

GENERAL INDEX		
INCLUDED THIS PROJECT		BEGIN WITH SHEET
☒ ROADWAY.....	1	
☒ PERMANENT SIGNS.....	1001	
☒ TRAFFIC SIGNALS.....	2001	
☐ ITS COMPONENTS.....	3001	
☐ LIGHTING.....	4001	
☐ (RESERVED).....	5001	
☒ ROADWAY STD. DWGS.....	6001	
☐ BOX CULVERT STD. DWGS (LRFD).....	7001	
☐ BOX CULVERT STD. DWGS (STD. SPEC.)....	7501	
☐ BRIDGE.....	8001	
☒ CROSS SECTIONS.....	9001	

STATE OF MISSISSIPPI

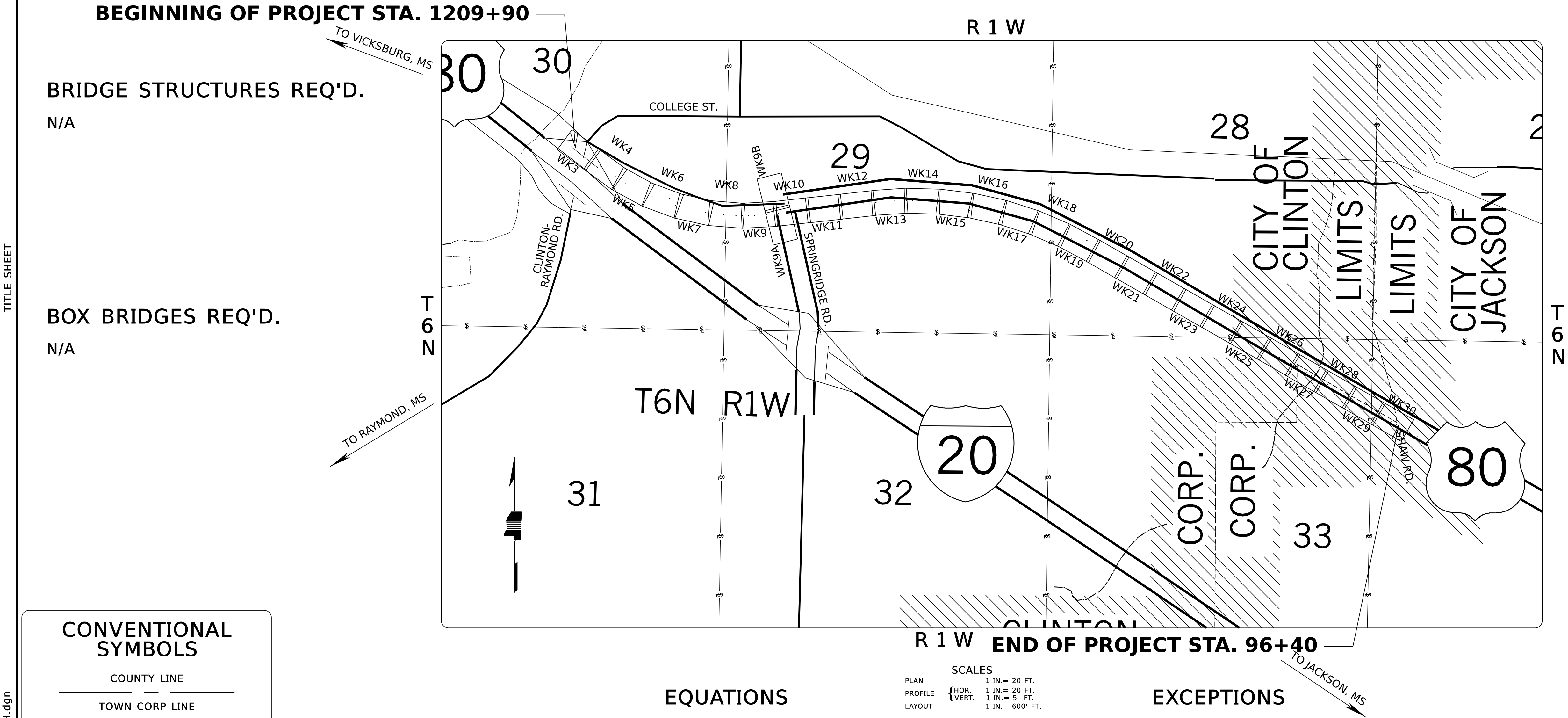
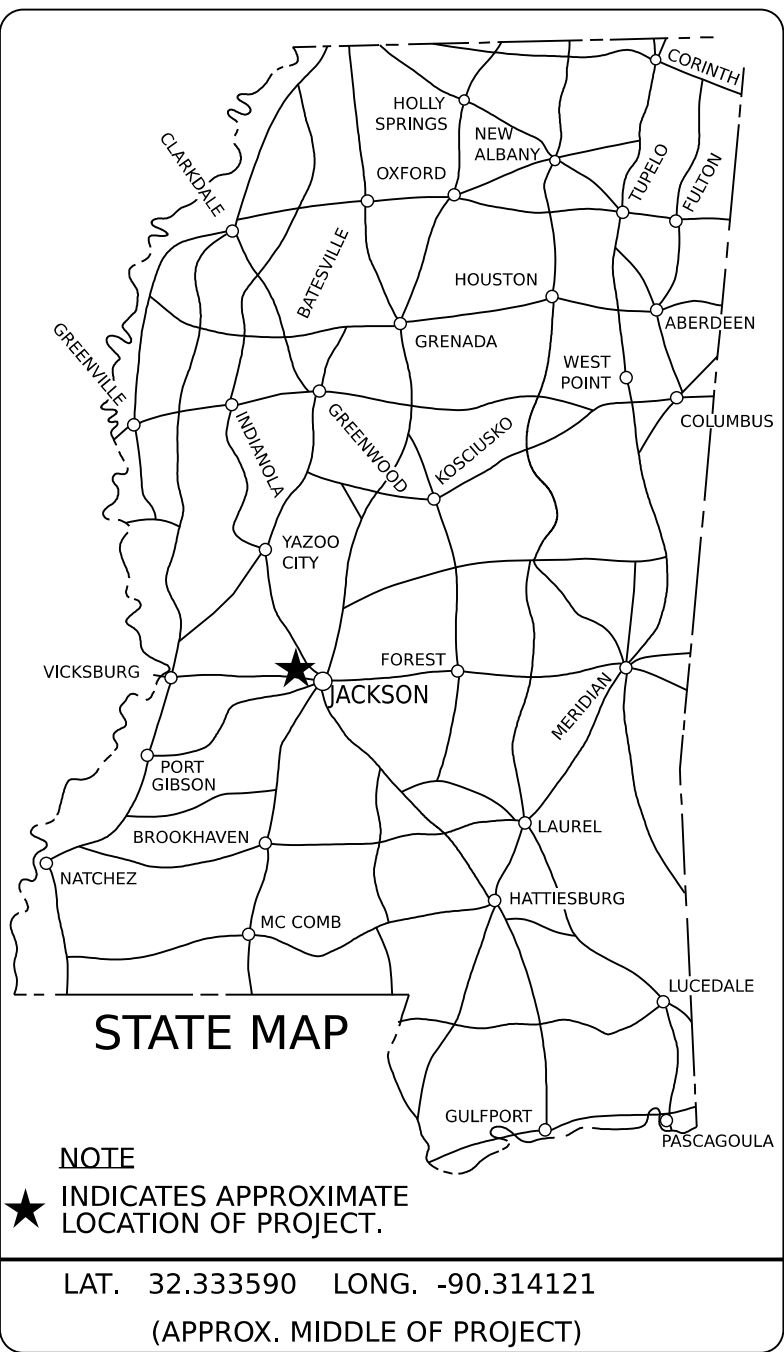
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF
PROPOSED STATE HIGHWAY

