CROSS SLOPE ALLOWED WILL BE 2% WHERE A SIDEWALK IS REQUIRED.

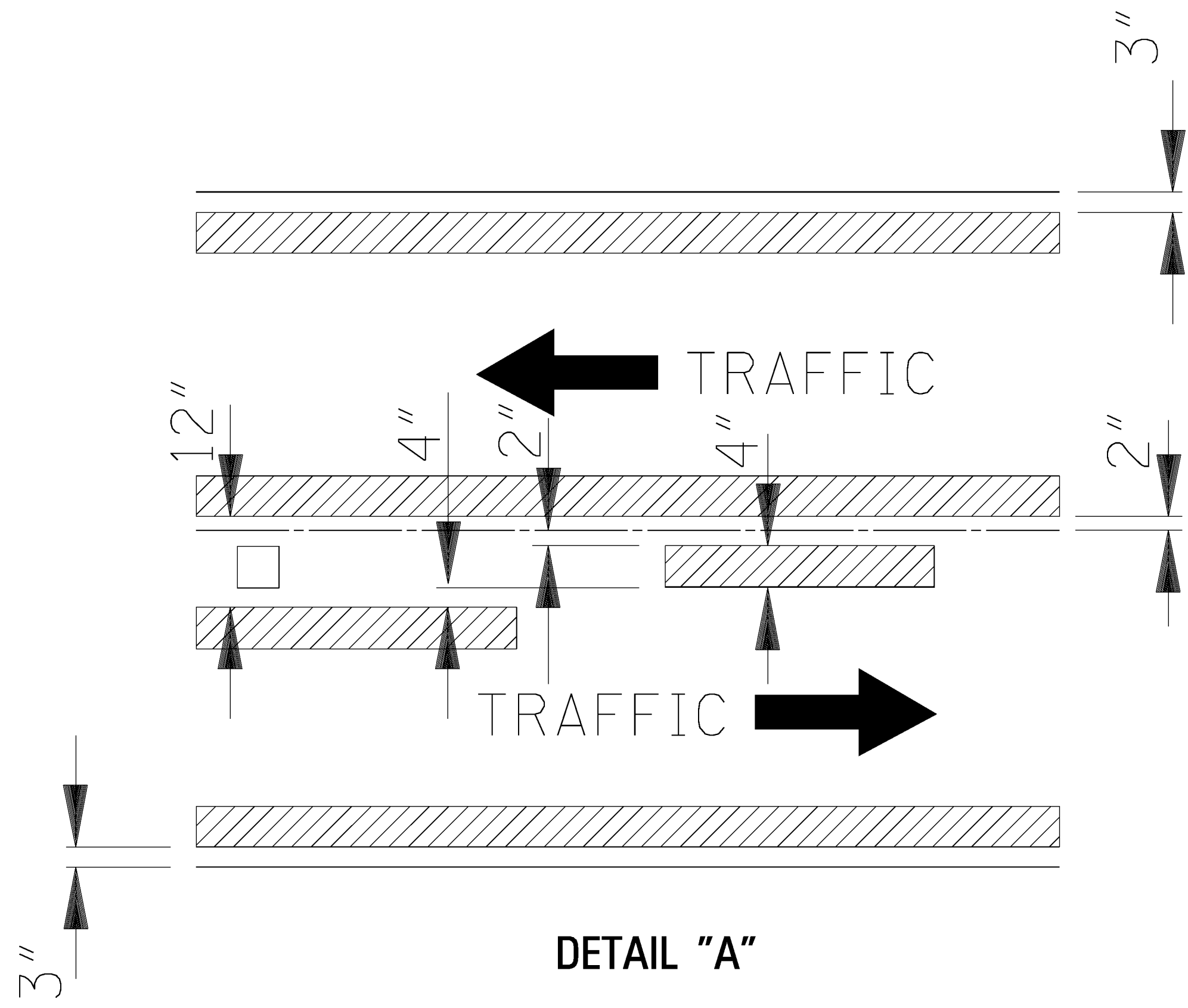
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SUPERELEVATION TRANSITION ROTATION ABOUT CENTERLINE (URBAN FACILITY, V ≤ 45 mph)	
COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: SDSE-2G.DGN
DESIGN TEAM	MICHAEL_BAKER
CHECKED	JBM
DATE	2015
WORKING NUMBER	SDSE-2G
SHEET NUMBER	165

4/16/2015 8:00 AM SDSE-2G.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



**TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)**



DETAIL "A"

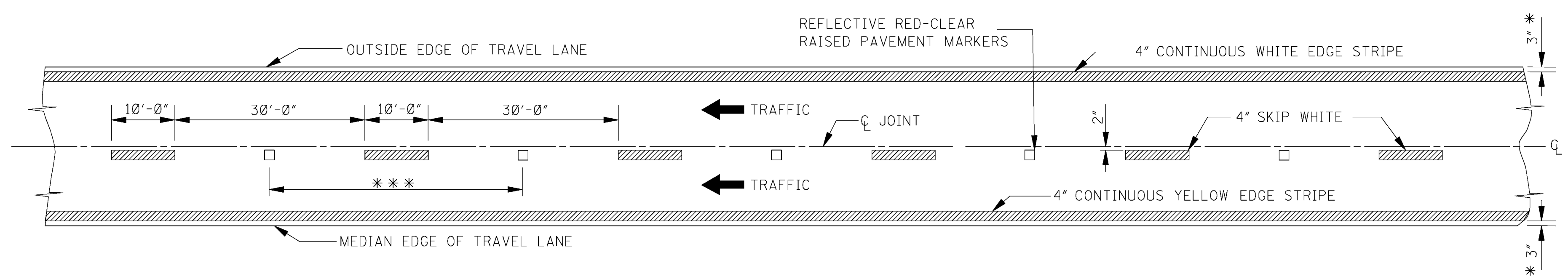


GENERAL NOTES:

- * 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
- *** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

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

- + NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.
- 4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."
- 5. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS

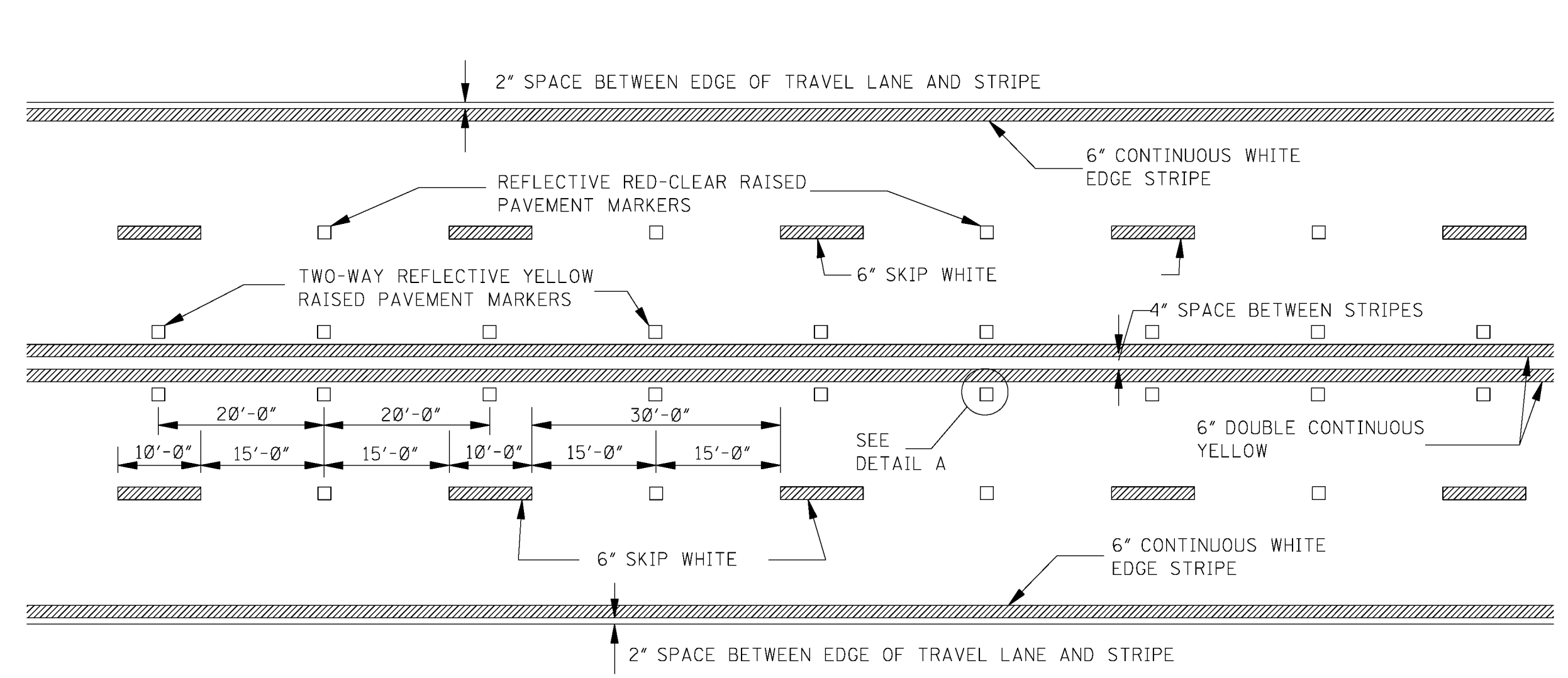


4-LANE WITH ONE-WAY TRAFFIC

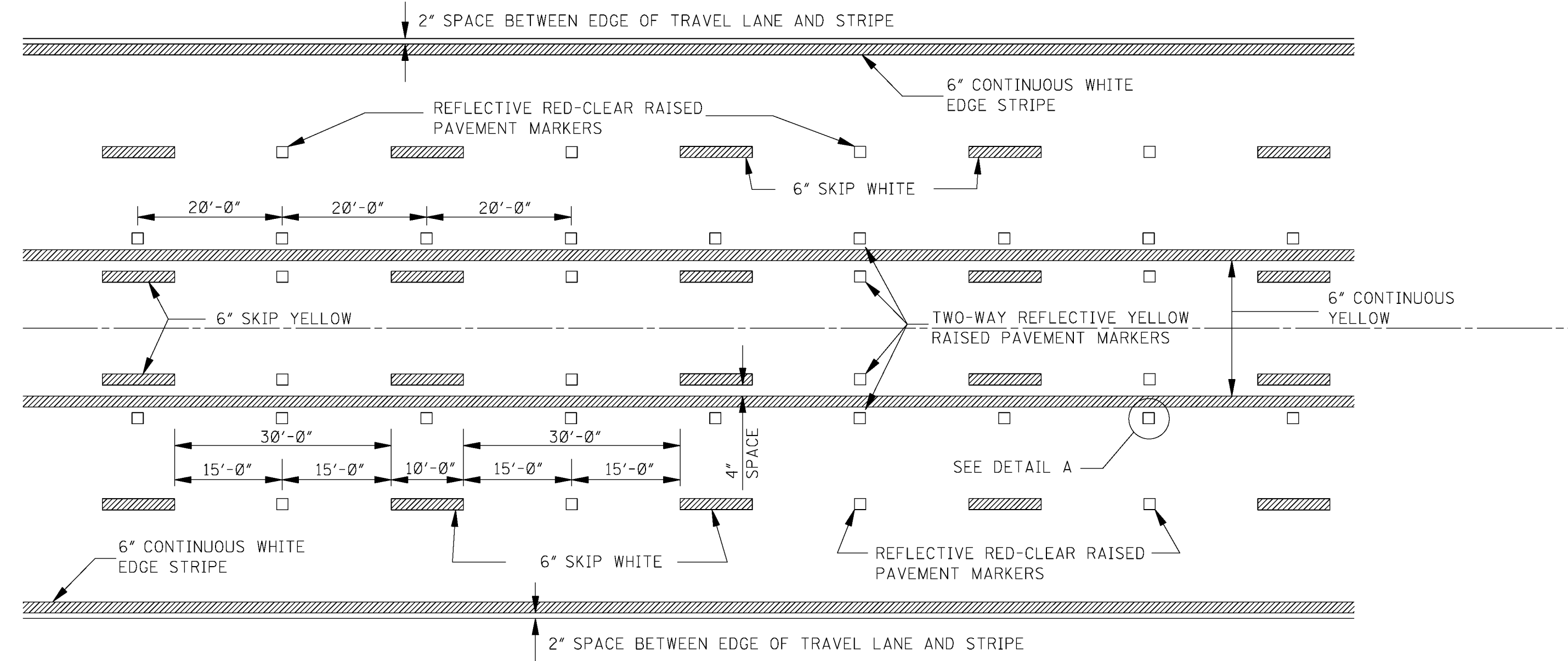
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p align="center">SPECIAL DESIGN PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS</p>	
DATE			
DESIGN TEAM		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: SDPM-1.DGN DESIGN TEAM: MICHAEL_BAKER CHECKED: JBM DATE: 2015	
SHEET NUMBER		WORKING NUMBER: SDPM-1 SHEET NUMBER: 166	

4/6/2015 8:00 AM SDPM-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

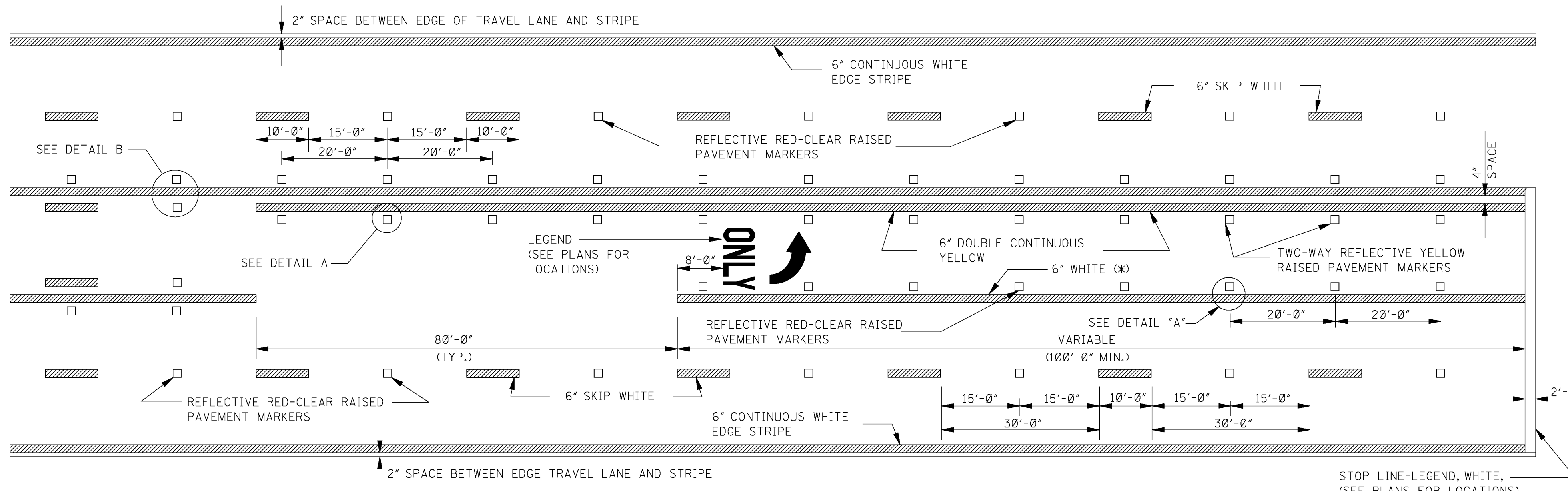
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

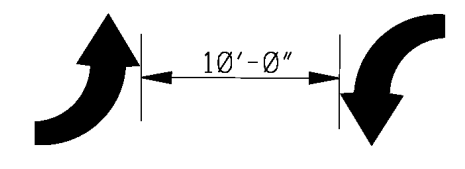


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



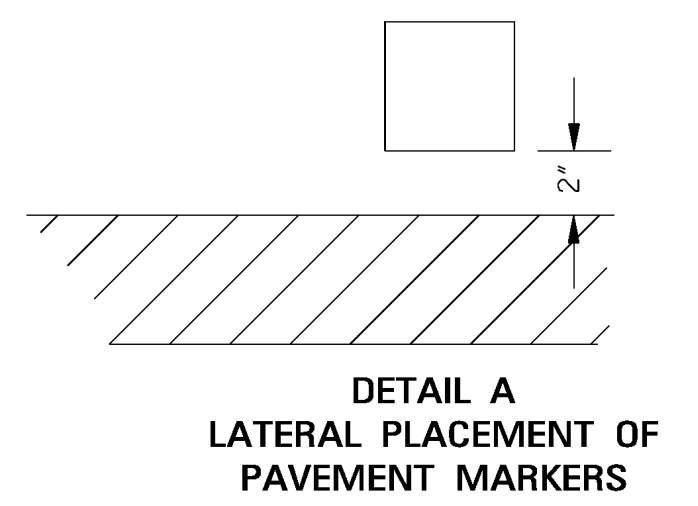
TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

*NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.

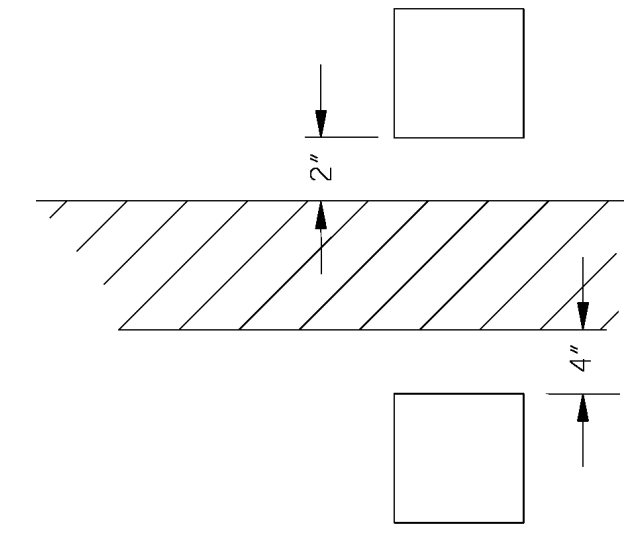


TYPICAL TWO-WAY ARROW INSTALLATION

- NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
 2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
 3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).



DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS



DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS

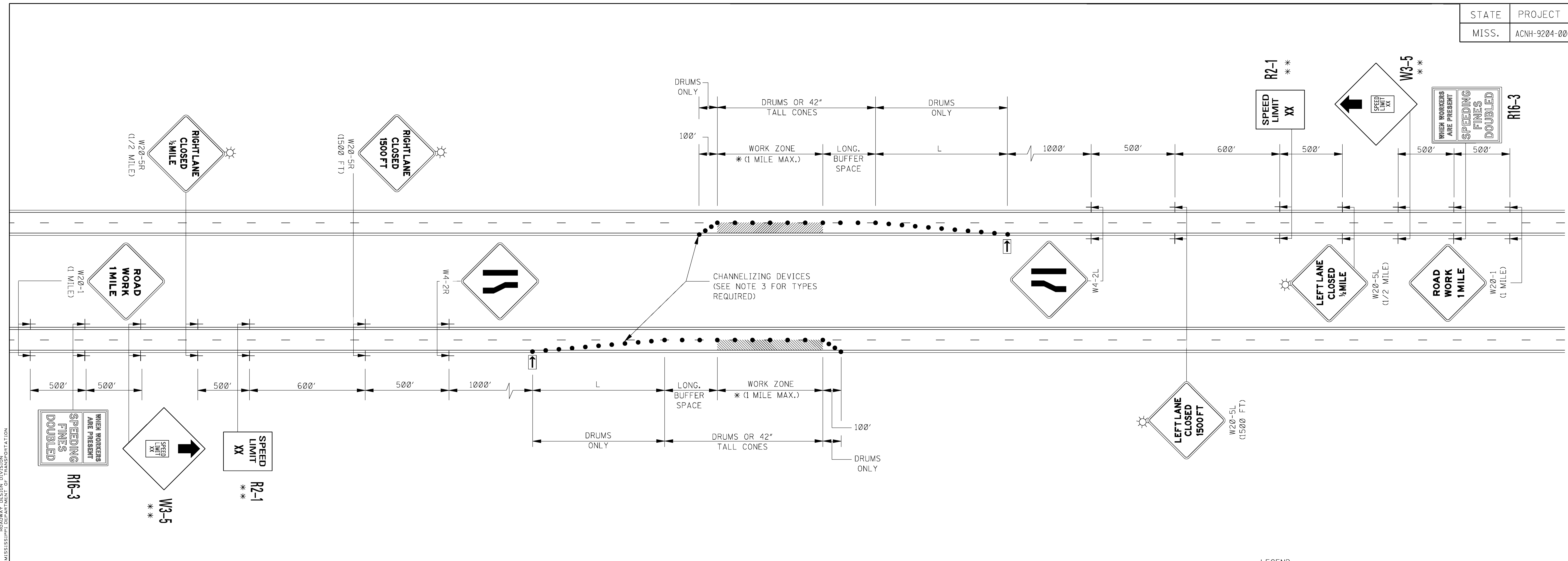
GENERAL NOTE:

1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDT "APPROVED SOURCES OF MATERIALS".

4/16/2015 8:00 AM SDPM-2.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		<p>PAVEMENT MARKING DETAILS FOR 4-LANE AND 5-LANE UNDIVIDED ROADWAYS</p>	
DATE			
DESIGN TEAM		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003) FILENAME: SDPM-2.DGN DESIGN TEAM: MICHAEL_BAKER CHECKED: JBM DATE: 2015	
SHEET NUMBER		WORKING NUMBER SDPM-2 SHEET NUMBER 167	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



GENERAL NOTES:

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

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

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

- FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.
- CHANNELIZING DEVICES:
 - ALL CHANNELIZING DEVICES IN TAPERS SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.
 - CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER REFLECTORIZED FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
 - FOR NIGHTTIME USE, ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
 - RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.
- FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.
- ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" X 48".

LEGEND

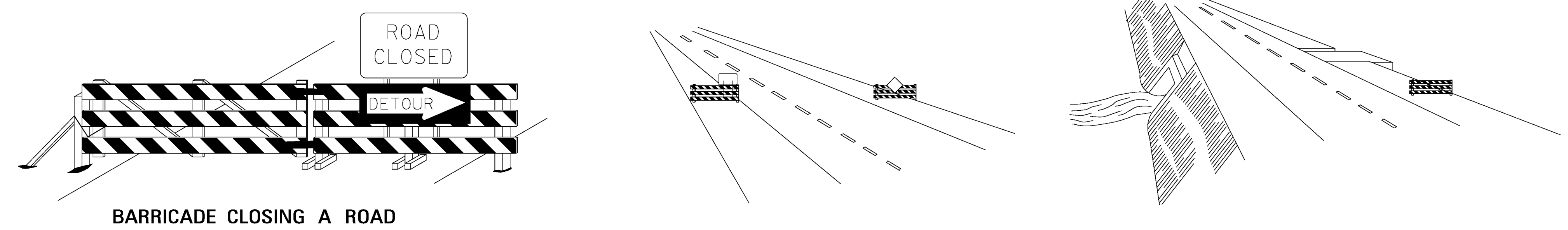
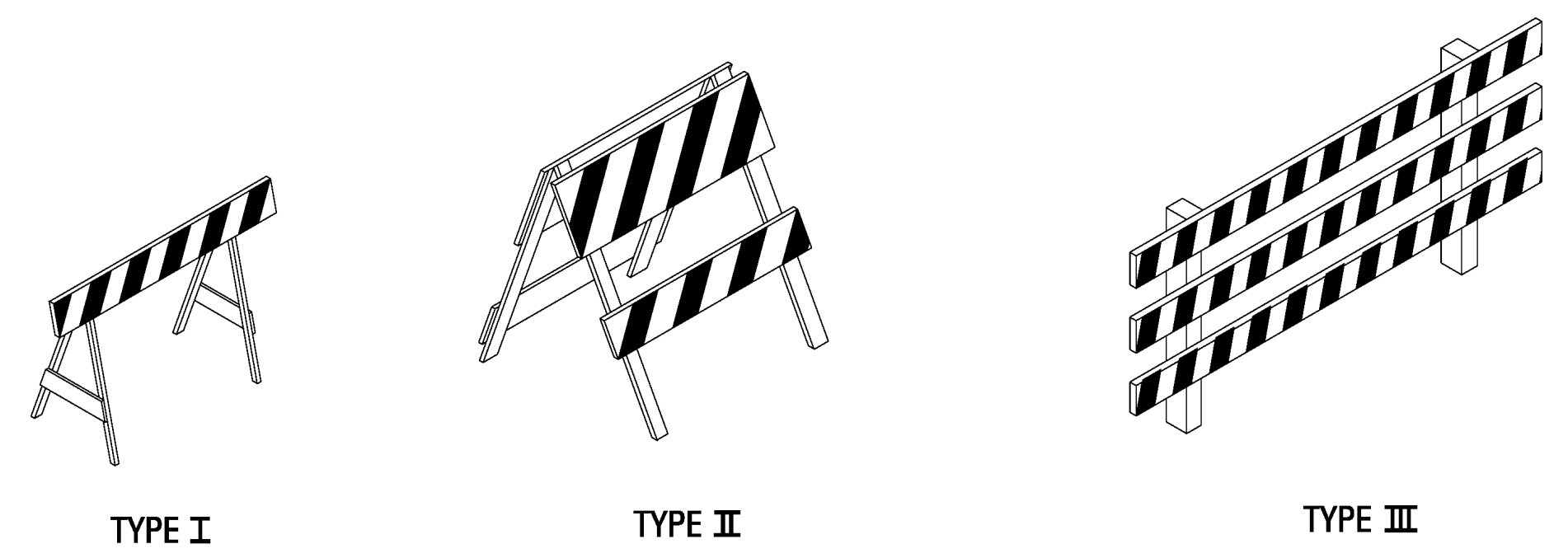
- * OR AS SHOWN ELSEWHERE OF THE PLANS.
- ** THE LEGEND ON R2-1 & W3-5 SPEED LIMIT SIGNS SHALL BE 10 MPH LESS THAN THE ORIGINAL POSTED SPEED LIMIT.
- ➡ FLASHING ARROW PANEL (TYPE "C")
- REFLECTORIZED FREE-STANDING PLASTIC DRUMS
- ☀ TYPE "B" WARNING LIGHTS

4/6/2016 8:00 AM SDTCP-3.DGN

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4-LANE: MEDIUM OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)	
DATE		COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)	
DESIGN TEAM		FILENAME: SDTCP-3.DGN DESIGN TEAM: MICHAEL_BAKER CHECKED: JBM DATE: 2015	
WORKING NUMBER		SDTCP-3	
SHEET NUMBER		168	



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



STANDARD BARRICADES

1. A TYPE I BARRICADE CONSISTS OF ONE (1) HORIZONTAL RAIL SUPPORTED BY A DEMOUNTABLE FRAME OR A LIGHT "A" FRAME. A TYPE I BARRICADE NORMALLY WOULD BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND ARTERIALS.
2. A TYPE II BARRICADE CONSISTS OF TWO (2) HORIZONTAL RAILS ON A LIGHT "A" FRAME. TYPE II BARRICADES ARE INTENDED FOR USE ON EXPRESSWAYS AND FREEWAYS AND OTHER HIGH-SPEED ROADWAYS.
3. TYPE I AND TYPE II BARRICADES ARE INTENDED FOR USE WHERE THE HAZARD IS RELATIVELY SMALL AS, FOR EXAMPLE, ON CITY STREETS, OR FOR THE MORE OR LESS CONTINUOUS DELIMITING OF A RESTRICTED ROADWAY, OR FOR TEMPORARY DAYTIME USE.
4. A TYPE III BARRICADE CONSISTS OF THREE (3) HORIZONTAL RAILS SUPPORTED BY FIXED POSTS, A RIGID SKID, A HEAVY DEMOUNTABLE FRAME OR A HEAVY, HINGED "A" FRAME.
5. TYPE III BARRICADES ARE INTENDED FOR USE ON CONSTRUCTION AND MAINTENANCE PROJECTS AS WING BARRICADES AND AT ROAD CLOSURES, WHERE THEY MUST REMAIN IN PLACE FOR EXTENDED PERIODS.
6. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
7. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
8. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.

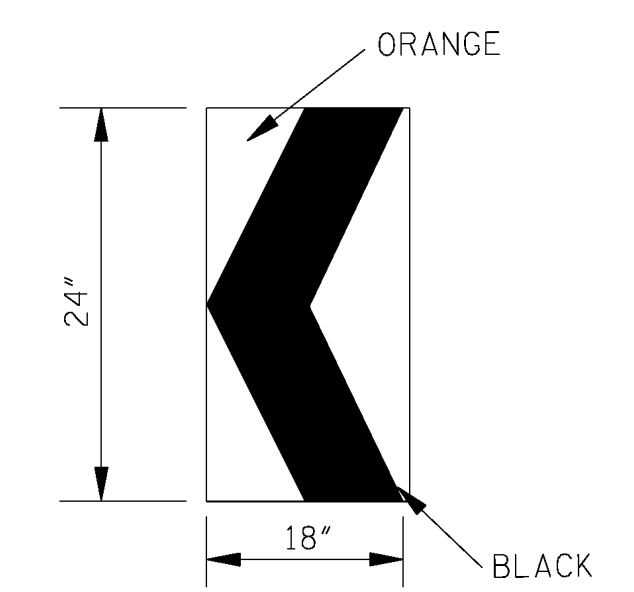
BARRICADE CHARACTERISTICS

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

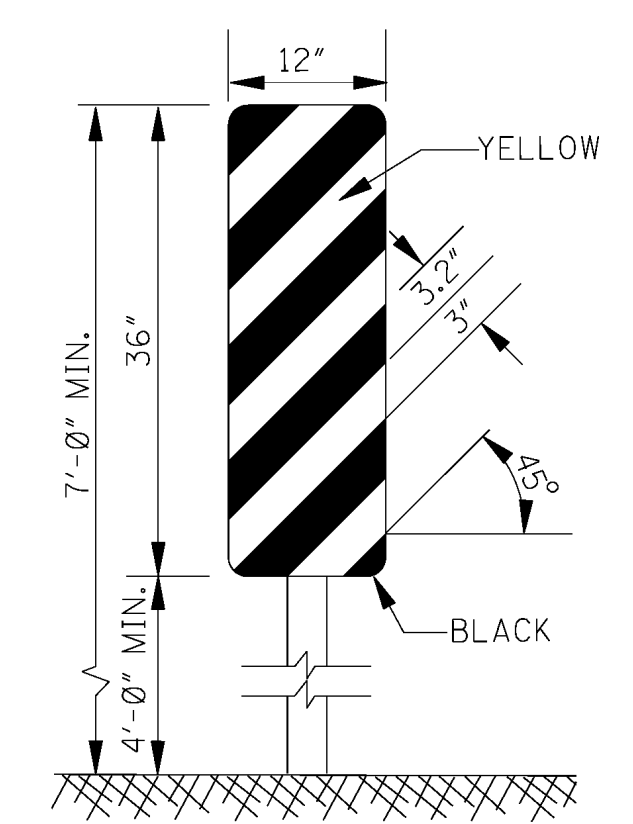
- * 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.
- ** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in² OF REFLECTIVE AREA FACING TRAFFIC.

WING BARRICADES

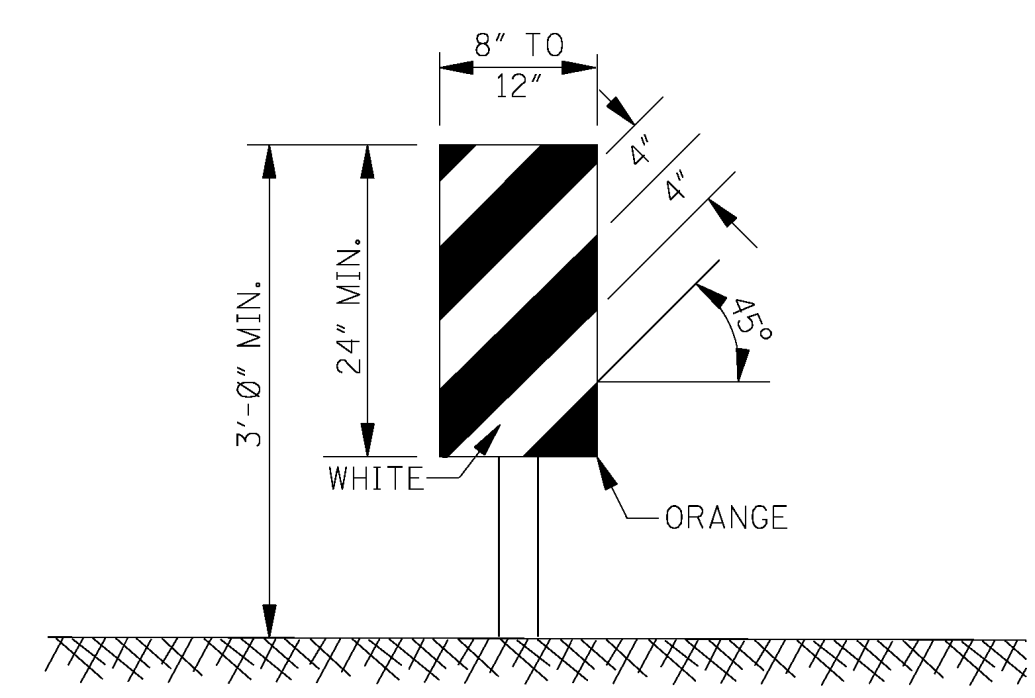
1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
 - A. IN ADVANCE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



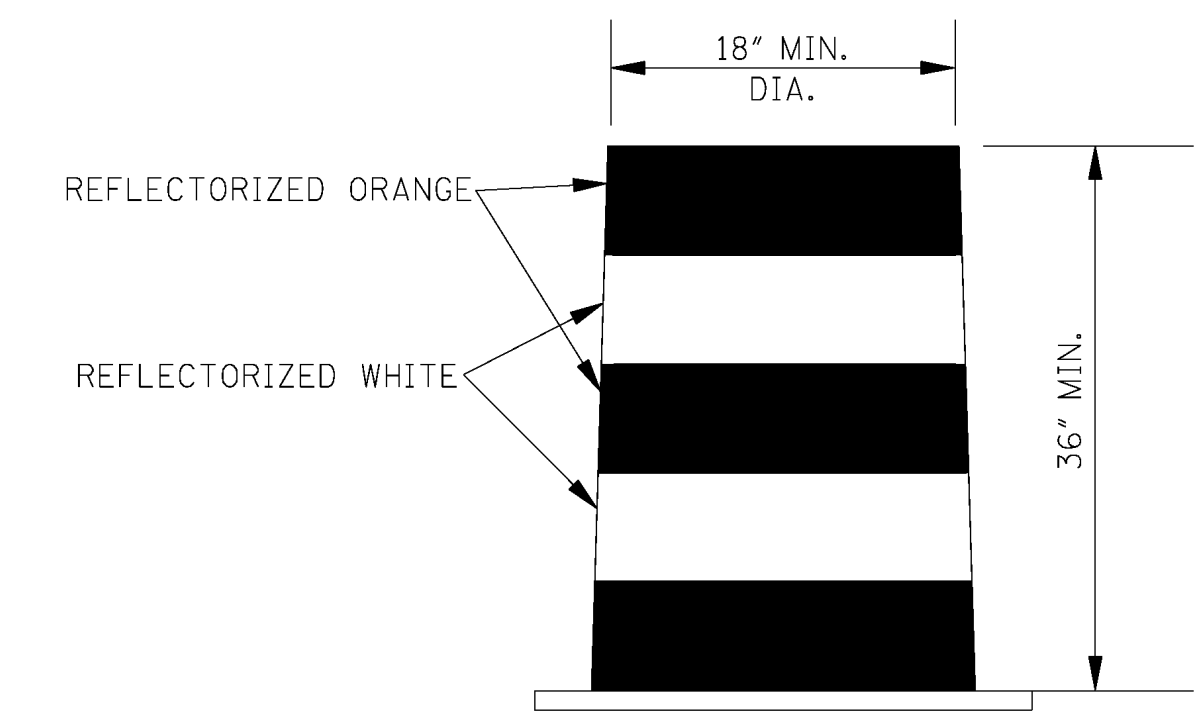
CHEVRON SIGN DETAIL



TYPE 3 OBJECT MARKER (OM-3R)



VERTICAL PANEL



PLASTIC DRUM STRIPING DETAIL

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

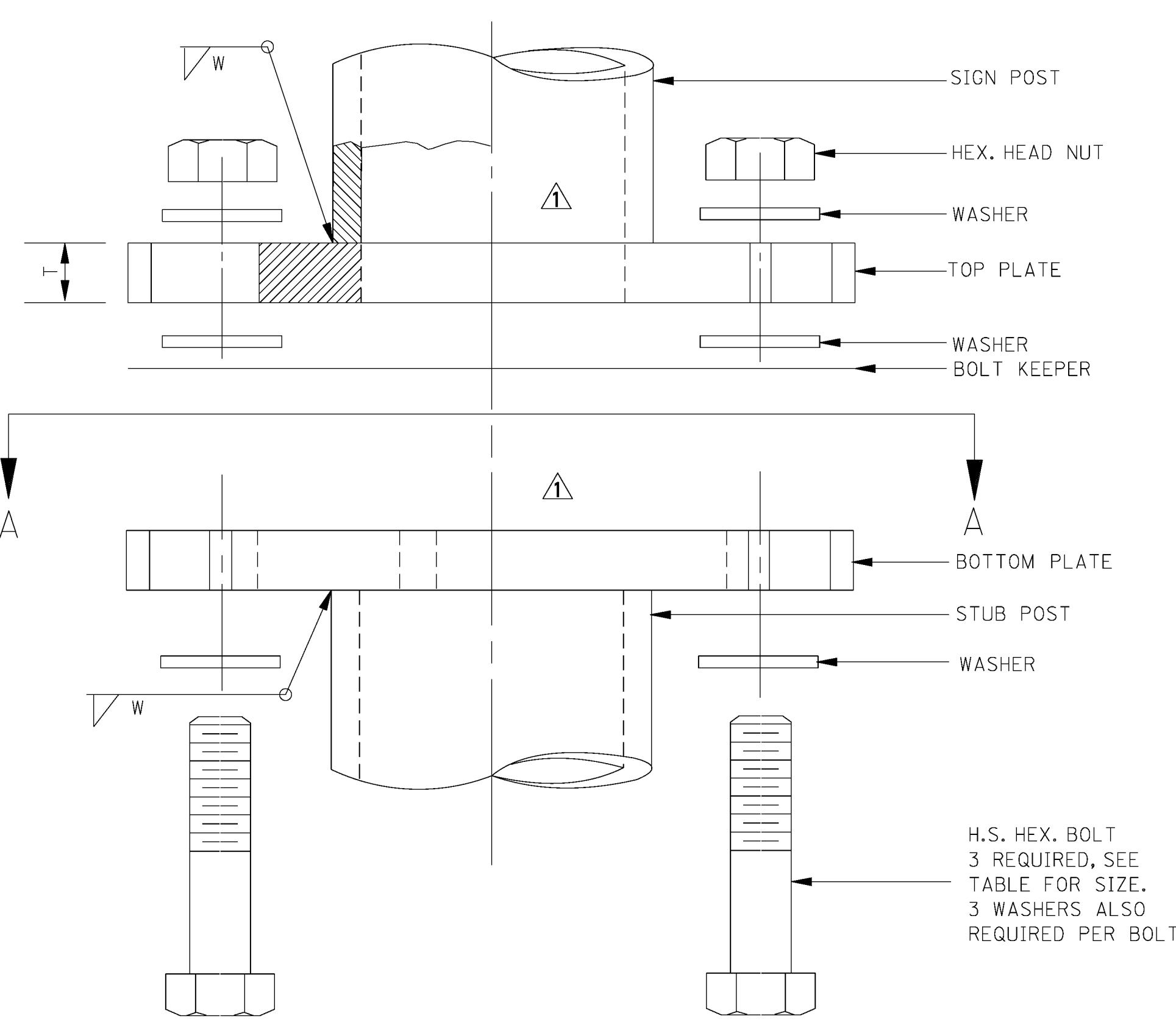
1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE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

1. VERTICAL PANELS CONSIST OF AT LEAST ONE PANEL 8" TO 12" IN WIDTH AND A MINIMUM OF 24" IN HEIGHT.
2. THE DIAGONAL STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION THAT TRAFFIC IS TO PASS THE PANEL. THE PANELS SHALL BE MOUNTED WITH THE TOP A MINIMUM OF 36" ABOVE THE ROADWAY ON A SINGLE LIGHTMASS POST.
3. VERTICAL PANELS USED ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 in² OF RETROREFLECTIVE AREA FACING TRAFFIC.
4. FOR TWO-WAY TRAFFIC OPERATIONS, BACK-TO-BACK PANELS SHALL BE USED.

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

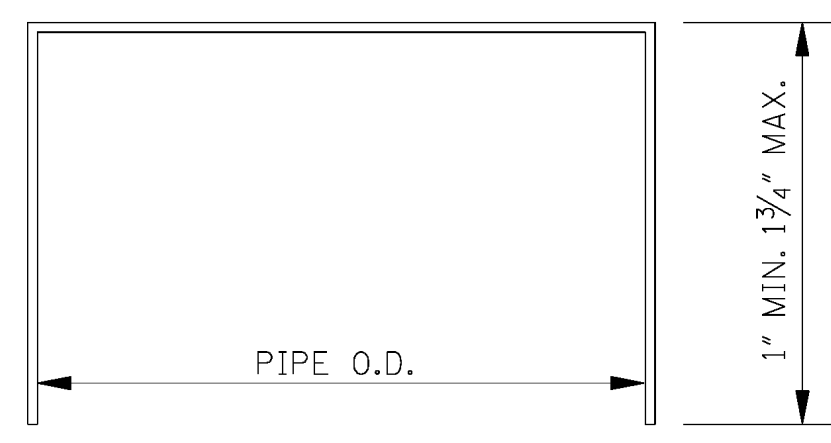
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	
COUNTY: MADISON	WORKING NUMBER: SDTCP-10
PROJ. NUM.: ACNH-9204-00(003)	SHEET NUMBER: 169
FILENAME: SDTCP-10.DGN	DATE: 6/1/2012
DESIGN TEAM	CHECKED

4/16/2016 8:00 AM SDTCP-10.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

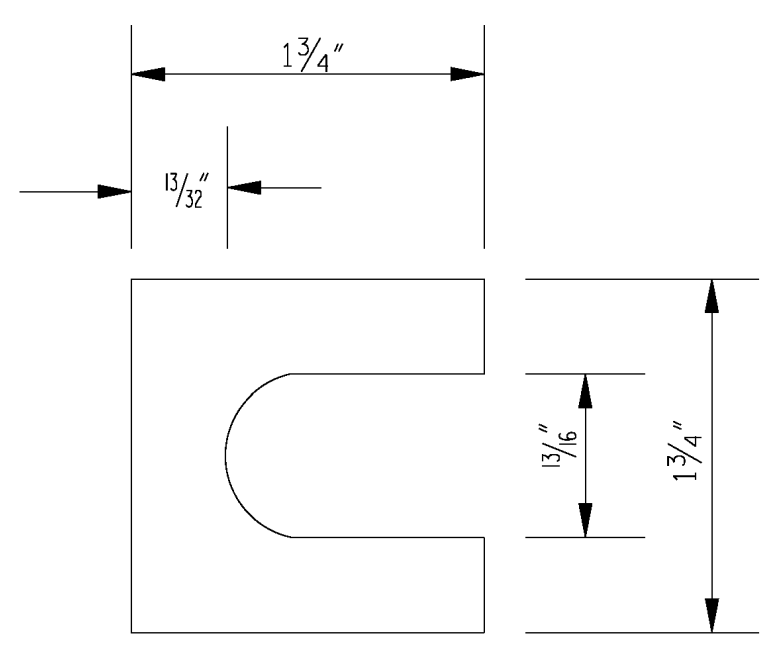


MULTI-DIRECTIONAL SIGN POST & STUB POST

H.S. HEX. BOLT
3 REQUIRED, SEE
TABLE FOR SIZE.
3 WASHERS ALSO
REQUIRED PER BOLT.

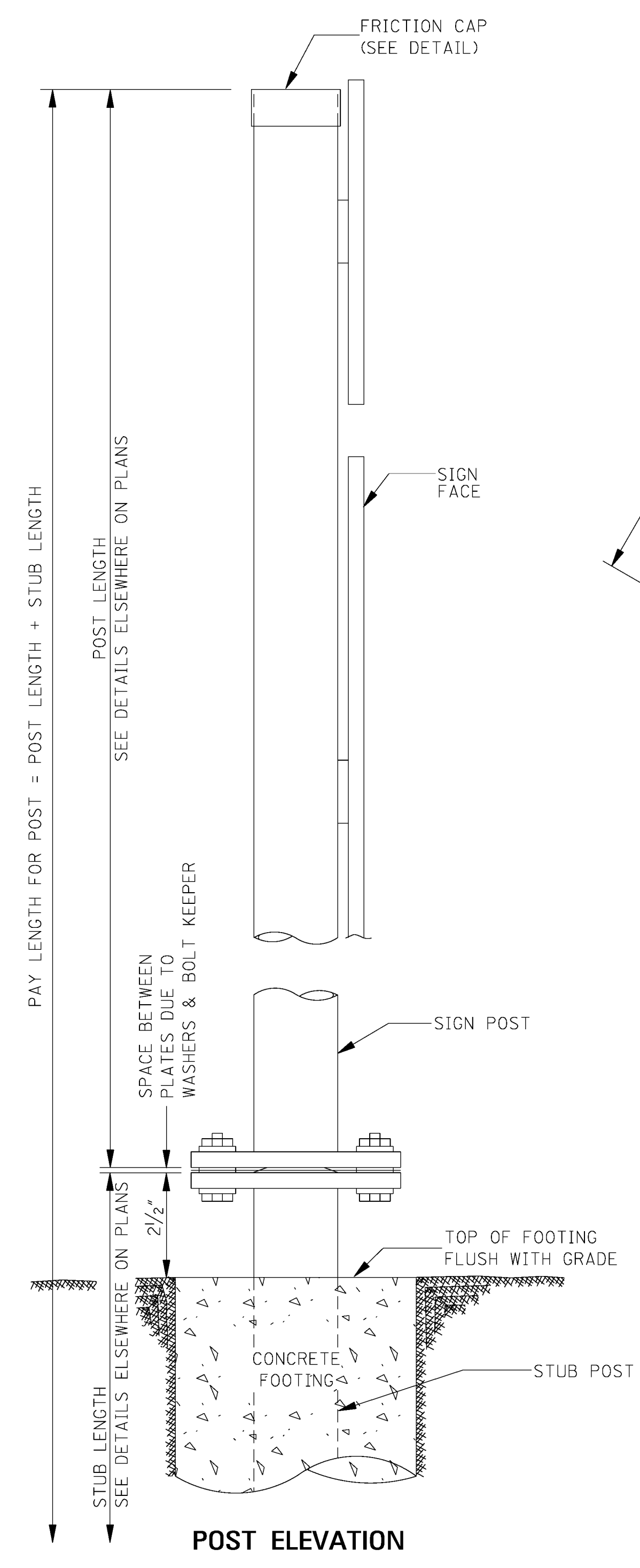


FRICTION CAP DETAIL
NOTE: SEE NOTE 3

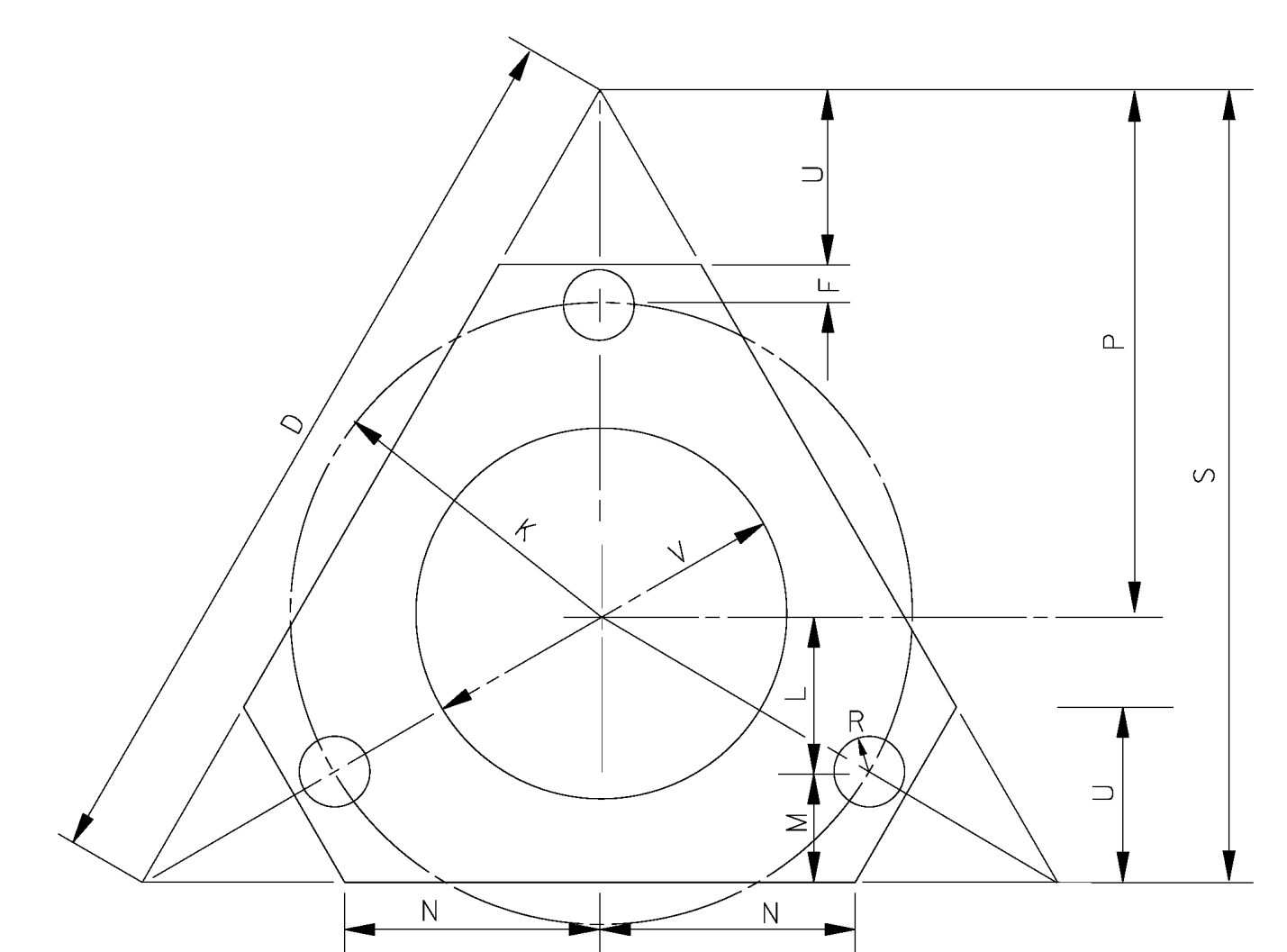


SHIM DETAIL

NOTE: FURNISH 2-0.012" ± THICK AND
2-0.032" ± THICK SHIMS PER POST. SHIMS
SHALL BE FABRICATED FROM BRASS SHIM
STOCK OR STRIP CONFORMING TO
ASTM B 36.



POST ELEVATION



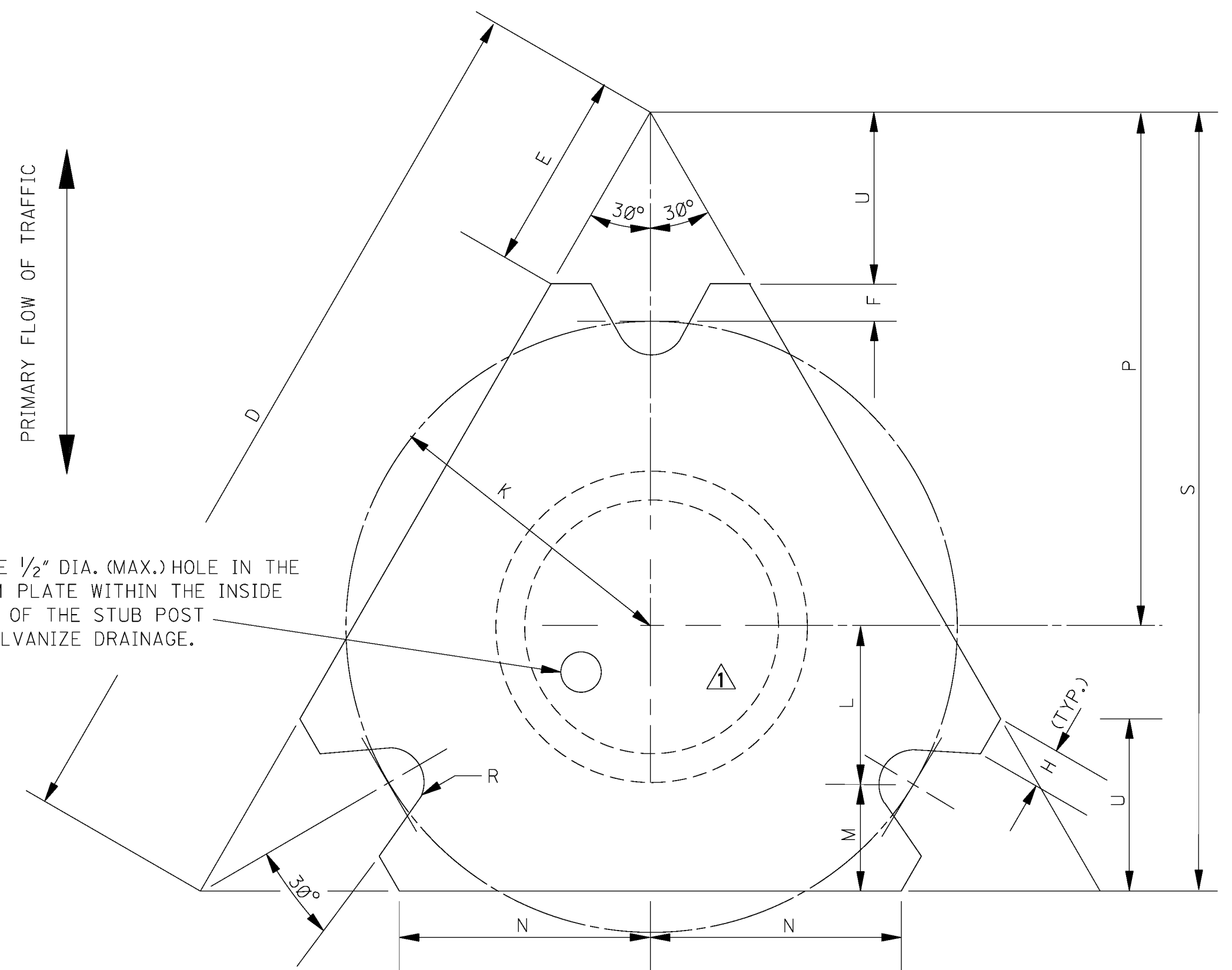
BOLT KEEPER PLATE DETAIL

NOTE: TO BE FABRICATED FROM 28 GAGE
THICK GALVANIZED STEEL. TO BE INSTALLED
AS SHOWN IN DETAIL AT UPPER LEFT.

GENERAL NOTES: (SEE SN-6 FOR ADDITIONAL GENERAL NOTES)

1. THE TOP PLATE OF THE TRIANGULAR SLIP BASE SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE. THE LIFTING CONE SHALL BE WELDED TO THE BOTTOM PLATE ONLY. A HOLE EQUAL TO THE INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS DETAILED. TOP & BOTTOM PLATES SHALL BE SYMMETRICAL FOR THE PURPOSE OF ASSEMBLY IN ANY POSITION.
2. BASE CONNECTION ASSEMBLY AS FOLLOWS:
 - A. ASSEMBLE POST TO STUB WITH 3 BOLTS AND WITH 3 FLAT WASHERS PER BOLT.
 - B. SHIM AS REQUIRED TO PLUMB POST.
 - C. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" TO 15" WRENCH TO BED WASHERS, KEEPER PLATE, SHIMS AND TO CLEAN THREADS.
 - D. LOOSEN EACH BOLT IN TURN & RETIGHTEN IN A SYSTEMATIC ORDER TO PRESCRIBED TORQUE. (SEE BASE CONNECTION DATA TABLE).
 - E. BURR THREADS AT JUNCTION WITH NUT WITH A CENTER PUNCH TO PREVENT NUT FROM LOOSENING.
3. FRICTION CAPS TO BE MANUFACTURED FROM HOT ROLLED OR COLD ROLLED STEEL SHEETS. FOR ALL PIPE SIZES, MINIMUM THICKNESS SHALL BE 20 GAGE SHEET METAL. RIM EDGES SHALL BE REASONABLY STRAIGHT AND SMOOTH. CAPS SHALL BE SIZED AND FORMED IN SUCH A MANNER AS TO PROVIDE A DRIVE-ON FRICTION FIT AND HAVE NO TENDENCY TO ROCK WHEN SEATED ON PIPE. THE DEPTH SHALL BE SUFFICIENT TO GIVE POSITIVE PROTECTION AGAINST ENTRANCE OF RAINWATER. THEY SHALL BE FREE OF SHARP CREASES OR INDENTATIONS AND SHOW NO SIGNS OF METAL FRACTURE. ALL CAPS TO BE SAME IN SHAPE AND GENERAL APPEARANCE AS APPROVED BY THE ENGINEER.
4. STUB PROJECTION SHOULD BE MEASURED OVER A 5'-0" CHORD AS PER AASHTO SPECIFICATIONS, LATEST EDITIONS. SEE SHEET SN-6A FOR DIAGRAM.

5. AS AN ALTERNATIVE THE POST LENGTH OF THE SIGN POST CAN BE MADE-UP USING A NOMINAL LENGTH OF GALVANIZED PIPE, A GALVANIZED SLIP BASE CASTING, GALVANIZED FLAT PLATES OR APPROVED EQUAL WITH ALL NECESSARY HARDWARE REQUIRED TO SECURE THEM TO THE SIGN POST, A GALVANIZED KEEPER PLATE AND A GALVANIZED FRICTION CAP. THE SLIP BASE CASTING SHALL HAVE 3-SCREWS TO SECURE THE POST TO THE CASTING AND ONE SET SCREW TO PREVENT ROTATION. THE MANUFACTURER SHALL PROVIDE SHOP DRAWINGS OF THE COMPLETE ASSEMBLY FOR MDT APPROVAL.



