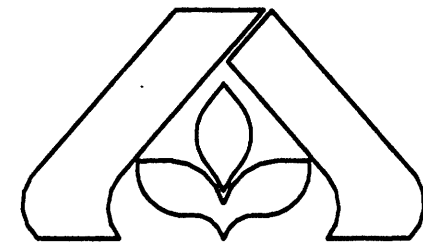


CONSTRUCTION PLANS FOR



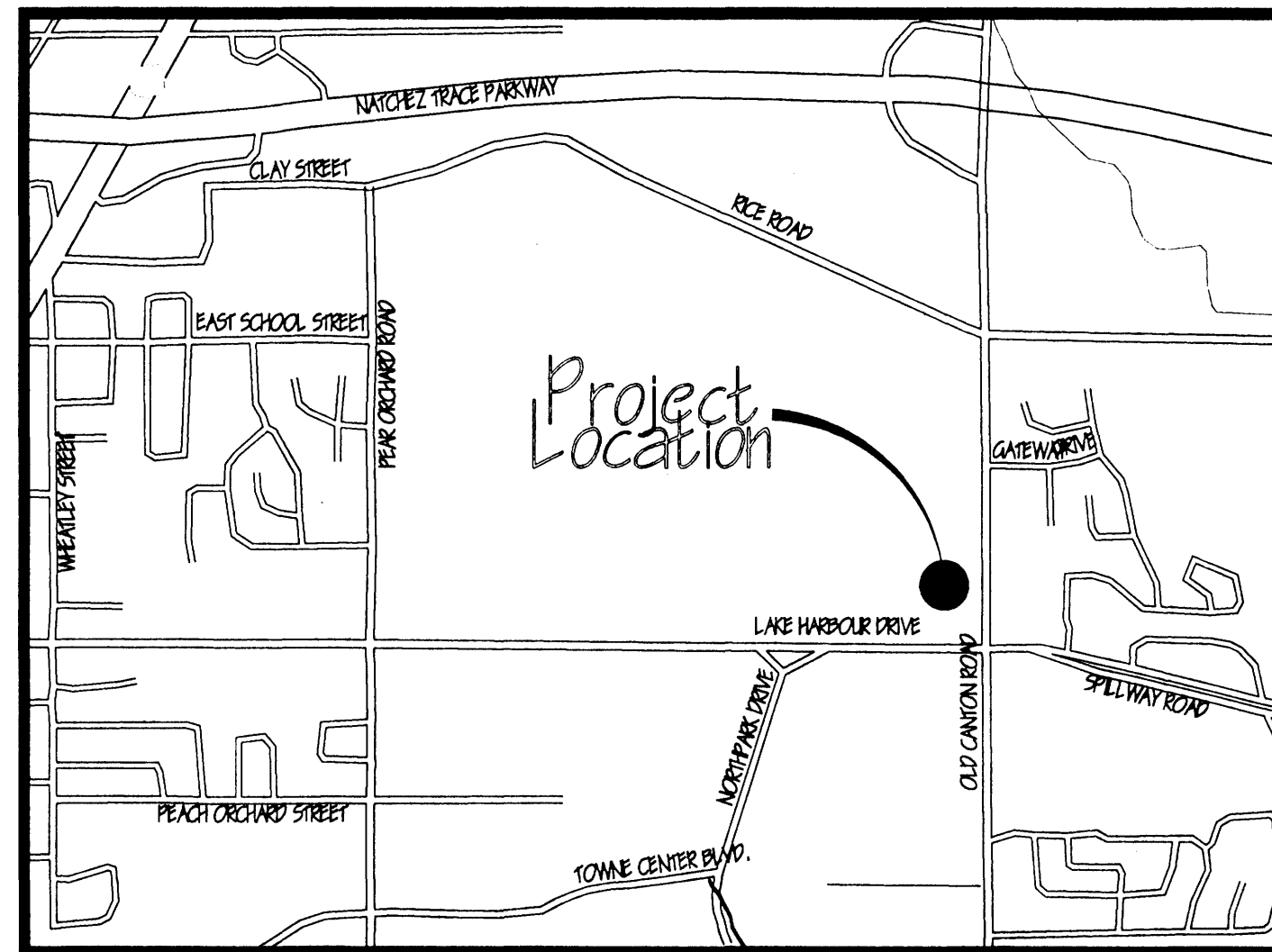
Albertsons

AT LAKE HARBOUR DRIVE AND OLD CANTON ROAD RIDGELAND, MISSISSIPPI

BY:

ALBERTSONS INC.

COVER	C1
DEMOLITION PLAN	C2
SITE LAYOUT	C3
GEOMETRIC IMPROVEMENT PLAN	C4
PRIVATE DRIVE PLAN AND PROFILE	C5
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MARKING/SIGNAGE PLAN SHEET 1 OF 2	C18
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VICINITY MAP

Scale: 1" = 1000'

March, 1996



NEEL-SCHAFFER, INC.

Engineers • Planners

Jackson, Mississippi

T. L. CALLAWAY ARCHITECT
17738 Preston Road Suite 125
Dallas, Texas 75252 5736
(214) 732-0008

FOR PERMIT
ONLY
3/26/96

Expires:

ALBERTSONS' NO. 4186
LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI

Job

Sheet
C-1

PWT-00231



NOTES

SITE PREPARATION
(WORK INCLUDED, BUT NOT INCLUSIVE)

- Site Clearing
- Site Grading
- Excavation for structures
- Tranching
- Building removal, including subgrade foundations
- Inspection and testing

1. GENERAL

The Contractor shall remove all infrastructure and vegetation from the area to be excavated, filled or graded.

2. REFERENCE POINTS

The Contractor shall locate benchmarks, monuments and other reference points for elevation points for elevation and location of building. Notify Owner's Site Representative of apparent discrepancies in indicated locations. Protect reference points from dislocation or damage. Replace or repair immediately any points damaged, destroyed or dislocated. Do not proceed with construction work until reference points have been reviewed and accepted by the Owner's Site Representative.

3. CLEARING

Prior to cut and placement of fill on the site, approximately 2 to 3 inches of topsoil should be removed where the topsoil is encountered.

- Remove brush, roots, large grass, rocks and weeds before stripping.
- Remove topsoil to a minimum depth of 6 inches in all areas indicated on the drawings to be under building, drives, parking, walks and other paving.
- Store topsoil approved for fill in planting areas in neat piles at designated locations on site. Arrange storage to avoid interference with building operations. No debris, stones larger than 2 inches, nor an excessive amount of subsoil shall be allowed in stored topsoil.

4. GRUBBING

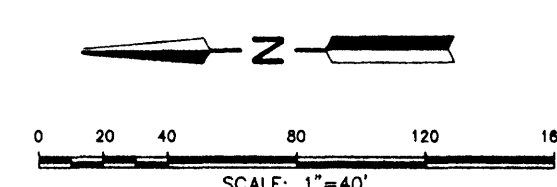
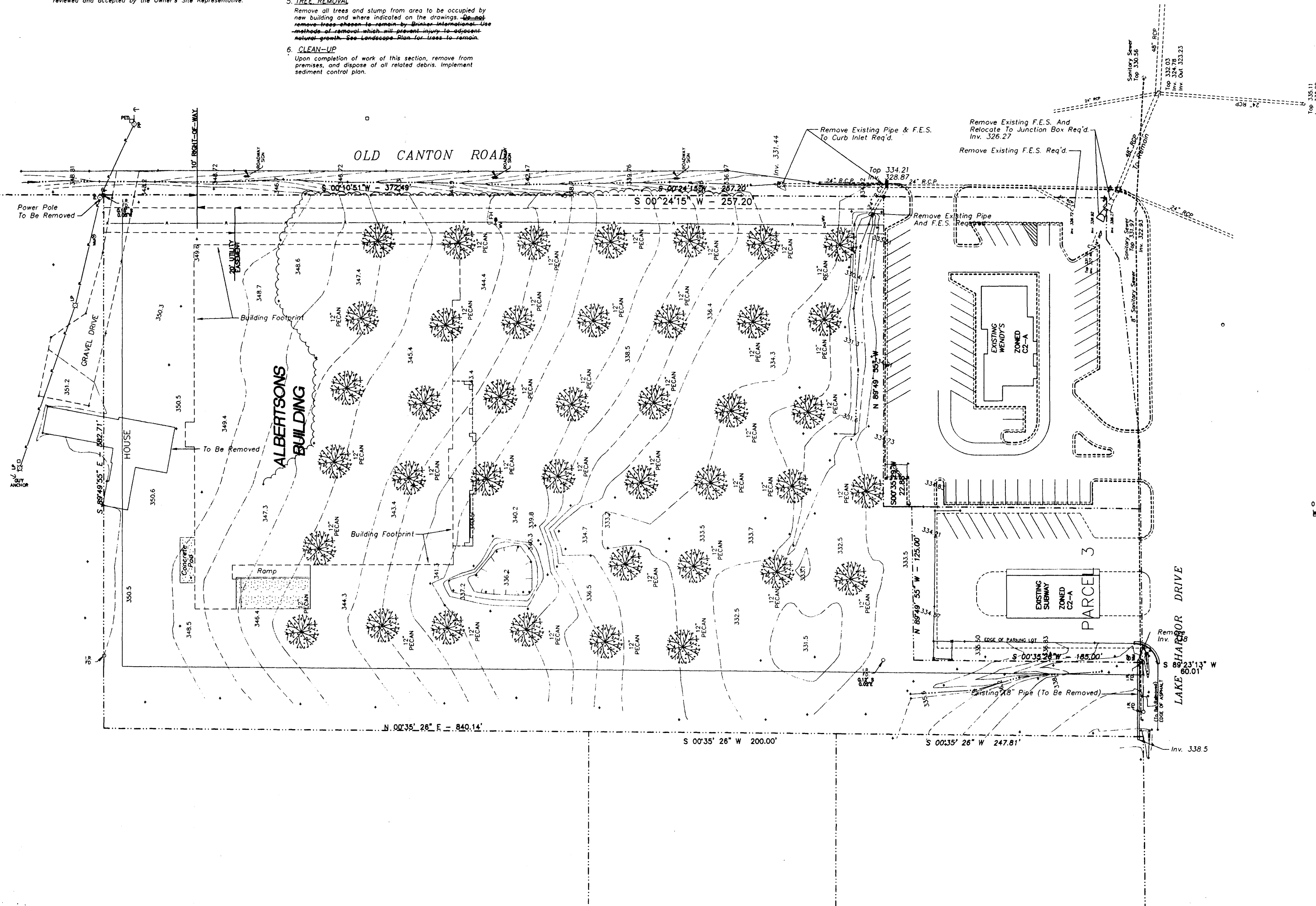
Remove asphalt, concrete curbs, lighting poles and foundations, trash, stumps, old lumber, structures, etc. located either above, on the new surface, or below the ground which may interfere with the new construction.

5. TREE REMOVAL

Remove all trees and stump from area to be occupied by new building and where indicated on the drawings. ~~Do not remove trees chosen to remain by Bonner International. Use methods of removal which will prevent injury to adjacent natural growth. See Landscape Plan for trees to remain.~~

6. CLEAN-UP

Upon completion of work of this section, remove from premises, and dispose of all related debris. Implement sediment control plan.



DEMOLITION PLAN

DSON: [blank]
 DRAWN: [blank]
 CHD: [blank]
 SCALE: 1"=40'
 MEE-SCHAEFER, INC.
 ENGINEERS - PLANNERS
 1-47

T. L. CALLAWAY ARCHITECT
 17738 Preston Road Suite 125
 Dallas, Texas 75252 5736
 214 752-0065

Expire:

ALBERTSONS' NO. 4186
 LAKE HARBOUR DR. & OLD CANTON RD.
 RIDGELAND, MISSISSIPPI

Job: [blank]

Sheet: C-2

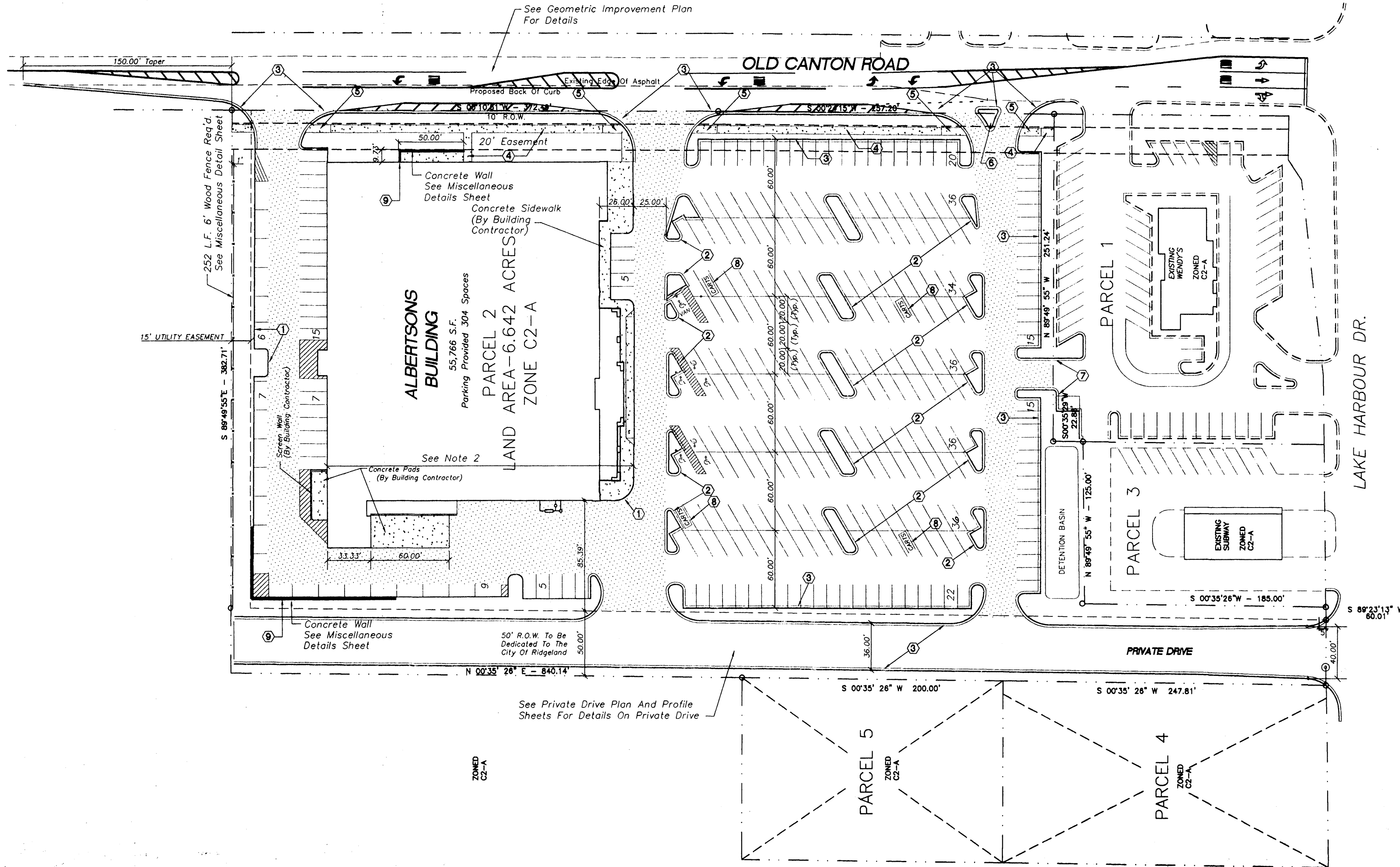
KEY NOTES

See Pavement Detail Sheet For Details

- ① The Contractor Shall Install Type 1 Curb Re: Pavement Detail Sheet
- ② The Contractor Shall Install Type 2 Curb Re: Pavement Detail Sheet
- ③ The Contractor Shall Install Type 3 Curb Re: Pavement Detail Sheet
- ④ The Contractor Shall Install 6' Wide Concrete Sidewalk Re: Pavement Detail Sheet
- ⑤ The Contractor Shall Install Sidewalk Ramp Re: Pavement Detail Sheet
- ⑥ The Contractor Shall Install Concrete Median Re: Pavement Detail Sheet
- ⑦ The Contractor Shall Install Type 3 Curb In Coordination With Wendy's Management
- ⑧ The Contractor Shall Install Cart Return Re: Miscellaneous Detail Sheet
- ⑨ The Contractor Shall Install Concrete Wall Re: Miscellaneous Detail Sheet

NOTES

1. The Contractor Shall Verify All Dimensions With The Most Current Data Provided By The Owner.
2. In General, Site Development will Not Include Building Structures, Sidewalks Adjacent To The Buildings And Truck Docks.
3. The Contractor Shall Refer To The Irrigation Plan For Pipe Sleeves Prior To Paving Activities.

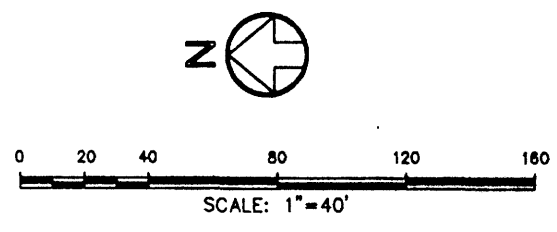


SITE LAYOUT

DATE: 08/19/06
 DRAWN: M.P. 12/04
 CHECKED: M.P. 12/04
 SCALE: 1"=40'

T. L. CALLAWAY ARCHITECT
 17738 Preston Road Suite 125
 Dallas, Texas 75252 5736
 (214) 732-0005

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 3/26/96



- LEGEND**
- Heavy Duty Asphalt
 - Existing Curb And Gutter
 - Proposed Curb And Gutter

ALBERTSONS' NO. 4186
 LAKE HARBOUR DR. & OLD CANTON RD.
 RIDGELAND, MISSISSIPPI

Job: _____
 Sheet: C-3



GEOMETRIC IMPROVEMENT PLAN

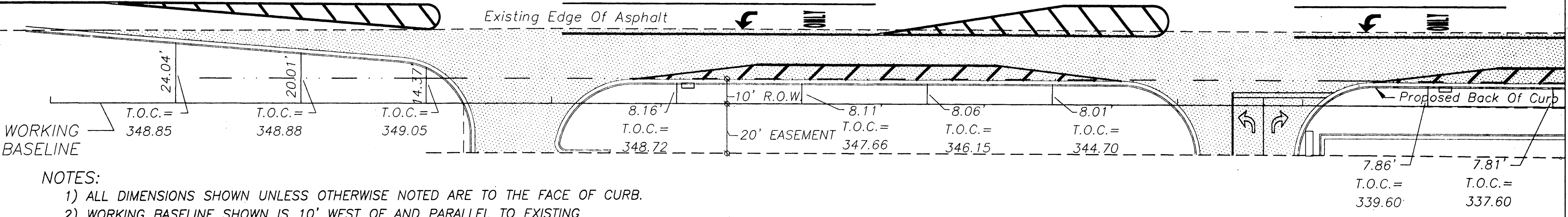
DESIGN: T.L.C.
DRAWN: M.S.
CHECKED: M.S.
DATE: JUL 12 1996
SCALE: P-20'

T. L. CALLAWAY ARCHITECT
17738 Preston Road Suite 125
Dallas, Texas 75252 5736
214 752-0068

1+00 2+00 3+00 4+00 5+00 6+00

OLD CANTON RD.

Existing Edge Of Asphalt



WORKING BASELINE

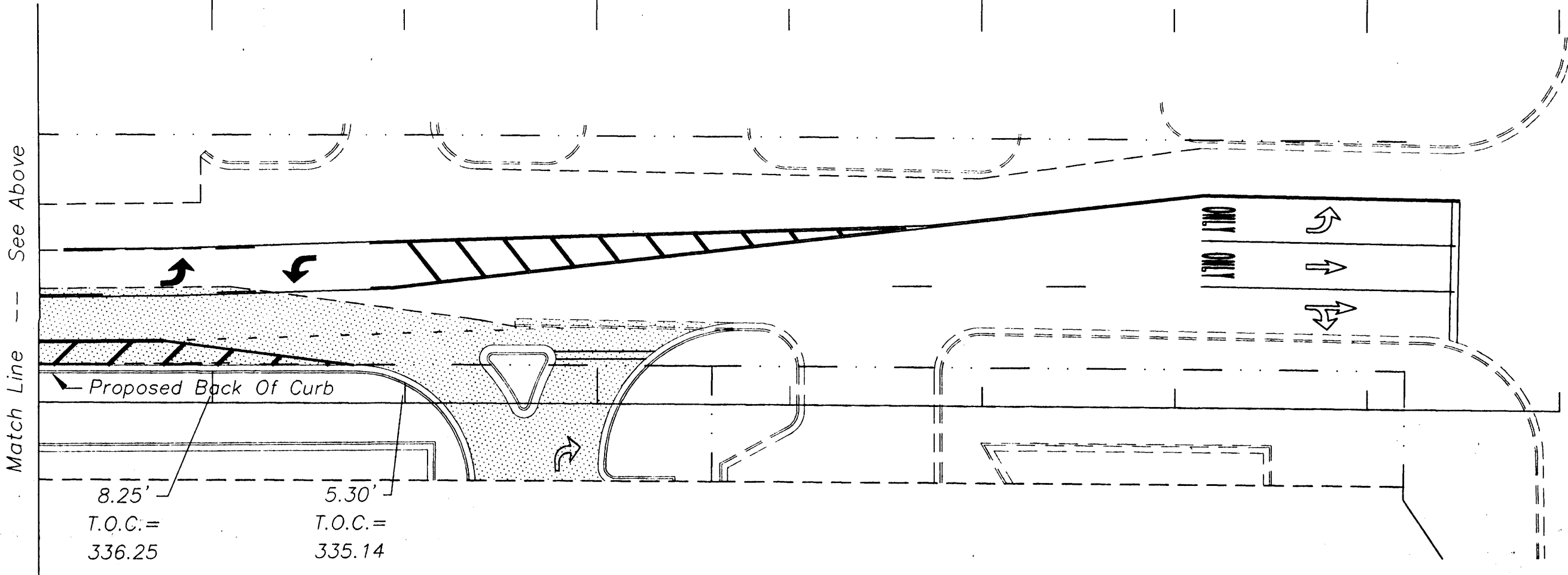
NOTES:

- 1) ALL DIMENSIONS SHOWN UNLESS OTHERWISE NOTED ARE TO THE FACE OF CURB.
- 2) WORKING BASELINE SHOWN IS 10' WEST OF AND PARALLEL TO EXISTING PROPERTY LINE.
- 3) ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH PART VI OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES ENTITLED STANDARDS & GUIDELINES FOR TRAFFIC CONTROLS FOR STREET & HIGHWAY CONSTRUCTION, MAINTENANCE, UTILITY, AND INCIDENT MANAGEMENT OPERATIONS.
- 4) ALL TRAFFIC CONTROL PLANS SHALL BE APPROVED BY ENGINEER & CITY OF RIDGELAND PRIOR TO CONSTRUCTION.

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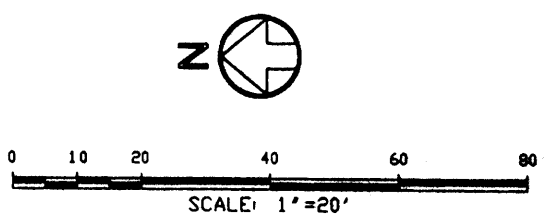
Expire:

7+00 8+00 9+00 10+00



WIDEN AREA

LAKE HARBOUR DR.

