

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

GENERAL INDEX

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# PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

## STATE PROJECT NO. HSIP-2177-00(012)

## STATE PROJECT NO. HSIP-0008-03(055)

### INTERSECTION CONFLICT WARNING SYSTEM ON US 51 AND US 49

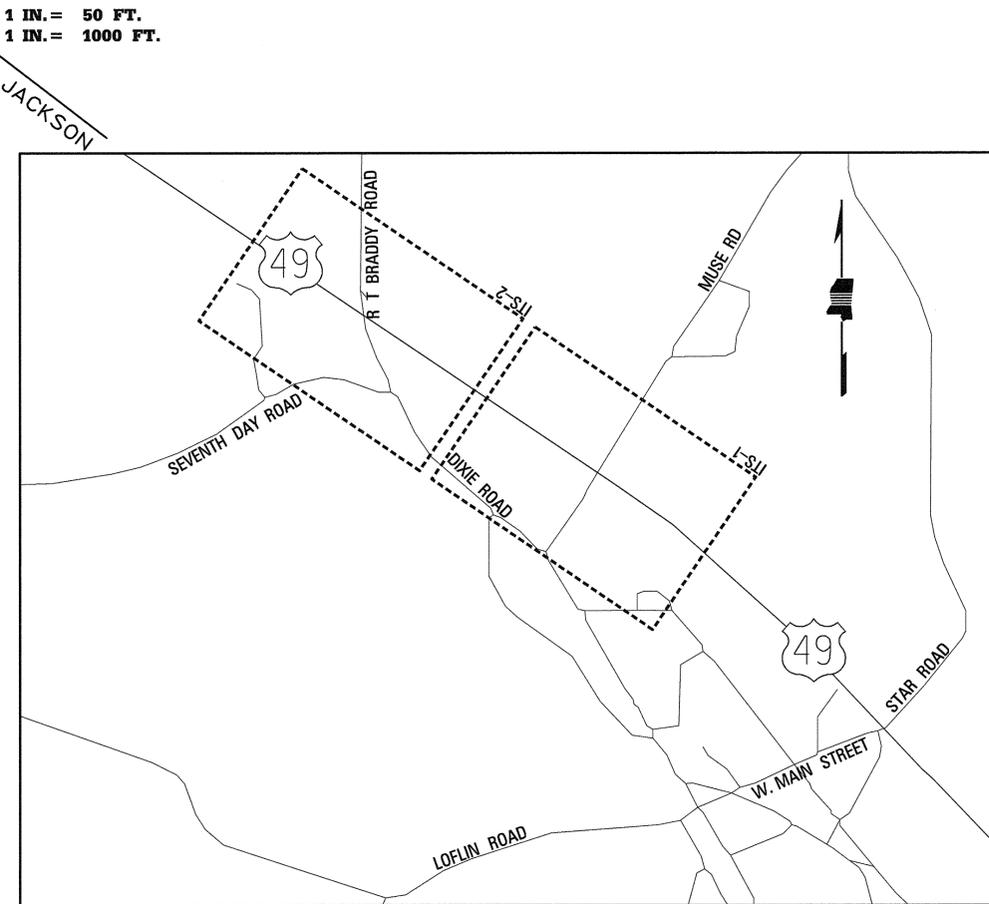
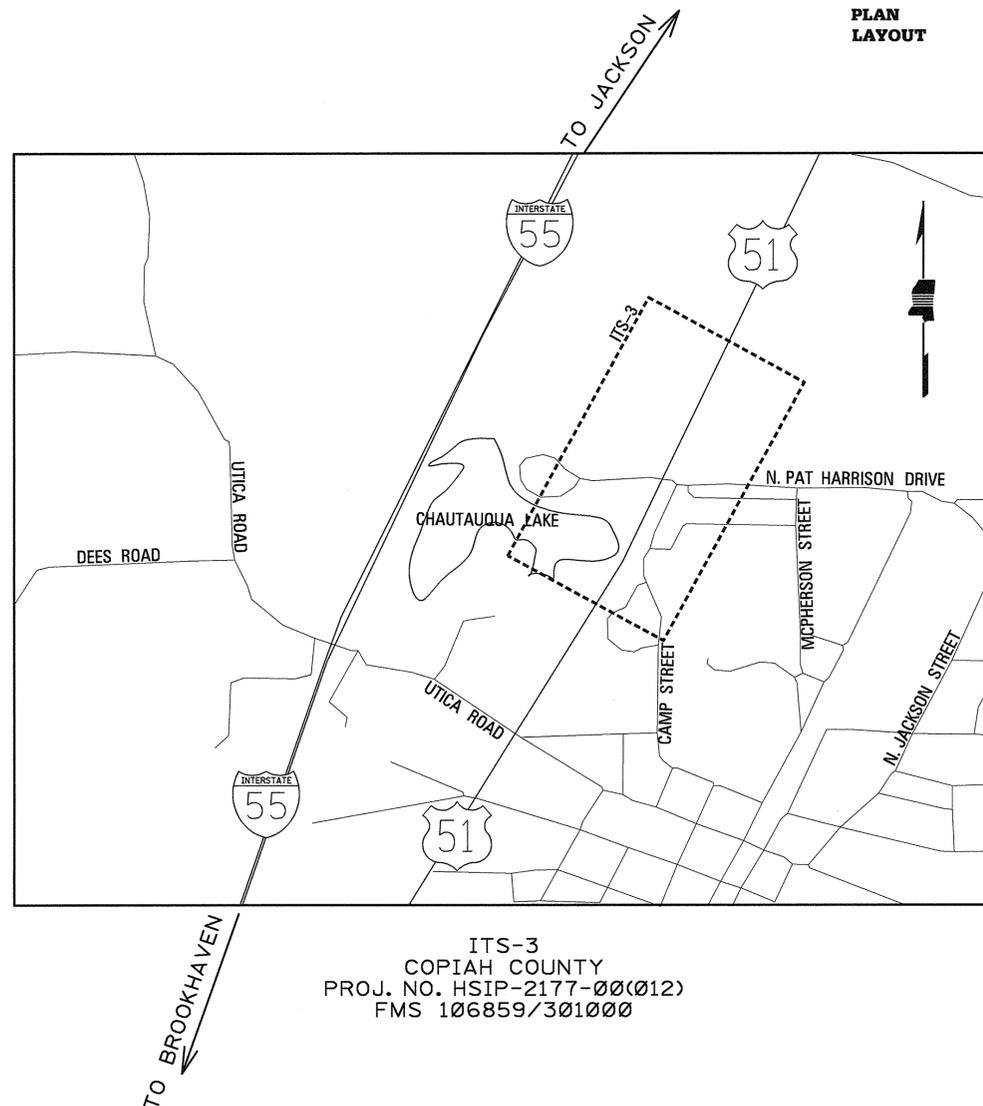
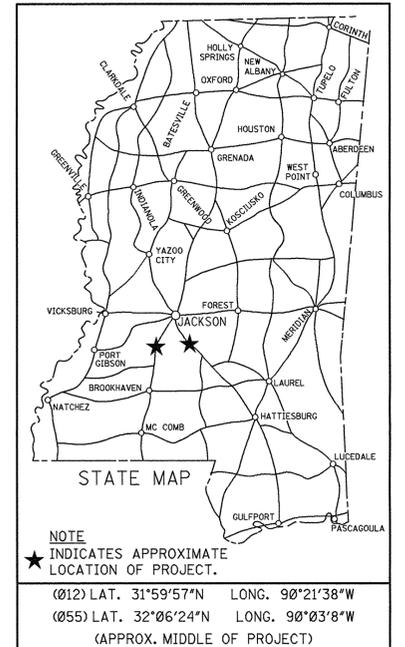
### COPIAH AND RANKIN COUNTIES

