

GENERAL INDEX

| INCLUDED THIS PROJECT | BEGIN WITH SHEET |
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| <input checked="" type="checkbox"/> ROADWAY | 1 |
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| <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-0020-01(206)

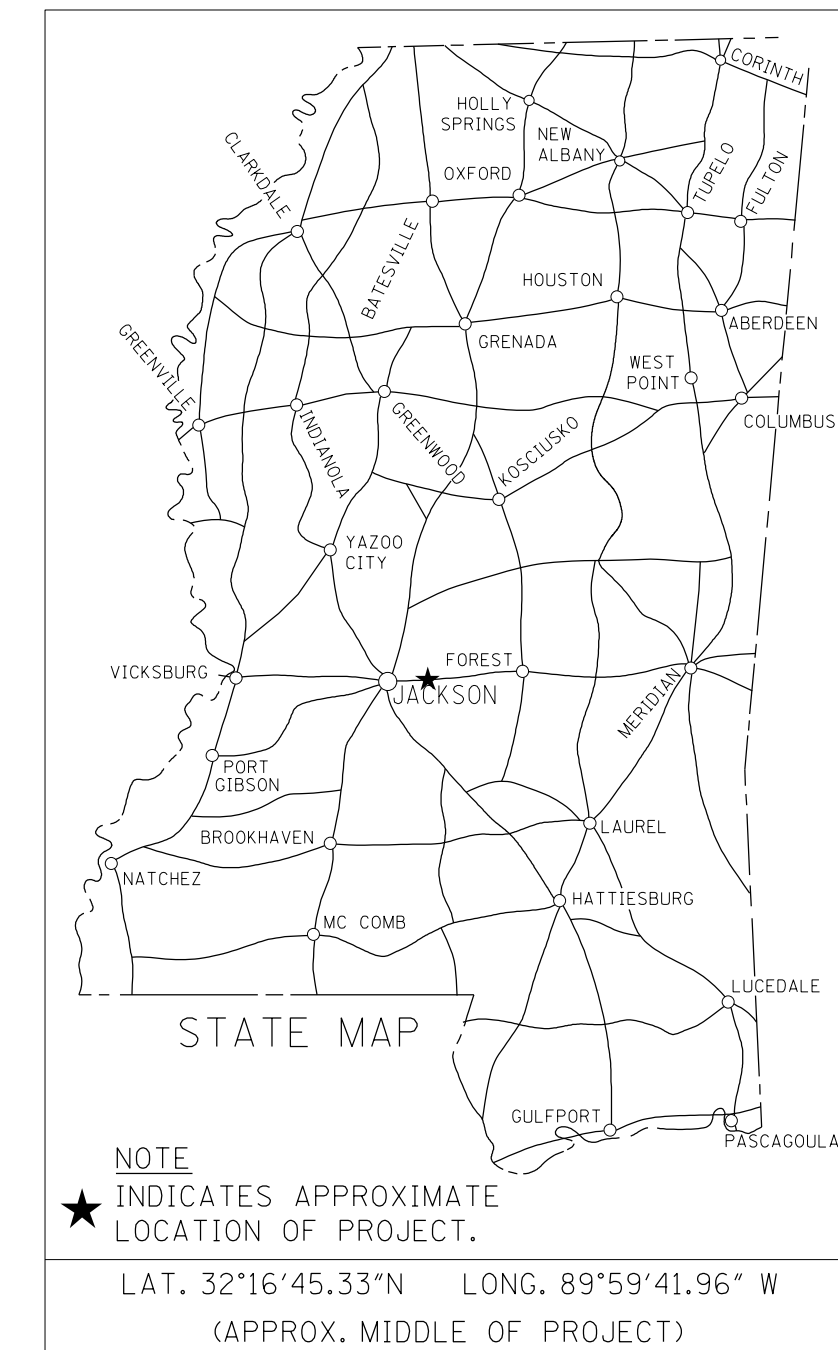
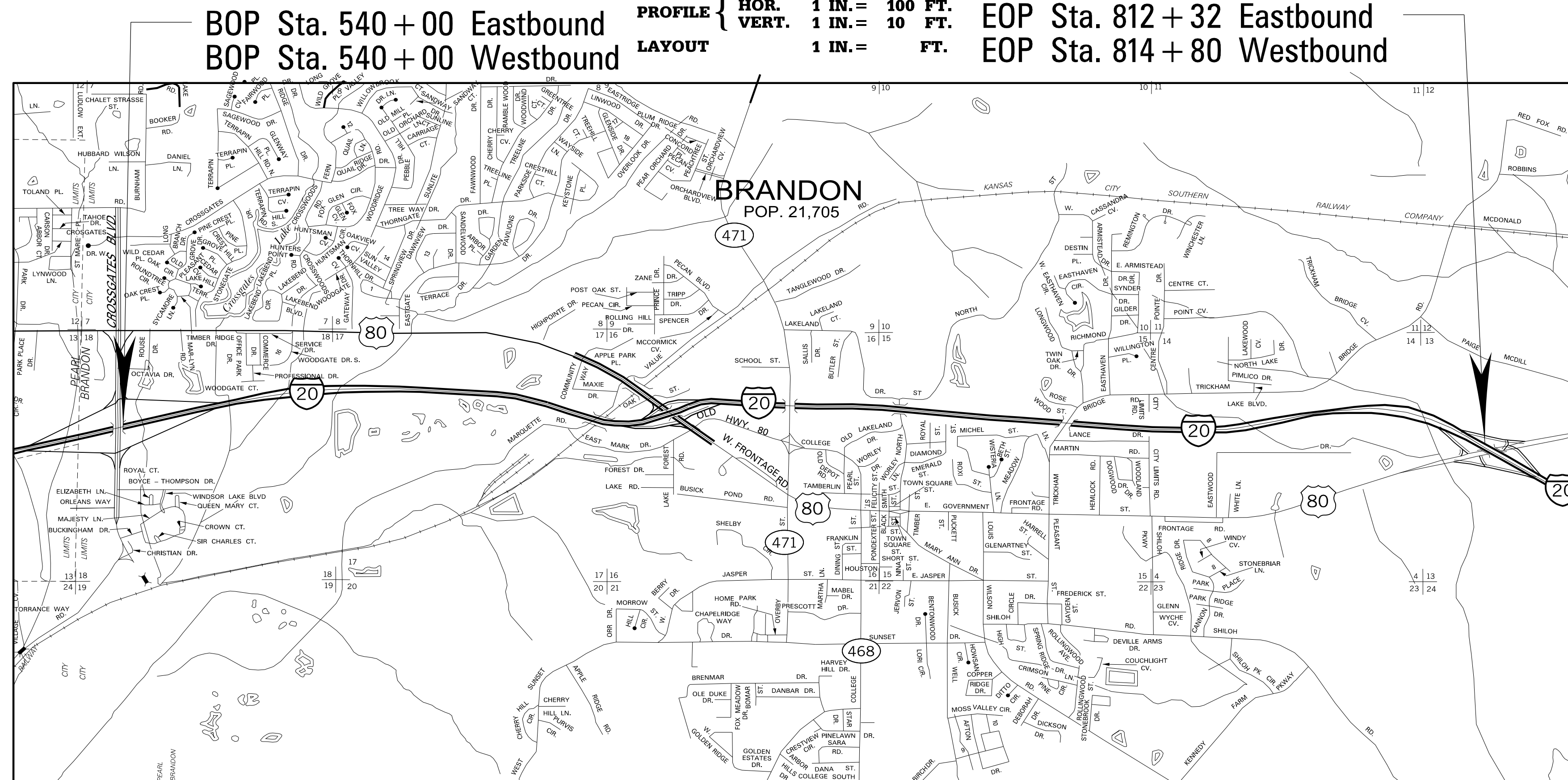
106393301000 FMS. CONST. NO. 106393/301000
 INTERSTATE 20 FROM CROSSGATES TO EAST BRANDON RANKIN COUNTY

