

Department of Engineering  
Tim Bryan, P.E., County Engineer

3137 South Liberty Street, Canton, MS 39046  
Office (601) 790-2525 FAX (601) 859-3430

## MEMORANDUM

July 13, 2022

To: Sheila Jones, Supervisor, District I  
Trey Baxter, Supervisor, District II  
Gerald Steen, Supervisor, District III  
Karl Banks, Supervisor, District IV  
Paul Griffin, Supervisor, District V

From: Tim Bryan, P.E.  
County Engineer

Re: MDOT Right-of-Way Permit, Form MND-004  
Bridge over MDOT Right-of-Way for Reunion Parkway Phase 2

The Engineering Department requests that the Board approve submission of and authorize the Board President to sign the attached MDOT Form MND-004 which will give the County permission to construct the bridge over I-55 Right-of-Way

Applicant Contact Name: \_\_\_\_\_

Applicant Contact Phone #: \_\_\_\_\_

**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
APPLICATION FOR PERMIT TO LOCATE CERTAIN FACILITIES  
ON OR TO PERFORM CERTAIN WORK ON STATE  
HIGHWAY RIGHT OF WAY**

(Please Print) Name: \_\_\_\_\_ Address: \_\_\_\_\_  
Company (or) Individual Street/Route

City County State Zip Code

herein called the applicant, who does hereby make application to the Mississippi Department of Transportation, the duly authorized agent for the Mississippi Transportation Commission, for permission to \_\_\_\_\_

\_\_\_\_\_ on or across

Highway No. \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_

Latitude (decimal degrees) \_\_\_\_\_ Longitude (decimal degrees) \_\_\_\_\_

in \_\_\_\_\_ County, Mississippi and in consideration of this permit being granted, said applicant does hereby agree to perform the above work in accordance with the plan shown herein below and does further agree, with full understanding of the terms thereof, to the following provisions:

- (a) That the Mississippi Department of Transportation does not purport to grant to said applicant any right, title, claim or easement in or upon said highway or right-of-way appurtenant thereto.
- (b) The plan of the proposed work or facility set out below or attached hereto is incorporated herein by reference and made a part of this application as if fully described herein by words and figures.
- (c) It is agreed that this permit is void if all work shown on this plan is not completed in accordance with this plan within one year after date of approval.
- (d) It is agreed that no trees or shrubs on the highway right-of-way will be cut, trimmed, or damaged during the process of the proposed work or maintenance of this work or facility except as shown on the plan.
- (e) All sod disturbed by the proposed work shall be neatly dressed and grassed in accordance with the vegetation schedule outlined elsewhere in this permit. The applicant shall maintain the dressed and grassed area for a sufficient length of time to insure a growing sod.
- (f) The applicant is responsible for any conflicts with other utilities on the highway right-of-way and is to secure permission from said utilities for any necessary alterations.
- (g) The Mississippi Department of Transportation may at any time require and compel the removal or relocation of any facility herein described, shown or referred to, when said Mississippi Department of Transportation deems it necessary. All expense of said removal or relocation is to be borne exclusively by the applicant, and the Mississippi Department of Transportation is to be in no way liable.
- (h) The applicant accepts the responsibility of the safety of the traveling public and his/her workers and agrees to furnish, place and maintain traffic control devices, if required, in accordance with Part 6 of the Manual On Uniform Traffic Control Devices For Streets and Highways (MUTCD), Current Edition as a minimum. The applicant shall attach a special traffic control plan to the application if special traffic control details are required.
- (i) All work associated with this permit shall be designed, detailed and constructed in accordance with the Department's Roadway and Bridge Design Manuals and Standard Drawings and the Mississippi Standard Specifications for Road and Bridge Construction.
- (j) The Mississippi Department of Transportation in granting this permit does not in any way assume the maintenance or upkeep of the facility or proposed improvement herein described. Nor, will the Mississippi Department of Transportation be held responsible for any damage, which may be inadvertently done to this facility or proposed improvement regardless of the source or cause of such damage.
- (k) A copy of the approved plan is to be kept at the site of the work at all times while work is in progress.
- (l.) Said applicant hereby expressly agrees for himself, his heirs, assigns and legal representatives, that upon request of said Mississippi Department of Transportation, he will without delay either reconstruct, remove or move the facility herein described to another location, all in accordance with the terms of the request so made by the said Mississippi Department of Transportation. It is distinctly understood that said new location will be made or designated by said Mississippi Department of Transportation after agreement with said applicant or its successors, if possible. It is further understood and agreed that, if this permit is granted and acted upon by the said applicant, the said Mississippi Department of Transportation will use all reasonable effort to avoid the necessity of requesting that the herein mentioned facility be removed, moved, altered, or reconstructed.

(m.) The applicant does hereby covenant and agree to indemnify and hold harmless the Mississippi Transportation Commission and the Mississippi Department of Transportation from and against any claims, actions, suits, causes or demands, including court costs and reasonable attorney's fees, proximately resulting from acts or omissions of the applicant, or applicant's servants, agents or employees in the construction and maintenance of all facilities outlined under this permit.

Witness my signature this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_, which is applicable to sheets 1 through \_\_\_\_\_ of permit number \_\_\_\_\_.

\_\_\_\_\_  
Signature of Applicant

By: \_\_\_\_\_  
Printed Name and Title

STATE OF MISSISSIPPI  
COUNTY OF \_\_\_\_\_

Personally appeared before me, the undersigned authority, \_\_\_\_\_ whose  
Printed Name of Applicant

names(s) \_\_\_\_\_ subscribed to this instrument as the \_\_\_\_\_ of  
is/are Title of Applicant

\_\_\_\_\_ who having been first fully sworn acknowledged that they  
Name of Company (or) Individual

executed the above agreement as the act and deed of the said applicant for the purpose and consideration and in the capacity therein expressed and on the date above written.

Given under my hand and seal of office this the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

My Commission Expires: \_\_\_\_\_  
Signature of Notary Officer

Field Inspection By: \_\_\_\_\_ 20\_\_\_\_

Approved: MISSISSIPPI DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Deputy Executive Director/Chief Engineer

By: \_\_\_\_\_ 20\_\_\_\_

Installation Inspection By: \_\_\_\_\_ 20\_\_\_\_

Mississippi Department of Transportation  
Completion of Work Certification

This permit requires that the named applicant submit the following certification with signature(s) and insure proper filing with MDOT's District Permit Department before the permit is closed and all associated bonds are released:

Permit Representative's signature(s) acknowledges the following:

We/(I), certify that the requirements of this permit have been constructed as stated in the approved final permit. Furthermore, no work performed as an exercise of the approved permit, has been relocated or altered without such change being shown on an approved revision of the permit or approved addenda thereto.

\_\_\_\_\_  
Printed Name of Applicant

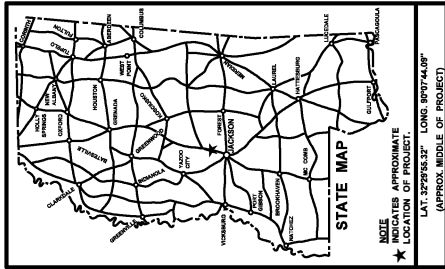
\_\_\_\_\_  
Signature of Applicant

Sheet No.: 4 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	105278	1



DESIGN CONTROL  
45 MPH - V (SPEED DESIGN)

PERMITS ACQUIRED BY LPA	
WETLANDS AND WATERS PERMITS	
WATERS	
WETLANDS	
NATIONWIDE #14	
NATIONWIDE (OTHER)	
GENERAL*	
INDIVIDUAL (404)*	
STORMWATER PERMIT	
REDESIGNED VEHICULAR ALIGNMENT	
REDESIGNED NON-VEHICULAR ALIGNMENT	
REDESIGNED SIDEWALKS	
NO STORMWATER PERMIT REQUIRED (S-MD02)	
APPROVED BY:	

P, S & E DATE:	
APPROVED:	
COUNTY ENGINEER	
DATE	
PROJECT ENGINEER	
DATE	

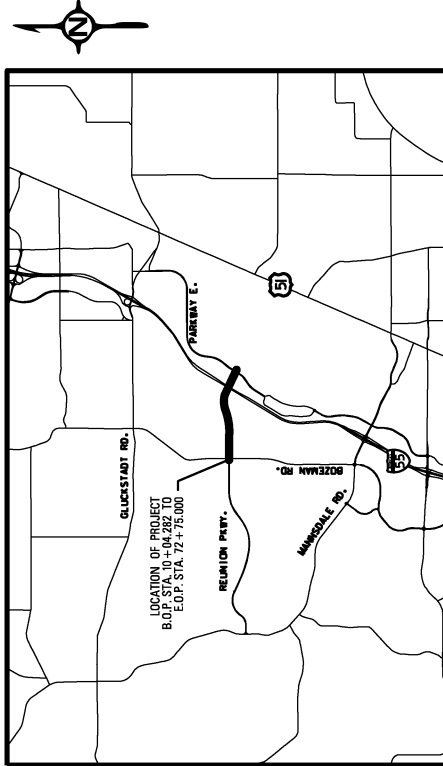
# MADISON COUNTY

## 0055-02(208)LPA - 105278-701000

### PROJECT NO. 105278

#### REUNION PARKWAY PROJECT (BOZEMAN RD. TO PARKWAY E.)

SCALES  
PLAN 1 IN. = 50 FT.  
PROFILE HOR. 1 IN. = 50 FT.  
VERT. 1 IN. = 10 FT.  
LAYOUT 1 IN. = 50 FT.



**EXCEPTIONS**  
(NONE)

**EQUATIONS**  
(NONE)

**LENGTH DATA**

6095 FT.  
3165 FT.  
235 FT.  
6271 FT.

1.2 MI.  
0.6 MI.  
0.1 MI.  
1.3 MI.

LENGTH OF REUNION ROADWAY  
LENGTH OF BOZEMAN ROADWAY  
LENGTH OF BRIDGES  
LENGTH OF PROJECT

**GENERAL INDEX**

INCLUDED THIS PROJECT	SECTION NUMBER SHEET
<input checked="" type="checkbox"/>	ROADWAY ..... 1
<input checked="" type="checkbox"/>	PERMANENT SIGNS ..... 1001
<input checked="" type="checkbox"/>	TRAFFIC SIGNALS ..... 2001
<input type="checkbox"/>	ITS COMPONENTS ..... 3001
<input type="checkbox"/>	LIGHTING ..... 4001
<input type="checkbox"/>	(RESERVED) ..... 5001
<input checked="" type="checkbox"/>	ROADWAY STANDARD DWGS ..... 6001
<input type="checkbox"/>	BOX CULVERT STD. DRAWINGS (LRFD) ..... 7001
<input type="checkbox"/>	BOX CULVERT STD. DRAWINGS (STD. SPEC.)/7501
<input checked="" type="checkbox"/>	BRIDGE ..... 8001
<input checked="" type="checkbox"/>	CROSS SECTIONS ..... 9001

**BRIDGE STRUCTURES REQ'D.**  
STA. 62+17.05 TO STA. 64+52.05

**BOX BRIDGES REQ'D.**  
(NONE)

PLANS STAGE	DATE PRINTED
<input type="checkbox"/> FIELD INSPECTION	
<input type="checkbox"/> OFFICE REVIEW	
<input checked="" type="checkbox"/> PS&E	X - XX - XX
<input type="checkbox"/> STREET READY	

MADISON COUNTY 1

Sheet No.: 5 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	105278

**GENERAL NOTES (CONT.)**

- 20) 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.
- 21) THIN LAYERS OF ROCK ENCOUNTERED DURING EXCAVATION WILL BE PAID FOR AS UNCLASSIFIED EXCAVATION. SOLID ROCK IF SHOWN ON PLANS AND CROSS SECTIONS WILL BE PAID FOR AS ROCK EXCAVATION.
- 22) PRIOR TO OPERATION OPERATIONS, THE EXISTING TOP 4" TOPSOIL IS TO BE STRIPPED AND STOCKPILED. AFTER THE GRADING OPERATIONS ARE COMPLETED, SAID TOPSOIL SHALL BE PLACED ON ALL AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE PROTECTED, IN ACCORDANCE WITH SECTION 211 OF THE SPECIFICATIONS, OR THE VEGETATION SCHEDULE (SEE WK. SH. VS-1). EXISTING TOPSOIL AND ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE EXISTING TOPSOIL IS TO BE ABSORBED IN OTHER EARTHWORK ITEMS.
- 23) TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT, NEATNESS, AND STRAIGHTNESS.
- 24) ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.
- 25) 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.
- 26) THE COST FOR REMOVAL OF ALL HEADWALLS AND WINGWALLS (PIPES, BOX CULVERTS, BOX BRIDGES) SHALL BE ABSORBED IN OTHER ITEMS BID.
- 27) 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.
- 28) INSTALLATION DATES SHALL BE CLEARLY WRITTEN IN BOLD BLACK MARKINGS ON THE BACK BOTTOM HALF OF ALL SIGNS WITH A PERMANENT MARKING STICK THAT IS WATERPROOF, FADE RESISTANT AND MARKS ON WET OR DRY SURFACES.
- 29) 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.
- 30) 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.
- 31) ALL EXISTING SIGNS AND SUPPORTS REMOVED UNDER THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ARE NOT A SEPARATE PAY ITEM.

**GENERAL NOTES**

- 1) THE LOCATION AND SPACING OF SIGNS SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- 2) ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).
- 3) ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.
- 4) A SOIL PROFILE HAS BEEN PREPARED FOR THIS PROJECT USING SAMPLES TAKEN FROM HOLES AT THE LOCATIONS INDICATED IN THE TEST REPORTS. THIS SOIL PROFILE IS ON FILE AT THE OFFICE OF THE ENGINEER AND IS AVAILABLE FOR EXAMINATION. THE DEPARTMENT DOES NOT GUARANTEE THAT THE MATERIALS AS SHOWN IN THE REPORTS ARE NECESSARILY TO BE FOUND OUTSIDE THE TEST HOLES.
- 5) 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
- 6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPE, INLETS, APRONS, AND BRIDGES FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- 7) THE TOP THREE FEET AND VARIABLE OF THE DESIGN SOILS (BOTH NATURAL AND EMBANKMENT) SHALL BE CONSTRUCTED OF SOIL CLASSIFIED AS B-9 OR BETTER, PER AASHTO DESIGNATION: M 145-91, EXCEPT AT UNDERCUT LOCATIONS DESIGNATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER TO RECEIVE CLASS B-15 BORROW EXCAVATION. EXTREME CARE SHALL BE EXERCISED IN UNDERCUT AREAS, AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS AS DIRECTED BY THE ENGINEER. FOR ADDITIONAL DETAILS THE CONTRACTOR IS REFERRED TO THE NOTICE TO BIDDERS ON DESIGN SOIL MATERIAL IN THE CONTRACT PROPOSAL DOCUMENT.
- 8) ALL PIPE JOINTS ARE TO BE WRAPPED IN 24-INCH WIDE TYPE V GEOTEXTILE FABRIC. ALL PICKUP HOLES SHALL BE PLUGGED AND COVERED WITH TYPE V GEOTEXTILE FABRIC, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
- 9) 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.
- 10) 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 MADISON COUNTY ROAD MANAGER 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.
- 11) SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS INCLUDED IN THE PLANS.
- 12) WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE. (SEE WK. NO. ECD-3)
- 13) 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.
- 14) SMALL AMOUNTS OF EXCAVATION MAY BE NECESSARY AT SOME OF THE SITES. THIS MATERIAL MAY BE USED AS E.S.F.E. MATERIAL AND WILL BE PAID FOR BORROW. NO E.S.F.E. MATERIAL SHALL BE REMOVED FROM THE PROJECT WITHOUT THE APPROVAL OF THE ENGINEER.
- 15) VEGETATIVE MATERIAL WILL BE REMOVED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
- 16) THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE SURFACE TREATED SHOULDER THAT MIGHT OCCUR DURING CONSTRUCTION. ANY REPAIR TO SHOULDER WILL BE IN ACCORDANCE WITH SECTION 410 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.
- 17) THE CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR FROM ADJACENT PROJECT(S) IN IMPLEMENTING THE TRAFFIC CONTROL PLAN AS DIRECTED BY THE ENGINEER. ALL CONFLICTING SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
- 18) THE CONTRACTOR SHALL COVER ANY TEMPORARY TRAFFIC CONTROL SIGNS SHOWN IN THE TRAFFIC CONTROL PLAN THAT DO NOT APPLY TO THE CURRENT PHASE.
- 19) 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.

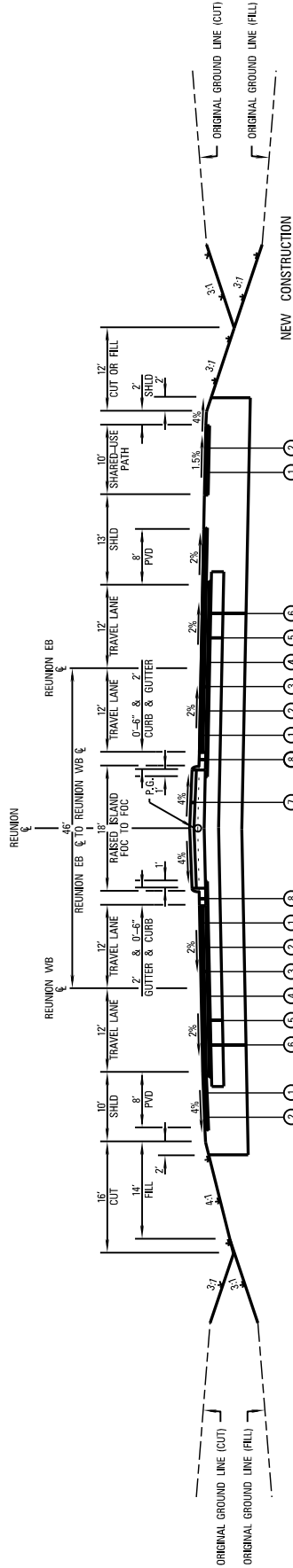
MADISON COUNTY BOARD OF SUPERVISORS	
GENERAL NOTES	
PRELIMINARY	NOT FOR
CONSTRUCTION	WORKING DRAWING
GN-1	SHEET NUMBER
SPGS	FILE NUMBER
DATE: 6/26/92	DATE: 6/26/92
PROJECT NO.: 105278	COUNTY: MADISON
FILE NAME: GNL.GPO	PERSON: T.M. KEL
CREATED: KEL	DATE: 6/26/92

Sheet No.: 6 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	105278



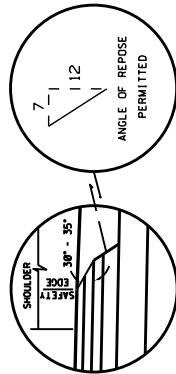
**NEW CONSTRUCTION**

- ① 1.5" 8.5mm MIXTURE MT. ASPHALT PAVEMENT
- ② 2.5" 12.5mm MIXTURE MT. ASPHALT PAVEMENT
- ③ 3.0" 19mm MIXTURE MT. ASPHALT PAVEMENT
- ④ 2.5" 19mm MIXTURE ST. ASPHALT PAVEMENT
- ⑤ LIME TREATED SUBGRADE (6% HYDRATED LIME BY DRY WEIGHT OF SOIL)
- ⑥ 36" UNDERCUT AND NON-EXPANSIVE CLAY (BS-6) SOIL BACKFILL MATERIAL
- ⑦ 4" MEDIAN ISLAND PAVEMENT
- ⑧ TYPE 3 MODIFIED CURB & GUTTER

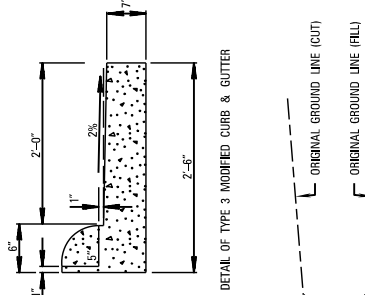
**TYPICAL SECTION**

REUNION PARKWAY  
NEW CONSTRUCTION

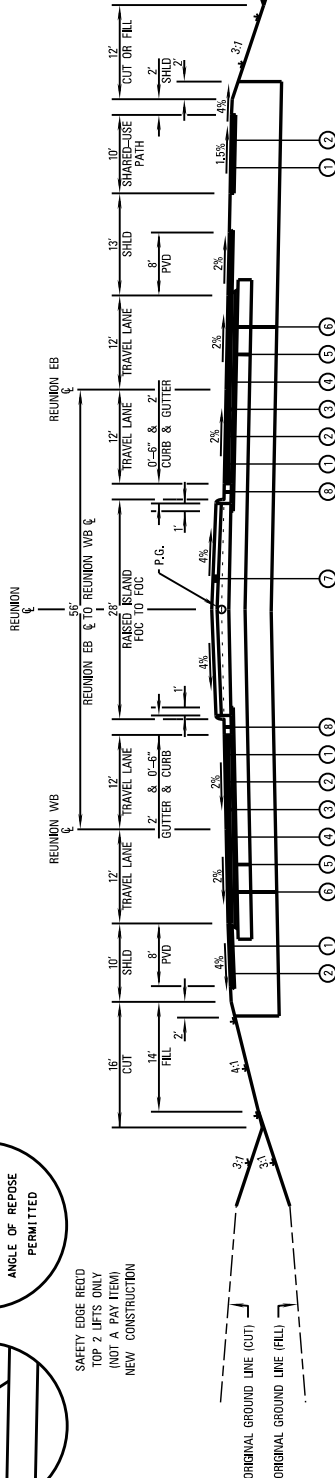
STA. 14 + 25.00, TO STA. 48 + 50.00



SAFETY EDGE REID  
TOP 2 LIFTS ONLY  
(NOT A PAY ITEM)  
NEW CONSTRUCTION



DETAIL OF TYPE 3 MODIFIED CURB & GUTTER



**TYPICAL SECTION**

REUNION PARKWAY  
NEW CONSTRUCTION

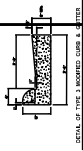
STA. 48 + 50.00 TO STA. 62 + 17.05 (BR. ABUT.)

