STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	IM–0055–03(091)	1

GENERAL INDEX

BRIDGE STRUCTURES REQ'D.

NONE

BOX BRIDGES REQ'D.

NONE

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. IM–0055–03(091)

I–55 Shoulder Rehab from Holmes CL to 0.5 miles South of SR 35 FMS CON. NO. 107300/301000

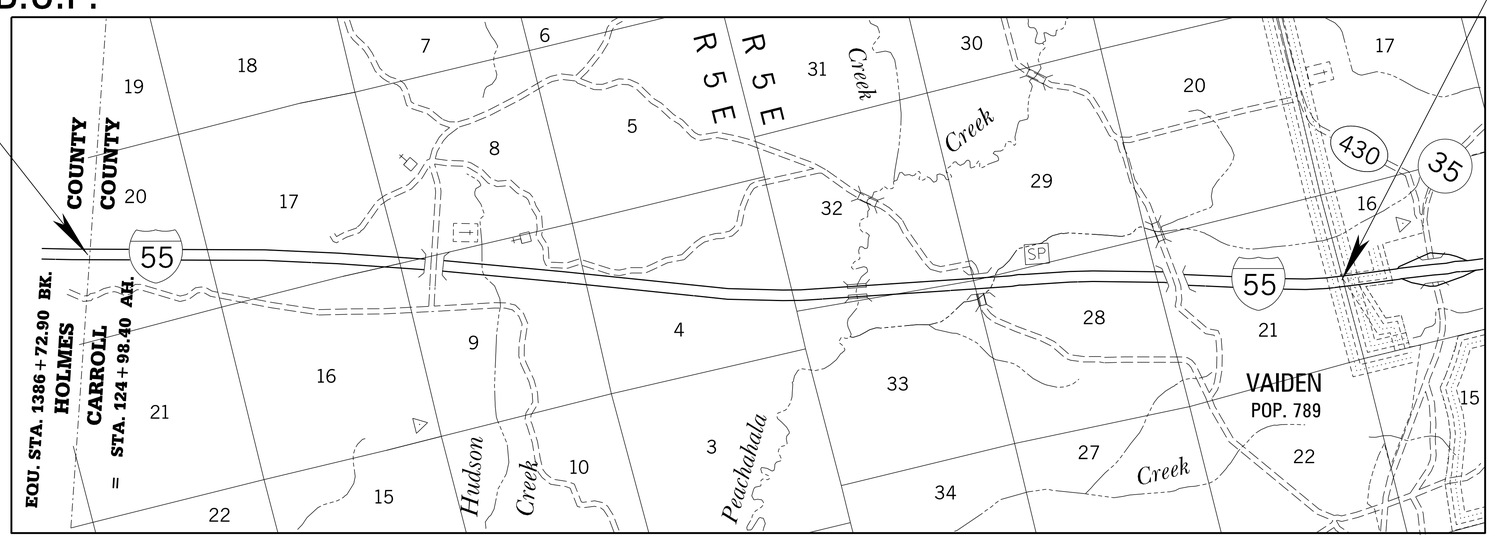
Carroll County

SCALES

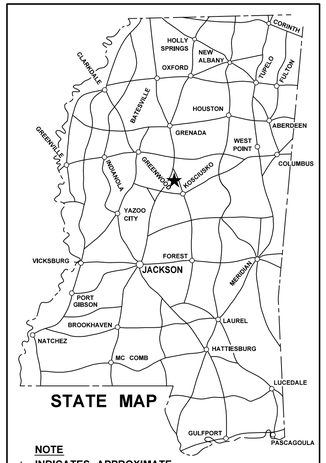
PLAN		1 IN. = 100 FT.
PROFILE	HOR.	1 IN. = 100 FT.
	VERT.	1 IN. = 10 FT.
LAYOUT		1 IN. = 2000 FT.

STA. 124 + 98.40
B.O.P.

STA. 501 + 00.00
END OF PROJECT



STATE MAP



NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 33°16' LONG. 89°44'
(APPROX. MIDDLE OF PROJECT)

DESIGN CONTROL

70 MPH = V (SPEED DESIGN)

ADT (____) = _____: ADT (____) = _____

DHV = _____ : D = _____% T= _____%

PERMITS ACQUIRED BY MDOT

WETLANDS AND WATERS PERMITS

	WATERS	WETLANDS
NATIONWIDE #14	N	N
NATIONWIDE (OTHER)*	N	N
GENERAL*	N	N
INDIVIDUAL (404)*	N	N

STORMWATER PERMIT [N]

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: _____

EQUATIONS

STA. 497 + 81.1 BK. = STA. 494 + 83.9 AH –297.20 FT.

EXCEPTIONS

NONE

COMPUTED ON RIGHT LANE ONLY.

LENGTH DATA

LENGTH OF ROADWAY	37,304.4 FT.	7.065 MI.
LENGTH OF BRIDGES	FT.	MI.
LENGTH OF PROJECT (NET)		7.065 MI.
LENGTH OF EXCEPTIONS	FT.	MI.
LENGTH OF PROJECT (GROSS)		7.065 MI.

P S & E DATE: 3/13/18

APPROVED:

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR

REVISIONS BY DATE

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TITLE
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 10:47AM RWD_TITLE_SH

FMS CON: 107300/301000

1st O.REV.

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

DESCRIPTION OF SHEET		WKG. NO.	SH. NO.
TITLE SHEET			1
DETAILED INDEX AND GENERAL NOTES (2)			
DETAILED INDEX		DI-1	2
GENERAL NOTES		GN-1	3
TYPICAL SECTION SHEETS (1)			
TYPICAL SECTION - MAINLINE (B.O.P. TO E.O.P.)		TS-1	4
QUANTITY SHEETS (6)			
SUMMARY OF QUANTITIES - (ROADWAY)		SQ-1	5
SUMMARY OF QUANTITIES - (ROADWAY)		SQ-2	6
ESTIMATED QUANTITES FOR TRAFFIC CONTROL SIGNS		EQ-1	7
ESTIMATED QUANTITIES FOR CONCRETE PUNCH-OUTS AND CRACK SEALING		EQ-2	8
ESTIMATED QUANTITIES FOR JOINT REPAIR - NORTHBOUND		EQ-3	9
ESTIMATED QUANTITIES FOR JOINT REPAIR - SOUTHBOUND		EQ-4	10
SPECIAL DESIGN SHEETS - (5)			
DETAIL OF CONSTRUCTION SIGNING		DCS-1	11
LANE CLOSURE DETAILS FOR FULL DEPTH CONCRETE PAVEMENT REPAIR		LCD-1	12
TYPICAL CRC PAVEMENT REPAIR		PR-1A	13
TYPICAL CRC PAVEMENT REPAIR (OPTIONAL WELDING METHOD)		PR-1B	14
FAILURE REPAIR DETAILS - JOINTED REINFORCED CONCRETE PAVEMENT		PR-1C	15
STANDARD DRAWINGS - LIGHTING - (6)			
LIGHTING NOTES, LEGEND AND ABBREVIATIONS		LN-1	4001
ESTIMATED QUANTITIES - LIGHTING		LQ-1	4002
LIGHTING DEMOLITION		L-DEMO	4003
LIGHTING LAYOUT		L-1	4004
LIGHTING DETAIL		LD-1	4005
LIGHTING DETAIL		LD-2	4006

DESCRIPTION OF SHEET		WKG. NO.	SH. NO.
STANDARD DRAWINGS - ROADWAY SHEETS - (13)			
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT: 24 FT. WIDE		CRP-1	6001
CONCRETE PAVEMENT JOINTS		PJ-1	6004
CONCRETE PAVEMENT JOINTS (LONGITUDINAL)		PJ-2	6005
PAVEMENT MARKING DETAILS FOR 2 & 4 LANE DIVIDED ROADWAYS		PM-1	6051
PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMPS (PARALLEL AND TAPER)		PM-3	6053
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS (PARALLEL AND TAPER)		PM-4	6054
RUMBLE STRIP DETAIL FOR OGFC OR CONCRETE ROADWAY WITH ASPHALT SHOULDER		RS-3	6066
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)(EXTENDED PERIOD)		TCP-4	6354
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)		TCP-5	6355
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS		TCP-8	6358
DETAIL OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMPS		TCP-10	6360
LOCATION OF R-16-3 SIGNS (SPEEDING FINES DOUBLED)		TCP-15	6365
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE		TCP-16	6366
TOTAL ALL SHEETS - (34)			

M.LAMBERT

PS & E PLANS-DATE..03/13/18		
FMS CON. # 107300/301000		
REVISIONS		
DATE	SHEET NO.	BY
2/20/19	2.5	DE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAILED INDEX

PROJ. NO.: IM-0055-03(091)

COUNTY: CARROLL

WORKING NUMBER: DI-1

SHEET NUMBER: 2

FILENAME: RWD-DI-Detailed Index

DESIGN TEAM _____ CHECKED _____ DATE 2017-08-14

REVISION BY DATE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

2/20/2019 9:19:36 AM RWD-DI-DETAILED INDEX

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

GENERAL NOTES:

1. THE LOCATION & SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE & MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE PROJECT ENGINEER.

2. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED IN PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.

3. SOME WORK MAY BE REQUIRED OUTSIDE OF THE PROJECT LIMITS BEYOND THE B.O.P. AND/OR E.O.P.. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS SHOWN ON THE PLANS.

4. MAXIMUM LANE CLOSURE ALLOWED IS 3 MILES. A 3 MILE INTERVAL IS REQUIRED BETWEEN WORK ZONES IN ADJACENT LANES IN THE SAME DIRECTION OF TRAVEL AND A 2 MILE INTERVAL IS REQUIRED BETWEEN WORK ZONES IN THE SAME LANE IN THE SAME DIRECTION OF TRAVEL.

5. ANY VEGETATION OR SOD THAT IS DISTURBED SHALL BE RE–ESTABLISHED. THE COST OF THIS WORK SHALL BE INCLUDED IN OTHER ITEMS OF WORK, EXCEPT AS REQUIRED BY PLANS.

6. 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 WATER ON THE MILLED SURFACE. THE COST OF THIS WORK SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

7. 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. EXTREME CARE SHALL BE EXERCISED IN UNDERCUT AREAS AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DUE TO THE CONTRACTORS OPERATIONS DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.

8. THE USE OF EMERGENCY CROSSOVERS IS NOT ALLOWED FOR CONSTRUCTION TRAFFIC.

9. SEE SHEET WORKING NO. TCP–15 FOR DETAILS ON SPEEDING FINES DOUBLED SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

10. ALL VERTICAL BRIDGE CLEARANCES MUST BE CONFIRMED AND MAINTAINED.

11. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BRACING, SHORING, OR ANY GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE FROM OCCURRING DURING EXCAVATION. ALL COSTS FOR ANY PROTECTIVE MEASURES INCLUDING THE MATERIALS AND LABOR, FOR DESIGNING, DRAWING, AND CONSTRUCTING THE FACILITY, SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.

12. STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURES.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 10:47AM RWD-GN

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

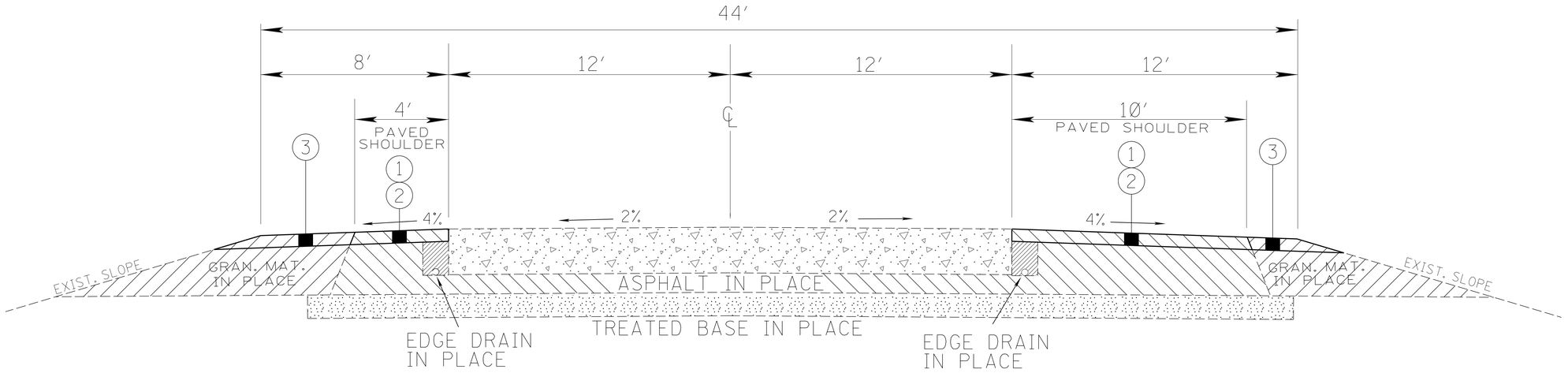
FILENAME: RWD-GN
DESIGN TEAM _____ CHECKED _____ DATE 2017-08-15

WORKING NUMBER
GN-1

SHEET NUMBER
3

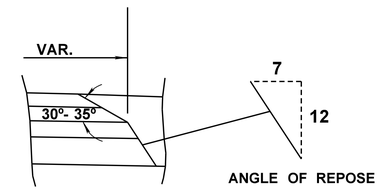
FMS CON: 107300/301000

STATE	PROJECT NO.
MISS.	IM-0055-03(091)



TYPICAL SECTION
MAINLINE

STATION 124+98.40 TO STATION 501+00.00
(IN DIRECTION OF TRAFFIC)
N.T.S.



SAFETY EDGE REQ'D.
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)

- LEGEND -

(1) 1.00" DEPTH COLD MILLING REQUIRED

(2) 1.00" DEPTH ASPHALT PAVEMENT, ST (9.5 mm MIXTURE) WITH GROUND-IN RUMBLE STRIPS ON PAVED SHOULDERS REQUIRED

(3) VARIABLE DEPTH GRANULAR MATERIAL (CLASS 3, GROUP "D") REQUIRED

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION MAINLINE

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

WORKING NUMBER TS-1

SHEET NUMBER 4

FILENAME: RWD-TS-Mainline
DESIGN TEAM _____ CHECKED _____ DATE 2017-08-14

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 10:47AM RWD-TS-MAINLINE

FMS: 107300-301000

1st O.REV.

STATE	PROJECT NO.
MISS	IM-0055-03(091)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	CARROLL : 107300-301000		
			Prelim	Final	
202-B070	Removal of Concrete Pavement, 10" Depth	SY	168		
202-B175	Removal of Lighting Assembly	EA	2		
202-B178	Removal of Low Mast Lighting Assembly and Foundation	EA	22		
202-B240	Removal of Traffic Stripe	LF	175,000		(1)
202-B251	Removal of Underground Electric Wire	LF	2,935		
907-259-PP001	Lighting Assembly, Flag Pole Lighting, Per Plans	EA	2		
304-B002	Granular Material, Class 3, Group D	TON	7,850		(2) (3)
403-A015	9.5-mm, ST, Asphalt Pavement	TON	7,489		
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	130,000		
423-A001	Rumble Strips, Ground In	MI	29		
501-D001	Expansion Joints, With Dowels	LF	48		
503-A004	10" and Variable Jointed Concrete Pavement	SY	152		1
503-C010	Saw Cut, Full Depth	LF	1,800		
503-D001	Concrete for Base Repair	CY	25		(1) 1
503-E002	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted	EA	453		
503-F001	1 1/4" Smooth Dowel Bars, Drilled & Epoxied or Grouted	EA	48		
907-515-A001	Fiber Reinforced Polymer Patching Material	LBS	5,000		
618-A001	Maintenance of Traffic	LS	1		
619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet	SF	32		
619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More	SF	232		
907-619-E3001	Changeable Message Sign	EA	2		
619-G4005	Barricades, Type III, Single Faced	LF	48		
619-G5001	Free Standing Plastic Drums	EA	100		
620-A001	Mobilization	LS	1		
626-A001	6" Thermoplastic Double Drop Traffic Stripe, Skip White	MI	15		
626-C002	6" Thermoplastic Double Drop Edge Stripe, Continuous White	MI	16		

(1) REMOVED BY WATER BLASTING OR OTHER NON-DESTRUCTIVE METHODS
(2) Quantity Increased By 20%
(3) Rounded to Nearest 50 Unit

1

By	Revision	Date
DAE	Pay Item Added and Quantity Adjusted	02/20/2019

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

PROJ NO: IM-0055-03(091)
COUNTY: CARROLL
FILENAME: SQS
Design Team Checked Date 01/09/201

Working Number: SQ-1
Sheet Number: 5

STATE	PROJECT NO.
MISS	IM-0055-03(091)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	CARROLL : 107300-301000	
			Prelim	Final
627-K001	Red-Clear Reflective High Performance Raised Markers	EA	1,115	
682-A034	Underground Branch Circuit, AWG 6, 3 Conductor	LF	1,528	
682-A039	Underground Branch Circuit, AWG 8, 3 Conductor	LF	1,524	
682-B037	Underground Branch Circuit, Jacked or Bored, AWG 8, 3 Conductor	LF	90	
682-D004	Underground Pull Box With Concrete Pad	EA	16	
683-B196	Lighting Assembly, Low Mast, LED, Type 30-1-12-274	EA	14	
907-683-H1005	Renovation of Low Mast Lighting Assembly, Type 20-1-0-97	EA	11	
684-A003	Pole Foundation, 24" Diameter	CY	14	
684-B003	Slip Casing, 24" Diameter	LF	10	

By	**MISSISSIPPI DEPARTMENT OF TRANSPORTATION** **SUMMARY OF QUANTITIES**		
Revision	Proj No: IM-0055-03(091) County: CARROLL		Working Number SQ-2
Date	FILENAME : SQS Design Team Checked Date 01/09/2		Sheet Number 6

FMS CON: 107300/301000

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

SIGNS REQUIRED

	SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
	G20 - 1	60" X 24"	10.00 ♦	4	40.00	ROAD WORK NEXT X X MILES
	G20 - 2	48" X 24"	8.00	4	32.00	END ROAD WORK
	G20 - 4	36" X 18"	4.50			PILOT CAR FOLLOW ME
[1]	M1 - 1	24" X 24"	4.00			1 OR 2 DIGIT
[1]	M1 - 1	30" X 24"	5.00			3 DIGIT
[2]	M1 - 4	24" X 24"	4.00			1 OR 2 DIGIT
[2]	M1 - 4	30" X 24"	5.00			3 DIGIT
[3]	M1 - 5	24" X 24"	4.00			1 OR 2 DIGIT
[3]	M1 - 5	30" X 24"	5.00			3 DIGIT
[4]	M3 - 1	24" X 12"	2.00			NORTH- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 1	30" X 15"	3.13			NORTH- 3 DIGIT RTE. MARKER
[4]	M3 - 2	24" X 12"	2.00			EAST- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 2	30" X 15"	3.13			EAST- 3 DIGIT RTE. MARKER
[4]	M3 - 3	24" X 12"	2.00			SOUTH- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 3	30" X 15"	3.13			SOUTH- 3 DIGIT RTE. MARKER
[4]	M3 - 4	24" X 12"	2.00			WEST- 1 OR 2 DIGIT RTE. MARKER
[4]	M3 - 4	30" X 15"	3.13			WEST- 3 DIGIT RTE. MARKER
	M4 - 8	24" X 12"	2.00			DETOUR- 1 OR 2 DIGIT RTE. MARKER
	M4 - 8	30" X 15"	3.13			DETOUR- 3 DIGIT RTE. MARKER
	M4 - 9	48" X 36"	12.00 ♦			DETOUR ↑
	M4 - 9L	48" X 36"	12.00 ♦			DETOUR ←
	M4 - 9BL	48" X 36"	12.00 ♦			DETOUR ↰
	M4 - 9SL	48" X 36"	12.00 ♦			DETOUR ↖
	M4 - 9BSL	48" X 36"	12.00 ♦			DETOUR ↰
	M4 - 9R	48" X 36"	12.00 ♦			DETOUR →
	M4 - 9BR	48" X 36"	12.00 ♦			DETOUR ↱
	M4 - 9SR	48" X 36"	12.00 ♦			DETOUR ↗
	M4 - 9BSR	48" X 36"	12.00 ♦			DETOUR ↱
	M4 - 10L	48" X 18"	6.00			DETOUR ←
	M4 - 10R	48" X 18"	6.00			DETOUR →
[4]	M4 - 5	24" X 12"	2.00			TO
[4]	M5 - 1L	21" X 15"	2.19			↰
[4]	M5 - 1R	21" X 15"	2.19			↱
[4]	M5 - 2L	21" X 15"	2.19			↖
[4]	M5 - 2R	21" X 15"	2.19			↗
[4]	M6 - 1L	21" X 15"	2.19			←
[4]	M6 - 1R	21" X 15"	2.19			→
[4]	M6 - 2L	21" X 15"	2.19			↖
[4]	M6 - 2R	21" X 15"	2.19			↗
[4]	M6 - 3	21" X 15"	2.19			↑
	R1 - 1	36" OCTAGON	7.46			STOP (1)
	R1 - 1	48" OCTAGON	13.25 ♦			STOP (2)
	R1 - 2	48" X 48" X 48"	6.93			YIELD (1)
	R1 - 2	60" X 60" X 60"	10.83 ♦			YIELD (2)

SIGNS REQUIRED (CONT'D)

	SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
	R1 - 3	18" X 9"	1.13			3-WAY, 4 WAY ETC. (1)
	R1 - 3	24" X 12"	2.00			3-WAY, 4 WAY ETC. (2)
	R2 - 1	24" X 30"	5.00			SPEED LIMIT (1)
	R2 - 1	36" X 48"	12.00 ♦			SPEED LIMIT (2)
[6]	R2 - 1	48" X 60"	20.00 ♦			SPEED LIMIT
	R3 - 1	36" X 36"	9.00			(1)
	R3 - 1	48" X 48"	16.00 ♦			(2)
	R3 - 2	36" X 36"	9.00			(1)
	R3 - 2	48" X 48"	16.00 ♦			(2)
	R3 - 4	36" X 36"	9.00			(1)
	R3 - 4	48" X 48"	16.00 ♦			(2)
	R3 - 5L	30" X 36"	7.50			ONLY ↰
	R3 - 5R	30" X 36"	7.50			ONLY ↱
	R3 - 6L	30" X 36"	7.50			↰
	R3 - 6R	30" X 36"	7.50			↱
	R3 - 7L	30" X 30"	6.25			LEFT LANE MUST TURN LEFT
	R3 - 7R	30" X 30"	6.25			RIGHT LANE MUST TURN RIGHT
	R4 - 1	24" X 30"	5.00			DO NOT PASS (1)
	R4 - 1	48" X 60"	20.00 ♦			DO NOT PASS (2)
	R4 - 2	24" X 30"	5.00			PASS WITH CARE (1)
	R4 - 2	48" X 60"	20.00 ♦			PASS WITH CARE (2)
	R4 - 7	48" X 60"	20.00 ♦			↱
	R4 - 8	48" X 60"	20.00 ♦			↰
	R5 - 1	48" X 48"	16.00 ♦			DO NOT ENTER
	R5 - 1a	42" X 30"	8.75			WRONG WAY
	R6 - 1L	36" X 12"	3.00			ONE WAY ←
	R6 - 1R	36" X 12"	3.00			ONE WAY →
	R6 - 2L	24" X 30"	5.00			ONE WAY ←
	R6 - 2R	24" X 30"	5.00			ONE WAY →
	R11 - 2	48" X 30"	10.00 ♦			ROAD CLOSED
	R11 - 3a	60" X 30"	12.50 ♦			ROAD CLOSED XX MILES AHEAD
	R11 - 3b	60" X 30"	12.50 ♦			BRIDGE OUT XX MILES AHEAD
	R11 - 4	60" X 30"	12.50 ♦			ROAD CLOSED TO THRU TRAFFIC
	R12 - 1	36" X 48"	12.00 ♦			WEIGHT LIMIT XX TONS
[7]	R16- 3	36" X 48"	12.00 ♦			WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
[6] [7]		48" X 60"	20.00 ♦			
	W1 - 1L	48" X 48"	16.00 ♦			↰
	W1 - 1R	48" X 48"	16.00 ♦			↱
	W1 - 2L	48" X 48"	16.00 ♦			↰
	W1 - 2R	48" X 48"	16.00 ♦			↱
	W1 - 3L	48" X 48"	16.00 ♦			↰
	W1 - 3R	48" X 48"	16.00 ♦			↱
	W1 - 4aL	48" X 48"	16.00 ♦			↰
	W1 - 4aR	48" X 48"	16.00 ♦			↱
	W1 - 5L	48" X 48"	16.00 ♦			↰
	W1 - 5R	48" X 48"	16.00 ♦			↱
	W1 - 6L	48" X 24"	8.00			← (1)
	W1 - 6L	60" X 30"	12.50 ♦			← (2)
	W1 - 6R	48" X 24"	8.00			→ (1)
	W1 - 6R	60" X 30"	12.50 ♦			→ (2)
	W1 - 7	48" X 24"	8.00			↔ (1)

