

CITY OF RIDGELAND, MISSISSIPPI COUNTY LINE ROAD

"OFFICE COPY"
DO NOT REMOVE

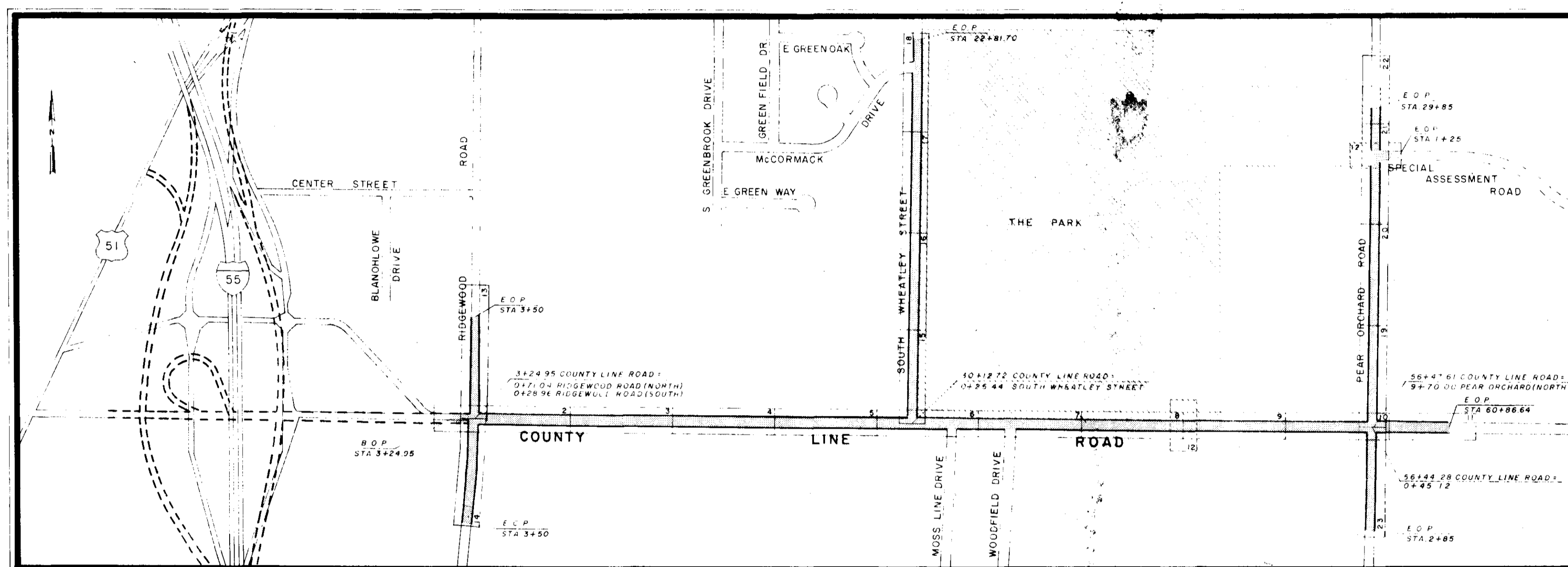
PHASE I

"OFFICE COPY"
DO NOT REMOVE

Mayor:
Hite B. Wolcott

Mayor Pro Tem:
Raymond N. McClure

City Attorney:
C. R. Montgomery



Aldermen:
Donald E. Lindsly
W. C. McClellan
Raymond N. McClure
Harvey Carr, Jr.
Jack D. Martin

Public Works Director
Horace M. Ross

RECONSTRUCTION AND EXPANSION

"OFFICE COPY"
DO NOT REMOVE



March 1983
Joe A. Waggoner
Civil Engineer
Brandon/Jackson, Ms.

"OFFICE COPY"
DO NOT REMOVE

SHEET INDEX	
1	COVER SHEET
2 Thru 23	PLAN PROFILE
	CL 2-C.L. 12 COUNTY LINE ROAD
	RR 13-RR 14 RIDGEWOOD (NORTH & SOUTH)
	WS 15-WS 18 WHEATLEY STREET
	PO 19-PO 23 PEAR ORCHARD
24 Thru 26	JUNCTION BOX & INLET DETAIL
27	TYPICAL SECTIONS
28 Thru 37	BRIDGE DETAILS
38 Thru 43	ALTERNATE BOX CULVERT DETAILS
44 Thru 65	TRAFFIC SIGNAL IMPROVEMENTS
66 Thru 70	STRIPING DETAILS
71 Thru 80	DETOUR ROUTE & SIGNS
81 Thru 84	STANDARD DETAILS

PWP-00309

T.B.M. No. 1 - ELEV. 349.17
CHISELED SQUARE ON SOUTH GAS
PUMP ISLAND 68'± NORTH OF
STATION 2+22±

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
DATE	
BY	
NO. OF WAY CHECKED	
PLAN	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
DATE	
BY	
NO. OF WAY CHECKED	
PROFILE	
NO.	

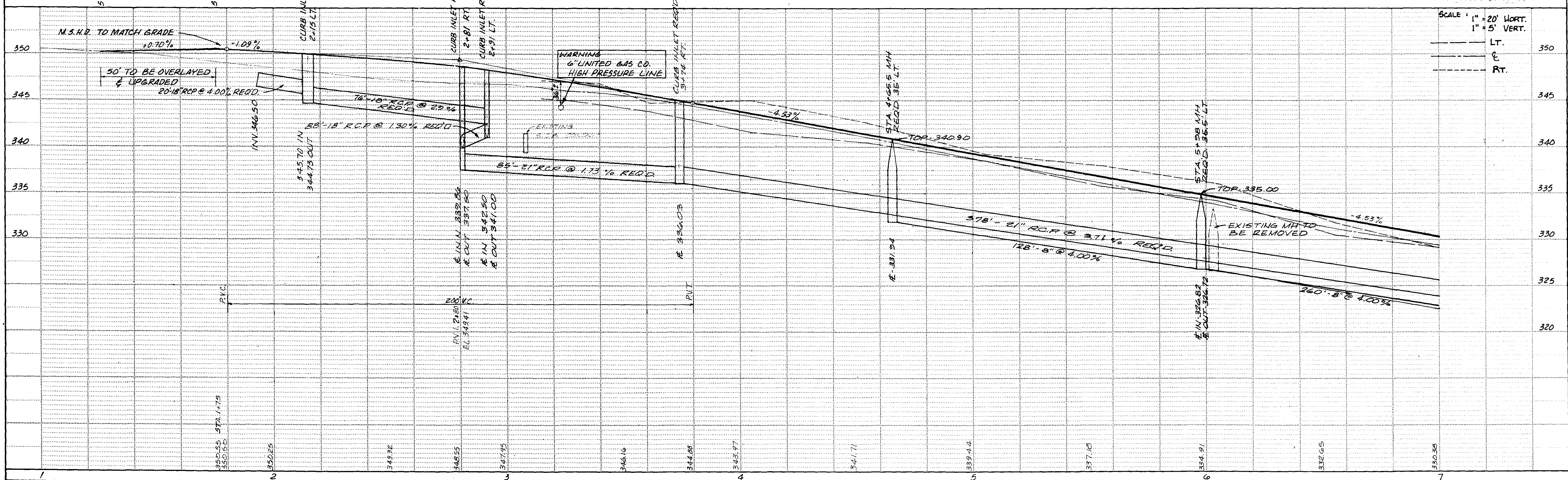
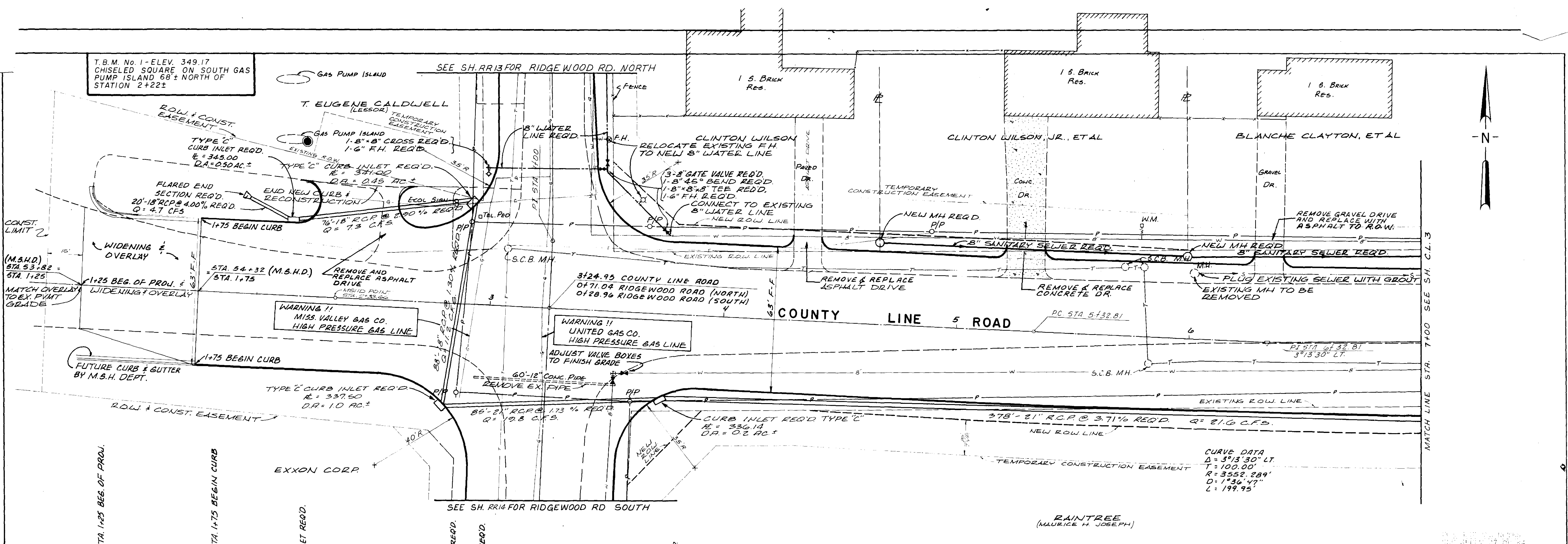
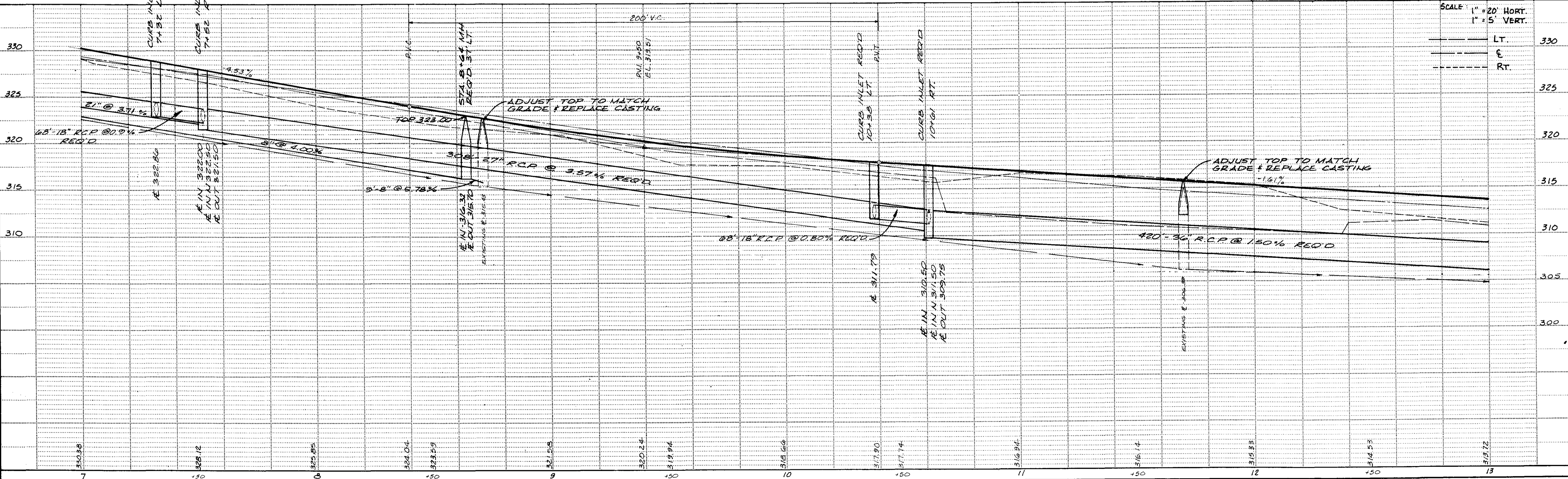
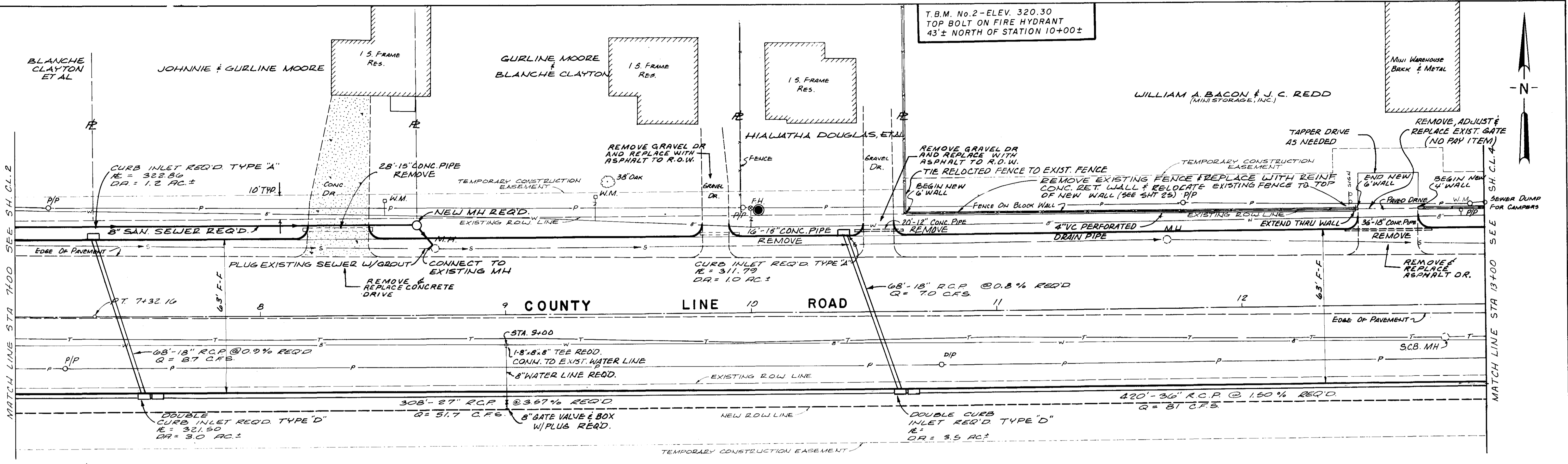


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT

JOE A. WAGNER
Civil Engineer - (Exp.) - Jackson, Miss.

DATE	
BY	
CHECKED	
APPROVED	
PLAN	
NO.	
NOTE	
BOOK	
NO.	
CHECKED	
ALIGNED	
NOTED	
NO.	
NO.	

DATE	
BY	
CHECKED	
APPROVED	
PROFILE	
NO.	
NOTE	
BOOK	
NO.	
CHECKED	
GRADES	
NO.	
NO.	
NO.	
NO.	
NO.	

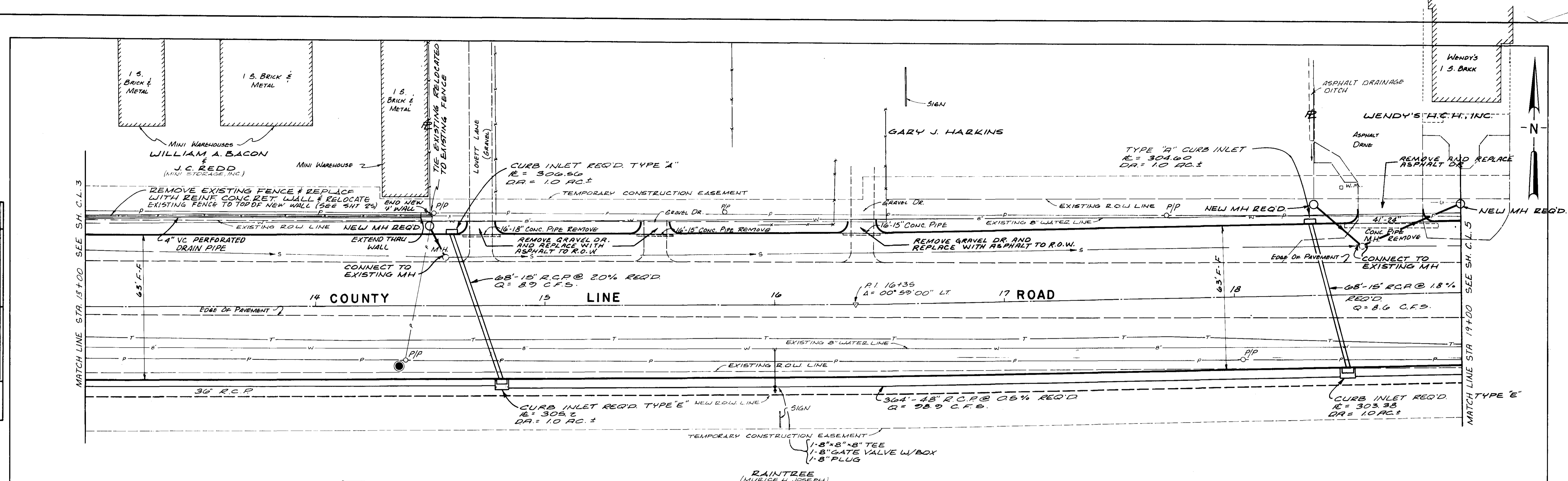


HIGHWAY FEDERAL AID SHEET
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 PRINTED IN U.S.A.

JOE A. WAGGONER
 Civil Engineer - Ercator, Jackson, Miss.

SHEET NO.
 C.L. 3 OF 84

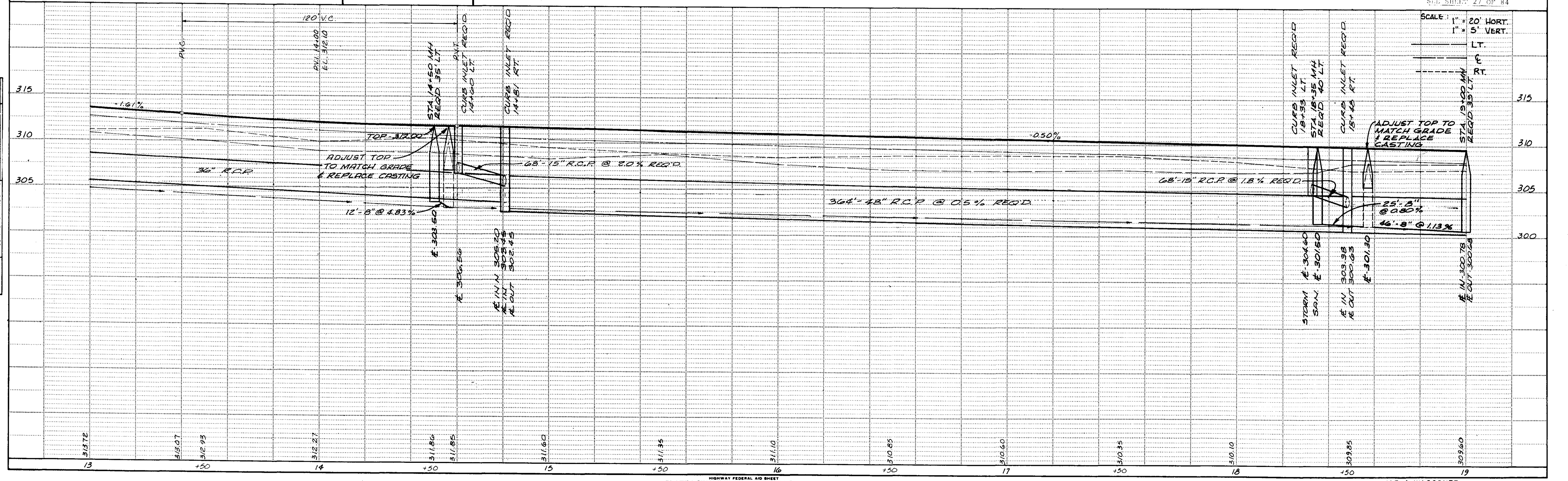
DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
NOTE BOOK	
NO.	



T.B.M. No. 3 - ELEV. 310.74
 R.R. SPIKE IN POWER POLE
 24' ± SOUTH OF STATION
 14+40 ±

RAINTREE
 (MURICE H. JOSEPH)

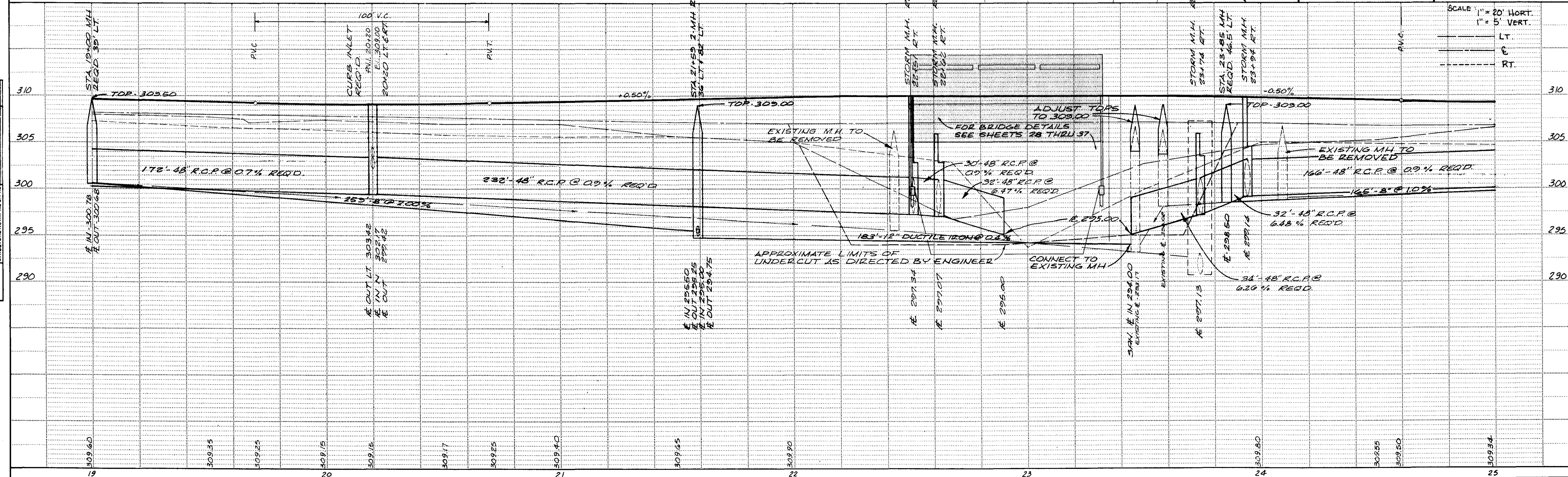
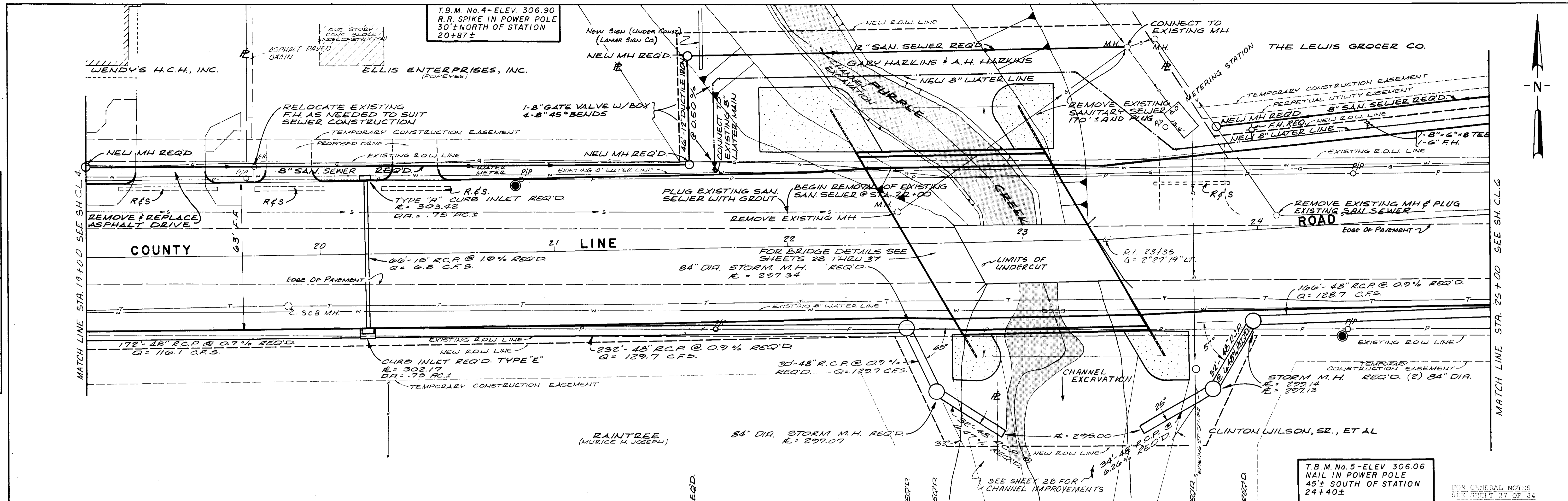
DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
NOTE BOOK	
NO.	



FOR GENERAL NOTES
 SEE SHEET 27 OF 84

PLAN	DATE
SURVEYED	BY
PLOTTED	BY
GRADES CHECKED	BY
STRUCTURE NOTATIONS CHECKED	BY
NOTE BOOK NO.	

PROFILE	DATE
SURVEYED	BY
PLOTTED	BY
GRADES CHECKED	BY
STRUCTURE NOTATIONS CHECKED	BY
NOTE BOOK NO.	

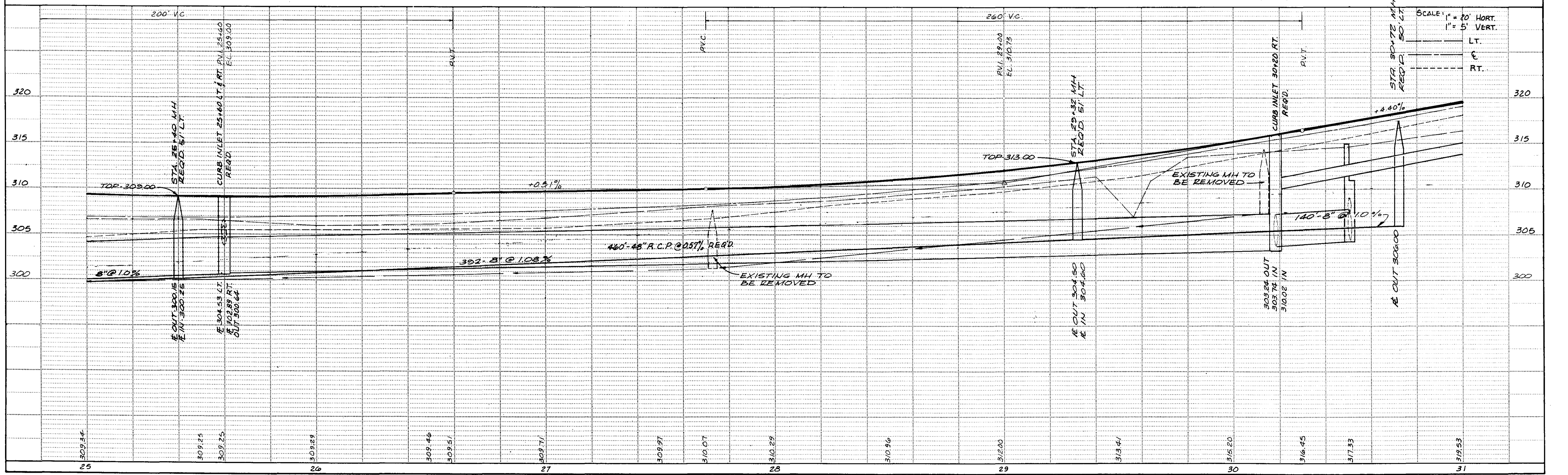
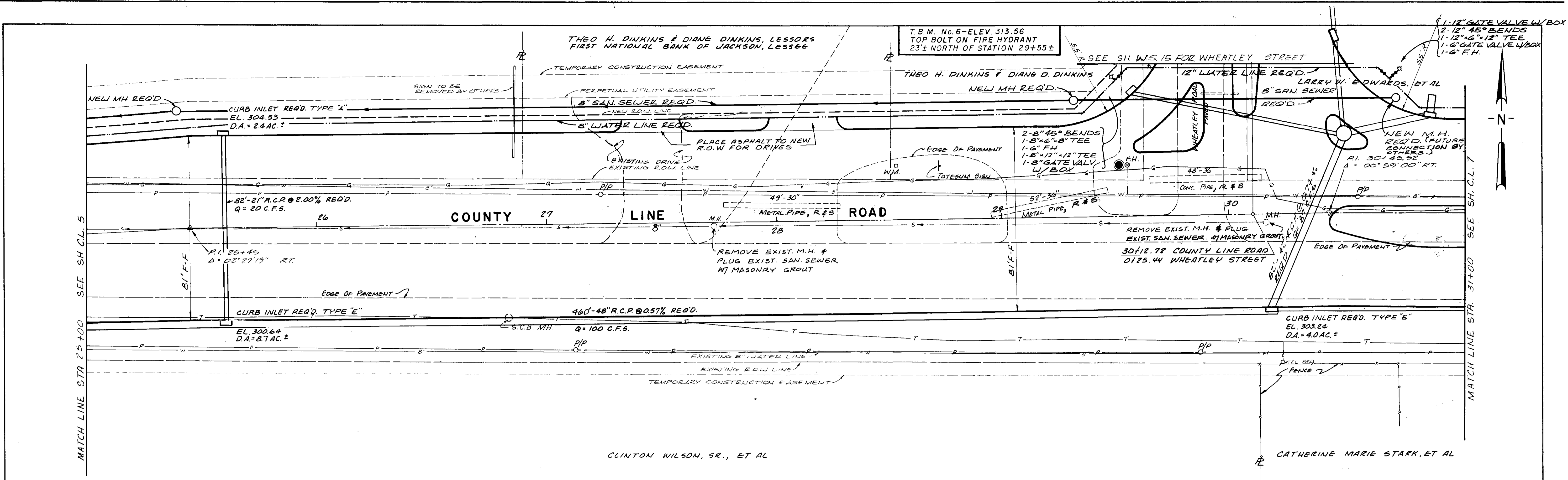


HIGHWAY FEDERAL AID SHEET
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 WITELINE
 PRINTED IN U.S.A.

JOE A WAGGNER
 Civil Engineer - Branch of Jackson, Miss.

DATE	
BY	
CHECKED	
PLANNED	
ALIGNED	
NOTED	
STRUCTURE	
PLAN	
NOTE BOOK	
NO.	

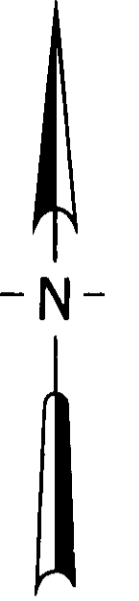
DATE	
BY	
CHECKED	
PLANNED	
ALIGNED	
NOTED	
STRUCTURE	
PROFILE	
NOTE BOOK	
NO.	



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
WILKINSE
PRINTED IN U.S.A.

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

SHEET NO.
C.L. 6 OF 84



PLAN	DATE	BY
CURVED ALIGNED CHECKED RT OF WAY CHECKED NO.		

PROFILE	DATE	BY
GRADES CHECKED S. M. NOTED STRUCTURE DATUMS CHKD NO.		

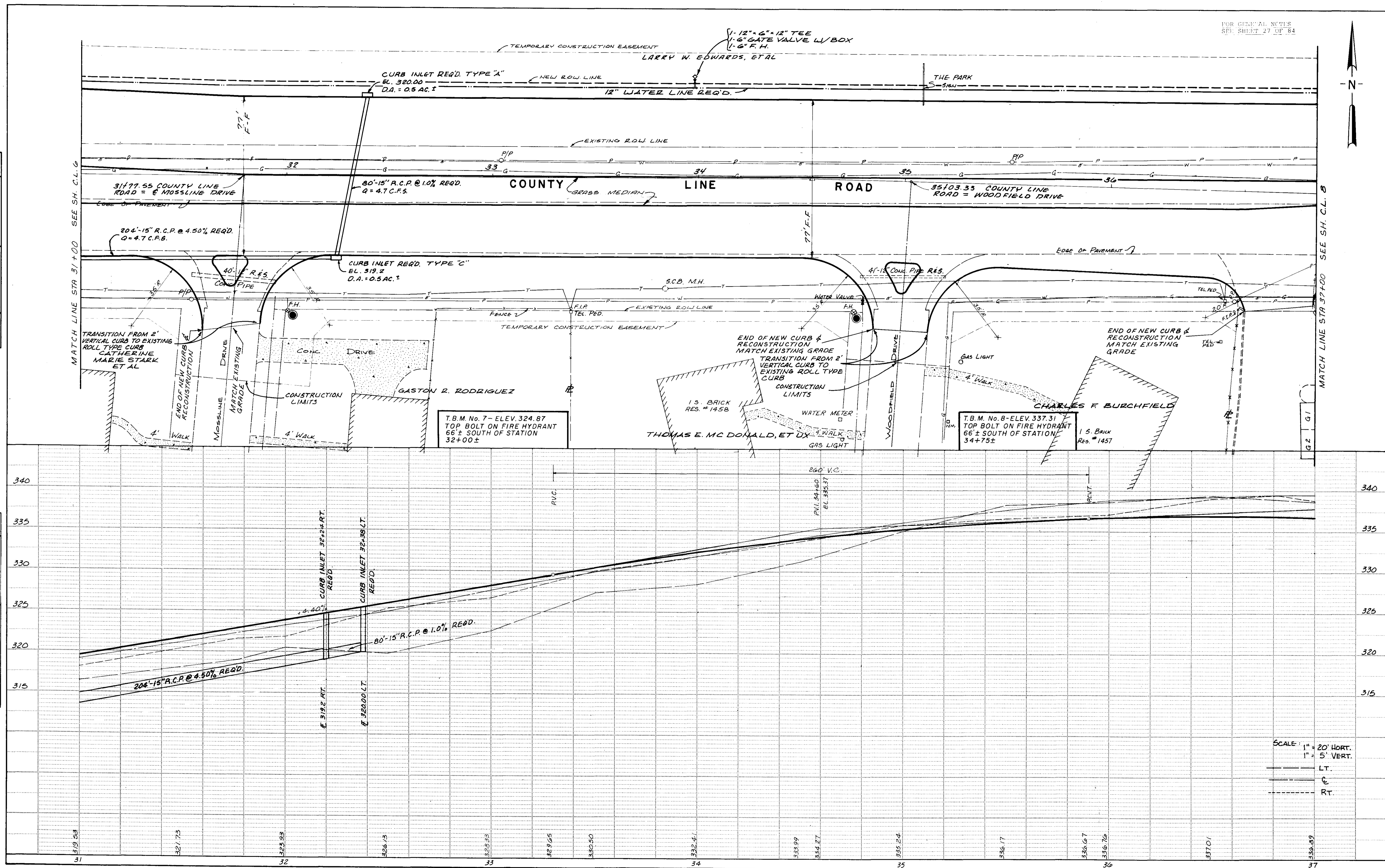


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
MOBILE, MISSISSIPPI
PRINTED IN U.S.A.

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

LARRY J. EDWARDS, ET AL
(FUTURE SITE OF "THE PART" MALL)

1-12" GATE VALVE W/ BOX
1-12" x 6" x 12" TEE
1-6" GATE VALVE W/ BOX
1-6" F.H.
2-12" 45° BENDS

SEE SHEET 9 OF 84

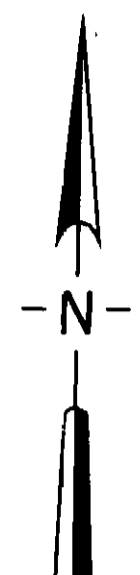
PERPETUAL UTILITY EASEMENT

22'-18" RCP @ 3.00% REOD
Q = 18.0 CFS

24" RCP REOD

STM. M.H. REOD
E. 316.54
(72" DIA)

NOTE:
FOR THIS INTERSECTION
SEE SH. 12 OF 84



DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
RT OF WAY	
NO.	

DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
B. M. NOTED	
STRUCTURE NOTATIONS	
NO.	

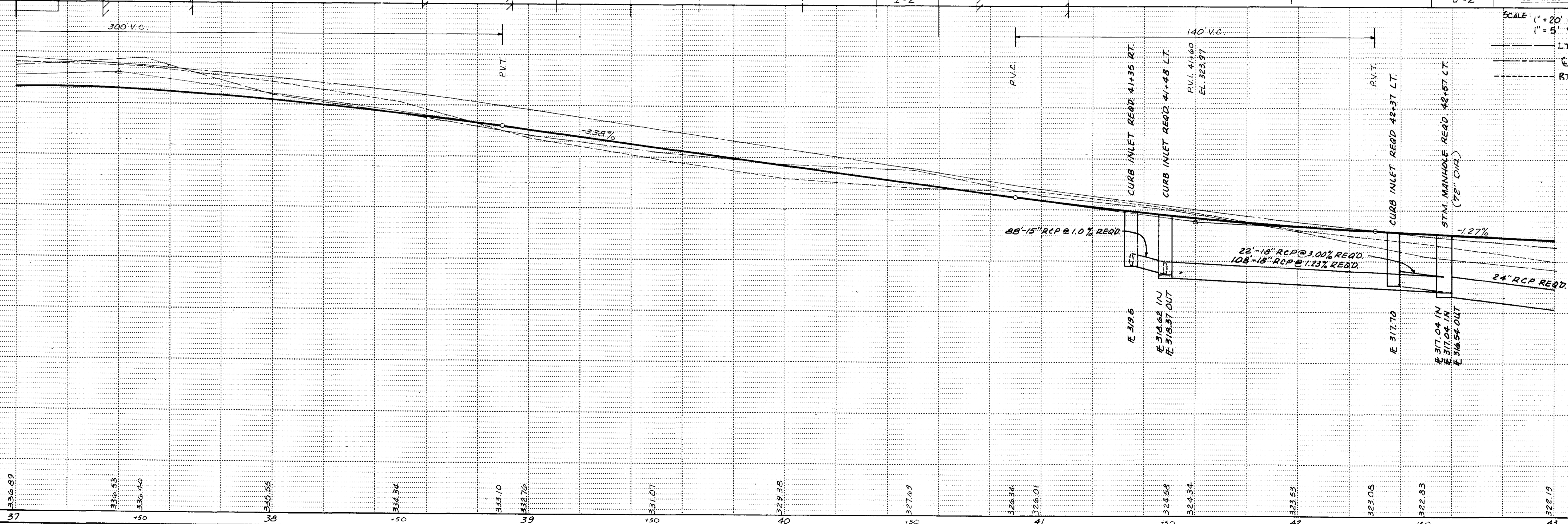
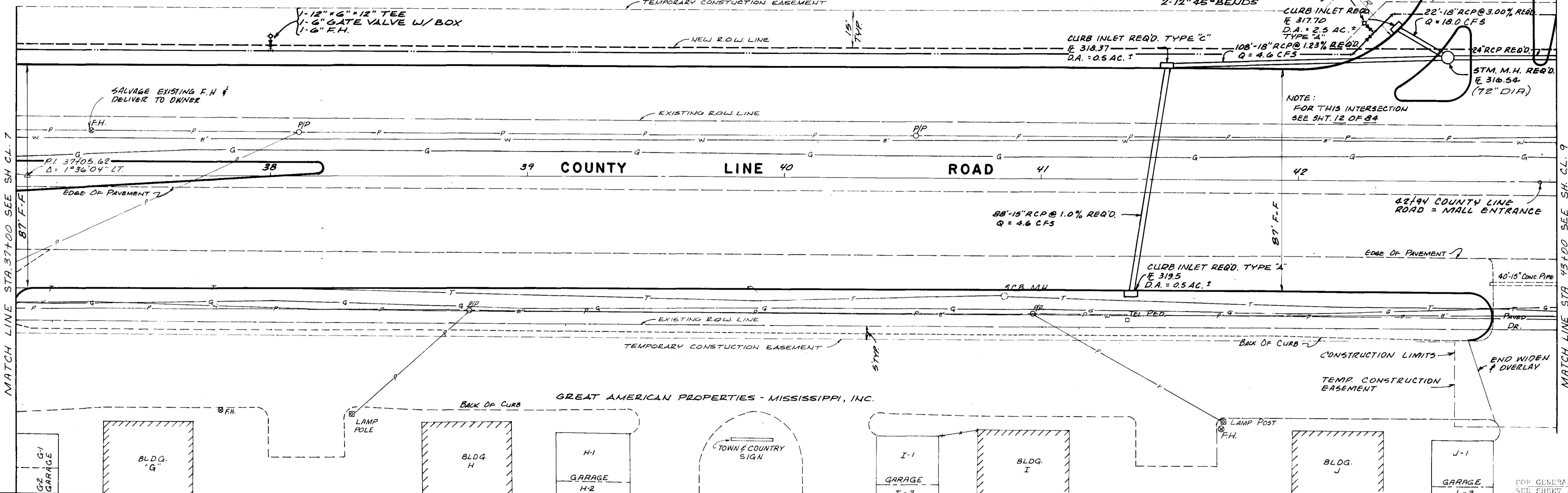


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT

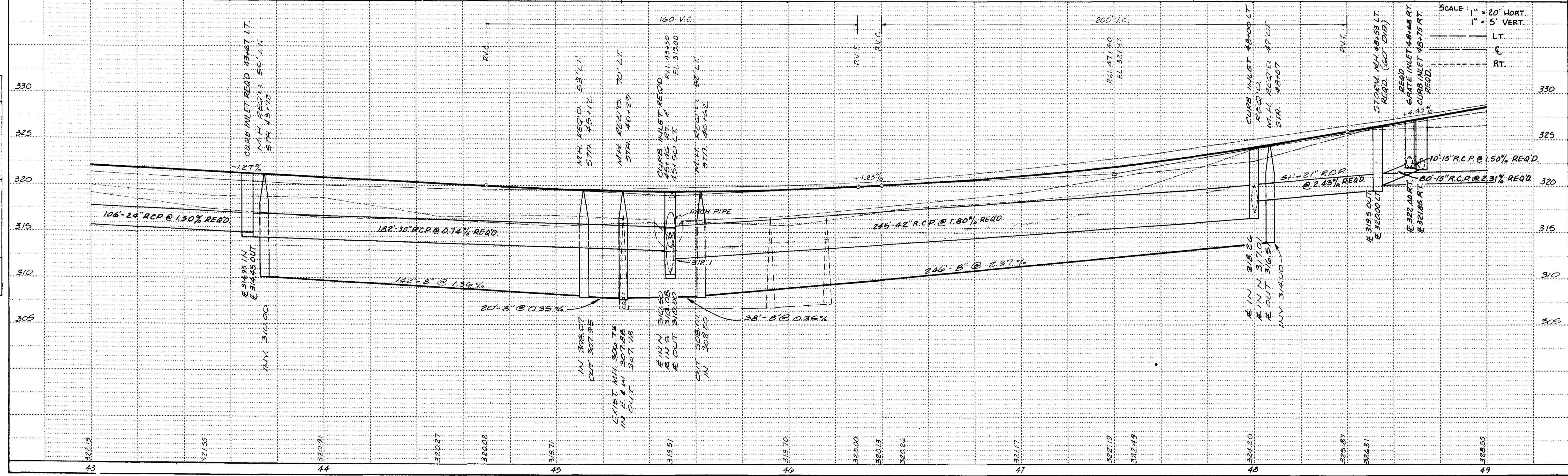
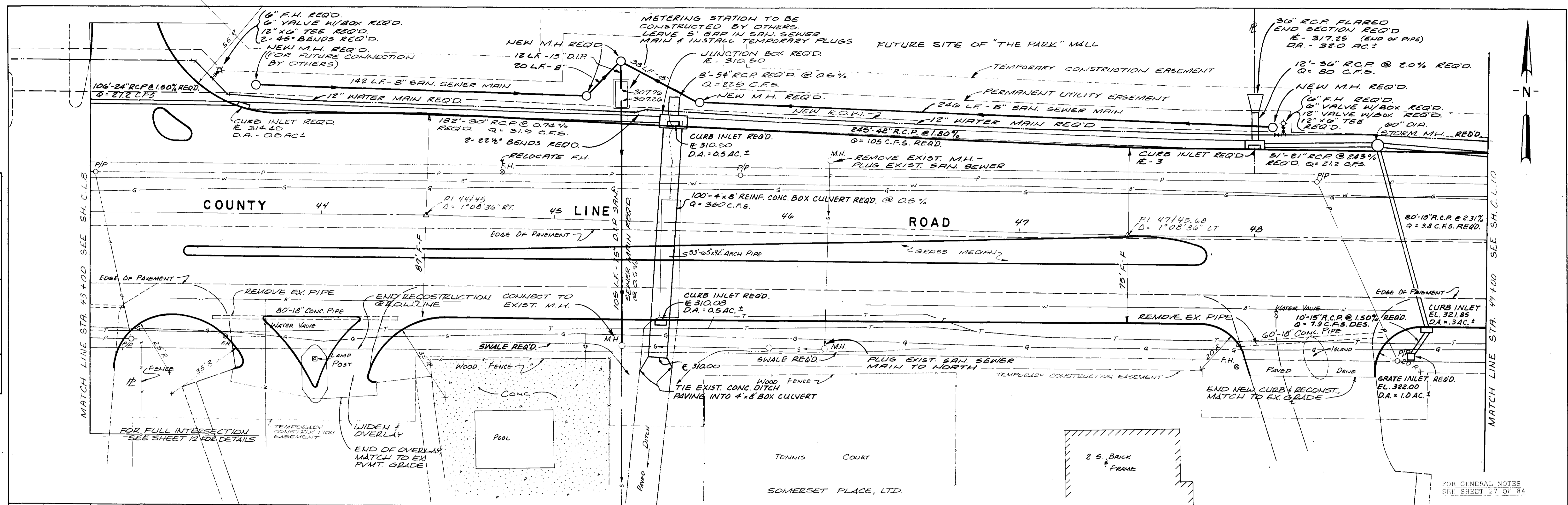
JOE A. WAGGONER
Civil Engineer - Branch 1, Jackson, Miss.

SHEET NO.

CL 8 OF 84

PLAN	DATE	BY
SURVEYED		
ALIGNED		
CHECKED		
DATE		
BY		
NOTE BOOK		
NO.		

PROFILE	DATE	BY
SURVEYED		
GRADES CHECKED		
STRUCTURE NOTATIONS CH'D		
DATE		
BY		
NOTE BOOK		
NO.		

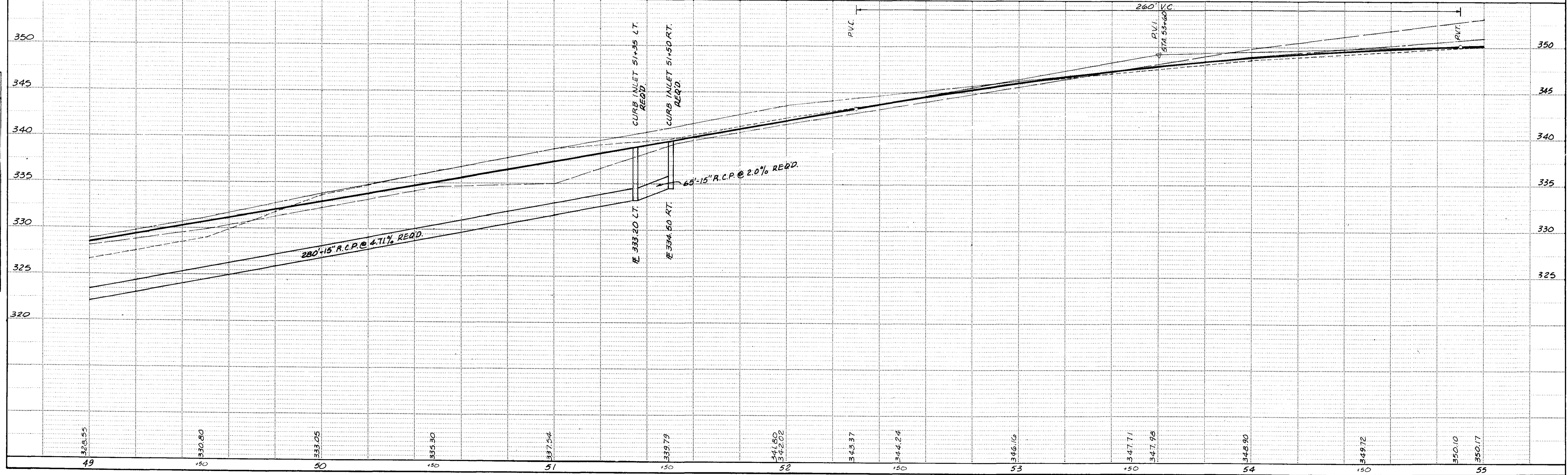
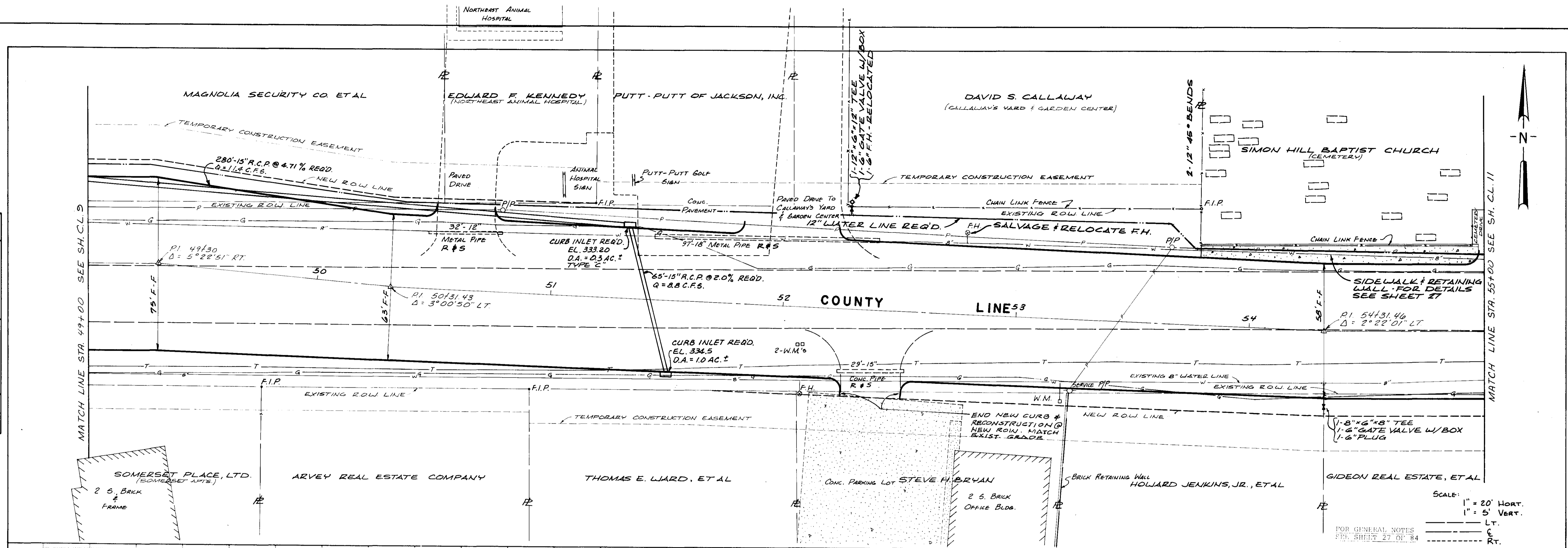


HIGHWAY FEDERAL AID SHEET
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 TELETYPE
 PRINTED IN U.S.A.

JOE A WAGGONER
 Civil Engineer - Brandon/Jackson, Miss

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
BY	
NOTE BOOK NO.	
STRUCTURE NOTATION CHECKED	

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
BY	
NOTE BOOK NO.	
STRUCTURE NOTATION CHECKED	



HIGHWAY FEDERAL AID SHEET
 PLATE I-SINGLE PLAN AND PROFILE-FULL DOT
 PRINTED IN U.S.A.

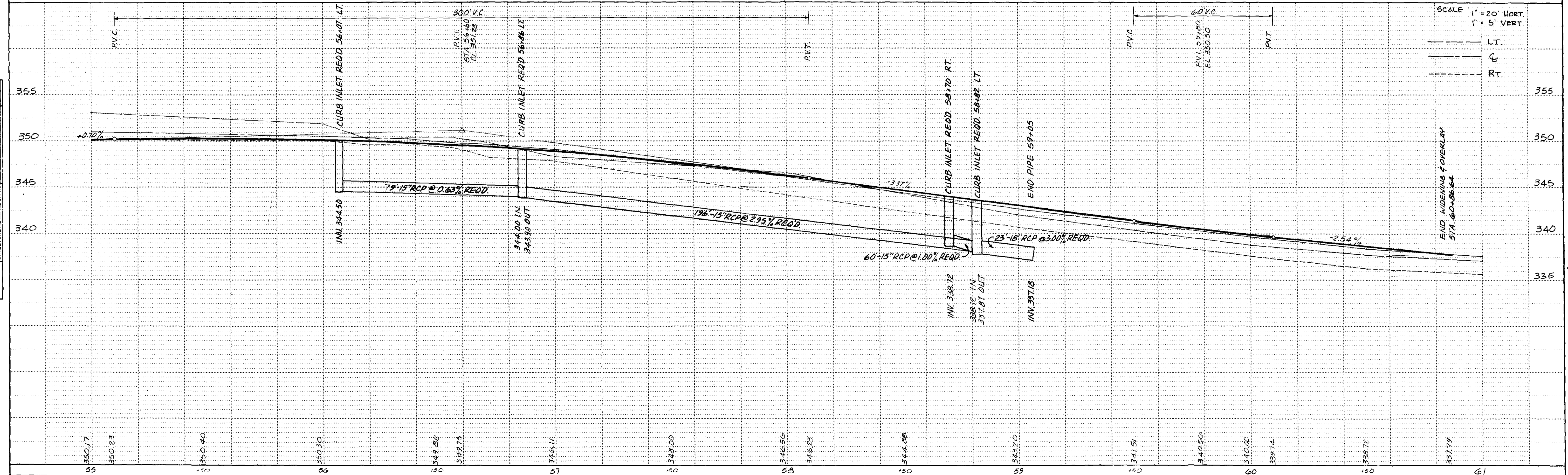
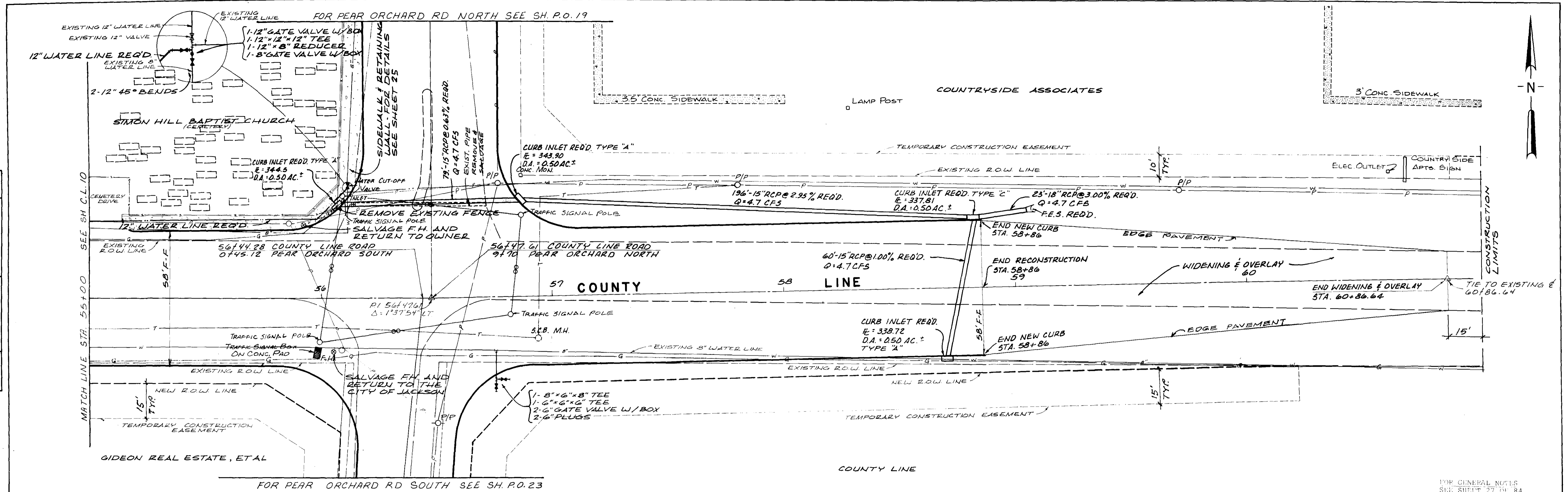
SCALE: 1" = 20' HORT.
 1" = 5' VERT.
 FOR GENERAL NOTES
 SEE SHEET 27 OF 84

JOE A. WAGNER
 Civil Engineer - Brandon, Jackson, Miss.

SHEET NO.
 C.L. 10 OF 84

DATE: _____
 BY: _____
 SURVEYED: _____
 ALIGNMENT CHECKED: _____
 RT OF WAY CHECKED: _____
 NOTE BOOK NO. _____

DATE: _____
 BY: _____
 SURVEYED: _____
 GRADES CHECKED: _____
 B.M. NOTED: _____
 STRUCTURE NOTATION CHECKED: _____
 NOTE BOOK NO. _____



FOR GENERAL NOTES SEE SHEET 27 OF 84

SCALE: 1" = 20' HORT.
 1" = 5' VERT.

--- LT.
 --- C
 --- RT.

END WIDENING & OVERLAY STA. 60+86.64
 END WIDENING & OVERLAY STA. 60+86.64

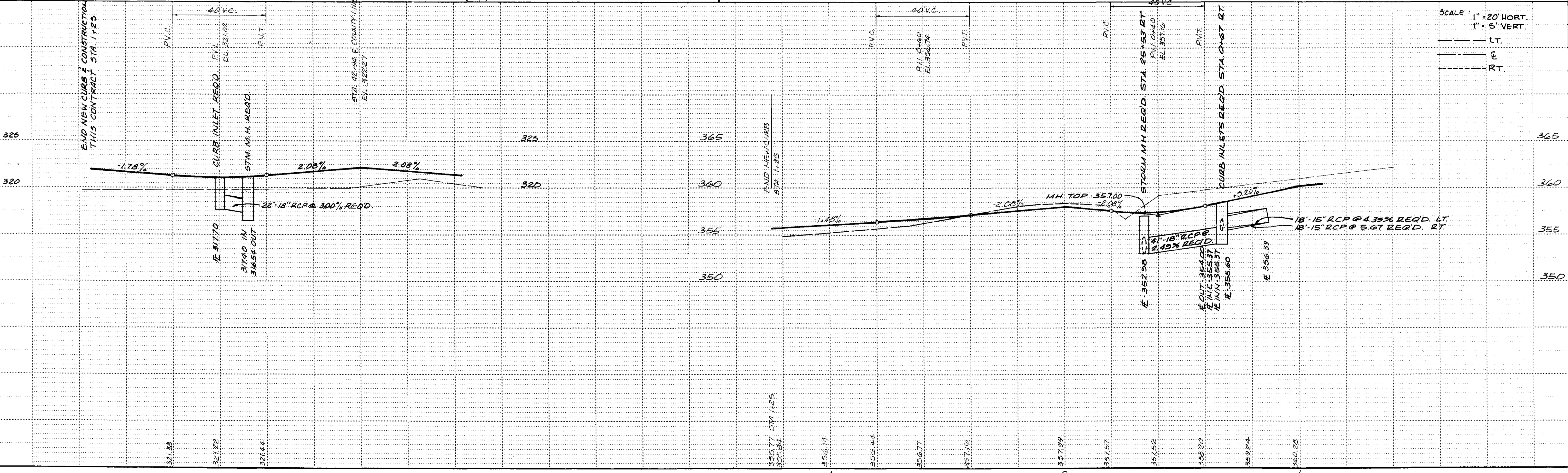
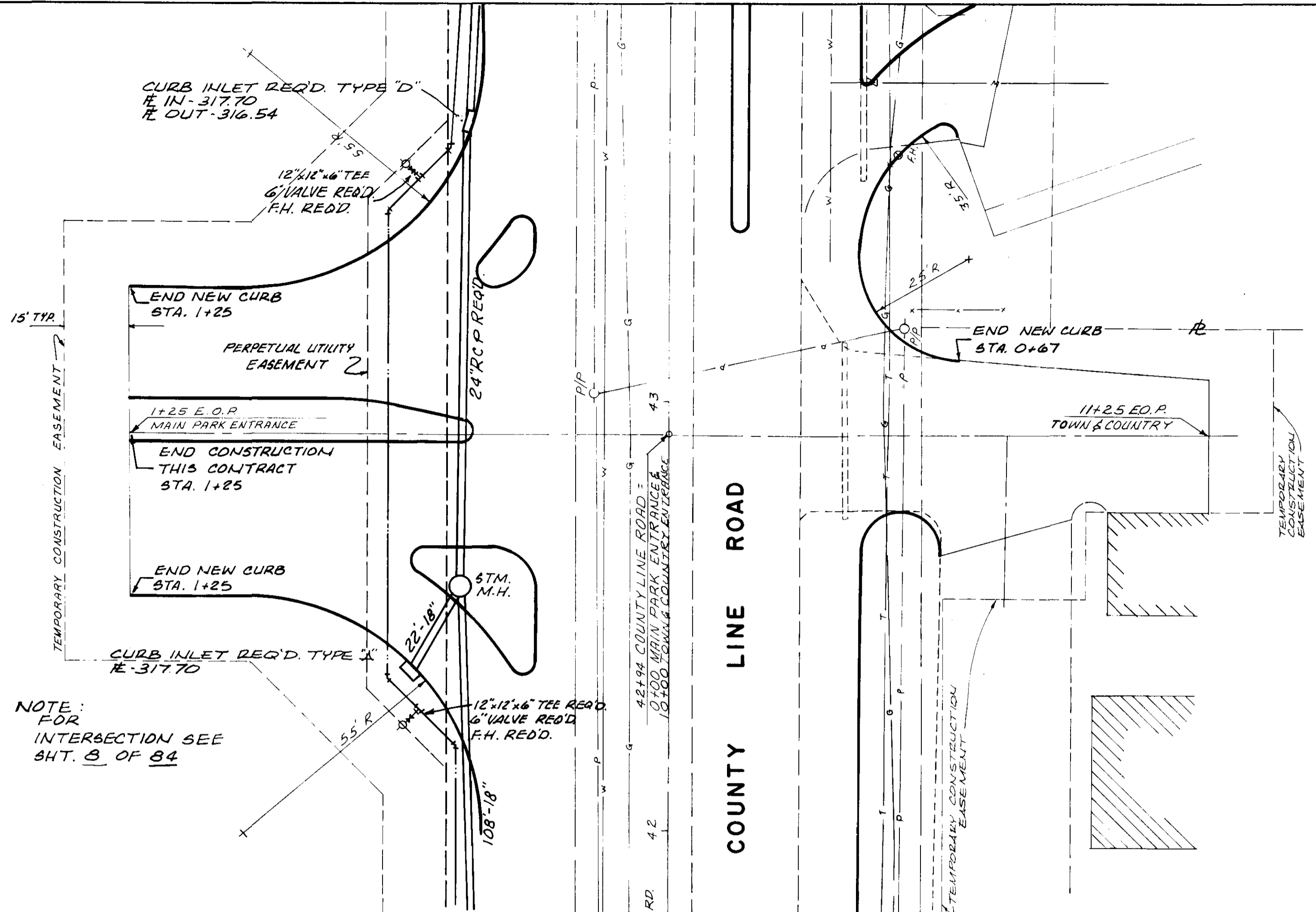
STATE OF MISSISSIPPI
 HIGHWAY FEDERAL AID DISTRICT
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 TELEPHONE
 PRINTED IN U.S.A.

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

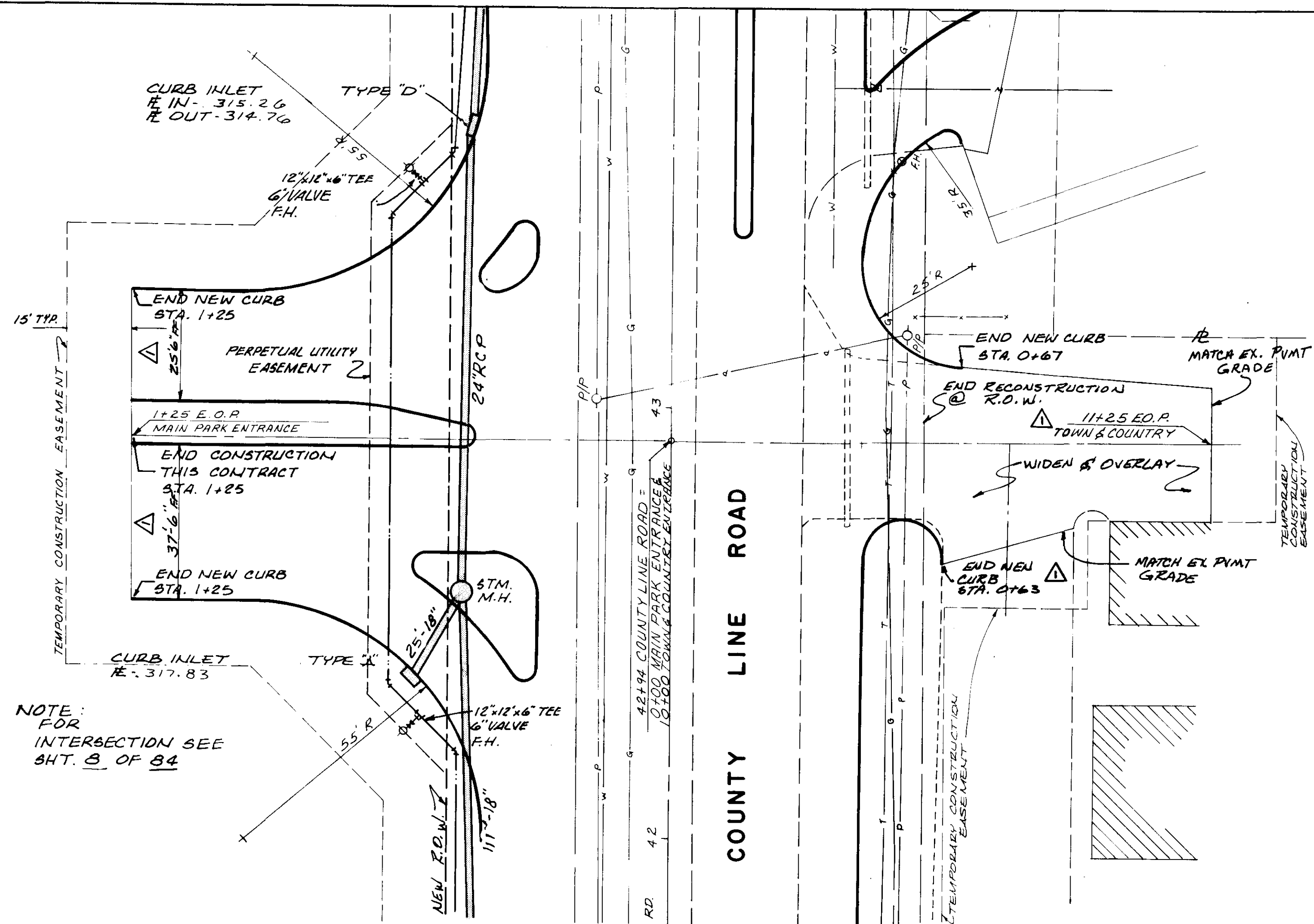
SHEET NO.
 C.L. II OF 84

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNED CHECKED		
	AT CURV. CHECKED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CH. NO.		
	NO.		

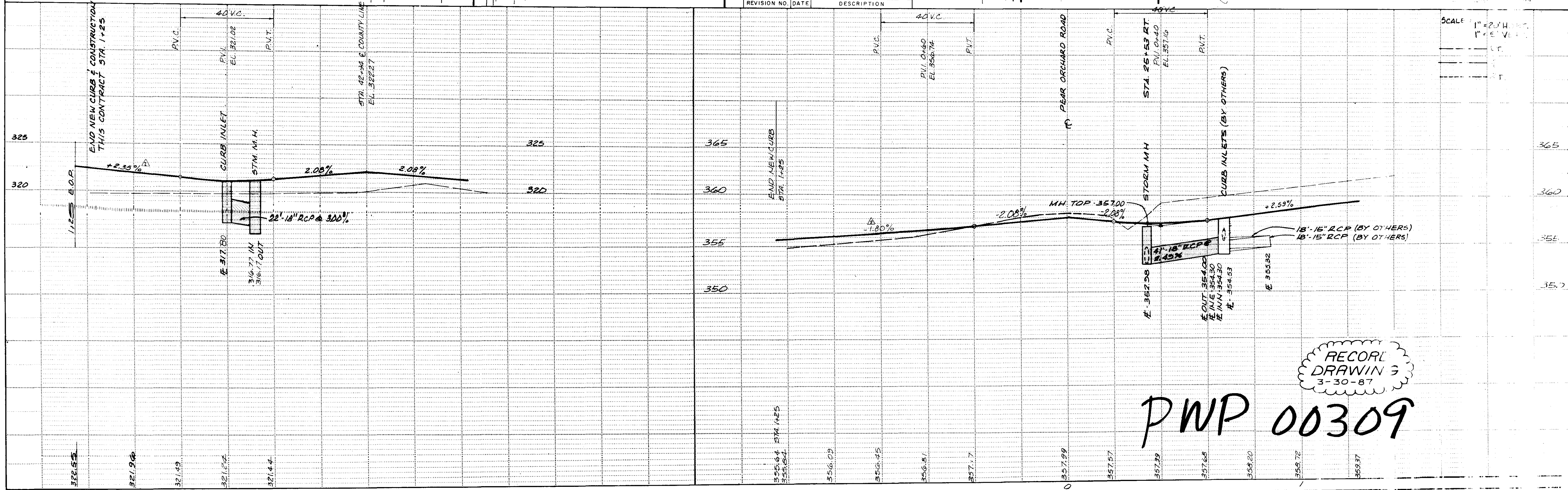


DATE	
BY	
PLAN	
NO.	
DATE	
BY	
PLAN	
NO.	
DATE	
BY	
PLAN	
NO.	



NOTE FOR INTERSECTION SEE SHT. 8 OF 84

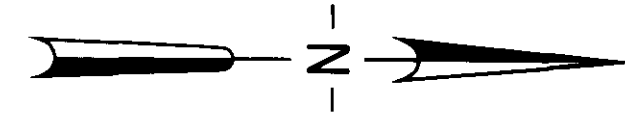
DATE	
BY	
PROFILE	
NO.	
DATE	
BY	
PROFILE	
NO.	
DATE	
BY	
PROFILE	
NO.	



REVISION NO.	DATE	DESCRIPTION
1		6" MIN. DIA. CURBS & ENTRANCE W/UTS
2		3/4" & 1" DIA. W/UTS

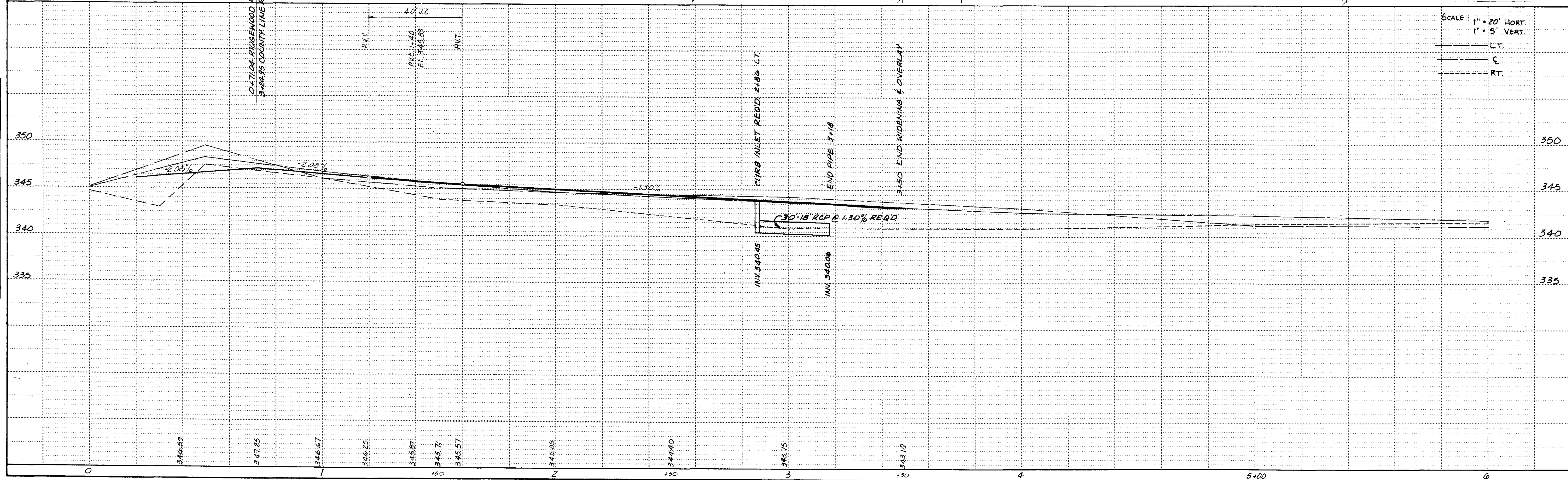
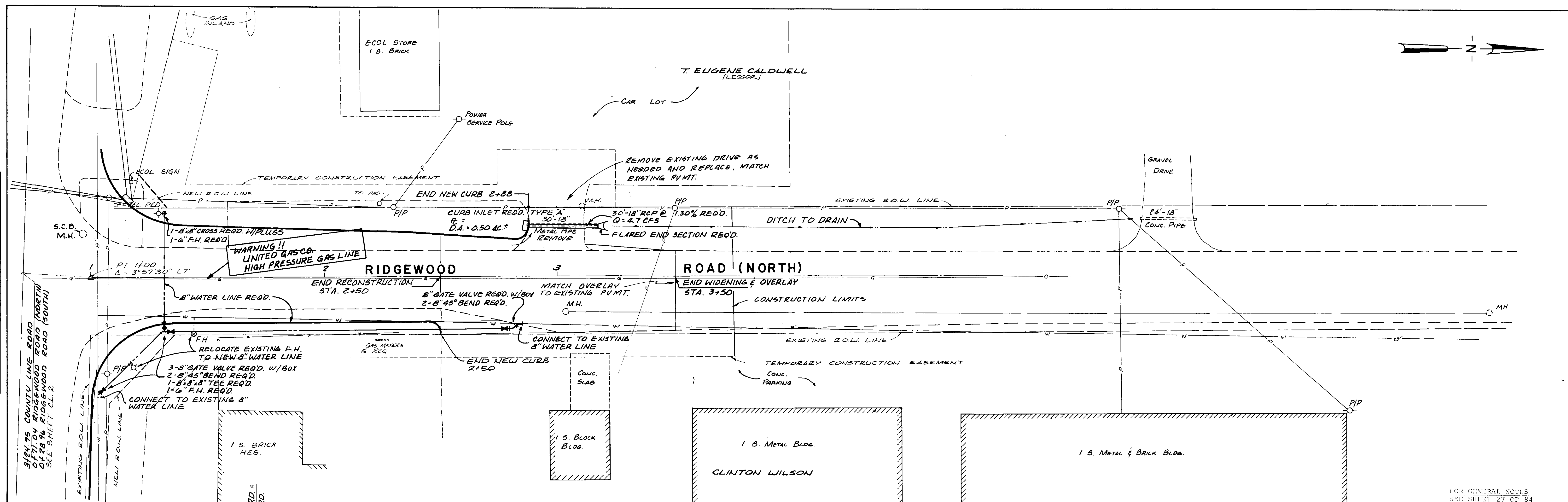
RECORD DRAWING 3
3-30-87

PWP 00309



DATE	
BY	
SURVEYED	
ALIGNMENT CHECKED	
RT OF WAY CHECKED	
NOTE BOOK NO.	
NO.	

DATE	
BY	
SURVEYED	
GRADES CHECKED	
B.M. NOTED	
STRUCTURE NOTED	
NOTE BOOK NO.	
NO.	



FOR GENERAL NOTES
SEE SHEET 27 OF 84

SCALE: 1" = 20' HORT.
1" = 5' VERT.
--- LT.
--- C
--- RT.

PLATE 1-SINGLE PLAN AND PROFILE FULL DOT
MIDLEBURY
PRINTED IN U.S.A.

SEE 2-116200-EP
Civil Engineering Department, Miss.

SHEET NO.
RR.13 OF 84

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
DESCRIPTION	
DATE	
BY	
DESCRIPTION	

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
DESCRIPTION	
DATE	
BY	
DESCRIPTION	

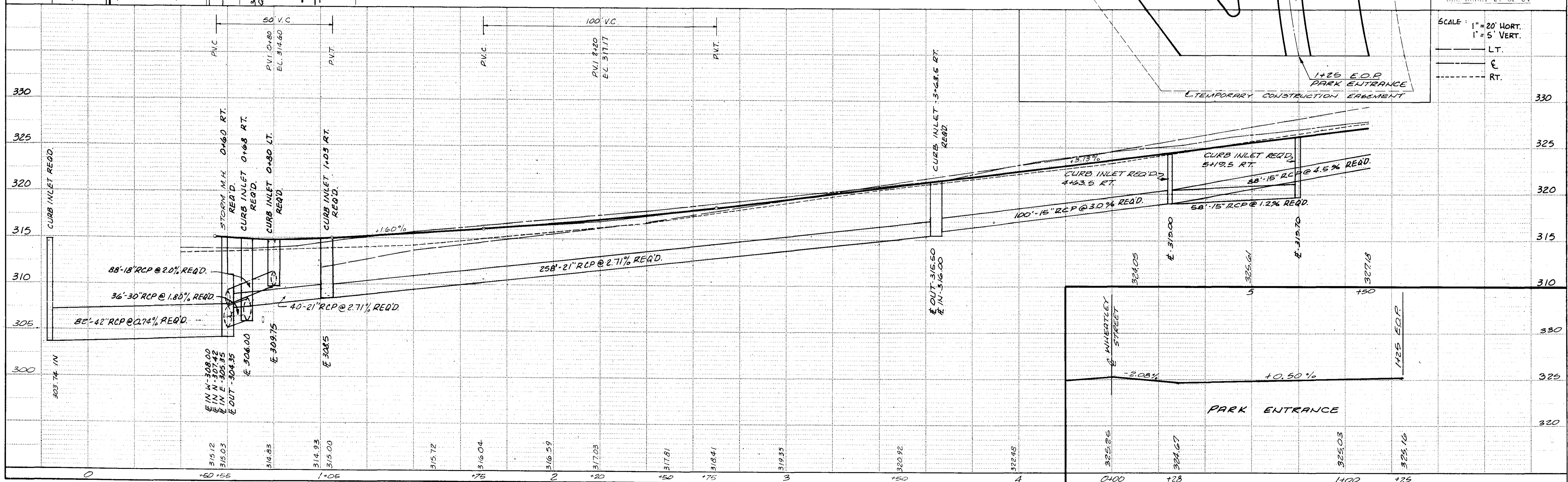
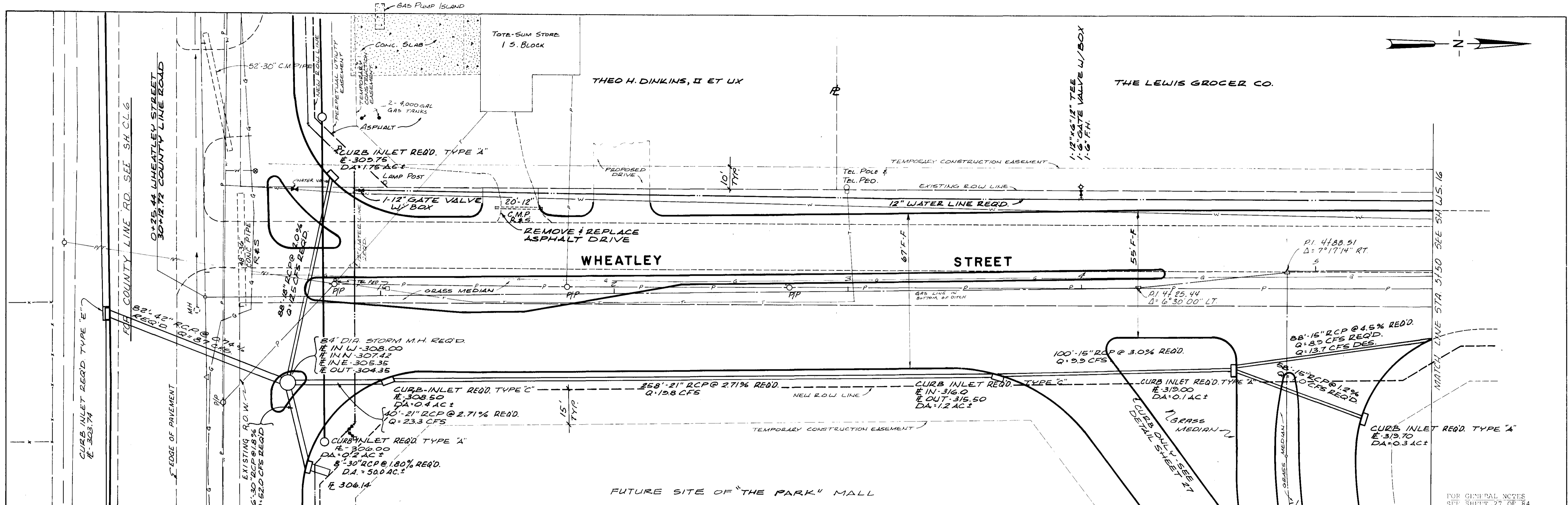


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
DESIGNED BY: JOE A. WAGGONER
 CHECKED BY: BRANDON/JACKSON
 DATE: 11/14/14

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

SHEET NO.
 W.S. 15 OF 84

DATE	
BY	
CHECKED	
APPROVED	
NO. OF SHEETS	
NO. OF THIS SHEET	
PLAN	
NO.	

DATE	
BY	
CHECKED	
APPROVED	
NO. OF SHEETS	
NO. OF THIS SHEET	
PROFILE	
NO.	

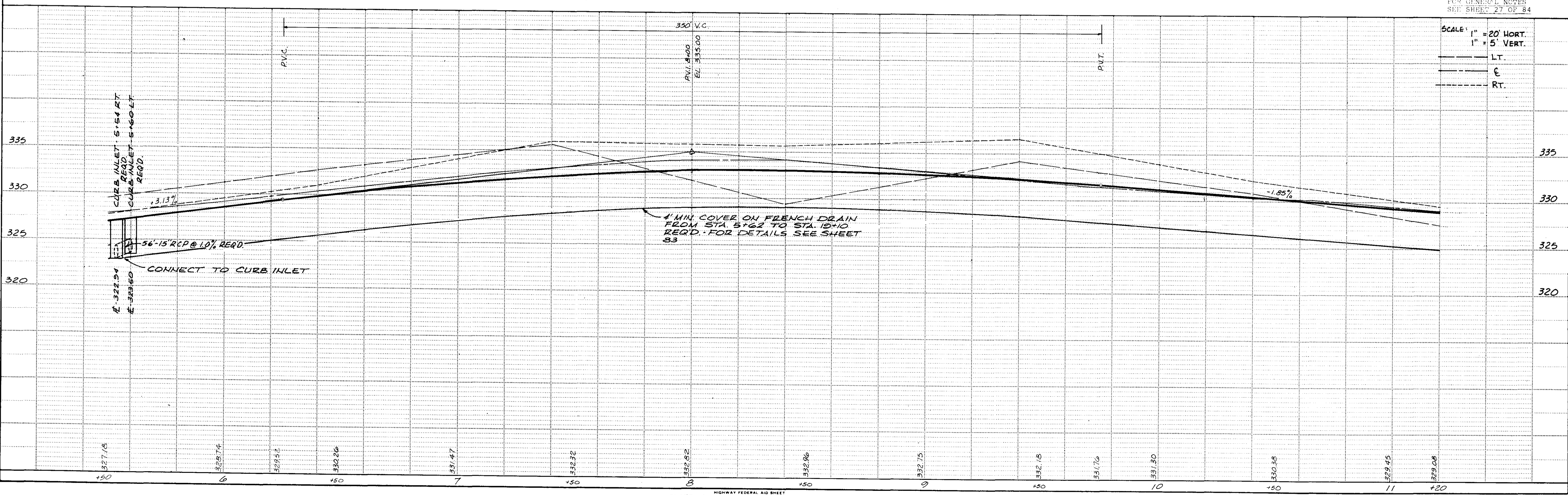
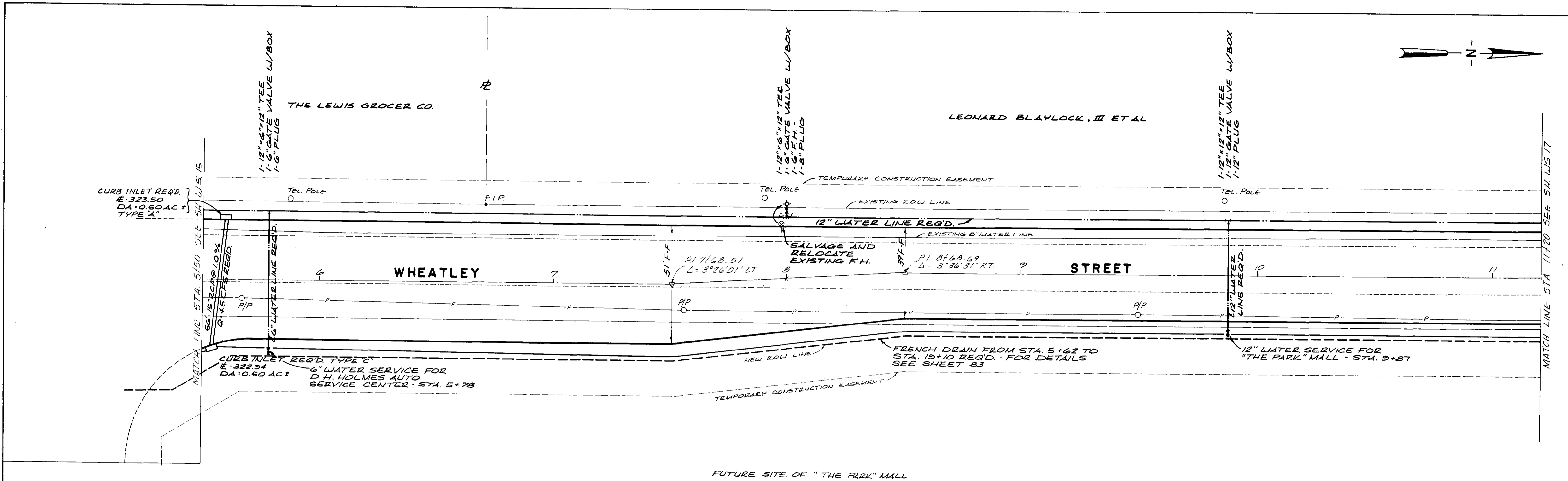


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 PRINTED IN U.S.A.

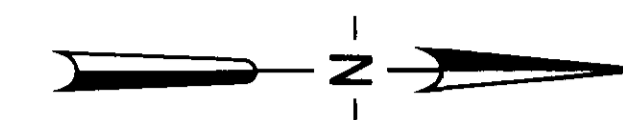
FOR GENERAL NOTES
 SEE SHEET 27 OF 34

SCALE: 1" = 20' HORT.
 1" = 5' VERT.
 --- LT.
 --- E.
 --- RT.

JOE A. WAGGONER
 CIVIL ENGINEER - Brandon, Jackson, Miss.

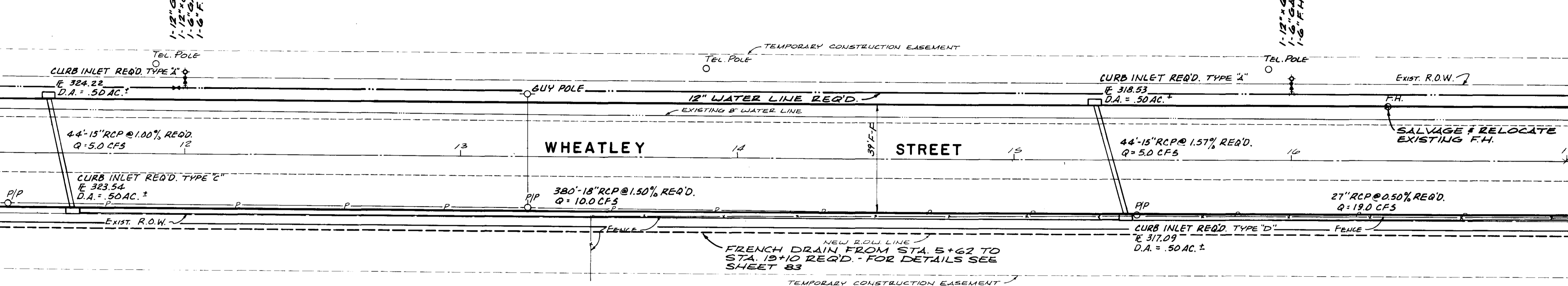
SHEET NO.
 W.S. 16 OF 84

LEONARD BLAYLOCK, III ET AL



DATE	
BY	
CHECKED	
APPROVED	
PLAN	
NOTE BOOK NO.	

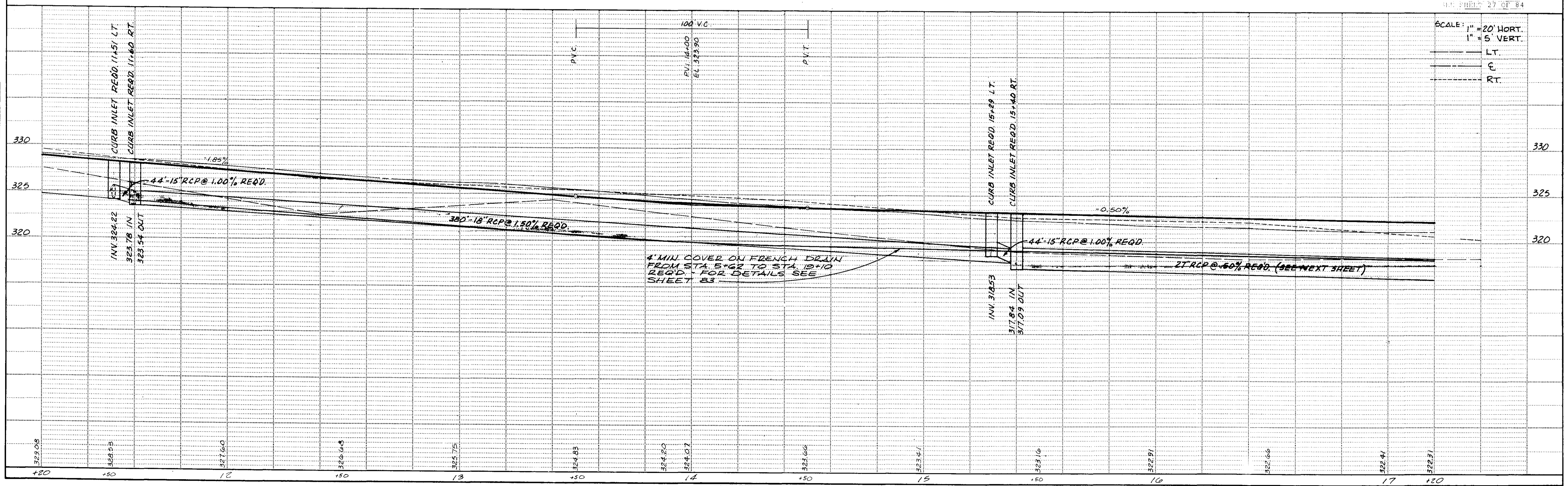
MATCH LINE STA 11+20 SEE SH. U.S. 16



MATCH LINE STA 17+20 SEE SH. U.S. 16

FUTURE SITE OF "THE PARK" MALL

DATE	
BY	
CHECKED	
APPROVED	
PROFILE	
NOTE BOOK NO.	



FOR GENERAL NOTES SEE SHEET 27 OF 84

SCALE: 1" = 20' HORT.
 1" = 5' VERT.

— LT.
 — C.
 - - - RT.

