1st O.REV.

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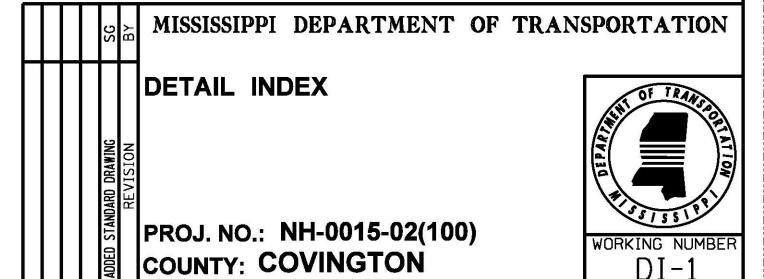
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FMS C	ON. # 107602/301000	
	REVISIONS	
DATE	SHEET NO.	BY
11-8-17	1	RCG
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- THE LOCATION AND SPACING OF SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- 2 ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH THE MUTCD (LATEST EDITION).
- 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.
- 4 ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR SUITABLE MATERIAL.
- ALL SIGNS AND DELINEATORS THAT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RESET BY THE CONTRACTOR; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- THE GRASS ON EXISTING SHOULDERS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF SHOULDER MATERIAL BY LIGHTLY BLADING OR CLOSELY MOWING; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- WHERE MILLING OF THE ROADWAY IS REQUIRED, THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING SHOULDER AT SUFFICIENT INTERVALS TO PREVENT POOLING OR STANDING WATER ON MILLED SURFACE; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- 8 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 REMOVE EXISTING PAVEMENT MARKERS PRIOR TO PLACING ASPHALT; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- TEMPORARY STRIPING IS REQUIRED IMMEDIATELY AFTER THE OVERLAYING OPERATION; OR PRIOR TO OPENING THE AREA TO TRAFFIC. TEMPORARY STRIPING SHALL BE PLACED IN THE SAME LOCATION AND LAYOUT AS PERMANENT STRIPE.
- ALL ASPHALT AND CONCRETE CURBS ALONG RAMPS, LOCAL ROADS, ETC. FROM B.O.P. TO E.O.P. SHALL BE PAINTED (TWO APPLICATIONS) WITH WHITE TRAFFIC PAINT AND TRAFFIC BEADS; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- IF THE ASPHALT CURB ALONG THE LOCAL ROAD IS SEVERELY DAMAGED, THE ENTIRE ASPHALT CURB WILL BE REMOVED AS DIRECTED BY THE ENGINEER; COST TO BE ABSORBED IN OTHER PAY ITEMS.

- $\stackrel{\textstyle \bigcirc}{}$ all local roads to be paved to the R.O.W. Limits or as directed by the engineer.
- ALL RAMPS AND DRIVEWAYS TO BE PAVED TO THE SHOULDER LINE, MINIMUM, OR FURTHER, AS DIRECTED BY THE ENGINEER WITHIN THE LIMITS OF THE R.O.W.
- 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 ON 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.
- GRANULAR MATERIAL WILL NOT BE ALLOWED TO BE PLACED DIRECTLY ON THE SURFACE LIFT OF ASPHALT, BUT MUST BE PLACED DIRECTLY ON THE GRAVEL SHOULDER OR A ROAD WIDENER MACHINE USED AND APPROVED BY THE PROJECT ENGINEER.
- $\widehat{17}$ storage of flammable materials will not be allowed under any bridge structure