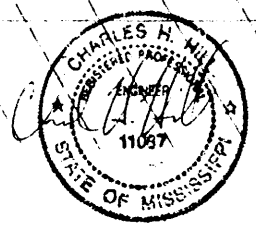
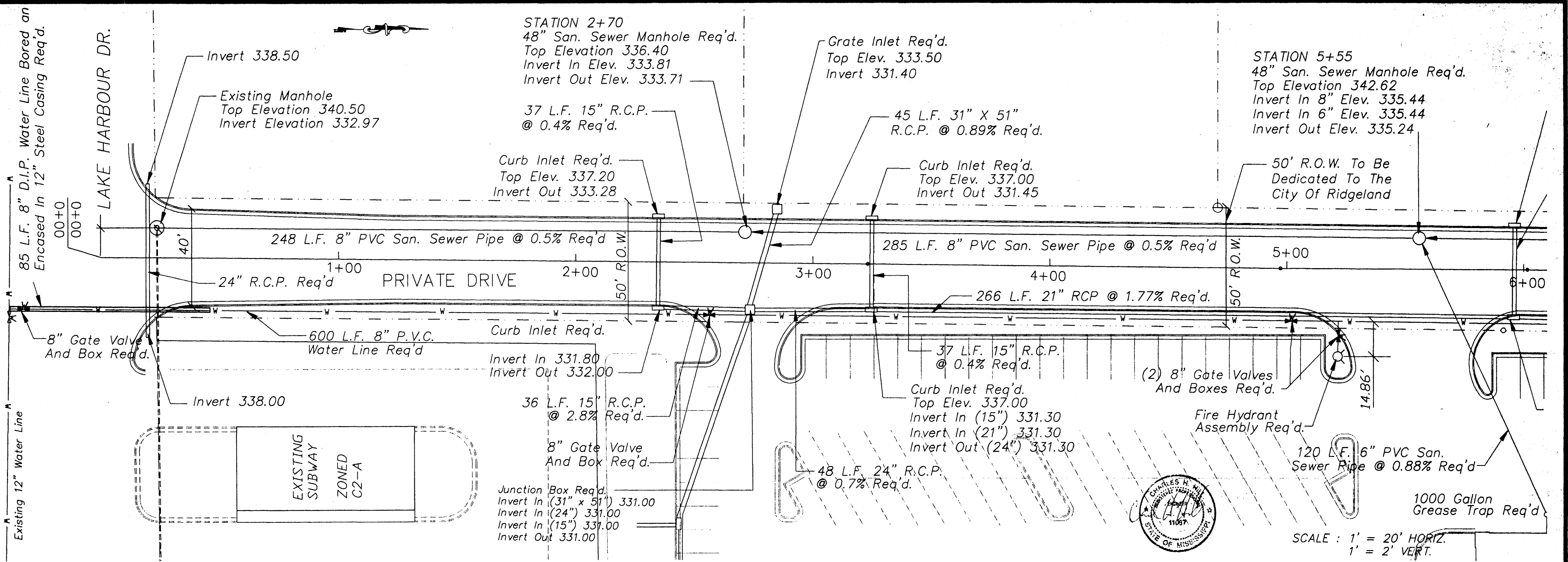


ALBERTSONS' NO. 4186
LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI

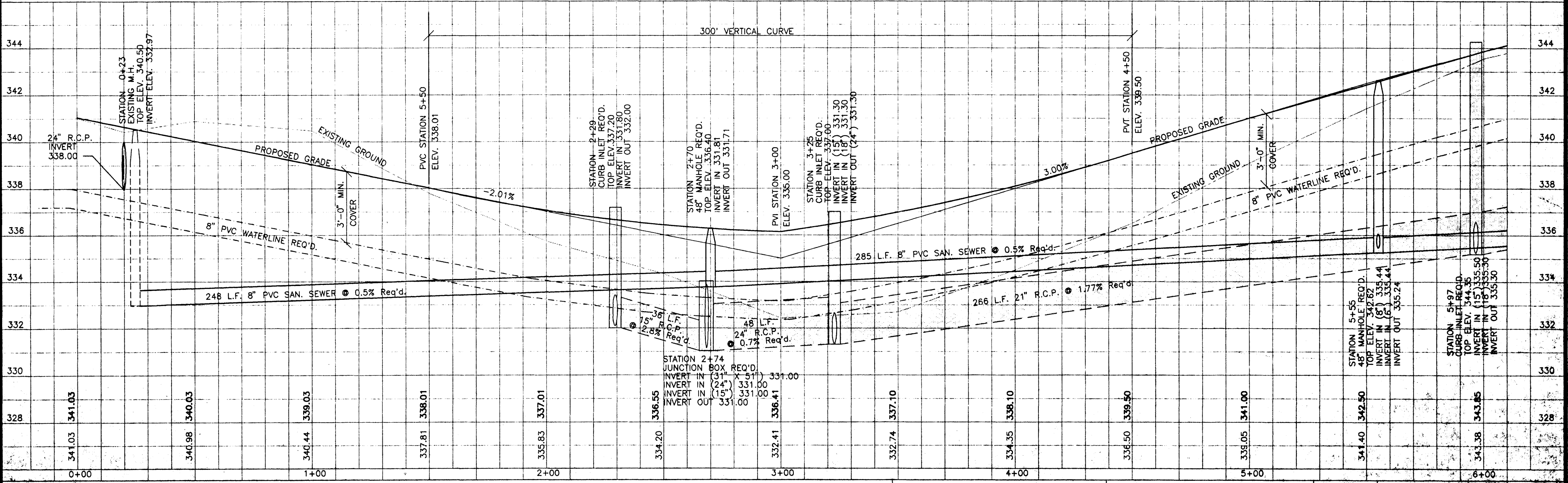
Job

Sheet

C-4



SCALE : 1' = 20' HORIZ.
1' = 2' VERT.

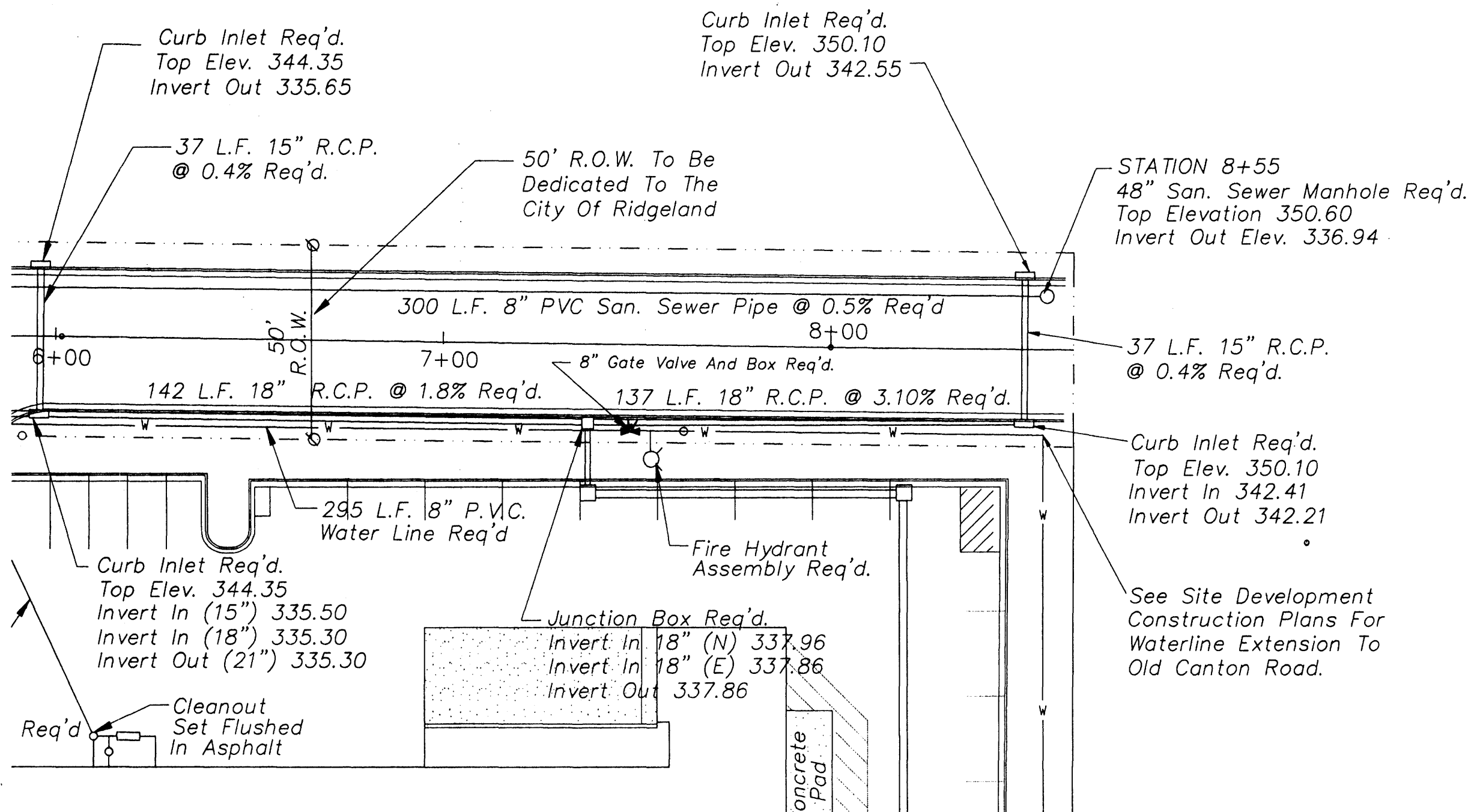


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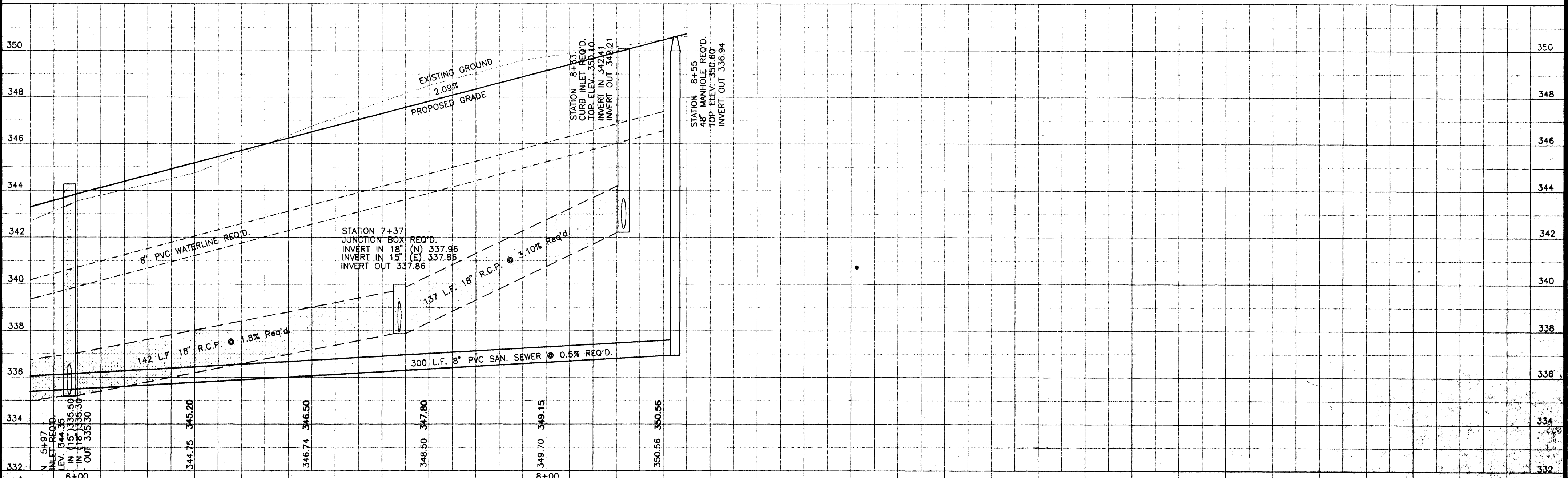
ALBERTSONS
LAKE HARBOUR DRIVE AND OLD CANTON ROAD
RIDGELAND, MISSISSIPPI

PRIVATE DRIVE
PLAN AND PROFILE
STATION 0+00 - 6+00

DATE: 8/1/04
DRAWN BY: J. CRN
SCALE: 1" = 20'
NEEL-SCHLAFER, INC.
Ridgeland, Mississippi
DRAWING NO. C5



SCALE : 1' = 20' HORIZ.
 1' = 2' VERT.

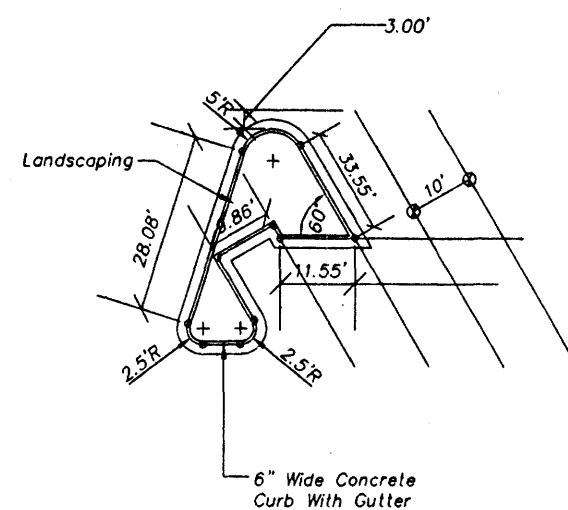


FOR PERMIT ONLY

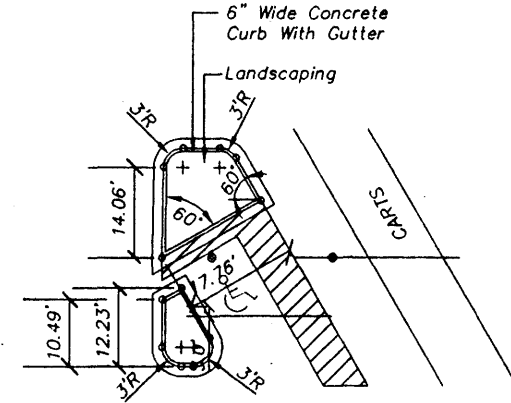
ALBERTSONS
 LAKE HARBOUR DRIVE AND OLD CANTON ROAD
 RIDGELAND, MISSISSIPPI

PRIVATE DRIVE
 PLAN AND PROFILE
 STATION 6+00 - 8+50

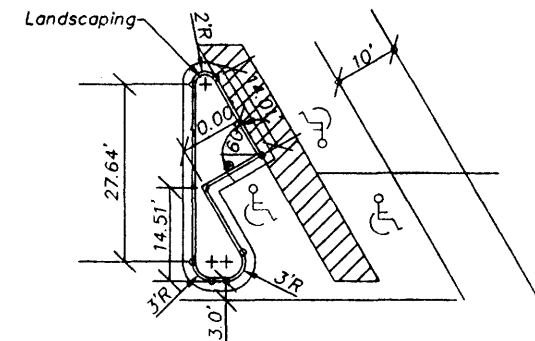
100% E.I.S.
 DATE: 11/1/08
 DRAWING NO. C66
 N. HILL & ASSOCIATES, INC.
 ENGINEERS & ARCHITECTS
 11067
 STATE OF MISSISSIPPI



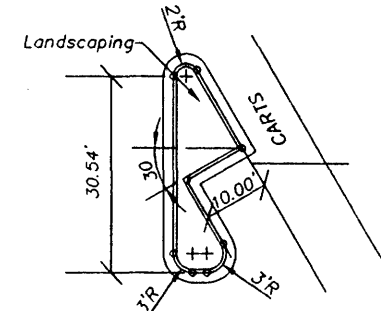
ISLAND DETAIL NO. 1
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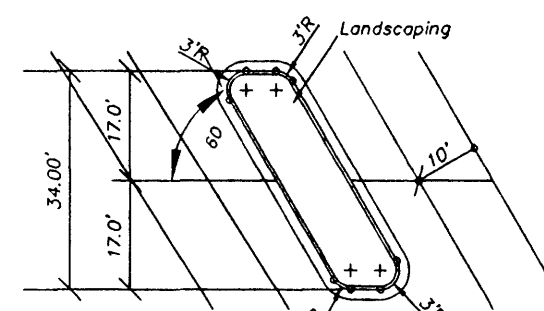
ISLAND DETAIL NO. 2
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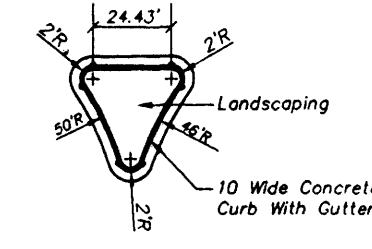
ISLAND DETAIL NO. 3
Scale: 1"=20'-0"



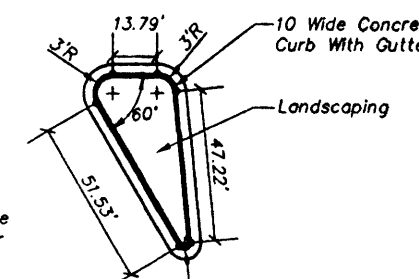
ISLAND DETAIL NO. 4
Scale: 1"=20'-0"



ISLAND DETAIL NO. 5
Scale: 1"=20'-0"



ISLAND DETAIL NO. 6
Scale: 1"=20'-0"



ISLAND DETAIL NO. 7
Scale: 1"=20'-0"



HORIZONTAL CONTROL PLAN

DATE: 11/14/96
 DRAWN: [Signature]
 CHECKED: [Signature]
 SCALE: 1"=40'

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 (214) 732-0065

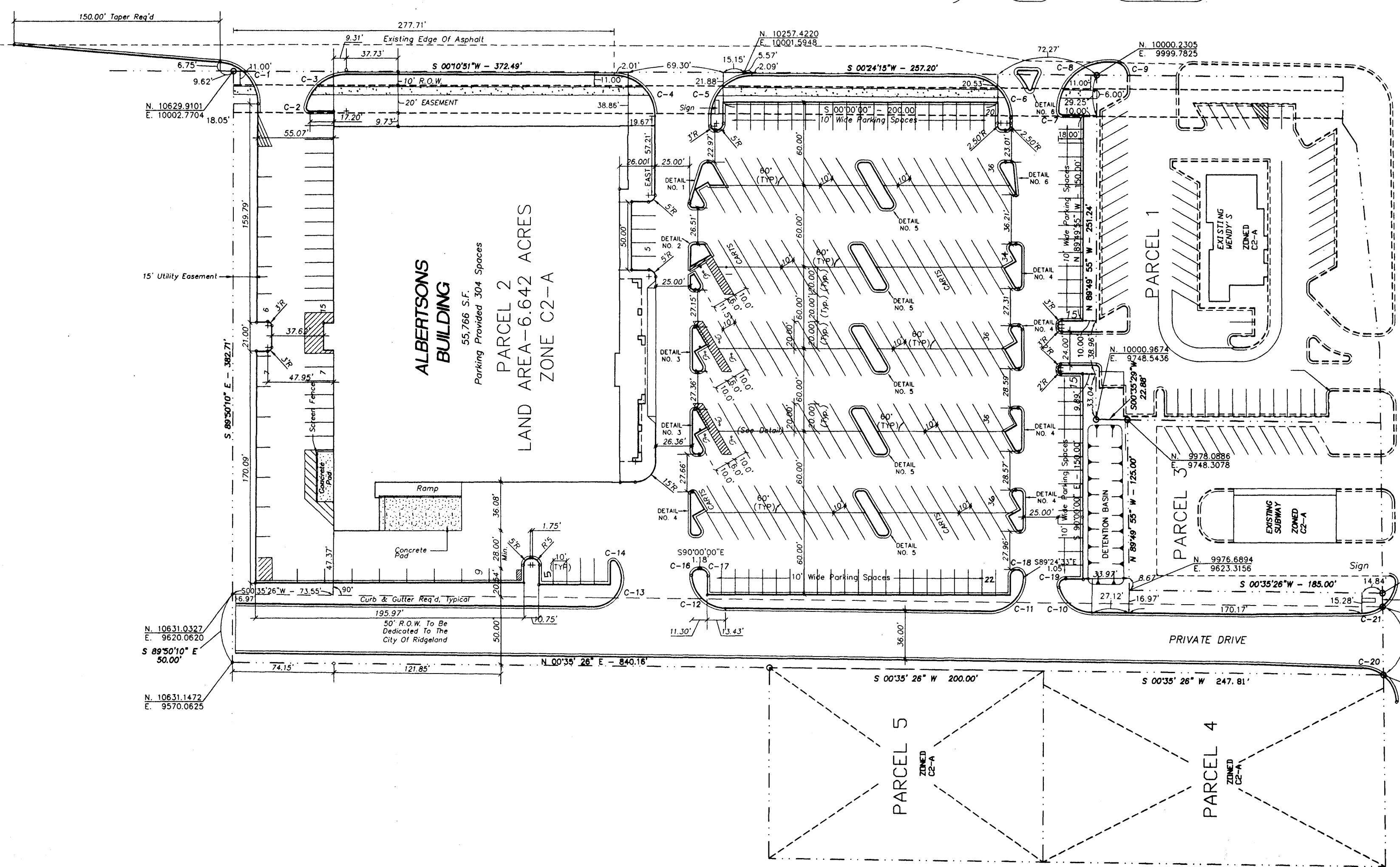
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 3/26/96

ALBERTSONS' NO. 4186
 N.W.C. OLD CANTON AND LAKE HARBOUR ROADS
 RIDGELAND, MISSISSIPPI

Job: _____
 Sheet: **C-17**

CURVE DATA TABLE

NO.	DELTA	RADIUS	LENGTH	TANGENT	NORTHING	EASTING
C-1	86°36'50"	30.00'	45.35'	28.28'	10641.9252	9979.6580
C-2	102°13'42"	3.00'	3.72'	5.35'	10574.0663	9978.4131
C-3	78°00'35"	30.00'	40.85'	24.30'	10547.6789	9970.8943
C-4	89°45'43"	30.00'	47.00'	29.88'	10352.3300	9969.8831
C-5	90°14'16"	30.00'	47.25'	30.12'	10251.9902	9969.4664
C-6	89°57'45"	30.00'	47.10'	29.98'	10093.3256	9968.8075
C-7	89°04'20"	3.00'	4.66'	2.95'	10025.2671	9973.6097
C-8	91°53'01"	35.50'	56.93'	36.69'	9992.7899	9974.0405
C-9	88°53'35"	10.50'	16.29'	10.30'	9988.1318	9998.9870
C-10	74°53'14"	25.00'	32.68'	19.14'	10003.7297	9631.6228
C-11	90°00'00"	25.00'	39.27'	25.00'	10078.7618	9632.3963
C-12	87°36'38"	25.00'	38.23'	23.98'	10270.9853	9634.3784
C-13	124°57'07"	21.00'	45.80'	40.30'	10367.8980	9631.3632
C-14	143°31'30"	2.50'	6.26'	7.59'	10353.0219	9642.3609
C-15						
C-16	85°58'39"	5.00'	7.50'	4.66'	10290.9853	9633.2429
C-17	90°00'00"	5.00'	7.85'	5.00'	10289.1713	9633.2429
C-18	179°27'54"	5.00'	15.66'	1070.94'	10058.7520	9633.2410
C-19	104°31'19"	5.00'	9.12'	6.46'	10023.0907	9626.6076
C-20	88°47'36"	25.00'	38.74'	24.48'	9806.5201	9541.5844
C-21	86°22'22"	25.00'	37.69'	23.47'	9806.9388	9631.2834



NOTES:
 1. ALL TIES TO PROPERTY LINE ARE 90' TO PROPERTY LINE.
 2. ALL DIMENSIONS ALONG AND/OR TO CURB AND BUILDING WALLS ARE TO FACE UNLESS OTHERWISE NOTED.

PAD PREPARATION

(WORK INCLUDED, BUT NOT INCLUSIVE)

- Cutting, rough grading and backfilling
- Excavation for building construction
- Excavation for trenches
- Dewatering excavations
- Finish grading and topsoil
- Inspection and testing
- Erosion and stormwater control

1. SITE GRADING

Proof rolling with a loaded truck or scraper should be performed to locate potential soft spots in the subgrade and/or natural ground before any fill is placed. Soft spots should be removed and replaced with compacted stable sandy clay (CL). The top 6 inches of natural ground should be scarified and compacted to 92% ASTM D-1557 prior to fill placement.

Cut or fill and machine grade site as shown on the drawings to drain as indicated, allowing for the thickness of paving subbase and the paving. Where fill is required, use laboratory approved suitable clean material. Place in horizontal lifts not in excess of 8" thick after compaction by rolling and/or tamping to 95% of maximum density within 2% of optimum moisture content.

All earthwork will be in accordance with subsurface investigation report as provided in the Specifications.

2. OVEREXCAVATION AND BACKFILL

Existing soils shall be undercut under the building pad and at least 5 feet beyond the perimeter of the building pad to a depth of 9 feet below finished floor elevation. Lime treatment of exposed clays after undercutting is required. Lime should be in accordance with Section 307, Class A of the Mississippi Department of Transportation (MDOT) Specifications for Road and Bridge Construction, latest edition. The first and second applications should consist of 4% and 3% of lime, respectively.

3. MATERIALS FOR FILLING AND BACKFILLING

Fill and backfill material will have properties to allow compaction by rolling and tamping to a density equal to 95% of maximum density within ±2% of optimum moisture content as determined by test methods described in ASTM D698, Latest Edition, Moisture Density Relationship of Soils. If excavated material is unsuitable for compaction as determined by the soils testing laboratory, furnish suitable borrow which can be compacted from an off-site source. All fill and backfill materials shall be of low expansivity, uniform in grade, free from organic material, and consist of a soil having a liquid limit of not more than 45 percent and the plasticity index between 7 and 25.

Fill and backfill material will have properties to allow compaction by rolling and tamping to a density equal to 95% of maximum density within ±2% of optimum moisture content as determined by test methods described in ASTM D698, Latest Edition, Moisture Density Relationship of Soils. If excavated material is unsuitable for compaction as determined by the soils testing laboratory, furnish suitable borrow which can be compacted from an off-site source. All fill and backfill materials shall be of low expansivity, uniform in grade, free from organic material, and consist of a soil having a liquid limit of not more than 45 percent and the plasticity index between 11 and 25.

