

GENERAL INDEX

FOR DETAILED INDEX OF PLANS SEE SHEET NO. 2

DESCRIPTION	NUMBER OF SHEETS
TITLE SHEET	1
DETAILED INDEX	1
GENERAL NOTES	1
TYPICAL SECTIONS	1
QUANTITIES	2
PLAN AND PROFILES	1
SPECIAL DESIGN - ROADWAY ITEMS	24
BRIDGE DRAWINGS	0
SPECIAL DESIGN - BRIDGES	0
CROSS-SECTIONS	1
TOTAL SHEETS	32

TRAFFIC SIGNAL INSTALLATION

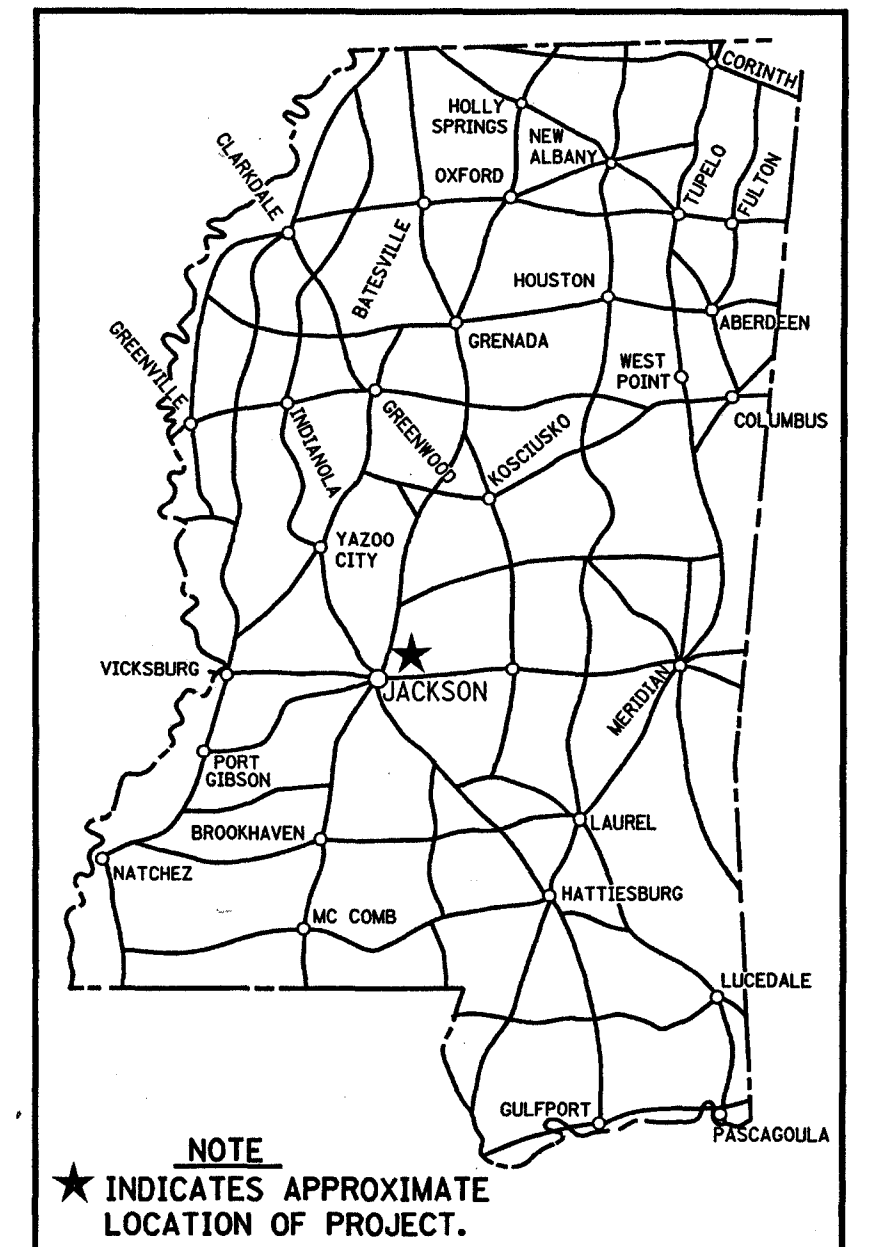
PROJECT NO.: STP-7278-00(001)

CITY OF RIDGELAND

MADISON, COUNTY

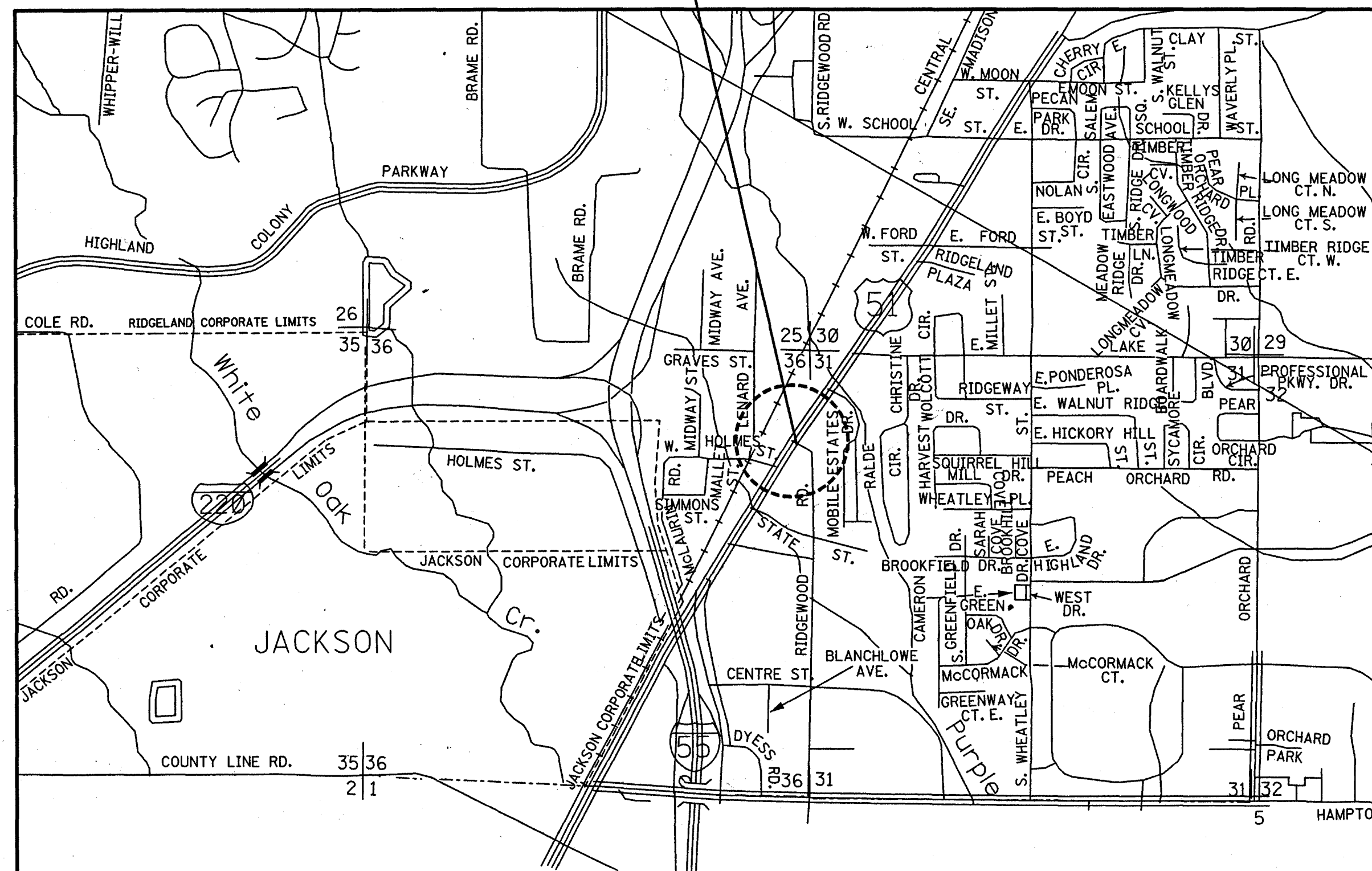
U.S. HWY 51 AT RIDGEWOOD ROAD

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	STP-7278-00(001)	1



- Mayor:** Gene F. McGee
- City Attorney:** Jerry Mills
- Alderman:**
 Ken Heard
 Chuck Gautier
 Carole A. Davis
 Larry Roberts
 Scott Jones
 Linda Davis Trunzler
 Gerald Steen
- Public Works Director:** Mike McCollum
- Asst. Public Works Director:** Ben Mays C.E.T.
- City Engineer:** David E. Williams, P.E.

APPROXIMATE LOCATION OF PROJECT

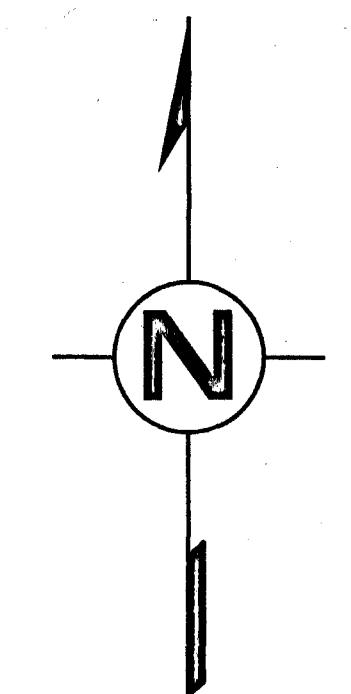


DESIGN CONTROL

40 MPH = V (SPEED DESIGN)

ADT (2001) = 27400 : ADT (2021) = 49500

DHV = 7400 : D = 55 % : T = 3 %

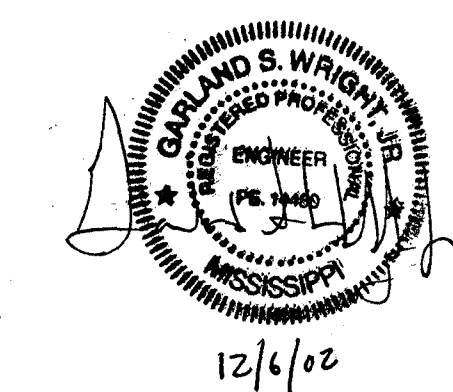


CONVENTIONAL SYMBOLS

- COUNTY LINE
- TOWN CORPORATION LINE
- SECTION LINE
- EXISTING ROAD OR TRAVELED WAY
- PROPOSED ROAD OR TRAVELED WAY
- RAILROAD
- SURVEY LINE
- BRIDGES

LENGTH DATA

LENGTH OF ROADWAY	460 FT.	0.01 MI.
LENGTH OF BRIDGES	0 FT.	0 MI.
LENGTH OF PROJECT (NET)	460 FT.	0.01 MI.
LENGTH OF EXCEPTIONS	0 FT.	0 MI.
LENGTH OF PROJECT (GROSS)	460 FT.	0.01 MI.



APPROVED: _____ 12/6/02 DATE

PROJECT ENGINEER

APPROVED: _____ DATE

MAYOR CITY OF RIDGELAND

APPROVED: _____ DATE

CHIEF ENGINEER

APPROVED: _____ DATE

EXECUTIVE DIRECTOR

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

APPROVED: _____ DATE

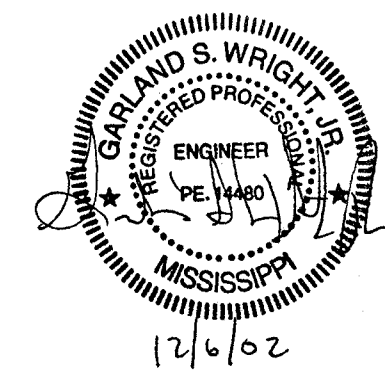
DIVISION ADMINISTRATOR

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

PW-00849

STATE	PROJECT NO.
MISS.	STP-7278-00(001)

<u>DESCRIPTION OF SHEET</u>	<u>WKG. NO.</u>	<u>SH. NO.</u>
TITLE SHEET (1)		1
DETAILED INDEX & GENERAL NOTES (2)		
DETAILED INDEX	DI-1	2
GENERAL NOTES	GN-1	3
TYPICAL SECTION SHEETS (1)		
TYPICAL SECTION - RIDGEWOOD ROAD	TS-1	4
QUANTITY SHEETS (2)		
SUMMARY OF QUANTITIES	SQ-1	5
SUMMARY OF QUANTITIES	SQ-2	6
PLAN & PROFILE SHEETS (1)		
RIDGEWOOD ROAD	WK-3	7
SPECIAL DESIGN SHEETS (9)		
TYPICAL TRAFFIC CONTROL PLANS (PHASE I)	TC-1	8
TYPICAL TRAFFIC CONTROL PLANS (PHASE II)	TC-2	9
STRIPING AND SIGNING PLAN	SP-1	10
TRAFFIC SIGNAL PLAN AT U.S. HWY 51 AND RIDGEWOOD ROAD	TSP-1	11
VEHICLE LOOP DETECTOR ASSEMBLY	VLD-1	12
SIGNAL POLE & CONTROLLER CABINET STANDARD SIGNAL DETAIL	SPC-1	13
CONDUIT, PULLBOX AND PEDESTRIAN PUSHBUTTON	CP-1	14
SINGLE & DOUBLE INLET DETAILS	INL-1	15
VEGETATION SCHEDULE	VS-1	16
STANDARD DRAWINGS - ROADWAY SHEETS (15)		
PAVEMENT MARKING DETAILS FOR 4 & 5-LANE UNDIVIDED ROADWAYS	PM-2	121
PAVEMENT MARKING LEGEND DETAILS	PM-5	124
PAVEMENT MARKING LEGEND DETAILS	PM-6	125
EROSION CONTROL	EC-1	140
TYPICAL TEMPORARY EROSION CONTROL MEASURES (SILT FENCE, HAY BALES, & BRUSH BARRIER)	TEC-1	142
STANDARD ROADSIDE SIGNS	SN-3B	224
STANDARD ROADSIDE SIGN ASSEMBLY & INSTALLATION	SN-4	225
STANDARD ROADSIDE SIGN ASSEMBLY & INSTALLATION	SN-4A	226
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE OF TWO WAY TRAFFIC	TCP-1	250
TRAFFIC CONTROL PLAN MOBILE OPERATIONS MULTILANE ROADS AND TWO-LANE ROADS	(12-01-99) TCP-11	260
TEMPORARY STRIPING FOR TRAFFIC CONTROL 2-LANE AND 5-LANE UNDIVIDED ROADWAYS	TCP-16	265
DRIVEWAYS, CURB & GUTTER, & SIDEWALK	SD-1	287
PIPE CULVERT INSTALLATION	PI-1	300
JUNCTION BOX FOR PIPE CULVERTS	JB-1	302
STORM SEWER STRUCTURE TYPE SS-2	SS-2	322
CROSS SECTIONS (1)		901
TOTAL SHEETS (32)		



U.S. HWY. 51 & RIDGEWOOD RD TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS	
<h2>DETAILED INDEX</h2>	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	
DRAWN BY: _____ REVIEWED BY: _____	WORKING NUMBER DI-1 SHEET NUMBER 2
DATE: _____ SCALE: _____	

W:\PROJECTS\7278\001\DI-1.dgn 12/08/2002 08:12:51 AM

STATE	PROJECT NO.
MISS.	STP-7278-00(001)

GENERAL NOTES:

- ① PUBLIC UTILITIES
A. WATER AND SEWER -- CITY OF RIDGELAND
B. ELECTRICITY -- RELIANT ENERGY
C. GAS -- GULF SOUTH PIPELINE COMPANY AND ENMARK ENERGY
D. CABLE -- TIME WARNER CABLE
E. TELEPHONE -- BELL SOUTH
- ② THE LOCATION AND SPACING OF SIGNS, SHOWN ON THE TRAFFIC CONTROL PLANS, ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.
- ③ TOE WALLS ARE REQUIRED AT ALL UPSTREAM AND DOWNSTREAM FLARED END SECTION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. TOE WALLS ARE AN ABSORBED ITEM.
- ④ A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS PROJECT USING SAMPLES TAKEN FROM HOLES AT THE LOCATIONS INDICATED IN THE REPORTS. THIS REPORT IS INCLUDED IN THE PROPOSAL AND CONTRACT DOCUMENT. THE CITY DOES NOT GUARANTEE THAT THE MATERIALS AS SHOWN IN THE REPORTS ARE NECESSARILY TO BE FOUND OUTSIDE THE TEST HOLES.
- ⑤ IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING STRUCTURES SUCH AS PIPES, INLETS, APRONS, BRIDGES, ETC. FROM DAMAGE WHICH MIGHT OCCUR DURING CONSTRUCTION. EXTREME CARE SHOULD BE EXERCISED IN UNDERCUT AREAS AND THE UNDERCUT DEPTH MAY BE ADJUSTED AT CROSS DRAINS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE OR REPAIR, AS DIRECTED BY THE ENGINEER, ANY STRUCTURES DAMAGED DURING THE LIFE OF THE CONTRACT. NO PAYMENT WILL BE MADE FOR REPLACEMENT OR REPAIR OF DAMAGED ITEMS.
- ⑥ ALL SIZES OF FLARED END ENDS MAY BE FURNISHED WITH EITHER BELL + SPIGOT OR TONGUE AND GROOVE JOINTS.
- ⑦ VOIDS CREATED BY THE REMOVAL OF POSTS, CONCRETE ANCHORS, FOOTINGS, ETC. SHALL BE BACKFILLED AND TAMPED IN ACCORDANCE WITH SECTION 202 OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGES CONSTRUCTION.
- ⑧ EXISTING UNDERGROUND UTILITY LINES ARE SHOWN ON THE DRAWINGS BASED UPON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. THE ENGINEER CANNOT AND DOES NOT WARRANT THAT THIS INFORMATION IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST COORDINATE DIRECTLY WITH THE INVOLVED UTILITY OWNERS TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED IN ADVANCE OF CONSTRUCTION.

- ⑨ WORK ON STRUCTURES FOR THIS PROJECT REQUIRES EXCAVATION IN THE IMMEDIATE VICINITY OF TRAFFIC AND ADJACENT PROPERTIES, THEREFORE, THE RISK OF A FAILURE OCCURRING DURING THE EXCAVATION REQUIRES THAT EXTREME CAUTION BE EXERCISED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE WHAT BRACING, SHORING OR GROUND SUPPORT SYSTEM THAT IS DEEMED NECESSARY TO PREVENT A FAILURE AND PROTECT THE PERSONS WORKING NEAR THE EXCAVATION, THE PUBLIC THAT MAY BE ABOVE THE EXCAVATION, OR ANY STRUCTURE ADJACENT TO THE EXCAVATION. ALL COSTS FOR ANY PROTECTIVE MEASURES, INCLUDING THE MATERIALS AND LABOR FOR DESIGNING, DRAFTING AND CONSTRUCTING THE FACILITY, SHALL BE INCLUDED IN THE PRICE BID FOR CONTRACT ITEMS.
- ⑩ NO ADDITIONAL COMPENSATION WILL BE MADE FOR SIGNING BEYOND THE PROJECT LIMITS, EXCEPT AS PROVIDED BY SPECIFIC PAY ITEMS SHOWN ON THE PLANS.
- ⑪ ALL SIGNS THAT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT SHALL BE REMOVED AND RESET BY THE CONTRACTOR (NOT A SEPARATE PAY ITEM) (COST TO BE ABSORBED IN OTHER ITEMS BID).
- ⑫ BASE AND PAVEMENT FOR STREET INTERSECTIONS AND LOCAL ROAD TURNOUTS TO BE THE SAME AS THAT OF THE MAINLINE.
- ⑬ ASPHALT REQUIRED FOR TEMPORARY TIE-INS DURING CONSTRUCTION OF THIS PROJECT SHALL BE PAID FOR UNDER THE APPROPRIATE ITEMS AND BE PLACED AS DIRECTED BY THE ENGINEER.
- ⑭ DRAINAGE STRUCTURES REQUIRED UNDER LOCAL ROAD TURNOUTS, STREET INTERSECTIONS AND RAMP SHALL BE CONSTRUCTED IN HALF WIDTHS. IN ORDER TO MAINTAIN TRAFFIC AT ALL TIMES. COST OF SHEET PILING REQUIRED TO MAINTAIN EMBANKMENT FOR THIS CONSTRUCTION TO BE ABSORBED IN THE BID PRICE OF OTHER ITEMS (NOT A SEPARATE PAY ITEM).

GENERAL NOTES (TRAFFIC SIGNAL)

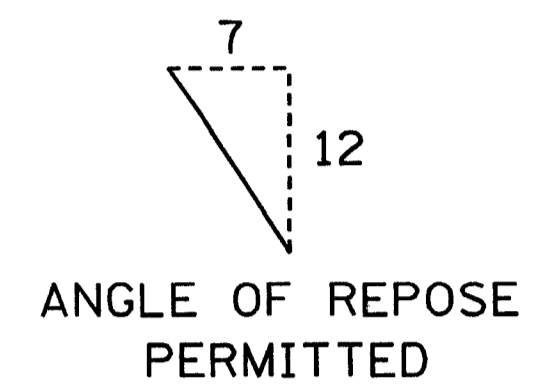
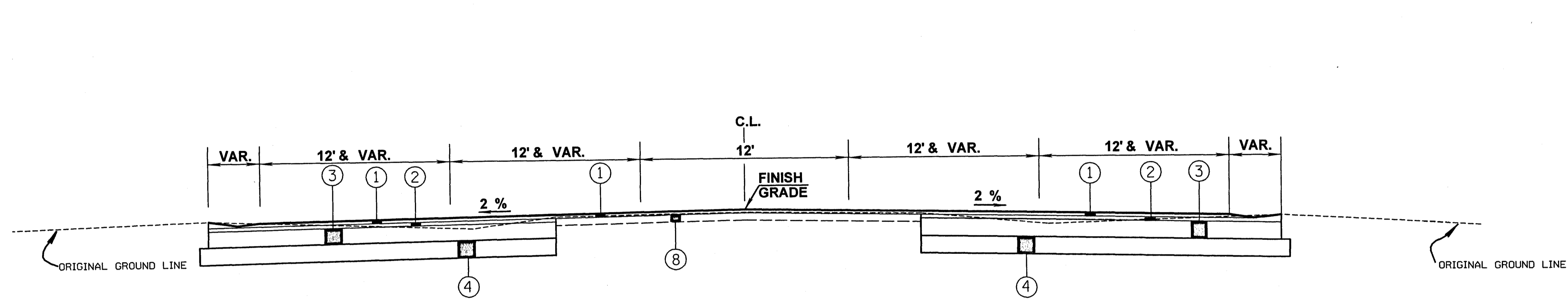
- ⑮ ALL SIGNS, SIGNAL, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MANUAL ON TRAFFIC CONTROL DEVICES (1988 EDITION AND ALL SUBSEQUENT REVISIONS).
- ⑯ UNDERGROUND UTILITIES SHOWN ON PLANS ARE PLOTTED IN THEIR APPROXIMATE LOCATIONS FROM THE BEST INFORMATION AVAILABLE TO THE ENGINEER. THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY OR GUARANTEE THAT ALL UTILITIES ARE SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF INDEPENDENT INVESTIGATIONS, INCLUDING SUBSURFACE INVESTIGATIONS, AS MAY BE NECESSARY.
- ⑰ ALL RAISED OBJECTS TO BE PLACED A MINIMUM OF 2' BEHIND FACE OF CURB. NEW TRAFFIC SIGNAL POLES TO BE PLACED A MINIMUM OF 5' BEHIND FACE OF CURB EXCEPT WHERE IN CONFLICT WITH UTILITIES OR RIGHT-OF-WAY.
- ⑱ ALL POLES, PULLBOXES, CONTROLLERS, AND PAVEMENT MARKERS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS
- ⑲ EXTEND POLE FOUNDATIONS TO APPROXIMATELY + 3' ABOVE THE SHOULDER ELEVATION OR THE TOP OF CURB ELEVATION.
- ⑳ CONTROLLER TIMINGS TO BE PROVIDED BY THE ENGINEER.
- ㉑ CONTRACTOR SHALL MAKE THE APPLICATION FOR POWER SERVICE, COORDINATING WITH CITY OFFICIALS, IN ADVANCE OF REQUIRING THE ELECTRICAL SERVICES.
- ㉒ ALL CITY POLES (WOOD, CONCRETE OR STEEL) SUPPORTING EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE COMPLETELY REMOVED BY CONTRACTOR. ALL DETECTOR CABINETS AND CONTROLLER BASES (UNLESS NOTED ON PLANS) ARE TO BE COMPLETELY REMOVED. ALL EXISTING POLE BASES ARE TO BE REMOVED A MINIMUM OF 6 INCHES BELOW FINISH GRADE. (COST ABSORBED). DISTURBED AREA TO BE RESTORED TO CONDITION OF SURROUNDING AREA TO THE SATISFACTION OF THE ENGINEER.
- ㉓ LOOP DETECTORS INSTALLED IN NEW/MILLED ASPHALT ARE TO BE INSTALLED PRIOR TO FINAL SURFACE COURSE BEING APPLIED.
- ㉔ ALL TRAFFIC SIGNAL RELATED EQUIPMENT SHALL BE PROVIDED IN ACCORDANCE WITH THE MISSISSIPPI STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, 1996 EDITION, AND THE MISSISSIPPI SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, TRAFFIC SIGNALS AND LIGHTING, 1996 EDITION.
- ㉕ THE COST FOR PAY ITEM NO. 907-642-C "SOLID STATE TRAFFIC ACTUATED CONTROLLERS, TYPE 3, W/TBC" SHALL INCLUDE AN EXTRA CONFLICT MONITOR TO BE DELIVERED TO THE CITY OF RIDGELAND PUBLIC WORK DEPARTMENT.