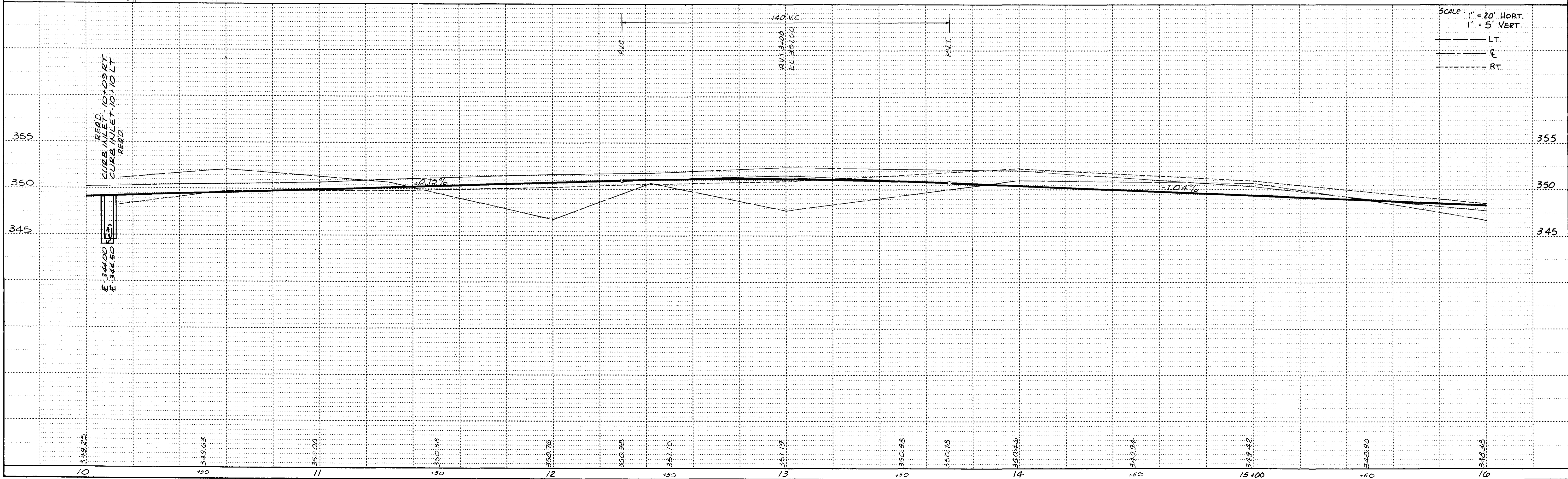
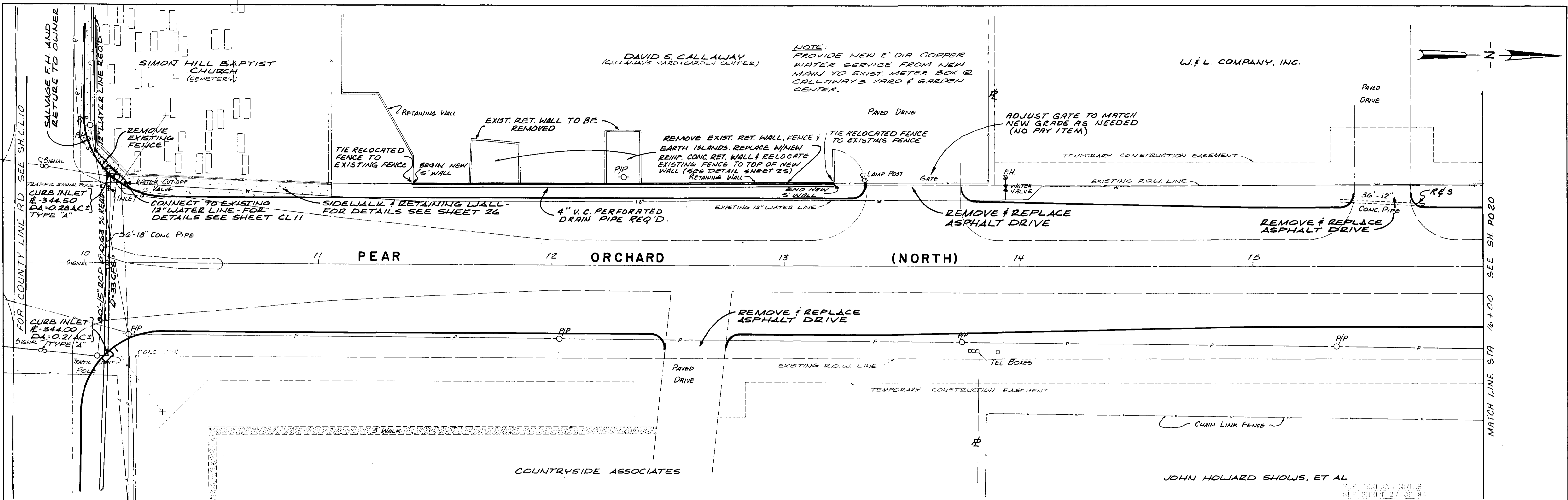
HIGHWAY FEDERAL AID SHEET
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 WYLDKNE
 PRINTED IN U.S.A.

JOE A. WAGGONER
 Civil Engineer - Birmingham/Jackson, Miss.

SHEET NO.
 W.S. 17 OF 84

DATE	
BY	
CHECKED	
PLANNED	
NOTED	
NO.	

DATE	
BY	
CHECKED	
PLANNED	
NOTED	
NO.	

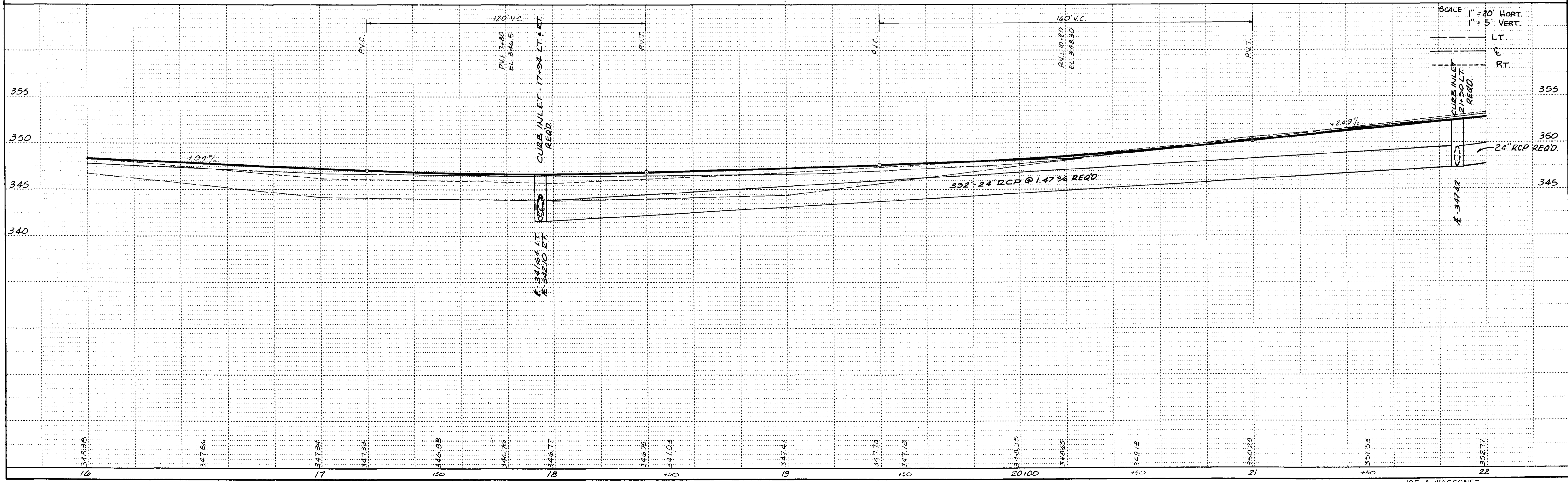
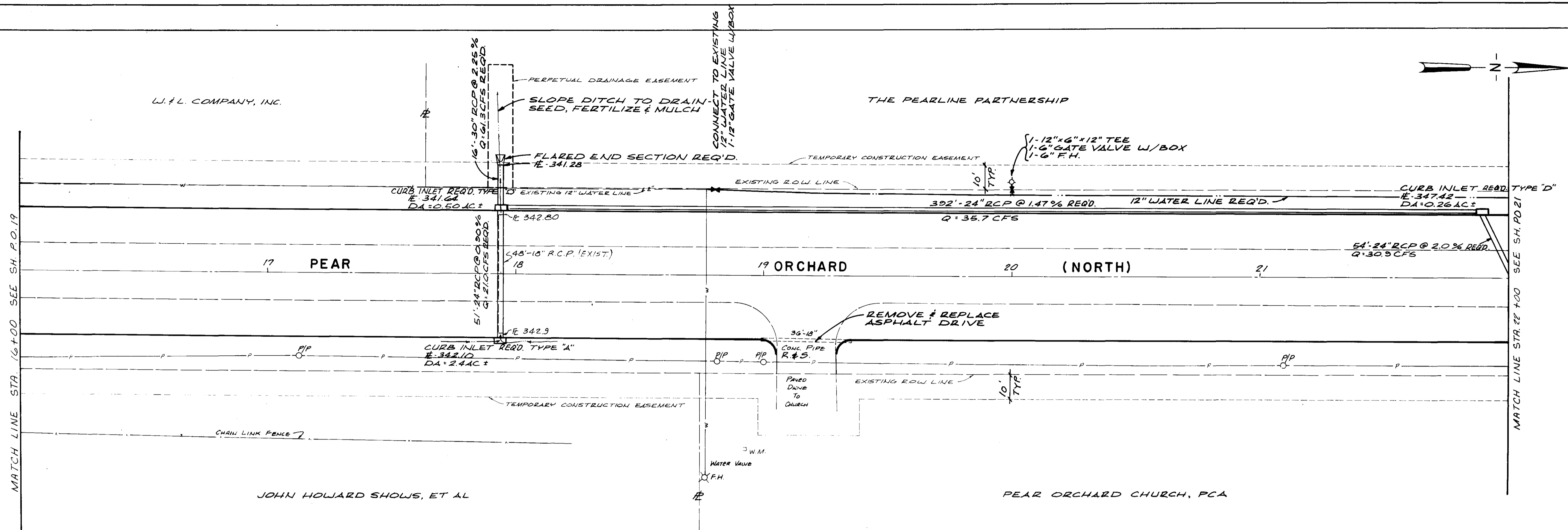


HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
PRINTED IN U.S.A.

JOE A WAGGONER
 Civil Engineer - Brantley, Jackson, Miss.

DATE	
BY	
SURVEYED	
PLANNED	
NOTED	
NO.	

DATE	
BY	
SURVEYED	
PLANNED	
NOTED	
NO.	



HIGHWAY FEDERAL AID SHEET
 PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 WILBINE
 PRINTED IN U.S.A.

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

SHEET NO.
 P.O. 20 OF 84

DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

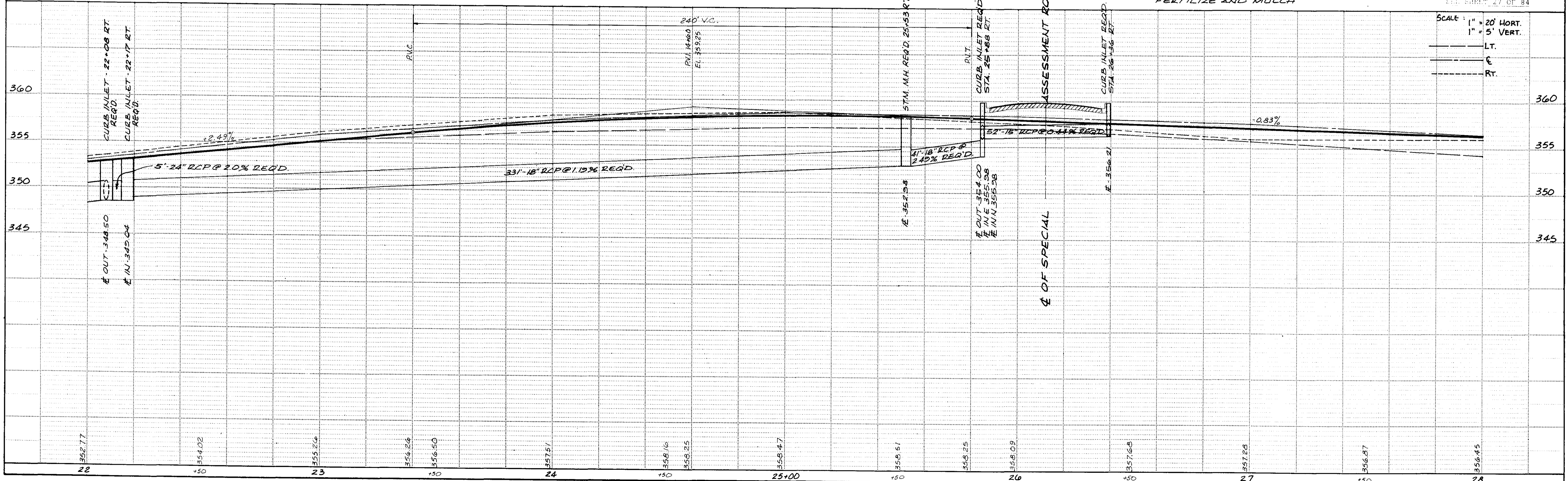
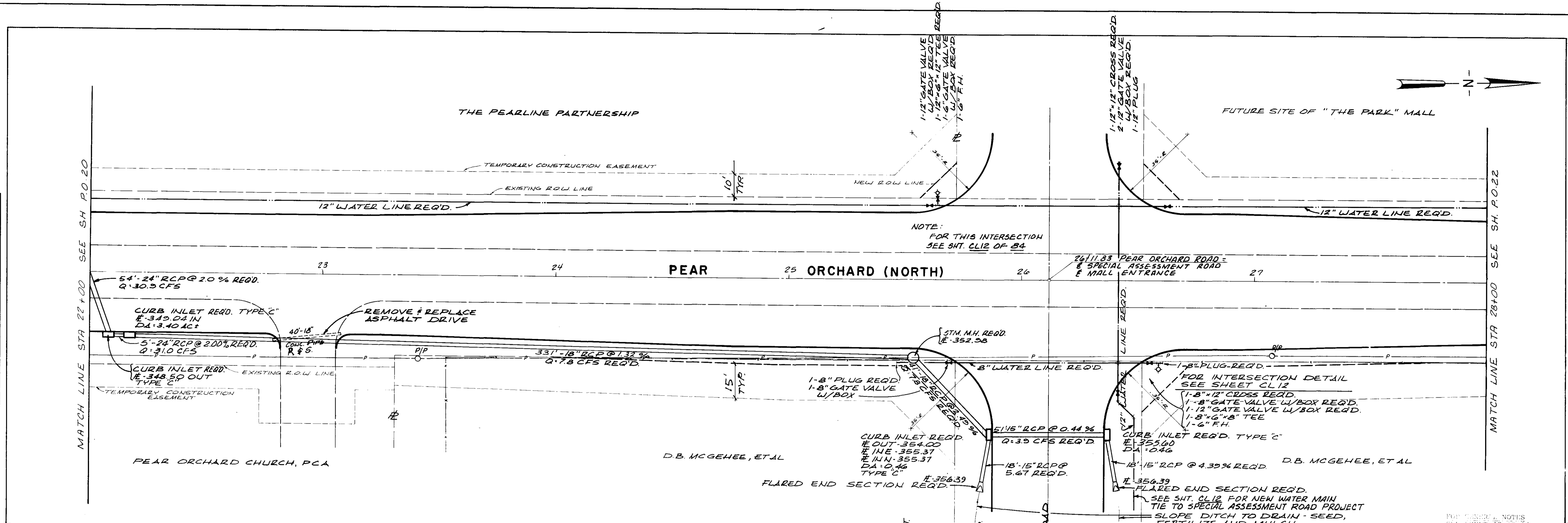
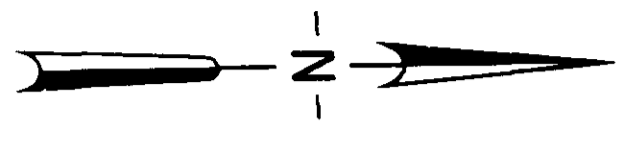
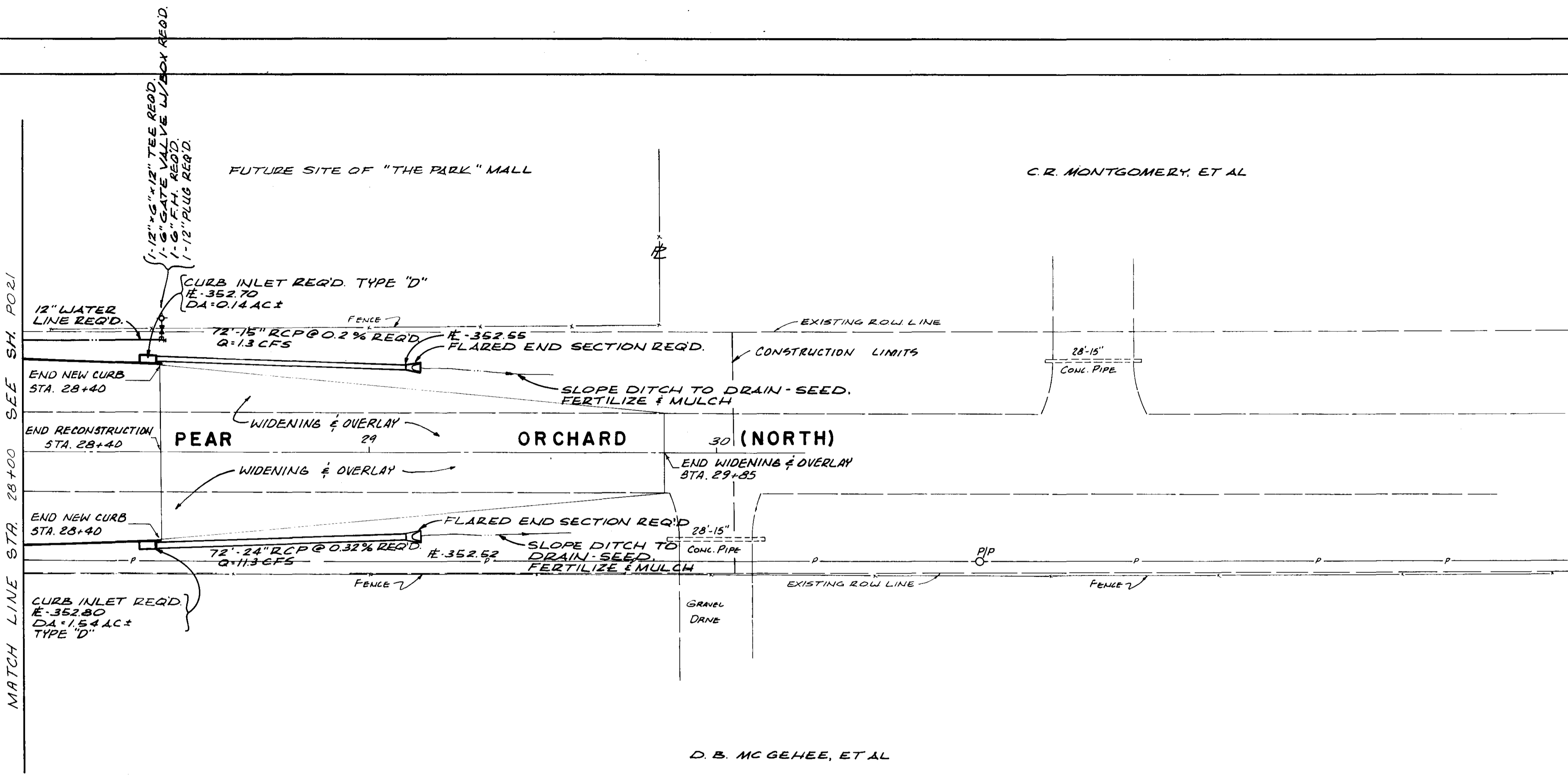


PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
 PRINTED IN U.S.A.

JOE A. WAGNER
 Civil Engineer - Dr. J. Jackson, Miss.



DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
BY	
DATE	
PLAN	
NOTE BOOK	
NO.	



DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
BY	
DATE	
PROFILE	
NOTE BOOK	
NO.	



FOR GENERAL NOTES
SEE SHEET 27 OF 84

SCALE: 1" = 20' HORT.
1" = 5' VERT.
--- LT.
--- E.
--- RT.

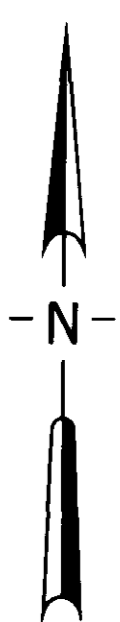
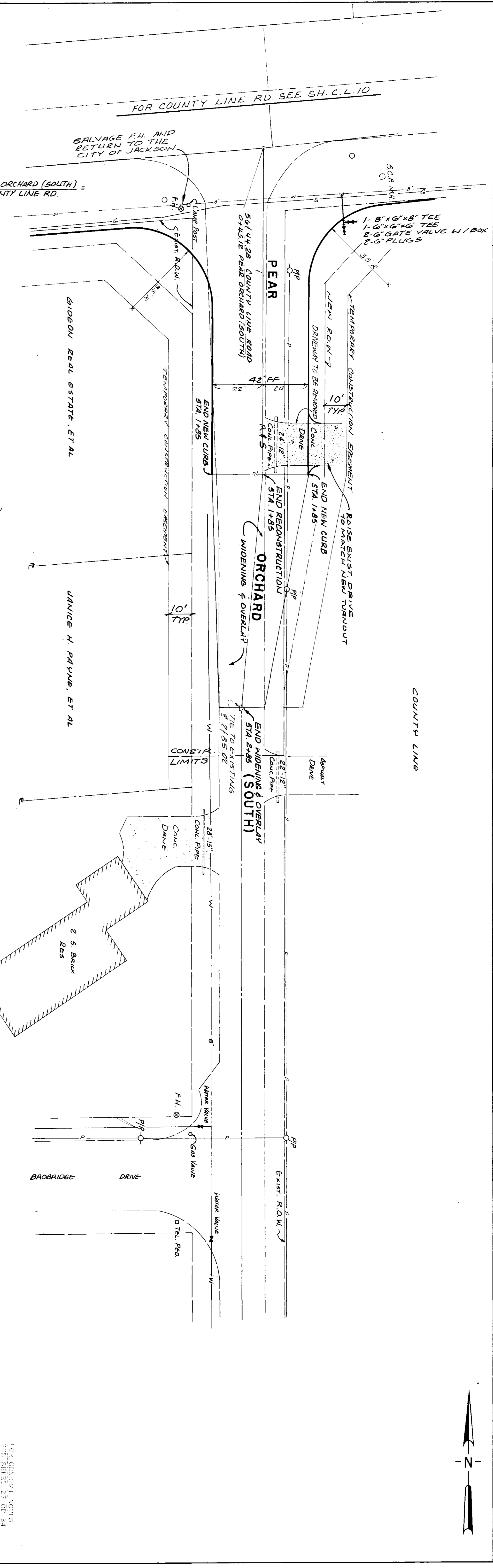
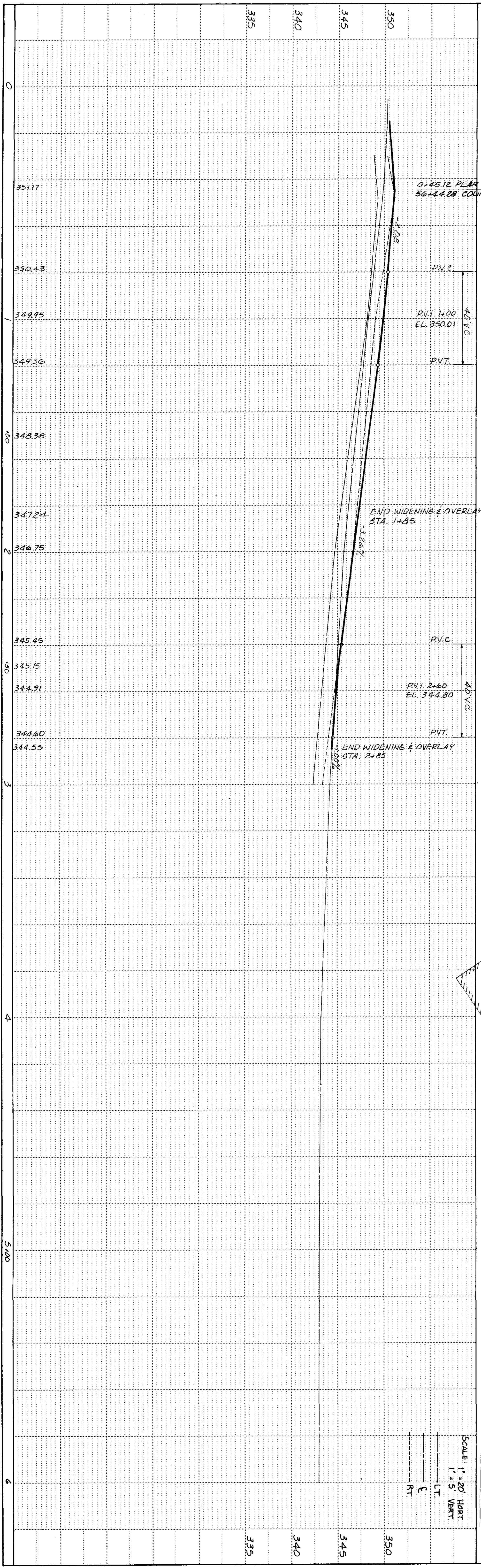
HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
WYBLOWNE
PRINTED IN U.S.A.

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

SHEET NO.
P.O. 22 OF 84

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	GRADES CHECKED		
	B. M.'S NOTED		
	STRUCTURE NOTATIONS CHECKED		

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIGNMENT CHECKED		
	RT OF WAY CHECKED		



FOR QUANTITY NOTES
SEE SHEET 27 OF 84

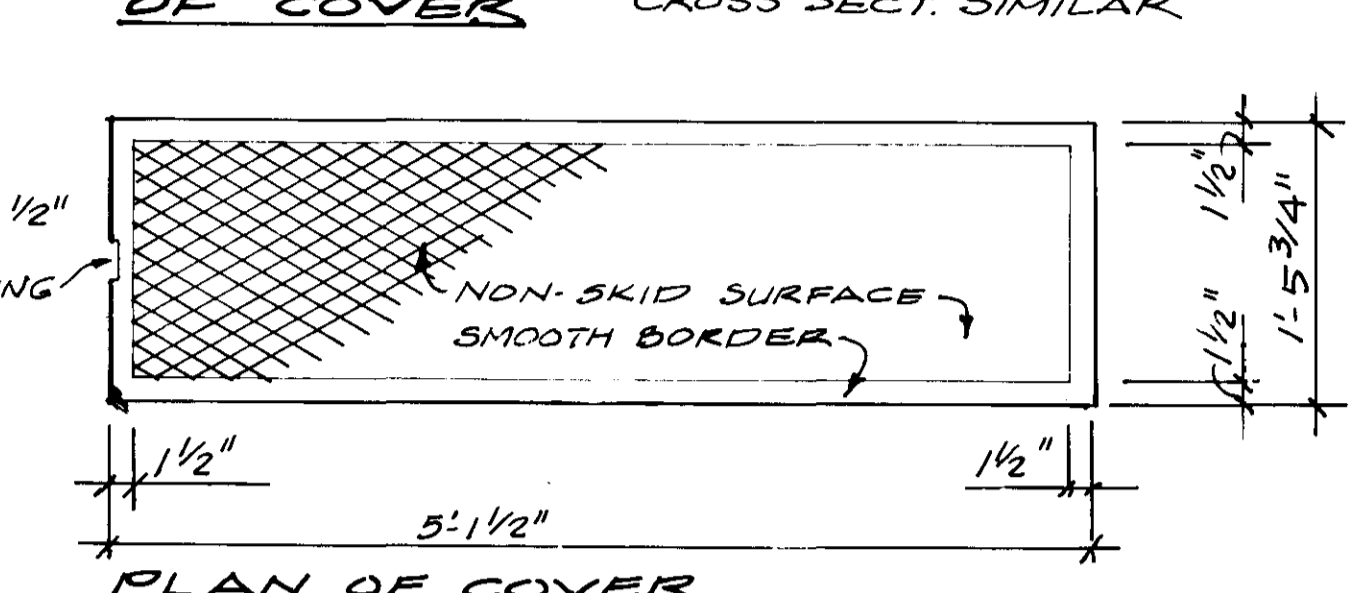
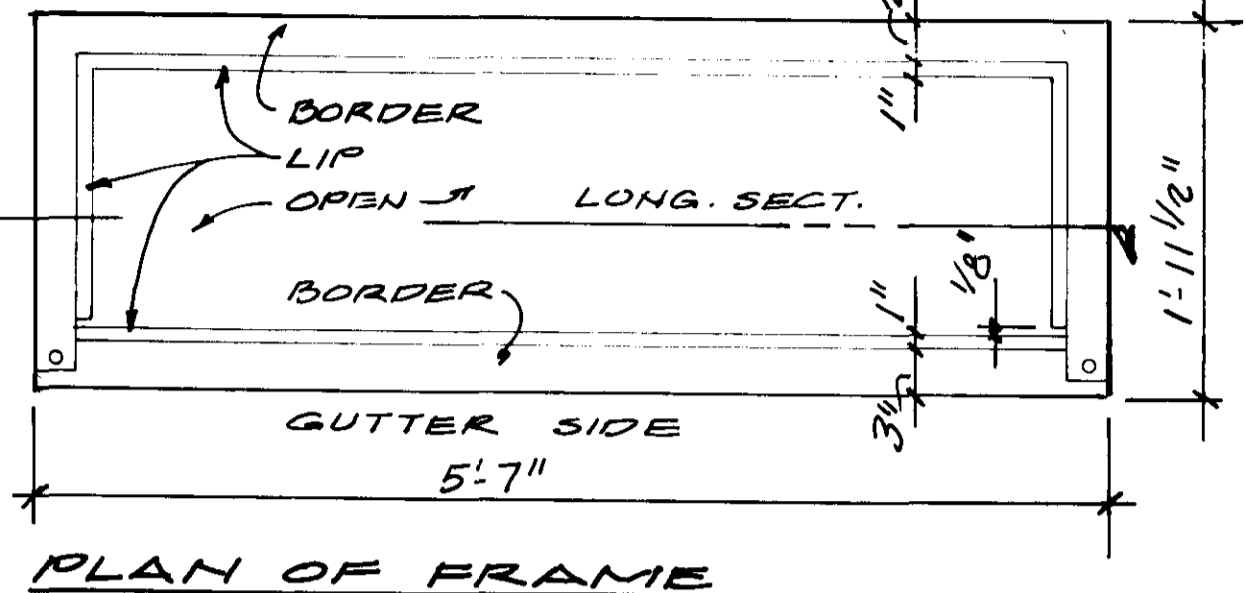
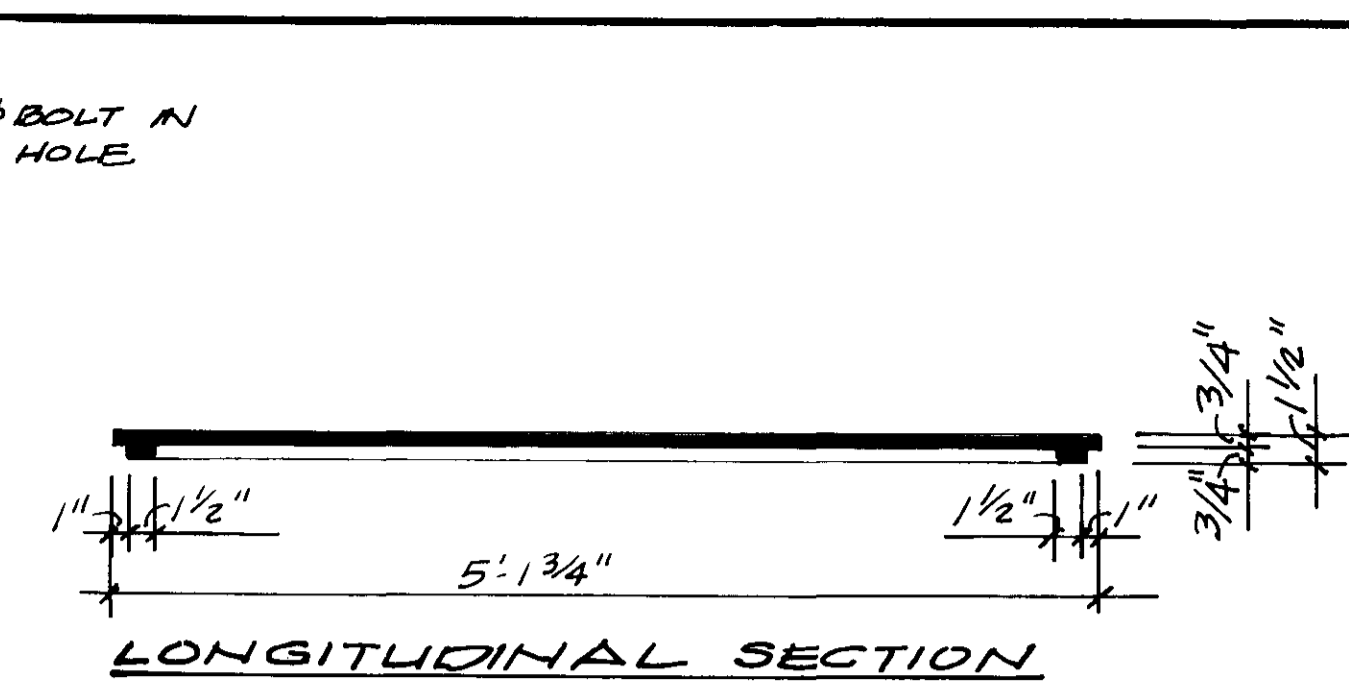
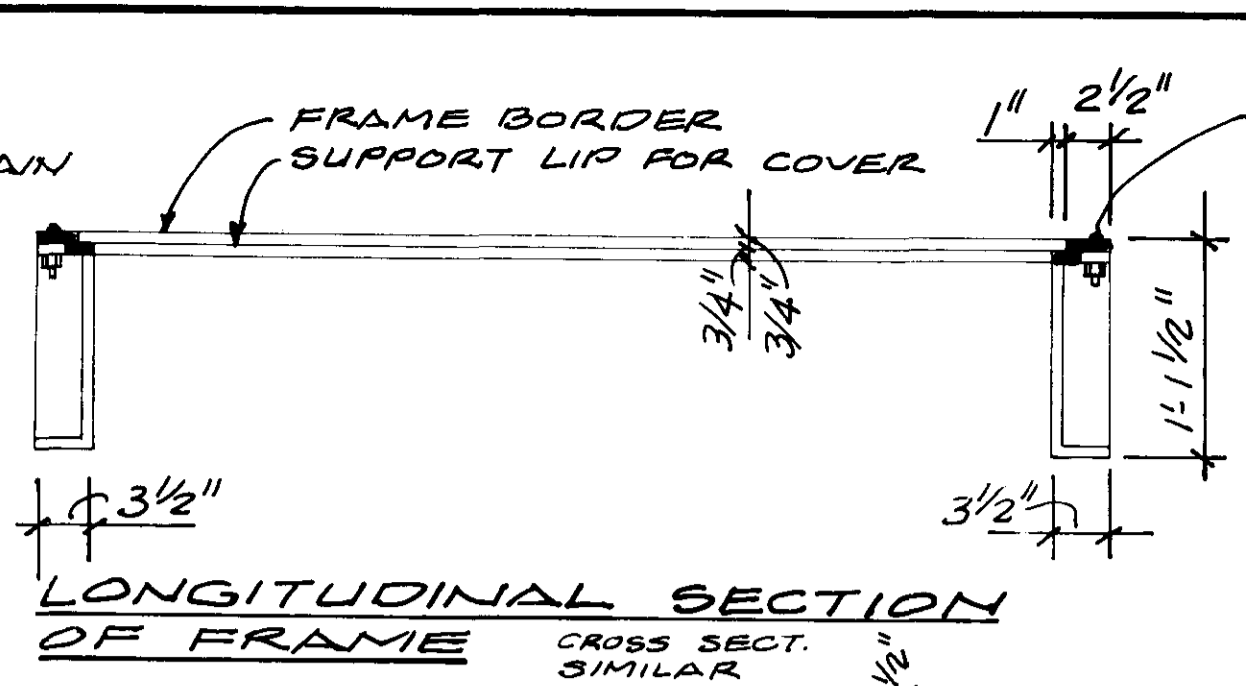
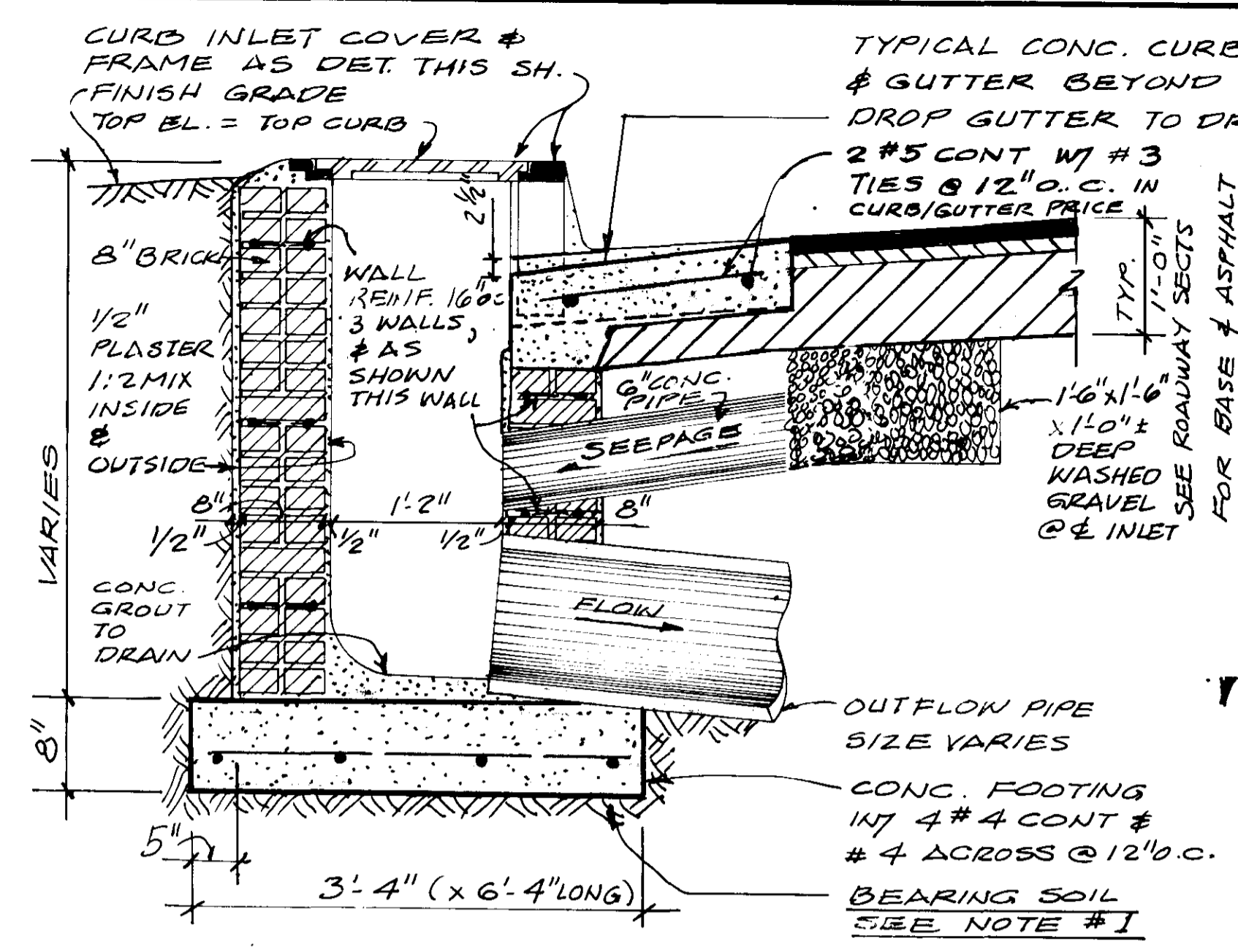
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.
--- LT.
--- RT.

PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT

DRAINAGE STRUCTURES GENERAL NOTES:

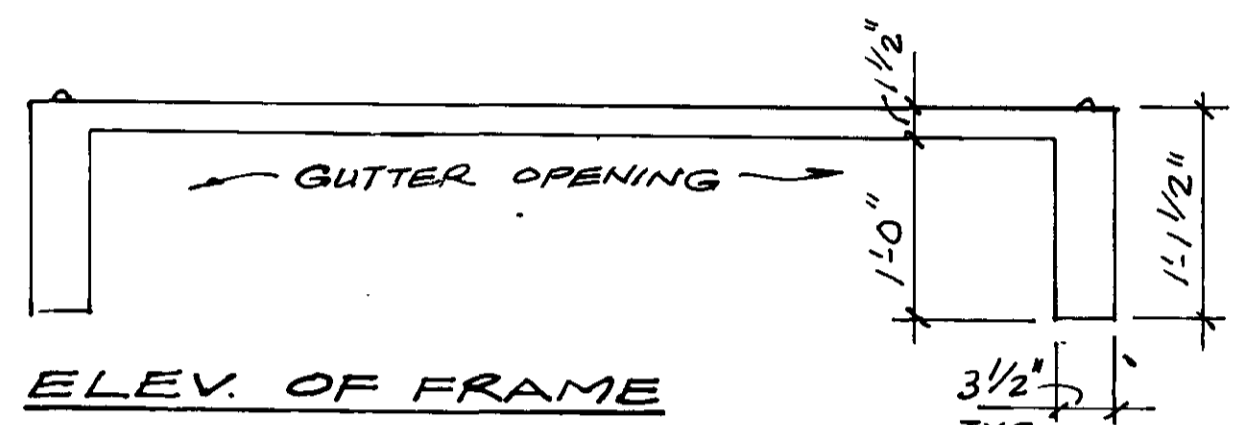
- BOTTOM OF STRUCTURES MUST BEAR ON NON-ORGANIC, UNIFORM BEARING SOIL, UNDISTURBED & FREE OF EXPANSIVE MATERIAL. WHERE UNSUITABLE SOIL OCCURS, UNDERCUT & REPLACE W/ 12" MIN. COMPACTED WASHED GRAVEL. UNDERCUTS GREATER THAN 2' DEEP, COMPACTED CLAY GRAVEL MAY BE USED BELOW A 12" COMPACTED WASHED GRAVEL LAYER. WHERE APPROVED BY THE ENGINEER, ALL SUCH UNDERCUT, REPLACEMENT & COMPACTION TO BE PAID UNDER "STRUCTURAL EXCAVATION" CONTRACT UNIT PRICE. (WASHED GRAVEL TO BE MSHD TYPE A SIZE G DRAINAGE AGGREGATE)
- SUBMIT SHOP DRAWINGS FOR ALL METAL CASTINGS, FRAMES, STEPS AND METAL ACCESSORIES COMPLETE W/ SIZES, WEIGHTS, LOAD RATINGS, MATERIAL MAKEUP & COATINGS.
- SUBMIT SHOP DRAWINGS FOR ALL PRECAST CONC. MANHOLES, BOX CULVERTS & ACCESSORIES, AND FOR ALL REINFORCEMENT. SUBMIT PRECAST ITEMS W/ REINF. CONC. ITEMS FOR SIMULTANEOUS REVIEW.
- SUBMIT SHOP DRAWINGS FOR ALL REINFORCED CONCRETE FOUNDATIONS & STRUCTURES. INCLUDE ELEVATIONS, CONTROL WORKING POINTS & ALL PERTINENT DIMENSIONS. SEE NOTE #3
- SEE MISC. STANDARD DETAILS, SHEET # 83 FOR PIPE EMBEDMENT DETAILS, PIPE LAYING DETAIL & DRAIN TILE DETAIL. DRAIN TILE TO BE PLACED W/ CO-ORDINATION BY THE ENGINEER.
- THE STANDARD SPECIFICATIONS ADOPTED BY THE CITY OF JACKSON, MS. SHALL APPLY UNLESS OTHERWISE STATED HERE-IN.

NOTE 1-A: CERTAIN STRUCTURES HAVE 12" MIN. COMPACTED WASHED GRAVEL AS DETAILED, & INCLUDED W/ STRUCTURE PRICE. NOTE #1 APPLIES TO THE SUB-BASE, BELOW THIS SAID 12" MIN. COMPACT. WASHED GRAVEL

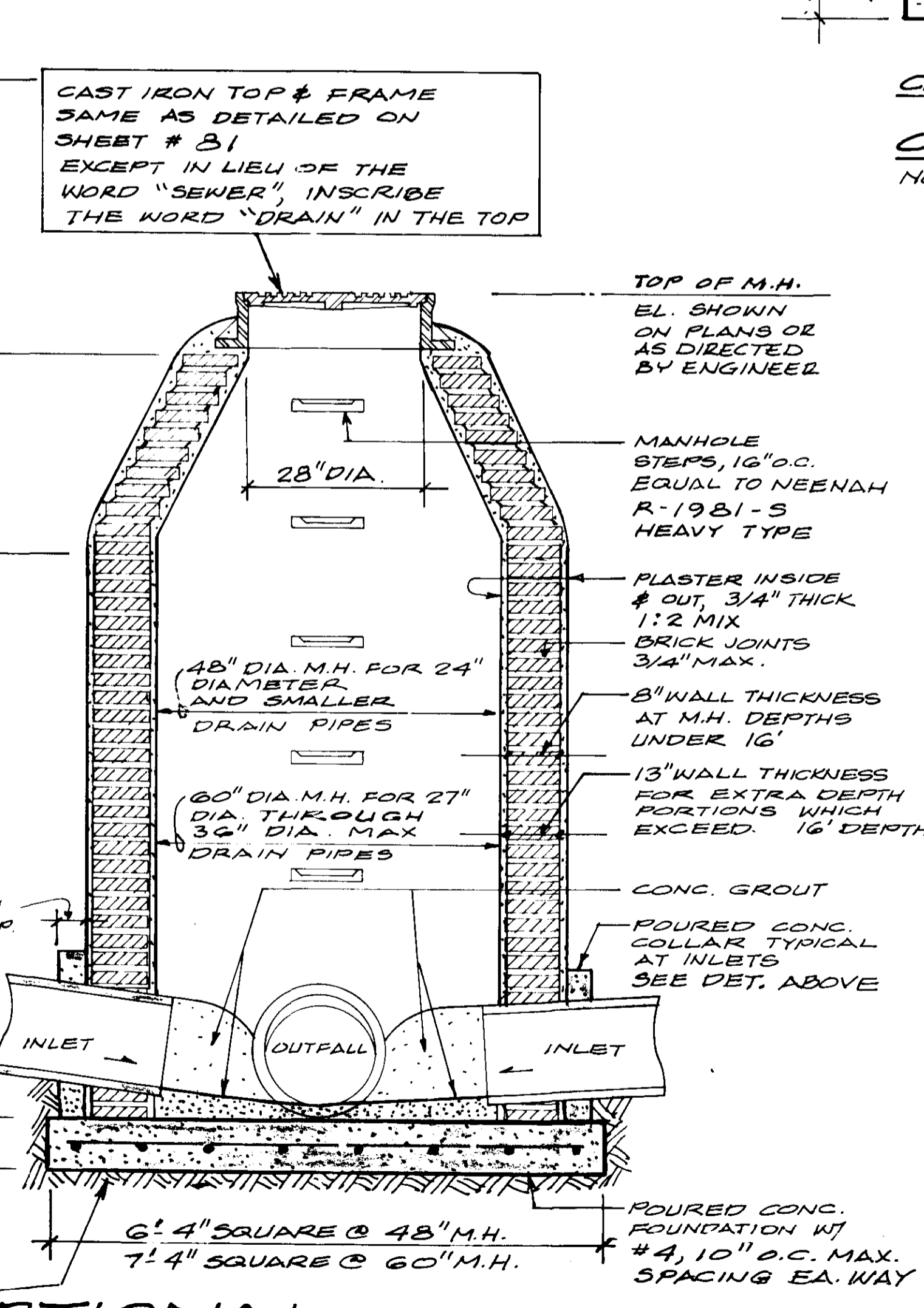
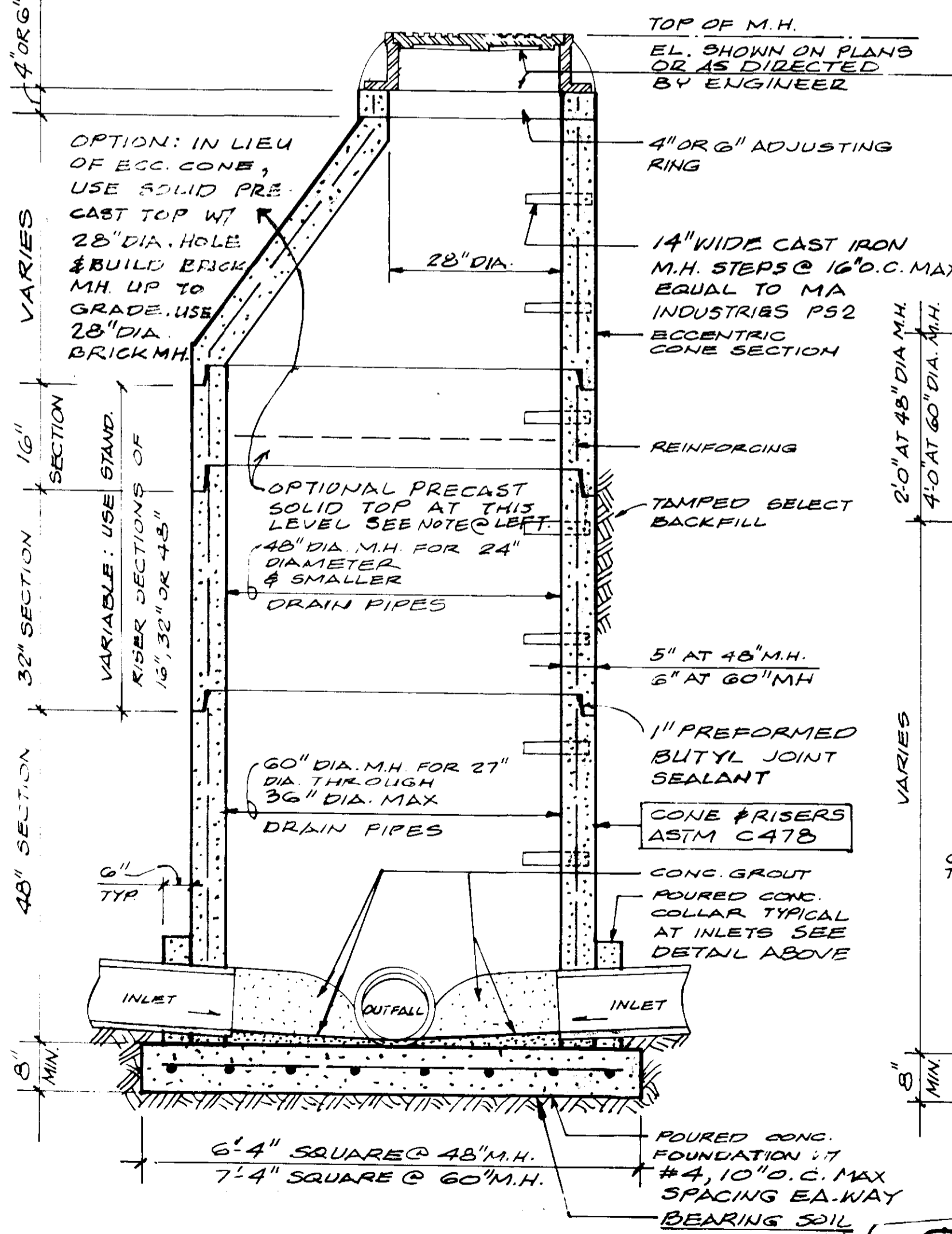
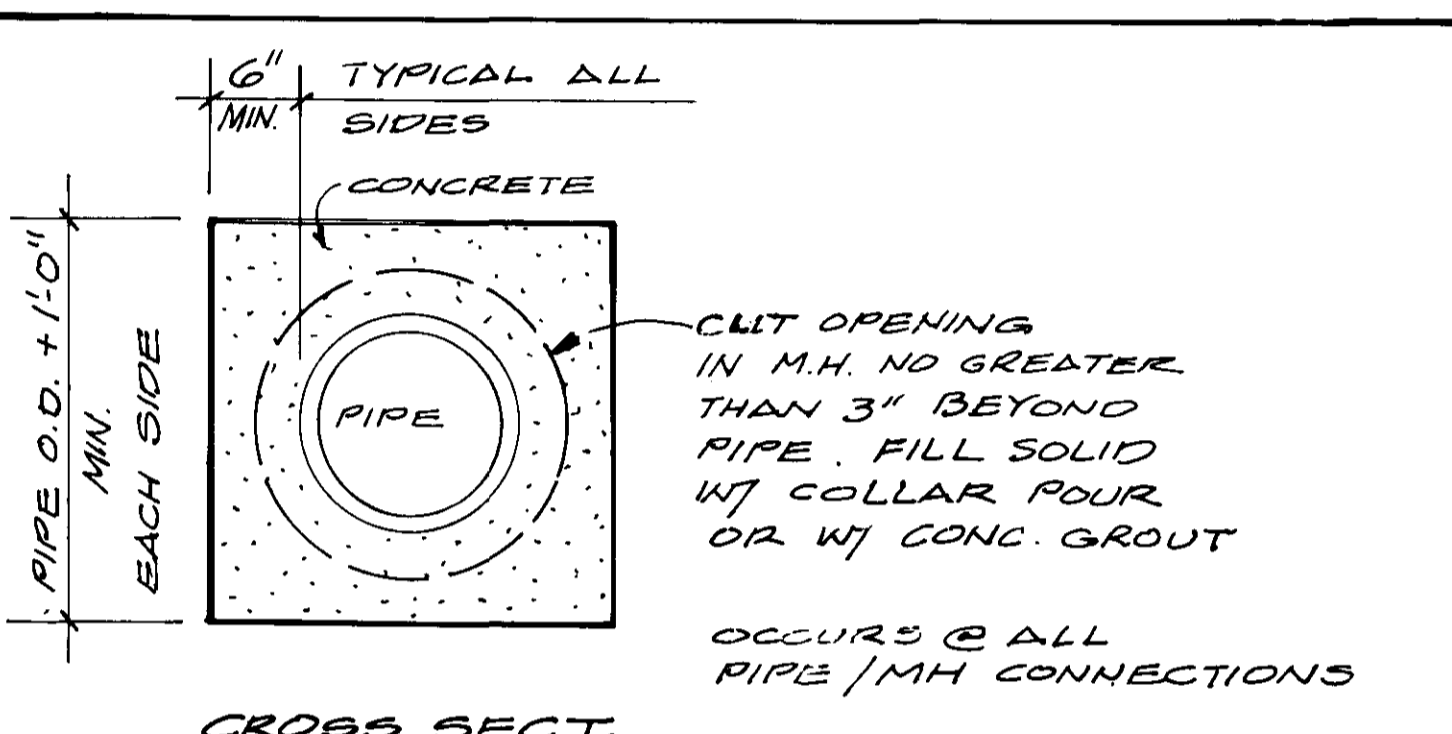


SECTION, CURB INLET TYPE A

SCALE: 1/4" = 1'-0"
NOTE: 6" DIA x 2'-0" LONG PIPE AND WASHED GRAVEL INCLUDED W/ COST OF INLET.

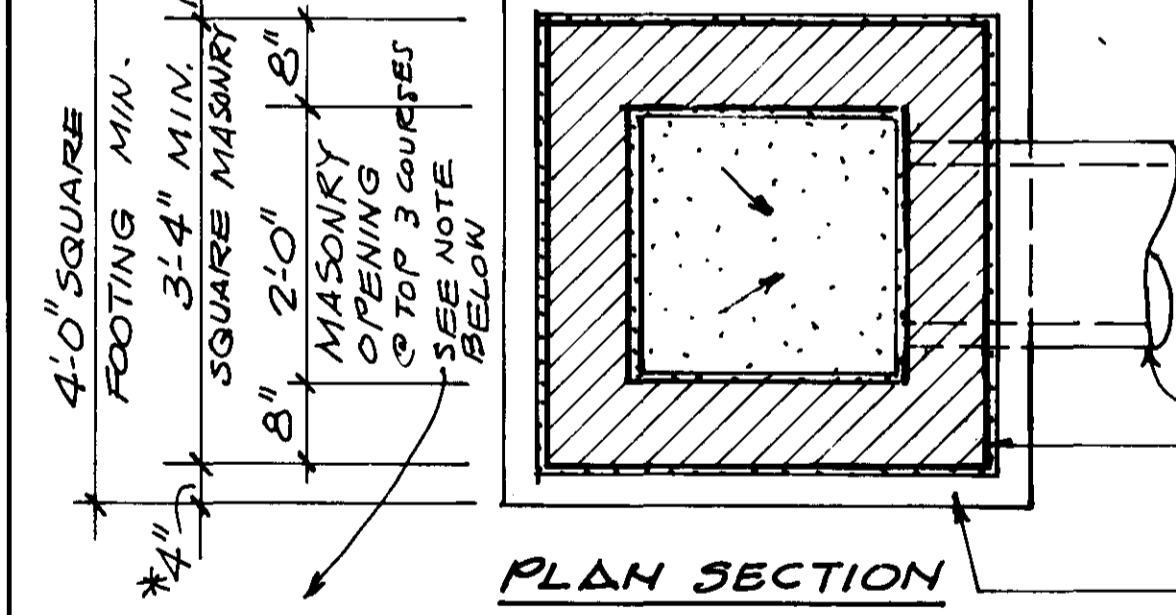


TYPICAL DETAILS - CURB INLET FRAME & COVER

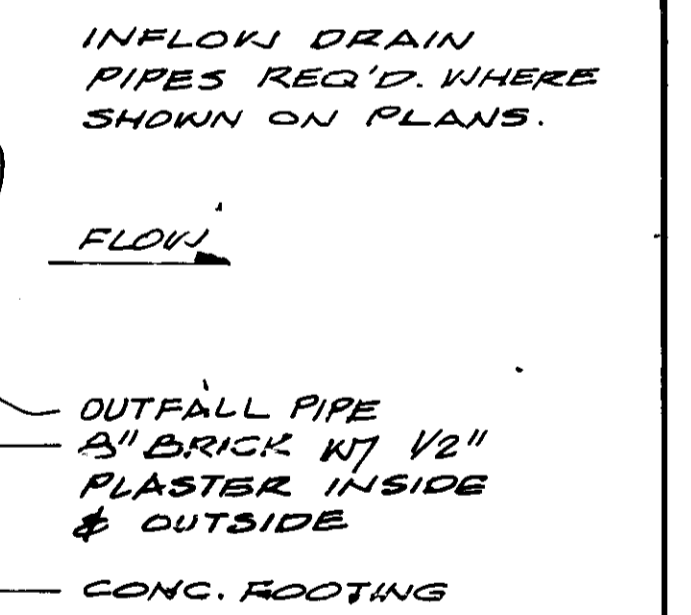
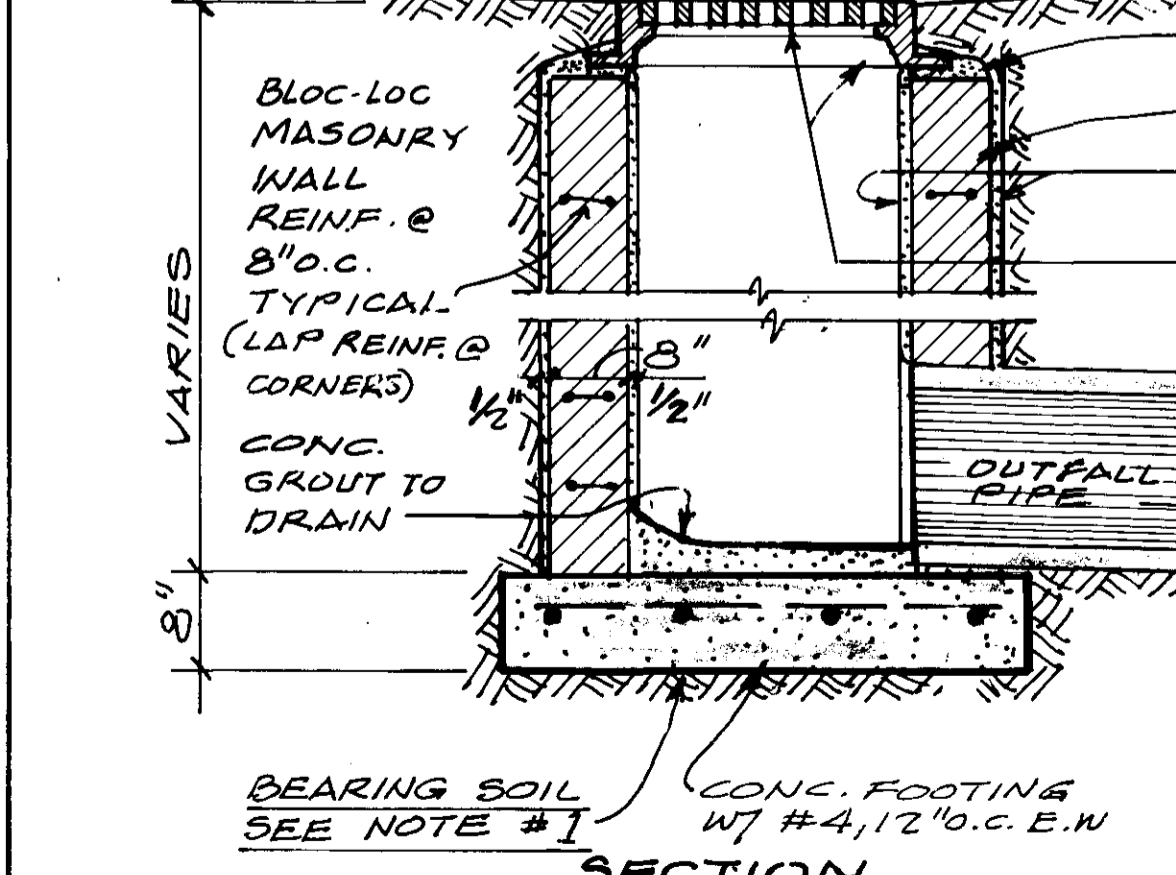


CONCRETE COLLAR DETAIL

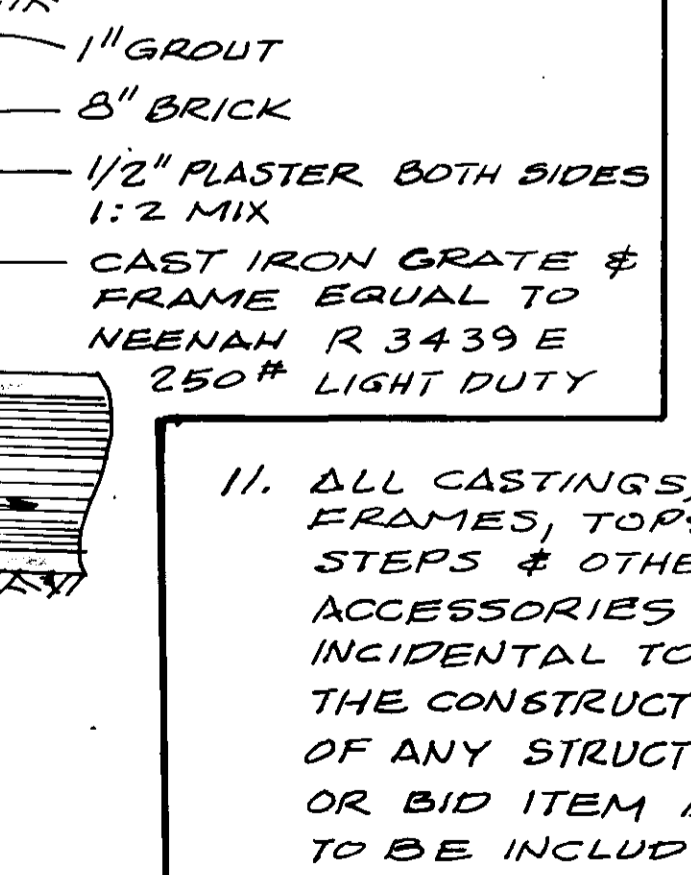
NO SCALE INCLUDE IN M.H. CONTRACT UNIT PRICE



NOTE: WHERE 24" DIA. PIPE OCCURS, CORBEL BRICK BACK 1" PER BRICK, BEGINNING 2" BELOW GRADE FRAME, TO INCREASE BOX SIZE TO ACCOMMODATE PIPE O.D. + 4" ±. INCREASE FOOTING AS REQ'D TO MAINTAIN 4" MIN. CLEARANCE.

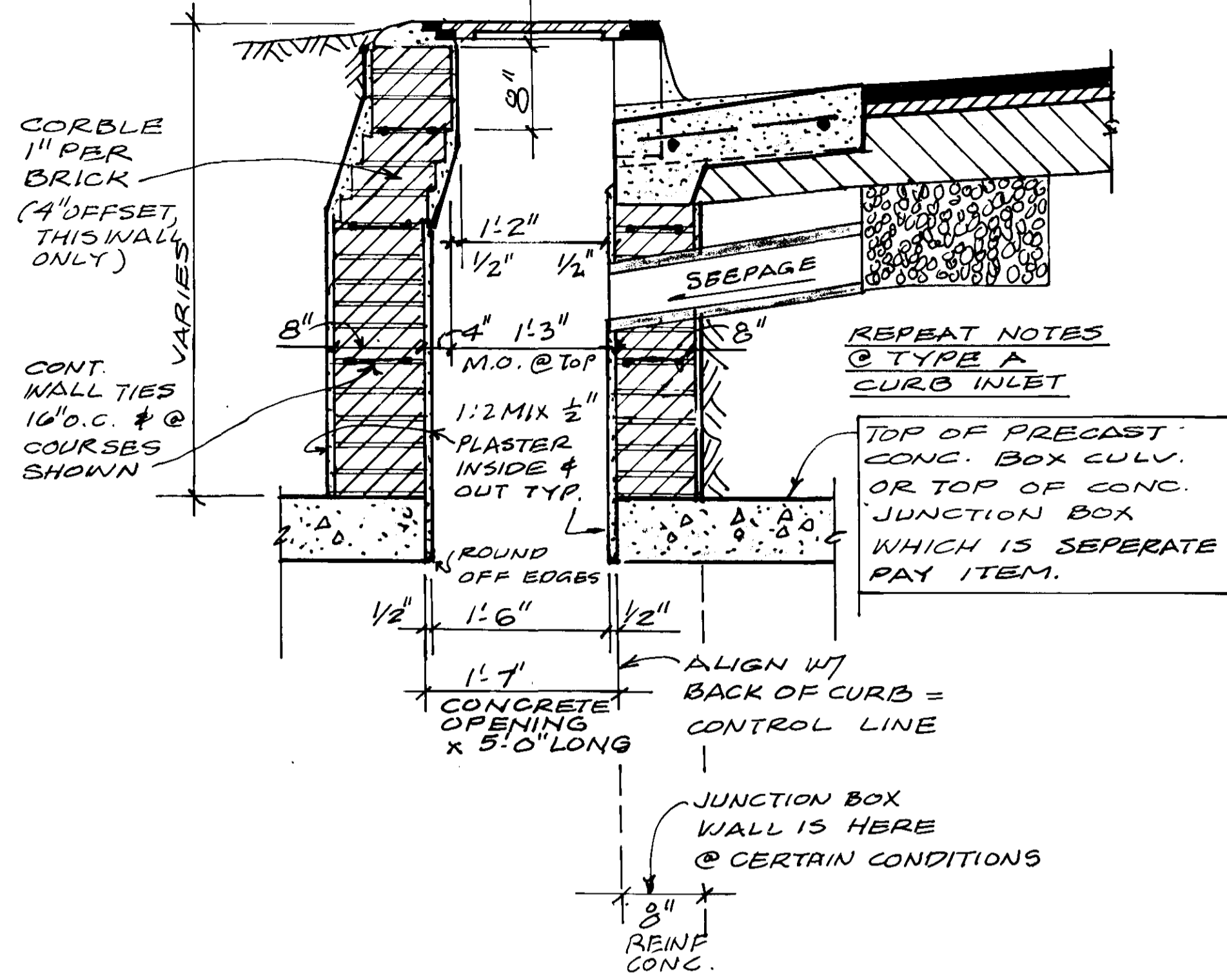


NOTE: WHERE 24" DIA. PIPE OCCURS, CORBEL BRICK BACK 1" PER BRICK, BEGINNING 2" BELOW GRADE FRAME, TO INCREASE BOX SIZE TO ACCOMMODATE PIPE O.D. + 4" ±. INCREASE FOOTING AS REQ'D TO MAINTAIN 4" MIN. CLEARANCE.

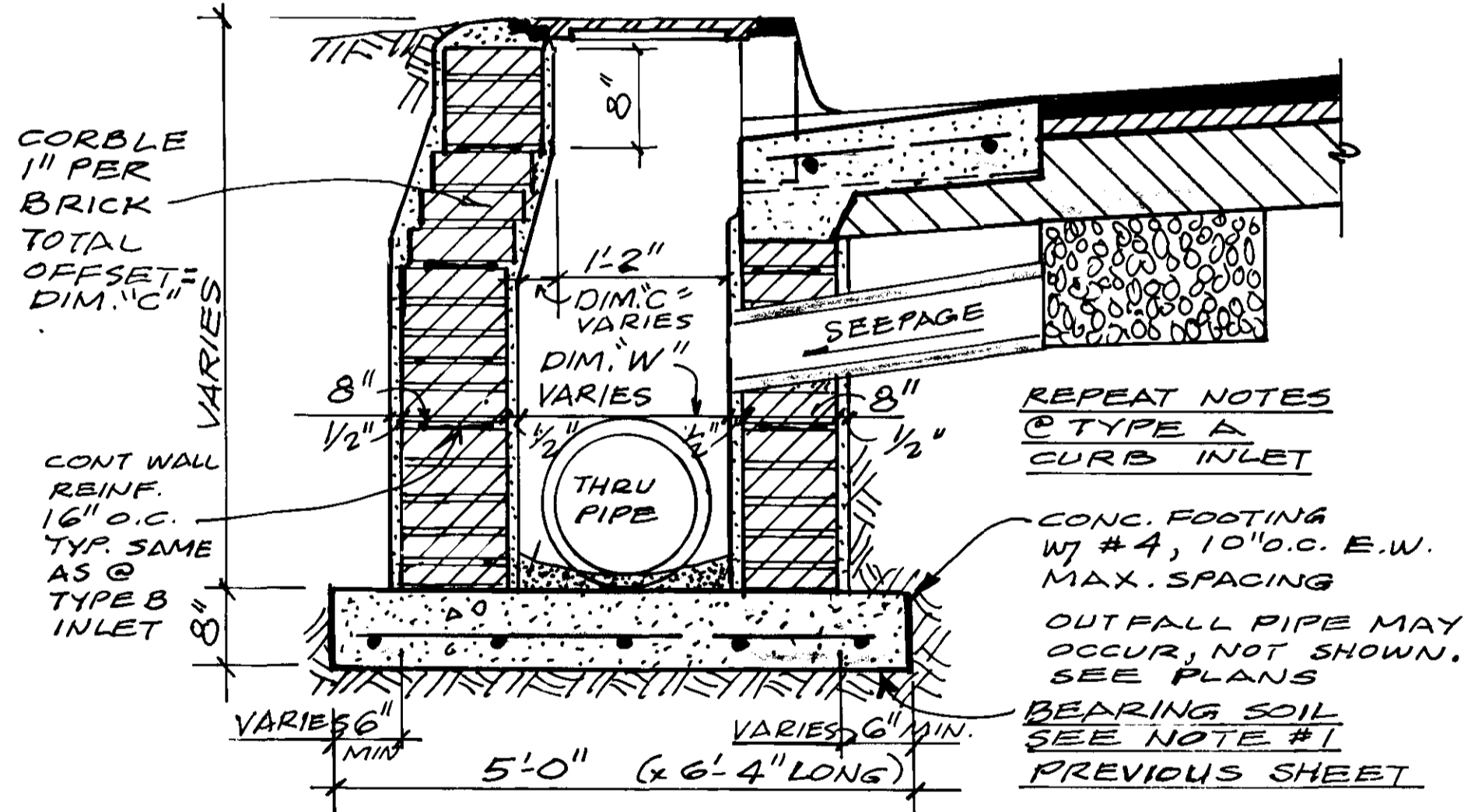


- CONCRETE SHALL BE CLASS B STRUCTURAL CONCRETE CONFORMING TO REQUIREMENTS OF SECT. 21.00 OF THE JACKSON, MS. STANDARD SPECIFICATIONS.
- REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-615.75 GRADE 40 OR GRADE 60.
- REINFORCING STEEL SHALL BE PLACED W/ 1" CLEARANCE FROM THE SURFACE OF THE CONCRETE & SHALL BE ACCURATELY SPACED AND SECURELY TIED AT ALL INTERSECTIONS. FOOTING REINFORCING STEEL SHALL BE 3" FROM BOTTOM OF FOOTING.
- ALL BRICK SHALL BE MASONRY BRICK W/ GRADE MS MORTAR. PLASTERING SHALL COMPLY W/ SECTION 17.13 OF THE CITY OF JACKSON STANDARDS. ALL WALLS SHALL BE PLASTERED INSIDE & OUTSIDE W/ 1/2" PLASTER COURSE. ALL BRICK WALLS SHALL BE REINFORCED W/ BLOC-LOC OR EQUAL, CONT. 8" WALL REINF., 16" OC. OR AS NOTED. (REINF. NOT REQ'D @ ROUND M.H.)
- ALL CASTINGS, FRAMES, TOPS, STEPS & OTHER ACCESSORIES INCIDENTAL TO THE CONSTRUCTION OF ANY STRUCTURE OR BID ITEM ARE TO BE INCLUDED IN SAID STRUCTURE OR ITEM'S CONTRACT UNIT PRICE, UNLESS SPECIFICALLY NOTED OTHERWISE.

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
INLET DETAILS		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: LHR	DATE: 3-83	SHEET NO.
CHECKED BY: CKJ	SCALE: AS NOTED	24 OF 84



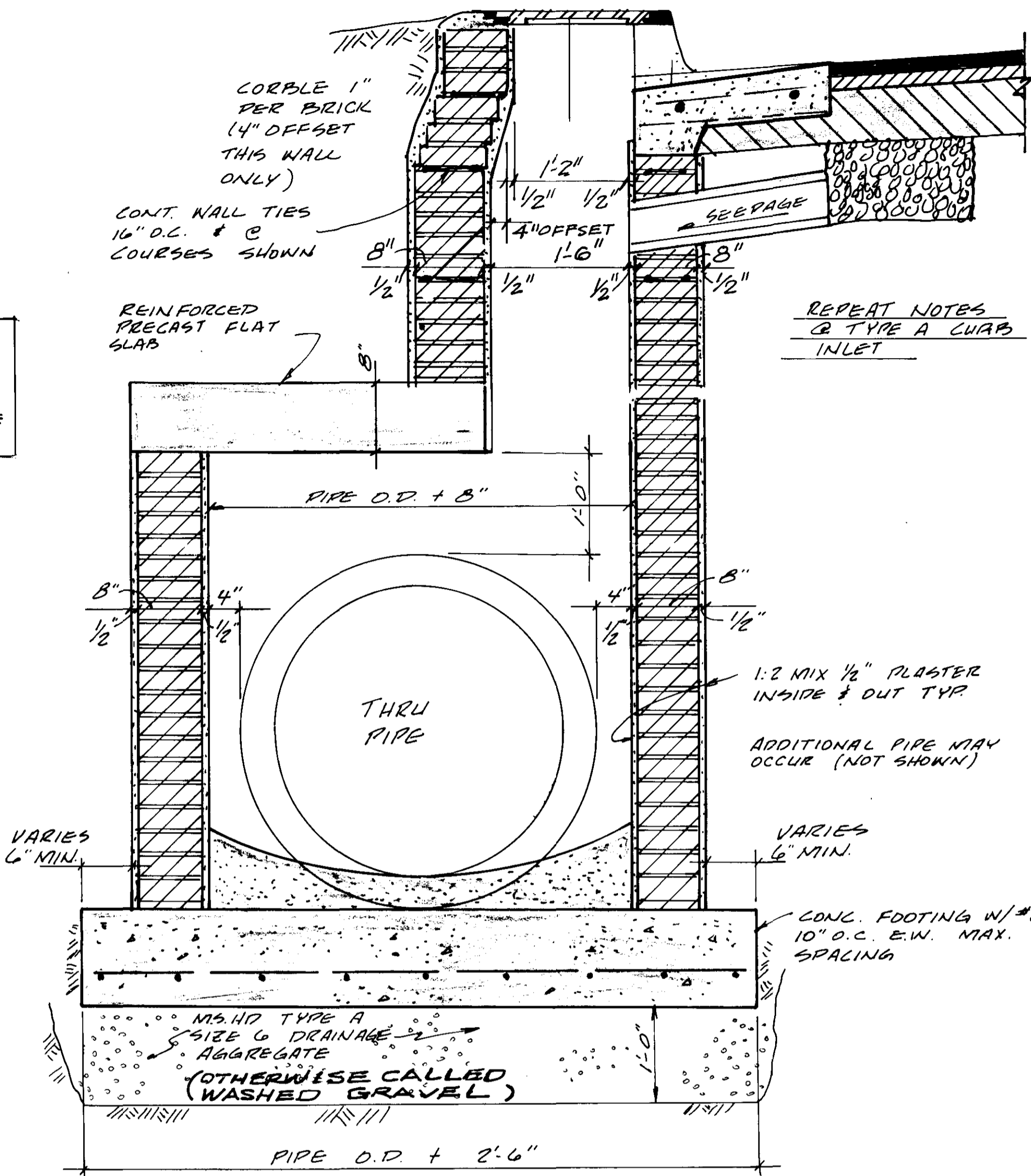
CURB INLET TYPE B
SCALE: 1"=1'-0"



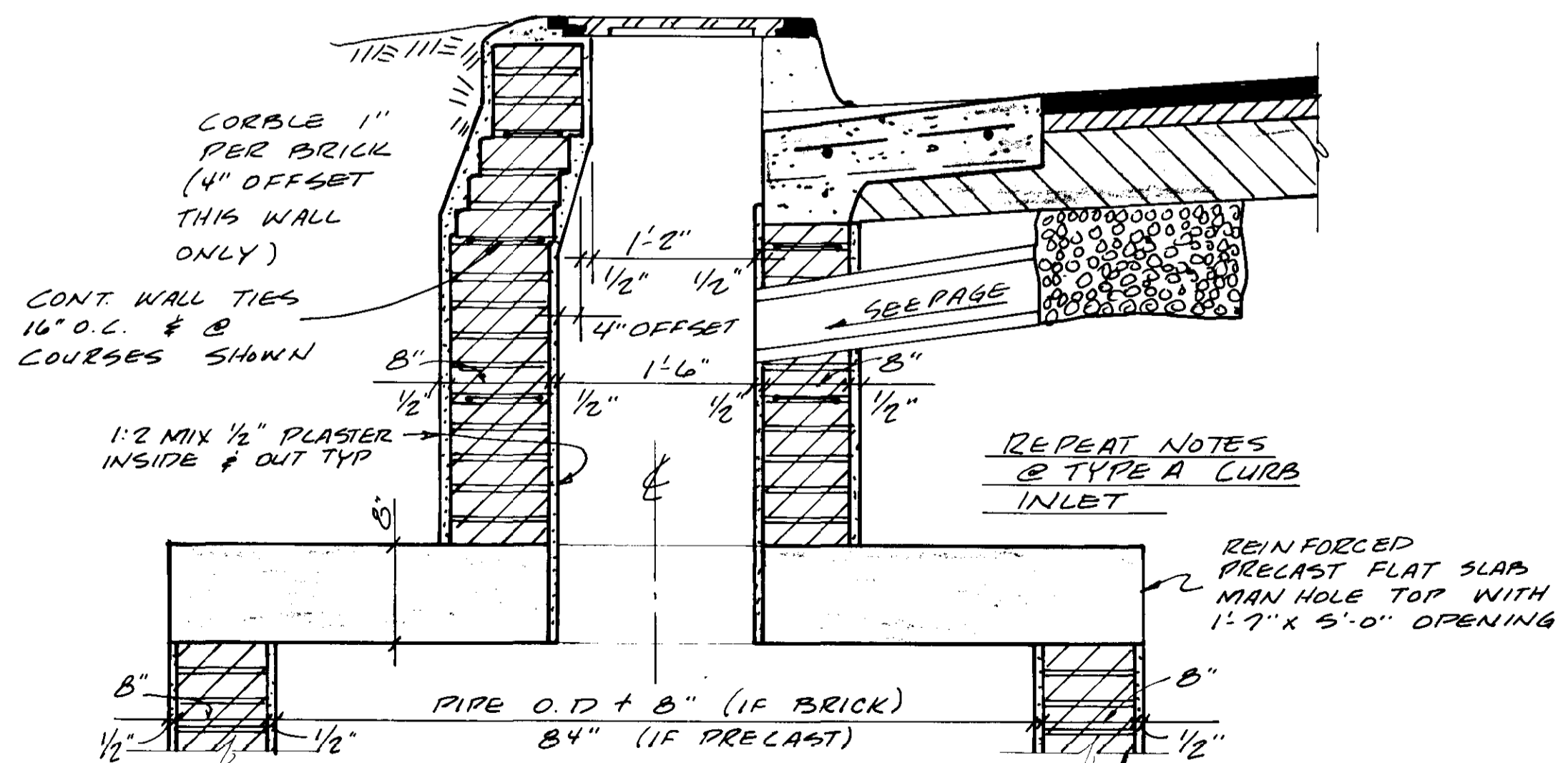
PIPE I.P. *	DIM "W" PLASTER TO PLASTER FINISHED WIDTH	DIM "C" CORBEL OFFSET	NOTES FOR CORBELS
15"	2'-1"	1 1/2"	11 BRICK @ 1" CORBEL EA.
18"	2'-5"	1'-2"	14 BRICK @ 1" CORBEL EACH
21"	2'-7"	1'-5"	17 BRICK @ 1" CORBEL EACH

* LARGEST PIPE @ INLET

CURB INLET TYPE C
SCALE: 1"=1'-0" (FOR THRU PIPES 15", 18" OR 21" DIA.)

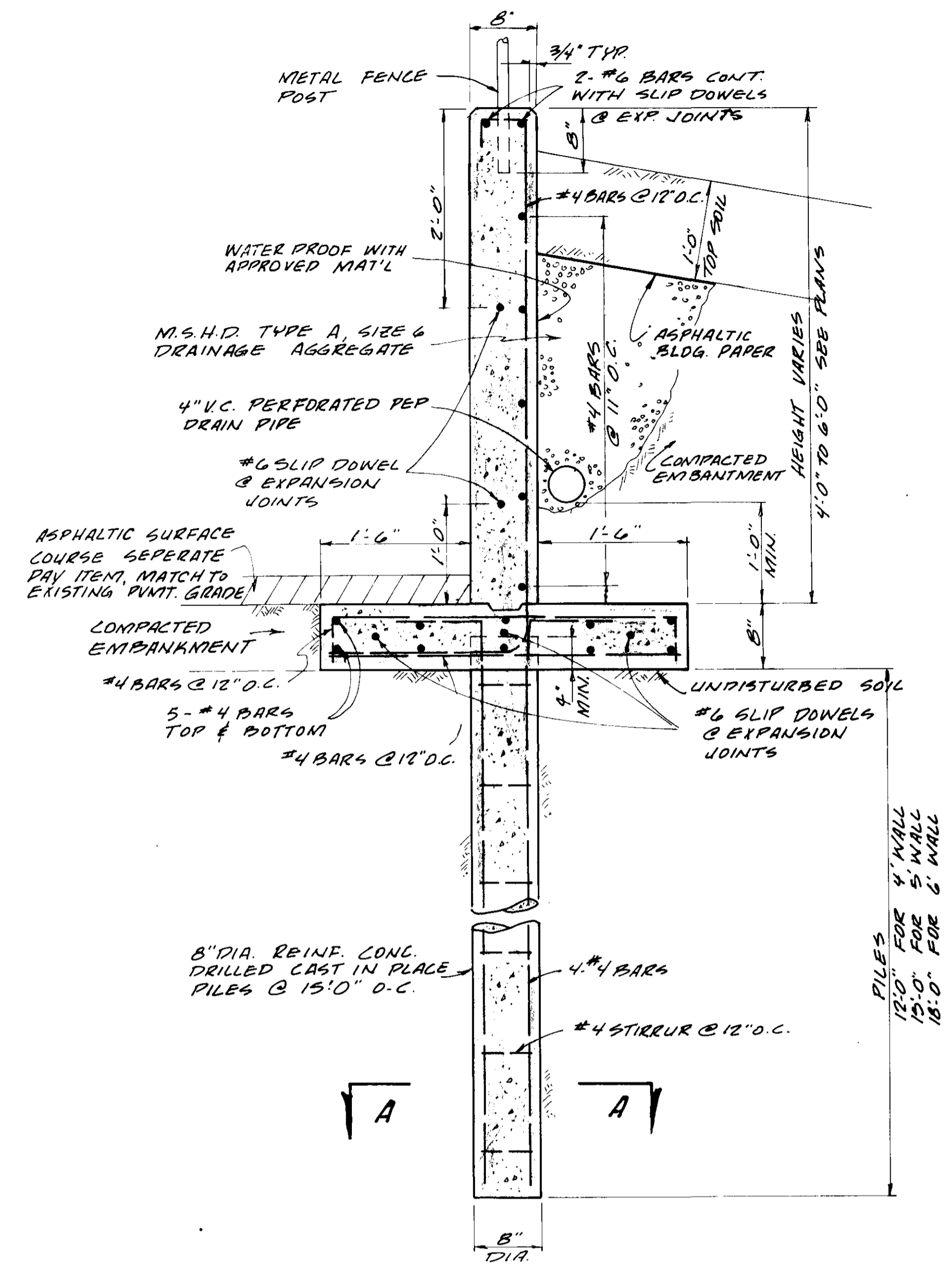


CURB INLET TYPE D
SCALE: 1"=1'-0" (FOR THRU PIPES 24" TO 36" DIA.)

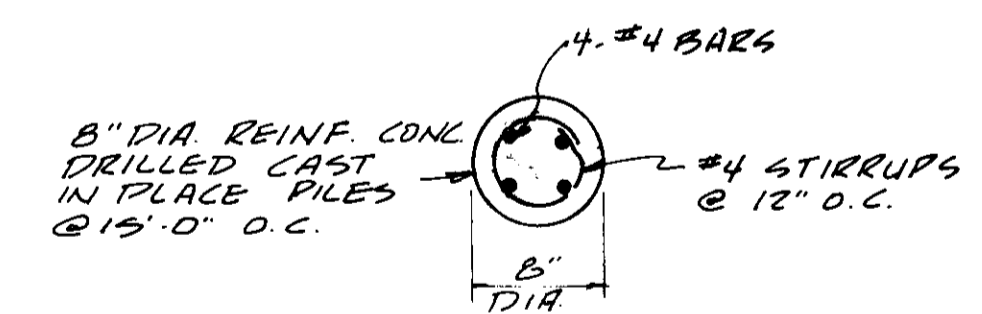


SEE INLET D FOR SLAB DETAIL

CURB INLET TYPE E
SCALE: 1"=1'-0" (FOR THRU PIPES 48" AND UP)



RETAINING WALL DETAIL
SCALE: 1"=1'-0"



SECTION A-A

- NOTES:
1. REMOVE AND RESET EXISTING FENCE ON TOP OF NEW RETAINING WALL (ABSORBED ITEM)
 2. PROVIDE 1/2" ASPH. FIBER BOARD EXPANSION JOINT IN WALL @ 30' O.C.
 3. SEVEN #6 SLIP DOWELS 36" LONG @ EXPANSION JOINTS.
 4. CONCRETE TO BE 3000 P.S.I.
 5. CONTRACTOR TO SUBMIT SHOP DRAWINGS PRIOR TO INITIATION OF ANY WORK ON RETAINING WALLS.

