

STATE OF MISSISSIPPI

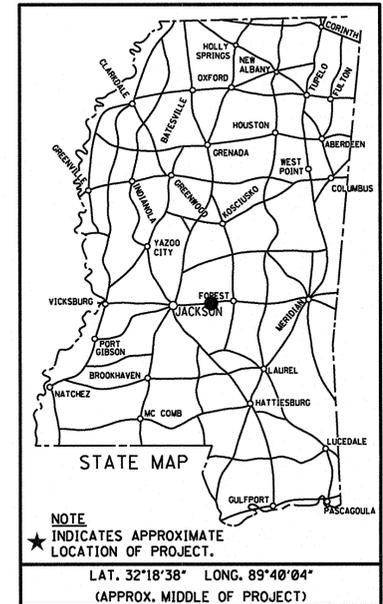
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY  
FEDERAL AID PROJECT NO. IM-0020-02(084)**

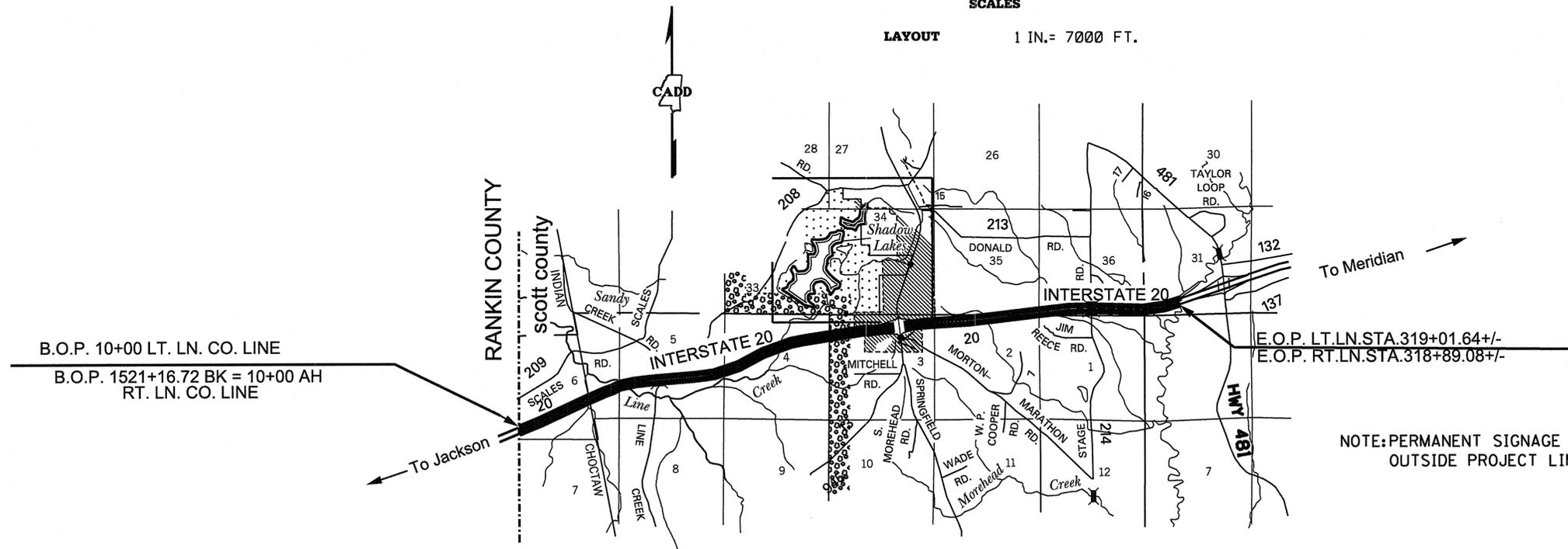
MILL AND INLAY INTERSTATE 20  
FROM THE RANKIN/SCOTT COUNTY LINE TO  
EAST END STRONG RIVER BRIDGES  
IN SCOTT COUNTY

FMS 105057/301000

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	IM-0020-02(084)	1



SCALES  
LAYOUT 1 IN. = 7000 FT.