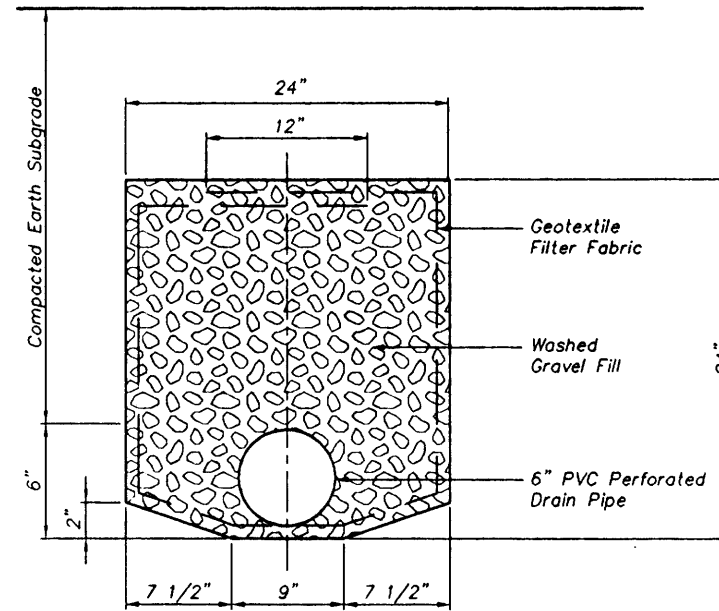
DRAINAGE SYSTEM

1. STORM DRAIN PIPE

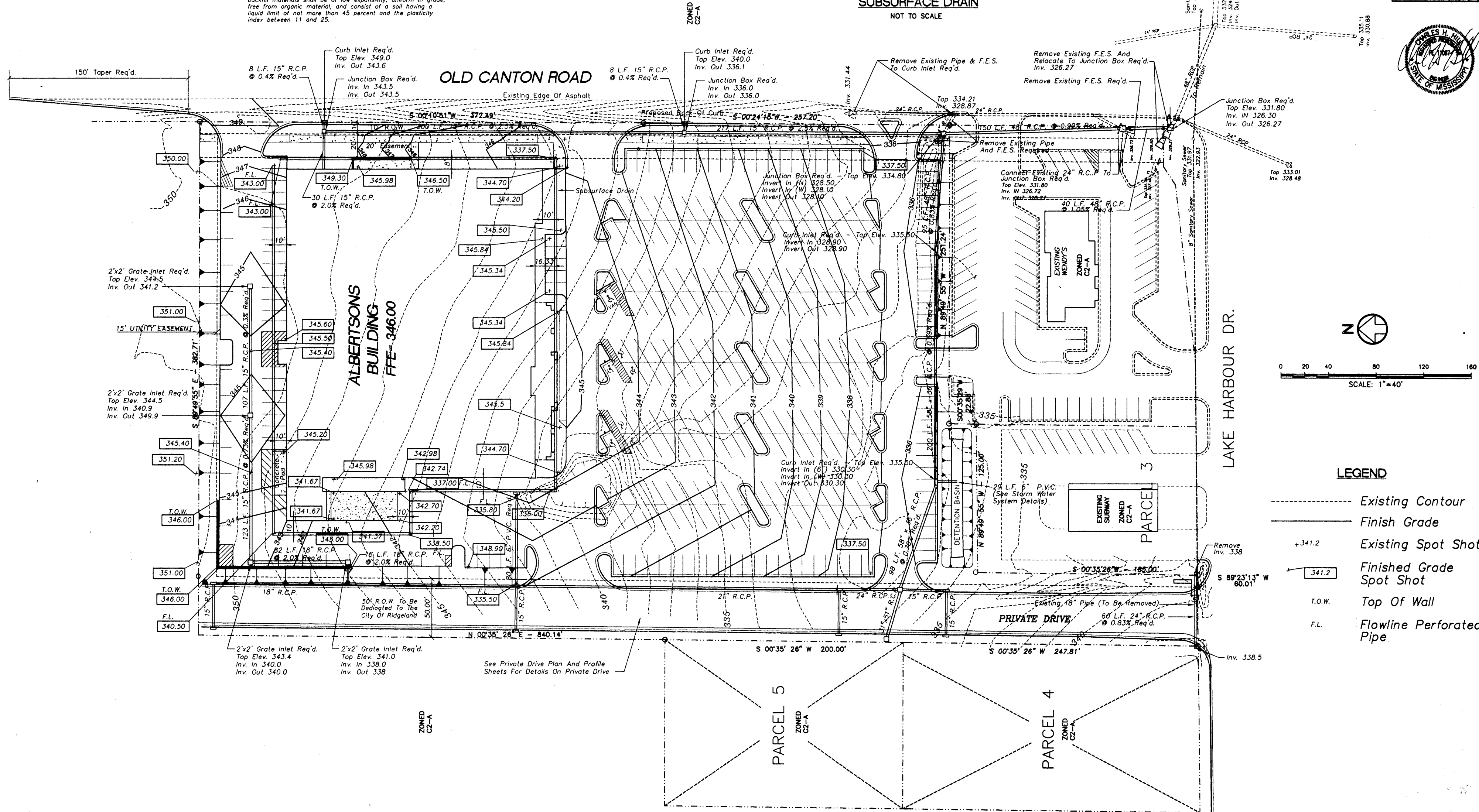
Storm drain pipe will be tongue and groove concrete pipe as specified by Mississippi Department of Transportation or N-12 Corrugated HDPE pipe as specified by ADS, Inc. or an approved equal. All installation shall be in accordance to manufacturer's recommendations.

2. BACKFILL FOR TRENCHES

Material selected from trench excavation or obtained from other sources should be free from large stones of such size as to interfere with compaction and should also be free from large lumps or other foreign matter which will not readily break down under compaction. The Owner shall have the right to reject any material containing more than 20 percent by weight of material retained on a 3 inch sieve, or material excavated in such manner as to produce large lumps not easily broken down or which cannot be spread in loose layers.



TYPICAL SECTION OF SUBSURFACE DRAIN
NOT TO SCALE



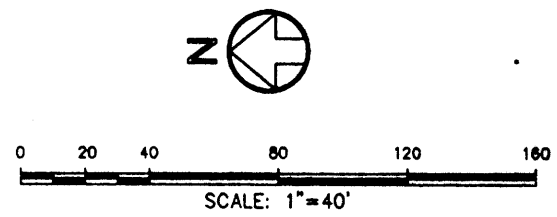
GRADING PLAN

DESIGN: EMS 12/96
DRAWN: BLJ 12/96
CHECK: BLJ 12/96
SCALE: 1"=40'

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Dallas, Texas 75252 5736
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ALBERTSONS' NO. 4186
LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI



LEGEND

- Existing Contour
- Finish Grade
- +341.2 Existing Spot Shot
- ◻ 341.2 Finished Grade Spot Shot
- T.O.W. Top Of Wall
- FL Flowline Perforated Pipe

KEY NOTES

- ① CONTRACTOR SHALL PROVIDE FOR SOURCE (RISER) POLE TO BE INSTALLED BY ENTERGY NEAR INDICATED AREA. CONTRACTOR TO COORDINATE WITH ENTERGY FOR SERVICE LINE(S) INSTALLATION.
- ② CONTRACTOR SHALL CONSTRUCT TRANSFORMER PAD IN ACCORDANCE WITH ENTERGY REQUIREMENTS. TRANSFORMER, PRIMARY CABLE, AND MAKE-UP OF ALL CONNECTIONS AT THE TRANSFORMER TO BE PROVIDED BY ENTERGY. COORDINATE ELECTRIC CONSTRUCTION WITH ENTERGY.
- ③ CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) 4" CONDUITS, SCH. 40 PVC, ENCASED IN CONCRETE, OR TWO (2) 4" RIGID CONDUITS, WITH PULL WIRE FROM THE SOURCE POLE (EXACT LOCATION PENDING PER ENTERGY). CONTRACTOR SHALL INSTALL DROP CONDUITS (RIGID) WITH ELBOWS. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH ENTERGY REQUIREMENTS.
- ④ CONTRACTOR SHALL INSTALL 363 L.F. OF 8" DUCTILE IRON WATER LINE. TAPS TO MAINS TO BE MADE BY CITY OF RIDGELAND PUBLIC WORKS DEPARTMENT. COORDINATE WITH PUBLIC WORKS DEPARTMENT AND BUILDING CONTRACTOR.
- ⑤ CONTRACTOR SHALL INSTALL 895 L.F. OF 8" DUCTILE IRON WATER LINE. TAPS TO MAINS TO BE MADE BY CITY OF RIDGELAND PUBLIC WORKS DEPARTMENT. COORDINATE WITH PUBLIC WORKS DEPARTMENT AND BUILDING CONTRACTOR.
- ⑥ CONTRACTOR SHALL INSTALL 85 L.F. OF 8" DUCTILE IRON WATERLINE IN 12" STEEL CASING WHERE SHOWN ON PLANS. TAPS TO BE MADE BY PUBLIC WORKS DEPARTMENT. COORDINATE WITH PUBLIC WORKS DEPARTMENT.
- ⑦ CONTRACTOR SHALL INSTALL WATER VALVES AS SHOWN ON PLANS. WATER METERS TO BE INSTALLED BY PUBLIC WORKS DEPARTMENT.
- ⑧ CONTRACTOR SHALL INSTALL AWA APPROVED DOUBLE CHECK VALVE BACKFLOW PREVENTOR TO FIRE LINE TO BUILDING. COORDINATE WITH BUILDING CONTRACTOR.
- ⑨ CONTRACTOR SHALL INSTALL AWA APPROVED DOUBLE CHECK VALVE BACKFLOW PREVENTOR TO FIRE LINE TO BUILDING. COORDINATE WITH BUILDING CONTRACTOR.
- ⑩ CONTRACTOR SHALL COORDINATE WITH BUILDING CONTRACTOR AND MISSISSIPPI VALLEY GAS COMPANY FOR INSTALLATION OF GAS LINE AND METER BY MISSISSIPPI VALLEY GAS COMPANY.
- ⑪ CONTRACTOR SHALL INSTALL 126 L.F. OF 6" PVC PIPE, (SDR 26). SEE PLAN PROFILE SHEETS FOR INVERT ELEVATIONS.

NOTES

1. THE EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. SOME OF THE LOCATIONS SHOWN WERE TAKEN FROM RECORDS AND INFORMATION AVAILABLE AND ARE NOT GUARANTEED. UTILITIES NOT SHOWN ON THIS DRAWING MAY EXIST. THE CONTRACTOR SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES FOR FIELD VERIFICATION AND IS RESPONSIBLE FOR ANY DAMAGE TO AND FOR MAINTENANCE AND PROTECTION OF EXISTING UTILITIES. CONTRACTOR SHALL HAVE THE SOLE RESPONSIBILITY OF FIELD VERIFYING EACH UTILITY LOCATION AND COORDINATION AND NOTIFYING OWNERS AT LEAST SEVENTY-TWO (72) HOURS PRIOR TO EXCAVATION. THE LATEST TELEPHONE NUMBERS OF UTILITY OWNERS ARE LISTED BELOW FOR THE CONTRACTORS CONVENIENCE.

FOR SERVICE:

BELLSOUTH TELEPHONE COMPANY (SONNY WOLGAMOTT)	601/356-0175
ENTERGY (OR FELECIA STEVENS)	601/969-2311
MISSISSIPPI VALLEY GAS COMPANY (KAREN CABBAGE)	601/961-6788
CAPITOL CABLEVISION	601/992-0922
RIDGELAND PUBLIC WORKS DEPARTMENT (KAREN KNIGHT)	601/856-3938

FOR UTILITY LOCATION:

MISSISSIPPI ONE CALL	601/362-4374
RIDGELAND PUBLIC WORKS DEPARTMENT (SID HAWTHORN)	601/856-3938
2. CONTRACTOR SHALL PROVIDE FOR THE SAFE PASSAGE OF PEDESTRIAN AND VEHICULAR TRAFFIC DURING UTILITY CONSTRUCTION WITHIN PUBLIC R.O.W. PER CITY OF RIDGELAND AND/OR MISSISSIPPI DEPARTMENT OF TRANSPORTATION REQUIREMENTS.



UTILITY PLAN

DESIGN:	DATE:	SCALE:
DRAWN:	BY:	1"=40'
CHECKED:	BY:	

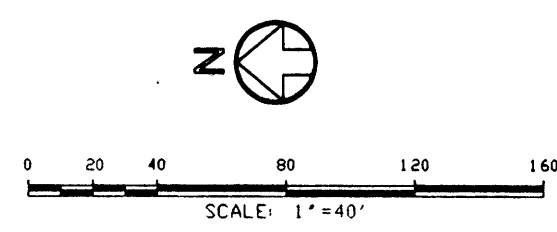
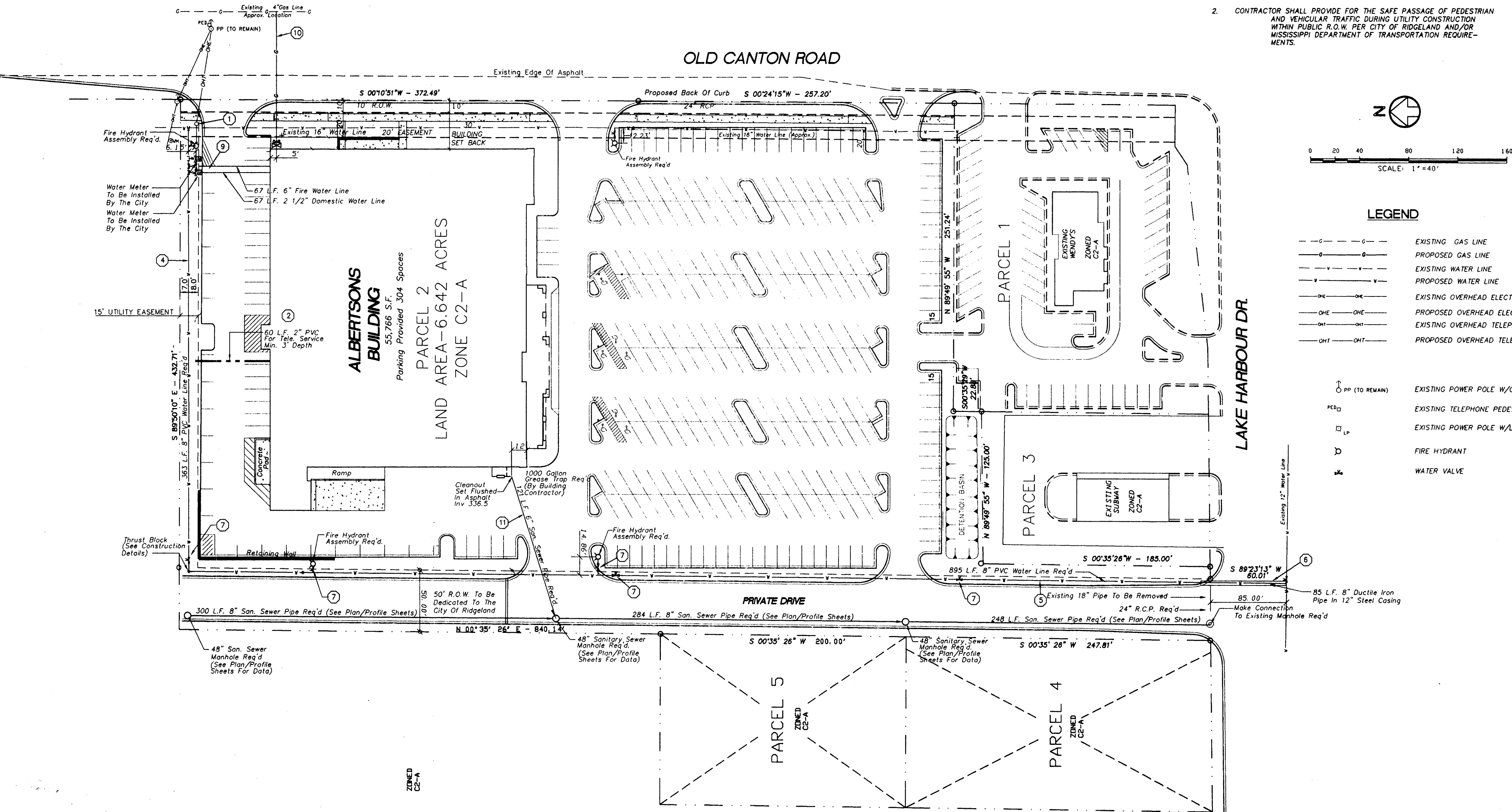
T. L. CALLAWAY ARCHITECT
 17738 Preston Road Suite 125
 Dallas, Texas 75252 5736
 (214) 732-0066

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 3/26/96

Express:

ALBERTSONS' NO. 4186
 LAKE HARBOUR DR. & OLD CANTON RD.
 RIDGELAND, MISSISSIPPI

Job
 Sheet
 C-9



LEGEND

- G --- G --- EXISTING GAS LINE
 - - - G - - - PROPOSED GAS LINE
 - - - W - - - EXISTING WATER LINE
 - - - W - - - PROPOSED WATER LINE
 - - - OHE - - - EXISTING OVERHEAD ELECTRIC LINES
 - - - OHE - - - PROPOSED OVERHEAD ELECTRIC LINES
 - - - OHT - - - EXISTING OVERHEAD TELEPHONE LINES
 - - - OHT - - - PROPOSED OVERHEAD TELEPHONE LINES
-
- PP (TO REMAIN) EXISTING POWER POLE W/GUY
 - PEDEST EXISTING TELEPHONE PEDESTAL
 - LP EXISTING POWER POLE W/LIGHT
 - FD FIRE HYDRANT
 - WV WATER VALVE

CONSTRUCTION SEQUENCE

The following construction sequence is planned to minimize the amount of sediment movement on site and sediment loss from the project site. Multiple lines of silt fence along the parking area slope and a single line of silt fence around the storm drain inlets are considered adequate to control sediment movement at this project site (See sediment control plan, page 7).

Clearing of Area
The entire 6.6 acre tract of land will be cleared and grubbed. The initial clearing should begin along the natural drain at the south boundary to allow immediate installation of the silt fence.

Construction Access
Access to the construction site may be from Old Canton Road or Lake Harbor Drive. However, it is recommended that exit from the construction area be limited to Lake Harbor Drive, on the west side of Subway Restaurant. This will provide opportunity to clean off mud from wheels on a short section (about 150 feet) of well maintained and graveled construction drive.

Silt Fence
The silt fence shall be installed in the following sequence to minimize silt movement and loss:

1. Install a single line of silt fence along the north side of the natural drain along the project south boundary as soon as clearing and grubbing of this area is completed.
2. As clearing and grubbing progresses toward the top of slope, add two more lines of silt fence across the slope at 100 foot intervals to intercept sediment movement. A single line at the bottom of the slope would not be adequate for the entire slope.
3. Place a silt fence barrier (6 feet on each side) around each storm drain inlet as soon as it is installed. These may need some reworking later as curb lines are installed.
4. Remove silt fence when area is ready for final compaction and placement of surface topping.

Storm Drain System
Install the storm drain system to the grades and elevations at the locations shown on the plans. Care shall be taken to minimize movement of sediment into the storm drain inlets until the road/parking area surface topping is applied. A perimeter silt fence is the recommended method of inlet protection.

Vegetation
Vegetate and/or landscape all curb areas as soon as possible during the construction operations?
MAINTENANCE PLAN

Both the short-term (during construction) and long term (after construction) maintenance needs must be addressed.

Short Term
All erosion and sediment control practices will be checked for stability and operation following every runoff producing rainfall but in no case, less than every week. Any needed repairs will be made immediately to maintain the practice performance as designed.

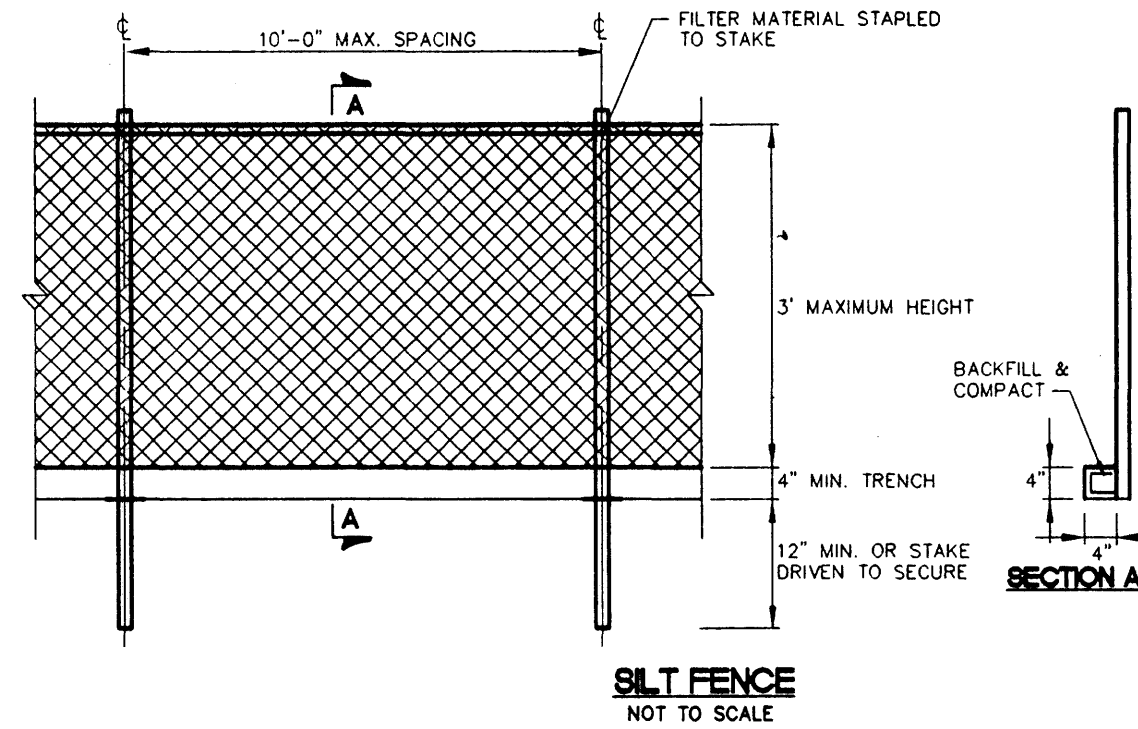
The access road exit area shall be maintained in a smooth, well compacted condition. Excess soil and debris shall be removed as needed to maintain a gravel exposed surface.

Sediment will be removed from the upstream face of the silt fence when it increases to about a 6-inch depth at the fence. The silt fence will be replaced as necessary to maintain a barrier.

All vegetated areas will be fertilized, and re-vegetated as needed to maintain a vigorous and dense vegetative cover.

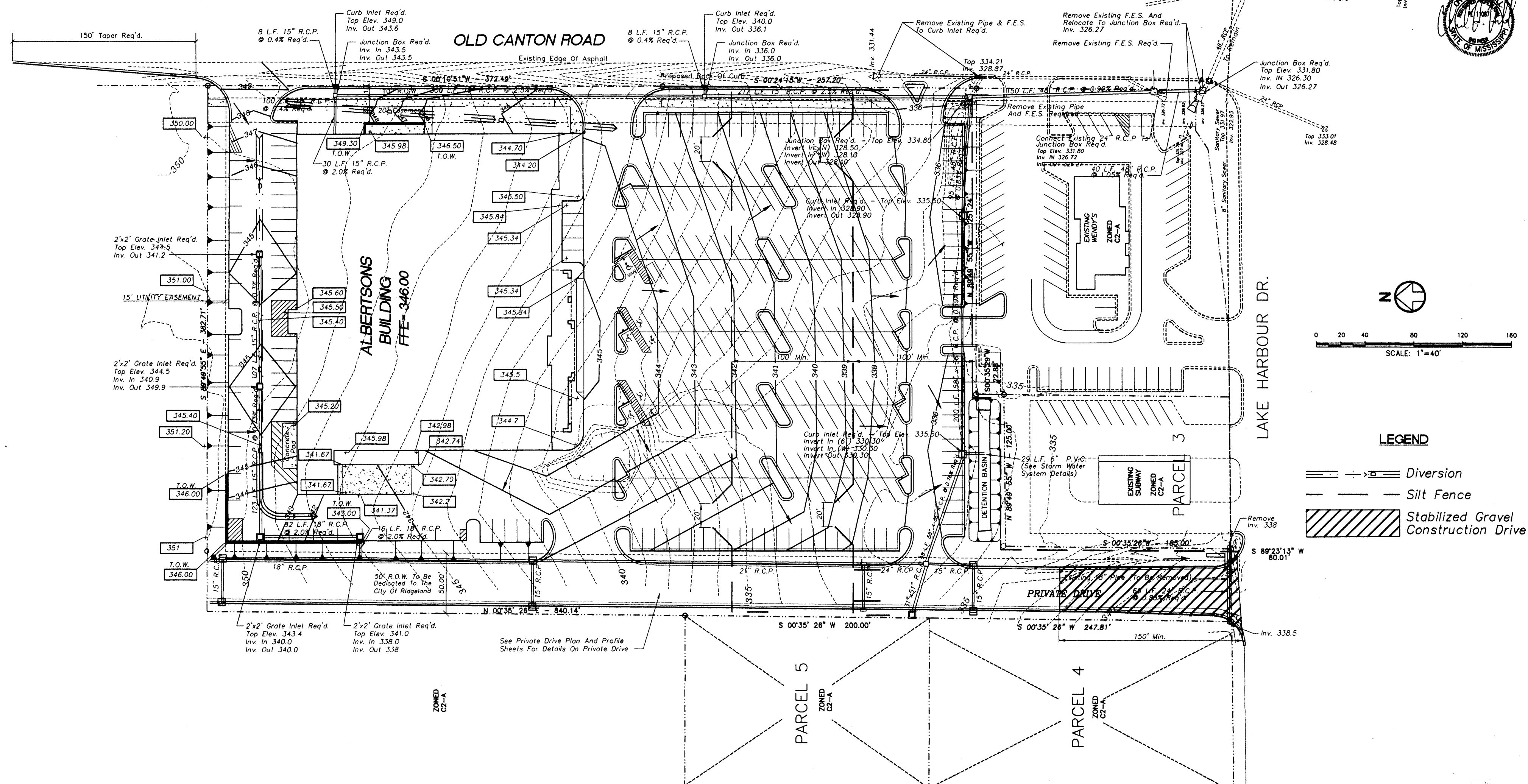
Long Term
All vegetated areas will be maintained in adequate condition to provide proper ground cover and seeded any areas of potential erosion. Where vegetation is lost, the area will be fertilized and seeded or other acceptable methods used to restore proper cover.

As needed, new employees responsible for working the area will be informed about the requirements of the Maintenance Plan.