CITY OF RIDGELAND, MISSISSIPPI

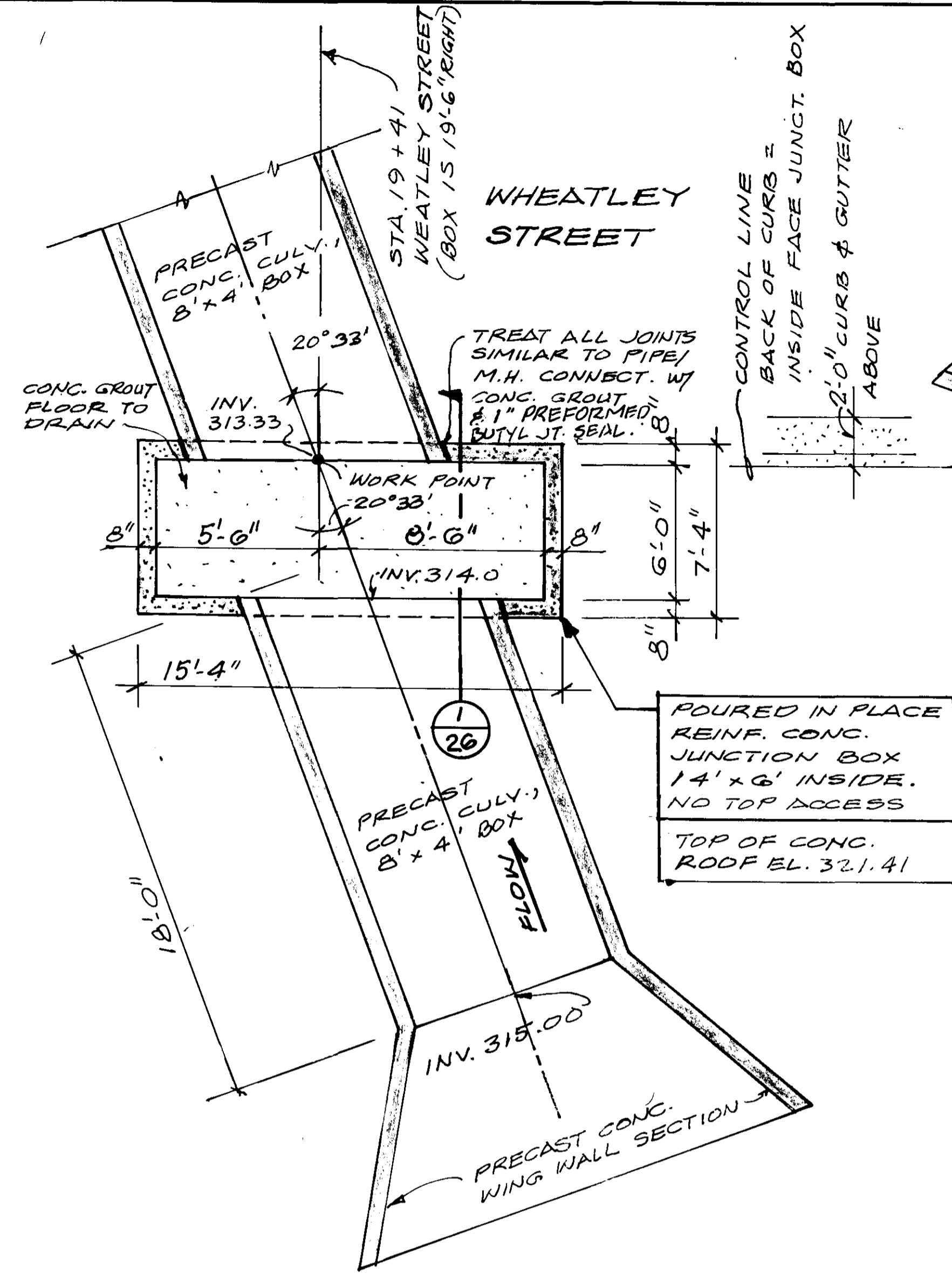
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

INLET DETAILS

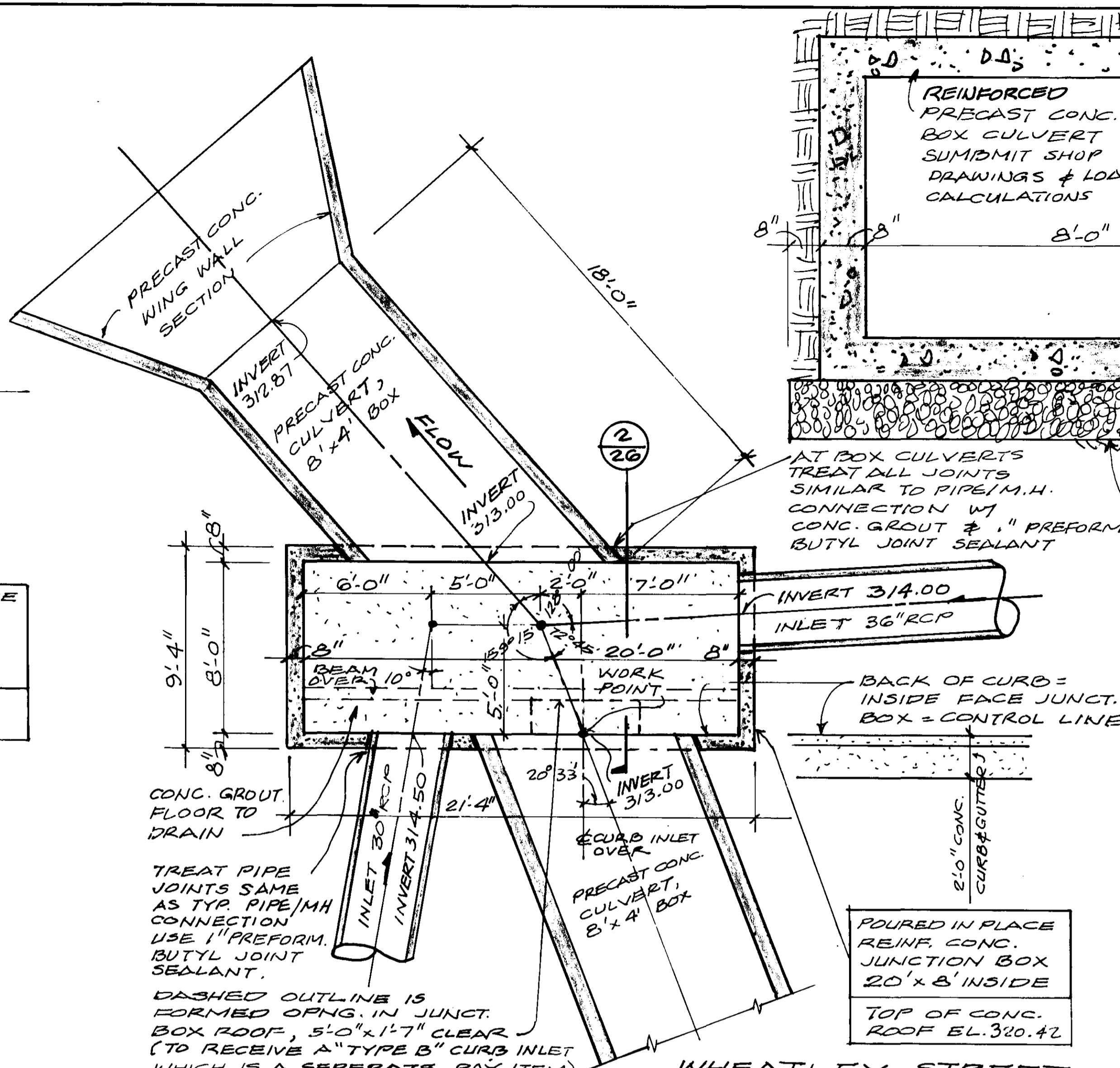
JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY LHR DATE 3-83 SHEET NO. 25 OF 84

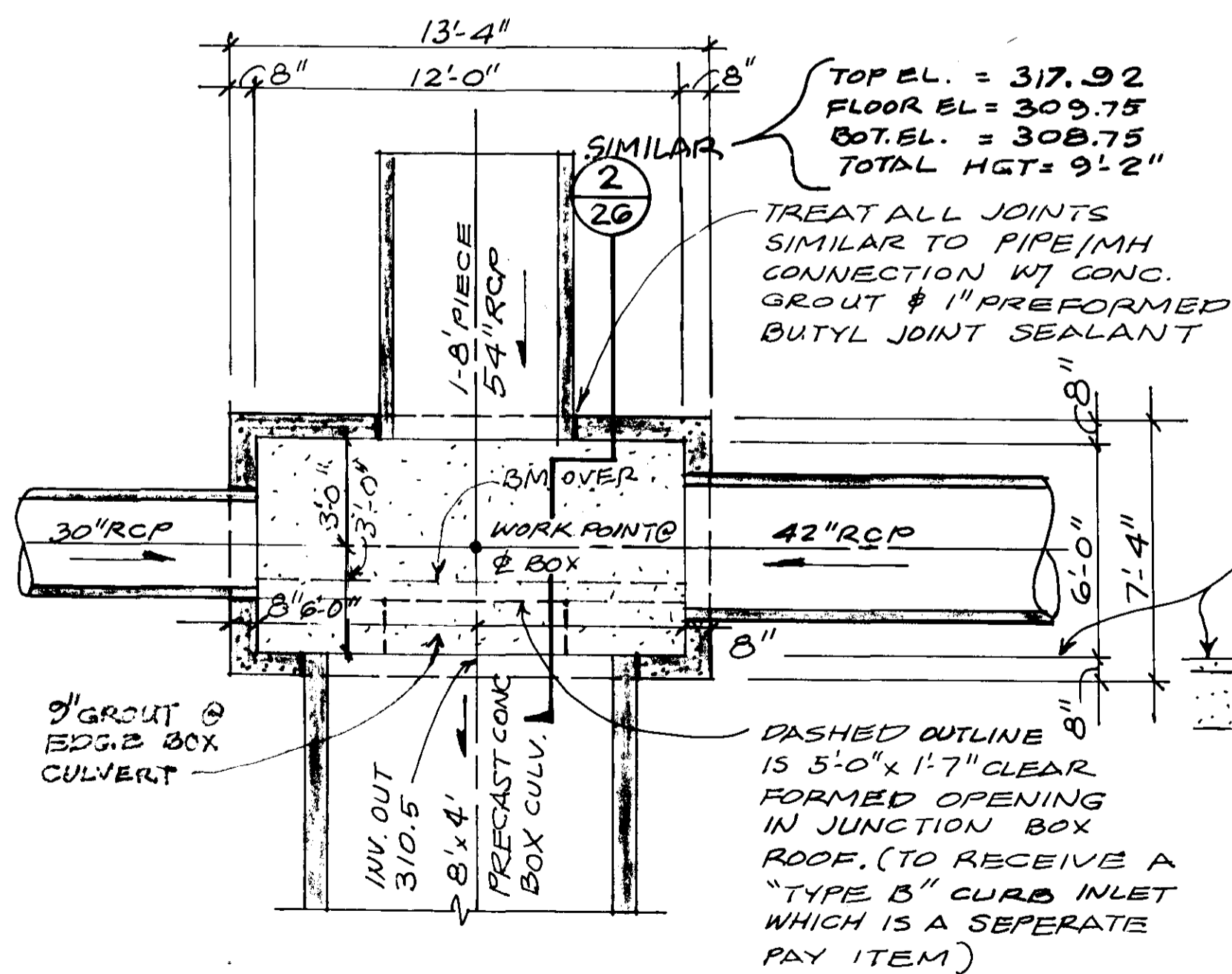
CHECKED BY CW SCALE AS NOTED



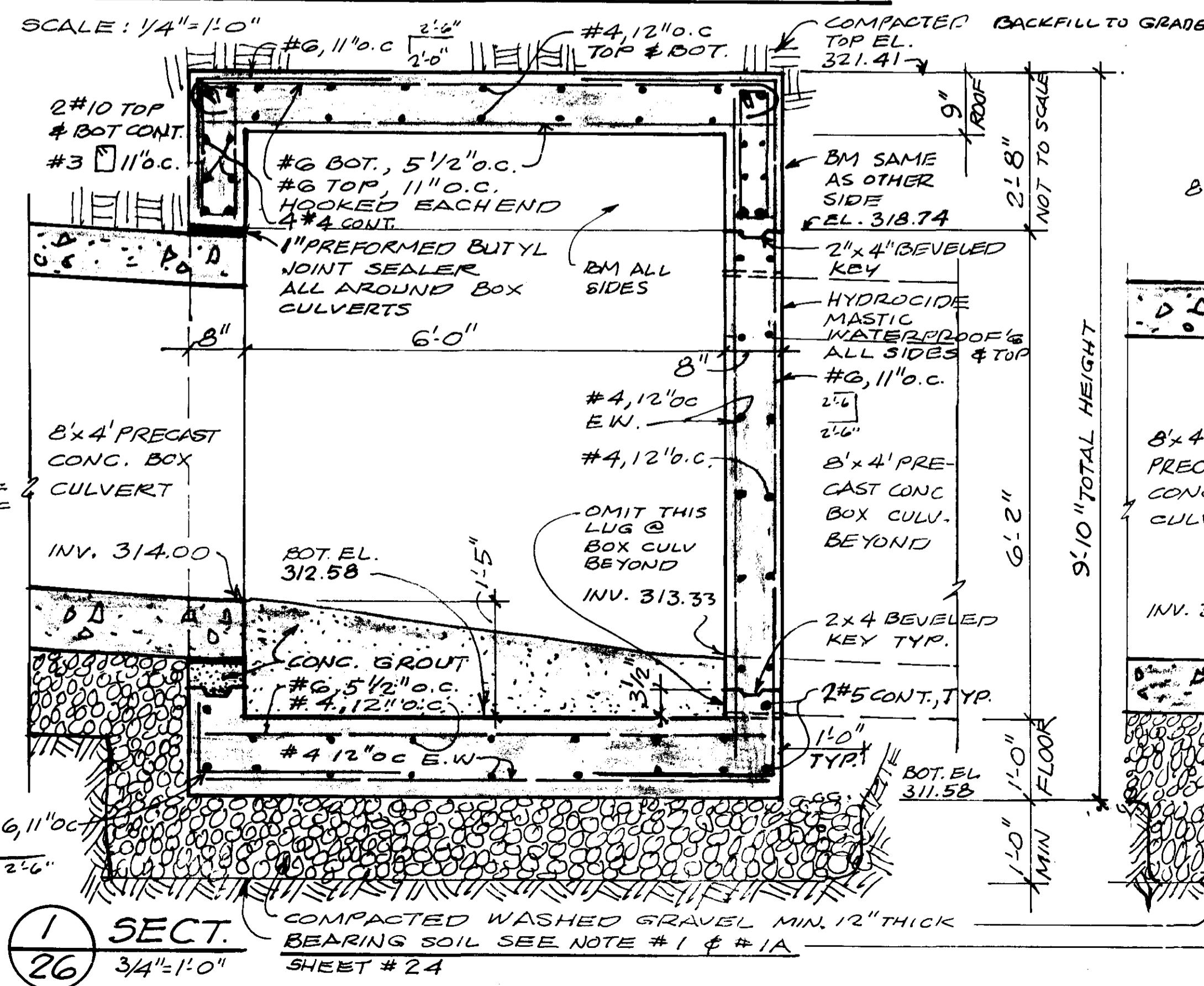
**PLAN SECTION
JUNCTION BOX
STA. 19+41 WHEATLEY ST.**
SCALE: 1/4"=1'-0"



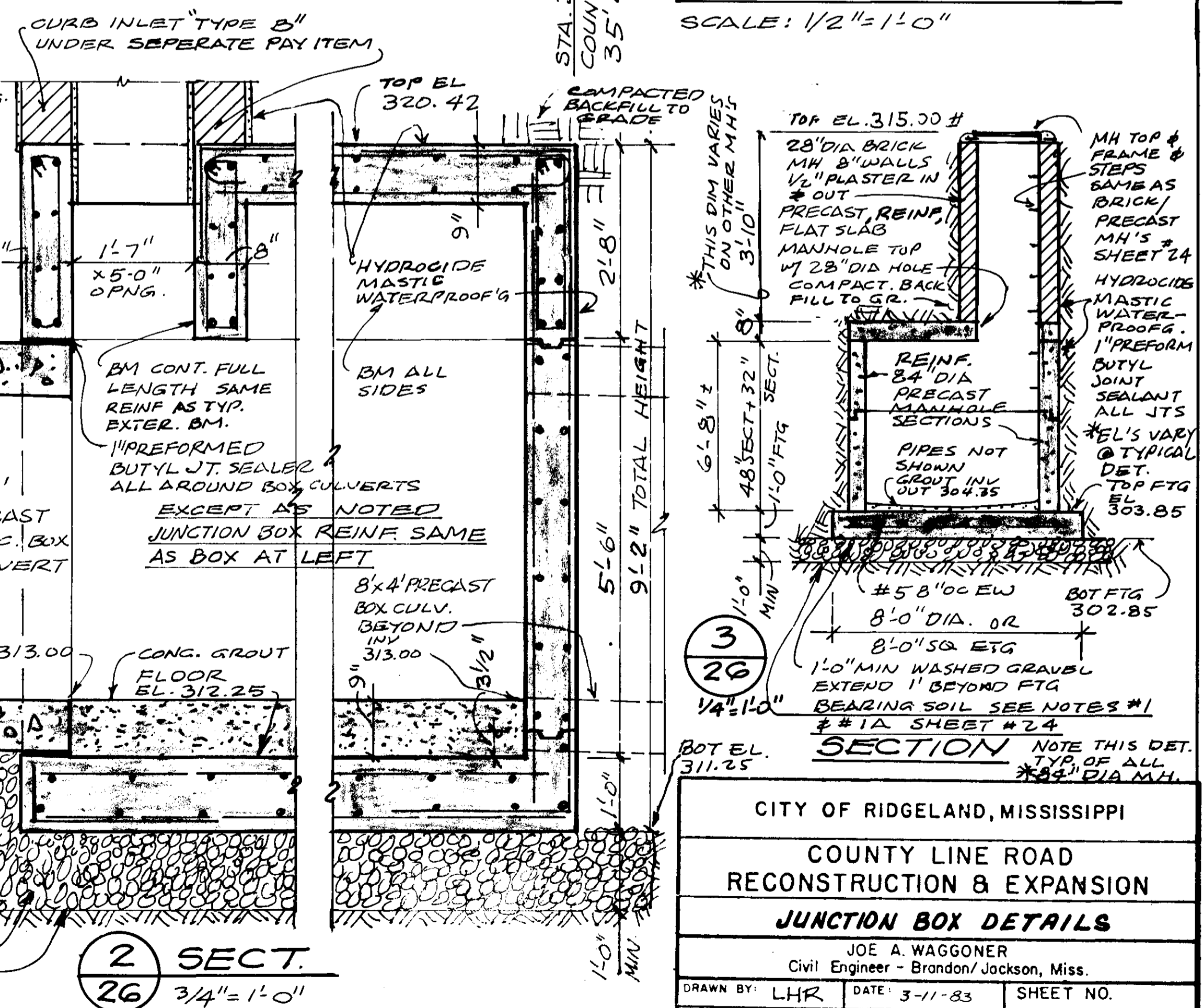
**PLAN SECTION
JUNCTION BOX
STA. 19+26 WHEATLEY STREET**
SCALE: 1/4"=1'-0"



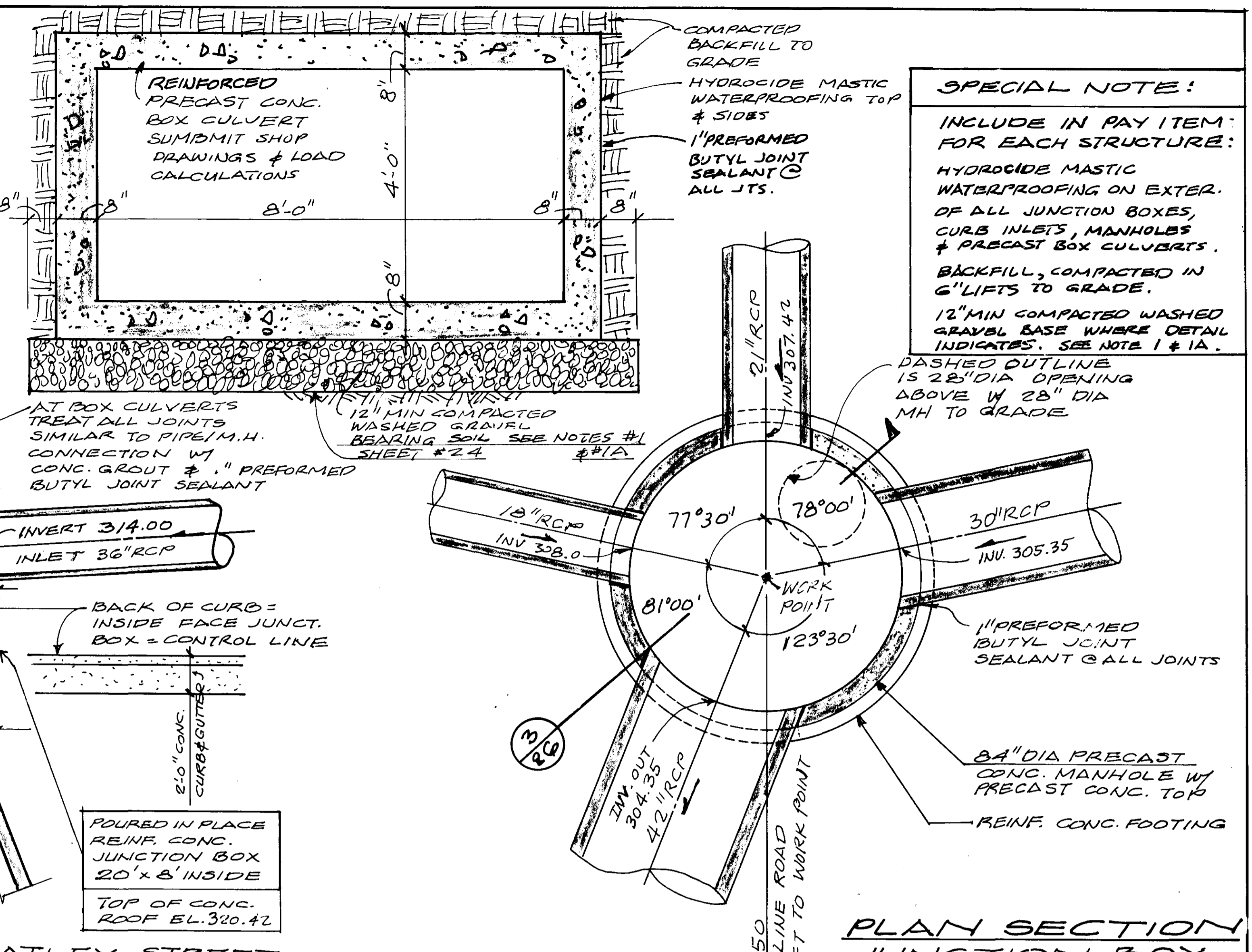
**PLAN SECTION
JUNCTION BOX
STA. 45+50± C.L.R.**
SCALE: 1/4"=1'-0"



**1 SECT.
3/4"=1'-0"**
COMPACTED WASHED GRAVEL MIN. 12" THICK BEARING SOIL SEE NOTE #1 & #1A. SHEET # 24



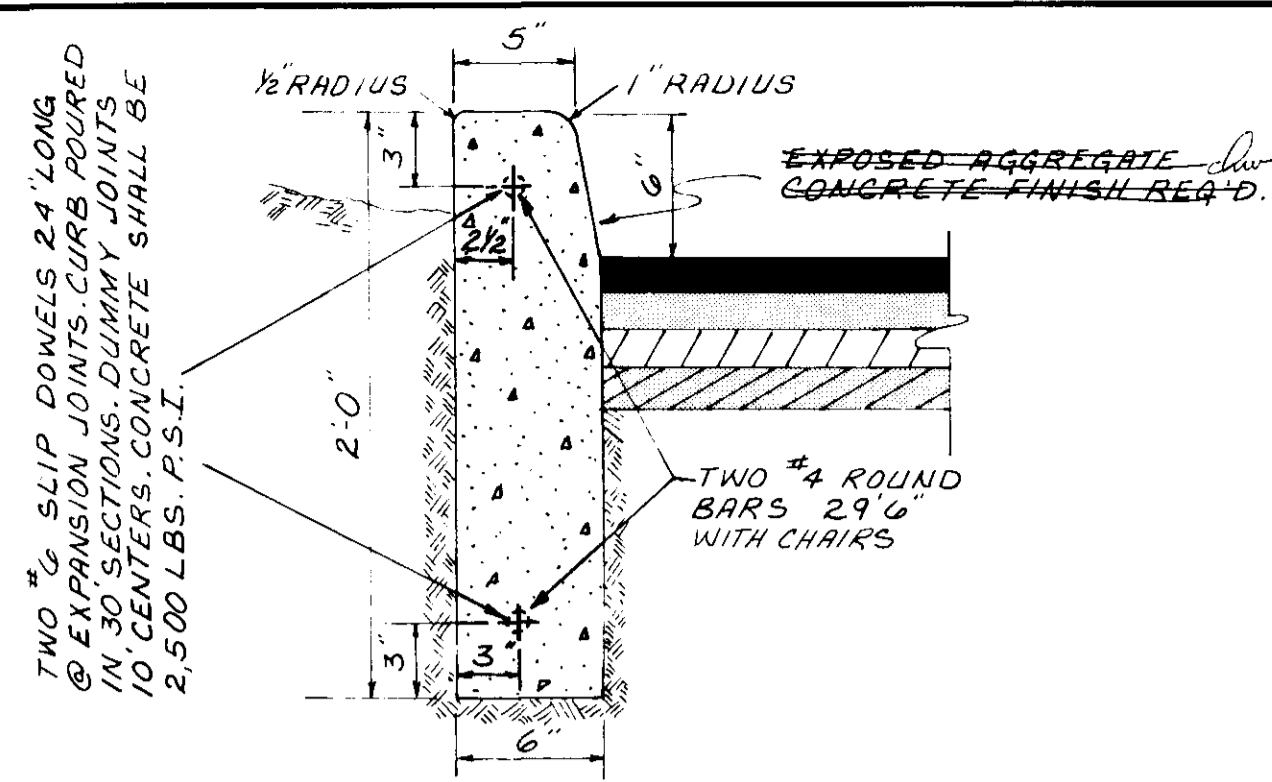
**2 SECT.
3/4"=1'-0"**
COMPACTED WASHED GRAVEL MIN. 12" THICK BEARING SOIL SEE NOTE #1 & #1A. SHEET # 24



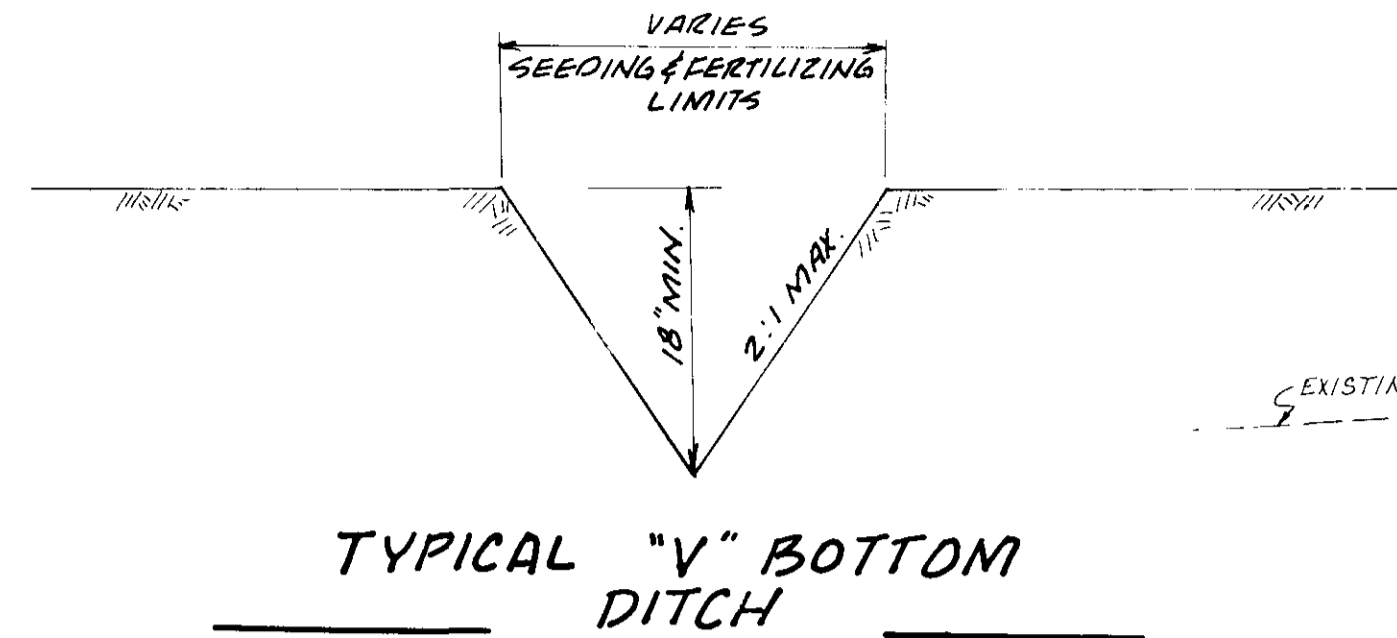
**PLAN SECTION
JUNCTION BOX
STA. 30+50 C.L.R.**
SCALE: 1/2"=1'-0"

SPECIAL NOTE!
INCLUDE IN PAY ITEM FOR EACH STRUCTURE:
HYDROCIDIC MASTIC WATERPROOFING ON EXTER. OF ALL JUNCTION BOXES, CURB INLETS, MANHOLES & PRECAST BOX CULVERTS.
BACKFILL, COMPACTED IN 6" LIFTS TO GRADE.
12" MIN COMPACTED WASHED GRAVEL BASE WHERE DETAIL INDICATES. SEE NOTE #1 & #1A.

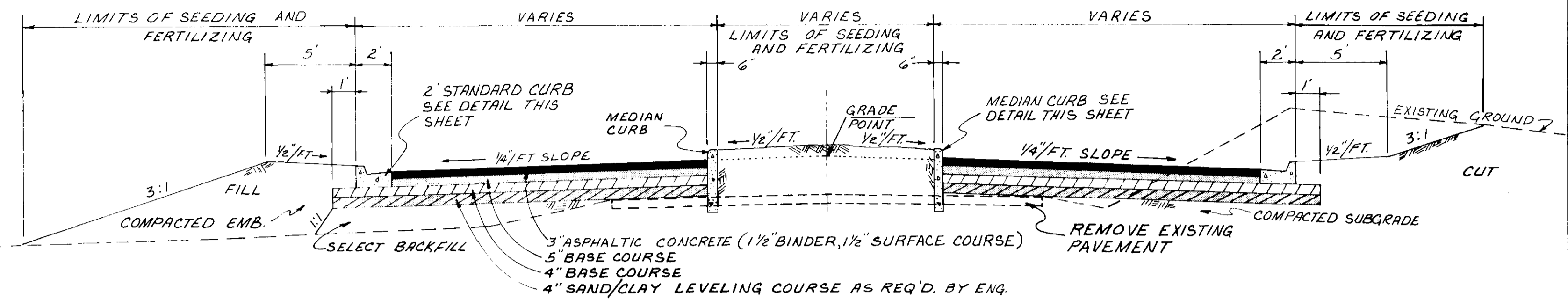
SECTION
NOTE THIS DET. TYPE OF ALL *84" DIA. MANH.



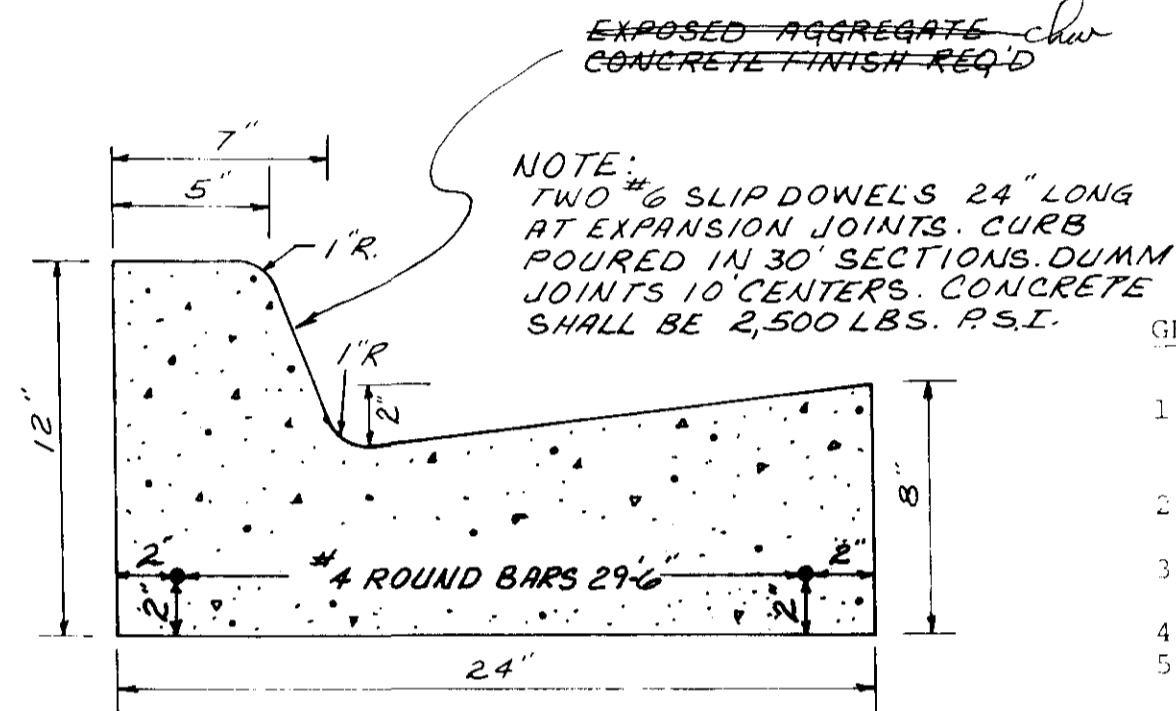
MEDIAN CURB DETAIL
N.T.S.



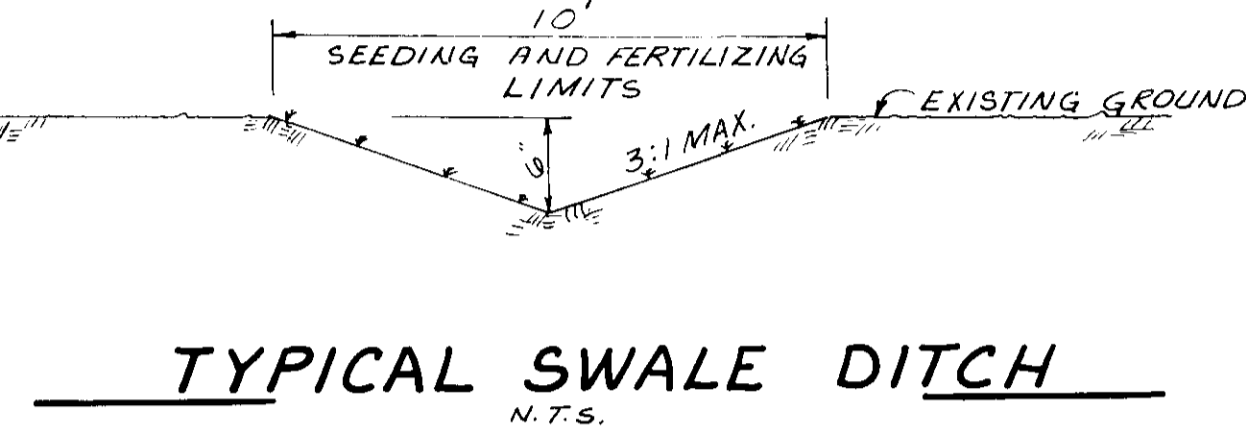
TYPICAL "V" BOTTOM DITCH
N.T.S.



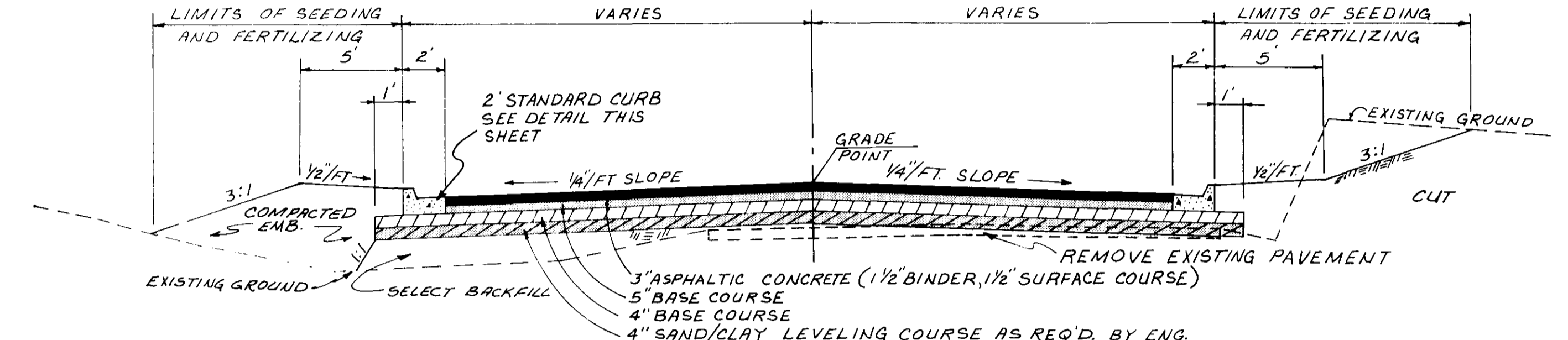
TYPICAL MEDIAN SECTION
N.T.S.



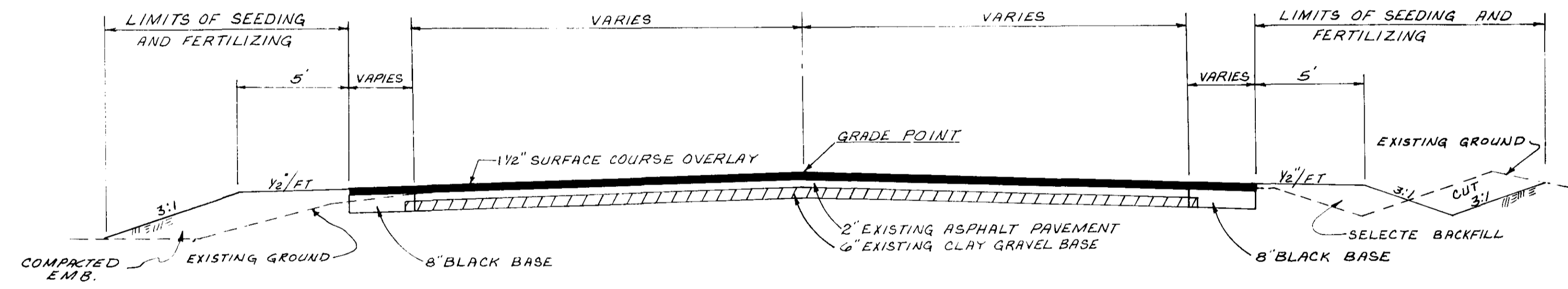
STANDARD CURB & GUTTER DETAIL
N.T.S.



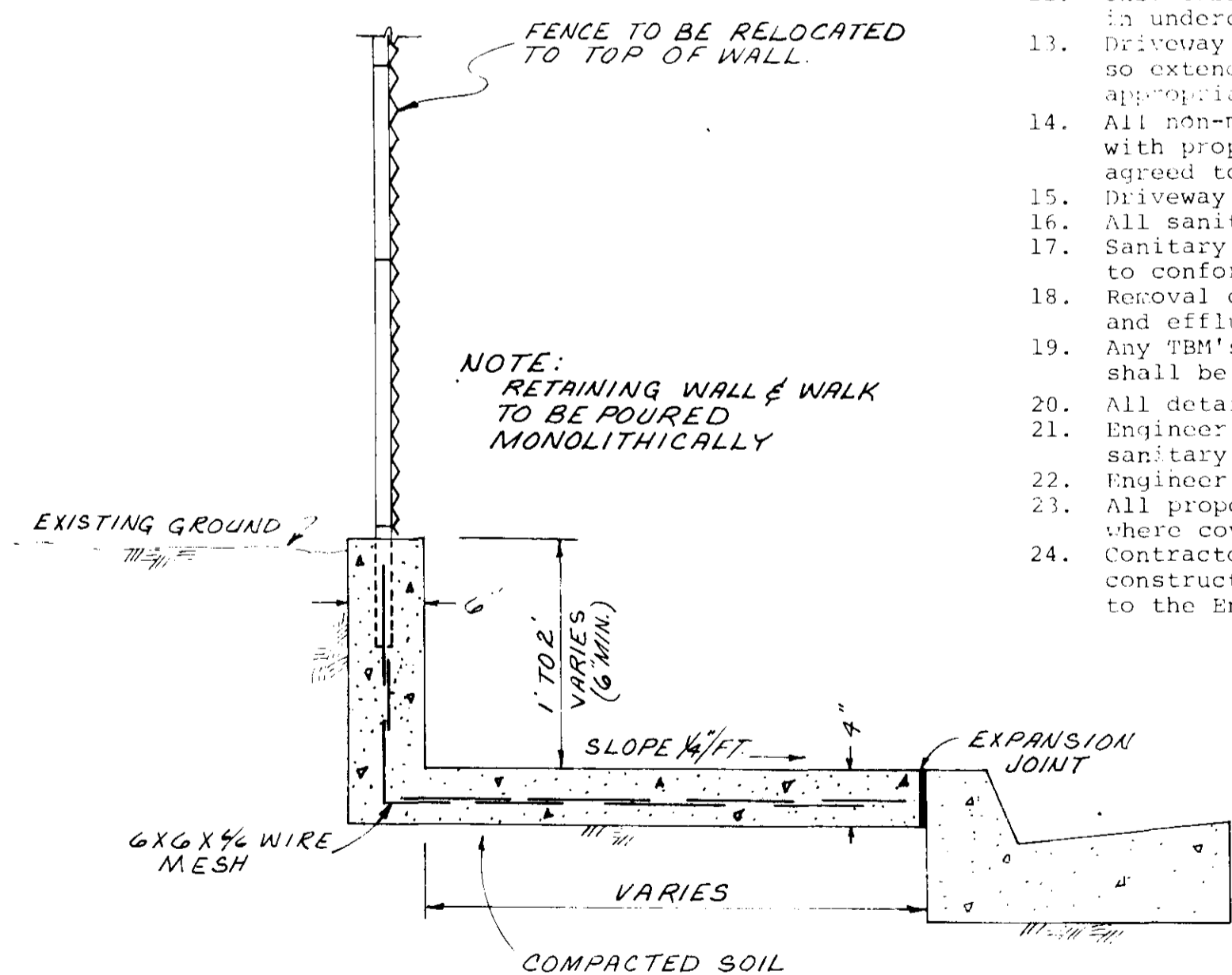
TYPICAL SWALE DITCH
N.T.S.



TYPICAL CURB & GUTTER SECTION
N.T.S.

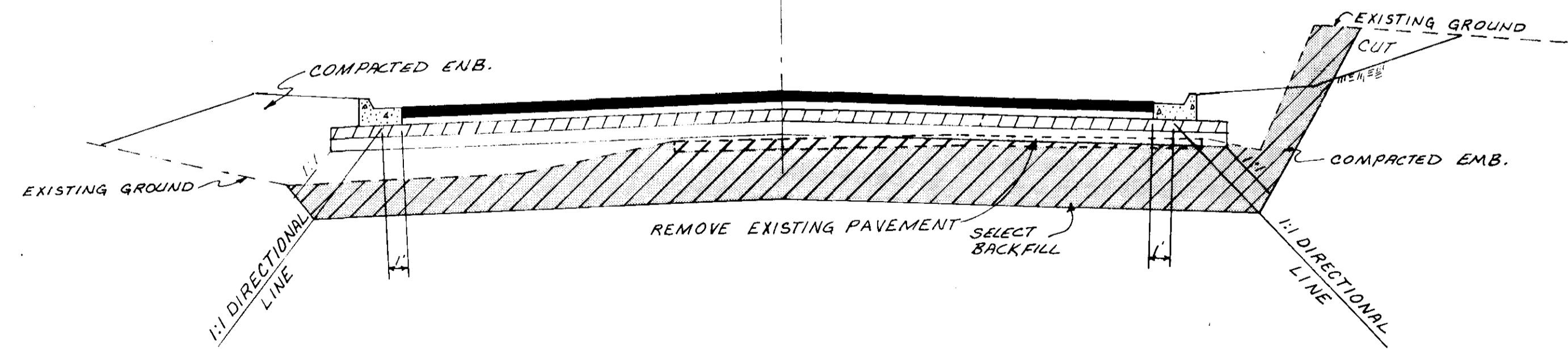


TYPICAL SECTION @ STREET TAPERS (WIDEN & OVERLAY)
N.T.S.



CEMETERY WALK & FENCE DETAIL
N.T.S.

- GENERAL NOTES:**
- The existing utility locations shown on plans are approximate only. The Contractor shall coordinate the location of the existing utilities (power, telephone, gas, water, sewer, etc.) with the appropriate utility company before construction begins.
 - Any utility line or service line encountered during construction, whether shown on plans or not, shall be protected by the Contractor at no additional cost to the City.
 - The Contractor shall be responsible for verifying horizontal and vertical clearances on all utility crossings before installation.
 - The Contractor shall maintain traffic to the residences fronting along the project.
 - All existing storm sewer pipe within the construction limits shall be removed and salvaged by the Contractor and delivered to the City Maintenance Department. This includes the existing Purple Creek bridge.
 - All adjustments to water meters and appurtenances shall be done by City Forces, unless otherwise shown.
 - All existing sanitary manholes within the construction limits shall be adjusted to finished grade by Contractor.
 - Cut zones for storm sewer figured from sub-base in areas where the sub-base is below original grade. All others figured from original ground.
 - All areas within the construction limits where the existing grass sod was removed or damaged during construction shall be solid sodded with the same type grass unless otherwise directed by the Engineer.
 - The contractor shall fertilize and seed all areas where the existing vegetation was removed or disturbed during construction and not required to be solid sodded by the Engineer. The fertilizer shall be applied at a rate of 1200 lbs per acre. Seeding shall be as stated in the Specifications.
 - All existing water valves within the construction limits shall be adjusted to finished grade by Contractor. The Contractor shall be responsible for keeping water valves operable at all times. Any water valve salvaged shall be the property of the City.
 - Unsuitable material which may be encountered shall be excavated to the limits shown in undercut schedule or as directed by the Engineer and backfilled with approved material.
 - Driveway tie-ins may extend beyond the indicated locations on the plans. Engineer may so extend driveways by field determination and Contractor will be compensated at the appropriate contract unit prices.
 - All non-municipal utility facilities will be relocated or adjusted to eliminate conflict with proposed improvements prior to issuance of the Notice to Proceed unless otherwise agreed to arrangements are made by and between the City and Contractor.
 - Driveway tie-ins shall be 12 feet F-F width minimum.
 - All sanitary sewer manhole castings shall be traffic duty type.
 - Sanitary sewer, water, and storm pipe lengths may be varied in construction of project to conform to normal joint lengths - only with prior approval of Engineer.
 - Removal of any sanitary sewer manhole will inherently include proper plug of influent and effluent lines.
 - Any TBM's indicated on plans which are or may be in conflict with construction activities shall be relocated by Engineer prior to commencement of construction in the immediate area.
 - All detailed construction staking will be by Engineer - one time only.
 - Engineer will provide off-set grade stakes and cut sheets for all curb and gutter and sanitary sewer and storm sewer pipe.
 - Engineer may vary number and location of FH's dependent on field determination.
 - All proposed water mains shall have minimum 36" cover, except at fire hydrant locations, where cover shall be adjusted to allow proper vertical placement of fire hydrant.
 - Contractor to verify invert elevations of existing sanitary sewer manholes prior to construction of any new lines to be connected thereto. Any variations shall be reported to the Engineer.
 - Non-traffic duty sanitary M.H. castings shall be salvaged and delivered to the Owner.
 - The Contractor shall be responsible for completing all sampling and testing of materials, and for submission of same to Engineer for approval prior to their use. This shall include select backfill, concrete, asphalt, aggregates, rip-rap and other items as specified by the Engineer. This shall be an absorbed item.



TYPICAL UNDERCUT
N.T.S.

UNDERCUT SCHEDULE		
ROAD NAME	STATION	DEPTH*
COUNTY LINE RD.	22+50 TO 23+65	15'
COUNTY LINE RD.	34+50 TO 42+00	2'
COUNTY LINE RD.	51+00 TO 56+00	2'
WHEATLEY ST.	7+50 TO 10+50	2'
WHEATLEY ST.	12+00 TO 20+00	2'
WHEATLEY ST.	21+00 TO 21+81 ²⁰	2'

* BELOW NEW BASE COURSE (SEE GENERAL NOTE #12 SHEET 27)

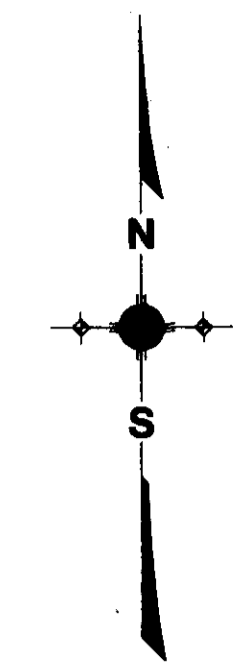
CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

TYPICAL SECTION

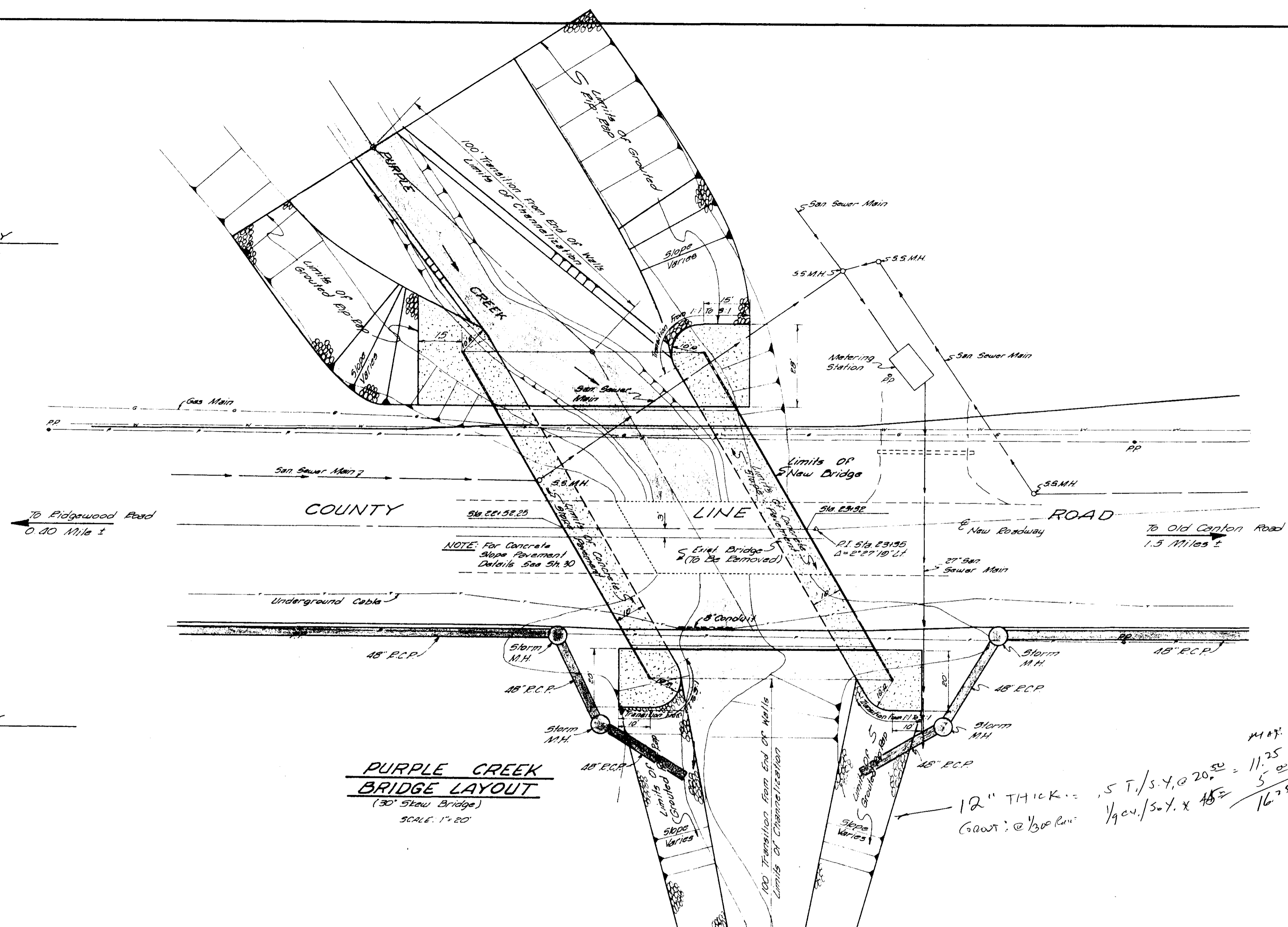
JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: R.G.N. DATE: 3-9-83 SHEET NO.
CHECKED BY: J.A.W. SCALE: NONE 27 OF 84



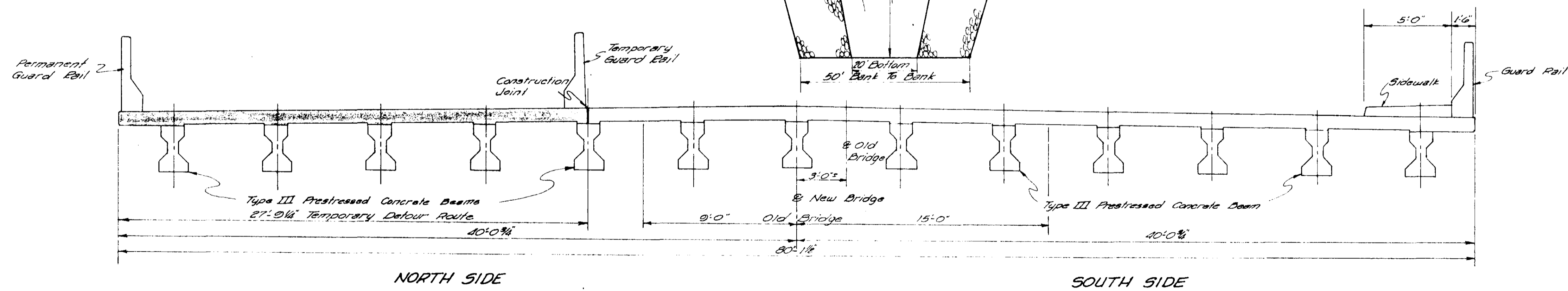
MADISON COUNTY
(City of Ridgeland)

HINDS COUNTY
(City of Jackson)



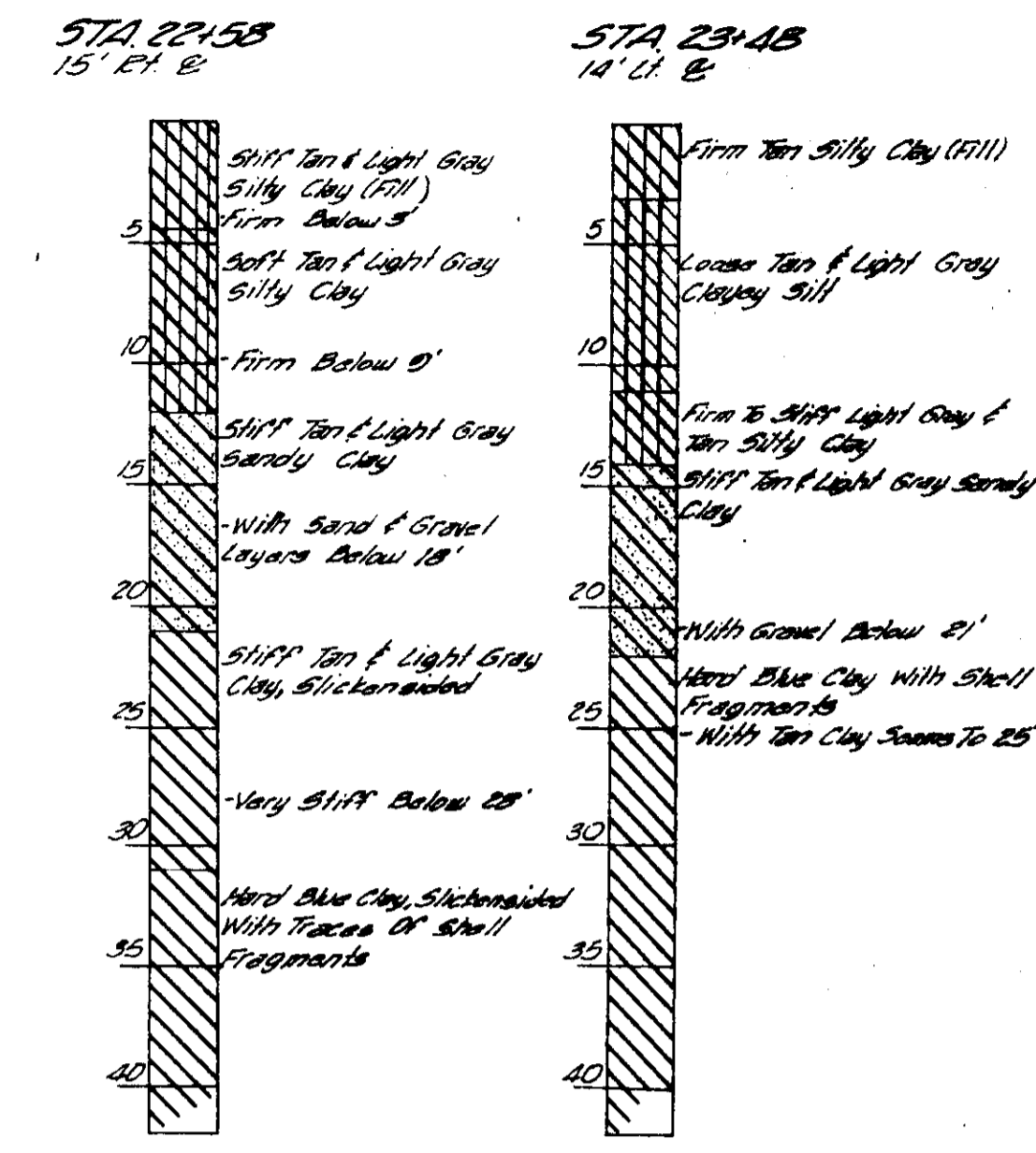
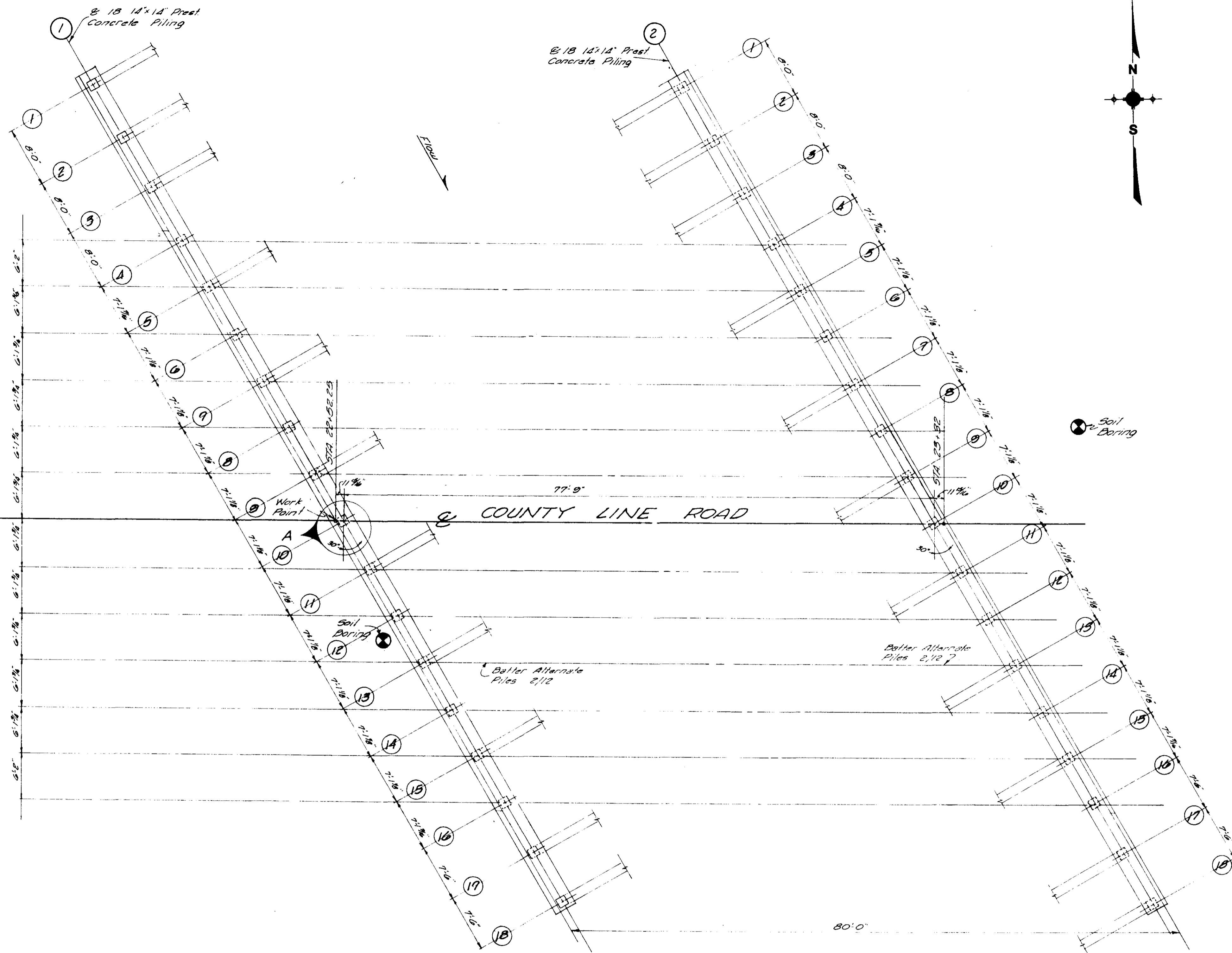
**PURPLE CREEK
BRIDGE LAYOUT**
(30' Skew Bridge)
SCALE: 1" = 20'

ROADWAY DESIGN DATA
APPROACH PAVEMENT WIDTH = 63 Feet Face to Face of Curb
BRIDGE CLEAR ROADWAY WIDTH = 67 Feet Face to Face of Sidewalk



RECOMMENDED DETOUR SCHEME
(IF REQUIRED)

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
LAYOUT OF PURPLE CREEK BRIDGE		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: B.C.W.	DATE: 3-89	SHEET NO.
CHECKED BY: J.B.W.	SCALE: As Shown	28 OF 84



BOREING LOGS
 Note: Information Presented Hereon Was Obtained From Boring Logs Provided By Wore Lind Engineers, Inc. Dated 1-24-85

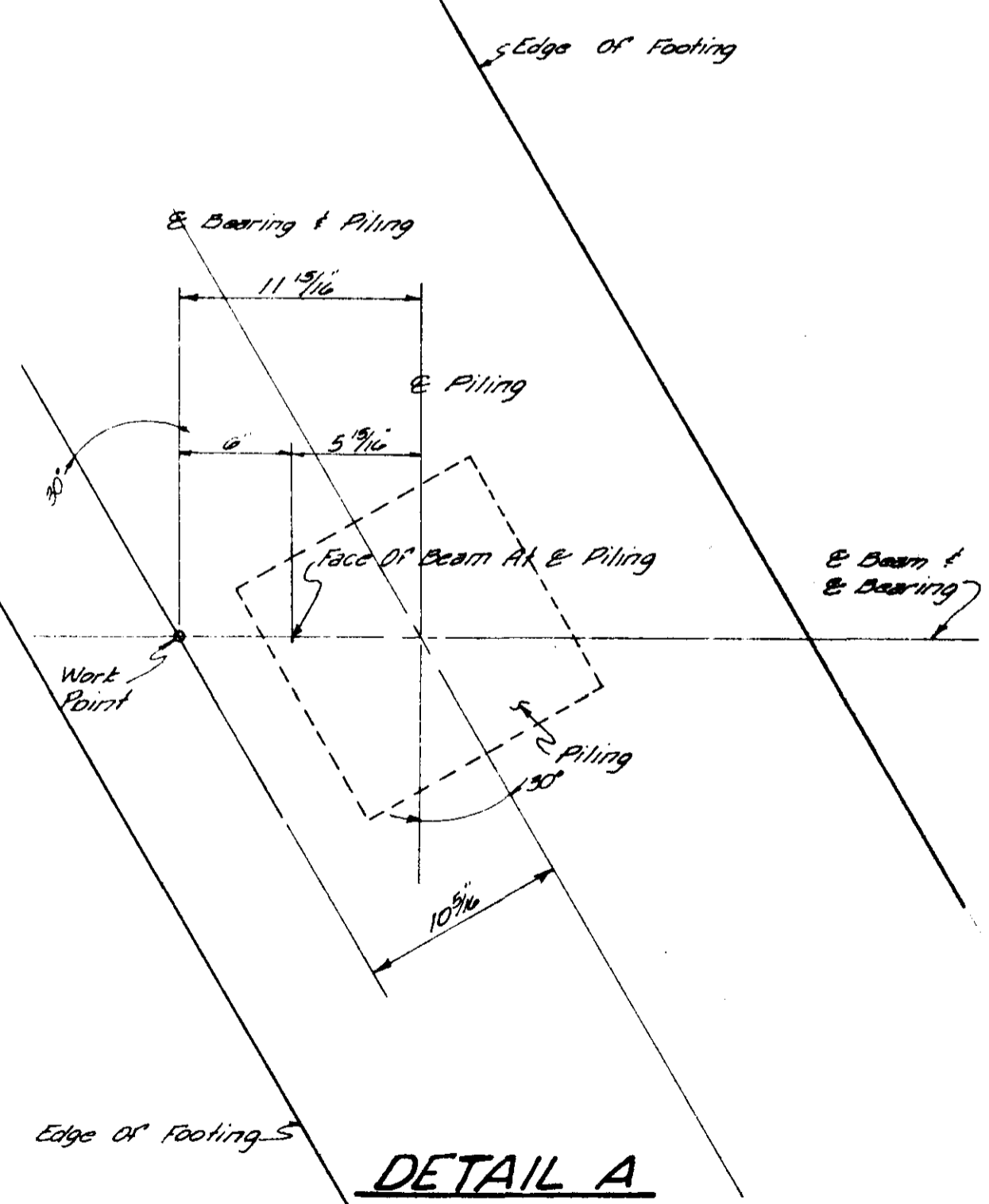
TEST PILE SCHEDULE		
Bent No.	Min. Length-Ft.	Tip Elevation
1 & 2	50	250

MINIMUM PILE BEARING CAPACITY = 55 TONS

ITEM	ESTIMATED QUANTITIES									
	Class "A" Concrete	Reinf. Lbs	Concrete Reinf. LF	Sidewalk LF	Prestressed Concrete Type III Beams LF	14" x 14" Prestressed Piling LF	14" x 14" Prest. Conc. Test. Pile Each	Grouted Pile Cap (300 lbs Steel) SY	Concrete Slope Paving CY	
LOCATIONS	CY	Lbs	LF	LF	LF	LF	Each	SY	CY	
SPANS	173	34,950	160	160	1027					
END BENT	192	13,440				1360	Two	1295	150	
TOTALS	365	48,390	160	160	1027	1360	Two	1295	150	

FOUNDATION PLAN 1/8" = 1'-0"

- NOTES
1. Piles Shall Be 14" x 14" Prestressed Concrete Piles As Per Details Contained Here In And To MSHD Specs 1976
 2. Piling Shall Have A Minimum Load Capacity Of 55 Tons. Consult With Engineer For Location Of Test Pile. Refer To Other Notes, These Drawings, For Other Items Pertinent To Test Piles
 3. Contractor-Note And Verify Location Of Water, Sewer, Gas Lines And Report Any Conflict Of Piling Or Structure To The Engineer Before Proceeding.
 4. The Projected Final Tip Elevation Of The Piles Is Estimated To Be Elev 260.00
 5. The Minimum Penetration Of The Piles Into The Hard Blue Clay Shall Be 10 Feet
 6. One Test Pile Shall Be Driven On The East & West Abutment



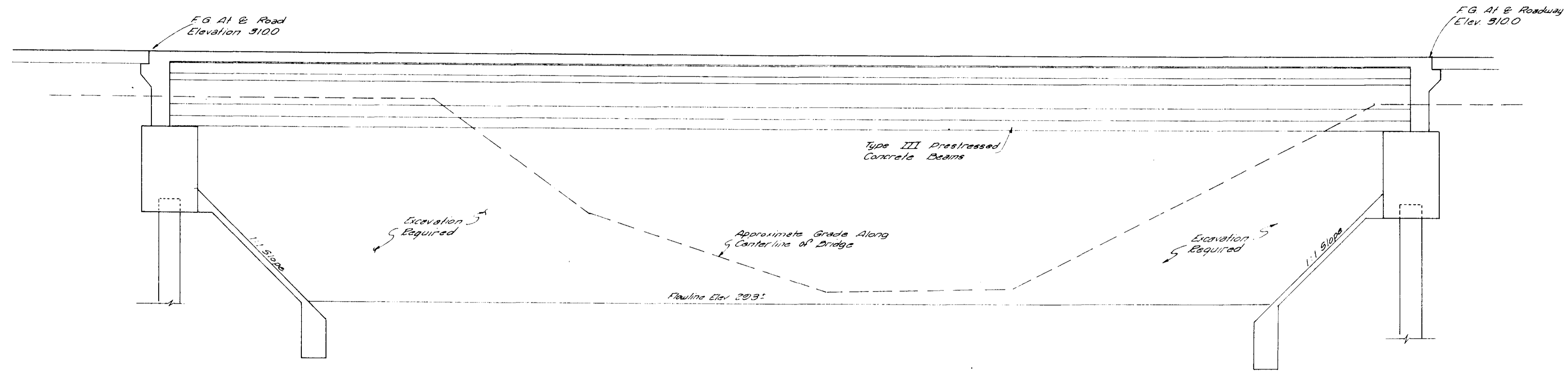
CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

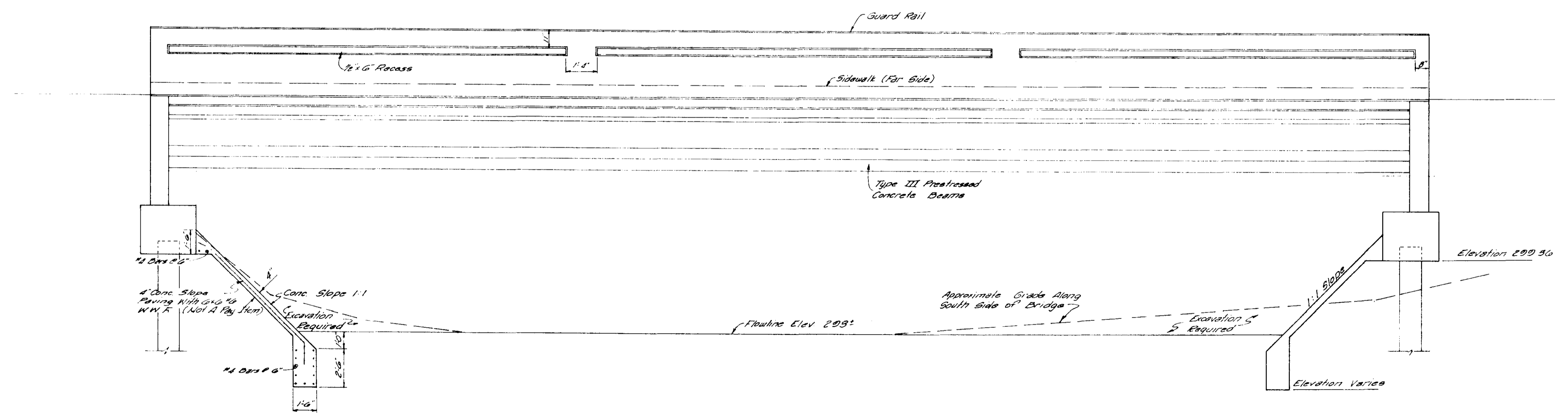
FOUNDATION PLAN
 PURPLE CREEK BRIDGE

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: B.L.W. DATE: 5-85 SHEET NO.
 CHECKED BY: J.B.H. SCALE: As Shown 29 OF 84



SECTION-NEAR & ROADWAY



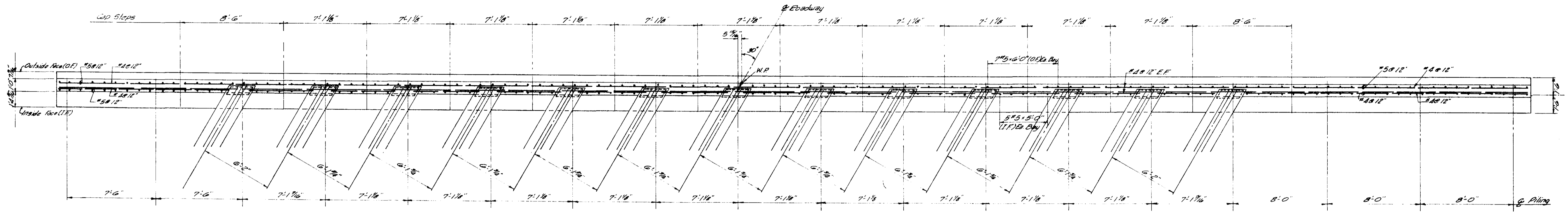
TYPICAL CONC SLOPE PAVING DETAIL

ELEVATION RIGHT SIDE (SOUTH)

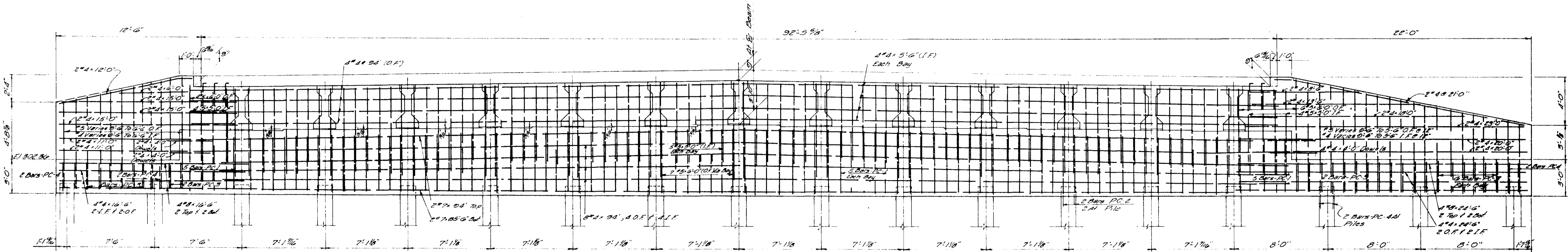
DRAINAGE DATA

Drainage Area	4.5 Sq Miles
Q ₁₀₀ (1953)	6,000 cfs
Effective Area Provided	956 SF

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
SECTION AT ELEVATION PURPLE CREEK BRIDGE		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: G.L.W.	DATE: 5-85	SHEET NO.
CHECKED BY: J.B.W.	SCALE: As Shown	30 OF 84

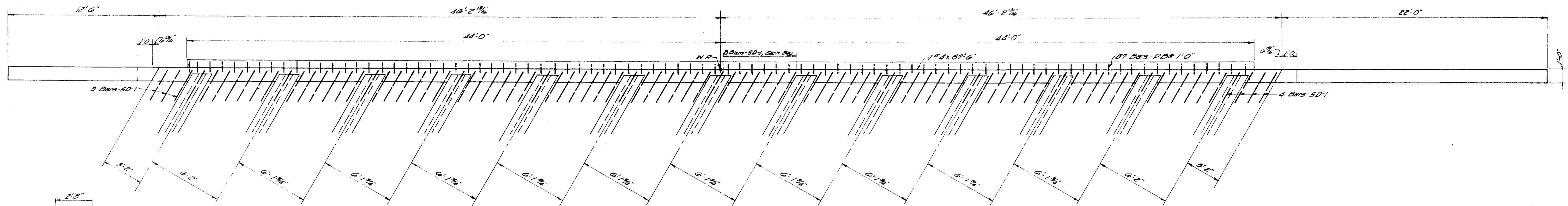


PLAN AT TOP OF PILE CAP
 Showing Wall Reinforcement And Bearing Of Beams
 (WEST ABUTMENT)

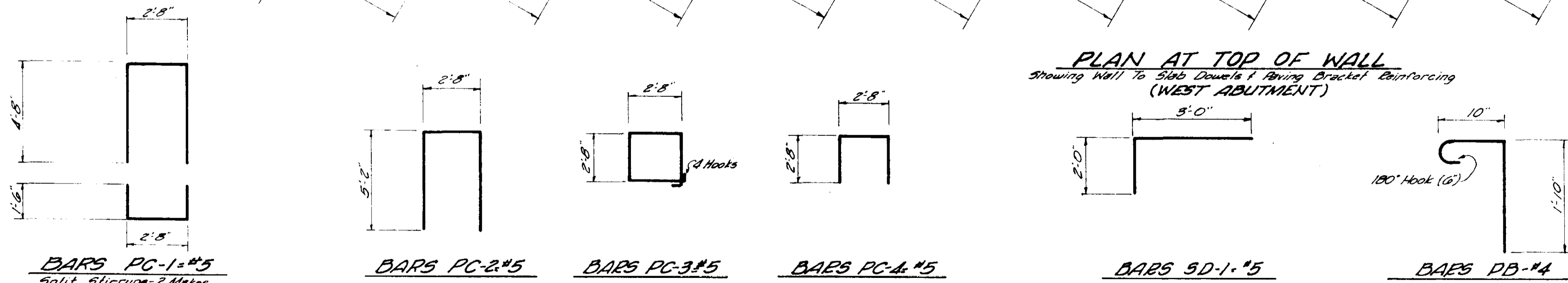


ELEVATION FROM SPAN SIDE
 Showing Wall And Pile Cap Reinforcement
 (WEST ABUTMENT)

NOTE: Two Splices Permitted
 For Long Horizontal
 Bars Cap At Piling

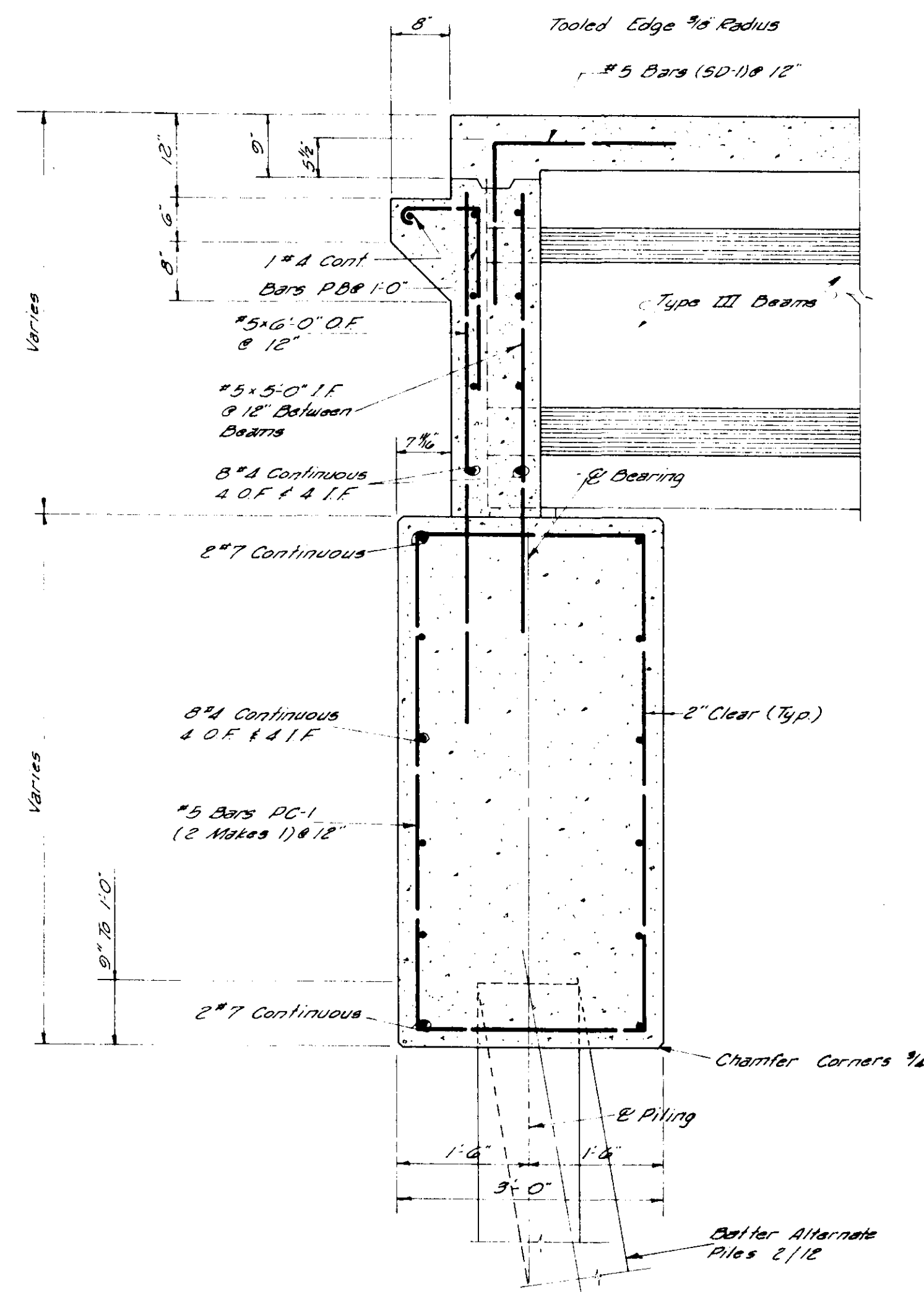


PLAN AT TOP OF WALL
 Showing Wall To Slab Dowels & Bearing Bracket Reinforcing
 (WEST ABUTMENT)

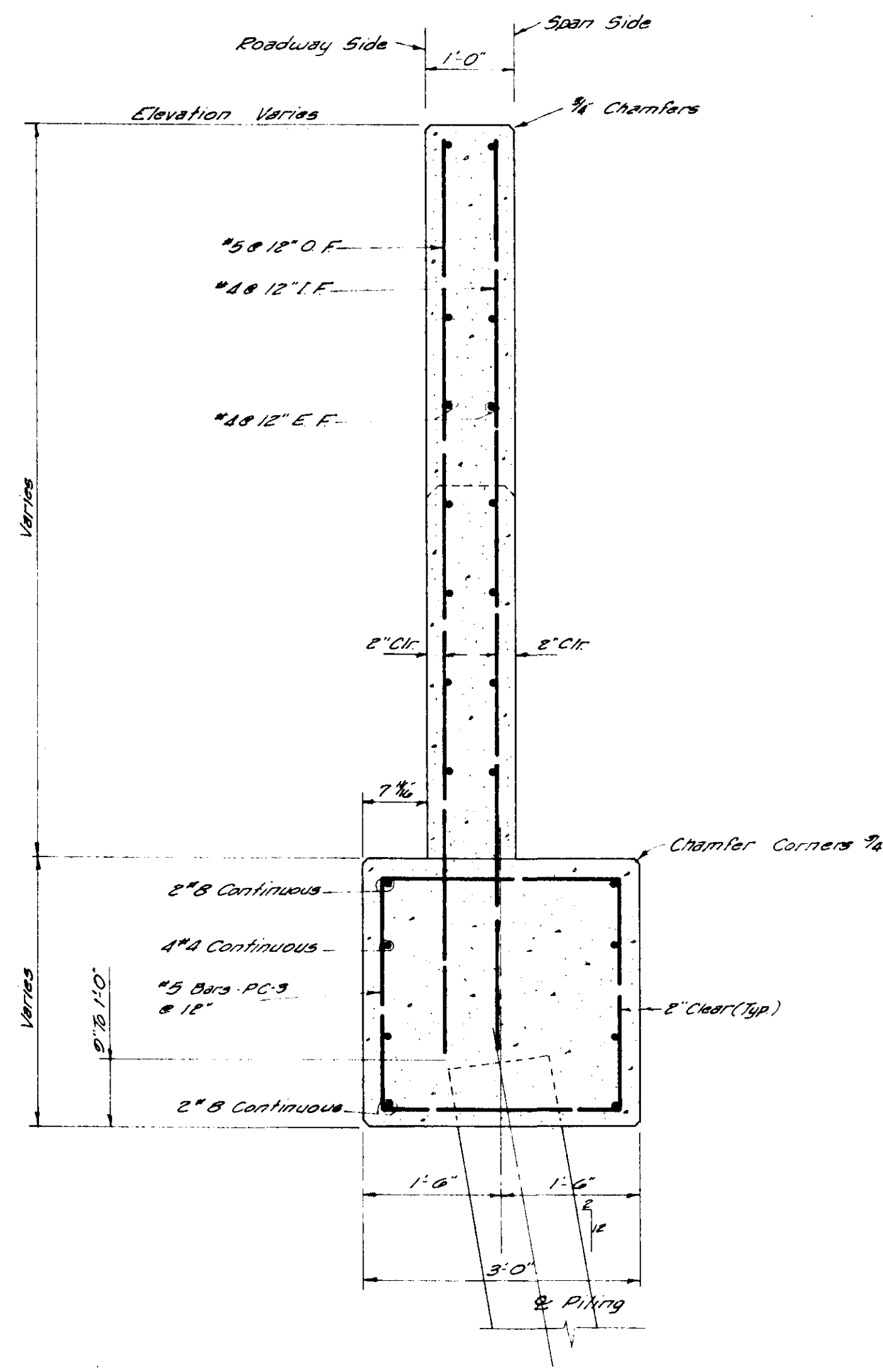


BAR DETAILS

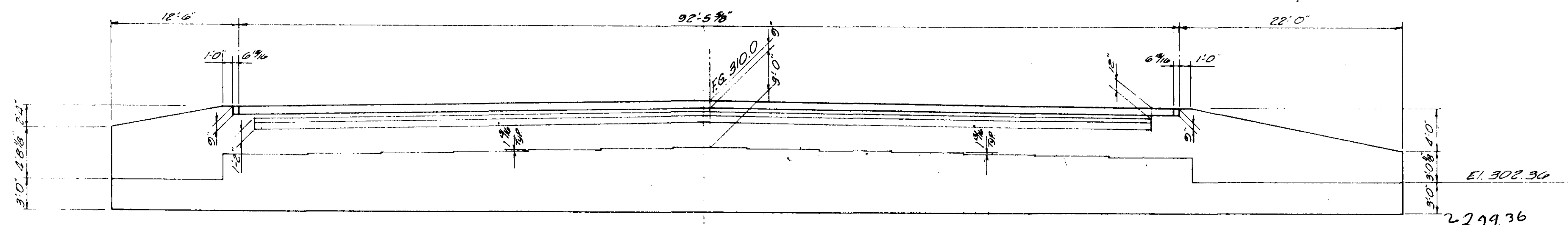
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
END BENT PLAN & DETAILS PURPLE CREEK BRIDGE		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: S.L.W.	DATE: 5-85	SHEET NO.
CHECKED BY: J.B.N.	SCALE: As Shown	31 OF 84



SECTION-END BENT

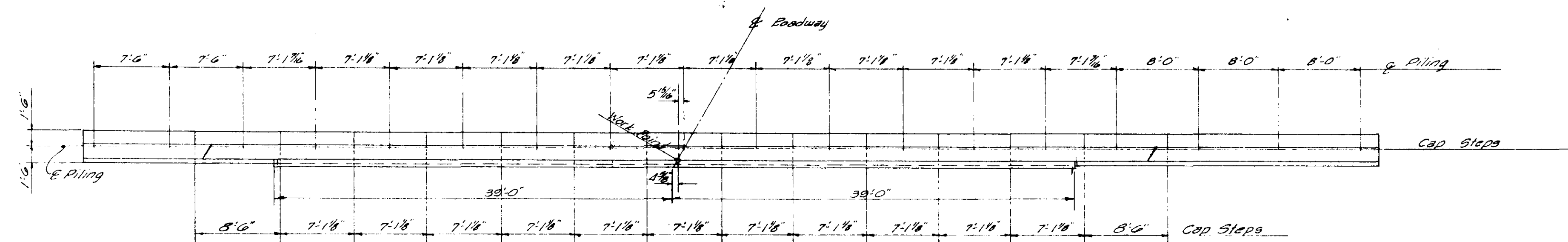


SECTION-WING WALL



ELEVATION OF BENT 2 - FROM FILL SIDE

Note: For Reinforcing Details See Sheet No. 31

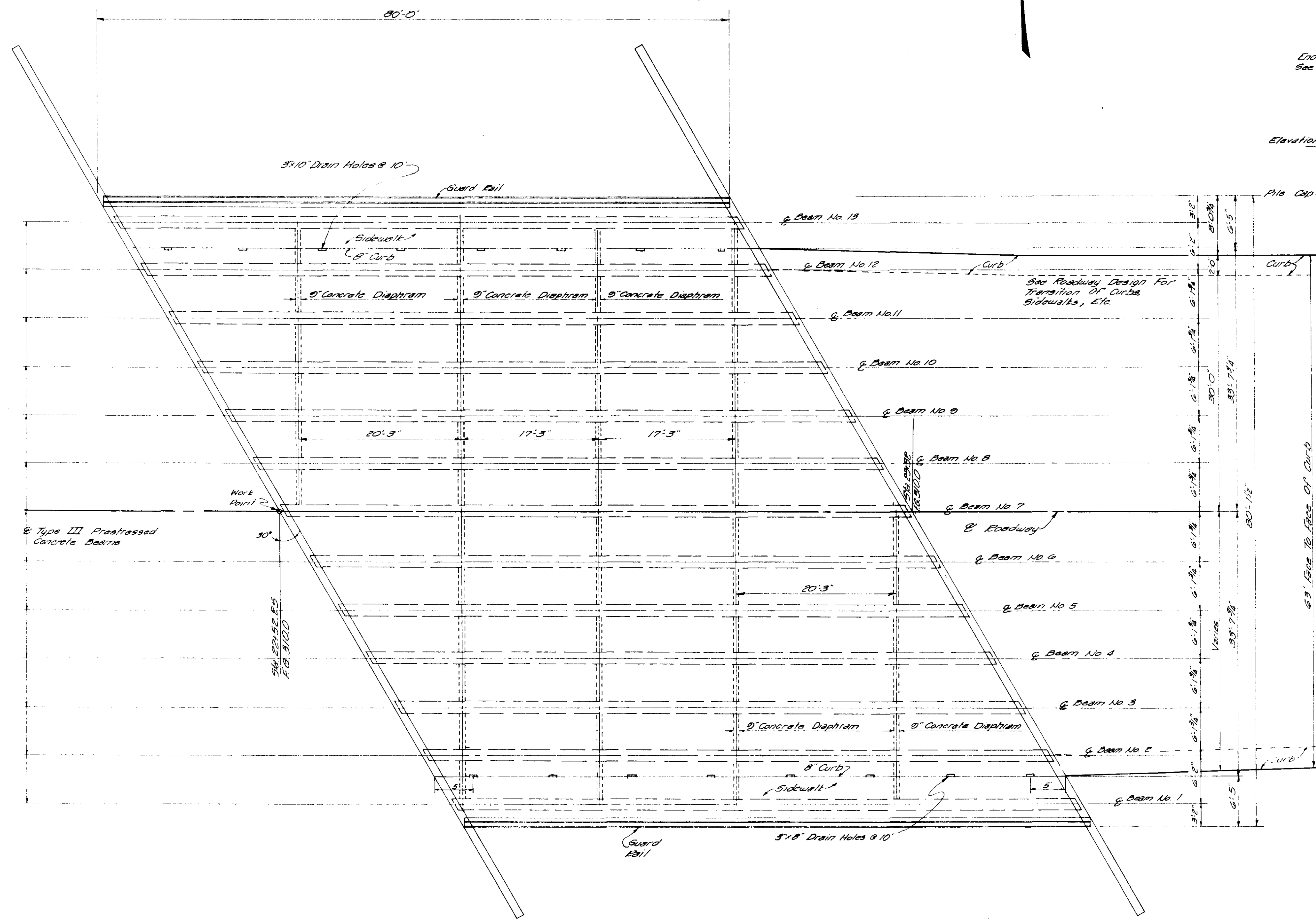
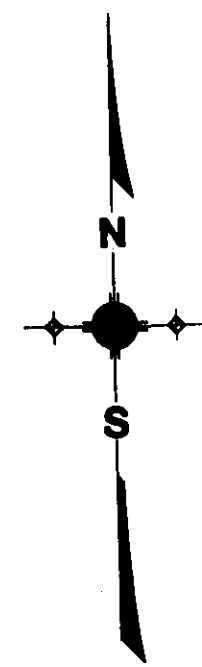


PLAN OF BENT-2

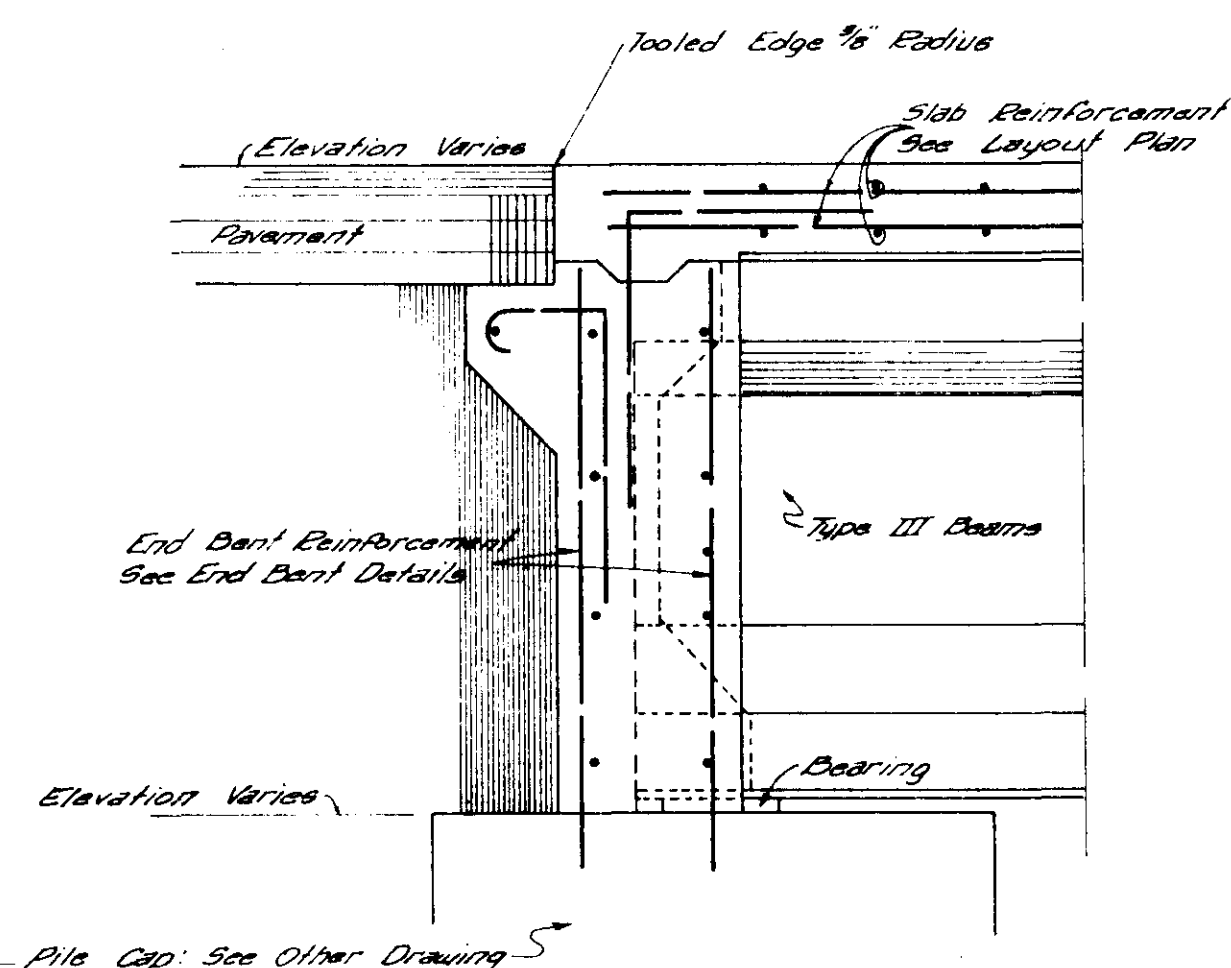
CONCRETE NOTES
 1. ALL CONCRETE SHALL BE IN ACCORDANCE WITH THE MISSISSIPPI STATE HIGHWAY DEPARTMENT SPECIFICATIONS, 1976 AND SHALL BE OF THE FOLLOWING CLASSES AND 28 DAY COMPRESSIVE STRENGTHS:
 a) PRESTRESSED ITEMS: CLASS F, 5000 PSI.
 b) ALL OTHER: CLASS AA, 4500 PSI.
 2. TESTING OF CONCRETE SHALL BE ACCORDING TO MSHD SPECIFICATIONS, 1976, SECTION 804.07.

GENERAL NOTES
 1. APPLICABLE SPECIFICATIONS:
 a) CONSTRUCTION: MISSISSIPPI STATE HIGHWAY DEPARTMENT, 1976.
 b) DESIGN: AASHTO, 1977
 2. DESIGN LOADS:
 a) GRAVITY-DEAD LOAD, LIVE LOAD (HS20-44), AASHTO, '77), IMPACT.
 b) HORIZONTAL-WIND, STREAM, ROAD.
 c) SEISMIC AASHTO, 1977.
 3. MINOR CHANGES, NOT AFFECTING THE CONTRACT, MAY BE ALLOWED WITH THE PERMISSION OF THE ENGINEER. NO OTHER CHANGES TO THE CONTRACT WILL BE ALLOWED WITHOUT THE WRITTEN ACKNOWLEDGEMENT BY THE ENGINEER, AS A RESPONSE TO A WRITTEN REQUEST BY THE CONTRACTOR.
 4. EXPANSION JOINT MATERIAL SHALL BE BITUMINOUS FIBRE TYPE UNLESS OTHERWISE NOTED OR SHOWN.
 5. THE FINAL SURFACE TEXTURE OF THE BRIDGE DECK SHALL BE ATTAINED BY THE USE OF DRAG FINISH, BROOM FINISH OR BELT FINISH METHODS REFER TO SECTION 501.156, MSHD, 1976.
 6. ALL PILES SHALL BE 14"x14" PRESTRESSED CONCRETE PILES ACCORDING TO DETAILS SHOWN HEREIN. TWO (2) TEST PILES SHALL BE DRIVEN AS PERMANENT PILES FOR THE STRUCTURE. THE CONTRACTOR SHALL SUBMIT DETAILS OF DRIVINGS AND DOCUMENTATION DURING DRIVING TO THE ENGINEER PRIOR TO PRECEEDING WITH THE LOCATING AND DRIVING OF THE TEST PILES. AFTER DRIVING OF EACH PILE, ALL DATA AND DOCUMENTATION SHALL BE SUBMITTED TO THE ENGINEER ALONG WITH RECOMMENDED PILE LENGTH.
 7. PRESTRESS FABRICATOR SHALL SUBMIT, THROUGH THE CONTRACTOR WHO SHALL REVIEW THEM, MARK THEM ACCEPTED OR REJECTED, A DUPLICATE SET OF SHOP DRAWINGS OF THE PRESTRESS ITEMS. THE SHOP DRAWINGS SHALL CONTAIN LAYOUT PLANS, COMPLETE DETAIL OF EACH ITEM, SHOWING EMBEDDED ITEMS, ETC. AND ANY CHANGES RECOMMENDED BY THE FABRICATOR OR CONTRACTOR SHALL BE UNIQUELY MARKED AS A REQUEST FOR THE ENGINEER TO REVIEW AND COMMENT UPON THAT CHANGE.
 8. BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES" ACI 315 OF CURRENT ADOPTION.
 9. ALL WORK FOR WHICH THERE ARE NO PAY ITEMS PROVIDED FOR IN THE PROPOSAL WILL NOT BE PAID FOR DIRECTLY AND COMPENSATION FOR THEM WILL BE CONSIDERED INCLUDED IN THE PRICES AND PAYMENTS FOR BID ITEMS.

