FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	IM–0059–02(098)	1

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED INTERSTATE 59 FEDERAL AID PROJECT NO. IM–0059–02(098)

I–59
LAUREL
JONES COUNTY

102340/302000

①05-22-09

SCALES

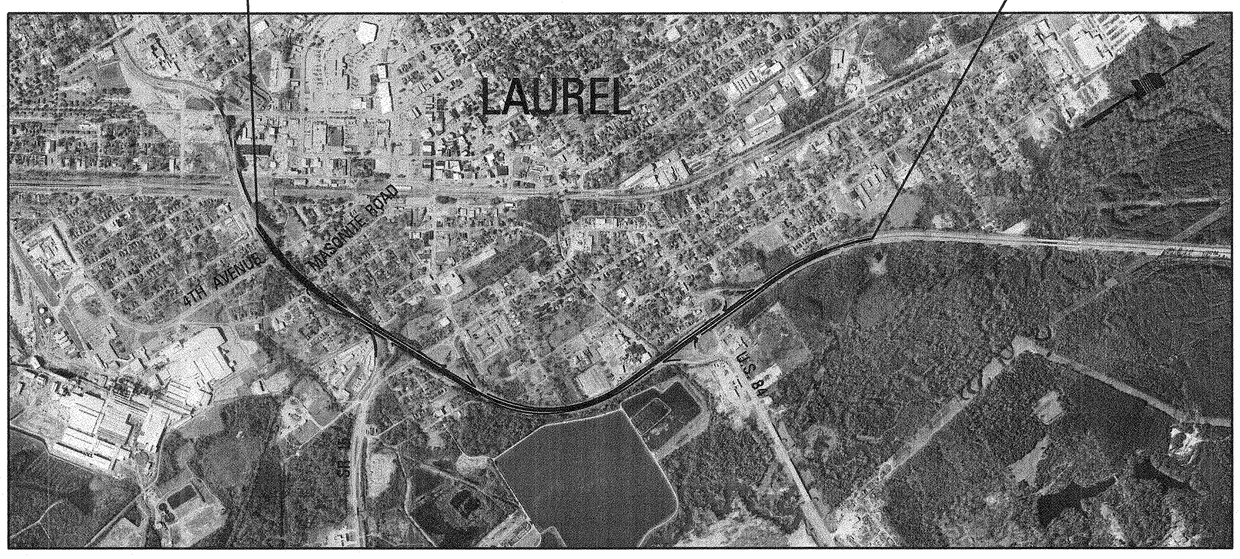
PLAN		1 IN. = 100 FT.
PROFILE	HOR.	1 IN. = 100 FT.
	VERT.	1 IN. = 10 FT.
LAYOUT		1 IN. = 1000 FT.

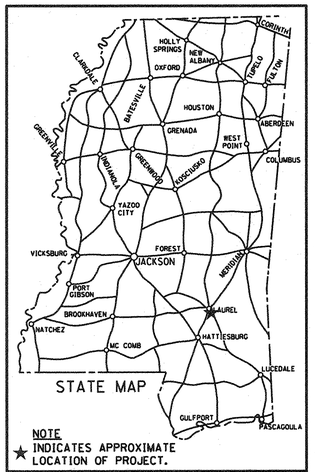
BEGIN PROJECT
STA. 565+68.062

END PROJECT
STA. 670+00

BRIDGE STRUCTURES REQ'D.

BOX BRIDGES REQ'D.





NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 31°41'07" LONG. 89°07'45"
(APPROX. MIDDLE OF PROJECT)

DESIGN CONTROL

50 MPH = V (SPEED DESIGN)

ADT(07) = 32,000; ADT (27) = 52,000

DHV = 4700 : D = 50 % T = 27 %

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS
(NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):

	WATERS	WETLANDS
NATIONWIDE #14	N	N
NATIONWIDE (OTHER)*	N	N
GENERAL*	N	N
INDIVIDUAL (404)*	N	N

* ACQUISITION OF PERMITS FOR TEMPORARY IMPACTS DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR

STORMWATER PERMIT Y

Y	REQUIRED, CNOI SUBMITTED BY MDOT (DISTRIBUTED AREA = 5 ACRES +)(NTB 586)
S	REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)(NTB 14)
N	NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: ATM DATE: 5-19-09

