

STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	IM-0059-03(094)	1

GENERAL INDEX

INCLUDED THIS PROJECT	BEGIN WITH SHEET
<input checked="" type="checkbox"/> ROADWAY	1
<input type="checkbox"/> PERMANENT SIGNS	1001
<input 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"/> BRIDGE STANDARD DWGS	7001
<input type="checkbox"/> BRIDGE	8001
<input type="checkbox"/> CROSS SECTIONS	9001

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. IM-0059-03(094)

I-59 FROM CLARKE COUNTY LINE TO THE I-20/59 SPLIT IN LAUDERDALE COUNTY

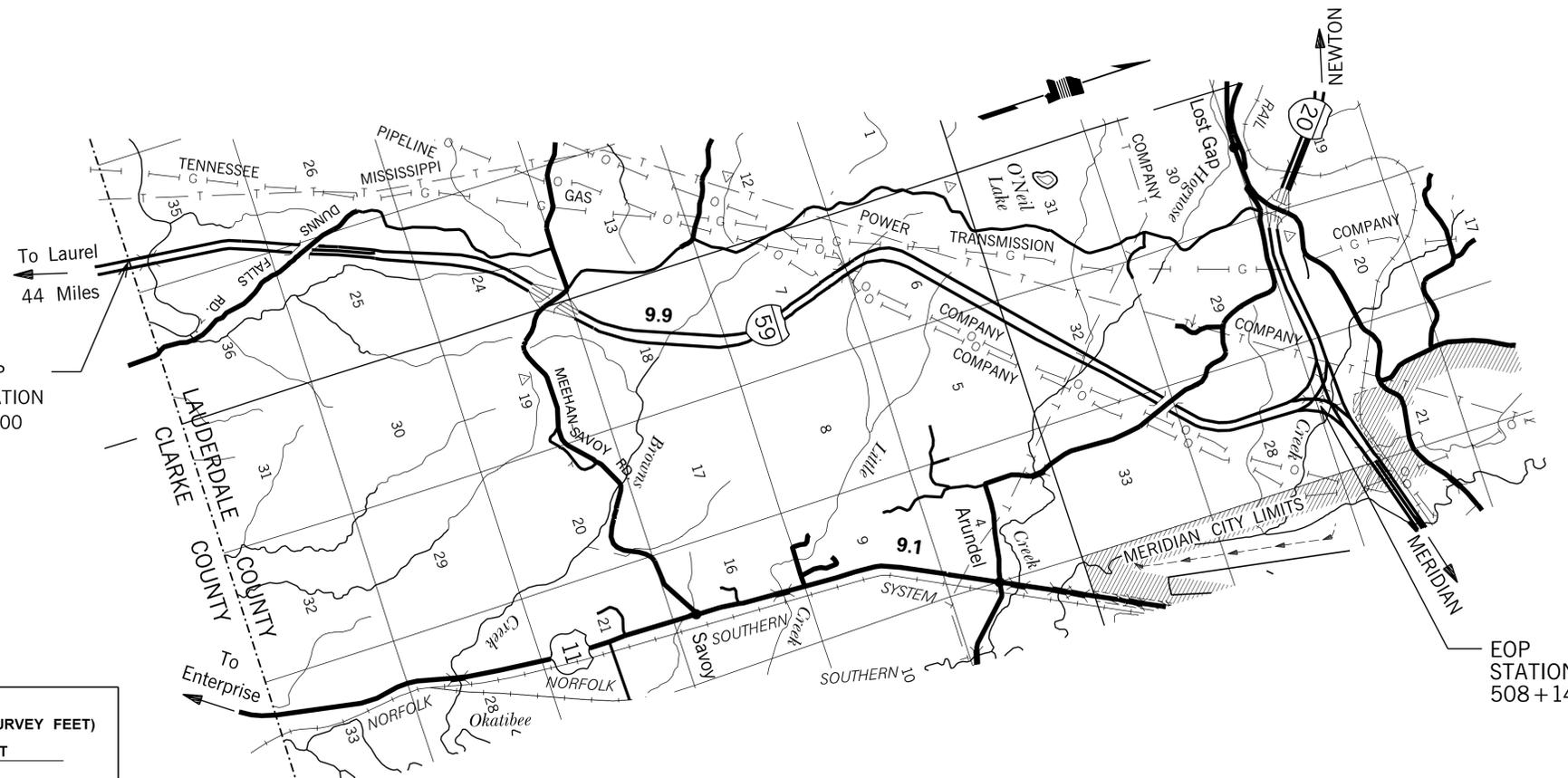
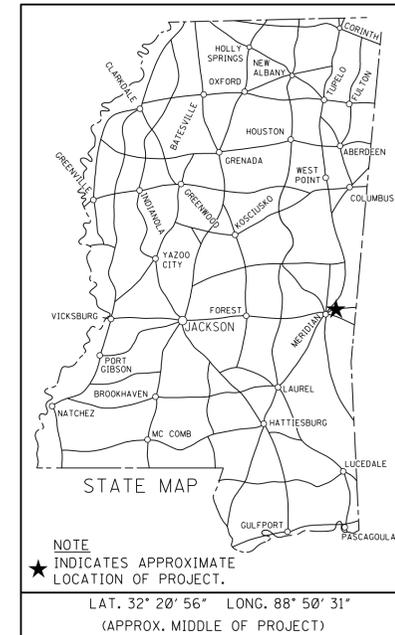
FMS CONST# 106836-301000