NOTES

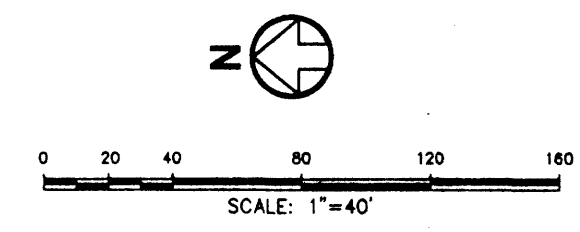
1. Synthetic filter fabric shall be a pervious sheet of propylene nylon, polyester and shall be certified by the manufacturer or supplier conform to the following requirements:
a) Filtering efficiency (75% minimum)
b) Tensile strength that 70% maximum elongation=50 lbs./in. in. (minimum)
c) Flow rate=0.3 gal./sq. ft./min (minimum)
2. 6'x6' silt fence barrier around inlets.



SEDIMENT CONTROL PLAN

MS: 10000
 License No. 10000
 State of Mississippi
 Charles H. Smith
 Professional Engineer

T. L. CALLAWAY ARCHITECT
 17738 Preston Road Suite 125
 Dallas, Texas 75252 5736
 214 722-0005



LEGEND

- >--- Diversion
- - - Silt Fence
- ▨ Stabilized Gravel Construction Drive

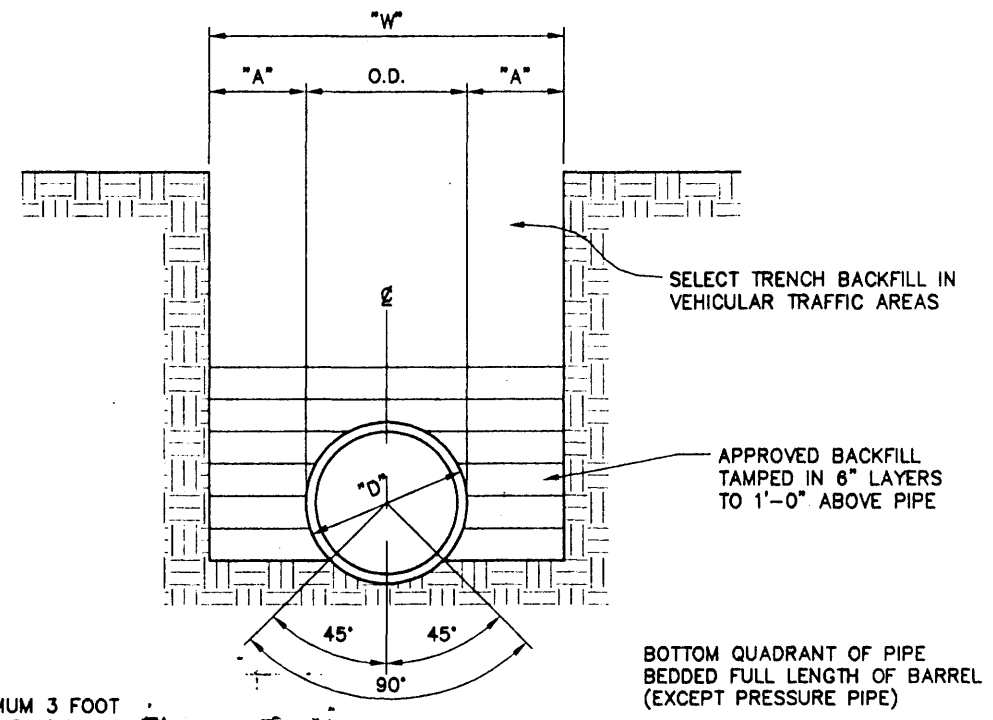
Expires:

ALBERTSONS' NO. 4186
 LAKE HARBOUR DR. & OLD CANTON RD.
 RIDGELAND, MISSISSIPPI

Job

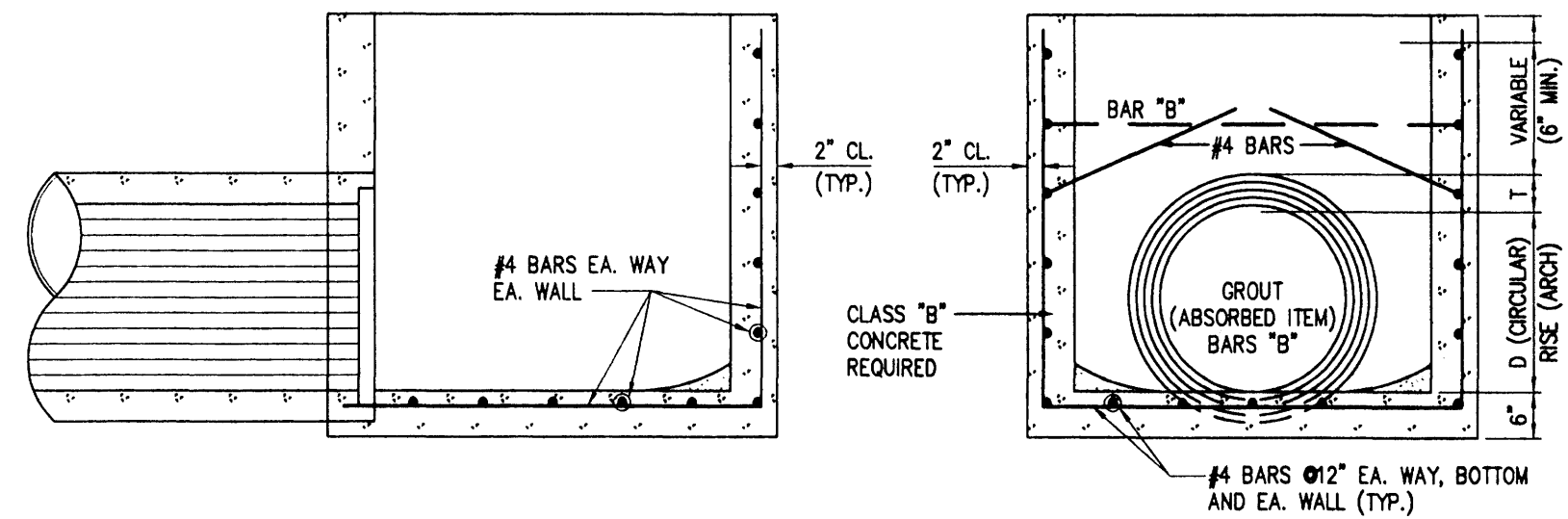
Sheet
C-10

TABLE OF DIMENSIONS		
"D" PIPE DIAMETER	"A" MAXIMUM	"W" TRENCH WIDTH
6" - 15"	8"	2"A" + O.D.
18" - 21"	10"	2"A" + O.D.
24" - 30"	12"	2"A" + O.D.
33" - 42"	15"	2"A" + O.D.
48" - LARGER	18"	2"A" + O.D.



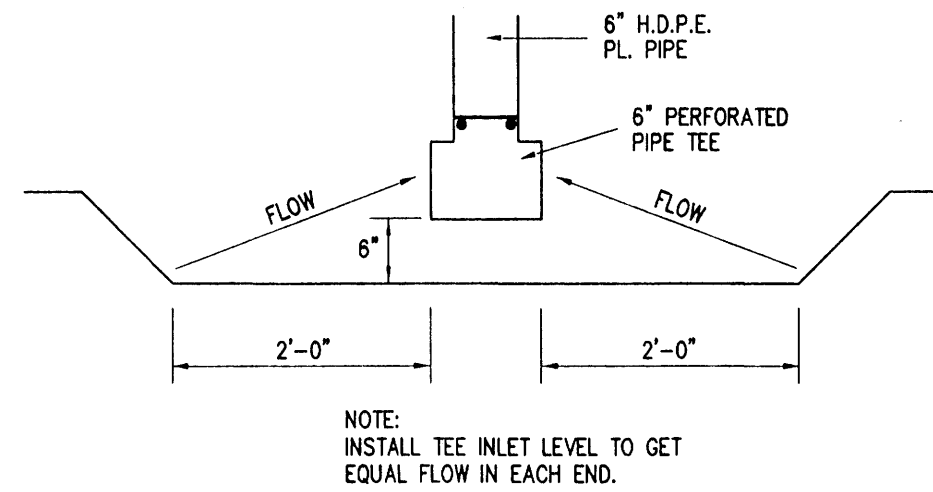
NOTE:
PROVIDE MINIMUM 3 FOOT
CLEARANCE BETWEEN MULTIPLE
BARREL CULVERTS.

TRENCH DETAIL - STORM DRAINAGE
NO SCALE

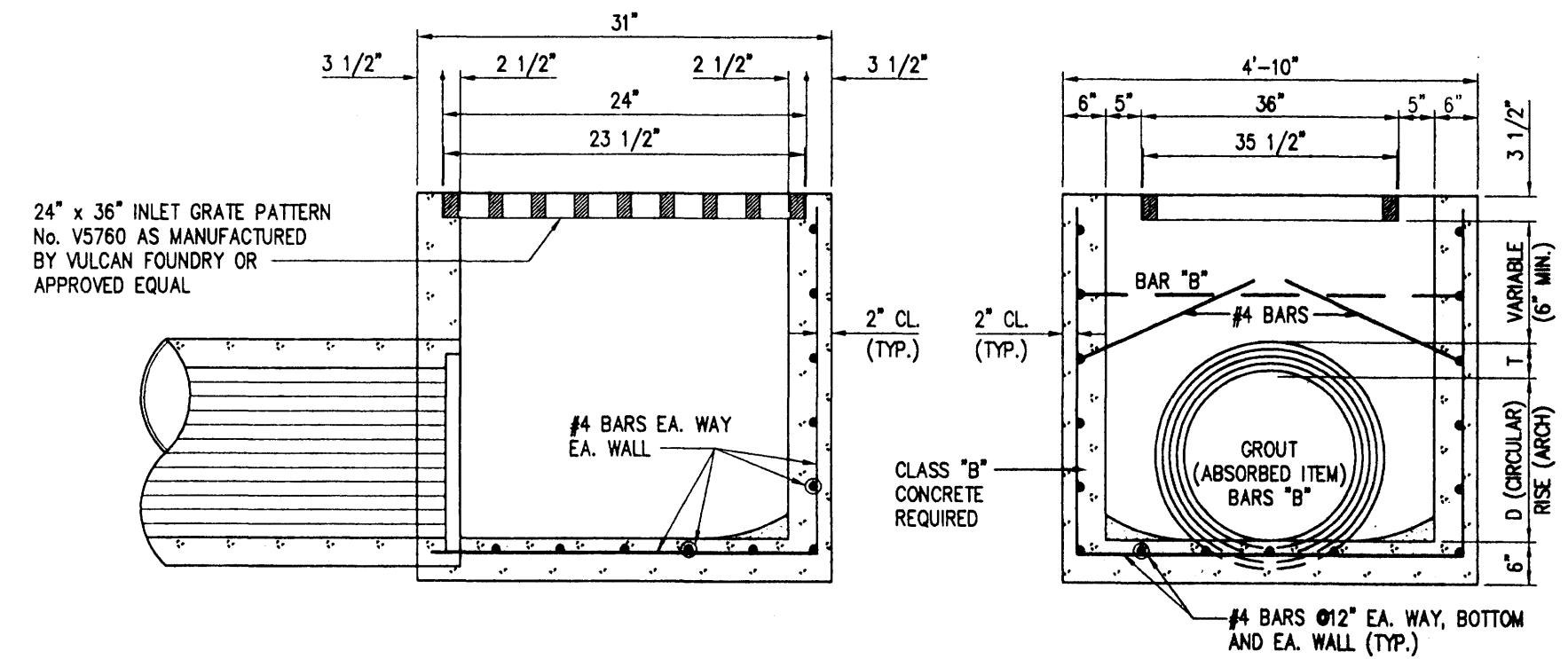


CONCRETE JUNCTION BOX COVER

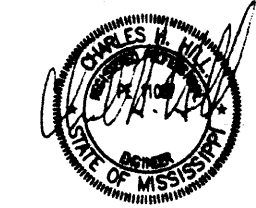
JUNCTION BOX DETAILS
NOT TO SCALE



SEDIMENT BASIN PIPE OUTLET DETAIL
NOT TO SCALE



GRATE INLET DETAILS
NOT TO SCALE



**STORM SEWER
SYSTEM DETAILS
SHEET 1 OF 2**

NEEL-SCHAFFER, INC.
ARCHITECTS - PLANNERS
1000 N. GULF BLVD.
SUITE 100
DALLAS, TEXAS 75242

T. L. CALLAWAY ARCHITECT
17738 Preston Road Suite 125
Dallas, Texas 75252 5736
214-732-0065

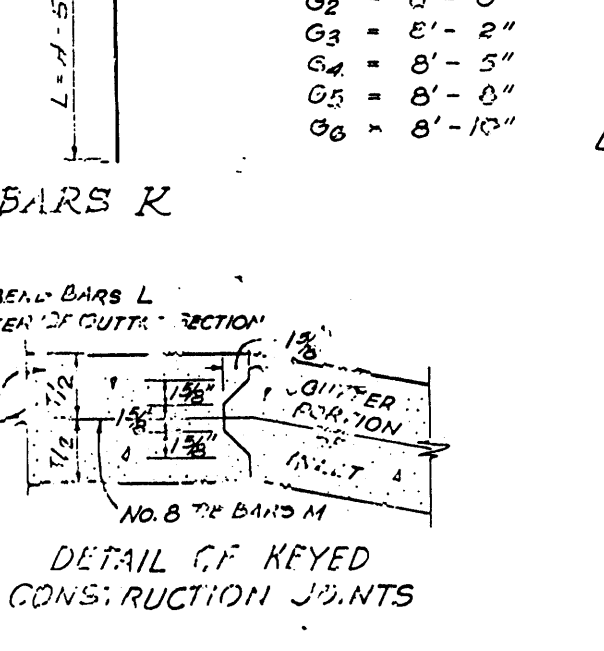
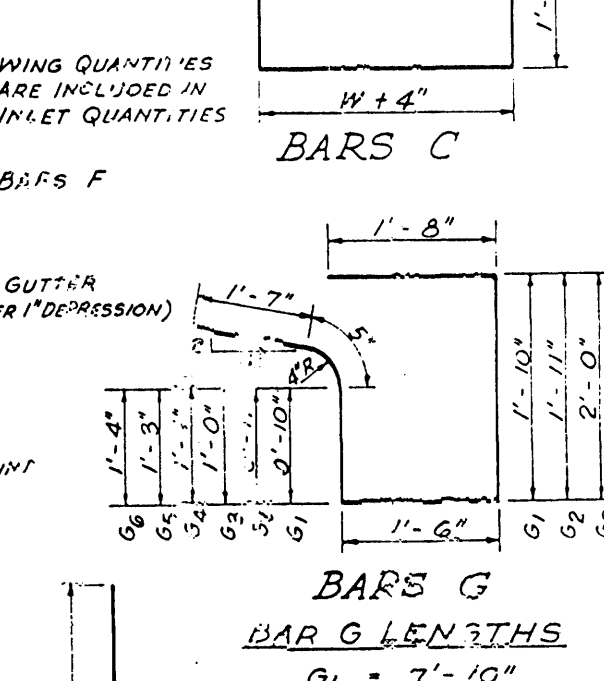
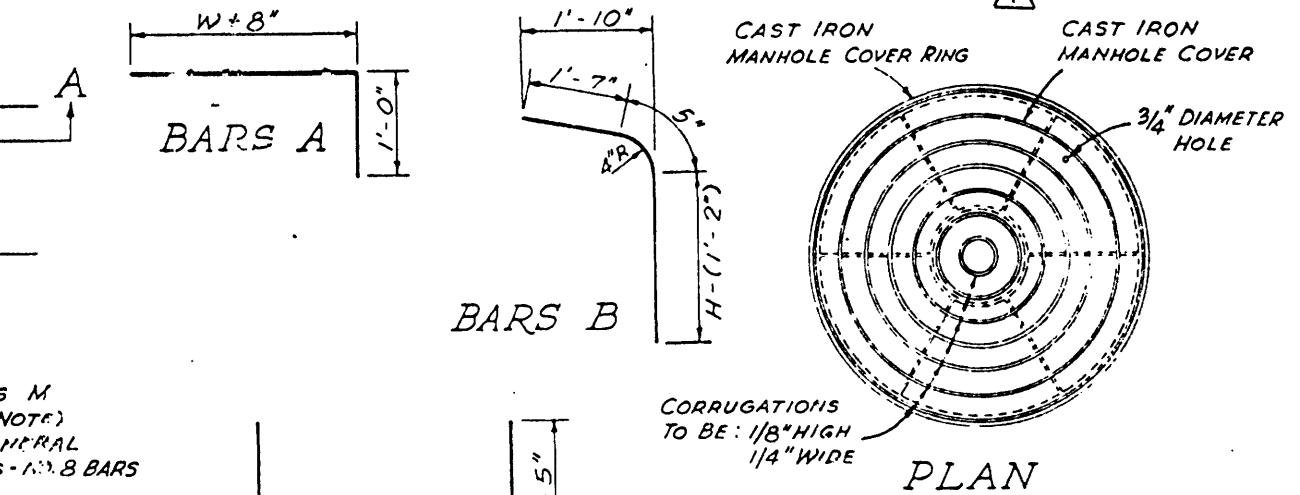
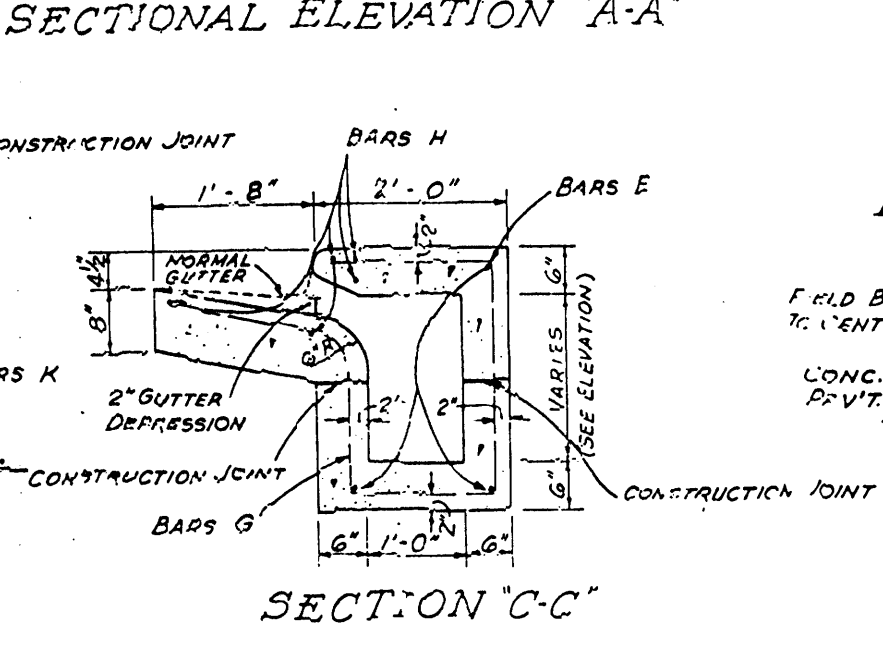
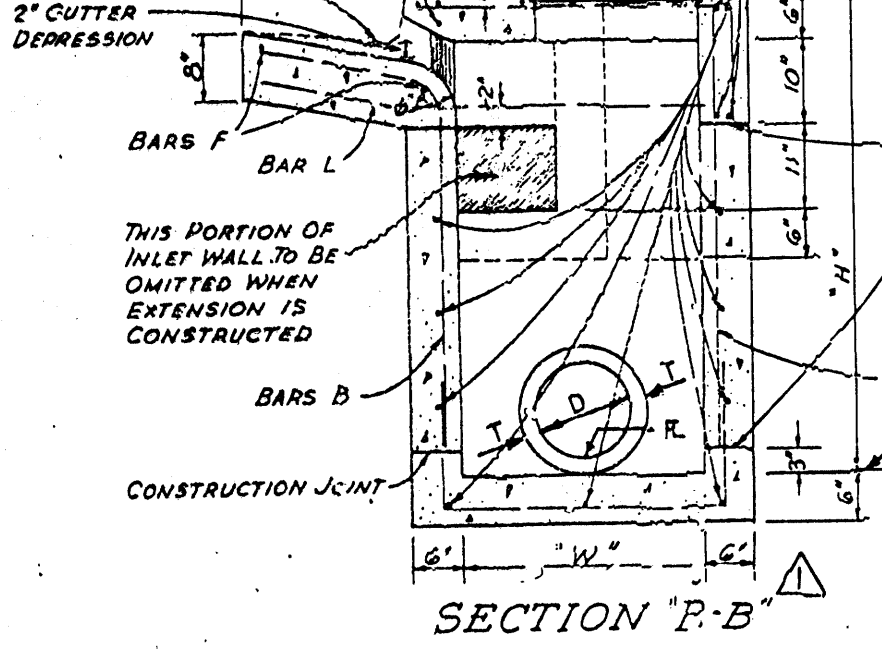
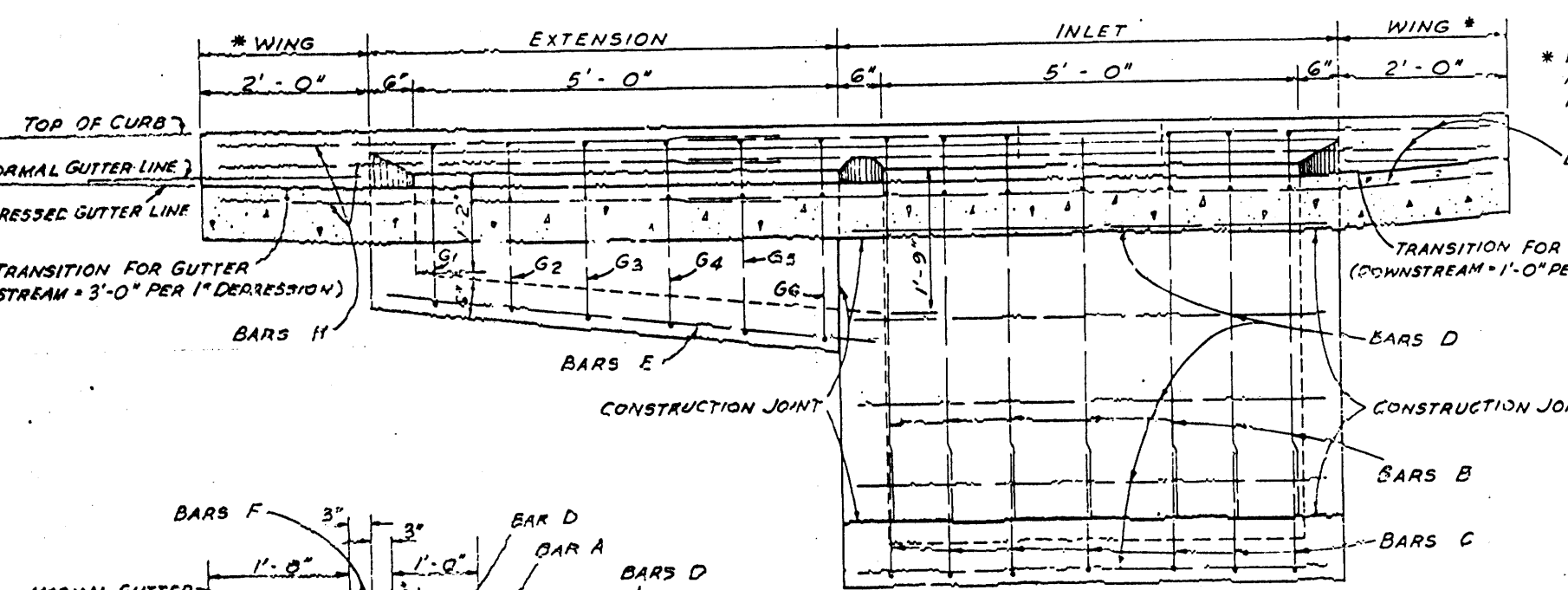
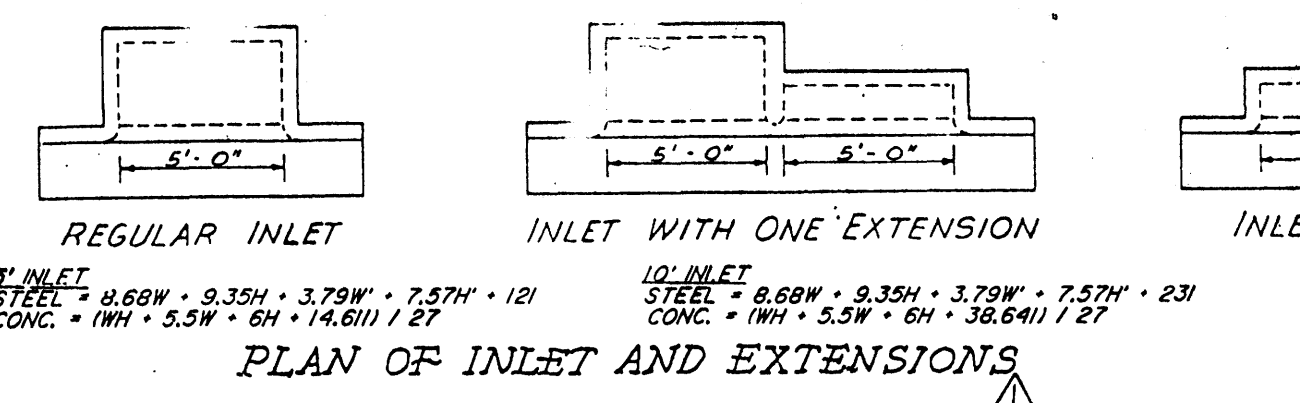
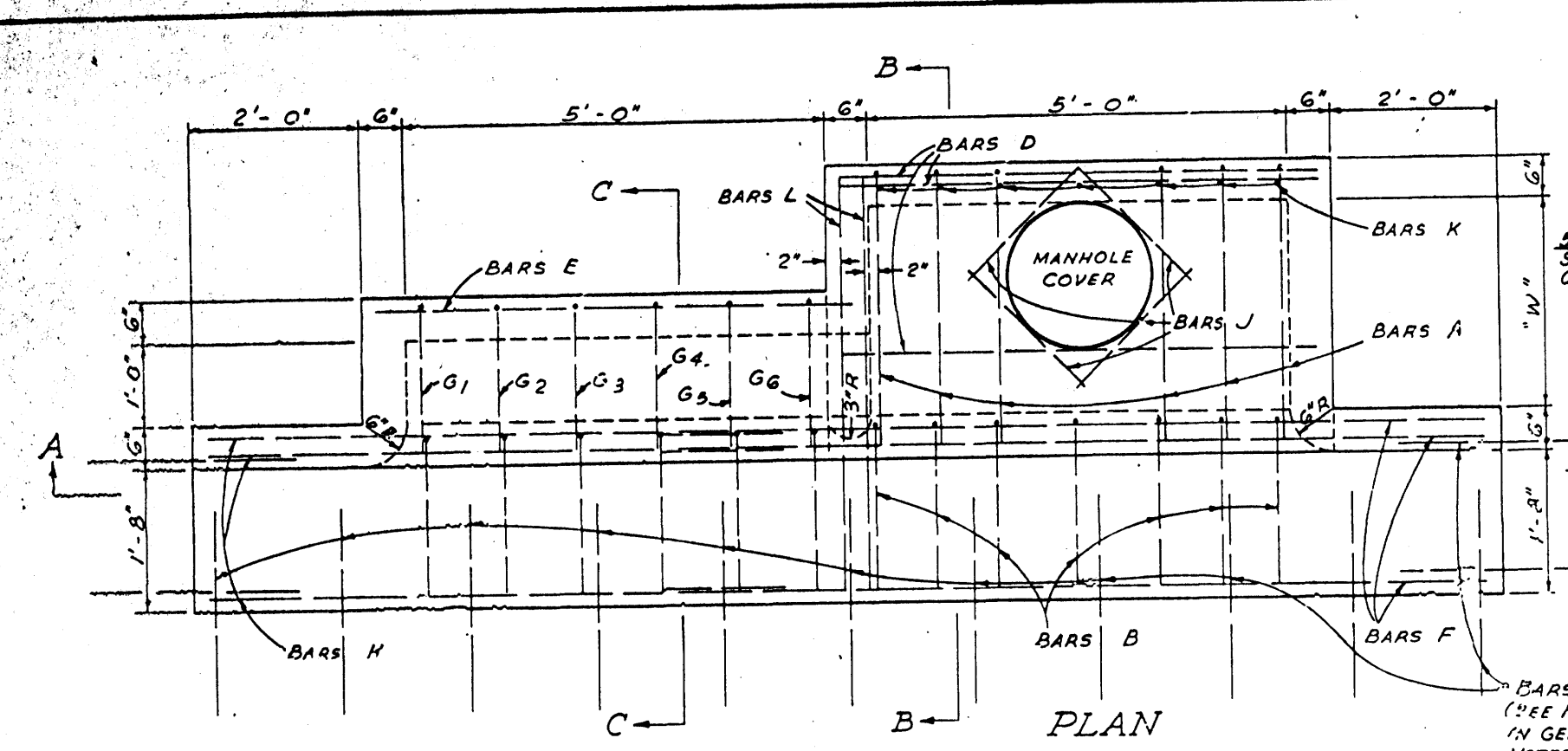
FOR PERMIT
ONLY
3/26/96