DESIGN CONTROL

MPH = V (SPEED DESIGN)

ADT ( ) = ; ADT ( ) =

DHV = ; D = % T = %

PERMITS ACQUIRED BY MDOT

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

	WATERS	WETLANDS
NATIONWIDE #14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
NATIONWIDE (OTHER)*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GENERAL*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
INDIVIDUAL (404)*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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

STORMWATER PERMIT

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

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

N NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: *[Signature]* DATE: 6/18/12

NOTE: PERMANENT SIGNAGE WORK REQUIRED OUTSIDE PROJECT LIMITS

**EQUATIONS**

LEFT LANE	RIGHT LANE
35+71.10 BK = 0+00 AH	35+71.10 BK = 0+00 AH
45+67.60 BK = 45+69.72 AH	44+80.77 BK = 44+84.24 AH
130+00.05 BK = 130+04.84 AH	95+17.16 BK = 95+43.63 AH
267+97.19 BK = 268+58.87 AH	129+93.54 BK = 130+04.80 AH
	269+52.44 BK = 268+58.87 AH
TOTAL: +3625.87	TOTAL: +3623.47

**EXCEPTIONS**

RIGHT LANE	LEFT LANE
STA. 51+73.23 TO 53+84.37 = 213.14'	STA. 54+08.43 TO 56+21.57 = 213.14'
STA. 272+17.38 TO 273+72.63 = 155.25'	STA. 272+17.38 TO 273+72.63 = 155.25'
STA. 315+80.08 TO 317+80.08 = 200.00'	STA. 315+92.64 TO 317+92.64 = 200.00'

**LENGTH DATA**

LENGTH OF ROADWAY	34452.07 FT.	6.54 MI.
LENGTH OF BRIDGES	568.39 FT.	0 MI.
LENGTH OF PROJECT (NET)		6.54 MI.
LENGTH OF EXCEPTIONS		0.11 MI.
LENGTH OF PROJECT (GROSS)		6.43 MI.

**CONVENTIONAL SYMBOLS**

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

APPROVED:	<i>[Signature]</i> 6/18/12
CHIEF ENGINEER	DATE
<i>[Signature]</i> 6/18/12	DATE
EXECUTIVE DIRECTOR	DATE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
APPROVED:	
DIVISION ADMINISTRATOR	DATE
FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION	

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PS & E PLANS-DATE 06-19-2012		
FMS CON. # 105057/301000		
REVISIONS		
DATE	SHEET NO.	BY

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FILENAME: 2 - 3 DETAILED INDEX.DGN						
DESIGN TEAM _____ CHECKED _____ DATE _____						
DATE _____						

6/19/2012 07:50:26 2 - 3 DETAILED INDEX.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 ROADWAY PLAN DIVISION  
 02/02/AMPH/DGN/FILENAME  
 MDDDY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
<b>DETAILED INDEX</b>	
I-20 MILL & INLAY FROM RANKIN/SCOTT COUNTY LINE TO EAST END OF STRONG RIVER BRIDGES	
PROJECT NO. IM-0020-02(084)	
COUNTY: SCOTT	
DATE	REVISION
FILENAME: 2 - 3 DETAILED INDEX.DGN	WORKING NUMBER
DESIGN TEAM	CHECKED
DATE	DATE
SHEET NUMBER	
<b>3</b>	



