

STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	NH-0008-02(112)	1

GENERAL INDEX

INCLUDED THIS PROJECT	BEGIN WITH SHEET
<input checked="" type="checkbox"/> ROADWAY	1
<input type="checkbox"/> PERMANENT SIGNS	1001
<input type="checkbox"/> TRAFFIC SIGNALS	2001
<input type="checkbox"/> ITS COMPONENTS	3001
<input type="checkbox"/> LIGHTING	4001
<input type="checkbox"/> (RESERVED)	5001
<input checked="" type="checkbox"/> ROADWAY STANDARD DWGS	6001
<input type="checkbox"/> BOX CULVERT STD. DRAWINGS (LRFD)	7001
<input type="checkbox"/> BOX CULVERT STD. DRAWINGS (STD. SPEC.)	7501
<input type="checkbox"/> BRIDGE	8001
<input type="checkbox"/> CROSS SECTIONS	9001

STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

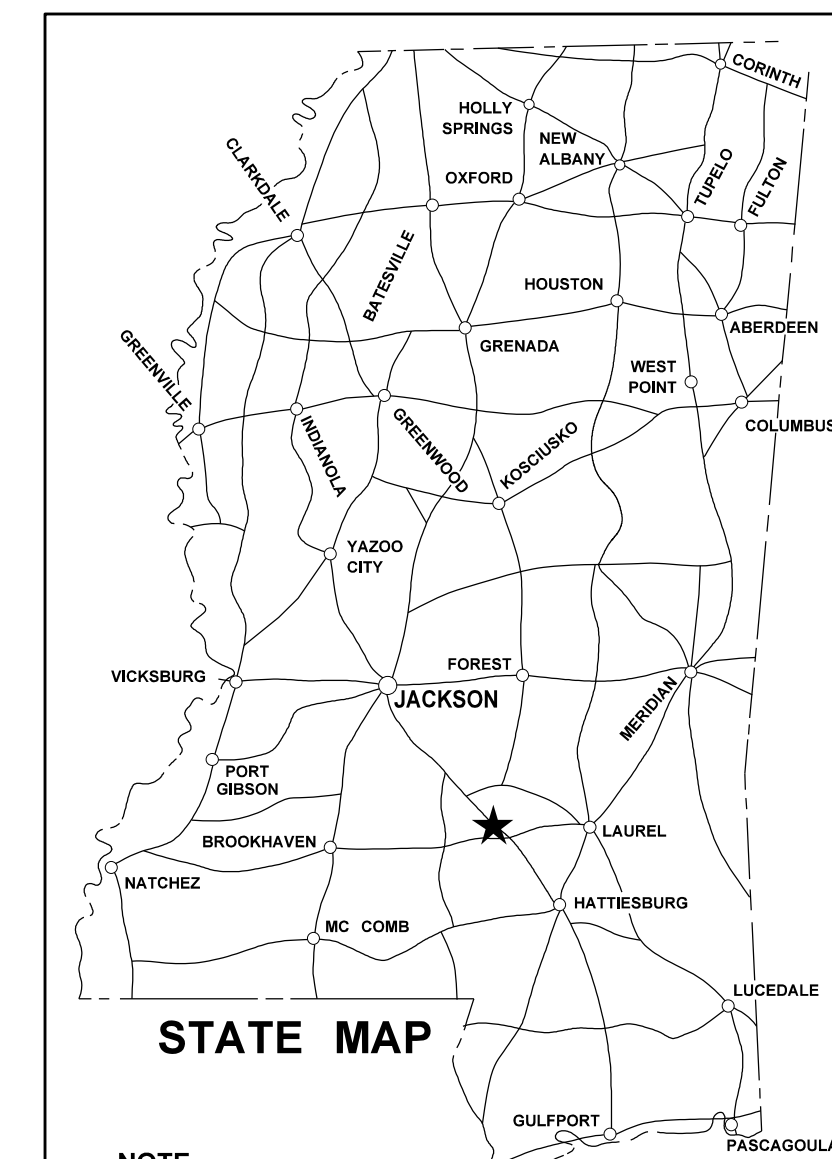
PLAN AND PROFILE OF PROPOSED STATE HIGHWAY FEDERAL AID PROJECT NO. NH-0008-02(112)

U.S. HWY 49
BTW COLLINS AND MT. OLIVE
COVINGTON COUNTY

FMS CON. NO. 107617 / 301000

SCALES

PLAN	1 IN. = 100 FT.
PROFILE {	HOR. 1 IN. = 100 FT.
	VERT. 1 IN. = 10 FT.
LAYOUT	1 IN. = 9,763.349 FT.



STATE MAP

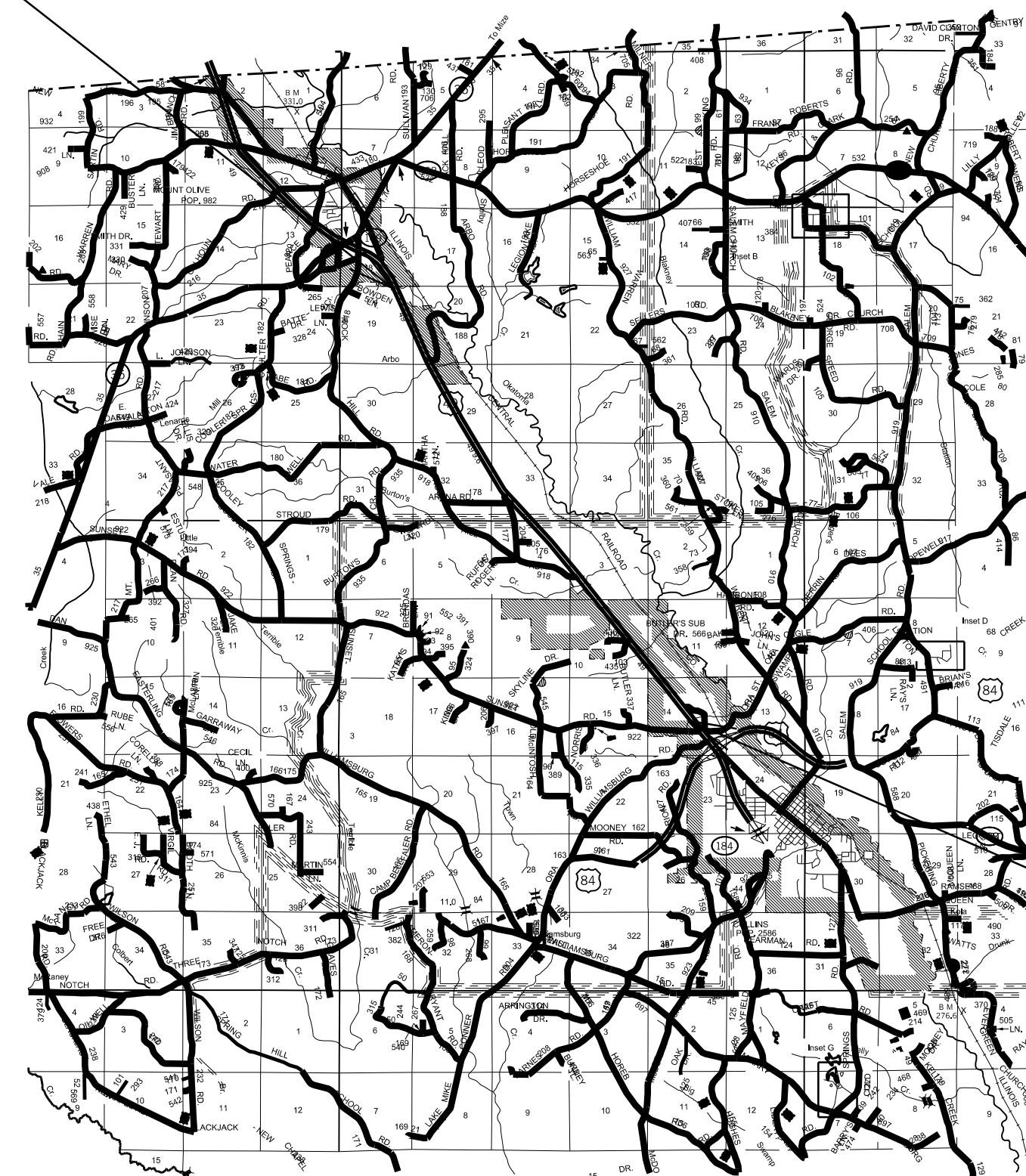
NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

LAT. 31°41'52.33"N LONG. 89°36'52.33"W
(APPROX. MIDDLE OF PROJECT)

BRIDGE STRUCTURES REQ'D.

E.O.P. 507 + 50

BOX BRIDGES REQ'D.



B.O.P. 1401 + 66

DESIGN CONTROL

MPH = V (SPEED DESIGN)

ADT () = : ADT () =

DHV = : D = % T = %

PERMITS ACQUIRED BY MDOT

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

STORMWATER PERMIT

Y REQUIRED, CNDI SUBMITTED BY MDOT (DISTURBED AREA = 5 ACRES)

S REQUIRED, SCNDI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)

N NO STORMWATER PERMIT REQUIRED (<1 ACRE)

APPROVED BY: _____

EQUATIONS

1407+67.86 BK = 150+12.15 AH

TOTAL EQ. = (+125,755.71)

LENGTH DATA

LENGTH OF ROADWAY	36,340 FT.	6.883 MI.
LENGTH OF BRIDGES	220 FT.	.042 MI.
LENGTH OF PROJECT (NET)	36,120 FT.	6.840 MI.
LENGTH OF EXCEPTIONS	0 FT.	0 MI.
LENGTH OF PROJECT (GROSS)	36,340 FT.	6.883 MI.

EXCEPTIONS

CONVENTIONAL SYMBOLS

COUNTY LINE	-----
TOWN CORPORATION LINE	-----
SECTION LINE	-----
EXISTING ROAD OR TRAVELED WAY	-----
PROPOSED ROAD OR TRAVELED WAY	-----
RAILROAD	-----
SURVEY LINE	-----
BRIDGES	-----

P S & E DATE: 8/30/19

APPROVED: _____

DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER

EXECUTIVE DIRECTOR



1/17/2020 7:44 AM TILESHEET.DGN

1st O.REV.

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

DESCRIPTION OF SHEET	REV. DATE	WKG. NO.	SH. NO.	DESCRIPTION OF SHEET	REV. DATE	WKG. NO.	SH. NO.
TITLE AND LAYOUT SHEET (1)			1				
DETAILED INDEX (1)		DI-1	2				
GENERAL NOTES (2)		GN-1	3				
		GN-2	4	STANDARD DRAWINGS (15)			
TYPICAL SECTION SHEETS (1)				CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 24' - 0" WIDE		CRP-1	6001
TYPICAL SECTION-MAINLINE 4 LANE SECTION		TS-1	5	PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED HIGHWAYS		PM-1	6051
				PAVEMENT MARKING LEGEND DETAILS		PM-6	6056
QUANTITY SHEETS (8)				2-WAY CLEAR RAISED PAVEMENT MARKERS PLACED ON SIDE ROADS (4-LANE)		PM-12	6062
SUMMARY OF QUANTITIES		SQ-1	6	RUMBLE STRIPE 4-LANE HIGHWAYS (ASPHALT LANES, 2-FT. OR WIDER ASPHALT SHOULDER)		RS-2	6065
SUMMARY OF QUANTITIES		SQ-2	7	CONCRETE MEDIAN BARRIER (PRECAST) (32")		CMB-3	6226
ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNING		TCPQ-1	8	TYPICAL CROSSOVER DELINEATION		SN-8B	6316
ESTIMATED QUANTITIES FOR MILLING AND LEVELING		EQ-1	9	TYPICAL GUARDRAIL DELINEATION		SN-8C	6317
ESTIMATED QUANTITIES FOR ASPHALT AND GRANULAR MATERIALS		EQ-2	10	TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (EXTENDED PERIOD)		TCP-4	6354
ESTIMATED GUARD RAIL QUANTITIES		EQ-3	11	TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT OF 65 OR 70 MPH (WORK DAY ONLY)		TCP-5	6355
ESTIMATED BASE FAILURE REPAIR QUANTITIES		EQ-4	12	SHORT DURATION CLOSING OF DIVIDED HIGHWAYS		TCP-7	6357
ESTIMATED CONCRETE PUNCHOUTS REPAIR QUANTITIES		EQ-5	13	HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS		TCP-8	6358
				TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS		TCP-9	6359
PLAN & PROFILE SHEETS (13)				TRAFFIC CONTROL PLANS UNEVEN PAVEMENT DETAILS		TCP-12	6362
STA. 1400+00 TO STA. 170+00		WK3	14	TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LN. AND 4-LN DIVIDED HIGHWAYS.		TCP-13	6363
STA. 170+00 TO STA. 200+00		WK4	15				
STA. 200+00 TO STA. 230+00		WK5	16				
STA. 230+00 TO STA. 260+00		WK6	17				
STA. 260+00 TO STA. 290+00		WK7	18				
STA. 290+00 TO STA. 320+00		WK8	19				
STA. 320+00 TO STA. 350+00		WK9	20				
STA. 350+00 TO STA. 380+00		WK10	21				
STA. 380+00 TO STA. 410+00		WK11	22				
STA. 410+00 TO STA. 440+00		WK12	23				
STA. 440+00 TO STA. 470+00		WK13	24				
STA. 470+00 TO STA. 500+00		WK14	25				
STA. 500+00 TO STA. 508+00		WK15	26				
				TOTAL SHEETS 53			
SPECIAL DESIGN SHEETS (12)							
DETAIL OF CONSTRUCTION SIGNING		DCS-1	27				
DETAIL OF CURB AND ISLAND STRIPING		DCIS-1	28				
DETAIL OF STRIPING CHANNELIZED INTERSECTION		PMD-4	29				
CROSSOVER RPM D7 TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS		D7-1	30				
CONCRETE LUG ANCHORS		SDLA-1	31				
TYPICAL CRC PAVEMENT REPAIR		PR-1B	32				
DETAIL OF EXISTING REINF CONCRETE PAVEMENT JOINT REPAIR		PR-2	33				
CONSTRUCTION DETAILS MAINLINE PUNCH-OUTS		MCD-2	34				
LANE CLOSURE DETAILS FOR FULL DEPTH CONCRETE PAVEMENT REPAIR		LCD-1	35				
TRAFFIC CONTROL DETAILS DRUM PLACEMENT & SHOULDER CLOSER		SDTCP-16	36				
UNDERSEALING DETAIL FOR JOINTED CONCRETE PAVEMENT		UDJC-1	37				
RUMBLE STRIPE AND DOUBLE RUMBLE STRIP FOR 4 LANE HIGHWAYS (ASPH. LANES, ASPH SHLD.)		SDRS-2	38				

1/21/2020 2:16 PM C:\02\INDEX\1.DGN

DISTRICT 7		
PS & E PLANS-DATE 8-30-19		
FMS CON. # 107617/301000		
REVISIONS		
DATE	SHEET NO.	BY
11/22/19	6	MA
1/16/20	6, 7	MA

REVISION	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
	DETAILED INDEX	
	PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
	FILENAME: (02)index#1.dgn DESIGN TEAM _____ CHECKED _____ DATE _____	WORKING NUMBER DI-1 SHEET NUMBER 2




STATE	PROJECT NO.
MISS.	NH-0008-02(112)

GENERAL NOTES

- ① THE LOCATION AND SPACING OF SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- ② ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE MUTCD (LATEST EDITION).
- ③ FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS EXCEPT FOR THOSE DESIGNATED ON THE PLANS TO BE BLACK LEGEND AND BORDER ON WHITE BACKGROUND.
- ④ ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR SUITABLE MATERIAL.
- ⑤ ALL SIGNS AND DELINEATORS THAT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RESET BY THE CONTRACTOR; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- ⑥ THE GRASS ON EXISTING SHOULDERS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF SHOULDER MATERIAL BY LIGHTLY BLADING OR CLOSELY MOWING; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- ⑦ THE FINE MILLING AND THE ASPHALT WORK ON THE PROJECT SHALL BE COMPLETED BY USING THE SAME LANE CLOSURE. A LANE CLOSURE UP TO 3 MILES MAY BE USED. THE CONTRACTOR SHALL PROVIDE OUTLETS IN THE EXISTING GRAVEL SHOULDER AT SUFFICIENT INTERVALS TO PREVENT POOLING OR AS STANDING WATER ON THE MILLED SURFACE; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- ⑧ IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING STRUCTURES SUCH AS PIPES, INLETS, APRONS, BRIDGES, ETC., FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- ⑨ THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKERS PRIOR TO PLACING ASPHALT; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- ⑩ TEMPORARY STRIPING IS REQUIRED IMMEDIATELY AFTER THE OVERLAYING OPERATION; OR PRIOR TO OPENING THE AREA TO TRAFFIC. TEMPORARY STRIPING SHALL BE PLACED IN THE SAME LOCATION AND LAYOUT AS PERMANENT STRIPE. ALL CENTERLINE, LANE LINES, EDGE LINES AND NO-PASSING STRIPES THAT HAVE BEEN COVERED OR REMOVED DURING THE DAY'S OPERATIONS SHALL BE REPLACED WITH TEMPORARY STRIPE BEFORE WORK IS DISCONTINUED FOR THE DAY OR AS SOON THEREAFTER AS WEATHER CONDITIONS WILL PERMIT, EXCEPT THAT:
 - 1. REPLACEMENT OF NO-PASSING STRIPES MAY BE DELAYED FOR A PERIOD NOT TO EXCEED THREE (3) DAYS FOR A TWO OR THREE LANE ROAD.
 - 2. TEMPORARY EDGE LINES ON PROJECTS REQUIRING SHOULDERS CONSTRUCTED OF GRANULAR MATERIAL MAY BE DELAYED FOR A PERIOD NOT TO EXCEED THREE (3) DAYS.
- ⑪ ALL ASPHALT AND CONCRETE CURBS ALONG RAMPS, LOCAL ROADS, ETC. FROM B.O.P. TO E.O.P. SHALL BE PAINTED (TWO APPLICATIONS) WITH WHITE TRAFFIC PAINT AND TRAFFIC BEADS ; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- ⑫ IF THE ASPHALT CURB ALONG THE LOCAL ROAD IS SEVERELY DAMAGED, THE ENTIRE ASPHALT CURB WILL BE REMOVED AS DIRECTED BY THE ENGINEER; COST TO BE ABSORBED IN OTHER PAY ITEMS.
- ⑬ ALL LOCAL ROADS TO BE PAVED TO THE R.O.W. LIMITS OR AS DIRECTED BY THE ENGINEER.
- ⑭ ALL RAMPS AND DRIVEWAYS TO BE PAVED TO THE SHOULDER LINE, MINIMUM, OR FURTHER, AS DIRECTED BY THE ENGINEER WITHIN THE LIMITS OF THE R.O.W.
- ⑮ ALL ADDENDA FOR THIS PROJECT WILL BE POSTED ON WWW.MDOT.MS.GOV UNDER THE PROPOSAL ADDENDA COLUMN. BIDDERS ARE ADVISED THAT HARD COPIES OF ANY ADDENDA FOR THIS PROJECT WILL NOT BE MAILED. IT'S THE BIDDER'S RESPONSIBILITY TO CHECK AND SEE IF ANY ADDENDA HAVE BEEN POSTED FOR THIS PROJECT.
- ⑯ GRANULAR MATERIAL WILL NOT BE ALLOWED TO BE PLACED DIRECTLY ON THE SURFACE LIFT OF ASPHALT, BUT MUST BE PLACED DIRECTLY ON THE GRAVEL SHOULDER OR A ROAD WIDENER MACHINE USED AND APPROVED BY THE PROJECT ENGINEER.
- ⑰ STORAGE OF FLAMMABLE MATERIALS WILL NOT BE ALLOWED UNDER ANY BRIDGE STRUCTURE.
- ⑱ INSTALLATION DATES SHALL BE CLEARLY WRITTEN IN BOLD BLACK MARKINGS ON THE BACK BOTTOM HALF OF ALL SIGNS WITH A PERMANENT MARKING STICK THAT IS WATERPROOF, FADE RESISTANT AND MARKS ON WET OR DRY SURFACES.
- ⑲ ALL POST, PIPE, AND I-BEAM LENGTHS IN THESE PLANS ARE ESTIMATES. POST LENGTHS FOR ALL SIGNS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO FABRICATION.
- ⑳ ALL EXISTING SIGNS WHICH ARE TO BE REMOVED AS A PART OF THIS PROJECT THAT ARE NOT IN CONFLICT WITH CONSTRUCTION SHALL REMAIN IN PLACE UNTIL NEW SIGNS ARE INSTALLED UNLESS NOTED OR DIRECTED OTHERWISE BY THE PROJECT ENGINEER. ROADWAY SIGNS THAT ARE IN CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
- ㉑ ALL EXISTING SIGNS AND SUPPORTS REMOVED UNDER THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ARE NOT A SEPARATE PAY ITEM WITH THE EXCEPTION OF THE GUIDE SIGN 0.0625" OVERLAY PANELS WHICH SHALL BECOME THE PROPERTY OF MDOT. CONTRACTOR SHALL ARRANGE WITH THE PROJECT ENGINEER A SUITABLE TIME FOR PICK-UP BY MDOT. MDOT RESERVES THE RIGHT TO REFUSE ANY MATERIAL THAT IS DAMAGED OR UNSUITABLE FOR REFURBISHMENT.
- ㉒ DIRECT - APPLIED LEGEND, BORDER AND/OR SHIELDS ARE TO BE USED ON ALL GUIDE SIGNS. DIGITALLY PRODUCED SIGN COPY, SHIELDS, LEGENDS, SYMBOLS, OR IMAGES WILL NOT BE ALLOWED WITHOUT WRITTEN APPROVAL FROM MDOT'S PROJECT ENGINEER.
- ㉓ AFTER THE PERMANENT SIGNS HAVE BEEN INSTALLED, THE CONTRACTOR SHALL SUBMIT TO THE PROJECT ENGINEER A DIGITAL COPY OF A MICROSOFT EXCEL SPREADSHEET WITH THE FOLLOWING INVENTORY DATA CAPTURED FOR EACH SIGN: LOCATION OF SIGN (LATITUDE - LONGITUDE GPS COORDINATES), MUTCD SIGN CODE, SIZE, BACKGROUND AND LEGEND COLORS, SUPPORT TYPE (POST, PIPE, SQUARE POST, OR I-BEAM), NUMBER OF SUPPORT, DATE OF INSTALLATION, SIGN FACE DIRECTION, ROUTE NAME OR NUMBER, DIRECTION OF VEHICLE TRAVEL, AND LEGEND ON SIGN IF APPLICABLE. EACH SIGN SHALL BE ASSIGNED UNIQUE ID NUMBER AND A DIGITAL PHOTO OF EACH SIGN SHALL BE SUBMITTED IN BITMAP FORMAT. THE PHOTO FILENAME SHALL CORRESPOND WITH THE UNIQUE ID NUMBER.
- ㉔ THE SAWCUT JOINTS SHALL BE DIRECTLY OVER THE EXISTING PCC PAVEMENT JOINT AND SHALL BE ACCURATELY LOCATED BY A METHOD EMPLOYING PINS AND STRINGLINE. THE PINS SHALL BE ACCURATELY LOCATED PRIOR TO PAVING. DETAILS OF THE CONTRACTOR'S METHOD FOR LOCATING THE SAWCUTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE ENTIRE SAWING AND SEALING OPERATION SHALL BE COMPLETED WITHIN SEVEN (7) DAY AFTER THE PLACEMENT OF THE FINAL WEARING COURSE.

1/17/2020 7:44 AM (03) GEN NOTES-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION


				MISSISSIPPI DEPARTMENT OF TRANSPORTATION			
				GENERAL NOTES			
							
				PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON			
				WORKING NUMBER GN-1			
				SHEET NUMBER 3			
DATE		FILENAME: (03)gen.notesGN-1.dgn		DESIGN TEAM		CHECKED DATE	
REVISION		BY					

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

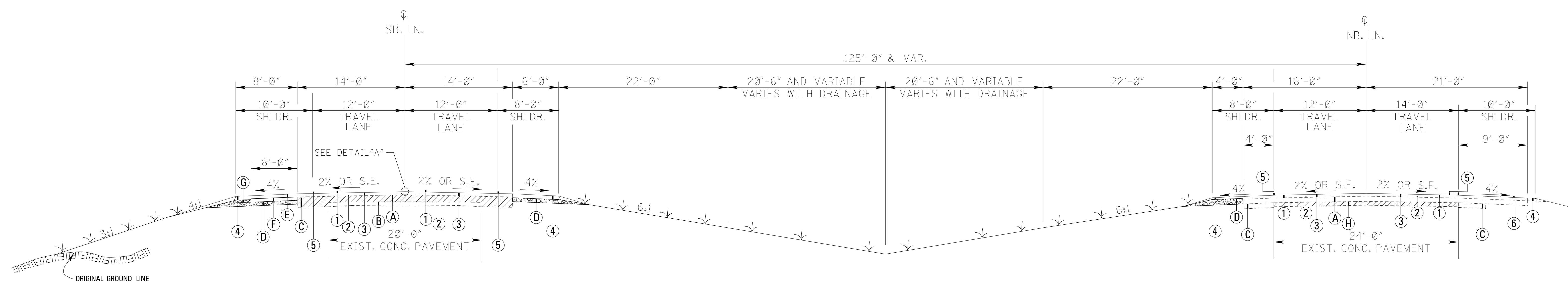
GENERAL NOTES

- 25 THE PERMANENT STRIPING QUANTITIES ON THIS PROJECT WERE ESTIMATED USING 100% OF THE TOTAL REQUIRED STRIPING ON THE CROSS OVERS AND 50% ON THE LOCAL ROADS. THE LOCAL ROADS WERE JUST STRIPPED ON THE PREVIOUS PROJECT IN 2019.
- 26 THE CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR FROM ADJACENT PROJECTS(S) IN IMPLEMENTING TRAFFIC CONTROL PLAN AS DIRECTED BY THE ENGINEER. CONFLICTING SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
- 27 THE PROJECT OPERATIONS SHALL BE COMPLETED IN THE FOLLOWING ORDER:
 1. FINE MILLING
 2. ASPHALT PAVING
 3. TEMPORARY STRIPING
 4. CRUSH STONE ON THE SHOULDERS OPERATIONS
 5. RUMBLE STRIPS
 6. FOG SEAL THE SHOULDERS
 7. PERMANENT STRIPING

1/17/2020 7:44 AM (04) GEN NOTESGN-2.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		GENERAL NOTES	
		PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
			
		WORKING NUMBER	
		GN-2	
		SHEET NUMBER	
		4	
DATE	FILENAME: (03)gen.notesGN-1.dgn	DESIGN TEAM	CHECKED DATE
REVISION	BY		

STATE	PROJECT NO.
MISS.	NH-0008-02(112)



TYPICAL SECTION US HWY 49

N.B. B.O.P. STA.1401+66 TO E.O.P. STA.507+50
S.B. B.O.P. STA.144+43 TO E.O.P. STA.507+50

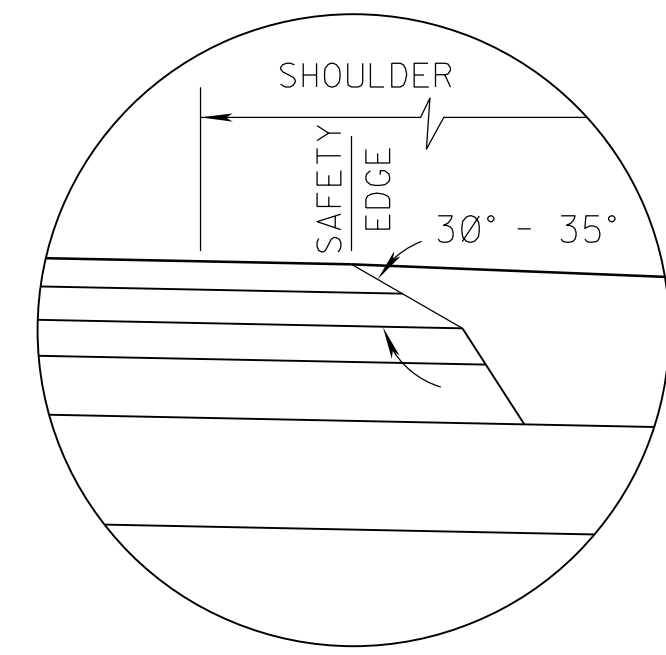
NOT TO SCALE

PROPOSED

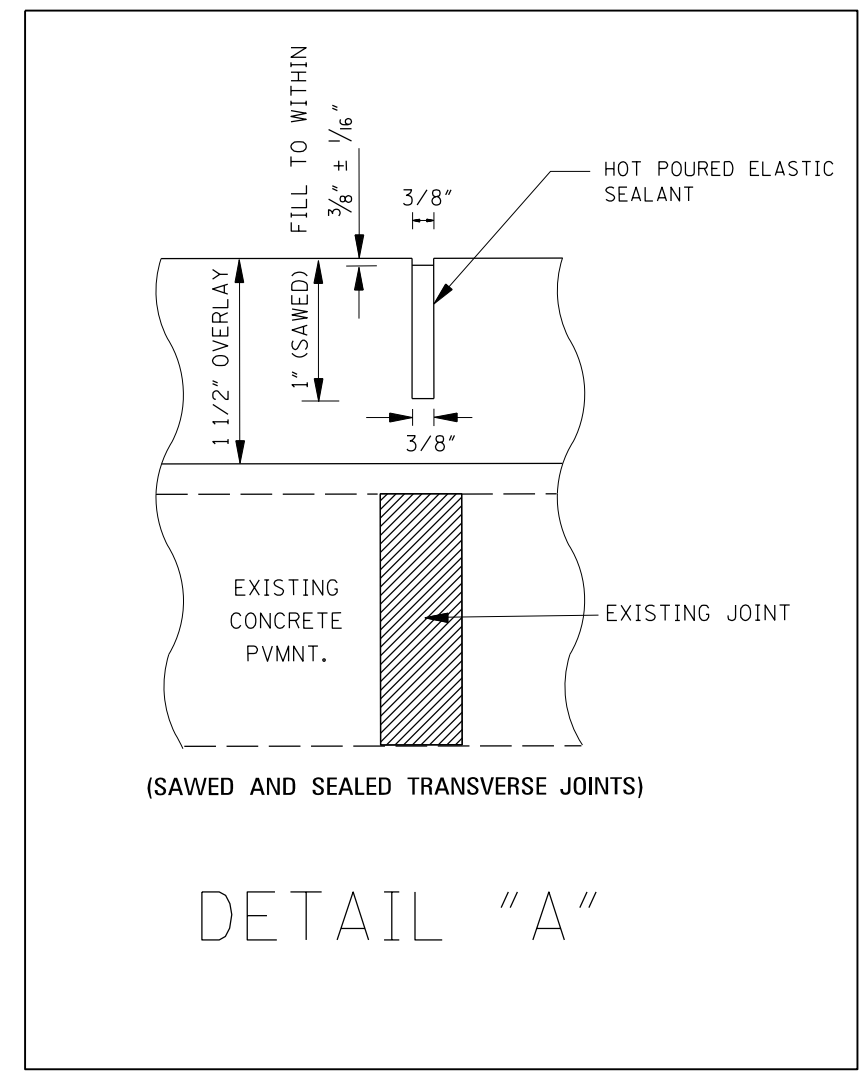
EXISTING

- ① FINE MILLING (1.5" AND VARIABLE) REQ'D.
- ② TACK COAT REQ'D.
- ③ 1.5" ASPHALT, HT POLYMER MODIFIED (9.5 mm MIXTURE) REQ'D.
- ④ 0.5" AND VARIABLE DEPTH CRUSHED STONE AS REQ'D.
- ⑤ RUMBLE STRIPE REQ'D.
- ⑥ FOG SEAL REQ'D.

- Ⓐ EXISTING 7.0" – 15.0" ASPHALT.
- Ⓑ EXISTING 9"– 6"– 9" JOINTED CONCRETE PAVEMENT.
- Ⓒ EXISTING 9" PLANT MIX ASPHALT.
- Ⓓ 6" CRUSHED STONE BASE.
- Ⓔ 1.5" ASPHALT PAVEMENT, ST (9.5mm MIXTURE) (1@1.5").
- Ⓕ 2.5" ASPHALT PAVEMENT, ST (19.0mm MIXTURE) (1@2.5").
- Ⓖ 4" AND VARIABLE DEPTH CRUSHED STONE BASE REQ'D.
- Ⓗ 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT.



**SAFETY EDGE REQ'D
TOP 2 LIFTS ONLY
(NOT A PAY ITEM)
NEW CONSTRUCTION**



DETAIL "A"

1/17/2020 7:44 AM (05) TYPICAL.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTION US HWY 49	
PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
REVISION	WORKING NUMBER
DATE	TS-1
DESIGN TEAM	SHEET NUMBER
UPDATE	5


1st O.REV.

STATE	PROJECT NO.
MISS	NH-0008-02(112)

SUMMARY OF QUANTITIES (SHEET 1)

PAY ITEM NO.	PAY ITEM	UNIT	COVINGTON : 107617-301000	
			Prelim	Final
202-B069	Removal of Concrete Pavement w/ Variable Depth Overlay	SY	451	
202-B073	Removal of Concrete Pavement, All Depths	SY	133	
202-B240	Removal of Traffic Stripe	LF	1,410	
203-G002	Excess Excavation, LVM, AH	CY	66	
209-A004	Geotextile Stabilization, Type V	SY	526	
304-H001	3/4" and Down Crushed Stone Base, LVM	CY	1,540	
	OR			
304-H002	Size 610 Crushed Stone Base, LVM	CY	1,540	
	OR			
304-H003	Size 825B Crushed Stone Base, LVM	CY	1,540	
403-D003	19-mm, HT, Asphalt Pavement, Polymer Modified	TON	261	
403-D007	9.5-mm, HT, Asphalt Pavement, Polymer Modified	TON	19,244	
406-D001	Fine Milling of Bituminous Pavement, All Depths	SY	233,382	
407-A001	Asphalt for Tack Coat	GAL	17,442	
907-410-D001	Asphalt for Rejuvenating Fog Seal, Grade CMS-1PF	GAL	4,187	
413-D002	Cleaning and Filling Joints	LF	362	
413-E001	Sawing and Sealing Transverse Joints in Asphalt Pavement	LF	48,223	
907-420-A002	Undersealing Concrete Pavement	LBS	4,080	
423-A001	Rumble Strips, Ground In	MI	28	
501-D001	Expansion Joints, With Dowels	LF	24	
503-A001	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish	SY	133	
503-C004	Saw Cut, 3-inch	LF	48	
503-C010	Saw Cut, Full Depth	LF	1,274	
503-D001	Concrete for Base Repair	CY	22	
503-E002	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted	EA	42	
503-F001	1 1/4" Smooth Dowel Bars, Drilled & Epoxied or Grouted	EA	12	
618-A001	Maintenance of Traffic	LS	1	
618-B001	Additional Construction Signs	SF	1	
619-A1001	Temporary Traffic Stripe, Continuous White	MI	18	
619-A2001	Temporary Traffic Stripe, Continuous Yellow	MI	10	
619-A3001	Temporary Traffic Stripe, Skip White	MI	14	
619-A5001	Temporary Traffic Stripe, Detail	LF	45,418	
619-A6001	Temporary Traffic Stripe, Legend	SF	895	
619-A6002	Temporary Traffic Stripe, Legend	LF	4,586	
620-A001	Mobilization	LS	1	
907-624-A003	6" Inverted Profile Thermoplastic Traffic Stripe, Skip White, High Contrast	LF	430	
907-624-B003	6" Inverted Profile Thermoplastic Traffic Stripe, Continuous White, High Contrast	LF	430	
907-624-D001	6" Inverted Profile Thermoplastic Traffic Stripe, Continous Yellow, High Contrast	LF	430	
	OR			
628-G001	6" High Performance Cold Plastic Traffic Stripe, Skip White	LF	430	
628-H001	6" High Performance Cold Plastic Traffic Stripe, Continuous White	LF	430	
628-J001	6" High Performance Cold Plastic Traffic Stripe, Continuous Yellow	LF	430	

- ① Shoulder Material 1,352 CY, Punch out Material 188 CY
- ② To be used on concrete Punch outs.
- ③ To be used for Asphalt Punch outs.

ADDED PAY ITEMS	MWA	By	
	MISSISSIPPI DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES		
Date	01/16/2020	Design Team	PROJ NO: NH-0008-02(112) COUNTY: COVINGTON FILENAME: SQ-1 Checked _____ Date _____
			Working Number SQ-1 Sheet Number 6


1st O.REV.

STATE	PROJECT NO.
MISS	NH-0008-02(112)

SUMMARY OF QUANTITIES (SHEET 2)

PAY ITEM NO.	PAY ITEM	UNIT	COVINGTON : 107617-301000	
			Prelim	Final
626-A001	6" Thermoplastic Double Drop Traffic Stripe, Skip White	MI	14	
626-C002	6" Thermoplastic Double Drop Edge Stripe, Continuous White	MI	12	
626-F001	6" Thermoplastic Double Drop Edge Stripe, Continuous Yellow	MI	10	
626-G002	Thermoplastic Detail Stripe, White	LF	22,507	
626-G003	Thermoplastic Detail Stripe, Yellow	LF	22,911	
626-H004	Thermoplastic Legend, White	SF	175	
626-H005	Thermoplastic Legend, White	LF	1,786	
627-J001	Two-Way Clear Reflective High Performance Raised Markers	EA	999	
627-K001	Red-Clear Reflective High Performance Raised Markers	EA	2,563	
627-L001	Two-Way Yellow Reflective High Performance Raised Markers	EA	2,062	
627-P001	Two-Way Blue Reflective High Performance Raised Markers	EA	7	
630-F002	Delineators, Flexible Post Mounted, Crossover, Type I, Yellow	EA	52	
630-F006	Delineators, Guard Rail, White	EA	68	
630-F007	Delineators, Guard Rail, Yellow	EA	20	



MWA	By	MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		SUMMARY OF QUANTITIES	
Changed pay items.	Revision	 PROJ NO: NH-0008-02(112) COUNTY: COVINGTON	
11/22/2019	Date	FILENAME: SQ-1	Sheet Number
	Design Team	Checked	Date
			7

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	ROAD WORK NEXT X X MILES
G20 - 2	48" X 24"	8.00	4	32	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
	R1 - 1	48" OCTAGON	13.25		
	R1 - 2	48" X 48" X 48"	6.93		YIELD
	R1 - 2	60" X 60" X 60"	10.83		

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.
R1 - 3	24" X 12"	2.00			
R2 - 1	24" X 30"	5.00			
R2 - 1	36" X 48"	12.00			SPEED LIMIT
R2 - 1	48" X 60"	20.00			
R3 - 1	36" X 36"	9.00			
R3 - 1	48" X 48"	16.00			
R3 - 2	36" X 36"	9.00			
R3 - 2	48" X 48"	16.00			
R3 - 4	36" X 36"	9.00			
R3 - 4	48" X 48"	16.00			
R3 - 5L	30" X 36"	7.50			
R3 - 5R	30" X 36"	7.50			
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
R4 - 1	48" X 60"	20.00			
R4 - 2	24" X 30"	5.00			PASS WITH CARE
R4 - 2	48" X 60"	20.00			
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
R16 - 3	36" X 48"	12.00			WHEN WORKERS ARE PRESENT SPEEDING FINES DOUBLED
R16 - 3	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			
W1 - 6L	60" X 30"	12.50			
W1 - 6R	48" X 24"	8.00			
W1 - 6R	60" X 30"	12.50			
W1 - 7	48" X 24"	8.00			

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			
W1 - 8L	18" X 24"	3.00			
W1 - 8L	36" X 48"	12.00			
W1 - 8R	18" X 24"	3.00			
W1 - 8R	36" X 48"	12.00			
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			
W10 - 1	48" DIA.	12.56			
W13 - 1	24" X 24"	4.00			XX MPH
W14 - 3	36"X48"X48"	5.56			NO PASSING ZONE
W14 - 3	48"X64"X64"	9.89			
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	35	560	ADVANCE ROAD WORK
W20 - 1	36" X 36"	9.00			
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)

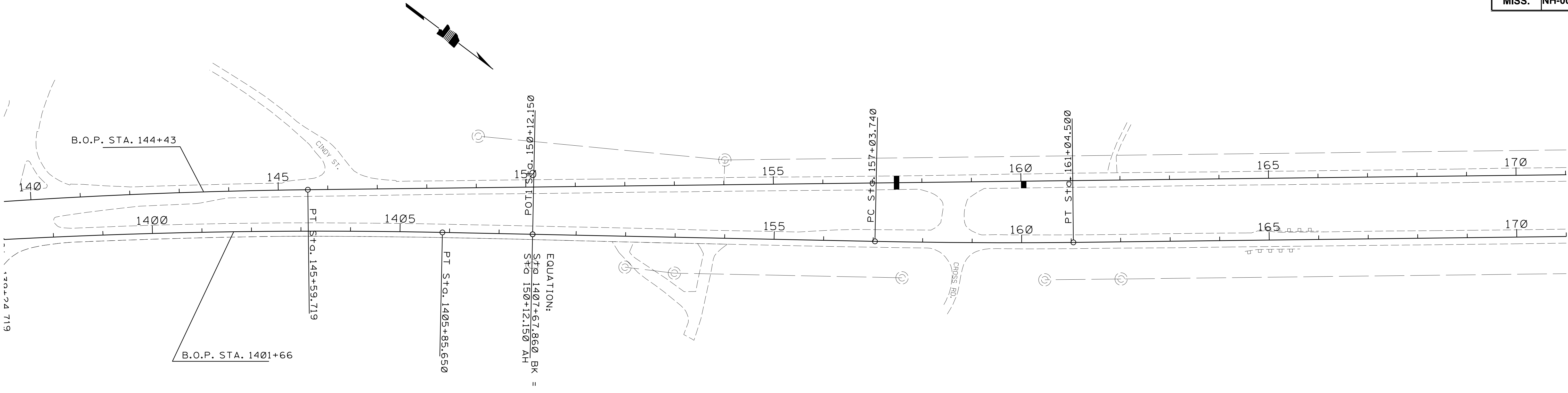
SIGN NO.	SIZE	UNIT AREA SQ.FT.	QUAN. REQ'D.	TOTAL SIGN AREA SQ.FT.	REMARKS
W21 - 2	36" X 36"	9.00			FRESH OIL (TAR)
W21 - 3	48" X 48"	16.00			ADVANCE ROAD MACHINERY
W21 - 5	48" X 48"	16.00			SHOULDER WORK
W21 - 6	36" X 36"	9.00			SURVEY CREW
W24 - 1L	48" X 48"	16.00			
W24 - 1R	48" X 48"	16.00			
W24 - 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			
OM - 3L	12" X 36"	3.00			
OM - 3R	12" X 36"	3.00			
TOTAL SIGN AREA LESS THAN 10 SQ. FT.					32 SQ. FT.
TOTAL SIGN AREA 10 SQ. FT. OR MORE					600 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.