Expires:

ALBERTSONS' NO. 4186
LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI

Job

Sheet
C-11



INCREASE IN C.Y. PER FT. "H"		INCREASE PER FT. "W"	
"W"	C.Y./H	"H"	C.Y./FT.W
2'-0"	.315	3'-0"	.315
3'-0"	.333	3'-6"	.333
3'-6"	.352	4'-0"	.352
4'-0"	.371	4'-6"	.370
4'-6"	.389	5'-0"	.387
5'-0"	.408	5'-6"	.407
5'-6"	.426	6'-0"	.426
6'-0"	.445	6'-6"	.445
6'-6"	.463	7'-0"	.463
7'-0"	.481	7'-6"	.482
		8'-0"	.500

QUANTITIES FOR ONE EXTENSION					
BAR	SIZE	LENGTH	SPACING	NUMBER	WEIGHT
E	#4	5'-0"	AS SHOWN	3	11
G	#4	SEE SCHEDULE	11"	6	34
H	#6	6'-0"	AS SHOWN	5	51
L	#6	4'-0"	AS SHOWN	2	4
TOTAL STEEL FOR ONE EXTENSION					100 LBS.
TOTAL CONC. FOR ONE EXTENSION					68 C.Y.

WHERE EXTENSION IS USED WITH CONCRETE PAVEMENT, ADD 27 LBS. OF STEEL FOR BARS M.

△ BILL OF REINFORCING STEEL W = 2'-6" 1'-5'-0" INLET

"H"	BAR A	BAR C	BAR D	BAR F	BAR J	BAR B	BAR K	TOTAL STEEL	TOTAL CONC.									
No.	WT.	No.	WT.	No.	WT.	No.	WT.	LBS.	C.Y.									
3'-0"	6	17	7	27	10	38	5	73	4	6	3'-10"	7	18	2'-7"	7	12	190	1.99
3'-6"	6	17	7	27	12	45	5	73	4	6	4'-4"	7	20	3'-1"	7	14	202	2.15
4'-0"	6	17	7	27	12	45	5	73	4	6	4'-10"	7	23	3'-7"	7	17	207	2.31
4'-6"	6	17	7	27	14	53	5	73	4	6	5'-4"	7	25	4'-1"	7	19	219	2.47
5'-0"	6	17	7	27	14	53	5	73	4	6	5'-10"	7	27	4'-7"	7	21	224	2.62
5'-6"	6	17	7	27	16	61	5	73	4	6	6'-4"	7	30	5'-1"	7	24	238	2.78
6'-0"	6	17	7	27	16	61	5	73	4	6	6'-10"	7	32	5'-7"	7	26	240	2.94
6'-6"	6	17	7	27	18	68	5	73	4	6	7'-4"	7	34	6'-1"	7	28	253	3.10
7'-0"	6	17	7	27	18	68	5	73	4	6	7'-10"	7	37	6'-7"	7	31	257	3.25

△ BILL OF REINFORCING STEEL W = 3'-0" 1'-5'-0" INLET

"H"	BAR A	BAR C	BAR D	BAR F	BAR J	BAR B	BAR K	TOTAL STEEL	TOTAL CONC.									
No.	WT.	No.	WT.	No.	WT.	No.	WT.	LBS.	C.Y.									
3'-0"	6	19	7	29	10	38	5	73	4	6	3'-10"	7	18	2'-7"	7	12	194	2.15
3'-6"	6	19	7	29	12	45	5	73	4	6	4'-4"	7	20	3'-1"	7	14	206	2.32
4'-0"	6	19	7	29	12	45	5	73	4	6	4'-10"	7	23	3'-7"	7	17	211	2.49
4'-6"	6	19	7	29	14	53	5	73	4	6	5'-4"	7	25	4'-1"	7	19	223	2.65
5'-0"	6	19	7	29	14	53	5	73	4	6	5'-10"	7	27	4'-7"	7	21	228	2.82
5'-6"	6	19	7	29	16	61	5	73	4	6	6'-4"	7	30	5'-1"	7	24	240	2.99
6'-0"	6	19	7	29	16	61	5	73	4	6	6'-10"	7	32	5'-7"	7	26	245	3.15
6'-6"	6	19	7	29	18	68	5	73	4	6	7'-4"	7	34	6'-1"	7	28	257	3.32
7'-0"	6	19	7	29	18	68	5	73	4	6	7'-10"	7	37	6'-7"	7	31	262	3.49

△ BILL OF REINFORCING STEEL W = 3'-6" 1'-5'-0" INLET

"H"	BAR A	BAR C	BAR D	BAR F	BAR J	BAR B	BAR K	TOTAL STEEL	TOTAL CONC.									
No.	WT.	No.	WT.	No.	WT.	No.	WT.	LBS.	C.Y.									
3'-0"	6	21	7	31	11	42	5	73	4	6	3'-10"	7	18	2'-7"	7	12	202	2.31
3'-6"	6	21	7	31	13	49	5	73	4	6	4'-4"	7	20	3'-1"	7	14	214	2.49
4'-0"	6	21	7	31	13	49	5	73	4	6	4'-10"	7	23	3'-7"	7	17	219	2.66
4'-6"	6	21	7	31	15	57	5	73	4	6	5'-4"	7	25	4'-1"	7	19	231	2.84
5'-0"	6	21	7	31	15	57	5	73	4	6	5'-10"	7	27	4'-7"	7	21	236	3.01
5'-6"	6	21	7	31	17	64	5	73	4	6	6'-4"	7	30	5'-1"	7	24	248	3.19
6'-0"	6	21	7	31	17	64	5	73	4	6	6'-10"	7	32	5'-7"	7	26	253	3.37
6'-6"	6	21	7	31	19	72	5	73	4	6	7'-4"	7	34	6'-1"	7	28	265	3.54
7'-0"	6	21	7	31	19	72	5	73	4	6	7'-10"	7	37	6'-7"	7	31	270	3.72

GENERAL NOTES

WHERE INLET OR INLET WITH EXTENSIONS IS USED WITH CONCRETE PAVEMENT WITH INTEGRAL CURB, THE PAVEMENT IS TO BE BLOCKED OUT TO THE DIMENSIONS AS SHOWN FOR THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSIONS. THE PORTION BLOCKED OUT SHALL BE PLACED INTEGRAL WITH THE TOP OF THE INLET OR INLET WITH EXTENSIONS. NO. 8 DEFORMED BARS 30" LONG SHALL BE PLACED ON 18" CENTERS AT THE CENTER OF THE PAVEMENT. THESE BARS SHALL EXTEND INTO THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSIONS 15". THE CONSTRUCTION JOINT BETWEEN THE CONCRETE PAVEMENT AND THE INLET OR INLET WITH EXTENSIONS SHALL BE A KEYED JOINT AS SHOWN. A SMOOTH CONSTRUCTION JOINT WILL NOT BE PERMITTED. QUANTITIES FOR BLOCKED OUT AREA OF PAVEMENT SHALL BE INCLUDED IN QUANTITIES FOR INLET OR INLET WITH EXTENSIONS.

THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI STATE HIGHWAY DEPARTMENT SHALL APPLY TO ALL ITEMS ON THIS SHEET.

THE QUANTITIES SHOWN, MINUS VOLUMETRIC DISPLACEMENT OF CONCRETE BY PIPE CULVERTS THROUGH INLET WALLS, WILL BE USED AS THE BASIS OF FINAL PAYMENT UNLESS THIS PLAN IS MODIFIED.

FOR CONVENIENCE, DEPTHS OF INLETS SHOWN IN ABOVE TABLE ARE INCREMENTS OF 6" INCHES. BUT ANY DEPTHS OTHER THAN THESE SHOWN MAY BE USED WHEREVER DEEMED NECESSARY. QUANTITIES FOR OTHER DEPTHS, FALLING WITHIN THE LIMITS OF THE TABLE, MAY BE FOUND BY INTERPOLATION.

FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER. NO DEDUCTION ARE TO BE MADE IN STEEL QUANTITIES.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

STORM SEWER STRUCTURE, TYPE SS-2

DESIGNED: _____ DATE: 11-1-72

DETAILED: _____

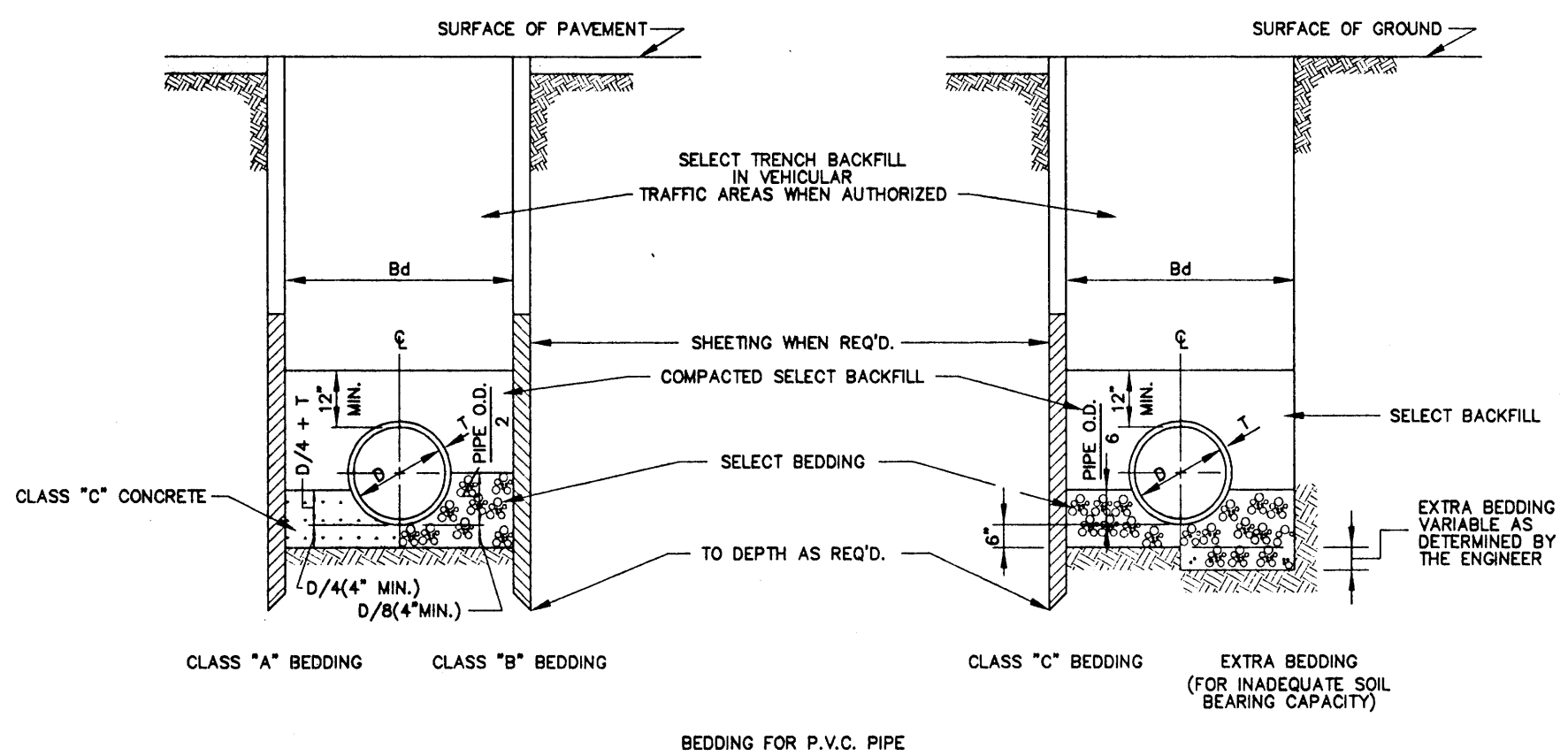
TRACED: _____

CHECKED: _____

ISSUED: D.B.L. DATE: 11-1-72

WORKING NUMBER: SS-2

SHEET NUMBER: 237



TYPICAL TRENCH DETAILS
NOT TO SCALE

CLASS "A" BEDDING

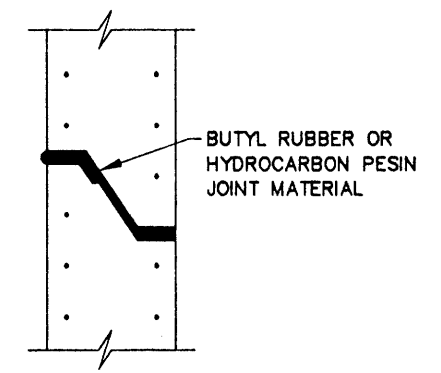
MATERIAL SHALL BE CLASS "C" CONCRETE CRADLES. THE PIPE SHALL BE LAID ON CONCRETE SADDLES CONSTRUCTED TO PROVIDE VERTICAL AND LATERAL SUPPORT FOR THE PIPE WHILE THE CRADLE IS BEING PLACED. PIPE SUPPORTS OF WOOD BLOCKS, LOOSE BRICK, ETC., WILL NOT BE PERMITTED. THE CRADLE SHALL BE POURED AFTER THE JOINTS HAVE BEEN MADE. CARE BEING TAKEN TO PREVENT MOVEMENT OF THE PIPE. WHENEVER THE CONTRACTOR PLACES CONCRETE OUTSIDE THE DIMENSIONS SHOWN ON THE DRAWINGS, THE COST OF SUCH CONCRETE WILL BE AT THE CONTRACTOR'S EXPENSE.

CLASS "B" BEDDING

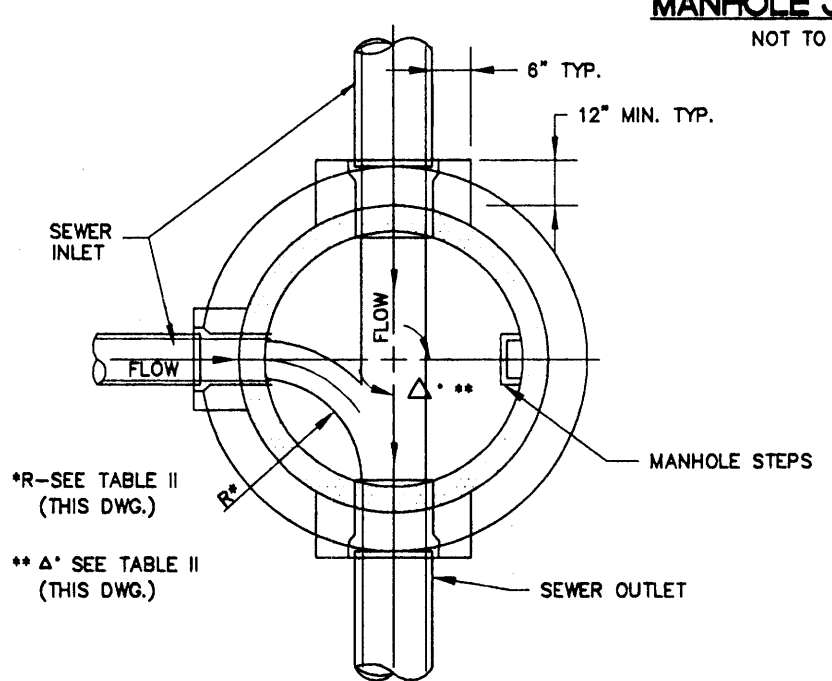
MATERIAL SHALL BE SELECT BEDDING AS SPECIFIED. MATERIAL SHALL BE CAREFULLY PLACED AND THOROUGHLY COMPACTED BY TAMPING.

CLASS "C" BEDDING (STANDARD BEDDING)

MATERIAL SHALL BE THE SAME AS FOR CLASS "B" BEDDING AND SHALL BE PLACED AS SHOWN BY STANDARD DETAILS FOR THE TYPE OF PIPE USED.



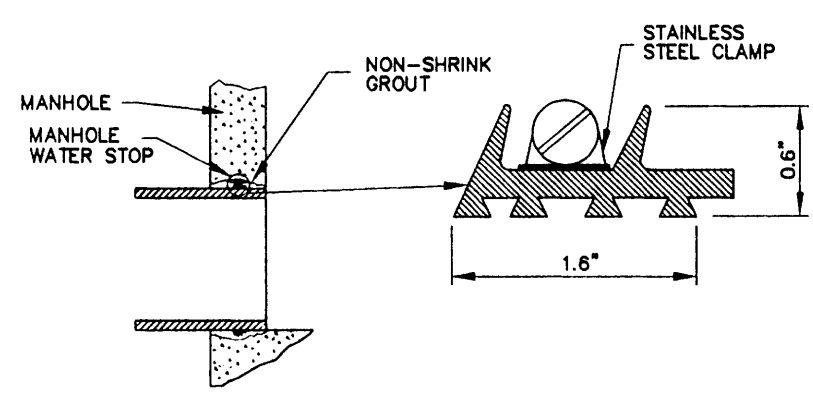
TYPICAL PRECAST CONCRETE MANHOLE JOINT DETAIL
NOT TO SCALE



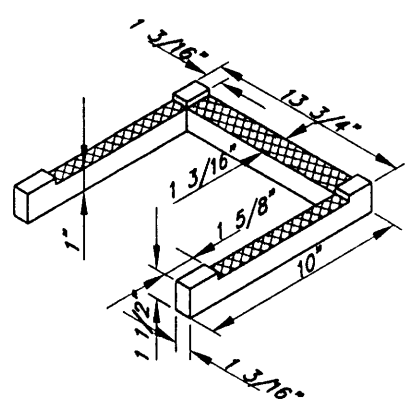
SECTIONAL PLAN STANDARD MANHOLE
NOT TO SCALE

TABLE II GOVERNING DIMENSIONS FOR MANHOLES			
PIPE SIZE	Δ ANGLE	BASE DIAMETER **	*R* *
8" THRU 12"	0° TO 90°	4'	1'- 6"
15"	0° TO 60°	4'	1'- 10"
15"	60° TO 90°	4'	1'- 10"
18"	0° TO 60°	4'	2'- 3"
18"	60° TO 90°	4'	1'- 10"
21"	0° TO 60°	4'	2'- 7"
21"	60° TO 90°	5'	2'- 4"
24"	0° TO 45°	4'	3'- 0"
24"	45° TO 90°	5'	2'- 3"
30"	0° TO 60°	5'	3'- 9"
30"	60° TO 90°	6'	2'- 8"
36"	0° TO 60°	6'	4'- 6"
36"	60° TO 90°	7'	3'- 11"
42"	0° TO 60°	7'	5'- 3"
42"	60° TO 90°	8'	4'- 7"
48"	0° TO 60°	8'	6'- 0"
48"	60° TO 90°	9'	5'- 3"

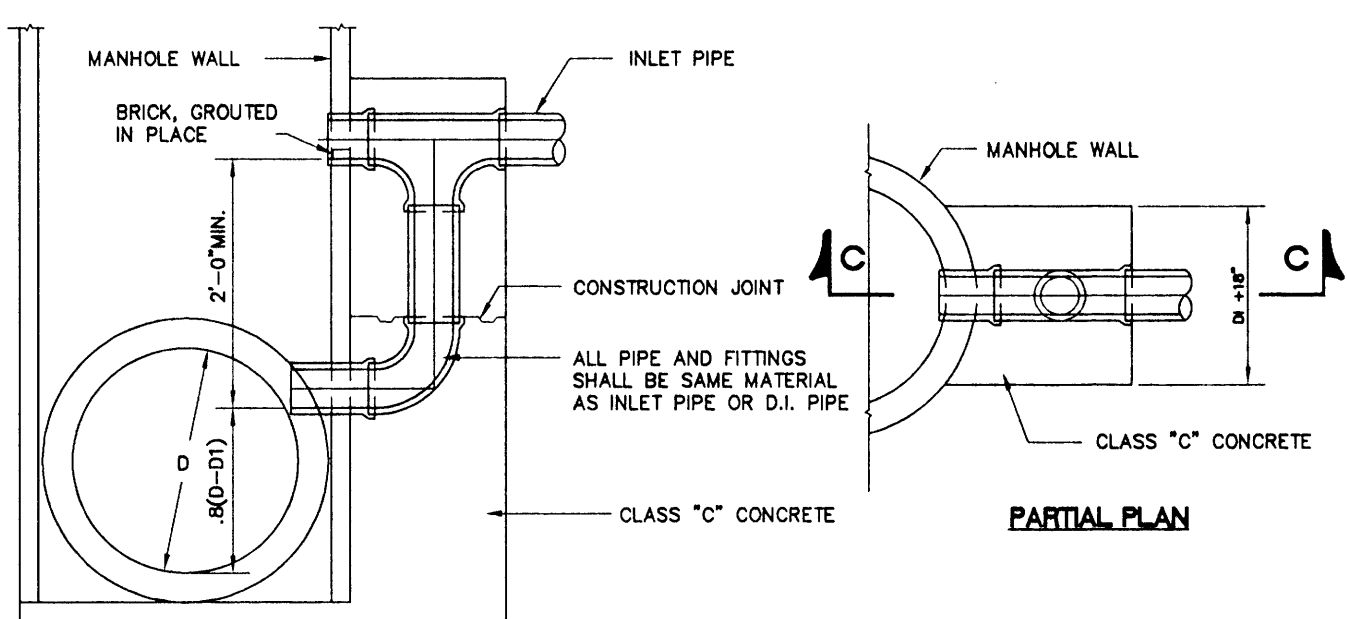
* SEE SECTIONAL PLAN, STANDARD MANHOLE
** PRECAST MANHOLE



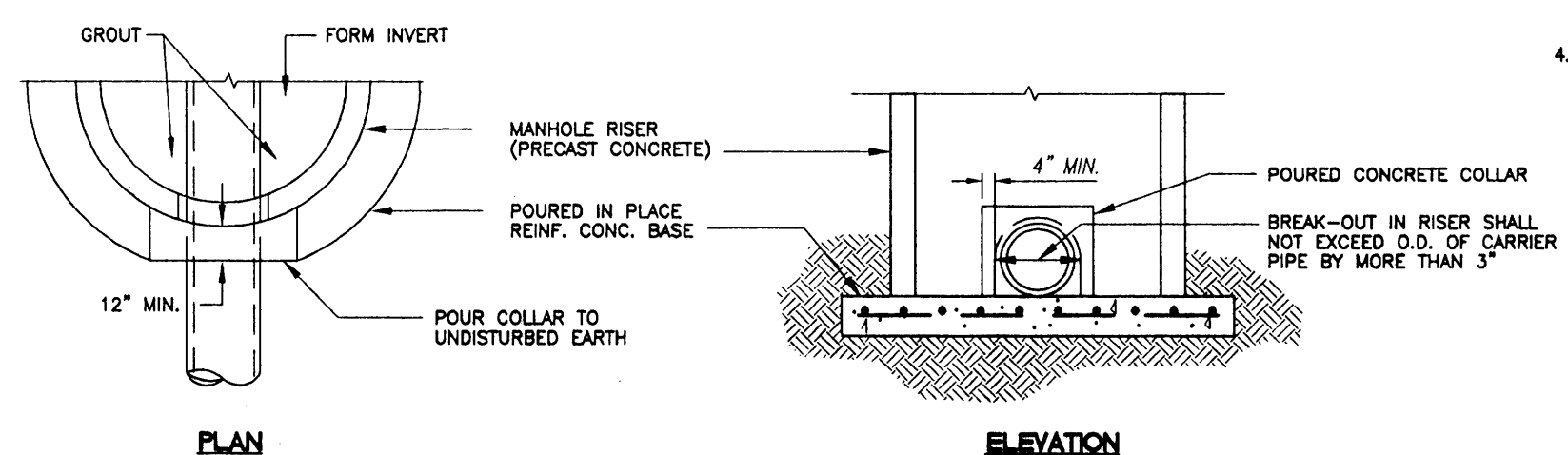
TYPICAL MANHOLE WATER STOP FOR PVC PIPE
EXISTING AND "STRADDLE" MANHOLES
NOT TO SCALE



