## GENERAL INDEX

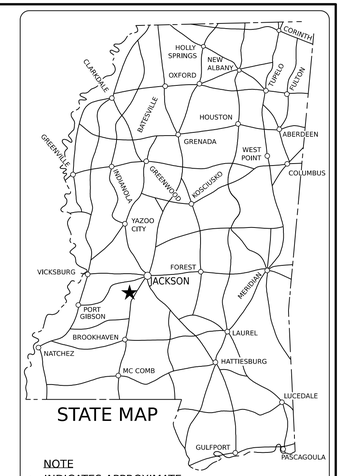

| INCLUDED THIS PROJECT | | BEGIN WITH SHEET |
|---|---|---|
| [X] | ROADWAY | 1 |
| [ ] | PERMANENT SIGNS | 1001 |
| [ ] | TRAFFIC SIGNALS | 2001 |
| [ ] | ITS COMPONENTS | 3001 |
| [ ] | LIGHTING | 4001 |
| [ ] | (RESERVED) | 5001 |
| [X] | ROADWAY STD. DWGS | 6001 |
| [ ] | BOX CULVERT STD. DWGS (LRFD) | 7001 |
| [ ] | BOX CULVERT STD. DWGS (STD. SPEC.) | 7501 |
| [X] | BRIDGE | 8001 |
| [X] | CROSS SECTIONS | 9001 |


# STATE OF MISSISSIPPI
# CITY OF JACKSON

# PLAN AND PROFILE OF PROPOSED CITY STREET
# FEDERAL AID PROJECT NO. STP-7287-00(001)LPA

## CITY OF JACKSON - RECONSTRUCTION OF THE MCCLUER ROAD BRIDGE AT CANY CREEK TRIBUTARY

## HINDS COUNTY




STATE MAP

NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

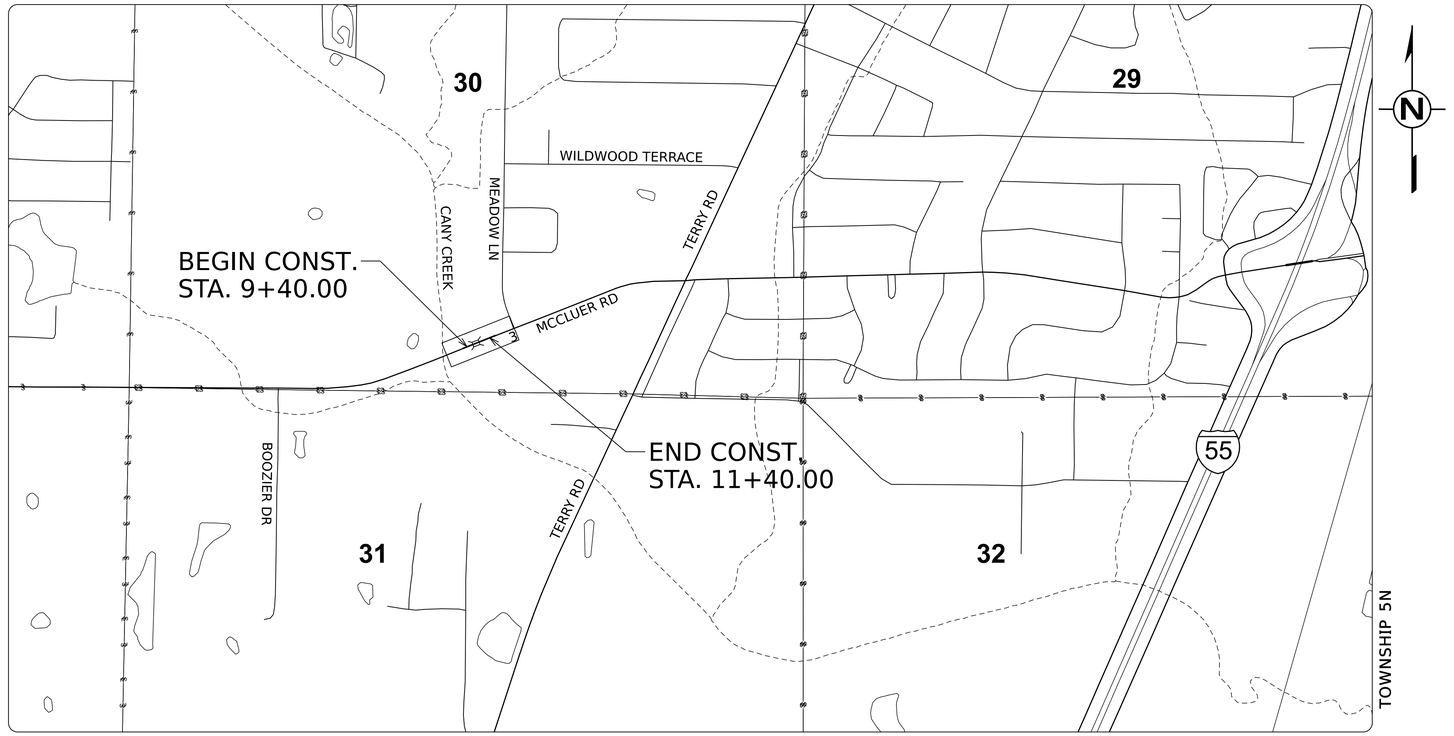
LAT. 32°14'25.62"N LONG. 90°14'10.04"W
(APPROX. MIDDLE OF PROJECT)

### BRIDGE STRUCTURES REQ'D.

BRIDGE NO. SA25-157
MCCLUER RD ACROSS
CANY CREEK TRIBUTARY
STA. 10+01.02
SPANS = 2 @ 19'
SKEW = NONE
LENGTH = 37.96'

### BOX BRIDGES REQ'D.

N/A




### DESIGN CONTROL

35 MPH = V (SPEED DESIGN)

ADT ( 2025 ) = 3,100 : ADT ( 2045 ) = 3443
DHV = : D = % T = %

### PERMITS ACQUIRED BY LPA

WETLANDS AND WATERS PERMITS

| | WATERS | WETLANDS |
|---|---|---|
| NATIONWIDE #14 | [Y] | [N] |
| NATIONWIDE (OTHER)* | [N] | [N] |
| GENERAL* | [N] | [N] |
| INDIVIDUAL (404)* | [N] | [N] |

STORMWATER PERMIT [N]

Y REQUIRED, CNOI SUBMITTED BY MDOT (DISTURBED AREA=5 ACRES)

S REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)

N NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: _____

### CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN CORP LINE
SECTION LINE
DEED LINE
EXISTING ROADWAY
PROPOSED ROADWAY
RAILROAD
BRIDGES

### LENGTH DATA

| | | |
|---|---|---|
| LENGTH OF ROADWAY | 162.04 | FT. 0.031 MI. |
| LENGTH OF BRIDGES | 37.96 | FT. 0.007 MI. |
| LENGTH OF PROJECT (NET) | | FT. 0.038 MI. |
| LENGTH OF EXCEPTIONS | 0.00 | FT. 0.000 MI. |
| LENGTH OF PROJECT (GROSS) | | FT. 0.038 MI. |

### EQUATIONS

N/A

### SCALES

PLAN 1 IN.= 100 FT.
PROFILE {HOR. 1 IN.= 100 FT. / VERT. 1 IN.= 10 FT.
LAYOUT 1 IN.= 600 FT.

### EXCEPTIONS

N/A

DESIGNED BY: PICKERING

### CONSTRUCTION PROJECT DATA

| | |
|---|---|
| EXTERNAL PROJECT NUMBER | STP-7287-00(001)LPA |
| FMS & DETAIL | 109860/701000 |

P S & E DATE: 06/26/2026

APPROVED:

JOHN HORHN, MAYOR

KOHL BOOZER, P.E.
LICENSE NO. 35697

KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

TITLE SHEET
9/14/2026 3:00:36 PM Title.dgn

| DESCRIPTION OF SHEET | REV. DATE | WKG. NO. | SH. NO. |
|---|---|---|---|
| TITLE SHEET (1) | | | 1 |
| DETAILED INDEX & GENERAL NOTES (3) | | | |
| DETAILED INDEX | | DI- 1 | 2 |
| GENERAL NOTES | | GN- 1 | 3 |
| GENERAL NOTES | | GN- 2 | 4 |
| TYPICAL SECTION SHEETS (2) | | | |
| TYPICAL SECTION - MCCLUER RD | | TS- 1 | 5 |
| TYPICAL SECTION - MCCLUER RD | | TS- 2 | 6 |
| SUMMARY OF QUANTITIES (2) | | | |
| SUMMARY OF QUANTITIES | | SQS- 1 | 7 |
| SUMMARY OF QUANTITIES | | SQS- 2 | 8 |
| ESTIMATED QUANTITIES (4) | | | |
| ESTIMATED QUANTITIES | | EQ- 1 | 9 |
| ESTIMATED QUANTITIES | | EQ- 2 | 10 |
| ESTIMATED QUANTITIES | | EQ- 3 | 11 |
| STANDARD ROADSIDE SIGNS | | SRS- 1 | 12 |
| PLAN & PROFILE SHEETS (1) | | | |
| MCCLUER RD. - STA. 9+40 TO STA. 11+40 | | WK- 3 | 13 |
| PAVEMENT MARKING DETAILS (1) | | | |
| PAVEMENT MARKING DETAILS: MCCLUER RD. - STA. 9+40 TO STA. 11+40 | | PMD- 1 | 14 |
| TRAFFIC CONTROL PLAN (2) | | | |
| CONSTRUCTION SIGNING - MCCLUER RD. | | CS- 1 | 15 |
| TRAFFIC CONTROL PLAN - MCCLUER RD. | | TC- 1 | 16 |
| EROSION CONTROL SHEETS (1) | | | |
| EROSION CONTROL PLAN - MCCLUER RD. | | ECP- 3 | 17 |
| SPECIAL DESIGN SHEETS (2) | | | |
| VEGETATION SCHEDULE | | VS- 1 | 18 |
| SIGN SUPPORT HARDWARE 2.0" SQUARE POST | | SDTSS- 1 | 19 |
| STANDARD DRAWINGS - ROADWAY SHEETS (24) | | | |
| PAVEMENT MARKING DETAILS FOR 2- LANE & 4- LANE DIVIDED ROADWAYS | 4/22/26 | PM- 1 | 6051 |
| TYPICAL TEMPORARY EROSION CONTROL/SEDIMENT CONTROL APPLICATIONS | | ECD- 1 | 6101 |
| DETAILS OF SEDIMENT BARRIER APPLICATIONS | | ECD- 2 | 6102 |
| DETAILS OF SILT FENCE INSTALLATION | | ECD- 3 | 6103 |
| DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS | | ECD- 4 | 6104 |
| TEMPORARY EROSION, SEDIMENT, & WATER POLLUTION CONTROL MEASURES (SILT FENCE & HAY BALE DITCH CHECKS) | | ECD- 5 | 6105 |
| DETAILS OF EROSION CONTROL WATTLE DITCH CHECK | | ECD- 6 | 6106 |
| DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK | | ECD- 7 | 6107 |
| ROCK DITCH CHECK | | ECD- 8 | 6108 |
| ROCK FILTER DAM | | ECD- 9 | 6109 |
| ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM | | ECD- 10 | 6110 |
| DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK | | ECD- 21 | 6121 |
| SEDIMENT RETENTION BARRIER | | ECD- 22 | 6122 |
| DETAILS OF TYPICAL DITCH TREATMENTS | | DT- 1 | 6123 |
| GUARDRAIL: "W" BEAM (STEEL POSTS) | | GR- 1B | 6203 |
| GUARDRAIL: BRIDGE END SECTION- TYPE A & C | | GR- 2 | 6204 |
| GUARDRAIL: TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR 2- LANE, 2- WAY HIGHWAY | | GR- 4A | 6215 |
| GUARDRAIL: MISCELLANEOUS HARDWARE | | GR- HW | 6221 |
| STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION | 12/11/25 | SN- 4 | 6306 |
| STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION | | SN- 4A | 6307 |
| TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS | 12/11/27 | SN- 8 | 6314 |
| TYPICAL GUARDRAIL DELINEATION | 12/11/28 | SN- 8C | 6317 |
| SIGNING DETAILS FOR BRIDGE APPROACHES | 12/11/29 | SN- 9 | 6318 |
| HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS | 12/11/30 | TCP- 8 | 6358 |
| CROSS SECTIONS (2) | | | |
| DIXON RD | | | 9001- 9002 |
| TOTAL EXCLUDING BRIDGE SHEETS = | | | 45 |

BRIDGE SHEET
NOTE: SEE SHEET DI- BR FOR DETAILS

KOHL BOOZER LLP
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**DETAILED INDEX**

SHEET ID
**DI-1**

SHEET NO.
**2**

PLAN SHEET
6/26/2026 2:07:36 PM DI.dgn

# GENERAL NOTES

## BRIDGES AND WALLS

(1) THE BRIDGE DECKS SHALL BE GROOVED AND ALL BRIDGE JOINTS SHALL BE SEALED PRIOR TO OPENING THE BRIDGES TO TRAFFIC.

(2) STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURES WITHOUT WRITTEN APPROVAL FROM THE PROJECT ENGINEER. SEE NOTICE TO BIDDERS ENTITLED "MATERIAL STORAGE UNDER BRIDGES" FOR MORE INFORMATION.

## DRAINAGE STRUCTURES

(3) 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.

## EARTHWORK

(4) 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.

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

(6) 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.

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

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

(9) THIN LAYERS OF ROCK ENCOUNTERED DURING EXCAVATION WILL BE PAID FOR AS UNCLASSIFIED EXCAVATION. SOLID ROCK AS SHOWN ON PLANS AND CROSS SECTIONS WILL BE PAID FOR AS ROCK EXCAVATION.

## ENVIRONMENTAL & CLEARING

(10) NO TEMPORARY CULVERT STREAM CROSSINGS WILL BE ALLOWED.

## EROSION CONTROL - TEMPORARY

(11) WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE. (SEE WK. NO. ECD-3)

(12) 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.

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

## PAVEMENT, BASE, AND SHOULDERS

(14) THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE PAVED OR UNPAVED SHOULDER THAT MIGHT OCCUR DURING CONSTRUCTION. ANY REPAIR TO SHOULDER WILL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF ***THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION***. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.

(15) 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.

# GENERAL NOTES (CONT.)

## PLANS

(16) 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.

## ROADSIDE BARRIERS

(17) ALL DIMENSIONS AND SPACINGS FOR BRIDGE RAIL CONNECTORS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.

## TRAFFIC CONTROL - PERMANENT

(18) ALL POST, PIPE, AND I-BEAM LENGTHS IN THESE PLANS ARE ESTIMATES. POST LENGTHS FOR ALL SIGNS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.

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

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

(21) ALL PERMANENT SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(22) ALL SIGN LOCATIONS SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO INSTALLATION.

(23) THE RETROREFLECTIVE SIGN SHEETING ON PERMANENT GROUND-MOUNTED SIGNS SHALL BE AS FOLLOWS: BROWN BACKGROUND SHEETING ON GUIDE SIGNS SHALL BE MINIMUM TYPE VIII; GREEN AND BLUE BACKGROUND SHEETING ON GUIDE SIGNS SHALL BE MINIMUM TYPE IX; ALL WHITE, YELLOW, FLUORESCENT YELLOW AND FLUORESCENT YELLOW/GREEN SHEETING SHALL BE TYPE XI. ALL SIGN SHEETING ON OVERHEAD SIGNS SHALL BE TYPE XI.

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

(25) 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.

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

## TRAFFIC CONTROL - TEMPORARY

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

(28) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE ***MUTCD*** (LATEST EDITION).

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

(30) 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.

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

(32) THE RETROREFLECTIVE SIGN SHEETING ON RIGID, TEMPORARY TRAFFIC CONTROL (ORANGE) SIGNS SHALL BE MINIMUM TYPE IX.

## UTILITIES

(33) 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.

(34) FOR LIST OF PUBLIC UTILITIES, SEE WORKING NO. 3.

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**GENERAL NOTES**

SHEET ID
**GN-1**

SHEET NO.
**3**

PLAN SHEET

6/26/2026 2:07:39 PM GN.dgn

## GENERAL NOTES (CONT.)

### MISCELLANEOUS

(35) 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.

(36) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RELOCATING MAIL BOXES AS NECESSARY TO MAINTAIN CONTINUOUS MAIL SERVICE THROUGHOUT THE LIFE OF THE PROJECT, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.

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

(38) THE CONTRACTOR SHALL COORDINATE AND CONDUCT WORK AT LOCAL ROADS AND DRIVEWAYS IN A MANNER SUCH THAT ACCESS IS NOT INTERRUPTED UNNECESSARILY. ACCESS SHALL BE PRESERVED IN THE BEST MANNER POSSIBLE. COORDINATION AND COMMUNICATION WITH LANDOWNERS MAY BE NECESSARY TO PREVENT INTERRUPTION OF DRIVEWAY ACCESS.

**NOTICE:**
**THE NOTES CONTAINED HEREON ARE SPECIFIC TO THE SUBJECT PROJECT AND SHOULD BE REVIEWED IN DETAIL BY THE CONTRACTOR. PER SECTION 102.05 OF THE STANDARD SPECIFICATIONS, "THE BIDDER IS REQUIREDTO EXAMINE CAREFULLY THE SITE OF THE PROPOSED WORK, THE PROPOSAL, PLAN, STANDARD SPECIFICATIONS, SPECIAL PROVISION, NOTICES TO BIDDERS, AND CONTRACT FORMS BEFORE SUBMITTING A PROPOSAL."**

KOHL BOOZER LEGEND PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

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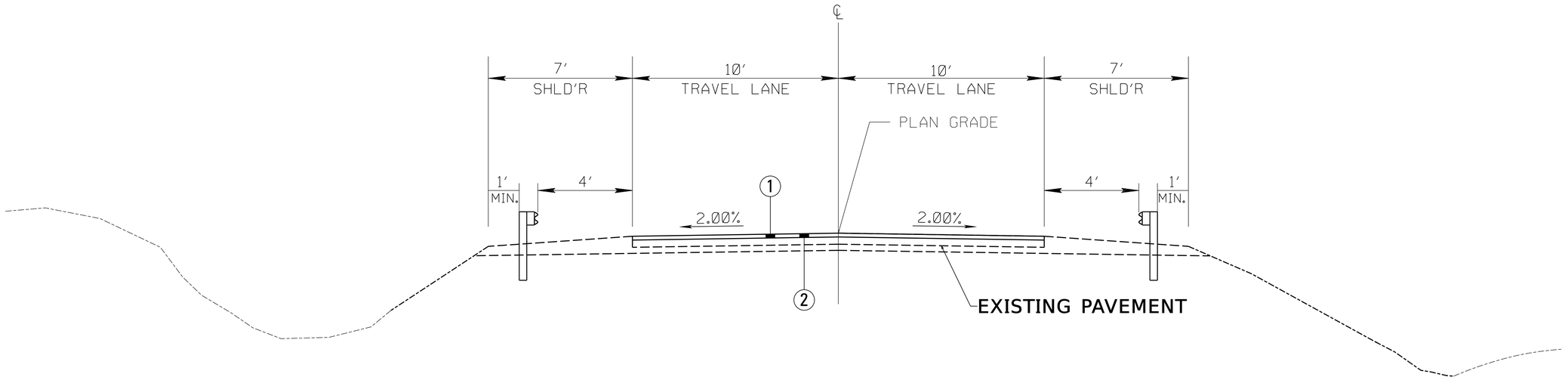
**GENERAL NOTES**

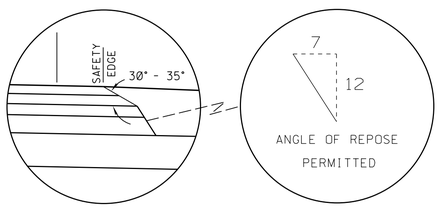
SHEET ID **GN-2**
SHEET NO. **4**

6/26/2026 2:07:42 PM GN.dgn PLAN SHEET




# TYPICAL SECTION

MCCLUER RD
STA. 9+40.00 TO STA. 9+81.02




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

1. 1.5" FINE MILLING REQ'D.
2. 1.5" 9.5–MM ST. ASPHALT PAVEMENT (1 @ 1.5") REQ'D.
3. 2" 12.5–MM ST. ASPHALT PAVEMENT (1 @ 2") REQ'D.
4. 3" 19–MM ST. ASPHALT PAVEMENT (1 @ 3") REQ'D.
5. 8" GRANULAR MATERIAL, CRUSHED STONE REQ'D.
6. GEOTEXTILE STABILIZATION, TYPE V, NON–WOVEN REQ'D.
7. 14.5" & VAR. CRUSHED STONE SHOULDER MATERIAL REQ'D.




# TYPICAL SECTION

MCCLUER RD
STA. 9+81.02 TO STA. 10+01.02
STA. 10+38.98 TO STA. 10+58.98

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LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
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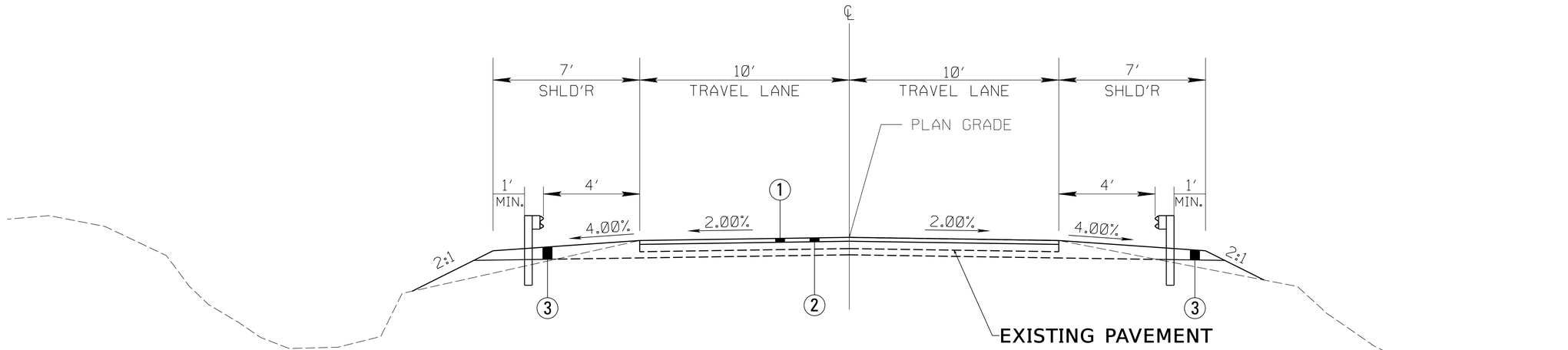
**TYPICAL SECTIONS: MCCLUER RD**

SHEET ID
**TS-1**

SHEET NO.
**5**

PLAN SHEET
6/26/2026 2:07:44 PM ts.dgn




# TYPICAL SECTION

MCCLUER RD
STA. 10+58.98 TO STA. 11+40.00

(1) 1.5" FINE MILLING REQ'D.
(2) 1.5" 9.5–MM ST. ASPHALT PAVEMENT (1 @ 1.5") REQ'D.
(3) VAR. CRUSHED STONE SHOULDER MATERIAL REQ'D.

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LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
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**TYPICAL SECTIONS: MCCLUER RD**

SHEET ID
**TS-2**

SHEET NO.
**6**

PLAN SHEET
6/26/2026 2:07:44 PM ts.dgn

## SUMMARY OF QUANTITIES (SHEET 1)

| PAY ITEM NO. | PAY ITEM | UNIT | HINDS : 109860-701000 | | |
|---|---|---|---|---|---|
| | | | Prelim | Final | |
| 201-A001 | Clearing and Grubbing | LS | 1 | | |
| 202-B007 | Removal of Asphalt Pavement, All Depths | SY | 85 | | |
| 202-B023 | Removal of Bridge | EA | 1 | | (1) |
| 202-B136 | Removal of Guard Rail | LF | 52 | | |
| 202-B215 | Removal of Sign Including Post & Footing | EA | 3 | | |
| 203-A001 | Unclassified Excavation, FM, AH | CY | 15 | | (2) |
| 203-G001 | Excess Excavation, FM, AH | CY | 350 | | (2) |
| 209-A005 | Geotextile Stabilization, Type V, Non-Woven | SY | 127 | | |
| 220-A001 | Insect Pest Control | ACRE | 1 | | |
| 223-A001 | Mowing | ACRE | 1 | | |
| 225-A001 | Grassing | ACRE | 1 | | |
| 225-B001 | Agricultural Limestone | TON | 1 | | |
| 225-C001 | Mulch, Vegetative Mulch | TON | 1 | | |
| 907-234-A001 | Temporary Silt Fence | LF | 286 | | |
| 237-A002 | Wattles, 20" | LF | 286 | | |
| 304-D002 | Granular Material, Crushed Stone | TON | 175 | | (3) |
| | | | | | |
| | ALTERNATIVE ITEMS-CRUSHED STONE | | | | |
| 304-F001 | 3/4" and Down Crushed Stone Base | TON | 50 | | (3) |
| | OR | | | | |
| 304-F002 | Size 610 Crushed Stone Base | TON | 50 | | (3) |
| | OR | | | | |
| 304-F003 | Size 825B Crushed Stone Base | TON | 50 | | (3) |
| | | | | | |
| 907-403-A003 | 12.5-mm, ST, Asphalt Pavement | TON | 10 | | |
| 907-403-A006 | 19-mm, ST, Asphalt Pavement | TON | 14 | | |
| 907-403-A015 | 9.5-mm, ST, Asphalt Pavement | TON | 29 | | |
| 406-A002 | Cold Milling of Bituminous Pavement, All Depths | SY | 258 | | |
| 407-A001 | Asphalt for Tack Coat | GAL | 33 | | |
| 605-X003 | Filter Material for Filter Beds, Type B | CY | 263 | | |
| 606-B002 | Guard Rail, Class A, Type 1, 'W' Beam | LF | 51 | | |
| 606-D001 | Guard Rail, Bridge End Section | EA | 3 | | |
| 606-E001 | Guard Rail, Terminal End Section | EA | 3 | | |
| 907-618-A001 | Maintenance of Traffic | LS | 1 | | |
| 619-D1001 | Standard Roadside Construction Signs, Less than 10 Square Feet | SF | 105 | | |
| 619-D2001 | Standard Roadside Construction Signs, 10 Square Feet or More | SF | 117 | | |
| 619-G4005 | Barricades, Type III, Single Faced | LF | 84 | | |
| 620-A001 | Mobilization | LS | 1 | | |
| 907-626-C013 | 6" Thermoplastic Edge Stripe, Continuous White | LF | 400 | | |
| 907-626-D006 | 6" Thermoplastic Traffic Stripe, Skip Yellow | LF | 200 | | |
| 907-627-L001 | Two-Way Yellow Reflective High Performance Raised Markers | EA | 6 | | |
| 629-A001 | Vehicular Impact Attenuator, 40 MPH | EA | 1 | | |
| 630-A003 | Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness | SF | 18 | | |
| 630-C005 | Square Tube Posts, 2.0 lb/ft | LF | 30 | | |
| 630-F006 | Delineators, Guard Rail, White | EA | 10 | | |
| 630-G003 | Type 3 Object Markers, OM-3L, Post Mounted | EA | 2 | | |

(1) EXISTING BRIDGE 2 @ 19, TIMBER

(2) 25% SHRINKAGE FACTOR APPLIED AND ROUNDED TO THE NEAREST 5.

(3) 20% SHRINKAGE FACTOR APPLIED AND ROUNDED TO THE NEAREST 5.

KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI

06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB

DETAILED BY: RKB

CHECKED BY: FMT

DATE: 6/26/2026

FMS CON: 109860/701000

PROJECT NO.: STP-7287-00(001)LPA

COUNTY: HINDS

SUMMARY OF QUANTITIES

SHEET ID SQS-1

SHEET NO. 7

PLAN SHEET

6/26/2026 2:07:45 PM sqs.dgn

## SUMMARY OF QUANTITIES (SHEET 2)

| PAY ITEM NO. | PAY ITEM | UNIT | HINDS : 109860-701000 | |
|---|---|---|---|---|
| | | | Prelim | Final |
| 630-G007 | Type 3 Object Markers, OM-3R, Post Mounted | EA | 2 | |
| 699-A001 | Roadway Construction Stakes | LS | 1 | |
| 907-803-B001 | Conventional Static Pile Load Test | EA | 1 | |
| 803-D007 | HP 14 x 89 Steel Piling | LF | 770 | |
| 907-803-I003 | PDA Test Pile, HP Steel Pile | EA | 1 | |
| 907-803-J001 | Pile Restrike | EA | 1 | |
| 907-804-A002 | Bridge Concrete, Class AA | CY | 3 | |
| 806-A001 | 19' Precast Concrete Slab Units, 3'-6" Interior | EA | 12 | |
| 806-A009 | 19' Precast Concrete Slab Units, 3'-6" Exterior | EA | 4 | |
| 806-C001 | 19' Precast Barrier Rail Units | EA | 4 | |
| 815-A007 | Loose Riprap, Size 300 | TON | 81 | |
| 815-E001 | Geotextile under Riprap | SY | 48 | |
| 907-831-PP001 | Precast Panels | SY | 72 | |
| L00140: 806-D501 | 31' Precast Concrete Caps, Intermediate Unit | EA | 1 | |
| L00141: 806-E501 | 31' Precast Concrete Caps, End Unit with Wall | EA | 2 | |

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
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**CITY OF JACKSON**

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CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**SUMMARY OF QUANTITIES**

SHEET ID
**SQS-2**

SHEET NO.
**8**

6/26/2026 2:07:48 PM sqs.dgn PLAN SHEET

## REMOVAL ITEMS

| WK. SH. NO. | STATION TO STATION | | ASPHALT PAVEMENT | ASPHALT DRIVEWAYS | BRIDGE | GUARD RAIL | SIGNS | PIPES (ALL TYPES) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 3 | 8+79.88 | 11+61.39 | 84.7 | | 1.0 | 52.0 | 3.0 | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| UNITS | | | SQ. YDS. | SQ. YDS. | LIN. FT. | LIN. FT. | EA. | LIN. FT. | |
| TOTALS | | | 85 | 0 | 1 | 52 | 3 | 0 | |

## ESTIMATED EARTHWORK QUANTITIES

| WORK SHEET NUMBER | CUT (C.Y.) | FILL (C.Y.) | BORROW ( B9-6 ) | UNCLASSIFIED EXCAVATION | EXCAVATION | | REMARKS |
|---|---|---|---|---|---|---|---|
| | | | | | EXCESS | SURPLUS | |
| WK-3 | 360 | 10 | | | | | INCLUDES EMBANKMENT REMOVAL |
| | | | | | | | |
| UNIT | CU. YDS. | CU. YDS. | | | | | |
| SUBTOTAL | 360 | 10 | | | | | |
| EXCESS = (CUT) - (FILL)(1+SF) | | | | | | | |
| = 97 - (10*1.25) | | | | | 348 | | |
| | | | | | | | |
| UNCLASSIFIED = (FILL)(1+SF) | | | | 13 | | | |
| | | | | | | | |
| UNIT | | | CU. YDS. | CU. YDS. | CU. YDS. | CU. YDS. | |
| PROJECT TOTAL | | | 0 | 13 | 348 | 0 | |

## ESTIMATED TEMPORARY EROSION CONTROL ITEMS

| WK. SH. NO. | TOTAL DITCH CHECKS | TEMPORARY SILT FENCE | WATTLES 20" | SILT DIKE | SANDBAGS |
|---|---|---|---|---|---|
| 3 | | 286 | 286 | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| TOTAL | | LIN. FT. | LIN. FT. | LIN. FT. | EA |
| | | 286 | 286 | 0 | 0 |

## GUARD RAIL REQUIRED

| WK. NO. | STATION | STATE STD. (INSTALL) | GUARD RAIL LENGTHS | | | | CABLE ANCHOR | TERMINAL SECTION | BRIDGE END SECTION | SINGLE DELINEATORS | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DIST. A | DIST. B | DIST. C | DIST. D | TYPE "1" | | TYPE I | WHITE | YELLOW | |
| 3 | 10+01.02 | GR-4A | 0.0 | 0 | 49.4 | 6.3 | | 1 | 1 | 3 | | IA TAKING PLACE OF RT GUARDRAIL |
| 3 | 10+39.98 | GR-4A | 80.6 | 38 | 49.4 | 6.3 | | 2 | 2 | 7 | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| UNITS | | | | L. F. | | L. F. | EACH | EACH | EACH | EACH | EACH | |
| TOTALS | | | | 38 | | 13 | 0 | 3 | 3 | 10 | 0 | |

## SUMMARY OF PAVEMENT MARKINGS

| WK SH NO. | STATION TO STATION | | THERMOPLASTIC | | | | | | | | | | CLEAR | MARKERS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CONTINUOUS | | LEGEND | | EDGE | | DETAIL | | SKIP | | | RED | YELLOW | |
| | | | WHITE | YELLOW | WHITE (LF) | WHITE (SF) | WHITE | YELLOW | WHITE | YELLOW | WHITE | YELLOW | CLEAR | CLEAR | 1 WAY | 2 WAY |
| 3 | 9+40 | 11+40 | | | | | 400 | | | | | 200 | | | | 6 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| UNITS | | | LIN. FT. | LIN. FT. | LIN. FT. | SQ. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | EA. | EA. | EA. | EA. |
| TOTAL | | | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 6 |

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35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
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CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

ESTIMATED QUANTITIES

SHEET ID
EQ-1

SHEET NO.
9

PLAN SHEET

6/26/2026 2:07:52 PM EQ.dgn

# SUMMARY OF TRAFFIC CONTROL ITEMS REQUIRED

| WORKING NUMBER | PHASE OF CONST. | TEMPORARY PAINT OR TAPE | | | | | | | | TRAFFIC STRIPE TAPE (TYPE 1) | | | | | | | BARRICADES | | | | | | WARNING LIGHTS | | | FREE STANDING PLASTIC DRUMS | TRAFFIC CONTROL SIGNS | | | | | | | | | | | | | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CONTINUOUS | | SKIP | | DETAIL | | LEGEND | | CONT. YELLOW | CONTINUOUS | | SKIP | | DETAIL | LEGEND | TYPE I | | TYPE II | | TYPE III | | TYPE A | TYPE B | TYPE C | | G20–1 | G20–2 | G20–4 | R1–1 | R11–2 | R11–3A | R11–4 | D3–1 | M4–8A | M4–9L | M4–9R | M4–10L | M4–10R | W20–2 | W13–1 | W20–1 | | W16–8P | W20–3 | |
| | | WHITE | YELLOW | WHITE | YELLOW | WHITE | YELLOW | LIN. FT. | SQ. FT. | (TYPE I OR II) | WHITE | YELLOW | WHITE | YELLOW | | | SINGLE FACE | DOUBLE FACE | SINGLE FACE | DOUBLE FACE | SINGLE FACE | DOUBLE FACE | | | | | | | | | | | | | | | | | | | 36x36 | 48x48 | | | |
| CS–1 | | | | | | | | | | | | | | | | | | | | | 48 | | | | | | | | | | 1 | 1 | 6 | 2 | 3 | 3 | 1 | 1 | 2 | | 4 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNITS | | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | SQ. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | EACH | EACH | EACH | EACH | LIN. FT. | LIN. FT. | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| TOTAL | | | | | | | | | | | | | | | | | | | | | 48 | | | | | | | | | | 1 | 1 | 6 | 2 | 3 | 3 | 1 | 1 | 2 | | 4 | | | | |
| TC–1 | I | | | | | | | | | | | | | | | | | | | | 36 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNITS | | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | SQ. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | EACH | EACH | EACH | EACH | LIN. FT. | LIN. FT. | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| TOTAL | | | | | | | | | | | | | | | | | | | | | 36 | | | | | | | | 2 | 2 | | | | | | | | | | | | | | |
| UNITS | | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | SQ. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | EACH | EACH | EACH | EACH | LIN. FT. | LIN. FT. | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| TOTAL | | | | | | | | | | | | | | | | | | | | | 84 | | | | | | | | 2 | 2 | 1 | 1 | 6 | 2 | 3 | 3 | 1 | 1 | 2 | | 4 | | | | |


KOHL BOOZER LLP
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026


**CITY OF JACKSON**

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**ESTIMATED QUANTITIES**

SHEET ID **EQ-2**
SHEET NO. **10**


6/26/2026 2:07:54 PM EQ.dgn PLAN SHEET

# SIGNS REQUIRED

| SIGN NO. | SIZE | UNIT AREA FT² | QUAN. REQ'D. | TOTAL SIGN AREA FT² | REMARKS |
|---|---|---|---|---|---|
| G20 - 1 | 60" X 24" | 10.00 ♦ | | | ROAD WORK NEXT XX MILES |
| G20 - 2 | 36" X 18" | 4.50 | | | END ROAD WORK |
| G20 - 4 | 36" X 18" | 4.50 | | | PILOT CAR FOLLOW ME |
| | | | | | |
| [1] M1 - 1 | 24" X 24" | 4.00 | | | 1 OR 2 DIGIT |
| [1] M1 - 1 | 30" X 24" | 5.00 | | | 3 DIGIT |
| [2] M1 - 4 | 24" X 24" | 4.00 | | | 1 OR 2 DIGIT |
| [2] M1 - 4 | 30" X 24" | 5.00 | | | 3 DIGIT |
| [3] M1 - 5 | 24" X 24" | 4.00 | | | 1 OR 2 DIGIT |
| [3] M1 - 5 | 30" X 24" | 5.00 | | | 3 DIGIT |
| [4] M3 - 1 | 24" X 12" | 2.00 | | | NORTH- 1 OR 2 DIGIT RTE. MARKER |
| [4] M3 - 1 | 30" X 15" | 3.13 | | | NORTH- 3 DIGIT RTE. MARKER |
| [4] M3 - 2 | 24" X 12" | 2.00 | | | EAST- 1 OR 2 DIGIT RTE. MARKER |
| [4] M3 - 2 | 30" X 15" | 3.13 | | | EAST- 3 DIGIT RTE. MARKER |
| [4] M3 - 3 | 24" X 12" | 2.00 | | | SOUTH- 1 OR 2 DIGIT RTE. MARKER |
| [4] M3 - 3 | 30" X 15" | 3.13 | | | SOUTH- 3 DIGIT RTE. MARKER |
| [4] M3 - 4 | 24" X 12" | 2.00 | | | WEST- 1 OR 2 DIGIT RTE. MARKER |
| [4] M3 - 4 | 30" X 15" | 3.13 | | | WEST- 3 DIGIT RTE. MARKER |
| M4 - 8 | 24" X 12" | 2.00 | | | DETOUR- 1 OR 2 DIGIT RTE. MARKER |
| M4 - 8A | 24" X 18" | 3.00 | 2 | 6.00 | END DETOUR |
| | | | | | |
| M4 - 9 | 48" X 36" | 12.00 ♦ | | | DETOUR ↑ |
| M4 - 9L | 48" X 36" | 12.00 ♦ | 3 | 36.00 | DETOUR ← |
| M4 - 9BL | 48" X 36" | 12.00 ♦ | | | DETOUR ↰ |
| M4 - 9SL | 48" X 36" | 12.00 ♦ | | | DETOUR ↖ |
| M4 - 9BSL | 48" X 36" | 12.00 ♦ | | | DETOUR ↰ |
| M4 - 9R | 48" X 36" | 12.00 ♦ | 3 | 36.00 | DETOUR → |
| M4 - 9BR | 48" X 36" | 12.00 ♦ | | | DETOUR ↱ |
| M4 - 9SR | 48" X 36" | 12.00 ♦ | | | DETOUR ↗ |
| M4 - 9BSR | 48" X 36" | 12.00 ♦ | | | DETOUR ↱ |
| M4 - 10L | 48" X 18" | 6.00 | 1 | 6.00 | DETOUR |
| M4 - 10R | 48" X 18" | 6.00 | 1 | 6.00 | DETOUR |
| | | | | | |
| [4] M4 - 5 | 24" X 12" | 2.00 | | | TO |
| [4] M5 - 1L | 21" X 15" | 2.19 | | | ↰ |
| [4] M5 - 1R | 21" X 15" | 2.19 | | | ↱ |
| [4] M5 - 2L | 21" X 15" | 2.19 | | | ↰ |
| [4] M5 - 2R | 21" X 15" | 2.19 | | | ↱ |
| [4] M6 - 1L | 21" X 15" | 2.19 | | | ← |
| [4] M6 - 1R | 21" X 15" | 2.19 | | | → |
| [4] M6 - 2L | 21" X 15" | 2.19 | | | ↖ |
| [4] M6 - 2R | 21" X 15" | 2.19 | | | ↗ |
| [4] M6 - 3 | 21" X 15" | 2.19 | | | ↑ |

