CROSSOVER AT PARKWAY PLACE

HIGHLAND COLONY PARKWAY

OWNER:

VENTURE PROPERTIES

A MISSISSIPPI GENERAL PARTNERSHIP

BY:

BAILEY MADISON, LLC

A MISSISSIPPI LIMITED LIABILITY COMPANY

JANUARY, 1997

PREPARED BY:

DCI DIVERSIFIED CONSULTANTS, INC.

CONSULTING ENGINEERS ... CITY, COUNTY, AND REGIONAL PLANNERS

395 EDGEWOOD TERRACE

JACKSON, MS 39206

D. SCOTT BONNER 7
1/13/97
D. SCOTT BONNER, P.E.
SENIOR ENGINEER

PWP-00829

C:\HCBAILEY\COVERPAGE.DWG 1-7-97

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GENERAL NOTES

1. CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES (POWER, GAS, WATER, SEWER, TELEPHONE, ETC.) WITH THE APPROPRIATE UTILITY COMPANY BEFORE BEGINNING CONSTRUCTION.

   ANY UTILITY LINE OR SERVICE LINE ENCOUNTERED DURING CONSTRUCTION, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE PROTECTED.

2. THE HORIZONTAL AND VERTICAL CLEARANCES ON ALL UTILITY CROSSINGS SHALL BE VERIFIED BEFORE INSTALLATION.

3. DAILY CLEANUP OF MATERIALS AND SUPPLIES WILL BE REQUIRED. THE JOB SITE SHALL BE MAINTAINED IN A NEAT AND ORDERLY FASHION.

4. THE CONTRACTOR WILL BE REQUIRED TO FURNISH, INSTALL, MAINTAIN, AND REMOVE ALL BARRICADES AND SIGNS REQUIRED FOR PROPER TRAFFIC CONTROL AS DETAIL IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DIVICES.

5. ITEMS SHOWN AS REQ'D BUT NOT INCLUDED AS SPECIFIC ITEMS ON THE BID SCEHEDULE SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

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PARKWAY PLACE CROSSOVER

HIGHLAND COLONY PARKWAY

REVISIONS		
NO.	DATE	BY
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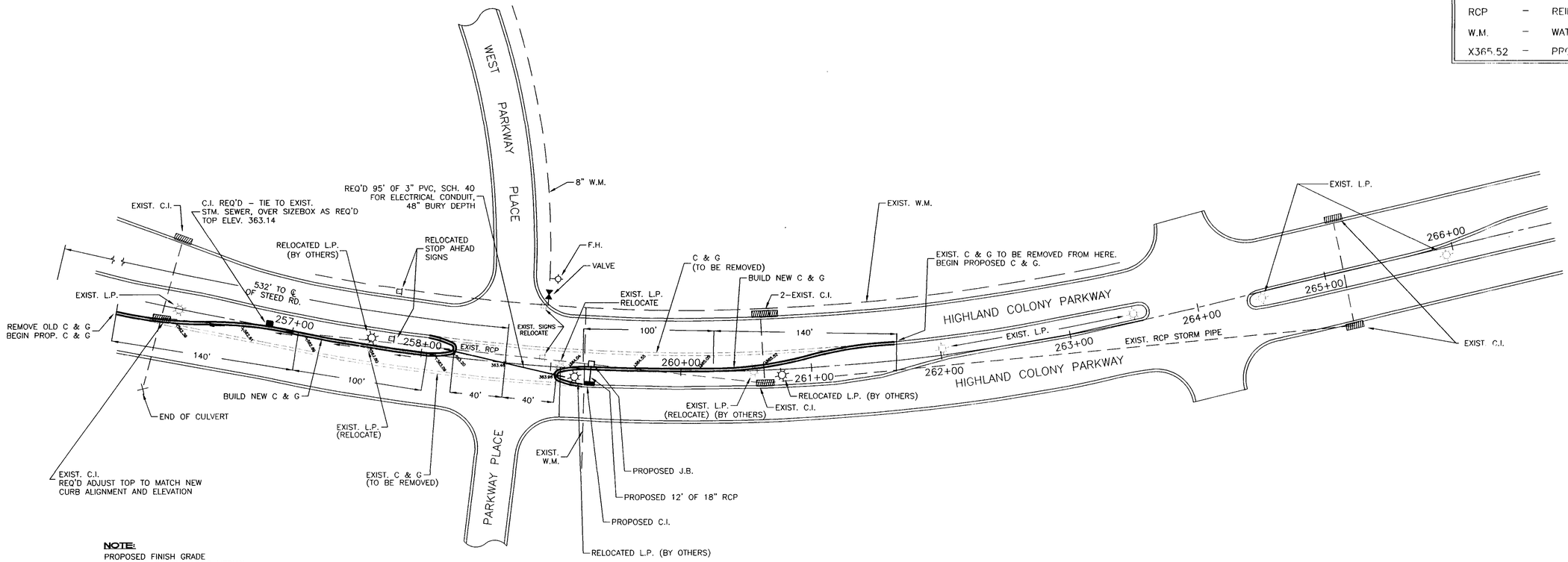
SCALE N/A
DATE 1-9-97
APPROVED BY D.S.B.
DRAWN BY A.U.J.
CHECKED BY