STA. 64 + 52.05 (BR. ABUT.) TO E.O.P.

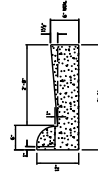
MADISON COUNTY BOARD OF SUPERVISORS	
TYPICAL SECTIONS	
REUNION PARKWAY	
PRELIMINARY	NOT FOR CONSTRUCTION
WORKING NUMBER	TS-1
SHEET NUMBER	\$PG\$
PROJECT NO.	105278
COUNTY	MADISON
FILE NAME	TS-1.dwg
DESIGN TEAM	DEL
DATE	6/29/2022

Sheet No.: 7 OF 39

Permit No.: \_\_\_\_\_



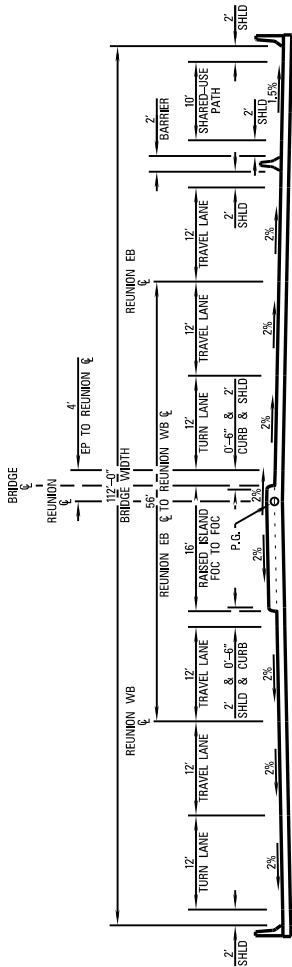
REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



DETAIL OF TYPE 3 MODIFIED CURB & GUTTER

STATE	PROJECT NO.
MISS.	105278

MADISON COUNTY BOARD OF SUPERVISORS	
TYPICAL SECTION	
I-55 BRIDGE AND BOZEMAN ROAD	
PRELIMINARY	NOT FOR CONSTRUCTION
WORKING NUMBER	TS-2
SHEET NUMBER	\$PG\$
PROJ. NO.:	105278
COUNTY:	MADISON
FILE NAME:	TS-1-400
DESIGN TEAM:	NEI
DATE:	6/29/2002
CHECKED:	NEI

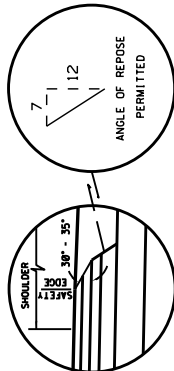
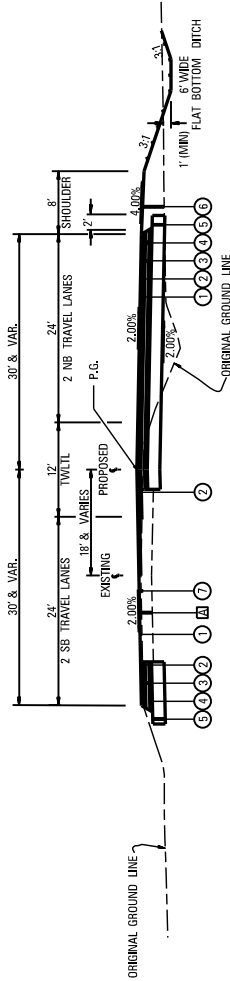


- NEW CONSTRUCTION**
- ① 1.5" 8.5mm MIXTURE, MT. ASPHALT PAVEMENT
  - ② 2.5" 12.5mm MIXTURE, MT. ASPHALT PAVEMENT
  - ③ 3.0" 19mm MIXTURE, MT. ASPHALT PAVEMENT
  - ④ 2.5" 19mm MIXTURE ST. ASPHALT PAVEMENT
  - ⑤ 12" LIME TREATED SUBGRADE (6% HYDRATED LIME BY DRY WEIGHT OF SOIL)
  - ⑥ VAR. DEPTH B9-4 BORROW MATERIAL
  - ⑦ 1.5" MILLING
- EXISTING**
- Ⓐ EXISTING PAVEMENT

**TYPICAL SECTION**

REUNION PARKWAY BRIDGE  
NEW CONSTRUCTION  
STA. 62 + 17.05 TO STA. 64 + 52.05

NOTE FOR BRIDGE DETAILS SEE SHT. NO. 8001 TO SHT. NO. 8034



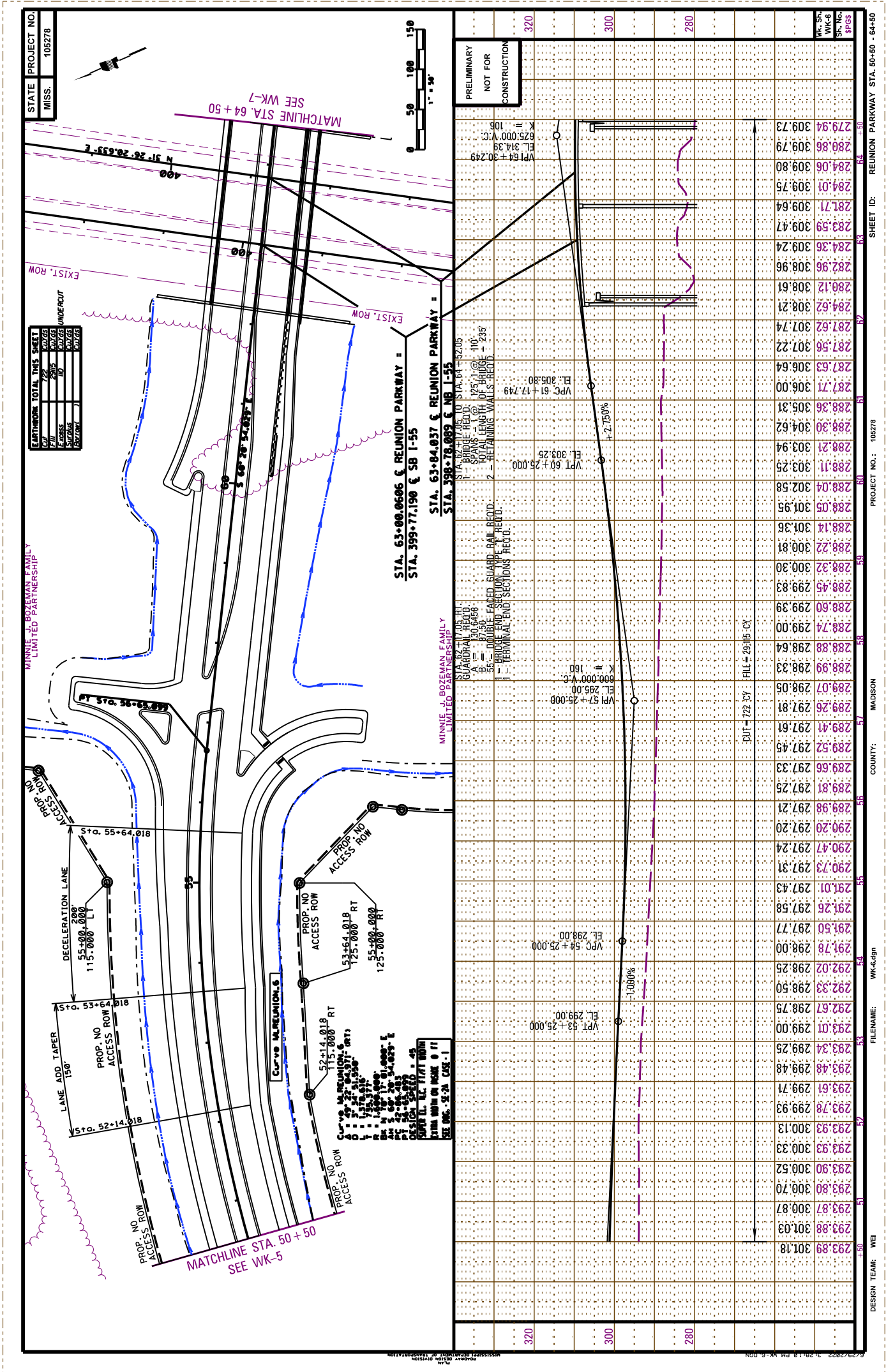
SAFETY EDGE RELD  
TOP 2 LIFTS ONLY  
(NOT A PAY ITEM)  
NEW CONSTRUCTION



Sheet No.: 8 OF 39

Permit No.: \_\_\_\_\_

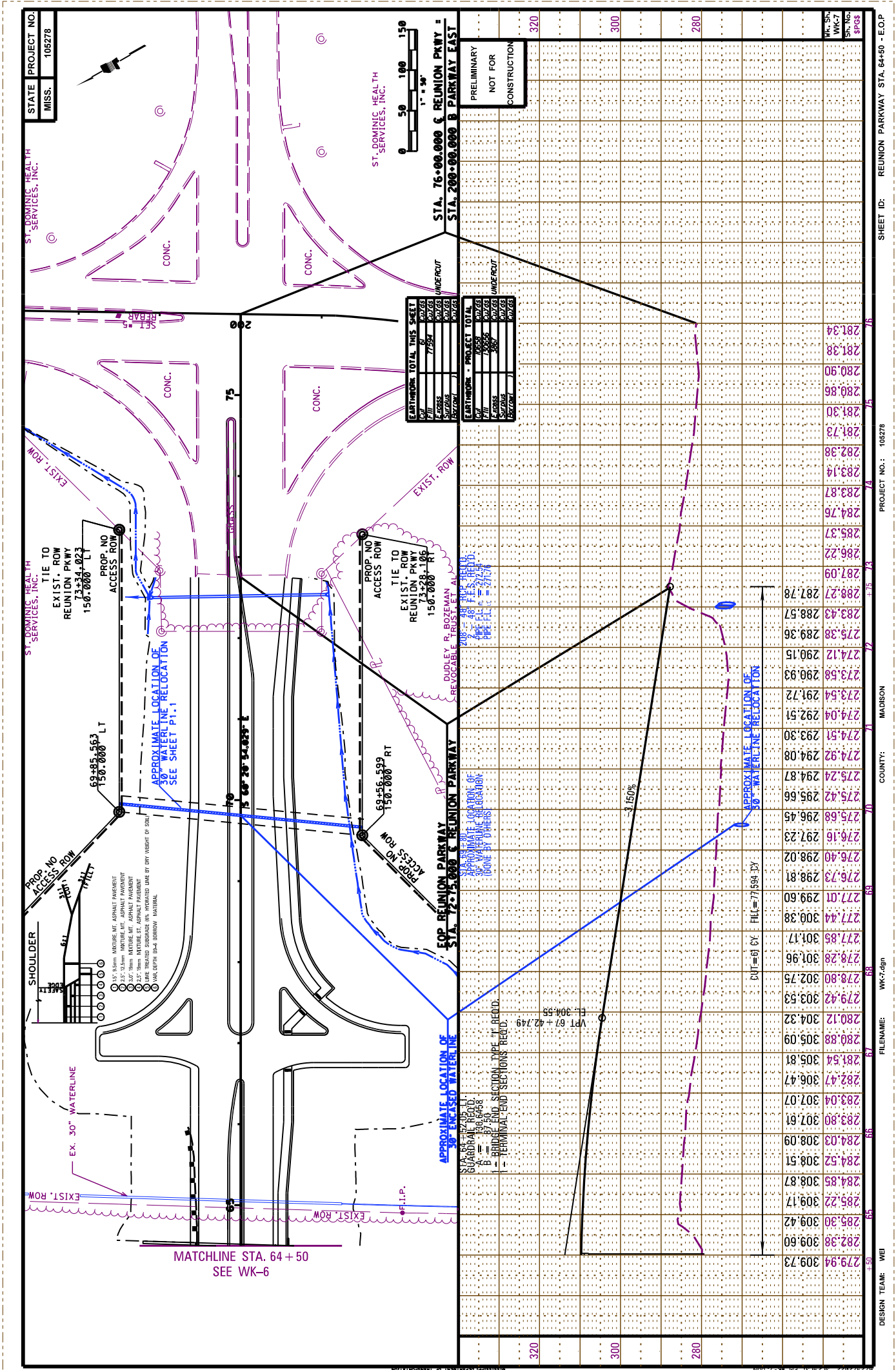
REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



Sheet No.: 9 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



STATE	PROJECT NO.
MISS.	105278

DATE	BY	DATE	BY

ITEM	QUANTITY	UNIT
GRAVEL	105.00	CY
CRUSHED STONE	105.00	CY
CONCRETE	105.00	CY
ASPHALT	105.00	CY
OTHER	105.00	CY
TOTAL	420.00	CY

STATION	PROP. NO.	EXIST. ROW	PROP. ROW	WIDTH	DEPTH	REMARKS
279.94	69+85.563	150'-00" LT	150'-00" LT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
280.00	69+56.539	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
280.50	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
281.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
281.50	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
282.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
282.50	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
283.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
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284.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
284.50	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
285.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
285.50	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
286.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
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287.00	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
287.50	73+28.106	150'-00" RT	150'-00" RT	30'	6"	APPROXIMATE LOCATION OF 30' WATERLINE RELOCATION SEE SHEET PI.1
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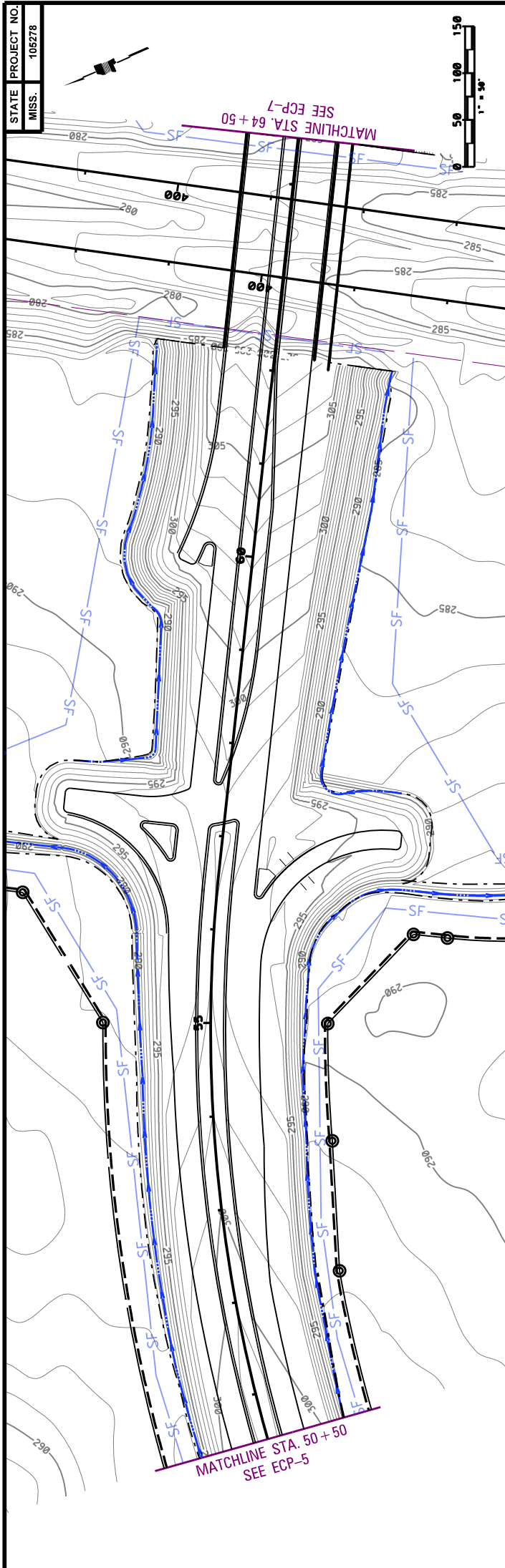
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 COUNTY: MADISON  
 FILENAME: WK3.dgn  
 DESIGN TEAM: WEI  
 PROJECT NO.: 105278  
 SHEET ID: REUNION PARKWAY STA. 64+50 - E.O.P.

NOT TO SCALE  
 DATE: 12/20/2023  
 TIME: 10:10:15 AM

Sheet No.: 10 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



Station	Prop. Elev.	Contour Elev.	Grade (%)	Notes
50+50	283.89	283.88		
50+51	283.88	283.87		
50+52	283.80	283.80		
50+53	283.93	283.93		
50+54	283.78	283.78		
50+55	283.61	283.61		
50+56	283.48	283.48		
50+57	283.34	283.34		
50+58	283.01	283.01		
50+59	282.67	282.67		
50+60	282.50	282.50		
50+61	282.02	282.02		
50+62	281.78	281.78		
50+63	281.50	281.50		
50+64	281.26	281.26		
50+65	281.01	281.01		
50+66	280.73	280.73		
50+67	280.47	280.47		
50+68	280.20	280.20		
50+69	280.98	280.98		
50+70	280.81	280.81		
50+71	280.63	280.63		
50+72	280.56	280.56		
50+73	280.62	280.62		
50+74	280.74	280.74		
50+75	280.96	280.96		
50+76	281.36	281.36		
50+77	281.59	281.59		
50+78	281.71	281.71		
50+79	281.01	281.01		
50+80	284.06	284.06		
50+81	280.86	280.86		
50+82	279.94	279.94		

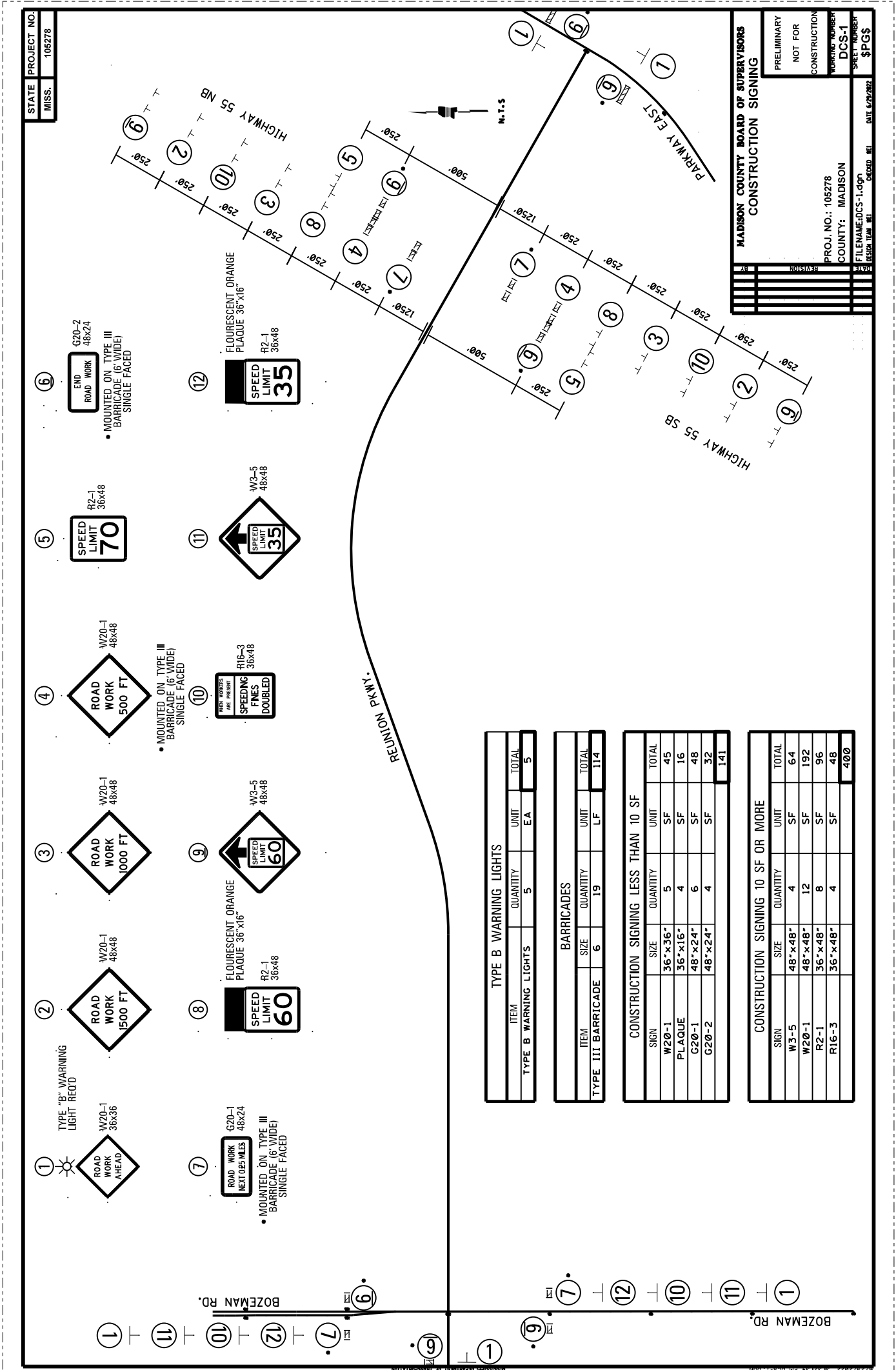
DESIGN TEAM: WEI  
COUNTY: MADISON  
PROJECT NO.: 105278  
SHEET ID: EROSION CONTROL STA. 50+50 - 64+50



