

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	IM-0220-03(029) IM-0020-001(184)	1

STATE OF MISSISSIPPI
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO. IM-0220-03(029)N & IM-0020-01(184)N

①12-21-07

IM-0020-001(184)N
B.O.P.

STA. 325 + 00

IM-0220-03(029)N
B.O.P.

STA. 97 + 83.78

I-220 FROM I-20 AND I220 INTERCHANGE TO HWY 49 AND I-220
INTERCHANGE AND I-20 FROM HWY. 18 TO ELLIS AVE.
HINDS COUNTY

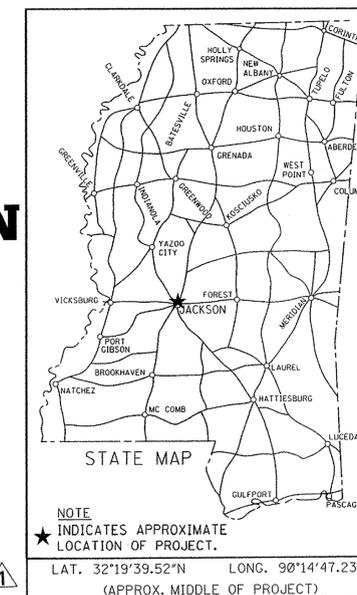
FMS CONST. 103684301000

FMS CONST. 103684302000

IM-0220-03(029)N
E.O.P.