U.S. HWY. 51 & RIDGEWOOD RD
TRAFFIC SIGNAL INSTALLATION
& STREET IMPROVEMENTS

GENERAL NOTES

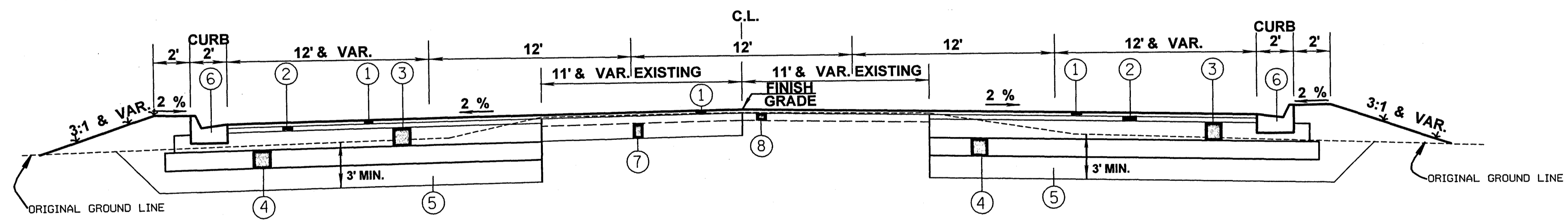
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		WORKING NUMBER GN-1
DRAWN BY: _____	DATE _____	SHEET NUMBER 3
REVIEWED BY: _____	SCALE _____	

STATE	PROJECT NO.
MISS.	STP-7278-00(001)



**TYPICAL SECTION RIDGEWOOD ROAD
B.O.P. TO STA. 32+70**

- ① 2" HOT MIX ASPHALT, HT (9.5 mm MIXTURE)
 - ② 2" HOT MIX ASPHALT, HT (12.5 mm MIXTURE)
 - ③ 6" HOT MIX ASPHALT, HT (19 mm MIXTURE)
 - ④ 6" LIME TREATED SUB-GRADE
 - ⑤ 3' MIN. UNDERCUT REQ'D. BORROW EXCAVATION, CLASS B-15-MODIFIED (AT VARIOUS LOCATION AS DIRECTED BY THE ENGINEER)
 - ⑥ COMBINATION CONCRETE CURB AND GUTTER REQ'D.
 - ⑦ EXCAVATE BASE FAILURE TO 8" MINIMUM DEPTH AND REPAIR WITH HOT MIX ASPHALT, HT (19MM MIXTURE) FINISH FLUSH WITH SURROUNDING SURFACE (AT VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER)
 - ⑧ EXISTING ASPHALT BASE (VARIABLE DEPTH)
- INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1



**TYPICAL SECTION RIDGEWOOD ROAD
STA. 32+70 TO E.O.P.**

U.S. HWY. 51 @ RIDGEWOOD RD TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS	
TYPICAL SECTIONS	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	
WORKING NUMBER	TS-1
DRAWN BY: I.T.	DATE: 9-05-02
REVIEWED BY: J.H.	SCALE: NTS
SHEET NUMBER	4

...:\microstation\p\stpl\fig\ 12/10/2002 11:28:27 AM

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
***** EARTHWORK ITEMS *****				
201-A	CLEARING AND GRUBBING	LUMP SUM	LUMP SUM	
202-A	REMOVAL OF OBSTRUCTIONS	LUMP SUM	LUMP SUM	
202-B	REMOVAL OF CURB (ALL TYPES)	LIN.FT.	200	
202-B	REMOVAL OF PIPE (ALL SIZES)	LIN.FT.	136	
202-B	REMOVAL OF ASPHALT PAVEMENT (ALL THICKNESSES)	SQ.YD.	780	
202-B	REMOVAL OF CONCRETE PAVEMENT (ALL THICKNESSES)	SQ.YD.	390	
203-A	UNCLASSIFIED EXCAVATION (FM)	CU.YD.	642	
203-EX	BORROW EXCAVATION (FME) (AH) (CLASS B-15 MODIFIED) (CONTRACTOR FURNISHED)	CU.YD.	1850	
203-G	EXCESS EXCAVATION (FM) (AH)	CU.YD.	1850	
***** ROADSIDE DEVELOPMENT ITEMS *****				
216-A	SOLID SODDING	SQ.YD.	500	
234-A	TEMPORARY SILT FENCE	LIN.FT.	200	
***** SUBBASES & BASE ITEMS *****				
907-307-D	LIME	TON	25	
907-307-E	6" SOIL LIME WATER MIXING (CLASS C) (SLURRY APPLICATION ONLY)	SQ. YD.	1510	
907-403-D	HOT MIX ASPHALT,HT,(9.5 mm MIXTURE), POLYMER MODIFIED	TON	295	
907-403-D	HOT MIX ASPHALT,HT,(12.5 mm MIXTURE), POLYMER MODIFIED	TON	275	
907-403-D	HOT MIX ASPHALT,HT,(19 mm MIXTURE), POLYMER MODIFIED	TON	820	
***** DRAINAGE ITEMS *****				
S-601-A	CLASS "B" STRUCTURAL CONCRETE	CU. YD.	7.0	
S-602	REINFORCING STEEL	LBS.	600	
603-C-A	18" REINFORCED CONCRETE PIPE, CLASS III	LIN.FT.	390	
907-604-C-PP	TYPE "A" SINGLE INLET (PER PLANS)	EACH	1	
907-604-F-PP	TYPE "A" DOUBLE INLETS (PER PLANS)	EACH	2	
***** INCIDENTAL CONSTRUCTION ITEMS *****				
609-D	COMBINATION CONCRETE CURB AND GUTTER (TYPE 1 MODIFIED)	LIN.FT.	458	
609-D	COMBINATION CONCRETE CURB AND GUTTER (TYPE 2)	LIN.FT.	160	
613-A	ADJUSTMENT OF CASTINGS, GRATINGS AND UTILITY APPURTENANCES	LUMP SUM	LUMP SUM	
618-A	MAINTENANCE OF TRAFFIC	LUMP SUM	LUMP SUM	
***** TRAFFIC CONTROL ITEMS *****				
907-619-A1	TEMPORARY TRAFFIC STRIPE (CONTINUOUS YELLOW)	MILE	0.50	
907-619-A5	TEMPORARY TRAFFIC STRIPE (DETAIL)	LIN.FT.	220	
907-619-A6	TEMPORARY TRAFFIC STRIPE (LEGEND)	SQ.FT.	120	
907-619-A6	TEMPORARY TRAFFIC STRIPE (LEGEND)	LIN.FT.	248	
***** TRAFFIC CONTROL ITEMS CONT.*****				
619-D1	STANDARD ROADSIDE CONSTRUCTION SIGNS (LESS THAN 10 SQ.FT.)	SQ.FT.	30	
619-D2	STANDARD ROADSIDE CONSTRUCTION SIGNS (10 SQ.FT. OR MORE)	SQ.FT.	185	
619-G5	FREE STANDING PLASTIC DRUMS	EACH	37	
620-A	MOBILIZATION	LUMP SUM	LUMP SUM	

U.S. HWY. 51 & RIDGEWOOD RD
TRAFFIC SIGNAL INSTALLATION
& STREET IMPROVEMENTS

SUMMARY OF QUANTITIES

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

WORKING NUMBER
SQ-1

DRAWN BY: J.R.H. DATE: 10/31/02 SHEET NUMBER
REVIEWED BY: J.H. SCALE: NTS 5

MICROPLANNING, INC. 12/18/2002 10:38:30 AM

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
***** PAVEMENT MARKING ITEMS *****				
907-626-AA OR 907-628-AA	6" THERMOPLASTIC TRAFFIC STRIPE (SKIP WHITE) (90 MIL. MIN.) OR 6" COLD PLASTIC TRAFFIC STRIPE (SKIP WHITE)	MILE	1	
907-626-DD OR 907-628-DD	6" THERMOPLASTIC TRAFFIC STRIPE (SKIP YELLOW) (90 MIL. MIN.) OR 6" COLD PLASTIC TRAFFIC STRIPE (SKIP YELLOW)	MILE	1	
907-626-EE OR 907-628-EE	6" THERMOPLASTIC TRAFFIC STRIPE (CONTINUOUS YELLOW) (90 MIL. MIN.) OR 6" COLD PLASTIC TRAFFIC STRIPE (CONTINUOUS YELLOW)	MILE	1	
907-626-GG OR 907-628-GG	THERMOPLASTIC DETAIL STRIPE (6" EQUIVALENT LENGTH) (WHITE) (90 MIL. MIN.) OR COLD PLASTIC DETAIL STRIPE (6" EQUIVALENT LENGTH) (WHITE)	LIN.FT.	483	
907-626-HH OR 907-628-HH	THERMOPLASTIC LEGEND (WHITE) (120 MIL. MIN.) OR COLD PLASTIC LEGEND (WHITE)	SQ.FT.	165	
907-626-HH OR 907-628-HH	THERMOPLASTIC LEGEND (WHITE) (120 MIL. MIN.) OR COLD PLASTIC LEGEND (WHITE)	LIN.FT.	520	
630-A	STANDARD ROADSIDE SIGNS (SHEET ALUMINUM) (0.080")	SQ.FT.	48	
630-C	STEEL U-SECTION POSTS (3 TO 3.5 POUNDS/LIN.FT.)	LIN.FT.	45	
***** TRAFFIC SIGNAL ITEMS *****				
908-635-A	VEHICLE LOOP ASSEMBLIES	LIN.FT.	1320	
908-638-A	LOOP DETECTOR AMPLIFIER, CARD RACK MOUNTED (4- CHANNEL)	EACH	4	
908-639-A	TRAFFIC SIGNAL EQUIPMENT POLE (SINGLE MAST ARM)(28' SHAFT)(42' ARM)	EACH	1	
908-639-A	TRAFFIC SIGNAL EQUIPMENT POLE (SINGLE MAST ARM)(28' SHAFT)(45' ARM)	EACH	2	
908-639-A	TRAFFIC SIGNAL EQUIPMENT POLE (SINGLE MAST ARM)(28' SHAFT)(50' ARM)	EACH	1	
908-640-A	TRAFFIC SIGNAL HEADS (TYPE 1)	EACH	4	
908-640-A	TRAFFIC SIGNAL HEADS (TYPE 3)	EACH	2	
908-640-A	TRAFFIC SIGNAL HEADS (TYPE 5)	EACH	1	
908-640-A	TRAFFIC SIGNAL HEADS (TYPE 7)	EACH	1	
908-642-A	SOLID STATE TRAFFIC ACTUATED CONTROLLERS, TYPE 3, W/ TBC	EACH	1	
908-644-A	OPTICAL DETECTOR (1 EYE - 1 CHANNEL)	EACH	3	
908-644-B	OPTICAL DETECTOR CABLE	LIN.FT.	664	
908-644-C	TRAFFIC SIGNAL PHASE SELECTOR (4 CHANNELS)	EACH	1	
908-647-A	PULLBOXES (TYPE 1)	EACH	2	
908-647-A	PULLBOXES (TYPE 2)	EACH	3	
908-653-A	TRAFFIC SIGN (ENCAPSULATED LENS)	SQ.FT.	32	
908-653-B	STREET NAME SIGN (ENCAPSULATED LENS)	SQ.FT.	100	
908-666-B	SHIELDED CABLE (2 CONDUCTOR - AWG #14)	LIN.FT.	905	
908-666-B	ELECTRIC CABLE (SIGNAL CABLE IN CONDUIT)(AWG #14)(4 CONDUCTOR)	LIN.FT.	910	
908-666-B	ELECTRIC CABLE (SIGNAL CABLE IN CONDUIT)(AWG #14)(5 CONDUCTOR)	LIN.FT.	349	
908-666-B	ELECTRIC CABLE (SIGNAL CABLE IN CONDUIT)(AWG #14)(7 CONDUCTOR)	LIN.FT.	801	
908-666-B	POWER CABLE (1 CONDUCTOR - AWG #6)	LIN.FT.	80	
908-666-B	STREET LIGHT CABLE (1 CONDUCTOR - AWG #10)	LIN.FT.	618	
908-668-A	TRAFFIC SIGNAL CONDUIT (UNDERGROUND), (TRENCHED), (TYPE IV), (2")	LIN.FT.	765	
908-668-B	TRAFFIC SIGNAL CONDUIT (UNDERGROUND DRILLED OR JACKED) (TYPE I), (2")	LIN.FT.	225	
908-668-B	TRAFFIC SIGNAL CONDUIT (UNDERGROUND DRILLED OR JACKED), (TYPE I)(3")	LIN.FT.	125	
2000-A	8" SANITARY SEWER LINE 0/6	LIN.FT.	120	
2001-A	STANDERD 4' DIAMETER MANHOLES	EACH	1	

U.S. HWY. 51 & RIDGEWOOD RD
TRAFFIC SIGNAL INSTALLATION
& STREET IMPROVEMENTS

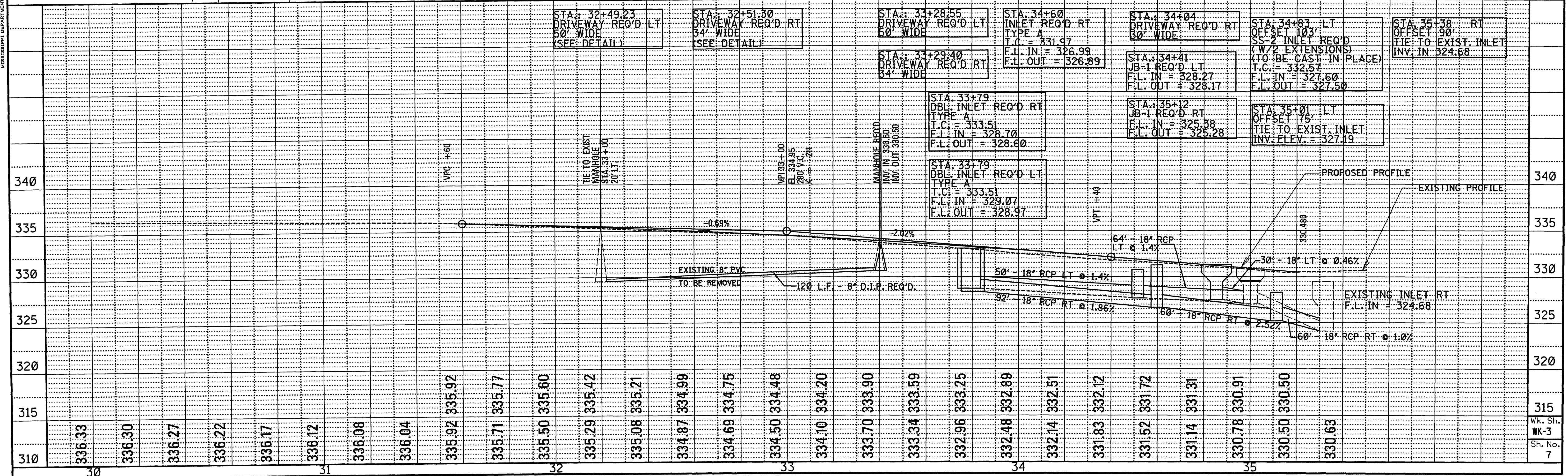
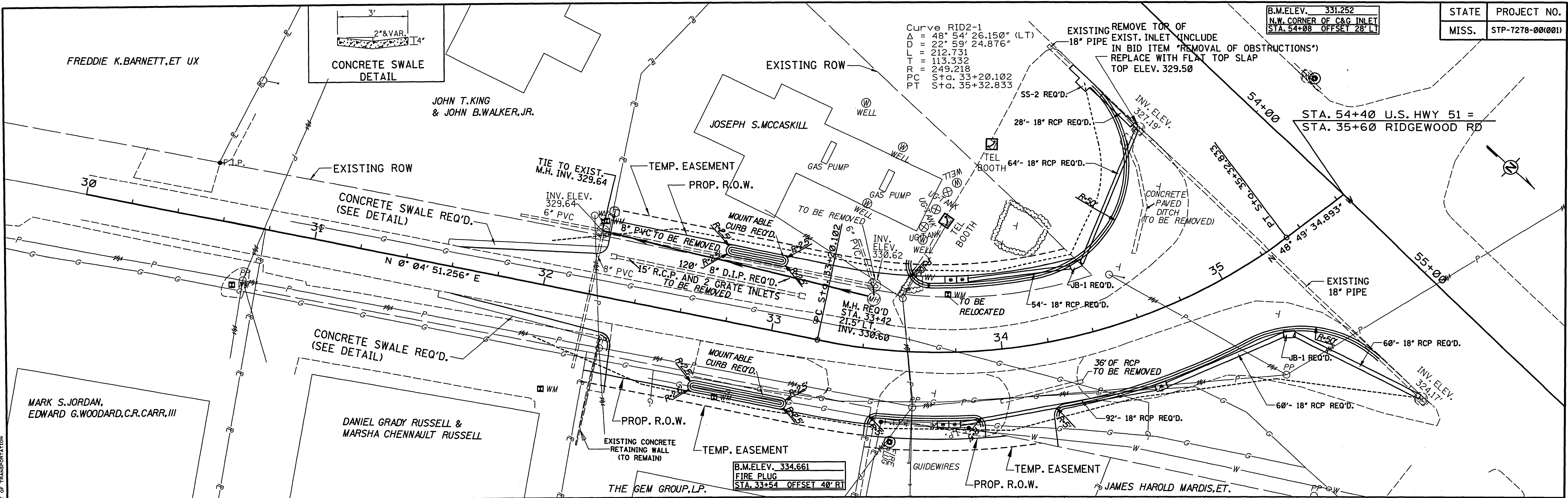
SUMMARY OF QUANTITIES

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

WORKING NUMBER
SQ-2
SHEET NUMBER
6

DRAWN BY: J.R.H. DATE: 10/31/02
REVIEWED BY: J.H. SCALE: NTS

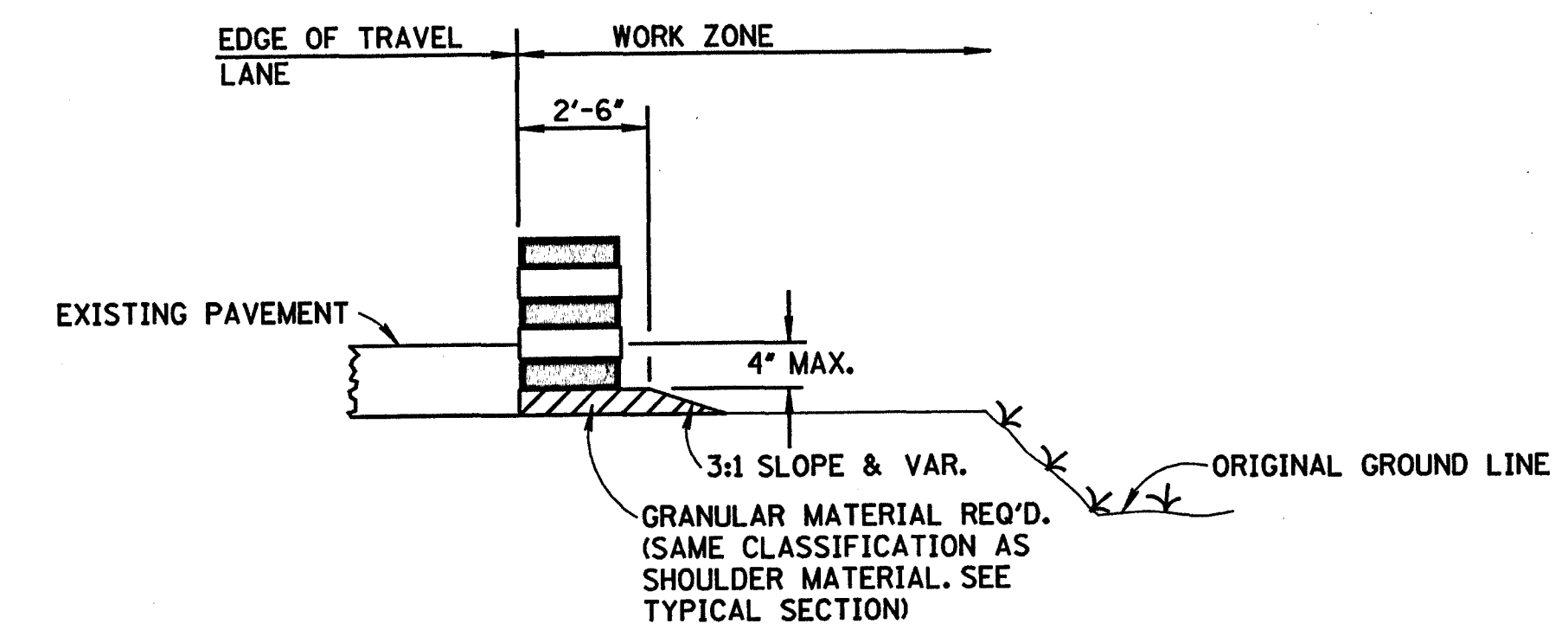
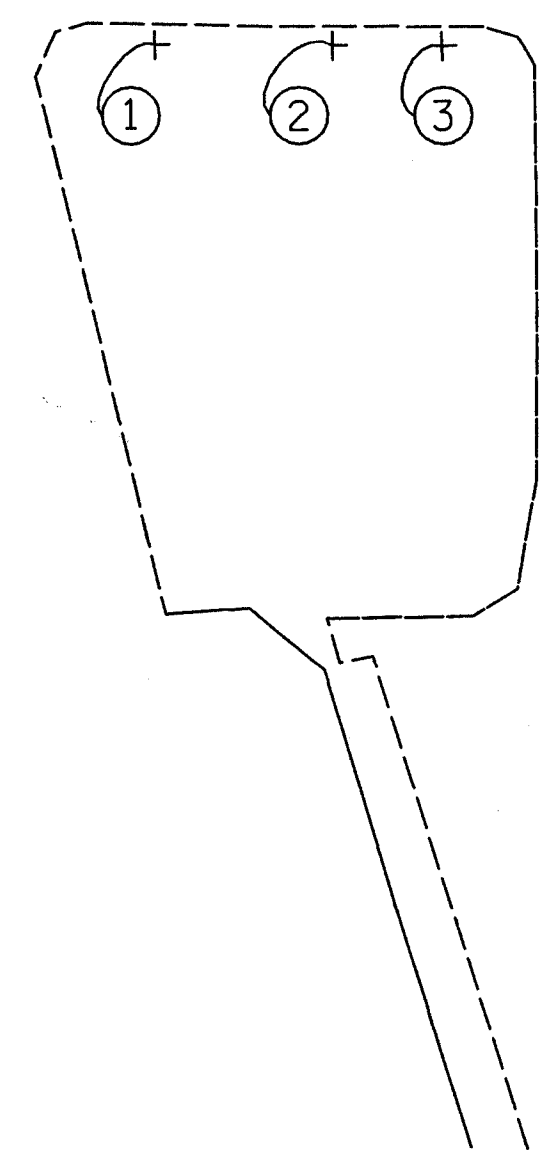
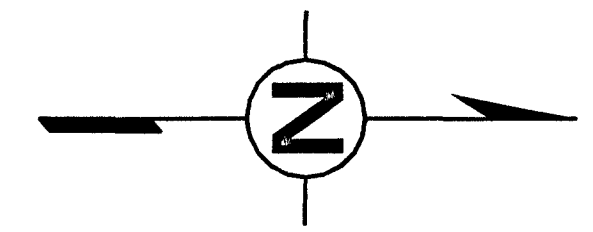
12/17/2002 02:36:29 PM



PLAN PROFILE
 ROADWAY DESIGN UNIT OF TRANSPORTATION
 MISSOURI DEPARTMENT OF TRANSPORTATION

MicroStation V8i, 12/19/2002 12:15:35 PM

HWY 51



TYPICAL PHASE I
DETAIL OF DRUM PLACEMENT ON LOW SHOULDERS

RIDGEWOOD RD.