Sheet No.: 12 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



**MADISON COUNTY BOARD OF SUPERVISORS  
CONSTRUCTION SIGNING**

PRELIMINARY  
NOT FOR  
CONSTRUCTION

WORKING NUMBER  
DCS-1

SHEET NUMBER  
SPGS

DATE 6/27/2022

PROJECT NO.: 105278  
COUNTY: MADISON

FILE NAME: DCS-1-100  
PERSON: TAMI BEL  
CHECKED: BEL

TYPE B WARNING LIGHTS			
ITEM	QUANTITY	UNIT	TOTAL
TYPE B WARNING LIGHTS	5	EA	5

BARRICADES			
ITEM	SIZE	QUANTITY	TOTAL
TYPE III BARRICADE	6	19	114

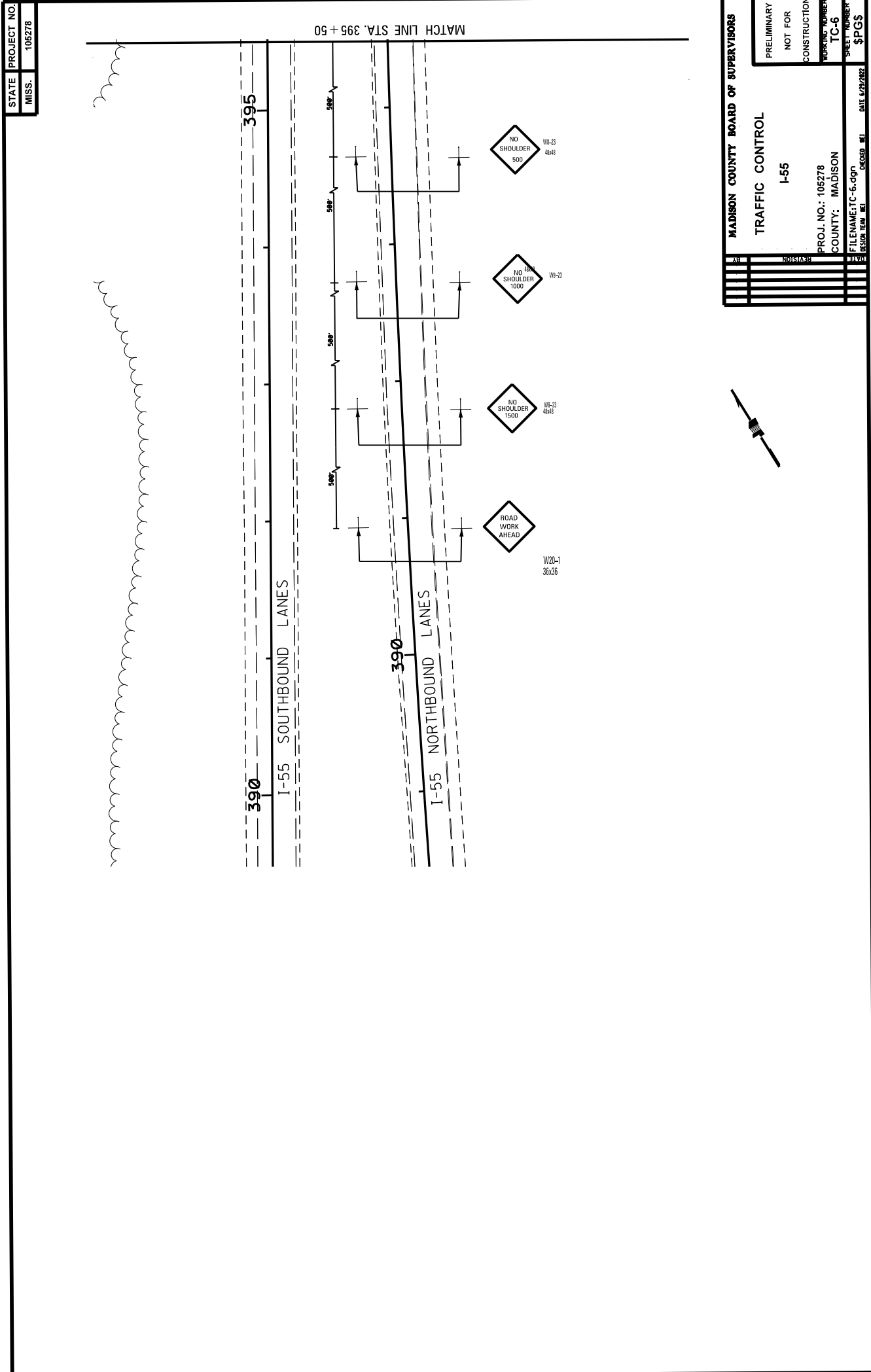
CONSTRUCTION SIGNING LESS THAN 10 SF			
SIGN	SIZE	QUANTITY	TOTAL
W20-1	36" x 36"	5	45
PLAQUE	36" x 16"	4	16
G20-1	48" x 24"	6	48
G20-2	48" x 24"	4	32
			141

CONSTRUCTION SIGNING 10 SF OR MORE			
SIGN	SIZE	QUANTITY	TOTAL
W3-5	48" x 48"	4	64
W20-1	48" x 48"	12	192
R2-1	36" x 48"	8	96
R16-3	36" x 48"	4	48
			400

Sheet No.: 13 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



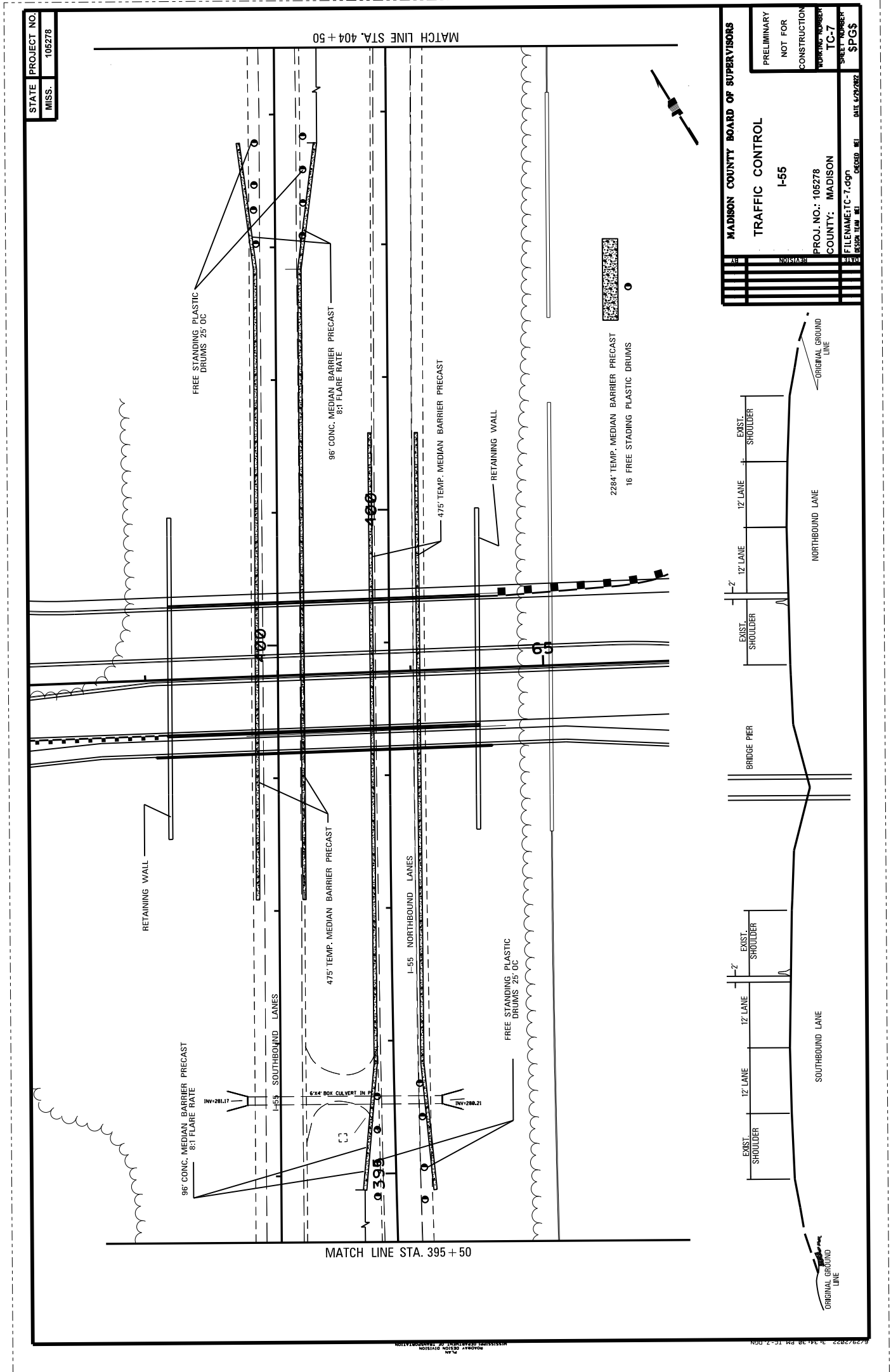
STATE	PROJECT NO.
MISS.	105278

MADISON COUNTY BOARD OF SUPERVISORS	
TRAFFIC CONTROL	
PRELIMINARY	NOT FOR CONSTRUCTION
I-55	PROJECT NUMBER TC-6
PROJ. NO.: 105278	COUNTY: MADISON
FILE NAME: TC-6.dgn	SHEET NUMBER \$PG\$
DATE: 6/20/02	DATE: 6/20/02
BY: _____	DATE: _____
CHECKED: _____	DATE: _____

Sheet No.: 14 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

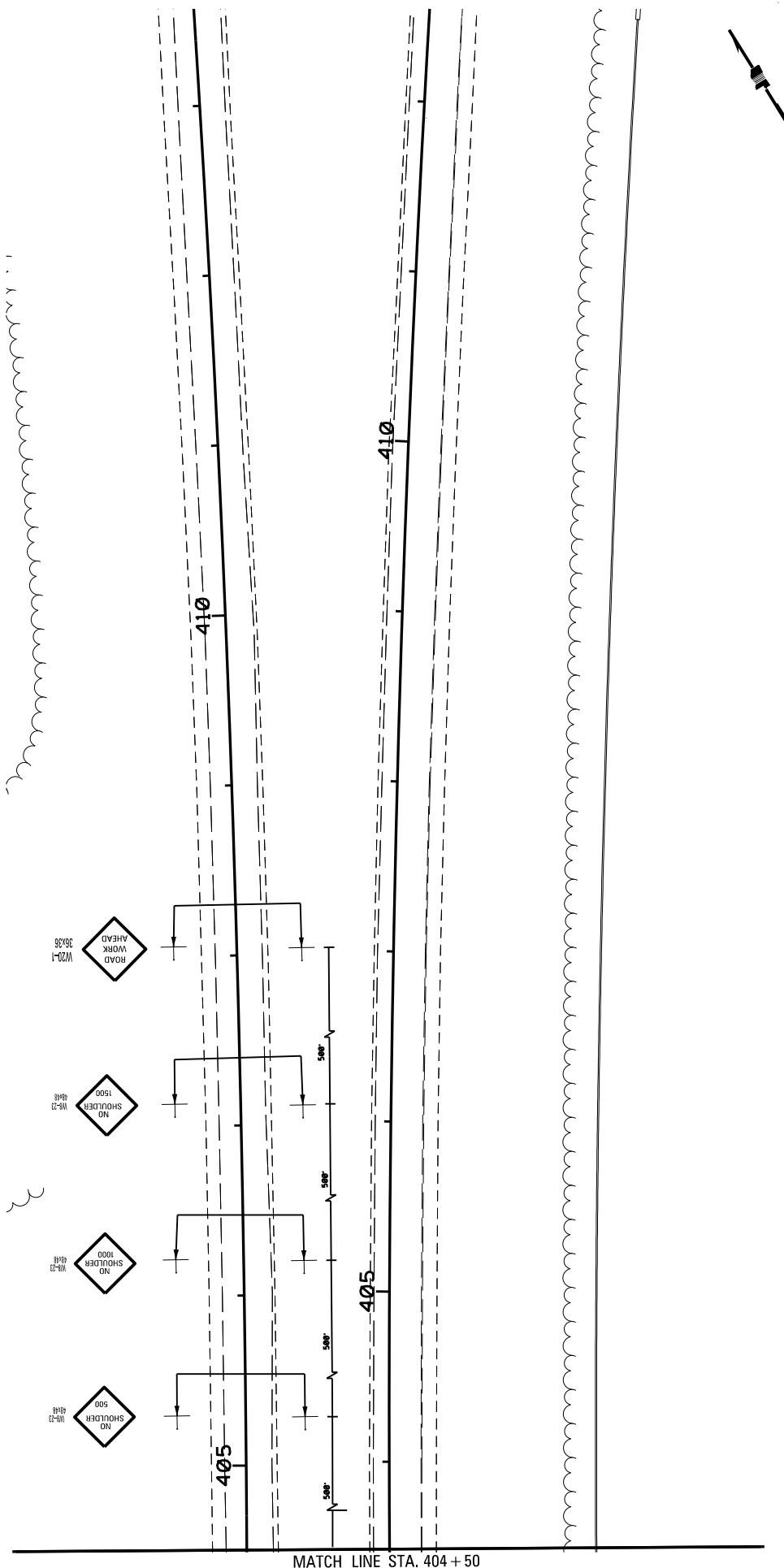


Sheet No.: 15 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	105278



MADISON COUNTY BOARD OF SUPERVISORS	
TRAFFIC CONTROL	
PRELIMINARY	NOT FOR CONSTRUCTION
MARKING NUMBER	TC-8
SHEET NUMBER	\$PG\$
DATE: 6/20/92	DATE: 6/20/92
FILE NAME: TC-8.dgn	PROJECT: 105278
CHECKED BY: _____	COUNTY: MADISON



Sheet No.: 16 OF 39

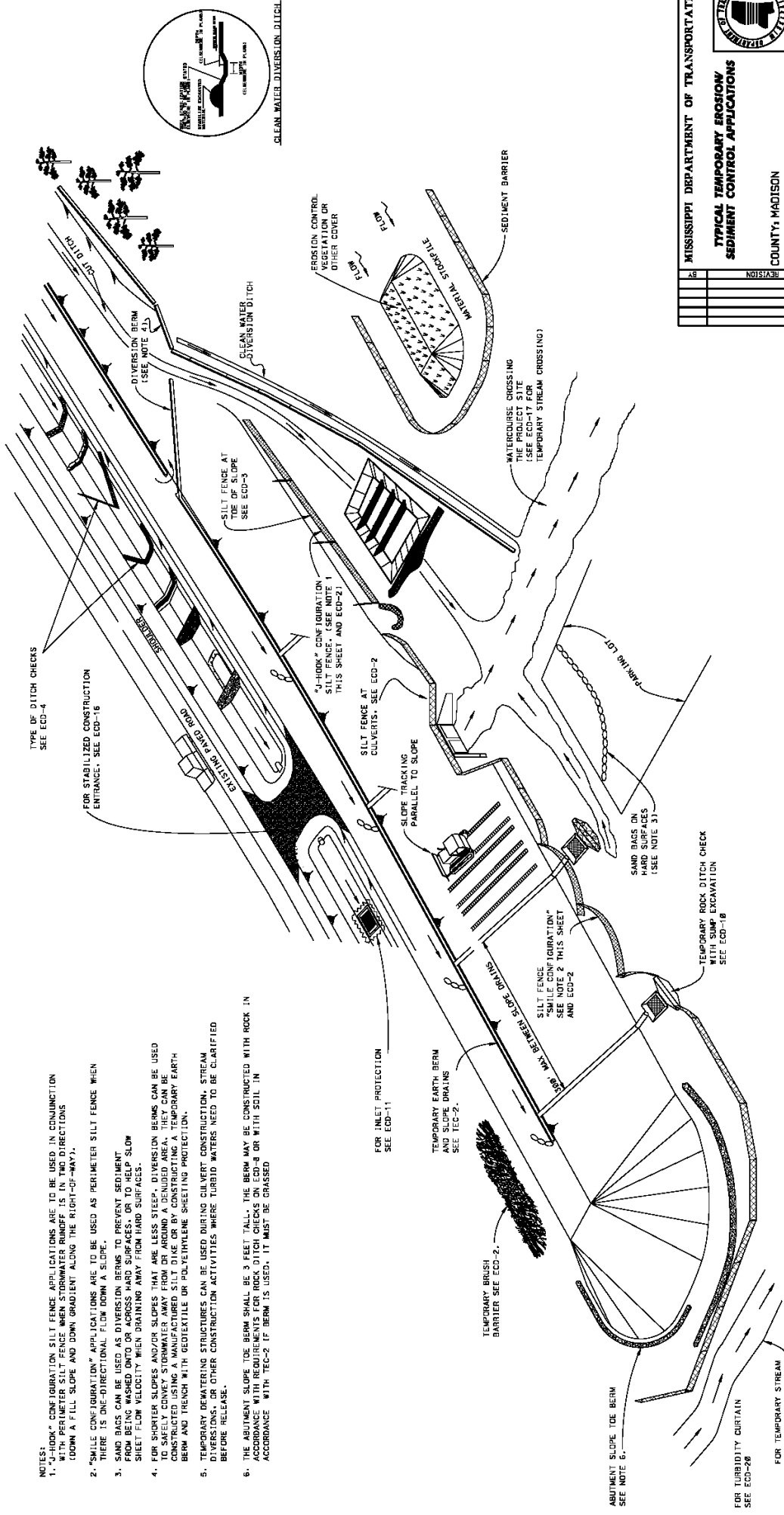
Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	HP-8222-98(041)
	DATE: 10/1/98

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL TEMPORARY EROSION CONTROL APPLICATIONS	
COUNTY, MADISON	WORKING NUMBER
PROJ. NUM. HP-8222-98(041)	ECD-1
FILE NAME: ECD-1.DGN	SHEET NUMBER
DATE	63

FMS COM



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

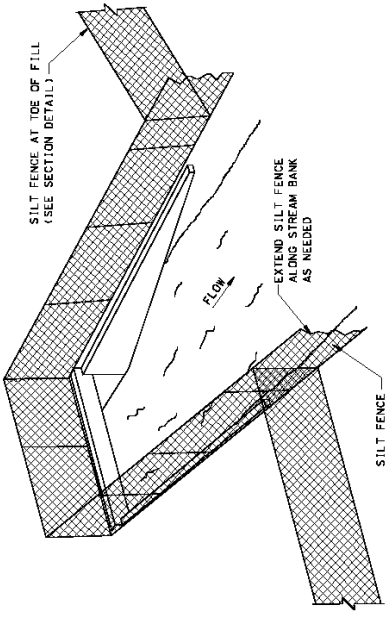
Sheet No.: 17 OF 39

Permit No.: \_\_\_\_\_

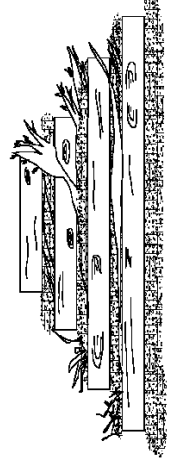
REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

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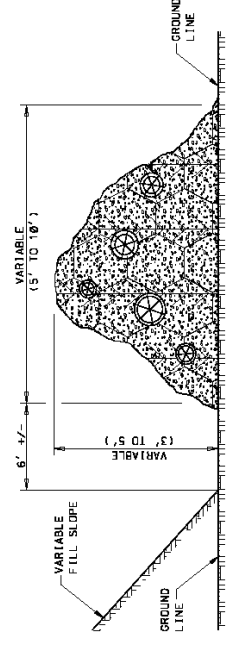
STATE	PROJECT NO.
MISS.	HPP-9323-00(004)/
	104859-601000



