Highland Colony Parkway

~~SUMMERTREE~~ PARKWAY

804

3-1

Roadway Construction and Drainage Plans

CITY OF RIDGELAND, MISSISSIPPI

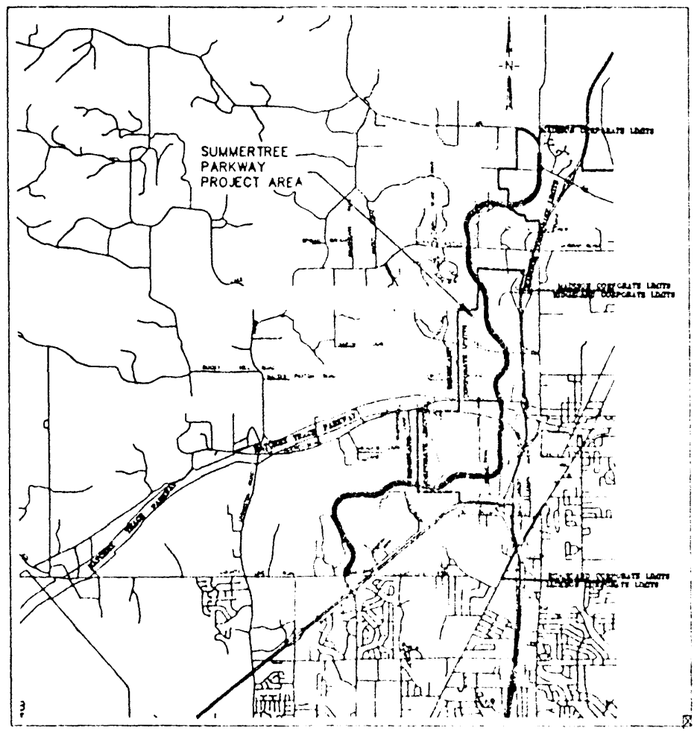
Mayor: Gene F. McGee

Aldermen: Brian Barcellona
Al Bible
Harvey Carr, Jr.
Linda Davis
Daryl Smith

City Attorney: Jerry Mills

Acting City Clerk: Becky Dixon

Acting Public Works Director:
Sid Hawthorne



VICINITY MAP

November, 1989

WAGGONER ENGINEERING, INC.
Consulting Engineers
Jackson, Mississippi

MADISON COUNTY BOARD OF SUPERVISORS:

President:
J. S. "Brother" Harris

District #1:
Bob Dowdle

District #2:
J. S. "Brother" Harris

District #3:
David Richardson

District #4:
Karl Banks

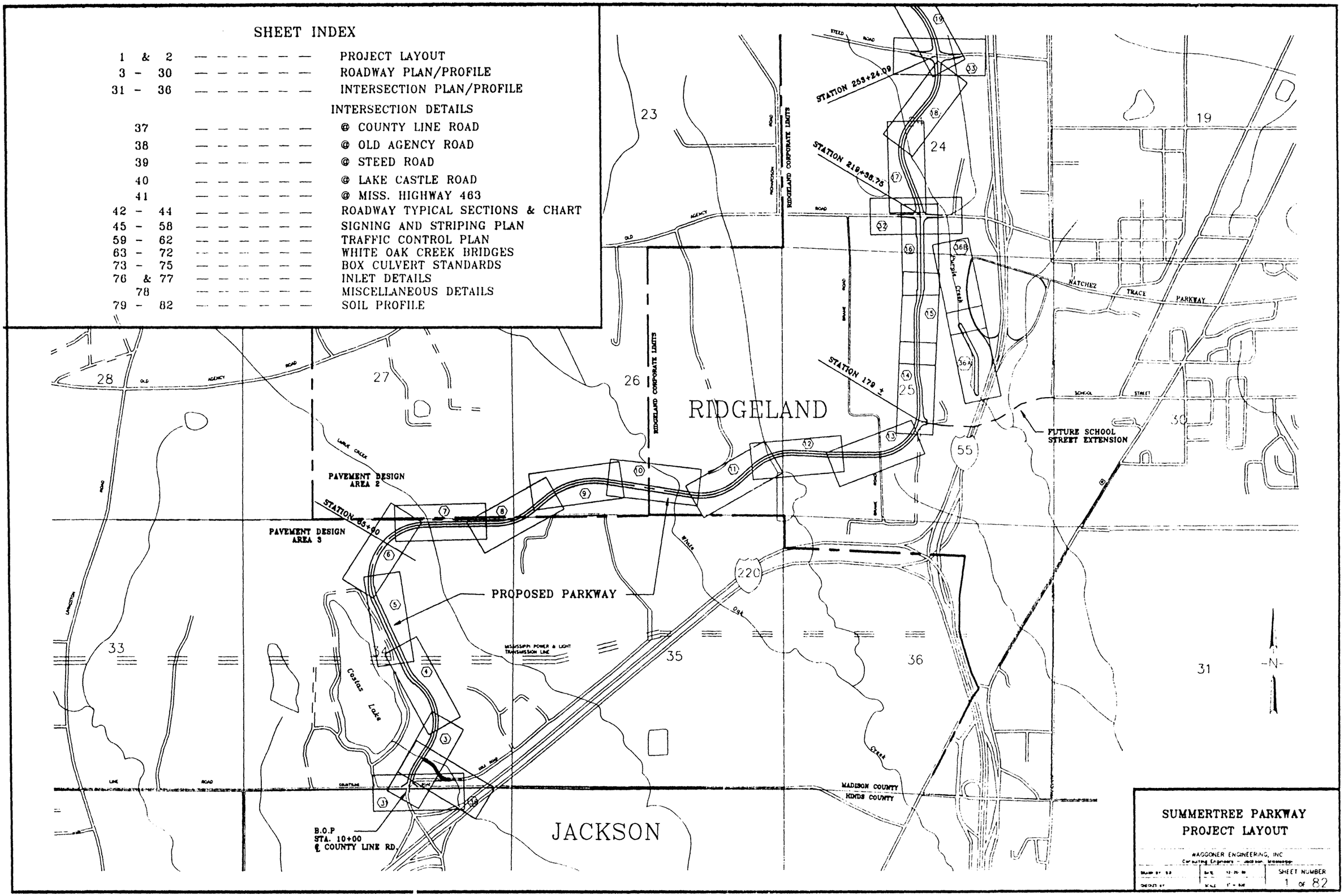
District #5:
J. L. McCullough

County Attorney: Bob Montgomery

PWP-00804

SAM VINSON

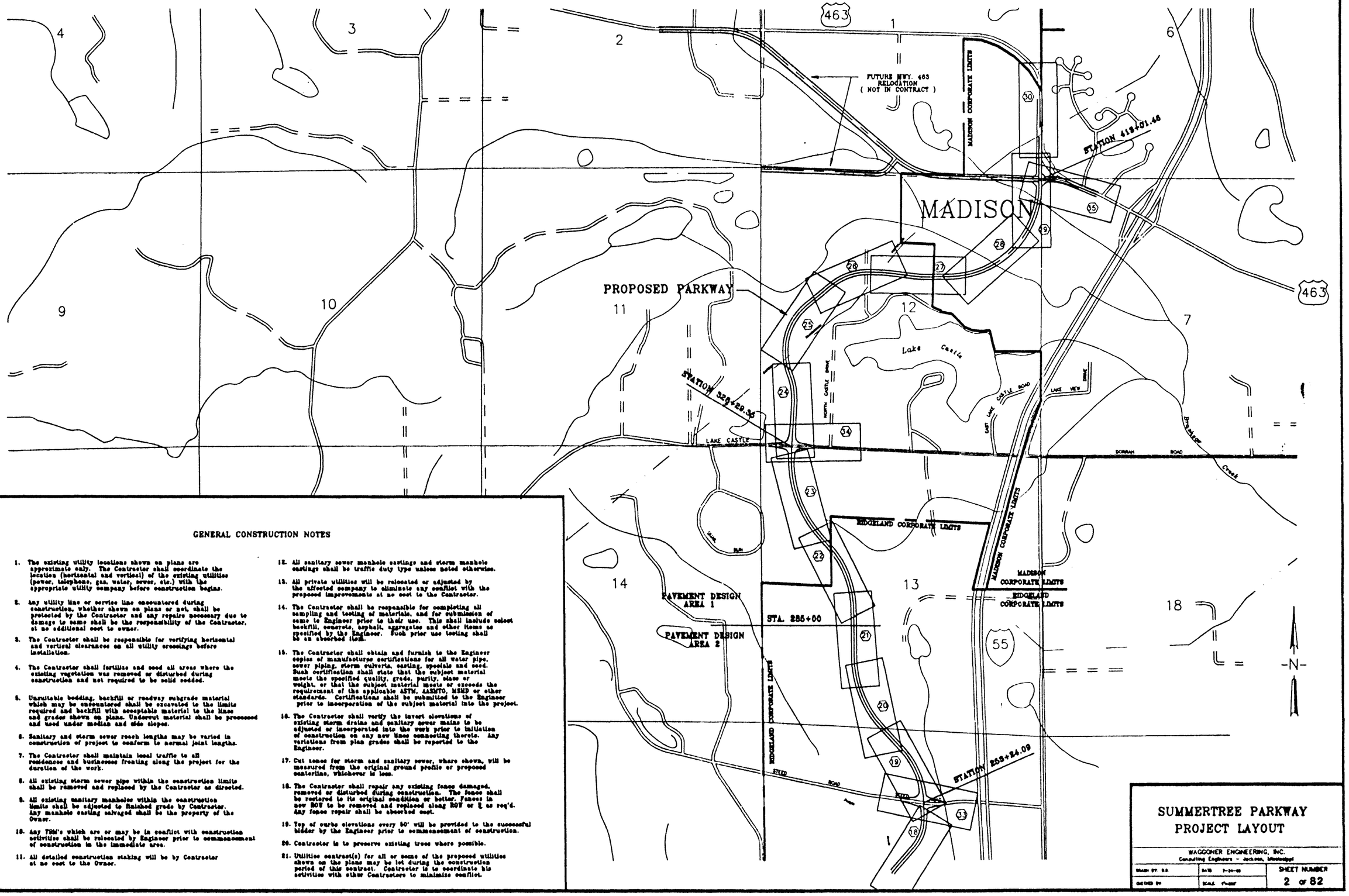
SHEET INDEX



SUMMERTREE PARKWAY
PROJECT LAYOUT

WAGGONER ENGINEERING, INC
Consulting Engineers — Jackson, Mississippi

DRAWN BY: S.B.	DATE: 12-20-89	SHEET NUMBER
CHECKED BY:	SCALE: 1" = 800'	1 OF 82



GENERAL CONSTRUCTION NOTES

1. The existing utility locations shown on plans are approximate only. The Contractor shall coordinate the location (horizontal and vertical) of the existing utilities (power, telephone, gas, water, sewer, etc.) with the appropriate utility company before construction begins.
2. Any utility line or service line encountered during construction, whether shown on plans or not, shall be protected by the Contractor and any repairs necessary due to damage to same shall be the responsibility of the Contractor, at no additional cost to owner.
3. The Contractor shall be responsible for verifying horizontal and vertical clearances on all utility crossings before installation.
4. 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.
5. Unsuitable bedding, backfill or roadway subgrade material which may be encountered shall be excavated to the limits required and backfill with acceptable material to the lines and grades shown on plans. Undercut material shall be processed and used under medians and side slopes.
6. Sanitary and storm sewer reach lengths may be varied in construction of project to conform to normal joint lengths.
7. The Contractor shall maintain local traffic to all residences and businesses fronting along the project for the duration of the work.
8. All existing storm sewer pipe within the construction limits shall be removed and replaced by the Contractor as directed.
9. All existing sanitary manholes within the construction limits shall be adjusted to finished grade by Contractor. Any manhole casting salvaged shall be the property of the Owner.
10. Any TBM's which are or may be in conflict with construction activities shall be relocated by Engineer prior to commencement of construction in the immediate area.
11. All detailed construction staking will be by Contractor at no cost to the Owner.
12. All sanitary sewer manhole castings and storm manhole castings shall be traffic duty type unless noted otherwise.
13. All private utilities will be relocated or adjusted by the affected company to eliminate any conflict with the proposed improvements at no cost to the Contractor.
14. The Contractor shall be responsible for completing all sampling and testing of materials, and for submission of same to Engineer prior to their use. This shall include select backfill, concrete, asphalt, aggregates and other items as specified by the Engineer. Such prior use testing shall be an absorbed item.
15. The Contractor shall obtain and furnish to the Engineer copies of manufacturers certifications for all water pipe, sewer piping, storm culverts, casting, specials and seed. Such certification shall state that the subject material meets the specified quality, grade, purity, class or weight, or that the subject material meets or exceeds the requirement of the applicable ASTM, AASHTO, MSHD or other standards. Certifications shall be submitted to the Engineer prior to incorporation of the subject material into the project.
16. The Contractor shall verify the invert elevations of existing storm drains and sanitary sewer mains to be adjusted or incorporated into the work prior to initiation of construction on any new lines connecting thereto. Any variations from plan grades shall be reported to the Engineer.
17. Cut zones for storm and sanitary sewer, where shown, will be measured from the original ground profile or proposed centerline, whichever is less.
18. The Contractor shall repair any existing fence damaged, removed or disturbed during construction. The fence shall be restored to its original condition or better. Fences in new ROW to be removed and replaced along ROW or R as req'd. Any fence repair shall be absorbed cost.
19. Top of curbs elevations every 50' will be provided to the successful bidder by the Engineer prior to commencement of construction.
20. Contractor is to preserve existing trees where possible.
21. Utilities contract(s) for all or some of the proposed utilities shown on the plans may be let during the construction period of this contract. Contractor is to coordinate his activities with other Contractors to minimize conflict.

SUMMERTREE PARKWAY
PROJECT LAYOUT

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY: S.S.	DATE: 7-24-02	SHEET NUMBER
CHECKED BY:	SCALE: 1"=400'	2 of 82

THEO P. COSTAS Jr.

LIMITS OF OVERLAY OF EXIST. PAVEMENT W/NEW ASPHALT SURFACE. MATCH EXIST. EDGE PAVEMENT W/NEW ASPHALT BASE.

MATCH EXIST. FL. DITCH

35'X 100' TEMP. CONST. EASEMENT REQ'D.

100 LF V-DITCH REQ'D.

F.E.S. REQ'D. D.A.= .4 AC. FL= 359.38

176'-15" R.C.P. REQ'D. @ 0.60% REQ'D. Q=.69 C.F.S.

EXIST. R.O.W.

COUNTY LINE ROAD

25' TEMPORARY CONST. EASEMENT

15+00

60'-15" R.C.P. @ 0.60% REQ'D. Q=1.73 C.F.S.

TYPE "A" INLET REQ'D. DA=0.27AC.

120'-15" R.C.P. REQ'D. Q=4.54 C.F.S.

TYPE "A" INLET REQ'D. DA=0.69AC.

STA. 11+00.00

TRANSITION PAVEMENT WIDTH 56' BB TO 80' BB

EXIST. R.O.W.

F.E.S. REQ'D. FL=358.50

100 LF V-DITCH REQ'D.

COLE ROAD

NO ACCESS R.O.W.

MATCH EXIST. FL. DITCH

TRAFFIC POLE

TRAFFIC POLE ADJUST

10+00

STA. C.L.R. 2+10
STA. S.T.P. 10+00

PC 10+24.82

COUNTY LINE ROAD INTERSECTION SEE SHT. NO. 31

DA=155.88 AC.

35'X 100' TEMP. CONST. EASEMENT REQ'D.

35'X 25' PERMANENT DRAINAGE EASEMENT REQ'D.

300 L.F. 8' FLAT BOTTOM DITCH @ 0.30% REQ'D.

2-58" x 36" F.E.S. REQ'D. Q=189.24 C.F.S.

5.5 TONS RIP-RAP REQ'D.

TREE TO BE PRESERVED

PROPOSED R.O.W.

105' DBL. 58" x 36" ARCH PIPE REQ'D. Q=189.24 C.F.S.

2-58" x 36" F.E.S. REQ'D.

5.5 TONS RIP-RAP REQ'D.

8'-44" X 27" ARCH PIPE @ 0.50% REQ'D. Q=67.4 C.F.S.

F.E.S. REQ'D. FL 342.10

PROPOSED R.O.W.

PC = 19+85.08

20+00

TYPE "A" INLET REQ'D. D.A.=1.07 AC.

36'-18" R.C.P. @ 0.50% REQ'D. Q=8.29 C.F.S.

TYPE "B" INLET REQ'D. D.A.=0.72 A.C.

46'-18" R.C.P. @ 0.50% REQ'D. Q=11.29 C.F.S.

J.B. REQ'D. FL 342.14

TYPE "A" INLET REQ'D. D.A.=2.29 AC.

50'-15" R.C.P. @ 0.65% REQ'D. Q=4.76 C.F.S.

410'-44" X 27" ARCH PIPE REQ'D. Q=58.85 C.F.S.

TYPE "B" INLET REQ'D. D.A.=2.75 AC.

50' LF. 44"X 27" ARCH PIPE REQ'D.

PROPOSED CURB & GUTTER

10' TEMP. CONST. EASEMENT

MATCH LINE STA. 25+00 (SEE SHEET 4 OF 82)

THEO P. COSTAS Jr.

P.I. STA. 12+99.98
Δ = 34°00'00"
R = 900.00'
T = 275.16'
L = 534.07'

PC = 2+08.43

P.I. STA. 2+75.77
Δ = 30°09'05"
R = 250.00'
T = 67.34'
L = 131.56'

PT = 3+39.99

R70.00'

PT = 15+58.89

R30.00'

END OF CURB

50' ROW

100' TRANSITION 3 LANES TO 2 LANES

35'X 25' PERMANENT DRAINAGE EASEMENT REQ'D.

20'X 85' TEMP. CONST. EASEMENT REQ'D.

100 L.F. 8' FLAT BOTTOM DITCH @ 0.30% REQ'D.

30'X 100' TEMP. CONST. EASEMENT REQ'D.

20'X 20 PERMANENT DRAINAGE EASEMENT REQ'D.

75 LF V-DITCH @ 0.40% REQ'D.

FL 342.10

DITCH

NOTE: REMOVE EXISTING PAVEMENT & EXCAVATE EXISTING ROADWAY FILL FOR BORROW MATERIAL ON NEW ROADWAY.

COLE ROAD RELOCATION SEE SHEET 36

THEO P. COSTAS Jr.

SCALE: 1"=50' HORIZ. 1"=5' VERT.

NOTE: CONTRACTOR REFER TO M.S.H.D. PERMIT FOR SPECIAL REQUIREMENTS THIS AREA

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

100 VC
BVC STA = 10+25
BVC ELEV = 366.68
PVI STA = 10+75
PVI ELEV = 365.78
EVC STA = 11+25
EVC ELEV = 362.84

300 VC
BVC STA = 11+50
BVC ELEV = 361.52
PVI STA = 13+00
PVI ELEV = 353.00
EVC STA = 14+50
EVC ELEV = 352.13

-5.68%

176'-15" R.C.P. @ 0.40% REQ'D.

STA. 15+72 INLET LT. REQ'D.

FL 345.92

120'-15" R.C.P. @ 0.60% REQ'D.

105'-58" x 36" (DBL) ARCH PIPE @ 0.40% REQ'D.

15" IN 345.20

CL FL 343.50

-0.58%

BVC STA = 20+25
BVC ELEV = 348.79
STA. 20+50 INLETS REQ'D.
PVI STA = 20+75
PVI ELEV = 348.50
EVC STA = 21+25
EVC ELEV = 349.00

100 VC

+1.00%

15" IN 342.19 INLET LT. IN 342.60 INLET RT. IN 342.43

JUNCTION BOX REQ'D. FL 342.14

410'-44" X 27" ARCH PIPE @ 0.64% REQ'D.

STA. 24+50 INLETS REQ'D.

50'-44" X 27" ARCH PIPE @ 1.10% REQ'D.

15" IN 345.75 INLET LT. FL 346.05 INLET RT. FL 344.75

	366.9	366.2	366.11	365.95	365.8	364.24	361.1	361.52	357.8	358.89	355.1	356.69	353.1	354.91	350.5	353.56	347.8	352.63	348.6	352.13	346.6	351.84	348.0	351.55	345.3	351.26	345.8	350.97	346.5	350.68	347.3	350.39	348.2	350.10	348.8	349.81	349.4	349.52	349.1	349.23	348.0	348.94	347.5	348.69	347.1	348.80	347.7	349.25	348.2	349.76	348.5	350.26	349.2	350.76	349.9	351.26	350.5	351.77	351.4	352.27	351.4	352.77
	10+00		11+00		12+00		13+00		14+00		15+00		16+00		17+00		18+00		19+00		20+00		21+00		22+00		23+00		24+00		25+00																																						

NO.	DATE	REVISIONS	BY
1	12-20	FINAL REVISIONS	J.P.

DESIGNED | DRAWN | DATE 11-28-89 | SCALE AS SHOWN

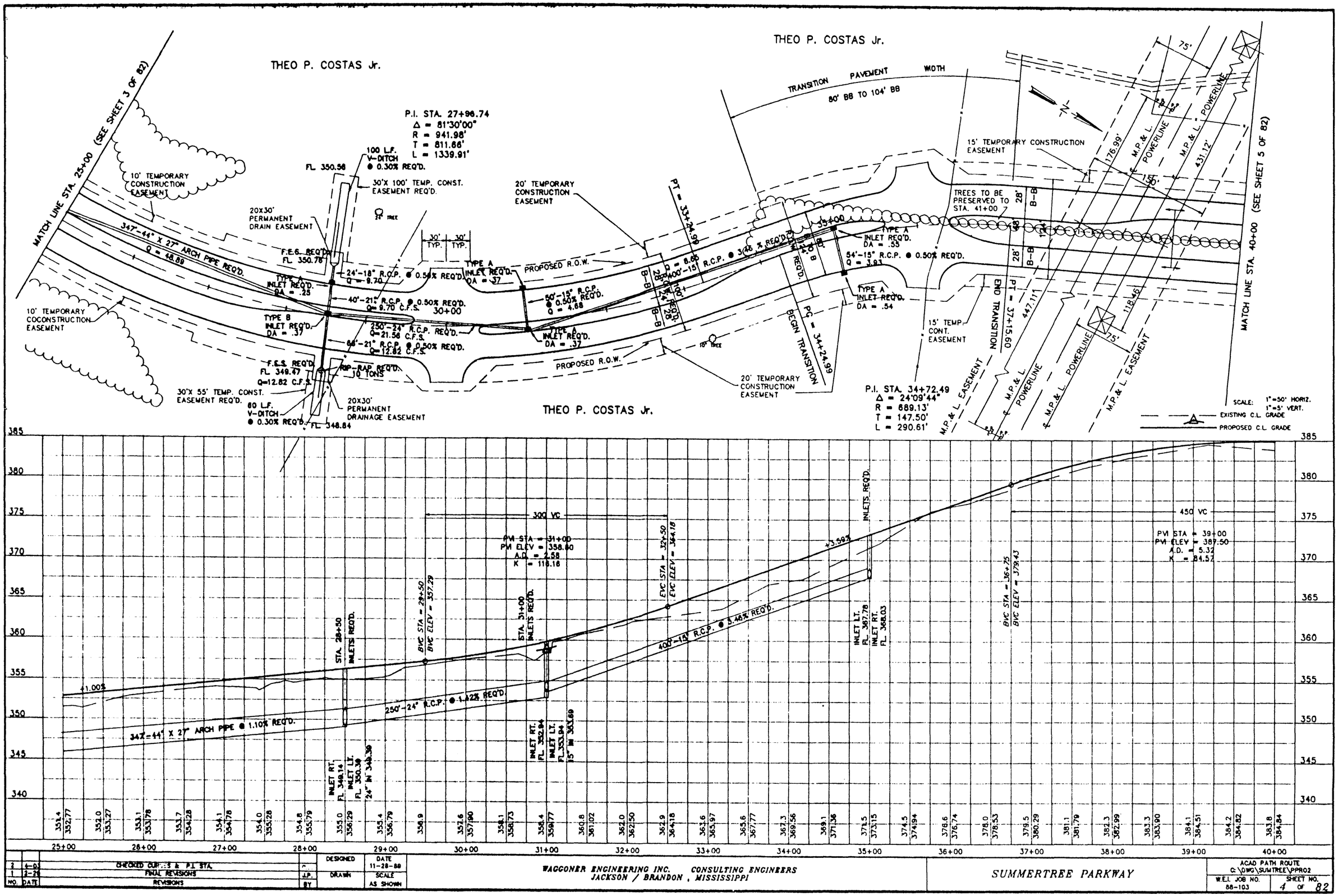
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR01

W.E.I. JOB NO. 88-103

SHEET NO. 3 OF 82



NO.	DATE	REVISIONS	BY	DESIGNED	DATE 11-28-88
2	4-03	CHECKED CUP.:S & P.I. STA.	?		
1	2-29	FINAL REVISIONS	J.P.	DRAWN	SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPRO2

W.E.I. JOB NO. 88-103

SHEET NO. 4 OF 82

THEO P. COSTAS Jr.

MATCH LINE STA. 40+00 (SEE SHEET 4 OF 82)

GRAVEL ROAD

25' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

30' TYP. 30' TYP.

GRATE INLET REQ'D. TOP 378.00 FL 374.75

15"-18" R.C.P. REQ'D. ● 0.50% Q = 4.63 C.F.S.

25' TEMPORARY CONSTRUCTION EASEMENT

PROPOSED R.O.W.

TYPE A INLET REQ'D. △ DA = 1.7 AC.

2 INLETS REQ'D △

△ 105'-18" R.C.P. REQ'D. ● 0.50% Q = 8.40 C.F.S.

TREES TO BE PRESERVED

TREES TO BE PRESERVED 45+00

TYPE A INLET REQ'D. DA = .95 AC.

25'-21" R.C.P. ● 0.50% REQ'D. Q = 13.08 C.F.S.

15' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

EDGE OF POND

NEW POND LIMIT

F.E.S. REQ'D. FL 371.36

RIP-RAP REQ'D. 10 TONS

20'X 35' PERMANENT CONST. EASEMENT REQ'D.

50'X 250' TEMP. CONST. EASEMENT REQ'D. TO DRAIN POND AND DO ROAD WORK

CONTRACTOR TO DRAIN POND AND UNDERCUT ROADWAY AREA

PROPOSED R.O.W.

15' TEMPORARY CONSTRUCTION EASEMENT

25' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

GRATE INLET REQ'D. TOP 382.00 FL 377.75

15"-15" R.C.P. REQ'D. ● 0.50% Q = 4.67 C.F.S.

2 INLETS REQ'D △

105'-18" R.C.P. ● 0.50% REQ'D. Q = 8.78 C.F.S.

TYPE A INLET REQ'D. DA = 1.8 AC.

50+00

TREES TO BE PRESERVED

25'-21" R.C.P. ● 0.50% REQ'D. Q = 12.60 C.F.S.

TYPE A INLET REQ'D. DA = .75 AC

20'X 30'PERMANENT DRAINAGE ESMT. REQ'D.

20'X 100'TEMP.CONST. EASEMENT REQ'D.

F.E.S. REQ'D. FL 373.20

RIP-RAP REQ'D. 10 TONS

100 L.F. V-DITCH REQ'D.

BEGIN TRANSITION STA. 51+67.45

PC = 51+67.45

TRANSITION

104' BB TO 80' BB PAVEMENT WIDTH

20'X 70'TEMP.CONST. EASEMENT REQ'D.

60 L.F. V-DITCH REQ'D.

25'X 20'PERMANENT DRAINAGE ESMT. REQ'D.

△ F.E.S. REQ'D. FL 371.07

60'-18" R.C.P. ● 1.00% REQ'D. DA = 4.58 AC. Q = 7.55

TYPE A INLET REQ'D. △ DA = 0.57 AC

△ 50'-21" R.C.P. REQ'D. Q = 12.46 ● 0.50%

TYPE B INLET REQ'D. DA = .66 AC.

15' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

△ 30'-24" R.C.P. REQ'D. ● 0.5% Q = 18.21

△ F.E.S. REQ'D. FL 369.57

25'X 40'PERMANENT DRAINAGE ESMT. REQ'D.

RIP-RAP REQ'D. 10 TONS

50'X 250' TEMP. CONST. EASEMENT REQ'D.

END TRANSITION

MATCH LINE STA. 55+00 (SEE SHEET 6 OF 82)

THEO P. COSTAS Jr.

SCALE: 1"=50' HORIZ. 1"=5' VERT.

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

450 VC
PVI STA = 39+00
PVI ELEV = 387.50
A.D. = 5.32
K = 84.57
EVC STA = 41+25
EVC ELEV = 381.60
BVC STA = 41+50
BVC ELEV = 381.17

250 VC
PVI STA = 42+75
PVI ELEV = 381.00
A.D. = 4.27
K = 58.59
EVC STA = 41+25
EVC ELEV = 381.60
BVC STA = 41+50
BVC ELEV = 381.17
STA. 42+51 INLETS REQD.
15" IN 374.00
18" IN 370.18
15" IN 374.00
INLET LT. FL 372.00
INLET RT. FL 371.48

EVC STA = 44+00
EVC ELEV = 384.17
BVC STA = 44+75
BVC ELEV = 386.07
+2.63%

350 VC
PVI STA = 46+50
PVI ELEV = 390.50
A.D. = 4.70
K = 74.47

EVC STA = 49+25
EVC ELEV = 386.77
BVC STA = 49+50
BVC ELEV = 386.17
-1.71%

200 VC
PVI STA = 49+50
PVI ELEV = 384.00
A.D. = 3.50
K = 57.14
STA. 49+74 INLETS REQD.
LOW POINT ELEVATION = 384.66
LOW POINT STATION = 49+73.81
15" IN 377.68
INLET LT. FL 374.09
INLET RT. FL 373.32
15" IN 377.68

EVC STA = 50+50
BVC ELEV = 385.33

250 VC
PVI STA = 51+75
PVI ELEV = 387.00
A.D. = 4.07
K = 61.41

EVC STA = 53+00
EVC ELEV = 383.58
+1.74%
STA. 54+50 INLETS REQD.
IN 18" 370.47 △
INLET LT. FL 370.22
INLET RT. FL 369.72
IN 21" 369.97
FES REQD. FL 368.57 △

	383.8	382.8	381.4	379.4	377.2	375.8	375.6	378.1	381.1	383.2	385.2	386.7	387.8	388.8	388.2	386.9	384.4	382.3	380.3	380.5	380.7	382.0	384.1	385.3	385.1	383.6	381.2	378.8	378.9	378.0	378.47	373.3	378.10
	384.84	384.57	384.00	383.17	382.51	382.29	382.49	383.11	384.17	385.43	386.66	387.59	388.18	388.44	388.37	387.86	387.21	386.17	385.30	384.88	384.89	385.33	385.80	385.85	385.50	384.74	383.58	382.21	380.84				

40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00

NO.	DATE	REVISIONS	BY
△	9-8	CONST. REVISIONS	
1	12-29	FINAL REVISIONS	J.P.

DESIGNED | DATE 11-28-89
DRAWN | SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPROJ

W.E.I. JOB NO. 88-103

SHEET NO. 5 OF 82

THEO P. COSTAS Jr.

30' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

30' TYP. 30' TYP.

PROPOSED R.O.W.

TYPE A INLET REQ'D. DA = .55 AC.

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

50'-15" R.C.P. @ 0.50% REQ'D. Q = 2.89

60+00

315'-15" RCP REQ'D. Q= 8.54 CFS

TYPE A INLET REQ'D. DA = .37 AC.

20' PERMANENT DRAINAGE EASEMENT REQ'D.

TYPE A INLET REQ'D. DA = .22 AC.

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

TYPE A INLET REQ'D. —DA= .34 AC.

50'-15" R.C.P. @ 0.50% REQ'D. Q = 2.89

TYPE A INLET REQ'D. DA = .40 AC.

51'-15"RCP @ 0.50% REQ'D. Q= 1.9 CFS

230'-18" R.C.P. REQ'D. Q = 8.45

TYPE A INLET REQ'D. DA = .39 AC.

PI STA. 68+46.86
Δ = 113°33'04"
R = 1100.00'
T = 1679.41'
L = 2180.02'

100 L.F. 10' FLAT BOTTOM DITCH @ 0.5% REQ'D.

40'X30' PERMANENT DRAINAGE EASEMENT REQ'D.

THEO P. COSTAS Jr.

110'X 40' TEMP. CONST. EASEMENT REQ'D.

14 TONS RIP-RAP REQ'D.

FL 348.00
DA= 130.39 AC.

TYPE D INLET REQ'D. DA = .74 AC.

65+00

130'-18" RCP Q= 12.27 CFS REQ'D.

120'-10'x4' BOX CULVERT REQ'D. Q= 180 CFS

THOMAS A. PATTERSON

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

FL 347.32

14 TONS RIP-RAP REQ'D.

80 LF. 10' FLAT BOTTOM DITCH @ 0.50% REQ'D.

TYPE D INLET REQ'D. DA = .74 AC.

40'X30' PERMANENT DRAINAGE EASEMENT REQ'D

60'X 40' TEMP. CONST. EASEMENT REQ'D.

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

MATCH LINE STA. 704+00 (SEE SHEET 7 OF 82)

MATCH LINE STA. 554+00 (SEE SHEET 5 OF 82)

NEW POND LIMIT POND

CONTRACTOR TO UNDERCUT AND BACKFILL ROADWAY DRAIN POND AND RESTORE LEVEE AFTER CONSTRUCTION

180 X 164 TEMPORARY CONSTRUCTION EASEMENT REQ'D.

THEO P. COSTAS Jr.

THEO P. COSTAS Jr.

SCALE: 1"=50' HORIZ. 1"=5' VERT.

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

200 VC

BVC STA = 55+50 BVC ELEV = 378.73

EVC STA = 57+50 EVC ELEV = 372.89

PVI STA = 56+50 PVI ELEV = 374.06

BVC STA = 59+50 BVC ELEV = 371.78

PVI STA = 59+50 PVI ELEV = 370.67

EVC STA = 69+50 EVC ELEV = 367.00

-2.74%

-1.11%

-3.67%

INLET LT. FL 365.66

INLET RT. FL 365.41

STA. 58+00 INLETS REQ'D.

STA. 61+00 INLETS REQ'D.

BVC STA = 61+37.50 BVC ELEV = 363.79

315'-15" R.C.P. @ 3.21% REQ'D.

STA. 62+00 INLETS REQ'D.

15" IN 355.30

INLET LT. FL 355.30

INLET RT. FL 355.05

230'-18" R.C.P. @ 2.0 % REQ'D.

100 VC

PVI STA = 62+87.50 PVI ELEV = 358.29

EVC STA = 64+37.50 EVC ELEV = 356.90

STA. 64+40 INLETS REQ'D.

INLET RT. FL 360.45

INLET LT. FL 350.185

-0.92%

BVC STA = 65+50 BVC ELEV = 355.06

STA. 65+87.60 INLETS REQ'D.

130'-18" R.C.P. @ 1.00 % REQ'D.

16" IN 340.15

CL FL 347.66

PVI STA = 66+00 PVI ELEV = 355.40

100 VC

EVC STA = 66+50 EVC ELEV = 356.08

10' x 4' CONC. BOX CULVERT REQ'D. @ .57%

+1.37%

BVC STA = 69+25 BVC ELEV = 359.84

PVI STA = 69+75 PVI ELEV = 360.52

100 VC

375	375.3	378.10	55+00
	374.3	376.73	
	373.9	375.47	56+00
	372.9	374.40	
	372.3	373.54	57+00
	371.0	372.89	
	371.8	372.33	58+00
	371.6		
370	371.0	371.06	59+00
	369.9	370.03	
	368.6	368.68	60+00
	366.9	367.00	
	365.4	365.17	61+00
	363.7	363.34	
360	361.8	361.68	62+00
	359.7	360.24	
	357.6	359.04	63+00
	355.4	358.06	
	353.0	357.31	64+00
	351.6	356.79	
355	350.6	356.32	65+00
	350.2	355.86	
	349.2	355.69	66+00
	351.3	356.08	
	353.0	356.77	67+00
	354.9	357.45	
	356.9	358.13	68+00
	358.3	358.81	
350	358.5	359.50	69+00
	360.2	360.11	
	360.5	360.27	70+00
345			

NO.	DATE	REVISIONS	BY
3	8-18	CHANGED GRADE STA. 62+00 TO STA. 70+00	R.C.
2	8-05	CHECKED CURVE DATA & P.I. STA.	C.S.
1	12-29	FINAL REVISIONS	J.P.

DESIGNED — DRAWN — DATE 8-27-88 — SCALE AS SHOWN

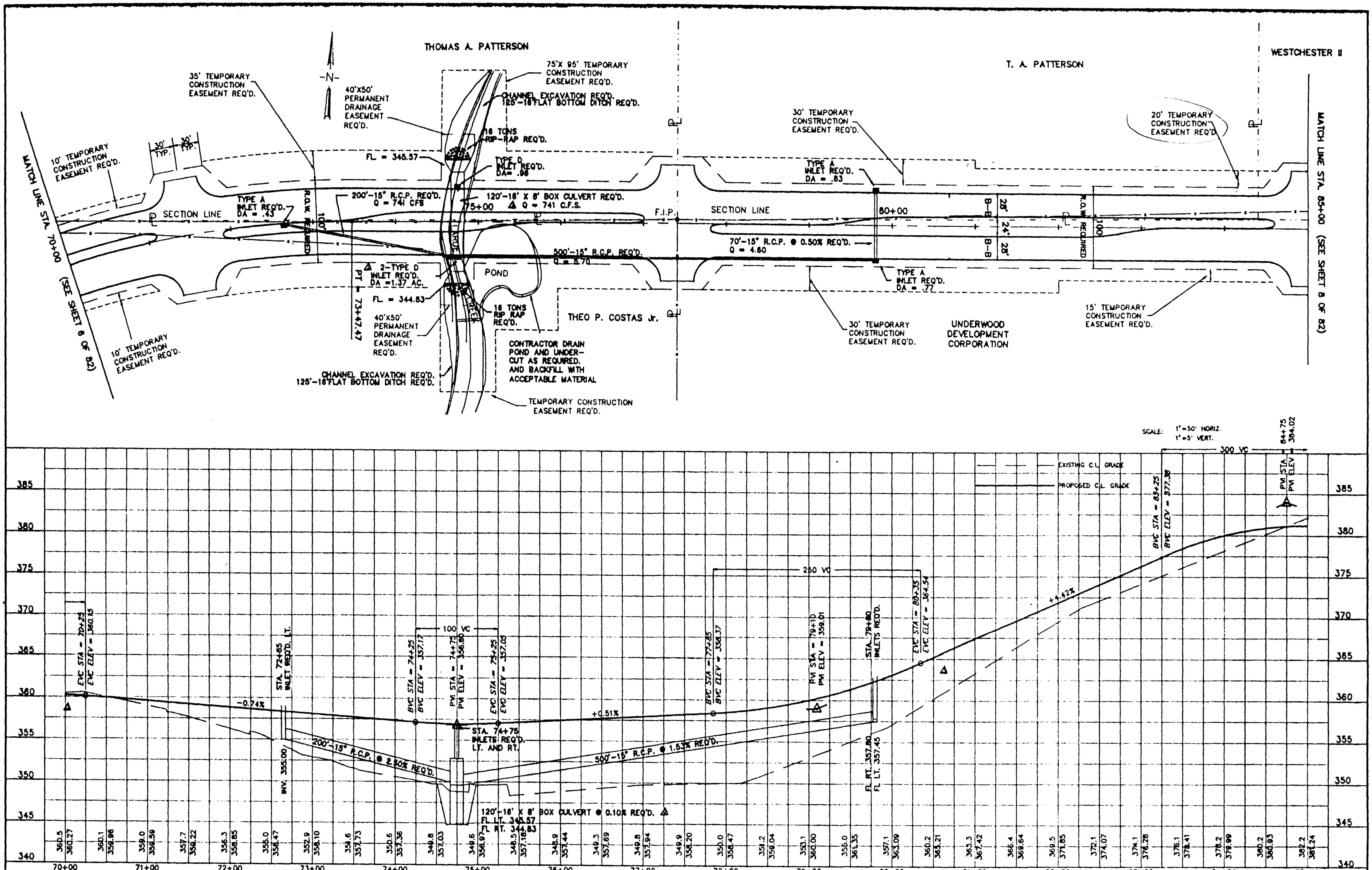
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON ,BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE D:\SUMTREE\PPR04

W.E.I. JOB NO. 88-103

SHEET NO. 6 OF 82



NO.	DATE	REVISIONS	BY		
△	9-19	CHANGED GRADE STA. 70+00 TO STA. 81+00	R.C.	DESIGNED	DATE
△	9-8	CONST. REVISIONS	K.L.		7-24-89
1	12-11	FINAL REVISIONS	J.P.	DRAWN	SCALE
NO.	DATE	REVISIONS	BY		AS SHOWN

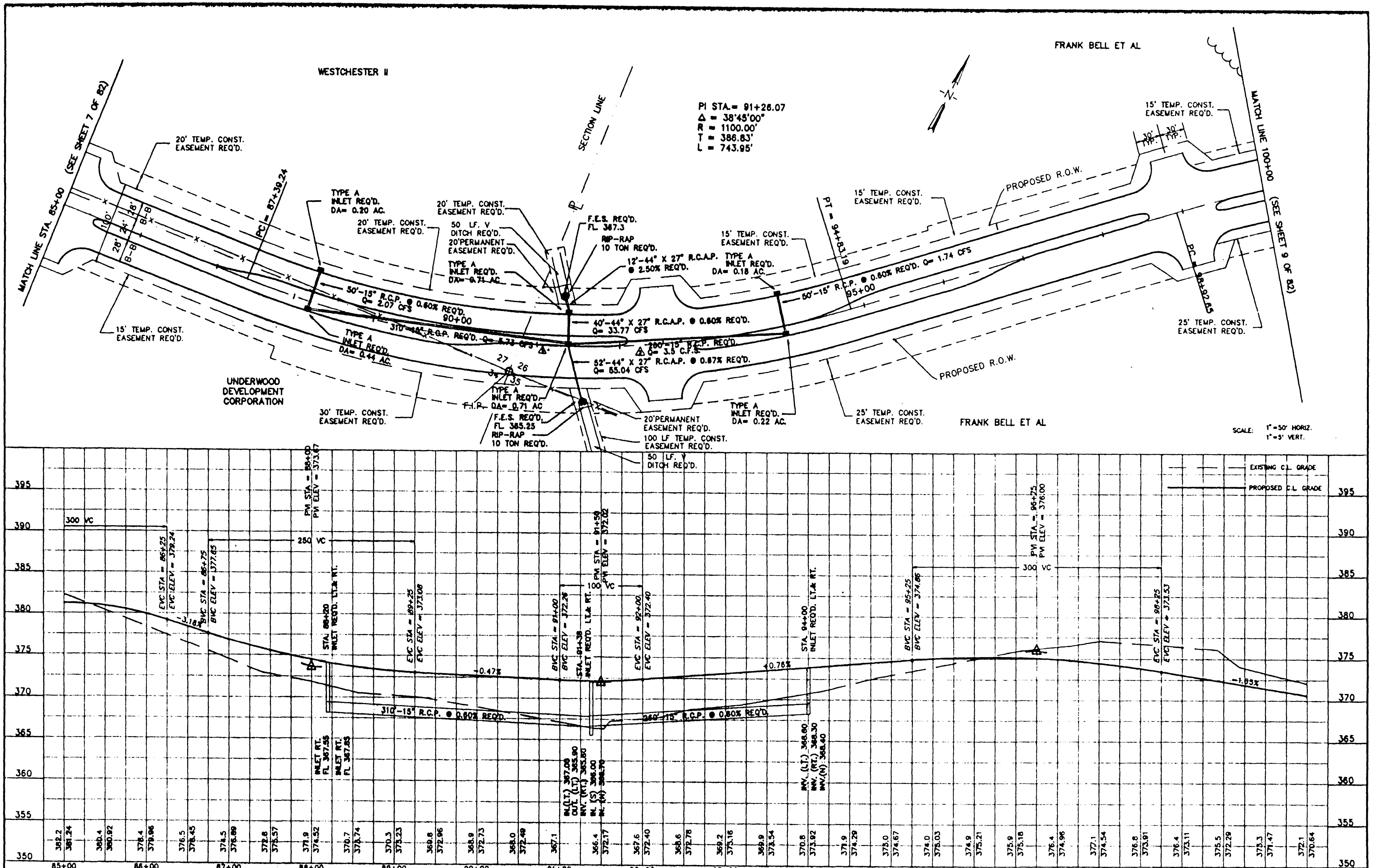
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON/BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE
G:\DWG\SUMTREE\PPRO8

W.E.I. JOB NO. 88-103

SHEET NO. 7 OF 82



NO.	DATE	REVISIONS	BY
3	9-06	CONST. REVISIONS	K.L.
2	4-05	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
1	2-11	FINAL REVISIONS	J.P.

DESIGNED / DRAWN — DATE 8-27-88 — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPROS
W.E.I. JOB NO. 88-103
SHEET NO. 8 OF 82

NO.	REVISION	DATE	BY
3	STATION VALUES	9-20	K.L.

80'X 60' PERMANENT DRAINAGE EASEMENT REQ'D.

FRANK BELL ET AL

F.E.S. REQ'D. FL 356.00

TYPICAL 30' 30'

10'TEMP. CONST. EASEMENT REQ'D.

50'TEMP. CONST. EASEMENT REQ'D.

144'-15" R.C.P. @ 2.78% REQ'D. Q= 11.27 CFS

105+00

TYPE A INLET REQ'D. DA= .76 AC.

375'-15" R.C.P. REQ'D. Q= 8.57 CFS

40'-15" R.C.P. @ 0.60% REQ'D. Q= 3.27 CFS

TYPE A INLET REQ'D. DA= .52 AC.

50'-15" RCP @ 0.60% REQ'D. Q= 2.31 CFS

50'-15" RCP @ 0.60% REQ'D. Q= 3.29 CFS

TYPE A INLET REQ'D. DA= .69 AC.

10'TEMP. CONST. EASEMENT REQ'D.

MATCH LINE STA. 100+00 (SEE SHEET 8 OF 82)

TYPE A INLET REQ'D. DA= .75 AC.

20'TEMP. CONST. EASEMENT REQ'D.

10'TEMP. CONST. EASEMENT REQ'D.

TYPE A INLET REQ'D. DA= .50 AC.

15'TEMP. CONST. EASEMENT REQ'D.

TYPE A INLET REQ'D. DA = .66 AC.

325'-15" RCP REQ'D. Q= 6.45 CFS

PI STA.= 106+66.76
Δ = 48°23'57"
R = 1499.99'
T = 674.11'
L = 1267.08'

FRANK BELL ET AL

PROPOSED R.O.W.

TYPE A INLET REQ'D. DA= 0.80 AC

100' 28' B-B 24' B-B 28' B-B

110+00

TYPE B INLET REQ'D. DA= .77 AC.

PT = 111+59.73

50' 15"RCP @ 0.60% REQ'D. Q= 4.41 CFS

300'-24" RCP REQ'D. Q= 15.12 CFS

100'-24" RCP REQ'D. Q= 15.12 CFS

JUNCTION BOX REQ'D. FL 330.00

PROPOSED R.O.W.

10'TEMP. CONST. EASEMENT REQ'D.

FRANK BELL ET AL

10'TEMP. CONST. EASEMENT REQ'D.

MATCH LINE STA. 115+00 (SEE SHEET 10 OF 82)

-N-

SCALE: 1"=50' HORIZ. 1"=5' VERT.

200 VC

EVC STA = 100+25
EVC ELEV = 370.23

PVI STA = 101+00
PVI ELEV = 368.56

STA. 101+00 INLETS REQ'D.

EVC STA = 101+25
EVC ELEV = 368.56

PVI STA = 102+25
PVI ELEV = 368.08

400 VC

BVC STA = 104+00
BVC ELEV = 367.20

STA. 104+75 INLETS REQ'D.

PVI STA = 106+00
PVI ELEV = 366.20

-0.50%

375'-15" RCP @ 0.74% REQ'D.

144'-15" RCP @ 2.78% REQ'D.

INLET LT. FL 362.76
INLET RT. FL 363.00

FL 356.00

INLET LT. FL 360.00
INLET RT. FL 360.25

STA. 107+75 INLETS REQ'D.

EVC STA = 108+00
EVC ELEV = 356.78

-4.71%

INLET LT. FL 351.99
INLET RT. FL 351.75

BVC STA = 109+00
BVC ELEV = 348.30

400 VC

STA. 111+00 INLETS REQ'D.

328'-15" RCP @ 4.85% REQ'D.

PVI STA = 111+80
PVI ELEV = 338.68

EVC STA = 113+80
EVC ELEV = 336.75
STA. 114+00 JUNCTION BOX REQ'D. FL 330.00

300'-24" RCP @ 1.97% REQ'D.

100'-24" RCP @ 0.96% REQ'D.

INLET LT. FL 336.20
INLET RT. FL 335.90

15" IN 336.65

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

372.1	370.64	371.1	369.83
370.1	368.15	368.2	368.62
365.1	368.22	363.8	367.95
362.3	367.70	361.2	367.45
361.3	362.8	366.82	364.5
366.17	365.1	365.27	365.2
364.10	363.9	362.66	362.2
360.96	360.2	359.00	358.0
356.78	355.7	354.42	352.9
352.07	350.1	348.71	347.2
347.38	344.6	345.23	342.6
343.30	340.5	341.61	338.9
340.14	337.3	338.90	335.8
337.89	334.7	337.11	333.8
336.53	332.9	336.00	332.0
335.47			

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00

370 365 360 355 350 345 340 335 330 325

NO.	DATE	REVISIONS	BY
3	8-08	CONST. REVISION	K.L.
2	4-05	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
1	12-13	FINAL REVISIONS	K.L.

DESIGNED K.L. DRAWN C.S. CHECKED K.L. DATE 8-27-89 SCALE AS SHOWN

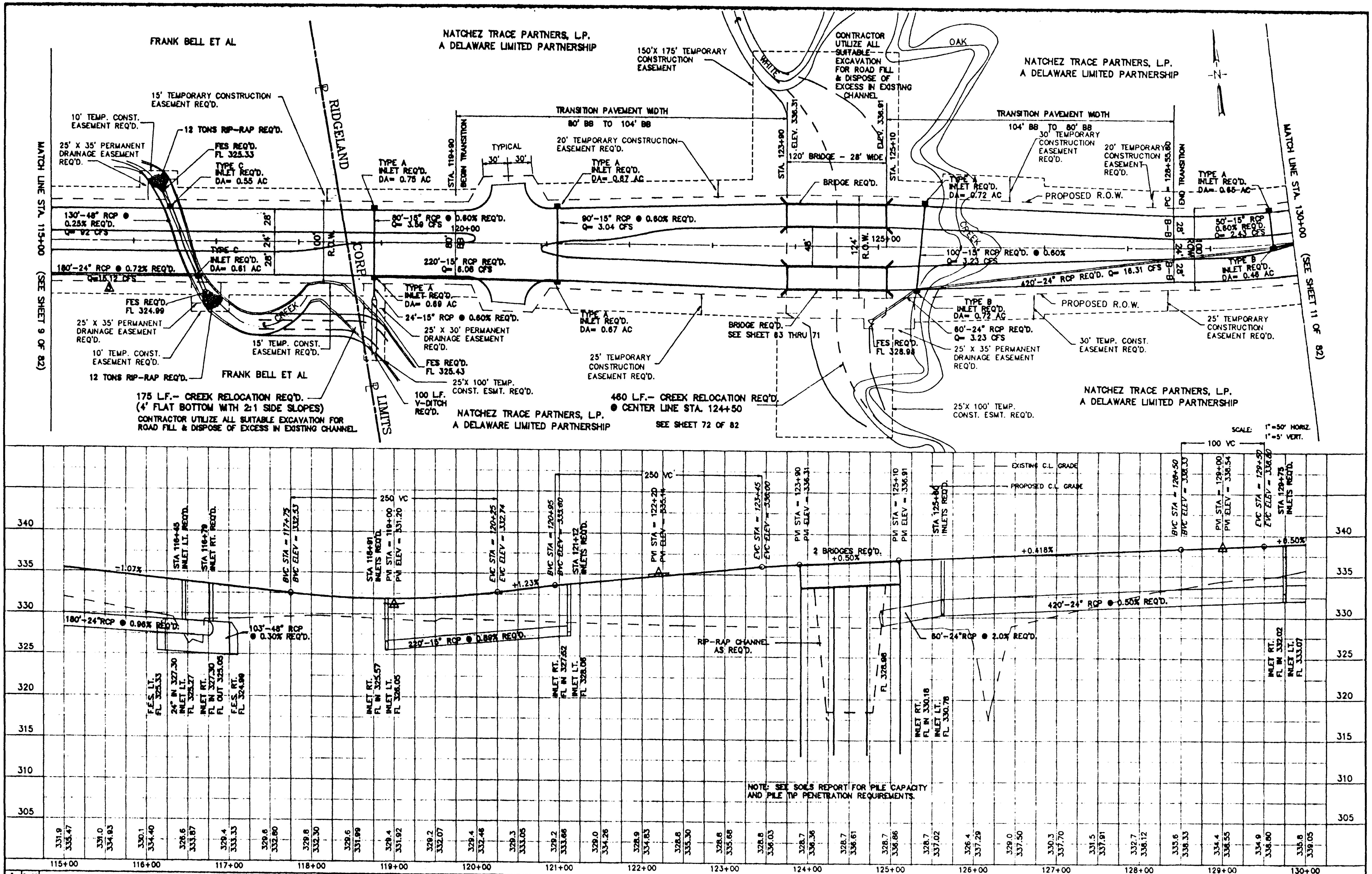
WACCONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\SUMTREE\PPRO7

W.E.I. JOB NO. 88-103

SHEET NO. 9 OF 82



NO.	DATE	REVISIONS	BY		
3	9-19	ADDED Q @ MS100, REVISED GRADE & ADDED VERTICAL CURVE	H.J.	DESIGNED	DATE 8-27-88
2	4-05	CHECKED PROPERTY OWNERS	C.S.		
1	2-12	FINAL REVISION	J.P.	DRAWN	SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPRO8

W.E.I. JOB NO. 88-103

SHEET NO. 10 OF 82

PI STA.= 133+74.84
Δ = 50°32'30"
R = 1099.90'
T = 519.24'
L = 970.24'

NATCHEZ TRACE PARTNERS, L.P.
A DELAWARE LIMITED PARTNERSHIP

MATCH LINE STA. 130+00 (SEE SHEET 10 OF)

15' TEMPORARY CONSTRUCTION EASEMENT

TYPICAL 30' 30'

120'-24" STEEL CASING REQ'D.

TYPE A INLET REQ'D. DA= 0.52 AC

PROPOSED R.O.W.

260'-21" REQ'D. Q= 11.07 CFS

50'-15" RCP @ 0.60% REQ'D. Q= 2.45 CFS

25' TEMPORARY CONSTRUCTION EASEMENT

TYPE A INLET REQ'D. DA= 0.47 AC

PROPOSED R.O.W.

160' X 60' TEMP. CONST. EASEMENT REQ'D.

NATCHEZ TRACE PARTNERS, L.P.
A DELAWARE LIMITED PARTNERSHIP

340'-18" RCP REQ'D. Q= 7.02 CFS

POND

CONTRACTOR TO DRAIN POND, UNDERCUT AS REQUIRED AND BACKFILL ROAD BED

TYPE A INLET REQ'D. DA= 0.64 AC

10' TEMPORARY CONSTRUCTION EASEMENT

20' TEMPORARY CONSTRUCTION EASEMENT

TYPE A INLET REQ'D. DA= 0.91 AC

PT = 138+23.84

60'-18" RCP @ 0.60% REQ'D. Q= 3.85 CFS

POWERLINE TO BE RELOCATED BY UTILITY COMPANY

GRAVEL ROAD

NATCHEZ TRACE PARTNERS, L.P.
A DELAWARE LIMITED PARTNERSHIP

15' TEMPORARY CONSTRUCTION EASEMENT

120'-24" STEEL CASING REQ'D.

50'-15" RCP @ 0.60% REQ'D. Q= 3.65 CFS

PC = 142+68.76

10' TEMPORARY CONSTRUCTION EASEMENT

30' TEMPORARY CONSTRUCTION EASEMENT

30'X 70' TEMP. CONST. EASEMENT REQ'D.