SCALES

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

BRIDGE STRUCTURES REQ'D.
(NONE)

BOX BRIDGES REQ'D.
(NONE)



EQUATIONS (NONE)

EXCEPTIONS (NONE)

LENGTH DATA

LENGTH OF ROADWAY	50,814 FT.	9.417 MI.
LENGTH OF BRIDGES	709 FT.	.134 MI.
LENGTH OF PROJECT (NET)	50,814 FT.	9.551 MI.
LENGTH OF EXCEPTIONS	0 FT.	0 MI.
LENGTH OF PROJECT (GROSS)	50,814 FT.	9.561 MI.

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD MS ZONE (US SURVEY FEET)
HORIZONTAL MONUMENT NORTH EAST

VERTICAL DATUM: NAVD (US SURVEY FEET)
VERTICAL MONUMENT ELEVATION

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET
CONVERSION VALUES PROJECT AVERAGE

GROUND TO GRID (COMBINED) FACTOR
GRID TO GEODETIC AZIMUTH

DESIGN CONTROL
70 MPH = V (SPEED DESIGN)

ADT (2016) = 15000 : ADT (2036) = 20000
DHV = 2000 : D = 55 % T = 26 %

PERMITS ACQUIRED BY MDOT

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

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

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

STORMWATER PERMIT

Y REQUIRED, SC01 SUBMITTED BY MDOT (DISTURBED AREA = 5 ACRES)
S REQUIRED, SC01 TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)
N NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: _____

APPROVED:	DATE
DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER	DATE
EXECUTIVE DIRECTOR	DATE



6/13/2016 09:52:07 L.E. SHEET.DGN

1st O.REV.

Description of Sheet	WKG. NO.	SH. NO.
Title Sheet		1
Detailed Index & General Notes (2)		
Index	DI-1	2
General Notes	GN-1	3
Typical Sections (4)		
Typical Section - Mainline Overlay	TS-1	4
Typical Section - Meehan Savoy Road	TS-2	5
Typical Section - Ramp	TS-3	6
Typical Section - Ramp Reconstruction	TS-4	7
Quantity Sheets (3)		
Summary of Quantities	SQS-1	8
Summary of Quantities	SQS-2	9
Estimated Quantities for Traffic Control Signs	EQ-1	10
Plan and Profile Sheets (21)		
Plan Sheet 1	PS-1	11
Plan Sheet 2	PS-2	12
Plan Sheet 3	PS-3	13
Plan Sheet 4	PS-4	14
Plan Sheet 5	PS-5	15
Plan Sheet 6	PS-6	16
Plan Sheet 7	PS-7	17
Plan Sheet 8	PS-8	18
Plan Sheet 9	PS-9	19
Plan Sheet 10	PS-10	20
Plan Sheet 11	PS-11	21
Plan Sheet 12	PS-12	22
Plan Sheet 13	PS-13	23
Plan Sheet 14	PS-14	24
Plan Sheet 15	PS-15	25
Plan Sheet 16	PS-16	26
Plan Sheet 17	PS-17	27
Plan Sheet 18	PS-18	28
Plan Sheet 19	PS-19	29
Plan Sheet 20	PS-20	30
Plan Sheet 21	PS-21	31
Traffic Control (4)		
Construction Signage Detail	DCS-1	32
Construction Signage Detail	DCS-2	33
Traffic Control Detail Precast Barrier Placement	TC-1	33a
Traffic Control Detail Precast Barrier Placement	TC-2	33b