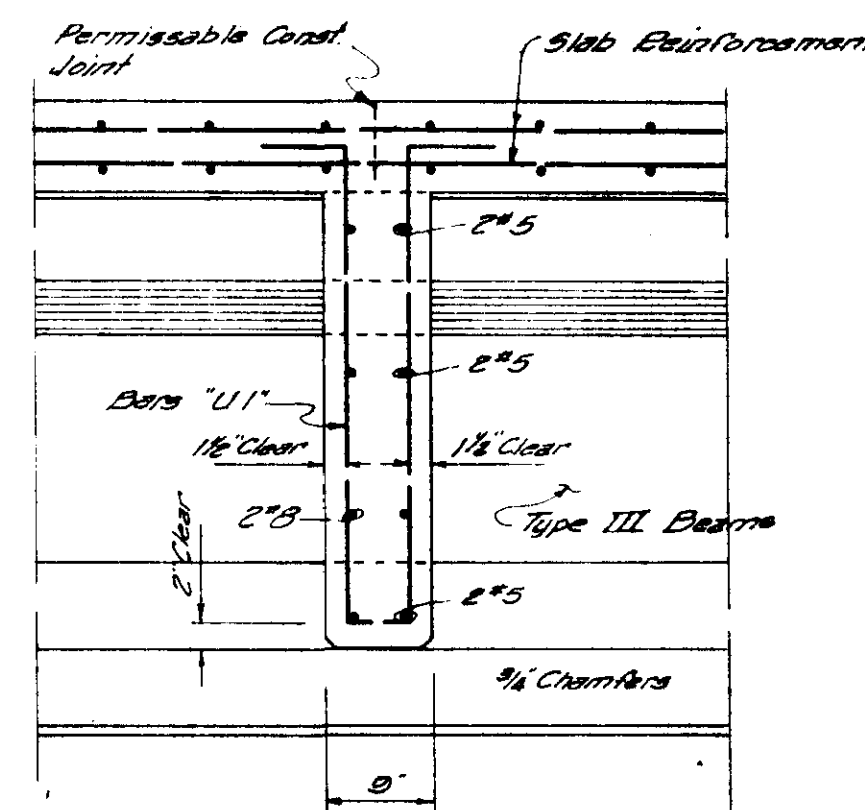
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD		
RECONSTRUCTION & EXPANSION		
END BENT SECTIONS		
PURPLE CREEK BRIDGE		
JOE A. WAGGONER		
Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: R.L.W.	DATE: 5-88	SHEET NO.
CHECKED BY: J.B.W.	SCALE: As Shown	32 OF 84



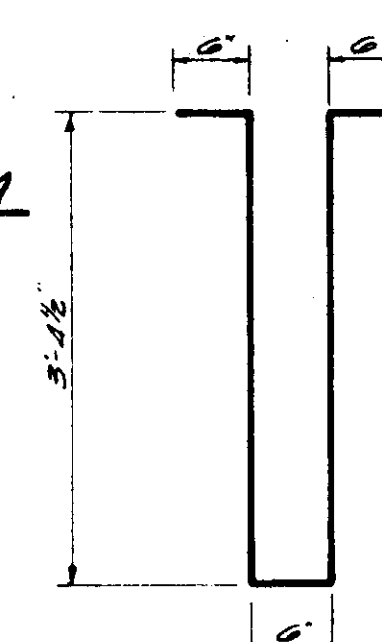
FRAMING PLAN 1/8" = 1'-0"



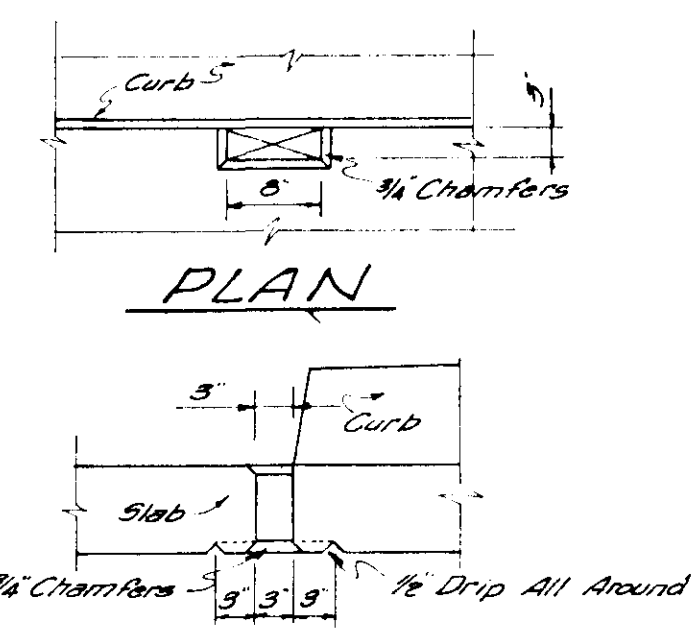
SECTION END BENT



SECTION DIAPHRAGM

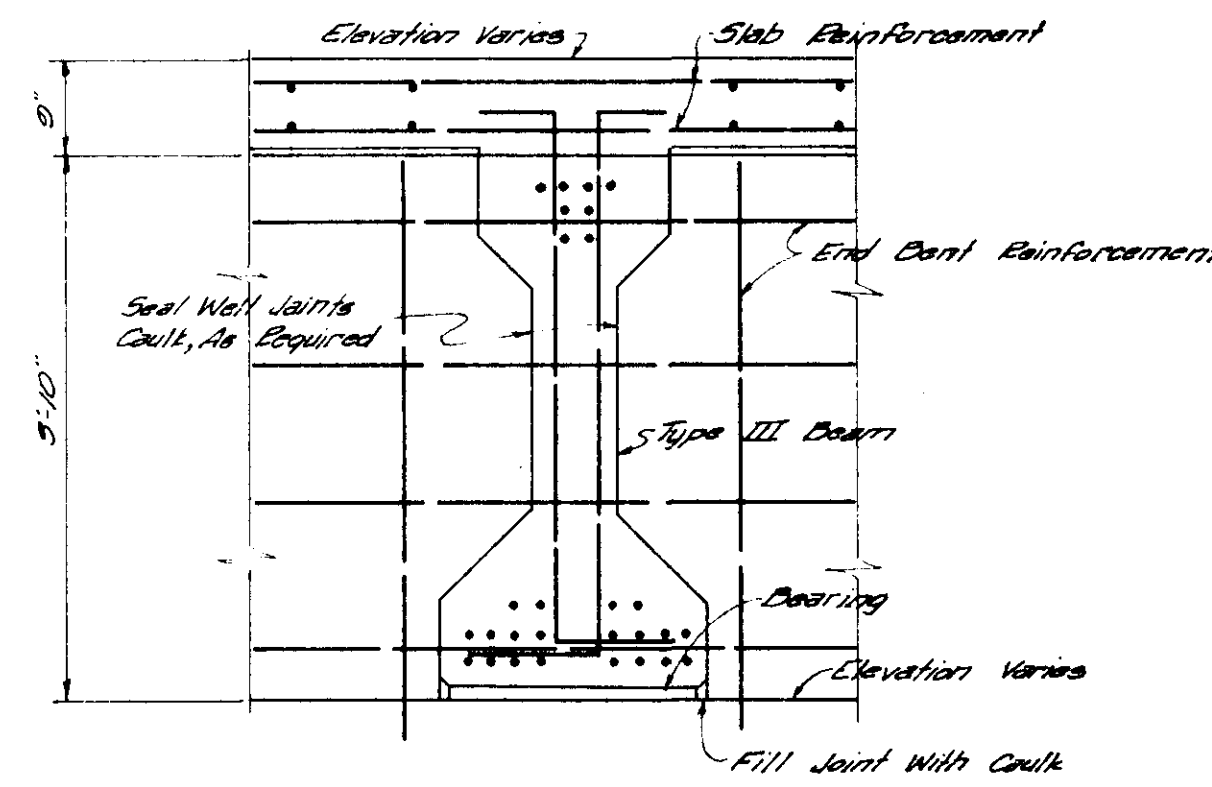


BARS U1-#5



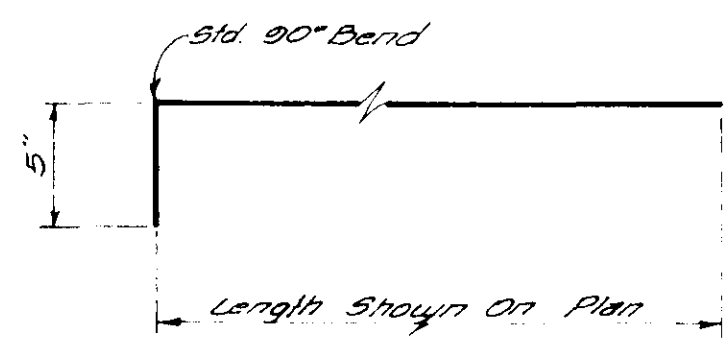
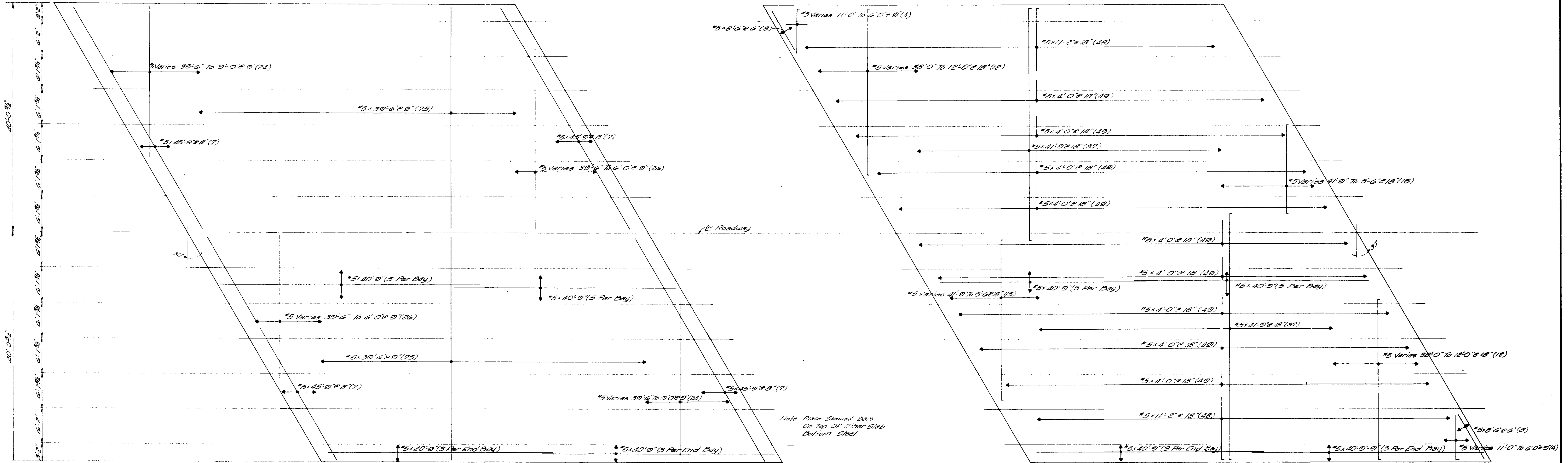
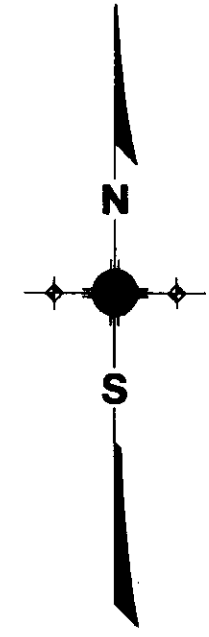
PLAN

SECTION DRAIN HOLE DETAIL



SECTION END BENT

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD		
RECONSTRUCTION & EXPANSION		
FRAMING PLAN		
PURPLE CREEK BRIDGE		
JOE A. WAGGONER		
Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: G.L.W.	DATE: 5-89	SHEET NO.
CHECKED BY: J.A.M.	SCALE: As Shown	33 OF 84



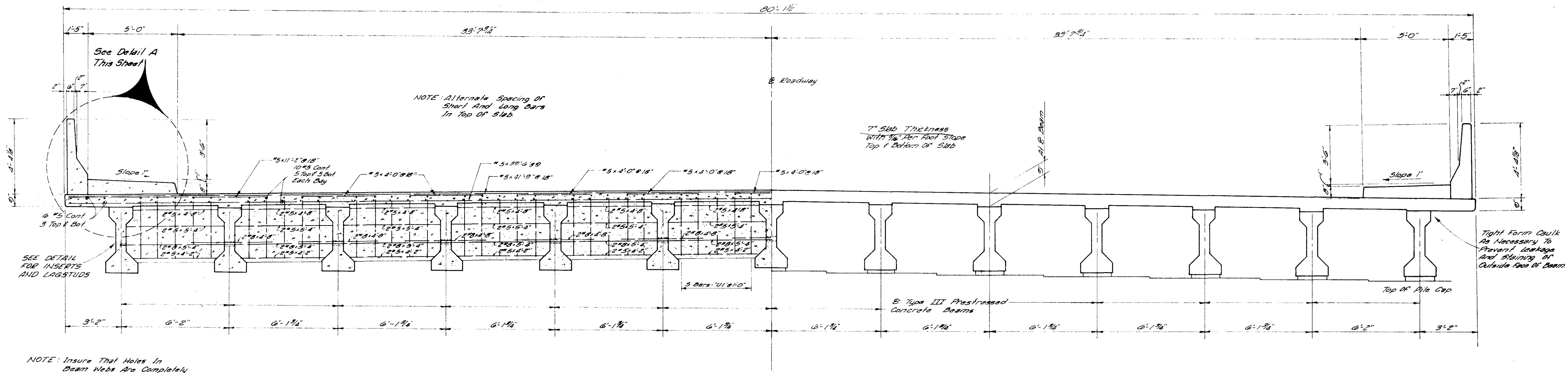
TOP BAR HOOK DETAIL

- LEGEND**
- #5 30'-6" @ 9" (75) — No. Of Bars Required At Location Shown
 - Spacing Of Bars
 - Length Of Bars
 - Size Of Bars

BOTTOM SLAB STEEL LAYOUT PLAN

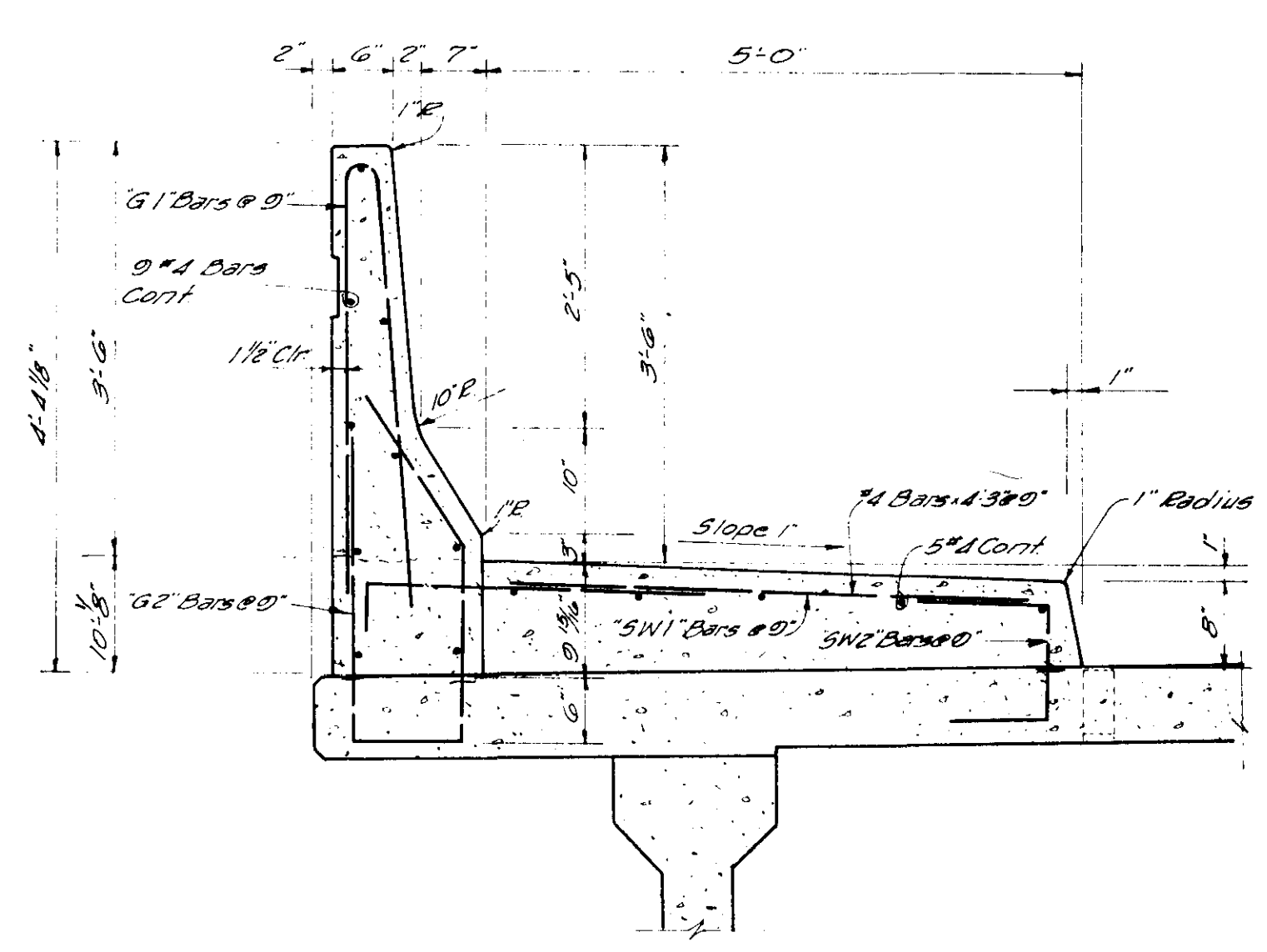
TOP SLAB STEEL LAYOUT PLAN

CITY OF RIDGELAND, MISSISSIPPI		
RECONSTRUCTION & EXPANSION		
SLAB STEEL LAYOUT PLAN		
PURE CREEK BRIDGE		
JOE A. WAGGONER		
Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: J.C.M.	DATE: 8-88	SHEET NO.
CHECKED BY: J.B.W.	SCALE: As Shown	34 of 84

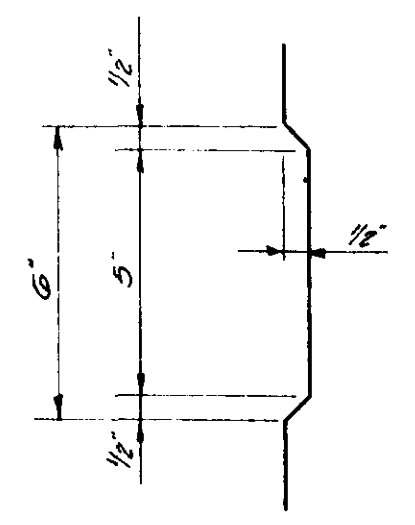


HALF SECTION
At About Center of Bridge

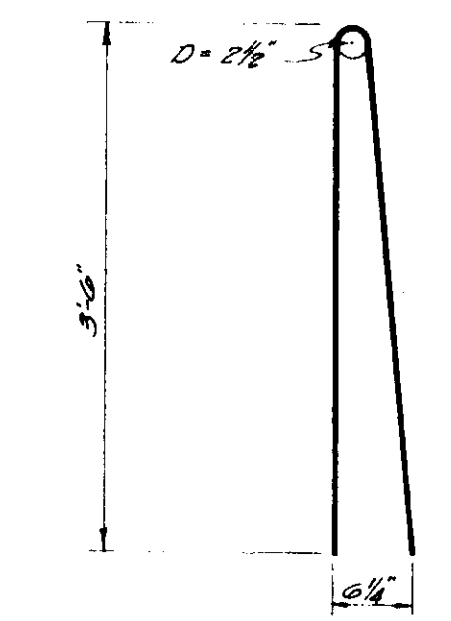
HALF END ELEVATION



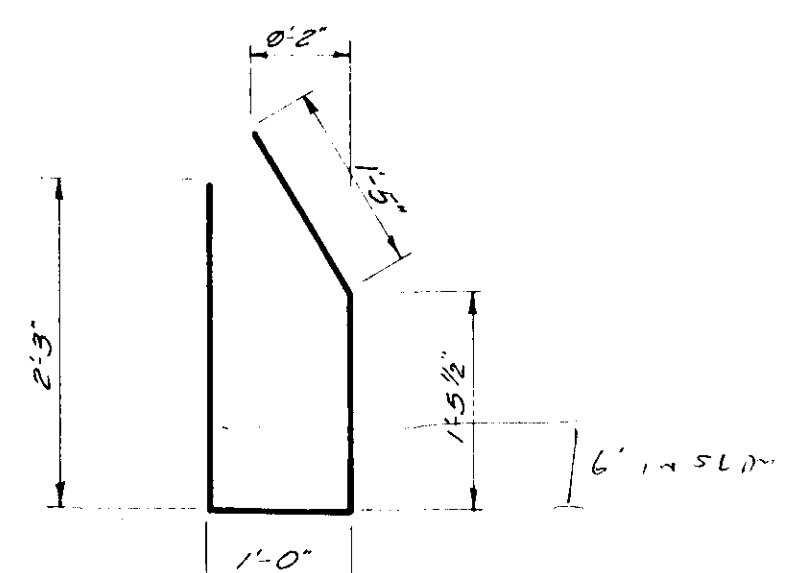
DETAIL A



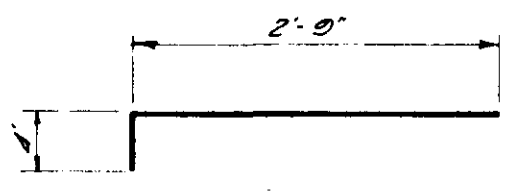
RECESS DETAIL



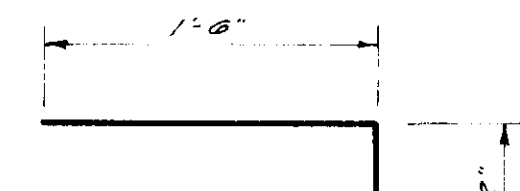
G1 = #5



G2 = #5
 4.13 in Rad.
 $\frac{7.5}{11.55 \times 1.66} = 12.02 \# / \text{LF}$
 $9 \times 1 \times 1.66 = \frac{6.01}{18 \# / \text{LF. M.P.O.}}$



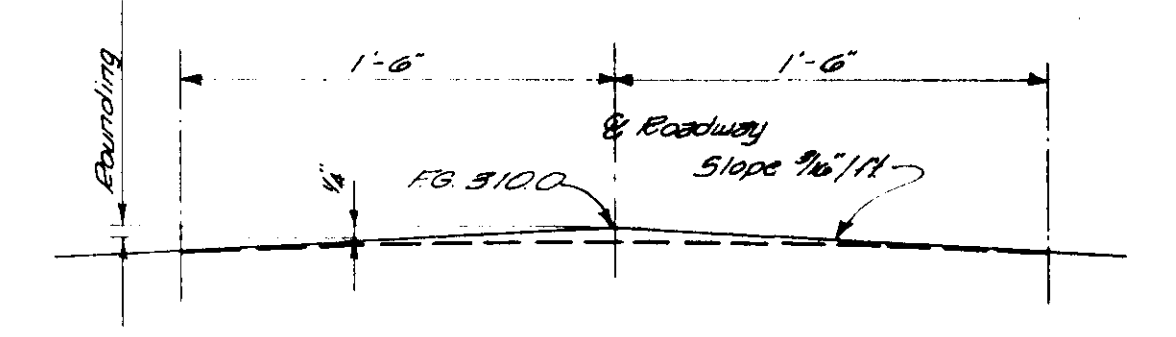
SW1 = #4



SW2 = #4

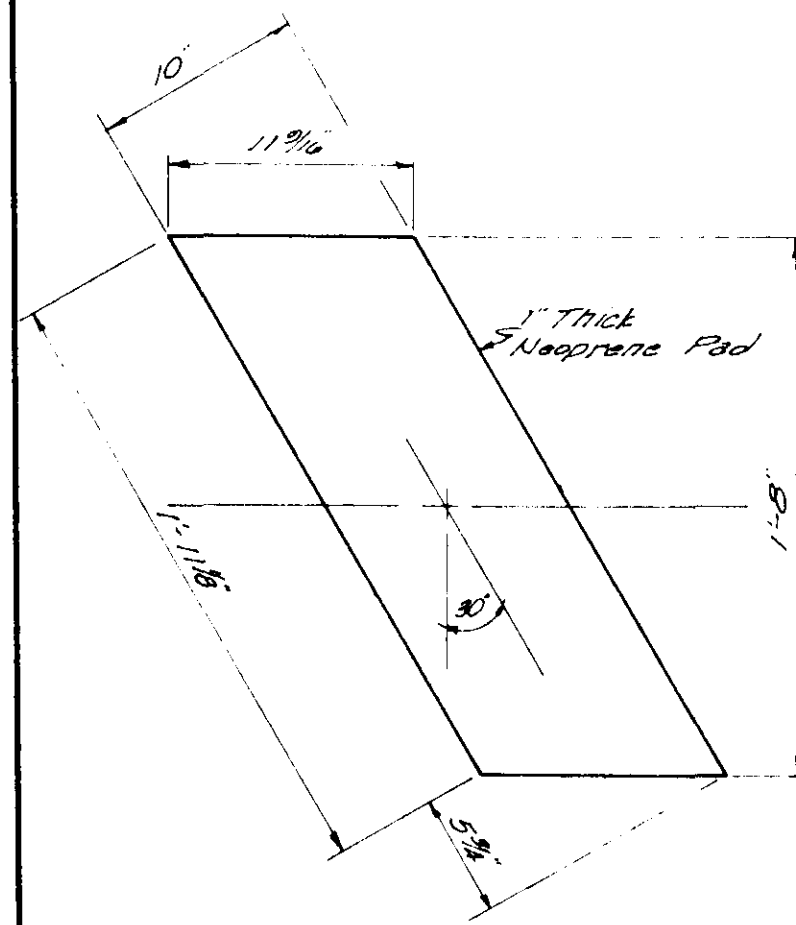
BAR DETAILS

2' in diameter
 $3.08 \text{ in } \checkmark$
 $5.08 \times 4/3 = 6.77 \text{ /LF}$
 $5 - 4 \text{ ' } \frac{5}{11.77 \times 1.66} = 7.88 \# \approx 8 \# / \text{LF}$



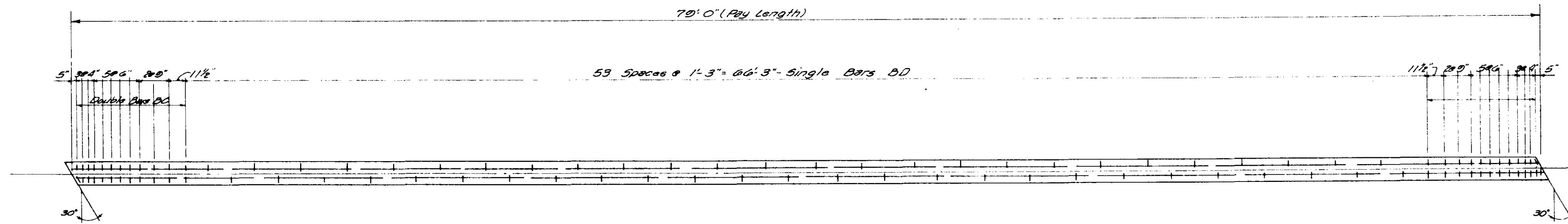
CROWN DETAIL AT ROADWAY

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
SPAN DETAILS		
PURPLE CREEK BRIDGE		
JOE A. WAGGONER		
Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: <i>B.L.M.</i>	DATE: <i>8-88</i>	SHEET NO.
CHECKED BY: <i>J.O.H.</i>	SCALE: <i>As Shown</i>	35 OF 84

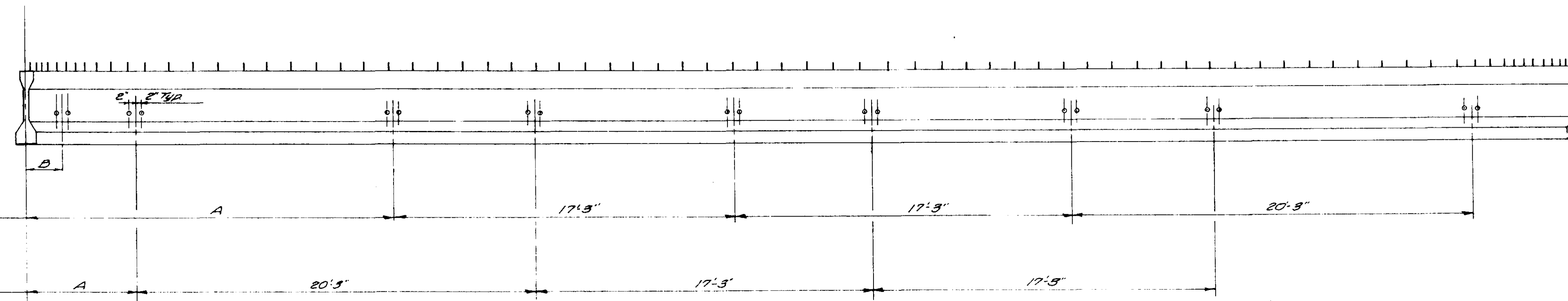


Note: Field Cutting/Trimming Of Bearing Pad Will Not Be Allowed

BEARING PAD DETAIL



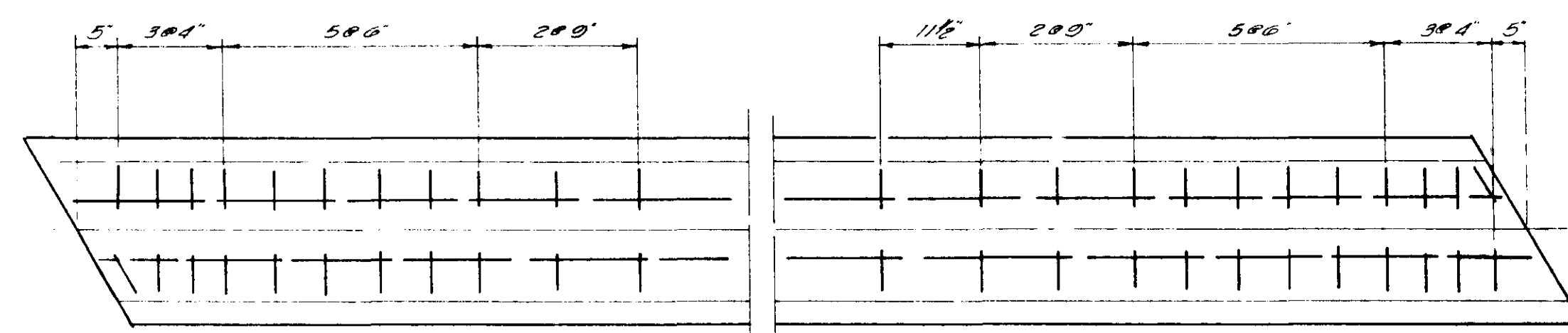
PLAN - TOP FLANGE



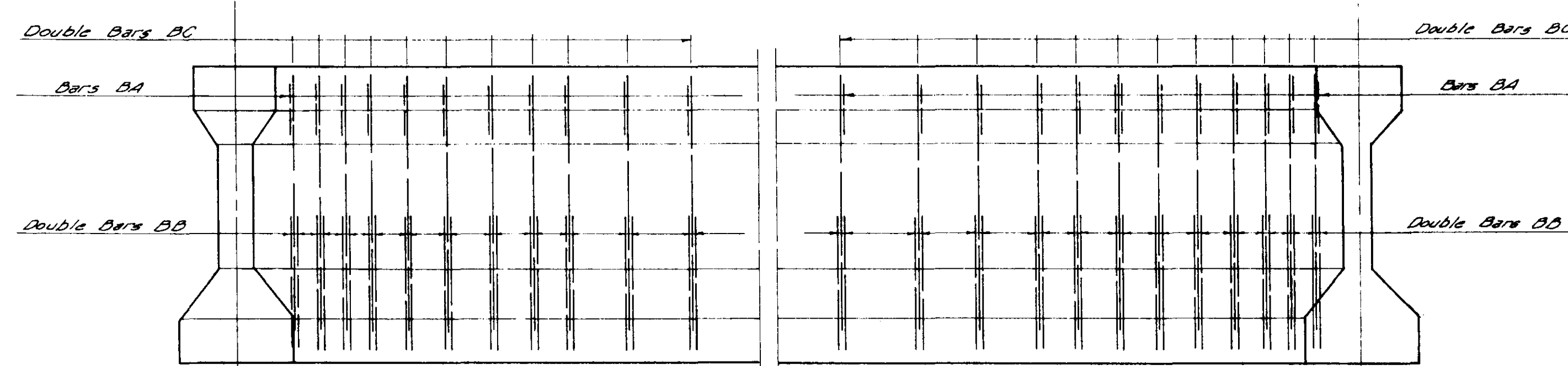
ELEVATION

DIMENSIONS FOR BEAMS No 1 THRU 7

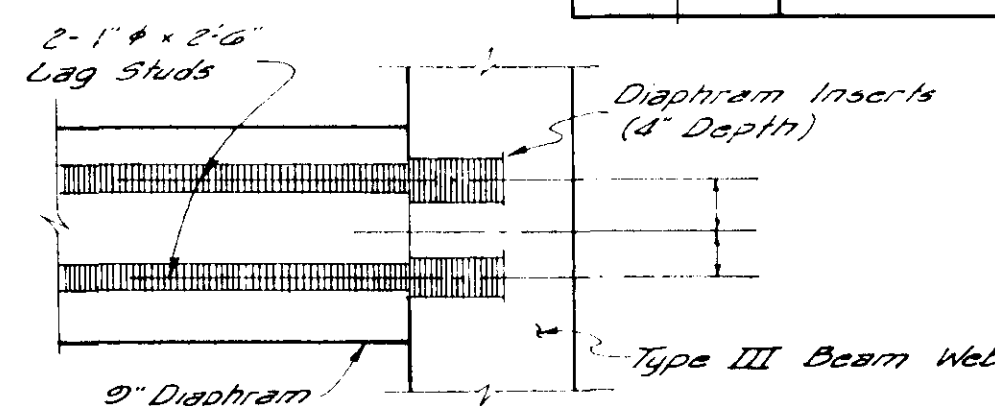
DIMENSIONS FOR BEAMS No 8 THRU 19



PART PLAN

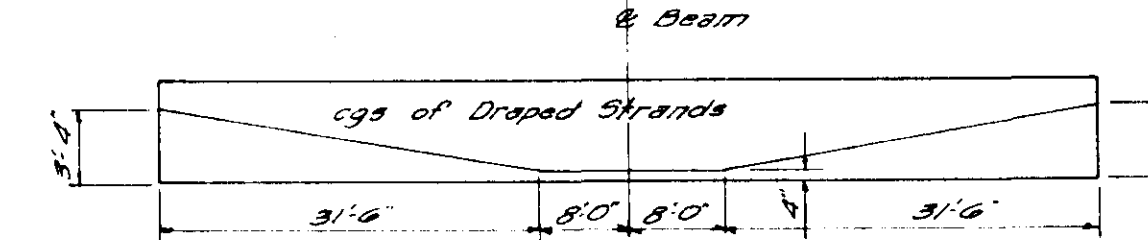


PART ELEVATION

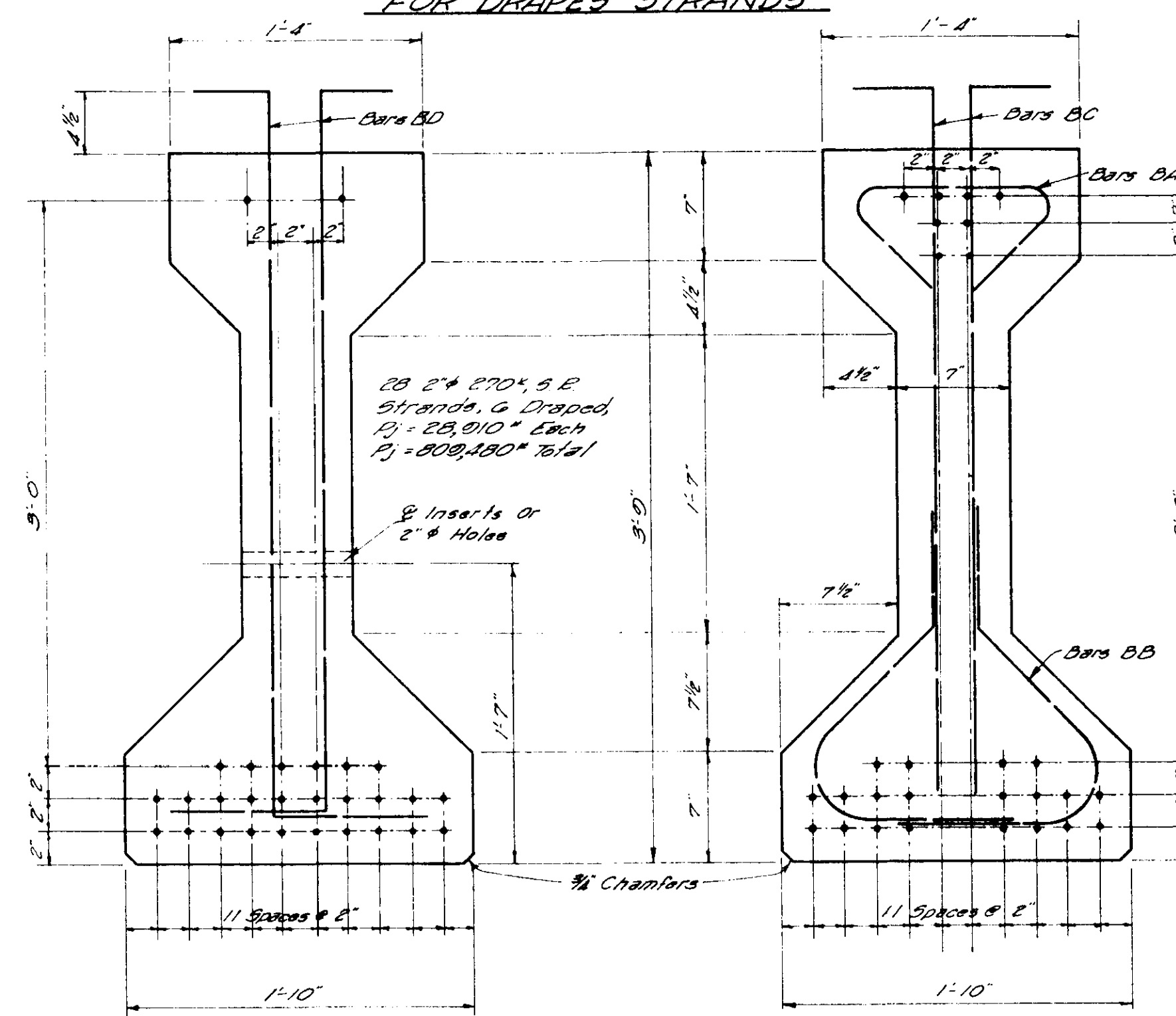


INSERT DETAIL

Continuous Threaded Lag Studs And Diaphragm Inserts Shall Be As Manufactured By The Richmond Screw Anchor Co., Inc., Atlanta, Ga Or By Meadow Steel Products, Co., Inc., Birmingham Ala Or Other Approved Equal



HOLD DOWN PATTERN FOR DRAPED STRANDS



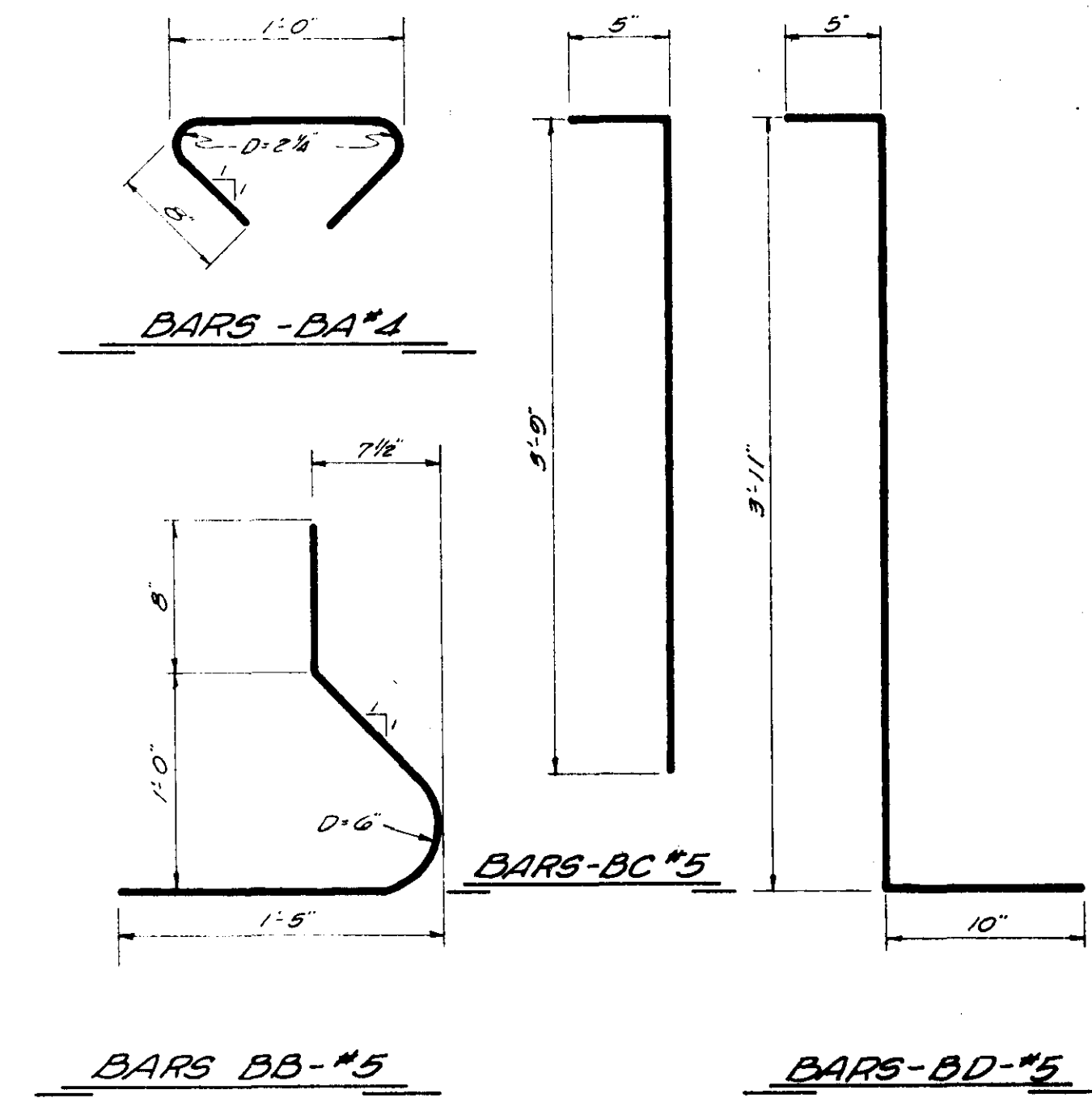
SECTION & SPAN

END ELEVATION

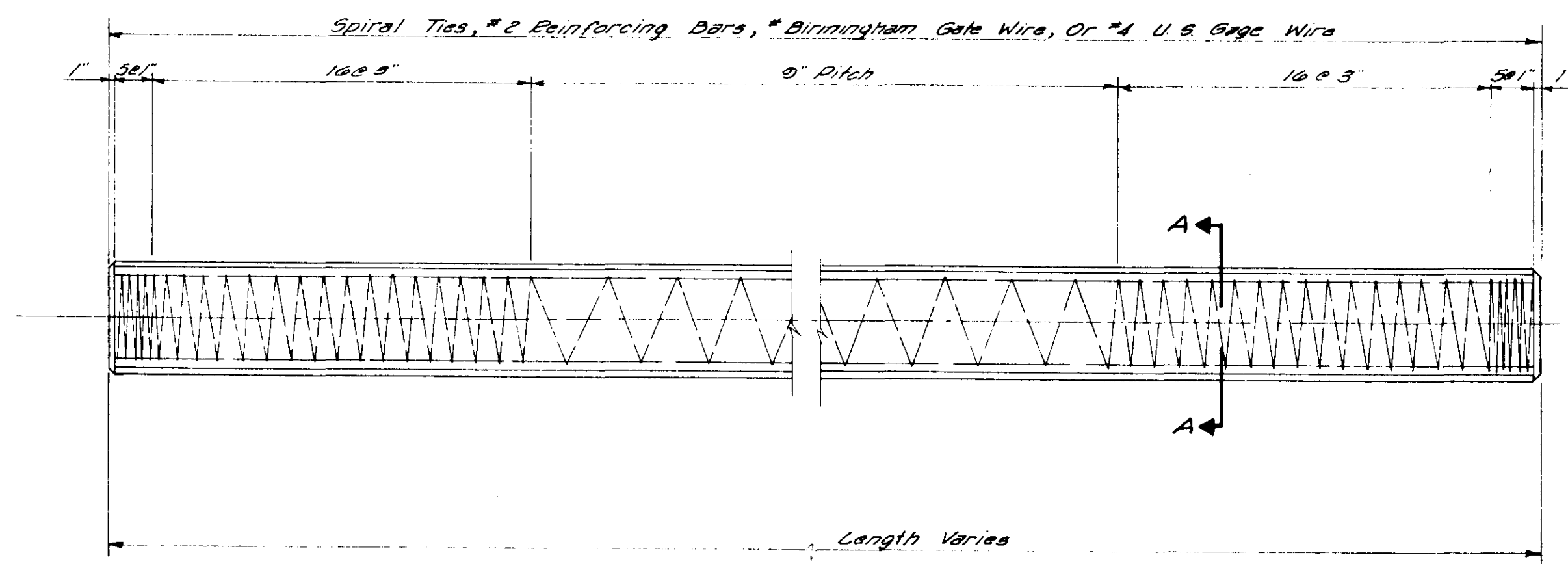
PRESTRESS NOTES

1. Unit Stresses, Agreeable To AASHTO, 1977.
2. Live Loads, Agreeable To AASHTO, 1977 H 5 20-2A.
3. Beams Shall Be Manufactured In Accordance With Mississippi State Highway Department Specifications, 1976 Edition.
4. The Top Of All Beams Shall Be Rough Finished At Approximately The Time Of Initial Set. The Entire Top Of All Beams Shall Be Scrubbed Transversely To Remove All Lubricant And To Produce A Roughened Surface For Bonding Of Slab. Other Surfaces Shall Be Finished Per MSHD Specifications.
5. Concrete Shall Be Type "F" And Shall Develop A Minimum 28 Days Compressive Strength Of 5000 PSI.
6. At Release Of Tensioning Load (Transfer) The Concrete Cylinder Strength Shall Be 3200 PSI.
7. Stress Relieved Strands Shall Be 1/4\"/>

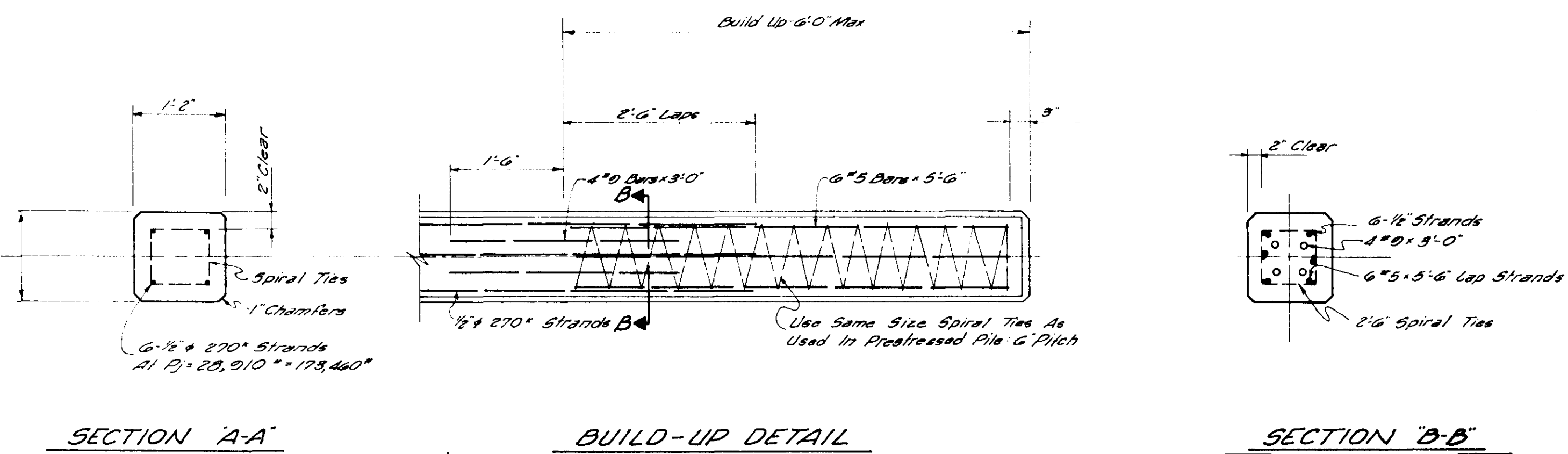
BEAM	"A"	"B"
1	0'-11 1/2"	
2	4'-6 3/8"	
3	8'-1/2"	
4	11'-7 1/2"	
5	15'-1 1/2"	
6	18'-8 1/2"	
7	22'-5"	2'-0"
8	5'-6 1/2"	
9	9'-1/2"	
10	12'-7 1/2"	
11	16'-2 1/2"	
12	19'-5 1/2"	
13	23'-3 1/2"	



CITY OF RIDGELAND, MISSISSIPPI
 COUNTY LINE ROAD
 RECONSTRUCTION & IMPROVEMENT
 PRESTRESS BEAM DETAILS
 PURPLE CREEK BRIDGE
 JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.
 DRAWN BY: S.L.W. DATE: 9-78 SHEET NO.
 CHECKED BY: J.B.W. SCALE: As Shown 36 of 84



14"X14" PRESTRESSED PILES



MINIMUM TEST PILE MEASURING APPARATUS

1. A Frame For Referencing Vertical Pile Movement Shall Consist Of Beams Supported By Posts And Shall Be Adequately Braced To Prevent Movement If Accidentally Struck.
2. A Frame Or Clamp Shall Be Attached To The Pile To Provide Movement Reference Points For The Pile. This Frame Shall Be Strong Enough That A Moderate Blow Will Not Cause Movement On The Pile.
3. Posts Shall Be A Minimum Of 2" Inch Pipe, 4x4" Timber, Or A Steel Section Of 1 1/2" Inch Area With A Minimum Dispersion Of 1/4" Inches. Post Shall Be 12" Feet Apart (6 Feet From E. Of Pile).
4. Beams Shall Have A Minimum Depth Of 3 Inches (Steel) Or A 3x6 Inch Section (Timber).
5. Post Shall Be Placed To Sufficient Depth, Depending On Soil Conditions, To Provide Adequate Support And To Prevent Movement. Beam Shall Be At Least 2" But Less Than 10" From The Pile.
6. Locate Measuring Frame Support Posts As Far As Possible From The Test And Anchor Piles.
7. Contractor Shall Submit Complete Plan Of Test Pile Apparatus For Review Prior To Ordering Test Pile.

PRESTRESSED PILE NOTES:

1. Prestressed Strands Shall Be 1/2" 270° Stress Relieved Strands Whose Ultimate Strength Shall Be 41,300 Pounds.
2. Piles Shall Be Manufactured In Accordance With Mississippi State Highway Department Specifications, 1976 Edition. Special Reference Is Made To Sections 711.803 And 804.
3. Wire Ties Shall Be Cold Drawn Steel Wire, A.S.T.M. A62.
4. Tie Spiral Ties To All Corner Strands Or Bars.
5. Cut Strands Flush With Ends Of Piles.
6. A Pile May, If Necessary, Be Spliced Agreeable To Details Shown. This Splice, Dowel Holes Shall Be Drilled Or Cored To Receive Dowels And Bonded With A Material With Equal Or Better Strength Than Concrete In Pile Construction. Submit Details To The Engineer.
7. Concrete Used In Piles Shall Be Class F, Whose 28 Day Compressive Strength Shall Be 5000 psi. Minimum Release (Transfer) Strength Shall Be 4200 psi.

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD		
RECONSTRUCTION & EXPANSION		
PRESTRESSED PILE DETAILS		
PURPLE CREEK BRIDGE		
JOE A. WAGGONER		
Civil Engineer - Brandon/ Jackson, Miss.		
DRAWN BY: G.L.W.	DATE: 5-83	SHEET NO.
CHECKED BY: J.B.W.	SCALE: As Shown	37 of 84

LEGEND

- METAL TRAFFIC SIGNAL POLE
- METAL TRAFFIC SIGNAL PEDESTAL
- ▶ PEDESTRIAN SIGNAL INDICATION
- ▶ TRAFFIC SIGNAL INDICATION
- ▶ (24') TRAFFIC SIGNAL INDICATION WITH BACKPLATE
- ▶ MAST ARM SUSPENDED TRAFFIC SIGNAL (LENGTH OF MAST ARM)
- ▣ SERVICE BOX
- ▣ JUNCTION BOX
- ▣ CONTROLLER AND CABINET
- ⊙ SECONDARY SERVICE POINT
- CONDUIT TRENCHED
- EXISTING CONDUIT (U.A.C.)
- ▭ VEHICLE DETECTOR LOOP
- ⑤ DETECTOR NUMBER
- LUMINAIRE
- POWER OR TELEPHONE POLE
- ⋈ WATER OR GAS VALVE
- ⊗ FIRE PLUG
- INLET
- ⊙ MANHOLE
- G — GAS LINE
- T — TELEPHONE LINE
- W — WATER LINE
- RIGHT-OF-WAY
- X — FENCE
- ▣ TELEPHONE

GENERAL NOTES

1. THE PLAN LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL NOTIFY ALL THE UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION ON THE PROJECT TO ESTABLISH LOCATIONS.
2. THE LOCATIONS OF ALL FOOTINGS, DETECTOR LOOPS, AND SERVICE BOXES ARE APPROXIMATE ONLY AND ARE SUBJECT TO ADJUSTMENT IN THE FIELD BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL ONE SIGNAL CABLE FROM EACH SIGNAL HEAD TO THE BASE OF THE POLE. A 7-CONDUCTOR CABLE SHALL BE UTILIZED IN THE POLES FOR 4 AND 5 SECTION SIGNAL HEADS AND A 5-CONDUCTOR CABLE USED IN THE POLES FOR 3 SECTION AND PEDESTRIAN SIGNAL HEAD, AND PEDESTRIAN PUSH BUTTONS.
4. ALL 6'x50' AND 6'x75' DETECTOR LOOPS SHALL BE INSTALLED IN THE QUADRAPOLE METHOD WITH 2-4-2 TURNS IN EACH LOOP.
5. ALL 6'x6' DETECTOR LOOPS SHALL HAVE 3 TURNS IN EACH LOOP.
6. ALL MAST ARM SIGNALS SHALL BE MOUNTED WITH A UNIVERSALLY ADJUSTABLE MAST ARM MOUNT SIGNAL BRACKET.
7. ALL SIDE OF POLE MOUNTED SIGNALS SHALL BE MOUNTED WITH BANDING HUBS OR AN APPROVED EQUAL.
8. PVC CONDUIT MAY BE USED ONLY FOR THE DETECTOR LOOP WIRE RUNS BETWEEN THE CURB AND JUNCTION/SERVICE BOXES.
9. THE CONTRACTOR SHALL INSTALL AND CAP A SPARE 2" ELBOW IN EACH MAST ARM AND PEDESTAL POLE BASE; AND A SPARE 3" ELBOW IN EACH CONTROLLER BASE.
10. ALL MAST POLES SHALL BE EQUIPPED WITH A TRANSFORMER BASE.
11. THE CONTRACTOR SHALL EXTEND IN-PLACE CONDUIT AS NECESSARY TO POLE FOOTINGS, SERVICE BOXES, AND CONTROLLER PADS.
12. THE LOCATION OF THE SECONDARY SERVICE POINT IS APPROXIMATED AND THE CONTRACTOR SHALL VERIFY THE SERVICE POINT LOCATION WITH THE LOCAL POWER COMPANY.

ESTIMATED PROJECT QUANTITIES			
NO.	ITEM	UNIT	TOTAL
1	SOLID STATE, FULLY ACTUATED CONTROLLER WITH CABINET AND ACCESSORIES.	EA.	6
2	TRAFFIC SIGNAL HEAD - 12" R,Y,G.	EA.	49
3	TRAFFIC SIGNAL HEAD - 12" R,Y,G. (OPTICALLY LIMITED).	EA.	3
4	TRAFFIC SIGNAL HEAD - 12" R,Y,G. (OPTICALLY LIMITED).	EA.	13
5	TRAFFIC SIGNAL HEAD - 12" R,Y,G.	EA.	4
6	TRAFFIC SIGNAL HEAD - 12" R,Y,G. (OPTICALLY LIMITED).	EA.	2
7	TRAFFIC SIGNAL HEAD - 12" DW,W.	EA.	8
8	TRAFFIC SIGNAL HEAD - 12" R,Y,G.	EA.	2
9	ADJUSTABLE MAST ARM SIGNAL BRACKET.	EA.	49
10	TRAFFIC SIGNAL BACKPLATE - 3 SECTION, 5".	EA.	33
11	TRAFFIC SIGNAL BACKPLATE - 4 SECTION, 5".	EA.	2
12	TRAFFIC SIGNAL BACKPLATE - 5 SECTION, 5".	EA.	13
13	POWER SUPPLY.	EA.	6
14	JUNCTION BOX.	EA.	32
15	SERVICE BOX.	EA.	25
16	CONCRETE BASE - MAST ARM POLE, 3' DIA. X 8".	EA.	21
17	CONCRETE BASE - PEDESTAL POLE.	EA.	3
18	CONCRETE BASE - CONTROLLER PAD.	EA.	6
19	CABLE - 1C, #6 A.W.G., POWER LEAD-IN.	L.F.	1,060
20	CABLE - 1C, #4 A.W.G., POWER LEAD-IN.	L.F.	1,390
21	CABLE - 1C, #8 A.W.G., LUMINAIRE CIRCUITS.	L.F.	6,230
22	CABLE - 5C, #14 A.W.G., SIGNAL CIRCUITS.	L.F.	5,740
23	CABLE - 7C, #14 A.W.G., SIGNAL CIRCUITS.	L.F.	2,750
24	CABLE - 2C, #14 A.W.G., SHIELDED DETECTOR CABLE.	L.F.	20,700
25	LOOP DETECTOR INSTALLATION.	L.F.	14,720
26	CONDUIT - 1" RIGID STEEL, TRENCHED.	L.F.	1,460

ESTIMATED PROJECT QUANTITIES			
NO.	ITEM	UNIT	TOTAL
27	CONDUIT - 1 1/2" RIGID STEEL, TRENCHED.	L.F.	1,860
28	CONDUIT - 2" RIGID STEEL, TRENCHED.	L.F.	400
29	CONDUIT - 3" RIGID STEEL, TRENCHED.	L.F.	210
30	LUMINAIRE - 250 WATT, 120V., HPS.	EA.	18
31	ADJUSTABLE MAST ARM MOUNT SIGN BRACKET.	EA.	18
32	"LEFT TURN SIGNAL" SIGN (R10-10), 24"x30".	EA.	4
33	"LEFT TURN YIELD ON G" SIGN (R10-13), 24"x30".	EA.	13
34	PEDESTRIAN PUSH BUTTONS AND SIGNS (R 10-4).	EA.	8
35	DUAL LEFT TURN (SYMBOL) SIGN (R3-8A).	EA.	2
36	REMOVAL OF EXISTING SIGNAL EQUIPMENT.	L.S.	1
37	POLE (STEEL) - MAST ARM POLE, 20' ARM.	EA.	1
38	POLE (STEEL) - MAST ARM POLE, 28' ARM.	EA.	1
39	POLE (STEEL) - MAST ARM POLE, 40' ARM.	EA.	1
40	POLE (STEEL) - COMBINATION MAST ARM POLE, 24' ARM.	EA.	1
41	POLE (STEEL) - COMBINATION MAST ARM POLE, 26' ARM.	EA.	2
42	POLE (STEEL) - COMBINATION MAST ARM POLE, 28' ARM.	EA.	1
43	POLE (STEEL) - COMBINATION MAST ARM POLE, 30' ARM.	EA.	1
44	POLE (STEEL) - COMBINATION MAST ARM POLE, 32' ARM.	EA.	2
45	POLE (STEEL) - COMBINATION MAST ARM POLE, 34' ARM.	EA.	2
46	POLE (STEEL) - COMBINATION MAST ARM POLE, 36' ARM.	EA.	2
47	POLE (STEEL) - COMBINATION MAST ARM POLE, 38' ARM.	EA.	3
48	POLE (STEEL) - COMBINATION MAST ARM POLE, 40' ARM.	EA.	2
49	POLE (STEEL) - COMBINATION MAST ARM POLE, 42' ARM.	EA.	1
50	POLE (ALUMINUM) - PEDESTAL POLE, 16".	EA.	3

NOTE:
THE QUANTITIES SHOWN IN THE ESTIMATE OF PROJECT QUANTITIES AND BILL OF MATERIAL TABULATIONS ARE FOR ESTIMATING PURPOSES ONLY. BIDS SHALL BE IN ACCORDANCE WITH THE ITEM LISTED BELOW.

BID ITEM	
TRAFFIC SIGNALS, FURNISH AND INSTALL.	LUMP SUM

CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

**LEGEND AND GENERAL NOTES
COUNTY LINE ROAD SIGNALS
RIDGELAND, MISSISSIPPI**

JOE A. WAGGONER
Civil Engineer - Brandon/ Jackson, Miss.

DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: None	44 OF 84

BILL OF MATERIALS

INTERSECTION	CONTROLLER							SIGNAL HEADS										LAMPS				POWER SUPPLY				PULL BOXES		BASES																
	PHASES(I)			DETECTOR UNITS				SIGNAL INDICATIONS										SIGNAL BRACKETS				BACK PLATES				VISORS				JUNCTION BOX	SERVICE BOX	MAST ARM												
	VEHICLE	PEDESTRIAN	FIRE PREEMPTION	INDUCTIVE LOOP	INDUCTIVE LOOP WITH DELAY	MAGNETIC	PEDESTRIAN PUSHBUTTON	TYPE										RIGID MAST ARM	VERTICAL POLE		PEDESTAL		5"-3 SECTION	5"-4 SECTION	5"-5 SECTION	67 WATT SIGNAL	116 WATT SIGNAL	150 WATT SIGNAL	OPTICALLY LIMITED			BI-MODAL FIBER OPTIC	CIRCUIT BREAKER AND CABINET (2)	FT. CLASS WOOD POLE	GROUND ROD (5/8" x 10')	METER SOCKET	3' DIA. x 8'	PEDESTAL	CONTROLLER PAD	GROUND ROD (5/8" x 10')				
								12" R.Y.G.	OPT. LMT. 12" R.Y.G.	12" R.Y.G. *-Φ	12" R.Y.G. *-Φ	12" R.Y.G. *-Φ	12" R.Y.G. *-Φ	12" DW, W	9" DW, W	12" R.Y.G. *-Φ	ONE WAY		ONE WAY	TWO WAY	ONE WAY	TWO WAY								ONE WAY	TWO WAY													
County Line Rd. and Ridgewood Rd.	8	-	-	15	4	-	-	9	-	4	-	1	-	-	-	10	4	-	-	-	6	-	4	-	-	-	-	-	38	14	-	-	1	-	-	-	5	4	4	-	-	1	5	
County Line Rd. and Wheatley St.	4	-	-	10	-	-	-	6	1	-	2	-	-	-	-	4	5	-	-	-	4	-	-	-	-	-	-	-	16	8	3	-	1	-	-	-	5	5	2	-	-	3	1	6
County Line Rd. and The Park Mall Ent.	6	3	-	14	-	-	8	9	2	-	1	-	8	-	1	9	12	-	-	-	8	1	-	-	-	-	-	-	39	11	6	-	1	-	-	-	5	4	4	-	-	1	5	
County Line Rd. and Pear Orchard Rd.	8	-	-	15	4	-	-	9	-	4	-	1	-	-	-	10	4	-	-	-	6	-	4	-	-	-	-	-	38	14	-	-	1	-	-	-	8	4	4	-	-	1	5	
Wheatley St. and The Park Mall Ent.	4	-	-	6	-	-	-	6	-	1	1	-	-	-	1	6	3	-	-	-	3	1	1	-	-	-	-	-	21	9	-	-	1	-	-	-	1	4	3	-	-	1	4	
Pear Orchard Rd. and The Park Mall Ent.	8	-	-	14	4	-	-	10	-	4	-	-	-	-	-	10	4	-	-	-	6	-	4	-	-	-	-	-	36	14	-	-	1	-	-	-	8	4	4	-	-	1	5	
TOTAL				74	12		8	49	3	13	4	2	8	-	2	49	32	-	-	-	33	2	13					188	70	9		6				32	25	21		3	6	30		

INTERSECTION	SIGNAL CABLE							CONDUIT					LUMINAIRE		MISCELLANEOUS																												
	POWER			CONTROL				DETECTOR					TRENCHED			PUSHED		250 WATT HIGH PRESSURE SODIUM	400 WATT HIGH PRESSURE SODIUM	PHOTO ELECTRIC CONTROL	Adjustable Mast Arm Sign Bracket	Left Turn Signal Sign (R10-10)	Left Turn Yield On Sign (R10-13)	Pedestrian Push-button Sign (R10-4)	Dual Left Turn Symbol Sign (R3-84)	Controller Circuit Breaker (40 Amp)	52-Week Time Base Coordination Unit	Removal of Existing Signal System															
	1c #6 Power Lead-In	1c #4 Power Lead-In		1c #8 Luminaire Cable	5c, #14	7c, #14		2c, #14 Shielded Detector Lead-In	1c, #14 Loop In Tubing		1" PVC	1" Rigid Steel	1 1/2" Rigid Steel	2" Rigid Steel	3" Rigid Steel																												
County Line Rd and Ridgewood Rd.	280	-		1,500	580	950							120	270	320	60	20			4	-	4	4	-	4	-	-	1	1	1													
County Line Rd. and Wheatley St.	-	790		700	1,000	-							70	150	360	40	80			2	-	2	-	1	-	-	1	1	1	-													
County Line Rd. and The Park Mall Ent.	-	600		670	2,320	-							110	160	420	50	30			2	-	2	4	3	-	8	1	1	1	-													
County Line Rd. and Pear Orchard Rd.	250	-		1,280	780	790							130	420	330	50	30			4	-	4	4	-	4	-	-	1	1	1													
Wheatley St. and The Park Mall Ent.	230	-		730	540	490							70	50	70	150	20			2	-	2	2	1	1	-	-	1	1	-													
Pear Orchard Rd. and The Park Mall Ent.	300	-		1,350	520	520							110	410	360	50	30			4	-	4	4	-	4	-	-	1	1	-													
TOTAL	1,060'	1,390'		6,230'	5,740'	2,750'							610'	1,460'	1,860'	400'	210'			18	-	18	18	4	13	8	2	6	6	2													

NOTES:
 1. All controllers shall be expandable to eight-phase operations.
 2. Enclosure to be mounted on side of the controller cabinet. A 40 Amp, single pole circuit breaker shall be provided for the controller circuit and a 20 Amp, single pole circuit breaker shall be provided for the luminaire circuit.

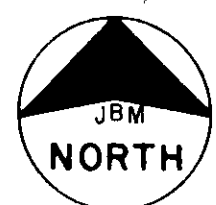
CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

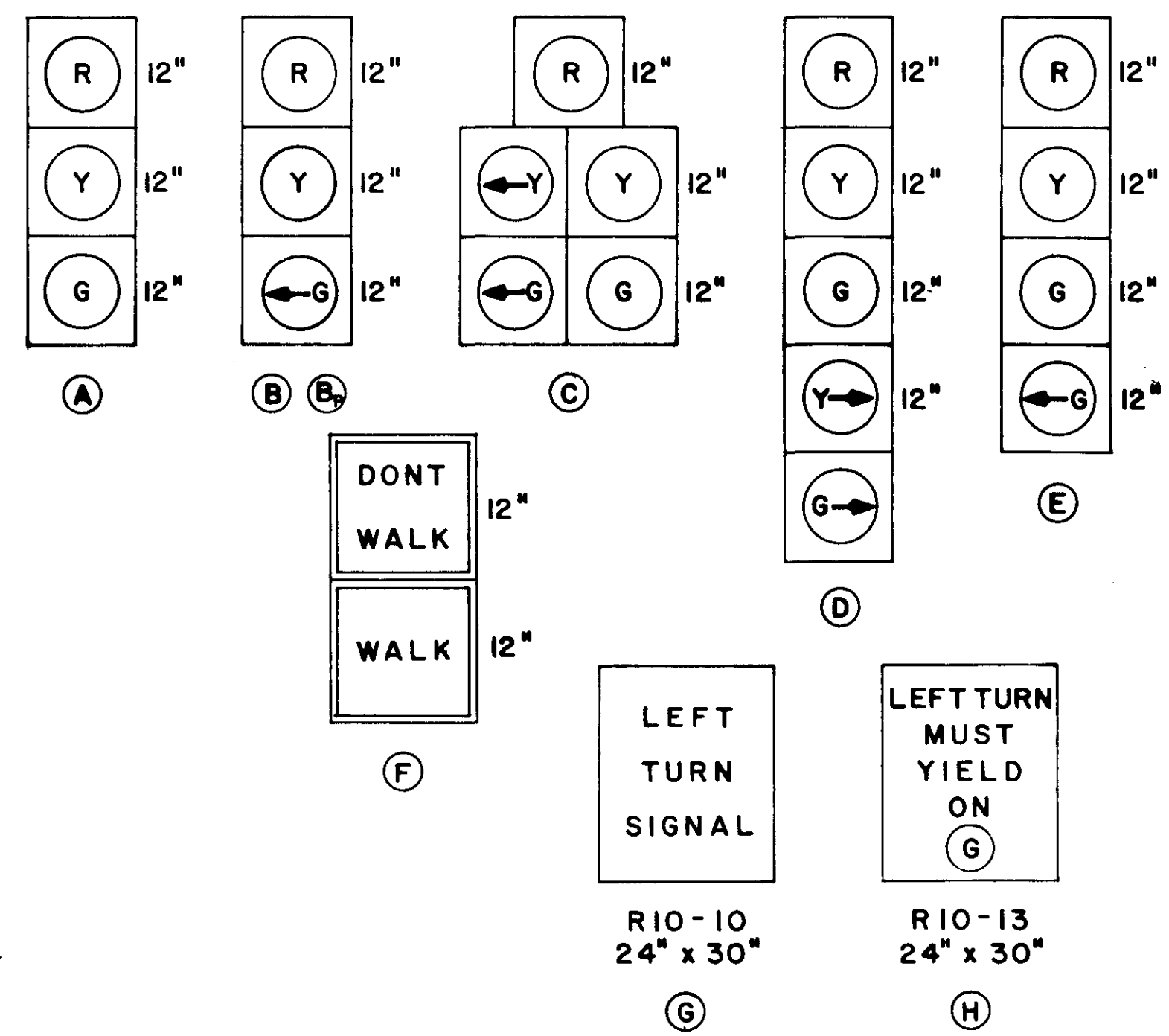
BILL OF MATERIALS SHEET I

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

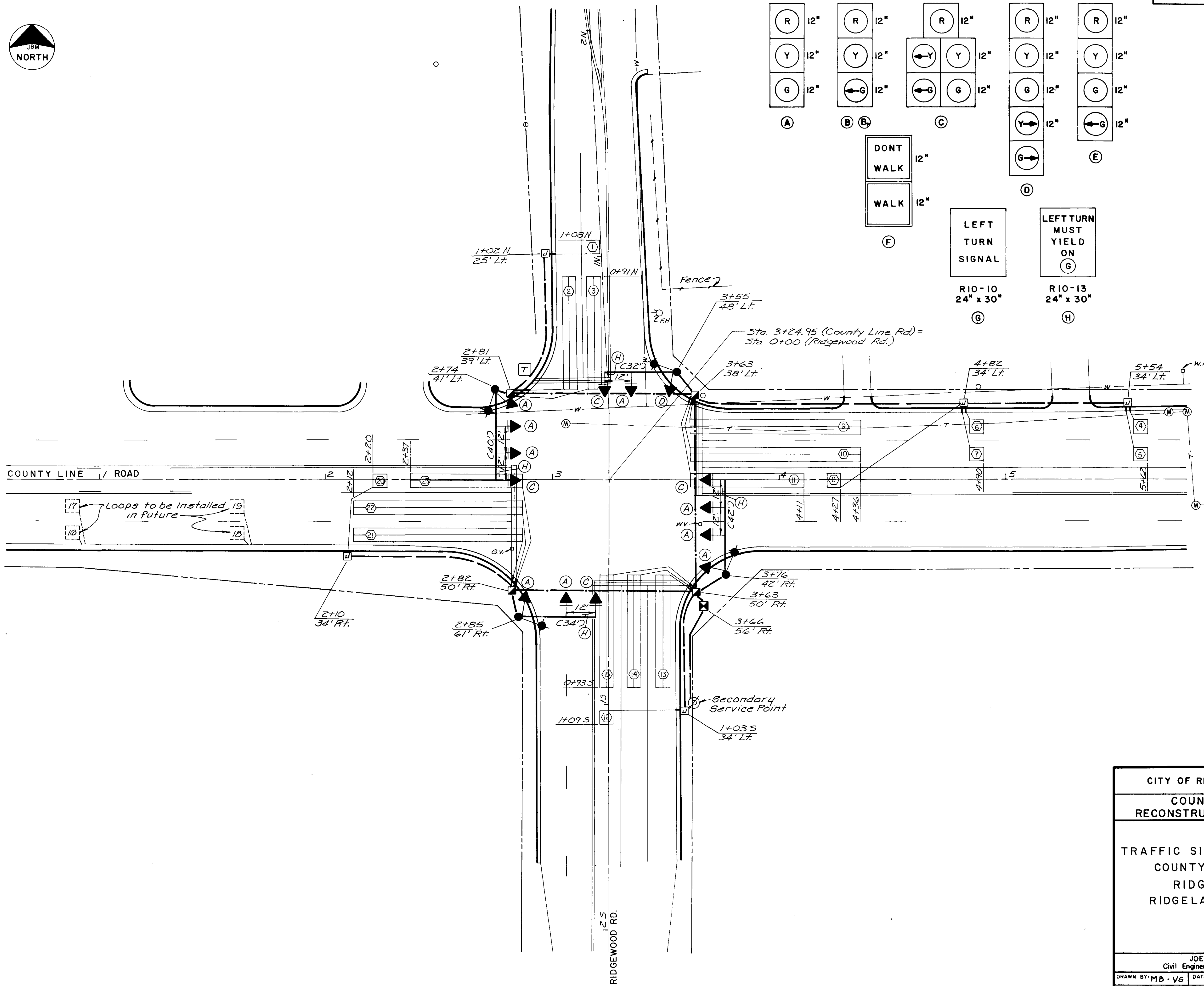
DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: None	45 OF 84



SIGNAL FACES



PROJECT NO.	SHEET NO.	TOTAL SHEETS



CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

TRAFFIC SIGNAL INSTALLATION
COUNTY LINE ROAD AND
RIDGEMOOD ROAD
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-VG DATE: 2-83 SHEET NO.
CHECKED BY: SCALE: 1"=20' 47 OF 84

LEGEND

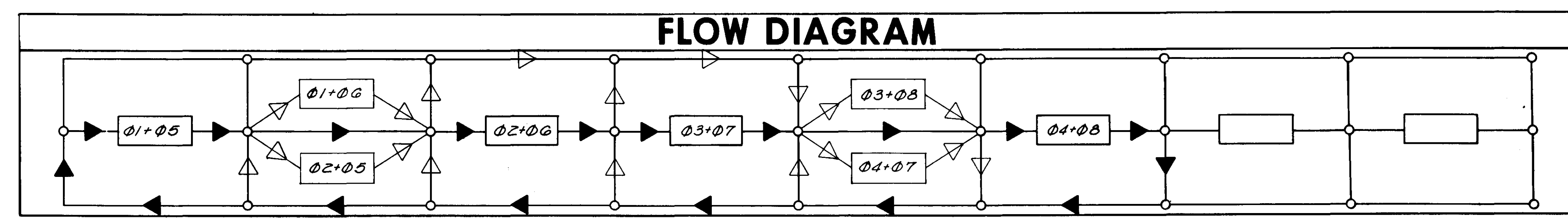
- ▶ -ACTUATED VEHICULAR MOVEMENT
- ◀ -NON-ACTUATED VEHICULAR MOVEMENT
- ◄ -PARTIALLY RESTRICTED VEHICULAR MOVEMENT
- ▷ -ACTUATED PEDESTRIAN MOVEMENT
- ◃ -NON-ACTUATED PEDESTRIAN MOVEMENT
- ⊖ -DETECTOR DISCONNECTED
- ⊕ -DETECTOR SWITCHED (FUNCTION NO. 1)
- R/W -RIGHT OF WAY INTERVAL
- ⊖ -TRAFFIC PHASE
- R -CIRCULAR RED
- Y -CIRCULAR YELLOW
- G -CIRCULAR GREEN
- S -GREEN STRAIGHT AHEAD ARROW
- ← -YELLOW LEFT ARROW
- L -GREEN LEFT ARROW
- -YELLOW RIGHT ARROW
- RT -GREEN RIGHT ARROW
- W -WALK
- DW -DON'T WALK
- FDW -FLASHING DON'T WALK

TRAFFIC PHASING AND COLOR SEQUENCE

SIGNAL FACE LOCATION

NORTH

APPROACH	FACE NO.	⊖ 1+5			⊖ 1+6			⊖ 2+5			⊖ 2+6			⊖ 3+7			⊖ 3+8			⊖ 4+7			⊖ 4+8		
		R/W	CLEAR TO ⊖			R/W	CLEAR TO ⊖			R/W	CLEAR TO ⊖			R/W	CLEAR TO ⊖			R/W	CLEAR TO ⊖			R/W	CLEAR TO ⊖		
			1+6	2+5	All Others		2+6	All Others	2+5		All Others	1+6	2+5		All Others	3+8	4+7		All Others	4+8	All Others		3+8	4+7	All Others
North Bound Ridgewood Road	1	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	2	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	3	R	RT	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
East Bound County Line Road	4	L	L	←Y	←Y	L	←Y	←Y	R	R	R	G	Y	Y	Y	R	R	R	R	R	R	R	R	R	
	5	R	R	R	R	G	G	Y	R	R	R	G	G	Y	Y	R	R	R	R	R	R	R	R	R	
	6	R	R	R	R	G	G	Y	R	R	R	G	G	Y	Y	R	R	R	R	R	R	R	R	R	
	7	R	R	R	R	G	G	Y	R	R	R	G	G	Y	Y	R	R	R	R	R	R	R	R	R	
South Bound Ridgewood Road	8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	9	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	10	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
West Bound County Line Road	11	L	←Y	L	←Y	R	R	R	L	←Y	←Y	G	Y	Y	Y	R	R	R	R	R	R	R	R	R	
	12	R	R	R	R	R	R	R	G	G	Y	G	Y	Y	R	R	R	R	R	R	R	R	R	R	
	13	R	R	R	R	R	R	R	G	G	Y	G	Y	Y	R	R	R	R	R	R	R	R	R	R	
	14	R	R	R	R	R	R	R	G	G	Y	G	Y	Y	R	R	R	R	R	R	R	R	R	R	



RECOMMENDED TIMING (SECONDS)

PHASE	MINIMUM INITIAL	UNIT EXT.	MAX. GREEN	MIN. GREEN (NON-ACT)	MAXIMUM INITIAL	TIME TO REDUCE	TIME BFR RDCN	MIN. GAP	YELLOW CLEAR	RED CLEAR	PEDESTRIAN	
											WALK	CLEAR

NOTE:
 PHASE NUMBERS GENERALLY CORRESPOND WITH NEMA PHASE DESIGNATIONS.
 ▶ INDICATES FLOW PATH WITH ALL PHASES DEMAND.
 ◄ INDICATES OPTIONAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMAND AT TIME OF RIGHT-OF-WAY TRANSFER.

FLASHING OPERATIONS

County Line Road	FY
Ridgewood Road	FR

CITY OF RIDGELAND, MISSISSIPPI

**COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION**

TRAFFIC SIGNAL TIMING,
PHASING, AND SEQUENCE
COUNTY LINE ROAD AND
RIDGEWOOD ROAD
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

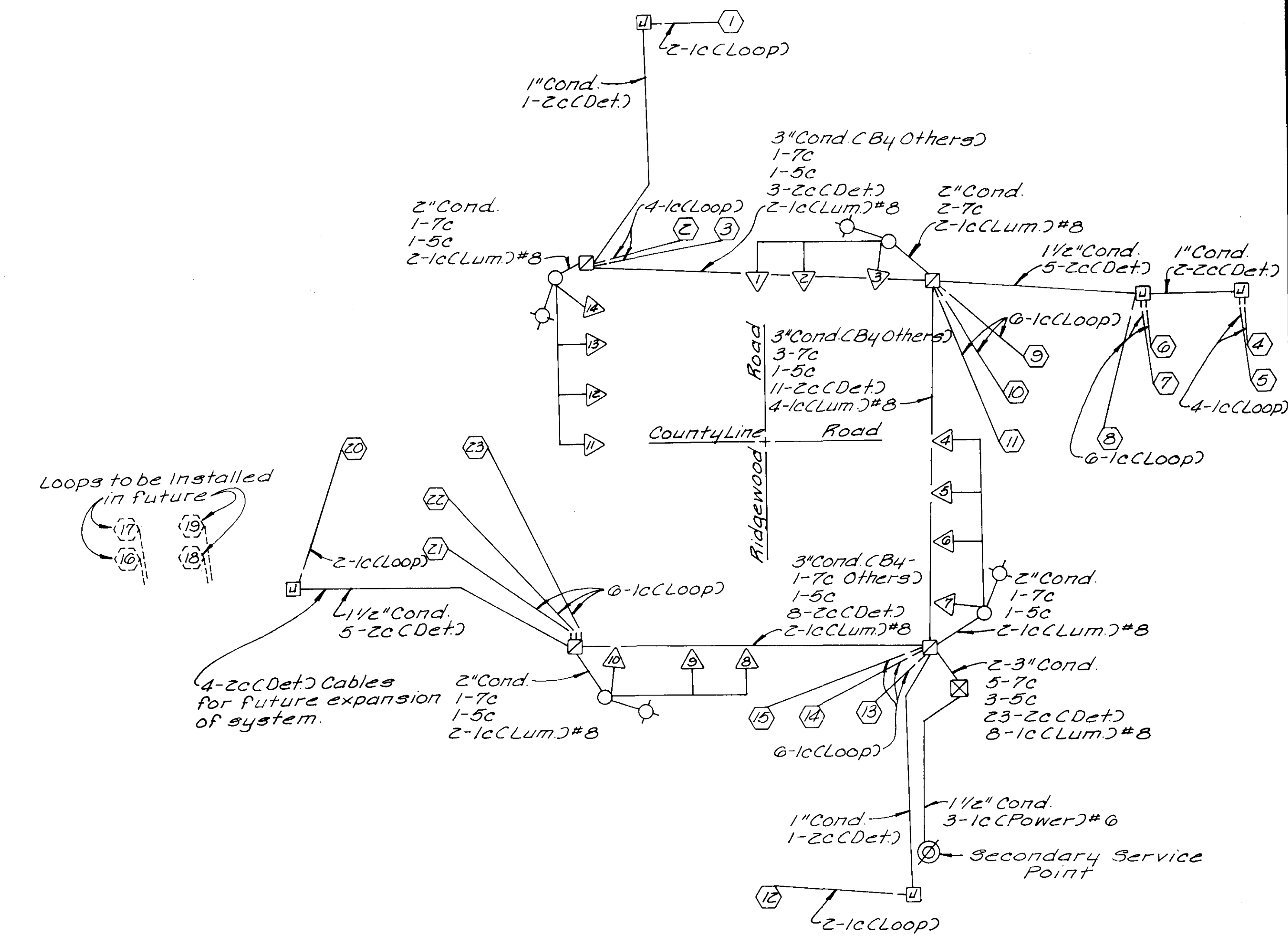
DRAWN BY: NB-VG	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: None	18 of 84

MAJOR EQUIPMENT
COUNTY LINE ROAD AND RIDGEWOOD ROAD



- ONE (1), EIGHT-PHASE, ACTUATED TRAFFIC SIGNAL CONTROLLER WITH CABINET AND ACCESSORIES AS SHOWN ON PLANS.
- FIFTEEN (15), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN PRESENCE AND IMPULSE MODES.
- FOUR (4), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES. UNITS TO BE PROVIDED WITH DELAY TIMING.
- SIX (6), ONE-WAY, THREE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISOR. SIGNALS ARE TO BE MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKETS.
- THREE (3), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE SIDE OF POLE MOUNTED.
- FOUR (4), ONE-WAY, FIVE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM MOUNT TRAFFIC SIGNAL BRACKETS.
- ONE (1), ONE-WAY, FIVE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNAL WITH 12-INCH RED, YELLOW, GREEN, YELLOW RIGHT ARROW, AND GREEN RIGHT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNAL TO BE SIDE OF POLE MOUNTED.
- SIX (6), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- FOUR (4), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF FIVE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- SIX (6), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- FOUR (4), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, FIVE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- THIRTY-EIGHT (38), 116-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.
- FOURTEEN (14), 150-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.
- FIVE (5), JUNCTION BOXES.
- FOUR (4), SERVICE BOXES.
- APPROXIMATELY 280 LINEAR FEET OF #6 A.W.G., 1-CONDUCTOR CABLE FOR POWER LEAD-IN.
- APPROXIMATELY 1,500 LINEAR FEET OF #8 A.W.G., 1-CONDUCTOR CABLE FOR LUMINAIRE CIRCUITS.
- APPROXIMATELY 580 LINEAR FEET OF #14 A.W.G., 5-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.
- APPROXIMATELY 950 LINEAR FEET OF #14 A.W.G., 7-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.
- APPROXIMATELY 4,210 LINEAR FEET OF #14 A.W.G., 2-CONDUCTOR STRANDED VINYL JACKET SHIELDED DETECTOR FEEDER CABLE.
- APPROXIMATELY 7,600 LINEAR FEET OF #14 A.W.G., TYPE THHN, 1-CONDUCTOR STRANDED CABLE IN VINYL TUBE, FOR DETECTOR LOOPS.
- APPROXIMATELY 120 LINEAR FEET OF 1-INCH POLYVINYL CHLORIDE CONDUIT, IN TRENCH.
- APPROXIMATELY 270 LINEAR FEET OF 1-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 320 LINEAR FEET OF 1½-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 60 LINEAR FEET OF 2-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 20 LINEAR FEET OF 3-INCH RIGID STEEL CONDUIT, IN TRENCH.
- FOUR (4), 250-WATT, 120 VOLT, HIGH PRESSURE SODIUM LUMINAIRES WITH PHOTOELECTRIC CONTROLS.
- FOUR (4), 24"x30" "LEFT TURN MUST YIELD ON" SIGNS (R10-13).
- FOUR (4), COMPLETELY ADJUSTABLE MAST ARM SIGN BRACKETS FOR MAST ARM MOUNTING OF A 24"x30" SIGN.
- ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 32-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.
- ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 34-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.

- ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 40-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING THREE SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.
- ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 42-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING THREE SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.



DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	NO. OF UNITS/ CHANNELS	PRESENCE MODE	IMPULSE MODE	COMMENTS
1	1-6'x6'	-	7	10	1		X	
2#3	2-6'x50'	-	4	-	2	X		
4,5,6#7	4-6'x6'	-	2	-	2		X	4&5 in Series; 6&7 in Series
8	1-6'x6'	-	5	10	1		X	
9#10	2-6'x75'	-	2	-	2	X		
11	1-6'x50'	-	2	-	1	X		
12	1-6'x6'	-	3	10	1		X	
13,14#15	3-6'x50'	-	8	-	3	X		
16,17,18#19	4-6'x6'	-	6	-	2		X	16&17 in Series; 18&19 in Series
20	1-6'x6'	-	1	10	1		X	
21#22	2-6'x75'	-	6	-	2	X		
23	1-6'x50'	-	6	-	1	X		

WIRING DIAGRAM

- LEGEND
- Ⓛ Signal Number
 - Ⓧ Detector Number
 - Det: Detector Feeder Cable
 - Loop: Loop Wire
 - Cond: Rigid Steel Conduit
 - Power: Power Cable
 - Lum: Luminaire Cable

Note: Cable to be #14 AWG unless otherwise noted.

Loops to be installed in future. Amplifiers to be provided in cabinet in this project.

CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

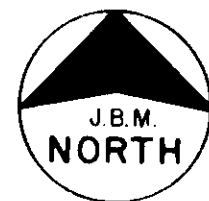
MAJOR EQUIPMENT AND WIRING DIAGRAM
COUNTY LINE ROAD AND RIDGEWOOD ROAD
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

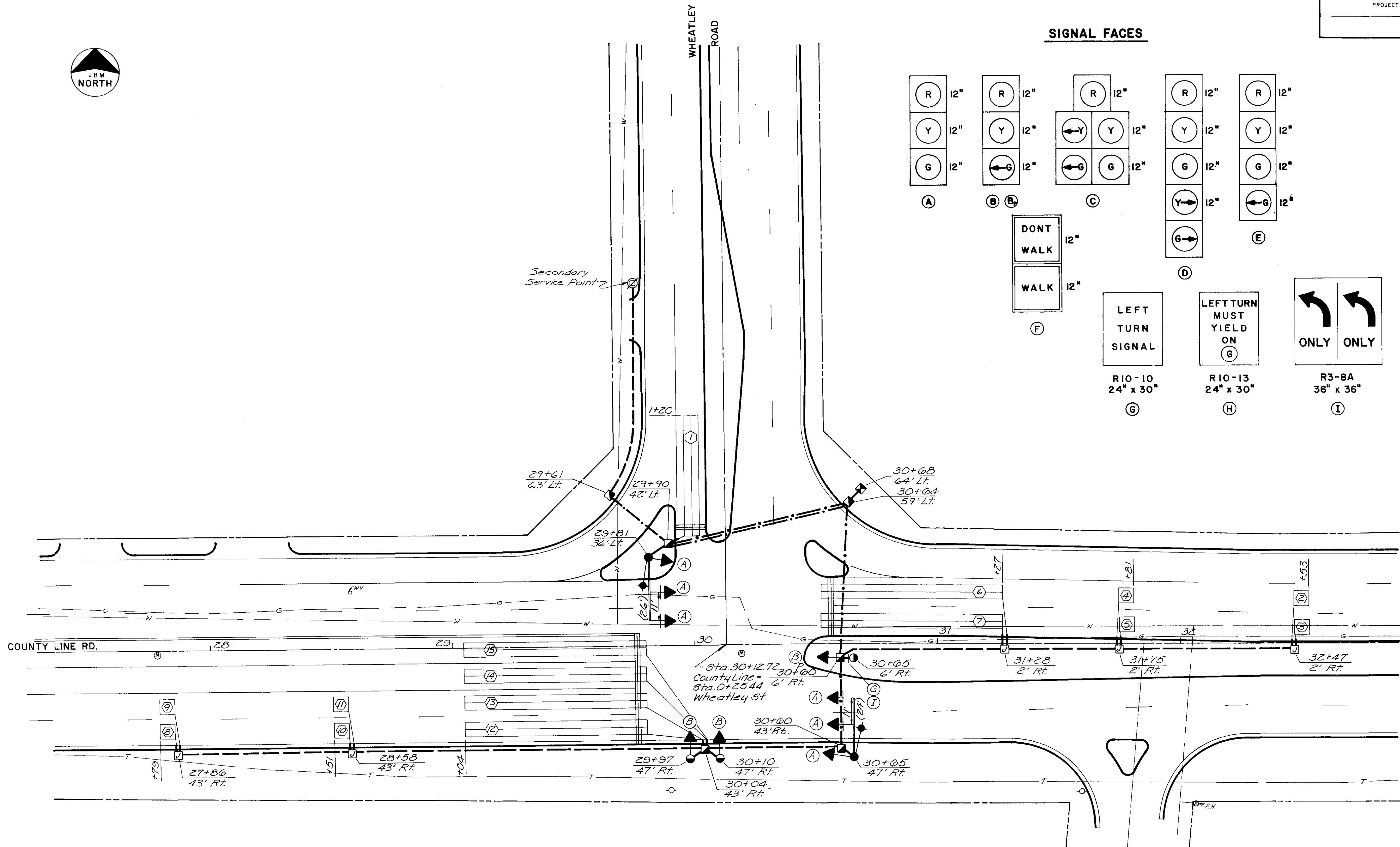
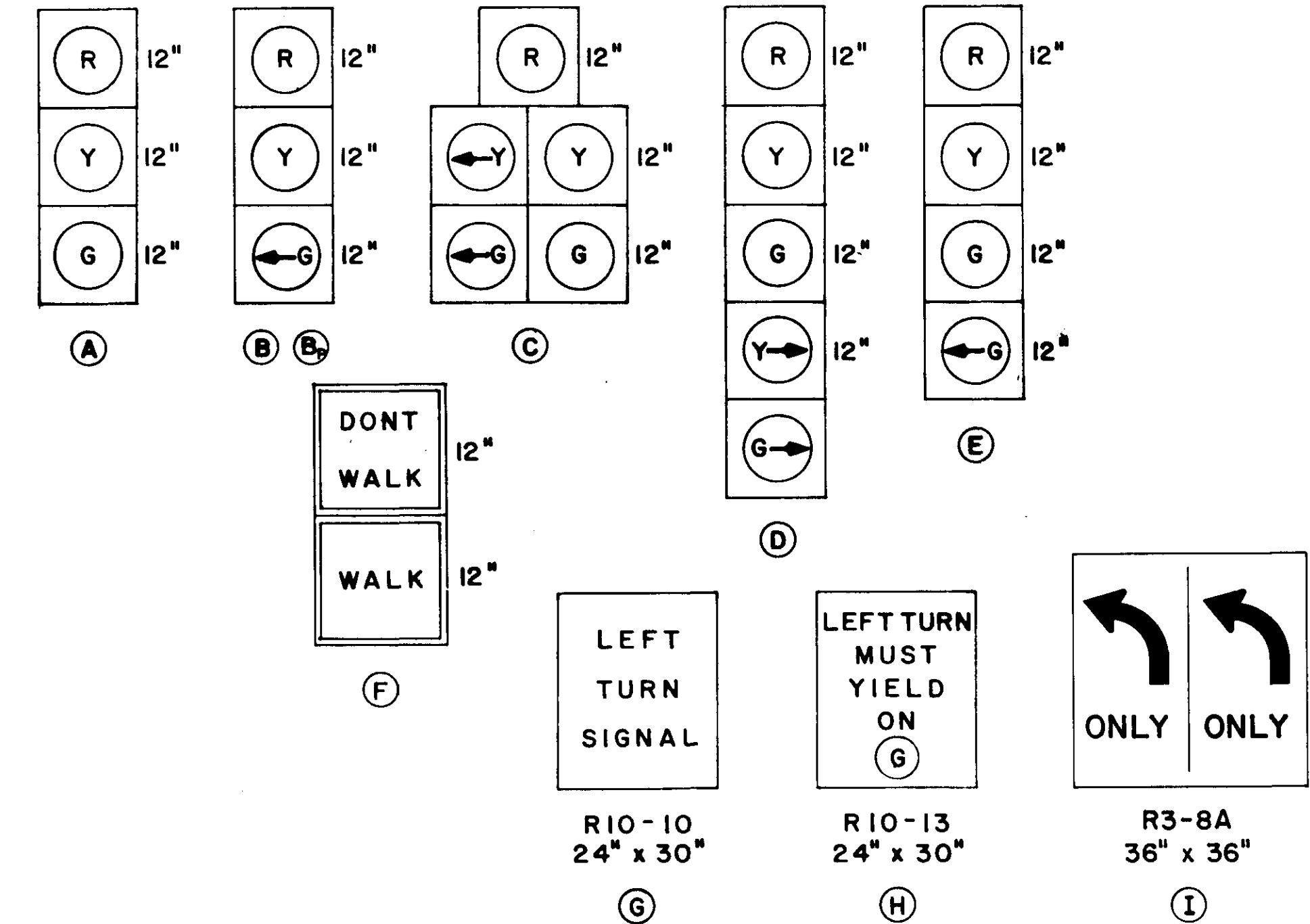
DRAWN BY: MB-JM DATE: 2-83 SHEET NO. 49 OF 84

CHECKED BY: SCALE: None

PROJECT NO.	SHEET NO.	TOTAL SHEETS



SIGNAL FACES



CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

TRAFFIC SIGNAL INSTALLATION
COUNTY LINE ROAD AND
WHEATLEY STREET
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-VG DATE: 2-83 SHEET NO. 50 OF 84

CHECKED BY: SCALE: 1"=20'

LEGEND

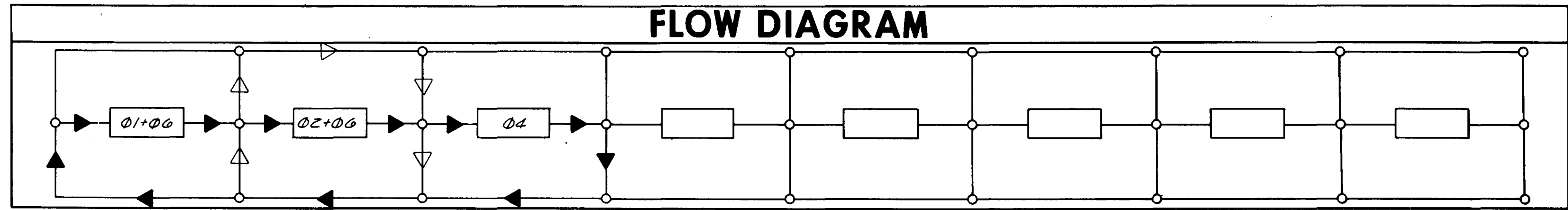
- ▶ -ACTUATED VEHICULAR MOVEMENT
- ◄ -NON-ACTUATED VEHICULAR MOVEMENT
- ◄◄ -PARTIALLY RESTRICTED VEHICULAR MOVEMENT
- ▶▶ -ACTUATED PEDESTRIAN MOVEMENT
- ◄◄ -NON-ACTUATED PEDESTRIAN MOVEMENT
- ⊖ -DETECTOR DISCONNECTED
- ⊕ -DETECTOR SWITCHED (FUNCTION NO. 1)
- R/W -RIGHT OF WAY INTERVAL
- ∅ -TRAFFIC PHASE
- R -CIRCULAR RED
- Y -CIRCULAR YELLOW
- G -CIRCULAR GREEN
- S -GREEN STRAIGHT AHEAD ARROW
- ← -YELLOW LEFT ARROW
- ↳ -YELLOW RIGHT ARROW
- RT -GREEN RIGHT ARROW
- W -WALK
- DW -DON'T WALK
- FDW -FLASHING DON'T WALK

TRAFFIC PHASING AND COLOR SEQUENCE

SIGNAL FACE LOCATION

NORTH

APPROACH	FACE NO.	∅1+∅6		∅2+∅6		∅4		∅		∅		∅		∅	
		CLEAR TO ∅		CLEAR TO ∅		CLEAR TO ∅		CLEAR TO ∅		CLEAR TO ∅		CLEAR TO ∅		CLEAR TO ∅	
		R/W	∅	R/W	∅	R/W	∅	R/W	∅	R/W	∅	R/W	∅	R/W	∅
Eastbound County Line Road	1	L	Y	Y	R	R	R	R	R						
	2	G	G	Y	G	G	Y	R	R						
	3	G	G	Y	G	G	Y	R	R						
	4	G	G	Y	G	G	Y	R	R						
Southbound Wheatley Street	5	R	R	R	R	R	R	L	Y						
	6	R	R	R	R	R	R	L	Y						
Westbound County Line Road	7	R	R	R	G	Y	Y	R	R						
	8	R	R	R	G	Y	Y	R	R						
	9	R	R	R	G	Y	Y	R	R						
BOUND															
BOUND															



RECOMMENDED TIMING (SECONDS)

PHASE	MINIMUM INITIAL	UNIT EXT.	MAX. GREEN	MIN. GREEN (NON-ACT)		MAXIMUM INITIAL	TIME TO REDUCE	TIME BFR RDCN	MIN. GAP	YELLOW CLEAR	RED CLEAR	PEDESTRIAN	
				INITIAL	EXT.							WALK	CLEAR

NOTE:
 PHASE NUMBERS GENERALLY CORRESPOND WITH NEMA PHASE DESIGNATIONS.
 ▶ INDICATES FLOW PATH WITH ALL PHASES DEMANDED.
 ◄◄ INDICATES OPTIONAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT TIME OF RIGHT-OF-WAY TRANSFER.