NEW POND LIMITS

CONTRACTOR TO DRAIN AND UNDERCUT POND AND BACKFILL AS NEEDED

TYPE A INLET REQ'D. DA= 0.91 AC

25' TEMPORARY CONSTRUCTION EASEMENT

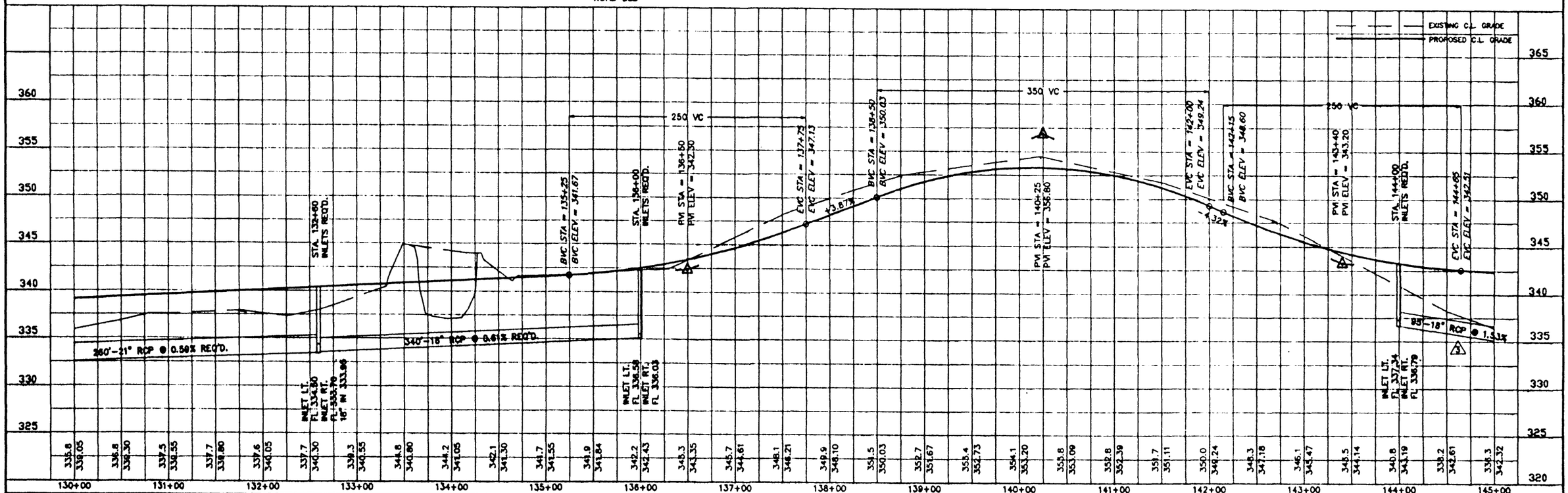
85'-18" RCP REQ'D. Q= 8.40 CFS

TYPE A INLET REQ'D. DA= 0.64 AC

MATCH LINE STA. 145+00 (SEE SHEET 12 OF)

NATCHEZ TRACE PARTNERS, L.P.
A DELAWARE LIMITED PARTNERSHIP

SCALE: 1"=50' HORIZ.
1"=5' VERT.



NO.	DATE	REVISIONS	BY
3	9-27	CASINGS ADDED GRADE CHANGED	R.H
2	4-03	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.

DESIGNED
DRAWN
DATE 8-27-88
SCALE AS SHOWN

WACCONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE G:\DWG\SUMTREE\P-PROF
W.E.I. JOB NO. 86-103
SHEET NO. 11 OF 82

NATCHEZ TRACE PARTNERS, L.P.
A DELAWARE LIMITED PARTNERSHIP

100' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

75'X 75' PERMANENT DRAINAGE EASEMENT REQ'D.

35' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

POND

120'-24" STEEL CASING REQ'D.

MATCH LINE STA. 145+00 (SEE SHEET 11 OF 82)

100' FLAT BOTTOM DITCH REQ'D.

35' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

F.I.P.

55 TONS RIP-RAP REQ'D.

TYPE "D" INLET REQ'D. DA= 1.37 AC

3 FL 328.10

100'-18" R.C.P. CHANGE REQ'D. (SPLIT CASING)

TYPE "B" INLET REQ'D. DA= 1.18 AC

BOX CULVERT @ STA. 147+00
130'-DOUBLE 14'x8' @ 0.10% BOX CULVERT REQ'D.
Q = 488.26 CFS

36"-15" RCP REQ'D.

190'-18" RCP REQ'D. Q= 6.90 CFS

185'-15" RCP REQ'D. Q= 5.40 CFS

55 TONS RIP-RAP REQ'D.

100' FLAT BOTTOM DITCH REQ'D.

100' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

NATCHEZ TRACE PARTNERS, L.P.
A DELAWARE LIMITED PARTNERSHIP
P.I. STA. 147+17.22
Δ = 44°21'04"
R = 1100.00'
T = 448.35'
L = 851.48'

150+00

82'-15" RCP @ 0.60% REQ'D. Q= 3.21 CFS

TYPE "A" INLET REQ'D. DA= 0.47 AC

288'-18" RCP REQ'D. Q= 8.42 CFS

30' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

75'X 75' PERMANENT DRAINAGE EASEMENT REQ'D.

PT = 151+28.67

SECTION 26 / SECTION 25

EXISTING 8" FORCE MAIN
EXISTING 15" SAN. SEWER

TYPE "A" INLET REQ'D. DA= 0.58 AC

15' TEMPORARY CONSTRUCTION EASEMENT

TYPICAL 30' 30'

120'-24" STEEL CASING REQ'D. 155+00

PROPOSED R.O.W.

10' TEMPORARY CONSTRUCTION EASEMENT

25' TEMPORARY CONSTRUCTION EASEMENT

GLEN OWEN COKER

Δ = 01°54'41" LT.
R = 11989.29'
T = 200.00'
L = 399.96'

E. R. HINES &
ROBERT N. MOON ET. AL

P.C. = 153+97.05

P.I. STA. 157+97.05
Δ = 01°34'41" LT.

10' TEMPORARY CONSTRUCTION EASEMENT

15'X100' TEMPORARY CONSTRUCTION EASEMENT

200' V DITCH REQ'D. @ 3.32%
FES REQ'D.
FL 348.35

15'X30' PERMANENT DRAINAGE EASEMENT REQ'D.

18'-21" RCP @ 0.60% REQ'D.
TYPE "A" INLET REQ'D.
DA= 1.40 AC

82'-21" RCP @ 0.60% REQ'D. Q= 13.67 CFS

15'X30' PERMANENT DRAINAGE EASEMENT REQ'D.

TYPE "A" INLET REQ'D. DA= 0.84 AC

24'-21" RCP @ 0.60% REQ'D. Q = 18.44 C.F.S.

RIP-RAP REQ'D. 15 TONS

FES REQ'D. FL 347.83

100' V DITCH REQ'D. @ 2.63%

15'X100' TEMPORARY CONSTRUCTION EASEMENT

MATCH LINE STA. 160+00 (SEE SHEET 13 OF 82)

SCALE: 1"=50' HORIZ. 1"=5' VERT.

350 VC

300 VC

100 VC

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

PM STA = 147+40
PM ELEV = 341.00

BVC STA = 146+80
BVC ELEV = 341.28

STA 147+42 INLETS REQ'D.

EVC STA = 147+60
EVC ELEV = 341.25

OVERFLOW RELIEF NEEDED BELOW 100 YR. FLOOD LEVEL

-0.55%

+0.50%

STA 149+40 INLET RT. REQ'D.

PM STA = 151+25
PM ELEV = 342.93

BVC STA = 149+75
BVC ELEV = 342.18

STA 152+35 INLETS REQ'D.

EVC STA = 156+25
EVC ELEV = 356.03

EVC STA = 152+75
EVC ELEV = 349.31

PM STA = 154+90
PM ELEV = 356.75

+4.25%

+0.41%

BVC STA = 158+80
BVC ELEV = 354.70

PM STA = 160+00
PM ELEV = 354.50

25'-18" RCP @ 4.80% REQ'D.

185'-18" RCP @ 1.53% REQ'D.

190-18" RCP @ 1.00% REQ'D.

285'-18" RCP @ 2.16% REQ'D.

130'-DOUBLE 14'x8' BOX CULVERT REQ'D.

IN 18" 332.50 FL BOX 329.1 (UP STREAM)

IN 18" 332.50 FL BOX 328.40 (DOWN STREAM)

INLET RT. FL 333.70

INLET LT. FL 333.66

FL 335.60

INLET LT FL 342.54

INLET RT FL 341.80

INLET LT FL 348.22

INLET RT FL 347.81

145+00	146+00	147+00	148+00	149+00	150+00	151+00	152+00	153+00	154+00	155+00	156+00	157+00	158+00	159+00	160+00
336.3	334.2	338.3	338.2	332.7	332.5	333.5	332.9	334.5	336.4	338.2	340.3	348.0	345.4	347.6	349.8
342.32	342.05	341.77	341.50	341.23	341.13	341.30	341.55	341.80	342.05	342.34	342.91	343.78	344.97	348.47	348.28
351.6	352.2	353.2	354.6	355.9	356.0	356.2	356.3	355.7	354.9	354.2	353.4	352.4	351.5	350.7	349.8
356.33	352.12	353.58	354.71	353.50	355.97	356.09	355.93	355.73	355.52	355.32	355.11	354.91	354.61		

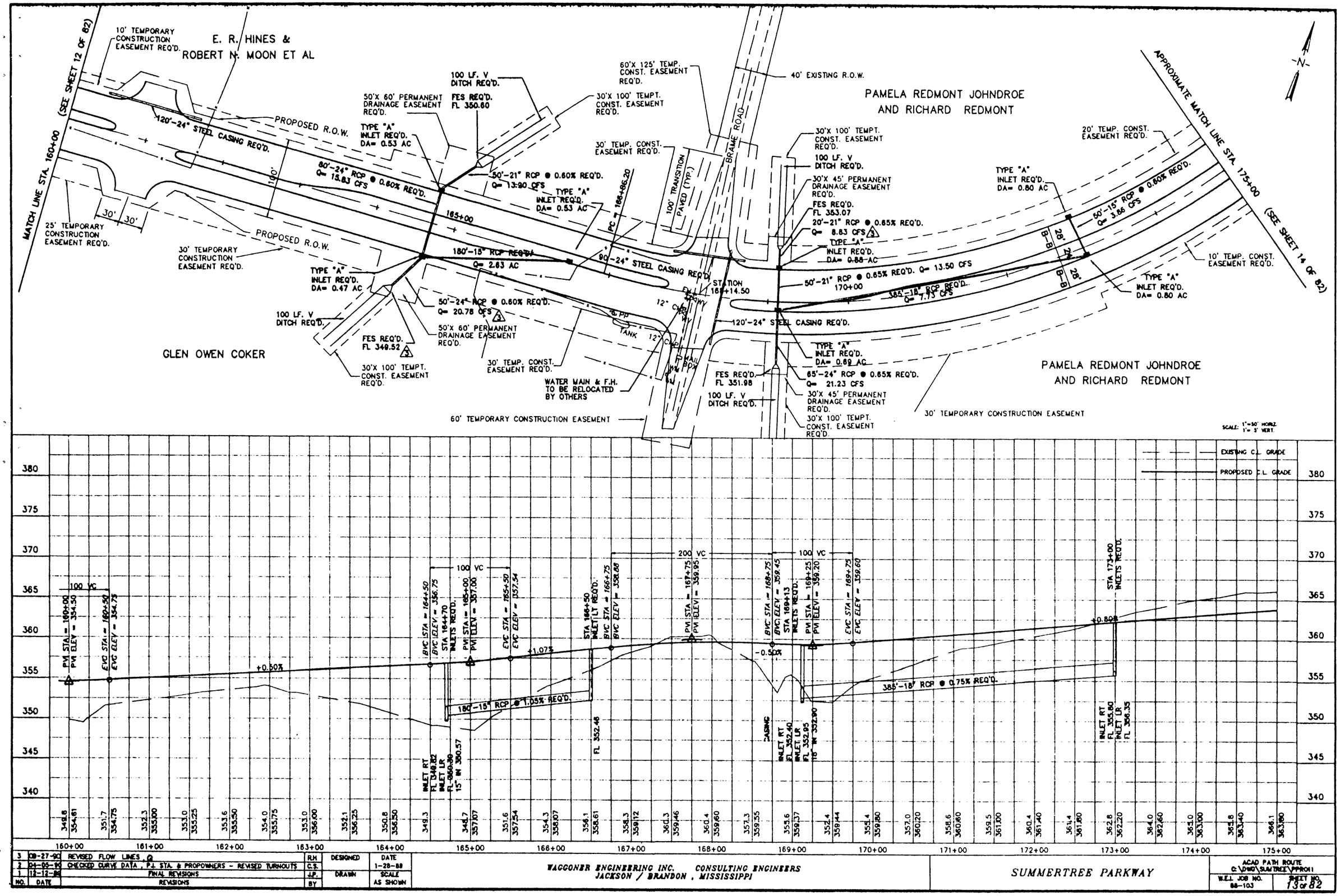
NO.	DATE	REVISIONS	BY
9-18		RELOCATE BOX CULVERT & EASEMENTS, ADDED CASINGS	H.J.
1-05		CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
12-12		FINAL REVISIONS	J.P.

DESIGNED — DATE 8-27-88
DRAWN — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR010
W.E.I. JOB NO. 88-103
SHEET NO. 12 of 82



NO.	DATE	REVISIONS	BY
3	08-27-90	REVISED FLOW LINES, Q	R.H.
2	04-05-90	CHECKED CURVE DATA, P.I. STA. & PROPOWNERS - REVISED TURNOUTS	C.S.
1	12-12-88	FINAL REVISIONS	J.P.

DESIGNED — DATE 1-28-88
DRAWN — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE G:\DWG\SUMTREE\PPROF1
W.E.I. JOB NO. 88-103
SHEET NO. 13 OF 82

PAMELA REDMONT JOHNDROE AND RICHARD REDMONT

MATCH LINE STA. 175+00 (SEE SHEET 13 OF 82)

MARGARETT BRAME CAPPS

PI STA.= 176+00.52
Δ = 90°27'50"
R = 900.00'
T = 907.32'
L = 1421.00'

20' TEMP. CONST. EASEMENT REQ'D.

TYPE A INLET REQ'D. DA = .32 AC

30' 30'

TYPE A INLET REQ'D. DA = .42 AC

PT = 181+14.00

20' TEMP. CONST. EASEMENT REQ'D.

260'-15" RCP REQ'D. Q = 1.79 CFS

180+00

50'-15" RCP @ 0.60% REQ'D. Q = 2.30 AC

240'-15" RCP REQ'D. Q = 5.08 CFS

10' TEMP. CONST. EASEMENT REQ'D.

H.C. BAILEY CO. & TRUST LEASING CORP.

BEGIN TRANS. STA. 176+20.47

TRANSITION PAVEMENT WIDTH 80' BB TO 88' BB

STA. 177+70.47

JOSEPH BARTLNEK

SEE SHEET 78 FOR INTERSECTION DETAIL

TYPE A INLET REQ'D. DA = .85 AC

STA. 180+23.68

TRANSITION PAVEMENT WIDTH 88' BB TO 80' BB

END TRANS. STA. 181+73.68

W. JOHNSON

POND

NEW POND LIMIT

CONTRACTOR TO DRAIN POND AND UNDERCUT ROADWAY AREA

TYPE A INLET REQ'D. DA = .33 AC

15' TEMP. CONST. EASEMENT REQ'D.

FES REQ'D. FL 334.98

40'-42" RCP @ 0.25% REQ'D. Q = 49.5 CFS

PC = 184+27.87

TYPE A INLET REQ'D. DA = 1.43 AC

160'-18" RCP REQ'D. Q = 6.95 CFS

FES REQ'D. FL 334.02

PI STA.= 185+07.83
Δ = 10°44'55"
R = 850.00'
T = 79.96'
L = 159.46'

MARGARETT BRAME CAPPS

100'X 30' TEMP. CONST. EASEMENT REQ'D.

100' V DITCH REQ'D.

20'X 50' PERMANENT DRAINAGE EASEMENT REQ'D.

PT = 185+87.13

80'-42" RCP @ 0.44% REQ'D. Q = 54.3 CFS

185+00

TYPE A INLET REQ'D. DA = .50 AC

40'-48" RCP @ 0.30% REQ'D. Q = 66.9 CFS

20'X 50' PERMANENT DRAINAGE EASEMENT REQ'D.

RIP-RAP 4 TONS REQ'D.

100' V DITCH REQ'D.

100'X 35' TEMP. CONST. EASEMENT REQ'D.

CLEM SEATON

20' TEMP. CONST. EASEMENT REQ'D.

PROPOSED R.O.W.

TYPE A INLET REQ'D. DA = .18 AC

100'-15" RCP REQ'D. Q = 1.04 CFS

28' B-B 24' 28' B-B

400'-18" RCP REQ'D. Q = 5.77 CFS

PC = 186+93.30

30' TEMP. CONST. EASEMENT REQ'D

PT = 188+54.76

TYPE A INLET REQ'D. DA = .52 AC

25' TEMP. CONST. EASEMENT REQ'D.

PI STA.= 187+75.26
Δ = 10°44'55"
R = 850.00'
T = 79.96'
L = 159.46'

MATCH LINE STA. 190+00 (SEE SHEET 15 OF 82)

SCALE: 1"=50' HORIZ. 1"= 5' VERT.

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

400' VC

BVC STA = 176+00
BVC ELEV = 364.60

PVI STA = 178+00
PVI ELEV = 366.20

STA 178+40 INLET REQ'D.

INLET REQ'D. FL 356.55

260'-15" RCP @ 3.78% REQ'D.

EVC STA = 180+00
EVC ELEV = 357.38

STA 181+00 INLETS REQ'D.

INLET LT. FL 346.70

INLET RT. FL 347.00

BVC STA = 181+50
BVC ELEV = 350.76

-6.41%

225'-15" RCP @ 3.33% REQ'D.

300' VC

PVI STA = 183+00
PVI ELEV = 344.15

STA 183+40 INLET REQ'D.

15" IN 339.20

INLET RT. FL 338.85

STORM MH. FL 338.42

EVC STA = 184+50
EVC ELEV = 343.27

100' VC

PVI STA = 185+00
PVI ELEV = 342.80

STA 185+00 INLETS REQ'D.

18" IN 336.66

INLET RT. FL 334.16

INLET LT. FL 334.66

EVC STA = 185+50
EVC ELEV = 343.22

42" IN 334.66

18" IN 336.66

-0.62%

180'-18" @ 1.27% REQ'D.

+0.63%

400'-18" RCP @ 0.46% REQ'D.

STA 188+00 INLETS REQ'D.

INLET RT. FL 338.51

15" IN 339.06

STA 188+60 INLET LT. REQ'D.

100'-15" RCP @ 0.80% REQ'D.

BVC STA = 190+25

	175+00	176+00	177+00	178+00	179+00	180+00	181+00	182+00	183+00	184+00	185+00	186+00	187+00	188+00	189+00	190+00
	366.1	366.1	365.7	365.3	365.6	365.7	365.9	364.7	363.4	361.9	359.8	357.6	355.9	352.7	349.1	347.5
	363.80	364.20	364.80	364.84	364.75	364.33	363.80	362.83	361.14	359.42	357.06	355.18	352.87	350.76	348.72	346.89
	347.4	339.2	337.9	337.0	339.6	339.5	339.6	339.7	339.7	339.8	339.8					
	345.57	343.21	343.06	343.22	343.53	344.46	344.79	345.11	345.43	345.74	346.06					

NO.	DATE	REVISIONS	BY
3	09-27-90	ADD CASING, CHANGE GRADES	C.S.
2	04-05-90	CHECKED CURVE DATA P.I. STA. & PROPERTY OWNERS	
1	12-13-89	FINAL REVISIONS	J.P.

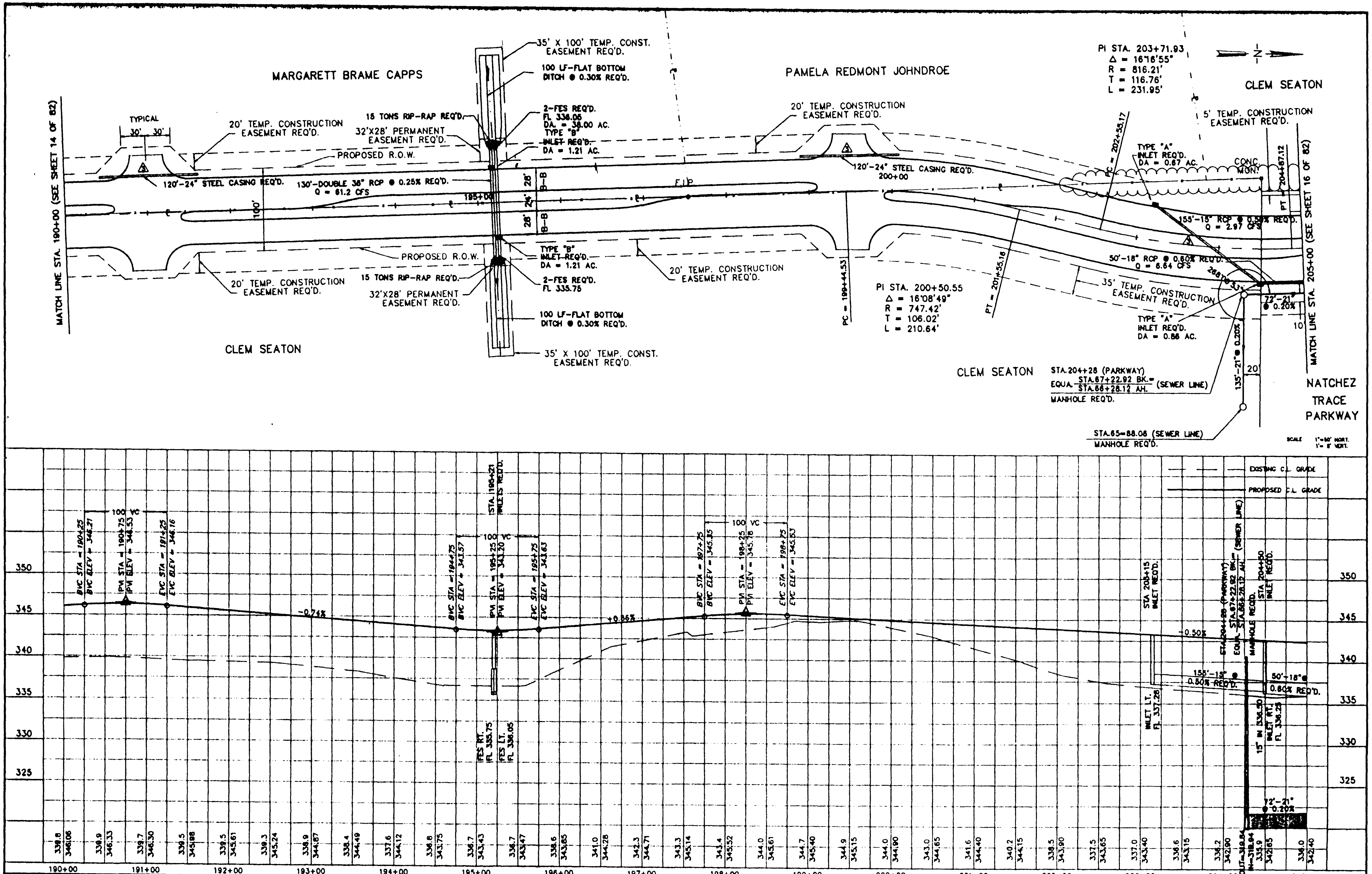
DESIGNED — DATE 8-27-89
DRAWN — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

W.E.I. JOB NO. 88-103

SHEET NO. 14 OF 82



NO.	DATE	REVISIONS	BY
3	9-21-90	ADDED STEEL CASINGS & GRADE CHANGES	H.J.
2	01-10-90	ADDED PURPLE CREEK SEWER CONSTRUCTION PLANS	C.S.
1	12-21-89	FINAL REVISIONS	J.P.

DESIGNED | DRAWN | DATE 8-27-89 | SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR013

W.E.I. JOB NO. 88-103

SHEET NO. 15 OF 82

5 09-27-90 ADD CASINGS, CHANGE GRADE [AR]

CLEM SEATON

NATCHEZ TRACE R.O.W.

PROPOSED BRAMLETT ROAD RELOCATION

PROPOSED R.O.W. R90.00'

MATCH LINE STA. 205+00 (SEE SHEET 15 OF 82)

285'X 25' TEMP. CONST. EASEMENT REQ'D.

290' FLAT BOTTOM DITCH @ 1.57% REQ'D.

25'X 50' PERMANENT DRAINAGE EASEMENT REQ'D.

15 TONS RIP-RAP REQ'D.

FES REQ'D. FL 333.04

2 TYPE "B" INLETS REQ'D. DA = 1.12 AC

102°0'41"

140'-24" STEEL CASING REQ'D.

420'-18" RCP @ 0.60% REQ'D. Q= 11.01 CFS

328'-21" @ 0.20%

PROPOSED R.O.W.

STA.208+28 (PARKWAY)= STA.70+28.12(SEWER LINE) MANHOLE REQ'D.

FES REQ'D. FL 332.76

25'X 50' PERMANENT DRAINAGE EASEMENT REQ'D.

455'X 25' TEMP. CONST. EASEMENT REQ'D.

F.L. DITCH @ PURPLE CREEK 331.38
TOP OF BANK 338.0
F.L.- PURPLE CREEK 325.7

F.L. PURPLE CREEK

UNITED STATES OF AMERICA (NATCHEZ TRACE PARKWAY)

DOUBLE 88"x36" ARCH @ 0.25% REQ'D. 210+00 Q= 125.5 CFS

2 TYPE "B" INLETS REQ'D. DA = 0.96 AC

322'-21" @ 0.20%

FES REQ'D. FL 332.76

15 TONS RIP-RAP REQ'D.

STA.211+50 (PARKWAY)= STA.73+50 (SEWER LINE) MANHOLE REQ'D.

460' FLAT BOTTOM DITCH @ 0.3% REQ'D.

SECTION 25 / SECTION 24

NATCHEZ TRACE (FUTURE ROADWAY)

NATCHEZ TRACE FILL

UNITED STATES OF AMERICA (NATCHEZ TRACE PARKWAY)

200'- V DITCH @ 1.94% REQ'D.

FL 344.0

20'X 200' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

10' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

FES REQ'D. FL 340.12

24'-21" RCP @ 0.50% REQ'D. Q= 12.6 CFS

TYPE "A" INLET REQ'D. DA = 0.70 AC

82'-24" RCP REQ'D. Q = 15.8 CFS

215+00

287'-20" D.I.P. @ 0.20%

155'-36" STEEL CASING (OPEN CUT) REQ'D.

TYPE "A" INLET REQ'D. DA = 0.88 AC

345'-21" @ 0.20%

STA.214+17 (PARKWAY)= STA.78+17 (SEWER LINE) MANHOLE REQ'D.

FES REQ'D. FL 337.00

20'X 15' PERMANENT DRAINAGE EASEMENT REQ'D.

100'- V DITCH REQ'D.

28'-24" RCP @ 0.71% REQ'D. Q = 19.3 CFS

20'X 100' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

STA. 215+59.00

STA. 215+39.35

PROPOSED R.O.W.

15' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

STA.217+62 (PARKWAY)= STA.79+62 (SEWER LINE) MANHOLE REQ'D.

TRANSITION PAVEMENT WIDTH 81' BB TO 108' BB

ALICE PIKE DEAR ET. AL.

NOTE: CONTRACTOR REFER TO NATCHEZ TRACE PARKWAY PERMIT FOR SPECIAL REQUIREMENTS THIS AREA

SEE SHT. NO. 32

20" PECAN
12" ELM
12" HACKBERRY
18" HACKBERRY

FES REQ'D. FL= 341.50

12'-15" RCP REQ'D. Q= 1.8 CFS

STORM MH. REQ'D. FL= 339.00

60'-15" RCP REQ'D. Q= 3.6 CFS

42'-15" RCP REQ'D. Q= 1.8 CFS

STORM MH. REQ'D. FL= 337.00

80'-15" RCP REQ'D. Q= 3.6 CFS

JUNCTION BOX OR STORM MH REQ'D. FL= 334.35

15" IN 335.50

MATCH LINE STA. 220+00 (SEE SHEET 17 OF 82)

PROPOSED R.O.W.

120'-24" STEEL CASING REQ'D.

155'-54" RCP @ 0.80% REQ'D. Q = 146 CFS

JUNCTION BOX OR STORM MANHOLE REQ'D.

185'-60" RCP @ 0.25% REQ'D. Q = 146 CFS

EXIST. CULVERT TO BE REMOVED

226'-20" D.I.P. REQ'D.

180'-36" STEEL CASING (OPEN CUT) REQ'D.

STA.219+88 (PARKWAY)= STA.81+88 (SEWER LINE) MANHOLE REQ'D.

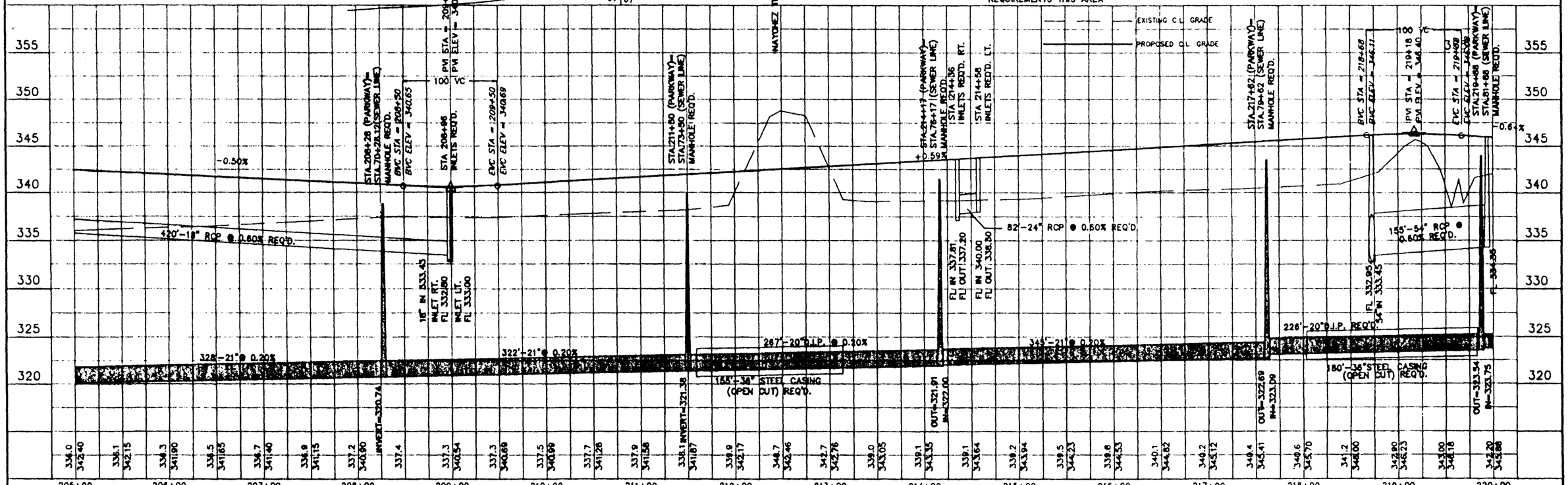
FES REQ'D. FL 332.49

RIP-RAP REQ'D. 10 TONS

20'-6' CONC FLUME REQ'D.

ALICE PIKE DEAR ET. AL.

SCALE: 1"=50' HORIZ. 1"=5' VERT.



NO.	DATE	REVISIONS	BY
3	03-26-90	REROUTE PURPLE CREEK SEWER (FOR ALIGNMENT CHANGE)	C.S.
2	01-10-90	ADDED PURPLE CREEK SEWER CONSTRUCTION PLANS	C.S.
1	12-14-88	FINAL REVISIONS	J.P.

DESIGNED
DRAWN R.C.
DATE 8-27-88
SCALE AS SHOWN

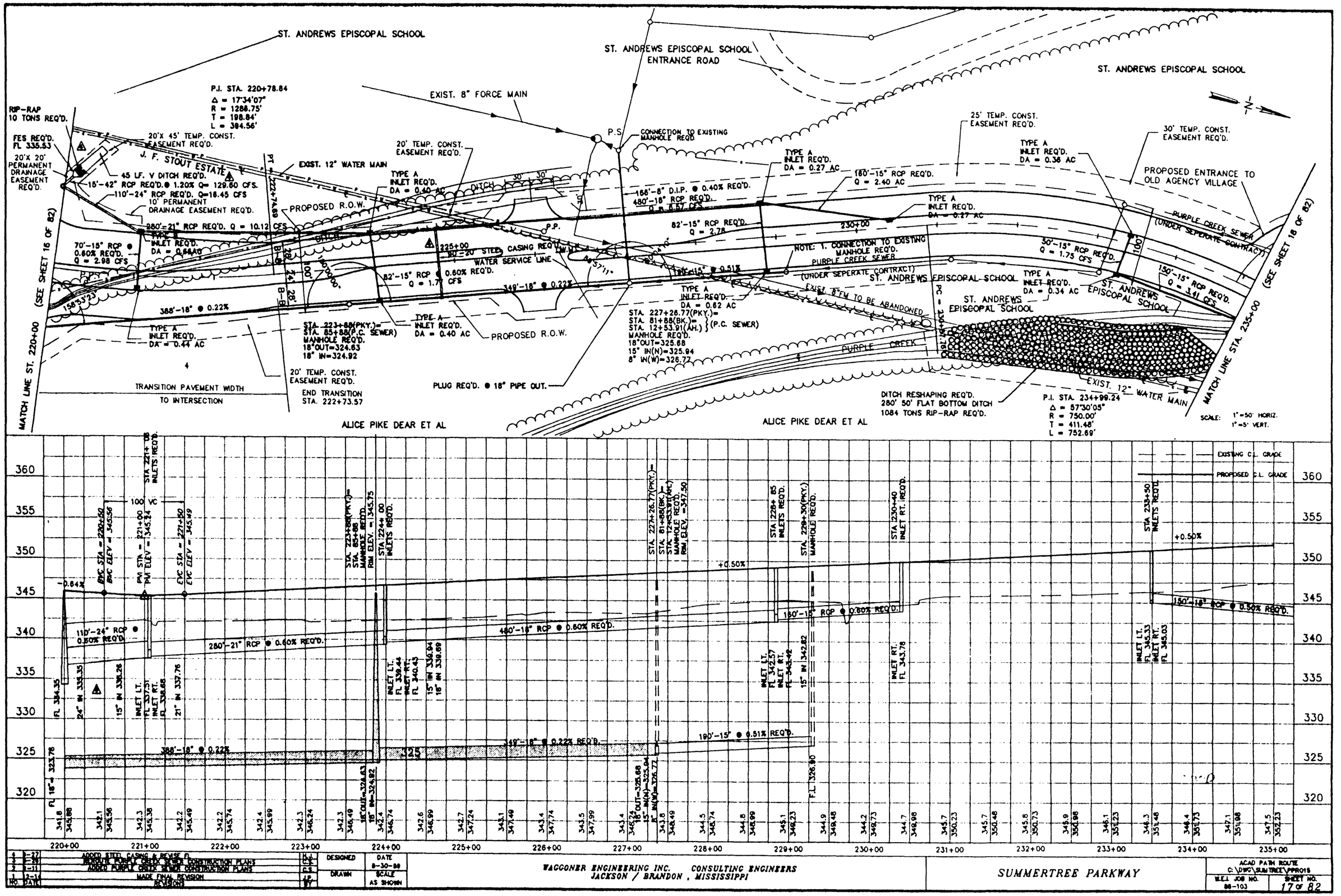
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PRO14

W.E.I. JOB NO. 88-103

SHEET NO. 16 OF 82



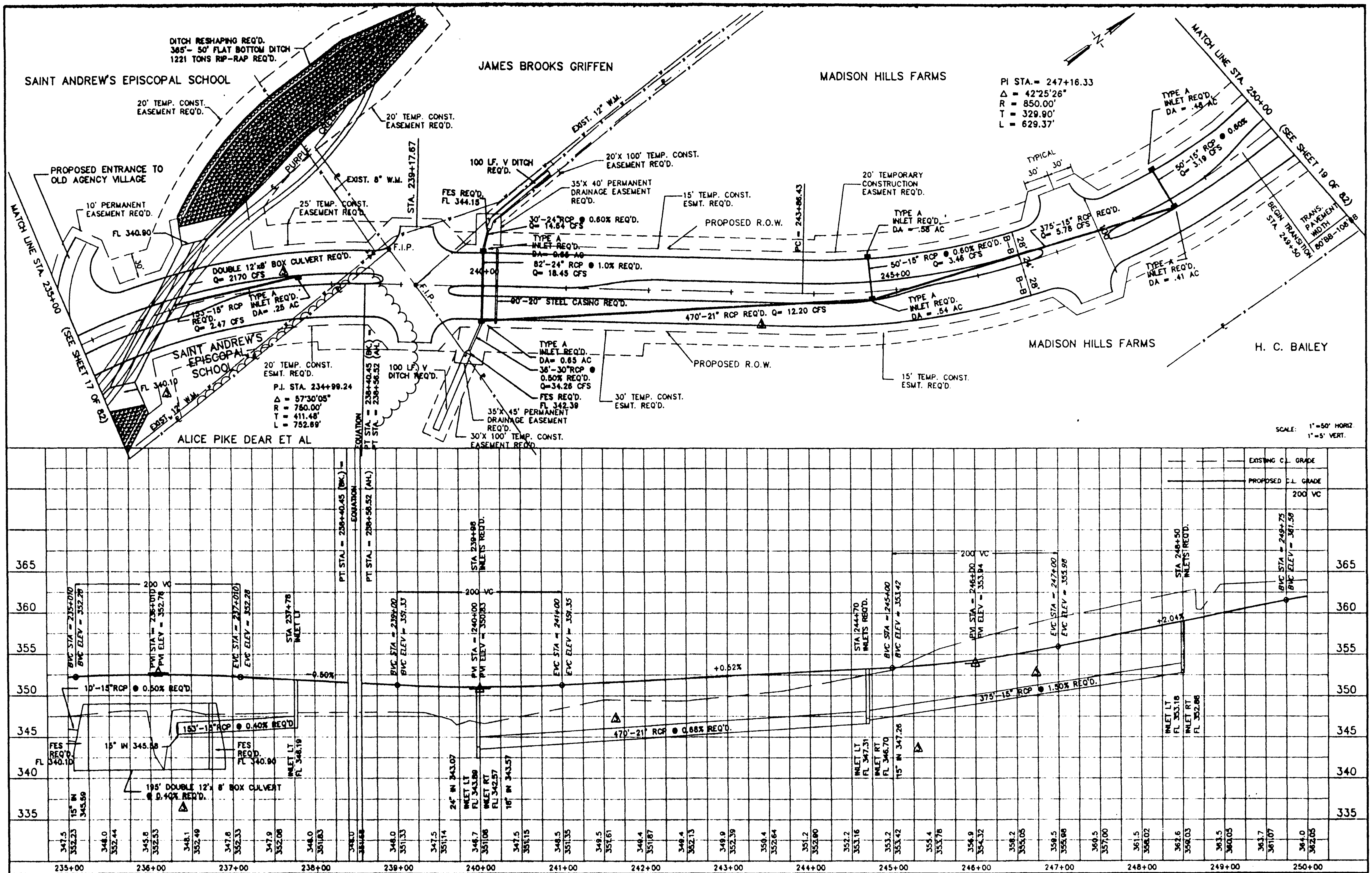
NO.	DATE	REVISIONS	BY
4	8-27	ADDED STEEL CASING & REVISE Q	H.F.
3	8-26	REROUTE PURPLE CREEK SEWER CONSTRUCTION PLANS	P.S.
2	8-11	ADDED PURPLE CREEK SEWER CONSTRUCTION PLANS	P.S.
1	12-14	MADE FINAL REVISION	J.P.

DESIGNED
DRAWN
DATE 8-30-88
SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR016
W.E.I. JOB NO. 88-103
SHEET NO. 17 OF 82



NO.	DATE	REVISIONS	BY
3	9-27	PIPE SIZE & F.L.	H.J.
2	4-06	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
1	12-1	FINAL REVISIONS	J.P.

DESIGNED | DATE | DRAWN | SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE

W.E.I. JOB NO. 89-193

SHEET NO. 18 OF 82

GENERAL NOTE:
12" WATER MAIN AND 8" FORCE MAIN SHALL HAVE A 36" MIN. COVER

12" WATER MAIN (EXIST.)

8" FORCE MAIN (EXIST.)

MADISON HILLS FARMS

22 1/2° BEND REQ'D.

22 1/2° BEND REQ'D.

FES REQ'D. FL 367.38

CONNECT TO EXISTING WATER LINE

SEE SHT. 33 FOR DETAIL

CONNECT TO EXISTING FORCE MAIN

70'-18" RCP @ 0.50% REQ'D. Q=1.58 CFS

22 1/2° BEND REQ'D.

EXIST. MANHOLE W/AIR RELEASE VALVE

MANHOLE W/AIR RELEASE VALVE REQ'D.

FES REQ'D. FL 367.04

115'-18" RCP @ 0.60% REQ'D. Q=1.58 CFS

NEW 8" SANITARY SEWER REQ'D.

MATCH LINE STA. 250+00 (SEE SHEET 18 OF 82)

PROPOSED R.O.W. TEMPORARY CONSTRUCTION EASEMENT REQ'D.

PT = 250+15.80 BK.
PT = 250+16.50 AH.

TYPE "A" INLET REQ'D. DA= .14 AC FL 362.00

FROM EL=367.31 C.P.S. 36" SIDE OF 36" OAK

45° BEND REQ'D.

50'-15" RCP @ 0.60% REQ'D. Q=6.52 CFS

24" STEEL CASING OPEN CUT (REQ'D.)

100'-18" RCP @ 0.60% REQ'D. Q=6.88 CFS

TYPE "A" INLET REQ'D. DA= .08 AC

120'-18" RCP @ 0.60% REQ'D. Q=7.28 CFS

45° BEND REQ'D.

PROPOSED R.O.W. TEMPORARY CONSTRUCTION EASEMENT REQ'D.

MADISON HILLS FARM

TRANSITION PAVEMENT WIDTH 90' TO 108' B TO B

STA 251+48.74

R=1250.00'

H. C. BAILEY

50'-21" RCP @ 0.30% REQ'D. Q= 8.46 CFS

FES REQ'D. FL 354.66

RIP-RAP REQ'D. 10 TONS

12" WATER MAIN (EXIST.)

STA 254+28.15

R=1250.00'

CONNECT TO EXISTING WATER LINE

TYPE "A" INLET REQ'D. DA= 2.3 AC 18" SW 365.22 FL 354.97

TYPE "A" INLET REQ'D. DA= .4 AC 18" SW 355.08 FL 354.81

NEW 8" SANITARY SEWER REQ'D.

TYPE "A" INLET REQ'D. DA= .08 AC

70'-18" RCP REQ'D. Q=4.42 CFS

22 1/2° BEND REQ'D.

160'-18" RCP @ 0.60% REQ'D. Q=4.77 CFS

22 1/2° BEND REQ'D.

MADISON HILLS FARMS

CONNECT TO EXISTING FORCE MAIN

30'-21" RCP @ 0.60% REQ'D. Q=8.99 CFS

FES REQ'D. FL 354.9

RIP-RAP REQ'D. 10 TONS

80' DIA. CULVERT

EXISTING PERMANENT CONSTRUCTION EASEMENT

8" FORCE MAIN (EXIST.)

P.I. STA. 258+93.41
Δ = 40°15'00"
R = 1530.00'
T = 560.66'
L = 1074.82'

MADISON HILLS FARMS

TRANSITION PAVEMENT WIDTH 108' TO 80' B TO B

R=1525.00'

STA 254+28.15

TYPE "A" INLET REQ'D. DA= .38 AC

TYPE "A" INLET REQ'D. DA= .08 AC

TYPE "A" INLET REQ'D. DA= .08 AC

22 1/2° BEND REQ'D.

22 1/2° BEND REQ'D.

80'-15" RCP REQ'D. Q=2.81 CFS

16" STEEL CASING OPEN CUT (REQ'D.)

255+00

TYPE "A" INLET REQ'D. DA= .08 AC

TYPE "A" INLET REQ'D. DA= .69 AC

NEW 8" SANITARY SEWER REQ'D.

22 1/2° BEND REQ'D.

RIP-RAP REQ'D. 4 TONS

20'-30" RCP @ 0.30% REQ'D. Q= 26.46 CFS

FES REQ'D. FL 356.27

PERMANENT DRAINAGE EASEMENT REQ'D.

25' TEMPORARY CONSTRUCTION EASEMENT

TYPE "A" INLET REQ'D. DA= 2.50 AC

90'-15" RCP @ 0.60% REQ'D. Q= 4.21 CFS

505'-21" RCP REQ'D. Q= 18.31 CFS

CURB & GUTTER REQ'D.

260+00

TYPE "A" INLET REQ'D. DA= 0.62 AC

25' TEMPORARY CONSTRUCTION EASEMENT

TYPE "A" 2-INLETS REQ'D. DA= 1.03 AC

PROPOSED R.O.W.

30'-18" RCP @ 0.60% REQ'D. Q= 8.78 CFS

B-B 28'

24"

B-B 28'

120'-24" STEEL CASING REQ'D.

380'-15" RCP Q= 7.64 CFS REQ'D.

O.D.

10' TEMPORARY CONSTRUCTION EASEMENT

PROPOSED R.O.W.

MADISON HILLS FARMS

PT = 264+37.57

MATCH LINE STA 265+00 (SEE SHEET 20 OF 82)

SCALE 1"=50' HORT. 1"= 5' VERT.

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

200' VC
PVI STA = 250+75.82
PVI ELEV = 363.62
EVC STA = 251+75
EVC ELEV = 363.12
-0.50%

100' VC
BVC STA = 252+80
BVC ELEV = 362.60
EVC STA = 253+80
EVC ELEV = 362.60
PVI STA = 253+30
PVI ELEV = 362.35
+0.50%

250' VC
BVC STA = 259+25
BVC ELEV = 365.13
PVI STA = 260+50.95
PVI ELEV = 365.95
EVC STA = 261+75
EVC ELEV = 368.28
+1.86%

STA 252+80 INLET RT. REQ'D.
STA 252+80 INLET LT. REQ'D.
STA 253+80 INLET RT. REQ'D.
STA 254+10 INLET LT. REQ'D.
STA 254+80 INLET LT.
STA 259+15 INLETS REQ'D.
STA 261+15 INLETS REQ'D.

INLET RT. FL 365.78
INLET LT. FL 364.38
INLET LT. FL 364.35
INLET RT. FL 364.86
INLET LT. FL 364.86
INLET RT. FL 366.33
INLET LT. FL 367.38
INLET LT. FL 361.15
INLET RT. FL 361.08

100'-18" RCP @ 0.86% REQ'D.

60'-15" RCP @ 0.80% REQ'D.

500'-21" RCP @ 0.85% REQ'D.

380'-15" RCP @ 1.76% REQ'D.

STA	250+00	251+00	252+00	253+00	254+00	255+00	256+00	257+00	258+00	259+00	260+00	261+00	262+00	263+00	264+00	265+00
EXIST.	364.0	364.0	368.9	363.9	363.8	363.8	363.4	363.0	362.9	362.2	361.9	361.8	361.7	361.9	362.0	362.5	363.6	364.6	365.6	366.6	367.9	369.2	370.8	371.8	372.8	373.5	374.1	374.7	375.2	375.7
PROP.	362.05	362.75	363.14	363.21	363.00	362.75	362.52	362.49	362.70	362.95	363.20	363.45	363.70	363.95	364.20	364.45	364.70	364.95	365.20	365.47	365.85	368.38	367.04	367.83	368.75	368.68	370.81	371.54	372.47	373.41	374.34

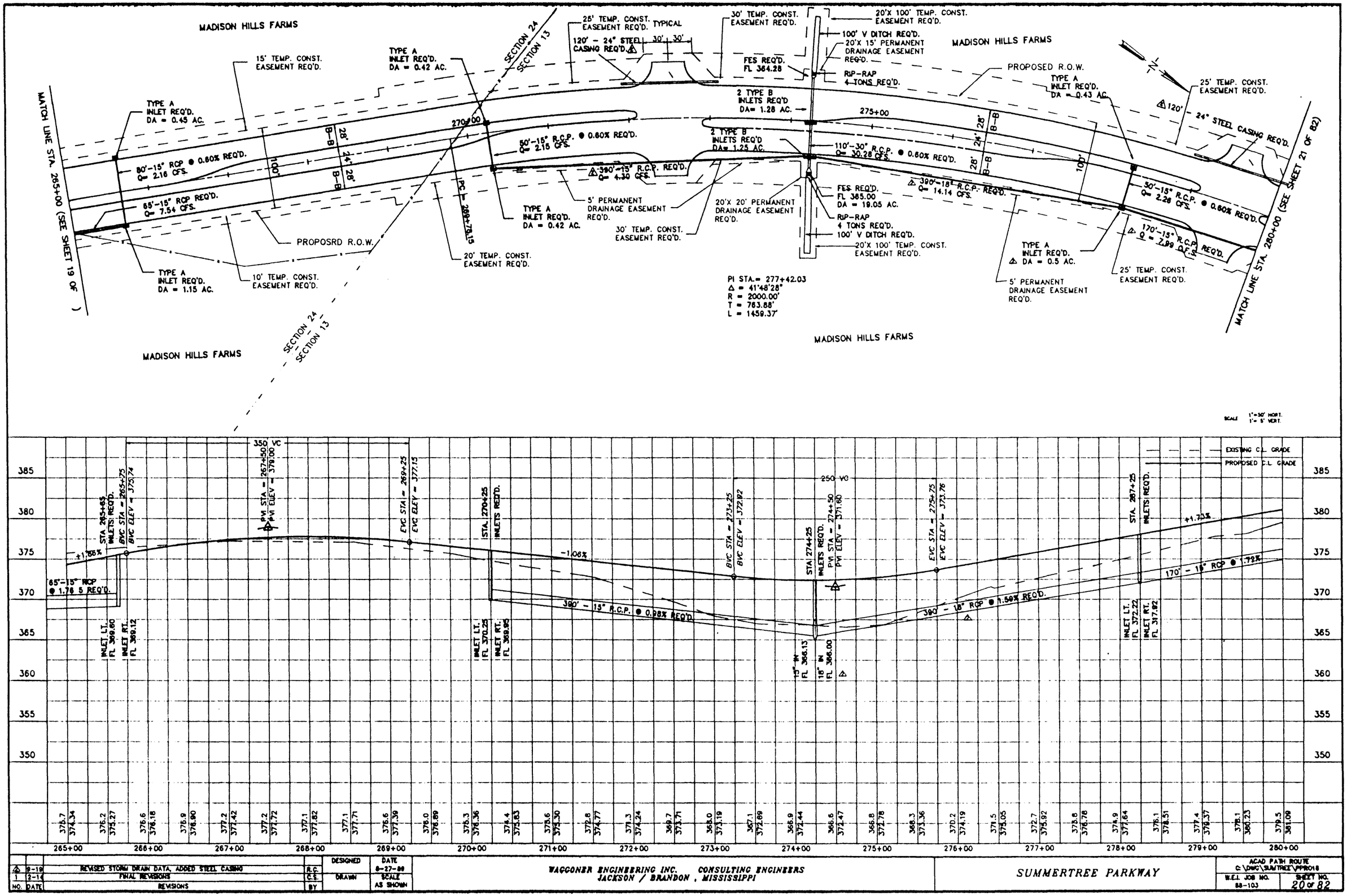
NO.	DATE	REVISIONS	BY
3	09-24-90	ADDED STEEL CASINGS	H.J.
2	04-18-90	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
1	11-11-89	REVISED AS PER LINE CHANGE	C.S.

DESIGNED 8-27-89 — DRAWN R. C. — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR017
W.E.I. JOB NO. 88-103
SHEET NO. 19 OF 82



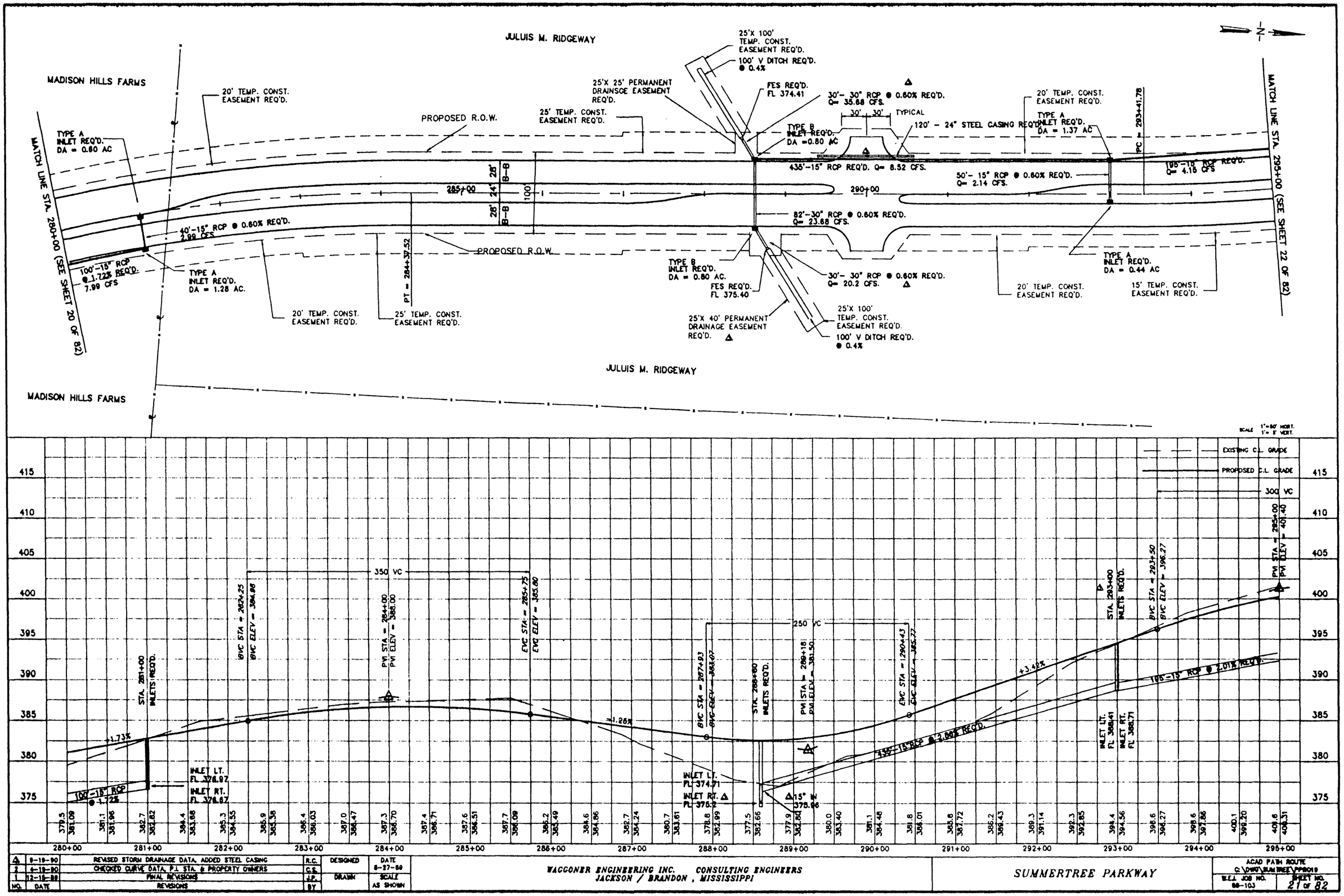
NO.	DATE	REVISIONS	BY
2	9-19	REVISED STORM DRAIN DATA, ADDED STEEL CASING	R.C.
1	2-14	FINAL REVISIONS	C.S.

DESIGNED — DRAWN — DATE 8-27-99 — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR018
W.E.I. JOB NO. 98-103
SHEET NO. 20 OF 82



NO.	DATE	REVISIONS	BY
4	9-19-90	REVISED STORM DRAINAGE DATA, ADDED STEEL CASING	R.C.
3	4-19-90	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
1	12-15-89	FINAL REVISIONS	J.P.