SECTION A-A

NOTE: SEE DATA TABLE FOR DIMENSIONS

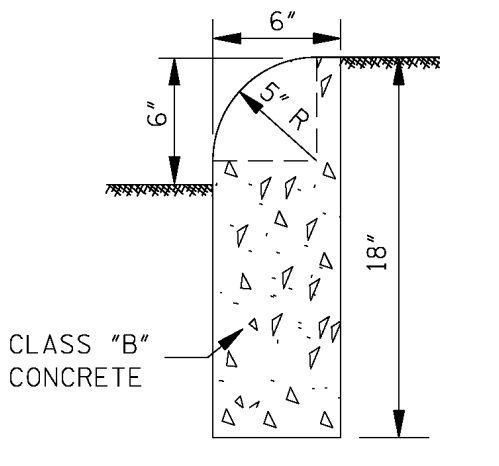
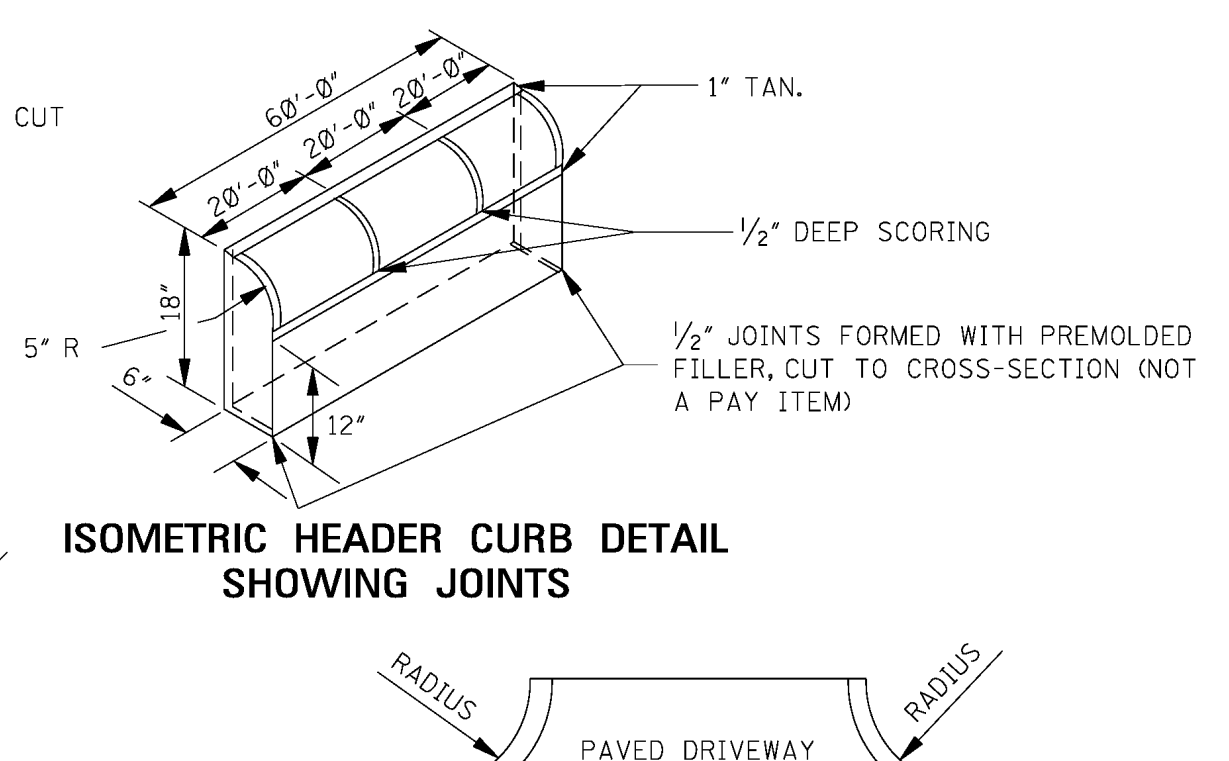
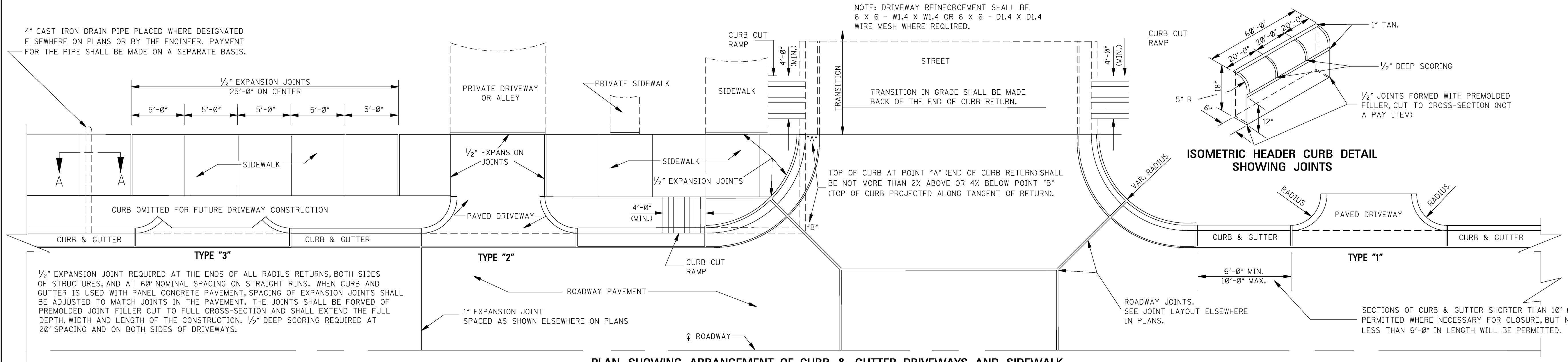
DIMENSIONS NOMINAL PIPE SIZES	BOLT SIZE & TORQUE	T	W	C	*D	*E	F	G	*H	J	K	L	M	*N	P	S	U	V	R
3"	5/8" X 2 1/2" 300 in·lbs	5/8"	3/8"	1"	10 3/8"	2 5/16"	1/2"	3/8"	1/2"	1 3/4"	3 1/2"	1 3/4"	1 1/4"	2 7/8"	6"	9"	2"	4 1/4"	1 1/2"
4"	3/4" X 3" 500 in·lbs	3/8"	1/2"	1 1/8"	13"	2 7/8"	1/2"	3/8"	5/8"	2 1/2"	4 1/2"	2 1/4"	1 1/2"	3 5/8"	7 1/2"	11 1/4"	2 1/2"	5 3/4"	1 3/2"

* NOTE: APPROXIMATE DIMENSIONS

4/16/2011 8:00 AM SDSN-6B.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

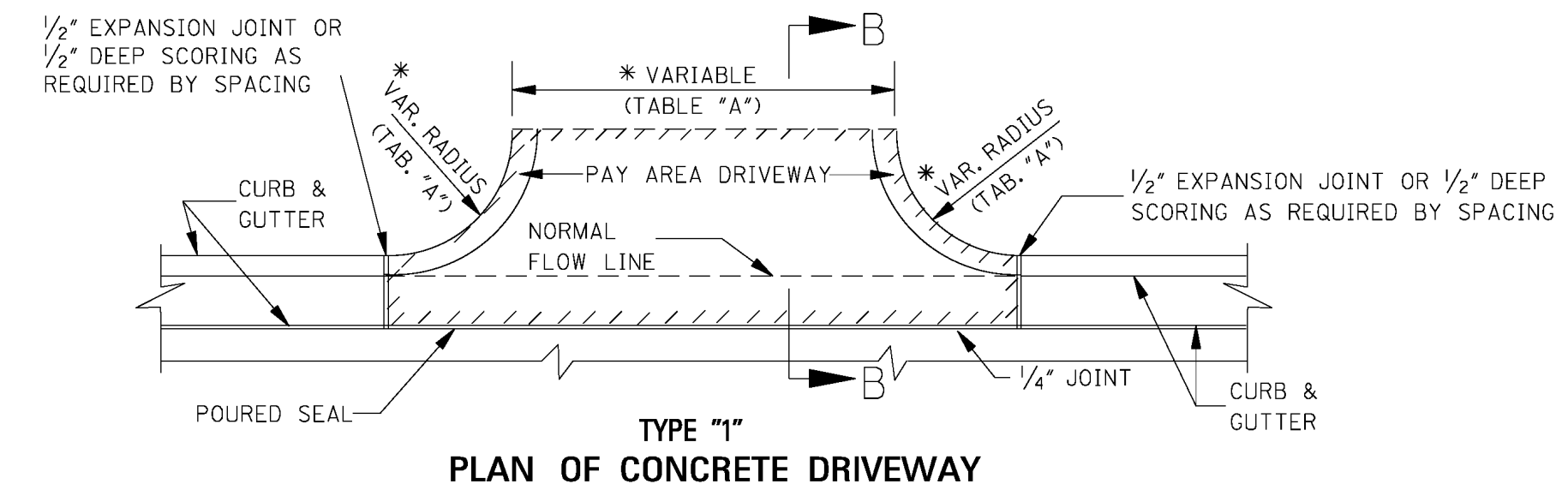
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REVISION		<p align="center">BREAKAWAY SIGN SUPPORTS</p> <p>COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)</p>	
DATE			
DESIGN TEAM		WORKING NUMBER SDSN-6B	
CHECKED		SHEET NUMBER 170	
DATE		DATE 2011	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



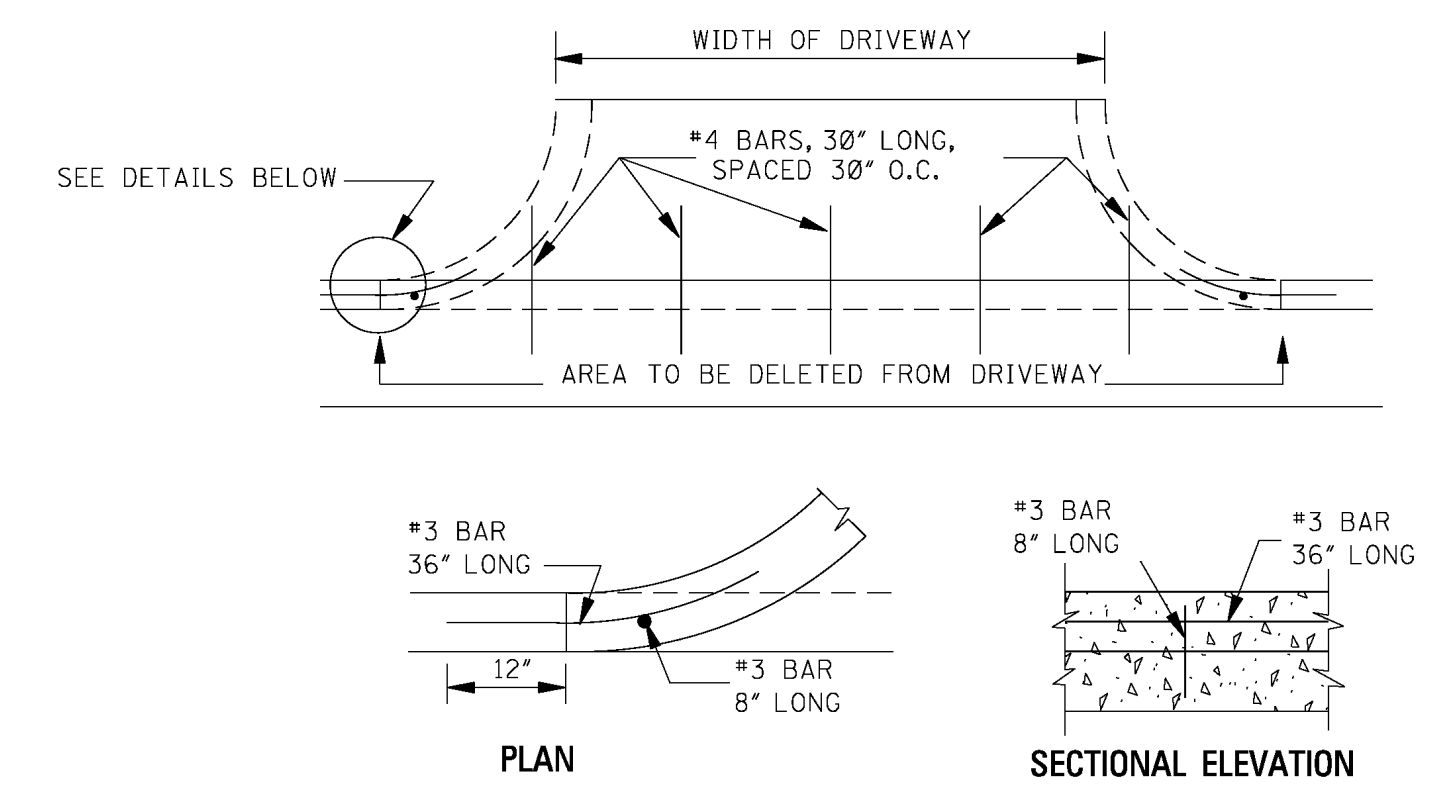
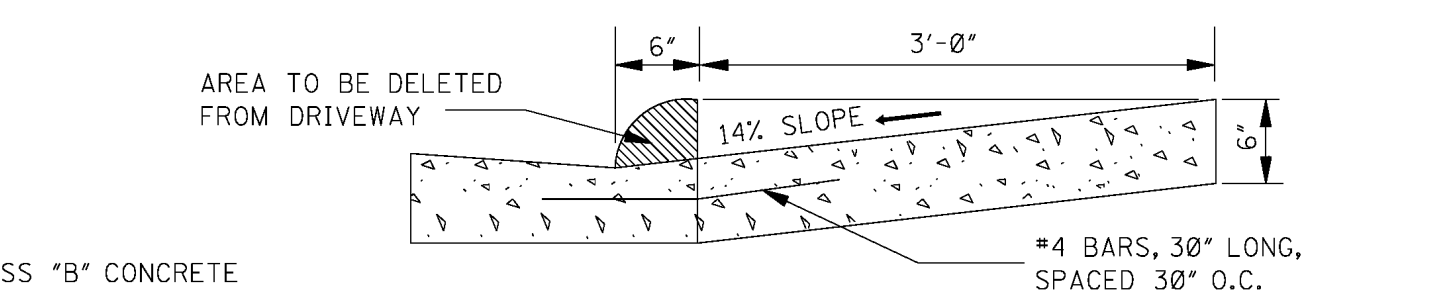
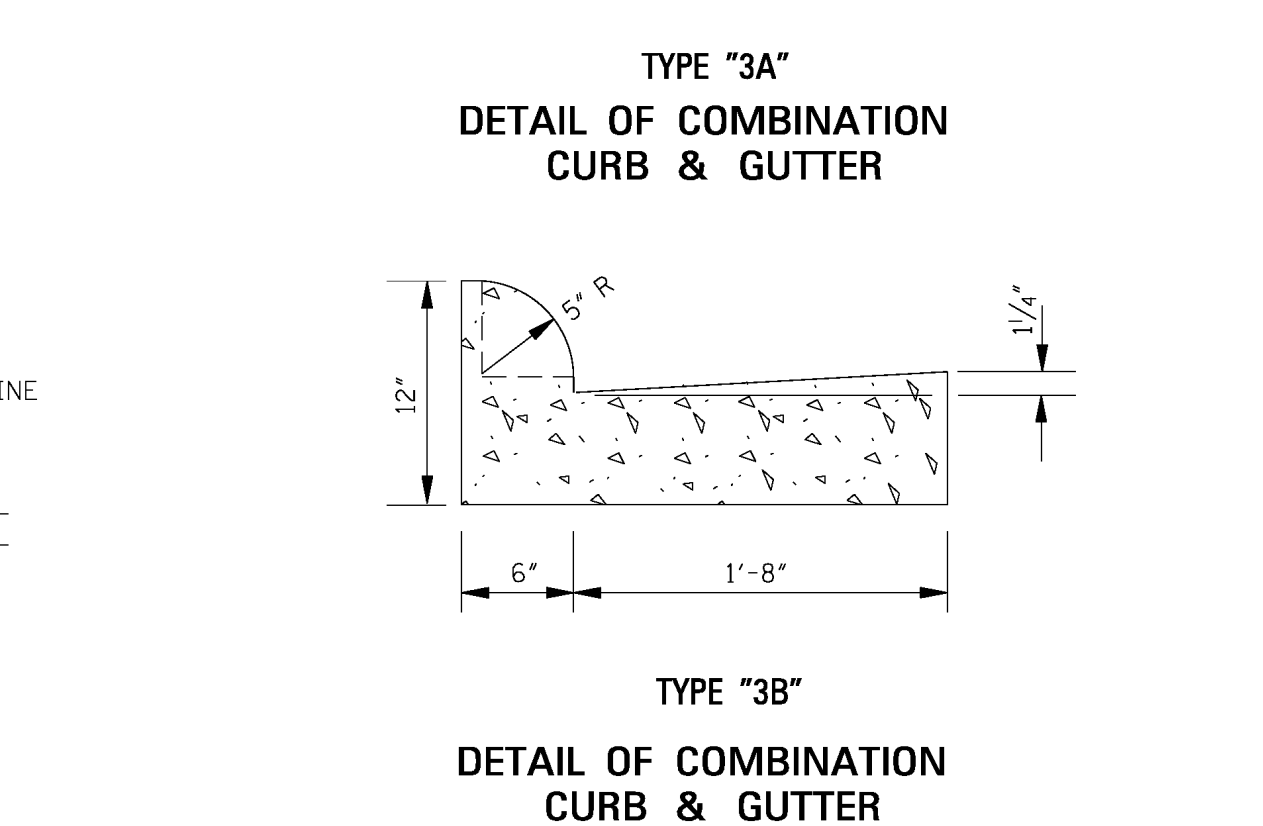
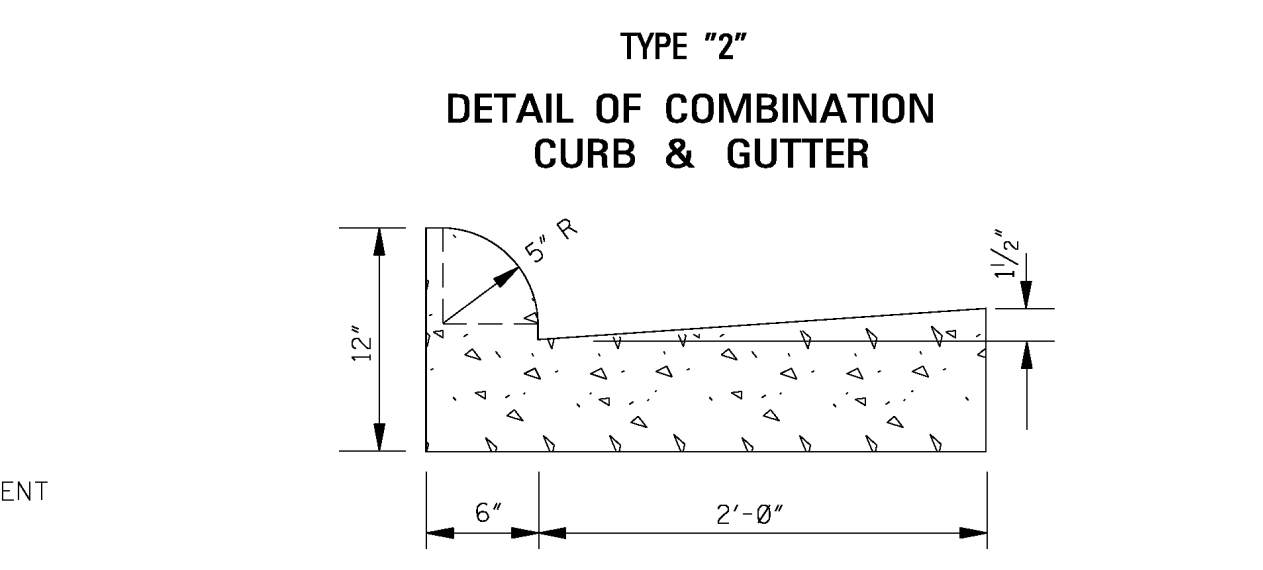
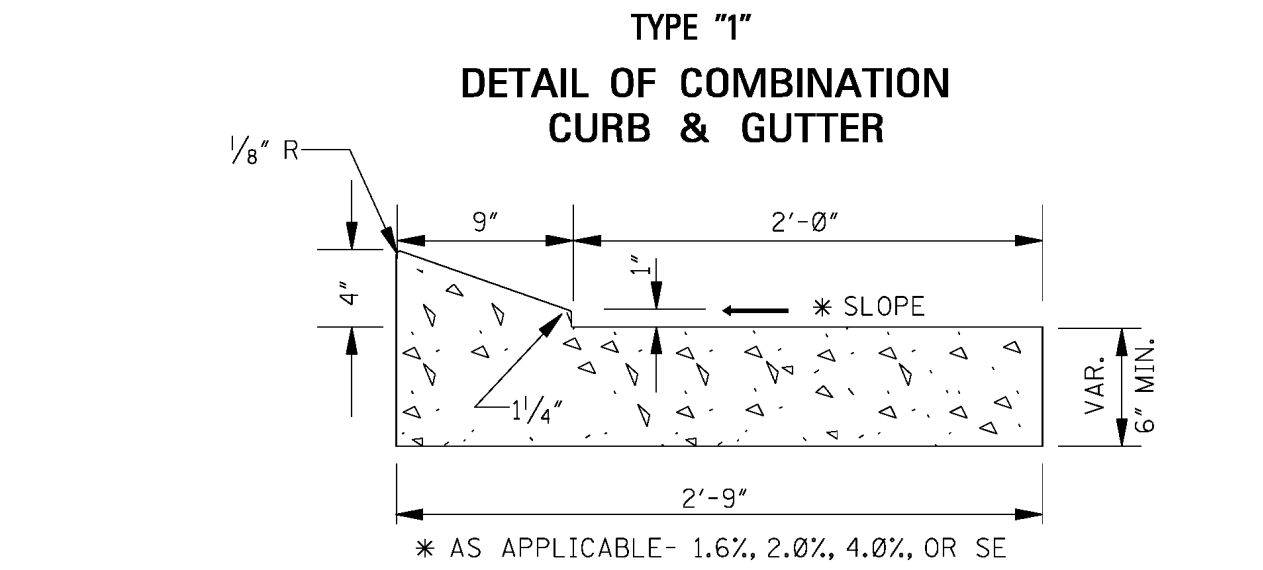
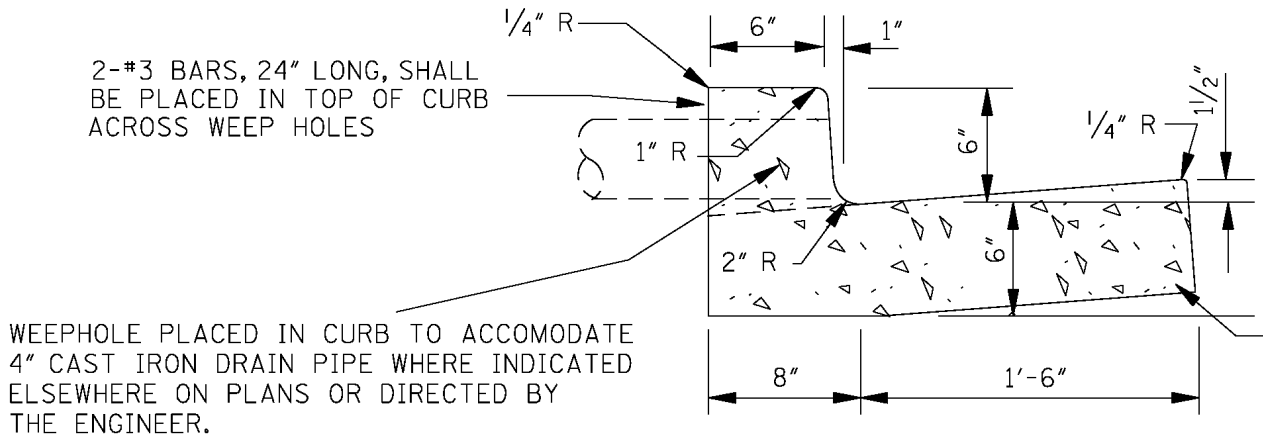
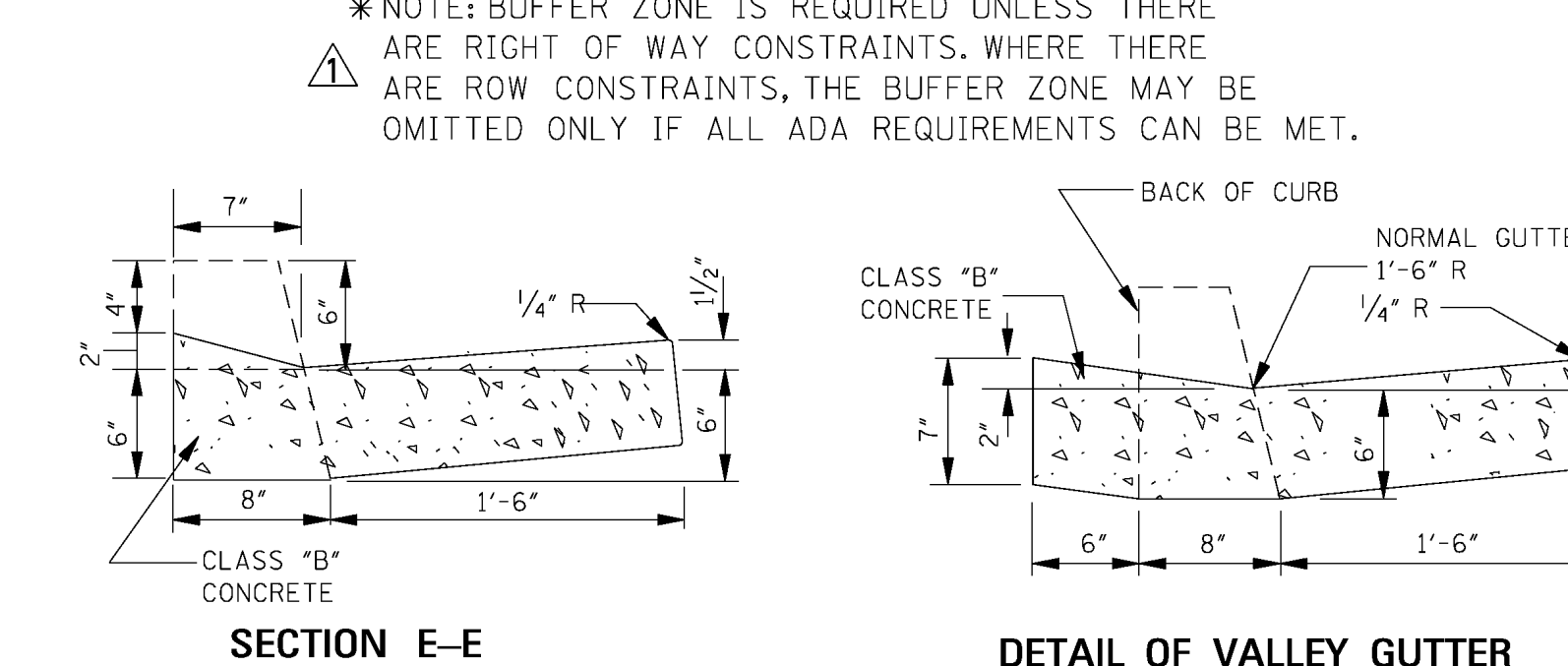
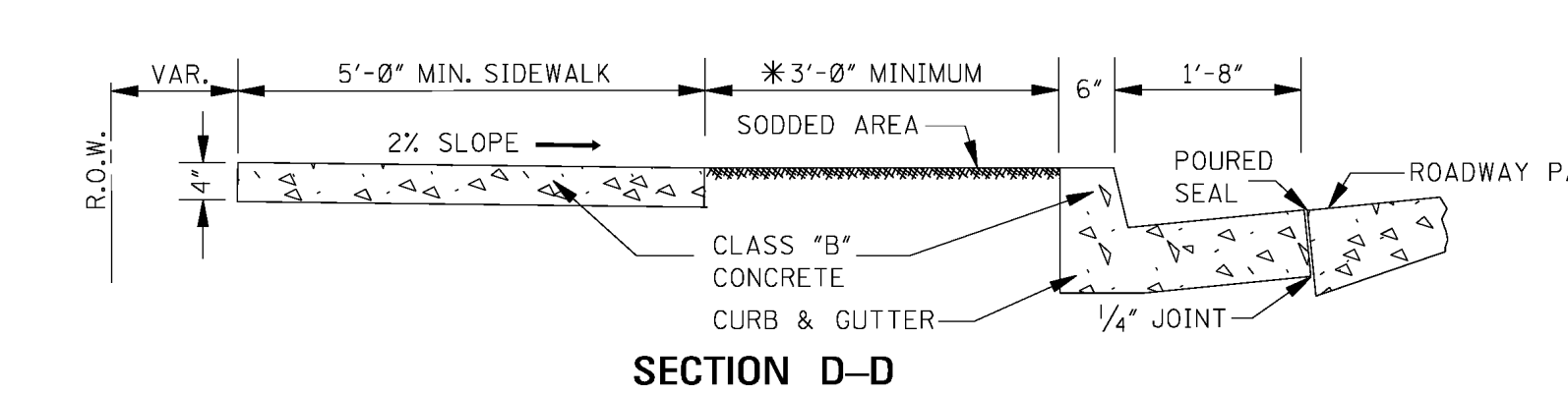
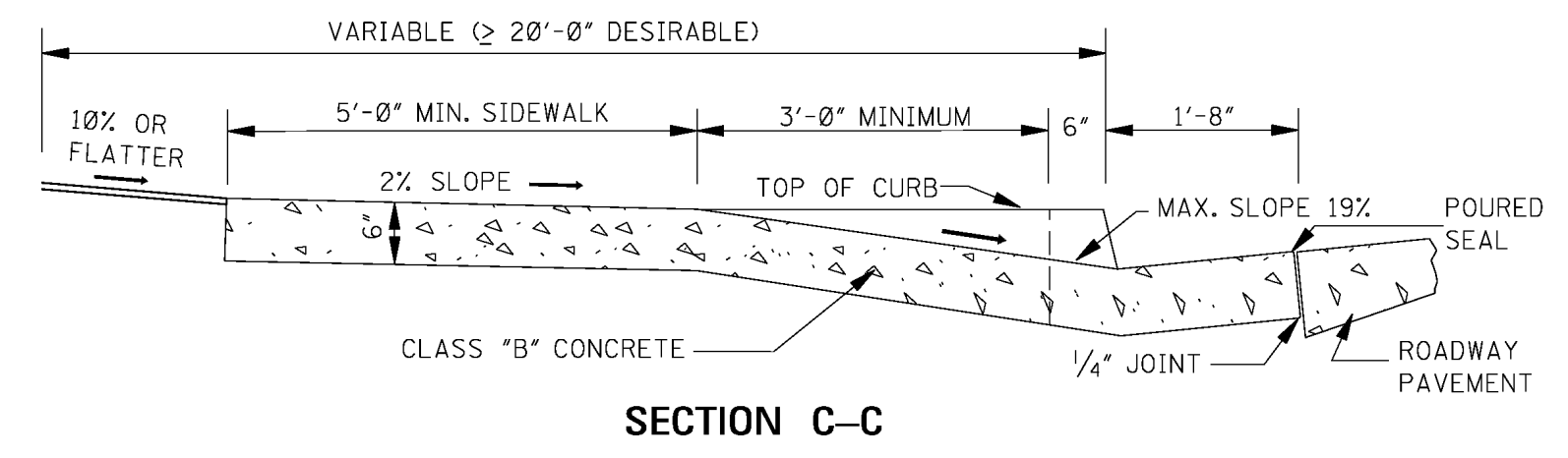
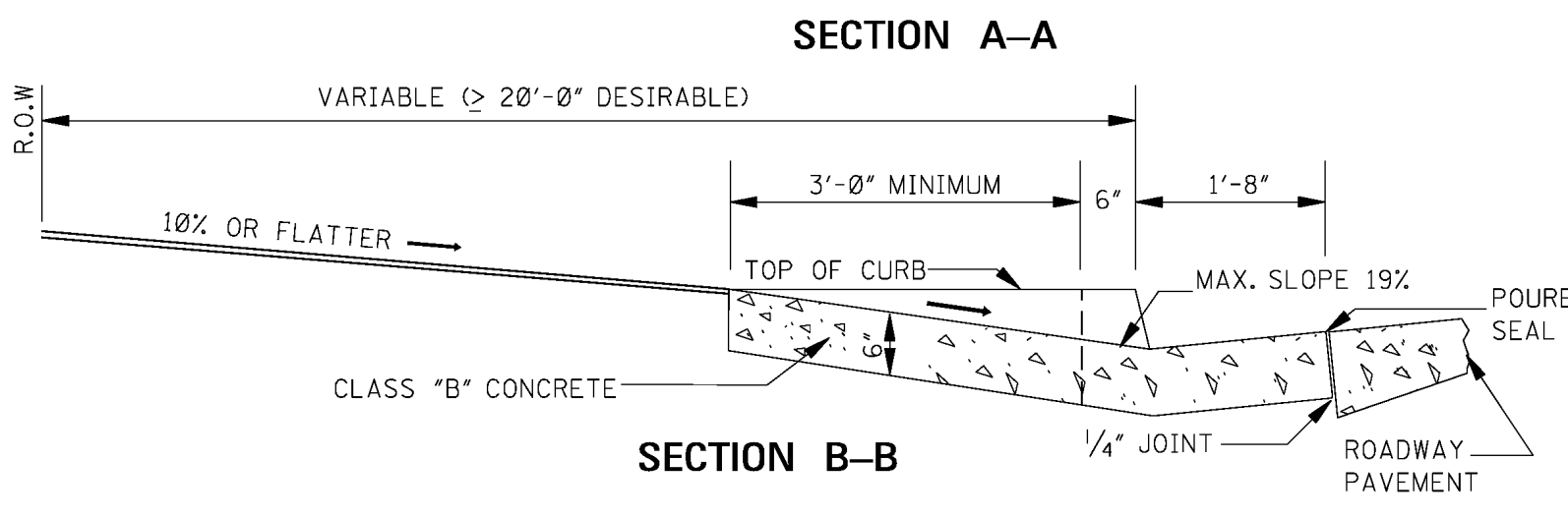
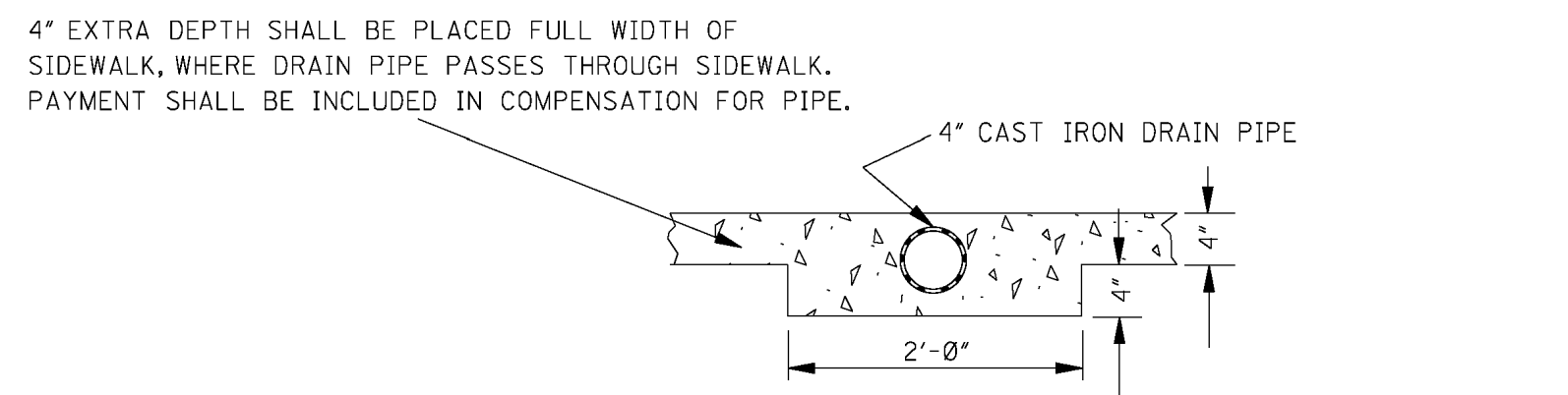
DETAIL OF HEADER CURB
 CONTRACTION JOINTS REQUIRED AT 20' O.C.
 EXPANSION JOINTS REQUIRED AT 60' O.C.
 UNLESS OTHERWISE DIRECTED BY ENGINEER.

PLAN SHOWING ARRANGEMENT OF CURB & GUTTER, DRIVEWAYS AND SIDEWALK



11.058 yd² FOR DRIVEWAY 16'-0" IN WIDTH.
 0.574 yd² FOR EACH ADDED OR SUBTRACTED
 FOOT OF WIDTH.
 NOTE: THIS DRIVEWAY AREA EXAMPLE IS
 COMPUTED ON THE BASIS OF 3'-0" RADIUS.
 PAYMENT FOR CURB RADIUS SHALL BE
 INCLUDED IN COMPENSATION FOR DRIVEWAY.

*TABLE "A"		
DRIVEWAY TYPE	DRIVEWAY WIDTH (ft)	CURB RETURN RADIUS (ft)
RESIDENTIAL	16'	3' - 10'
COMMERCIAL/ INDUSTRIAL	30' - 50'	5' - 30'



- GENERAL NOTES:
- THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL, UNLESS OTHERWISE SPECIFIED HEREIN, APPLY TO ALL ITEMS INCLUDED ON THIS DRAWING.
 - TRAVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
 - SEE SHEET CCR-1 FOR DETAILS OF CURB-CUT RAMPS.

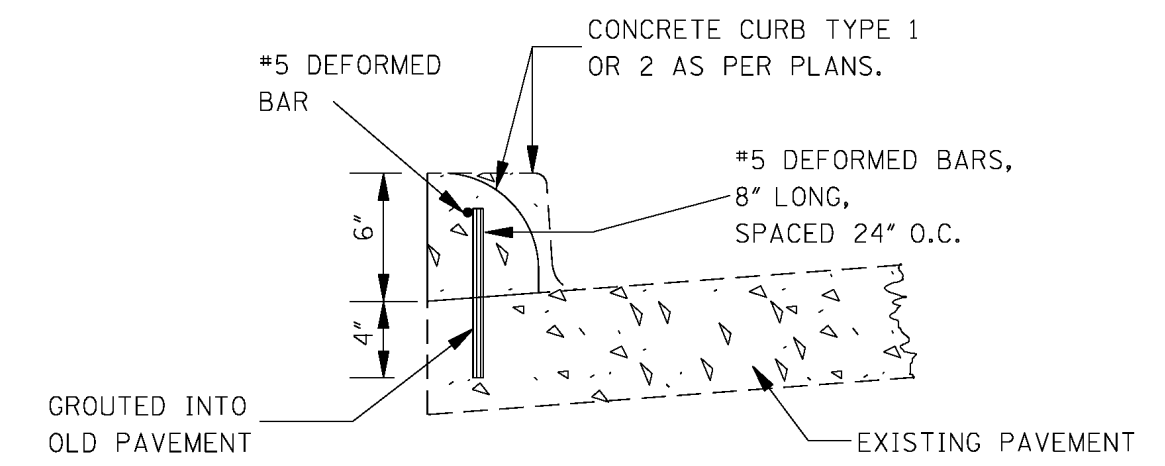
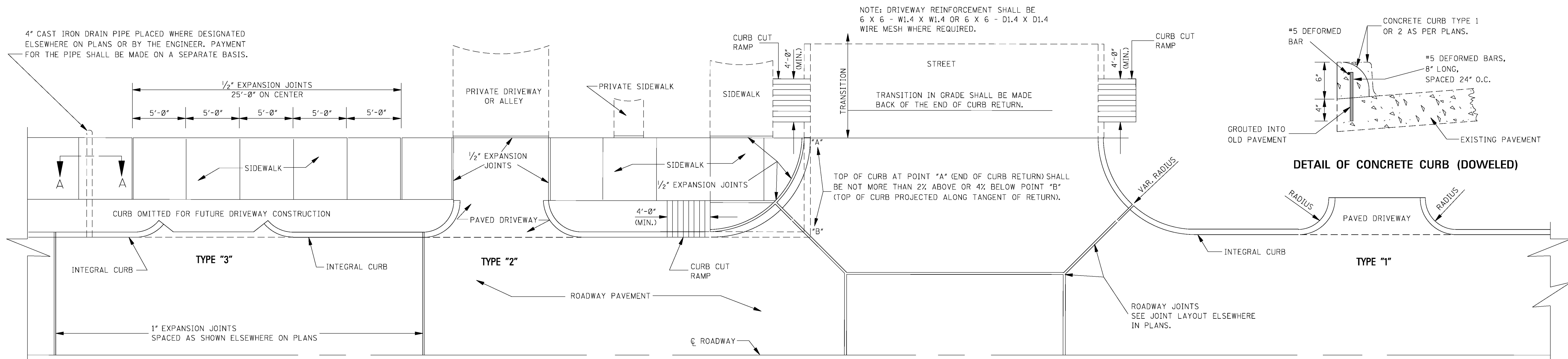
ISSUED BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
REVISION	SPECIAL DESIGN SHEET
DATE	DRIVEWAYS, CURB & GUTTER, AND SIDEWALK
DESIGNED BY	COUNTY: MADISON
CHECKED BY	PROJ. NUM.: ACNH-9204-00(003)
DATE	FILENAME: SDSD-1-01-18-2013.DGN
	DESIGN TEAM MICHAEL_BAKE@CHECKED_JBM DATE 2015

WORKING NUMBER
SDSD-1

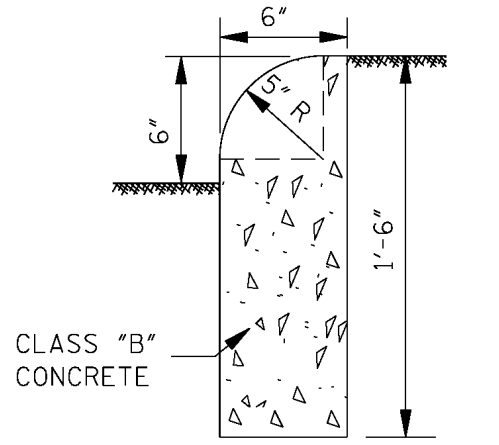
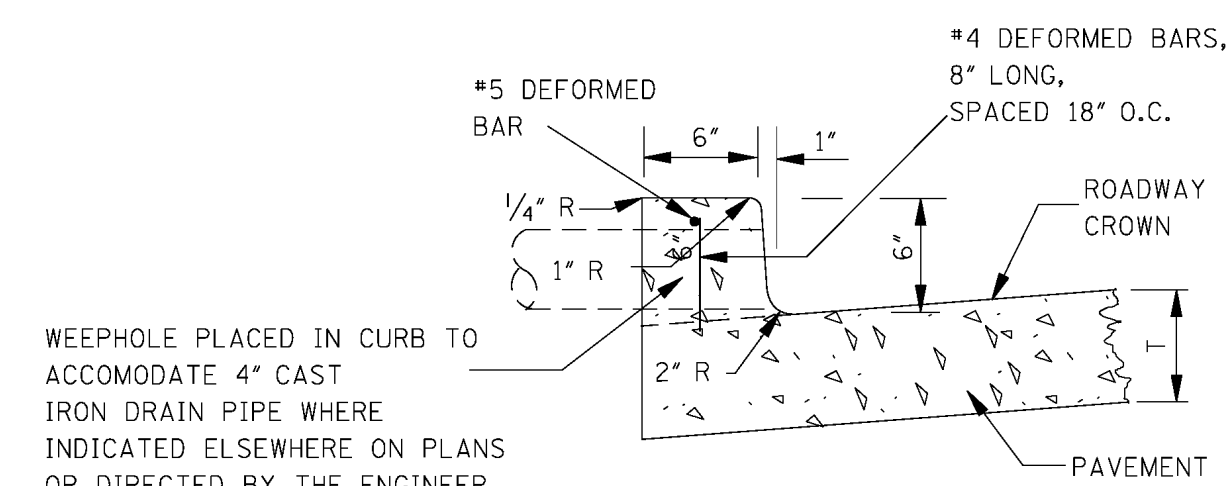
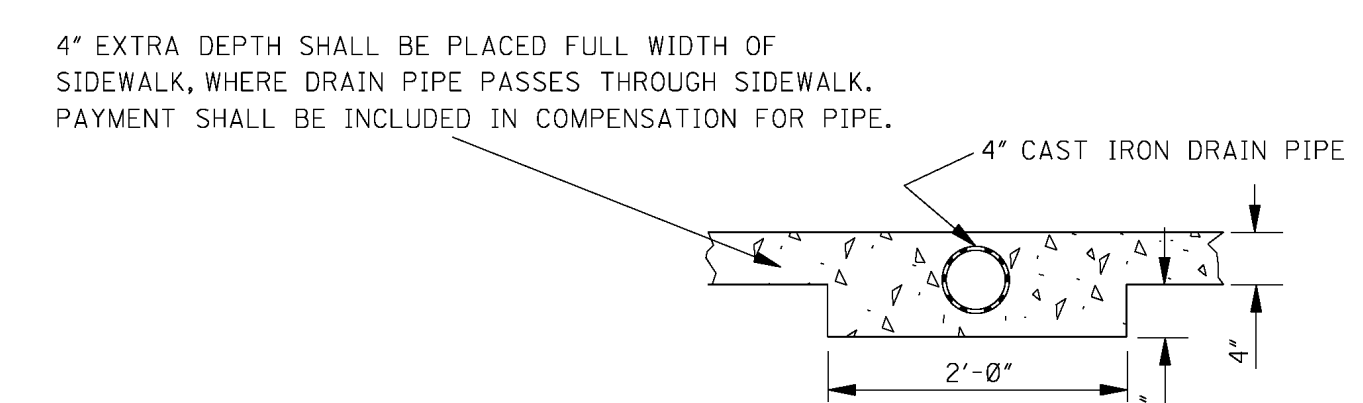
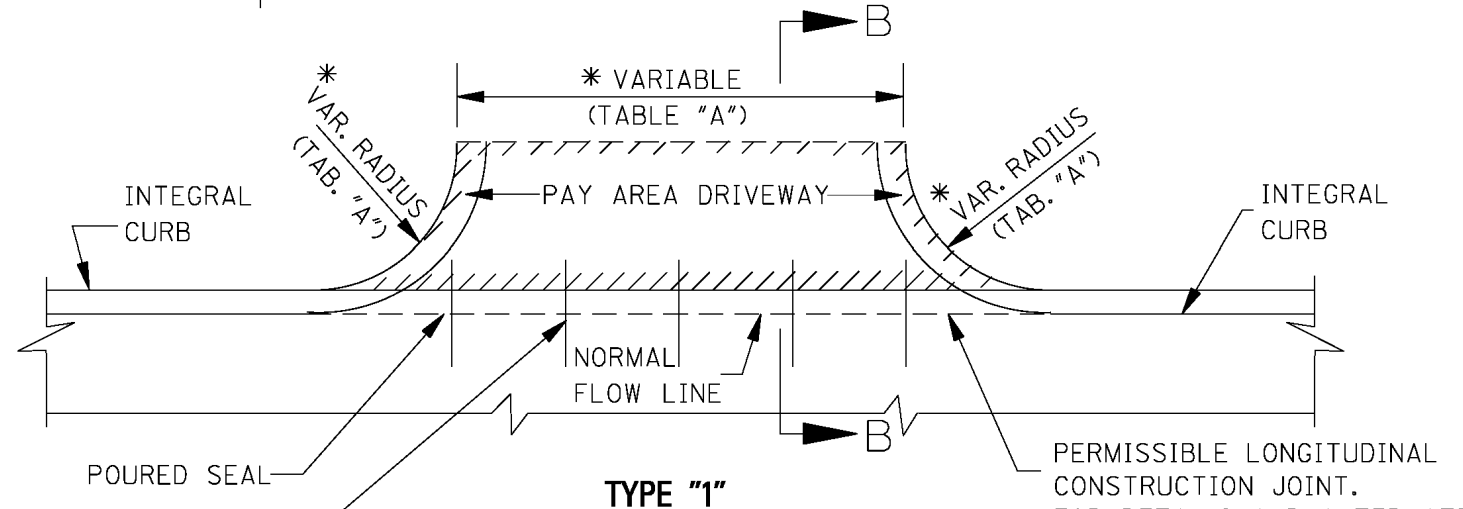
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171

4/26/2015 8:00 AM SDSD-1-01-18-2013.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

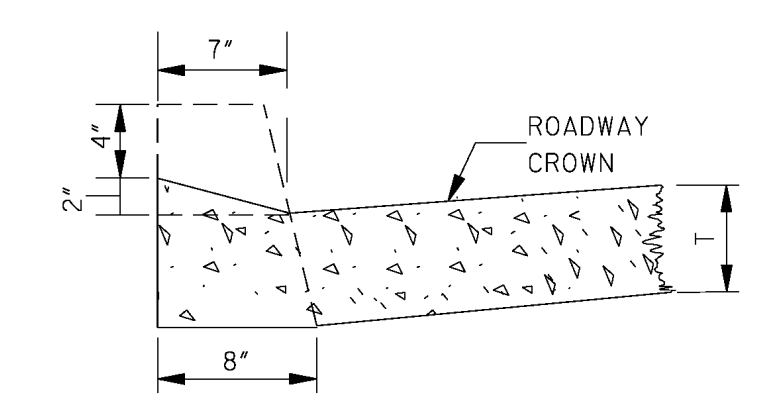
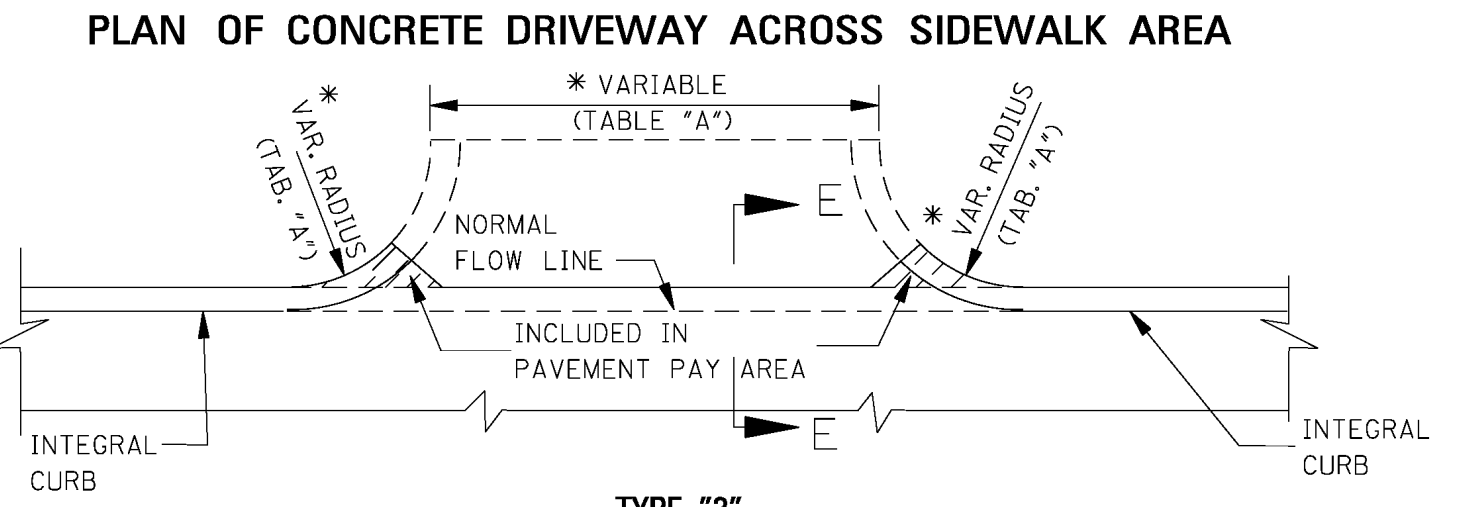
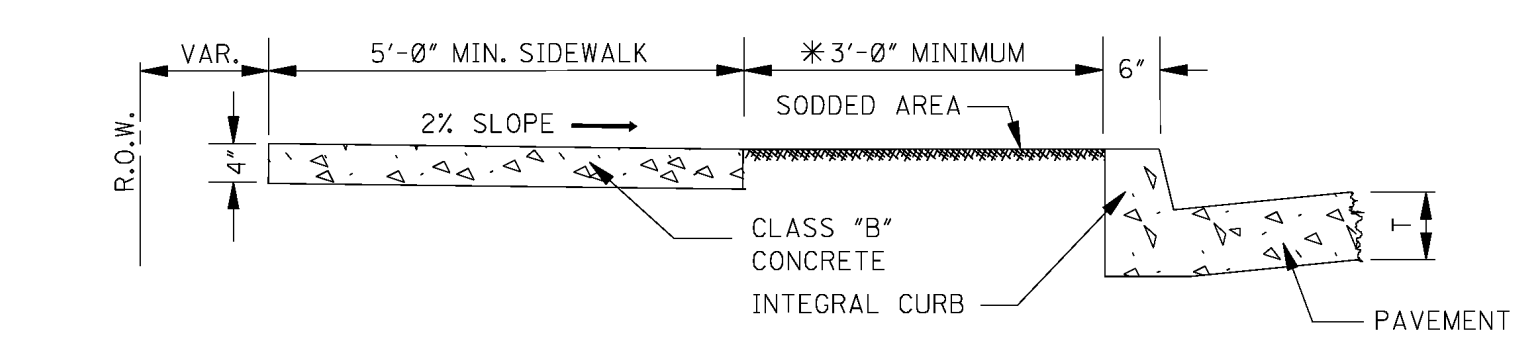
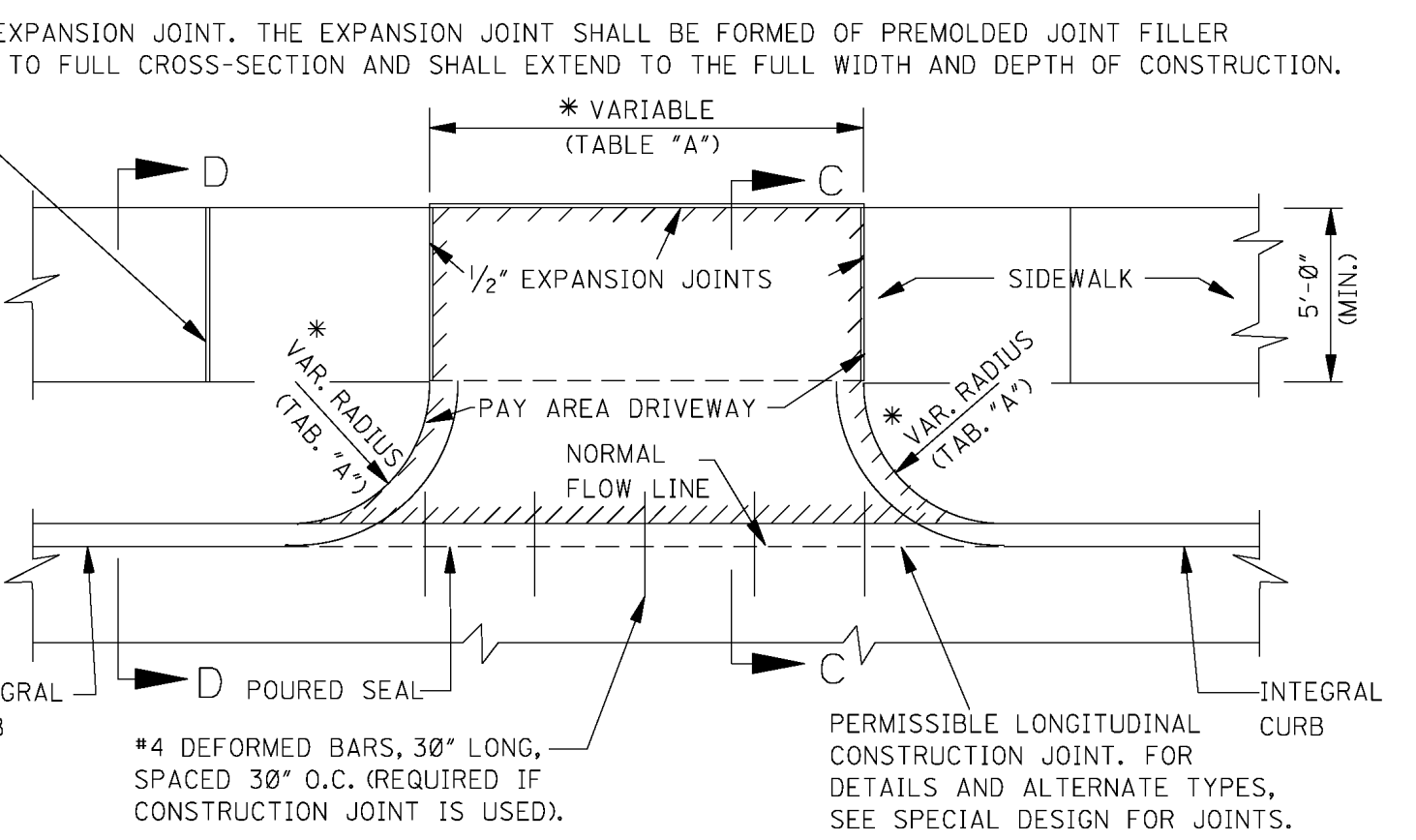
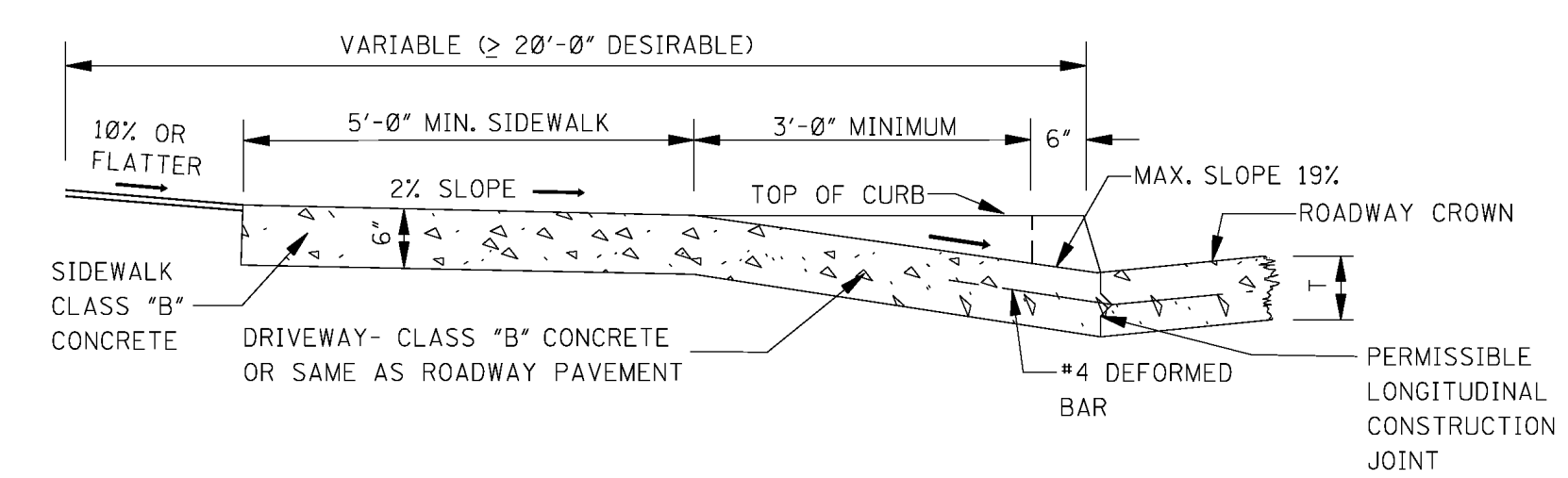
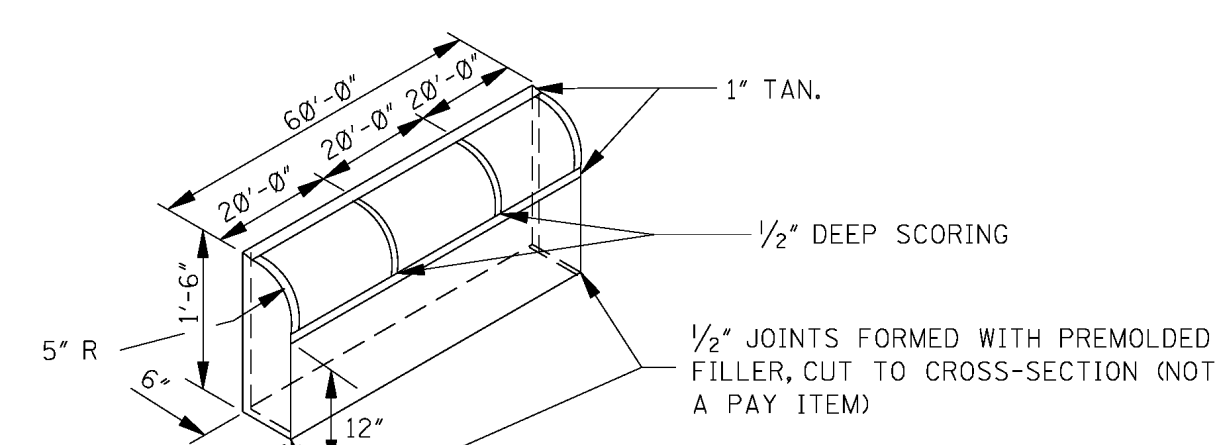
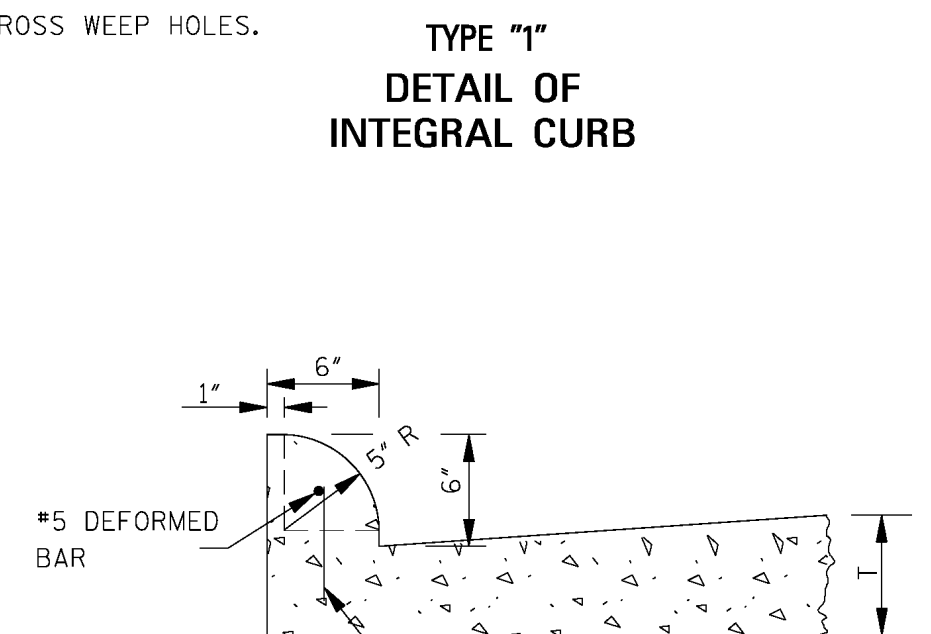
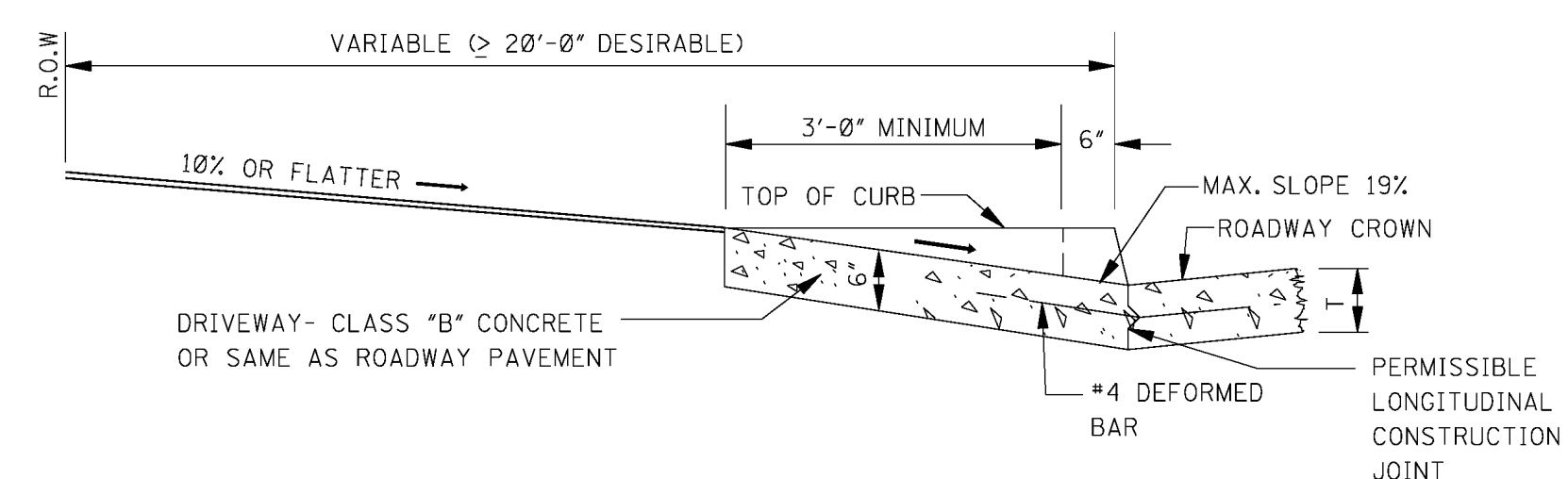


PLAN SHOWING ARRANGEMENT OF INTEGRAL CURB, DRIVEWAYS AND SIDEWALK



*TABLE "A"

DRIVEWAY TYPE	DRIVEWAY WIDTH (ft)	CURB RETURN RADIUS (ft)
RESIDENTIAL	16'	3' - 10'
COMMERCIAL/ INDUSTRIAL	30' - 50'	5' - 30'



- GENERAL NOTES:
- THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL, UNLESS OTHERWISE SPECIFIED HEREIN, APPLY TO ALL ITEMS INCLUDED ON THIS DRAWING.
 - TRAVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A 1/2" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
 - SEE SHEET CCR-1 FOR DETAILS OF CURB-CUT RAMPS.

* NOTE: BUFFER ZONE IS REQUIRED UNLESS THERE ARE RIGHT OF WAY CONSTRAINTS, WHERE THERE ARE ROW CONSTRAINTS, THE BUFFER ZONE MAY BE OMITTED ONLY IF ALL ADA REQUIREMENTS CAN BE MET.

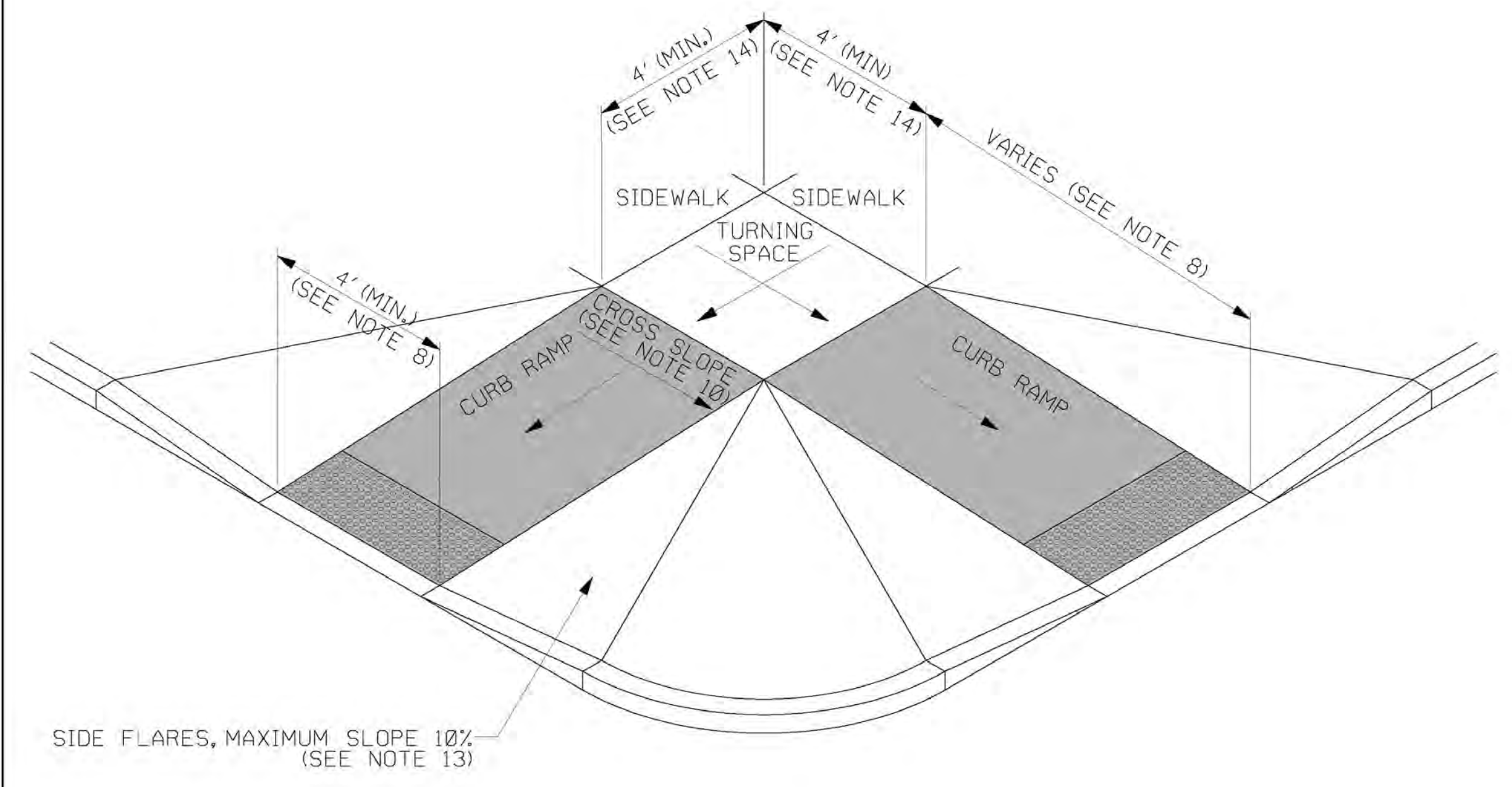
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
SPECIAL DESIGN SHEET	
DRIVEWAYS, INTEGRAL CURB, AND SIDEWALK	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: SDSA-1-01-18-2013.DGN	
DATE	2015

DESIGN	MICHAEL BAKER	CHECKED	JBM
DATE		DATE	2015

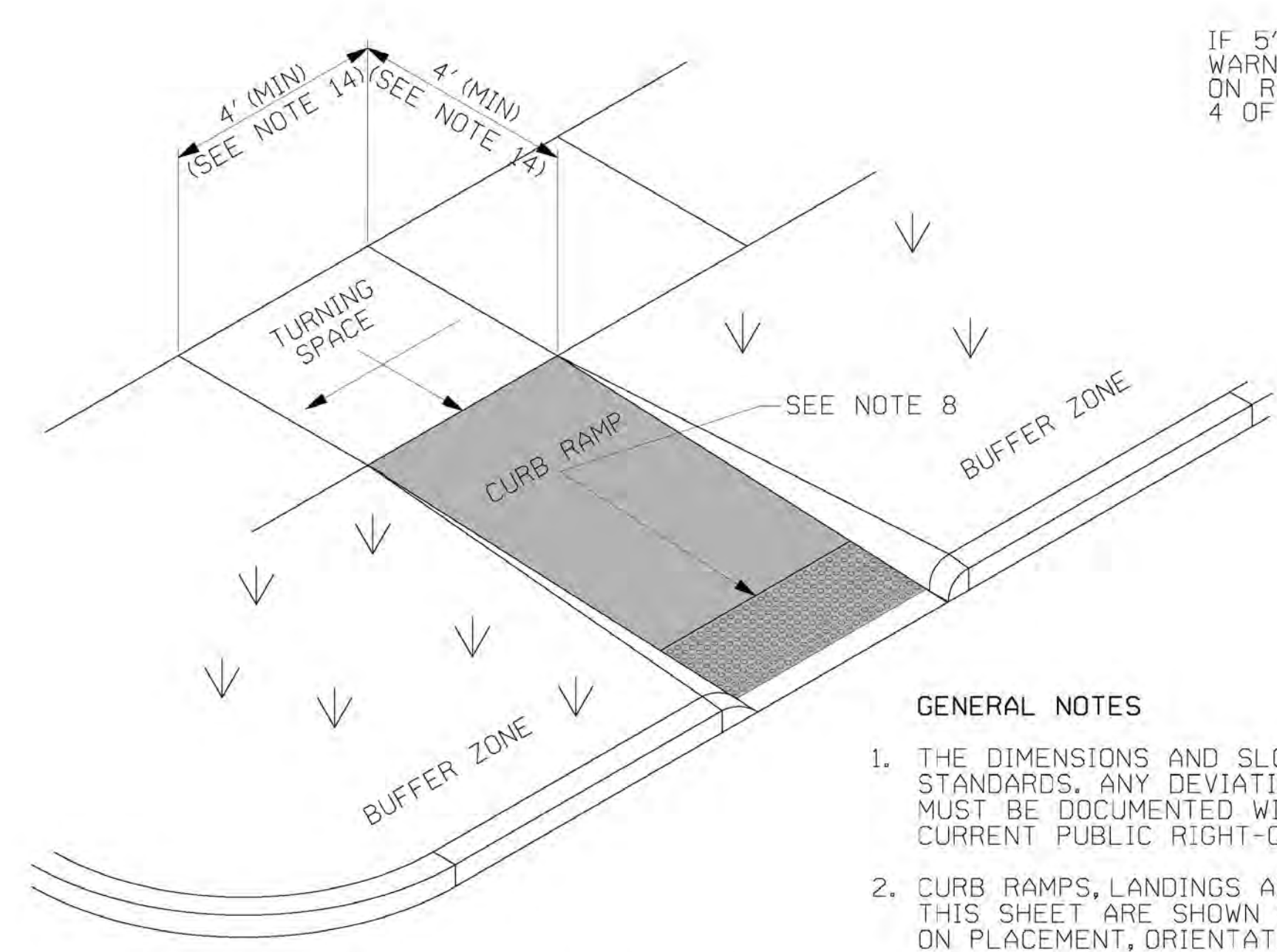
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SHEET NUMBER	172

ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION 4/16/2015 8:00 AM SDSA-2-01-18-2013.DGN

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

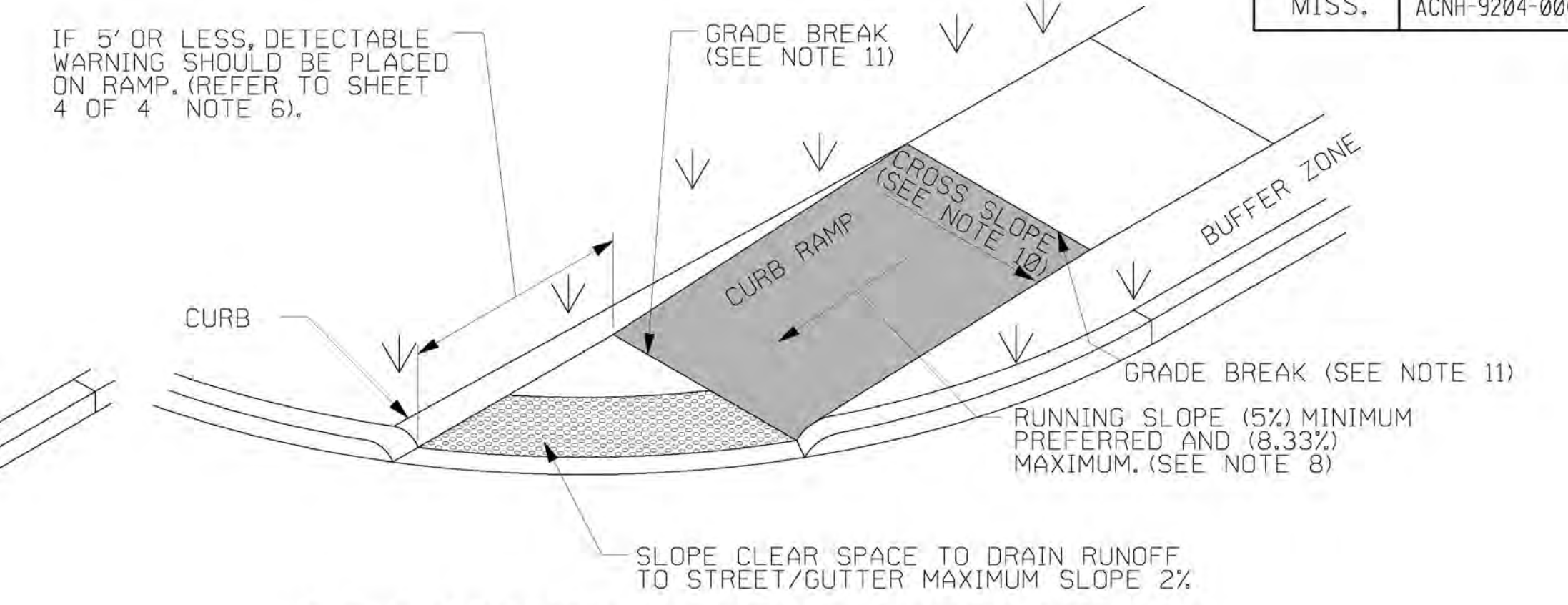


TYPE 1 - PERPENDICULAR CURB RAMP



TYPE 2 - PERPENDICULAR RETURNED CURB RAMP

SIDES OF CURB RAMPS MAY BE RETURNED, PROVIDING USEFUL DIRECTIONAL CUES, IF PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, POLES, OR EQUIPMENT.