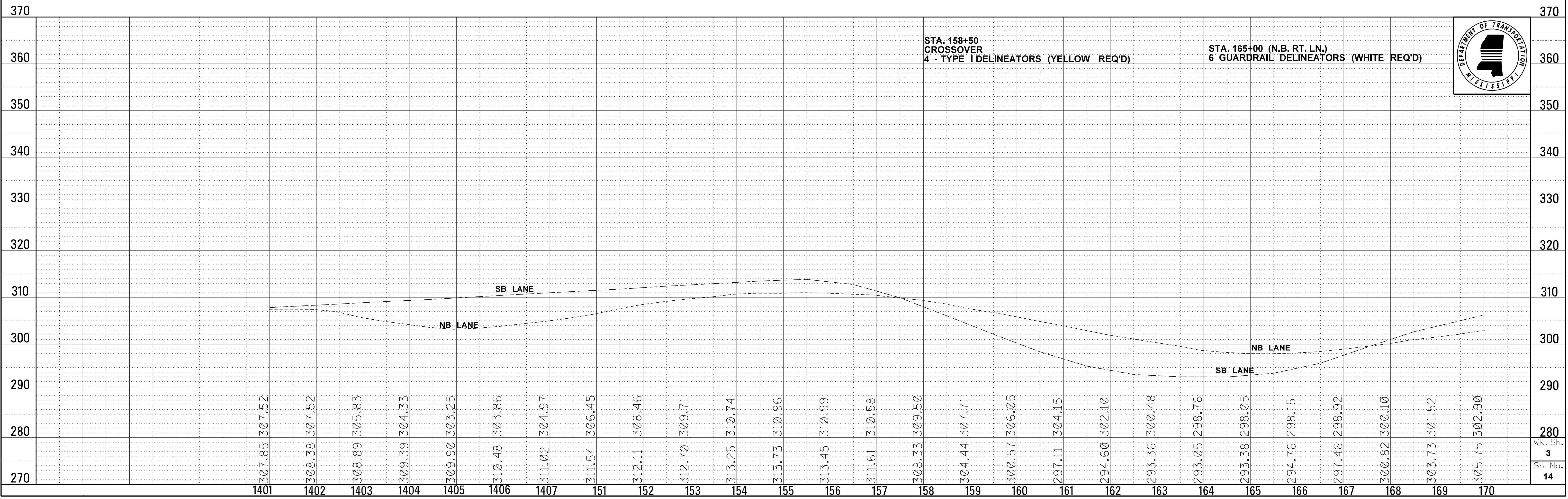
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ESTIMATED QUANTITIES FOR TRAFFIC CONTROL SIGNS	
PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
FILENAME: (06)TCPQ-1	WORKING NUMBER TCPQ-1
DESIGN TEAM	SHEET NUMBER 8



*** INDICATES PUNCHOUT AREAS ***

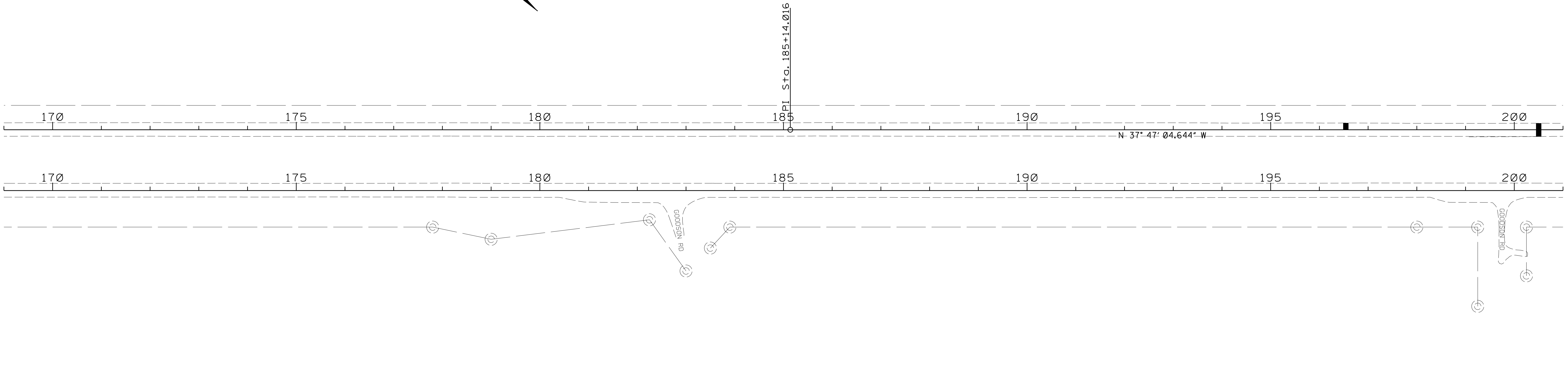
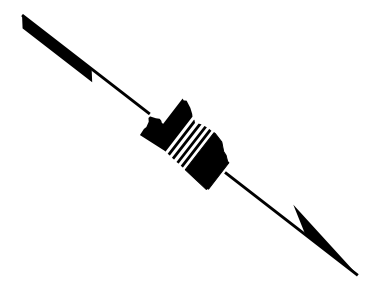


*** FOR INFORMATION ONLY ***

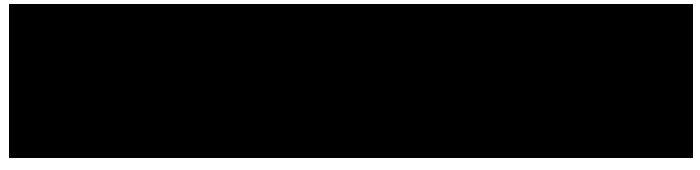


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 ROADWAY DESIGN DIVISION
 L. LA. BRYANT



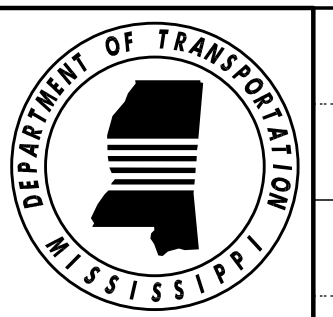
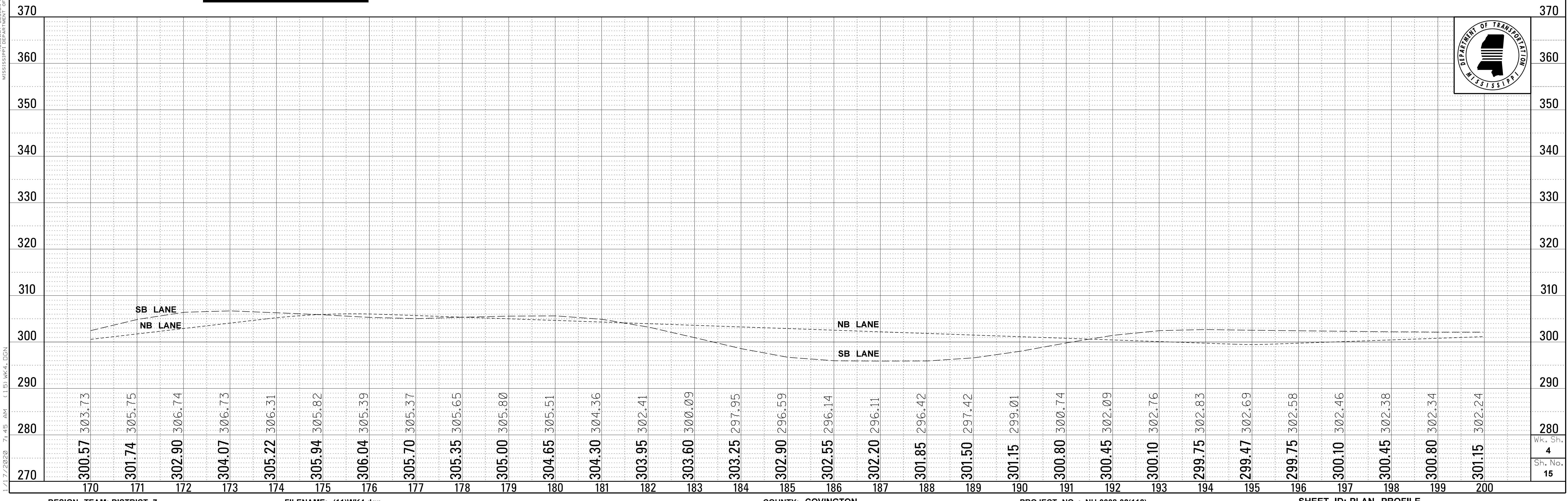


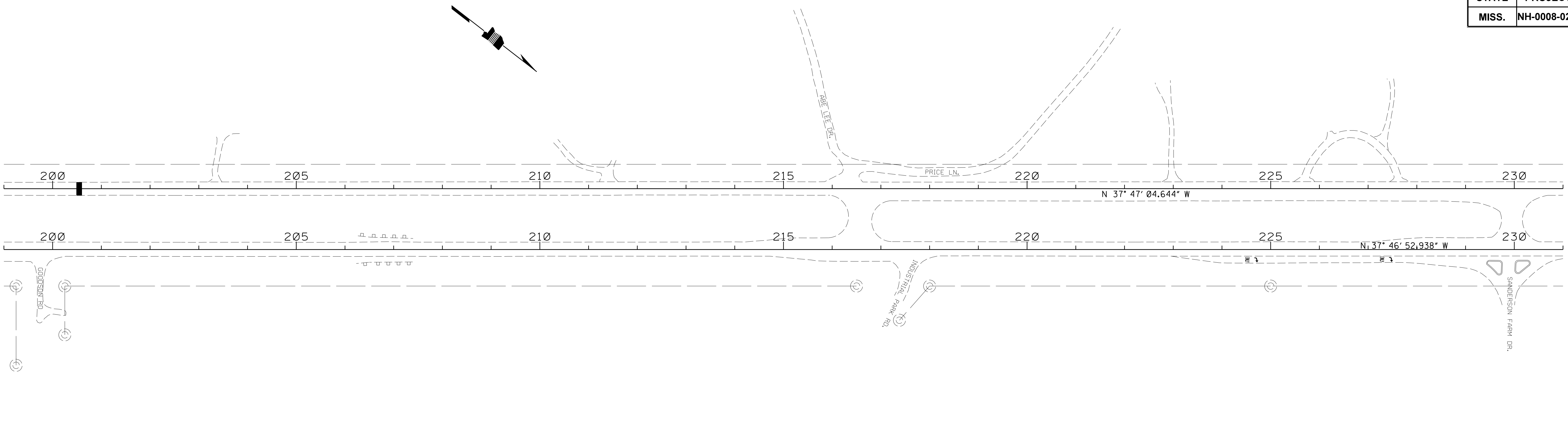
*** INDICATES PUNCHOUT AREAS ***



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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 L. LAKEWILE

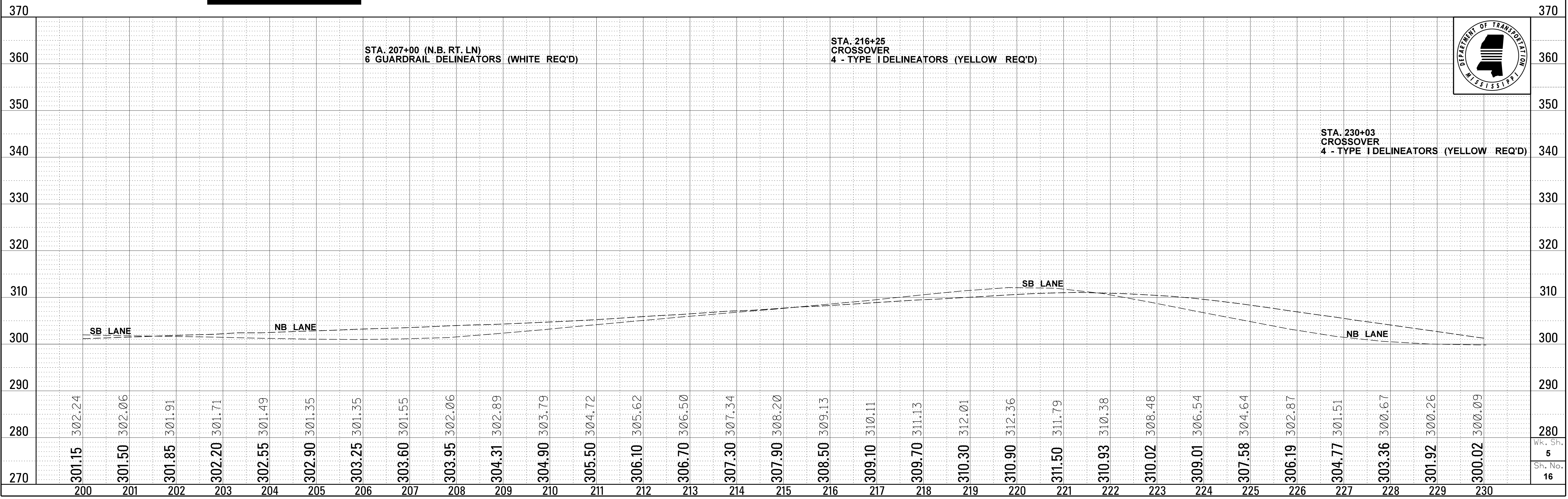




*** INDICATES PUNCHOUT AREAS ***



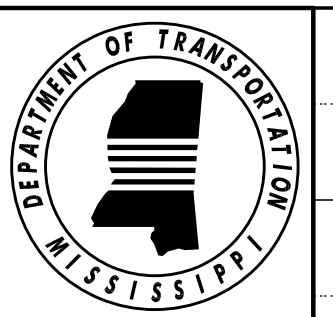
*** FOR INFORMATION ONLY ***



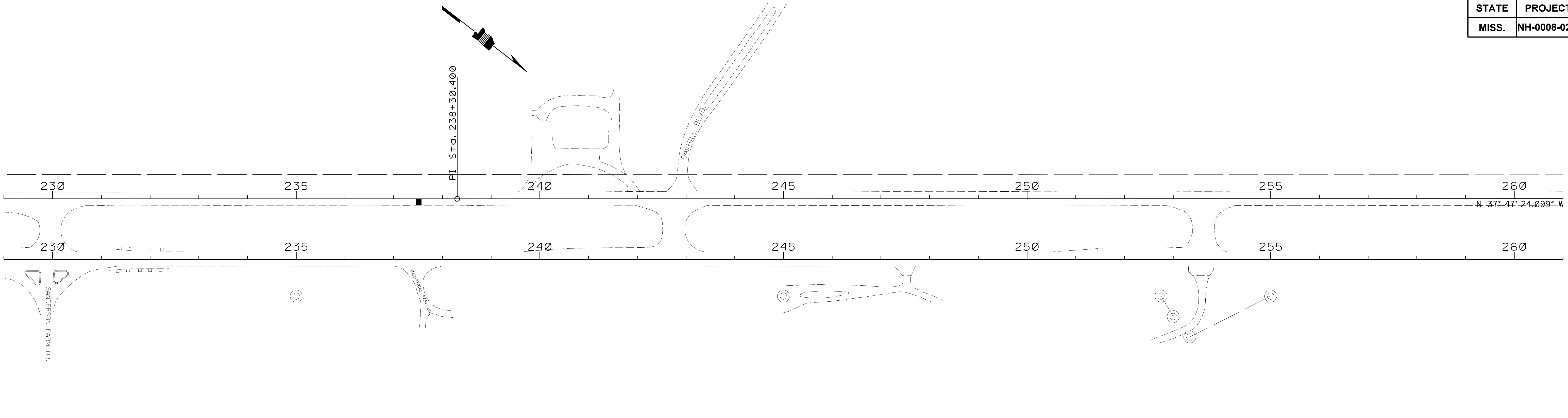
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 6 GUARDRAIL DELINEATORS (WHITE REQ'D)

STA. 216+25
 CROSSOVER
 4 - TYPE I DELINEATORS (YELLOW REQ'D)

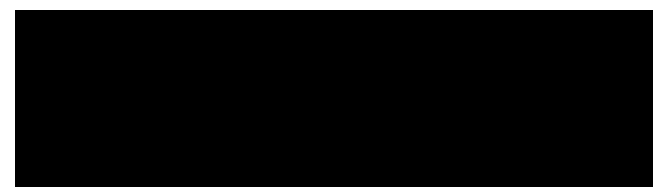
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 4 - TYPE I DELINEATORS (YELLOW REQ'D)



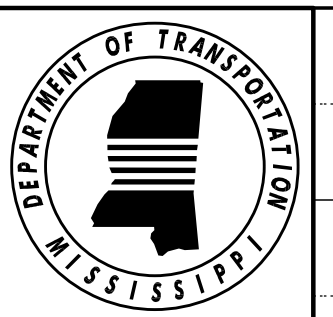
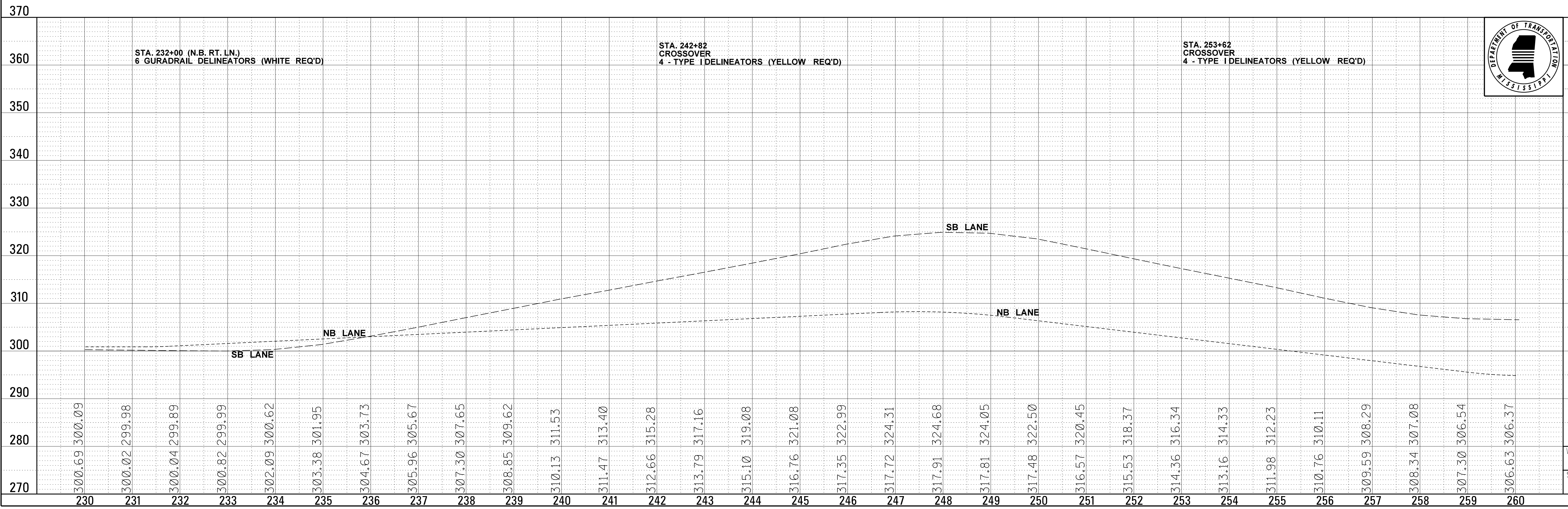
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 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 CLARK COUNTY



*** INDICATES PUNCHOUT AREAS ***

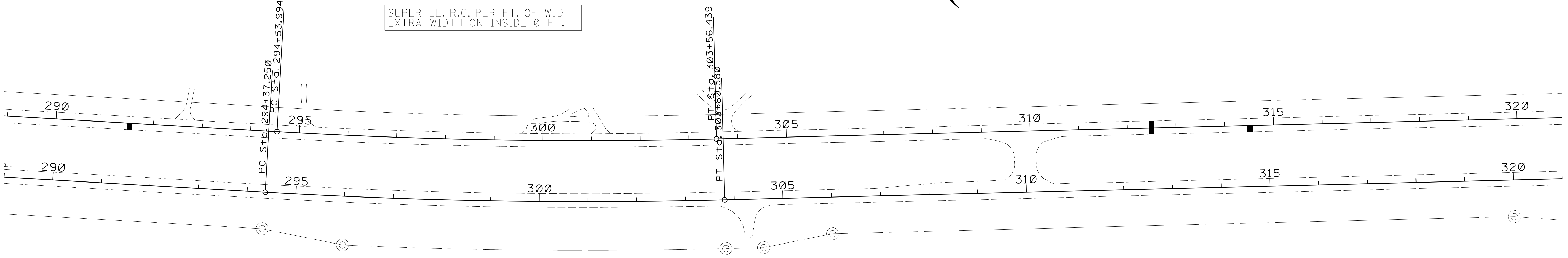


*** FOR INFORMATION ONLY ***

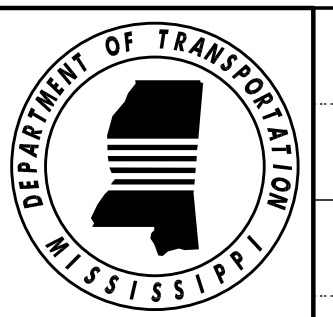
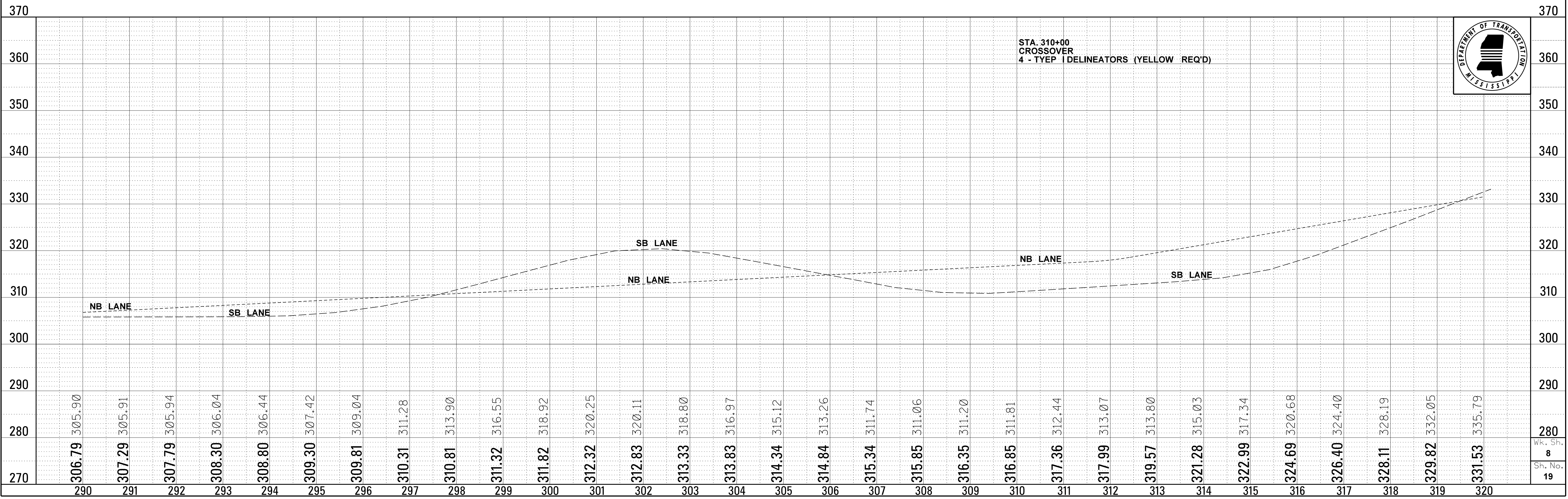


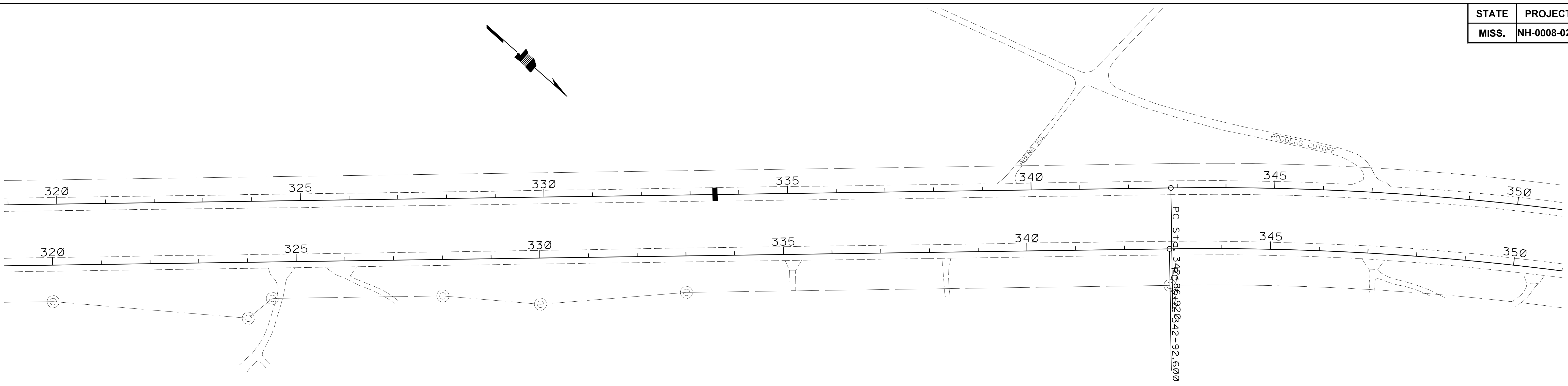
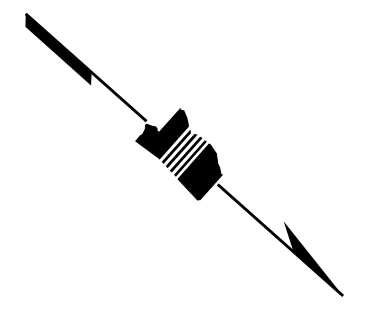
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 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 L.A. BENTLEY

SUPER EL. B.C. PER FT. OF WIDTH
 EXTRA WIDTH ON INSIDE 0 FT.



1/17/2020 7:45 AM C:\191\WK8.DGN
 ROADWAY DESIGN DIVISION
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION





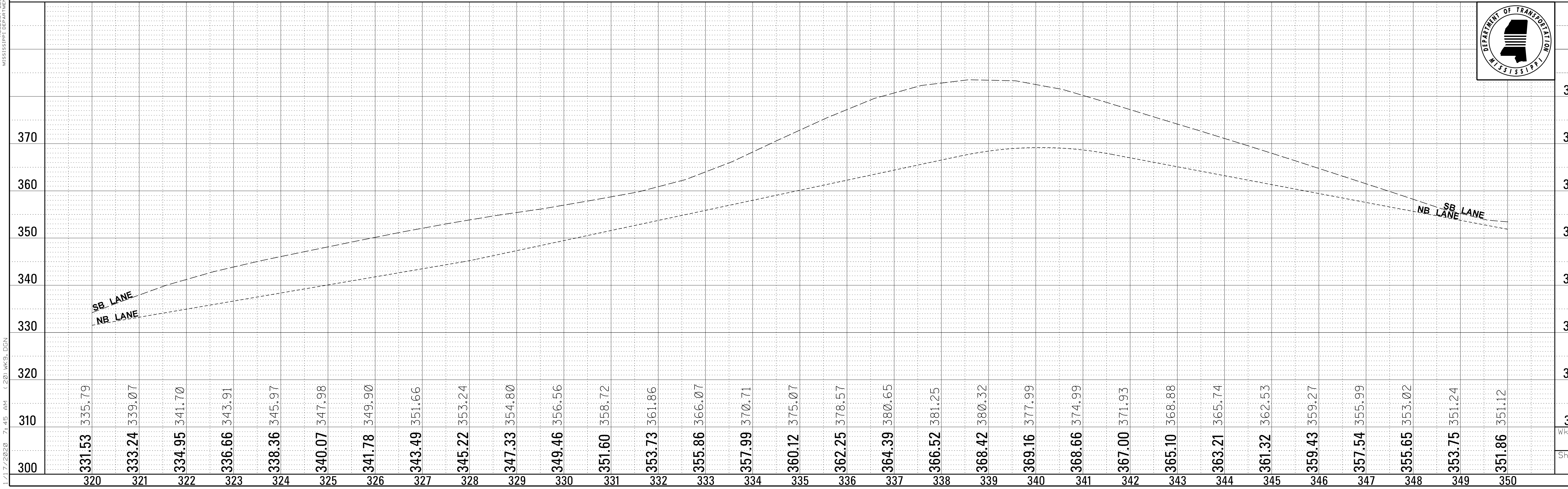
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*** INDICATES PUNCHOUT AREAS ***

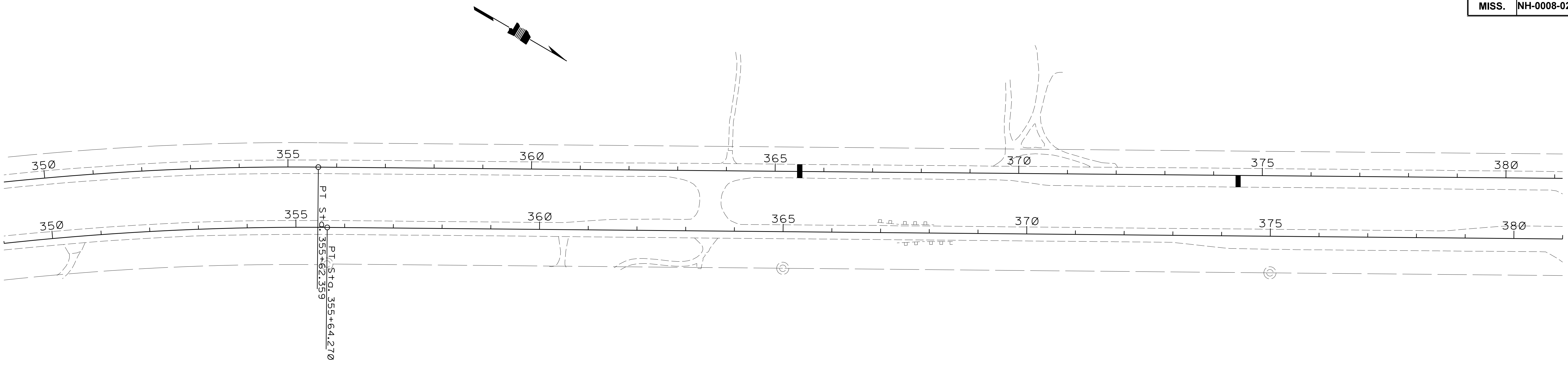


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1/17/2020 7:45 AM C:\201\WK9.DGN

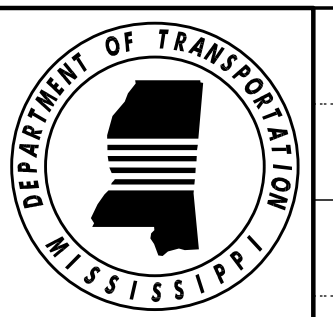
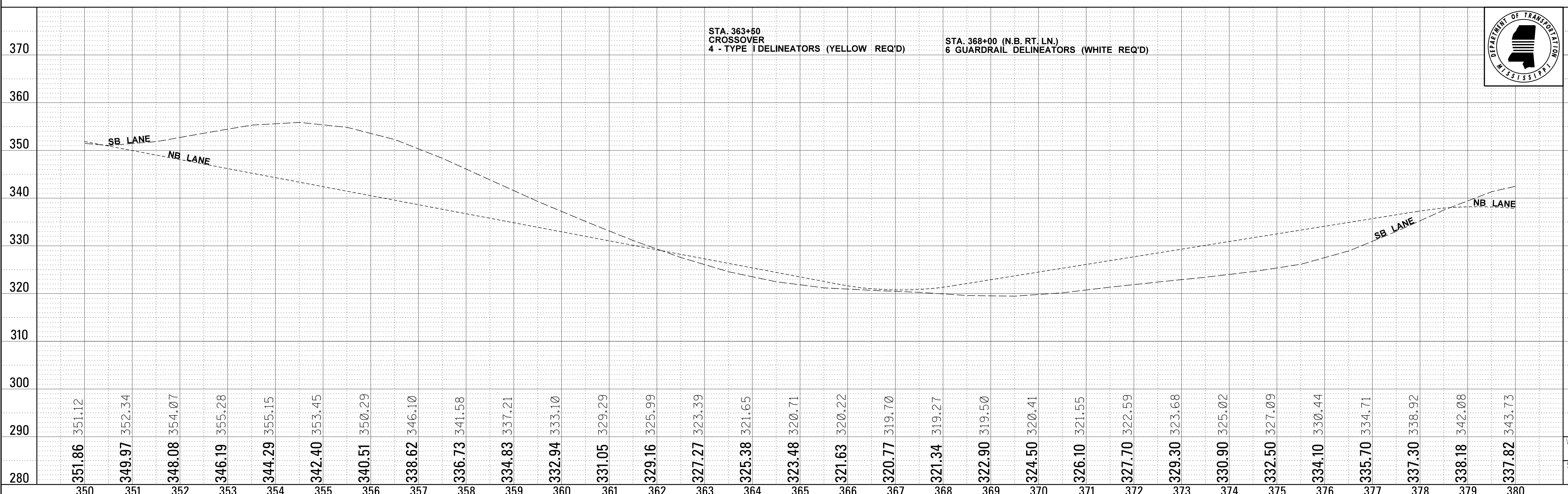


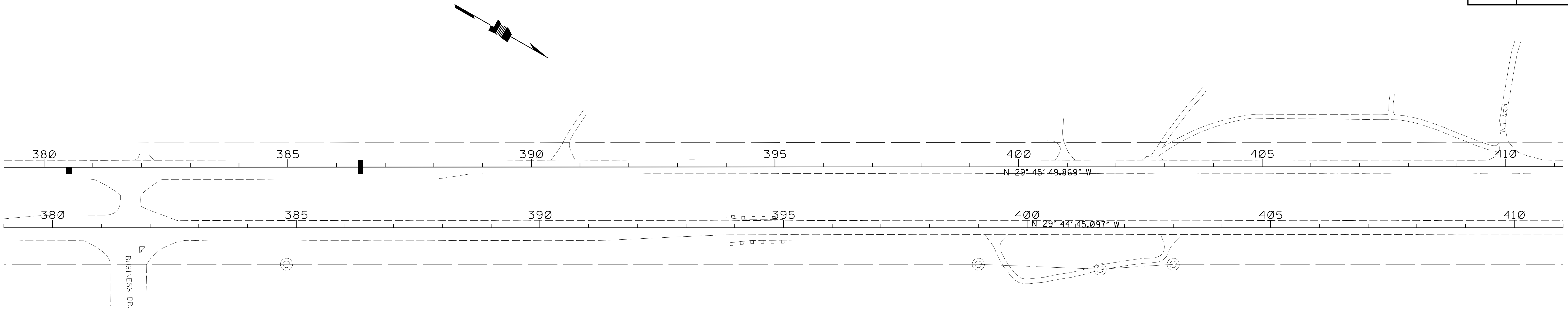
*** INDICATES PUNCHOUT AREAS ***



*** FOR INFORMATION ONLY ***

1/17/2020 7:45 AM (21) WK10.DGN
 ROADWAY DESIGN DIVISION
 MISSISSIPPI DEPARTMENT OF TRANSPORTATION



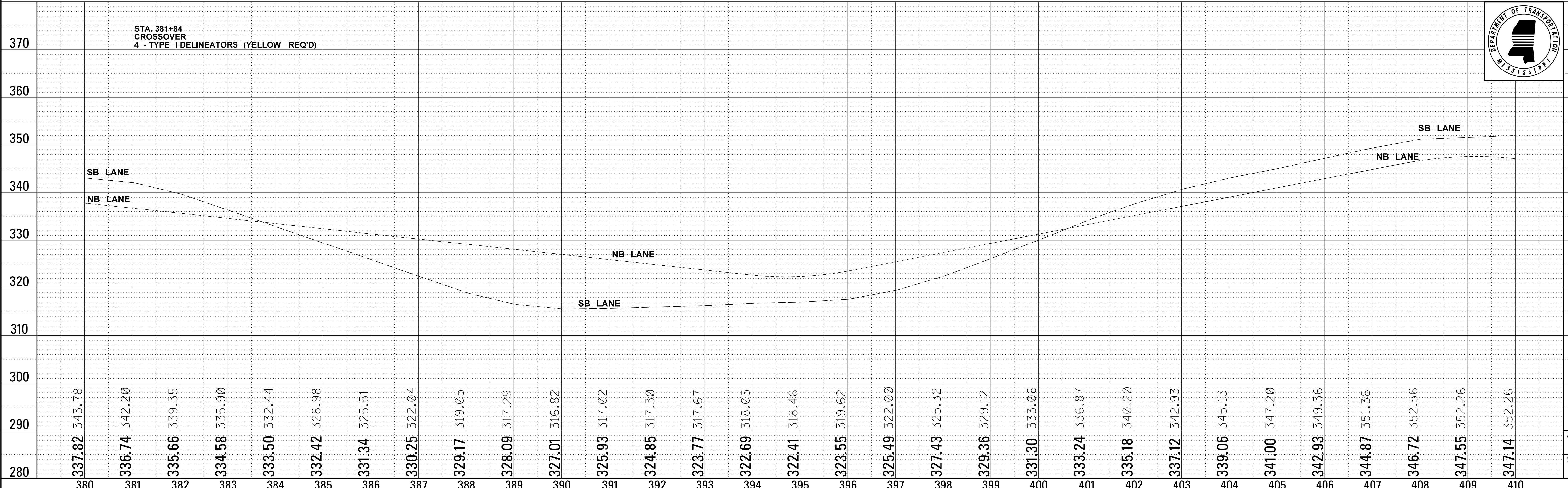


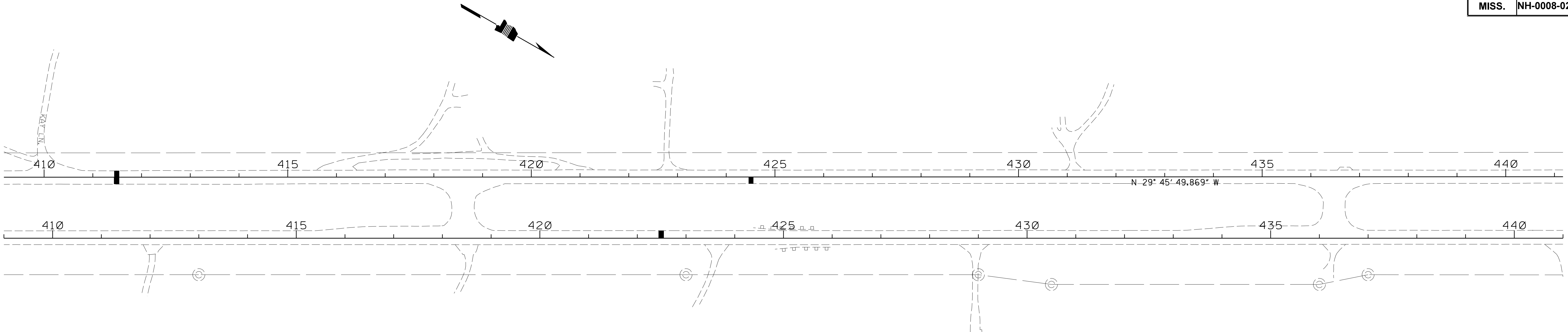
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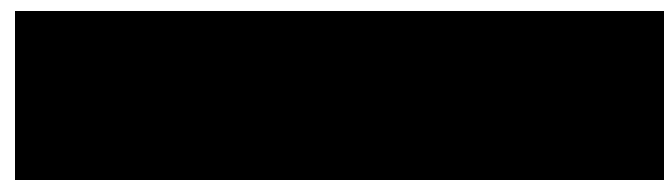
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 MISSISSIPPI DEPARTMENT OF TRANSPORTATION

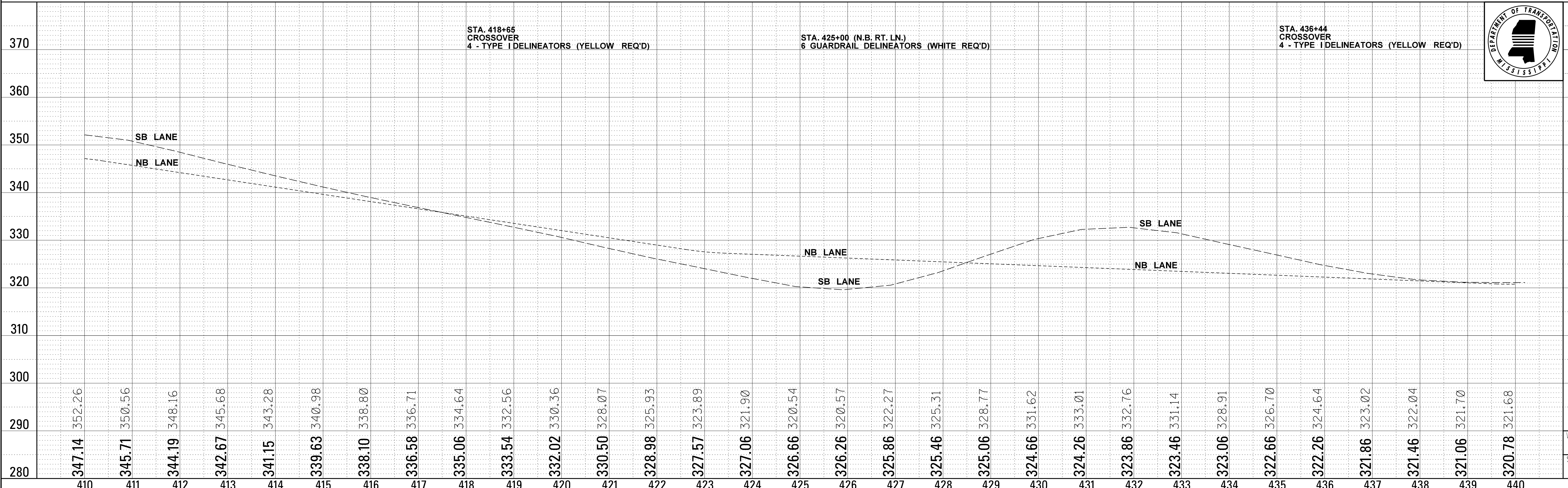




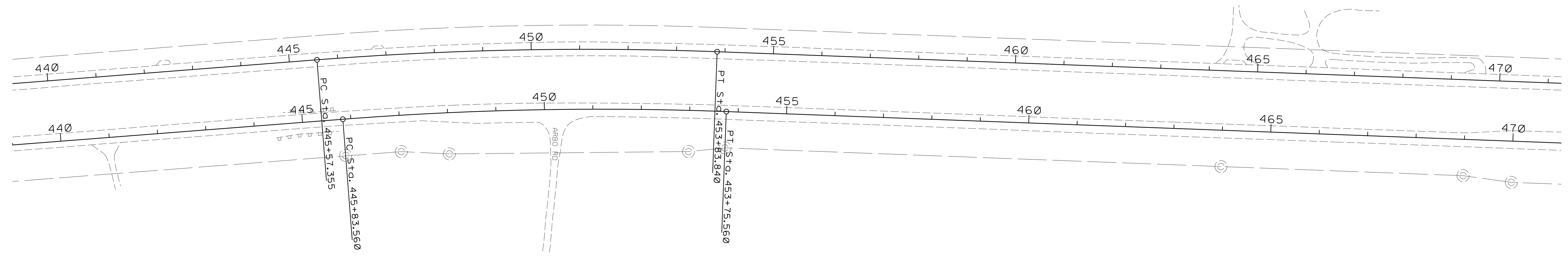
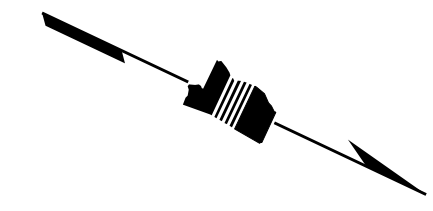
*** INDICATES PUNCHOUT AREAS ***



*** FOR INFORMATION ONLY ***



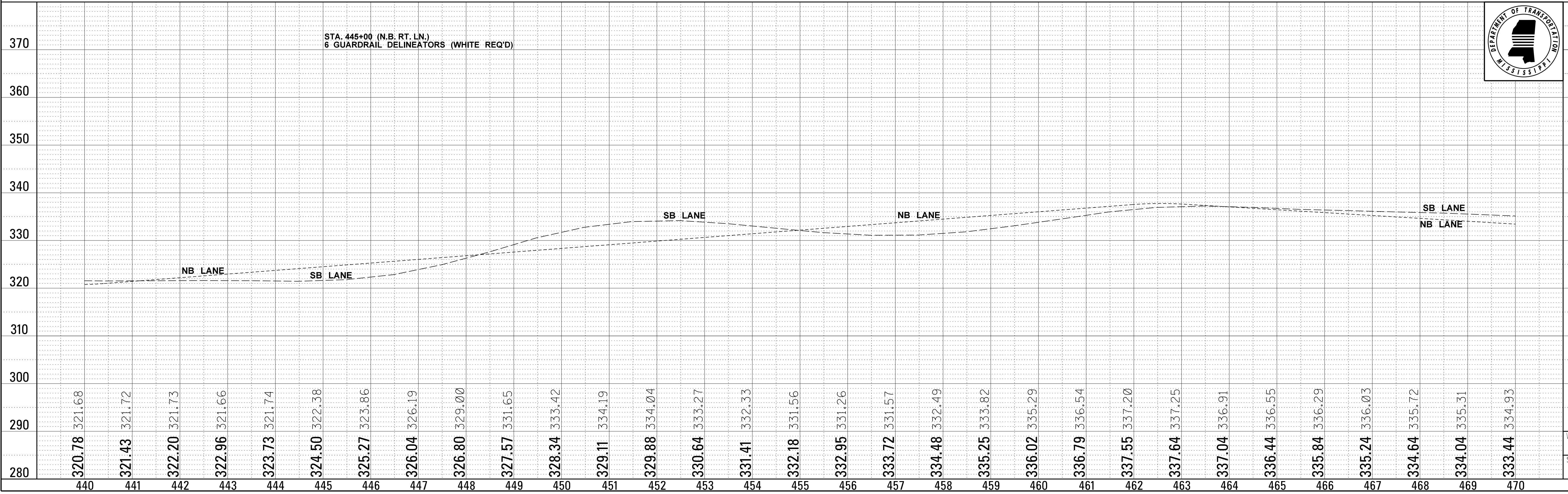
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 ROADWAY DESIGN DIVISION
 L.A. BENTLEY

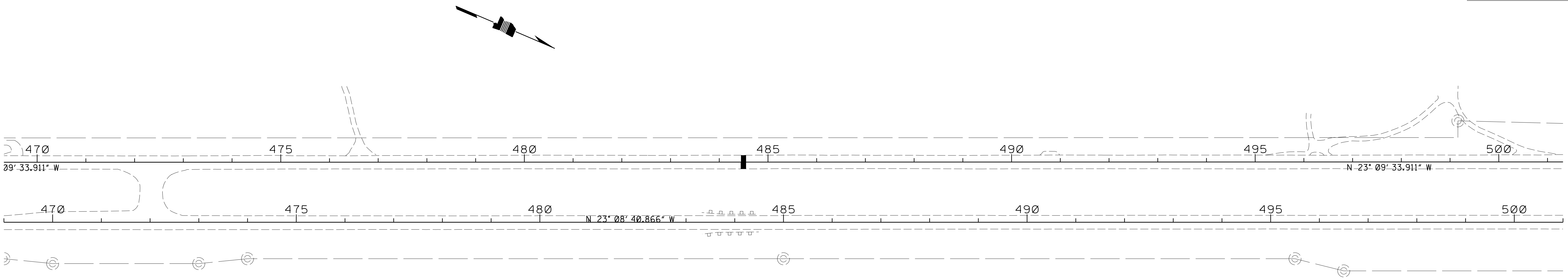


SUPER EL. .019 PER FT OF WIDTH
 EXTRA WIDTH ON INSIDE 0 FT.

*** FOR INFORMATION ONLY ***

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 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 L. L. BARNETT

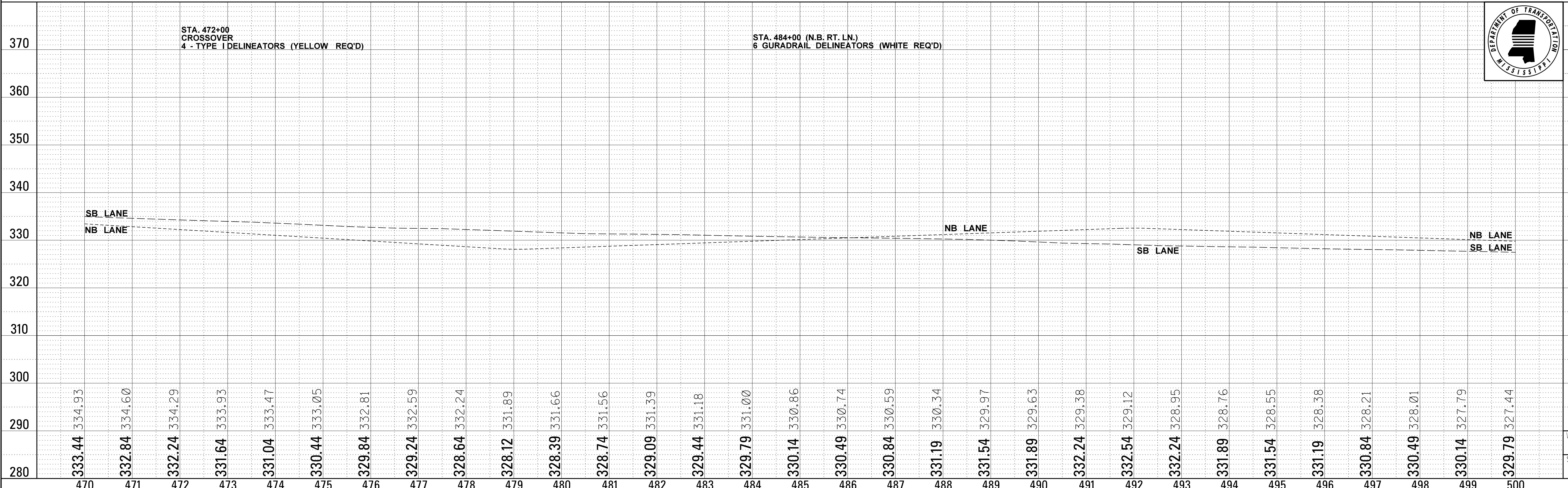




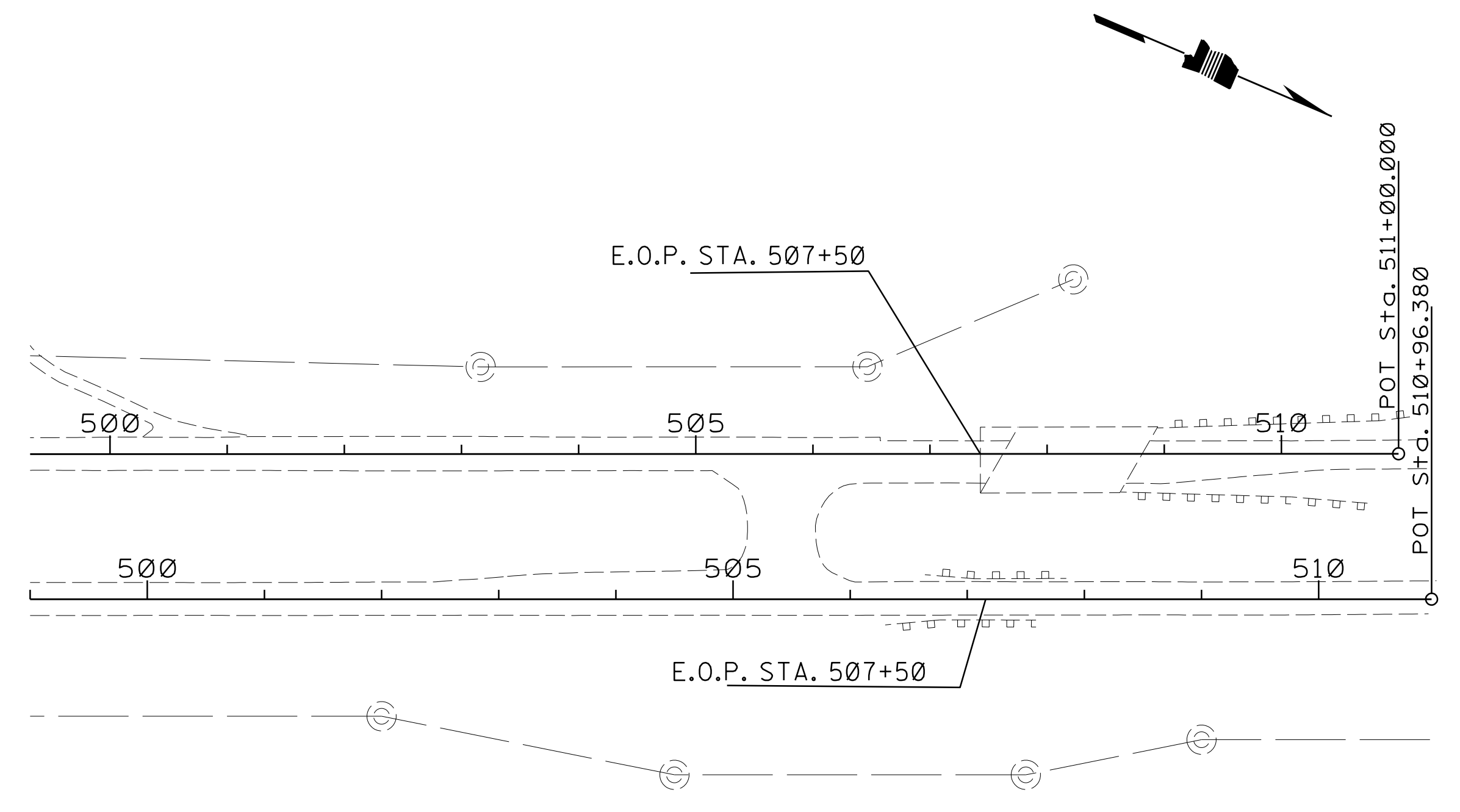
*** INDICATES PUNCHOUT AREAS ***



*** FOR INFORMATION ONLY ***

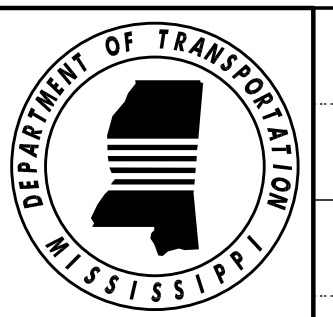
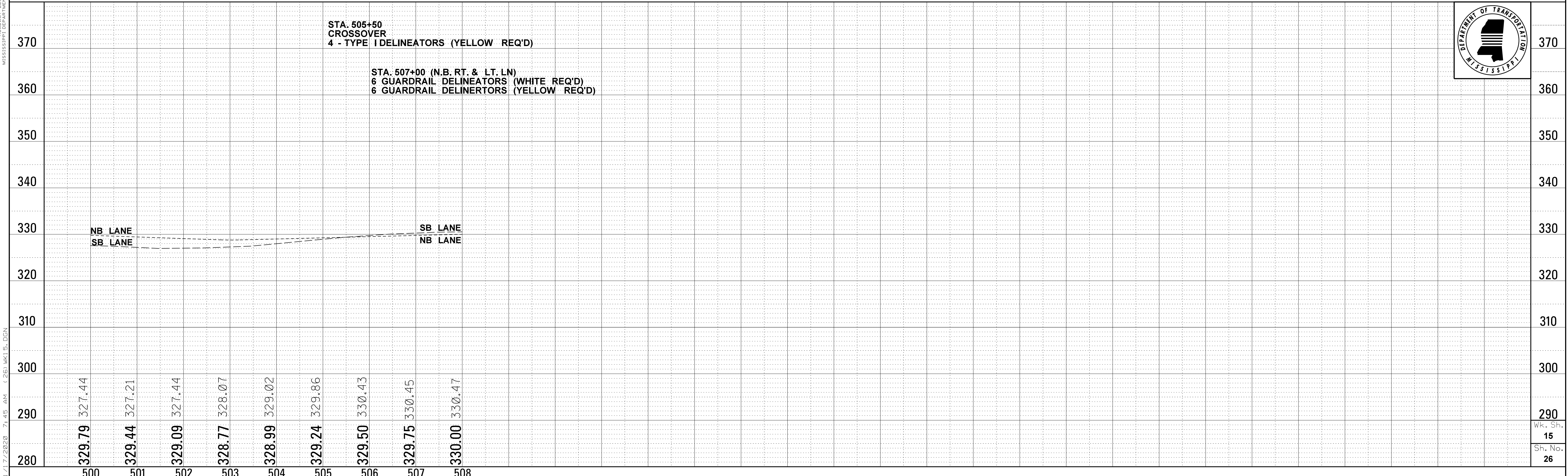