DESIGNED — DRAWN — DATE 8-27-89 — SCALE AS SHOWN

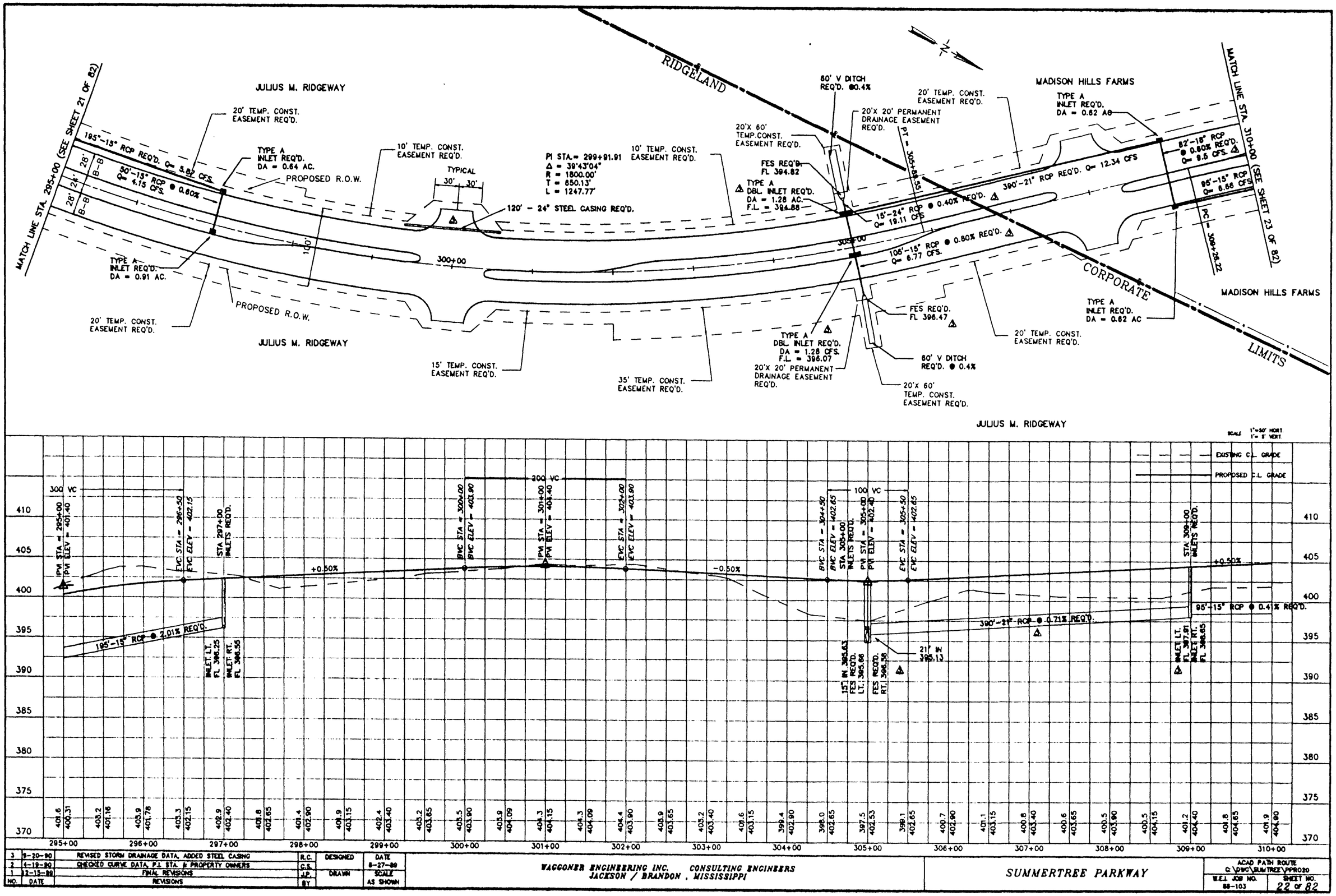
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PP0019

W.E.J. JOB NO. 88-103

SHEET NO. 21 OF 82

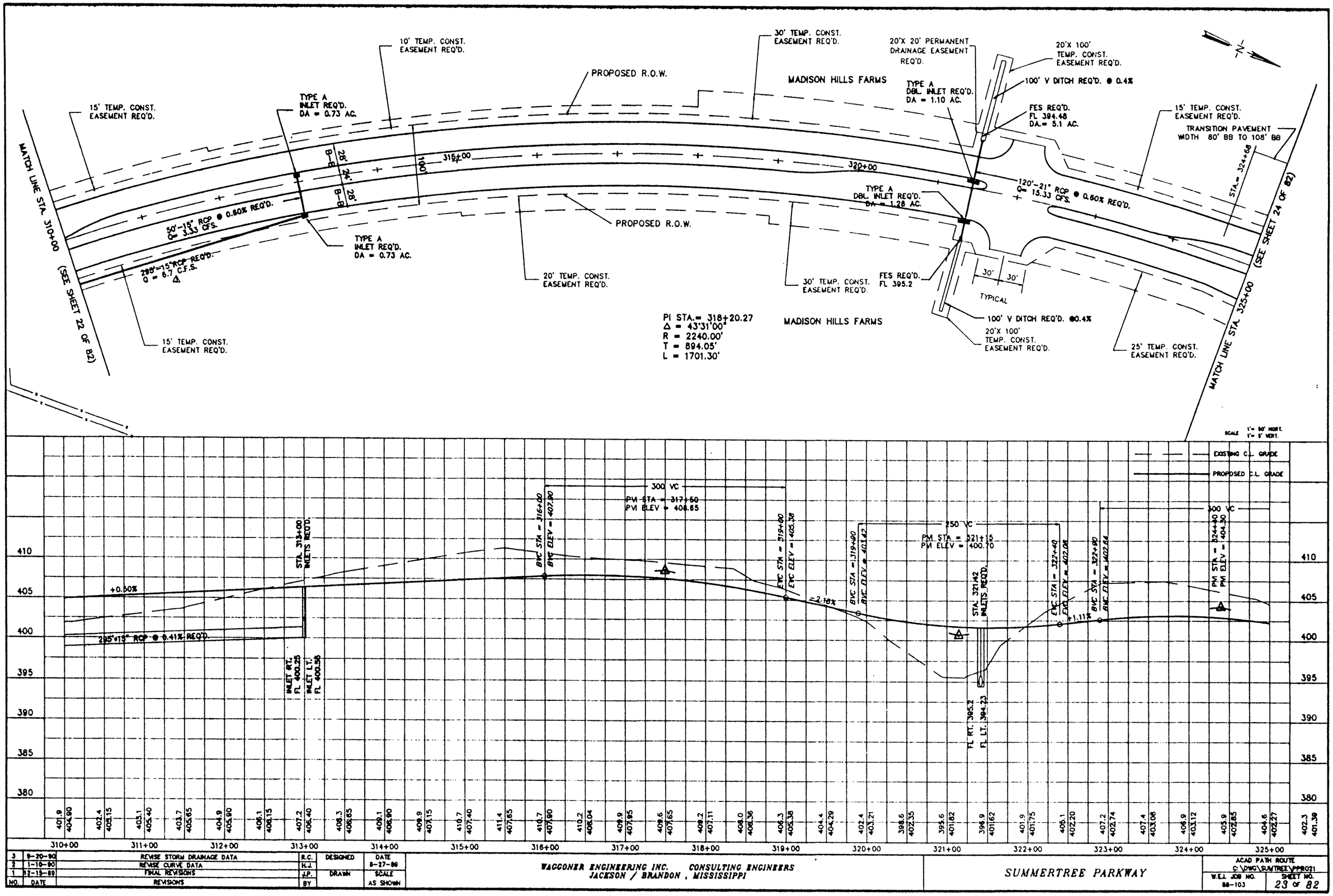


NO.	DATE	REVISIONS	BY		
3	9-20-90	REVISED STORM DRAINAGE DATA, ADDED STEEL CASING	R.C.	DESIGNED	DATE 8-27-89
2	4-19-89	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.		
1	12-15-89	FINAL REVISIONS	J.P.	DRAWN	SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR020
W.E.I. JOB NO. 88-103
SHEET NO. 22 of 82



NO.	DATE	REVISIONS	BY
3	9-20-90	REVISE STORM DRAINAGE DATA	R.C.
2	1-10-90	REVISE CURVE DATA	H.J.
1	12-15-89	FINAL REVISIONS	J.P.

DESIGNED
DRAWN
DATE 8-27-89
SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR021
W.E.I. JOB NO. 88-103
SHEET NO. 23 OF 82

MADISON HILLS FARMS

TRANSITION PAVEMENT WIDTH
80' TO 108' B-B

STA. 326+77.92

FES REQ'D.
FL 387.47
D.A. = 1.7 AC.

20'X 25' PERMANENT DRAINAGE EASEMENT REQ'D.
15' X 40' TEMP. CONST. EASEMENT REQ'D.

40'-15" RCP @ 0.60% REQ'D.
Q = 3.23 CFS

30'-18" RCP @ 0.60% REQ'D.
Q = 7.62 CFS

85'-18" RCP @ 0.60% REQ'D.
Q = 8.14 CFS

TYPE A INLET REQ'D.
D.A. = .88 AC
FL 388.93

TYPE A INLET REQ'D.
D.A. = .58 AC
FL 388.80

POWER LINE

MATCH LINE STA. 325+00 (SEE SHEET 23 OF 82)

PT L 326+27.52

TBM EL=392.2 (C.P.S. in Root Of 30" Oak)

TYPE A INLET REQ'D.
D.A. = .11 AC

100'-21" RCP @ 0.60% REQ'D.
Q = 14.78 CFS

40'-21" RCP @ 0.70% REQ'D.
Q = 15.44 CFS

14" PIPE

40'-30" RCP @ 0.30% REQ'D.
Q = 15.44 CFS

FES REQ'D
FL 384.44
RIP-RAP REQ'D.
15 TONS

130'-15" RCP @ 0.40% REQ'D.
Q = 3.58 CFS

TYPE A INLET REQ'D.
D.A. = .71 AC
FL 388.28

LAKE CASTLE ROAD

MADISON HILLS FARMS

TYPE A INLET REQ'D.
D.A. = .48 AC

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

20'X 20' PERMANENT DRAINAGE EASEMENT REQ'D.

100' V DITCH REQ'D.

30' X 105' TEMP. CONST. EASEMENT REQ'D.

STA. 329+83.39

TRANSITION PAVEMENT WIDTH
108' TO 80' B-B

STA. 332+03.30

FES REQ'D.
FL 387.47
D.A. = 1.5 AC.

25'-15" RCP @ 0.60% REQ'D.
Q = 2.64 CFS

TYPE A INLET REQ'D. FL 387.32
D.A. = .73 AC

40'-15" RCP @ 0.60% REQ'D.
Q = 8.12 CFS

TYPE A INLET REQ'D.
D.A. = .08 AC 330+00

35' TEMPORARY CONSTRUCTION EASEMENT REQ'D.
PROPOSED R.O.W.

80' B-B

STA. 332+03.30

BAILEY MORTGAGE COMPANY
(PROPOSED J. A. BROWN PROPERTY)

PC = 336+41.52

P.I. STA.=338+72.90
Δ = 23°45'28"
R = 1099.98'
T = 231.38'
L = 456.11'

60' X 35' TEMP. CONST. EASEMENT REQ'D.

40'X 45' PERMANENT DRAINAGE EASEMENT REQ'D.
F.E.S. REQ'D.
FL 387.99
D.A. = 6.5 AC.

40'-21" RCP @ 0.60% REQ'D.
Q = 11.73 CFS

TYPE A INLET REQ'D.
D.A. =.55 AC

110'-21" RCP @ 0.60% REQ'D.
Q = 14.75 CFS

335+00

TYPE A INLET REQ'D.
D.A. =.73 AC

85'-24" RCP @ 0.60% REQ'D.
Q = 18.64 CFS

TYPE A INLET REQ'D.
D.A. = 1.00 AC.

25'-30" RCP @ 0.30% REQ'D.
Q = 23.54 CFS

PROPOSED R.O.W.

F.E.S. REQ'D.
FL 386.53

RIP-RAP REQ'D.
15 TONS

100 LF V-DITCH REQ'D.

30'X 35' PERMANENT DRAINAGE EASEMENT REQ'D.

50' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

30' X 100' TEMP. CONST. EASEMENT REQ'D.

BAILEY MORTGAGE COMPANY

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

MATCH LINE STA. 340+00 (SEE SHEET 25 OF 82)

28' B-B 24' 28' B-B

N

SCALE 1"=50' HORIZ
1"=5' VERT

EXISTING C.L. GRADE
PROPOSED C.L. GRADE

300 VC
EVC STA = 325+80
EVC ELEV = 1400.97

-2.56%

BVC STA = 327+18
BVC ELEV = 397.19

250 VC

STA. 327+95
INLET LT. REQ'D.

PVI STA = 328+43
PVI ELEV = 394.00

STA. 328+95
INLETS REQ'D.

EVC STA = 329+68
EVC ELEV = 394.65

+1.8%

EVC STA = 331+20
EVC ELEV = 398.34

PVI STA = 332+70
PVI ELEV = 401.60

300 VC

EVC STA = 334+20
EVC ELEV = 396.16

+2.1%

BVC STA = 334+30
BVC ELEV = 394.84

STA. 334+97
INLET REQ'D.

PVI STA = 335+80
PVI ELEV = 391.00

300 VC

STA. 335+80
INLET REQ'D.

STA. 336+04
INLET REQ'D.

EVC STA = 337+30
EVC ELEV = 396.36

-3.57%

BVC STA = 337+55
BVC ELEV = 397.25

350 VC

PVI STA = 339+30
PVI ELEV = 403.50

100'-18" @ 0.60%

110'-21" RCP @ 0.60% REQ'D.

85'-24" RCP @ 0.60% REQ'D.

INLET LT. FL 386.80

INLET LT. FL 386.08

INLET RT. FL 385.59

INLET LT. FL 387.77

INLET RT. FL 386.60

INLET LT. FL 387.41

	410	405	400	395	390	385	380	375
325+00	404.6	402.27						
326+00	402.3	401.39	398.9	400.21				
327+00			397.5	398.93	394.6	397.65		
328+00					395.3	396.46	393.5	395.66
329+00			392.4	395.28			393.9	395.32
330+00					395.3	395.78		
331+00					396.8	398.57	398.2	397.39
332+00			399.6	398.21	401.1	398.96		
333+00					402.7	399.33	402.5	399.30
334+00					400.3	398.86	397.9	398.02
335+00			395.1	396.77	391.3	395.24	387.5	394.14
336+00			383.6	393.60	383.1	393.63		
337+00			386.3		389.1	395.39		
338+00			391.8	397.07	394.1	398.68		
339+00			396.4	398.84	398.7	400.55		
340+00			402.9	400.82	405.2	400.64		

NO.	DATE	REVISIONS	BY
2	09-20-89	REVISED STORM DRAINAGE DATA	R.C.
1	01-25-90	REVISED TEMPORARY CONSTRUCTION LIMITS	C.S.

DESIGNED
DRAWN
DATE 8-27-89
SCALE AS SHOWN

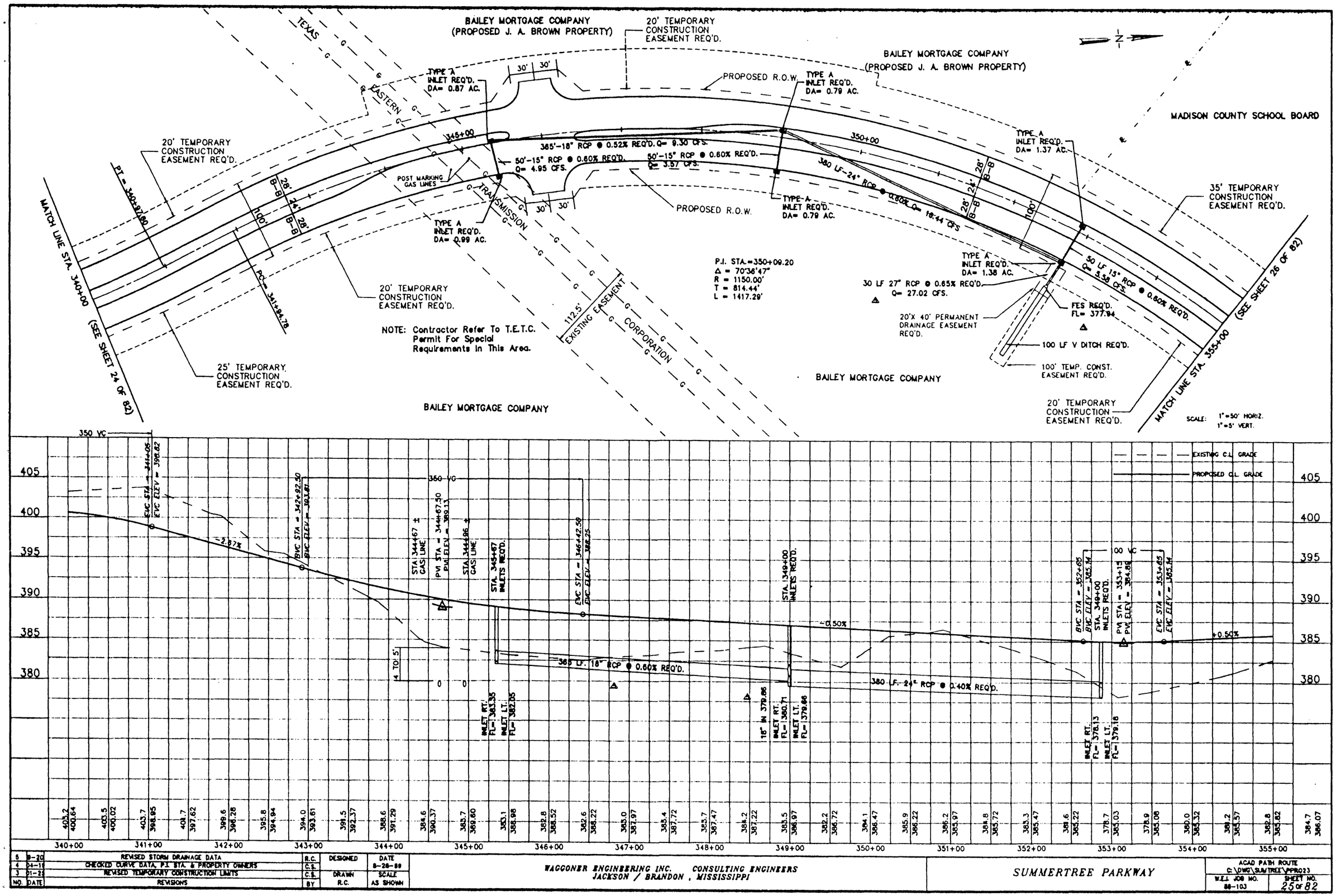
WACCONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE
C:\DWG\SUMTREE\PPRO 22

W.E.I. JOB NO. 88-103

SHEET NO. 24 OF 82



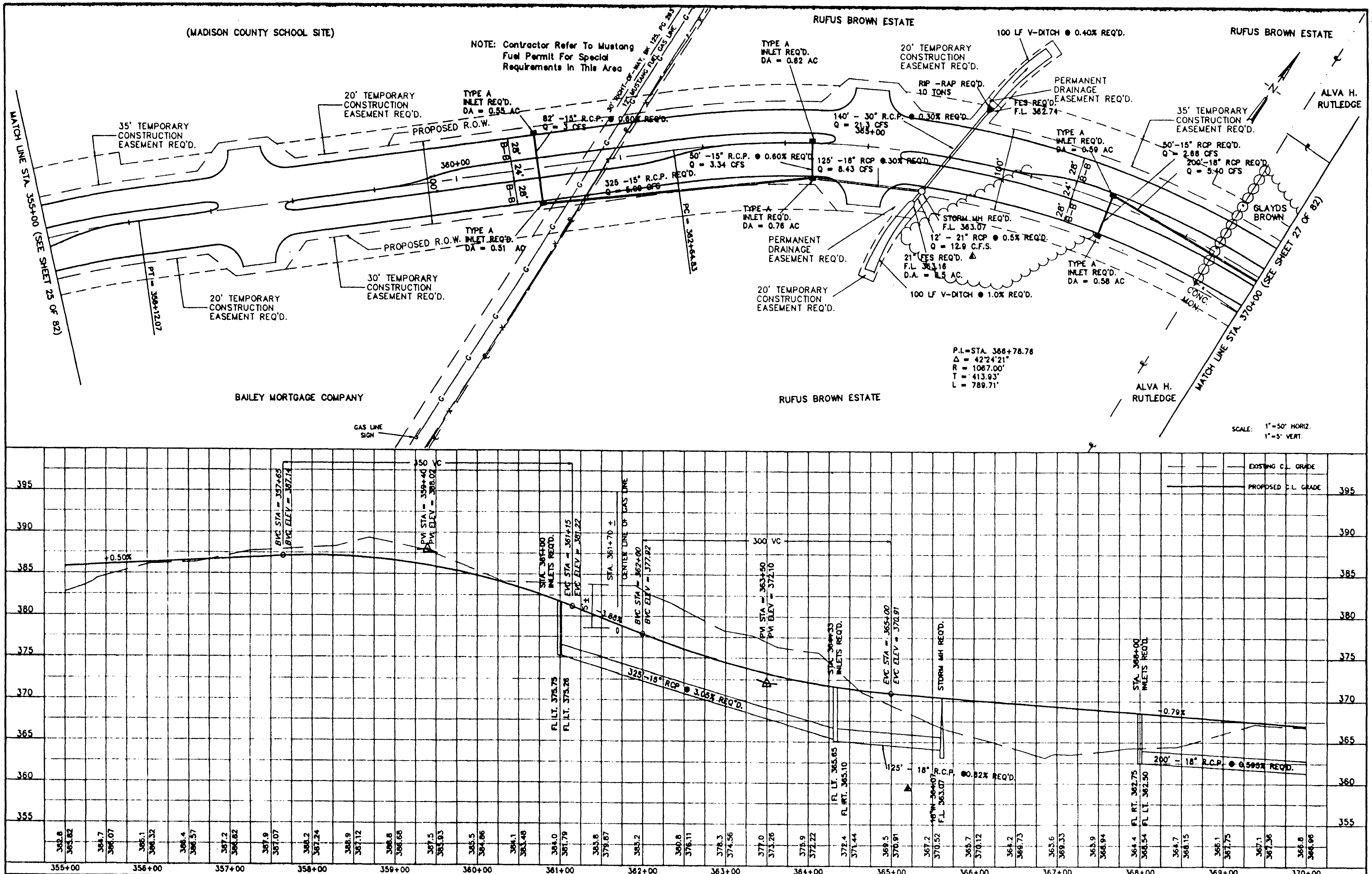
NO.	DATE	REVISIONS	BY
6	9-20	REVISED STORM DRAINAGE DATA	R.C.
4	04-19	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
3	01-23	REVISED TEMPORARY CONSTRUCTION LIMITS	C.S.

DESIGNED — DATE 8-28-89
DRAWN R.C. — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPRO23
W.E.I. JOB NO. 88-103
SHEET NO. 25 OF 82



NO.	DATE	REVISIONS	BY
4	9-20	REVISED STORM DRAINAGE DATA	R.C.
3	4-19	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
2	1-28	ADDED TEMPORARY CONSTRUCTION LIMITS	C.S.

DESIGNED | DRAWN B.C. | DATE 7-24-88 | SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE Q:\DWG\SUMTREE\PPRO24

W.E.I. JOB NO. 88-103

SHEET NO. 26 OF 82

NOTE: Contractor Refer To T.E.T.C. Permit For Special Requirements In This Area.

ALVA RUTLEDGE

GLAYDS BROWN

40' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

MATCH LINE STA. 370+00 (SEE SHEET 26 OF 82)

10 TONS RIP-RAP REQ'D.

FES REQ'D. FL 355.62

36"-30" RCP REQ'D. Q=28.8 CFS

STM. M.H. REQ'D.

76'-18" RCP REQ'D. Q=8.20 CFS.

TYPE A INLET REQ'D. DA.=.48

220'-18" RCP REQ'D. Q=5.40 CFS

TRANSMISSION

CORPORATION

EASTERN

TEXAS

80'-15" RCP REQ'D. Q=1.40 CFS.

120'-24" RCP REQ'D. Q=16.53 CFS.

270'-15" RCP Q=4.05 CFS.

42'-15" RCP @ 0.43% REQ'D. Q=2.95 CFS.

CONC. MON.

PT = 370+54.54

PC = 372+35.84

TYPE A INLET REQ'D DA.=1.69 AC

FES REQ'D. FL 362.00 D.A. = 9.4 AC.

20' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

P.I. =STA. 374+13.65
Δ = 10°09'40"
R = 2000.00'
T = 177.81'
L = 354.69'

30' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

PT = 375+90.52

TYPE A INLET REQ'D. DA.=1.35 AC

ALVA RUTLEDGE

30' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

30' TYP. 30' TYP.

375+00

PROPOSED R.O.W.

100' R.O.W.

28' B-B 24' 28' B-B

PC = 377+90.65

50' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

P.I.=STA. 379+77.71
Δ = 13°27'14"
R = 1585.93'
T = 187.06'
L = 372.40'

380+00

PT = 381+63.05

80' B-B (END CURB)

F.I.P.

MADISON CORPORATE LIMITS

SUMMERTREE LAND COMPANY

30' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

EQUATION PC (BACK) = 385+00.55 PC (AHEAD) = 384+71.15

MATCH LINE STA. 385+00 (AHEAD) (SEE SHEET 28 OF 82)

78' PAVEMENT

385+00 (BACK)

28' B-B 24' 26'

BAILEY MORTGAGE COMPANY

50' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

CONC. MON.

400 VC

600 VC

BEGIN TRANSITION STA. 382+00

BEGIN SECTION "E"

TRANSITION PAVEMENT WIDTH 80' B-B TO 76'

STA. 384+00 END TRANSITION

30' TEMPORARY CONSTRUCTION EASEMENT REQ'D.

SUMMERTREE LAND COMPANY

SCALE: 1"=50' HORIZ. 1"=5' VERT.

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

380 / 375 / 370 / 365 / 360 / 355 / 350 / 345

0.78%

BVC STA = 377+75
BVC ELEV = 365.58

STA. 371+84 INLET RT. REQ'D.

STA. 372+20 INLET LT. REQ'D.

STA. 372+65 STM. M.H. REQ'D.

PVI STA = 373+75
PVI ELEV = 364.00

STA. 375+65 INLETS REQ'D.

EVC STA = 375+75
EVC ELEV = 374.40

PVI STA = 378+75
PVI ELEV = 380.00

EVC STA = 381+75
EVC ELEV = 370.43

1.52%

BVC STA = 382+47.80
BVC ELEV = 365.68

450 VC

PVI STA = 384+72.80
PVI ELEV = 351.00

STA. 384+96.07 BK. EQUATION

STA. 384+71.15 AHD.

36" 30" RCP 0.22% REQ'D.

76'-18" RCP @ 0.53% REQ'D.

270'-15" RCP @ 2.93% REQ'D.

220'-18" RCP @ 0.60% REQ'D.

60'-15" RCP @ 0.42% REQ'D.

INLET RT. FL 360.50

INLET LT. FL 360.00

15" IN 360.25

EXIST. GAS LINE

18" IN 359.80
24" IN 359.00
15" IN 358.80
OUT 357.50

INLET RT. FL 367.30

INLET LT. FL 367.21

366.8 366.96 | 366.7 366.57 | 366.0 366.17 | 365.2 365.78 | 363.8 365.43 | 360.7 365.41 | 360.5 365.76 | 362.4 368.49 | 365.7 367.59 | 369.4 368.07 | 378.3 370.92 | 377.6 373.15 | 380.8 375.84 | 384.0 377.75 | 382.5 378.37 | 387.5 380.51 | 394.1 381.15 | 396.5 381.31 | 394.5 380.98 | 390.4 380.16 | 386.5 378.85 | 379.3 377.06 | 372.6 374.77 | 368.4 372.00 | 364.2 368.80 | 360.0 365.53 | 355.6 362.44 | 352.1 359.85 | 348.8 357.17 | 346.7 355.09 | 344.7 353.27 | 352.32

370+00 371+00 372+00 373+00 374+00 375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 (BACK) 385+00 (AHEAD)

NO.	DATE	REVISIONS	BY
4	9-20-90	REVISED STORM DRAINAGE DATA, REVISED FINISHED GRADE STA. 382+00 TO 386+00 AH.	R.C.
3	4-18-90	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
2	1-27-90	REVISED TEMPORARY CONSTRUCTION LIMITS	C.S.

DESIGNED — DATE 8-30-89
DRAWN R.C. — SCALE AS SHOWN

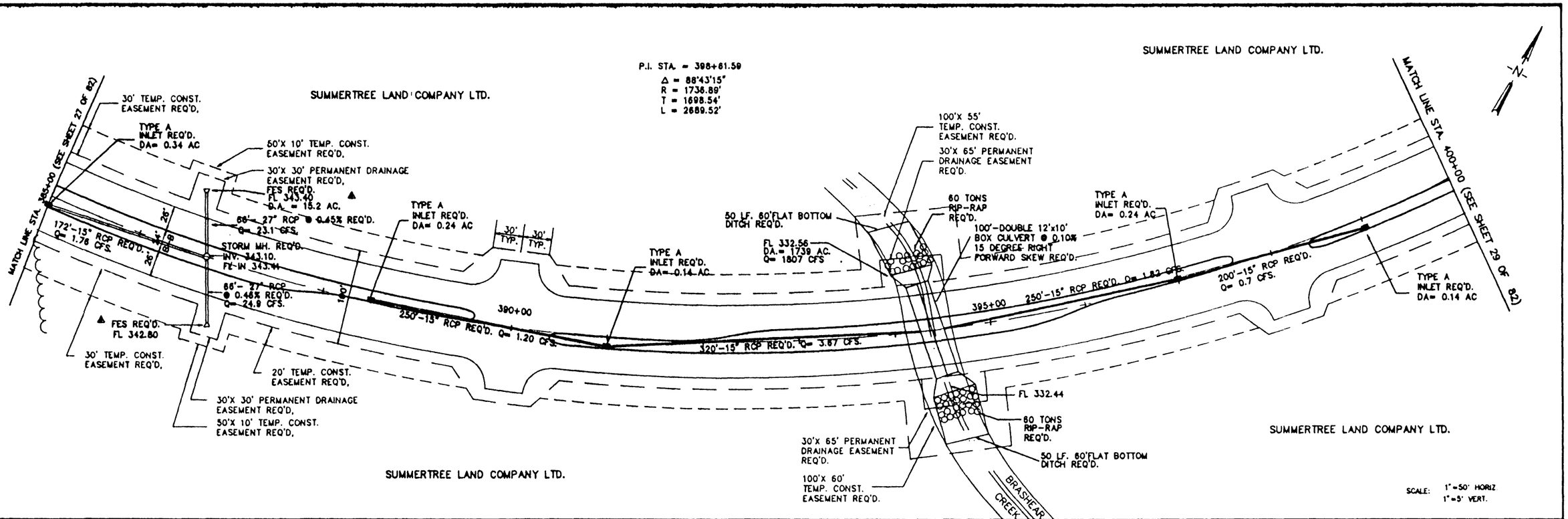
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR035

W.E.I. JOB NO. 88-103

SHEET NO. 27 OF 82



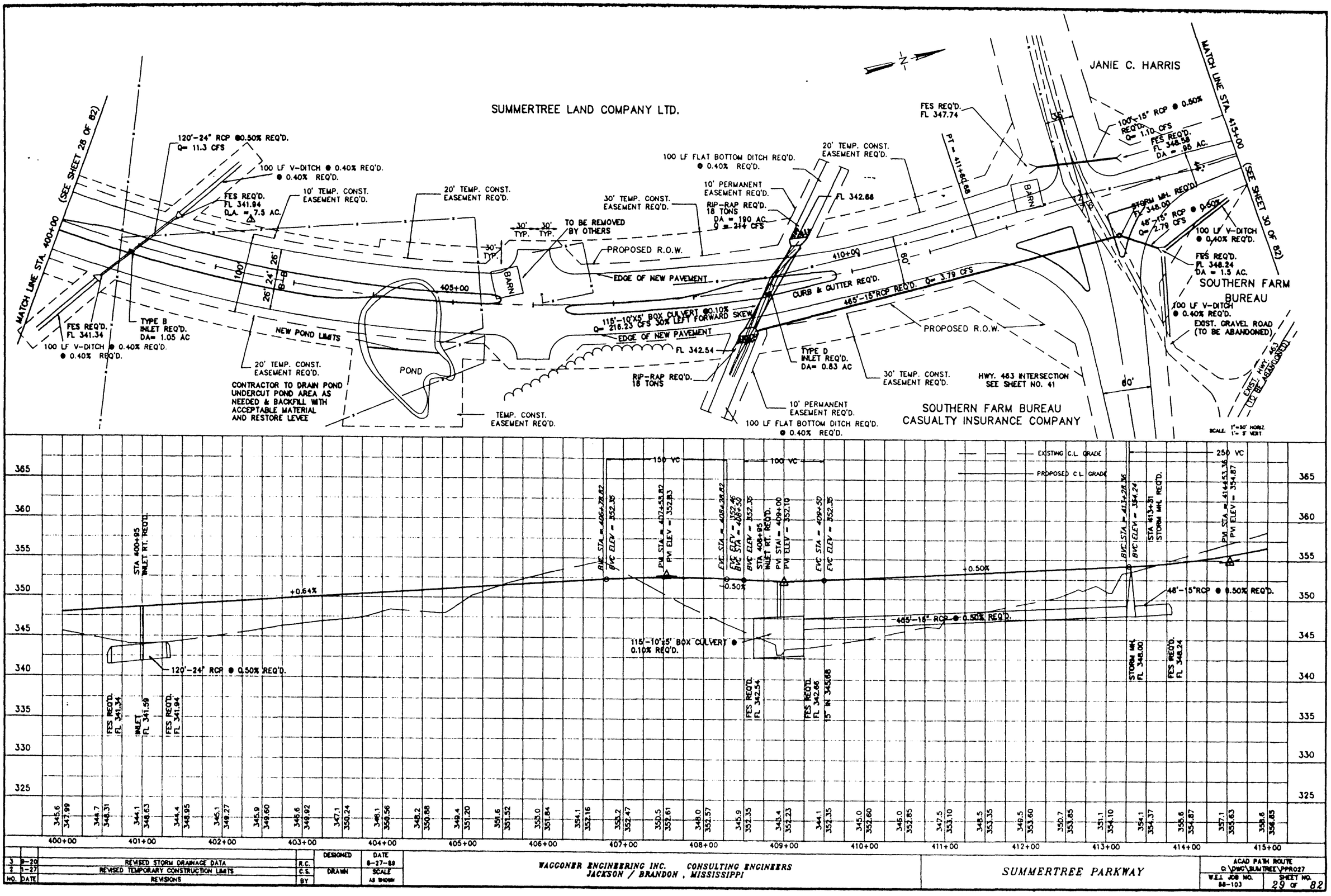
NO.	DATE	REVISIONS	BY
4	8-20-80	REVISED STORM DRAINAGE DATA, REVISED FINISHED GRADE STA. 386+00 TO STA. 390+00	R.C.
3	4-18-80	CHECKED CURVE DATA, P.I. STA. & PROPERTY OWNERS	C.S.
2	1-27-80	REVISED TEMPORARY CONSTRUCTION LIMITS	C.S.

DESIGNED
DRAWN
DATE 8-27-80
SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPRO28
W.E.I. JOB NO. 86-103
SHEET NO. 28 OF 82



NO.	DATE	REVISIONS	BY
3	9-20	REVISED STORM DRAINAGE DATA	R.C.
2	1-27	REVISED TEMPORARY CONSTRUCTION LIMITS	C.S.

DESIGNED — DRAWN — DATE 8-27-89 — SCALE AS SHOWN

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE G:\DWG\SUMTREE\PPR027
W.E.I. JOB NO. 88-103
SHEET NO. 29 OF 82

JANIE C. HARRIS

JANIE C. HARRIS

MATCH LINE STA. 415+00 (SEE SHEET 29 OF 82)

PROPOSED R.O.W.

EXISTING R.O.W.

TEXAS EASTERN GAS VENT

GAS VENT

E.O.P.= 423+00

420+00

P.P.P.

24'

24'

100'

TRANSMISSION GAS VENT

GAS VENT

SOUTHERN FARM BUREAU CASUALTY INSURANCE COMPANY

EXISTING R.O.W.

112.5'

EXISTING EASEMENT

CORPORATION

EXISTING R.O.W.

SUMMERTREE SUBDIVISION

40' R.O.W.

OLD HIGHWAY 463 (TO BE ABANDONED)

EXISTING R.O.W.

SUMMERTREE SUBDIVISION

SCALE 1"=80' HORIZ. 1"= 8' VERT.

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

250' VC

EVC STA = 415+78.36
BVC STA = 415+90

EVC ELEV = 358.28
BVC ELEV = 358.15

-13.13%

PVI STA = 417+15
PVI ELEV = 363.06

250' VC

EVC STA = 418+40
EVC ELEV = 364.91

+1.48%

415+00	416+00	417+00	418+00	419+00	420+00	421+00	422+00	423+00	424+00	425+00	426+00	427+00	428+00
358.6	360.1	361.7	363.0	365.7	364.5	365.3	364.0	368.8	366.6	365.6	367.9	368.9	368.0	370.5	370.8	378.1	371.3
358.65	357.94	358.46	360.91	362.19	363.31	364.27	365.06	365.80	366.55	367.29	366.03	364.77	369.51	370.25			

NO.	DATE	REVISIONS	BY
2	04-19-90	CHECKED PROPERTY OWNERS	C.S.
1	12-19-89	FINAL REVISIONS	J.P.

DESIGNED | DRAWN | DATE 6-27-89 | SCALE AS SHOWN

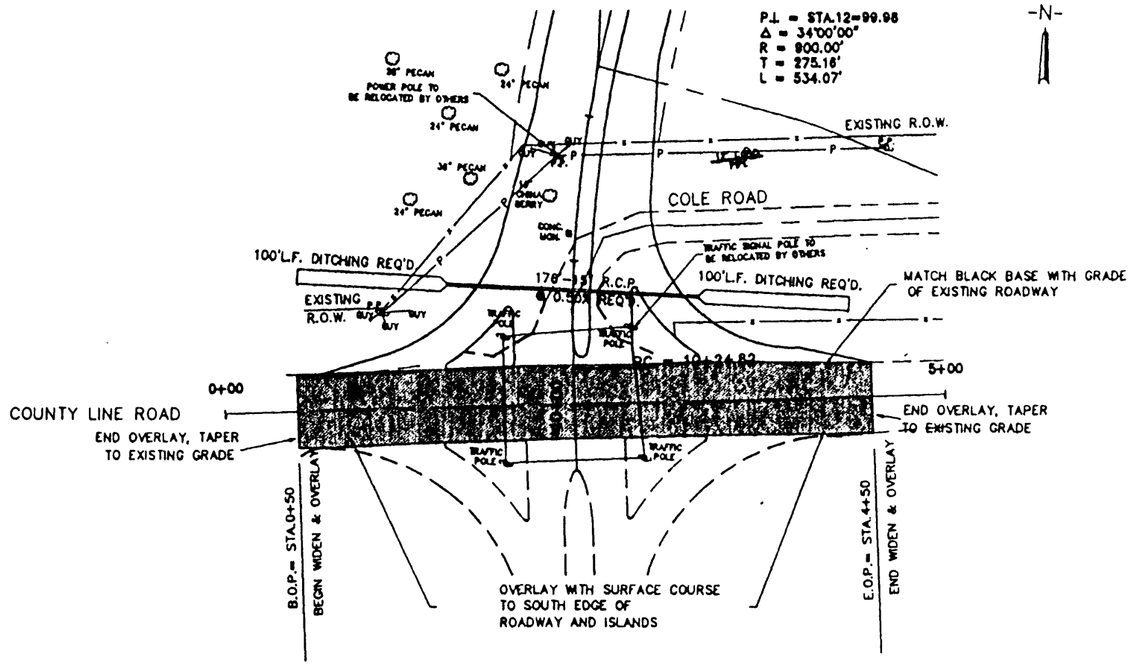
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

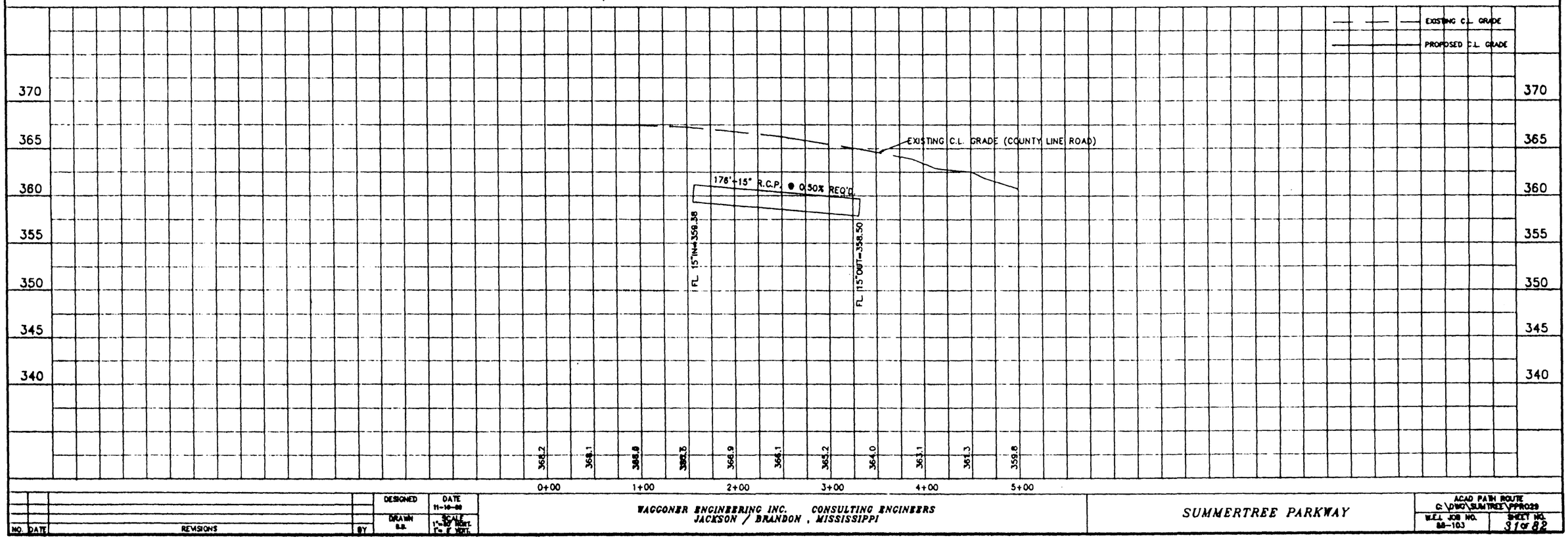
SUMMERTREE PARKWAY

ACAD PATH ROUTE G:\DWG\SUMTREE\PP#028

W.E.I. JOB NO. 88-103

SHEET NO. 30 OF 82





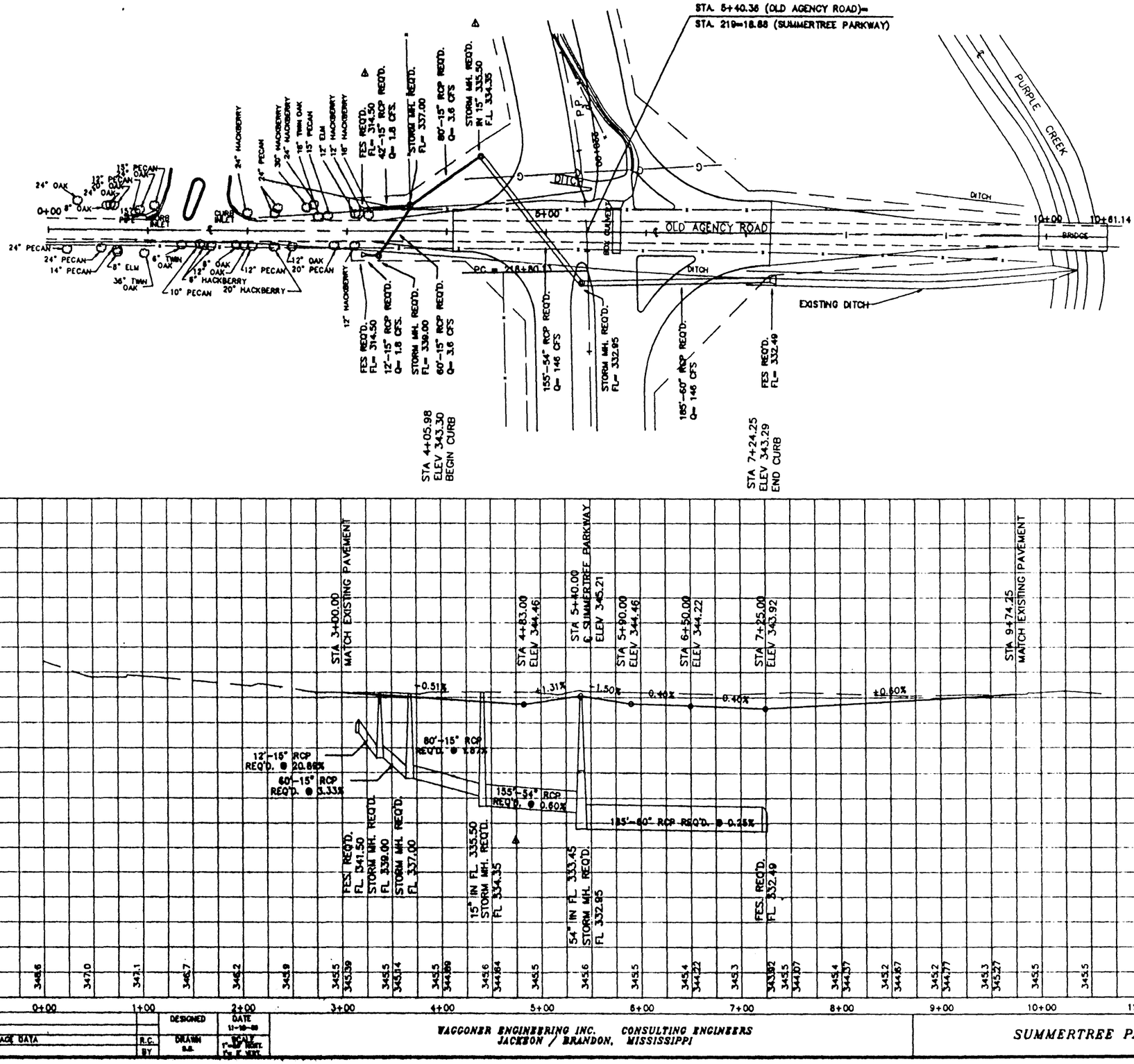
NO.	DATE	REVISIONS	BY

DESIGNED
DRAWN S.B.
DATE 11-10-00
SCALE 1"=50' HORZ. 1"=5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE C:\DWG\SUMTREE\PPR029
W.E.I. JOB NO. 98-103
SHEET NO. 31 OF 82



NO.	DATE	REVISIONS	BY
1	9-20	REVISED STORM DRAINAGE DATA	R.C.

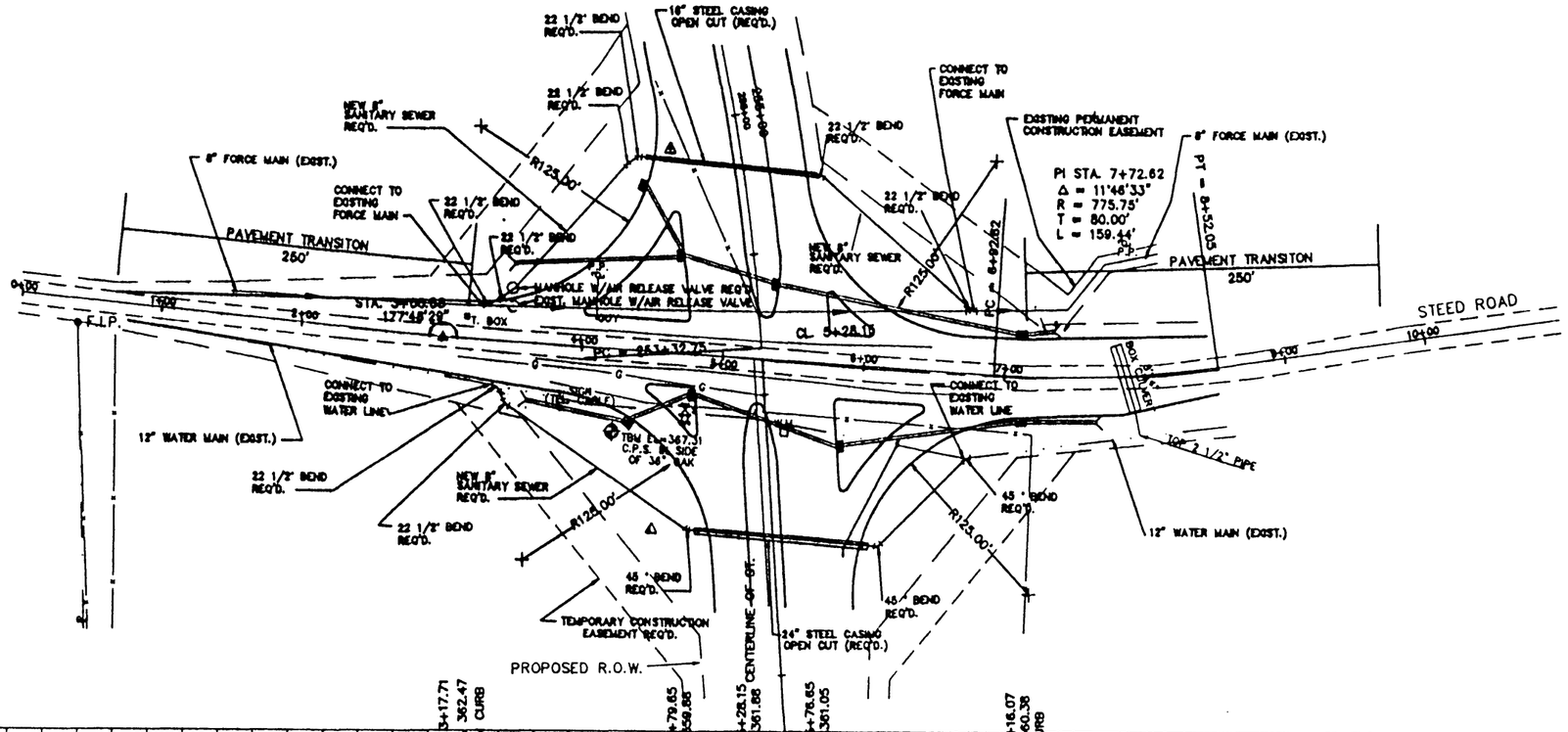
DESIGNED
DRAWN S.B.
DATE 11-10-00
SCALE 1"=50' HORIZ. 1"=5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE
W.E.I. JOB NO.
SHEET NO. 32 OF 82

GENERAL NOTE:
12" WATER MAIN AND 8" FORCE MAIN SHALL HAVE A 36" MIN. COVER



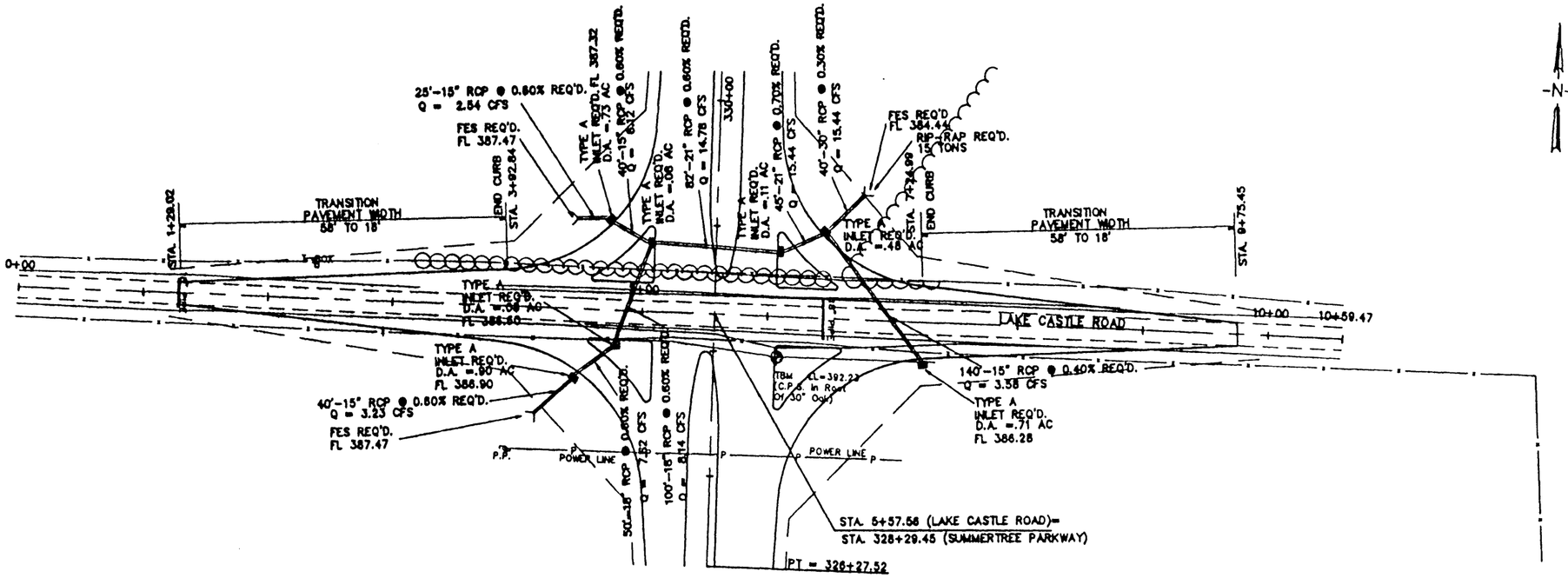
NO.	DATE	REVISIONS	BY
1	9-27	ADDED UTILITY RELOCATIONS	KL

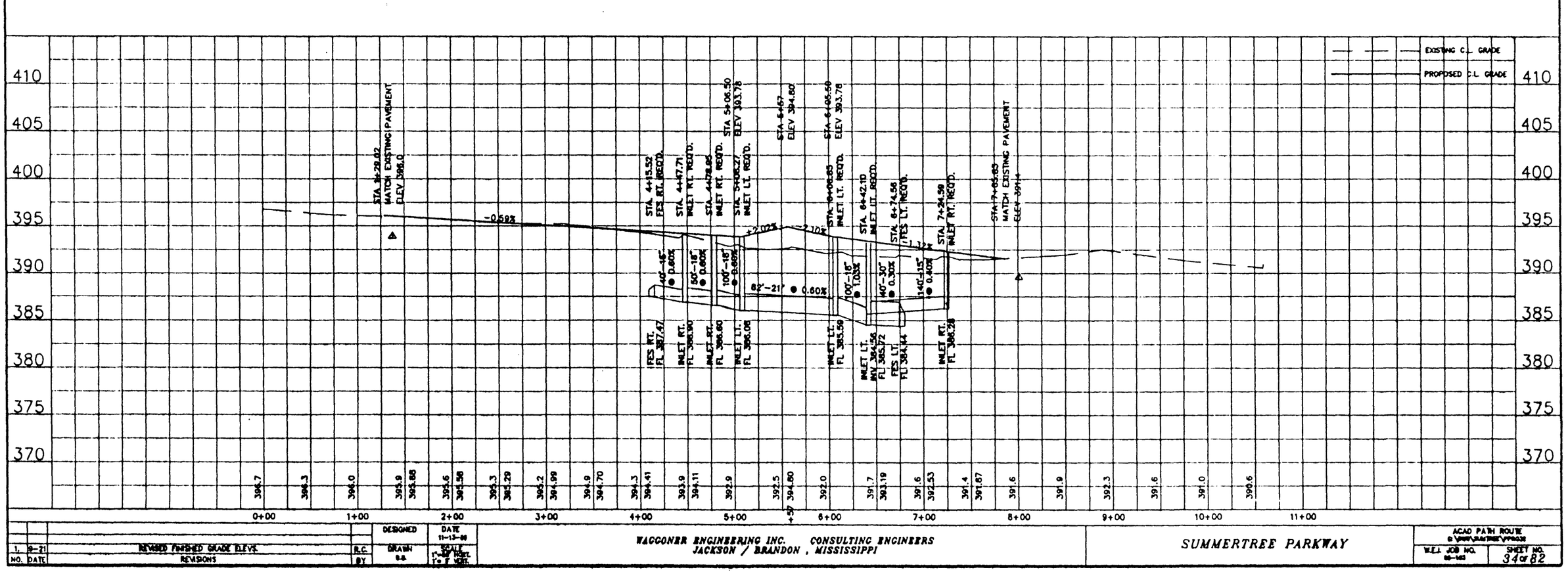
DESIGNED
DRAWN B.S.
DATE 11-10-99
SCALE 1"=50' HORIZ. 1"= 5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON/BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE
W.E.I. JOB NO. 98-103
SHEET NO. 33 OF 82





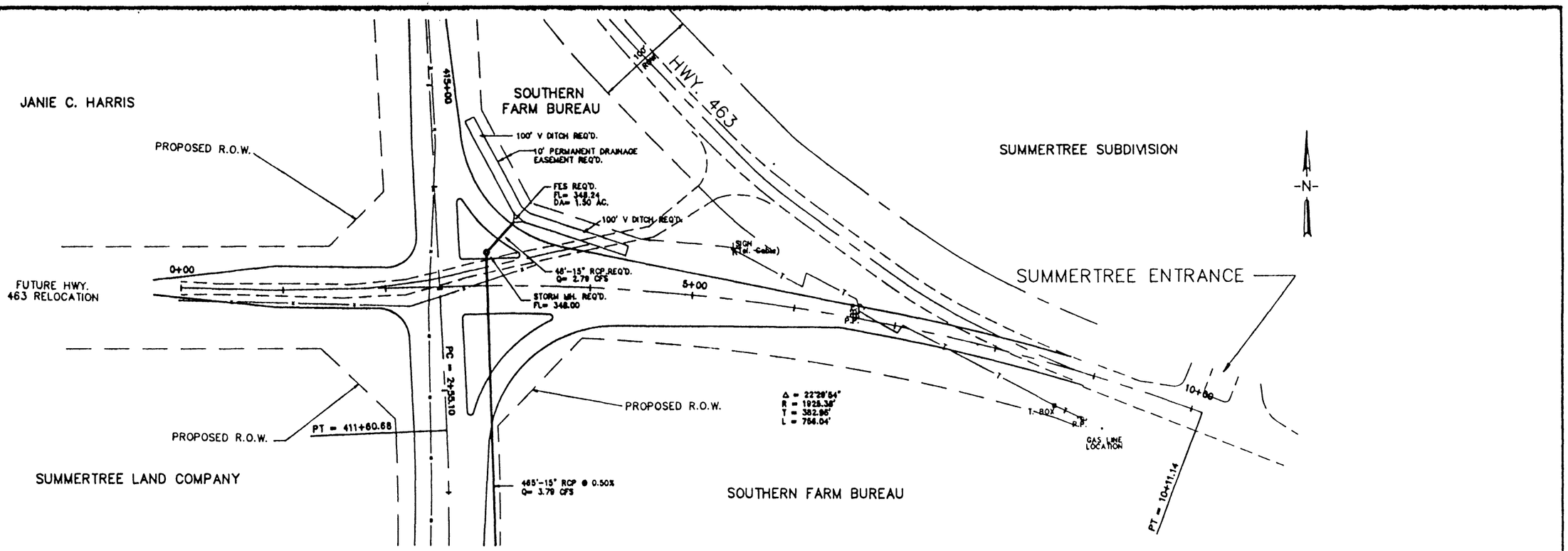
NO.	DATE	REVISIONS	BY
1.	9-21	REVISED FINISHED GRADE ELEVS.	R.C.