TYPE 3 - ALTERNATE PERPENDICULAR RETURNED CURB RAMP

GENERAL NOTES

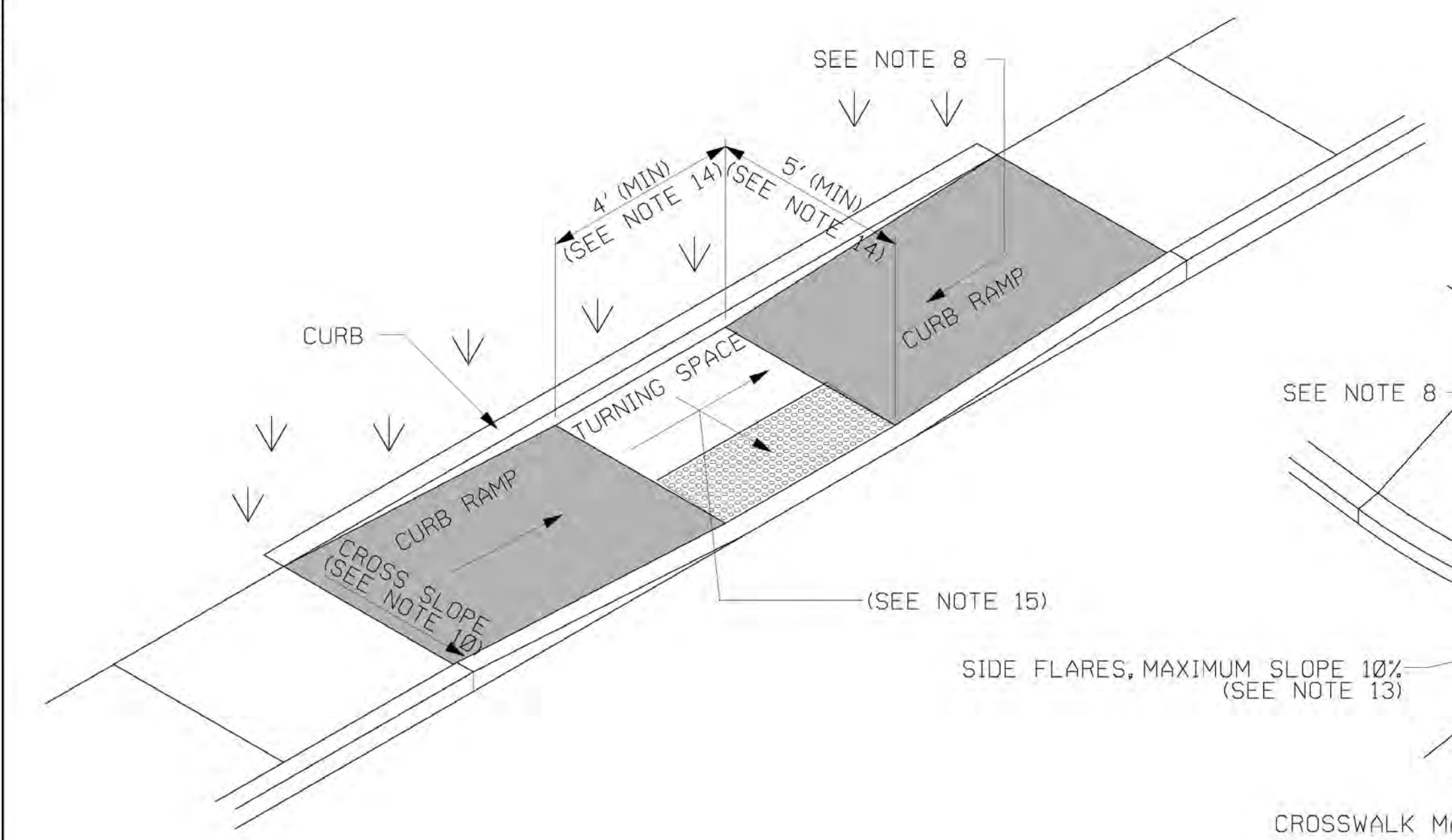
1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND MDOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).
2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON SHEET 4 OF 4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS.
3. THE LOCATION, ORIENTATION, AND TYPE OF CURB RAMPS SHALL BE AS SHOWN IN THE PLANS.
4. ANY COMBINATION OF PERPENDICULAR, PERPENDICULAR RETURNED, AND PARALLEL CURB RAMPS MAY BE USED TO ACHIEVE AN ACCESSIBLE DESIGN AS LONG AS THE BASIC REQUIREMENTS FOR CURB RAMPS ARE MET.
5. CURB RAMPS SHALL BE PAID FOR AS SIDEWALK.
6. THE THICKNESS OF THE CURB RAMP SHALL BE A MINIMUM OF 4'.
7. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

CURB RAMP NOTES:

8. THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE THE WIDTH OF THE SIDEWALK, OR 4' MINIMUM. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 5% MINIMUM, AND 8.33% MAXIMUM (7.1% PREFERRED). THE RUNNING SLOPE OF BLENDED TRANSITIONS SHALL BE 5% MAXIMUM.
9. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33%, THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP EXCEED 15'.
10. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
11. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
12. RAMP TRANSITIONS BETWEEN WALKS, TURNING SPACES, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES.
13. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE.

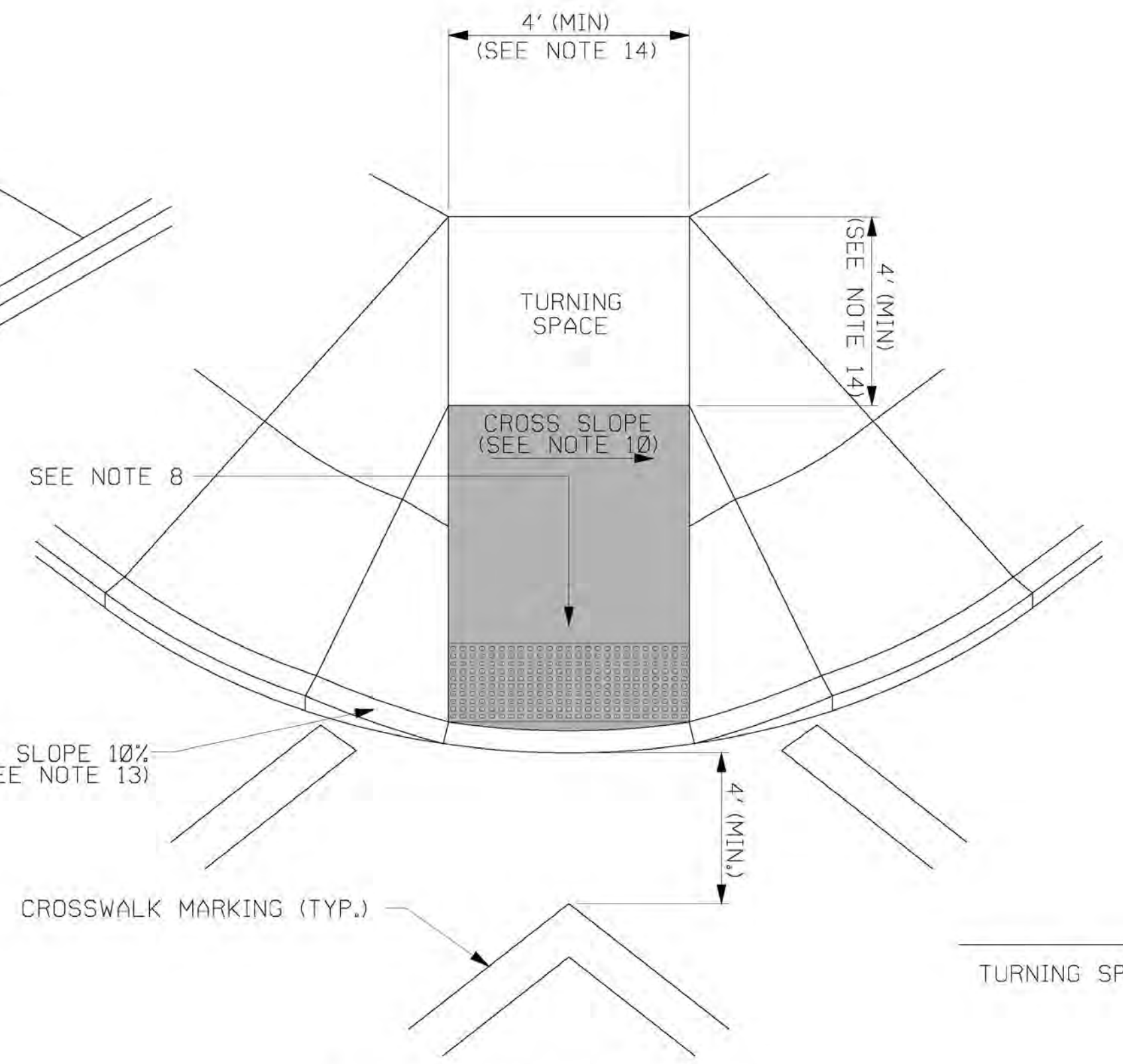
TURNING SPACE NOTES:

14. A TURNING SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED AT THE TOP OF PERPENDICULAR RAMPS AND AT THE BOTTOM OF PARALLEL RAMPS. TURNING SPACES ARE ALLOWED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED BY A CURB, WALL, OR OTHER OBSTRUCTION, THE TURNING SPACE SHALL BE 4' MINIMUM BY 5' MINIMUM, WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF TRAVEL TOWARD THE CONSTRAINT.
15. THE RUNNING SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). THE CROSS SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
16. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
17. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%.



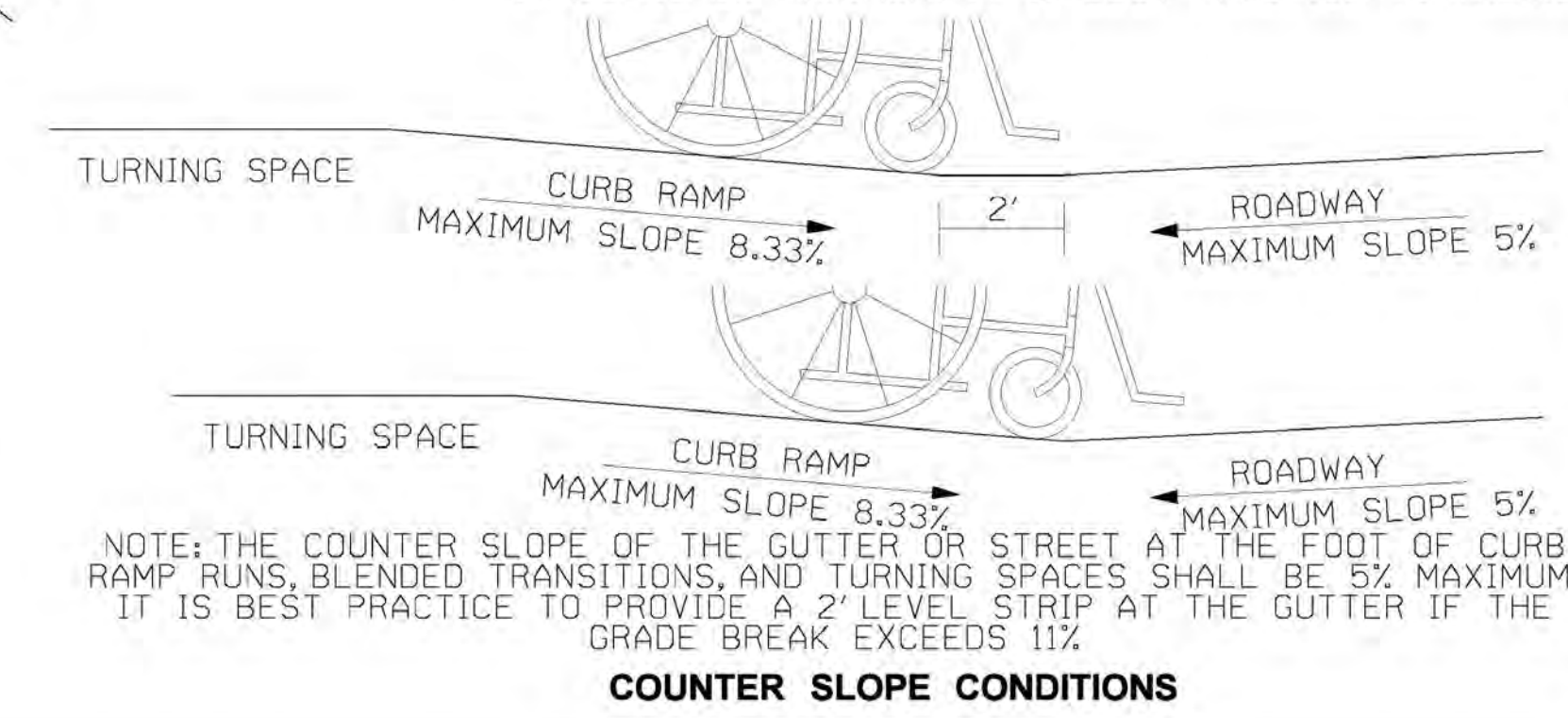
TYPE 4 - PARALLEL CURB RAMP

THE CURB BEHIND THE TURNING SPACE AND RAMPS IS NOT REQUIRED, BUT IS SUGGESTED FOR RETAINING SOIL AND PROVIDING AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.



TYPE 5 - DIAGONAL CURB RAMP

DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.



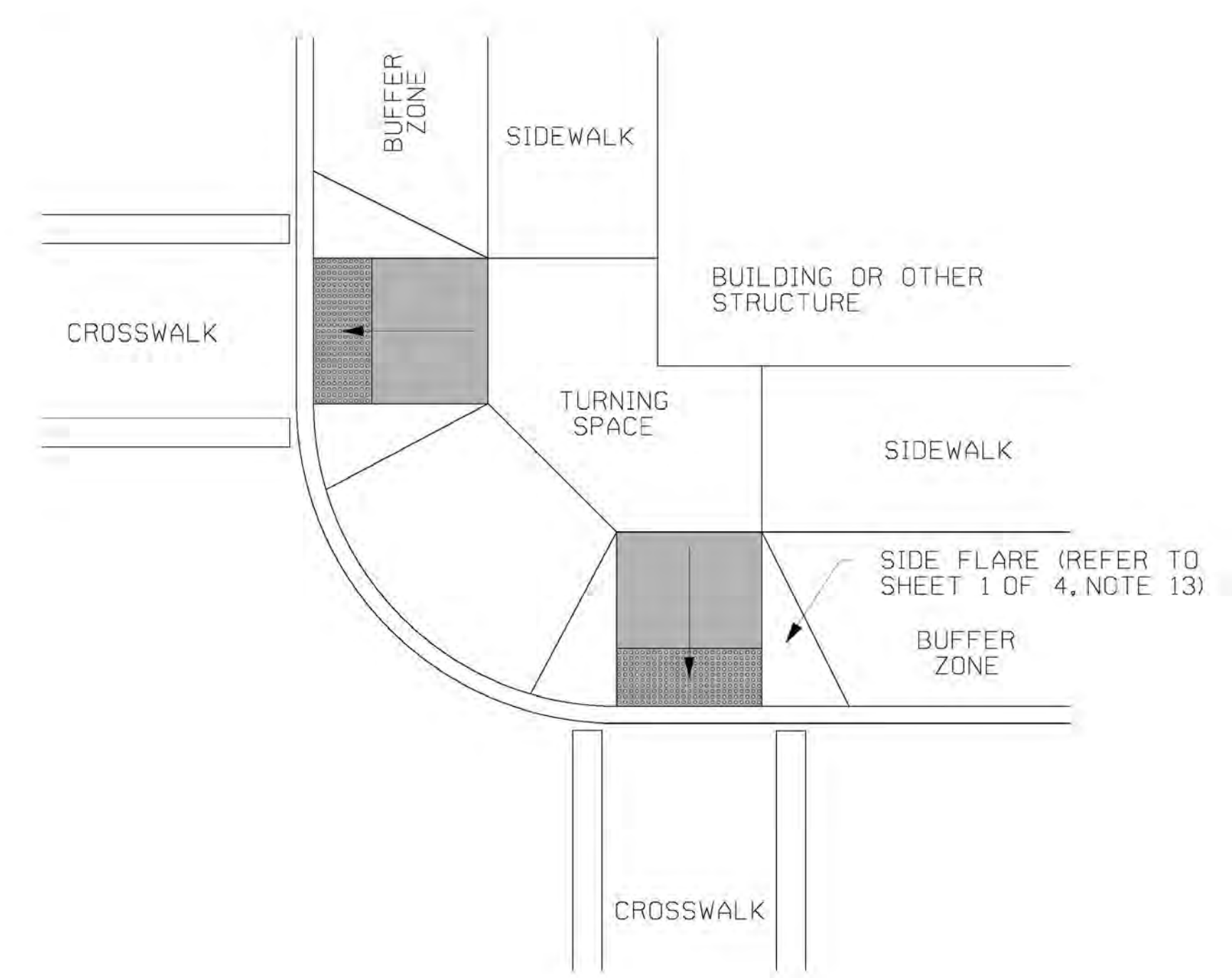
NOTE: THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%.

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		CURB RAMPS	
DATE		RAMP DESIGN ELEMENTS	
DESIGN TEAM		SHEET 1 OF 4	
CHECKED		COUNTY: MADISON	
DATE 12/6/13		PROJ. NUM.: ACNH-9204-00(003)	
		FILENAME: SDCCR-1.DGN	
		WORKING NUMBER	
		SDCCR-1	
		SHEET NUMBER	
		173	

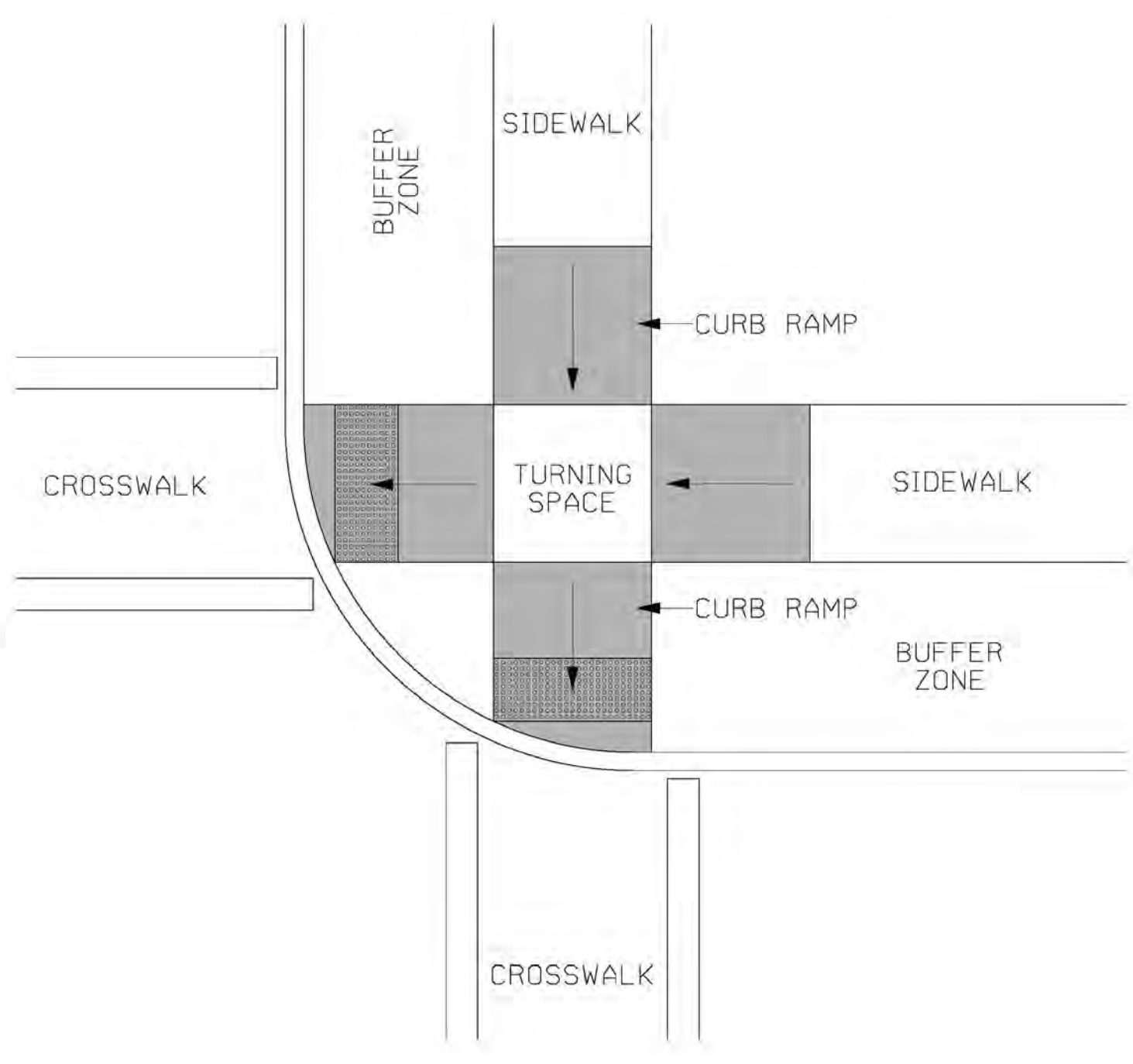


4/26/2016 8:00 AM SDCCR-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

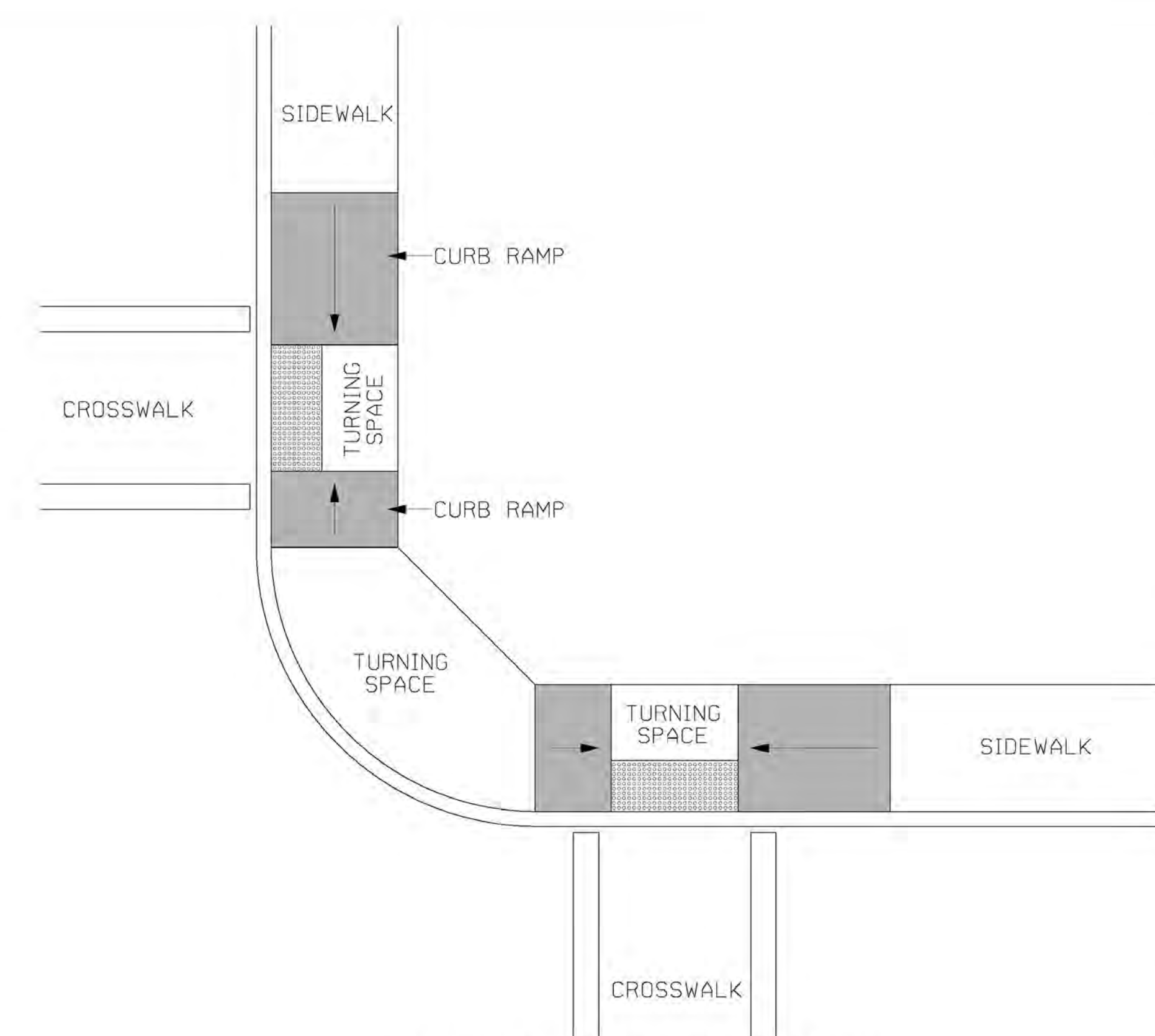
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



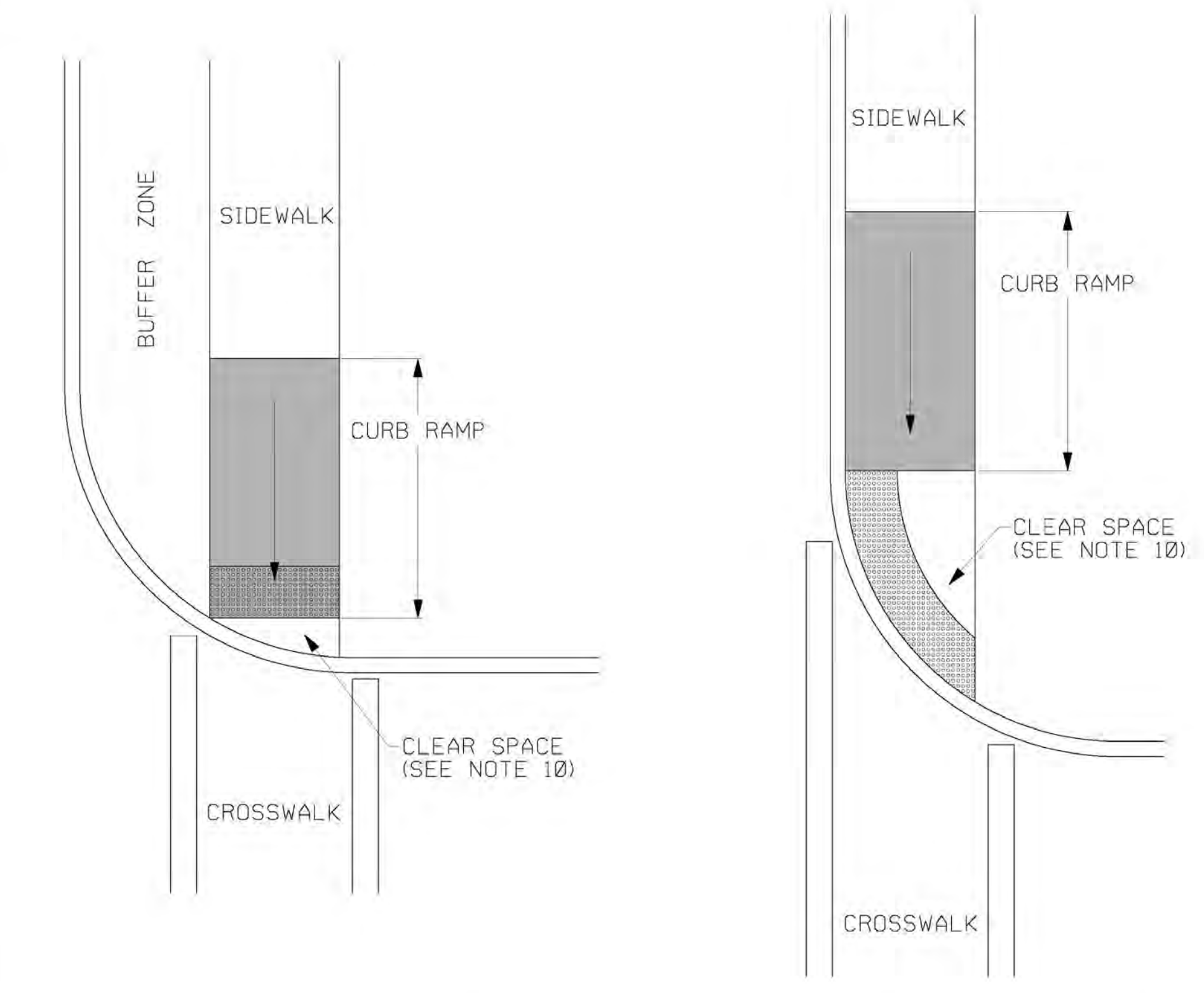
CURB RAMP CONFIGURATION: TYPE A



CURB RAMP CONFIGURATION: TYPE B

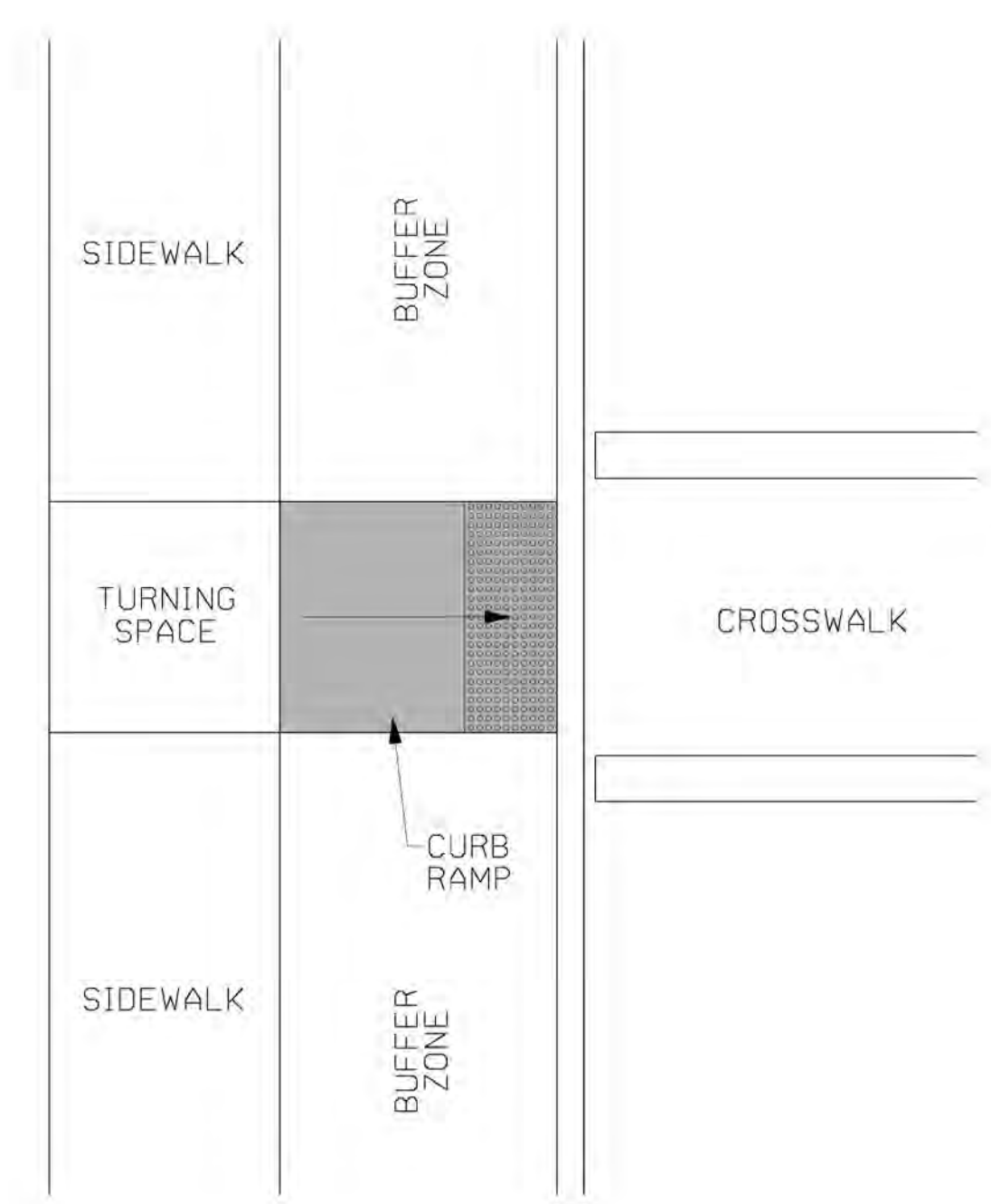


CURB RAMP CONFIGURATION: TYPE C

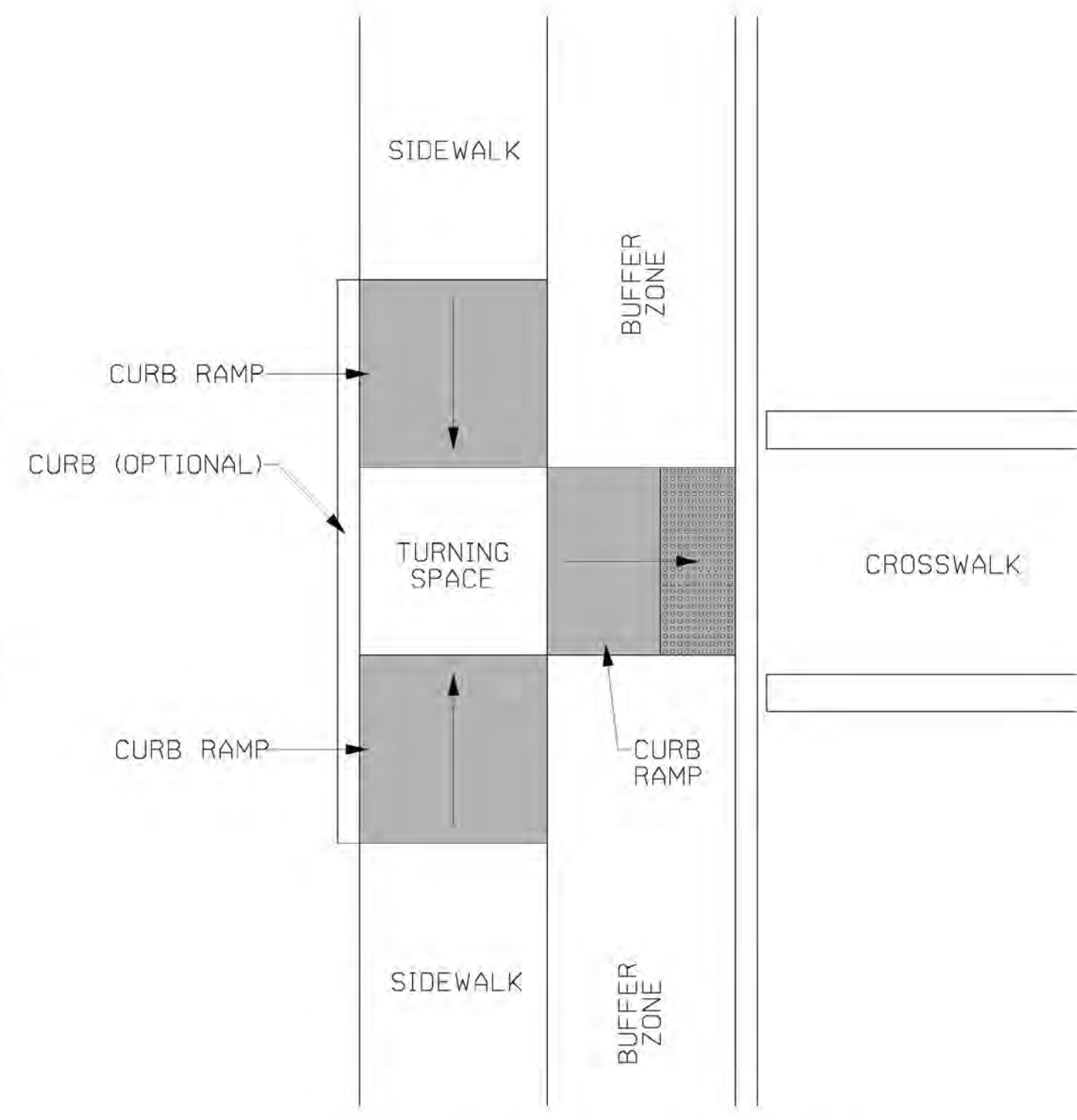


CURB RAMP CONFIGURATION: TYPE D

CURB RAMP CONFIGURATION: TYPE E



CURB RAMP CONFIGURATION: TYPE F



**CURB RAMP CONFIGURATION: TYPE G
MID BLOCK CROSSING**

THE CURB BEHIND THE TURNING SPACE AND RAMP IS NOT REQUIRED, BUT IS SUGGESTED FOR RETAINING SOIL AND PROVIDING AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.

- NOTES:**
- FOR DIMENSIONS & GEOMETRIC VALUES REFER TO SHEET 1 OF 4.
 - THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF 4.
 - COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
 - DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 4.
 - THE CROSS SLOPE OF CURB RAMP, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
 - DIAGONAL CURB RAMP ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
 - GRATES SHALL NOT BE LOCATED ON CURB RAMP, BLENDED TRANSITIONS, TURNING SPACES, OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
 - UTILITIES, SIGNS, AND OTHER FIXED OBJECTS SHALL NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
 - THE SURFACE OF ALL CURB RAMP SHALL BE STABLE, FIRM, AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
 - THERE SHALL BE A CLEAR SPACE AT THE BOTTOM OF THE ALTERNATE PERPENDICULAR RETURNED CURB RAMP. IT SHALL SLOPE TO DRAIN RUNOFF TO STREET/GUTTER AND HAVE A MAXIMUM SLOPE OF 2% (1.5% PREFERRED).
 - TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING SPACES OR A SINGLE TURNING SPACE MAY SERVE MULTIPLE CURB RAMP.
 - TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
 - THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5' MINIMUM.
 - BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

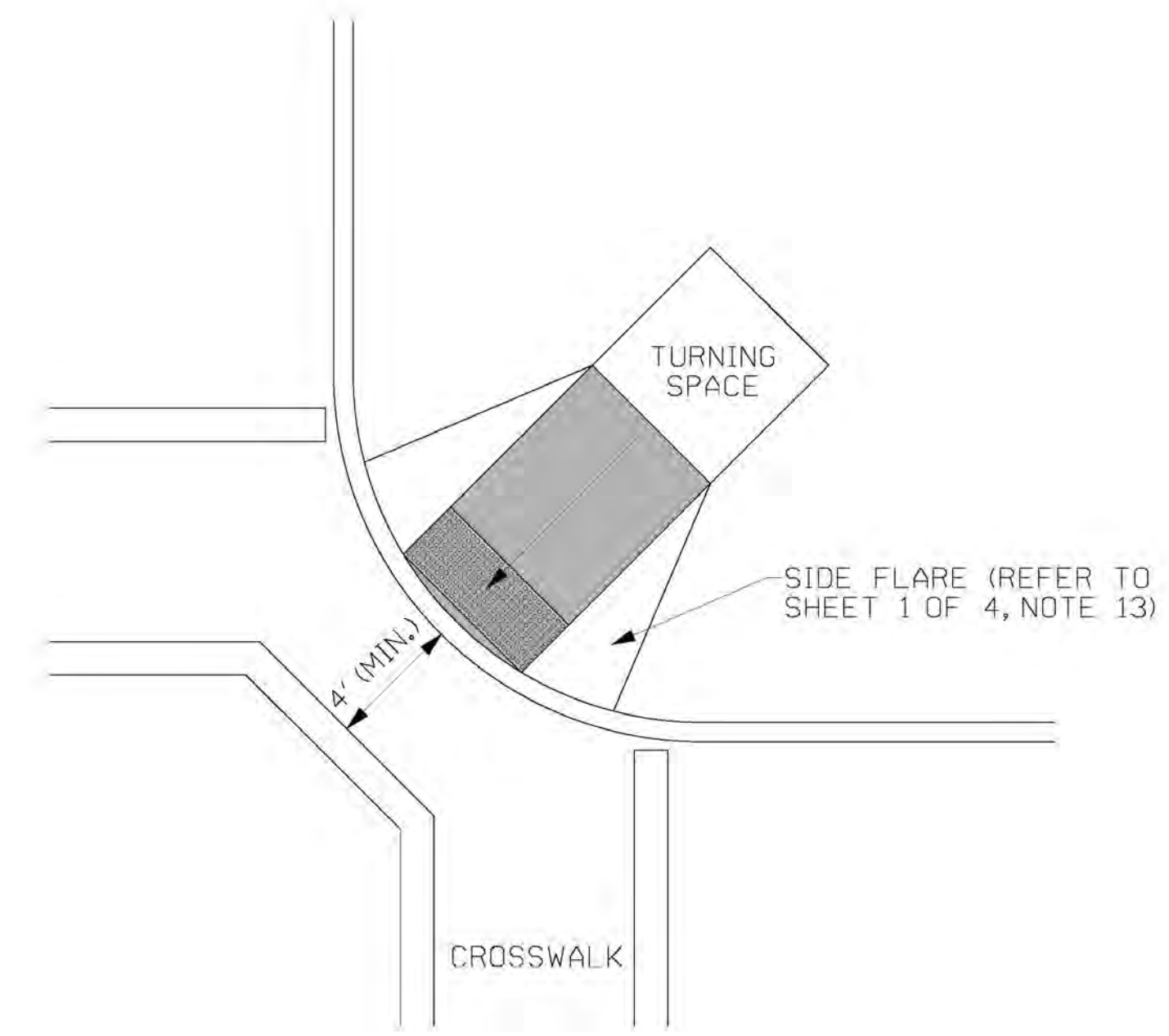
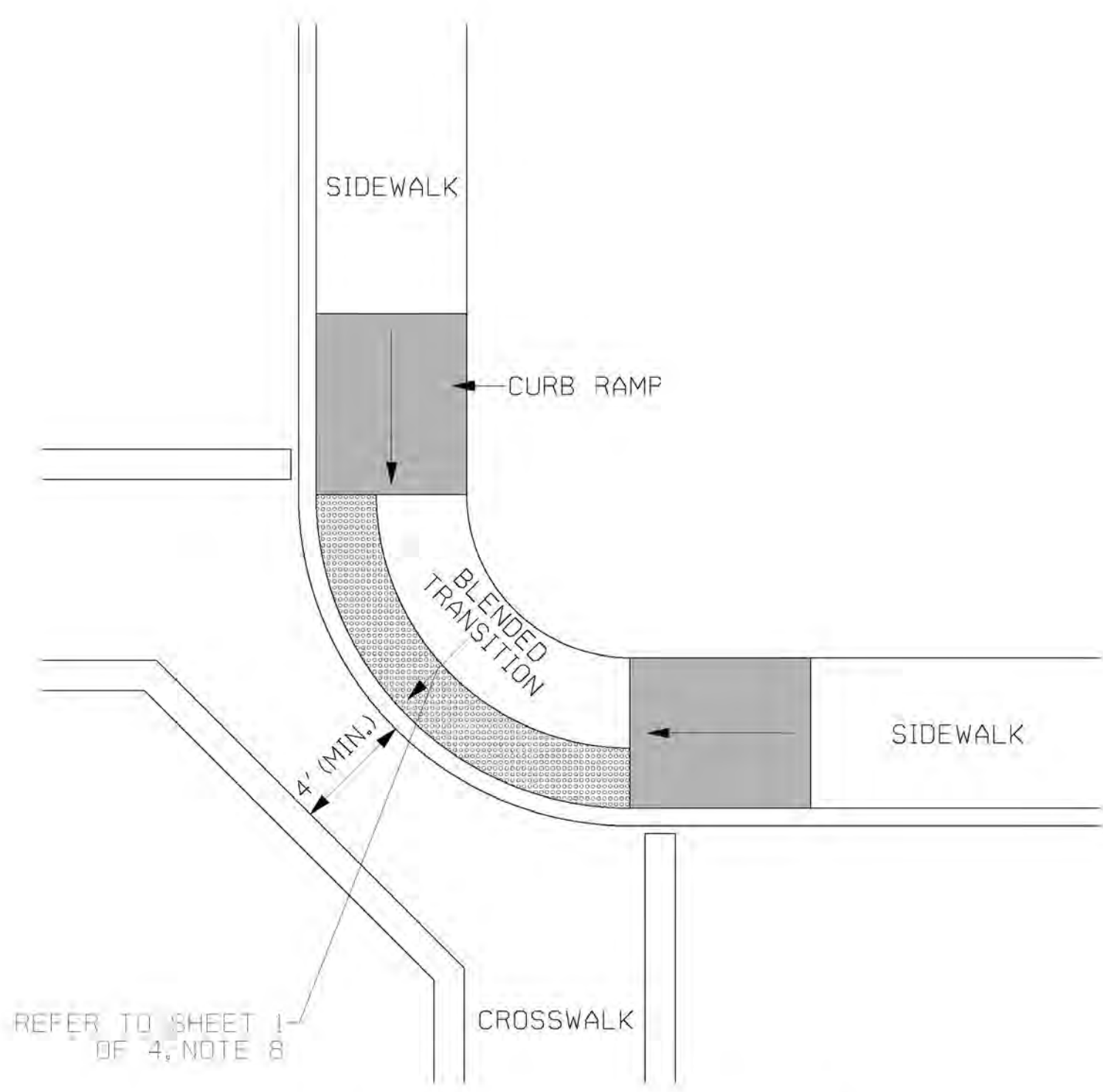
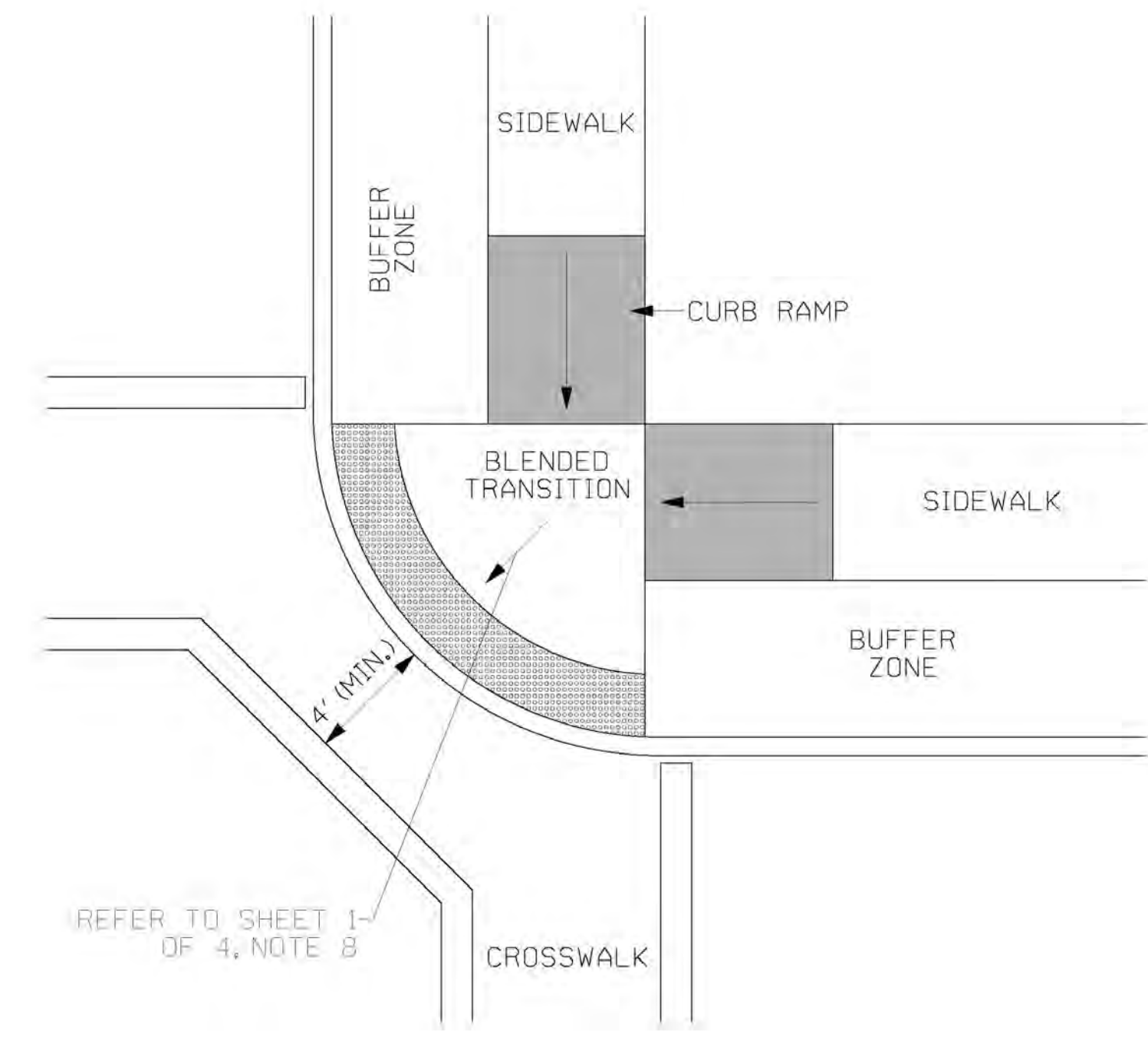
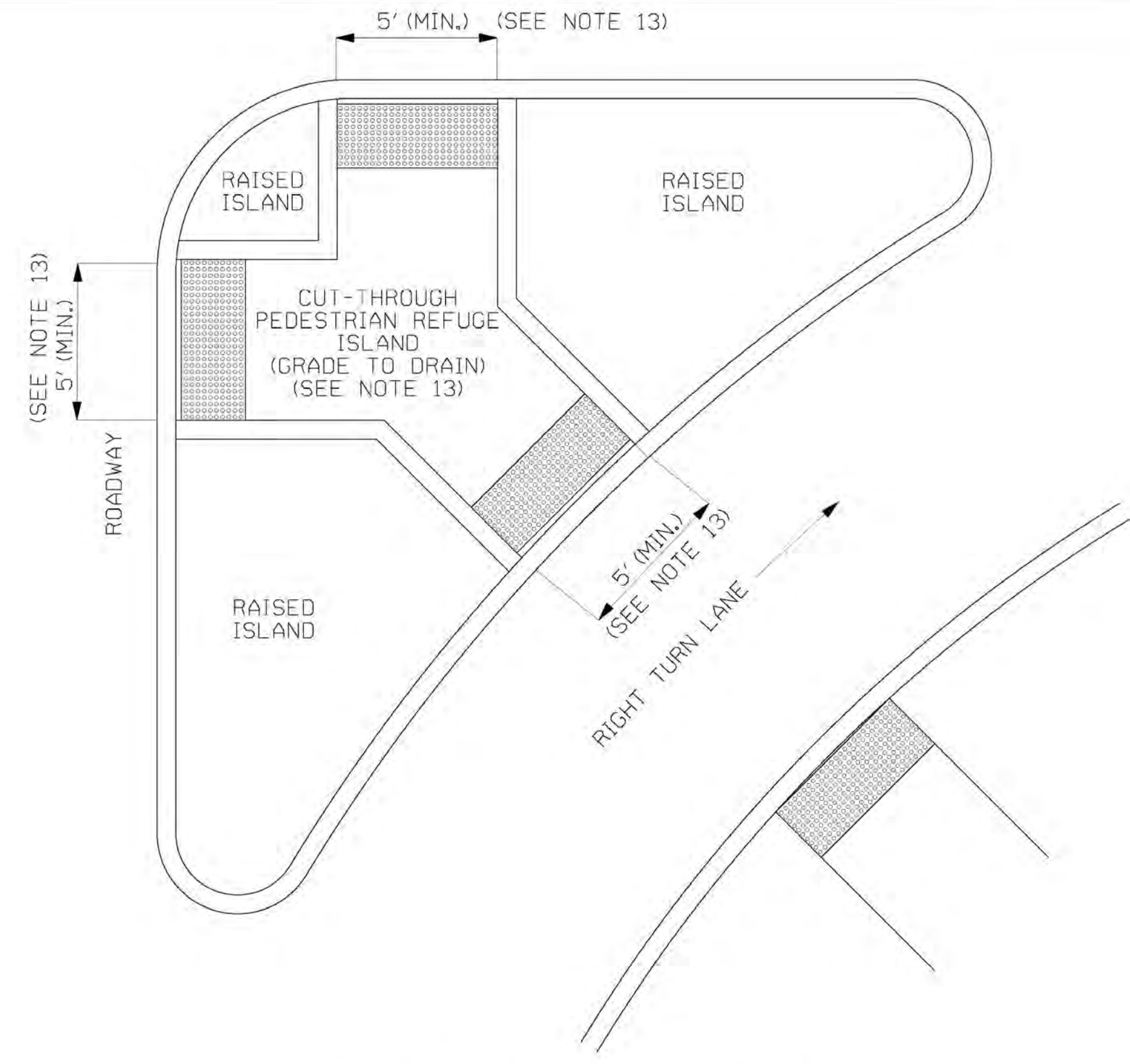
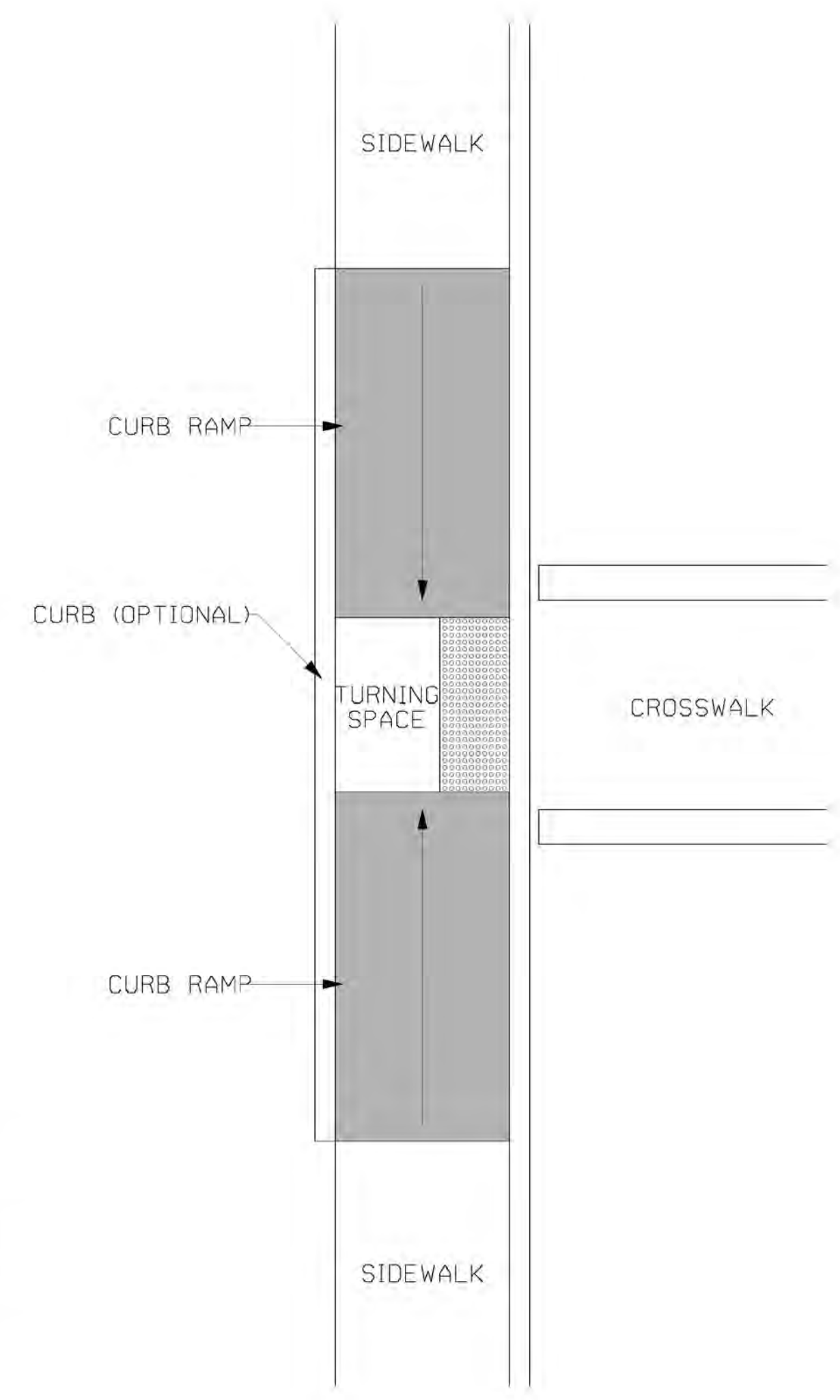
NOTE: REFER TO SHEET 4 OF 4, FOR DETECTABLE WARNING DIMENSIONS AND PLACEMENT ORIENTATION.

4/26/2016 8:01 AM S:\DCCH-2.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CURB RAMP	
PLACEMENT DETAILS	
SHEET 2 OF 4	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: SDCCR-2.DGN
DESIGN TEAM	CHECKED
	DATE 12/6/13
WORKING NUMBER	SDCCR-2
SHEET NUMBER	174




STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



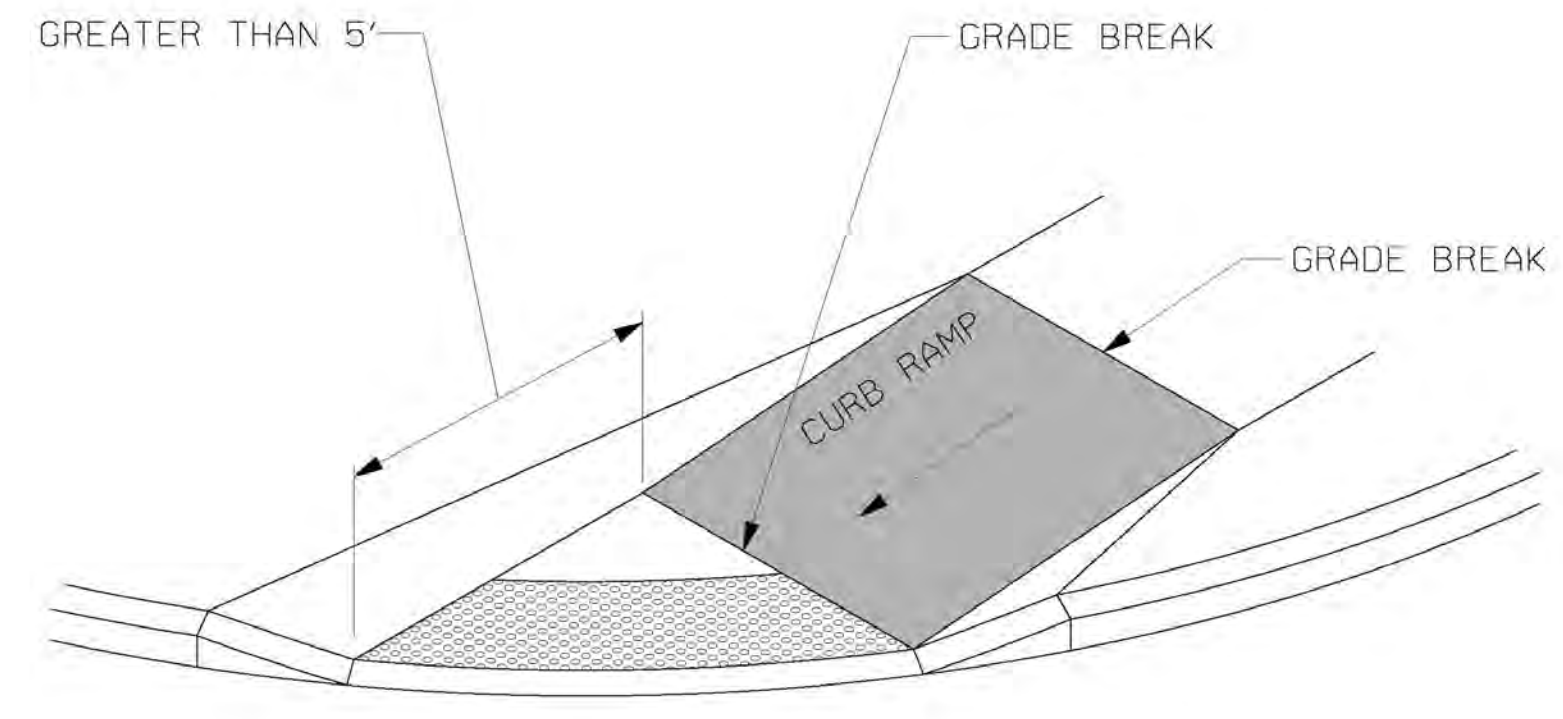
- NOTES:**
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 - THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF 4.
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 - DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 4.
 - THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
 - DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
 - GRATES SHALL NOT BE LOCATED ON CURB RAMPS, BLENDED TRANSITIONS, TURNING SPACES, OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
 - UTILITIES, SIGNS, AND OTHER FIXED OBJECTS MAY NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
 - THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM, AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
 - THERE SHALL BE A CLEAR SPACE AT THE BOTTOM OF THE ALTERNATE PERPENDICULAR RETURNED CURB RAMP. IT SHALL SLOPE TO DRAIN RUNOFF TO STREET/GUTTER AND HAVE A MAXIMUM SLOPE OF 2% (1.5% PREFERRED).
 - TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING SPACES OR A SINGLE TURNING SPACE MAY SERVE MULTIPLE CURB RAMPS.
 - TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
 - THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5' MINIMUM.
 - BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

NOTE: REFER TO SHEET 4 OF 4, FOR DETECTABLE WARNING DIMENSIONS AND PLACEMENT ORIENTATION.