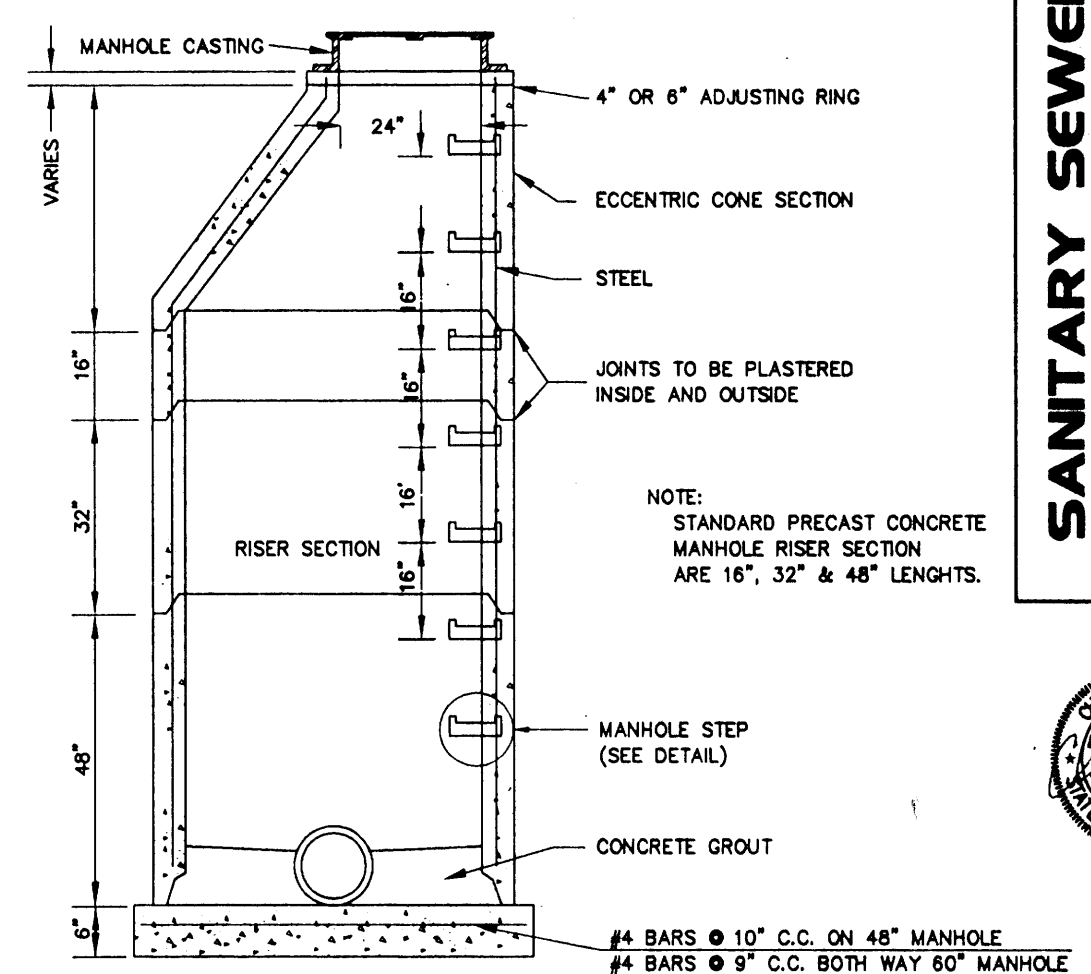
MANHOLE STEP DETAIL
NOT TO SCALE



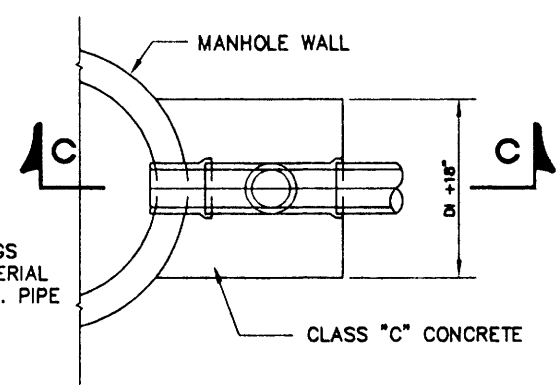
TYPICAL VERTICAL DROP INLET AT MANHOLE
NOT TO SCALE



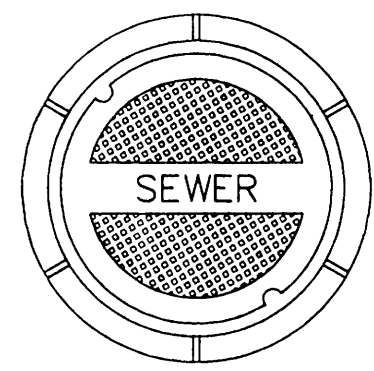
TYP. DETAIL OF SEWER PIPE CONNECTION TO EXISTING MANHOLE
NOT TO SCALE



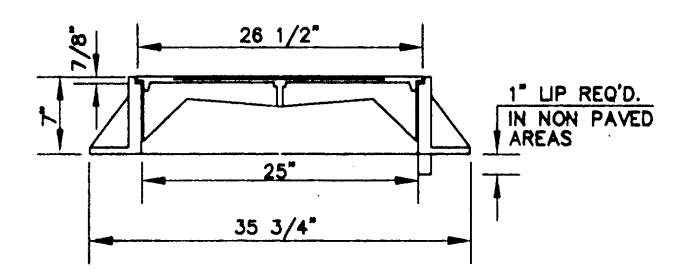
SECTION OF PRECAST CONCRETE MANHOLE
NOT TO SCALE



PARTIAL PLAN



TOP PLAN OF COVER



SECTION

FRAME & COVER WEIGHT 420 LBS.

STANDARD MANHOLE FRAME AND COVER
NOT TO SCALE

SANITARY SEWER NOTES:

1. MANHOLE INETRIOR TO BE COATED WITH 20 MIL THICKNESS GLIDDEN TOP SERVICE BLACK BITMINOUS COATING (OR APPROVED EQUAL) APPLIED IN ACCORDANCE WITH MANFACTUER'S RECOMMENDATIONS.
2. MAXIMUM PERMITTED INFILTRATION/EXFILTRATION IS 200 GALLONS PER INCH DIAMETER PER MILE PER DAY.
3. PIPE TO MANHOLE CONNECTIONS: PVC PIPE - INSTALL PREMOLDED FLEXIBLE MANHOLE JOINT SEAL DEVICE TO CONNECT PIPE TO MANHOLE WALL.
4. INSTALLATION OF SANITARY SEWER MAINS & SERVICES: WHEN A SEWER SERVICE LINE CROSSES ABOVE A WATER SUPPLY MAIN OR WITHIN 18" BELOW A WATER MAIN, OR WITHIN 10" ON EITHER SIDE, THE SEWER SERVICE OR MAIN SHALL BE 160 P.S.I. PVC WATER PIPE FOR A DISTANCE OF 10' EITHER SIDE OF THE WATER SUPPLY MAIN.

SANITARY SEWER SYSTEM DETAILS

NEEL-SCHAFFER, INC.
ENGINEERS - PLANNERS
Architects, Engineers, Planners
Jackson, Mississippi

DATE: 12/15/96
DRAWN: BLT, 12/15/96
CHECKED: DM, 12/15/96
SCALE: NCS



T. L. CALLAWAY ARCHITECT
17738 Preston Road Suite 125
Dallas, Texas 75252 5736
1214 752-0065

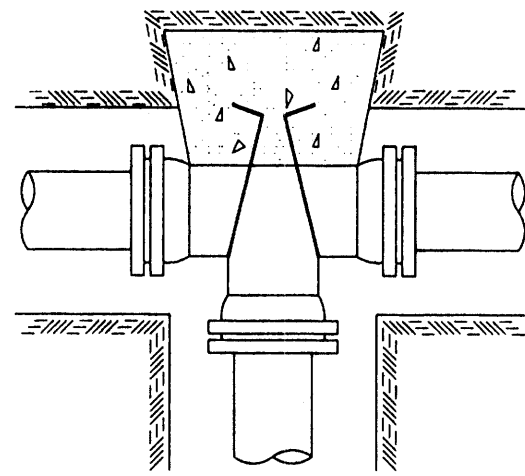
FOR PERMIT ONLY
3/26/96

Expire:

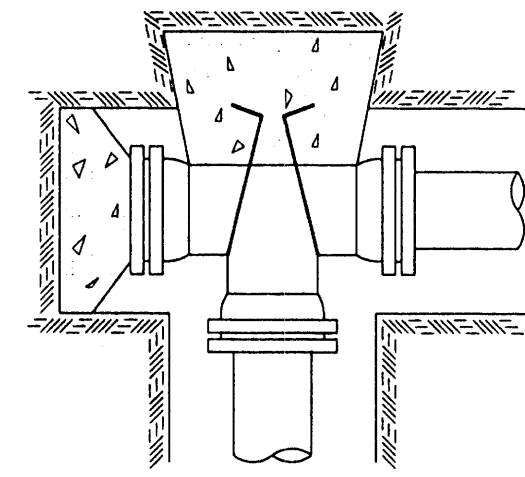
ALBERTSONS' NO. 4186
LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI

Job

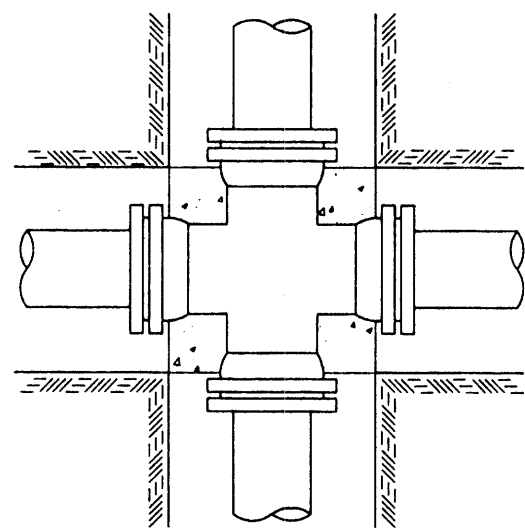
Sheet
C-13



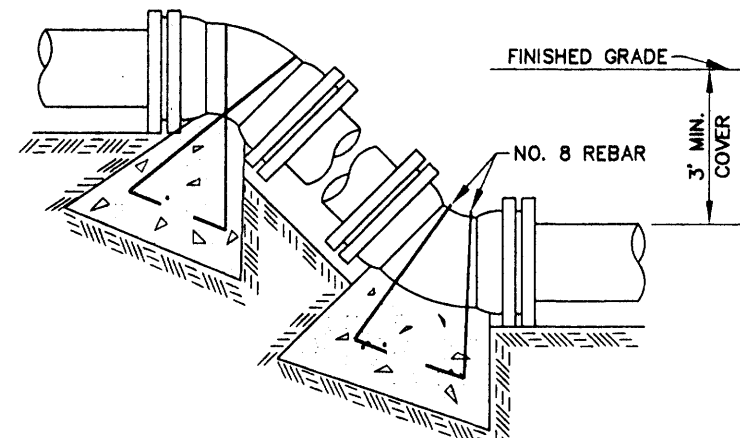
TEE



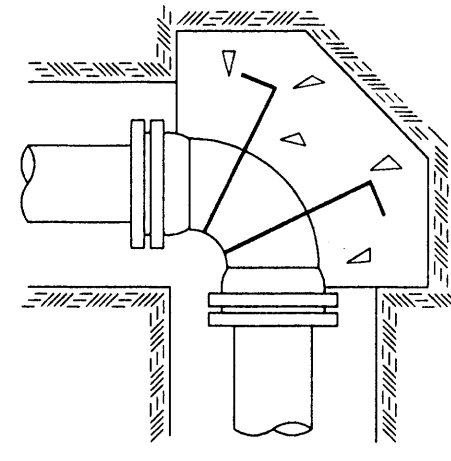
PLUGGED TEE



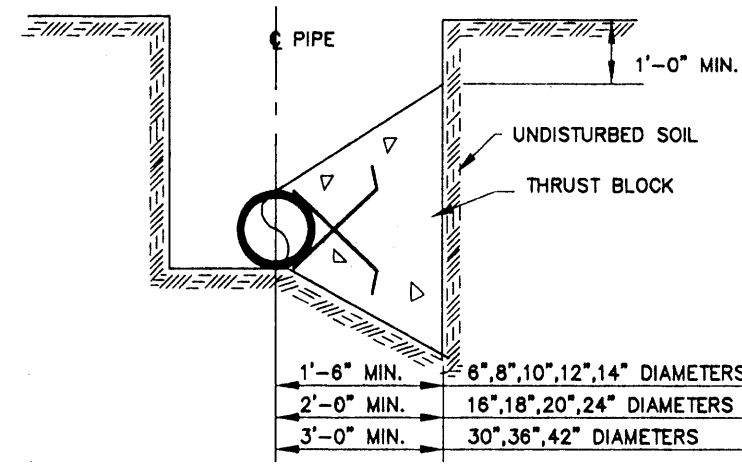
CROSS



VERTICAL BENDS



90° BEND



TYPICAL CROSS SECTION

TYPICAL THRUST BLOCKING IN WATER MAINS AND SEWAGE FORCE MAINS

NOTE: ALL THRUST BLOCKS 2,500 PSI CONCRETE AGAINST UNDISTURBED EARTH

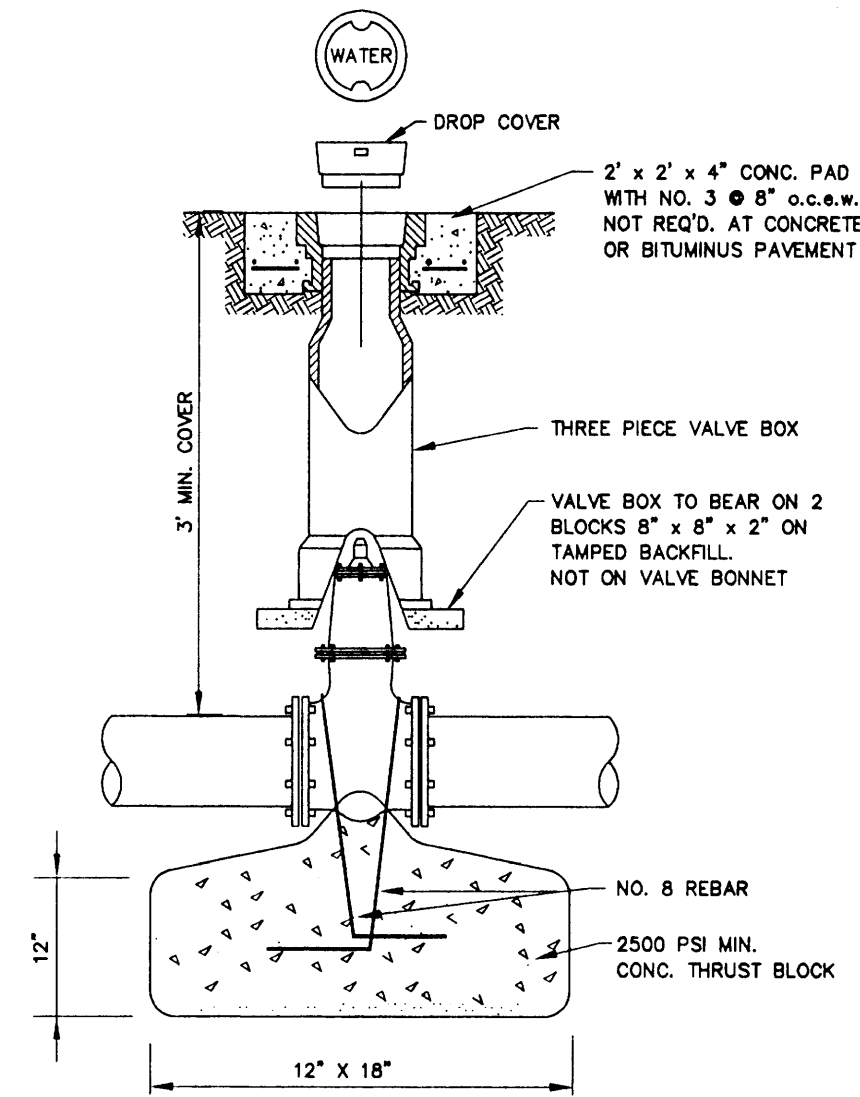
BEARING AREA IN SQ. FT.

NOMINAL PIPE DIAMETER (IN)	DEAD-END OR TEE	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND	NOMINAL PIPE DIAMETER (IN)	DEAD-END OR TEE	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND
6	2.5	3.0	2.0	2.0	2.0	6	—	—	28.0(1.0)	14.0(.5)	7.0(.3)
8	4.0	6.0	3.0	2.0	2.0	8	—	—	45.0(1.7)	25.0(.9)	13.0(.5)
10	6.0	9.0	5.0	2.5	2.0	10	—	—	68.0(2.5)	37.0(1.4)	19.0(.7)
12	9.0	11.0	6.0	3.5	2.0	12	—	—	97.0(3.6)	52.0(1.9)	27.0(1.0)
14	12.0	18.0	9.0	5.0	2.5	14	—	—	130(4.8)	70.0(2.6)	36.0(1.3)
18	16.0	22.5	12.0	6.0	3.0	18	—	—	188(6.2)	91.0(3.4)	46.0(1.7)
20	20.0	28.0	15.0	8.0	4.0	20	—	—	211(7.8)	114(4.2)	58.0(2.2)
24	24.5	34.0	19.0	10.0	5.0	24	—	—	259(9.6)	140(5.2)	72.0(2.6)
30	35.0	49.0	27.0	14.0	7.0	30	—	—	370(13.7)	200(7.4)	102(3.8)
36	54.0	76.0	41.0	21.0	10.0	36	—	—	568(21.1)	308(11.4)	156(5.8)
42	77.0	108.0	59.0	30.0	15.0	42	—	—	814(30.1)	440(16.3)	225(8.3)
	104.0	146.0	79.0	40.0	20.0				1100(40.7)	595(22.0)	303(11.2)

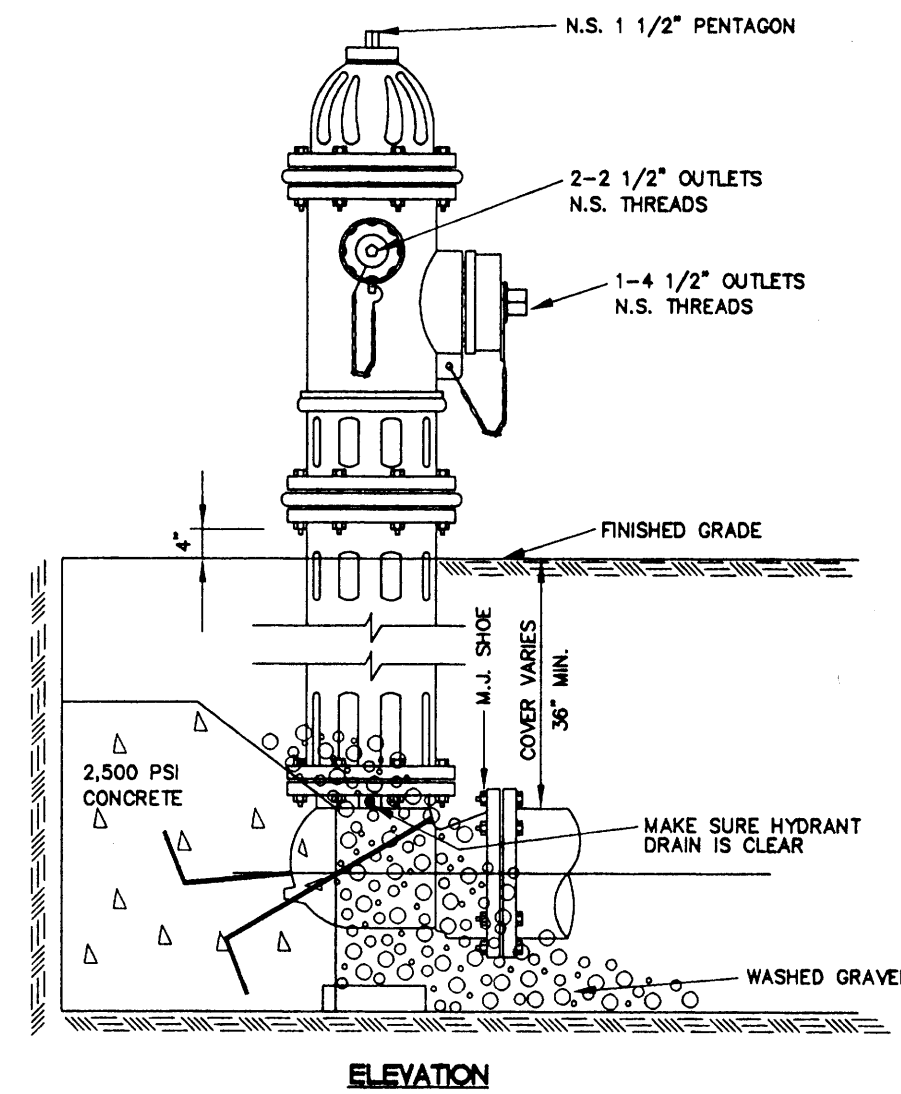
VOLUME OF BLOCKS INCLUDING SOIL LOAD CU. FT. (CU. YDS.)

NOTE: ABOVE VALUES CALCULATED USING P=100 AND ALLOWANCE. SOIL BRG. = 1500 PSF. FOR DIFFERENT P, MULTIPLY ABOVE VALUES BY P/100. FOR DIFFERENT SOIL BRG, MULTIPLY ABOVE VALUES BY 1500/S.B.

NOTE: ABOVE VALUES REPRESENT THE VOLUME OF BLOCKS INCLUDING SOIL LOAD IN CU.FT. (CU.YDS.) THE VALUES WERE CALCULATED USING A P=100 PSI AND A S.F.=1.5. FOR DIFFERENT P, MULTIPLY VALUES BY P/100.