STATE	PROJECT NO.
MISS.	IM-0059-03(094)

Description of Sheet	WKG. NO.	SH. NO.
Special Design Sheets (10)		
Rumble Strip Detail for OGFC	RS-5	35
Traffic Control Details Drum Placement and Shoulder Closure	TCP-SC	36
Pavement Marking Details for Interchange Entrance Ramps (Parallel and Taper)	SDPM-3	37
Pavement Marking Details for Interchange Exit Ramps (Parallel and Taper)	SDPM-4	38
Details of Silt Fence Installation	ECD-3	39
Emergency/Official Use Median Cross Overs	EXO-1	40
Guardrail: Bridge End Section Type "I" (Steel Posts)	GR-2G	41
Typical Installation and Details of Delineators and Distance Reference Signs	SDSN-8	42
Traffic Control Plan for Posted Speed Limit of 65 or 70 MPH (Interstates and Other 4-Lane	SDTCP-4	43
Highway Sign and Barricade Details for Construction Projects	SDTCP-10	44
Bridge Guard Rail Connector Detail	BGRC-1	45
Superelevation Case I - Rotation About Centerline	SDSE-2A	46
Superelevation Case II - Rotation About Edge of Traveled Way	SDSE-2C	47
Standard Roadway Drawings (23)		
Pavement Marking Details for 2-Lane and 4-Lane Divided Highways	PM-1	6120
Erosion Control	EC-1	6140
Guardrail: "W" Beam (Steel Posts)	GR-1B	6182
Guardrail: Bridge End Section Type "A" & "C"	GR-2	6184
Guardrail: Type 1 Cable Anchorage (Foundation Tube)	GR-3	6192
Guardrail: Type 1 Cable Anchorage (Concrete Footing)	GR-3A	6193
Guardrail: Typical Installation at Bridge Approaches for Divided Highways	GR-4	6194
Guardrail: Typical Installation for Roadside Hazards on Divided Highways	GR-4C	6197
Guardrail: Miscellaneous Hardware	GR-HW	6202
Guard Post	GP-1	6209
Standard Roadside Sign Assembly and Installation	SN-4	6225
Typical Installation of Delineators	SN-8A	6234
Typical Guardrail Delineator	SN-8C	6236
Traffic Control Plan with Flagger (One-Lane Closure of Two Way Traffic)	TCP-1	6250
Traffic Control Plan for Posted Speed Limit Less than 65 MPH (4-Lane: Median Lane or	TCP-2	6251
Outside Lane Closure) (Work Day Only)		
Traffic Control Plan for Posted Speed Limit of 65 or 70 MPH (Interstates and Other 4-Lane	TCP-5	6254
Divided Highways) (Median Lane or Outside Lane Closure) (Work Day Only)		
Traffic Control Plan Mobile Operations Multi-Lane Roads and Two-Lane Roads	TCP-11	6260
Details of Outside Lane Closure at Exit and Entrance Ramps	TCP-12	6261
Traffic Control Plan for Temporary Construction Crossover (Work Day Only)	TCP-13	6262
Traffic Control Plans Uneven Pavement Details	TCP-14	6263
Temporary Striping For Traffic Control 2-Lane and 4-Lane Divided Highways	TCP-15	6264
Divided Highways		
Special Design Sheets - See Bridge Sheets Beginning on 8001		
Total Sheets (NOT INCLUDING BRIDGE SHEETS) = 70		