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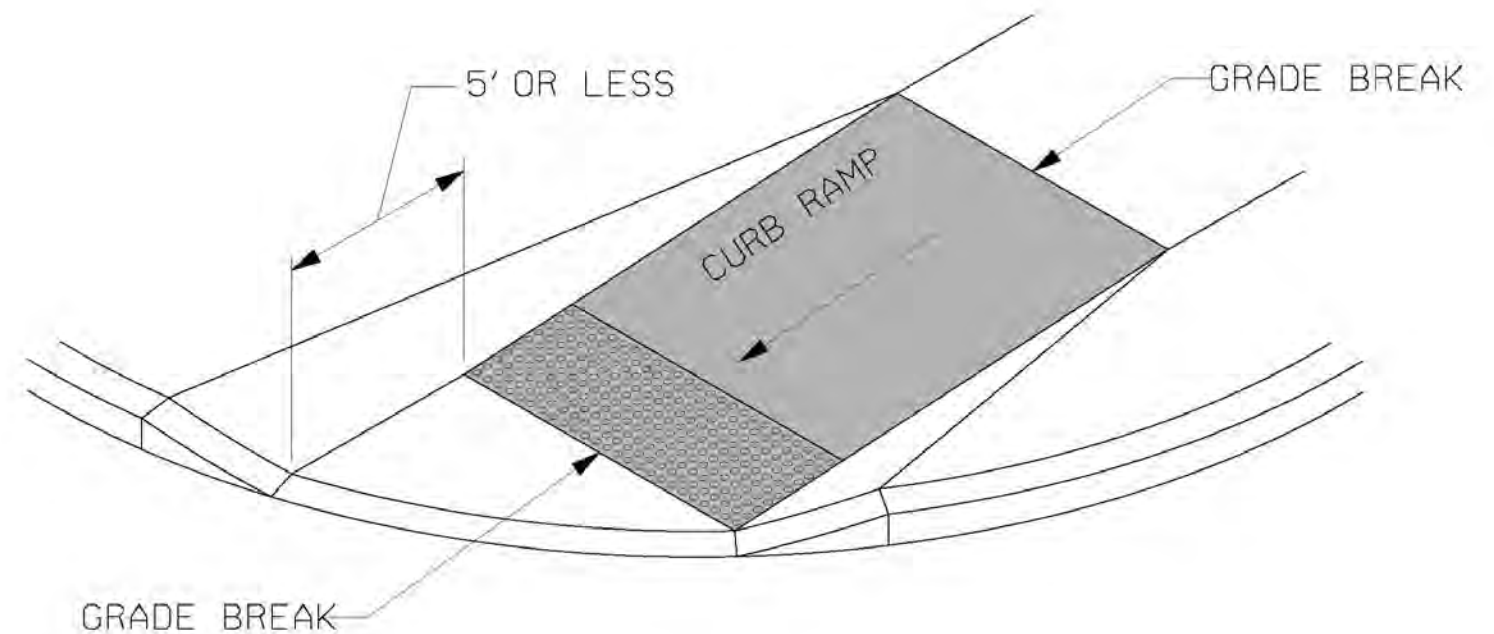
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CURB RAMPS	
PLACEMENT DETAILS	
SHEET 3 OF 4	
COUNTY:	MADISON
PROJ. NUM.:	ACNH-9204-00(003)
FILENAME:	SDCCR-3.DGN
DESIGN TEAM	CHECKED
DATE	12/6/13
	
WORKING NUMBER	SDCCR-3
SHEET NUMBER	175

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



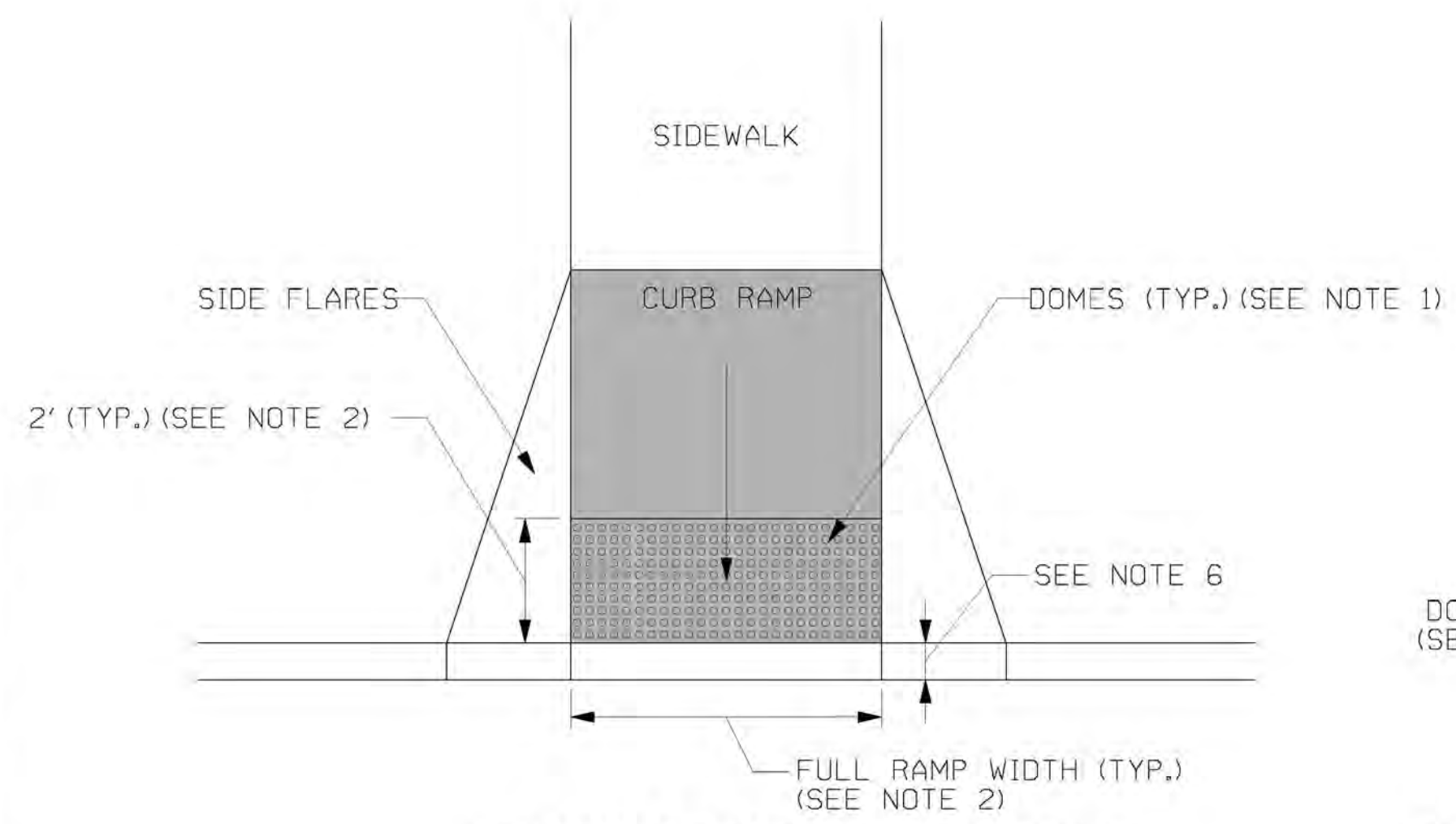
DETECTABLE WARNING PLACEMENT DETAIL 1

NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS GREATER THAN OR EQUAL TO 5', DETECTABLE WARNINGS SHALL BE PLACED ALONG THE RADIUS OF THE CURVE AS SHOWN IN THE ABOVE DETAIL.

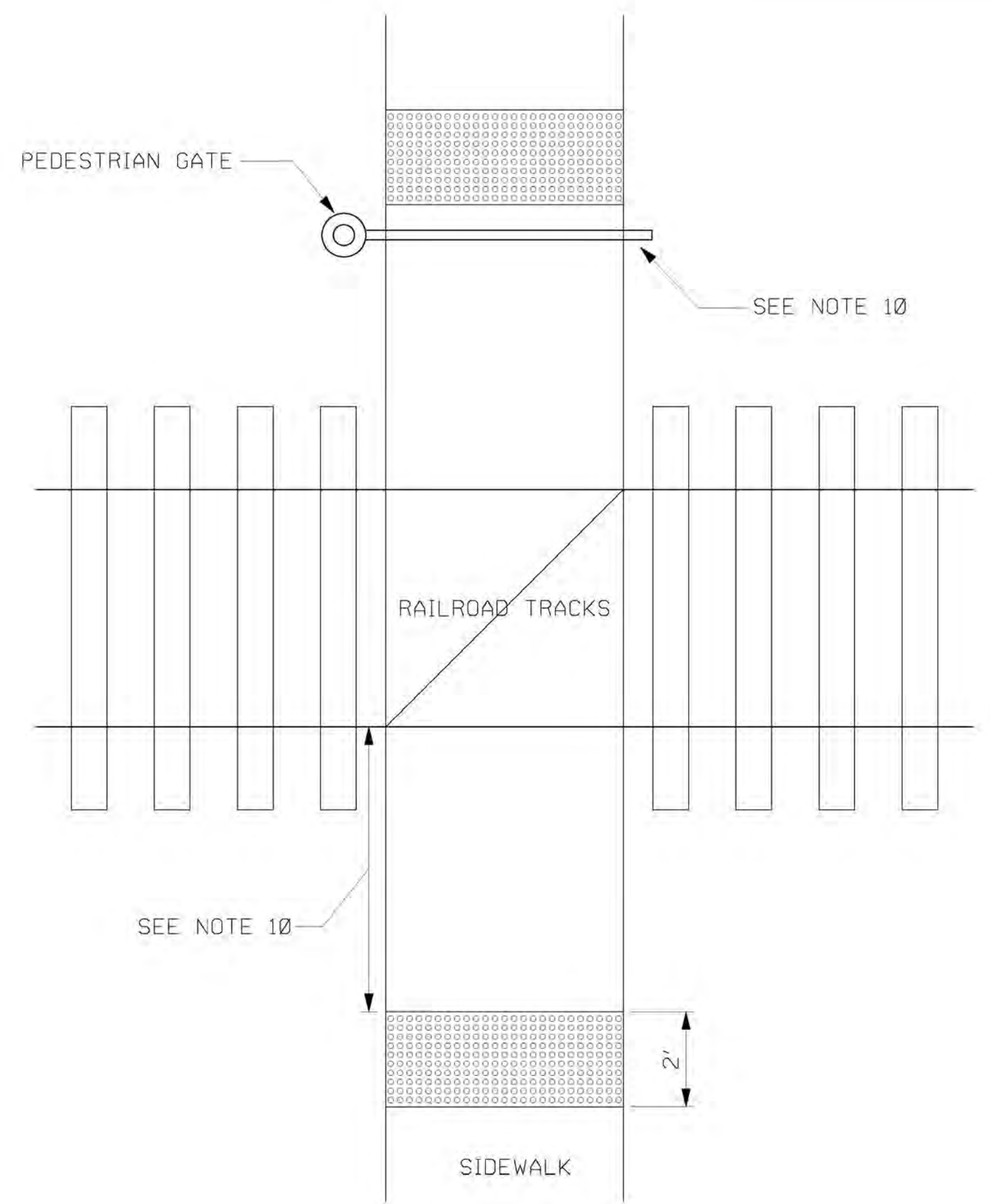


DETECTABLE WARNING PLACEMENT DETAIL 2

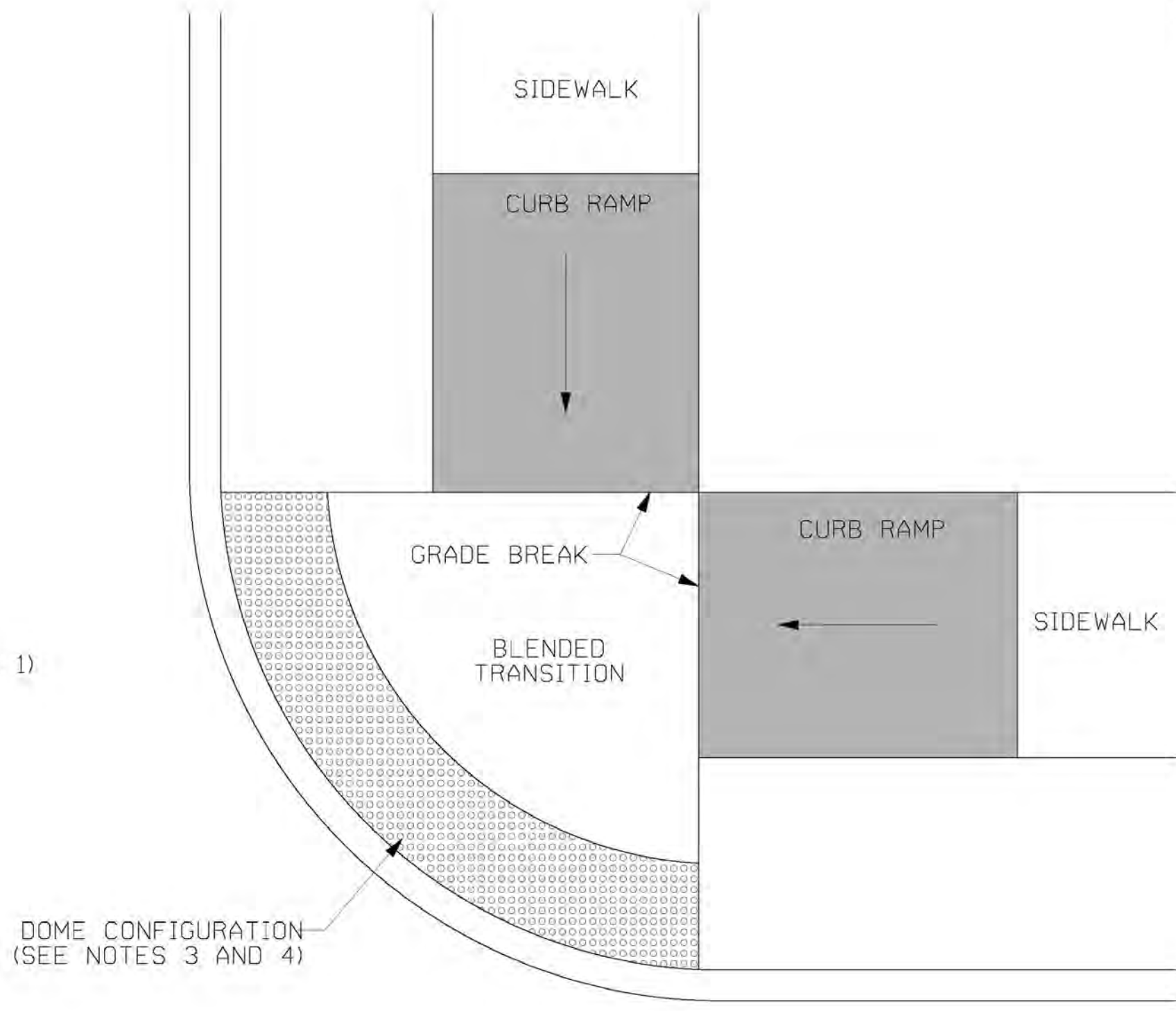
NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS LESS THAN OR EQUAL TO 5', DETECTABLE WARNINGS SHALL BE PLACED ON THE CURB RAMP ALONG THE BOTTOM GRADE BREAK WITH ONE CORNER 5" TO 9" FROM THE FRONT OF THE CURB OR EDGE OF THE ROADWAY.



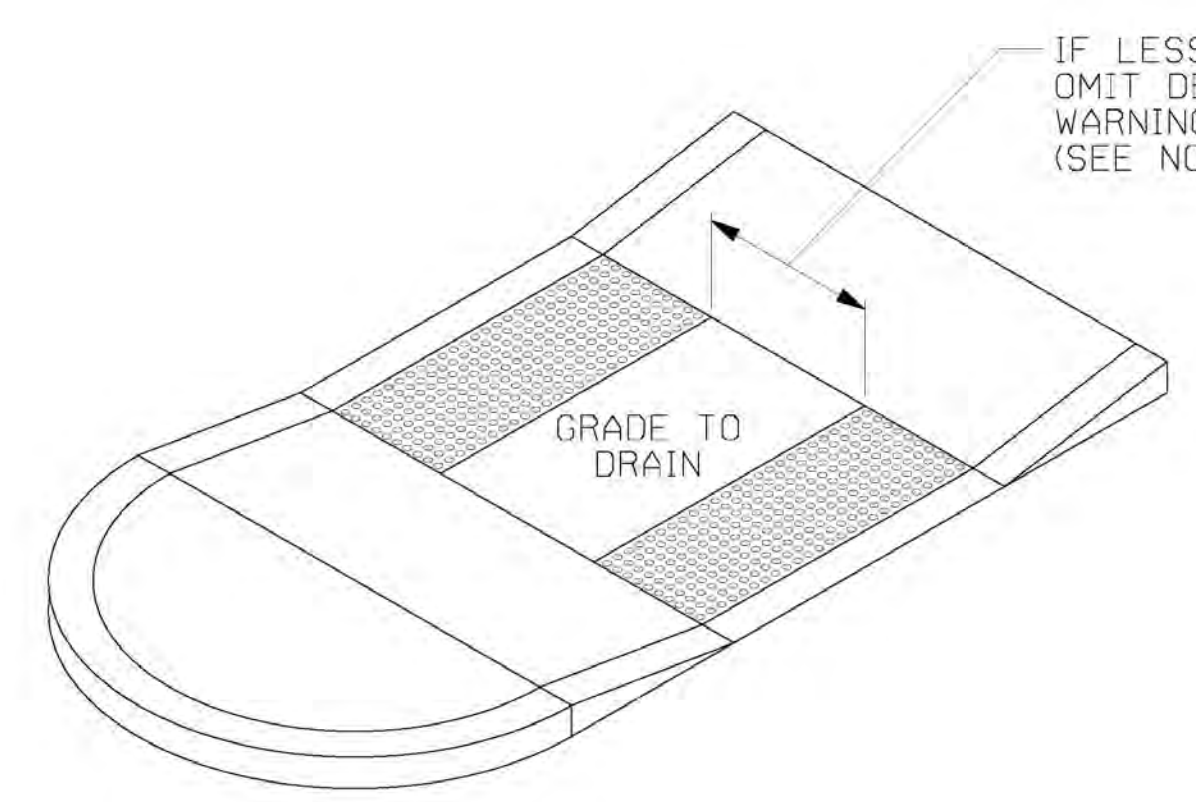
DETECTABLE WARNING AT CURB RAMP



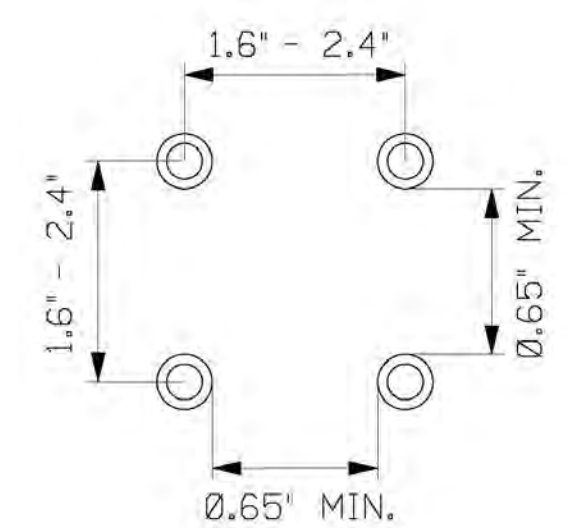
DETECTABLE WARNINGS AT RAILROAD CROSSING



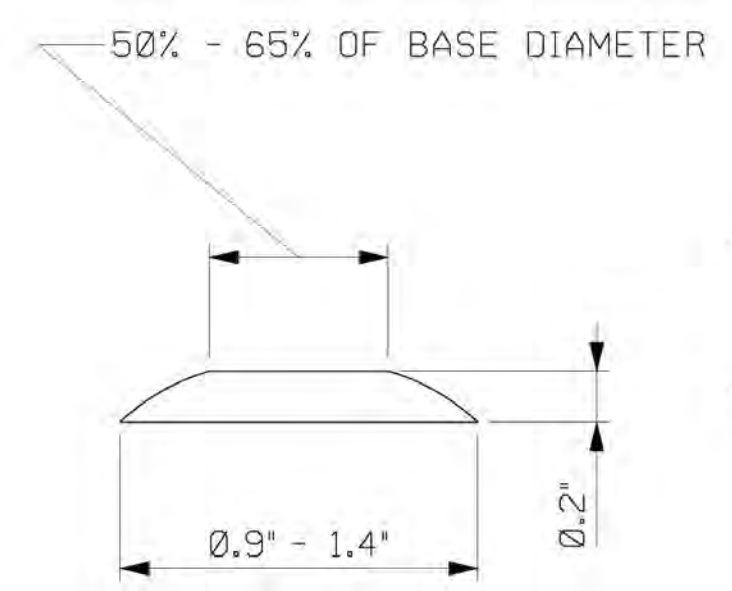
DETECTABLE WARNING AT BLENDED TRANSITION (CONFIGURATION: TYPES K AND J)



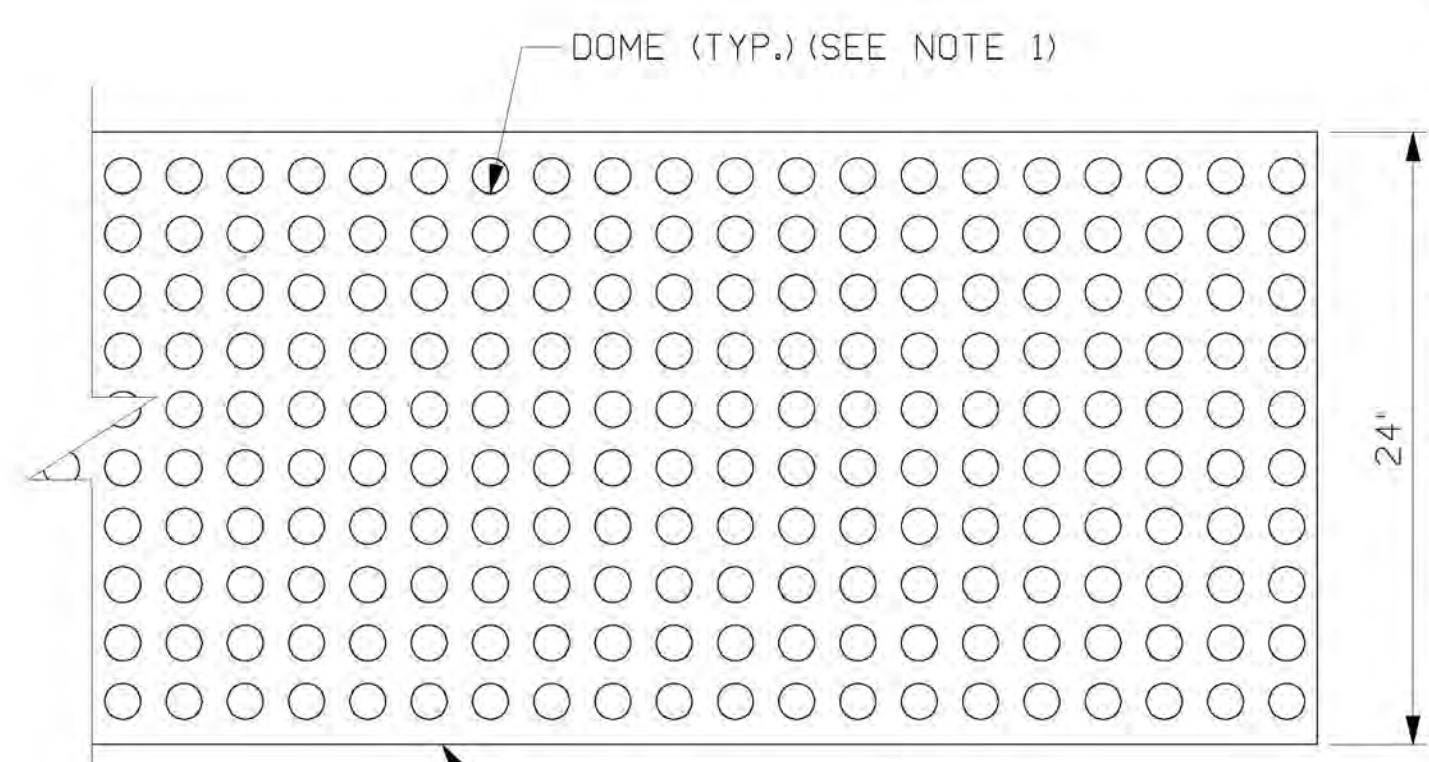
**DETECTABLE WARNINGS AT MEDIAN ISLANDS
NON-ELEVATED CROSSING**



DOMES SPACING



DOMES SECTION



DETECTABLE WARNING LAYOUT

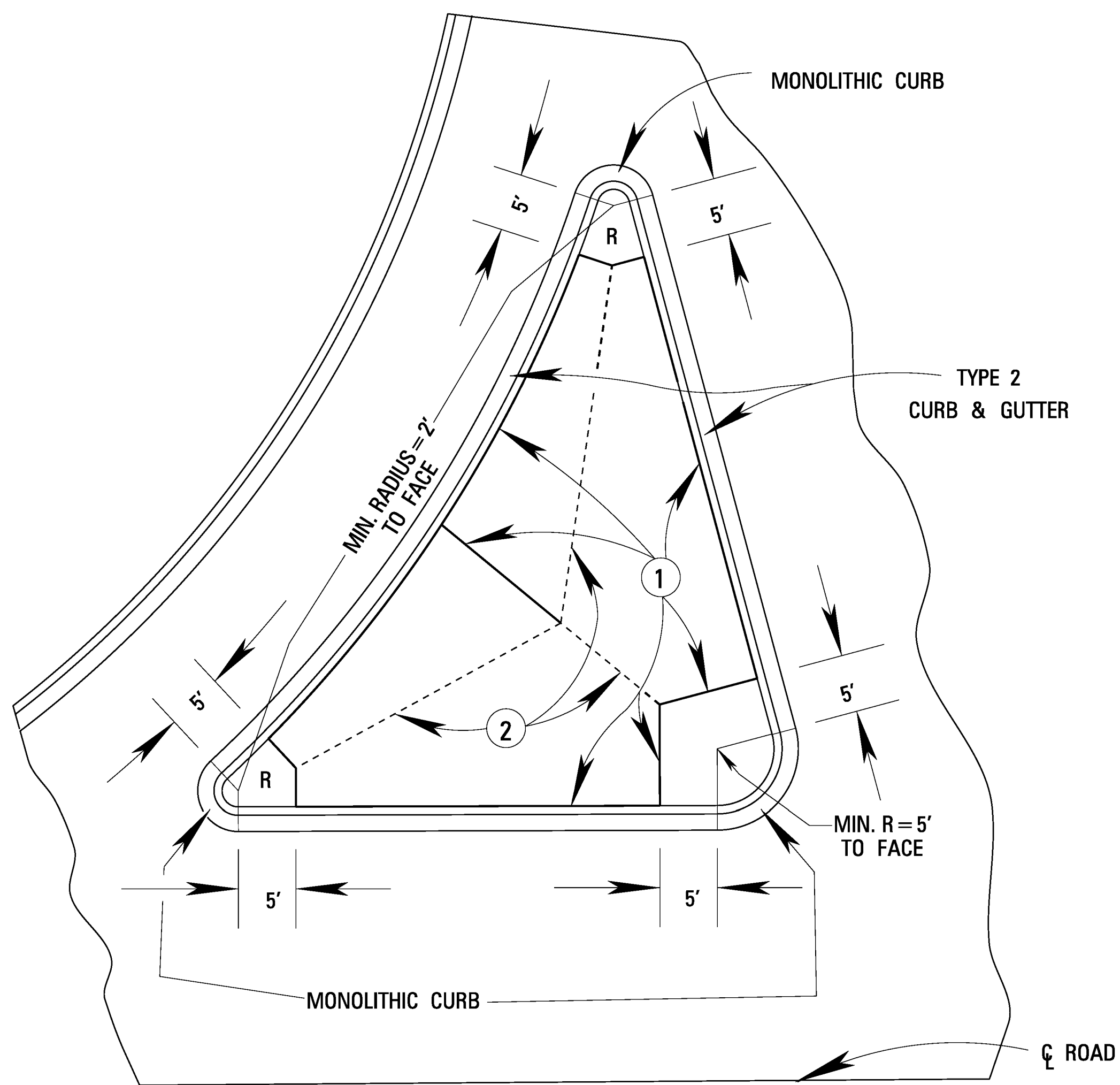
NOTES:

- THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 2' LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.
- ALL DETECTABLE WARNINGS SHOWN ON THIS SHEET SHALL BE ABSORBED IN OTHER PAY ITEMS BID.
DETECTABLE WARNING UNIT DIMENSIONS:
- DETECTABLE WARNING SURFACES SHALL EXTEND 2' MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE CROSSING. AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE PUBLIC USE AREAS OF THE PLATFORM. AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE TRANSIT STOP.
DOMES ALIGNMENT:
- THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK AT THE RAMP LANDING OR BETWEEN THE CURB RAMP AND THE STREET.
- WHERE DOMES ARE ARRAYED RADially THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.
COLOR REQUIREMENTS:
- DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
DETECTABLE WARNINGS LOCATIONS:
- ON PERPENDICULAR CURB RAMPS, WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS MORE THAN 5', DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB.
- ON PARALLEL CURB RAMPS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE TURNING SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK.
- ON BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE RAISED PEDESTRIAN STREET CROSSINGS, DEPRESSED CORNERS, OR OTHER LEVEL PEDESTRIAN STREET CROSSINGS ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE FLUSH TRANSITION BETWEEN THE STREET AND THE SIDEWALK.
- AT CUT-THROUGH PEDESTRIAN REFUGE ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE PEDESTRIAN ISLAND AND SHALL BE SEPARATED BY A 2' MINIMUM LENGTH OF SURFACE WITHOUT DETECTABLE WARNINGS.
- AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNING SURFACES SHALL BE PLACED ON EACH SIDE OF THE RAIL CROSSING. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE RAIL CROSSING SHALL BE 6' MINIMUM AND 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. WHERE PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL.
- AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BOARDING EDGE OF THE PLATFORM.
- AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE SIDE OF THE BOARDING AND ALIGHTING AREA FACING THE RAIL VEHICLES.

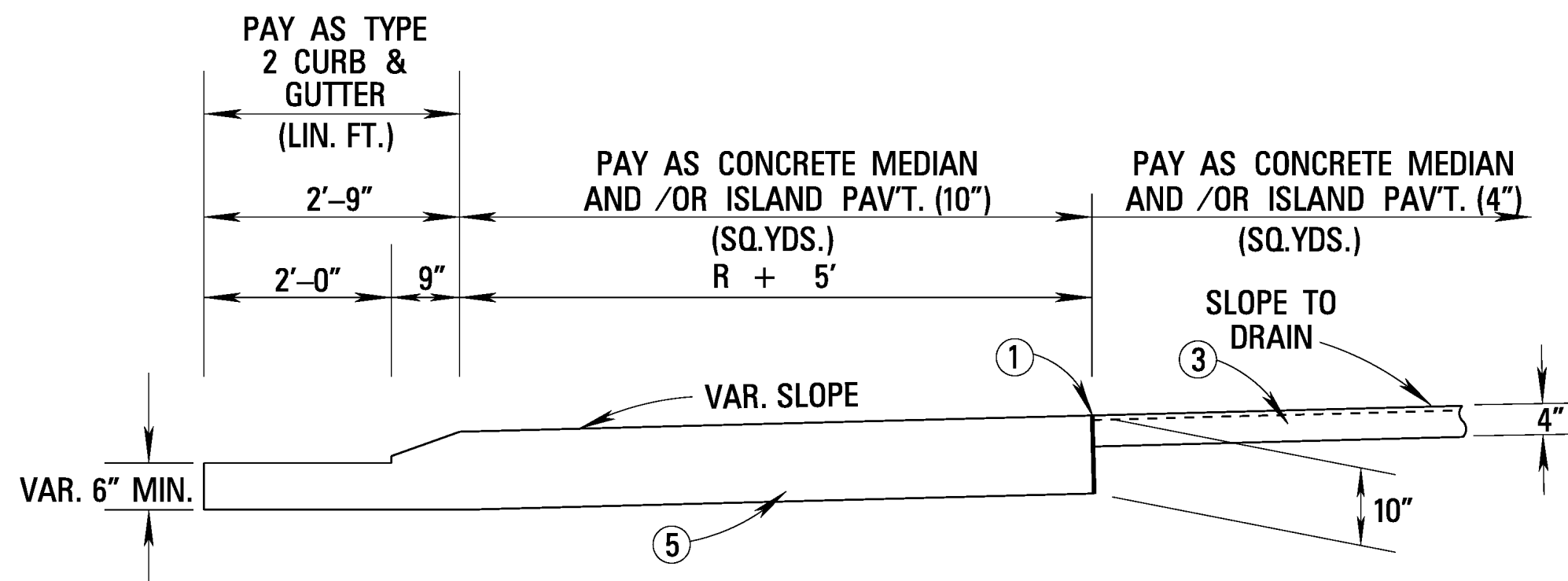
4/26/2016 8:01 AM SDCCR-4.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		CURB RAMPS	
DATE		DETECTABLE WARNING	
DESIGN TEAM		DETAILS	
CHECKED		SHEET 4 OF 4	
DATE		COUNTY: MADISON	
DATE		PROJ. NUM.: ACNH-9204-00(003)	
DATE		FILENAME: SDCCR-4_OLD.DGN	
DATE		WORKING NUMBER	
DATE		SDCCR-4	
DATE		SHEET NUMBER	
DATE		176	



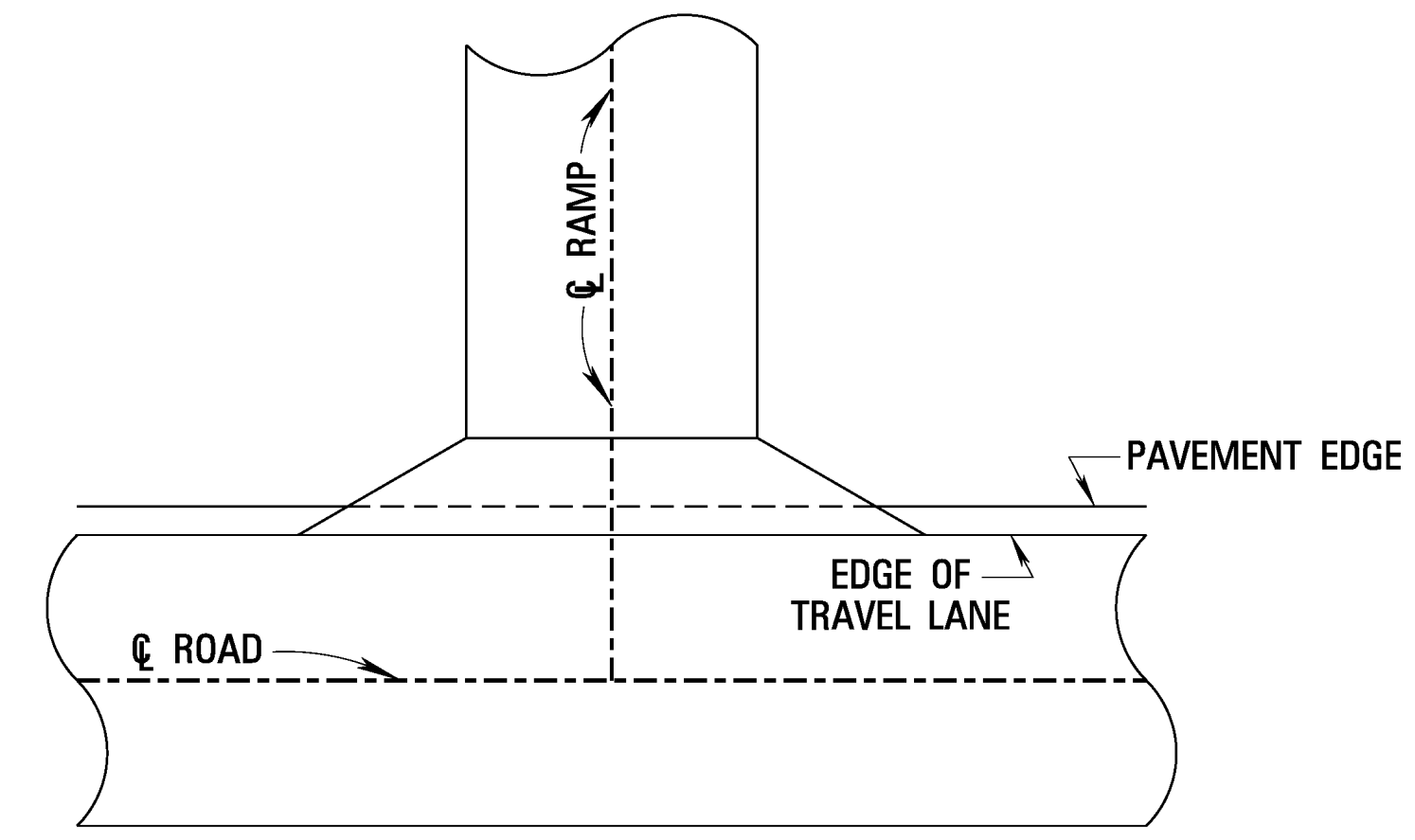


PLAN VIEW OF MONOLITHIC CURB & GUTTER AT ISLAND

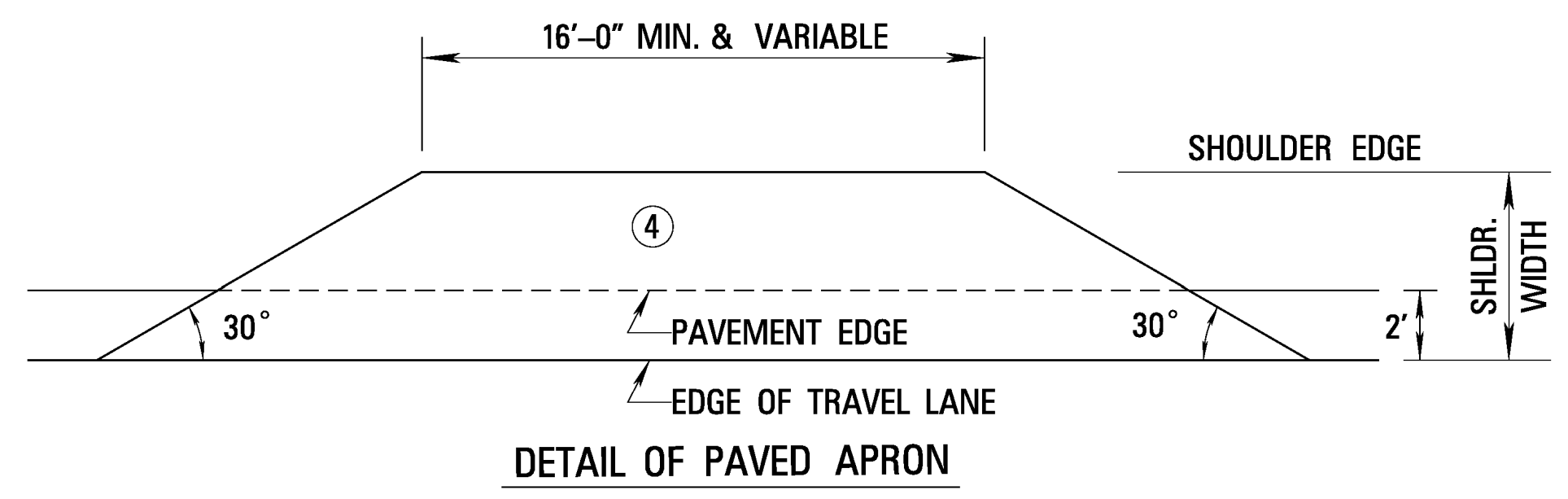


TYPICAL DETAIL OF MONOLITHIC CURB & GUTTER AT ISLAND

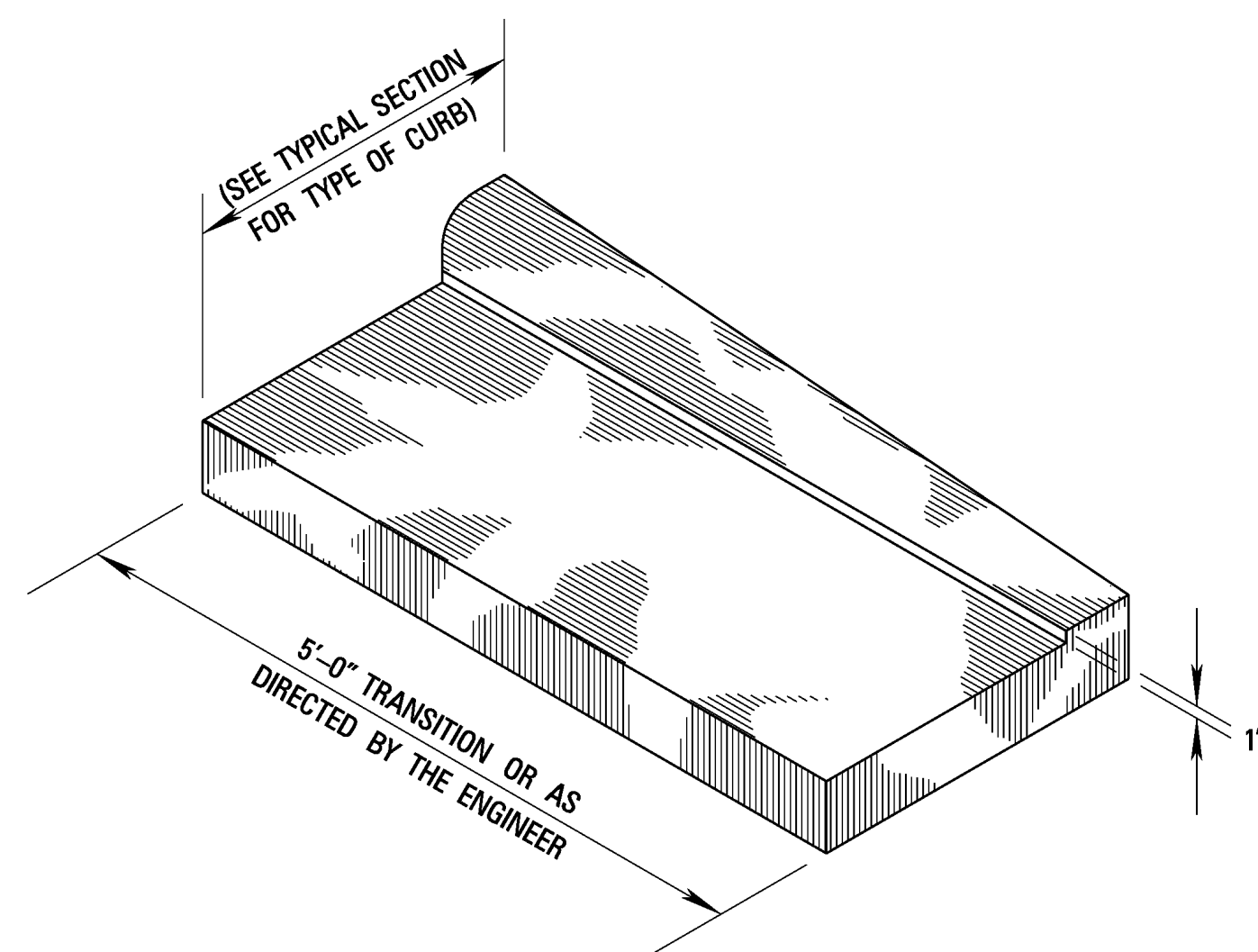
- ① 1/2" PREMOLDED EXPANSION JOINT (NOT A PAY ITEM) (SPACED AS PER STANDARD DRAWING SD-1 OR SD-2)
- ② 1/2" TOOLED CONTRACTION JOINT OR 1/2" PREMOLDED EXPANSION JOINT(NOT A PAY ITEM) (SPACED AS PER STANDARD DRAWINGS SD-1 OR SD-2) AS DIRECTED BY THE ENGINEER.
- ③ 4" CLASS "C" STRUCTURAL CEMENT CONCRETE (FOR MEDIAN & ISLAND PAV'T.) (PAY ITEM NO. 616-A)
- ④ TOP TWO LIFTS OF HMA AS SHOWN ON TYPICAL SECTION
- ⑤ 10" DEPTH CLASS "C" STRUCTURAL CEMENT CONCRETE (FOR MEDIAN & ISLAND PAVEMENT) (PAY ITEM NO. 616-A)



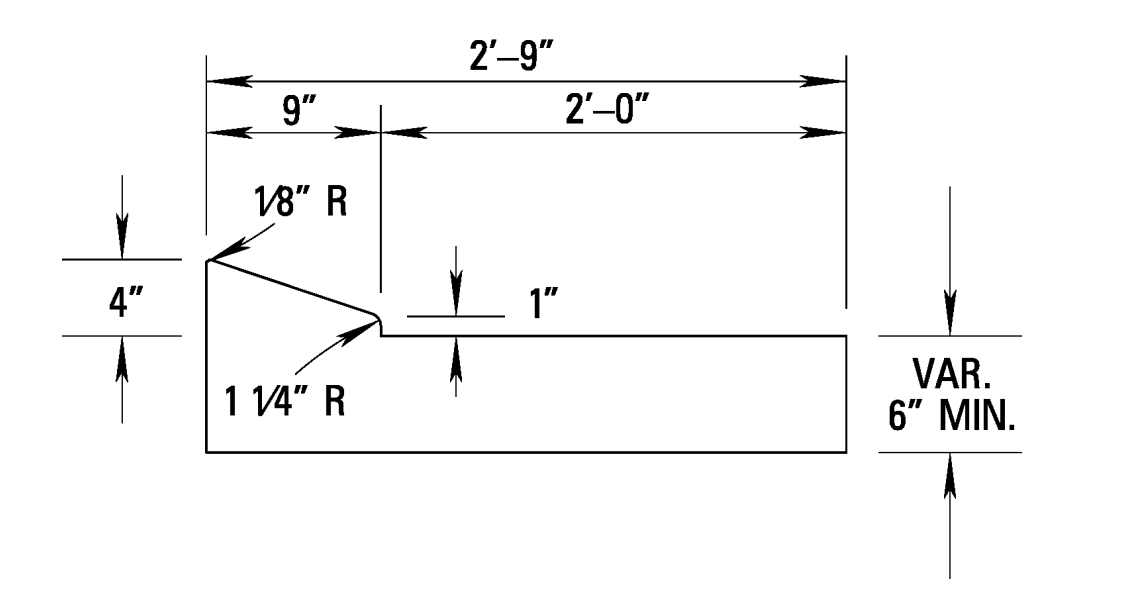
PLAN VIEW OF RAMP



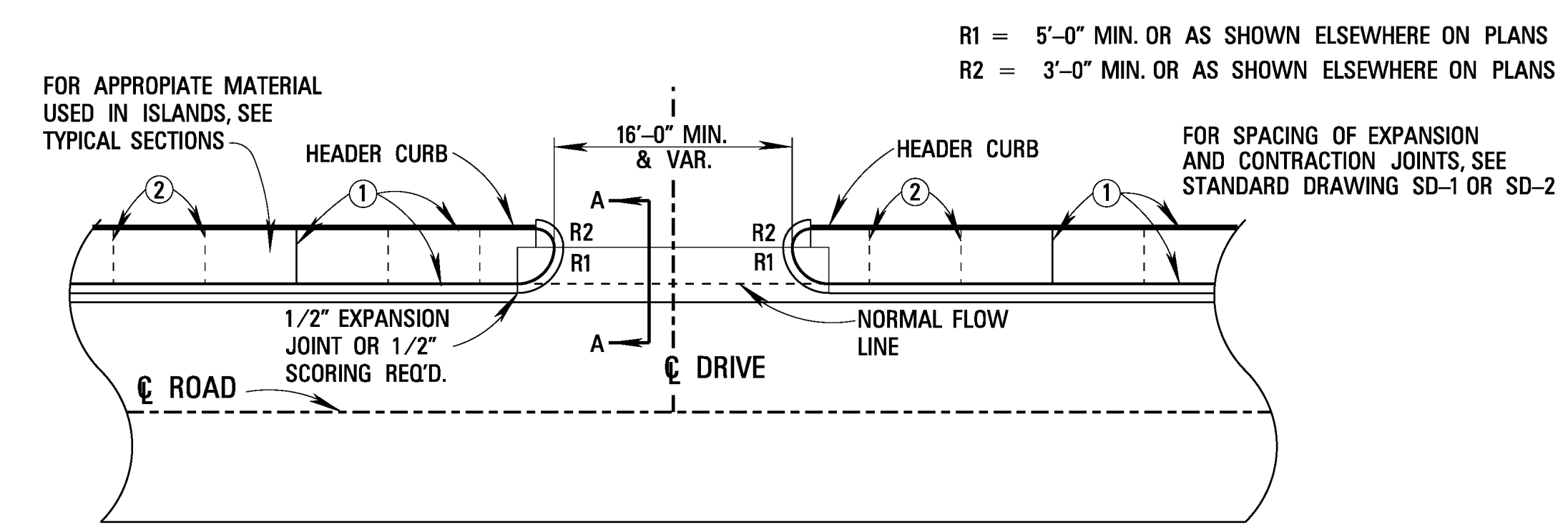
DETAIL OF PAVED APRON



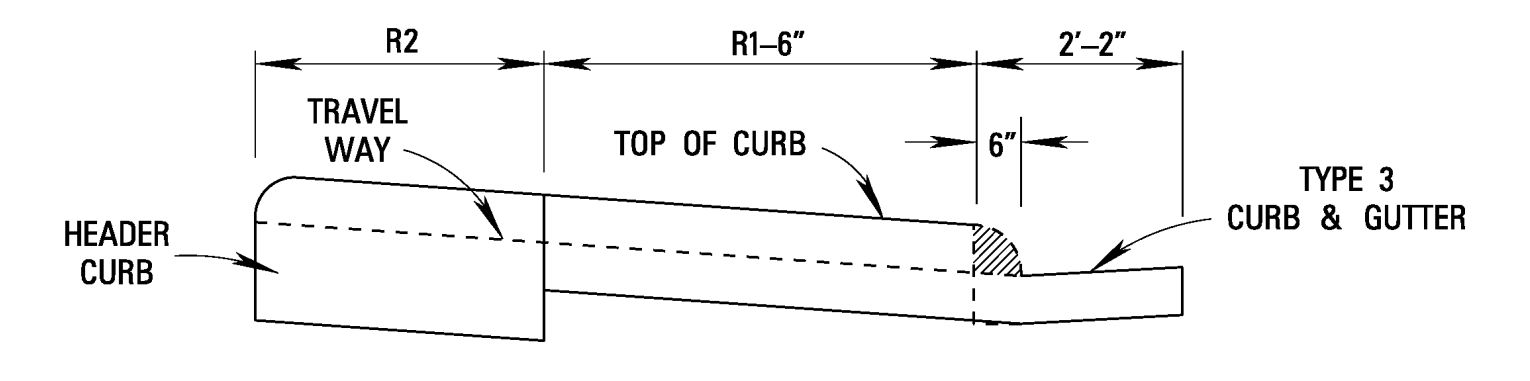
DETAIL OF CURB TRANSITION



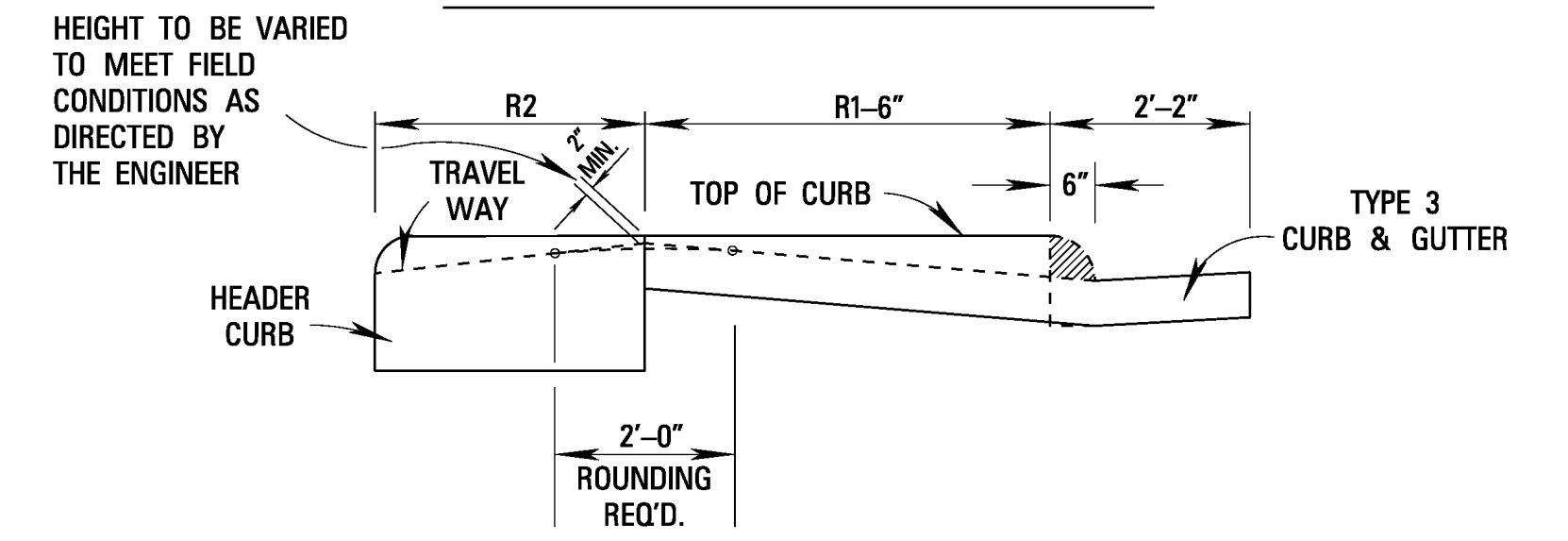
DETAIL OF COMBINATION CURB & GUTTER TYPE 2



PLAN VIEW OF DRIVEWAY TYPE 1



FOR CONNECTION OF ASCENDING DRIVE

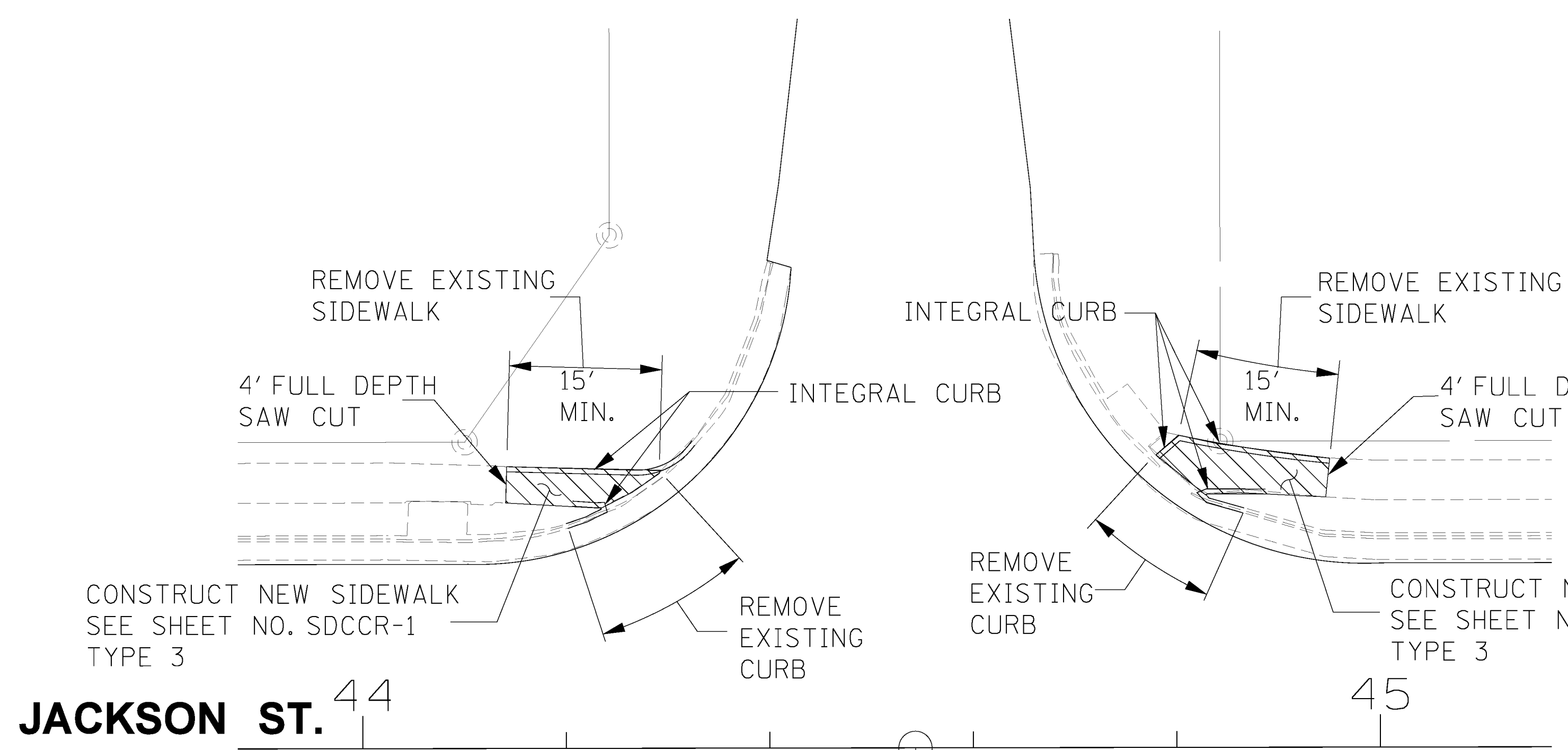


FOR CONNECTION OF DESCENDING DRIVE

SECTION AA

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
MISCELLANEOUS SPECIAL DESIGN	
MISCELLANEOUS CONSTRUCTION DETAILS	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	MCD-1
FILENAME: MCD-1.DGN	SHEET NUMBER
DESIGN TEAM: MICHAEL_BAKER CHECKED	DATE: 2015
	177

4/16/2015 8:01 AM MCD-1.DGN

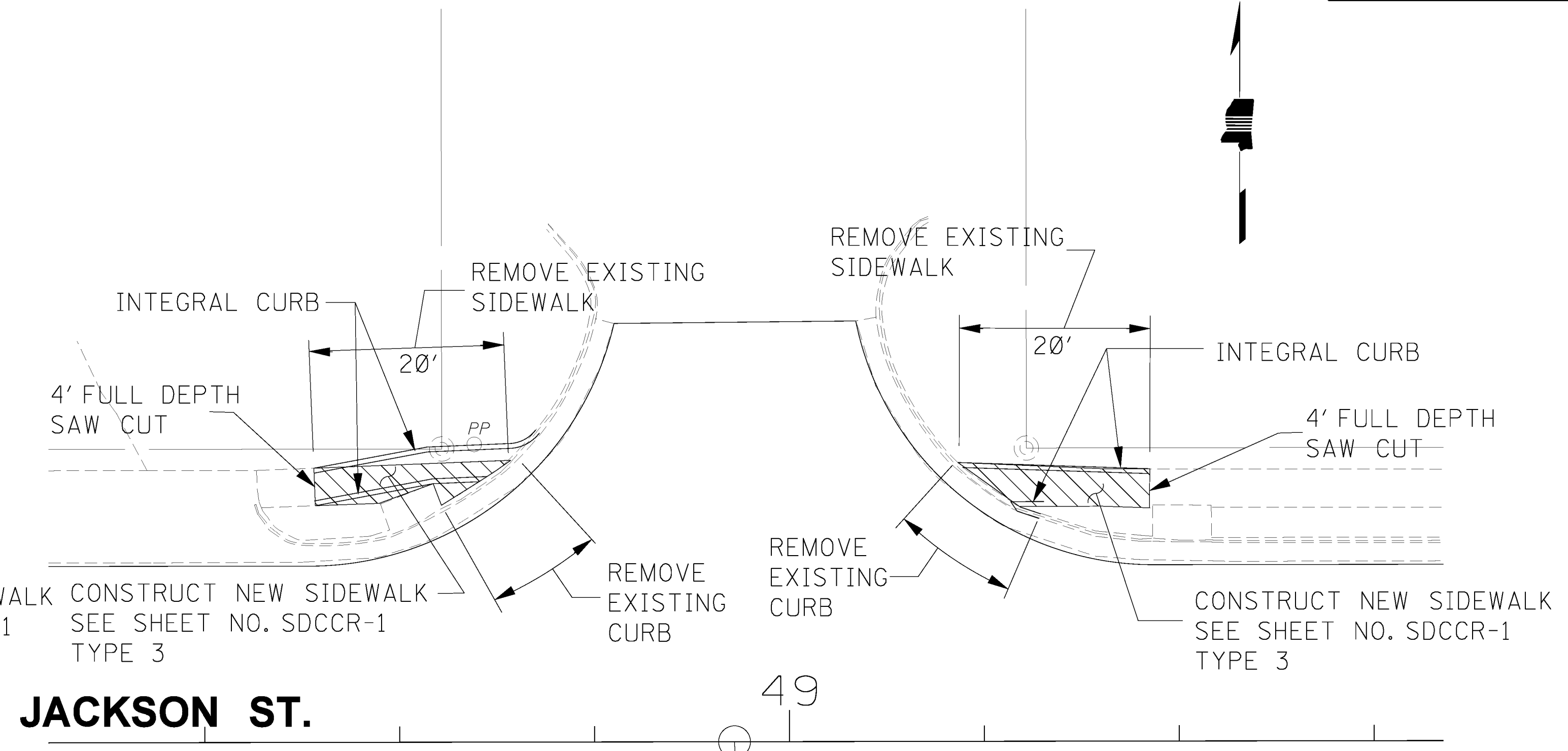


JACKSON ST. 44

45

STA. 44+54.31

MAGNOLIA STREET

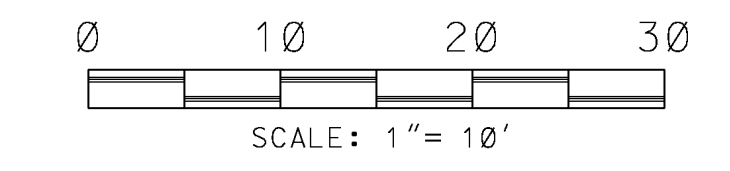


JACKSON ST. 49

49

STA. 48+94.36

PERKINS STREET



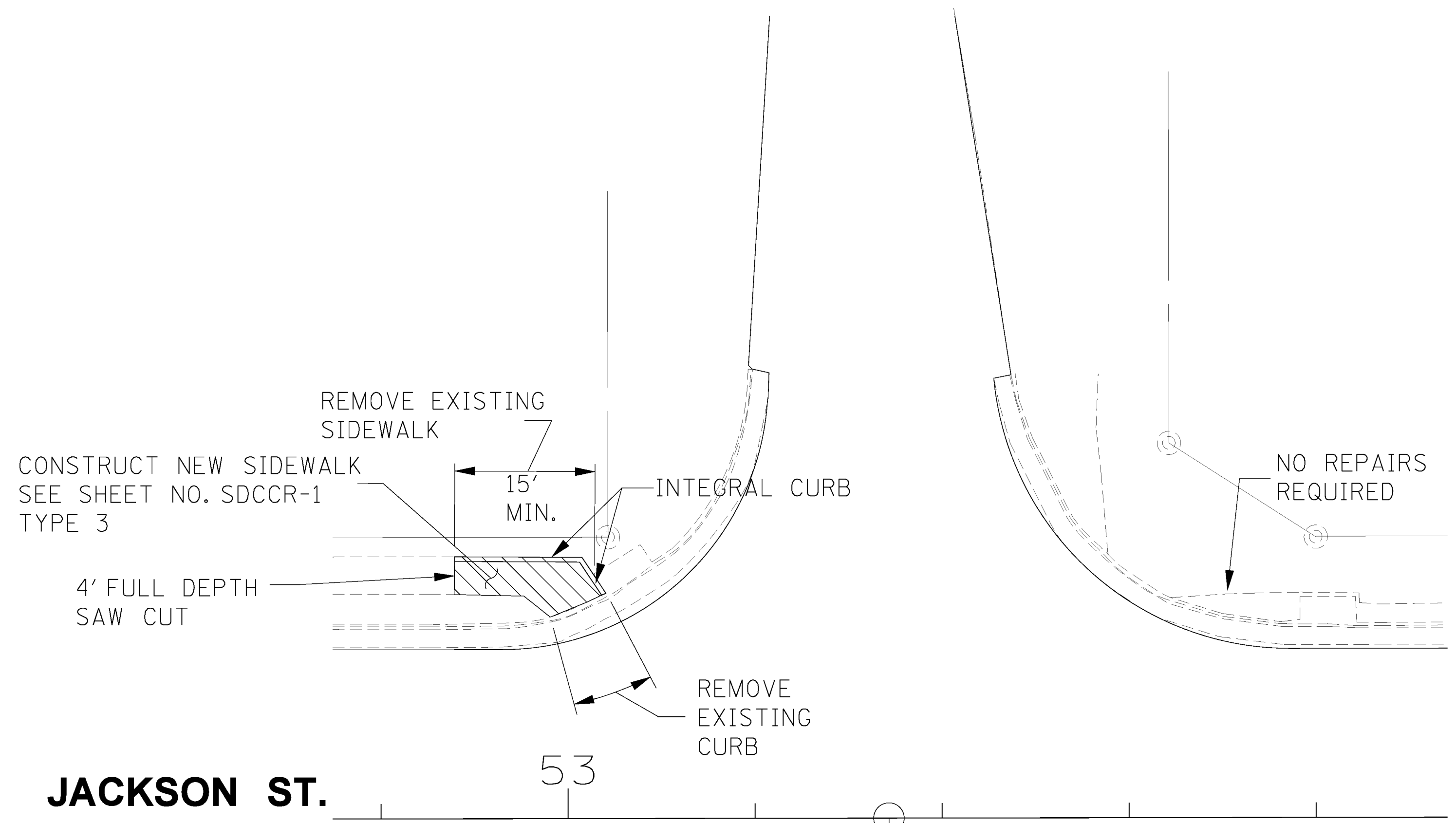
NOTE:
SEE SHT. NOS. SDCCR-1, 2, 3 & 4
FOR NOTES AND DETAILS FOR NEW
CURB RAMPS.