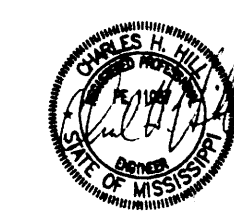
GATE VALVE DETAIL NOT TO SCALE



TYPICAL FIRE HYDRANT INSTALLATION

NOTE: GATE VALVES WILL BE REQUIRED ON ALL FIRE HYDRANT LEGS. NOT TO SCALE

STANDARD WATER SYSTEM DETAILS



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 Dallas, Texas 75252 5736
 214 732-0005

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 LAKE HARBOUR DR. & OLD CANTON RD.
 RIDGELAND, MISSISSIPPI

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**PAVEMENT DETAILS
SHEET 1 OF 2**

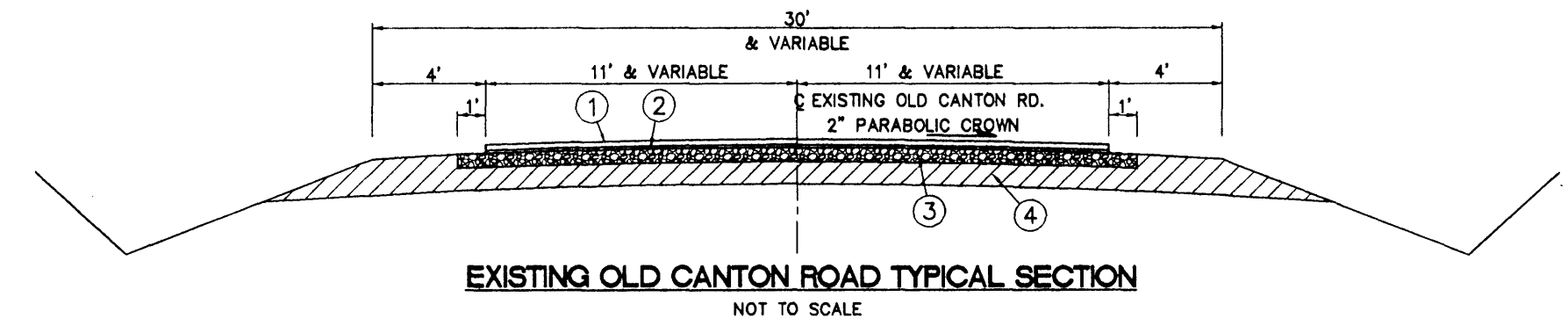
DESIGN: EMS, 12/94
DRAWN: WLF, 12/94
CHECKED: TME, 12/94
SCALE: N15



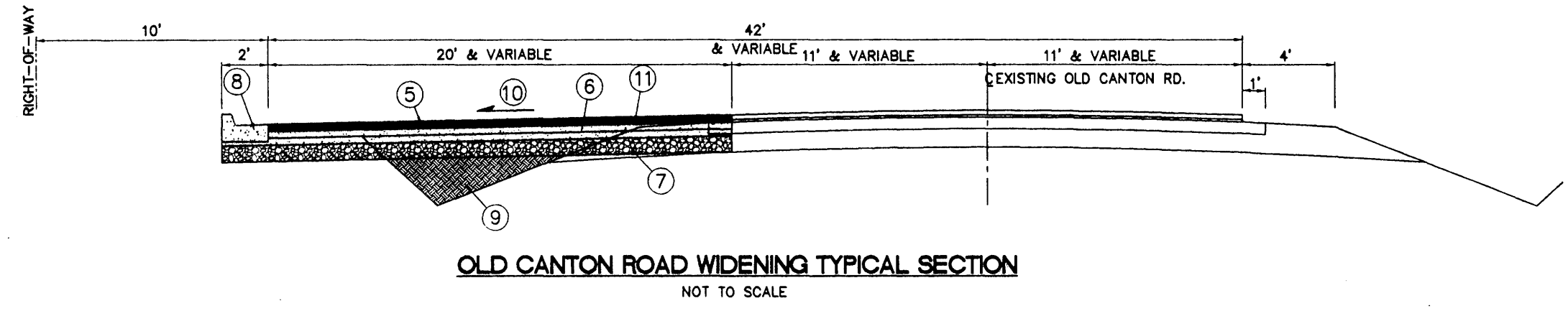
T. L. CALLAWAY ARCHITECT
17738 Preston Road Suite 125
Dallas, Texas 75252-5736
1241 702-9005



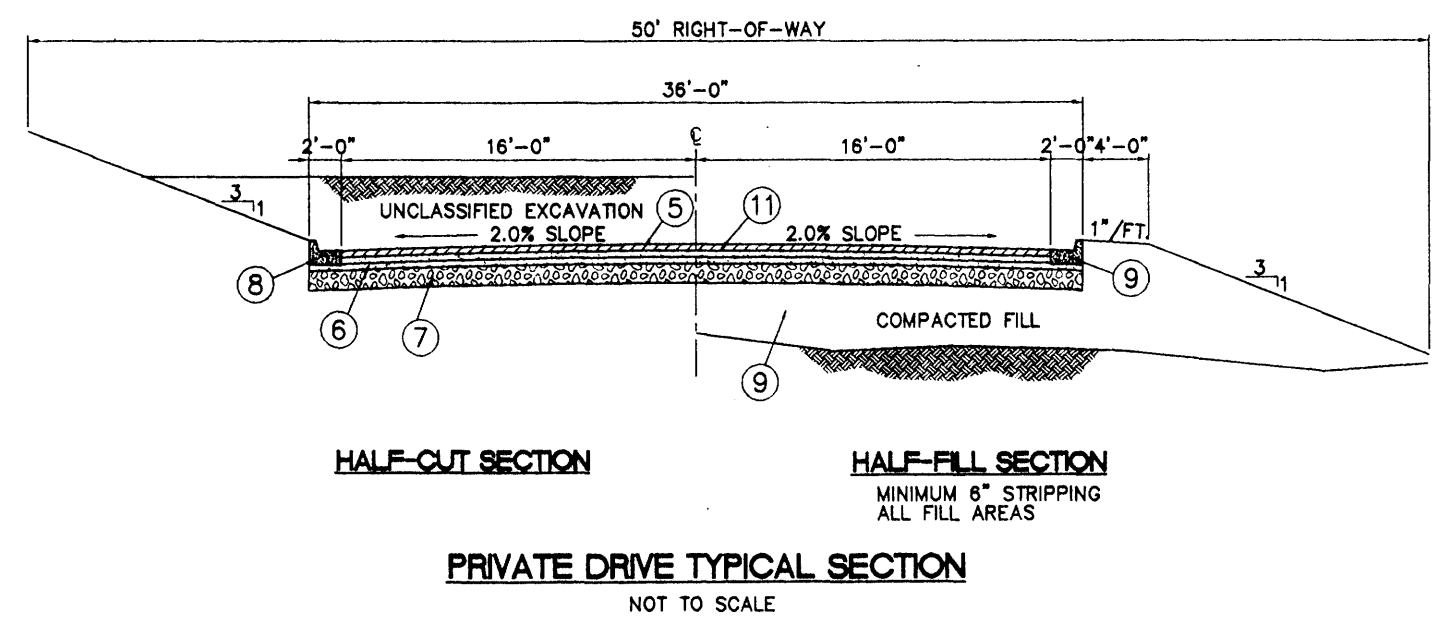
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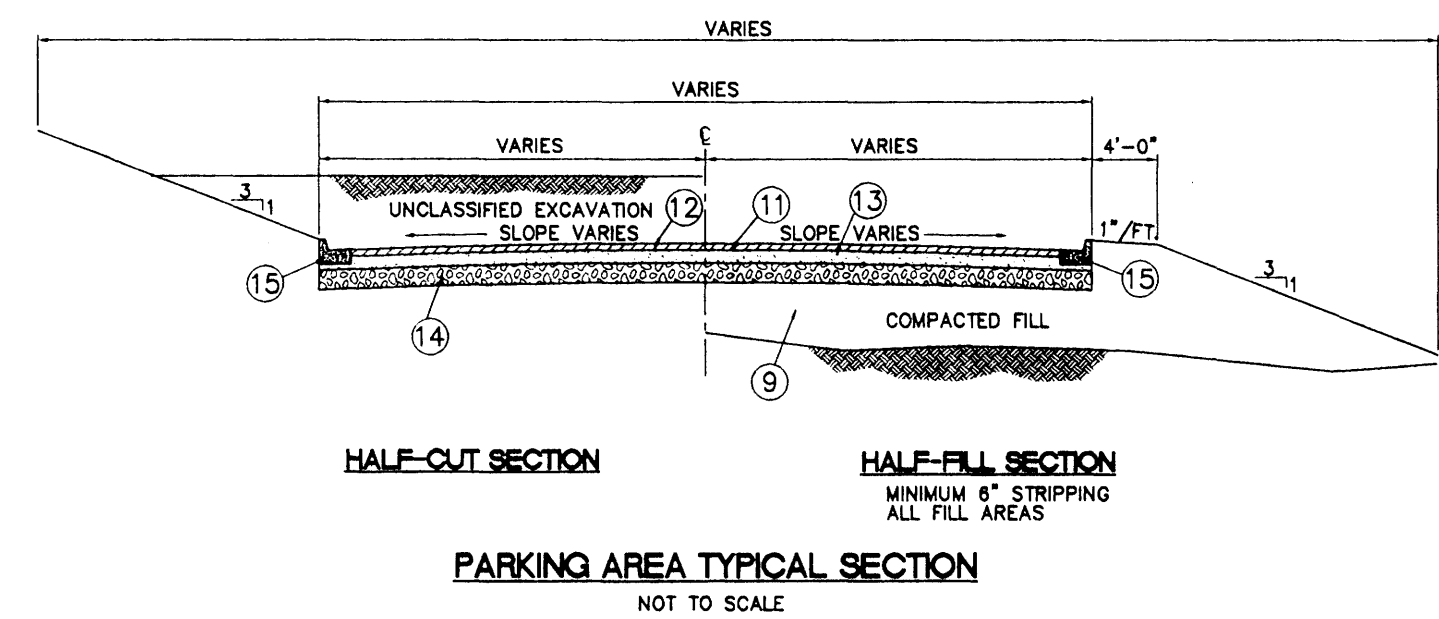
EXISTING OLD CANTON ROAD TYPICAL SECTION
NOT TO SCALE



OLD CANTON ROAD WIDENING TYPICAL SECTION
NOT TO SCALE



PRIVATE DRIVE TYPICAL SECTION
NOT TO SCALE



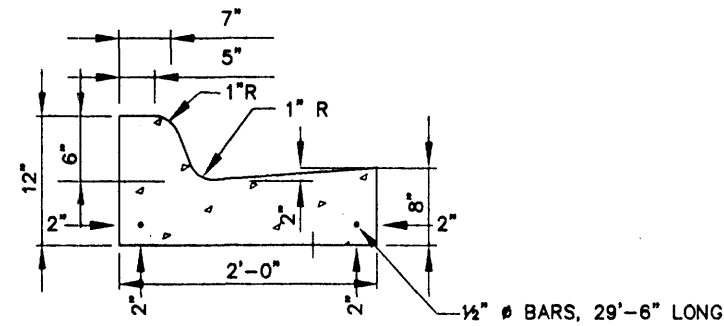
PARKING AREA TYPICAL SECTION
NOT TO SCALE

LEGEND

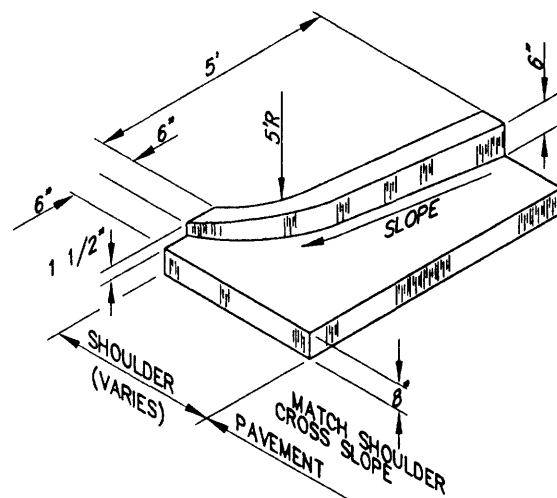
- | | | | |
|---|--|--|--|
| ① VARIABLE DEPTH ASPHALT OVERLAY | ⑤ 3" MIN. & VARIABLE SURFACE COURSE (SC-1) REQ'D. (2 @ 1 1/2" LIFTS) | ⑨ APPROVED BACKFILL (CLASS 9-10) REQ'D. | ⑬ 2" BC-1 (HEAVY DUTY PAVEMENT AREA)
1 1/2" BC-1 (HEAVY DUTY PAVEMENT AREA) |
| ② DOUBLE BIT. SURFACE COURSE WITH LIQUID SEAL | ⑥ 6" & VARIABLE BLACK BASE (BB-1) REQ'D. (2 @ 3" LIFTS) | ⑩ VARIABLE SLOPE | ⑭ 3.5" BB-1 (LIGHT DUTY PAVEMENT AREA)
4" BB-1 (HEAVY DUTY PAVEMENT AREA) |
| ③ 5" CLAY GRAVEL BASE COURSE | ⑦ 7" & VARIABLE GRANULAR MATERIAL (CLASS 5, GROUP C) REQ'D. | ⑪ ASPHALT TACK COAT (AC-5) REQ'D. (COST ABSORBED) | ⑮ SEE SITE LAYOUT FOR TYPE OF CURB |
| ④ 8" & VARIABLE ROADBED TOPPING | ⑧ CONCRETE CURB AND GUTTER REQ'D. | ⑫ 2" SC-1 (LIGHT DUTY PAVEMENT AREA)
1 1/2" SC-1 (HEAVY DUTY PAVEMENT AREA) | |

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LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI

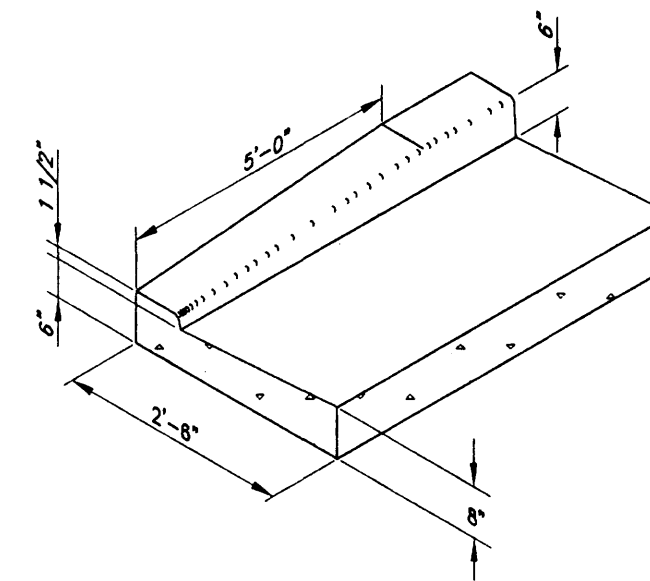
NOTE:
 2 - 3/4" DOWEL BARS, 15" LONG REQ'D. ●
 EXPANSION JOINTS. THEY SHALL BE HELD IN
 PLACE BY APPROVED CHAIRS OR SUPPORTS,
 & 1/2" EXPANSION MATERIALS.



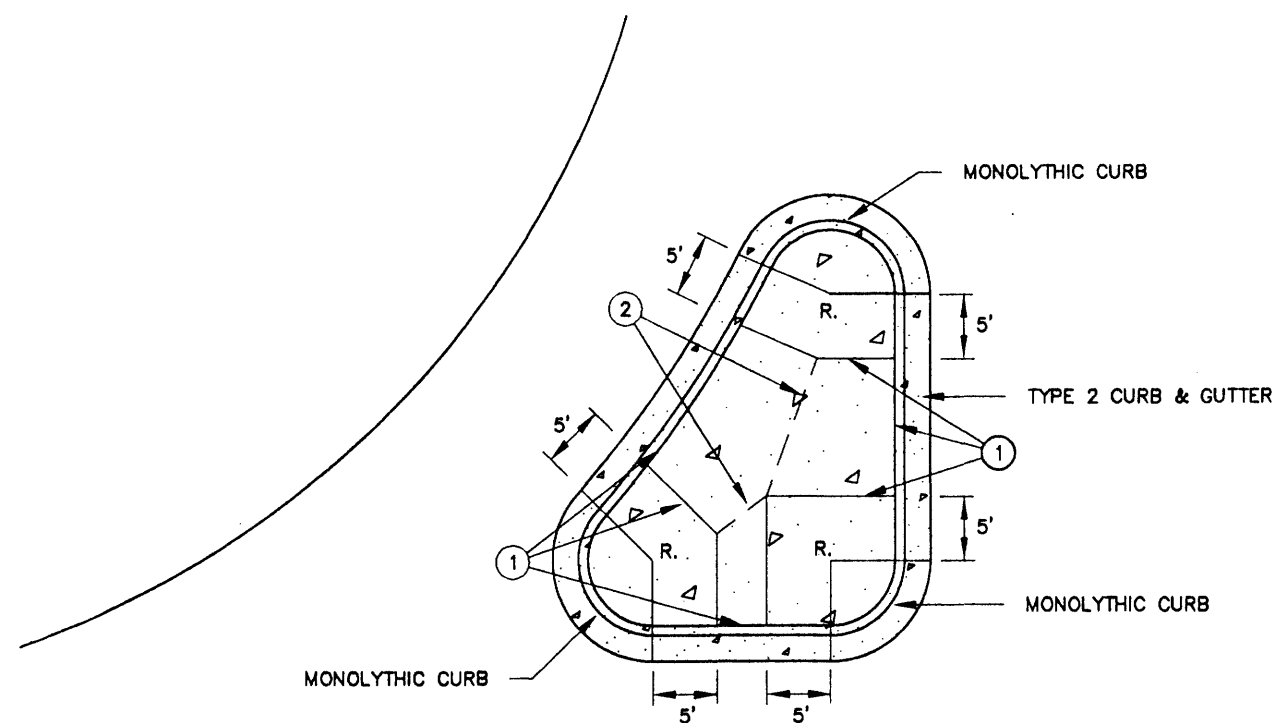
TYPE 3 CURB AND GUTTER
 NOT TO SCALE



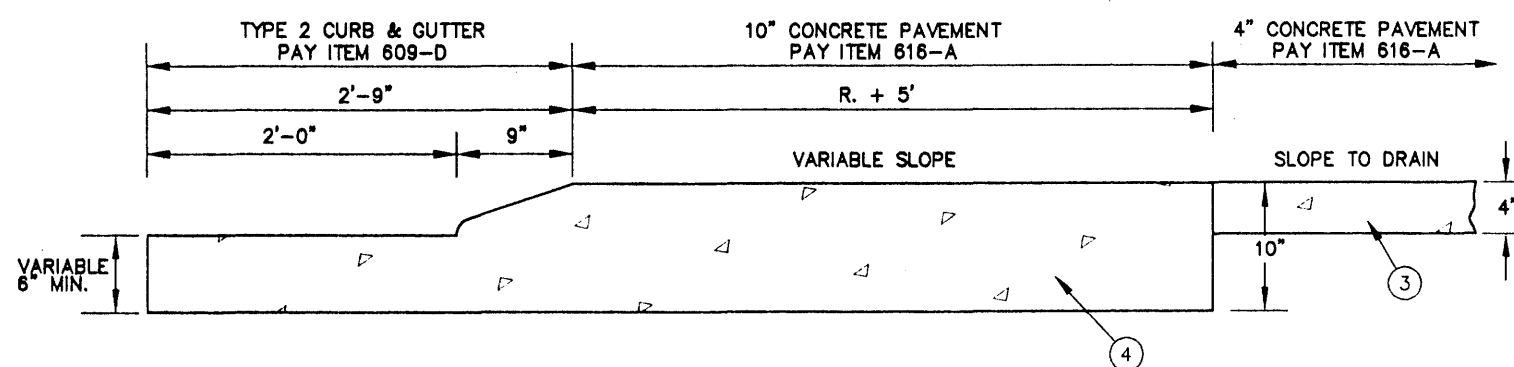
CURB END TRANSITION IN RADIUS SECTION
 (TO BE PAID FOR AS COMBINATION CURB & GUTTER)
 NOT TO SCALE



CURB END TRANSITION IN TANGENT SECTION
 (TO BE PAID FOR AS COMBINATION CURB & GUTTER)



PLAN VIEW



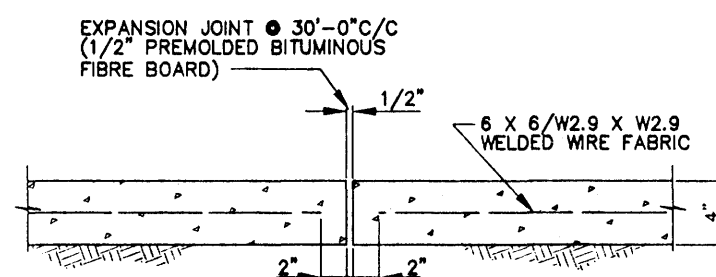
ELEVATION SECTION

TYPICAL DETAIL OF MONOLITHIC CURB AND GUTTER AT ISLAND

NOT TO SCALE

LEGEND

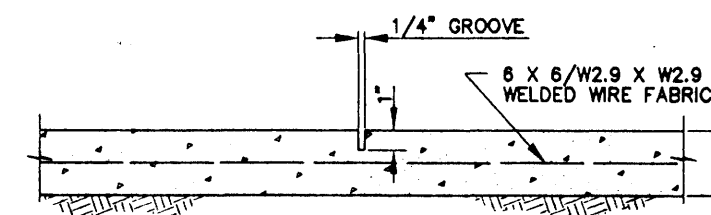
- ① 1/2" PREMOLDED EXPANSION JOINT
- ② 1/2" TOOLED CONTRACTION JOINT
- ③ 4" DEPTH CLASS "C" STRUCTURAL CEMENT (FOR MEDIAN & ISLAND PAVEMENT)
- ④ 10" DEPTH CLASS "C" STRUCTURAL CEMENT (FOR MEDIAN & ISLAND PAVEMENT)



GRADE AND COMPACT EXISTING GROUND

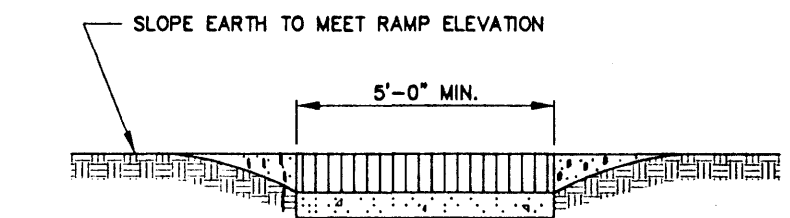
SIDEWALK EXPANSION JOINT DETAIL

NOT TO SCALE

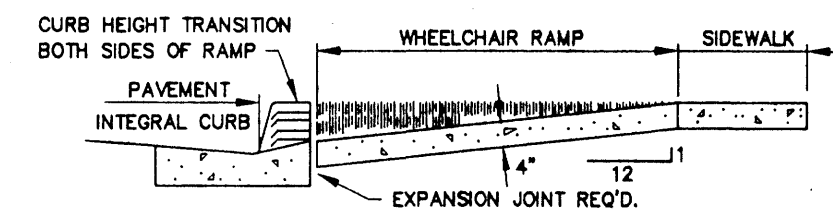


SIDEWALK CONTRACTION JOINT DETAIL

NOT TO SCALE



SECTION C-C



SECTION D-D

WHEEL CHAIR RAMP GENERAL NOTES

NOT TO SCALE

NOTES:

1. LOCATION OF WHEELCHAIR RAMP TO BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. THE SIDEWALK WHEELCHAIR RAMP SHALL BE PAID FOR AS SIDEWALK.
3. THE THICKNESS OF THE SIDEWALK WHEELCHAIR RAMP TO BE A MINIMUM OF 4 INCHES.
4. ALL RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.
5. THE RAMP SURFACE SHALL BE DETECTABLE BY A BLIND PERSON. THE SURFACE MAY BE GROOVED WITH A BROOM-BRUSH IF THE GROOVES ARE DESIGNED SO THAT WATER IS NOT TRAPPED TO FORM ICE.



**PAVEMENT DETAILS
 SHEET 2 OF 2**

DESIGN: NKS, 5/1/96
 DRAWN: BLZ, 5/1/96
 CHECKED: EM, 5/1/96
 SCALE: N.T.S.
 NEEL-SCHAFFER, INC.
 CONSULTING ENGINEERS - PLANNERS
 JACKSON, MISSISSIPPI

T. L. CALLAWAY ARCHITECT
 17738 Preston Road Suite 125
 Dallas, Texas 75252 5736
 (214) 732-0065

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Job

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MISCELLANEOUS DETAILS

DESIGN: N.S. 1/24
 DRAWN: N.S. 1/24
 CHECKED: N.S. 1/24
 SCALE: N.S.