# SIGNS REQUIRED (CONT'D)

| SIGN NO. | SIZE | UNIT AREA FT² | QUAN. REQ'D. | TOTAL SIGN AREA FT² | REMARKS |
|---|---|---|---|---|---|
| (1) R1 - 1 | 36" OCTAGON | 7.46 | 2 | 14.92 | STOP |
| (2) R1 - 1 | 48" OCTAGON | 13.25 ♦ | | | |
| (2) R1 - 2 | 36" X 36" X 36" | 3.90 | | | YIELD |
| (1) R1 - 2 | 48" X 48" X 48" | 6.93 | | | |
| (2) R1 - 2 | 60" X 60" X 60" | 10.83 ♦ | | | |
| (1) R1 - 3 | 18" X 9" | 1.13 | | | 3-WAY, 4-WAY, ETC. |
| (2) R1 - 3 | 24" X 12" | 2.00 | | | |
| (1) R2-1 | 24" X 30" | 5.00 | | | SPEED LIMIT |
| (2) R2-1 | 36" X 48" | 12.00 ♦ | | | |
| [6] R2-1 | 48" X 60" | 20.00 ♦ | | | |
| | | | | | |
| (1) R3-1 | 36" X 36" | 9.00 | | | |
| (2) R3-1 | 48" X 48" | 16.00 ♦ | | | |
| (1) R3-2 | 36" X 36" | 9.00 | | | |
| (2) R3-2 | 48" X 48" | 16.00 ♦ | | | |
| (1) R3-4 | 36" X 36" | 9.00 | | | |
| (2) R3-4 | 48" X 48" | 16.00 ♦ | | | |
| R3-5L | 30" X 36" | 7.50 | | | ONLY |
| R3-5R | 30" X 36" | 7.50 | | | ONLY |
| R3-6L | 30" X 36" | 7.50 | | | ↰ |
| R3-6R | 30" X 36" | 7.50 | | | ↱ |
| R3-7L | 30" X 30" | 6.25 | | | LEFT LANE MUST TURN LEFT |
| R3-7R | 30" X 30" | 6.25 | | | RIGHT LANE MUST TURN RIGHT |
| (1) R4-1 | 24" X 30" | 5.00 | | | DO NOT PASS |
| (2) R4-1 | 48" X 60" | 20.00 ♦ | | | |
| (1) R4-2 | 24" X 30" | 5.00 | | | PASS WITH CARE |
| (2) R4-2 | 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 |
| R5-1a | 42" X 30" | 8.75 | | | WRONG WAY |
| R6-1L | 36" X 12" | 3.00 | | | ONE WAY |
| R6-1R | 36" X 12" | 3.00 | | | ONE WAY |
| R6-2L | 24" X 30" | 5.00 | | | ONE WAY ← |
| R6-2R | 24" X 30" | 5.00 | | | ONE WAY → |
| R11-2 | 48" X 30" | 10.00 ♦ | 2 | 20.00 | ROAD CLOSED |
| R11-3a | 60" X 30" | 12.50 ♦ | 1 | 12.50 | ROAD CLOSED XX MILES AHEAD |
| R11-3b | 60" X 30" | 12.50 ♦ | | | BRIDGE OUT XX MILES AHEAD |
| R11-4 | 60" X 30" | 12.50 ♦ | 1 | 12.50 | ROAD CLOSED TO THRU TRAFFIC |
| R12-1 | 36" X 48" | 12.00 ♦ | | | WEIGHT LIMIT XX TONS |
| [7] R16-3 | 36" X 48" | 12.00 ♦ | | | WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED |
| [6] [7] R16-3 | 48" X 60" | 20.00 ♦ | | | |

# SIGNS REQUIRED (CONT'D)

| SIGN NO. | SIZE | UNIT AREA FT² | QUAN. REQ'D. | TOTAL SIGN AREA FT² | REMARKS |
|---|---|---|---|---|---|
| W1 - 1L | 48" X 48" | 16.00 ♦ | | | ↰ |
| W1 - 1R | 48" X 48" | 16.00 ♦ | | | ↱ |
| W1 - 2L | 48" X 48" | 16.00 ♦ | | | ↰ |
| W1 - 2R | 48" X 48" | 16.00 ♦ | | | ↱ |
| W1 - 3L | 48" X 48" | 16.00 ♦ | | | ↰ |
| W1 - 3R | 48" X 48" | 16.00 ♦ | | | ↱ |
| W1 - 4aL | 48" X 48" | 16.00 ♦ | | | ↰ |
| W1 - 4aR | 48" X 48" | 16.00 ♦ | | | ↱ |
| W1 - 5L | 48" X 48" | 16.00 ♦ | | | ↰ |
| W1 - 5R | 48" X 48" | 16.00 ♦ | | | ↱ |
| | | | | | |
| (1) W1 - 6L | 48" X 24" | 8.00 | | | ← |
| (2) W1 - 6L | 60" X 30" | 12.50 ♦ | | | |
| (1) W1 - 6R | 48" X 24" | 8.00 | | | → |
| (2) W1 - 6R | 60" X 30" | 12.50 ♦ | | | |
| (1) W1 - 7 | 48" X 24" | 8.00 | | | ↔ |
| (2) W1 - 7 | 60" X 30" | 12.50 ♦ | | | |
| (1) W1 - 8L | 18" X 24" | 3.00 | | | ← |
| (2) W1 - 8L | 36" X 48" | 12.00 ♦ | | | |
| (1) W1 - 8R | 18" X 24" | 3.00 | | | → |
| (2) W1 - 8R | 36" X 48" | 12.00 ♦ | | | |
| | | | | | |
| W1-9L | 48" X 48" | 16.00 ♦ | | | ↰ |
| W1-9L | 48" X 48" | 16.00 ♦ | | | ↰ |
| W2-6 | 36" X 36" | 9.00 | | | ↻ |
| W3-1a | 48" X 48" | 16.00 ♦ | | | ○ |
| W3-2a | 48" X 48" | 16.00 ♦ | | | ▽ |
| W3-3 | 48" X 48" | 16.00 ♦ | | | ◇ |
| W3-5 | 48" X 48" | 16.00 ♦ | | | SPEED REDUCTION |
| W4-1L | 48" X 48" | 16.00 ♦ | | | ↑ |
| W4-1R | 48" X 48" | 16.00 ♦ | | | ↑ |
| W4-2L | 48" X 48" | 16.00 ♦ | | | ∥ |
| W4-2R | 48" X 48" | 16.00 ♦ | | | ∥ |
| W4-3L | 48" X 48" | 16.00 ♦ | | | ↑ |
| W4-3R | 48" X 48" | 16.00 ♦ | | | ↑ |
| W4-6 | 48" X 48" | 16.00 ♦ | | | ↑ |
| W5-1a | 48" X 48" | 16.00 ♦ | | | PAVEMENT NARROWS |
| W6-1 | 48" X 48" | 16.00 ♦ | | | ↓ |
| W6-2 | 48" X 48" | 16.00 ♦ | | | ↓ |
| W6-3 | 48" X 48" | 16.00 ♦ | | | ↓ |
| W8-1 | 48" X 48" | 16.00 ♦ | | | BUMP |
| W8-4 | 48" X 48" | 16.00 ♦ | | | SOFT SHOULDER |
| W8-6 | 48" X 48" | 16.00 ♦ | | | TRUCK CROSSING |

# SIGNS REQUIRED (CONT'D)

| SIGN NO. | SIZE | UNIT AREA FT² | QUAN. REQ'D. | TOTAL SIGN AREA FT² | REMARKS |
|---|---|---|---|---|---|
| W8-7 | 48" X 48" | 16.00 ♦ | | | LOOSE GRAVEL |
| W8-9 | 48" X 48" | 16.00 ♦ | | | LOW SHOULDER |
| W8-11 | 36" X 36" | 9.00 | | | UNEVEN LANES |
| W8-12 | 48" X 48" | 16.00 ♦ | | | NO CENTER STRIPE |
| (1) W10-1 | 36" DIA. | 7.07 | | | RR |
| (2) W10-1 | 48" DIA. | 12.56 ♦ | | | |
| W13-1 | 24" X 24" | 4.00 | | | XX MPH |
| (1) W14-3 | 36" X 48" X 48" | 5.56 | | | NO PASSING ZONE |
| (2) W14-3 | 48" X 64" X 64" | 9.89 | | | |
| W16-2 | 24" X 18" | 3.00 | | | XXX FEET |
| W19-2 | 48" X 48" | 16.00 ♦ | | | BRIDGE MAY ICE IN COLD WEATHER |
| (1) W20 - 1 | 36" X 36" | 9.00 | 4 | 36.00 | ADVANCE ROAD WORK |
| (2) W20 - 1 | 36" X 36" | 9.00 | | | |
| | | | | | |
| W20 - 2 | 36" X 36" | 9.00 | 2 | 18.00 | ADVANCE DETOUR |
| W20 - 3 | 48" X 48" | 16.00 ♦ | | | ADVANCE ROAD CLOSED |
| W20 - 4 | 48" X 48" | 16.00 ♦ | | | ADVANCE ONE-LN. RD. |
| W20 - 4b | 48" X 48" | 16.00 ♦ | | | ADVANCE ONE-LN. BR. |
| W20 - 5L | 48" X 48" | 16.00 ♦ | | | ADVANCE LT. LN. CLOSED |
| W20 - 5R | 48" X 48" | 16.00 ♦ | | | ADVANCE RT. LN. CLOSED |
| W20 - 7a | 48" X 48" | 16.00 ♦ | | | |
| W21 - 1 | 36" X 36" | 9.00 | | | WORKERS |
| W21 - 1a | 36" X 36" | 9.00 | | | |
| W21-2 | 36" X 36" | 9.00 | | | FRESH OIL ( TAR ) |
| W21-3 | 48" X 48" | 16.00 ♦ | | | ADVANCE ROAD MACHINERY |
| W21-5 | 48" X 48" | 16.00 ♦ | | | SHOULDER WORK |
| W21-6 | 36" X 36" | 16.00 ♦ | | | SURVEY CREW |
| | | | | | |
| W24-1L | 48" X 48" | 16.00 ♦ | | | |
| W24-1R | 48" X 48" | 16.00 ♦ | | | |
| W24-1aL | 48" X 48" | 16.00 ♦ | | | |
| W24-1aR | 48" X 48" | 16.00 ♦ | | | |
| W24-1bL | 48" X 48" | 16.00 ♦ | | | |
| W24-1bR | 48" X 48" | 16.00 ♦ | | | |
| VP-IL | 12" X 36" | 3.00 | | | |
| VP-IR | 12" X 36" | 3.00 | | | |
| [5] OM-3L | 12" X 36" | 3.00 | | | |
| [5] OM-3R | 12" X 36" | 3.00 | | | |
| D3-1 | 36" X 12" | 3.00 | 6 | 18.00 | |
| | | | | | |
| TOTAL SIGN AREA LESS THAN 10 SQ. FT. | | | | | 105 SQ. FT. |
| TOTAL SIGN AREA GREATER THAN 10 SQ. FT. ♦ | | | | | 117 SQ. FT. |

## NOTES

(1) STANDARD

(2) SPECIAL (USE WHERE WARRANTED)

[1] INTERSTATE ROUTE MARKER

[2] UNITED STATES ROUTE MARKER

[3] STATE ROUTE MARKER

[4] COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.

[5] BLACK STRIPES ON YELLOW BACKGROUND

[6] INTERSTATE USE ONLY

[7] TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

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

KOHL BOOZER LLP
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

ESTIMATED QUANTITIES

SHEET ID
EQ-3

SHEET NO.
11

PLAN SHEET

6/26/2026 2:07:54 PM EQ.dgn

## STANDARD ROADSIDE SIGNS ASSEMBLIES REQUIRED

| SHEET NO. | ROAD | LOCATION | | STANDARD ROADSIDE SIGNS TO BE MOUNTED | SIZE | THICKNESS | AREA SQ. FT. | AREA BY THICKNESS | | | STANDARD PIPE | | SQUARE TUBE POSTS | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STATION | | | | | | 0.080" | 0.100" | 0.125" | 4" | 3" | 2-P | 3-P | |
| | MCCLUER RD | | LT | OM3-L | 12"x36" | 0.080" | 3 | 3.00 | | | | | 9 | | PAY FOR AS OM-3L |
| | MCCLUER RD | | RT | OM3-R | 12"x36" | 0.080" | 3 | 3.00 | | | | | 9 | | PAY FOR AS OM-3R |
| | MCCLUER RD | | RT | OM3-L | 12"x36" | 0.080" | 3 | 3.00 | | | | | 9 | | PAY FOR AS OM-3L |
| | MCCLUER RD | | LT | OM3-R | 12"x36" | 0.080" | 3 | 3.00 | | | | | 9 | | PAY FOR AS OM-3R |
| | MCCLUER RD | | RT | W8-13 | 36"x36" | 0.125" | 9 | | | 9.00 | | | 15 | | |
| | MCCLUER RD | | LT | W8-13 | 36"x36" | 0.125" | 9 | | | 9.00 | | | 15 | | |
| | | | | | | | | | | | | | | | |
| **TOTAL** | | | | | | | | **S.F.** | **S.F.** | **S.F.** | **L.F.** | **L.F.** | **L.F.** | **L.F.** | TOTAL EXCLUDES OM-3 SIGNS |
| | | | | | | | | **0.0** | **0.0** | **18.0** | **0** | **0** | **30** | **0** | |

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STATE OF MISSISSIPPI
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DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**STANDARD ROADSIDE SIGNS**

SHEET ID
**SRS-1**

SHEET NO.
**12**

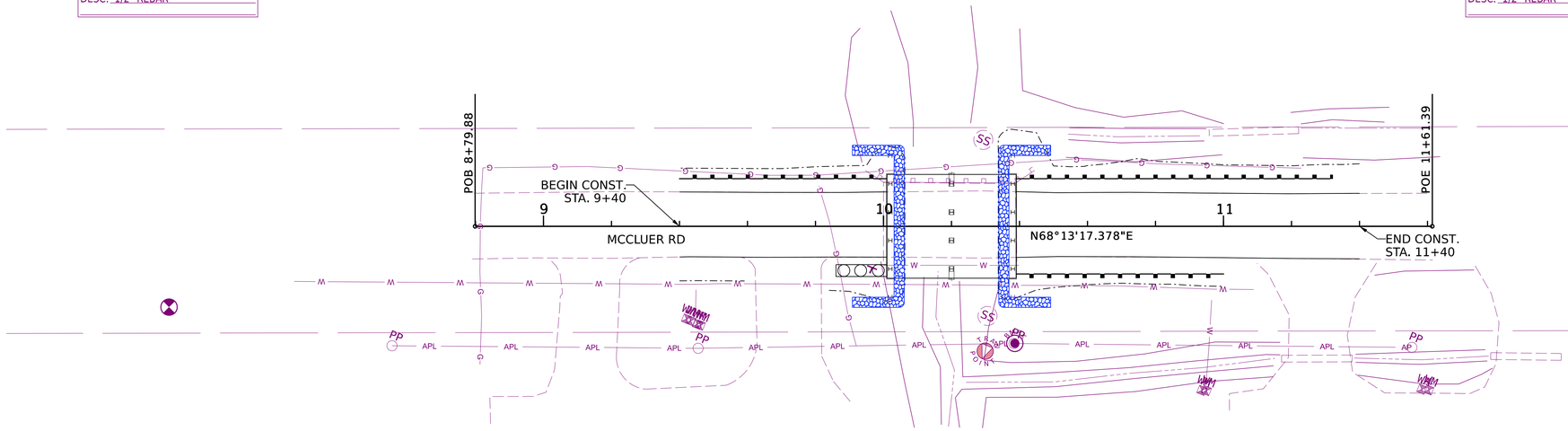
6/26/2026 2:07:54 PM EQ.dgn PLAN SHEET

P.C.M. ELEV. 276.52
PT NAME: 1
N. 996658.5440
E. 2326441.0540
STATION: 7+89.86
OFFSET: 23.74
DESC. 1/2" REBAR

BM ELEV. 275.12
DESC. TYPE=1/2" BOLT

P.C.M. ELEV. 276.97
PT NAME: 3
N. 996823.1130
E. 2326830.3260
STATION: 12+12.41
OFFSET: 15.35
DESC. 1/2" REBAR

0 20 40 60
SCALE: 1" = 20'




| EARTHWORK TOTAL THIS SHEET | | |
|---|---|---|
| Cut | 360 | Cu.Yds |
| Fill | 10 | Cu.Yds |
| Excess | 348 | Cu.Yds |
| Surplus | | Cu.Yds |
| Borrow ( ) | | Cu.Yds |

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06/26/2026

**CITY OF JACKSON**

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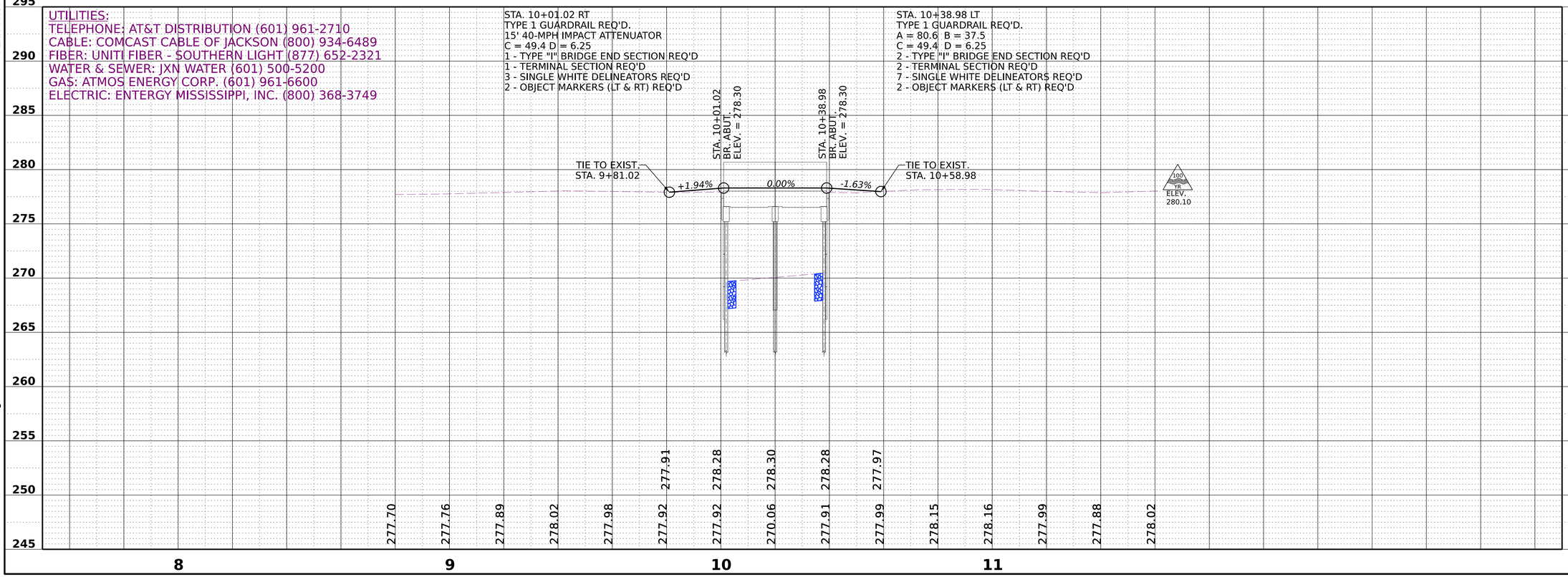
FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**PLAN AND PROFILE:**
**MCCLUER RD.**
**STA. 9+40 TO STA. 11+40**

SHEET ID
**WK-3**

SHEET NO.
**13**

PLAN-PROFILE SHEET

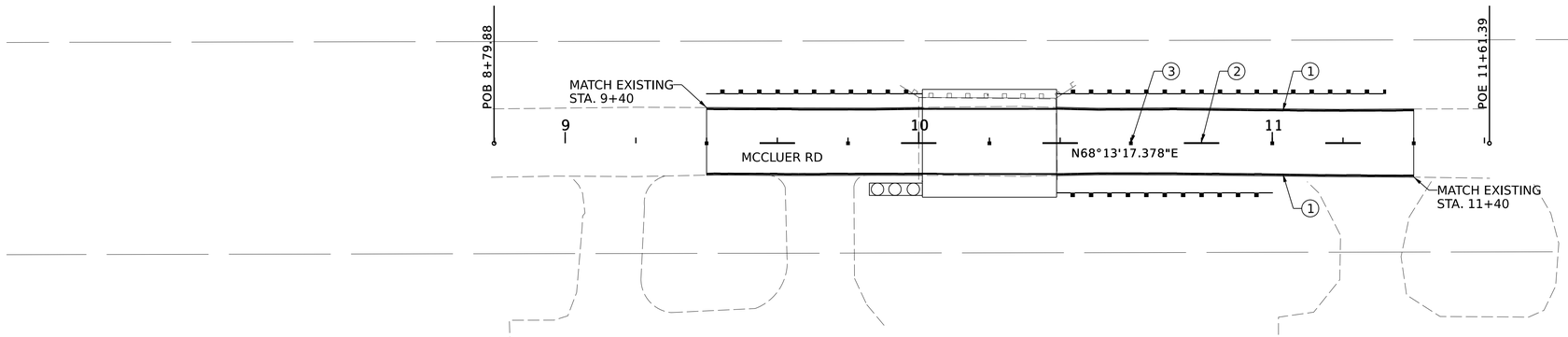



6/26/2026 2:07:57 PM WK.dgn

| PAVEMENT MARKING | | | |
|---|---|---|---|
| SYMBOL | DESCRIPTION | UNIT | QUANTITY |
| ① | 6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE | LF | 400 |
| ② | 6" THERMOPLASTIC TRAFFIC STRIPE, SKIP YELLOW | LF | 200 |
| ③ | TWO-WAY YELLOW REFLEC. RAISED MARKER | EACH | 6 |

0 20 40 60

SCALE: 1" = 20'

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LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

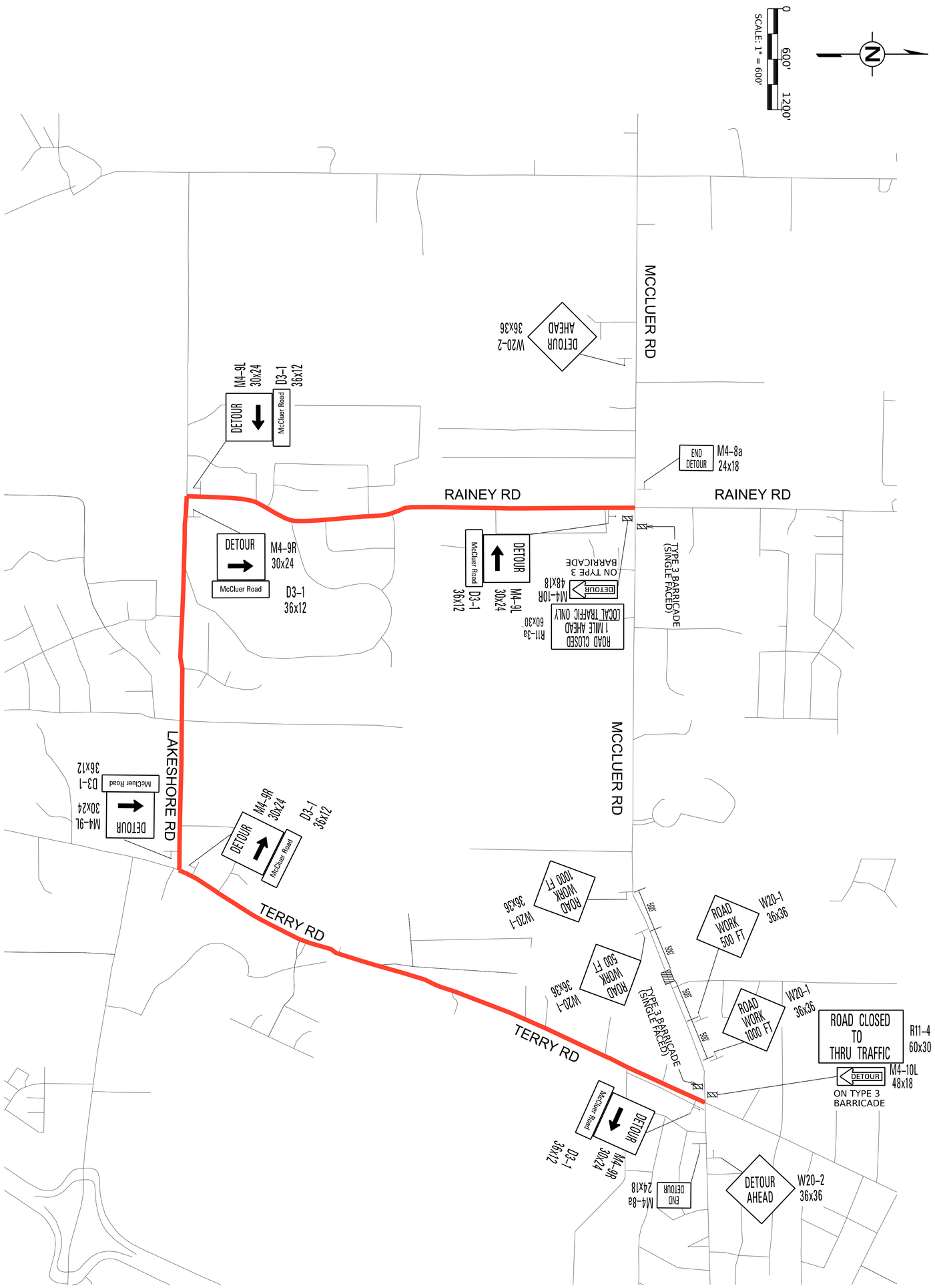
**PAVEMENT MARKING DETAIL:**
**MCCLUER RD**
**STA. 9+40 TO STA. 11+40**

SHEET ID
**PMD-1**

SHEET NO.
**14**

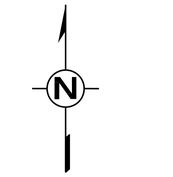
PLAN SHEET

6/26/2026 2:08:00 PM PMD.dgn

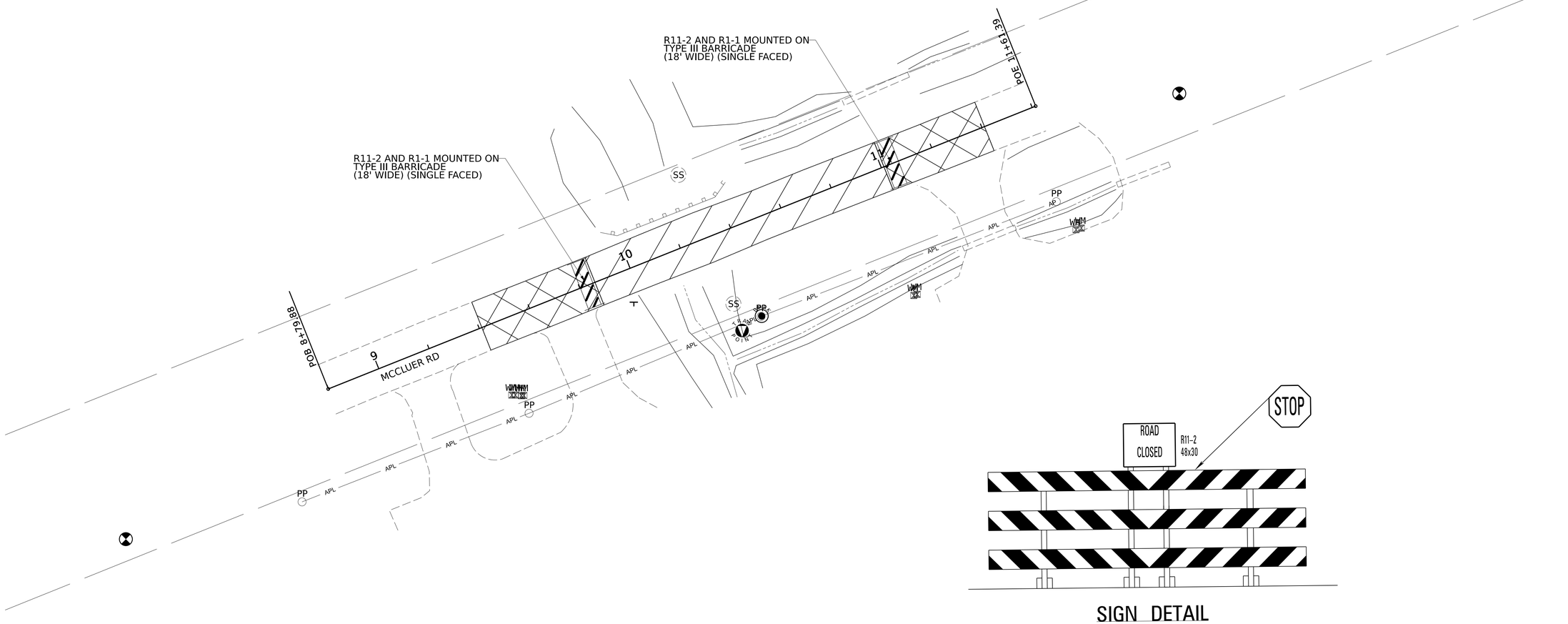



| | | | | | |
|---|---|---|---|---|---|
| SHEET NO. 15 | SHEET ID CS-1 | **CONSTRUCTION SIGNING PLAN: MCCLUER RD** | FMS CON: 109860/701000<br>PROJECT NO.: STP-7287-00(001)LPA<br>COUNTY: HINDS | DESIGNED BY: RKB<br>DETAILED BY: RKB<br>CHECKED BY: FMT<br>DATE: 6/26/2026 | **CITY OF JACKSON** |

KOHL BOOZER STATE OF MISSISSIPPI 35697 REGISTERED PROFESSIONAL ENGINEER
06/26/2026




SCALE: 1" = 20'







SIGN DETAIL
R1-1 AND R11-2 MOUNTED
ON TYPE III BARRICADE
(SINGLE FACED)

CONSTRUCTION AREA

MAINTAIN TRAFFIC UNDER CONSTRUCTION

KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**TRAFFIC CONTROL PLAN:**
**MCCLUER RD**

SHEET ID
**TC-1**

SHEET NO.
**16**

PLAN SHEET

6/26/2026 2:08:04 PM TCP.dgn

06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB

DETAILED BY: RKB

CHECKED BY: FMT

DATE: 6/26/2026

FMS CON: 109860/701000

PROJECT NO.: STP-7287-00(001)LPA

COUNTY: HINDS

**EROSION CONTROL PLAN:**
**MCCLUER RD.**
**STA. 9+40 TO STA. 11+40**

SHEET ID
**ECP-3**

SHEET NO.
**17**

PLAN-PROFILE SHEET

6/26/2026 2:08:06 PM ECP-1.dgn

# VEGETATION SCHEDULE

| | EROSION CONTROL ITEMS | | SEASONAL APPLICATIONS-DATES & RATES | | | | REQUIREMENTS |
|---|---|---|---|---|---|---|---|
| | | | SPRING & SUMMER | | FALL & WINTER | | |
| | PAY ITEM NO. | ITEMS | RATES | DATES | RATES | DATES | |
| ⑩ | 211-B001 | TOPSOIL FOR SLOPE TREATMENT (LVM) | 4" THICK | MARCH 1 TO SEPTEMBER 1 | 4" THICK | SEPTEMBER 1 TO MARCH 1 | TOPSOIL REQUIRED ON SLOPES DETERMINED BY THE ENGINEER DURING CONSTRUCTION. |
| | 225-A001 | STANDARD GROUND PREPARATION | PER YD² | MARCH 1 TO SEPTEMBER 1 | PER YD² | SEPTEMBER 1 TO MARCH 1 | GROUND PREPARATION REQUIRED ON AREAS TO RECEIVE SOLID SODDING OR SEEDING, AS APPLICABLE. |
| | 225-B001 | AGRICULTURAL LIMESTONE | 1000 LB/ACRE | MARCH 1 TO SEPTEMBER 1 | | SEPTEMBER 1 TO MARCH 1 | LIMESTONE SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING. |
| | 225-A001 | COMBINATION FERTILIZER (13-13-13) | 250 LB/ACRE | MARCH 1 TO SEPTEMBER 1 | | SEPTEMBER 1 TO MARCH 1 | FERTILIZER SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING. |
| ① | 213-C001 | SUPERPHOSPHATE | 0.5 TONS/ACRE (EST.) | MARCH 1 TO DECEMBER 1 | | | SUPERPHOSPHATE (FOR BID ITEM PURPOSES) . |
| ② | 225-A001 | SEEDING (BERMUDAGRASS) | 80 LB/ACRE | MARCH 1 TO SEPTEMBER 1 | 20 LB/ACRE | SEPTEMBER 1 TO MARCH 1 | SEED REQUIRED ON DISTURBED AREAS. UNHULLED SEED MAY BE REQUIRED DURING THE DORMANT SEASON, AS DIRECTED. |
| ③ ⑬ | 225-A001 | SEEDING (TALL FESCUE) | | | 100 LB/ACRE | NOVEMBER 1 TO APRIL 1 | SEED REQUIRED ON DISTURBED AREAS. |
| ③ ⑬ | 225-A001 | SEEDING (CRIMSON CLOVER) | | | 20 LB/ACRE | AUGUST 1 TO APRIL 1 | SEED REQUIRED ON DISTURBED AREAS. |
| | 225-A001 | | | | | | |
| | 225-A001 | | | | | | |
| | | | | | | | |
| ⑨ | 225-C001 | MULCH - VEGETATIVE MULCH | 2 TONS/ACRE (EST.) | MARCH 1 TO SEPTEMBER 1 | 2 TONS/ACRE (EST.) | SEPTEMBER 1 TO MARCH 1 | THE ENGINEER WILL DESIGNATE THE RATES OF APPLICATION (SEE SUBSECTION 215.03.3) . |
| | 216-A001 | SOLID SODDING | PER YD² | MARCH 1 TO SEPTEMBER 1 | PER YD² | SEPTEMBER 1 TO MARCH 1 | SOLID SOD REQUIRED ON AREAS SPECIFIED IN THE CONTRACT OR BY THE ENGINEER. |
| | 219-A001 | WATERING | 20 GAL/YD² (EST.) | MARCH 1 TO SEPTEMBER 1 | 20 GAL/YD² (EST.) | SEPTEMBER 1 TO MARCH 1 | TO BE USED AS DIRECTED ON THE PLANTING AND ESTABLISHING SOLID SOD. |
| ⑤ | 220-A001 | INSECT PEST CONTROL | PER ACRE | | PER ACRE | | SEE SECTION 220. |
| | | | | | | | |
| | | TEMPORARY EROSION CONTROL ITEMS | | | | | |
| | 226-A001 | LIGHT GROUND PREPARATION | PER YD² | | PER YD² | | APPROXIMATELY HALF SQ. YD. STANDARD GROUND PREPARATION. |
| | | | | | | | |
| | 226-A001 | COMBINATION FERTILIZER (13-13-13) | 250 LB/ACRE | | | | QUANTITY BASED ON LIGHT GROUND PREPARATION. |
| | | | | | | | |
| | 226-A001 | SEEDING (BROWN TOP MILLET) | 20 LB/ACRE | APRIL 1 TO AUGUST 31 | ——— | ——— | QUANTITY BASED ON LIGHT GROUND PREPARATION. |
| | 226-A001 | SEEDING (RYE GRASS) | ——— | ——— | 25 LB/ACRE | SEPTEMBER 1 TO MARCH 31 | QUANTITY BASED ON LIGHT GROUND PREPARATION. |
| | 226-A001 | SEEDING (OATS) | ——— | ——— | 90 LB/ACRE | SEPTEMBER 1 TO DECEMBER 15 | QUANTITY BASED ON LIGHT GROUND PREPARATION. |
| | | | | | | | |
| | 226-A001 | VEGETATIVE MATERIAL FOR MULCH | 2 TONS/ACRE (EST.) | | 2 TONS/ACRE (EST.) | | QUANTITY BASED ON LIGHT GROUND PREPARATION. |
| | | | | | | | |
| | | | | | | | |

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

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

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

④ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT OF THE ACREAGE WILL BE SEEDED.

⑤ QUANTITY ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE VEGETATED MAY REQUIRE TREATMENT.

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

⑦ THE ACTUAL RATE/ACRE TO BE DETERMINED BY SOIL TEST DURING CONSTRUCTION.

⑧ BERMUDA GRASS SEED MIX - 50% HOLLED, 50% UNHOLLED.

⑨ BAHIAGRASS WILL NOT BE PERMITTED AS A MULCH MATERIAL.

⑩ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 75% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

⑪ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

⑫ THIS ITEM TO BE OMITTED ON AREAS WITHIN 30' FROM EDGE OF PAVEMENT.

⑬ THIS ITEM TO BE OMITTED ON AREAS SELECTED BY THE ENGINEER.

KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

CITY OF JACKSON

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

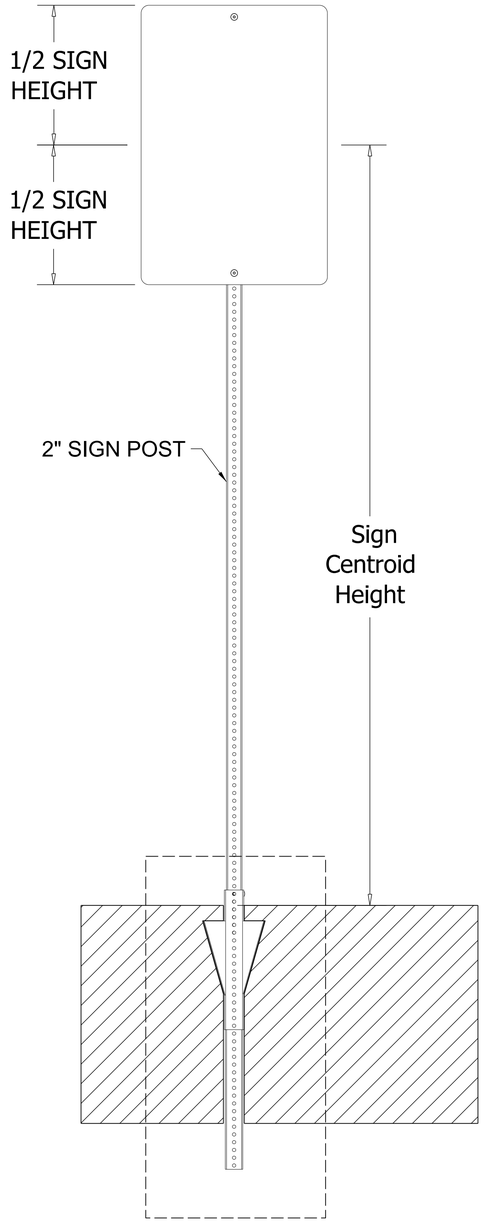
DISTRICT 3 OR 5
VEGETATION SCHEDULE
URBAN - ALL TYPES, EXCLUDING MS DELTA

WK. NO. VS-1

SHEET NO. 18

PLAN SHEET
DATE 2:08:07 PM VS.dgn

## SOIL INSTALLATION



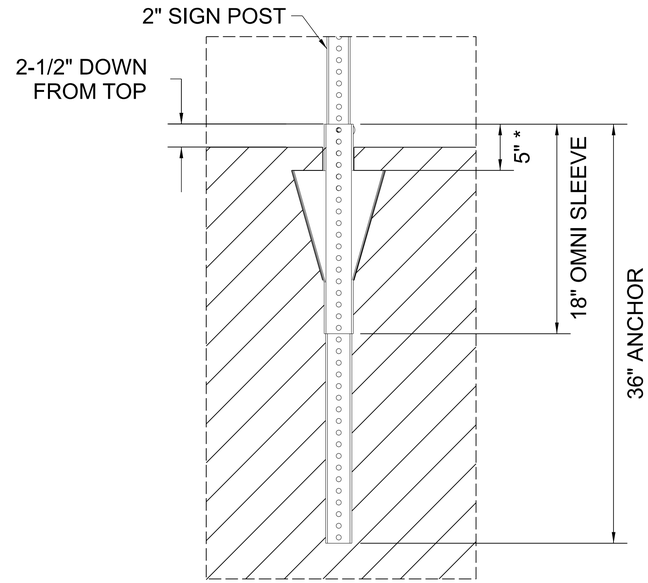

SEE OMNI SLEEVE DETAIL

MATERIALS:
PERFORATED SQUARE STEEL TUBE POST AND ANCHOR (PSST): Must be ASTM A1011, Grade 50 steel with an average minimum yield strength after cold-forming must be 60,000 psi. It must be corner welded, scarfed after welding, then zinc coated after scarfing. It must be coated with a chromate conversion coating and a clear organic polymer topcoat. Its interior and exterior will be galvanized. It must have 7/16" holes spaced 1" apart along the centerline of each of its four sides.

POST must be 2" x 14ga x appropriate length.

ANCHOR must be 2-1/4" x 12ga x 36".

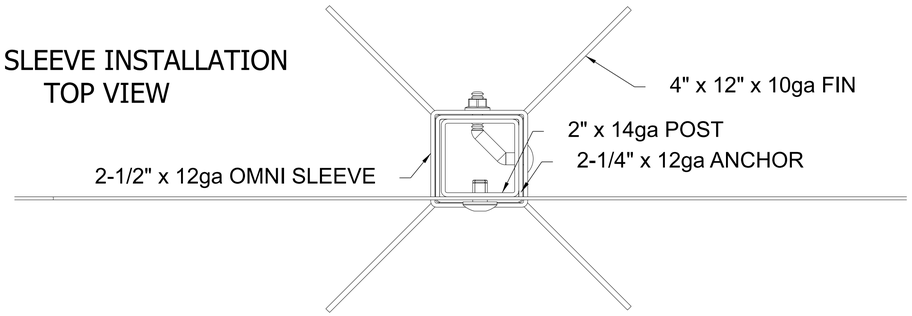
OMNI SLEEVE (to be absorbed) must be:
2-1/2" x 12ga x 18" and contain four 4" x 12" x 10ga ASTM A569 steel fins welded to each of the four corner edges of the square sleeve with 4" flat end of each fin positioned 5" down from one end, and must be galvanized. A medium corner bolt must be used to secure the assembly.