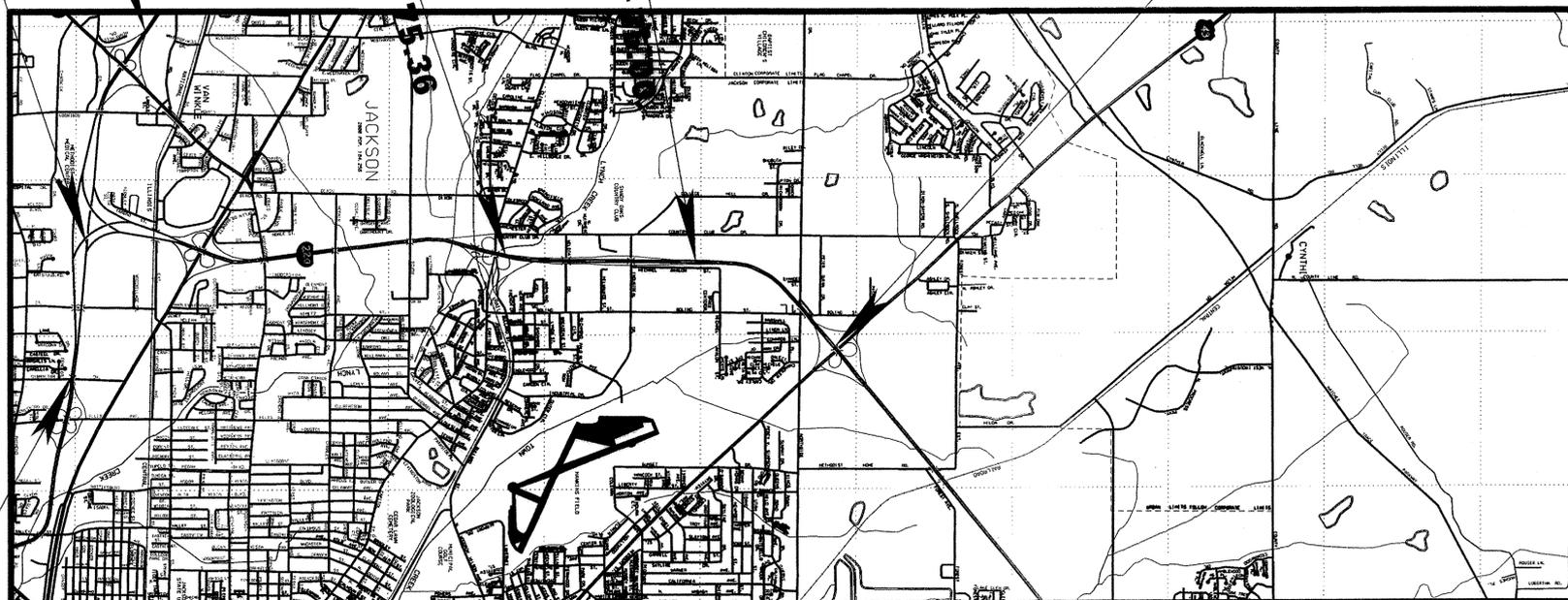
STA. 264 + 62.240

OMITTED SECTION
SCALES
PLAN 1 IN. = 100 FT.
PROFILE { HOR. 1 IN. = 100 FT.
VERT. 1 IN. = 10 FT.
LAYOUT 1 IN. = 4000 FT.



BRIDGE STRUCTURES REQ'D.
NONE

BOX BRIDGES REQ'D.
NONE



IM-0020-001(184)N IM-0220-03(029)N

DESIGN CONTROL	DESIGN CONTROL
60 MPH = V (SPEED DESIGN)	70 MPH = V (SPEED DESIGN)
ADT (2008) = 84000 ; ADT (2028) = 135000	ADT (2008) = 65500 ; ADT (2028) = 101700
DHV = 14000; D = .55 %; T = .15 %	DHV = 9400; D = .50 %; T = .10 %

PERMITS ACQUIRED BY MDOT	PERMITS ACQUIRED BY MDOT
WETLANDS AND WATERS PERMITS (NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):	WETLANDS AND WATERS PERMITS (NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):
NATIONWIDE #14 <input type="checkbox"/> WATERS <input type="checkbox"/> WETLANDS <input type="checkbox"/>	NATIONWIDE #14 <input checked="" type="checkbox"/> WATERS <input checked="" type="checkbox"/> WETLANDS <input checked="" type="checkbox"/>
NATIONWIDE (OTHER)* <input type="checkbox"/> WATERS <input type="checkbox"/> WETLANDS <input type="checkbox"/>	NATIONWIDE (OTHER)* <input checked="" type="checkbox"/> WATERS <input checked="" type="checkbox"/> WETLANDS <input checked="" type="checkbox"/>
GENERAL* <input type="checkbox"/> WATERS <input type="checkbox"/> WETLANDS <input type="checkbox"/>	GENERAL* <input checked="" type="checkbox"/> WATERS <input checked="" type="checkbox"/> WETLANDS <input checked="" type="checkbox"/>
INDIVIDUAL (404)* <input type="checkbox"/> WATERS <input type="checkbox"/> WETLANDS <input type="checkbox"/>	INDIVIDUAL (404)* <input checked="" type="checkbox"/> WATERS <input checked="" type="checkbox"/> WETLANDS <input checked="" type="checkbox"/>

* ACQUISITION OF PERMITS FOR TEMPORARY IMPACTS DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR	* ACQUISITION OF PERMITS FOR TEMPORARY IMPACTS DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR
STORMWATER PERMIT <input checked="" type="checkbox"/>	STORMWATER PERMIT <input checked="" type="checkbox"/>
Y REQUIRED, CNOI SUBMITTED BY MDOT (DISTRIBUTED AREA = 5 ACRES + INTB 6484)	Y REQUIRED, CNOI SUBMITTED BY MDOT (DISTRIBUTED AREA = 5 ACRES + INTB 6484)
S REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES) (INTB 6483)	S REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES) (INTB 6483)
N NO STORMWATER PERMIT REQUIRED (<1 ACRE)	N NO STORMWATER PERMIT REQUIRED (<1 ACRE)
APPROVED BY: CKP DATE: 12/21/07	APPROVED BY: CKP DATE: 12/21/07