24' LEGEND

DRUMS @ 30' O.C.

DOUBLE YELLOW

LEGEND WHITE

DRUMS @ 10' O.C.

NOTES:

- ① SEE STANDARD SHEET 250 FOR LANE CLOSURE DETAILS.
- ② PLACE PORTABLE TYPE III BARRICADE IN PATH UPON COMMENCEMENT OF WORK IN AREA.
- ③ PAVEMENT EDGE DROP-OFF:
 - A. IF LESS THAN 2 INCHES, THEN NO DELINEATION DEVICES REQUIRED. PLACE A "SHOULDER WORK" SIGN (W21-5) 300 FEET IN ADVANCE OF THE WORK ZONE SHOULDER, AND A "LOW SHOULDER" SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE AT SPACINGS OF 750' O.C.
 - B. IF GREATER THAN 4 INCHES, THEN POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE IS NEEDED. IF THE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND THE DROP-OFF IS 8' OR MORE, DRUMS MAY BE USED.
 - C. FOR TEMPORARY CONDITIONS WHERE DROP-OFFS ARE GREATER THAN 4 INCHES DRUMS MAY BE USED TO IDENTIFY PROBLEM AREAS FOR SHORT DISTANCES DURING DAYLIGHT HOURS, WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
- ④ REMOVE AND SALVAGE EXISTING REGULATORY SPEED LIMIT SIGNS WITHIN WORK AREA, CITY TO PICK UP.
- ⑤ CONTROL SIGNAGE AND STOP BARS FOR SIDE ROADS TO BE MAINTAINED DURING CONSTRUCTION.
- ⑥ SIGNAL CONTROLLER SHALL RUN FIXED-TIME OPERATION DURING CONSTRUCTION PHASE. TIMING TO BE DETERMINED BY ENGINEER.
- ⑦ EXISTING ACCESS TO BUSINESSES AND PRIVATE DRIVES TO BE MAINTAINED.

CONSTRUCTION SIGN SCHEDULE		
SIGN NUMBER	MUTCD NUMBER	DESCRIPTION
①	W20-1	ROAD WORK 1500 FEET
②	W20-1	ROAD WORK 1000 FEET
③	W20-1	ROAD WORK 500 FEET
④	G20-1	ROAD WORK NEXT --- MILES
⑤	G20-2A	END ROAD WORK
⑥	W6-3	TWO WAY TRAFFIC

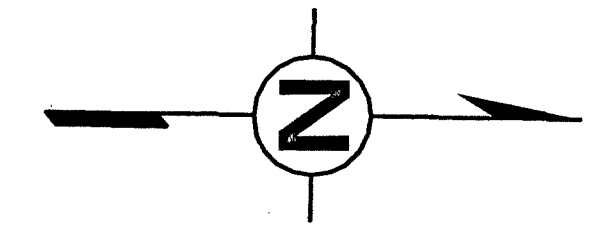
- LEGEND
- PHASE I
 - TRAFFIC DRUMS
 - SIGN

U.S. HWY. 51 @ RIDGEWOOD RD
TRAFFIC SIGNAL INSTALLATION
& STREET IMPROVEMENTS

**TRAFFIC CONTROL PLAN
PHASE I**

WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		WORKING NUMBER TC-1
DRAWN BY: _____	DATE: _____	SHEET NUMBER 8
REVIEWED BY: _____	SCALE: _____	

WAGGONER ENGINEERING, INC. 11/20/2002 02:05:55 PM



U.S. HWY 51

DRUMS @ 30' O.C.

24" LEGEND

LEGEND WHITE

DRUMS @ 10' O.C.




DOUBLE YELLOW

DETAIL WHITE

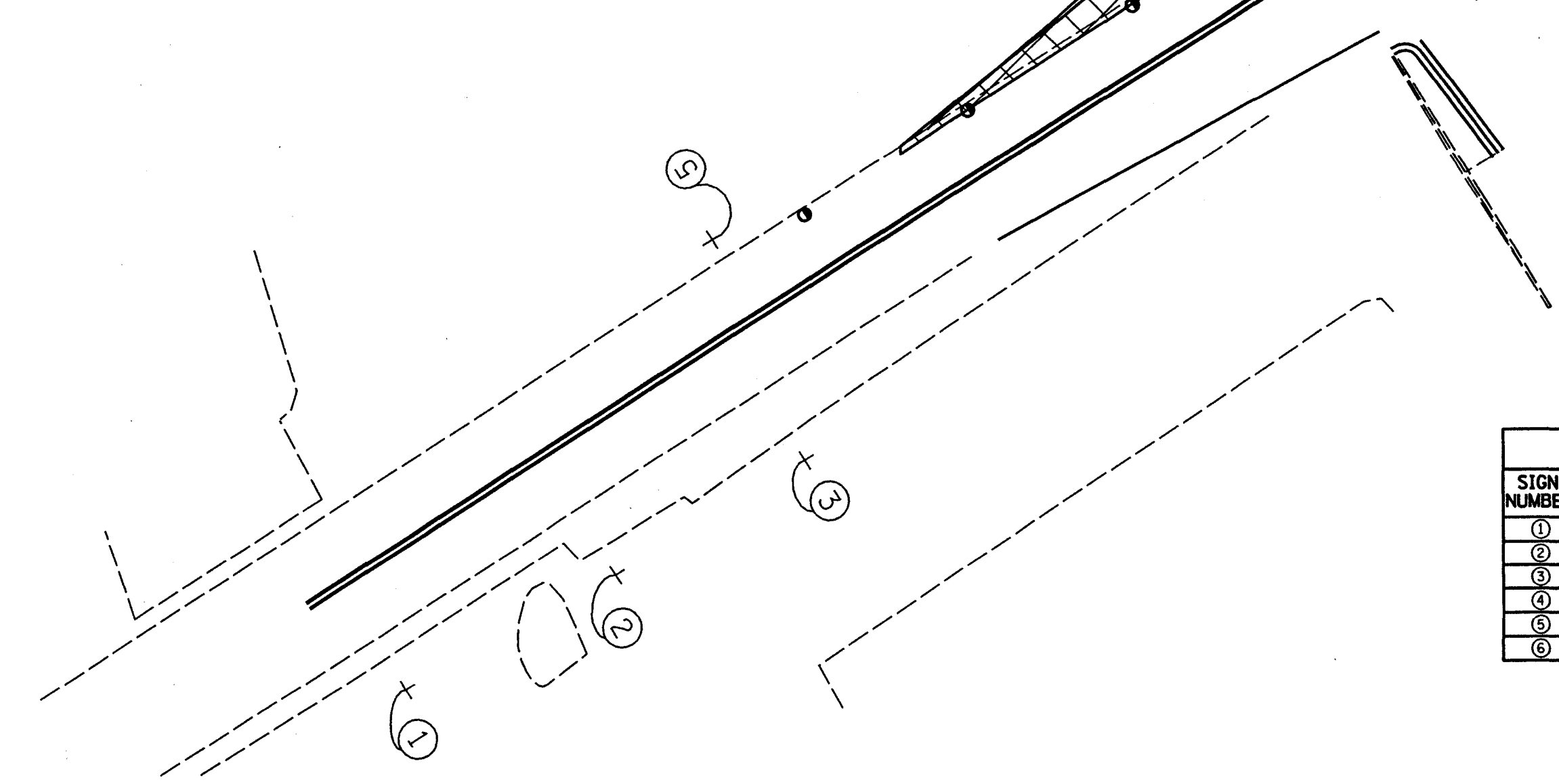
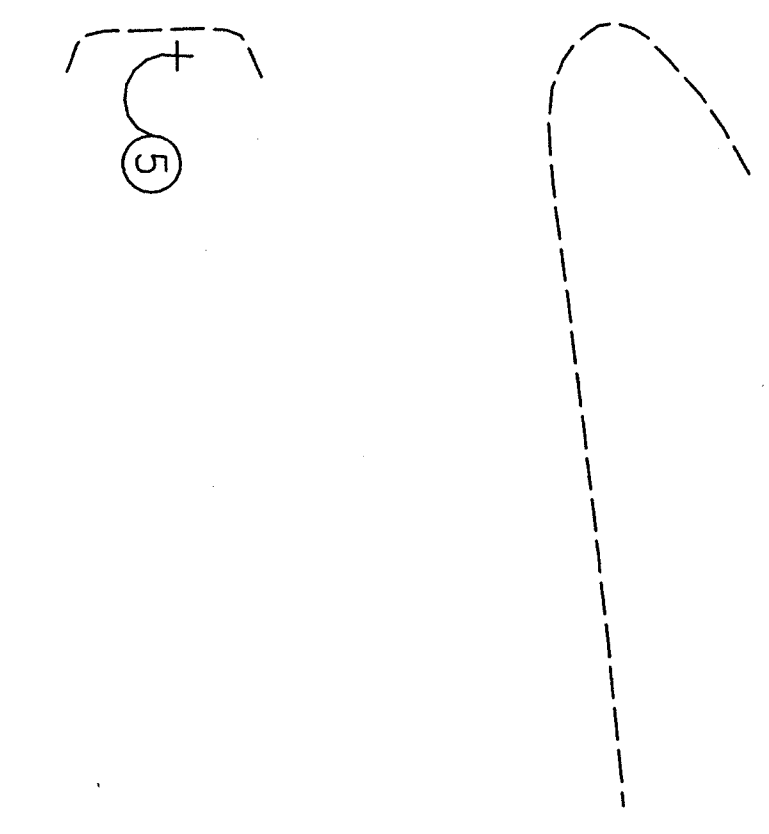
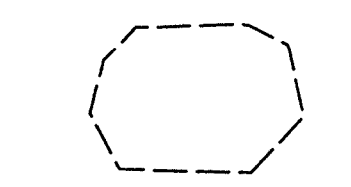
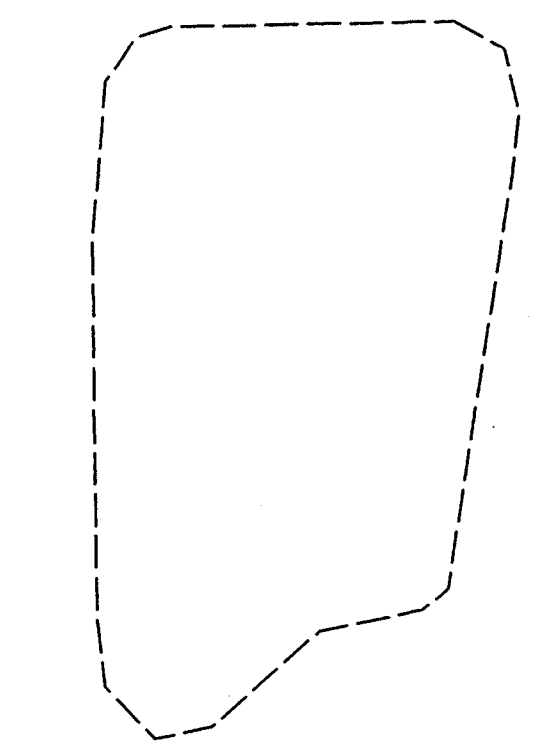
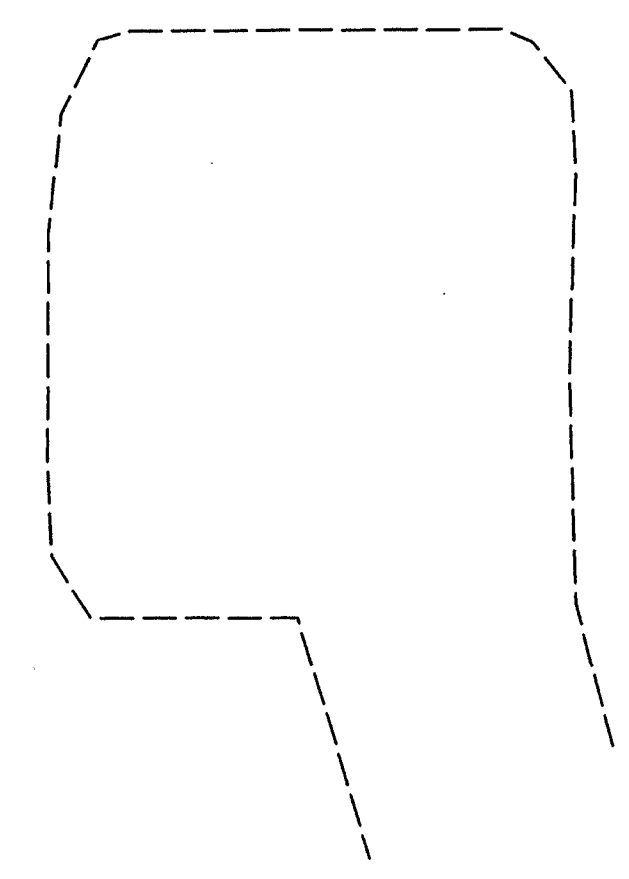
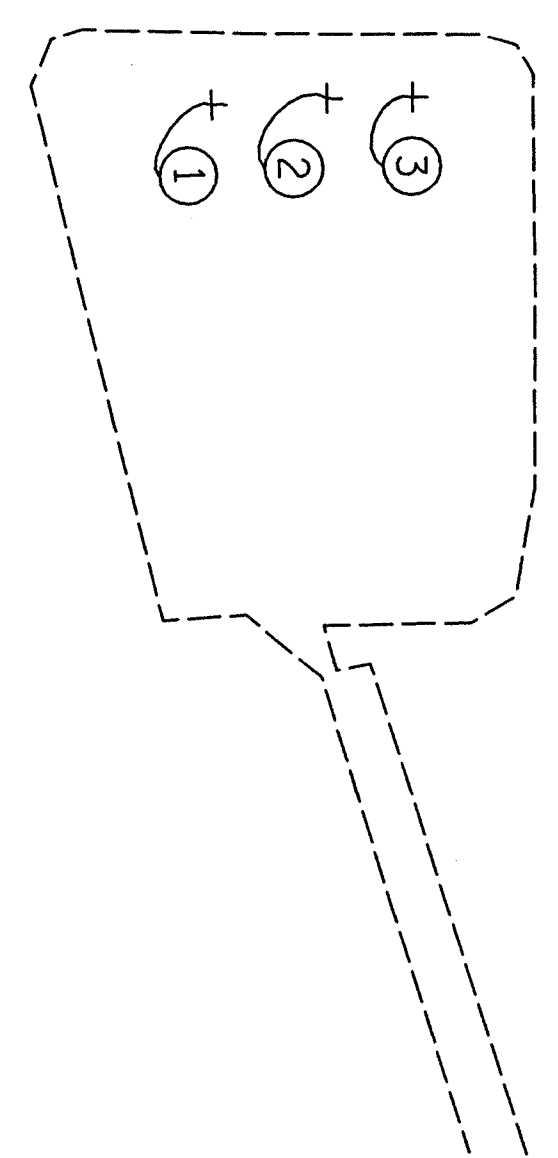
LEGEND WHITE

RIDGEWOOD RD.

CONSTRUCTION SIGN SCHEDULE		
SIGN NUMBER	MUTCD NUMBER	DESCRIPTION
①	W20-1	ROAD WORK 1500 FEET
②	W20-1	ROAD WORK 1000 FEET
③	W20-1	ROAD WORK 500 FEET
④	C20-1	ROAD WORK NEXT --- MILES
⑤	C20-2A	END ROAD WORK
⑥	W6-3	TWO WAY TRAFFIC

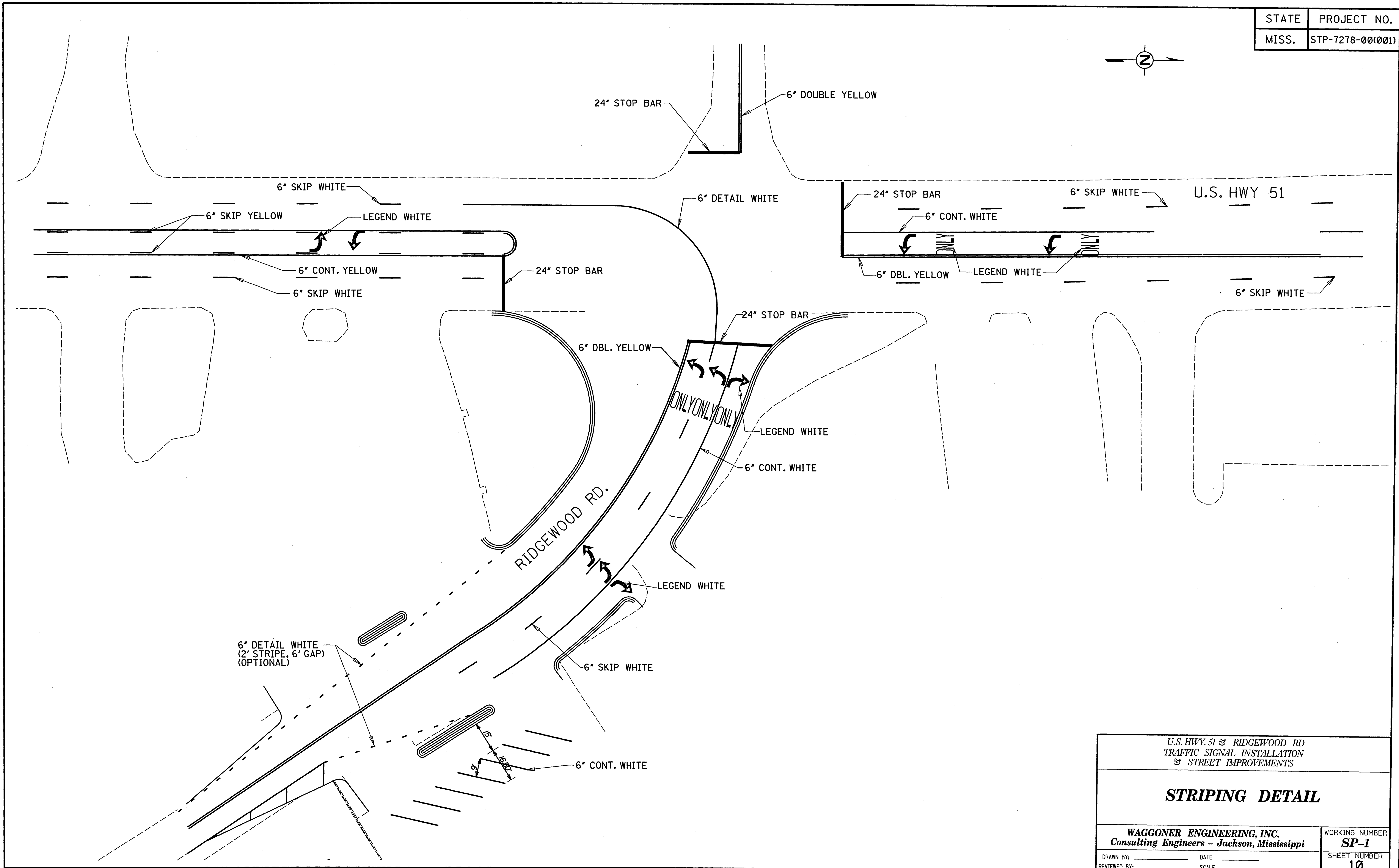
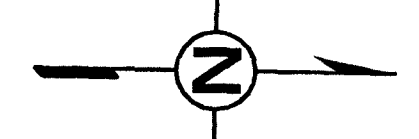
- LEGEND
-  PHASE II
 -  TRAFFIC DRUMS
 -  SIGN

U.S. HWY. 51 @ RIDGEWOOD RD TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS	
<h3>TRAFFIC CONTROL PLAN</h3> <p>PHASE II</p>	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	
DRAWN BY: _____ REVIEWED BY: _____	DATE: _____ SCALE: _____
WORKING NUMBER TC-2	SHEET NUMBER 9



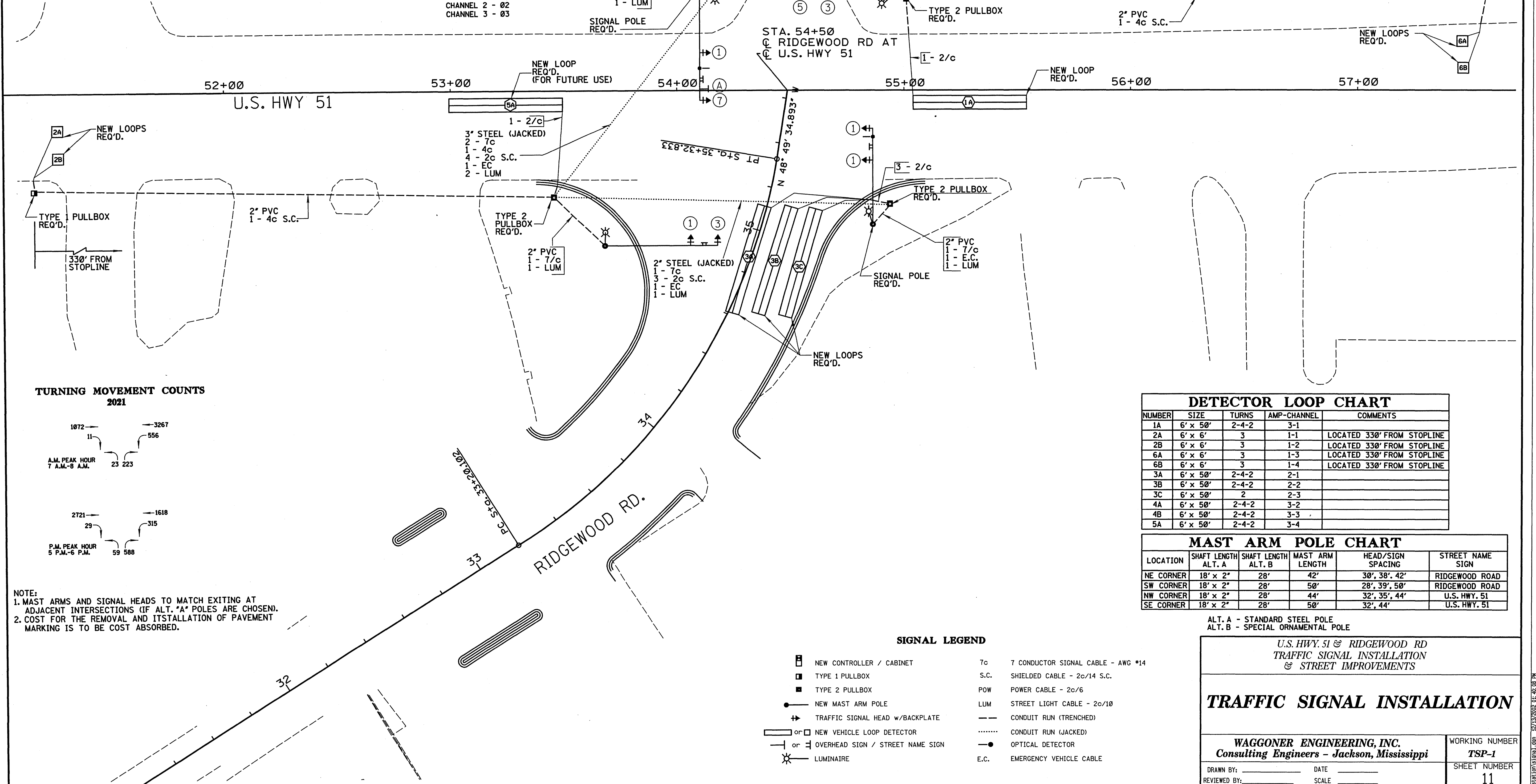
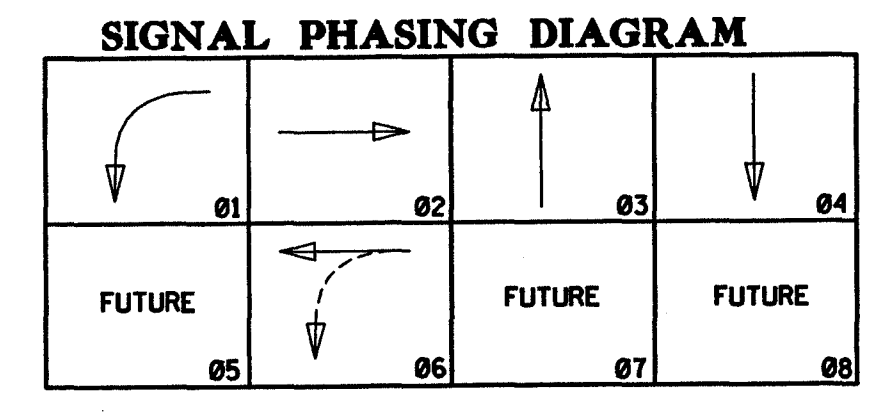
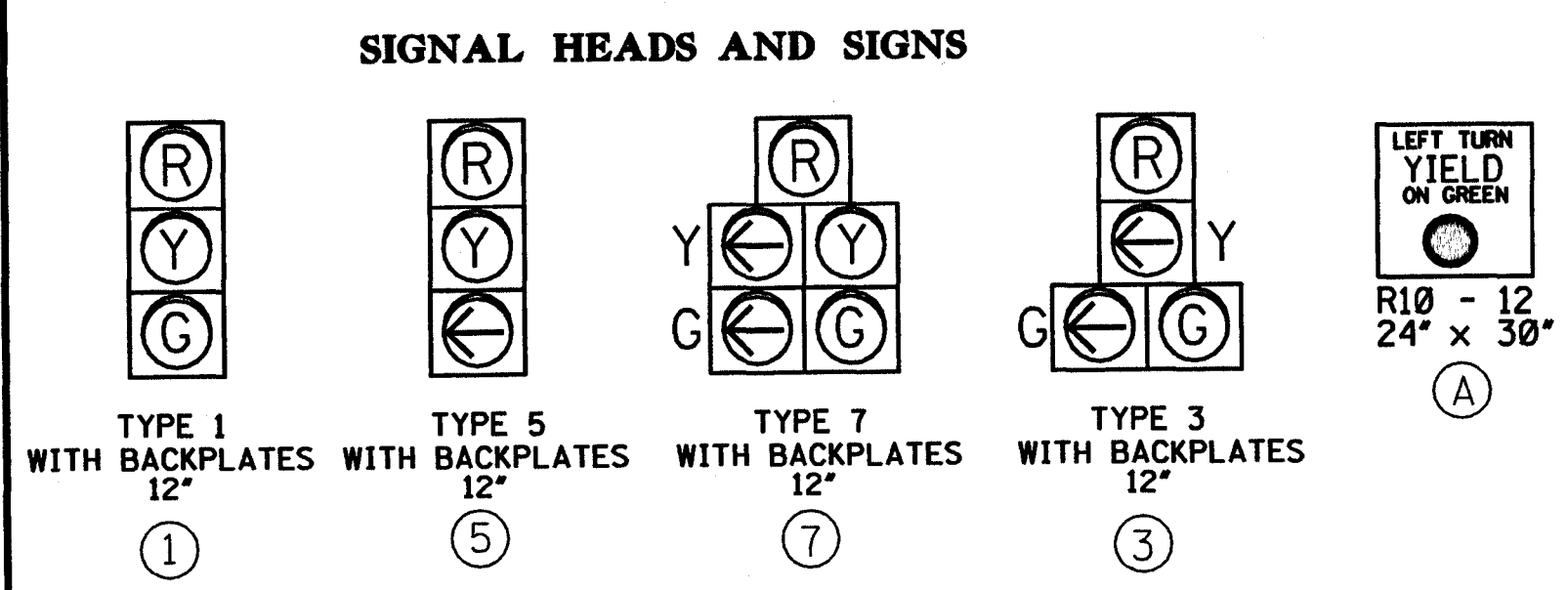
W:\PROJECTS\7278\001\T278002.dwg 11/20/2002 02:10:28 PM