SEDIMENT BARRIER AT CROSS DRAIN



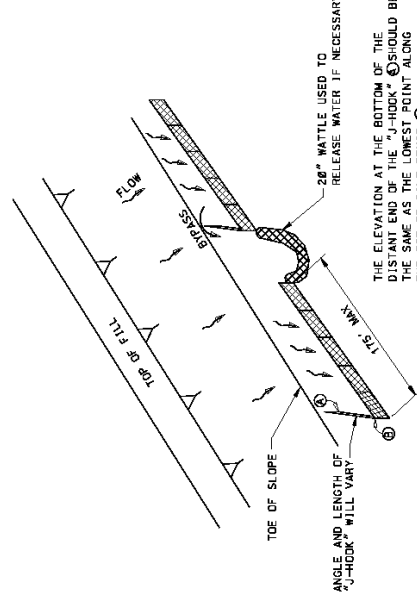
FRONT ELEVATION



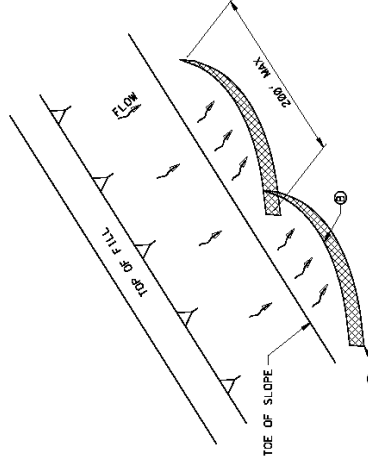
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

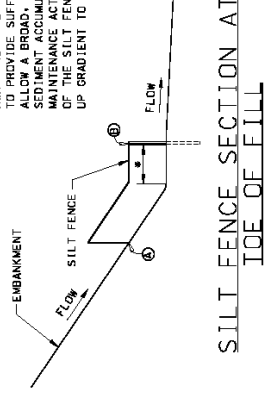
- NOTES:
- BRUSH BARRIER MAY BE USED WHERE NATURAL GROUND IS LEVEL OR SLOPING AWAY FROM PROJECT.
  - PLACE BRUSH, LOG AND TREE LAPS APPROXIMATELY PARALLEL TO TOE OF FILL SLOPE WITH SOME OF THE HEAVIER MATERIALS BEING PLACED ON TOP TO PROPERLY SECURE THE BARRIER AS DETAILED AT LOCATIONS SHOWN ON PLANS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



"J-HOOK" SILT FENCE APPLICATION



"SMILE-CONFIGURATION" SILT FENCE APPLICATION



SILT FENCE SECTION AT TOE OF FILL

- NOTE:
- ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON ECD-3
- \* SILT FENCE SHOULD BE LOCATED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE SUFFICIENT SPACE TO ALLOW A BROAD, FLAT AREA FOR SEDIMENT ACCUMULATION AND MAINTENANCE ACTIVITIES. THE ENDS OF THE SILT FENCE SHOULD BE TURNED UP GRADIENT TO MAXIMIZE STORAGE.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILS OF SEDIMENT BARRIER APPLICATIONS

COUNTY: MADISON  
PROJ. NUM.: HPP-9323-00(004)/104859-601000

WORKING NUMBER: ECD-2  
SHEET NUMBER: 64

FILE NAME: ECD-2.DGN  
DESIGN TEAM: \_\_\_\_\_  
DATE: 8/28/03

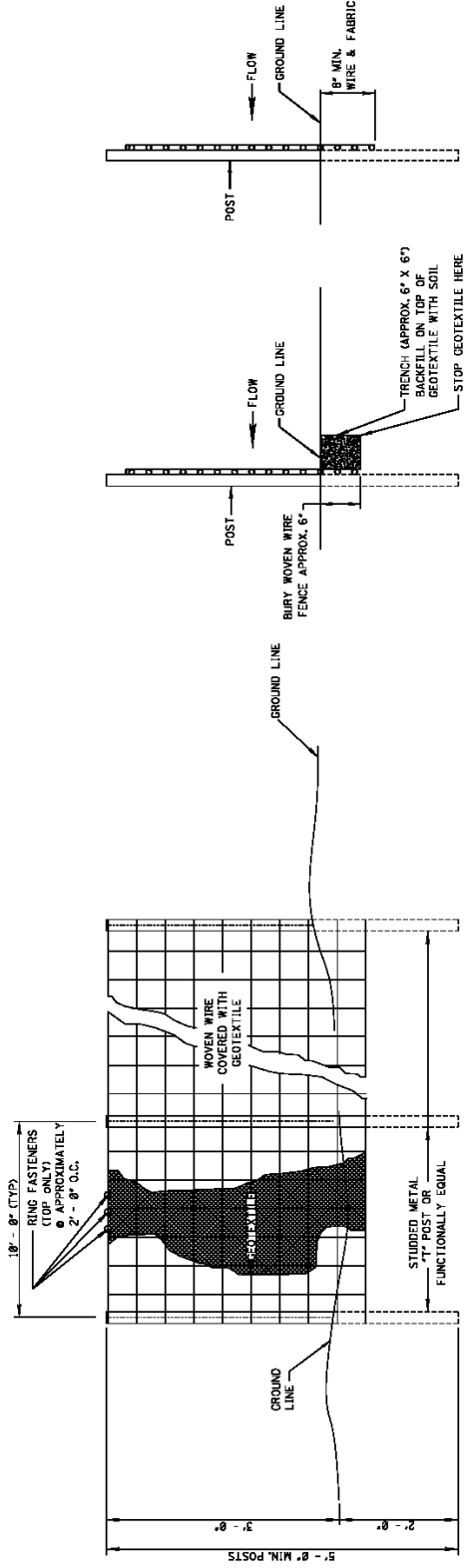
Sheet No.: 18 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

FMS CON

STATE	PROJECT NO.
MISS.	HPP-8323-00/0041/ 104859-801000



**ELEVATION VIEW**

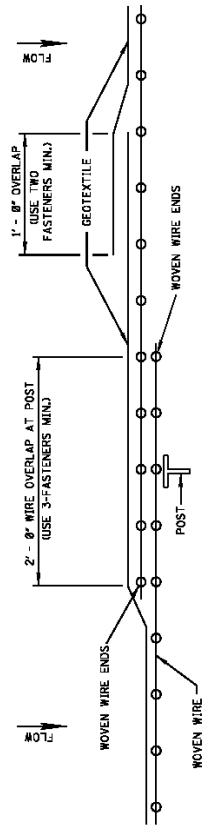
- NOTES:
1. FENCES SHALL BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
  2. SILT FENCES ARE TO BE CONSTRUCTED AS CONTIGUOUS FENCES ON OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STREAMS AND CHANNELS.
  3. SILT FENCE SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF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

**METHOD I**

**METHOD II**

**METHOD II**

**METHOD II**



**PLAN VIEW**  
**REQUIRED LAPPING**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>DETAILS OF SILT FENCE INSTALLATION</b>	
COUNTY: MADISON	WORKING NUMBER: ECD-3
PROJ. NUM.: HPP-8323-00/0041/ 104859-801000	SHEET NUMBER: 65
FILE NAME: ECD-3.DGN	DATE: 5/25/13
DESIGN TEAM	DRAWN
DATE	REVISION

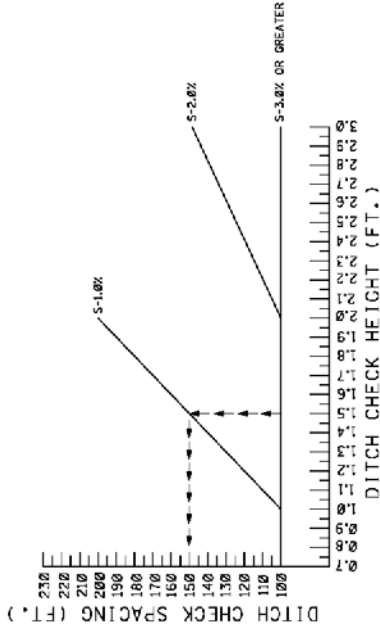
Sheet No.: 19 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

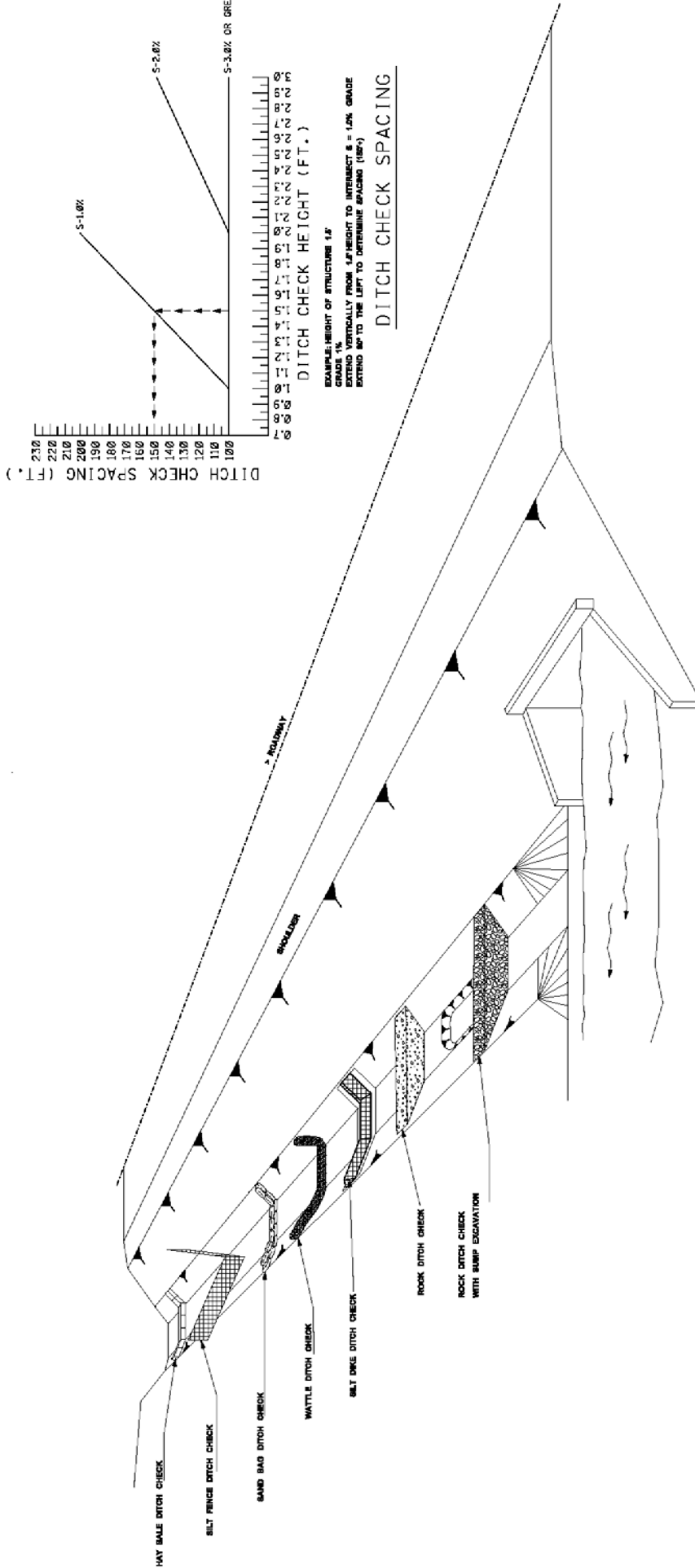
FMS 0048

STATE	PROJECT NO.
MISS.	HPP-8323-0010041/
	JES52-00001



EXAMPLE HEIGHT OF STRUCTURE 1'6"  
EXTEND VERTICALLY FROM 1'6" HEIGHT TO INTERSECT S = 1.0% GRADE  
EXTEND UP TO THE LEFT TO DETERMINE SPACING (187')

DITCH CHECK SPACING



- NOTE: DITCH CHECK REPRESENTS 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 SEDIMENT.
1. SELECTION OF THE APPROPRIATE DITCH CHECK SHOULD BE A FUNCTION OF CONSTRUCTION PHASE, DRAINAGE AREA, DITCH GRADIENT, SOIL TYPE, ECONOMY AND SAFETY.
  2. DITCH CHECKS CAN BE REMOVED FOR MAINTENANCE AND/OR REPLACEMENT BUT MUST REMAIN IN PLACE UNTIL UPLOUSE AREAS HAVE BEEN PERMANENTLY STABILIZED. MAINTENANCE INCLUDES REMOVAL OF SEDIMENT BEGINNING WHEN SEDIMENT ACCUMULATION REACHES 1/2 THE CAPACITY OR HEIGHT OF THE STRUCTURE AND NEVER ALLOWING FOR SEDIMENT TO ACCUMULATE MORE THAN 1/2 THE VOLUME OR HEIGHT OF THE DITCH CHECK STRUCTURE.
  3. HAY BALES ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
  4. BELT FENCE DITCH CHECKS ARE USED WHERE IT HAS BEEN DETERMINED THAT HAY BALE CHECKS ARE INADEQUATE. BELT FENCE DITCH CHECKS ARE USED TO INTERCEPT LOW VOLUME FLOWS IN LOW TO MODERATE GRADIENT DITCHES.
  5. SAND BAG DITCH CHECKS ARE USED FOR VELOCITY REDUCTION AND MINIMAL SEDIMENT TRAPPING IN CONCRETE PAVED DITCHES OR IN DITCHES THAT HAVE ROCKY BOTTOMS.
  6. WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MODERATE FLOW CONDITIONS.
  7. BELT CHECKS CAN BE USED IN DITCHES WITH CONCENTRATED FLOWS WITHIN THE CLEAR ZONE WHERE REPAIR CAN NOT BE USED AS CONSTRUCTION PROGRESSES.
  8. ROCK DITCH CHECK WITH BARS EXCAVATION CAN BE PLACED IN STEEP TO ASSURE EXCELLENT PERFORMANCE. THEY ARE MOST COMMONLY USED IN CUTS OR FILL SLOPES OR OTHER CRITICAL AREAS WHERE SOIL EROSION IS EXPECTED. DRAINAGE AREA FOR A TEMPORARY SEDIMENT TRAP SHALL NOT EXCEED 3 ACRES. THEY CAN BE USED IN AREAS TO INCREASE ON-SITE SEDIMENT TRAPPING EFFICIENCY.
  9. IN GENERAL, DITCH CHECKS SHOULD NOT BE PLACED IN LIVE STREAMS.
  10. CONFIGURATION AND SPACING MAY BE ADAPTED IF APPROVED BY THE ENGINEER TO ACCOMMODATE TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DITCH CHECK STRUCTURES,  
TYPICAL APPLICATIONS AND DETAILS

COUNTY: MADISON  
PROJ. NUM.: HPP-8323-0010041/  
104855-601000



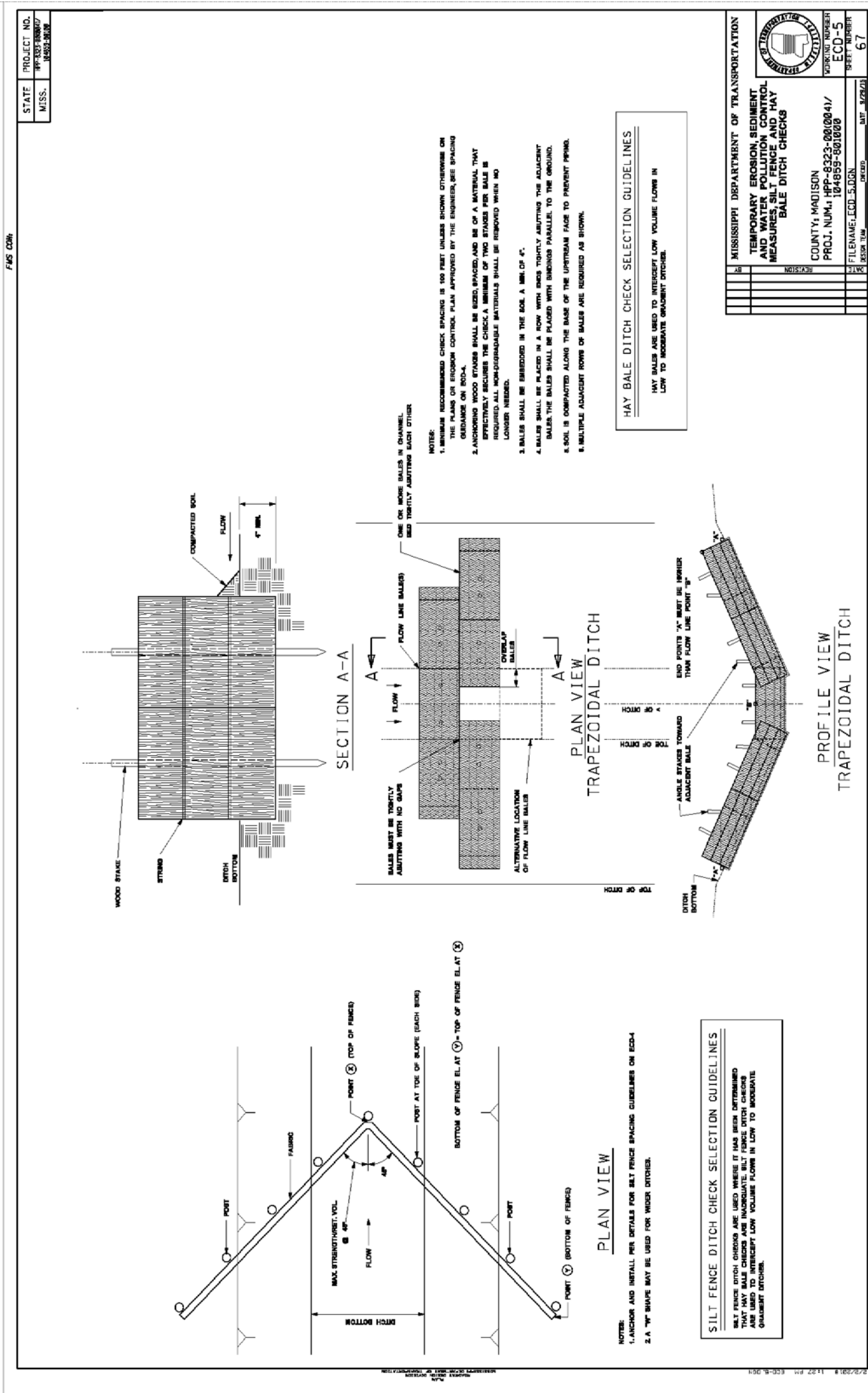
WORKING SHEET  
ECD-4  
SHEET NUMBER  
66

FILENAME: ECD-4.DGN  
DATE: 5/29/05

Sheet No.: 20 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



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STATE	PROJECT NO.
MISS.	HP-822-00/0041/
	104859-501000

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES, SILT FENCE AND HAY BALE DITCH CHECKS	
COUNTY: MADISON	WORKSHEET NUMBER: ECD-5
PROJ. NUM: HP-822-00/0041/104859-501000	SHEET NUMBER: 67
FILENAME: ECD-5.DGN	DATE: 8/26/21
DESIGNER: [REDACTED]	CHECKER: [REDACTED]
DATE: [REDACTED]	SCALE: [REDACTED]

Sheet No.: 21 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

FMS CON.