DESIGNED
DRAWN B.B.
DATE 11-13-89
SCALE 1"=50' HORIZ. 1"= 5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE
W.E.I. JOB NO. 88-163
SHEET NO. 34 of 82



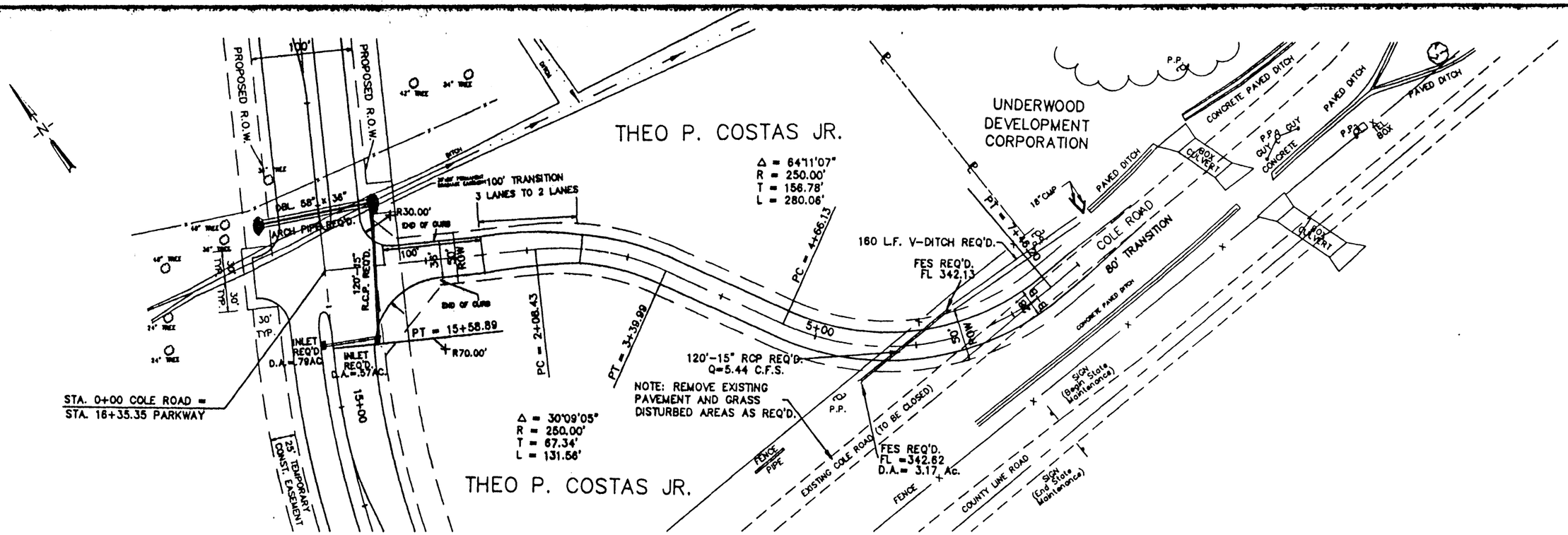
NO.	DATE	REVISIONS	BY

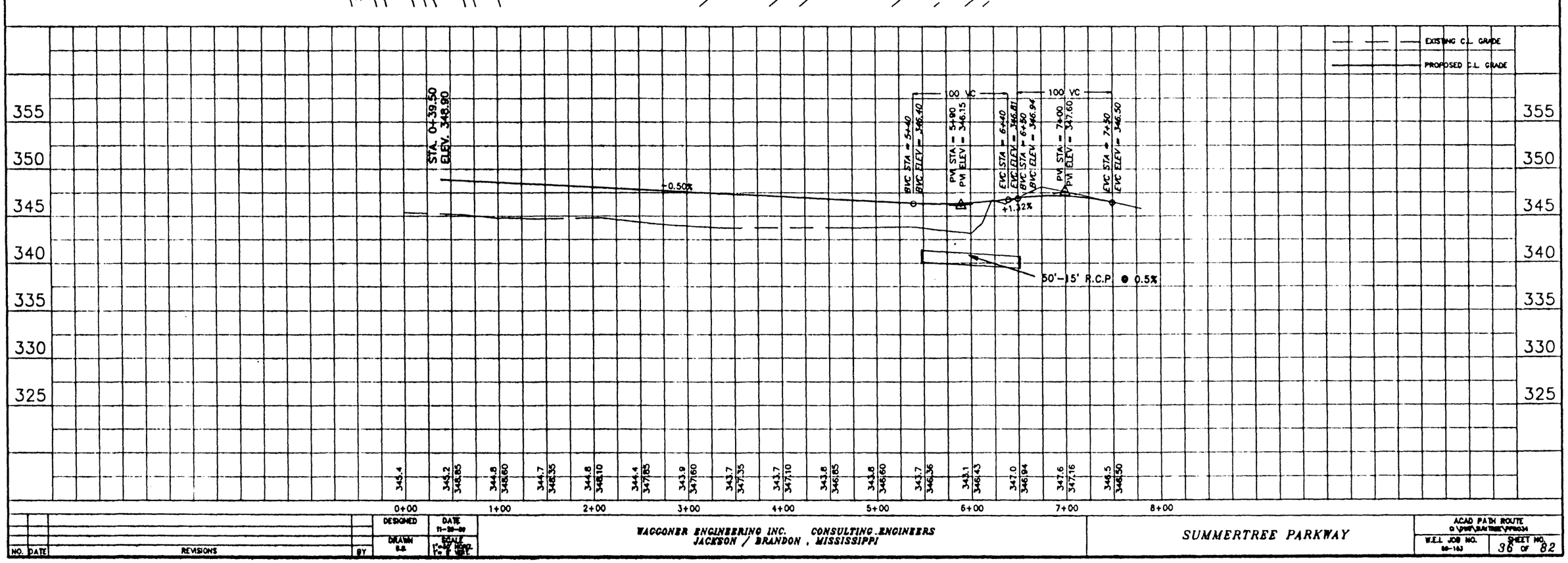
DESIGNED
DRAWN B.B.
DATE 11-14-08
SCALE 1"=50' HORIZ. 1"=5' VERT.

WACCONER ENGINEERING INC.— CONSULTING ENGINEERS
JACKSON / BRANDON, MISSISSIPPI

SUMMERTREE PARKWAY

ACAD PATH ROUTE G:\DWG\SUMTREE\VPROJ.DWG
W.E.I. JOB NO. 08-143
SHEET NO. 35 OF 82





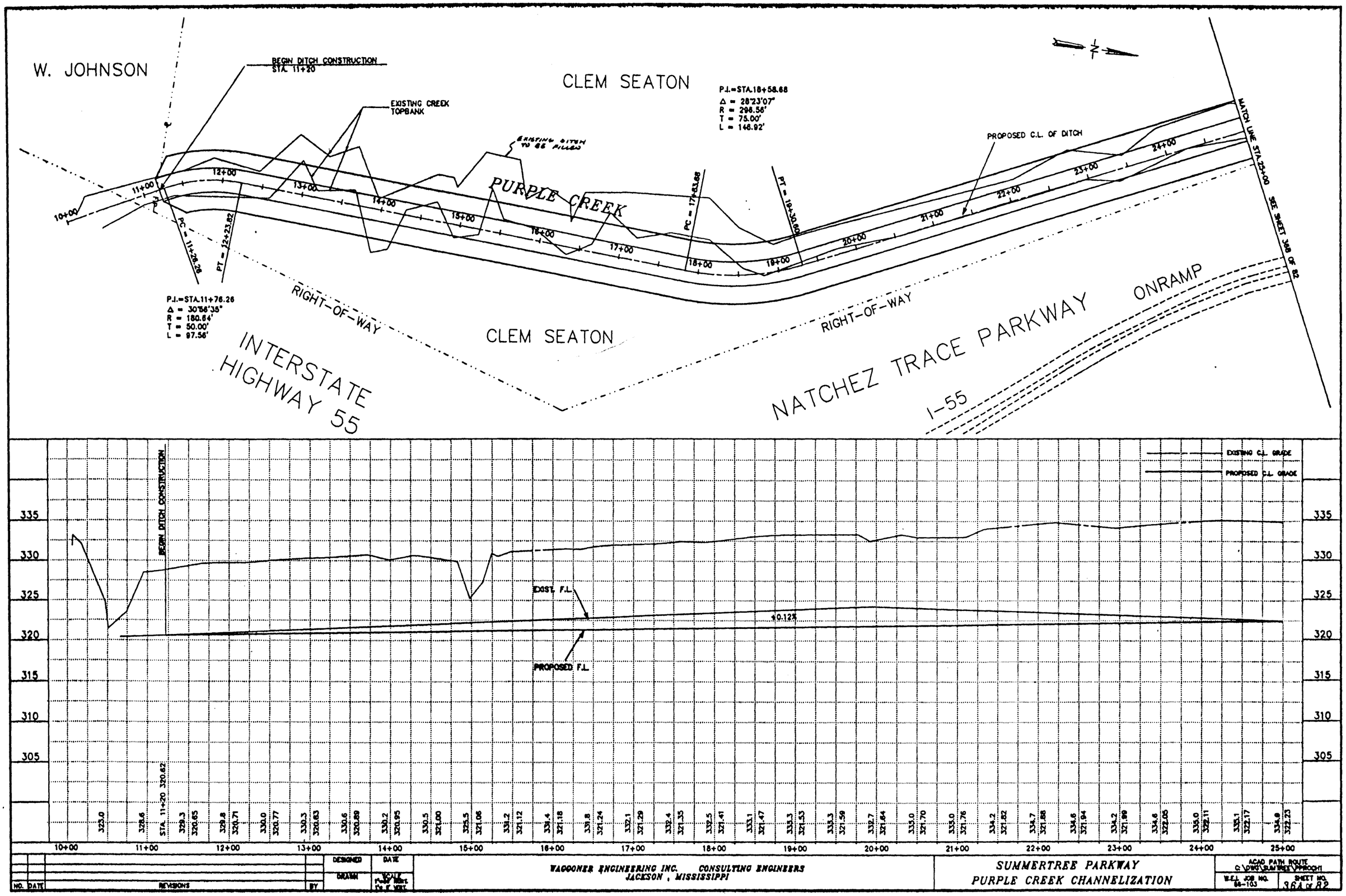
NO.	DATE	REVISIONS	BY

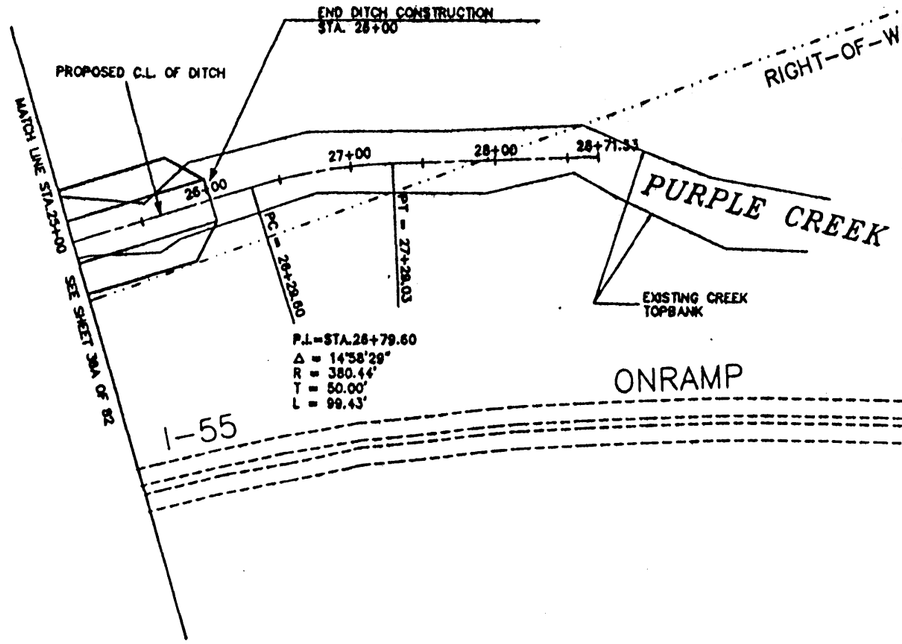
DESIGNED
DRAWN B.B.
DATE 11-20-09
SCALE 1"=50' HORIZ. 1"=5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON / BRANDON , MISSISSIPPI

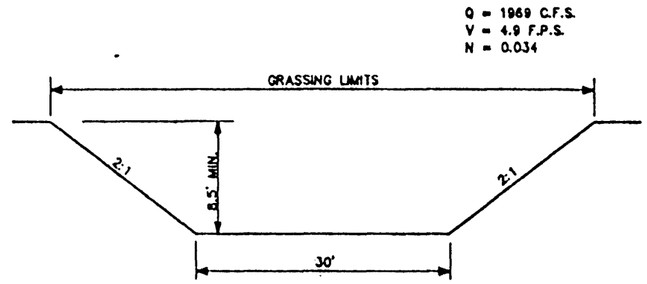
SUMMERTREE PARKWAY

ACAD PATH ROUTE G:\SWP\SUMTREE\SWP0034
W.E.I. JOB NO. 08-163
SHEET NO. 36 OF 82

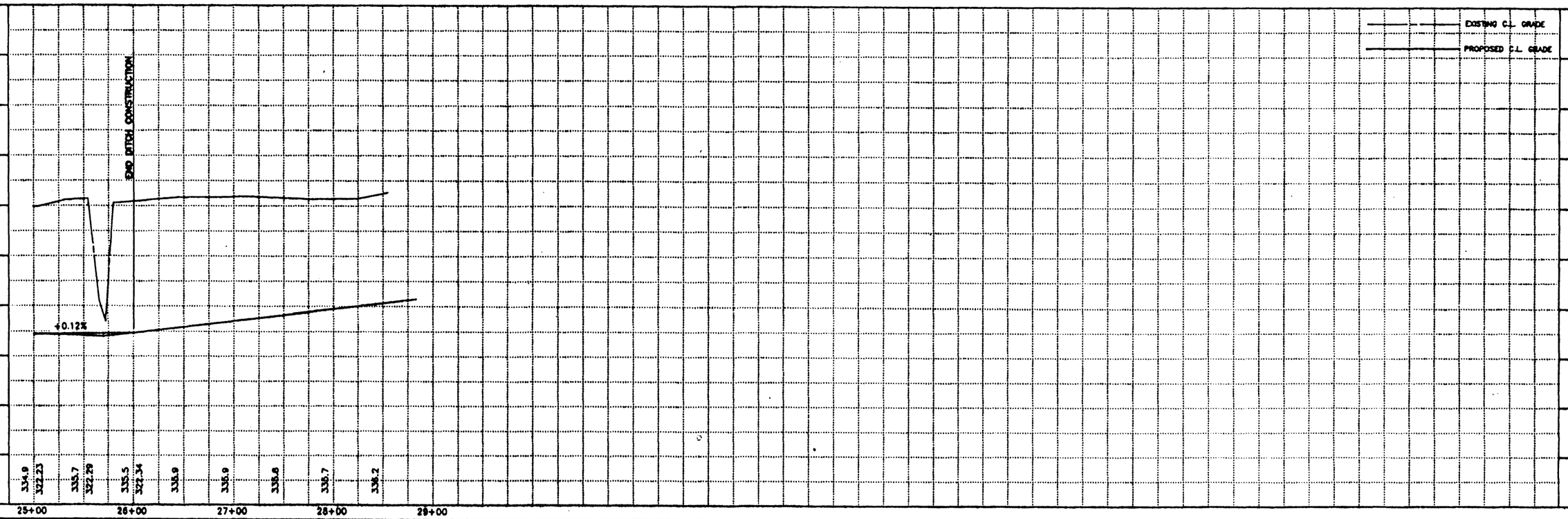

W. JOHNSON
BEGIN DITCH CONSTRUCTION STA. 11+20
EXISTING CREEK TOPBANK
EXISTING DITCH TO BE FILLED
CLEM SEATON
P.I.=STA.18+58.68
Δ = 28°23'07"
R = 296.56'
T = 75.00'
L = 146.92'
PROPOSED C.L. OF DITCH
MATCH LINE STA.22+00 SEE SHEET 36B OF 82
PURPLE CREEK
PC = 17+83.68
PT = 19+30.60
PC = 11+76.26
PT = 12+23.82
P.I.=STA.11+76.26
Δ = 30°56'35"
R = 180.64'
T = 50.00'
L = 97.56'
RIGHT-OF-WAY
RIGHT-OF-WAY
CLEM SEATON
INTERSTATE HIGHWAY 55
NATCHEZ TRACE PARKWAY
ONRAMP
I-55
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
24+00
BEGIN DITCH CONSTRUCTION
STA. 11+20 320.62
EXISTING C.L. GRADE
PROPOSED C.L. GRADE
EXIST. F.L.
PROPOSED F.L.
+0.12%
335
330
325
320
315
310
305
323.0
328.6
329.3 320.65
329.8 320.71
330.0 320.77
330.3 320.83
330.6 320.89
330.2 320.95
330.5 321.00
329.5 321.06
334.2 321.12
334.4 321.18
331.8 321.24
332.1 321.29
332.4 321.35
332.5 321.41
333.1 321.47
333.3 321.53
333.3 321.59
332.7 321.64
335.0 321.70
335.0 321.76
334.2 321.82
334.7 321.88
334.6 321.94
334.2 321.99
334.6 322.05
335.0 322.11
335.1 322.17
334.9 322.23
DESIGNED
DRAWN
DATE
SCALE
NO. DATE REVISIONS BY
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON, MISSISSIPPI
SUMMERTREE PARKWAY
PURPLE CREEK CHANNELIZATION
ACAD PATH ROUTE
C:\DWG\SUMTREE\PTRCCH1
W.E.I. JOB NO. 88-103
SHEET NO. 36A OF 82



NATCHEZ TRACE PARKWAY



TYPICAL SECTION



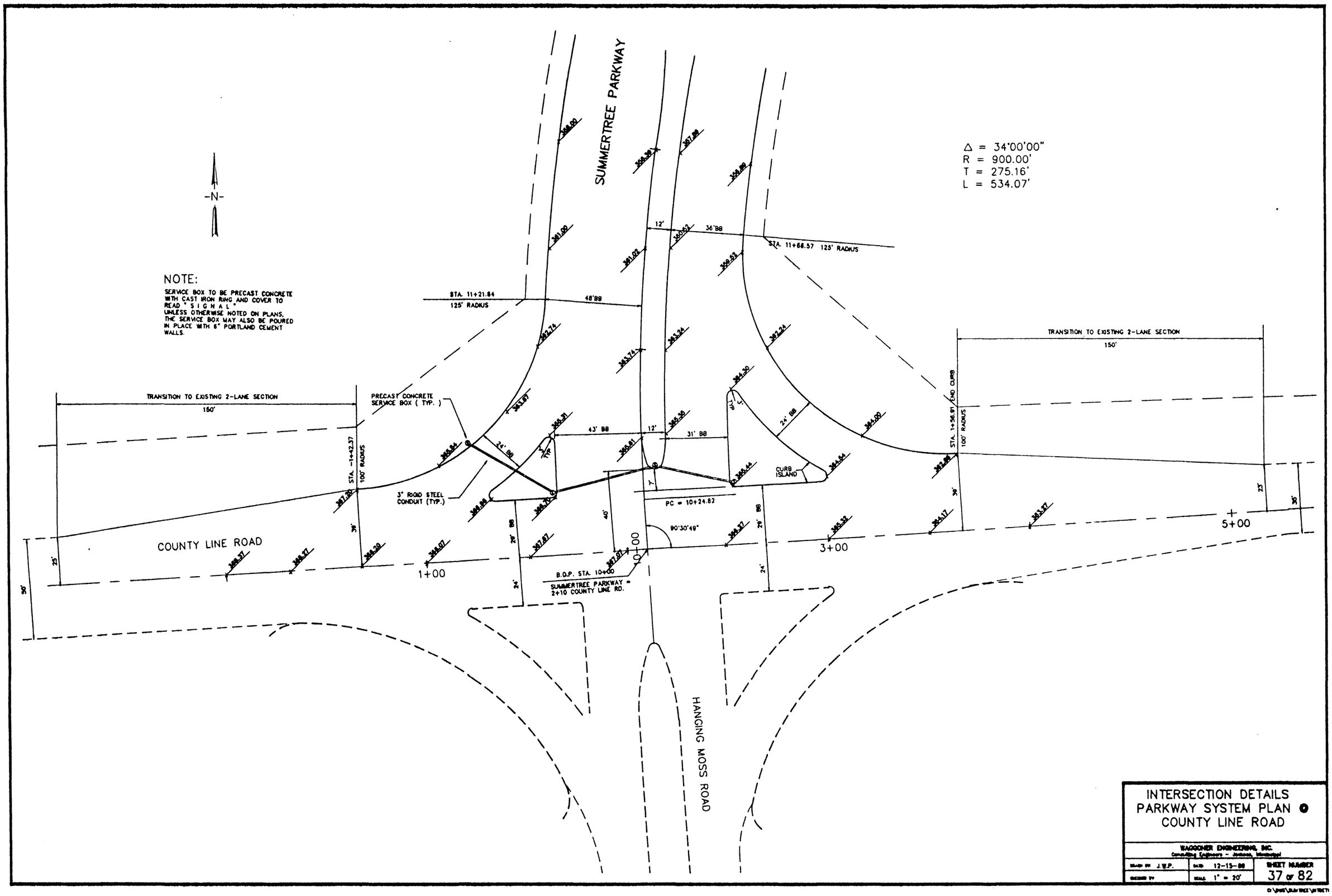
NO.	DATE	REVISIONS	BY

DESIGNED | DATE
DRAWN | SCALE 1"=50' HORZ. 1"= 5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON, MISSISSIPPI

SUMMERTREE PARKWAY
PURPLE CREEK CHANNELIZATION

ACAD PATH ROUTE C:\DWG\SUMTREE\PPROCH1
W.E.I. JOB NO. 88-103
SHEET NO. 36B OF 82


-N-
NOTE:
SERVICE BOX TO BE PRECAST CONCRETE WITH CAST IRON RING AND COVER TO READ " S I G N A L "
UNLESS OTHERWISE NOTED ON PLANS, THE SERVICE BOX MAY ALSO BE POURED IN PLACE WITH 6" PORTLAND CEMENT WALLS.
SUMMERTREE PARKWAY
Δ = 34°00'00"
R = 900.00'
T = 275.16'
L = 534.07'
STA. 11+21.84
125' RADIUS
48'BB
12'
36'BB
STA. 11+68.57 125' RADIUS
TRANSITION TO EXISTING 2-LANE SECTION
150'
PRECAST CONCRETE SERVICE BOX (TYP.)
43' BB
31' BB
24' BB
CURB ISLAND
PC = 10+24.82
90°30'49"
STA. 1+42.37
100' RADIUS
STA. 1+56.91
END CURB
100' RADIUS
3" RIGID STEEL CONDUIT (TYP.)
COUNTY LINE ROAD
1+00
B.O.P. STA. 10+00
SUMMERTREE PARKWAY = 2+10 COUNTY LINE RD.
3+00
5+00
HANGING MOSS ROAD
INTERSECTION DETAILS
PARKWAY SYSTEM PLAN ❶
COUNTY LINE ROAD
WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi
DRAWN BY J.W.P.
DATE 12-13-88
SCALE 1" = 20'
SHEET NUMBER
37 of 82

Δ = 20°29'34"
R = 1100.00'
T = 198.84'
L = 393.43'

-N-

NOTE:

SERVICE BOX TO BE PRECAST CONCRETE WITH CAST IRON RING AND COVER TO READ " S I G N A L "
UNLESS OTHERWISE NOTED ON PLANS, THE SERVICE BOX MAY ALSO BE POURED IN PLACE WITH 6" PORTLAND CEMENT WALLS.

SUMMERTREE PARKWAY

STA. 220+46.26
125' RADIUS
36' BB
6'
18'

STA. 220+28.95
70' RADIUS
48' BB

STA. 4+05.98 END OF CURB
70' RADIUS

PRECAST CONCRETE SERVICE BOX (TYP)

3" RIGID STEEL CONDUIT (TYP)

STA. STA. 219+84.46

STA. 219+98.53

STA.219+38.75 PKY.= 5+40 OLD AGENCY RD.

OLD AGENCY ROAD

4+00
5+00
7+00

20' BB
25' BB
32' BB

7'
3' TYP
2.4' BB

125' RADIUS
END OF CURB
STA. 7+24.25
250' TRANSITION TO EXISTING TWO LANE SECTION

100' TRANSITION TO EXISTING TWO LANE SECTION
END OF CURB
STA. 4+12.46
70' RADIUS

PC = 218+80.13

STA. 218+31.70
70' RADIUS

24' BB
43' BB

PROPOSED R.O.W.

125' RADIUS
STA. 217+41.40

TRANSITION TO 28' BB

INTERSECTION DETAILS PARKWAY SYSTEM PLAN ⓒ OLD AGENCY ROAD

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY J.P.	DATE 11-29-89	SHEET NUMBER 38 OF 82
CHECKED BY	SCALE 1"=20'	

D:\PWS\SUMTREE\PKTEET2

Δ = 40°15'00"
R = 1530.00'
T = 560.66'
L = 1074.82'

-N-

NOTE:
SERVICE BOX TO BE PRECAST CONCRETE WITH CAST IRON RING AND COVER TO READ " S I G I N A L " UNLESS OTHERWISE NOTED ON PLANS THE SERVICE BOX MAY ALSO BE POURED IN PLACE WITH 6" PORTLAND CEMENT WALLS.

250' TRANSITION
TO EXISTING TWO LANE SECTION

END OF CURB
STA. 3+17.81
125' RADIUS

STA. 3+17.81
END OF CURB

STA. 3+69.01
125' RADIUS

225+25.15
125' RADIUS

48' BB

6'

18'

3+00

4+00

5+00

STA. 254+43.92
125' RADIUS

36' BB

STA. 223+95.16

43' BB

31' BB

PRECAST CONCRETE SERVICE BOX (TYP)

3" RIGID STEEL CONDUIT (TYP)

2-3" RIGID STEEL CONDUIT

STA. 253+24.09 PKY.
= 5+28.15 STEED RD.

PC = 253+32.75

24' BB

23' BB

3' TYP

7'

125' RADIUS
STA. 251+92.63

36' BB

18'

125' RADIUS
STA. 251+48.73

48' BB

250' TRANSITION
TO EXISTING TWO LANE SECTION

125' RADIUS
STA. 6+87.62

END OF CURB
STA. 7+16.07

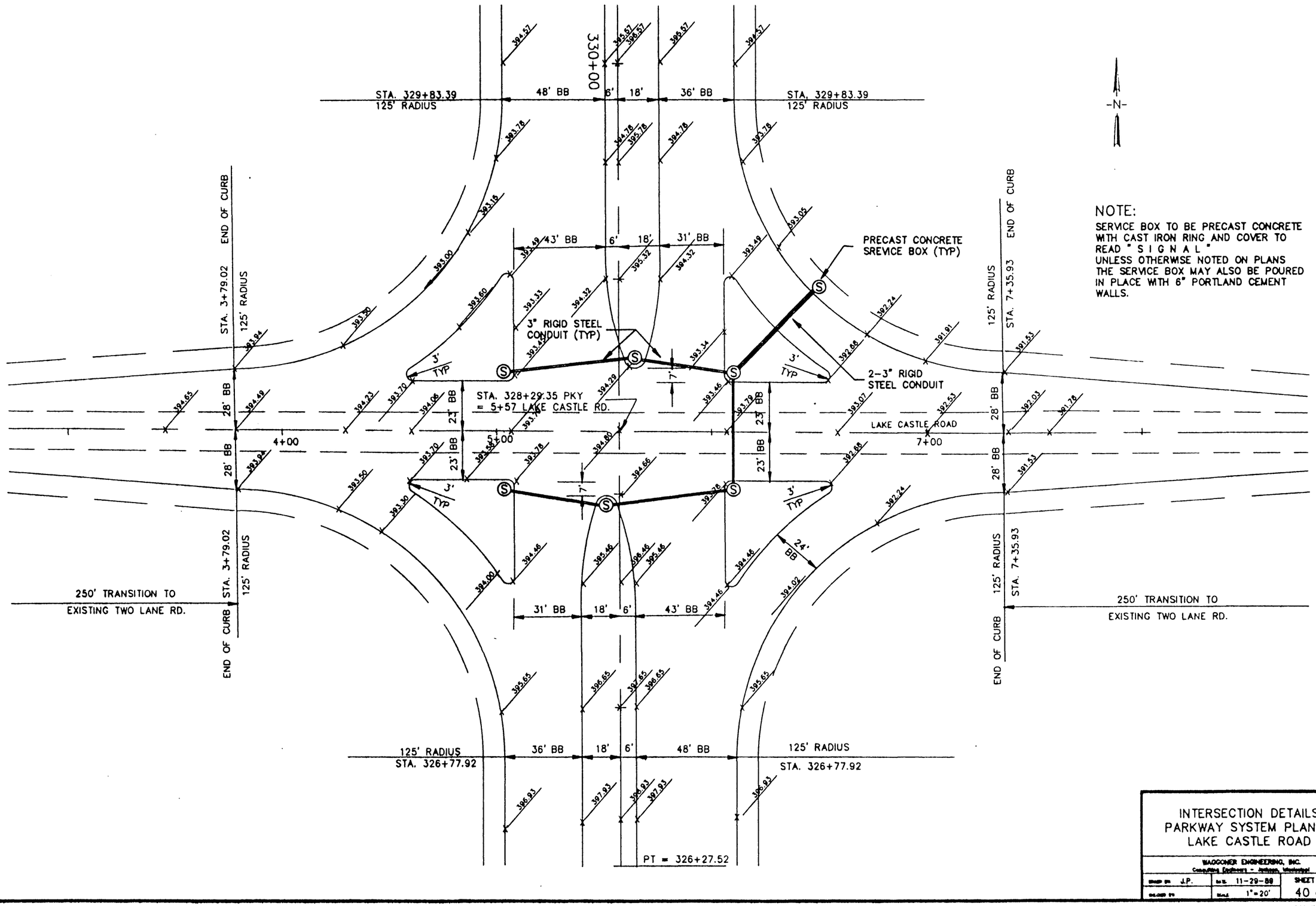
7+00

125' RADIUS
STA. 7+16.07
END OF CURB

INTERSECTION DETAILS
PARKWAY SYSTEM PLAN
STEED ROAD

WAGGONER ENGINEERING, INC.
Consulting Engineers • Jackson, Mississippi

DRAWN BY J.P.	DATE 11-29-89	SHEET NUMBER 39 of 82
CHECKED BY	SCALE 1"=20'	

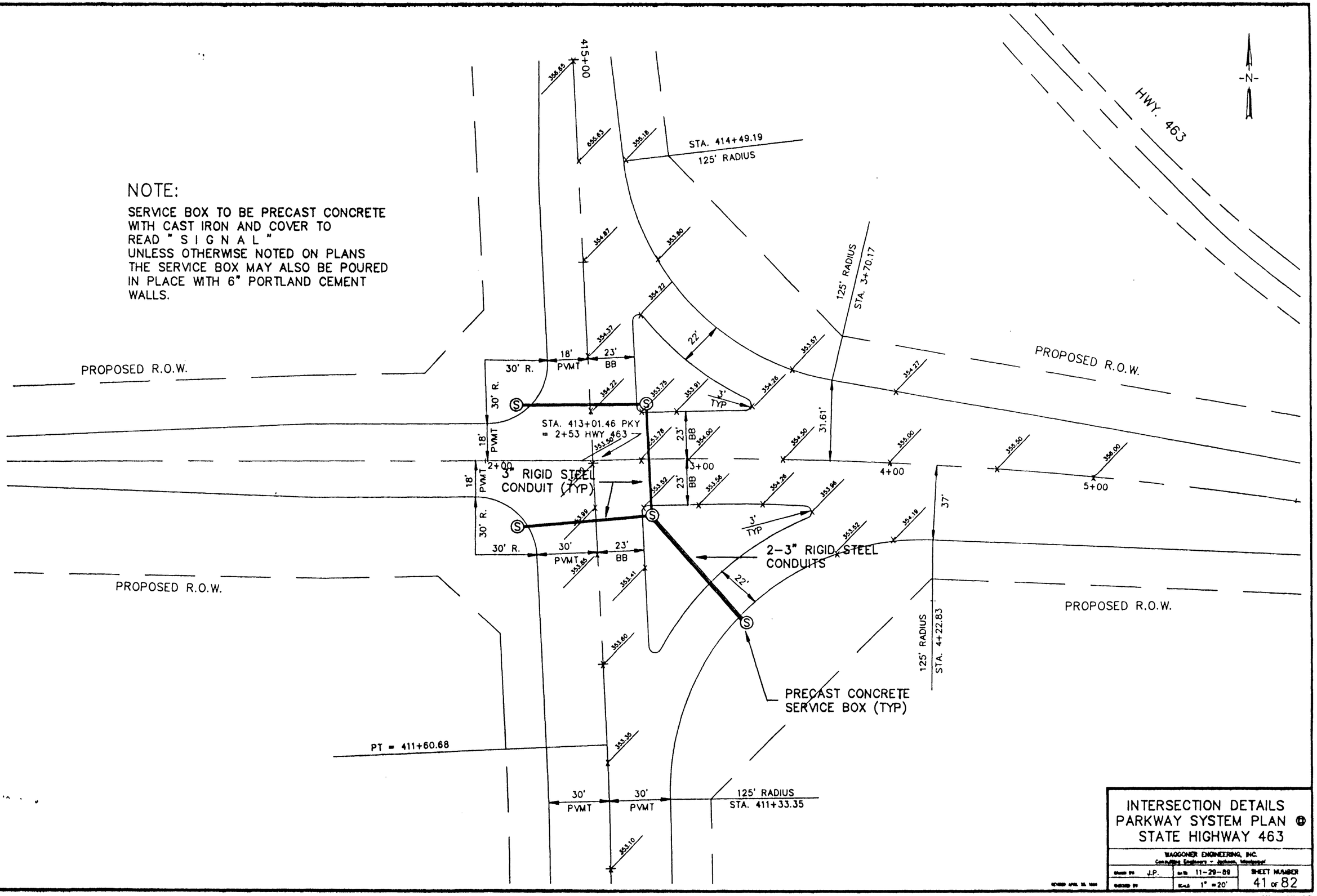


INTERSECTION DETAILS
PARKWAY SYSTEM PLAN ❹
LAKE CASTLE ROAD

WAGGONER ENGINEERING, INC.		
DRAWN BY J.P.	DATE 11-29-88	SHEET NUMBER 40 of 82
DESIGNED BY	SCALE 1"=20'	

NOTE:

SERVICE BOX TO BE PRECAST CONCRETE WITH CAST IRON AND COVER TO READ " S I G N A L "
UNLESS OTHERWISE NOTED ON PLANS THE SERVICE BOX MAY ALSO BE POURED IN PLACE WITH 6" PORTLAND CEMENT WALLS.

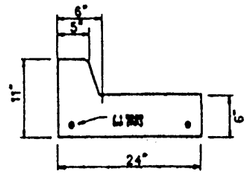


INTERSECTION DETAILS
PARKWAY SYSTEM PLAN ©
STATE HIGHWAY 463

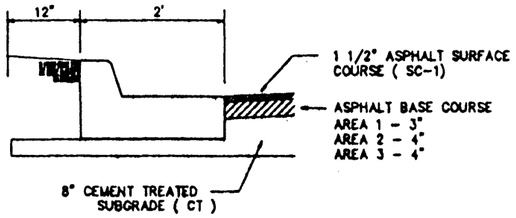
WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY J.P.	DATE 11-29-89	SHEET NUMBER 41 of 82
CHECKED BY	SCALE 1" = 20'	

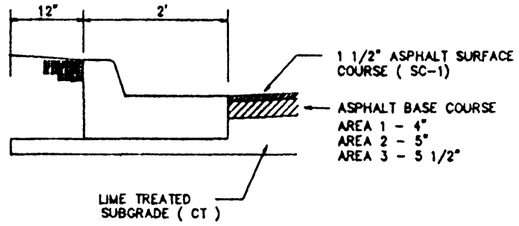
REVISED APRIL 26, 1990



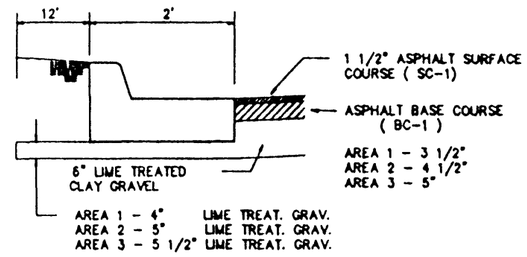
STANDARD CURB & GUTTER DETAIL



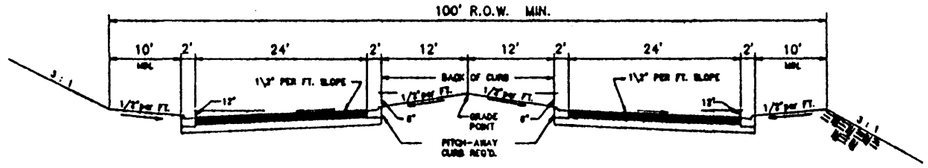
BASE BID
CEMENT TREATED SUBGRADE



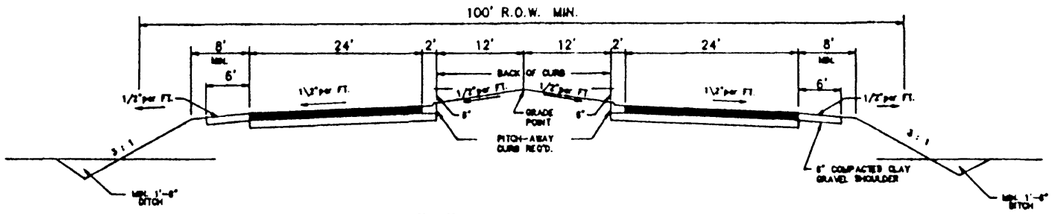
ALTERNATE 1
LIME MODIFIED SUBGRADE



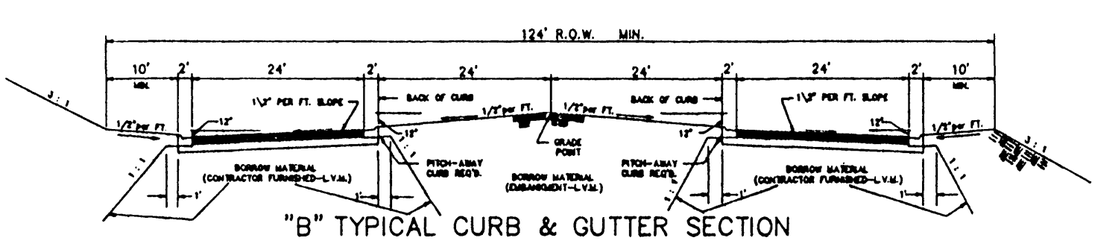
ALTERNATE 2
LIME TREATED CLAY GRAVEL SUBGRADE



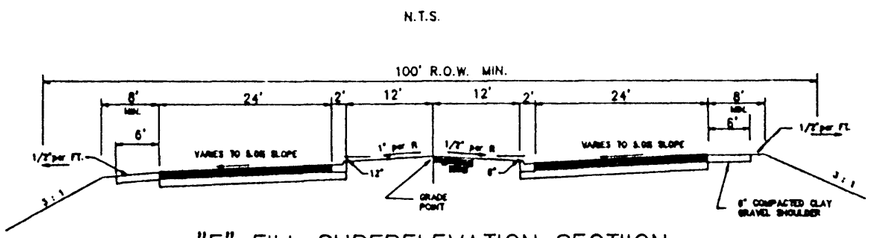
"A" TYPICAL CURB & GUTTER SECTION
N.T.S.



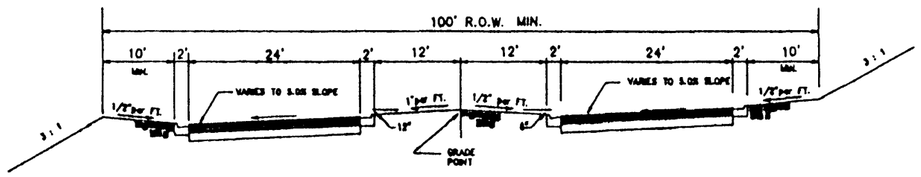
"D" FILL SECTION
N.T.S.



"B" TYPICAL CURB & GUTTER SECTION
N.T.S.

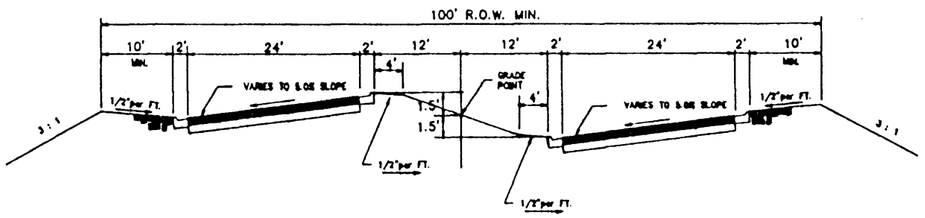


"E" FILL SUPERELEVATION SECTIION
N.T.S.



"C" CURB & GUTTER SUPERELEVATION SECTION

N.T.S.



"G" SUPERELEVATION STEPPED SECTION
N.T.S.

NOTE:
1. IF CURB POURED BY MACHINE,3,000 PSI CONCRETE WILL BE REQUIRED.

2. EROSION CONTROL LIMITS WILL BE AS INDICATED IN THE TECHNICAL SPECIFICATIONS.

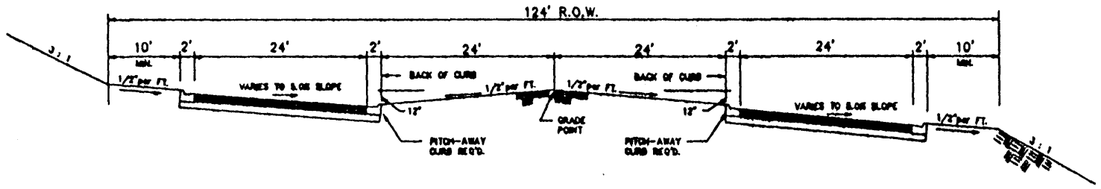
3. TWO # 6 SLIP DOWELS 24" LONG AT EXPANSION JOINTS. CURB TO BE POURED IN 30' SECTIONS. DUMMY JOINTS @ 10' CENTERS. CONCRETE SHALL BE 2500 PSI.

NO.	DATE	REVISION
2	9-17-90	REVISE STANDARD CURB SECTION
1	1-16-90	ADD SELECT FILL AREA (TYP)

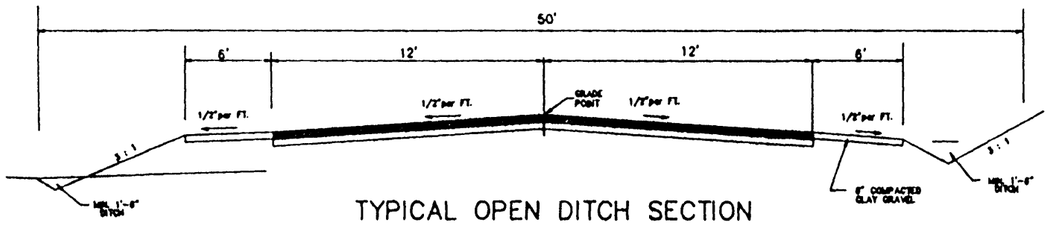
TYPICAL SECTIONS SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

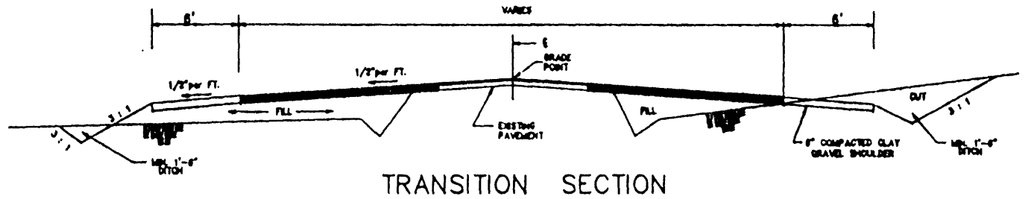
DRAWN BY J.W.P.	DATE 12-19-89	SHEET NUMBER 42 of 82
DESIGNED BY	SCALE N.T.S.	



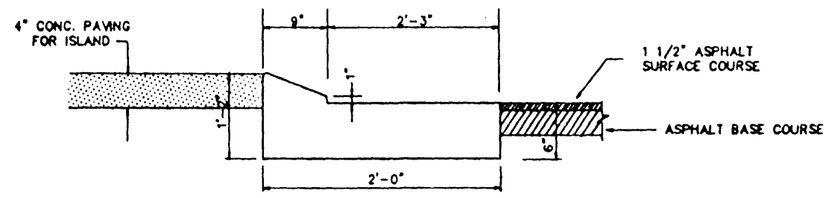
"H" CURB & GUTTER SUPERELEVATION SECTION
N.T.S.



TYPICAL OPEN DITCH SECTION
(COLE ROAD)
N.T.S.



TRANSITION SECTION
N.T.S.



ISLAND
CURB DETAIL

TYPICAL SECTIONS
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY J.W.P.	DATE 12-18-89	SHEET NUMBER 43 of 82
CHECKED BY	SCALE N.T.S.	

B:\SUMMERTREE\TYPSECT
8.5"x11"

	STATION TO STATION	SECTION	SUPERELEV. RATE	PAVEMENT DESIGN AREA	TRANSITION LENGTH
	10+25 - 11+00	A		3	
	11+00 - 13+00	TRANSITION		3	200
	13+00 - 14+78	C	5% RT.	3	
	14+78 - 17+25	TRANSITION		3	247
	17+25 - 18+17	A		3	
	18+17 - 20+78	TRANSITION		3	261
	20+78 - 31+90	C	5% LT.	3	
⚠	31+90 - 33+75	TRANSITION		3	185
⚠	33+75	A		3	
⚠	33+75 - 36+15	TRANSITION		3	240
⚠	36+15 - 36+85	H	5% RT.	3	
	36+85 - 38+55	TRANSITION		3	170
	38+55 - 49+88	B		3	
⚠	49+88 - 52+33	TRANSITION		3	245
⚠	52+33 - 65+00	C	5% RT.	3	
	65+00 - 72+60	C	5% RT.	2	
	72+60 - 75+07	TRANSITION		2	247
	75+07 - 85+80	A		2	
	85+80 - 88+25	TRANSITION		2	245
	88+25 - 94+00	C	5% LT.	2	
	94+00 - 96+45	TRANSITION		2	245
	96+45 - 97+53	A		2	
	97+53 - 99+73	TRANSITION		2	220
	99+73 - 109+93	C	5% RT.	2	
	109+93 - 112+13	TRANSITION		2	220
	112+13 - 119+90	A		2	
	119+90 - 123+90	TRANSITION		2	400
	123+90 - 125+10	B		2	
⚠	125+10 - 127+80	TRANSITION		2	270
⚠	127+80 - 127+80	A		2	
⚠	127+80 - 130+15	TRANSITION		2	235
⚠	130+90 - 137+40	C	5% LT.	2	
	137+40 - 139+85	TRANSITION		2	245
	139+85 - 141+06	A		2	
	141+06 - 143+51	TRANSITION		2	245
	143+51 - 150+42	C	5% RT.	2	
	150+42 - 152+87	TRANSITION		2	245
	152+87 - 165+34	A		2	
	165+34 - 167+79	TRANSITION		2	245
	167+79 - 180+29	C	5% LT.	2	
	180+29 - 182+74	TRANSITION		2	245
⚠	182+74 - 217+20	A		2	
⚠	217+20 - 220+50	(See Intersection	Detail Sheet 38)	2	
	220+50 - 227+43	A		2	
⚠	227+43 - 230+55	TRANSITION		2	312
	230+55 - 237+61	G	5% RT.	2	
⚠	237+61 - 239+43	TRANSITION		2	182
	239+43 - 242+43	A		2	
⚠	242+43 - 244+81	TRANSITION		2	238

	STATION TO STATION	SECTION	SUPERELEV. RATE	PAVEMENT DESIGN AREA	TRANSITION LENGTH
	244+81 - 249+21	C	5% LT.	2	
	249+21 - 251+86	TRANSITION		2	265
⚠					
⚠	251+86 - 254+50	(See Intersection	Detail Sheet 39)	2	
	254+50 - 257+00	TRANSITION		2	250
⚠	257+00 - 263+35	C	5% LT.	2	
⚠	263+35 - 265+55	TRANSITION		2	220
	265+55 - 268+25	A		2	
⚠	268+25 - 270+56	TRANSITION		2	231
⚠	270+56 - 283+65	C	5% RT.	2	
⚠	283+65 - 285+95	TRANSITION		2	230
⚠					
	285+95 - 291+99	A		1	
	221+99 - 294+10	TRANSITION		1	211
	294+10 - 305+22	C	5% LT.	1	
	305+22 - 307+32	TRANSITION		1	210
	307+32 - 307+84	A		1	
	307+84 - 309+94	TRANSITION		1	210
	309+94 - 324+60	C	5% RT.	1	
	324+60 - 326+50	TRANSITION		1	190
	326+50 - 329+50	(See Intersection	Detail Sheet 40)	1	
	329+50 - 334+82	A		1	
	334+82 - 337+26	TRANSITION		1	244
⚠	337+26 - 339+36	C	5% LT.	1	
	339+36 - 341+31	TRANSITION		1	195
	341+31 - 341+45	A		1	
	341+45 - 343+39	TRANSITION		1	194
⚠	343+39 - 355+33	C	5% RT.	1	
	355+33 - 357+78	TRANSITION		1	245
	357+78 - 360+59	A		1	
	360+59 - 363+04	TRANSITION		1	245
⚠	363+04 - 368+59	C	5% RT.	1	
	368+59 - 370+59	TRANSITION		1	200
	370+59 - 370+74	A		1	
	370+74 - 372+39	TRANSITION		1	165
⚠	372+39 - 374+09	C	5% RT.	1	
	374+09 - 376+19	TRANSITION		1	210
	376+19 - 376+39	A		1	
	376+39 - 379+15	TRANSITION		1	276
	379+15 - 379+90	C	5% LT.	1	
	379+90 - 381+89	TRANSITION		1	199
	381+89	D		1	
	381+89 - 385+45	TRANSITION		1	356
	385+45 - 410+87	E	5% LT.	1	
	410+87 - 413+31	TRANSITION		1	244
	413+31 - 422+47	TYP. OPEN DITCH SECTION		1	

STATION TO STATION	SECTION	SUPERELEV. RATE	PAVEMENT DESIGN AREA	TRANSITION LENGTH

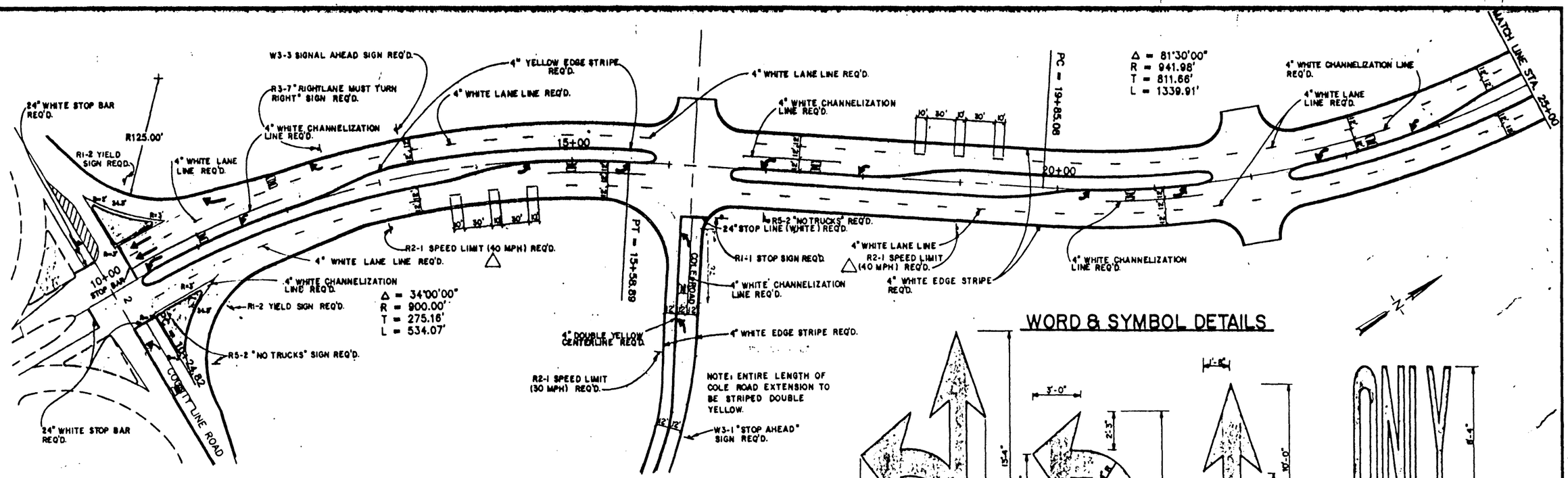
⚠ REVISED 9-21-90

TYPICAL SECTION CHART
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY J.W.P.	DATE 12-19-89	SHEET NUMBER 44 OF 82
DESIGNED BY	SCALE 1"=10'	

D:\PWE\SUMTREE\CHART

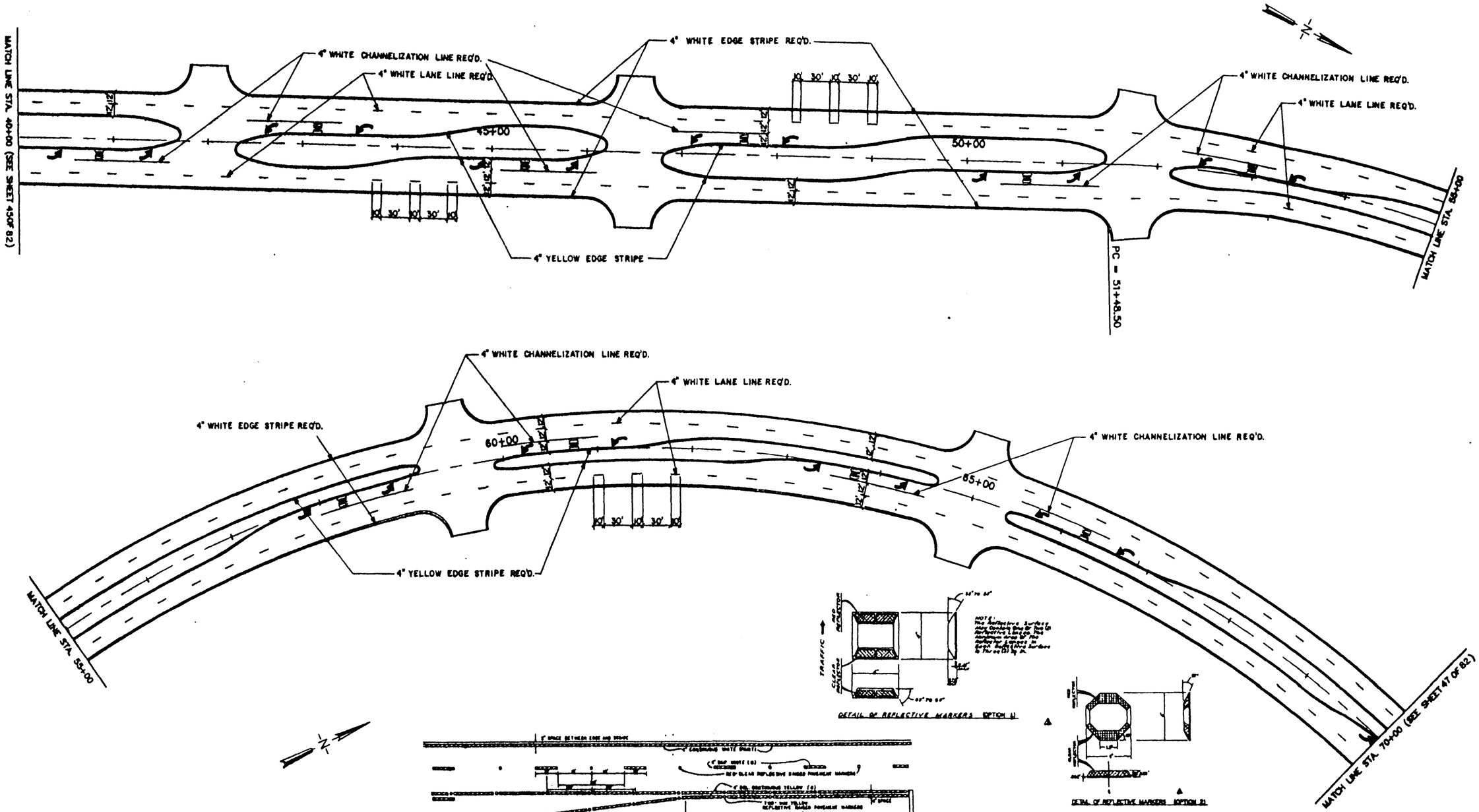


NO	DATE	REVISION	BY
3	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.
2	9-27-90	C.R.H.	CHANGED SPEED LIMIT
1	8-8-90	C.R.H.	Revised Stripping At Intersection

SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY L.W., E.G.	DATE NOV. 28, 1989	SHEET NUMBER
DESIGNED BY J.T.C.	Scale 1"=50'	45 of 82



TYPICAL DETAIL FOR STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

DETAIL OF REFLECTIVE MARKERS (OPTION 1)

DETAIL OF REFLECTIVE MARKERS (OPTION 2)

SPACING OF RAISED REFLECTIVE MARKERS

	URBAN AREA	RURAL AREA
TRANSIENT SECTIONS	40 FT.	80 FT.
HORIZONTAL CURVES	40 FT.	40 FT.
INTERCHANGE LIMITS	40 FT.	* 40 FT.