SCALES

| | | |
|----------------|-----------------------------|------------------------------------|
| PLAN | 1 IN. = 100 FT. | EOP Sta. 812 + 32 Eastbound |
| PROFILE | HOR. 1 IN. = 100 FT. | EOP Sta. 814 + 80 Westbound |
| | VERT. 1 IN. = 10 FT. | |
| LAYOUT | 1 IN. = FT. | |

BRIDGE STRUCTURES REQ'D.

BOX BRIDGES REQ'D.



DESIGN CONTROL

70 MPH = V (SPEED DESIGN)

ADT (2016) = 38,000; ADT (2026) = 44,000
 DHV = 2680; D = 66%; T = 29%

PERMITS ACQUIRED BY MDOT

| | 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 N

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

APPROVED BY: _____

GPS CONTROL NOTES

HORIZONTAL DATUM: NAD MS ZONE (US SURVEY FEET)
 83 (93) WEST WEST

VERTICAL DATUM: NAVD 88 (US SURVEY FEET)
 JAX 2 RM 4 274.19

EQUATIONS

| | |
|---------------------------------|---------------------------------|
| EASTBOUND EQUATIONS | WESTBOUND EQUATIONS |
| STA. 634+87 BK - STA. 635+71 AH | STA. 635+83 BK - STA. 636+21 AH |
| STA. 652+38 BK - STA. 651+77 AH | STA. 650+72 BK - STA. 651+24 AH |
| STA. 696+51 BK - STA. 695+43 AH | STA. 697+15 BK - STA. 695+31 AH |