STATE	PROJECT NO.
MISS.	STP-7278-00(001)

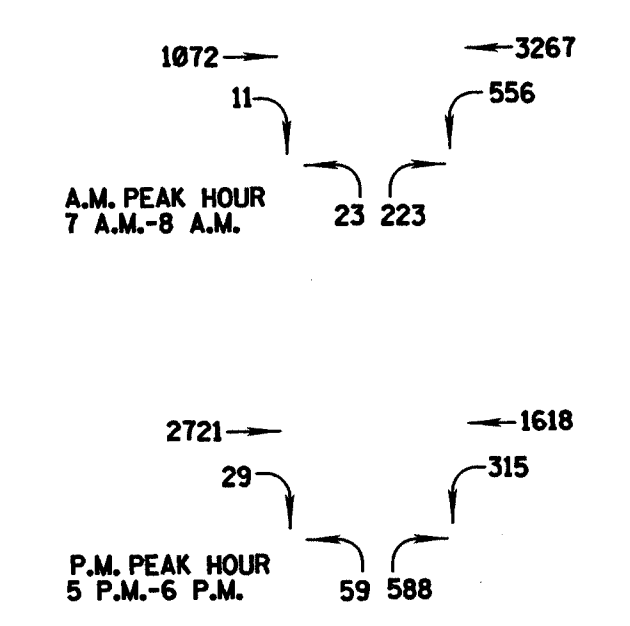


U.S. HWY. 51 @ RIDGEWOOD RD TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS	
<h3>STRIPING DETAIL</h3>	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	
DRAWN BY: _____ REVIEWED BY: _____	DATE: _____ SCALE: _____
WORKING NUMBER SP-1	SHEET NUMBER 10

MICROFILMED BY: _____ DATE: _____



TURNING MOVEMENT COUNTS 2021



NOTE:
 1. MAST ARMS AND SIGNAL HEADS TO MATCH EXITING AT ADJACENT INTERSECTIONS (IF ALT. "A" POLES ARE CHOSEN).
 2. COST FOR THE REMOVAL AND INSTALLATION OF PAVEMENT MARKING IS TO BE COST ABSORBED.

DETECTOR LOOP CHART

NUMBER	SIZE	TURNS	AMP-CHANNEL	COMMENTS
1A	6' x 50'	2-4-2	3-1	
2A	6' x 6'	3	1-1	LOCATED 330' FROM STOPLINE
2B	6' x 6'	3	1-2	LOCATED 330' FROM STOPLINE
6A	6' x 6'	3	1-3	LOCATED 330' FROM STOPLINE
6B	6' x 6'	3	1-4	LOCATED 330' FROM STOPLINE
3A	6' x 50'	2-4-2	2-1	
3B	6' x 50'	2-4-2	2-2	
3C	6' x 50'	2	2-3	
4A	6' x 50'	2-4-2	3-2	
4B	6' x 50'	2-4-2	3-3	
5A	6' x 50'	2-4-2	3-4	

MAST ARM POLE CHART

LOCATION	SHAFT LENGTH ALT. A	SHAFT LENGTH ALT. B	MAST ARM LENGTH	HEAD/SIGN SPACING	STREET NAME SIGN
NE CORNER	18' x 2"	28'	42'	30', 38', 42'	RIDGEWOOD ROAD
SW CORNER	18' x 2"	28'	50'	28', 39', 50'	RIDGEWOOD ROAD
NW CORNER	18' x 2"	28'	44'	32', 35', 44'	U.S. HWY. 51
SE CORNER	18' x 2"	28'	50'	32', 44'	U.S. HWY. 51

- SIGNAL LEGEND**
- NEW CONTROLLER / CABINET
 - TYPE 1 PULLBOX
 - TYPE 2 PULLBOX
 - NEW MAST ARM POLE
 - TRAFFIC SIGNAL HEAD w/BACKPLATE
 - or ○ NEW VEHICLE LOOP DETECTOR
 - or — OVERHEAD SIGN / STREET NAME SIGN
 - ⊗ LUMINAIRE
 - Tc 7 CONDUCTOR SIGNAL CABLE - AWG #14
 - S.C. SHIELDED CABLE - 2c/14 S.C.
 - POW POWER CABLE - 2c/6
 - LUM STREET LIGHT CABLE - 2c/10
 - CONDUIT RUN (TRENCHED)
 - CONDUIT RUN (JACKED)
 - OPTICAL DETECTOR
 - E.C. EMERGENCY VEHICLE CABLE

ALT. A - STANDARD STEEL POLE
 ALT. B - SPECIAL ORNAMENTAL POLE

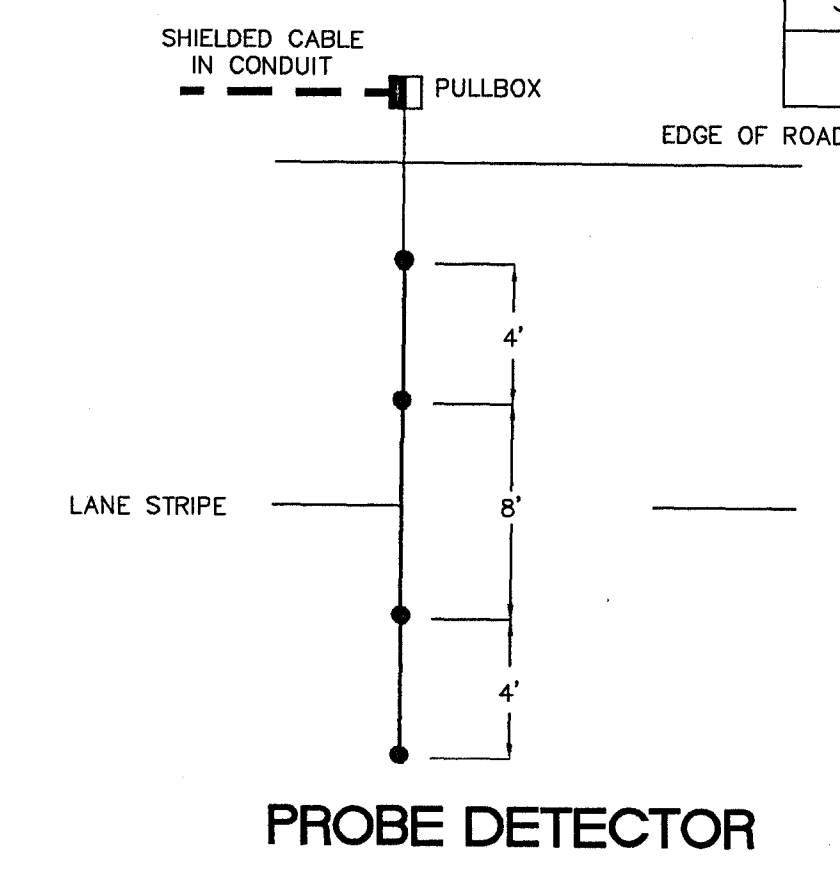
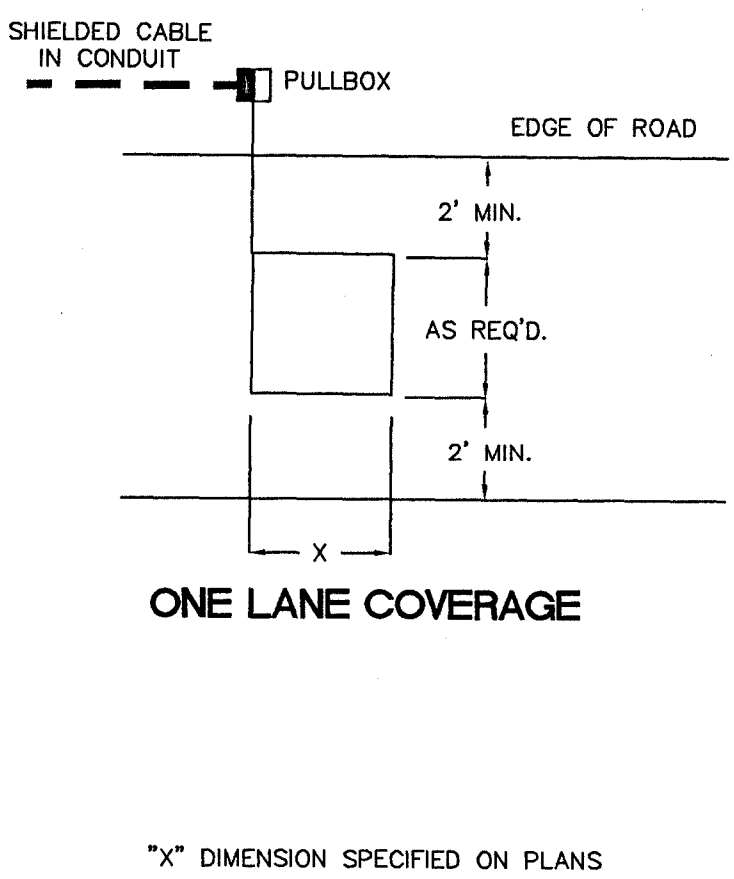
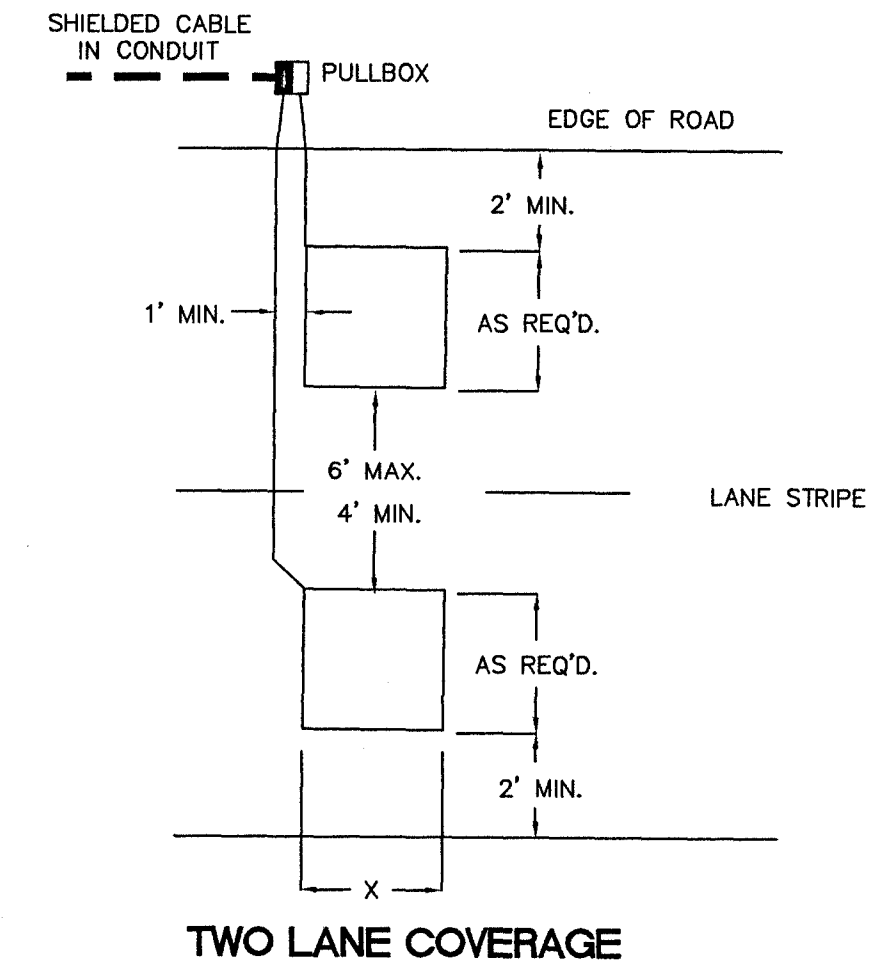
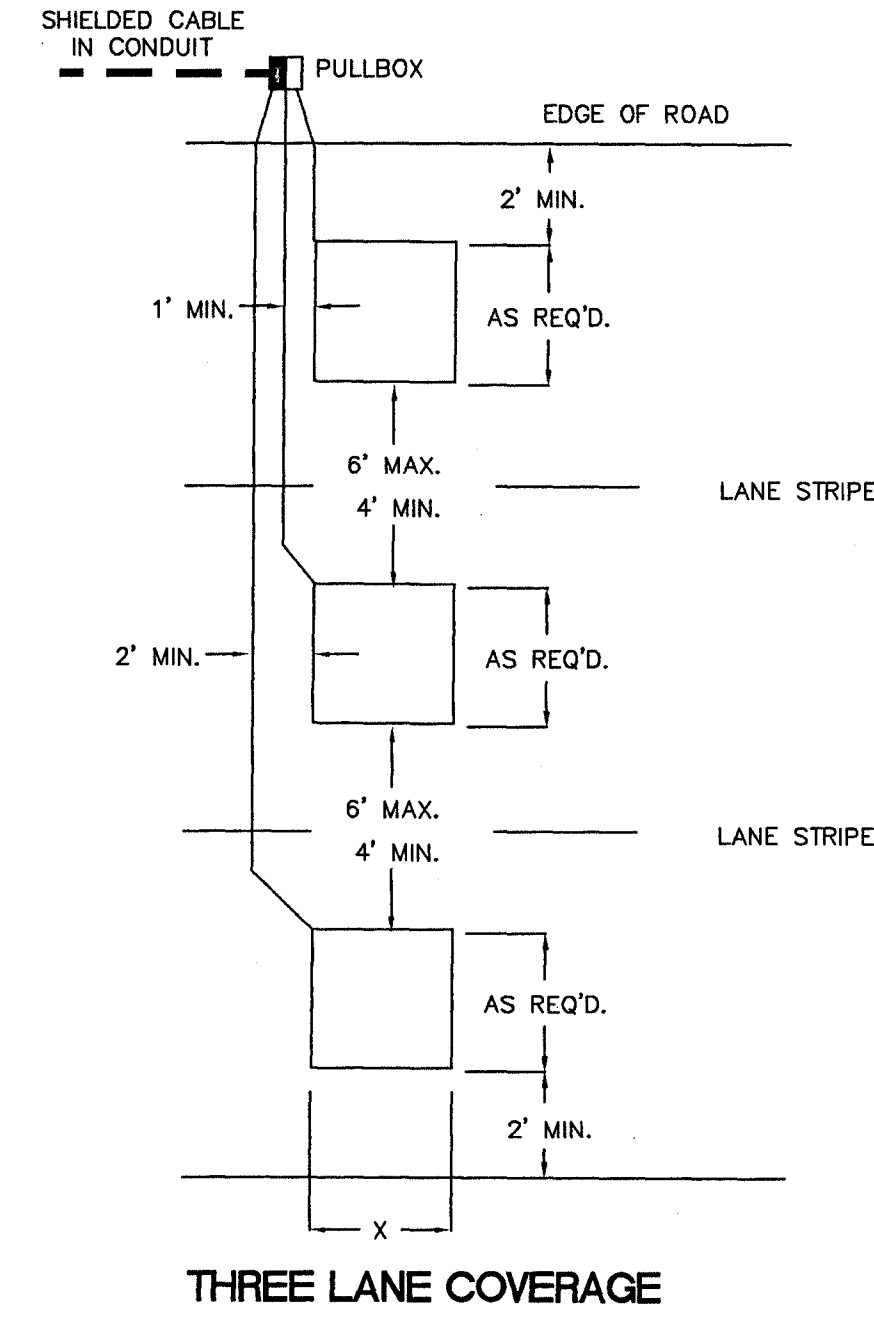
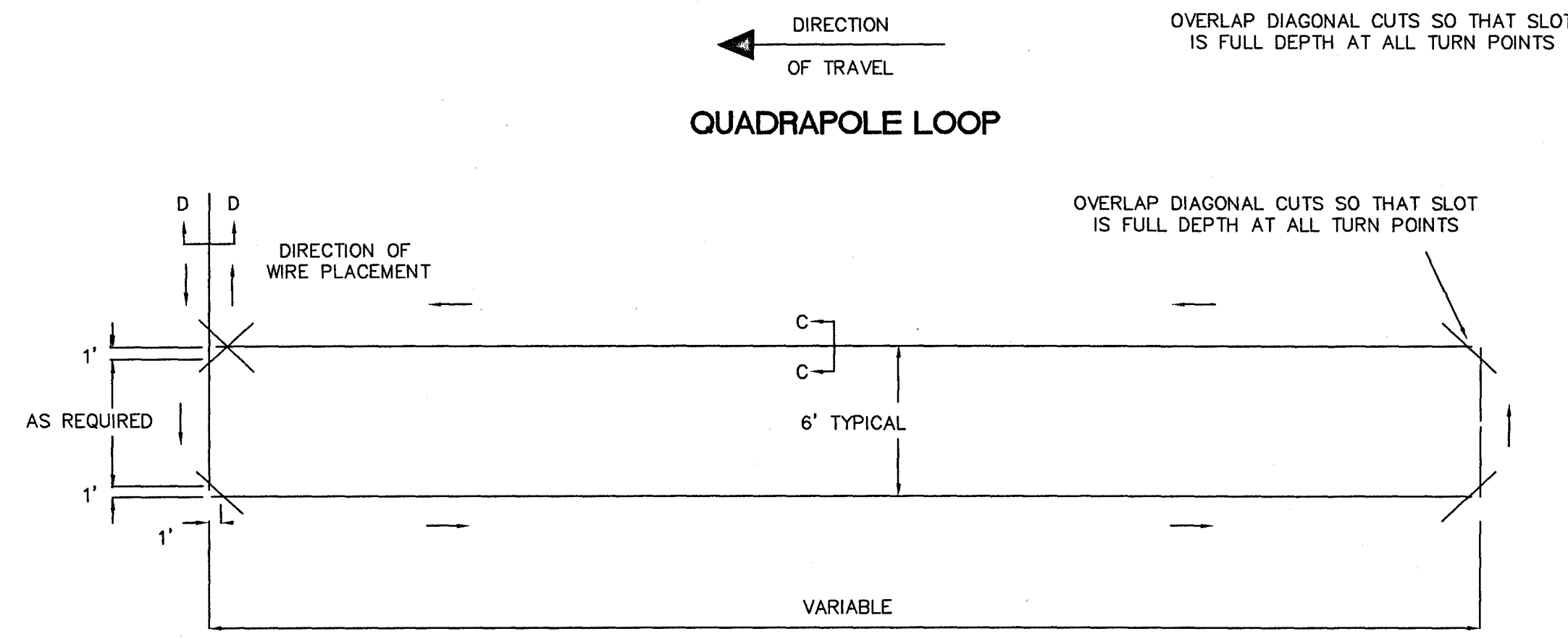
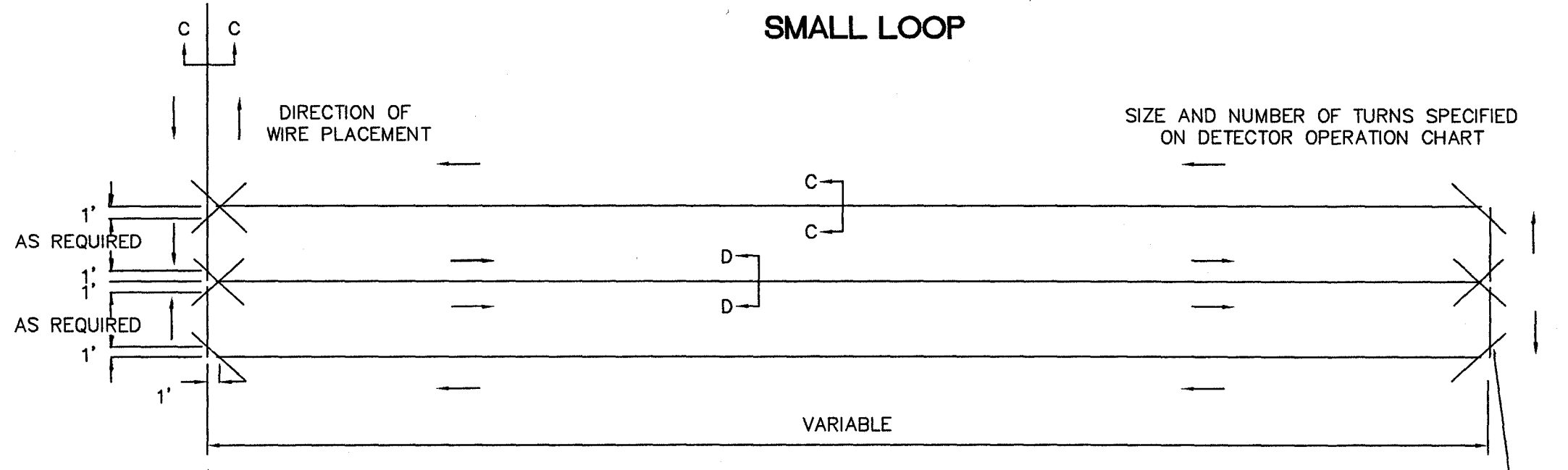
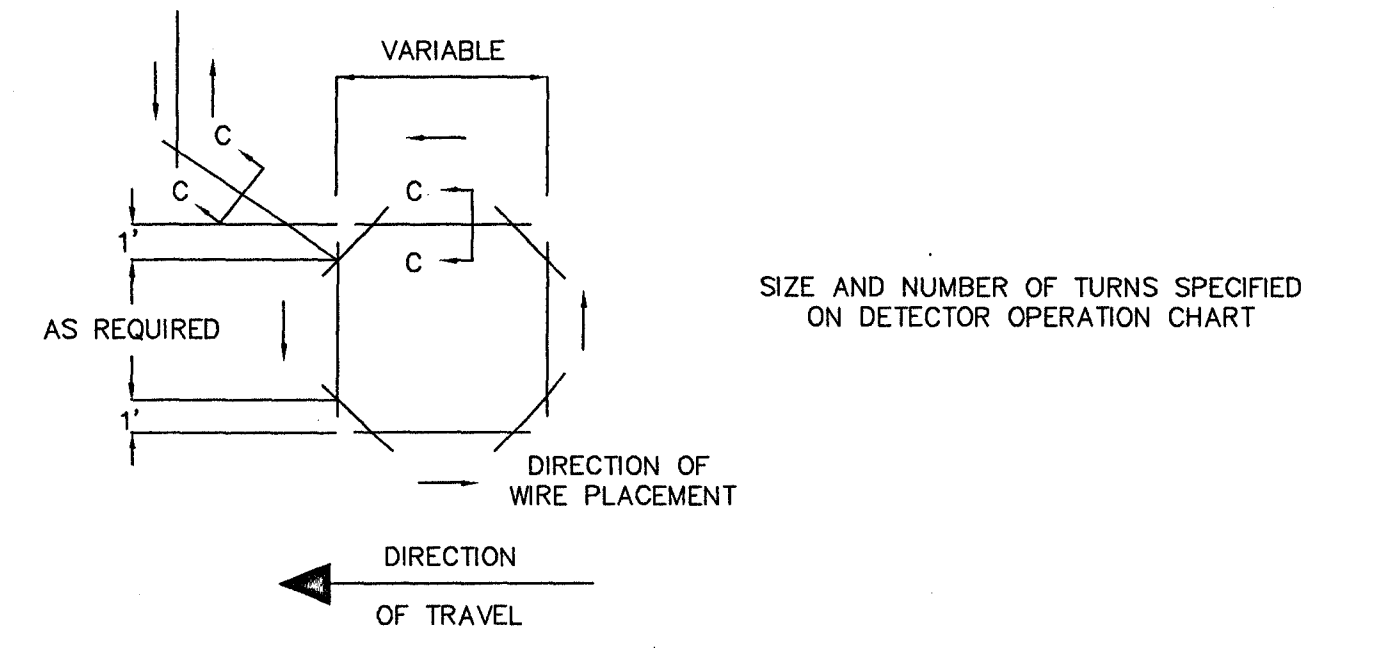
U.S. HWY. 51 @ RIDGEWOOD RD
 TRAFFIC SIGNAL INSTALLATION
 & STREET IMPROVEMENTS