* ON THE MAIN ROADWAY CLEAR-RED MARKERS ON 40 FT. SPACING WILL BE REQUIRED ON LANE-LINE (2) THROUGH ALL INTERCHANGE AREAS BEGINNING 600 FT. IN ADVANCE OF DIRECTION OF TRAFFIC OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

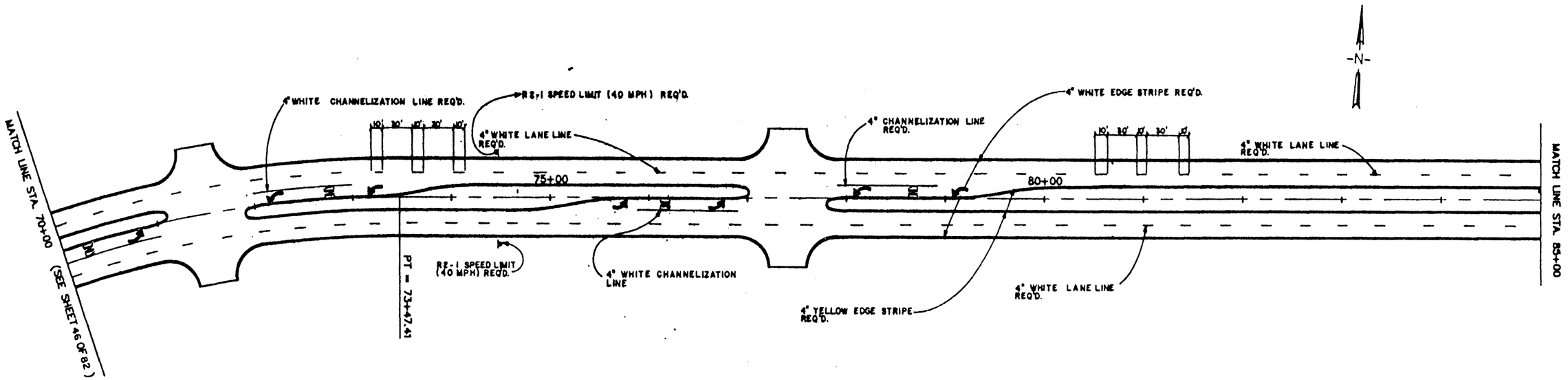
** HIGH PERFORMANCE MATERIAL REQUIRED AS INDICATED IN THE PAY ITEMS

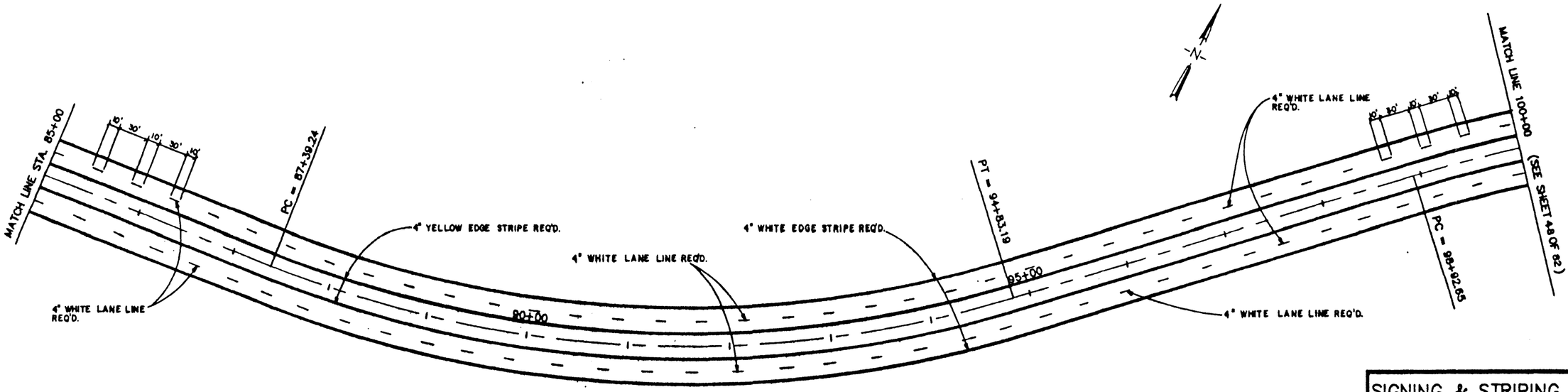
SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGONER ENGINEERING, INC.
Transportation Engineers — Atlanta, Georgia

NO.	DATE	REVISION	BY		
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.	ISSUED FOR CONSTRUCTION	DATE NOV. 28, 1988
				ISSUED TO A.S.C.	ISSUED 1"=50'

SHEET NUMBER 46 OF 82





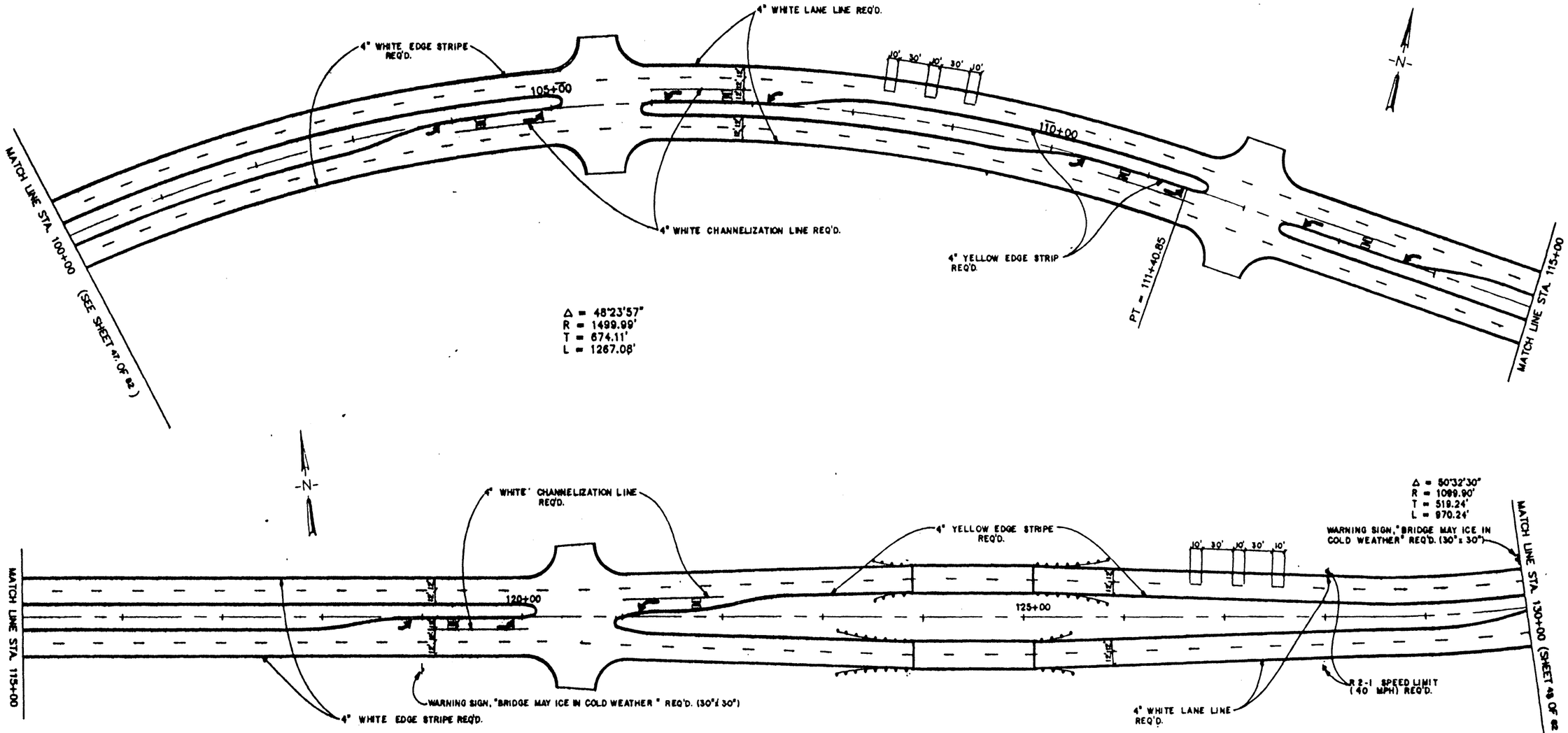
SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGONER ENGINEERING, INC.

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DATE NOV. 28, 1994

SHEET NUMBER 47 OF 82



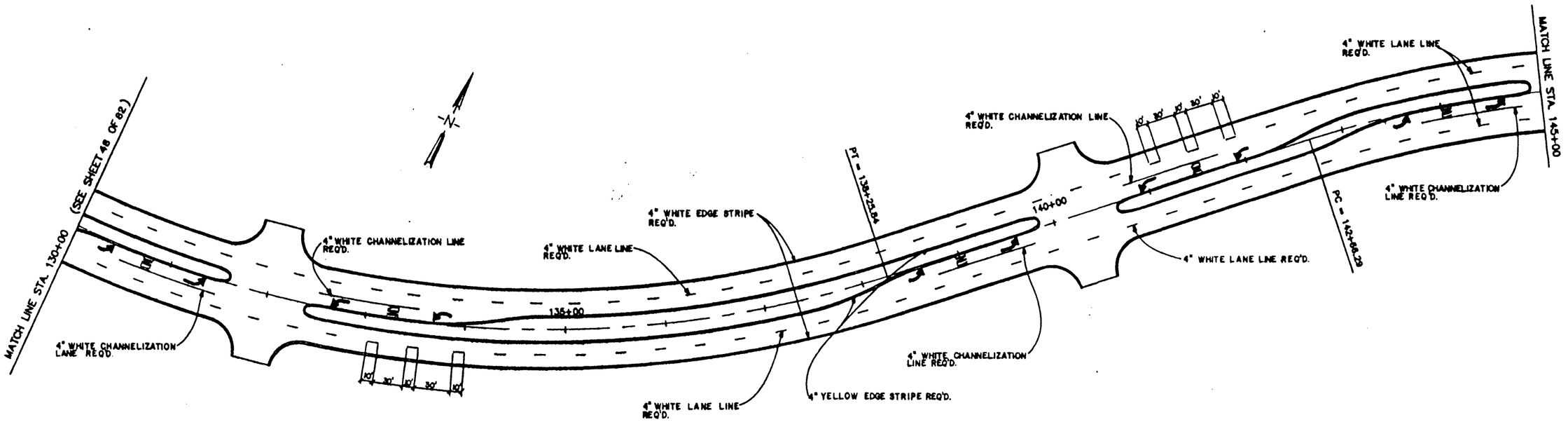
SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

NO.	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

TRACED BY L.W. & E.S. | DATE NOV. 21, 1989
DESIGNED BY JTK | SCALE 1"=50'

SHEET NUMBER
48 OF 82

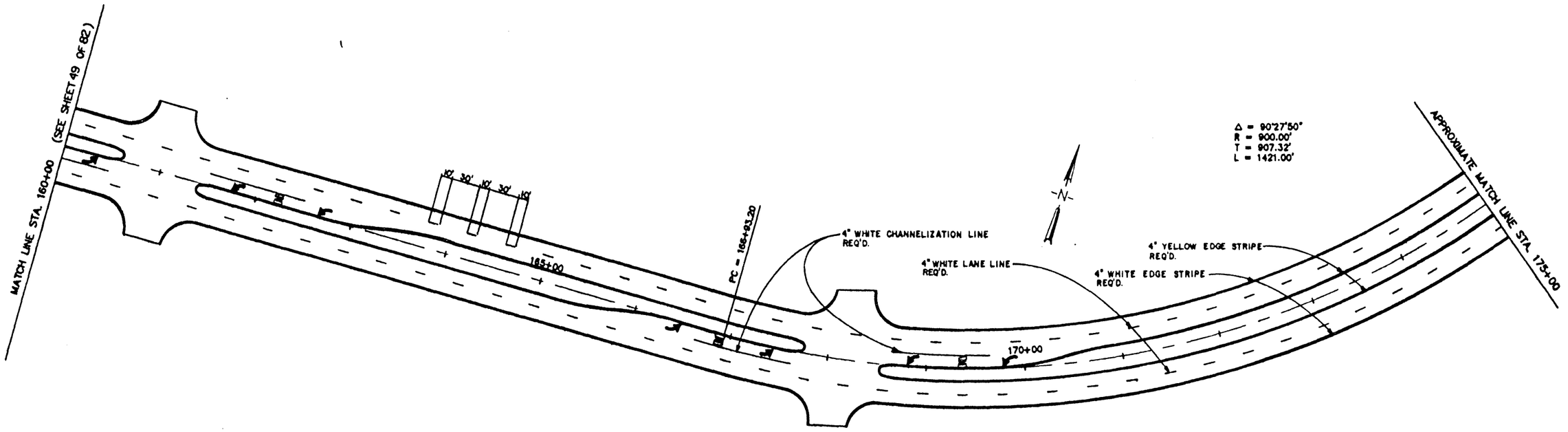


SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.

NO.	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DESIGNED BY L.W.B.E.S. | DATE NOV. 21, 1988 | SHEET NUMBER 49 of 82
DRAWN BY J.T.S. | SCALE 1"=50'

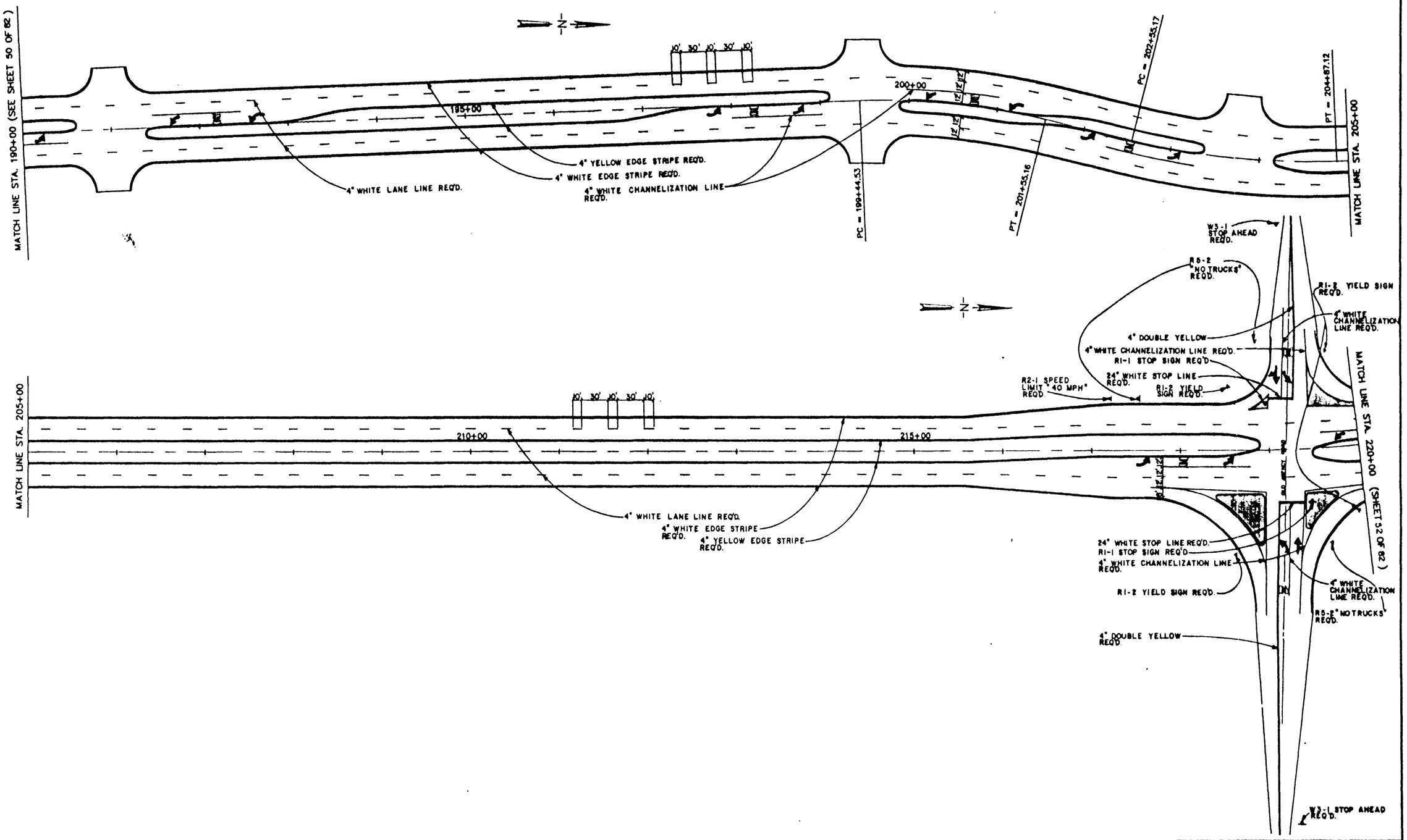


SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Winnipeg, Manitoba

NO.	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DRAWN BY L.W.B.E.S. | DATE NOV. 21, 1988 | SCALE 1"=50' | SHEET NUMBER 50 of 82



SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

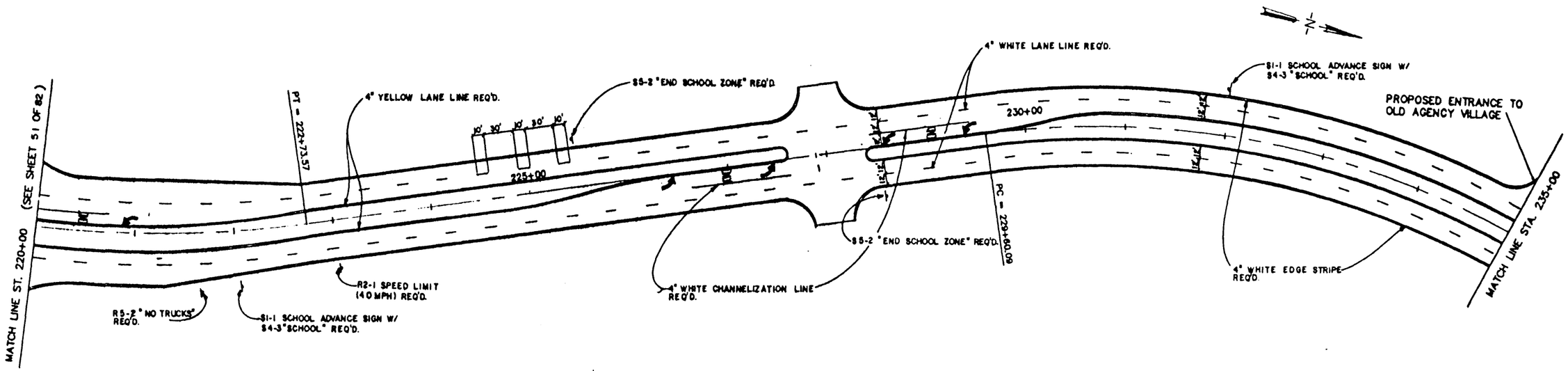
WAGGONER ENGINEERING, INC.
Consulting Engineers - Hattiesburg, Mississippi

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DRAWN BY L.W. & E.S. | DATE NOV. 24, 1988 | SCALE 1"=50'

SHEET NUMBER 51 OF 82

ACAD PATH: C:\DWG\SUMTREE\SS7



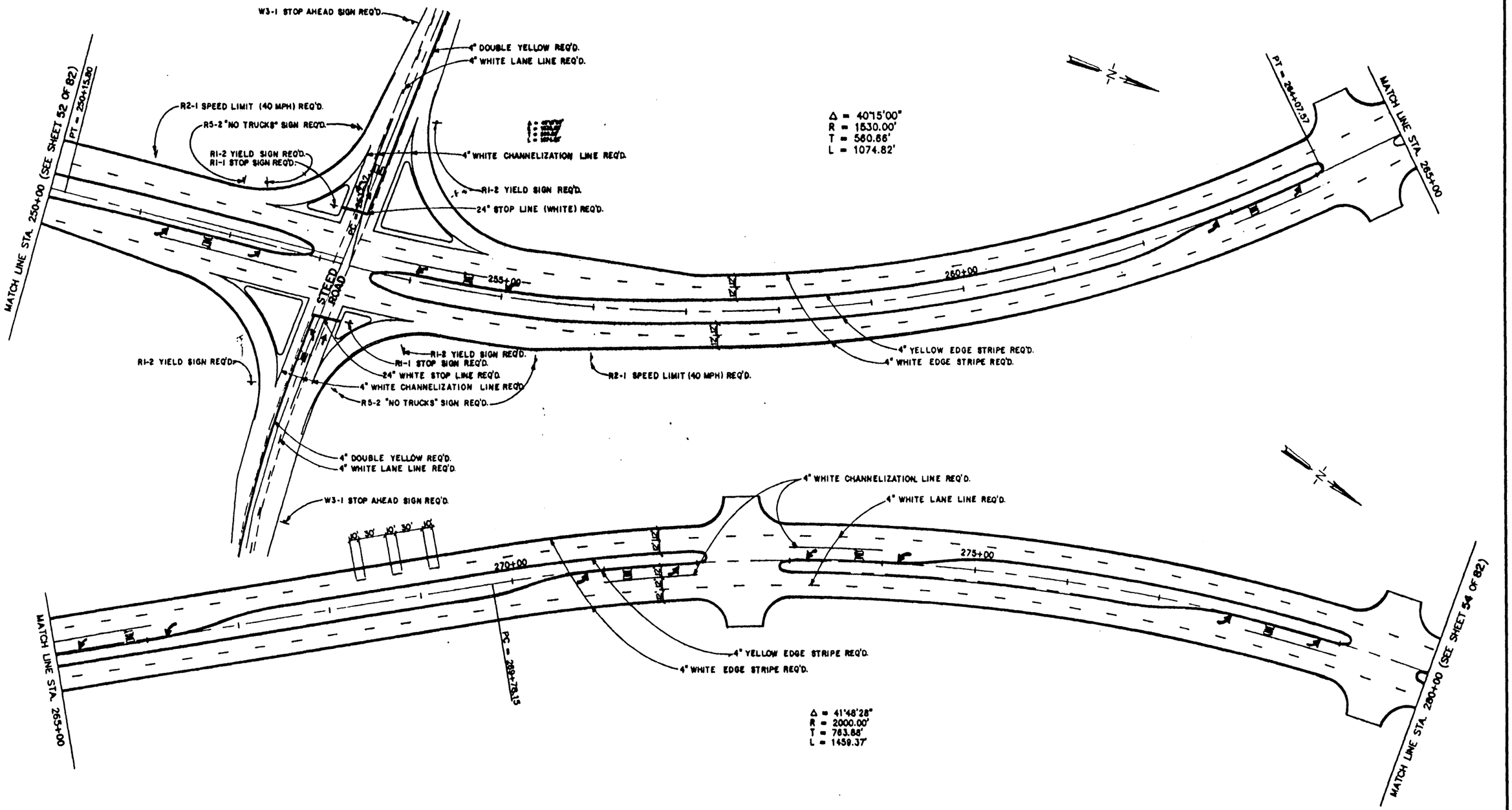
SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Systems, Hydrologist

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DESIGNED BY L.P.G. | DATE NOV. 21, 1989 | SHEET NUMBER 52 OF 82
DRAWN BY J.T.S. | SCALE 1"=50'

ACAD PATH: C:\DWG\SUMTREE\SS8



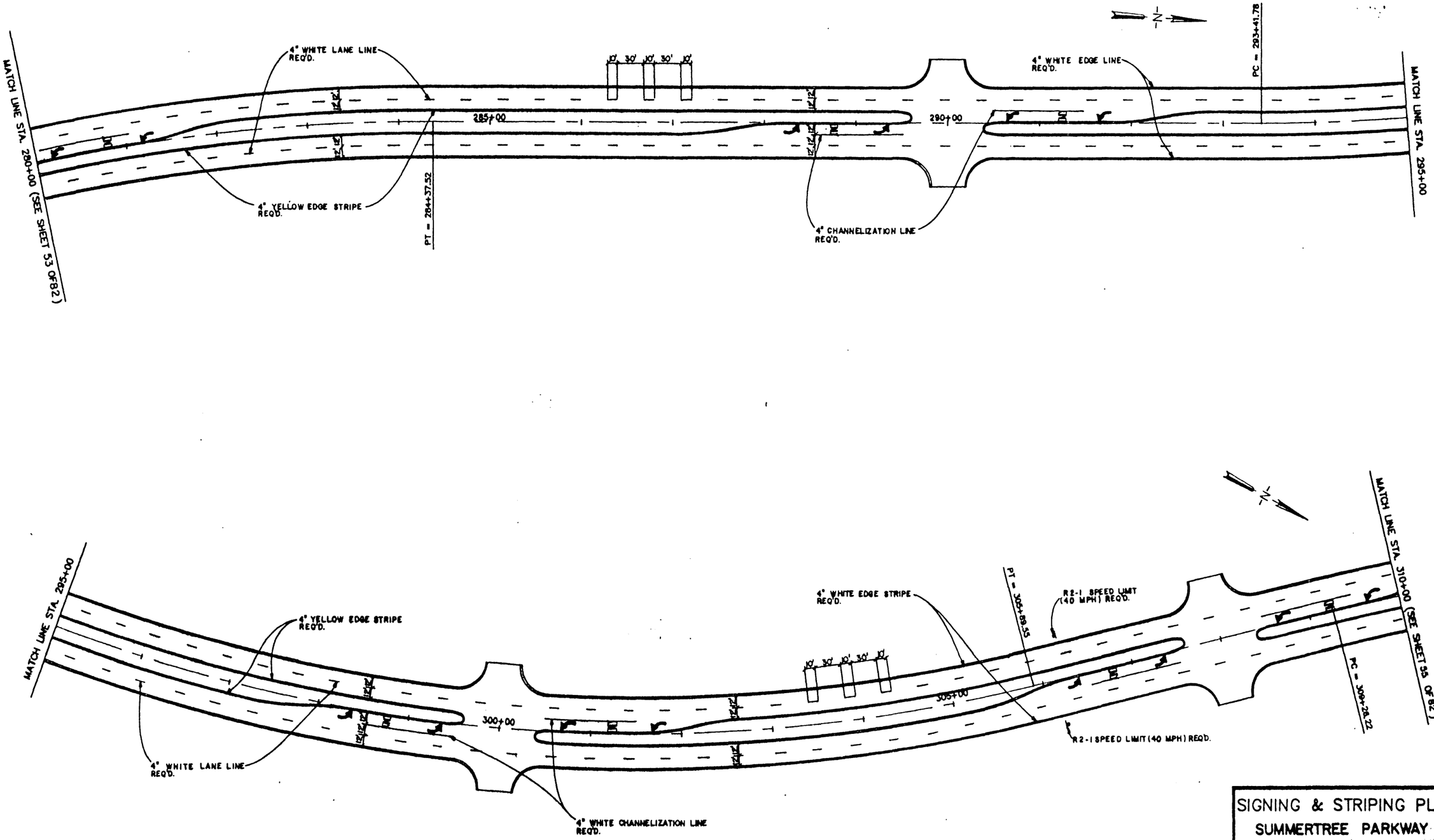
SIGNING & STRIPING PLAN
SUMMERTREE - PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers — Jackson, Mississippi

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	RH

DESIGNED BY L.W.E.S. | DATE NOV. 24, 1999 | SHEET NUMBER 53 OF 82
DRAWN BY A.T.K. | SCALE 1"=50'

ACAD PATH: C:\DWG\SUMTREE\SS9

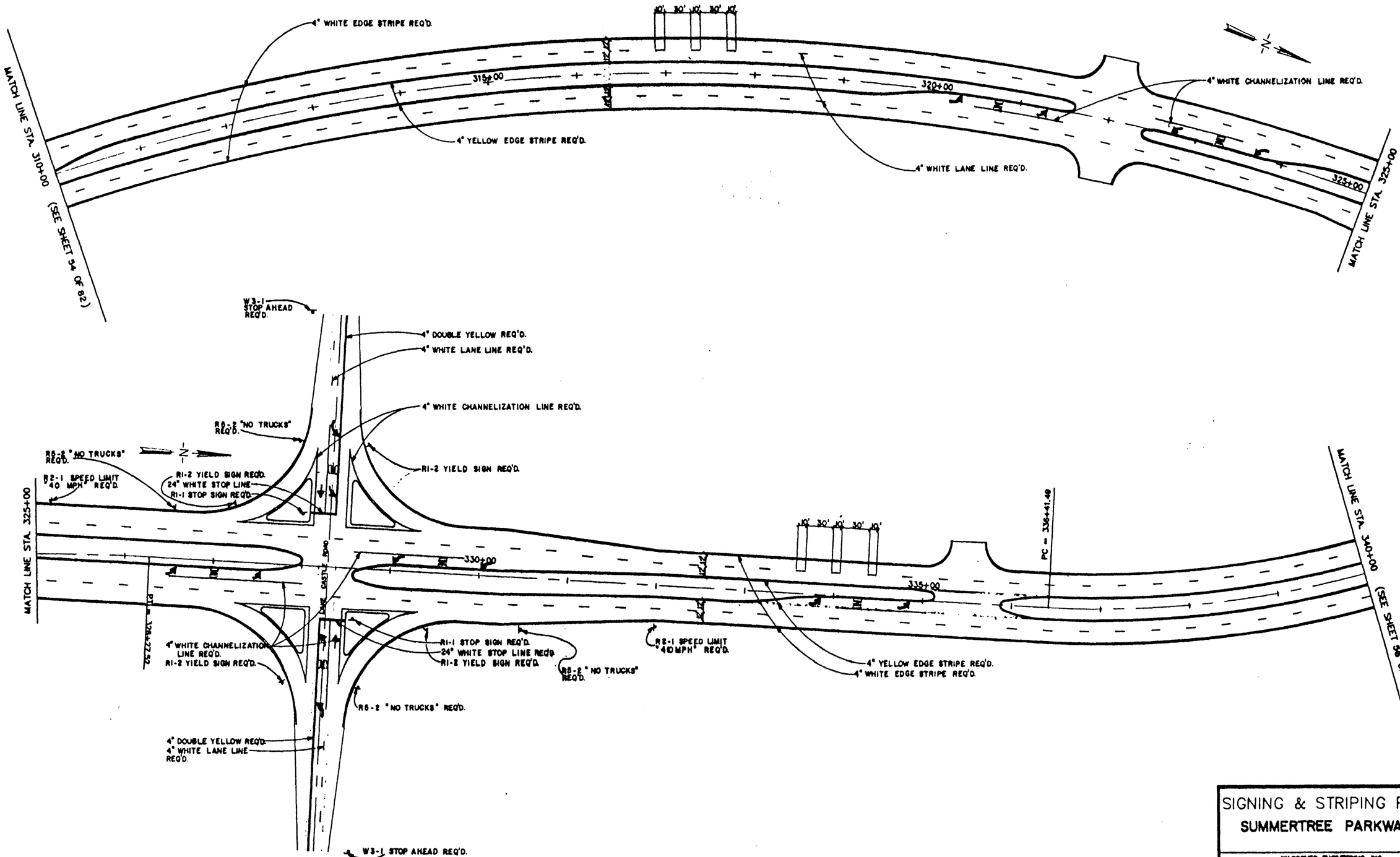


SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

NO.	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DESIGNED BY L.W.B.E.S. | DATE NOV. 21, 1980 | SHEET NUMBER 54 of 82
DRAWN BY A.E.K. | SCALE 1"=60'

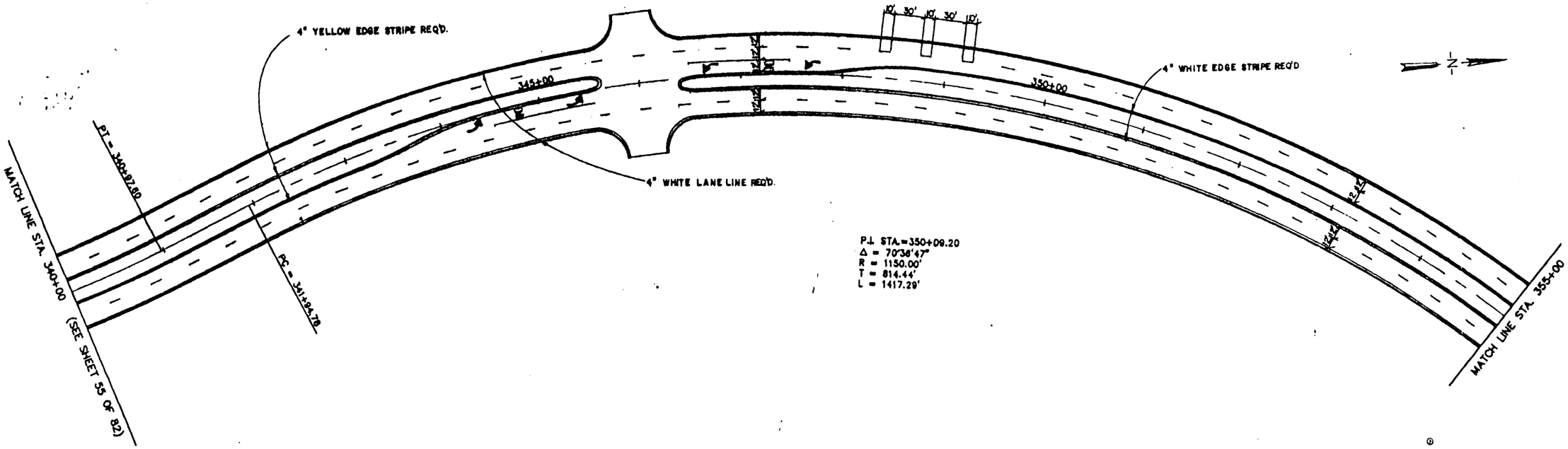


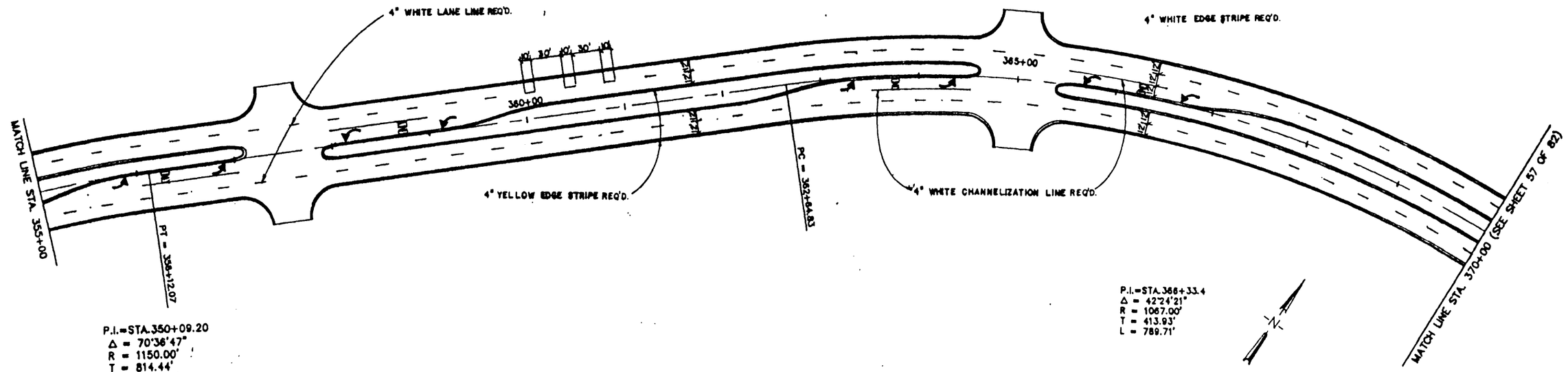
SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Surveyors - Planners

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	RH

DESIGNED BY L.W.S.E.S. DATE NOV. 21, 1989
DRAWN BY J.T.K. SCALE 1"=50'
SHEET NUMBER 55 OF 82
ACAD PATH: C:\DWG\SUMTREE\SS11





SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

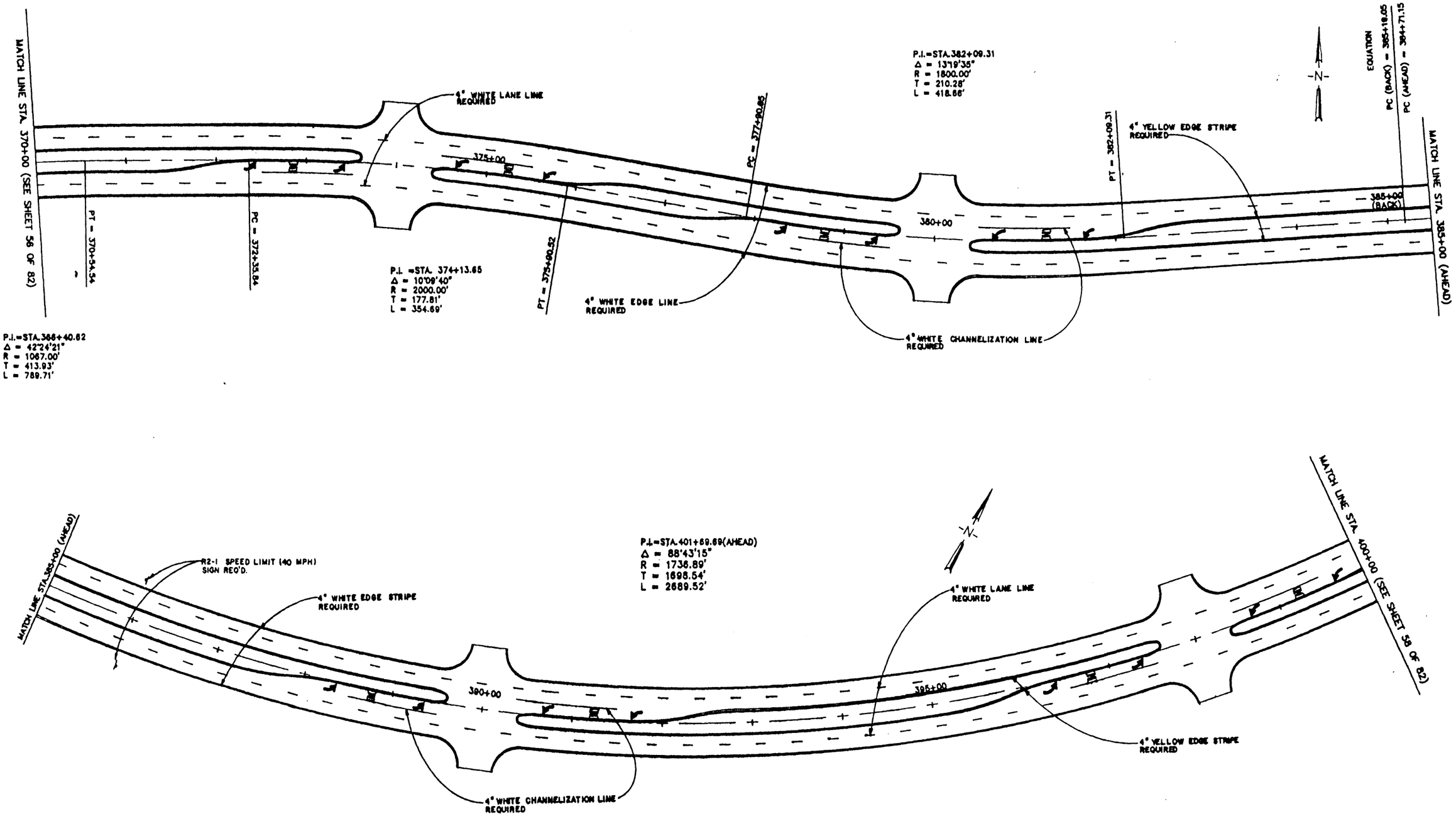
WAGGONER ENGINEERING, INC.
Consulting Engineers - Planners, Montgomery

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DESIGNED BY L.H.B.E.B. DATE DEC. 14, 1990
DRAWN BY V.T.E. SCALE 1"=50'

SHEET NUMBER
56 of 82

D:\DWG\SUM TREE\DS12



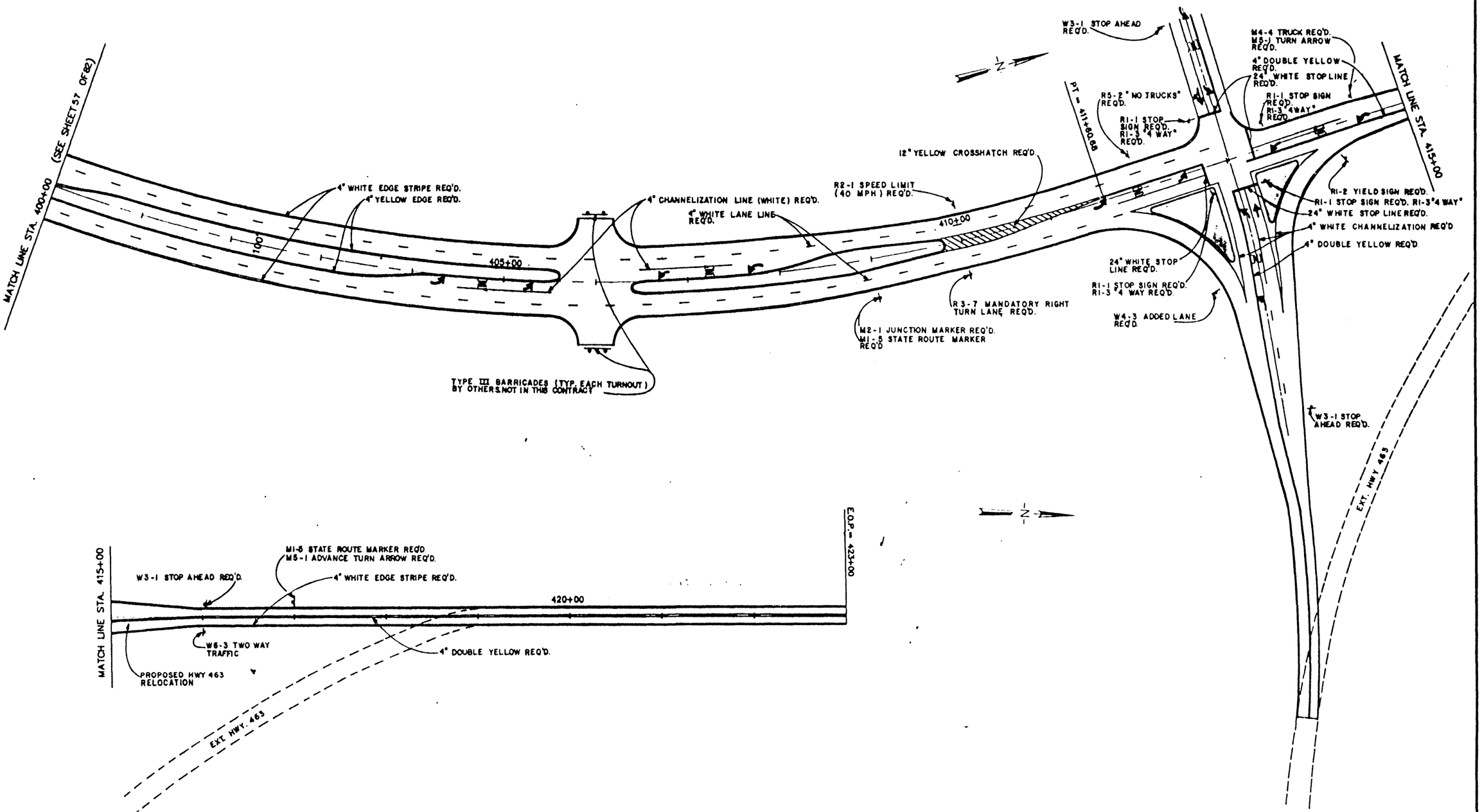
SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Anderson, Washington

NO.	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.K.

drawn by B. B. | date DEC. 14, 1988 | SHEET NUMBER
checked by J.T.K. | Scale 1"=50' | 57 of 82

ACAD PATH: C:\DWG\SUMTREE\SS13



SIGNING & STRIPING PLAN
SUMMERTREE PARKWAY

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

NO	DATE	REVISION	BY
1	9-27	CHANGED SPEED LIMIT TO 40 MPH	R.H.

DESIGNED BY L.W.B.E.S. | DATE NOV 21, 1988 | SHEET NUMBER 58 of 82
DRAWN BY J.T.S. | SCALE 1"=50'

-N-

OLD AGENCY ROAD CLOSED DURING INTERSECTION CONSTRUCTION. SEE SHEET FOR DETOUR DETAILS.

SEE DETAILS, SHEET 61

NOTE:
SEE SHEET 61 FOR CONSTRUCTION SIGN SCHEDULE

COUNTY LINE ROAD OPEN TO THRU TRAFFIC DURING CONSTRUCTION, SEE DETAILS, SHEET 60.

MADISON COUNTY
HINDS COUNTY

RIDGELAND CORP. LIMIT

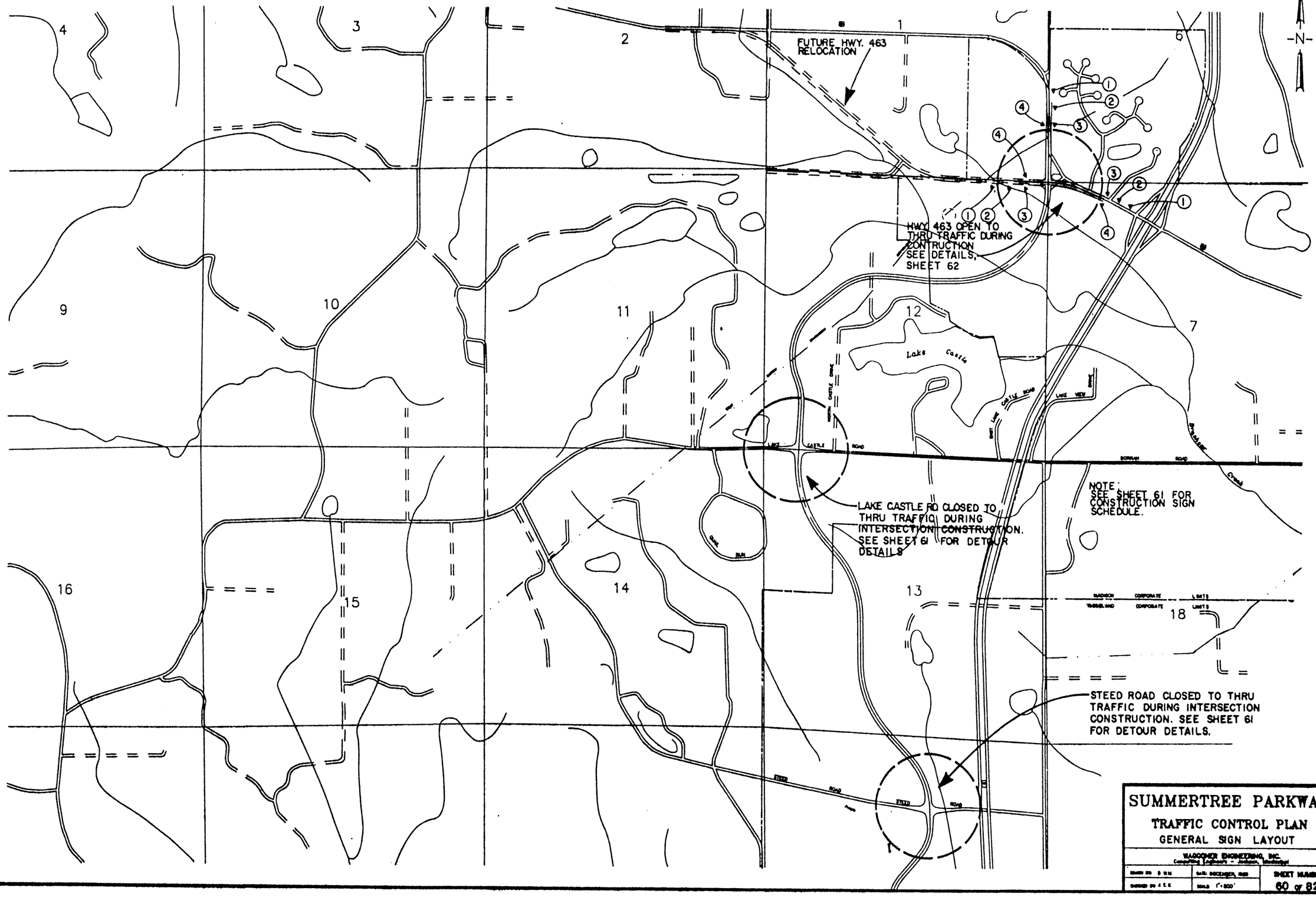
LARUE CREEK

Castles Lake

SUMMERTREE PARKWAY
TRAFFIC CONTROL PLAN
GENERAL SIGN LAYOUT

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY N.J	DATE 5-14-99	SHEET NUMBER 59 OF 82
DESIGNED BY J.T.K	SCALE 1"=200'	



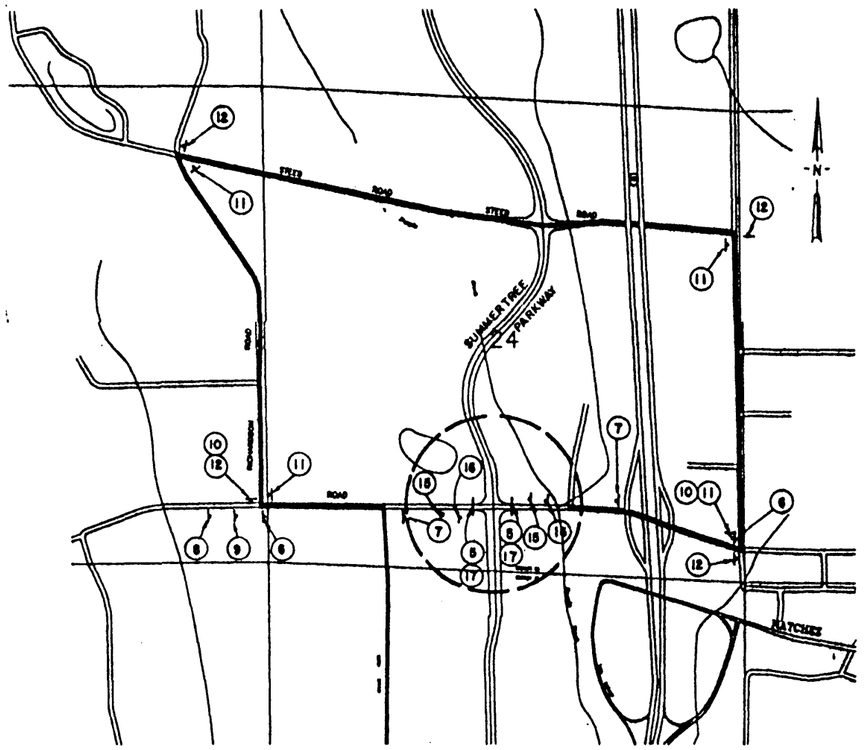
SUMMERTREE PARKWAY

TRAFFIC CONTROL PLAN

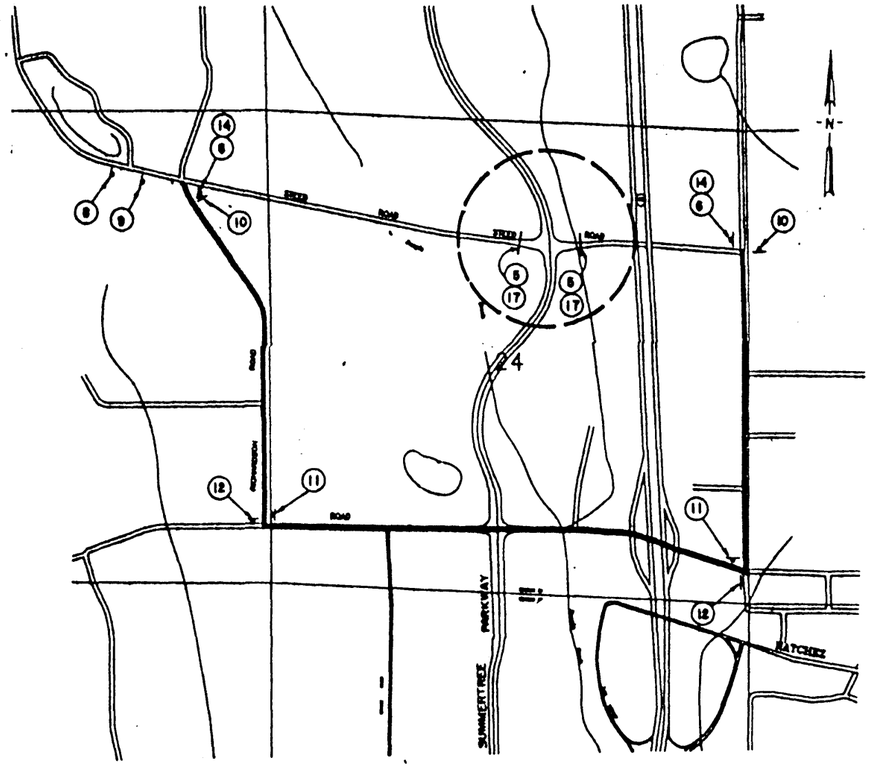
GENERAL SIGN LAYOUT

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

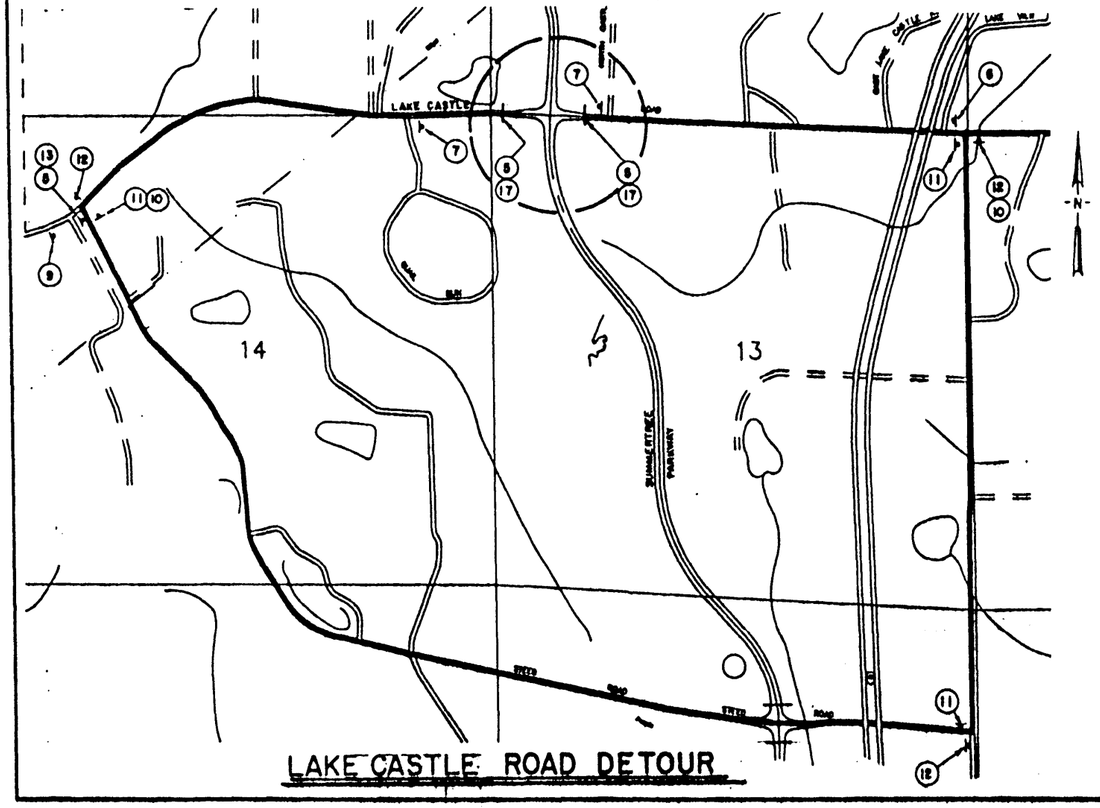
DRAWN BY: B.T.M.	DATE: DECEMBER, 1989	SHEET NUMBER: 60 of 82
CHECKED BY: A.E.K.	SCALE: 1"=800'	



OLD AGENCY ROAD DETOUR



STEED ROAD DETOUR



LAKE CASTLE ROAD DETOUR

NOTE:
ONCE ONE ILLUSTRATED ROAD CLOSURE AND DETOUR IS IMPLEMENTED, ALL CONSTRUCTION ACTIVITIES SHALL BE COMPLETED AND THE ROAD OPENED TO VEHICULAR TRAFFIC PRIOR TO IMPLEMENTING NEXT ROAD CLOSURE AND DETOUR.