LENGTH DATA

| | | |
|---------------------------|-----|-----------|
| LENGTH OF ROADWAY | FT. | 5.09 MI. |
| LENGTH OF BRIDGES | FT. | 0.133 MI. |
| LENGTH OF PROJECT (NET) | | 5.22 MI. |
| LENGTH OF EXCEPTIONS | FT. | 0.000 MI. |
| LENGTH OF PROJECT (GROSS) | | 5.22 MI. |

EXCEPTIONS

NONE

ALL AZIMUTHS AND DISTANCES ARE GRID VALUES, US SURVEY FEET
CONVERSION VALUES BOP TO EOP
 GROUND TO GRID (COMBINED) FACTOR .999945514
 GRID TO GEODETIC AZIMUTH +00 09°13.05227"

P S & E DATE: 10/31/2016

APPROVED: _____
 DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER
 EXECUTIVE DIRECTOR



2016-05-24 8:13:52 TAB SHEET MISSISSIPPI DEPARTMENT OF TRANSPORTATION

1st O.REV.

| | |
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| PS & E PLANS - 10/31/2016 | | | YDJ | BY | MISSISSIPPI DEPARTMENT OF TRANSPORTATION | |
| FMS CON. # 106393301000 | | | | | <p align="center">DETAIL INDEX <i>Interstate 20</i></p> | |
| REVISIONS | | | YDJ | BY | COUNTY: RANKIN | |
| DATE | SHEET NO. | BY | | | PROJ. NUM.: IM-0020-01(206)/106393 | |
| 12/07/2016 | 2,35-44,63,78,80 | YDJ | YDJ | BY | FILENAME: DETAIL INDEX-1-REVISED.DGN | |
| 01/18/2017 | 2,4,8,9,25,26,35-44,48,52 | YDJ | | | DESIGN TEAM _____ CHECKED _____ DATE _____ | |
| 01/18/2017 | 55,60,63,76,78 & 80 | YDJ | YDJ | BY | WORKING NUMBER | |
| 02/21/2017 | 2-4,8,9,0,9,1,23,29,38,56, | YDJ | | | DI-1 | |
| 02/21/2017 | 64,69,74,82,83 | YDJ | YDJ | BY | SHEET NUMBER | |
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| DETAIL INDEX <i>Interstate 20</i> | |
| COUNTY: RANKIN | |
| PROJ. NUM.:IM-0020-01(206)/106393 | |
| FILENAME: DETAIL INDEX-1-REVISED.DGN | |
| DESIGN TEAM | CHECKED DATE |
|  | |
| WORKING NUMBER | SHEET NUMBER |
| DI-2 | 3 |