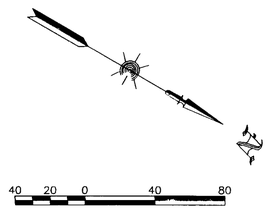
SHEET TITLE
GENERAL NOTES AND INDEX

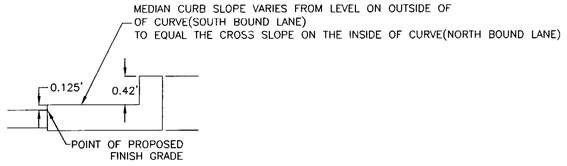
FILE NAME GENERNOTES.DWG
SHEET NO. 2

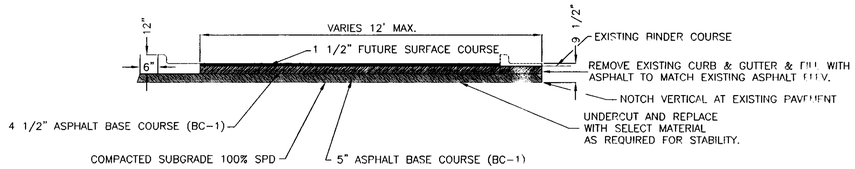
LEGEND OF ABBREVIATIONS		
C & G	–	CURB AND GUTTER
C.I.	–	CURB INLET
EXIST.	–	EXISTING
F.H.	–	FIRE HYDRANT
J.B.	–	JUNCTION BOX
L.P.	–	LIGHT POLE
PROP.	–	PROPOSED
RCP	–	REINFORCED CONCRETE PIPE
W.M.	–	WATER MAIN
X365.52	–	PROPOSED FINISH GRADE ELEV.



NOTE:
PROPOSED FINISH GRADE ELEVATIONS SHOWN ALONG MEDIAN CURB ARE FINISH GRADE FOR TOP LAYER OF ASPHALT BINDER COURSE. APPROXIMATELY 1 1/2" IN ASPHALT THICKNESS IS TO BE LEFT TO FLUSH FUTURE FINAL SURFACE COURSE WITH LIP OF GUTTER. FINAL SURFACE COURSE IS NOT A PART OF THIS CONTRACT.







TYPICAL SECTION
NTS

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395 EDGEWOOD TERRACE
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PARKWAY PLACE CROSSOVER
HIGHLAND COLONY PARKWAY

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NO.	DATE	BY
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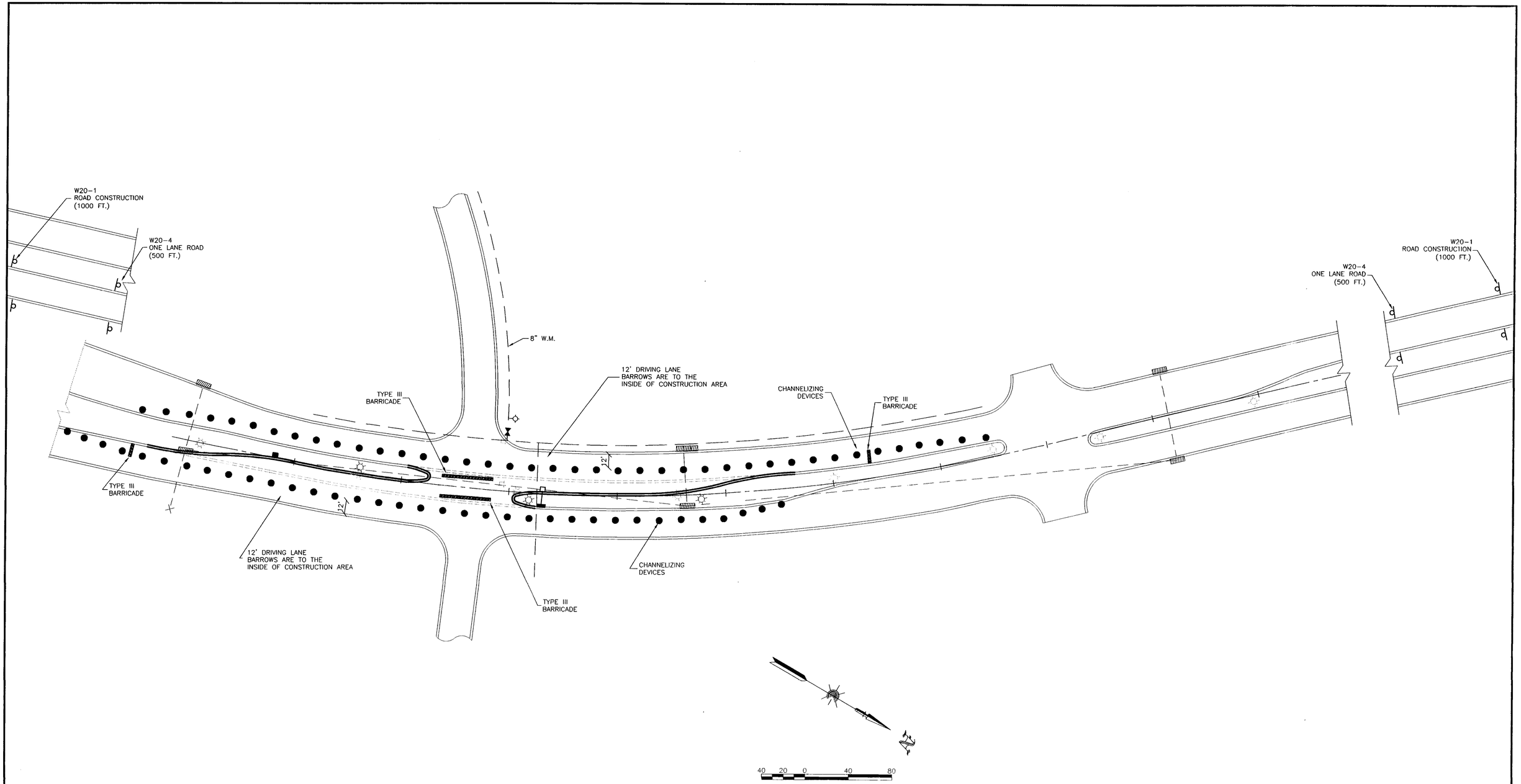
SCALE	
DATE	1-9-97
APPROVED BY	D.S.B.
DRAWN BY	M.G.S.
CHECKED BY	D.S.B.
TRACED BY	