4/6/2016 8:01 AM SW-1 JAXST(44+54).DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
MISCELLANEOUS SHEETS	
JACKSON ST. ADA	
RAMP DETAIL	
MAGNOLIA ST. & PERKINS ST.	
REVISION	COUNTY: MADISON
REVISION	PROJ. NUM.: ACNH-9204-00(003)
REVISION	FILENAME: SW-1 JAXST(44+54).DGN
DATE	DESIGN TEAM: BAKER CHECKED: KJC DATE: 2015
BY	WORKING NUMBER: SW-1
DATE	SHEET NUMBER: 178

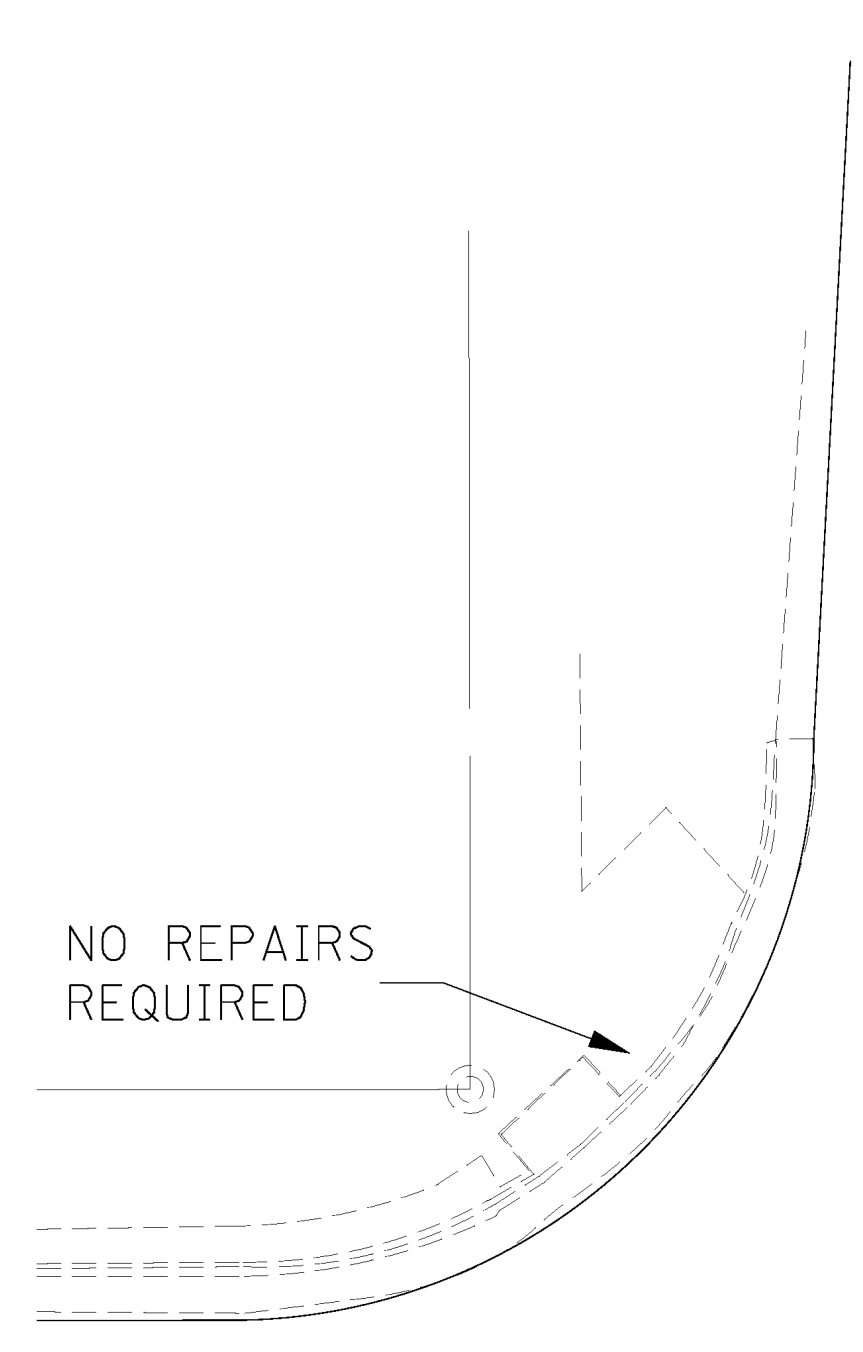
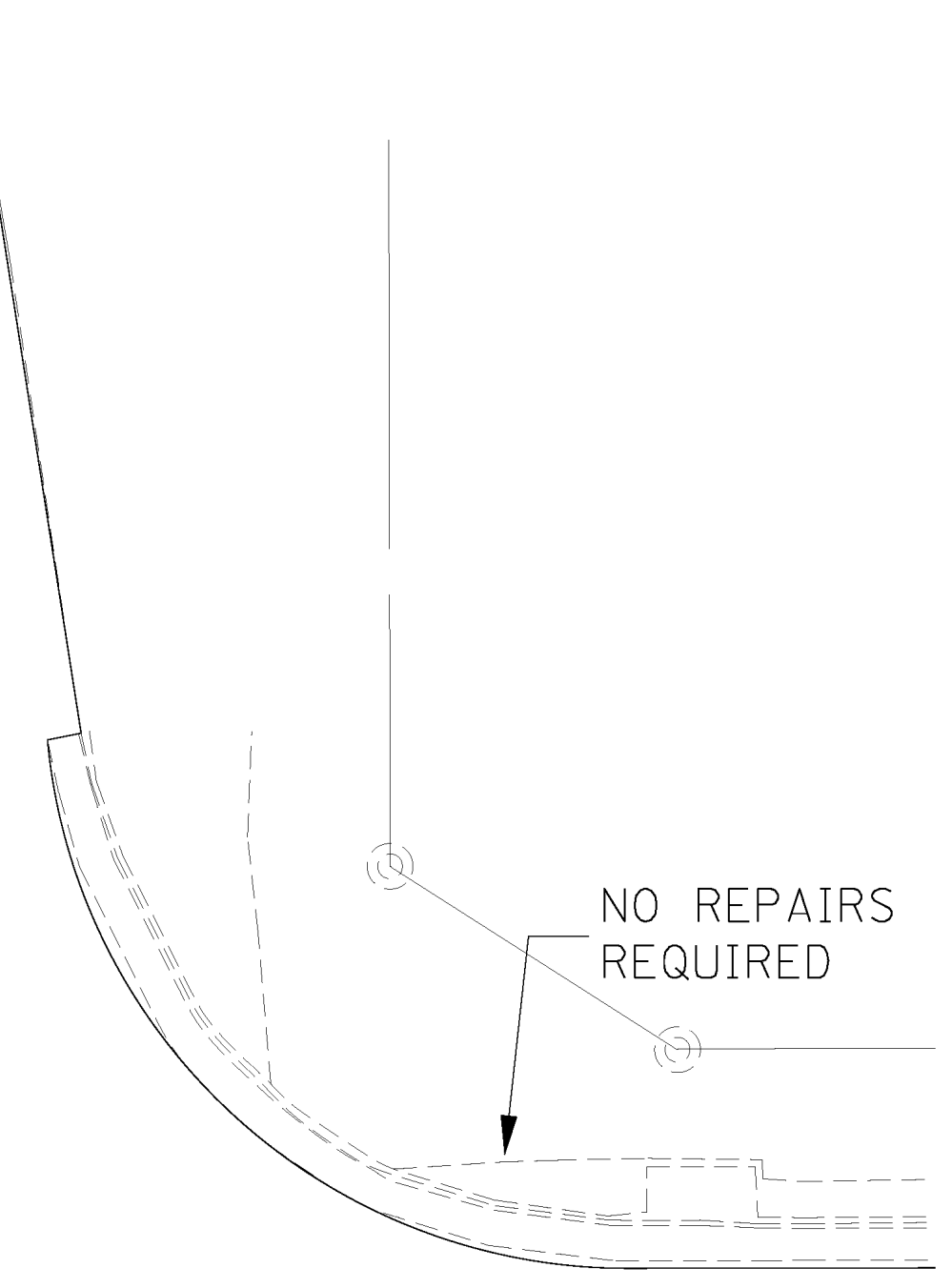


STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



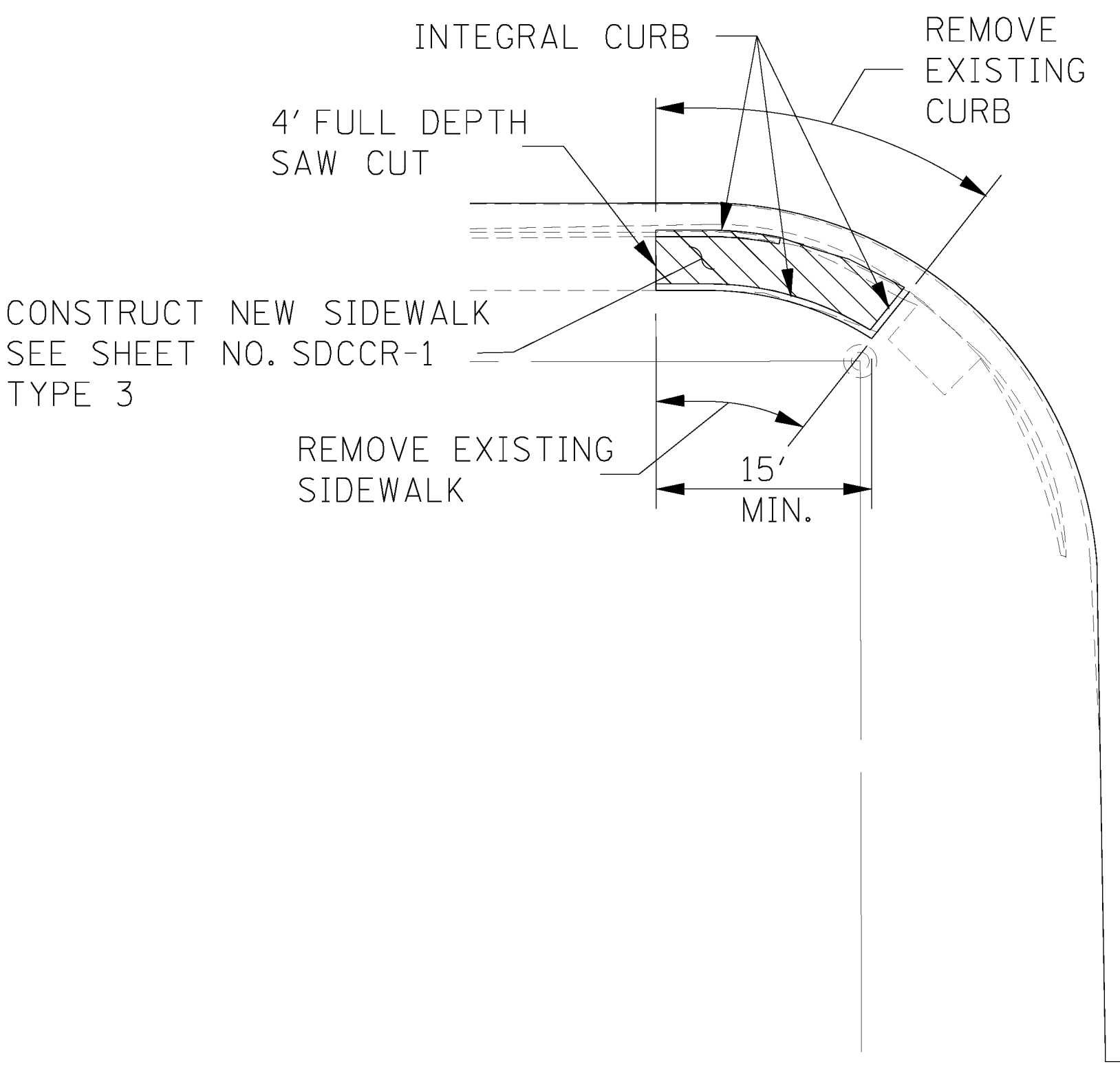
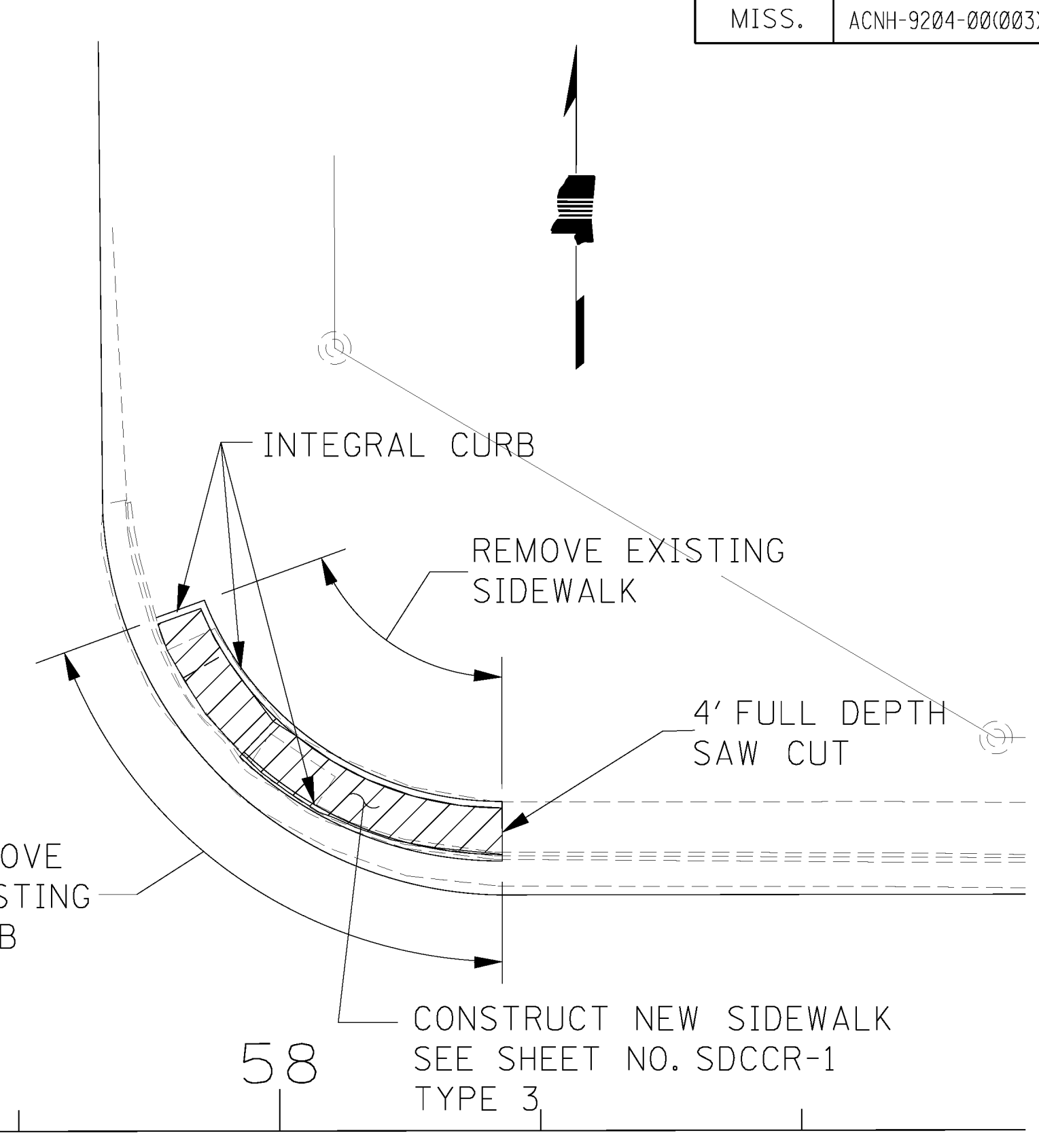
JACKSON ST.

53



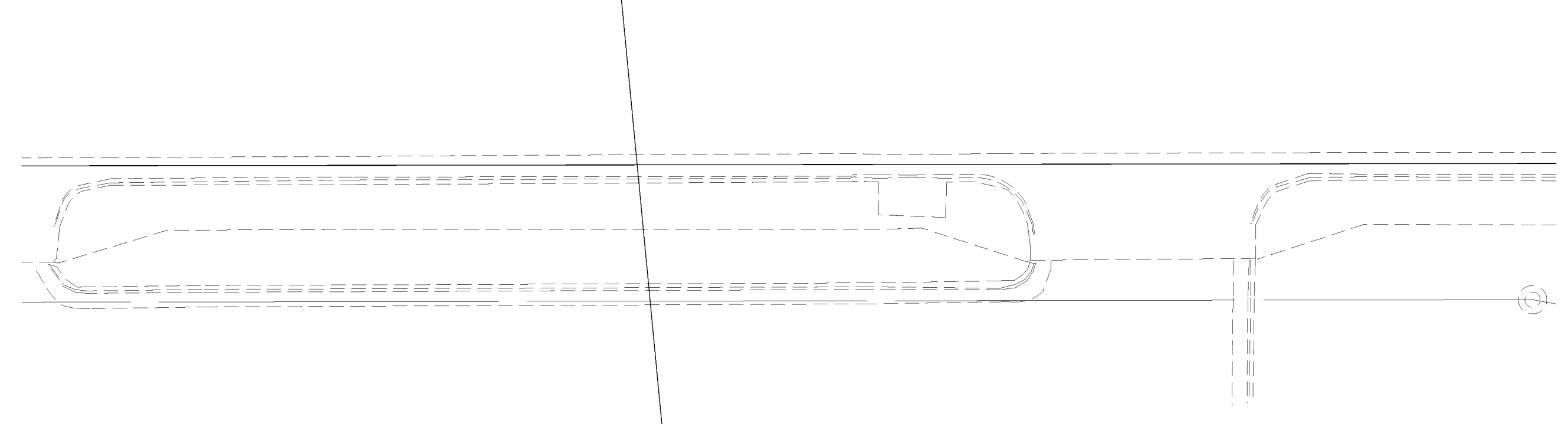
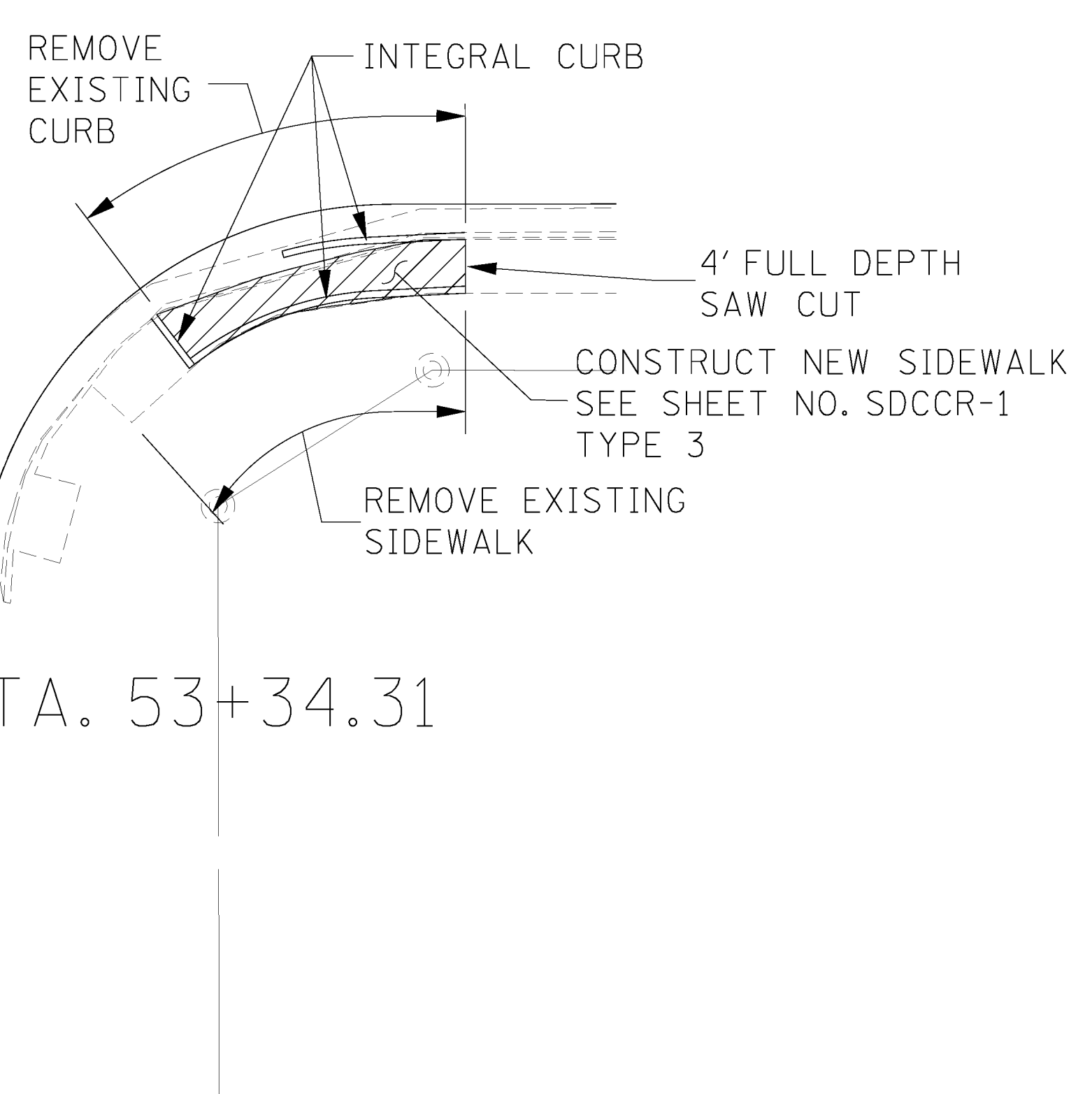
JACKSON ST.

58



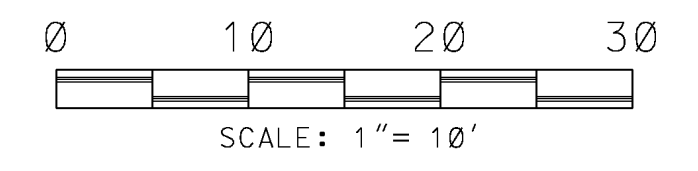
MAPLE STREET

STA. 53+34.31



CENTRAL AVENUE

STA. 57+74.30



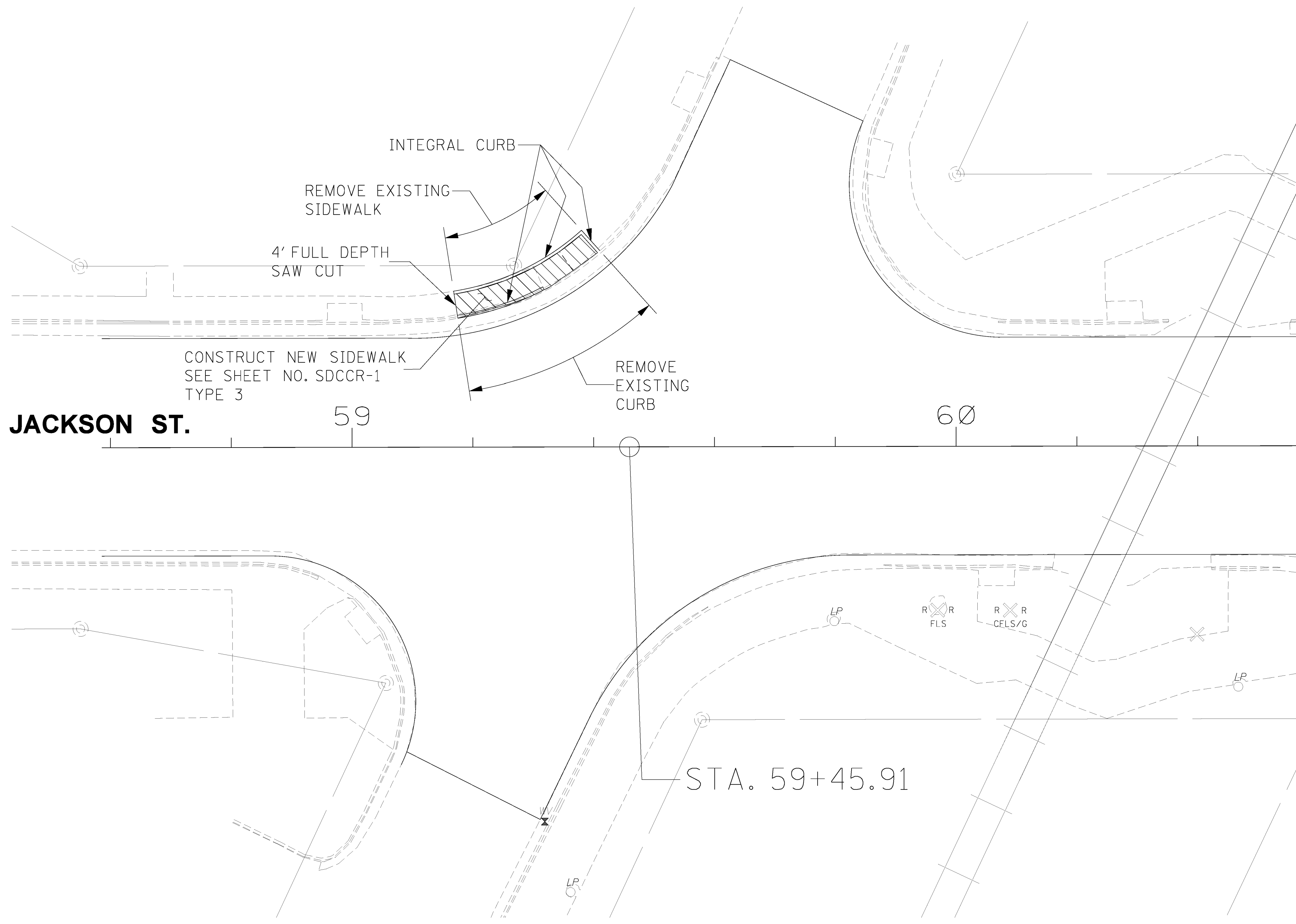
NOTE:
SEE SHT. NOS. SDCCR-1, 2, 3 & 4
FOR NOTES AND DETAILS FOR NEW
CURB RAMPS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
MISCELLANEOUS SHEETS	
JACKSON ST. ADA	
RAMP DETAIL	
MAPLE ST. & CENTRAL AVE.	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: SW-2 JAXST(53+34).DGN
DESIGN TEAM: MICHAEL_BAKER	CHECKED: KJC
DATE	2015
WORKING NUMBER	SW-2
SHEET NUMBER	179



4/6/2015 8:01 AM SW-2 JAXST(53+34).DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY PLAN DIVISION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



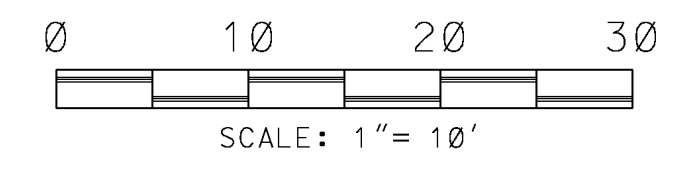
JACKSON ST.

59

60

STA. 59+45.91

WHEATLEY STREET



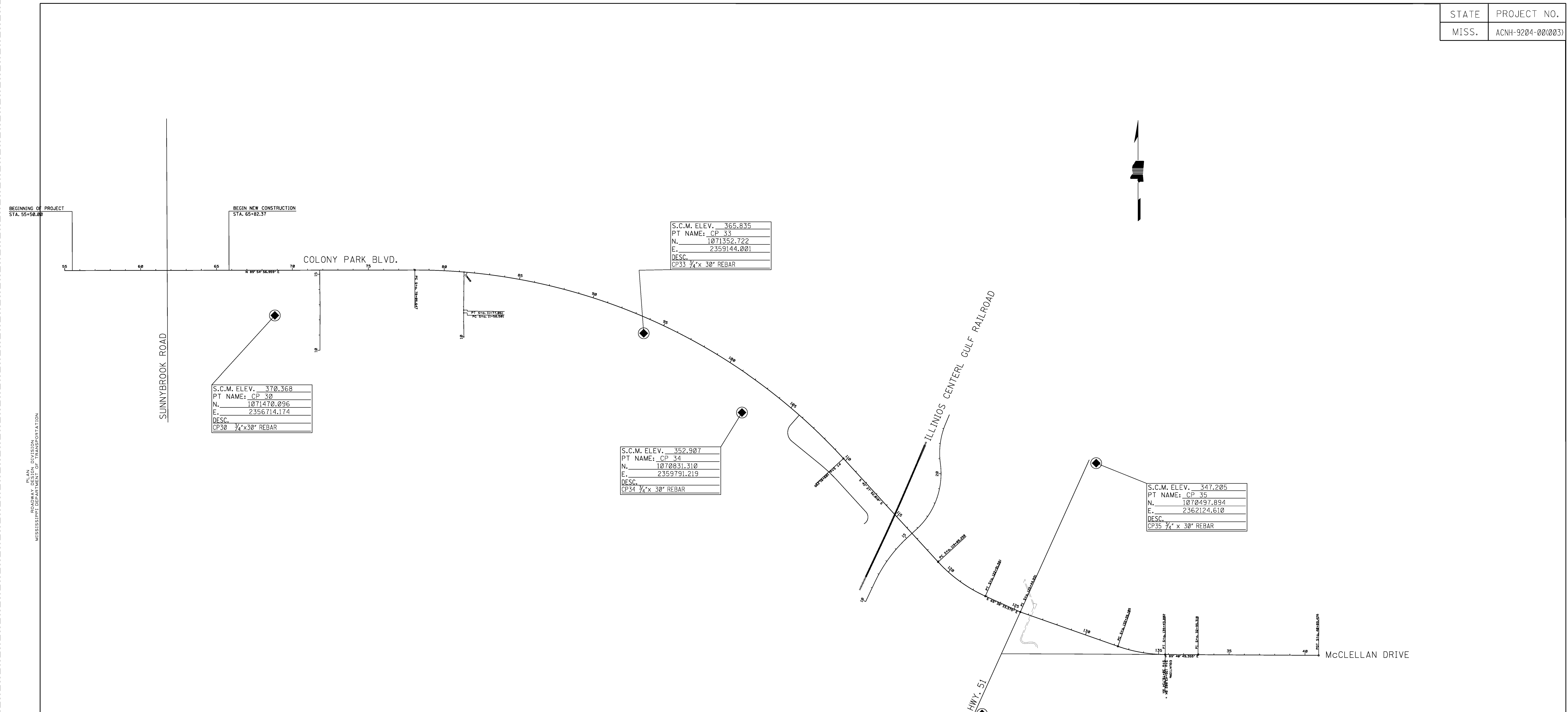
NOTE:
SEE SHT. NOS. SDCCR-1, 2, 3 & 4
FOR NOTES AND DETAILS FOR NEW
CURB RAMPS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
MISCELLANEOUS SHEETS	
JACKSON ST. ADA	
RAMP DETAIL	
WHEATLEY ST.	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: SW-3_JAXST(59+45.91).DGN
DESIGN	TEAM Michael Baker
CHECKED	KJC
DATE	2015
WORKING NUMBER	SW-3
SHEET NUMBER	180



4/6/2016 8:01 AM SW-3_JAXST(59+45.91).DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



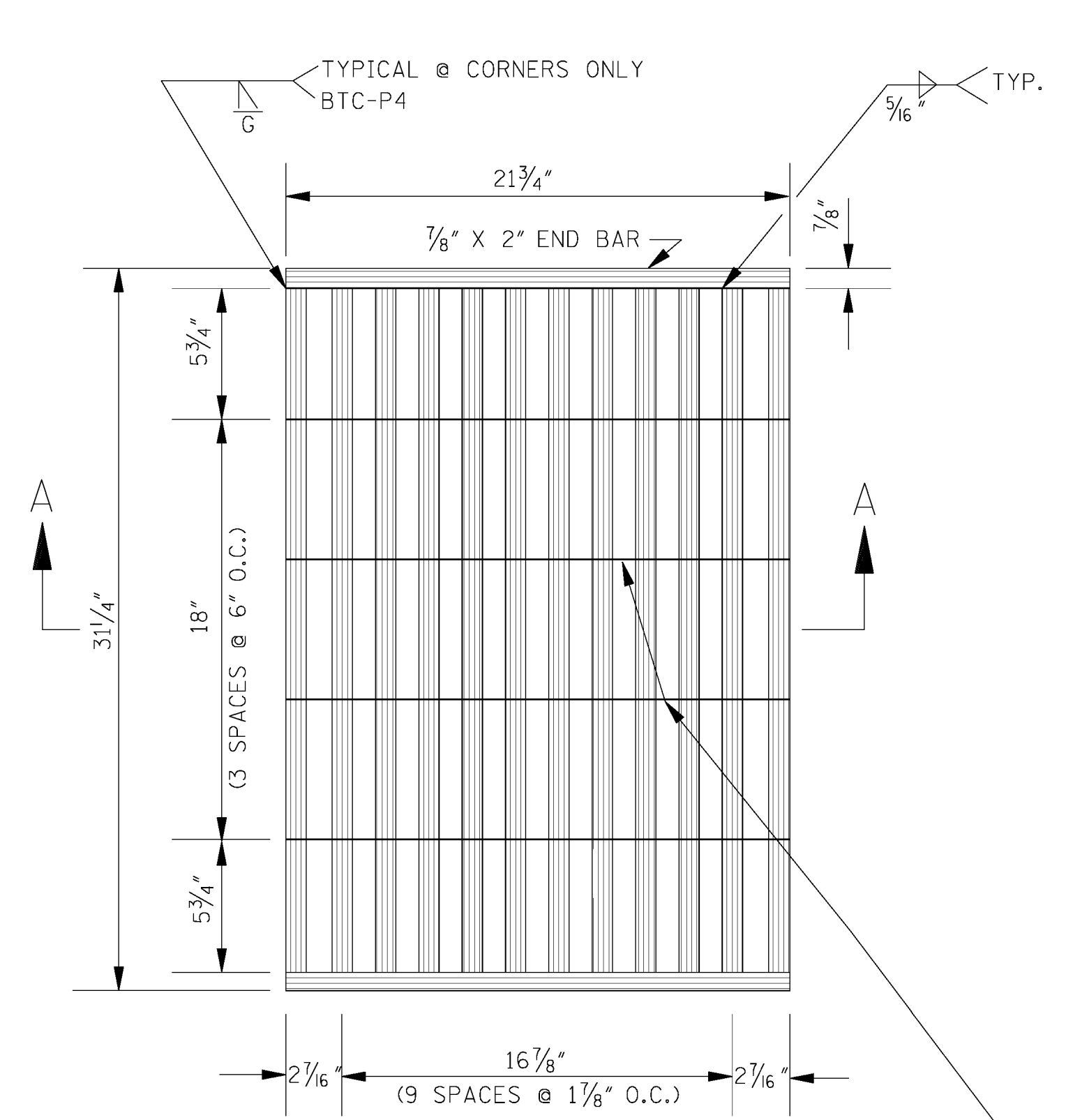
4/6/2016 8:01 AM SC-1.DGN

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD 83(2007) MS West ZONE (US SURVEY FEET)		
HORIZONTAL MONUMENT	NORTH	EAST
KP03	1080291.6094	2357991.2247
CP 30	1071470.096	2356714.174
VERTICAL DATUM: NAVD 88 (US SURVEY FEET)		
VERTICAL MONUMENT	ELEVATION	
CP 30	370.368	
KP03	367.57	
ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET		
CONVERSION VALUES		PROJECT AVERAGE
GROUND TO GRID (COMBINED) FACTOR		0.999941161 (CP33)
GRID TO GEODETIC AZIMUTH		+0° 06'31.67419"

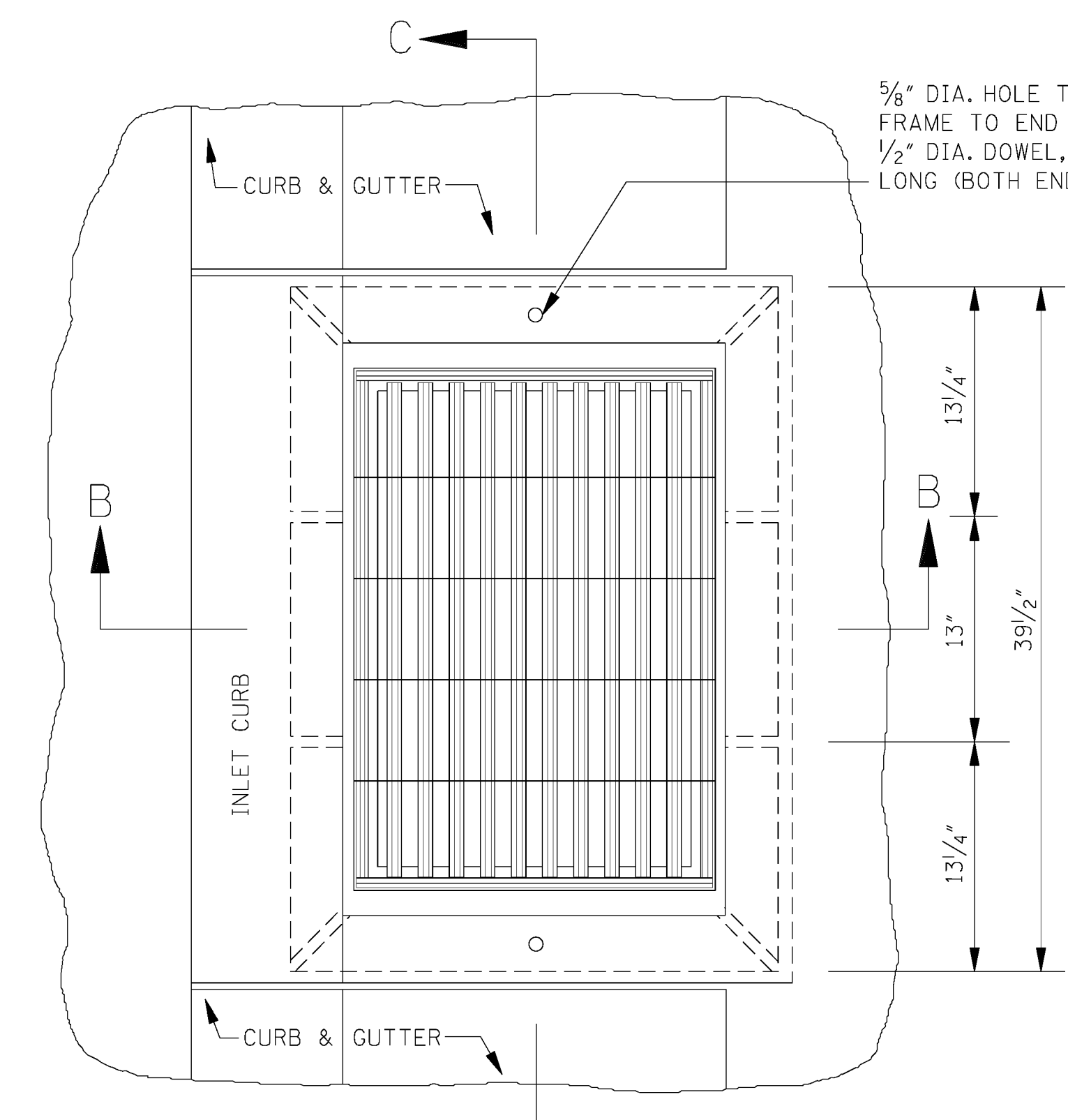
REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		SURVEY CONTROL
		COLONY PARK BLVD.
DATE	FILENAME: SC-1.DGN	COUNTY: MADISON
	DESIGN TEAM: MICHAEL_BAKER	PROJ. NUM.: ACNH-9204-00(003)
	CHECKED BY: MICHAEL_BAKER	WORKING NUMBER
	DATE: 2015	SC-1
		SHEET NUMBER
		181





PLAN OF GRATE NO.1

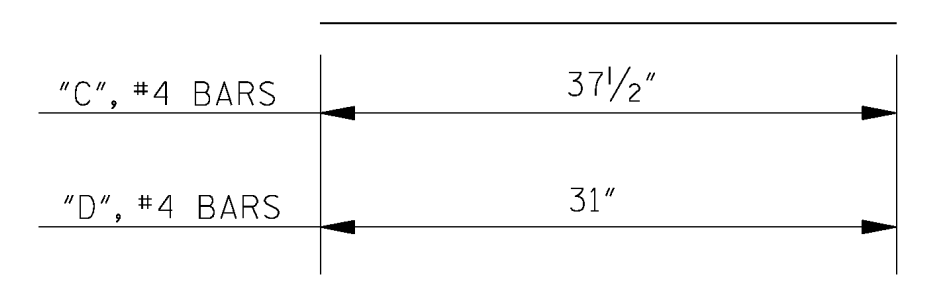
NOTE: FOR OTHER GRATE DETAILS SEE SHEET IG-2.



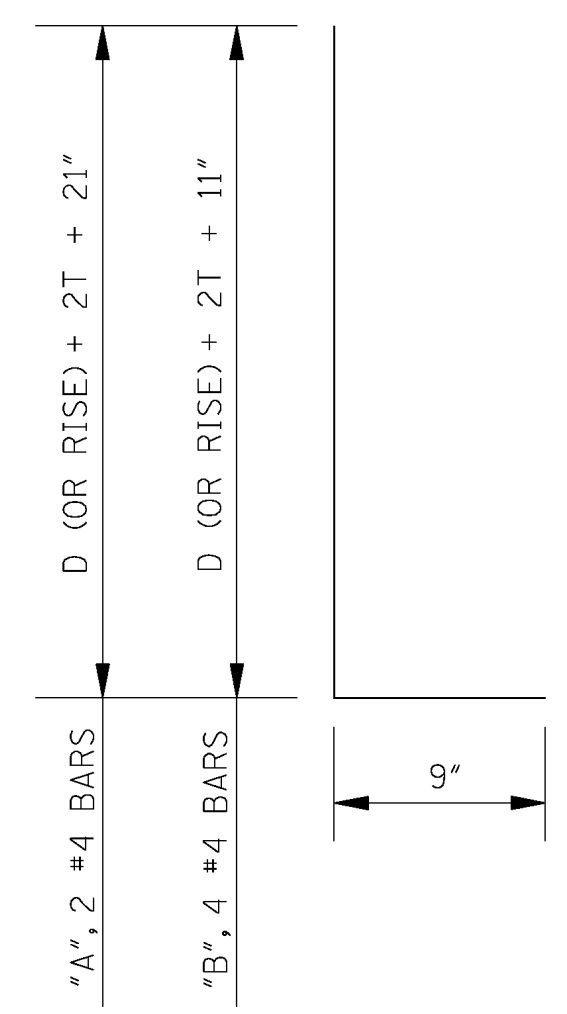
PLAN OF INLET

PIPE SIZE	MIN. DEPTH TO F.L.	MIN. DEPTH INLET		PIPE OPENING DEDUCTION (yd ³)	T	BAR LIST			
		CONC. (yd ³)	STEEL (lbs)			BARS "A"	BARS "B"	BARS "C"	BARS "D"
						#4	#4	#4	#4
18"	2.708'	0.763	55	0.053	2 1/2"	2 @ 4'-3"	4 @ 3'-7"	10 @ 3'-1 1/2"	10 @ 2'-10"
24"	3.250'	0.822	57	0.091	3"	2 @ 4'-10"	4 @ 4'-2"	10 @ 3'-1 1/2"	10 @ 2'-10"
22" X 13"	2.333'	0.686	48	0.053	2 1/2"	2 @ 3'-10 1/2"	4 @ 3'-2 1/2"	9 @ 3'-1 1/2"	8 @ 2'-10"

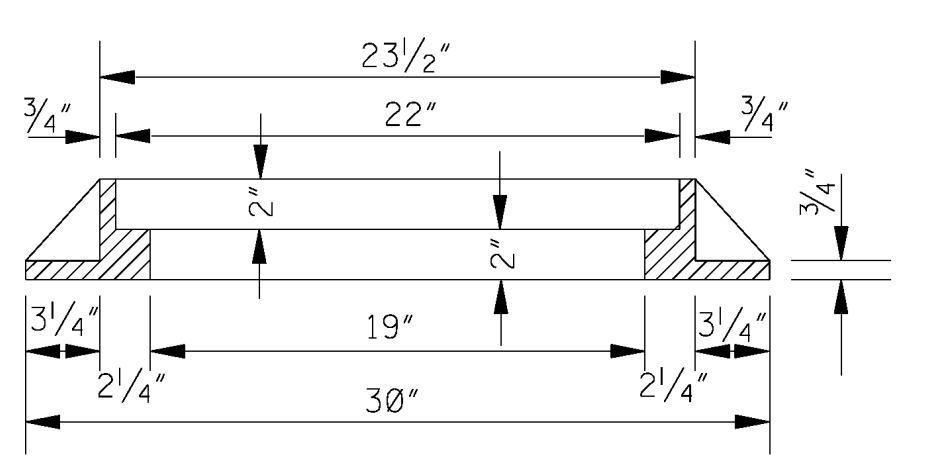
- NOTES:
- ONE (1) PIPE OPENING HAS BEEN DEDUCTED FROM THE STRUCTURE.
 - FOR EACH ADDITIONAL FOOT OF INLET HEIGHT, ADD 0.238 yd³ CLASS "B" CONCRETE AND 13 lbs REINFORCING STEEL.
 - 3 BARS "C" AND 2 BARS "D" REQUIRED PER EACH ADDITIONAL FOOT OF INLET HEIGHT. LENGTH OF BARS "A" & BARS "B" WILL BE INCREASED ACCORDING TO ADDITIONAL HEIGHT.
 - WEIGHT OF FRAME CASTING = 244 lbs.
WEIGHT OF GRATE = SEE SHEET IG-2.



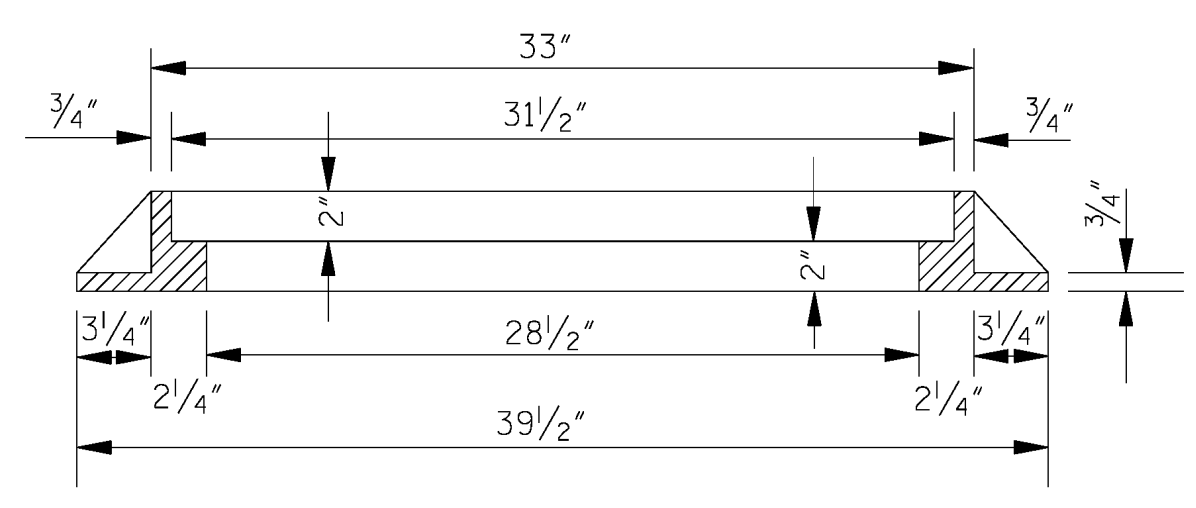
BARS "C" & "D"



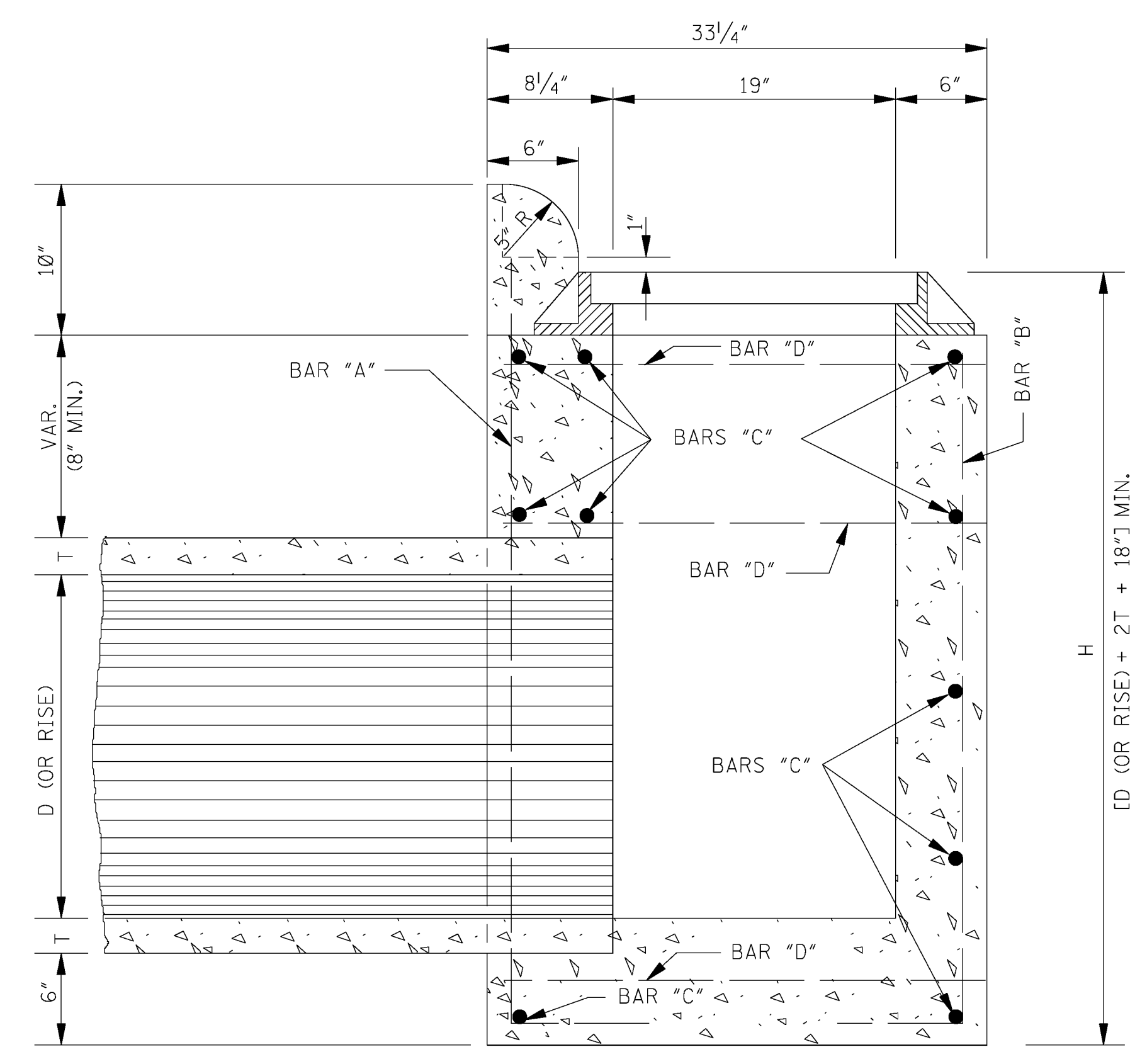
BARS "A" & "B"



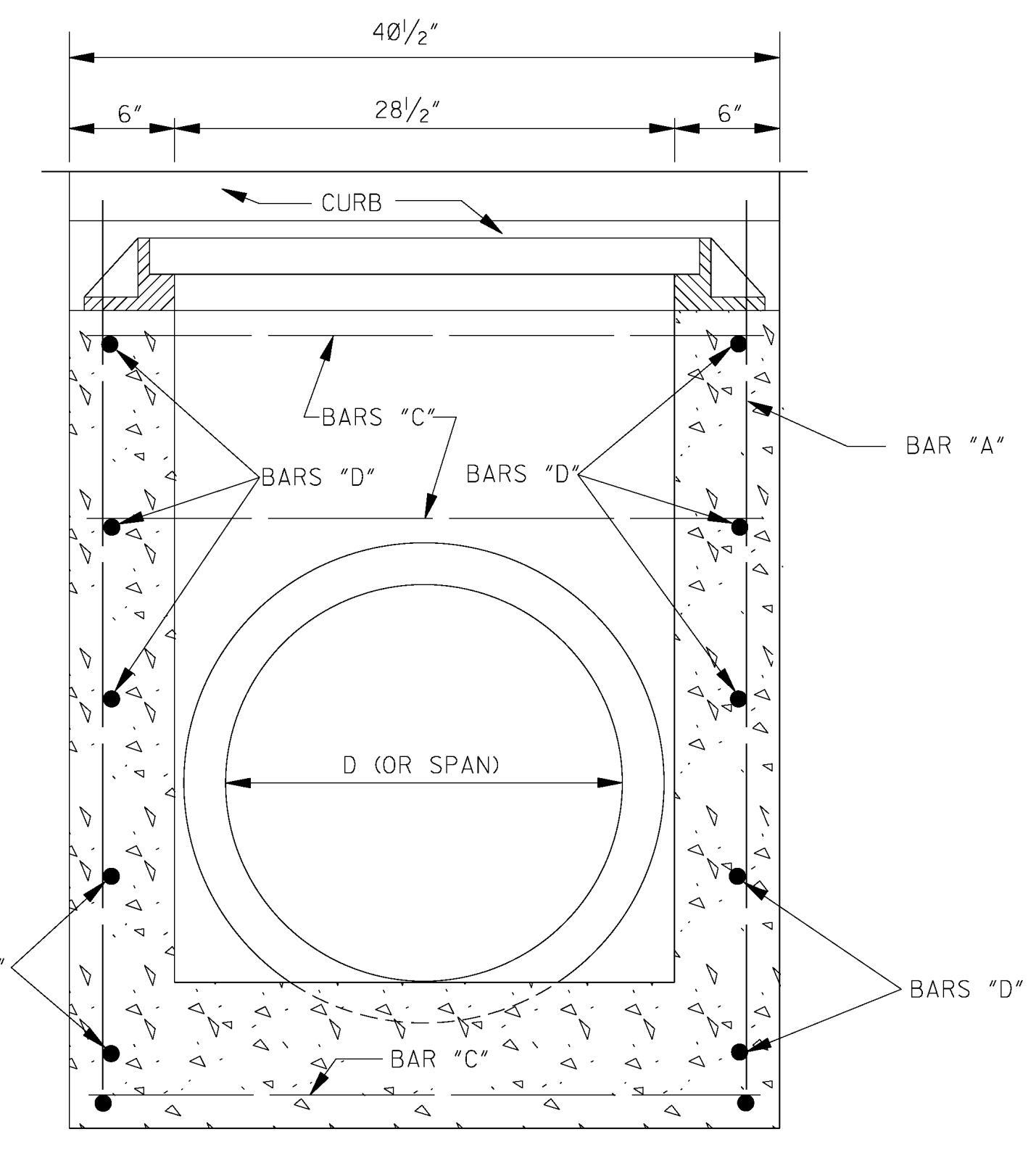
SECTION B-B (FRAME)



SECTION C-C (FRAME)



SECTION B-B



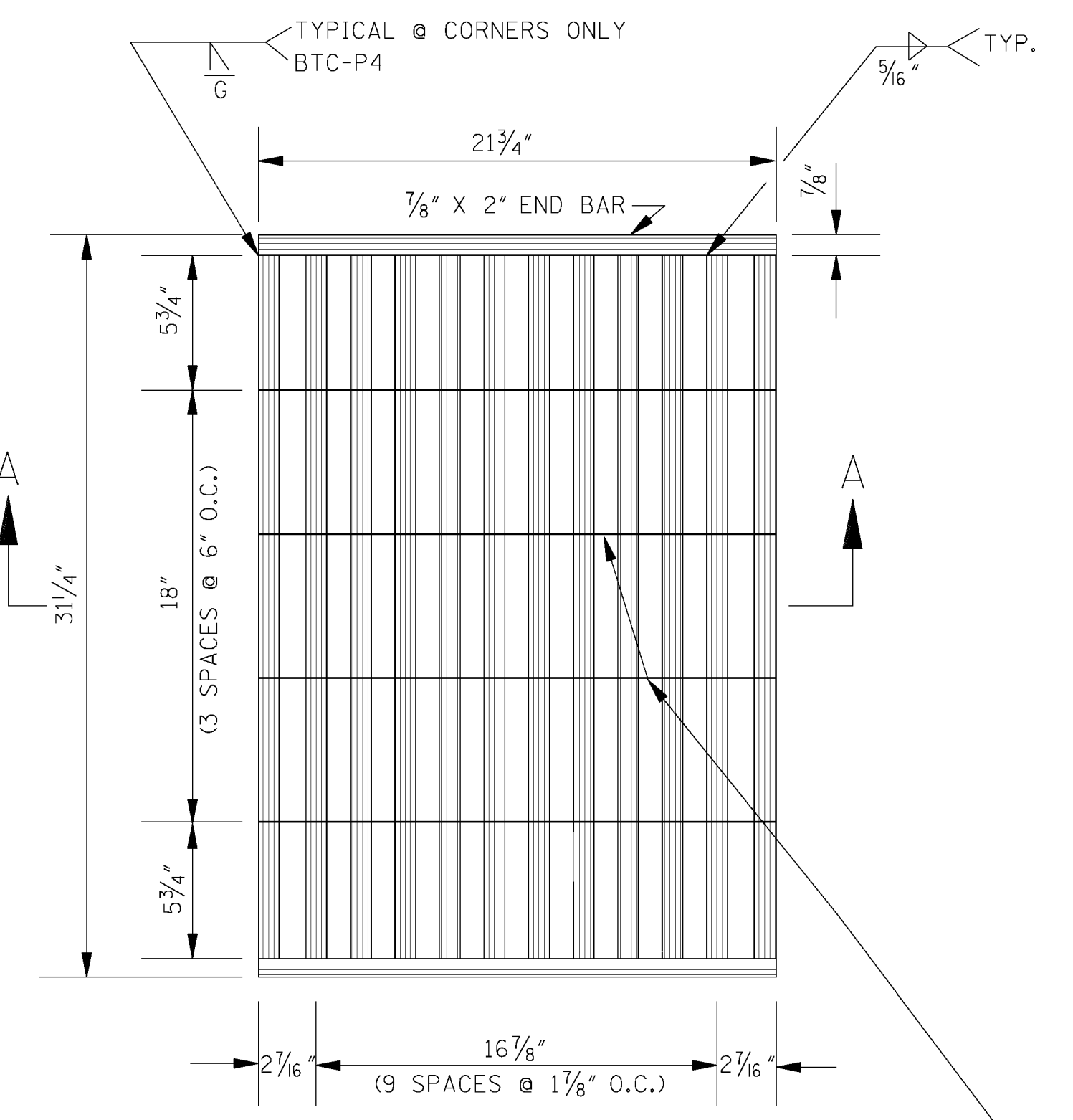
SECTION C-C

BAR DETAILS

- GENERAL NOTES:
- QUANTITIES SHOWN WILL BE THE BASIS OF PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE.
 - CONCRETE SHALL BE CLASS "B" CONCRETE AND REINFORCING STEEL SHALL BE DEFORMED BARS.
 - THE CONTRACTOR HAS THE OPTION TO PROVIDE GRATE NO. 1 OR GRATE NO. 2 AS SHOWN ON SHEET IG-2.
 - FRAME TO BE GRAY IRON CASTING, (AASHTO M 105, CLASS 30).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
GUTTER INLET FOR TYPE 3A MODIFIED CURB (OUTLET 90° TO ROADWAY)	
COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: GI-1MOD.DGN	
DATE	DESIGN TEAM MICHAEL BAKE/HECKED KJC DATE 2015
REVISION	BY
WORKING NUMBER	GI-1MOD
SHEET NUMBER	182

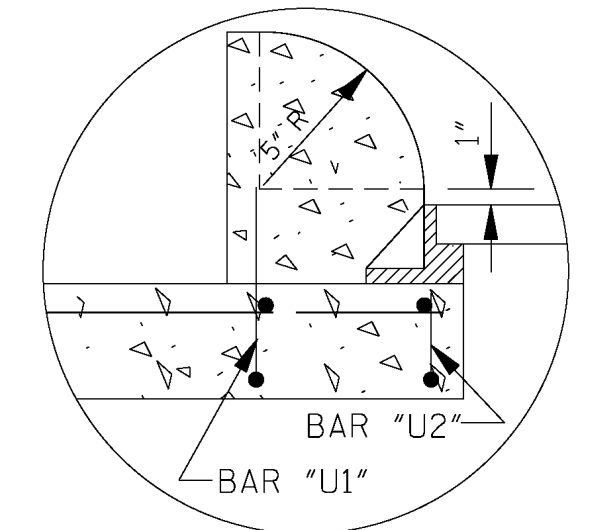
4/6/2015 8:01 AM GI-1MOD.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



PLAN OF GRATE NO.1

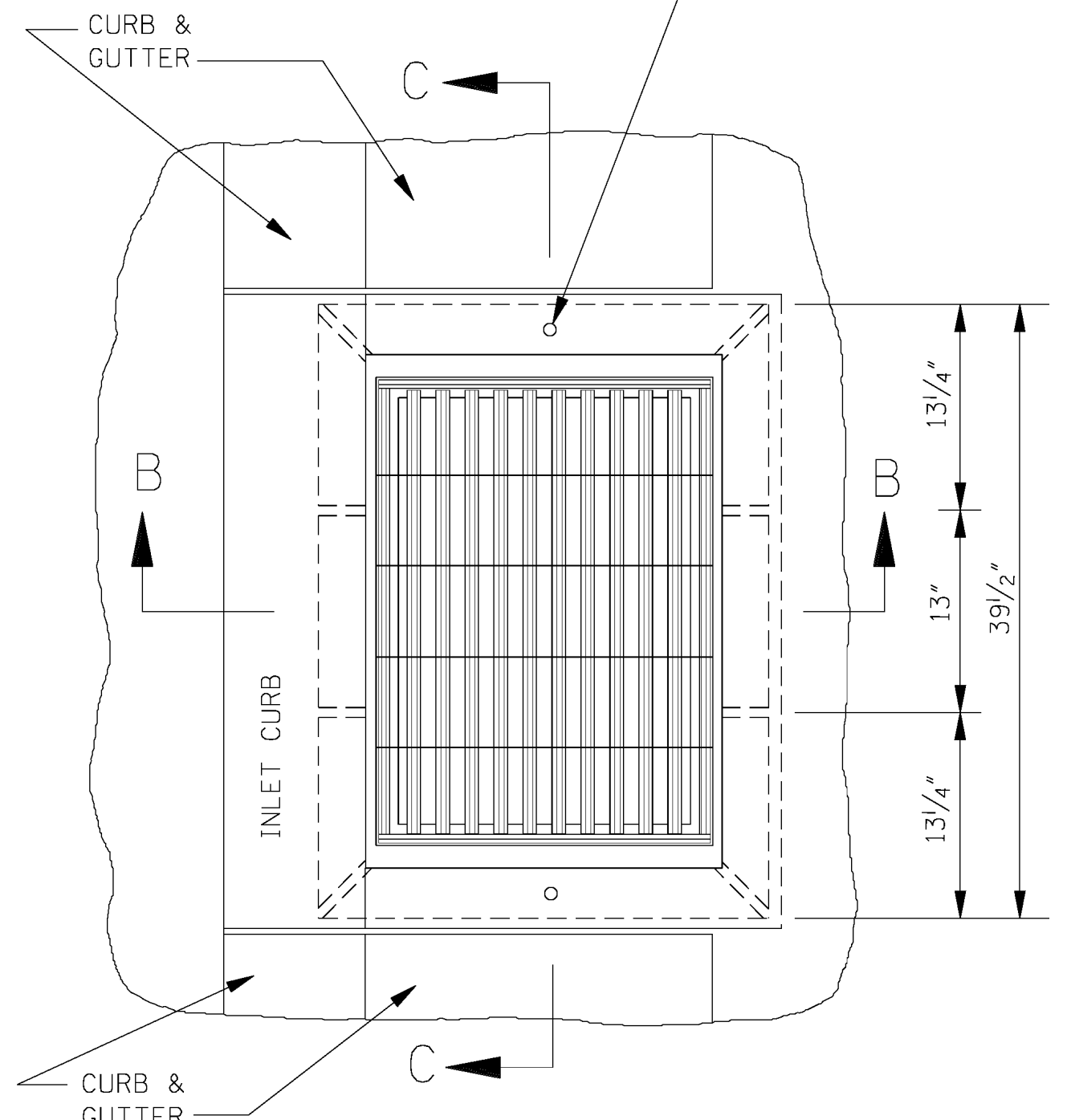
NOTE: FOR OTHER GRATE DETAILS SEE SHEET IG-2.