FLASHING OPERATIONS

County Line Road	FY
Wheatley Street	FR

CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

TRAFFIC SIGNAL TIMING, PHASING, AND SEQUENCE
 COUNTY LINE ROAD AND WHEATLEY STREET
 RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-JH	DATE: 2-05	SHEET NO.
CHECKED BY:	SCALE: None	51 OF 84

MAJOR EQUIPMENT
COUNTY LINE ROAD AND WHEATLEY STREET



ONE (1), FOUR-PHASE, ACTUATED TRAFFIC SIGNAL CONTROLLER, EXPAN-
SIBLE TO EIGHT-PHASES, WITH CABINET AND ACCESSORIES AS SHOWN ON
PLANS.

TEN (10), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE
NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR
UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES.

FOUR (4), ONE-WAY, THREE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC
SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH
TUNNEL VISOR. SIGNALS ARE TO BE MOUNTED UTILIZING UNIVERSALLY
ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKETS.

TWO (2), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC
SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH
TUNNEL VISORS. SIGNALS ARE TO BE SIDE OF POLE MOUNTED.

ONE (1), ONE-WAY, THREE SECTION ADJUSTABLE OPTICALLY LIMITED,
TRAFFIC SIGNAL, WITH 12-INCH RED, YELLOW, AND GREEN LEFT ARROW
LENSES PROVIDED WITH TUNNEL VISORS. SIGNAL TO BE SIDE OF POLE
MOUNTED.

TWO (2), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC
SIGNALS, WITH 12-INCH RED, YELLOW, GREEN LEFT ARROW LENSES
PROVIDED WITH TUNNEL VISORS. SIGNALS TO BE SIDE OF POLE MOUNTED.

FOUR (4), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS
FOR MAST ARM MOUNTING OF THREE SECTION, POLYCARBONATE TRAFFIC
SIGNALS.

FOUR (4), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, THREE SEC-
TION, POLYCARBONATE TRAFFIC SIGNALS.

SIXTEEN (16), 116-WATT INCANDESCANT TRAFFIC SIGNAL LAMPS.

EIGHT (8), 150-WATT INCANDESCANT TRAFFIC SIGNAL LAMPS.

FIVE (5), JUNCTION BOXES.

FIVE (5), SERVICE BOXES.

APPROXIMATELY 790 LINEAR FEET OF #4 A.W.G., 1-CONDUCTOR CABLE FOR
POWER LEAD-IN.

APPROXIMATELY 700 LINEAR FEET OF #8 A.W.G., 1-CONDUCTOR CABLE
FOR LUMINAIRE CIRCUITS.

APPROXIMATELY 1,000 LINEAR FEET OF #14 A.W.G., 5-CONDUCTOR TRAFFIC
SIGNAL CABLE FOR SIGNAL CIRCUITS.

APPROXIMATELY 4,050 LINEAR FEET OF #14 A.W.G., 2-CONDUCTOR STRANDED
VINYL JACKET SHIELDED DETECTOR FEEDER CABLE.

APPROXIMATELY 5,720 LINEAR FEET OF #14 A.W.G., TYPE THHN, 1-CONDUCTOR
STRANDED CABLE IN VINYL TUBE FOR DETECTOR LOOPS.

APPROXIMATELY 70 LINEAR FEET OF 1-INCH POLYVINYL CHLORIDE CONDUIT,
IN TRENCH.

APPROXIMATELY 150 LINEAR FEET OF 1-INCH RIGID STEEL CONDUIT, IN
TRENCH.

APPROXIMATELY 360 LINEAR FEET OF 1½-INCH RIGID STEEL CONDUIT, IN
TRENCH.

APPROXIMATELY 40 LINEAR FEET OF 2-INCH RIGID STEEL CONDUIT, IN
TRENCH.

APPROXIMATELY 80 LINEAR FEET OF 3-INCH RIGID STEEL CONDUIT, IN
TRENCH.

TWO (2), 250-WATT, 120 VOLT, HIGH PRESSURE SODIUM LUMINAIRES WITH
PHOTOELECTRIC CONTROLS.

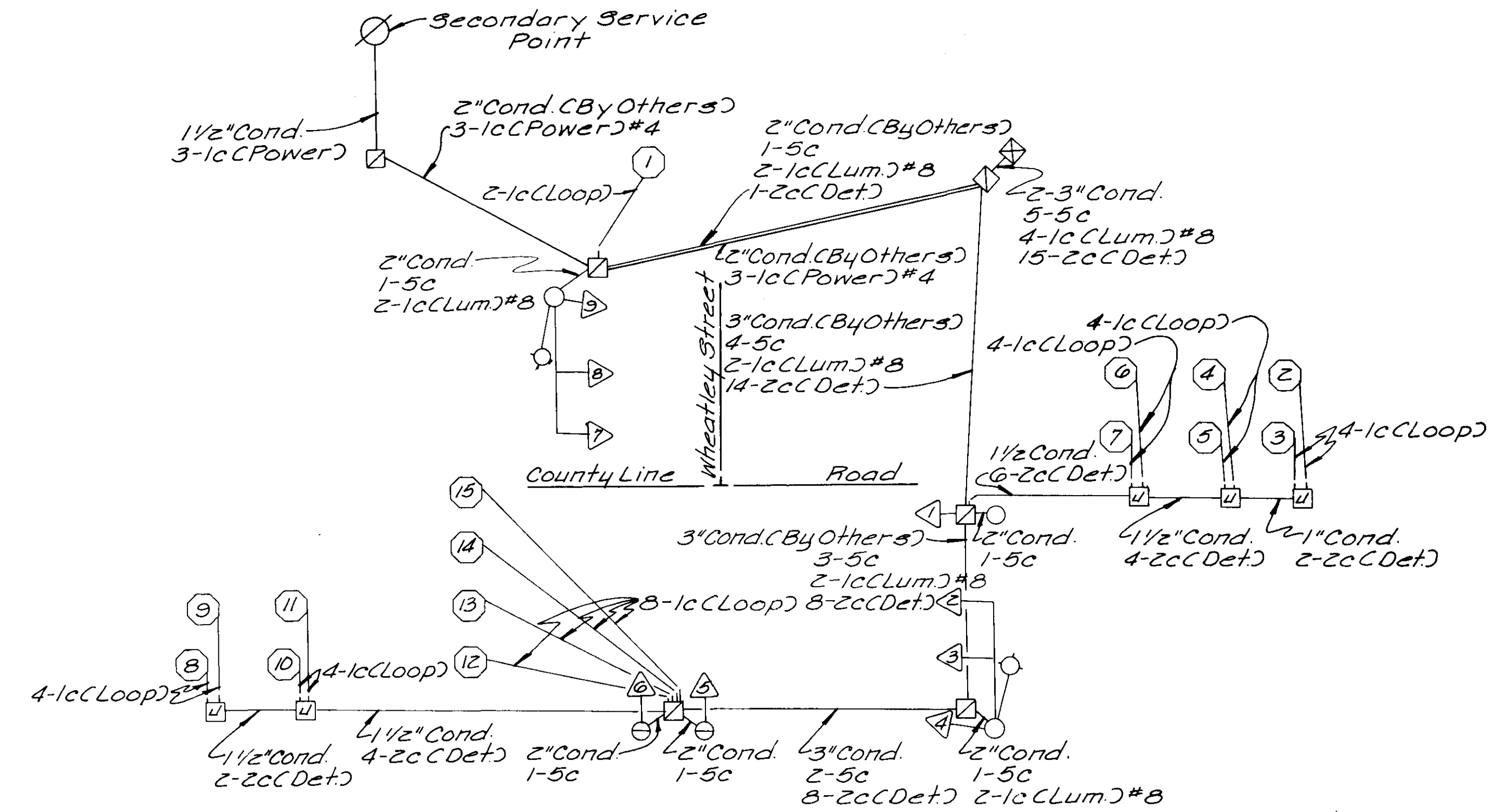
ONE (1), 24"x30" "LEFT TURN SIGNAL" SIGN (R10-10) TO BE BANNED TO
THE SIDE OF POLE WITH STAINLESS STEEL BANDS.

ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 24-FOOT
STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIG-
NAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMI-
NAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.

ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 26-FOOT
STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIG-
NAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMI-
NAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.

THREE (3), 16-FOOT ALUMINUM PEDESTALS.

ONE (1), 36"x36" DUAL LEFT TURN (SYMBOL) SIGN (R3-8A) TO BE BANNED
ON SIDE OF POLE USING STAINLESS STEEL BANDS.



WIRING DIAGRAM

LEGEND

- Ⓛ Signal Number
- Ⓢ Detector Number
- Det: Detector Feeder Cable
- Loop: Loop Wire
- Cond: Rigid Steel Conduit
- Power: Power Cable
- Lum: Luminaire Cable

Note: Cable to be #14 A.W.G.
unless otherwise noted.

DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	NO. OF UNITS/ CHANNELS	PRESENCE MODE	IMPULSE MODE	COMMENTS
1	1-6'x50'	-	4	-	1	X	-	
2,3,4#5	4-6'x6'	-	2	-	2	-	X	2#3 in series; 4#5 in series
6#7	2-6'x75'	-	2	-	2	X	-	
8,9,10#11	4-6'x6'	-	6	-	2	-	X	
12#13	2-6'x75'	-	6	-	2	X	-	
14#15	2-6'x75'	-	1	-	1	X	-	

CITY OF RIDGELAND, MISSISSIPPI

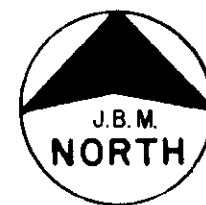
COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

MAJOR EQUIPMENT AND
WIRING DIAGRAM
COUNTY LINE ROAD AND
WHEATLEY STREET
RIDGELAND, MISSISSIPPI

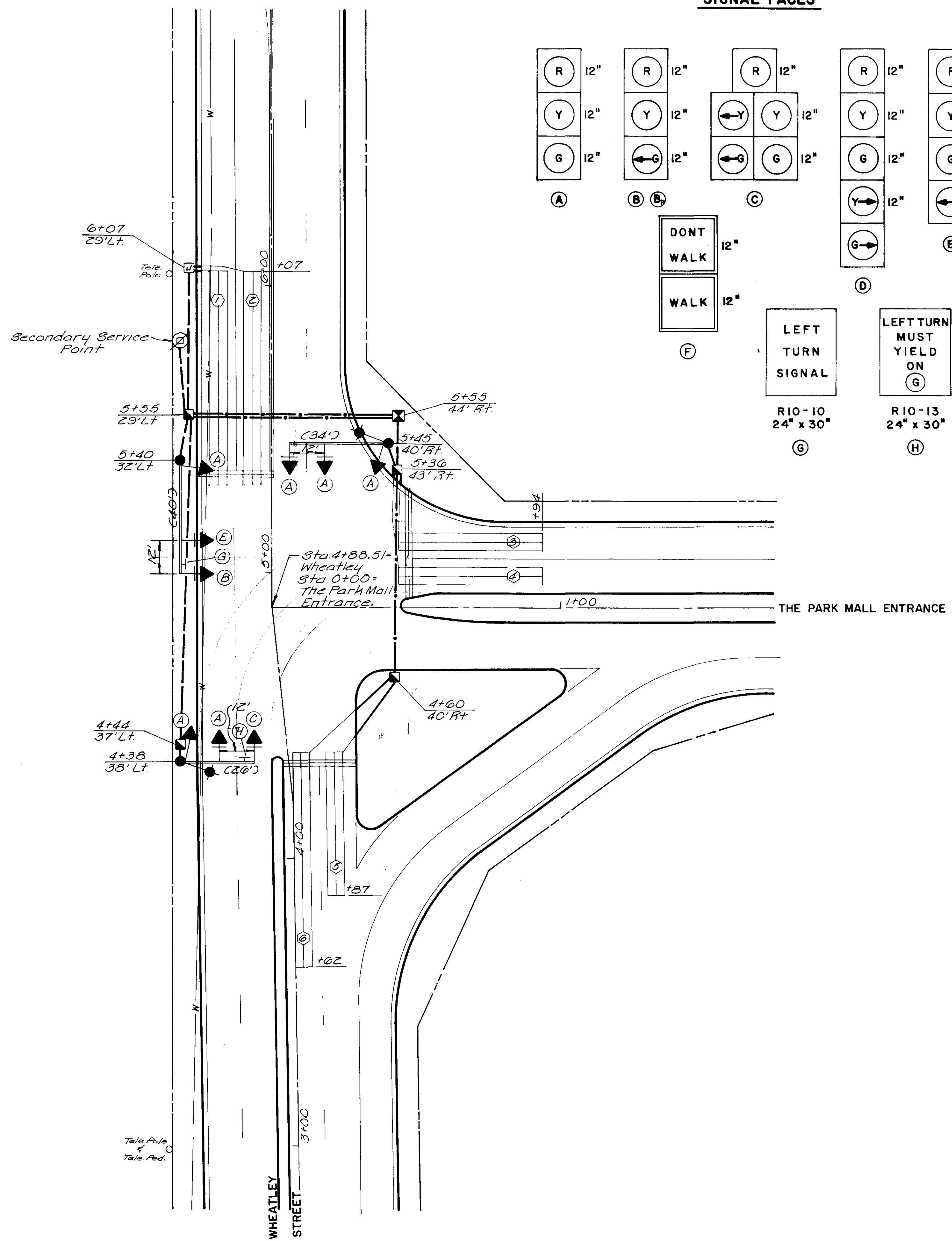
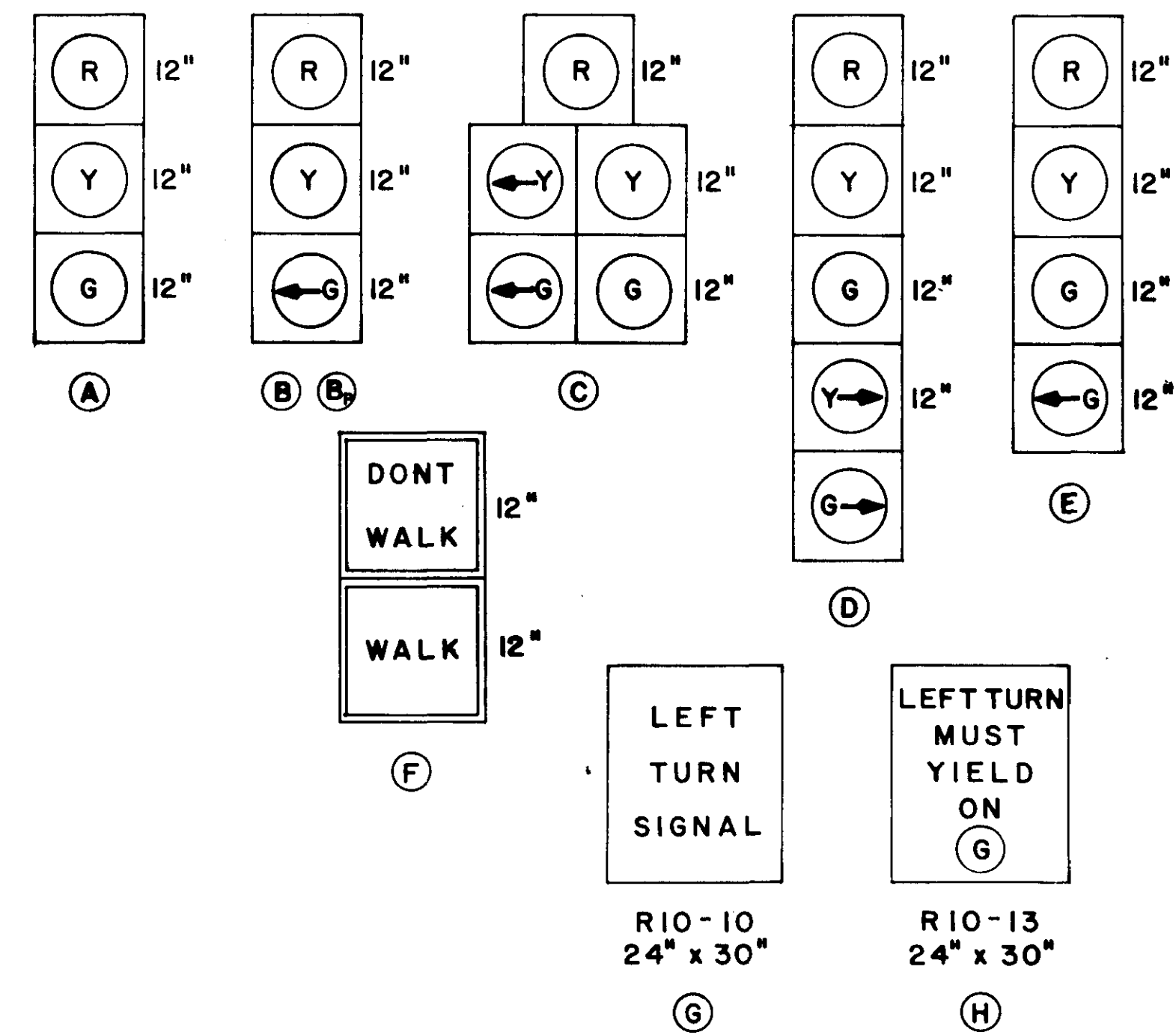
JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-VG DATE: 2-83 SHEET NO.
CHECKED BY: SCALE: None 52 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS



SIGNAL FACES



CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC SIGNAL INSTALLATION WHEATLEY STREET AND THE PARK MALL ENTRANCE RIDGELAND, MISSISSIPPI		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1"=20'	53 OF 84

LEGEND

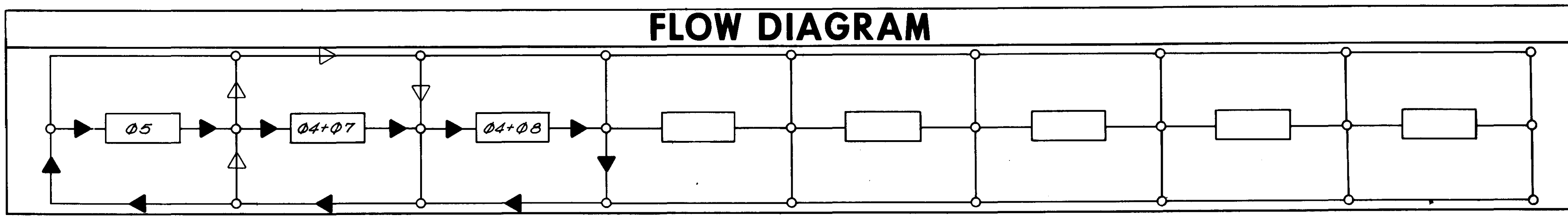
- ▶ -ACTUATED VEHICULAR MOVEMENT
- ◄ -NON-ACTUATED VEHICULAR MOVEMENT
- ◄▶ -PARTIALLY RESTRICTED VEHICULAR MOVEMENT
- ▶ -ACTUATED PEDESTRIAN MOVEMENT
- ◄▶ -NON-ACTUATED PEDESTRIAN MOVEMENT
- ⊕ -DETECTOR DISCONNECTED
- ⊖ -DETECTOR SWITCHED (FUNCTION NO. 1)
- R/W -RIGHT OF WAY INTERVAL
- ∅ -TRAFFIC PHASE
- R -CIRCULAR RED
- Y -CIRCULAR YELLOW
- G -CIRCULAR GREEN
- S -GREEN STRAIGHT AHEAD ARROW
- ↖ -YELLOW LEFT ARROW
- ↗ -GREEN LEFT ARROW
- ↘ -YELLOW RIGHT ARROW
- ↙ -GREEN RIGHT ARROW
- W -WALK
- DW -DON'T WALK
- FDW -FLASHING DON'T WALK

TRAFFIC PHASING AND COLOR SEQUENCE

SIGNAL FACE LOCATION

NORTH

APPROACH	FACE NO.	∅ 05		∅ 04+07			∅ 04+08			∅		∅		∅		∅	
		R/W	All Others	R/W	4+7	5	R/W	4+7	5	R/W	CLEAR TO ∅	R/W	CLEAR TO ∅	R/W	CLEAR TO ∅	R/W	CLEAR TO ∅
Northbound Wheatley Street	1	R	R	R	R	R	G	Y	Y								
	2	R	R	R	R	R	G	Y	Y								
	3	R	R	R	R	R	G	Y	Y								
Southbound Wheatley Street	4	R	R	L	↖	↗	G	Y	Y								
	5	R	R	G	G	Y	G	G	Y								
	6	R	R	G	G	Y	G	G	Y								
West Bound The Park Mall Entrance	7	L	Y	R	R	R	R	R	R								
	8	L	G	Y	R	R	R	R	R								
	9	G	Y	R	R	R	R	R	R								
BOUND																	
BOUND																	



RECOMMENDED TIMING (SECONDS)

PHASE	MINIMUM INITIAL	UNIT EXT.	MAX. GREEN	MIN. GREEN (NON-ACT)	MAXIMUM INITIAL	TIME TO REDUCE	TIME BFR RDCN	MIN. GAP	YELLOW CLEAR	RED CLEAR	PEDESTRIAN	
											WALK	CLEAR

NOTE:
 PHASE NUMBERS GENERALLY CORRESPOND WITH NEMA PHASE DESIGNATIONS.
 ▶ INDICATES FLOW PATH WITH ALL PHASES DEMANDED.
 ◄▶ INDICATES OPTIONAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT TIME OF RIGHT-OF-WAY TRANSFER.

FLASHING OPERATIONS

Wheatley Street	FY
Mall Entrance	FR

CITY OF RIDGELAND, MISSISSIPPI

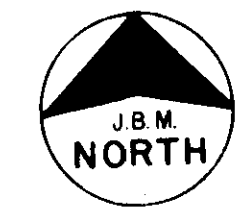
COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

WHEATLEY ST. & THE MALL ENTRANCE — PHASING

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY MB-VG	DATE 2-93	SHEET NO.
CHECKED BY	SCALE None	54 OF 84

MAJOR EQUIPMENT
WHEATLEY STREET AND PARK MALL ENTRANCE



ONE (1), FOUR-PHASE, ACTUATED TRAFFIC SIGNAL CONTROLLER, EXPAN-
SIBLE TO EIGHT-PHASES, WITH CABINET AND ACCESSORIES AS SHOWN ON
PLANS.

SIX (6), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE
NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR
UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES.

THREE (3), ONE-WAY, THREE SECTION, ADJUSTABLE POLYCARBONATE TRAF-
FIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED
WITH TUNNEL VISOR. SIGNALS ARE TO BE MOUNTED UTILIZING UNIVERSALLY
ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKETS.

THREE (3), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAF-
FIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED
WITH TUNNEL VISORS. SIGNALS ARE TO BE SIDE OF POLE MOUNTED.

ONE (1), ONE-WAY, FIVE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC
SIGNAL, WITH 12-INCH RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND
GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE
TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM
MOUNT TRAFFIC SIGNAL BRACKETS.

ONE (1), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC
SIGNAL, WITH 12-INCH RED, YELLOW, AND GREEN LEFT ARROW LENSES
PROVIDED WITH TUNNEL VISORS. SIGNAL IS TO BE MAST ARM MOUNTED
UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKET.

ONE (1), ONE-WAY, FOUR SECTION ADJUSTABLE POLYCARBONATE TRAFFIC
SIGNAL, WITH 12-INCH RED, YELLOW, GREEN, AND GREEN LEFT ARROW
LENSES PROVIDED WITH TUNNEL VISORS. SIGNAL IS TO BE MAST ARM
MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL
BRACKET.

FOUR (4), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS
FOR MAST ARM MOUNTING OF THREE SECTION, POLYCARBONATE TRAFFIC
SIGNALS.

ONE (1), COMPLETELY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKET
FOR MAST ARM MOUNTING OF FOUR SECTION, POLYCARBONATE TRAFFIC
SIGNALS.

ONE (1), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKET
FOR MAST ARM MOUNTING OF FIVE SECTION, POLYCARBONATE TRAFFIC
SIGNALS.

FOUR (4), 5-INCH BLACK SIGNAL BACKPLATE FOR 12-INCH, THREE SEC-
TION, POLYCARBONATE TRAFFIC SIGNALS.

ONE (1), 5-INCH BLACK SIGNAL BACKPLATE FOR 12-INCH, FOUR SECTION,
POLYCARBONATE TRAFFIC SIGNALS.

ONE (1), 5-INCH BLACK SIGNAL BACKPLATE FOR 12-INCH, FIVE SECTION,
POLYCARBONATE TRAFFIC SIGNALS.

TWENTY-ONE (21), 116-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.

NINE (9), 150-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.

ONE (1), JUNCTION BOX.

FOUR (4), SERVICE BOXES.

APPROXIMATELY 430 LINEAR FEET OF #6 A.W.G., 1-CONDUCTOR CABLE FOR
POWER LEAD-IN.

APPROXIMATELY 730 LINEAR FEET OF #8 A.W.G., 1-CONDUCTOR CABLE FOR
LUMINAIRE CIRCUITS.

APPROXIMATELY 540 LINEAR FEET OF #14 A.W.G., 5-CONDUCTOR TRAFFIC
SIGNAL CABLE FOR SIGNAL CIRCUITS.

APPROXIMATELY 490 LINEAR FEET OF #14 A.W.G., 7-CONDUCTOR TRAFFIC
SIGNAL CABLE FOR SIGNAL CIRCUITS.

APPROXIMATELY 570 LINEAR FEET OF #14 A.W.G., 2-CONDUCTOR STRANDED
VINYL JACKET SHIELDED DETECTOR FEEDER CABLE.

APPROXIMATELY 3,690 LINEAR FEET OF #14 A.W.G., TYPE THHN, 1-CON-
DUCTOR STRANDED CABLE IN VINYL TUBE, FOR DETECTOR LOOPS.

APPROXIMATELY 70 LINEAR FEET OF 1-INCH POLYVINYL CHLORIDE CONDUIT,
IN TRENCH.

APPROXIMATELY 50 LINEAR FEET OF 1-INCH RIGID STEEL CONDUIT, IN
TRENCH.

APPROXIMATELY 70 LINEAR FEET OF 1½-INCH RIGID STEEL CONDUIT, IN
TRENCH.

APPROXIMATELY 150 LINEAR FEET OF 2-INCH RIGID STEEL CONDUIT, IN
TRENCH.

APPROXIMATELY 20 LINEAR FEET OF 3-INCH RIGID STEEL CONDUIT, IN
TRENCH.

TWO (2), 250-WATT, 120 VOLT HIGH PRESSURE SODIUM LUMINAIRES WITH
PHOTOELECTRIC CONTROLS.

ONE (1), 24"x30" "LEFT TURN SIGNAL" SIGN (R10-10).

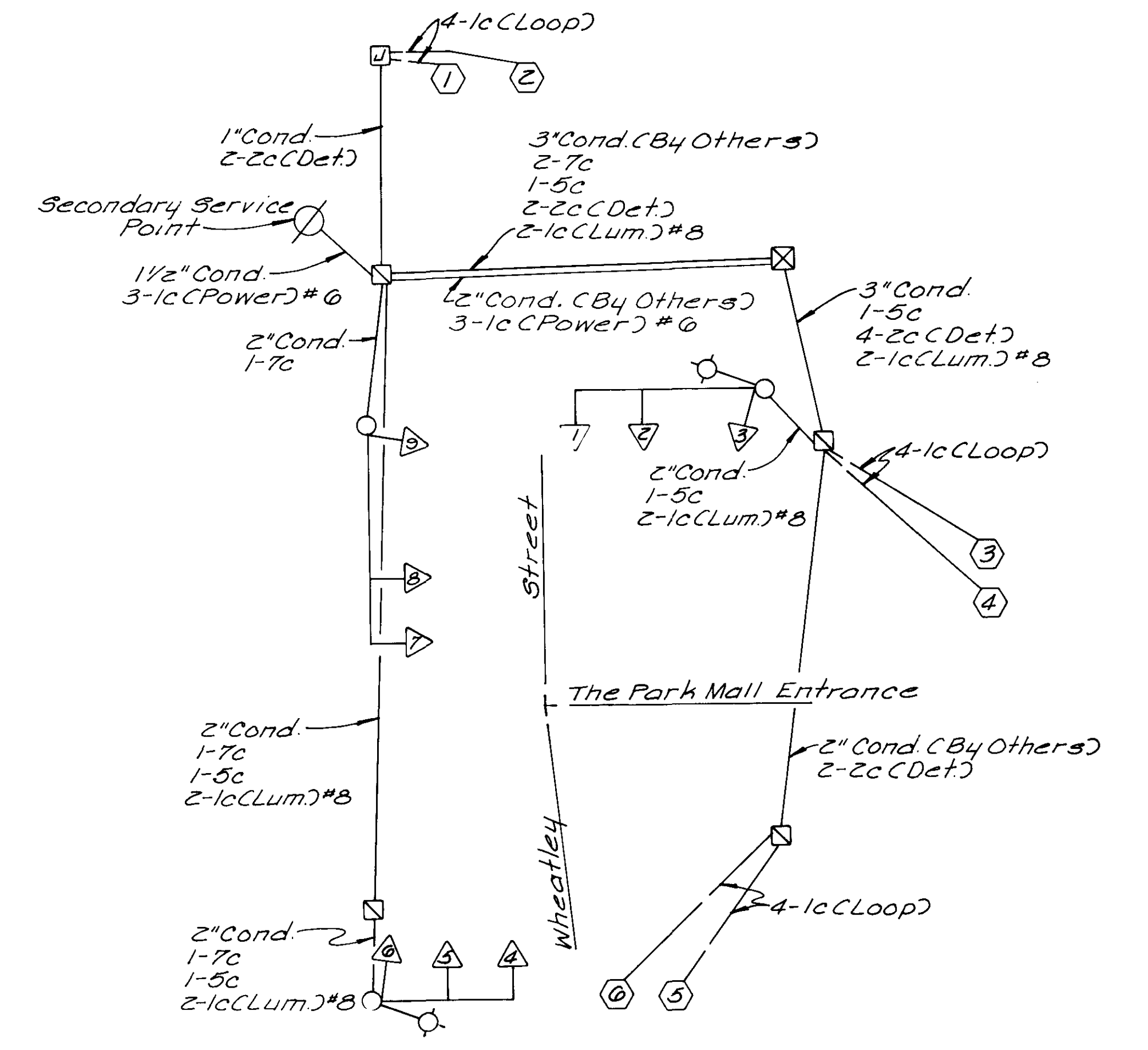
ONE (1), 24"x30" "LEFT TURN MUST YIELD ON" SIGN (R10-13).

TWO (2), COMPLETELY ADJUSTABLE MAST ARM SIGN BRACKETS
FOR MAST ARM MOUNTING OF 24"x30" SIGNS.

ONE (1), STEEL SIGNAL POLE WITH A 40-FOOT STRAIGHT CANTILEVER TYPE
MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS.

ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 26-FOOT
STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIG-
NAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMI-
NAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.

ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 34-FOOT
STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIG-
NAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMI-
NAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.



WIRING DIAGRAM

LEGEND

- Ⓛ Signal Number
- Ⓧ Detector Number
- Det: Detector Feeder Cable
- Loop: Loop Wire
- Cond: Rigid Steel Conduit
- Power: Power Cable
- Lum: Luminaire Cable

Note: Cable to be #14
A.W.G. unless otherwise
noted.

DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	NO. OF UNITS / CHANNELS	PRESENCE MODE	IMPULSE MODE	COMMENTS
1	1-6'x75'	-	4	-	1	X		
2	1-6'x75'	-	7	-	1	X		
3 & 4	2-6'x50'	-	5	-	2	X		
5	1-6'x50'	-	8	-	1	X		
6	1-6'x75'	-	8	-	1	X		

CITY OF RIDGELAND, MISSISSIPPI

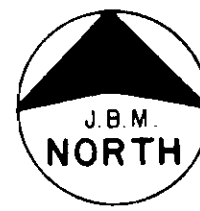
COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

MAJOR EQUIPMENT AND
WIRING DIAGRAM
WHEATLEY STREET AND
THE PARK MALL ENTRANCE
RIDGELAND, MISSISSIPPI

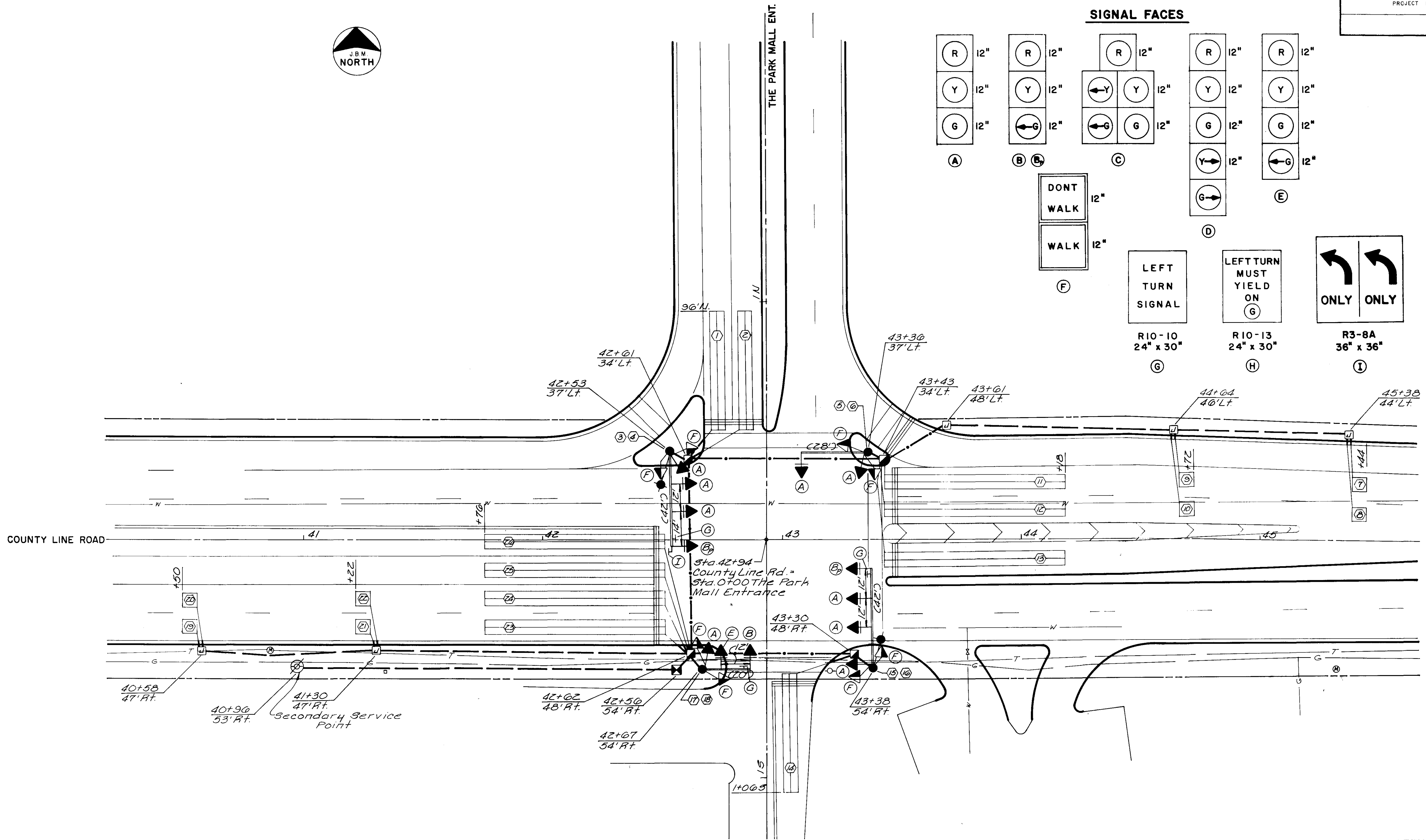
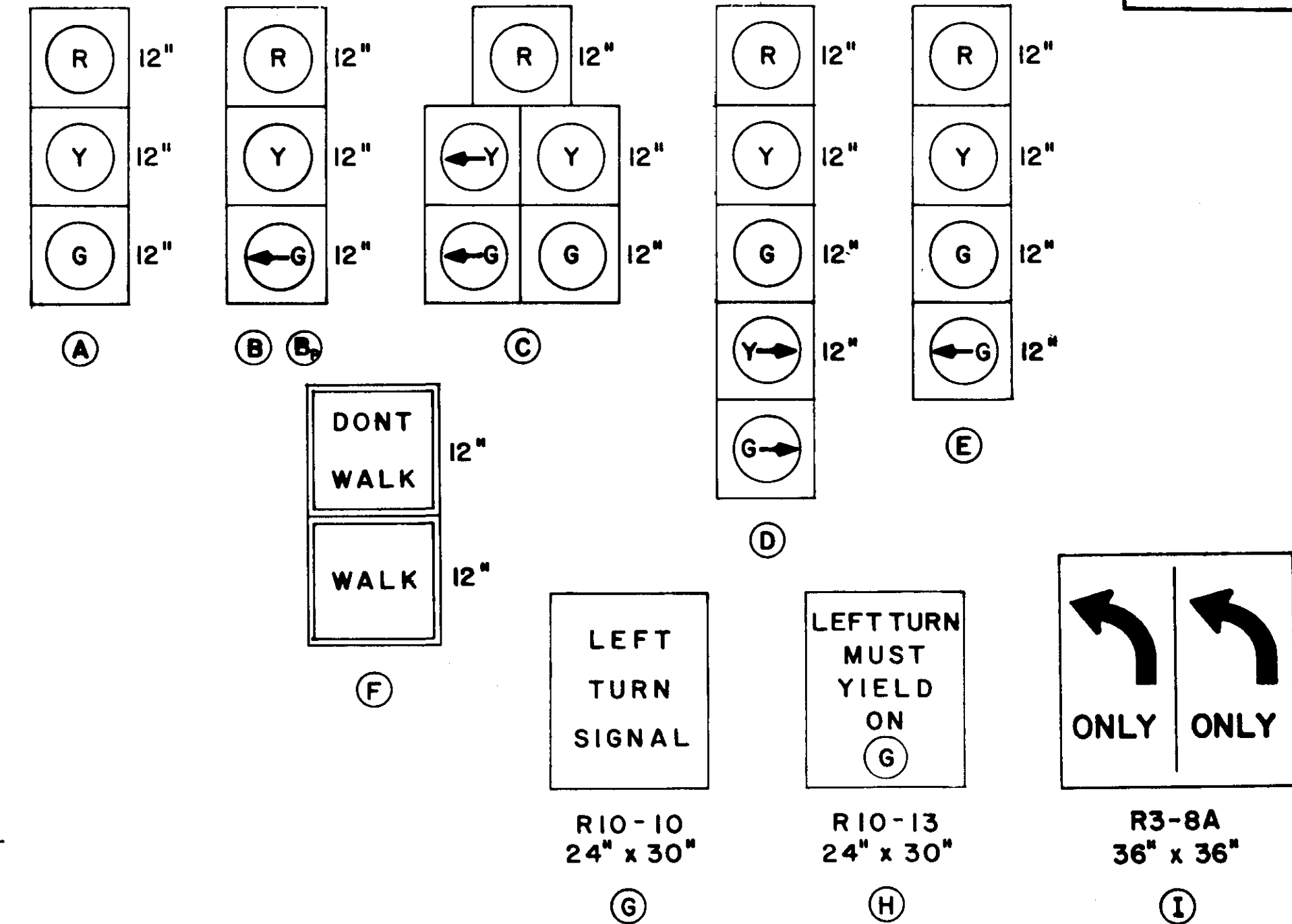
JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-VG DATE: 2-83 SHEET NO.
CHECKED BY: SCALE: None 55 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS



SIGNAL FACES



CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

TRAFFIC SIGNAL INSTALLATION
COUNTY LINE ROAD AND
THE PARK MALL ENTRANCE
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY MB-JM	DATE: 2-85	SHEET NO.
CHECKED BY:	SCALE: 1/2" = 1'	56 OF 84

LEGEND

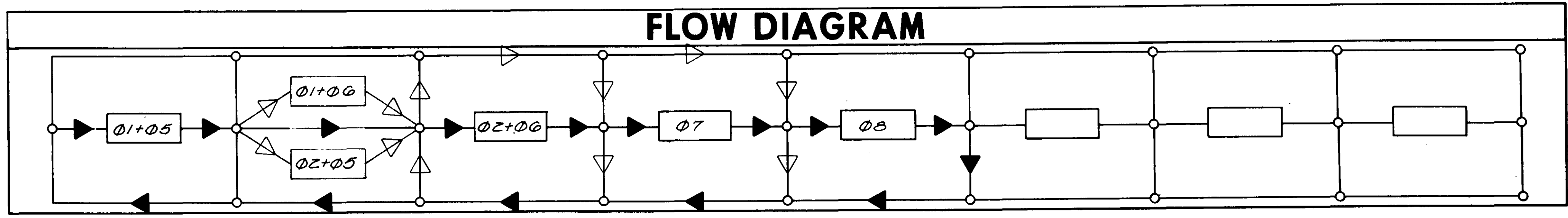
- ▶ -ACTUATED VEHICULAR MOVEMENT
- ▷ -NON-ACTUATED VEHICULAR MOVEMENT
- ▷ -PARTIALLY RESTRICTED VEHICULAR MOVEMENT
- ▷ -ACTUATED PEDESTRIAN MOVEMENT
- ▷ -NON-ACTUATED PEDESTRIAN MOVEMENT
- ⊖ -DETECTOR DISCONNECTED
- ⊕ -DETECTOR SWITCHED (FUNCTION NO. 1)
- R/W -RIGHT OF WAY INTERVAL
- ⊖ -TRAFFIC PHASE
- R -CIRCULAR RED
- Y -CIRCULAR YELLOW
- G -CIRCULAR GREEN
- S -GREEN STRAIGHT AHEAD ARROW
- ↖ -YELLOW LEFT ARROW
- ↗ -YELLOW RIGHT ARROW
- RT -GREEN RIGHT ARROW
- W -WALK
- DW -DON'T WALK
- FDW -FLASHING DON'T WALK

TRAFFIC PHASING AND COLOR SEQUENCE

SIGNAL FACE LOCATION

NORTH

APPROACH	FACE NO.	⊖1+05			⊖1+06			⊖2+05			⊖2+06			⊖7		⊖8		⊖		⊖				
		R/W	CLEAR TO ⊖		R/W	CLEAR TO ⊖		R/W	CLEAR TO ⊖		R/W	CLEAR TO ⊖		R/W	CLEAR TO ⊖		R/W	CLEAR TO ⊖		R/W	CLEAR TO ⊖			
			1+0	2+5	All Others		1+5	2+0	All Others		1+5	2+0	All Others		1+0	2+5	All Others		All Others		All Others		All Others	
North Bound	1	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y			
The Park Mall Entrance	2	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y			
	3,10	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW			
East Bound	3,15	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	FDW	FDW	DW	DW		DW	DW	DW	
County Line Road	5	L	L	Y	Y	L	L	Y	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
	6	R	R	R	R	G	Y	G	Y	R	R	R	R	G	G	G	G	R	R	R	R	R	R	
	7	R	R	R	R	G	Y	G	Y	R	R	R	R	G	G	G	G	R	R	R	R	R	R	
	8	R	R	R	R	G	Y	G	Y	R	R	R	R	G	G	G	G	R	R	R	R	R	R	
South Bound	14,21	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW			
The Park Mall Entrance	11	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	L	Y		R	R	R	
	12	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	L	G	Y		R	R	R
	13	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y		R	R	R	
West Bound	4,20	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	FDW	FDW	DW	DW		DW	DW	DW	
County Line Road	16	L	Y	L	Y	R	R	R	R	L	L	Y	Y	R	R	R	R	R	R	R	R	R	R	
	17	R	R	R	R	R	R	R	R	G	Y	G	Y	G	G	G	G	R	R	R	R	R	R	
	18	R	R	R	R	R	R	R	R	G	Y	G	Y	G	G	G	G	R	R	R	R	R	R	
	19	R	R	R	R	R	R	R	R	G	Y	G	Y	G	G	G	G	R	R	R	R	R	R	



RECOMMENDED TIMING (SECONDS)

PHASE	MINIMUM INITIAL	UNIT EXT.	MAX. GREEN	MIN GREEN (NON-ACT)	MAXIMUM INITIAL	TIME TO REDUCE	TIME BFR RDCN	MIN. GAP	YELLOW CLEAR	RED CLEAR	PEDESTRIAN	
											WALK	CLEAR

NOTE:
 PHASE NUMBERS GENERALLY CORRESPOND WITH NEMA PHASE DESIGNATIONS.
 ▶ INDICATES FLOW PATH WITH ALL PHASES DEMANDED.
 ▷ INDICATES OPTIONAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT TIME OF RIGHT-OF-WAY TRANSFER.

FLASHING OPERATIONS

County Line Road	FR
Mall & Apt. Entrance	FR
Pedestrian Signals	Dark

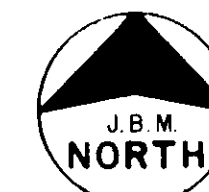
CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

COUNTY LINE RD. & THE MALL ENTRANCE — PHASING

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: None	57 OF 84



MAJOR EQUIPMENT
COUNTY LINE ROAD AND PARK MALL ENTRANCE

ONE (1), SIX-PHASE, ACTUATED TRAFFIC SIGNAL CONTROLLER, EXPANDIBLE TO EIGHT-PHASES, WITH CABINET AND ACCESSORIES AS SHOWN ON PLANS.

FOURTEEN (14), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES.

EIGHT (8), WEATHERPROOF PEDESTRIAN PUSH BUTTONS FOR PEDESTRIAN ACTUATION.

FIVE (5), ONE-WAY, THREE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISOR. SIGNALS ARE TO BE MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKETS.

FOUR (4), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE SIDE OF POLE MOUNTED.

TWO (2), ONE-WAY, THREE SECTION ADJUSTABLE OPTICALLY LIMITED TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKETS.

ONE (1), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNAL, WITH 12-INCH RED, YELLOW, AND GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNAL IS TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKET.

EIGHT (8), ONE-WAY, TWO SECTION ADJUSTABLE SIDE OF POLE MOUNTED PEDESTRIAN SIGNALS WITH 12-INCH DON'T WALK AND WALK LENSES PROVIDED WITH TUNNEL VISORS.

ONE (1), ONE-WAY, FOUR SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNAL, WITH 12-INCH RED, YELLOW, GREEN AND GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNAL IS TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKET.

EIGHT (8), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.

ONE (1), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKET FOR MAST ARM MOUNTING OF FOUR SECTION, POLYCARBONATE TRAFFIC SIGNALS.

EIGHT (8), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.

ONE (1), 5-INCH BLACK SIGNAL BACKPLATE FOR 12-INCH, FOUR SECTION, POLYCARBONATE TRAFFIC SIGNALS.

THIRTY-NINE (39), 116-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.

ELEVEN (11), 150-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.

FIVE (5), JUNCTION BOXES.

FOUR (4), SERVICE BOXES.

APPROXIMATELY 600 LINEAR FEET OF #4 A.W.G., 1-CONDUCTOR CABLE FOR POWER LEAD-IN.

APPROXIMATELY 670 LINEAR FEET OF #8 A.W.G., 1-CONDUCTOR CABLE FOR LUMINAIRE CIRCUITS.

APPROXIMATELY 2,320 LINEAR FEET OF #14 A.W.G., 5-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.

APPROXIMATELY 3,350 LINEAR FEET OF #14 A.W.G., 2-CONDUCTOR STRANDED VINYL JACKET SHIELDED DETECTOR FEEDER CABLE.

APPROXIMATELY 7,420 LINEAR FEET OF #14 A.W.G., TYPE THHN, 1-CONDUCTOR STRANDED CABLE IN VINYL TUBE, FOR DETECTOR LOOPS.

APPROXIMATELY 110 LINEAR FEET OF 1-INCH POLYVINYL CHLORIDE CONDUIT, IN TRENCH.

APPROXIMATELY 160 LINEAR FEET OF 1-INCH RIGID STEEL CONDUIT, IN TRENCH.

APPROXIMATELY 420 LINEAR FEET OF 1½-INCH RIGID STEEL CONDUIT, IN TRENCH.

APPROXIMATELY 50 LINEAR FEET OF 2-INCH RIGID STEEL CONDUIT, IN TRENCH.

APPROXIMATELY 30 LINEAR FEET OF 3-INCH RIGID STEEL CONDUIT, IN TRENCH.

TWO (2), 250-WATT, 120 VOLT, HIGH PRESSURE SODIUM LUMINAIRES WITH PHOTOELECTRIC CONTROL.

THREE (3), 24"x30" "LEFT TURN SIGNAL" SIGNS (R10-10).

THREE (3), COMPLETELY ADJUSTABLE MAST ARM SIGN BRACKETS FOR MAST ARM MOUNTING OF A 24"x30" SIGN.

EIGHT (8), 9"x12" "PUSH BUTTON FOR WALK SIGNAL" SIGNS (R10-4) FOR MOUNTING ADJACENT TO EACH PEDESTRIAN PUSH BUTTON.

ONE (1), STEEL SIGNAL POLE WITH A 20-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS.

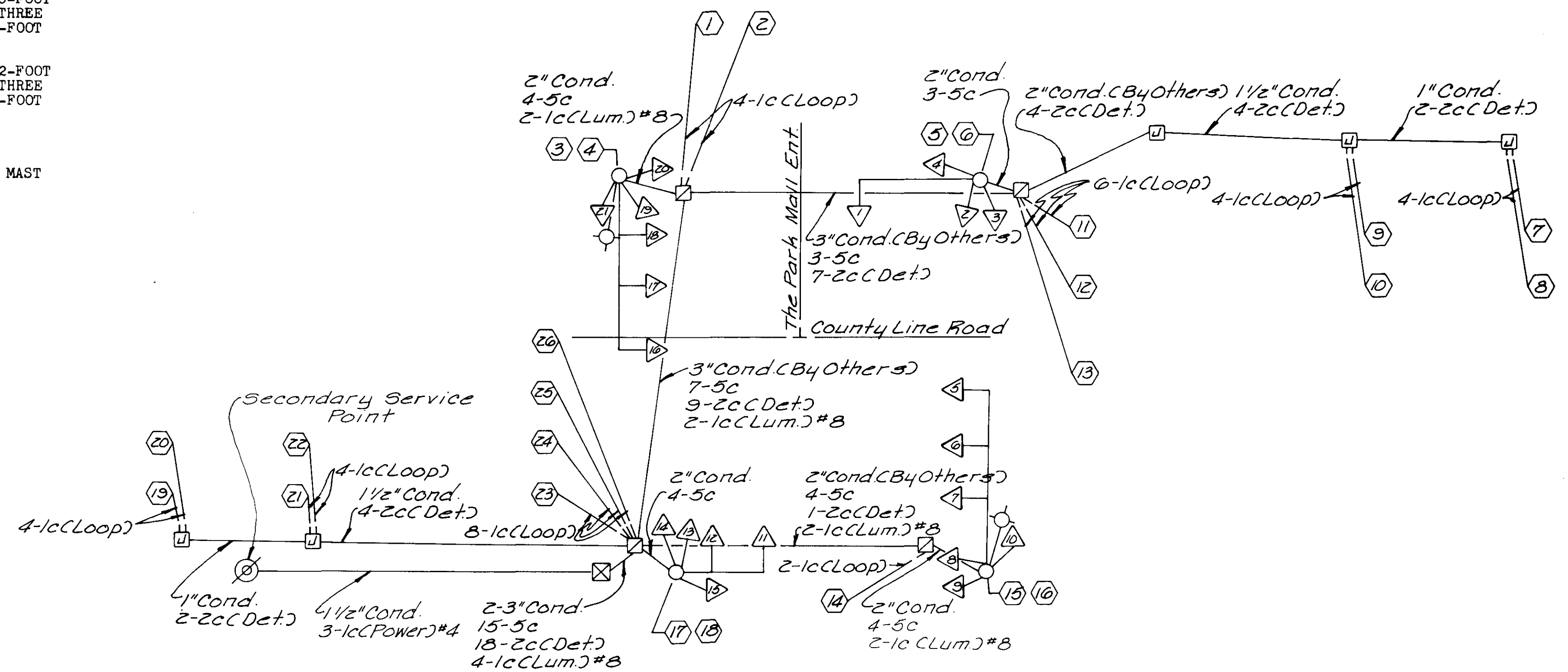
ONE (1), STEEL SIGNAL POLE WITH A 28-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS.

ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 40-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING THREE SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.

ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 42-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING THREE SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.

ONE (1), 36"x36" DUAL LEFT TURN (SYMBOL) SIGN (R3-8A).

ONE (1), COMPLETELY ADJUSTABLE MAST ARM SIGN BRACKET FOR MAST ARM MOUNTING OF A 36"x36" SIGN.



WIRING DIAGRAM

LEGEND

- ③ Signal Number
- ⑤ Detector Number
- PB: Push Button Cable
- Det: Detector Feeder Cable
- Loop: Loop Wire
- Cond: Rigid Steel Conduit
- Power: Power Cable
- Lum: Luminaire Cable

Note: Cable to be #14 A.W.G. unless otherwise noted.

DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	NO. OF UNITS/ CHANNELS	PRESENCE MODE	IMPULSE MODE	COMMENTS
1#2	2'-6"x50'	-	7	-	2	X	-	
3#17	-	X	8	-	-	-	-	
4#5	-	X	2	-	-	-	-	
15#18	-	X	6	-	-	-	-	
7,8,9#10	4'-6"x6'	-	2	-	2	-	X	7#8 in Series; 9#10 in Series
11#12	2'-6"x75'	-	2	-	2	X	-	
13	1'-6"x75'	-	5	-	1	X	-	
14	1'-6"x50'	-	8	-	1	X	-	
6#16	-	X	8	-	-	-	-	
19,20,21#22	4'-6"x6'	-	6	-	2	-	X	19#20 in Series; 21#22 in Series
23#24	2'-6"x75'	-	6	-	2	X	-	
25#26	2'-6"x75'	-	1	-	2	X	-	

CITY OF RIDGELAND, MISSISSIPPI

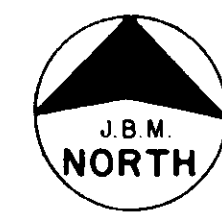
COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

MAJOR EQUIPMENT AND
WIRING DIAGRAM
COUNTY LINE ROAD AND
THE PARK MALL ENTRANCE
RIDGELAND, MISSISSIPPI

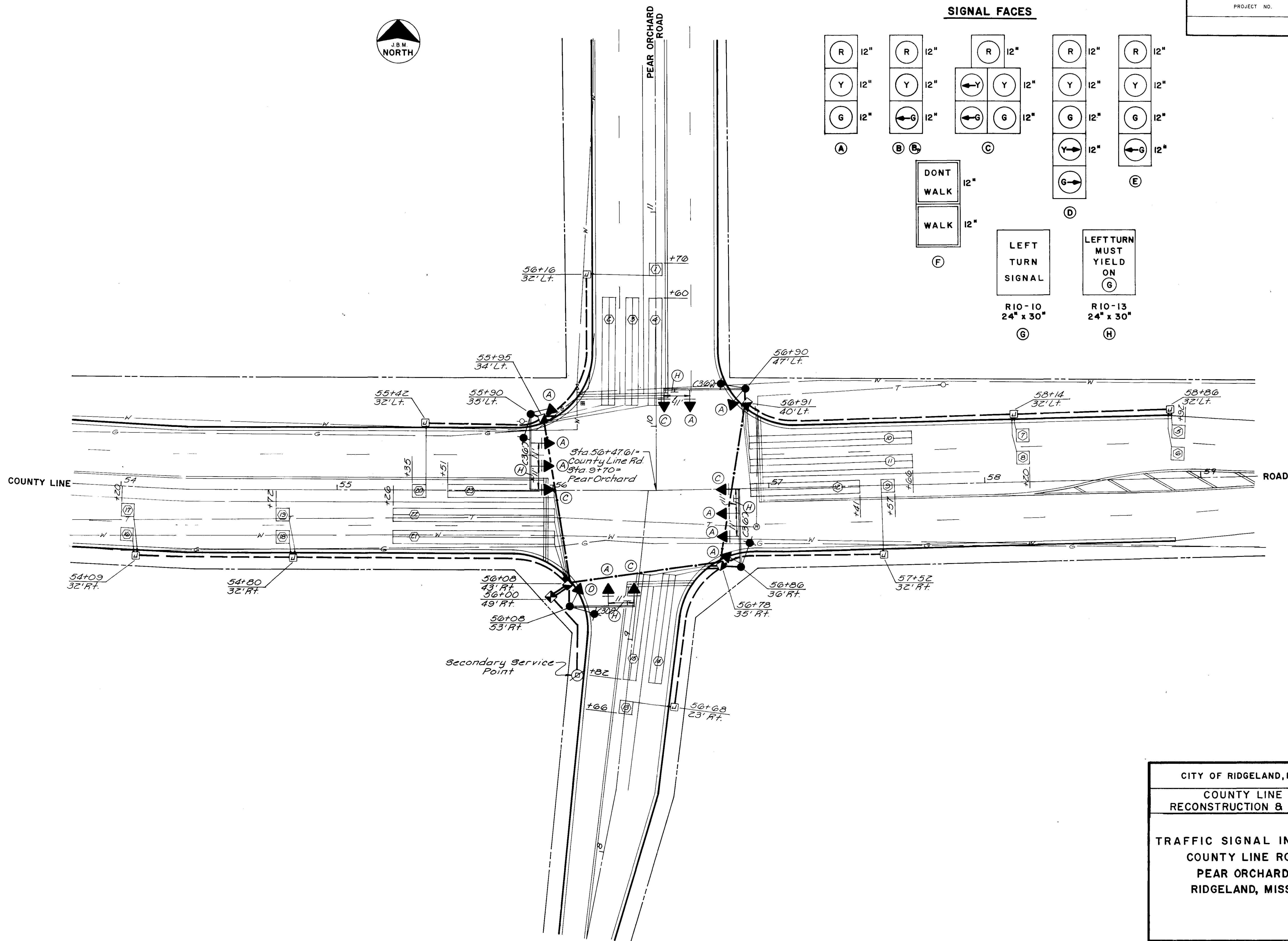
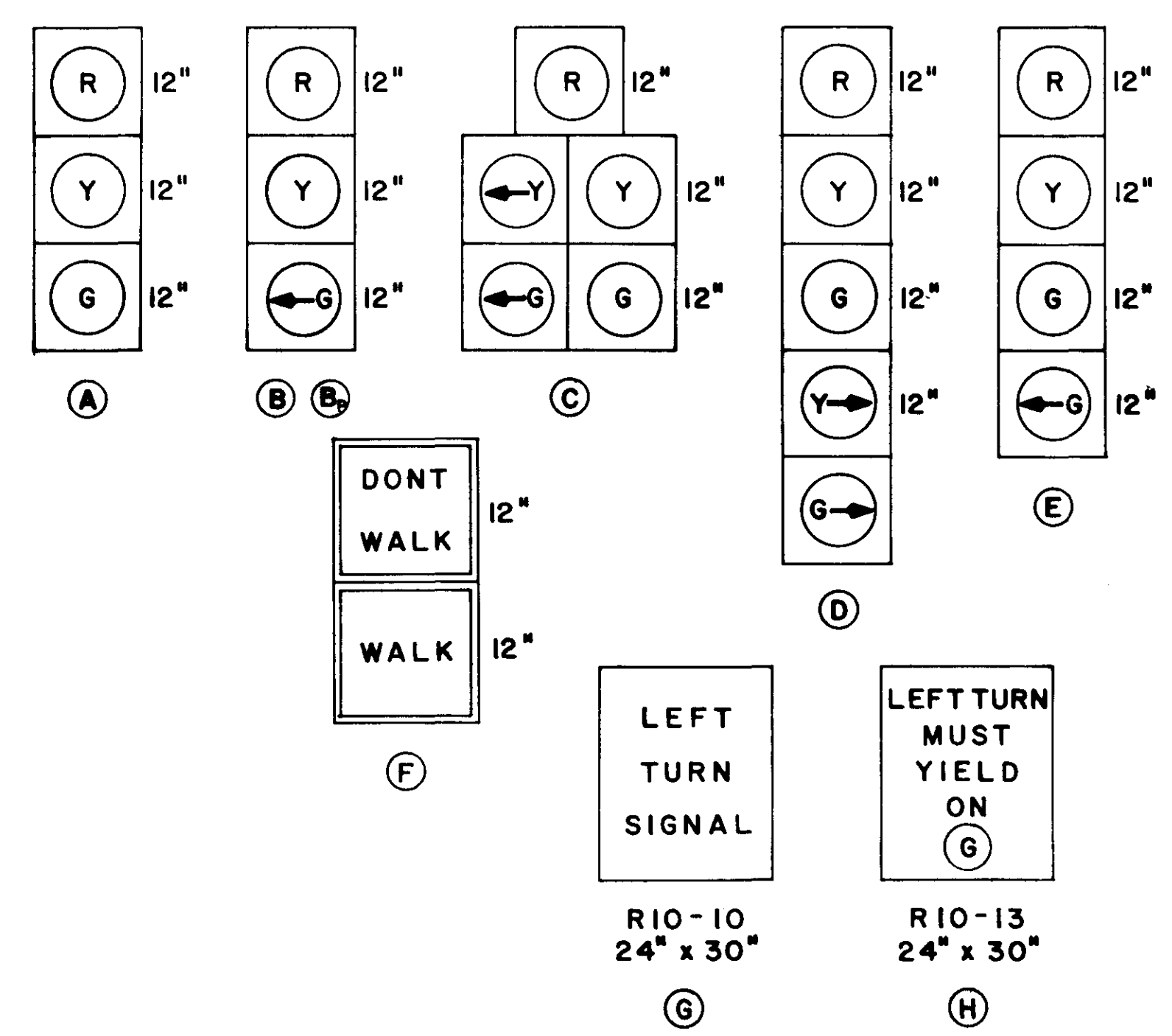
JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-VG DATE: 2-83 SHEET NO.
CHECKED BY: SCALE: None 58 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS



SIGNAL FACES

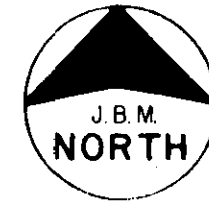


CITY OF RIDGELAND, MISSISSIPPI
 COUNTY LINE ROAD
 RECONSTRUCTION & EXPANSION

TRAFFIC SIGNAL INSTALLATION
 COUNTY LINE ROAD AND
 PEAR ORCHARD ROAD
 RIDGELAND, MISSISSIPPI

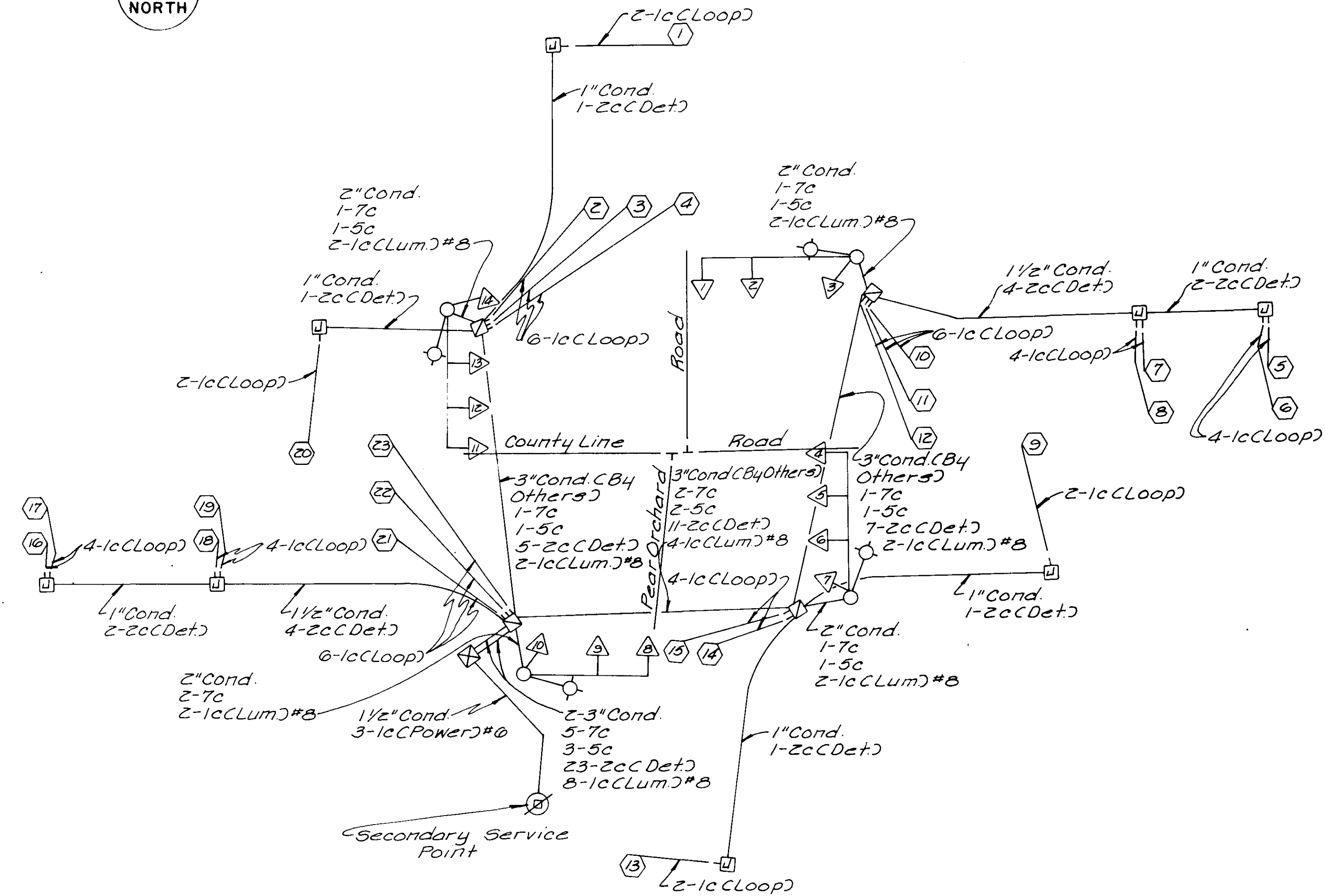
JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB, JM	DATE: 2-03	SHEET NO.
CHECKED BY:	SCALE: 1"=20'	59 OF 84



MAJOR EQUIPMENT
COUNTY LINE ROAD AND PEAR ORCHARD ROAD

- ONE (1), EIGHT-PHASE, ACTUATED TRAFFIC SIGNAL CONTROLLER WITH CABINET AND ACCESSORIES AS SHOWN ON PLANS.
- FIFTEEN (15), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN PRESENCE AND IMPULSE MODES.
- FOUR (4), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES. UNITS TO BE PROVIDED WITH DELAY TIMING.
- SIX (6), ONE-WAY, THREE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISOR. SIGNALS ARE TO BE MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM TRAFFIC SIGNAL BRACKETS.
- THREE (3), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE SIDE OF POLE MOUNTED.
- FOUR (4), ONE-WAY, FIVE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM MOUNT TRAFFIC SIGNAL BRACKETS.
- ONE (1), ONE-WAY, FIVE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNAL WITH 12-INCH RED, YELLOW, GREEN, YELLOW RIGHT ARROW, AND GREEN RIGHT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNAL TO BE SIDE OF POLE MOUNTED.
- SIX (6), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- FOUR (4), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF FIVE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- SIX (6), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- FOUR (4), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, FIVE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- THIRTY-EIGHT (38), 116-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.
- FOURTEEN (14), 150-WATT INCANDESCENT TRAFFIC SIGNAL LAMPS.
- EIGHT (8), JUNCTION BOXES.
- FOUR (4), SERVICE BOXES.
- APPROXIMATELY 250 LINEAR FEET OF #6 A.W.G., 1-CONDUCTOR CABLE FOR POWER LEAD-IN.
- APPROXIMATELY 1,280 LINEAR FEET OF #8 A.W.G., 1-CONDUCTOR CABLE FOR LUMINAIRE CIRCUITS.
- APPROXIMATELY 780 LINEAR FEET OF #14 A.W.G., 5-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.
- APPROXIMATELY 790 LINEAR FEET OF #14 A.W.G., 7-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.
- APPROXIMATELY 4,160 LINEAR FEET OF #14 A.W.G., 2-CONDUCTOR STRANDED VINYL JACKET SHIELDED DETECTOR FEEDER CABLE.
- APPROXIMATELY 7,300 LINEAR FEET OF #14 A.W.G., TYPE THHN, 1-CONDUCTOR STRANDED CABLE IN VINYL TUBE, FOR DETECTOR LOOPS.
- APPROXIMATELY 130 LINEAR FEET OF 1-INCH POLYVINYL CHLORIDE CONDUIT, IN TRENCH.
- APPROXIMATELY 420 LINEAR FEET OF 1-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 330 LINEAR FEET OF 1½-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 50 LINEAR FEET OF 2-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 30 LINEAR FEET OF 3-INCH RIGID STEEL CONDUIT, IN TRENCH.
- FOUR (4), 250-WATT, 120 VOLT, HIGH PRESSURE SODIUM LUMINAIRES WITH PHOTOELECTRIC CONTROLS.
- FOUR (4), 24"x30" "LEFT TURN MUST YIELD ON C" SIGNS (R10-13).
- FOUR (4), COMPLETELY ADJUSTABLE MAST ARM SIGN BRACKETS FOR MAST ARM MOUNTING OF A 24"x30" SIGN.
- ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 30-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.
- THREE (3), STEEL COMBINATION LIGHTING/SIGNAL POLES WITH A 36-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING THREE SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.



LEGEND

- ① Signal Number
- ② Detector Number
- Det: Detector Feeder Cable
- Loop: Loop Wire
- Cond: Rigid Steel Conduit
- Power: Power Cable
- Lum: Luminaire Cable

WIRING DIAGRAM

Note: Cable to be #14 AWG, unless otherwise noted.

DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	NO. OF UNITS/ CHANNELS	PRESENCE MODE	IMPULSE MODE	COMMENTS
1	1-6'x6'	-	7	10	1		X	
2, 3, & 4	3-6'x50'	-	4	-	3	X		
5, 6, 7, & 8	4-6'x6'	-	2	-	2		X	5 & 6 in series; 7 & 8 in series
9	1-6'x6'	-	5	10	1		X	
10 & 11	2-6'x75'	-	2	-	2	X		
12	1-6'x50'	-	2	-	1	X		
13	1-6'x6'	-	3	10	1		X	
14 & 15	2-6'x50'	-	8	-	2	X		
16, 17, 18, & 19	4-6'x6'	-	6	-	2		X	16 & 17 in series; 18 & 19 in series
20	1-6'x6'	-	1	10	1		X	
21 & 22	2-6'x75'	-	6	-	2	X		
23	1-6'x50'	-	6	-	1	X		

CITY OF RIDGELAND, MISSISSIPPI

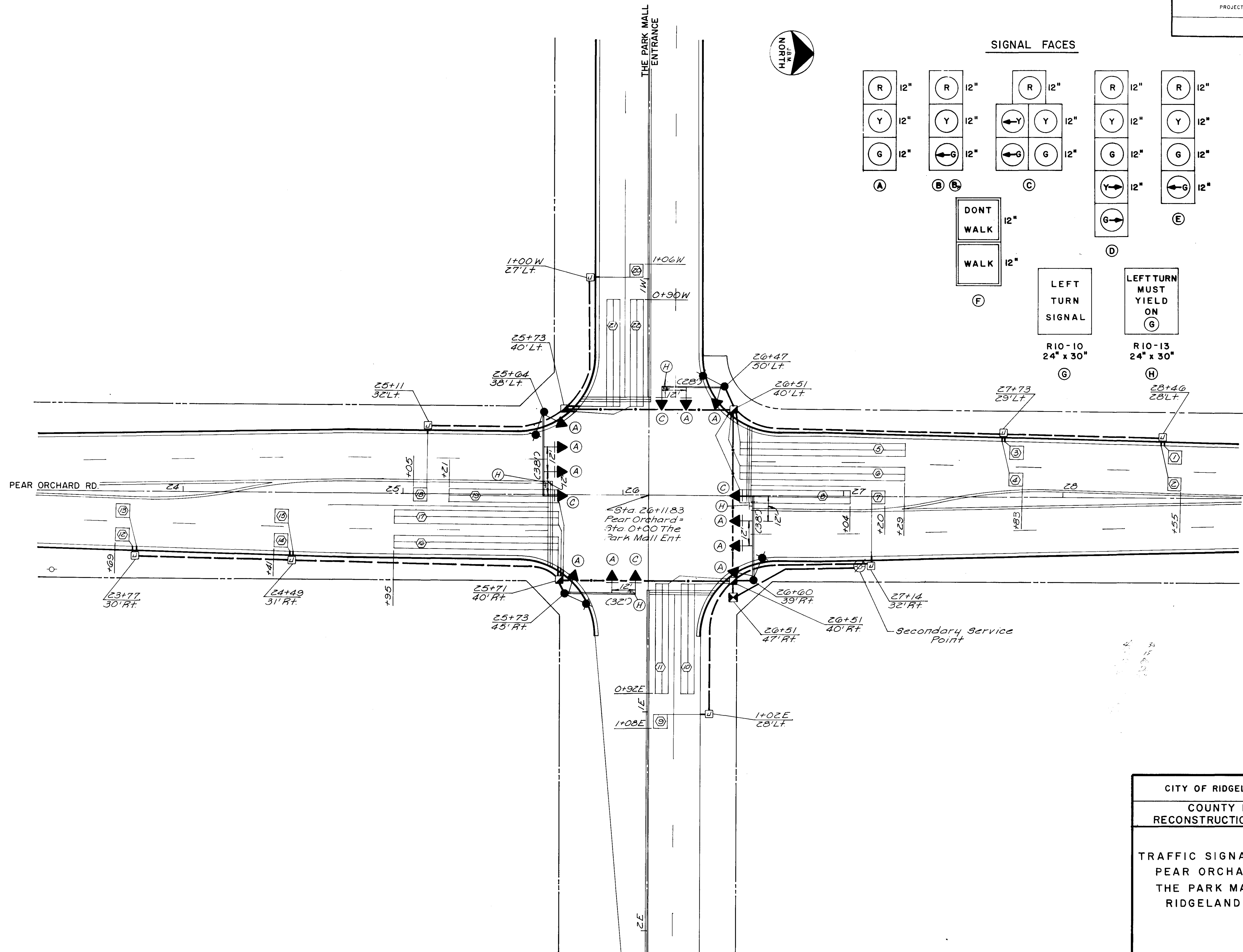
COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

MAJOR EQUIPMENT AND
WIRING DIAGRAM
COUNTY LINE ROAD AND
PEAR ORCHARD ROAD
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-VG DATE: 2-83 SHEET NO. 61 OF 84

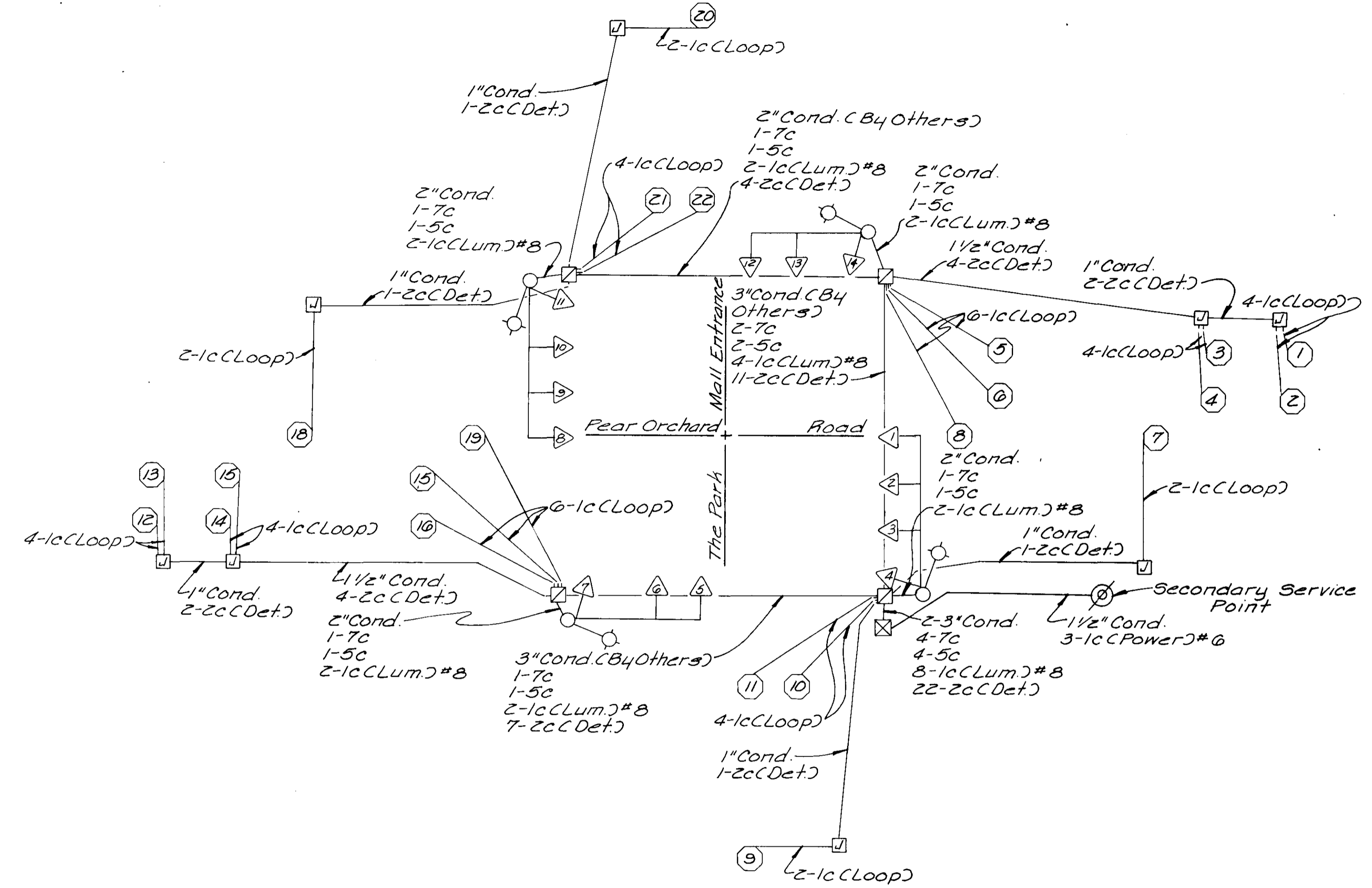
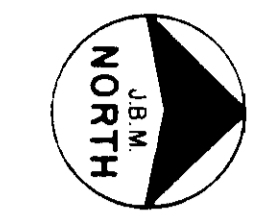
CHECKED BY: SCALE: None



CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC SIGNAL INSTALLATION PEAR ORCHARD ROAD AND THE PARK MALL ENTRANCE RIDGELAND, MISSISSIPPI		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1"=20'	62 OF 84

MAJOR EQUIPMENT
PEAR ORCHARD ROAD AND PARK MALL ENTRANCE

- ONE (1), EIGHT-PHASE, ACTUATED TRAFFIC SIGNAL CONTROLLER, WITH CABINET AND ACCESSORIES AS SHOWN ON THE PLANS.
- FOURTEEN (14), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES.
- FOUR (4), SOLID STATE, DIGITAL, SINGLE CHANNEL OR APPROPRIATE NUMBER OF MULTI-CHANNEL INDUCTIVE LOOP TYPE VEHICLE DETECTOR UNITS CAPABLE OF OPERATING IN THE PRESENCE AND IMPULSE MODES. UNITS TO BE PROVIDED WITH DELAY TIMING.
- SIX (6), ONE-WAY, THREE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM MOUNT TRAFFIC SIGNAL BRACKETS.
- FOUR (4), ONE-WAY, THREE SECTION ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, AND GREEN LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE SIDE OF POLE MOUNTED.
- FOUR (4), ONE-WAY, FIVE SECTION, ADJUSTABLE POLYCARBONATE TRAFFIC SIGNALS, WITH 12-INCH RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND GREEN LEFT ARROW LENSES PROVIDED WITH TUNNEL VISORS. SIGNALS ARE TO BE MAST ARM MOUNTED UTILIZING UNIVERSALLY ADJUSTABLE MAST ARM MOUNT TRAFFIC SIGNAL BRACKETS.
- SIX (6), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- FOUR (4), COMPLETELY ADJUSTABLE, MAST ARM TRAFFIC SIGNAL BRACKETS FOR MAST ARM MOUNTING OF FIVE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- SIX (6), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, THREE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- FOUR (4), 5-INCH BLACK SIGNAL BACKPLATES FOR 12-INCH, FIVE SECTION, POLYCARBONATE TRAFFIC SIGNALS.
- THIRTY-SIX (36), 116-WATT INCANDESCANT TRAFFIC SIGNAL LAMPS.
- FOURTEEN (14), 150-WATT INCANDESCANT TRAFFIC SIGNAL LAMPS.
- EIGHT (8), JUNCTION BOXES.
- FOUR (4), SERVICE BOXES.
- APPROXIMATELY 300 LINEAR FEET OF #6 A.W.G., 1-CONDUCTOR CABLE FOR POWER LEAD-IN.
- APPROXIMATELY 1,350 LINEAR FEET OF #8 A.W.G., 1-CONDUCTOR CABLE FOR LUMINAIRE CIRCUITS.
- APPROXIMATELY 520 LINEAR FEET OF #14 A.W.G., 5-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.
- APPROXIMATELY 520 LINEAR FEET OF #14 A.W.G., 7-CONDUCTOR TRAFFIC SIGNAL CABLE FOR SIGNAL CIRCUITS.
- APPROXIMATELY 4,360 LINEAR FEET OF #14 A.W.G., 2-CONDUCTOR STRANDED VINYL JACKET SHIELDED DETECTOR FEEDER CABLE.
- APPROXIMATELY 7,320 LINEAR FEET OF #14 A.W.G., TYPE THHN, 1-CONDUCTOR STRANDED CABLE IN VINYL TUBE, FOR DETECTOR LOOPS.
- APPROXIMATELY 110 LINEAR FEET OF 1-INCH POLYVINYL CHLORIDE CONDUIT, IN TRENCH.
- APPROXIMATELY 410 LINEAR FEET OF 1-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 360 LINEAR FEET OF 1 1/2-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 50 LINEAR FEET OF 2-INCH RIGID STEEL CONDUIT, IN TRENCH.
- APPROXIMATELY 30 LINEAR FEET OF 3-INCH RIGID STEEL CONDUIT, IN TRENCH.
- FOUR (4), 250-WATT, 120 VOLT, HIGH PRESSURE SODIUM LUMINAIRES WITH PHOTOELECTRIC CONTROLS.
- FOUR (4), 24"x30" "LEFT TURN MUST YIELD ON C" SIGNS (R10-13).
- FOUR (4), COMPLETELY ADJUSTABLE MAST ARM SIGN BRACKETS FOR MAST ARM MOUNTING OF A 24"x30" SIGN.
- ONE (1), STEEL COMBINATION LIGHTING/SIGNAL POLE WITH A 28-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.
- TWO (2), STEEL COMBINATION LIGHTING/SIGNAL POLES WITH A 32-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING TWO SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.
- TWO (2), STEEL COMBINATION LIGHTING/SIGNAL POLES WITH A 38-FOOT STRAIGHT CANTILEVER TYPE MAST ARM CAPABLE OF SUPPORTING THREE SIGNAL HEADS; AND A 10-FOOT LUMINAIRE ARM PROVIDING A 30-FOOT NOMINAL MOUNTING HEIGHT FOR THE STREET LIGHT LUMINAIRE.



DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	NO. OF UNITS/ CHANNELS	PRESENCE MODE	IMPULSE MODE	COMMENTS
1,2,3,4	4-6'x6'	-	4	-	2		X	1&2 in Series; 3&4 in Series
5#6	2-6'x75'	-	4	-	2	X		
7	1-6'x6'	-	7	10	1		X	
8	1-6'x50'	-	4	-	1	X		
9	1-6'x6'	-	5	10	1		X	
10#11	2-6'x50'	-	2	-	2	X		
12,13,14#15	4-6'x6'	-	8	-	2	X		12&13 in Series; 14&15 in Series
16#17	2-6'x75'	-	8	-	2	X		
18	1-6'x6'	-	3	10	1		X	
19	1-6'x50'	-	8	-	1	X		
20	1-6'x6'	-	1	10	1		X	
21#22	2-6'x50'	-	6	-	2	X		

WIRING DIAGRAM

LEGEND

- Ⓟ Signal Number
- Ⓛ Detector Number
- Det: Detector Feeder Cable
- Loop: Loop Wire
- Cond: Rigid Steel Conduit
- Power: Power Cable
- Lum: Luminaire Cable

Note: Cable to be #14 A.W.G. unless otherwise noted.

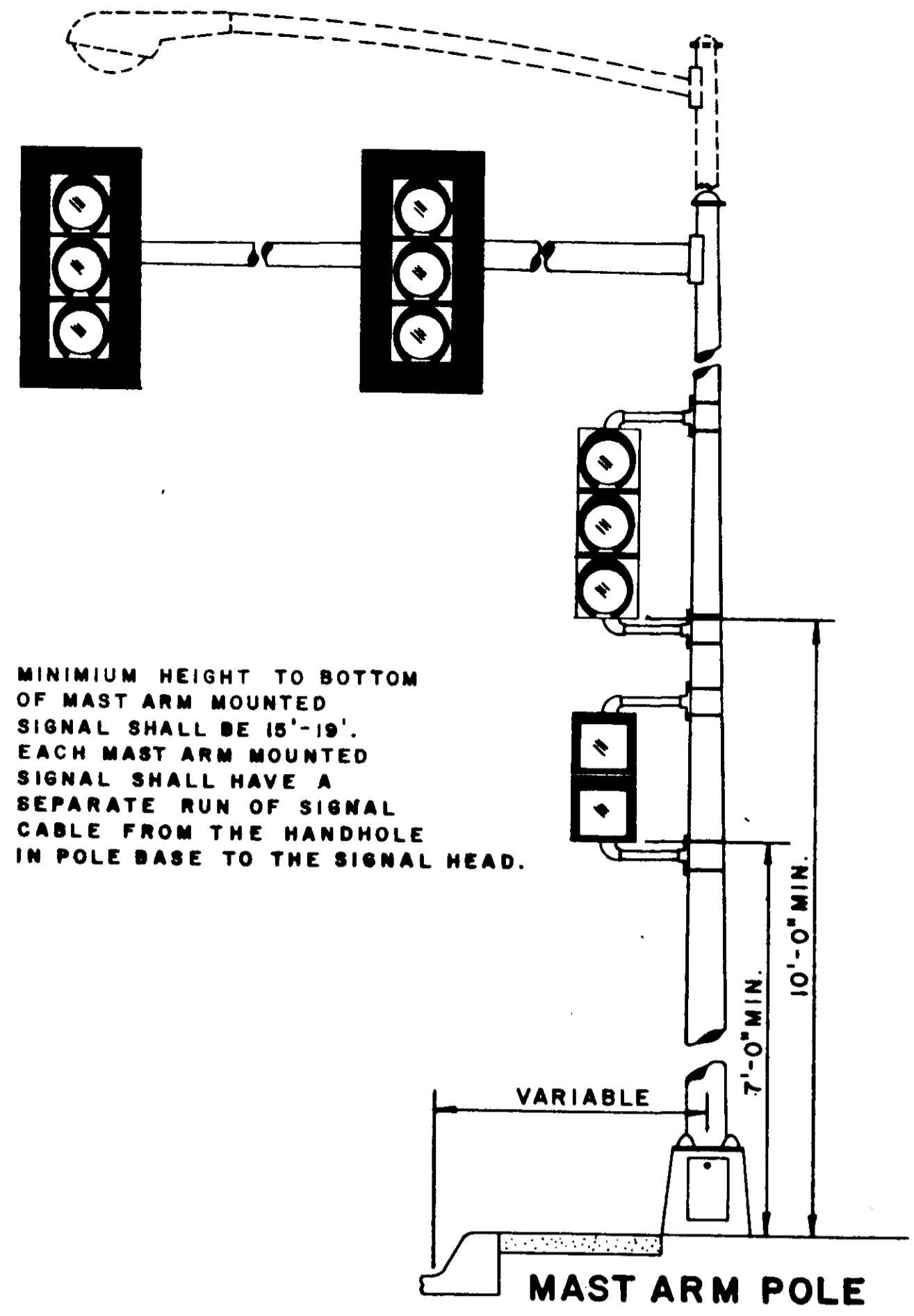
CITY OF RIDGELAND, MISSISSIPPI

COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

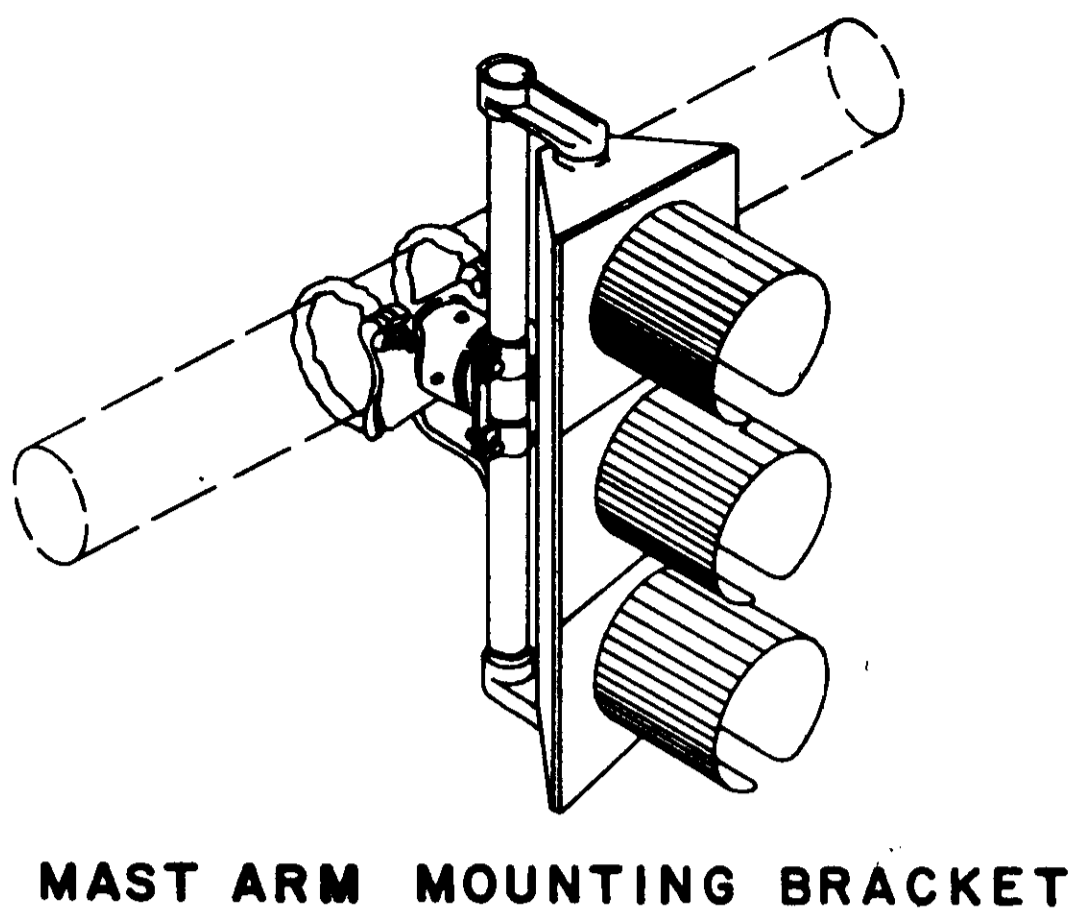
MAJOR EQUIPMENT AND
WIRING DIAGRAM
PEAR ORCHARD ROAD AND
THE PARK MALL ENTRANCE
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

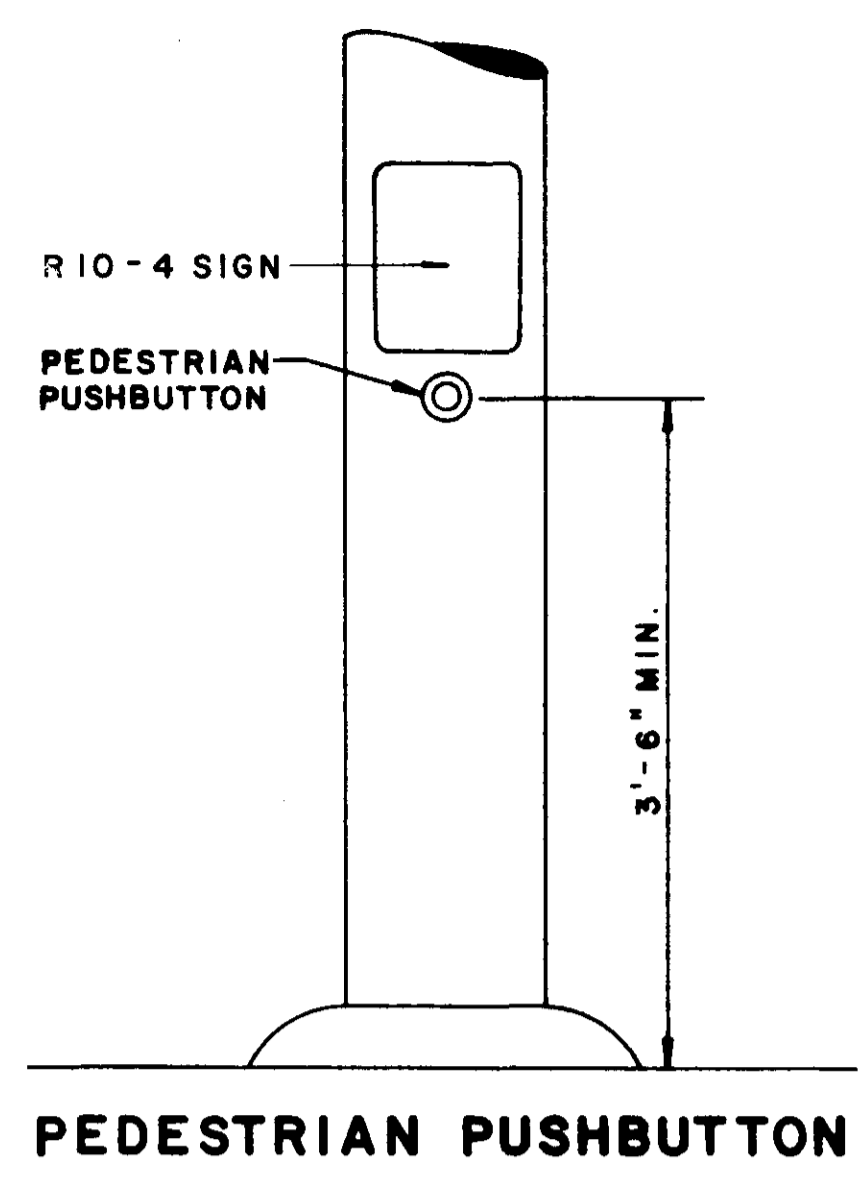
DRAWN BY: MD-VG DATE: 2-83 SHEET NO.
CHECKED BY: SCALE: None 64 OF 84



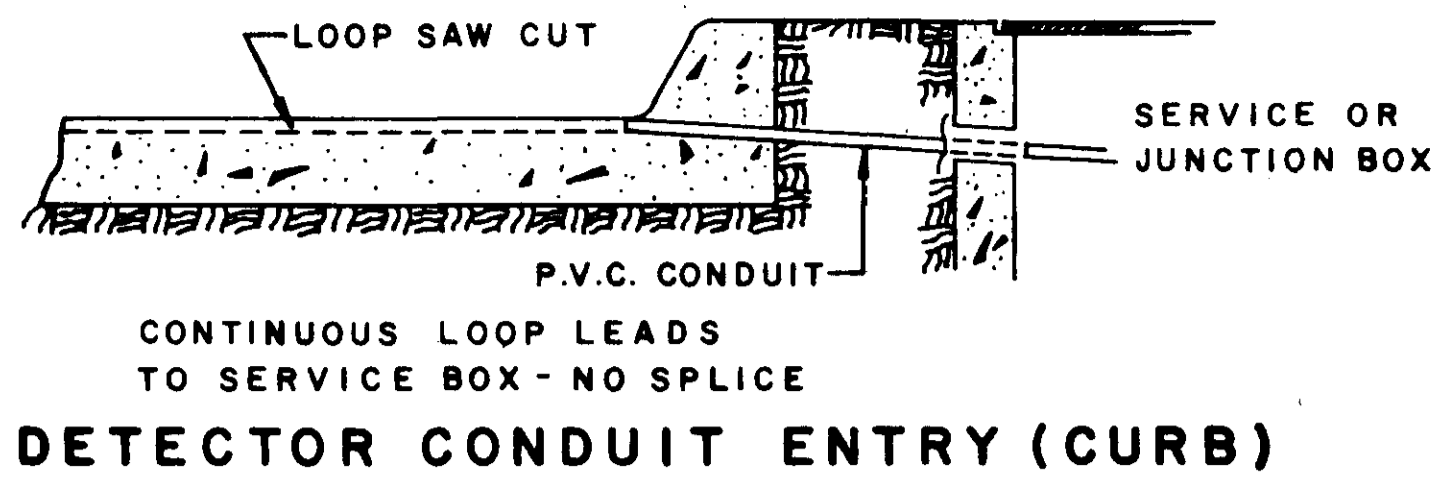
MINIMUM HEIGHT TO BOTTOM OF MAST ARM MOUNTED SIGNAL SHALL BE 15'-19". EACH MAST ARM MOUNTED SIGNAL SHALL HAVE A SEPARATE RUN OF SIGNAL CABLE FROM THE HANDHOLE IN POLE BASE TO THE SIGNAL HEAD.