STATE	PROJECT NO.
MISS.	PROJ. NUMBER

**SECTION A-A**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>DETAILS OF EROSION CONTROL</b>	
<b>WATTLE DITCH CHECK</b>	
COUNTY: MADISON PROJ. NUM.: HPP-6323-00(004)/ 104855-801000	
FILENAME: ECD-6.DGN	DATE: 3/29/15
DESIGN: JLM	SHEET NUMBER: 68

**DETAIL (DITCH CHECK)**

**NOTES:**

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

**ELEVATION DETAIL**

**WATTLE DITCH CHECK SELECTION GUIDELINES**

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

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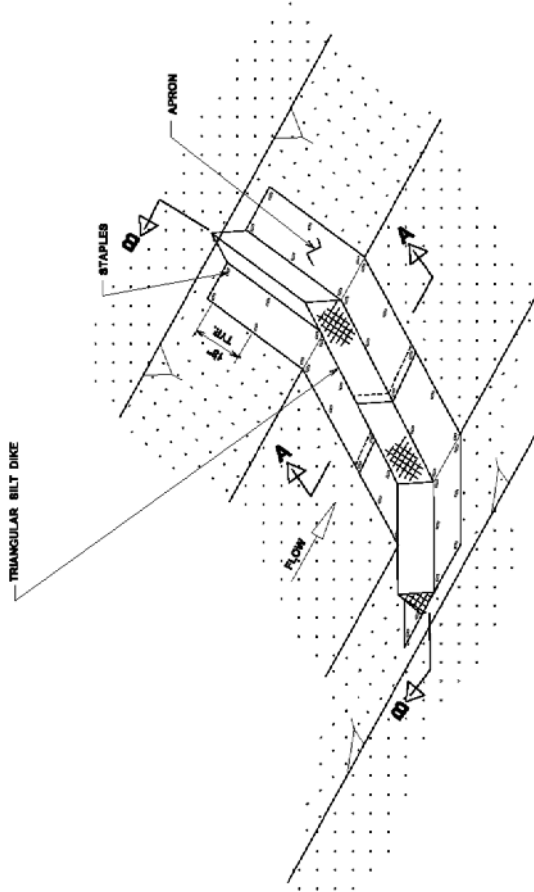
Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	104655-801800

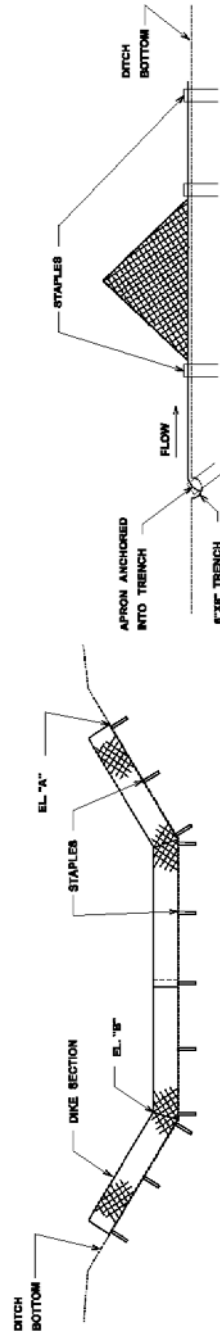
**SILT DIKE DITCH CHECK SELECTION GUIDELINES**

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



PLAN VIEW

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



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

SECTION A-A

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

SECTION B-B

**SILT DIKE INSTALLATION FOR ROADWAY DITCHES**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAILS OF EROSION CONTROL	
SILT DIKE DITCH CHECK	
COUNTY: MADISON	WORKING NUMBER: ECD-7
PROJ. NUM.: 104655-801800	SHEET NUMBER: 69
FILE NAME: ECD-7.DWG	DATE: 11/27/13
DESIGN TEAM	CHECKED



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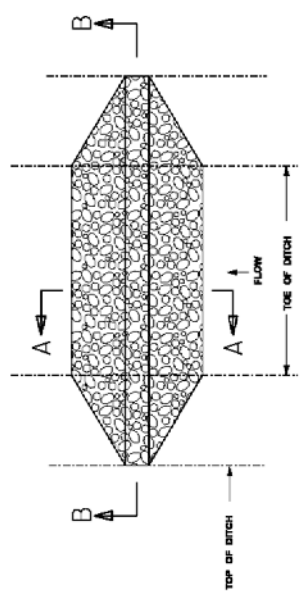
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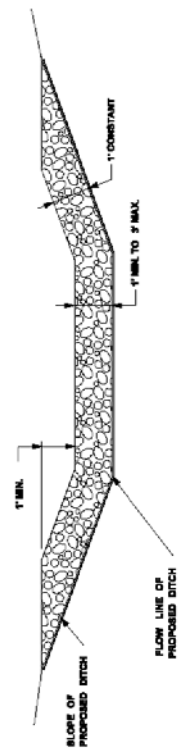
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APPLICANT		MDOT	
DATE	BY	DATE	BY

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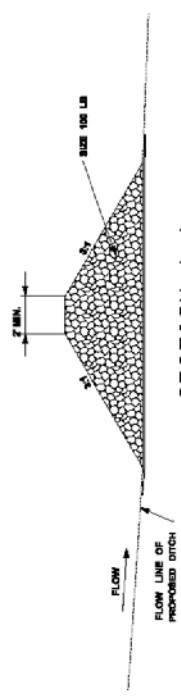
STATE	PROJECT NO.
MISS.	HP-8323-00(0041)
	MISSISSIPPI



PLAN VIEW  
DETAIL FOR TRAPEZOIDAL DITCH

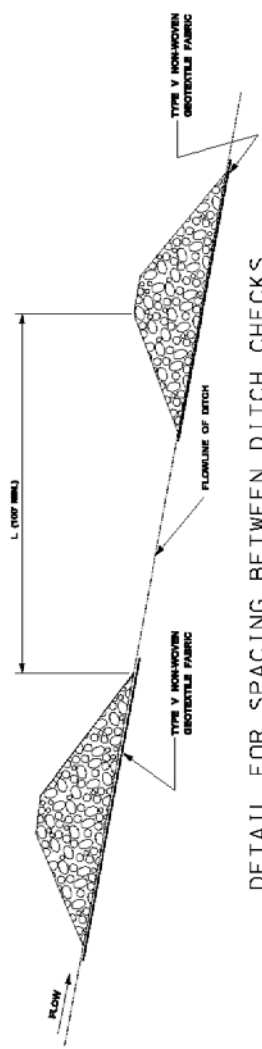


SECTION B-B



SECTION A-A

TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR SPACING BETWEEN DITCH CHECKS

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>ROCK DITCH CHECK</b>	
COUNTY: MADISON PROJ. NUM.: HP-8323-00(0041)/ 104859-001000	
FILE NAME: ECD-8.DGN	DATE: 8/26/04
DESIGN: TCM	CHECKED: _____
PROJECT NUMBER ECD-8	SHEET NUMBER 70



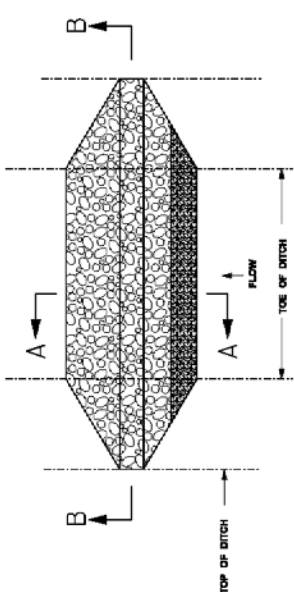
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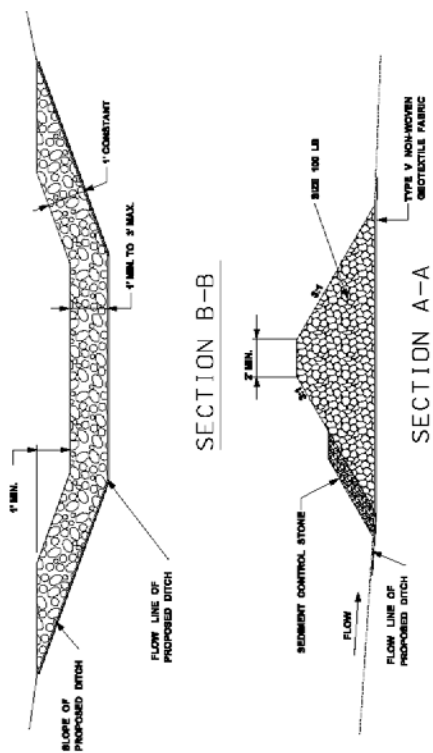
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APPLICANT		MDOT	
DATE	BY	DATE	BY

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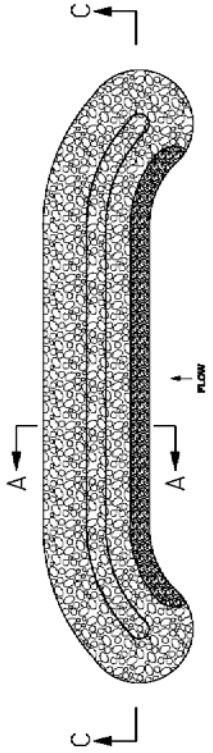
STATE	PROJECT NO.
MISS.	HPP-8323-001(041)
	WORKSHEET NUMBER
	104859-801000



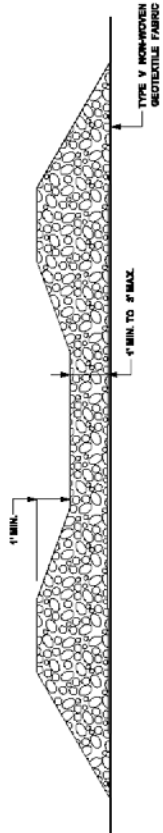
DETAIL FOR TRAPEZOIDAL DITCH



TEMPORARY ROCK DITCH CHECKS IN ROADSIDE DITCHES



DETAIL FOR USE OTHER THAN DITCH



- NOTES:**
- ROCK FILTER DAMS (RFD) MAY BE USED AS A DISCHARGE STRUCTURE WHILE WORKING WITH HIGHLY ERODIBLE 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.
  - SIZE 300 LB RIP RAP MAY BE USED FOR SPECIFIED APPLICATIONS AS SHOWN ON EROSION CONTROL PLAN.
  - SEDIMENT CONTROL STONE SHALL BE PLACED BETWEEN 1/8 AND 1/2 UP THE FACE OF THE RIP-RAP FROM THE GROUND.
  - THE COST OF THE FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROCK FILTER DAM

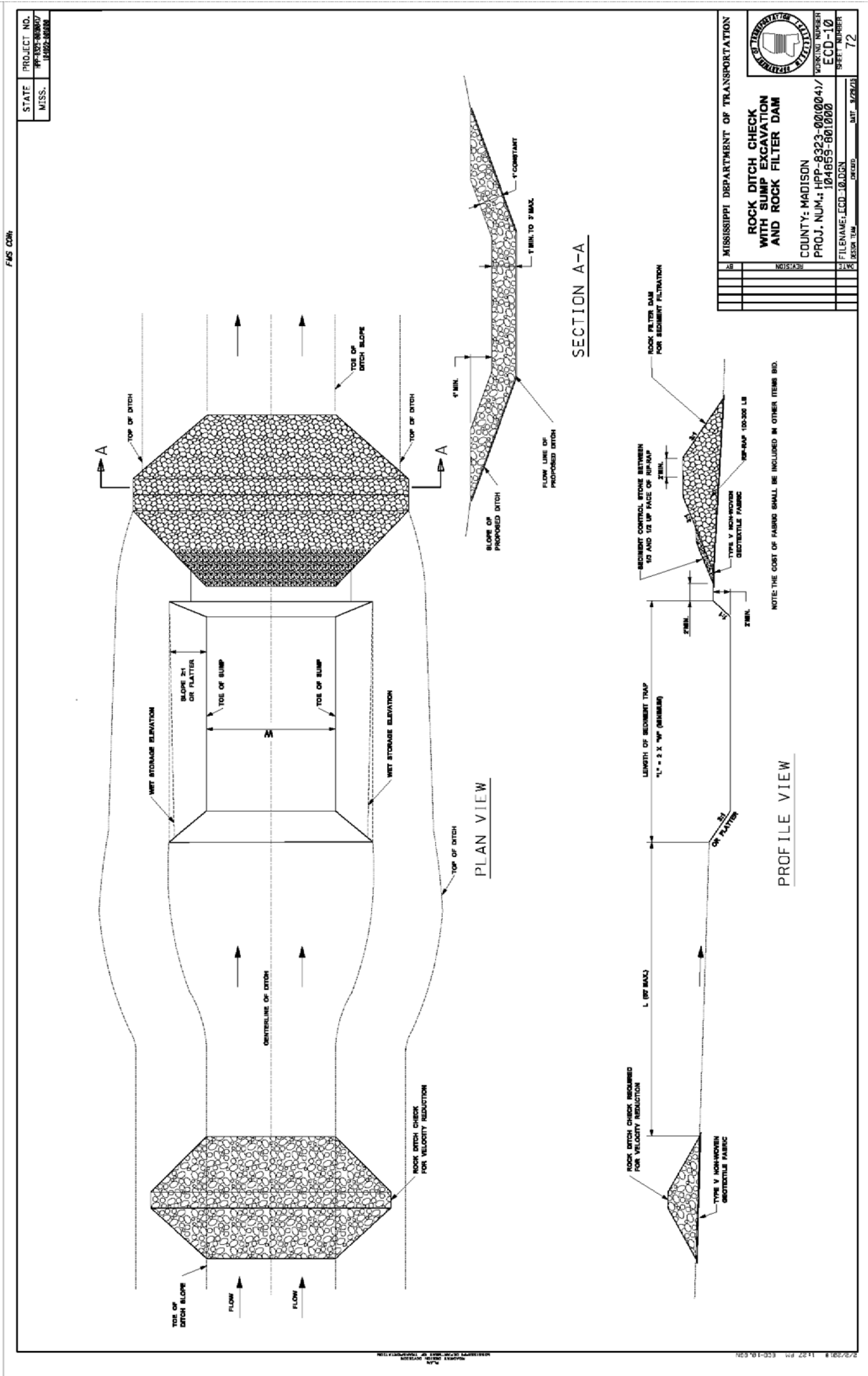
COUNTY: MADISON  
PROJ. NUM.: HPP-8323-001(041)  
WORKSHEET NUMBER  
ECD-9

FILENAME: ECD-9.DGN  
DATE: 8/29/05  
SHEET NUMBER  
71

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REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM**

COUNTY: MADISON  
 PROJ. NUM.: HPP-8323-00(004)/104859-801000  
 FILENAME: ECD-10.DGN  
 DESIGNED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: 8/26/01

WORKING NUMBER: ECD-10  
 SHEET NUMBER: 72

NO.	REVISION	DATE

FMS CDH

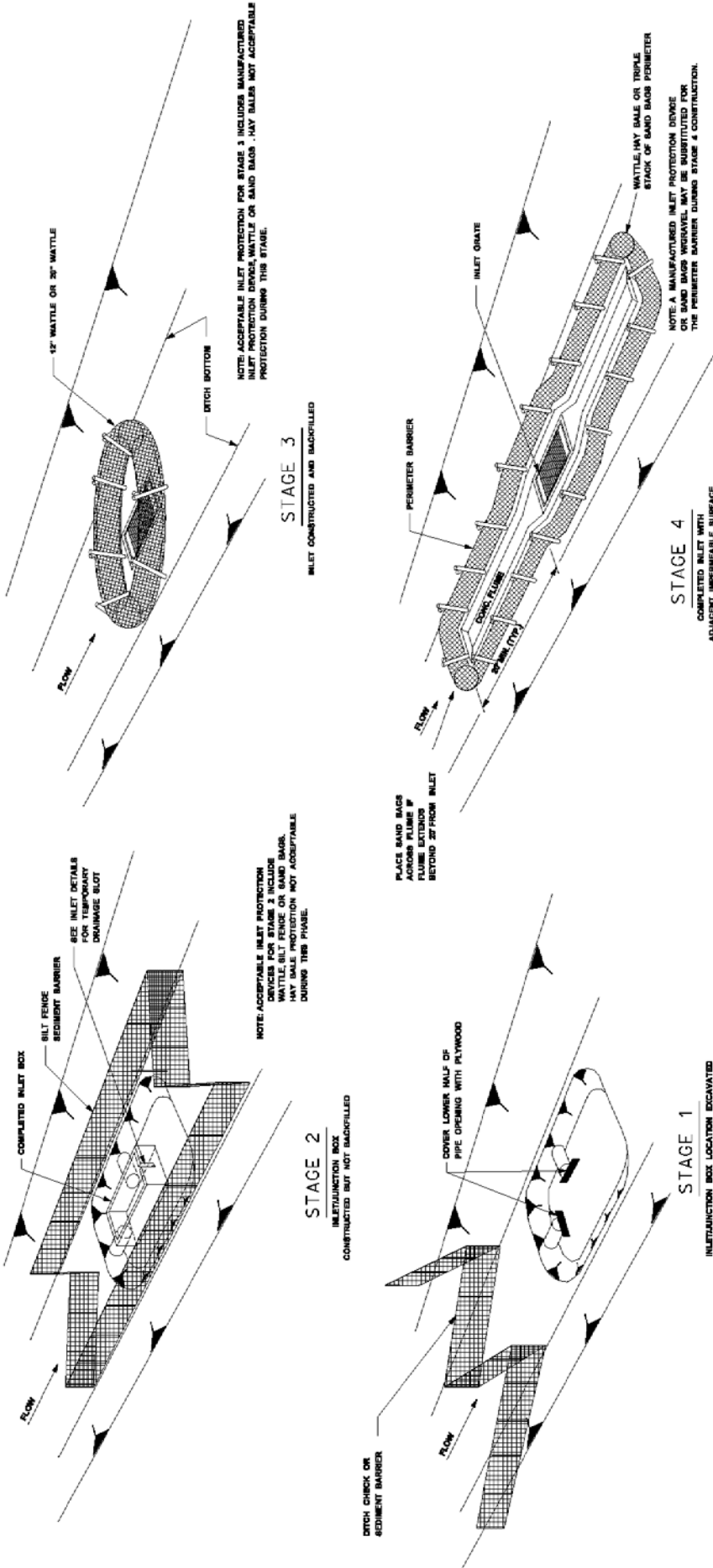
Sheet No.: 26 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	HPP-8323-00(004)
	MISS. DISTRICT
	104859-801000

FMS COB



DITCH INLET CONSTRUCTION STAGES

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

INLET PROTECTION  
TYPICAL APPLICATIONS AND DETAILS

COUNTY: MADISON  
PROJ. NUM.: HPP-8323-00(004)  
TOWNSHIP: WALKER  
ECD-11

FILE NAME: ECD-11.DGN  
DESIGN TEAM: \_\_\_\_\_  
DATE: 8/25/03  
SHEET NUMBER: 73

Sheet No.: 27 OF 39

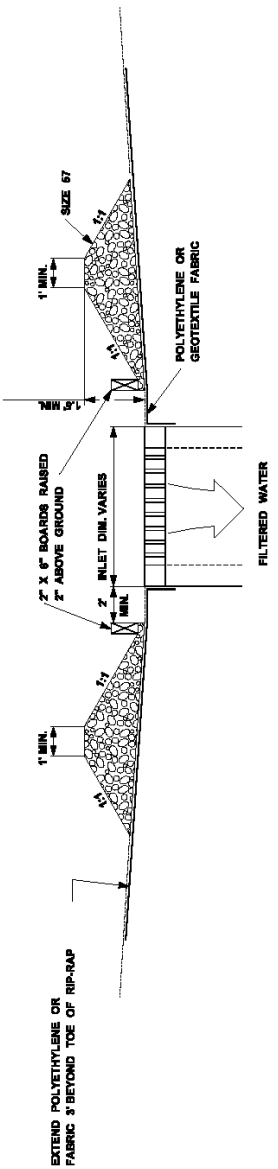
Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

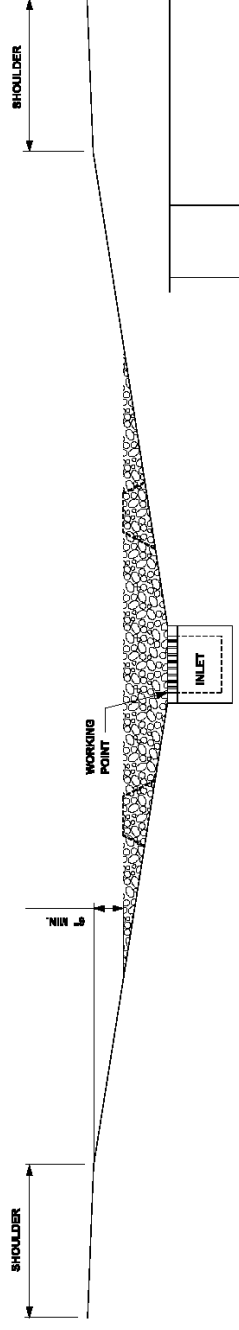
FWS CON:

STATE	PROJECT NO.
MISS.	HP-8323-00(004)/
	104859-801000

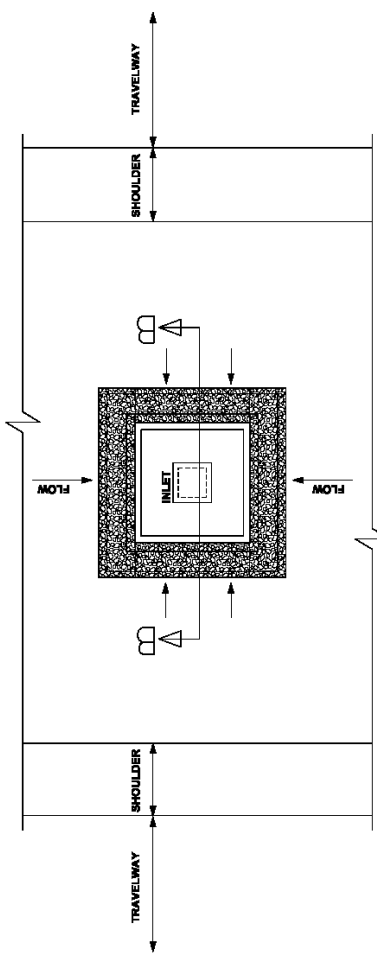
- NOTES:
1. THE ELEVATION OF THE TOP OF THE REQUIRED STONE BERM SHALL BE A MINIMUM OF 1.0' ABOVE THE ELEVATION OF THE INLET WORKING POINT AND 1.0' BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.
  2. THIS COARSE AGGREGATE INLET PROTECTION SHALL NOT BE UTILIZED DURING STAGE 1 AND STAGE 2 INLET CONSTRUCTION. SEE INLET PROTECTION TYPICAL APPLICATIONS AND DETAILS.
  3. 2" X 6" BOARDS MAY BE REPLACED WITH WIRE MESH WHOPENINGS LESS THAN 1" X 1". COST IS ABSORBED.
  4. THE COST OF POLYETHYLENE AND/OR FABRIC SHALL BE INCLUDED IN OTHER ITEMS BID.