CROSS BARS
ALT. 1: 1/4" X 1/2" X 21 3/4"
ALT. 2: 1/2" DIA.



DETAIL OF MINIMUM HEIGHT INLET

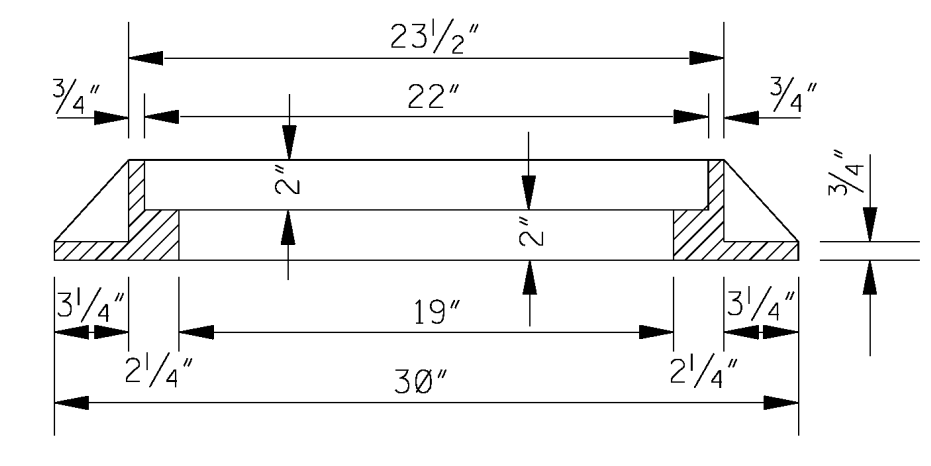
5/8" DIA. HOLE TO ANCHOR FRAME TO END WALLS WITH 1/2" DIA. DOWEL, 3"± LONG (BOTH ENDS).



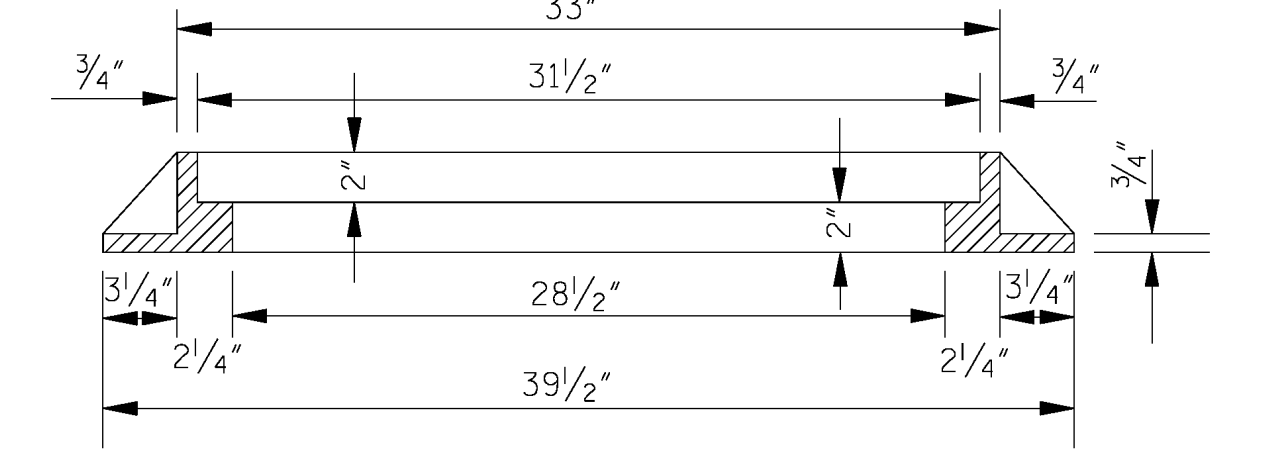
PLAN OF INLET

PIPE SIZE	MIN. DEPTH TO F.L.	MIN. DEPTH INLET		PIPE OPENING DEDUCTION (yd ³)	T	BARS/SIZES							
		CONC. (yd ³)	STEEL (lbs)			"A"	"B"	"C"	"D"	"E"	"U1"	"U2"	
						#4	#4	#4	#4	#4	#4	#4	
18"	2.792'	0.973	67	0.053	2 1/2"	4 @ 5'-0"	4 @ 3'-8"	10 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 3'-5"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
24"	3.333'	1.259	78	0.091	3"	4 @ 6'-2"	4 @ 4'-3"	12 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 4'-0"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
30"	3.875'	1.574	88	0.138	3 1/2"	4 @ 7'-4"	4 @ 4'-10"	13 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 4'-7"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
36"	4.417'	1.918	101	0.196	4"	4 @ 8'-6"	4 @ 5'-5"	16 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 5'-2"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
42"	4.958'	2.292	112	0.263	4 1/2"	4 @ 9'-8"	4 @ 6'-0"	18 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 5'-9"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
48"	5.500'	2.695	121	0.340	5"	4 @ 10'-10"	4 @ 6'-7"	19 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 6'-4"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
54"	6.042'	3.128	132	0.427	5 1/2"	4 @ 12'-0"	4 @ 7'-2"	21 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 6'-11"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
60"	6.583'	3.591	146	0.524	6"	4 @ 13'-2"	4 @ 7'-9"	24 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 7'-0"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
66"	7.125'	4.082	159	0.630	6 1/2"	4 @ 14'-4"	4 @ 8'-4"	27 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 8'-1"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
72"	7.667'	4.604	168	0.747	7"	4 @ 15'-6"	4 @ 8'-11"	28 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 8'-8"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
22" X 13"	2.417'	0.991	67	0.053	2 1/2"	4 @ 4'-11 1/2"	4 @ 3'-3 1/2"	10 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 3'-9"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
29" X 18"	2.833'	1.222	82	0.087	3"	4 @ 6'-1 1/2"	4 @ 3'-9"	13 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 4'-5"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
36" X 23"	3.250'	1.537	90	0.129	3 1/2"	4 @ 7'-3"	4 @ 4'-2 1/2"	14 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 5'-1 1/2"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
44" X 27"	3.667'	1.877	97	0.185	4"	4 @ 8'-5"	4 @ 4'-8"	14 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 5'-10"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
51" X 31"	4.068'	2.237	110	0.245	4 1/2"	4 @ 9'-7"	4 @ 5'-1 1/2"	17 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 6'-6"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
58" X 36"	4.500'	2.637	120	0.318	5"	4 @ 10'-8 1/2"	4 @ 5'-7"	18 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 7'-2 1/2"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
65" X 40"	4.875'	3.020	132	0.394	5 1/2"	4 @ 11'-9"	4 @ 6'-0"	21 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 7'-10"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
73" X 45"	5.333'	3.505	140	0.489	6"	4 @ 13'-0"	4 @ 6'-6"	21 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 8'-7"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	
88" X 54"	6.167'	4.504	163	0.688	7"	4 @ 15'-4"	4 @ 7'-5"	25 @ 3'-1 1/2"	2 @ 2'-9"	6 @ 10'-0"	1 @ 4'-11 1/2"	1 @ 3'-9 1/2"	

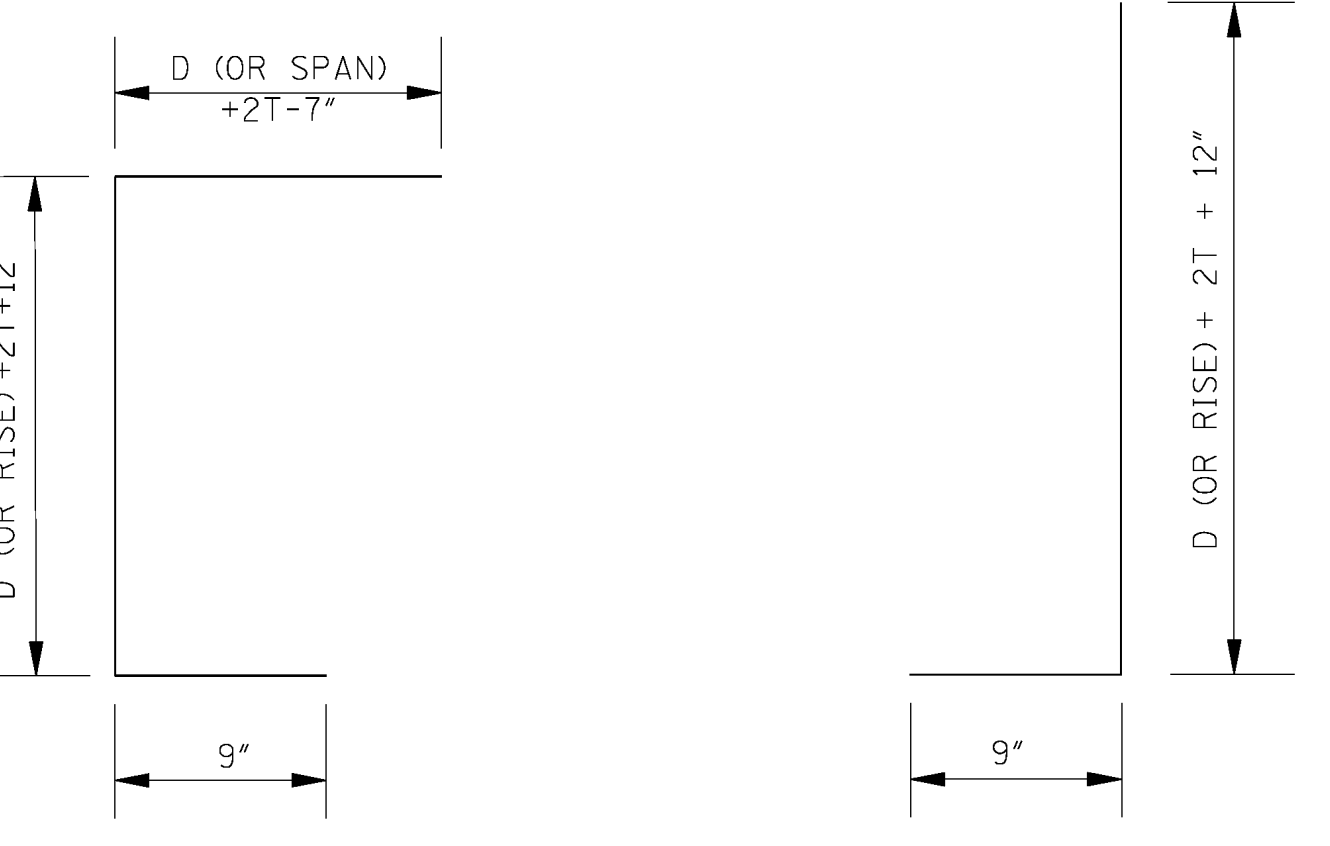
- NOTES: 1. NO PIPE OPENINGS HAVE BEEN DEDUCTED FROM QUANTITY SHOWN.
2. FOR EACH ADDITIONAL FOOT OF INLET HEIGHT, ADD 0.238 yd³ CLASS "B" CONCRETE AND 13 lbs REINFORCING STEEL.
3. 3 BARS "C" AND 2 BARS "D" REQUIRED PER EACH ADDITIONAL FOOT OF INLET HEIGHT. LENGTH OF BARS "B" WILL INCREASE WITH ADDITIONAL HEIGHT.
4. WEIGHT OF FRAME CASTING = 244 lbs. WEIGHT OF GRATE = SEE SHEET IG-2.



SECTION B-B (FRAME)

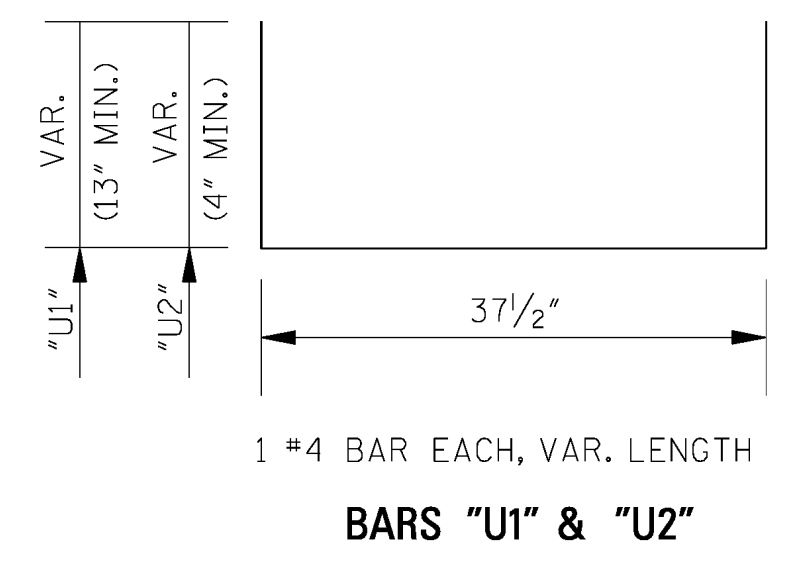


SECTION C-C (FRAME)



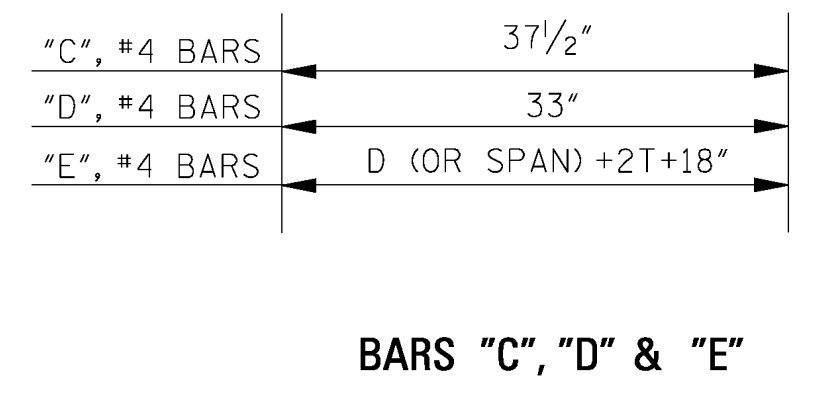
BARS "A"

BARS "B"

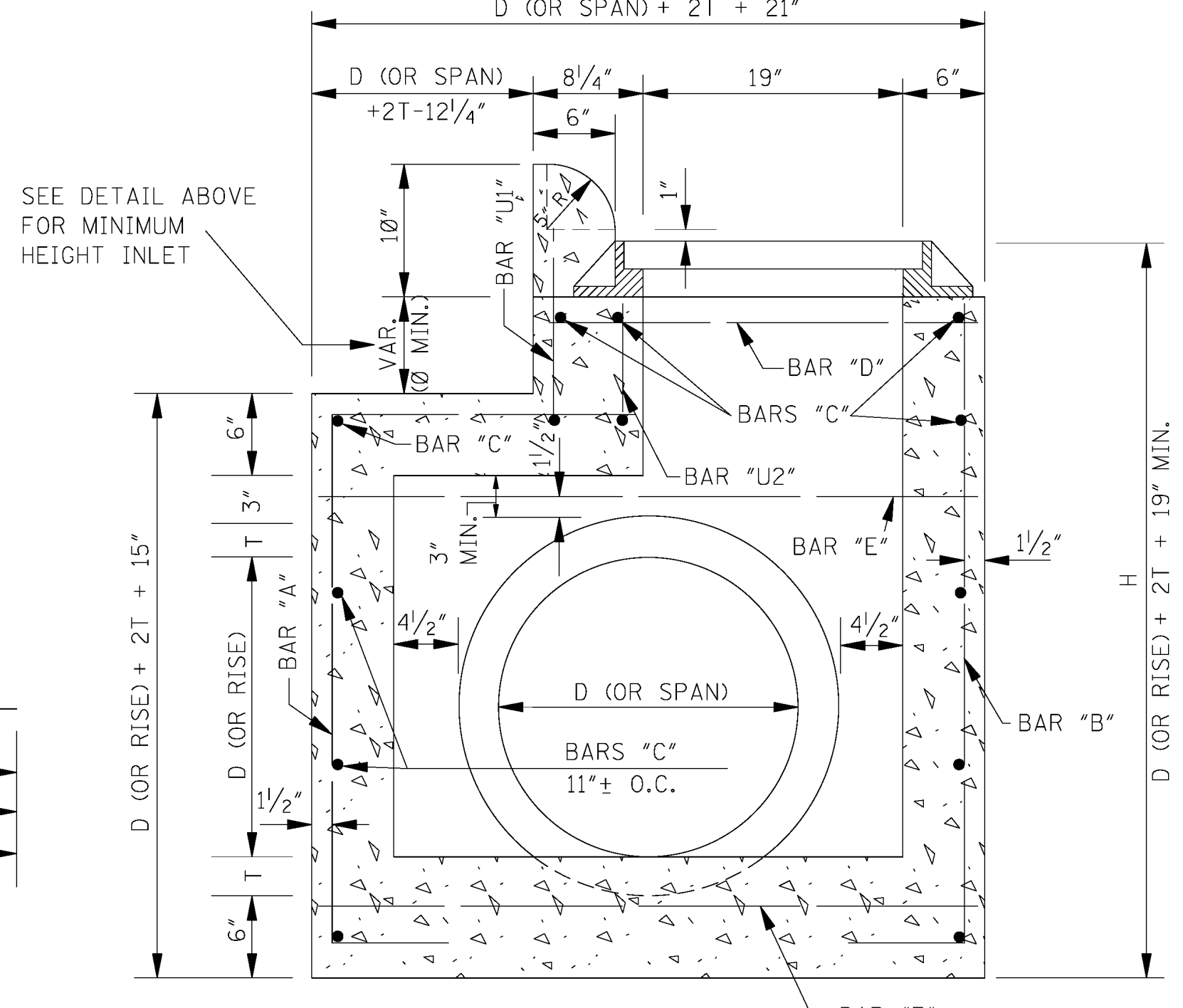


BARS "U1" & "U2"

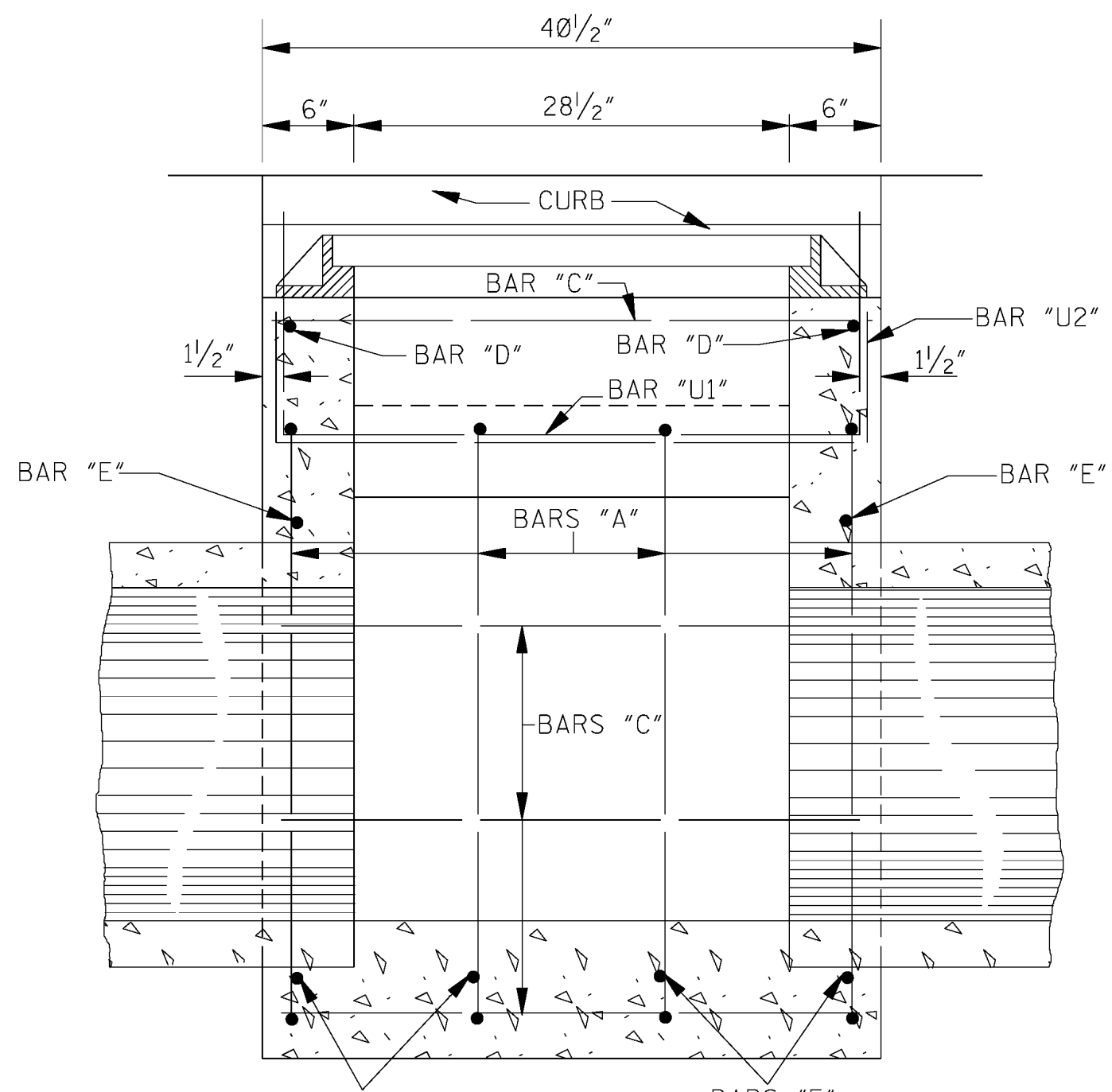
BAR DETAILS



BARS "C", "D" & "E"



SECTION B-B



SECTION C-C

- GENERAL NOTES:
- QUANTITIES SHOWN WILL BE THE BASIS OF PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE.
 - CONCRETE SHALL BE CLASS "B" CONCRETE AND REINFORCING STEEL SHALL BE DEFORMED BARS.
 - THE CONTRACTOR HAS THE OPTION TO PROVIDE GRATE NO. 1 OR GRATE NO. 2 AS SHOWN ON SHEET IG-2.
 - FRAME TO BE GRAY IRON CASTING, (AASHTO M 105, CLASS 30).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
GUTTER INLET FOR TYPE 3A MOD. CURB STORM SEWER ALONG ROADWAY	
COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: GI-1AMOD.DGN	
DATE	DESIGN TEAM MICHAEL BAKE@CHECKED KJC DATE 2015
REVISION	BY
WORKING NUMBER	GI-1AMOD
SHEET NUMBER	183

4/16/2015 8:01 AM GI-1AMOD.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

CULVERT HYDRAULIC DESIGN SUMMARY

WK. SH. NO.	STATION	D.A. ACRES	CULVERT SIZE	UP STREAM FLOW LINE ELEV.	DESIGN STORM (Q = 50)			BASE STORM (Q = 100) (100 YEAR STORM)			ROADWAY OVERTOPPING STORM			STORM OF RECORD				
					DISCHARGE C.F.S.	* HEADWATER CONTROL IN/OUT		DISCHARGE C.F.S.	* HEADWATER CONTROL		()-YEAR STORM	DISCHARGE C.F.S.	* H.W. ELEV.	DATE OCCURRED	DISCHARGE C.F.S.	HW ELEV		
						HW/D	HW (DEPTH)		HW (ELEV.)	HW/D							HW(DEPTH)	HW(ELEV.)
4	99+57	7.6	36"	346.02	39.00	1.12	3.35	349.37	42.00	1.18	3.53	349.55	>500-year	71.92	353.7			
4A	20+00	60.3	48" (2)	320.40	173.00	1.15	4.58	324.98	192.00	1.27	5.06	325.46	>500-year	318.25	330.0			
5	170+50	119.4	6' x 4'	312.60	242.00	1.26	5.04	317.64	271.00	1.39	5.55	318.15	>100-year	272.38	318.6			

4/16/2015 8:01 AM HDS-1.dgn ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

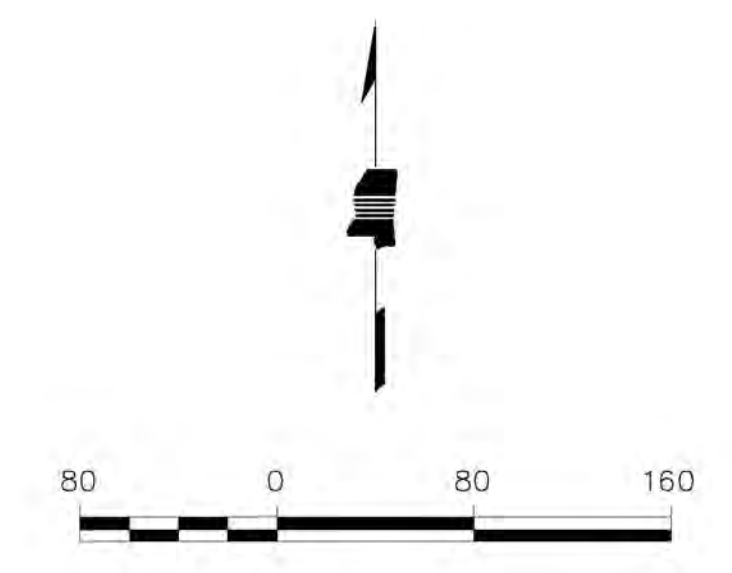
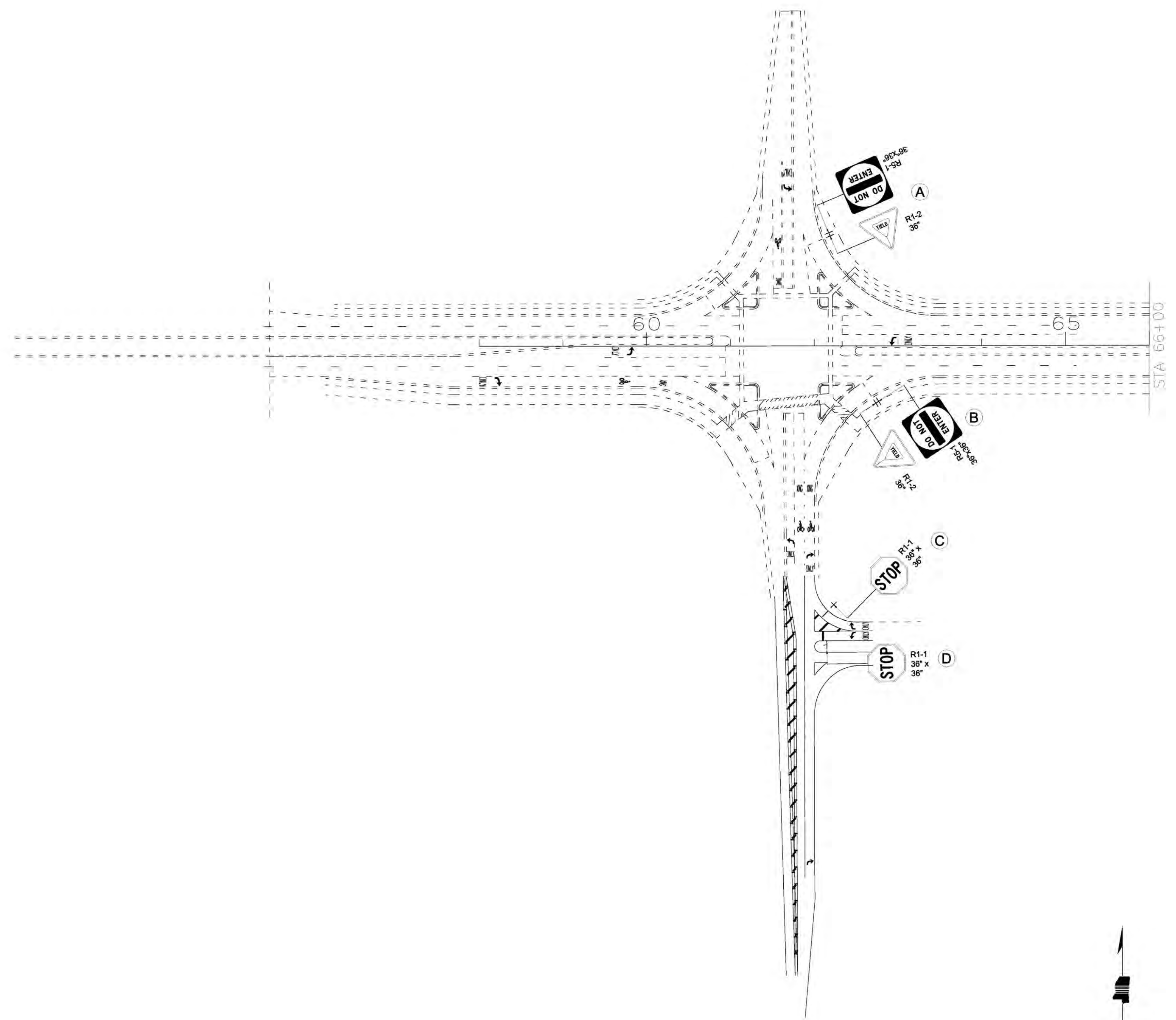
REVISION	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
		COLONY PARK BLVD. CULVERT HYDRAULIC DESIGN
		COUNTY: MADISON
		PROJ. NUM.: ACNH-9204-00(003)
DATE	DESIGN TEAM	FILENAME: HDS-1.DGN
	MICHAEL BAKER	DESIGN TEAM
	CHECKED	KJC DATE 2015



WORKING NUMBER
HDS-1

SHEET NUMBER
184

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



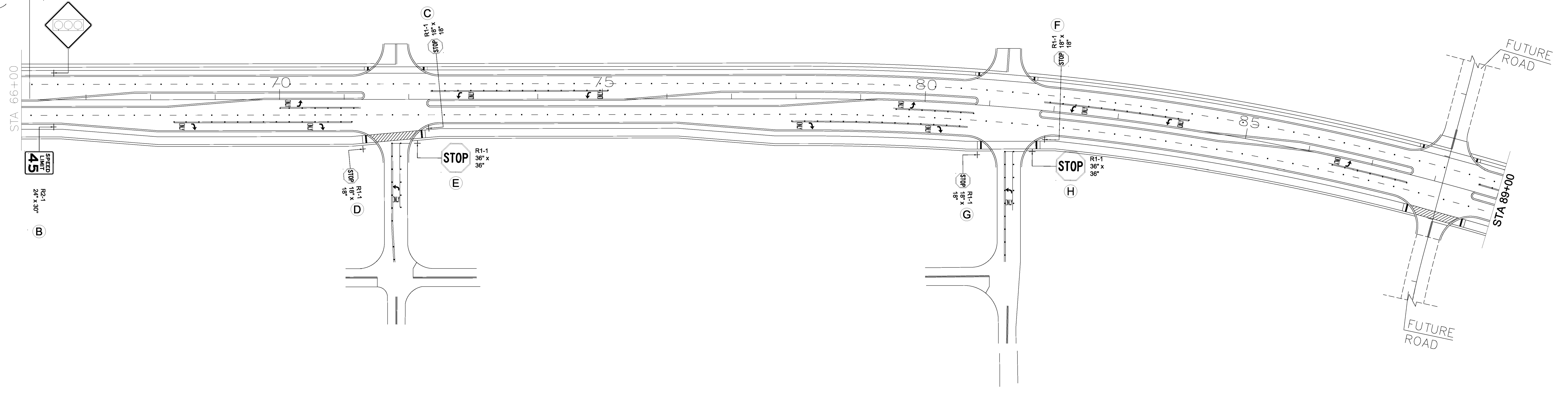
ROADWAY PLAN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

4/26/2015 05:01 AM PSP-1.DWG

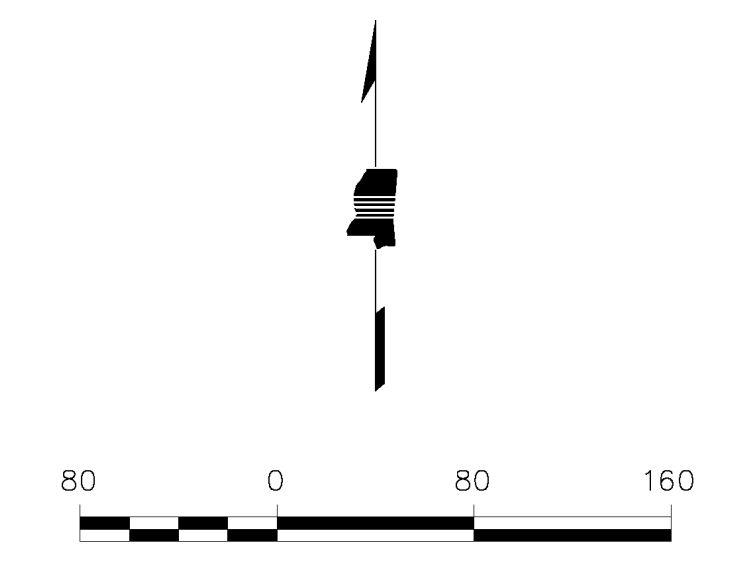
MISSISSIPPI DEPARTMENT OF TRANSPORTATION PERMANENT SIGNAGE PLANS		 WORKING NUMBER PSP-1
COLONY PARK BLVD. Colony Park Blvd from Sunnybrook Rd to US Hwy 51 COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)		
REVISION	BY	DATE
FILENAME: PSP-1.DGN		SHEET NUMBER
DESIGN TEAM THOMPSON CHECKED TB DATE 2015		1001

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

B.O.P.
STA. 66+11.073
E.O.P.
NH-0055-02(185)



4/16/2016 8:01 AM PSP-2.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

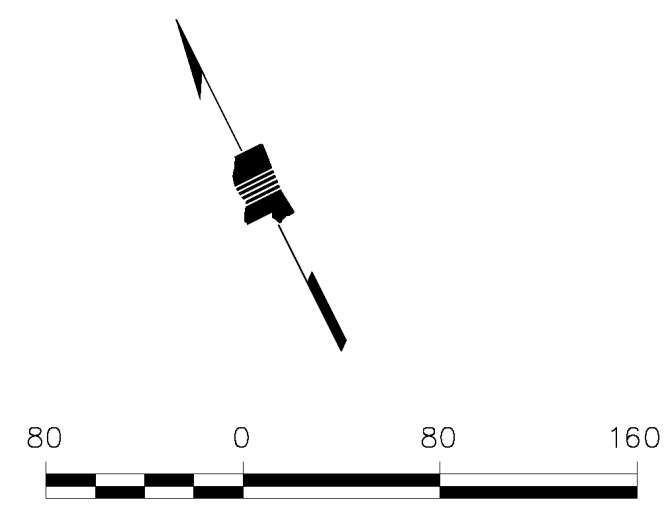
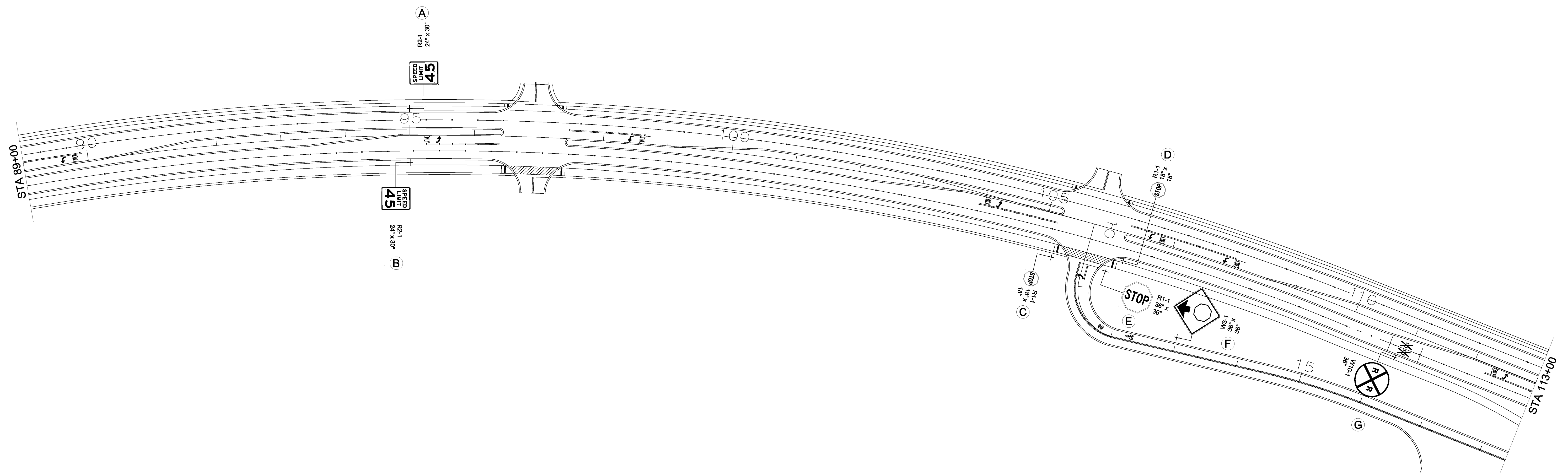


MISSISSIPPI DEPARTMENT OF TRANSPORTATION PERMANENT SIGNAGE PLANS	
COLONY PARK BLVD.	
Colony Park Blvd from Sunnybrook Rd to US Hwy 51	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: PSP-2.DGN
DESIGN TEAM THOMPSON	CHECKED TB DATE 2015
WORKING NUMBER	PSP-2
SHEET NUMBER	1002



STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

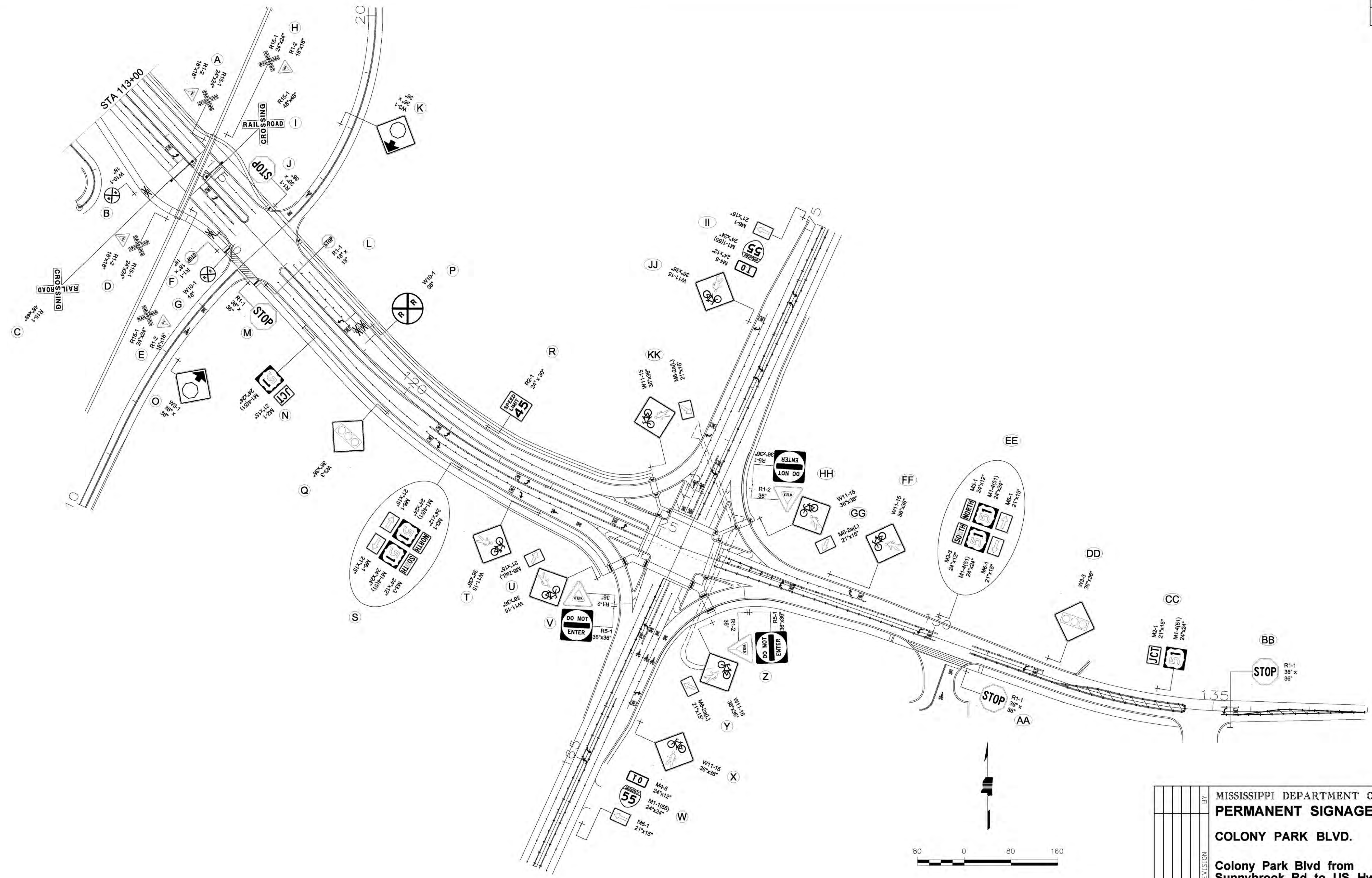
4/16/2015 8:01 AM PSP-3.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



MISSISSIPPI DEPARTMENT OF TRANSPORTATION PERMANENT SIGNAGE PLANS	
COLONY PARK BLVD.	
Colony Park Blvd from Sunnybrook Rd to US Hwy 51	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: PSP-3.DGN	
DATE	DESIGN TEAM THOMPSON CHECKED TB DATE 2015
REVISION	BY
	
WORKING NUMBER	
PSP-3	
SHEET NUMBER	
1003	

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

4/26/2015 05:01 AM PSP-4.DGN

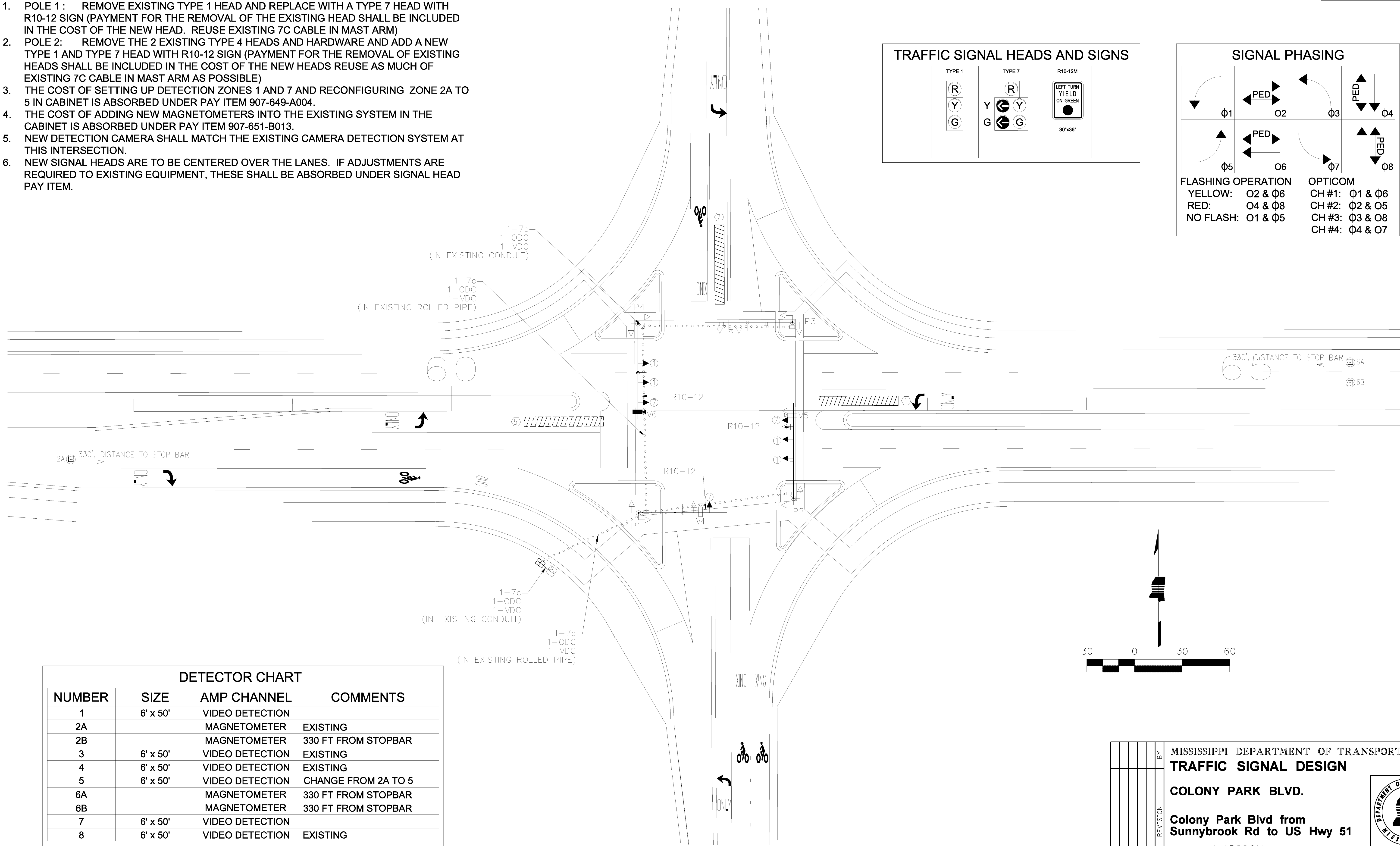
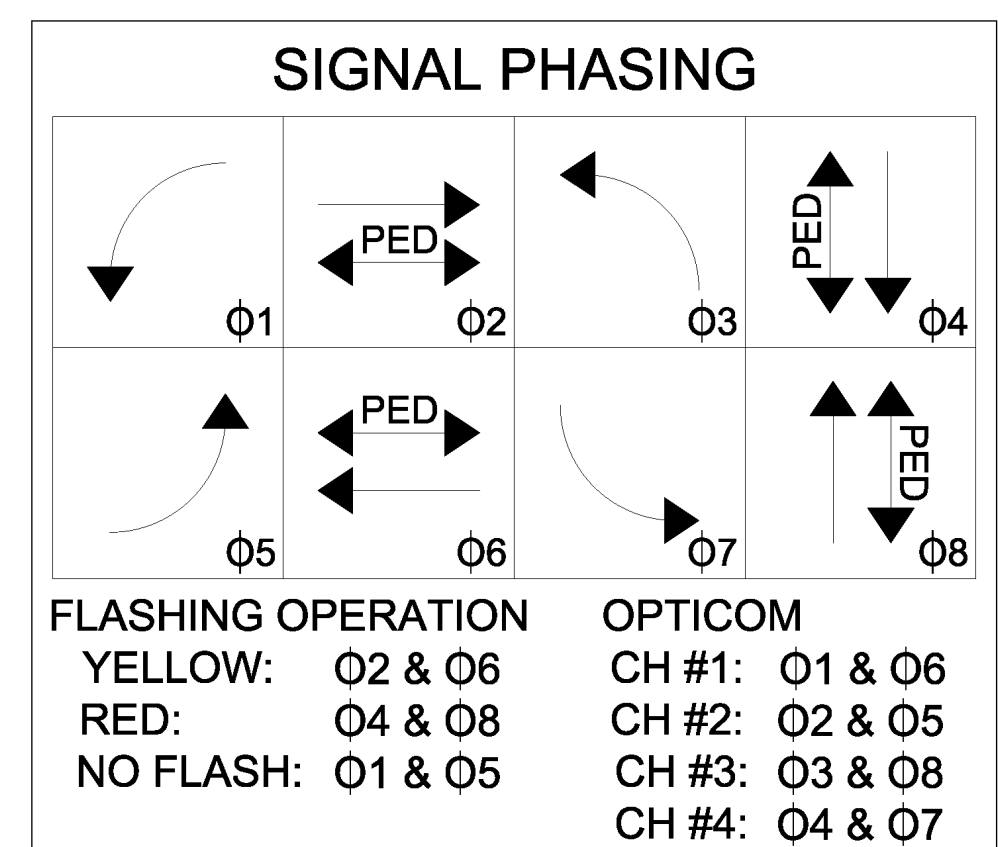
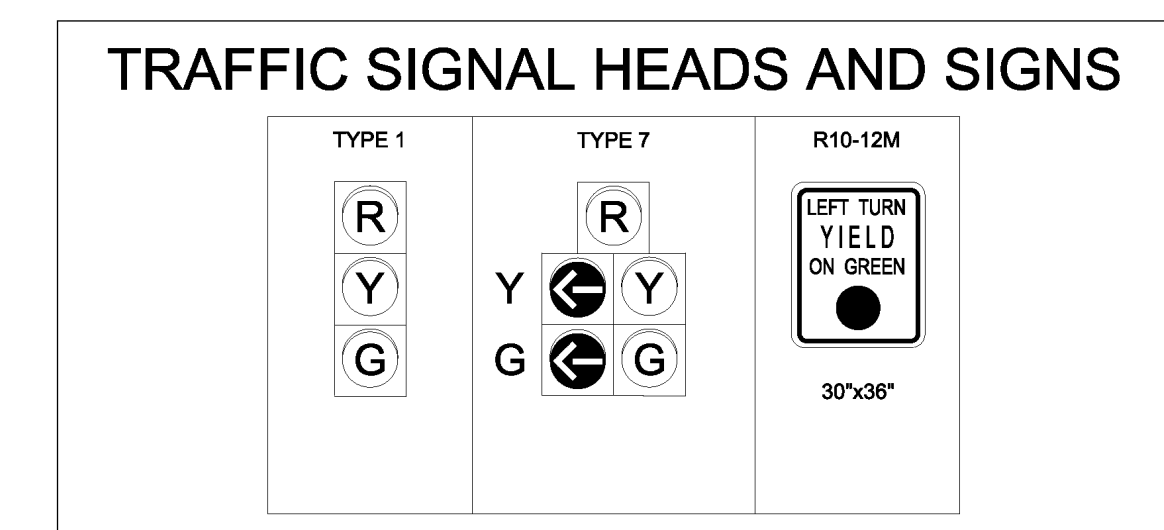


MISSISSIPPI DEPARTMENT OF TRANSPORTATION PERMANENT SIGNAGE PLANS		 WORKING NUMBER PSP-4 SHEET NUMBER 1004
COLONY PARK BLVD. Colony Park Blvd from Sunnybrook Rd to US Hwy 51 COUNTY: MADISON PROJ. NUM.: ACNH-9204-00(003)		
DATE	DESIGN TEAM THOMPSON	FILENAME: PSP-4.DGN
REVISION	CHECKED TB	DATE 2015

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

PAGE NOTES:

- POLE 1: REMOVE EXISTING TYPE 1 HEAD AND REPLACE WITH A TYPE 7 HEAD WITH R10-12 SIGN (PAYMENT FOR THE REMOVAL OF THE EXISTING HEAD SHALL BE INCLUDED IN THE COST OF THE NEW HEAD. REUSE EXISTING 7C CABLE IN MAST ARM)
- POLE 2: REMOVE THE 2 EXISTING TYPE 4 HEADS AND HARDWARE AND ADD A NEW TYPE 1 AND TYPE 7 HEAD WITH R10-12 SIGN (PAYMENT FOR THE REMOVAL OF EXISTING HEADS SHALL BE INCLUDED IN THE COST OF THE NEW HEADS REUSE AS MUCH OF EXISTING 7C CABLE IN MAST ARM AS POSSIBLE)
- THE COST OF SETTING UP DETECTION ZONES 1 AND 7 AND RECONFIGURING ZONE 2A TO 5 IN CABINET IS ABSORBED UNDER PAY ITEM 907-649-A004.
- THE COST OF ADDING NEW MAGNETOMETERS INTO THE EXISTING SYSTEM IN THE CABINET IS ABSORBED UNDER PAY ITEM 907-651-B013.
- NEW DETECTION CAMERA SHALL MATCH THE EXISTING CAMERA DETECTION SYSTEM AT THIS INTERSECTION.
- NEW SIGNAL HEADS ARE TO BE CENTERED OVER THE LANES. IF ADJUSTMENTS ARE REQUIRED TO EXISTING EQUIPMENT, THESE SHALL BE ABSORBED UNDER SIGNAL HEAD PAY ITEM.



DETECTOR CHART

NUMBER	SIZE	AMP CHANNEL	COMMENTS
1	6' x 50'	VIDEO DETECTION	
2A		MAGNETOMETER	EXISTING
2B		MAGNETOMETER	330 FT FROM STOPBAR
3	6' x 50'	VIDEO DETECTION	EXISTING
4	6' x 50'	VIDEO DETECTION	EXISTING
5	6' x 50'	VIDEO DETECTION	CHANGE FROM 2A TO 5
6A		MAGNETOMETER	330 FT FROM STOPBAR
6B		MAGNETOMETER	330 FT FROM STOPBAR
7	6' x 50'	VIDEO DETECTION	
8	6' x 50'	VIDEO DETECTION	EXISTING

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC SIGNAL DESIGN	
COLONY PARK BLVD.	
Colony Park Blvd from Sunnybrook Rd to US Hwy 51	
COUNTY: MADISON	
PROJ. NUM.: ACNH-9204-00(003)	
DATE	FILENAME: TSI-1.DGN
DESIGN TEAM: THOMPSON	CHECKED: TB DATE: 2015

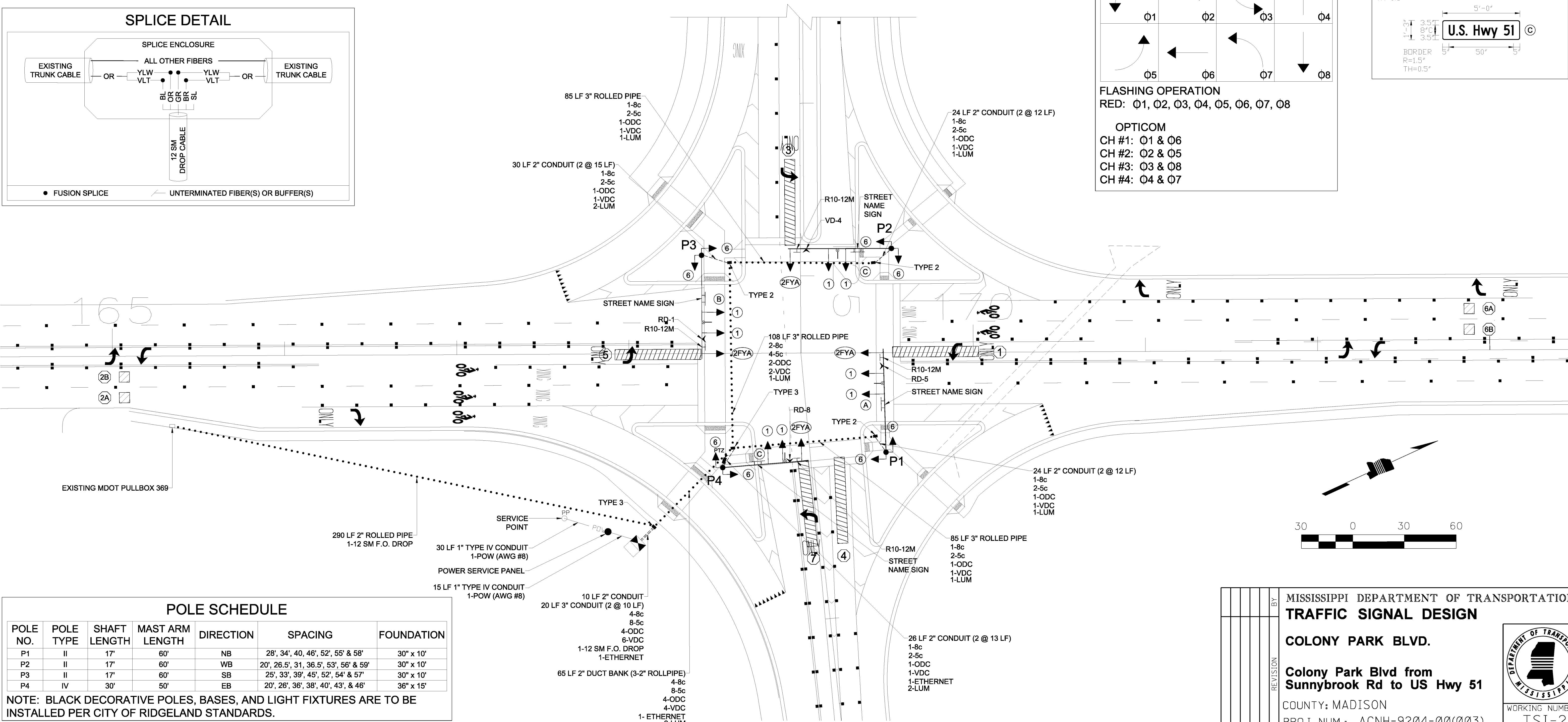
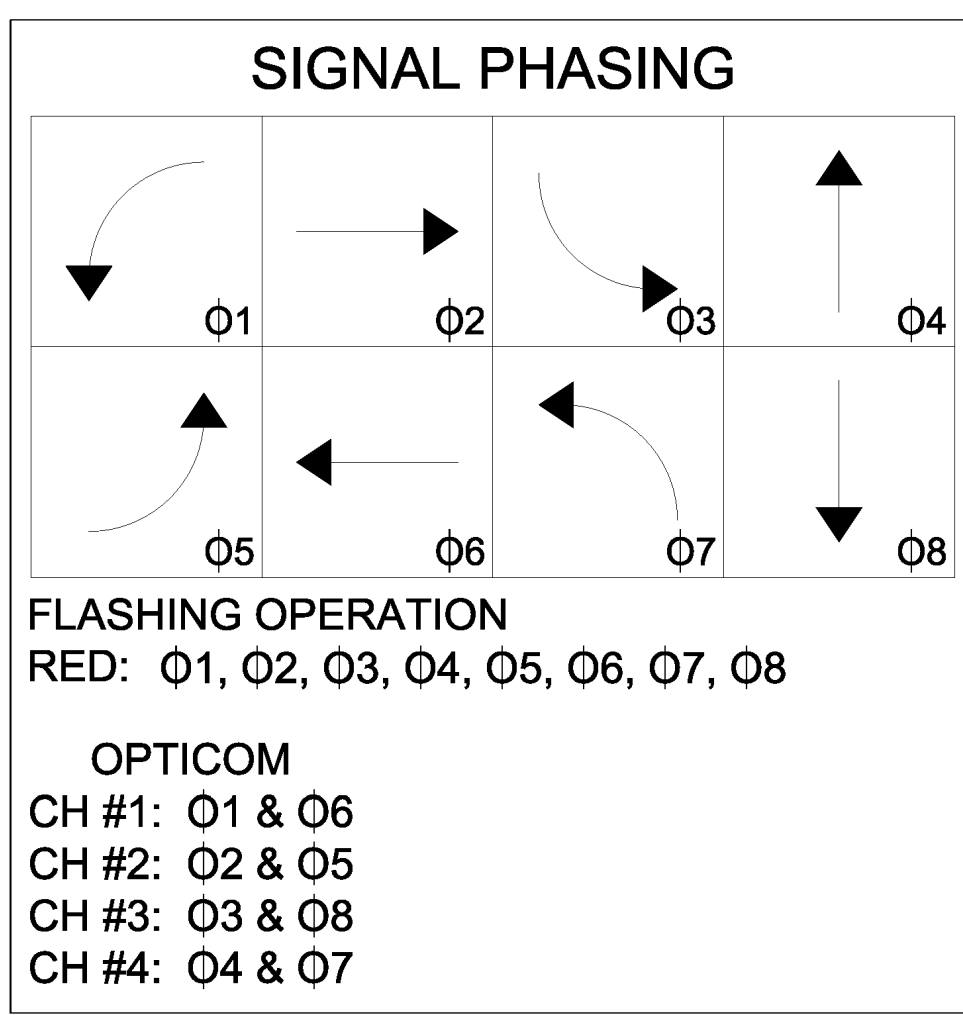
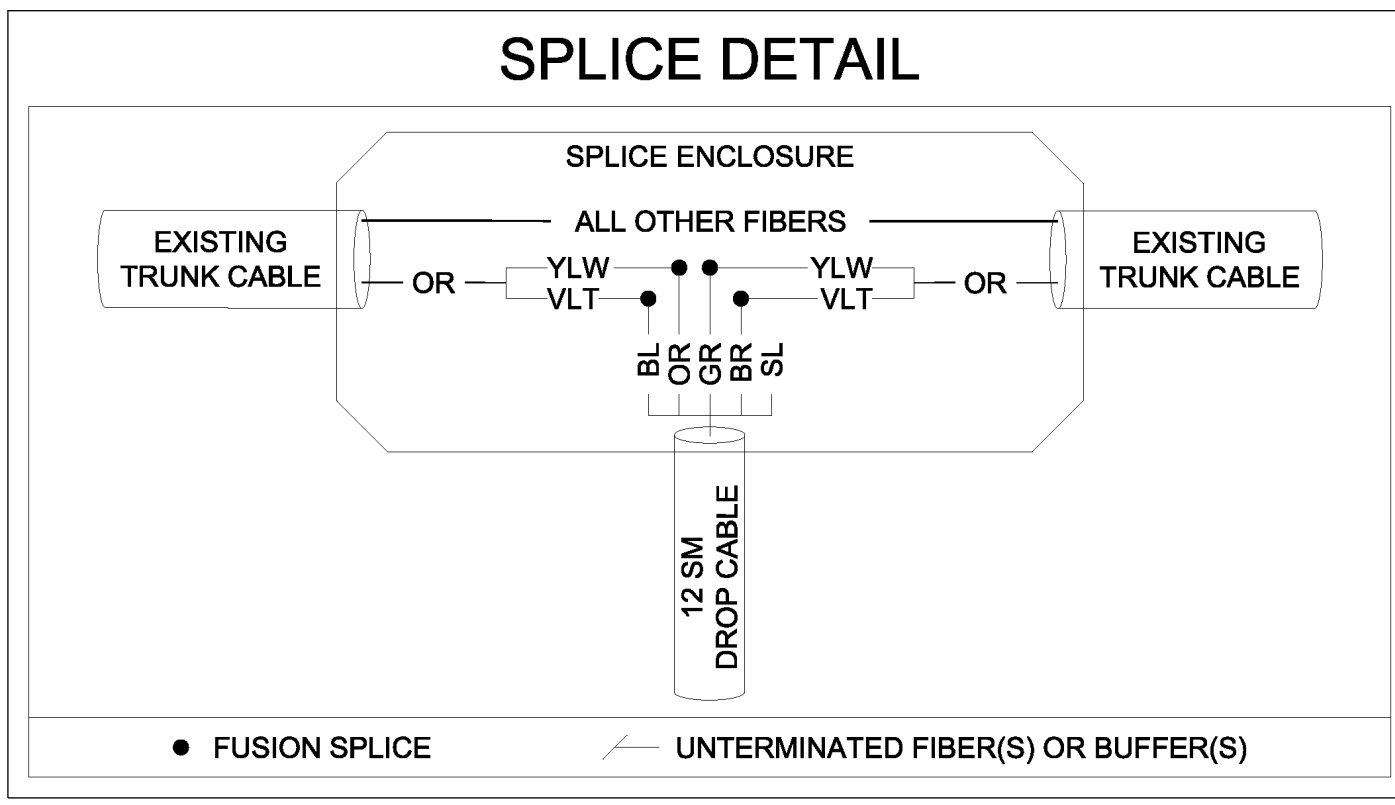
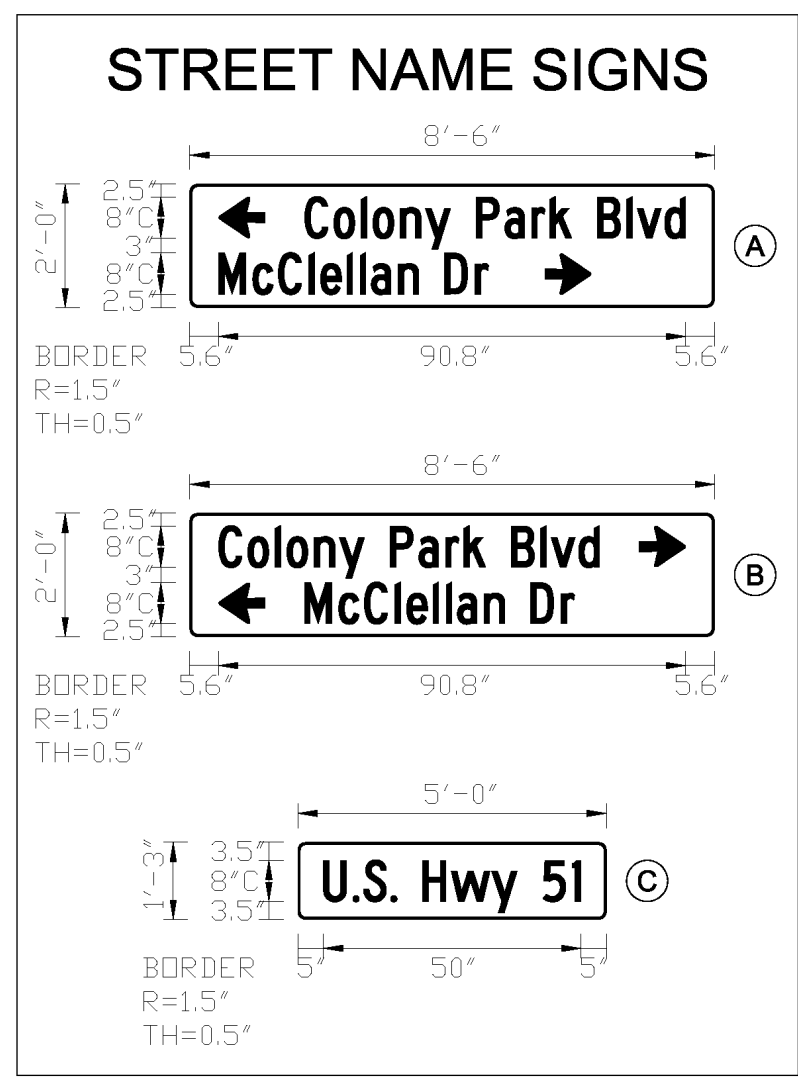
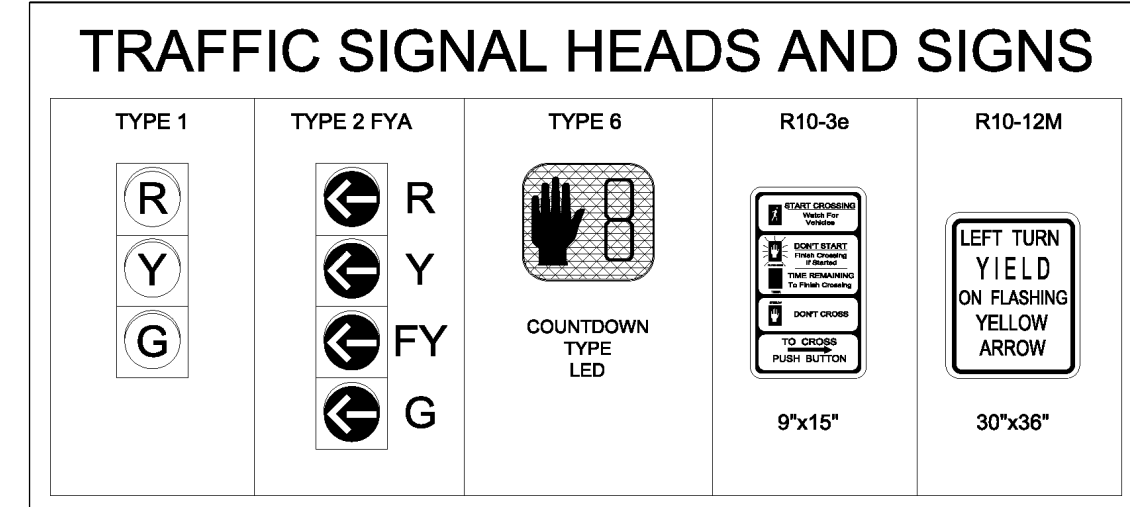
REVISION	BY

WORKING NUMBER	TSI-1
SHEET NUMBER	2001

4/6/2015 8:01 AM TSI-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETECTOR CHART

NUMBER	SIZE	AMP CHANNEL	COMMENTS
1	6' x 50'	1 - 1	3 FT IN FRONT OF STOPBAR
2A	6' x 6'	2 - 1	330 FT FROM STOPBAR
2B	6' x 6'	2 - 2	330 FT FROM STOPBAR
3	6' x 50'	3 - 1	3 FT IN FRONT OF STOPBAR
4	6' x 50'	4 - 1	3 FT IN FRONT OF STOPBAR
5	6' x 50'	5 - 1	3 FT IN FRONT OF STOPBAR
6A	6' x 6'	6 - 1	330 FT FROM STOPBAR
6B	6' x 6'	6 - 2	330 FT FROM STOPBAR
7	6' x 50'	4 - 2	3 FT IN FRONT OF STOPBAR
8	6' x 6'	3 - 2	330 FT FROM STOPBAR



POLE SCHEDULE

POLE NO.	POLE TYPE	SHAFT LENGTH	MAST ARM LENGTH	DIRECTION	SPACING	FOUNDATION
P1	II	17'	60'	NB	28', 34', 40, 46', 52', 55' & 58'	30" x 10'
P2	II	17'	60'	WB	20', 26.5', 31, 36.5', 53', 56' & 59'	30" x 10'
P3	II	17'	60'	SB	25', 33', 39', 45', 52', 54' & 57'	30" x 10'
P4	IV	30'	50'	EB	20', 26', 36', 38', 40', 43', & 46'	36" x 15'

NOTE: BLACK DECORATIVE POLES, BASES, AND LIGHT FIXTURES ARE TO BE INSTALLED PER CITY OF RIDGELAND STANDARDS.