FEDERAL AID PROJECT NO. HSIP-7314-00(040)

US 80 from Clinton-Raymond Road to Shaw Road

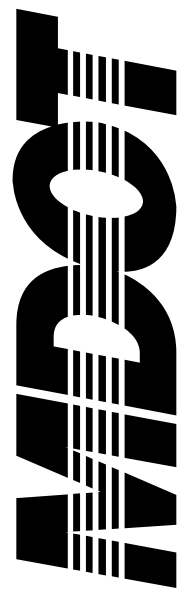
HINDS COUNTY



DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
TITLE SHEET (1)			1
DETAILED INDEX (4)			
DETAILED INDEX		DI-1	2
DETAILED INDEX		DI-2	3
DETAILED INDEX		DI-3	4
DETAILED INDEX		DI-4	5
PLAN REVISION (1)			
SUMMARY OF REVISIONS		RVP-1	
GENERAL NOTES (2)			
GENERAL NOTES		GN-1	6
GENERAL NOTES		GN-2	7
TYPICAL SECTION SHEETS (8)			
TYPICAL SECTIONS - HIGHWAY 80		TS1	8
TYPICAL SECTIONS - HIGHWAY 80		TS2	9
TYPICAL SECTIONS - MILL & OVERLAY		TS3	10
TYPICAL SECTIONS - SPECIAL CURB DETAILS		TS4	11
TYPICAL SECTIONS - SPECIAL CURB DETAILS		TS5	12
TYPICAL SECTIONS - SPECIAL DETAILS		TS6	13
TYPICAL SECTIONS - SIDEWALK SOUTH OF WALMART		TS7	14
TYPICAL SECTIONS - SIDEWALK SOUTH OF MISSISSIPPI COLLEGE		TS8	15
QUANTITY SHEETS (15)			
SUMMARY OF QUANTITIES		SQS-1	16
SUMMARY OF QUANTITIES		SQS-2	17
SUMMARY OF QUANTITIES		SQS-3	18
SUMMARY OF QUANTITIES		SQS-4	19
ESTIMATED QUANTITIES - DRAINAGE STRUCTURES		EQ-1	20
ESTIMATED QUANTITIES - BOX CULVERTS, SIDE DRAINS, SPECIAL DESIGN INLETS		EQ-2	21
ESTIMATED QUANTITIES - PERMANENT EROSION CONTROL, PAVED FLUMES		EQ-3	22
ESTIMATED QUANTITIES - COMBINATION CONCRETE CURB & GUTTER, DRIVEWAYS, EARTHWORK		EQ-4	23
ESTIMATED QUANTITIES - FULL-DEPTH BASE REPAIR, SIDEWALK, JRCP REPAIR		EQ-5	24
ESTIMATED QUANTITIES - REMOVAL ITEMS, SUMMARY OF PAVEMENT MARKINGS		EQ-6	25
ESTIMATED QUANTITIES - STANDARD ROADSIDE SIGN ASSEMBLY		EQ-7	26
ESTIMATED QUANTITIES - STANDARD ROADSIDE SIGN ASSEMBLY		EQ-8	27
ESTIMATED QUANTITIES - STANDARD ROADSIDE SIGNS, SUMMARY OF TRAFFIC CONTROL ITEMS		EQ-9	28
ESTIMATED QUANTITIES - TRAFFIC CONTROL SIGNS		EQ-10	29
ESTIMATED QUANTITIES - TRAFFIC SIGNAL ITEMS		EQ-11	30
PLAN & PROFILE SHEETS (47)			
PLAN VIEW - STA. 1207+94.19 TO STA. 1213+50		WK3	31
PLAN VIEW - STA. 1213+20 TO STA. 1218+80		WK4	32
PLAN VIEW - STA. 1218+60 TO STA. 1224+20		WK5	33
DRAINAGE PROFILES US 80 - STA. 1219+00 TO STA. 1224+00		WK5A	34
PLAN VIEW - STA. 1224+00 TO STA. 1229+40		WK6	35
DRAINAGE PROFILES US 80 - STA. 1224+00 TO STA. 1229+40		WK6A	36
PLAN VIEW - STA. 1229+40 TO STA. 1234+80		WK7	37
DRAINAGE PROFILES US 80 - STA. 1229+40 TO STA. 1234+80		WK7A	38
PLAN VIEW - STA. 1234+60 TO STA. 1240+20		WK8	39
DRAINAGE PROFILES US 80 - STA. 1235+00 TO STA. 1240+00		WK8A	40

DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
PLAN VIEW - STA. 1240+00 TO STA. 1245+60		WK9	41
DRAINAGE PROFILES US 80 - STA. 1240+00 TO STA. 1245+40		WK9A	42
PLAN VIEW - SPRINGRIDGE ROAD STA. 226+68.54 TO STA. 231+00		WK9B	43
PLAN VIEW - SPRINGRIDGE ROAD STA. 231+00 TO STA. 233+80.53		WK9C	44
PLAN VIEW - STA. 1245+40 TO STA. 1250+80		WK10	45
PLAN VIEW - STA. 1250+80 TO STA. 1256+20		WK11	46
PLAN VIEW - STA. 1256+20 TO STA. 1261+60		WK12	47
PLAN VIEW - STA. 1261+60 TO STA. 1267+00		WK13	48
DRAINAGE PROFILES US 80 - STA. 1262+00 TO STA. 1267+00		WK13A	49
PLAN VIEW - STA. 1267+00 TO STA. 1272+40		WK14	50
DRAINAGE PROFILES US 80 - STA. 1267+00 TO STA. 1272+40		WK14A	51
PLAN VIEW - STA. 1272+40 TO STA. 1277+80		WK15	52
DRAINAGE PROFILES US 80 - STA. 1272+40 TO STA. 1277+80		WK15A	53
PLAN VIEW - STA. 1277+60 TO STA. 1283+00		WK16	54
DRAINAGE PROFILES US 80 - STA. 1278+60 TO STA. 1283+00		WK16A	55
PLAN VIEW - STA. 1283+00 TO STA. 1288+40		WK17	56
DRAINAGE PROFILES US 80 - STA. 1283+00 TO STA. 1288+40		WK17A	57
PLAN VIEW - STA. 1288+40 TO STA. 1293+80		WK18	58
DRAINAGE PROFILES US 80 - STA. 1288+40 TO STA. 1293+80		WK18A	59
PLAN VIEW - STA. 1293+80 TO STA. 39+00		WK19	60
DRAINAGE PROFILES US 80 - STA. 1293+80 TO STA. 1297+60		WK19A	61
PLAN VIEW - STA. 39+00 TO STA. 44+40		WK20	62
DRAINAGE PROFILES US 80 - STA. 39+00 TO STA. 44+40		WK20A	63
PLAN VIEW - STA. 44+40 TO STA. 49+80		WK21	64
DRAINAGE PROFILES US 80 - STA. 44+40 TO STA. 49+80		WK21A	65
PLAN VIEW - STA. 49+80 TO STA. 55+00		WK22	66
PLAN VIEW - STA. 55+00 TO STA. 60+40		WK23	67
PLAN VIEW - STA. 60+40 TO STA. 65+80		WK24	68
PLAN VIEW - STA. 65+80 TO STA. 71+20		WK25	69
PLAN VIEW - STA. 71+20 TO STA. 76+60		WK26	70
PLAN VIEW - STA. 76+60 TO STA. 81+80		WK27	71
PLAN VIEW - STA. 81+80 TO STA. 87+20		WK28	72
PLAN VIEW - STA. 87+20 TO STA. 92+60		WK29	73
PLAN VIEW - STA. 92+60 TO STA. 98+00		WK30	74
PLAN VIEW - STA. 10+00 TO STA. 15+36 - SIDEWALK		WK31	75
PLAN VIEW - STA. 15+36 TO STA. 19+25 - SIDEWALK		WK32	76
PLAN VIEW - STA. 19+75 TO STA. 23+86 - SIDEWALK		WK33	77
EROSION CONTROL PLAN SHEETS (47)			
EROSION CONTROL PLAN - STA. 1207+94.19 TO STA. 1213+50		ECP3	78
EROSION CONTROL PLAN - STA. 1213+20 TO STA. 1218+80		ECP4	79
EROSION CONTROL PLAN - STA. 1218+60 TO STA. 1224+20		ECP5	80
DRAINAGE PROFILES US 80 - STA. 1219+00 TO STA. 1224+00		ECP5A	81
EROSION CONTROL PLAN - STA. 1224+00 TO STA. 1229+40		ECP6	82
DRAINAGE PROFILES US 80 - STA. 1224+00 TO STA. 1229+40		ECP6A	83
EROSION CONTROL PLAN - STA. 1229+40 TO STA. 1234+80		ECP7	84
DRAINAGE PROFILES US 80 - STA. 1229+40 TO STA. 1234+80		ECP7A	85
EROSION CONTROL PLAN - STA. 1234+60 TO STA. 1240+20		ECP8	86
DRAINAGE PROFILES US 80 - STA. 1235+00 TO STA. 1240+00		ECP8A	87
EROSION CONTROL PLAN - STA. 1240+00 TO STA. 1245+60		ECP9	88
DRAINAGE PROFILES US 80 - STA. 1240+00 TO STA. 1245+40		ECP9A	89
EROSION CONTROL PLAN - SPRINGRIDGE ROAD STA. 226+68.54 TO STA. 231+00		ECP9B	90
EROSION CONTROL PLAN - SPRINGRIDGE ROAD STA. 231+00 TO STA. 233+80.53		ECP9C	91
EROSION CONTROL PLAN - STA. 1245+40 TO STA. 1250+80		ECP10	92
EROSION CONTROL PLAN - STA. 1250+80 TO STA. 1256+20		ECP11	93
EROSION CONTROL PLAN - STA. 1256+20 TO STA. 1261+60		ECP12	94
EROSION CONTROL PLAN - STA. 1261+60 TO STA. 1267+00		ECP13	95
DRAINAGE PROFILES US 80 - STA. 1262+00 TO STA. 1267+00		ECP13A	96
EROSION CONTROL PLAN - STA. 1267+00 TO STA. 1272+40		ECP14	97





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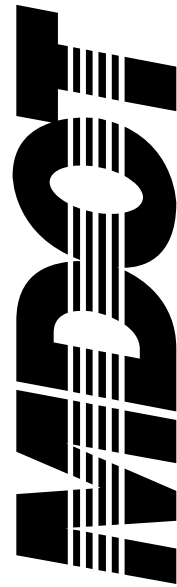
SHEET ID
DI-1

SHEET NO.
2

DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
DRAINAGE PROFILES US 80 - STA. 1267+00 TO STA. 1272+40		ECP14A	98
EROSION CONTROL PLAN - STA. 1272+40 TO STA. 1277+80		ECP15	99
DRAINAGE PROFILES US 80 - STA. 1272+40 TO STA. 1277+80		ECP15A	100
EROSION CONTROL PLAN - STA. 1277+60 TO STA. 1283+00		ECP16	101
DRAINAGE PROFILES US 80 - STA. 1278+60 TO STA. 1283+00		ECP16A	102
EROSION CONTROL PLAN - STA. 1283+00 TO STA. 1288+40		ECP17	103
DRAINAGE PROFILES US 80 - STA. 1283+00 TO STA. 1288+40		ECP17A	104
EROSION CONTROL PLAN - STA. 1288+40 TO STA. 1293+80		ECP18	105
DRAINAGE PROFILES US 80 - STA. 1288+40 TO STA. 1293+80		ECP18A	106
EROSION CONTROL PLAN - STA. 1293+80 TO STA. 39+00		ECP19	107
DRAINAGE PROFILES US 80 - STA. 1293+80 TO STA. 1297+60		ECP19A	108
EROSION CONTROL PLAN - STA. 39+00 TO STA. 44+40		ECP20	109
DRAINAGE PROFILES US 80 - STA. 39+00 TO STA. 44+40		ECP20A	110
EROSION CONTROL PLAN - STA. 44+40 TO STA. 49+80		ECP21	111
DRAINAGE PROFILES US 80 - STA. 44+40 TO STA. 49+80		ECP21A	112
EROSION CONTROL PLAN - STA. 49+80 TO STA. 55+00		ECP22	113
EROSION CONTROL PLAN - STA. 55+00 TO STA. 60+40		ECP23	114
EROSION CONTROL PLAN - STA. 60+40 TO STA. 65+80		ECP24	115
EROSION CONTROL PLAN - STA. 65+80 TO STA. 71+20		ECP25	116
EROSION CONTROL PLAN - STA. 71+20 TO STA. 76+60		ECP26	117
EROSION CONTROL PLAN - STA. 76+60 TO STA. 81+80		ECP27	118
EROSION CONTROL PLAN - STA. 81+80 TO STA. 87+20		ECP28	119
EROSION CONTROL PLAN - STA. 87+20 TO STA. 92+60		ECP29	120
EROSION CONTROL PLAN - STA. 92+60 TO STA. 98+00		ECP30	121
EROSION CONTROL PLAN - STA. 10+00 TO STA. 15+36 - SIDEWALK		ECP31	122
EROSION CONTROL PLAN - STA. 15+36 TO STA. 19+25 - SIDEWALK		ECP32	123
EROSION CONTROL PLAN - STA. 19+75 TO STA. 23+86 - SIDEWALK		ECP33	124
INTERSECTION DETAIL SHEETS (27)			
INTERSECTION DETAIL - STA. 1211+60 TO STA. 1214+40		ID-1	125
INTERSECTION DETAIL - STA. 1230+90 TO STA. 1233+70		ID-2	126
INTERSECTION DETAIL - STA. 1234+20 TO STA. 1237+00		ID-3	127
INTERSECTION DETAIL - STA. 1239+90 TO STA. 1242+70		ID-4	128
INTERSECTION DETAIL - STA. 1244+75 TO STA. 1247+60		ID-5	129
INTERSECTION DETAIL - STA. 1252+40 TO STA. 1255+20		ID-6	130
INTERSECTION DETAIL - STA. 1261+60 TO STA. 1265+40		ID-7	131
INTERSECTION DETAIL - STA. 1275+80 TO STA. 1278+40		ID-8	132
INTERSECTION DETAIL - STA. 1286+60 TO STA. 1288+80		ID-9	133
INTERSECTION DETAIL - STA. 1293+80 TO STA. 1296+60		ID-10	134
INTERSECTION DETAIL - STA. 37+60 TO STA. 40+40		ID-11	135
INTERSECTION DETAIL - STA. 46+40 TO STA. 49+00		ID-12	136
INTERSECTION DETAIL - STA. 60+00 TO STA. 62+80		ID-13	137
INTERSECTION DETAIL - STA. 62+80 TO STA. 65+20		ID-14	138
INTERSECTION DETAIL - STA. 65+20 TO STA. 67+60		ID-15	139
INTERSECTION DETAIL - STA. 67+60 TO STA. 70+20		ID-16	140
INTERSECTION DETAIL - STA. 70+20 TO STA. 72+60		ID-17	141
INTERSECTION DETAIL - STA. 72+60 TO STA. 75+20		ID-18	142
INTERSECTION DETAIL - STA. 75+20 TO STA. 77+60		ID-19	143
INTERSECTION DETAIL - STA. 77+60 TO STA. 80+00		ID-20	144
INTERSECTION DETAIL - STA. 80+00 TO STA. 82+60		ID-21	145
INTERSECTION DETAIL - STA. 82+60 TO STA. 85+00		ID-22	146
INTERSECTION DETAIL - STA. 85+00 TO STA. 87+40		ID-23	147
INTERSECTION DETAIL - STA. 87+40 TO STA. 90+00		ID-24	148
INTERSECTION DETAIL - STA. 90+00 TO STA. 92+40		ID-25	149
INTERSECTION DETAIL - STA. 92+40 TO STA. 95+00		ID-26	150
INTERSECTION DETAIL - STA. 95+00 TO STA. 97+40		ID-27	151

DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
FORM GRADE SHEETS (17)			
FORM GRADES - STA. 1218+20 TO STA. 1220+40		FG-1	152
FORM GRADES - SOUTH CAPITAL STREET / MCLEMORE DRIVE		FG-2	153
FORM GRADES - STA. 1241+30 TO STA. 1243+60		FG-3	154
FORM GRADES - STA. 1243+70 TO STA. 1246+00		FG-4	155
FORM GRADES - STA. 1246+20 TO STA. 1248+20		FG-5	156
FORM GRADES - STA. 1252+80 TO STA. 1254+80		FG-6	157
FORM GRADES - STA. 1261+20 TO STA. 1263+30		FG-7	158
FORM GRADES - STA. 1263+40 TO STA. 1265+60		FG-8	159
FORM GRADES - STA. 1276+00 TO STA. 1278+00		FG-9	160
FORM GRADES - STA. 1286+60 TO STA. 1288+80		FG-10	161
FORM GRADES - STA. 1293+80 TO STA. 1295+80		FG-11	162
FORM GRADES - STA. 46+40 TO STA. 48+60		FG-12	163
FORM GRADES - STA. 50+80 TO STA. 53+00		FG-13	164
FORM GRADES - STA. 60+40 TO STA. 62+20		FG-14	165
FORM GRADES - STA. 70+00 TO STA. 72+20		FG-15	166
FORM GRADES - STA. 74+20 TO STA. 76+40		FG-16	167
FORM GRADES - STA. 81+80 TO STA. 84+20		FG-17	168
TRAFFIC CONTROL SHEETS (9)			
DETAIL OF CONSTRUCTION SIGNING		DCS-1	169
DETAIL OF CONSTRUCTION SIGNING		DCS-2	170
DETAIL OF CONSTRUCTION SIGNING		DCS-3	171
TRAFFIC CONTROL NARRATIVE		TC-NAR	172
TRAFFIC CONTROL PLAN - OUTSIDE LANE		TC-1	173
TRAFFIC CONTROL PLAN - MEDIAN LANE		TC-2	174
TRAFFIC CONTROL PLAN - MEDIAN LANE WITH CUT GREATER THAN 3'		TC-3	175
TRAFFIC CONTROL PLAN - LATERAL SHIFT BETWEEN MEDIAN AND OUTSIDE WORKZONES		TC-4	176
TRAFFIC CONTROL PLAN - CHANNELIZED INTERSECTION		TC-5	177
PAVEMENT MARKING DETAIL SHEETS (7)			
PAVEMENT MARKING DETAIL		PMD-1	178
PAVEMENT MARKING DETAIL		PMD-2	179
PAVEMENT MARKING DETAIL		PMD-3	180
PAVEMENT MARKING DETAIL		PMD-4	181
PAVEMENT MARKING DETAIL		PMD-5	182
PAVEMENT MARKING DETAIL		PMD-6	183
PAVEMENT MARKING DETAIL		PMD-7	184
SPECIAL DESIGN SHEETS (12)			
VEGETATION SCHEDULE		VS-1	185
EASEMENT COORDINATES		REC-1	186
MISCELLANEOUS DETAILS - PAVED FLUMES SPECIAL DESIGN		MD-1	187
MISCELLANEOUS DETAILS - HANDRAIL		MD-2	188
MISCELLANEOUS DETAILS - SINGLE CELL BOX CULVERT DETAIL STA. 85+50		MD-3	189
MISCELLANEOUS DETAILS - BOX CULVERT EXTENSION DETAIL STA. 85+50		MD-4	190
MISCELLANEOUS DETAILS - SPECIAL DESIGN INLET, EXISTING INLET MODIFICATIONS, AND SEWER POINT REPAIR		MD-5	191
MISCELLANEOUS DETAILS - DRIVEWAYS		MD-6	192
MISCELLANEOUS DETAILS - CONCRETE FAILURE REPAIR AND CONCRETE EXPANSION JOINT REPAIR		MD-7	193
MISCELLANEOUS DETAILS - CONCRETE CONTRACTION JOINT REPAIR		MD-8	194
SIGN SUPPORT HARDWARE - 2.0" SQUARE POST		TSS-1	195
SIGN SUPPORT HARDWARE - 2.5" SQUARE POST		TSS-2	196