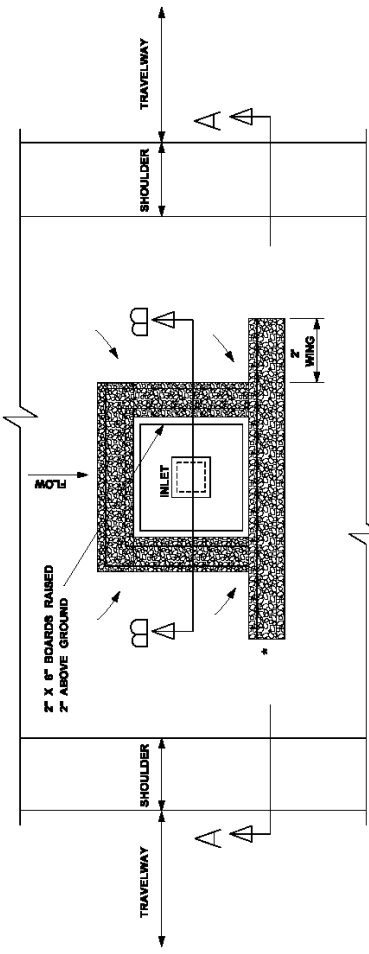
SECTION B-B




SECTION A-A



PLAN - IN SAG



PLAN - ON GRADE  
\* CONSTRUCT WINGS TO PREVENT BYPASS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INLET PROTECTION DETAILS FOR COARSE AGGREGATE ON GRADES & SAGS	
	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: HP-8323-00(004)/	ECD-12
104859-801000	SHEET NUMBER
FILENAME: ECD-12.DGN	74
DESIGN TEAM	DATE: 11/23/15
REVISION	
NO. 1	
NO. 2	
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NO. 5	
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NO. 7	
NO. 8	
NO. 9	
NO. 10	

Sheet No.: 28 OF 39

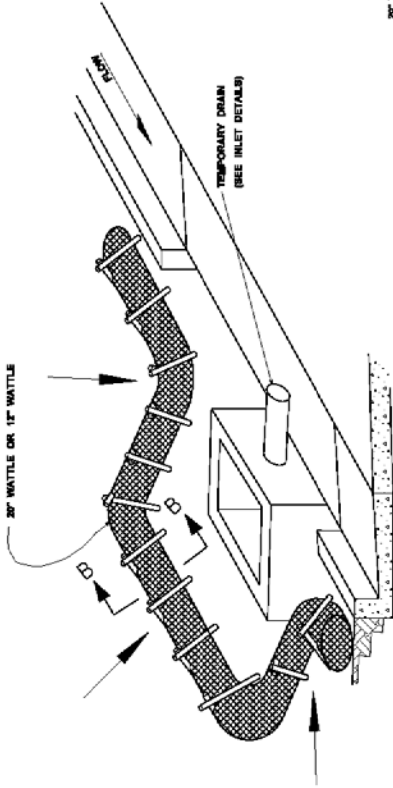
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REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

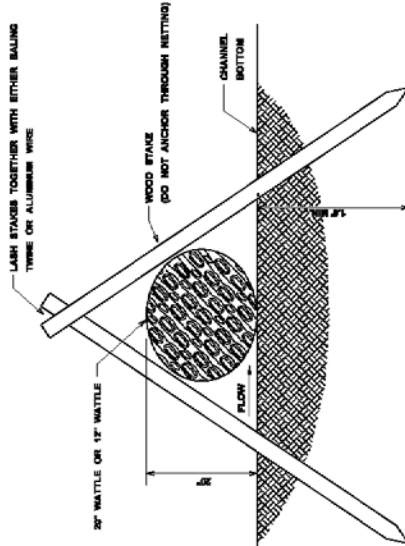
FMS 0048

STATE	PROJECT NO.
MISS.	HPP-8323-00(004)/
	104859-801000

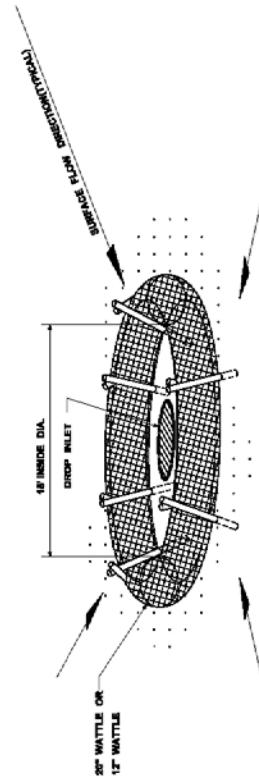
NOTE:  
SILT FENCE OR SAND BAGS MAY ALSO BE USED FOR THIS APPLICATION.  
MAY BALETS NOT ACCEPTABLE DURING THIS STAGE.



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



SECTION B-B



DROP INLET PROTECTION

- NOTE:
1. ANCHORING STAKES SHALL BE SIZED SPACED AND BE OF A MATERIAL THAT APPROPRIATELY SECURES THE WATTLE STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
  2. OVERLAP ENDS OF WATTLES PER MANUFACTURERS RECOMMENDATIONS (MIN./MAX.).
  3. STRECHING OR WATTLES MAY BE NECESSARY IF WING BECOMES BENT.
  4. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE WATTLES IN PLACE IF SAND BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPARATE PAY ITEM.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
INLET PROTECTION DETAILS OF WATTLES	
COUNTY: MADISON	PROJECT NUMBER EOD-13
PROJ. NUM.: HPP-8323-00(004)/ 104859-801000	SHEET NUMBER 75
FILE NAME: EOD-13.DGN	DATE: 8/29/15
DESIGNER: JAW	CHECKED:

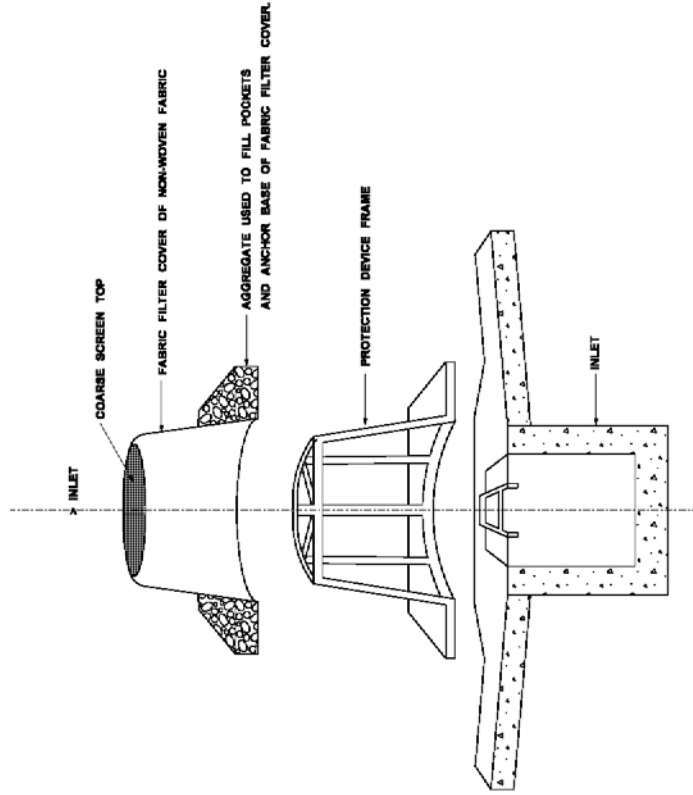
Sheet No.: 29 OF 39

Permit No.: \_\_\_\_\_

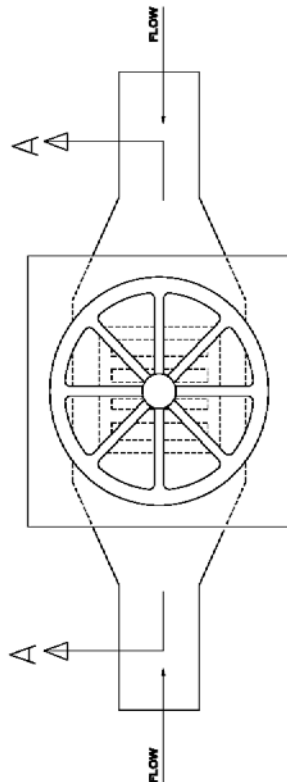
REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

FMS 004

STATE	PROJECT NO.
MISS.	HPP-8323-00(004)/
	104855-001000



SECTION "A-A"



PLAN

- NOTES:
1. FRAMES WITH EITHER SQUARE OR CIRCULAR BASES MAY BE USED. SELECTED FRAME BASE SHOULD PROVIDE BEST SEAL AROUND INLET AS DIRECTED BY THE ENGINEER.
  2. FILL POCKETS AROUND BASE OF FILTER COVER WITH #67 STONE OR SOIL. STONE IS REQUIRED WHEN ANCHORING THE MANUFACTURED INLET PROTECTION DEVICE OVER PAVED DITCH OR FLUME.
  3. USE ONLY DURING STAGE 3 OR STAGE 4 INLET CONSTRUCTION.
  4. FOR MEDIAN INLET PROTECTION, THE ELEVATION OF THE COARSE SCREEN TOP SHOULD BE A MINIMUM OF 8" BELOW THE ELEVATION OF THE OUTSIDE EDGE OF THE INSIDE SHOULDER.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**INLET PROTECTION  
DETAILS OF MANUFACTURED  
INLET PROTECTION DEVICE**

COUNTY: MADISON  
PROJ. NUM.: HPP-8323-00(004)/  
104855-001000

DATE: 8/20/20  
DRAWN BY: JLD/CLN  
CHECKED BY: JLD/CLN  
SCALE: 1/8"=1'-0"

DATE: 8/20/20  
DRAWN BY: JLD/CLN  
CHECKED BY: JLD/CLN  
SCALE: 1/8"=1'-0"

FILE NAME: ECD-14.DWG  
SHEET NUMBER: 76

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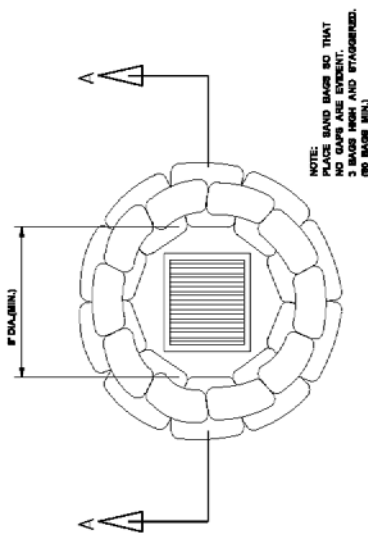
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APPLICANT		MDOT	
DATE	BY	DATE	BY

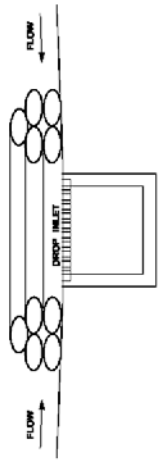
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STATE	PROJECT NO.
MISS.	HPP-8323-001(004)/ 104859-801000

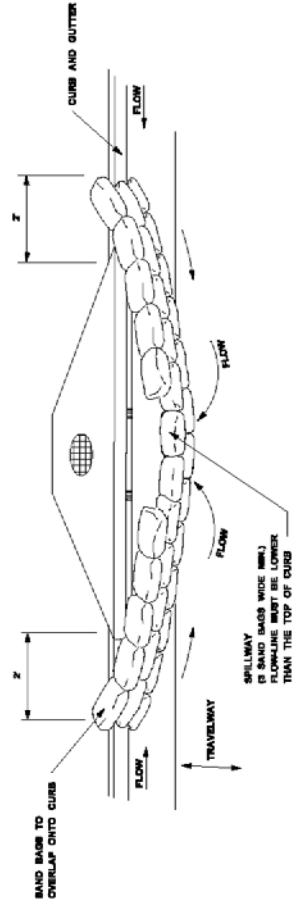


NOTE: PLACE SAND BAGS SO THAT  
1. BAGS ARE NOT STAGGERED.  
2. BAGS ARE NOT STAGGERED.  
(NO BAGS MIN.)

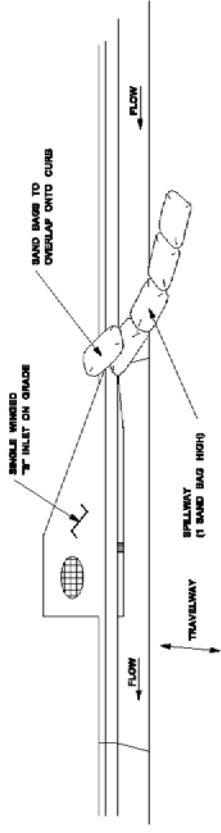
DROP INLET  
PLAN VIEW



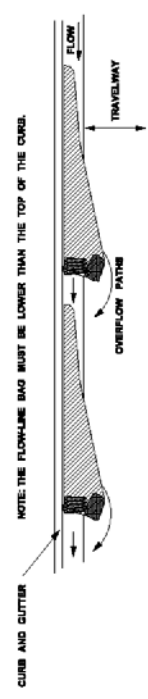
SECTION A-A  
SAND BAG BARRIER



TYPICAL (SAND BAG) PROTECTION FOR INLET IN SAG



TYPICAL (SAND BAG) PROTECTION FOR INLET ON GRADE



CURB AND GUTTER SEDIMENT  
CONTAINMENT SYSTEM

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>INLET PROTECTION DETAILS OF SAND BAG</b>	
COUNTY: MADISON	WORKING NUMBER
PROJ. NUM.: HPP-8323-001(004)/ 104859-801000	ECD-15
FILENAME: ECD-15.DGN	SHEET NUMBER
DESIGNER: _____	77
DRAWN BY: _____	
CHECKED BY: _____	
DATE: _____	

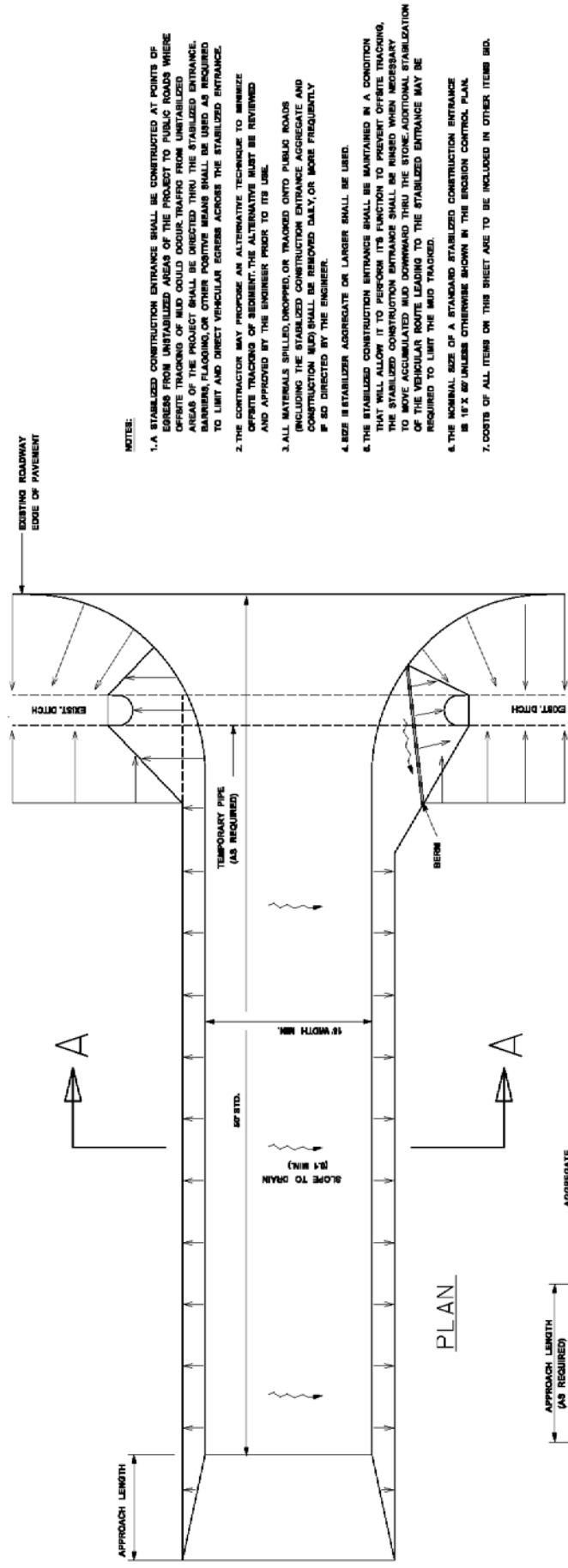
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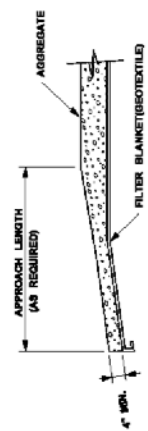
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DATE	BY	DATE	BY

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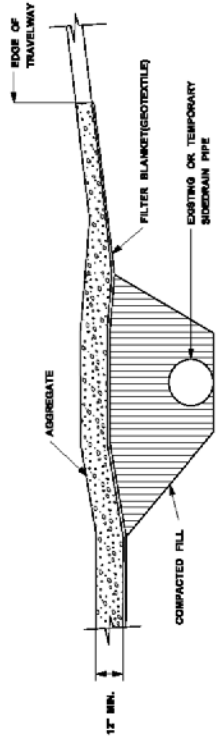
STATE	PROJECT NO.
MISS.	HPP-323-MADISON 104855-801000



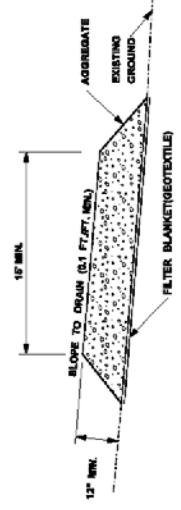
PLAN



TRANSITION DETAIL



RURAL CONNECTION DETAIL



SECTION A-A

- NOTES:
1. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFFSITE TRACKING OF MUD COULD OCCUR. TRACKS FROM UNSTABILIZED AREAS OF THE PROJECT SHALL BE DIRECTED THRU THE STABILIZED ENTRANCE. BARRIERS, FLAGGING, OR OTHER POSITIVE MEANS SHALL BE USED AS REQUIRED TO LIMIT AND DIRECT VEHICULAR EGRESS ACROSS THE STABILIZED ENTRANCE.
  2. THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE TECHNIQUE TO MINIMIZE OFFSITE TRACKING OF SEDIMENT; THE ALTERNATIVE MUST BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO ITS USE.
  3. ALL MATERIALS SPILLED, DROPPED, OR TRACKED ONTO PUBLIC ROADS (INCLUDING THE STABILIZED CONSTRUCTION ENTRANCE AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER.
  4. SIZE 8 STABILIZER AGGREGATE OR LARGER SHALL BE USED.
  5. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL ALLOW IT TO PERFORM ITS FUNCTION TO PREVENT OFFSITE TRACKING. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE RINSED WHEN NECESSARY TO MOVE ACCUMULATED MUD DOWNWARD THRU THE STONE. ADDITIONAL STABILIZATION OF THE VEHICULAR ROUTE LEADING TO THE STABILIZED ENTRANCE MAY BE REQUIRED TO LIMIT THE MUD TRACKING.
    - 18" X 8" UNLESS OTHERWISE SHOWN IN THE EROSION CONTROL PLAN.
  7. COSTS OF ALL ITEMS ON THIS SHEET ARE TO BE INCLUDED IN OTHER ITEMS BID.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
STABILIZED CONSTRUCTION ENTRANCE	
COUNTY: MADISON	PROJECT NUMBER: HPP-323-00(204)/104855-801000
PROJ. NUM.: HPP-323-00(204)/104855-801000	WORKSHEET NUMBER: ECD-16
FILE NAME: ECD-16.DGN	SHEET NUMBER: 78
DATE: 9/29/05	DRAWN BY: _____



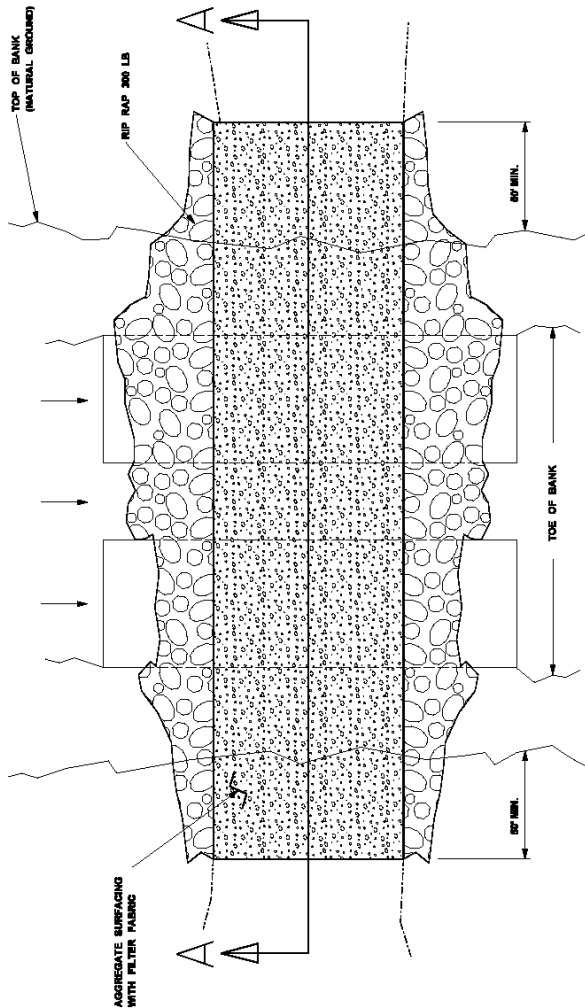
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DATE	BY	DATE	BY