CONVENTIONAL SYMBOLS

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

EQUATIONS

568+15.666 BK = 570+72.591 AH (–256.925)
584+37.950 BK = 584+64.280 AH (–26.33)

EXCEPTIONS

LENGTH DATA

LENGTH OF ROADWAY	9,383.683	FT.	1.777	MI.
LENGTH OF BRIDGES	765.00	FT.	0.145	MI.
LENGTH OF PROJECT (NET)	10,148.683		1.922	MI.
LENGTH OF EXCEPTIONS	----	FT.	----	MI.
LENGTH OF PROJECT (GROSS)	10,148.683	FT.	1.922	MI.

54

DATE	REVISIONS	BY

APPROVED:
CHIEF ENGINEER — DATE 5/19/09
EXECUTIVE DIRECTOR — DATE 5/19/09
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

APPROVED:
DIVISION ADMINISTRATOR — DATE
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

TITLE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/18/2009 09:01:27 TITLE.DGN

1 st O. REV.

STATE	PROJECT NO.
MISS.	IM-0059-02(098)

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DETAILED INDEX		DI-2	3
DETAILED INDEX FOR BRIDGES		DI-3	4
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TYPICAL SECTIONS		TS-1	5
TYPICAL SECTIONS		TS-2	6
QUANTITY SHEETS (13)			
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SUMMARY OF QUANTITIES (ROADWAY)		Q2	8
SUMMARY OF QUANTITIES (ROADWAY)		Q3	9
SUMMARY OF QUANTITIES (ROADWAY)		Q4	9.1
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ESTIMATED QUANTITIES (ROADWAY)		Q8	13
ESTIMATED QUANTITIES FOR DIRECTIONAL SIGNS		Q9	14
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HICKORY STREET REALIGNMENT		WK4A	21
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I-59 - STA. 610+00 TO STA. 625+00		WK6	23
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GENERAL NOTES

1. FOR A LIST OF PUBLIC UTILITIES, SEE WK. SHEET 3.

2. UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF WAY. THE ENGINEER CANNOT 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.

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

4. 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.

5. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BRACING, SHORING, OR ANY GROUND SUPPORT SYSTEM REQUIRED TO PREVENT A FAILURE FROM OCCURRING DURING EXCAVATION. PROTECTIVE MEASURES, INCLUDING THE MATERIALS AND LABOR FOR DESIGNING AND CONSTRUCTING THE FACILITY, ARE NOT CONSIDERED A SEPARATE PAY ITEM.

6. WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING THE EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION, OR ANY STRUCTURE ADJACENT TO THE EXCAVATION. ALL COSTS FOR ANY PROTECTIVE MEASURES INCLUDING THE MATERIALS AND LABOR FOR DESIGNING, DRAWING AND CONSTRUCTING THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.

7. REMOVAL OF RAISED PAVEMENT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM.

8. REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM.

9. 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.

10. WHEN SHOWN AS A PAY ITEM, EXCESS EXCAVATION WILL CONSIST OF EXCAVATION WHICH CANNOT BE SATISFACTORILY USED OR DISPOSED OF WITHIN THE RIGHT-OF-WAY. EXCLUSIVE OF MUCK EXCAVATION, EXCESS MAY INCLUDE ANY TYPE, KIND, OR CLASS OF EXCAVATION WHICH THE ENGINEER DETERMINES MUST BE REMOVED FROM THE RIGHT-OF-WAY. IT WILL NOT INCLUDE ANY EXCESS CAUSED BY THE CONTRACTOR IMPORTING TOO MUCH EXCAVATION FROM OUTSIDE THE ROADWAY STRUCTURE; IN SUCH CASE, THE EXCESS EXCAVATION SHALL BE REMOVED FROM THE RIGHT-OF-WAY WITHOUT COST TO THE STATE.

11. 25% SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS ARE FOR DESIGN PURPOSES ONLY.

12. ALL PIPE JOINTS ARE TO BE WRAPPED IN TYPE V GEOTEXTILE FABRIC, 24" WIDTH. ALL PICKUP HOLES ARE TO BE PLUGGED AND COVERED WITH TYPE V GEOTEXTILE FABRIC TO THE SATISFACTION OF THE ENGINEER (NOT A SEPARATE PAY ITEM).