FMS 106859 /301000

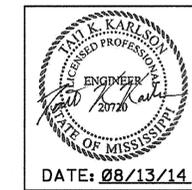
FMS 106859 /302000

PLAN LAYOUT  
 1 IN. = 50 FT.  
 1 IN. = 1000 FT.

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	HSIP-2177-00(012) HSIP-0008-03(055)	1



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	<input checked="" type="checkbox"/>	
Y	REQUIRED, SCNOI TO BE 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: <i>[Signature]</i>		



P S & E DATE: 08 /13 /14

APPROVED: *[Signature]*  
 DEPUTY EXECUTIVE DIRECTOR /CHIEF ENGINEER

*[Signature]*  
 EXECUTIVE DIRECTOR

**MDOT**  
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

8/13/2014 15:21:13 FILE: DGN

DESCRIPTION OF SHEET

REVISION DATE WKG. NO. SH. NO.

STATE PROJECT NO.  
MISS. HSIP-2177-00(012)  
HSIP-0008-03(055)

<b>ROADWAY</b>			
<b>TITLE SHEET (1)</b>		<b>TITLE</b>	<b>1</b>
<b>DETAILED INDEX AND GENERAL NOTES SHEETS (1)</b>			
<b>DETAILED INDEX AND GENERAL NOTES (ROADWAY)</b>		<b>DI-1</b>	<b>2</b>
<b>QUANTITY SHEETS (1)</b>			
<b>SUMMARY OF QUANTITIES</b>		<b>SQS-1</b>	<b>3</b>
<b>CONSTRUCTION SIGNING SHEET (1)</b>			
<b>CONSTRUCTION SIGNING LAYOUT</b>		<b>CS-1</b>	<b>4</b>
<b>MISCELLANEOUS ROADWAY ITEMS (2)</b>			
<b>SPECIAL POST DESIGN FOR ADVANCE WARNING FLASHING ASSEMBLY</b>		<b>SSD-X</b>	<b>5</b>
<b>BREAKAWAY SIGN SUPPORTS TYPE A, B, C AND D POSTS</b>		<b>SSD-4C</b>	<b>6</b>
<b>TRAFFIC CONTROL PLAN WITH FLAGGER</b>		<b>SDTCP-1</b>	<b>7</b>
<b>HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS</b>		<b>TCP-10</b>	<b>8</b>
<b>TRAFFIC SIGNAL SHEETS (4)</b>			
<b>PULL BOX AND CONDUIT TRENCHING DETAILS FOR TRAFFIC SIGNAL INSTALLATION</b>		<b>TSD-3</b>	<b>2001</b>
<b>TYPICAL DETAILS OF CONTROLLER CABINET MOUNTINGS, TYPE 1 POLE ATTACHMENTS AND MISCELLANEOUS DETAILS</b>		<b>TSD-5</b>	<b>2002</b>
<b>TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)</b>		<b>TSD-7</b>	<b>2003</b>
<b>WIRELESS SENSOR INSTALLATION DETAIL FOR TRAFFIC SIGNALS</b>		<b>TSD-8</b>	<b>2004</b>
<b>ITS SHEETS (5)</b>			
<b>INTERSECTION CONFLICT WARNING SYSTEM - US 49 AT MUSE RD</b>		<b>ITS-1</b>	<b>3001</b>
<b>INTERSECTION CONFLICT WARNING SYSTEM - US 49 AT MUSE RD - INSET</b>		<b>ITS-1A</b>	<b>3002</b>
<b>INTERSECTION CONFLICT WARNING SYSTEM - US 49 AT R.T. BRADY RD / DIXIE RD</b>		<b>ITS-2</b>	<b>3003</b>
<b>INTERSECTION CONFLICT WARNING SYSTEM - US 49 AT R.T. BRADY RD / DIXIE RD - INSET</b>		<b>ITS-2A</b>	<b>3004</b>
<b>INTERSECTION CONFLICT WARNING SYSTEM - US 51 AT N. PAT HARRISON DR / CHAUTAUGUA DR</b>		<b>ITS-3</b>	<b>3005</b>
<b>INTERSECTION CONFLICT WARNING SYSTEM - US 51 AT N. PAT HARRISON DR / CHAUTAUGUA DR - INSET</b>		<b>ITS-3A</b>	<b>3006</b>
<b>FOUR-PHASE AND TYPE B CABINET DETAILS</b>		<b>CAB-1</b>	<b>3007</b>
<b>RDS DETAILS POLE-MOUNTED RDS DETAILS</b>		<b>RDS-1</b>	<b>3008</b>
<b>STANDARD DRAWINGS - ROADWAY SHEETS (2)</b>			
<b>STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION</b>		<b>SN-4</b>	<b>6225</b>
<b>TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)</b>		<b>TCP-5</b>	<b>6254</b>