TRAFFIC SIGNAL INSTALLATION

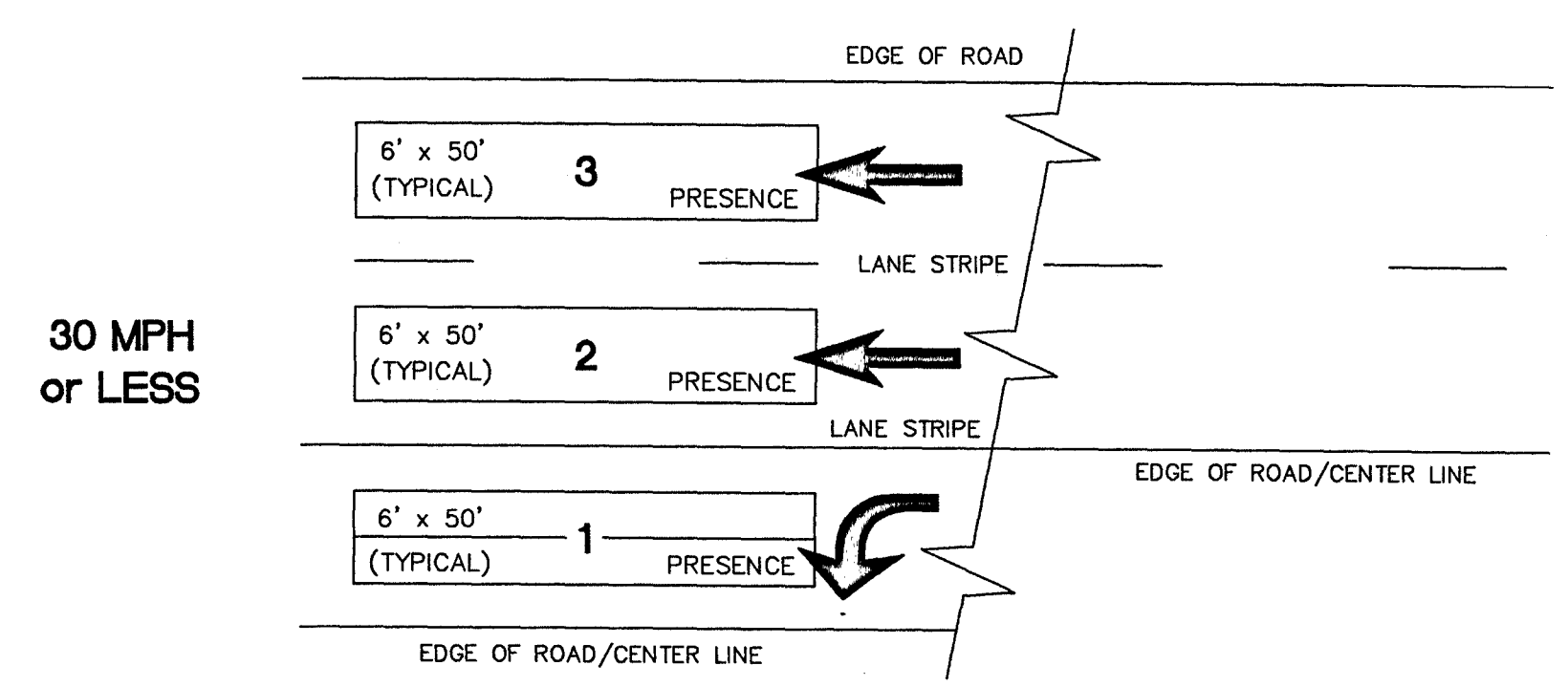
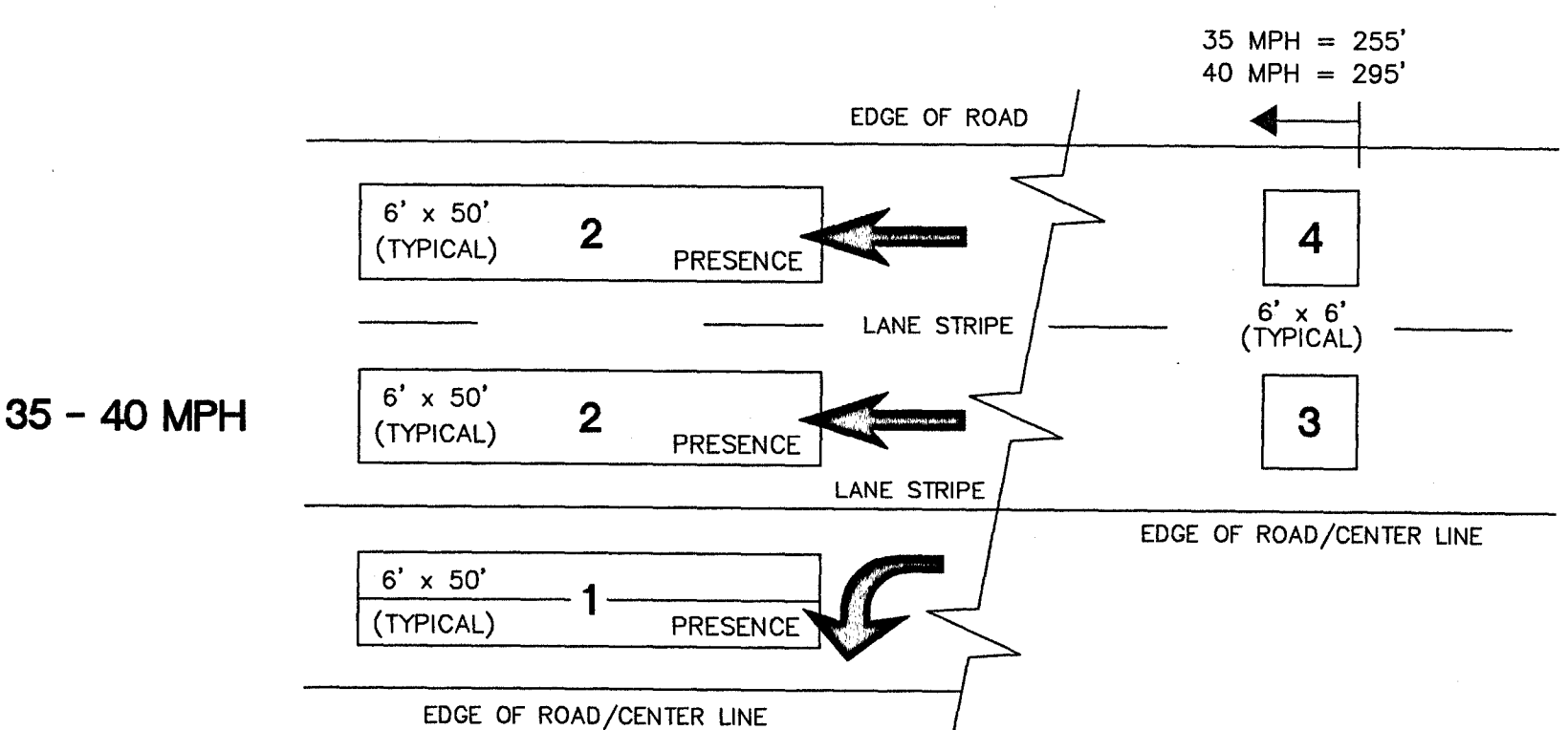
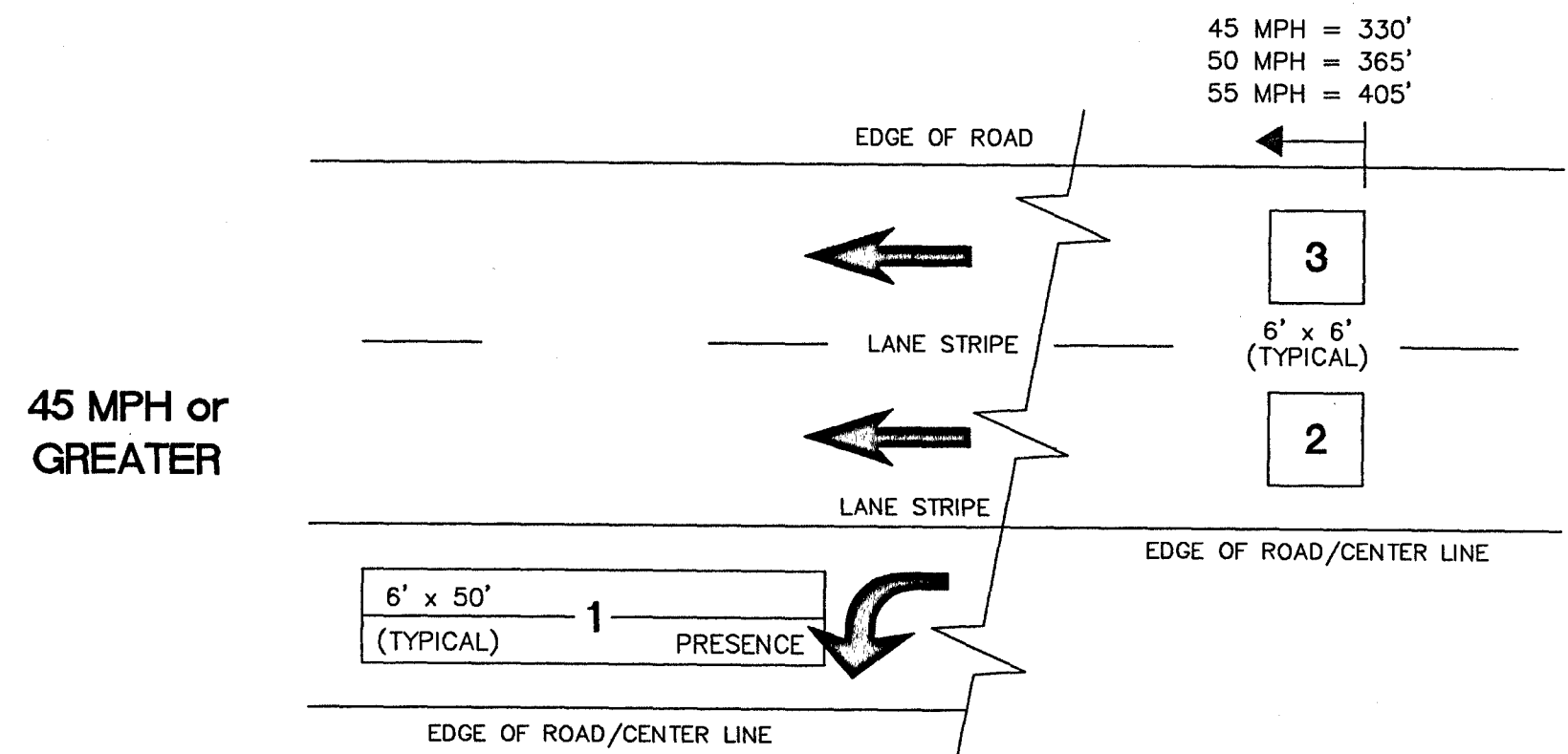
WAGGONER ENGINEERING, INC.
 Consulting Engineers - Jackson, Mississippi

WORKING NUMBER: TSP-1
 SHEET NUMBER: 11

DRAWN BY: _____ DATE: _____
 REVIEWED BY: _____ SCALE: _____

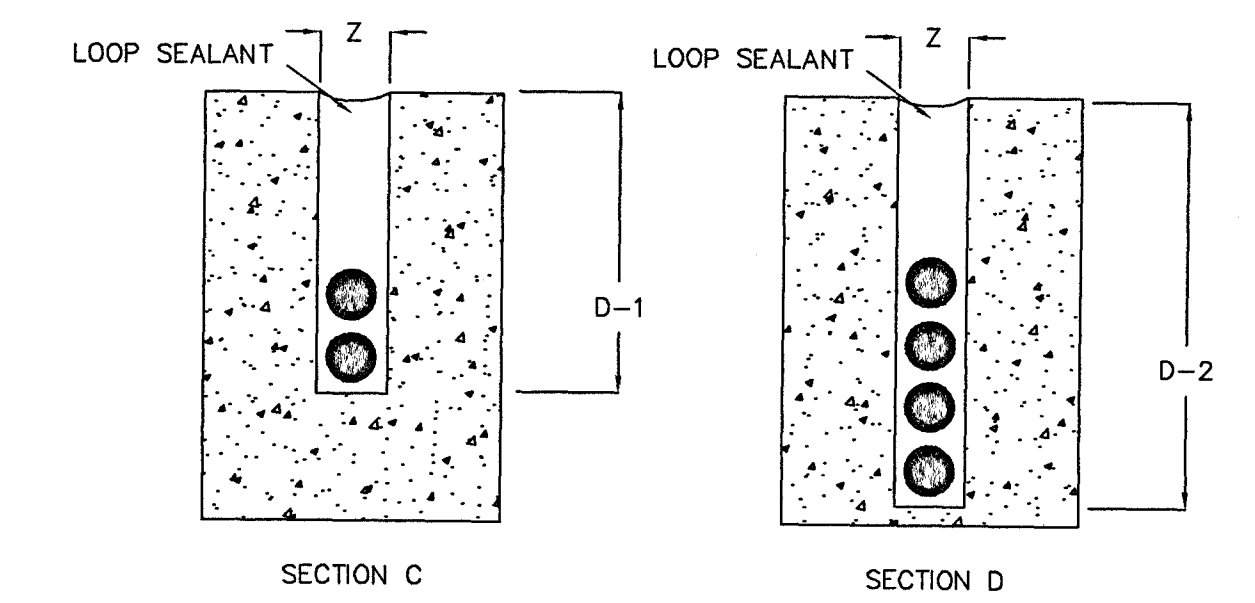


TYPICAL LOOP DETECTOR LANE COVERAGE DIAGRAM

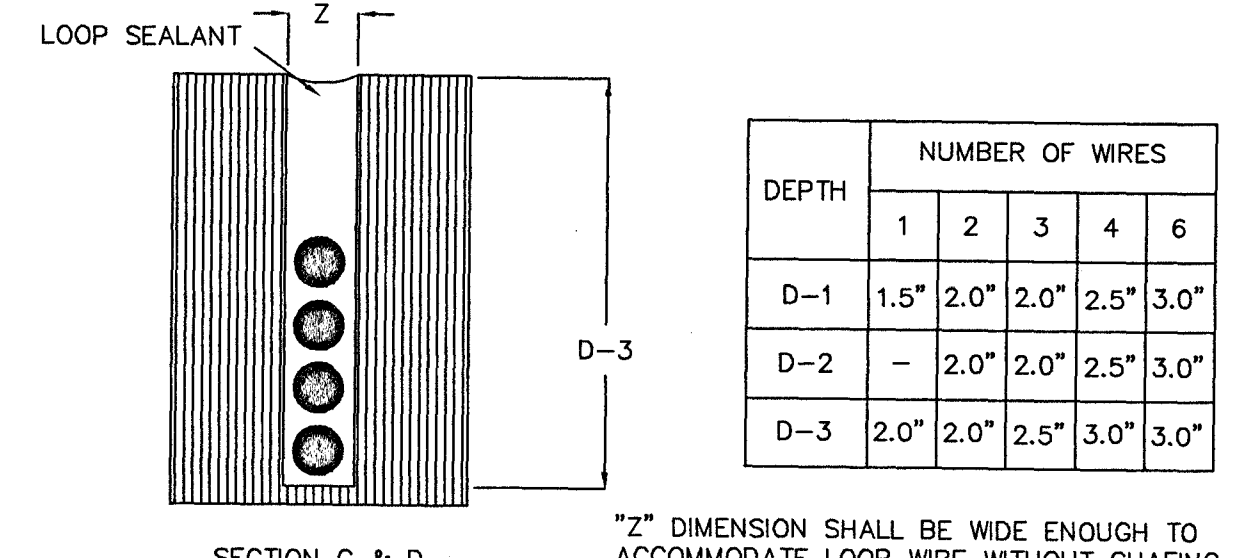


TYPICAL LOOP DETECTOR PLACEMENT DIAGRAM

3 = CHANNEL NUMBER
MPH IS BASED ON SPEED LIMIT
ALL DISTANCES FROM STOPLINE



LOOP IN CONCRETE



LOOP IN ASPHALT

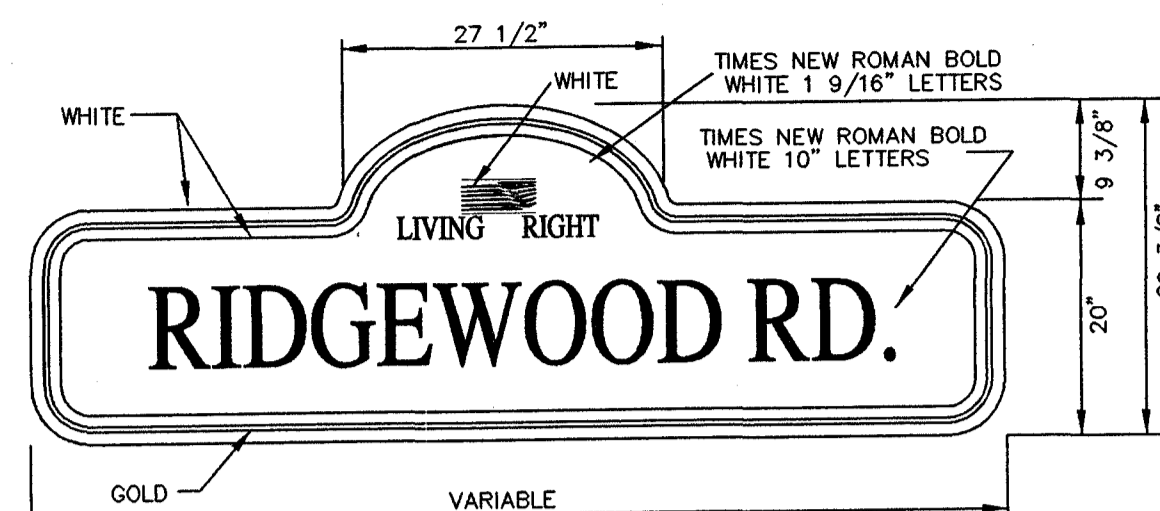
SAW SLOT DETAIL

"Z" DIMENSION SHALL BE WIDE ENOUGH TO ACCOMMODATE LOOP WIRE WITHOUT CHAFING THE INSULATION (5/16" NOMINAL).

SAW SLOT AND LOOP WIRE INSTALLATION PROCEDURES

- CONCRETE PAVEMENT JOINTS SHALL NOT BE USED FOR EITHER LOOP OR FEEDER WIRE. NO LOOPS ARE TO BE INSTALLED THROUGH, OVER, OR UNDER TRANSVERSE CONCRETE JOINTS IN CONCRETE PAVEMENT. NO MANHOLES, INLETS, VALVES, ETC. MAY BE LOCATED WITHIN A LOOP. IF JOINTS OR MANHOLES ARE ENCOUNTERED, THE LOCATION OF THE LOOP MAY BE VARIED SLIGHTLY AS DIRECTED BY THE ENGINEER. IF THE JOINTS OR MANHOLES ARE UNAVOIDABLE, SMALLER LOOPS, THE SIZE TO BE DETERMINED BY THE ENGINEER, MAY BE USED INSTEAD OF ONE LARGER LOOP AND SHALL PROVIDE THE SAME AREA OF COVERAGE AS THE LARGE LOOP. THE SMALLER LOOPS USED TO REPLACE THE ONE LARGE LOOP MAY BE CONNECTED TO ONE DETECTOR AMPLIFIER.
- WHEN A BEND OR CORNER IS REQUIRED THE SLOTS PRODUCING THE "WOULD-BE" RIGHT ANGLE SHALL NOT OVERLAP.
- WHEN A BEND OR CORNER IS REQUIRED THE SLOTS PRODUCING THE ANGLES APPROXIMATELY 45° SHALL OVERLAP THE SLOTS IT CONNECTS. THIS IS TO INSURE FULL DEPTH OF SLOTS AT BENDS OR CORNERS.
- ALL CORNERS OF THE LOOP SHALL BE CUT AT A 45° ANGLE AND HAVE A MINIMUM DIAGONAL LENGTH OF 16".
- SAW CUTS IN THE PAVEMENT SHALL BE FLUSHED WITH CLEAN WATER UNDER SUFFICIENT PRESSURE TO REMOVE MUD AND SMALL DEBRIS. SAW CUTS SHALL THEN BE DRIED AND CLEANED OF ALL DEBRIS BEFORE INSTALLING THE LOOP WIRE.
- ONE CONTINUOUS, UNBROKEN LENGTH OF WIRE SHALL BE USED TO FORM A LOOP OF THE NUMBER OF TURNS AS SPECIFIED IN THE PLANS. THE CONTINUOUS RUN SHALL BE FROM THE PULLBOX/CONDULET INCLUDING THE LOOP AND RETURN.
- ALL WIRE SHALL BE PUSHED INTO THE SAW CUT WITH WOOD STICKS TO INSURE THE INSULATION IS NOT DAMAGED. THE USE OF METAL TOOLS IS NOT PERMITTED.
- SPLICE BETWEEN LEAD-IN AND SHIELDED CABLE REQUIRED IN PULLBOX OR CONDULET. ALL SPLICES IN THE LEAD-IN WIRE SHALL BE MADE ONLY IN THE PULLBOX OR CONDULET. ALL SPLICES MUST BE CAREFULLY MADE TO INSURE CONSTANT LOW RESISTANCE AND MUST BE INSULATED IN SUCH A MANNER THAT UNDER THE LOCAL PREVAILING CONDITIONS THE INSTALLATION MAINTAINS A RESISTANCE TO GROUND OF NOT LESS THAN 5 MEGOHMS. TO INSURE CONSISTENT LOW RESISTANCE CONNECTIONS, THE SPLICES SHALL BE SOLDERED WITH RESIN FILLED SOLDER AND WATERPROOFED BY SHRINK WRAP OR BY OTHER METHOD APPROVED BY THE ENGINEER. OPEN FLAME SOLDER SHALL NOT BE PERMITTED.
- WHERE THE WIRES LEAVE THE LOOP, EACH PAIR OF LEAD-IN WIRES MUST BE TWISTED TOGETHER WITH A MINIMUM OF THREE TWISTS PER FOOT.
- IF THE LEAD-IN IS TAKEN OVERHEAD THE WIRE MUST BE PROTECTED BY CONDUIT (TYPE I) FROM UNDERGROUND TO SPAN.
- WHEN A PULLBOX IS NOT USED IN THE LEAD-IN (THE WIRE WHICH CONNECTS THE SENSING LOOP TO THE DETECTOR AMPLIFIER), THE LOOP WIRE SHALL BE TWISTED A MINIMUM OF THREE TURNS PER FOOT FROM THE LOOP TO THE DETECTOR AMPLIFIER.