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GENERAL NOTES

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1. Permanent striping 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 standards.
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 same 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 907-618-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 black 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. Concrete and/or asphalt failures shall be repaired prior to the mill and overlay operations. These locations include, but are not limited to, those shown in the attached tables. The newly installed concrete shall be placed to a finished elevation so as to coincide with adjacent undisturbed concrete. Following repair of the concrete pavement, the repaired area shall be overlaid with 19.0mm HT, asphalt pavement.
5. 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 during construction. 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.
6. Any signs that are in conflict with construction shall be removed and relocated by the Contractor as directed by the Engineer, the cost of which is to be included in other items bid. Coordination with other project construction signage is required as directed by the Engineer.
7. Incidental 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.
8. Voids created by the removal of posts, concrete anchors, footings, 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 work should be included in other items bid.
9. 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. No separate payment will be made for patching potholes.
10. The Contractor shall on a daily basis remove all debris from 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 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., Final Clean Up, Final project clean up is required and will be completed prior to the scheduling of the final inspection.
11. Litter shall be removed from the project right-of-way and properly disposed of by the Contractor prior to the acceptance of the project. Litter shall include, but not be limited to, solid wastes such as glass, paper products, tires, wood products, metal, synthetic materials, and other miscellaneous debris. No direct payment will be made for the litter and/or debris removal; the cost is to be included in the other items 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 work is satisfactorily removed by the Contractor. Prior to acceptance, the existing bridges and curbed sections shall be swept and/or cleaned to remove debris. No separate payment will be made for the cleanup or sweeping activities.
12. Paving in the milled areas shall begin behind the milling operation. Traffic will not be allowed to run on the milled surface. Traffic allowance on spot and/or profile milling will be made in the field by the engineer or his/her designee.
13. The Reclaimed Asphalt Pavement (RAP) material removed by the milling operations shall become the property of the Contractor with the exception of 10,000 tons or 50% of the total anticipated quantity, whichever is less. The reclaimed material shall be delivered to the MDOT Whitfield Maintenance Yard, 3769 HWY 468 Pearl, MS 39208. The Contractor is responsible for coordinating the delivery of the RAP material with MDOT maintenance personnel. Sufficient advance notice shall be given to ensure that MDOT maintenance is equipped to handle the delivery. Regular MDOT maintenance hours are Monday thru Thursday, 6:30 AM to 5:00 PM. Any deliveries outside regular hours must be coordinated with Steve Grantham (601-479-8552) or Tony Lindsey (601-527-1561). The Contractor shall be responsible for providing the equipment and operator to neatly stockpile the milled asphalt.
- △28. 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. 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 structures adjacent to the excavation. All costs for designing, drawing, and constructing the facility, shall be included in the price bid for contract items. A shoring plan must be submitted to the Project Engineer and approved prior to any work that requires shoring or bracing to begin.
14. Wire backing is required on all silt fence.
15. All trees within five feet of guardrail will need to be removed at Trickham Bridge Road. When cutting these locations where trees are present stumps are to be cut approximately flush with the ground, but in no case shall stumps extend more than two inches above the ground line. This work also includes the removal and proper disposal of the cut material off of the right-of-way, or it may be chipped or shredded by mechanical means and mulched on the right-of-way to the satisfaction of the Engineer. This will be paid for under pay Item 202-B116.
16. Logging, clearing, grubbing, chip/debris/vegetation removed and erosion control operations must be performed during daylight hours. Daylight hours are defined as 30 minutes after sunrise and 30 minutes prior to sunset. Accumulations 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.
17. Existing drainage channels, which include but are not limited to paved ditches and box culverts are to be cleared and restored to the lines and grades as directed by the Engineer and as per the applicable Notice-to-Bidders.
18. All addenda to these plans will be posted to www.mdot.gov under the proposal addenda column. Bidders are advised that hard copies of any addenda for this project will not be mailed. It is the bidders responsibility to check and see if any addenda have been posted for this project.
19. 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 like likewise not be permitted. All dead or dying trees within the ROW limits (standing or fallen) shall be cut as directed by the Engineer throughout the life of the project until the final maintenance release is issued. Cutting and/or removal of dead or dying trees is to be included in other items bid and will not be measured for separate payment.
20. Existing fences are to be removed and replaced as directed. Payment for removal and replacement of the fence will be made using the appropriate pay items. Fences where livestock is present shall be placed prior to the removal of existing fence.
- △21. Unpaved guardrail pads shall be paved at a depth of two inches (2") with 12.5mm asphalt pavement, ST. Existing material underneath guardrails shall be removed to accommodate the new asphalt pavement, with the intent to maintain the current guardrail height. Blading/grading for placement of asphalt will not be measured for separate payment. Guardrail pads on county roads will not be paved.
22. Lane designations are as followed:
 R R L = RT of RT Lane and indicates outside lane in eastbound direction
 L R L = Lt of RT Lane and indicates inside lane in eastbound direction
 R L L = Rt of Lt Lane and indicates inside lane in westbound direction
 L L L = Lt of Lt Lane and indicates outside lane in westbound direction
23. The Contractor shall field verify the locations of underground utilities prior to excavation operations. The contractor also must coordinate directly with the involved MS ONE-Call and MDOT to have underground utility lines field located and verified in advance of excavation operations. MDOT shall be notified of any utility found to be in conflict with construction operations prior to continuance of excavation.
24. All post-mounted delineators on ramps are to be replaced. Guardrail delineators will be replaced on all guardrail. No separate payment will be made for removal of existing post mounted or guardrail delineators.
25. Pressure grouting of longitudinal CRCP joints shall be performed prior to milling.
26. Estimated quantities provided for flared and non flared terminal end sections. Terminal end sections may change at the direction of the Engineer to best fit field conditions.
27. Paved ditches to be removed and replaced shall be graded as required to restore the appropriate line, shape, and grade. No separate payment will be made for grading.

2/22/2017 1:32 PM GENERAL NOTES.DGN

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| MISSISSIPPI DEPARTMENT OF TRANSPORTATION | | | |
| DETAIL INDEX <i>Interstate 20</i> | | | |
| PROJ. NO.: IM-0020-01(206)/106393 | | | |
| COUNTY: Rankin | | | |
| FILENAME: General Notes.DGN | | | |
| DESIGN TEAM | CHECKED | DATE 2016-06-02 | |

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