IM-0020-001(184)N
E.O.P.
STA. 455 + 50

CONVENTIONAL SYMBOLS

- COUNTY LINE -----
- TOWN CORPORATION LINE -----
- SECTION LINE -----
- EXISTING ROAD OR TRAVELED WAY -----
- PROPOSED ROAD OR TRAVELED WAY -----
- RAILROAD -----
- SURVEY LINE -----
- BRIDGES -----

EQUATIONS
NONE

EXCEPTIONS
NONE

	IM-0220-03(029)N	IM-0020-001(184)N	PROJECT TOTAL
LENGTH DATA			
LENGTH OF ROADWAY	27072.28 FT.	13166.78 FT.	40239.06 FT.
LENGTH OF BRIDGES	3085.86 FT.	0 FT.	3085.86 FT.
LENGTH OF PROJECT (NET)	5.1273 MI.	2.4937 MI.	7.6210 MI.
LENGTH OF EXCEPTIONS	-7499.64 FT.	0 FT.	-7499.64 FT.
LENGTH OF PROJECT (GROSS)	16486.78	2.4937 MI.	35825.28 FT.
	3.1229 MI.	2.4937 MI.	6.7851 MI.

APPROVED BY: <i>Larry L. James</i> 12-20-07 CHIEF ENGINEER DATE	102
APPROVED BY: <i>Raymond R. Ponder</i> 12-20-07 EXECUTIVE DIRECTOR DATE	
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
APPROVED:	
DIVISION ADMINISTRATOR	DATE
FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION	

DESCRIPTION OF SHEET

WKG. NO. SH. NO.

DESCRIPTION OF SHEET

WKG. NO. SH. NO.

TITLE SHEET (1)

DETAILED INDEX & GENERAL NOTES (3)

DETAILED INDEX ROADWAY
DETAILED INDEX ROADWAY
GENERAL NOTES

TYPICAL SECTION SHEETS (4)

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TYPICAL SECTIONS CLINTON BLVD. CAPITAL ST. AND BULLARD ST.
TYPICAL SECTIONS I-20 MAINLINE AND HWY. 18 AND RAMPS
TYPICAL SECTIONS FOR HWY. 18 RAMPS, LOOPS AND AUXILIARY LANE

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SUMMARY OF QUANTITIES
SUMMARY OF QUANTITIES
SUMMARY OF QUANTITIES
ESTIMATED QUANTITIES-SIGNS AND TRAFFIC CONTROL ITEMS
ESTIMATED QUANTITIES-SIGNS AND TRAFFIC CONTROL ITEMS
SUMMARY OF BRIDGE END PAVEMENT AND CLEARING AND GRUBBING
SUMMARY OF BRIDGE END PAVEMENT AND CLEARING GRUBBING
SUMMARY OF TRAFFIC DETECTORS

PLAN SHEETS (21)

B.O.P. 97+83.78(RAMP D) TO STA. 20+00(RT. LANE I-220)
STA. 87+67.17(RAMP B) TO STA. 20+00(LT. LANE I-220)
STA. 86+68.90(RAMP A) TO STA. 20+00(RT. LANE I-220)
STA. 88+47.97(RAMP C) TO STA. 20+00(LT. LANE I-220)
PLAN VIEW (I-20)
DETAILS FOR REALIGNMENT WEST RAMP AT HWY. 18
PLAN VIEW (I-20)
PLAN VIEW (I-20)
PLAN VIEW (I-20)
STA. 0+00 TO STA. 28+00(I-220)
STA. 28+00 TO STA. 56+25(I-220)
STA. 284+00 TO STA. 252+00(HWY. 80)
STA. 56+25 TO STA. 86+61.68(I-220)
STA. 86+61.68 TO STA. 116+92.91(I-220)
STA. 116+92.91 TO STA. 146+78.01(I-220)
CAPITAL STREET INTERCHANGE
STA. 146+78.01 TO STA. 177+08.75(I-220)
STA. 177+08.75 TO STA. 207+08.75(I-220)
STA. 207+08.75 TO STA. 238+65.04(I-220)
STA. 238+65.04 TO STA. 264+89.98(I-220)
MEDGAR EVERS/U.S. HWY. 49 INTERCHANGE