SHEET TITLE
LAYOUT PLAN
PARKWAY PLACE
CROSSOVER

FILE NAME WORKWYDL.DWG

SHEET NO. 3



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SCALE	
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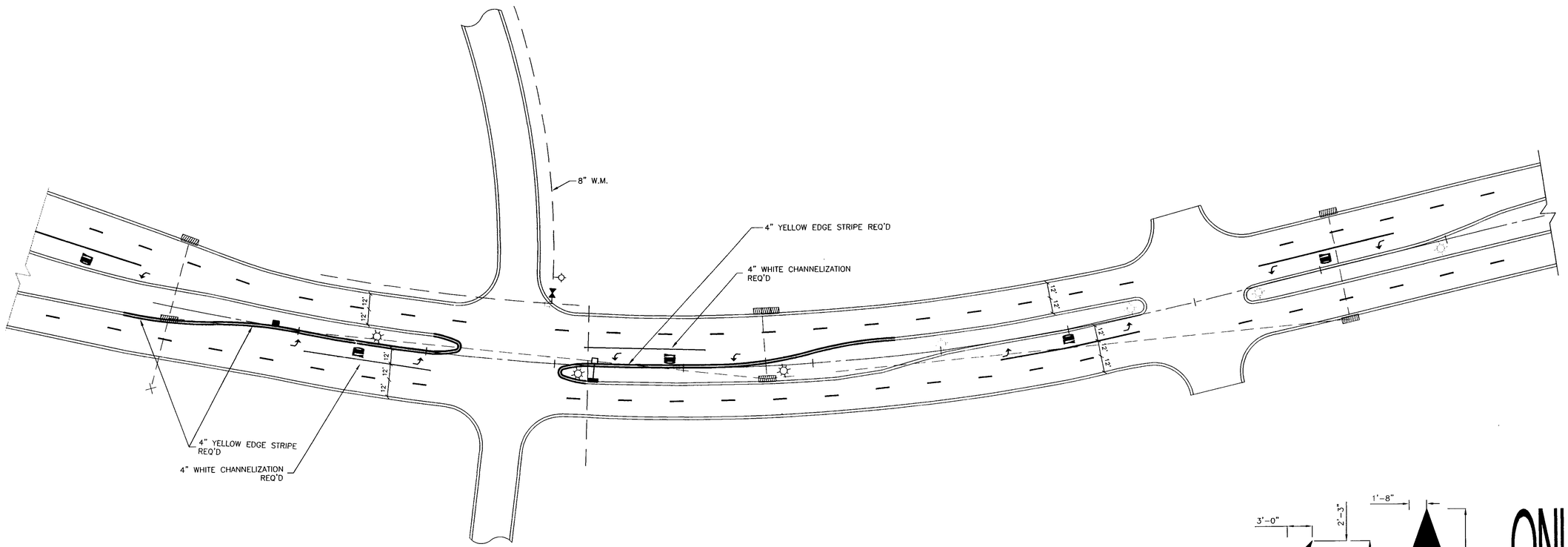
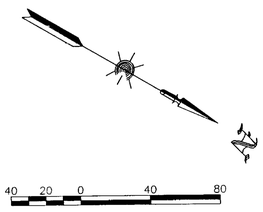
APPROVED BY	D.S.B.
DRAWN BY	A.U.J.
CHECKED BY	D.S.B
TRACED BY	