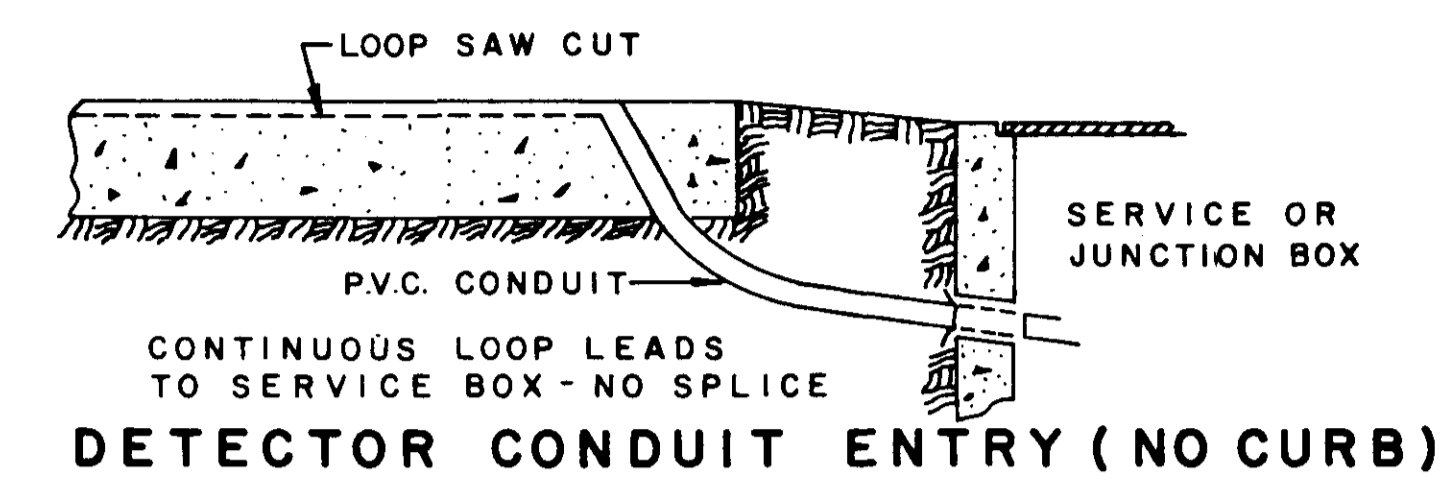
MAST ARM MOUNTING BRACKET



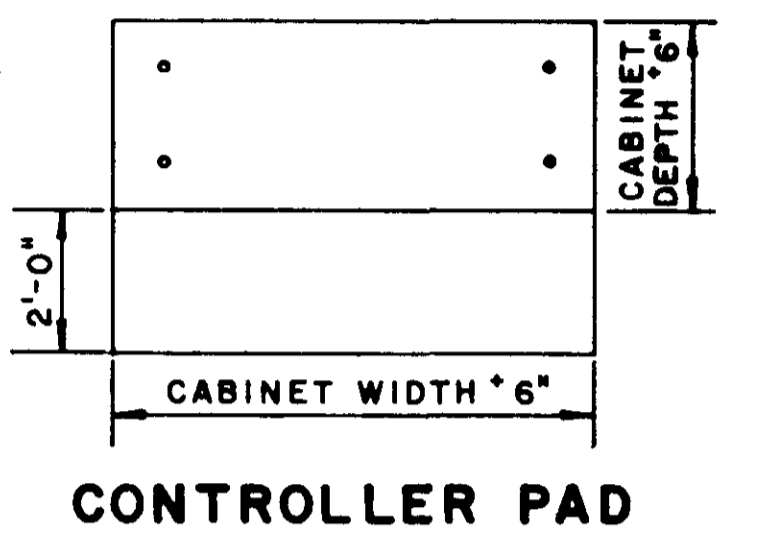
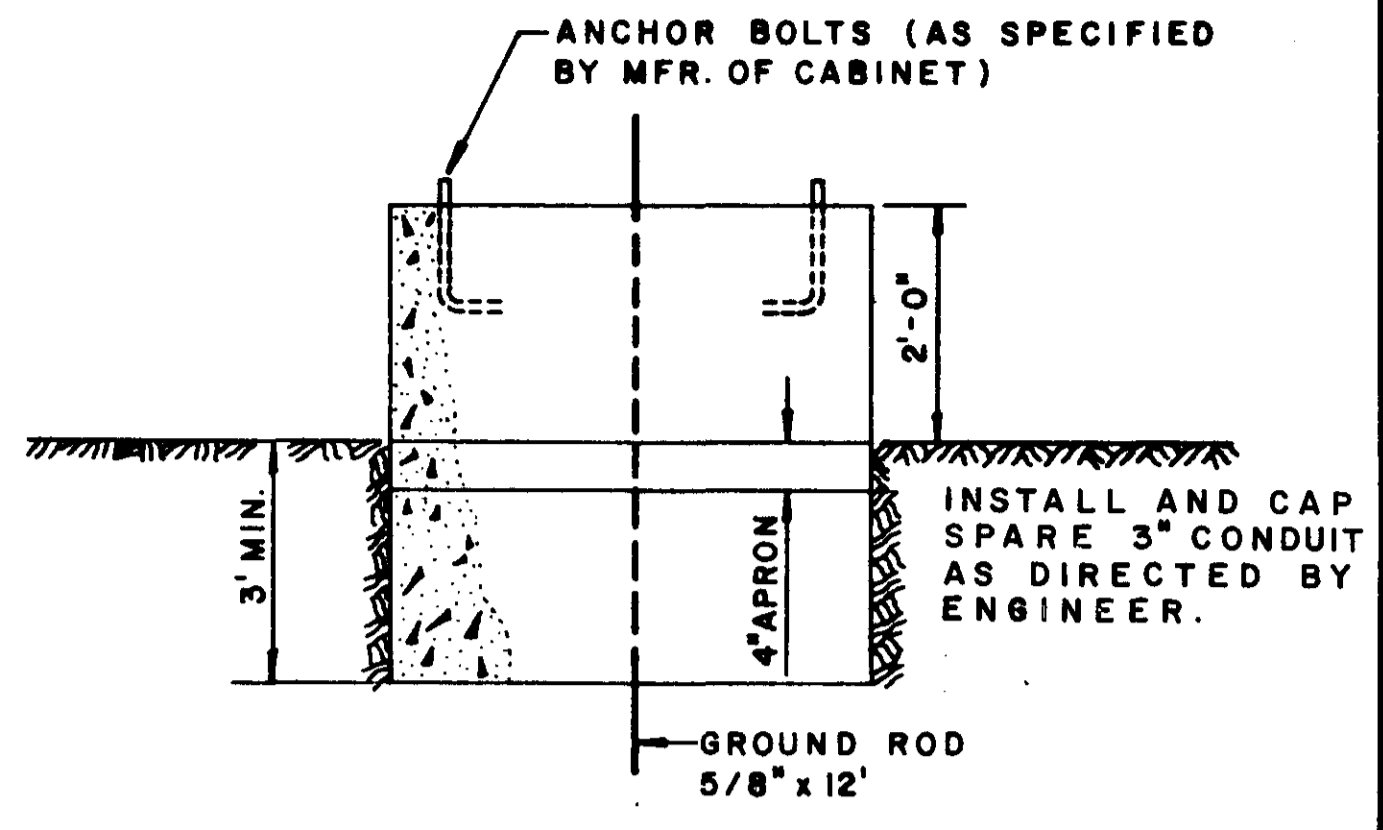
PEDESTRIAN PUSHBUTTON



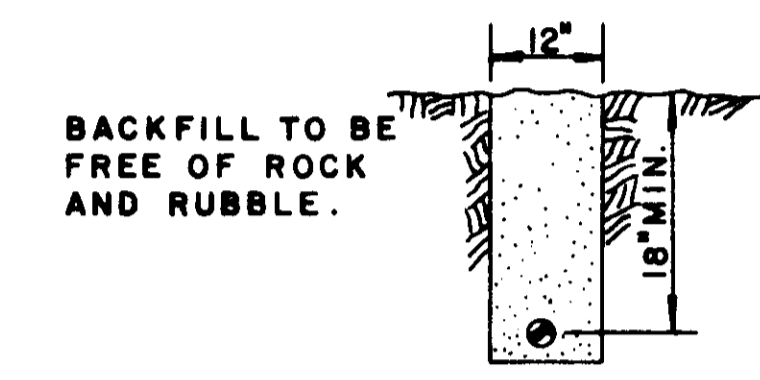
DETECTOR CONDUIT ENTRY (CURB)



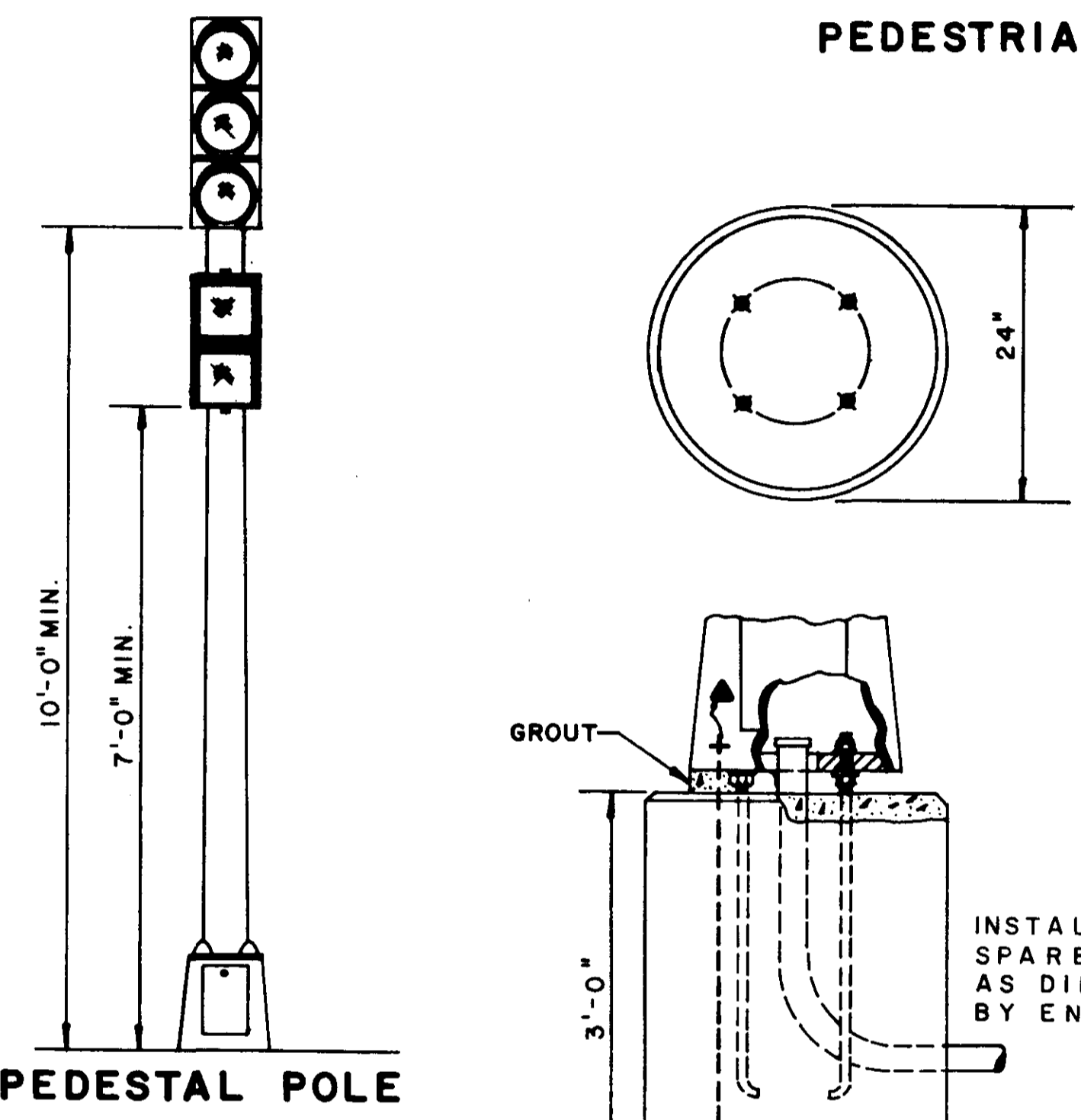
DETECTOR CONDUIT ENTRY (NO CURB)



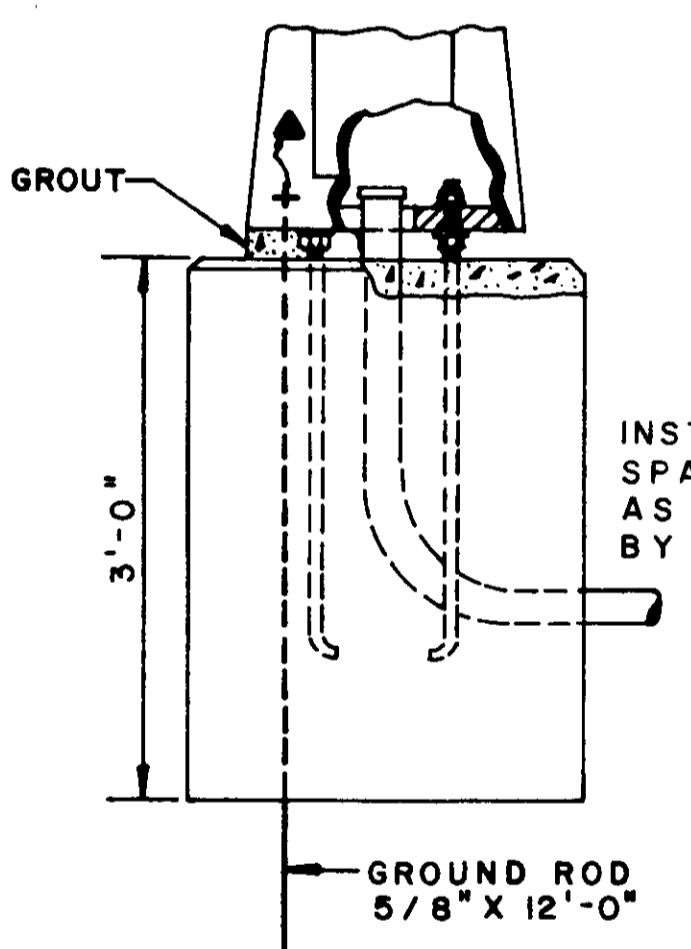
CONTROLLER PAD



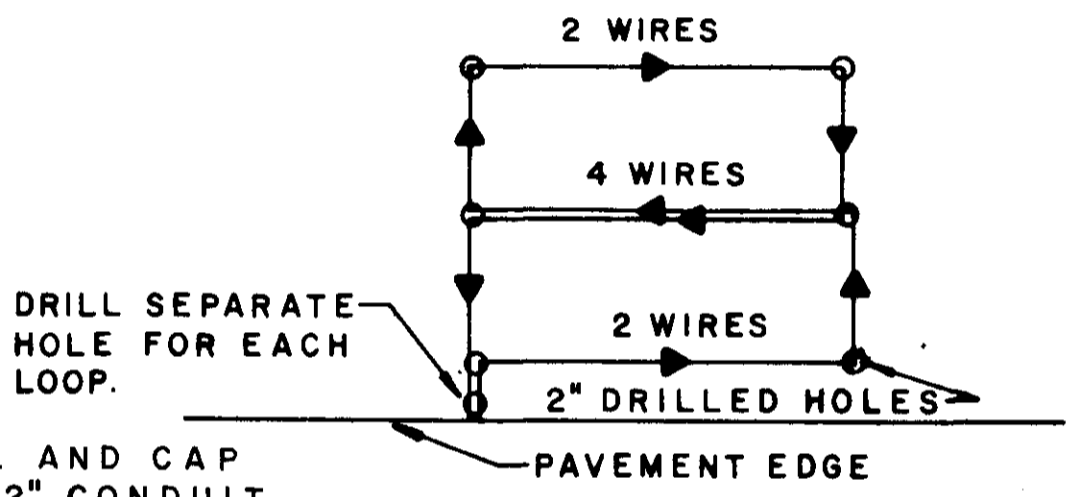
TRENCHING IN UNPAVED AREAS



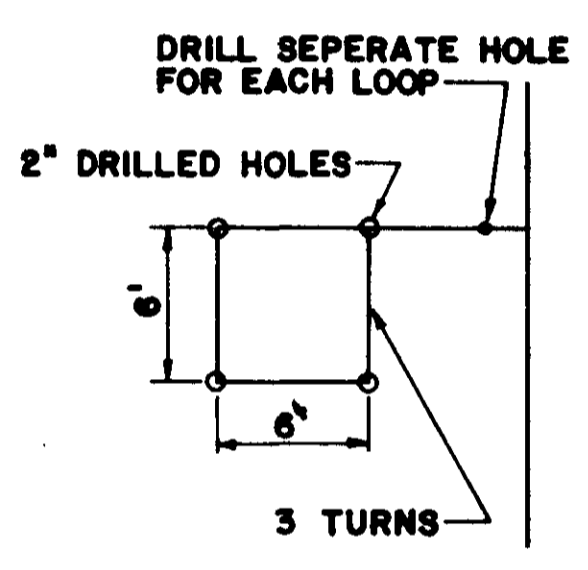
PEDESTAL POLE



PEDESTAL POLE BASE



QUADRAPOLE LOOP



DETECTOR LOOP

SLOTS IN PAVEMENT FOR LOOPS TO BE CUT A MINIMUM OF 3/8" WIDE AND 1-1/2" TO 2" DEEP. SLOTS TO BE FILLED WITH LOOP SEALANT MATERIAL APPROVED BY THE ENGINEER. THE CONNECTION OF THE LOOP WIRE WITH THE FEEDER CABLE SHALL BE MADE WITH A SOLDERED "WESTERN UNION" TYPE SPLICE, WRAPPED WITH WATERPROOF TAPE AND COATED WITH A WATER-TIGHT PROTECTIVE COVERING. FEEDER CABLE AND LOOP WIRE SHALL BE OF CONTINUOUS RUN WITH NO SPLICES.

NOTES:

THE ENGINEER IN CHARGE OF CONSTRUCTION SHALL STAKE ALL LOCATIONS FOR TRAFFIC SIGNAL POLES AND PEDESTALS TO BE INSTALLED. FINAL POSITIONS AND POINTING OF SIGNAL FACES TO BE DETERMINED IN THE FIELD.

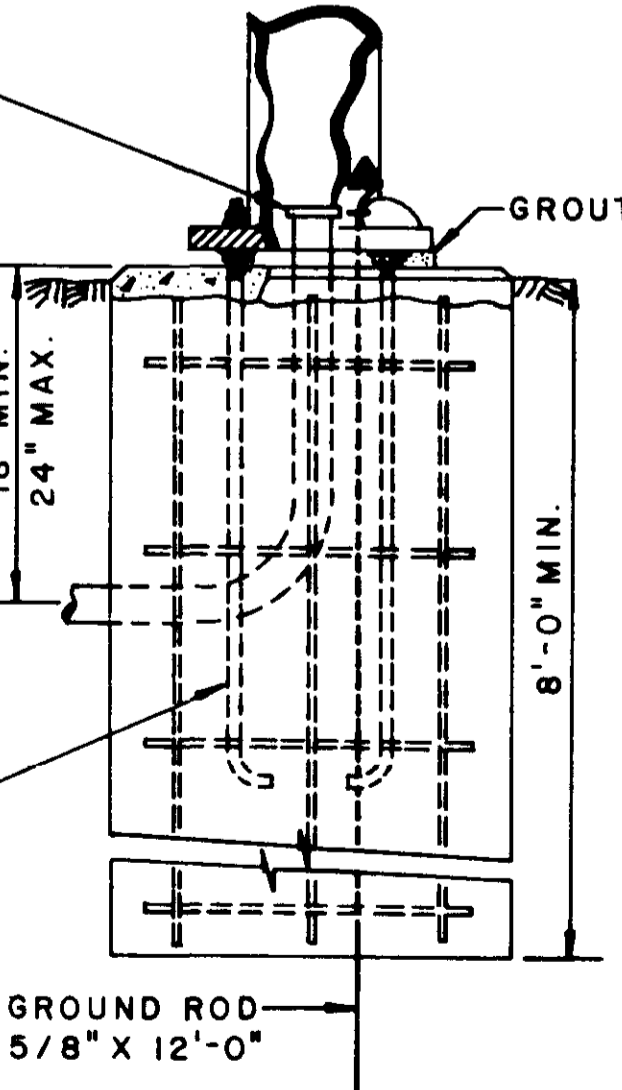
TRAFFIC SIGNAL HEADS SHALL REMAIN COVERED DURING CONSTRUCTION UNTIL THE ENTIRE INSTALLATION IS IN PLACE AND IN OPERATION.

ALL WIRING INSTALLED SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AND LOCAL ORDINANCES AND REQUIREMENTS.

THE POWER COMPANY SHOULD BE NOTIFIED IN ADVANCE AS TO WHEN THE SIGNAL SYSTEM NEED BE ENERGIZED.

THE TRAFFIC SIGNAL SYSTEM SHALL BE COMPLETE AND THE CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT NECESSARY FOR THE SATISFACTORY OPERATION OF ELECTRICAL APPARATUS AND FOR THE COMPLETE OPERATION OF THE TRAFFIC SIGNAL SYSTEM WHETHER SPECIFICALLY MENTIONED OR NOT.

CONDUIT EXTENSIONS ABOVE BASE SHALL HAVE A PLASTIC OR METAL RIM BUSHING TO PREVENT THE CHAFING OF CABLES. TOP OF BASE SHALL NOT BE HIGHER THAN TOP OF SURFACE OR CURB.



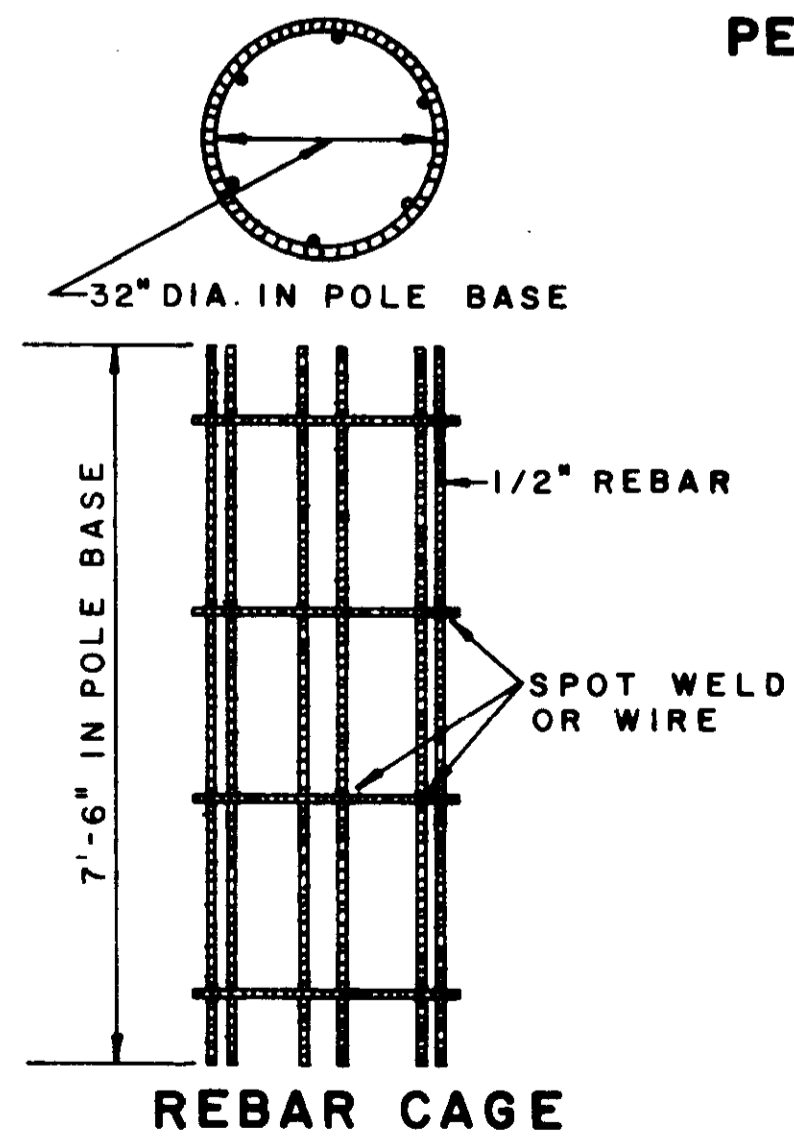
MAST ARM POLE BASE

IN SIDEWALK AREAS TOP OF BASE TO BE POURED TO BOTTOM OF SIDEWALK. SIDEWALK THEN TO BE POURED OR REPLACED TO NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.

NO. 6 BARE COPPER GROUND CONDUCTOR FROM INTERNAL GROUNDING NUT TO CLAMP ON GROUND ROD.

ANCHOR BOLTS AS SPECIFIED BY POLE MANUFACTURER

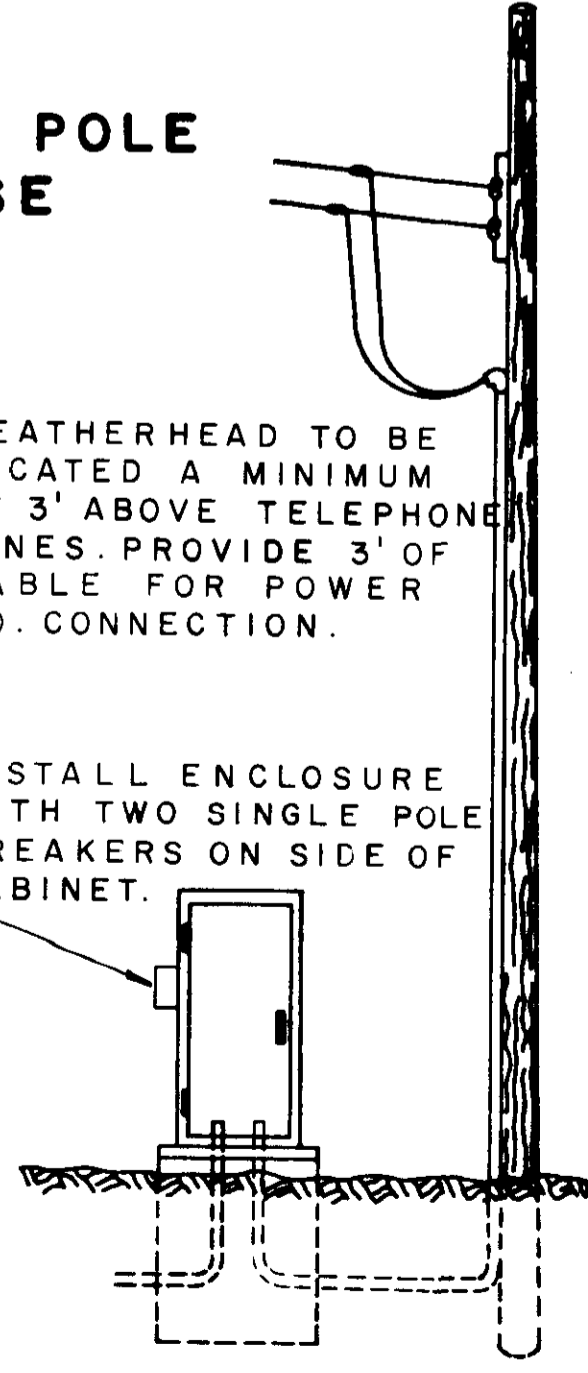
INSTALL AND CAP SPARE 2" CONDUIT AS DIRECTED BY ENGINEER.



REBAR CAGE

WEATHERHEAD TO BE LOCATED A MINIMUM OF 3' ABOVE TELEPHONE LINES. PROVIDE 3' OF CABLE FOR POWER CO. CONNECTION.

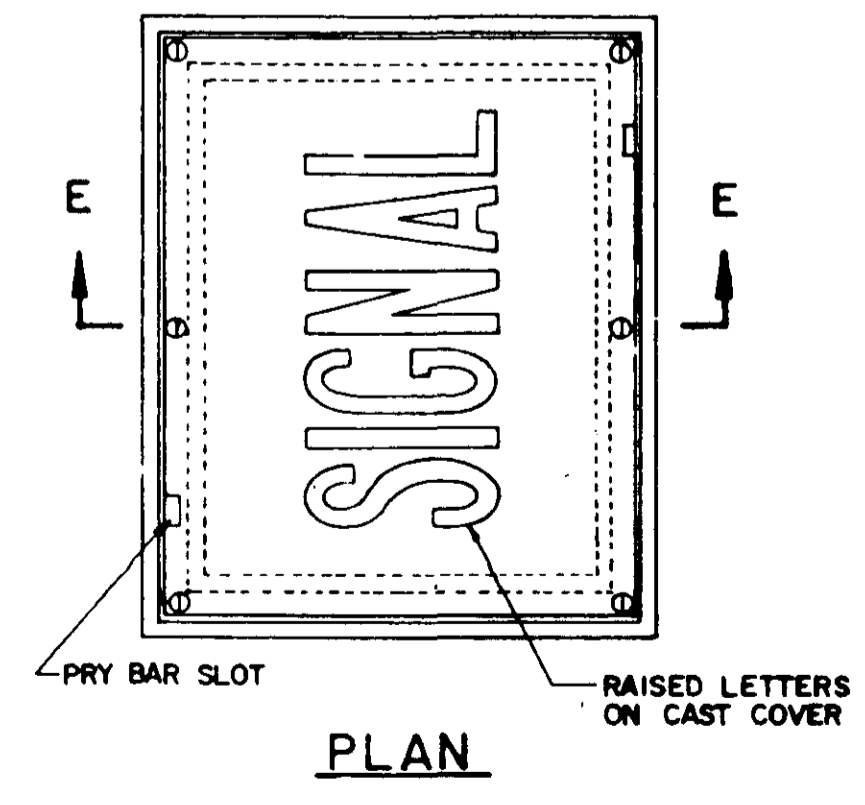
INSTALL ENCLOSURE WITH TWO SINGLE POLE BREAKERS ON SIDE OF CABINET.



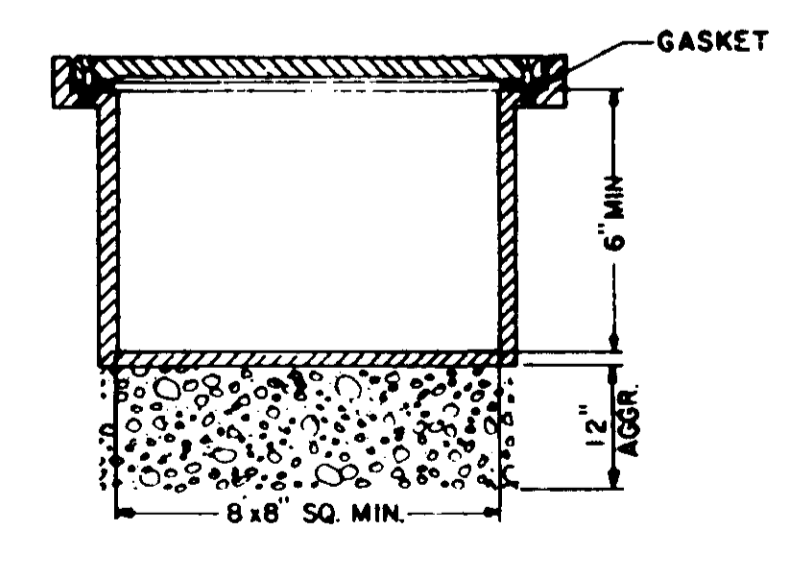
POWER SERVICE

JUNCTION BOX MATERIAL SPECIFICATIONS

Cast Iron, ASTM A-48, hot dipped galvanized
ASTM A-153;
Cast Aluminum, ASTM B-108-62T, SG70-T6;
Welded Aluminum, Alcoa 6061-T6;



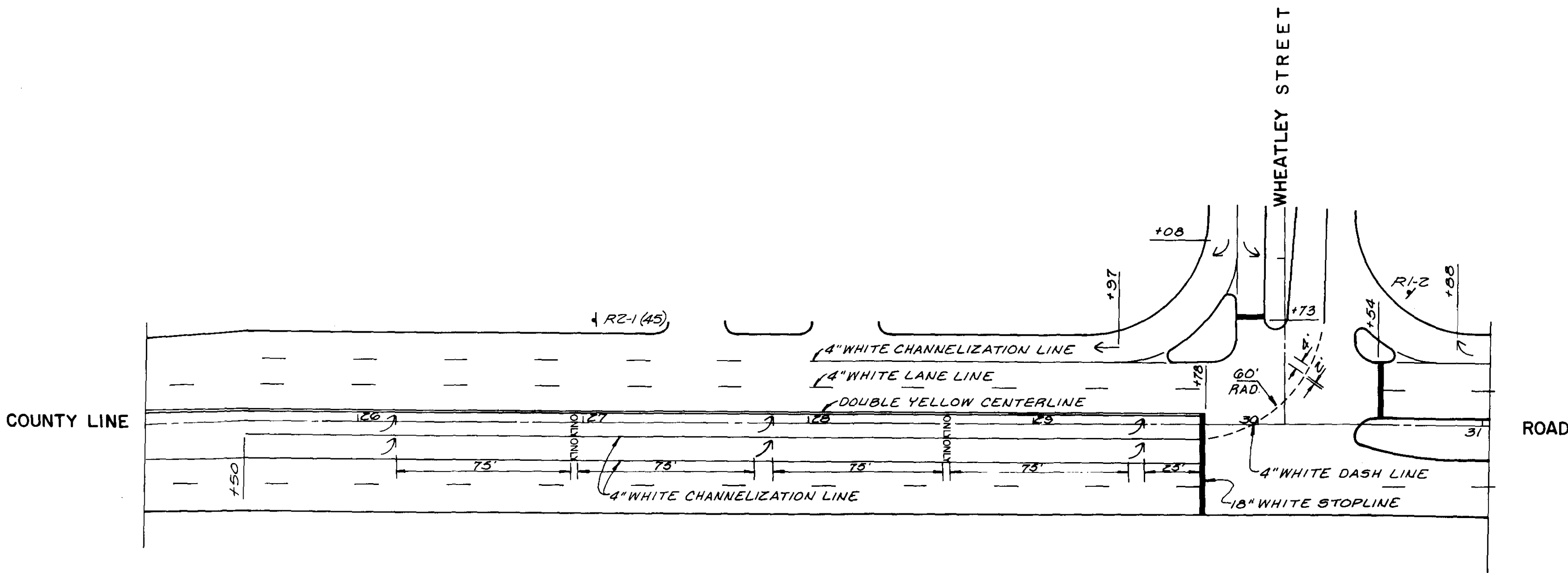
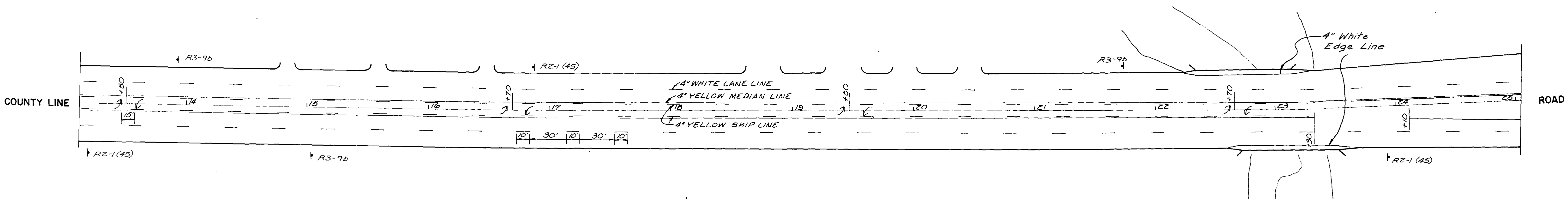
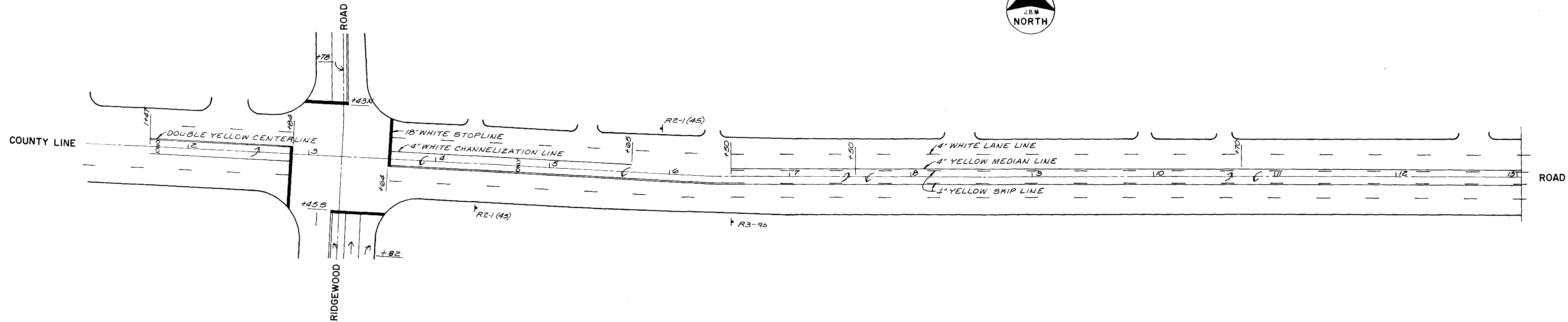
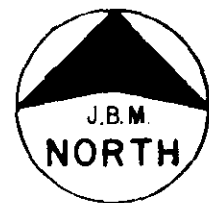
PLAN



SECTION E

JUNCTION BOX

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC SIGNAL INSTALLATION		
DETAIL SHEET		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: HB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: None	65 OF 84



BILL OF SIGNS
(For Informational Purposes Only)

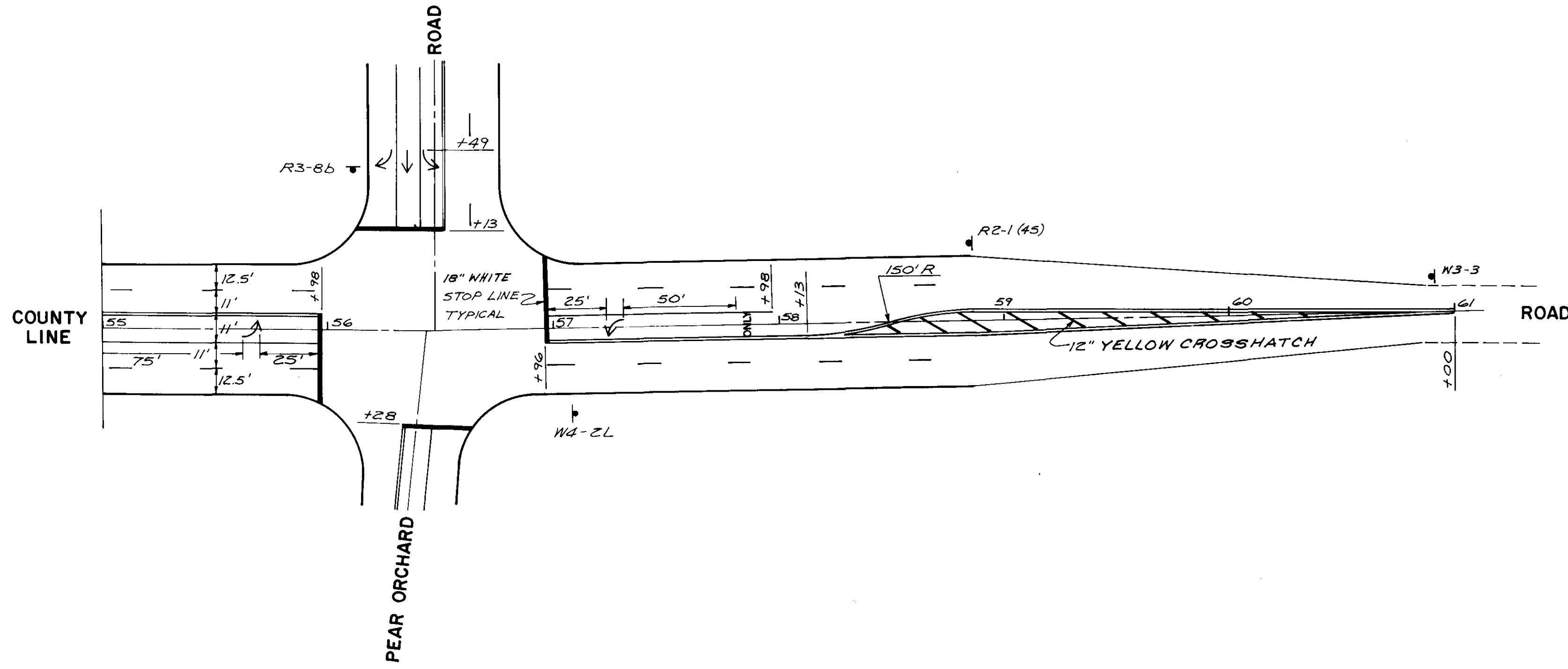
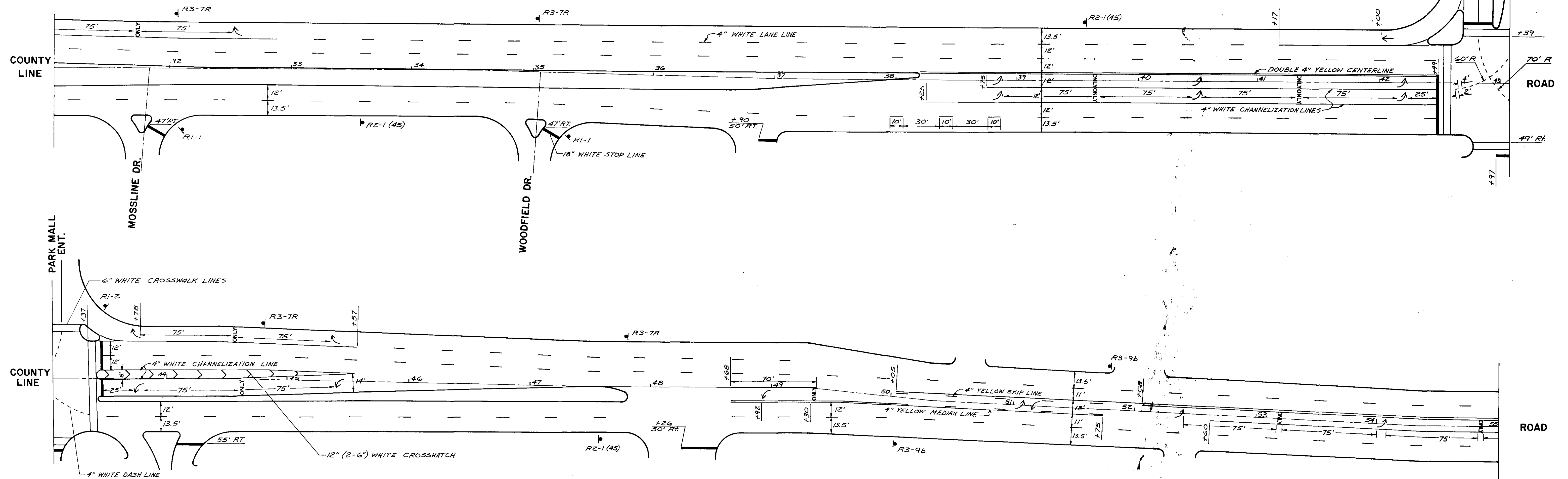
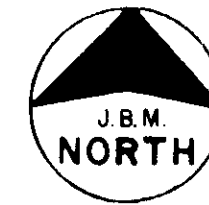
QUANTITY	MUTCD NUMBER	LEGEND	SIZE
3	R1-1	STOP	36"x36"
3	R1-2	YIELD	36"x36"x36"
7	R2-1(35)	SPEED LIMIT 35	30"x36"
10	R2-1(45)	SPEED LIMIT 45	30"x36"
4	R3-7R	RIGHT LANE MUST TURN RIGHT	30"x30"
4	R3-7L	LEFT LANE MUST TURN LEFT	30"x30"
3	R3-7a		30"x30"
4	R3-8b		48"x30"
1	R3-8c		48"x30"
2	R3-8d		30"x30"
10	R3-9b	TWO WAY LEFT TURN ONLY	24"x36"
3	W3-3	SIGNAL AHEAD	36"x36"
3	W4-2L	LANE ENDS MERGE LEFT (SYMBOL)	36"x36"

CITY OF RIDGELAND, MISSISSIPPI
COUNTY LINE ROAD
RECONSTRUCTION & EXPANSION

PAVEMENT MARKING PLAN
STATION 1+47 TO 31+03
COUNTY LINE ROAD
RIDGELAND, MISSISSIPPI

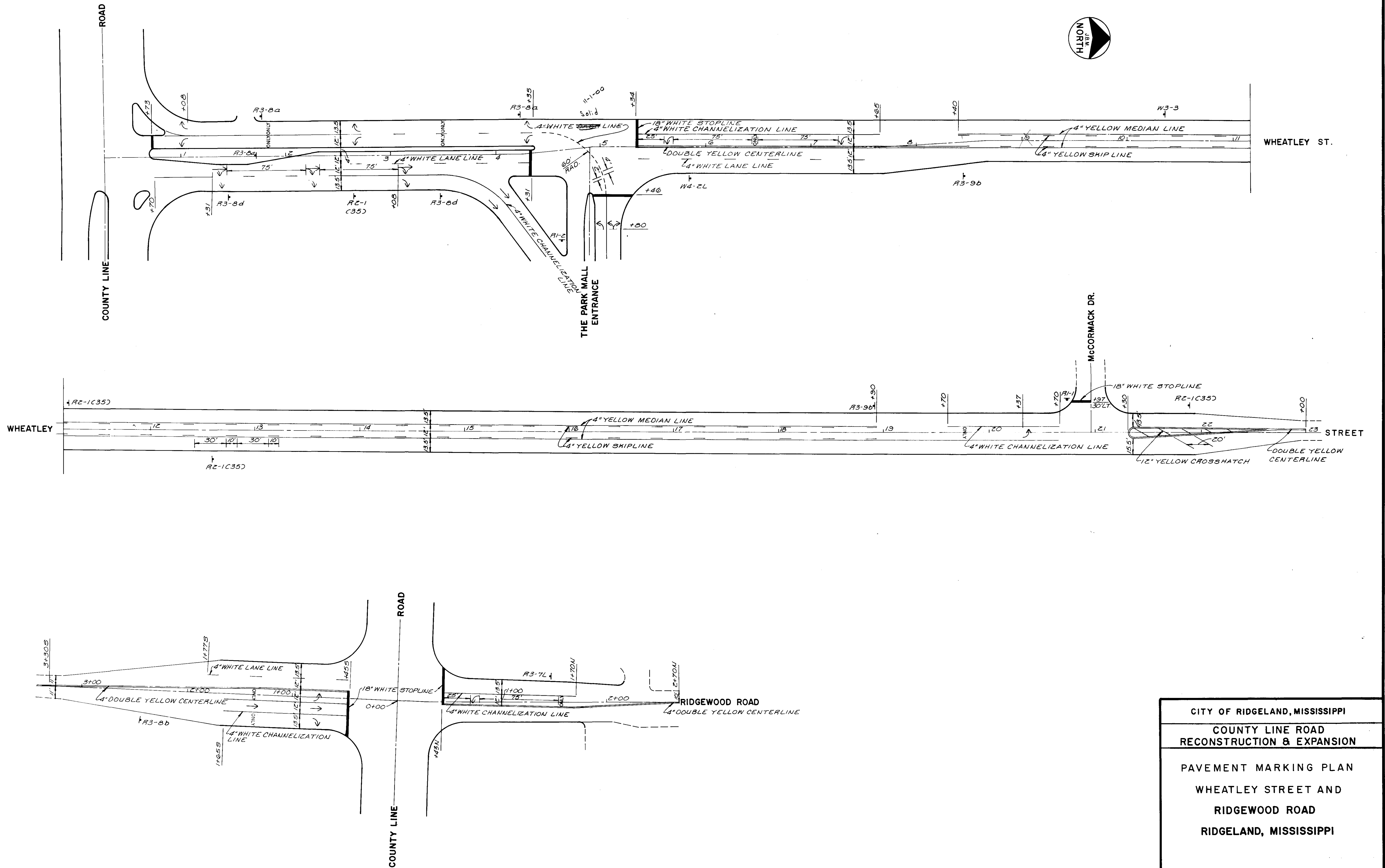
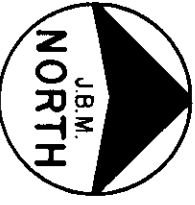
JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: MB-JH	DATE: 2-25	SHEET NO.
CHECKED BY:	SCALE: 1"=40'	67 OF 84



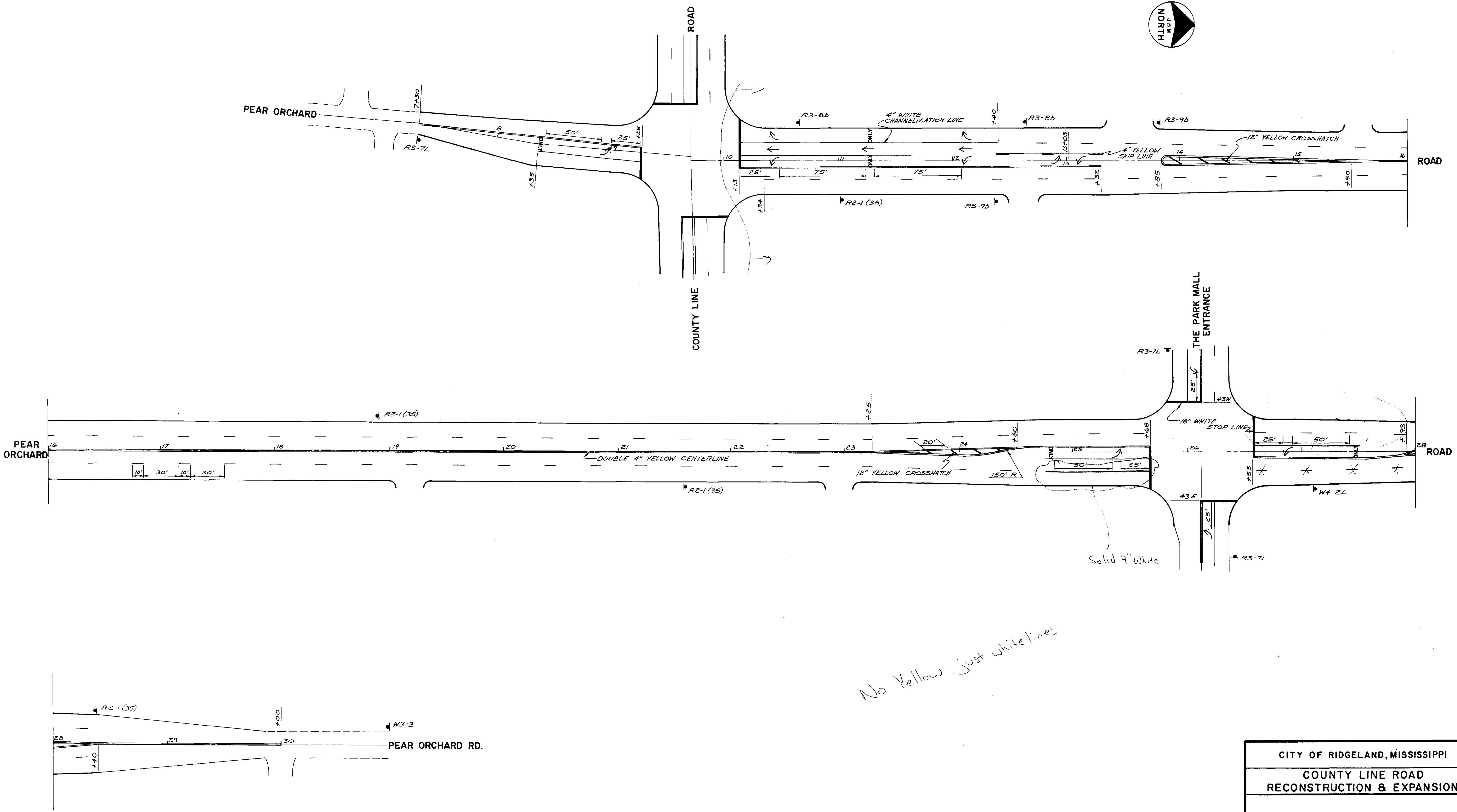
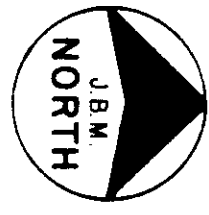
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
PAVEMENT MARKING PLAN STATION 31+03 TO 61+00 COUNTY LINE ROAD RIDGELAND, MISSISSIPPI		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-VG	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1" = 40'	68 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS

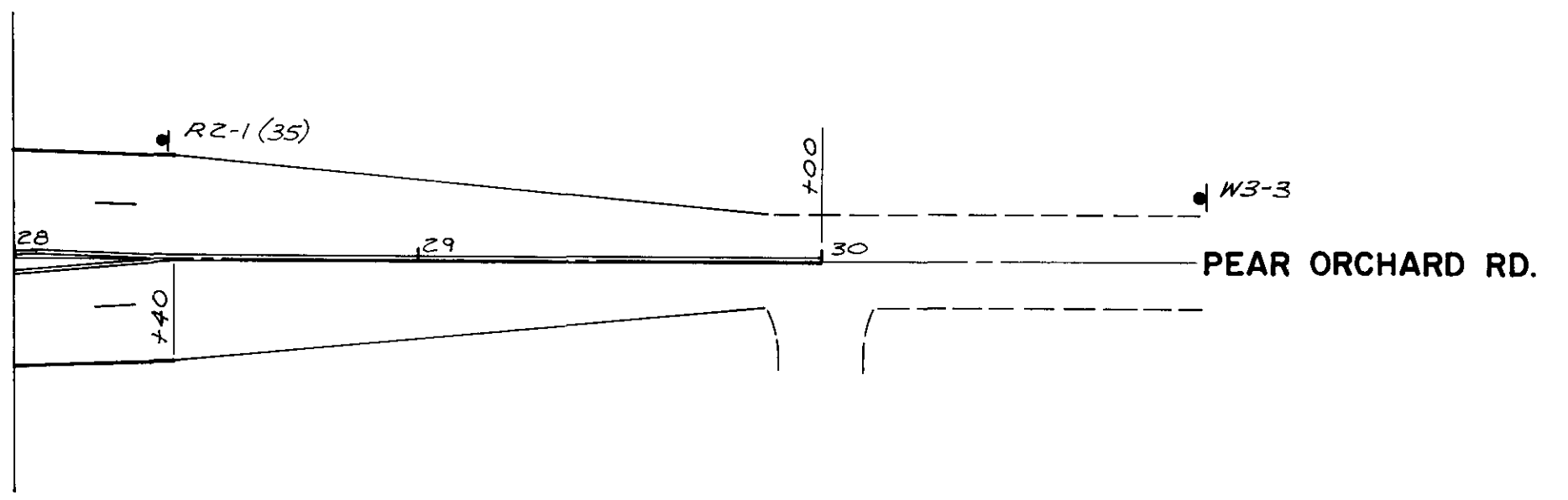


CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
PAVEMENT MARKING PLAN WHEATLEY STREET AND RIDGEWOOD ROAD RIDGELAND, MISSISSIPPI		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: JB-JH	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1"=40'	69 OF 84

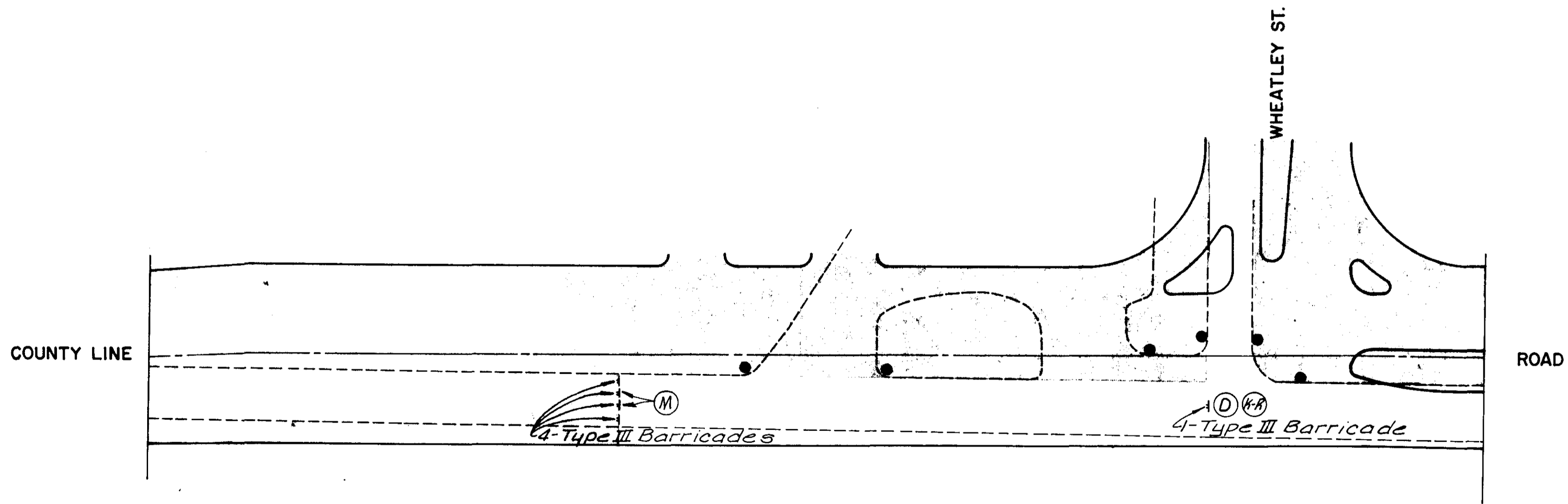
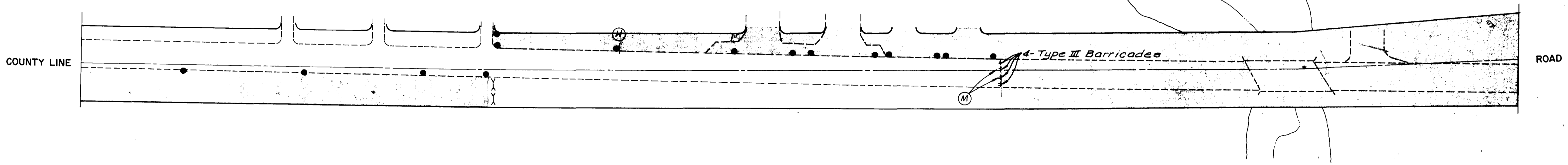
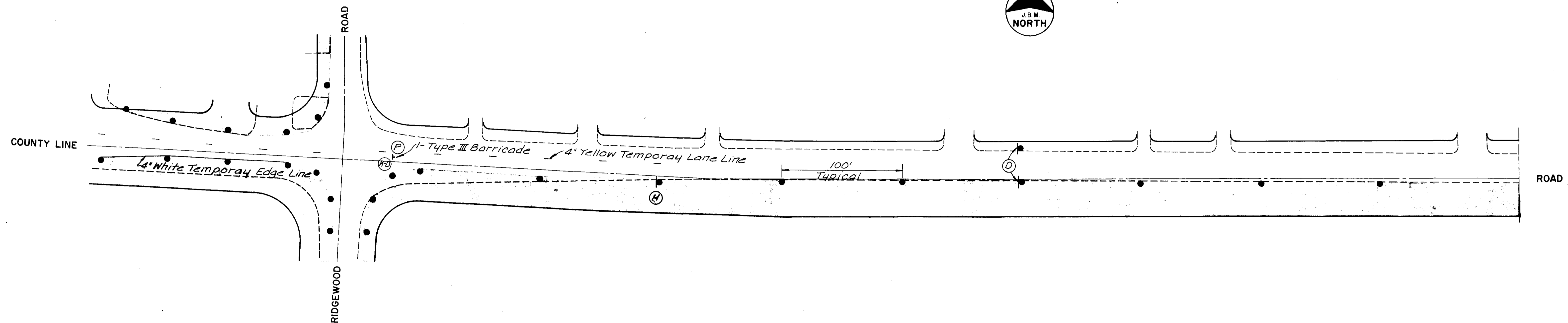
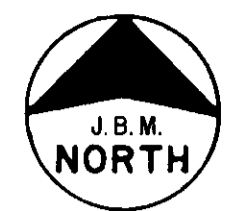
PROJECT NO.	SHEET NO.	TOTAL SHEETS



No Yellow just white lines



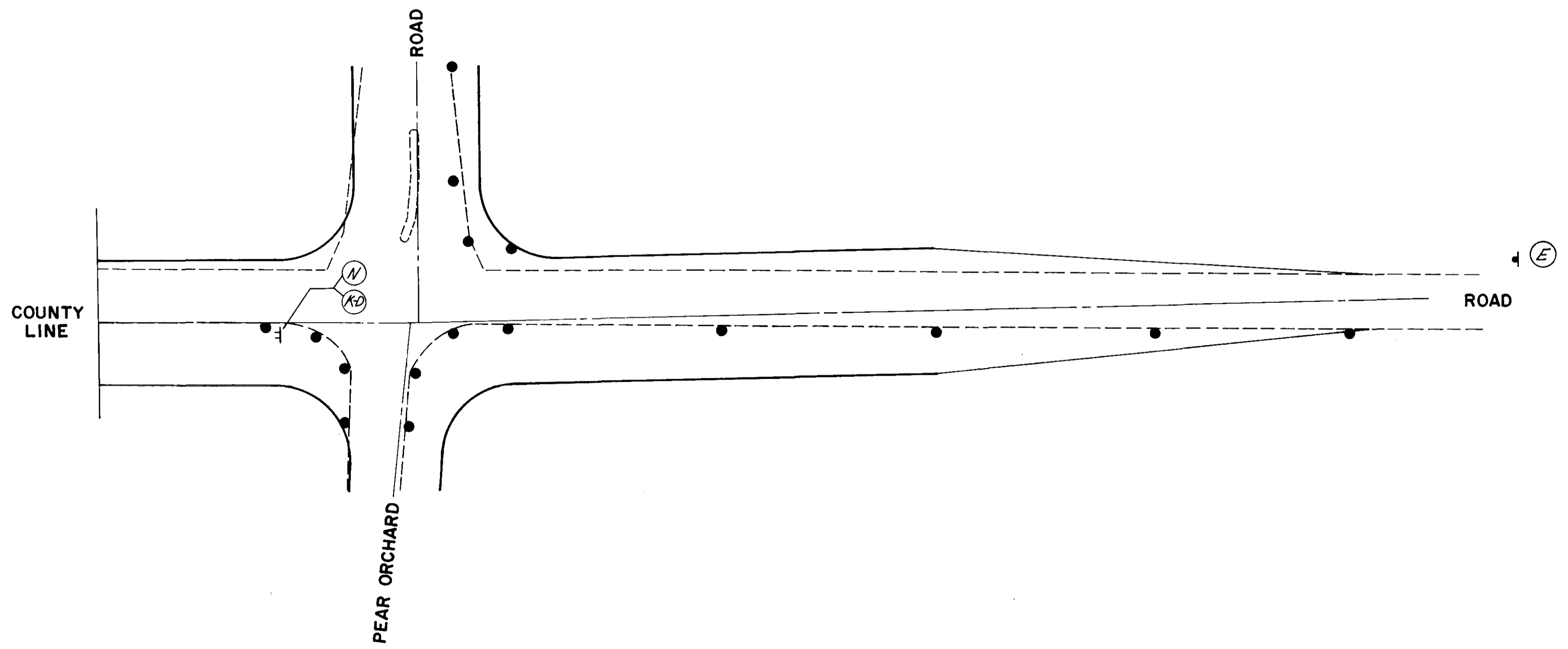
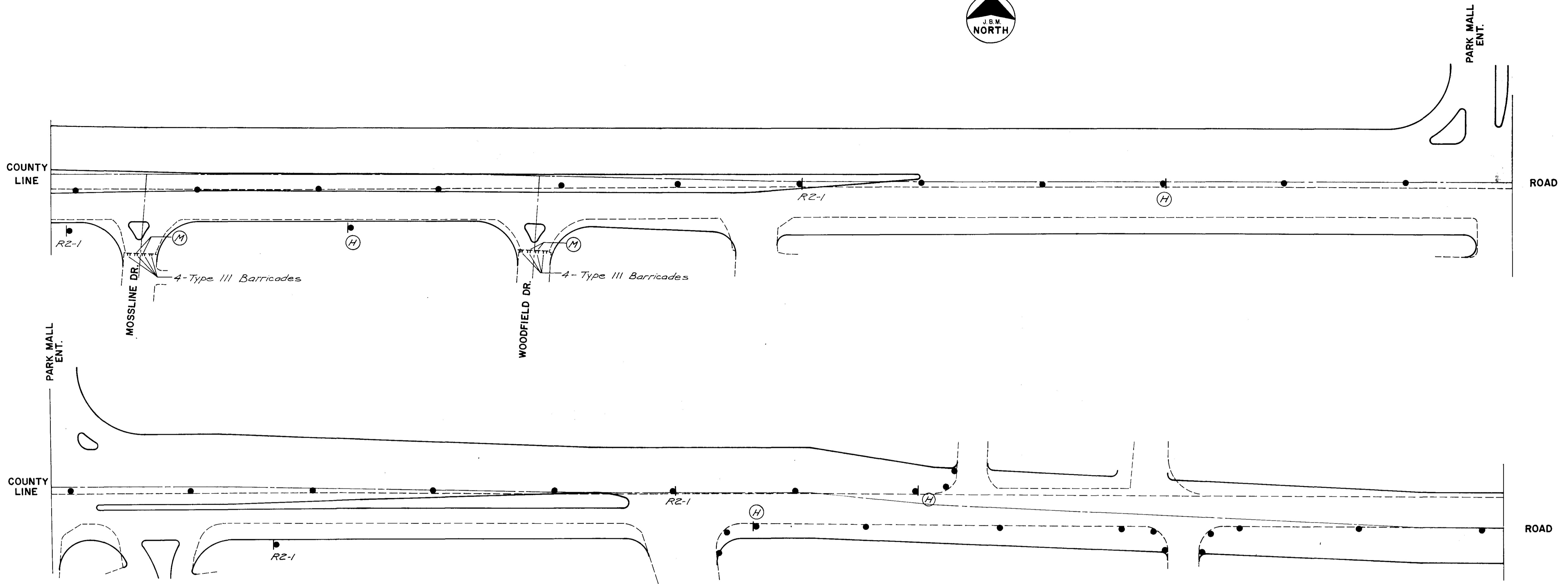
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
PAVEMENT MARKING PLAN STATION 7+30 TO 30+00 PEAR ORCHARD ROAD RIDGELAND, MISSISSIPPI		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: NB-16	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1" = 40'	70 OF 84



- Notes:**
- (1) Maintain Two Way Traffic (One Lane Per Direction) On Existing County Line Road During Stage A Construction.
 - (2) Install Detour Signing During The Time Period The Purple Creek Bridge Is Under Construction.
 - (3) The Signal Systems At Ridgewood Road And Pear Orchard Road Are To Remain Operational As Long As Is Possible. A Four-Way Stop Control Is To Be Implemented To Replace The Existing Signals, And Until Such Time As The New Signal Systems Are Operational.

- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ⊥ Type III Barricade
 - ⊥ Post Mounted Traffic Control Sign
 - ⊙ Drum Mounted Traffic Control Sign

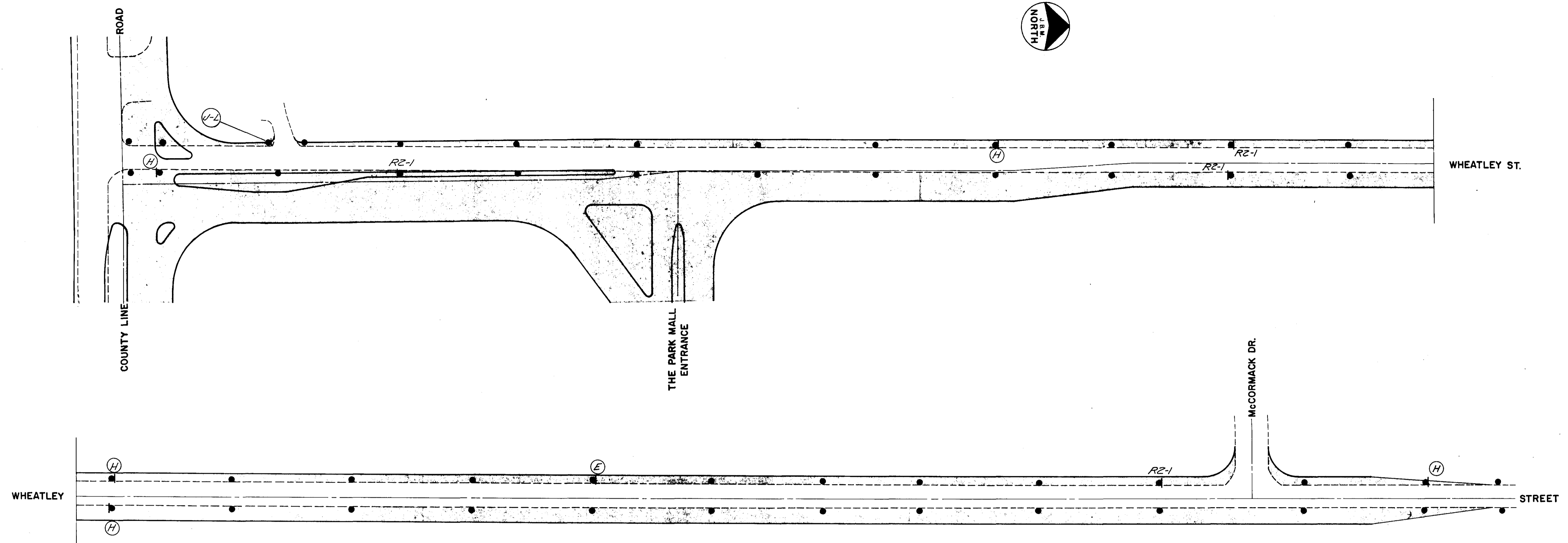
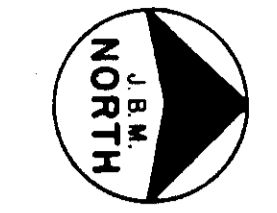
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN STAGE A		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-VG	DATE: 2-03	SHEET NO.
CHECKED BY:	SCALE: 1" = 40'	71 OF 84



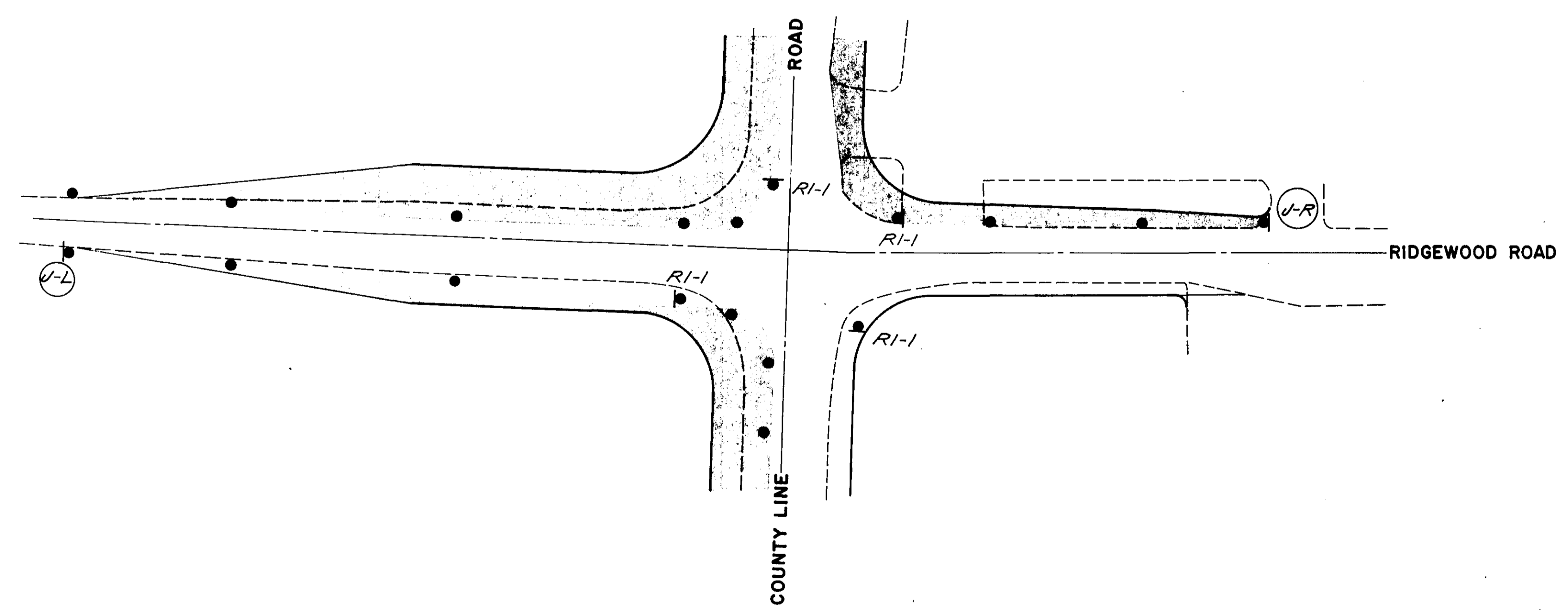
- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ⌢ Type III Barricade
 - ⌢ Post Mounted Traffic Control Sign
 - Drum Mounted Traffic Control Sign

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN STAGE A		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1"=40'	72 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS

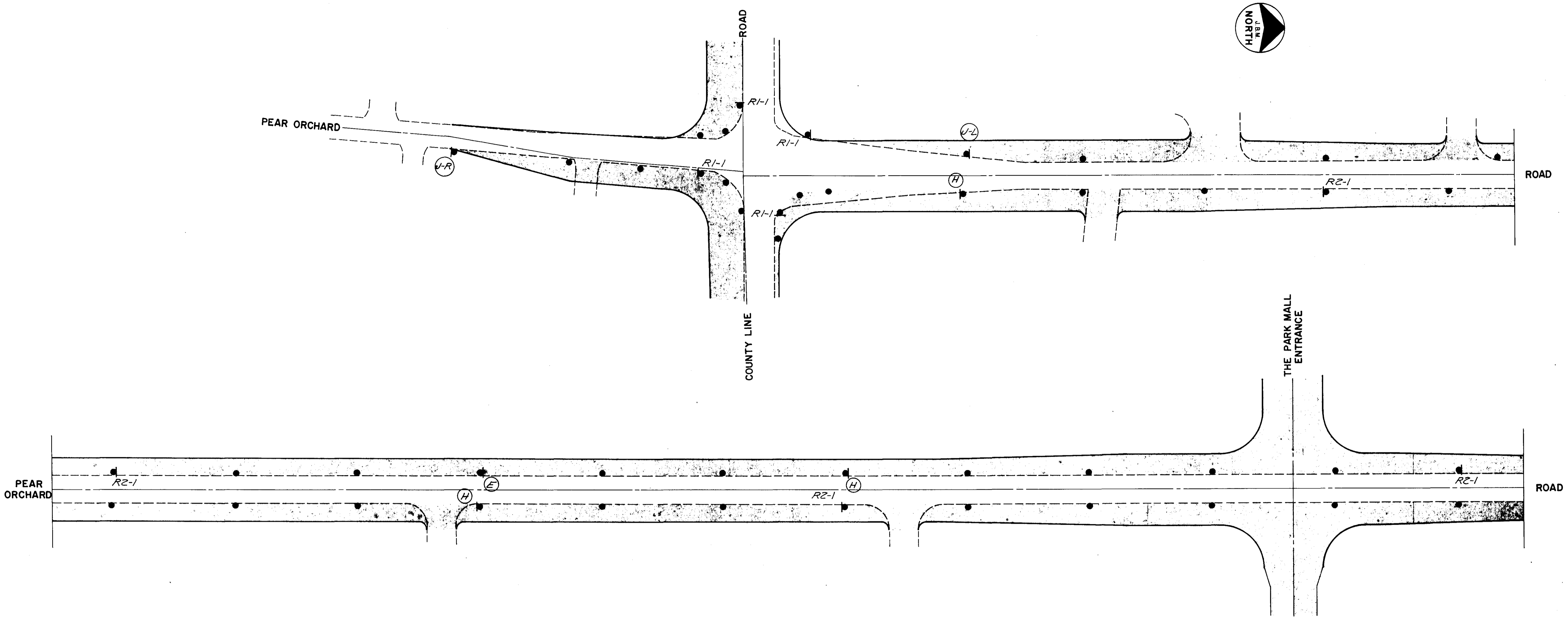
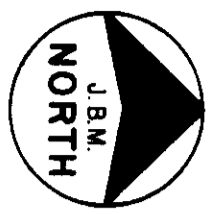


- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ⊥ Type III Barricade
 - ⊥ Post Mounted Traffic Control Sign
 - Drum Mounted Traffic Control Sign

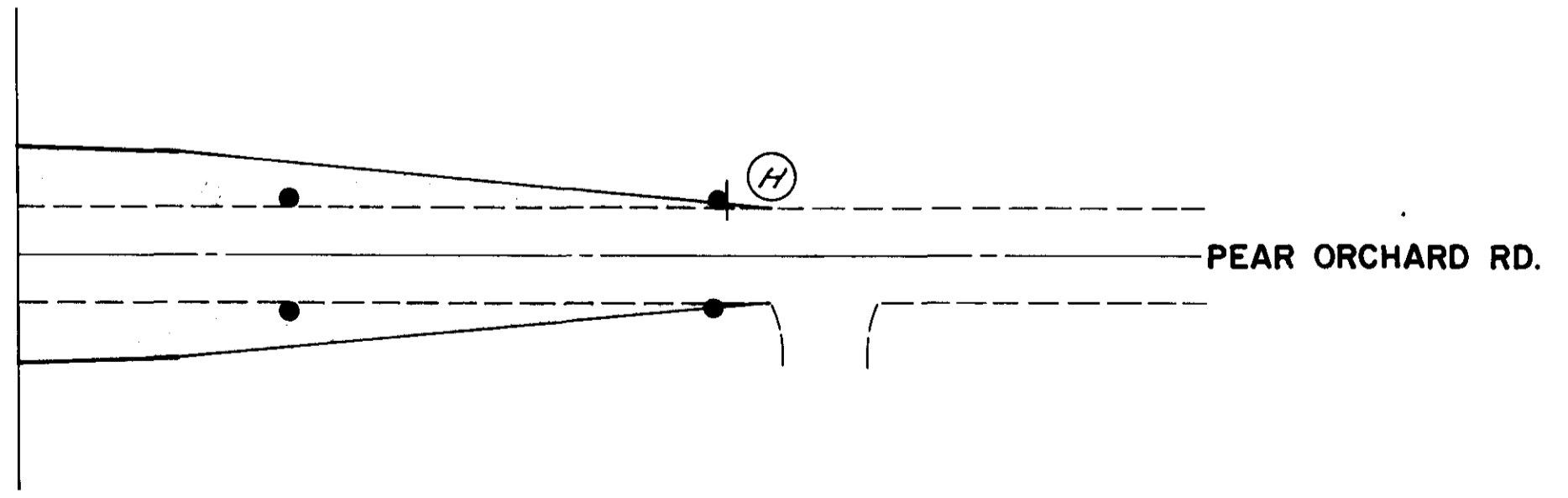


CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN STAGE A		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY MB-VG	DATE 2-03	SHEET NO.
CHECKED BY	SCALE 1"=40'	73 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS

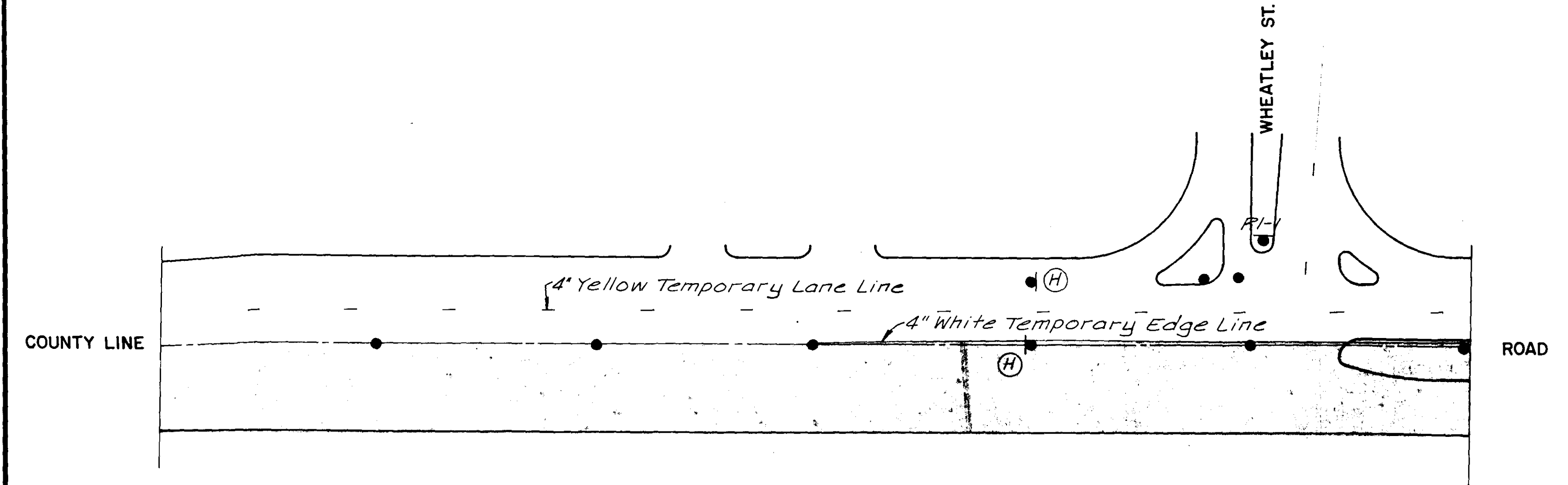
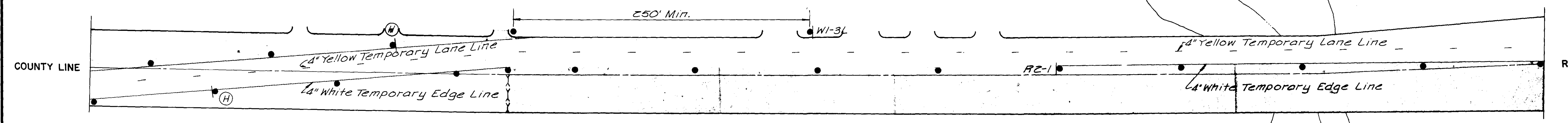
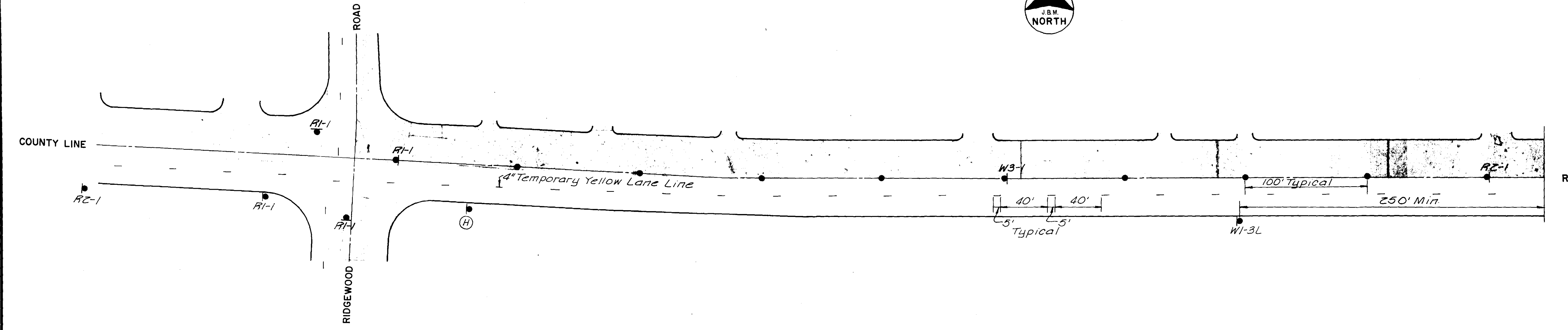
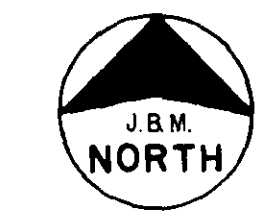


- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ⊥ Type III Barricade
 - ⊥ Post Mounted Traffic Control Sign
 - ⊙ Drum Mounted Traffic Control Sign



CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN		STAGE A
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-JM	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1" = 40'	74 OF 84

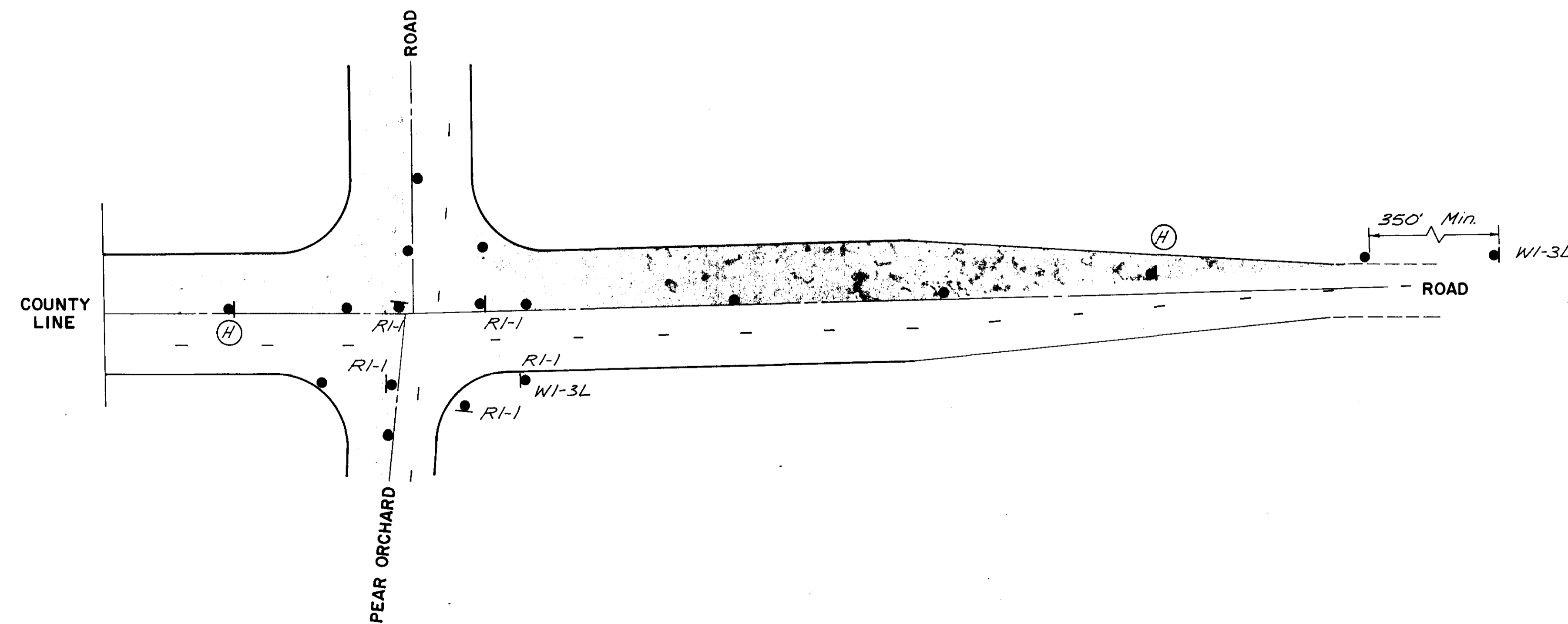
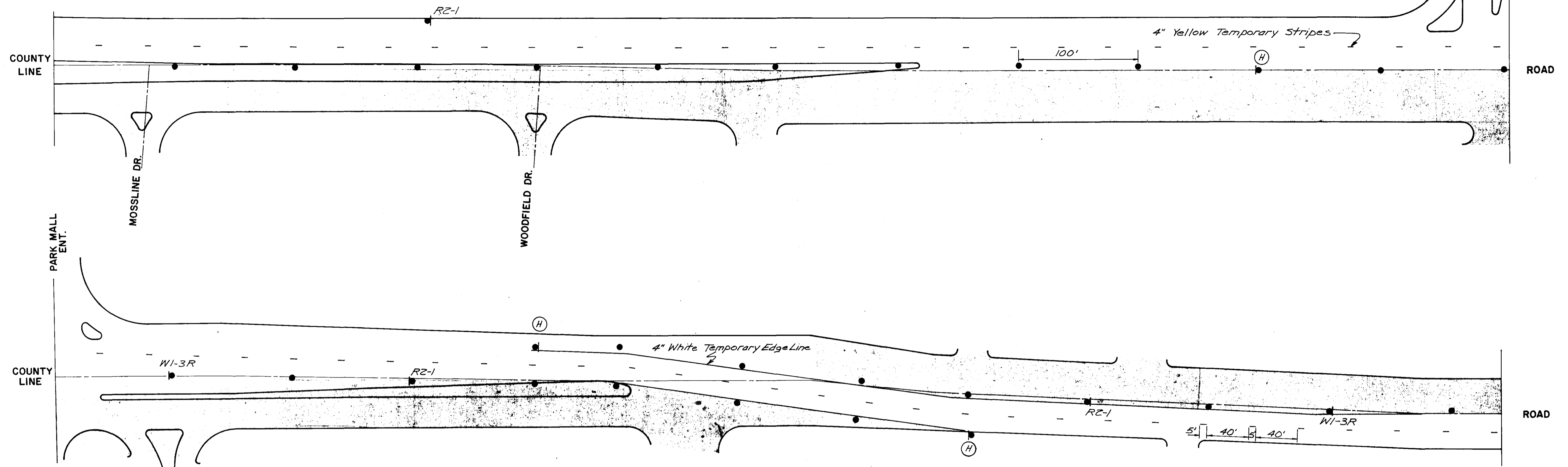
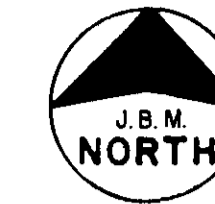
PROJECT NO.	SHEET NO.	TOTAL SHEETS



- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ≡ Type III Barricade
 - ↓ Post Mounted Traffic Control Sign
 - Drum Mounted Traffic Control Sign

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN STAGE B		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY MB-VG	DATE 2-83	SHEET NO.
CHECKED BY	SCALE 1" = 40'	75 OF 84

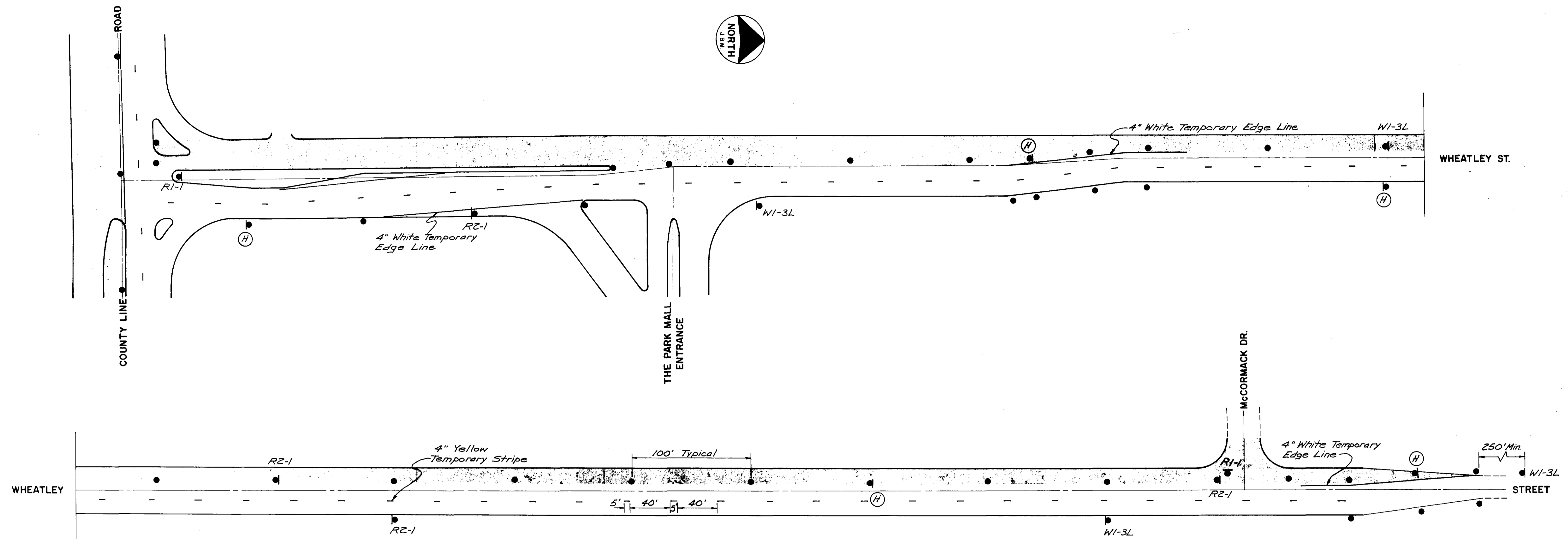
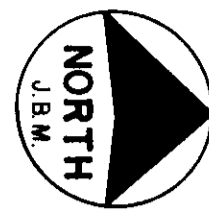
PROJECT NO.	SHEET NO.	TOTAL SHEETS



- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - I Type III Barricade
 - T Post Mounted Traffic Control Sign
 - Drum Mounted Traffic Control Sign

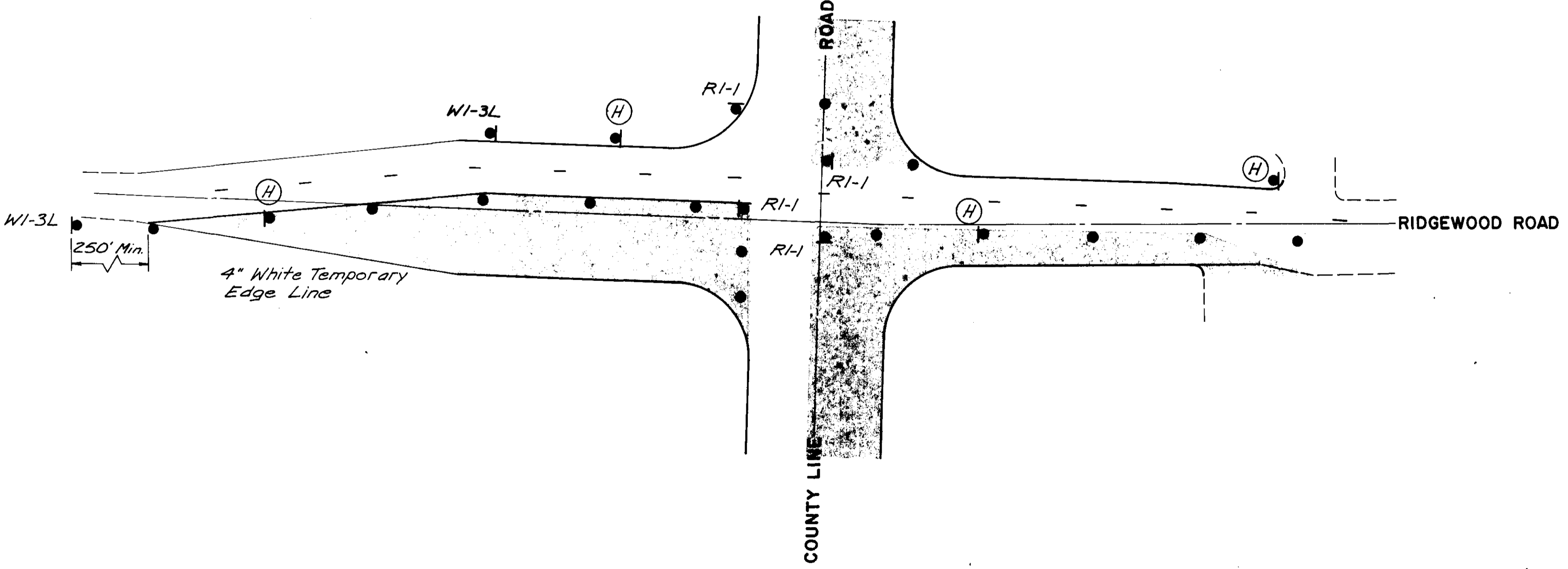
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN STAGE B		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-VG	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: 1"=40'	76 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS



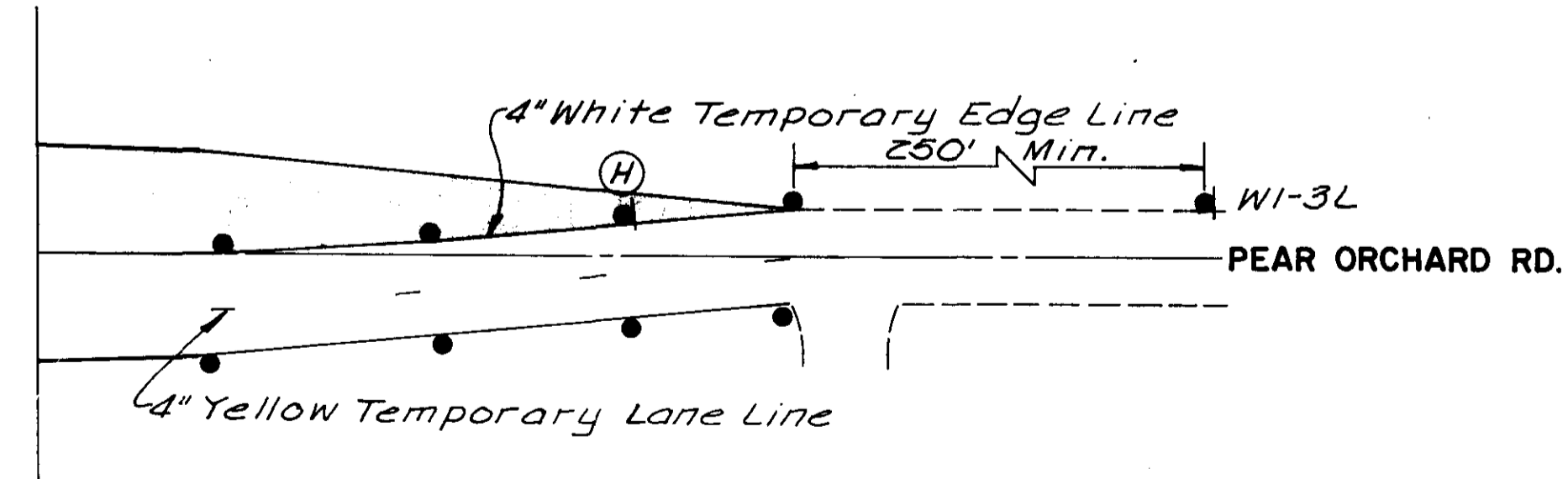
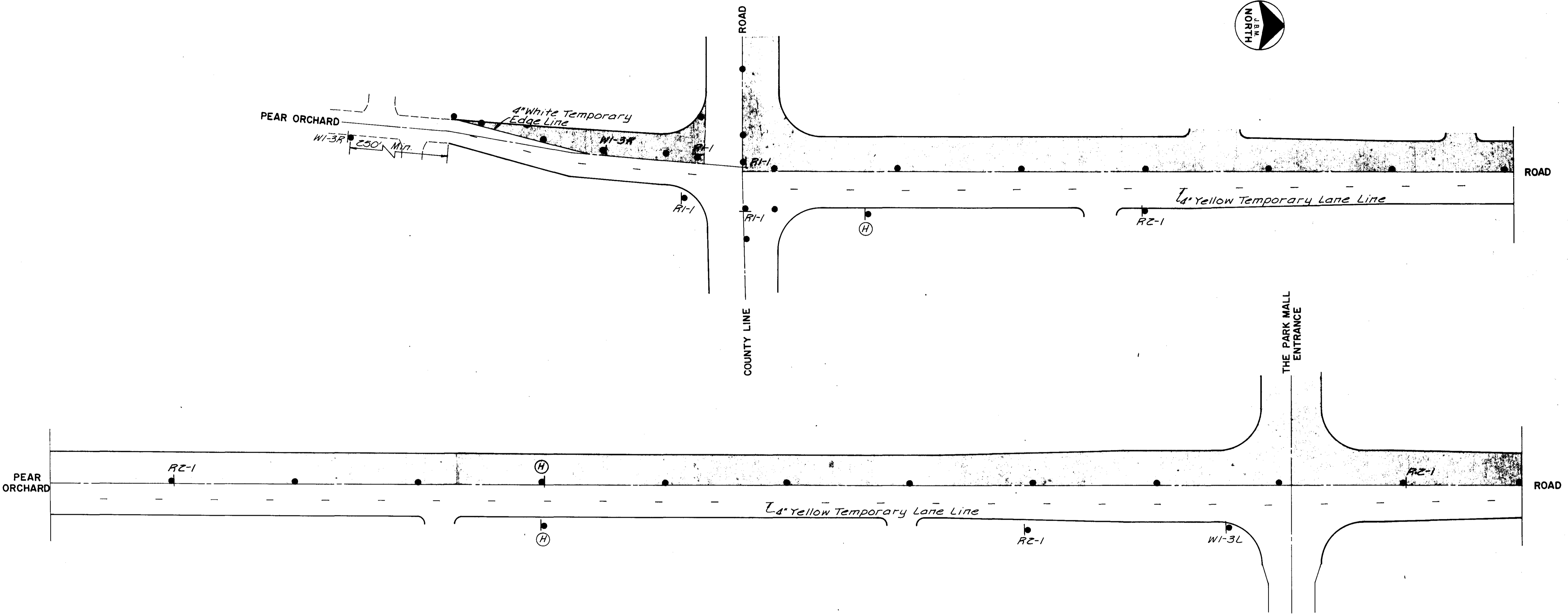
NOTE:
 This traffic control plan is for construction on the west side of Wheatley St. Construction on the east side of Wheatley St. will follow this basic traffic control format.

- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ⊥ Type III Barricade
 - ⊥ Post Mounted Traffic Control Sign
 - ⊥ Drum Mounted Traffic Control Sign



CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN		STAGE B
JOE A. WAGGONER Civil Engineer - Brandon, Jackson, Miss.		
DRAWN BY MB-JM	DATE 2-83	SHEET NO.
CHECKED BY	SCALE 1"=40'	77 OF 84

PROJECT NO.	SHEET NO.	TOTAL SHEETS



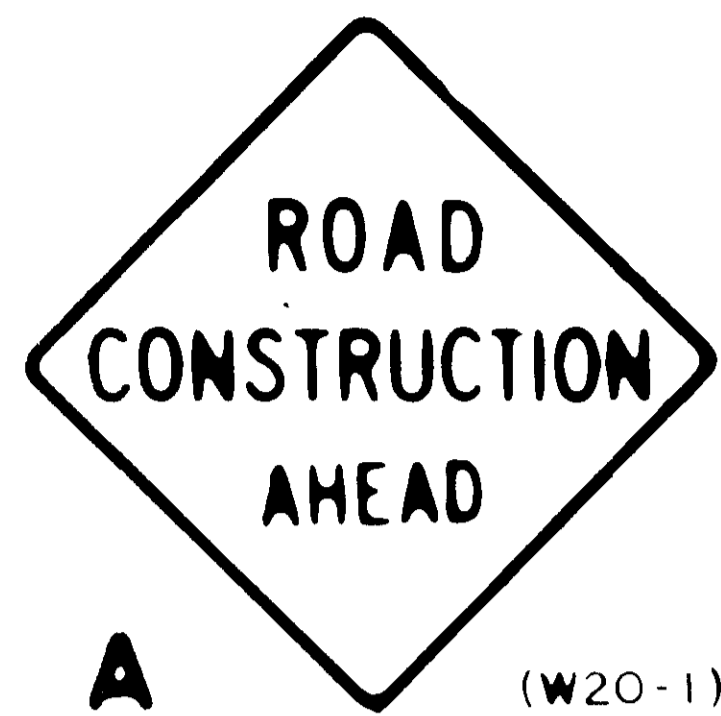
Note:
 This Traffic Control Plan Is For Construction On The West Side Of Pear Orchard Road. Construction On The East Side Of Pear Orchard Road Will Follow This Basic Traffic Control Format.

- LEGEND**
- Channelization Drum
 - X Type I or II Barricade
 - ⊥ Type III Barricade
 - ⊥ Post Mounted Traffic Control Sign
 - ⊙ Drum Mounted Traffic Control Sign

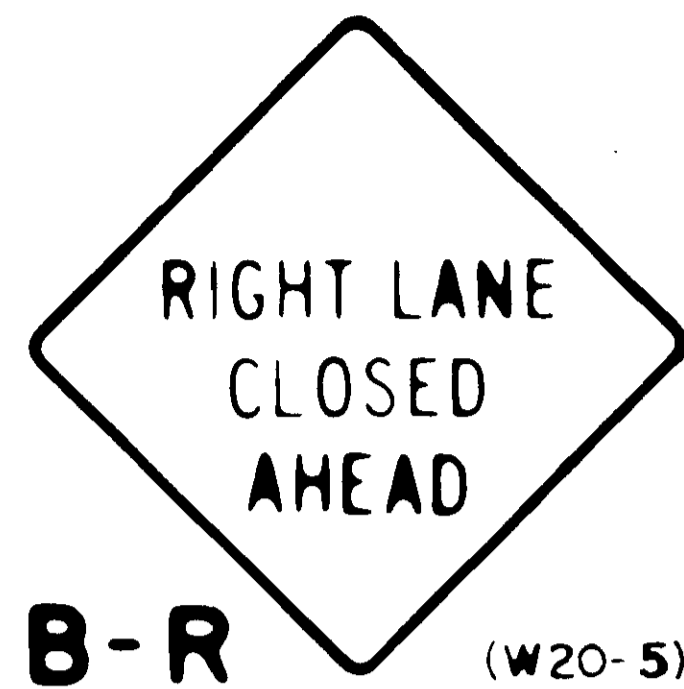
CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL PLAN STAGE B		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-JM	DATE: 2-03	SHEET NO.
CHECKED BY:	SCALE: 1" = 40'	78 OF 84

BLACK MESSAGE ON ORANGE REFLECTIVE BACKGROUND - SIGNS A THRU K

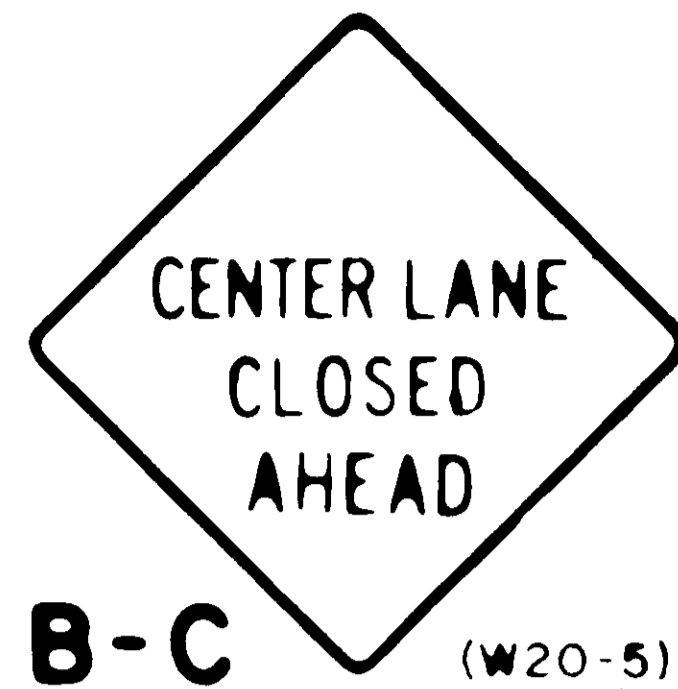
MIN. SIZE (A THRU I) 36" X 36"



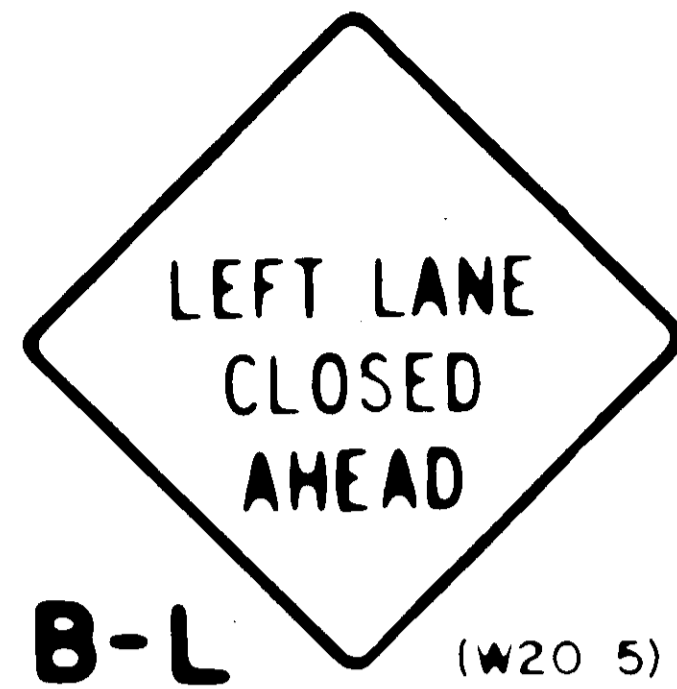
A (W20-1)



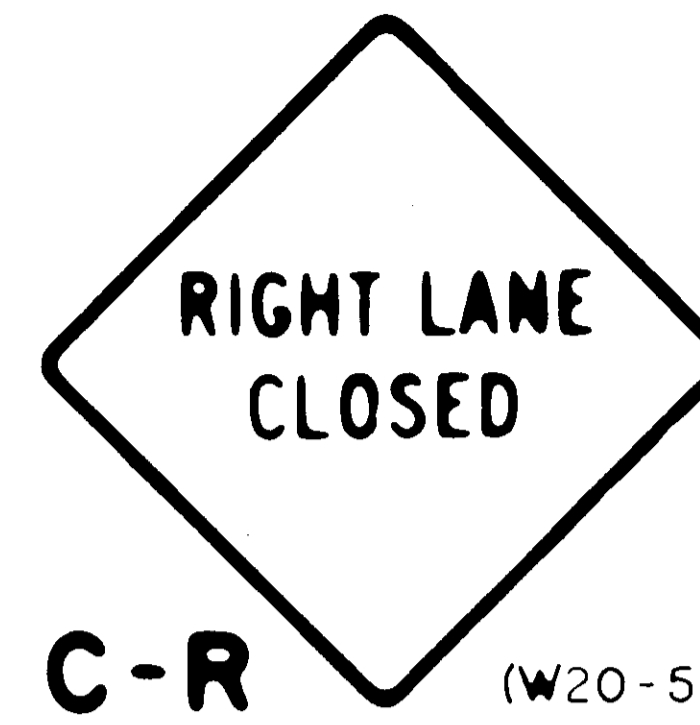
B-R (W20-5)



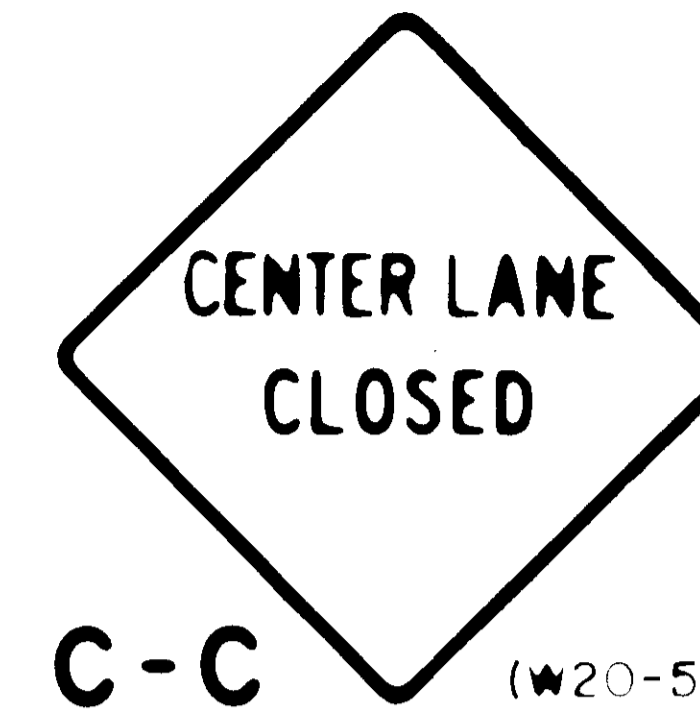
B-C (W20-5)



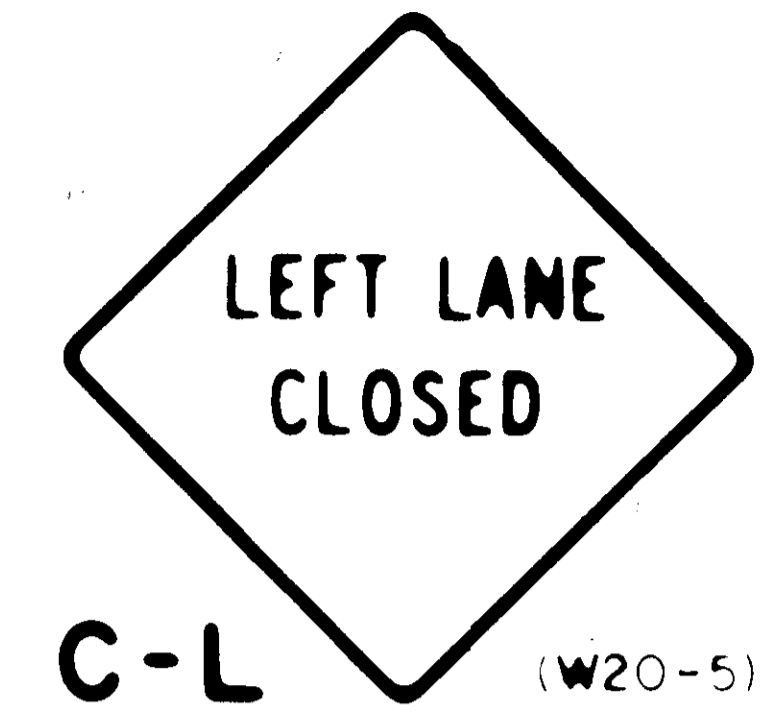
B-L (W20-5)



C-R (W20-5)



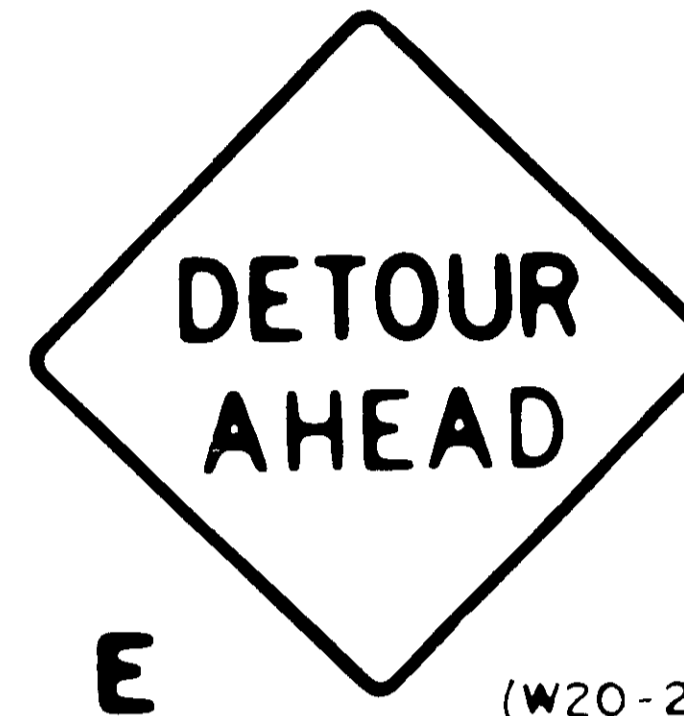
C-C (W20-5)



C-L (W20-5)



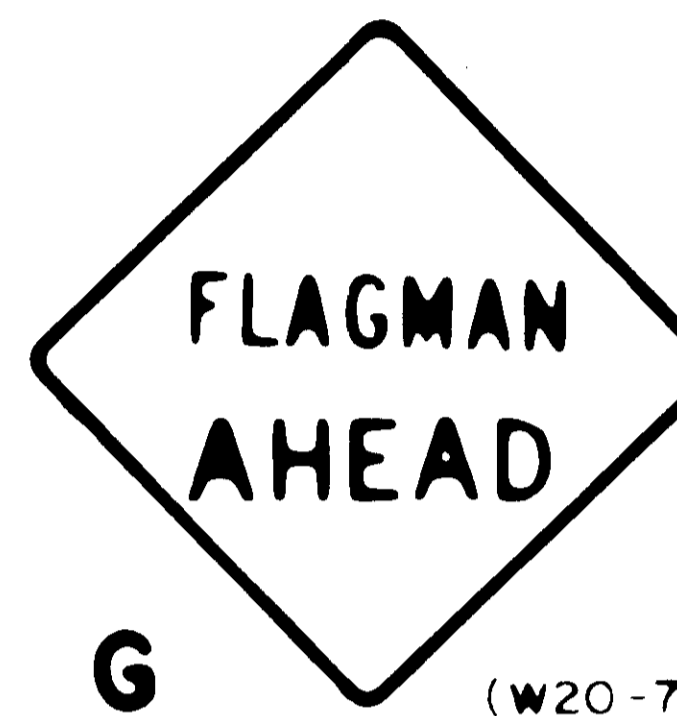
D (W20-3)



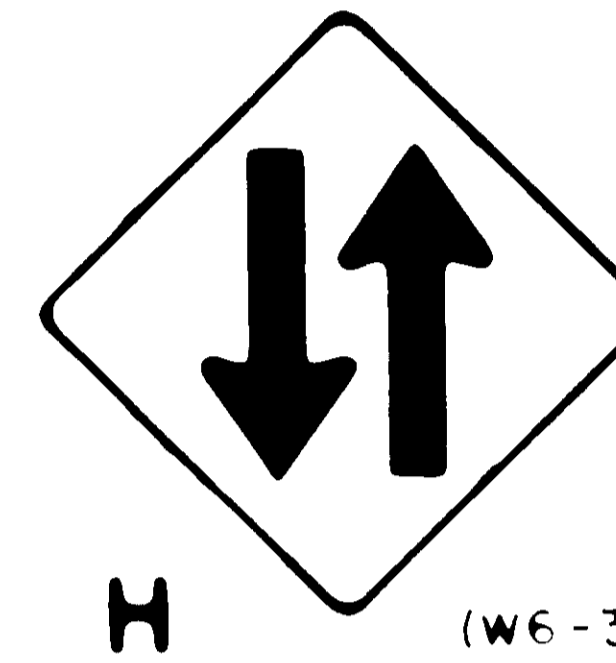
E (W20-2)



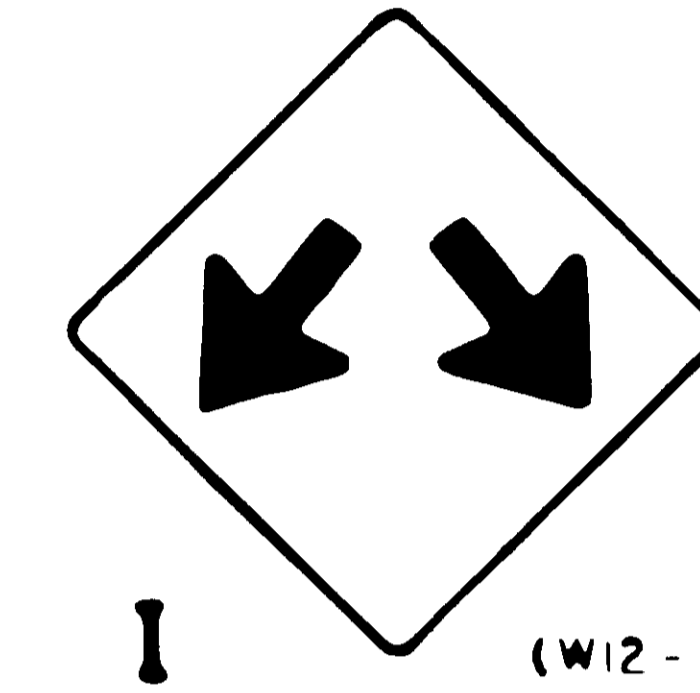
F (W20-4)



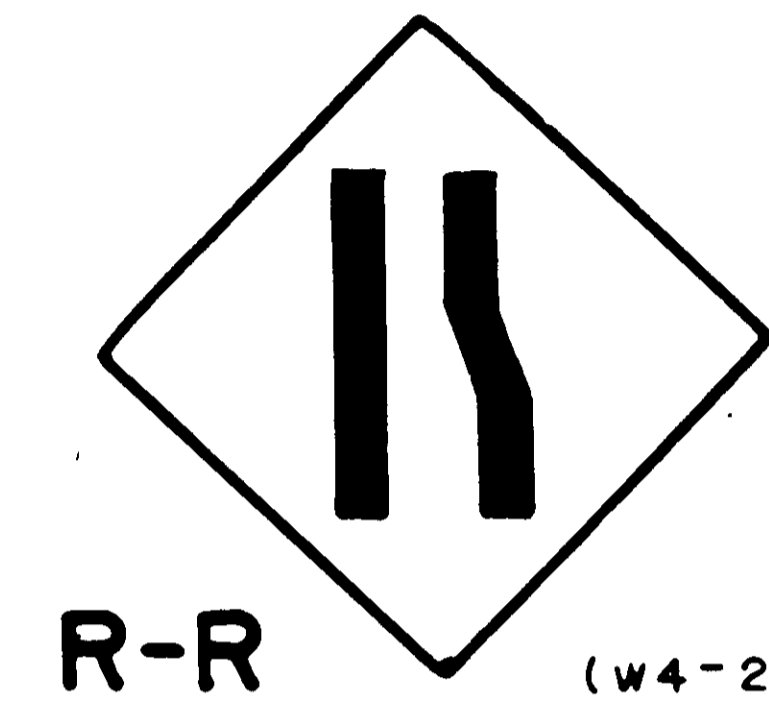
G (W20-7)



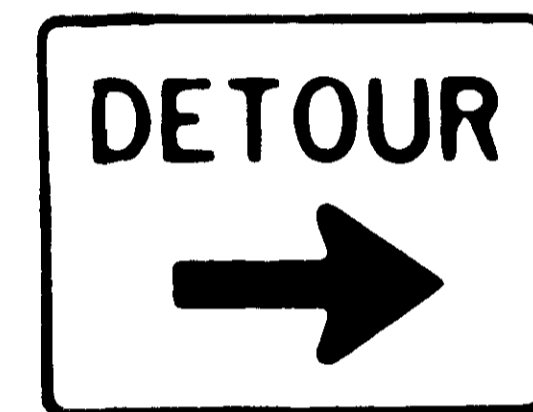
H (W6-3)



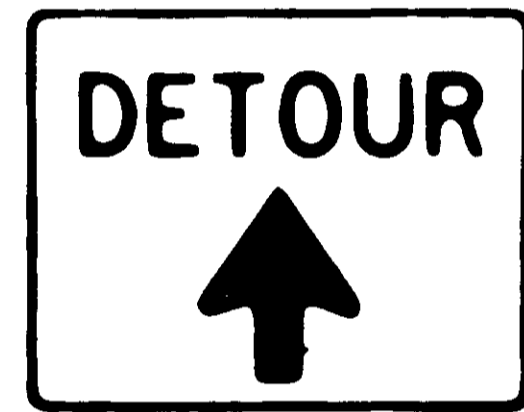
I (W12-1)



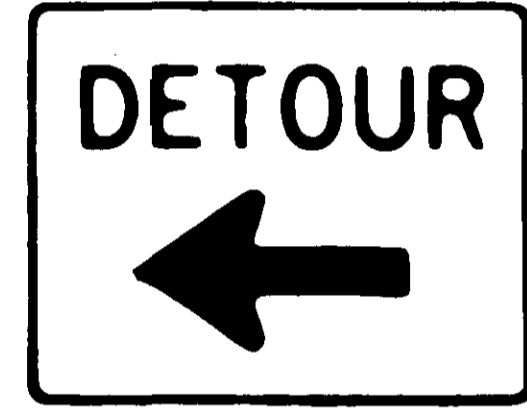
R-R (W4-2)



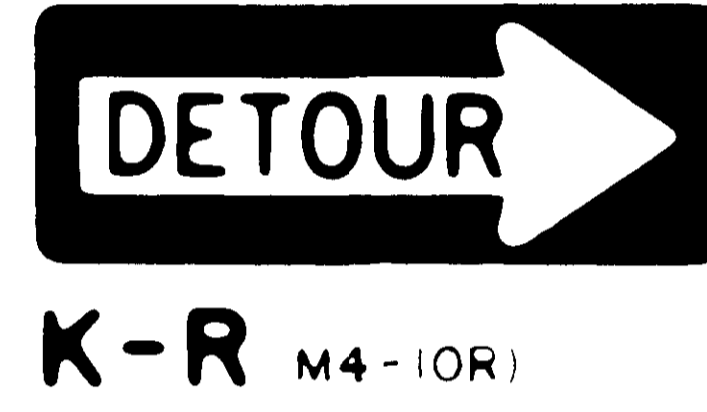
J-R (M4-9R)
MIN. SIZE (J) 24" X 30"



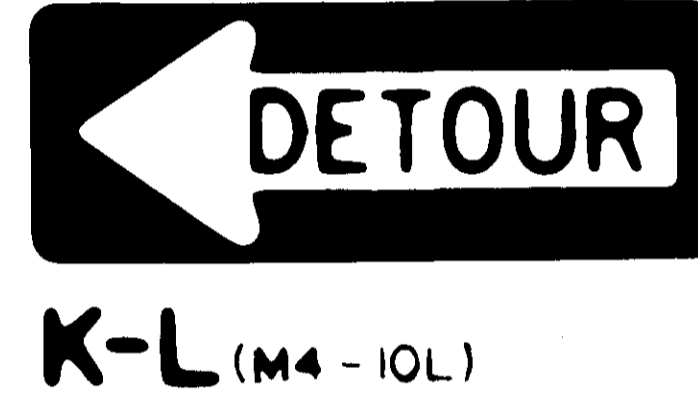
J-S (SPECIAL)



J-L (M4-9L)



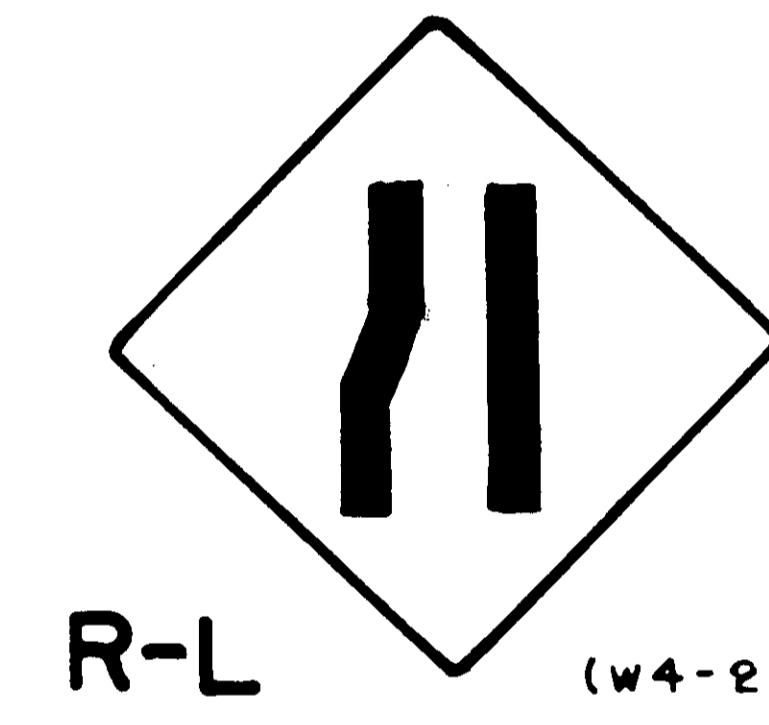
K-R (M4-10R)
MIN. SIZE (K) 18" X 48"



K-L (M4-10L)



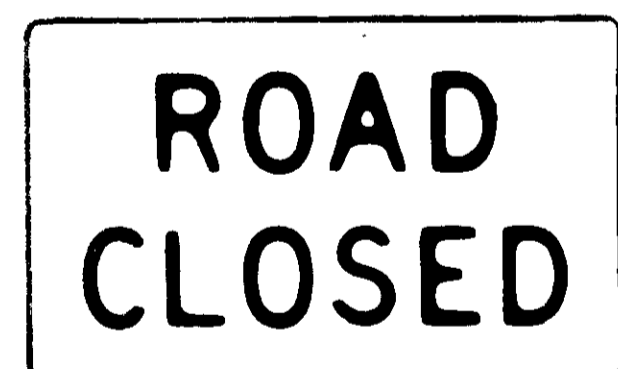
K-D (SPECIAL)



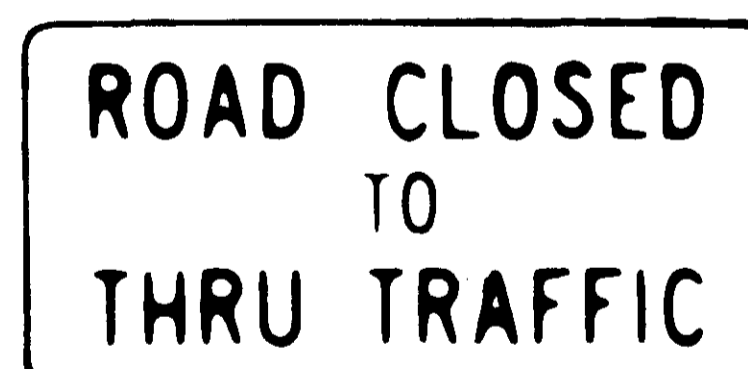
R-L (W4-2)

NOTE: ON J SERIES SIGNS, THE TOP OF 8" X 30" SIGN SHALL BE 1" ABOVE DETOUR MESSAGE. BLACK LETTERS ON AN ORANGE BACKGROUND.

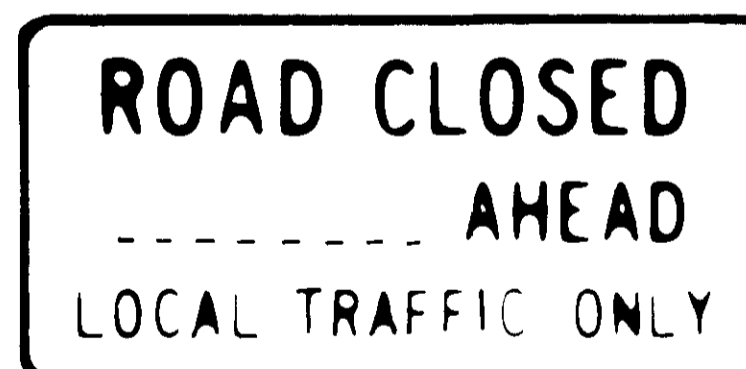
BLACK MESSAGE ON WHITE REFLECTIVE BACKGROUND - SIGNS M THRU U



M (R11-2) MIN. SIZE (M) 30" X 48"

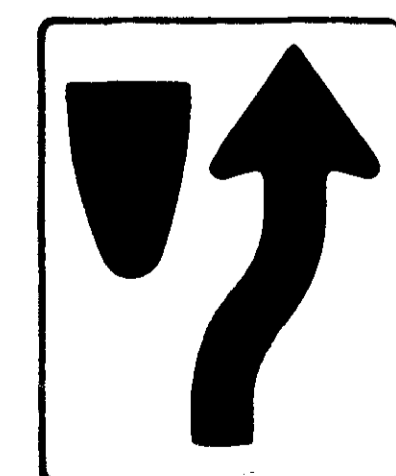


N (R11-4) MIN. SIZE (N & P) 30" X 60"

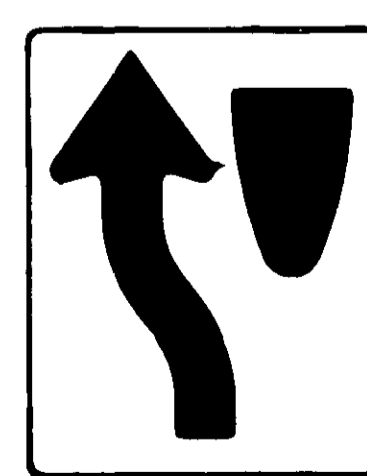


P (R11-3)

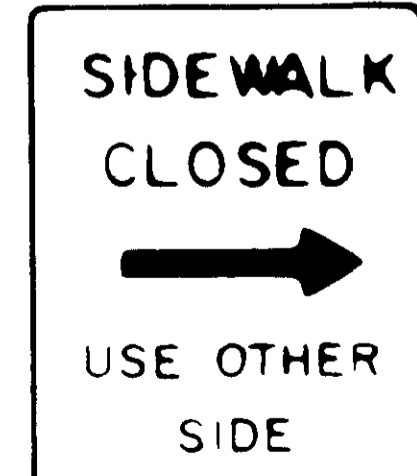
NOTE: DESIGNATE DISTANCE FROM SIGN TO CLOSURE IN BLANK SPACE (MILES OR FT.)



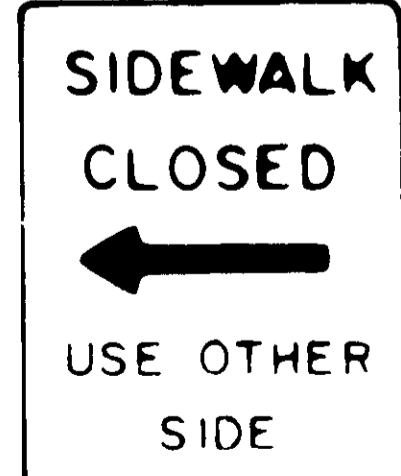
T-R (R4-7)
MIN. SIZE (T & U) 24" X 30"



T-L (R4-8)



U-R (SPECIAL)



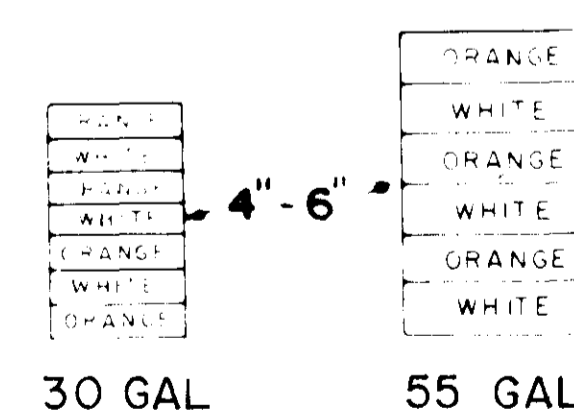
U-L (SPECIAL)



Q (SPECIAL)
MIN. SIZE (Q) 18" X 24"

ALL SIGNS MUST CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES UNLESS OTHERWISE NOTED

CHANNELIZATION DRUM DETAIL



30 - 55 GAL DRUM WITH 4" - 6" WHITE AND ORANGE HORIZONTAL REFLECTORIZED STRIPES MIN - 2 WHITE AND 2 ORANGE PER DRUM THESE MUST BE EQUIPPED WITH ONE, TYPE "C" STEADY-BURN LIGHT EACH, FOR NIGHT USE

STANDARD LEGEND

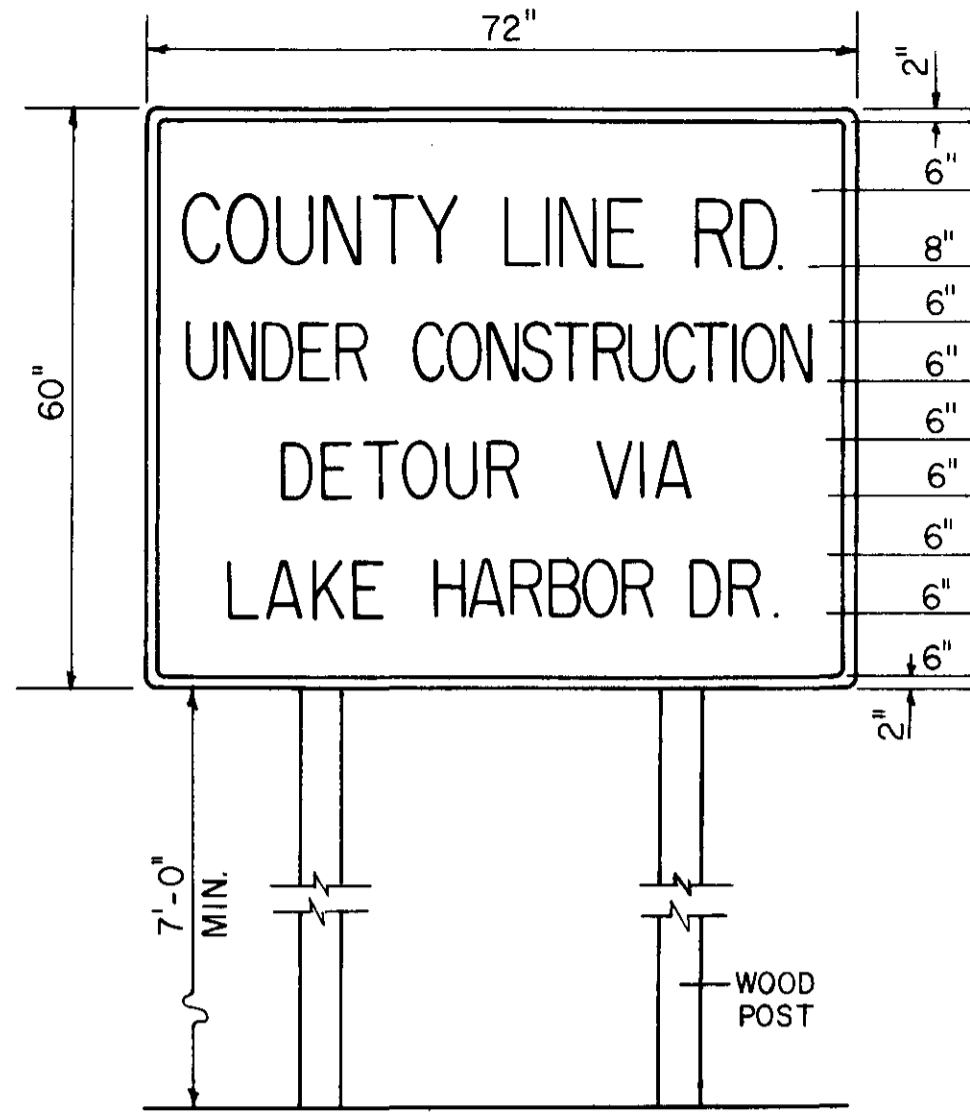
- - INDICATES 36" ORANGE PLASTIC CONE
- - INDICATES STEEL DRUM (SEE DETAIL)
- ◐ - INDICATES DRUM WITH SIGN AND STANDARD

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
TRAFFIC CONTROL SIGNS		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: MB-VG	DATE: 2-83	SHEET NO.
CHECKED BY:	SCALE: None	79 OF 84

BILL OF CONSTRUCTION SIGNS
(For Informational Purposes Only)

QUANTITY	TYPE	LEGEND	SIZE
3	1	As Noted on Orange Background	72"X60"
2	2	As Noted " " "	72"X60"
2	3	As Noted " " "	72"X60"
1	4	As Noted " " "	72"X60"
1	5	As Noted " " "	72"X60"
11	A	Road Construction Ahead	36"X36"
2	D	Road Closed Ahead	36"X36"
2	E	Detour Ahead	36"X36"
As Needed	G	Flagger Ahead	36"X36"
22	H	Two-way Traffic	36"X36"
7	J-R	Detour →	30"X24"
9	J-S	Detour ↑	30"X24"
9	J-L	Detour ←	30"X24"
1	K-R	Detour →	48"X18"
2	K-D	Detour ←	48"X18"
8	M	Road Closed	48"X30"
3	N	Road Closed To Thru Traffic	60"X30"
1	P	Road Closed 1/3 Mile Ahead Local Traffic Only	60"X30"
10	R1-1	Stop	36"X36"
20	R2-1	Speed Limit 30	24"X30"
2	R2-5a	Reduced Speed Limit	24"X30"
12	W1-3R		36"X36"
12	W1-3L		36"X36"
8	W3-2	Stop Ahead	36"X36"
10	G20-2	End Construction	60" X 24"

*To be installed a minimum of 250 Ft. in advance of the temporary stop signs at Ridgewood Rd. and Pear Orchard Rd.

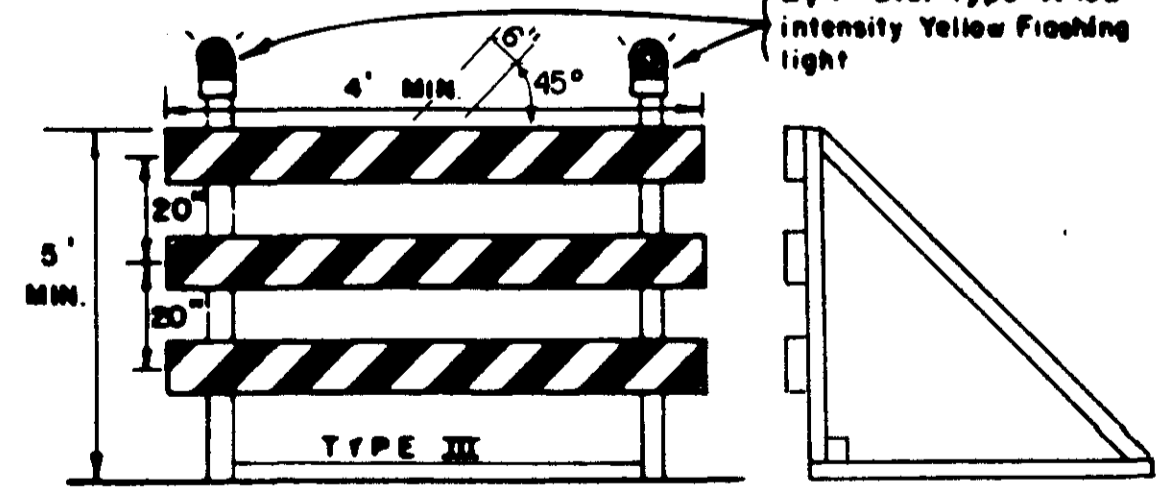
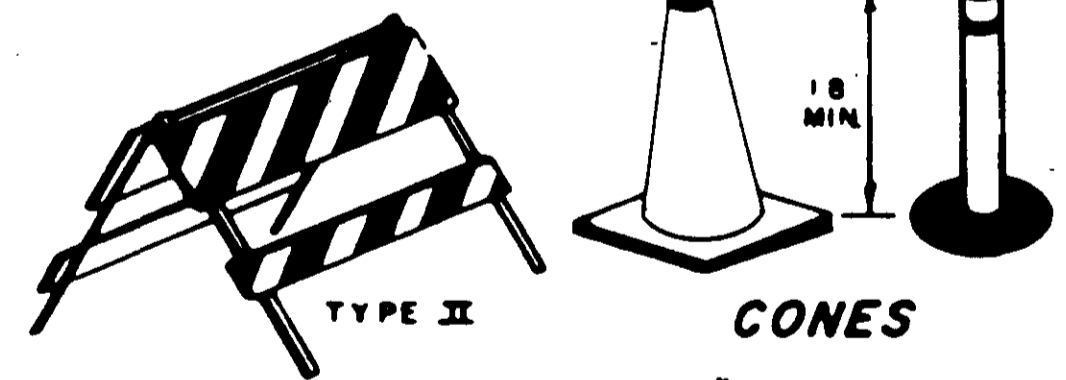
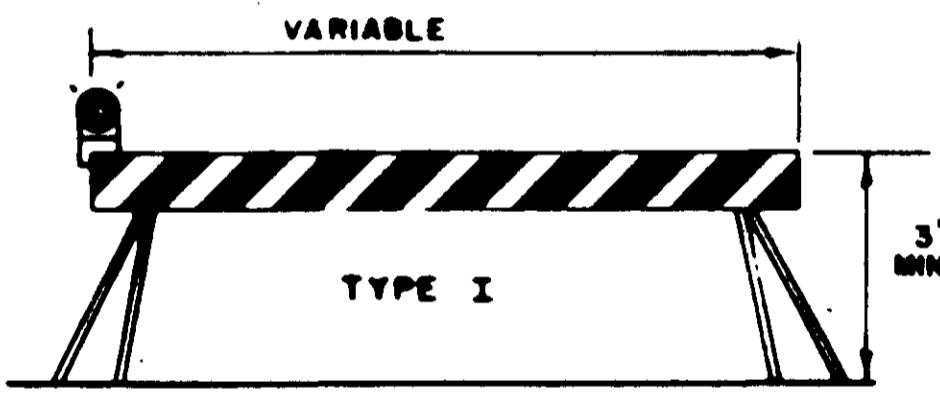


SIGN NO. 1

THE SIGN NUMBERS 2-5 SHALL BE THE SAME SIZE, WITH LETTERING AND SPACING DIMENSIONS AS SHOWN ON SIGN NO. 1

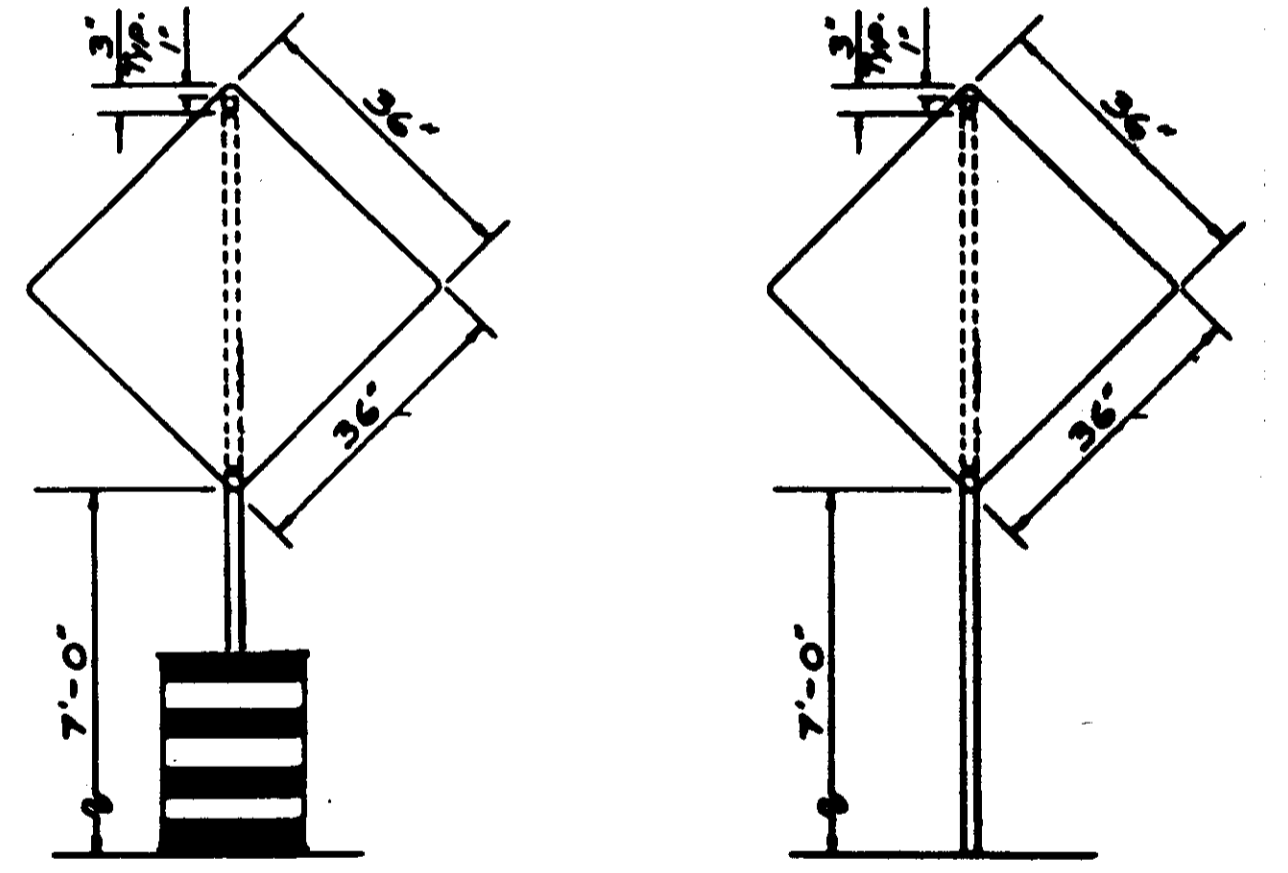
- | | |
|----------|---|
| SIGN NO. | LEGEND |
| 2 | County Line Rd./Under Construction/ Detour Via/Old Canton Rd. |
| 3 | County Line Rd./Under Construction/ Detour Via/Ridgewood Rd. |
| 4 | County Line Rd./Under Construction/ Detour Via/Pear Orchard Rd. |
| 5 | County Line Rd./Under Construction/ Detour Via/Adkins Blvd. |

CHANNELIZATION DEVICES



TYPICAL BARRICADES

A MINIMUM OF TWO TYPE "A" FLASHING LIGHTS SHALL BE USED AT EACH LOCATION WHERE A TYPE III BARRICADE IS USED. A LIGHT SHALL BE MOUNTED ON THE OUTSIDE CORNER OF THE END BARRICADES WHEN MORE THAN ONE IS USED. EACH BARRICADE RAIL IS TO BE COMPLETELY REFLECTORIZED USING ORANGE AND WHITE REFLECTIVE SHEETING.

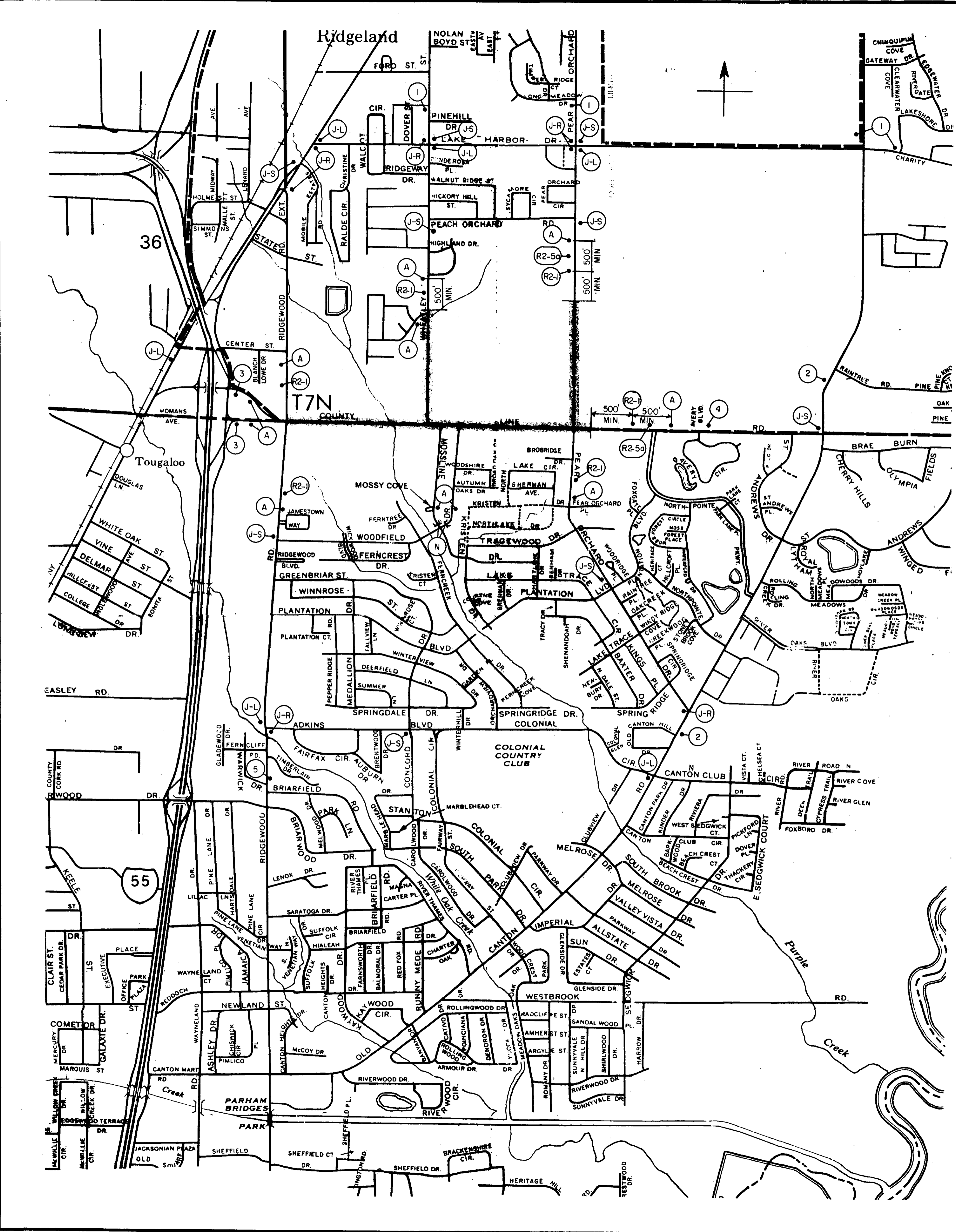


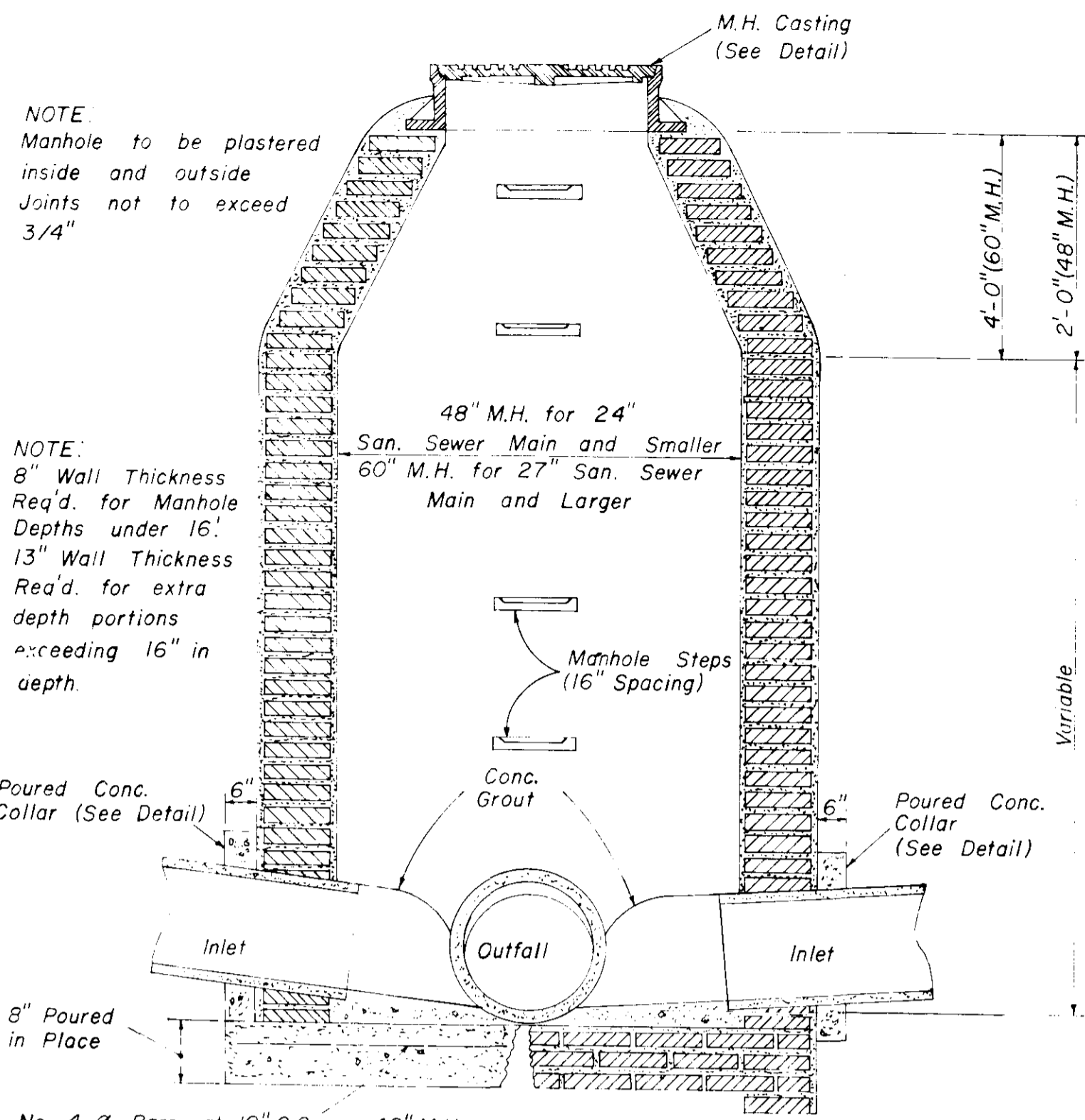
TYPICAL CONSTRUCTION SIGN MOUNTING DETAILS

CITY OF RIDGELAND, MISSISSIPPI
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION

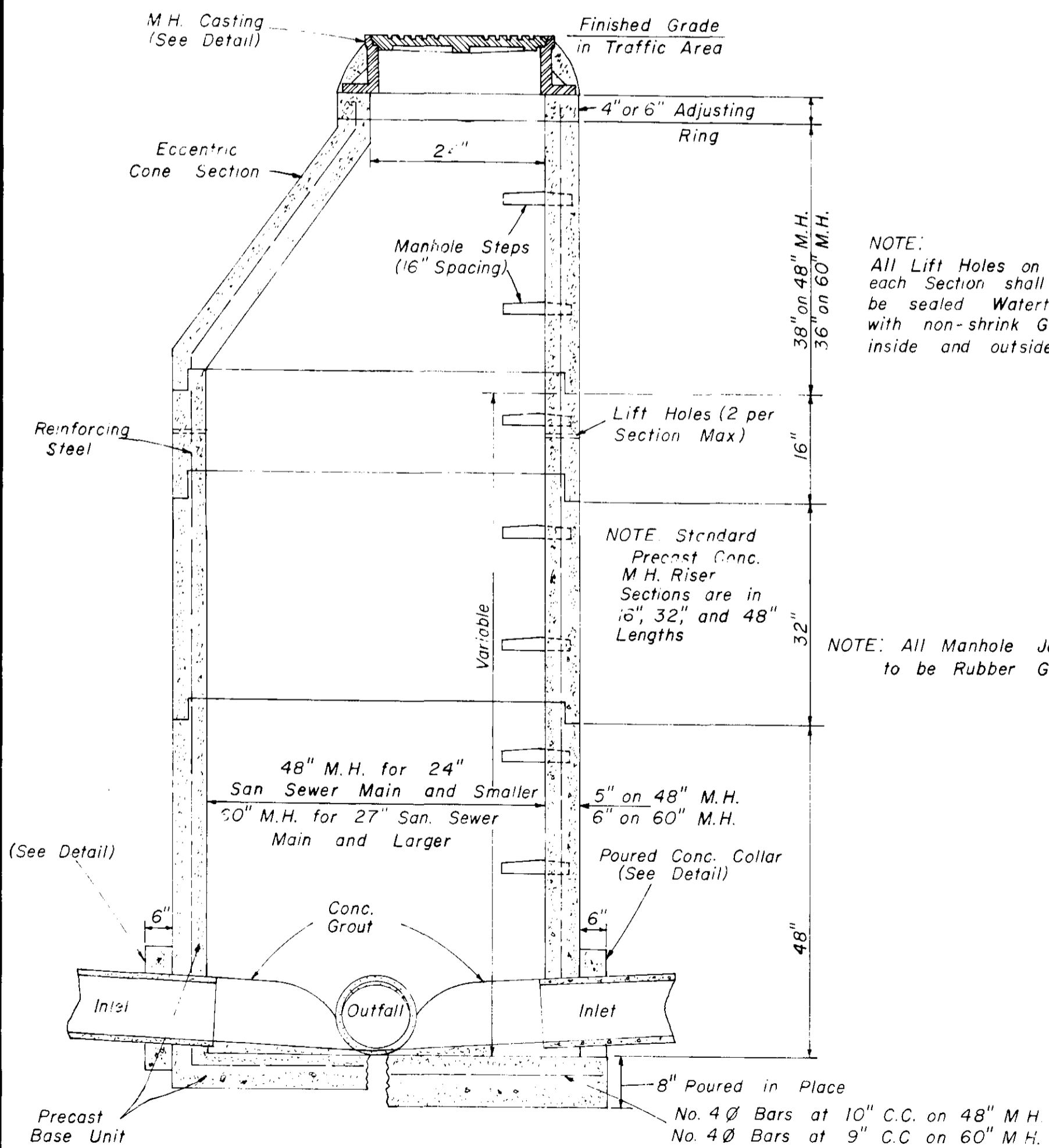
ADVANCE TRAFFIC CONTROL SIGNING
COUNTY LINE ROAD PROJECT
RIDGELAND, MISSISSIPPI

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.
DRAWN BY: MS-JP DATE: 2-83 SHEET NO.
CHECKED BY: SCALE: None **80 OF 84**

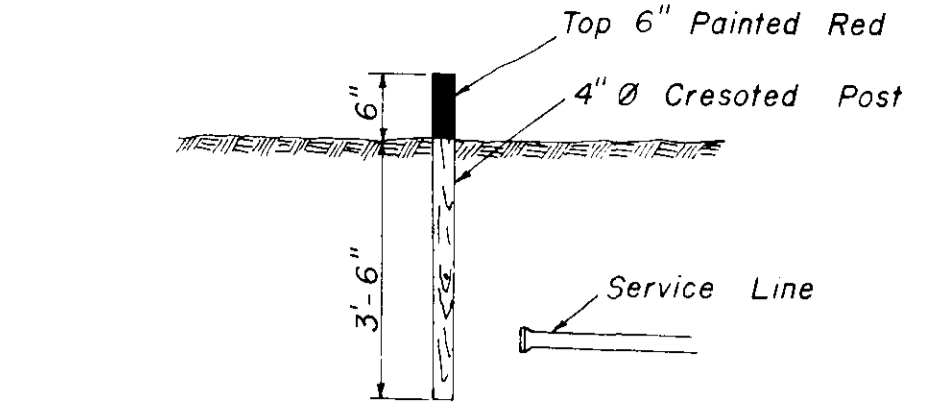




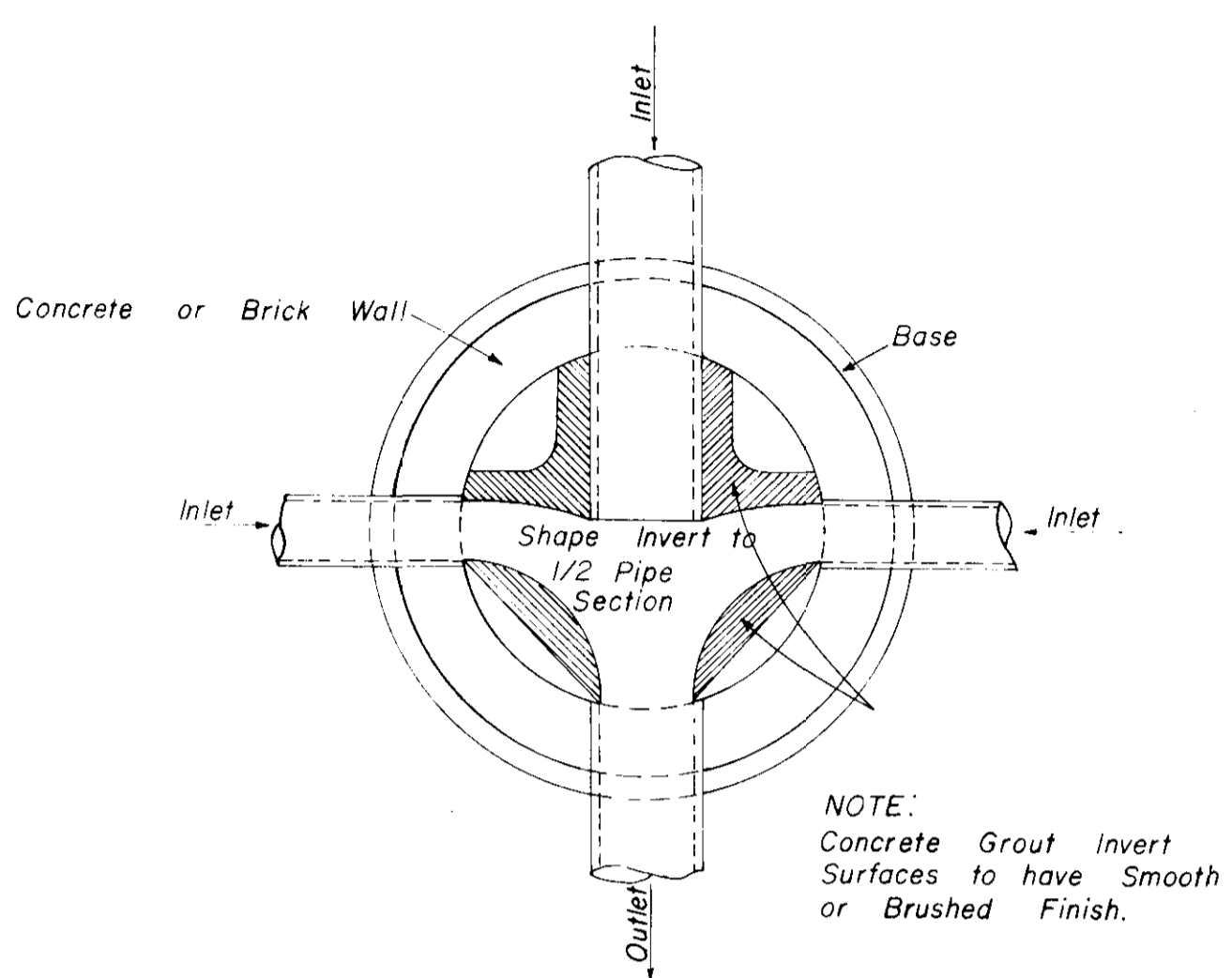
**SECTION
STANDARD BRICK MANHOLE**



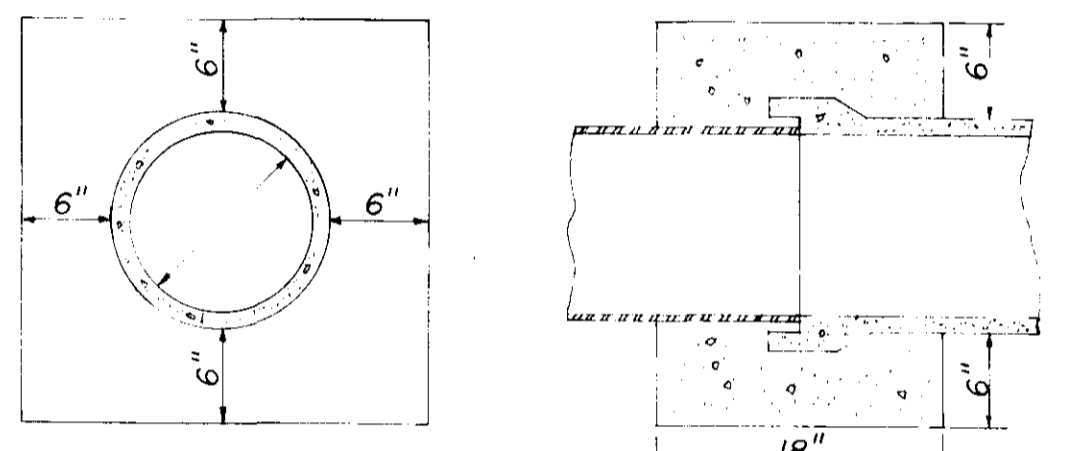
**SECTION
PRECAST CONCRETE MANHOLE**



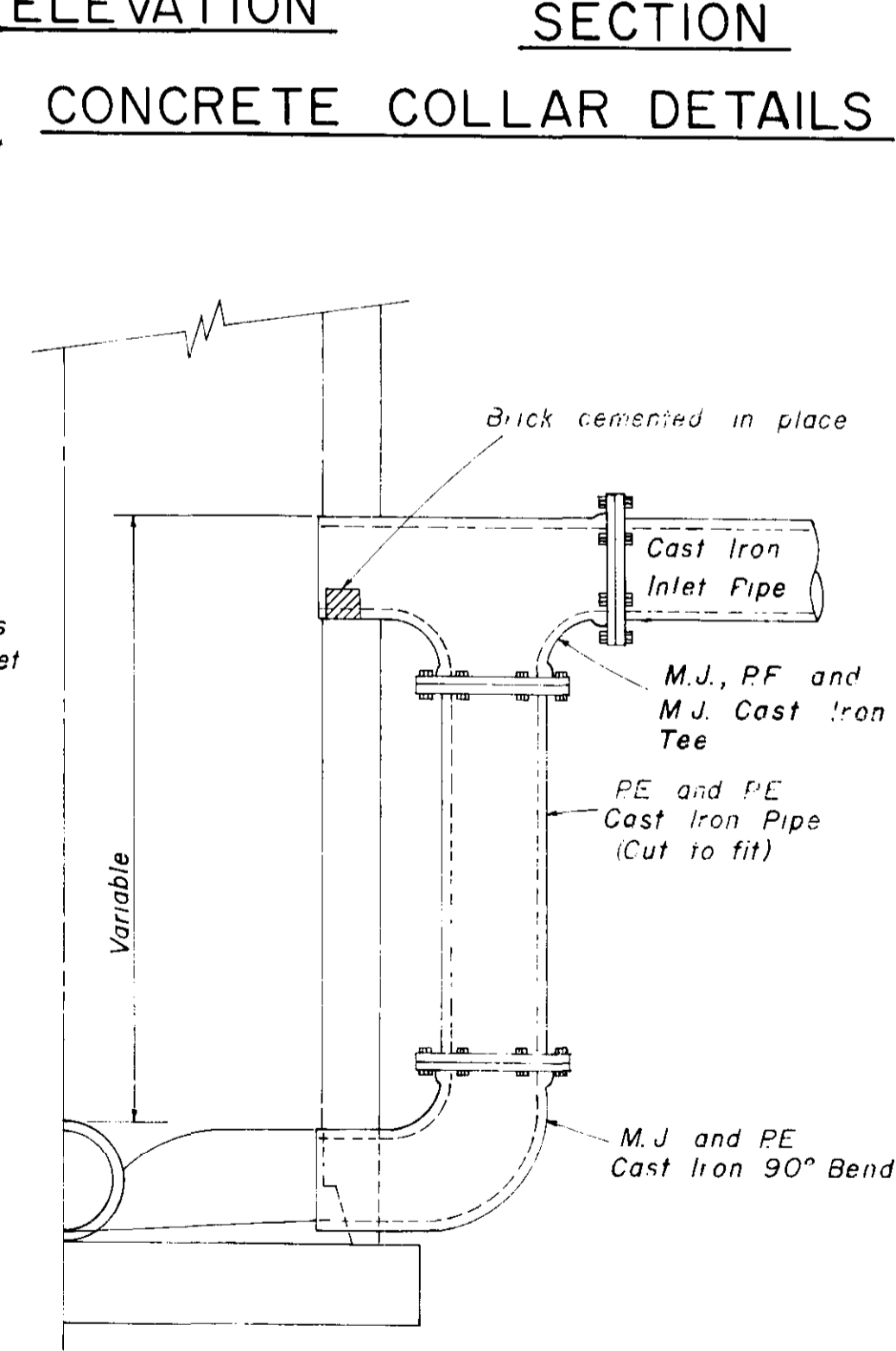
SEWER SERVICE MARKER



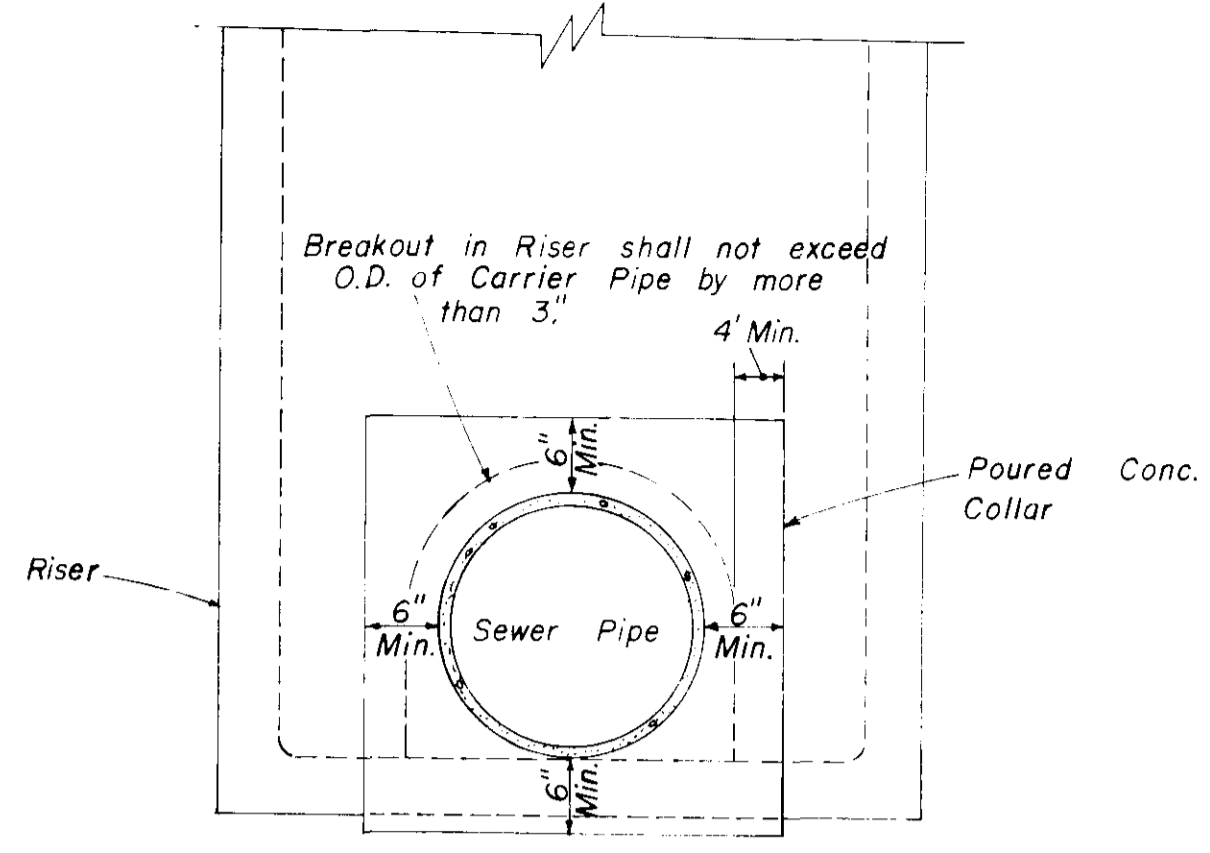
**PLAN OF MANHOLE
FLOW CHANNELS**



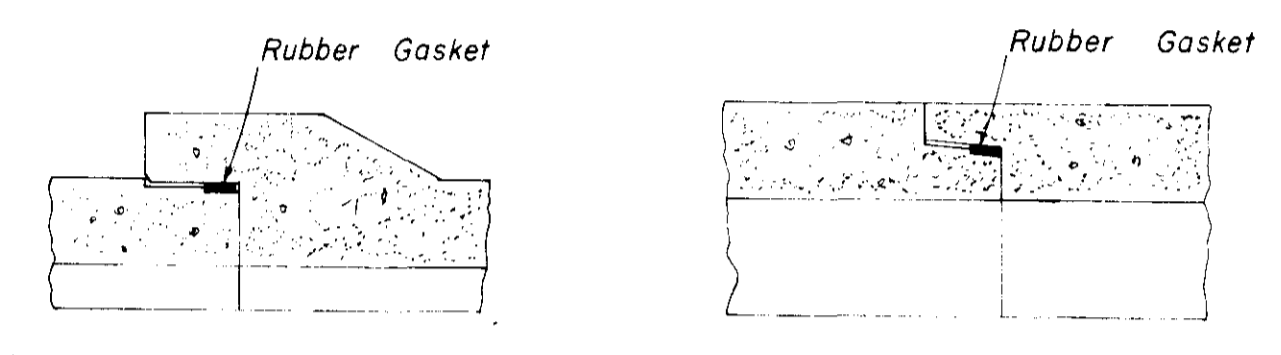
**ELEVATION
CONCRETE COLLAR DETAILS**



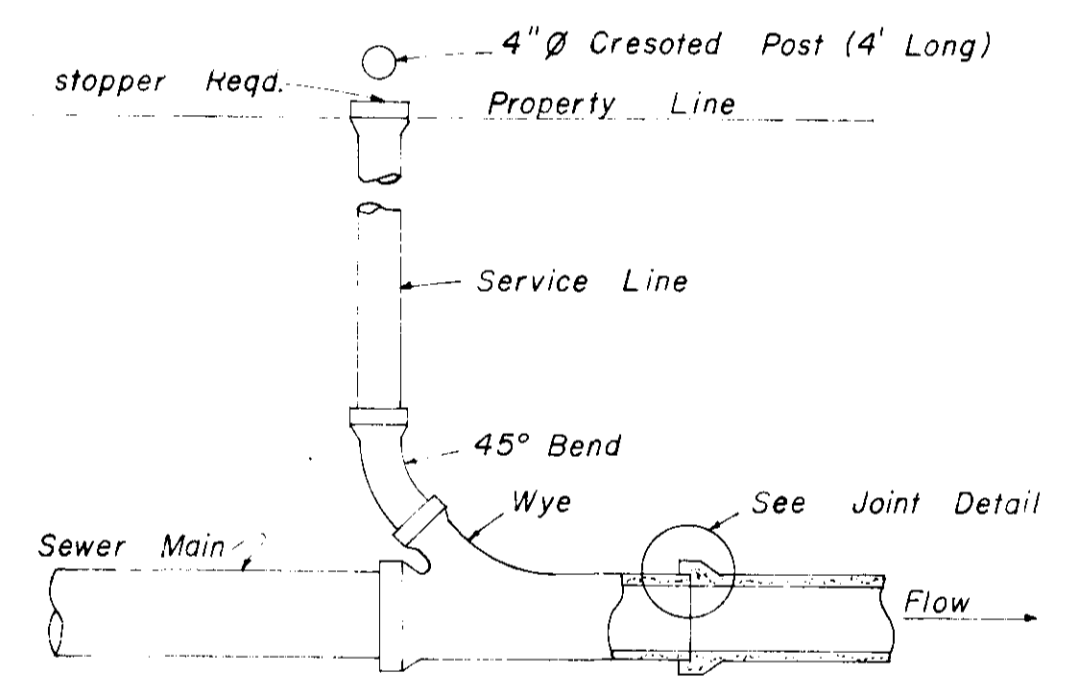
**HALF SECTION
MANHOLE WITH DROP CONNECTION**



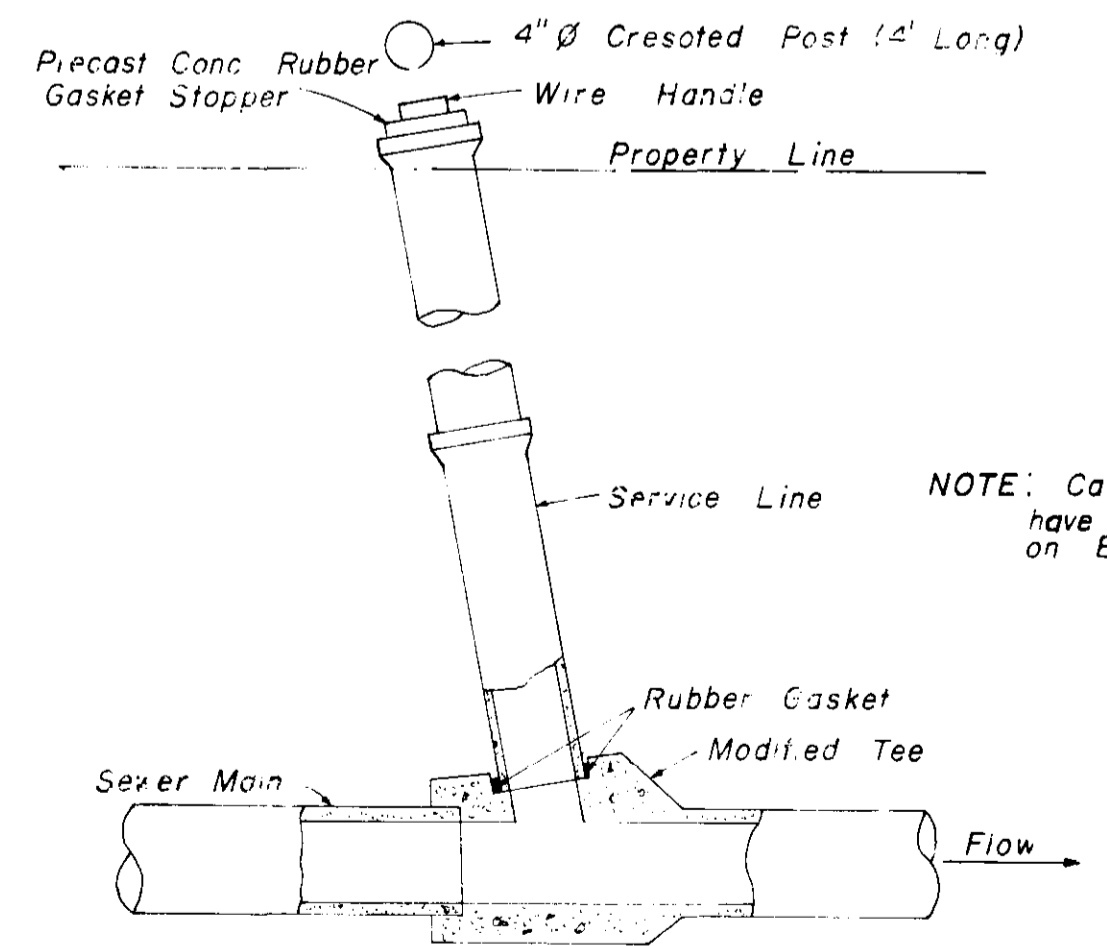
**ELEVATION
CONCRETE COLLAR AT
MANHOLE CONNECTION**



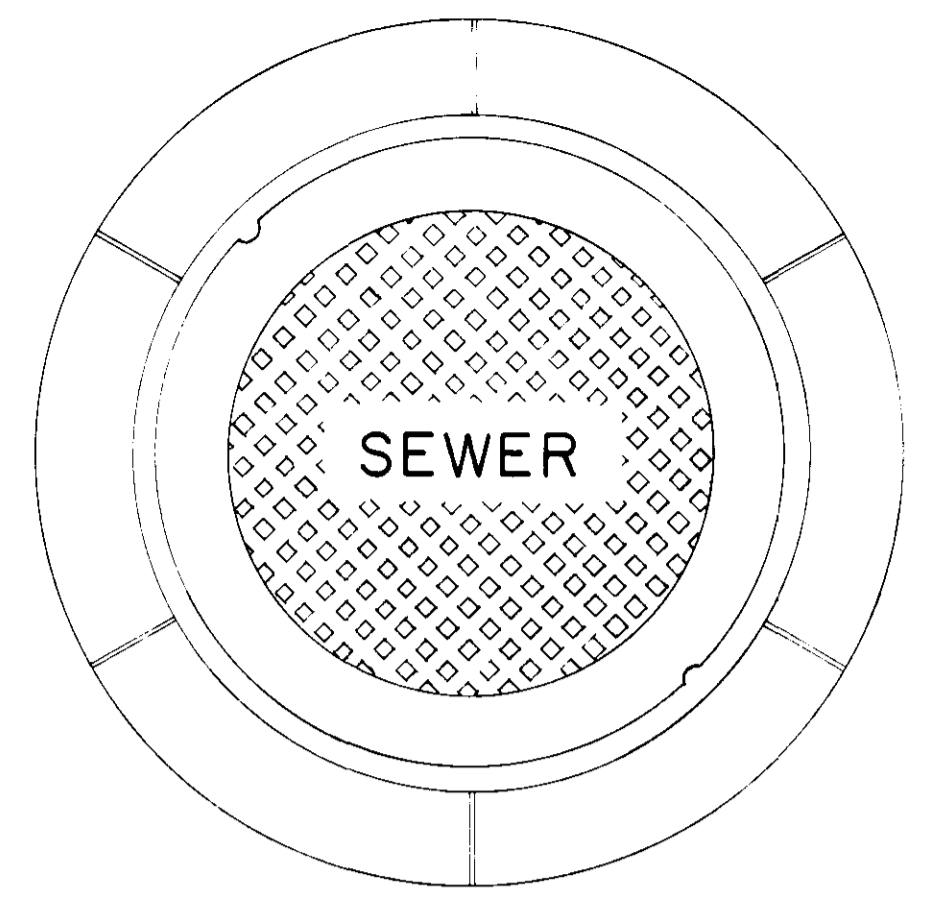
**BELL & SPIGOT TONGUE & GROOVE
JOINT DETAILS**



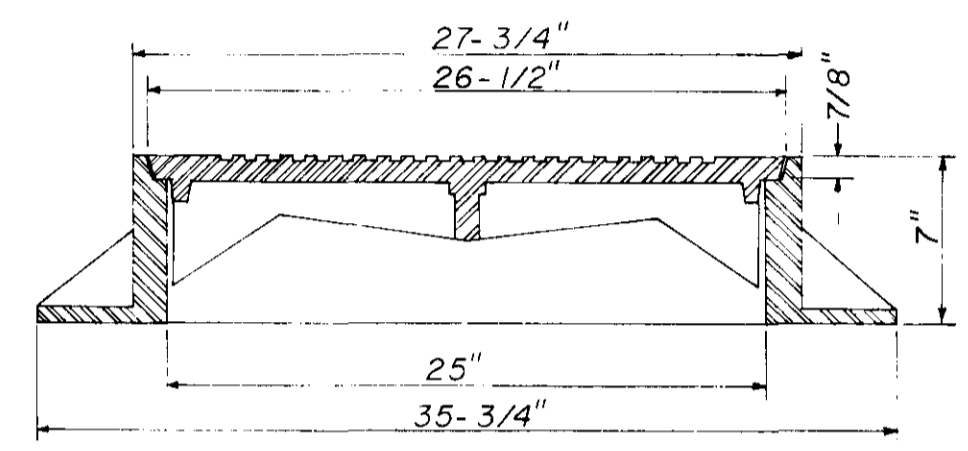
**TYPICAL SERVICE TO PROPERTY LINE
WITH WYE JOINT**



**TYPICAL SERVICE TO PROPERTY LINE
WITH MODIFIED TEE JOINT**

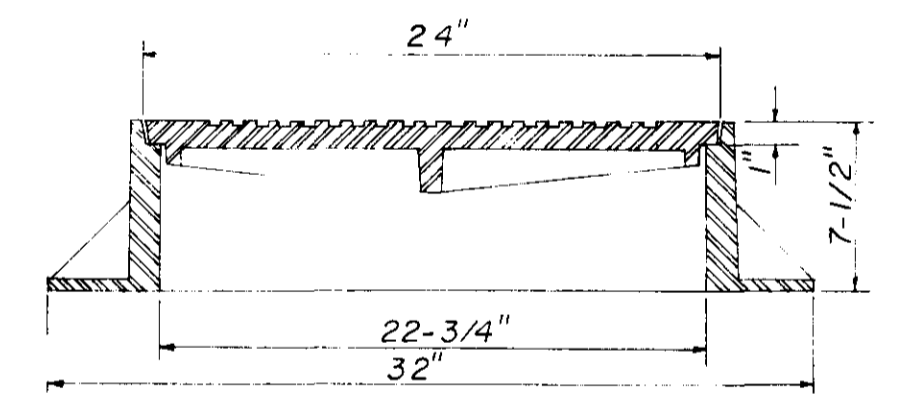


**PLAN
MANHOLE CASTING**



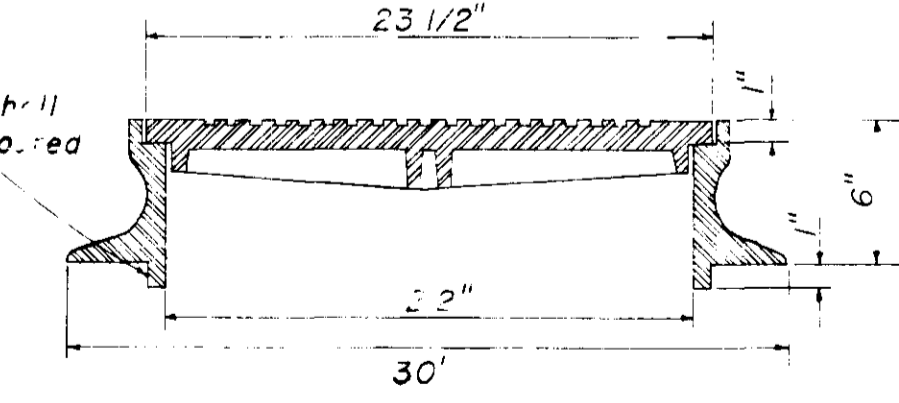
**SECTION
TYPE "A" MANHOLE CASTING**

NOTE: 1. Use Type "A" Manhole Casting in Street R.O.W.
2. Use Harper No. 2, City of Jackson Standard (420 lbs.) or Vulcan No. VM-15, City of Jackson Standard (420 lbs.)