6/13/2016 3:06 PM INDEX AND QUANTITY SHEET.DGN

MERIDIAN PROJECT OFFICE

PS & E PLANS-DATE		
FMS CON. # 106836/30100.		
REVISIONS		
DATE	SHEET NO.	BY
6/13/16	1,2,3,8,45-47	MS

MS BY DATE ADDED SPECIAL DESIGN SHEETS REVISION	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
	I-20/I-59 OVERLAY	
	INDEX	
	PROJECT NO. IM-0059-03(094)	
LAUDERDALE COUNTY		
WORKING NUMBER DI-1		
FILENAME: INDEX AND QUANTITY SHEET.DGN		
DESIGN TEAM	CHECKED	DATE

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WORKING NUMBER
DI-1
SHEET NUMBER
2

GENERAL NOTES

1. Removal of existing stripe on the bridges will be required. All permanent stripe will be placed as thermoplastic. Temporary traffic stripe will be required immediately after the milling and/or required overlay and prior to opening area to traffic. Temporary stripe is to be placed in the same location and configuration as the permanent stripe except that it may be offset as required for milling and paving operations.
2. Potholes that may exist or occur in the existing pavement are to be patched in a timely manner and prior to beginning the asphalt overlay. Patching of potholes shall be considered an absorbed pay item.
3. Temporary pavement transition joints (paper joints) shall be at least three (3) paper widths long, shall be used at milled tie -ins, and shall be adequately maintained. Sand or dirt from the edge of roadway shall not be used as a substitute for treated paper.
4. The Contractor shall erect and maintain construction signing, as per attached standard drawings, and provide all signs and traffic control devices necessary to safely maintain traffic around and through the work areas in accordance with the Traffic Control Plan and the MUTCD (Latest Edition). The cost is to be included in the price bid for Pay Item No. 907-618-A001, Maintenance of Traffic unless shown on the Construction Signing Schedule. Fluorescent orange sheeting shall be used on all construction and traffic control signs except those designated in the plans to be black legend and border on white background. Standard roadside construction signs and barricades will be paid for using the appropriate pay items. Traffic control signs and devices shall be kept clean and in satisfactory condition throughout the life of the project.
5. 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. 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. The Contractor shall also take all the necessary measures to protect the bridge decks during the asphalt paving operation.
6. Milling will not begin until an approved asphalt mix design has been received, nor until such time that, in the opinion of the Engineer, weather conditions have been consistently suitable enough to allow placement of the asphalt after the milling operations. Milling will be limited to an area in a single lane established by the Engineer, which in his judgment, can be overlaid the same day. The contractor will not exceed that area. The milled lane shall not be opened to traffic until asphalt has been replaced.
7. Permanent pavement markers are to be placed in accordance with the attached drawings and Standard Drawings.
8. 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. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal; the cost is to be included in the prices of items bid. Failure of the Contractor to remove the 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 the applicable Notice-To-Bidders, final project cleanup is required and will be completed immediately prior to the final inspection.
9. Rumble strips will be placed from the BOP to the EOP on the mainline outside and inside shoulders in accordance with the attached drawing, working number rs-5.
10. Incidental work such as removing vegetation, shaping and compacting shoulders, removing and resetting signs and/or, 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.
11. Voids created by the removal of post, concrete anchors, footing, etc. shall be back filled and compacted in accordance with Section 203 of the Mississippi Standard Specifications for Road and Bridge Construction, the cost of this shall be included in other bid items.
12. Any signs that are in conflict shall be removed, reset, and/or relocated by the Contractor as directed by the Engineer. Existing signs in conflict if not required to be removed shall be covered. The cost of which shall be included in other bid items.
13. The area beneath the installed guardrail is to be graded to restore the appropriate slope and grade. No separate payment will be made for the work; therefore, the cost should be included in other bid items.
14. Guard rail pay items will be used to replace existing guardrail at the overhead bridges on Arundel Road and Dunns Falls Road. Also, additional quantities have been included to provide median pier protection at Arundel Road, Meehan-Savoy Road, and Dunns Falls Road. The adjacent lane of traffic will not be opened until all guardrail repair and/or replacement activities have been completed. Removal of guardrail pay item will include the removal of all items associated with existing guardrail including rails, posts, terminal ends, bridge end sections, anchor footings, and other appurtenances; all of which will become property of the Contractor.