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W1 - 7	60" X 30"	12.50 ♦			↔ (2)
W1 - 8L	18" X 24"	3.00			(1)
W1 - 8L	36" X 48"	12.00 ♦			(2)
W1 - 8R	18" X 24"	3.00			(1)
W1 - 8R	36" X 48"	12.00 ♦			(2)
W1 - 9L	48" X 48"	16.00 ♦			↰
W1 - 9R	48" X 48"	16.00 ♦			↱
W3 - 1a	48" X 48"	16.00 ♦			↑
W3 - 2a	48" X 48"	16.00 ♦			↑
W3 - 3	48" X 48"	16.00 ♦			
W3 - 5	48" X 48"	16.00 ♦			SPEED REDUCTION
W4 - 1L	48" X 48"	16.00 ♦			↰
W4 - 1R	48" X 48"	16.00 ♦			↱
W4 - 2L	48" X 48"	16.00 ♦			↰
W4 - 2R	48" X 48"	16.00 ♦			↱
W5 - 1a	48" X 48"	16.00 ♦			PAVEMENT NARROWS
W6 - 1	48" X 48"	16.00 ♦			↯
W6 - 2	48" X 48"	16.00 ♦			↯
W6 - 3	48" X 48"	16.00 ♦			↕
W8 - 1	48" X 48"	16.00 ♦			BUMP
W8 - 4	48" X 48"	16.00 ♦			SOFT SHOULDER
W8 - 6	48" X 48"	16.00 ♦			TRUCK CROSSING
W8 - 7	48" X 48"	16.00 ♦			LOOSE GRAVEL
W8 - 9	48" X 48"	16.00 ♦			LOW SHOULDER
W8 - 11	36" X 36"	9.00			UNEVEN LANES
W8 - 12	48" X 48"	16.00 ♦			NO CENTER STRIPE
W10 - 1	36" DIA.	7.07			R R (1)
W10 - 1	48" DIA.	12.56 ♦			R R (2)
W13 - 1	24" X 24"	4.00			XX MPH
W14 - 3	36"X48"X48"	5.56			NO PASSING ZONE (1)
	48"X64"X64"	9.89			NO PASSING ZONE (2)
W16-2	24" X 18"	3.00			XXX FEET
W19 - 2	48" X 48"	16.00 ♦			BRIDGE MAY ICE IN COLD WEATHER
W20 - 1	48" X 48"	16.00 ♦	12	192.00	ADVANCE ROAD WORK (1)
W20 - 1	36" X 36"	9.00			ADVANCE ROAD WORK (2)
W20 - 2	48" X 48"	16.00 ♦			ADVANCE DETOUR
W20 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD CLOSED
W20 - 4	48" X 48"	16.00 ♦			ADVANCE ONE-LN. RD.
W20 - 4B	48" X 48"	16.00 ♦			ADVANCE ONE-LN. BR.
W20 - 5L	48" X 48"	16.00 ♦			ADVANCE LT. LN. CLOSED
W20 - 5R	48" X 48"	16.00 ♦			ADVANCE RT. LN. CLOSED
W20 - 7a	48" X 48"	16.00 ♦			
W21 - 1	36" X 36"	9.00			WORKERS
W21 - 1a	36" X 36"	9.00			

SIGNS REQUIRED (CONT'D)

SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W21 - 2	36" X 36"	9.00			FRESH OIL (TAR)
W21 - 3	48" X 48"	16.00 ♦			ADVANCE ROAD MACHINERY
W21 - 5	48" X 48"	16.00 ♦			SHOULDER WORK
W21 - 6	36" X 36"	9.00			SURVEY CREW
W24 - 1L	48" X 48"	16.00 ♦			↰ ↱
W24 - 1R	48" X 48"	16.00 ♦			↰ ↱
W24 - 1AL	48" X 48"	16.00 ♦			↰ ↱
W24 - 1AR	48" X 48"	16.00 ♦			↰ ↱
W24 - 1BL	48" X 48"	16.00 ♦			↰ ↱
W24 - 1BR	48" X 48"	16.00 ♦			↰ ↱
VP - 1L	12" X 36"	3.00			
VP - 1R	12" X 36"	3.00			
[5] OM - 3L	12" X 36"	3.00			
[5] OM - 3R	12" X 36"	3.00			
TOTAL SIGN AREA				LESS THAN 10 SQ. FT.	32.00 SQ. FT.
TOTAL SIGN AREA				10 SQ. FT. OR MORE ♦	232.00 SQ. FT.

(1) STANDARD
(2) SPECIAL (USE WHERE WARRANTED)

NOTES

[1] INTERSTATE ROUTE MARKER
[2] UNITED STATES ROUTE MARKER
[3] STATE ROUTE MARKER
[4] COLORS OF CARDINAL DIRECTION MARKERS AND DIRECTIONAL ARROWS SHALL BE APPROPRIATE TO MATCH ACCOMPANYING ROUTE MARKERS.
[5] BLACK STRIPES ON YELLOW BACKGROUND
[6] INTERSTATE USE ONLY
[7] TOP OF SIGN - BLACK LETTERING ON ORANGE BACKGROUND, BOTTOM OF SIGN - BLACK LETTERING ON WHITE BACKGROUND

THE BACKGROUND OF ALL WARNING SIGNS ("W" SERIES) EXCEPT W10-1 SHALL BE ORANGE. THE W10-1 BACKGROUND SHALL BE YELLOW IN ALL CASES.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

BY | REVISION | DATE

WORKING NUMBER: EQ-1
SHEET NUMBER: 7

FILENAME: RWD-EQ1-TrafficControlPlan
DESIGN TEAM _____ CHECKED _____ DATE 2017-08-15

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 8:47AM RWD-EQ1-TRAFFICCONTROLPLAN

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

Concrete Punch-Outs - Northbound				
Station	Lane	Length	Width	Area (SY)
126+56	Lt	6	6	4
190+08	Rt	6	6	4
195+68	Rt	6	6	4
224+27	Rt	6	6	4
234+12	Rt	24	6	16
316+48	Lt	6	6	4
317+28	Lt	6	6	4
363+00	Rt	12	6	8
485+66	Lt	6	6	4
Total				52

Concrete Punch-Outs - Southbound				
Station	Lane	Length	Width	Area (SY)
194+72	Rt	16	6	11
194+88	Rt	16	6	11
195+04	Rt	32	6	22
202+08	Rt	6	6	4
245+84	Rt	6	6	4
250+74	Rt	6	6	4
310+20	Lt	6	6	4
335+58	Rt	6	6	4
338+16	Rt	6	6	4
340+64	Rt	6	6	4
355+42	Rt	12	6	8
411+48	Rt	6	6	4
415+14	Rt	6	6	4
477+84	Rt	6	6	4
478+16	Rt	6	6	4
480+22	Rt	6	6	4
Total				100

Crack Sealing - Southbound			
Station	Lane	Type	Length
145+48	Rt	Longitudinal	16
145+64	Rt	Longitudinal	16
147+24	Rt	Longitudinal	16
147+40	Rt	Longitudinal	16
147+56	Rt	Longitudinal	16
195+36	Rt	Longitudinal	16
250+12	Rt	Longitudinal	3
251+50	Rt	Longitudinal	42
355+90	Rt	Transverse	14
455+91	Rt	Transverse	6
493+15	Lt	Longitudinal	80
Total			241

Crack Sealing - Northbound			
Station	Lane	Type	Length
161+14	Rt	Longitudinal	16
358+52	Lt	Transverse	3
402+30	Rt	Longitudinal	10
405+72	Rt	Transverse	14
427+68	Rt	Transverse	14
Total			57

CRACK SEALING
TOTAL NB AND SB CRACK SEALING
298 L.F.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

01/9/2018 10:47AM RWD-EQ2-CONCRETE PUNCHOUTS

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES
FOR CONCRETE PUNCH-OUTS
AND CRACK SEALING

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

WORKING NUMBER
EQ-2

FILENAME: RWD-EQ2-Concrete Punchouts
DESIGN TEAM _____ CHECKED _____ DATE 2018-01-08

SHEET NUMBER
8

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

Northbound - Transverse Joint Repairs		
Station	Lane	Description
129+96	Lt.	2" x 1.5' Break along transverse joint
132+98	Lt.	2" x 1.5' Break along transverse joint
137+48	Lt.	2" x 2' Break along transverse joint
137+64	Lt.	4" x 1' Break along transverse joint
137+70	Lt.	4" x 1' Break along transverse joint
137+96	Lt.	2" x 1' Break along transverse joint
150+58	Lt.	2" x 1' Break along transverse joint
152+34	Lt.	2" x 1.5' Break along transverse joint
152+98	Rt.	4" Hole needs grouting
153+74	Rt.	4" x 1.5' gouge needs grouting
155+38	Rt.	2" x 1.5' Break along transverse joint
156+50	Lt.	2" x 1' Break along transverse joint
156+66	Lt.	2" x 1.5' Break along transverse joint
157+62	Lt.	2" x 1' Break along transverse joint
164+20	Lt.	2" x 1.5' Break along transverse joint
168+34	Rt.	2" x 1' Break along transverse joint
169+46	Lt.	2" x 2' Break along transverse joint
172+20	Rt.	2" x 1.5' Break along transverse joint
172+36	Rt.	2" x 1.5' Break along transverse joint
176+20	Lt.	2" x 1' Break along transverse joint
176+36	Lt.	2" x 1.5' Break along transverse joint
176+68	Lt.	2" x 2' Break along transverse joint
177+48	Rt.	2" x 2' Break along transverse joint
179+08	Lt.	2" x 2' Break along transverse joint
183+28	Rt.	2" x 1.5' Break along transverse joint
190+34	Rt.	2" x 1.5' Break along transverse joint
190+66	Lt.	2" x 1.5' Break along transverse joint
194+72	Lt.	2" x 1.5' Break along transverse joint
195+52	Rt.	2" x 1.5' Break along transverse joint
199+36	Lt.	2" x 1' Break along transverse joint
203+35	Rt.	2 - 3" Holes need grouting
219+02	Lt.	1' x 1.5' Break along transverse joint
240+04	Rt.	2" x 1' Break along transverse joint
247+92	Lt.	2" x 1' Break along transverse joint
253+86	Lt.	2" x 1.5' Break along transverse joint
254+62	Lt.	3" Hole needs grouting
259+94	Rt.	2" x 3' Break along transverse joint
265+90	Rt.	2" x 1' Break along transverse joint
267+92	Lt.	1' x 1' Break along transverse joint
270+98	Rt.	2" x 1' Break along transverse joint
276+24	Lt.	1' x 1' Hole along transverse joint
278+96	Lt.	2" x 1.5' Break along transverse joint
279+12	Lt.	2" x 1' Break along transverse joint
280+88	Rt.	2" x 1' Break along transverse joint
282+80	Lt.	2" x 1' Break along transverse joint
283+12	Lt.	2" x 1.5' Break along transverse joint
288+74	Rt.	2' x 2' Asphalt patch over hole along joint
291+92	Lt.	2" x 1' Break along transverse joint
295+76	Lt.	2" x 1' Break along transverse joint
296+40	Rt.	1' x 1' Hole along transverse joint
298+31	Rt.	1' x 1.5' Hole along transverse joint
302+32	Rt.	6" x 6" break along transverse joint
306+48	Lt.	2" x 1' Break along transverse joint
308+72	Lt.	2" x 1' Break along transverse joint
308+88	Lt.	2" x 1' Break along transverse joint
309+52	Rt.	3" x 2' Break along transverse joint
315+40	Rt.	3" Hole on edge stripe
325+56	Rt.	3" Hole needs grouting
327+92	Rt.	2" x 2' Break along transverse joint
328+24	Lt.	2" x 2' Break along transverse joint
328+40	Lt.	2" x 2' Break along transverse joint
328+76	Rt.	2" x 1' Break along transverse joint
330+02	Lt.	3" x 1' Break along transverse joint
333+86	Lt.	2" x 1.5' Break along transverse joint
336+74	Lt.	2" x 1.5' Break along transverse joint
337+70	Lt.	2" x 1' Break along transverse joint
340+90	Lt.	2" x 1.5' Break along transverse joint
342+94	Rt.	2" x 1.5' Break along transverse joint
343+08	Rt.	2" x 1.5' Break along transverse joint
343+30	Rt.	8" Hole 1 ft from bridge end
347+90	Lt.	1' x 6" break at joint and pavement edge
351+10	Rt.	2" x 1' Break along transverse joint
351+10	Lt.	3" x 2' Break along transverse joint
351+90	Lt.	3" x 2' Break along transverse joint
351+90	Rt.	2" x 2' Break along transverse joint
352+06	Rt.	2" x 2' Break along transverse joint
352+22	Lt.	4" x 2' Break along transverse joint
357+50	Rt.	3" Hole @ transverse joint needs grouting
357+51	Rt.	3" Hole needs grouting
378+96	Lt.	2" x 2' Break along transverse joint
386+14	Rt.	2" x 1' Break along transverse joint
386+46	Rt.	2" x 1' Break along transverse joint
386+62	Rt.	2" x 1' Break along transverse joint
386+62	Lt.	2" x 1' Break along transverse joint
388+22	Lt.	2" x 2' Break along transverse joint
388+22	Rt.	2" x 2' Break along transverse joint
388+30	Rt.	4" Hole needs grouting
388+36	Both	Joint needs repair
390+82	Rt.	1'x1' Hole @ joint and pavement edge
391+46	Lt.	2" x 1.5' Break along transverse joint
399+58	Rt.	2" x 2' Break along transverse joint
408+52	Lt.	2" x 1.5' Break along transverse joint
410+44	Lt.	2" x 1.5' Break along transverse joint
414+14	Lt.	2" x 2' Break along transverse joint
417+52	Lt.	4" Hole needs grouting
434+50	Lt.	2" x 2' Break along transverse joint
435+74	Lt.	2" x 2' Break along transverse joint
436+24	Lt.	4" x 2' Break along transverse joint
437+84	Lt.	2" x 1.5' Break along transverse joint
438+00	Rt.	6" x 3" Hole along transverse joint
438+16	Lt.	2" x 1' Break along transverse joint
438+48	Lt.	6" x 1' Break along transverse joint
438+80	Lt.	3" x 1' Break along transverse joint
439+12	Lt.	2" x 1' Break along transverse joint
439+44	Lt.	2" x 1' Break along transverse joint
439+60	Lt.	2" x 3' Break along transverse joint
440+08	Lt.	4" x 2' Break along transverse joint
441+20	Lt.	2" x 1' Break along transverse joint
442+48	Rt.	2" x 1.5' Break along transverse joint
442+80	Rt.	2" x 1' Break along transverse joint
443+28	Rt.	2" x 1' Break along transverse joint
444+86	Lt.	2" x 2' Break along transverse joint
445+20	Rt.	2" x 1' Break along transverse joint
446+94	Rt.	2" x 1.5' Break along transverse joint
447+12	Lt.	2" x 2' Break along transverse joint
447+76	Lt.	2" x 2' Break along transverse joint
448+56	Rt.	2" x 1.5' Break along transverse joint
454+32	Lt.	2" x 2' Break along transverse joint
455+74	Lt.	2" x 1.5' Break along transverse joint
457+50	Lt.	2" x 2' Break along transverse joint
460+56	Lt.	4" x 2' Break along transverse joint
461+04	Lt.	1' x 1' Break along transverse joint
461+04	Rt.	2" x 1' Break along transverse joint
461+38	Lt.	2" x 1' Break along transverse joint
463+28	Rt.	2" x 1' Break along transverse joint
468+40	Rt.	2" x 1.5' Break along transverse joint
469+20	Lt.	2" x 1.5' Break along transverse joint
469+36	Lt.	2" x 1.5' Break along transverse joint
470+48	Lt.	3" x 2' Break along transverse joint
471+12	Lt.	2" x 1.5' Break along transverse joint
471+28	Lt.	2" x 1.5' Break along transverse joint
471+44	Lt.	2" x 1' Break along transverse joint
471+90	Rt.	2" x 1' Break along transverse joint
472+24	Lt.	3" x 1.5' Break along transverse joint
472+88	Lt.	2" x 2' Break along transverse joint
474+00	Lt.	2" x 1.5' Break along transverse joint
474+32	Lt.	2" x 1.5' Break along transverse joint
474+80	Rt.	2" x 1' Break along transverse joint
474+95	Rt.	3" Hole needs grouting
475+12	Lt.	2" x 2' Break along transverse joint
475+74	Rt.	2" x 1.5' Break along transverse joint
476+88	Lt.	2" x 2' Break along transverse joint
480+36	Lt.	3" x 3' Break along transverse joint
485+28	Rt.	2 - 6" Breaks along existing punchout
496+22	Lt.	2" x 1.5' Break along transverse joint
497+04	Lt.	2" x 1.5' Break along transverse joint

NOTE: THIS WORK IS TO BE PERFORMED USING PAY ITEM 907-515-A OR AS DIRECTED BY THE ENGINEER.

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
10/19/2018 10:47AM RWD-EQ3-CONCRETE REPAIR-NB.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES FOR
JOINT REPAIR - NORTHBOUND

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

REVISION | BY | DATE

FILENAME: RWD-EQ3-Concrete Repair-NB.dgn
DESIGN TEAM _____ CHECKED _____ DATE 2018-01-30

WORKING NUMBER
EQ-3

SHEET NUMBER
9

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

Southbound - Transverse Joint Repairs		
Station	Lane	Description
140+32	Rt.	2" x 1.5' Break along transverse joint
142+74	Rt.	2" x 2' Break along transverse joint
143+56	Rt.	6" x 6" Break at pavement edge
143+72	Lt.	2" x 1.5' Break along transverse joint
152+50	Rt.	2" x 1.5' Break along transverse joint
152+98	Lt.	2" x 1.5' Break along transverse joint
152+98	Rt.	2" x 1.5' Break along transverse joint
162+60	Lt.	2" x 1.5' Break along transverse joint
163+70	Lt.	2" x 1.5' Break along transverse joint
168+98	Lt.	2" X 1.5' Patch failing along transverse joint
175+88	Rt.	2" x 1.5' Break along transverse joint
175+88	Lt.	2" x 1' Break along transverse joint
176+68	Rt.	2" x 1.5' Break along transverse joint
176+84	Lt.	3" x 2' Break along transverse joint
177+96	Lt.	6" x 1' Break along transverse joint
177+96	Rt.	2' x 1' Patch failing along transverse joint
184+80	Rt.	2" x 1' Break along transverse joint
195+68	Rt.	2" x 1.5' Break along transverse joint
196+50	Rt.	2" x 1.5' Break along transverse joint
197+12	Lt.	2" x 1.5' Break along transverse joint
197+28	Lt.	2" x 1.5' Break along transverse joint
203+10	Rt.	3" Hole needs grouting
210+56	Rt.	3" Hole needs grouting
210+80	Rt.	3" Hole needs grouting
213+44	Rt.	2" x 1.5' Break along transverse joint
216+80	Rt.	2" x 1.5' Break along transverse joint
227+68	Rt.	2" x 2' Break along transverse joint
228+65	Rt.	2 - 3" Holes need grouting
229+12	Rt.	2" x 1.5' Break along transverse joint
229+12	Lt.	2" x 1.5' Break along transverse joint
230+72	Rt.	2" x 1.5' Break along transverse joint
235+26	Rt.	8" x 1.5' Break along transverse joint
236+32	Rt.	Patchs failing @ transverse joint 3" x 1.5'
236+48	Lt.	2" x 1.5' Break along transverse joint
241+60	Rt.	4" hole
243+66	Rt.	2" x 2' Break along transverse joint
246+65	Rt.	1' longitudinal crack @ transverse joint
249+04	Rt.	2" x 1.5' Break along transverse joint
251+58	Rt.	2" x 6' longitudinal crack
266+98	Rt.	2" x 1.5' Break along transverse joint
273+08	Rt.	2" x 1.5' Break along transverse joint
278+84	Rt.	1.5' longitudinal crack @ transverse joint
279+16	Rt.	2" x 1.5' Break along transverse joint
281+74	Lt.	2" x 1.5' Break along transverse joint
285+15	Rt.	Holes
315+80	Lt.	2" x 1.5' Break along transverse joint
317+50	Rt.	3 holes
324+68	Rt.	2" x 1.5' Break along transverse joint
341+10	Rt.	2" x 1.5' Break along transverse joint
348+72	Lt.	2" x 1.5' Break along transverse joint
351+56	Lt.	2" x 1.5' Break along transverse joint
351+72	Rt.	2" x 1.5' Break along transverse joint
355+80	Rt.	6" x 1.5' hole at edge of pavement
357+70	Rt.	2" x 1.5' Break along transverse joint
359+14	Rt.	3" x 1.5' Break along transverse joint
368+28	Rt.	2" x 1.5' Break along transverse joint
371+48	Rt.	2" x 1.5' Break along transverse joint
372+96	Lt.	2" x 1.5' Break along transverse joint
374+84	Lt.	3" x 2' Break along transverse joint
375+36	Lt.	2" x 1.5' Break along transverse joint
376+26	Lt.	2" x 1.5' Break along transverse joint
381+60	Lt.	2" x 1.5' Break along transverse joint
381+90	Lt.	2" x 1.5' Break along transverse joint
385+60	Rt.	2" x 1.5' Break along transverse joint
386+52	Lt.	2" x 1.5' Break along transverse joint
401+40	Lt.	6" x 1' Break along transverse joint
401+74	Rt.	2" x 1.5' Break along transverse joint
401+90	Lt.	2" x 1.5' Break along transverse joint
403+04	Lt.	2" x 1.5' Break along transverse joint
403+84	Rt.	2" x 1.5' Break along transverse joint
424+88	Rt.	2" x 1.5' Break along transverse joint
430+16	Rt.	2" x 1.5' Break along transverse joint
430+64	Lt.	2" x 1.5' Break along transverse joint
434+80	Lt.	2" x 1.5' Break along transverse joint
435+28	Rt.	2" x 1.5' Break along transverse joint
436+25	Lt.	2" x 1.5' Break along transverse joint
442+32	Lt.	2" x 1.5' Break along transverse joint
443+42	Lt.	2" x 1.5' Break along transverse joint
444+90	Rt.	2" x 2' Break along transverse joint
446+30	Lt.	2" x 1.5' Break along transverse joint
447+12	Lt.	2" x 1.5' Break along transverse joint
447+28	Rt.	2" x 1.5' Break along transverse joint
449+04	Rt.	2" x 1.5' Break along transverse joint
451+40	Rt.	2" x 1.5' Break along transverse joint
455+10	Lt.	2" x 1.5' Break along transverse joint x 2
458+28	Rt.	2" x 1.5' Break along transverse joint
460+08	Lt.	2" x 1.5' Break along transverse joint
460+40	Rt.	2" x 1.5' Break along transverse joint
461+35	Rt.	2" x 1.5' Break along transverse joint
467+25	Rt.	6" x 1' repaired area failing along joint
467+60	Lt.	2" x 1.5' Break along transverse joint
468+24	Lt.	2" x 1.5' Break along transverse joint
468+85	Rt.	1' x 1' Break along transverse joint
472+25	Lt.	2" x 1.5' Break along transverse joint
472+25	Rt.	2" x 1.5' Break along transverse joint
473+50	Rt.	2" x 1.5' Break along transverse joint
474+80	Rt.	2" x 1.5' Break along transverse joint
482+78	Lt.	8" x 4' Break along transverse joint
496+16	Rt.	2" x 1.5' Break along transverse joint

NOTE: THIS WORK IS TO BE PERFORMED USING PAY ITEM 907-515-A OR AS DIRECTED BY THE ENGINEER.