GENERAL NOTES

- EQUIPMENT SHOWN ON THESE PLANS ARE IN APPROXIMATE LOCATIONS. ALL EQUIPMENT SHALL BE FIELD LOCATED BY THE CONTRACTOR WITH PROPOSED LOCATION APPROVED BY MDOT TO VERIFY PROPER PLACEMENT AND THE BEST SIGHT DISTANCE WHERE NECESSARY, ADEQUATE ROADSIDE PROTECTION, ETC. CONTRACTOR TO STAKE EACH PROPOSED LOCATION TO A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO REVIEW BY MDOT. THE COST OF FIELD STAKING WILL NOT BE MEASURED FOR SEPARATE PAYMENT, BUT WILL BE ABSORBED UNDER OTHER ITEMS. CONTRACTOR TO INSTALL ALL EQUIPMENT, PULL BOXES AND CONDUIT WITHIN PUBLIC RIGHT-OF-WAY.
- ALL DETECTION SYSTEMS UTILIZING WIRELESS MAGNETOMETERS FOR ADVANCED AND PRESENCE DETECTION SHALL ALSO UTILIZE ACCESS POINT CONTROLLER CARD WITH EXPANSION CARDS INSTALLED IN THE TRAFFIC CONTROL CABINET.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPES, INLETS, APRONS, AND BRIDGES FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- UNDERGROUND UTILITIES ARE NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIS OWN INDEPENDENT INVESTIGATIONS, INCLUDING SUBSURFACE INVESTIGATIONS AS MAY BE NECESSARY TO LOCATE UTILITIES WITHIN PROJECT WORK LIMITS. IN ADDITION, CONTRACTOR SHALL NOTIFY MDOT MAINTENANCE PERSONNEL AT LEAST TWO WEEKS IN ADVANCE OF WORK AT THE SITE SO THAT MDOT UTILITIES (E.G. LIGHTING, CONDUIT) CAN BE FIELD LOCATED.
- THE CONTRACTOR SHALL MAKE THE APPLICATION FOR POWER SERVICE, COORDINATING WITH MDOT AND LOCAL OFFICIALS, IN ADVANCE OF REQUIRING THE ELECTRICAL SERVICES. IF ELECTRICAL SERVICE REQUIRES SERVICE METER TO BE INSTALLED, CONTRACTOR TO CONTACT THE ELECTRIC UTILITY OWNER. ANY INSTALLATIONS OF AERIAL POWER CIRCUITS OR WOOD POLES TO PROVIDE POWER SERVICE ARE TO BE COST ABSORBED. CONTRACTOR SHALL ESTABLISH POWER SERVICE IN HIS OR HER NAME UTILIZING HIS OR HER BILLING ADDRESS, AND SHALL PAY ALL UTILITY CONNECTION CHARGES AND CHARGES FOR SERVICE UNTIL FINAL PROJECT ACCEPTANCE.
- ALL POST LENGTHS FOR SIGNS SHALL BE DETERMINED IN THE FIELD PRIOR TO FABRICATION.
- 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, 2004 EDITION.