OMNI SLEEVE DETAIL

* SIGN POST EXTENDS 5" BELOW TOP OF OMNI SLEEVE

OMNI SLEEVE INSTALLATION
TOP VIEW




KOHL BOOZER LICENSED PROFESSIONAL ENGINEER 35697 STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB
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CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

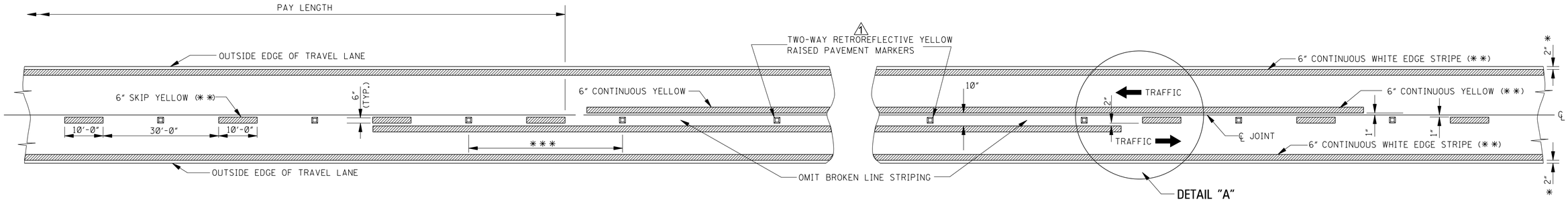
**SIGN SUPPORT HARDWARE 2.0" SQUARE POST**

SHEET ID
**SDTSS-1**

SHEET NO.
**19**

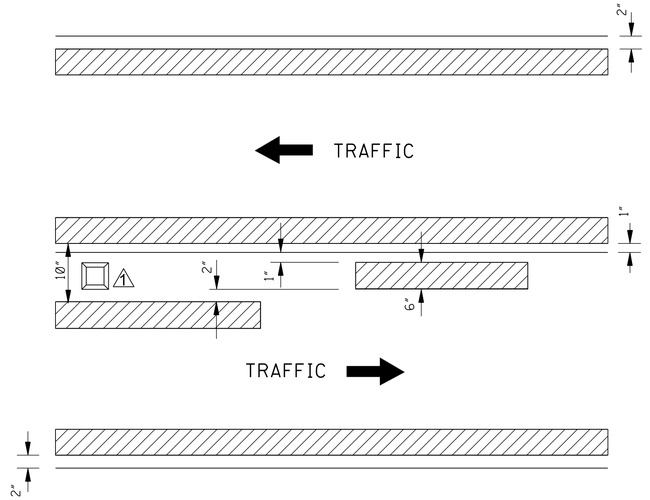
PLAN SHEET
6/26/2026 2:08:09 PM SDTSS-1 SIGN SUPPORT HARDWARE 2 INCH SQUARE POST.dgn

| STATE | PROJECT NO. |
|---|---|
| MISS. | |




## TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 10-1.01.
2




DETAIL "A"




GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS. FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.

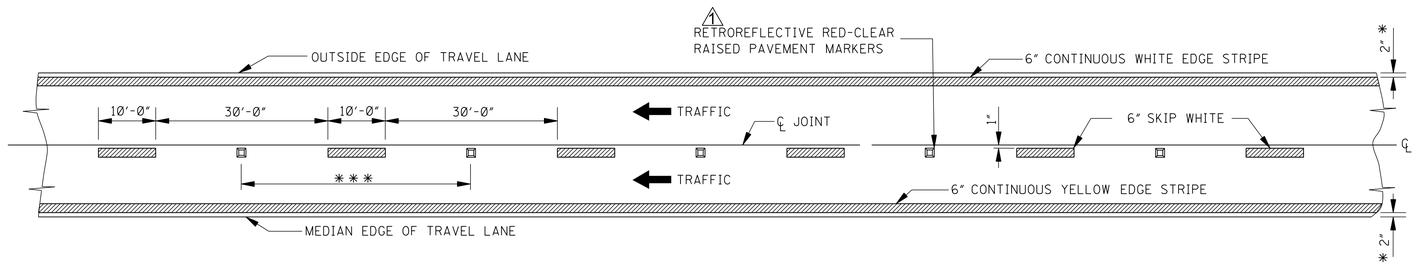
** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

*** 3. SPACING OF RETROREFLECTIVE 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, RETROREFLECTIVE 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.

1 4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RETROREFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED PRODUCTS LIST."




4–LANE WITH ONE–WAY TRAFFIC

| DATE | REVISION | BY |
|---|---|---|
| 4/22/26 | UPDATED NOTE | TG |
| 12/11/25 | REVISE RPMS AND TEXT | STN |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER PM-1

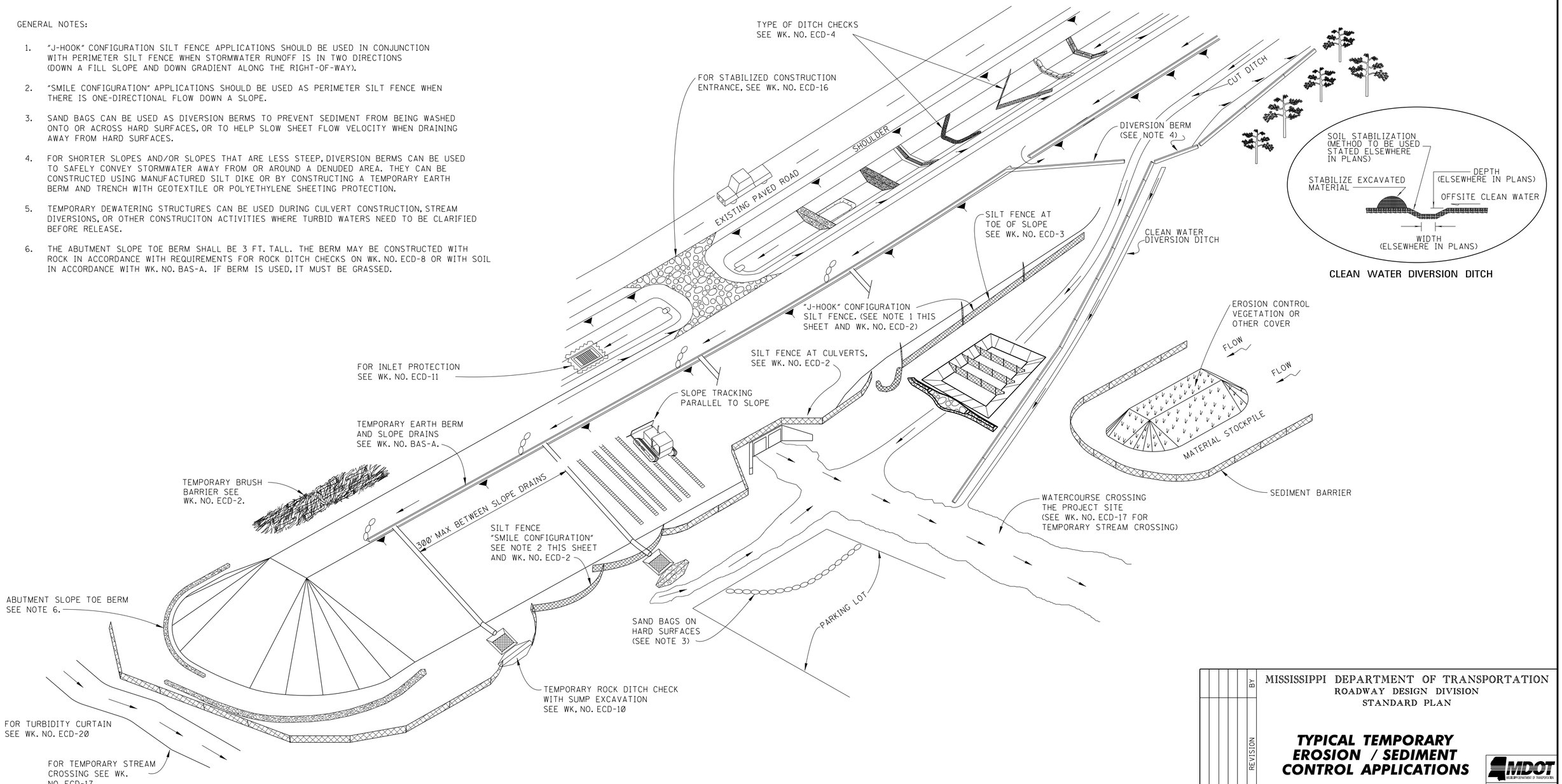
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6051

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

GENERAL NOTES:

1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS SHOULD BE USED IN CONJUNCTION WITH PERIMETER SILT FENCE WHEN STORMWATER RUNOFF IS IN TWO DIRECTIONS (DOWN A FILL SLOPE AND DOWN GRADIENT ALONG THE RIGHT-OF-WAY).
2. "SMILE CONFIGURATION" APPLICATIONS SHOULD BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.
3. SAND BAGS CAN BE USED AS DIVERSION BERMS TO PREVENT SEDIMENT FROM BEING WASHED ONTO OR ACROSS HARD SURFACES, OR TO HELP SLOW SHEET FLOW VELOCITY WHEN DRAINING AWAY FROM HARD SURFACES.
4. FOR SHORTER SLOPES AND/OR SLOPES THAT ARE LESS STEEP, DIVERSION BERMS CAN BE USED TO SAFELY CONVEY STORMWATER AWAY FROM OR AROUND A DENUDED AREA. THEY CAN BE CONSTRUCTED USING MANUFACTURED SILT DIKE OR BY CONSTRUCTING A TEMPORARY EARTH BERM AND TRENCH WITH GEOTEXTILE OR POLYETHYLENE SHEETING PROTECTION.
5. TEMPORARY DEWATERING STRUCTURES CAN BE USED DURING CULVERT CONSTRUCTION, STREAM DIVERSIONS, OR OTHER CONSTRUCITON ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.
6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FT. TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON WK. NO. ECD-8 OR WITH SOIL IN ACCORDANCE WITH WK. NO. BAS-A. IF BERM IS USED, IT MUST BE GRASSED.




| DATE | REVISION | BY |
|---|---|---|
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**TYPICAL TEMPORARY EROSION / SEDIMENT CONTROL APPLICATIONS**

MDOT

WORKING NUMBER ECD-1

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6101

| STATE | PROJECT NO. |
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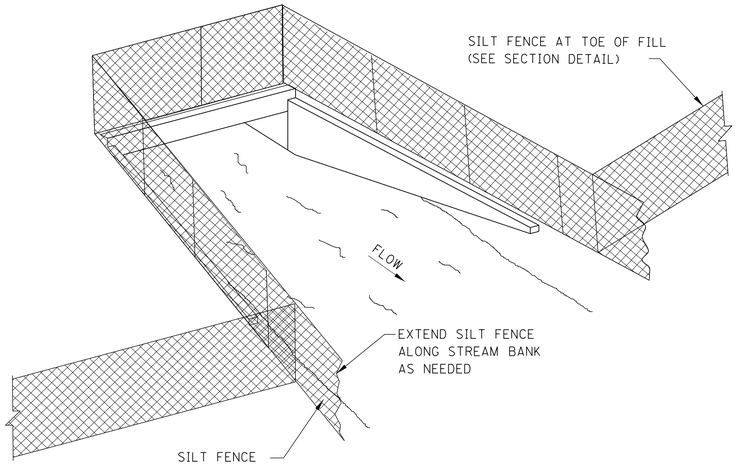
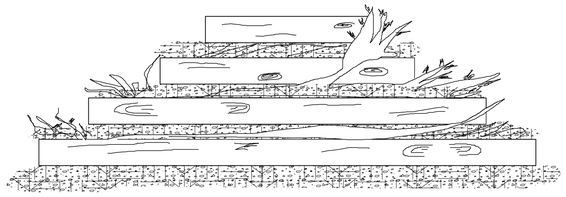
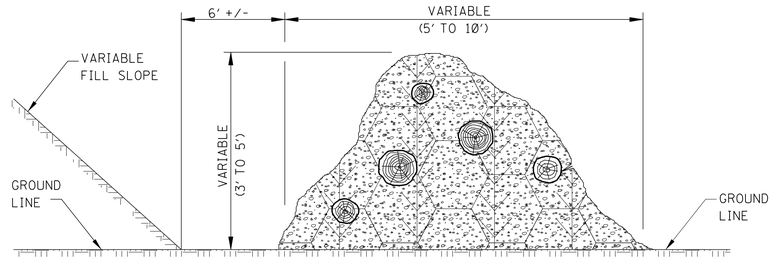
| MISS. | |




SEDIMENT BARRIER AT CROSS DRAIN



FRONT ELEVATION



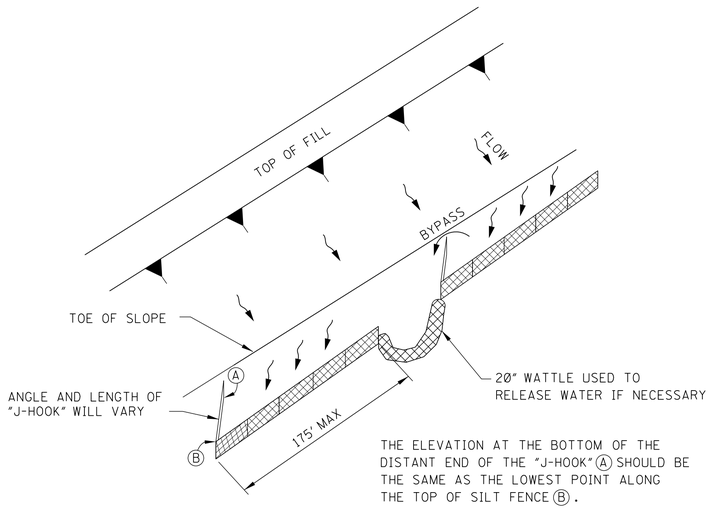

SIDE ELEVATION

## TEMPORARY BRUSH BARRIER

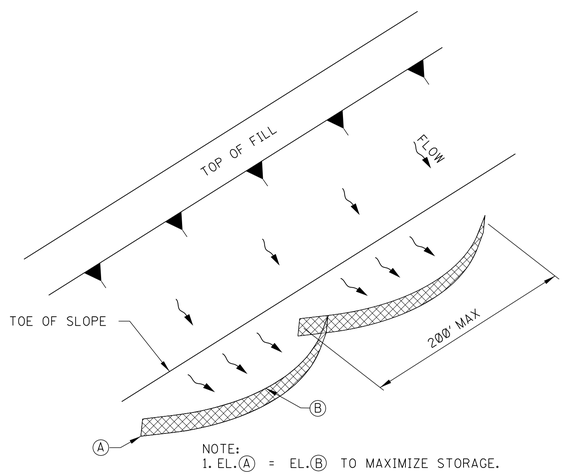
NOTES:

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

NOTE: ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON WK. NO. ECD-3

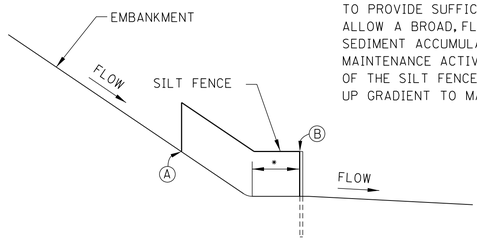



"J–HOOK" SILT FENCE
APPLICATION




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

"SMILE–CONFIGURATION" SILT FENCE
APPLICATION




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

SILT FENCE SECTION AT
TOE OF FILL

| | | |
|---|---|---|
| BY | MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION<br>STANDARD PLAN | |
| REVISION | **DETAILS OF SEDIMENT BARRIER APPLICATIONS** | WORKING NUMBER<br>ECD-2 |
| DATE | ISSUE DATE: AUGUST 01, 2017 | SHEET NUMBER<br>6102 |

| STATE | PROJECT NO. |
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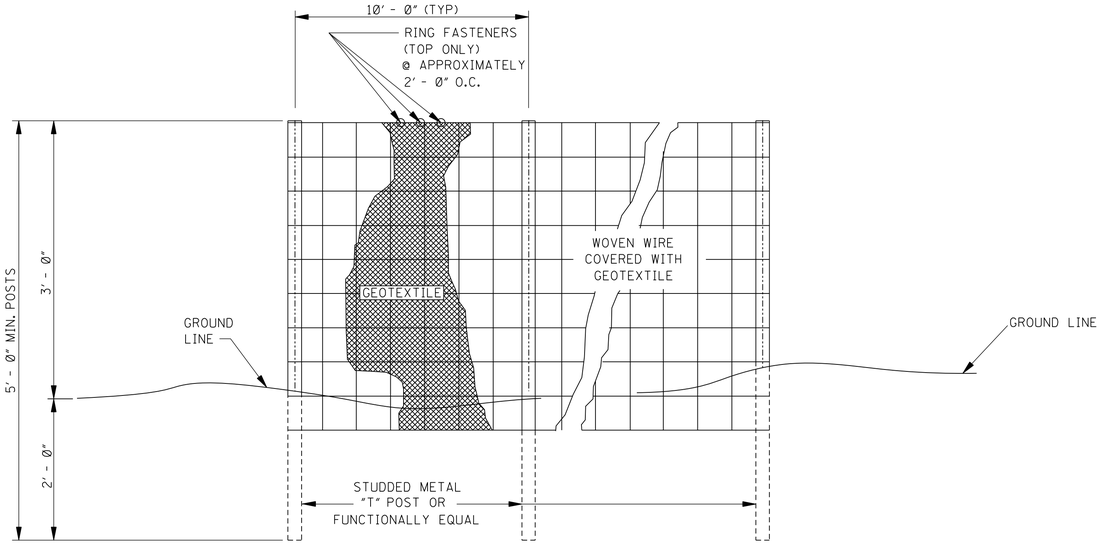
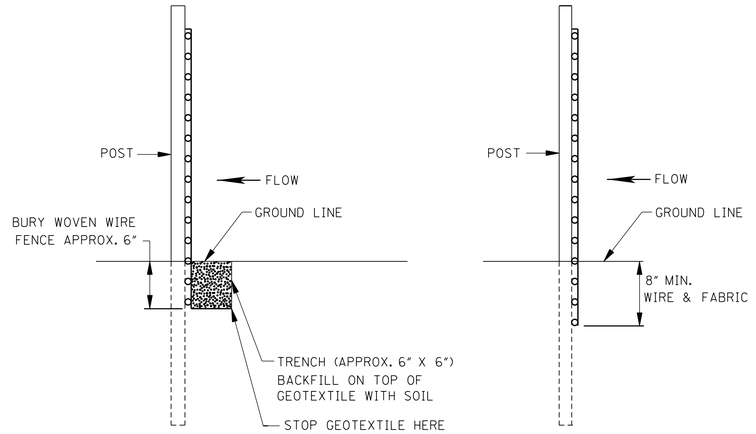


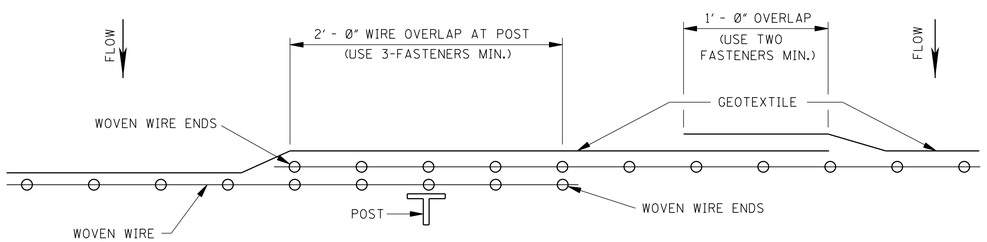

ELEVATION VIEW




METHOD I

METHOD II
MECHANICAL INSTALLATION

SIDE VIEW




PLAN VIEW

REQUIRED LAPPING

GENERAL NOTES:

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

| BY | REVISION | DATE |
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# DETAILS OF SILT FENCE INSTALLATION

MDOT

WORKING NUMBER
ECD-3

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6103

| STATE | PROJECT NO. |
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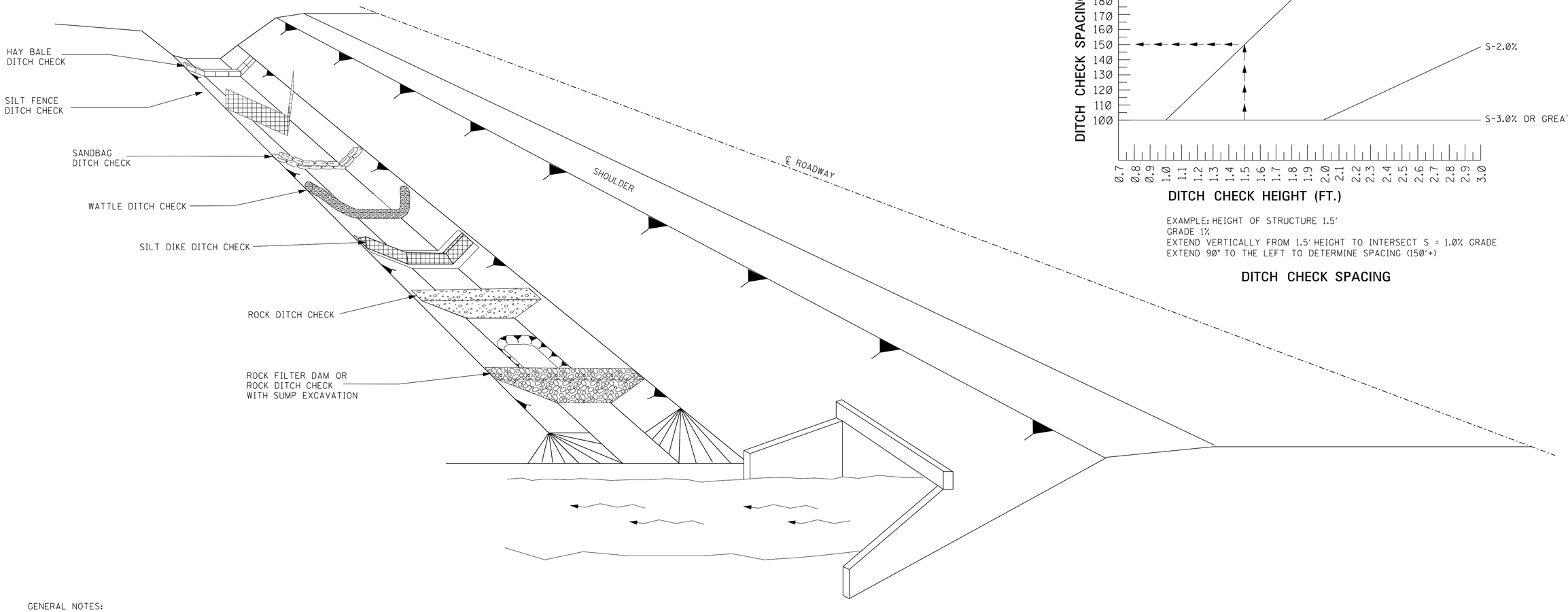





EXAMPLE: HEIGHT OF STRUCTURE 1.5′
GRADE 1%
EXTEND VERTICALLY FROM 1.5′ HEIGHT TO INTERSECT S = 1.0% GRADE
EXTEND 90° TO THE LEFT TO DETERMINE SPACING (150′+)

**DITCH CHECK SPACING**

GENERAL NOTES:

1. THE DITCH CHECK PERSPECTIVE ILLUSTRATES A TOOL BOX OF TEMPORARY PRACTICES THAT MAY BE USED. DITCH CHECKS ARE INSTALLED TO CONTROL RUNOFF VELOCITY AND THUS REDUCE EROSION AND PROVIDE FOR TRAPPING OF SEDIMENTS.
2. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE, ECONOMY AND SAFETY.
3. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL UPSLOPE AREAS HAVE BEEN PERMANENTLY STABILIZED. MAINTENANCE INCLUDES REMOVAL OF SEDIMENT BEGINNING WHEN SEDIMENT ACCUMULATION REACHES ⅓ THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN ½ THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
4. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
5. SILT FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
6. SANDBAG DITCH CHECKS SHOULD BE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCK BOTTOMS.
7. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
8. SILT DIKES CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE RIPRAP CAN NOT BE USED. AS CONSTRUCTION PROGRESSES.
9. ROCK DITCH CHECKS WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
10. DITCH CHECKS, IN NO CASE, SHALL BE PLACED IN LIVE STREAMS.
11. CONFIGURATION AND SPACING MAY BE ADJUSTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS

MDOT

WORKING NUMBER
ECD-4

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6104

| STATE | PROJECT NO. |
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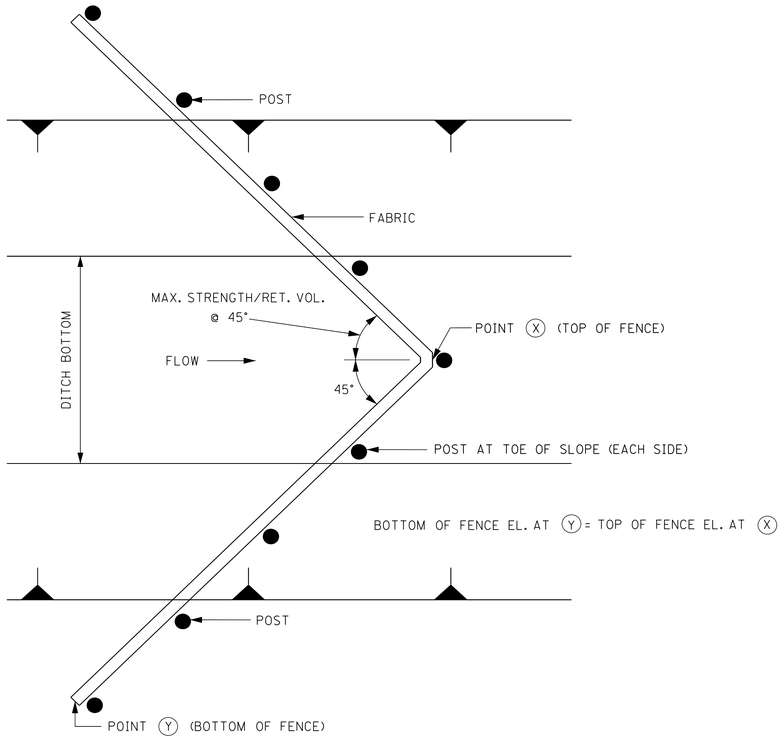
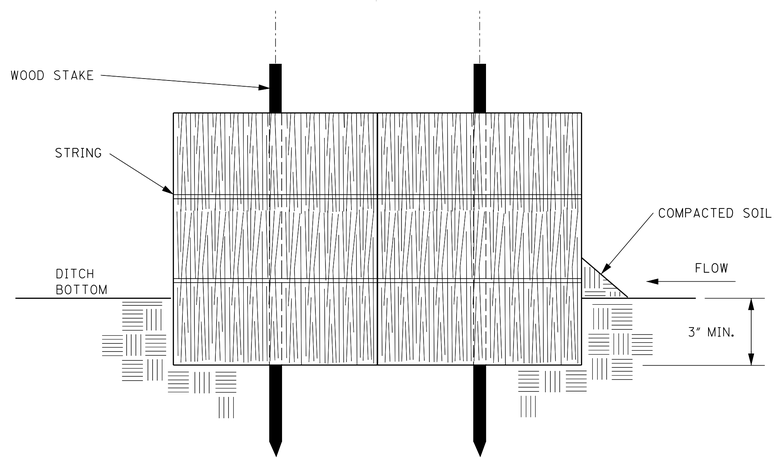
| MISS. | |



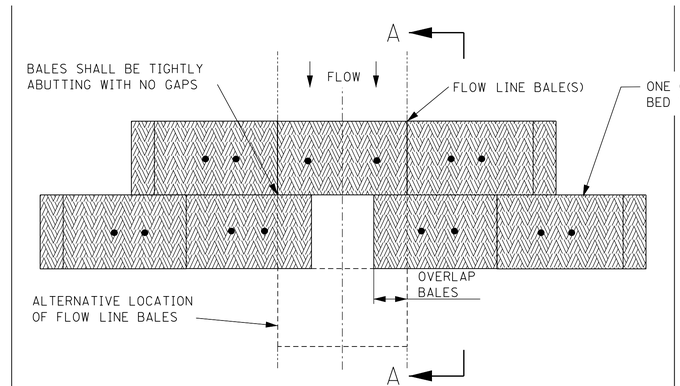

PLAN VIEW

NOTES:

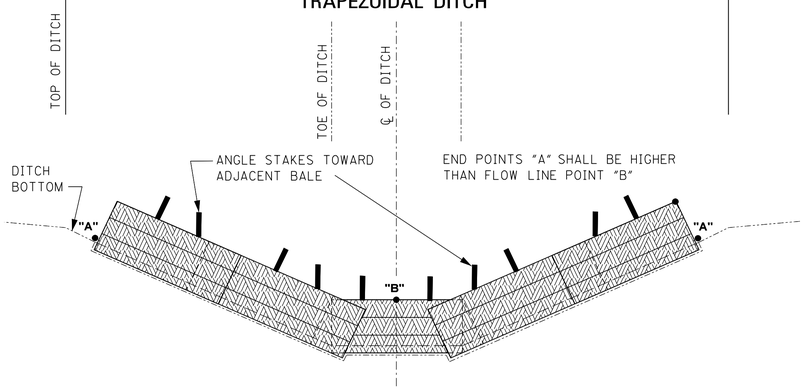
1. ANCHOR AND INSTALL PER DETAILS FOR SILT FENCE SPACING GUIDELINES ON WK. NO. ECD-4.
2. A "W" SHAPE MAY BE USED FOR WIDER DITCHES.




SECTION A–A




PLAN VIEW
TRAPEZOIDAL DITCH




PROFILE VIEW
TRAPEZOIDAL DITCH

NOTES:

1. SILT FENCE DITCH CHECKS SHOULD BE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. SILT FENCE DITCH CHECKS SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
2. HAY BALES SHOULD BE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
3. MINIMUM RECOMMENDED CHECK SPACING IS 100 FEET UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
4. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. A MINIMUM OF TWO STAKES PER BALE IS REQUIRED. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
5. BALES SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 3 INCHES.
6. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
7. SOIL IS COMPACTED ALONG THE BASE OF THE UPSTREAM FACE TO PREVENT PIPING.
8. MULTIPLE ADJACENT ROWS OF BALES ARE REQUIRED AS SHOWN.

| DATE | REVISION | BY |
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# TEMPORARY EROSION, SEDIMENT, AND WATER POLLUTION CONTROL MEASURES

## (SILT FENCE AND HAY BALE DITCH CHECKS)

WORKING NUMBER ECD-5

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6105

| STATE | PROJECT NO. |
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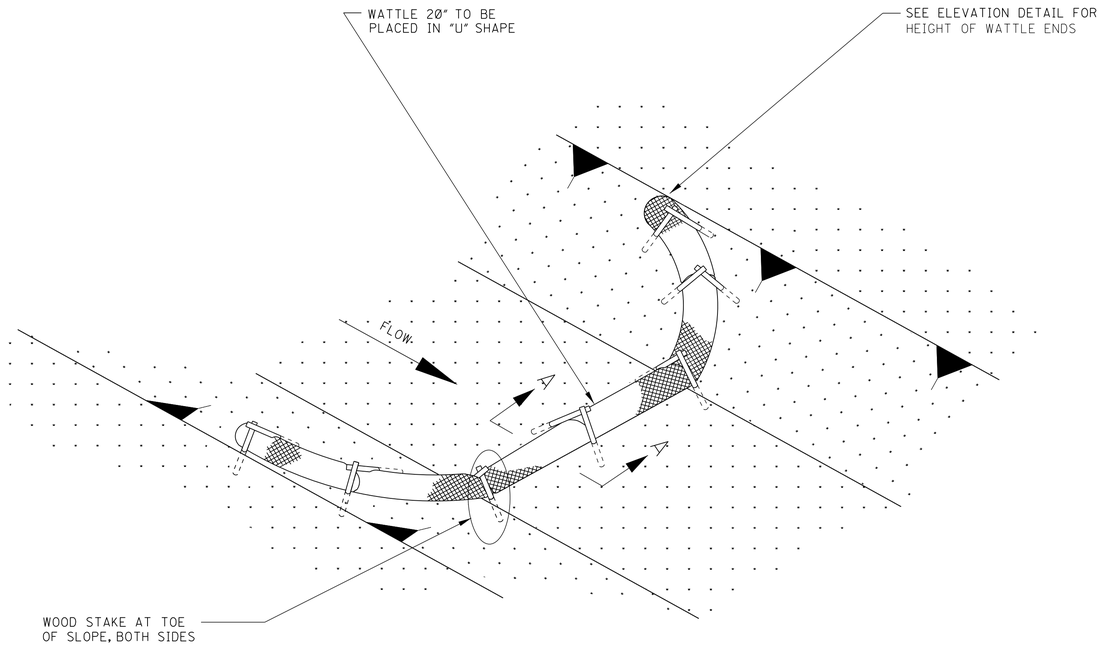
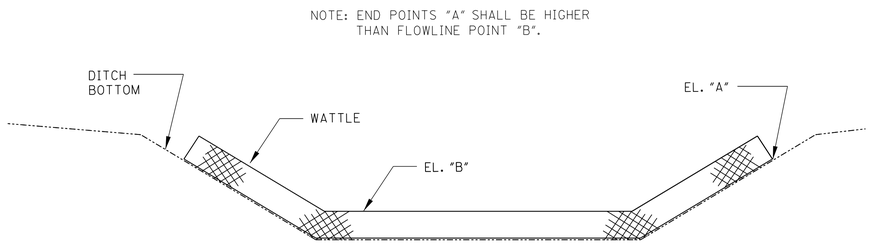
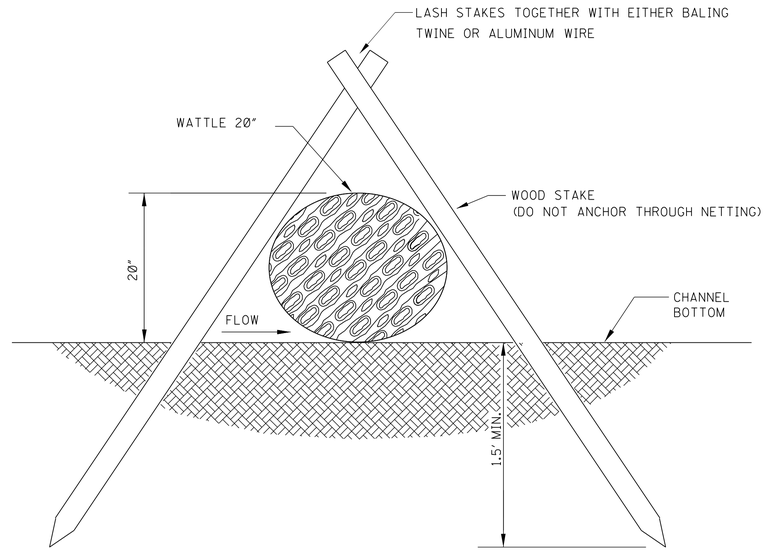



DETAIL (DITCH CHECK)




ELEVATION DETAIL




SECTION A–A

NOTES:

1. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
2. THE PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
4. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
5. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.
6. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE THE WATTLES IN PLACE. IF SANDS BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPARATE PAY ITEM.

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# DETAILS OF EROSION CONTROL WATTLE DITCH CHECK

MDOT

WORKING NUMBER
ECD-6

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6106

| STATE | PROJECT NO. |
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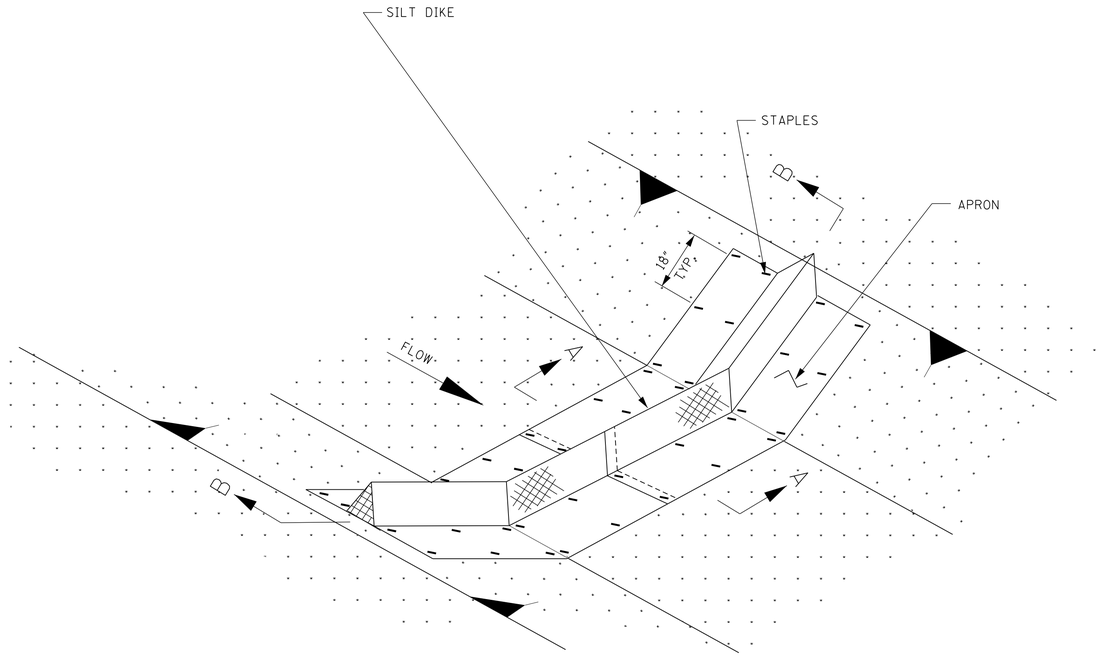
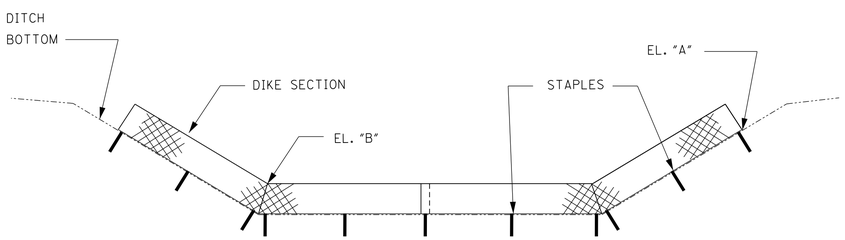


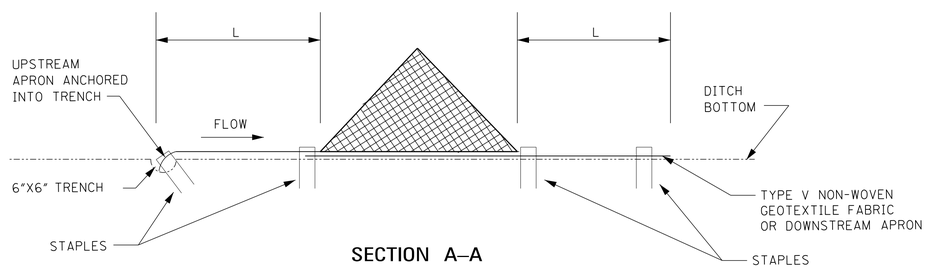

NOTES:

PLAN VIEW




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

SECTION B–B




SECTION A–A

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

SILT DIKE INSTALLATION FOR ROADWAY DITCHES

NOTES:

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

2. SILT DIKES MAY ALSO BE USED:

   A. IN AREAS WHERE CONSTRUCTION TRAFFIC TRAVELS (AS SHOWN ON WK. NO. ECD-16), PROVIDED THE SILT DIKE REBOUNDS TO ITS ORIGINAL SHAPE. SILT DIKES WHICH DO NOT REBOUND TO THEIR ORIGINAL SHAPE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.

   B. AT THE ENDS OF AND ALONG THE EDGES OF CONSTRUCTION ROADS THAT CROSS THE WATERS OF THE U.S. (AS SHOWN ON WK. NO. ECD-17).

3. THE PLACEMENT INTERVAL BETWEEN SILT DIKE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.

4. INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

5. THE TRIANGULAR SILT DIKE SHAPE IS ONLY SHOWN FOR DEPICTION PURPOSES. OTHER SHAPED SILT DIKES MAY BE USED.

6. WHEN THE SILT DIKE, USED AS A DITCH CHECK, IS MANUFACTURED WITH AN APRON ON ONE SIDE ONLY, THE SILT DIKE SHALL BE INSTALLED AS SHOWN IN SECTION A-A. THE APRON SHALL BE INSTALLED ON THE UPSTREAM SIDE AND TYPE V NON-WOVEN GEOTEXTILE FABRIC INSTALLED ON THE DOWNSTREAM SIDE.