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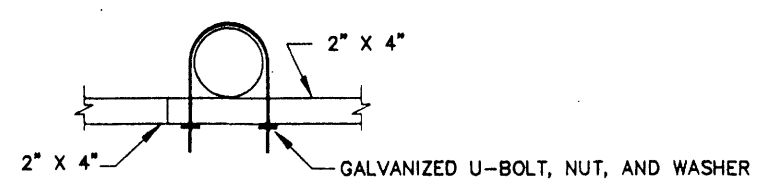
FOR PERMIT ONLY
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Expres:

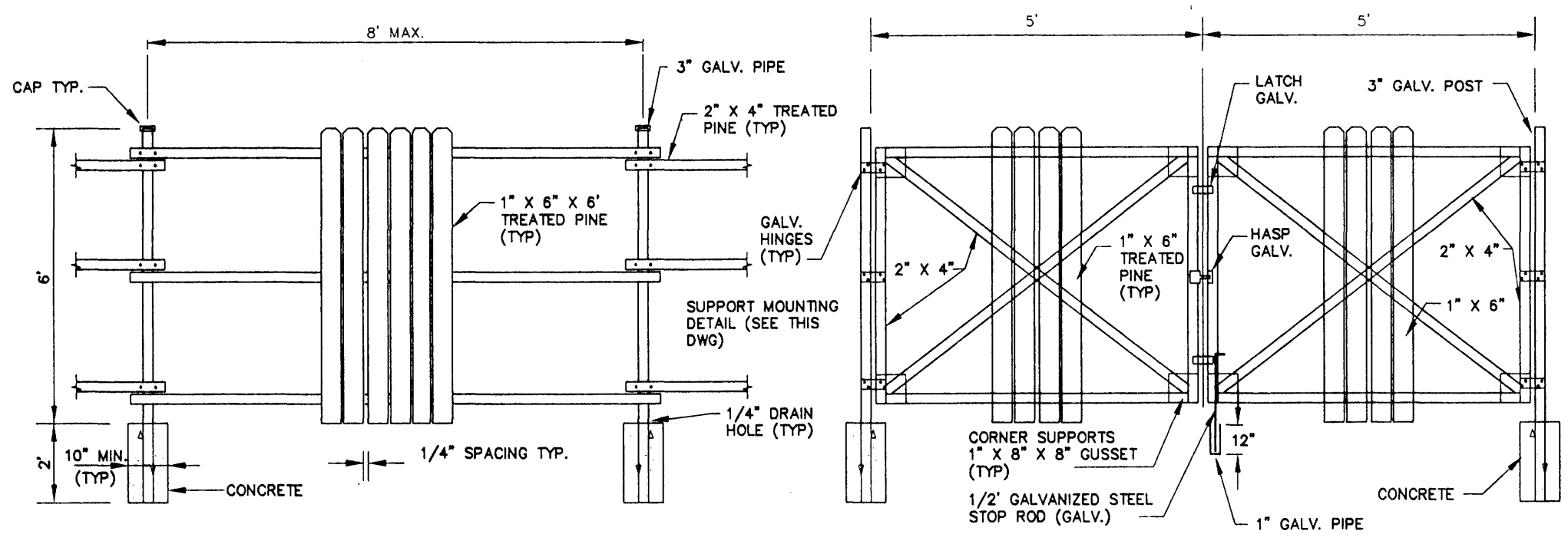
ALBERTSONS' NO. 4186
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Job

Sheet
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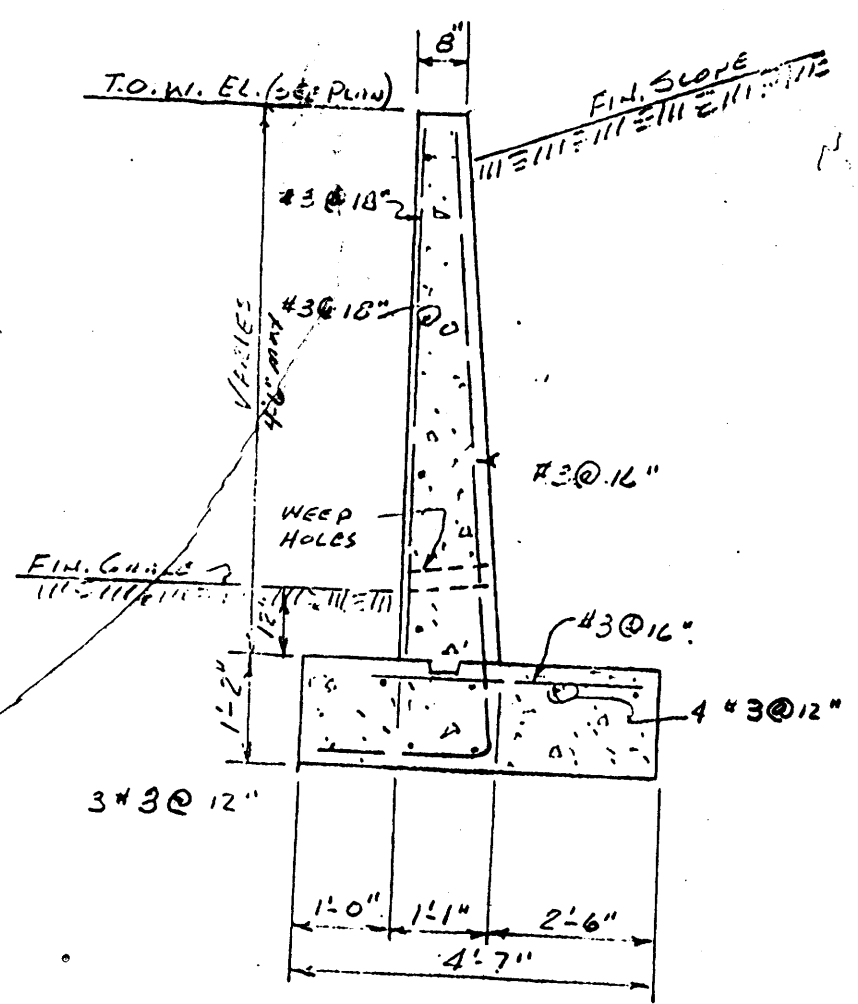


SUPPORT MOUNTING DETAIL
 N.T.S.



WOOD FENCE DETAIL
 N.T.S.

GATE DETAIL
 N.T.S.



TYPICAL SECTION
 OF
 RETAINING WALLS



R5-1
30" x 30"
(RED & WHITE)



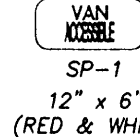
R7-8
12" x 18"
(GREEN AND BLUE ON WHITE)



R1-1
30" x 30"
(RED)



24" x 24"



SP-1
12" x 6"
(RED & WHITE)

PAVEMENT MARKING LEGEND

- | | |
|---|------------------------------|
| ① 8" CONTINUOUS WHITE | ⑨ 12" YELLOW - DETAIL STRIPE |
| ② 8" PAINTED WHITE ISLAND | ⑩ ONLY LEGEND=WHITE |
| ③ 4" CONTINUOUS DOUBLE YELLOW | ⑪ RIGHT ARROW-WHITE |
| ④ 4" CONTINUOUS SINGLE YELLOW (2 COATS) | ⑫ LEFT ARROW-WHITE |
| ⑤ 4" WHITE - PARKING STRIPE | ⑬ COMBINATION ARROW-WHITE |
| ⑤A 4" WHITE - CONTINUOUS LINE | ⑭ STRAIGHT ARROW-WHITE |
| ⑥ 4" WHITE - WHITE-SKIP | ⑮ REG. HANDICAP SYMBOL-BLUE |
| ⑥ 12" WHITE - DETAIL STRIPE | ⑯ VAN HANDICAP SYMBOL-BLUE |
| ⑦ 12" WHITE - STOPLINE | ⑰ FIRE ZONE - 4" RED STRIP |
| ⑧ 24" WHITE - STOPLINE | |

NOTES
1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS WITH THE MOST CURRENT DATA PROVIDED BY THE DEVELOPER.
2. ALL TRAFFIC SIGN AND PAVEMENT MARKING INSTALLATIONS SHALL CONFORM TO THE 1988 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LEGEND
4 GROUND MOUNTED SIGN



MARKING/SIGNAGE PLAN
SHEET 1 OF 2

DATE: 9/24
DRAWN: HLF 9/24
CHECKED: EN 9/24
SCALE: 1"=40'



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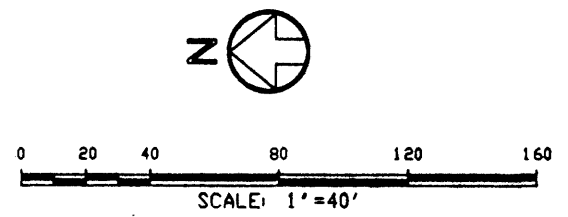
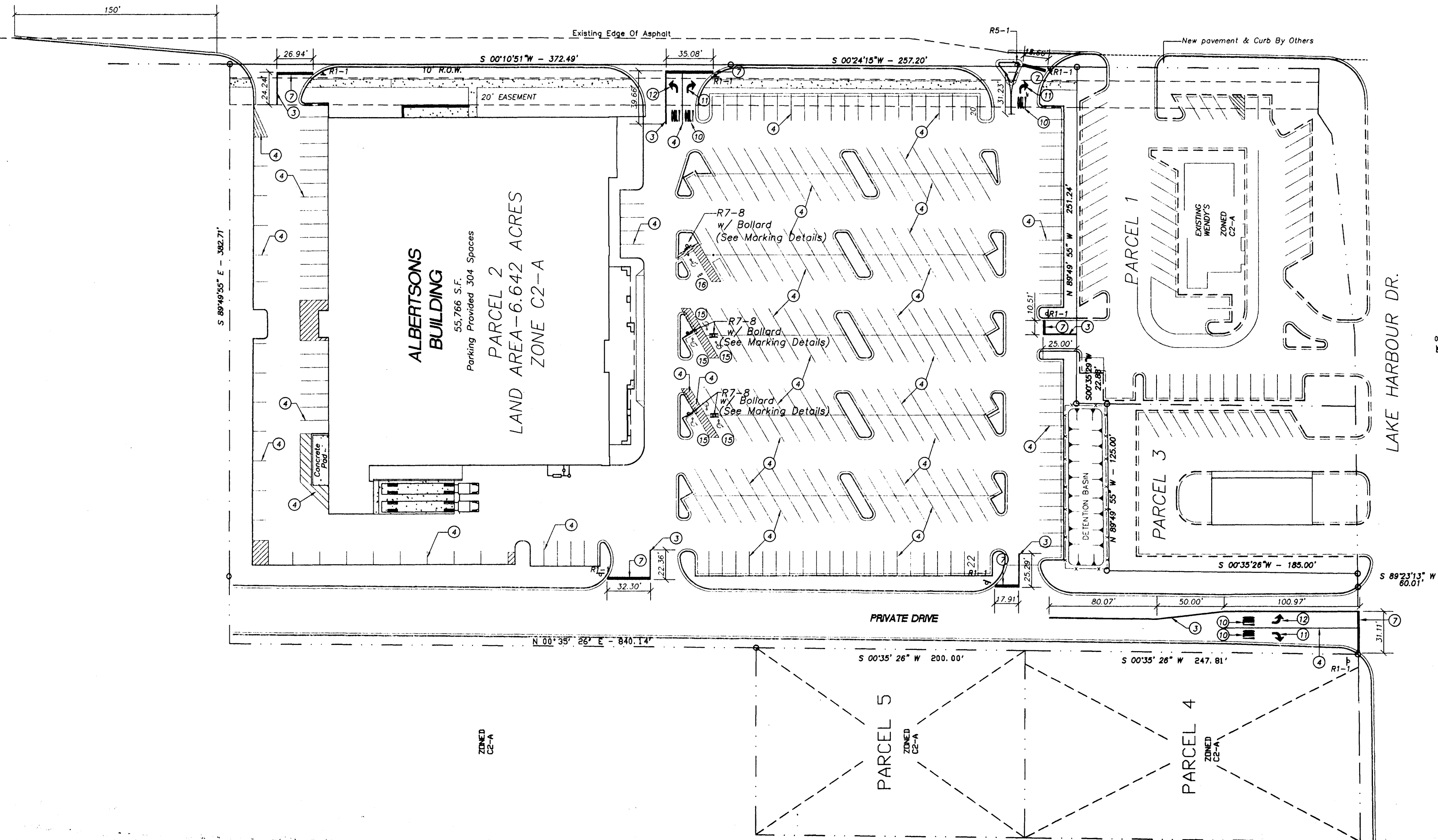
Express:

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Job

Sheet

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**MARKING/SIGNAGE PLAN
SHEET 20F 2**

DESIGN: EWS 12/94
DRAWN: BLF 5/95
CHECKED: RM 5/95
SCALE: 1"=40'

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Dallas, Texas 75252 5736
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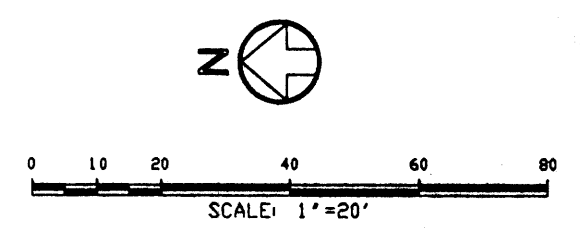
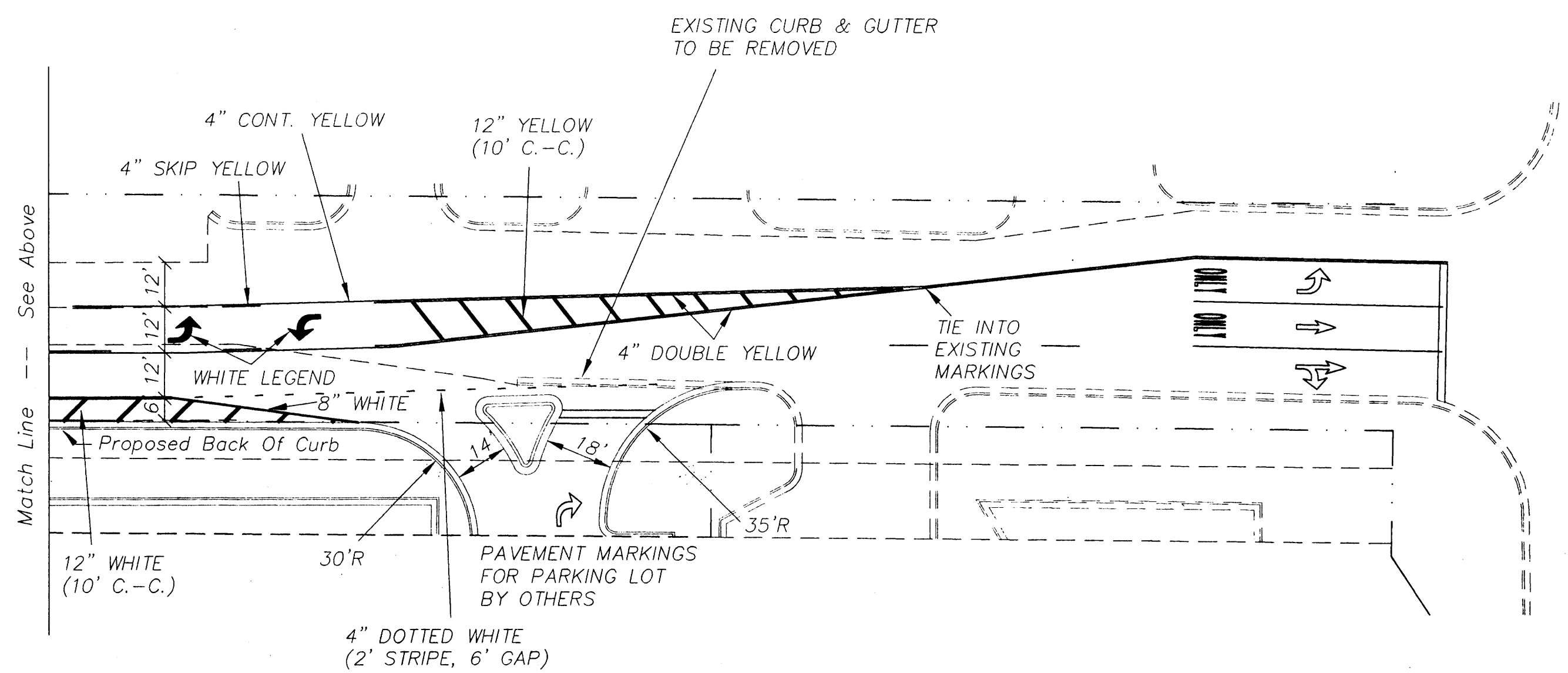
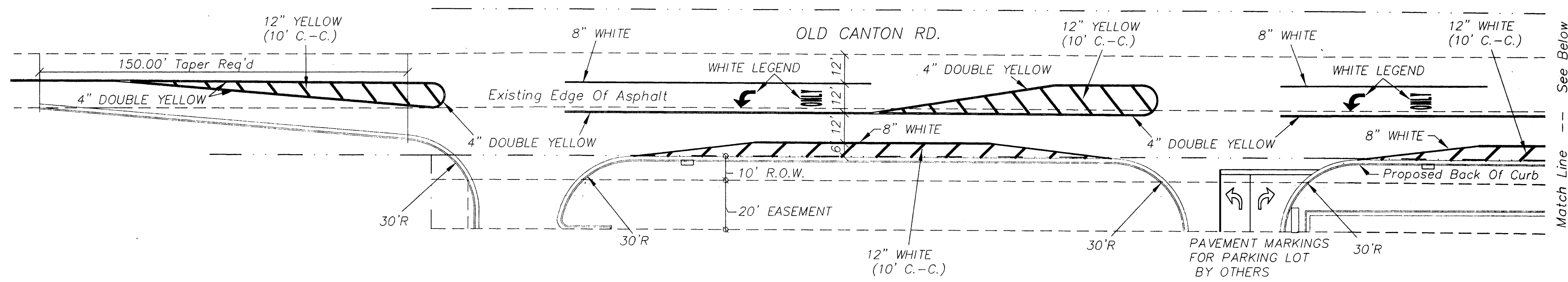
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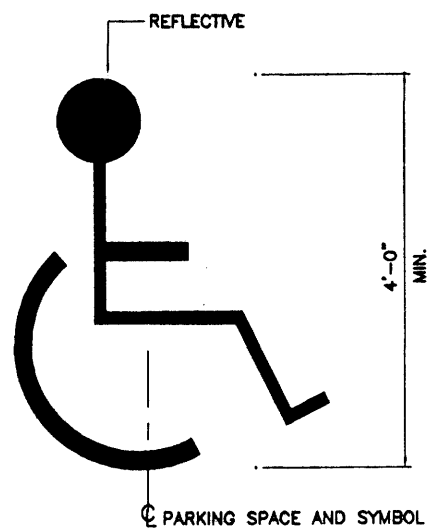
ALBERTSONS' NO. 4186
LAKE HARBOUR DR. & OLD CANTON RD.
RIDGELAND, MISSISSIPPI

Job

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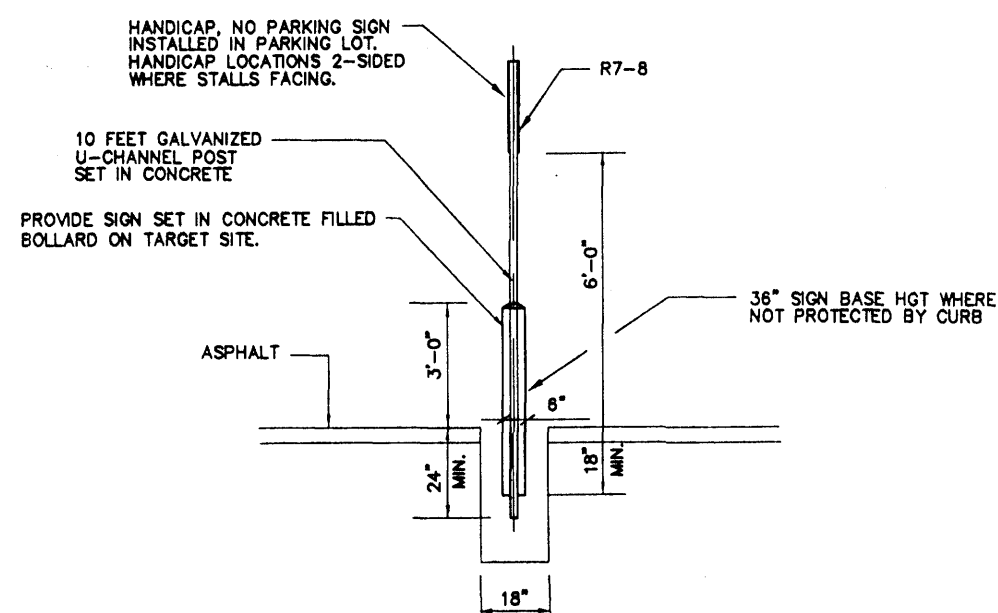
NOTE: ALL DIMENSIONS SHOWN UNLESS OTHERWISE NOTED ARE TO THE FACE OF CURB.



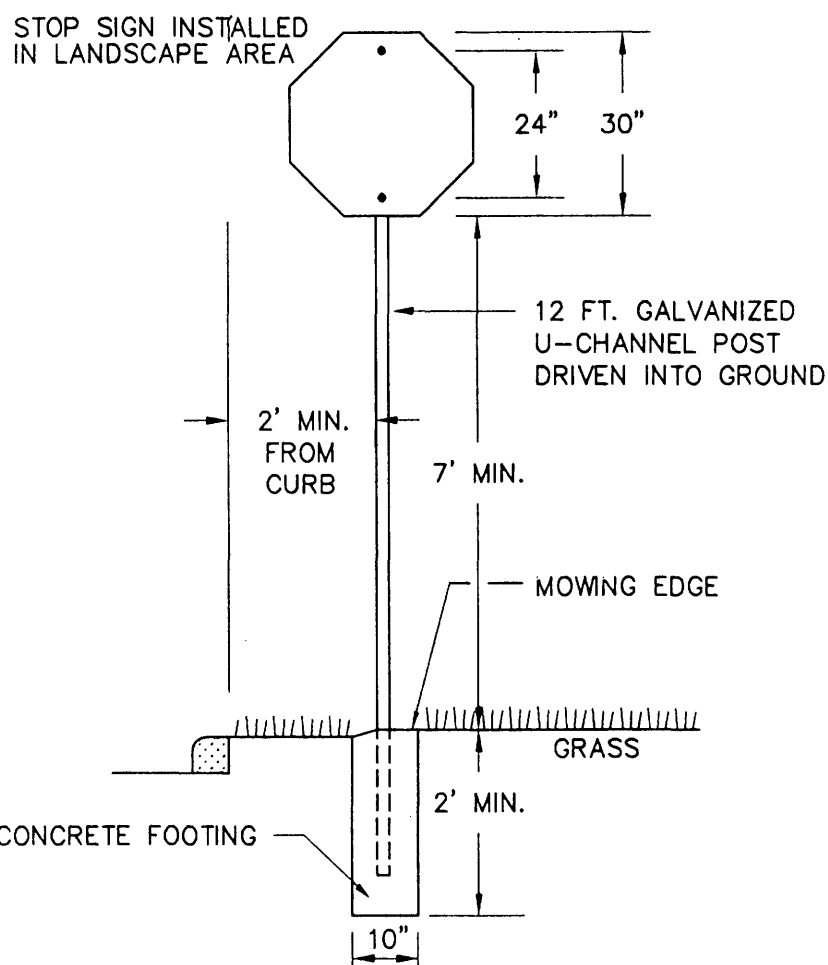
PAINTED HANDICAPPED PARKING SPACE SYMBOL
NOT TO SCALE

NOTES:

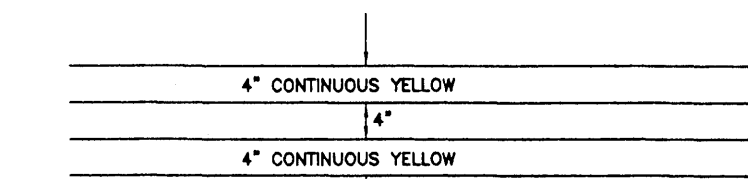
- HANDICAPPED SYMBOLS SHALL BE PAINTED ON PAVEMENT AT BACK OF EACH HANDICAPPED PARKING SPACE.
- HANDICAPPED SYMBOL SHALL HAVE A WIDTH-TO-HEIGHT RATIO BETWEEN 3:5 AND 1:1 AND A STROKE WIDTH-TO-HEIGHT RATIO BETWEEN 1:5 AND 1:10.
- ALL PAVEMENT MARKINGS TO BE REFLECTORIZED WITH GLASS BEADS AS OUTLINED IN THE SPECIFICATIONS.
- ALL PAVEMENT MARKING INSTALLATIONS SHALL CONFORM TO THE 1988 MUTCD.
- ALL HANDICAPPED PARKING SPACES SHALL BE MARKED WITH A HANDICAPPED PARKING SIGN (R7-8) AS SHOWN.
- BLUE PAINT TO BE "HANDICAP BLUE".
- RED AND BLUE PAINTS SHALL CONFORM TO THE FEDERAL COLOR TOLERANCES FOR PAVEMENT MARKING PAINT. THE PAINTS SHALL CONFORM TO FEDERAL PAINT SPECIFICATION TT-P-85-E.
- ALL MARKINGS SHALL CONFORM TO CITY OF JACKSON, MS STANDARDS.



BACK TO BACK HANDICAPPED PARKING SPACE
NOT TO SCALE



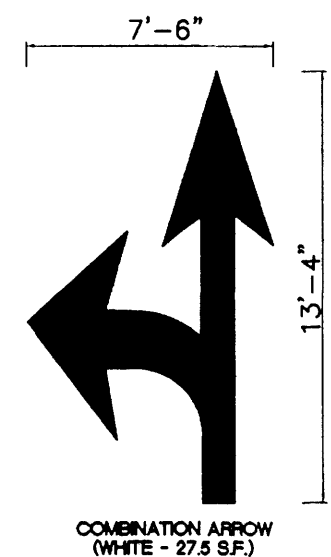
TRAFFIC SIGN INSTALLATION
NOT TO SCALE



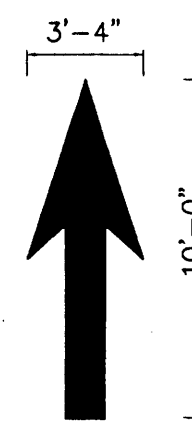
SOLID DOUBLE YELLOW CENTERLINE STRIPE
NOT TO SCALE

NOTES:

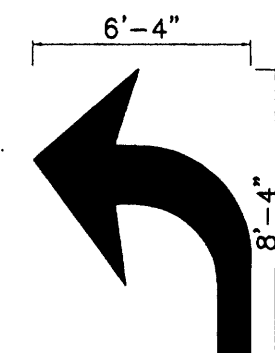
- ALL PAVEMENT MARKING INSTALLATIONS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (1988 EDITION AND LATEST REVISIONS).



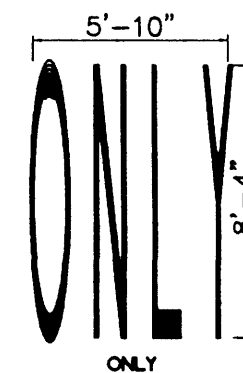
COMBINATION ARROW
(WHITE - 27.5 S.F.)



THRU ARROW
(WHITE - 12.3 S.F.)

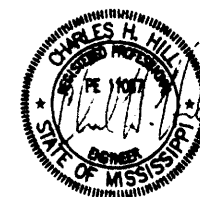


TURN ARROW
(WHITE - 16.4 S.F.)



ONLY

PAVEMENT MARKING LEGENDS
NOT TO SCALE



MARKING DETAILS

DESIGN:	DATE:
DRAWN:	BY:
CHECKED:	DATE:
SCALE:	PROJECT:

NEEL-SCHAFFNER, INC.
Architects & Engineers

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Dallas, Texas 75252 5736
1244 732-0005

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Expires:

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C-20