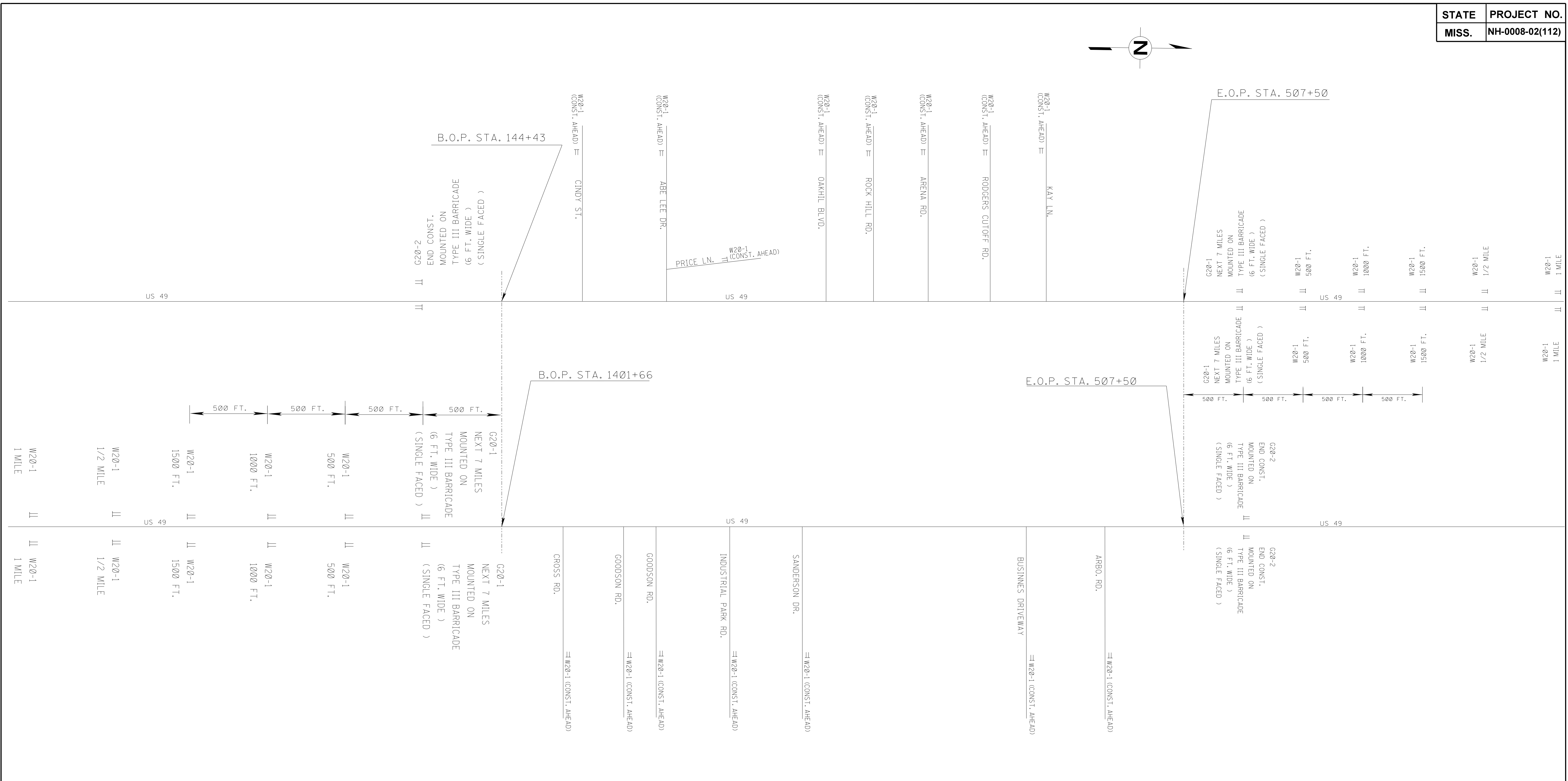
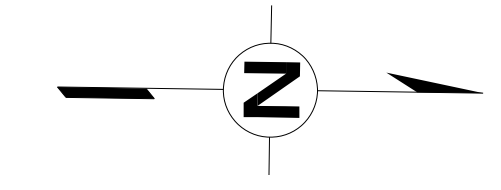
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 MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 L.A. BENTLEY



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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
 CLARK COUNTY





NOT TO SCALE

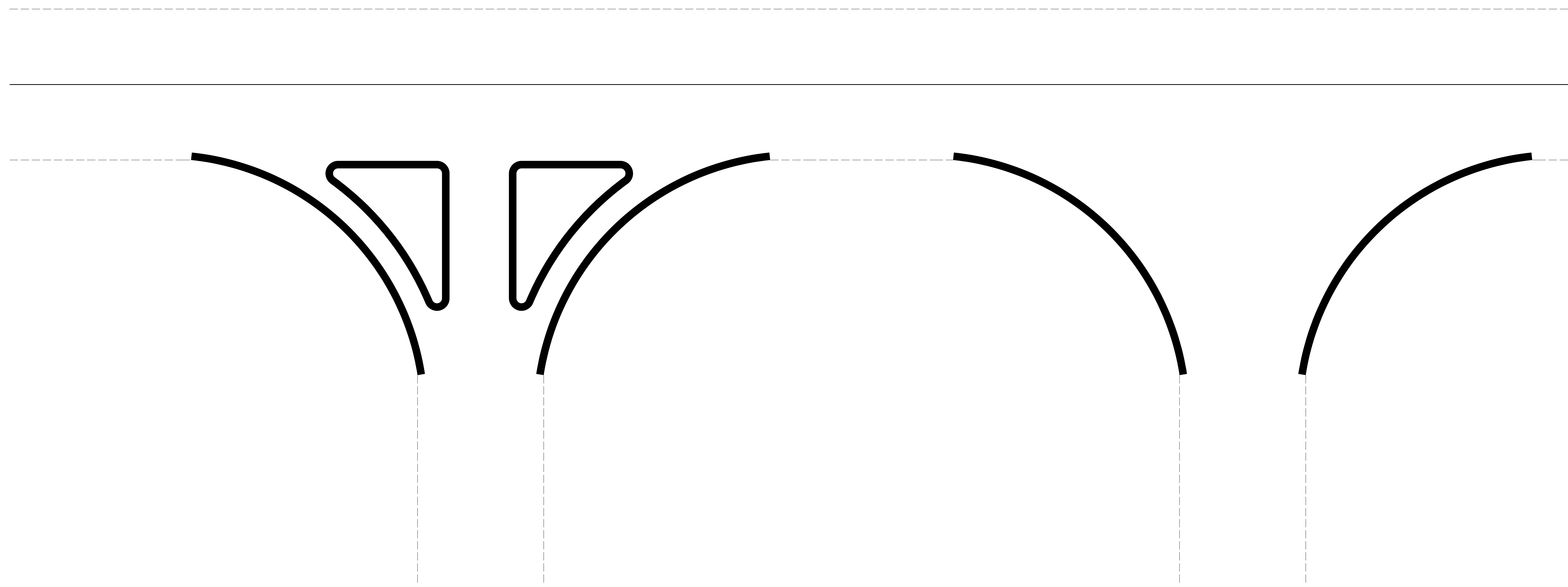
NOTE: W20-1 (48"X48") SHALL BE REQ'D ON ALL LOCAL ROADS.

ALL TRAFFIC CONTROL ITEMS SHALL BE INCLUDED IN BID FOR PAY ITEM 618-A001, MAINTENANCE OF TRAFFIC. FLUORESCENT ORANGE SHEETING SHALL BE USED ON ALL CONSTRUCTION AND TRAFFIC CONTROL SIGNS

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
DETAIL OF CONSTRUCTION SIGNING	
PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
FILENAME: (23) DCS-1.dgn DESIGN TEAM _____ CHECKED _____ DATE 08/29/2019	WORKING NUMBER DCS-1 SHEET NUMBER 27


1/17/2020 7:45 AM (27) DCS-1-1.dgn

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

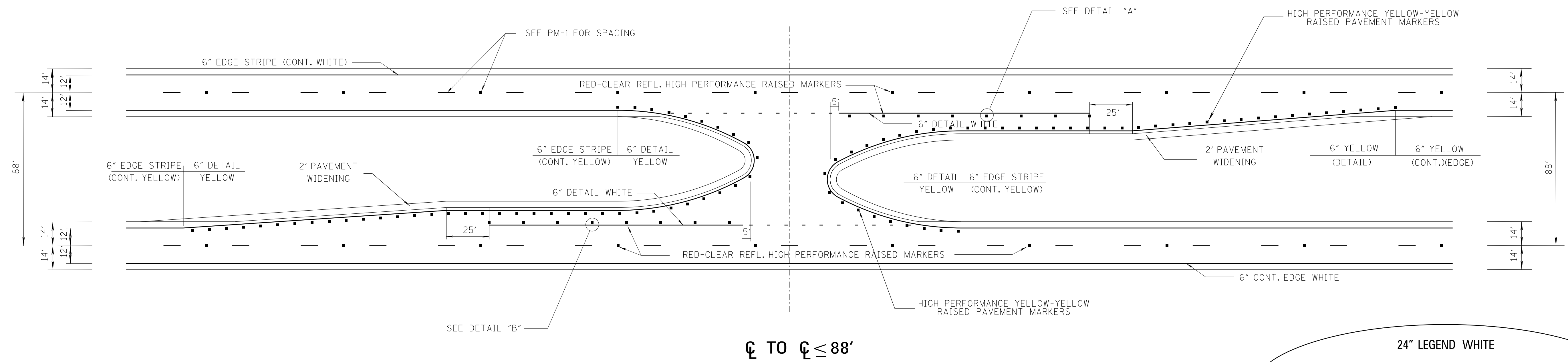


** ALL ASPHALT AND CONCRETE CURBS ALONG RAMPS, LOCAL ROADS, ETC. FROM B.O.P. TO E.O.P. SHALL BE PAINTED (TWO APPLICATIONS) WITH WHITE TRAFFIC PAINT AND TRAFFIC BEADS; COST TO BE ABSORBED IN OTHER PAY ITEMS.

1/17/2020 7:45 AM C:\281\CURB&ISLAND.DGN

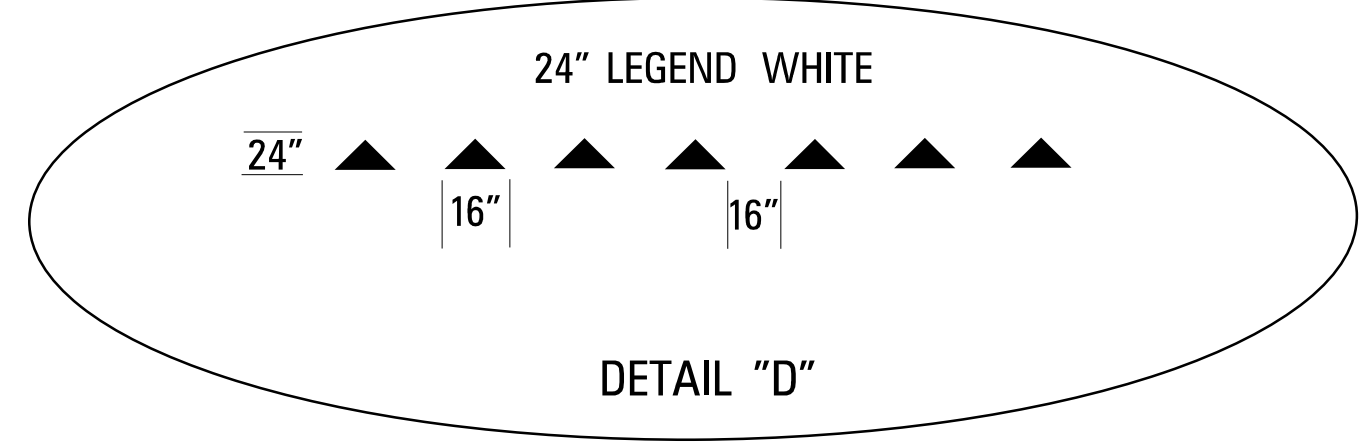
		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
		DETAIL FOR CURB AND ISLAND STRIPING	
		PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
			
		WORKING NUMBER	
		DCIS-1	
		SHEET NUMBER	
		28	
DATE	FILENAME: (24)CURB&ISLAND.dgn	DESIGN TEAM	CHECKED DATE
REVISION	BY		

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

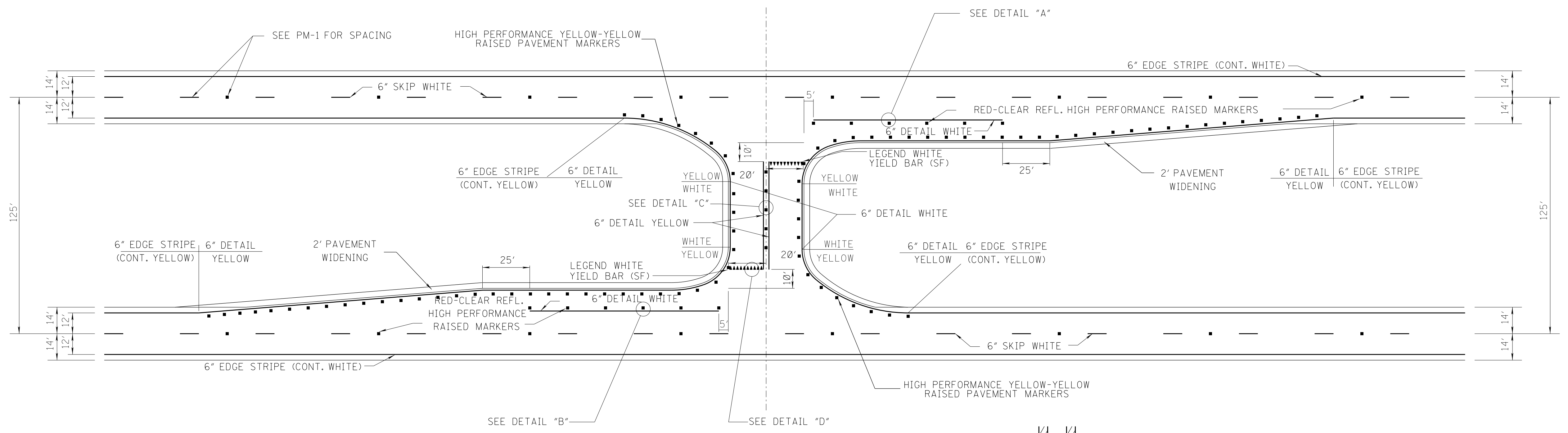


88' ≤ C TO C ≤ 88'

NOTE: FOR WIDER C TO C SPACINGS, REFER TO OTHER SHEETS IN PLANS

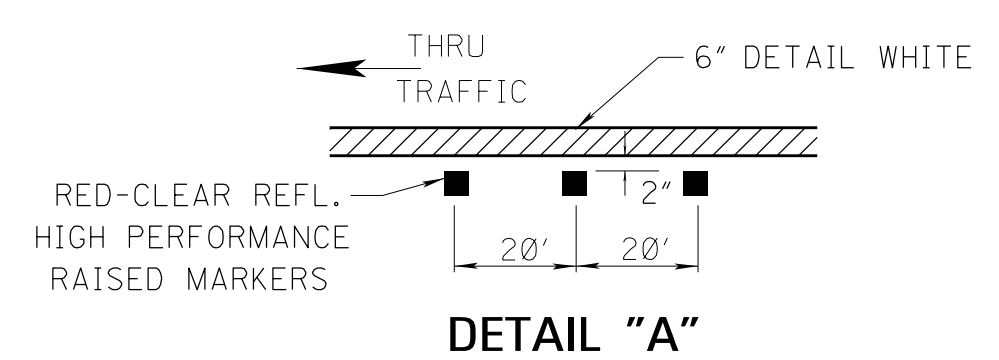


NOTE: SEE PM-6 FOR YIELD BAR DETAILS

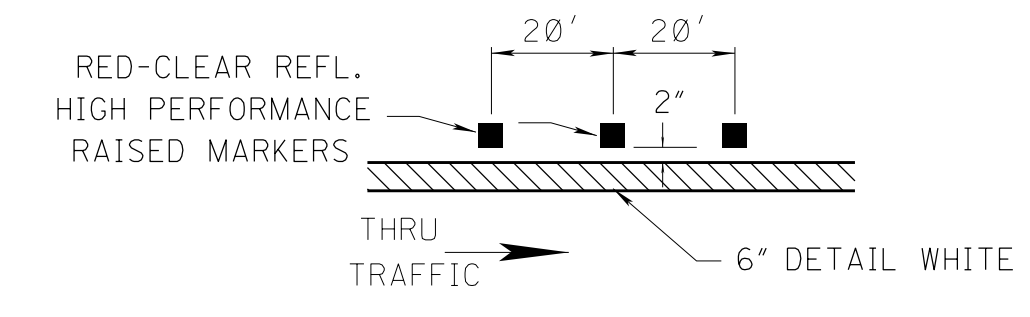


125' ≥ C TO C > 88'

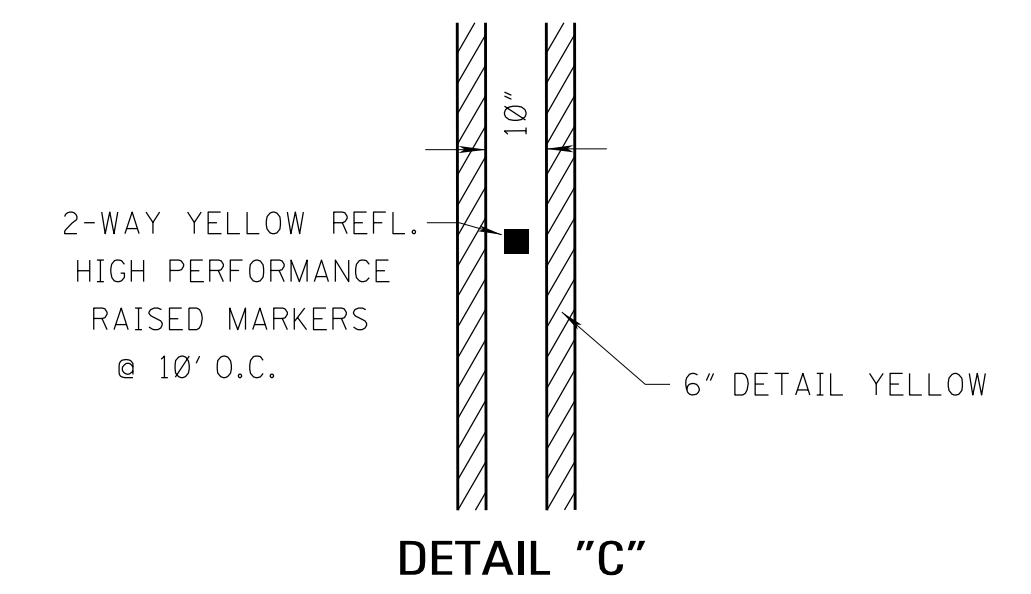
NOTE: FOR WIDER C TO C SPACINGS, REPLACE -YIELD- AND YIELD BARS WITH -STOP- AND STOP BARS.



DETAIL "A"



DETAIL "B"

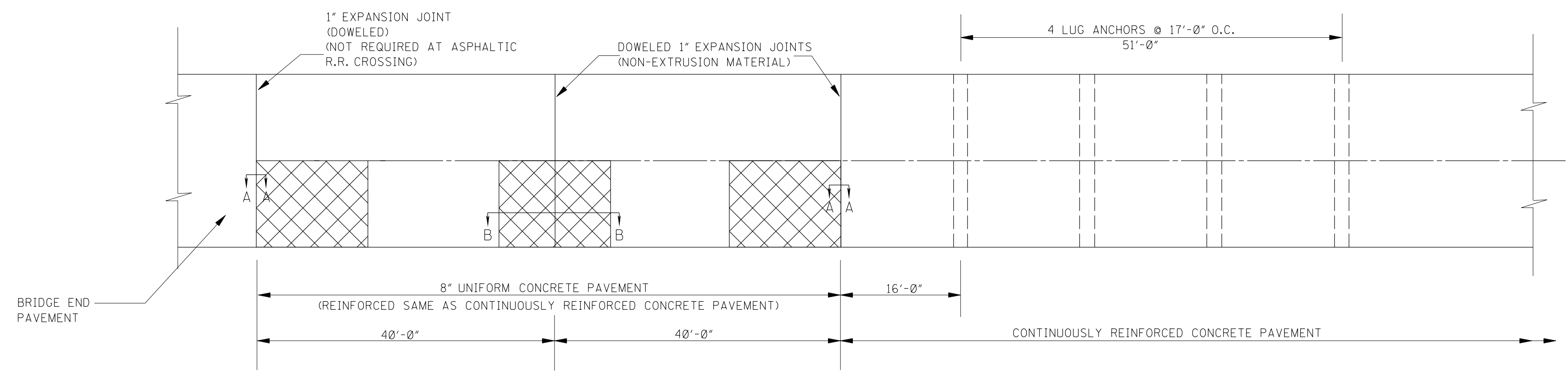


DETAIL "C"

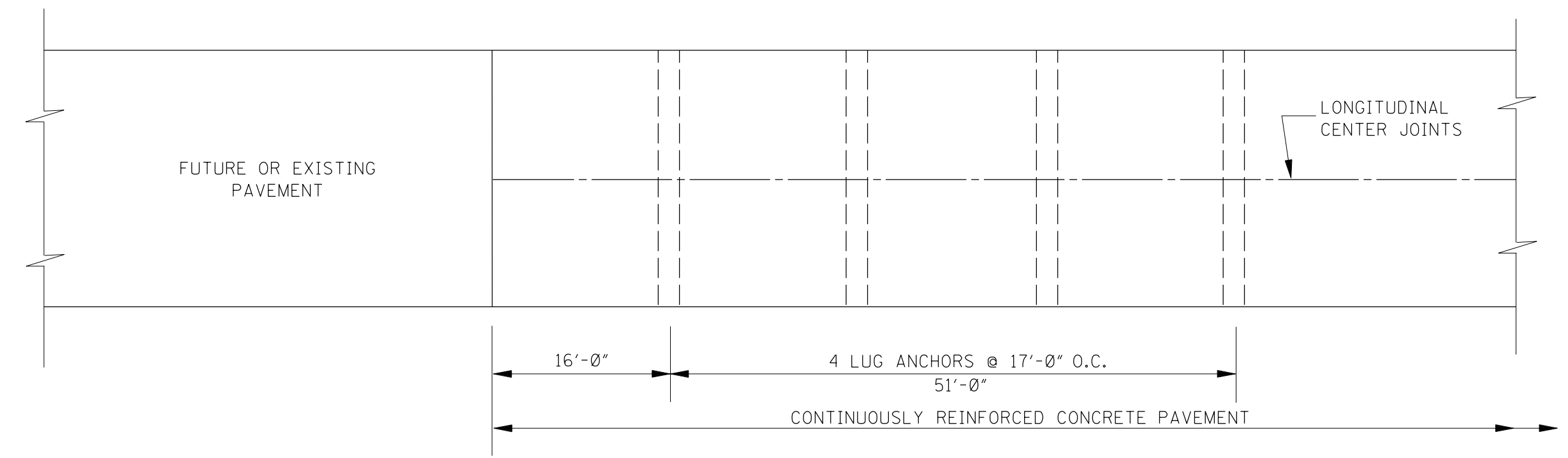
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CROSSOVER RPM	
D7 TYPICAL PAVEMENT MARKING DETAIL FOR MEDIAN CROSSOVERS	
PROJ. NO.: NH-0008-02(112)	
COUNTY: COVINGTON	
DATE	FILE NAME: (25)CROSSOVER_RPM.dgn
DESIGN TEAM	UPDATE
CHECKED	DATE
BY	REVISION
WORKING NUMBER	D7-1
SHEET NUMBER	30



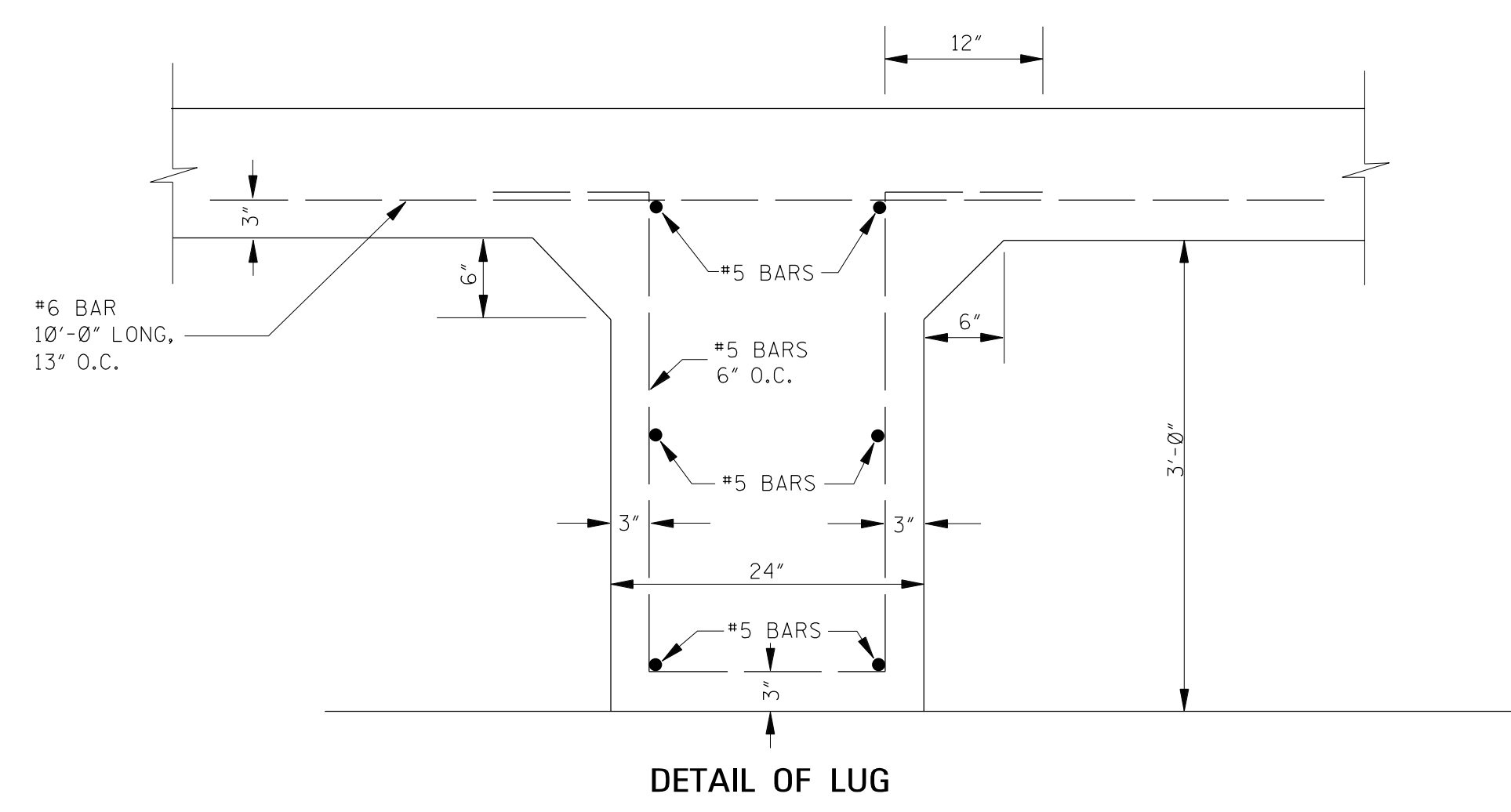
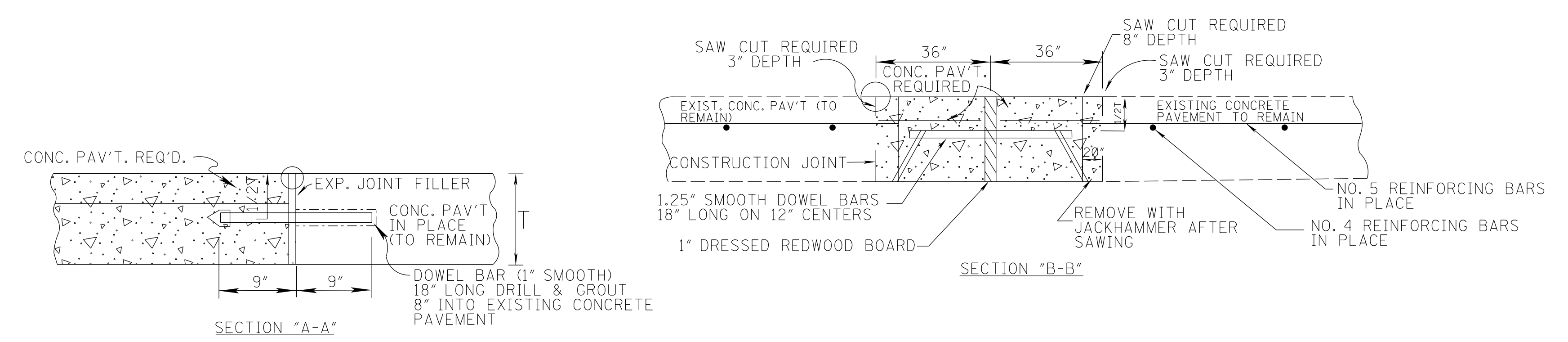
1/17/2020 7:45 AM C:\300\CROSSOVER_RPM.dgn MISSISSIPPI DEPARTMENT OF TRANSPORTATION



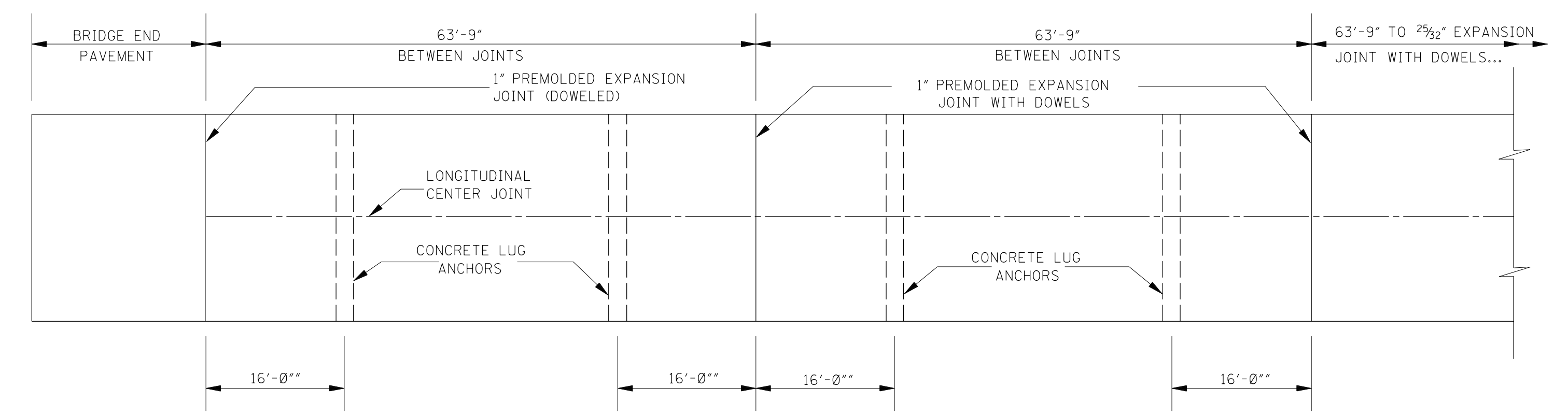
PLAN OF EXPANSION JOINTS AND CONCRETE LUG ANCHORS ADJACENT TO BRIDGE END PAVEMENT



PLAN OF CONCRETE LUG ANCHORS AT ENDS OF PAVEMENT



DETAIL OF LUG



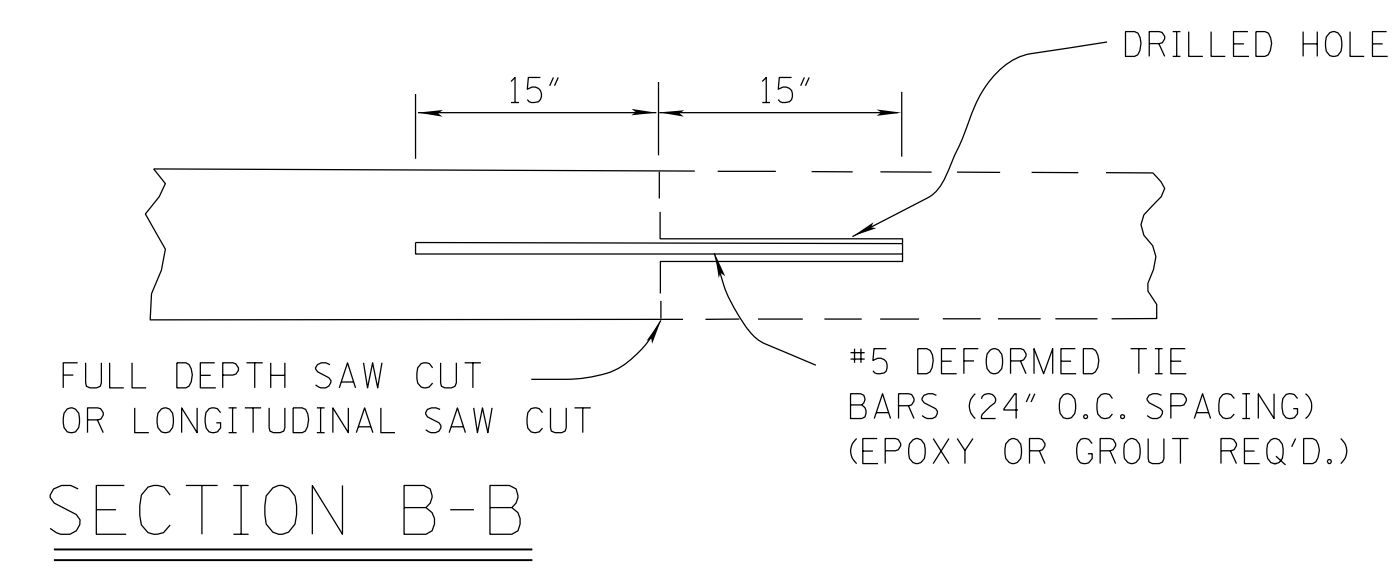
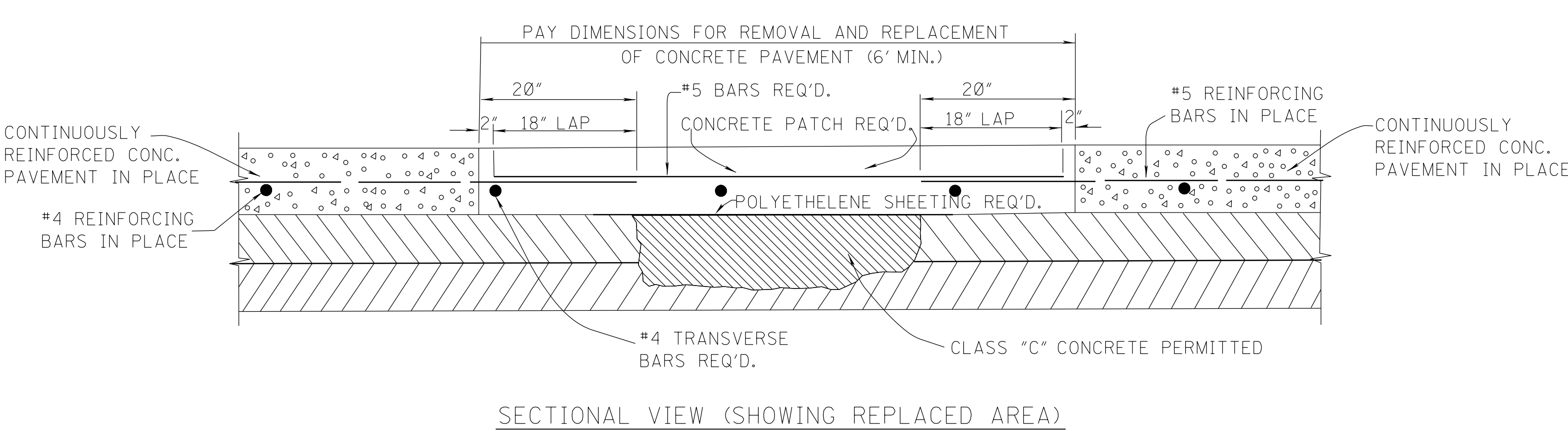
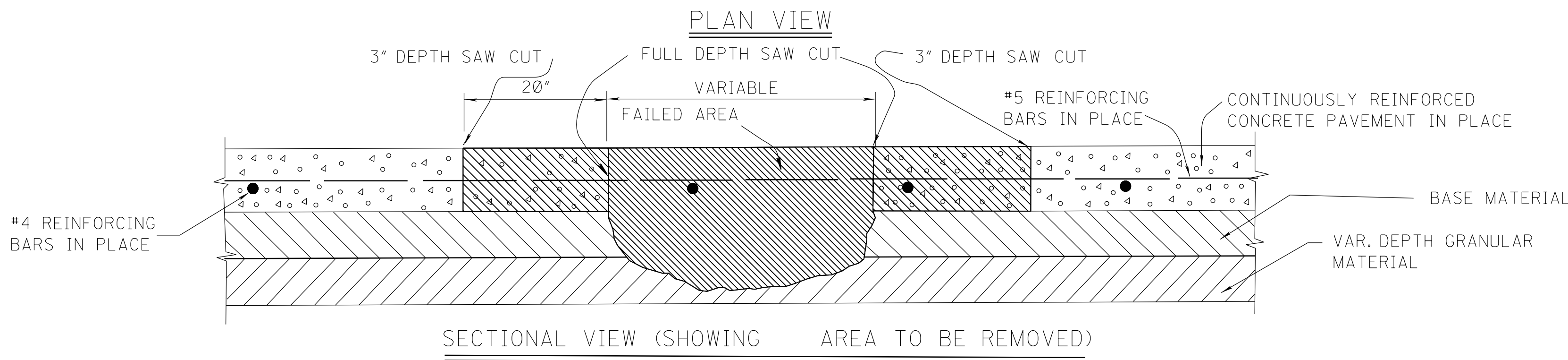
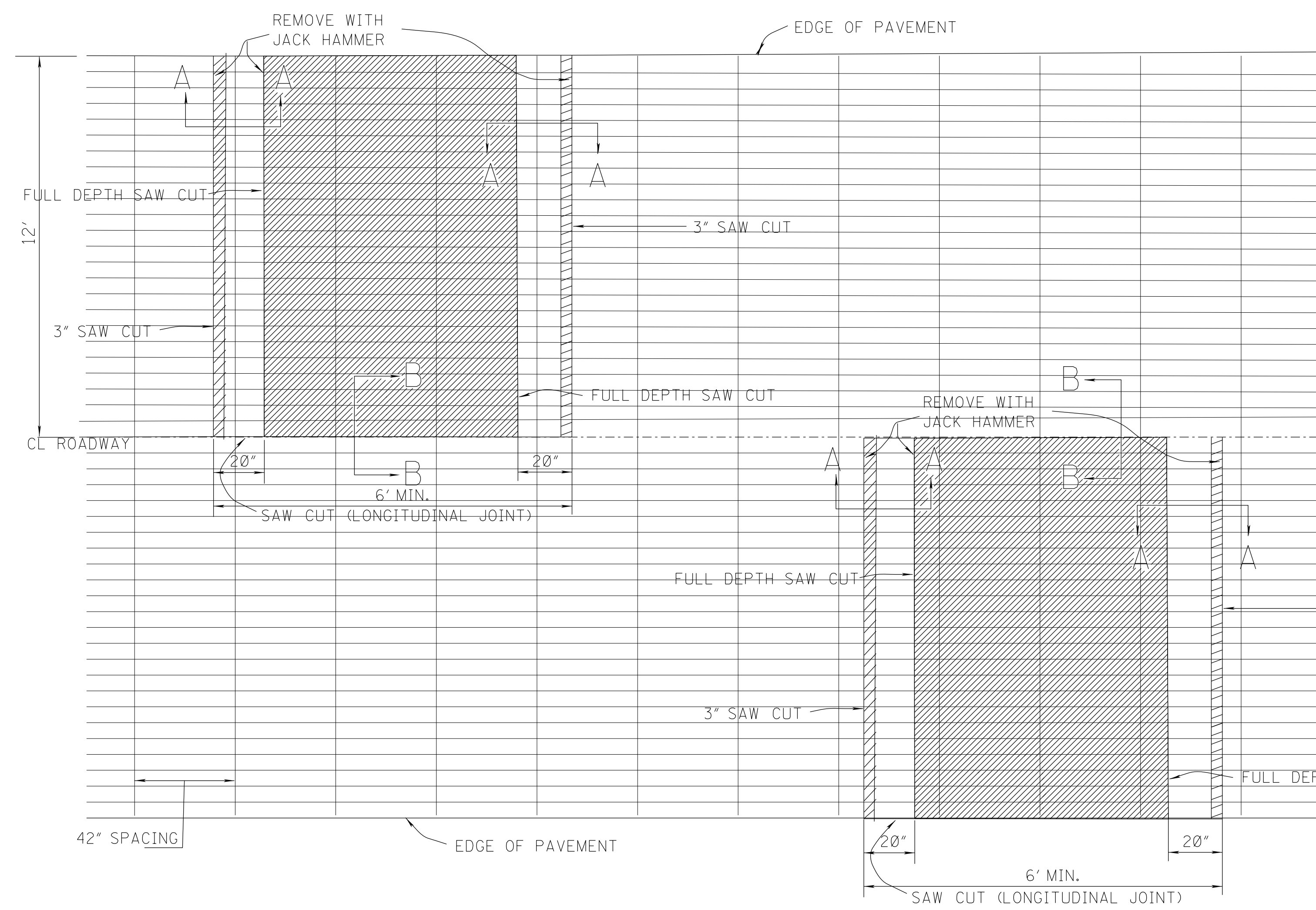
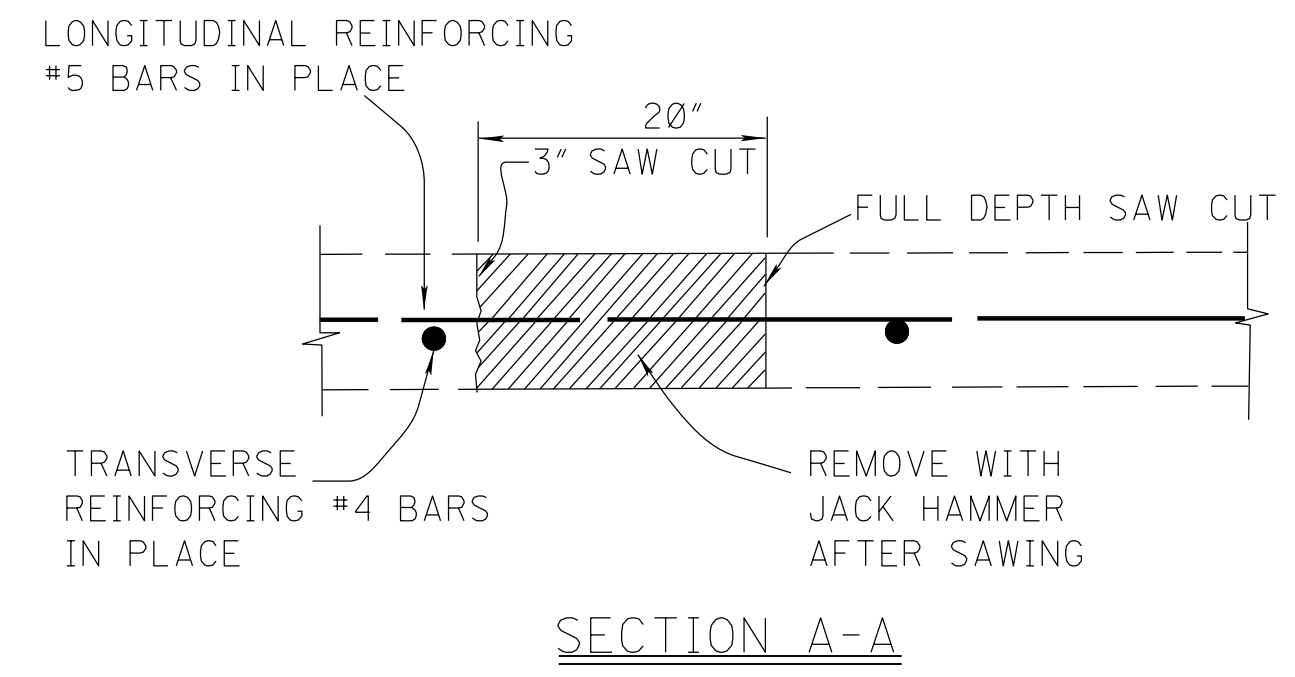
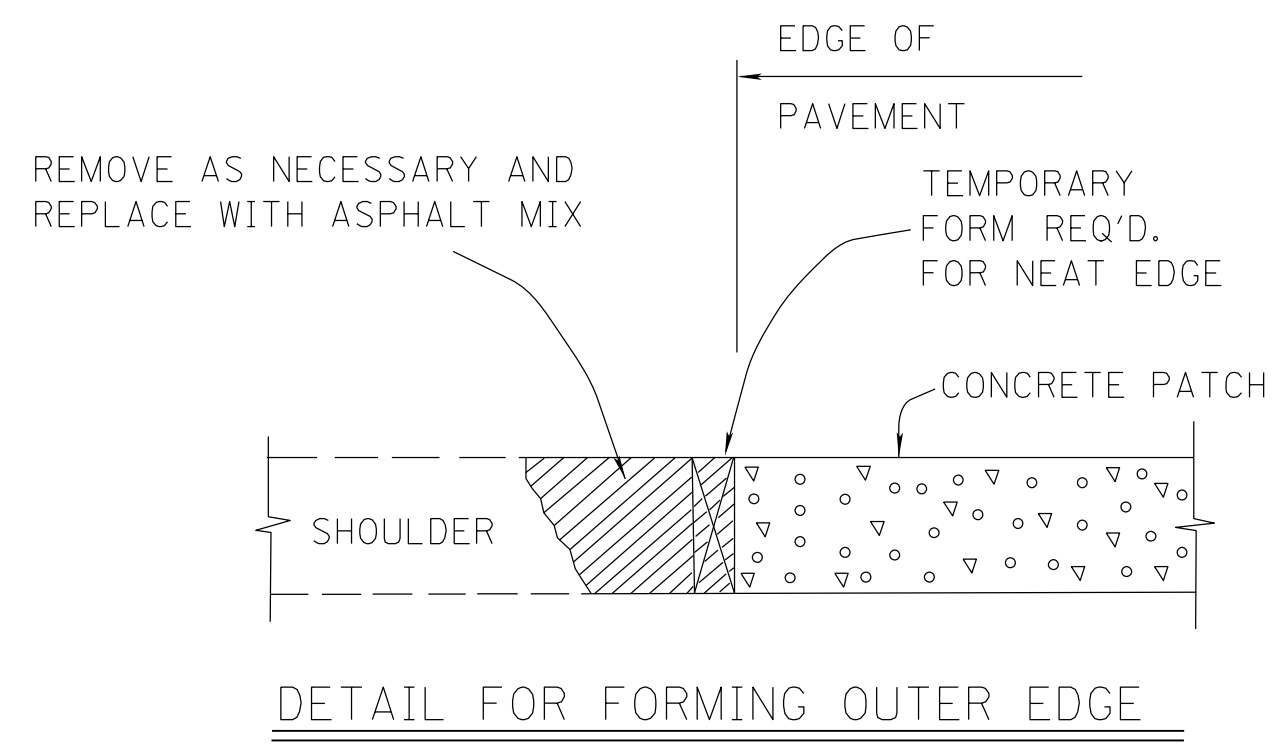
PLAN OF EXPANSION JOINTS AND CONCRETE LUG ANCHORS ADJACENT TO BRIDGE END PAVEMENT FOR CONVENTIONALLY REINFORCED CONCRETE PAVEMENT

GENERAL NOTE:
 1. LUG ANCHORS TO BE MONOLITHIC WITH PAVEMENT. IN SPECIAL CASES, THE LUG ANCHORS MAY BE OMITTED. SEE PLAN-PROFILE SHEETS FOR LUG ANCHOR LOCATIONS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
CONCRETE LUG ANCHORS	
PROJ. NO.: NH-0008-02(112)	
COUNTY: COVINGTON	
FILE NAME: 6006_LA-1.dgn	WORKING NUMBER
DESIGN TEAM	SDLA-1
CHECKED	SHEET NUMBER
DATE	31

1/17/2020 7:45 AM C:\381\6006-LA-1.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

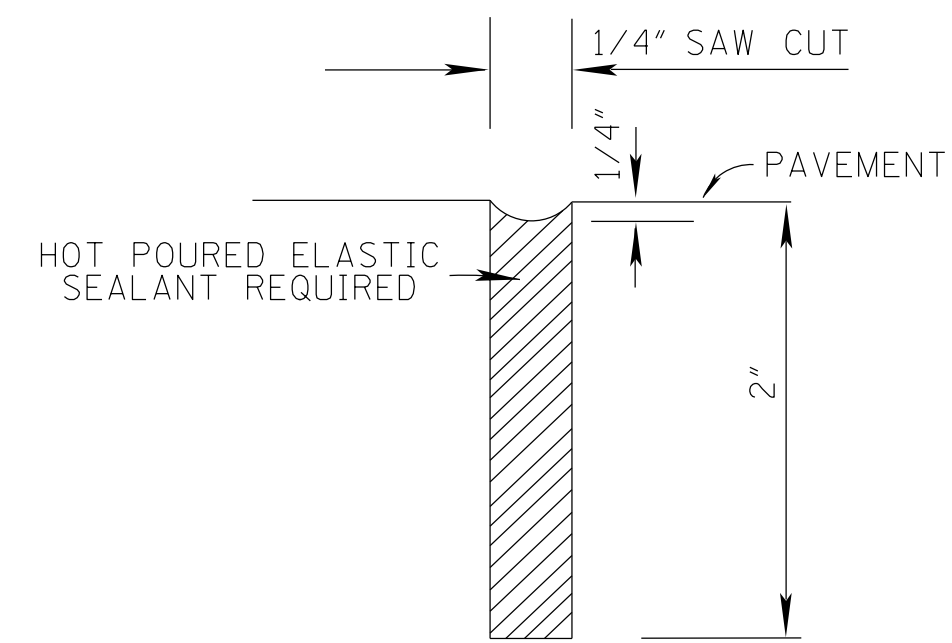


- GENERAL NOTES
1. REMOVE EXISTING MATERIALS TO DIMENSIONS DETERMINED BY THE ENGINEER.
 2. REMOVAL OF ASPHALT PATCHES AND CONCRETE PAVEMENT WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
 3. REINFORCING BARS TO BE FIELD CUT AS DIRECTED BY THE ENGINEER. COST OF REQUIRED REINFORCING BARS TO BE INCLUDED IN THE BID PRICE OF CONCRETE PAVEMENT.
 4. REMOVAL OF FAILED BASE (PAY AS EXCESS EXCAVATION - C.Y.). BACKFILL WITH CLASS "C" CONCRETE (BASE REPAIR)
 5. PAVEMENT EDGE ADJACENT TO SHOULDER SHALL BE FORMED
 6. SEE SHEET NO. 6001 FOR DETAILS NOT SHOWN.
 7. POLYETHELENE SHEETING SHALL BE TWO (2) LAYERS OF 8 MIL THICKNESS. (ABSORBED ITEM).
 8. REINFORCING BARS WILL BE SUPPORTED AS SHOWN ON SHEET NO. 6001.
 9. ALL SAW CUTS (3" DEPTH, FULL DEPTH, AND LONGITUDINAL JOINT) WILL PAID FOR UNDER APPROPRIATE PAY ITEMS.
 10. #5 DEFORMED TIE BARS (30 IN. LONG, @ 24 IN. O.C. SPACING) WILL BE PAID FOR UNDER APPROPRIATE PAY ITEM.
 11. THE TRANSVERSE BARS IN THE REPAIR AREA WILL BE SPACED ON 42" CENTERS REGARDLESS OF THE EXISTING SPACING OF THE TRANSVERSE STEEL.