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

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK

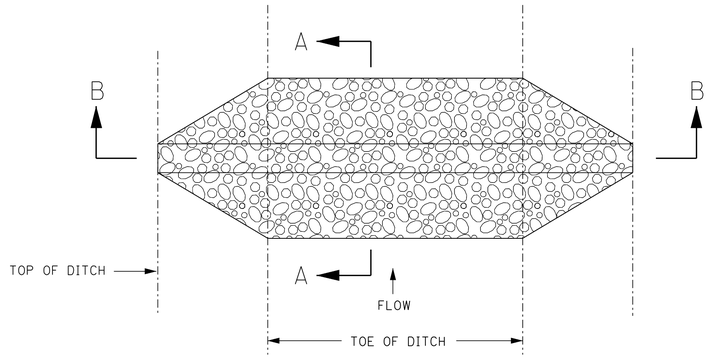
MDOT

WORKING NUMBER
ECD-7

ISSUE DATE: AUGUST 01, 2017

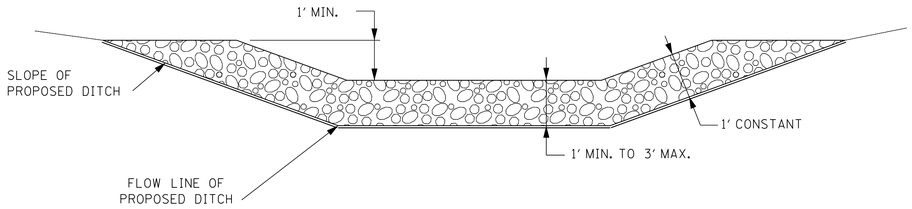
SHEET NUMBER
6107

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

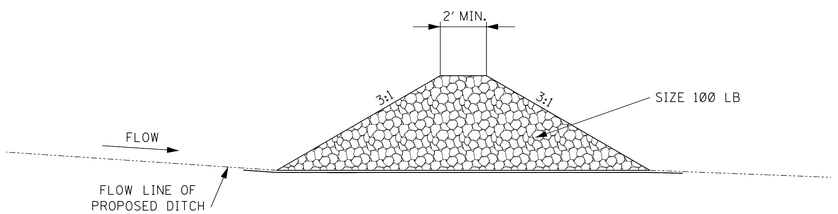



PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

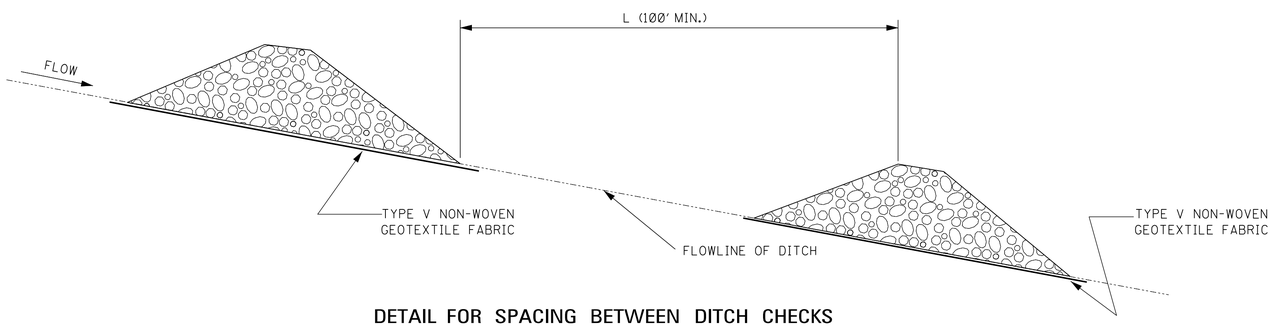



SECTION B–B




SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES




DETAIL FOR SPACING BETWEEN DITCH CHECKS

NOTES:

1. ROCK DITCH CHECKS SHOULD ONLY BE USED FOR REDUCING THE VELOCITY OF FLOWING WATER.
2. MINIMUM SPACING FOR ROCK DITCH CHECKS IS 100 FEET UNLESS OTHERWISE SHOWN ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ROCK DITCH CHECKS SHOULD ONLY BE USED UP-GRADIENT OF AND ALONG WITH ADDITIONAL DOWN-GRADIENT SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMP'S).
4. THE COST OF FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

| BY | REVISION | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# ROCK DITCH CHECK

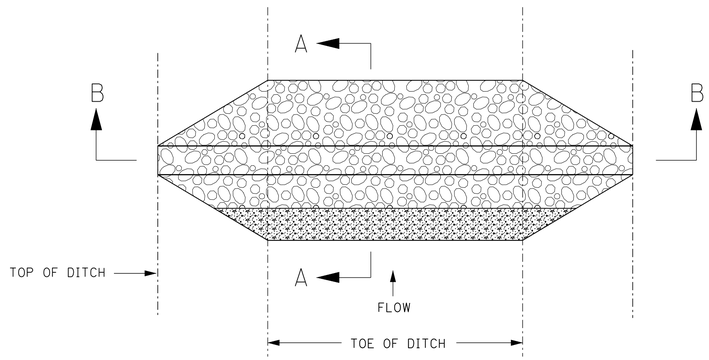
MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-8

ISSUE DATE: AUGUST 01, 2017

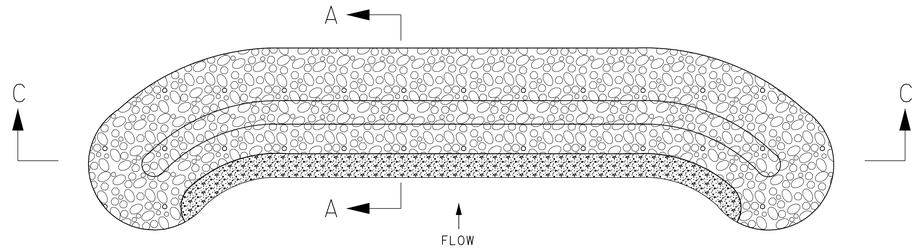
SHEET NUMBER
6108

| STATE | PROJECT NO. |
|---|---|
| MISS. | |



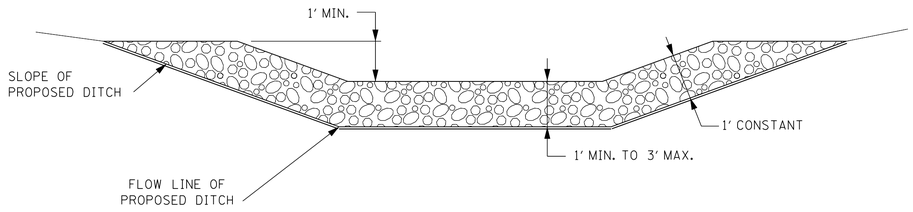

PLAN VIEW

DETAIL FOR TRAPEZOIDAL DITCH

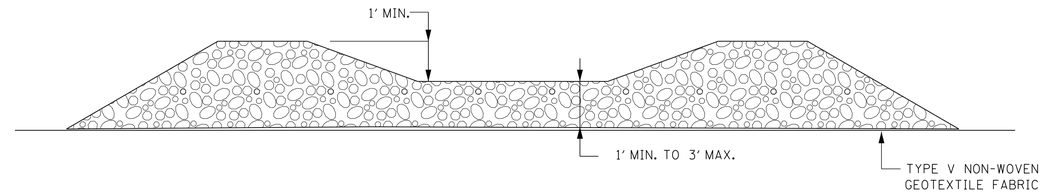



PLAN VIEW

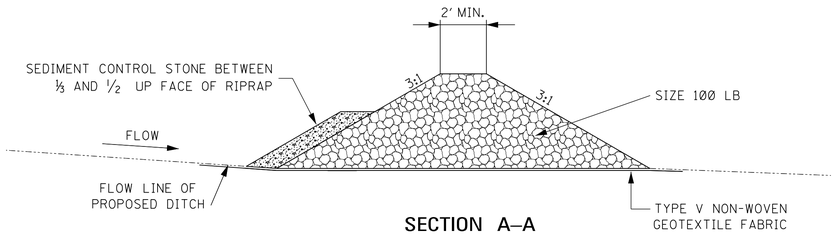
DETAIL FOR USE OTHER THAN DITCH




SECTION B–B




SECTION C–C




SECTION A–A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES

GENERAL NOTES:

1. ROCK FILTER DAMS (RFD) MAY BE USED AS A DISCHARGE STRUCTURE WHILE WORKING WITH HIGHLY EROSIVE SOIL. RFD'S MAY BE USED AS PART OF A "BMP TRAIN" AND MAY BE USED IN SUCCESSION AT A MINIMUM SPACING OF 100 FT. OR PER THE EROSION CONTROL PLAN APPROVED BY THE ENGINEER.

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

| BY | REVISION | DATE |
|---|---|---|

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# ROCK FILTER DAM

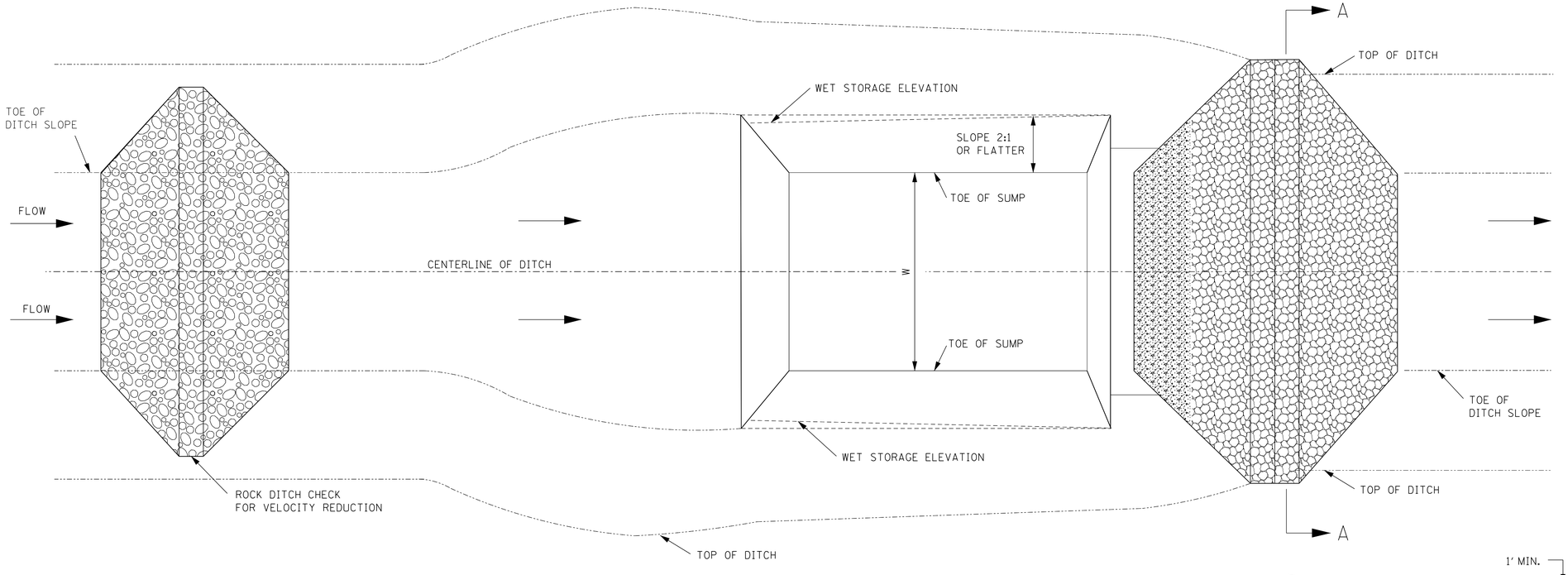
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-9

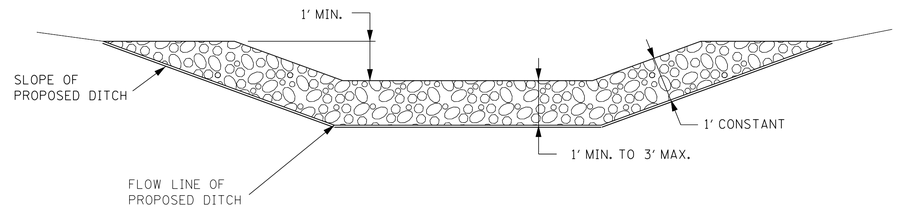
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6109

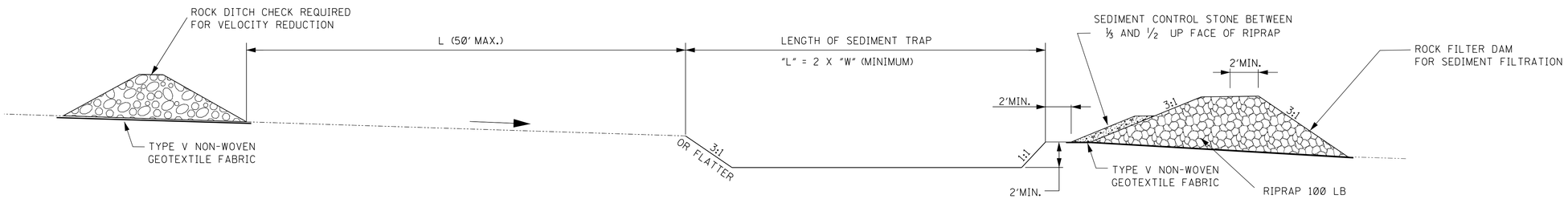
| STATE | PROJECT NO. |
|---|---|
| MISS. | |




PLAN VIEW




SECTION A–A




PROFILE VIEW

NOTES:

1. ROCK DITCH CHECKS WITH SUMP EXCAVATION CAN BE PLACED IN DITCHES TO ASSURE ON-SITE SEDIMENT TRAPPING REQUIREMENTS ARE MET. DITCH CHECK WITH SUMP EXCAVATION IS USED WHEN DITCHES RECEIVE DRAINAGE FROM CUT OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHOULD BE LIMITED TO 3 ACRES. THEY CAN BE USED IN SERIES TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.

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

| BY | REVISION | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM

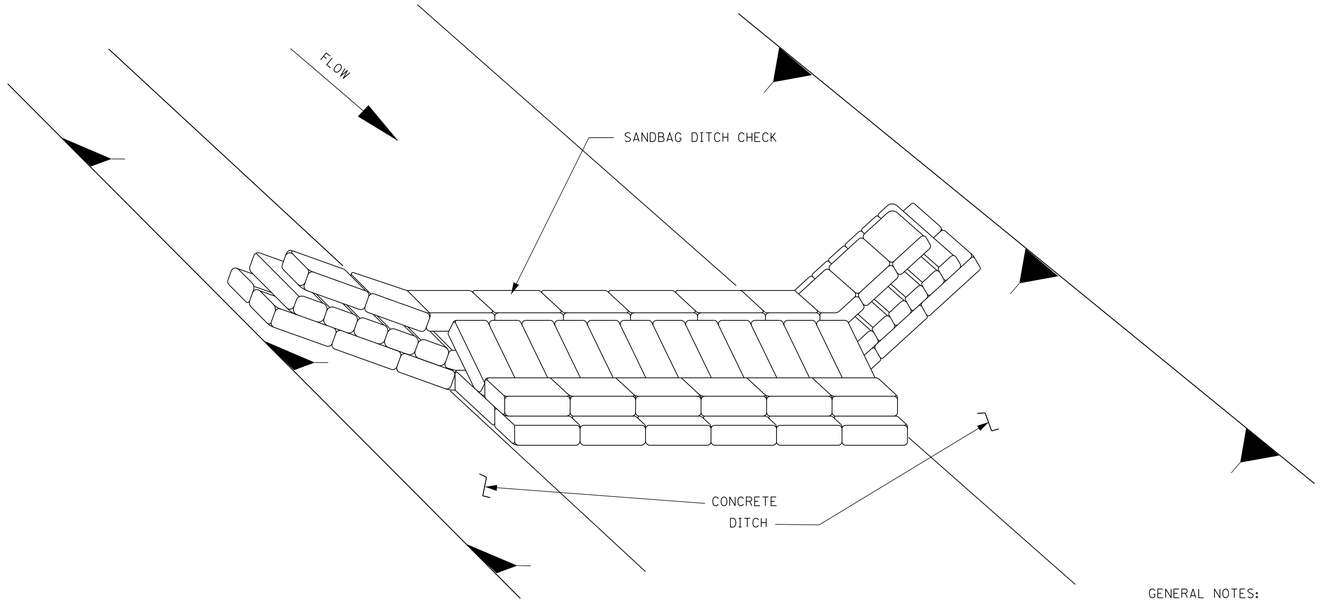
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
ECD-10

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6110

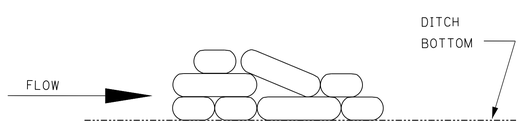
| STATE | PROJECT NO. |
|---|---|
| MISS. | |




DETAIL (DITCH CHECK)

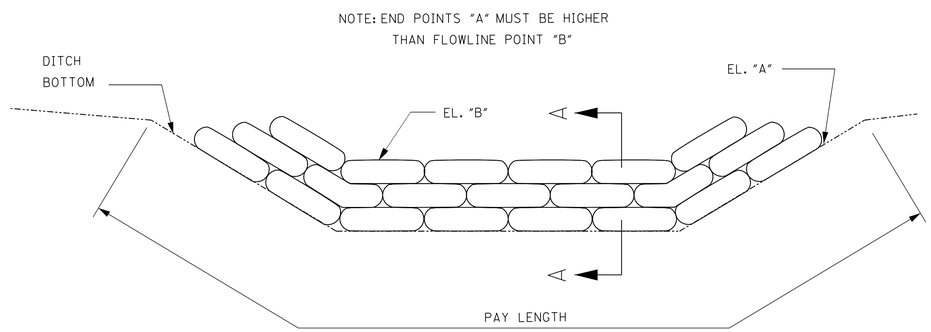
GENERAL NOTES:

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




SECTION A–A

(IN DITCH BOTTOM)




ELEVATION DETAIL

| DATE | REVISION | BY |
|---|---|---|

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK**

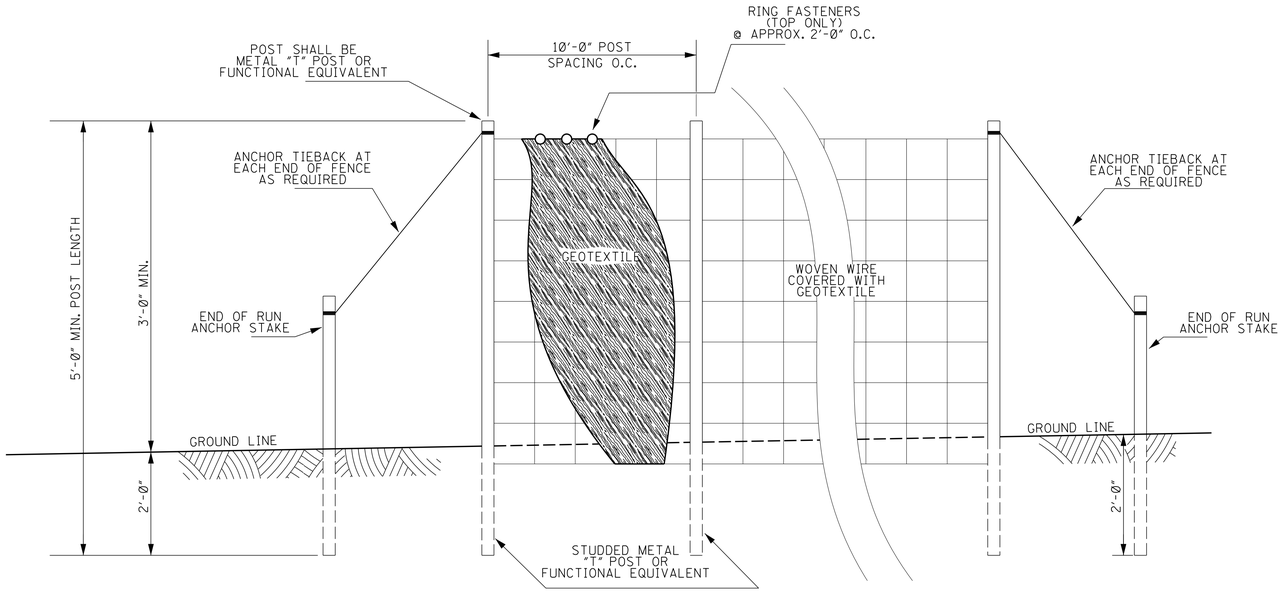
MDOT

WORKING NUMBER ECD-21

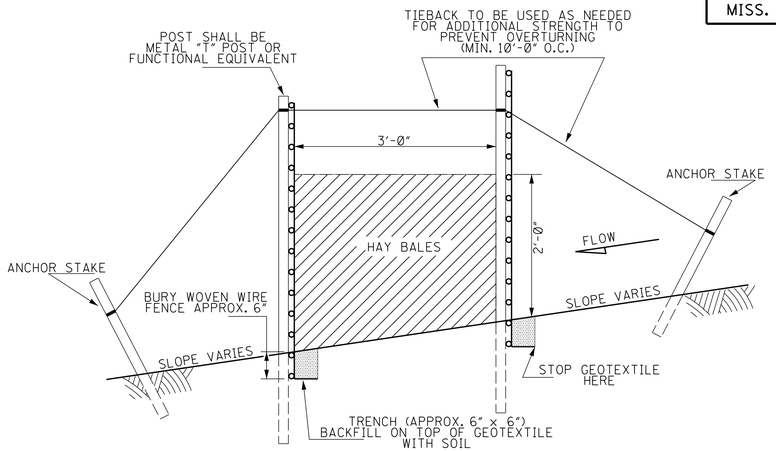
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6121

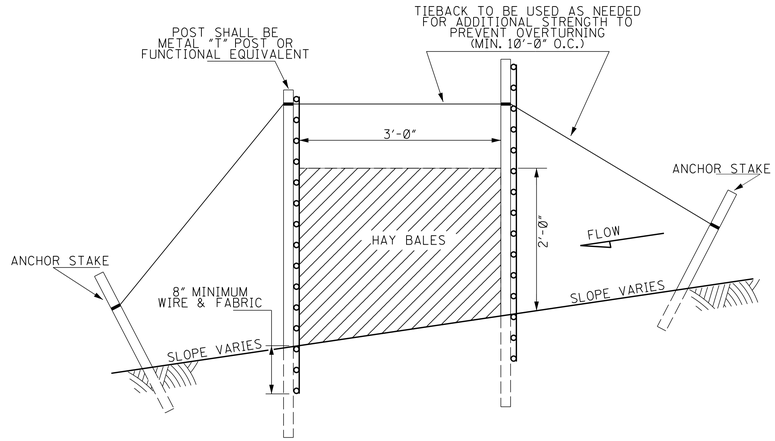
| STATE | PROJECT NO. |
|---|---|
| MISS. | |



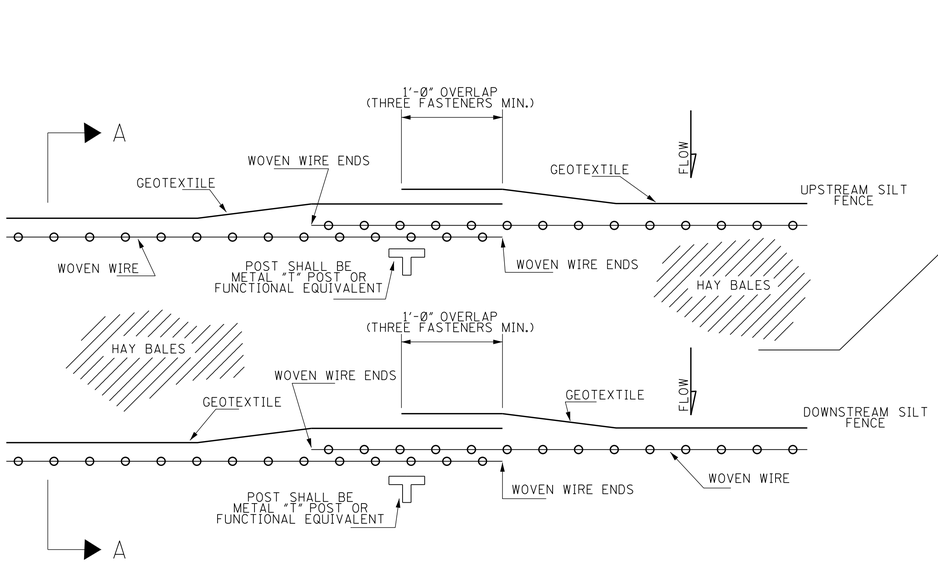

ELEVATION VIEW



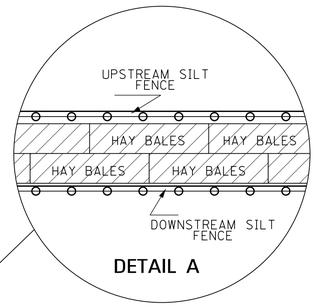

SIDE VIEW
SECTION A–A
METHOD I




SIDE VIEW
SECTION A–A
METHOD II
MECHANICAL INSTALLATION




PLAN VIEW
REQUIRED LAPPING




DETAIL A

GENERAL NOTES:

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

| BY | REVISION | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# SEDIMENT RETENTION BARRIER

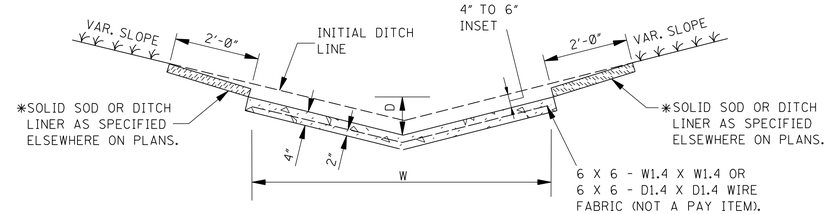
MDOT

WORKING NUMBER
ECD-22

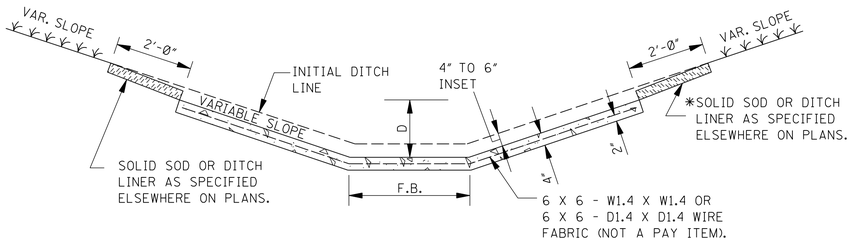
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6122

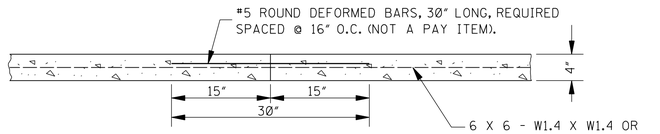
| STATE | PROJECT NO. |
|---|---|
| MISS. | |



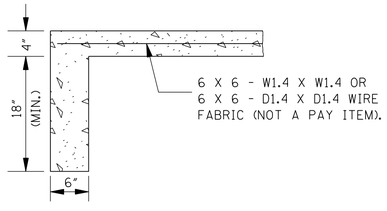

"V" TYPE SECTION




FLAT BOTTOM SECTION




DETAIL OF CONSTRUCTION JOINT




DETAIL OF TOE WALL

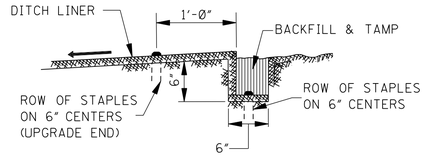
NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

## CONCRETE PAVED DITCH

NOTES:

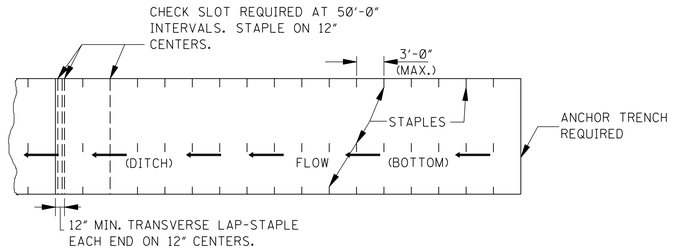
1. CONCRETE PAVED DITCHES SHALL BE GROOVED AT 20'-0" INTERVALS. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".
2. DIMENSIONS D & W ARE AS FOLLOWS:
   D(MINIMUM) = 6"
   D(NOMINAL) = 9"
   W(MINIMUM) = 24"
3. CHAIR SUPPORTS FOR THE WIRE MESH WILL NOT BE REQUIRED. HOWEVER, THE CONTRACTOR SHALL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

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

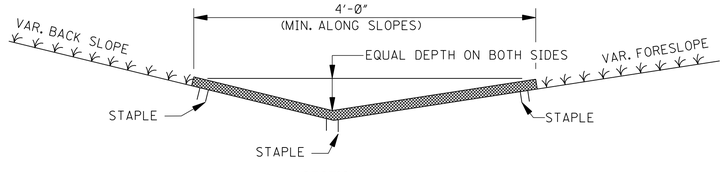



ANCHOR TRENCH DETAIL

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



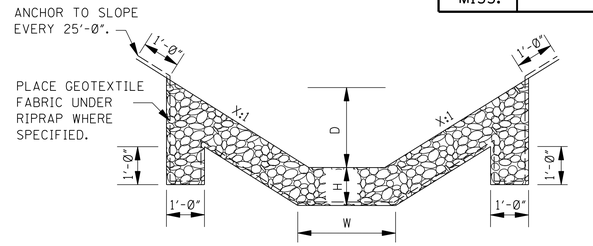

PLAN



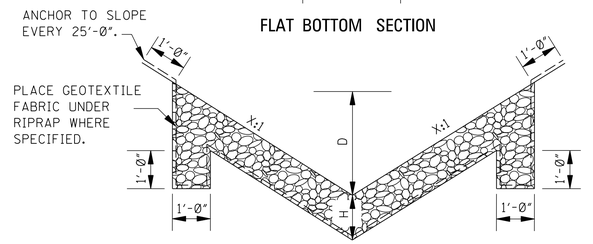

SECTION

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

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




FLAT BOTTOM SECTION



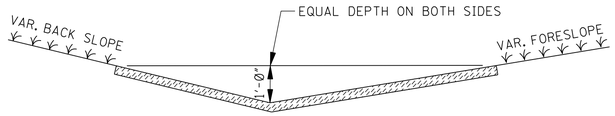

"V" TYPE SECTION

## RIPRAP TREATMENT

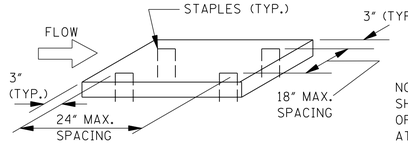
NOTES:

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

| RIPRAP SIZE & MINIMUM DEPTH "H" | |
|---|---|
| H (in) | RIPRAP SIZE (lbs) |
| 12" | 100 |
| 18" | 300 |




## SOLID SOD TREATMENT




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

GENERAL NOTE:

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

DITCH LINER
SOLID SOD
CONCRETE PAVED DITCH
RIPRAP

| BY | REVISION | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# DETAILS OF TYPICAL DITCH TREATMENTS

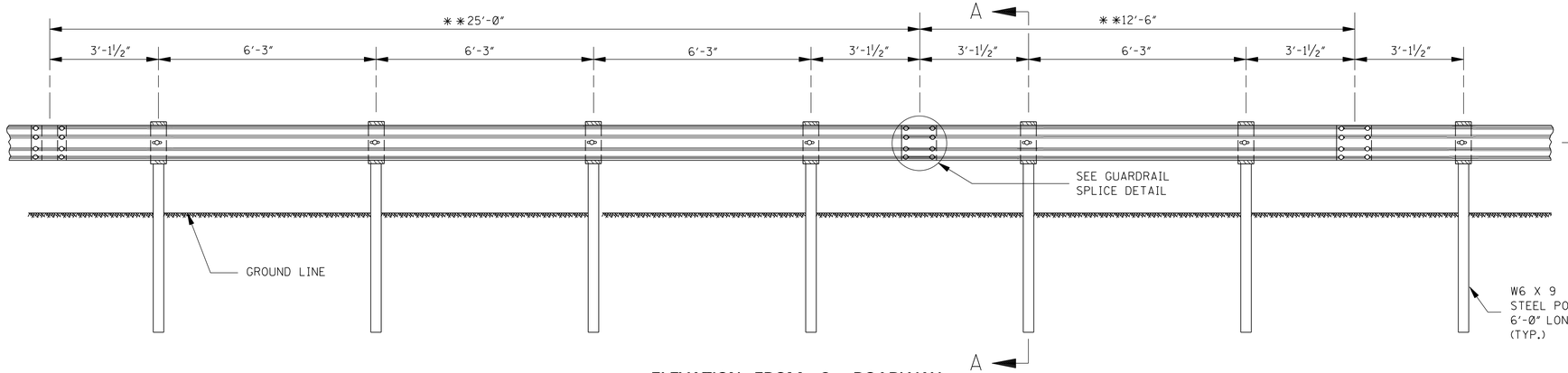
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER DT-1

ISSUE DATE: AUGUST 01, 2017

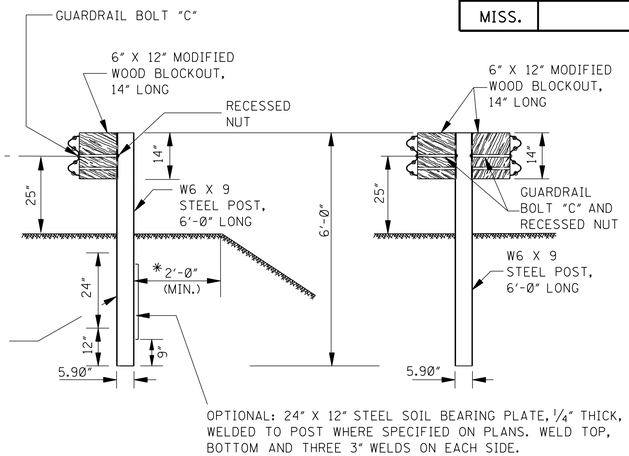
SHEET NUMBER 6123

| STATE | PROJECT NO. |
|---|---|
| MISS. | |




## ELEVATION FROM ℄ ROADWAY

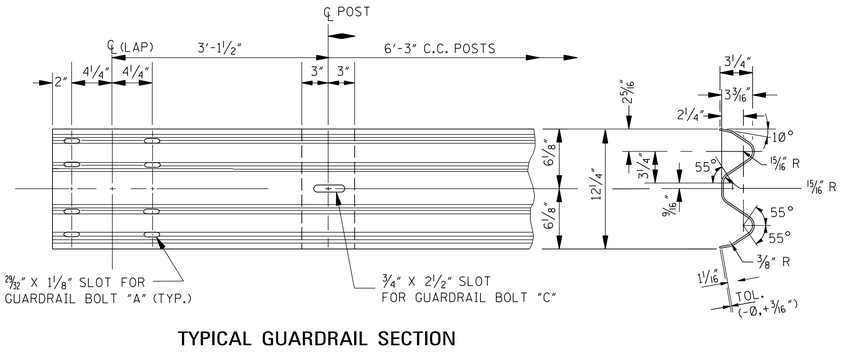
✱✱ NOTE: OPTIONAL BEAM LENGTHS.



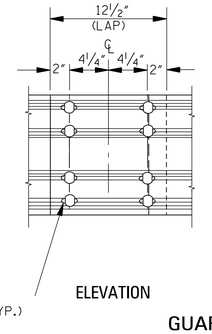

SINGLE–FACED BARRIER DOUBLE–FACED BARRIER

## SECTION A–A

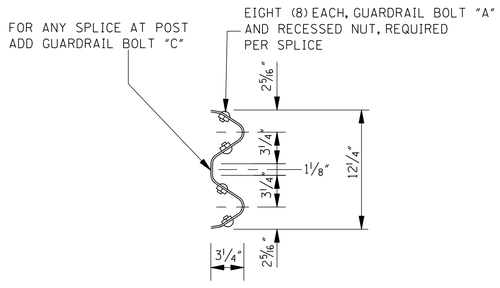
✱ NOTE: UNLESS SPECIFIED OTHERWISE ON THE PLANS.




## TYPICAL GUARDRAIL SECTION




ELEVATION

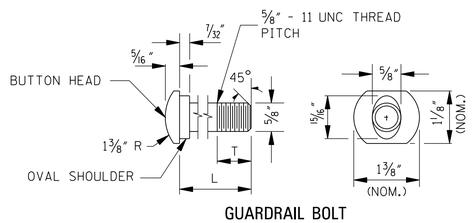



SECTION

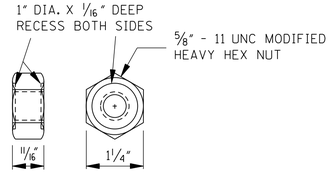
## GUARDRAIL SPLICE DETAIL

GENERAL NOTES:

1. GUARDRAIL SHALL MEET THE REQUIREMENTS OF AASHTO M 180, CLASS A, TYPE 1 UNLESS OTHERWISE DESIGNATED.
2. GUARDRAIL SHALL BE SINGLE FACED UNLESS OTHERWISE DESIGNATED.
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW FOR THE LANE NEAREST THE GUARDRAIL. THE ONLY EXCEPTION NOTED IS THAT GUARDRAIL SHALL BE LAPPED FOR APPROACHING TRAFFIC ON A BRIDGE WITH 2-WAY TRAFFIC.
4. STEEL POSTS SHALL CONFORM TO ASTM A36 (EXCEPT ULTRASONIC TESTING). THEY SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 EXCEPT WHEN CORROSION RESISTANT STEEL IS REQUIRED IN WHICH CASE POSTS SHALL CONFORM TO AASHTO SPECIFICATIONS FOR CORROSION RESISTANCE AND SHALL NOT BE PAINTED OR GALVANIZED. NO PUNCHING, DRILLING OR CUTTING WILL BE PERMITTED AFTER GALVANIZING EXCEPT FOR HOLES TO MOUNT GUARDRAIL DELINEATORS.
5. ALL MODIFIED WOOD BLOCKOUTS SHALL BE TREATED TIMBER IN ACCORDANCE WITH MISSISSIPPI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
6. FOR OTHER DETAILS OF POSTS, POST ACCESSORIES, FASTENERS & RAIL ELEMENTS, SEE AASHTO-AGC-ARTBA JOINT TASK FORCE NO. 13, TITLED "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE," LATEST EDITION.

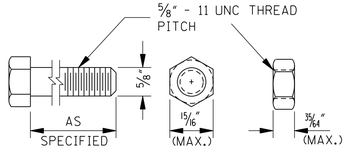



GUARDRAIL BOLT




RECESSED NUT

| GUARDRAIL BOLTS | | |
|---|---|---|
| BOLT | L | T (MIN.) |
| "A" | 1¼" | 1" |
| "B" | 12" | 4" |
| "C" | 14" | 4" |

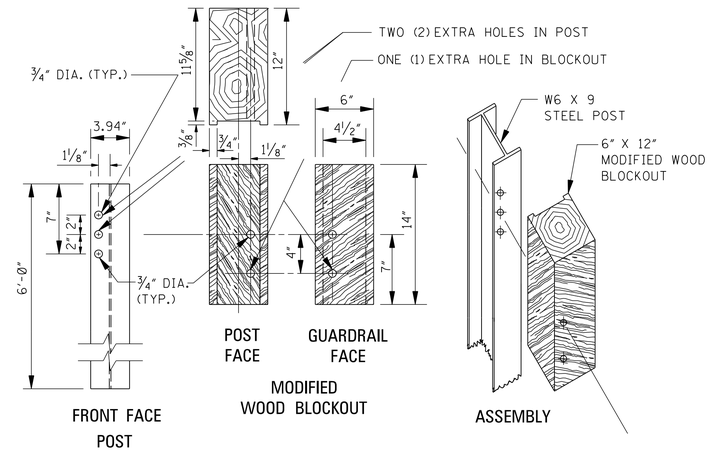



HEX NUT AND BOLT "F"

NOTES:

1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ¼" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.

## FASTENER DETAILS




## DETAILS OF ADJUSTABLE HEIGHT BLOCKOUT ASSEMBLY

NOTES:

1. ON INITIAL INSTALLATION, THE MODIFIED WOOD BLOCKOUT SHALL BE FASTENED TO THE BOTTOM HOLE IN THE STEEL POST. OTHER HOLES IN THE STEEL POST AND THE MODIFIED WOOD BLOCKOUT ARE FOR FUTURE 2" HEIGHT ADJUSTMENTS WHEN THE ROADWAY IS RESURFACED.
2. AN ADDITIONAL GUARDRAIL BOLT "C" AND RECESSED NUT IS REQUIRED FOR THE SECOND HEIGHT ADJUSTMENT.
3. HOLE DETAILS ARE REQUIRED ON ALL STEEL POSTS AND MODIFIED WOOD BLOCKOUTS.
4. STEEL POSTS ARE FABRICATED FROM W6 X 9 STRUCTURAL STEEL SHAPES.
5. MODIFIED WOOD BLOCKOUTS ARE FABRICATED FROM 6" X 12" TREATED TIMBER UNLESS SPECIFIED OTHERWISE ON THE PLANS.
6. ALL HOLES IN BOTH STEEL POSTS AND MODIFIED WOOD BLOCKOUTS ARE ¾" IN DIAMETER.

| DATE | REVISION | BY |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# GUARDRAIL: "W" BEAM (STEEL POSTS)

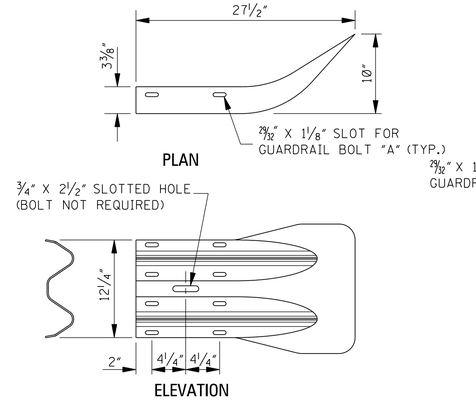
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTING

WORKING NUMBER GR-1B

ISSUE DATE: AUGUST 01, 2017

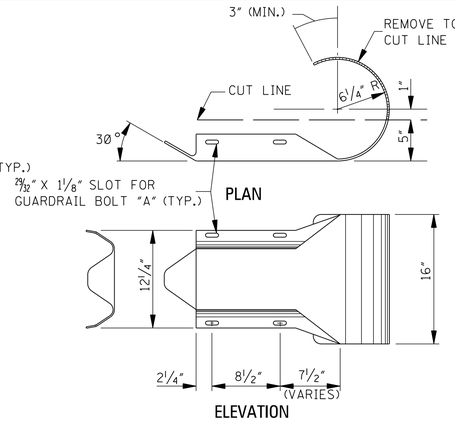
SHEET NUMBER 6203

| STATE | PROJECT NO. |
|---|---|
| MISS. | |



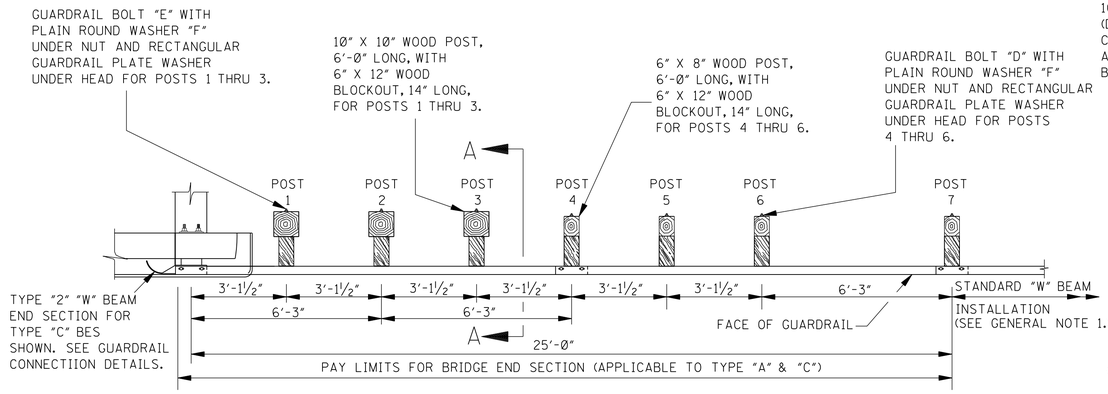

## TYPE "1" "W" BEAM END SECTION

NOTE: THE TYPE "1" END SECTION IS THE STANDARD FLARED "W" BEAM END SECTION AND IS USED WITH THE TYPE "A" AND TYPE "E" BRIDGE END SECTIONS. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM GUARDRAIL.