PLAN
ROADWAY PLAN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 10:47AM RWD-EQ4-CONCRETE REPAIR-SB.DGN

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES FOR
JOINT REPAIR - SOUTHBOUND

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

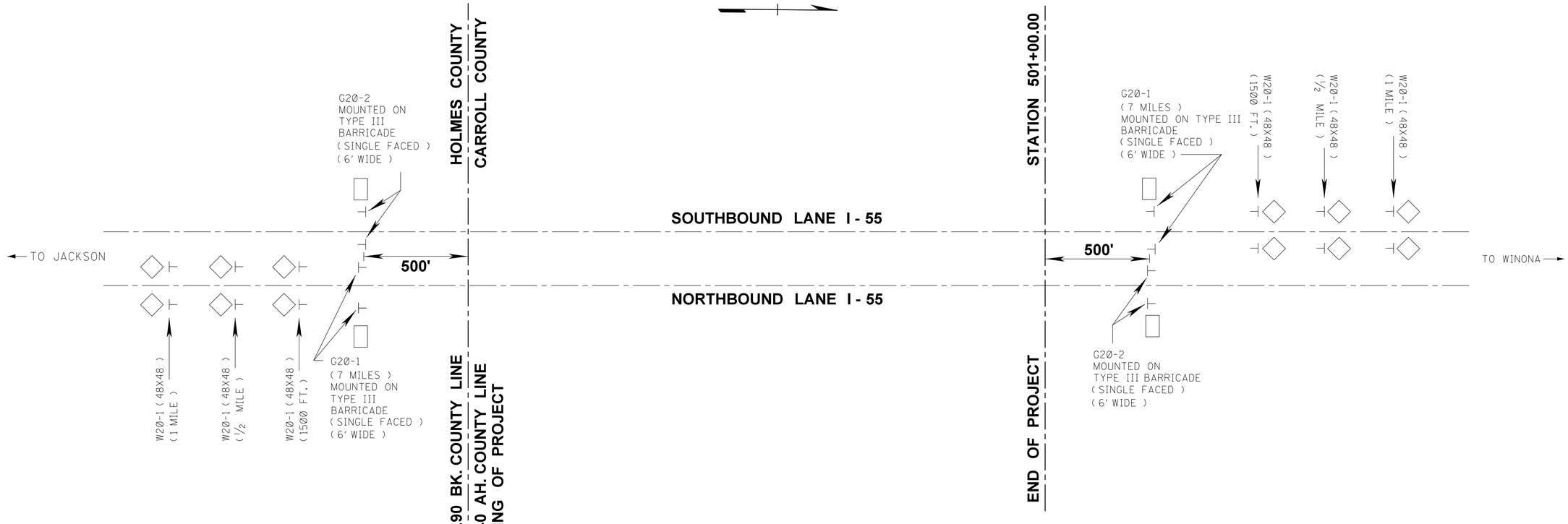
FILENAME: RWD-EQ4-Concrete Repair-SB.dgn
DESIGN TEAM _____ CHECKED _____ DATE 2018-01-30

WORKING NUMBER
EQ-4

SHEET NUMBER
10

FMS CON: 107300/301000

STATE	PROJECT NO.
MISS.	IM-0055-03(091)



G20-1 = 4
G20-2 = 4
W20-1 = 12
SINGLE FACE = 48 L.F.

NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DETAIL OF CONSTRUCTION SIGNING

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

WORKING NUMBER **DCS-1**

SHEET NUMBER **11**

REVISION | BY | DATE

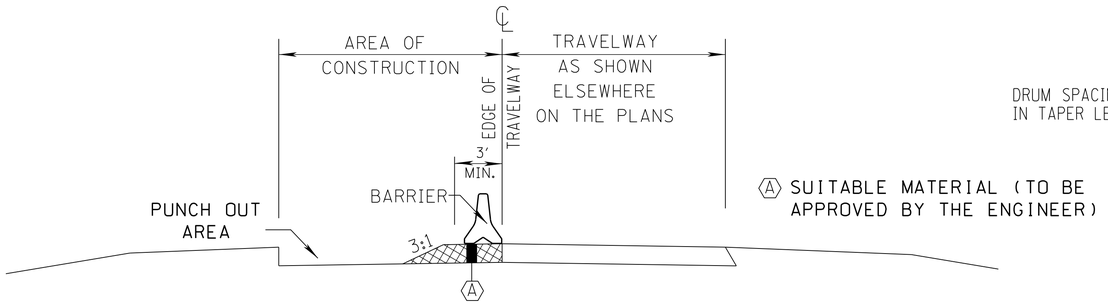
FILENAME: **RWD-DCS**
DESIGN TEAM _____ CHECKED _____ DATE **2017-08-15**

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

0/19/2018 10:47AM RWD-DCS

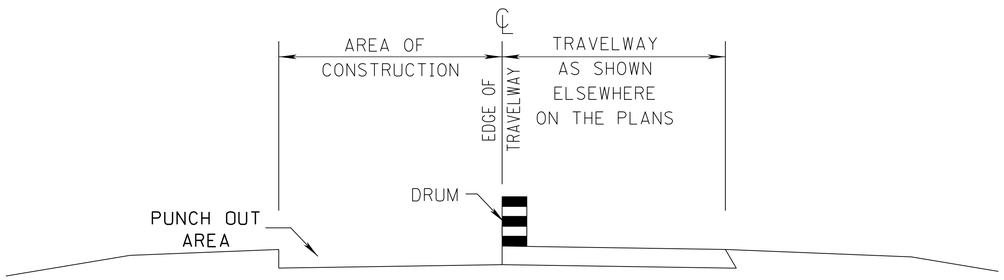
FMS CON: 107300/301000

STATE	PROJECT NO.
MISS.	IM-0055-03(091)



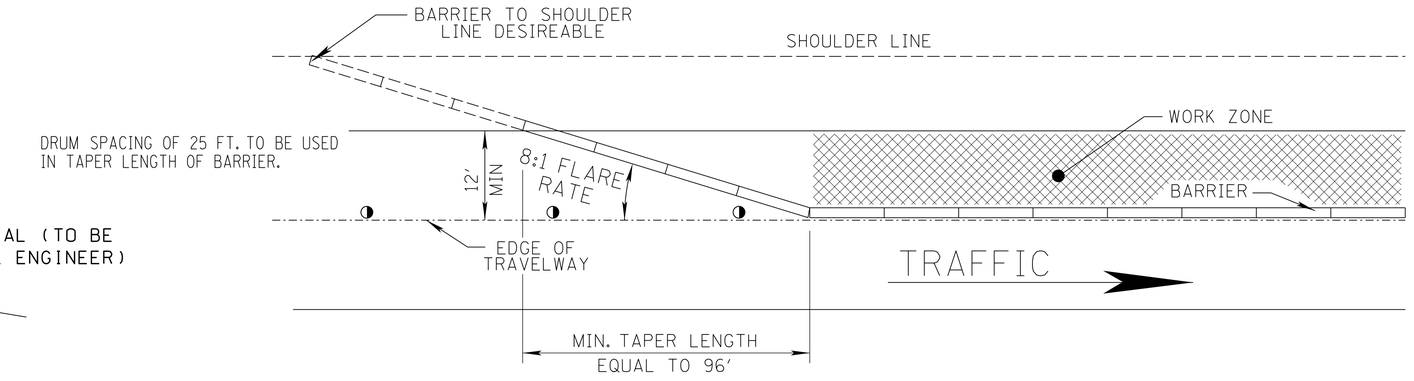
ELEVATION VIEW FOR POSITIVE BARRIER

1. POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN SIX (6) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
2. MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.
3. DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER.



ELEVATION VIEW FOR DRUM

1. WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE, DROP-OFFS MUST BE PROTECTED, WITH DRUMS, ETC. IN EMERGENCIES EXCAVATED SECTION MAY BE BACKFILLED WITH GRANULAR MATERIAL, STONE OR OTHER APPROVED MATERIAL TO AVOID OVERNIGHT DROP-OFFS.
2. LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE



DETAIL OF TAPER FOR POSITIVE BARRIER IN WORK ZONE

GENERAL NOTES

1. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER OTHER BID ITEMS.
2. FOR DETAILS OF DRUM PLACEMENT SEE OTHER TRAFFIC CONTROL PLANS.

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 10:47AM LCD-1

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LANE CLOSURE DETAILS FOR FULL DEPTH CONCRETE PAVEMENT REPAIR

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

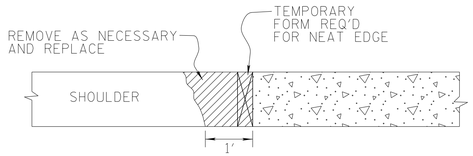
FILENAME: LCD-1
DESIGN TEAM _____ CHECKED _____ DATE 2017-08-15

WORKING NUMBER
LCD-1

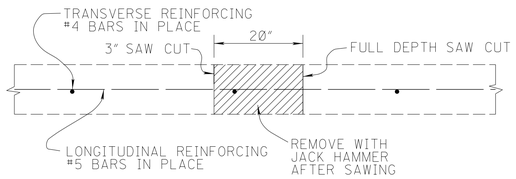
SHEET NUMBER
12

FMS CON: 107300/301000

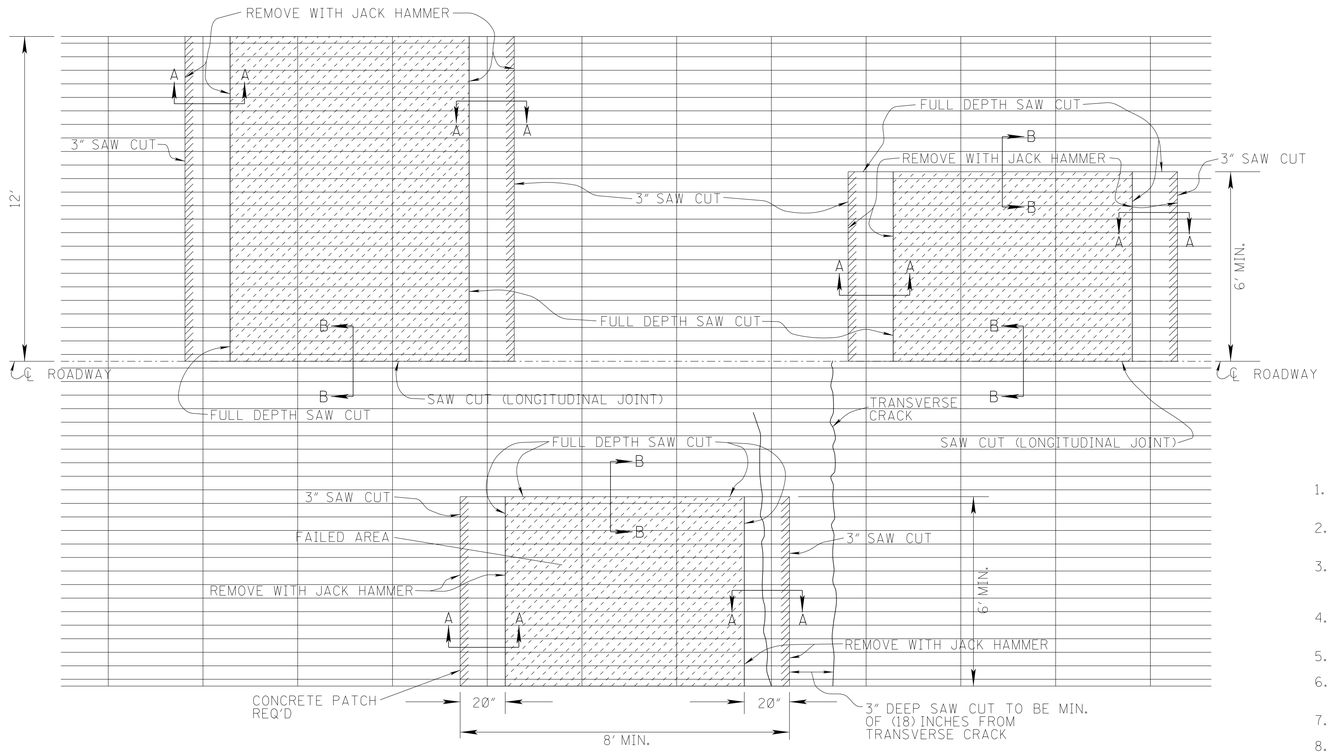
STATE	PROJECT NO.
MISS.	IM-0055-03(091)



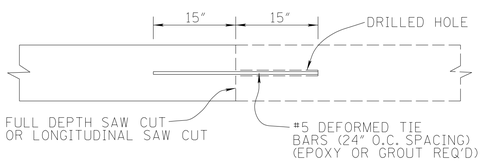
DETAIL FOR FORMING OUTER EDGE



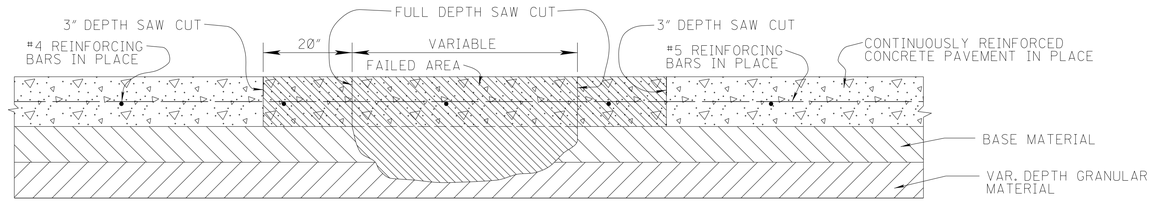
SECTION A-A



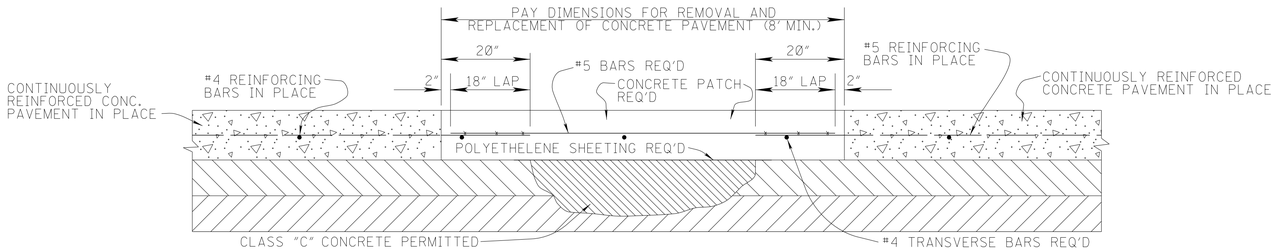
PLAN VIEW



SECTION B-B



SECTIONAL VIEW (SHOWING AREA TO BE REMOVED)



SECTIONAL VIEW (SHOWING REPLACED AREA)

GENERAL NOTES

1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF CONCRETE PAVEMENT.
4. REMOVAL OF FAILED BASE (ABSORBED ITEM) BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR)
5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED.
6. POLYETHELENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS. (ABSORBED ITEM)
7. REINFORCING BARS WILL BE SUPPORTED
8. ALL SAW CUTS (3" DEPTH, FULL DEPTH, AND LONGITUDINAL JOINT) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
9. #5 DEFORMED TIE BARS (30 IN. LONG, @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL CRC PAVEMENT REPAIR

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

FILENAME: PR-1A.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

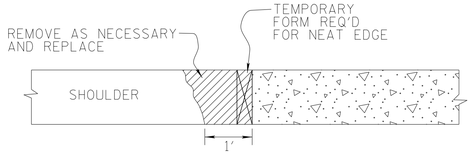
WORKING NUMBER
PR-1A

SHEET NUMBER
13

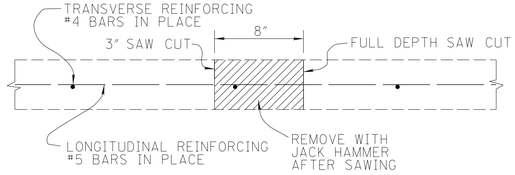
0/19/2018 10:47 AM PR-1A.DGN

FMS CON: 107300/301000

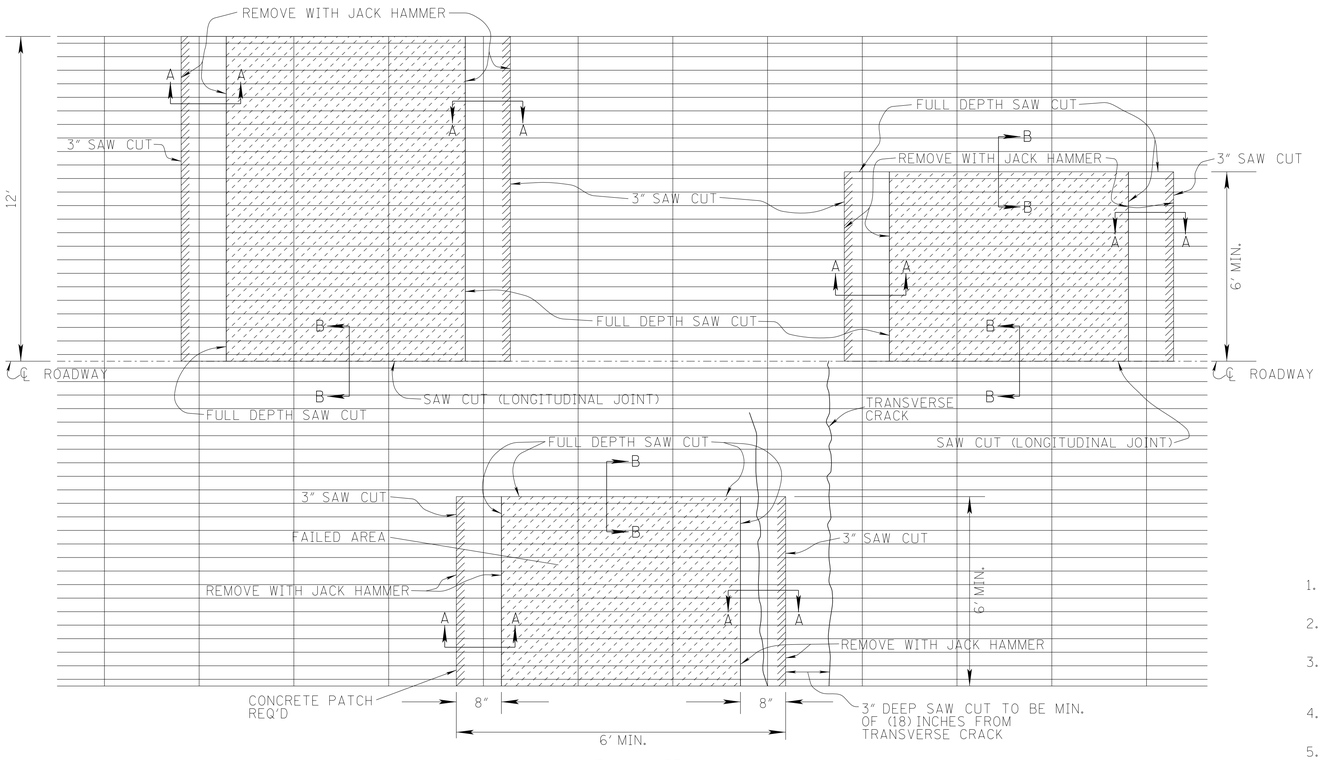
STATE	PROJECT NO.
MISS.	IM-0055-03(091)



DETAIL FOR FORMING OUTER EDGE

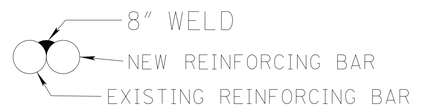


SECTION A-A



PLAN VIEW

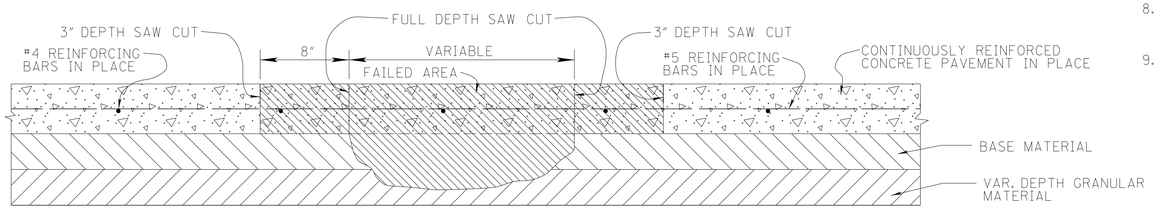
DETAIL OF DOUBLE 4-INCH WELD



DETAIL OF SINGLE 8-INCH WELD

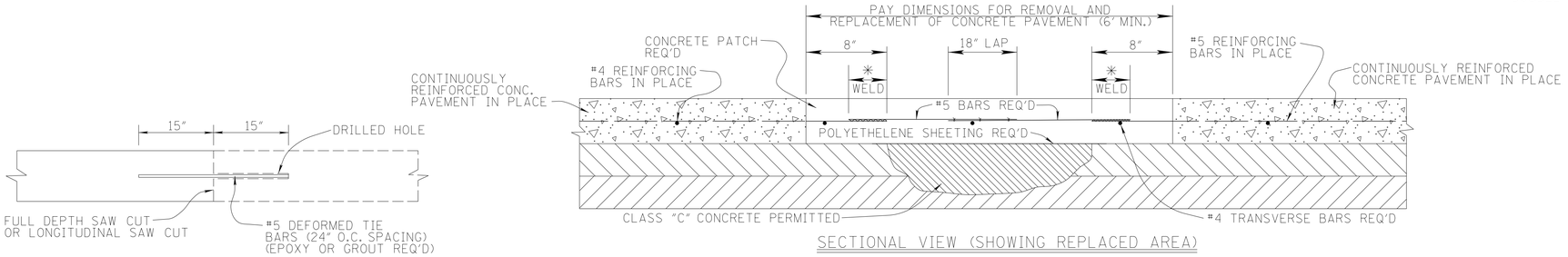
GENERAL NOTES

1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.
3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF CONCRETE PAVEMENT.
4. REMOVAL OF FAILED BASE (ABSORBED ITEM) BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR)
5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED.
6. POLYETHELENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS. (ABSORBED ITEM)
7. REINFORCING BARS WILL BE SUPPORTED.
8. ALL SAW CUTS (3" DEPTH, FULL DEPTH, AND LONGITUDINAL JOINT) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEMS.
9. #5 DEFORMED TIE BARS (3Ø IN. LONG, @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.