GENERAL NOTES

15. The Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the Contractor with the exception of 10,000 tons or 50% of the total anticipated RAP tonnage, whichever is less, to become property of the State. Approximately half of the anticipated RAP designated to MDOT will be stockpiled at the MDOT Meridian Maintenance office yard while the remaining half will be delivered to the MDOT Maintenance location in the median of Hwy 45 South between Causeville Rd and Hwy 145 interchanges. The Contractor will be required to coordinate the efforts with the maintenance office to effectively stockpile the milled material as directed by the Engineer. All costs associated with the hauling, placing, and stockpiling the State retained material shall be included in the price bid for the cold milling. Equipment and operator will be provided by the Contractor to stockpile the material. Contractor will provide a bulldozer to push up material.
16. Where applicable the existing shoulders are to be raised to match the new pavement elevation by placing variable depth Granular Material (Class 5, Group E) on the existing shoulders once all existing material has been utilized. Placement of the granular material on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading will be an absorbed item and is not to be included in the price of pay items bid.
17. Roadside construction signs, barrels, etc. shall be placed in accordance with the attached drawings or as directed by the Engineer.
18. Some work is required outside of the project limits. No additional compensation will be made for such work except as provided by specific pay items.
19. 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 of water on the milled surface. This will be an absorbed item.
20. Removal of raised pavement markers that are in conflict with required construction is not considered a separate pay item. The cost is to be absorbed in other items bid.
21. Milled transitions will be required at all interchange ramps and bridge ends to maintain profile grade.
22. The location and spacing of signs are approximate and may be adjusted as necessary to fit field conditions.
23. All plastic drums shall have a ballasting collar made from recycled truck tires or other suitable material.
24. Work on structures for this project may require excavation in the immediate vicinity of traffic. Therefore, the risk of a failure occurring during excavation requires that extreme cautions 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 constructing the facility shall be included in the price bid for contract items.
25. The Contractor shall cover any temporary traffic control signs in the Traffic Control Plan that do not apply to the current phase.
26. Meehan Savory Road will be milled 1 1/2" and replaced with 1 1/2" 9.5mm mix. Ramps at this location will be resurfaced according to attached typical.
30. Temporary striping will be 4" paint along roadway and 4" paint across the bridges. The 4" stripe will be paid under the 619 pay items (temporary traffic stripe).
31. Bidders are advised that hard copies of any addenda for this project will no longer be mailed. All addenda for this project will be posted to www.mdot.ms.gov under the Proposal Addenda column. It is the bidder's responsibility to check and see if any addenda have been posted for this project. Please contact Contract Administration Division at 601-359-7700 for any questions regarding electronic addenda.
32. Mowing will be required throughout the entire project. Slopes that are determined to be too steep to be mowed by tractor/mower shall be cut with weed-eater or other hand-held equipment. Plan quantities allow for 2 cuttings of the entire project. The Contractor shall coordinate cutting schedule with MDOT Maintenance in order to provide a uniform appearance to interstate ROW.
33. OGFC asphalt will not be placed in any location that hinders the drainage of the open graded layer. Milled transitions will be required and will be done at no additional expense to the State.
34. The attached plan sheets are for information only.
35. Correction of superelevation will be required in northbound and southbound curves at approximately mile marker 144. Payment for this work will be made using Pay Item no. 907-406-D001 Fine Milling and Pay Item no. 907-403-AA001 Stone Matrix Asphalt. Any additional work in this area to correct superelevation prior to mainline paving and milling shall be included in pay items mentioned above.

6/13/2016 3:07 PM GENERAL NOTES.DGN

		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		I-59 OVERLAY	
		GENERAL NOTES	
		PROJECT NO. IM-0059-03(094)	
		COUNTY:	
		PROJ. NO.: AUDERDALE COUNTY	
		FILENAME: GENERAL NOTES.DGN	
		DESIGN TEAM _____ CHECKED _____ DATE _____	
			
		WORKING NUMBER	
		GN-1	
		SHEET NUMBER	
		3	