<p>VEHICLE LOOP DETECTOR ASSEMBLY U.S. HWY. 51 & RIDGEWOOD RD. TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS PROJECT NO.: STP-7278-00(001) CITY OF RIDGELAND, MISSISSIPPI</p>	
<p>WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, MS</p>	
<p>DATE</p>	<p>WORKING NUMBER VLD-1</p>
<p>REVISION</p>	<p>SHEET NUMBER 12</p>
<p>DRAWN BY: _____</p>	<p>DATE _____</p>
<p>REVIEWED BY: _____</p>	<p>SCALE 1"=20'</p>

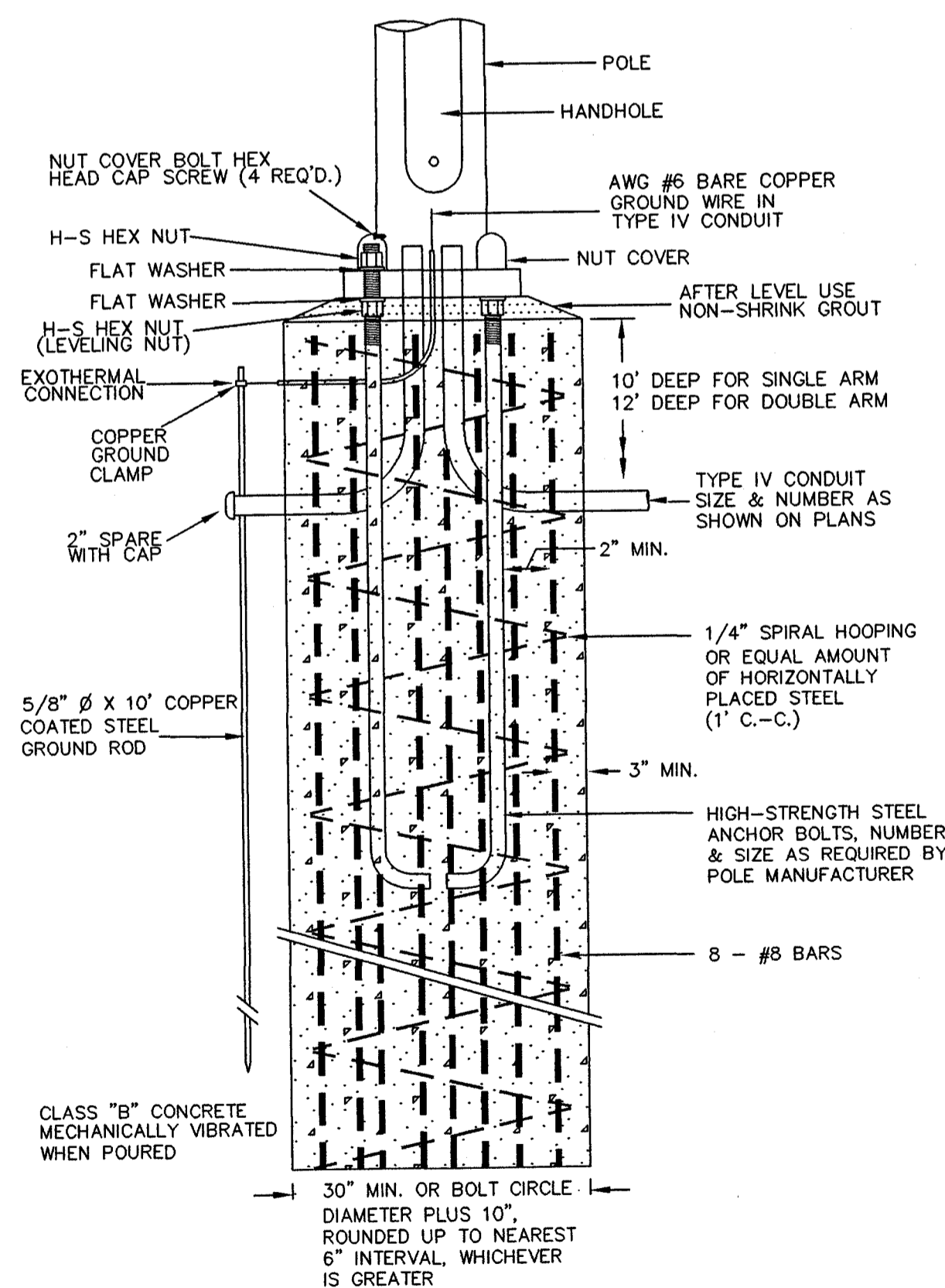
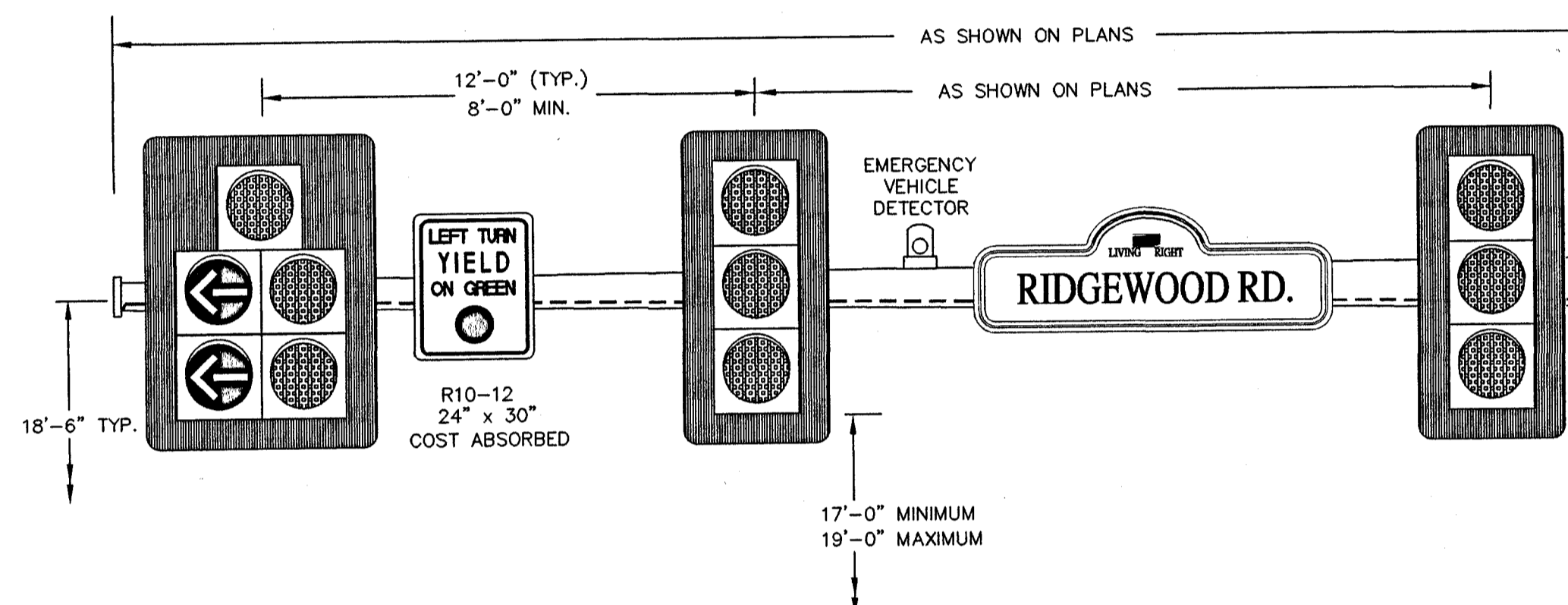


STREET NAME SIGNS (TYPICAL)

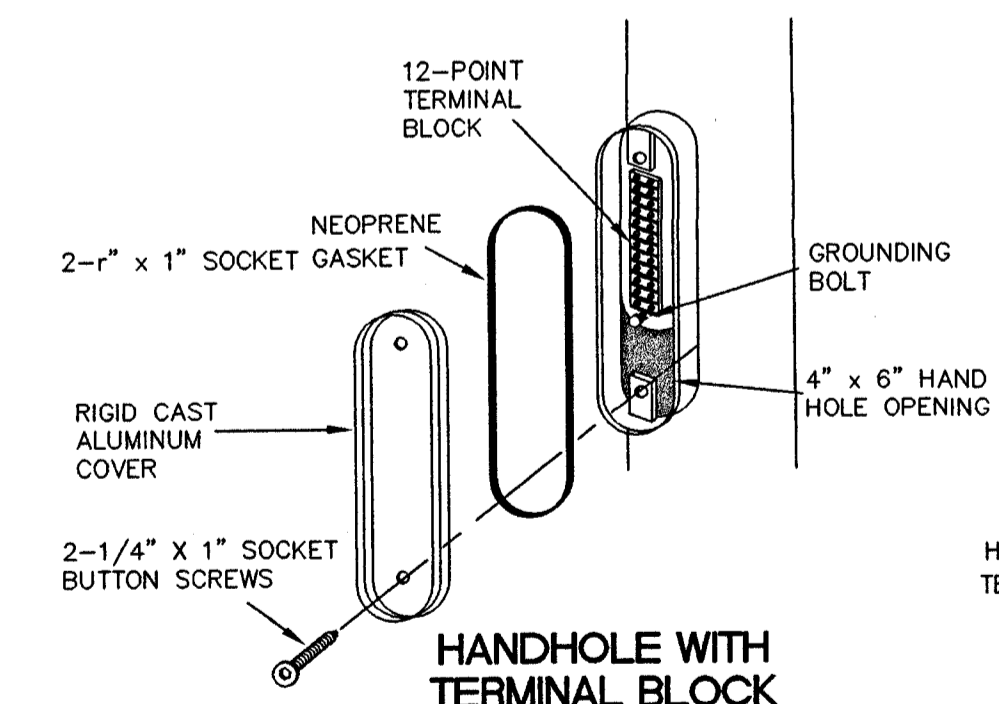
THE SIGN BLANK SHALL BE A SINGLE PIECE OF SMOOTH CUT ALUMINUM FROM ASTM B-209 ALLOY 5052-H38, 5154-H38 OR 6061-T6 SHEETS IN 0.125 INCH THICKNESS. THE ALUMINUM SHALL BE DEGREASED AND LIGHTLY ACID ETCHED BEFORE THE SIGN SHEETING IS APPLIED. THE SIGN SHEETING SHALL BE APPLIED TO THE PANELS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE RETROFLECTIVE SHEETING MANUFACTURER.

THE DECORATIVE STREET NAME SIGNS SHALL BE FINISHED ON BOTH SIDES. THE SIGN SHEETING MATERIAL SHALL BE REFLECTIVE ENCLOSED LINES (ENGINEER GRADE) CONFORMING TO FEDERAL SPECIFICATIONS FP92. THE COLORS OF THE DECORATIVE STREET NAME SIGNS SHALL MATCH THE EXISTING DECORATIVE STREET NAME SIGNS.

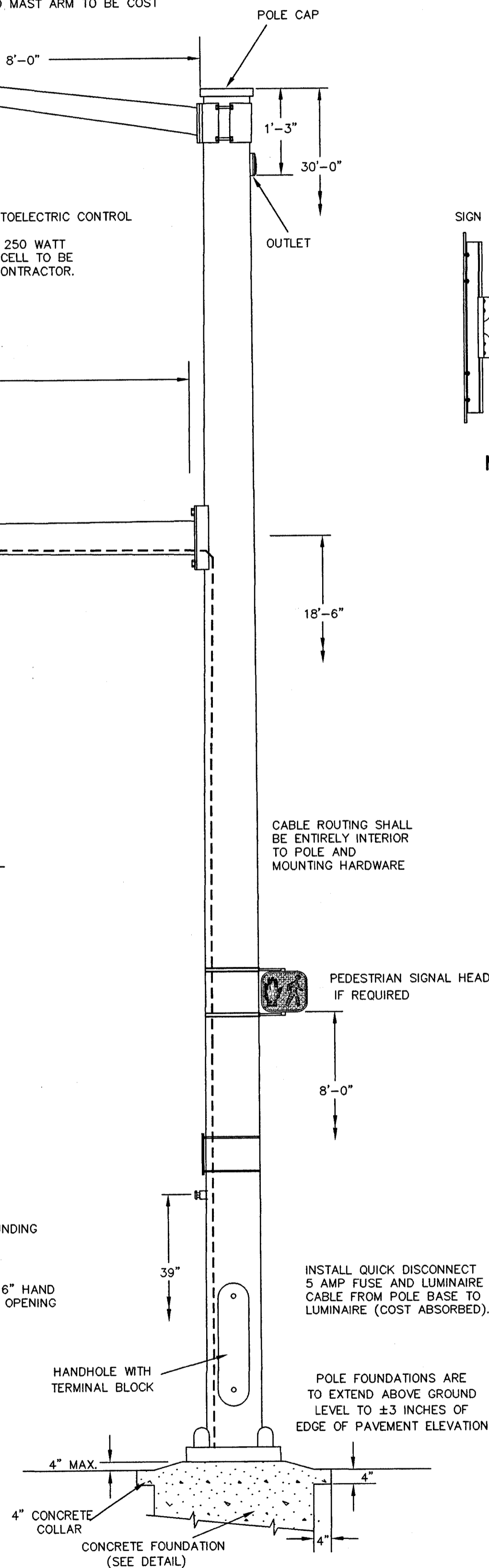
- NOTES:
1. WIRE ENTRANCE TO MAST ARM WILL BE FIELD DRILLED TO CORRESPOND TO THE LOCATION OF THE SIGNAL HEADS WHEN ALIGNED IN THE FIELD.
 2. ALL SIGNAL HEADS TO BE YELLOW IN COLOR.
 3. RED SECTION INDICATIONS TO BE APPROXIMATELY SAME HEIGHT.
 4. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE POLE MANUFACTURER.
 5. DESIGN WIND LOAD FOR POLES AND MAST ARMS IS 70 MPH.
 6. #6 COPPER GROUND WIRE INSIDE POLE AND MAST ARM TO BE COST ABSORBED.



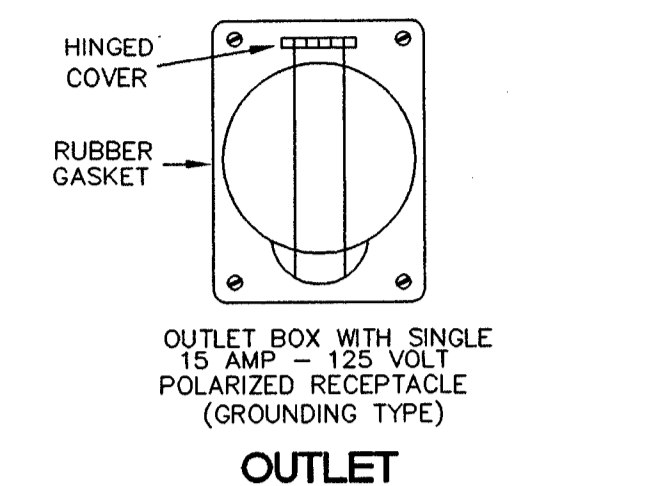
STEEL MAST ARM POLE FOUNDATION DETAIL



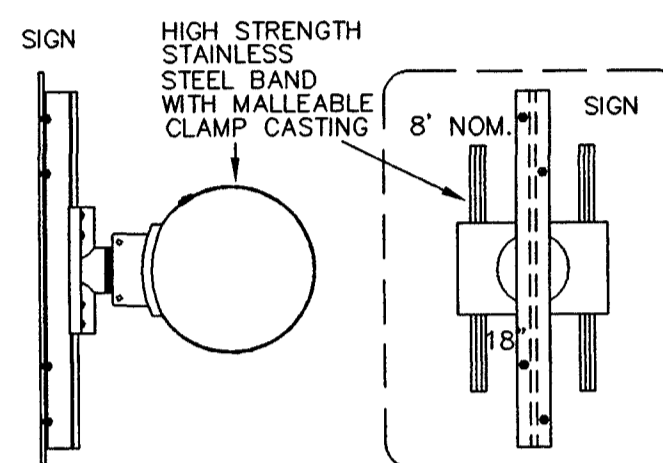
MAST ARM ATTACHMENT



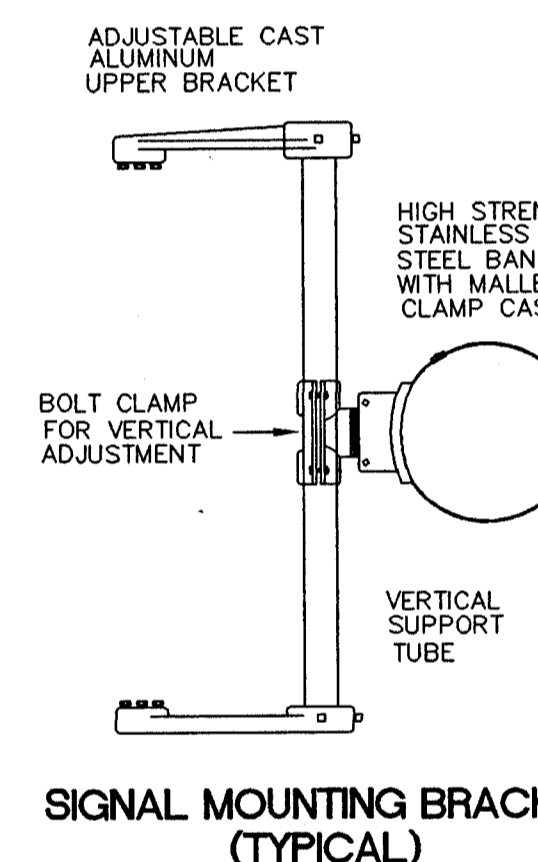
STEEL MAST ARM POLE DETAIL



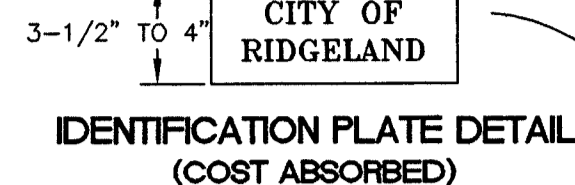
OUTLET



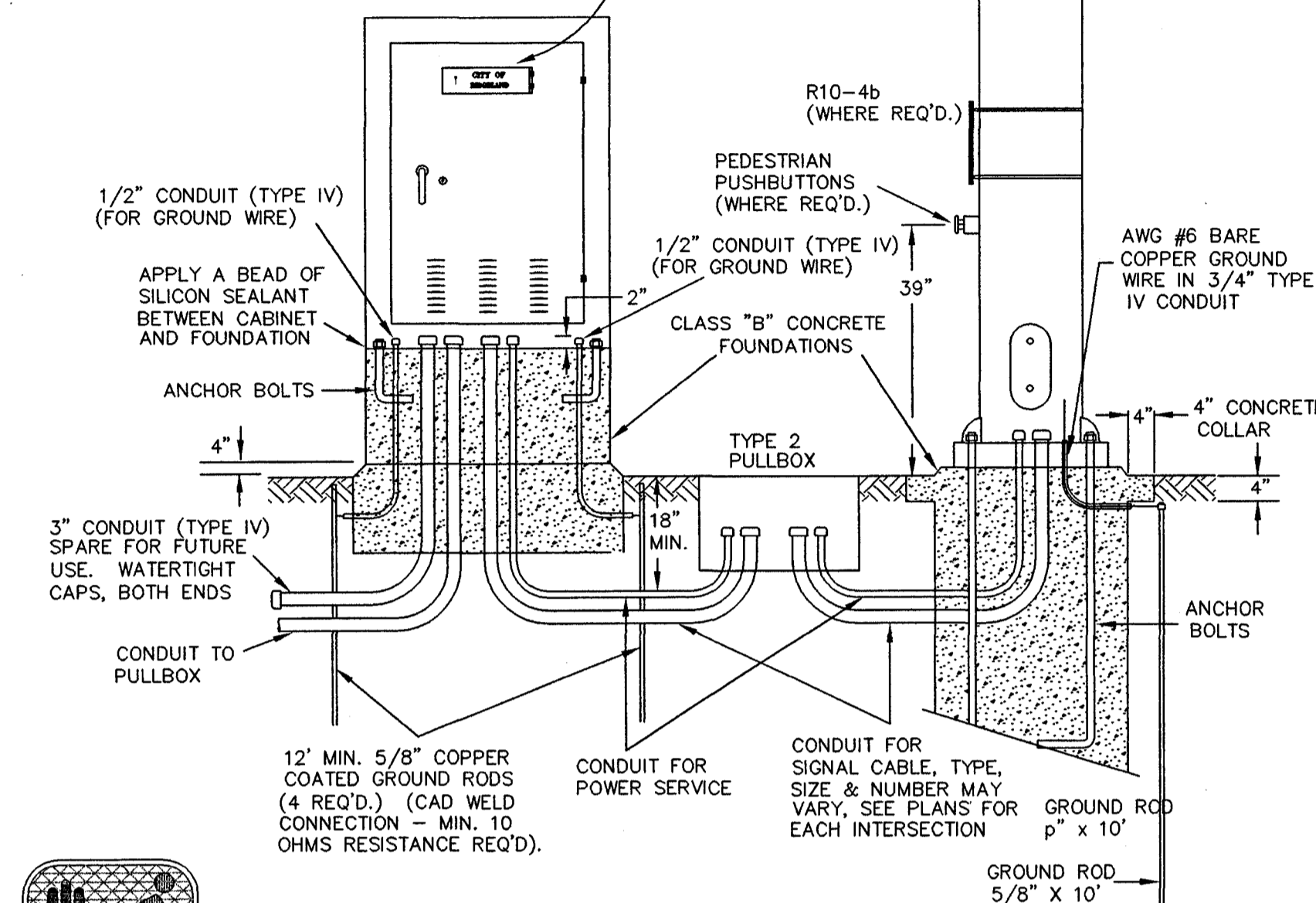
MAST ARM SIGN BRACKET (TYPICAL)



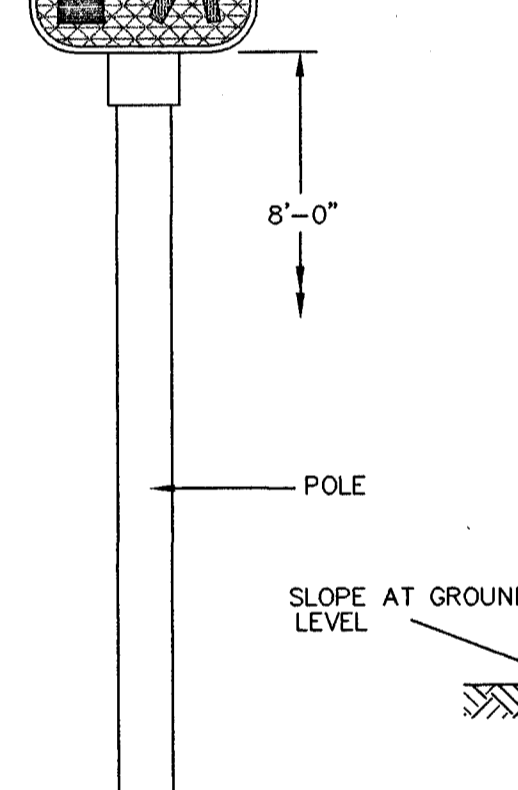
SIGNAL MOUNTING BRACKET (TYPICAL)