SECTIONAL VIEW (SHOWING AREA TO BE REMOVED)

✳ DOUBLE 4-INCH OR SINGLE 8-INCH WELD



SECTIONAL VIEW (SHOWING REPLACED AREA)

SECTION B-B

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Ø1/19/2018 10:47AM PR-1B.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL CRC PAVEMENT REPAIR (OPTIONAL WELDING METHOD)

PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

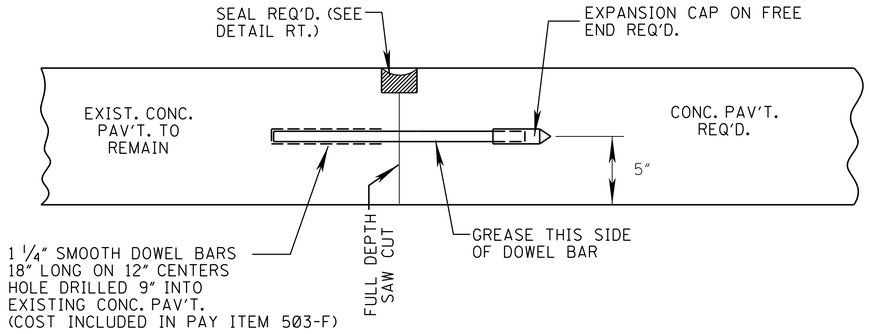
REVISION | BY | DATE

FILENAME: PR-1B.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
PR-1B

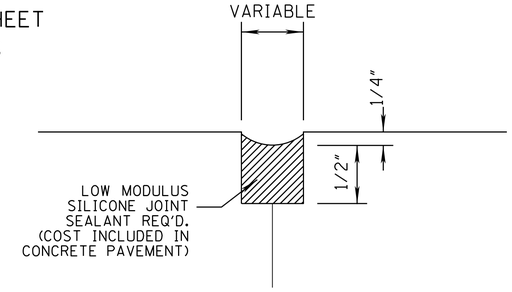
SHEET NUMBER
14

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

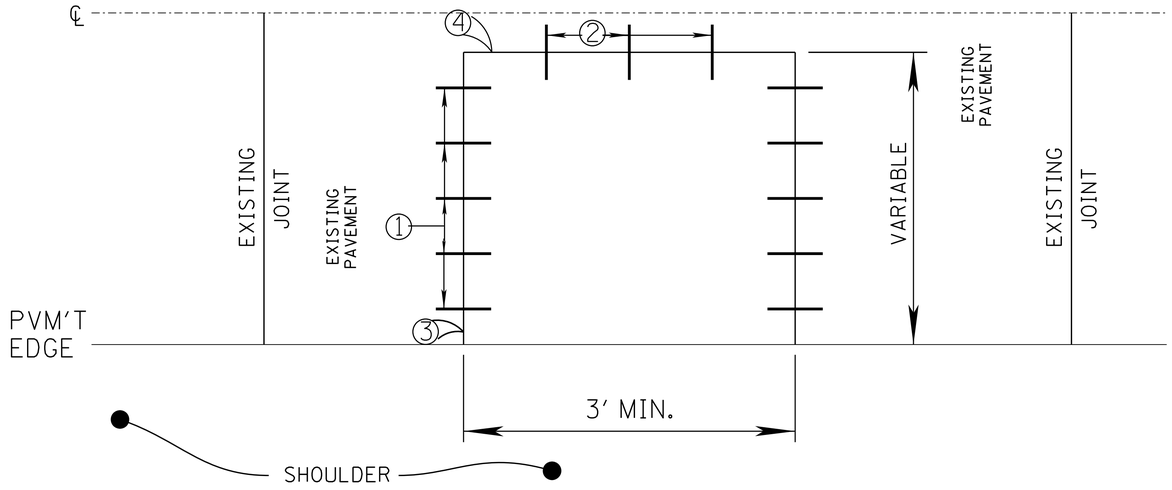


EXPANSION JOINT
DETAIL
(PARTIAL RECONSTRUCTION AT EXISTING EXPANSION JOINT)

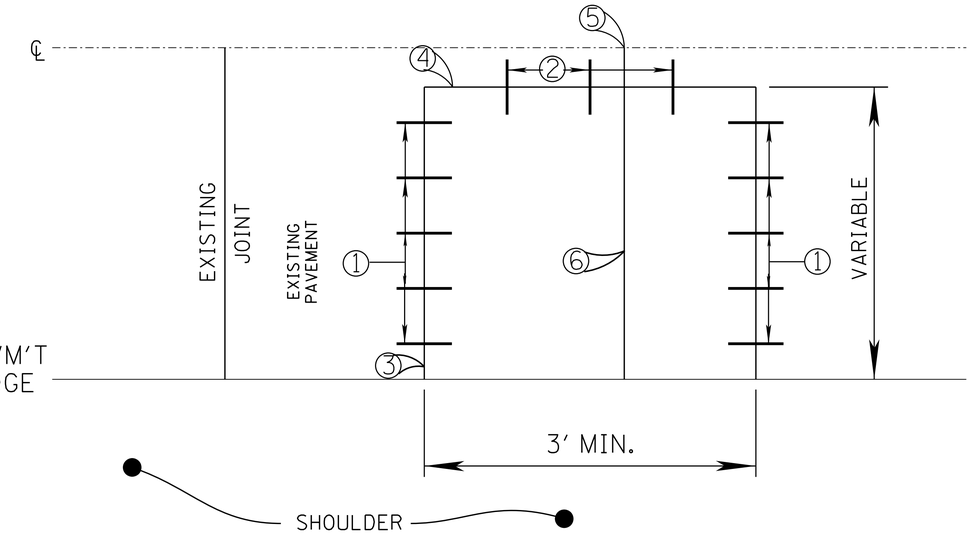
SEE ADDITIONAL SHEET
FOR PUNCHOUTS



DETAIL FOR SEALING
EXPANSION JOINTS



DETAIL OF TYPICAL
FAILURE REPAIR



REPAIR OF FAILURE INCLUDING
EXPANSION JOINT

① 30" @ #5 TIE BARS @ 12" O.C.

② 30" @ #5 TIE BARS @ 42" O.C.

③ FULL DEPTH SAW CUT TRANSVERSELY

④ FULL DEPTH SAW CUT LONGITUDINALLY

⑤ EXISTING JOINT (TO REMAIN)

⑥ NEW JOINT ASSEMBLY REQ'D.
(MATCH EXISTING JOINT)

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2018 10:47AM PR-1C.DGN

REVISION | BY | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

FAILURE REPAIR DETAILS
JOINTED REINFORCED CONCRETE PAVEMENT
PROJ. NO.: IM-0055-03(091)
COUNTY: CARROLL

FILENAME: PR-1C.dgn
DESIGN TEAM_____ CHECKED_____ DATE_____

WORKING NUMBER
PR-1C
SHEET NUMBER
15

FMS CON:107300/301000

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

LIGHTING NOTES:

1. SOME LIGHTING LOCATIONS ARE EXISTING AND WILL REMAIN. NEW LIGHTING ASSEMBLY LOCATIONS WILL BE STAKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO THEIR CONSTRUCTION.

2. THE CONTRACTOR MAY FIND IT NECESSARY TO CONSTRUCT TEMPORARY RAMPS OR ROADWAYS FOR CONSTRUCTION. THESE MAY BE DONE AT THE APPROVAL OF THE ENGINEER (NOT A SEPARATE PAY ITEM). WHEN NO LONGER REQUIRED, THE RAMPS OR ROADWAYS ARE TO BE REMOVED AND THE AFFECTED AREA(S) GRASSED AND GROWTH ESTABLISHED (NOT A SEPARATE PAY ITEM). ALL TRAFFIC CONTROL DEVICES REQUIRED FOR COMPLIANCE WITH THE MUTCD SHALL BE PROVIDED BY THE CONTRACTOR AT NO COST TO THE STATE.

3. EXISTING UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWINGS BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. THE ENGINEER CANNOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.

4. CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING FIXTURES. COST FOR DISPOSAL SHALL BE ABSORBED IN THE PAY ITEM FOR RENOVATION OF LIGHTING ASSEMBLY (NOT A SEPARATE PAY ITEM).

5. CONTRACTOR SHALL ENSURE THE NEW FIXTURES ARE AIMED AS PER THE PLANS IN ORDER TO PROVIDE THE REQUIRED LIGHT LEVEL AND PHOTOMETRICS.

6. CONTRACTOR SHALL REPLACE THE WIRING AND BREAKAWAY FUSE HOLDERS IN ALL REMAINING LOW MAST LIGHTING ASSEMBLIES.

7. THERE WILL NOT BE A WIRELESS LIGHTING CONTROL SYSTEM INSTALLED ON THIS PROJECT. PROVIDE SHORTING CAPS FOR NEMA 7 PIN RECEPTACLES AS NEEDED.

8. DESIGN CRITERIA FOR LIGHTING:
   - 1.0 fc AVERAGE MAINTAINED LIGHTING LEVEL - RAMPS
   - 2.0 fc AVERAGE MAINTAINED LIGHTING LEVEL - PARKING AREA
   - UNIFORMITY RATIO 3:1 - AVERAGE TO MINIMUM
   - TOTAL LIGHT LOSS FACTOR (LLF) FOR DESIGN CALCULATIONS - 0.85

9. LIGHTING ASSEMBLY FOUNDATIONS TO BE REMOVED SHALL BE REMOVED TO 2 FEET BELOW EXISTING GRADE. VOIDS SHALL BE FILLED, COMPACTED AND GRASSED. ALL COSTS TO BE INCLUDED IN THE REMOVAL BID ITEM.

LEGEND:

(A) LOW MAST LIGHTING ASSEMBLY DESIGNATION - 30' POLE, 1 - 274 WATT LED LUMINAIRE; I.E.S. TYPE II, PAY ITEM: LOW MAST LIGHTING ASSEMBLY, LED, 30-1-12-274

(B) LOW MAST LIGHTING ASSEMBLY DESIGNATION - 30' POLE, 1 - 274 WATT LED LUMINAIRE; I.E.S. TYPE III, PAY ITEM: LOW MAST LIGHTING ASSEMBLY, LED 30-1-12-274

(C) EXISTING LIGHTING ASSEMBLY TYPICAL DESIGNATION - 20' POLE, 1 - 150 WATT HPS LUMINAIRE; I.E.S. TYPE V, PAY ITEM: RENOVATION OF LOW MAST LIGHTING ASSEMBLY, TYPE 20-1-0-97

(D) EXISTING LIGHTING ASSEMBLY TYPICAL DESIGNATION - 20' POLE, 1 - 150 WATT HPS LUMINAIRE; I.E.S. TYPE III, PAY ITEM: RENOVATION OF LOW MAST LIGHTING ASSEMBLY, TYPE 20-1-0-97

[E] EXISTING FLAGPOLE LIGHTING ASSEMBLY
1 - 175 WATT MH LUMINAIRE; PAY ITEM: LIGHTING ASSEMBLY FLAG POLE LIGHTING 907-259-C001

W — UNDERGROUND WATER LINE

G-G — UNDERGROUND GAS LINE

P — OVERHEAD POWER LINE

SPC - A — SECONDARY POWER CONTROLLER

[PB] — UNDERGROUND PULL BOX

[JB] — UNDERGROUND JUNCTION BOX

NPP — NEW POWER POLE

40' — UNDERGROUND BRANCH CIRCUIT JACKED OR BORED, LENGTH

UNDERGROUND BRANCH CIRCUIT

ABBREVIATIONS:

PVC	-	POLYVINYL CHLORIDE
THW	-	THERMOPLASTIC HEAT AND MOISTURE RESISTANT
CIR	-	CIRCUIT
I.E.S.	-	ILLUMINATING ENGINEERING SOCIETY
LA-3	-	LIGHTING ASSEMBLY - NUMBER
O.C.	-	ON CENTER
A.W.G.	-	AMERICAN WIRE GAUGE
L.F.	-	LINEAR FOOT
MDOT	-	MISSISSIPPI DEPARTMENT OF TRANSPORTATION
℄	-	CENTERLINE

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

7/24/2018 08:37:07 LN-1.DGN

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
LIGHTING NOTES

LIGHTING NOTES, LEGEND AND ABBREVIATIONS

COUNTY: CARROLL
PROJ. NUM.: IM-0055-03(091)

FILENAME: LN-1.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

WORKING NUMBER
LN-1

SHEET NUMBER
4001

STATE	PROJECT NO.
MISS.	IM-0055-03(091)

ESTIMATED QUANTITIES – LIGHTING

Lighting Assembly	Location		Low Mast Type						Post Top Type						Flag Pole Spotlight						Mtg. Height	Breakaway Device	S.P.C. Number	Circuit Number	Number of Fixtures	Fixture Wattage **	I.E.S. Type	UNDG. BR. CKT. AWG*., L.F. (3 Conductor)						UNDG. BR. CKT. (Jacked or Bored) AWG* L.F. (3 Cond.)						Description
	Northing	Easting	A	B					C	D					E													10	8	6	4			10	8	6	4			
LA-1	1382900.20	2464251.25	X																		30	X	1	2	1	274	II			260										Sta. 1+50 Entrance Ramp to I-55
LA-2	1383157.35	2464289.55	X																		30	X	1	2	1	274	II			260										Sta. 4+10 Entrance Ramp to I-55
LA-3	1383414.50	2464327.90	X																		30	X	1	2	1	274	II			260										Sta. 6+70 Entrance Ramp to I-55
LA-4	1383671.00	2464369.75	X																		30	X	1	2	1	274	II			260										Sta. 9+30 Entrance Ramp to I-55
LA-5	1383928.40	2464393.40	X																		30	X	1	2	1	274	II			263										Sta. 11+90 Entrance Ramp to I-55
LA-6	1384195.00	2464361.70	X																		30	X	1	2	1	274	II			225										Sta. 1+25 Entrance Ramp to I-55
LA-7	1384440.75	2464400.50		X																	30	X	1	2	1	274	III		100						60				Sta. 3+97 Parking Area
LA-8	1384574.65	2464462.30		X																	30	X	1	2	1	274	III		155										Sta. 5+35 Parking Area
LA-9	1384756.00	2464493.10		X																	30	X	1	2	1	274	III		183										Sta. 7+20 Parking Area
LA-10	1384877.70	2464412.05		X																	30	X	1	2	1	274	III		40						30				Sta. 8+25 Exit Ramp from I-55
LA-11	1385114.35	2464523.05	X																		30	X	1	1	1	274	II		260										Sta. 10+85 Exit Ramp from I-55
LA-12	1385360.20	2464607.45	X																		30	X	1	1	1	274	II		262										Sta. 26+50 Exit Ramp from I-55
LA-13	1385608.70	2464684.05	X																		30	X	1	1	1	274	II		260										Sta. 29+10 Exit Ramp from I-55
LA-14	1385857.13	2464760.65	X																		30	X	1	1	1	274	II		260										Sta. 31+70 Exit Ramp from I-55
PT-1	1384399.40	2464312.90								X											20*		1	2	1	97	III													Picinic Area Lighting
PT-2	1384476.20	2464210.25							X												20*		1	2	1	97	V													Picinic Area Lighting
PT-3	1384525.75	2464103.05							X												20*		1	2	1	97	V													Picinic Area Lighting
PT-4	1384641.20	2464121.60							X												20*		1	1	1	97	V													Picinic Area Lighting
PT-5	1384777.70	2464146.80							X												20*		1	1	1	97	V													Picinic Area Lighting
PT-6	1384807.90	2464267.25							X												20*		1	1	1	97	V													Picinic Area Lighting
PT-7	1384783.75	2464372.15								X											20*		1	1	1	97	III													Picinic Area Lighting
PT-8	1384643.30	2464210.05							X												20*		1	1	1	97	V													Picinic Area Lighting
PT-9	1384664.85	2464309.40							X												20*		1	2	1	97	V													Picinic Area Lighting
PT-10	1384517.45	2464321.80								X											20*		1	2	1	97	III													Picinic Area Lighting
PT-11	1384719.40	2464354.50								X											20*		1	1	1	97	III													Picinic Area Lighting
FP-1	1384584.90	2464323.10													X						N/A		1	1	1	49	V													Flag Pole Lighting
FP-2	1384642.40	2464335.05													X						N/A		1	1	1	49	V													Flag Pole Lighting
TOTAL			10	4					7	4					2														1520	1528					90				

Notes:

* - 20 foot poles are existing and will remain.

** - Fixture wattage shown is nominal and will vary depending on the manufacturer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ESTIMATED QUANTITIES
LIGHTING

COUNTY: CARROLL
PROJ. NO.: IM-0055-03(091)

REVISION | BY | DATE

FILENAME: LQ-1.DGN
DESIGN TEAM _____ CHECKED _____ DATE _____

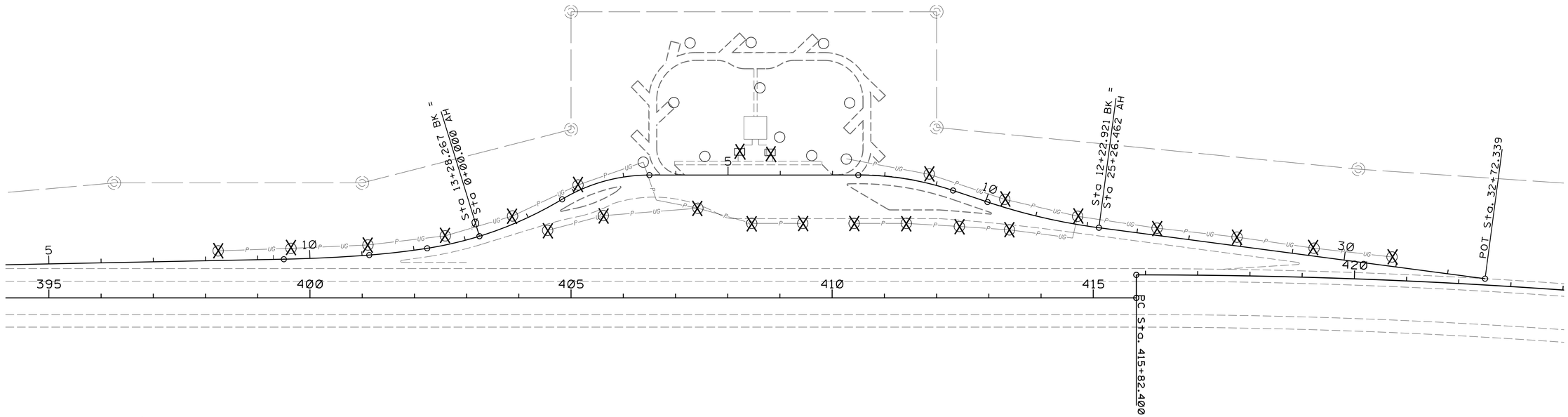
WORKING NUMBER: LQ-1
SHEET NUMBER: 4002

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

1/15/2017 08:53:33 LQ-1.DGN

FMS CON: 107300/301000

STATE	PROJECT NO.
MISS.	IM-0055-03(091)



⊠ Remove Existing Low Mast Light Assembly and Foundation (22)
Remove Foundation To 2 Feet Below Existing Grade and Fill Void

○ Existing Low Mast Light Assembly, To Remain (11)

⊠ Remove Existing Flag Pole Light Assembly (2)

——P——UG—— Remove Conductors From Existing Conduit
Abandon Empty Conduit

Scale 1" = 100'

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

1/24/2018 08:44:23 DEMO-1.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Lighting Demolition

REVISION | BY | DATE

PROJ. NO.: IM-0055-03(091)
COUNTY: Carroll

FILENAME: rwd.cel
DESIGN TEAM JES CHECKED DATE

WORKING NUMBER
L-DEMO

SHEET NUMBER
4003

FMS CON: 107300/301000

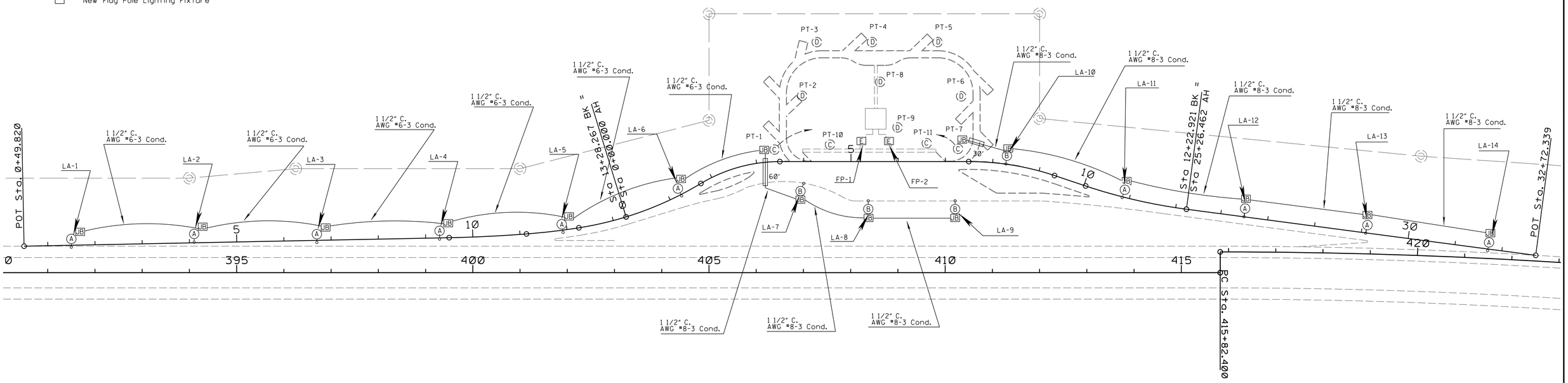
STATE	PROJECT NO.
MISS.	IM-0055-03(091)

New Low Mast Lighting Assembly

JB Underground Junction Box

Existing Pole with New Post Top LED Fixture

New Flag Pole Lighting Fixture



TYPE	DESCRIPTION	POLE HEIGHT	NOMINAL WATTAGE	MIN. LUMENS	MTG.	LUMINAIRE MANUFACTURER	POLE MANUFACTURER	NOTES
A & B	LOW PROFILE LED ROADWAY FIXTURE DISTRIBUTION: A - I.E.S. TYPE II B - I.E.S. TYPE III	30'	225 LED	22,500	POLE 12' ARM	EATON/COOPER NVN AE E U XX 10K AP	MILLERBERND SD1-121-A-076-A -300	POLE IS ONE PIECE ROUND TAPERED DAVIT WITH STD. ANCHOR BASE AND BREAK-AWAY COUPLINGS
						AMERICAN ELECTRIC ATB2 80BLEDE70 MVOLT XX NL P7 SH	HUBBELL RTA48	
						PHILIPS/LUMEC RVM 245W144LED4K LED XXX UNIV API RC BK	AMERON J3012	
C & D	DECORATIVE POST TOP AREA LIGHT DISTRIBUTION: C - I.E.S. TYPE V D - I.E.S. TYPE III	20'	94 LED	10,500	POLE POST TOP	EATON PMM-E04-LED -E-8-XX-BK-U	N/A	TYPE C & D POLES ARE EXISTING, TO REMAIN
						PEMCO REG 100W90C4K UNIV TYPE X BK		
						STERNBERG PT-SL760 -CA-112L45TX-MDH05-UBK		
E	ARCHITECTURAL FLOODLIGHT WITH HEAVY DIECAST HOUSING AND KNUCKLE	N/A	42 LED	3200	GND.	CREE FLD-EDG 10-SA-04 -D-UL-BZ	N/A	120 VOLTS
						HE Williams VF1 LED35/ 740-NS-STR-DBR-UNV		
						LSI XFLM-SP-LED-28-HO -NW-UE-BRZ-SMC		

ALL LUMINAIRES AND POLES TO BE BLACK COLOR. LUMINAIRES, EXCEPT WHERE NOTED, TO OPERATE ON 240 VOLTS.