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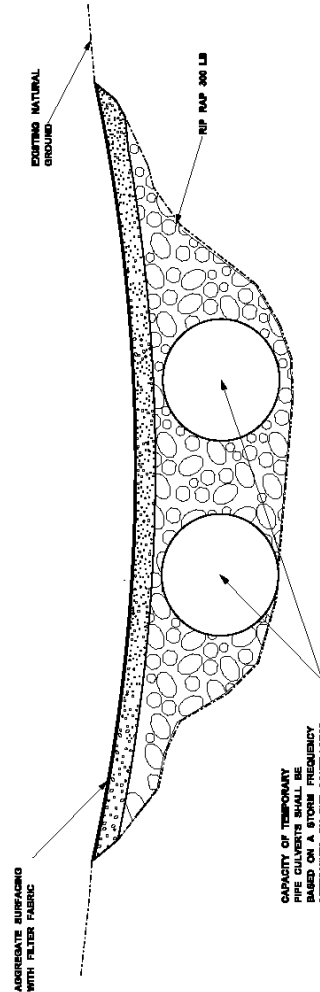
STATE MISS.	PROJECT NO. HPP-8323-00(004) 104859-801000
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PLAN VIEW


TEMPORARY CULVERT STREAM CROSSING

TEMPORARY CULVERT STREAM CROSSING



SECTION A-A

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
	
TEMPORARY CULVERT STREAM CROSSING	
COUNTY: MADISON	WORKING NUMBER ECD-17
PROJ. NUM.: HPP-8323-00(004)/ 104859-801000	SHEET NUMBER 79
FILENAME: ECD-17.DGN	DATE: 5/25/15
DESIGN TEAM	DRAWN BY
CHECKED	DATE

Sheet No.: 33 OF 39

Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

FMS 024

STATE	PROJECT NO.
MISS.	HP-8323-0010041/ 104855-801000

- NOTES:
- TEMPORARY DIVERSION CHANNELS MAY BE USED TO DIVERT NORMAL STREAM PATH FLOW FROM AN ERODIBLE AREA UNTIL SUCH AREAS CAN BE STABILIZED.
  - TYPE III FILTER FABRIC OR PRE-FAB DITCH LINER MAY BE USED FOR CHANNEL LINING.
  - RIPRAP WITH FILTER FABRIC MAY BE USED FOR CHANNEL FLOW VELOCITIES OF 3.5 FPS TO 4.0 FPS. THE RIPRAP SHALL BE USED 300 LB.
  - LOCATIONS OR TYPES OF TEMPORARY DIVERSION WILL NOT BE SHOWN ON THE PLANS.
  - DIVERSION CHANNEL SHALL BE STABILIZED AND INSPECTED BY THE ENGINEER BEFORE FLOW IS DIVERTED.
  - DURING CONSTRUCTION OF DIVERSION CHANNEL DAMAGE TO THE EXISTING STREAM CANOPY REMOVAL AND DEPTH OF THE CHANNEL CONSTRUCTION SHALL BE MINIMIZED.
  - CONSTRUCTION OF THE CHANNEL, RELOCATIONS AND CULVERTS SHALL PROCEED AS FOLLOWS:
    - CONSTRUCT A BRANCHED TEMPORARY CHANNEL CHANGE ADJACENT TO THE PROPOSED CULVERT TO DIVERT WATER TEMPORARILY DURING THE CULVERT CONSTRUCTION.
    - TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION OF THE EXISTING CHANNEL BANKS AND TO PROTECT THE CULVERT FROM EROSION.
    - RELOCATE AND RECONSTRUCT BANKS AT TRANSITION.
    - RIPRAP AND/OR RIPRAP RECONSTRUCTED BANKS AT TRANSITION.
    - THE UPPER CHANNEL, PLUS IS TO REMAIN IN PLACE UNTIL SUBNOTE (7-A) THROUGH (7-A) UNDER THIS HEADING ARE COMPLETED TO INSURE THAT ALL CONSTRUCTION IS IN THE DRY.
    - IF AN UPPER PLUS IS NECESSARY AT THE DOWNSTREAM END OF THE EXISTING CHANNEL, IT SHALL BE INSTALLED AT THE DOWNSTREAM END OF THE UPPER PLUS TO RELEASE WATER INTO THE RECONSTRUCTED CHANNEL.
    - PLUS SHOULD REMAIN IN PLACE UNTIL PERMANENT STABILIZATION OF THE NEW WATER COURSE IS COMPLETED. REMOVAL OF PLUS SHOULD ONLY BE PERFORMED FOLLOWING ACCEPTANCE OF ALL STABILIZATION WORK BY THE ENGINEER.
  - THE DETAILS PROVIDED DENOT TYPICAL TEMPORARY DIVERSION CHANNELS.
  - THE CONTRACTOR MAY PROVIDE THE USE OF OTHER DIVERSION OPTIONS SUCH AS PILING, PILING OR STAGED CONSTRUCTION.
  - THE EFFECTIVE AREA OF FLOW IN THE TEMPORARY CHANNEL OR CULVERT SHALL BE AT LEAST ONE-HALF THAT OF THE EXISTING STRUCTURE.
  - INSTALLATION OF FILTER FABRIC SHALL BEGIN AT THE DOWNSTREAM END AND PROGRESS UPSTREAM. EDGES OF ADJACENT FILTER FABRIC SHALL OVERLAP AT LEAST 4 FT. THE ENDS OF THE FILTER FABRIC SHALL BE SECURELY HELD IN PLACE WITH RIPRAP.
  - THE COST OF THE TEMPORARY DOWNSLOPING STRUCTURE OR SEDIMENT FILTER BAG SHALL BE INCLUDED IN OTHER ITEMS BIDD.

DATE	DESIGN TEAM
9/29/05	

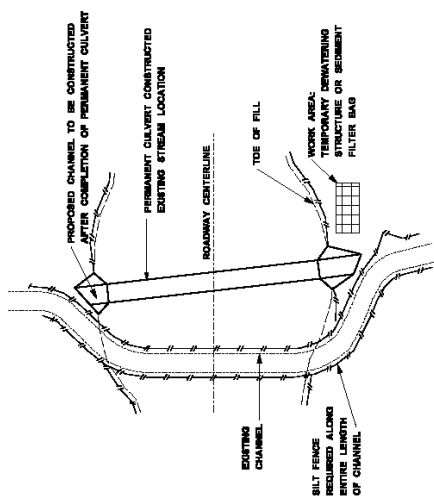
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
TEMPORARY STREAM DIVERSION

COUNTY: MADISON  
PROJ. NUM.: HP-8323-0010041/  
104855-801000

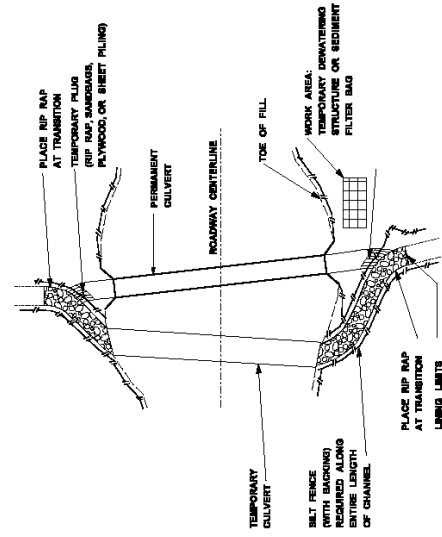
WORKING NUMBER  
ECD-18

SHEET NUMBER  
80

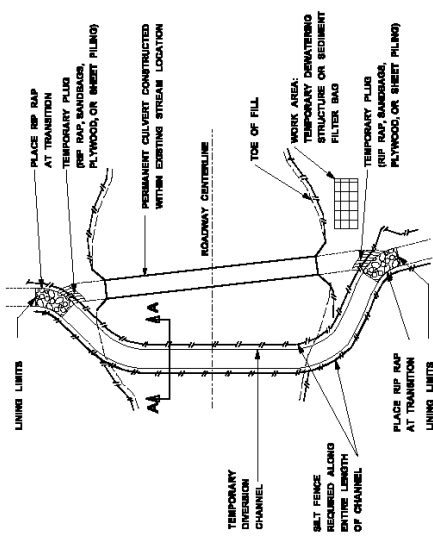
DATE: 9/29/05



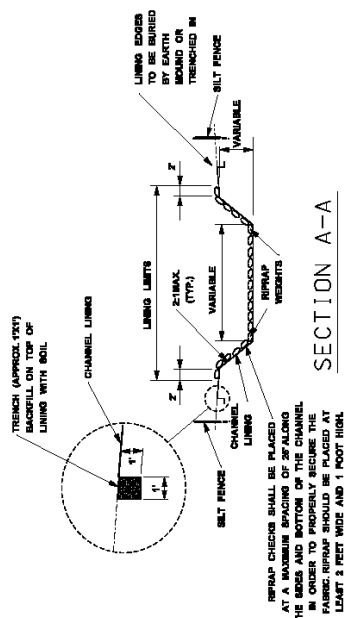
CULVERT CONSTRUCTED OUTSIDE EXISTING STREAM



TEMPORARY CULVERT USED DURING CONSTRUCTION



CULVERT CONSTRUCTED WITHIN EXISTING STREAM



SECTION A-A  
TEMPORARY DIVERSION CHANNEL WITH GEOTEXTILE FABRIC

Sheet No.: 34 OF 39

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APPLICANT		MDOT	
DATE	BY	DATE	BY

FMS 004

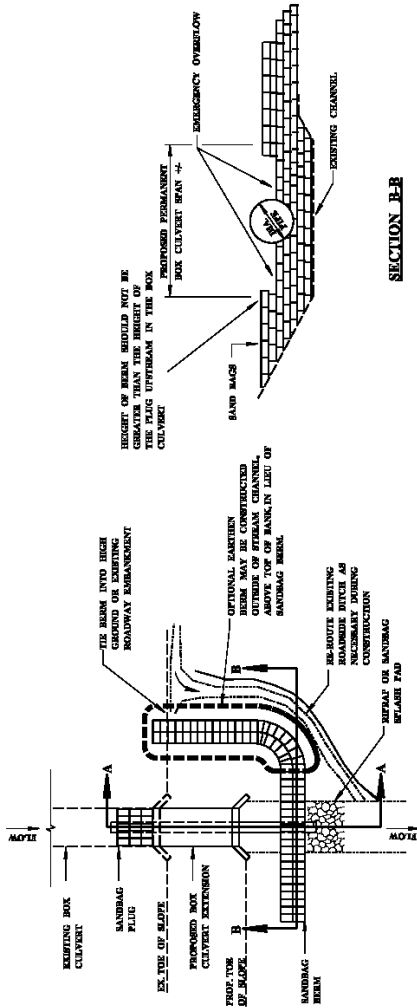
PROJECT NO.	HPP-8323-00(004)
STATE	MISS.

MAXIMUM SPAN FOR PIPE SUPPORTS, FEET			
DIAMETER OF PIPE (IN.)	STEEL THICKNESS (IN.)		
	0.079	0.109	0.138
24	15	15	20
36	12	15	25
48	11	14	29
60	11	14	34
72	11	14	39
36	9	11	15
48	9	11	19
60	8	10	23
72	8	10	27

FOR PIPE SIZES NOT SHOWN REFER TO NEXT LARGER SIZE

GENERAL NOTES

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

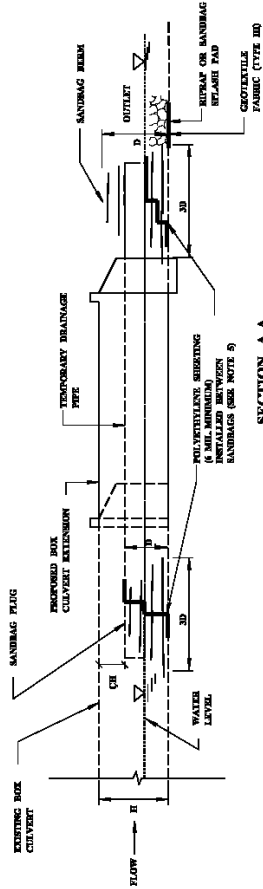


PLAN VIEW



SAND BAG PLUG & BERM CROSS SECTION

(SEE NOTE 4)



SECTION A-A

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TEMPORARY STREAM DIVERSION (BOX EXTENSIONS)

COUNTY: MADISON

PROJ. NUM.: HPP-8323-00(004)/

WORKING NUMBER: ECD-19

SHEET NUMBER: 81

DATE: 8/2/08

DESIGNED: \_\_\_\_\_

CHECKED: \_\_\_\_\_

Sheet No.: 35 OF 39

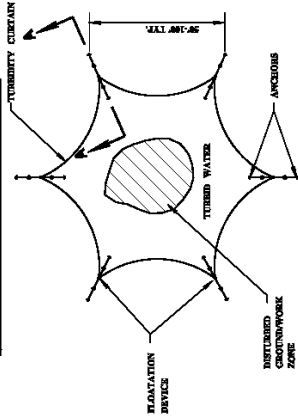
Permit No.: \_\_\_\_\_

REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY

FMS COM

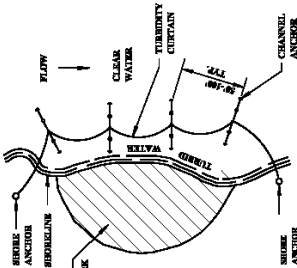
STATE	PROJECT NO.
MISS.	HPP-8323-0010041/ 104859-801000

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



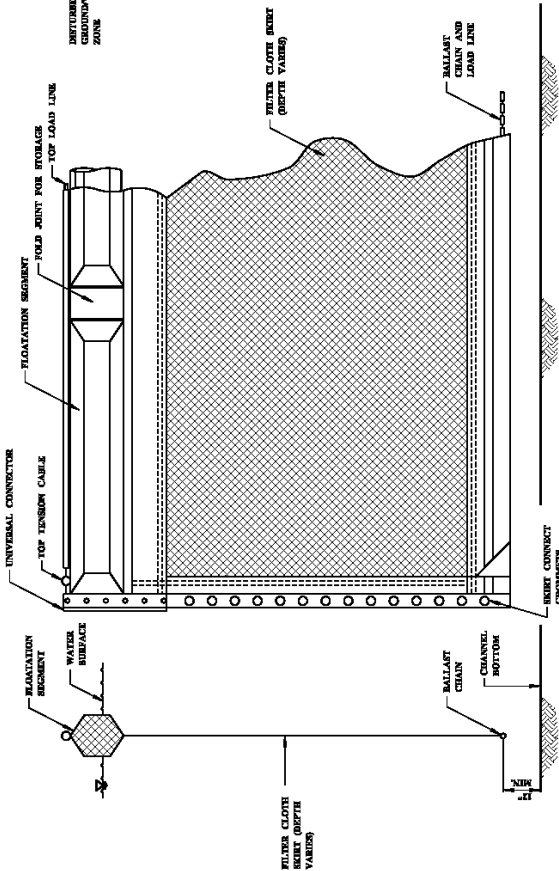
PLAN VIEW

**TYPICAL ANCHORING PLAN FOR  
SHORELINE/RIVER EDGE WORK**



PLAN VIEW

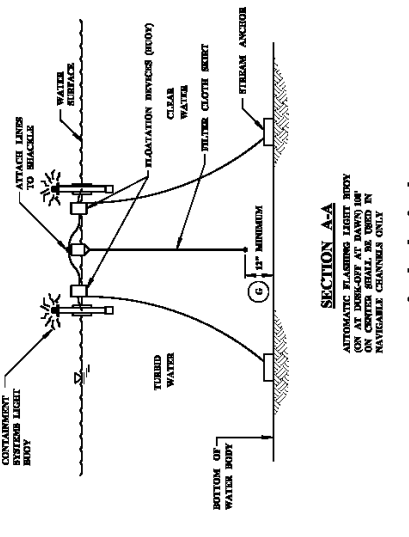
**FLOATING TURBIDITY CURTAIN**



- FLOATING TURBIDITY CURTAIN GENERAL NOTES**
1. MAINTAIN 12" MINIMUM GAP BETWEEN BERT BOTTOM AND CHANNEL BOTTOM TO PREVENT ACCUMULATED SEDIMENT FROM FILLING TOP OF CURTAIN BELOW WATER SURFACE.
  2. IN WIND OR WAVE ACTION SITUATIONS THE MAXIMUM DEPTH OF THE CURTAIN SHALL BE 12 FEET.
  3. CONCENTRATED FLOWS SHALL NOT DISCHARGE BEYOND FLOATING TURBIDITY CURTAIN. CURTAINS ARE NOT TO BE INSTALLED ACROSS FLOWING BODY OF WATER.
  4. WHEN INSTALLED IN A NAVIGABLE WATERWAY, BOOYS SHOULD BE LIT ACCORDING TO REGULATORY AGENCY STANDARDS.
  5. WHEN ESTIMATING THE LENGTH OF TURBIDITY CURTAIN, ALLOW 18 TO 24 FEET VARIANCE IN STANCHION LINE MEASUREMENT.
  6. PAYMENT FOR FLOATING TURBIDITY CURTAIN SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TURBIDITY CURTAINS.
  7. ONLY FLOATING TURBIDITY CURTAINS LISTED ON THE APPROVED PRODUCTS LIST MAY BE USED.

8. FLOATING TURBIDITY CURTAINS (ALSO KNOWN AS TURBIDITY BARRIERS OR EXTENDING CLEAR WATER) FLOATING TURBIDITY CURTAINS SHOULD BE USED TO ISOLATE ACTIVE CONSTRUCTION AREAS WITHIN OR ADJACENT TO A BODY OF WATER TO MINIMIZE THE MIGRATION OF SILT LAZED WATER OUT OF THE CONSTRUCTION ZONE.
9. TURBIDITY CURTAINS SHALL NOT BE USED WHERE THE ANTICIPATED MAIN FLOW OF A SIGNIFICANT BODY OF MOVING WATER.
10. FLOATING TURBIDITY CURTAINS SHALL NOT BE USED WHERE THE ANTICIPATED FLOW VELOCITY WILL EXCEED 5 FT/SEC.
11. TURBIDITY CURTAINS SHALL BE ANCHORED TO PREVENT BERT SHORWARD AND STREAM SIDE CURTAINS SHALL BE INSTALLED AS CLOSE TO PROXIMATE SITE AS POSSIBLE. BARRIERS SHOULD BE A BRIGHT COLOR (YELLOW OR ORANGE) TO BE HIGHLY VISIBLE TO VESSELS AND PERSONNEL THAT WILL ATTRACT THE ATTENTION OF NAVY BROTHER.
12. BERT ANCHORS SHALL CONSIST OF A POST WITH TREADMAN OR BALLAST CHAIN AND ANCHOR. BERT ANCHORS SHALL BE INSTALLED TO STABILIZE THE BARRIERS WITH NUMBER AND SPACING DEPENDENT ON WATERWAY VELOCITIES AND MANUFACTURER'S RECOMMENDATIONS.
13. IN SHALLOW WATERS, 6 FEET OF DEPTH OR LESS, A TURBIDITY CURTAIN MAY BE INSTALLED ON STAKES DRIVEN INTO THE BED OF THE WATER BODY.
14. FABRIC SECTIONS SHALL BE CONNECTED END TO END WITH MINIMUM 6" OVERLAP. SECTIONS SHALL BE CONNECTED TOGETHER IN A MANNER THAT MAINTAINS THE OVERALL TENSILE STRENGTH.
15. DESIGN OF CURTAIN AND ANCHORAGE SHALL BE IN ACCORDANCE WITH THE FOLLOWING: THE CURTAIN SHALL BE MADE OF A NON-EXTENSIBLE FABRIC THAT IS ABLE TO WITHSTAND THE FORCES IMPARTED ON IT DUE TO THE EXERCISED WIND VELOCITY OR STREAM VELOCITY. FABRIC SHALL BE MADE OF A NON-DETERIORATING MATERIAL SUCH AS PLASTIC OR NYLON WHICH WILL ALLOW WATER TO PASS THROUGH WHILE STILL RETAINING RESISTANCE.
16. THE CURTAIN AND ANCHORAGE SHALL BE MADE OF A NON-DETERIORATING MATERIAL. THE CURTAIN SHALL BE PERFORMED AS PER BERT CONTRACTOR SHALL BE RESPONSIBLE FOR THE WATERWAY-JOBING REMOVAL. EXTREME CARE SHOULD BE TAKEN NOT TO DISTURB ANY SENSITIVE FACILITY.