1/17/2020 7:45 AM (31) PR-1B.DGN ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

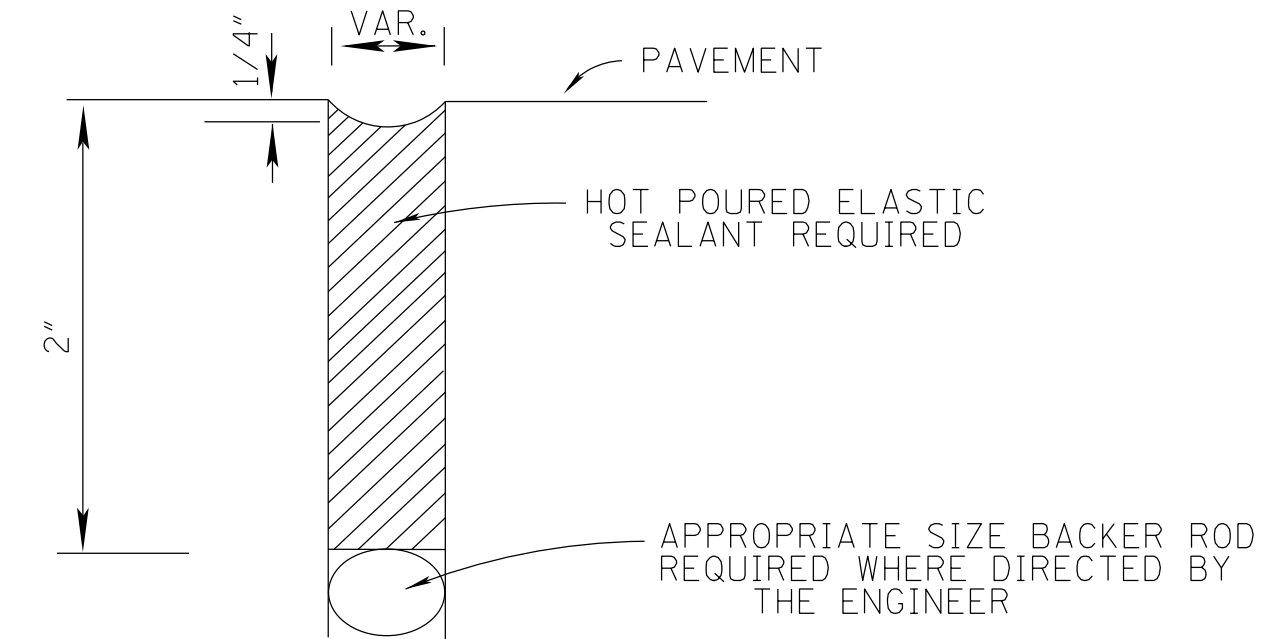
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		TYPICAL CRC PAVEMENT REPAIR	
DATE		PROJ. NO.: NH-0008-02(112)	
DESIGN TEAM		COUNTY: COVINGTON	
UPDATE		WORKING NUMBER	
CHECKED		PR-1B	
DATE		SHEET NUMBER	
UPDATE		32	

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

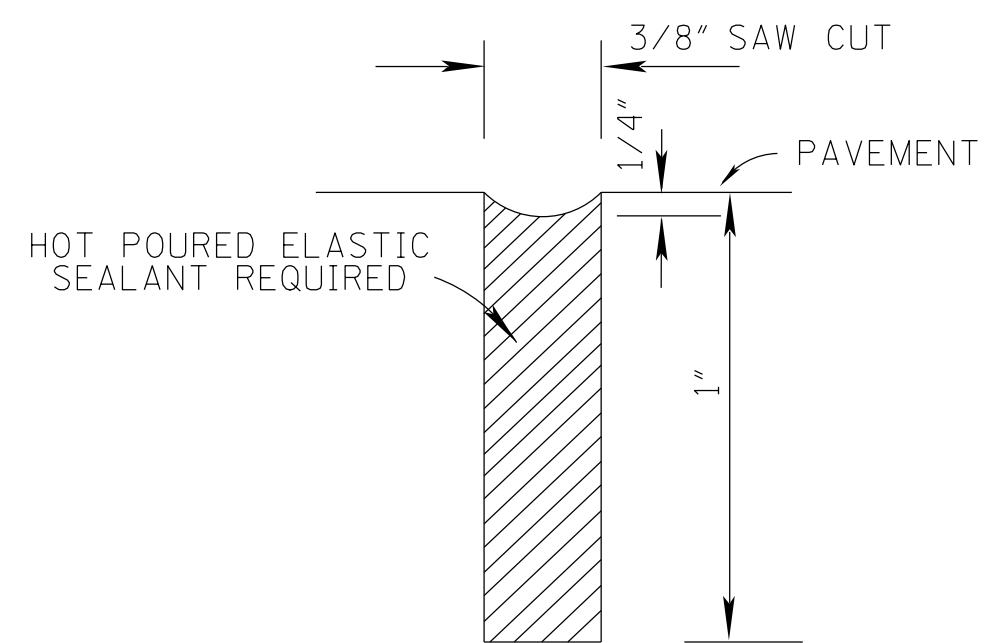


SEALING NEW CONSTRUCTION JOINTS

DETAIL OF LONGITUDINAL JOINTS

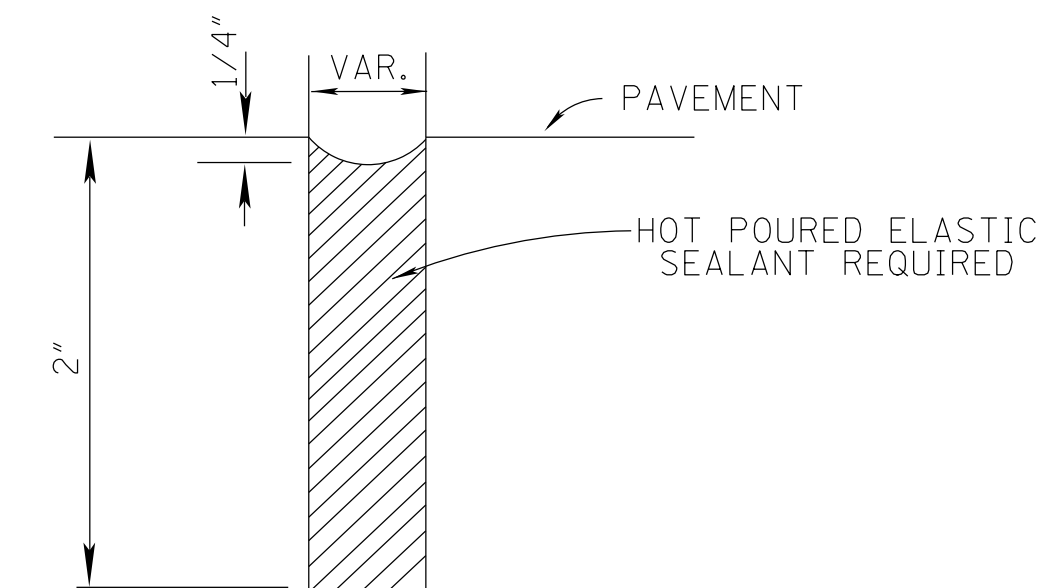


CLEANING NEW CONSTRUCTION JOINTS

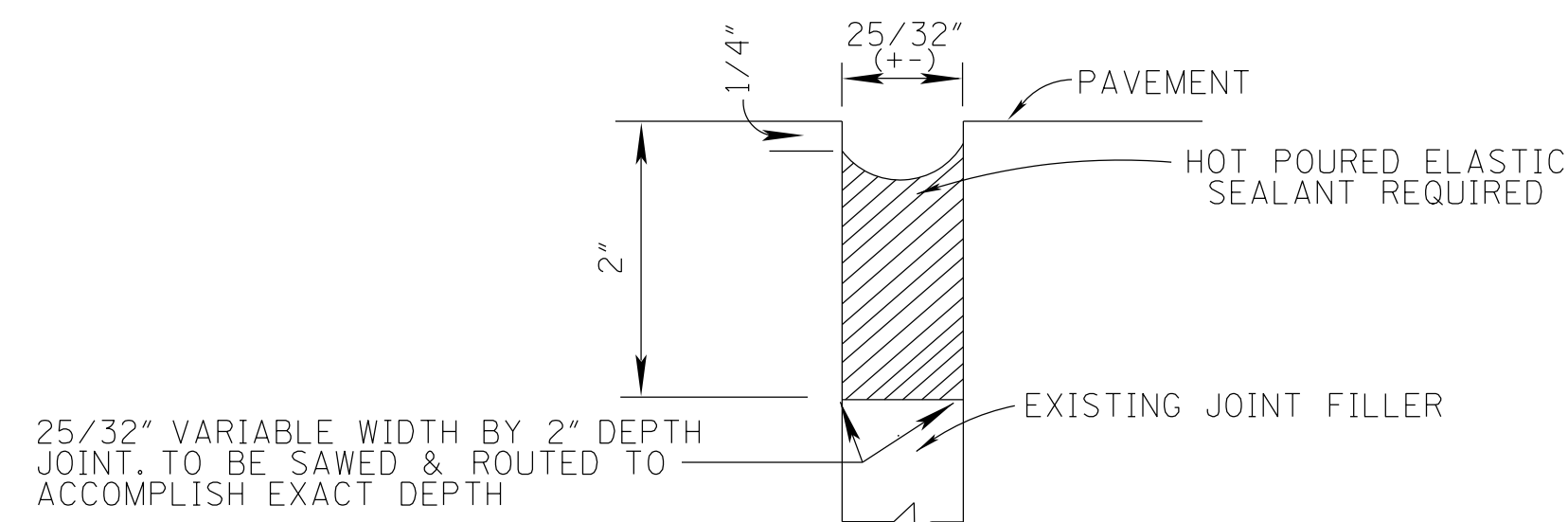


SEALING NEW CONSTRUCTION JOINTS

DETAIL OF CONTRACTION JOINTS

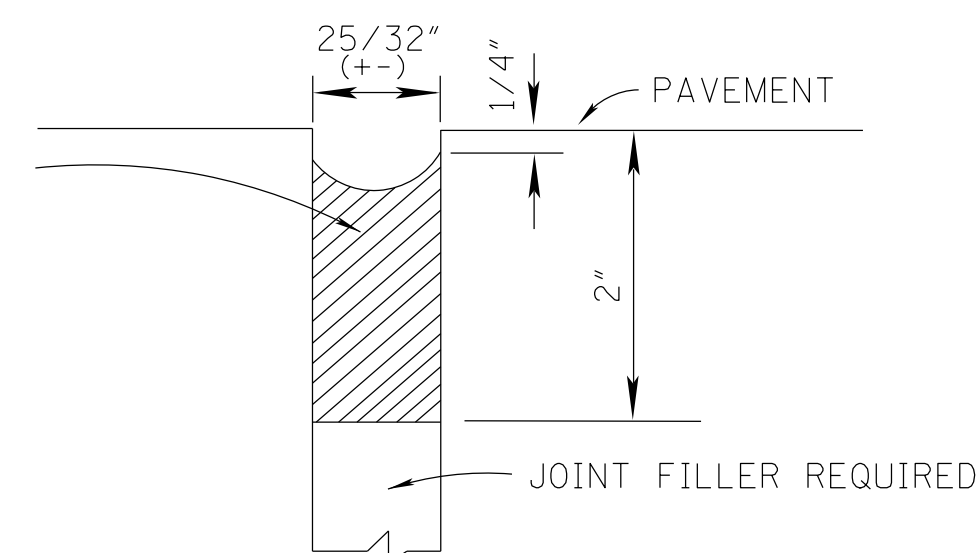


SEALING NEW CONSTRUCTION JOINTS

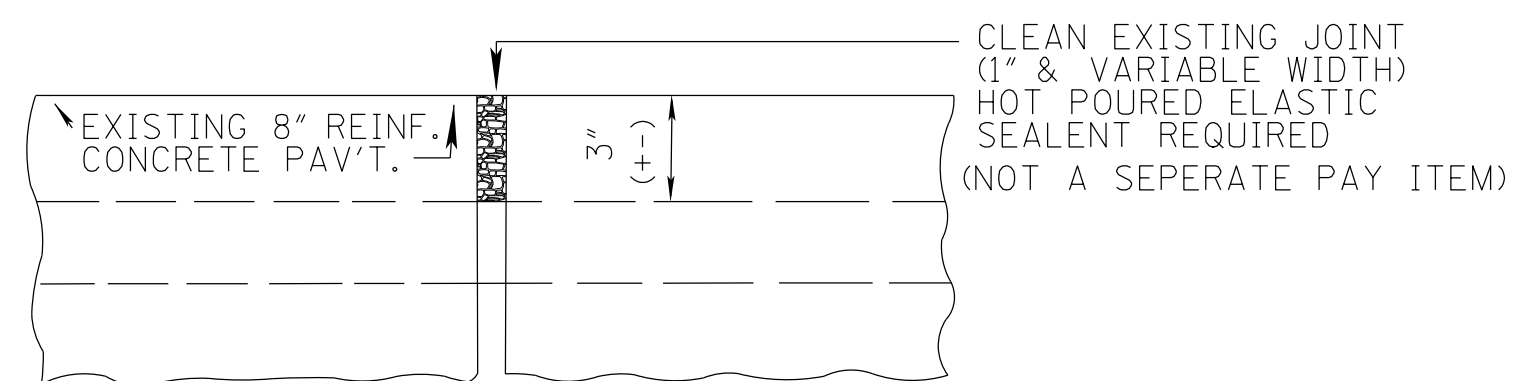


CLEAN & SEAL EXISTING EXPANSION JOINTS

DETAIL OF EXPANSION JOINTS



SEAL NEW CONSTRUCTION TRANSVERSE EXPANSION JOINTS



DETAILS OF CLEANING AND FILLING JOINTS

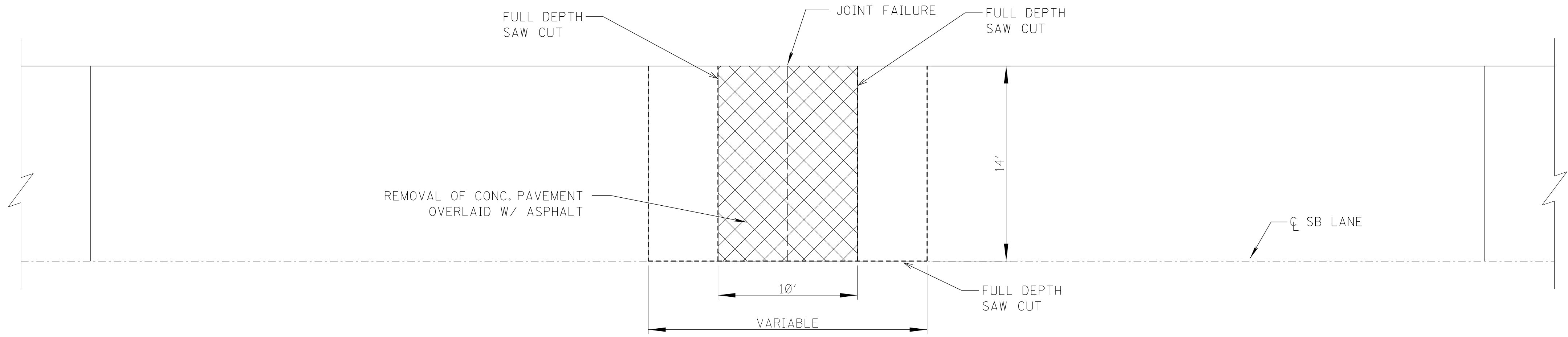
REVISION		BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
REVISION		BY		DETAIL OF EXISTING REINF. CONCRETE PAVEMENT JOINT REPAIR	
REVISION		BY		PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
DATE		DATE		WORKING NUMBER PR-2	
DESIGN TEAM		CHECKED		SHEET NUMBER	
UPDATE		UPDATE		FILE NAME: PR-2 DATE UPDATE	
UPDATE		UPDATE		SHEET NUMBER 33	



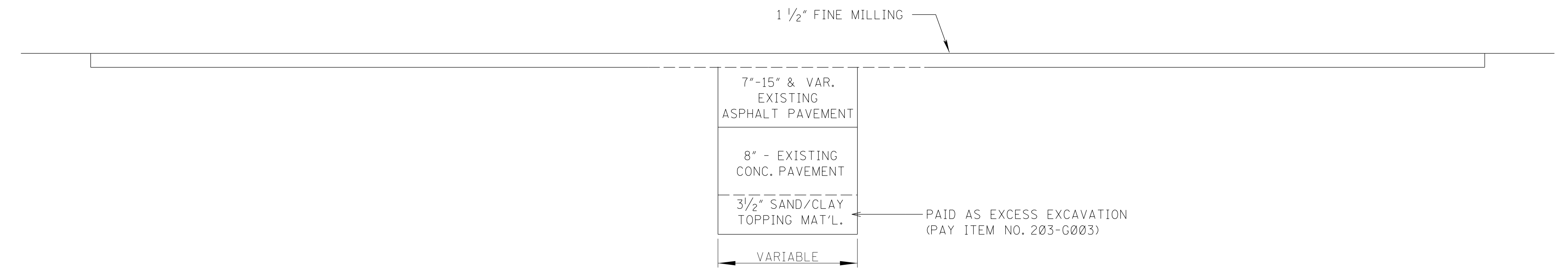
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ROADWAY PLAN DIVISION

1/17/2020 7:45 AM (32) PR-2.DGN

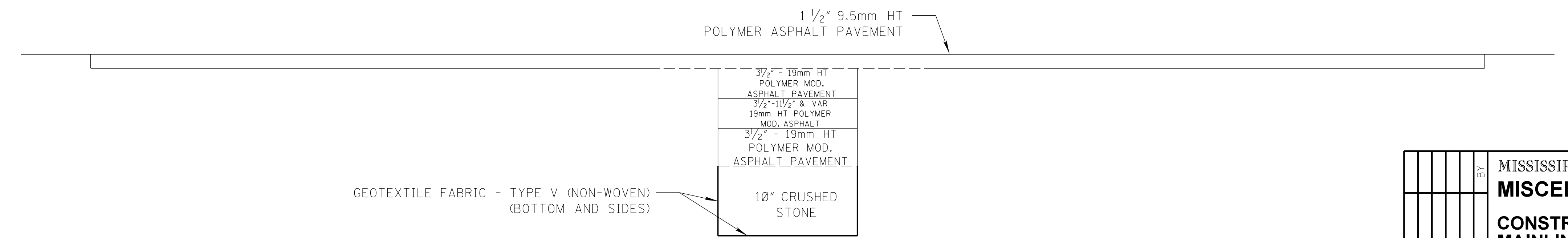
STATE	PROJECT NO.
MISS.	NH-0008-02(112)



SINGLE LANE PUNCH-OUT (PLAN VIEW)
(TYP.)
(OPPOSITE LANE OR DUAL LANE SIMILIAR)




PUNCH-OUT REMOVAL DETAIL (SECTION VIEW)
(TYP.)



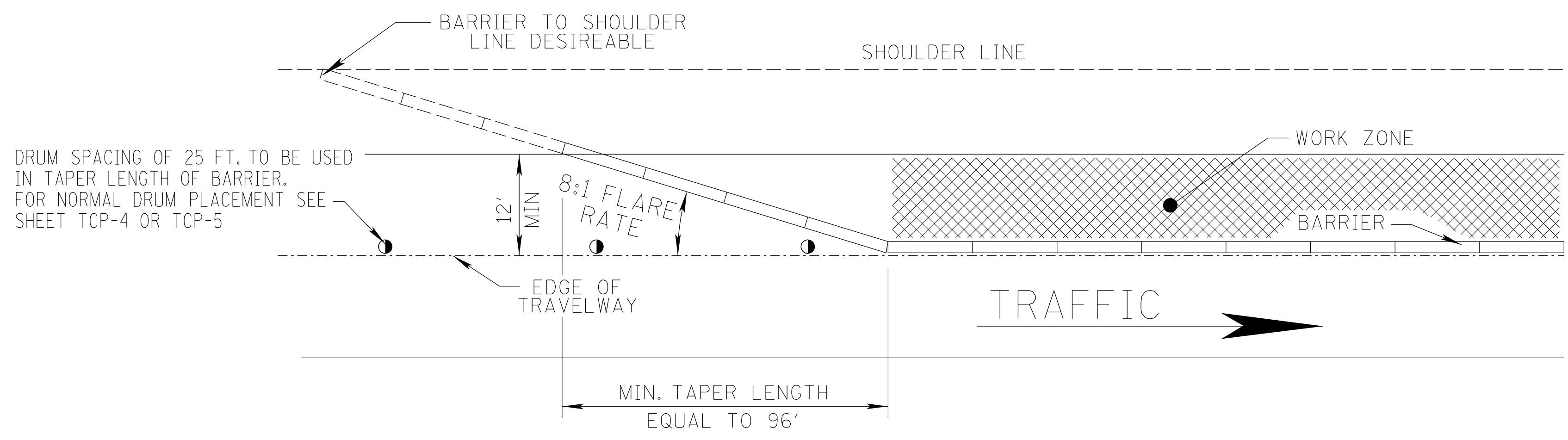
PUNCH-OUT REPLACMENT DETAIL (SECTION VIEW)
(TYP.)

(NOT TO SCALE)

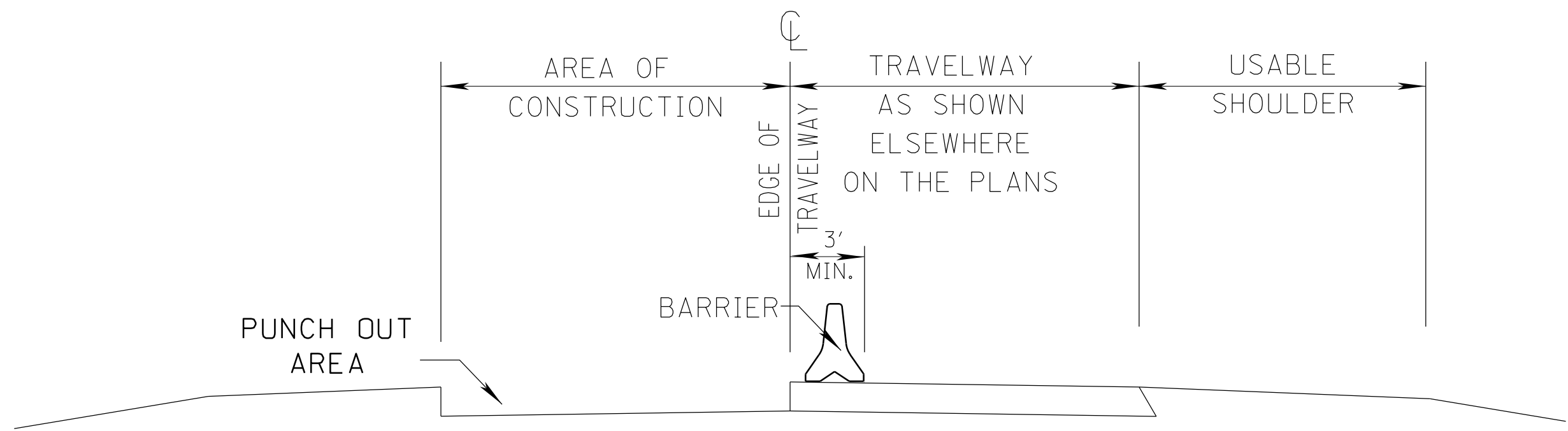
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
MISCELLANEOUS	
CONSTRUCTION DETAILS	
MAINLINE PUNCH-OUTS	
WITH ASPHALT	
COUNTY: COVINGTON	 WORKING NUMBER MCD-2
PROJ. NUM.: NH-0008-02(112)	
FILENAME: (33)MCD-2.DGN	SHEET NUMBER
DESIGN TEAM: NS	34

1/17/2020 7:45 AM (33)MCD-2.DGN

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

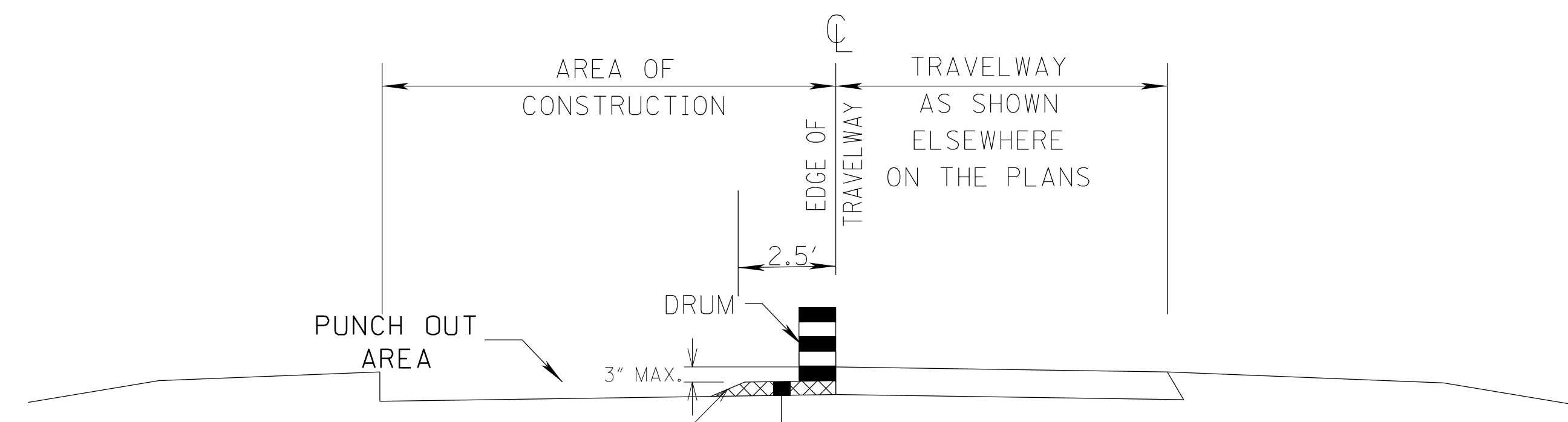


DETAIL OF TAPER FOR POSITIVE BARRIER IN WORK ZONE



ELEVATION VIEW FOR POSITIVE BARRIER

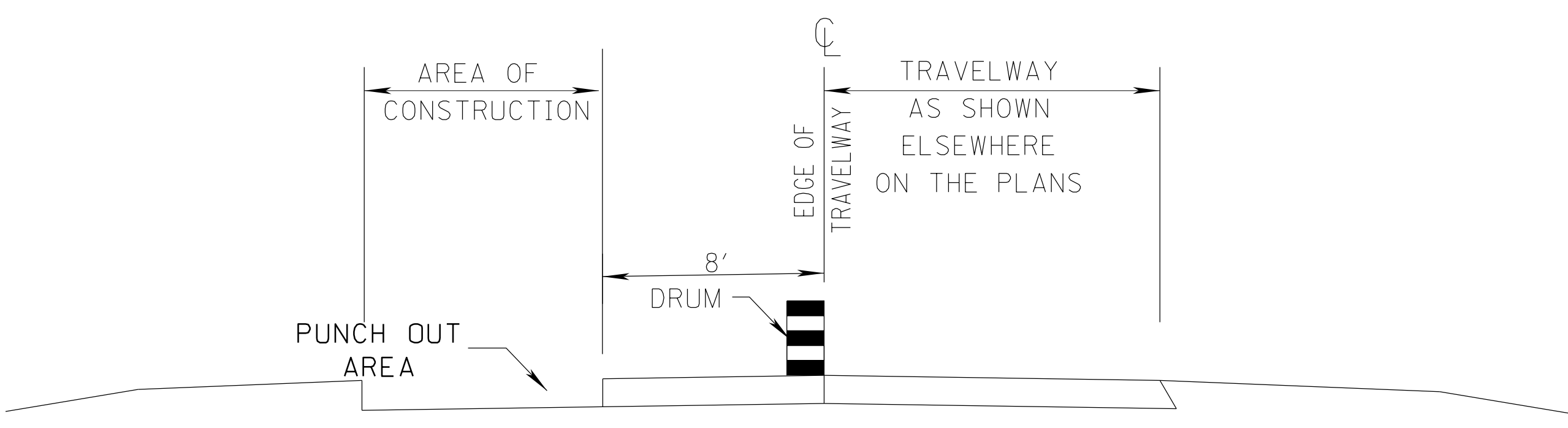
- ① POSITIVE BARRIER IS REQ'D IN THE AREA OF OPEN PUNCH OUTS THAT ARE WITHIN EIGHT (8) FEET OF THE TRAVELWAY WHENEVER ACTUAL REPAIR WORK IS NOT BEING PERFORMED WITHIN THE LANE CLOSURE.
- ② DELINEATORS REQUIRED ON ALL NON-REFLECTIVE BARRIER, AS SHOWN ON WORKING NO. CMB-3.
- ③ MATERIAL USED TO SUPPORT POSITIVE BARRIER MUST BE AT SAME ELEVATION AS PAVEMENT IN ADJACENT TRAVELWAY.



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
- ③ FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN 3" 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.

(A) SUITABLE MATERIAL (TO BE APPROVED BY THE ENGINEER)



ELEVATION VIEW FOR DRUM

- ① WHILE WORK IS BEING PERFORMED WITHIN THE LANE CLOSURE, DROP-OFFS MUST BE PROTECTED, WITH DRUMS, ETC. IF THERE IS 8' OR MORE DISTANCE BETWEEN THE EDGE OF THE TRAVEL LANE AND THE DROP OFF, THEN DRUMS, PANELS, OR BARRICADES MAY BE USED.
- ② LANE CLOSURES WITH OPEN PUNCH OUT AREAS MAY NOT BE LEFT UNATTENDED WHEN DRUMS ARE BEING USED FOR LANE CLOSURE
- ③ FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN 3" 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.

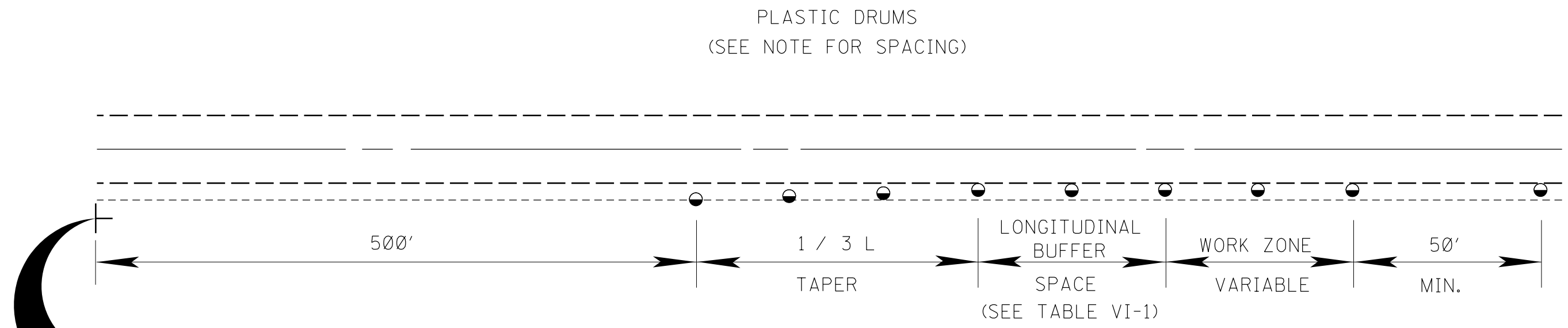
GENERAL NOTES

- ① ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTAINANCE OF TRAFFIC.
- ② FOR DETAILS OF DRUM PLACEMENT SEE TCP-4 OR TCP-5.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
LANE CLOSURE DETAILS FOR FULL DEPTH PAVEMENT REPAIR	
PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
FILE NAME:	DESIGN TEAM _____ CHECKED _____ DATE _____
WORKING NUMBER	LCD-1
SHEET NUMBER	35

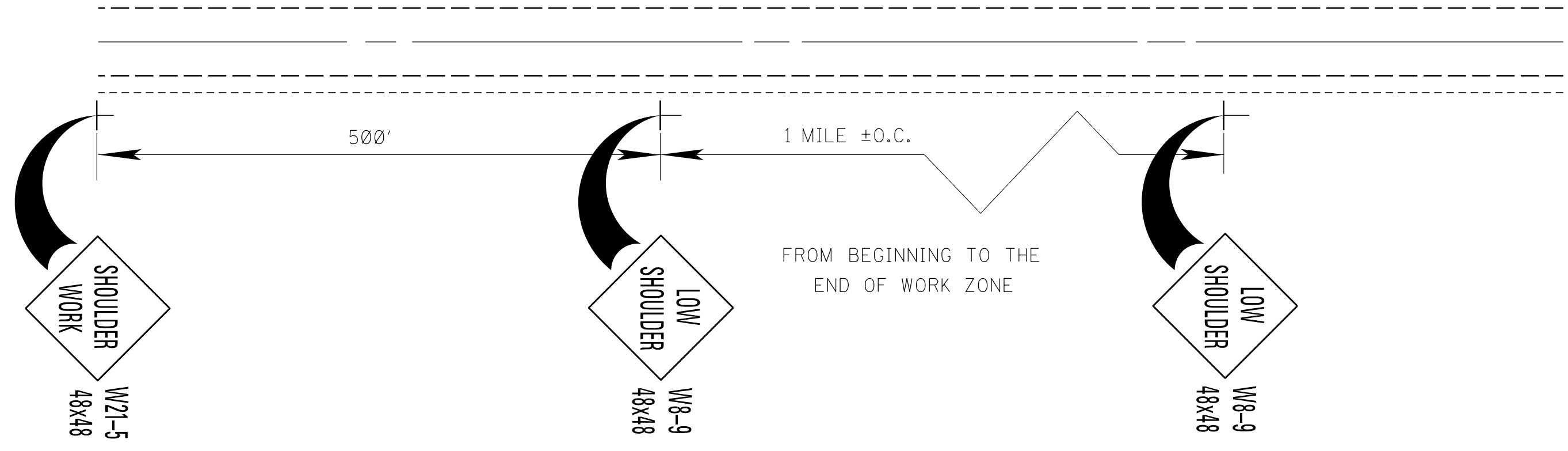
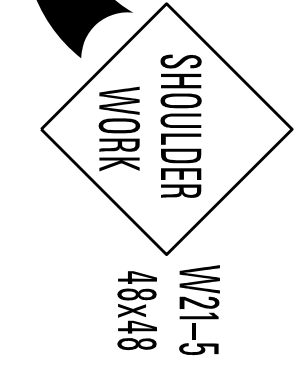
1/17/2020 7:45 AM C:\34\LANE CLOSURE DETAILS.DGN

STATE	PROJECT NO.
MISS.	NH-0008-02(112)



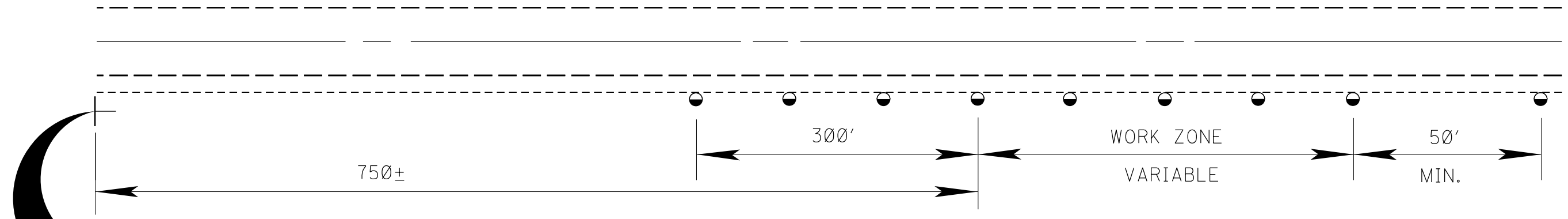
TYPICAL SHOULDER CLOSURE

- (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.



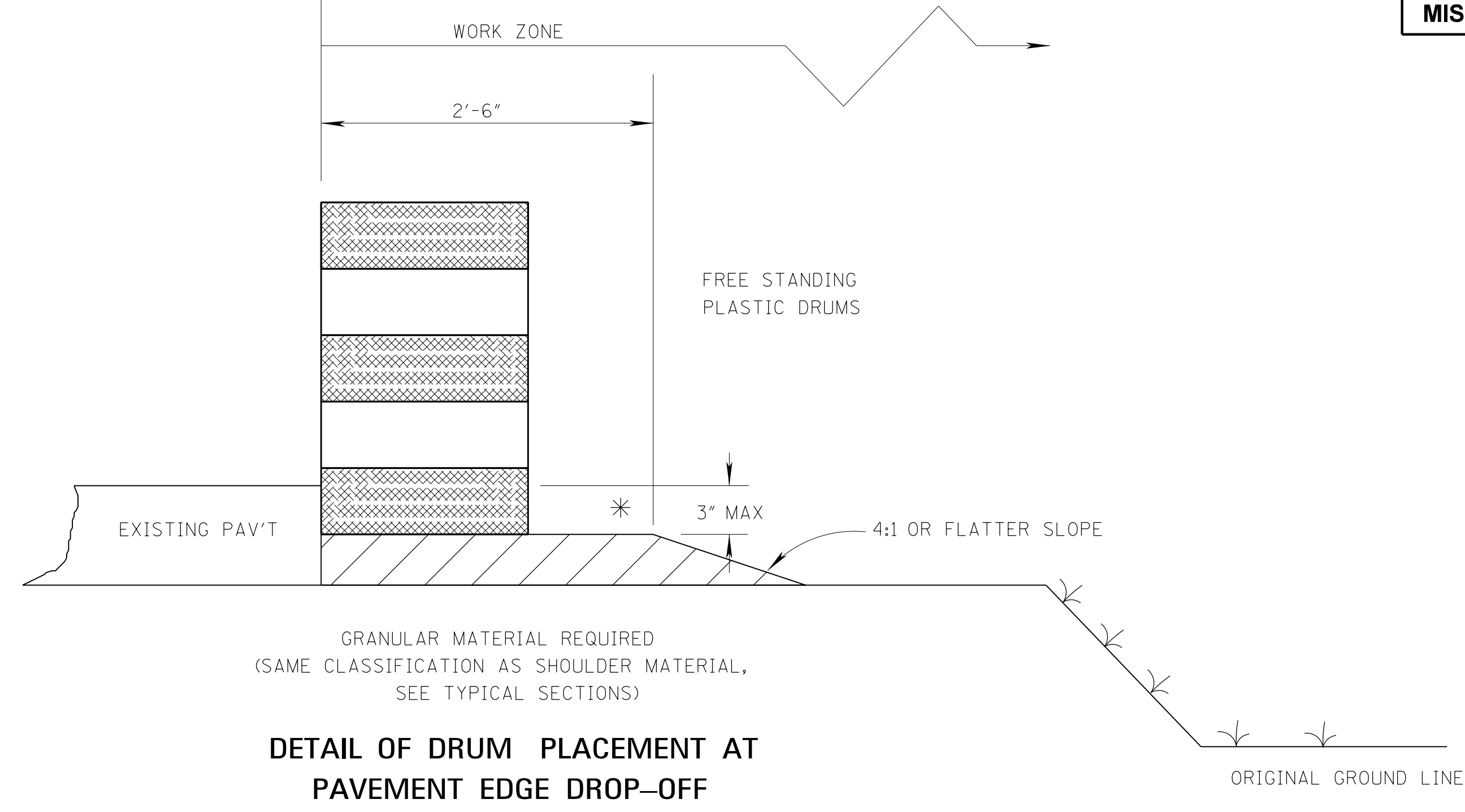
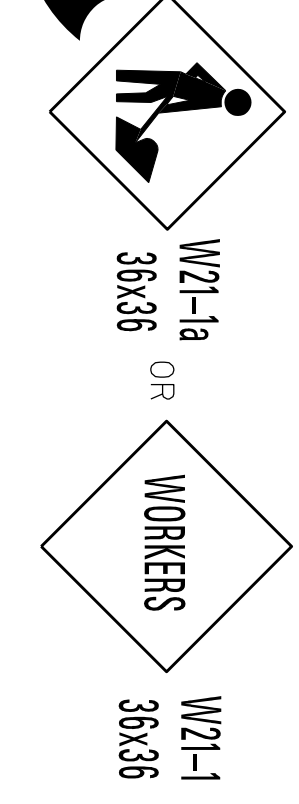
**TYPICAL SHOULDER WORK #1
(SEE NOTE A-1 THIS SHEET)**

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 @ (1 MILE ±0.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

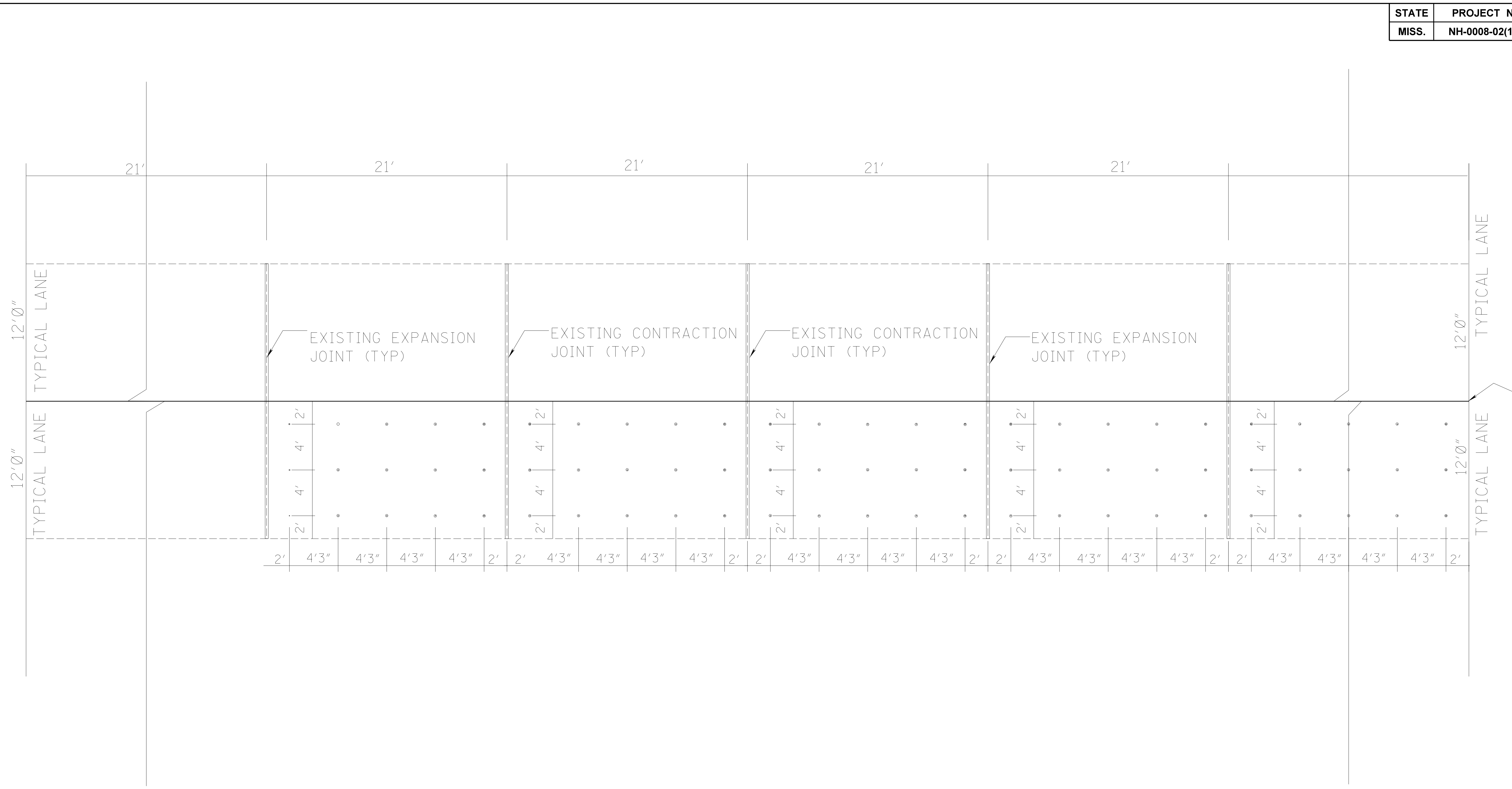
** POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

1/17/2020 7:45 AM (35) TCP16.DGN

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE	
PROJ. NO.: NH-0008-02(112)	WORKING NUMBER SDTCP-16
COUNTY: COVINGTON	SHEET NUMBER 36
FILE NAME: UPDATE	DATE
DESIGN TEAM	UPDATE
CHECKED	UPDATE
DATE	UPDATE

STATE	PROJECT NO.
MISS.	NH-0008-02(112)