DI-1 2
DI-1 3
GN-1 4

TS-1 5
TS-2 6
TS-3 7
TS-4 8

SQ-1 9
SQ-2 10
SQ-3 11
TCQ-1 12
TCQ-2 13
SMQ-1 14
SMQ-2 15
TD-1 16

WK-3 17
WK-3A 18
WK-3B 19
WK-3C 20
WK-3D 21
DWR-1 22
WK-3E 23
WK-3F 24
WK-3G 25
WK-4 26
WK-5 27
WK-5A 28
WK-6 29
WK-7 30
WK-8 31
WK-8A 32
WK-9 33
WK-10 34
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WK-12 36
WK-12A 37

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TYPICAL DETAIL FOR VEHICLE CLASSIFICATION/INDUCTIVE LOOP SITE 4 & 5
TYPICAL DETAIL FOR VEHICLE CLASSIFICATION/INDUCTIVE LOOP SITE 27
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DETAIL OF CONSTRUCTION SIGNING
DETAIL OF CONSTRUCTION SIGNING
DETAILS OF RUMBLE STRIPS (GROUND-IN)
PAVEMENT MARKING DETAILS FOR INTERCHANGE WITH LANE DROPS
LOCATION OF R16-3 SIGNS AND DRUM PLACEMENT
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE
GUARDRAIL: BRIDGE END SECTION TYPE "I" (WOOD POST)
GUARDRAIL: BRIDGE END SECTION TYPE "I" (STEEL POST)
GUARDRAIL: RUB RAIL HARDWARE SHEET
VEGETATION SCHEDULE
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH
LANE CLOSURE DETAILS FOR FULL DEPTH CONCRETE PAVEMENT REPAIR

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TD-3 39
TD-4 40
TD-5 41
CS-1 42
DCS-1 43
DCS-2 44
DCS-3 45
RS-1 46
PMLD-1 47
SD-1 48
TCD-1 49
GR-2F 50
GR-2G 51
GR-RR 52
VEG-1 53
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LCD-1 56

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PAVEMENT MARKING DETAILS FOR 4 & 5-LANE UNDIVIDED ROADWAYS
PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE
RAMPS (PARALLEL & TAPER)
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT
RAMPS (PARALLEL & TAPER)
PAVEMENT MARKING LEGEND DETAILS
PAVEMENT MARKING LEGEND DETAILS
4-LANE TO 2-LANE TRANSITION AT INTERCHANGE

TYPICAL TEMPORARY EROSION CONTROL MEASURES (SILT FENCE, HAY BALES, & BRUSH BARRIER)

FENCE: CHAIN LINK- CLASS I
FENCE: CHAIN LINK- CLASS II
FENCE: TYPICAL INSTALLATION AT BRIDGES
FENCE: TYPICAL INSTALLATION AT DRAINAGE STRUCTURES
FENCE: TYPICAL INSTALLATION AT DITCH CROSSINGS AND FENCE ENDINGS

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PM-2 121
PM-3 122
PM-4 123
PM-5 124
PM-6 125
PM-8 127
TEC-1 142
CL-1 162
CL-2 163
FI-1 164
FI-2 165
FI-3 166
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ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

1/31/2008 11:50 PM DETAILED INDEX.DGN

DISTRICT 5		
PS & E PLANS-DATE 12-21-2007		
FMS CON. # 103684/301000/302000		
REVISIONS		
DATE	SHEET NO.	BY
1/25/08	1,2,4,7,8,9,10,11,13,14,15, 21,22,23,36,37,38,39,53,56	GM

1/25/08		REVISE	NO. NO.	&	TITLE	GM	BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
DETAILED INDEX								WORKING NUMBER
PROJECT NO. IM-0220-03(029)N								DI-1
PROJECT NO. IM-0020-001(184)N								SHEET NUMBER
COUNTY : HINDS								2
DATE	FILENAME:	DETAIL INDEX.DGN						
	DESIGN TEAM	MANGUM	CHECKED		DATE			

DESCRIPTION OF SHEET

WKG. NO. SH. NO.