SCALE 1" = 100'

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

1/23/2018 09:35:04 L-1.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LIGHTING LAYOUT

PROJ. NO.: IM-0055-03(091)

COUNTY: Carroll

FILENAME: rwd.cel

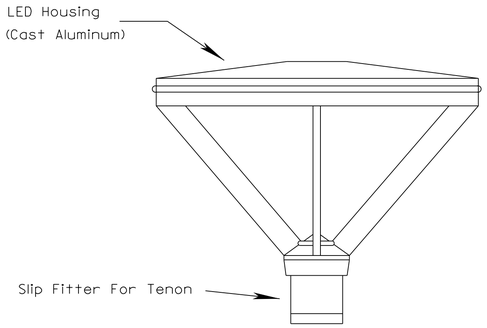
DESIGN TEAM JES CHECKED _____ DATE _____

BY | REVISION | DATE

WORKING NUMBER L-1

SHEET NUMBER 4004

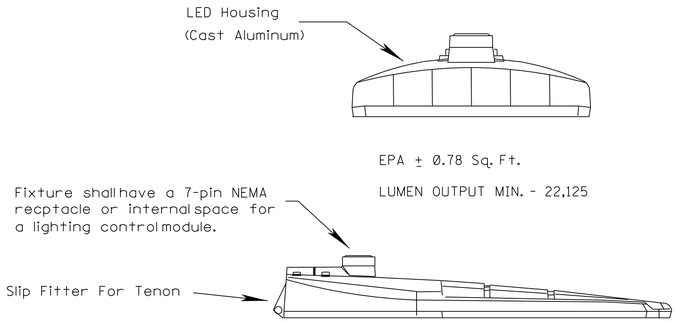
STATE	PROJECT NO.
MISS.	IM-0055-03(091)



1 LD-1 **TYPICAL LED POST TOP LIGHTING ASSEMBLY LUMINAIRE**

LUMINAIRE REQUIREMENTS - REFER TO SCHEDULE ON SHEET L-1

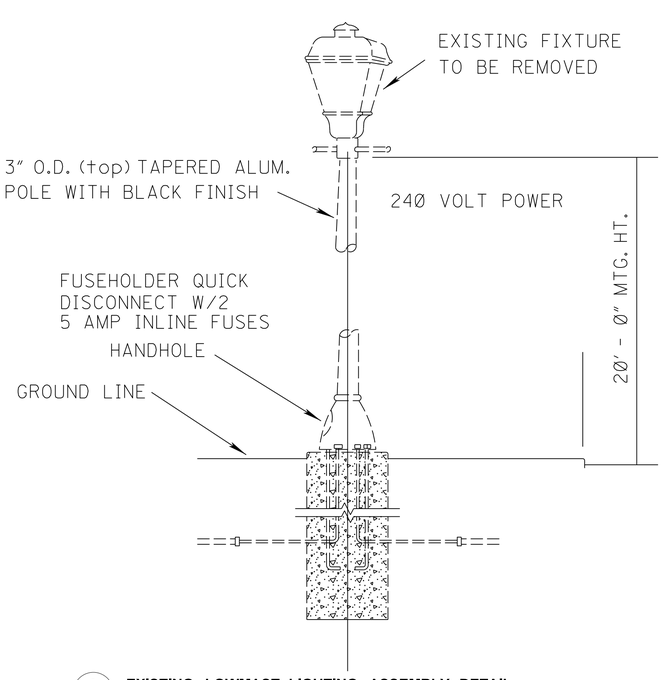
N.T.S.



3 LD-1 **TYPICAL LED ROADWAY LUMINAIRE**

LUMINAIRE REQUIREMENTS - REFER TO SCHEDULE ON SHEET L-1

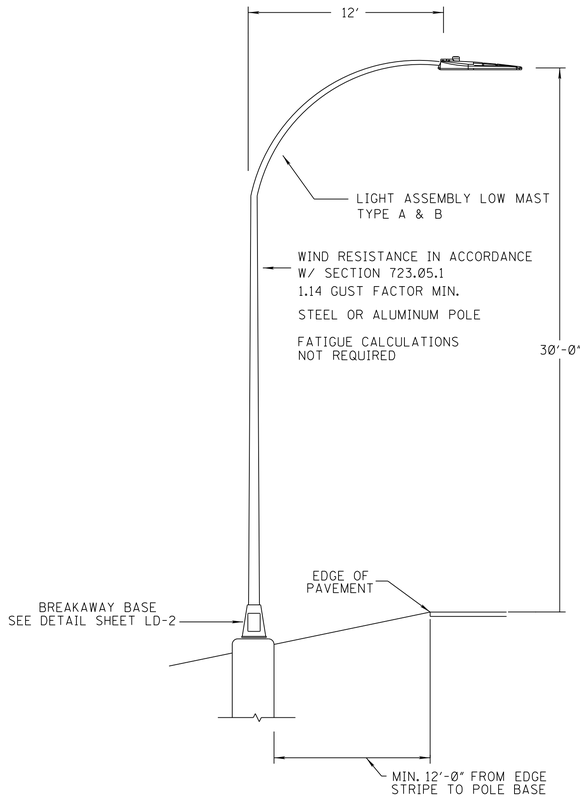
N.T.S.



2 LD-1 **EXISTING LOWMAST LIGHTING ASSEMBLY DETAIL**

LUMINAIRE TO BE REPLACED

N.T.S.



4 LD-1 **LOW MAST LIGHTING ASSEMBLY DETAIL**

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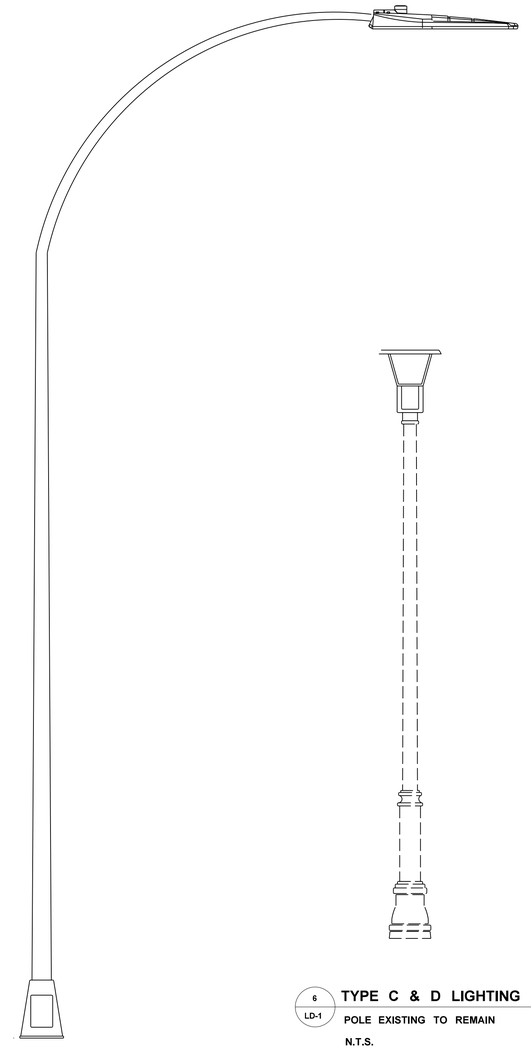


5 LD-1 **TYPE A & B LIGHTING ASSEMBLY**

POLE REQUIREMENTS - REFER TO SCHEDULE ON SHEET L-1

N.T.S.

6 LD-1 **TYPE C & D LIGHTING ASSEMBLY**

POLE EXISTING TO REMAIN

N.T.S.

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LIGHTING DETAIL

COUNTY: CARROLL

PROJ. NO.: IM-0055-03(091)

WORKING NUMBER: LD-1

FILENAME: LD-1.DGN

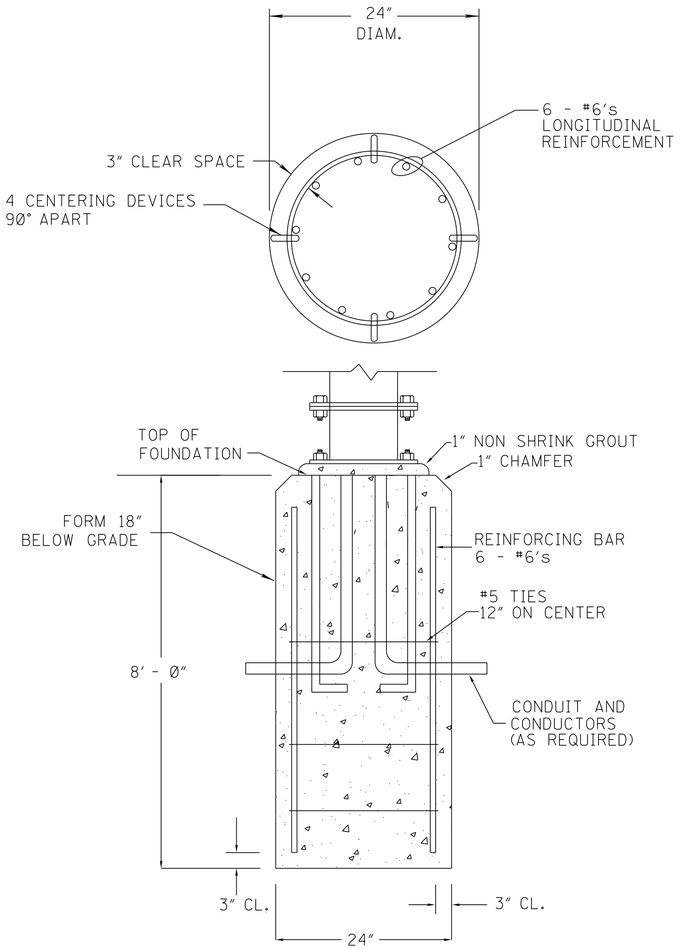
DESIGN TEAM JES CHECKED DATE

SHEET NUMBER: 4005

FILE:
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

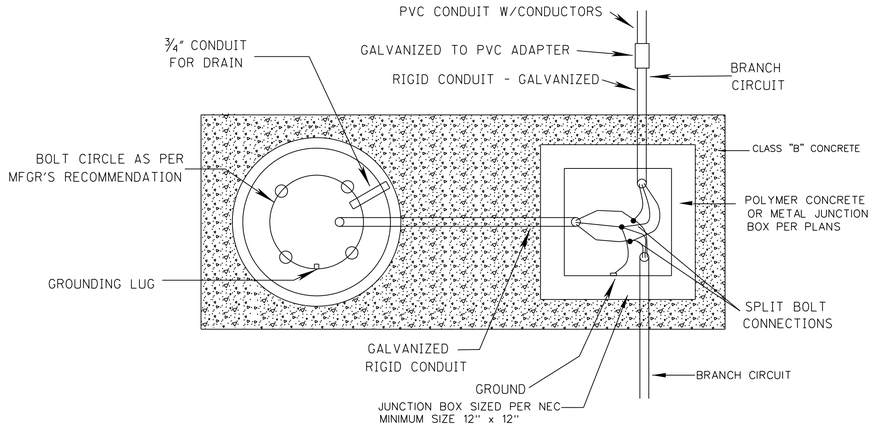
3/14/2018 09:11:09 LD-1.DGN

STATE	PROJECT NO.
MISS.	IM-0055-03(091)



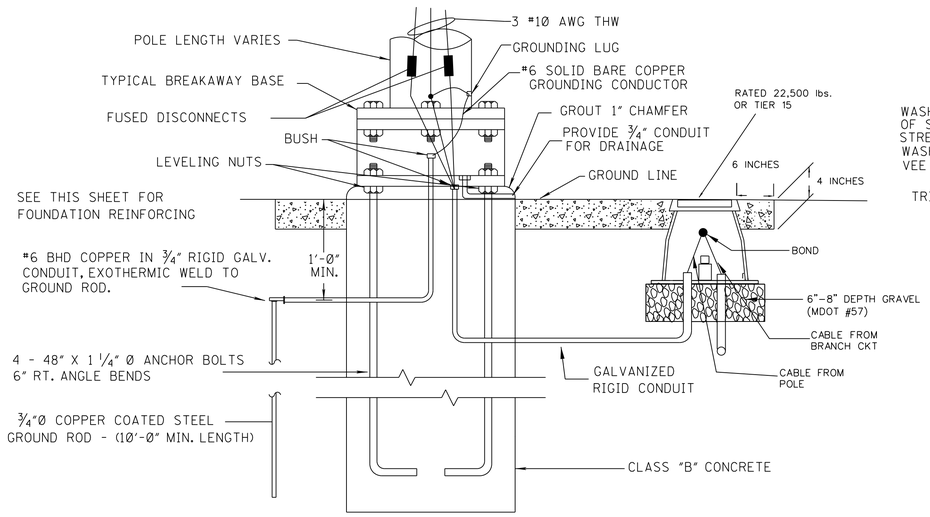
1 LD-2 **REINFORCING DETAIL TYPE "A" & "B"**

N.T.S.



PLAN VIEW

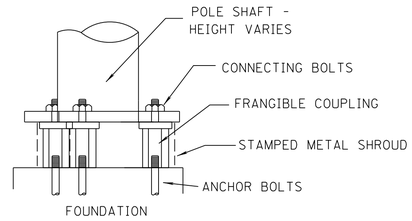
N.T.S.



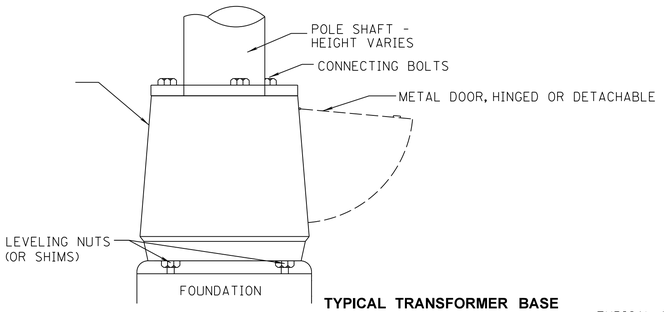
SIDE VIEW

3 LD-2 **FOUNDATION DETAIL TYPE "A" & "B" LIGHTING ASSEMBLIES**

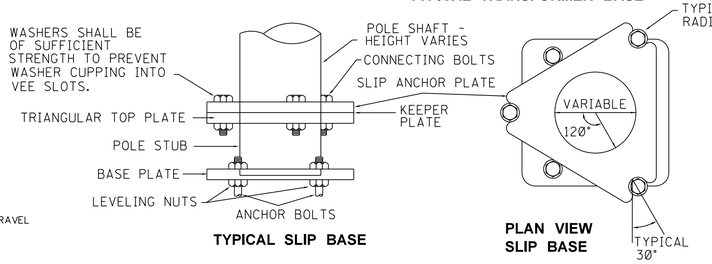
N.T.S.



TYPICAL FRANGIBLE COUPLING



TYPICAL TRANSFORMER BASE

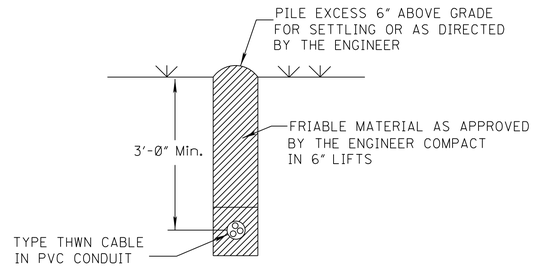


TYPICAL SLIP BASE

PLAN VIEW
SLIP BASE

4 LD-2 **TYPICAL BREAKAWAY BASES**

N.T.S.



2 LD-2 **CABLE TRENCHING DETAIL**

N.T.S.

NOTES:

1. KEEPER PLATE IS FABRICATED FROM #28 GAUGE GALVANIZED SHEET STEEL. ONE (1) FUNRISHED WITH EACH POLE EQUIPPEDWITH SLIP BASE.
2. SLIP ANCHOR PLATE IS FABRICATED FROM STEEL PLATE COMFORMING TO ASTM A-36 WITH MINIMUM YIELD STRENGTH OF 36 KSI ONE (1) SLIP ANCHOR PLATE IS FURNISHED WITH EACH SLIP BASE EQUIPPED POLE.
3. BREAKWAY DEVICES MUST MEET THE REQUIREMENTS OF THE CURRENT EDITION OF AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
4. CONTRACTOR SHALL LIMIT THE AMOUNT OF WIRE USED IN THE BREAKAWAY BASE DEVICE SO THAT THE CIRCUIT WILL ELECTRICALLY DISCONNECT AS CLOSE AS POSSIBLE TO THE TOP OF THE FOUNDATION WHEN STRCK BY AN ERRANT VEHICLE.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

LIGHTING DETAIL

COUNTY: CARROLL

PROJ. NO.: IM-0055-03(091)

FILENAME: LD-2.DGN

DESIGN TEAM JES CHECKED DATE

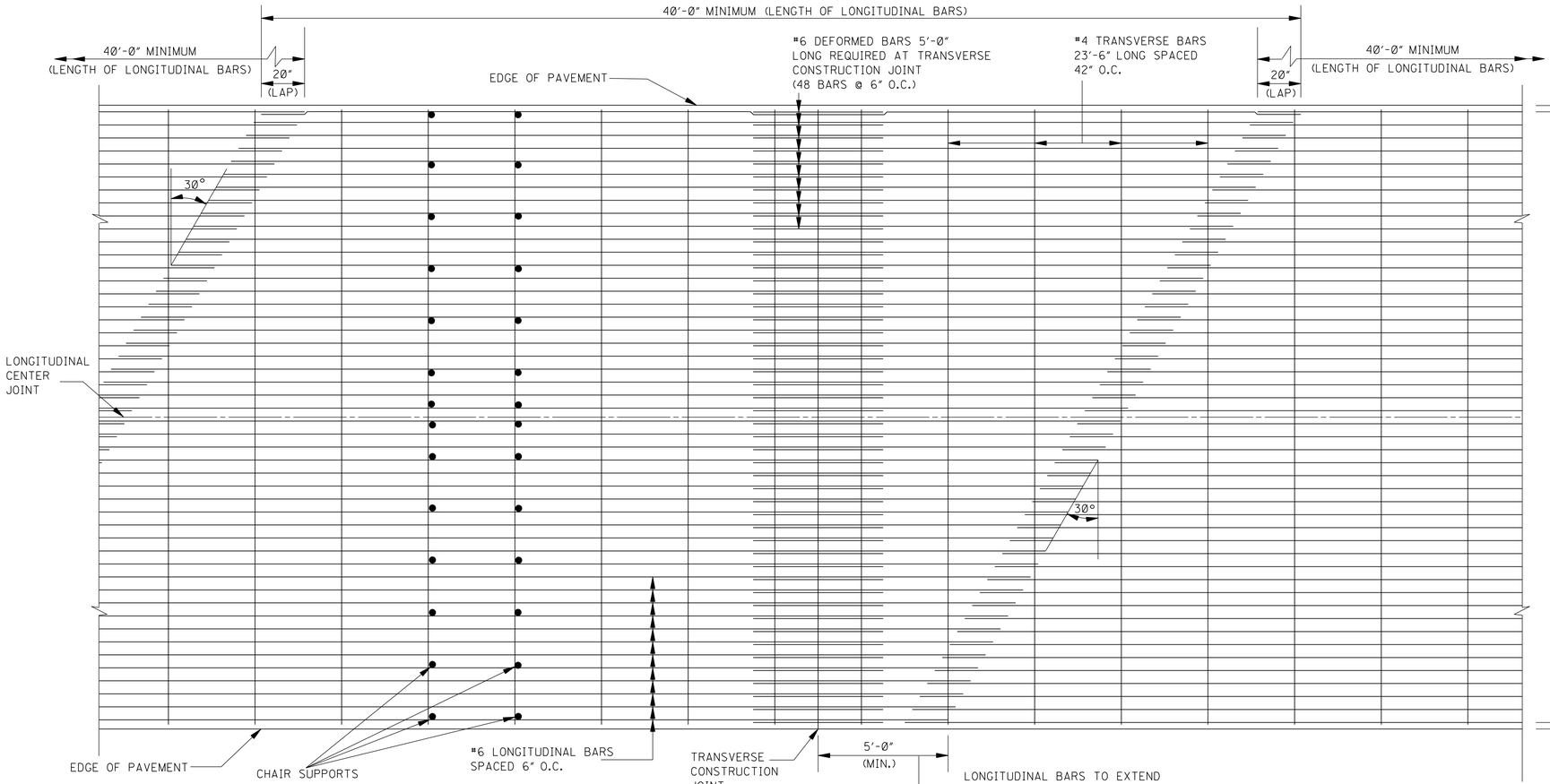
WORKING NUMBER
LD-2

SHEET NUMBER
4006

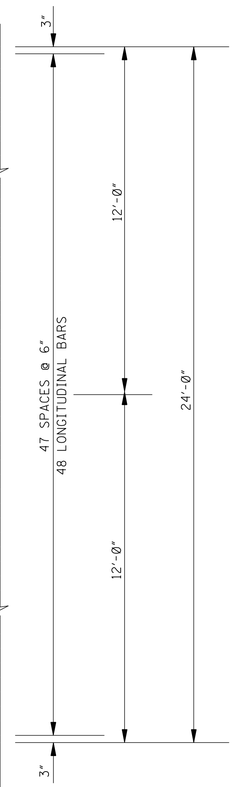
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

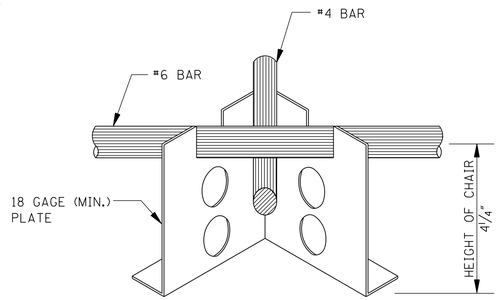
2/27/2019 13:18:05 LD-2.DGN

STATE	PROJECT NO.
MISS.	