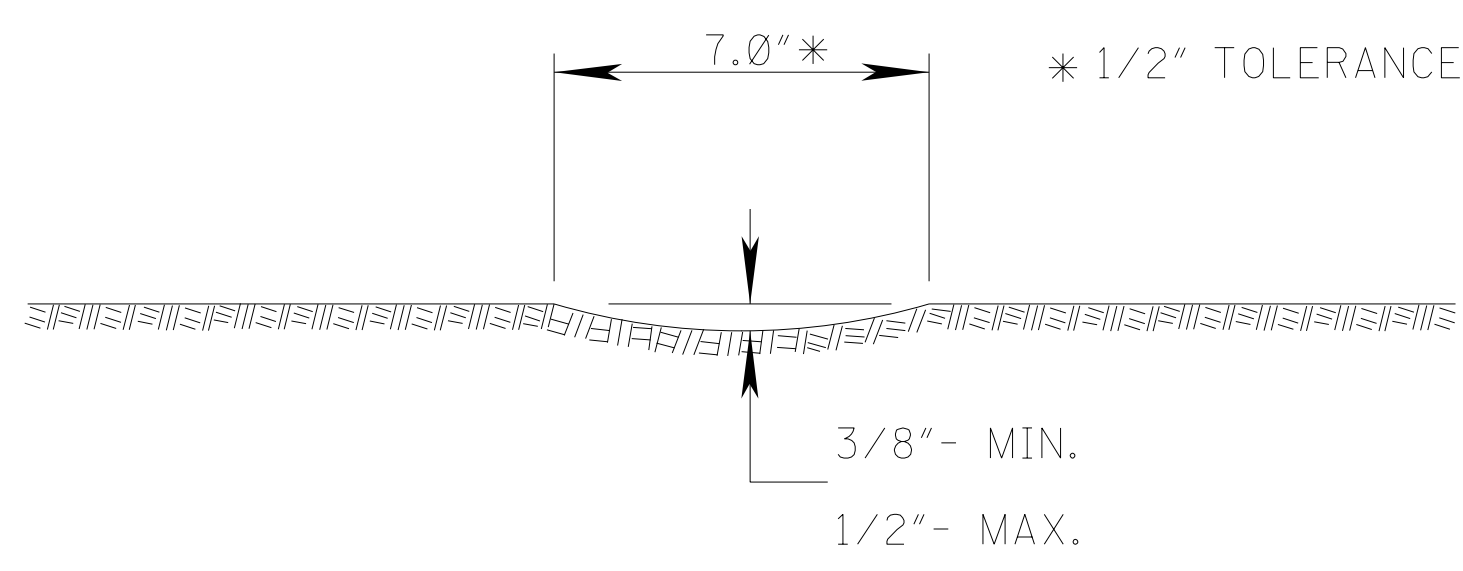
1/17/2020 7:45 AM C:\36\UDJC.DGN



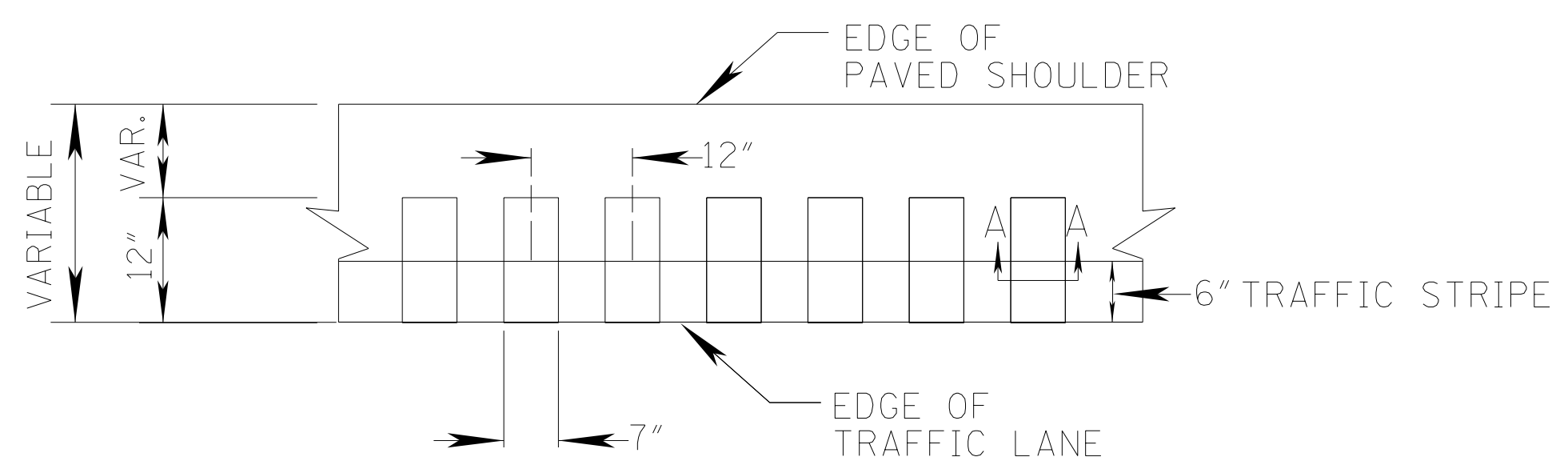
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
UNDERSEALING DETAIL FOR JOINTED CONCRETE PAVEMENT	
PROJ. NO.: NH-0008-02(112) COUNTY: COVINGTON	
DATE: _____ DESIGN TEAM: _____	FILE NAME: UPDATE CHECKED: _____ DATE: _____
REVISION: _____ BY: _____	WORKING NUMBER: UDJC-1 SHEET NUMBER: 37



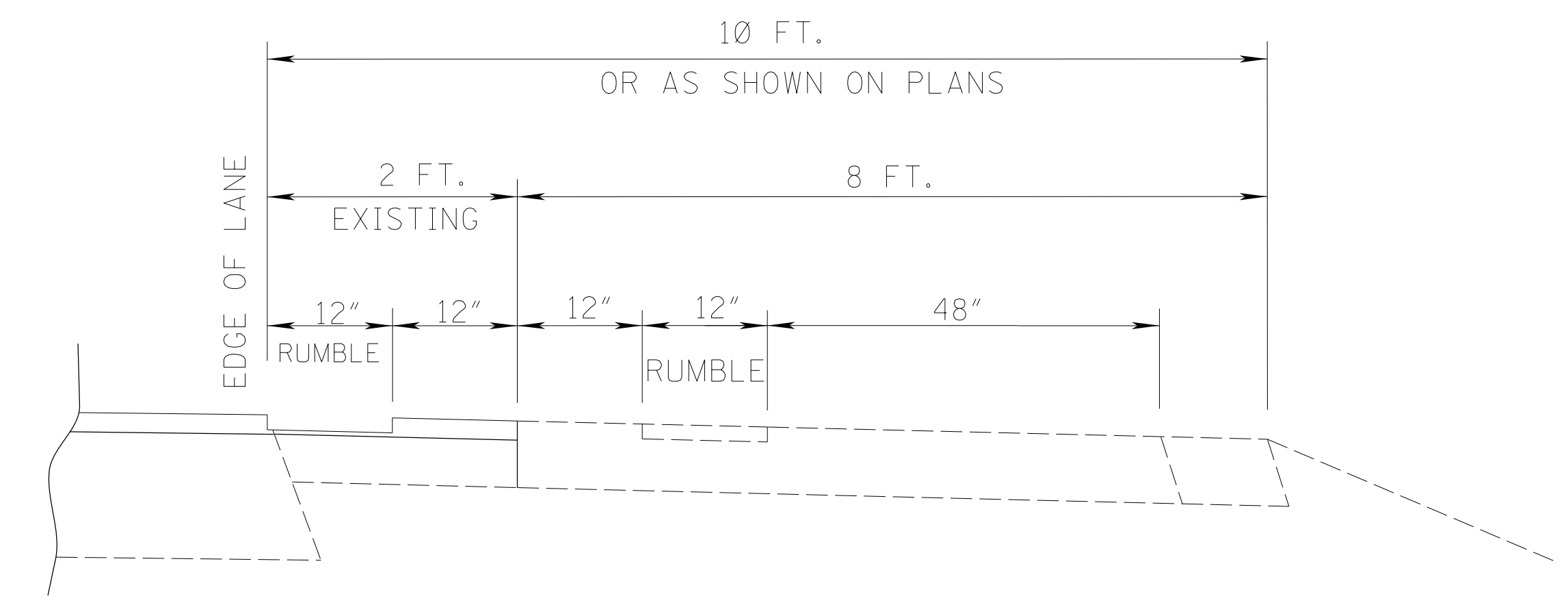
STATE	PROJECT NO.
MISS.	NH-0008-02(112)



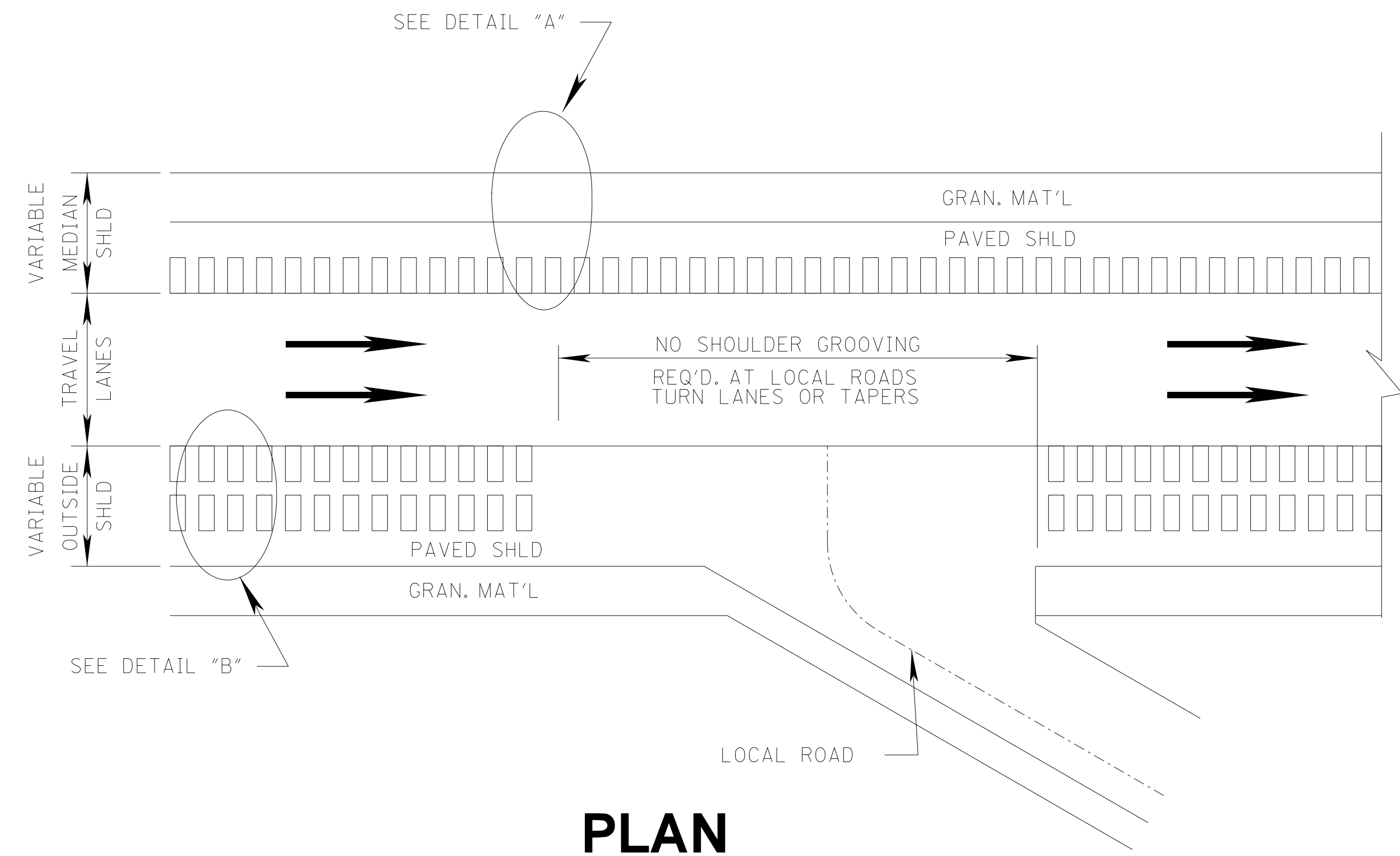
SECTION "A-A"



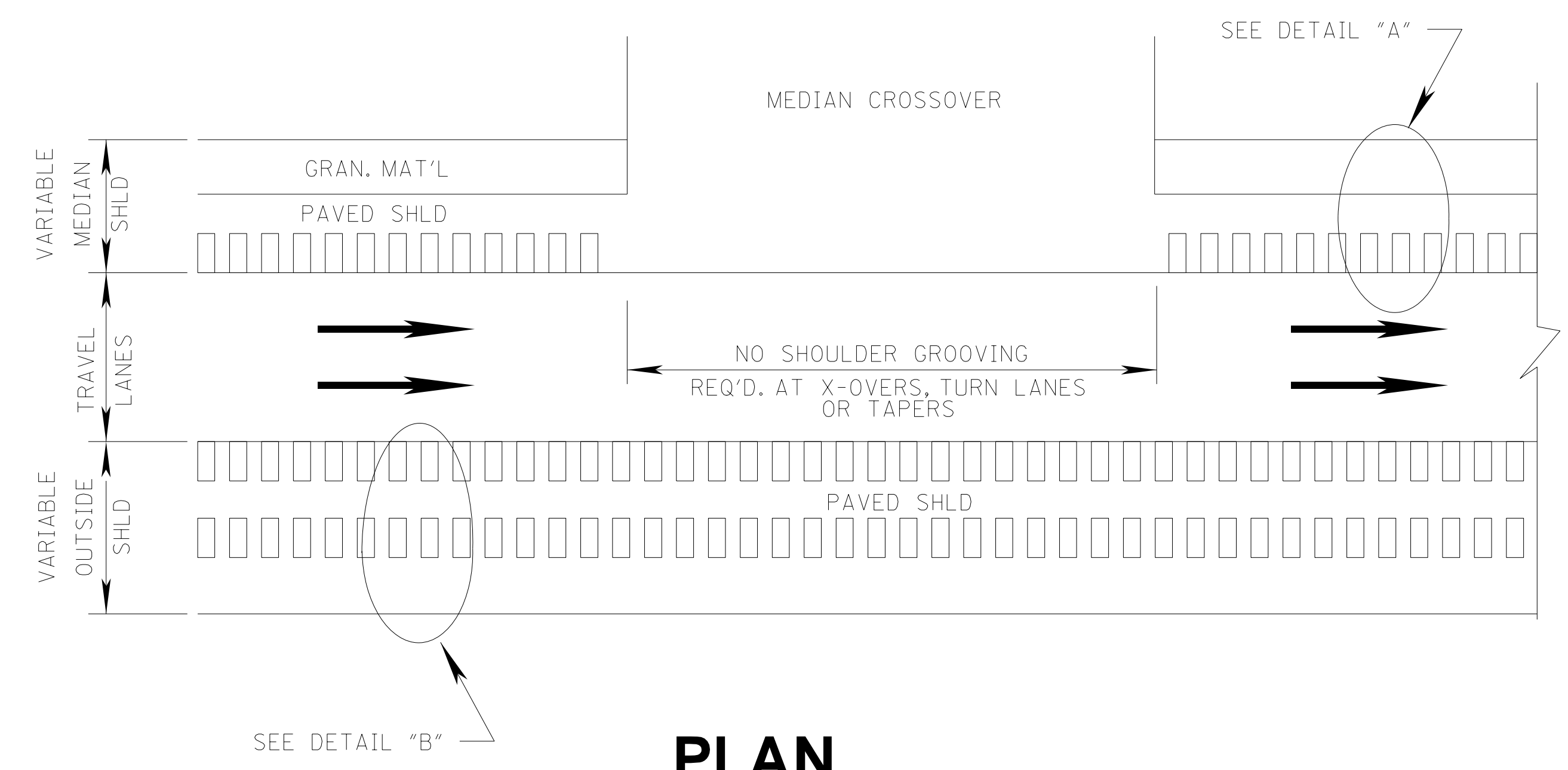
DETAIL "A"
MEDIAN RUMBLE STRIP



DETAIL "B"
DOUBLE RUMBLE STRIP



PLAN
NOT TO SCALE
LOCAL ROAD DETAIL

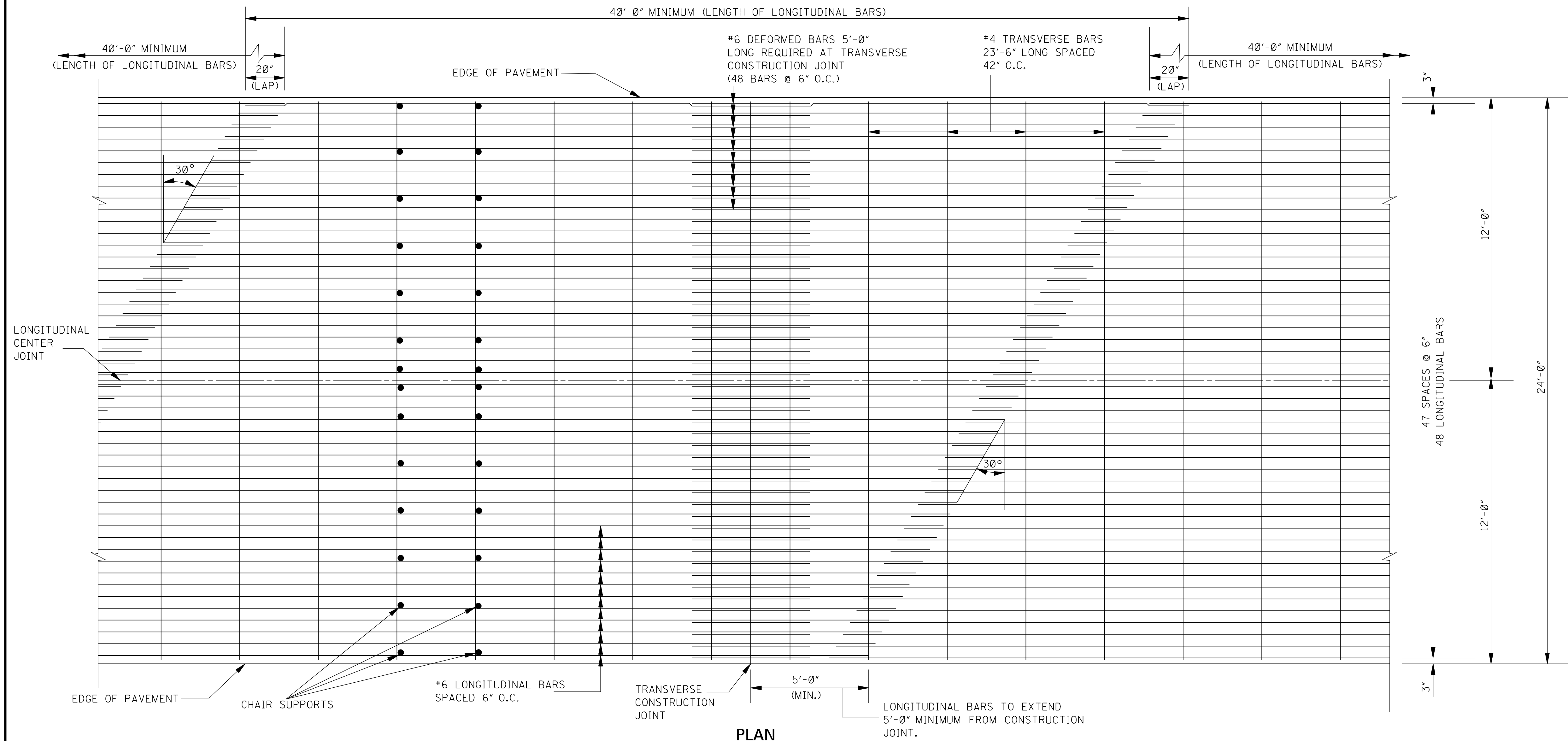


PLAN
NOT TO SCALE
CROSSOVER DETAIL

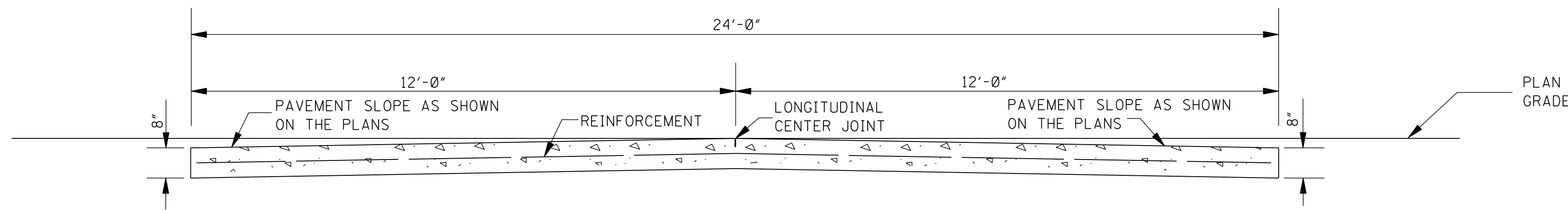
- GENERAL NOTES**
1. ALL RUMBLE STRIPES SHALL BE GROUND-IN. RUMBLE STRIPES SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 2. GROUND-IN RUMBLE STRIPES SHALL BE APPLIED TO MAINLINE ONLY.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
RUMBLE STRIPE	
AND DOUBLE RUMBLE STRIP	
FOR 4 LANE HIGHWAYS	
(ASPH. LANES, ASPH. SHLD.)	
COUNTY: COVINGTON	
PROJ. NUM.: NH-0008-02(112)	
DATE	FILENAME: SDRS-2.DGN
DESIGN TEAM	NS CHECKED DATE
MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
WORKING NUMBER	
SDRS-2	
SHEET NUMBER	
38	

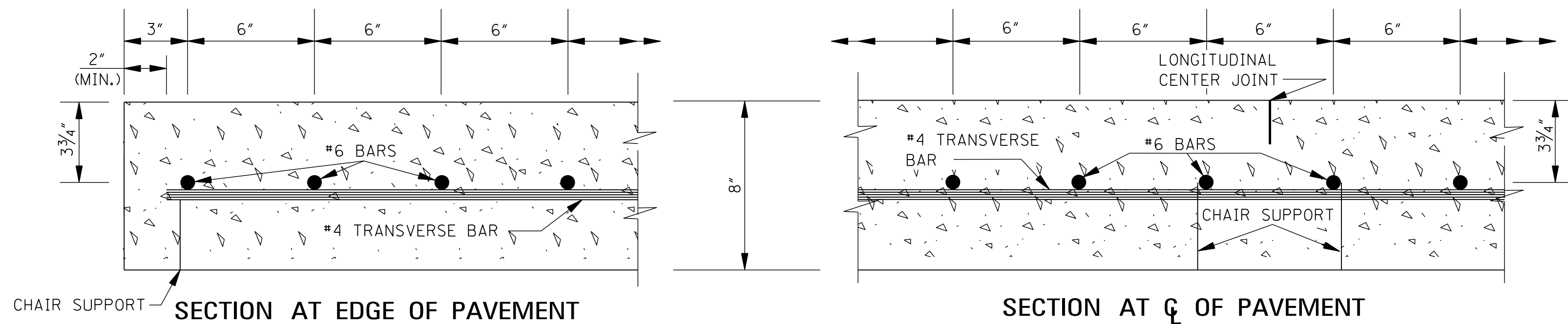
1/17/2020 7:45 AM C:\37\SDRS-2.DGN PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION



PLAN



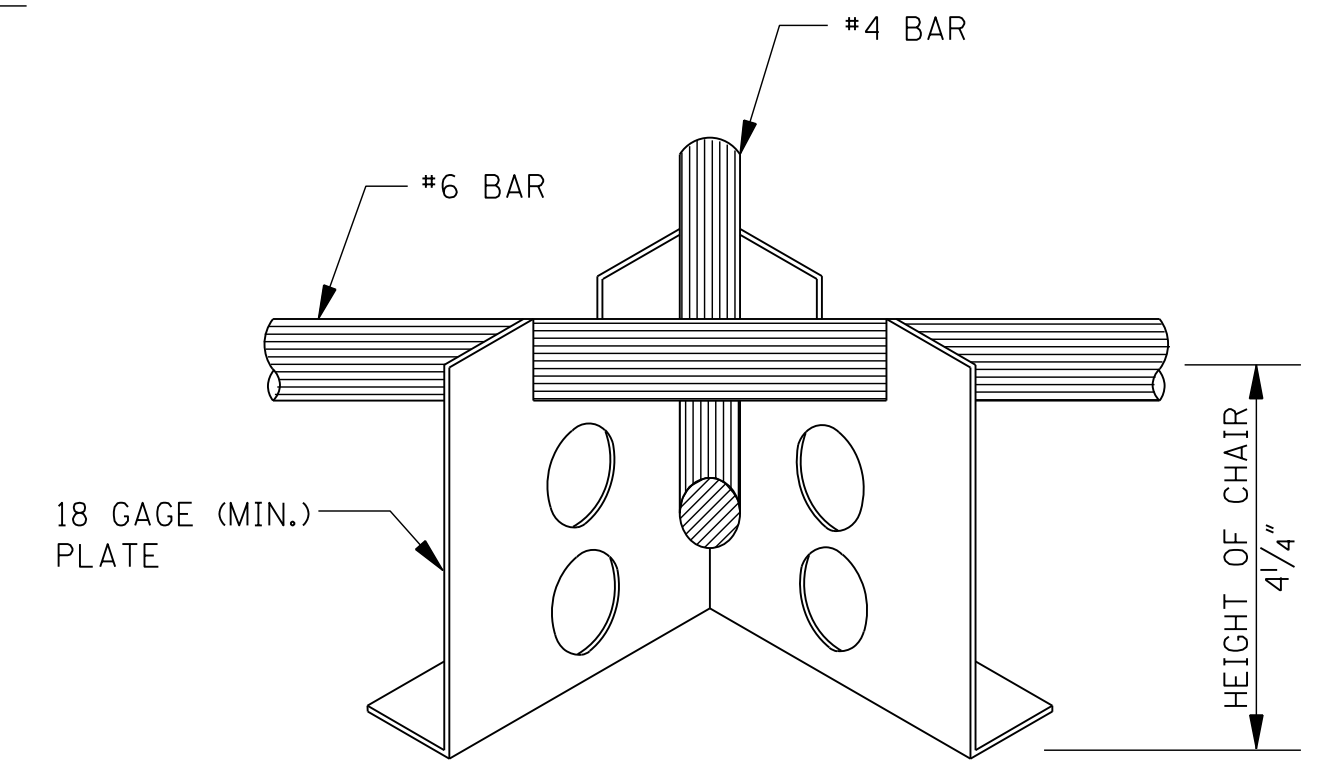
SECTION ACROSS 24'-0" WIDTH PAVEMENT (8" UNIFORM THICKNESS)



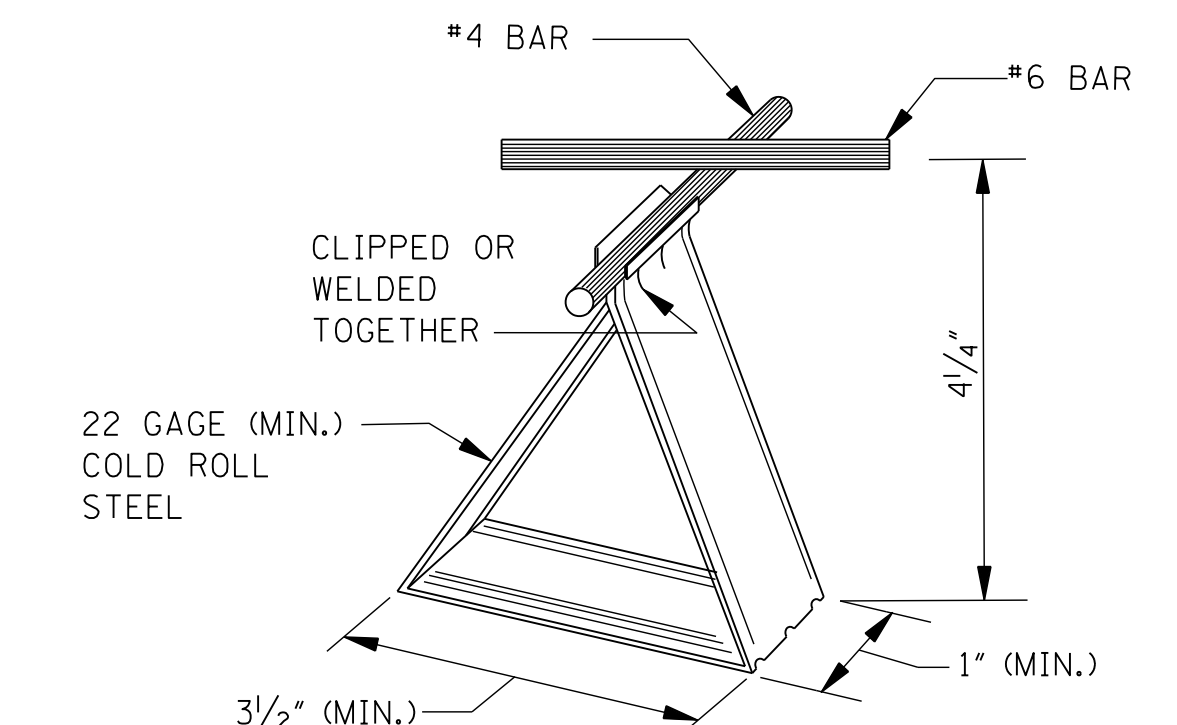
SECTION AT EDGE OF PAVEMENT

SECTION AT CL 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.



DETAILS OF CHAIR SUPPORT (OPTION I)



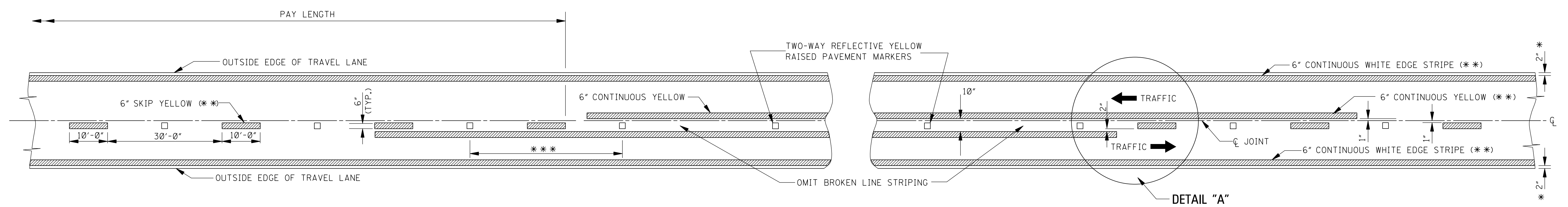
DETAIL OF CHAIR SUPPORT (OPTION II)

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

GENERAL NOTES:

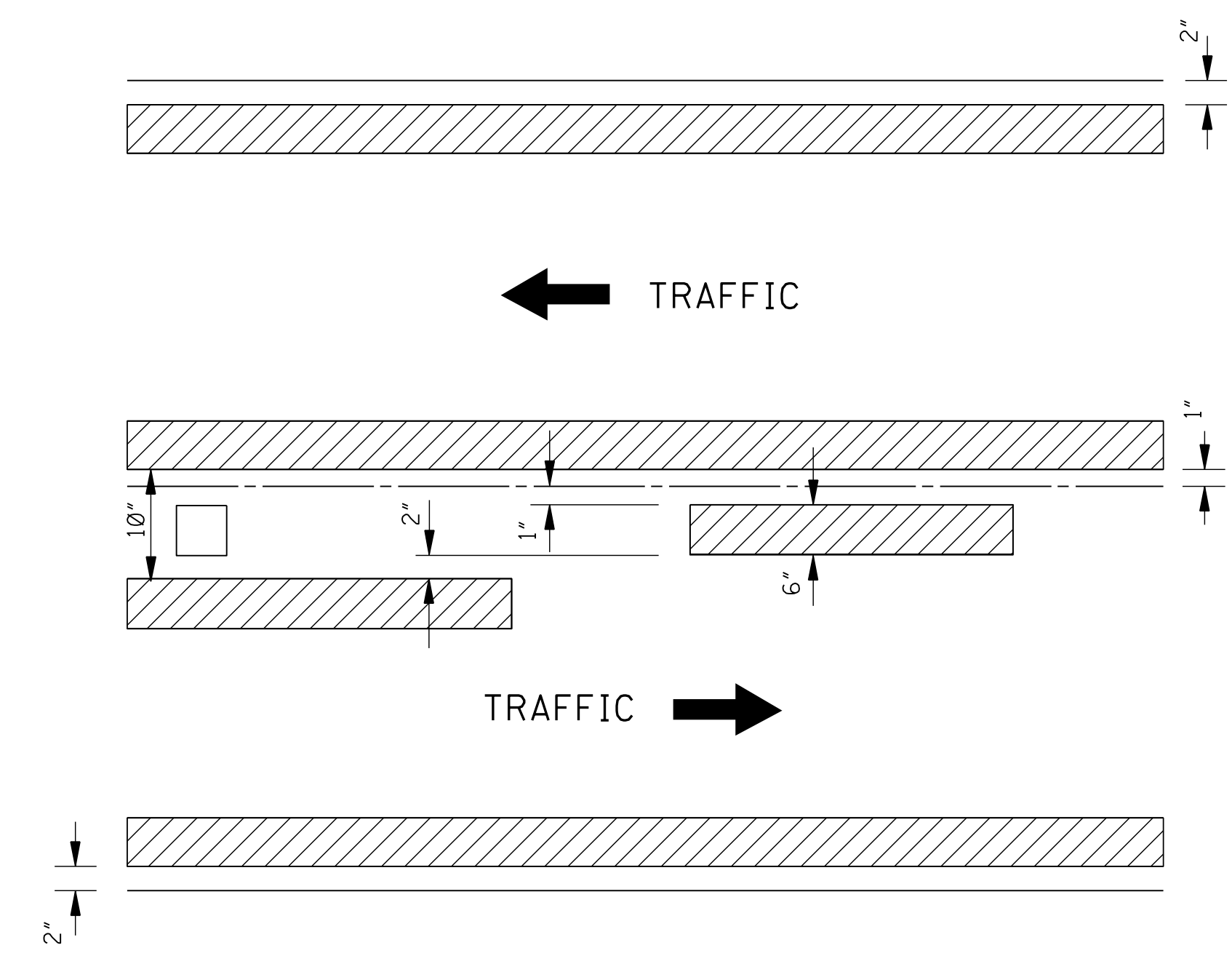
1. THE LOT SIZE FOR CONFORMANCE DETERMINATION SHALL BE 1000' OF PAVEMENT IN EACH TRAFFIC LANE. CHAIR SPACINGS SHALL NOT BE GREATER THAN 42" CENTER TO CENTER (LONGITUDINAL) AND 24" (TRANSVERSE). ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET THE STEEL PLACEMENT REQUIREMENTS.

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 24'-0" WIDE	
DATE		ISSUE DATE: AUGUST 01, 2017	
		 WORKING NUMBER CRP-1 SHEET NUMBER 6001	



TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

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



DETAIL "A"

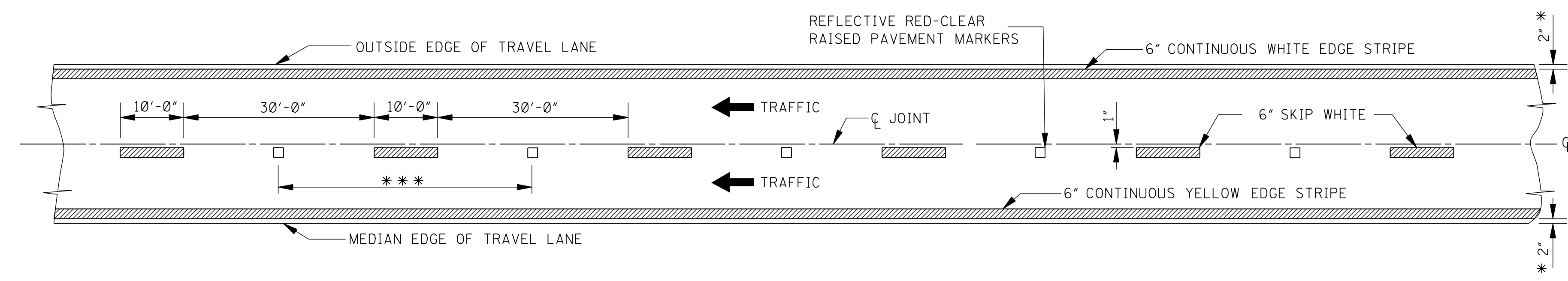
GENERAL NOTES:

- * 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 MDT "APPROVED SOURCES OF MATERIALS."

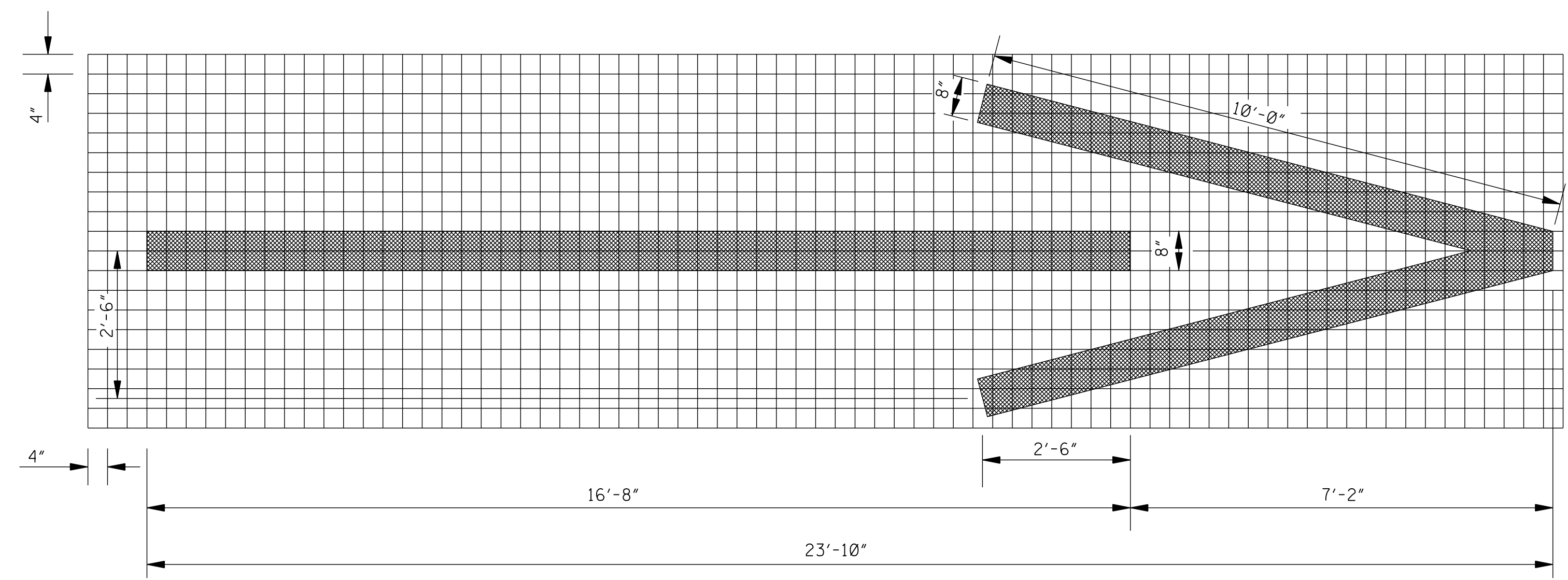
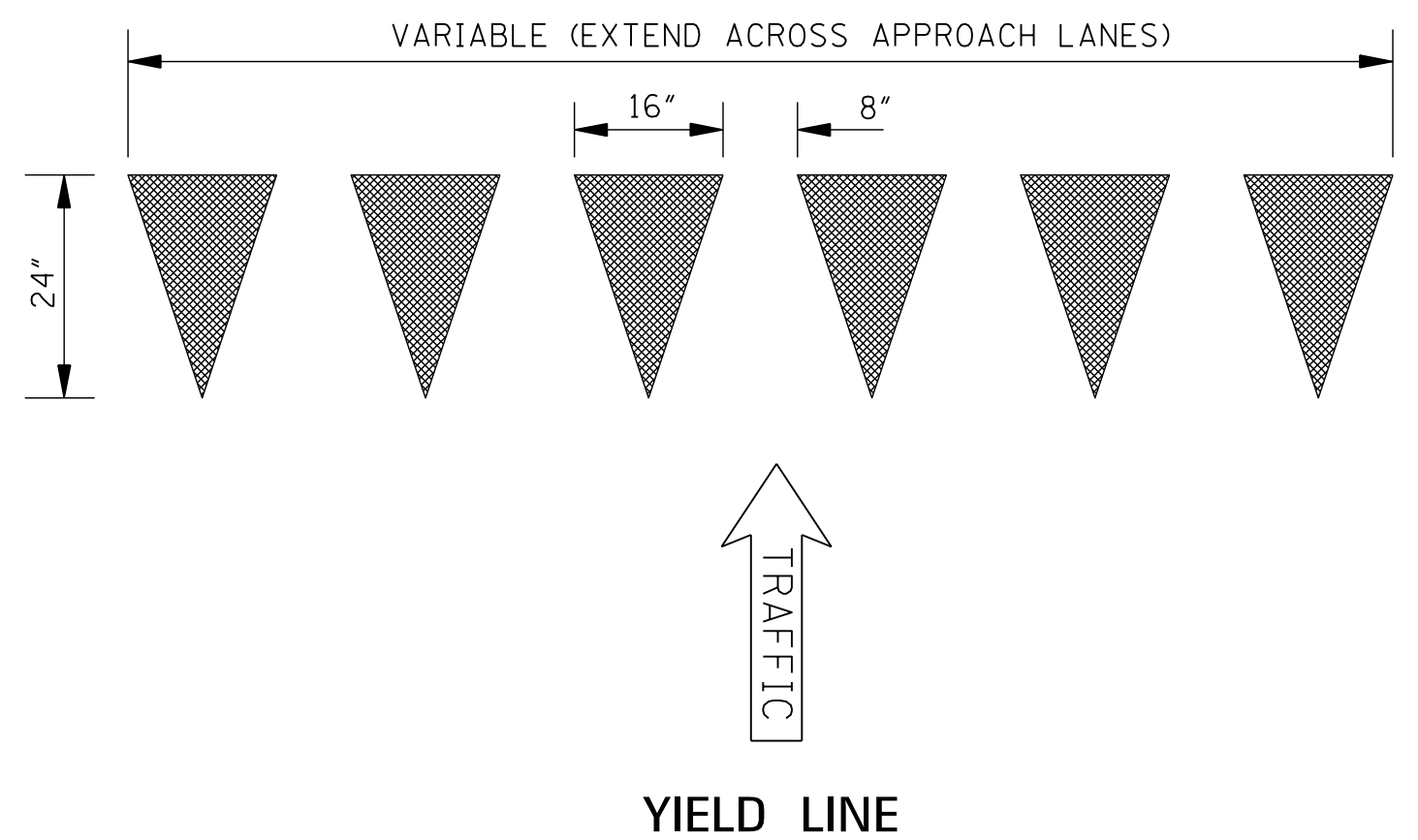
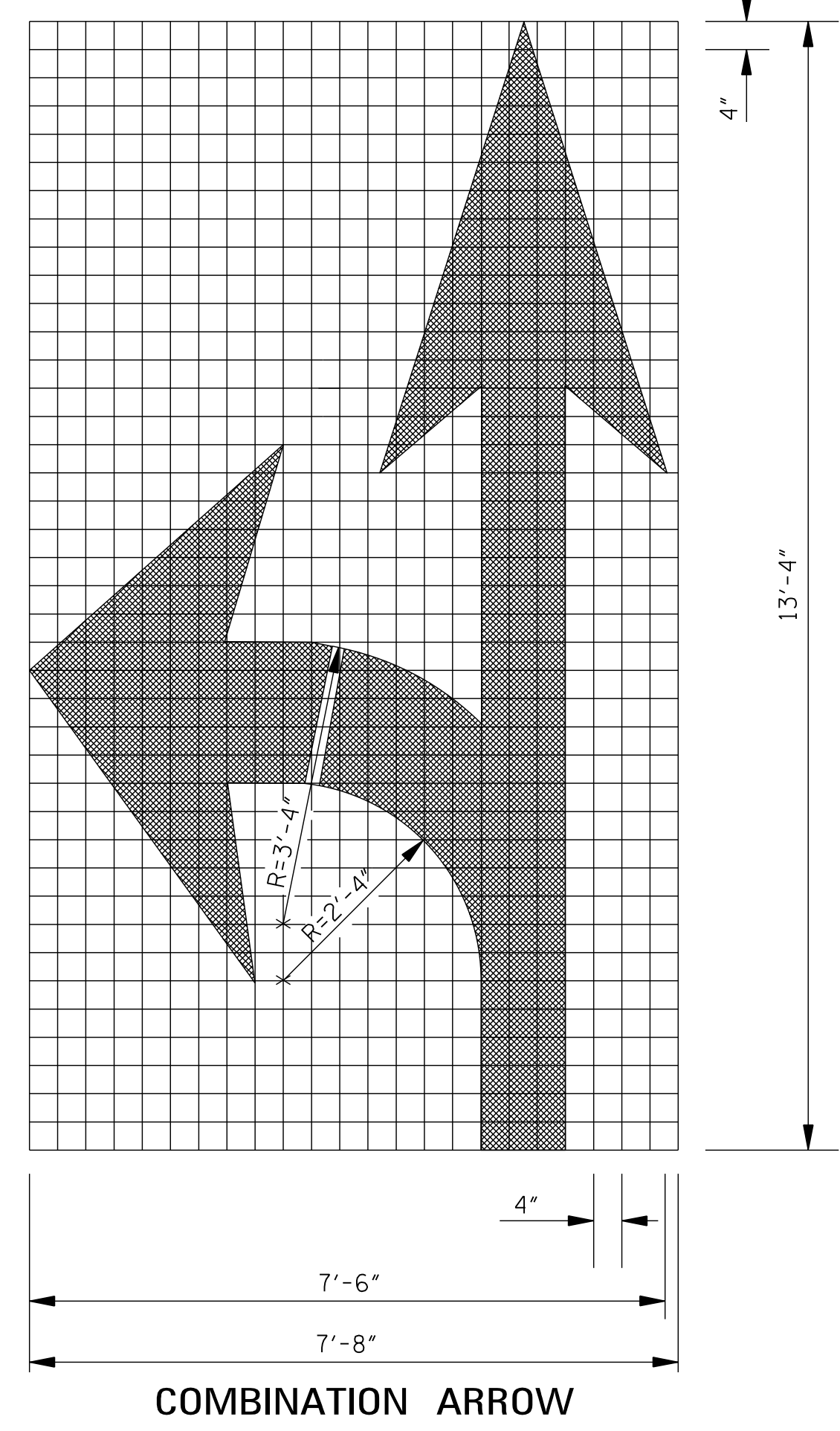
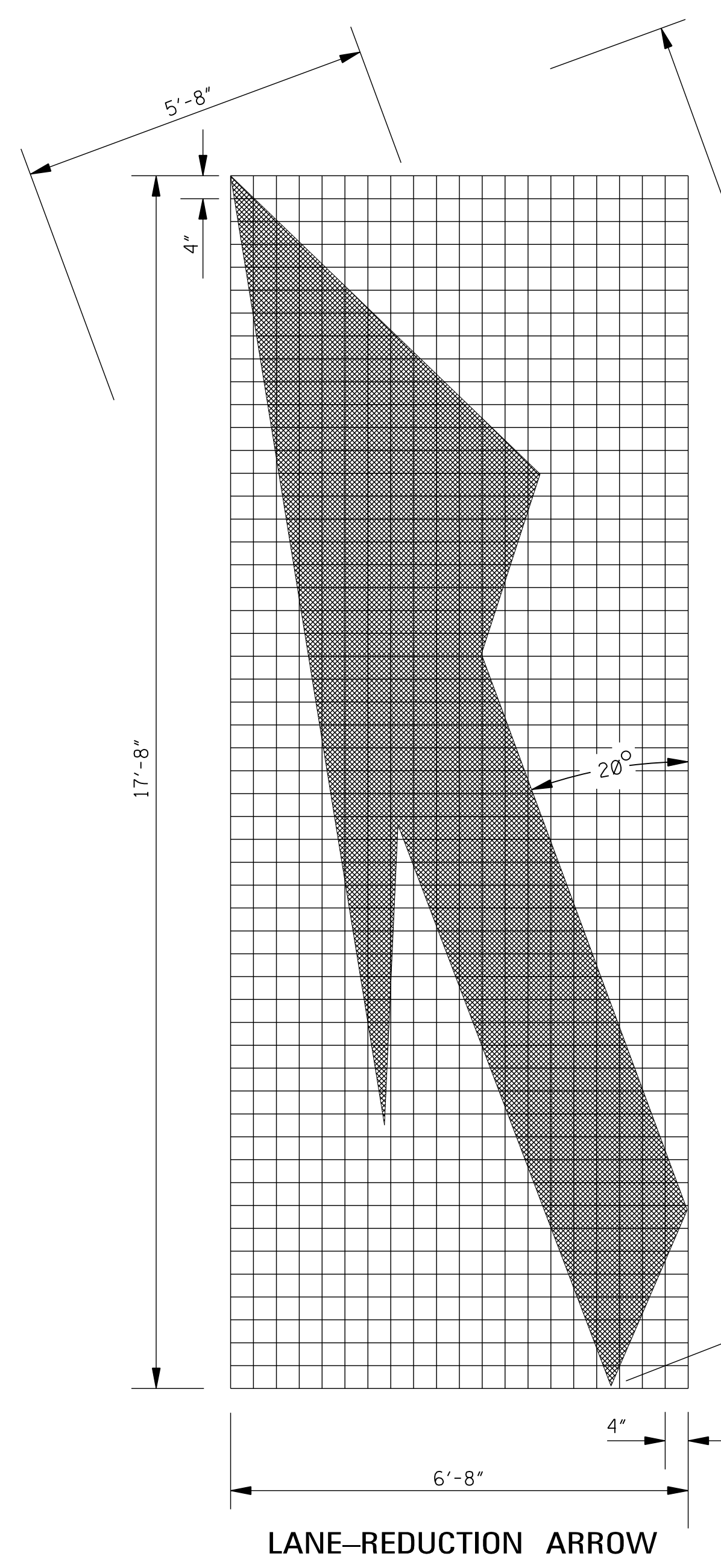
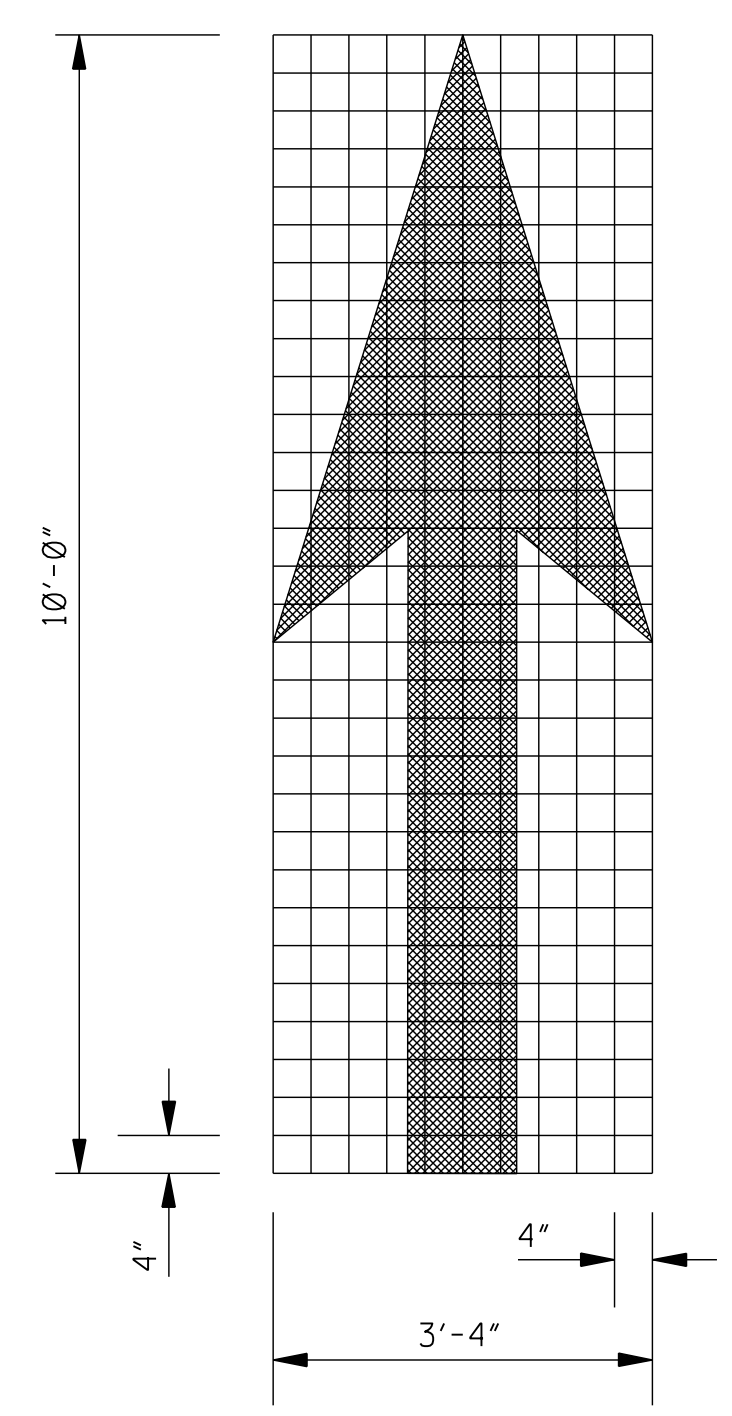
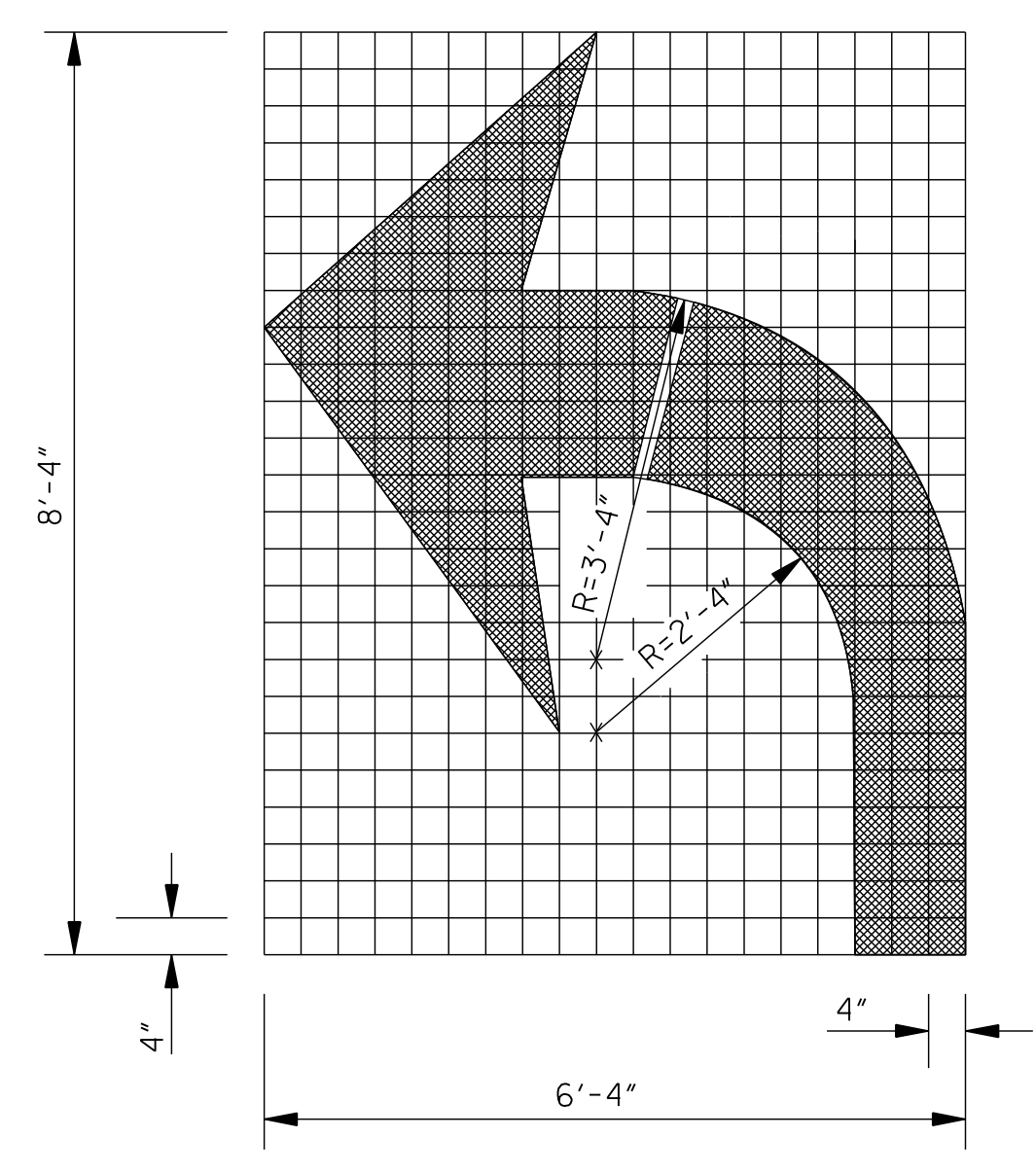
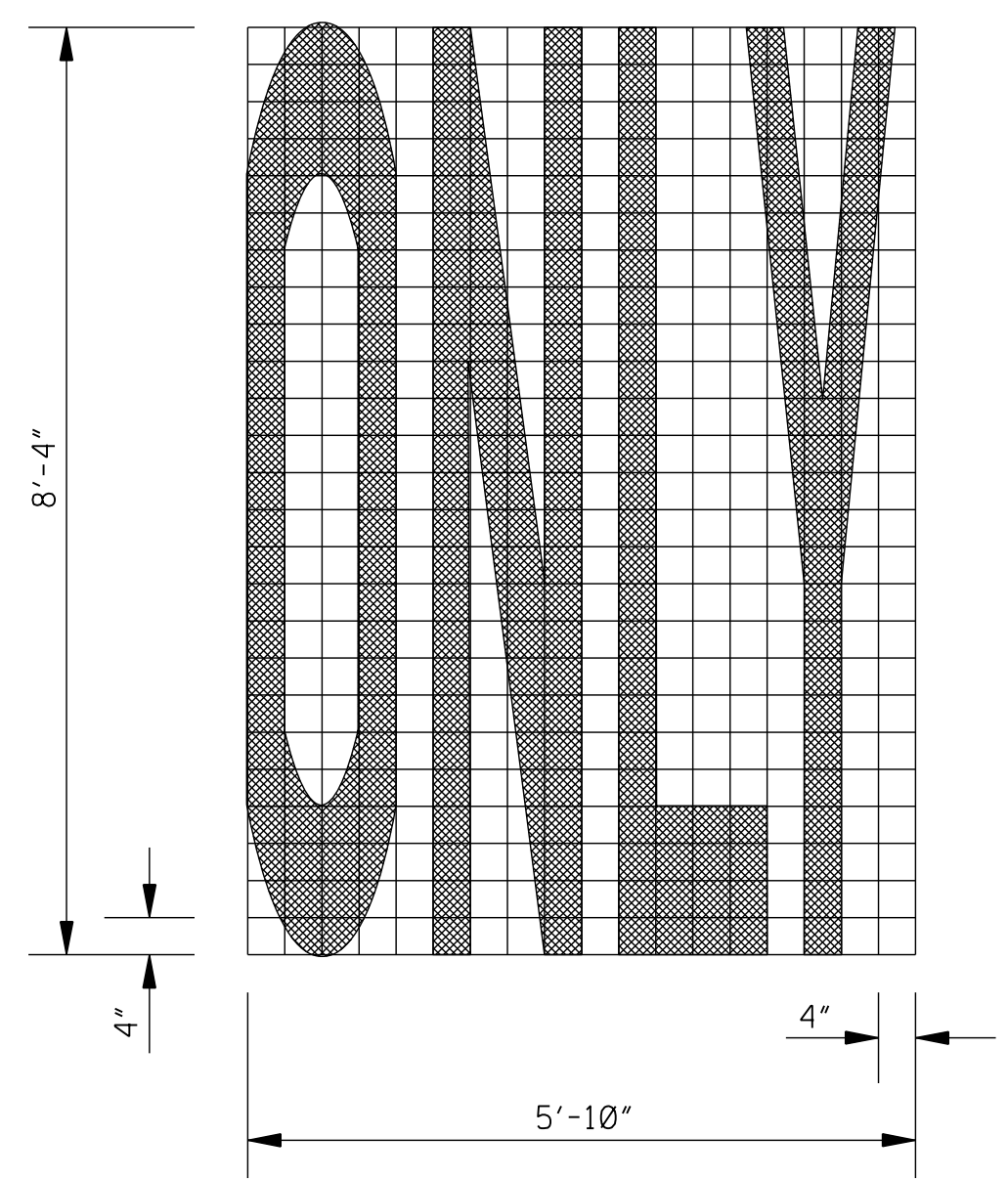