- SOME WORK MAY BE 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.
- 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.
- 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, 2004 EDITION. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.
- 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.
- ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER BID ITEMS.
- CLEARING AND GRUBBING, WHERE REQUIRED BY THE PROJECT ENGINEER TO COMPLETE THE EQUIPMENT INSTALLATIONS SHOWN ON THESE PLANS, WILL BE PERFORMED IN CONFORMANCE WITH SECTION 201 OF THE MISSISSIPPI STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION. HOWEVER THE COST OF CLEARING AND GRUBBING OPERATIONS WILL NOT BE MEASURED FOR SEPARATE PAYMENT, BUT WILL BE ABSORBED UNDER OTHER BID ITEMS.
- ALL SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST EDITION).
- PAYMENT FOR ELECTRIC CABLE AND CONDUIT SHALL BE BASED ON HORIZONTAL MEASUREMENTS, WITH NO ADDITIONAL PAYMENT FOR ANY VERTICAL RUNS OR SLACK IN PULL BOXES.
- CONDUIT FOR POWER SUPPLY MAY BE RUN IN THE SAME TRENCH LINE AS FIBER LINES, THOUGH SEPARATE ELECTRICAL PULLBOXES ARE TO BE INSTALLED.
- ALL CONDUITS TO BE SEALED WITH DUCT PLUG TO PREVENT WATER INTRUSION ONCE CABLE IS INSTALLED. COST TO BE ABSORBED UNDER PAY ITEM NOS. 668-A OR 668-B.
- THE CONTRACTOR MAY JACK OR BORE A SINGLE SLEEVE FOR INSTALLATION OF MULTIPLE CONDUITS AT A ROADWAY CROSSING, RATHER THAN JACKING AND BORING INDIVIDUAL CONDUITS. THE INSTALLATION OF THE SLEEVE AND THE FIRST CONDUIT SHALL BE PAID FOR AT THE BID PRICE FOR UNDERGROUND CONDUIT (DRILLED OR JACKED). ADDITIONAL CONDUITS PLACED IN THE SLEEVE SHALL BE PAID FOR AT THE BID PRICE FOR REGULAR UNDERGROUND CONDUIT. NO ADDITIONAL COMPENSATION WILL BE GIVEN FOR LARGER SLEEVE. CONTRACTOR SHALL SUBMIT SIZE OF SLEEVE AND MATERIALS DATA TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
- ANY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED BY THE CONTRACTOR (TO INCLUDE GRASSING AND SITE GRADING) AS DIRECTED BY THE ENGINEER. ALL REMOVAL AND REPLACEMENT OF SOD, SIDEWALK, ASPHALT AND CONCRETE, AND BACKFILL ARE COST ABSORBED AND CONSIDERED PART OF THE COST OF THE CONDUIT.
- WHERE THE CONTRACTOR ENCOUNTERS PAVED DITCHES IN ROUTING OF CONDUIT, HE MAY TRENCH AND REPLACE DITCH OR JACK UNDER DITCH, THIS IS NOT A SEPARATE PAY ITEM. DAMAGE TO PAVED DITCHES (AND/OR OTHER STRUCTURE) CAUSED BY CONTRACTOR DURING THIS PROJECT SHALL BE REPAIRED (AS DIRECTED BY THE ENGINEER) AT NO COST TO THE STATE.
- WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION OR ANY STRUCTURES ADJACENT TO THE EXCAVATION. ALL COSTS FOR DESIGNING, DRAWING, AND CONSTRUCTION OF THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.
- THE COST OF DISPOSING OF ALL UNUSED OR REMOVED MATERIALS SHALL BE ABSORBED FOR PAYMENT IN OTHER ITEMS.
- SIGNAL SUPPLY CABLE SHALL BE IMSA 20-1-1991 SIGNAL CABLE, STRANDED. AWG NUMBER AND NUMBER OF CONDUCTORS AS SHOWN ON PLANS.
- POWER SUPPLY CABLE SHALL BE IMSA 20-1-2 CONDUCTOR CABLE, STRANDED. AWG NUMBER AS SHOWN ON PLANS.
- THERE SHALL BE A 30 DAY BURN IN PERIOD FROM THE TIME THE DETECTORS ARE OPERATIONAL AS OUTLINED IN SECTION 634.03.3 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION.

B:\13\201 # 41 508 42 DI-1.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



PS & E PLANS-DATE 08/13/14		
FMS CON. # 106859/301000, 302000		
REVISIONS		
DATE	SHEET NO.	BY

REVISION	MISSISSIPPI DEPARTMENT OF TRANSPORTATION		
	<b>DETAILED INDEX AND GENERAL NOTES</b>		
	<b>INTERSECTION CONFLICT WARNING SYSTEM ON US 51 AND US 49</b>		
	PROJ. NO. HSIP-2177-00(012) PROJ. NO. HSIP-0008-03(055) RANKIN AND COPIAH COUNTIES		
DATE	FILENAME: DI.dgn	WORKING NUMBER	DI-1
DESIGN TEAM	GS&P	CHECKED	SHEET NUMBER
			2