NOTE:
ALL CONSTRUCTION TRAFFIC MUST ACCESS PROJECT ALIGNMENT FROM COUNTY LINE ROAD, OLD AGENCY ROAD EAST OF SUMMERTREE PARKWAY, AND MISSISSIPPI HIGHWAY 463 ONLY. NO CONSTRUCTION TRAFFIC WILL BE PERMITTED ON OTHER LOCAL OR COUNTY ROADS.

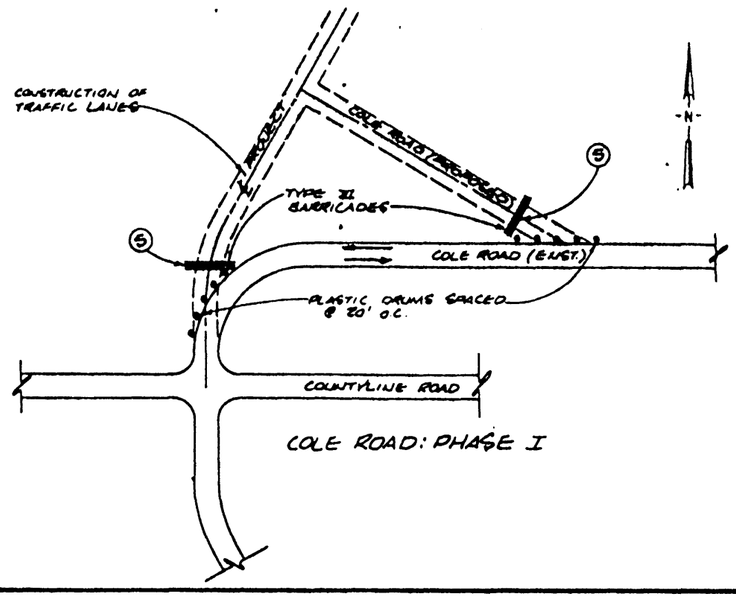
CONSTRUCTION SIGN SCHEDULE

NUMBER	DESIGNATION	REMARKS
1	W20-1	ROAD CONSTRUCTION 1500 FT.
2	W20-1	ROAD CONSTRUCTION 1000 FT.
3	W20-1	ROAD CONSTRUCTION 500 FT.
4	G20-2	END CONSTRUCTION
5	R11-2	ROAD CLOSED
6	R11-3	ROAD CLOSED __ MILES AHEAD
7	R11-4	ROAD CLOSED TO THRU TRAFFIC
8	W20-2	DETOUR 1000 FT.
9	W20-2	DETOUR 500 FT.
10	M4-8A	END DETOUR
11	M4-8R	DETOUR RIGHT
12	M4-8L	DETOUR LEFT
13	M4-10R	DETOUR RIGHT
14	M4-10L	DETOUR LEFT
15	W20-3	ROAD CLOSED 1000 FT.
16	W20-3	ROAD CLOSED 500 FT.
17	W20-3	TYPE III BARRICADE
18	W20-2	DETOUR AHEAD

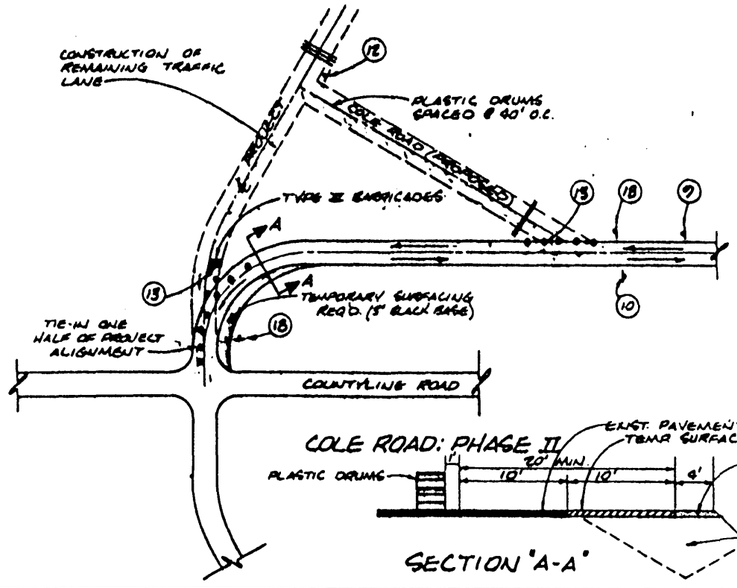
SUMMERTREE PARKWAY TRAFFIC CONTROL PLAN DETOUR DETAILS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Miss.

Drawn by: L.W.S.E.E.	Date: November, 1989	SHEET NO.
Checked by: J.T.K.	Scale: None	61 of 82

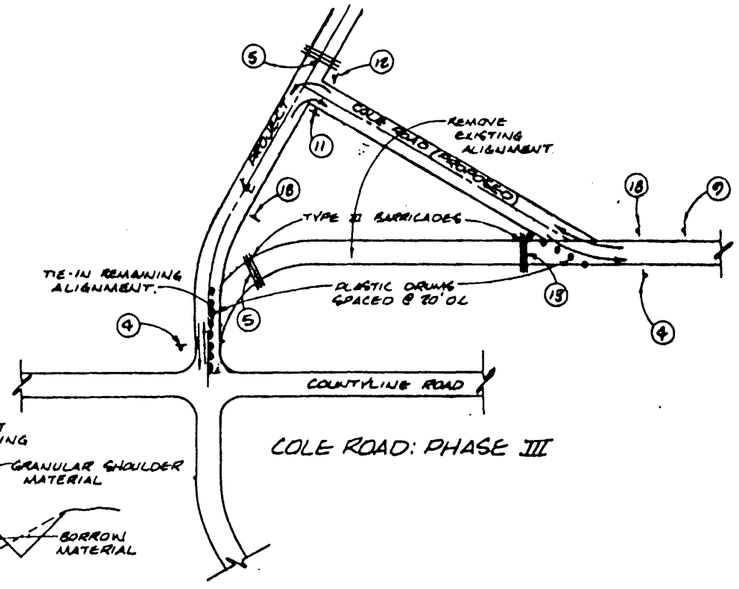


COLE ROAD: PHASE I

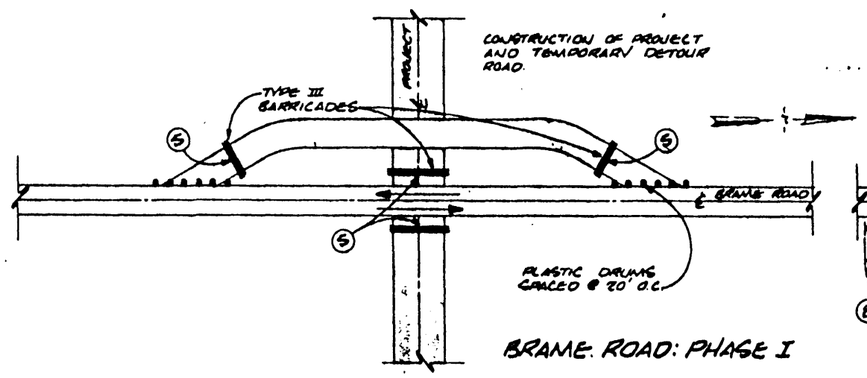


COLE ROAD: PHASE II

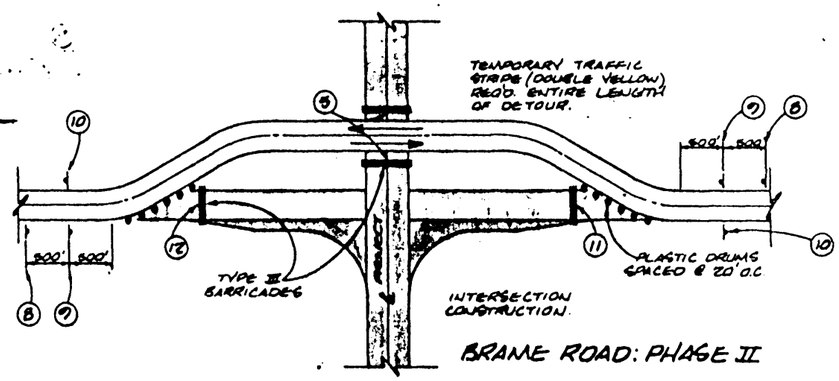
SECTION 'A-A'



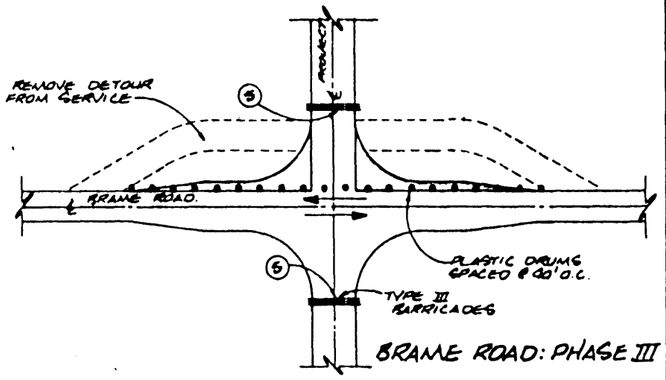
COLE ROAD: PHASE III



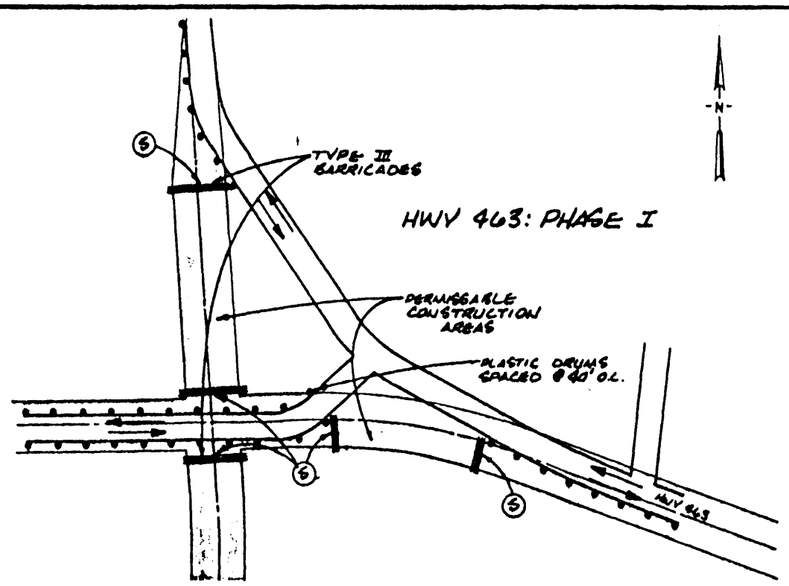
BRAME ROAD: PHASE I



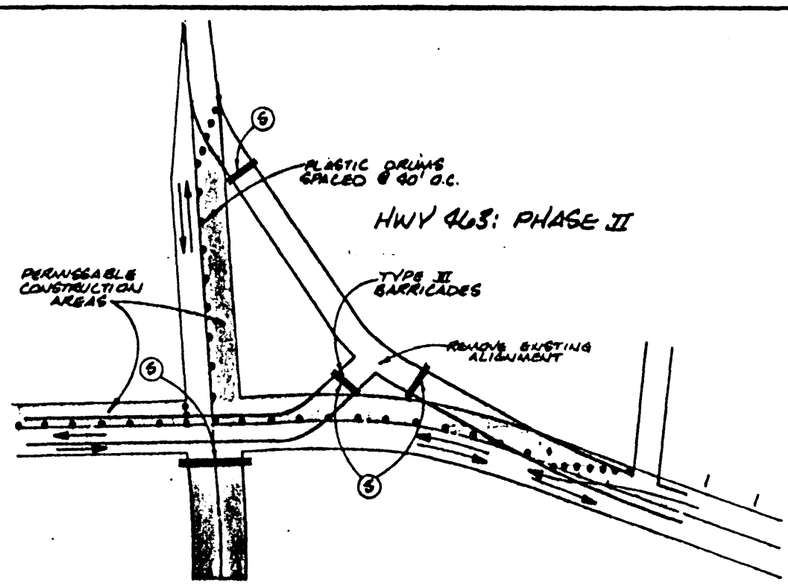
BRAME ROAD: PHASE II



BRAME ROAD: PHASE III



HWY 463: PHASE I



HWY 463: PHASE II

SUMMERTREE PARKWAY
TRAFFIC CONTROL PLAN
INTERSECTION PHASE DETAILS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Ms.

Drawn by: L.W. & E.B.	Date: November, 1989	SHEET NO.
Checked by: J.T.K.	Scale: As Noted	62 OF 82

ESTIMATED QUANTITIES – BRIDGE "A"

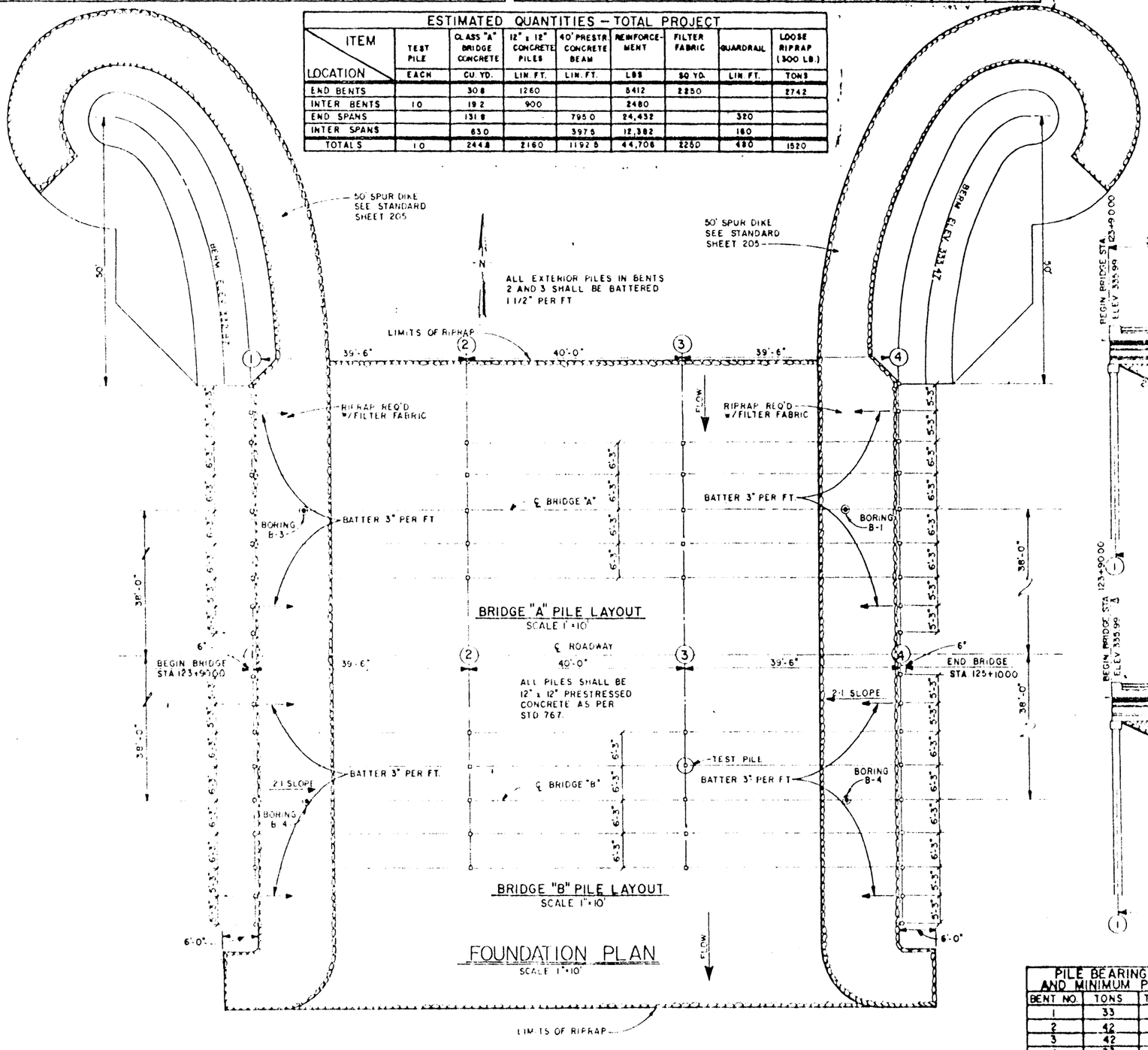
ITEM / LOCATION	TEST PILE	CLASS "A" BRIDGE CONCRETE	12" x 12" CONCRETE PILES	40' PRESTR CONCRETE BEAM	REINFORCEMENT	FILTER FABRIC	GUARDRAIL	LOOSE RIPRAP (300 LB)
	EACH	CU YD	LIN FT	LIN FT	LBS	SQ YD	LIN FT	TONS
END BENTS		15 4	630		2706	1125		1371
INTER BENTS		9 6	450		1240			
END SPANS		65 9		397 50	12,216		160	
INTER SPANS		31 5		198 75	6191		80	
TOTALS	0	122 4	1080	596 25	22,353	1125	240	760

ESTIMATED QUANTITIES – BRIDGE "B"

ITEM / LOCATION	TEST PILE	CLASS "A" BRIDGE CONCRETE	12" x 12" CONCRETE PILES	40' PRESTR CONCRETE BEAM	REINFORCEMENT	FILTER FABRIC	GUARDRAIL	LOOSE RIPRAP (300 LB)
	EACH	CU YD	LIN FT	LIN FT	LBS	SQ YD	LIN FT	TONS
END BENTS		15 4	630		2706	1125		1371
INTER BENTS	1 0	9 6	450		1240			
END SPANS		65 9		397 50	12,216		160	
INTER SPANS		31 5		198 75	6191		80	
TOTALS	1 0	122 4	1080	596 25	22,353	1125	240	760

ESTIMATED QUANTITIES – TOTAL PROJECT

ITEM / LOCATION	TEST PILE	CLASS "A" BRIDGE CONCRETE	12" x 12" CONCRETE PILES	40' PRESTR CONCRETE BEAM	REINFORCEMENT	FILTER FABRIC	GUARDRAIL	LOOSE RIPRAP (300 LB.)
	EACH	CU. YD.	LIN. FT.	LIN. FT.	LBS	SQ YD.	LIN. FT.	TONS
END BENTS		30 8	1260		8412	2250		2742
INTER BENTS	1 0	19 2	900		2480			
END SPANS		131 8		795 0	24,432		320	
INTER SPANS		63 0		397 5	12,382		160	
TOTALS	1 0	244 8	2160	1192 5	44,706	2250	480	1520



DRAINAGE DATA

DRAINAGE AREA	4 38 SQ MI
SLOPE OF BASIN	38 FT/MI
LENGTH OF BASIN	303 MI
FREQUENCY	0
50 YR	4000 CFS
100 YR	5000 CFS
A_{50} REQ'D	800 SQ FT
MAX V_{50}	5 FPS
A_{50} PROVIDED	900 SQ FT
ACTUAL V_{50}	4 44 FPS

STANDARDS REQUIRED

FAB2-2840(1)PS
FAB2-2840(2)
FAB2-2840(5)
FAB2-40-PS
FAB2-RI-1

GENERAL NOTES

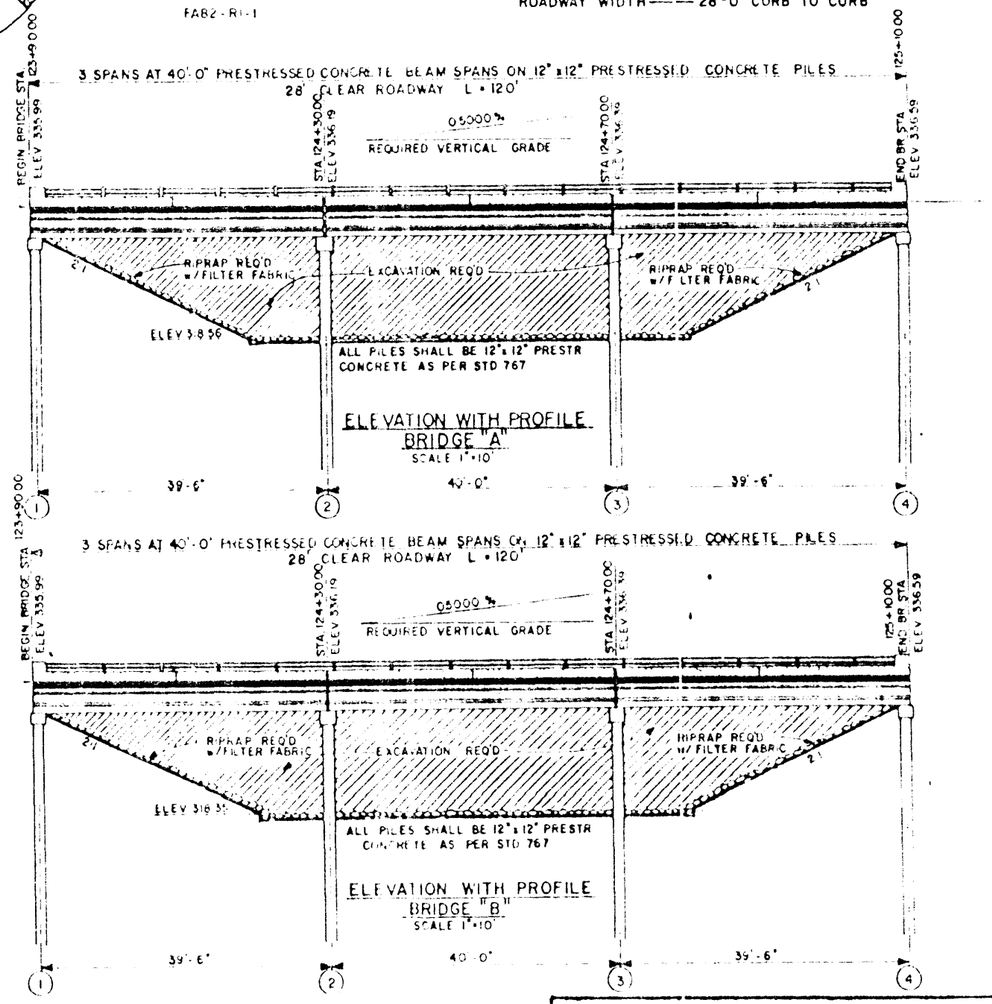
- SPECIFICATIONS MISSISSIPPI STANDARD SPECIFICATIONS FOR STATE AID ROAD AND BRIDGE CONSTRUCTION, 1989 EDITION
- NO UNAUTHORIZED CHANGE OF PLANS WILL BE PERMITTED
- EXPANSION JOINT MATERIAL SHALL BE BITUMINOUS FIBER TYPE
- ALL CONCRETE INCLUDING BRIDGE RAILING, SHALL BE CLASS "A" BRIDGE CONCRETE
- ALL CONCRETE SURFACES SHALL BE FINISHED IN ACCORDANCE WITH SECTION 8-804-23 OF THE SPECIFICATIONS

TEST PILES SHALL BE DRIVEN AS PERMANENT PILES AT LOCATION

- ALL WORK FOR WHICH NO PAY ITEMS ARE PROVIDED IN THIS PROPOSAL WILL NOT BE PAID FOR DIRECTLY AND COMPENSATION THEREFORE WILL BE CONSIDERED INCLUDED IN THE PRICES AND PAYMENTS FOR BID ITEMS

DESIGN DATA

SPECIFICATIONS —— A.A.S.H.T.O. 1983
LOADING —— HS 20-44
ROADWAY WIDTH —— 28'-0" CURB TO CURB



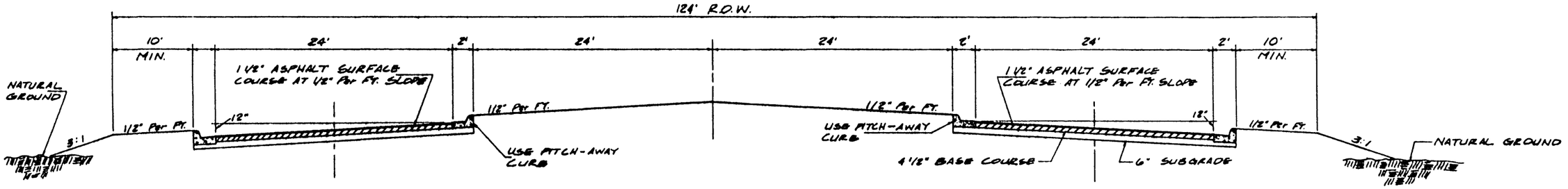
PILE BEARING CAPACITIES AND MINIMUM PENETRATION

BENT NO.	TONS	TIP ELEVATION
1	33	296 OR LOWER
2	42	296 OR LOWER
3	42	296 OR LOWER
4	33	296 OR LOWER

SUMMERTREE PARKWAY
BRIDGE LAYOUT SHEET.

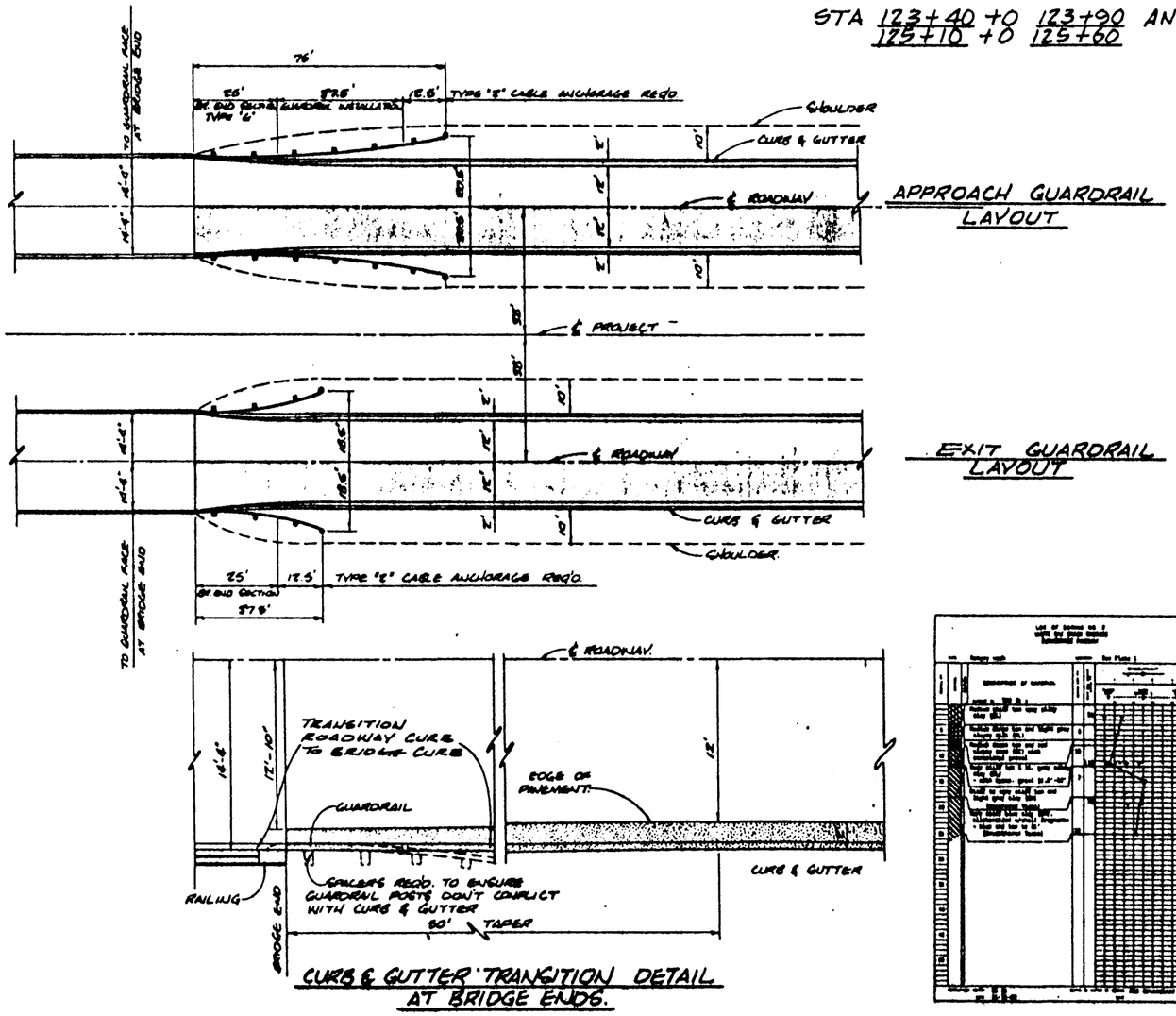
WAGGONER ENGINEERING, INC
Consulting Engineers – Jackson, Ms

Drawn by: LW B E C	Date November, 1989	SHEET NO
Checked by J T K	Scale As Noted	63 OF 82



TYPICAL CURB AND GUTTER BRIDGE APPROACH SECTION

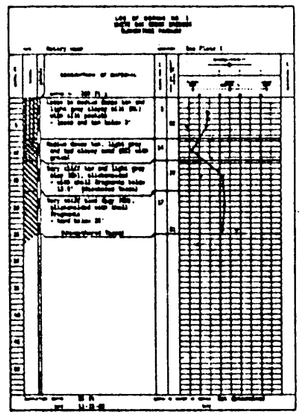
STA 123+40 +0 123+90 AND 125+10 +0 125+60

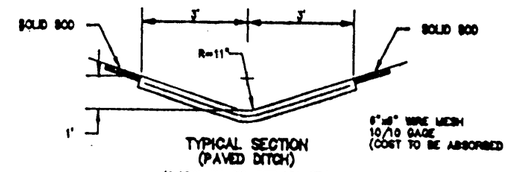


APPROACH GUARDRAIL LAYOUT

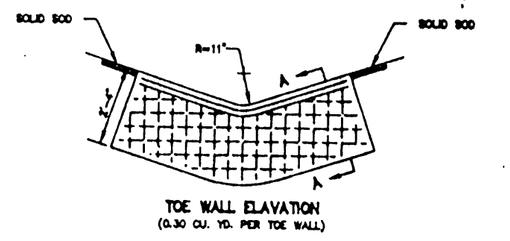
EXIT GUARDRAIL LAYOUT

CURB & GUTTER TRANSITION DETAIL AT BRIDGE ENDS.

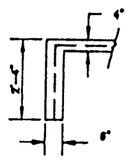




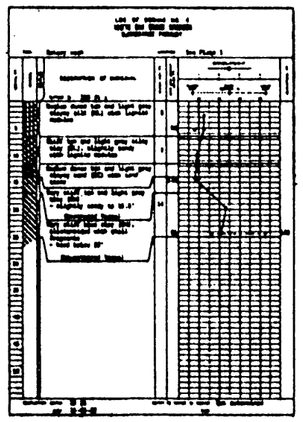
TYPICAL SECTION (PAVED DITCH)
(0.0781 CU. YD. PER LIN. FT.)

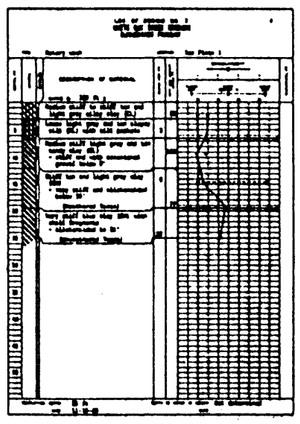


TOE WALL ELAVATION
(0.30 CU. YD. PER TOE WALL)



SECTION A-A



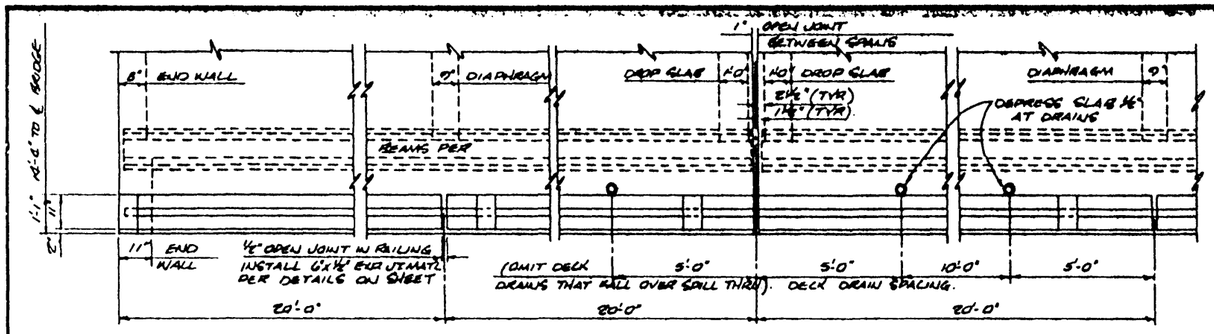


NO.	REVISIONS	BY
1	TRANSITION ROADWAY CURB TO MEET BRIDGE CURB	
DATE		

SUMMERTREE PARKWAY
TYPICAL SECTION

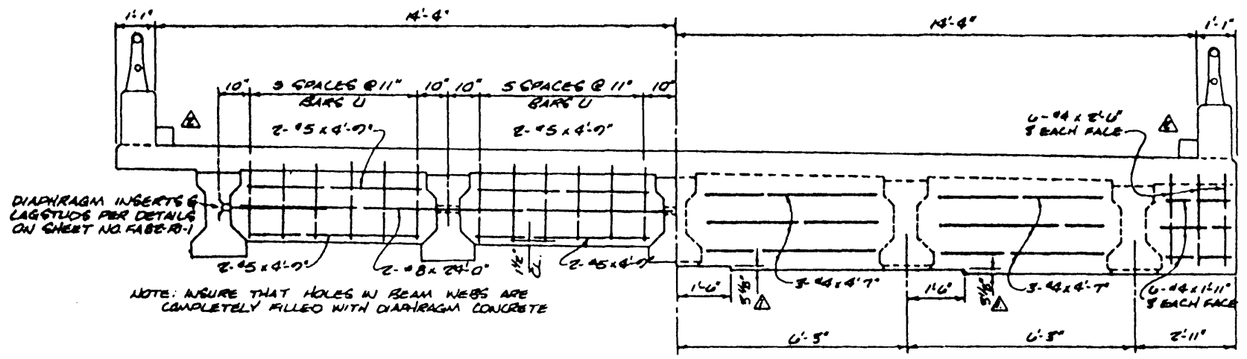
WASSONER ENGINEERING, INC.
Consulting Engineers – Jackson, Ms.

Drawn by: L.W. & E.S.	Date: November, 1989	SHEET NO.
Checked by: J.T.K.	Scale: As Noted	64 OF 82



40'-0" END SPAN

HALF 40'-0" INT. SPAN

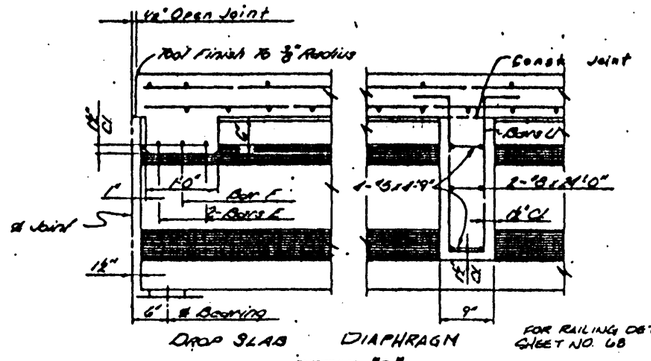


NOTE: INSURE THAT HOLES IN BEAM WEBS ARE COMPLETELY FILLED WITH DIAPHRAGM CONCRETE

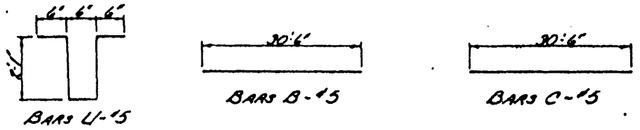
HALF SECTION NEAR ℄ SPAN
SHOWING DIAPHRAGM REINFORCING

HALF END ELEVATION

TABLE OF RAILING BARS			
END SPAN		INT SPAN	
Mark	No	Mark	No
01	90	01	108
02	8	R1	108
03	10		
04	10		
R1	20		
R2	20		
R3	8		



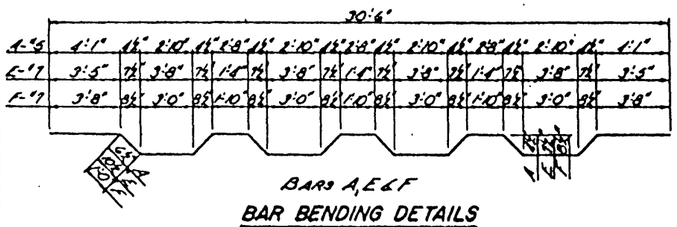
DETAIL "B"



BARS U-#5

BARS B-#5

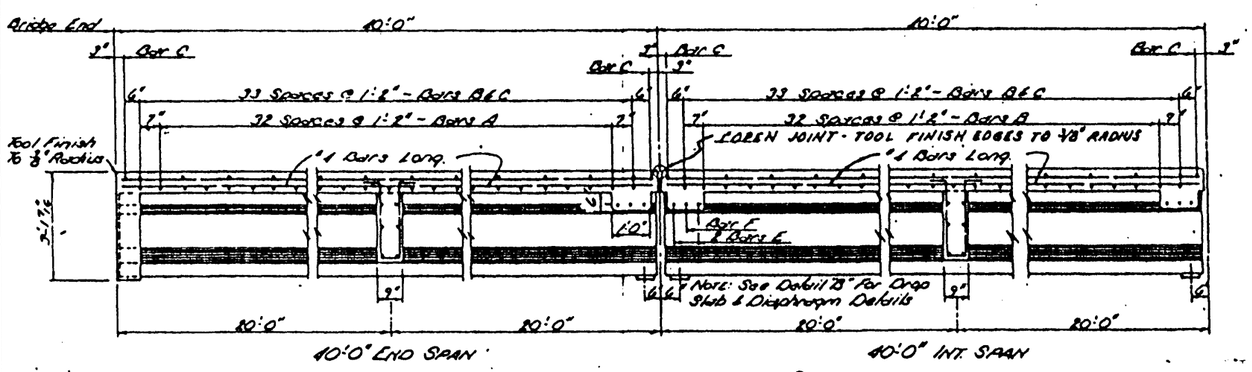
BARS C-#5



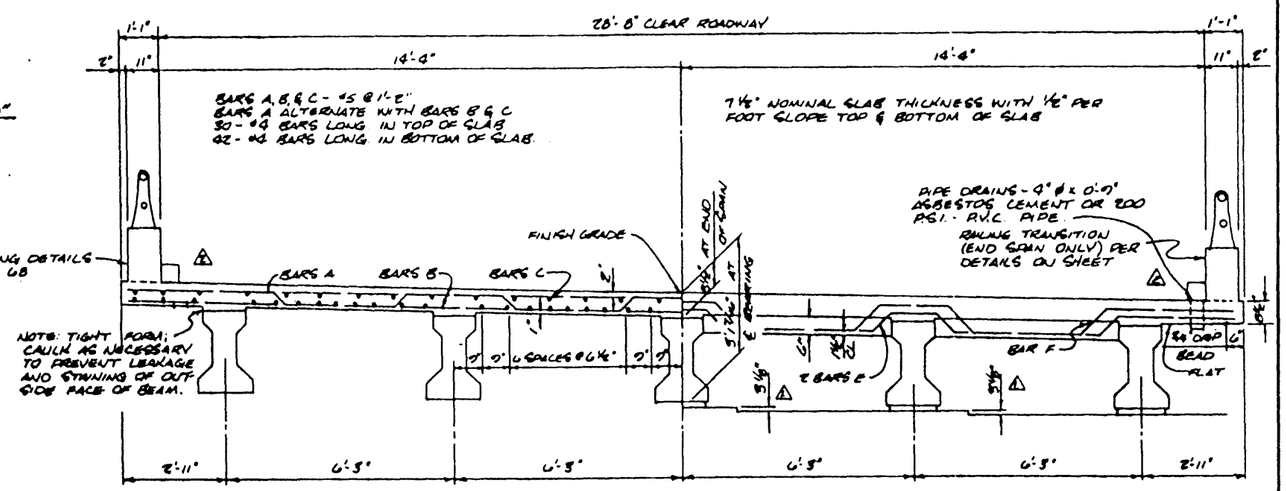
BAR BENDING DETAILS
Dimensions Are Out To Out

TABLE OF QUANTITIES			
ITEM	UNIT	END SPAN	INT SPAN
Concrete	Cu Yds	35.81	32.39
Reinforcing Steel	Lbs	7184	7267
Prestressed Beams	Lin Ft	198.75	198.75
Railing	Lin Ft	80	80

Final Payment Will Be Made On The Basis Of The Above Quantities Except Where This Plan Is Modified



PART LONGITUDINAL SECTION NEAR ℄ ROADWAY



NOTE: TIGHT FORM; CAULK AS NECESSARY TO PREVENT LEAKAGE AND STAINING OF OUTSIDE FACE OF BEAM.

FOR RAILING DETAILS SHEET NO. 68

HALF SECTION NEAR ℄ SPAN
SHOWING SLAB REINFORCING

HALF ELEVATION NEAR END OF SPAN
SHOWING CONCRETE DIMENSIONS AND DROP SLAB DETAILS.

GENERAL NOTES:
Specifications: Mississippi Standard Specifications For State Aid Road And Bridge Construction (1980 Edition)
All Concrete Shall Be Class "A"
Concrete Surfaces Shall Be Finished In Accordance With Section 5-804.13 Of The Specifications
All Concrete Edges Shall Be Chamfered ¾" Except Where Otherwise Noted
Placing Dimensions For Reinforcing Steel To Concrete Surfaces Are Clear Dimensions
Prestressed Concrete Beams Must Be Maintained In An Upright Position At All Times And Must Be Picked Up From Designated Points. Failure To Pick The Beams Up In This Manner May Lead To The Collapse Of The Beam
The Dimensions Shown From Finish Grade To Cuts Are Based On The Assumption The Original Camber Of The Beam Will Not Be Less Than 0 Nor More Than 1". The Engineer Shall Be Notified If The Camber Is Not Within These Limits
All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items

DESIGN DATA
Specifications: AASHTO/1973
Loading: HS20-44
Slab Stresses: fc = 2400 psi; fs = 18000 psi; n = 8

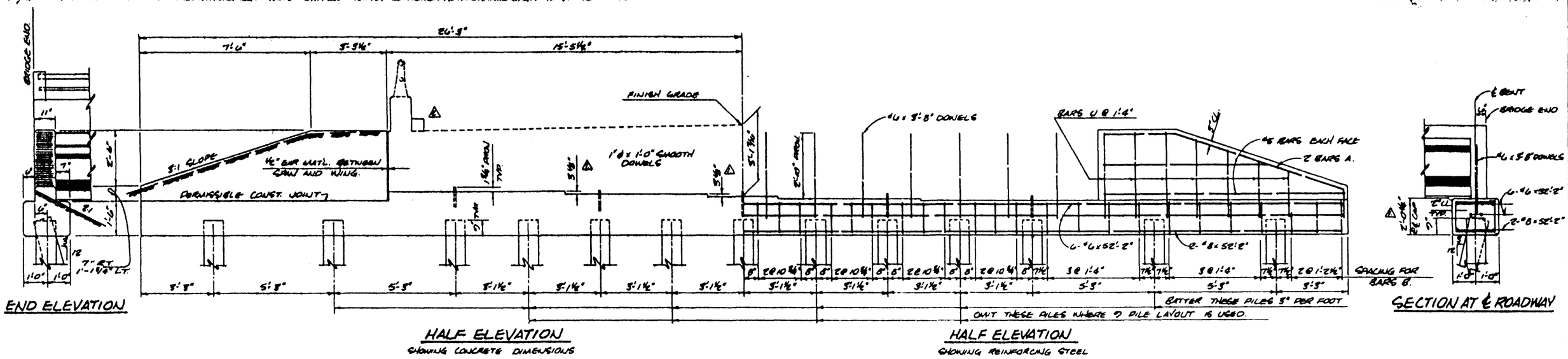
⚠ STEEL QUANTITY FOR PARAPET WALL INCLUDED

⚠	8/5/90	REVISE CAP STEP DIMENSIONS	MLW
⚠	8/14/90	ADDED CURB MOUNTED RAILING	EG
⚠	9/26/90	RAIL ERECTION AND QUAN. & STEEL QUANT	MLW
	DATE	REVISIONS	BY

SUMMERTREE PARKWAY
40 FT.
PRESTRESSED CONCRETE SPAN DETAILS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Miss.

Drawn by: L.W. & E.G.
Checked by: J.T.K.
Date: November, 1989
Scale: As Noted
SHEET NO. 65 OF 82



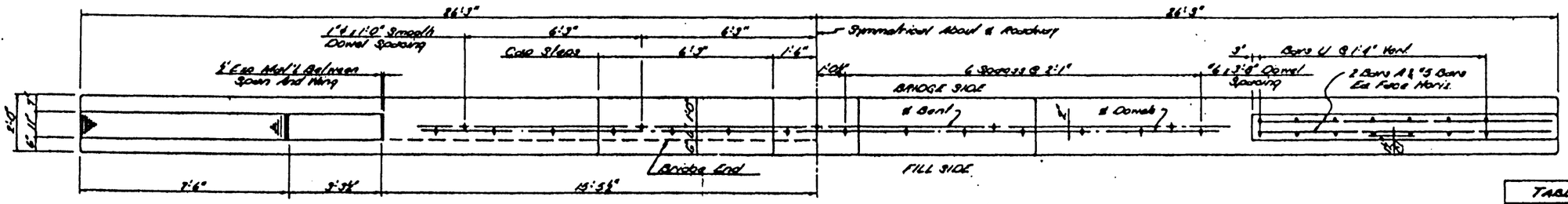
END ELEVATION

HALF ELEVATION
SHOWING CONCRETE DIMENSIONS

HALF ELEVATION
SHOWING REINFORCING STEEL

SECTION AT ℄ ROADWAY

Note: Piles Shall Be Of The Size, Type And Number As Shown On The Layout Sheet. Piles Shall Be Driven To A Minimum Bearing Capacity Of 30 Tons

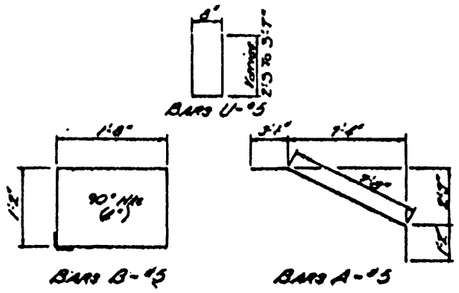


PLAN OF END BENT

GENERAL NOTES:
Specifications: Mississippi Standard Specifications for State Road And Bridge Construction (1987 Edition)
All Concrete Shall Be Class "A" Bridge Concrete
All Exposed Surfaces Shall Be Given A Uniform Rubbed Finish In Accordance With Section 8-804.23 Of The Specifications
Chamfer All Exposed Edges ¾" Unless Otherwise Noted
Piles Shall Not Be Driven Until Bridge End Fills Have Been Constructed To Grade
All Work For Which No Pay Items Are Provided In The Proposed Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items

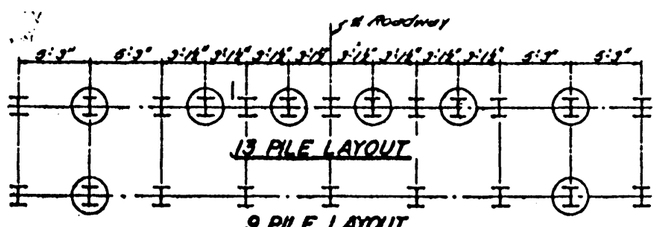
TABLE OF QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	Cu Yds	8.3℄
Reinforcing Steel	Lbs	1333

Final Payment Will Be Made On The Basis Of The Above Quantities Except Where This Item Is Modified



BAR BENDING DETAILS
Dimensions Are Out To Out

Note: All Reinforcing Steel Details Shall Be In Accordance With "Manual Of Standard Practice For Detailing Reinforced Concrete Structures"



13 PILE LAYOUT

9 PILE LAYOUT

Encircled Piles Shall Be Battered 3" Per Ft. Number Of Piles Will Be Shown On The Layout Sheet

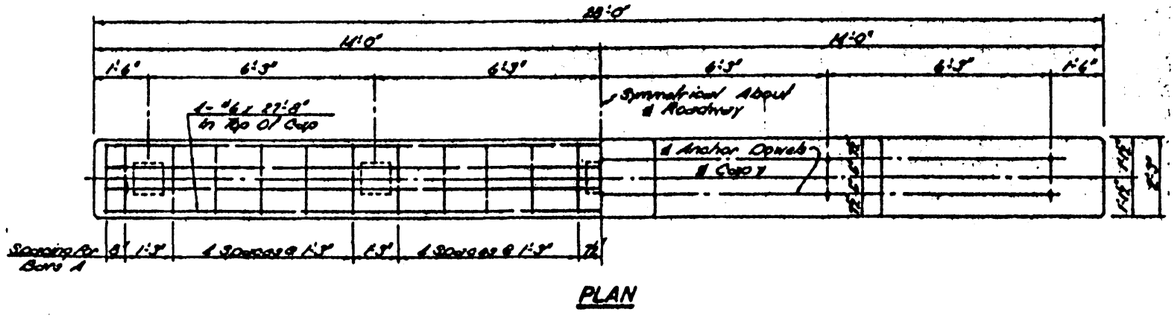
⚠ 7/20/90 - REVISED CONCRETE QUANTITY - MLW.

⚠	6/5/90	REVISED CAP STEEL	MLW
		CHAMFERING	
⚠	11/1/89	ADDED CURB TO END Section & CHANGE	BLL
		DIMENSIONS	
	DATE	REVISIONS	BY

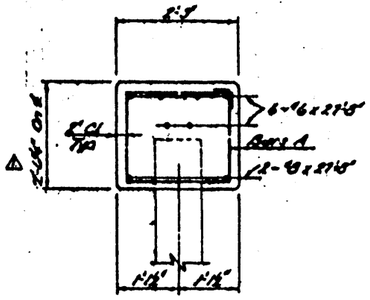
SUMMERTREE PARKWAY
END BENT
FOR USE WITH
40 FT. PRESTRESSED CONCRETE BEAM SPANS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Ms.

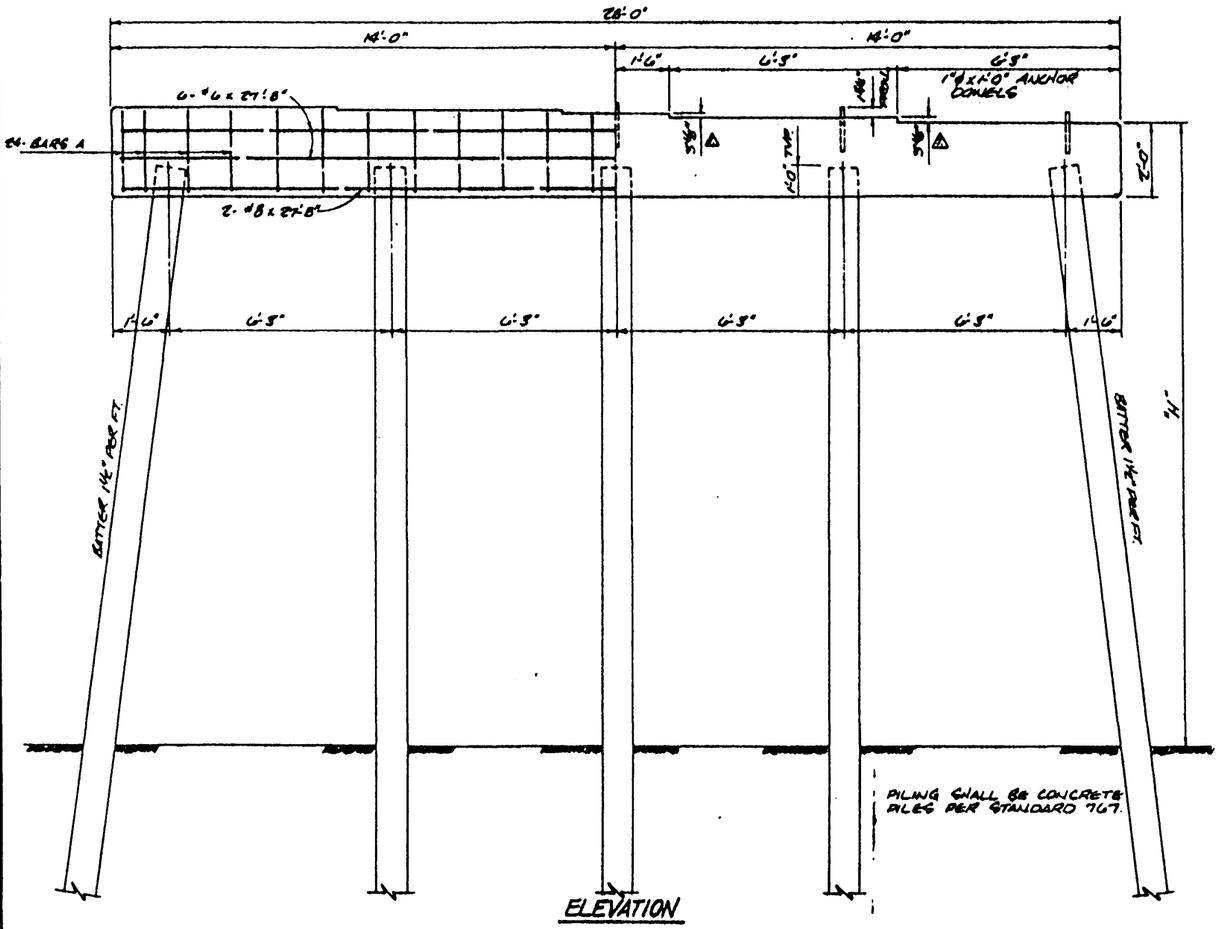
Drawn by: L.W. & E.G.
Checked by: J.T.K.
Date: November, 1989
Scale: As Noted
SHEET NO. 66 OF 82



PLAN

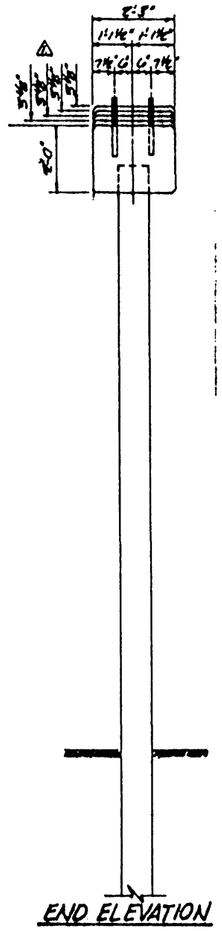


SECTION NEAR ℄ ROADWAY

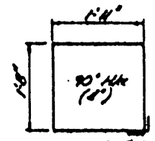


ELEVATION

DRAWN FOR CONCRETE PILES



END ELEVATION



BARS A-#5

BAR BENDING DETAILS

Dimensions Are Out To Out.

ESTIMATED QUANTITIES	
BENT CAP	
Concrete Cu Yds	5.66
Reinforcing Steel Lbs	620.0

GENERAL NOTES:

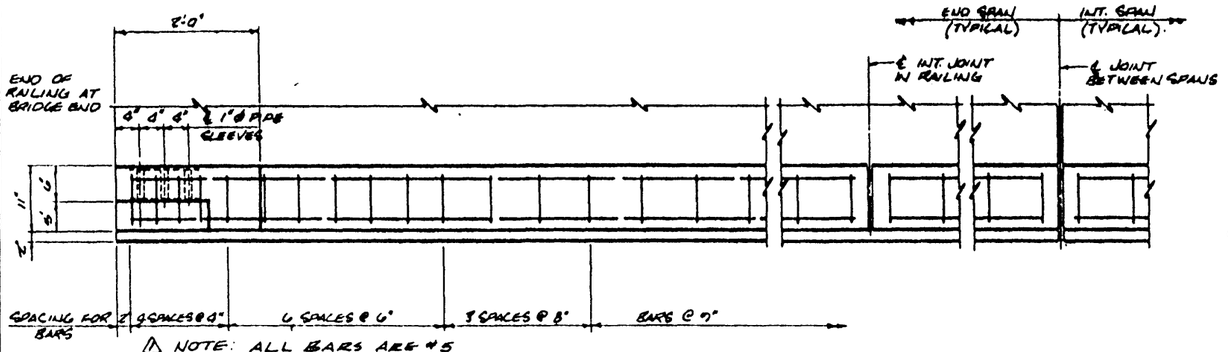
Specifications: Mississippi Standard Specifications For State Aid Road And Bridge Construction (1989 Edition).
All Concrete Shall Be Class "A".
All Exposed Concrete Surfaces Shall Be Finished In Accordance With Section 5-602.23 Of The Specifications.
All Concrete Edges Shall Be Chamfered ¾", Except Where Noted.
Steel Piles Shall Be Driven Full Length And Shall Not Be Spliced Except By Authority Of The Engineer.
All Welding Shall Be Done By The Electric Arc Process In Accordance With The American Welding Society Standard Specifications.
Steel Piling And Bracing Shall Be Shipped Unpainted But After Erection Shall Be Given Three Field Coats Of Paint As Follows: First Coat Red Lead Per Code P-1; Second And Third Coats Black Graphite Per Code M-8.
Piles Will Be Paid For At The Contract Price Per Linear Foot Complete In Place, And No Additional Payment Will Be Allowed For Painting Steel Piling Or Excavation Incidental To Encasements.
All Work For Which No Pay Items Are Provided In The Proposal Will Not Be Paid For Directly And Compensation Therefor Will Be Considered Included In The Prices And Payments For Bid Items.