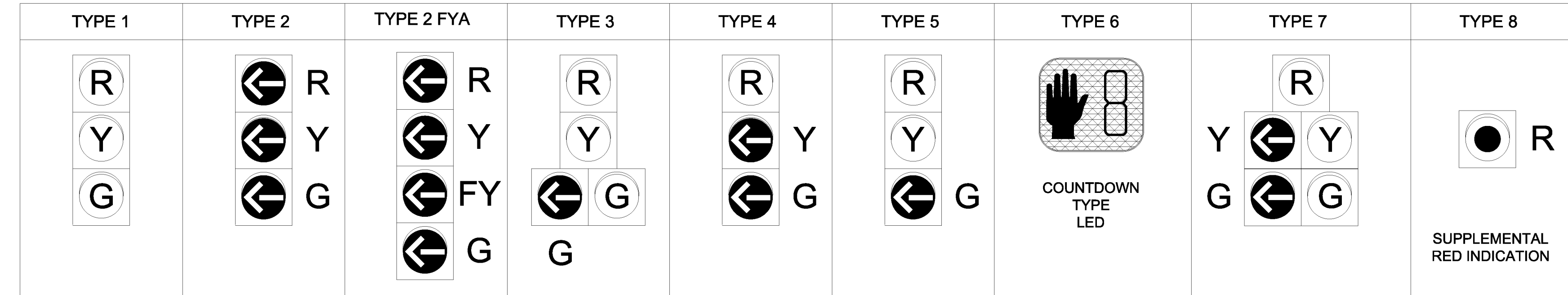
MISSISSIPPI DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL DESIGN		
COLONY PARK BLVD.		
Colony Park Blvd from Sunnybrook Rd to US Hwy 51		WORKING NUMBER TSI-2
COUNTY: MADISON		SHEET NUMBER 2002
PROJ. NUM.: ACNH-9204-00(003)		
FILENAME: TSI-2.DGN		
DATE	DESIGN TEAM IHOMPSON	CHECKED TB
		DATE 2016

4/6/2016 8:01 AM TSI-2-17-16-DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION BOUNDARY PLAN DIVISION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

DETAIL OF TYPICAL TRAFFIC SIGNAL HEADS

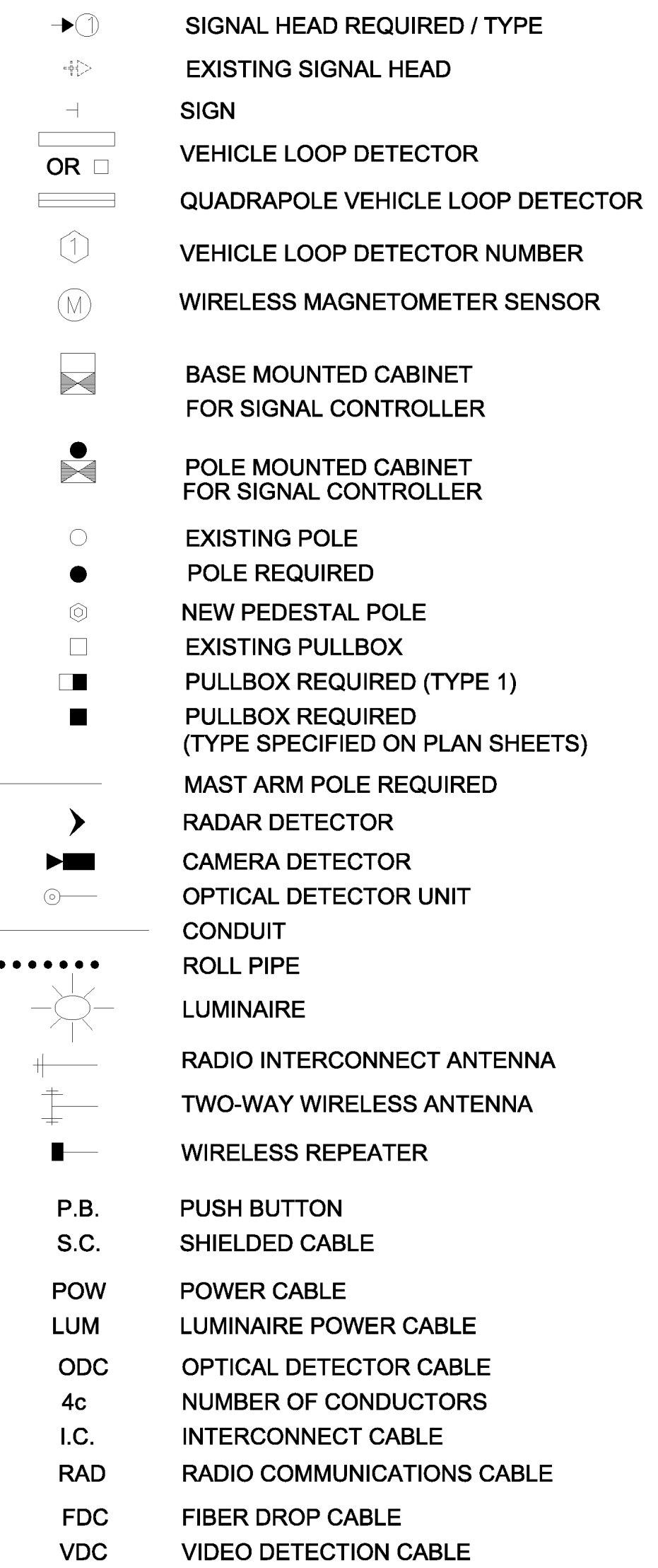
GENERAL NOTES



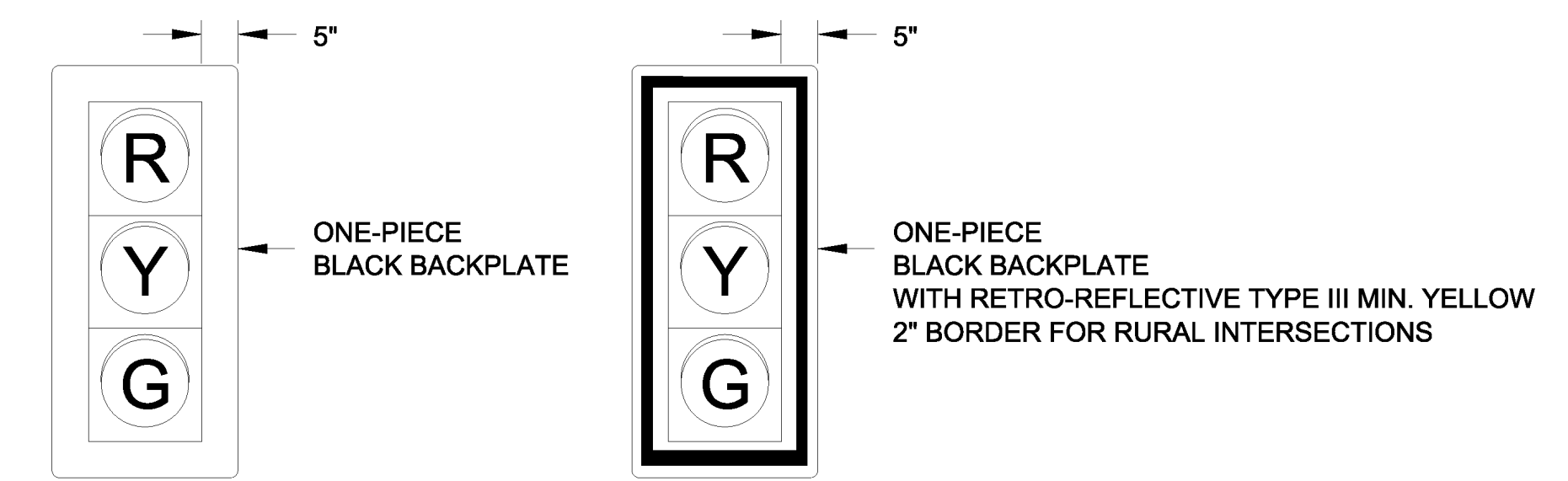
- INTERCONNECT CABLE SHALL BE EITHER IMSA 40-2 OR IMSA 40-4 SIGNAL CABLE, STRANDED. AWG NUMBER AND NUMBER OF CONDUCTORS AS SHOWN ON PLANS.
- SIGNAL SUPPLY CABLE SHALL BE IMSA 20-1-1991 SIGNAL CABLE, STRANDED. AWG NUMBER AND NUMBER OF CONDUCTORS AS SHOWN ON PLANS.
- POWER SUPPLY CABLE SHALL BE IMSA 20-1 2 CONDUCTOR CABLE, STRANDED. AWG NUMBER AS SHOWN ON PLANS.
- DETECTOR SHIELDED CABLE SHALL BE IMSA 50-2 SIGNAL CABLE, AWG #14 STRANDED COPPER CONDUCTORS, UNLESS OTHERWISE NOTED ON THE PLANS.
- POLES, SIGNAL HEADS, EQUIPMENT BOXES, PULLBOXES AND CONDUIT MAY BE VARIED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. HOWEVER, SIGNAL HEAD OR POLE LOCATIONS SHALL BE WITHIN REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND HIGHWAY DESIGN AND OPERATIONAL PRACTICES RELATED TO HIGHWAY SAFETY.
- POLES AND FOUNDATIONS OF EXISTING SIGNAL INSTALLATIONS SHALL BE CUT OFF 6" BELOW GROUND OR REMOVED AND AREA RESTORED TO MATCH ADJACENT SURFACE AS DIRECTED BY THE ENGINEER.
- LOOP AMPLIFIERS SHALL BE REQUIRED AS SHOWN ON PLANS WHERE TWO OR MORE LOOPS ARE CONNECTED TO THE SAME CHANNEL, THEY SHALL BE WIRED IN SERIES.
- THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. USE FATIGUE CATEGORY II. DO NOT CONSIDER GALLOPING OR TRUCK FORCES. USE 50 YEAR DESIGN LIFE. WIND AND ICE LOADS VARIABLE BASED UPON MAPS IN THE 2001 AASHTO SPECIFICATION. USE UPSWEPT MAST ARMS.
- DETERMINATION OF REQUIRED SIZES, LENGTHS AND GAUGES OF TYPE I, II, III AND IV STEEL POLES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SECTION 722.02 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED IN PLANS OR SPECIFICATIONS.
- THE TOP OF THE STRAIN POLE FOUNDATION SHALL BE 6" ABOVE THE GROUND. THE CONTRACTOR SHALL PROVIDE POLES OF SUFFICIENT LENGTH PLUS 2 FEET TO PROVIDE REQUIRED VERTICAL CLEARANCE OF THE TRAFFIC SIGNAL HEADS WITHOUT EXTENDING THE FOUNDATION ABOVE THE GROUND LINE OF THE POINT WHERE THE POLE IS LOCATED, EVEN THOUGH THIS MAY BE BELOW THE FINISHED GRADE OF THE ROADWAY.
- ALL STRAIN POLES AT AN INTERSECTION SHALL BE THE SAME DIAMETER AND UTILIZE THE SAME BOLT CIRCLE SPACING.
- POLE FOUNDATIONS AND BASE MOUNTED CABINET FOUNDATIONS, GRADE SHALL BE ESTABLISHED TO ±3" OF EDGE OF PAVEMENT ELEVATION AS DIRECTED BY THE ENGINEER
- TRAFFIC SIGNAL CABINETS AND CONTROLLERS SHALL BE WIRED TO PROVIDE FOR ALL PHASES INCLUDING FUTURE PHASES IN ACCORDANCE WITH THE PHASE SEQUENCE DIAGRAM.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR WITH THE COST TO BE ABSORBED, UNLESS OTHERWISE NOTED IN THE PLANS. THE EXISTING POLES, CABINETS, CONTROLLERS, TRAFFIC SIGNAL HEADS, AND OTHER ITEMS AS NOTED ON PLANS ARE TO BE STOCKPILED AS DIRECTED BY THE ENGINEER FOR PICKUP BY STATE FORCES OR AS NOTED ON PLANS. ALL OTHER SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ELECTRICAL SERVICE FROM THE POWER COMPANY SERVICE POINT TO THE TRAFFIC SIGNAL CONTROLLER. FOR SPAN WIRE INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT AERIAL TO THE SIGNAL POLE NEAREST THE CONTROLLER, THE SERVICE SHALL THEN RUN TO THE CONTROLLER AS SHOWN ON THE PLANS. FOR MAST ARM INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT UNDERGROUND DIRECTLY TO THE POWER SERVICE PANEL, THEN TO THE CONTROLLER, AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE APPLICATION WITH THE POWER COMPANY IN ADVANCE OF NEEDING THE SERVICE. INSTALLATION OF NEW SERVICE POLE (IF NEEDED) IS THE RESPONSIBILITY OF THE CONTRACTOR AND IS COST ABSORBED.
- IF IT IS NECESSARY TO RUN ELECTRIC SERVICE CABLE FROM ONE POLE TO ANOTHER, THE SERVICE CABLE SHALL BE LASHED TO A SEPARATE MESSENGER CABLE LOCATED 1 FOOT MIN. ABOVE THE SIGNAL CABLE.
- VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED.
- PEDESTRIAN PUSHBUTTONS AND SIGNS TO BE INCLUDED IN PAY ITEM FOR TYPE 6 HEADS AT NO ADDITIONAL COST. SIDE OF POLE LOCATIONS OF PUSHBUTTONS MAY BE FIELD ADJUSTED.
- FIELD DRILL AND TAP EXISTING POLES WHERE PEDESTRIAN SIGNALS AND PUSHBUTTONS ARE REQUIRED ON PLANS. (ABSORBED ITEM).
- REFER TO WORKING NUMBER TSD-5 "CONDUIT ENTRANCE DETAIL" WHEN NEW CONDUIT(S) ARE REQUIRED AT EXISTING SIGNAL POLES OR CONTROLLERS.
- MESSENGER CABLE AND OTHER SUPPORTING DEVICES WHERE REQUIRED SHALL BE ABSORBED IN THE PAY ITEMS FOR ELECTRIC CABLE.
- FOR PROTECTED/PERMITTED LEFT TURN PHASING: TYPE 7 OR 7A TRAFFIC SIGNAL HEADS (FIVE SECTION HEADS) SHALL OPERATE SUCH THAT THE CIRCULAR INDICATIONS DISPLAYED WILL BE IDENTICAL AND SIMULTANEOUS TO THE CIRCULAR INDICATIONS FOR THE ADJACENT THROUGH MOVEMENT SIGNAL HEADS; A CIRCULAR RED AND EITHER A GREEN ARROW OR YELLOW ARROW MAY BE DISPLAYED SIMULTANEOUSLY IN THE SAME FIVE SECTION HEAD. FOR TYPE 2 FYA TRAFFIC SIGNAL HEADS, OPERATION SHALL BE AS FOLLOWS: THE PROTECTED PHASE OF THIS OPERATION SHALL DISPLAY A SOLID GREEN ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THE PERMITTED PORTION OF THIS OPERATION SHALL START WITH A FLASHING YELLOW ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THERE SHALL BE A DELAY (AS DIRECTED BY THE ENGINEER) BETWEEN THE END OF THE PROTECTED PORTION OF THIS OPERATION AND THE BEGINNING OF THE PERMITTED PORTION OF THIS OPERATION. DURING THIS DELAY, THE OPPOSING PHASE THRU HEADS ARE CAPABLE OF DISPLAYING A GREEN BALL. SIGNAL CONTROLLER WITH FIRMWARE NECESSARY TO ACCOMPLISH THIS DELAY SHALL BE PROVIDED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY SIGNALS IF NECESSARY TO ACCOMMODATE ROADWAY CONSTRUCTION AND SHALL BE PAID FOR UNDER PAY ITEM 619-H1, TRAFFIC SIGNALS.
- CONTRACTOR IS RESPONSIBLE FOR SCHEDULING FINAL INSPECTION MEETING WITH DISTRICT OFFICE, PROJECT OFFICE AND TRAFFIC ENGINEERING FOR SIGNAL PORTION OF THE PROJECT.
- THERE SHALL BE A 30 DAY BURN IN PERIOD FROM THE TIME THE SIGNAL IS OPERATIONAL AS OUTLINED IN SECTION 634.03.3 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION.
- EMERGENCY VEHICLE PREMPTION (WHERE REQUIRED ON THE PLANS) SHALL HAVE A SECURITY ENABLED PHASE SELECTOR.

- NOTES:
- ALL SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON THE PLANS.
 - ALL SIGNAL HEADS SHALL BE L.E.D. LENSES UNLESS OTHERWISE NOTED ON THE PLANS. TYPE "A" SIGNAL HEAD IS TO BE OPTICALLY PROGRAMMED VIA LOUVERS.
 - LETTER "R" ON HEAD TYPES MEANS RIGHT TURN ARROW(S).
 - TYPE 6 SIGNAL HEAD SHALL BE FURNISHED WITH R10-3e SIGN & PEDESTRIAN PUSHBUTTON. TYPE 6 SIGNAL HEAD SYMBOLS/NUMBERS SHALL BE FULLY ILLUMINATED (NO OUTLINE SYMBOLS ALLOWED).
 - TYPE 7 SIGNAL HEAD SHALL BE FURNISHED WITH R10-12 SIGN WHEN INDICATED ON PLANS. TYPE 4 & 5 SIGNAL HEADS SHALL BE FURNISHED WITH R10-10L SIGNS. TYPE 2 FYA SIGNAL HEAD SHALL BE FURNISHED WITH A FYA SIGN. COST OF SIGNAL SIGNS SHALL BE COST ABSORBED.
 - FOR SPAN WIRE INSTALLATION, THE HOUSING FOR THE RED INDICATION OF A TYPE 7 HEAD, SHALL BE ALUMINUM.

SIGNAL PLAN LEGEND

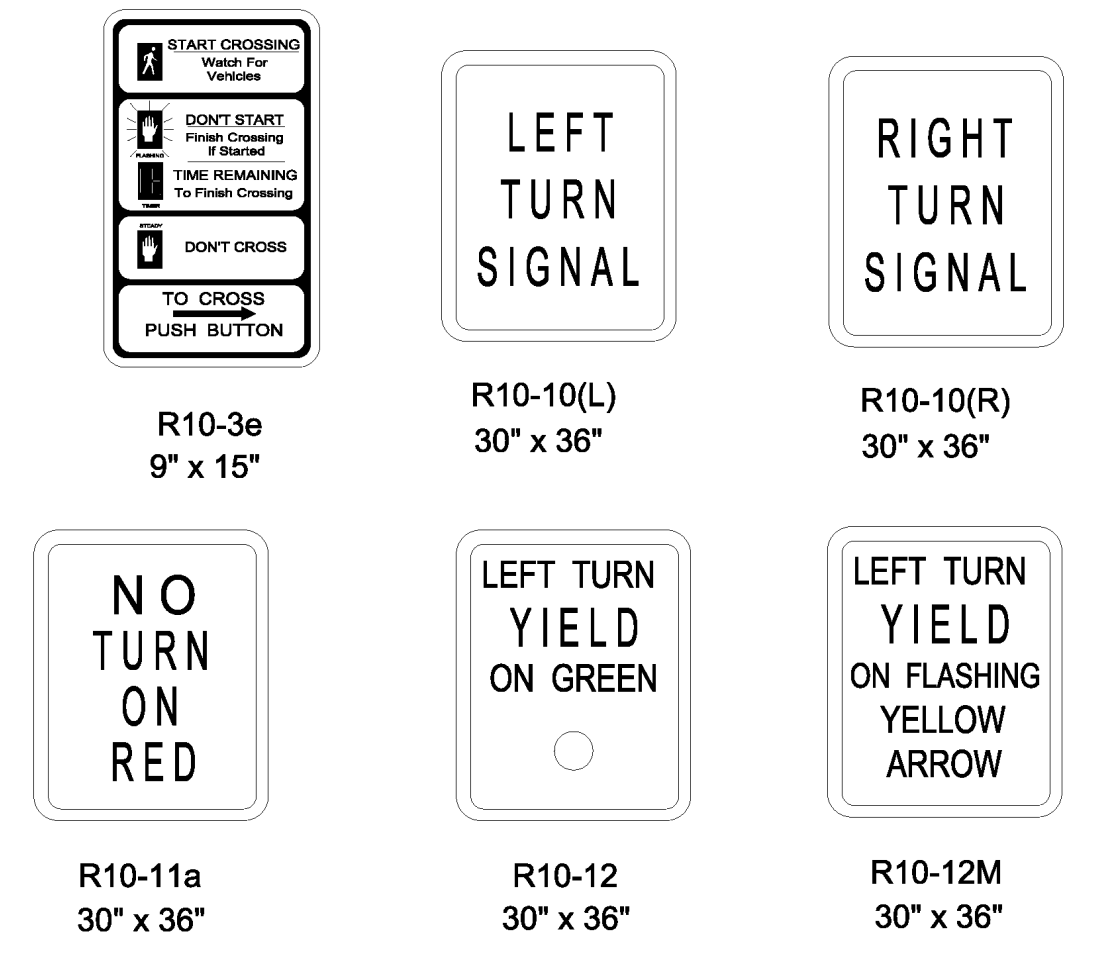


DETAIL OF TRAFFIC SIGNAL WITH BACKPLATE



- NOTE:
- ALL SIGNAL HEADS SHALL INCLUDE BACKPLATES UNLESS OTHERWISE NOTED ON TRAFFIC SIGNAL INSTALLATION SHEETS.

DETAIL OF TYPICAL TRAFFIC SIGNAL SIGNS

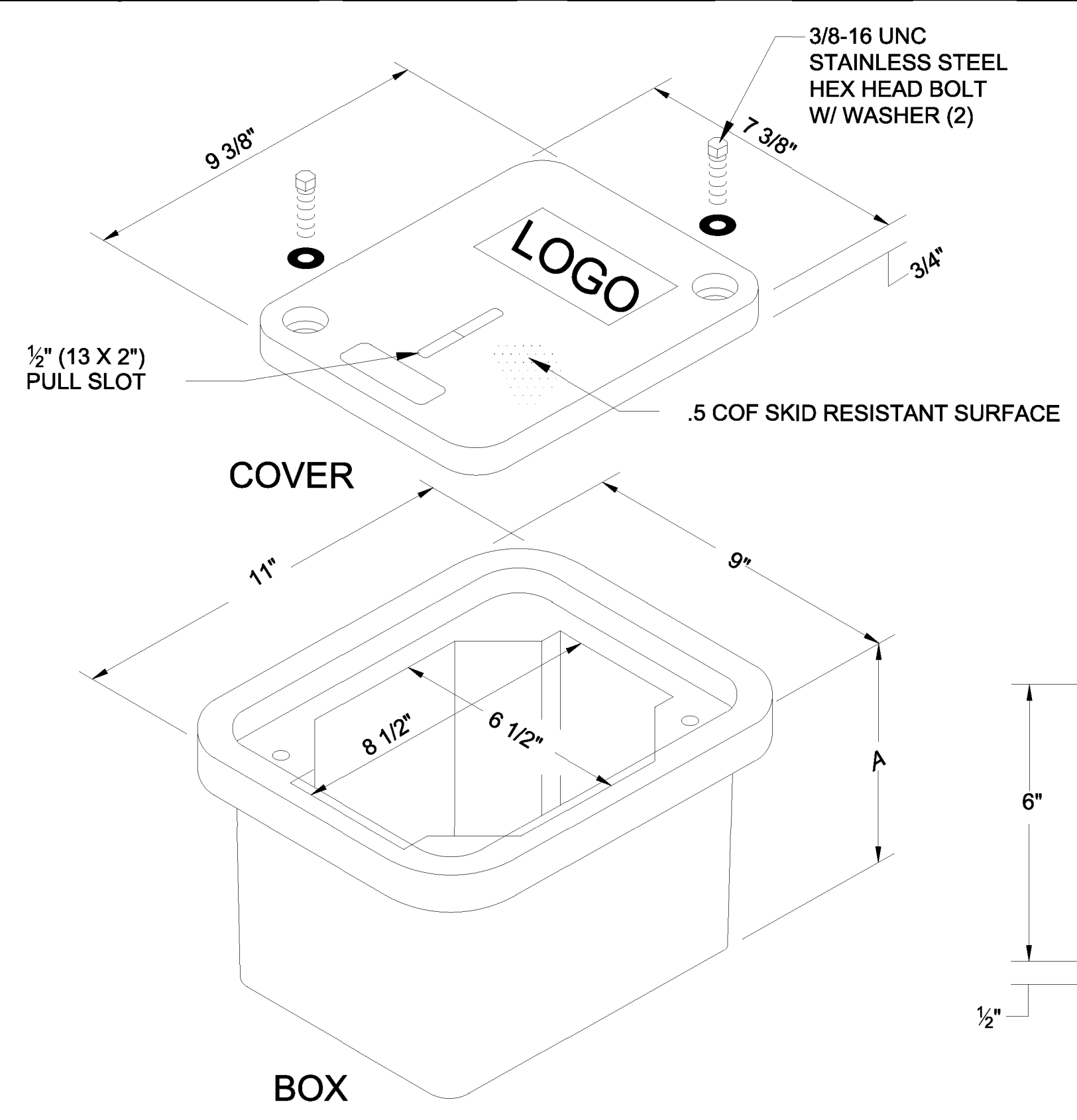


- NOTES:
- ALUMINUM SIGN BLANKS ARE TO BE ALLOY 5052-H38 AND 0.08" (NOMINAL) THICK.
 - THE SIGNS SHALL BE SUPPLIED WITH MOUNTING BRACKETS AS REQUIRED.
 - NUMBER 12 PLATED JACK CHAINS SHALL BE ATTACHED TO THE BOTTOM OF ALL SPAN WIRE MOUNTED SIGNS.
 - CHAINS SHALL BE ATTACHED TO SIGN AND TETHER USING "S" HOOKS.
 - THE SIZE OF THE SIGN BLANK, LEGEND, BORDER AND THE COLOR OF THE BACKGROUND AND LEGEND IS TO CONFORM TO THE M.U.T.C.D.
 - THE BACKGROUND SHALL BE REFLECTORIZED USING TYPE IX SHEETING.

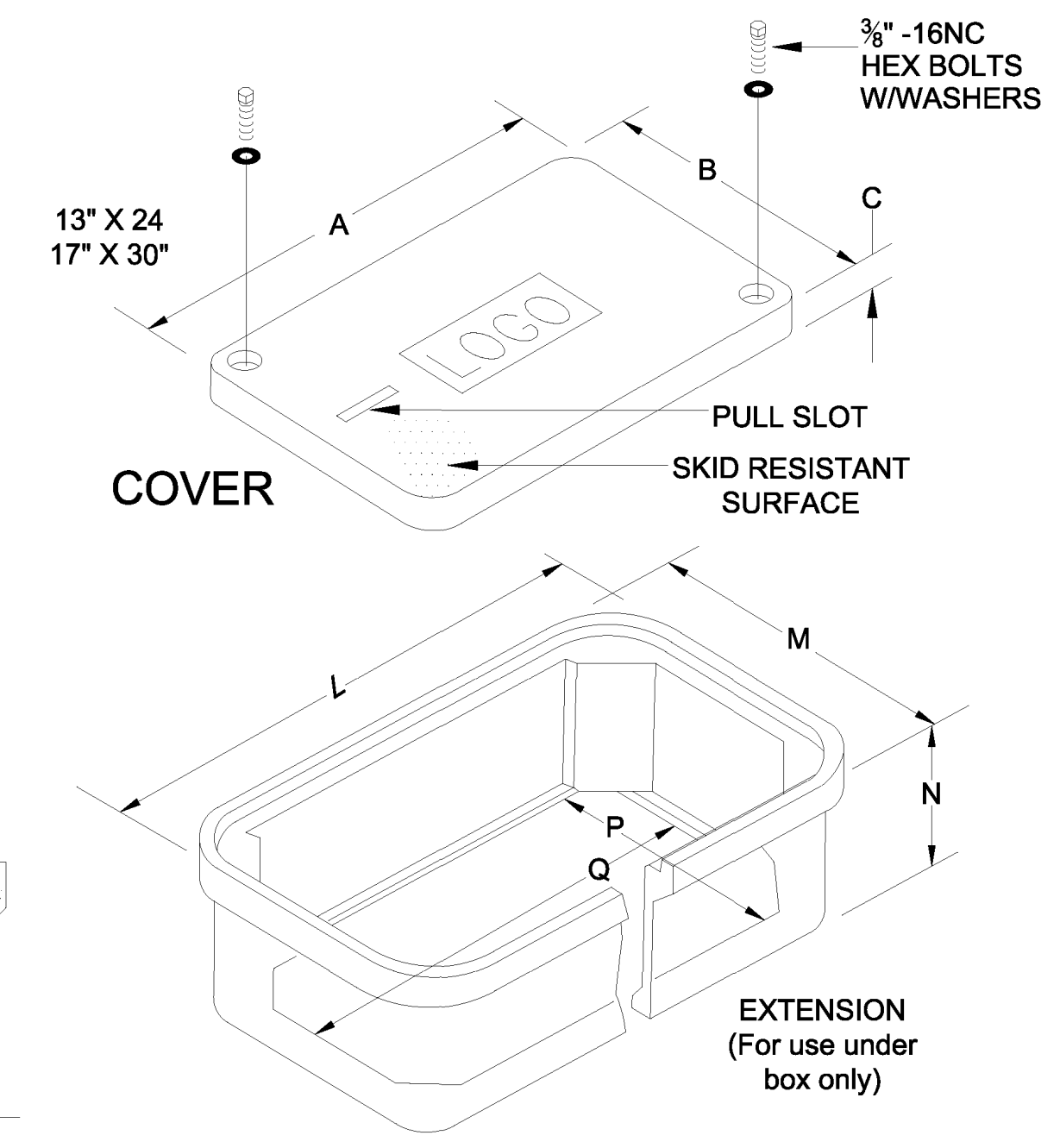
MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
DETAIL OF TRAFFIC SIGNAL HEADS, TRAFFIC SIGNAL SIGNS, AND GENERAL NOTES			
COUNTY:	MADISON		
PROJ. NUM.:	ACNH-9204-00(003)		
FILENAME:	TSD-1 (REV. 7-8-13).DGN		
DESIGN TEAM	MOOT	CHECKED	DATE 2015
WORKING NUMBER	TSD-1		
SHEET NUMBER	2003		

4/6/2016 8:01 AM TSD-1 (REV. 7-8-13).DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

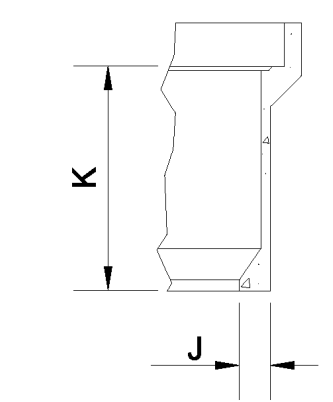
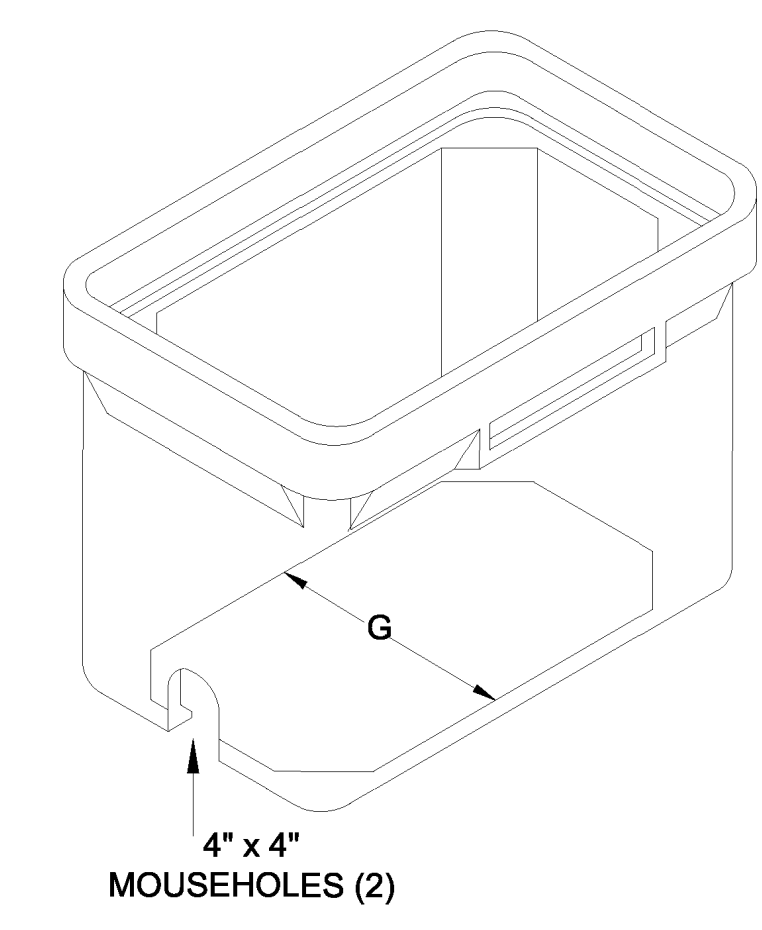
STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



TYPE 1 PULLBOX
NOT TO SCALE



TYPE 2 or 3 PULLBOX
NOT TO SCALE



- OPTIONS**
1. Stainless steel standard penta-head bolt.
 2. Specific cove logo.
 3. Green or other colors
 4. Special holes/knockouts

Covers (blank unless logo is specified)

DESCRIPTION	DIMENSION (IN.)			WT. LBS.
	A	B	C	
Locking	23-1/4	13-1/4	2	32
Cover	30-1/2	17-1/2	2	47
Non-Locking	23-1/4	13-1/4	2	33
Cover	30-1/2	17-1/2	2	48
Steel Locking	23-1/4	13-1/4	2	65
Cover	30-1/2	17-1/2	2	90
Heavy Duty	23-1/4	13-1/4	2	50
Locking Cover	30-1/2	17-1/2	2	74

Covers (blank unless logo is specified)

DESCRIPTION	WEIGHT #	DESIGN/TEST LOAD #	ANSI TIER
W/2 Bolts	4	8,000 / 12,000	8
Gasketed w/4 Bolts	4	8,000 / 12,000	8

Gasketed covers must be used with a gasketed box. Gaskets reduce the inflow of fluids but do not make the enclosure water tight.

Boxes (Stackable with self-aligning, replaceable EZ-Nut)

DESCRIPTION	WEIGHT #	DIMENSION A	DESIGN/TEST LOAD #	ANSI TIER
Open Bottom	12	6 1/4"	15,000 / 22,500	15
Open Bottom w/Gasket	12	6 1/4"	15,000 / 22,500	15
Solid Bottom	14.5	7 1/4"	15,000 / 22,500	15
Solid Bottom w/Gasket	14.5	7 1/4"	15,000 / 22,500	15

Dimensions & weights in parentheses are metric equivalent.

Boxes (Stackable)

DESCRIPTION	DIMENSION (IN.)							WT. LBS.
	D	E	F	G	H	J	K	
Standard Box	25	15-1/2	12	9-1/4	19-1/4	1-1/4	10	53
	25	15-1/2	18	9-1/4	19-1/4	1-1/4	16	62
	32-1/4	19-1/4	12	13-1/2	26-1/2	1-1/4	10	82
	32-1/4	19-1/4	18	13-1/2	26-1/2	1-1/4	16	94
Box w/ Mouseholes	32-1/4	19-1/4	22	13-1/2	26-1/2	1-1/4	20	106
	25	15-1/2	12	9-1/4	19-1/4	1-1/4	10	49
	25	15-1/2	18	9-1/4	19-1/4	1-1/4	16	61
	32-1/4	19-1/4	12	13-1/2	26-1/2	1-1/4	10	80
Box w/ Solid Base	32-1/4	19-1/4	18	13-1/2	26-1/2	1-1/4	16	80
	32-1/4	19-1/4	22	13-1/2	26-1/2	1-1/4	20	104
	25	15-1/2	18-1/2	N/A	N/A	N/A	16	73
32-1/4	19-1/4	18-1/2	N/A	N/A	N/A	16	106	

*Not to be used for extensions

Extensions (For use under box only)

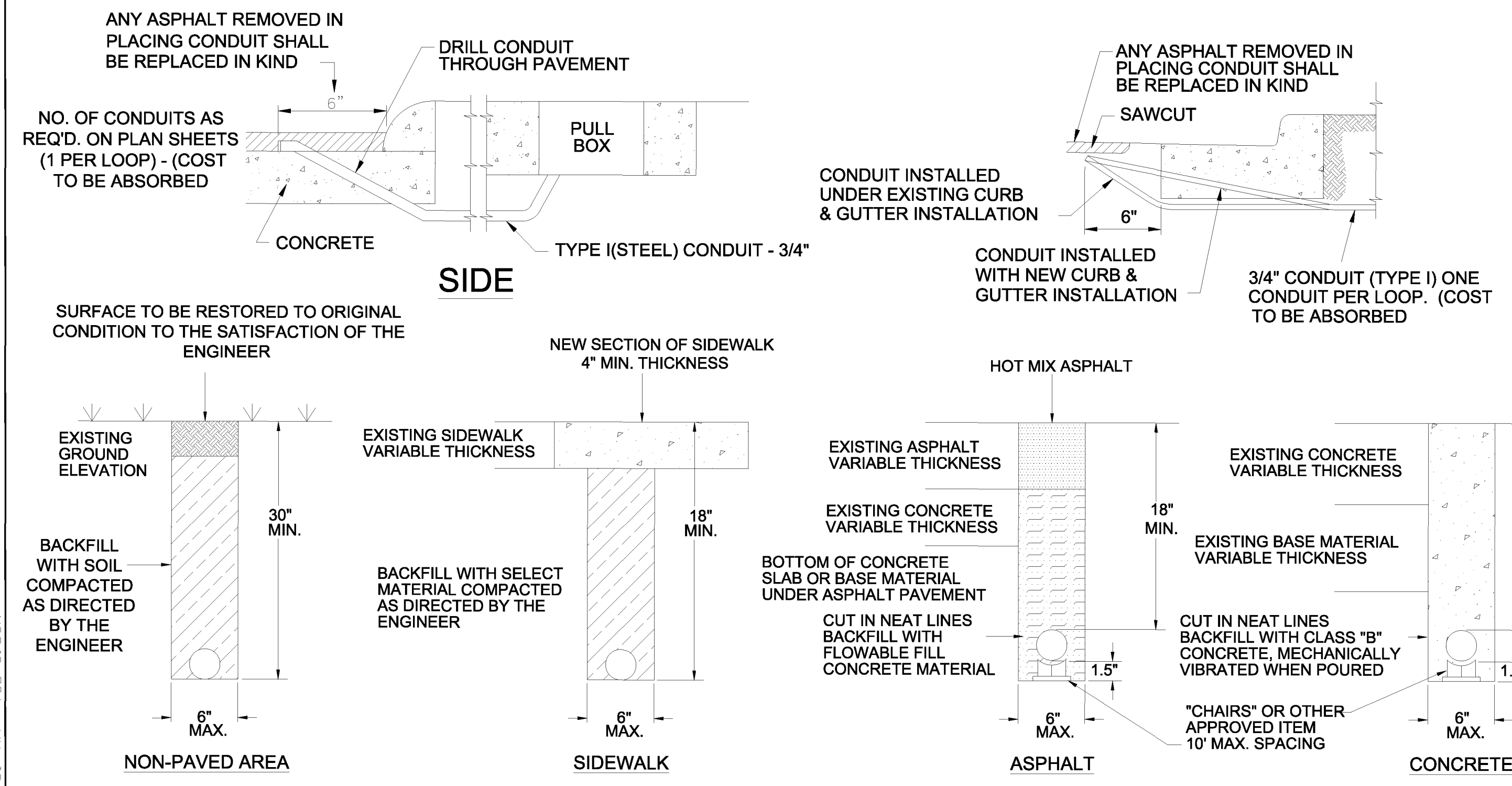
DESCRIPTION	DIMENSION (IN.)							WT. LBS.
	L	M	N	P	Q	R	S	
Extension (One Per Box)	23-1/4	14-1/4	8-1/4	10-1/4	19-1/4	8	1	25
	30-1/2	17-1/2	8-1/4	13-1/2	26-1/2	8	1	47
Extension w/ Solid Base	23-1/4	14-1/4	9-1/4	N/A	N/A	8	N/A	35
	30-1/2	17-1/2	9-1/4	N/A	N/A	8	N/A	65

Underground enclosures shall be Compositolite. Enclosures and covers shall be concrete gray color and rated for no less than 8,000 lbs. over a 10" X 10" area and be designed and tested to temperatures of -50 F. Material compressive strength shall be no less than 11,000 psi. Covers shall have a minimum coefficient of friction of .5. Boxes shall be stackable for extra depth.

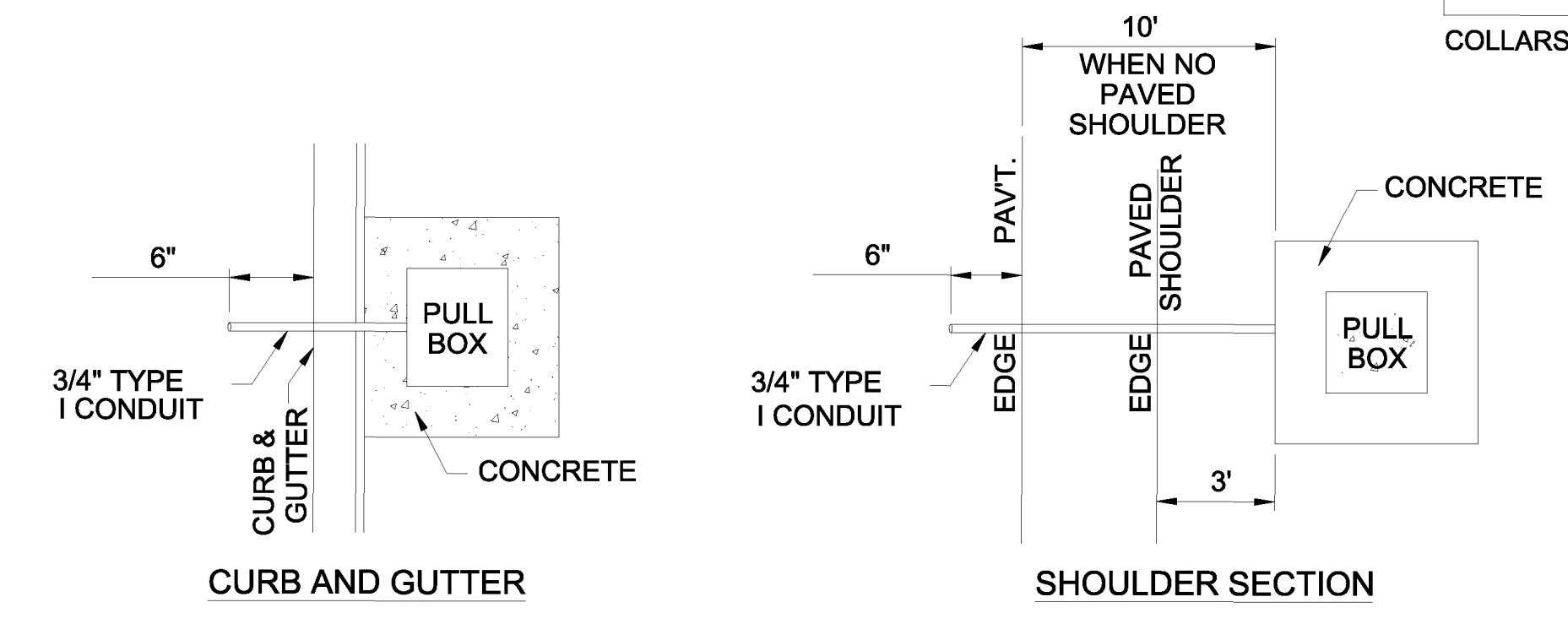
NOMINAL PULLBOX SIZES

TYPE 1	TYPE 2	TYPE 3
9" x 11" x 6 3/4"	15" x 25" x 18"	19" x 32" x 24"

COLLARS AND GRAVEL UNDER PULLBOX REQUIRED FOR ALL TYPES OF PULLBOXES



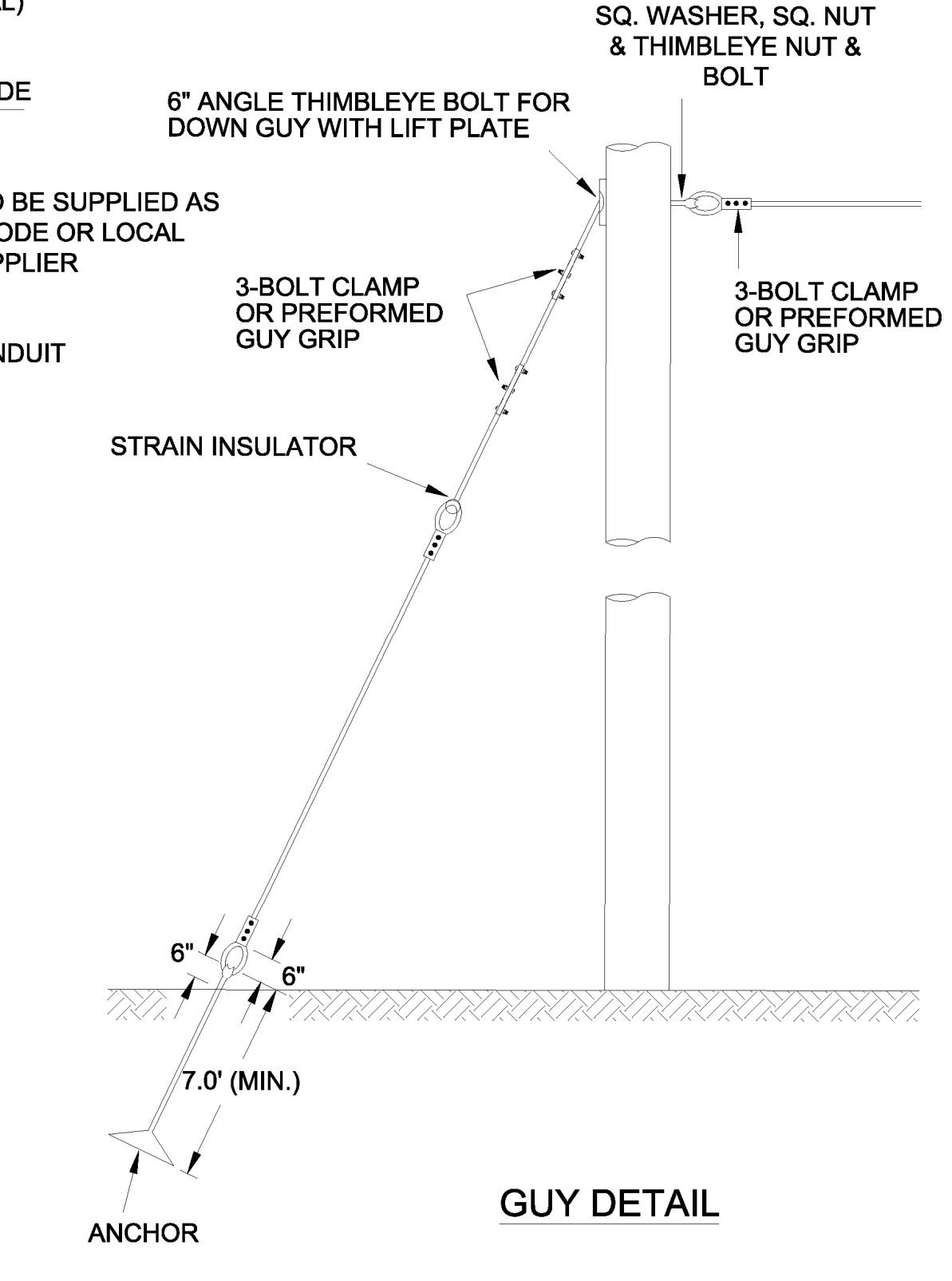
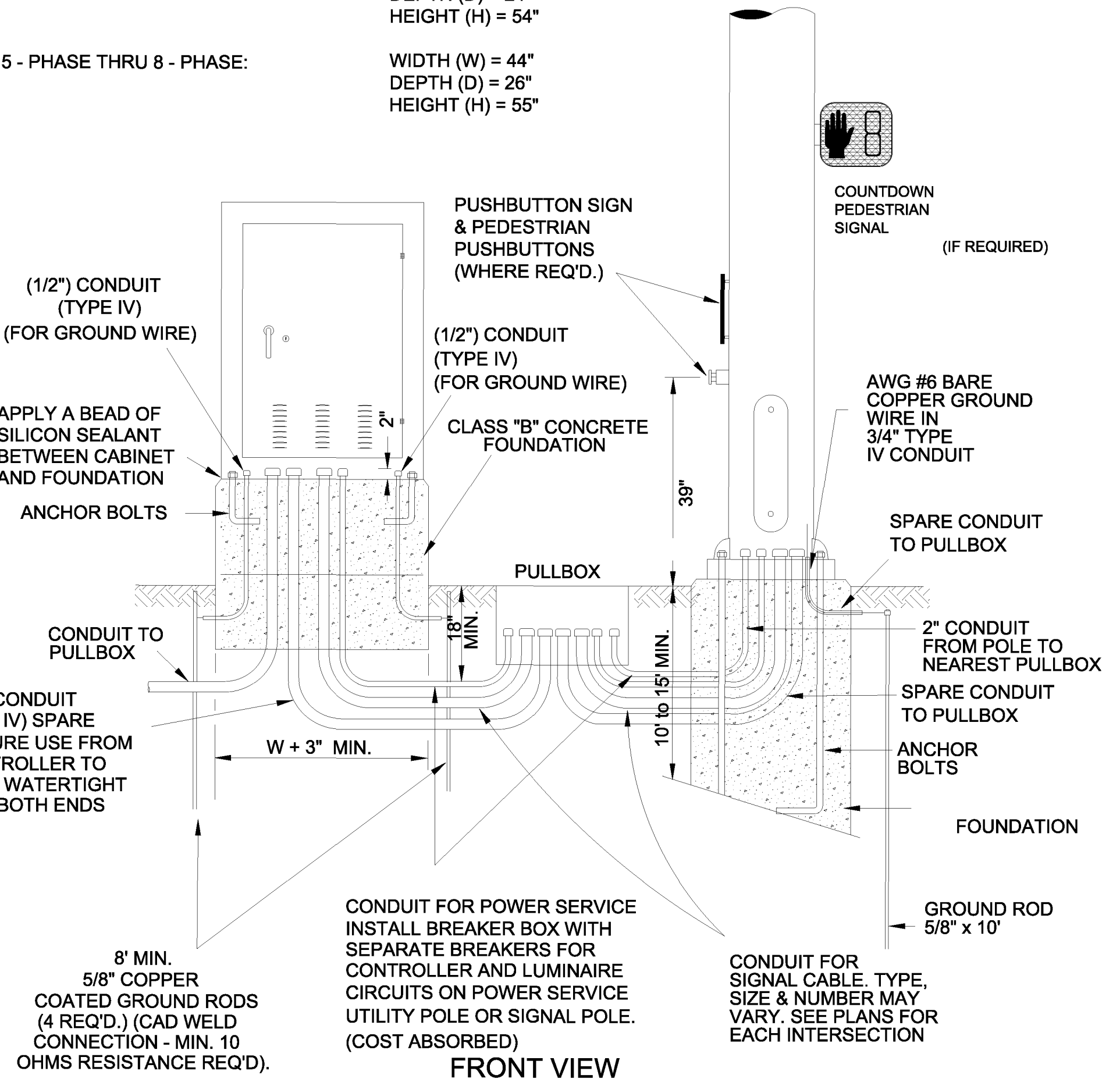
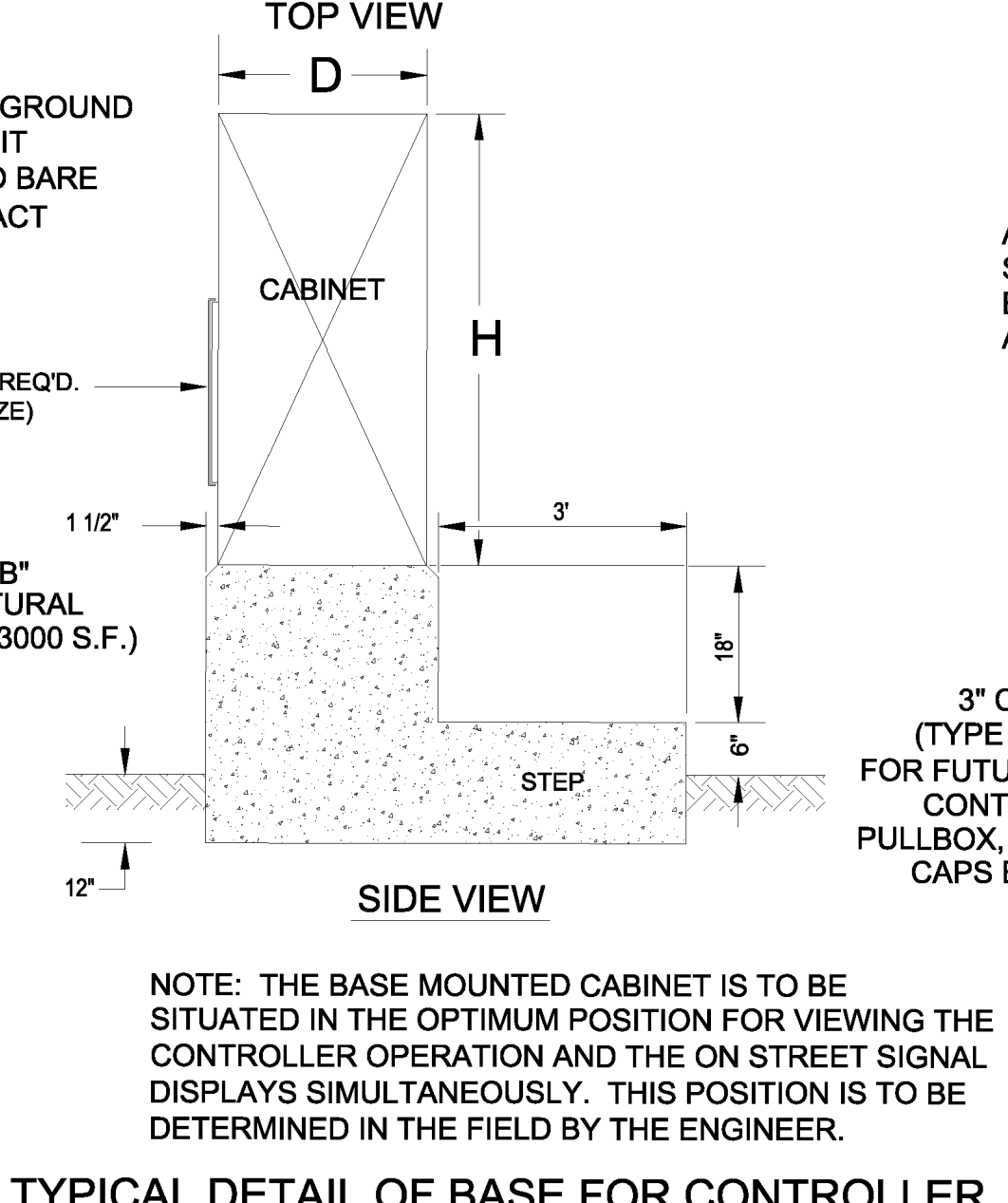
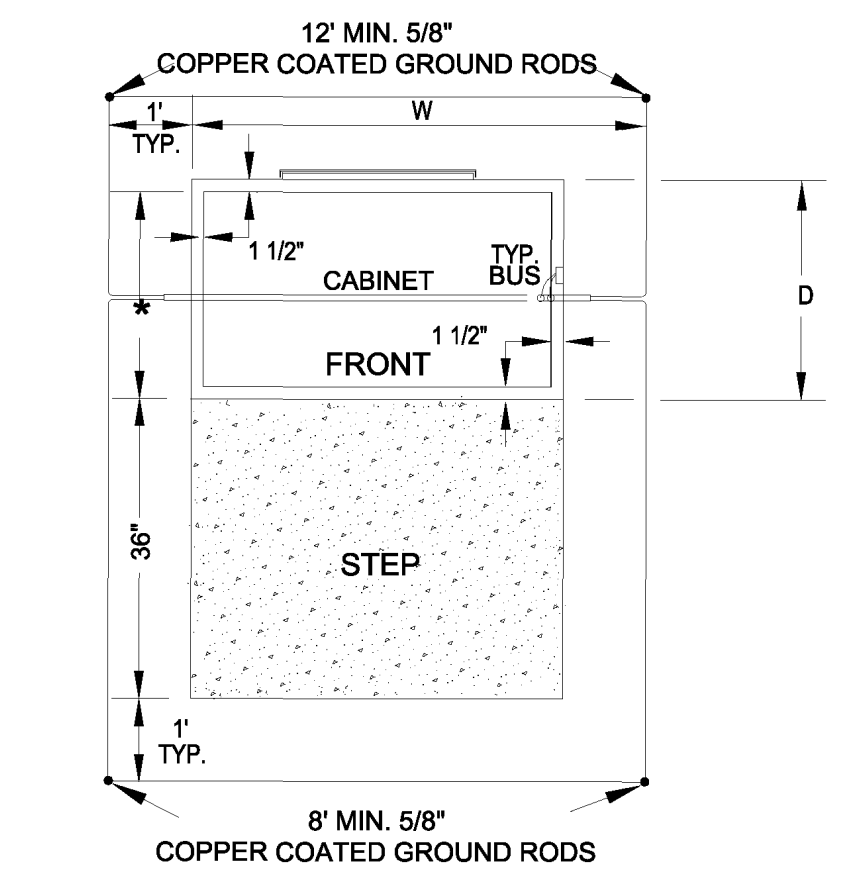
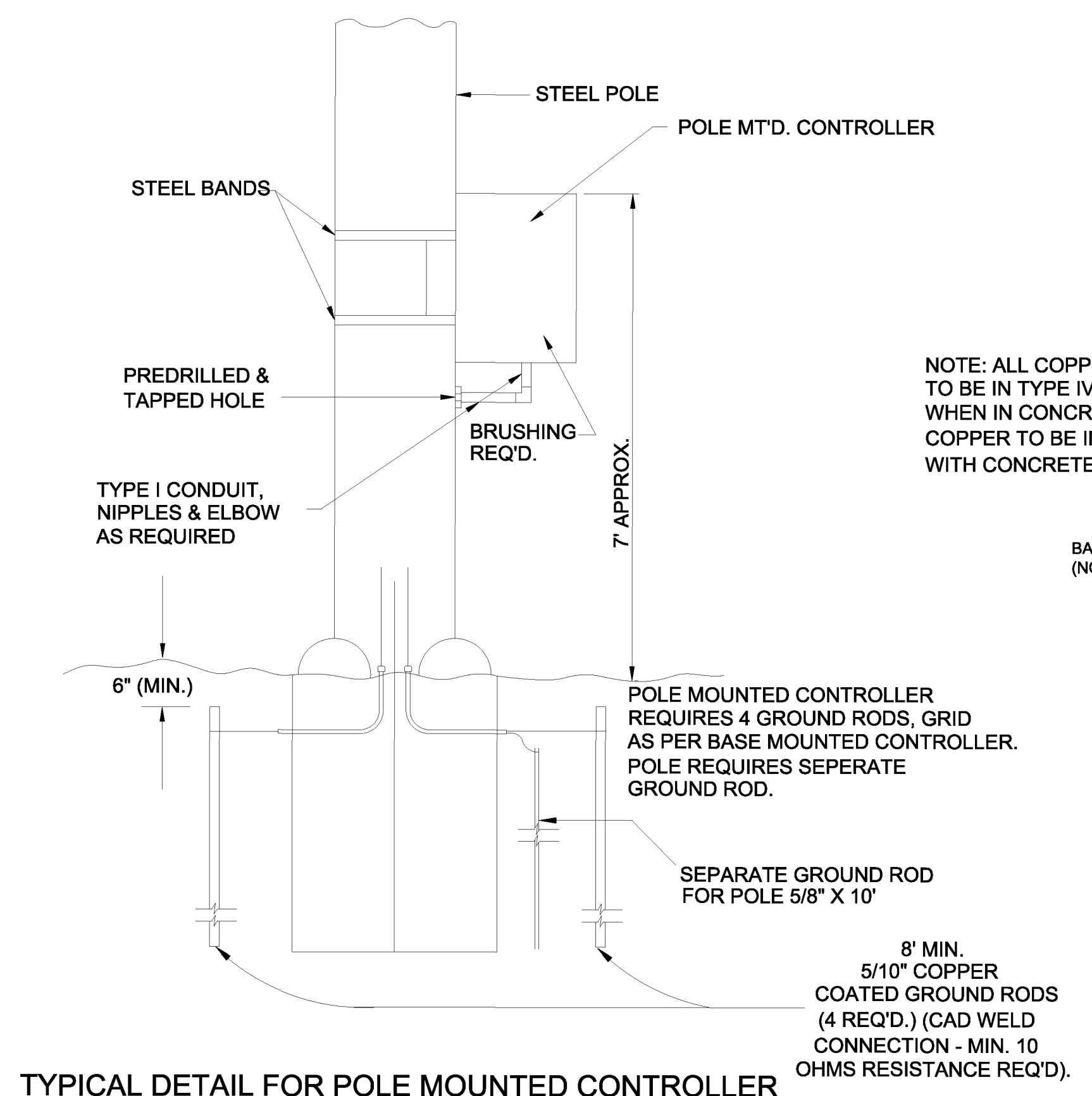
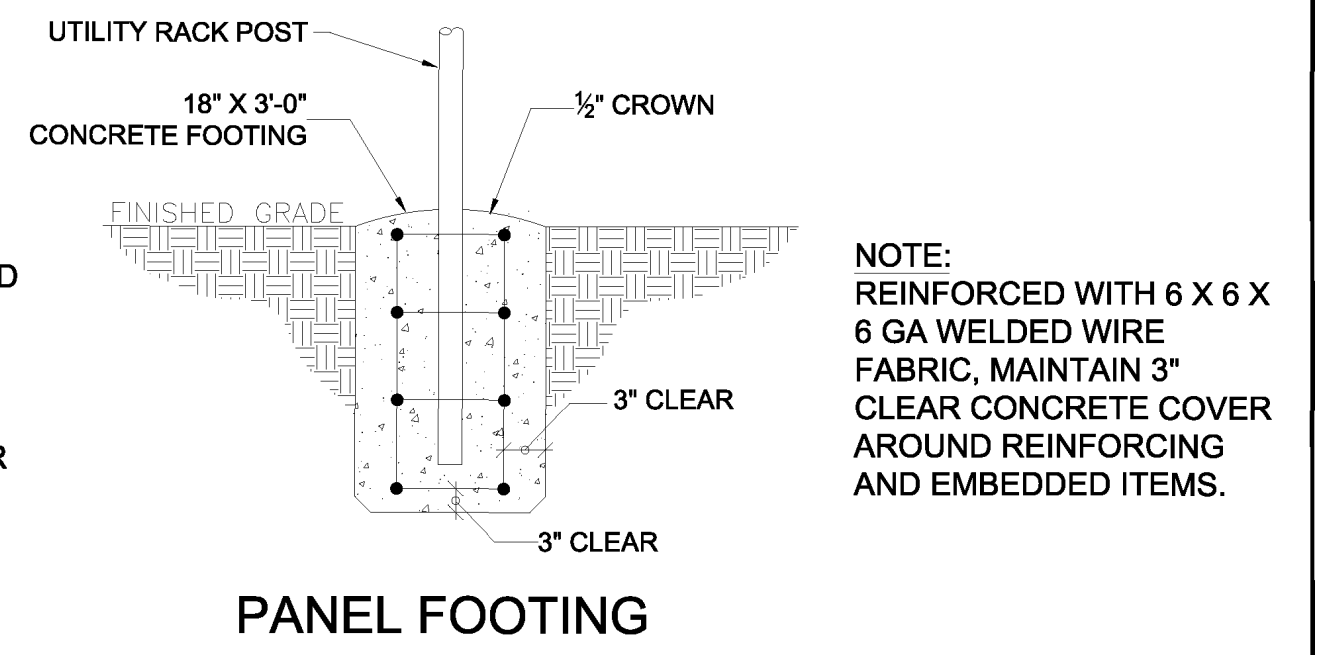
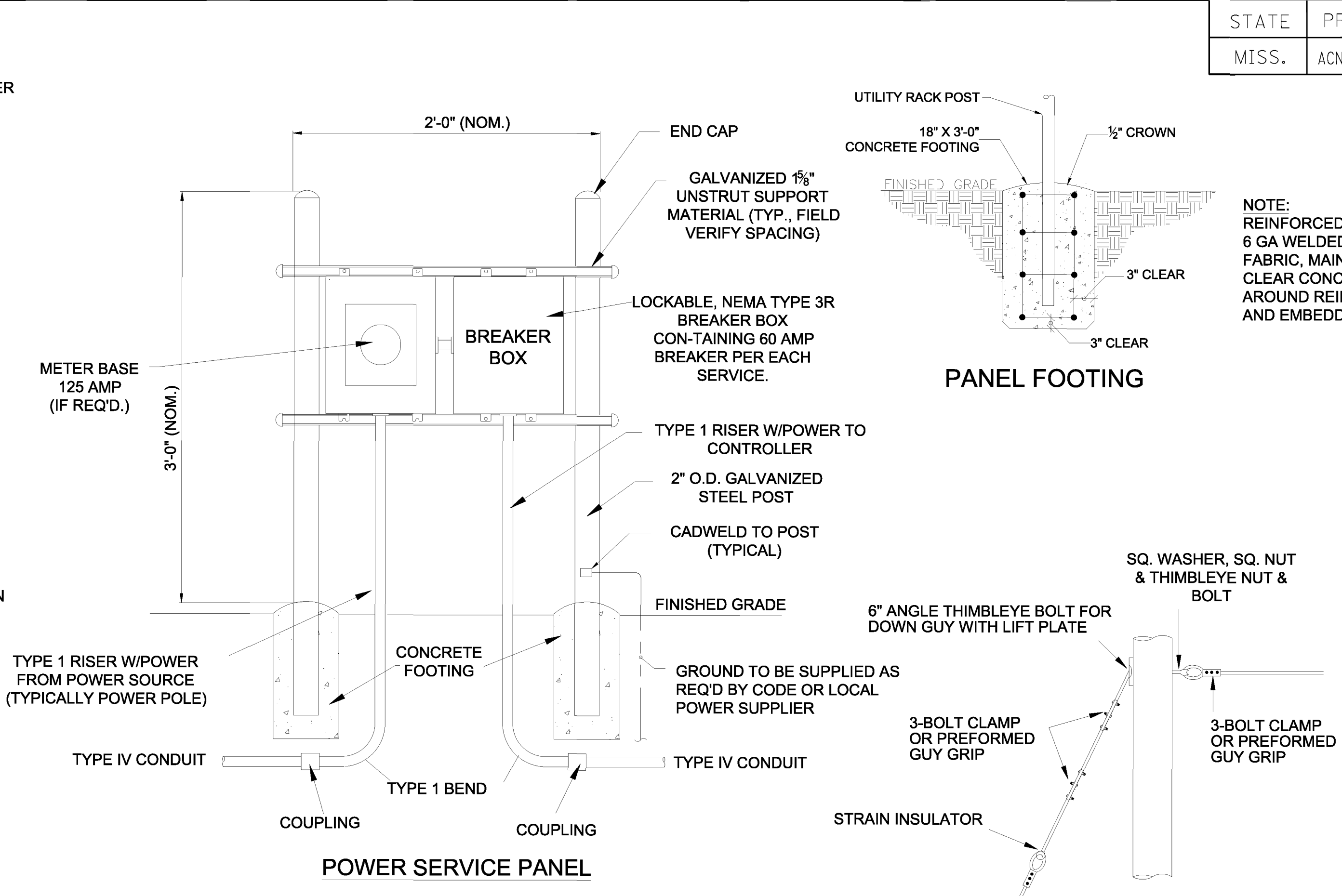
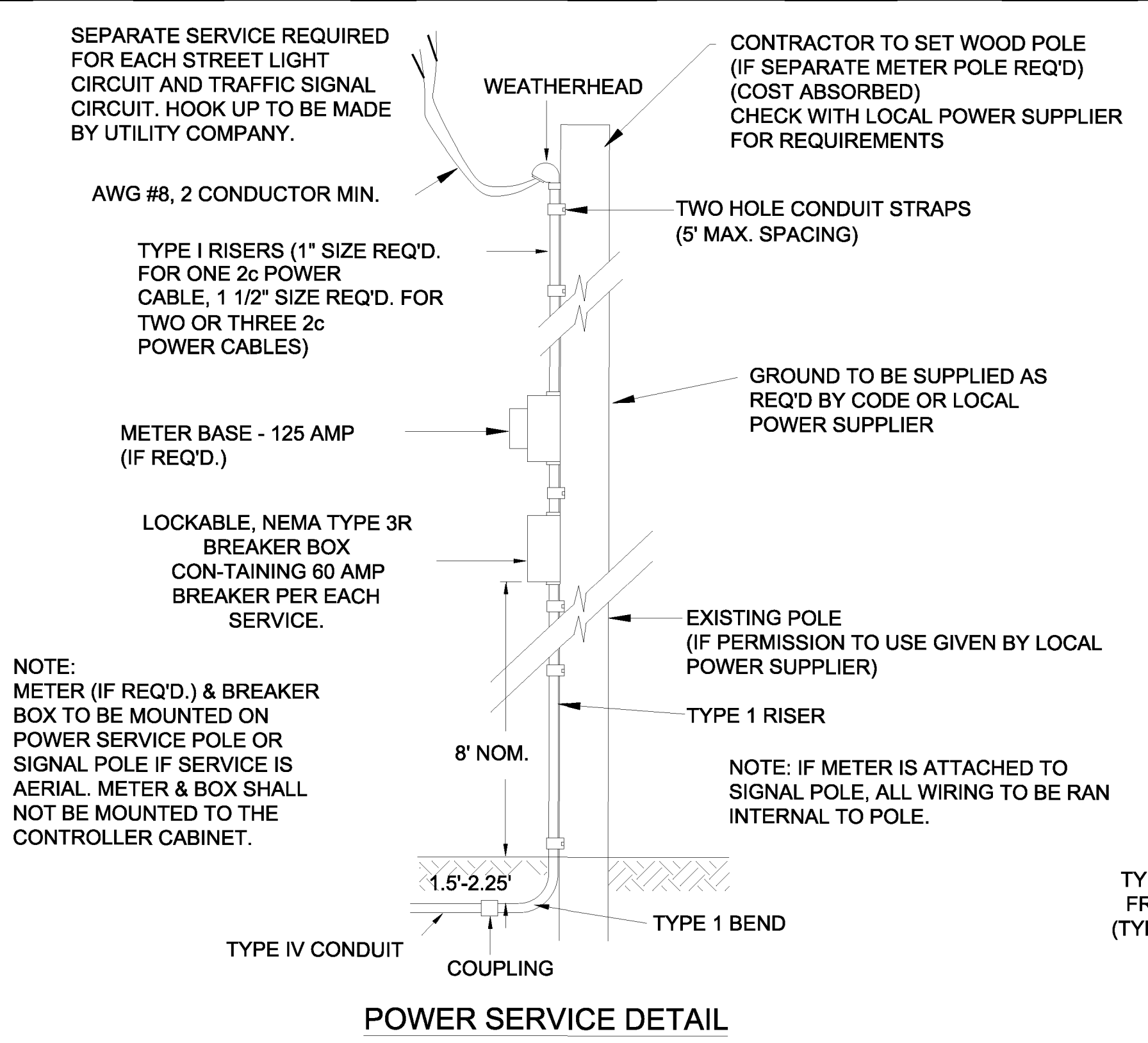
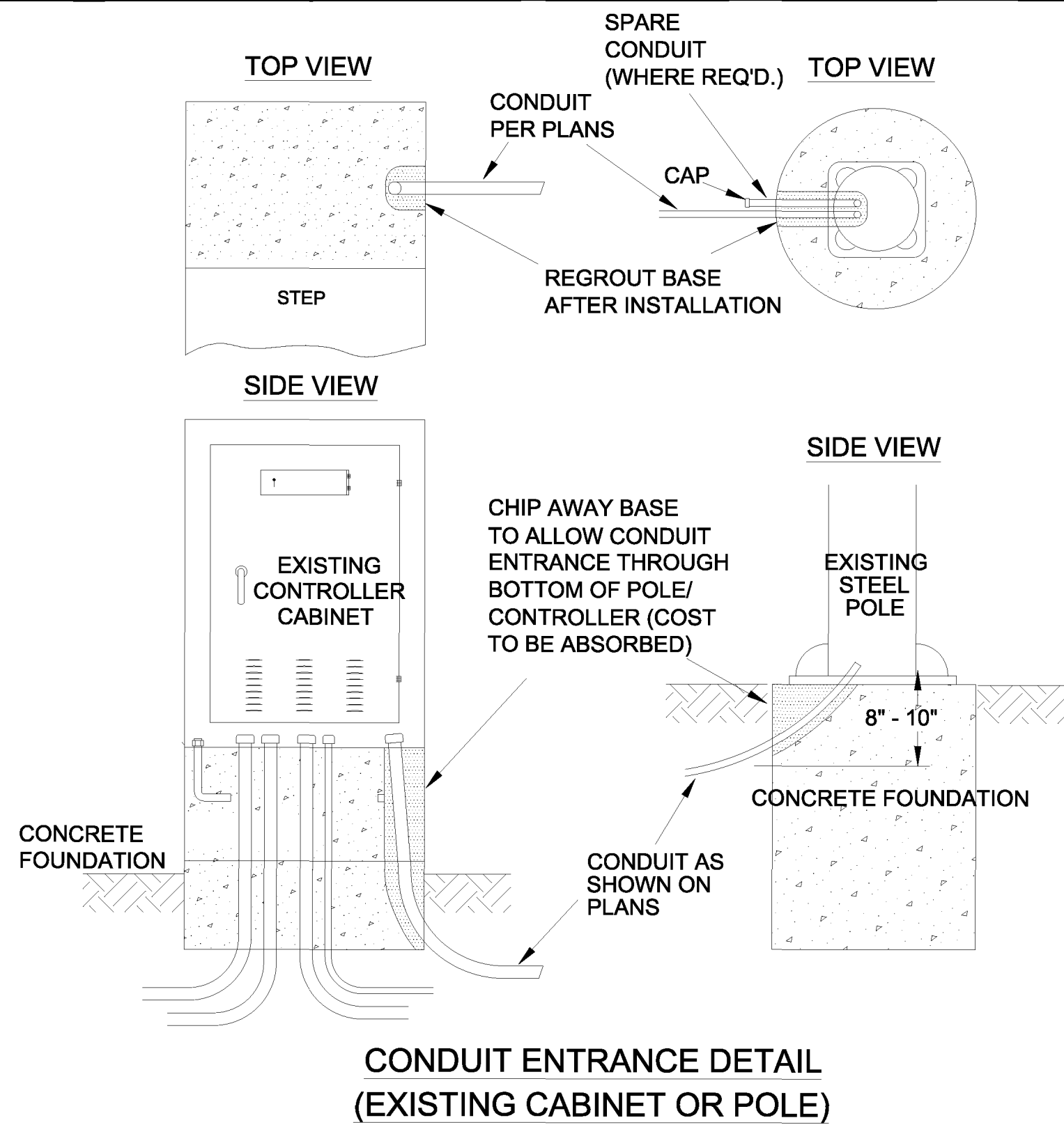
- CONDUIT NOTES:**
1. CONDUIT TO BE SEALED WITH DUCT SEALER ONCE CABLE IS INSTALLED.
 2. SAWCUT SIDEWALK AT EXISTING JOINTS AND REPLACE ENTIRE SECTION TO MATCH EXISTING MATERIAL. WHEN NEW SIDEWALK IS BEING CONSTRUCTED, CONDUIT, PULLBOX, AND POLE ARE TO BE INSTALLED BEFORE SIDEWALK IS POURED.
 3. TYPE I CONDUIT IS RIGID PIPE; TYPE IV CONDUIT IS PVC.
 4. ELECTRICAL SUBCONTRACTOR SHALL COORDINATE CONDUIT INSTALLATION WORK UNDER ROADWAY WITH ROADWAY CONSTRUCTION PHASING IN ORDER TO MINIMIZE JACKING.
 5. MATERIAL REMOVED THAT IS NOT SUITABLE FOR BACKFILL OR IS EXCESS SHALL BE DISPOSED OF BY THE CONTRACTOR. (COST ABSORBED)