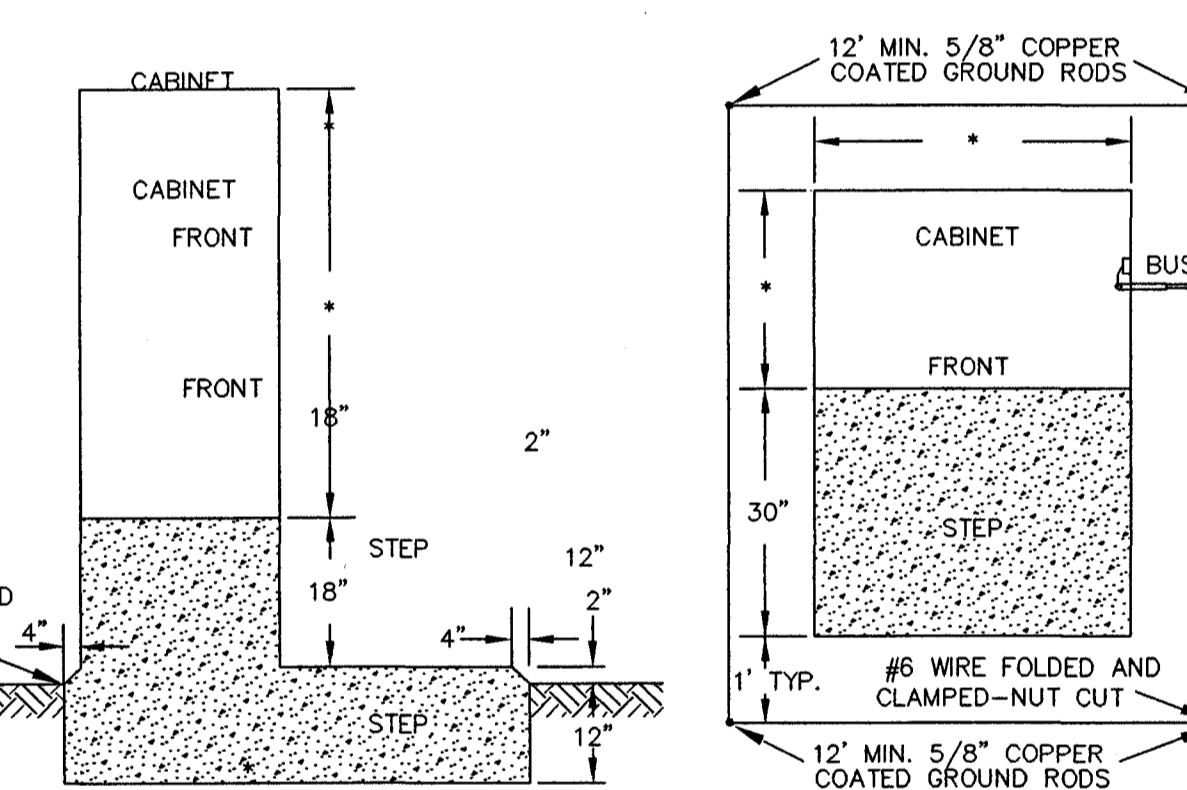
IDENTIFICATION PLATE DETAIL (COST ABSORBED)



FRONT VIEW



SIDE VIEW



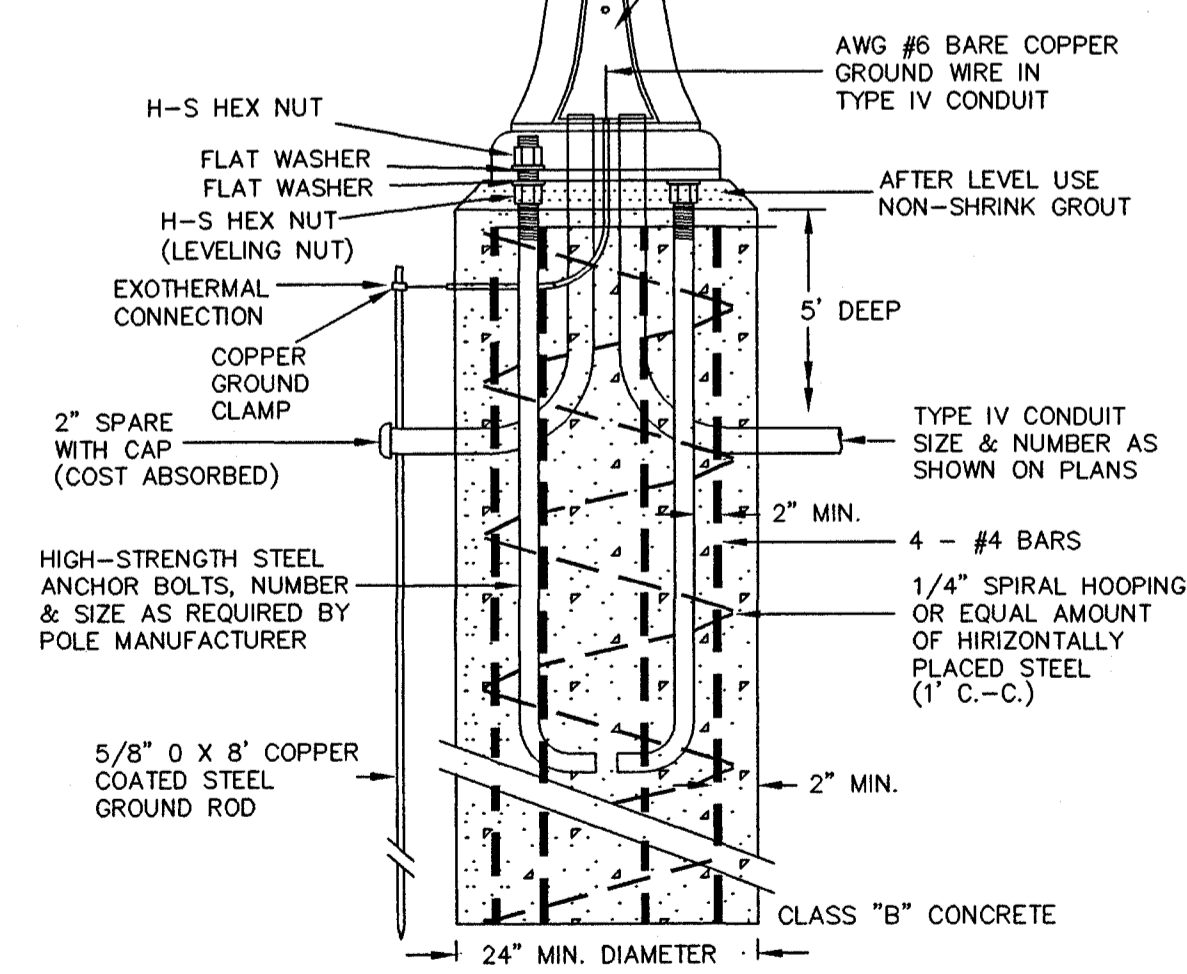
TOP VIEW

CONTROLLER BASE DETAIL

* CABINET DIMENSIONS TO MEET SIGNAL CABINET MANUFACTURER'S SPECIFICATIONS.
 NOMINAL DIMENSIONS: 8-PHASE - D=26", W=44", H=55"
 4-PHASE - D=17", W=30", H=52"

GENERAL FOUNDATION NOTES

1. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE MANUFACTURER. ANY FOUNDATION FAILING TO MEET THESE DIMENSIONS WILL BE REJECTED.
2. TYPE IV CONDUIT TO BE RUN INTERNALLY FOR CONCRETE AND STEEL POLES; TYPE I CONDUIT RISERS REQUIRED FOR WOOD POLES.
3. DESIGN WIND LOAD FOR POLES SHALL BE 70 MPH.
4. FOUNDATIONS TO BE CLASS "B" CONCRETE, MECHANICALLY VIBRATED WHEN POURING.
5. MINIMUM STEEL POLE FOUNDATION SHALL BE 30" DIA. X 10' DEEP.
6. #6 COPPER GROUND WIRE AND 5/8" DIA. COPPER GROUND ROD REQ'D. FOR ALL POLE FOUNDATIONS. (COST ABSORBED).



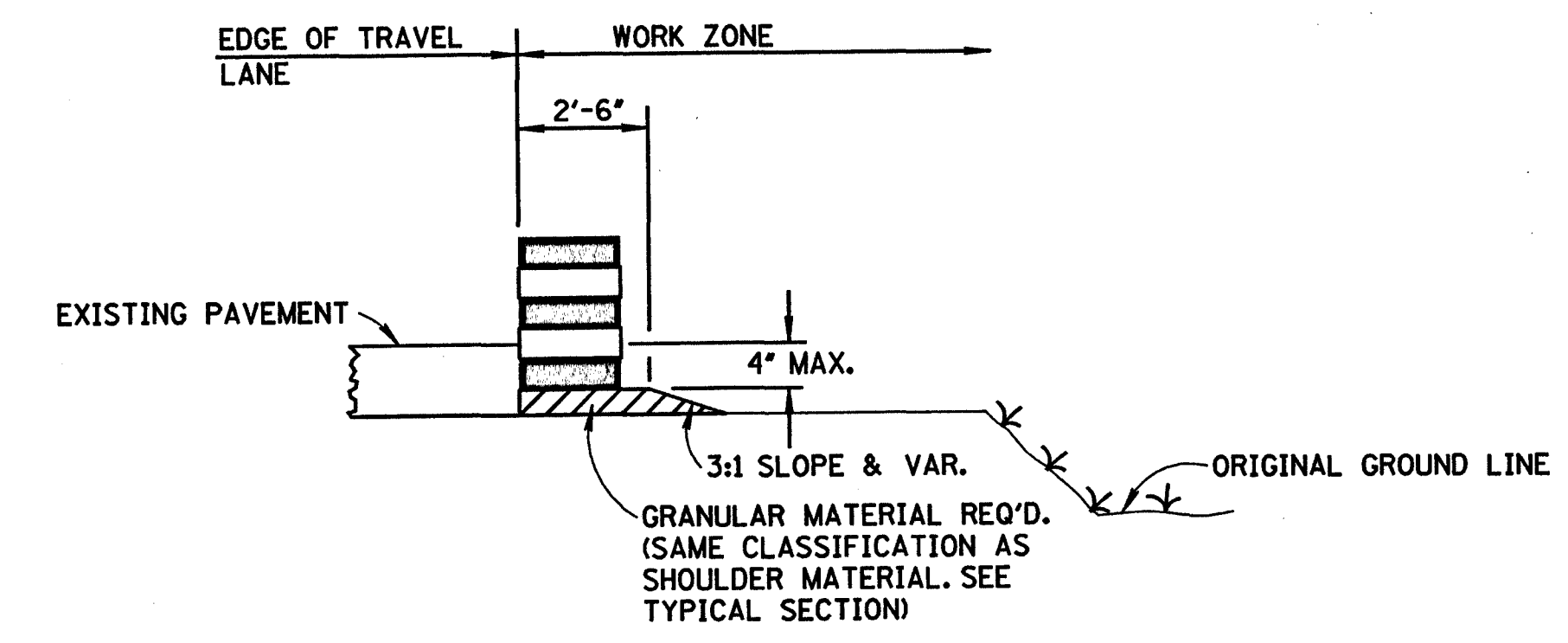
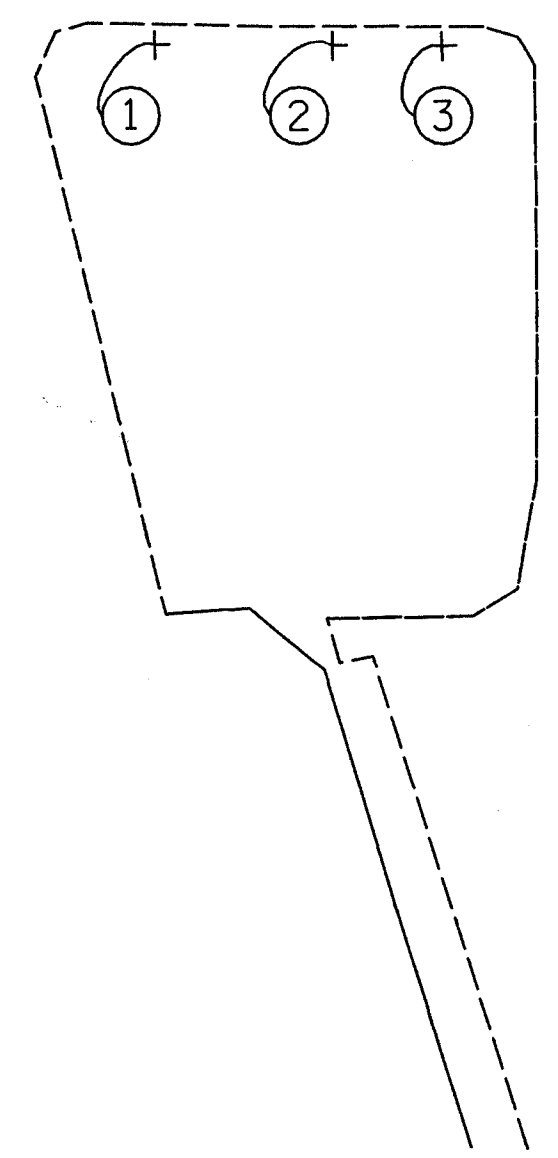
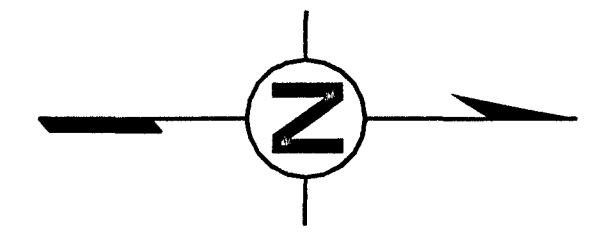
PEDESTAL POLE DETAIL

SIGNAL POLE & CONTROLLER CABINET STANDARD SIGNAL DETAIL
 U.S. HWY 51 & RIDGEWOOD RD.
 TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS
 PROJECT NO.: STP-7278-00(001)
 CITY OF RIDGELAND, MISSISSIPPI

DATE	REVISION	WORKING NUMBER
		SPC-1
		SHEET NUMBER
		13

WAGGONER ENGINEERING, INC.
 Consulting Engineers - Jackson, MS

HWY 51



TYPICAL PHASE I
DETAIL OF DRUM PLACEMENT ON LOW SHOULDERS

RIDGEWOOD RD.

DOUBLE YELLOW

LEGEND
WHITE

DRUMS @ 10' O.C.

24' LEGEND

DRUMS @ 30' O.C.

NOTES:

- ① SEE STANDARD SHEET 250 FOR LANE CLOSURE DETAILS.
- ② PLACE PORTABLE TYPE III BARRICADE IN PATH UPON COMMENCEMENT OF WORK IN AREA.
- ③ PAVEMENT EDGE DROP-OFF:
 - A. IF LESS THAN 2 INCHES, THEN NO DELINEATION DEVICES REQUIRED. PLACE A "SHOULDER WORK" SIGN (W21-5) 300 FEET IN ADVANCE OF THE WORK ZONE SHOULDER, AND A "LOW SHOULDER" SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE AT SPACINGS OF 750' O.C.
 - B. IF GREATER THAN 4 INCHES, THEN POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE IS NEEDED. IF THE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND THE DROP-OFF IS 8' OR MORE, DRUMS MAY BE USED.
 - C. FOR TEMPORARY CONDITIONS WHERE DROP-OFFS ARE GREATER THAN 4 INCHES DRUMS MAY BE USED TO IDENTIFY PROBLEM AREAS FOR SHORT DISTANCES DURING DAYLIGHT HOURS, WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.
- ④ REMOVE AND SALVAGE EXISTING REGULATORY SPEED LIMIT SIGNS WITHIN WORK AREA, CITY TO PICK UP.
- ⑤ CONTROL SIGNAGE AND STOP BARS FOR SIDE ROADS TO BE MAINTAINED DURING CONSTRUCTION.
- ⑥ SIGNAL CONTROLLER SHALL RUN FIXED-TIME OPERATION DURING CONSTRUCTION PHASE. TIMING TO BE DETERMINED BY ENGINEER.
- ⑦ EXISTING ACCESS TO BUSINESSES AND PRIVATE DRIVES TO BE MAINTAINED.

CONSTRUCTION SIGN SCHEDULE		
SIGN NUMBER	MUTCD NUMBER	DESCRIPTION
①	W20-1	ROAD WORK 1500 FEET
②	W20-1	ROAD WORK 1000 FEET
③	W20-1	ROAD WORK 500 FEET
④	G20-1	ROAD WORK NEXT --- MILES
⑤	G20-2A	END ROAD WORK
⑥	W6-3	TWO WAY TRAFFIC

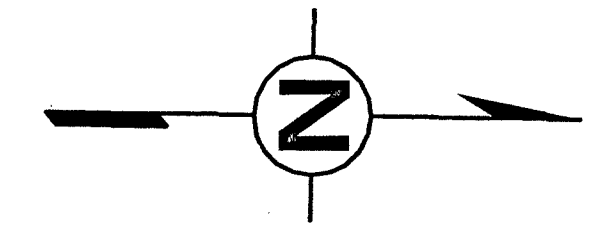
- LEGEND
- PHASE I
 - TRAFFIC DRUMS
 - SIGN

U.S. HWY. 51 @ RIDGEWOOD RD
TRAFFIC SIGNAL INSTALLATION
& STREET IMPROVEMENTS

**TRAFFIC CONTROL PLAN
PHASE I**

WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		WORKING NUMBER TC-1
DRAWN BY: _____	DATE: _____	SHEET NUMBER
REVIEWED BY: _____	SCALE: _____	8

WAGGONER ENGINEERING, INC. 11/20/2002 02:05:55 PM



U.S. HWY 51

DRUMS @ 30' O.C.

24" LEGEND

LEGEND WHITE

DRUMS @ 10' O.C.

DOUBLE YELLOW

DETAIL WHITE

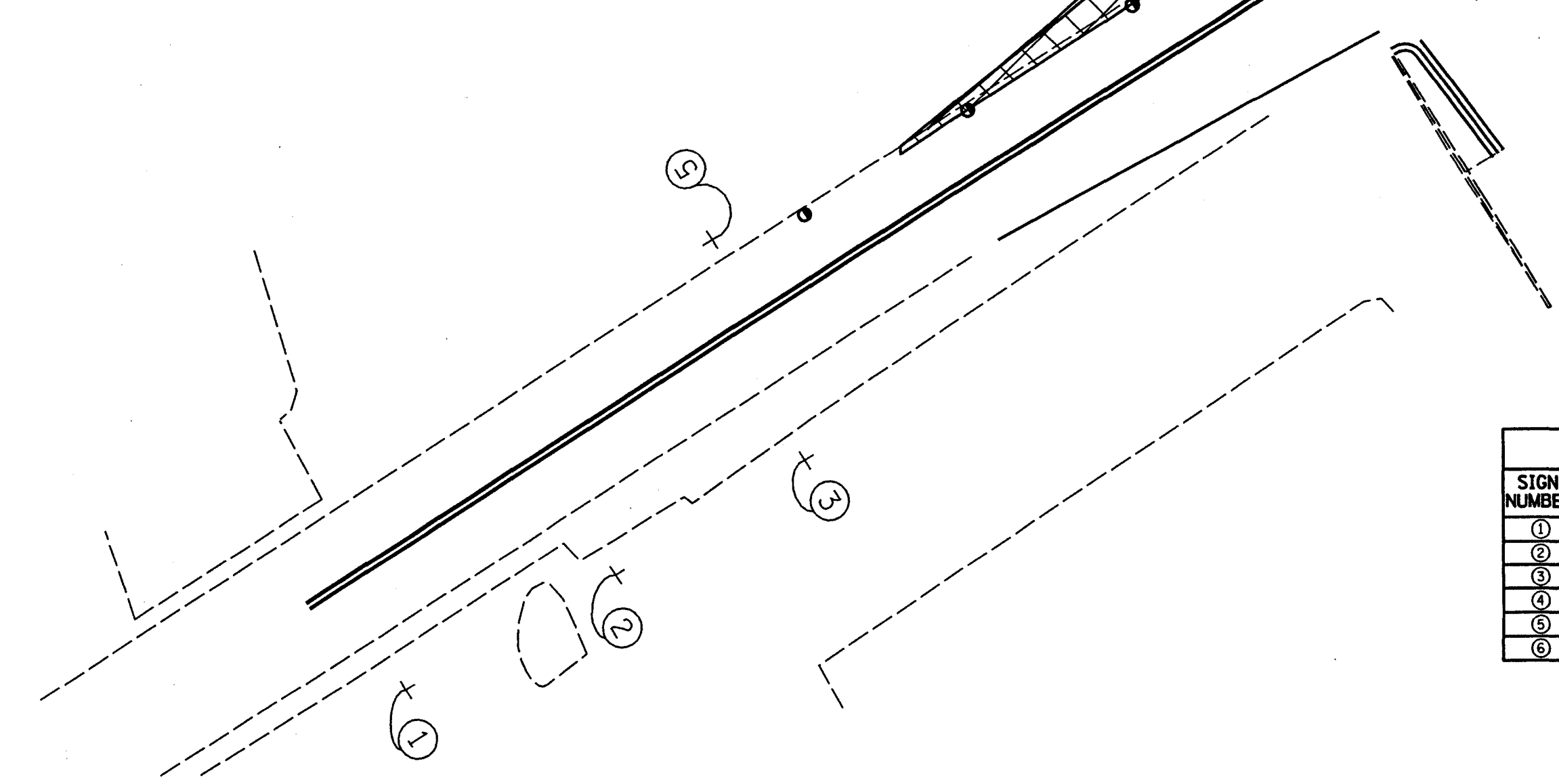
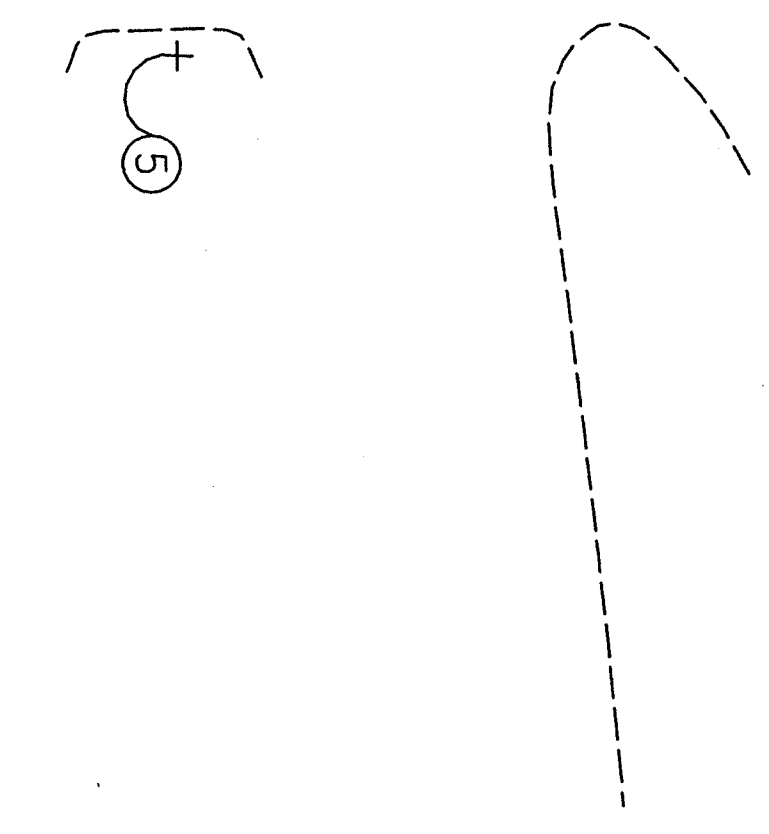
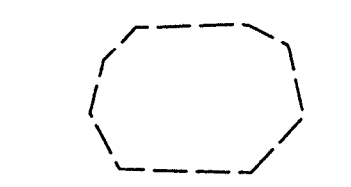
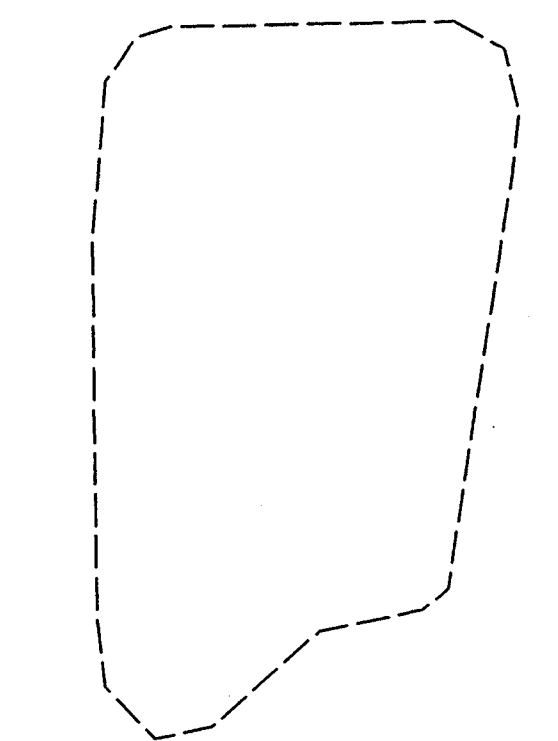
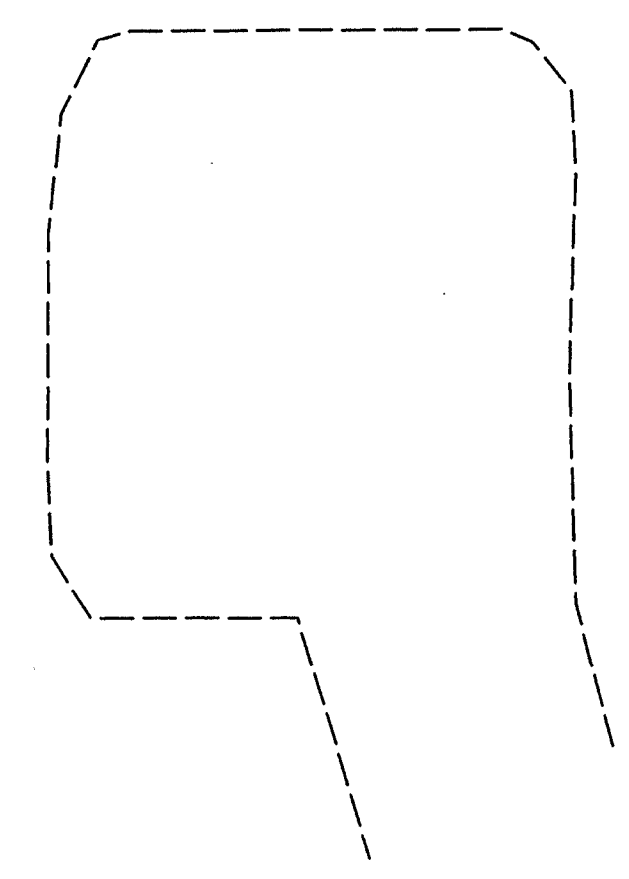
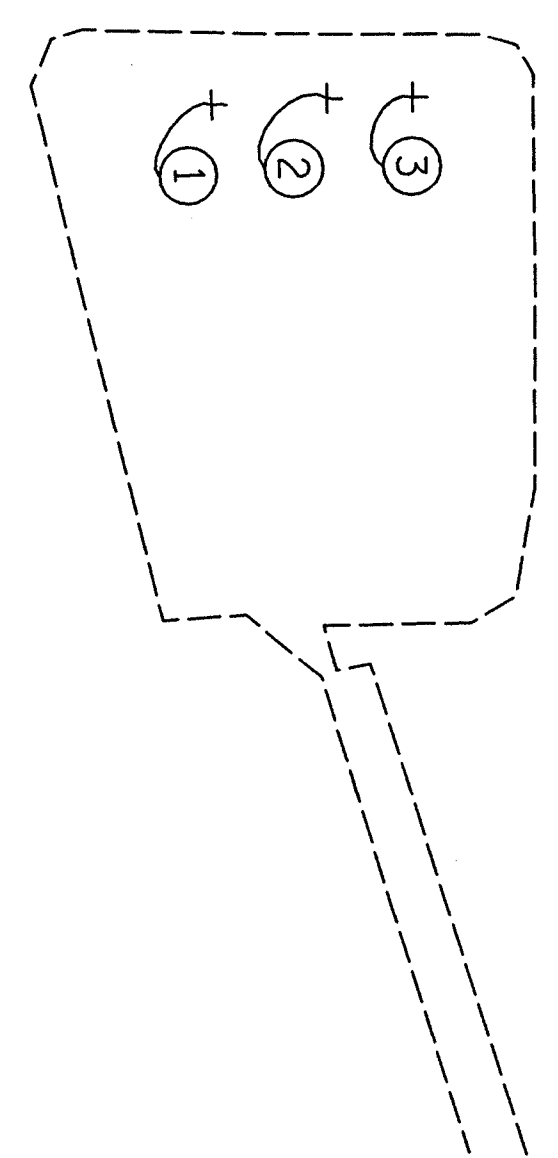
LEGEND WHITE