# GENERAL NOTES

1. Permanent stripe will be double drop thermoplastic. Removal of existing cold plastic stripe will be required prior to placement and payment will be covered under the appropriate pay item. Edge lines will be placed to maintain the original lane widths. Raised pavement markers shall be installed as per plans.
2. Temporary traffic stripe will be required immediately after milling an/or overlay operations and prior to opening the areas to traffic. Temporary stripe on the final riding surface shall be placed in the location and layout as the permanent stripe. Temporary traffic stripe shall be painted traffic markings.
3. 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 zones in accordance with the standard drawings and the MUTCD. The cost of traffic control devices is to be included in the price bid for Pay Item 618-A MAINTENANCE OF TRAFFIC. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be block legend and border on white background. Traffic control signs and devices shall be kept clean and in satisfactory condition throughout the life of the project.
4. Grassing will be required on all disturbed areas as directed and shall be performed at the earliest time to minimize the potential for erosion.
5. Existing emergency crossovers are to be paved.
6. It shall be the responsibility of the Contractor to protect existing structures such as pipes, inlets, aprons, paved ditches, bridges, fences, etc. from damage which might occur from construction activities. The Contractor shall replace or repair any structures damaged during the life of the contract. No payment will be made for replacement or repair of damaged items.
7. Any signs that are in conflict with construction shall be removed and relocated by the Contractor as directed by the Engineer and the cost for such is to be included in other items bid. Coordination with other project construction signage is required as directed by the Engineer.
8. Incidentgal work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs, removing excess asphalt material, project clean-up and other items necessary to complete the project will not be measured for separate payment and will be considered included in the prices of other items bid.
9. Voids created by the removal of posts, concrete anchors, footings, etc. shall be backfilled and compacted in accordance with Section 203 of the MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION . The cost of this work should be included in other items bid.
10. Potholes which exist or which may occur in the existing pavement structure are to be patched in a timely manner and prior to paving operations at the Contractor's expense.
11. 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 travelling public. This activity shall begin with the beginning of work or the beginning of contract time whichever comes first. No direct payment will be made for debris removal and the cost is to be included in the prices of items bid. Failure of the Contractor to remove debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor. As described in Notice To Bidders No. 3, Final Clean Up, final project clean up is required and will be completed prior to the scheduling of the final inspection.
12. Site grading will be required at the areas listed or as directed by the Engineer.
13. Paving shall begin immediately behind milling operations. Traffic will not be allowed to run on milled surfaces. Any milled surface not paved and left in place will require a lane closure.
14. Wire backing is required on all silt fence.
15. Of the milled material, the lessor of 50% or 10,000 tons will be retained by MDOT. The material shall be delivered to the MDOT Kalem Maintenance R.R. Spur across from the MDOT Kalem Maintenance at 9633 Hwy. 80 East, Morton, MS. Sufficient advance notice shall be given to insure the MDOT maintenance is equipped to handle the delivery.
16. The included Plan/Profile sheets are attached for information only unless work required is shown in the plan and profile views.
17. Logging, clearing, chip/debris/vegetation removed and erosion control operations must be performed during daylight hours. Accumulation of chips and clearing debris shall not be allowed to remain within thirty feet (30') of the outside edge of the travel lane. Equipment shall be stored outside the 30-foot clear zone while not in use.
18. Existing drainage channels are to be cleared and restored to the lines and grades as directed by the Engineer and as per the applicable Notice To Bidders.
19. All ditch plugs and authorized cross-overs will be brought to current safety standards. The slope will be flattened to a 10 : 1 slop which may require extending some median pipes and removal and replacement of some paved ditch, aprons and inlets. Payment will be made using the appropriate pay items.
20. Random clearing will be required on the project. The limits of the clearing will conform to the drawings and guidelines set forth in the plans. Proper erosion control measures shall be taken to prevent siltation of existing structures and loss of materials from the right-of-way (see Section 107.22.2). Burning of waste vegetation, debris, etc. resulting from the clearing operations will not be allowed on the interstate right-of-way. Burning on adjacent private property that might result in a traffic hazard will be likewise not permitted. All standing dead or dying trees shall be removed within right-of-way limits as directed by the Engineer throughout the life of the project until the final maintenance release is issued. Price for removal of dead or dying trees is to be included in other items bid.
21. Existing fences are to be removed and replaced as directed. Payment for removal and replacement of the fenced will be made using the appropriate pay items.
22. The paved shoulders on the exit and entrance ramps will be widened to a maximum of 12' where conditions allow.
23. The area beneath existing guardrails is to be graded to restore the appropriate slope and grade. No separate payment will be made for this work and the cost is to included in other items bid.
24. Contractor shall field verify the location of underground utilities prior to excavation operations. MDOT shall be notified of any utility found to be in conflict with construction operations prior to continuance of excavation.
25. Asphalt guardrail pads including surfaces beneath guardrail shall be removed to a minimum depth of two inches (2"). New asphalt pavement shall be placed in these areas.
26. Pressure grouting of longitudinal CRCP joints beneath asphalt shall be performed prior to milling.

PLAN  
C.A.D.D. SECTION  
ROADWAY DESIGN  
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		<b>GENERAL NOTES</b>	
		I-20 MILL & INLAY FROM RANKIN/SCOTT COUNTY LINE LINE TO EAST END OF STRONG RIVER BRIDGES	
		PROJECT NO. IM-0020-02(084) COUNTY: SCOTT	
		WORKING NUMBER GN-1	
DATE	FILENAME:	SHEET NUMBER 4	
	DESIGN TEAM	CHECKED	DATE