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
PULL BOX AND CONDUIT TRENCHING DETAILS FOR TRAFFIC SIGNAL INSTALLATION	
DATE	BY
DESIGN TEAM	CHECKED
DATE	2015
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)	TSD-3
FILENAME: TSD-3.DGN	SHEET NUMBER
	2004

4/6/2016 8:01 AM TSD-3.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)



- NOTES:
1. THE ANCHOR ROD IS 6" DIAMETER.
 2. DIFFERENT ANCHORS ARE: CHANCE 8-WAY EXPANSION ANCHORS OR 3 HELICAL 203mm OR AS NECESSARY FOR ADEQUATE HOLD.
 3. ANCHORS ARE TO BE 15' BEHIND THE HOLE IN LINE WITH THE SPAN, RESTRICTION TO THIS WILL BE PROPERTY LINES OR OBSTRUCTIONS.
 4. ALL ATTACHMENT FITTINGS SHALL BE HOT DIP GALVANIZED UNLESS STATED OTHERWISE.
 5. GUYS TO BE INSTALLED AS REQUIRED, DETERMINED BY THE ENGINEER (COST ABSORBED).

TYPICAL DETAIL FOR POLE MOUNTED CONTROLLER
NOT TO SCALE

TYPICAL DETAIL OF BASE FOR CONTROLLER EQUIPMENT CABINET
NOT TO SCALE

FRONT VIEW

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL DETAILS OF CONTROLLER CABINET MOUNTINGS, TYPE 1 POLE ATTACHMENTS AND MISCELLANEOUS DETAILS

COUNTY: MADISON
 PROJ. NUM.: ACNH-9204-00(003)
 FILENAME: TSD-5.DGN
 DESIGN TEAM: _____ CHECKED: _____ DATE: 2015

WORKING NUMBER: TSD-5
 SHEET NUMBER: 2005

4/6/2016 8:01 AM TSD-5.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	ACNH-9204-00(003)

STREET NAME AND SIGN NOTES

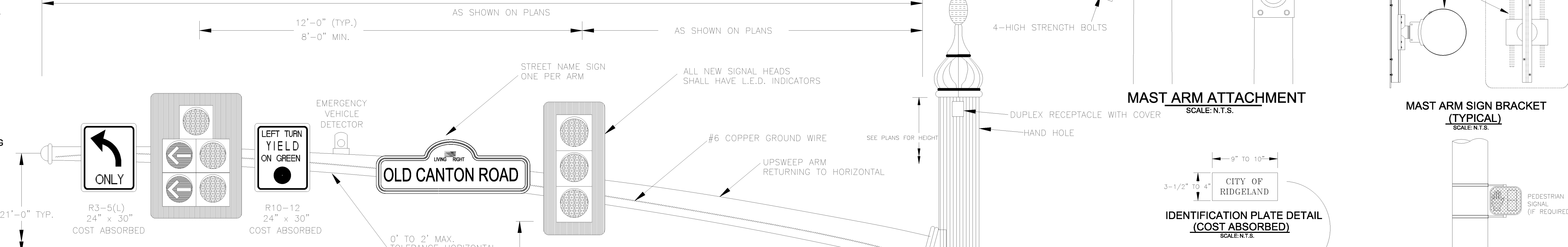
THE SIGN BLANK SHALL BE A SINGLE PIECE OF SMOOTH CUT ALUMINUM FROM ASTM B-209 ALLOY 5052-H38, 5154-H38 OR 6061-T6 SHEETS IN 0.125 INCH THICKNESS. THE ALUMINUM SHALL BE DEGREASED AND LIGHTLY ACID ETCHED BEFORE THE SIGN SHEETING IS APPLIED. THE SIGN SHEETING SHALL BE APPLIED TO THE PANELS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE RETROREFLECTIVE SHEETING MANUFACTURER. THE DECORATIVE STREET NAME SIGNS SHALL BE FINISHED ON BOTH SIDES. THE SIGN SHEETING MATERIAL SHALL BE DG³ DIAMOND GRADE CONFORMING TO FEDERAL SPECIFICATIONS FP92. THE COLORS OF THE DECORATIVE STREET NAME SIGNS SHALL MATCH THE EXISTING DECORATIVE STREET NAME SIGNS.

MAST ARM NOTES

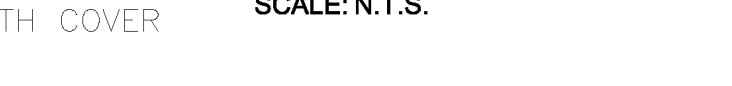
1. WIRE ENTRANCE TO MAST ARM WILL BE FIELD DRILLED TO CORRESPOND TO THE LOCATION OF THE SIGNAL HEADS WHEN ALIGNED IN THE FIELD.
2. ALL SIGNAL HEADS TO BE LED & BLACK IN COLOR.
3. RED SECTION INDICATIONS TO BE APPROXIMATELY SAME HEIGHT.
4. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLT TO BE SUPPLIED BY THE POLE MANUFACTURER.
5. DESIGN WIND LOAD FOR POLES AND MAST ARMS IS 70 MPH.
6. #6 COPPER GROUND WIRE INSIDE POLE AND MAST ARM TO BE COST ABSORBED.
7. MAST ARMS, PEDESTRIAN POLES AND ACCESSORIES SHALL BE POWDER COATED BLACK FINISH.

LUMINAIRE NOTES

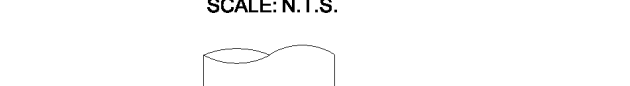
1. LUMINAIRE AND PHOTOELECTRIC CONTROL 250 WATT H.P.S. LIGHT FIXTURE WITH 250 WATT LAMPS AND PHOTO CELL TO BE PROVIDED BY THE CONTRACTOR. (COST ABSORBED)
2. LUMINAIRE CABLE FROM POLE TO FIXTURE SHALL BE COST ABSORBED.



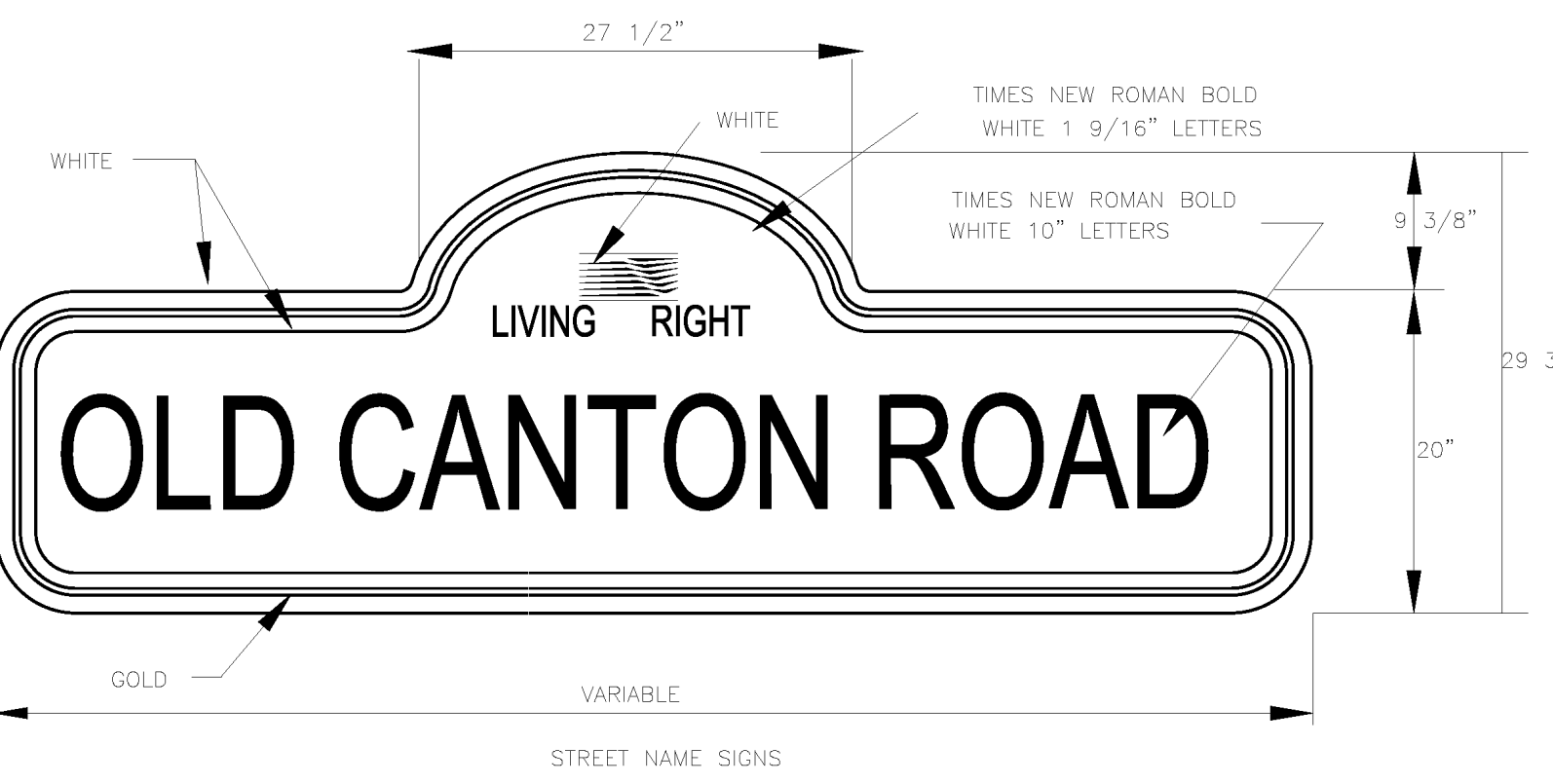
MAST ARM ATTACHMENT
SCALE: N.T.S.



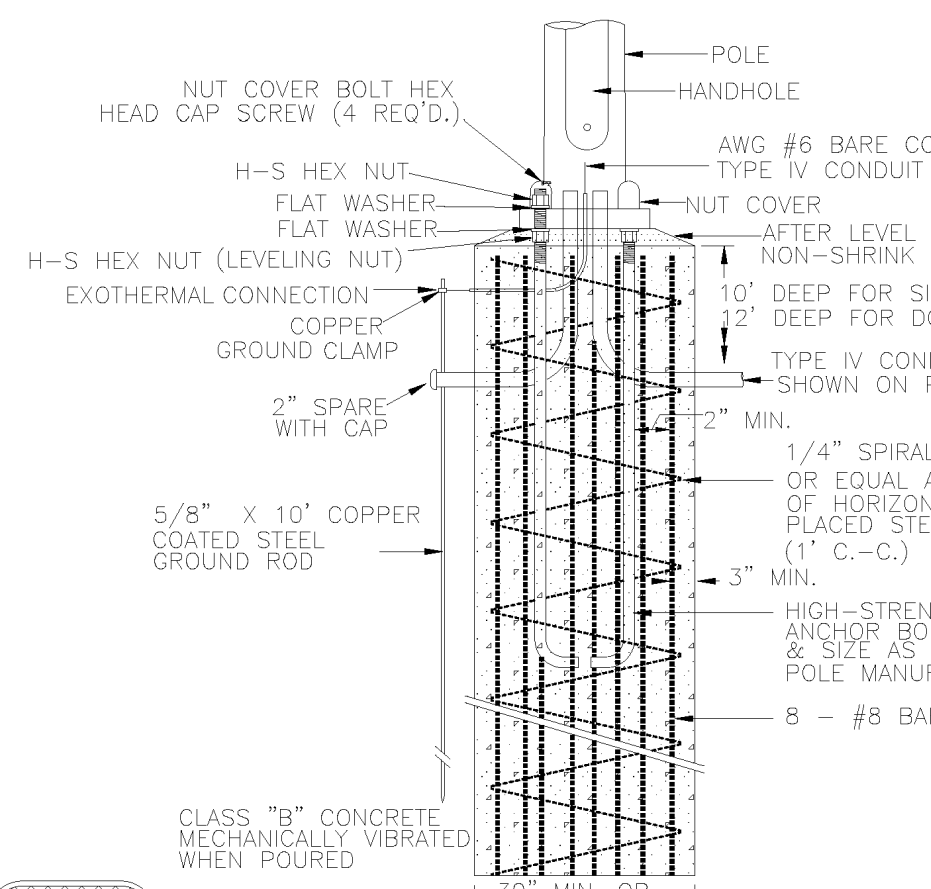
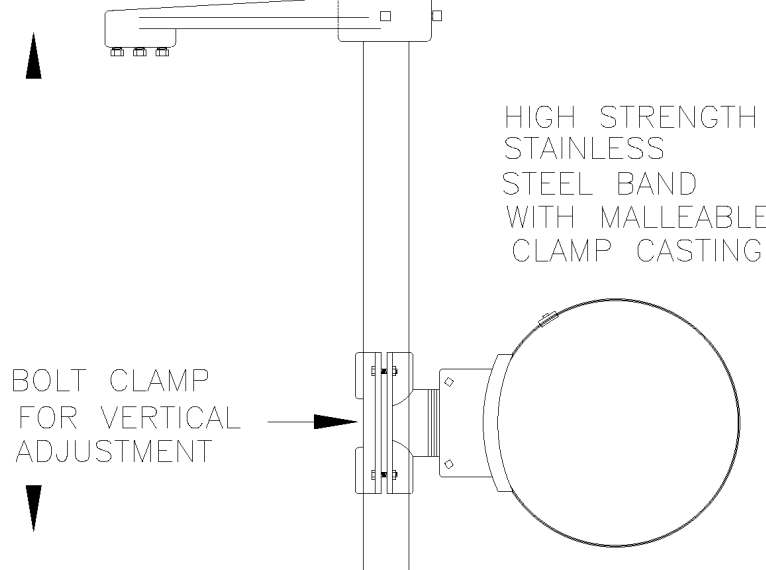
MAST ARM SIGN BRACKET (TYPICAL)
SCALE: N.T.S.



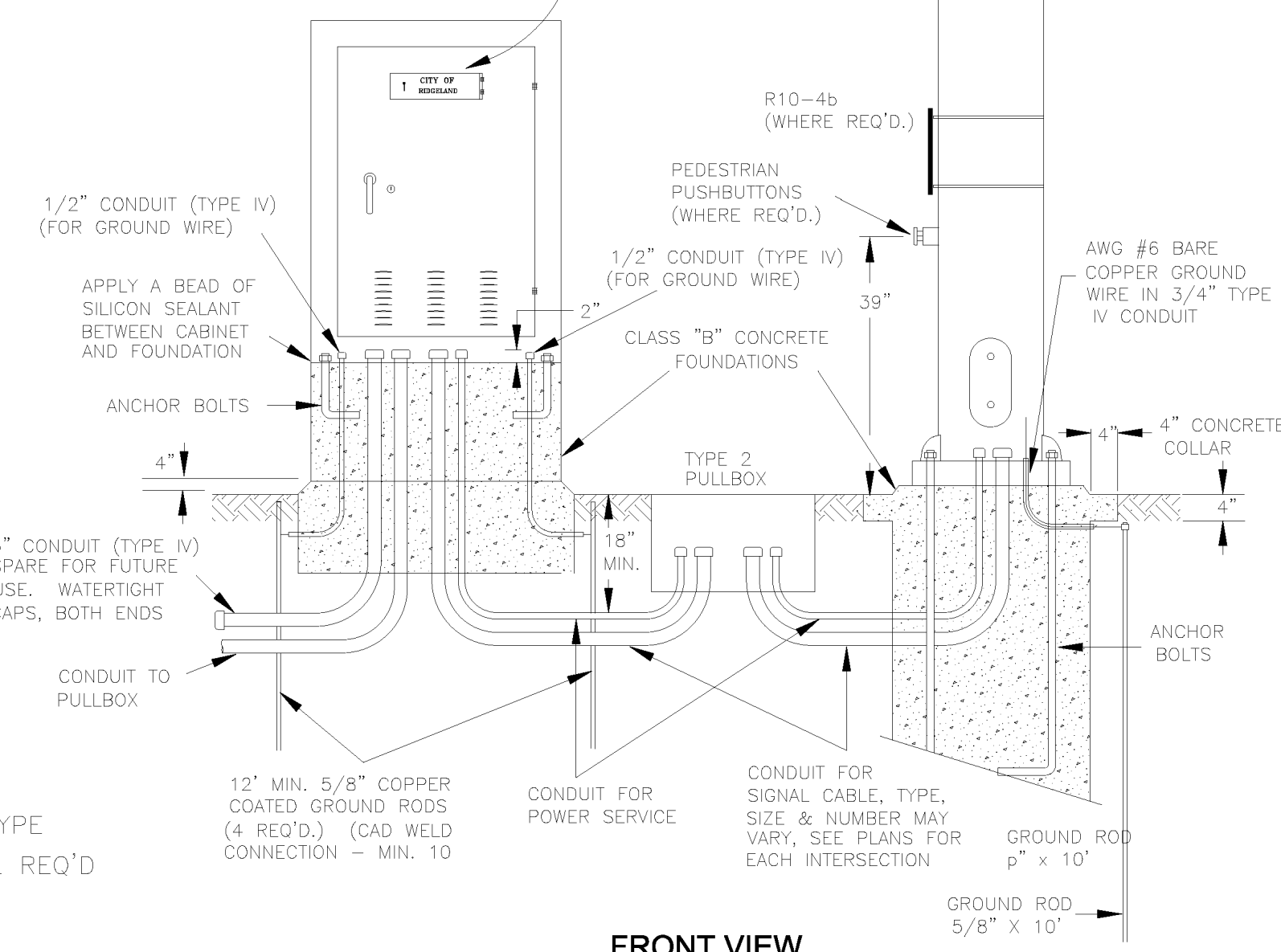
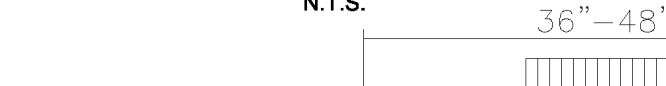
IDENTIFICATION PLATE DETAIL (COST ABSORBED)
SCALE: N.T.S.



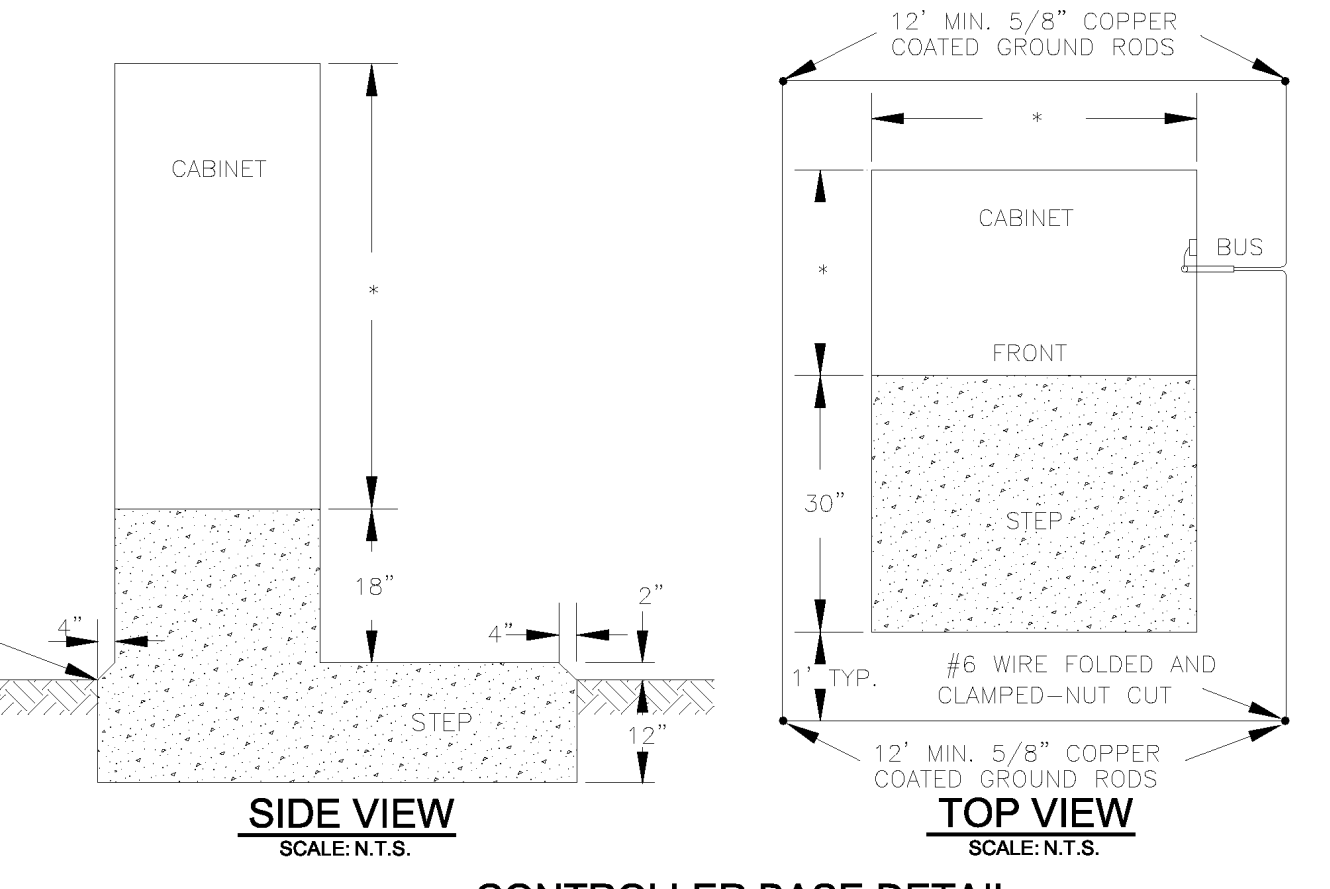
ADJUSTABLE CAST ALUMINUM UPPER BRACKET



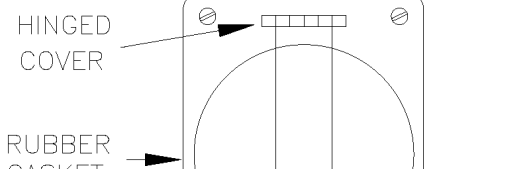
STEEL MAST ARM POLE FOUNDATION DETAIL
SCALE: N.T.S.



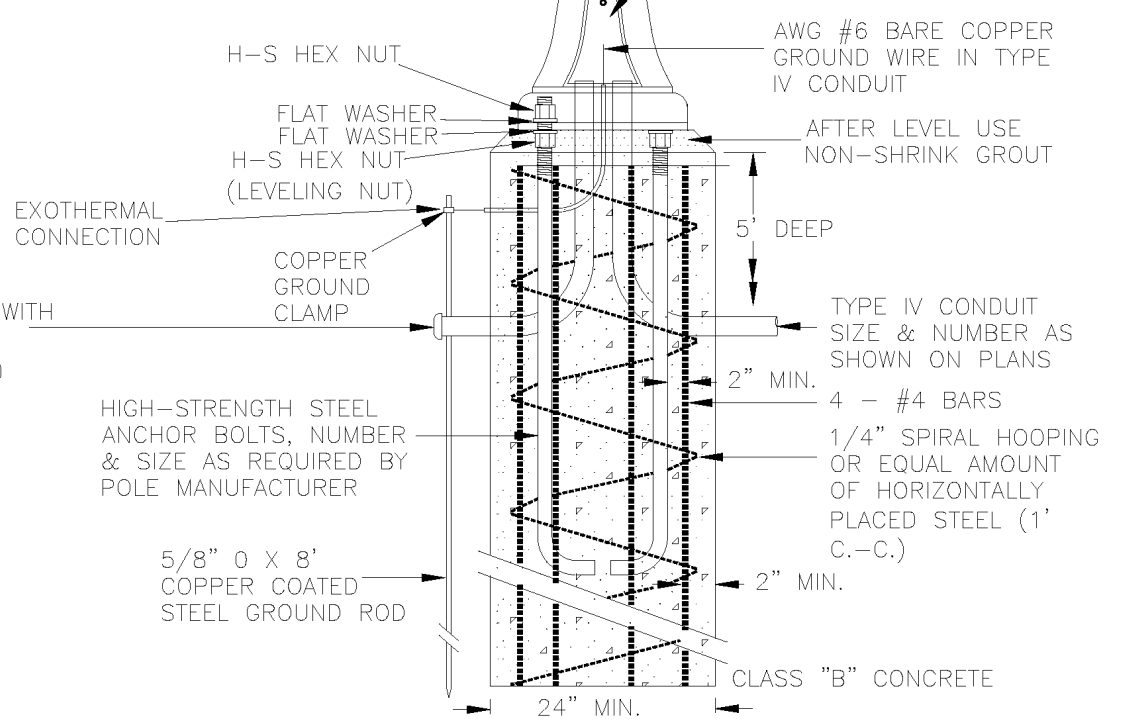
FRONT VIEW
SCALE: N.T.S.



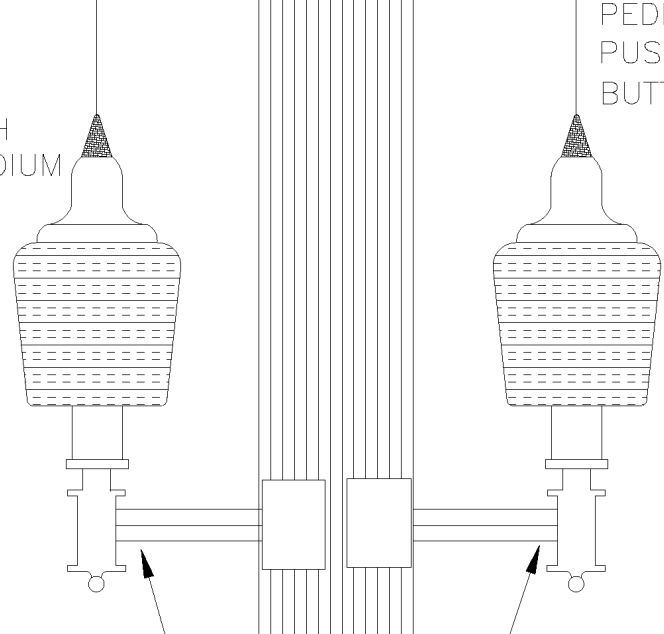
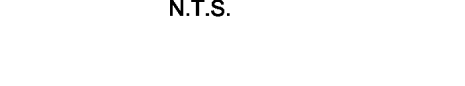
CONTROLLER BASE DETAIL
SCALE: N.T.S.



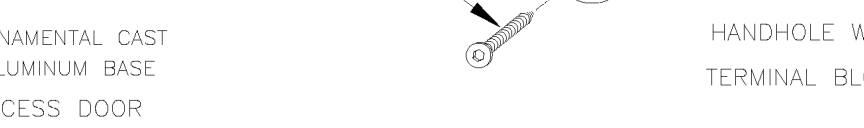
OUTLET
SCALE: N.T.S.



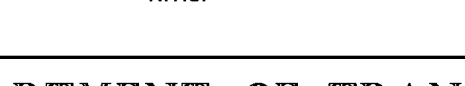
PEDESTAL POLE DETAIL
SCALE: N.T.S.



INSTALL QUICK DISCONNECT 10 AMP FUSE AND LUMINAIRE CABLE FROM POLE BASE TO LUMINAIRE (COST ABSORBED)



SIGNAL MOUNTING BRACKET (TYPICAL)
SCALE: N.T.S.



* CABINET DIMENSIONS TO MEET SIGNAL CABINET MANUFACTURER'S SPECIFICATIONS.
NOMINAL DIMENSIONS: 8-PHASE - D=26", W=44", H=55"
4-PHASE - D=17", W=30", H=52"

GENERAL FOUNDATION NOTES

1. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE MANUFACTURER. ANY FOUNDATION FAILING TO MEET THESE DIMENSIONS WILL BE REJECTED.
2. TYPE IV CONDUIT TO BE RUN INTERNALLY FOR CONCRETE AND STEEL POLES; TYPE I CONDUIT RISERS REQUIRED FOR WOOD POLES.
3. DESIGN WIND LOAD FOR POLES SHALL BE 70 MPH.
4. FOUNDATIONS TO BE CLASS "B" CONCRETE, MECHANICALLY VIBRATED WHEN POURING.
5. MINIMUM STEEL POLE FOUNDATION SHALL BE 30" DIA. X 10' DEEP.
6. #6 COPPER GROUND WIRE AND 5/8" DIA. COPPER GROUND ROD REQ'D. FOR ALL POLE FOUNDATIONS. (COST ABSORBED).

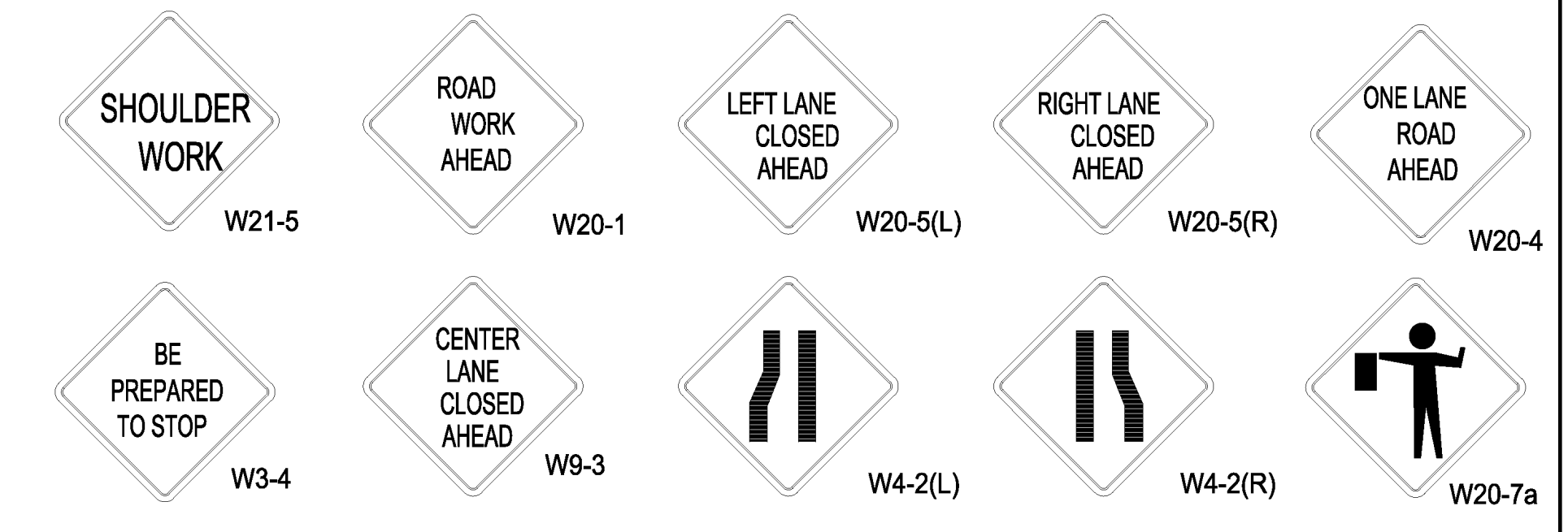
POLE FOUNDATIONS ARE TO EXTEND ABOVE GROUND LEVEL TO ±3 INCHES OF EDGE OF PAVEMENT ELEVATION

CONCRETE FOUNDATION (SEE DETAIL)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL DESIGN		
COLONY PARK BLVD. City of Ridgeland Decorative Pole Standards		
COUNTY: MADISON		WORKING NUMBER
PROJ. NUM.: ACNH-9204-00(003)		TSD-6
FILENAME: TSD-6.DGN		SHEET NUMBER
DESIGN TEAM: IHOMPSON CHECKED: TB DATE: 2016		2006

4/6/2016 8:01 AM TSD-6.DGN

SIGN LEGEND



GENERAL NOTES

1. ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY. ANY ADDITIONAL SIGNS SHOULD BE INCLUDED UNDER PAY ITEM 907-618-A, MAINTENANCE OF TRAFFIC.
2. POST MOUNTED SIGNS SHALL HAVE A 7' MINIMUM MOUNTING HEIGHT.
3. PAYMENT FOR ALL SIGNS, CONES, DRUMS, CONCRETE BARRIERS, STEEL PLATES AND OTHER MATERIALS, BARRICADES, LABOR AND INCIDENTALS REQUIRED TO IMPLEMENT THE TRAFFIC CONTROL PLAN SHALL BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
4. APPROACH SIDE TRAFFIC CONTROL TO BE USED WHEN WORK OCCURS ON EITHER THE APPROACH SIDE OR THE FAR SIDE OF THE INTERSECTION. FAR SIDE TRAFFIC CONTROL IS NOT NEEDED WHEN WORK IS CONFINED TO THE APPROACH SIDE ONLY.
5. FOR A DIVIDED HIGHWAY SITUATION, A SECOND SET OF ADVANCE WARNING SIGNS SHALL BE ERECTED IN MEDIAN AREA (8' MIN. MEDIAN WIDTH REQUIRED).

LEGEND

DRUMS (30' MAXIMUM SPACING) - CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

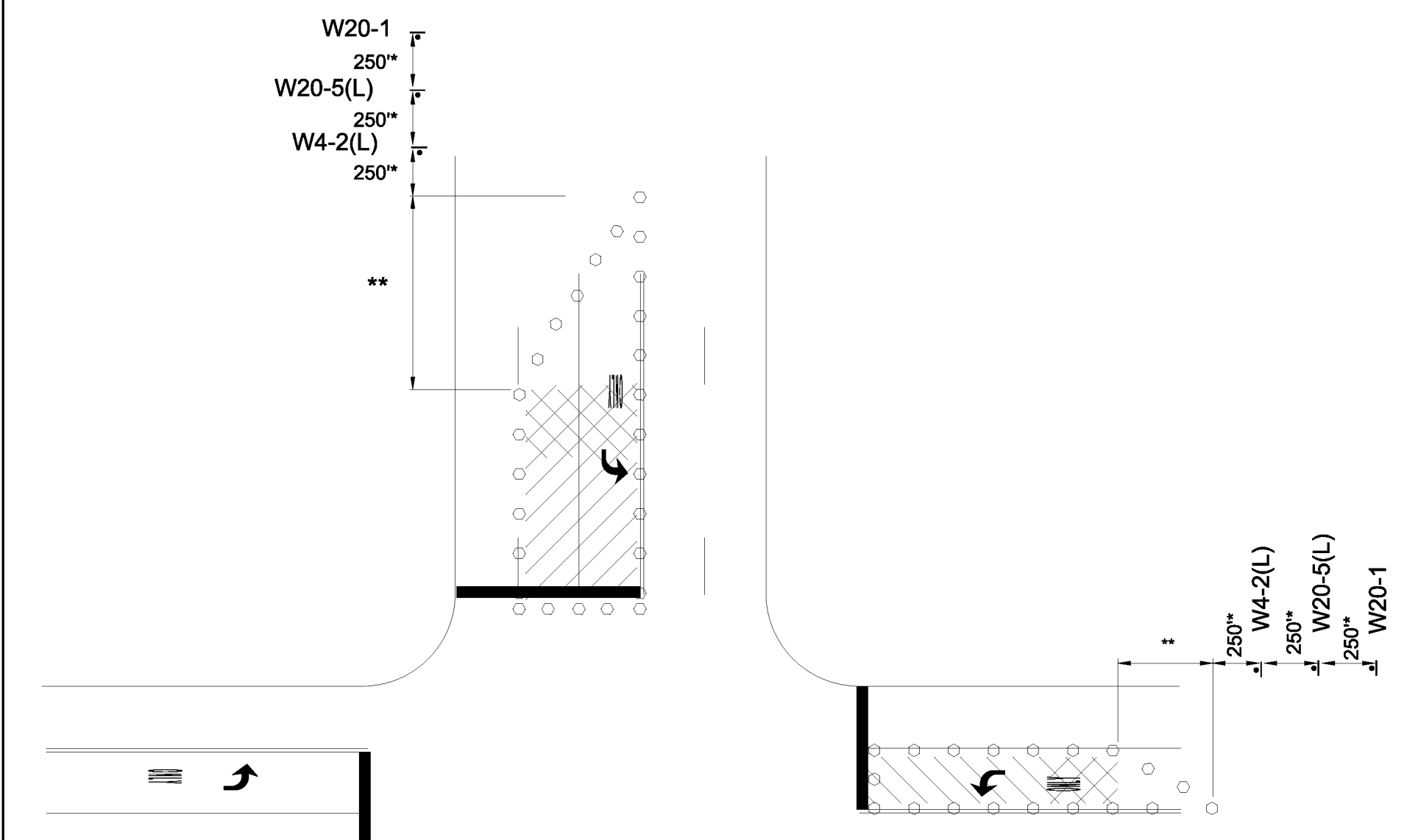
SIGNS - SEE SIGN LEGEND MIN. SIZE 48" x 48", BLACK ON ORANGE BACKGROUND

FLAGGER WITH PADDLE - 18" STOP/SLOW PADDLES ACCEPTED AS PROPER TRAFFIC CONTROL DEVICES SHALL BE USED. HANDHELD FLAGS SHALL NOT BE FOR FLAGGING OPERATION.

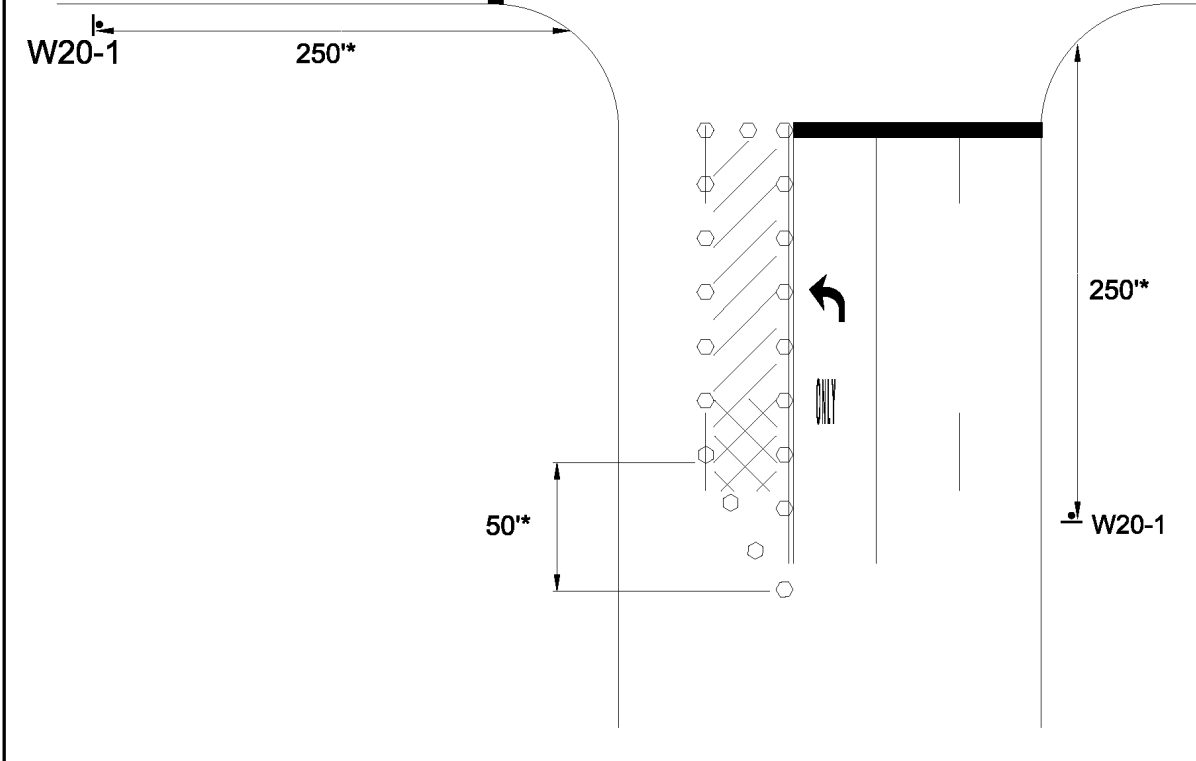


* CONSIDERED MINIMUM DISTANCE - ENGINEER TO DETERMINE APPROPRIATE SPACING IN THE FIELD

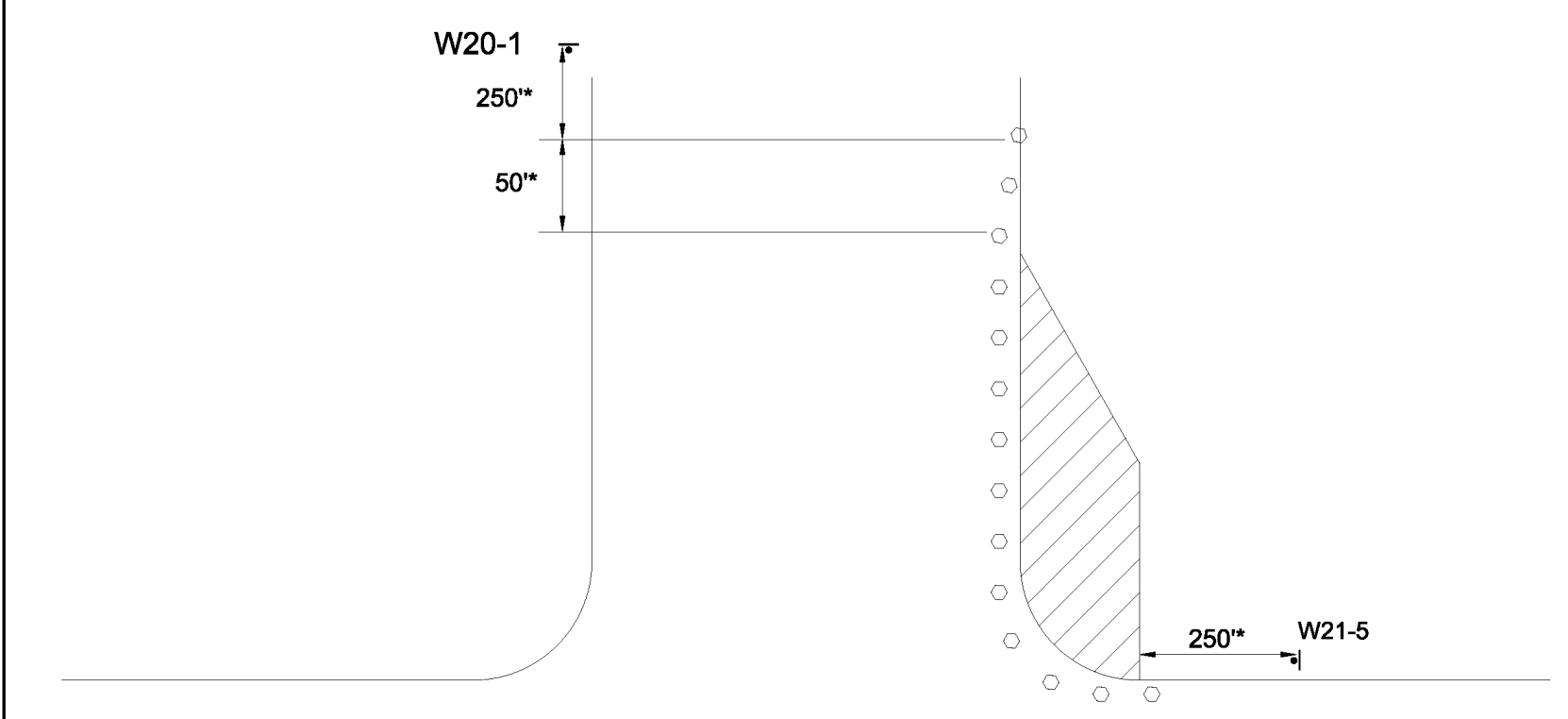
** SPEED LIMIT	BUFFER FEET	TAPER LENGTH (Feet)
M.P.H.		(Per 12' Lane Shift)
20	115	80
25	155	125
30	200	180
35	250	245
40	305	320
45	360	540
50	425	600
55	495	660
60	570	720
65	645	780
70	730	



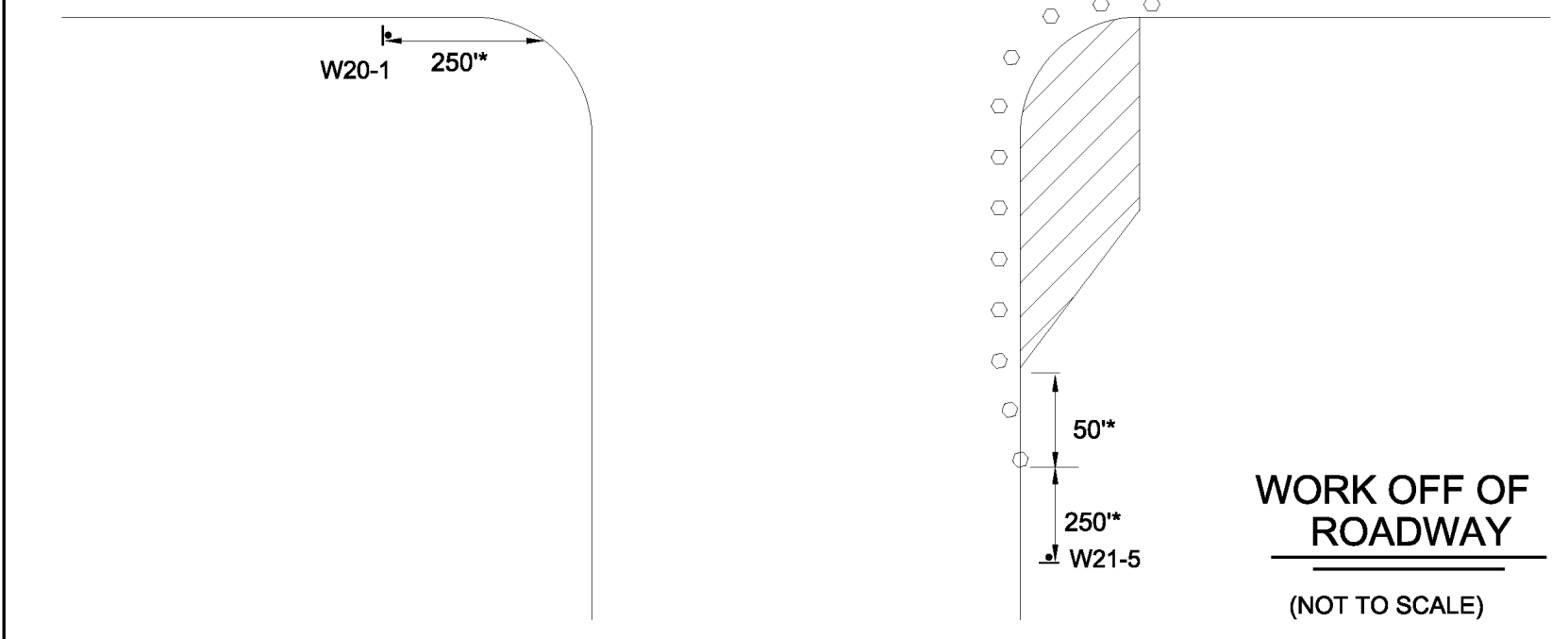
LEFT OR CENTER LANE BLOCKED NEAR SIDE and/or FAR SIDE
(NOT TO SCALE)



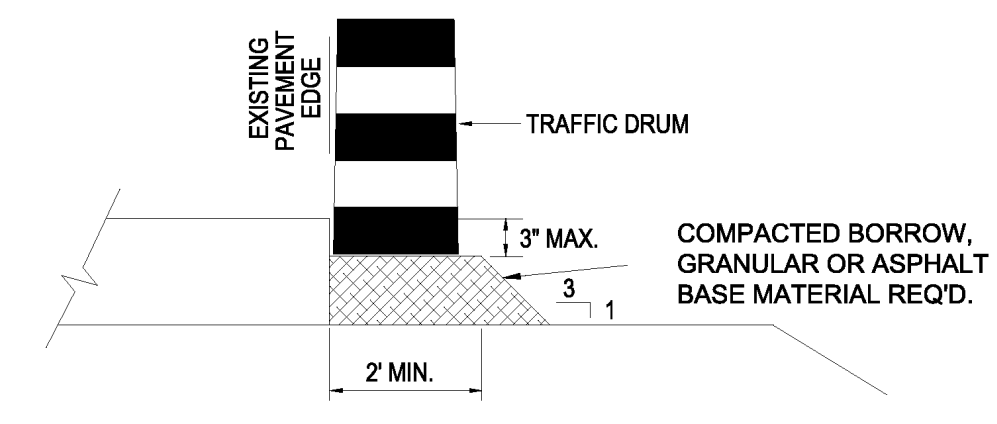
RIGHT LANE BLOCKED
(NOT TO SCALE)



WORK OFF OF ROADWAY
(NOT TO SCALE)

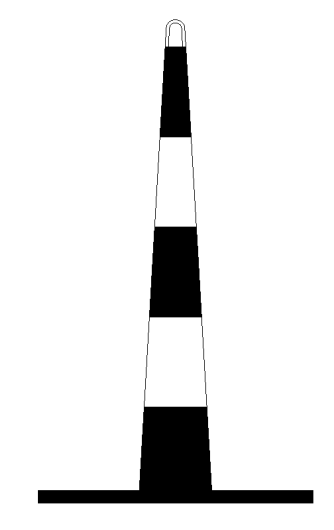


ONE LANE OPERATION
(NOT TO SCALE)



DRUM PLACEMENT ON LOW SHOULDERS OR WIDENING


CONTRACTOR SHALL PLACE PLASTIC DRUMS ADJACENT TO ROADWAY IN AREAS WHERE THE WIDENING HAS NOT BEEN CONSTRUCTED TO WITHIN TWO INCHES OF EXISTING PAVEMENT ELEVATIONS. DRUMS REQUIRED WHERE WORK ZONE INCLUDES UNDERCUT SHOULDER AND REMOVAL OF CURB & GUTTER. DRUMS TO BE PLACED AS SHOWN IN DETAILS, LEFT FOR NIGHT OPERATION OR SUSPENSIONS OF WORK. COST TO BE ABSORBED (PAY ITEM 907-618-A).



TRAFFIC CONE

CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

4/6/2016 8:01 AM TSD-7 (REV. 7-7-15).DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)	
COUNTY: MADISON	 WORKING NUMBER TSD-7 SHEET NUMBER 2007
PROJ. NUM.: ACNH-9204-00(003)	
FILENAME: PMD-1.DGN	DATE 2015
DESIGN TEAM	MOOT CHECKED