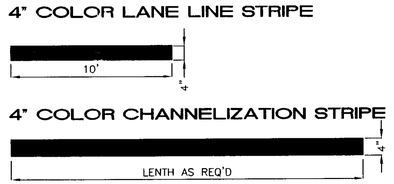
SHEET TITLE
TRAFFIC CONTROL
PARKWAY PLACE
CROSSOVER

FILE NAME TRAFFICCOLL.DWG

SHEET NO. 4

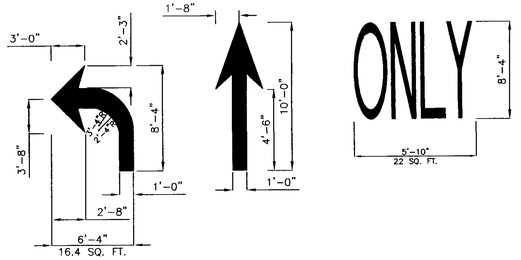






STRIPES AND CHANNELIZATION FOR TURNING LANE DETAIL

NTS



WORDS AND SYMBOL DETAILS

NTS

DCI DIVERSIFIED CONSULTANTS, INC.
CONSULTING ENGINEERS ... CITY, COUNTY, AND REGIONAL PLANNERS
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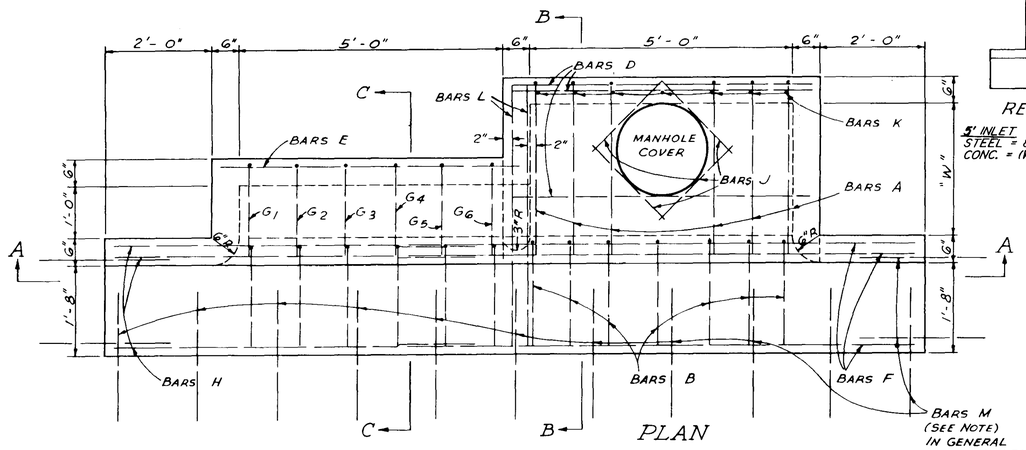
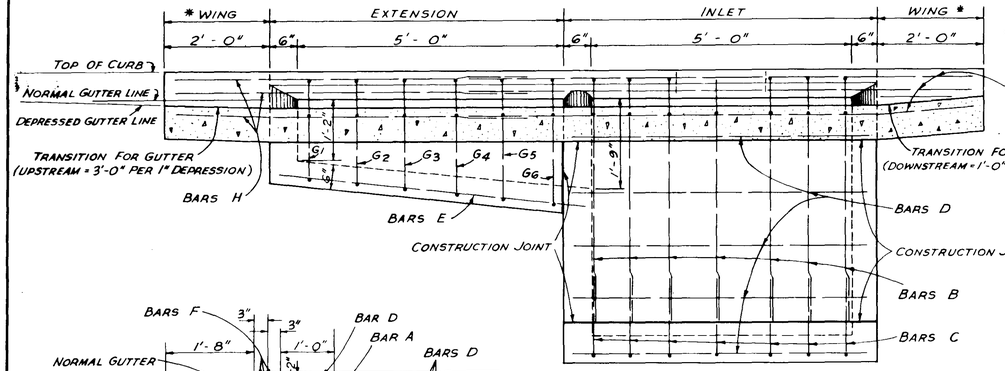
DRAWN BY A.U.J.
CHECKED BY D.S.B.
TRACED BY

SHEET TITLE
STRIPING PARKWAY PLACE CROSSOVER

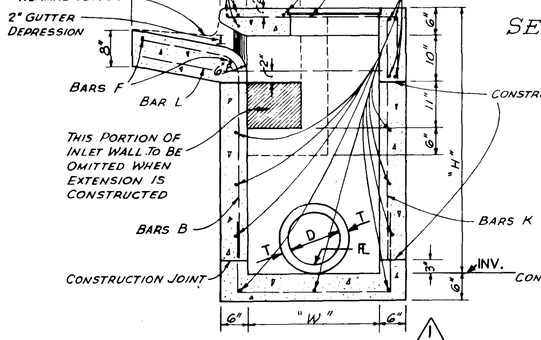
FILE NAME STRIPING.DWG
SHEET NO. 5



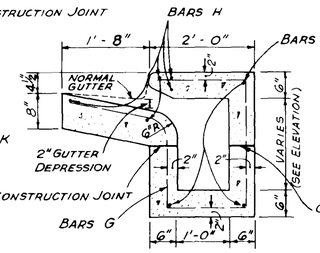
PLAN



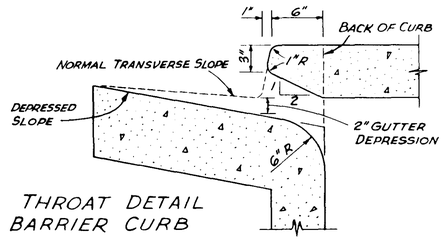
SECTIONAL ELEVATION "A-A"



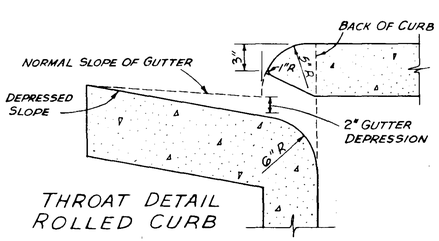
SECTION "B-B" ⚠1



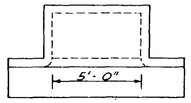
SECTION "C-C"



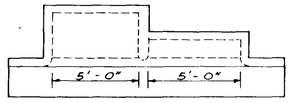
THROAT DETAIL
BARRIER CURB



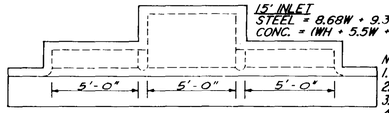
THROAT DETAIL
ROLLED CURB



REGULAR INLET



INLET WITH ONE EXTENSION



INLET WITH TWO EXTENSIONS

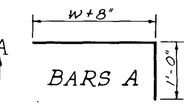
5' INLET
STEEL = 8.68W + 9.35H + 3.79W' + 7.57H' + 121
CONC. = (WH + 5.5W + 6H + 14.611) / 27

10' INLET
STEEL = 8.68W + 9.35H + 3.79W' + 7.57H' + 231
CONC. = (WH + 5.5W + 6H + 38.641) / 27

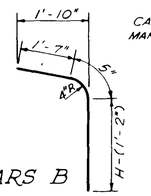
15' INLET
STEEL = 8.68W + 9.35H + 3.79W' + 7.57H' + 341
CONC. = (WH + 5.5W + 6H + 62.671) / 27

NOTE:
1. W AND H ARE EXPRESSED IN FEET AND FRACTIONS OF FEET.
2. W' = W ROUNDED TO NEAREST WHOLE FOOT.
3. H' = (H-.58) ROUNDED OFF TO NEAREST WHOLE FOOT.
4. NO DEDUCTIONS ARE MADE FOR PIPE OPENINGS IN FORMULAS.