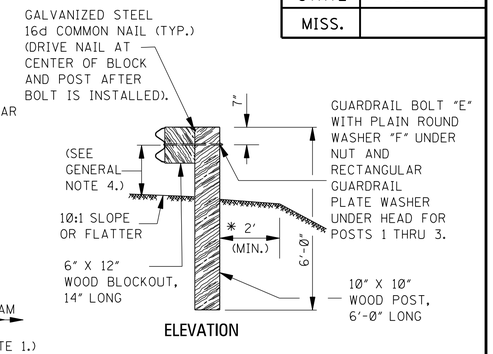



## TYPE "2" "W" BEAM END SECTION

NOTE: THE TYPE "2" END SECTION IS A MODIFICATION OF THE STANDARD ROUNDED "W" BEAM END SECTION AND IS USED EXCLUSIVELY WITH THE TYPE "C" BRIDGE END SECTION. THE CROSS-SECTIONAL DIMENSIONS OF THIS PART ARE IDENTICAL TO THOSE OF THE STANDARD "W" BEAM GUARDRAIL.

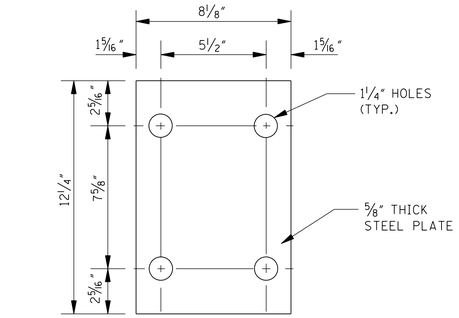



## PLAN OF BRIDGE END SECTION

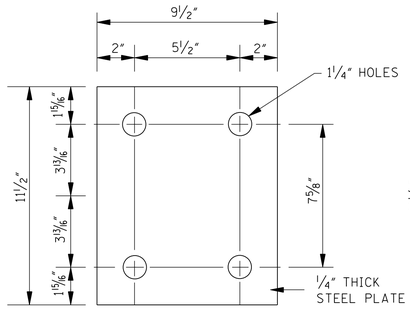


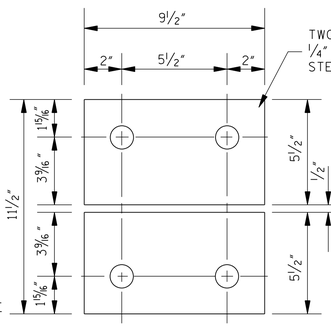

## SECTION A–A

*NOTE: UNLESS OTHERWISE SPECIFIED ON THE PLANS.

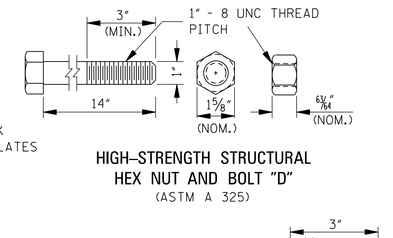



## DETAIL OF PLATE "B"



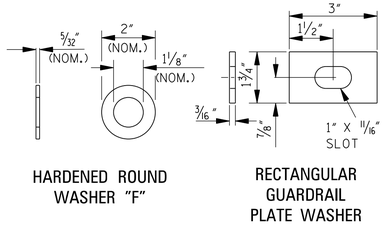




## DETAIL OF PLATE "Z"

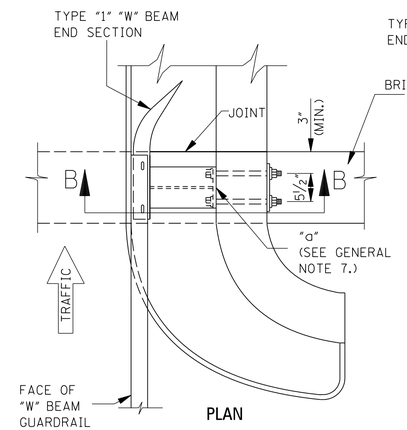


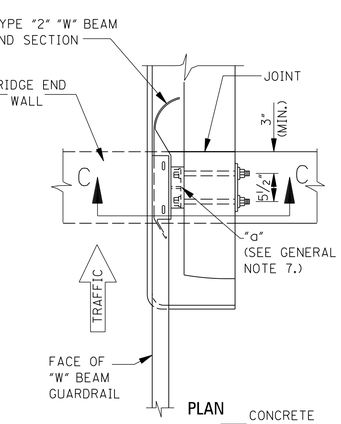

## HIGH-STRENGTH STRUCTURAL HEX NUT AND BOLT "D"

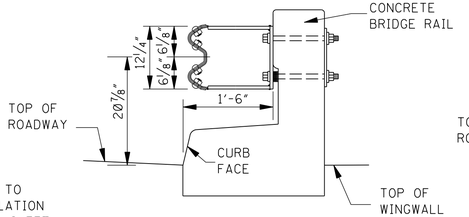
(ASTM A 325)

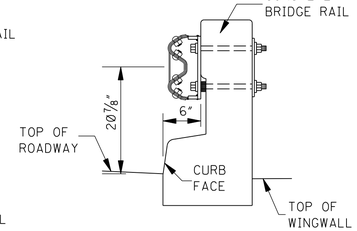



## FASTENER DETAILS

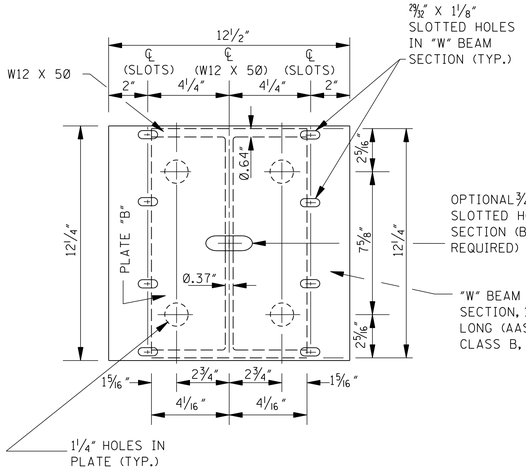


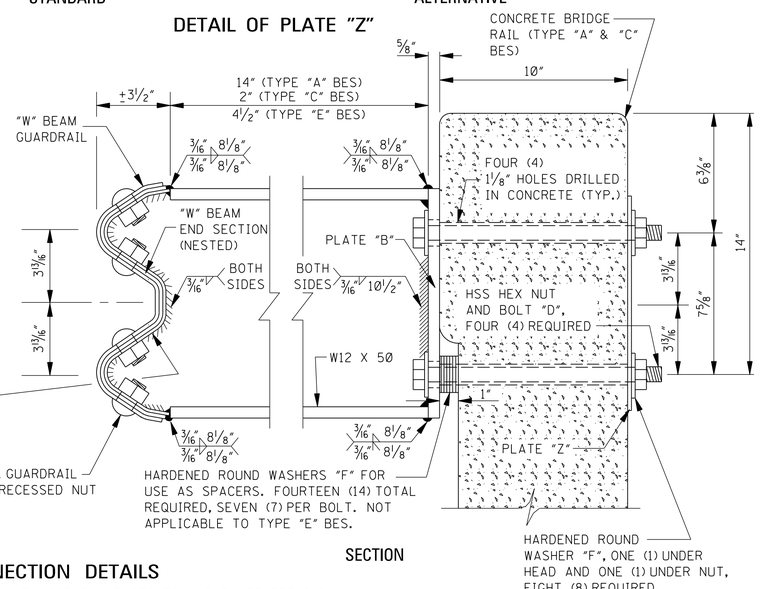




## GUARDRAIL CONNECTION AT BRIDGE END




## GUARDRAIL CONNECTION DETAILS

NOTE: UNLESS OTHERWISE SPECIFIED, THE BLOCKOUT ASSEMBLY, FASTENER AND PLATE DETAILS SHOWN ABOVE ARE ALSO APPLICABLE TO THE TYPE "E" BRIDGE END SECTION. SEE GENERAL NOTE 3.

GENERAL NOTES:

1. ALL NOTES AND DETAILS PERTAINING TO NORMAL "W" BEAM GUARDRAIL INSTALLATION NOT SPECIFICALLY MODIFIED ON THIS SHEET WILL BE FOUND ON EITHER SHEET GR-1 (WOOD POSTS) OR GR-1B (STEEL POSTS).
2. WOOD POSTS ARE SHOWN ON THIS SHEET. WHEN STEEL POSTS ARE INSTALLED, A SOIL BEARING PLATE IS PLACED ON THE STANDARD SIZE STEEL POST FOR POSTS 1 THRU 3 AND A RECTANGULAR GUARDRAIL PLATE WASHER IS PLACED UNDER THE STANDARD POST BOLT HEAD FOR POSTS 1 THRU 6. SEE DETAILS FOR STEEL POST INSTALLATIONS ON SHEET GR-1B.
3. FOR INFORMATION PERTAINING TO THE INSTALLATION OF THE TYPE "E" BRIDGE END SECTION, SEE SHEET GR-2A.
4. THE HEIGHT OF RAIL AT THE BRIDGE END IS 20⅞" AND WILL BE TRANSITIONED TO 25" AT POST 7.
5. ALL GUARDRAIL ELEMENTS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC.
6. POINT "a", WHICH IS AT THE CENTERLINE BETWEEN THE ANCHOR BOLTS, WILL BE CENTERED OVER THE CENTERLINE OF THE BRIDGE END WALL EXCEPT IN SKEWED BRIDGE ENDS WHERE THE BOLT NEAREST THE JOINT WILL BE A MINIMUM OF 3" FROM THE JOINT.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# GUARDRAIL: BRIDGE END SECTIONS TYPE "A" & "C"

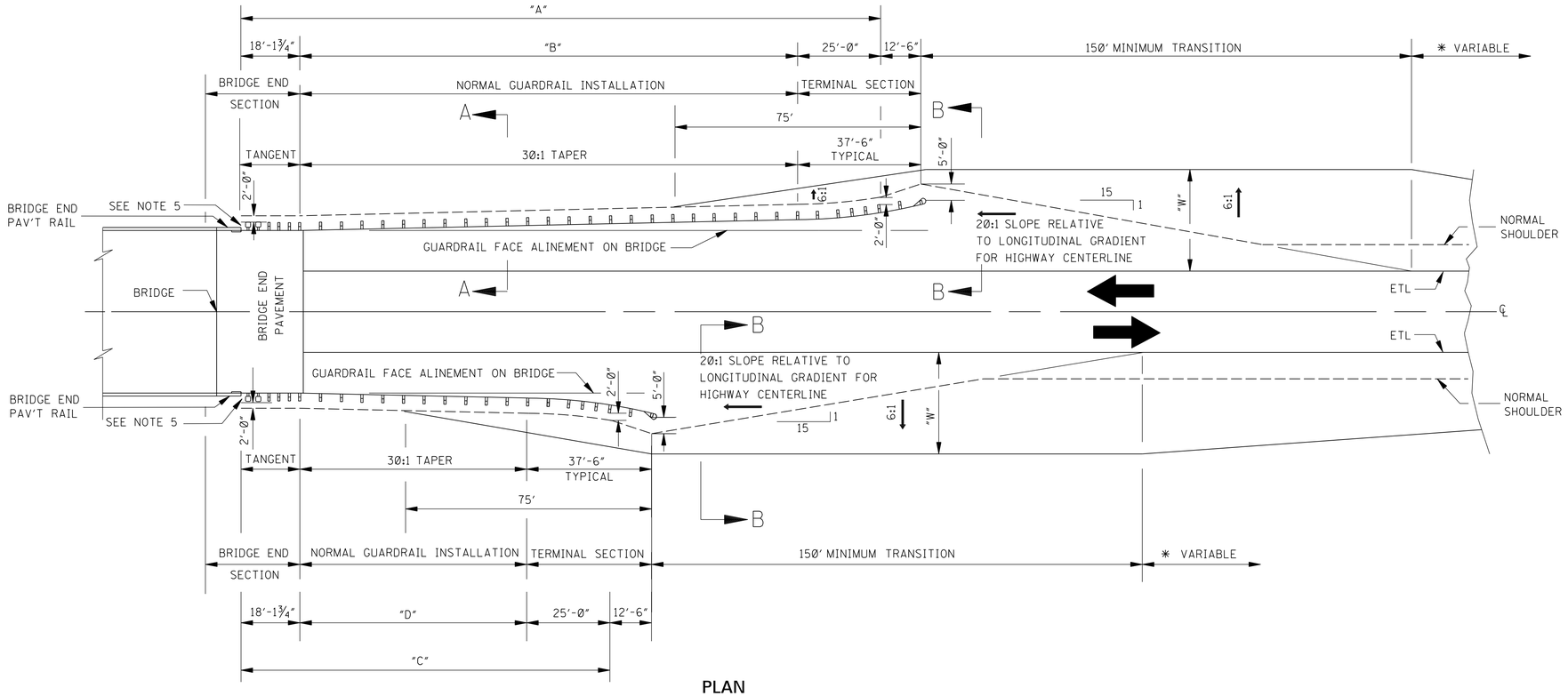
| DATE | REVISION | BY |
|---|---|---|
| | | |

ISSUE DATE: AUGUST 01, 2017

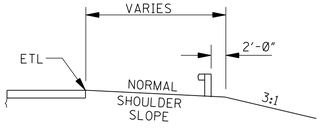
WORKING NUMBER GR-2

SHEET NUMBER 6204

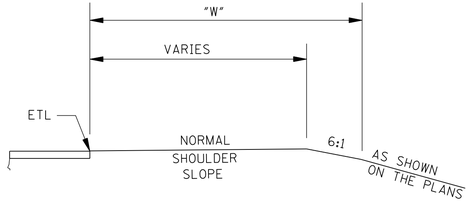
| STATE | PROJECT NO. |
|---|---|
| MISS. | |




PLAN

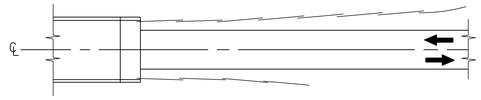



SECTION A–A




SECTION B–B

* NOTE: IF FORESLOPE, SHOWN ELSEWHERE ON PLANS, IS OTHER THAN 6:1, TRANSITION WILL OCCUR IN AREA SHOWN.




DETAIL OF GUARDRAIL SECTION LAPS

GENERAL NOTES:

1. VALUES FOR "A", "B", "C" AND "D" WILL BE SHOWN ELSEWHERE ON THE PLANS.
2. FOR DETAILS PERTINENT TO INSTALLATION OF THE TERMINAL SECTION, SEE MANUFACTURER'S SPECIFICATIONS AND DRAWINGS OR ELSEWHERE ON PLANS
3. GUARDRAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC APPROACHING THE BRIDGE.
4. THE OVERALL LENGTH OF GUARDRAIL IS MEASURED FROM THE CONNECTING END ON THE BRIDGE.
5. IN THE ABSENCE OF A BRIDGE END PAVEMENT RAIL, CONNECT THE BRIDGE END SECTION TO THE BRIDGE RAIL (SEE WK. NOS. GR-2 THRU GR-2G). THE SHOULDER WIDTH AT THE BRIDGE END PAVEMENT RAIL OR BRIDGE END RAIL SHOULD BE SUFFICIENTLY WIDE TO PROVIDE A MINIMUM OF 2'-0" BEHIND THE BACK OF POST BEFORE THE SLOPE BREAK (HINGEPOINT).
6. TYPE, DETAILS AND LIMITS OF GUARDRAIL BRIDGE END SECTION WILL BE SHOWN ELSEWHERE ON THE PLANS.
7. W = SHOULDER WIDTH + FORESLOPE WIDTH. DIMENSIONS FOUND ELSEWHERE ON THE PLANS.

| DATE | REVISION | BY |
|---|---|---|
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# GUARDRAIL: TYPICAL INSTALLATION AT BRIDGE APPROACHES FOR 2–LANE, 2–WAY HIGHWAY

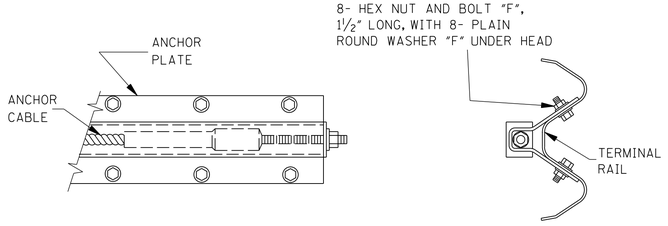
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER GR-4A

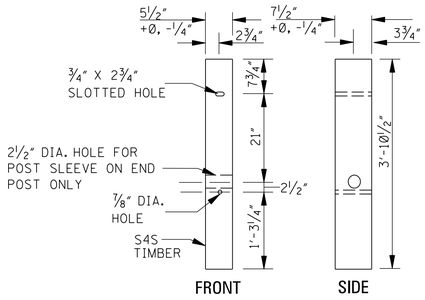
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6215

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

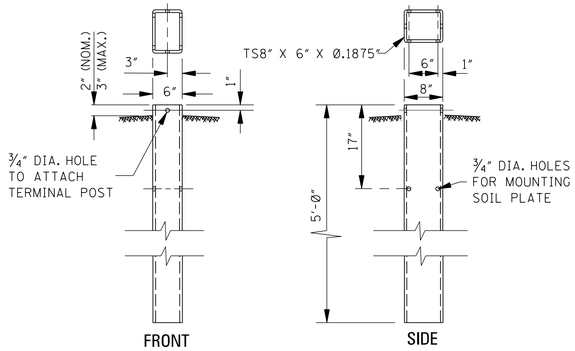



## ANCHOR PLATE ASSEMBLY DETAILS



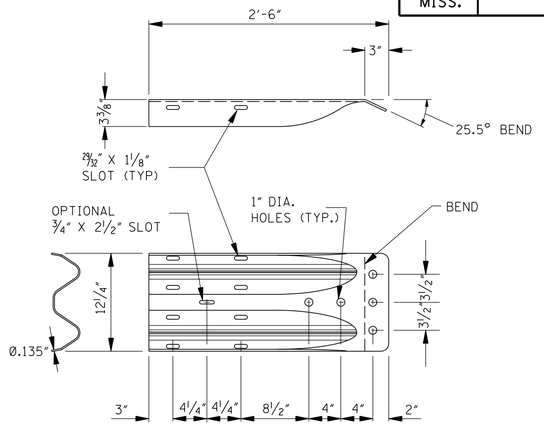

## TERMINAL POST FOR FOUNDATION TUBE INSTALLATION

NOTE: TERMINAL POST SHALL BE MADE OF S4S TIMBER WITH a STRESS GRADE OF 1200 lbs/in .




## STEEL TUBE ANCHOR

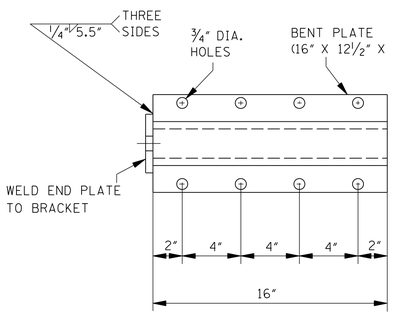
NOTE: TERMINAL POST SHALL BE ABLE TO SLIDE INTO THE TOP OF THIS SECTION SO THE ACTUAL INSIDE DIMENSIONS OF THIS GALVANIZED TUBE CANNOT BE LESS THAN 7½" X 5½".



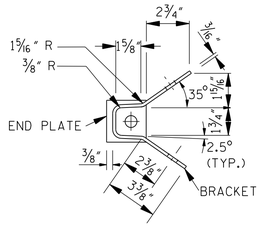

## "W" BEAM TERMINAL CONNECTOR PLATE

NOTES:

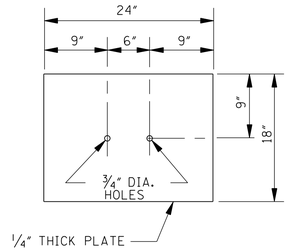
1. THE "W" BEAM TERMINAL CONNECTOR SHALL BE AASHTO M 180 CORRUGATED SHEET STEEL, CLASS B, TYPE 1.
2. SPLICE-BOLT SLOTS MAY ALSO BE ORIENTED AT 50° (ON THE FLAT) INSTEAD OF Ø° AS SHOWN.




## ANCHOR PLATE

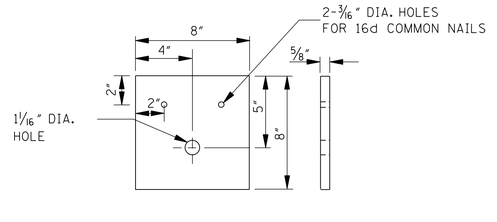



## BRACKET

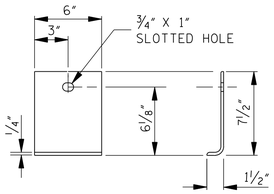



## SOIL PLATE

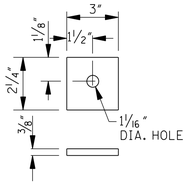
NOTE: 2 REQUIRED



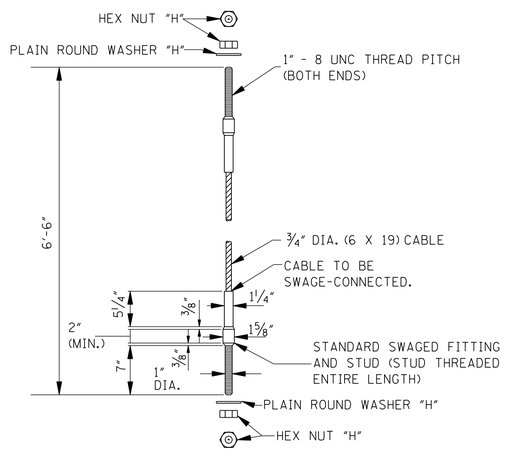

## BEARING PLATE



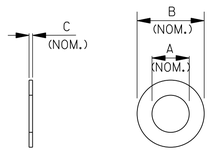

## SHELF ANGLE BRACKET




## END PLATE

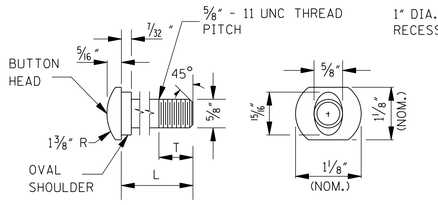



## CABLE ANCHOR ASSEMBLY

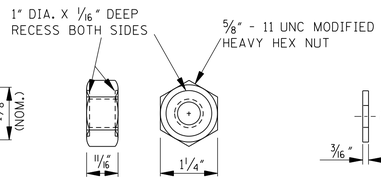



## PLAIN ROUND WASHER

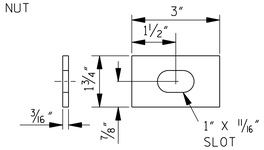
| PLAIN ROUND WASHERS | | | |
|---|---|---|---|
| WASHER | A (NOM.) | B (NOM.) | C (NOM.) |
| "F" | 11/16" | 1¾" | 9/64" |
| "H" | 1 1/16" | 2" | 9/64" |




## GUARDRAIL BOLT




## RECESSED NUT

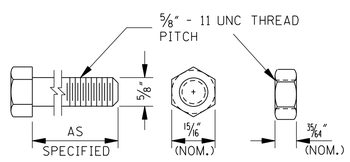



## RECTANGULAR GUARDRAIL PLATE WASHER

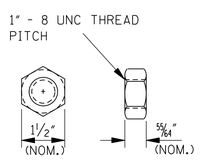
| GUARDRAIL BOLTS | | |
|---|---|---|
| BOLT | L | T (MIN.) |
| "A" | 1¼" | 1" |
| "B" | 12" | 4" |
| "C" | 14" | 4" |
| "D" | 22" | 4" |
| "E" | 24" | 4" |
| "F" | 33" | 4" |
| | 2" | 1¾" |
| | 10" | 4" |
| | 25" | 4" |

NOTES:

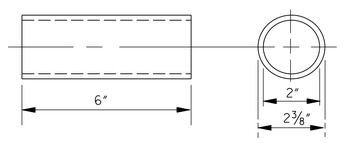
1. ALL GUARDRAIL BOLTS ARE ⅝" - 11 UNC THREAD PITCH.
2. IF ANY BOLT EXTENDS MORE THAN ¼" FROM THE NUT, THE BOLT SHOULD BE TRIMMED BACK.




## HEX NUT AND BOLT "F"




## HEX NUT "H"



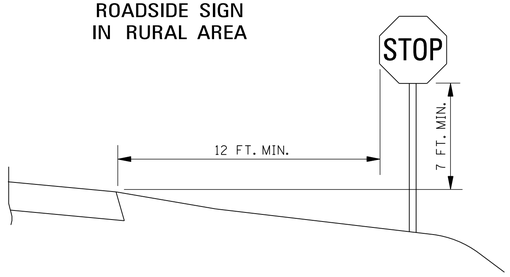

## BREAKAWAY TERMINAL POST SLEEVE

## FASTENER DETAILS

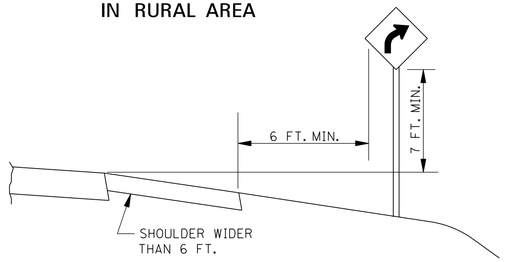
| | | | | |
|---|---|---|---|---|
| DATE | REVISION | BY | MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION<br>STANDARD PLAN | |
| | | | ***GUARDRAIL: MISCELLANEOUS HARDWARE*** | |
| ISSUE DATE: AUGUST Ø1, 2017 | | | | WORKING NUMBER GR-HW<br>SHEET NUMBER 6221 |

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

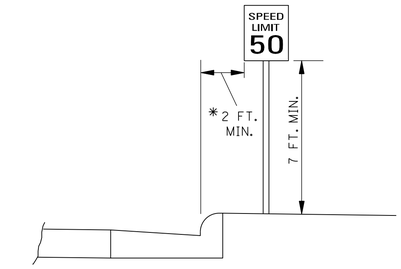
ROADSIDE SIGN IN RURAL AREA




ROADSIDE SIGN IN RURAL AREA

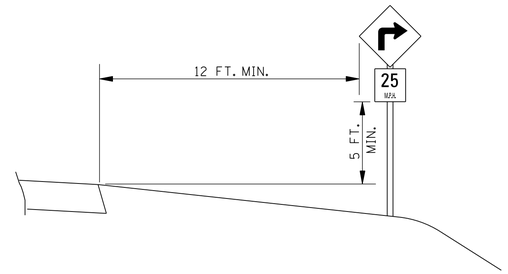



ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA

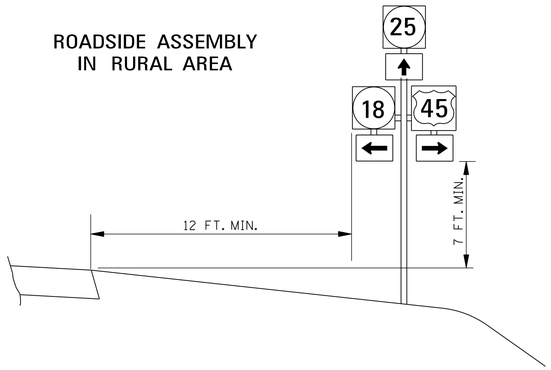



1 * THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS OR SQUARE TUBE POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT FROM FACE OF CURB. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDER BREAK.

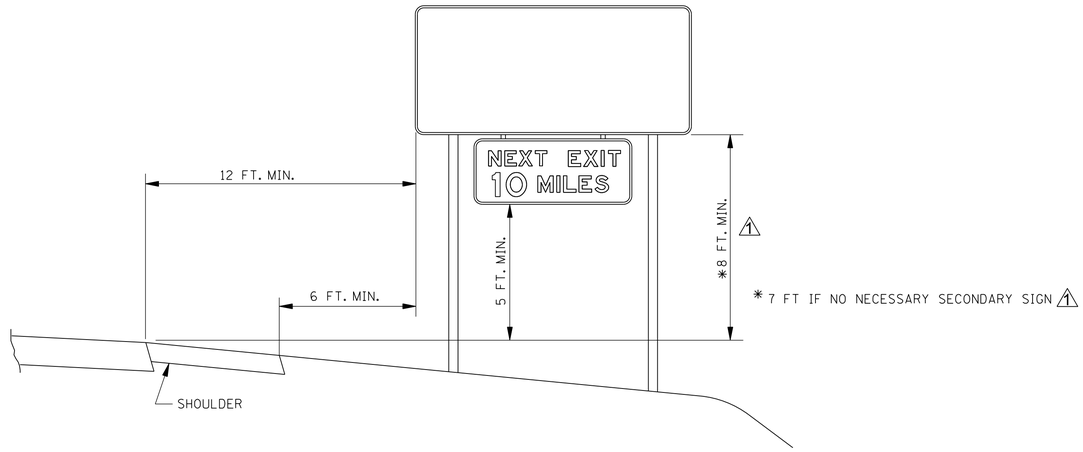
WARNING SIGN WITH ADVISORY SPEED PLAQUE IN RURAL AREA




ROADSIDE ASSEMBLY IN RURAL AREA




INTERSTATE OR FREEWAY SIGN WITH SECONDARY SIGN

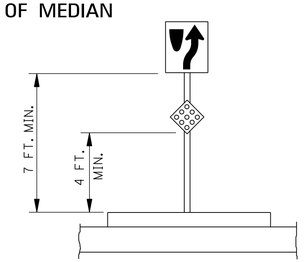



* 7 FT IF NO NECESSARY SECONDARY SIGN 1

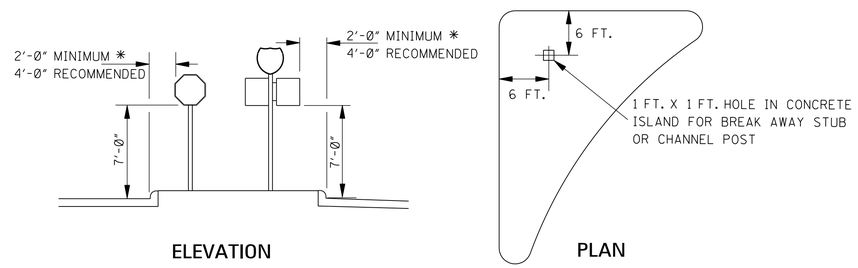
OVERHEAD SIGN




SIGN ON NOSE OF MEDIAN




SIGNS IN ISLANDS OR BEHIND CURB USING U-POSTS OR PIPE POSTS




ELEVATION



PLAN

1 * THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDER BREAK.

GENERAL NOTES:

1 1. SEE SECTION 2A-16 OF THE MUTCD FOR REDUCED LATERAL OFFSET DISTANCES THAT MAY BE USED IN AREAS WHERE LATERAL OFFSETS ARE LIMITED, AND IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREAS WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB.
2. SIGNS SHALL BE LOCATED OUTSIDE THE CLEAR ZONE UNLESS PLACED ON A BREAKAWAY OR YIELDING SUPPORT.

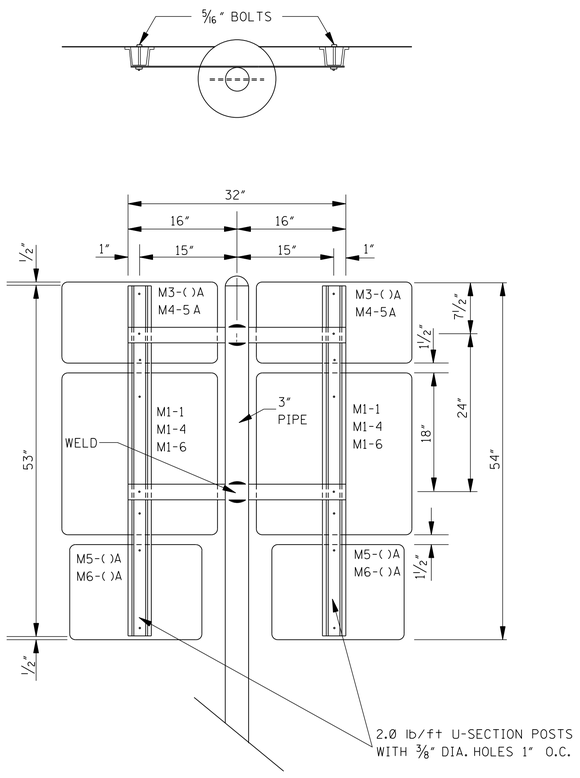
| | | | |
|---|---|---|---|
| 1 | STN | BY | MISSISSIPPI DEPARTMENT OF TRANSPORTATION<br>ROADWAY DESIGN DIVISION<br>STANDARD PLAN |
| | REVISED TEXT | REVISION | **STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION** |
| | 12/11/25 | DATE | ISSUE DATE: AUGUST 01, 2017 |

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

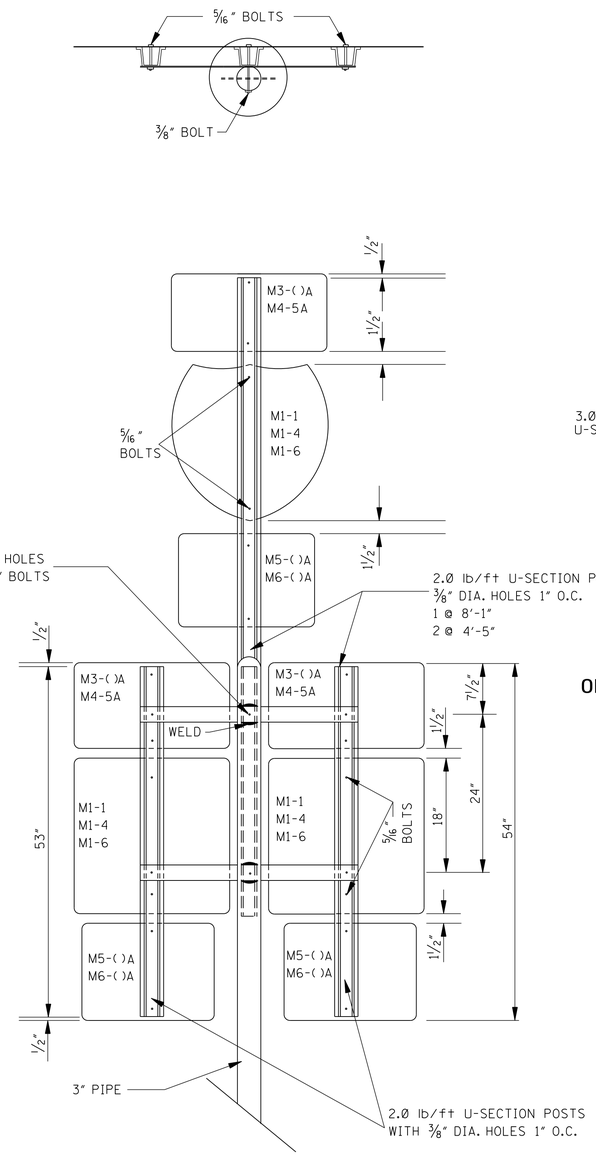
WORKING NUMBER SN-4

SHEET NUMBER 6306

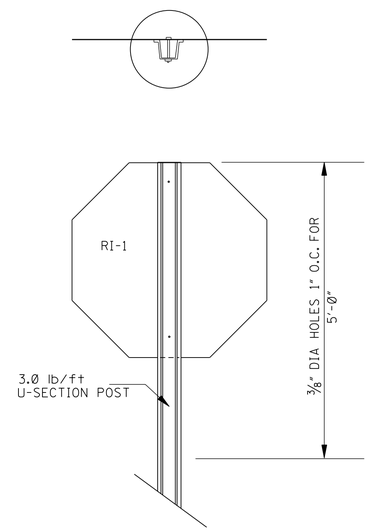
| STATE | PROJECT NO. |
|---|---|
| MISS. | |

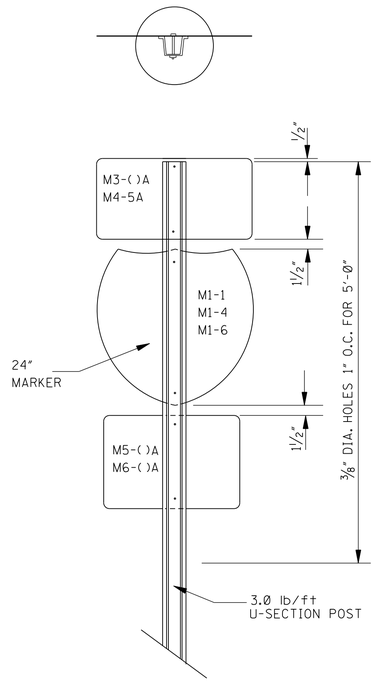


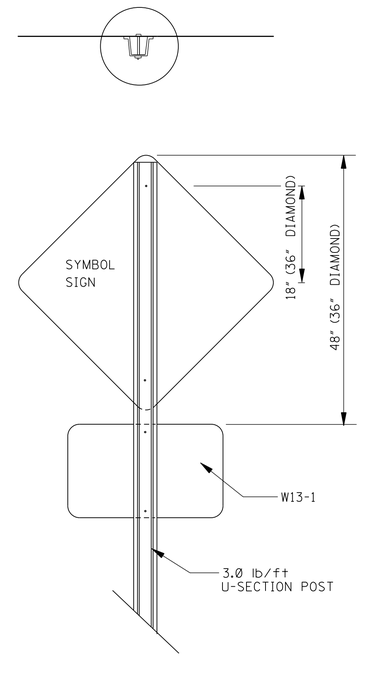

TYPICAL ROUTE ASSEMBLY

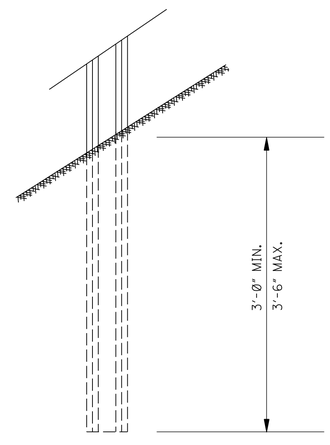



TYPICAL STACKED ROUTE ASSEMBLY




FOOTING DETAIL FOR
U–SECTION POSTS

GENERAL NOTES:

1. UNLESS OTHERWISE SPECIFIED, HORIZONTAL BRACES ARE 7/16" X 2 1/2" X VARIABLE LENGTH FLAT STEEL BARS. BARS ARE WELDED TO PIPE AS SHOWN. WHEN FABRICATION IS COMPLETE, POST SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATION.
2. HOLES IN FLAT BARS ARE 3/8" DIAMETER.
3. SIGNS ARE FASTENED TO FLAT BARS AND U-SECTION POST WITH 5/16" BOLTS, WITH FLAT WASHER AND LOCK-NUTS.
4. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
5. SEE WK. NO. SN-4B FOR DETAIL OF 3" PIPE FOOTING DETAIL.

| BY | REVISION | DATE |
|---|---|---|
| | | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

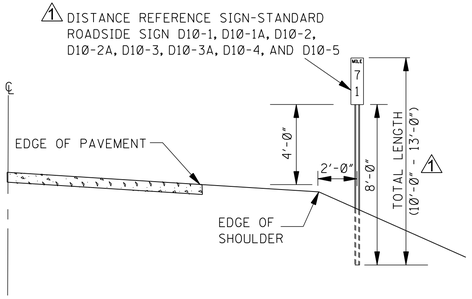
# STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
SN-4A

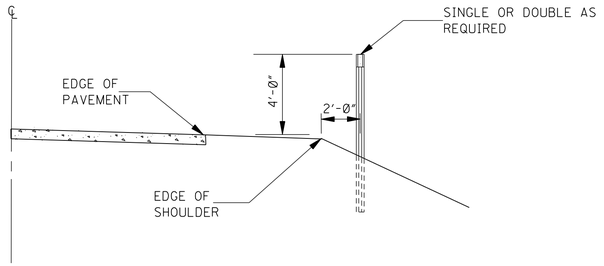
SHEET NUMBER
6307

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

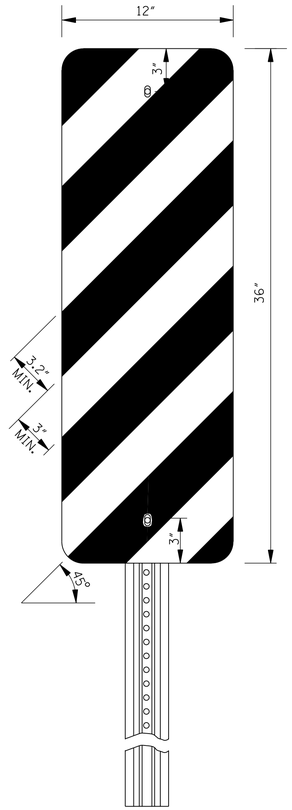



## DISTANCE REFERENCE SIGN MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY

NOTE: SIGN MOUNTING ON LEFT LANE SHOULDER SHALL BE 90° OPPOSITE THE RIGHT LANE STATION. IF CONDITIONS ARE SUCH THAT MILE SIGN CANNOT BE LOCATED WITHIN 50 FEET OF ITS TRUE LOCATION, IT SHALL BE OMITTED ENTIRELY.