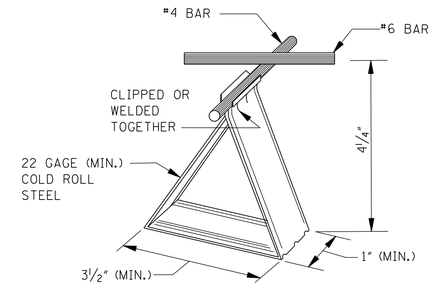


PLAN



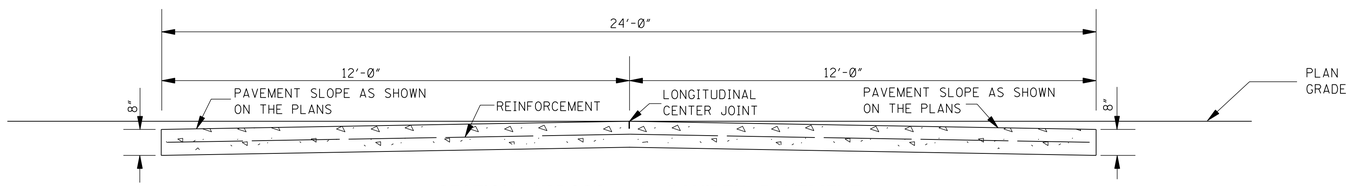


DETAILS OF CHAIR SUPPORT
(OPTION I)

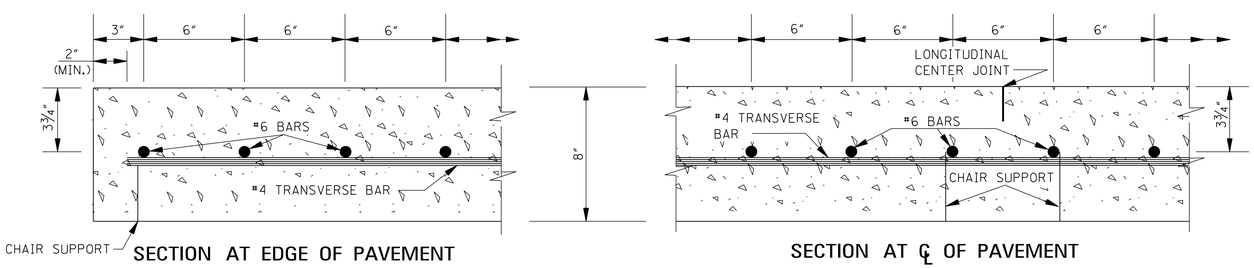


DETAIL OF CHAIR SUPPORT
(OPTION II)

NOTE: FOR USE OF OTHER CHAIR SUPPORTS, SUBMIT DRAWINGS TO THE CONSTRUCTION ENGINEER FOR APPROVAL.



SECTION ACROSS 24'–0" WIDTH PAVEMENT
(8" UNIFORM THICKNESS)



SECTION AT EDGE OF PAVEMENT

SECTION AT ℄ OF PAVEMENT

NOTE: LONGITUDINAL AND TRANSVERSE BARS SHALL BE SECURELY FASTENED TOGETHER BY ANY SATISFACTORY METHOD AT ALL EXTERIOR INTERSECTIONS AND AT NOT LESS THAN ALTERNATE INTERIOR INTERSECTIONS. WHERE LONGITUDINAL BARS ARE LAPPED, THE BARS SHALL BE DOUBLE FASTENED. THE 5'-0" LONG #6 BARS AT CONSTRUCTION JOINTS SHALL BE DOUBLE FASTENED TO ADJACENT BARS. ANY SATISFACTORY METHOD OR DEVICE FOR HOLDING THE BARS FIRMLY IN POSITION DURING THE PLACEMENT OF THE CONCRETE WILL BE ACCEPTABLE.

GENERAL NOTES:

1. THE LOT SIZE FOR CONFORMANCE DETERMINATION SHALL BE 1000' OF PAVEMENT IN EACH TRAFFIC LANE. CHAIR SPACINGS SHALL NOT BE GREATER THAN 42" CENTER TO CENTER (LONGITUDINAL) AND 24" (TRANSVERSE). ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET THE STEEL PLACEMENT REQUIREMENTS.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 24'–0" WIDE

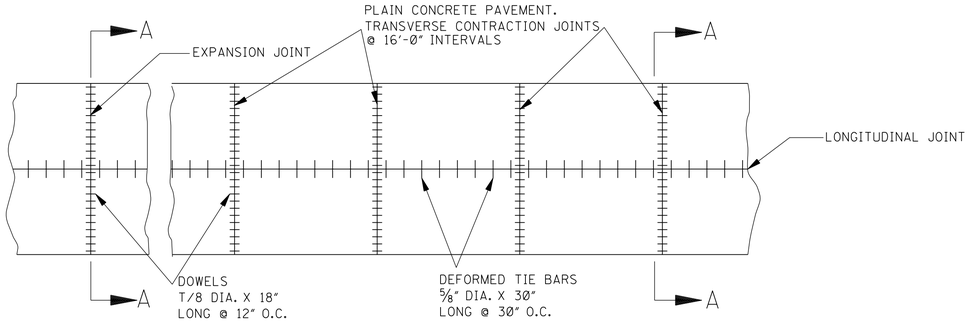
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
CRP-1

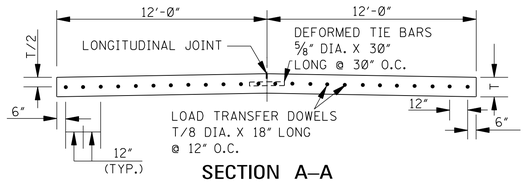
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6001

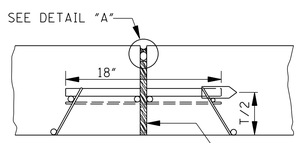
STATE	PROJECT NO.
MISS.	



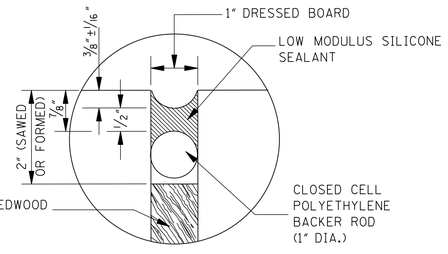
PLAN SHOWING JOINTS



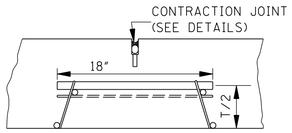
SECTION A–A



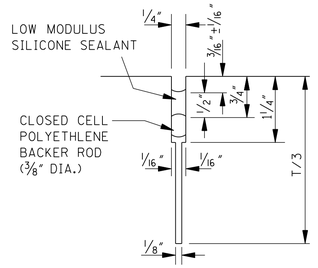
SECTION THRU
EXPANSION JOINT
ASSEMBLY



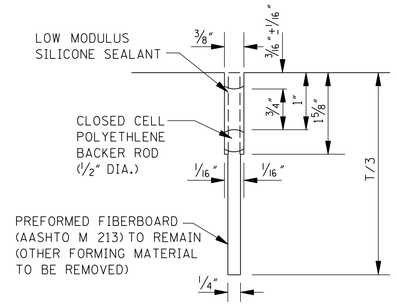
DETAIL "A"



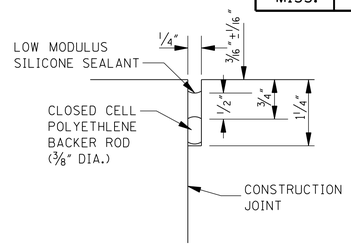
SECTION THRU
CONTRACTION JOINT
ASSEMBLY



SAWED AND SEALED
OPTION 1

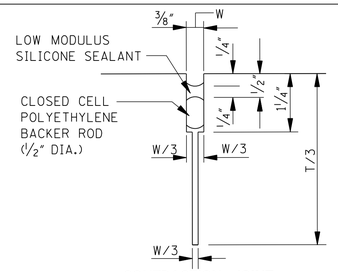


PREFORMED WITH TOP 1⅝" SAWED AND SEALED
OPTION 2

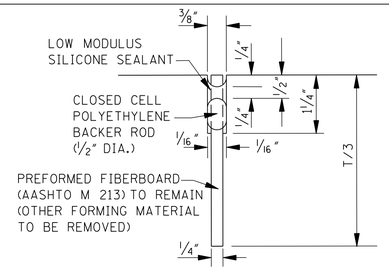


CONSTRUCTION JOINT
SAWED AND SEALED

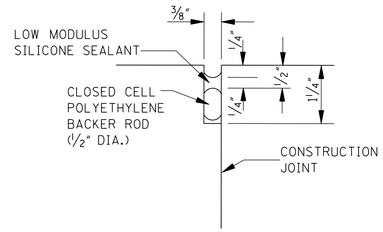
LONGITUDINAL JOINTS



CONTRACTION JOINT
SAWED AND SEALED
OPTION 1

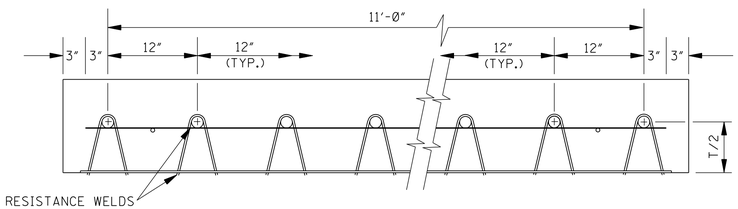


CONTRACTION JOINT
PREFORMED WITH TOP 1¼" SAWED AND SEALED
OPTION 2

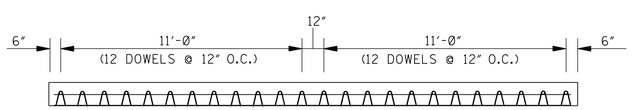


CONSTRUCTION JOINT
SAWED AND SEALED

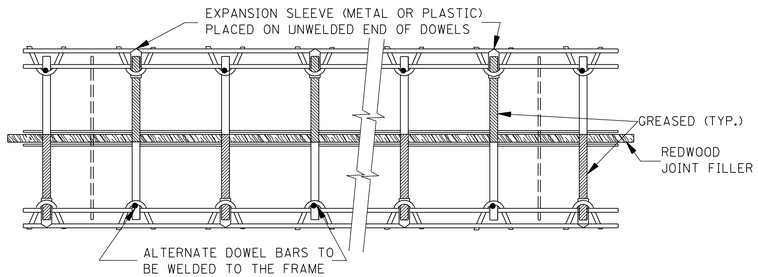
TRANSVERSE JOINTS



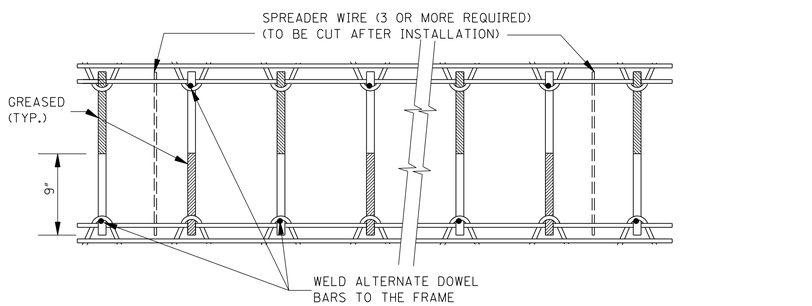
ELEVATION OF LOAD TRANSFER ASSEMBLY



PLACEMENT OF ASSEMBLIES IN 24'–0" WIDTH PAVEMENT



PLAN OF LOAD TRANSFER ASSEMBLY
(EXPANSION JOINT)



PLAN OF LOAD TRANSFER ASSEMBLY
(CONTRACTION JOINT)

GENERAL NOTES:

1. DOWEL BAR SPECIFICATIONS: AASHTO M 31 GRADE 60.

   TOLERANCES: THE PERMISSIBLE VARIATION IN STRAIGHTNESS SHALL BE A MAXIMUM OF 0.075' IN THE LENGTH OF THE DOWEL. THE TOLERANCES IN THE LENGHT SHALL BE +/- 0.25".

   THE MAXIMUM PERMISSIBLE ALIGNMENT VARIATION SHALL BE 0.25" IN THE LENGTH OF THE DOWEL IN EACH PLANE, BOTH HORIZONTALLY AND VERTICALLY.

   COATING: DOWELS SHALL BE SHOP PAINTED FULL LENGTH WITH ONE OF THE FOLLOWING PAINTS AS PER SPECIFICATION: (1) FEDERAL SPECIFICATION TT-P-645, (2) FEDERAL SPECIFICATION TT-P-31D, OR (3) STEEL STRUCTURES PAINTING COUNCIL SPECIFICATION SSPC-PAINT II.

2. ASSEMBLY FRAME SPECIFICATIONS: AASHTO M 32.
   FRAME WIRE SIZES: ALL FRAME WIRES SHALL BE W5.5 OR GREATER EXCEPT THE SPREADER WIRES WHICH SHALL BE W3 OR GREATER.

3. ANCHOR PINS: THE ASSEMBLY SHALL BE SECURED TO CEMENT TREATED OR ASPHALT BASE WITH RASET, HILTI, POWERS, OR EQUIVALENT TIES (MINIMUM OR 8 PER 12 FT. SECTION. -- 3 ON EACH) OR OTHER APPROVED METHODS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THE ENTIRE ASSEMBLY IN SUCH A MANNER AS TO PREVENT DISPLACEMENT.

4. FOR CONSIDERATION OF USE OF OTHER LOAD TRANSFER ASSEMBLIES, THE CONTRACTOR SHALL PROVIDE DRAWINGS TO THE ENGINEER FOR APPROVAL.

5. PREFORMED FILLER IS NOT AN ALTERNATIVE FOR REDWOOD FILLER AT EXPANSION JOINTS UNLESS SPECIFICALLY REQUIRED ON THE PLANS.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

CONCRETE PAVEMENT JOINTS

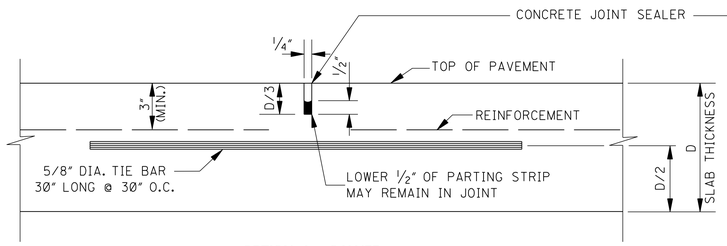
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
PJ-1

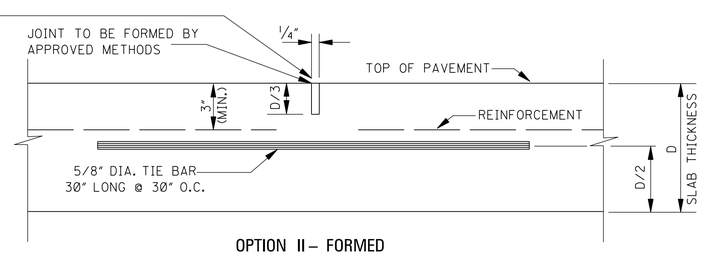
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6004

STATE	PROJECT NO.
MISS.	

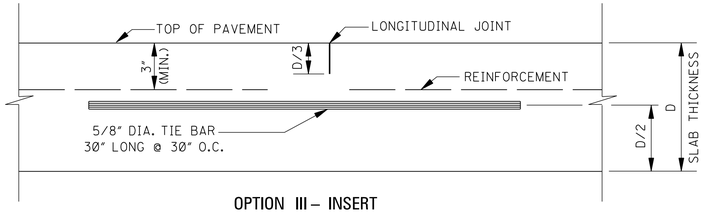


OPTION I – SAWED



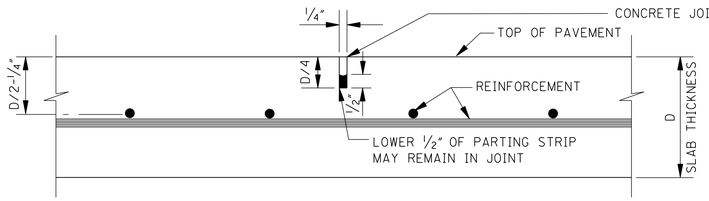
OPTION II – FORMED

DETAILS OF LONGITUDINAL JOINTS FOR CONVENTIONALLY REINFORCED CONCRETE PAVEMENT

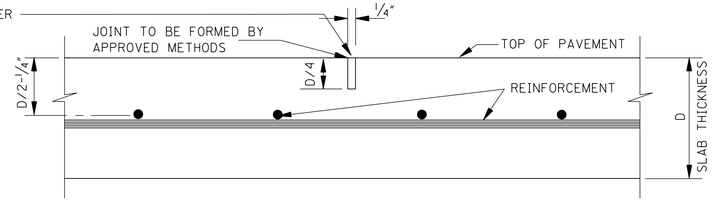


OPTION III – INSERT

NOTE: A LONGITUDINAL WEAKENED PLANE JOINT MAY BE FORMED BY PLACEMENT OF A CONTINUOUS STRIP OF POLYETHYLENE OR OTHER APPROVED MATERIAL. WITH THIS TYPE OF INSERT IT IS NOT REQUIRED TO SAW OR SEAL THE LONGITUDINAL JOINT.

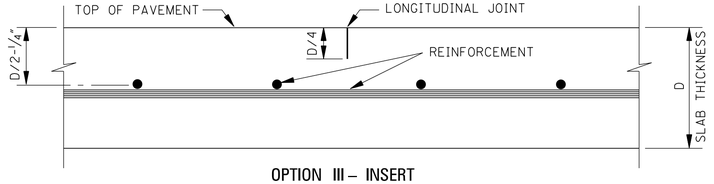


OPTION I – SAWED



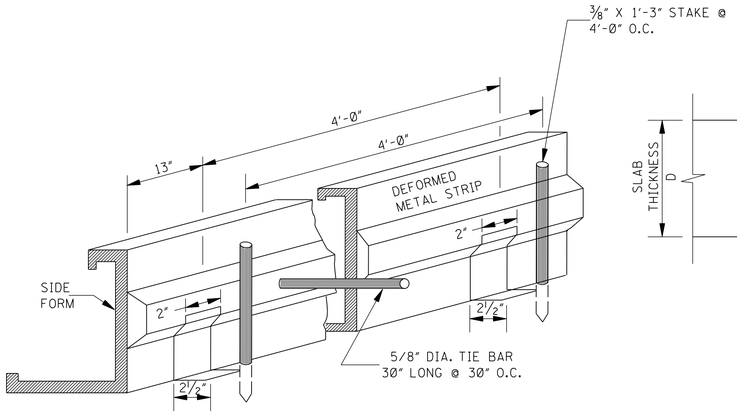
OPTION II – FORMED

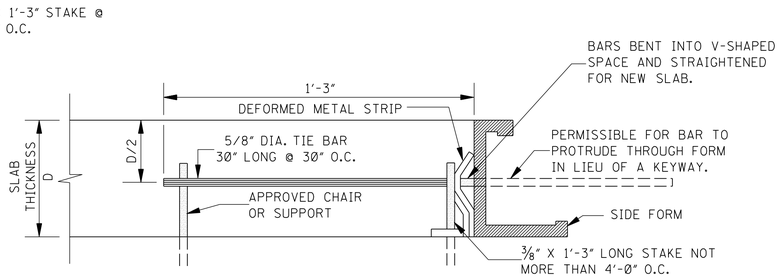
DETAILS OF LONGITUDINAL JOINTS FOR CONTINUOUSLY REINFORCED CONCRETE PAVEMENT



OPTION III – INSERT

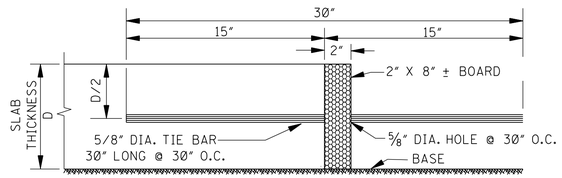
NOTE: A LONGITUDINAL WEAKENED PLANE JOINT MAY BE FORMED BY PLACEMENT OF A CONTINUOUS STRIP OF POLYETHYLENE OR OTHER APPROVED MATERIAL. WITH THIS TYPE OF INSERT IT IS NOT REQUIRED TO SAW OR SEAL THE LONGITUDINAL JOINT.



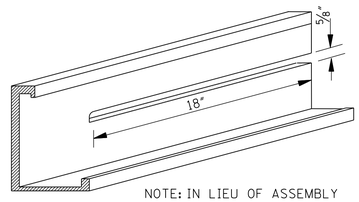


LONGITUDINAL CONSTRUCTION JOINT

NOTE: FOR CONSIDERATION OF OTHER TYPES OF FORMS, THE CONTRACTOR SHALL SUBMIT DRAWINGS TO THE ENGINEER FOR APPROVAL.

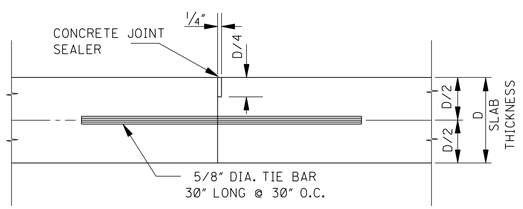


NOTE: PLACE FORM BOARD, INSERT AND VIBRATE TIE BARS IMMEDIATELY FOLLOWING THE TRAILING FORM OF A SLIP-FORM PAVER. REMOVE BOARD AFTER PLACEMENT OF TIE BARS.



NOTE: IN LIEU OF ASSEMBLY SHOWN AT LEFT, THE LAST 18" OF TRAILING FORMS MAY BE SLOTTED AS SHOWN.

LONGITUDINAL CONSTRUCTION JOINT FOR SLIP FORM PAVEMENT



LONGITUDINAL CONSTRUCTION JOINT

JOINT MAY BE FORMED OR TOOLED BY AN APPROVED METHOD; OR FORMED WITH A PARTING STRIP AND SAWED TO A DEPTH OF (D/4 - 1/2"); OR SAWED TO A DEPTH OF 1/2" WITHOUT THE INSERTION OF PARTING STRIP.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

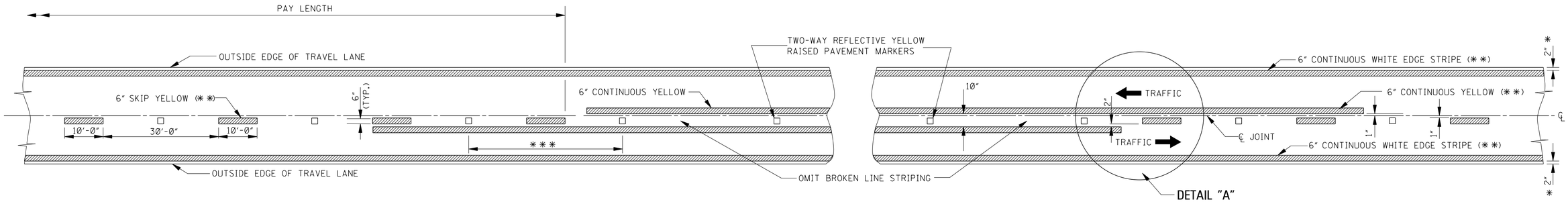
CONCRETE PAVEMENT JOINTS
(LONGITUDINAL)

MDOT

WORKING NUMBER	SHEET NUMBER
PJ-2	6005

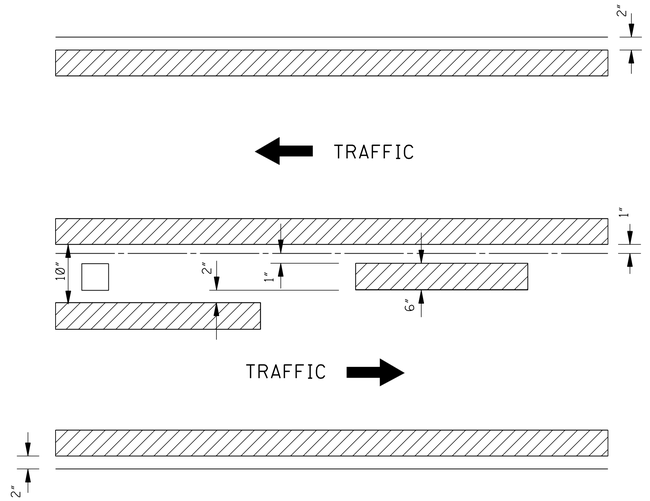
ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 11-1.01.



DETAIL "A"

GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS. FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.