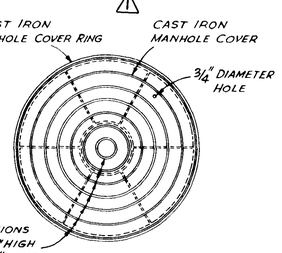
PLAN OF INLET AND EXTENSIONS



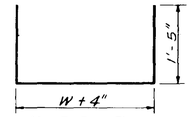
BARS A



BARS B

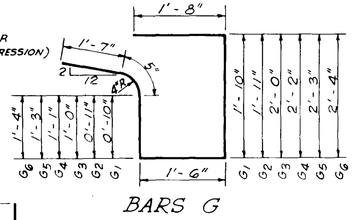


PLAN



BARS C

* WING QUANTITIES ARE INCLUDED IN INLET QUANTITIES

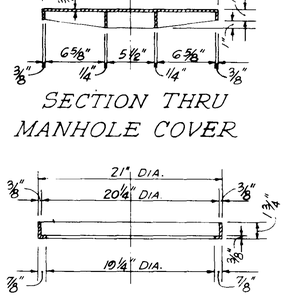


BARS G

BAR G LENGTHS

G_1	7'-10"
G_2	8'-0"
G_3	8'-2"
G_4	8'-5"
G_5	8'-8"
G_6	8'-10"

BARS K



SECTION THRU
MANHOLE COVER

SECTION THRU
MANHOLE COVER RING
WEIGHT OF RING & COVER = 79 LBS.

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

"H"	BAR A 4'-2" #4@9"		BAR C 5'-8" #4@9"		BAR D 5'-8" #4@12½		BAR F 9'-8" #6		BAR J 2'-3" #4		BAR B #4@9"			BAR K #4@9"			*TOTAL STEEL	TOTAL CONC.
	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	LGTH.	NO.	WT.	LGTH.	NO.	WT.	LBS.	C.Y.
3'-0"	6	17	7	27	10	38	5	73	4	6	3'-10"	7	18	2'-7"	7	12	190	1.99
3'-6"	6	17	7	27	12	45	5	73	4	6	4'-4"	7	20	3'-1"	7	14	202	2.15
4'-0"	6	17	7	27	12	45	5	73	4	6	4'-10"	7	23	3'-7"	7	17	207	2.31
4'-6"	6	17	7	27	14	53	5	73	4	6	5'-4"	7	25	4'-1"	7	19	219	2.47
5'-0"	6	17	7	27	14	53	5	73	4	6	5'-10"	7	27	4'-7"	7	21	224	2.62
5'-6"	6	17	7	27	16	61	5	73	4	6	6'-4"	7	30	5'-1"	7	24	238	2.78
6'-0"	6	17	7	27	16	61	5	73	4	6	6'-10"	7	32	5'-7"	7	26	240	2.94
6'-6"	6	17	7	27	18	68	5	73	4	6	7'-4"	7	34	6'-1"	7	28	253	3.10
7'-0"	6	17	7	27	18	68	5	73	4	6	7'-10"	7	37	6'-7"	7	31	257	3.25

* WHERE INLET IS USED WITH CONCRETE PAVEMENT, ADD 73 LBS. OF STEEL FOR BARS M

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

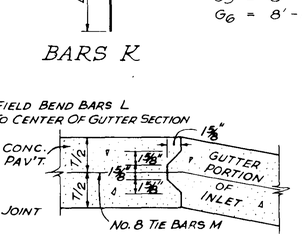
"H"	BAR A 4'-8" #4@9"		BAR C 5'-2" #4@9"		BAR D 5'-8" #4@12"		BAR F 9'-8" #6		BAR J 2'-3" #4		BAR B #4@9"			BAR K #4@9"			*TOTAL STEEL	TOTAL CONC.
	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	LGTH.	NO.	WT.	LGTH.	NO.	WT.	LBS.	C.Y.
3'-0"	6	19	7	29	10	38	5	73	4	6	3'-10"	7	18	2'-7"	7	12	194	2.15
3'-6"	6	19	7	29	12	45	5	73	4	6	4'-4"	7	20	3'-1"	7	14	206	2.32
4'-0"	6	19	7	29	12	45	5	73	4	6	4'-10"	7	23	3'-7"	7	17	211	2.49
4'-6"	6	19	7	29	14	53	5	73	4	6	5'-4"	7	25	4'-1"	7	19	223	2.65
5'-0"	6	19	7	29	14	53	5	73	4	6	5'-10"	7	27	4'-7"	7	21	228	2.82
5'-6"	6	19	7	29	16	61	5	73	4	6	6'-4"	7	30	5'-1"	7	24	240	2.99
6'-0"	6	19	7	29	16	61	5	73	4	6	6'-10"	7	32	5'-7"	7	26	245	3.15
6'-6"	6	19	7	29	18	68	5	73	4	6	7'-4"	7	34	6'-1"	7	28	257	3.32
7'-0"	6	19	7	29	18	68	5	73	4	6	7'-10"	7	37	6'-7"	7	31	262	3.49

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

"H"	BAR A 5'-2" #4@9"		BAR C 6'-8" #4@9"		BAR D 5'-8" #4@12"		BAR F 9'-8" #6		BAR J 2'-3" #4		BAR B #4@9"			BAR K #4@9"			*TOTAL STEEL	TOTAL CONC.
	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	LGTH.	NO.	WT.	LGTH.	NO.	WT.	LBS.	C.Y.
3'-0"	6	21	7	31	11	42	5	73	4	6	3'-10"	7	18	2'-7"	7	12	202	2.31
3'-6"	6	21	7	31	13	49	5	73	4	6	4'-4"	7	20	3'-1"	7	14	214	2.48
4'-0"	6	21	7	31	13	49	5	73	4	6	4'-10"	7	23	3'-7"	7	17	219	2.66
4'-6"	6	21	7	31	15	57	5	73	4	6	5'-4"	7	25	4'-1"	7	19	231	2.84
5'-0"	6	21	7	31	15	57	5	73	4	6	5'-10"	7	27	4'-7"	7	21	236	3.01
5'-6"	6	21	7	31	17	64	5	73	4	6	6'-4"	7	30	5'-1"	7	24	248	3.19
6'-0"	6	21	7	31	17	64	5	73	4	6	6'-10"	7	32	5'-7"	7	26	253	3.37
6'-6"	6	21	7	31	19	72	5	73	4	6	7'-4"	7	34	6'-1"	7	28	265	3.54
7'-0"	6	21	7	31	19	72	5	73	4	6	7'-10"	7	37	6'-7"	7	31	270	3.72

⚠

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



DETAIL OF KEYED
CONSTRUCTION JOINTS

QUANTITIES FOR ONE EXTENSION

BAR	SIZE	LENGTH	SPACING	NUMBER	†WEIGHT
E	# 4	5'-8"	AS SHOWN	3	11
G	# 4	SEE SCHEDULE	11"	6	34
H	# 6	6'-9"	AS SHOWN	5	51
L	# 6	4'-9"	AS SHOWN	2	14
		TOTAL STEEL FOR ONE EXTENSION			110 LBS.
		TOTAL CONC. FOR ONE EXTENSION			0.89 C.Y.