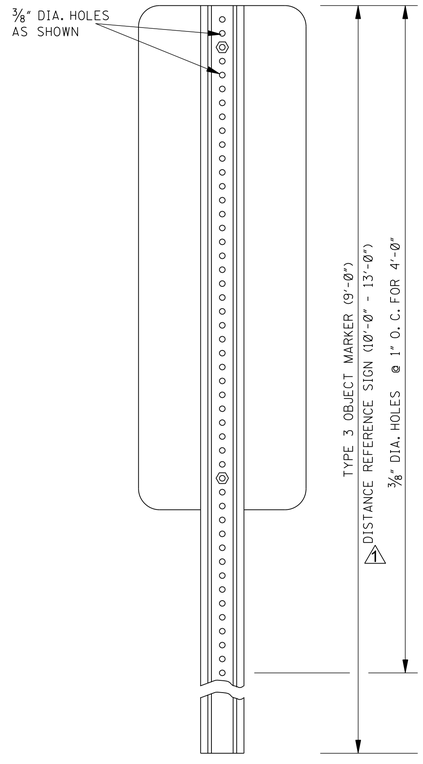



## DELINEATOR MOUNTING ON OUTSIDE SHOULDER ALONG MAIN FACILITY OR RAMP



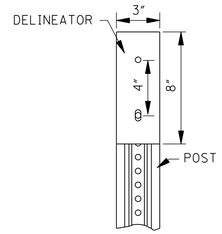

## DETAIL OF TYPE 3 OBJECT MARKER

NOTE: COLORS- BLACK AND YELLOW. STRIPING SHOWN ABOVE FOR RIGHT SIDE ONLY. STRIPES SLANT DOWNWARD TO THE RIGHT FOR LEFT SIDE OF BRIDGE END. SEE DETAIL BELOW.

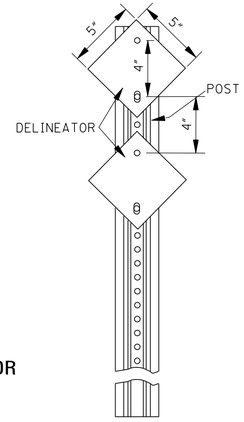



## REAR VIEW OF TYPE 3 OBJECT MARKER OR DISTANCE REFERENCE SIGN ASSEMBLY

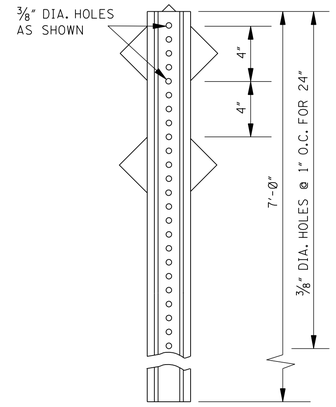
NOTE: TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGNS SHALL BE FASTENED TO U-SECTION POSTS WITH 5/16" DIA. BLIND FASTENERS OF THE COLLAR TYPE.



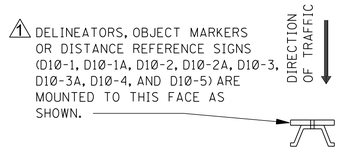

## DETAIL OF SINGLE WHITE OR SINGLE YELLOW DELINEATOR




## DETAIL OF DOUBLE WHITE OR DOUBLE YELLOW DELINEATOR

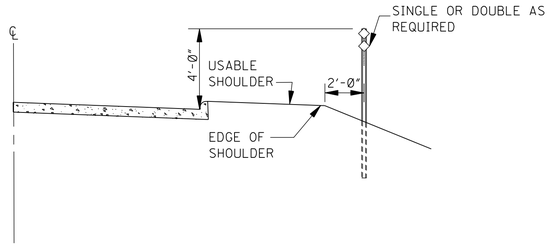



## REAR VIEW OF DELINEATOR ASSEMBLY

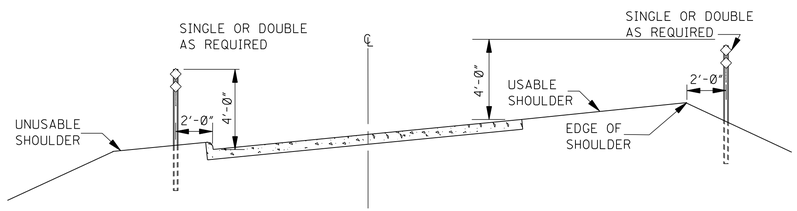



## MOUNTING DETAIL

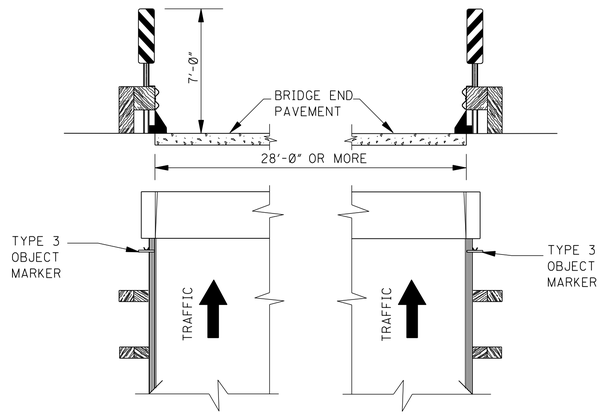
NOTE: DELINEATORS SHALL BE FASTENED TO U-SECTION POSTS WITH 1/4" DIA. BLIND FASTENERS OF THE COLLAR TYPE.




## DELINEATOR MOUNTING ON OUTSIDE SHOULDER WITH MOUNTABLE CURB ALONG MAIN FACILITY OR RAMP




## DELINEATOR MOUNTING ON INTERCHANGE LOOPS WITH UNMOUNTABLE CURB ON INSIDE




## DETAIL OF TYPE 3 OBJECT MARKER INSTALLATION

GENERAL NOTES:

1. DELINEATORS AND TYPE 3 OBJECT MARKER SHALL BE RETROREFLECTIVE SHEETING ON 0.080" THICK ALUMINUM SHEET OR 14 GAGE GALVANIZED SHEET STEEL.
2. DELINEATOR, TYPE 3 OBJECT MARKER AND DISTANCE REFERENCE SIGN POSTS SHALL BE GALVANIZED STEEL. THE POSTS SHALL BE FABRICATED BEFORE THE METAL IS GALVANIZED.
3. WEIGHT WITHOUT GROUND PLATES:
   A. DELINEATOR POST 7'-0" - 2.0 lb/ft TO 2.5 lb/ft
   B. TYPE 3 OBJECT MARKER POST 9'-0" - 2.5 lb/ft TO 3.0 lb/ft
   C. DISTANCE REFERENCE SIGN POST 10'-0", 11'-0", & 12'-0" - 3.0 lb/ft TO 3.5 lb/ft
4. UNIT PRICE OF DELINEATORS AND TYPE 3 OBJECT MARKERS SHALL INCLUDE COST OF POST. DISTANCE REFERENCE SIGN POST WILL BE PAID FOR PER FOOT.
5. RADIUS IN BENDS OF POST CROSS SECTION NOT TO EXCEED 13/16" FOR HOT ROLLED SECTION.
6. GROUND PLATE NOT REQUIRED ON U-SECTION POST.

| STN | BY | REVISED TEXT REVISION | 12/11/25 DATE |
|---|---|---|---|

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

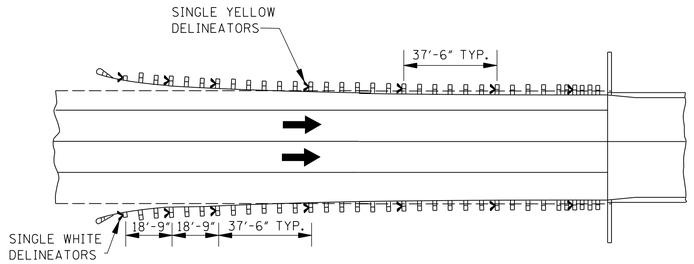
# TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND DISTANCE REFERENCE SIGNS

ISSUE DATE: AUGUST 01, 2017

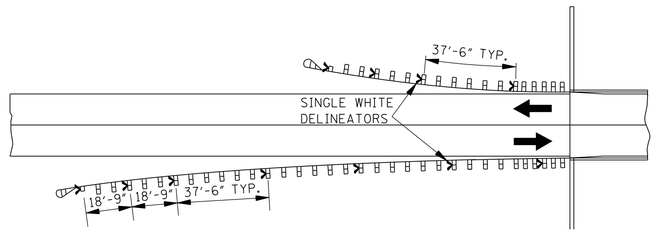
WORKING NUMBER SN-8

SHEET NUMBER 6314

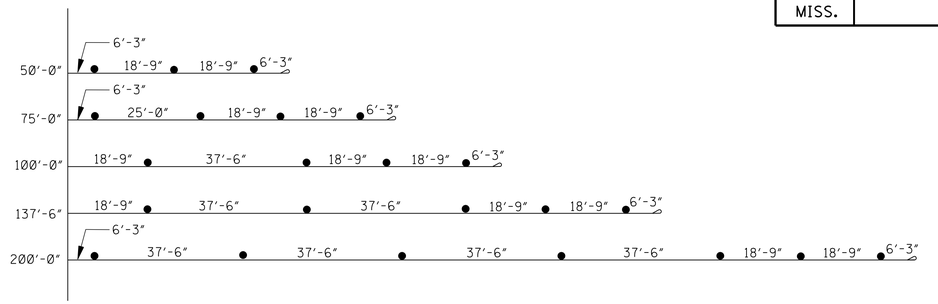
| STATE | PROJECT NO. |
|---|---|
| MISS. | |



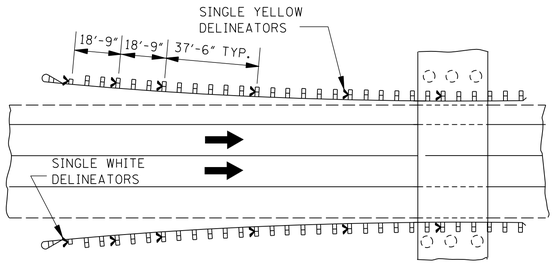

BRIDGE APPROACH INSTALLATION
(ONE-WAY TRAFFIC)



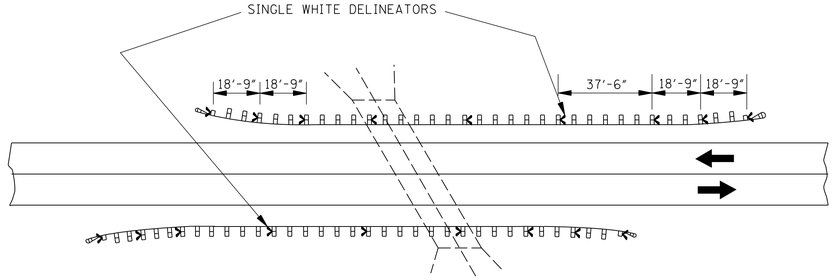

BRIDGE APPROACH INSTALLATION
(TWO-WAY TRAFFIC)



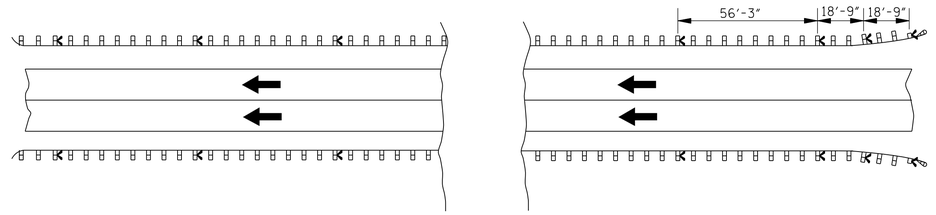

GRAPHIC SHOWING SPACINGS OF GUARDRAIL DELINEATORS
AT SOME COMMONLY USED BRIDGE APPROACHES




ROADSIDE OBSTACLE INSTALLATION–LENGTH 250' OR LESS
(ONE-WAY TRAFFIC)

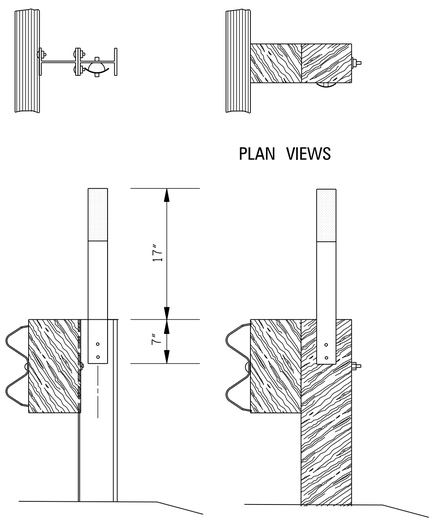



ROADSIDE OBSTACLE INSTALLATION–LENGTH 250' OR LESS
(TWO-WAY TRAFFIC)



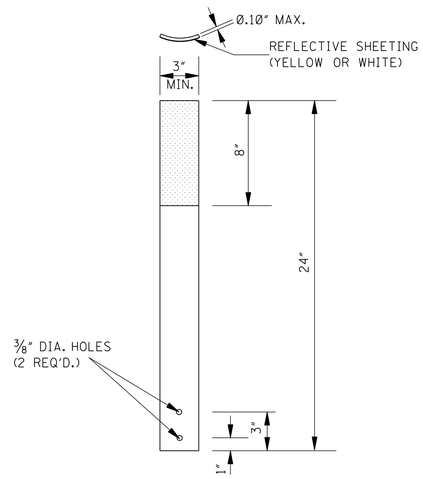

EMBANKMENT OR ROADSIDE OBSTACLE INSTALLATION–LENGTH GREATER THAN 250'
(ONE-WAY TRAFFIC)

NOTE: ONE-WAY TRAFFIC SHOWN. DELINEATOR SPACING FOR TWO-WAY TRAFFIC SIMILAR. DELINEATOR COLOR WILL BE THE SAME AS THE ADJACENT PAVEMENT EDGE MARKING. THE FIRST THREE (3) MARKERS WILL FACE TRAFFIC IN OFF LANE FOR TWO-WAY TRAFFIC AS SHOWN IN DRAWING FOR OBSTACLE INSTALLATION FOR TWO-WAY TRAFFIC.




PLAN VIEWS

TYPICAL FLEXIBLE POST DELINEATOR
GUARDRAIL INSTALLATION




DETAIL OF FLEXIBLE
GUARDRAIL DELINEATOR

GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES: COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.

△1 2. DELINEATORS SHALL CONSIST OF RETROREFLECTIVE DEVICES THAT ARE CAPABLE OF CLEARLY RETROREFLECTING LIGHT UNDER NORMAL ATMOSPHERIC CONDITIONS FROM A DISTANCE OF 1000 FEET WHEN ILLUMINATED BY THE HIGH BEAMS OF STANDARD AUTOMOBILE LIGHTS.

△1 3. FOR THE SPACING OF DELINEATORS IN HORIZONTAL CURVES ON ROADWAYS OR BRIDGES, SEE TABLE 3G-1, MUTCD 11th EDITION, FOR SPACING REQUIREMENTS.

△1 4. DELINEATORS FOR GUARDRAIL SHALL BE MOUNTED ON FLEXIBLE POSTS AS FOLLOWS:

THE DELINEATOR POSTS WILL BE FROM MDOT'S "APPROVED PRODUCTS LIST" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

| DATE | REVISION | BY |
|---|---|---|
| 12/11/25 | REVISED TEXT | STN |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

**TYPICAL GUARDRAIL DELINEATION**

MDOT

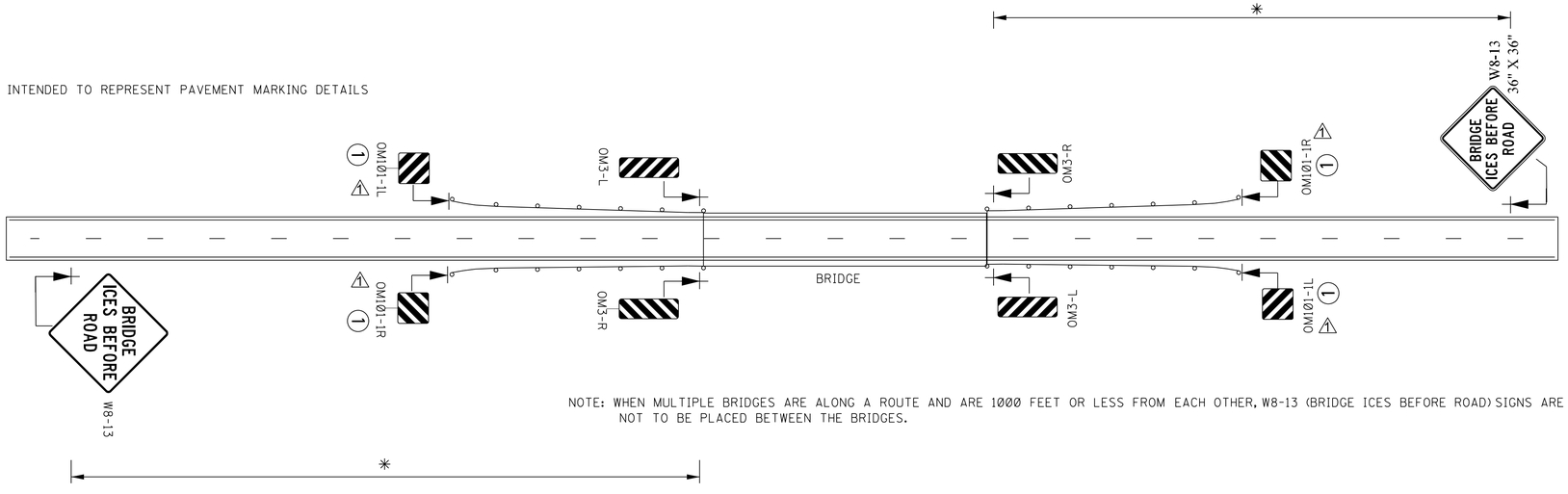
WORKING NUMBER
SN-8C

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6317

| STATE | PROJECT NO. |
|---|---|
| MISS. | |

DRAWING NOT INTENDED TO REPRESENT PAVEMENT MARKING DETAILS




NOTE: WHEN MULTIPLE BRIDGES ARE ALONG A ROUTE AND ARE 1000 FEET OR LESS FROM EACH OTHER, W8-13 (BRIDGE ICES BEFORE ROAD) SIGNS ARE NOT TO BE PLACED BETWEEN THE BRIDGES.

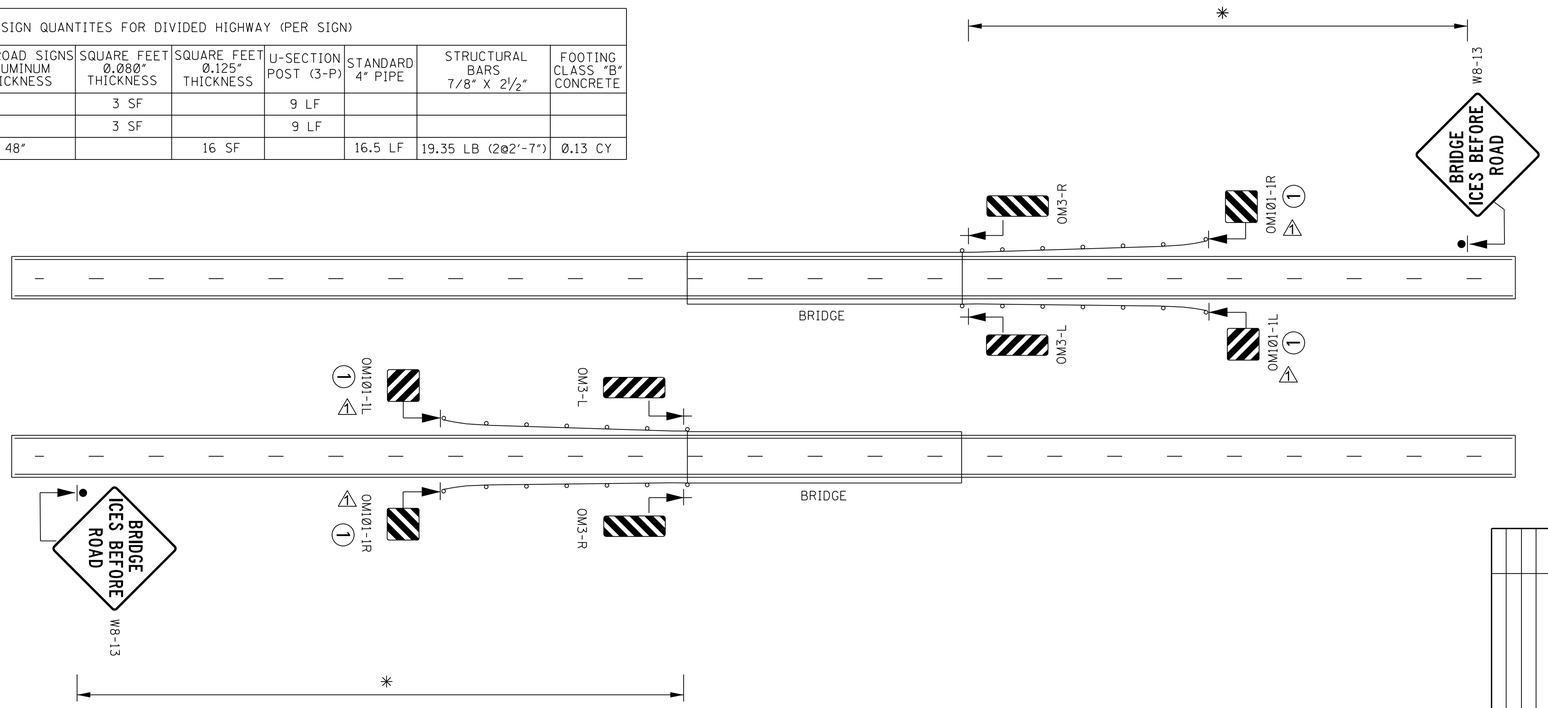
## UNDIVIDED HIGHWAY DETAIL

| SIGN QUANTITES FOR UNDIVIDED HIGHWAY (PER SIGN) | | | | | |
|---|---|---|---|---|---|
| MUTCD NUMBER | STANDARD ROAD SIGNS SHEET ALUMINUM 0.080" THICKNESS | STANDARD ROAD SIGNS SHEET ALUMINUM 0.125" THICKNESS | SQUARE FEET 0.080" THICKNESS | SQUARE FEET 0.125" THICKNESS | U-SECTION POST (3-P) |
| OM3-L | 12" X 36" | | 3 SF | | 9 LF |
| OM3-R | 12" X 36" | | 3 SF | | 9 LF |
| W8-13 | | 36" X 36" | | 9 SF | 15 LF |

| SIGN QUANTITES FOR DIVIDED HIGHWAY (PER SIGN) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| MUTCD NUMBER | STANDARD ROAD SIGNS SHEET ALUMINUM 0.080" THICKNESS | STANDARD ROAD SIGNS SHEET ALUMINUM 0.125" THICKNESS | SQUARE FEET 0.080" THICKNESS | SQUARE FEET 0.125" THICKNESS | U-SECTION POST (3-P) | STANDARD 4" PIPE | STRUCTURAL BARS 7/8" X 2½" | FOOTING CLASS "B" CONCRETE |
| OM3-L | 12" X 36" | | 3 SF | | 9 LF | | | |
| OM3-R | 12" X 36" | | 3 SF | | 9 LF | | | |
| W8-13 | | 48" X 48" | | 16 SF | | 16.5 LF | 19.35 LB (2@2'-7") | 0.13 CY |

⚠ ① RETROREFLECTIVE ADHESIVE SHEETING WITH ALTERNATING BLACK AND YELLOW STRIPES (SLOPING DOWNWARD) (OM101-1L, OM101-1R) AT AN ANGLE OF 45 DEGREES (IN THE DIRECTION TRAFFIC IS TO PASS) IS REQUIRED ON THE END OF THE TERMINAL END SECTION. NOT A SEPARATE PAY ITEM. COST TO BE ABSORBED IN GUARD RAIL.

| * TABLE 2C-3 MUTCD | |
|---|---|
| SPEED (MPH) | MINIMUM PLACEMENT (FEET) |
| 35 | 250 ⚠1 |
| 40 | 305 ⚠1 |
| 45 | 360 ⚠1 |
| 50 | 425 ⚠1 |
| 55 | 495 ⚠1 |
| 60 | 570 ⚠1 |
| 65 | 645 ⚠1 |
| 70 | 730 ⚠1 |




## DIVIDED HIGHWAY DETAIL

| STN | BY | REVISED TEXT | REVISION |
|---|---|---|---|
| 12/11/25 | | DATE | |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

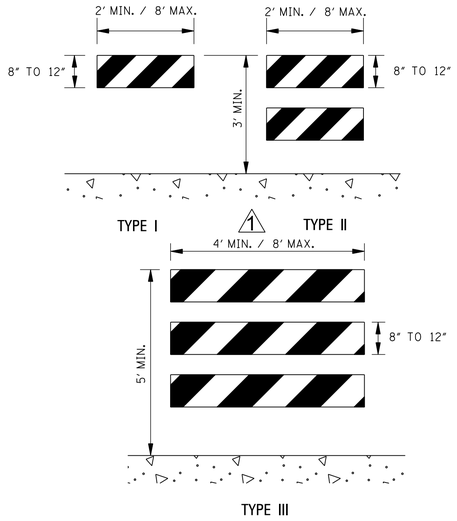
# *SIGNING DETAILS FOR BRIDGE APPROACHES*

WORKING NUMBER SN-9

ISSUE DATE: AUGUST 01, 2017

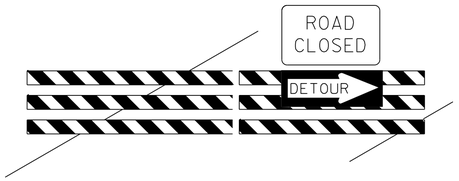
SHEET NUMBER 6318

| STATE | PROJECT NO. |
|---|---|
| MISS. | |




## STANDARD BARRICADES

1. THE RETROREFLECTIVE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION THAT TRAFFIC IS TO PASS).
2. RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
3. DO NOT PLACE SANDBAGS OR OTHER DEVICES ON BARRICADE RAILS TO PROVIDE MASS SANDBAGS, HOWEVER, MAY BE PLACES AS BALLAST TO THE LOWER PARTS OF THE FRAME OR THE STAYS TO BARRICADES.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATEGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://highways.dot.gov/safety/RwD/reduce-crash-severity
6. WHERE ROAD USERS INCLUDE PEDESTRIANS, THE PROVISION OF SUPPLEMENTAL AUDIBLE INFORMATION OR DETECTABLE BARRIERS OR BARRICADES SHOULD BE PROVIDED FOR PEOPLE WITH VISION DISABILITIES.
7. BARRICADE RAIL SUPPORTS SHOULD NOT PROJECT INTO PEDESTRIAN CIRCULATION ROUTES MORE THAN 4 INCHES FOR THE SUPPORTS LOCATED BETWEEN 27 INCHES TO 80 INCHES ABOVE THE EXISTING SURFACE.




## BARRICADE CLOSING A ROAD

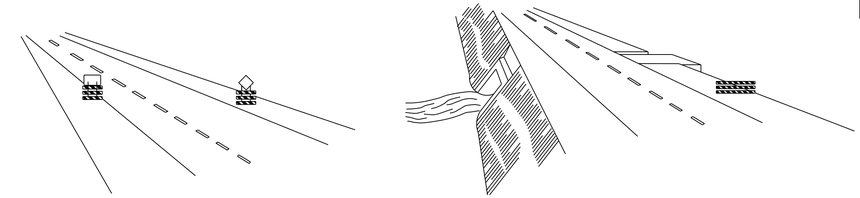
## BARRICADE CHARACTERISTICS

| | I | II | III |
|---|---|---|---|
| WIDTH OF RAIL ** | 8" MIN. - 12" MAX. | 8" MIN. - 12" MAX. | 8" MIN. - 12" MAX. |
| LENGTH OF RAIL ** | 24" MIN. / 96" MAX. | 24" MIN. /96" MAX. | 48" MIN. / 96" MAX. |
| WIDTH OF STRIPE * | 6" | 6" | 6" |
| HEIGHT | 36" MIN. | 36" MIN. | 60" MIN. |
| NUMBER OF RETROREFLECTORIZED RAIL FACES | 2 (ONE EACH DIRECTION) | 4 (TWO EACH DIRECTION) | 3 IF FACING TRAFFIC IN ONE DIRECTION<br>6 IF FACING TRAFFIC IN TWO DIRECTIONS |

1

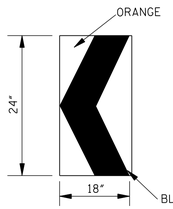
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

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



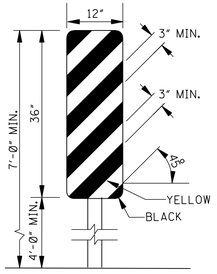
## WING BARRICADES

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



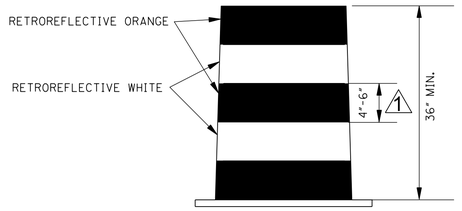

1 RETROREFLECTIVE CHEVRON ALIGNMENT SIGN DETAIL (W1–8)

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.
4. CHEVRON SIGNS SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 4 FEET MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELWAY.

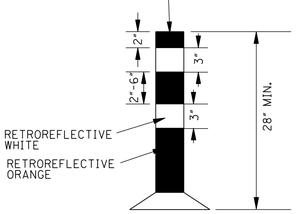



## TYPE 3 OBJECT MARKER (OM3–R)

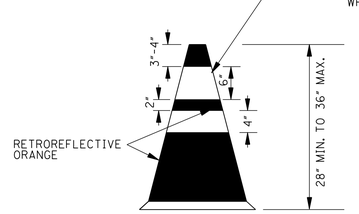
1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM3-R IS SHOWN. THE OM3-L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.
4. THE STRIPING SHALL CONSIST OF ALTERNATING BLACK AND RETOREFLECTIVE YELLOW SLOPING DOWNWARD TOWARD THE SIDE ON WHICH TRAFFIC IS THE PASS.



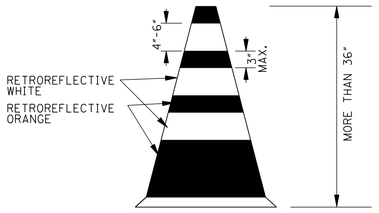

1 PLASTIC DRUM DETAIL




1 TUBULAR MARKER DETAIL




1 PLASTIC CONE DETAIL (28" – 36")




1 PLASTIC CONE DETAIL (36" OR GREATER)

1. PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF THE DEVICE USED SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON THE DEVICE USED SHALL BE ORANGE WITH RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL WHITE STRIPES AS SHOWN ON THE DETAILS.
2. DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS, TUBULAR MARKERS, OR PLASTIC CONES SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.
4. BALLAST SHALL NOT BE PLACED ON THE TOP OF THE DRUM.

| DATE | REVISION | BY |
|---|---|---|
| 12/11/25 | REVISED TEXT AND DETAILS. | STN |

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

# HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-8

SHEET NUMBER 6358

ISSUE DATE: AUGUST 01, 2017

| DESCRIPTION OF SHEETS<br>SPECIAL DESIGN SHEETS - BRIDGE DRAWINGS | WORKING NUMBER | SHEET NUMBER |
|---|---|---|
| DETAILED INDEX | DI-BR-1 | 8001 |
| **BRIDGE AT STA. 10+01.02** | | |
| McCLUER ROAD ACROSS CANEY CREEK RELIEF | 1 OF 4 | 8002 |
| McCLUER ROAD ACROSS CANEY CREEK RELIEF | 2 OF 4 | 8003 |
| BORING LOG | 3 OF 4 | 8004 |
| PRECAST PANEL DETAILS | 4 OF 4 | 8005 |
| **PRECAST STANDARD DETAILS** | | |
| 19' & 31' PRECAST CONCRETE SPANS FOR USE WITH BARRIER RAIL 28' & 30' | | PC-02-09 |
| 19' x 3.5' PRECAST CONCRETE SLAB UNIT FOR USE WITH BARRIER RAIL | | PC-05-09 |
| PRECAST CONCRETE CAPS FOR USE WITH 19 FT. & 31 FT. PRECAST CONCRETE SPANS & BARRIER RAIL 28'-0" ROADWAY | | PC-12-09 |
| BEARING PAD & PLACEMENT DETAILS FOR USE WITH 23', 24', 26.5', 28', & 30' CLEAR ROADWAYS NORMAL AND 30° SKEW SPANS | | PC-15-09 |
| PRECAST ABUTMENT WINGWALL FOR USE WITH 19 FT. & 31 FT. PRECAST CONCRETE SPANS & BARRIER RAIL 28 FT. & 30 FT. ROADWAYS | | PC-17-09 |
| 19'-0" SOLID TYPE BARRIER RAIL | | PC-18-09 |

CHARLES TACHARIAN TAKAMAN
REGISTERED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: CZP
DETAILED BY: CZP
CHECKED BY: RCF
DATE: 03/13/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

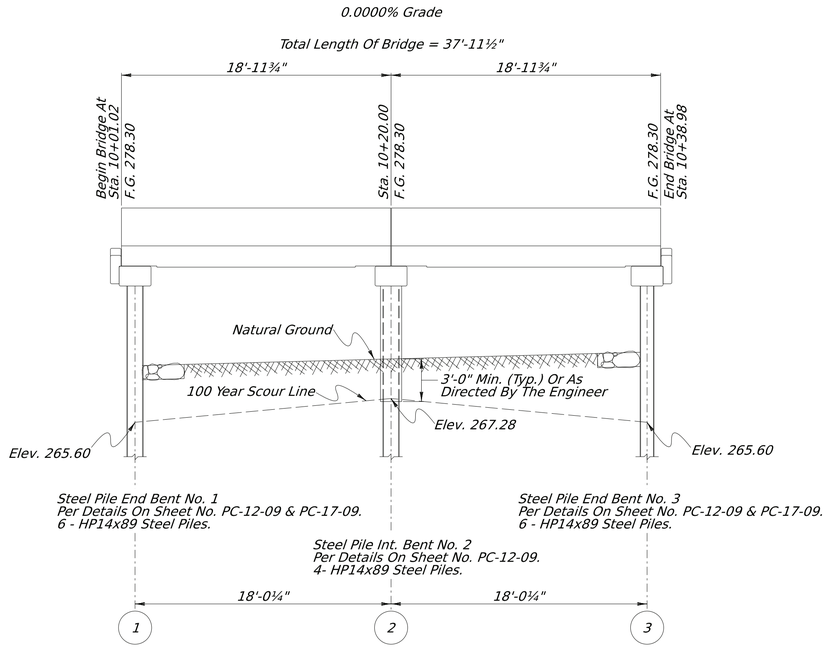
**DETAILED INDEX**

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO.
**DI-BR-1**

SHEET NO.
**8001**

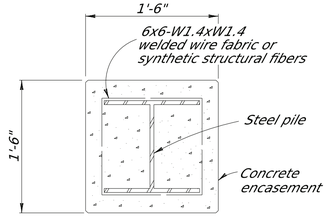
9/15/2026 9:18:33 AM Detailed Index.dgn PLAN SHEET




ELEVATION WITH PROFILE ALONG ℄ APPROACH ROADWAY

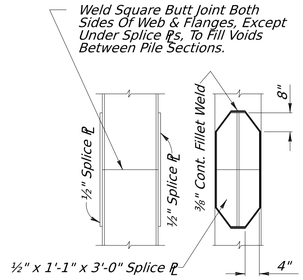
Scale: $^{3}/_{16}$"= 1'-0"

**NOTE:** Geotextile Fabric Is Required Under All Riprap. All Riprap And Geotextile Fabric Shown On The Bridge Plans Are Included In The Bridge Quantities.




**NOTE:** Concrete For Pile Encasement Shall Be Class "AA" And Will Be Paid For As Bridge Concrete. Class "AA" Concrete With #67 Aggregate May Be Used For Pile Encasement. Pile Encasement Shall Be Reinforced With 6x6-W1.4xW1.4 Welded Wire Fabric Weighing 0.21 Lbs. Per Sq. Ft. (Not A Separate Pay Item) Or Synthetic Structural Fiber Applied At A Dosage Rate Of 4 Lbs. Per Cubic Yd. Synthetic Structural Fiber Shall Meet Requirements Of Special Provision No. 907-711 (Not A Separate Pay Item). Chamfer Corners Of Encasement ¾".

PILE ENCASEMENT DETAIL




PILE SPLICE DETAIL

**NOTE:** In Lieu Of Splice Plates, Prefabricated Splicers May Be Used. Prefabricated Splicers Shall Be Submitted For Approval By The Director Of Structures, State Bridge Engineer.

## GENERAL NOTES:

Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.
No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes In Detail Of Design Or Construction Procedure May Be Authorized By The Director Of Structures, State Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.
Bridge Concrete Shall Be Class "AA".
No Payment Will Be Allowed For Excavation Incidental To The Construction Of End Bents.
Bar Bending Details Shall Be In Accordance With "Manual Of Standard Practice For Detailing Reinforced Concrete Structures" (ACI 315R-94).
Reinforcement Order Lists And Required Placing Plans Shall Be Furnished In Accordance With Section 805 Of The Mississippi Standard Specifications. Partial Submittals Are Not Acceptable.
Reinforcing Steel Shall Be ASTM A615, Grade 60, Unless Otherwise Noted.
Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Included In The Prices And Payments For Bid Items.

## PILE NOTES:

PDA Test Piles Shall Be Driven As Permanent Piles At The Location Shown In The PDA Test Pile Schedule And Will Be Paid For As PDA Test Piles Only.
The Director Of Structures, State Bridge Engineer May Authorize PDA Test Piles Driven Outside The Structure Limits.
PDA Test Piles Shall Be Driven As A Continuous Operation, To The Bearing Capacity And The Minimum Ground Penetration Shown In The PDA TEST PILE SCHEDULE, Unless Otherwise Directed By The Director Of Structures, State Bridge Engineer.
Permanent Piles Shall Be Driven To An Elevation No Higher Than The Elevation Shown In The REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE.
The Tip Elevation Of Piling, For Hydraulic Structures, May Be Determined By The Scour Line.
When Feasible, Bearing Piles Shall Be Driven Full Length And Be Spliced, Only, As Approved By The Director Of Structures, State Bridge Engineer.
Prefabricated Splices For H Piles Are Not Acceptable For Test Piles.
Welding Shall Be Done By The Electric Arc Process. Welders Shall Be Certified And Electrodes Shall Be Approved.
When Loading Tests Are Required, The Maximum Test Load Shall Be One And One Half (1½) Times The Minimum Pile Bearing Capacity.
Steel For HP Steel Piles shall Be A.S.T.M. A572, Grade 50.
PDA Test Piles Shall Require A 1 Day Restrike Unless Otherwise Directed By The Director Of Structures, State Bridge Engineer.
Pile Lengths And Driving Criteria Shall Be Provided Based On The Results Of The PDA Test Piles.
The Required Ultimate Pile Bearing Shown In The REQUIRED ULTIMATE PILE BEARING AND TIP ELEVATION SCHEDULE Includes The LRFD Resistance Factor For PDA Of 0.65.
Pile Hammer Leads Used For All PDA Test Piles And PDA Restrikes Shall Be Large Enough To Provide A Minimum Of 3" Of Clearance On Each Side Of The Pile In Order To Properly Place And Protect PDA Gages.
Steel HP Piles Shall Be Driven With A Maximum Rated Energy No Less Than 43,000 Ft-Lbs, But No Greater Than 70,100 Ft-Lbs To The Tip Elevations Specified Unless The Contractor's Drivability Analysis Utilizing The Contractor's Selected Alternative Hammer Is Approved By The Director's Of Structures, State Bridge Engineer.
Paint Exposed HP Piles Per Section 816 Of The Specifications With One Prime Coat Which Shall Be Grey In Color To 1 Foot Below The Groundline Elevation.