NO.	DATE	REVISIONS	BY
2	10/92	REVISED CAP STEP DIMENSIONS	MLM
1	10/92	REVISED BAR QUANTITY	MLM

SUMMERTREE PARKWAY
INT. BENT
FOR USE WITH
40 FT. PRESTRESSED CONCRETE BEAM SPANS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Ms.

Drawn by: L.W.B.K.B.
Checked by: J.T.K.
Date: November, 1989
Scale: As Noted
SHEET NO. 67 OF 82



⚠ NOTE: ALL BARS ARE #5

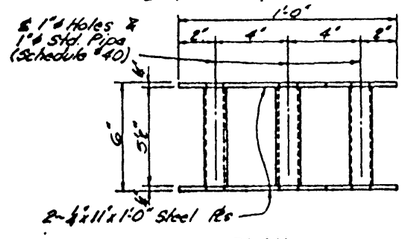
NOTE REINF. SHALL NOT BE CUT FOR PLACEMENT OF GUARDRAIL SLEEVE ASSEMBLY WITHOUT SPLICING BACK WITH BARS OF SAME SIZE AND DETAIL W/ 29 BAR DIAM SPLICE SEE END ELEVATION OF RAILING FOR 4 - #4 x 9'-0" AT SLEEVE ASSEMBLY.

PART PLAN OF RAILING.

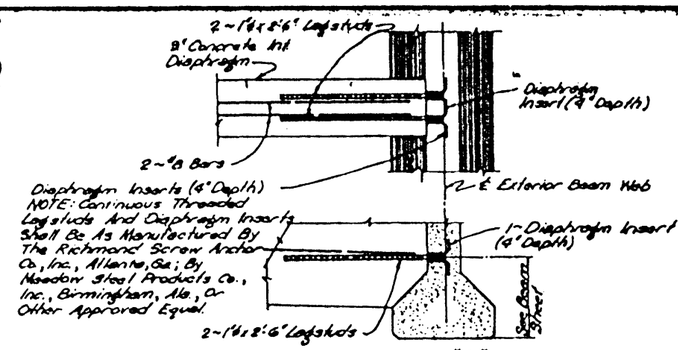
MATERIAL FOR GUARDRAIL ANCHOR SLEEVE ASSEMBLY:

2 - PL ⅜" x 11" x 1'-0"
4 - 1" ø x 0'-3½" Std Pipe (Schedule #40)
Tack Weld to Plates At Each End.
Plates Shall Be Of ASTM A36 Steel.
Pipes Shall Be ASTM A120.
Galvanize Complete Assembly After Fabrication Per AASHO M111.

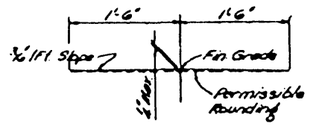
NOTE: Guardrail Anchor Sleeve Assembly Is Required At All Bridge End Railings. (Not A Pay Item)



PLAN

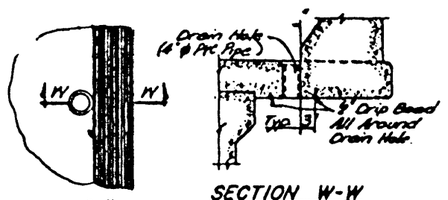


DETAIL "B"



CROWN DETAILS

NOTE: Drain Holes Shall Be Located So That Bars B And C Will Not Be Cut.

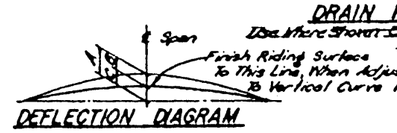


DETAIL "D"

SECTION W-W

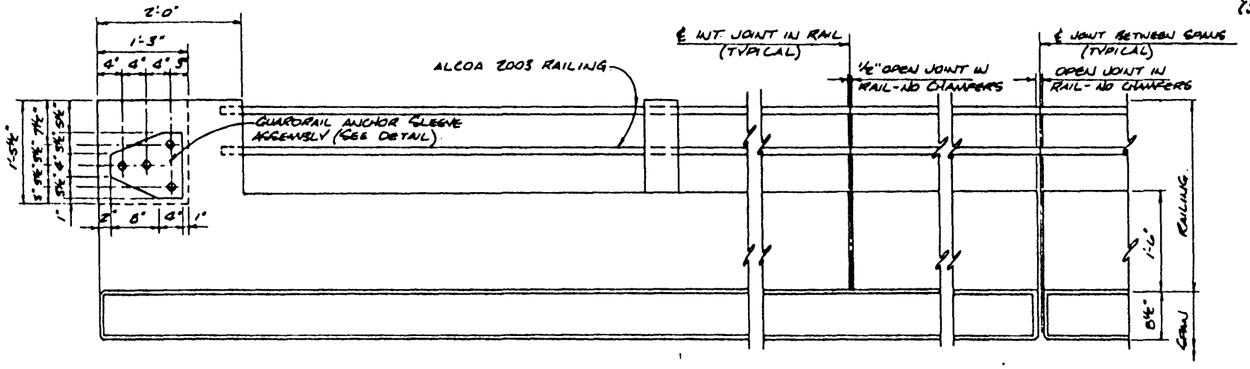
DRAIN HOLE DETAILS

Use Where Shown On The Span Detail Sheet

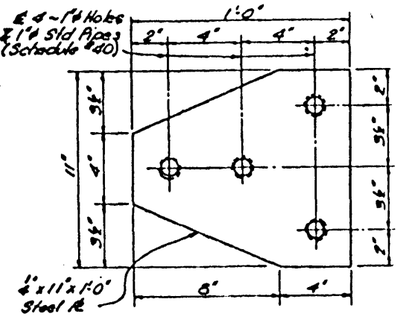


DEFLECTION DIAGRAM

A: Total Recommended Allowance For Deflection.
B: Estimated Deflection Due To Dead Load Of Slab & Rail.
C: A-B = Net Initial Camber In Riding Surface, Which Includes An Allowance For Creep.

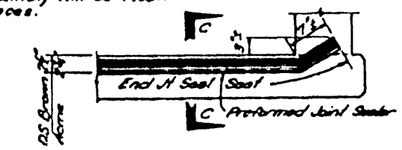


PART ELEVATION OF RAILING



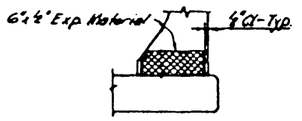
DETAIL OF GUARDRAIL ANCHOR SLEEVE ASSEMBLY

NOTE: Attach Securely To Forms Prior To Pouring Railing Concrete To Assure That Exposed Surfaces Of The Assembly Will Be Flush With Concrete Surfaces.

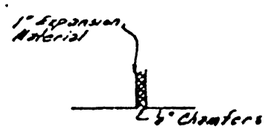


ELEVATION AT END OF SPAN*

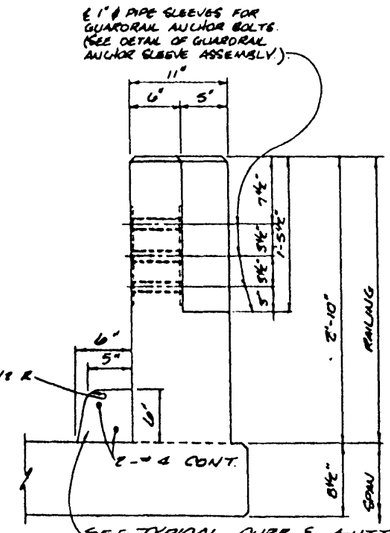
* Note: Joint Seal Details Do Not Apply Unless Called For On Bridge Layout Sheet (For Use On Overpasses)



TYPICAL INT JOINT DETAIL

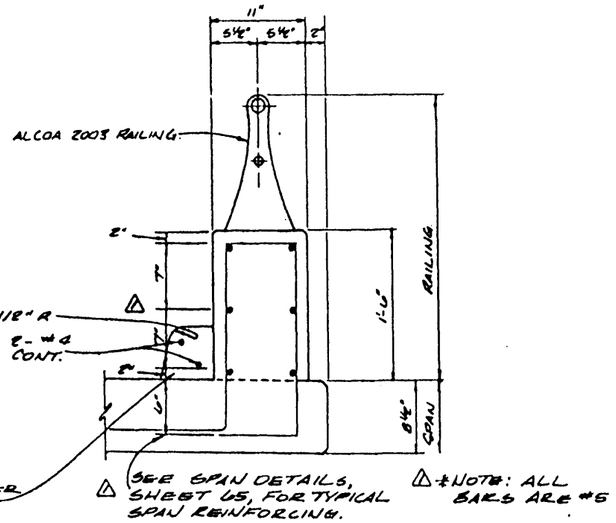


FINISH FOR EXPOSED EXPANSION MATERIAL



END ELEVATION OF RAILING

SHOWING CONCRETE DIMENSIONS AND DETAILS OF GUARDRAIL CONNECTION



TYPICAL SECTION OF RAILING

GENERAL NOTES:

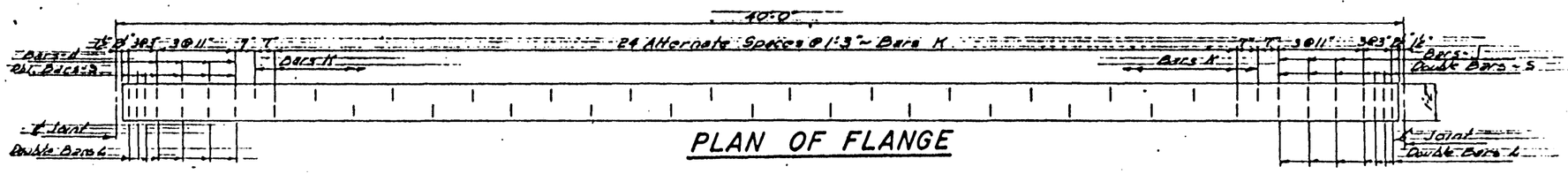
All Concrete In Span And Railing Shall Be Class "A"
Chamfer All Edges ¾", Unless Otherwise Noted.
See Layout Sheet For Finishing Of Concrete Surfaces.
Placing Dimensions For Reinforcing Steel To Concrete Surfaces Are Clear Distances.
To Determine The Dimension From Finish Grade To Cap, The Assumption Is Made That The Compressed Thickness Of The Neoprene Pad Is ⅜", And That The Original Camber Of The Beams Will Be Within The Limits Shown On The Beam Detail Sheets. The Bridge Engineer Shall Be Notified If The Camber Is Not Within These Limits.

DATE	REVISIONS	BY
1/7/94	CONFORMING FOR RAIL	MLR
8-4-94	ADDED CURB TRANS.	EG
	REVISION	

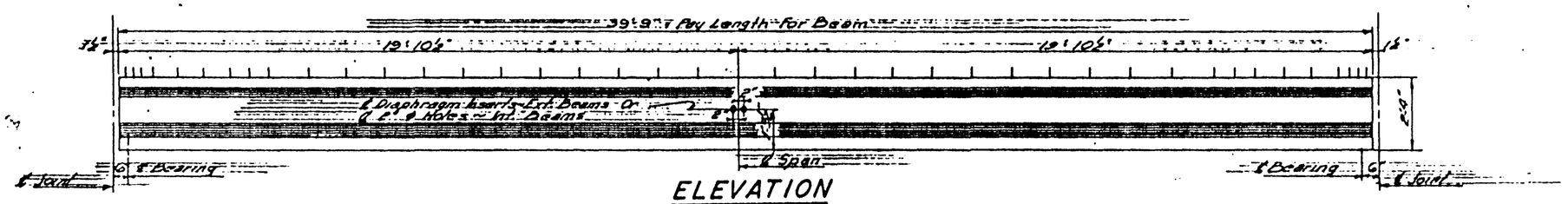
SUMMERTREE PARKWAY
RAILING & MISCELLANEOUS
SPAN DETAILS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Ms.

Drawn by: LW & EG	Date: November, 1989	SHEET NO.
Checked by: JTK	Scale: As Noted	68 OF 82

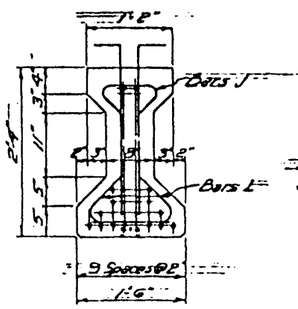


PLAN OF FLANGE

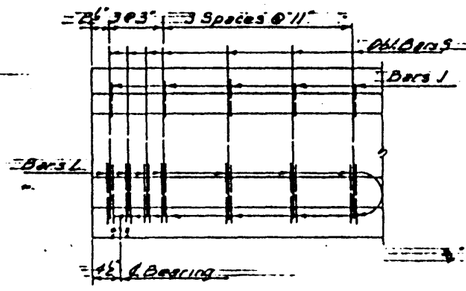


ELEVATION

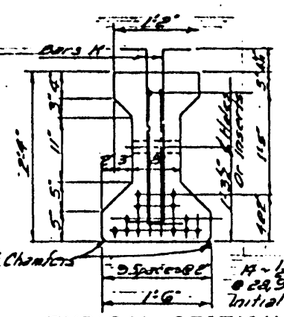
Note: Cut Strands Flush And Weatherproof With Limestone Colored "Thoroseal" (Steel Core Manufacturing Co.) Or Other Approved Equal Applied According To Manufacturers Directions



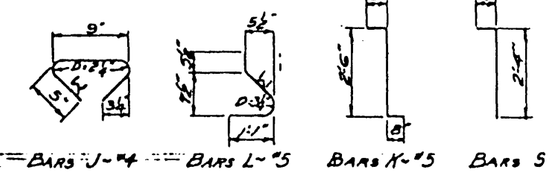
END ELEVATION



PART ELEVATION

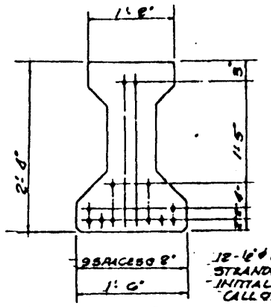


TYPICAL SECTION



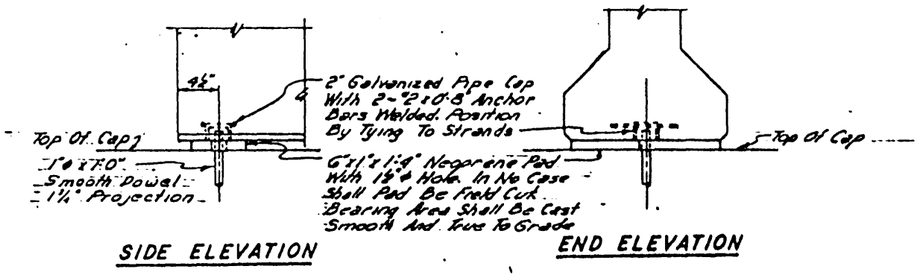
BARS J ~ #4 BARS L ~ #5 BARS K ~ #5 BARS S ~ #5

BAR BENDING DETAILS



12-½"ϕ 270ᵏ LOW RELAX. STRANDS @ 30,882#-371,784# INITIAL PRESTRESS (ALL OTHER DETAILS SAME)

ALTERNATE PRESTRESS REQUIREMENTS



SIDE ELEVATION END ELEVATION

BEARING DETAIL

GENERAL NOTES:

Beams Shall Be Manufactured In Accordance With Mississippi Standard Specifications For State Aid Road And Bridge Construction (1987 Edition).

Tops Of Beams Shall Be Rough Floated. At Approximately The Time Of Initial Set, Entire Tops Of Beams Shall Be Scrubbed Transversely To Remove All Laitance And To Produce A Roughened Surface For Bonding Slab. Other Surfaces Shall Be Finished Per Specifications.

Concrete Shall Be Class "F" And

(A) Shall Have A 28-Day Cylinder Strength Of 5000 psi.

(B) At Transfer Of The Tensioning Load, Concrete Cylinder Strength Shall Be 4,200 p.s.i.

Pretensioned S.R. Strands Shall Have A Maximum Ultimate Strength Of 41,300 LB And Shall Be Type 270 K.

All Beams Shall Be Cast On Concrete Floored Pallets And In Metal Forms.

Beams Must Be Maintained In An Upright Position At All Times During Handling And Must Be Propped Up From Designated Points. Disregard Of This Requirement May Lead To The Collapse Of The Beam.

The Engineer Shall Be Notified If The Camber Of The Beam Is Not Within The Limits Of From 0" To 1".

DESIGN DATA

Unit Stresses Are In Accordance With A.A.S.H.O. 1977

DATE	REVISIONS	BY
5-83	Revised Dwgs. As: Beam Type, Beam Spacing, Strand Pattern & Concrete Strength	JRH
5-84	Added Alternate Strand Pattern	JRH
10-87	Added Alternate Prestress Requirements	JLC

STATE AID DIVISION
MISSISSIPPI STATE HIGHWAY DEPARTMENT

SUMMERTREE PARKWAY
40 FT.
PRESTRESSED CONCRETE
BEAM DETAILS

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Ms.

DETAILED: BWP | CHECKED: JLC | TRACED: BWP | DATE: 10-87

FA82-40-PS

ALTERNATE DETAILS FOR SPIRAL STRAND PATTERN (FOR USE WITH ALTERNATE SECTIONS)					
	OCTAGONAL PILE			SQUARE PILE	
Pile Size "D"	7/16 ϕ A STM-A 416 Stress To 10,900#	7/16 ϕ 31,000# Ultimate Stress To 21,700#	1/2 ϕ 41,300# Ultimate Stress To 28,910#	7/16 ϕ 31,000# Ultimate Stress To 21,700#	1/2 ϕ 41,300# Ultimate Stress To 28,910#
12"	6	5	4	6	5
14"	8	7	5	8	6
16"	10	9	7	11	8
18"	13	11	8	18	10

* No 5 U.S. Gage Wire May Be Used Provided The 8" Pitch Shown Is Reduced To 6".

SPIRAL TIES: No 2 Reinforcing Bars, No 5 Birmingham Gage Wire Or No 4 U.S. Gage Wire *

1" 6½" 10 @ 3" 8" Pitch 10 @ 3" 6½" 1"

1'-0" 2"Cl. 12"

8-7/16"ϕ S.R. Strands @ 18,900 lbs. = 151,200

12"x12" PRESTRESSED PILES

SECTION

S.R. Strands At Equal Spacing. 2"Cl. 2"Cl. Spiral As Shown. 6" 6"

ALTERNATE SECTIONS

NOTE: Alternate Sections Will Be Permitted Only As Noted On Bridge Layout Sheet.

SPIRAL TIES: No 2 Reinforcing Bars, No 5 Birmingham Gage Wire Or No 4 U.S. Gage Wire *

1" 6½" 10 @ 3" 8" Pitch 10 @ 3" 6½" 1"

1'-2" 2"Cl. 14"

10-7/16"ϕ S.R. Strands @ 18,900 lbs. = 189,000

14"x14" PRESTRESSED PILES

SECTION

Pay Length Is To Tip Of Steel (At Bid Price For Conc. Piles). L = Length Of Concrete Pile. 2'-0" L'-0"

** GHP 25 For 14"x14" Conc. Pile

PERMISSIBLE STEEL DRIVING TIP FOR 14"x14" PILE

** NOTE: End Of Steel Driving Tip Shall Be Reinforced With Welded Plates If Required By Driving Conditions.

SPIRAL TIES: No 2 Reinforcing Bars, No 5 Birmingham Gage Wire Or No 4 U.S. Gage Wire *

1" 6½" 10 @ 3" 8" Pitch 10 @ 3" 6½" 1"

1'-4" 2"Cl. 16"

12-7/16"ϕ S.R. Strands @ 18,900 lbs. = 226,800

16"x16" PRESTRESSED PILES

SECTION

Pay Length Is To Tip Of Steel (At Bid Price For Conc. Piles). L = Length Of Concrete Piles. 3'-0" 5'-0"

** 8BP 36 For 16"x16" Conc. Pile

PERMISSIBLE STEEL DRIVING TIP FOR 16"x16" PILE

NOTE: Steel Driving Tips May Be Built-Up Sections Such As 4 Angles Back To Back, R.R. Rails, etc., Equivalent To The Sections Shown, Subject To Approval Of The Bridge Engineer.

SPIRAL TIES: No 2 Reinforcing Bars, No 5 Birmingham Gage Wire Or No 4 U.S. Gage Wire *

1" 6½" 10 @ 3" 8" Pitch 10 @ 3" 6½" 1"

1'-6" 2"Cl. 18"

16-7/16"ϕ S.R. Strands @ 18,900 lbs. = 302,400

18"x18" PRESTRESSED PILES

SECTION

Pay Length Is To Tip Of Steel (At Bid Price For Conc. Piles). L = Length Of Concrete Piles. 3'-0" 5'-0"

** 10BP 42 For 18"x18" Conc. Pile

PERMISSIBLE STEEL DRIVING TIP FOR 18"x18" PILE

GENERAL NOTES:
Specifications: Mississippi State Highway Department, 1956, With Particular Attention Directed To Sections 708, 803 & 804.
Spiral Ties Shall Be Tied To All Corner Strands For Square Patterns And To 4 Strands Per Turn In Circular Patterns.
All Corners Of Square Piles Shall Be Chamfered Uniformly, Not Less Than 1" Nor More Than 1½".
Wire Ties Shall Be Cold-Drawn Steel Wire A.S.T.M. A82 - (A.A.S.H.O. M32.)
Steel Driving Tip May Be Used When Required By Driving Conditions, To Obtain Penetration.

MAXIMUM PILE LENGTHS				
SIZE	Type Pick-Up	OCTAGONAL Circular Core	SQUARE Circular Core	SQUARE Square Core
12"	Single	47'	57'	64'
	Double	69'	75'	78'
14"	Single	50'	57'	57'
	Double	73'	82'	82'
16"	Single	55'	60'	60'
	Double	78'	85'	85'
18"	Single	57'	68'	64'
	Double	81'	90'	82'

L

0.7L Pick-Up Point 0.3L

SINGLE POINT PICK-UP

L

Pick-Up Points

0.21L 0.58L 0.21L

DOUBLE POINT PICK-UP

NOTE: Piles Shall Be Marked At Pick-Up Points To Indicate Proper Place For Attaching Handling Lines And For Blocking. (Pick-Up Points Shall Be Marked With Removable Band Of Paint.)

(A) CONCRETE PILE SPLICE
A Precast Section May Be Spliced By Providing Cored Or Drilled Dowel Holes On Both Sides Of The Splice. The Core Is Shall Have An Area Equal To 1/4 Of The Gross Cross-Section Of The Pile And Shall Be Adequately Bonded Into Both Sections. The Dowel Holes And Space Between Splice Sections Shall Be Filled With A Material Having Properties Equal To Those Of The Concrete And Adhesive Strength Equal To The Shear And Tensile Strength Of The Concrete. Details To Be Reviewed By The Engineer.

(B) BUILD-UP (Without Driving):

Build-Up 24"Lap #5 Ga Spiral Ties 1" @ c.c. 6" S.R. Strands 24"

Concrete Around Top Edge Of Pile Shall Be Bushhammered To Prevent Feathered Edges.

The Minimum Area Of Reinforcing Steel Shall Be 1% Of The Gross Cross-Section Of Concrete. Placement Of Bars Shall Be In A Symmetrical Pattern Of Not Less Than Four Bars.

(C) BUILD-UP (With Driving):

Build Up 24"Lap #5 Ga. Spiral Ties 1" 4" S.R. Strands 3 Turns 7 Pitch 6 Turns 3" Pitch 6" Pitch 16 Turns 8" Pitch 5 Turns 7" Pitch

TYPICAL SPLICE & BUILD-UP DETAILS

NOTE:
All Details On This Drawing Are In Accordance With A.A.S.H.O.-P.C.I. COMMITTEE RECOMMENDATIONS, Submitted With Letter From Mr. T.W. Jennings, Chairman. Dated July 16, 1965.

NOTE: THIS DRAWING REPLACES DRAWING No CP-20R; HOWEVER THE USE OF PILES MANUFACTURED PER DRAWING CP-20R PRESENTLY IN STOCK WILL BE PERMITTED.

DEC 1966	REVISED NOTE (A)	MLW
DEC 1967	REVISED GENERAL SPECIFICATION NOTE	MLW

MISSISSIPPI STATE HIGHWAY DEPARTMENT

SUMMERTREE PARKWAY
PRESTRESSED TYPE

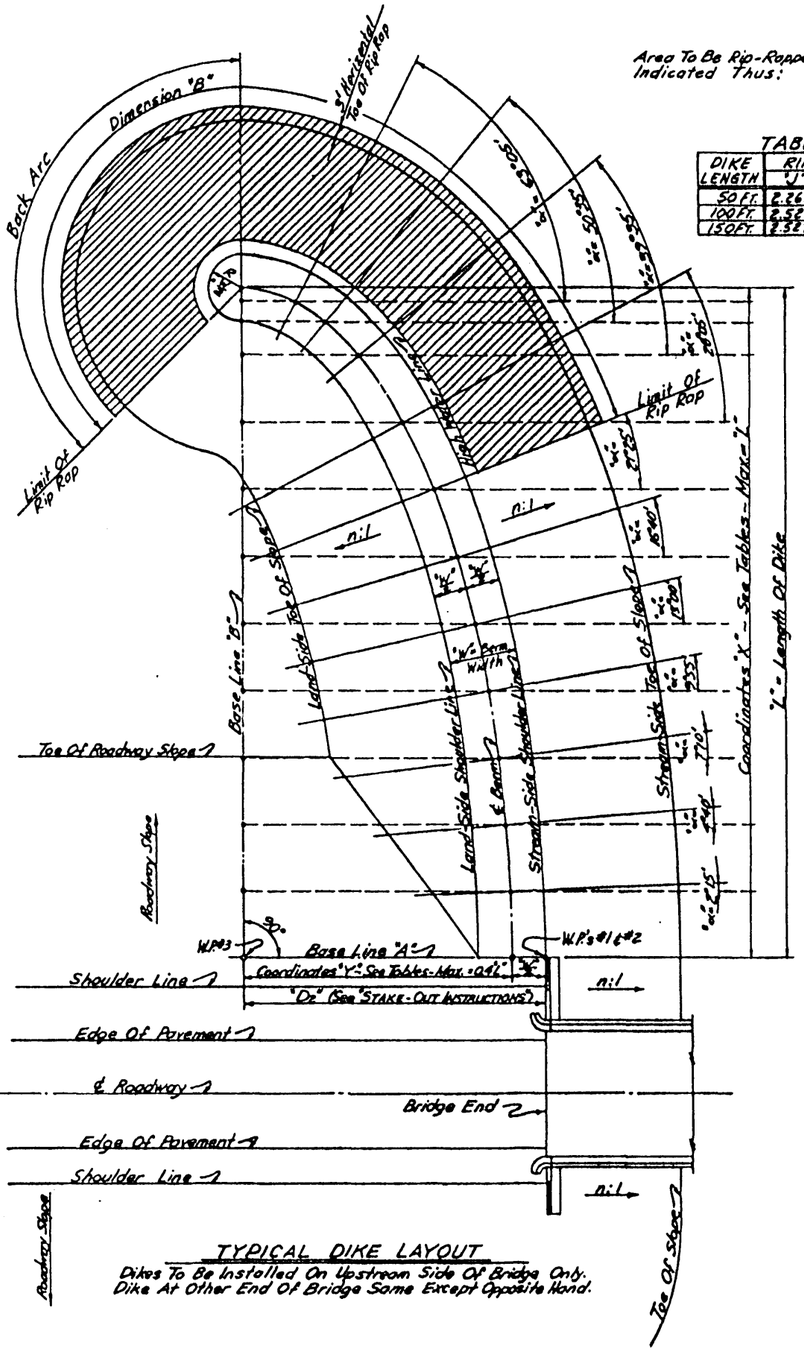
PRECAST CONCRETE PILES

WASBONER ENGINEERING, INC. Consulting Engineers — Jackson, Miss.

DRAWING NUMBER CP-21

DESIGNED J.A.C. DETAILED M.R.C. TRACED M.R.C. CHECKED J.A.C. ISSUED 7-1-68 DATE 5/1/68

SHEET NUMBER 767



TYPICAL DIKE LAYOUT

Dikes To Be Installed On Upstream Side Of Bridge Only.
Dike At Other End Of Bridge Same Except Opposite Hand.

Area To Be Rip-Rapped Indicated Thus:

TABLE "A"

DIKE LENGTH	RIP RAP CONSTANTS "J"	"K"	"D"
50 FT.	2.2654	33.21	3.40
100 FT.	2.5272	54.92	3.79
150 FT.	2.5272	84.39	3.79

50 FT. DIKE
BERM WIDTH "W" = 10 FT.
BACK ARC = 120°
"L" = 50 FT.

COORDINATES "X"	"Y"
0.00	20.00
5.00	19.90
10.00	19.60
15.00	19.09
20.00	18.33
25.00	17.32
30.00	16.00
35.00	14.28
40.00	12.00
43.00	8.72
47.50	6.25
49.00	3.98
50.00	0.00

100 FT. DIKE
BERM WIDTH "W" = 12 FT.
BACK ARC = 135°
"L" = 100 FT.

COORDINATES "X"	"Y"
0.00	40.00
10.00	39.80
20.00	39.19
30.00	38.16
40.00	36.66
50.00	34.64
60.00	32.00
70.00	28.57
80.00	24.00
90.00	17.94
95.00	12.49
98.00	7.96
100.00	0.00

150 FT. DIKE
BERM WIDTH "W" = 8 FT.
BACK ARC = 135°
"L" = 150 FT.

COORDINATES "X"	"Y"
0.00	60.00
15.00	59.70
30.00	58.79
45.00	57.27
60.00	54.91
75.00	51.96
90.00	48.00
105.00	42.85
120.00	36.00
135.00	26.15
142.50	18.74
147.00	11.94
150.00	0.00

TO ESTIMATE QUANTITY OF EMBANKMENT MATERIAL:

The Volume Of Embankment Material, In Cubic Yards, Is Determined By The Following Formula:

$$V = .0426 \times L \times h \times [W + (n \times h)]$$

Where "L" Is The Dike Length, In Feet; "h" Is The Difference In Elevations Of The Berm And The Average Ground Level; "W" Is The Berm Width, In Feet; And n:1 Is The Dike Slope.

TO ESTIMATE QUANTITY OF RIP RAP:

Dimension "B" Gives The Length Along The Stream-Side Face At Any Distance, "h" Below The Berm, And Is Measured From The Line Where $\alpha = 2°25'$ Around The End To The "Back Arc" Rip Rap Limit. It Is Determined By The Following Formula:

$$B = (J \times n \times h) + K$$

Where "J" & "K" Are Constants, From Table "A", And n:1 Is The Dike Slope.

The Area Of Rip Rap Is Determined As Follows:

a. Find The Mean Length At Mid-Height Of The Rip Rap Section = Length At High Water Elevation Plus Length At Average Ground Elevation ÷ 2.
b. Multiply The Difference In Elevations Of High Water And Average Ground Level By "M" (For 2:1 Slope, M = 2.236; For 3:1 Slope, M = 3.162) To Find The Slant Height On Slope.
c. Area Of Rip Rap On Slope = Mean Length (a) × Slant Height (b), In Square Feet.
d. Find The Mean Length Of The Three Foot Horizontal Toe Portion = Length At Average Ground Level, Used In (a), Plus "D" From Table "A".
e. Area Of Toe Portion = Mean Length (d) × 3, In Square Feet.
f. Total Rip Rap Area Is The Sum Of The Slope Area (c) And The Toe Area (e).

Having Total Rip Rap Area, Tons Of Loose Rip Rap May Be Estimated At 150 Lb. Per Square Foot Of Area, (Based On Loose Rip Rap 1.25 Feet Thick Weighing 120 Lb. Per Cubic Foot).

STAKE-OUT INSTRUCTIONS:

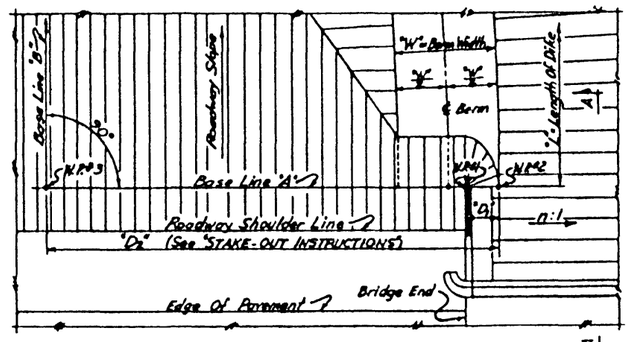
1. W.P.#1 Is Located At The Land-Side Corner Of The Upstream End Bent Wing Wall, Unless Otherwise Specified. Establish Base Line "A" Passing Thru W.P.#1 And Parallel To ℄ Roadway. When ℄ Roadway Is On Horizontal Curve, Base Line "A" Is Parallel To The Tangent Of ℄ Roadway At ℄ Joint (Or End Of Span) At Bridge End. Where Skewed Dike Is Required, Rotate Base Line "A" About W.P.#1 Thru The Angle Of Skew.
2(a). Unless Otherwise Specified, Assume The Berm Elevation, "E_B", To Be Equal To The Roadway Slope Elevation, "E_S", At W.P.#1. In All Cases Where $E_B = E_S$, W.P.#2 Coincides With W.P.#1 As Shown In "TYPICAL DIKE LAYOUT." For Bridges Where Elevations "E_S" Are Not The Same At Both Bridge Ends, Set Elevation "E_B" For Both Dikes Equal To The Lower Grade.
2(b). For Dikes Where The Berm Is To Be Set At An Elevation, "E_B", Other Than Elevation "E_S", Establish W.P.#2 Along Base Line "A" A Distance, "D_1", Streamward (Landward, If "D_1" Is Negative) From W.P.#1, Where

$$D_1 = n(E_S - E_B)$$

And n:1 Is The Dike Slope. See DETAIL "A" Below.
3. Measure Landward From W.P.#2 Along Base Line "A" A Distance, "D_2", To Establish W.P.#3, The Zero Of Base Line "B", Where

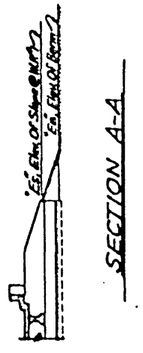
$$D_2 = \tfrac{1}{2}W + Y_0,$$

"W" Is The Berm Width, And "Y_0" Is The Distance "Y" Given In The Tables For "X" = 0.
4. At W.P.#3 Turn 90° Upstream From Base Line "A" To Establish Base Line "B." Locate The "X" Coordinates Along Base Line "B" And, At Right Angles To Base Line "B" Thru These Points, Measure Corresponding "Y" Coordinates To Establish Points On ℄ Berm.
5. At Each Point Thus Obtained On ℄ Berm, Turn Corresponding Angle, "α", And Set:
(a). Stream-Side Shoulder Line, At Half The Berm Width From ℄ Berm.
(b). Stream-Side Toe Of Slope, From The Preceding Point.
(c). Land-Side Shoulder Line, At Half The Berm Width From ℄ Berm.
(d). Land-Side Toe Of Slope, From The Preceding Point.



DETAIL "A"

Showing Location Of Working Points For Staking Out Dike When Berm Elevation (E_B) Is Below Slope Elev. (E_S) At W.P.#1.



SECTION A-A

GENERAL NOTES:

The Slope Of The Dike Embankment Shall Be The Same As The Slope (n:1) Of The Fill Under The Bridge Unless Specified Otherwise On Bridge Layout Sheet. Embankment Material For Earth Dikes Will Be Included In Excavation Quantities As Shown On The Plans.
Unless otherwise noted on the plans and/or to meet other contract requirements, rip rap shall be required on all earth dikes as shown hereon.
Spigging, When Required, Will Be Included In Regular Roadway Spigging Quantities.
Sodding, When Required, Will Be Included In Regular Roadway Sodding Quantities.

MISSISSIPPI STATE HIGHWAY DEPARTMENT

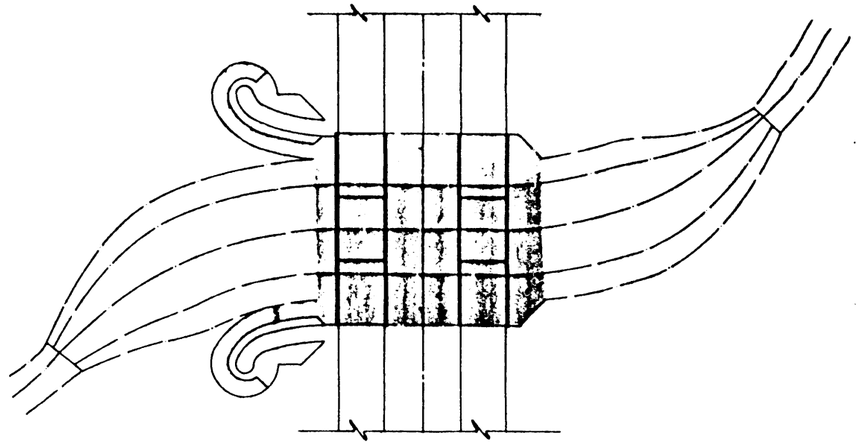
SUMMERTREE PARKWAY
SPUR DIKE: EARTH
DETAIL

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Miss.

WORKING NUMBER: ED-1
SHEET NUMBER: 205

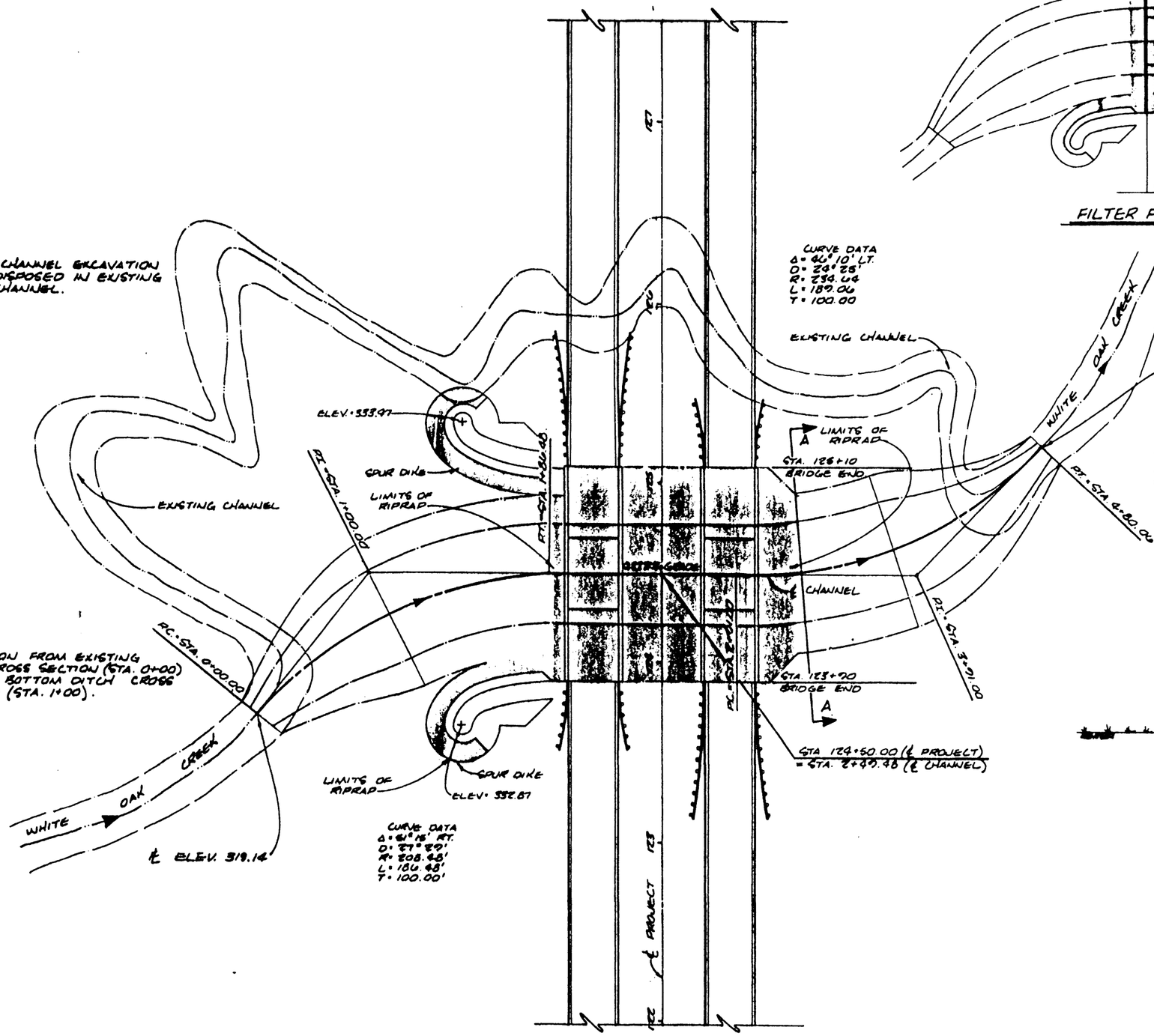
DESIGNED ____ DETAILED ____ TRACED ____
CHECKED ____ APPROVED D.A.J. DATE 11-1-72

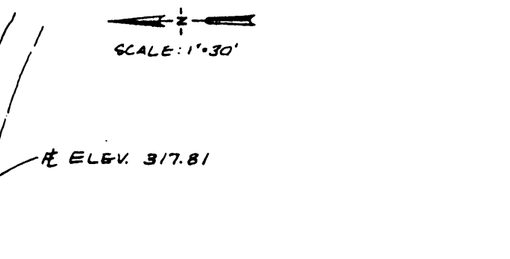
REVISIONS
DATE



FILTER FABRIC PLACEMENT DETAIL

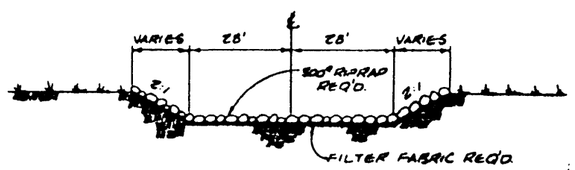
NOTE:
CREEK CHANNEL EXCAVATION TO BE DISPOSED IN EXISTING CREEK CHANNEL.





SCALE: 1" = 30'

TRANSITION FROM FLAT BOTTOM DITCH SECTION (STA. 3+80) TO EXISTING CREEK CROSS SECTION (STA. 4+80.06).



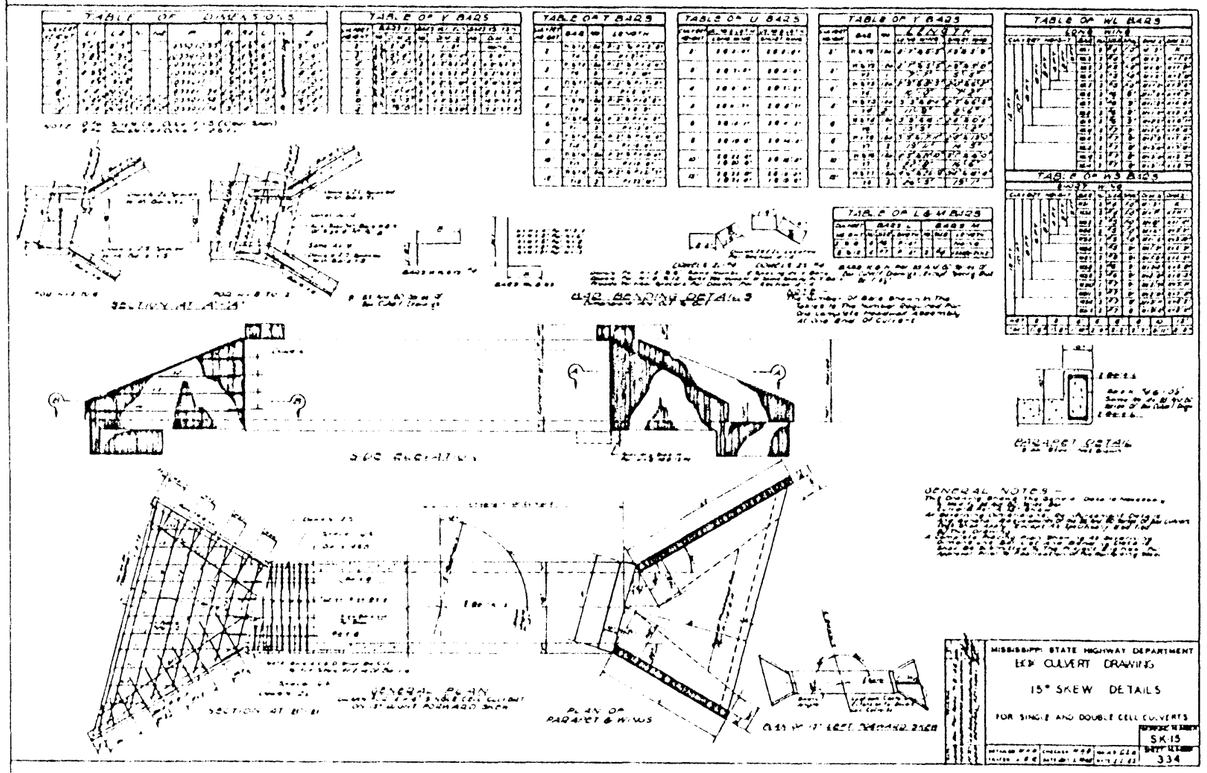
SECTION "A-A"

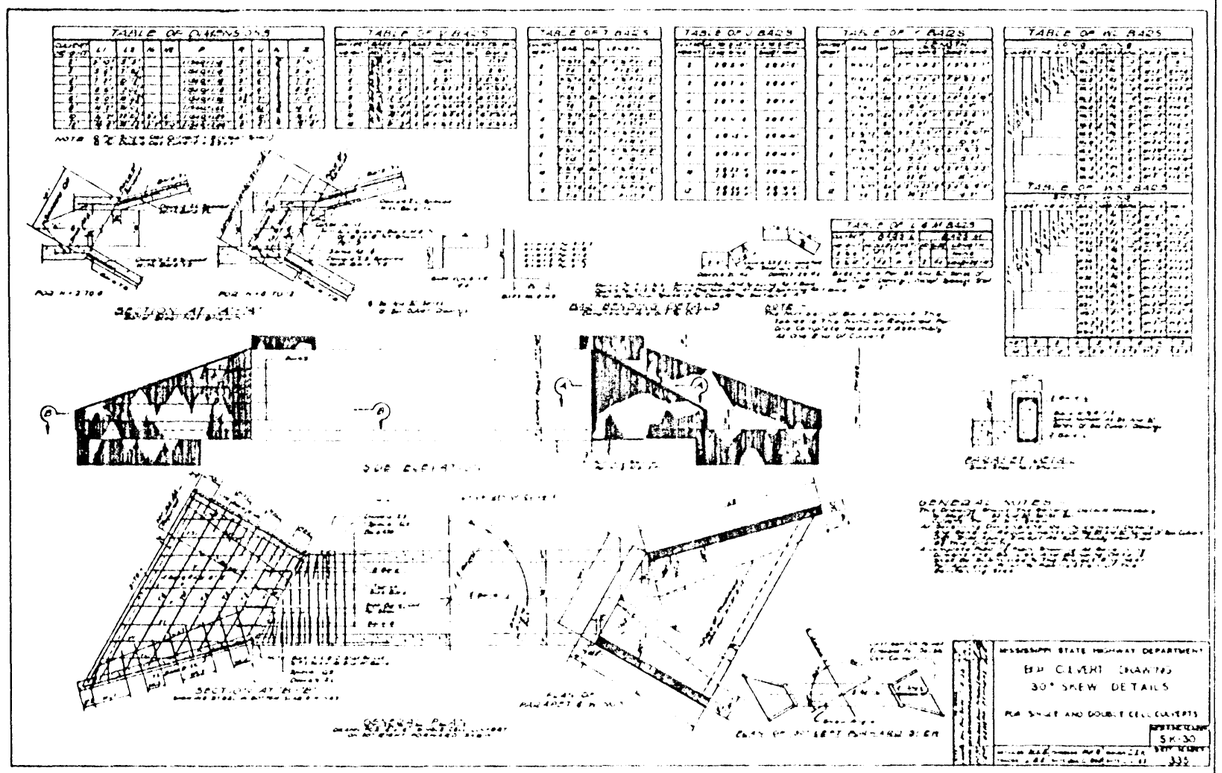
SUMMERTREE PARKWAY

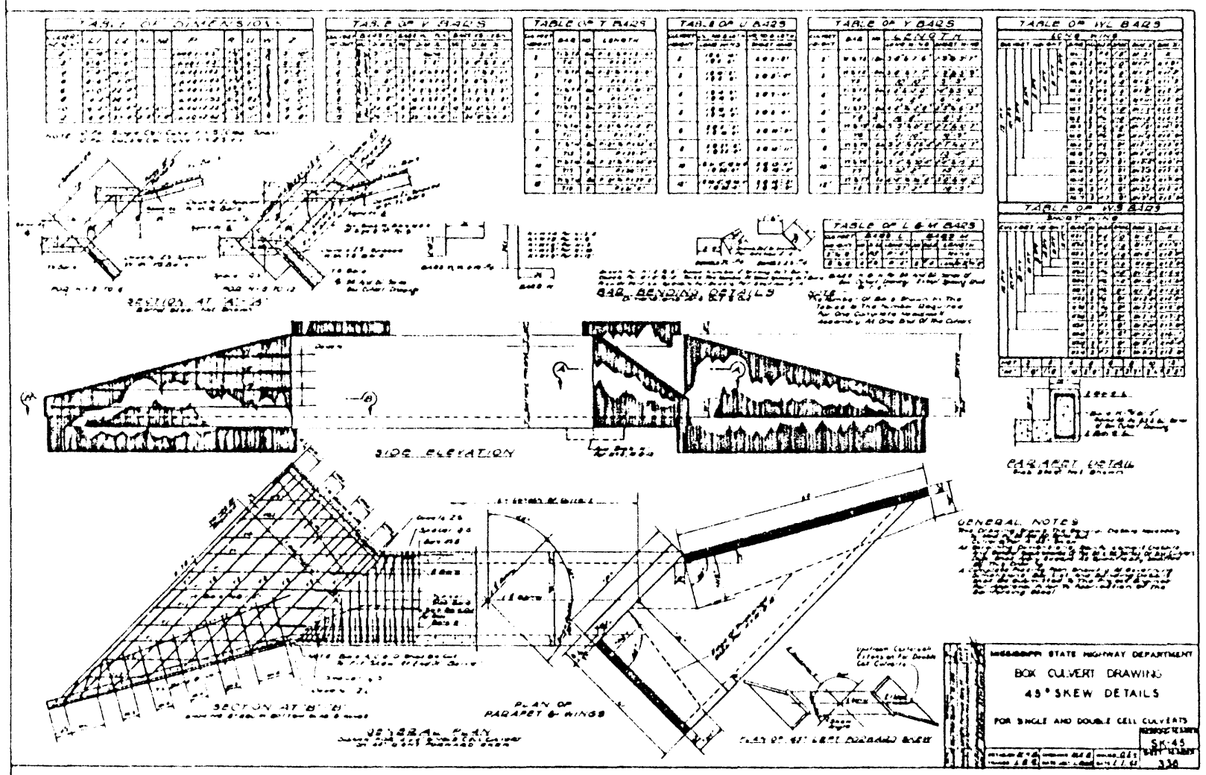
WHITE OAK CREEK BRIDGE AND RECHANNELIZATION

WAGGONER ENGINEERING INC.
Consulting Engineers — Jackson / Brandon, Ms.