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

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

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

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

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

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

MISSISSIPPI STATE HIGHWAY DEPARTMENT

STORM SEWER STRUCTURE, TYPE SS-2

⚠ REVISIONS	BY
	JJS

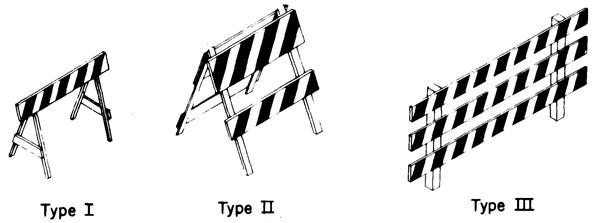
DATE 7-1-70

DESIGNED _____ DETAILED _____ TRACED _____

CHECKED _____ ISSUED D.B.J. DATE 11-1-72

WORKING NUMBER SS-2

SHEET NUMBER 6



Type I Type II Type III

Standard Barricades

A Type I Barricade consists of one(1) horizontal rail supported by a demountable frame or a light "A" frame.

A Type II Barricade consists of two(2) horizontal rails on a light "A" frame.

A Type III Barricade consists of three (3) horizontal rails supported by fixed posts, a rigid skid, a heavy demountable frame or a heavy, hinged, "A" frame.

Type I and Type II Barricade are intended for use where the hazard is relatively small as, for example, on city streets, or for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

NOTE: Do not place sandbags or other weighting devices on the bottom rail that will block view of rail face.

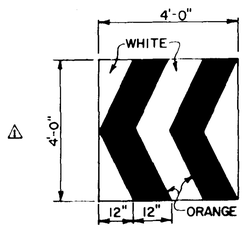
Type III Barricades are intended for use on construction and maintenance projects as wing barricades and at road closures, where they must remain in place for extended periods.

The marking for barricade rails shall be orange and white (sloping downward at an angle of 45 degrees in the direction traffic is to pass).

△4

FOR ADDITIONAL INFORMATION OR DETAILS SEE MUTCD SECTION 6-C.

CHEVRON PANEL DETAIL

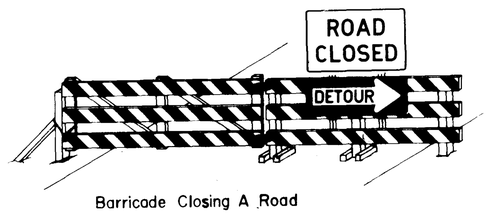


△1

A Chevron Panel consists of chevron type markings of alternate orange and white and shall point in the direction of traffic flow.

The complete Chevron Panel shall be mounted on fixed post or rigid skid.

Chevron Panels may be used to supplement other standard devices when closing one or more lanes for construction or maintenance. They shall be placed approximately 2 feet behind lane transition stripe.



Barricade Closing A Road

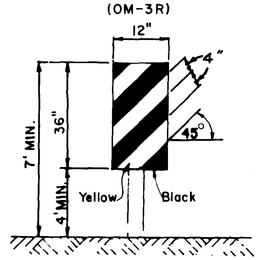
Barricade Characteristics

	I	II	III
Width of rail ** ***	8" min.- 12" max.	8" min.- 12" max.	8" min – 12" max.
Length of rail ***	2' min	2' min. △2	4' min
Width of stripe	6" **	6" **	6"
Height	3' min	3' min	5' min
Number of reflectorized rail faces	2(one each direction)	4(two each direction) △4	3 if facing traffic in one direction 6 if facing traffic in two directions
Type of frame	light	light "A" frame	post or skid

** For rails less than 3 feet long, 4 inch wide stripes shall be used.

△4 *** Barricades intended for use on expressway, freeways and other high speed roadways, shall have a minimum of 270 square inches of reflective area facing traffic.

TYPE 3 OBJECT MARKER
(OM-3R)

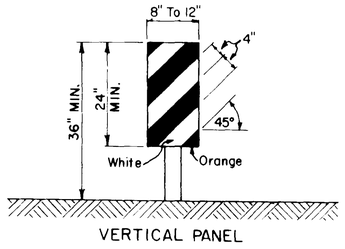


△4

Type 3 Object Markers shall be used at all exposed bridge abutments and at other locations as deemed necessary by the engineer.

The OM-3R is shown. The OM-3L is similar except the stripes slope downward from the upper left side to the lower right side and shall be placed on the left side of the object.

The inside edge of the marker shall be in line with the inner edge of the obstruction.



VERTICAL PANEL

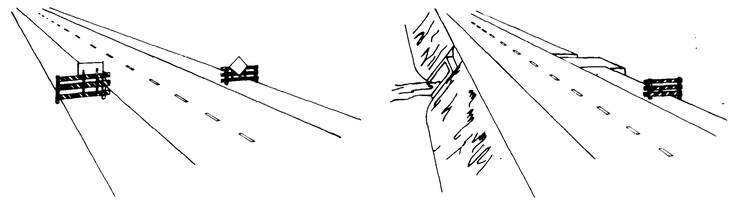
Vertical panels consist of at least one panel 8" to 12" in width and a minimum of 24" in height. The diagonal stripes shall slope downward in the direction that traffic is to pass the panel. The panels shall be mounted with the top a minimum of 36" above the roadway on a single lightweight post.