13. EROSION CHECKS: QUANTITY ESTIMATED ON THE BASIS OF FOUR (4) BALES EVERY TWENTY FIVE (25) TO ONE HUNDRED (100) L.F. OF DITCH. EIGHT (8) BALES PER INLET AND FOUR (4) BALES PER PIPE OUTLET. THIS MAY BE REQUIRED AS A TEMP EROSION CONTROL MEASURE TO MINIMIZE SILTATION UNTIL PERMANENT MEASURES ARE INSTALLED. THE ENGINEER WILL DETERMINE THE ACTUAL LOCATION AND NUMBER OF BALES DURING CONSTRUCTION (SEE WK. NO. TEC-1).

14. ALL EXISTING CULVERT PIPES OR OTHER OBSTRUCTIONS WHICH CONFLICT WITH REQUIRED CONSTRUCTION SHALL BE REMOVED (NOT A SEPARATE PAY ITEM). THE ENDS OF EXISTING PIPES TO BE ABANDONED IN PLACE SHALL BE PLUGGED WITH CONCRETE (NOT A SEPARATE PAY ITEM).

15. 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).

16. ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHOULD COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).

17. TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT AND STRAIGHTNESS.

18. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED IN PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.

19. THE CONTRACTOR IS TO REMOVE AND RESET ANY SIGNS WHICH CONFLICT WITH CONSTRUCTION (NOT A SEPARATE PAY ITEM).

20. THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLAN, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.

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

22. ALL WORK ZONE CHANNELIZING DEVICES FOR OVERNIGHT LANE CLOSURES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 48 INCHES AND HAVE A BASE WITH A MINIMUM WEIGHT OF SIXTEEN (16) POUNDS. ALL TRANSITION TAPER AND LONGITUDINAL BUFFER SPACE CHANNELIZING DEVICES SHALL BE FREE STANDING PLASTIC DRUMS. ALL CHANNELIZING DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

23. CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHEES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

24. ALL POST LENGTHS FOR SIGNS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION.

GARVER

PS & E PLANS-DATE: 5/22/2009		
FMS CON: 102340/302000		
REVISIONS		
DATE	SHEET NO.	BY
07/09	4,8,9,9.1,10,14,16,17,18, 40,41,42,43,44,45,46,47 ,48,49,76,80	SLH
07/09	7	SLH

REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX & GENERAL NOTES

PROJECT NO. IM-0059-02(098)
COUNTY : JONES

WORKING NUMBER DI-1

SHEET NUMBER 2

DATE

FILENAME: DI.DGN

DESIGN TEAM GARVER CHECKED SLH DATE 05/09

PLAN ROADWAY DESIGN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/24/2009 1:39:31 DI.DGN

STATE	PROJECT NO.
MISS.	IM-0059-02(098)

DESCRIPTION OF SHEET		WKG. NO.	SH. NO.
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TRAFFIC CONTROL - PHASE 3- TRANSITION TO ONE LANE NB		TC3-1	66.3
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RETAINING WALL DETAILS		W-7	81
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REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJECT NO. IM-0059-02(098)
COUNTY : JONES

DATE

FILENAME: DI.DGN

DESIGN TEAM GARVER CHECKED SLH DATE 05/09

WORKING NUMBER DI-2

SHEET NUMBER 3

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

5/20/2009 17:02:51 DI.DGN

1 st O. REV.

STATE	PROJECT NO.
MISS.	IM-0059-02(098)

DESCRIPTION OF SHEETS	WORKING NO.	SHEET NO.
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SPAN DETAILS	A16	481
SPAN DETAILS	A17	482
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BRIDGE DIVISION		
REVISIONS		
DATE	SHEET NO.	BY
7/09	552.1	SRY

△1 Added Sheet For Bridge Repair SRY

REVISIONS DATE BY

7/09

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX SHEET
FOR BRIDGES

PROJECT 102340/302000
IM-0059-02(098)

JONES COUNTY

DESIGNED ABH DETAILED ABH TRACED HEW
CHECKED JHR ISSUED DATE

WORKING NUMBER DI-3

SHEET NUMBER 4

HEW/ABH L:\2005\059400\60\I-59 WIDENING 2009\BRIDGEINDEX.DGN 5/14/09