**TYPICAL ANCHORING SECTION**



**SECTION A-A**  
AUTOMATIC FLAMING LIGHT BODY ON CURTAIN SHALL BE USED IN NAVIGABLE CHANNELS ONLY

**REGION CONTROL PLAN LEGEND:**

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**FLOATING TURBIDITY CURTAIN**

COUNTY: MADISON  
PROJ. NUM.: HPP-8323-0010041/  
104859-801000

WORKING NUMBER: ECD-20  
SHEET NUMBER: 82

DATE: 3/25/20  
DESIGN TEAM: ECD-20-DGN

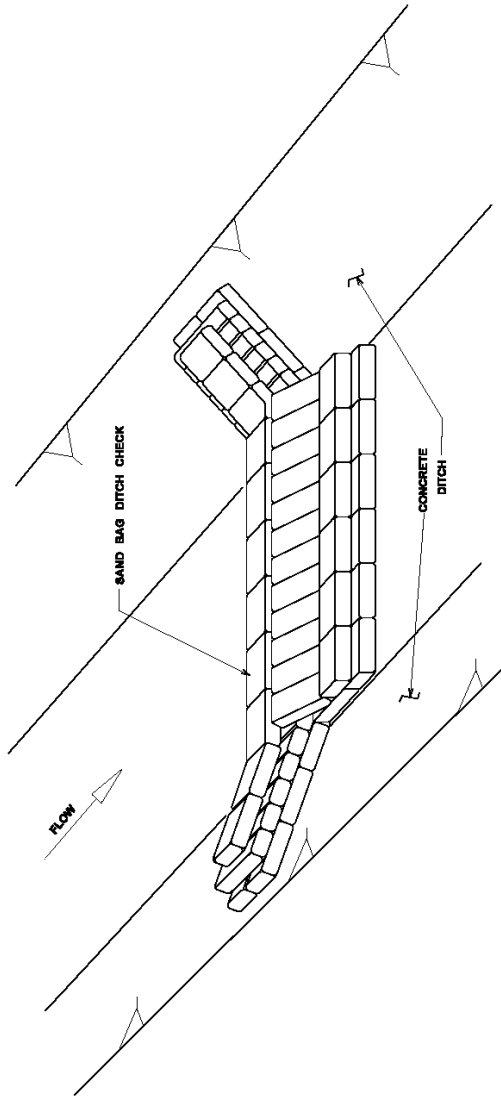
Sheet No.: 36 OF 39

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APPLICANT		MDOT	
DATE	BY	DATE	BY

STATE	PROJECT NO.
MISS.	HPP-8323-00100041/ 104859-801000

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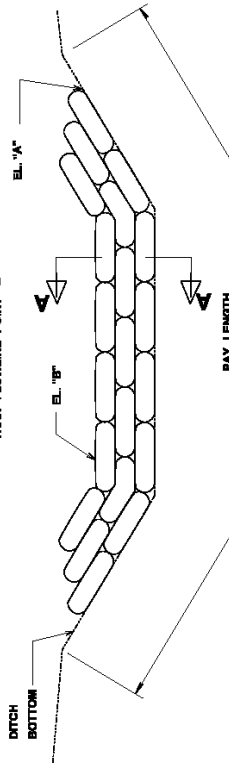
DETAIL (DITCH CHECK)

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

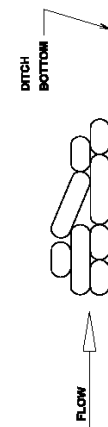
SAND BAG DITCH CHECK SELECTION GUIDELINES

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


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



ELEVATION DETAIL



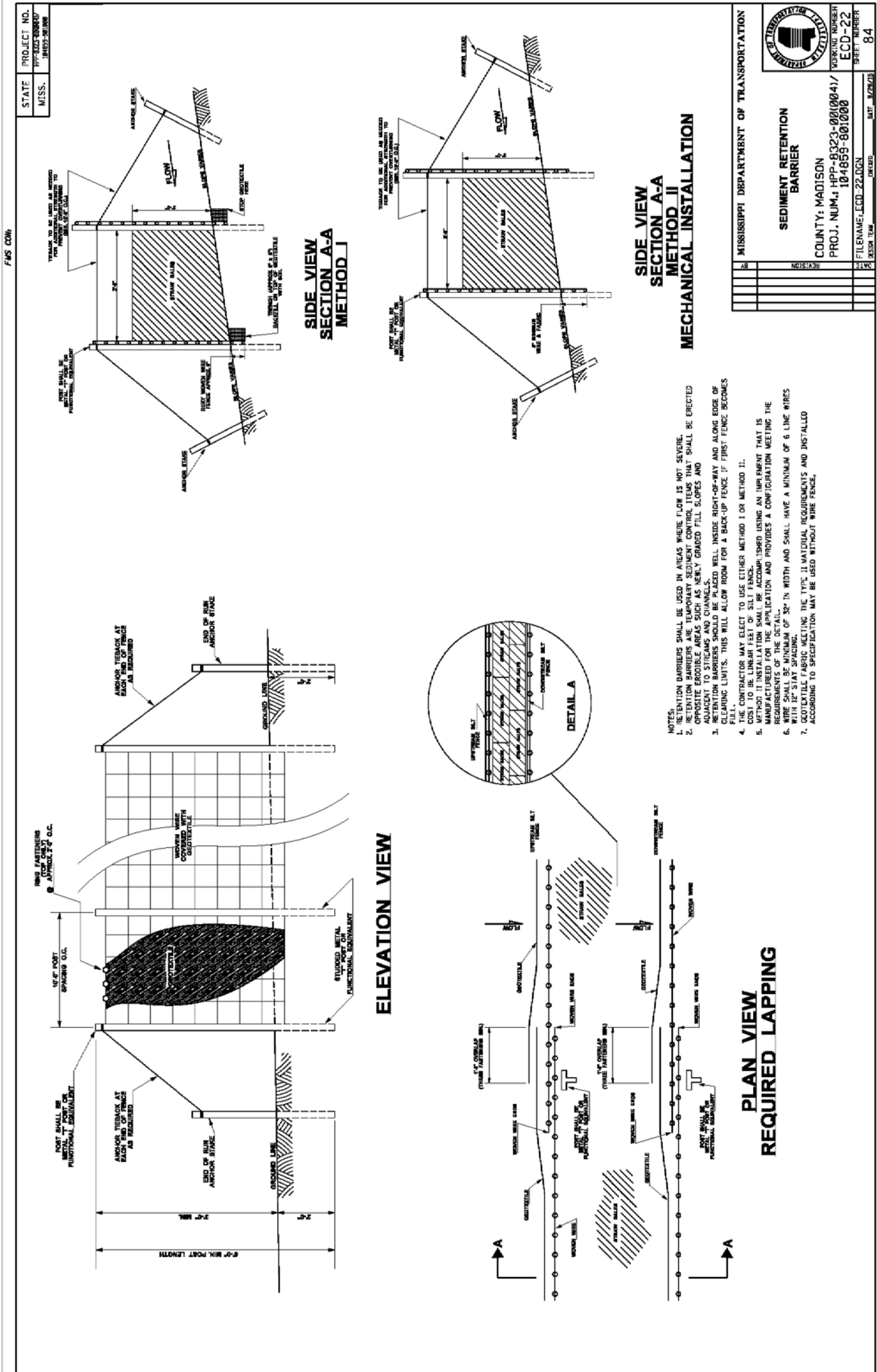
SIDE VIEW  
( IN DITCH BOTTOM )

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK	
	
COUNTY: MADISON	WORKLINE NUMBER
PROJ. NUM.: HPP-8323-00100041/ 104859-801000	ECD-21
FILENAME: ECD-21.DGN	SHEET NUMBER
DATE: 9/20/21	83

Sheet No.: 37 OF 39

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REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE OF MISSISSIPPI

SEDIMENT RETENTION BARRIER

COUNTY: MADISON

PROJ. NUM.: HPP-8323-00(0004)/104859-801000

WORKING NUMBER: ECD-22

DATE: 02/24/21

DESIGN TEAM: \_\_\_\_\_

DATE: 02/24/21

84

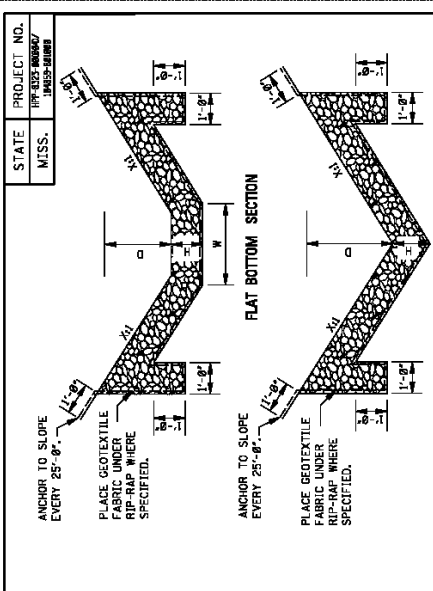
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APPLICANT		MDOT	
DATE	BY	DATE	BY

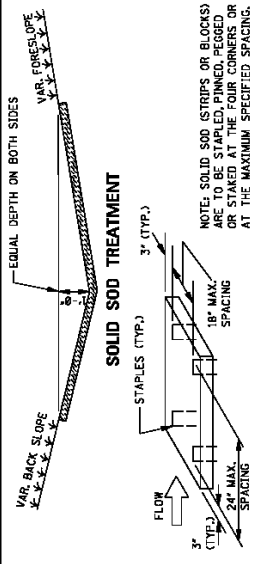
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**"V" TYPE SECTION  
RIP-RAP TREATMENT**

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

RIP-RAP SIZE & MINIMUM DEPTH "H"	RIP-RAP SIZE
18"	1/2"
12"	3/8"
6"	3/8"



**SOLID SOD TREATMENT**

- NOTE: SOLID SOD (STRIPS OR BLOCKS) SHALL BE PLACED OR STAGED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

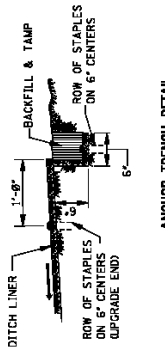
**DETAILS OF TYPICAL DITCH TREATMENTS**

COUNTY: MADISON  
PROJ. NUM.: HPP-8323-001(004)/194-859-801000

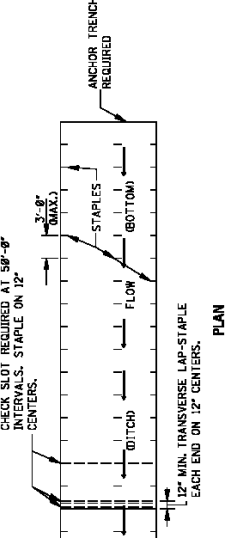
FILE NAME: DT-1.DGN  
DATE: 8/28/18

DESIGN TEAM: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: 8/28/18

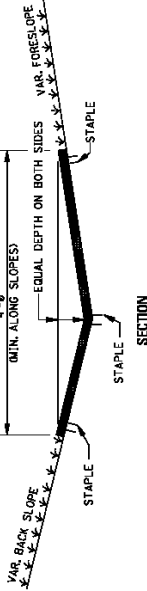
WORKING NUMBER: DT-1  
SHEET NUMBER: 85



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

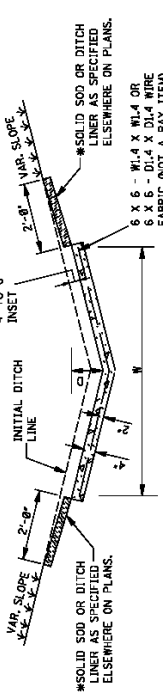


**PLAN**

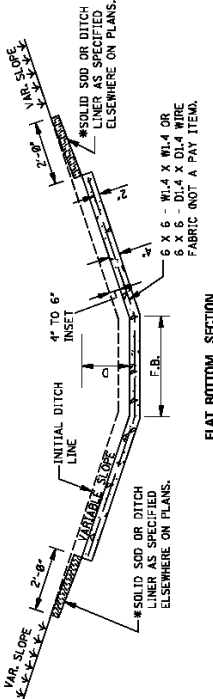


**SECTION**

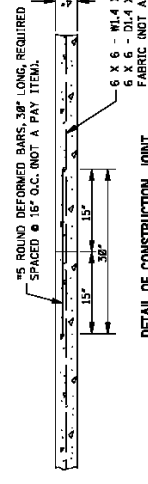
- DITCH LINER TREATMENT  
(EXCELSION BLANKET, JUTE MESH OR EROSION CONTROL FABRIC)**  
NOTE: DITCHES TREATED WITH DITCH LINER SHALL BE COVERED WITH ROCK OR TREATMENT, UNLESS OTHERWISE INDICATED.



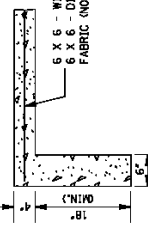
**"V" TYPE SECTION**



**FLAT BOTTOM SECTION**



**DETAIL OF CONSTRUCTION JOINT**



**DETAIL OF TOE WALL**  
NOTE: TOE WALL REQUIRED UPSTREAM AND DOWNSTREAM.

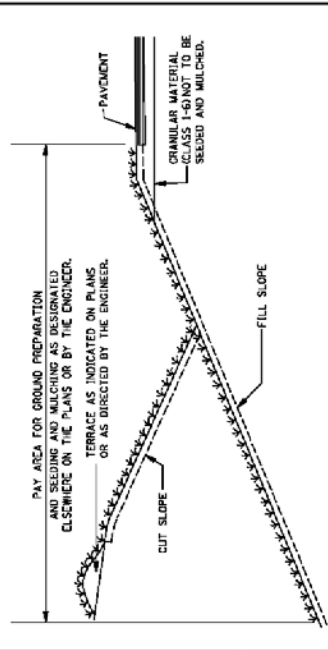
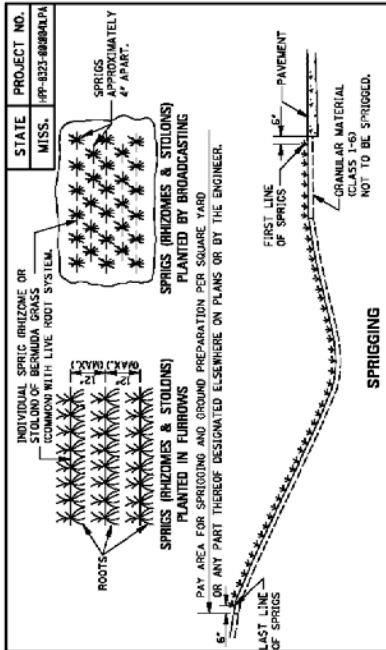
**CONCRETE PAVED DITCH**

- NOTES:  
1. CONCRETE PAVED DITCHES SHALL BE GROoved AT 20'-0" INTERVALS.  
2. THE GROOVES SHALL BE CUT TO A DEPTH OF NOT LESS THAN 1".  
3. DIMENSIONS D & W ARE AS FOLLOWS:  
D (MINIMUM) = 9"  
D (MAXIMUM) = 24"  
W (MINIMUM) = 24"  
W (MAXIMUM) = 48"  
4. 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.

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Permit No.:

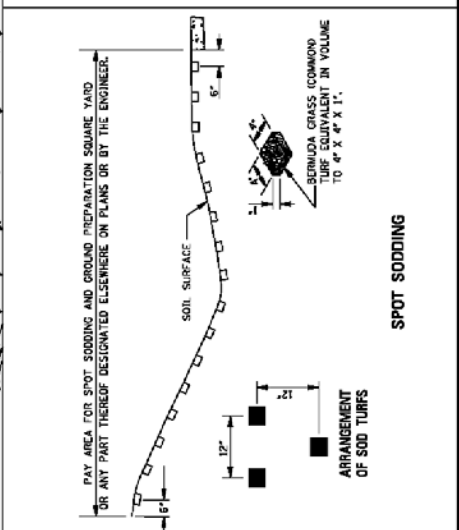
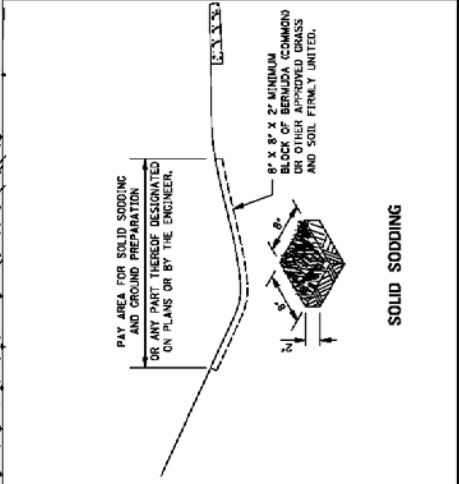
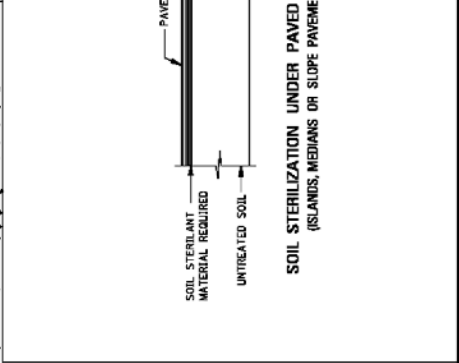
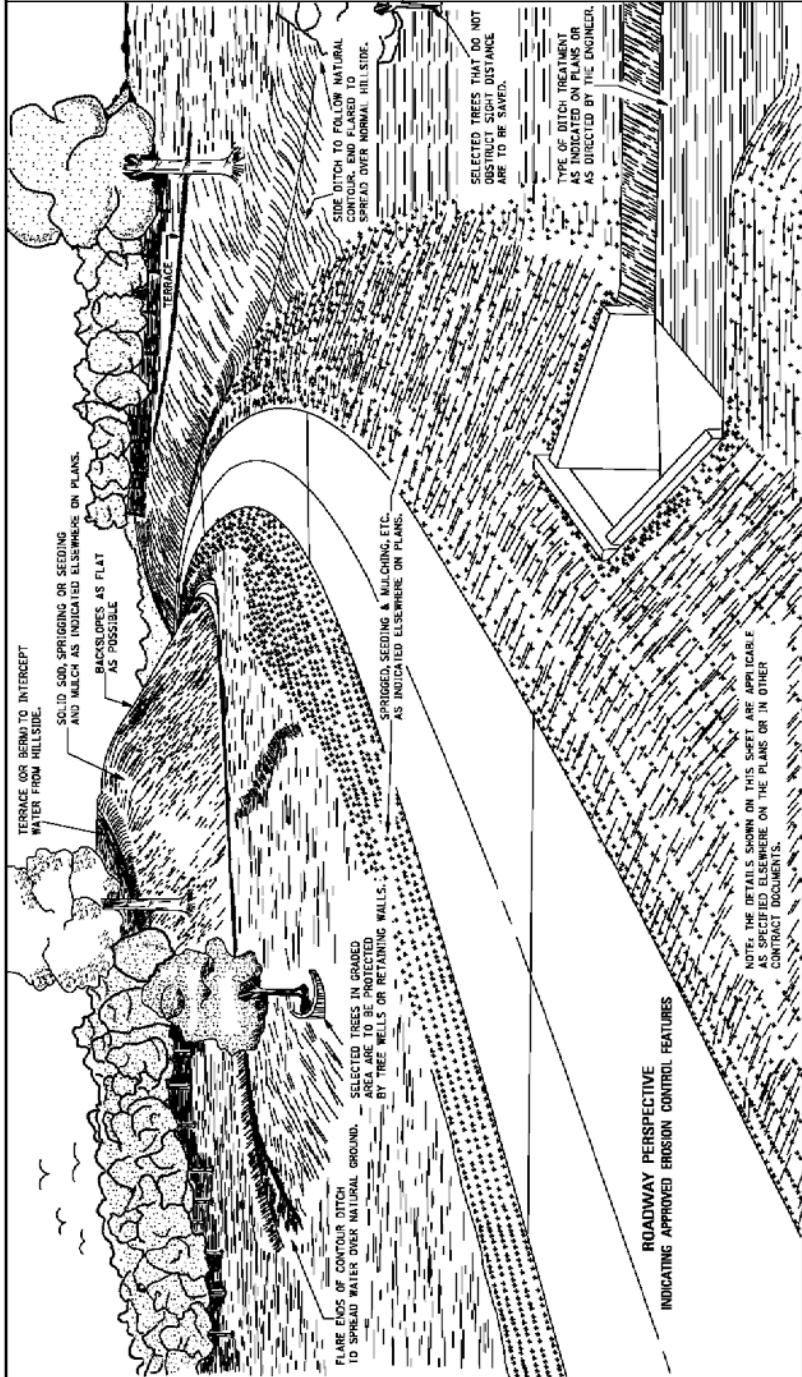
REVISIONS			
APPLICANT		MDOT	
DATE	BY	DATE	BY



SEEDING AND MULCHING

GENERAL NOTES

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



MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**EROSION CONTROL**

COUNTY: MADISON  
HPP-8323-00(004)1 PA/  
104859-6(0)000

ISSUE DATE: OCTOBER 1, 1998

WORKING NUMBER: EC-1  
SHEET NUMBER: 39