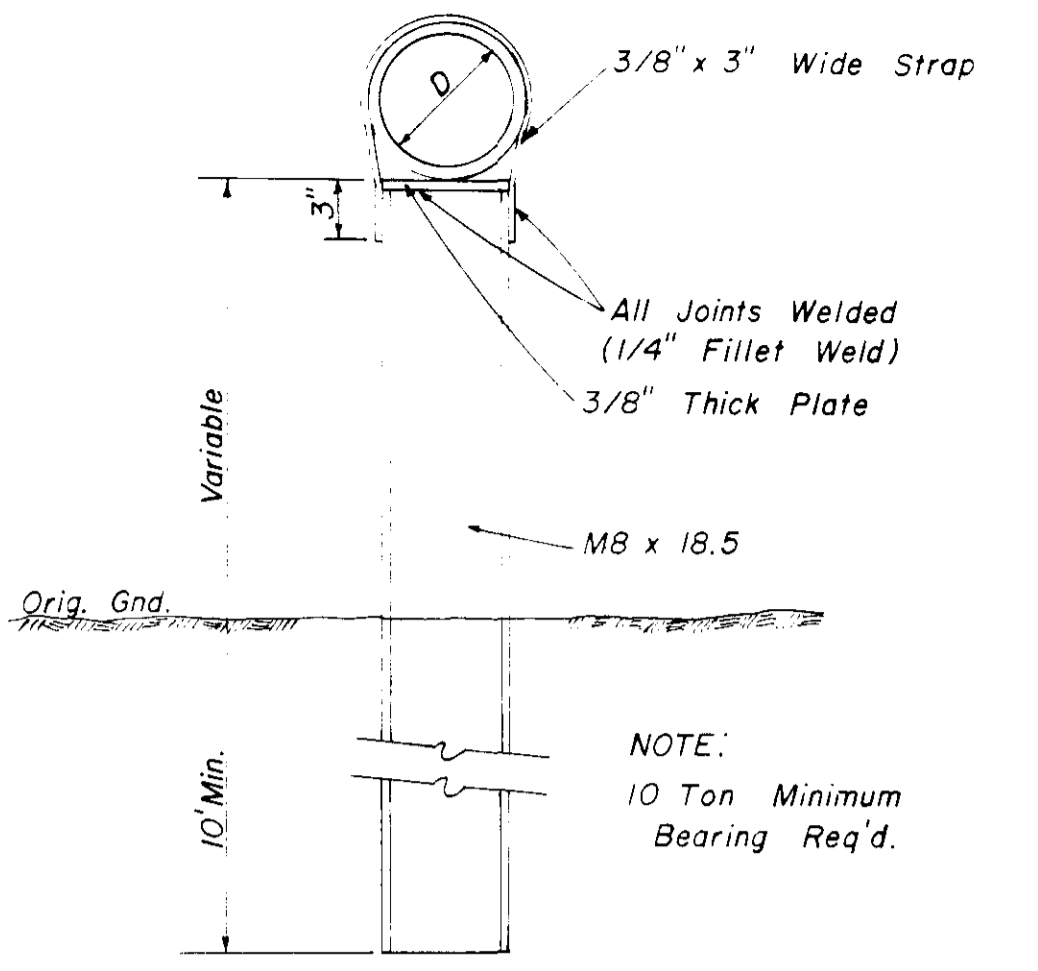
**SECTION
TYPE "B" MANHOLE CASTING**

NOTE: 1. Use Type "B" Manhole Casting for any Manhole not in a Street R.O.W.
2. Use Harper No. 1 (M.S.P.E. Standard) Light Weight (330 lbs.) or Vulcan No. VM-17 (300 lbs.) or Opelika Foundry No. C-2-1 (325 lbs.)

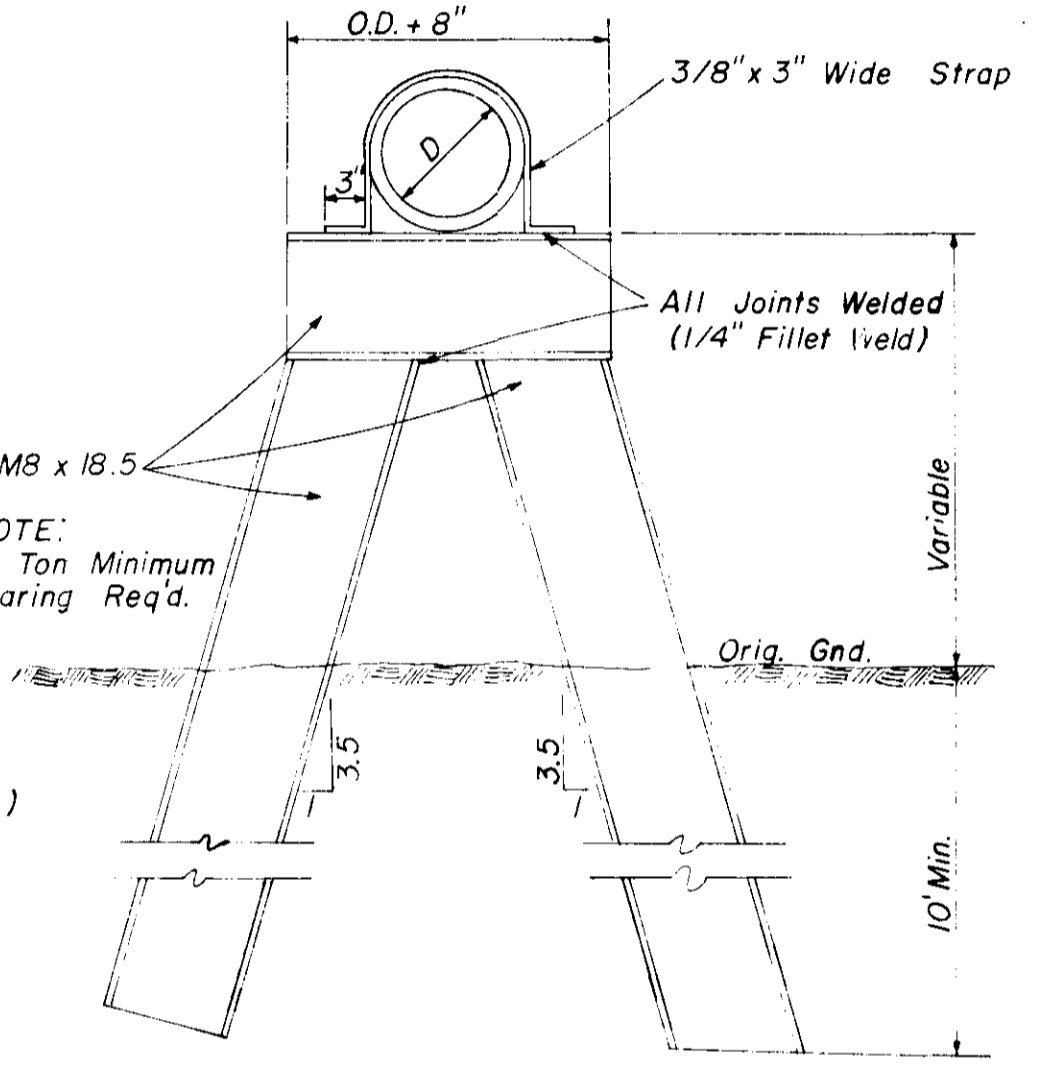


**SECTION
TYPE "C" MANHOLE CASTING**

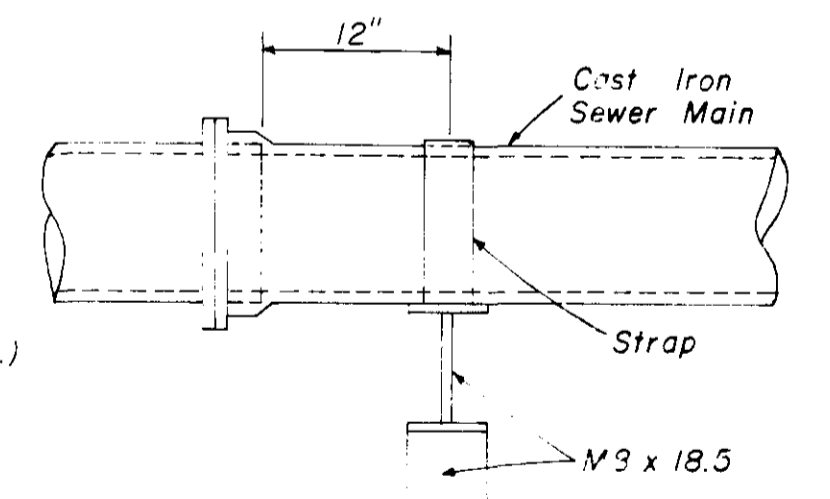
NOTE: 1. Use Type "C" Manhole Casting for Precast Manhole not in a Street R.O.W.
2. Use Harper No. 8 (330 lbs.) or Neenah No. R-1779 (300 lbs.) or Vulcan No. VM-7 (330 lbs.)



**DETAIL
TYPE "A" PIER**



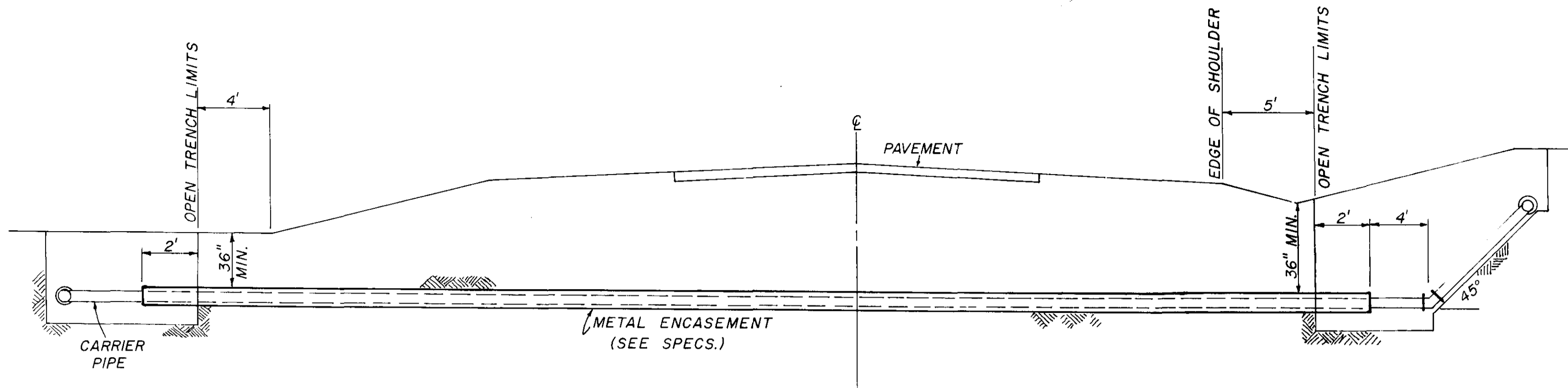
**DETAIL
TYPE "B" PIER**



**SIDE ELEVATION
TYPE "B" PIER**

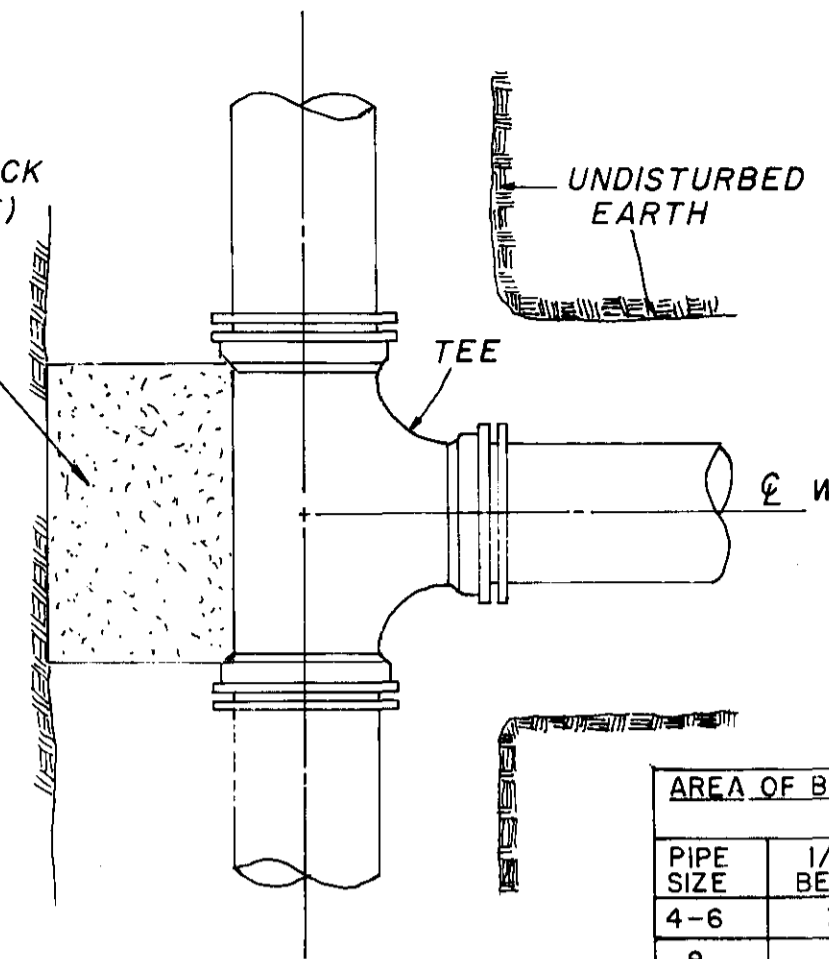
**SANITARY SEWER
STANDARD DETAILS**

JOE A. WAGGONER
Civil Engineer - Brandon/Jackson, Miss.
DATE: OCT 1982
SCALE: AS SHOWN
81 of 84

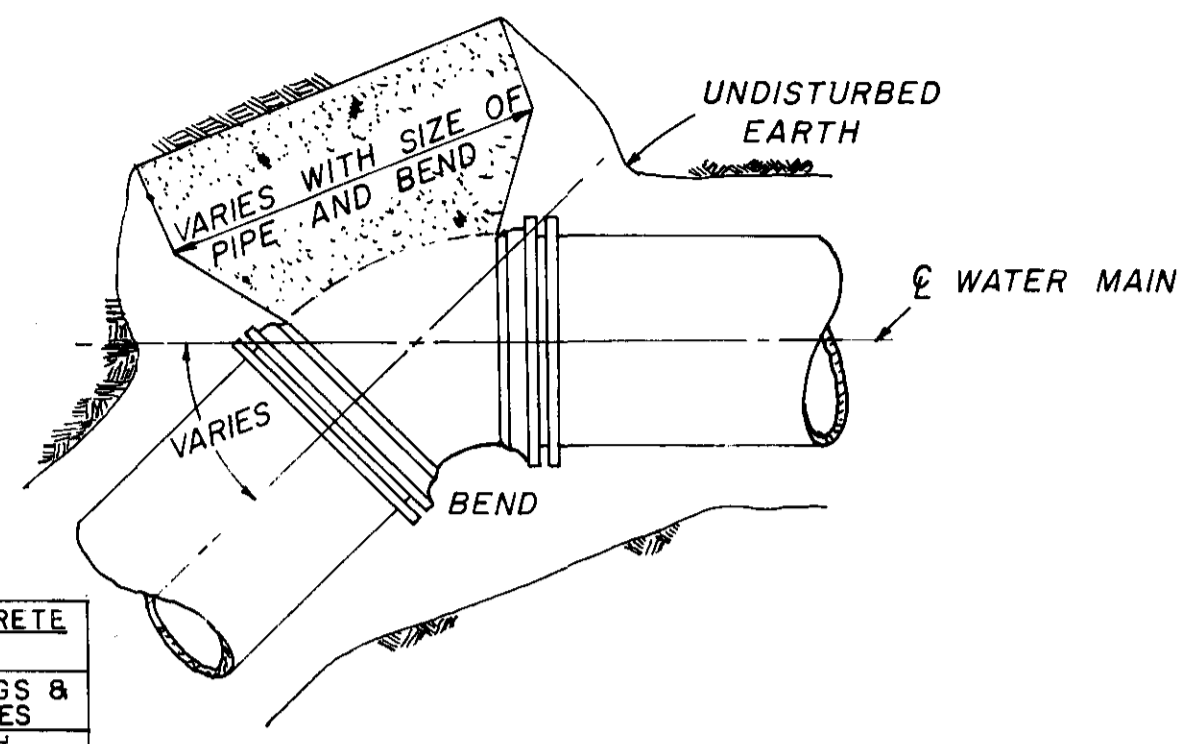


TYPICAL CASSED CROSSING

CONCRETE THRUST BLOCK (3000 PS CONCRETE)



PLAN

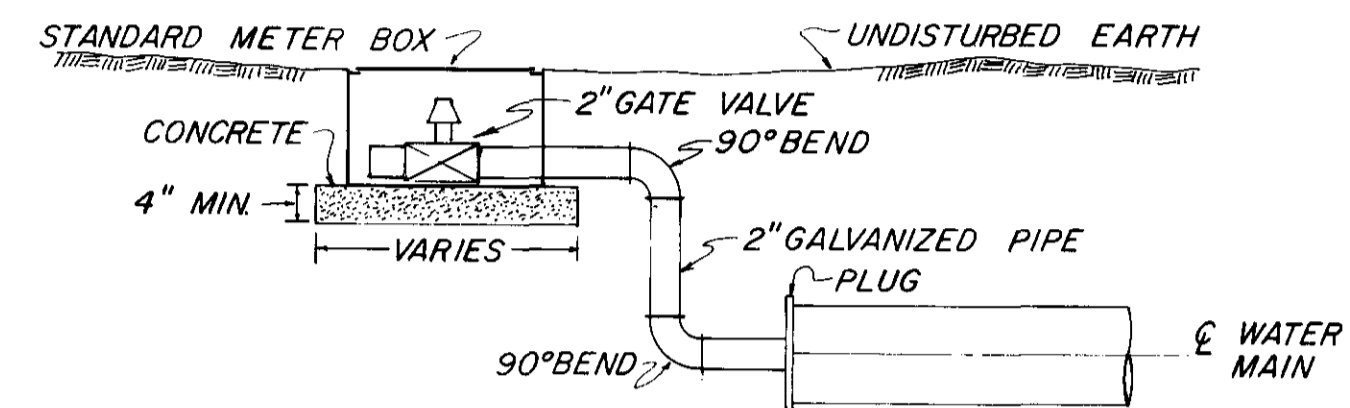


PLAN

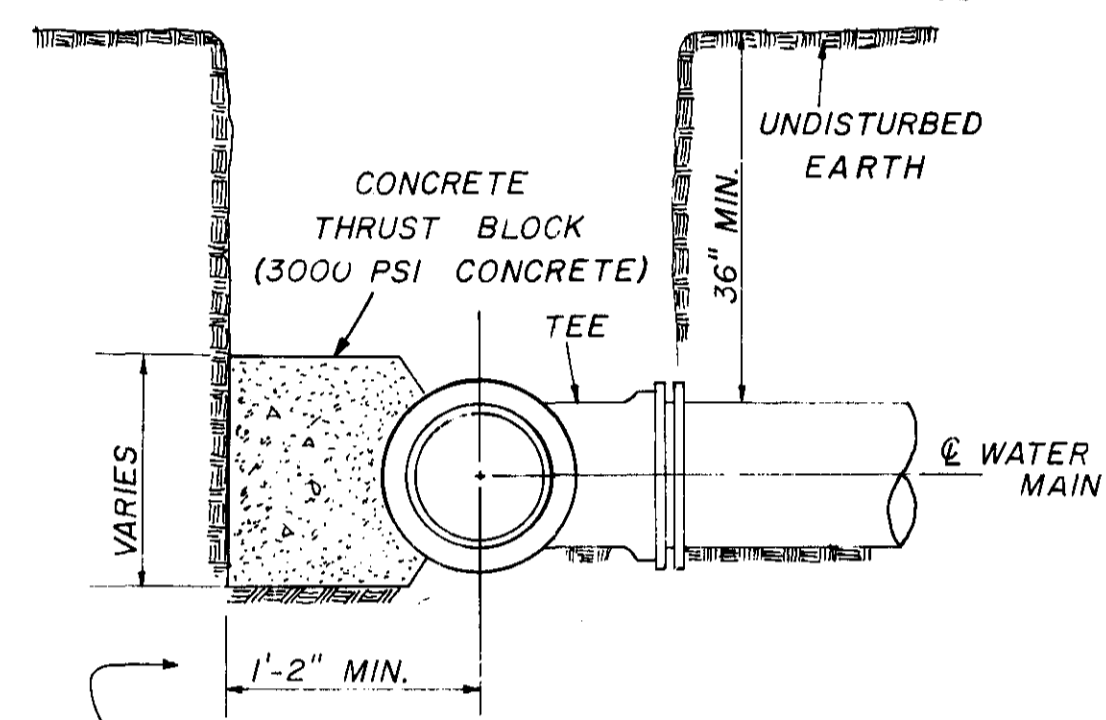
PIPE SIZE	1/4 BEND	1/8 BEND	PLUGS & TEES
4-6	3	3	3
8	3	3	3
10	4	3	7
12	6	3	4
16	11	4	7

NOTE: AREA OF BEARING FACE IN SQUARE FEET.

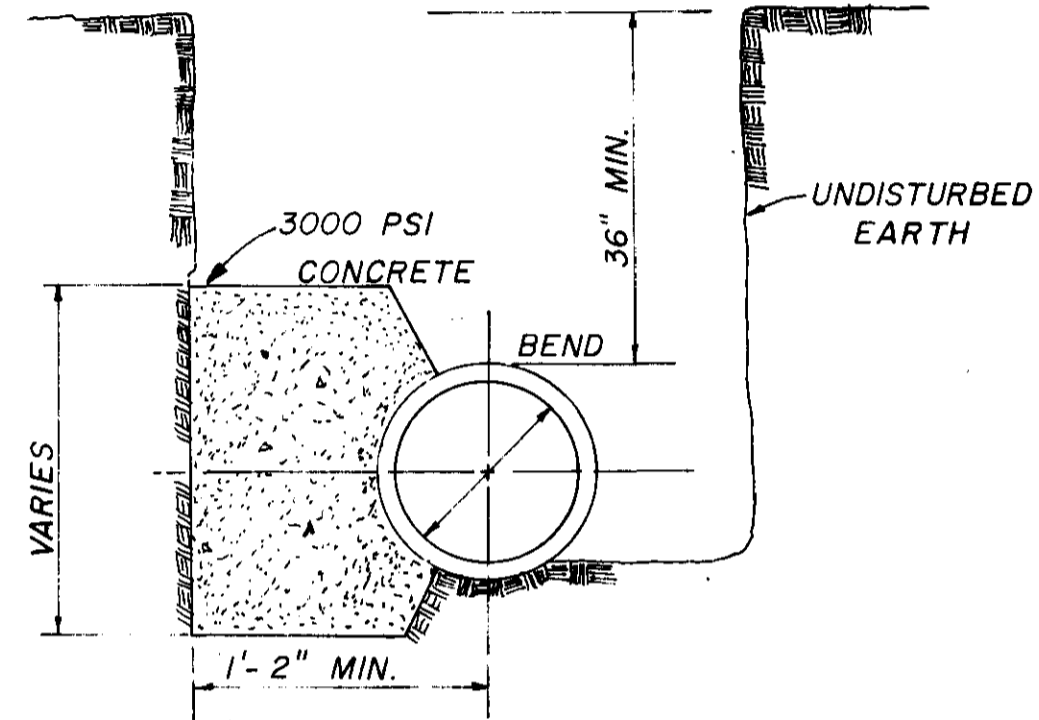
NOTE: COMPENSATION FOR CONCRETE THRUST BLOCKS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR VALVES, FIRE HYDRANTS AND FITTINGS.



TYPICAL 2" BLOW-OFF DETAIL



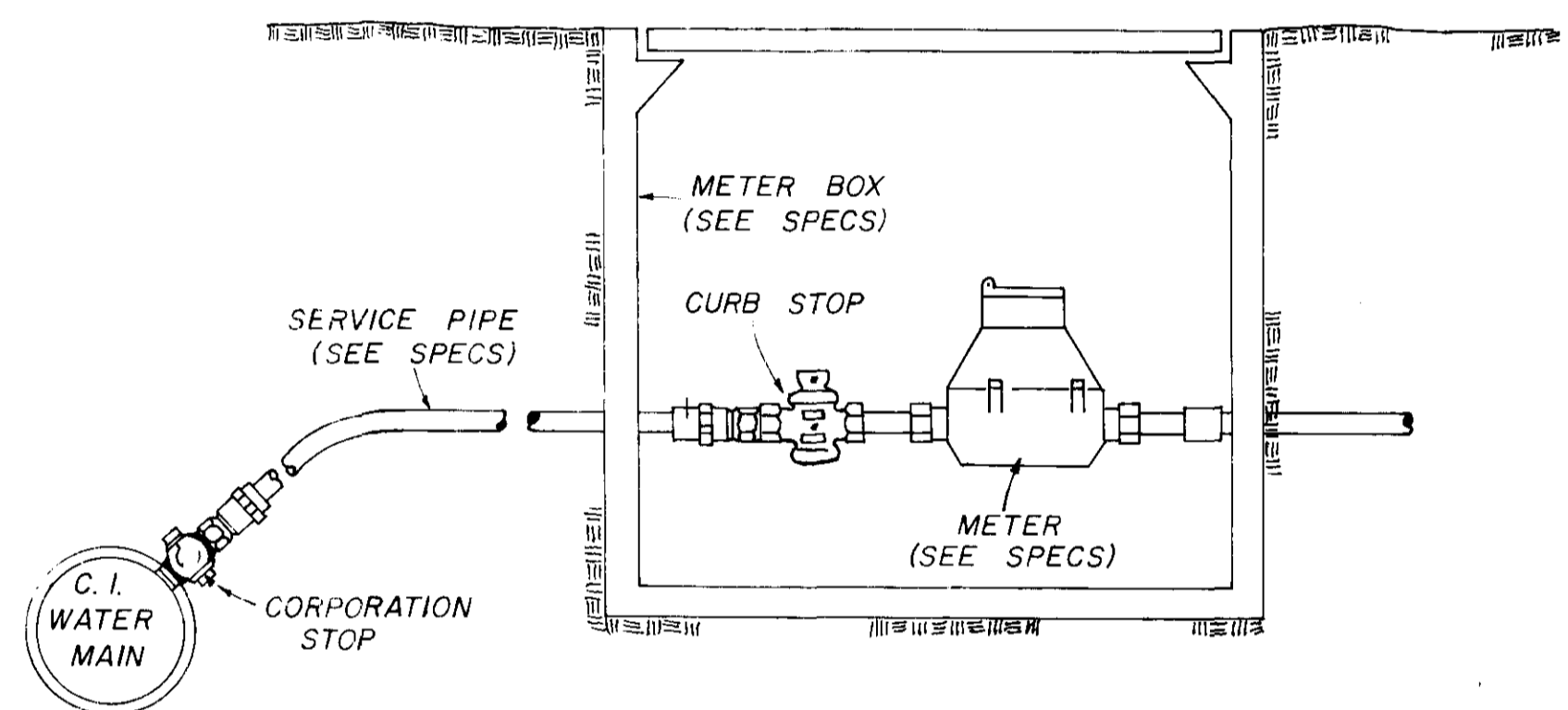
SECTION



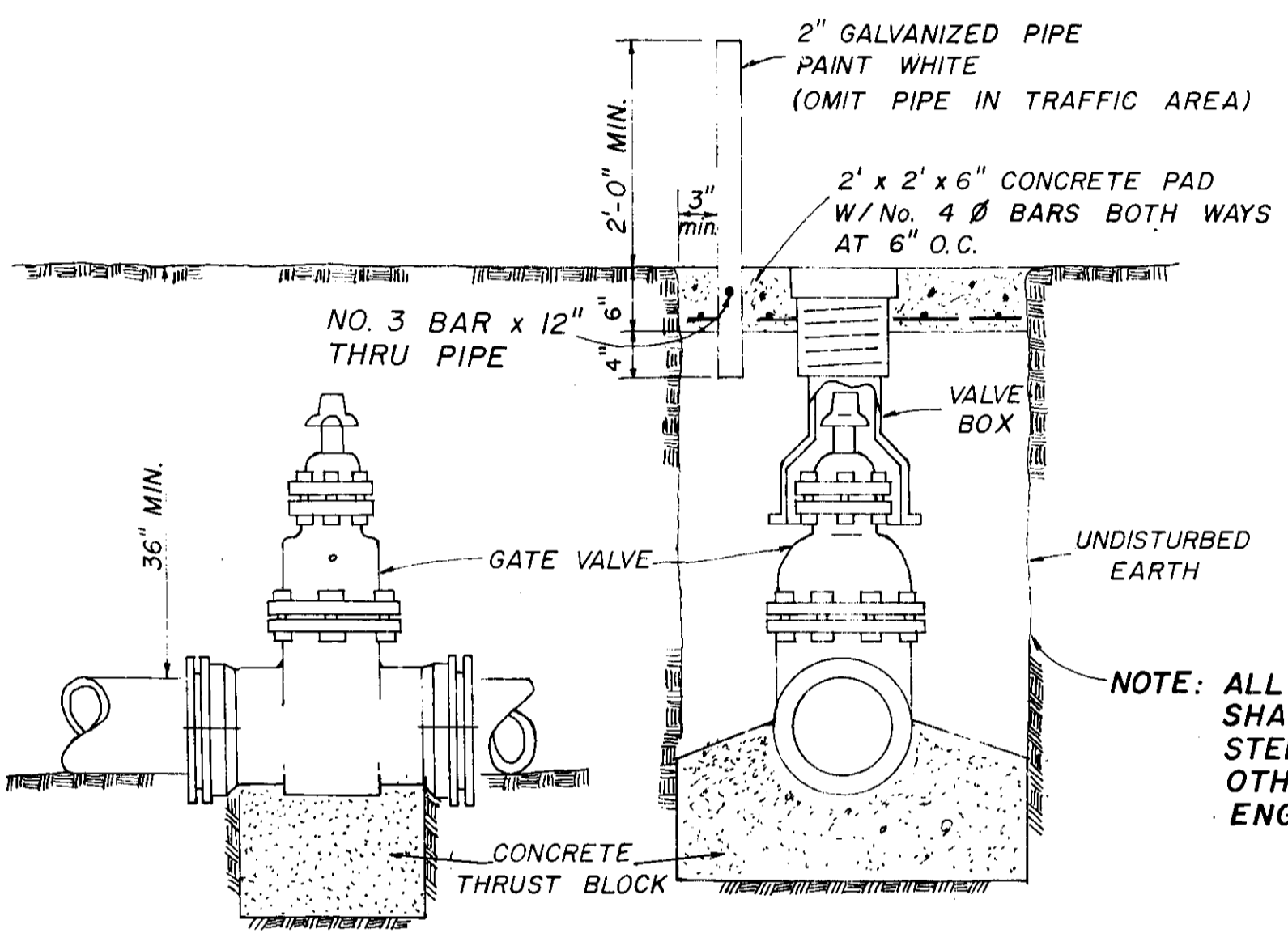
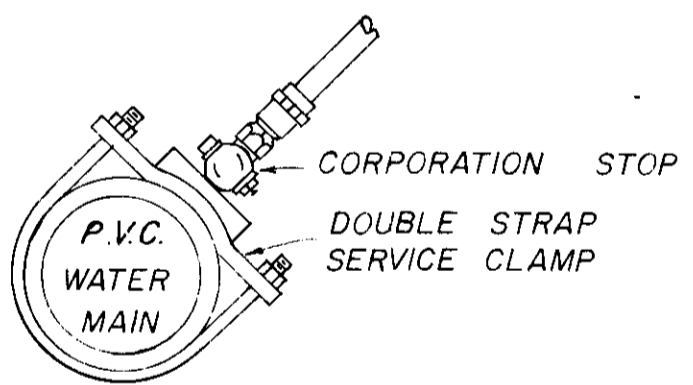
SECTION

BLOCKING DETAILS FOR TEES & BENDS

NOTE: ALL WATER MAIN CONNECTIONS SHALL BE RODDED WITH ALL STEEL RODS (3/4" MIN) UNLESS OTHERWISE INSTRUCTED BY ENGINEER.

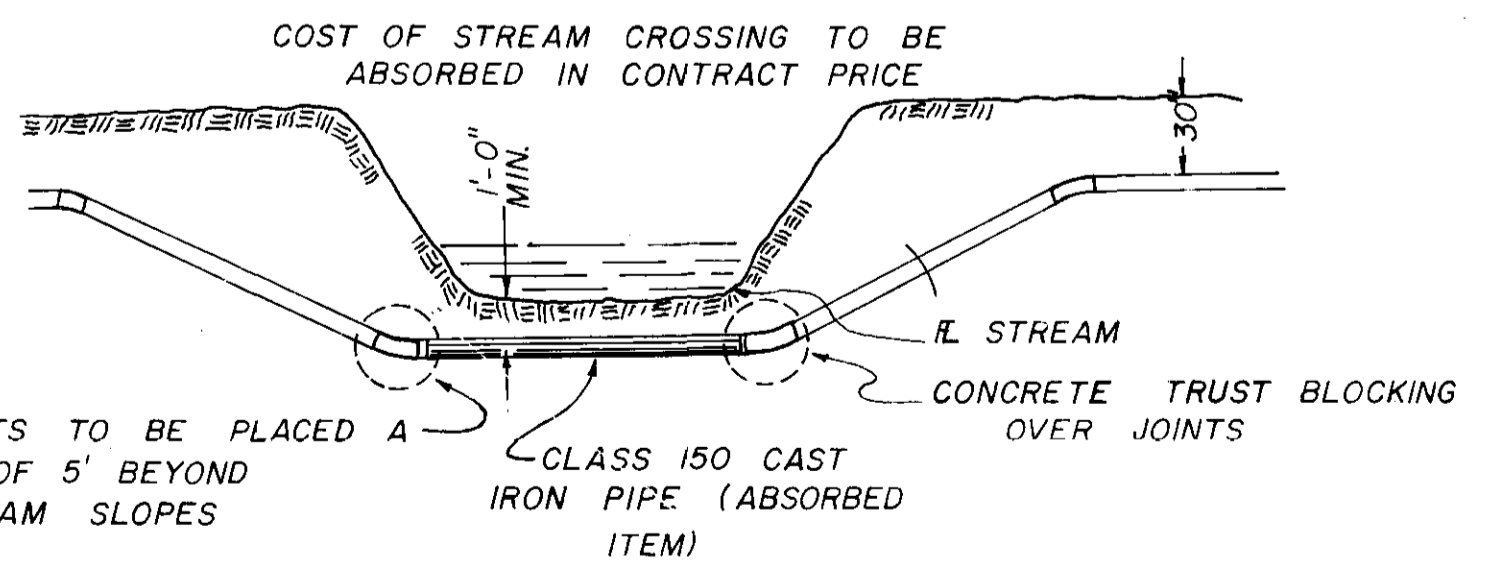


TYPICAL SERVICE ASSEMBLY

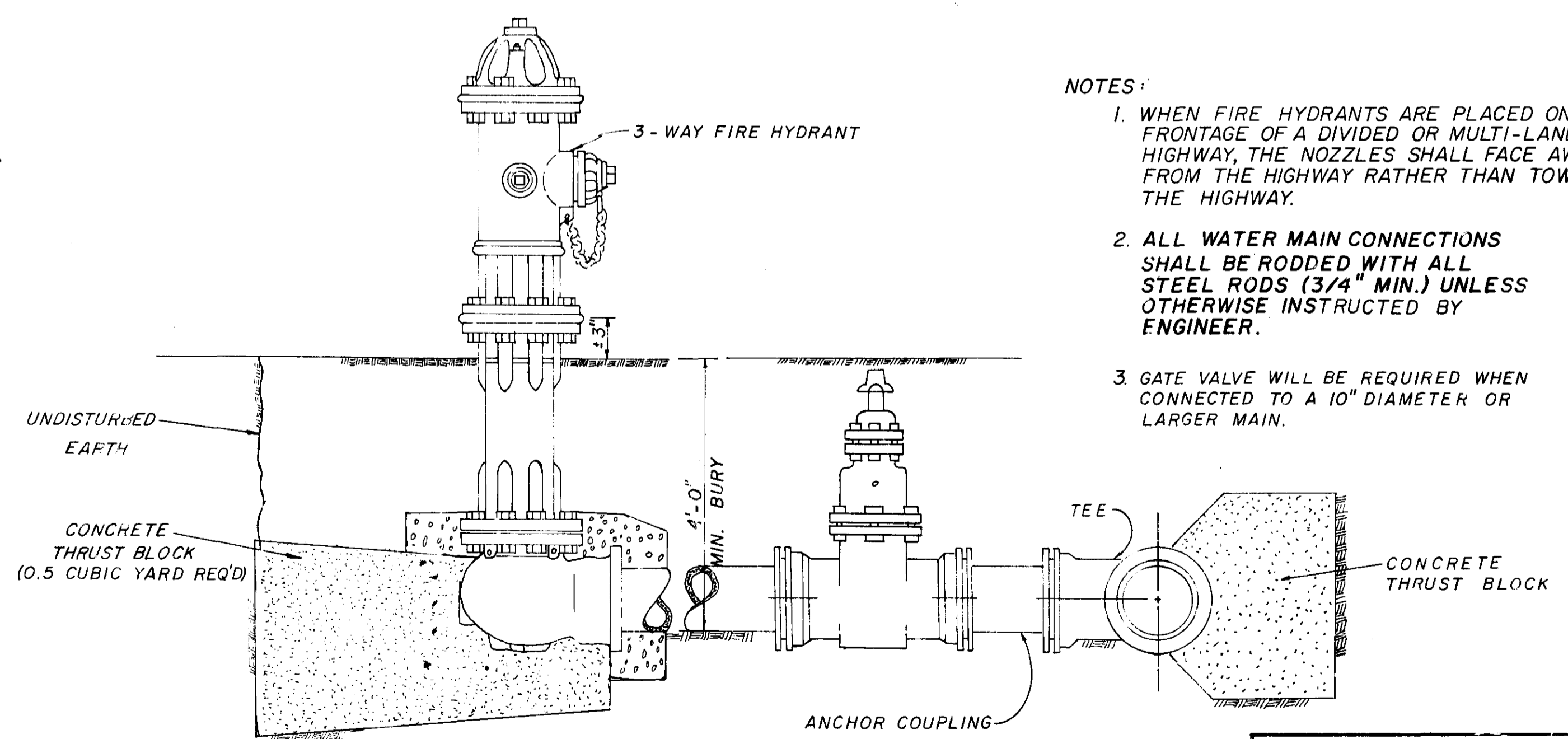


ELEVATION SECTION

TYPICAL VALVE & BOX

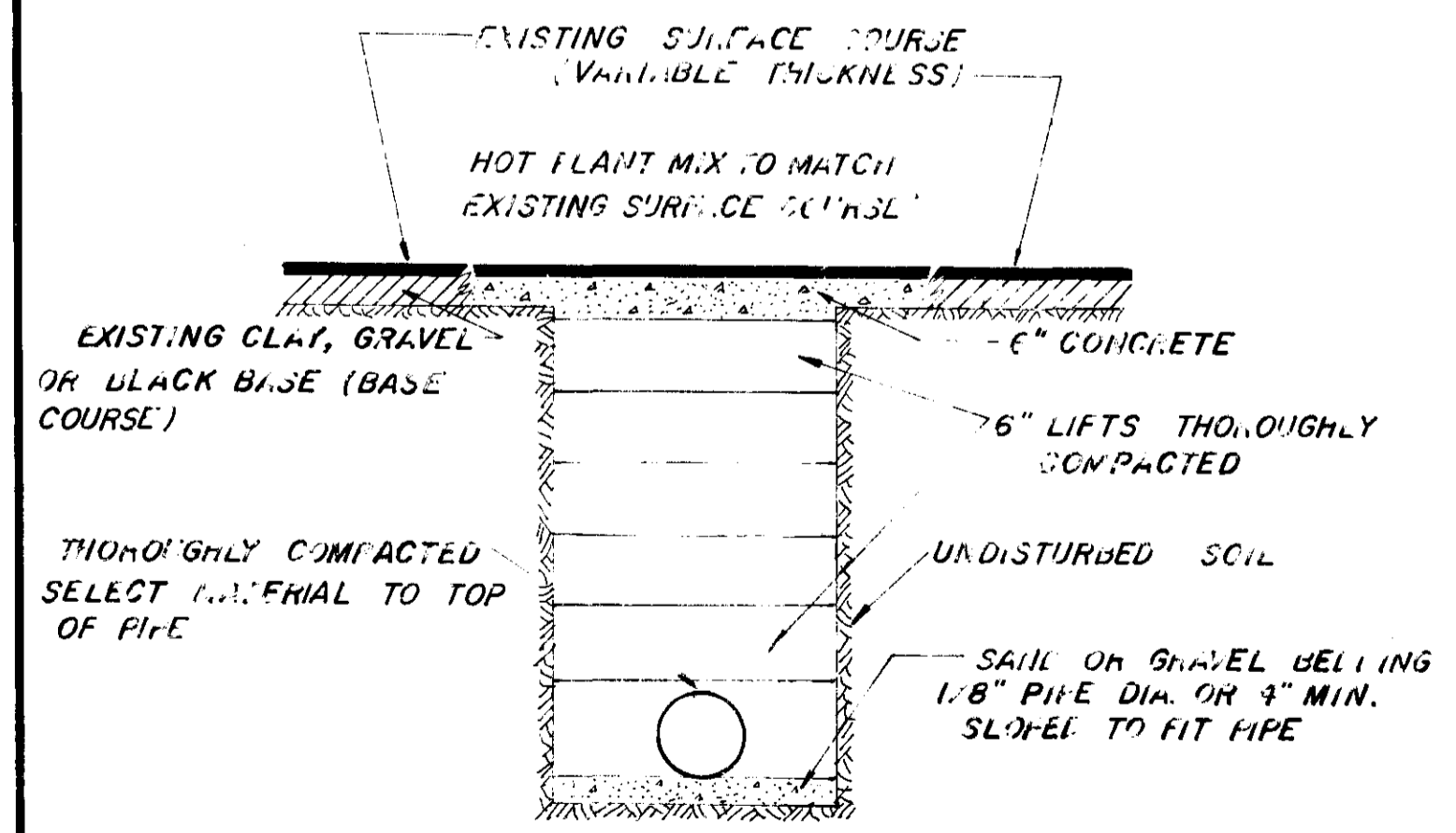


TYPICAL STREAM CROSSING



TYPICAL FIRE HYDRANT

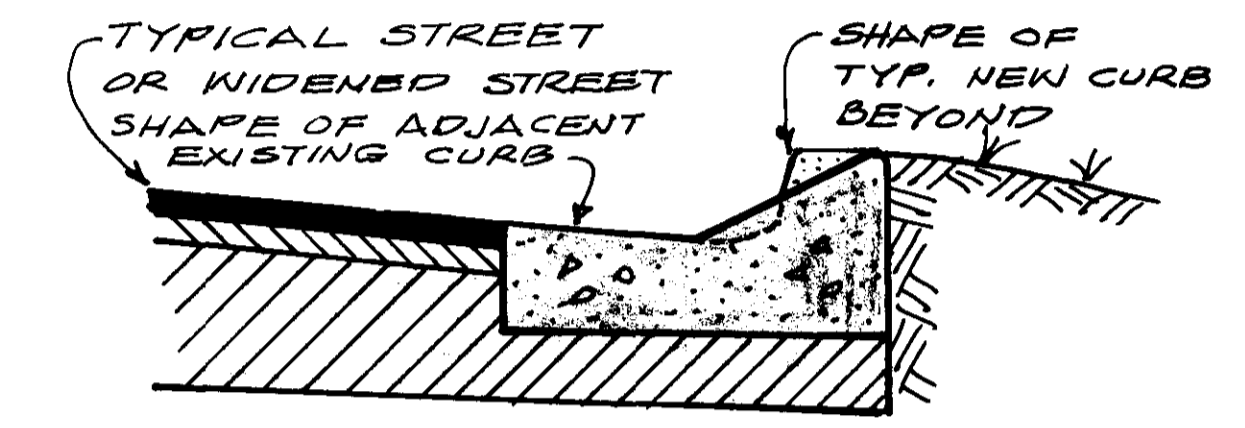
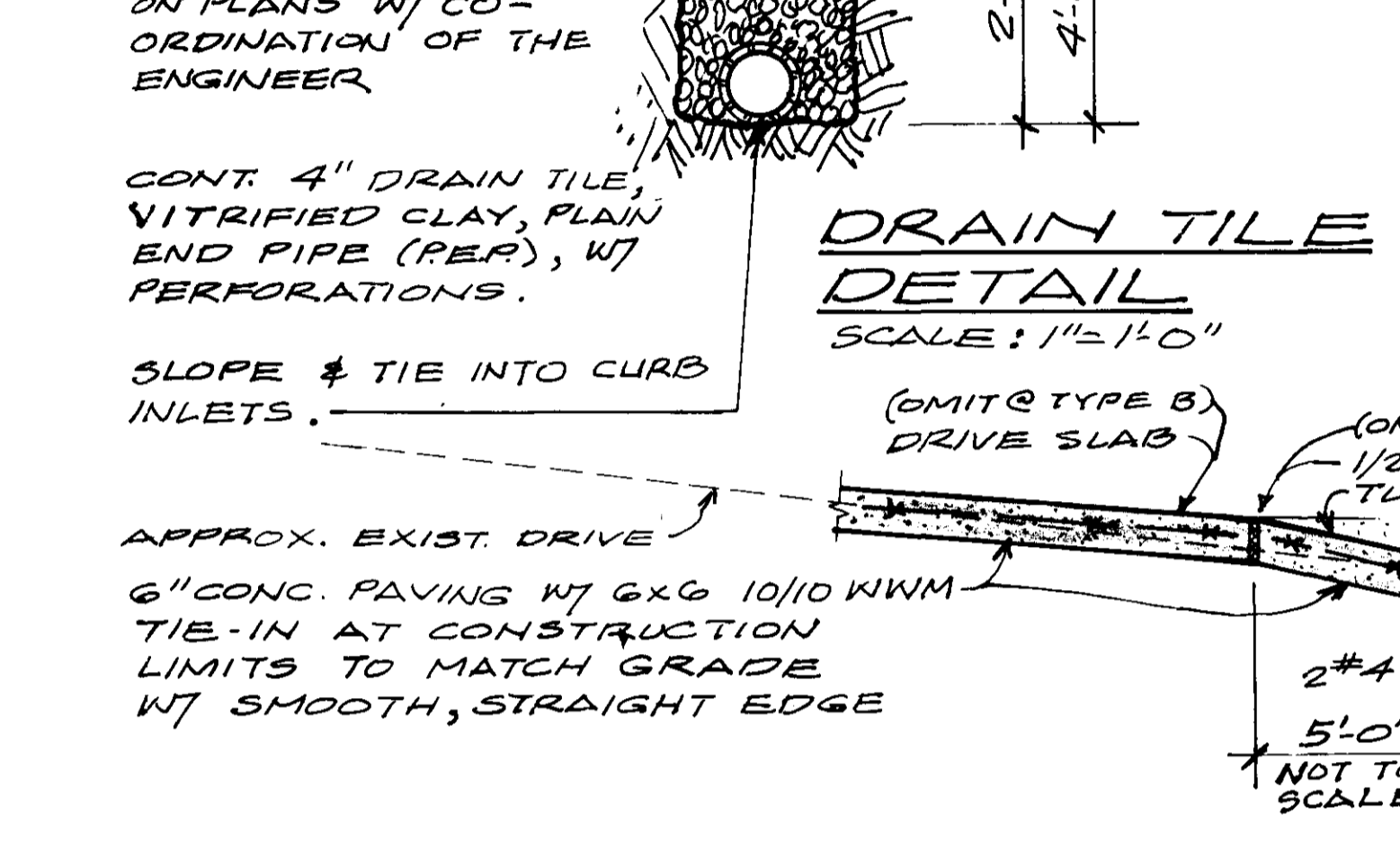
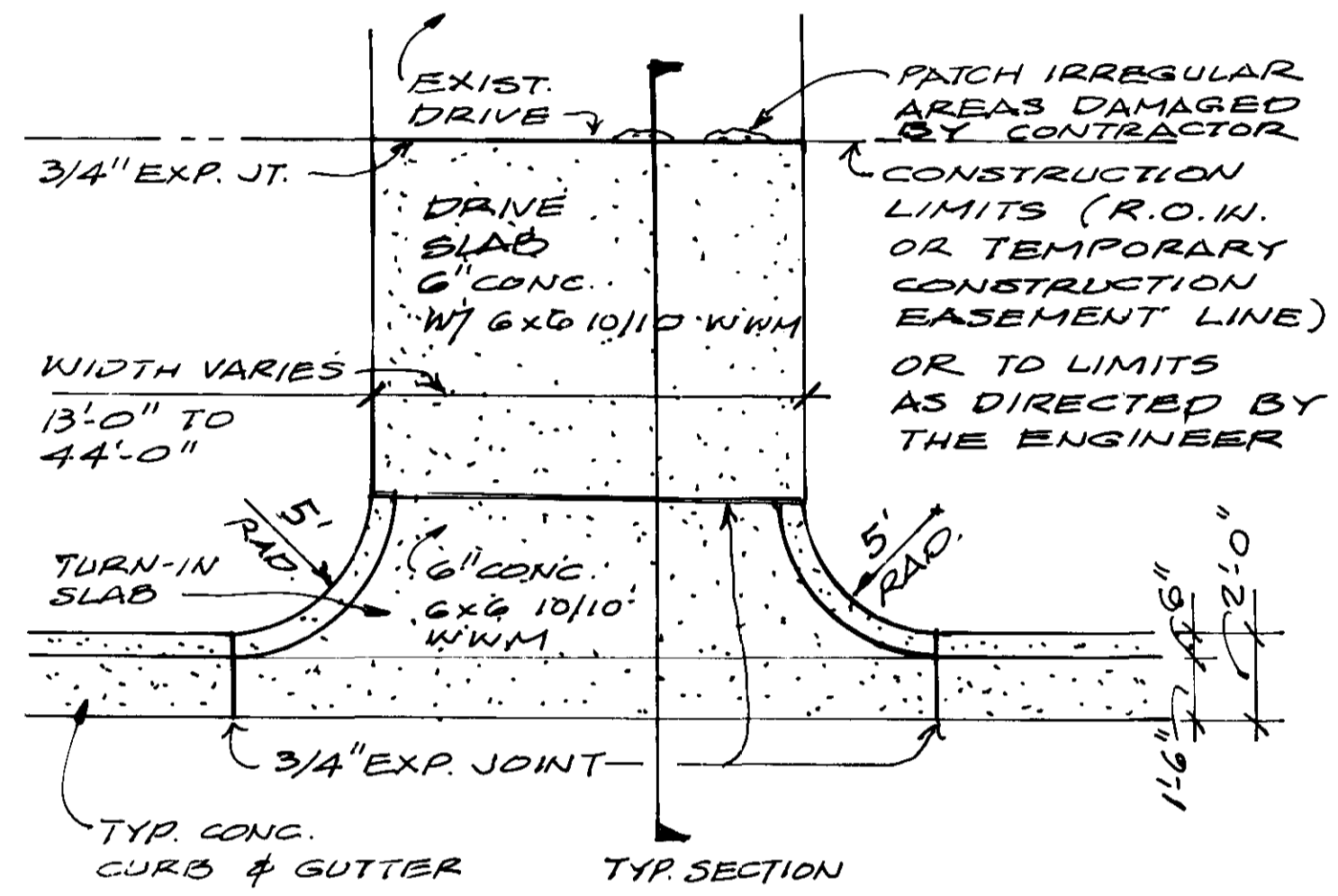
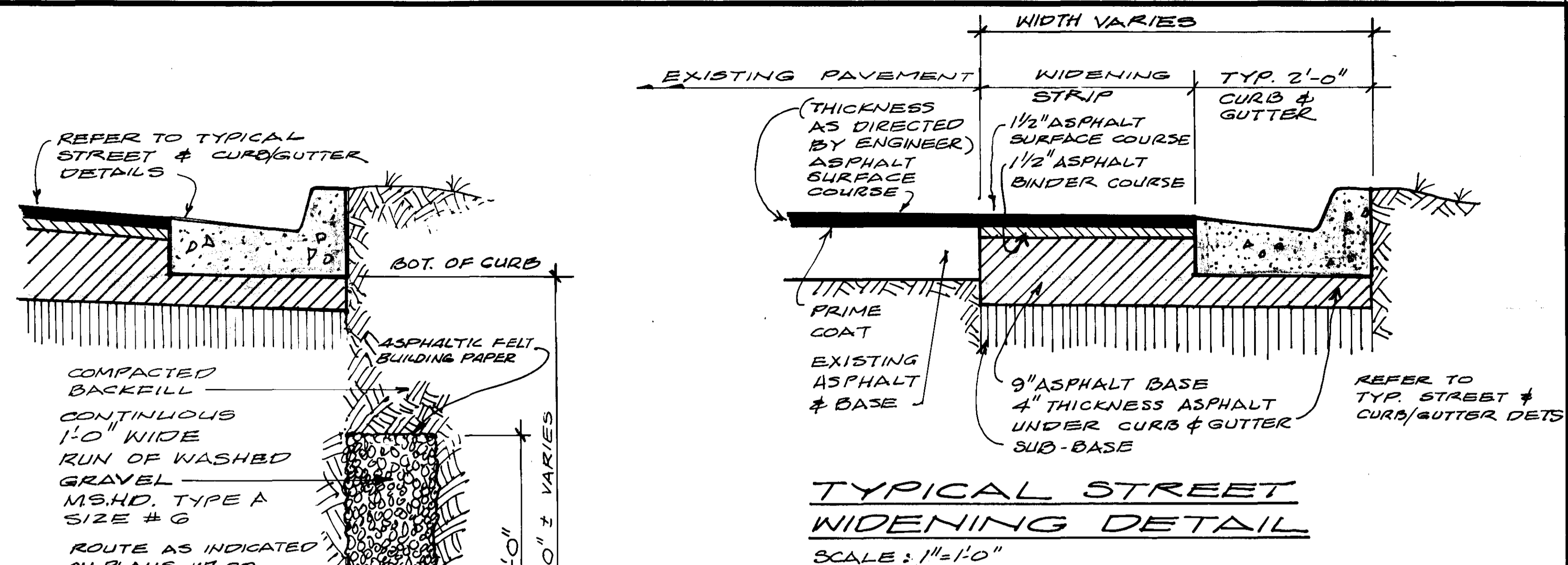
- NOTES:
1. WHEN FIRE HYDRANTS ARE PLACED ON THE FRONTAGE OF A DIVIDED OR MULTI-LANE HIGHWAY, THE NOZZLES SHALL FACE AWAY FROM THE HIGHWAY RATHER THAN TOWARD THE HIGHWAY.
 2. ALL WATER MAIN CONNECTIONS SHALL BE RODDED WITH ALL STEEL RODS (3/4" MIN.) UNLESS OTHERWISE INSTRUCTED BY ENGINEER.
 3. GATE VALVE WILL BE REQUIRED WHEN CONNECTED TO A 10" DIAMETER OR LARGER MAIN.



STREET REPAIR OF OPEN CUT

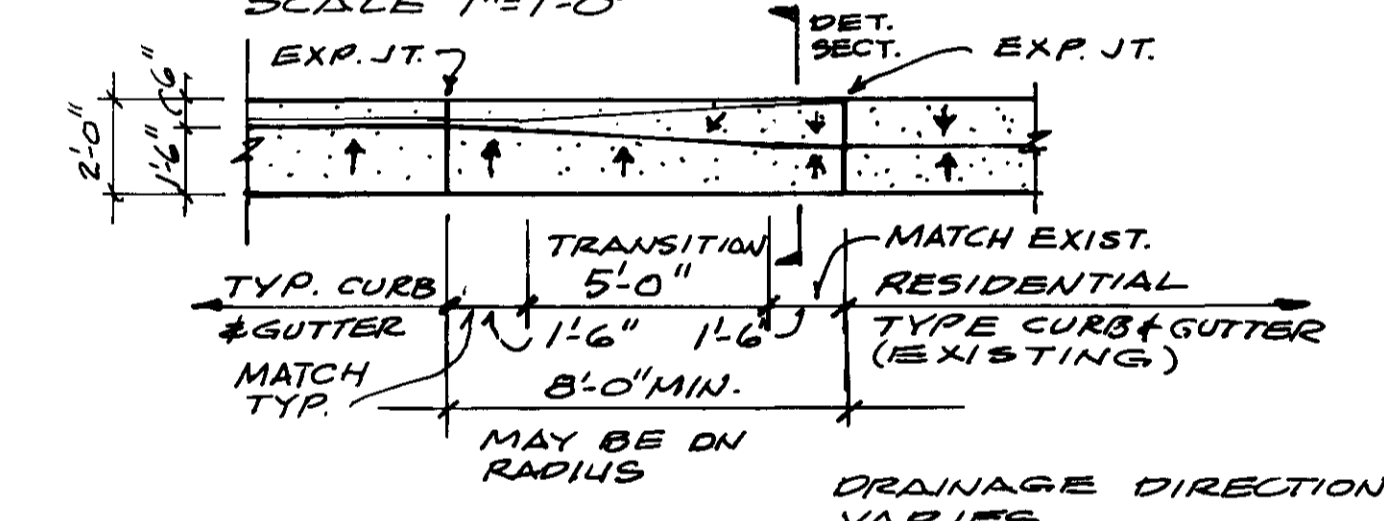
WATER SYSTEM STANDARD DETAILS

JOE A. WAGGONER
Civil Engineer - Branch/Jackson, Miss.
DRAWN BY: H.J. DATE: OCT. 1982
CHECKED BY: J.A.W. SCALE: N.T.S. **82 of 84**



NOTE: TIE IN TYP. CONC. CURB & GUTTER TO EXISTING TYPE SHOWN BY SMOOTH TRANSITION.
TRANSITION CURB SHALL BE 8 L.F. MIN. (5 L.F. IN TRANSITION & 1 1/2 L.F. EACH END OF TRANSITION SHALL MATCH ADJACENT CURB & GUTTER TYPE)

DETAIL SECTION
SCALE: 1"=1'-0"

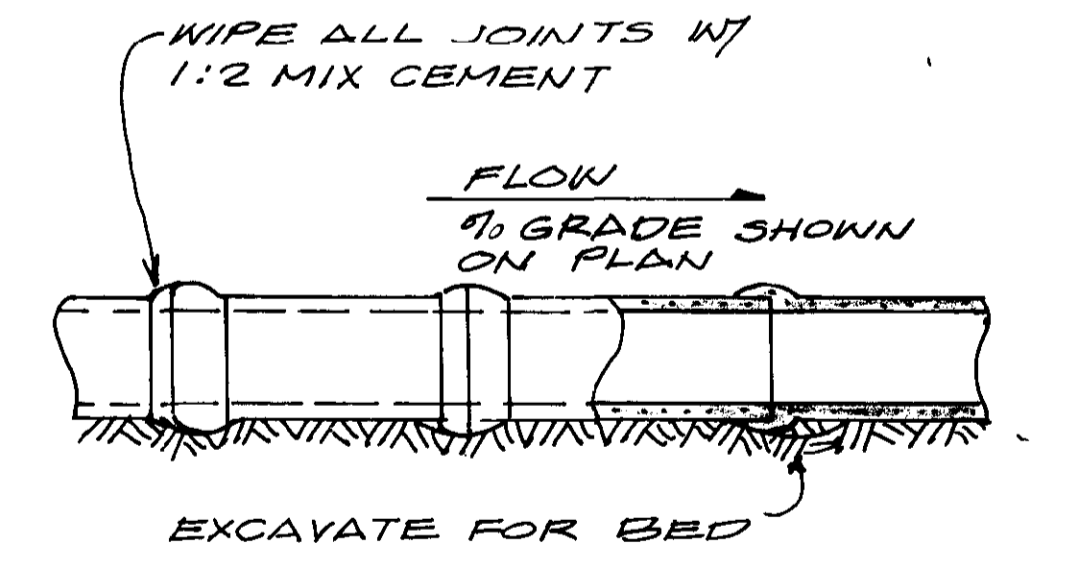
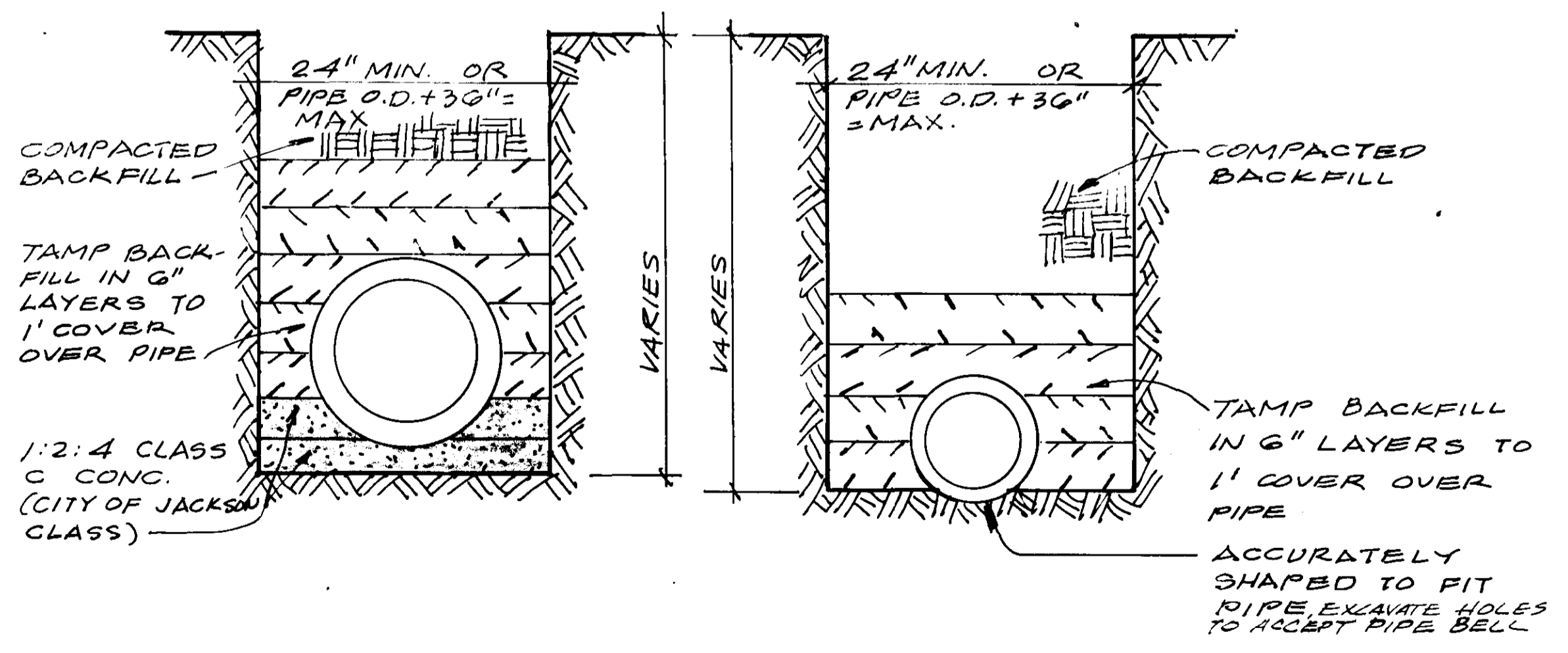


TYPICAL DRIVE PLAN
NOT TO SCALE

TYPE A AS SHOWN
TYPE B SAME EXCEPT OMIT DRIVE SLAB

NOTE: 3/4"x6" EXP. JTS. IN ADDITION TO THOSE SHOWN SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

TYPICAL DRIVE SECTION
NOT TO SCALE



MISC. STANDARD DETAILS

CITY OF RIDGELAND, MISSISSIPPI		
COUNTY LINE ROAD RECONSTRUCTION & EXPANSION		
STANDARD DETAILS		
JOE A. WAGGONER Civil Engineer - Brandon/Jackson, Miss.		
DRAWN BY: LHR	DATE:	SHEET NO.
CHECKED BY: CKW	SCALE: AS NOTED	83 OF 84

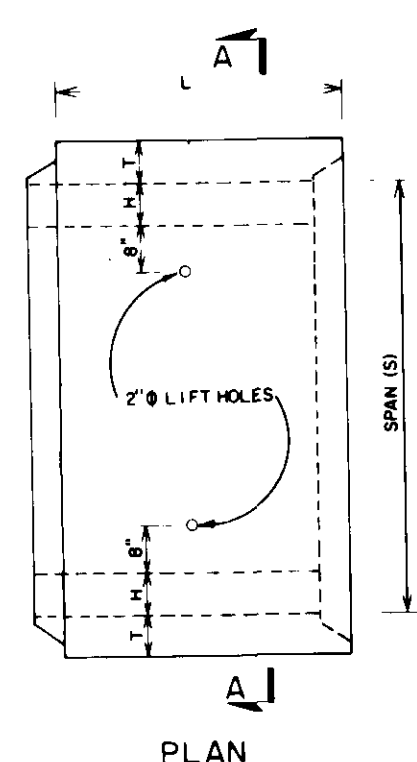
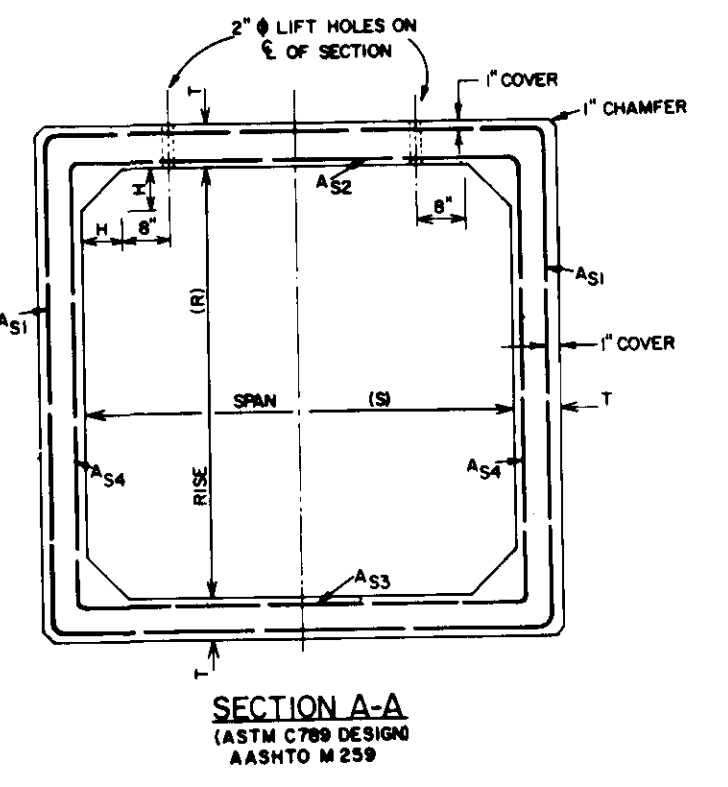
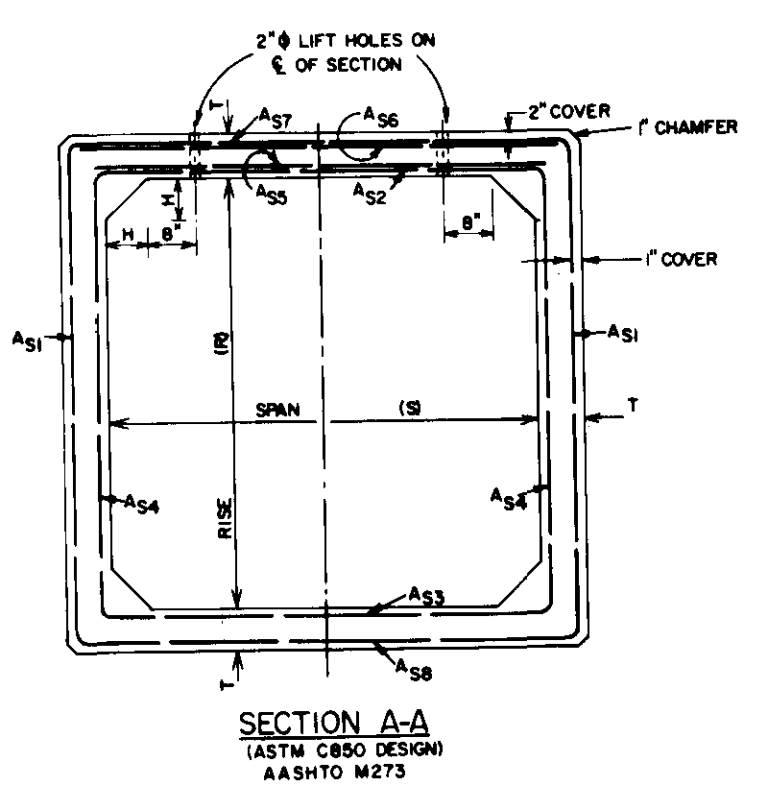
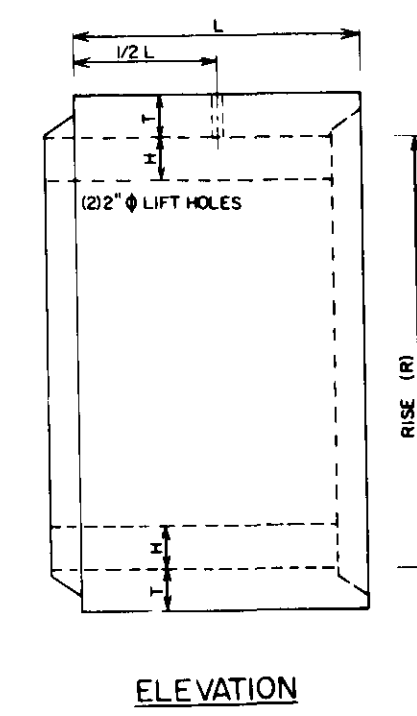


TABLE OF DIMENSIONS									
SPAN	RISE	* ASTM C850 DESIGN (AASHTO M273)							
		STEEL AREA	STEEL AREA	STEEL AREA	STEEL AREA	STEEL AREA	STEEL AREA	STEEL AREA	STEEL AREA
S	R	A ₅₁	A ₅₂	A ₅₃	A ₅₄	A ₅₅	A ₅₆	A ₅₇	A ₅₈
FT.	FT.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.
4	4	0.16	0.43	0.24	0.13	0.21	0.18	0.18	0.14
6	4	0.26	0.46	0.24	0.17	0.20	0.19	0.19	0.17
8	4	0.37	0.51	0.27	0.19	0.19	0.19	0.19	0.19
6	5	0.23	0.48	0.26	0.17	0.21	0.19	0.19	0.17
8	5	0.34	0.53	0.30	0.19	0.20	0.19	0.19	0.19
6	6	0.20	0.51	0.29	0.17	0.22	0.19	0.19	0.17
8	6	0.32	0.56	0.33	0.19	0.21	0.19	0.25	0.19
10	6	0.32	0.50	0.32	0.24	0.24	0.24	0.24	0.24
8	8	0.28	0.60	0.38	0.23	0.22	0.19	0.29	0.26
10	8	0.29	0.54	0.38	0.24	0.24	0.24	0.26	0.24

* WITH LESS THAN 2" COVER OVER THE BOX CULVERT
 ** WALL THICKNESS FOR 4' x 4' BOX CULVERT 8" THICK;
 ALL OTHER WALL THICKNESSES SAME AS ASTM - C789 DESIGN



- DESIGN SHALL MEET THE REQUIREMENTS OF ASTM C789 AND ASTM C850 (TABLE 1-1 FOR PRECAST CONCRETE BOX SECTIONS UNDER EARTH-DEAD AND WIND LOAD CONDITIONS)
- REINFORCING STEEL SHALL HAVE A MINIMUM CLEARANCE OF 1" FROM EDGE FOR ASTM C850, TOP STEEL SHALL HAVE 2" OF CONCRETE COVER
- FOR ASTM C850, SHEAR CONNECTORS (MINIMUM OF TWO PER JOINT) SHALL BE SPACED NO MORE THAN 30 INCHES ON CENTER.

TABLE OF DIMENSIONS										
SPAN	RISE	WALL THICKNESS	SECTION LENGTH	HAUNCH	WEIGHT PER FT.	ASTM C789 DESIGN (AASHTO M273)			FILL HEIGHT	
						STEEL AREA	STEEL AREA	STEEL AREA		
S	R	T	L	H	W	A ₅₁	A ₅₂	A ₅₄	MIN.	MAX.
FT.	FT.	IN.	FT.	IN.	LBS.	IN. ² /L.F.	IN. ² /L.F.	IN. ² /L.F.	FT.	FT.
4	4	6	6	8	1500	0.16	0.31	0.24	2	11
6	4	8	4	8	2450	0.26	0.33	0.24	2	16
8	4	8	4	8	2880	0.37	0.40	0.24	2	17
6	5	8	4	8	2650	0.24	0.36	0.24	2	16
8	5	8	4	8	3090	0.34	0.41	0.24	2	17
6	6	8	4	10	2930	0.22	0.39	0.24	2	16
8	6	8	4	10	3350	0.31	0.46	0.24	2	17
10	6	10	4	10	4700	0.35	0.46	0.24	2	18
8	8	8	4	10	3760	0.26	0.51	0.24	2	17
10	8	10	4	10	5200	0.31	0.52	0.24	2	18

* ADDITIONAL FILL HEIGHTS AVAILABLE WITH SPECIAL STEEL DESIGNS

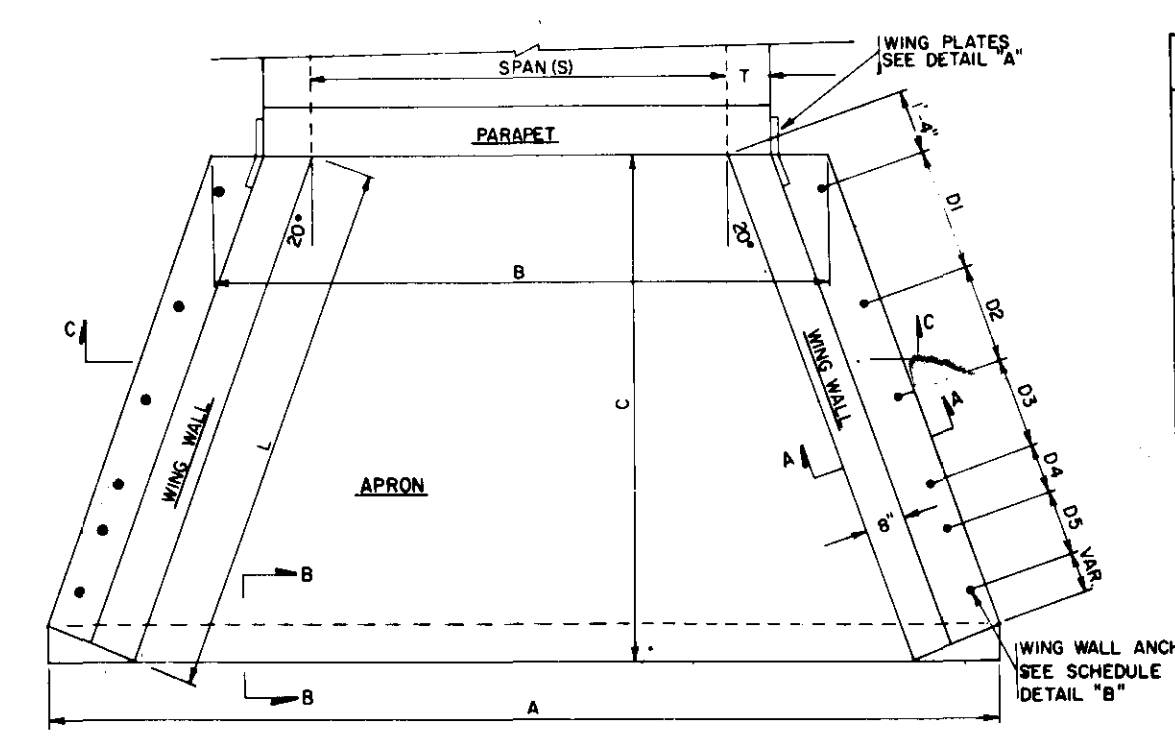
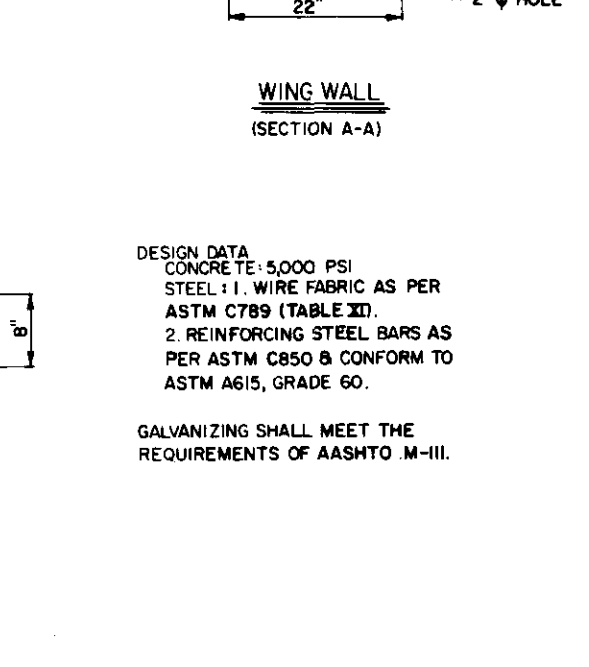
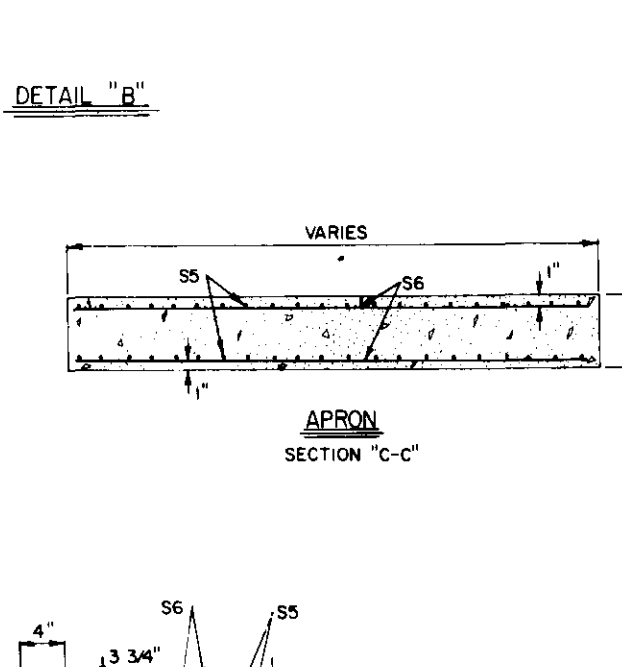
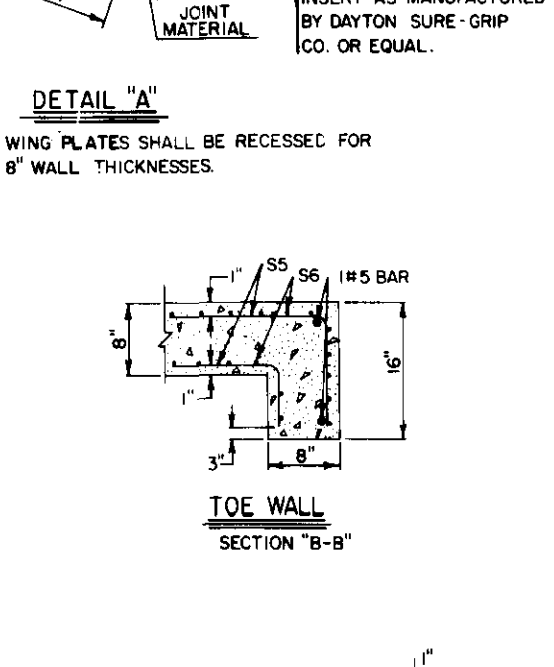
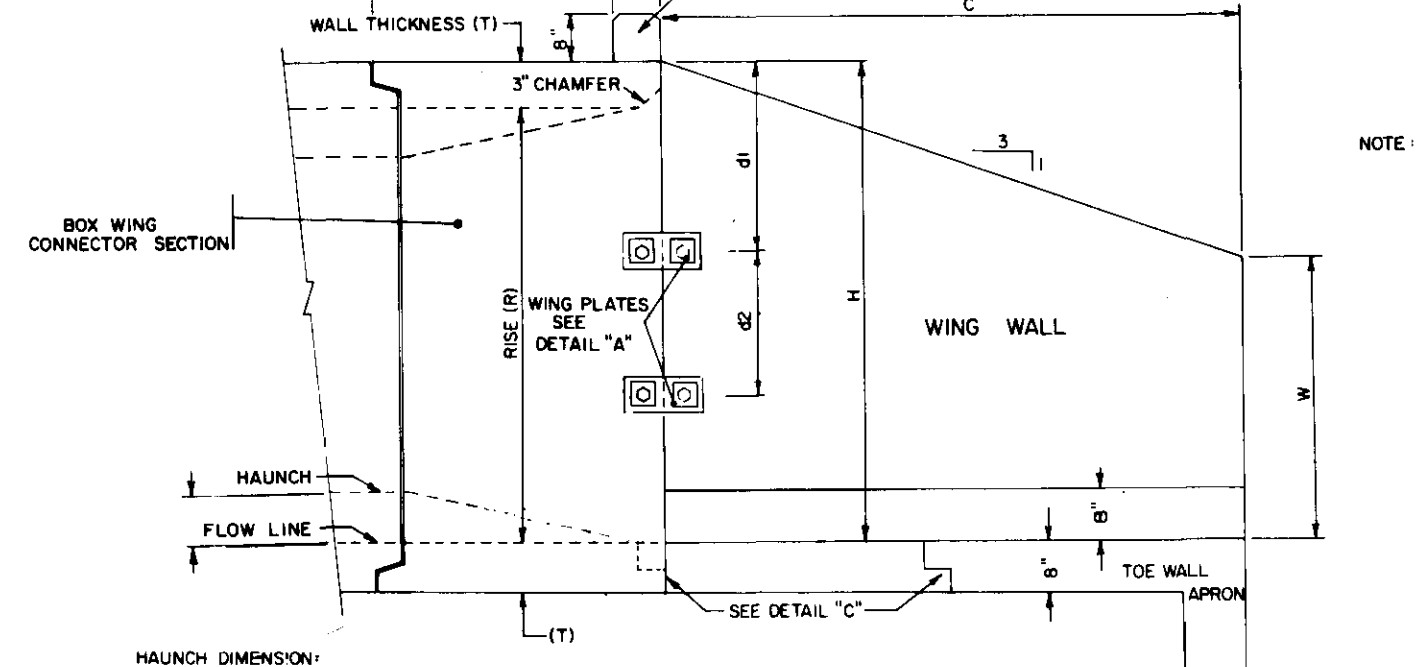
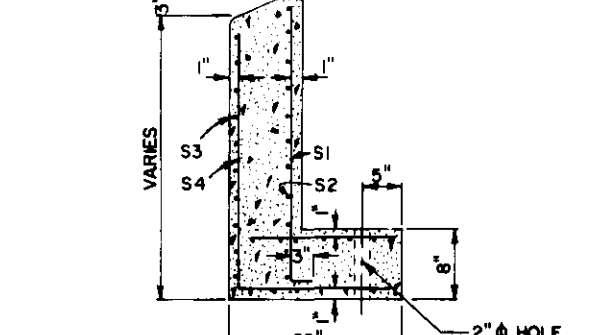
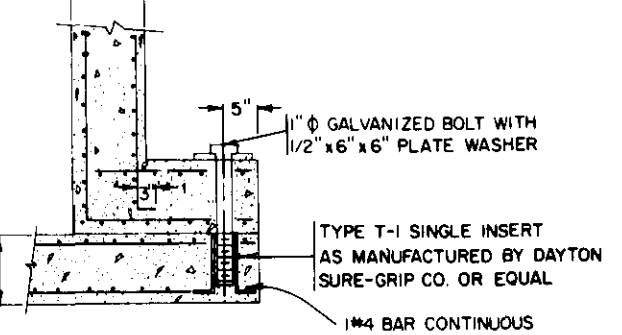
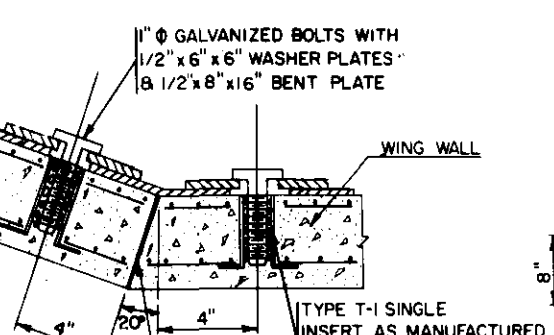
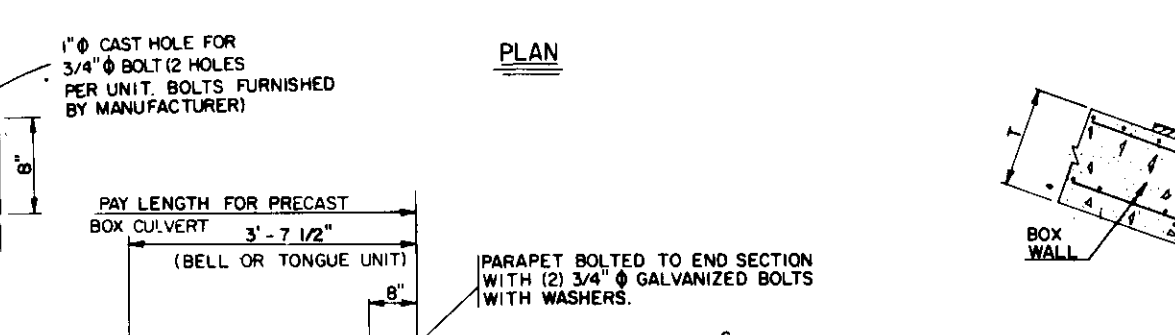
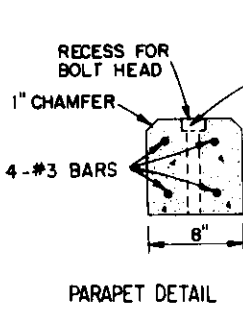


TABLE OF DIMENSIONS																			
SPAN	RISE	WALL THICKNESS	APRON WIDTH A	APRON WIDTH B	APRON LENGTH C	INSIDE APRON	WEIGHTS			WING WALL ANCHORS	WING PLATE	REINFORCING STEEL*							
							MIDDLE APRON	WING WALL	WING			S1	S2	S3	S4	S5	S6		
S	R	T	A	B	C	INSIDE APRON	WING WALL	WING	W	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10
FT.	FT.	IN.	FT.	FT.	FT.	TONS	TONS	TONS	TONS	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
4	4	6	15'-3 1/4"	7'-11"	8'-0"	4.8	4.8	6'-4"	7'-10"	1.8	6'-2"	2'-0"	10	10	10	10	10	10	10
6	4	8	15'-3 1/4"	9'-11"	8'-0"	5.7	4.8	6'-4"	7'-10"	1.9	6'-2"	2'-0"	10	10	10	10	10	10	10
8	4	8	17'-3 1/4"	11'-11"	8'-0"	6.5	4.8	6'-4"	7'-10"	1.9	6'-2"	2'-0"	10	10	10	10	10	10	10
6	5	8	15'-3 1/4"	9'-11"	8'-0"	5.7	5'-8"	6'-4"	7'-10"	2.3	6'-2"	2'-0"	12	10	10	10	10	10	10
8	5	8	17'-3 1/4"	11'-11"	8'-0"	6.5	5'-8"	6'-4"	7'-10"	2.3	6'-2"	2'-0"	12	10	10	10	10	10	10
6	6	8	16'-2"	11'-11"	12'-0"	5.1	4.5	6'-4"	7'-10"	3.6	6'-2"	2'-4"	1'-11"	2'-0"	2'-0"	20	10	10	10
8	6	8	22'-2"	13'-11"	12'-0"	5.9	4.5	6'-4"	7'-10"	3.6	6'-2"	2'-4"	1'-11"	2'-0"	2'-0"	20	10	10	10
10	6	10	22'-2"	13'-11"	12'-0"	5.9	5.0	6'-4"	7'-10"	3.6	6'-2"	2'-4"	1'-11"	2'-0"	2'-0"	20	10	10	10
8	8	8	23'-1"	11'-11"	16'-0"	5.9	5.2	6'-4"	7'-10"	5.9	6'-2"	2'-4"	1'-11"	2'-0"	2'-0"	25	10	10	10
10	8	10	25'-1"	13'-11"	16'-0"	6.7	4.2	6'-4"	7'-10"	5.9	6'-2"	2'-4"	1'-11"	2'-0"	2'-0"	25	10	10	10

* REINFORCING STEEL SCHEDULE-SQUARE INCHES OF STEEL PER LINEAR FOOT OF WING.



HAUNCH DIMENSION:
 8" FOR 6" WALL THICKNESS
 10" FOR 8" WALL THICKNESS

APRONS: FOR 4' & 5' RISE, TOE WALL APRON ONLY (APRON LENGTH 16'-0") INSIDE APRON UNIT NOT REQ'D FOR 6' RISE (TWO APRON UNITS REQ'D) INSIDE APRON LENGTH 18'-0"
 TOE WALL APRON LENGTH 4'-0"
 FOR 6' RISE (THREE APRON UNITS REQ'D) INSIDE APRON LENGTH 14'-0"
 FOR 8' RISE (THREE APRON UNITS REQ'D) INSIDE APRON LENGTH 14'-0", TOE WALL APRON LENGTH 4'-0"

DESIGN DATA
 CONCRETE 5000 PSI
 STEEL 1: WING FABRIC AS PER ASTM C789 (TABLE 3.2)
 2: REINFORCING STEEL BARS AS PER ASTM C850 & CONFORM TO ASTM A615, GRADE 60
 GALVANIZING SHALL MEET THE REQUIREMENTS OF AASHTO M-111

CITY OF RIDGELAND, MISSISSIPPI

PRECAST CONCRETE BOX CULVERT DETAILS

JOE A. WAGGONER
 Civil Engineer - Brandon/Jackson, Miss.

DRAWN BY: WISE DATE: OCT, 1982 SHEET NO. 84 OF 84
 CHECKED BY: J.A.W. SCALE: N.T.S.