△5

NOTE:

Markings on all devices shown on this sheet shall be high intensity reflective sheeting.

The Traffic Control Plan will list the various Traffic Control Devices required for each project.

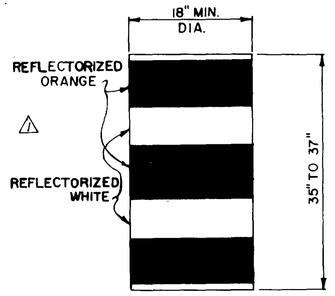


Wing Barricades △5

△3

1. Wing barricades are Type III barricades erected on the shoulder on one or both sides of the pavement to give the sensation of a narrowing or restricted roadway. Wing barricades may be used as a mounting for the advance warning signs or flashers.

2. Wing barricades should be used:
   a. In advance of a construction project even when no part of the roadway is actually closed.
   b. In advance of all bridge or culvert widening operations.



PLASTIC DRUM STRIPING DETAIL

△1 Plastic drums shall be on end and used as an expedient method for traffic channelization. The color and marking of drums shall be consistent with marking standards for barricade. The predominant color on drums shall be orange with four (4) reflectorized, horizontal, circumferential stripes (2 orange & 2 white) 6" wide.

△5 Drums should never be placed in the roadway without warning signs. Where practical plastic drums shall be placed no closer than three (3) feet from the edge of traveled lane.

REVISIONS	BY	DATE
△3	JJS	7-1-86
△2	AWK	12-3-86
△4	AWK	6-18-87
△5	AWK	11-15-89
	AWK	12-22-89

MISSISSIPPI STATE HIGHWAY DEPARTMENT

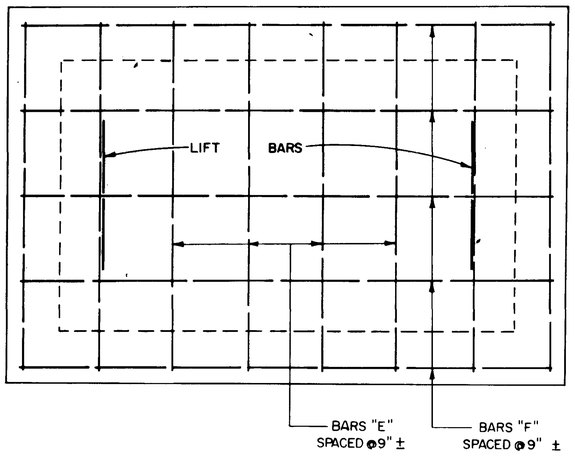
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECT

WORKING NUMBER SN-10

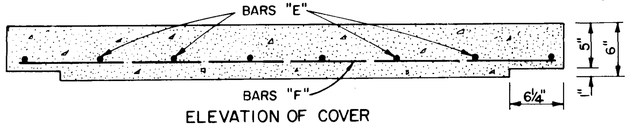
DESIGNED ____ DETAILED ____ TRACED ____

CHECKED ____ ISSUED D.B.V. DATE 9-9-80

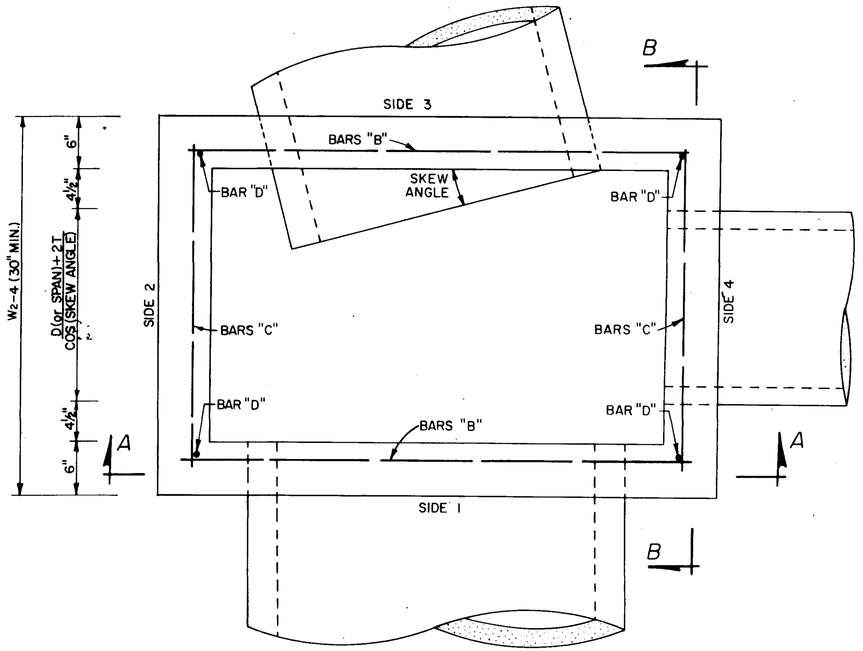
SHEET NUMBER 7



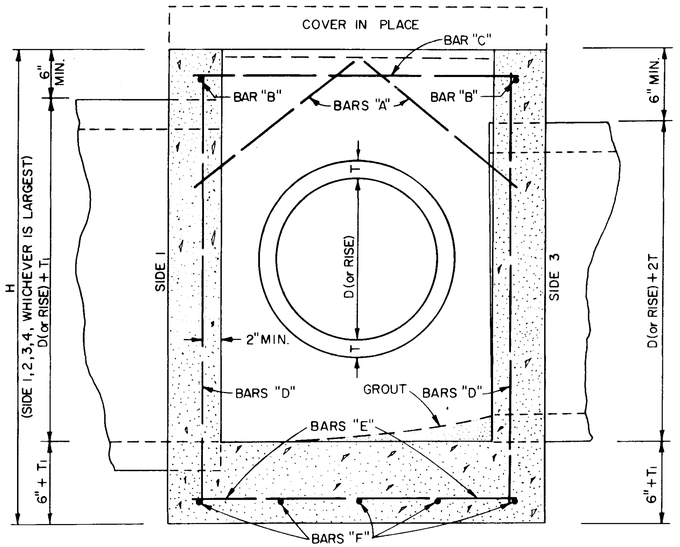
PLAN OF COVER



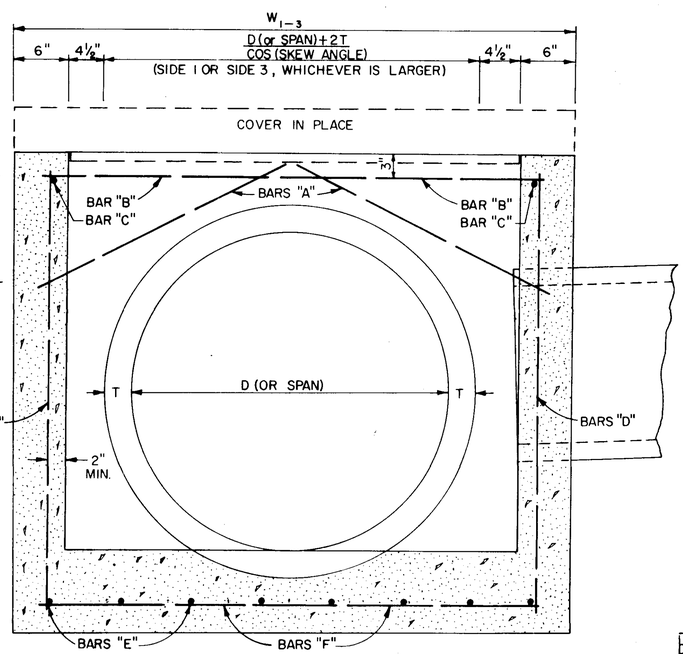
ELEVATION OF COVER



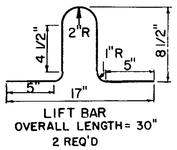
PLAN



SECTION B-B



SECTION A-A



LIFT BAR
OVERALL LENGTH = 30"
2 REQ'D

BAR LIST

BAR	NUMBER REQUIRED	LENGTH (INCHES)
A	2 PER PIPE OPENING	$\sqrt{196+\left(\frac{W*}{2}+2\right)^2}$
B	2	$W_{1-3}-6$
C	2	$W_{2-4}-6$
D	4	$H-6$
E	$2\left[\left(\frac{W_{1-3}}{9}\right)^{**}+1\right]$	$W_{2-4}-4$
F	$2\left[\left(\frac{W_{2-4}}{9}\right)^{**}+1\right]$	$W_{1-3}-4$

WHERE : D (or SPAN) = PIPE DIAMETER (or SPAN) (INCHES)
W_{1-3} = WIDTH OF SIDE 1 & SIDE 3 (INCHES)
W_{2-4} = WIDTH OF SIDE 2 & SIDE 4 (INCHES)
$W*$ = W_{1-3} OR W_{2-4} (SIDE OF ENTERING PIPE)
** ROUND TO NEAREST WHOLE NUMBER

$$\text{CL. "B" CONC.(CY.)} = \frac{[5W_{1-3}W_{2-4}]+[(W_{1-3}-12.5)(W_{2-4}-12.5)]+[(T_i+6)W_{1-3}W_{2-4}]+12\,[H-(T_i+6)]\,[(W_{1-3}-12)+W_{2-4}]}{46{,}656}$$

(MINUS) DEDUCTIONS FOR PIPE OPENINGS (C.Y.)

REINFORCING STEEL QUANTITIES TO BE COMPUTED FROM BAR LIST AND SHOWN ELSEWHERE ON THE PLANS.

REINFORCING STEEL FOR 2 LIFT BARS = 4 LBS.

COMMON PIPE SIZE

CIRCULAR PIPE			ARCH PIPE		
PIPE SIZE	"T" THICKNESS INCHES	PIPE OPENING DEDUCTION (C.Y.)	PIPE SIZE	"T" THICKNESS INCHES	PIPE OPENING DEDUCTION (C.Y.)
18"	2 1/2	0.053	22" x 13"	2½	0.053
24"	3	0.091	29" x 19"	3	0.087
30"	3 1/2	0.138	36" x 23"	3½	0.129
36"	4	0.196	44" x 27"	4	0.185
42"	4 1/2	0.263	51" x 31"	4½	0.245
48"	5	0.340	58" x 36"	5	0.318
54"	5½	0.427	65" x 40"	5½	0.394
60"	6	0.524	73" x 45"	6	0.489
66"	6½	0.630			
72"	7	0.747			

GENERAL NOTES

1. QUANTITIES FOR JUNCTION BOXES SHOWN ON THE PLANS WILL BE THE BASIS FOR PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE.
2. CONCRETE SHALL BE CLASS "B" AND REINFORCING STEEL SHALL BE DEFORMED BARS, SIZE #4.
3. SIDE 1 OF THE JUNCTION BOX WILL ALWAYS BE THE OUTFLOW SIDE.
4. IF PIPES ARE SKEWED MORE THAN 15° OR IF SKEWED PIPES PRODUCE CONFLICTS WITH ANOTHER OPENING, THE PIPE SHALL BE BROKEN BACK TO THE WALL OF THE JUNCTION BOX.

BY	REVISIONS	DATE
A.W.K.	GENERAL	12-22-83
A.W.K.		4-11-80

MISSISSIPPI STATE HIGHWAY DEPARTMENT

JUNCTION BOX FOR PIPE CULVERTS

WORKING NUMBER JB-1

SHEET NUMBER 8

DESIGNED _____ DETAILED _____ TRACED _____

CHECKED _____ ISSUED D.B.J. DATE 11-1-79