4-LANE WITH ONE-WAY TRAFFIC

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED ROADWAYS
DATE	ISSUE DATE: AUGUST 01, 2017



WORKING NUMBER
PM-1
SHEET NUMBER
6051



- GENERAL NOTES:
- TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1/2" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
 - FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - DIMENSIONS OF THE YIELD LINE MAY VARY WITH APPROVAL OF THE ENGINEER. SEE MUTCD, LATEST EDITION, FOR ALLOWABLE DIMENSIONS.
 - PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

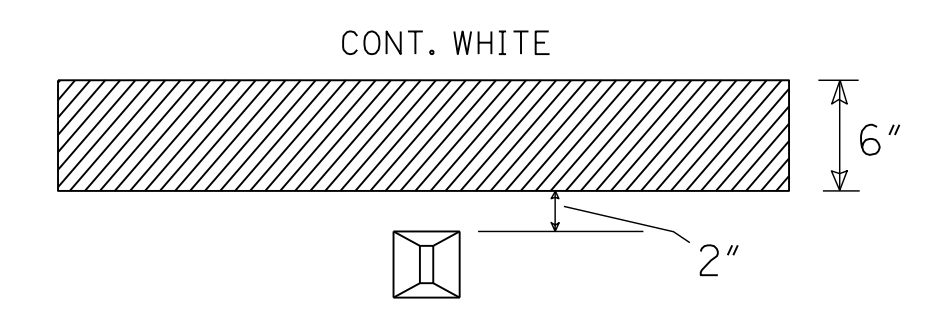
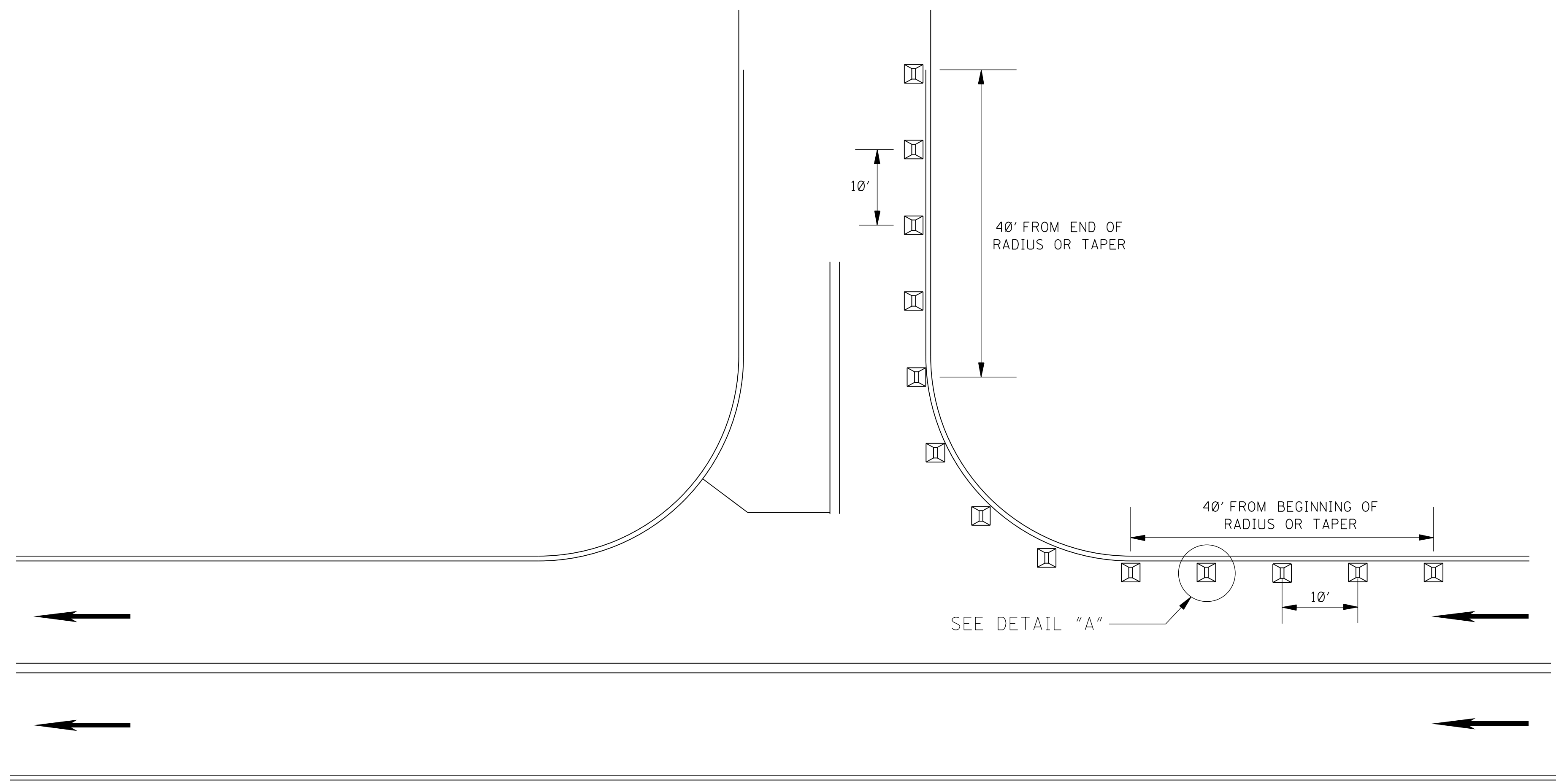
PAY QUANTITIES	
LEGEND/SYMBOL	AREA (ft ²)
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	27.5
1-WAY ARROW	24.3
LANE REDUCTION ARROW	40.0

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	
DATE	ISSUE DATE: AUGUST 01, 2017

**PAVEMENT MARKING
LEGEND DETAILS**


 WORKING NUMBER
 PM-6
 SHEET NUMBER
 6056

TYPICAL PLACEMENT OF RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS
4-LANE, TWO WAY TRAFFIC



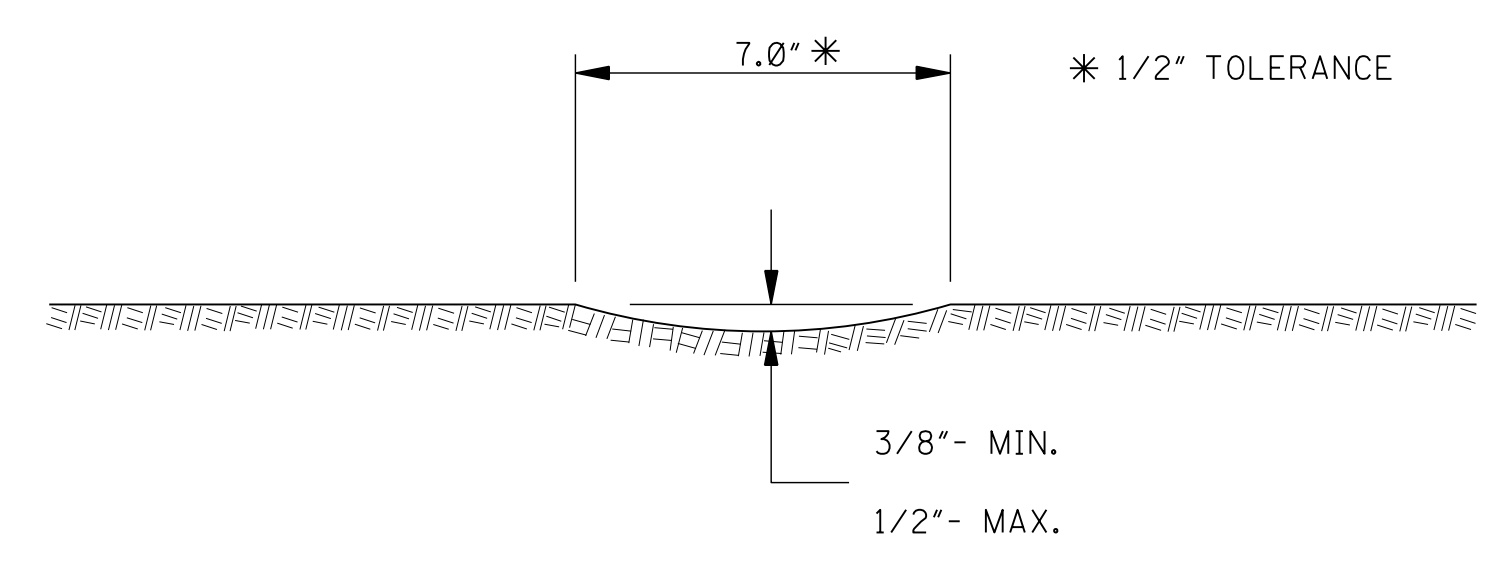
DETAIL A

➔ DIRECTION OF TRAFFIC

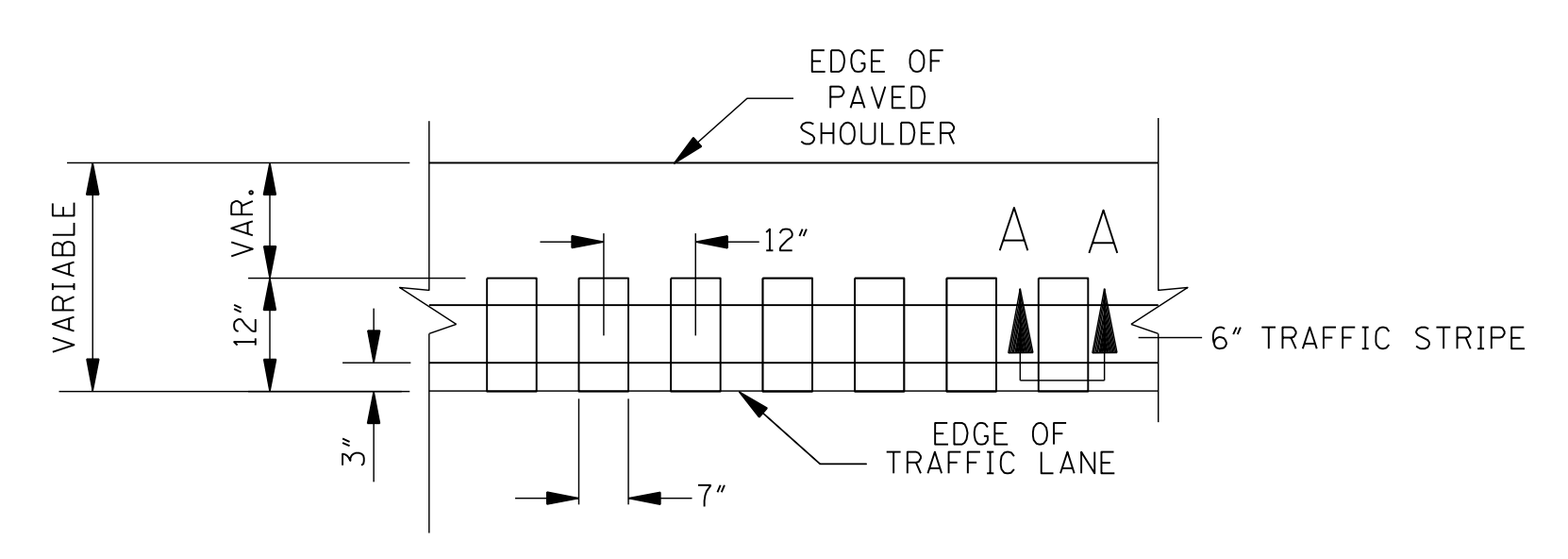
GENERAL NOTES:

1. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
2. MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
3. MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTIONS OF LOCAL ROAD.
4. MARKERS SHALL BE INSTALLED AT SIMPLE AND CHANNELIZED INTERSECTIONS TO THE LIMITS SHOWN ABOVE.

		BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
		REVISION		2-WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (4-LANE)	
		DATE			
		ISSUE DATE: AUGUST 01, 2017		 WORKING NUMBER PM-12 SHEET NUMBER 6062	

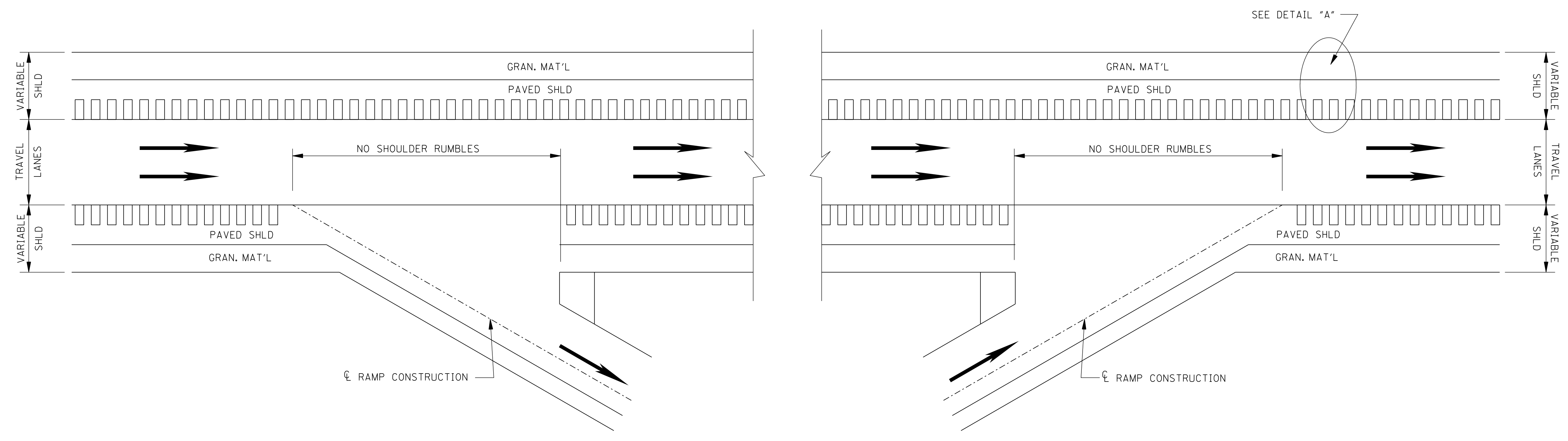


SECTION "A-A"



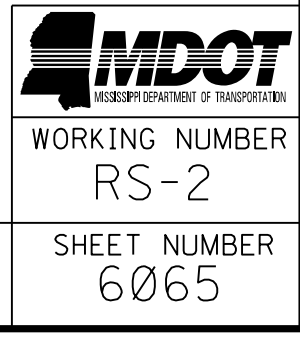
DETAIL "A"

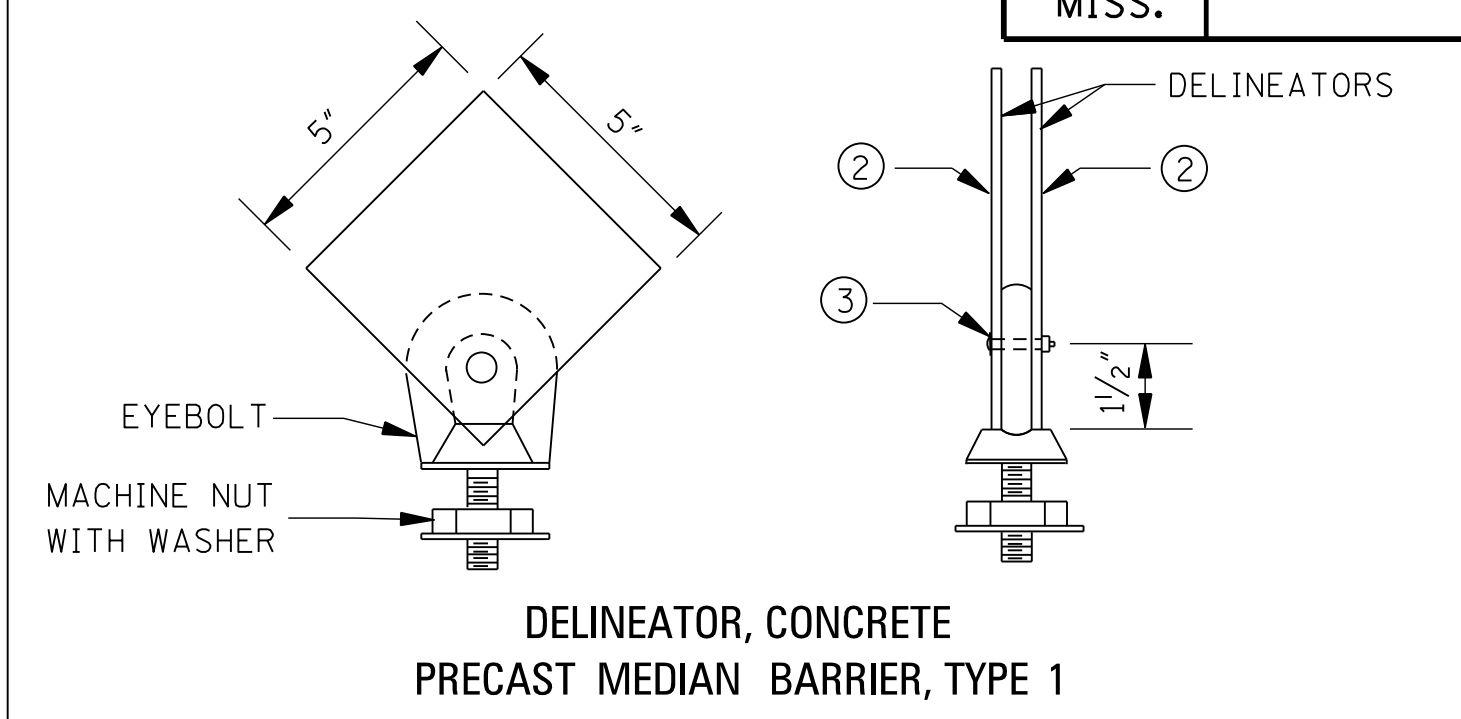
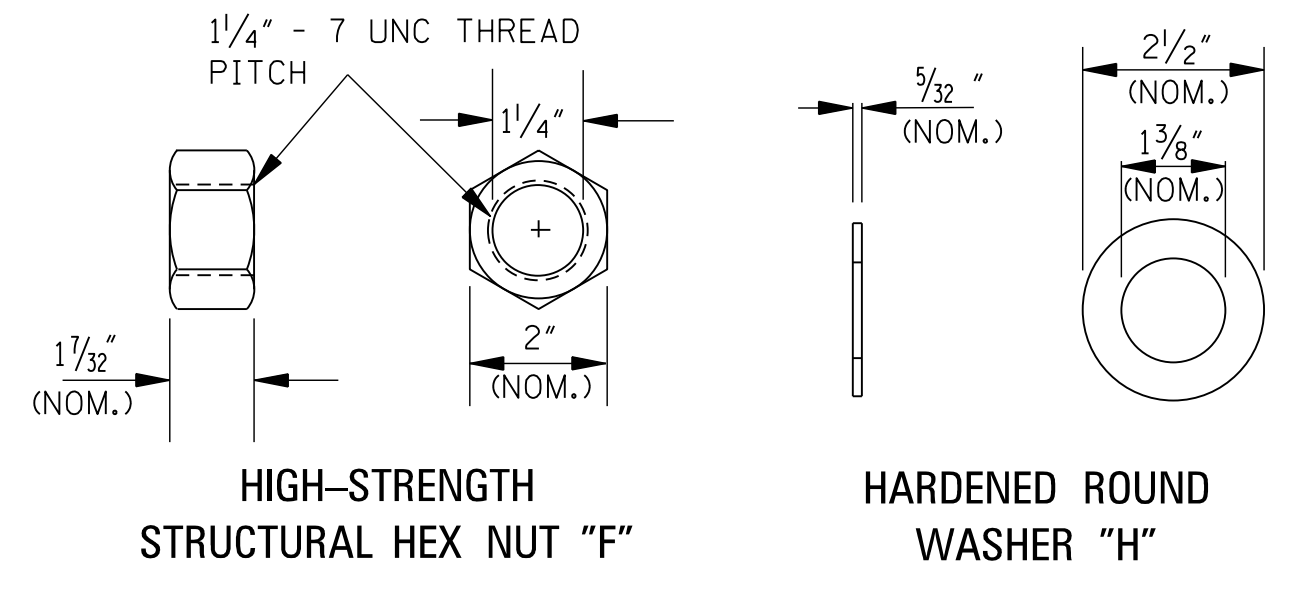
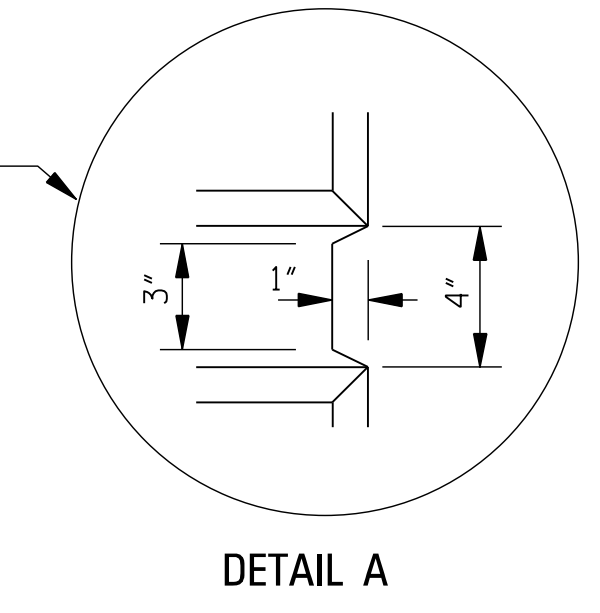
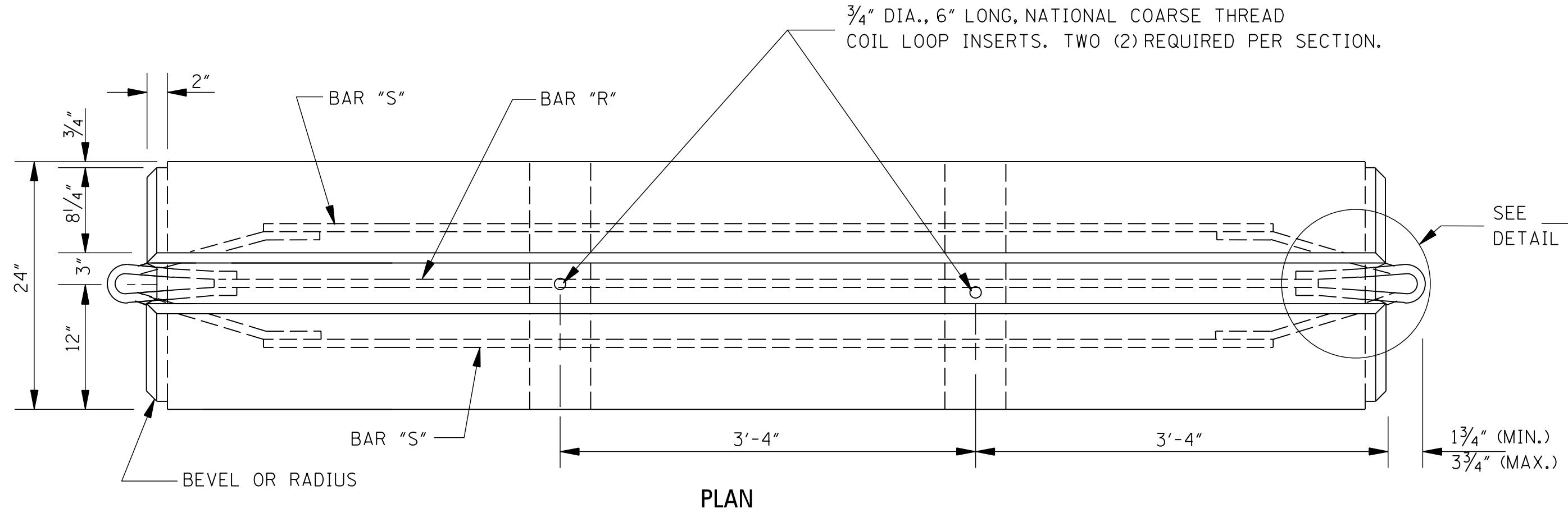
- GENERAL NOTES
- GROUND-IN RUMBLE STRIPES SHALL BE APPLIED ON LEFT AND RIGHT SHOULDERS OF ALL PAVED SHOULDERS ON THIS PROJECT
 - GROUND-IN RUMBLE STRIPES SHALL BE OMITTED ACROSS PUBLIC INTERSECTING ROADWAYS OR OTHER INTERRUPTIONS IN NORMAL SHOULDER WIDTH AS DIRECTED BY THE ENGINEER
 - COST TO BE PAID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



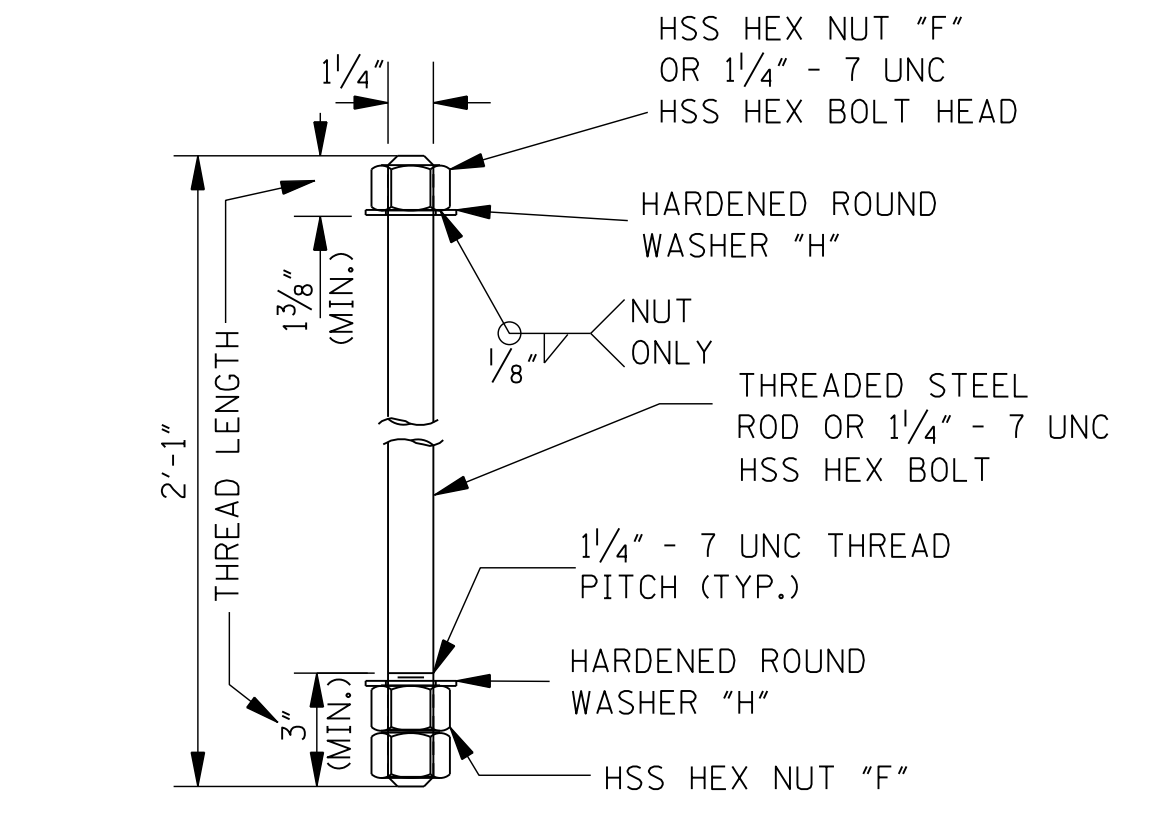
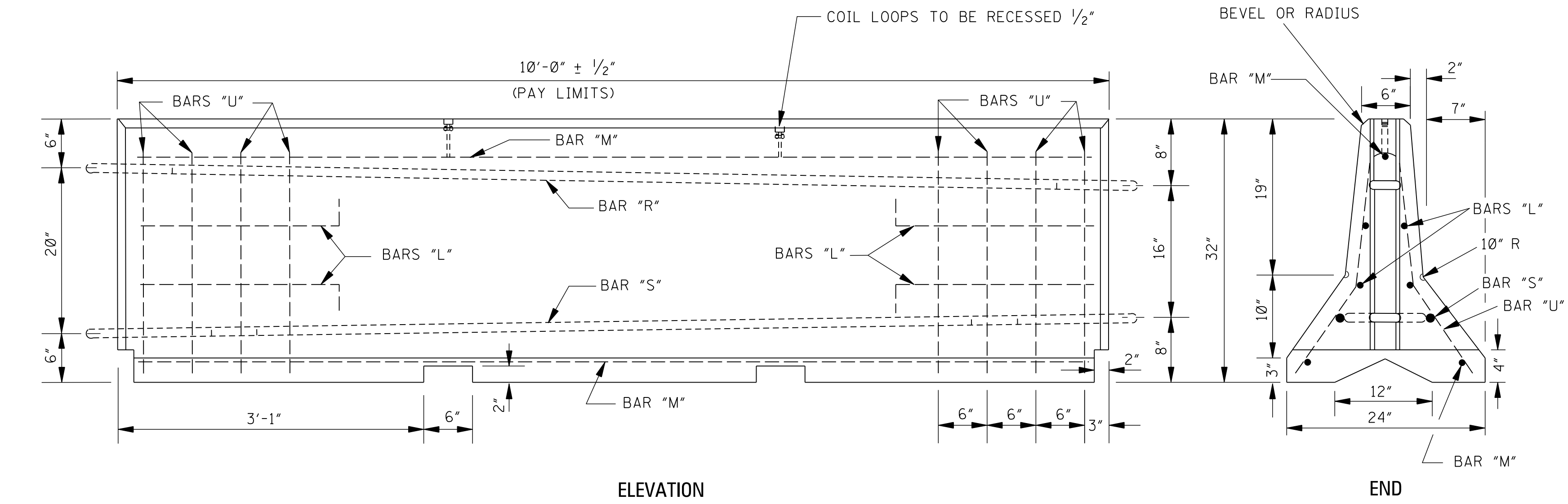
PLAN
NOT TO SCALE
DETAILS OF RUMBLE STRIPS

BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		RUMBLE STRIPES 4-LANE HIGHWAYS (ASPHALT LANES, 2-FT OR WIDER ASPHALT SHOULDERS)	
DATE			
ISSUE DATE:		AUGUST 01, 2017	
WORKING NUMBER		RS-2	
SHEET NUMBER		6065	



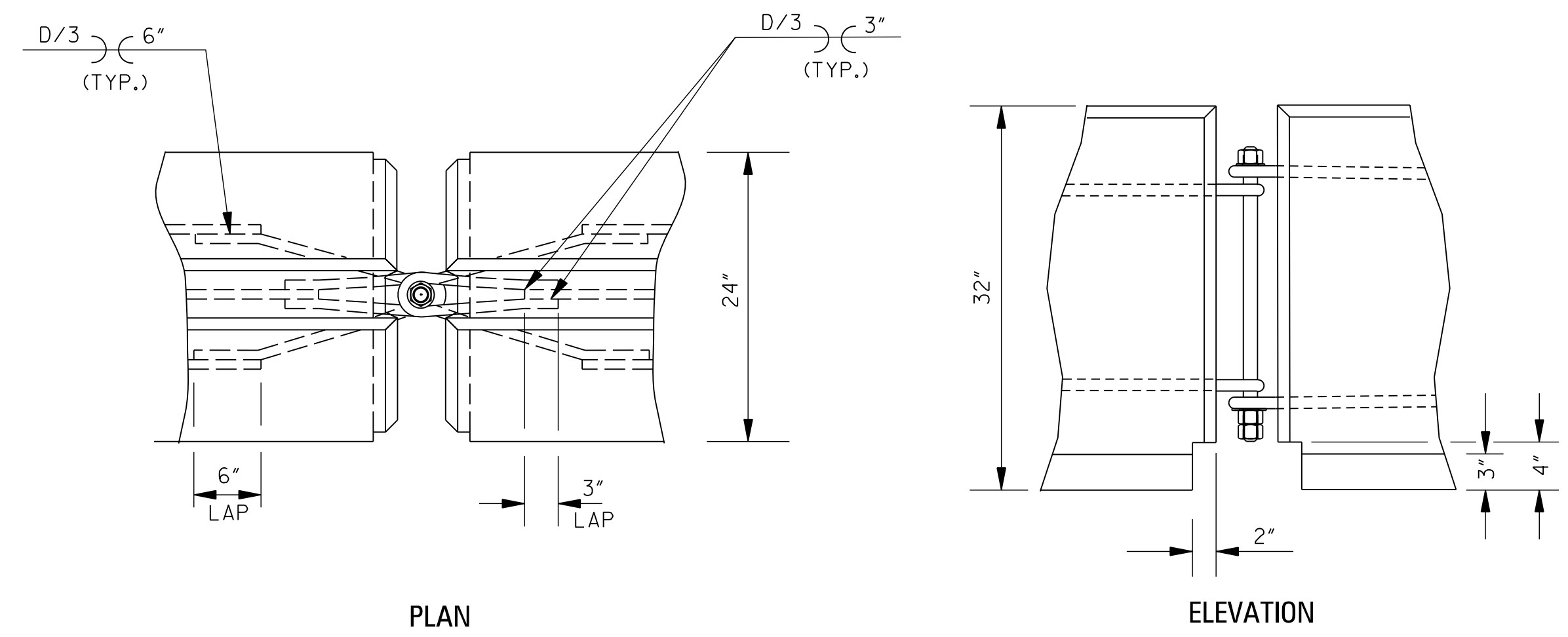
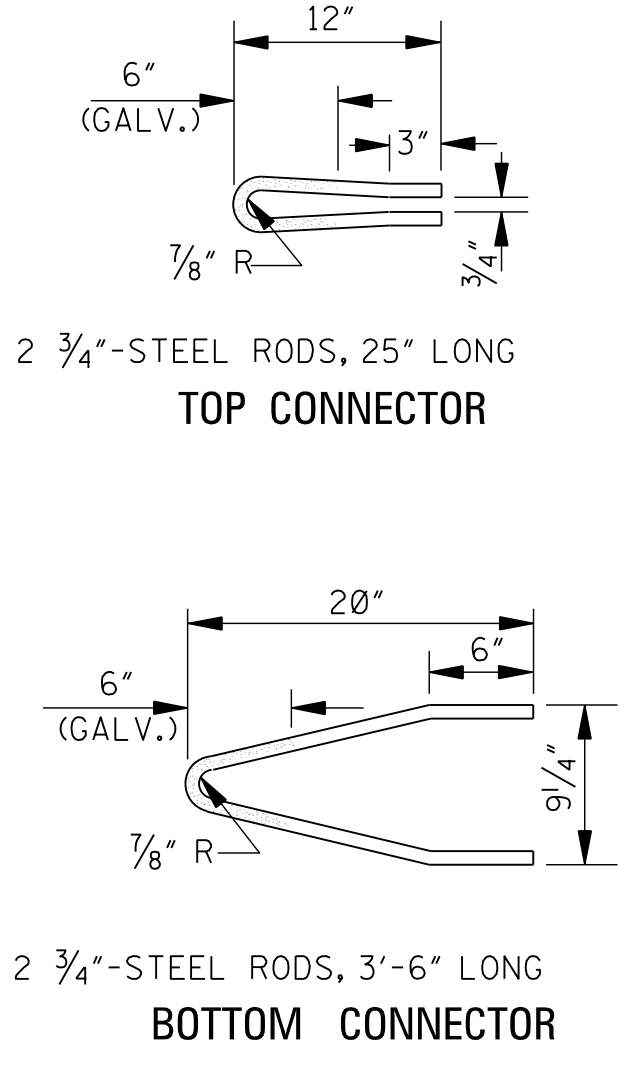
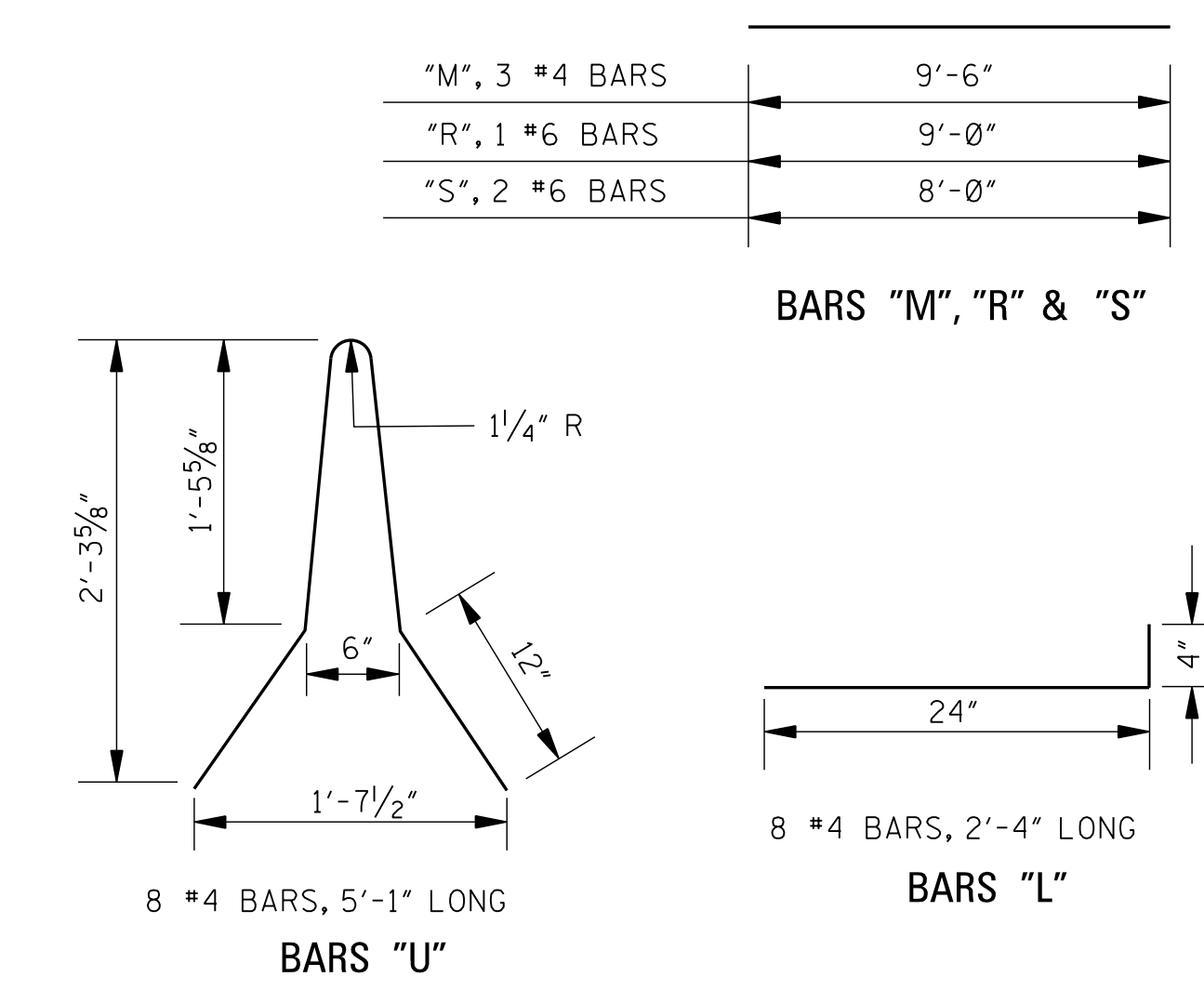


- DELINATORS SHALL BE REQUIRED UNLESS INDICATED OTHERWISE ON THE PLANS. THIS ITEM WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED UNDER PAYMENT FOR PRECAST CONCRETE BARRIER.
- DELINATORS SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING ON ALUMINUM SHEET, 0.080" THICK, OR SHEET STEEL, 14 GAGE, WHICH IS GALVANIZED.
- ALUMINUM OR STAINLESS STEEL SLOTTED ROUND HEAD MACHINE SCREW, NO. 10, 1 1/2" LONG, 2-WASHERS AND 1-HEX HEAD NUT (COMMERCIAL QUALITY)
- THE DELINATORS SHALL BE INSTALLED FACING TRAFFIC WITH YELLOW ON THE LEFT AND WHITE ON THE RIGHT, UNLESS OTHERWISE SPECIFIED.
- SPACINGS OF DELINATORS: TANGENT SECTION - 20'-0". CURVED SECTION - 10'-0".
- OPTIONAL DELINATORS, WHICH ARE ON THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION "LIST OF APPROVED MATERIALS", WILL BE ACCEPTED.