DESCRIPTION OF SHEET

WKG. NO. SH. NO.

STANDARD DRAWINGS - ROADWAY SHEETS (CONT.)

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12/17/2007 09:08:02 DETAILED-INDEX.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
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PROJECT NO. IM-0220-03(029)N PROJECT NO. IM-0020-001(184)N COUNTY : HINDS	
WORKING NUMBER DI-2	
FILENAME: _____ DETAIL INDEX.DGN	SHEET NUMBER 3
DESIGN TEAM MANGUM	CHECKED _____ DATE _____

GENERAL NOTES

STATE	PROJECT NO.
MISS.	M-0220-03(029)N M-0020-001(184)N

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING STRUCTURES SUCH AS PIPES, INLETS, APRONS, BRIDGES, ETC. FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. EXTREME CARE SHOULD BE EXERCISED IN UNDERCUT AREAS AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS, AS DIRECTED BY THE ENGINEER. 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.
2. EXISTING UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWINGS BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. 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. MDOT FORCE NUMBER FOR LIGHTING LINE IS (601)683-3341 NEWTON (DISTRICT OFFICE) MDOT FORCE NUMBER FOR FIBIC OPTIC LINE IS (601)359-1454 TRAFFIC ENGINEERING
3. WHERE MILLING OF THE ROADWAY LANES IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDERS AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON THE MILLED SURFACE (NOT A SEPARATE PAY ITEM).
4. TRAFFIC WILL NOT BE ALLOWED ON MILLED SURFACE AT ANYTIME
5. MILLING OPERATIONS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND THE MDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. ASPHALT IS TO BE EXTENDED UNDER THE GUARDRAIL AND TWO (2) FEET BEHIND THE FACE OF THE GUARDRAIL WHICH IS PLACED AT BRIDGE ENDS OR AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. PRIOR TO PLACEMENT OF ASPHALT REMOVAL OF THE EXISTING SHOULDER MATERIAL SHALL BE PERFORMED AND COST ASSOCIATED WITH THIS REMOVAL SHALL BE INCLUDED IN THE PRICE OF OTHER ITEMS BID.
7. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED IN THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.
8. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.
9. ALL TEMPORARY TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).
10. THE CONTRACTOR IS TO REMOVE AND RESET ANY SIGNS WHICH CONFLICT WITH CONSTRUCTION (NOT A SEPARATE PAY ITEM), EXCEPT WHERE SHOWN ON THE TRAFFIC CONTROL PLANS.
11. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE 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.
12. WIRE BACKING WILL BE REQUIRED ON ALL SILT FENCES FOR DETAILS SEE WK. SHT. NO. TEC-1.
13. SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS BEYOND THE B.O.P. AND E.O.P. LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS SHOWN ON THE PLANS.