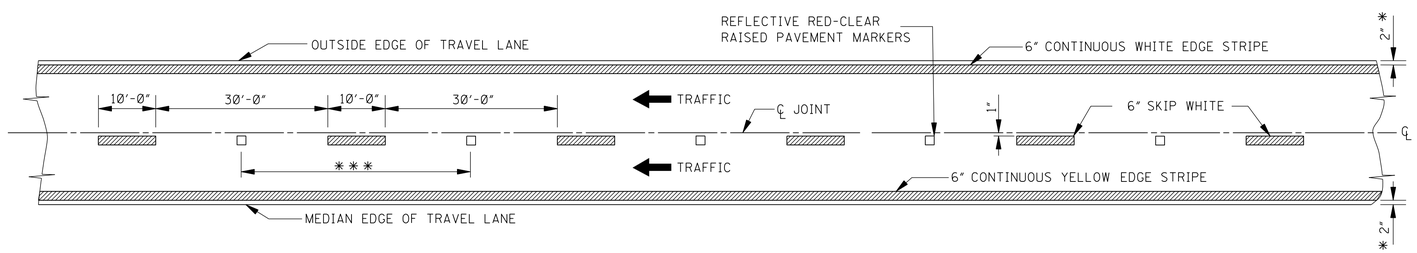
* * 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

* * * 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	† 40'-0"

† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."



4–LANE WITH ONE–WAY TRAFFIC

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

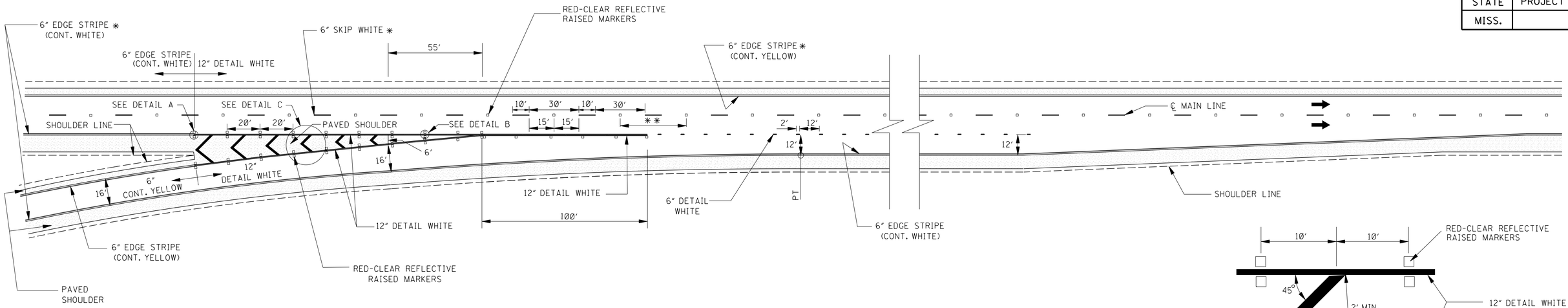
PAVEMENT MARKING DETAILS FOR 2–LANE AND 4–LANE DIVIDED ROADWAYS

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
PM-1

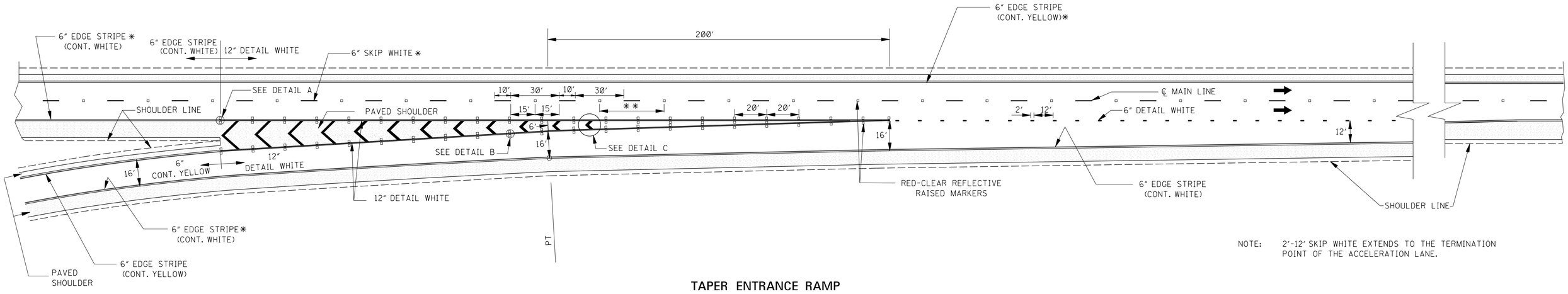
SHEET NUMBER
6051

STATE	PROJECT NO.
MISS.	



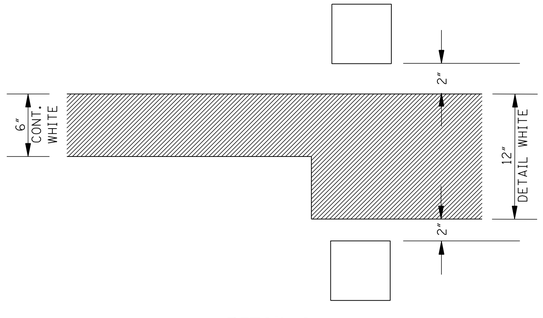
PARALLEL ENTRANCE RAMP

DETAIL C

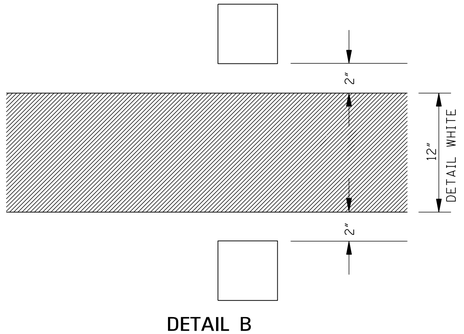


TAPER ENTRANCE RAMP

NOTE: 2'-12' SKIP WHITE EXTENDS TO THE TERMINATION POINT OF THE ACCELERATION LANE.



DETAIL A



DETAIL B

GENERAL NOTES:

✱1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.

✱✱2. ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR INTERCHANGE ENTRANCE RAMPS (PARALLEL AND TAPER)

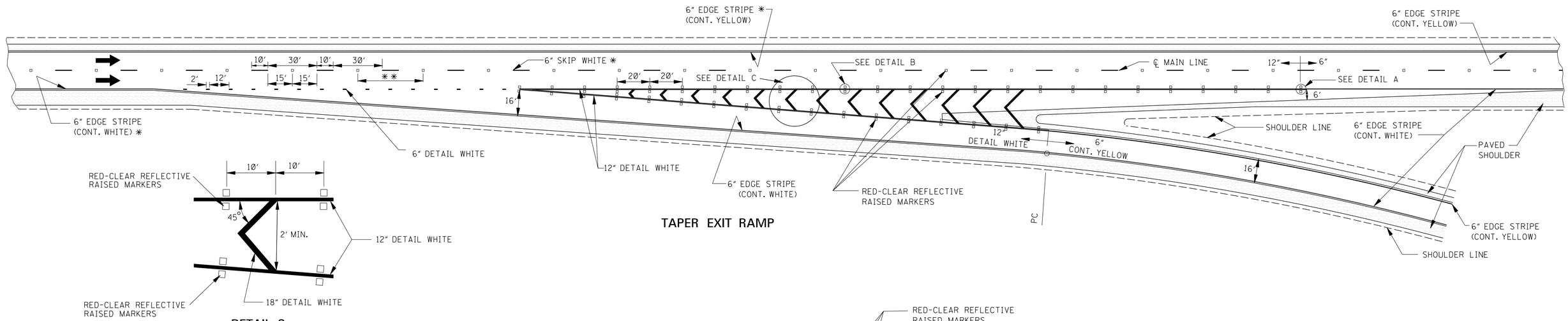
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER PM-3

ISSUE DATE: AUGUST 01, 2017

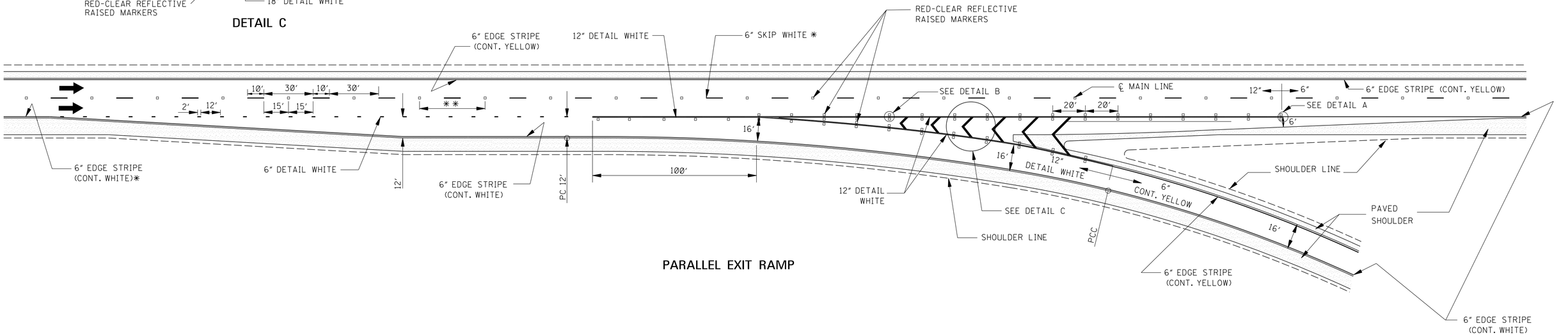
SHEET NUMBER 6053

STATE	PROJECT NO.
MISS.	

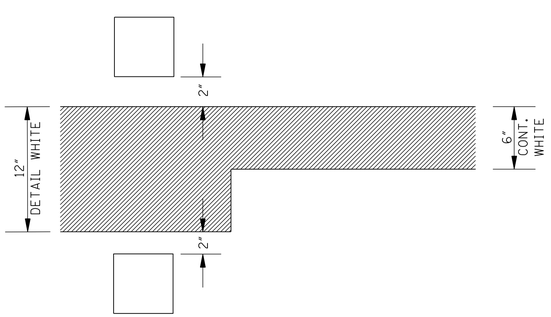


TAPER EXIT RAMP

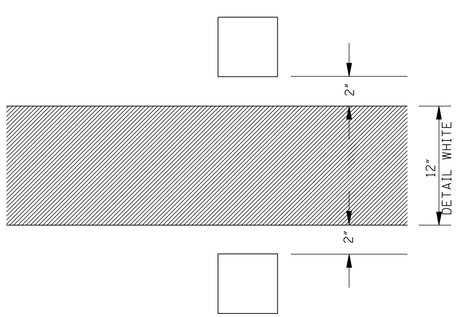
DETAIL C



PARALLEL EXIT RAMP



DETAIL A



DETAIL B

GENERAL NOTES:

* 1. SEE SHEET PM-1 FOR THE PLACEMENT OF LANE-LINE STRIPE WITH RESPECT TO THE PAVEMENT JOINT AND FOR THE PLACEMENT OF THE EDGE LINE WITH RESPECT TO THE OUTSIDE EDGE OF THE TRAVELED WAY.

** 2. ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40′-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000′ IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

3. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

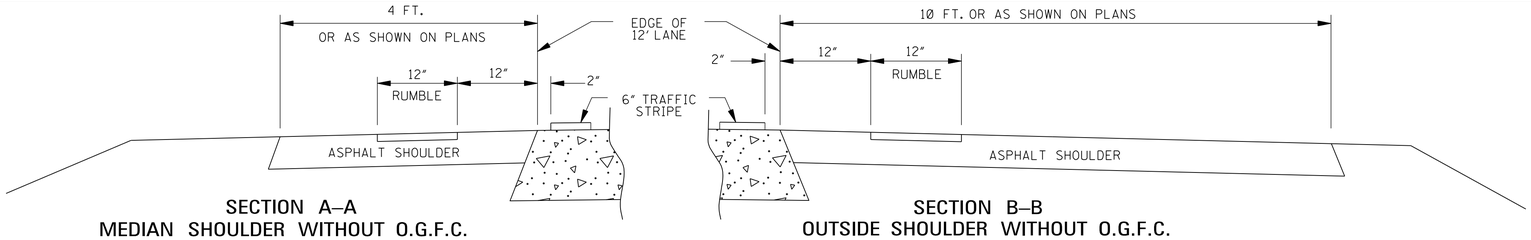
PAVEMENT MARKING DETAILS FOR INTERCHANGE EXIT RAMPS (PARALLEL AND TAPER)

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER PM-4

SHEET NUMBER 6054

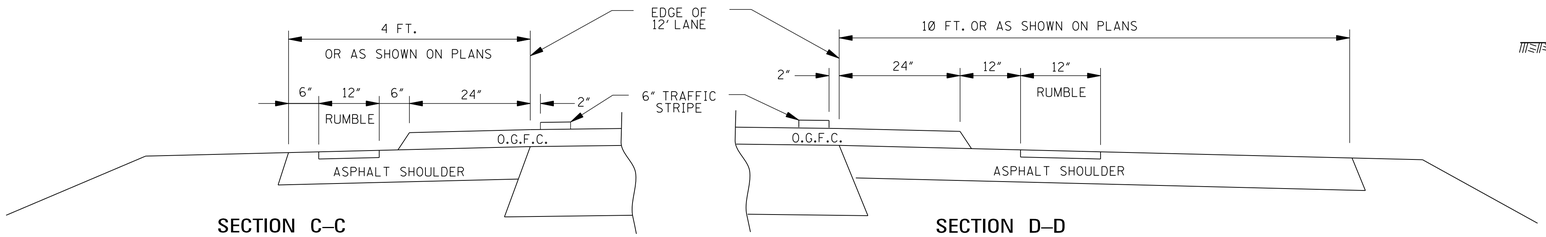
STATE	PROJECT NO.
MISS.	



SECTION A–A
MEDIAN SHOULDER WITHOUT O.G.F.C.

SECTION B–B
OUTSIDE SHOULDER WITHOUT O.G.F.C.

THIS TYPICAL SECTION APPLIES TO THE LEFT HALF OF THE PLAN VIEW BELOW

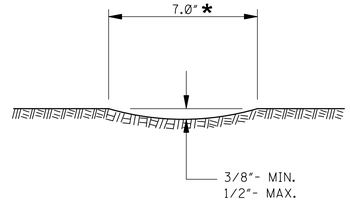


SECTION C–C
MEDIAN SHOULDER WITH O.G.F.C.

SECTION D–D
OUTSIDE SHOULDER WITH O.G.F.C.

THIS TYPICAL SECTION APPLIES TO THE RIGHT HALF OF THE PLAN VIEW BELOW

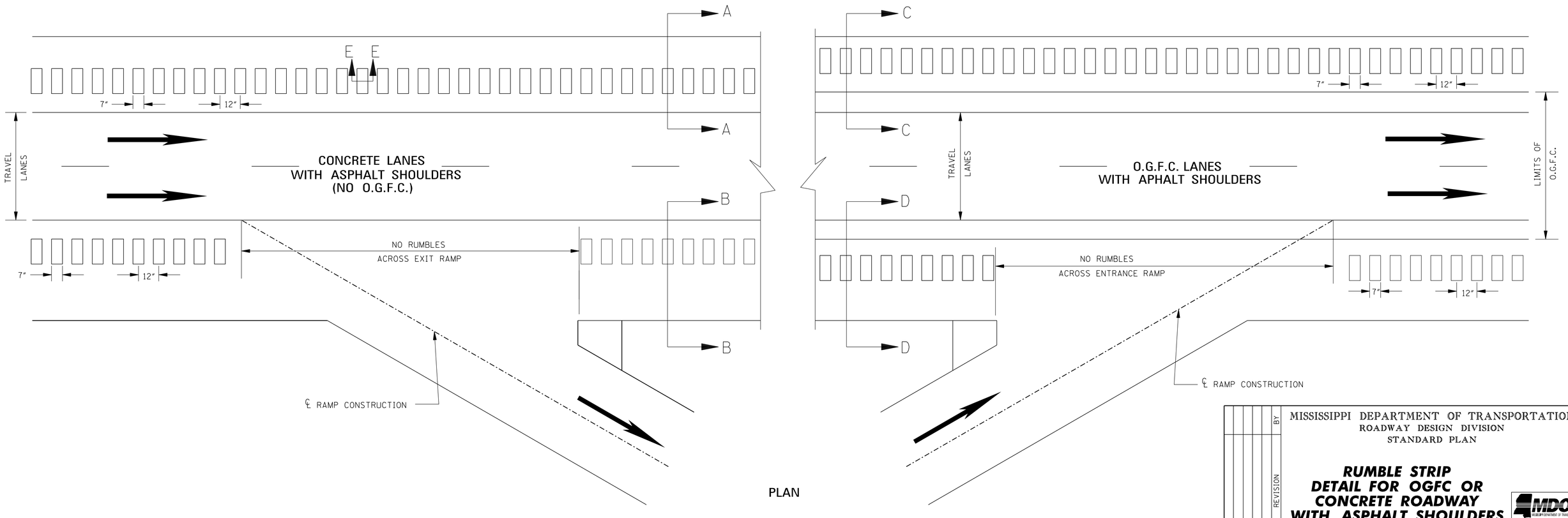
✱ 1/2" TOLERANCE



SECTION E–E

GENERAL NOTES

1. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
2. GROUND-IN RUMBLE STRIPS SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
3. COST TO BE PAID FOR USING APPROPRIATE PAY ITEMS
4. GROUND-IN RUMBLE STRIPS SHALL BE APPLIED TO:
   - A. MAINLINE
   - B. INTERSECTING ROADWAY IF OVERLAID OR RECONSTRUCTED BEYOND NORMAL MAINLINE R.O.W.
   - C. ANY ROADWAY WITH EXISTING RUMBLE STRIPS PRIOR TO CONSTRUCTION.



PLAN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

RUMBLE STRIP DETAIL FOR OGFC OR CONCRETE ROADWAY WITH ASPHALT SHOULDERS

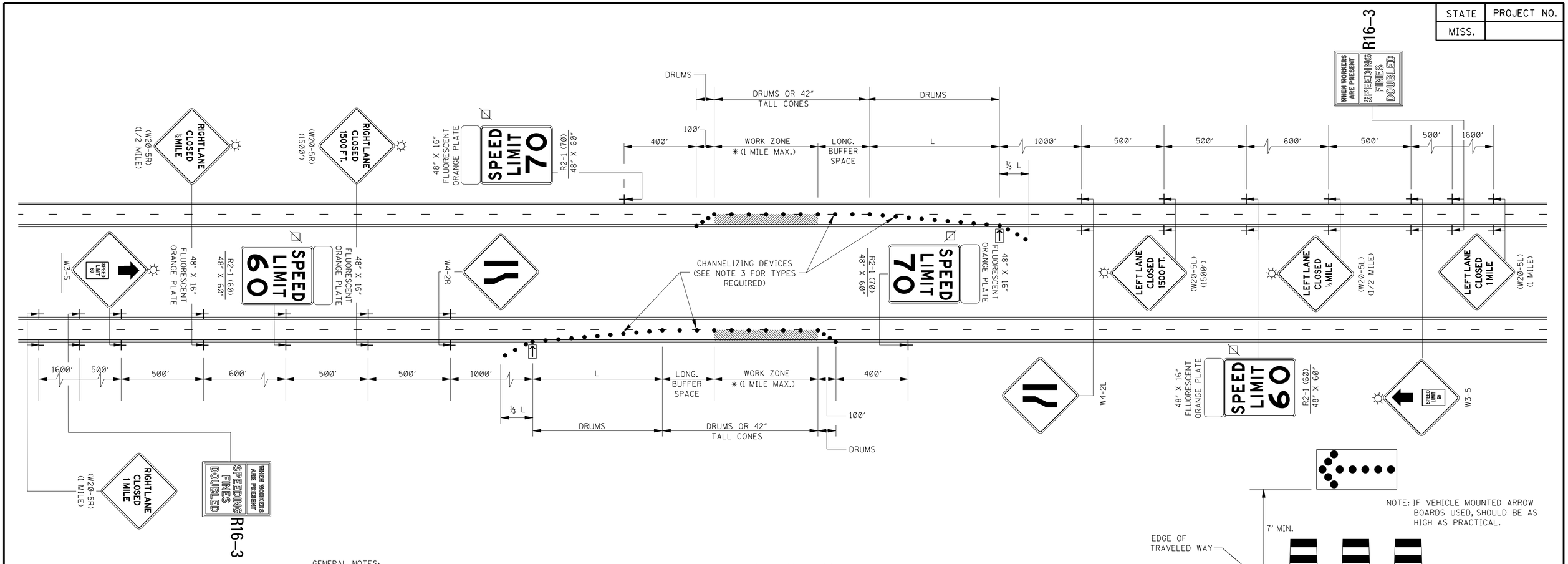
BY	REVISION	DATE

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER RS-3

SHEET NUMBER 6066

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		†† LONGITUDINAL BUFFER SPACE (ft)	TAPER† RATES
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
mph				
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
$L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

2. FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICES:
   A. ALL CHANNELIZING DEVICES IN TAPERS SHALL BE RETROREFLECTIVE FREE STANDING PLASTIC DRUMS.
   B. CHANNELIZING DEVICES IN TANGENTS MAY BE EITHER RETROREFLECTIVE FREE STANDING PLASTIC DRUMS OR 42" TALL CONES.
   C. ALL CHANNELIZING DEVICES SHALL BE RETROREFLECTIVE.
   D. RETROREFLECTORIZATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D.

4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48". AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

5. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON FACE OF SIGN.

6. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

7. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

8. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.

9. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS REQUIRED FOR LANE CLOSURE.

10. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

LEGEND

- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- FLASHING ARROW PANEL (TYPE "C")
- BLACK LEGEND AND BORDER ON WHITE BACKGROUND
- TYPE "B" WARNING LIGHTS
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH

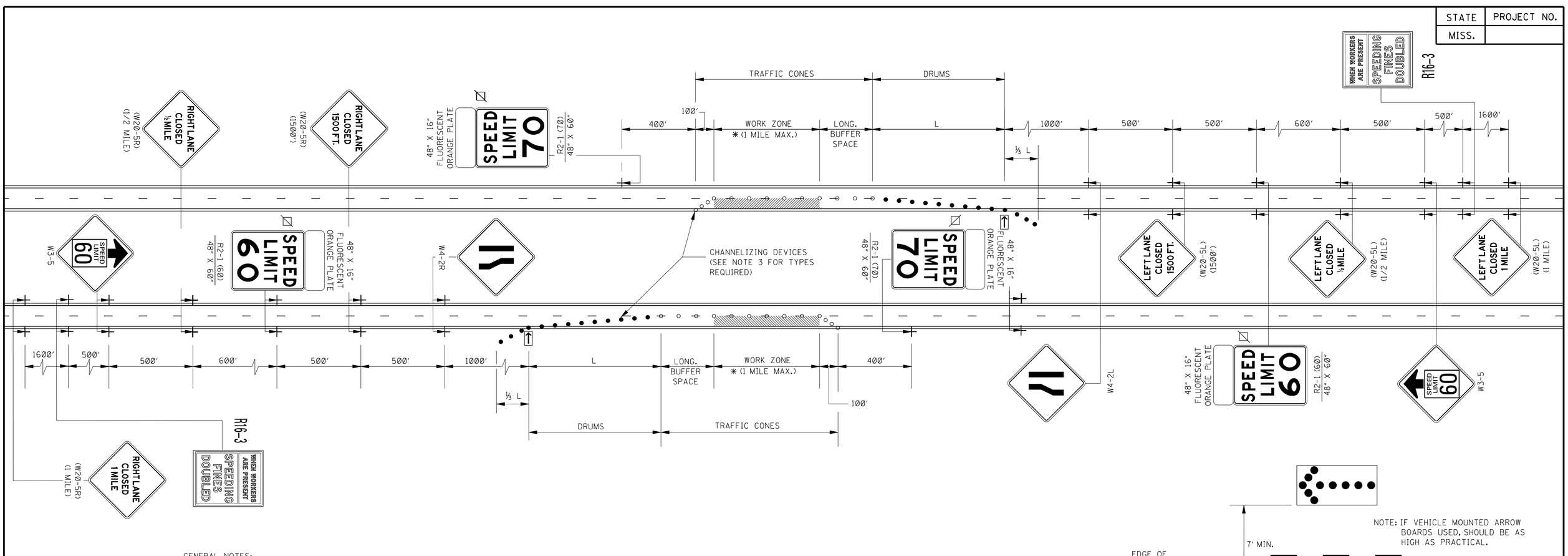
(INTERSTATES AND OTHER 4-LANE DIVIDED HIGHWAYS) (MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER TCP-4

SHEET NUMBER 6354

STATE	PROJECT NO.
MISS.	



GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		†† LONGITUDINAL BUFFER SPACE (ft)	TAPER† RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = WS FOR SPEEDS OF 45 mph OR GREATER
L = $WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

2. FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICE TYPES FOR:
   A. APPROACH TAPER- RETROREFLECTIVE PLASTIC DRUMS
   B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT MINIMUM)
   C. EXIT TAPER- TRAFFIC CONES (28" HEIGHT MINIMUM)

4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.

5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING AND REGULATORY SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

6. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48". AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

7. ALL EXISTING SPEED LIMIT SIGNS WHICH ARE INFLUENCED BY OR CONFLICT WITH THE SPEED ZONE REDUCTION SHALL BE COVERED AS DIRECTED BY THE ENGINEER WHILE THE REDUCED SPEED LIMIT IS IN EFFECT. TAPE SHALL NOT BE USED ON THE FACE OF SIGN.

8. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

9. THIS TRAFFIC CONTROL PLAN, WITH SPEED ZONE, MAY NOT BE USED ON ANY FACILITY WHERE THE POSTED SPEED LIMIT IS BELOW 65 MPH WITHOUT A COMMISSION ORDER REQUESTING A SPEED LIMIT REDUCTION.

10. LAYOUT SHOWN ABOVE IS FOR AN INTERSTATE WITH A POSTED SPEED LIMIT OF 70 MPH. FOR POSTED SPEED LIMIT OF 65 MPH, THE REDUCED SPEED LIMIT WILL BE 55 MPH.

11. A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.

12. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

LEGEND

* OR AS SHOWN ELSEWHERE ON THE PLANS.
FLASHING ARROW PANEL (TYPE "C")
BLACK LEGEND AND BORDER ON WHITE BACKGROUND
RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
TRAFFIC CONES (28" HEIGHT)

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

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)

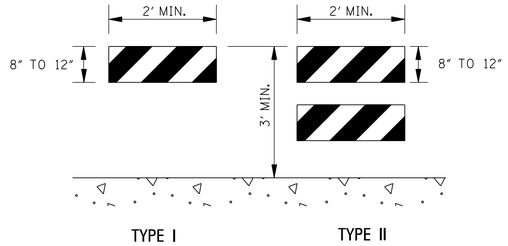
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-5

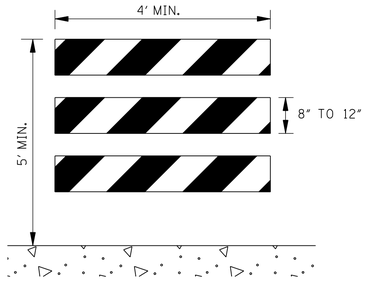
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6355

STATE	PROJECT NO.
MISS.	



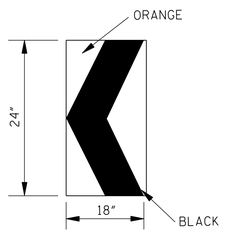
TYPE I TYPE II



TYPE III

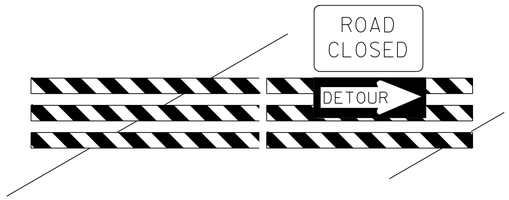
STANDARD BARRICADES

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
2. RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
3. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATAGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy.guide/road_hardware/cat2.cfm



CHEVRON SIGN DETAIL

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



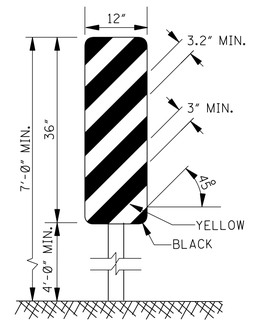
BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

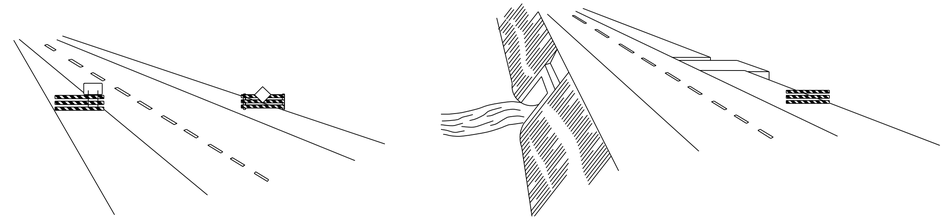
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in^2 OF REFLECTIVE AREA FACING TRAFFIC.



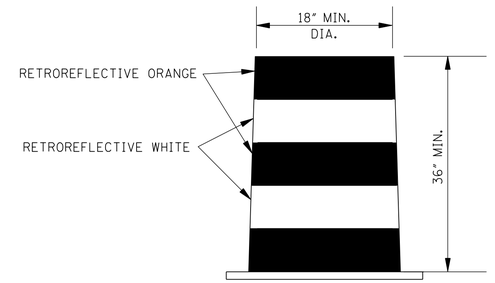
TYPE 3 OBJECT MARKER (OM-3R)

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.



WING BARRICADES

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
   A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
   B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



PLASTIC DRUM STRIPING DETAIL

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

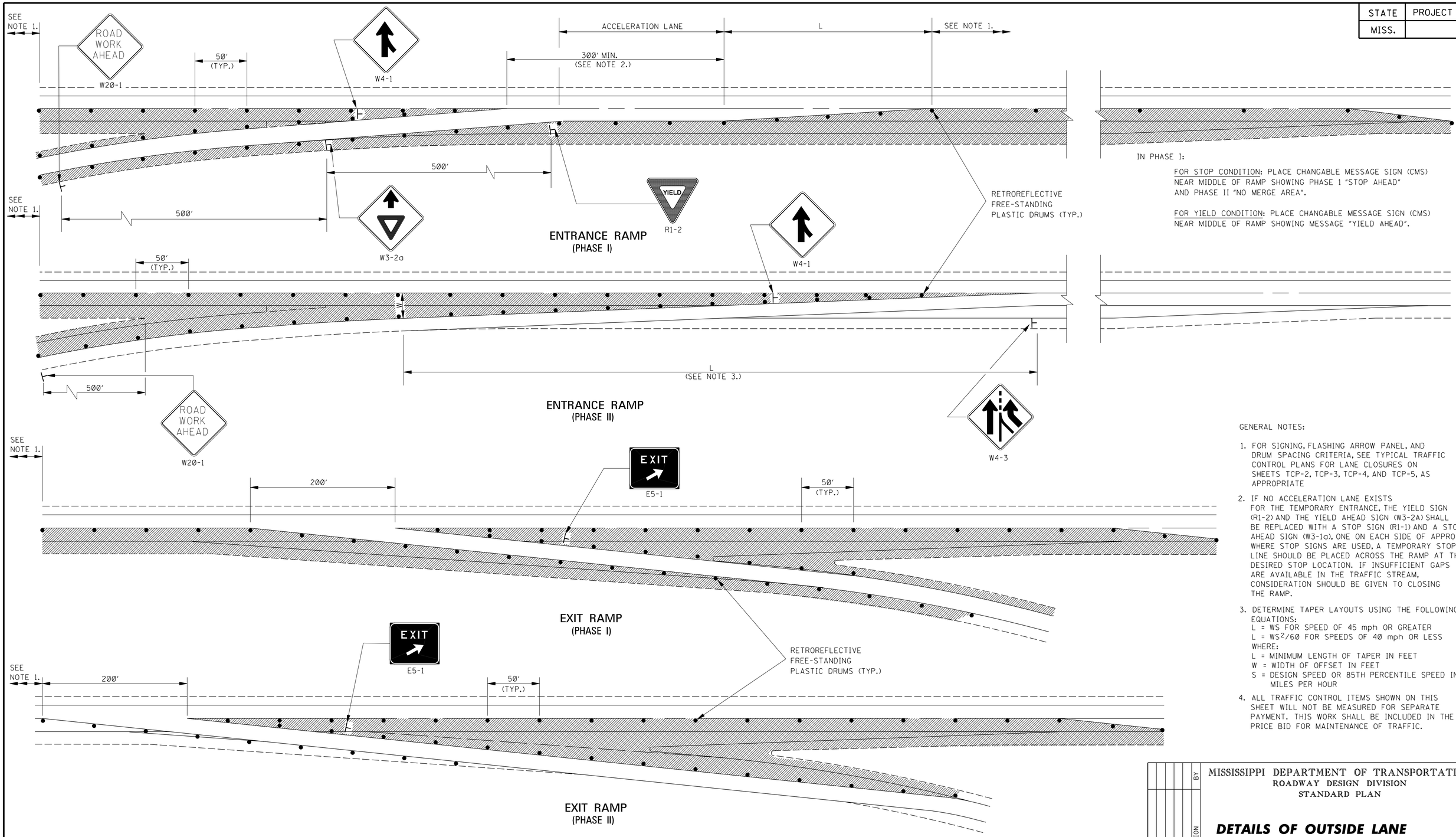
ISSUE DATE: AUGUST 01, 2017

MDOT

WORKING NUMBER
TCP-8

SHEET NUMBER
6358

STATE	PROJECT NO.
MISS.	



IN PHASE I:

FOR STOP CONDITION: PLACE CHANGABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING PHASE 1 "STOP AHEAD" AND PHASE II "NO MERGE AREA".

FOR YIELD CONDITION: PLACE CHANGABLE MESSAGE SIGN (CMS) NEAR MIDDLE OF RAMP SHOWING MESSAGE "YIELD AHEAD".

GENERAL NOTES:

1. FOR SIGNING, FLASHING ARROW PANEL, AND DRUM SPACING CRITERIA, SEE TYPICAL TRAFFIC CONTROL PLANS FOR LANE CLOSURES ON SHEETS TCP-2, TCP-3, TCP-4, AND TCP-5, AS APPROPRIATE
2. IF NO ACCELERATION LANE EXISTS FOR THE TEMPORARY ENTRANCE, THE YIELD SIGN (R1-2) AND THE YIELD AHEAD SIGN (W3-2A) SHALL BE REPLACED WITH A STOP SIGN (R1-1) AND A STOP AHEAD SIGN (W3-1a), ONE ON EACH SIDE OF APPROACH. WHERE STOP SIGNS ARE USED, A TEMPORARY STOP LINE SHOULD BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION. IF INSUFFICIENT GAPS ARE AVAILABLE IN THE TRAFFIC STREAM, CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP.
3. DETERMINE TAPER LAYOUTS USING THE FOLLOWING EQUATIONS:
   L = WS FOR SPEED OF 45 mph OR GREATER
   L = $WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
   WHERE:
   L = MINIMUM LENGTH OF TAPER IN FEET
   W = WIDTH OF OFFSET IN FEET
   S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR
4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF OUTSIDE LANE CLOSURE AT EXIT AND ENTRANCE RAMPS

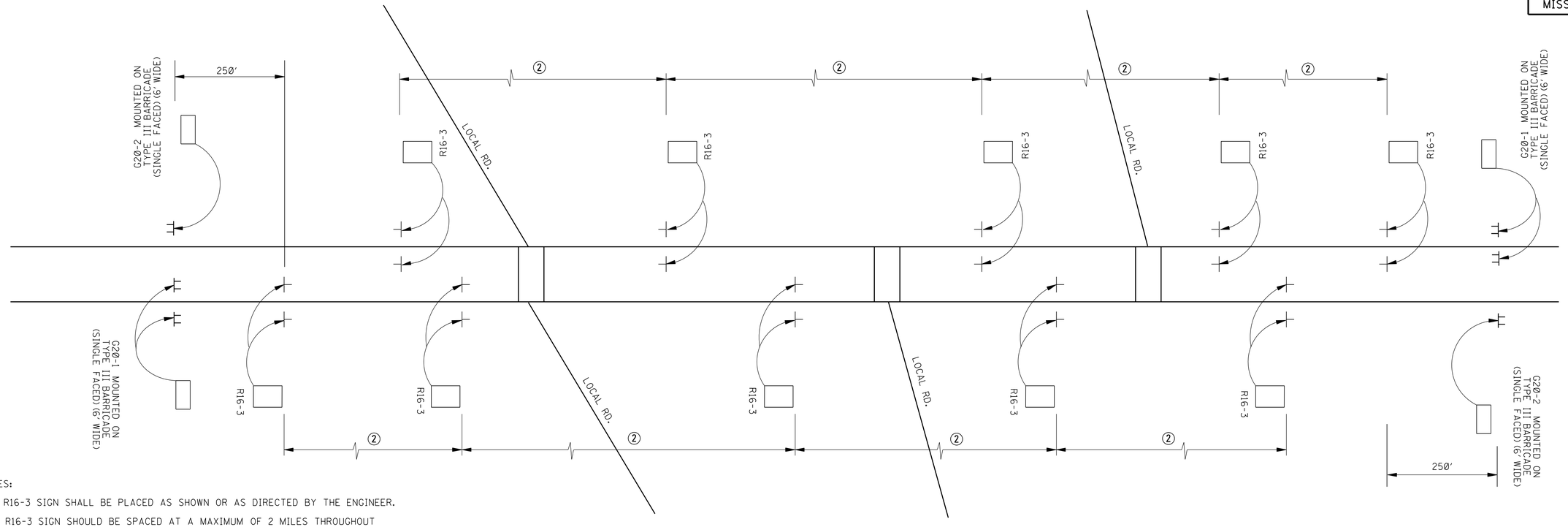
BY	REVISION	DATE

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER TCP-10

SHEET NUMBER 6360

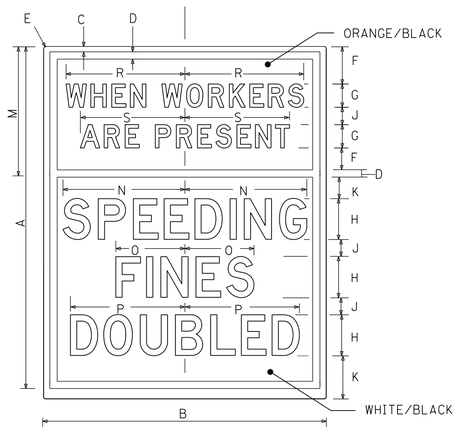
STATE	PROJECT NO.
MISS.	



NOTES:

1. R16-3 SIGN SHALL BE PLACED AS SHOWN OR AS DIRECTED BY THE ENGINEER.
2. R16-3 SIGN SHOULD BE SPACED AT A MAXIMUM OF 2 MILES THROUGHOUT LENGTH OF PROJECT.
3. THIS SHEET WILL ONLY APPLY TO SPEED REDUCTION SECTIONS.

DIVIDED HIGHWAY SHOWN
(2 LANE – 2 WAY ROADWAY SIMILAR)
(PROJECT MORE THAN 1 MILE LENGTH)



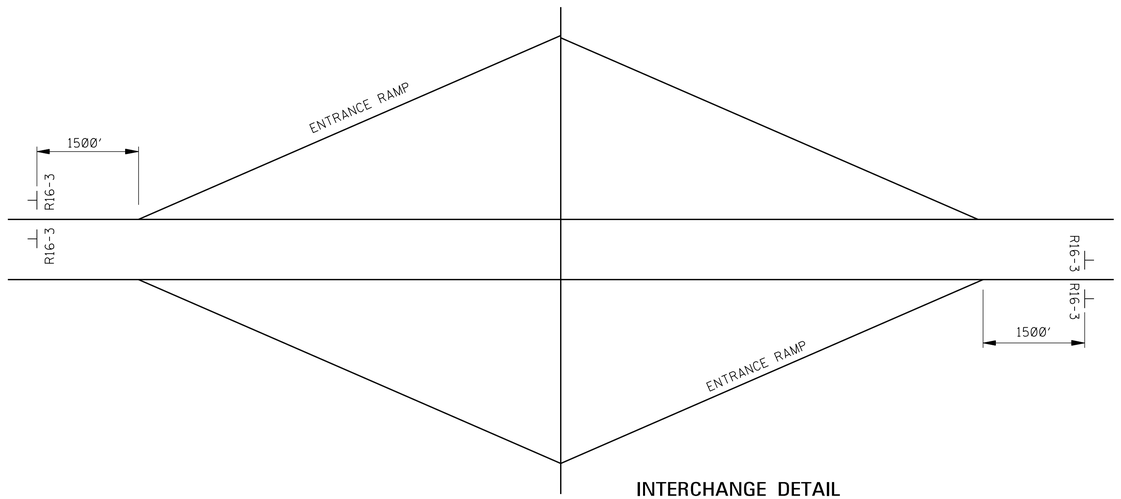
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	60	48	3/4	1 1/4	3	3 3/4	4 Dm	7 D
	J	K	M	N	O	P	R	S
STD.	3	6 5/8	22 1/8	21	11 7/8	19 23/32	20 5/32	18

48" x 60"
(INTERSTATE USE)

SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD.	48	36	3/4	1 1/4	3	2 3/4	3 Dm	6 D
	J	K	M	N	O	P	R	S
STD.	3	4 1/8	14 3/4	14	7 7/8	13 1/8	13 5/8	12

36" x 48"
(ALL OTHER HIGHWAYS)

R16–3



INTERCHANGE DETAIL

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

LOCATION OF R16–3 SIGNS (SPEEDING FINES DOUBLED)

MDOT

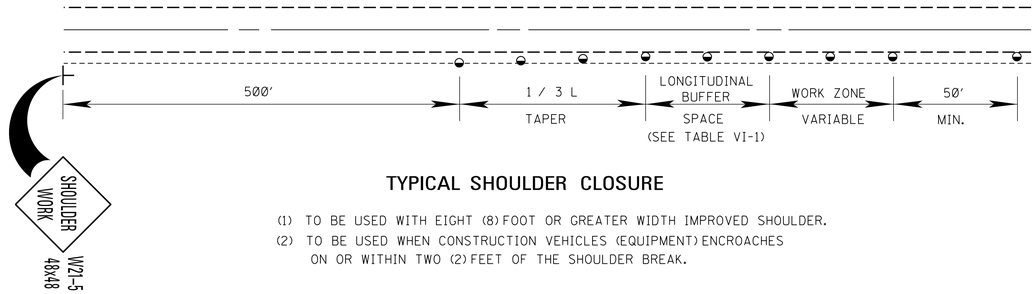
WORKING NUMBER
TCP-15

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6365

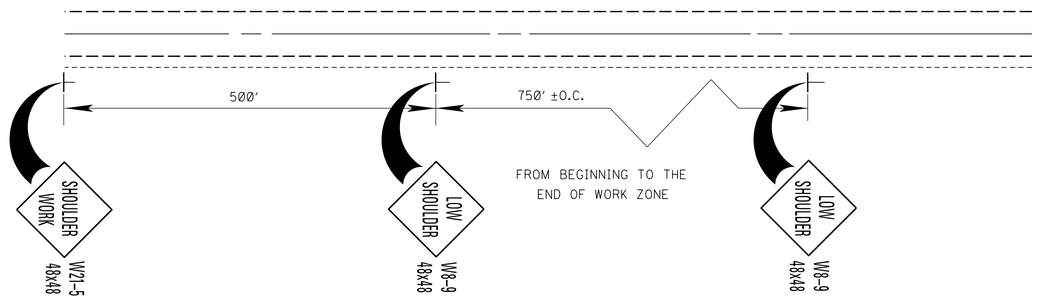
STATE	PROJECT NO.
MISS.	

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



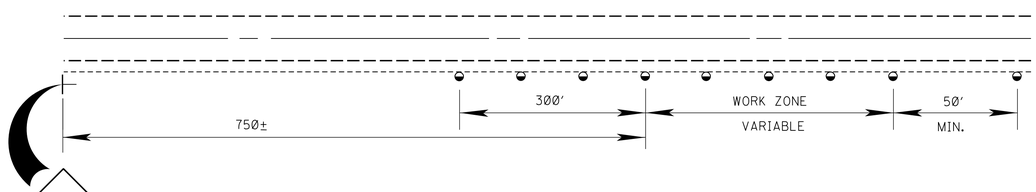
TYPICAL SHOULDER CLOSURE

(1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
(2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCROACHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.



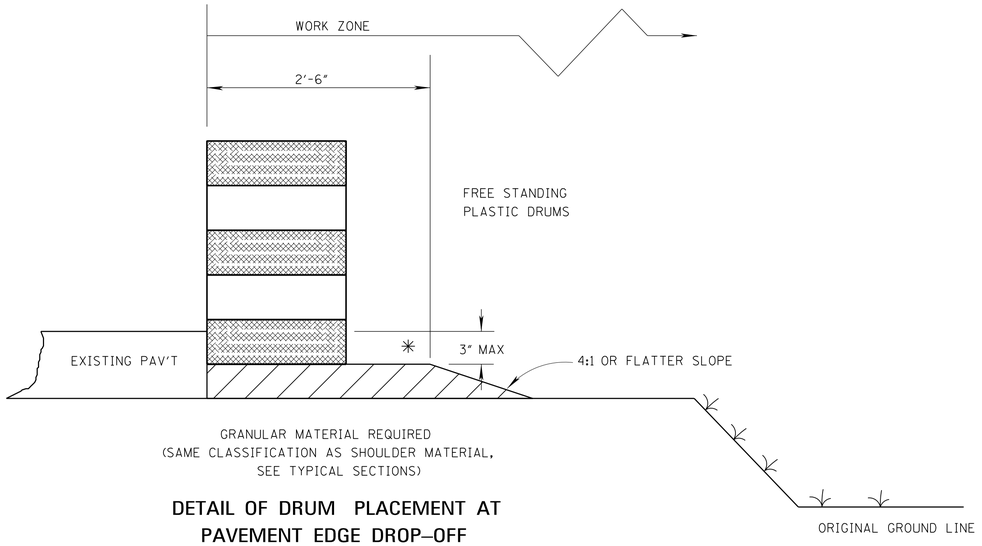
TYPICAL SHOULDER WORK #1
(SEE NOTE A–1 THIS SHEET)

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



TYPICAL SHOULDER WORK #2

NOTE:
WORK OUTSIDE TWO (2) FOOT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP–OFF

NOTES:

✳ A. PAVEMENT EDGE DROP-OFF

1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750′+O.C.).

2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET.)

3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.

4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

B. DRUM SPACING

1. TANGENTS = 2 X S
2. TAPERS = L / 3
   WHERE L = S X W
   L = TAPER LENGTH IN FEET
   S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
   W = WIDTH OF OFFSET IN FEET

C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

TABLE VI-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

✳✳ SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

✳✳ POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
TCP-16

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6366