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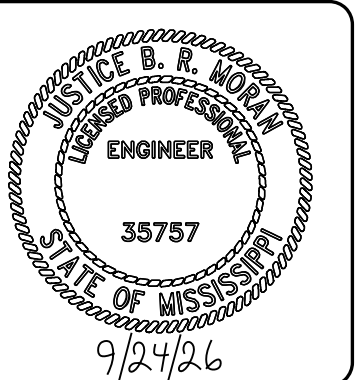
DETAILED INDEX

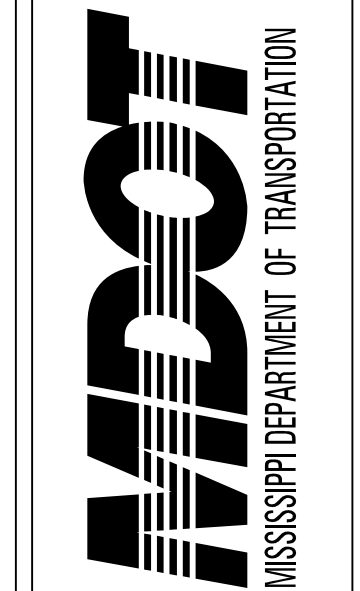
SHEET ID
DI-2

SHEET NO.
3

DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
PERMANENT SIGNING PLAN SHEETS (19)			
PERMANENT SIGNING PLAN		PSP-1	1001
PERMANENT SIGNING PLAN		PSP-2	1002
PERMANENT SIGNING PLAN		PSP-3	1003
PERMANENT SIGNING PLAN		PSP-4	1004
PERMANENT SIGNING PLAN		PSP-5	1005
PERMANENT SIGNING PLAN		PSP-6	1006
PERMANENT SIGNING PLAN		PSP-7	1007
PERMANENT SIGNING PLAN		PSP-8	1008
PERMANENT SIGNING PLAN		PSP-9	1009
PERMANENT SIGNING PLAN		PSP-10	1010
PERMANENT SIGNING PLAN		PSP-11	1011
PERMANENT SIGNING PLAN		PSP-12	1012
PERMANENT SIGNING PLAN		PSP-13	1013
PERMANENT SIGNING PLAN		PSP-14	1014
PERMANENT SIGNING PLAN		PSP-15	1015
PERMANENT SIGNING PLAN		PSP-16	1016
PERMANENT SIGNING PLAN		PSP-17	1017
PERMANENT SIGNING PLAN		PSP-18	1018
PERMANENT SIGNING PLAN		PSP-19	1019
TRAFFIC SIGNAL INSTALLATION SHEETS (31)			
TRAFFIC SIGNAL EQUIPMENT NOTES		TSEN	2001
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & CLINTON-RAYMOND RD.		TSI-1	2002
		TSI-1A	2003
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & MCLEMORE DR.		TSI-2	2004
		TSI-2A	2005
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & SPRINGRIDGE RD.		TSI-3	2006
		TSI-3A	2007
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & BROADWAY ST.		TSI-4	2008
		TSI-4A	2009
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & MT. SALUS RD.		TSI-5	2010
		TSI-5A	2011
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & LAKEVIEW DR. / SUNRISE DR.		TSI-6	2012
		TSI-6A	2013
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & WALMART		TSI-7	2014
		TSI-7A	2015
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & MASONIC DR.		TSI-8	2016
		TSI-8A	2017
TRAFFIC SIGNAL INSTALLATION - US HWY 80 & SHAW DR.		TSI-9	2018
		TSI-9A	2019
TRAFFIC SIGNAL GENERAL NOTES		TSD-1	2020
TRAFFIC SIGNAL HEADS, TRAFFIC SIGNAL SIGNS & WIND SPEEDS		TSD-2	2021
CURVED MAST ARM & PEDESTAL POLE DETAILS		TSD-3C	2022
SIGNAL POLE & PEDESTAL POLE FOUNDATION DETAILS		TSD-4	2023
TRAFFIC SIGNAL GROUNDING DETAILS		TSD-5	2024
CONTROLLER CABINET & POWER SERVICE DETAILS		TSD-6	2025
PULL BOX & CONDUIT TRENCHING DETAILS		TSD-8	2026
SRVD RADAR INSTALLATION FOR TRAFFIC SIGNALS		TSD-9R	2027
TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)		TSD-10	2028
STREET NAME SIGN DETAILS		TSD-11	2029
RADIO / SIGNAL MONITORING CCTV MOUNTING DETAILS		TSD-15	2030
COMMUNICATIONS BLOCK DIAGRAM		CBD-1	2031

DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
STANDARD DRAWINGS - ROADWAY SHEETS (60)			
CONCRETE PAVEMENT JOINTS		PJ-1	6004
CONCRETE ISLAND PAVEMENT DETAILS		CIP-1	6011
PAVEMENT MARKING DETAILS FOR 2-LANE AND 4-LANE DIVIDED ROADWAYS	4/22/2026	PM-1	6051
PAVEMENT MARKING DETAILS FOR 3, 4 & 5-LANE UNDIVIDED ROADWAYS	12/11/2025	PM-2	6052
PAVEMENT MARKING LEGEND DETAILS	12/11/2025	PM-5	6055
PAVEMENT MARKING LEGEND DETAILS	12/11/2025	PM-6	6056
TYPICAL TEMPORARY EROSION CONTROL/SEDIMENT CONTROL APPLICATIONS		ECD-1	6101
DETAILS OF SEDIMENT BARRIER APPLICATIONS		ECD-2	6102
DETAILS OF SILT FENCE INSTALLATION		ECD-3	6103
DITCH CHECK STRUCTURES, TYPICAL APPLICATIONS AND DETAILS		ECD-4	6104
TEMPORARY EROSION, SEDIMENT, & WATER POLLUTION CONTROL MEASURES (SILT FENCE & HAY BALE DITCH CHECKS)		ECD-5	6105
DETAILS OF EROSION CONTROL WATTLE DITCH CHECK		ECD-6	6106
DETAILS OF EROSION CONTROL SILT DIKE DITCH CHECK		ECD-7	6107
ROCK DITCH CHECK		ECD-8	6108
ROCK FILTER DAM		ECD-9	6109
ROCK DITCH CHECK WITH SUMP EXCAVATION AND ROCK FILTER DAM		ECD-10	6110
TYPICAL APPLICATIONS & DETAILS FOR INLET CONSTRUCTION		ECD-11	6111
INLET PROTECTION DETAILS FOR SEDIMENT CONTROL STONE ON GRADES AND SAGS		ECD-12	6112
INLET PROTECTION DETAILS OF WATTLES		ECD-13	6113
INLET PROTECTION DETAILS OF MANUFACTURED INLET PROTECTION DEVICE		ECD-14	6114
INLET PROTECTION DETAILS OF SANDBAGS		ECD-15	6115
STABILIZED CONSTRUCTION ENTRANCE		ECD-16	6116
DETAILS OF EROSION CONTROL SANDBAG DITCH CHECK		ECD-21	6121
DETAILS OF TYPICAL DITCH TREATMENTS		DT-1	6123
TYPICAL TEMPORARY EROSION CONTROL MEASURES (SLOPE DRAIN AND TYPE A SILT BASIN)		BAS-A	6125
ROUTE SHIELDS AND "EXIT ONLY" PANELS	12/11/2025	SN-2	6302
STANDARD ROADSIDE SIGNS	12/11/2025	SN-3	6303
STANDARD ROADSIDE SIGNS	12/11/2025	SN-3A	6304
STANDARD ROADSIDE SIGNS	12/11/2025	SN-3B	6305
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION	12/11/2025	SN-4	6306
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION		SN-4A	6307
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION		SN-4B	6308
TRAFFIC CONTROL PLAN WITH FLAGGER (1-LANE CLOSURE OF 2-WAY TRAFFIC)	4/22/2026	TCP-1	6351
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)	12/11/2025	TCP-2	6352
TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH (4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (EXTENDED PERIOD)	12/11/2025	TCP-3	6353
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS	12/11/2025	TCP-8	6358
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS	12/11/2025	TCP-9	6359
TRAFFIC CONTROL PLAN : UNEVEN PAVEMENT DETAILS	4/22/2026	TCP-12	6362
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 4-LANE DIVIDED ROADWAYS	12/11/2025	TCP-13	6363
LOCATION OF R16-3 SIGNS (SPEEDING FINES DOUBLED)		TCP-15	6365
TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE	12/11/2025	TCP-16	6366
TYPICAL GRADING TRANSITION BETWEEN CUTS & FILLS		GT-1	6404
DRIVEWAYS, CURB & GUTTER, & SIDEWALK		SD-1	6419
DRIVEWAYS, INTEGRAL CURB, & SIDEWALK		SD-2	6420
CURB RAMPS: RAMP DESIGN ELEMENTS		CR-1	6421
CURB RAMPS: PLACEMENT DETAILS		CR-2	6422
CURB RAMPS: PLACEMENT DETAILS		CR-3	6423
CURB RAMPS: DETECTABLE WARNING DETAILS		CR-4	6424
MISCELLANEOUS DETAIL SHEET 1. STACKED PIPE JOINTS 2. EXCAVATION AT GRADE POINTS		MDS-1	6425
DETAILS OF PAVED FLUMES	4/22/2026	PF-1	6426





MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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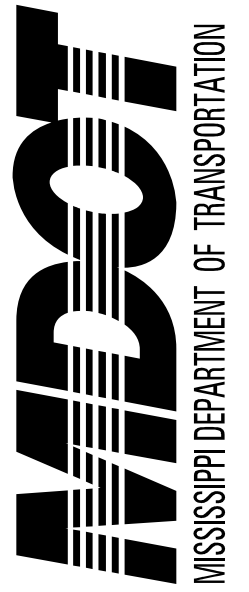
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DETAILED INDEX

SHEET ID
DI-3

SHEET NO.
4

DETAILED INDEX	REVISION DATE	SH. ID.	SH. NO.
TYPICAL PLANTING DETAILS FOR TREES & SHRUBS		PD-1	6428
PIPE CULVERT INSTALLATION		PI-1	6501
CONCRETE PIPE COLLAR		PC-1	6503
JUNCTION BOX FOR PIPE CULVERTS		JB-1	6504
JUNCTION BOX TYPE 2 FOR TRAFFIC LOAD (MAXIMUM "W" = 9.3 FT.)		JB-2	6506
STORM SEWER INLET TYPE SS-2		SS-2	6524
STORM SEWER INLET TYPE SS-3		SS-3	6525
DROP INLET AND GRATE DETAILS FOR PIPE AND BOX CULVERTS		B-9	6527
FLARED END SECTION FOR CONCRETE PIPE		FE-1	6530
FLARED END SECTION FOR CONCRETE ARCH PIPE		FE-1A	6531
CROSS SECTIONS (73)		9001 - 9073	
TOTAL SHEETS			379



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DETAILED INDEX

SHEET ID
DI-4

SHEET NO.
5

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SUMMARY OF REVISIONS

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SHEET NO.

PLAN SHEET

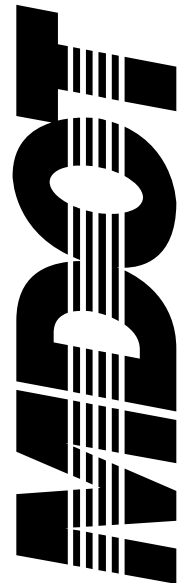
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	GENERAL NOTES
	DRAINAGE STRUCTURES
1	ALL PIPE JOINTS ARE TO BE WRAPPED IN 24-INCH WIDE TYPE V GEOTEXTILE FABRIC. ALL PICKUP HOLES SHALL BE PLUGGED AND COVERED WITH TYPE V GEOTEXTILE FABRIC , THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
2	FULL COLLARS ARE TO BE USED AT ALL BOX CULVERT EXTENSIONS AND AT ALL BOX CULVERT CONSTRUCTION JOINTS. (SEE WK. NO. ICJ-1 FOR DETAILS)
3	THE COST OF ANY COLLARS REQUIRED TO CONNECT CONCRETE FLARED END SECTIONS TO NON-CONCRETE PIPE SECTIONS SHALL BE ABSORBED IN THE COST FOR NON-CONCRETE PIPE.
4	CURB AND GUTTER VERTICAL DIMENSIONS SHOWN IN THE DETAIL DRAWINGS ARE FOR A CURB IN THE "CATCH" CONFIGURATION AND SHALL BE CONSIDERED TO BE MINIMUM DIMENSIONS. THE DIMENSIONS MAY BE MODIFIED AS NECESSARY FOR "SPILL" CURB AND GUTTER, BUT SHALL NOT BE LESS THAN THE MINIMUM SHOWN.
5	THE COST FOR REMOVAL OF ALL HEADWALLS AND WINGWALLS (PIPES, BOX CULVERTS, BOX BRIDGES) SHALL BE ABSORBED IN OTHER ITEMS BID.
6	THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING STRUCTURES SUCH AS, BUT NOT LIMITED TO, PIPES, INLETS, APRONS, AND BRIDGES 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.
7	WHERE JACK OR BORE PIPES ARE LOCATED IN THE PLANS, BORE PITS ARE REQUIRED TO BE AS CLOSE AS POSSIBLE BEHIND THE CURB. SHORING WILL BE REQUIRED AT BORE PITS AND WILL BE COST ABSORBED. CONTRACTOR WILL BE RESPONSIBLE FOR AVOIDING UTILITIES WHICH MAY BE NEAR THE BORE PIT WHILE INSTALLING THE PIPE.
	EARTHWORK
8	25 % SHRINKAGE FACTOR USED IN THE EARTHWORK CALCULATIONS IS FOR DESIGN ESTIMATING PURPOSES ONLY.
9	THE TOP THREE FEET AND VARIABLE OF THE DESIGN SOILS (BOTH NATURAL AND EMBANKMENT) SHALL BE CONSTRUCTED OF SOIL CLASSIFIED AS B9-6 OR BETTER, PER MDOT SPECIFICATIONS 703.21, EXCEPT AT UNDERCUT LOCATIONS DESIGNATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER TO RECEIVE CLASS B-9 BORROW EXCAVATION. EXTREME CARE SHALL BE EXERCISED IN UNDERCUT AREAS, AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS AS DIRECTED BY THE ENGINEER. FOR ADDITIONAL DETAILS THE CONTRACTOR IS REFERRED TO THE NOTICE TO BIDDERS ON DESIGN SOIL MATERIAL IN THE CONTRACT PROPOSAL DOCUMENT.
10	VOIDS CREATED BY THE REMOVAL OF, BUT NOT LIMITED TO, POSTS, CONCRETE ANCHORS, AND FOOTINGS SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 203 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE COST OF WHICH WILL BE ABSORBED IN OTHER ITEMS BID.
11	WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES. THEREFORE, THE RISK OF A FAILURE OCCURRING DURING EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING WHAT BRACING, SHORING, OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION, OR ANY STRUCTURES ADJACENT TO THE EXCAVATION. ALL COSTS FOR DESIGNING, DRAWING, AND CONSTRUCTING THE FACILITY SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.
12	PRIOR TO EARTHWORK OPERATIONS, THE EXISTING TOP 4” TOPSOIL IS TO BE STRIPPED AND STOCKPILED. AFTER THE GRADING OPERATIONS ARE COMPLETED, SAID TOPSOIL SHALL BE PLACED ON ALL AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE PROTECTED, IN ACCORDANCE WITH SECTION 211 OF THE SPECIFICATIONS, OR THE VEGETATION SCHEDULE (SEE WK. SH. VS-1). EXISTING TOPSOIL AND ALL COSTS ASSOCIATED WITH STRIPPING, HAULING, STOCKPILING, AND PLACEMENT OF THE EXISTING TOPSOIL IS TO BE ABSORBED IN OTHER EARTHWORK ITEMS.
	EROSION CONTROL - TEMPORARY
13	WIRE FENCE BACKING WILL BE REQUIRED FOR ALL SILT FENCE.
14	THE EROSION CONTROL DEVICES REFERENCED IN THESE PLANS ARE A MINIMUM REQUIREMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SILT DOES NOT LEAVE THE RIGHT OF WAY OR CONTAMINATE WATERS OF THE U. S. DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT AN EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF WORK AND MAINTAIN THE PLAN DURING CONSTRUCTION. ANY ADDITIONAL SILT BASINS NOT SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACTOR'S EROSION CONTROL PLAN PRIOR TO SUBMITTING FOR APPROVAL.
15	ALL ITEMS OF WORK ASSOCIATED WITH THE INSTALLATION OF A CONSTRUCTION ENTRANCE SHALL BE ABSORBED IN OTHER ITEMS OF WORK.