ANCHOR STUD CONNECTOR DETAILS
NOTE: ALTERNATE METHODS OF CONNECTING PRECAST BARRIERS, SUCH AS J-HOOKS, MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.

- GENERAL NOTES:
- LIFTING DEVICES AND ATTACHMENTS TO BARRIER SECTIONS SHALL BE AS APPROVED BY THE ENGINEER.
 - PLACE ALL STEEL REINFORCEMENT 2" MINIMUM FROM OUTSIDE FACE OF WALL, EXCEPT AS OTHERWISE SHOWN.
 - THE ANCHOR STUD CONNECTOR SHALL CONFORM TO AASHTO M 314, GRADE 55. THE HSS HEX NUTS AND THE HARDENED ROUND WASHERS SHALL MEET THE REQUIREMENTS OF ASTM A 325.
 - CONCRETE SHALL BE CLASS "B" (CLASS 1 FINISH). REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF AASHTO M 31.
 - STEEL RODS SHALL MEET THE REQUIREMENTS OF ASTM A 36.
 - CONNECTOR RODS, CONNECTOR PINS, NUTS AND WASHERS SHALL BE GALVANIZED MEETING THE REQUIREMENTS OF AASHTO M 111.



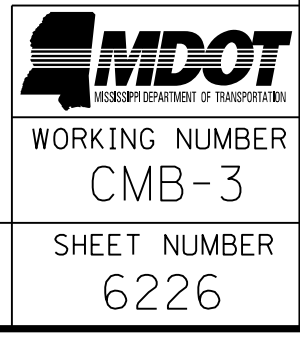
APPROXIMATE QUANTITIES FOR 10' BARRIER			
WEIGHT (lbs.)	REINF. STEEL (lbs.)	STEEL RODS (lbs.)	CONCRETE (yd ³)
3875	104	18	0.931

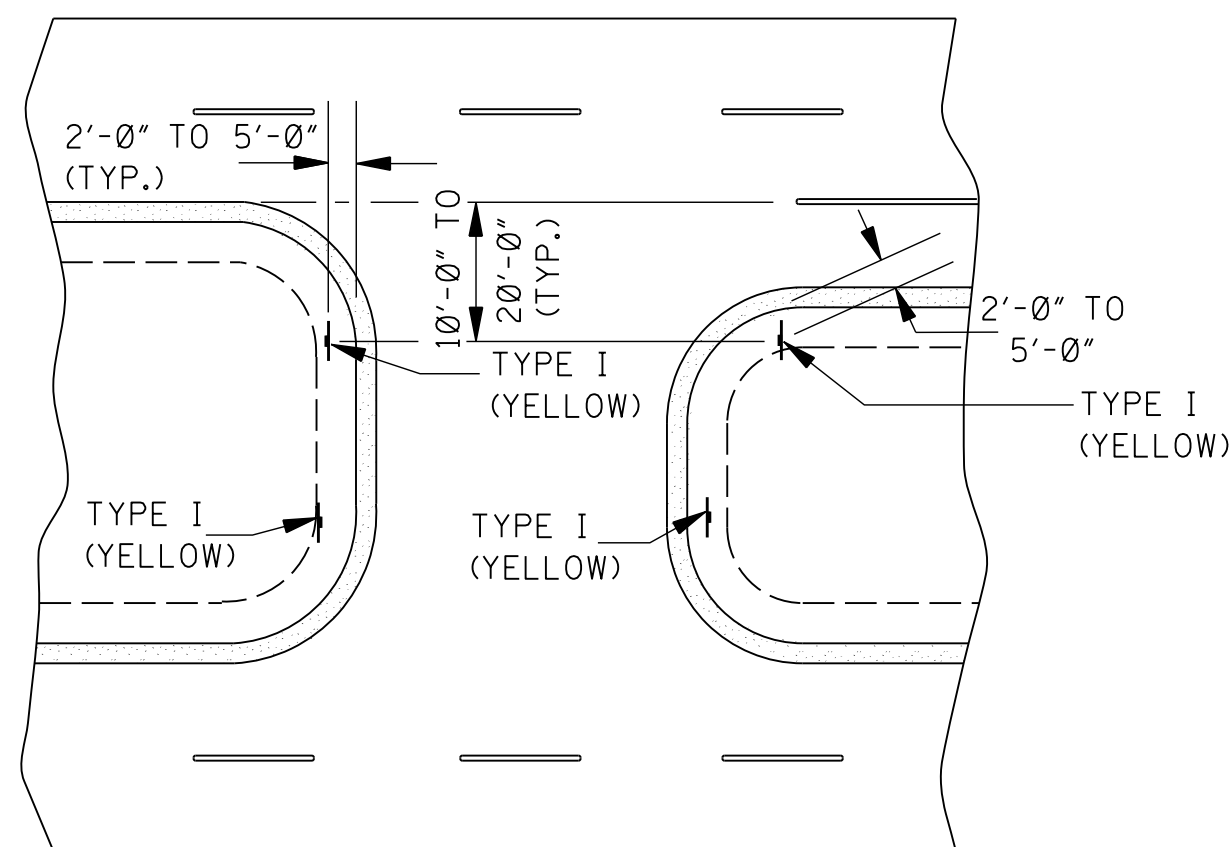
BAR AND ROD DETAILS
NOTE: WHERE STEEL ROD GALVANIZATION IS SHOWN ABOVE, GALVANIZE AFTER BENDING.

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	
DATE	ISSUE DATE: AUGUST 01, 2017

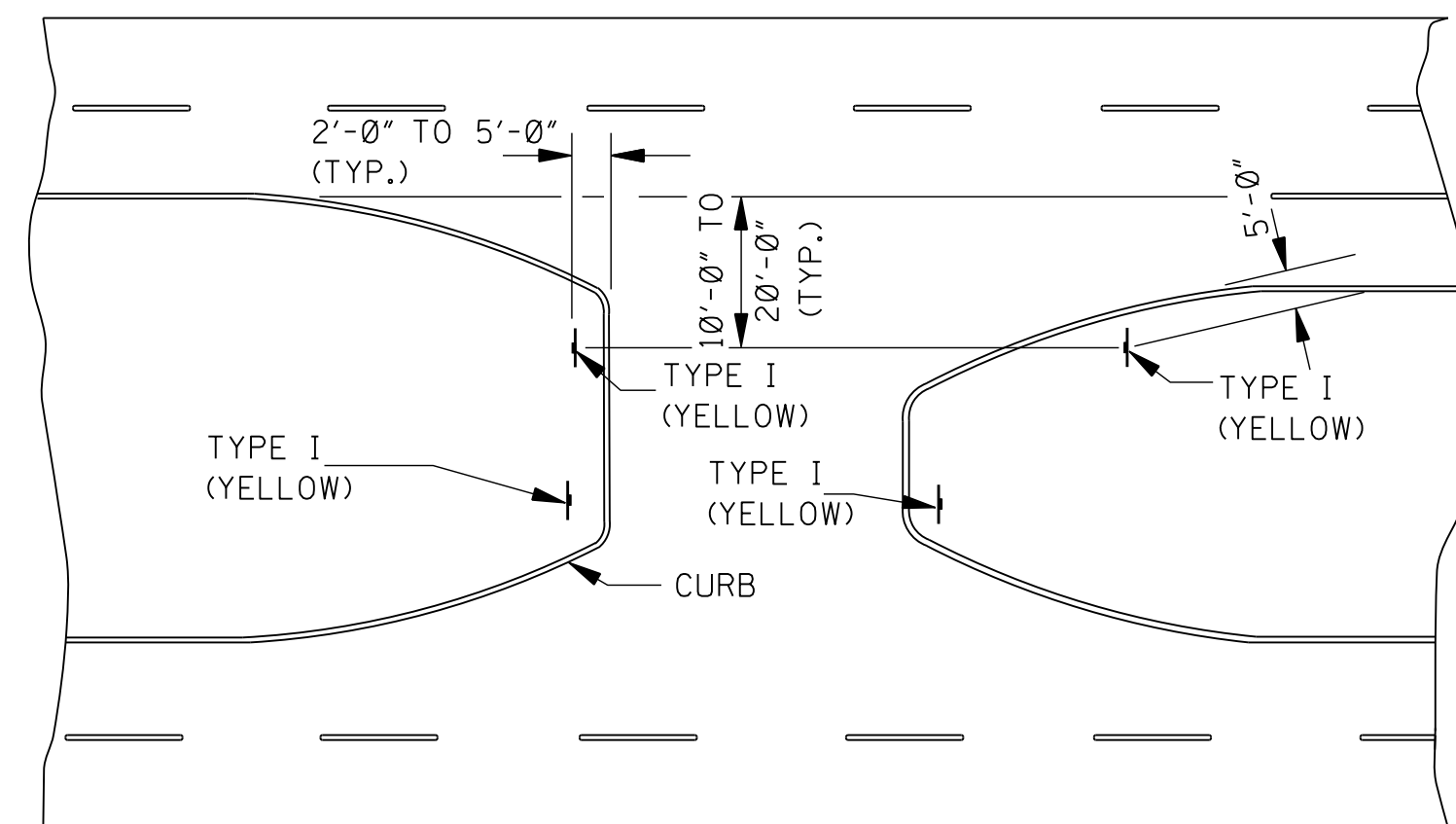
CONCRETE MEDIAN BARRIER (PRECAST) (32")

WORKING NUMBER CMB-3	SHEET NUMBER 6226
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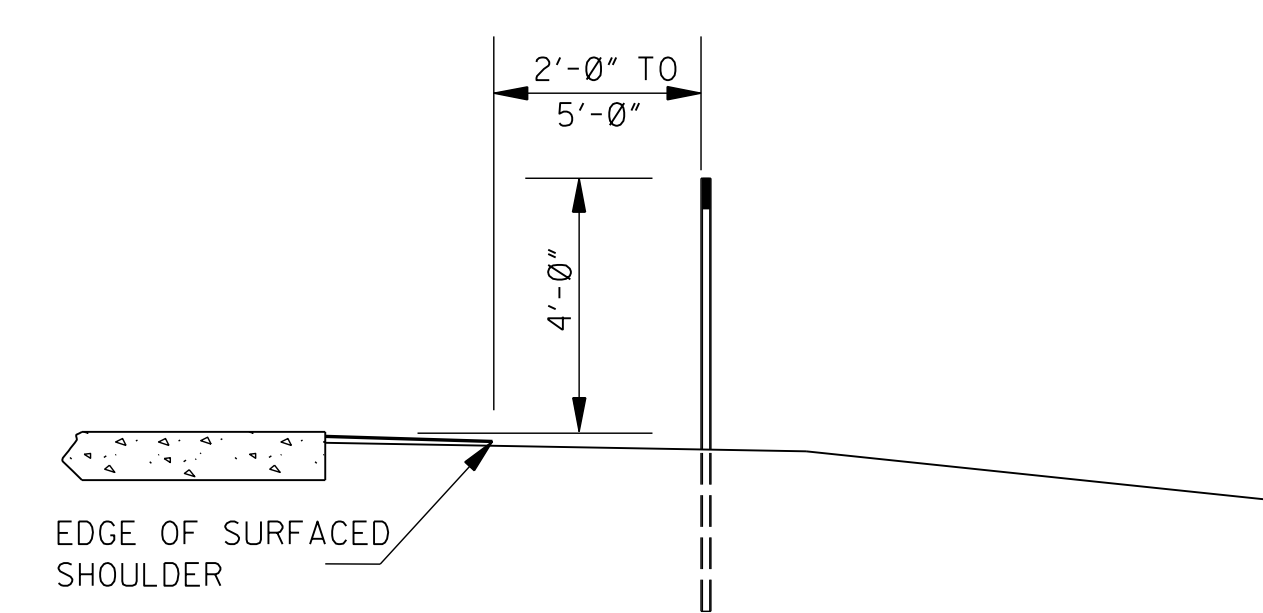




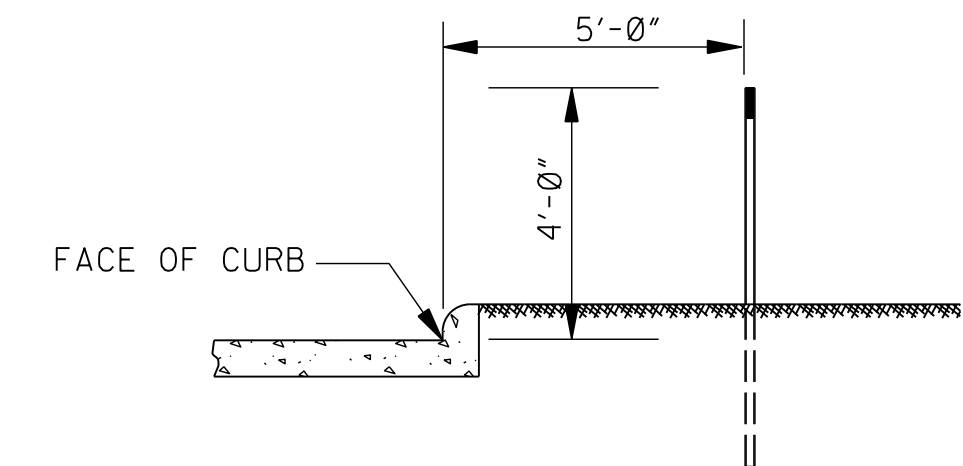
TYPICAL DELINEATION AT A CROSSOVER WITH USABLE SHOULDERS AND A MEDIAN WIDTH OVER 42'-0"



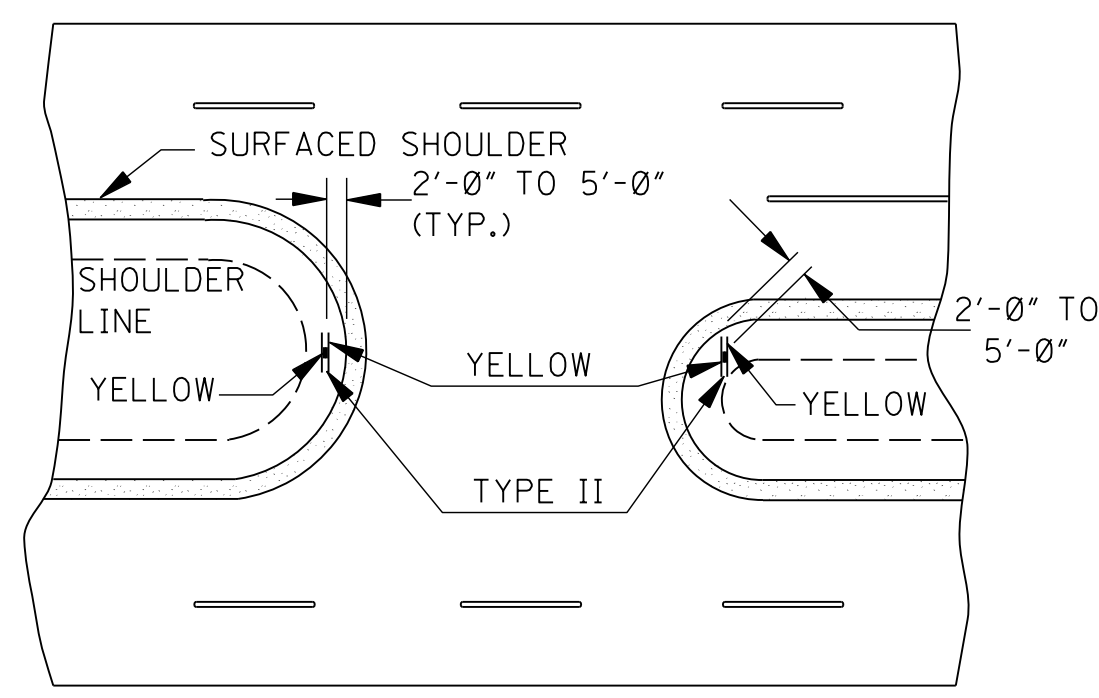
TYPICAL DELINEATION AT A CURBED CROSSOVER WITH A MEDIAN WIDTH OVER 42'-0"



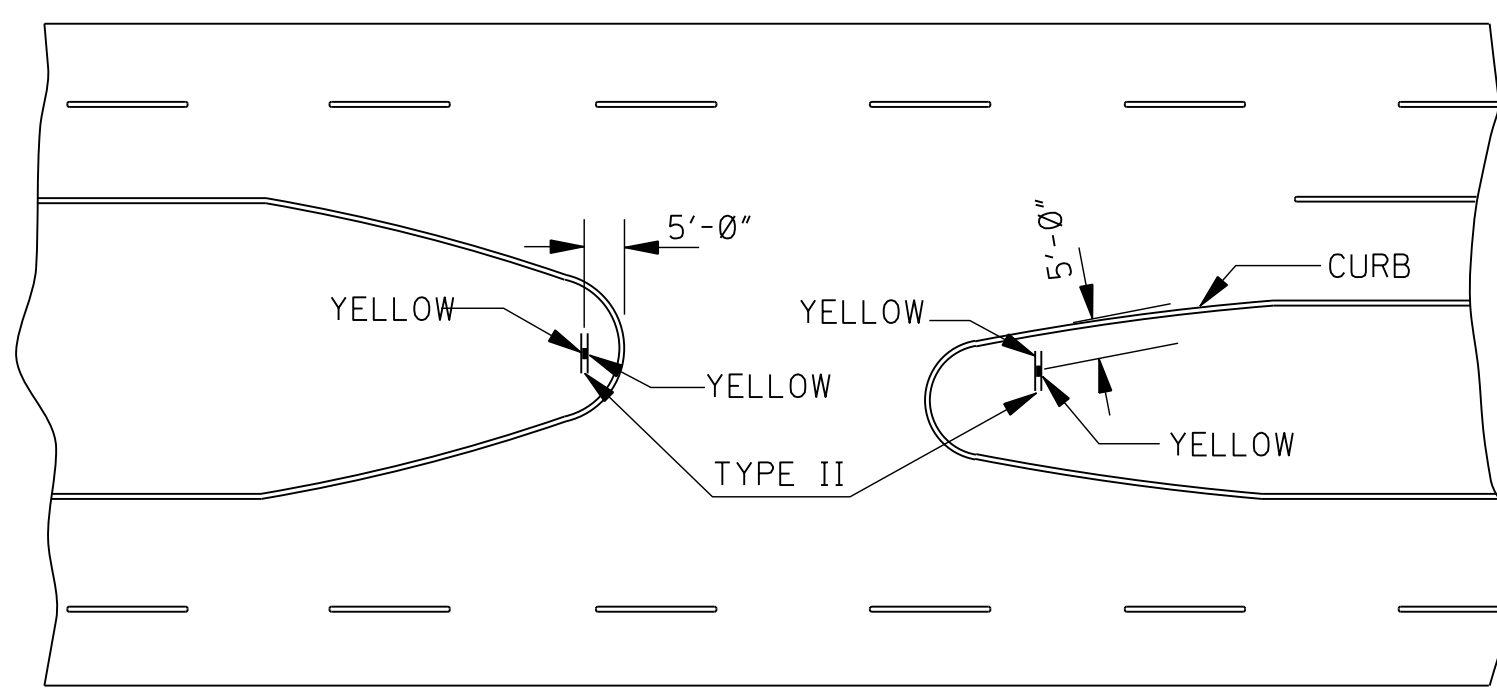
DELINEATOR MOUNTING ON CROSSOVER WITH USABLE SHOULDER



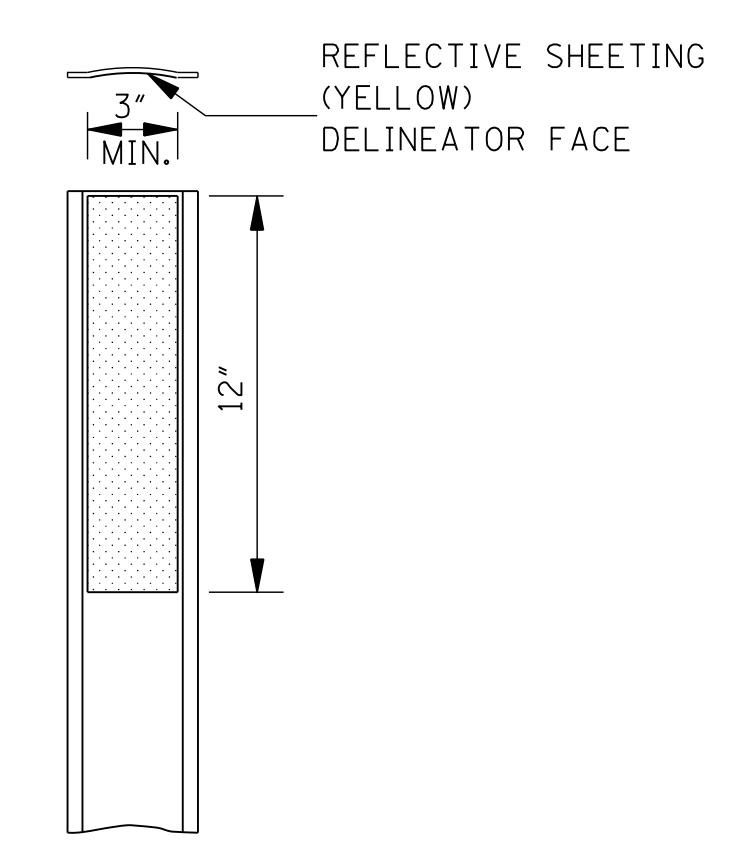
DELINEATOR MOUNTING ON CURBED CROSSOVER



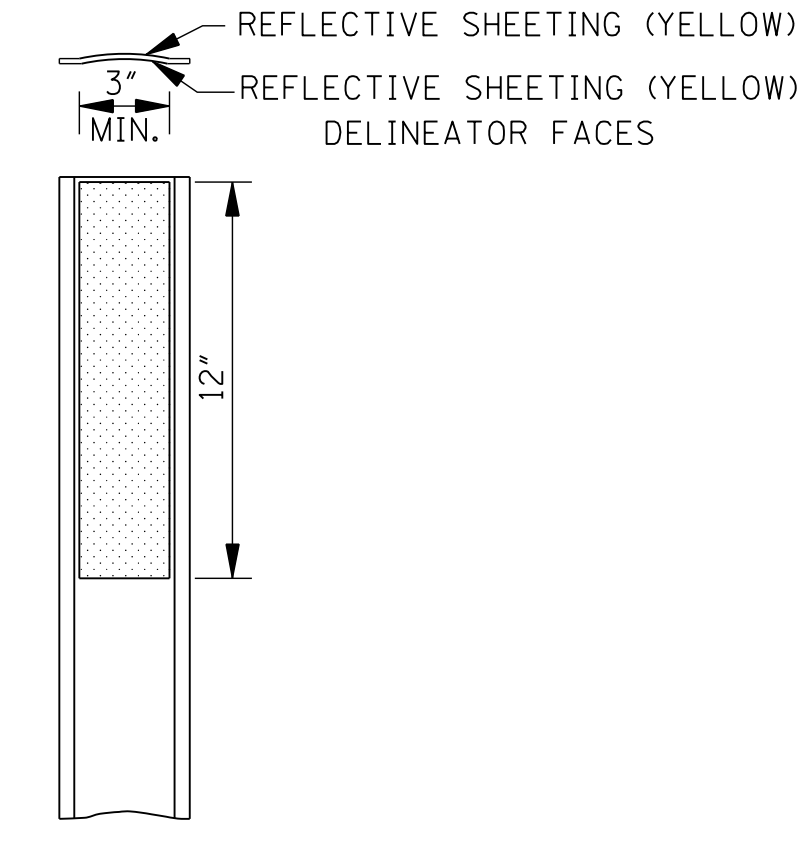
TYPICAL DELINEATION AT A CROSSOVER WITH USABLE SHOULDERS AND A MEDIAN WIDTH OF 42'-0" OR LESS



TYPICAL DELINEATION AT A CURBED CROSSOVER WITH A MEDIAN WIDTH OF 42'-0" OR LESS



DETAIL OF TYPE I FLEXIBLE POST DELINEATOR



DETAIL OF TYPE II FLEXIBLE POST DELINEATOR

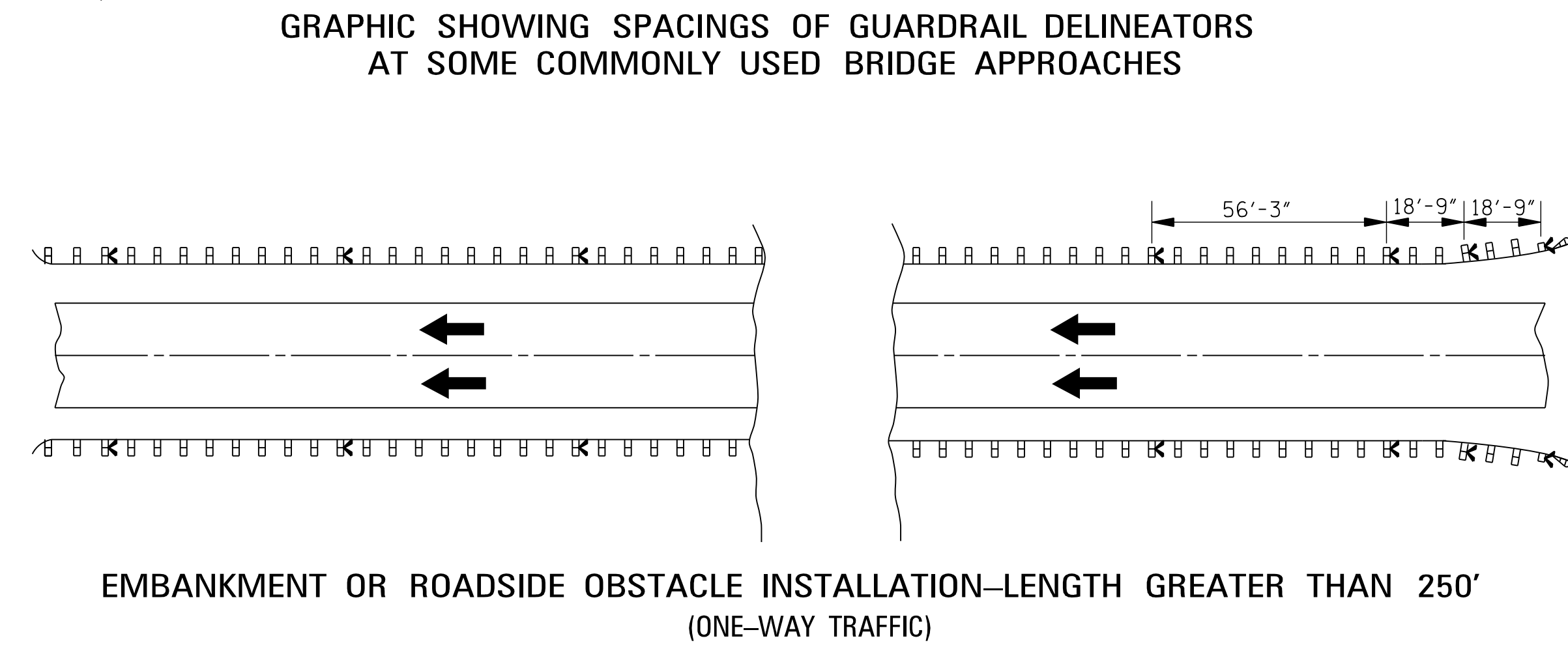
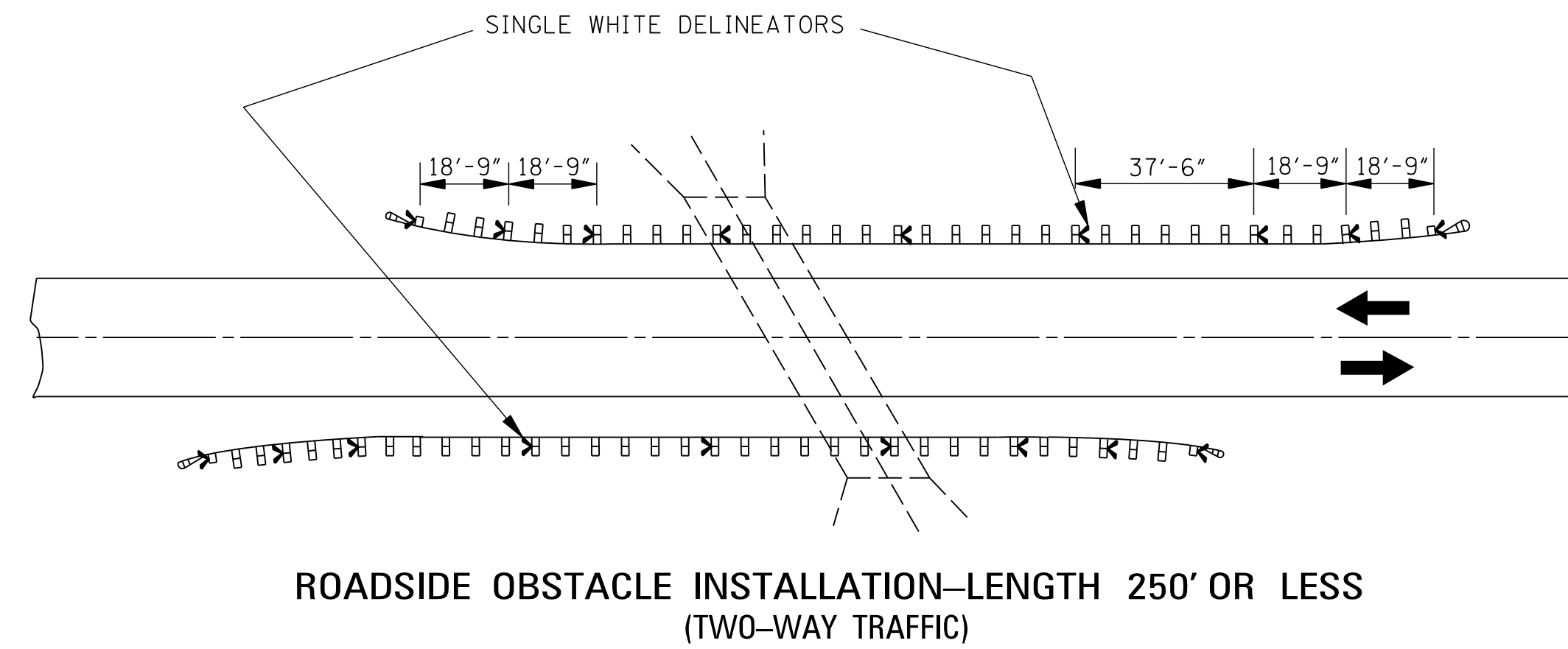
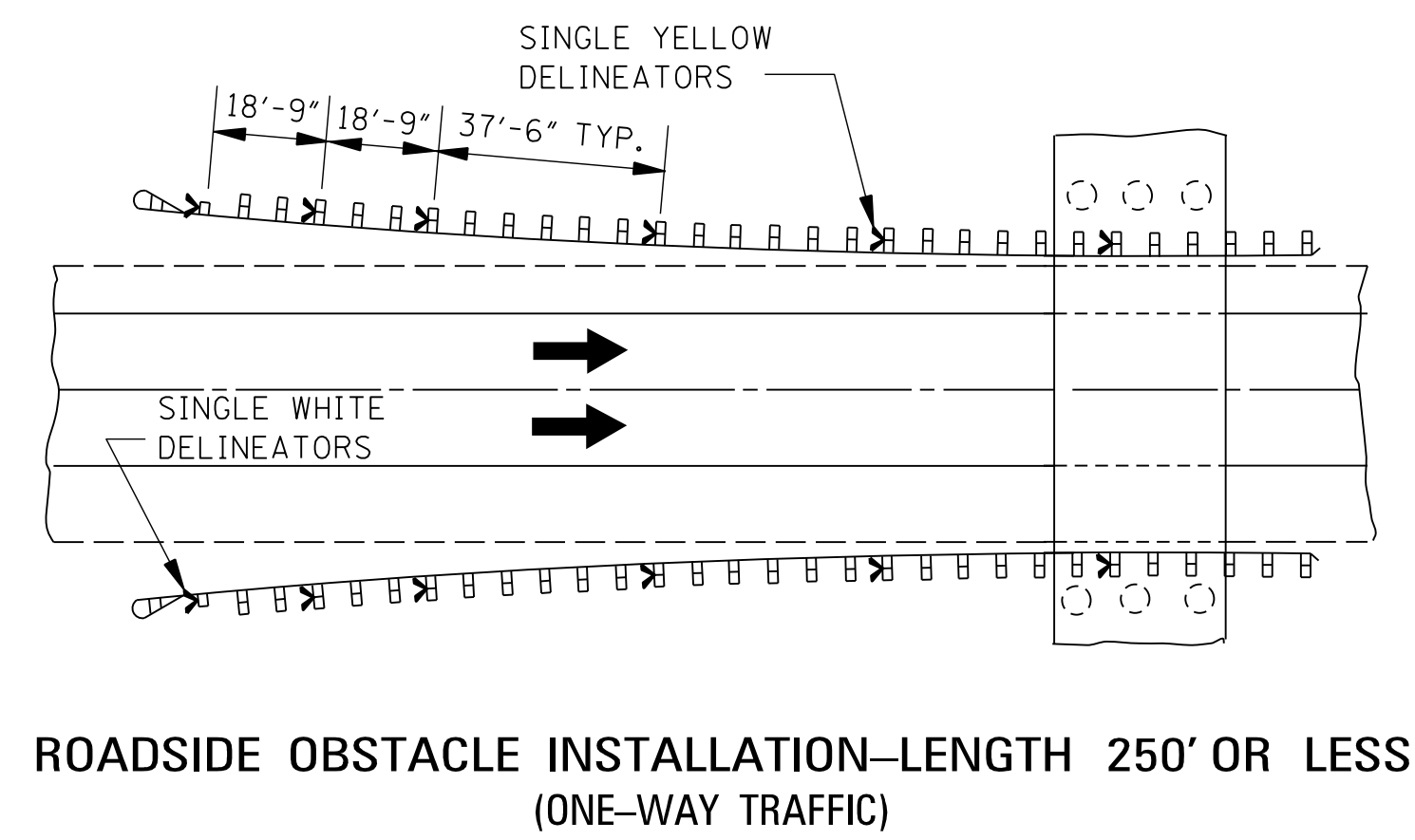
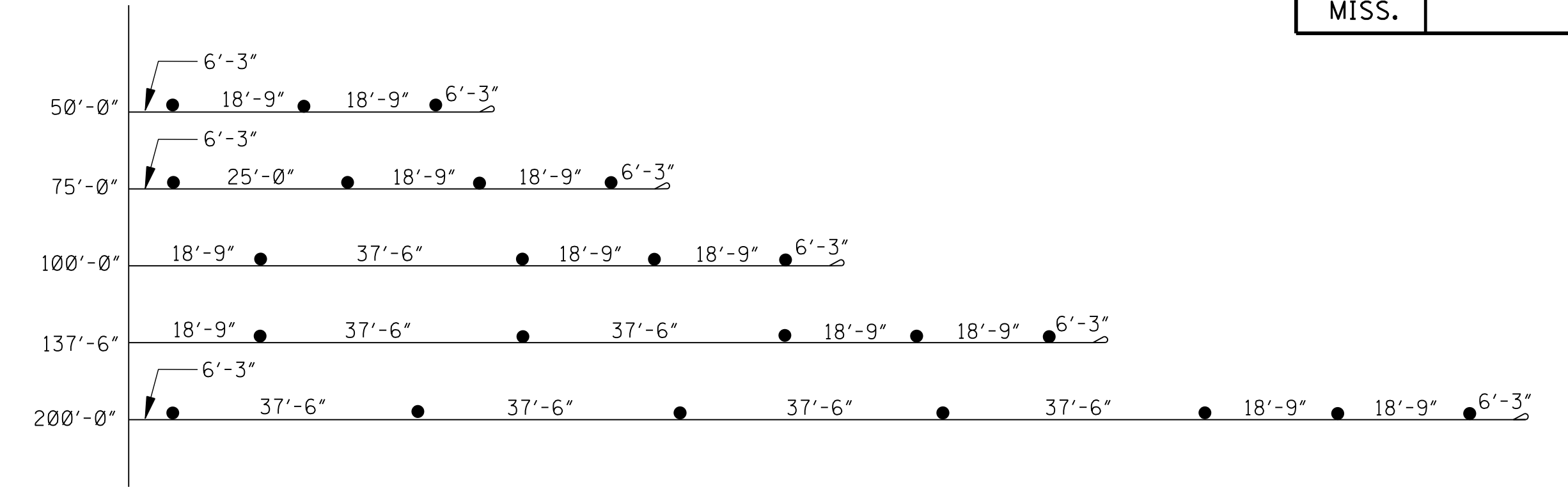
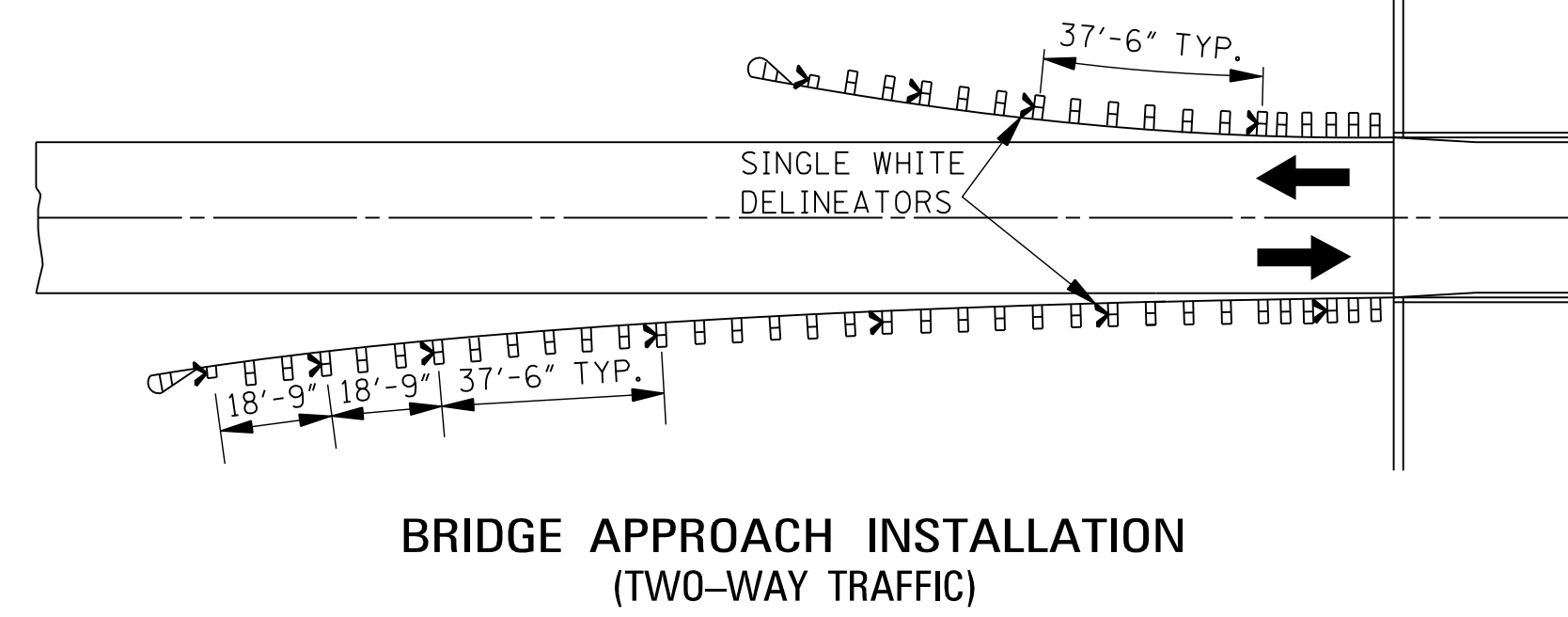
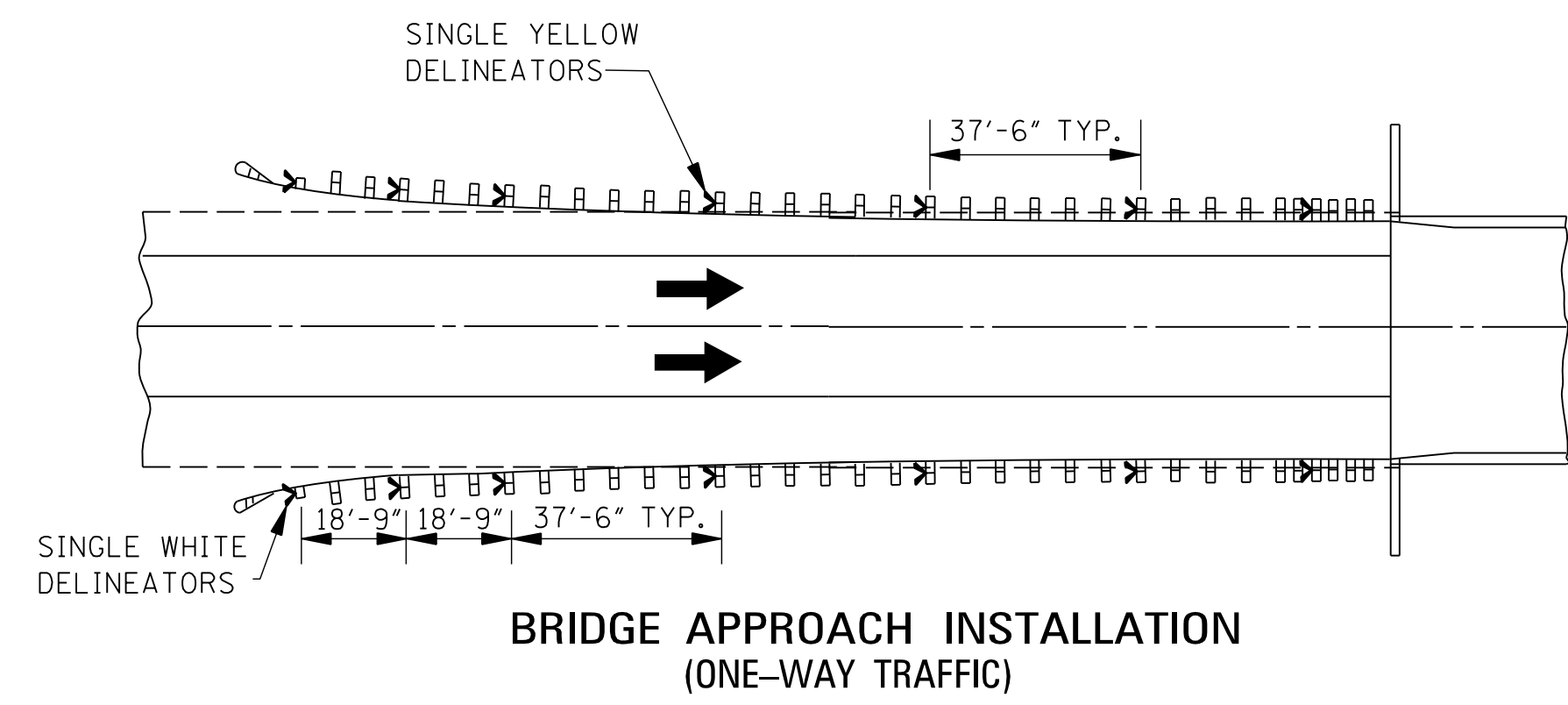
NOTE: CARSONITE'S CURV-FLEX DELINEATOR POSTS ARE SHOWN. OTHER FLEXIBLE POSTS THAT HAVE BEEN APPROVED FOR LISTING IN THE DEPARTMENT'S "APPROVED SOURCE OF MATERIALS" MAY BE FURNISHED.

NOTE: PLACE DELINEATORS NO MORE THAN 20'-0" FROM EDGE OF TRAVEL LANES EDGES.

GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES: COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
2. DELINEATOR FACE WILL BE ENCAPSULATED LENS REFLECTIVE SHEETING.
3. POST REQUIRING THE INSTALLATION OF A BASE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
4. THE COLOR OF DELINEATORS SHALL BE THE COLOR OF THE ADJACENT EDGELINE PER MUTCD SECTION 3F.03.