14. REMOVAL OF RAISED PAVEMENT MARKERS & FLEXIBLE DELINEATOR POST IS NOT CONSIDERED A SEPARATE PAY ITEM.
15. EROSION CHECKS: QUANTITY ESTIMATED ON THE BASIS OF 4 BALES PER EVERY 25 TO 100 L.F. OF DITCH, 8 BALES PER INLET AND 4 BALES AT EACH PIPE OUTLET. THIS IS REQUIRED AS TEMPORARY EROSION CONTROL MEASURE TO MINIMIZE SILTATION UNTIL PERMANENT MEASURES INSTALLED. THE ENGINEER WILL DETERMINE THE ACTUAL LOCATION AND NUMBER OF BALES DURING THE CONSTRUCTION OF THE PROJECT. (SEE WK. NO. TEC-1 FOR DETAILS)
16. THE CONTRACTOR SHALL ERECT AND MAINTAIN CONSTRUCTION SIGNING AND PROVIDE ALL SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY TO SAFELY MAINTAIN TRAFFIC AROUND AND THROUGH THE WORK AREAS IN ACCORDANCES WITH TRAFFIC CONTROL PLAN AND THE MUTCD. THE COST IS TO BE INCLUDED IN THE PRICE BID FOR PAY ITEM NO. 618-A, MAINTENANCE OF TRAFFIC
17. MOBILIZATION AND INCIDENTAL WORK SUCH AS REMOVING VEGETATION, SHAPING AND COMPACTING SHOULDERS, REMOVING AND RESETTING SIGNS, REMOVING EXCESS ASPHALT MATERIAL, PROJECT CLEAN-UP AND OTHER ITEMS OF INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT WILL NOT BE MEASURED FOR SEPARATE PAYMENT AND WILL BE CONSIDERED INCLUDED IN THE PRICES OF ITEMS BID.
18. LITTER SHALL BE REMOVED FROM THE PROJECT RIGHT-OF-WAY AND PROPERLY DISPOSED OF BY THE CONTRACTOR AT LEAST MONTHLY DURING THE LIFE OF THE PROJECT. LITTER SHALL INCLUDE BUT NOT BE LIMITED TO SOLID WASTES SUCH AS GLASS PAPER PRODUCTS TRIES WOOD PRODUCTS METAL SYNTHETIC MATERIALS AND OTHER MISCELLANEOUS DEBRIS. IN ADDITIONAL TO THE MONTHLY LITTER REMOVAL THE CONTRACTOR SHALL ON A DAILY BASIS REMOVE ALL DEBRIS FROM WITHIN THE ROADWAY AND A 30 FOOT CLEAR ZONE WHICH IN THE OPINION OF THE ENGINEER IS A HAZARD TO THE TRAVELING PUBLIC. NO DIRECT PAYMENT WILL BE MADE FOR THE LITTER AND / OR DEBRIS REMOVAL THE COST IS TO BE INCLUDED IN THE PRICES OF ITEM BID. FAILURE OF THE CONTRACTOR TO REMOVE LITTER AND / OR DEBRIS AS PRESCRIBED HEREIN SHALL BE JUST CAUSE FOR WITHHOLDING THE MONTHLY PROGRESS ESTIMATE PAYMENT UNTIL THE LITTER AND / OR DEBRIS IS SATISFACTORILY REMOVED BY THE CONTRACTOR.
19. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO NOT DISTURB OR DAMAGE ANY MANHOLE ACCESS POINTS WATER VALVES DRAINAGE STRUCTURES OR ANY OTHER OBJECT DESIGNATED BY THE ENGINEER THAT EXISTS IN THE ROADWAY. THE CONTRACTOR IS RESPONSIBLE FOR THE REPAIR AND /OR REPLACEMENT OF ANY OF THE ITEMS LISTED ABOVE.
20. THE LOCATION AND SPACING OF SIGNS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
21. ALL FRONTAGE ROADS, LOCAL ROADS, RAMPS AND LOOPS ETC WILL BE PAVED TO THE END OF STATE MAINTENANCE OR AS DIRECTED.
22. EXISTING OR TEMPORARY PIPES THAT ARE TO BE ABANDONED IN PLACE SHALL BE PLUGGED ON EACH END WITH CONCRETE.(ABSORBED ITEM)
23. ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TRIES OR OTHER SUITABLE MATERIAL.