	GENERAL NOTES
	PAVEMENT, BASE, AND SHOULDERS
16	THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE PAVED OR UNPAVED SHOULDER THAT MIGHT OCCUR DURING CONSTRUCTION. ANY REPAIR TO SHOULDER WILL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. NO PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED SHOULDER.
17	TEMPORARY PAVEMENT JOINTS (PAPER JOINTS) SHALL BE EMPLOYED AT ALL LOCATIONS REQUIRING TRAFFIC TO TRAVERSE AN UNEVEN PAVEMENT JOINT. PAPER JOINTS SHALL BE A MINIMUM OF OF 9 FEET IN LENGTH AND SHALL BE ADEQUATELY MAINTAINED.
18	WHERE MILLING 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 WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
	PLANS
19	IF COLORS ARE USED ON PLAN/PROFILE SHEETS, THEY ARE INTENDED TO VISUALLY EASE THE LOCATION OF ELEMENTS FOR USERS OF THESE DRAWINGS. ALTHOUGH THE INTENT IS TO CATEGORIZE EVERYTHING AS EITHER EXISTING OR PROPOSED, IT IS THE END USER'S RESPONSIBILITY TO ENSURE ALL ELEMENTS ARE INTERPRETED CORRECTLY, REGARDLESS OF COLOR.
20	ALL ADDENDA TO THESE PLANS WILL BE POSTED TO 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 IS THE BIDDER'S RESPONSIBILITY TO CHECK AND SEE IF ANY ADDENDA HAVE BEEN POSTED FOR THIS PROJECT.
21	IF AERIAL PHOTOGRAPHS ARE USED ON PLAN/PROFILE SHEETS, THEY ARE INTENDED TO VISUALLY EASE THE LOCATION OF ELEMENTS FOR USERS OF THESE DRAWINGS. WHERE FIELD COLLECTED TOPOGRAPHY DISAGREES WITH AERIAL PHOTOGRAPHS, THE FIELD COLLECTED TOPOGRAPHY WILL PRECEDE THE AERIAL PHOTOGRAPHS FOR CONSTRUCTION USE.
	TRAFFIC CONTROL - PERMANENT
22	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.
23	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.
24	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.
25	DIRECT-APPLIED LEGEND, BORDER, AND/OR SHIELDS ARE TO BE USED ON ALL SIGNS. DIGITALLY PRODUCED SIGN COPY, SHIELDS, LEGEND, SYMBOLS, OR IMAGES WILL NOT BE ALLOWED WITHOUT WRITTEN APPROVAL FROM MDOT’S PROJECT ENGINEER.
26	ALL PERMANENT SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
27	ALL SIGN LOCATIONS SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO INSTALLATION.
28	THE RETROREFLECTIVE SIGN SHEETING ON PERMANENT GROUND-MOUNTED SIGNS SHALL BE AS FOLLOWS: BROWN BACKGROUND SHEETING ON GUIDE SIGNS SHALL BE MINIMUM TYPE VIII; GREEN AND BLUE BACKGROUND SHEETING ON GUIDE SIGNS SHALL BE MINIMUM TYPE IX; ALL WHITE, YELLOW, FLUORESCENT YELLOW AND FLUORESCENT YELLOW/GREEN SHEETING SHALL BE TYPE XI. ALL SIGN SHEETING ON OVERHEAD SIGNS SHALL BE TYPE XI.
29	ALL EXISTING SIGNS AND SUPPORTS REMOVED UNDER THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ARE NOT A SEPARATE PAY ITEM.
30	ALL SIDE ROAD, STOP SIGN MOUNTED STREET NAME SIGNS TO BE SALVAGED AND STORED AT THE DIRECTION OF THE PROJECT ENGINEER FOR DELIVERY TO THE CITY (NOT A SEPARATE PAY ITEM).
31	REMOVAL OF RAISED PAVEMENT MARKERS THAT ARE IN CONFLICT WITH REQUIRED CONSTRUCTION IS NOT CONSIDERED A SEPARATE PAY ITEM. COST TO BE ABSORBED IN OTHER ITEMS BID.
32	REMOVAL OF OBJECT MARKERS IS NOT CONSIDERED A SEPARATE PAY ITEM, AND SHALL BE ABSORBED IN OTHER ITEMS BID.