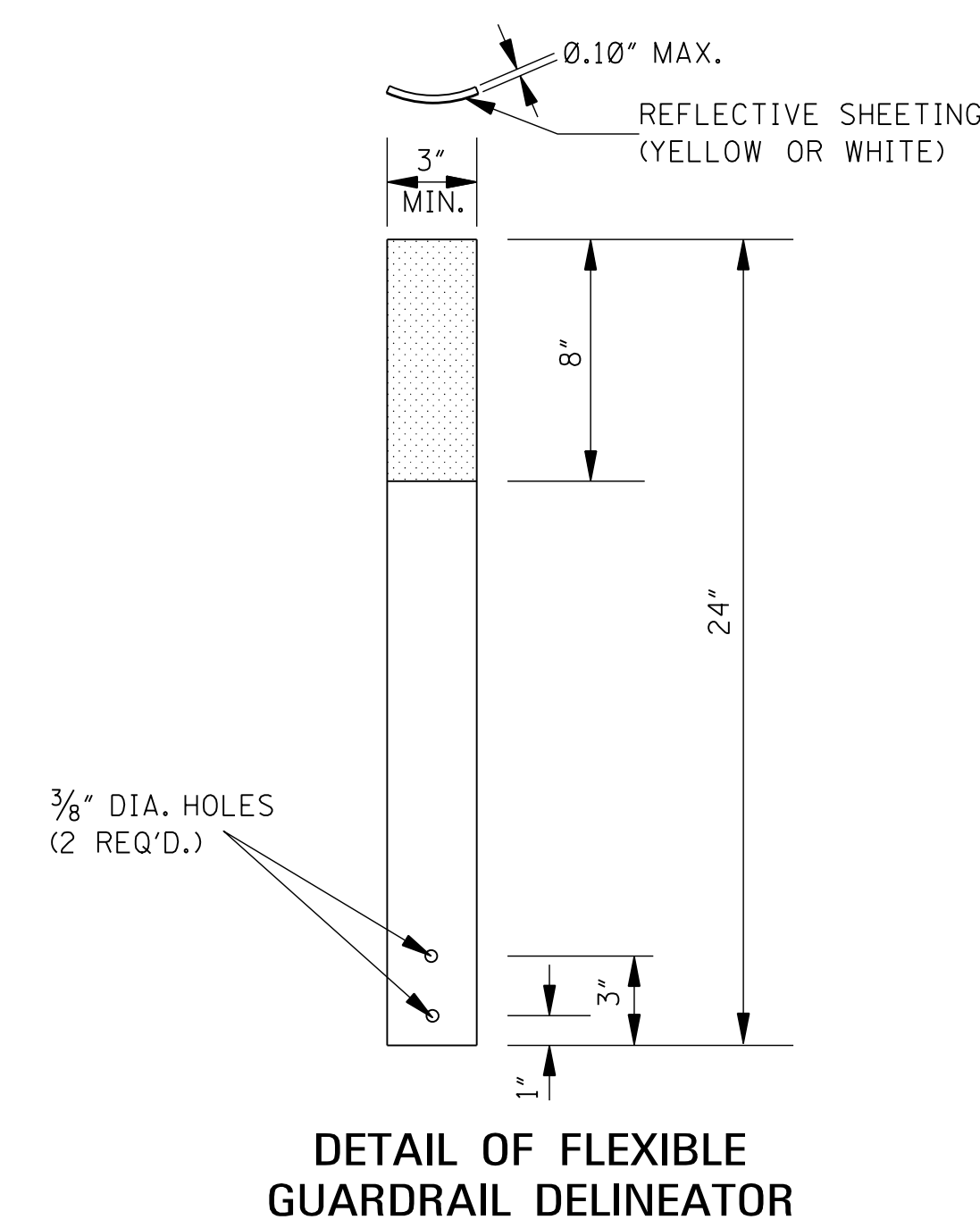
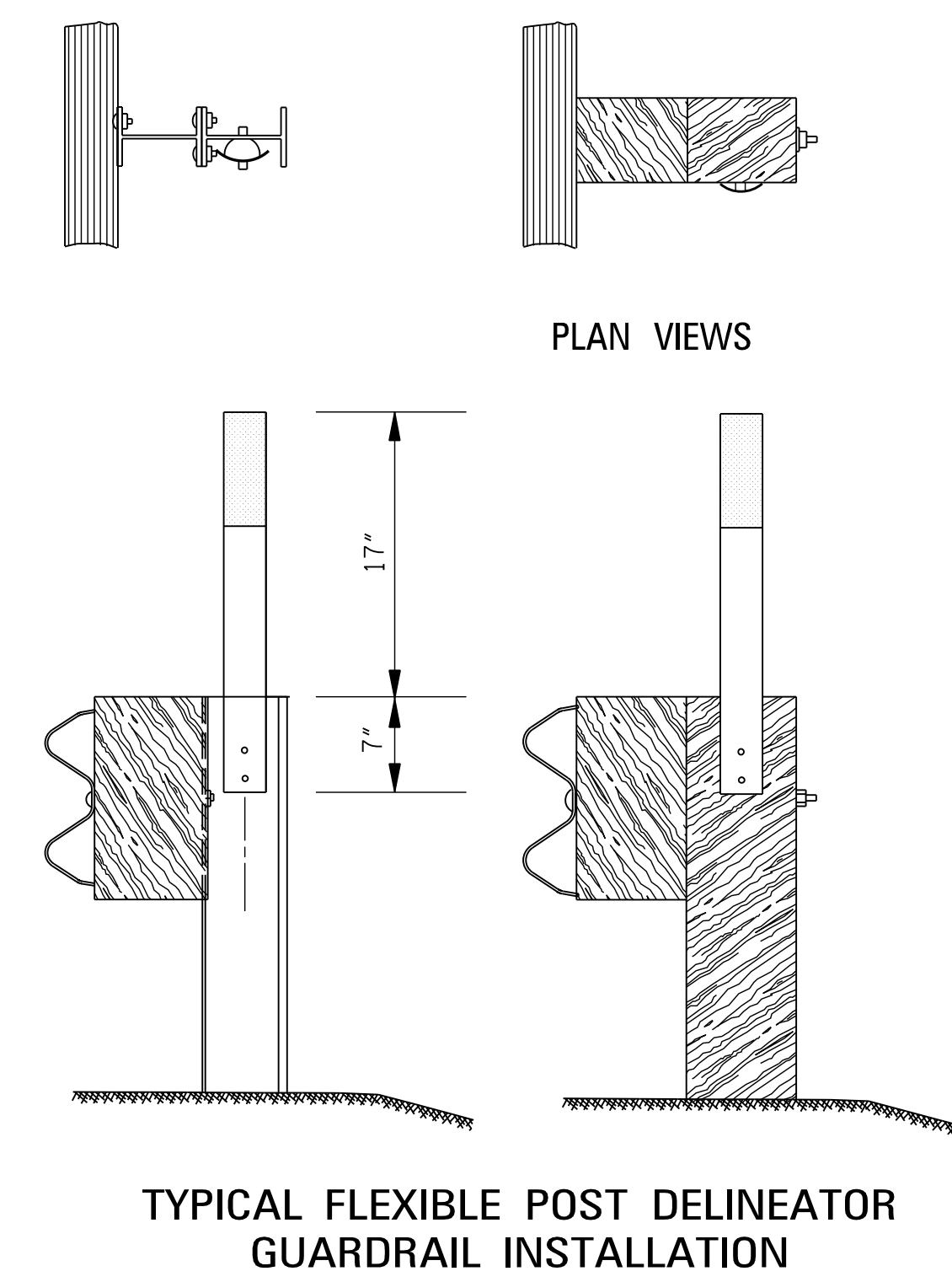
BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		TYPICAL CROSSOVER DELINEATION	
DATE			
ISSUE DATE:		AUGUST 01, 2017	
		 WORKING NUMBER SN-8B SHEET NUMBER 6316	



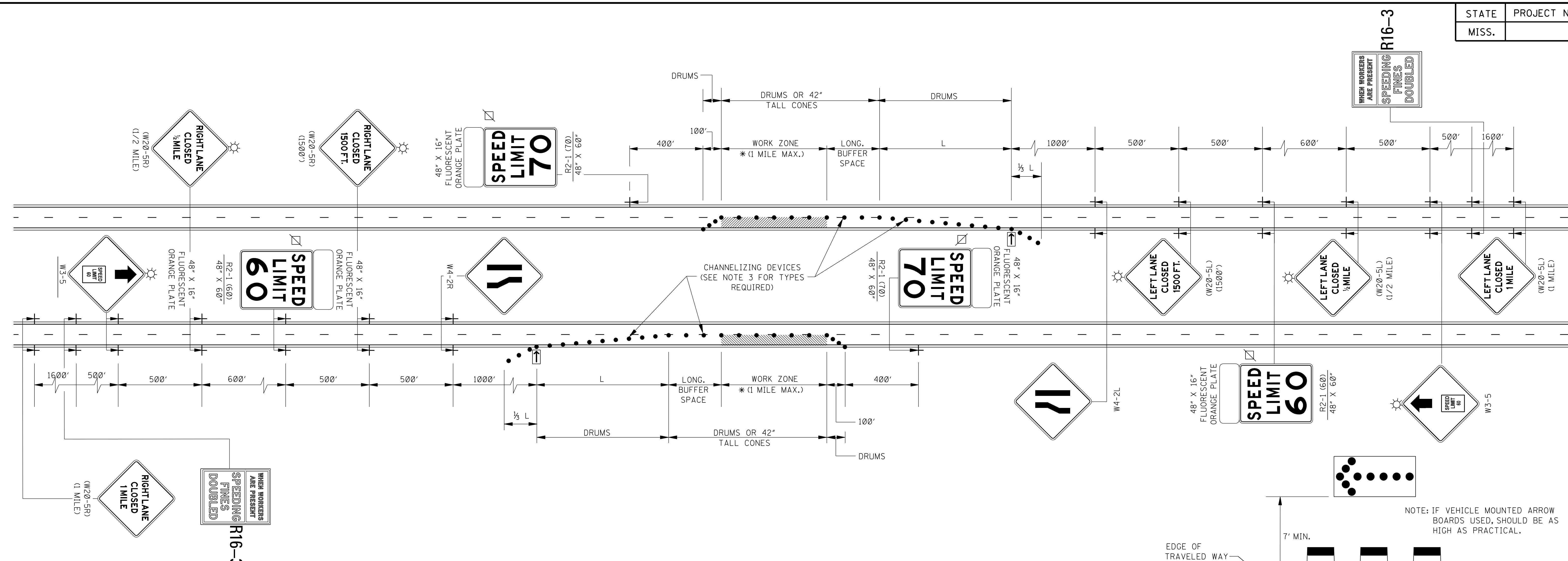
NOTE: ONE-WAY TRAFFIC SHOWN. DELINEATOR SPACING FOR TWO-WAY TRAFFIC SIMILAR. DELINEATOR COLOR WILL BE THE SAME AS THE ADJACENT PAVEMENT EDGE MARKING. THE FIRST THREE (3) MARKERS WILL FACE TRAFFIC IN OFF LANE FOR TWO-WAY TRAFFIC AS SHOWN IN DRAWING FOR OBSTACLE INSTALLATION FOR TWO-WAY TRAFFIC.

GENERAL NOTES:

1. THE UNIT PRICE OF DELINEATOR INCLUDES: COST(S) OF DELINEATOR FACE(S), POST, HARDWARE AND INSTALLATION.
2. DELINEATOR FACE WILL BE ENCAPSULATED LENS REFLECTIVE SHEETING.
3. DELINEATORS FOR GUARDRAIL SHALL BE MOUNTED ON FLEXIBLE POSTS AS FOLLOWS: THE DELINEATOR POSTS WILL BE FROM THE DEPARTMENTS "APPROVED SOURCE OF MATERIALS" AND WILL BE FASTENED TO GUARDRAIL POST IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.



BY		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		TYPICAL GUARDRAIL DELINEATION	
DATE		ISSUE DATE: AUGUST 01, 2017	
		 WORKING NUMBER SN-8C SHEET NUMBER 6317	



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 (f+)		LONGITUDINAL BUFFER SPACE (f+)	TAPER RATES [†]
	TAPER	ALONG BUFFER SPACE & WORK ZONE		
≤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 = WS²/60 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.

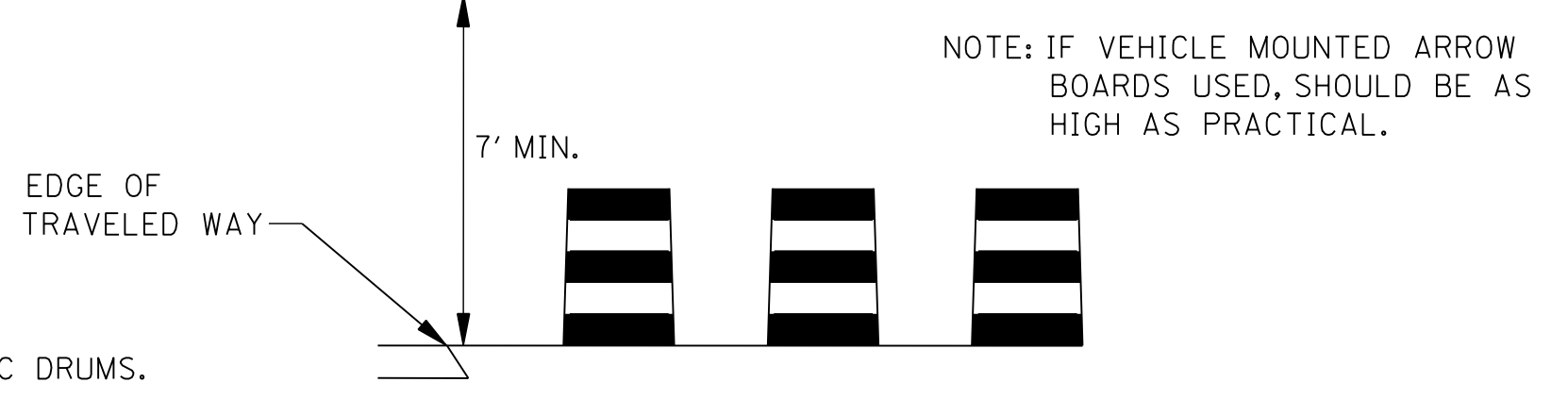
6. ADDITIONAL REDUCED REGULATORY SPEED LIMIT SIGNS ARE REQUIRED AT EACH ENTRANCE RAMP WITHIN THE SPEED ZONE. TWO (2) WILL BE REQUIRED FOR EACH RAMP AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

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.

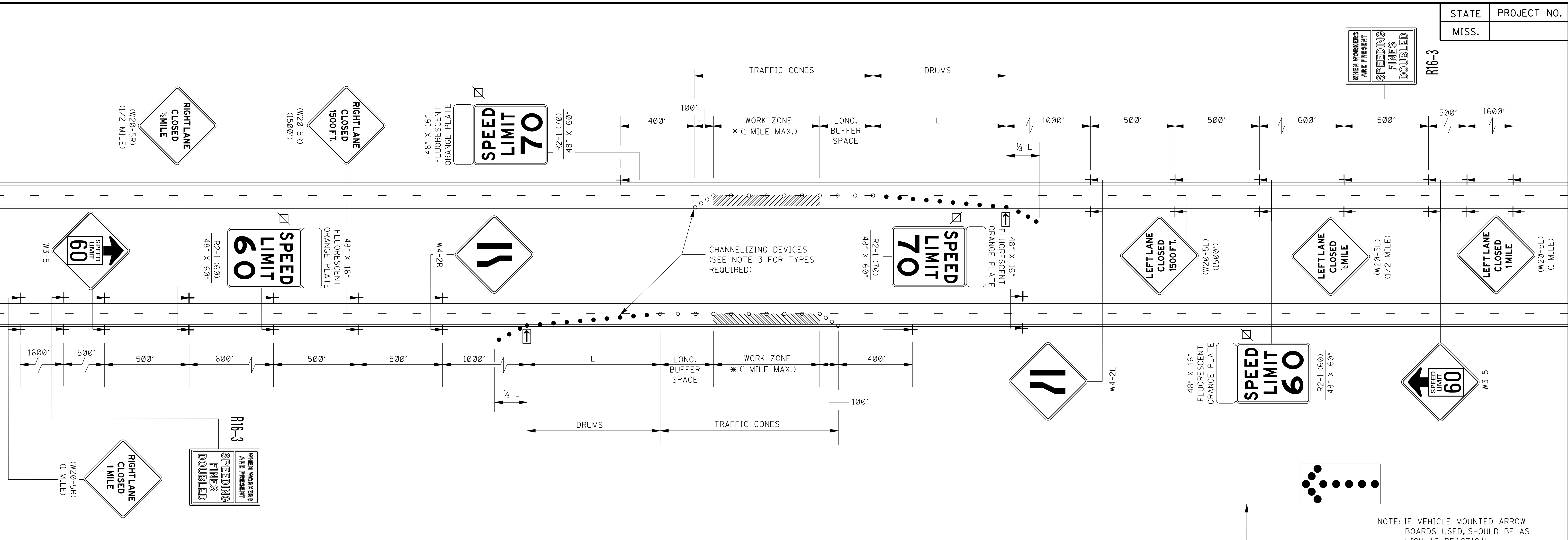
10. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.



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

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)	
BY	
REVISION	
DATE	ISSUE DATE: AUGUST 01, 2017
WORKING NUMBER TCP-4 SHEET NUMBER 6354	



GENERAL NOTES:

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

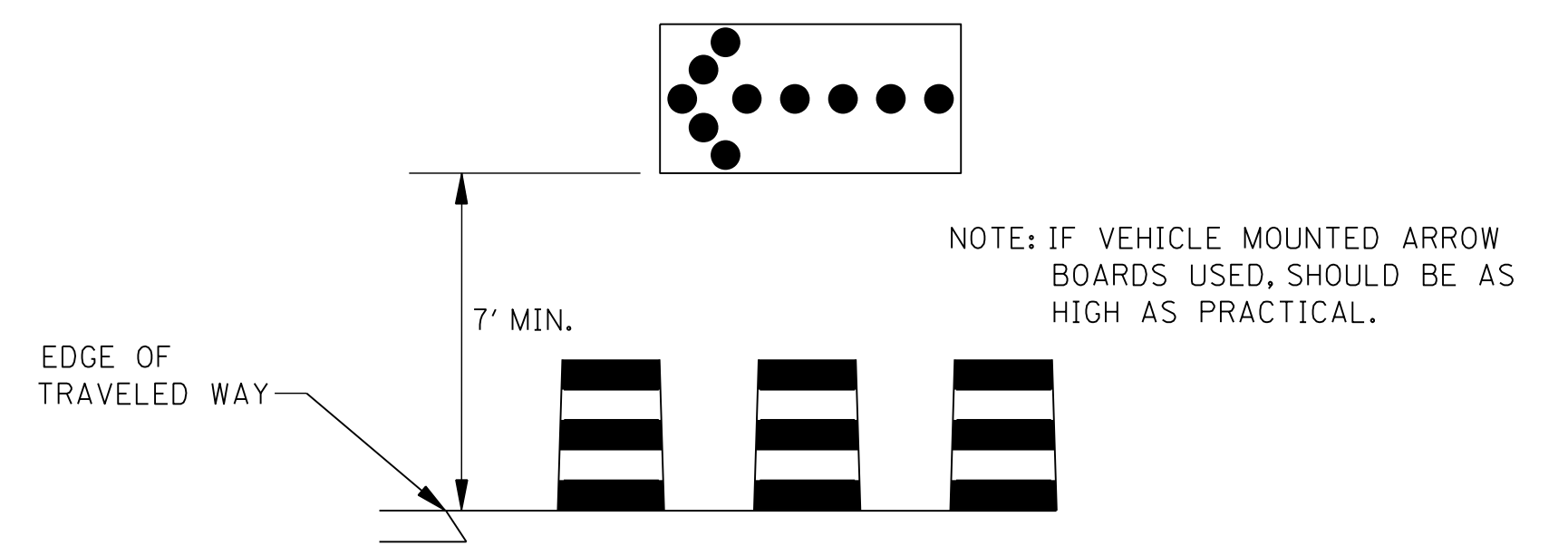
POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		LONGITUDINAL BUFFER SPACE (ft)	TAPER RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	70:1

+ NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 L = WS FOR SPEEDS OF 45 mph OR GREATER
 L = WS²/60 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.

- CHANNELIZING DEVICE TYPES FOR:
 - APPROACH TAPER- RETROREFLECTIVE PLASTIC DRUMS
 - ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT MINIMUM)
 - EXIT TAPER- TRAFFIC CONES (28" HEIGHT MINIMUM)
- 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.
- 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.
- DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48" X 48". AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.
- 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.
- 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.
- 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.
- 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.
- A FLUORESCENT ORANGE PLATE IS REQUIRED WITH ALL REGULATORY SPEED LIMIT SIGNS AND "REDUCED SPEED AHEAD" SIGNS REQUIRED FOR LANE CLOSURE.
- 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

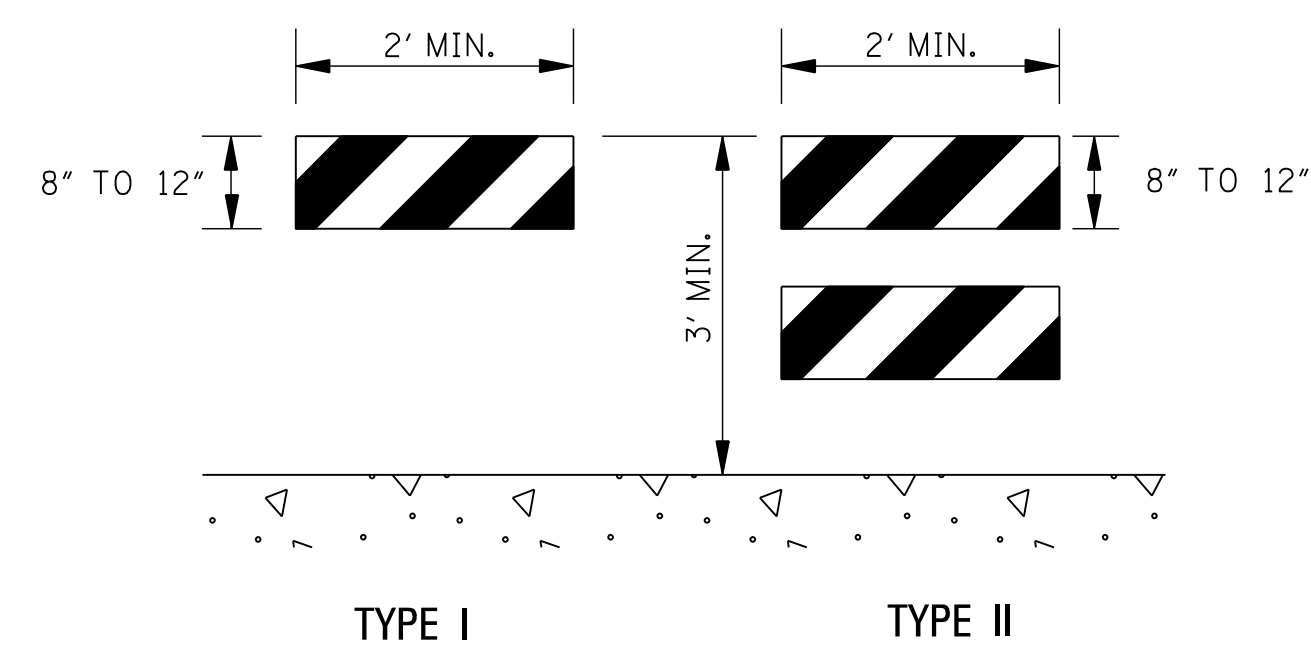
- * OR AS SHOWN ELSEWHERE ON THE PLANS.
- FLASHING ARROW PANEL (TYPE "C")
- BLACK LEGEND AND BORDER ON WHITE BACKGROUND
- RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- TRAFFIC CONES (28" HEIGHT)

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
REVISION	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)
DATE	ISSUE DATE: AUGUST 01, 2017

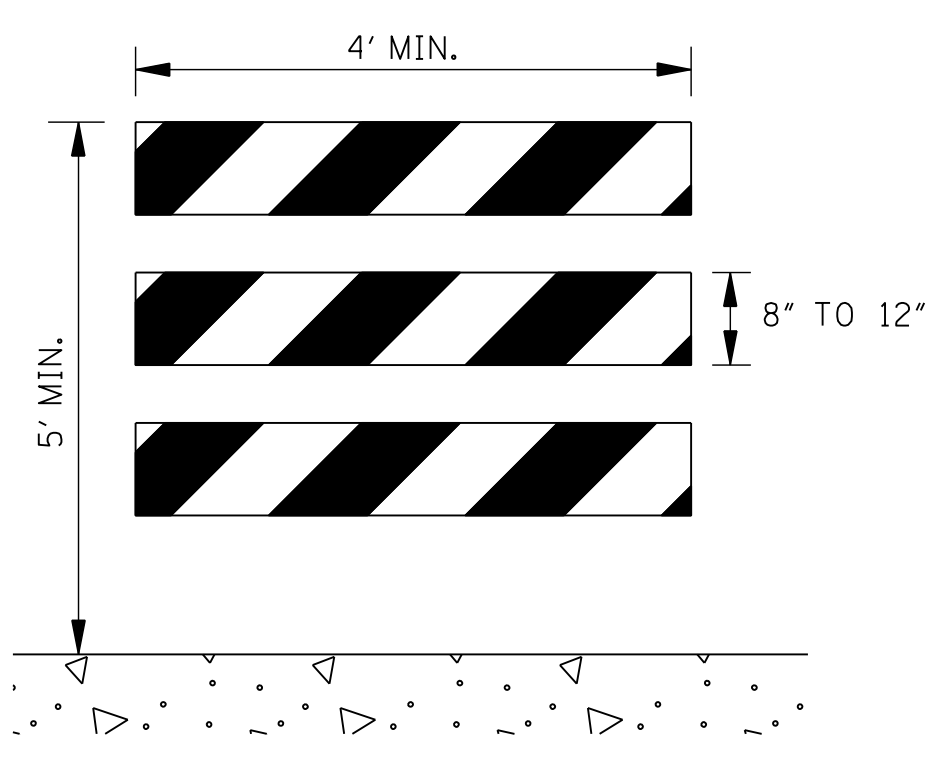
MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
TCP-5

SHEET NUMBER
6355



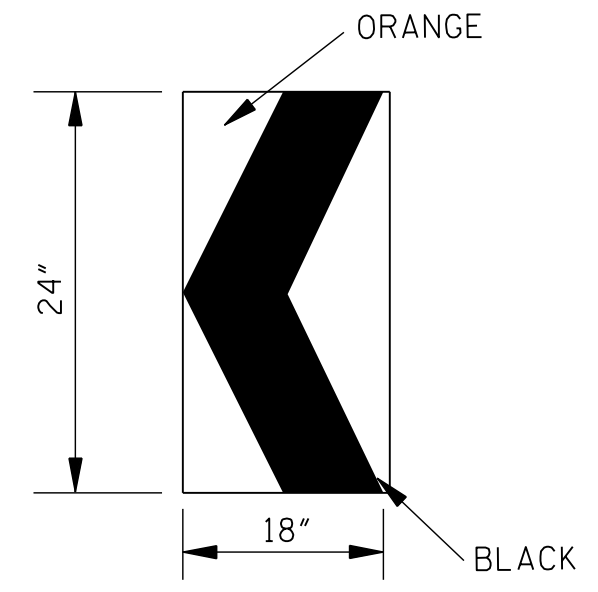
TYPE I TYPE II



TYPE III

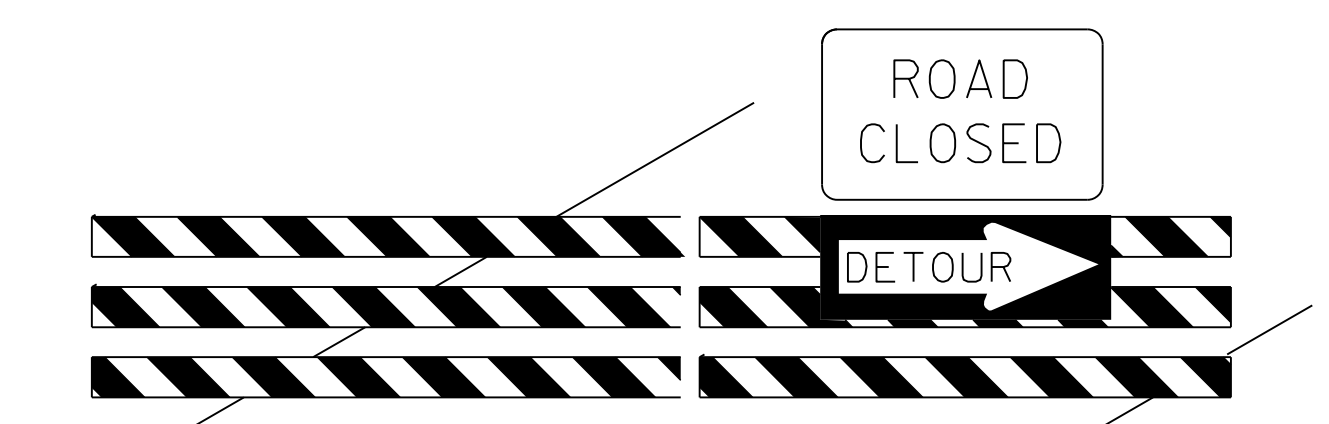
STANDARD BARRICADES

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 CATEGORY 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.

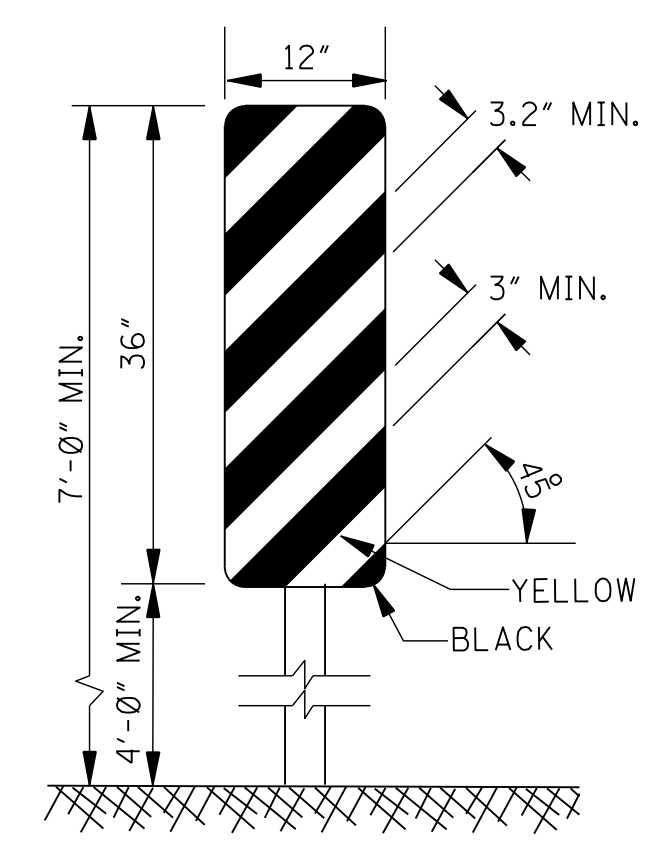


BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

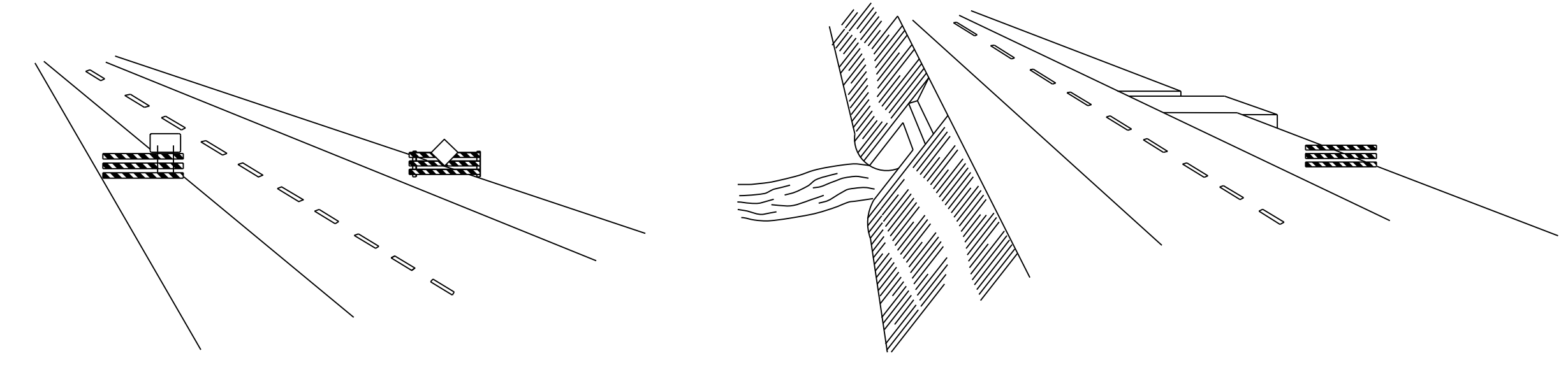
	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE 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 in² OF REFLECTIVE AREA FACING TRAFFIC.



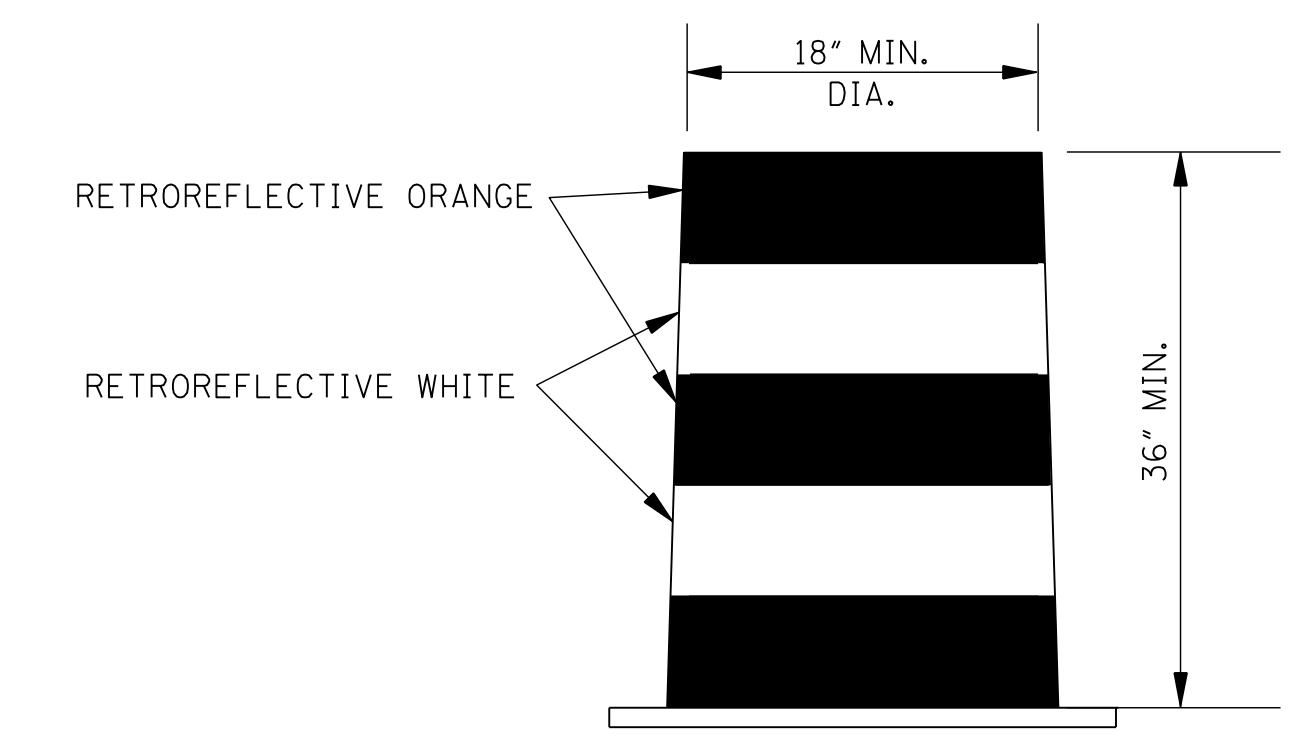
**TYPE 3 OBJECT MARKER
(OM-3R)**

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.

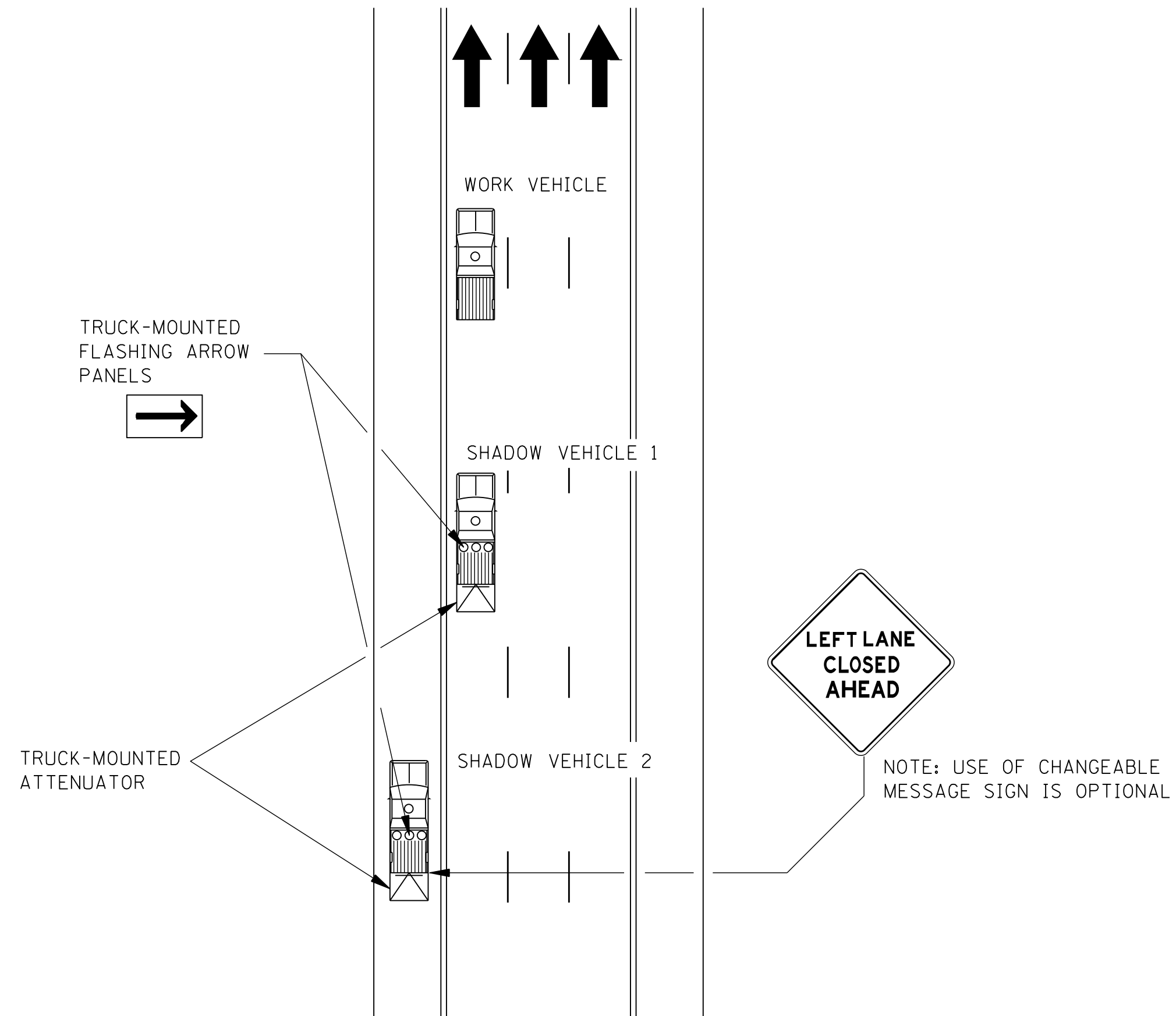


PLASTIC DRUM STRIPING DETAIL

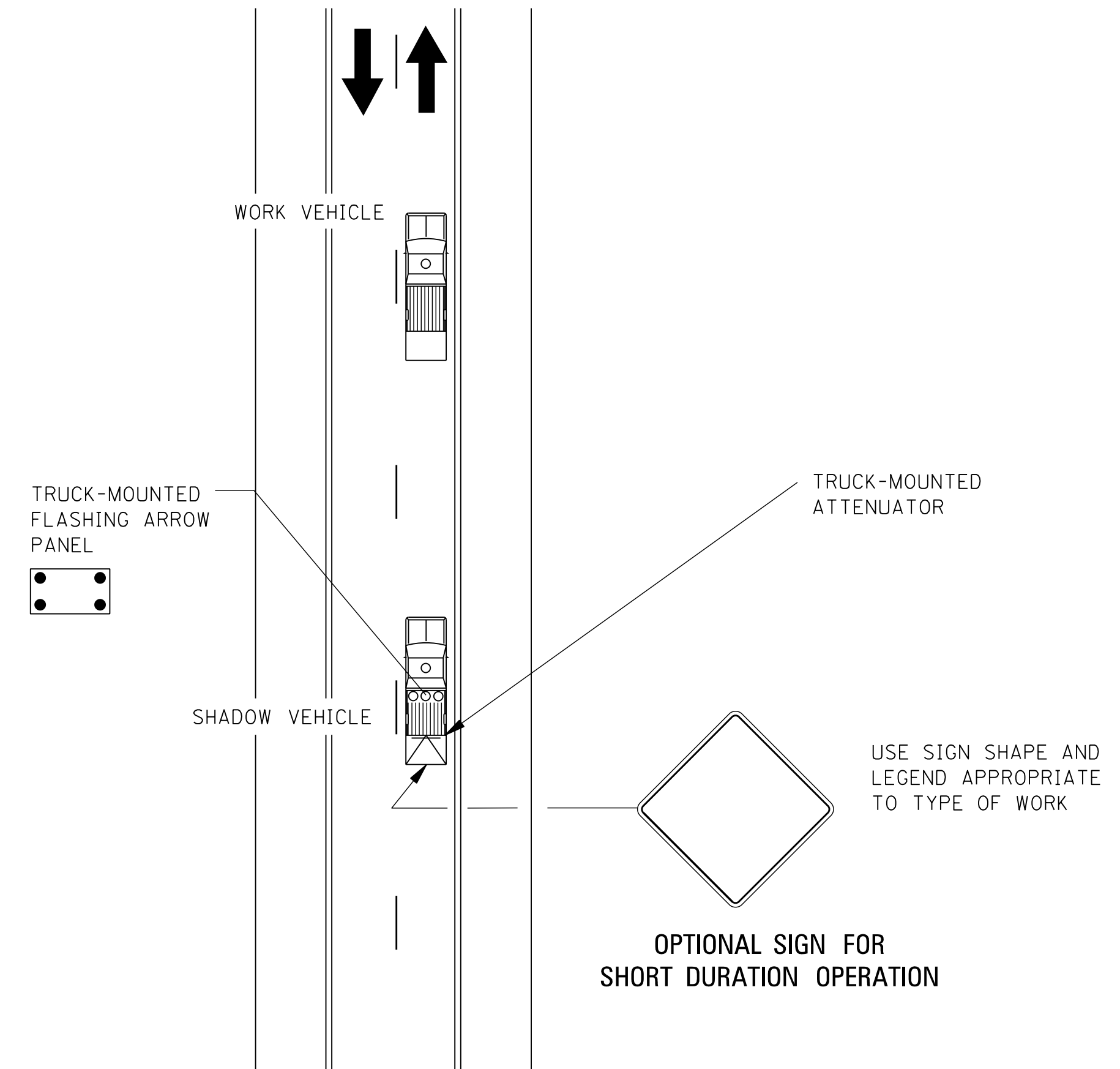
1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 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		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION		<p>HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS</p> 	
DATE			
ISSUE DATE:		AUGUST 01, 2017	
		WORKING NUMBER TCP-8 SHEET NUMBER 6358	

MOBILE OPERATIONS ON MULTILANE ROAD



MOBILE OPERATIONS ON TWO-LANE ROAD



MOBILE OPERATIONS ON MULTILANE ROAD

MOBILE OPERATIONS ON TWO-LANE ROAD

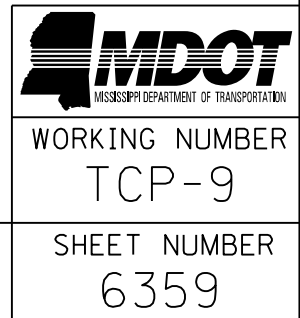
NOTES FOR MULTILANE LANE OPERATION:

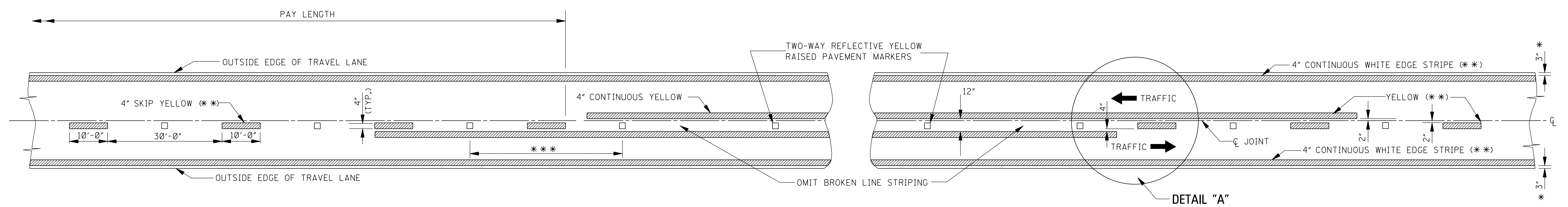
- VEHICLES USED FOR THESE OPERATIONS SHOULD BE MADE HIGHLY VISIBLE WITH APPROPRIATE EQUIPMENT, SUCH AS FLASHING LIGHTS, ROTATING BEACONS, FLAGS, SIGNS, OR ARROW PANELS.
- SHADOW VEHICLE 2 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK MOUNTED ATTENUATOR (TMA). AN APPROPRIATE LANE CLOSURE SIGN SHOULD BE PLACED ON SHADOW VEHICLE 2 SO AS NOT TO OBSCURE THE ARROW PANEL.
- SHADOW VEHICLE 1 SHOULD BE EQUIPPED WITH AN ARROW PANEL AND TRUCK-MOUNTED ATTENUATOR (TMA).
- SHADOW VEHICLE 2 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
- WHEN ADEQUATE SHOULDER WIDTH IS NOT AVAILABLE, SHADOW VEHICLE 2 SHOULD BE ELIMINATED.
- ON HIGH-SPEED ROADWAYS, A THIRD SHADOW VEHICLE SHOULD BE USED (i.e., VEHICLE 3 ON THE SHOULDER (IF PRACTICAL), VEHICLE 2 IN THE CLOSED LANE, AND VEHICLE 1 IN THE CLOSED LANE).
- ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60" X 30" IN ACCORDANCE WITH THE CRITERIA PRESENTED IN THE MUTCD.
- WORK SHOULD NORMALLY BE DONE DURING OFF-PEAK HOURS.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- 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.

NOTES FOR TWO-LANE OPERATION:

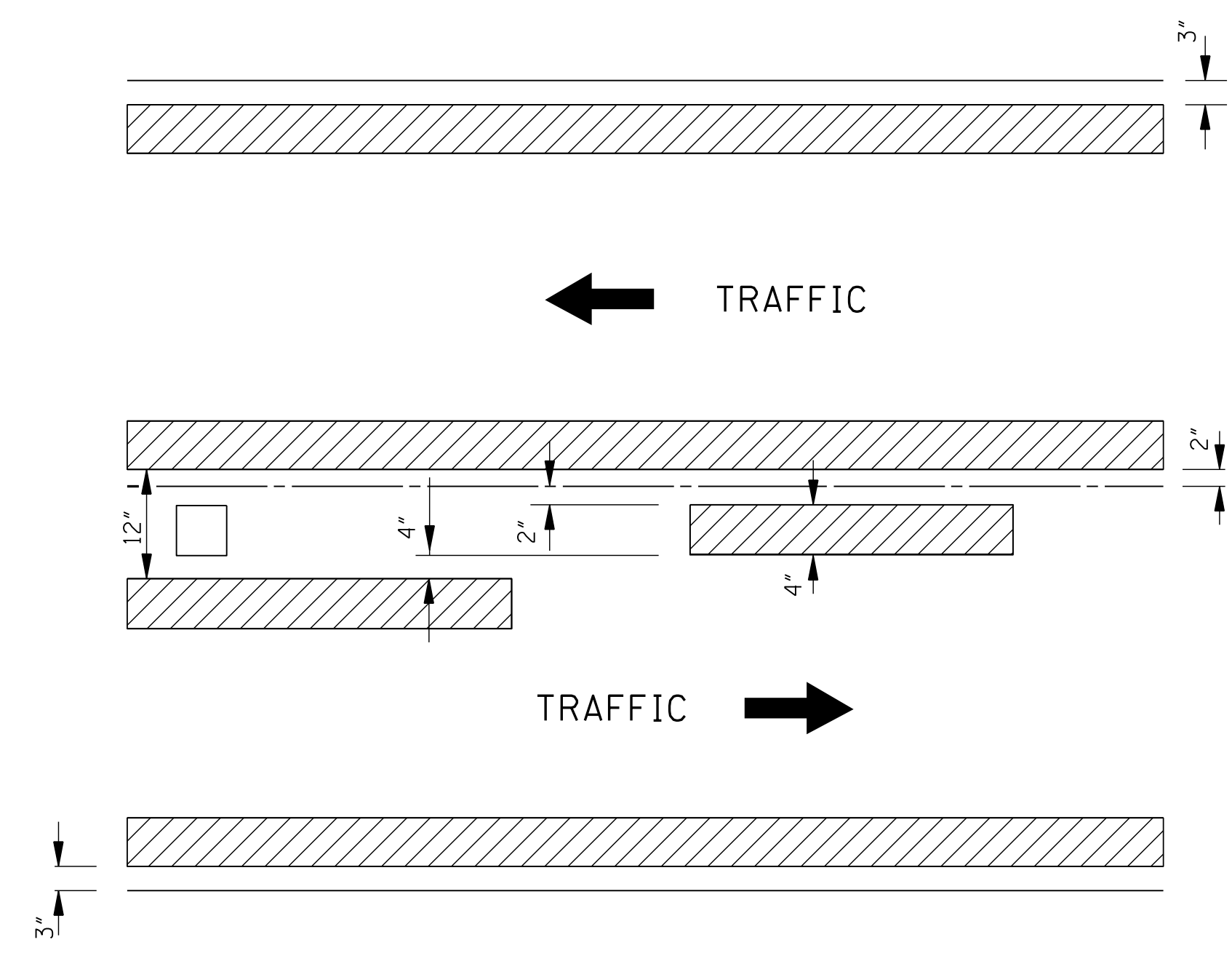
- WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS. IF THIS CAN NOT BE DONE FREQUENTLY, AS AN ALTERNATIVE, A "DO NOT PASS" SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
- THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS. SHADOW VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE SHADOW VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING TRAFFIC MAY BE USED. POLICE PATROL CARS MAY BE USED FOR THIS PURPOSE.
- A TRUCK-MOUNTED ATTENUATOR (TMA) SHOULD BE USED ON THE SHADOW VEHICLE AND MAY BE USED ON THE WORK VEHICLE.
- THE WORK VEHICLE SHALL BE EQUIPPED WITH BEACONS, AND THE SHADOW VEHICLES SHALL BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN. SHADOW AND WORK VEHICLES SHALL DISPLAY FLASHING OR ROTATING BEACONS BOTH FORWARD AND TO THE REAR.
- VEHICLE-MOUNTED SIGNS SHOULD BE MOUNTED WITH THE BOTTOM OF THE SIGN LOCATED AT A MINIMUM HEIGHT OF 48" ABOVE THE PAVEMENT AND SHALL NOT BE OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- ARROW BOARD TO BE USED IN CAUTION MODE.
- 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.

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN		
REVISION	<p align="center">TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS</p>		
DATE	ISSUE DATE:	AUGUST 01, 2017	
	WORKING NUMBER	TCP-9	
	SHEET NUMBER	6359	





TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"



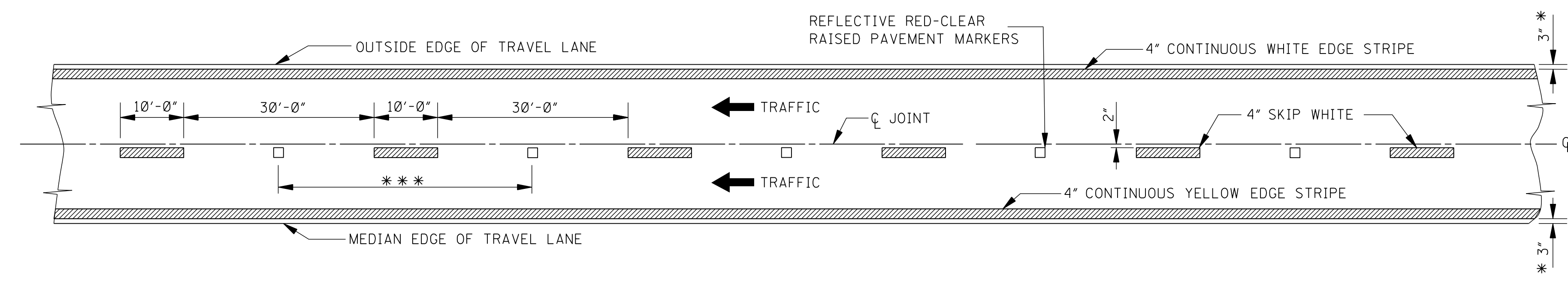
GENERAL NOTES:

- * 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).
- 3. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS
- *** 4. 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 100' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

5. 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	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED HIGHWAYS
DATE	ISSUE DATE: AUGUST 01, 2017



WORKING NUMBER
TCP-13
SHEET NUMBER
6363