24. VOIDS CREATED BY THE REMOVAL OF POSTS, CONCRETE ANCHORS, FOOTINGS, ETC., SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
25. GRASSING WILL BE REQUIRED AT ALL DISTRUBED AREAS AS DIRECTED AND SHALL BE PERFORMED AT THE EARLIEST TIME TO MINIMIZE THE POTENTIAL FOR EROSION, AND WILL BE PAID FOR BY THE APPROPRIATE BID ITEMS.
26. NO BURNING WILL BE ALLOWED. ALL BRUSH, TREES ETC. WILL BE REMOVED FROM THE JOBSITE. ALL STUMPS SHALL BE REMOVED PRIOR TO GRASSING.
27. WHEN EXISTING SHOULDERS ARE TO BE RAISED TO MATCH THE NEW PAVEMENT ELEVATION BY PLACING VARIABLE DEPTH GRANULAR MATERIAL ON EXISTING SHOULDERS. PLACEMENT OF GRANULAR MATERIAL ON THE FINISHED COURSE SHALL NOT BE PERMITTED. THE MATERIAL SHALL BE BLADED ROLLED AND COMPACTED TO A FINISHED SLOPE GRADE. PLACEMENT OF THIS MATERIAL SHALL BE PERFORMED TO PROVIDE A UNIFORM AND COMPACTED SHOULDER WITH A MINIMUM DEPTH AND WITH OF MATERIAL PLACE. THE COST OF BLADING WILL BE AN ABSORBED ITEM AND IS NOT TO BE INCLUDED IN THE PRICE OF PAY ITEMS BID.
28. ANY MATERIAL EXCAVATED FROM THE EXISTING SHOULDER SHALL BE USED TO RAISE THE EXISTING SHOULDER TO MATCH THE NEW PAVEMENT ELEVATION AND ANY SURPLUS MATERIAL SHALL BE SPREAD ALONG THE EDGE OF THE SHOULDERS FORESLOPES OR OTHER ADJACENT AREAS AS DIRECTED BY THE ENGINEER AND WILL BE AN ABSORBED ITEM. MATERIAL WHICH CANNOT BE PLACED IN ADJACENT AREAS AND DEEMED TO BE EXCESS EXCAVATION BY THE ENGINEER SHALL BE REMOVED UNDER THE PAY ITEM NO. 203-G EXCESS EXCAVATION.
29. EXISTING INLETS AND BOX CULVERT, PAVED DITCHES PAVED FLUMES CURB CUT DRAINAGE DITCHES SHALL BE CLEANED OF DEBRIS PRIOR TO THE PAVING OPERATION TO ALLOW ADEQUATE DRAINAGE. NO SEPARATE PAYMENT WILL BE MADE FOR CLEANING OR DISPOSAL OF THE EXCAVATED MATERIAL.
30. POTHOLES THAT MAY EXIST OR OCCUR IN THE EXISTING PAVEMENT ARE TO BE PATCHED IN A TIMELY MANNER AND PRIOR TO THE BEGINNING THE ASPHALT OVERLAY. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN OTHER ITEMS BIDS.
31. TEMPORARY STRIPE EITHER PAINT OR TAPE SHALL BE REQUIRED IMMEDIATELY AFTER OVERLAYING AND PRIOR TO OPENING AREA TO TRAFFIC. TEMPORARY STRIPE IS TO BE PLACED IN THE SAME LOCATION AND LAYOUT AS PERMANENT STRIPE.(AS DIRECTED BY THE ENGINEER)
32. FAILED AREAS ON THE EXISTING ROADWAY SHALL BE REMOVED AND BACKFILLED WITH HOT MIX ASPHALT, HT (19mm) OR AS DIRECTED BY THE ENGINEER.
33. PROJECT NUMBERS SHOWN THROUGHOUT THE PLANS MAY DIFFER FROM THE TRUE PROJECT NUMBERS SHOWN ON THE TITLE SHEET.

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION
1/24/2008 10:21:08 GENERAL NOTES.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
GENERAL NOTES	
PROJECT NO: IM-0220-03(029)N PROJECT NO: IM-0020-001(184)N COUNTY: HINDS	
WORKING NUMBER	GN-1
SHEET NUMBER	4
FILENAME:	GN.DGN
DESIGN TEAM	MANGUM
CHECKED	DATE