### PDA TEST PILE SCHEDULE

| Location | Minimum Length (Ft.) | Tip Elevation |
|---|---|---|
| 1 | 45 | 231.0 |

### REQUIRED ULTIMATE PILE BEARING CAPACITY AND TIP ELEVATION SCHEDULE

| Location | Required Bearing (Tons) | Steel Piling | Estimated Length (Ft.) | Tip Elevation |
|---|---|---|---|---|
| 1 | 51 | HP14x89 | 50 | |
| 2 | 80 | HP14x89 | 55 | 247.80 |
| 3 | 51 | HP14x89 | 50 | |

### 500 YEAR SCOUR

| Location | Elevation |
|---|---|
| 1 | 265.55 |
| 2 | 267.80 |
| 3 | 265.55 |

### ESTIMATED QUANTITIES

| Item / Location | Conventional Static Pile Load Test (Each) | HP14x89 Steel Piling (L.F.) | PDA Test Pile HP Steel Pile (Each) | Pile Restrike (Each) | Bridge Concrete Class "AA" (C.Y.) | 19' Precast Concrete Slab Units, 3'-6" Interior (Each) | 19' Precast Concrete Slab Units, 3'-6" Exterior (Each) | 19' Precast Barrier Rail Units (Each) | 31' Precast Concrete Caps, Intermediate Unit (Each) | 31' Precast Concrete Caps, End Unit With Wall (Each) | Loose Riprap Size 300 (Ton) | Geotextile Under Riprap (S.Y.) | Precast Panels (S.Y.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Spans | | | | | | 12 | 4 | 4 | | | | | |
| End Bents | 1 | 550.0 | 1 | 1 | | | | | | 2 | 80.8 | 48.0 | 71.1 |
| Int. Bents | | 220.0 | | | 2.23 | | | | 1 | | | | |
| Totals | 1 | 770.0 | 1 | 1 | 2.23 | 12 | 4 | 4 | 1 | 2 | 80.8 | 48.0 | 71.1 |

## SEISMIC DESIGN DATA:

Seismic Performance Zone. . . . . Zone 1
Site Class Definition. . . . . Site Class D
Importance Category. . . . . Other

## DRAINAGE DATA:

Drainage Area. . . . . 7.76 Sq. Mi.
Q100 (U.S.G.S.). . . . . 11,008 c.f.s
Effective Area. . . . . 224 Sq. Ft.

## DESIGN DATA:

Specifications. . . . . A.A.S.H.T.O. 2007, Through 2009 Interims
Loading. . . . . HL-93
Roadway Width. . . . . 28'-0" Gutter To Gutter


CHARLES TACHARIAN TAKAMAN
REGISTERED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI
06/26/2026


**CITY OF JACKSON**

DESIGNED BY: CZP
DETAILED BY: CZP
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DATE: 03/13/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**McCLUER ROAD ACROSS CANEY CREEK RELIEF**

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO. **2 OF 4**

SHEET NO. **8002**

PLAN SHEET
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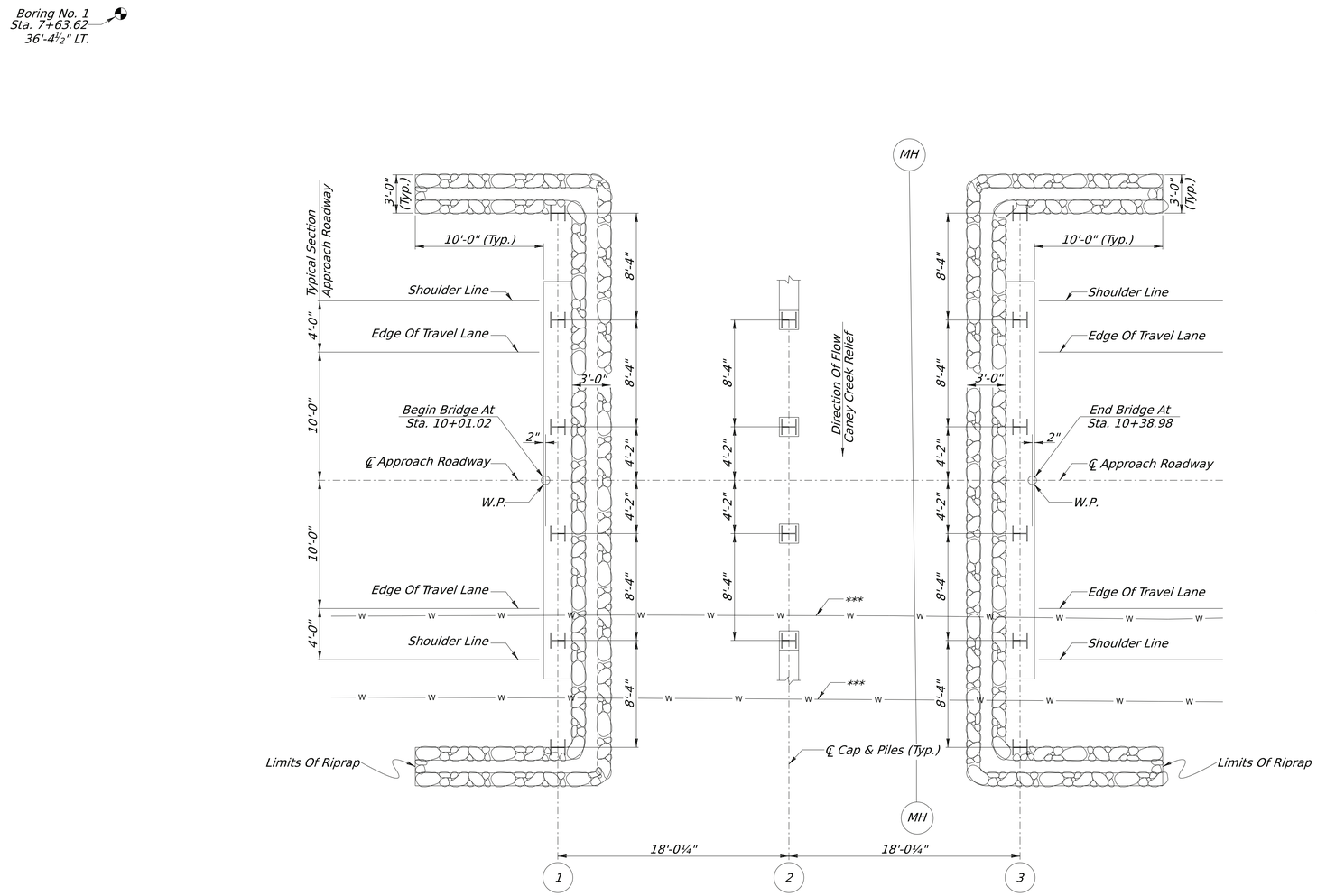


## FOUNDATION PLAN

Scale: $\frac{3}{16}$"= 1'-0"

***NOTE: *Abandoned Water Lines Shall Be Removed From Sta. 9+90.00 To Sta. 10+50.00. Cost To Be Included In Pay Item No. 202-B023-Removal Of Bridge.*

NOTE: *Geotextile Fabric Is Required Under All Riprap. All Riprap And Geotextile Fabric Shown On The Bridge Plans Are Included In The Bridge Quantities.*

CHARLES TACHARIAN TAKCHMAN
REGISTERED PROFESSIONAL ENGINEER
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: CZP
DETAILED BY: CZP
CHECKED BY: RCF
DATE: 03/13/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**McCLUER ROAD ACROSS CANEY CREEK RELIEF**

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO. **3 OF 4**

SHEET NO. **8003**

PLAN SHEET

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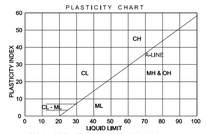
## UNIFIED SOIL CLASSIFICATION SYSTEM

| MAJOR DIVISIONS | | | SYMBOL & LETTER | DESCRIPTION |
|---|---|---|---|---|
| COARSE-GRAINED SOILS More than half of material larger than No. 200 sieve size | GRAVELS More than half of coarse fraction larger than No.4 sieve size | Clean Gravels (Little or no fines) | GW | WELL GRADED GRAVEL, GRAVEL-SAND MIXTURE |
| | | | GP | POORLY GRADED GRAVEL, GRAVEL-SAND MIXTURE |
| | | Gravels with fines (Appreciable amount of fines) | GM | SILTY GRAVEL, GRAVEL-SAND-SILT MIXTURE |
| | | | GC | CLAYEY GRAVEL, GRAVEL-SAND-CLAY MIXTURE |
| | SANDS More than half of coarse fraction smaller than No.4 sieve size | Clean Sands (Little or no fines) | SW | WELL GRADED SAND, GRAVELLY SAND |
| | | | SP | POORLY GRADED SAND, GRAVELLY SAND |
| | | Sands with fines (Appreciable amount of fines) | SM | SILTY SAND, SAND-SILT MIXTURE |
| | | | SC | CLAYEY SAND, SAND-CLAY MIXTURE |
| FINE-GRAINED SOILS More than half of material smaller than No. 200 sieve size | SILTS AND CLAYS | Liquid limit less than 50 | ML | SILT WITH LITTLE OR NO PLASTICITY |
| | | | ML | CLAYEY SILT, SILT WITH SLIGHT TO MEDIUM PLASTICITY |
| | | | ML | SANDY SILT |
| | | | CL | SILTY CLAY, LOW TO MEDIUM PLASTICITY |
| | | | CL | SANDY CLAY, LOW TO MEDIUM PLASTICITY (30% TO 50% SAND) |
| | SILTS AND CLAYS | Liquid limit greater than 50 | MH | SILT, HIGH PLASTICITY |
| | | | CH | CLAY, HIGH PLASTICITY |
| | | | OH | ORGANIC CLAY OF MEDIUM TO HIGH PLASTICITY |
| HIGHLY ORGANIC SOILS | | | PT | PEAT, HUMUS, SWAMP SOIL |

### TERMS CHARACTERIZING SOIL STRUCTURE

| | |
|---|---|
| Slickensided | - Clays with polished and striated planes created as a result of volume changes related to shrinking, swelling and/orchanges in overburden pressure. |
| Fissured | - Clays with a blocky or jointed structure generally created by seasonal shrinking and swelling. |
| Laminated | - Composed of thin alternating layers of varying color and texture. |
| Calcareous | - Containing appreciable quantities of calcium carbonate. |
| Parting | - Paper thin (less than 1/8 Inch). |
| Seam | - 1/8 inch to 3 inch thickness. |
| Layer | - Greater than 3 inches in thickness. |




FOR CLASSIFICATION OF FINE GRAINED SOILS

### TERMS CHARACTERIZING SOIL STRUCTURE

| COARSE-GRAINED SOILS | | FINE-GRAINED SOILS | |
|---|---|---|---|
| DENSITY | PENETRATION RESISTANCE, N Blows per Foot | CONSISTANCY | COHESION Kips/Sq. Ft | PENETRATION RESISTANCE, N Blows per Foot |
| Very loose | 0 - 4 | Very Soft | <0.25 | 0 - 1 |
| Loose | 5 - 10 | Soft | 0.25 - 0.50 | 2 - 4 |
| Medium Dense | 11 - 30 | Medium Stiff | 0.50 - 1.00 | 5 - 8 |
| Dense | 31 - 50 | Stiff | 1.00 - 2.00 | 9 - 15 |
| Very Dense | >4.00 | Very Stiff | 2.00 - 4.00 | 16 - 30 |
| | | Hard | >4.00 | >30 |

| PARTICLE SIZE IDENTIFICATION | | | RELATIVE COMPOSITION | |
|---|---|---|---|---|
| Cobbles | - | Greater than 3 inches | Slightly | 5 - 15% |
| Gravel | - | Coarse-3/4 inch to 3 inches<br>Fine-4.76 mm to 3/4 inch | With | 16 - 29% |
| Sand | - | Coarse-2 mm to 4.76 mm<br>Medium-0.42 mm to 2 mm<br>Fine-0.074 mm to 0.42 mm | Sandy (or gravelly) | 30 - 50% |
| Silt & Clay | - | Less than 0.074 mm | | |

SAMPLE TYPES
(Shown in Sample Column)




CLASSIFICATION, SYMBOLS AND TERMS USED ON GRAPHICAL BORING LOGS

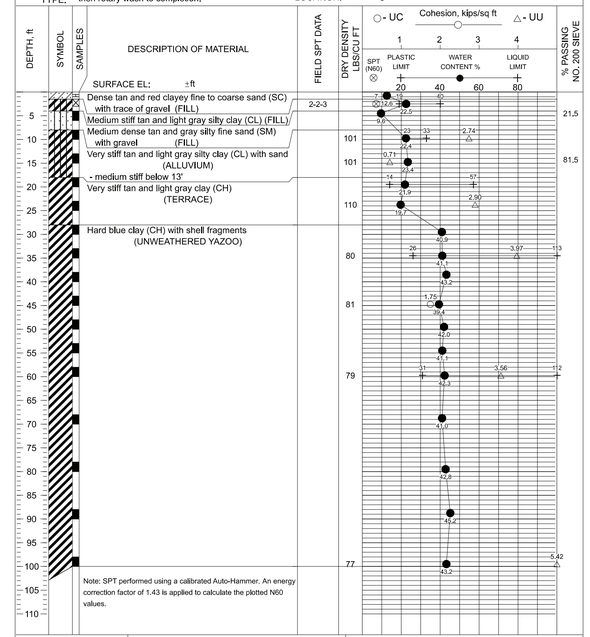
**BURNS COOLEY DENNIS, INC.**

FIGURE 2

## LOG OF BORING NO. 1
PROPOSED MCCLEUR ROAD BRIDGE REPLACEMENT
BRIDGE NO. SA25-157
HINDS COUNTY, MISSISSIPPI

TYPE: 6" Short-flight auger to 10', then rotary wash to completion,

LOCATION: See Figure 1




Note: SPT performed using a calibrated Auto-Hammer. An energy correction factor of 1.43 is applied to calculate the plotted N60 values.

| BORING DEPTH: 100 ft | COMMENTS: Borehole filled with cement-bentonite grout after completion of drilling and sampling. GPS Coordinates N 32° 14' 25.0" W 90° 14' 12.9" | GROUNDWATER DATA: No free water encountered during auger drilling. |
|---|---|---|
| DATE: 05/05/25 | | |

250165.GPJ

FIGURE 3

PLAN SHEET

9/15/2026 9:18:42 AM Boring Logs.dgn




06/26/2026

**CITY OF JACKSON**

DESIGNED BY: CZP
DETAILED BY: CZP
CHECKED BY: RCF
DATE: 03/13/2026

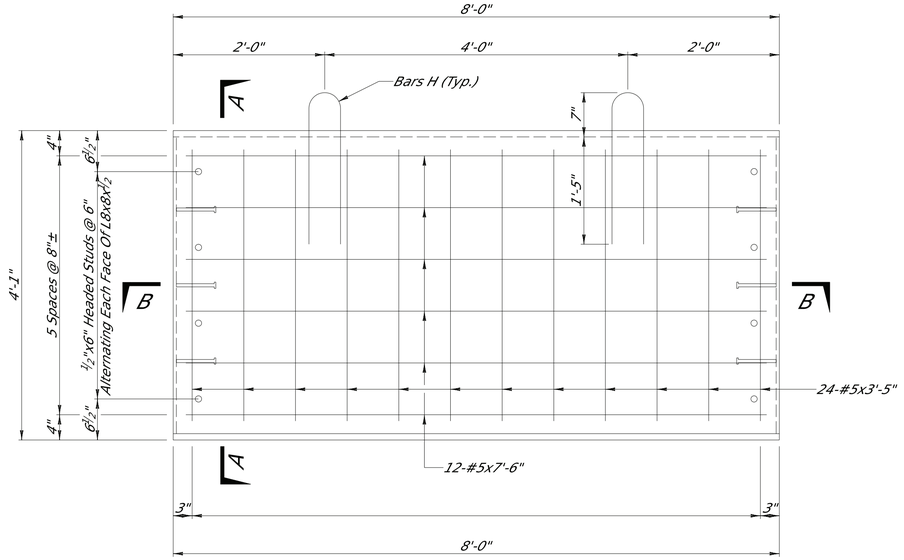
FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

**BORING LOG**

DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

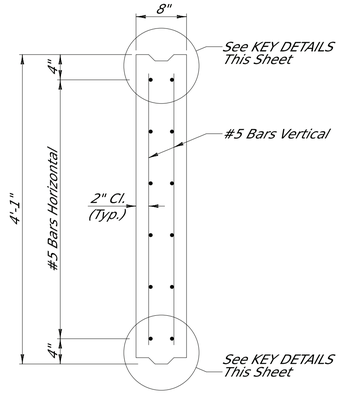
WK. NO. **3 OF 4**

SHEET NO. **8004**

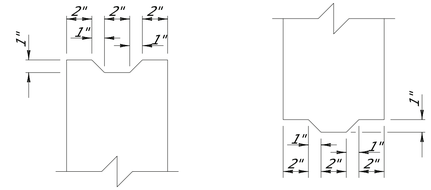



TYPICAL PRECAST PANEL ELEVATION

NOTE: Bars H Shall Be Flame Cut And Painted With Epoxy Mastic Primer In Field After Final Panel Placement.




SECTION A-A

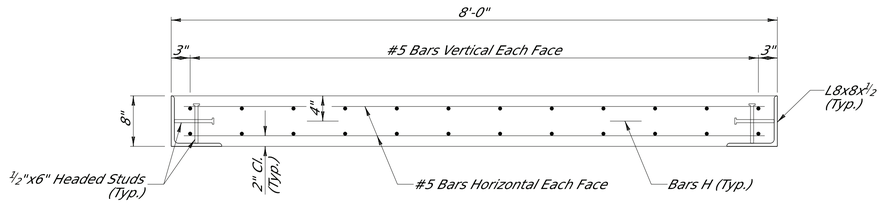



FEMALE CONNECTION

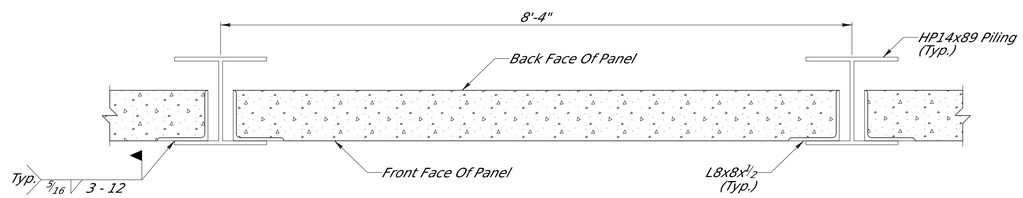
MALE CONNECTION

KEY DETAILS

NOTE: ½" Bituminus Material Shall Be Placed At Joint Locations Between Panels, Ensuring No Overhang On Front Face.

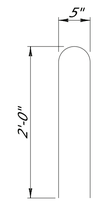



SECTION B-B




INSTALLATION OF PRECAST PANEL

NOTE: Panels Shall Be Centered Between Piles And Edges Of Stacked Panels Shall Line Up.




BARS H - #5

BAR BENDING DETAILS

Dimensions Are Out To Out

## PRECAST PANEL NOTES:

The Panels Shall Be Fabricated In Accordance With Section 804 Of The Standard Specifications And As Noted Below.

The Panels Shall Be Fully Supported Until The Concrete Reaches A Minimum Compressive Strength Of 1,000 P.S.I. And May Be Shipped After The Concrete Reaches A Minimum Compressive Strength Of 3,000 P.S.I.

The Back (Fill) Face Of The Panels Shall Be Screeded To Eliminate Open Pockets Of Aggregate And Surface Distortions In Excess Of ¼".

The Panels Shall Be Cast On Flat Surface Using Either Wood Or Metal Forms.

The Panels Shall Be Marked With The Date Of Manufacture And Piece Mark On The Rear Face.

All Panels Shall Be Handled, Stored And Shipped In Such A Manner As To Prevent Chipping, Discoloration, Cracks And Excessive Bending Stresses. Panels In Storage Shall Be Supported On Firm Blocking To Protect The Surface Finish.

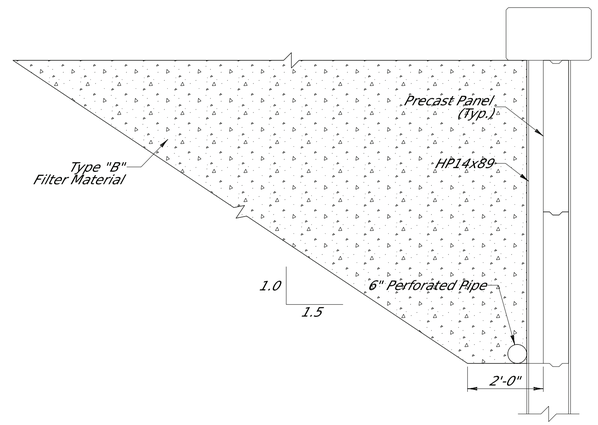
The Panel Dimensions Shall Be Within ½" Of The Dimensions Shown.

Any Panel That Indicates Imperfect Molding, Honeycombing (open Textured Concrete), Cracking, Severe Chipping Or Extreme Color Variation Shall Be Rejected.

Exposed Face Shall Receive A Class 2 Rubbed Or Spray Finish In Accordance With The Specifications.

## STRUCTURAL STEEL NOTES:

All Structural Steel In The Precast Panels Shall Be A.S.T.M. A709, Grade 50.




TYPICAL WALL UNDERDRAIN

NOTE: The 6" Perforated Pipe Shall Be Continuous Along The Entire Length Of The Wall. The Minimum Slope Shall Be 1%. (Not A Separate Pay Item)

06/26/2026

CITY OF JACKSON

DESIGNED BY: CZP
DETAILED BY: CZP
CHECKED BY: RCF
DATE: 03/13/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

PRECAST PANEL DETAILS

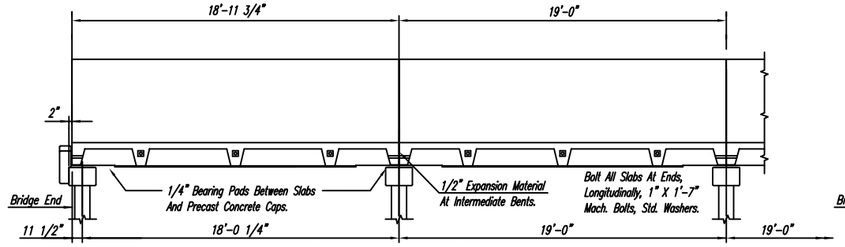
DIR OF STRUCTURES, STATE BRIDGE ENGINEER - SCOTT WESTERFIELD, P.E.
DEP. DIR OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - MICAH DEW, P.E.

WK. NO. 4 OF 4

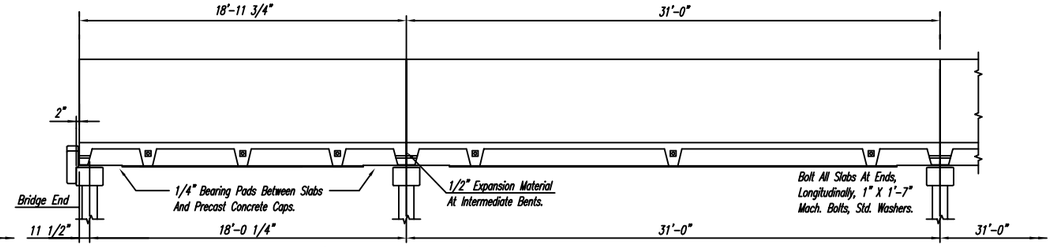
SHEET NO. 8005

PLAN SHEET

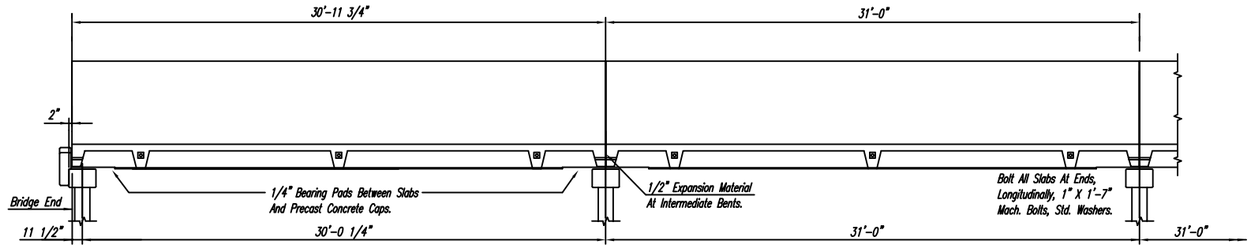
9/15/2026 9:18:46 AM Panels.dgn




ELEVATION – 19' END SPAN & 19' INTERMEDIATE SPAN




ELEVATION – 19' END SPAN & 31' INTERMEDIATE SPAN




ELEVATION – 31' END SPAN & 31' INTERMEDIATE SPAN

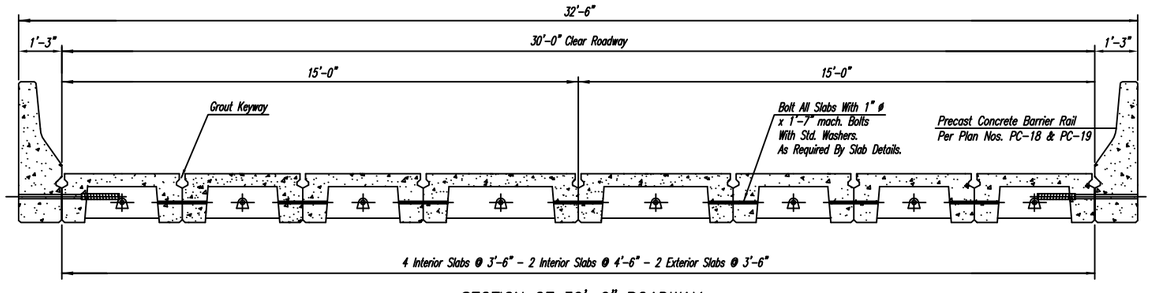
## GENERAL NOTES

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

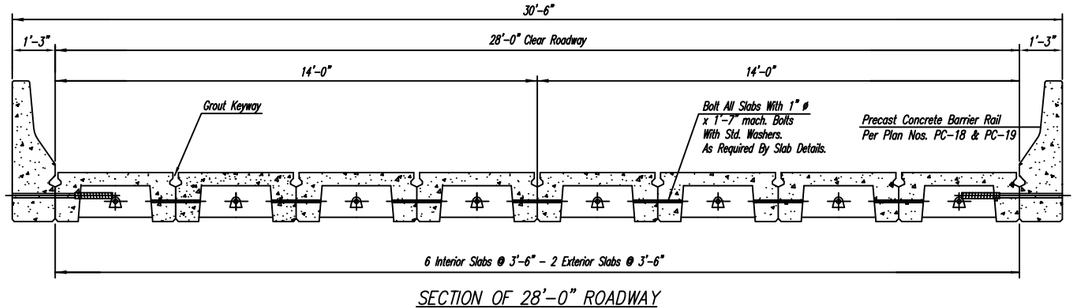
All Units Shall Be Accurately Placed On Preset Caps With All Slab To Cap Dowels Installed And All Bolts, Transverse And Longitudinal, Installed.

Hardware Shall Be Galvanized Or Cadmium Plated.

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




SECTION OF 30'-0" ROADWAY




SECTION OF 28'-0" ROADWAY

## PAY ITEMS FOR 30'-0" ROADWAY

| End Span Pay Item No. | | | Quantity | |
|---|---|---|---|---|
| S-806-A: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Interior | 4 | Each |
| S-806-A: | 19' / 31' | Precast Concrete Slab Unit, 4.5' Interior | 2 | Each |
| S-806-C: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Exterior | 2 | Each |
| S-806-G: | | Precast Concrete Barrier Rail | 19' 38.0 / 31' 62.0 | L.F. |
| S-806-I: | | 33.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile | 1 | Each |
| S-806-J: | | 33.0' Precast Concrete Cap, End Unit, Steel / Concrete Pile | 1 | Each |
| S-806-M: | | 10.0' Precast Concrete Wing | 2 | Each |

| Intermediate Span Pay Item No. | | | Quantity | |
|---|---|---|---|---|
| S-806-A: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Interior | 4 | Each |
| S-806-A: | 19' / 31' | Precast Concrete Slab Unit, 4.5' Interior | 2 | Each |
| S-806-C: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Exterior | 2 | Each |
| S-806-G: | | Precast Concrete Barrier Rail | 19' 38.0 / 31' 62.0 | L.F. |
| S-806-I: | | 33.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile | 1 | Each |

## PAY ITEMS FOR 28'-0" ROADWAY

| End Span Pay Item No. | | | Quantity | |
|---|---|---|---|---|
| S-806-A: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Interior | 6 | Each |
| S-806-C: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Exterior | 2 | Each |
| S-806-G: | | Precast Concrete Barrier Rail | 19' 38.0 / 31' 62.0 | L.F. |
| S-806-I: | | 31.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile | 1 | Each |
| S-806-J: | | 31.0' Precast Concrete Cap, End Unit, Steel / Concrete Pile | 1 | Each |
| S-806-M: | | 10.0' Precast Concrete Wing | 2 | Each |

| Intermediate Span Pay Item No. | | | Quantity | |
|---|---|---|---|---|
| S-806-A: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Interior | 6 | Each |
| S-806-C: | 19' / 31' | Precast Concrete Slab Unit, 3.5' Exterior | 2 | Each |
| S-806-G: | | Precast Concrete Barrier Rail | 19' 38.0 / 31' 62.0 | L.F. |
| S-806-I: | | 31.0' Precast Concrete Cap, Steel / Concrete Intermediate Unit, Steel / Concrete Pile | 1 | Each |

## DESIGN DATA:

Specifications:.....2007 AASHTO LRFD Bridge Design Specifications, 4th Edition, 2007, Through 2009 Interims

Design Loading:.....HL-93

fy = 60,000 p.s.i.; f'c = 4,500 p.s.i.; n = 7

MBE BY

Rev. AASHTO LRFD 2009 REVISIONS

04-11 DATE

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# 19' & 31' PRECAST CONCRETE SPANS FOR USE WITH BARRIER RAIL 28'-0" ROADWAY 30'-0" ROADWAY

FHWA APPROVAL 6-10

STATE AID ENGINEER: J. BROOKS MILLER, Sr.

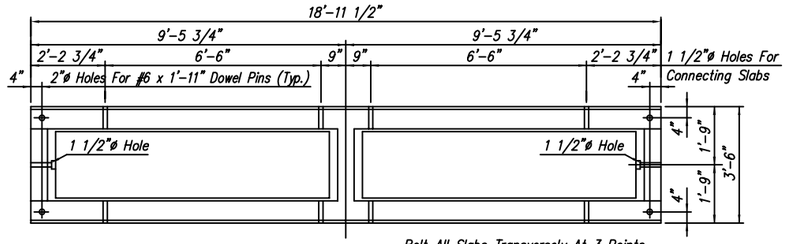
BRIDGE ENGINEER: FRED HOLLIS

DRAWN BY: M.B.E. | ISSUED BY: F.C.H.

DESIGNED BY: M.B.E. | DATE: 06-11

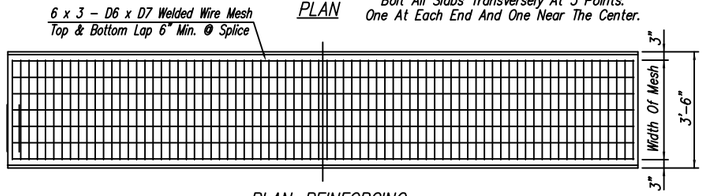
DRAWING NUMBER: PC-02-09

PC02DRWG2830 (N.T.S.) 08/01/2005

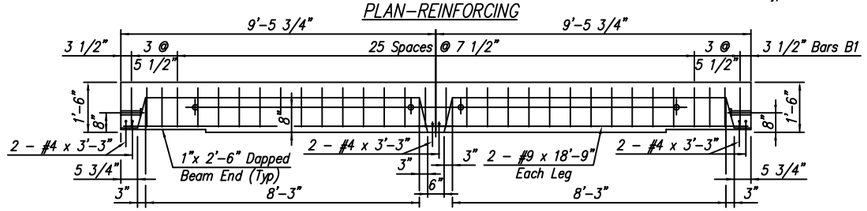



PLAN

Bolt All Slabs Transversely At 3 Points. One At Each End And One Near The Center.

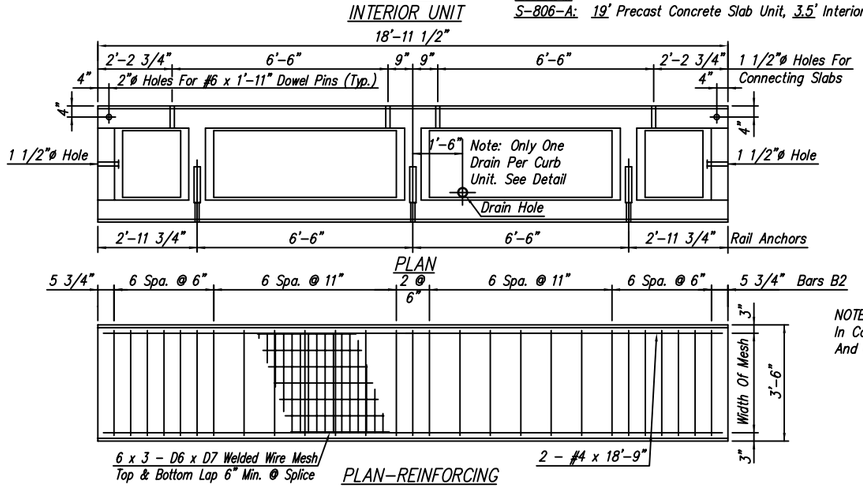



PLAN–REINFORCING




ELEVATION INTERIOR UNIT

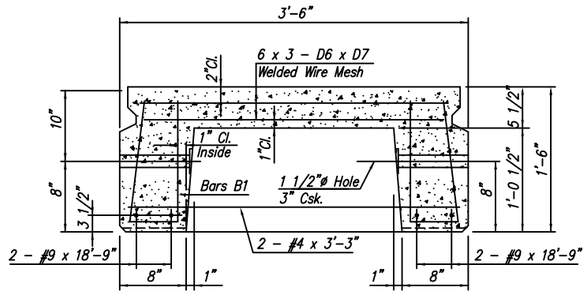
PAY ITEM S-806-A: 19' Precast Concrete Slab Unit, 3.5' Interior – per each



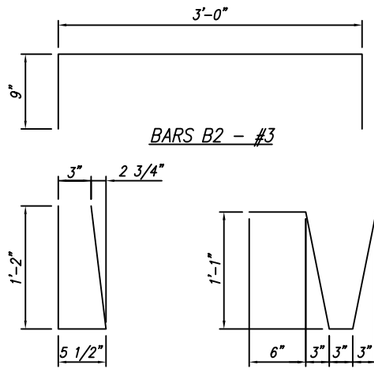

NOTE: Adjust Bars B2 In Conflict With Holes And Inserts.

ELEVATION EXTERIOR UNIT

PAY ITEM S-806-C: 19' Precast Concrete Slab Unit, 3.5' Exterior – per each



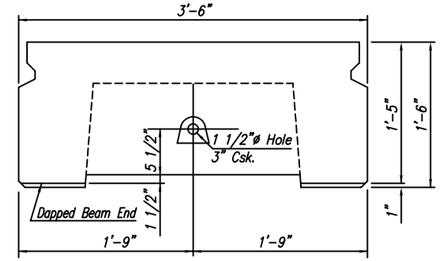

SECTION INTERIOR UNIT



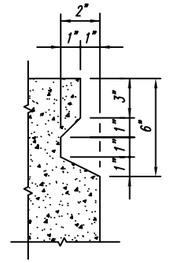

BARS B2 – #3

BARS B1 – #3

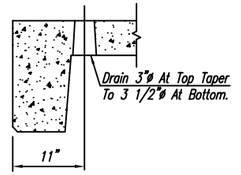
BARS B3 – #3




END ELEVATION



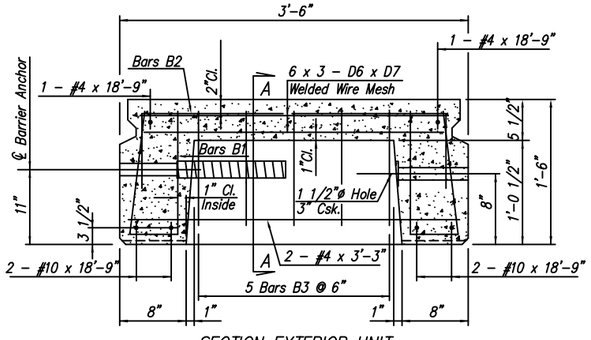

KEY DETAIL




SECTION AT DRAIN

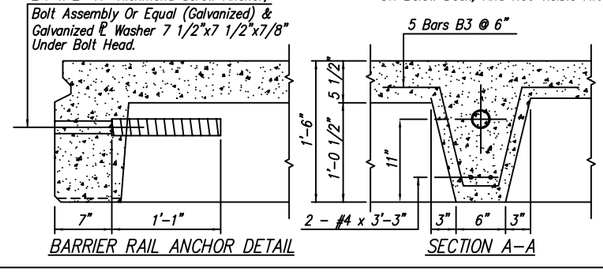
## BAR BENDING DETAILS

Dimensions Are Out To Out.




SECTION EXTERIOR UNIT

NOTE: Cable Lifting Loops Are Allowed When Located In Keyways, Cut Off Below Deck, And Not Visible After Placing Keyway Grout.




BARRIER RAIL ANCHOR DETAIL

SECTION A–A

## GENERAL NOTES:

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

All Concrete Shall Obtain A Minimum Compressive Strength Of 4,500 p.s.i. At 28 Days, And Shall Obtain A Minimum Compressive Strength Of 2,500 p.s.i. Before Units Are Lifted From Forms.

All Concrete Edges Shall Be Chamfered 3/4" Unless Otherwise Noted.

All Other Concrete Corners Shall Be Rounded To A 1/4" Radius.

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

Dimensions For Reinforcing Steel Are To The Centerline Of The Bars Unless Otherwise Noted.

All Reinforcing Steel Shall Be Accurately Located In The Forms And Firmly Held In Place By Means Of Steel Wire Supports.

Wire Mesh Shall Conform To "Specification For Welded Deformed Steel Wire Fabric For Concrete Reinforcement" (A.S.T.M. A497) For Deformed Wire And "Specification For Welded Steel Wire Fabric For Concrete Reinforcement" (A.S.T.M. A185) For Smooth Wire.

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

## DESIGN DATA:

Specifications:.....2007 AASHTO LRFD Bridge Design Specifications, 4th Edition, 2007, Through 2009 Interims

Design Loading:.....HL-93

fy = 60,000 p.s.i.; f'c = 4,500 p.s.i.; n = 7

| | | |
|---|---|---|
| | BY | MBE |
| | REVISIONS | Rev. AASHTO LRFD 2007 |
| | DATE | 3-09 |

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# 19' x 3.5' PRECAST CONCRETE SLAB UNIT FOR USE WITH BARRIER RAIL

FHWA APPROVAL 6-10

STATE AID ENGINEER: J. BROOKS MILLER, Sr.

BRIDGE ENGINEER: FRED HOLLIS

DRAWN BY: M.B.E.

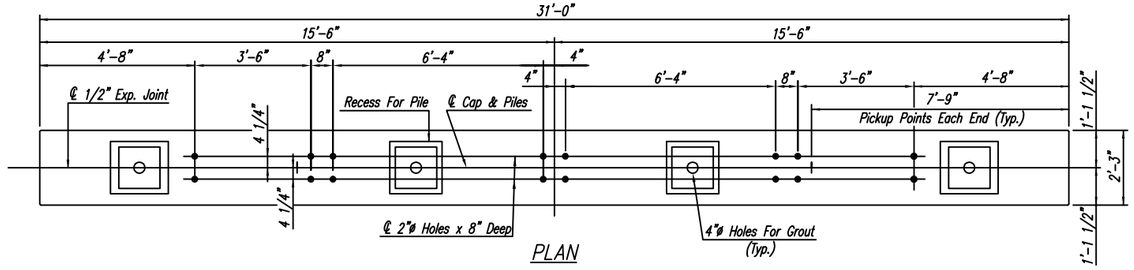
DESIGNED BY: M.B.E.

ISSUED BY: F.C.H.

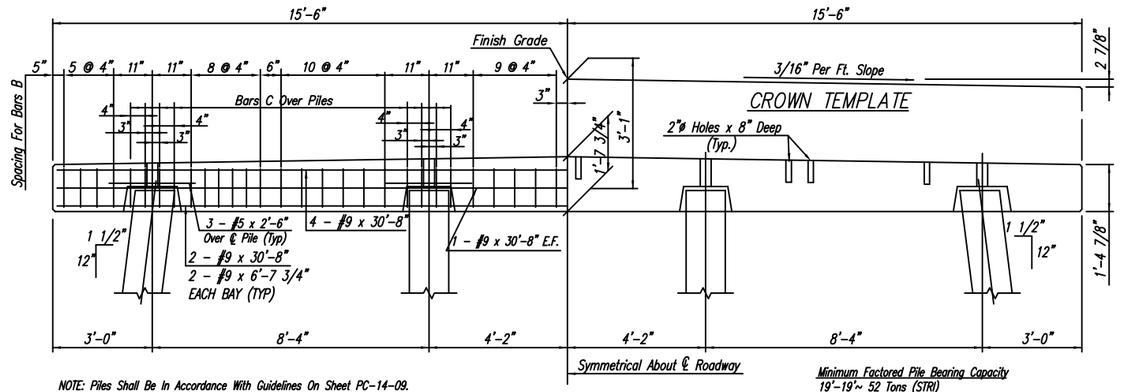
DATE: 6-11

DRAWING NUMBER: PC-05-09

POSSSPCSL (M.S.) 2-1-2008




PLAN

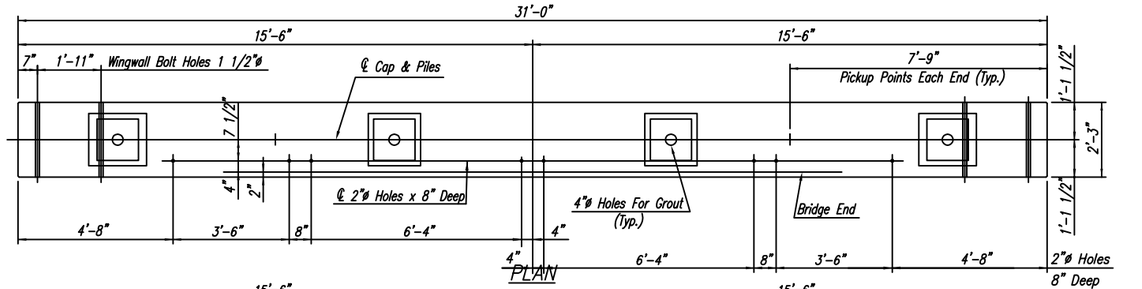



NOTE: Piles Shall Be In Accordance With Guidelines On Sheet PC-14-09.