DRAWN BY:
CHECKED BY:
DATE: November, 1989
SCALE: As Noted
SHEET NO. 72 of 82





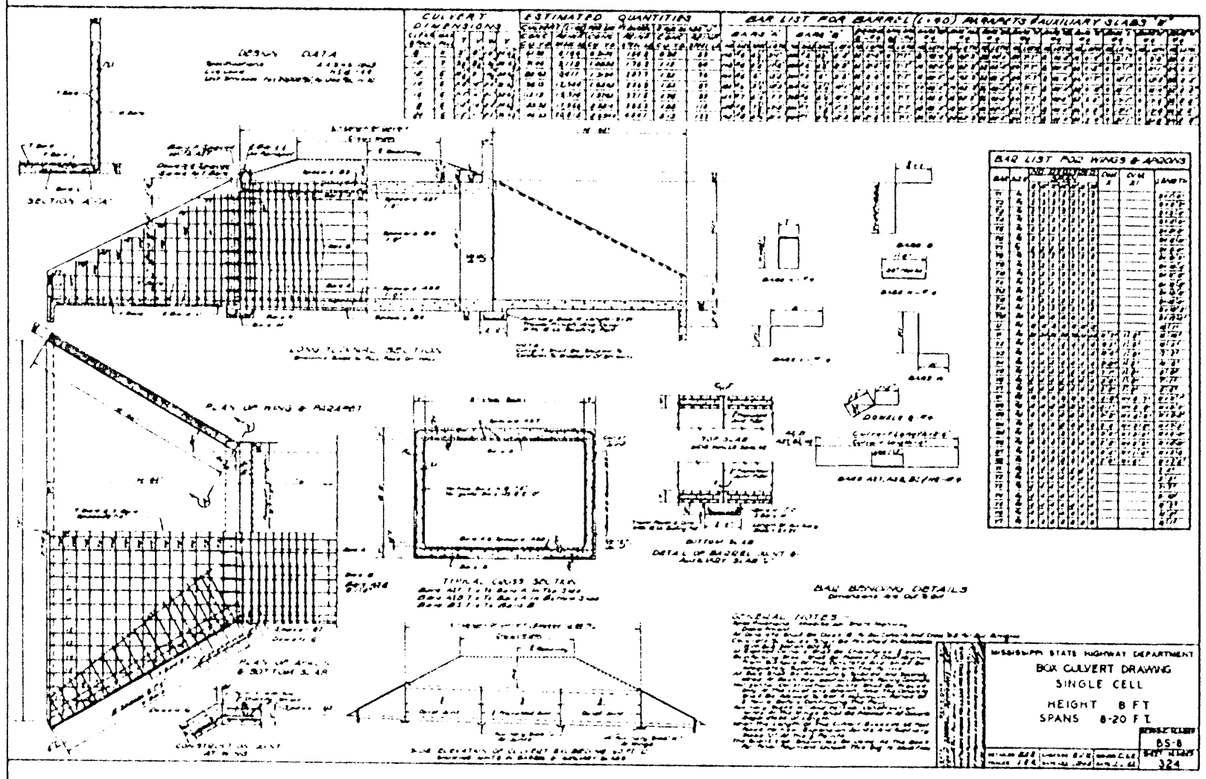


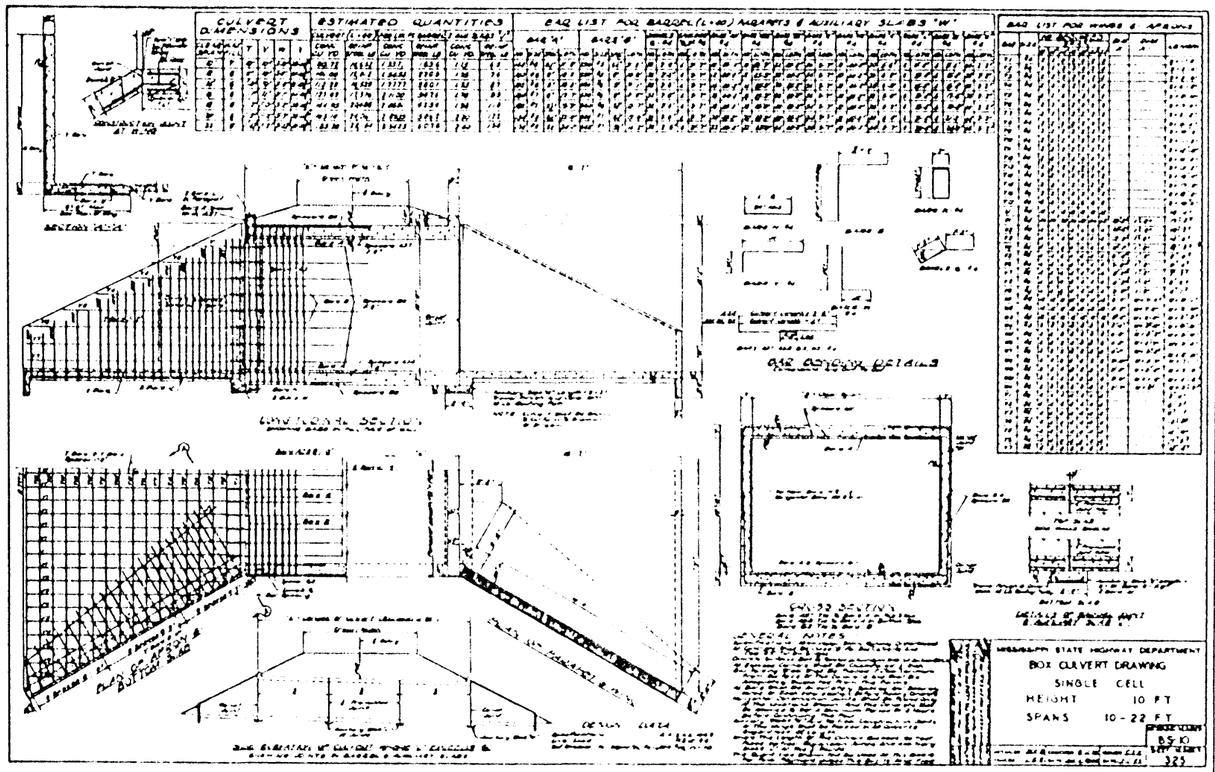
BOX CULVERT STANDARDS

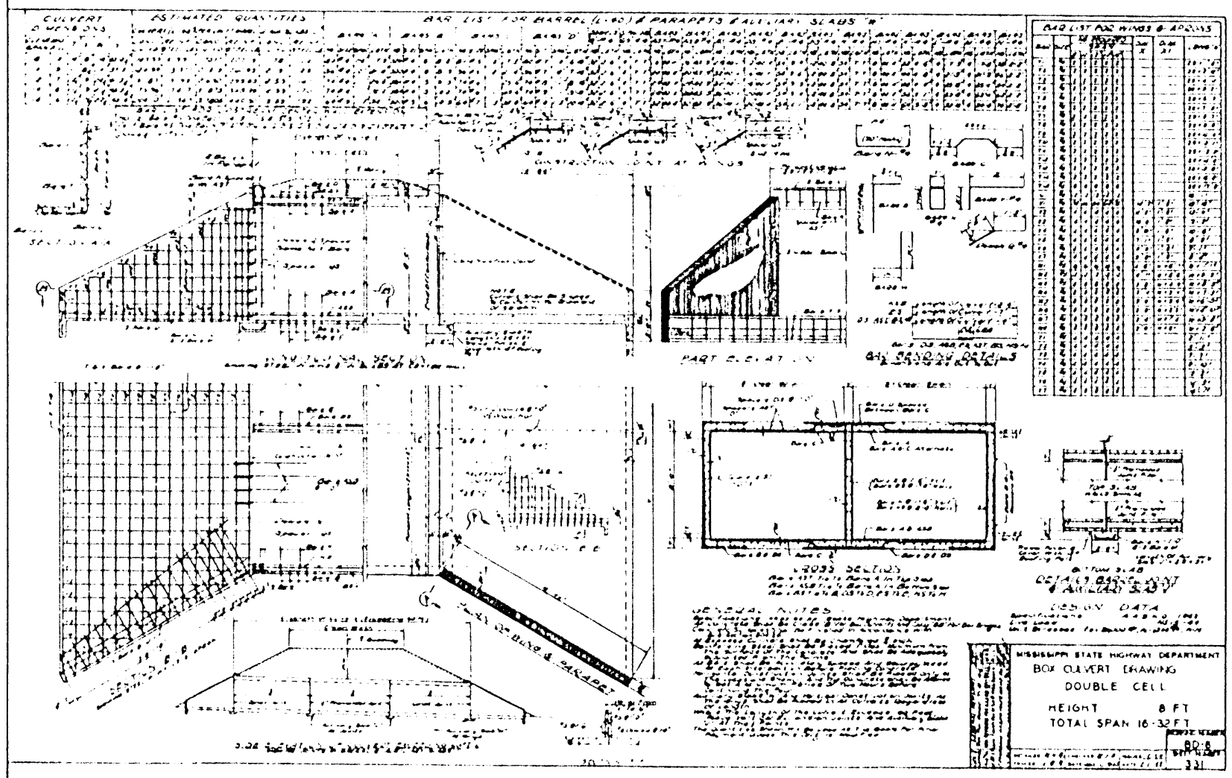
SUMMERTREE PARKWAY

WAGGONER ENGINEERING INC
Consulting Engineers — Jackson, MS

DRAWN BY C.R.H.	DATE 11-30-89	SHEET NO.
CHECKED BY	SCALE AS SHOWN	73 OF 82





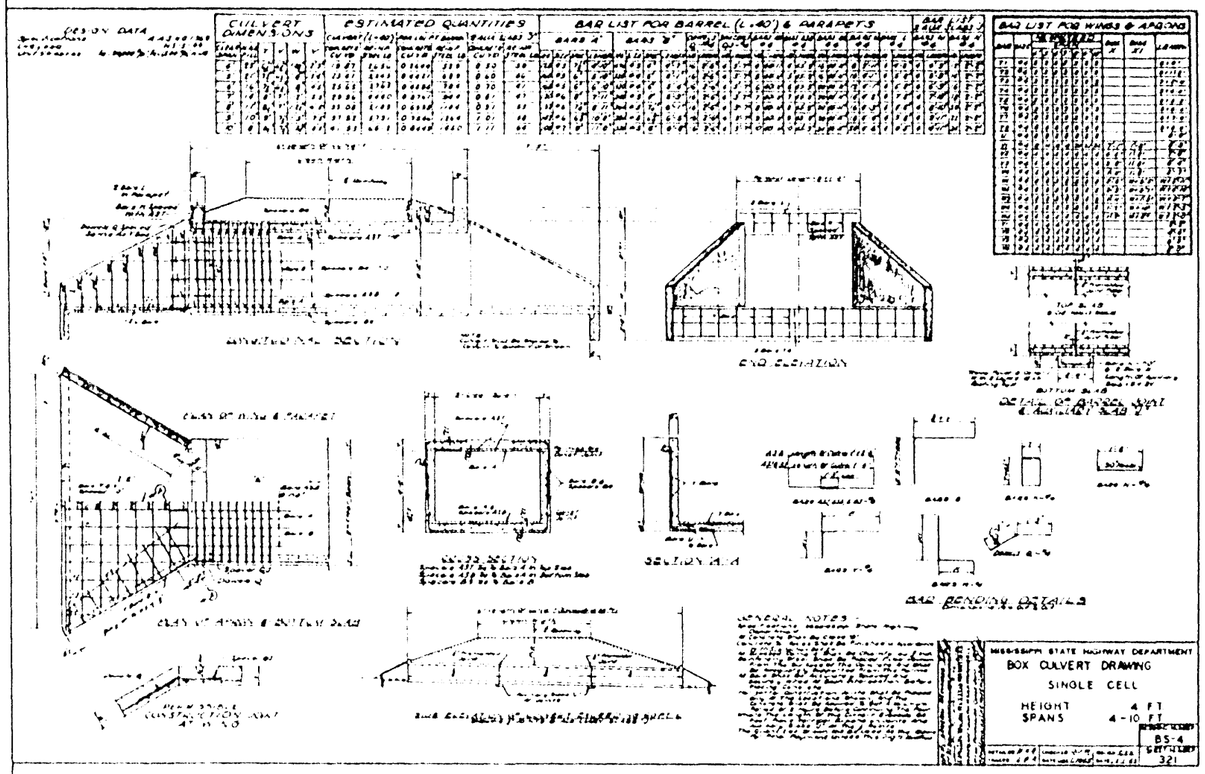


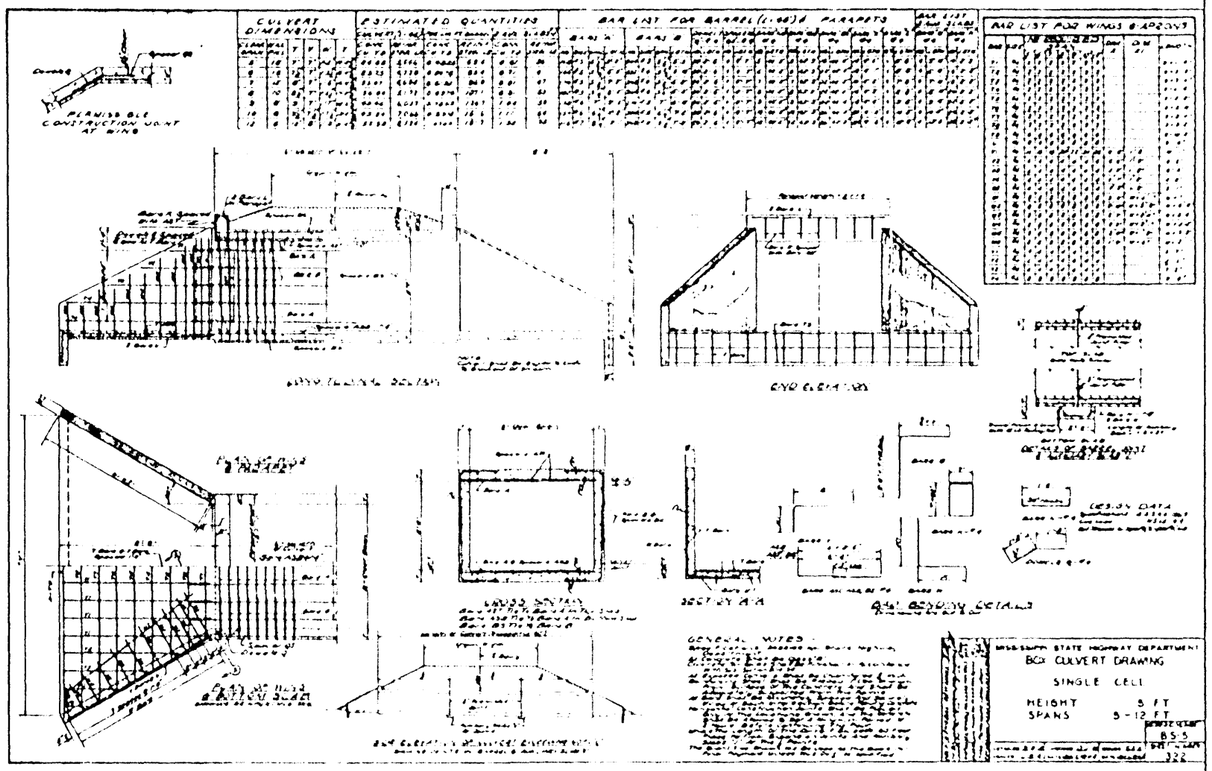
BOX CULVERT STANDARDS

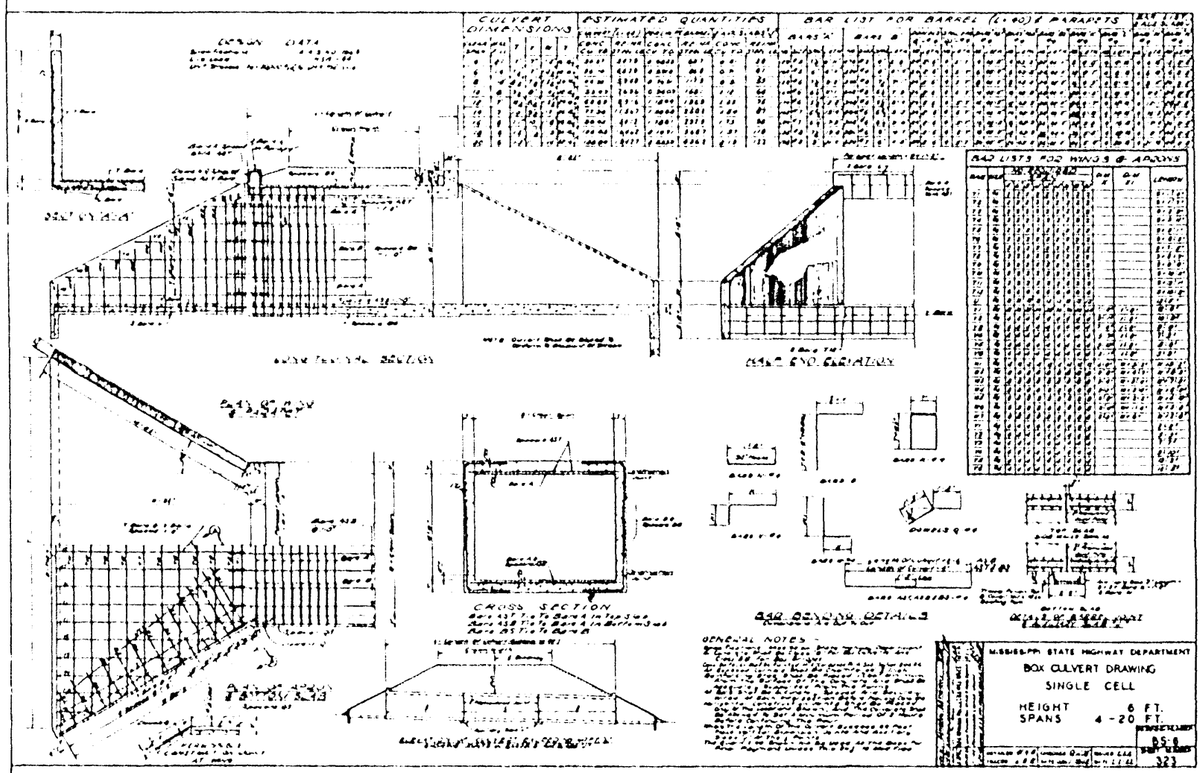
SUMMERTREE PARKWAY

WAGGONER ENGINEERING INC
Consulting Engineers — Jackson, Ms

DRAWN B C R H	DATE 11-30-89	SHEET NO
CHECKED BY	SCALE AS SHOWN	74 OF 82





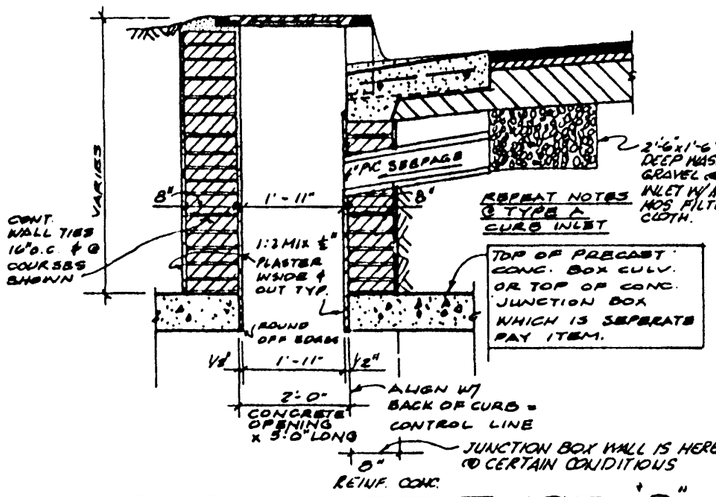


BOX CULVERT STANDARDS

SUMMERTREE PARKWAY

WAGGONER ENGINEERING INC.
Consulting Engineers Jackson, Ms

DRAWN BY C.R.H.	DATE 11-30-89	SHEET NO.
CHECKED BY —	SCALE AS SHOWN	75 OF 82

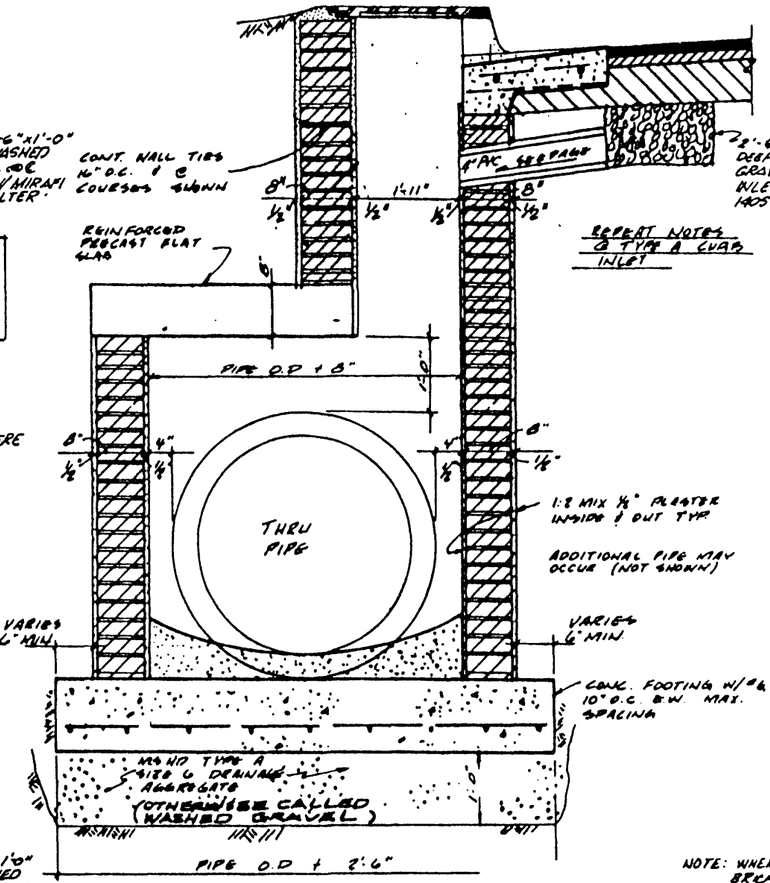


CURB INLET TYPE "D"

SCALE : 1"=1'0"

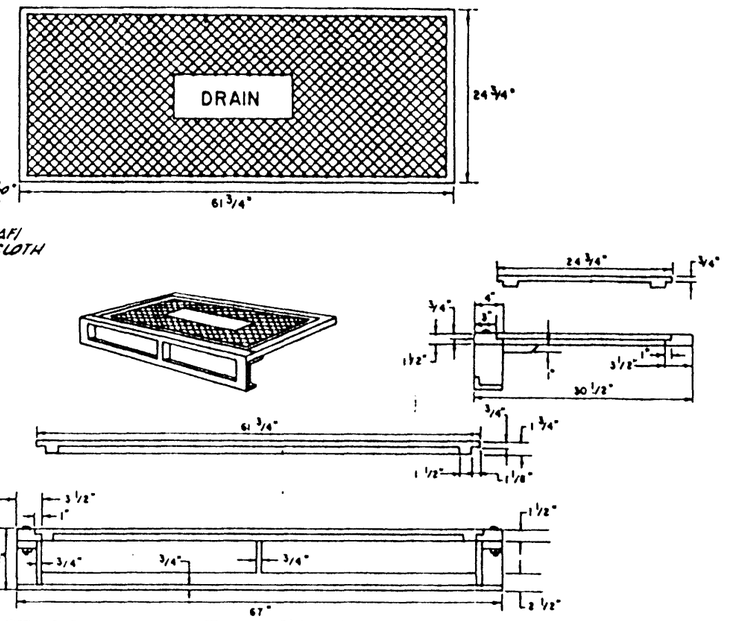
PIPE I.D. #	DIM. "W" PLASTER FINISHED WALL	DIM. "C" CORBEL OFFSET	NOTES FOR CORBELS
15"	2'-1"	2"	3 BRICK @ 1" CORBEL EA.
18"	2'-5"	6"	6 BRICK @ 1" CORBEL EACH
21"	2'-7"	8"	8 BRICK @ 1" CORBEL EACH

LARGEST PIPE @ INLET

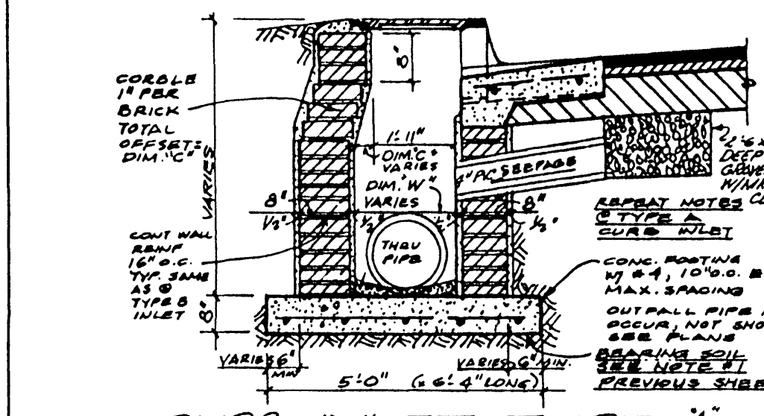


CURB INLET TYPE "B"

SCALE: 1"=1'-0" (FOR THRU PIPES 84" ϕ TO 96" ϕ)

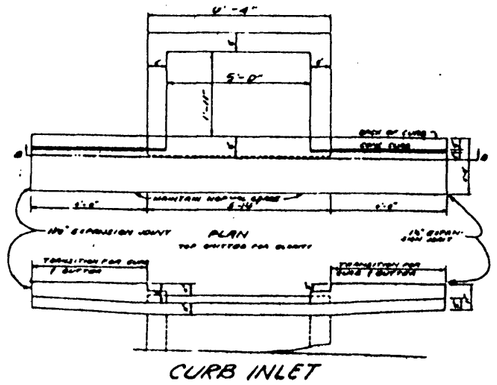


CAST IRON INLET DETAILS - ALTERNATE

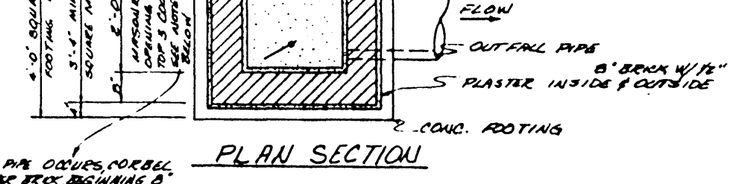


CURB INLET TYPE "A"

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

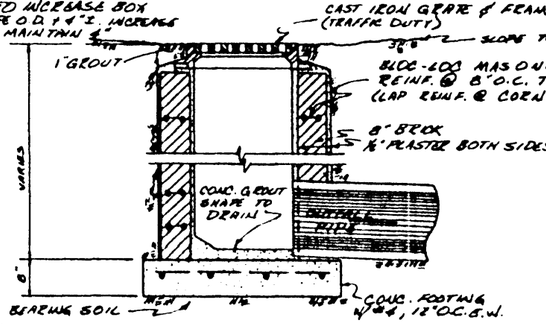


CURB INLET



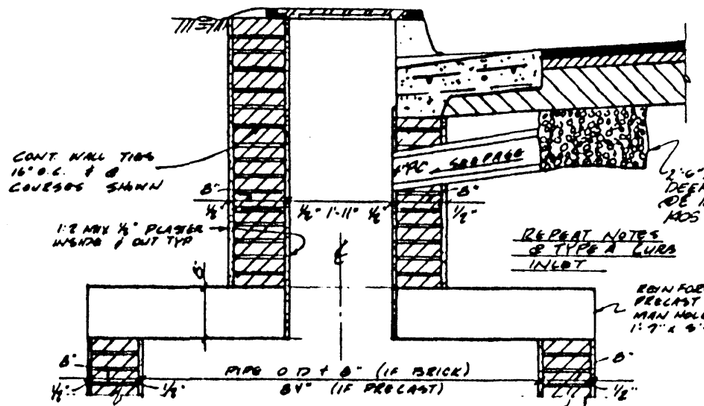
PLAN SECTION

NOTE: WHERE 24" DIA. PIPE OCCURS, CORBEL BRICK BACK 1 PER BRICK BEGINNING 8" BELOW GRATE FRAME TO INCREASE BOX SIZE TO ACCOMODATE PIPE O.D + 4" I.E. INCREASE FOOTING AS REQ'D. TO MAINTAIN ½"



GRATE INLET

N.T.S.



SEE INLET D FOR SLAB DETAIL

CURB INLET TYPE "C"

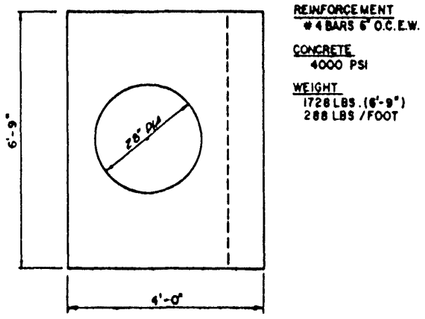
INLET DETAILS

SUMMERTREE PARKWAY

WAGGONER ENGINEERING INC.
Consulting Engineers — Jackson, Ms.

DRAWN BY: C.R.H. DATE: 11-30-89 SHEET NO.

CHECKED BY:

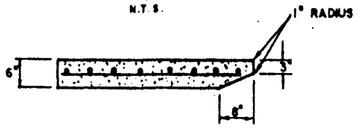


REINFORCEMENT
#4 BARS 6" O.C.E.W.

CONCRETE
4000 PSI

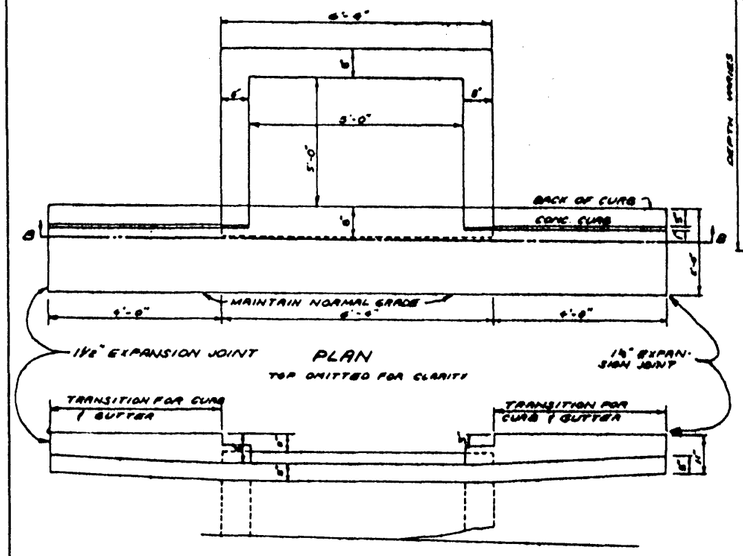
WEIGHT
1728 LBS. (6'-9")
288 LBS /FOOT

PLAN
N.T.S.

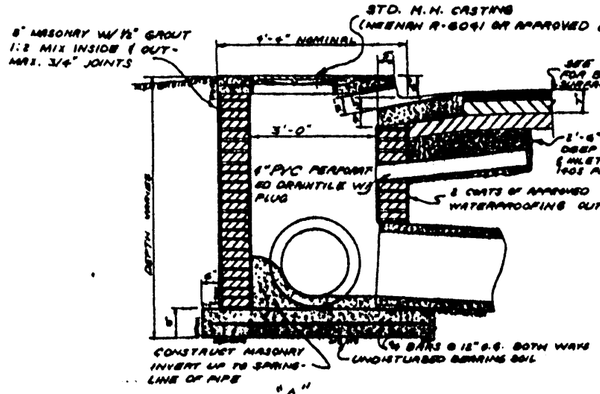


SECTION
N.T.S.

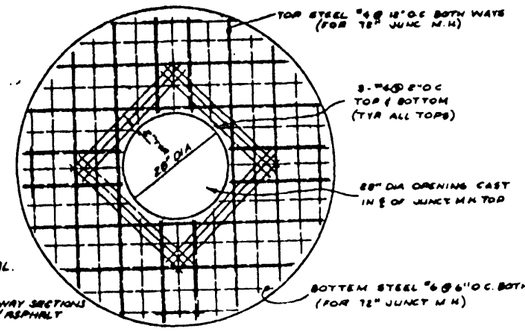
CURB INLET COVER



SECTION B-B
CURB INLET

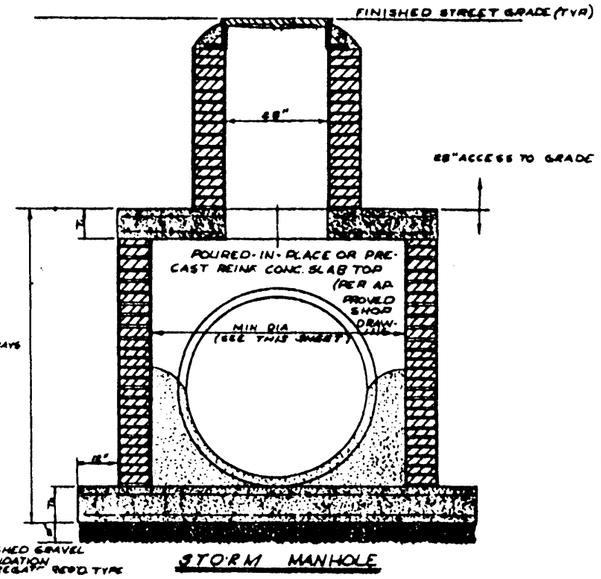


TYPE "A" INLET
(FOR PIPES 15", 18" & 21")

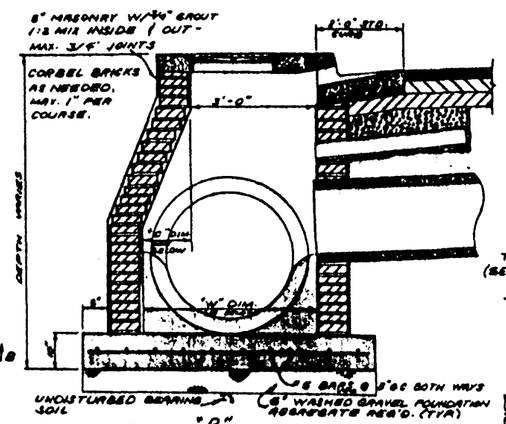


TYPICAL
JUNCTION MANHOLE
TOP
(REINF FOR 72" JUNC BOX SHOWN)

REINFORCING FOR TOP (ALL REINF. BOTH WAYS)			
JUNC. M.H. I.D.	TOP THICKNESS	TOP STEEL	BOTTOM STEEL
72"	6"	#6 @ 12" O.C.	#6 @ 6" O.C.
84"	9"	#6 @ 10" O.C.	#6 @ 6" O.C.
96"	10"	#6 @ 8" O.C.	#6 @ 6" O.C.
120"	12"	#6 @ 6" O.C.	#6 @ 4" O.C.

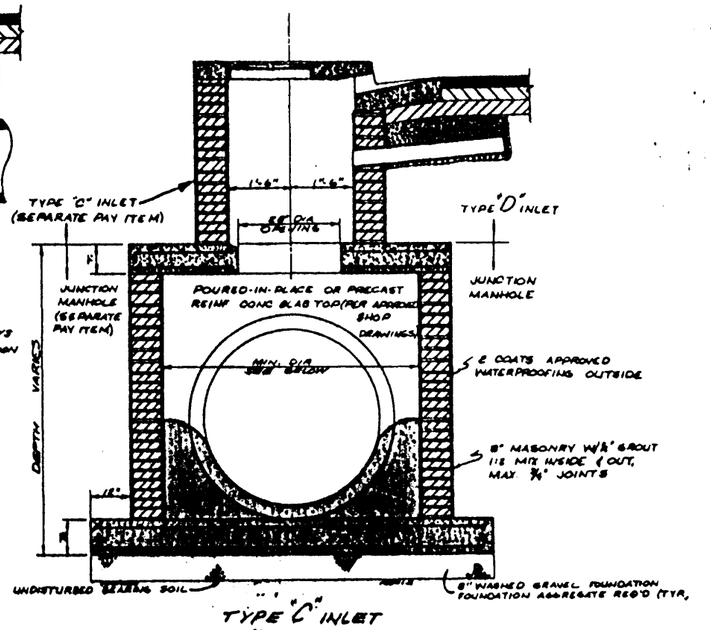


STORM MANHOLE



TYPE "B" INLET

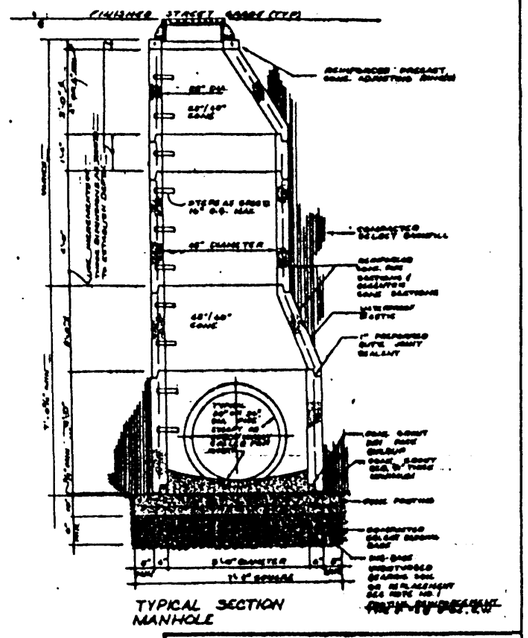
DIMENSIONS FOR TYPE "B" INLET				
PIPE I.D.	PIPE O.D.	DIM. "W"	DIM. "C"	MIN. DEPTH "A"
24"	33"	37"	4'	4'
27"	36"	40"	4'	4'
30"	39"	44"	5'	5'
36"	45½"	50"	10'	10'



TYPE "C" INLET

DIMENSIONS FOR JUNCTION MANHOLES						
PIPE I.D.	PIPE O.D.	MIN. "B"	MIN. T.	MIN. "A"	REINF. STEEL DESIGNATION	
48"	58½"	76"	8"	10"	#6 @ 12" O.C.	
54"	65½"	78"	9"	10"	#6 @ 10" O.C.	
60"	72"	84"	9"	12"	#6 @ 8" O.C.	
66"	78"	84"	9"	12"	#6 @ 6" O.C.	
66" (48")	78"	84"	9"	18"	#6 @ 6" O.C.	
72" (54")	84"	90"	10"	12"	#6 @ 6" O.C.	
84" (60")	102"	120"	12"	18"	#6 @ 6" O.C.	

NOTE: ALL REINF. BOTH WAYS - EACH FACE



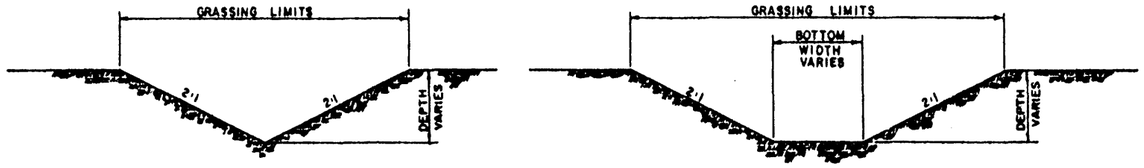
TYPICAL SECTION
MANHOLE

INLET DETAILS

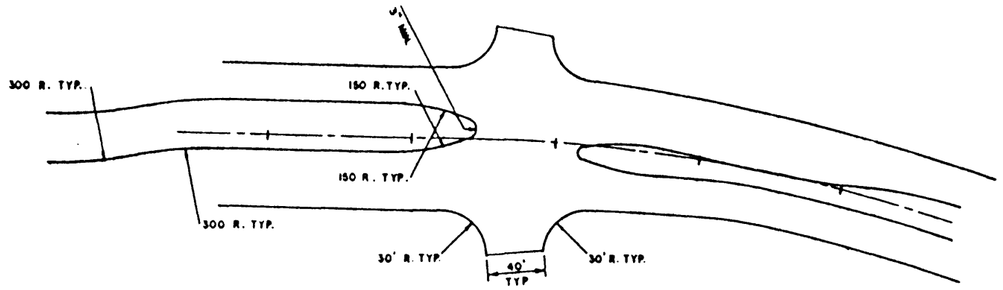
SUMMERTREE PARKWAY

WAGGONER ENGINEERING INC.
Consulting Engineers — Norfolk / Virginia Beach, Va.

DRAWN BY: C.R.N.	DATE: 11-30-88	SHEET NO.
CHECKED BY:	SCALE: N.T.S.	77 OF 82

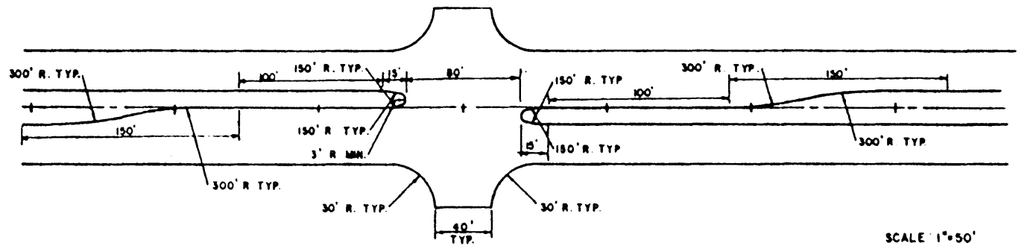


TYPICAL DITCH SECTIONS



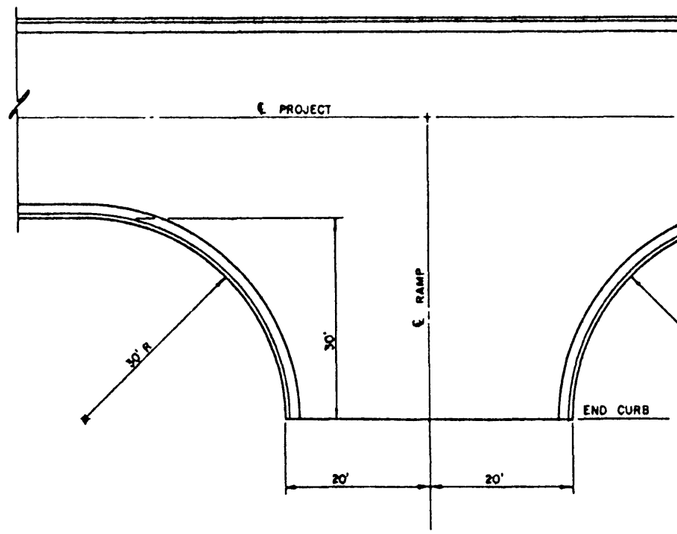
TYPICAL MEDIAN DETAIL

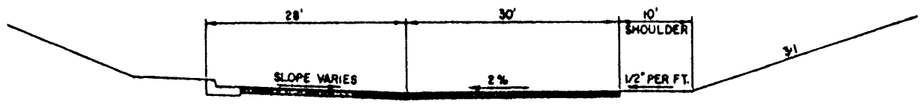
SCALE: 1"=50'



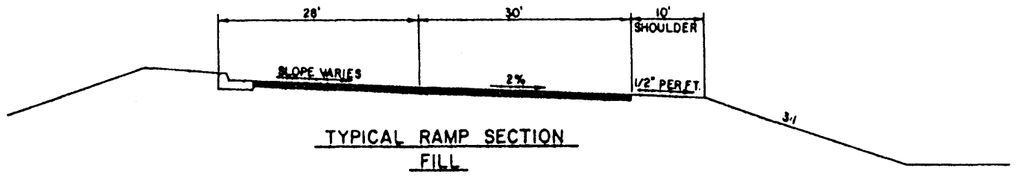
SCALE: 1"=50'

TYPICAL TURNOUT DETAIL

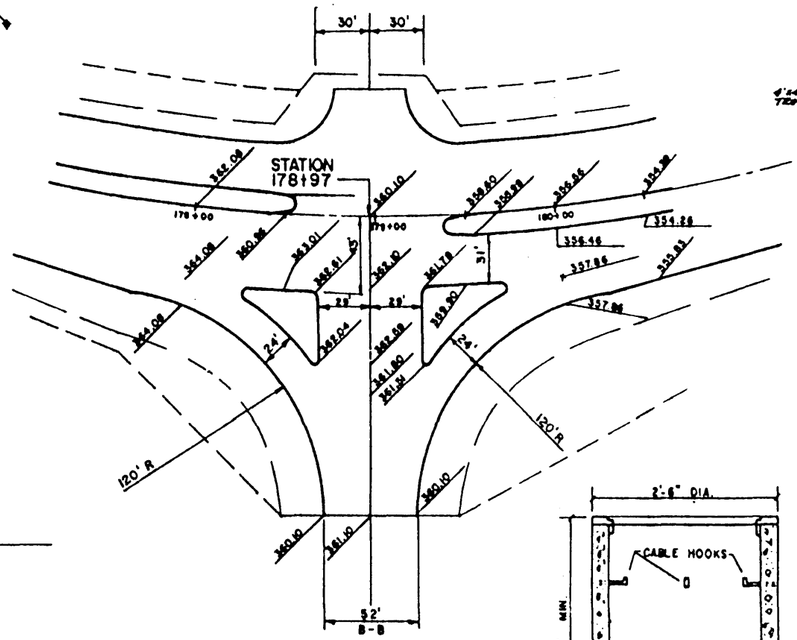




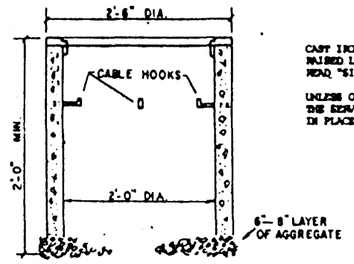
TYPICAL RAMP SECTION
CUT



TYPICAL RAMP SECTION
FILL



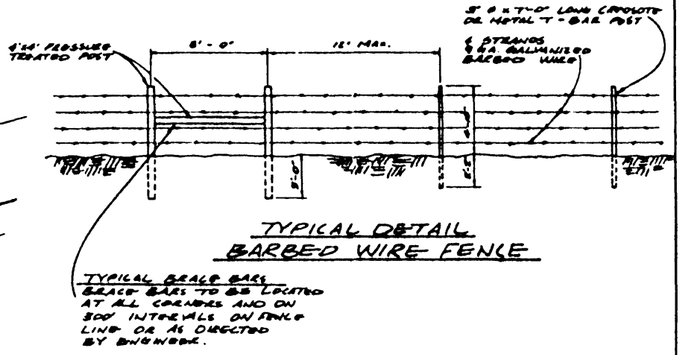
SCHOOL ST. EXTENSION
INTERSECTION DETAIL
SCALE: 1"= 40'
NOTE: ELEVS. ARE TOP OF PAVEMENT



PRE-CAST CONCRETE ⚠
SERVICE BOX

CAST IRON RING AND COVER, 80 LB. MIN. RAISED LETTERS ON CAST IRON COVER TO READ "SIGNAL"

UNLESS OTHERWISE NOTED ON THE PLANS, THE SERVICE BOX MAY ALSO BE POURED IN PLACE WITH 6" PORTLAND CEMENT WALLS.



TYPICAL DETAIL
BARBED WIRE FENCE

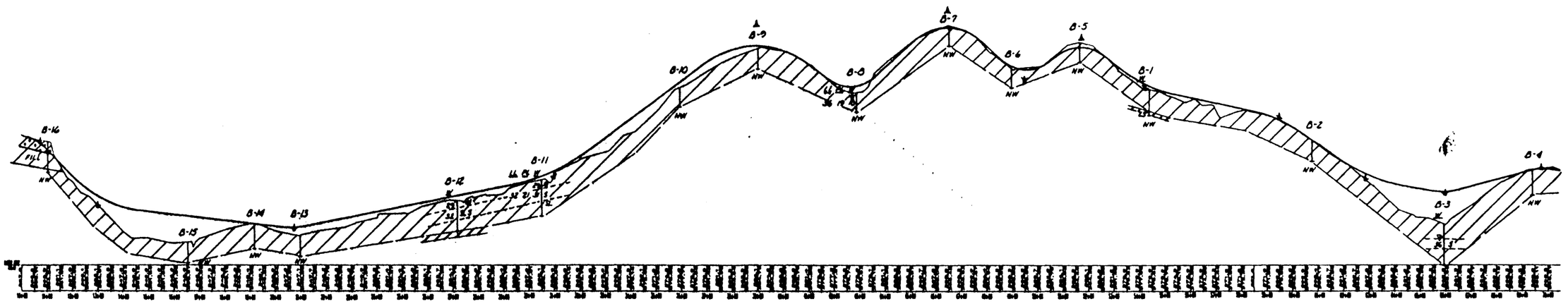
TYPICAL BRACE BARS
BRACE BARS TO BE LOCATED AT ALL CORNERS AND ON 300' INTERVALS ON FENCE LINE OR AS DIRECTED BY ENGINEER.

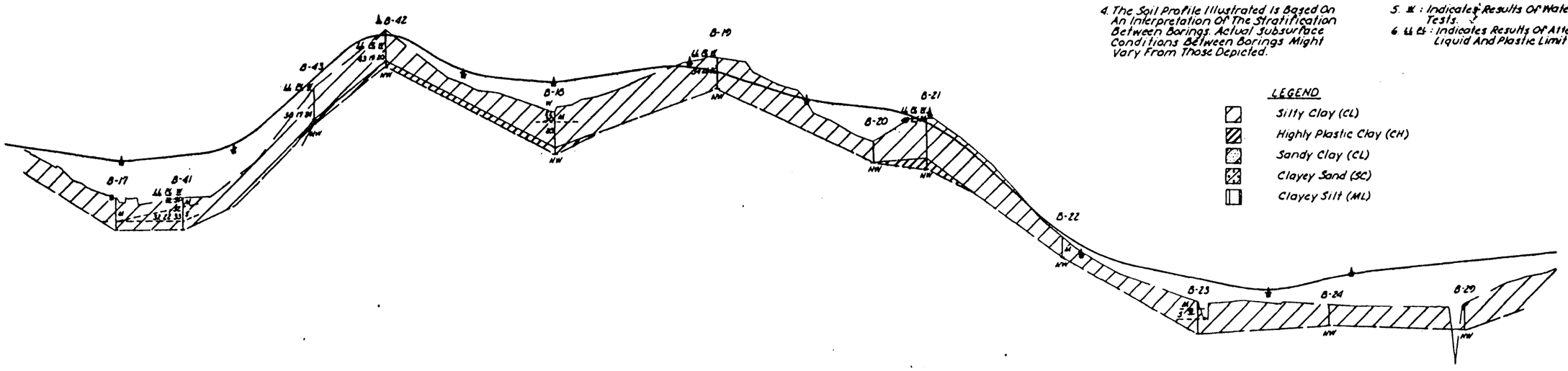
REV. NO 1 - REV. INTERSECTION DETAIL 9-28-90

MISCELLANEOUS DETAILS
SUMMERTREE PARKWAY

WAGGONER ENGINEERING INC.
Consulting Engineers — Jackson, Ms.

DRAWN BY: C R H	DATE: 11-30-89	SHEET NO.
CHECKED BY:	SCALE: AS SHOWN	78 OF 82





NOTES:
1. Borings Made By Auger During July, August And November, 1989.
2. Consistencies Of Clayey Soils Are Stiff Or Very Stiff Unless Indicated Otherwise.
3. All Soils Classified In Accordance With Unified Soil Classification System (ASTM D 2487-85).
4. The Soil Profile Illustrated Is Based On An Interpretation Of The Stratification Between Borings. Actual Subsurface Conditions Between Borings Might Vary From Those Depicted.

SYMBOLS:
1. NW : Indicates No Water Encountered During Drilling.
2. ▽ : Indicates Depth Water First Encountered During Drilling.
3. M : Indicates Medium Stiff Consistency.
4. S : Indicates Soft Consistency.
5. W : Indicates Results Of Water Content Tests.
6. LL PL : Indicates Results Of Atterberg Liquid And Plastic Limit Tests.

LEGEND
- Silty Clay (CL)
- Highly Plastic Clay (CH)
- Sandy Clay (CL)
- Clayey Sand (SC)
- Clayey Silt (ML)

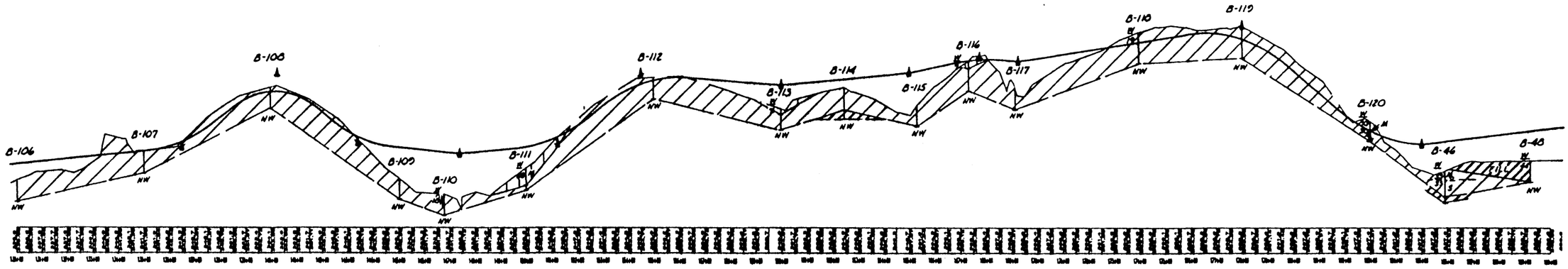
SCALE: $\frac{1"=200'(HORIZ.)}{1"=10'(VERT.)}$

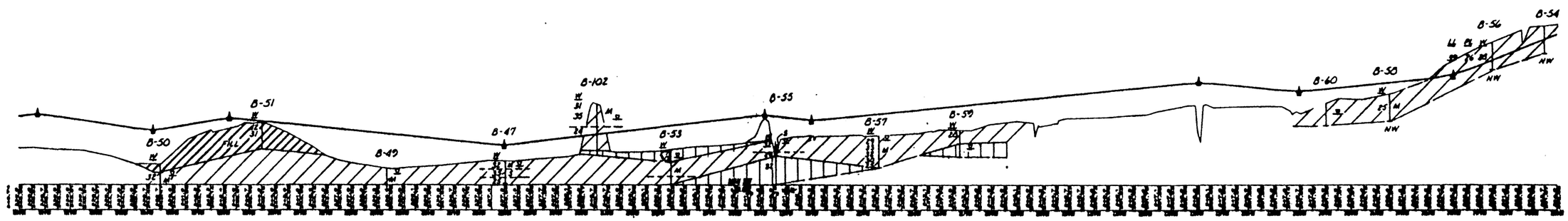
SOIL PROFILE PREPARED BY:
BURNS ENGINEERING, INC.

SUMMERTREE PARKWAY
SOIL PROFILE

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY: S. S.	DATE: NOV. 28, 1989	SHEET NUMBER
CHECKED BY:	SCALE AS SHOWN	79 OF 82





Note: Borings Were Not Made Between Station 227+00 And Station 241+00 Because Of Standing Water.

See Sheet 74 Of 82 for Notes, Symbols And Legend.

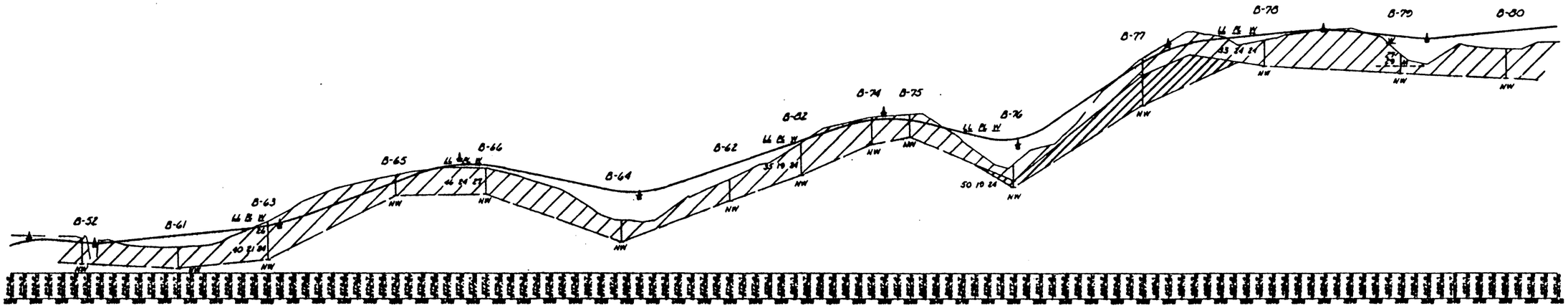
SCALE: $\frac{1"=200'(HORIZ.)}{1"=10'(VERT.)}$

SOIL PROFILE PREPARED BY:
BURNS ENGINEERING, INC.

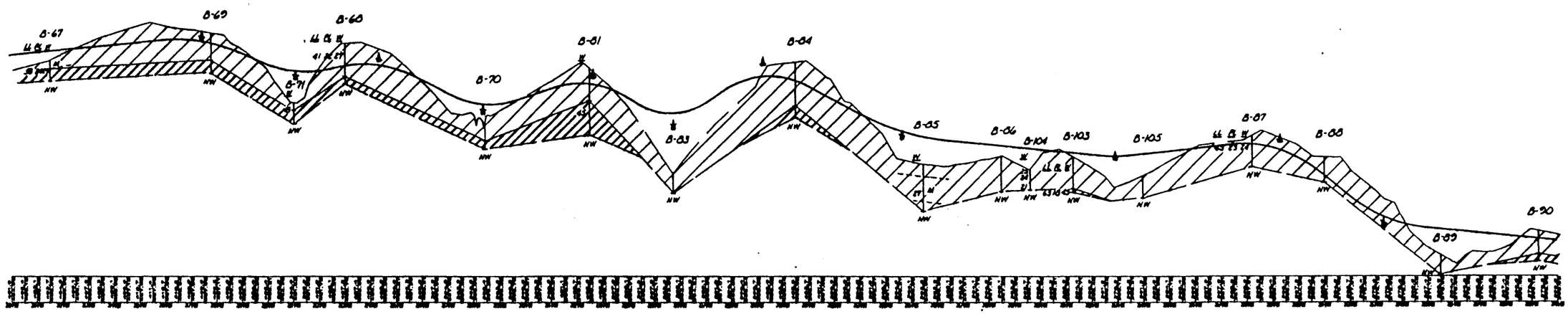
SUMMERTREE PARKWAY
SOIL PROFILE

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

DRAWN BY E. S.	DATE NOV. 30, 1988	SHEET NUMBER
CHECKED BY	SCALE AS SHOWN	80 OF 82



NOTE: The Roadway Alignment Between Approximate Stations 253+00 And 328+00 Was Revised After The Soil Borings Were Completed And The Actual Boring Locations Are Not On The Centerline As Depicted.



See Sheet 79 of 82 For Notes, Symbols And Legend.

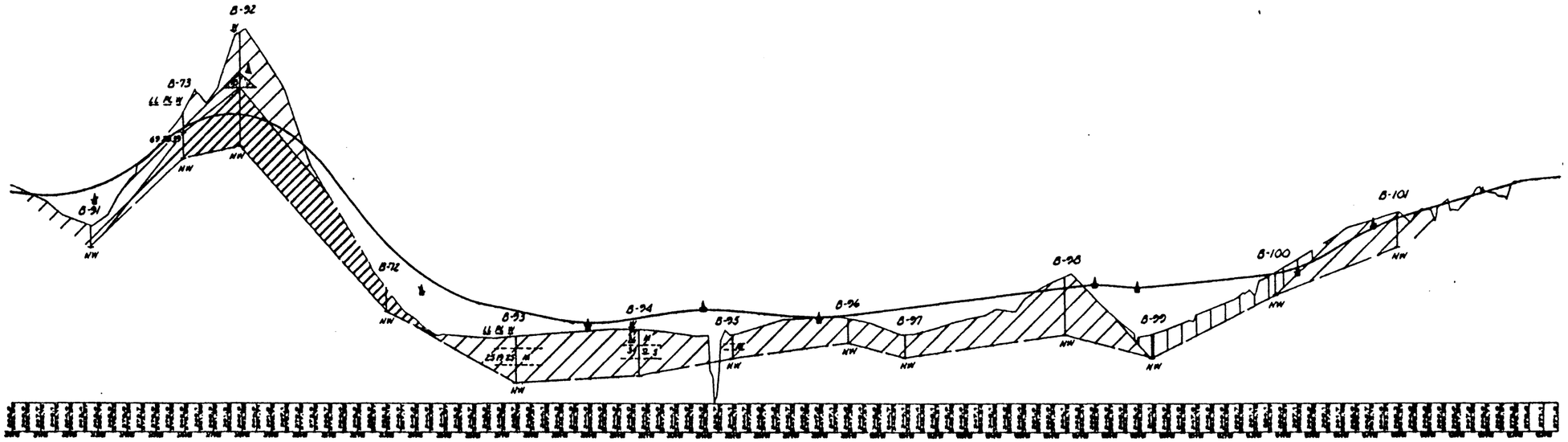
SCALE: $\frac{1"=200'(HORIZ.)}{1"=10'(VERT.)}$

SOIL PROFILE PREPARED BY:
BURNS ENGINEERING, INC.

SUMMERTREE PARKWAY
SOIL PROFILE

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY: D. S.	DATE: NOV. 30, 1989	SHEET NUMBER
CHECKED BY:	SCALE: AS SHOWN	81 OF 82



SCALE: $\frac{1"=200'(\text{HORIZ.})}{1"=10'(\text{VERT.})}$

See Sheet 7 of 2 For Holes, Symbols And Legend.

SOIL PROFILE PREPARED BY:
BURNS ENGINEERING, INC.

SUMMERTREE PARKWAY
SOIL PROFILE

WAGONER ENGINEERING, INC.
Consulting Engineers - Indiana, Mississippi

Drawn by: D. S.	Date: NOV. 30, 1989	SHEET NUMBER
Checked by:	Scale: AS SHOWN	82 OF 82