9/24/26



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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COUNTY: HINDS

GENERAL NOTES

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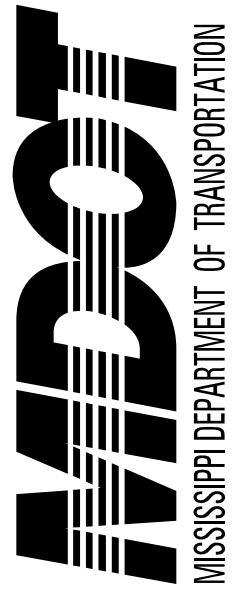
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6

PLAN SHEET

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GENERAL NOTES	
TRAFFIC CONTROL - TEMPORARY	
33	THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
34	ALL TRAFFIC CONTROL DEVICES ON THIS PROJECT SHALL COMPLY WITH PART VI OF THE <i>MUTCD</i> (LATEST EDITION).
35	ALL PLASTIC DRUMS SHALL HAVE A BALLASTING COLLAR MADE FROM RECYCLED TRUCK TIRES OR OTHER SUITABLE MATERIAL.
36	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.
37	THE CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR FROM ADJACENT PROJECT(S) IN IMPLEMENTING THE TRAFFIC CONTROL PLAN AS DIRECTED BY THE ENGINEER. ALL CONFLICTING SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
38	THE CONTRACTOR SHALL COVER OR REMOVE ANY TEMPORARY TRAFFIC CONTROL SIGNS SHOWN IN THE TRAFFIC CONTROL PLAN THAT DO NOT APPLY TO THE CURRENT PHASE.
39	THE RETROREFLECTIVE SIGN SHEETING ON RIGID, TEMPORARY TRAFFIC CONTROL (ORANGE) SIGNS SHALL BE MINIMUM TYPE IX.
40	TEMPORARY STRIPING SHALL CONFORM TO FINISHED STRIPE SPECIFICATIONS FOR ALIGNMENT, NEATNESS, AND STRAIGHTNESS.
UTILITIES	
41	UTILITIES ON THE DRAWINGS ARE SHOWN IN THEIR ORIGINAL LOCATION BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH CONSTRUCTION HAVE BEEN RELOCATED. PERMITS ARE ON FILE WITH THE DEPARTMENT SHOWING THE APPROXIMATE LOCATION OF UTILITIES RELOCATED WITHIN THE RIGHT-OF-WAY. THE ENGINEER CAN NOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.
42	LIST OF PUBLIC UTILITIES A. AT&T – LORI ALLEN - 769-229-1355 B. ATMOS – COLLIN CHANDLER - 601-941-4402 C. CITY OF CLINTON (WATER & SEWER) – PHILLIP LILLEY - 601-924-2239 Ext. 507 D. CONTACT NETWORK – BRENT SONES - 601-503-4529 E. TELEPAK NETWORKS – COREY DEARMAN - 601-500-1916 F. MCI METRO (VERIZON) – JASON CORLEY - 601-467-1854 G. MISSISSIPPI COLLEGE – MIKE GRIGGS - 601-613-0615 H. ZAYO FIBER – RYAN DEBONS - 731-613-1193 I. COMCAST – KEN GOSS - 601-862-4834 J. LUMEN – AARON ARDIS - 318-362-1737
MISCELLANEOUS	
43	THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RELOCATING MAIL BOXES AS NECESSARY TO MAINTAIN CONTINUOUS MAIL SERVICE THROUGHOUT THE LIFE OF THE PROJECT, THE COST OF WHICH SHALL BE ABSORBED IN OTHER ITEMS BID.
44	THE CONTRACTOR IS RESPONSIBLE FOR FIELD-VERIFICATION OF EXISTING GRADES AND MAKING ADJUSTMENTS AS NECESSARY WITH THE APPROVAL OF THE PROJECT ENGINEER.
45	THE CONTRACTOR SHALL COORDINATE AND CONDUCT WORK AT LOCAL ROADS AND DRIVEWAYS IN A MANNER SUCH THAT ACCESS IS NOT INTERRUPTED UNNECESSARILY. ACCESS SHALL BE PRESERVED IN THE BEST MANNER POSSIBLE. COORDINATION AND COMMUNICATION WITH LANDOWNERS MAY BE NECESSARY TO PREVENT INTERRUPTION OF DRIVEWAY ACCESS.
46	SOME WORK IS REQUIRED OUTSIDE THE PROJECT LIMITS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR SUCH WORK EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS INCLUDED IN THE PLANS.
47	ALL PROPOSED AND EXISTING SIDEWALK SECTIONS WITHIN THE PROJECT LIMITS ARE REQUIRED TO MEET ADA REQUIREMENTS. ALL SIDEWALK FOUND DURING THE SURVEY TO BE IN VIOLATION OF ADA REQUIREMENTS IS SHOWN ON THE PLANS TO BE REPLACED. IF ADDITIONAL SECTIONS ARE FOUND TO BE IN VIOLATION, THE PROJECT ENGINEER WILL VERIFY.

GENERAL NOTES	
48	THE PROPOSED GRADES ON THE RIGHT SIDE OF US 80, BEHIND THE BACK OF CURB FROM STA. 1231+00 TO STA. 1245+60, ARE BASED ON A DESIGN SURFACE FURNISHED BY OTHERS AND DO NOT REPRESENT VERIFIED AS-BUILT CONDITIONS. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING GRADES AND ELEVATIONS PRIOR TO BEGINNING WORK WITHIN THESES LIMITS. IF FIELD CONDITIONS DIFFER FROM THOSE SHOWN, THE CONTRACTOR SHALL DEVELOP AND SUBMIT PROPOSED ADJUSTMENTS FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION. PROPOSED ADJUSTMENTS SHALL MAINTAIN ADA COMPLIANCE, POSITIVE DRAINAGE, AND ACCEPTABLE SLOPE TIE-INS. REVIEW OR APPROVAL BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR FIELD VERIFICATION, ACCURACY, CONSTRUCTABILITY, OR COMPLIANCE WITH THE CONTRACT DOCUMENTS.
49	FROM STA. 10+00 TO STA. 19+24, EXCEPT WITHIN THE AUTHORIZED EASEMENT FROM STA. 1235+20 TO STA. 1236+20, ALL GRADING AND CONSTRUCTION ACTIVITIES SHALL REMAIN WITHIN THE EXISTING RIGHT-OF-WAY. NO EASEMENT OR RIGHT OF ENTRY IS AVAILABLE OUTSIDE THESE LIMITS. THE CONTRACTOR SHALL UTILIZE THE MEANS AND METHODS NECESSARY TO COMPLETE THE PROPOSED GRADING WITHOUT DISTURBING PROPERTY OUTSIDE THE RIGHT-OF-WAY OR AUTHORIZED EASEMENT.



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GENERAL NOTES

SHEET ID
GN-2

SHEET NO.
7

“NOTICE:
THE NOTES CONTAINED HEREON ARE SPECIFIC TO THE SUBJECT PROJECT AND SHOULD BE REVIEWED IN DETAIL BY THE CONTRACTOR, PER SECTION 102.05 OF THE STANDARD SPECIFICATIONS. “THE BIDDER IS REQUIRED TO EXAMINE CAREFULLY THE SITE OF THE PROPOSED WORK, THE PROPOSAL, PLANS, STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, NOTICES TO BIDDERS AND CONTRACT FORMS BEFORE SUBMITTING A PROPOSAL.”