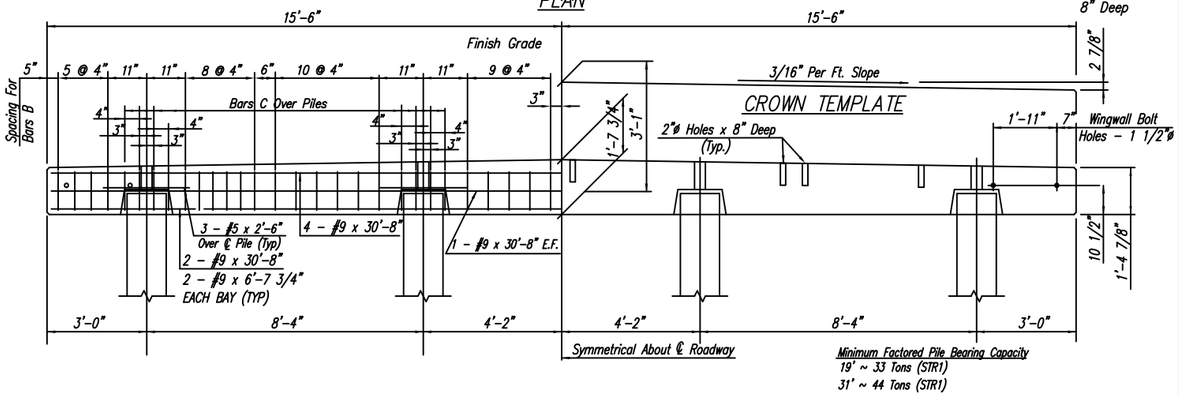
ELEVATION
INTERMEDIATE UNIT

Minimum Factored Pile Bearing Capacity
19'-19'~ 52 Tons (STR1)
19'-31'~ 62 Tons (STR1)
31'-31'~ 70 Tons (STR1)

PAY ITEM
S-806-I: 31' Precast Concrete Cap, Steel Intermediate Unit, Concrete Pile - per each.




PLAN



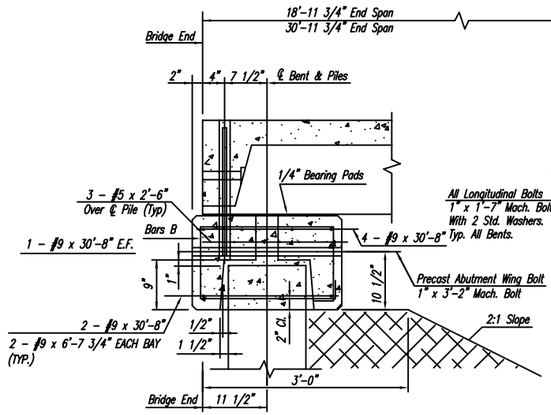

ELEVATION
END UNIT

Minimum Factored Pile Bearing Capacity
19' ~ 33 Tons (STR1)
31' ~ 44 Tons (STR1)

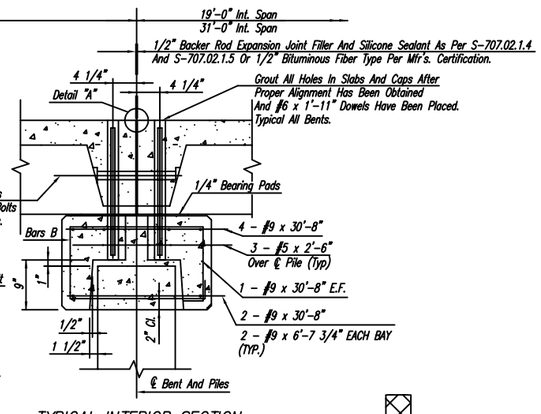
PAY ITEM
S-806-J: 31' Precast Concrete Cap, End Unit, Steel Concrete Pile - per each.

## GENERAL NOTES

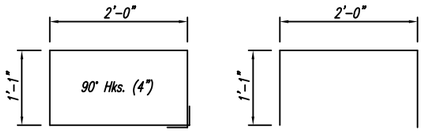
Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.
All Concrete Shall Obtain A Minimum Compressive Strength Of 3000 p.s.i. At 28 Days, And A Minimum Compressive Strength Of 2500 p.s.i. Before Caps Are Lifted From Forms.
The Top Surface Of Caps Shall Have A Rubbed Finish In Accordance With Section S-804.03.19.3.1 Of The Specifications.
All Concrete Edges Shall Be Chamfered 3/4".
Reinforcing Steel Shall Be Deformed Bars Conforming To A.S.T.M. A615 Grade 60. All Reinforcing Steel Shall Be Accurately Located In The Forms And Securely Held In Place By Means Of Steel Wire Supports.
Grout For Cap To Piling Connection Shall Be Non-Shrink Commercial Type Or Epoxy Type In Accordance With Section S-806.03.5 "Handling And Placing Precast Caps, Slabs, Barrier Rail, And Wings" Of The Specifications.
Hardware Shall Be Galvanized Or Cadmium Plated.
All Material And Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.
For Federal Aid Projects This Drawing May Only Be Used In Seismic Zone 1 With Site Classes A, B, C, D & E As Described In The AASHTO LRFD Bridge Design Specifications. The Engineer Must Provide Design Calculations To The Owner Which Confirms The Seismic Zone And Site Class.




TYPICAL END SECTION

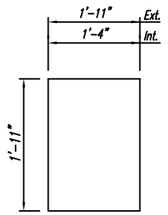



TYPICAL INTERIOR SECTION

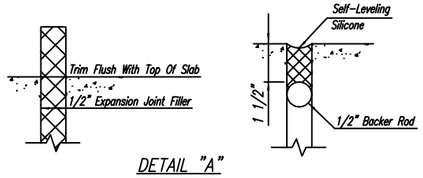



BARS B - #5 BARS C - #5

BAR BENDING DETAILS
Dimensions Are Out To Out




NEOPRENE BEARING PADS
See Plan No. PC-15-09 For Details




DETAIL "A"

## DESIGN DATA:

Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, THROUGH 2009 INTERIMS
Design Loading:.....HL-93
fy = 60,000 p.s.i. fc = 3,000 p.s.i. n = 9

| | | | |
|---|---|---|---|
| FHWA APPROVAL: 6-10 | | | |
| STATE AID ENGINEER: J. BROOKS MILLER, Sr. | | | |
| BRIDGE ENGINEER: FRED HOLLIS | | | |

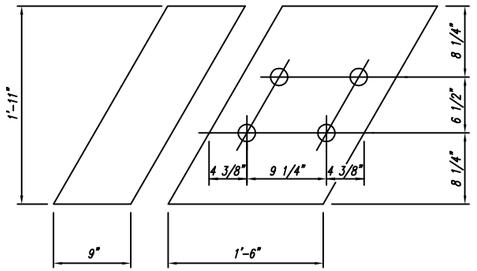
| DATE | REVISIONS | BY |
|---|---|---|
| 09-11 | Revised Exp. Joint Filler Spec. | JDW |
| 04-11 | REVISED AASHTO LRFD 2009 | MBE |

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

# PRECAST CONCRETE CAPS FOR USE WITH 19 FT. & 31 FT. PRECAST CONCRETE SPANS & BARRIER RAIL 28'-0" ROADWAY

| DRAWN | ISSUED BY: | DRAWING NUMBER: |
|---|---|---|
| M.B.E | F.C.H. | PC-12-09 |
| DESIGNED: M.B.E | DATE: 6-11 | |

PC12CAP28 (N.T.S.) 09/11/2009

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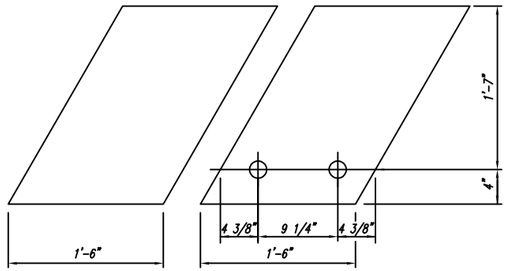


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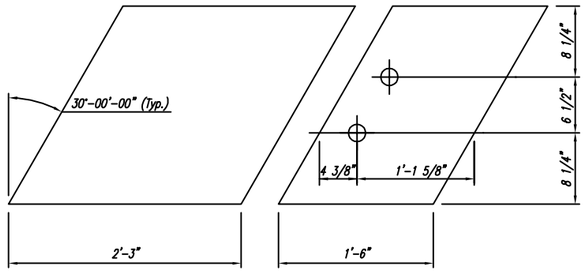


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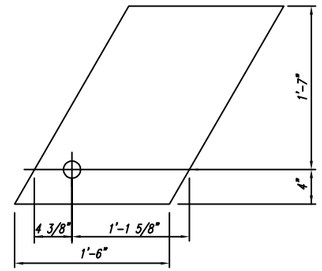


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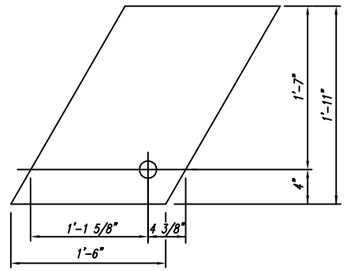


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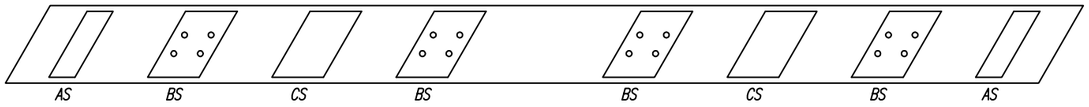


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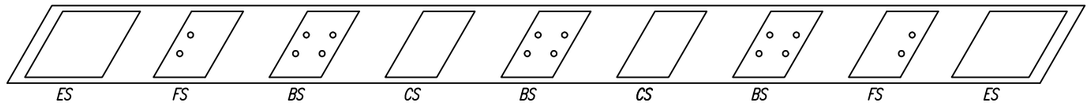


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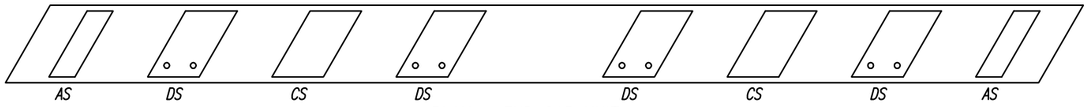
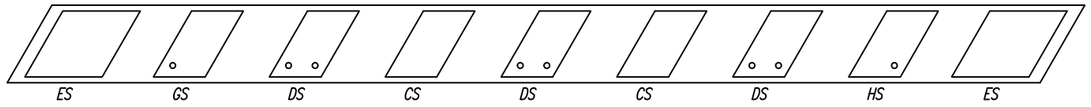



PLAN – END CAP UNIT

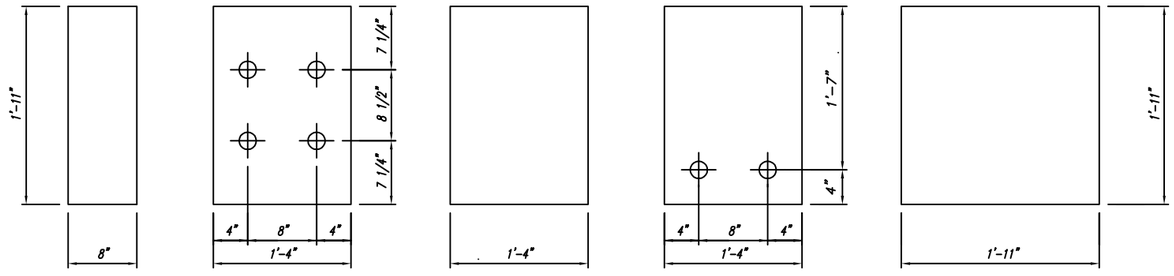
NEOPRENE PAD PLACEMENT – 23' & 24' CLEAR ROADWAYS



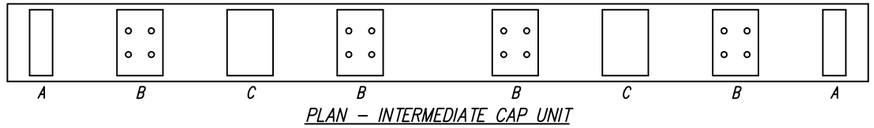

NOTE: For 26.5' Caps Use Type AS Pads At Ends Instead Of Type ES Pads.

PLAN – END CAP UNIT

NEOPRENE PAD PLACEMENT – 26.5',28',& 30' CLEAR ROADWAYS




TYPE A TYPE B TYPE C TYPE D TYPE E

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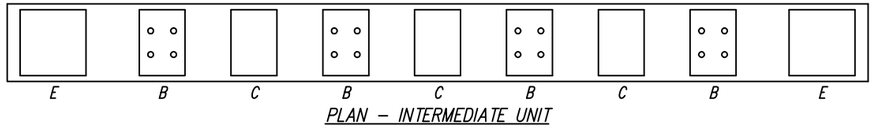
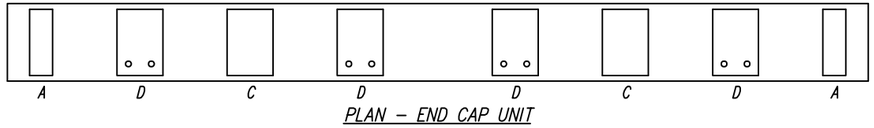
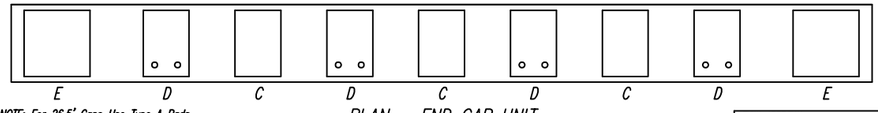



PLAN – INTERMEDIATE UNIT




PLAN – END CAP UNIT

NEOPRENE PAD PLACEMENT – 23' & 24' CLEAR ROADWAYS




NOTE: For 26.5' Caps Use Type A Pads At Ends Instead Of Type E Pads.

PLAN – END CAP UNIT

NEOPRENE PAD PLACEMENT – 26.5',28',& 30' CLEAR ROADWAYS

## GENERAL NOTES:

Specifications:
- Hardness A.S.T.M. D2240 70 Durometer ±5
- Tensile Strength A.S.T.M. D412 2500
- Ultimate Elongation Minimum % 300

All Holes Are 2 Inches In Diameter
Thickness Of The Pads Shall Be 1/4" Unless Otherwise Designated On The Plans. Pads May Be Cut From Stock Using Appropriate Saw Or Shear, And Holes May Be Drilled. Pads Will Not Be Paid For Separately And Compensation Therefore Shall Be Considered Included In The Prices And Payment For Bid Items.

## DESIGN DATA:

Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, THROUGH 2009 INTERIMS

| | | | |
|---|---|---|---|
| FHWA APPROVAL | 6-10 | | |
| STATE AID ENGINEER: | J. BROOKS MILLER, Sr. | | |
| BRIDGE ENGINEER: | FRED HOLLIS | | |

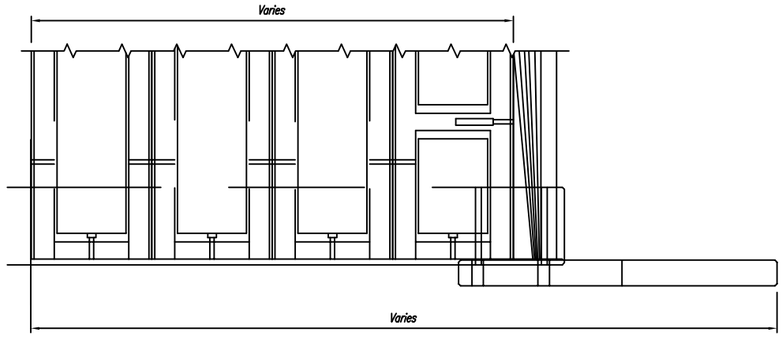
| REVISIONS | DATE | BY |
|---|---|---|
| Rev AASHTO LRFD 2009 | 4-11 | MBE |

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

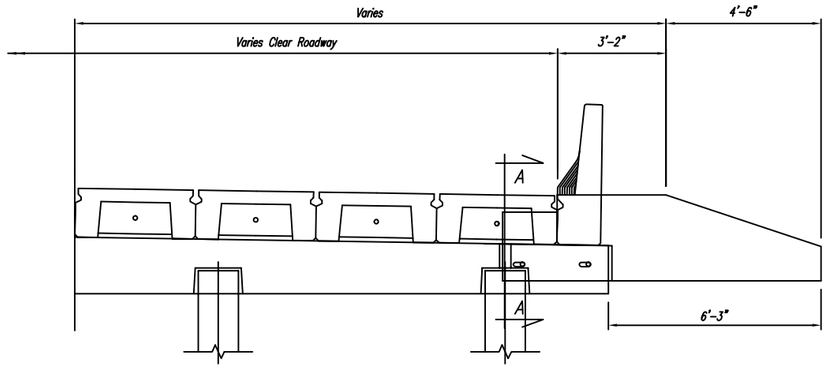
# BEARING PAD & PLACEMENT DETAILS FOR USE WITH 23',24',26.5',28',&30' CLEAR ROADWAYS NORMAL AND 30° SKEW SPANS

| DRAWN BY: | ISSUED BY: | DRAWING NUMBER: |
|---|---|---|
| M.B.E. | F.C.H. | PC-15-09 |
| DESIGNED BY: M.B.E. | DATE: 6-11 | |

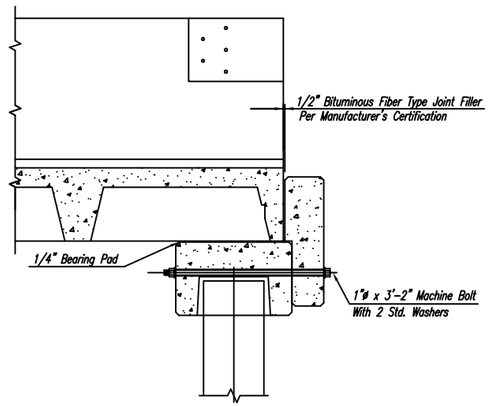
PC-15 PADS (N.T.S.) 06/01/2005



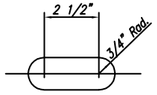

PART PLAN



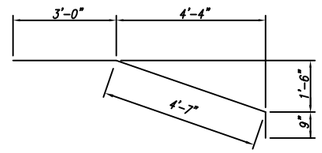

PART ELEVATION




SECTION A–A




SLOT DETAIL




BARS A – #5

BAR BENDING DETAILS

Dimensions Are Out To Out

## GENERAL NOTES

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

All Concrete Shall Obtain A Minimum Compressive Strength Of 3000 p.s.i At 28 Days, And Shall Obtain A Minimum Compressive Strength Of 2500 p.s.i. Before Units Are Lifted From Forms.

All Concrete Edges Shall Be Chamfered 3/4" Unless Otherwise Noted.

All Concrete Corners Shall Be Rounded To A 1/4" Radius.

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

Dimensions For Reinforcing Steel Are To The Centerline Of The Bars, Unless Otherwise Noted.

All Reinforcing Steel Shall Be Accurately Located In The Forms And Firmly Held In Place By Means Of Steel Wire Supports.

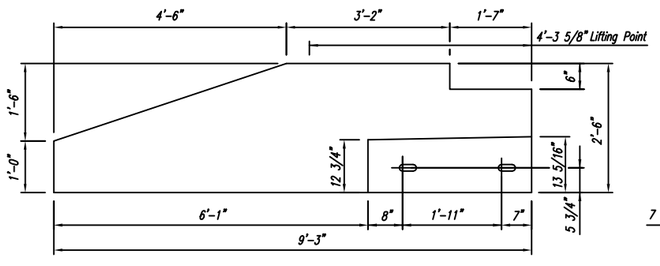
All Hardware Shall Be Galvanized Or Cadmium Plated.

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

## DESIGN DATA:

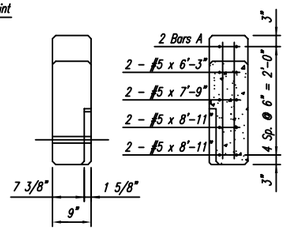
Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, THROUGH 2009 INTERIMS

PAY ITEM
S-806-M: 9.25' Precast Concrete Wing – per each.



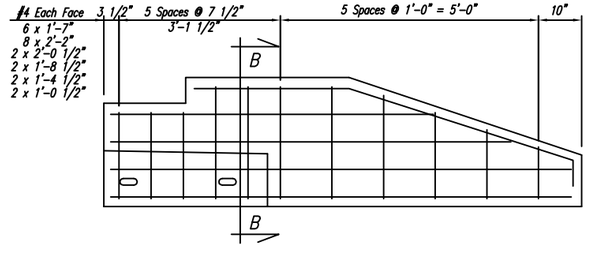

ELEVATION

LEFT WING
Showing Concrete Dimensions




RIGHT END ELEVATION

SECTION B–B




RIGHT WING
Showing Reinforcing

ELEVATION

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PRECAST ABUTMENT WINGWALL
FOR USE WITH 19 FT. & 31 FT. PRECAST
CONCRETE SPANS & BARRIER RAIL
28 FT. & 30 FT. ROADWAYS

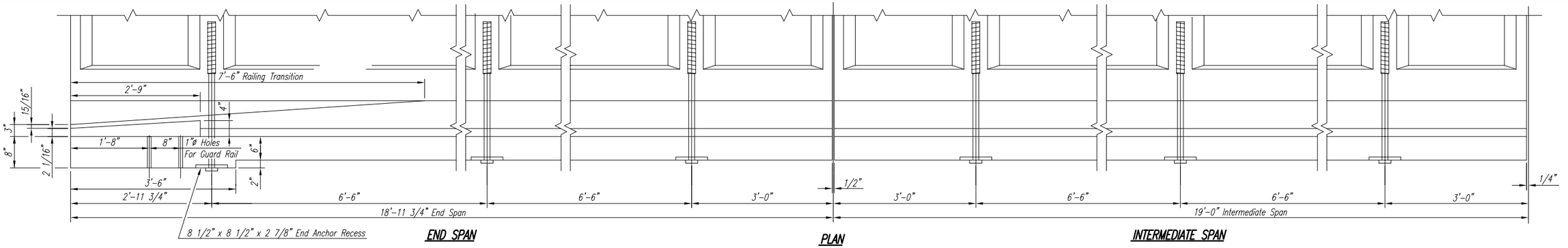
| REVISIONS | DATE | BY |
|---|---|---|
| Rev. Exp. Joint Filler Note | 09-11 | JDM |
| Rev. AASHTO LRFD 2009 | 4-11 | MBE |

FHWA APPROVAL 6-10
STATE AID ENGINEER: J. BROOKS MILLER, Sr.
BRIDGE ENGINEER: FRED HOLLIS

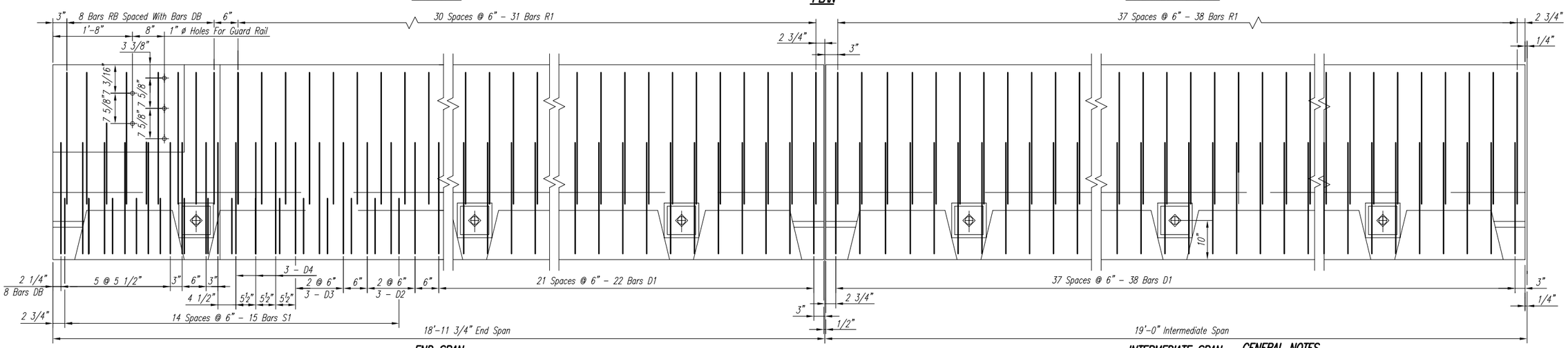
DRAWN BY: M.B.E | ISSUED BY: F.C.H.
DESIGNED BY: M.B.E | DATE: 6-11

DRAWING NUMBER: PC-17-09

PC017PAW (N.T.S.) 06/01/2005

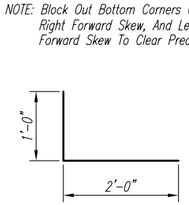



**END SPAN** **PLAN** **INTERMEDIATE SPAN**

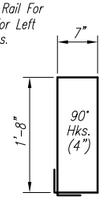



**END SPAN** **ELEVATION** **INTERMEDIATE SPAN**

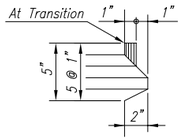
NOTE: Block Out Bottom Corners Of Right Rail For Right Forward Skew, And Left Rail For Left Forward Skew To Clear Precast Wings.




**BARS E – #5**

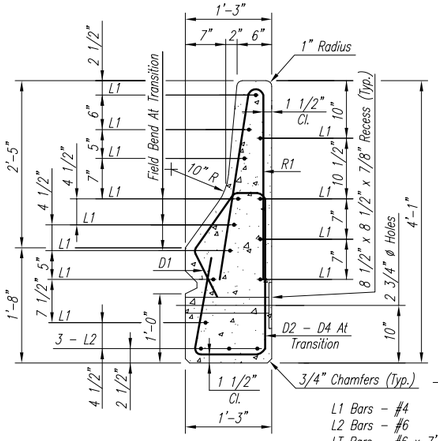



**BARS DB – #5**




**KEYWAY DETAIL**

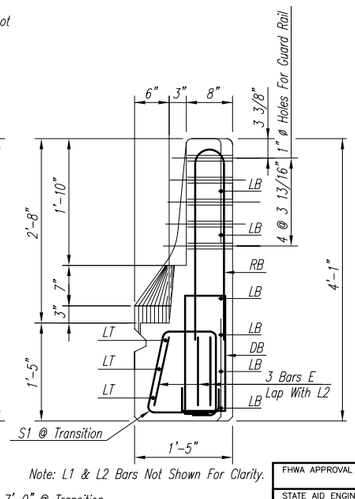
PAY ITEM
S-806-C: Precast Concrete Barrier Rail – per linear foot




L1 Bars – #4
L2 Bars – #6
LT Bars – #6 x 7'-0" @ Transition
LB Bars – #4 x 3'-2" @ End Block

Note: L1 & L2 Bars Not Shown For Clarity.

**TYPICAL SECTION**




**END ELEVATION**

## GENERAL NOTES

Specifications: Current Mississippi Standard Specifications For State Aid Road And Bridge Construction.

All Concrete Shall Obtain A Minimum Compressive Strength Of 3,000 p.s.i. At 28 Days. And Obtain A Minimum Compressive Strength Of 2,500 p.s.i. Before Units Are Lifted From Forms.

Reinforcing Steel Shall Be Deformed Bars Conforming To A.S.T.M. A615, Grade 60. All Reinforcing Steel Shall Be Accurately Located In The Forms And Securely Held In Place By The Means Of Steel Wire Supports.

Screw Anchor And Bolt Assembly Shall Be 2" ø x 2'-11" As Manufactured By Richmond Screw And Anchor Co., Inc. Or Equal. Assembly Shall Be Galvanized In Accordance With A.S.T.M. A153. Minimum Ultimate Strength In Tension Shall Be 112,000 Lbs. Anchor Plate Washers For Screw Anchor Bolts Shall Be 7 1/2" x 7 1/2" x 7/8" Steel Plate, A.S.T.M. A123.

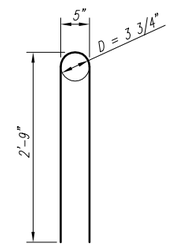
All Material For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefore Will Be Considered Included In The Prices And Payments For Bid Items.

## DESIGN DATA:

Specifications:.....A.A.S.H.T.O. LRFD BRIDGE DESIGN SPECIFICATIONS, 4th EDITION, 2007, Through 2009 Interims




**BARS S1 – #4**

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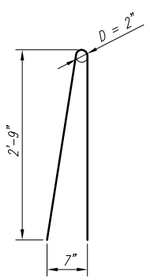


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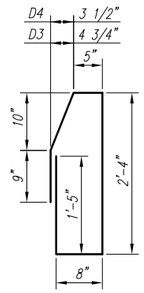
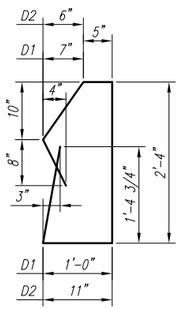



**BARS D3 & D4 – #4**




**BARS D1 & D2 – #4**

**BAR BENDING DETAILS**
Dimensions Are Out To Out.

| | | | | |
|---|---|---|---|---|
| | | | MBE | BY |
| | | | 4-11 | Rev. AASHTO LRFD 2009 |
| | | | | REVISIONS |

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

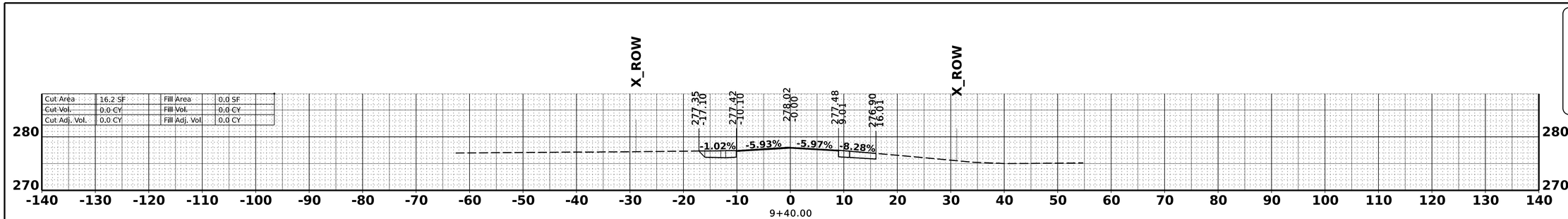
# 19'–0" SOLID TYPE BARRIER RAIL

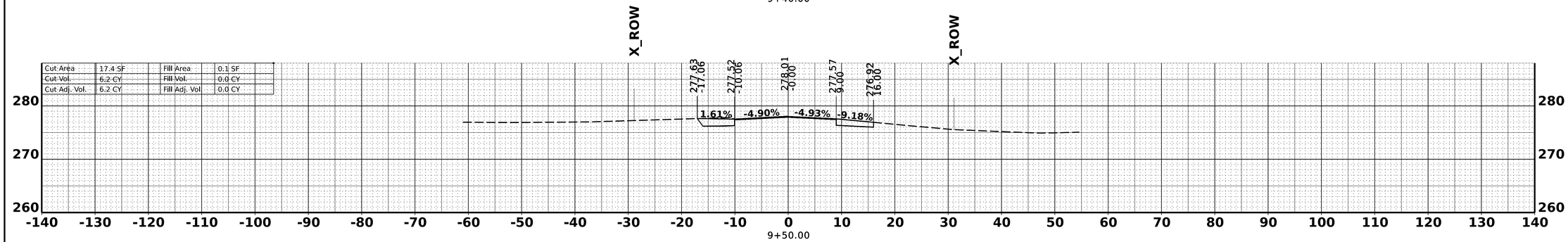
FHWA APPROVAL 6-10
STATE AID ENGINEER: J. BROOKS MILLER, Sr.
BRIDGE ENGINEER: FRED HOLLIS

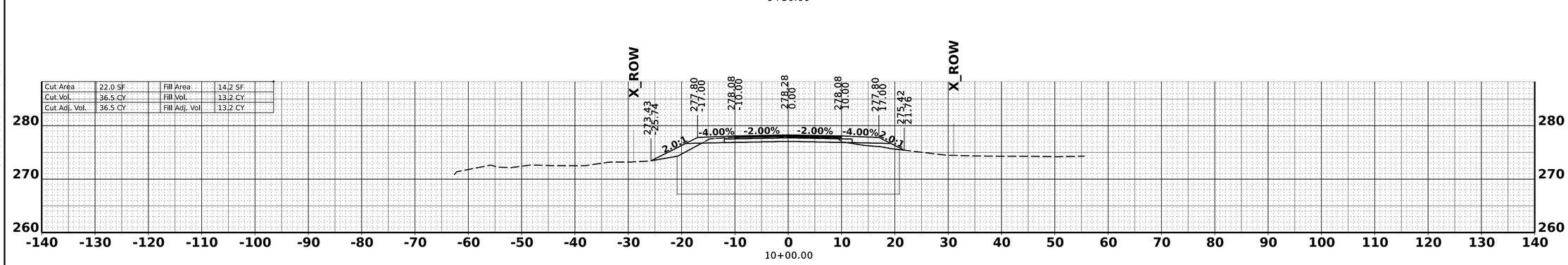
DRAWN BY: M.B.E
DESIGNED BY: M.B.E
ISSUED BY: F.C.H.
DATE: 6-11
DRAWING NUMBER: PC–18–09

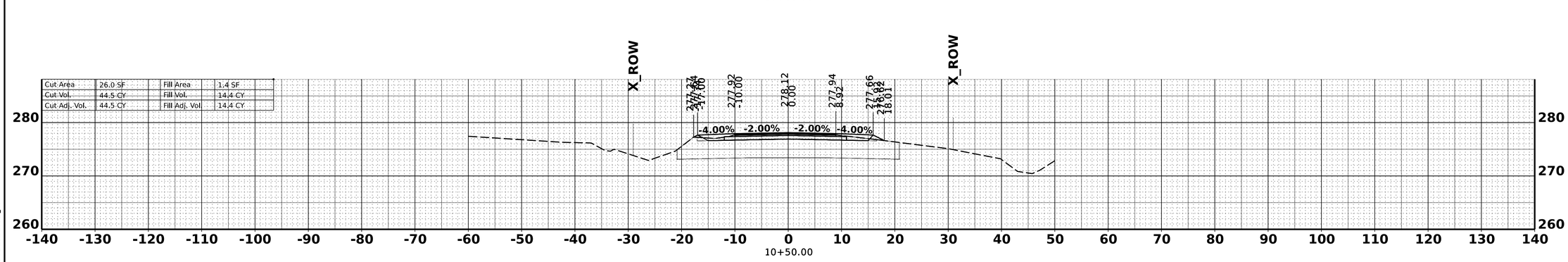
PC018Rail19 (SF-12) 2-15-2006

CROSS SECTION SHEET




KOHL BOOLER
LICENSED PROFESSIONAL ENGINEER
35697
STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

DESIGNED BY: RKB
DETAILED BY: RKB
CHECKED BY: FMT
DATE: 6/26/2026

FMS CON: 109860/701000
PROJECT NO.: STP-7287-00(001)LPA
COUNTY: HINDS

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**STA. 9+40.00 - STA. 10+50.00**

SHEET NO.
**9001**

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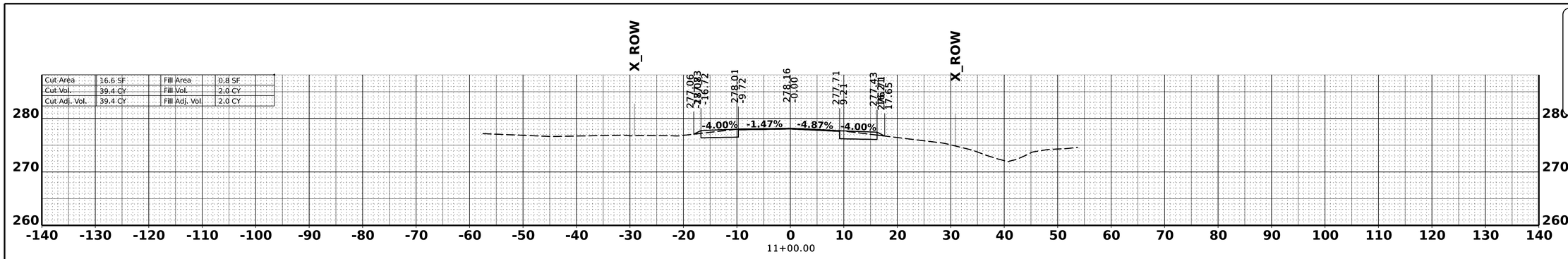


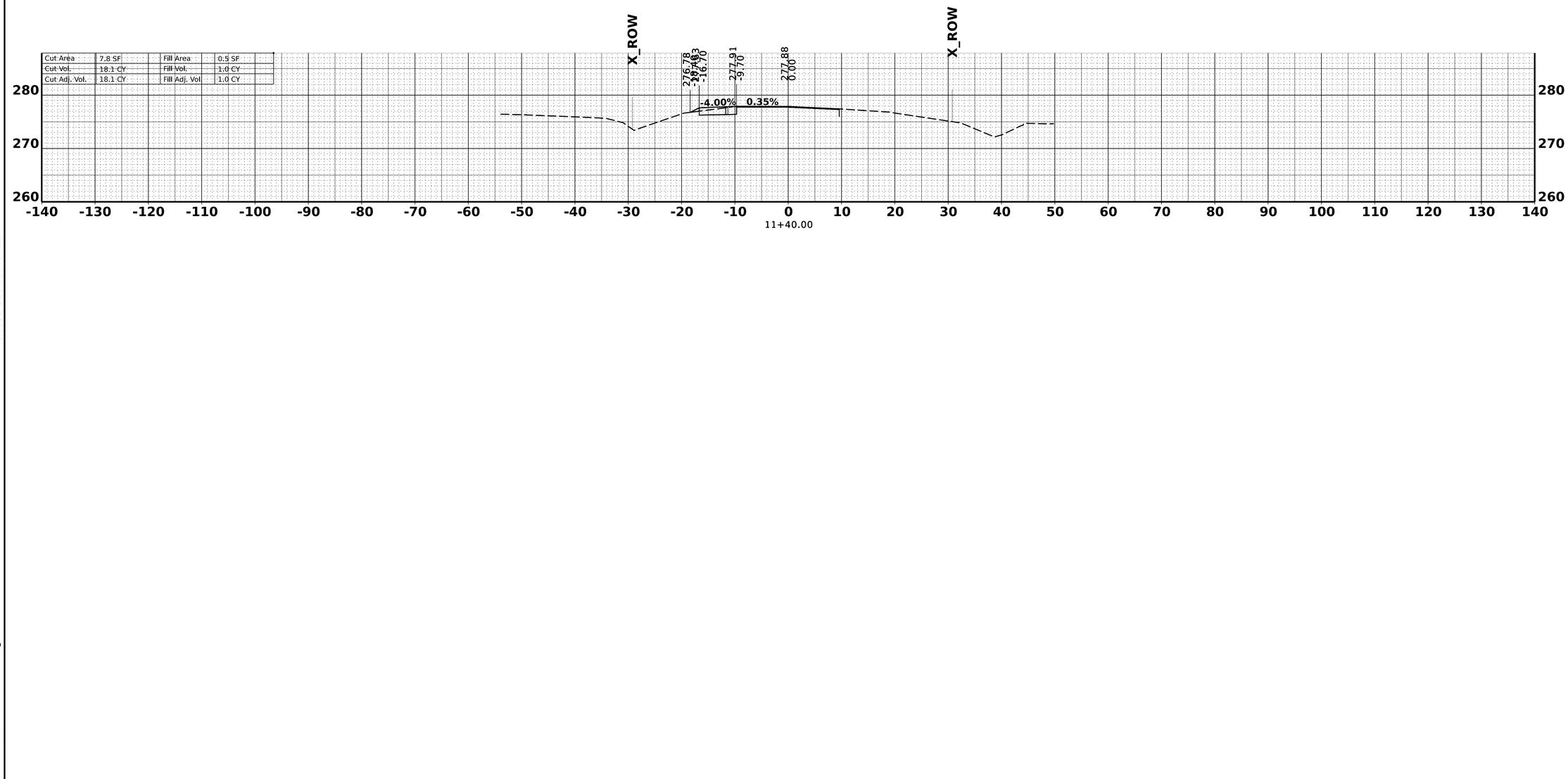


CROSS SECTION SHEET

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KOHL BOOZER
LICENSED PROFESSIONAL ENGINEER
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STATE OF MISSISSIPPI
06/26/2026

**CITY OF JACKSON**

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**9002**