RIDGEWOOD RD.

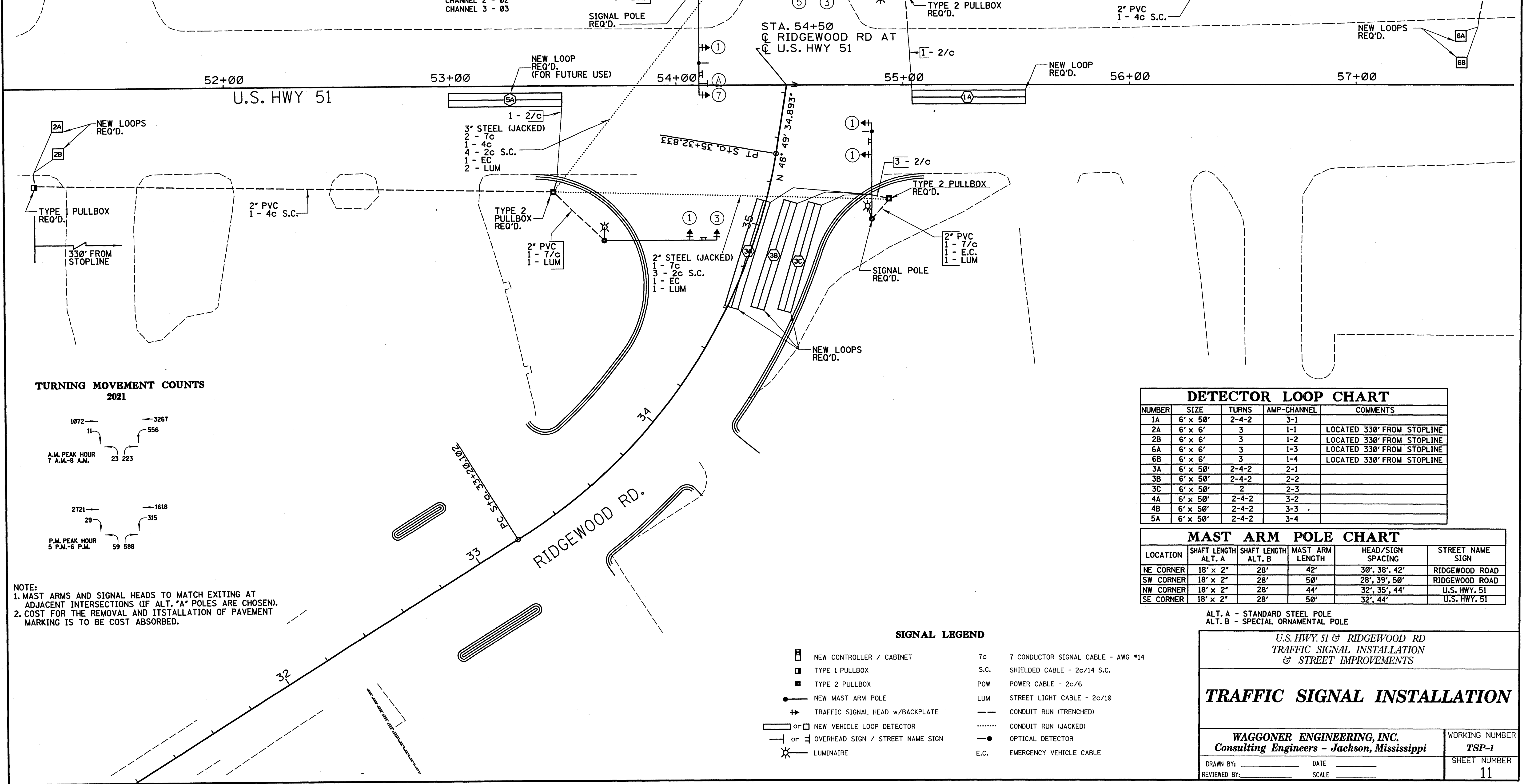
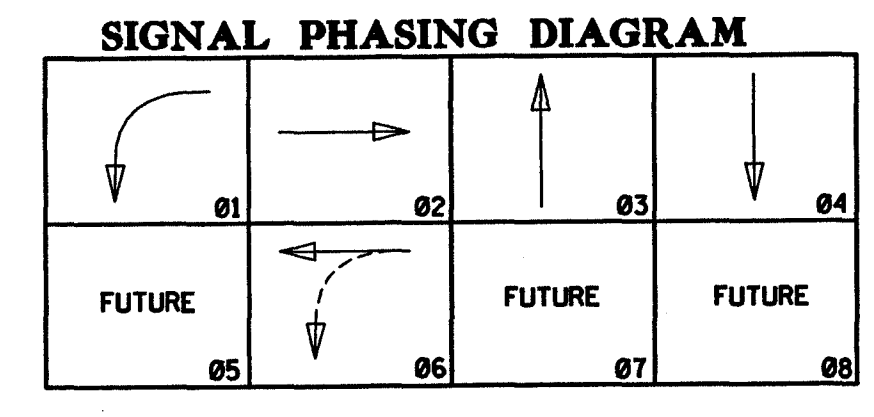
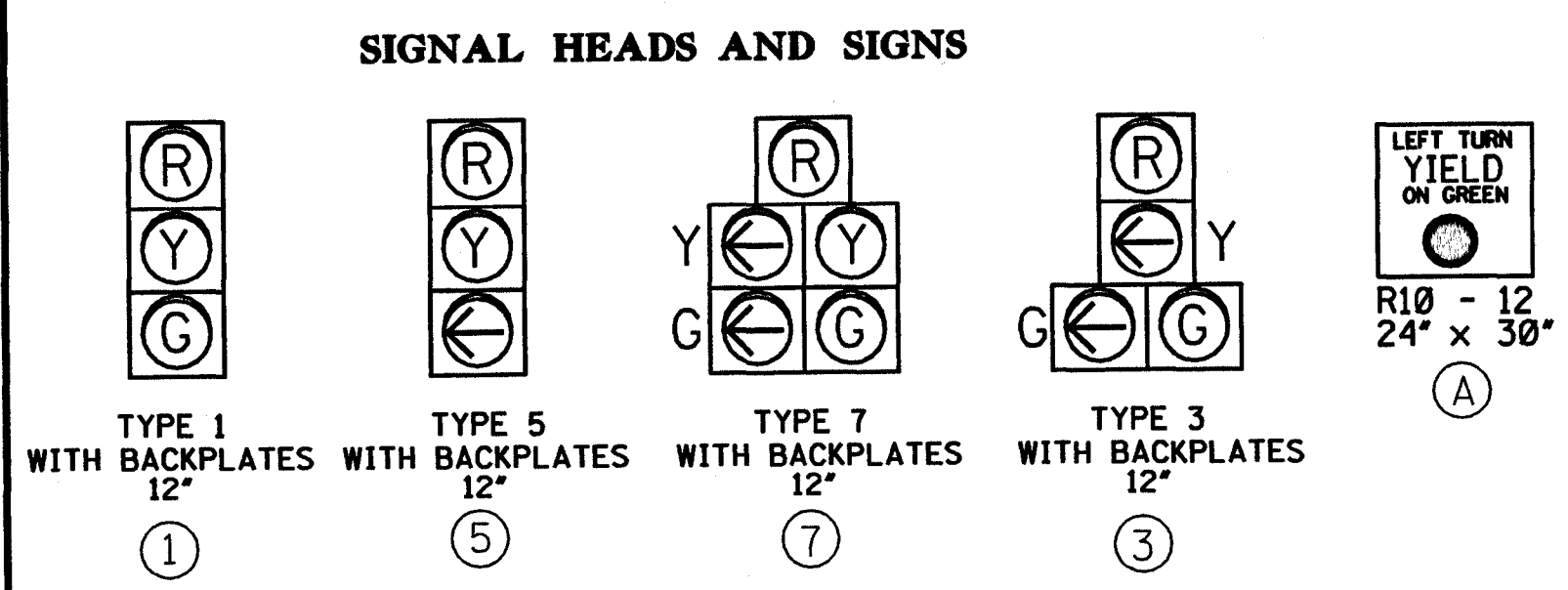
CONSTRUCTION SIGN SCHEDULE		
SIGN NUMBER	MUTCD NUMBER	DESCRIPTION
①	W20-1	ROAD WORK 1500 FEET
②	W20-1	ROAD WORK 1000 FEET
③	W20-1	ROAD WORK 500 FEET
④	C20-1	ROAD WORK NEXT --- MILES
⑤	C20-2A	END ROAD WORK
⑥	W6-3	TWO WAY TRAFFIC

- LEGEND
- PHASE II
 - TRAFFIC DRUMS
 - SIGN

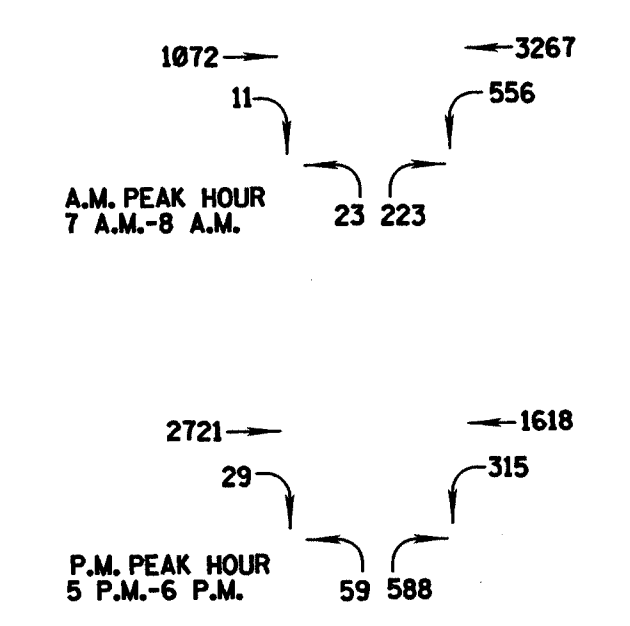
U.S. HWY. 51 @ RIDGEWOOD RD TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS	
<h2 style="margin: 0;">TRAFFIC CONTROL PLAN</h2> <h3 style="margin: 0;">PHASE II</h3>	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	WORKING NUMBER TC-2
DRAWN BY: _____ DATE _____ REVIEWED BY: _____ SCALE _____	SHEET NUMBER 9



W:\PROJECTS\11720\11720.dwg 11/20/2002 02:10:28 PM



TURNING MOVEMENT COUNTS 2021



NOTE:
 1. MAST ARMS AND SIGNAL HEADS TO MATCH EXITING AT ADJACENT INTERSECTIONS (IF ALT. "A" POLES ARE CHOSEN).
 2. COST FOR THE REMOVAL AND INSTALLATION OF PAVEMENT MARKING IS TO BE COST ABSORBED.

DETECTOR LOOP CHART

NUMBER	SIZE	TURNS	AMP-CHANNEL	COMMENTS
1A	6' x 50'	2-4-2	3-1	
2A	6' x 6'	3	1-1	LOCATED 330' FROM STOPLINE
2B	6' x 6'	3	1-2	LOCATED 330' FROM STOPLINE
6A	6' x 6'	3	1-3	LOCATED 330' FROM STOPLINE
6B	6' x 6'	3	1-4	LOCATED 330' FROM STOPLINE
3A	6' x 50'	2-4-2	2-1	
3B	6' x 50'	2-4-2	2-2	
3C	6' x 50'	2	2-3	
4A	6' x 50'	2-4-2	3-2	
4B	6' x 50'	2-4-2	3-3	
5A	6' x 50'	2-4-2	3-4	

MAST ARM POLE CHART

LOCATION	SHAFT LENGTH ALT. A	SHAFT LENGTH ALT. B	MAST ARM LENGTH	HEAD/SIGN SPACING	STREET NAME SIGN
NE CORNER	18' x 2"	28'	42'	30', 38', 42'	RIDGEWOOD ROAD
SW CORNER	18' x 2"	28'	50'	28', 39', 50'	RIDGEWOOD ROAD
NW CORNER	18' x 2"	28'	44'	32', 35', 44'	U.S. HWY. 51
SE CORNER	18' x 2"	28'	50'	32', 44'	U.S. HWY. 51

- ### SIGNAL LEGEND
- NEW CONTROLLER / CABINET
 - TYPE 1 PULLBOX
 - TYPE 2 PULLBOX
 - NEW MAST ARM POLE
 - TRAFFIC SIGNAL HEAD w/BACKPLATE
 - or ○ NEW VEHICLE LOOP DETECTOR
 - or — OVERHEAD SIGN / STREET NAME SIGN
 - ⊗ LUMINAIRE
 - Tc 7 CONDUCTOR SIGNAL CABLE - AWG #14
 - S.C. SHIELDED CABLE - 2c/14 S.C.
 - POW POWER CABLE - 2c/6
 - LUM STREET LIGHT CABLE - 2c/10
 - CONDUIT RUN (TRENCHED)
 - CONDUIT RUN (JACKED)
 - OPTICAL DETECTOR
 - E.C. EMERGENCY VEHICLE CABLE

ALT. A - STANDARD STEEL POLE
 ALT. B - SPECIAL ORNAMENTAL POLE

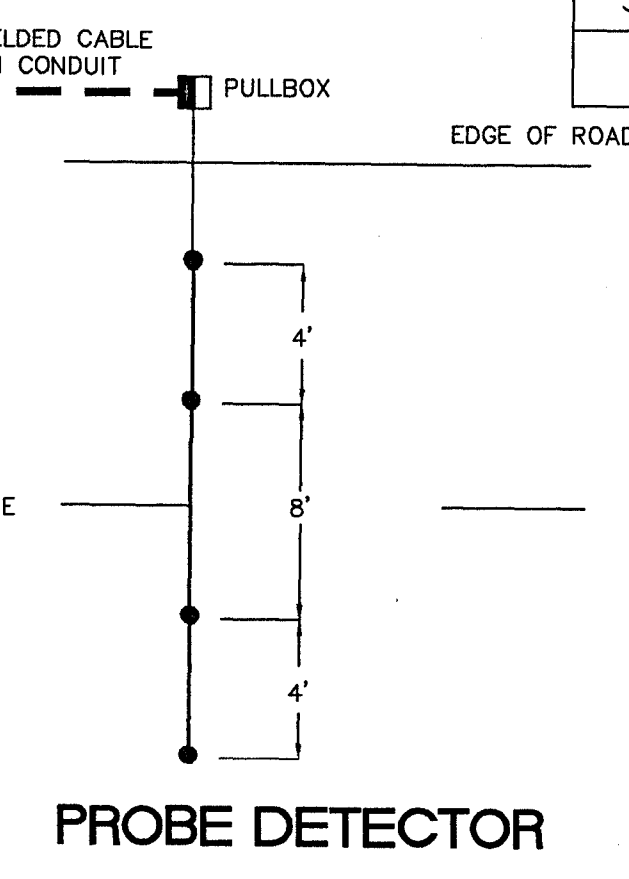
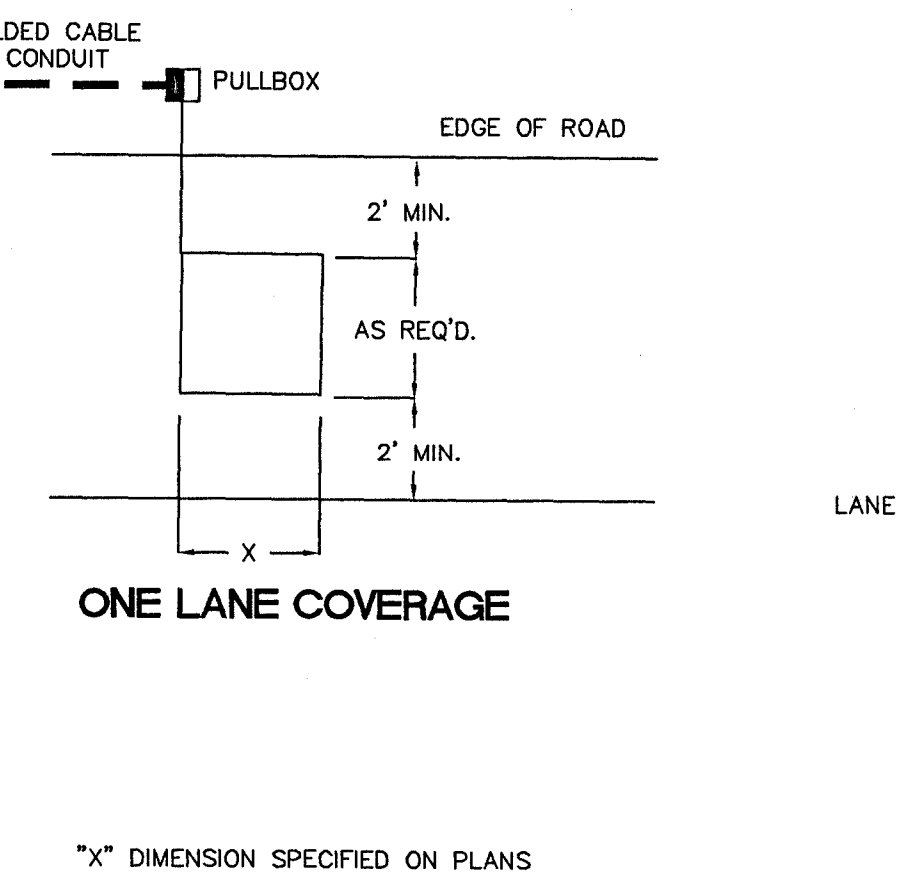
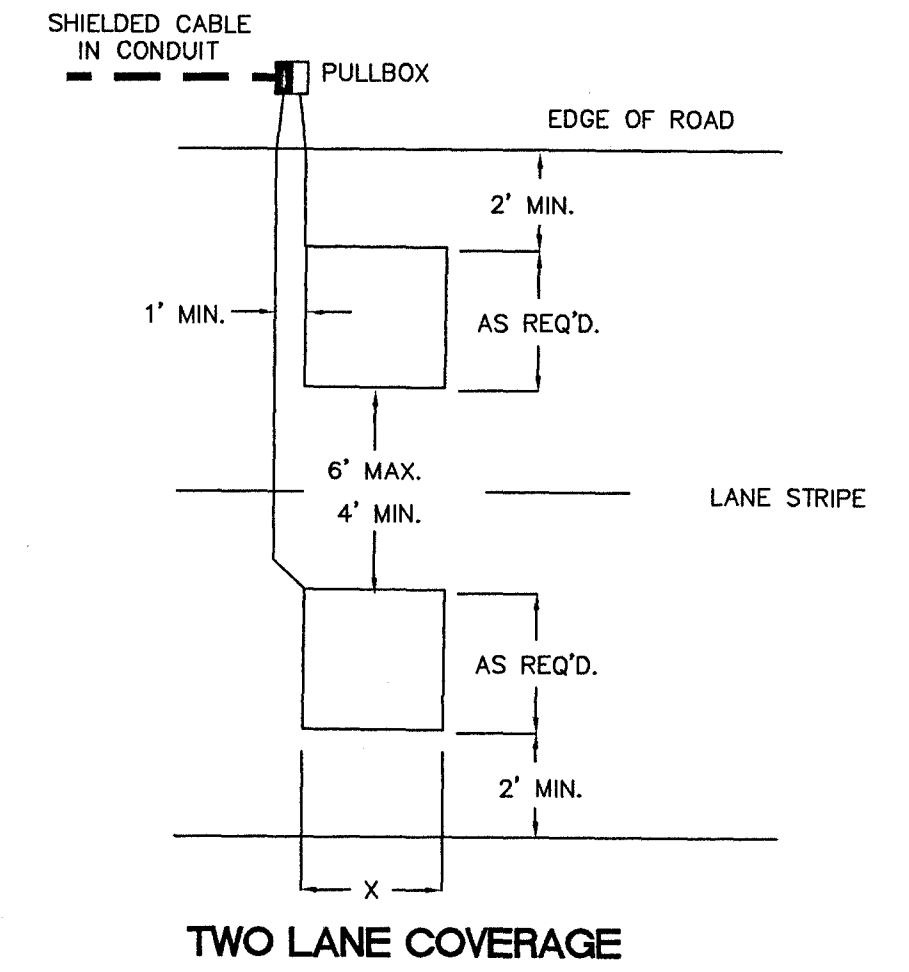
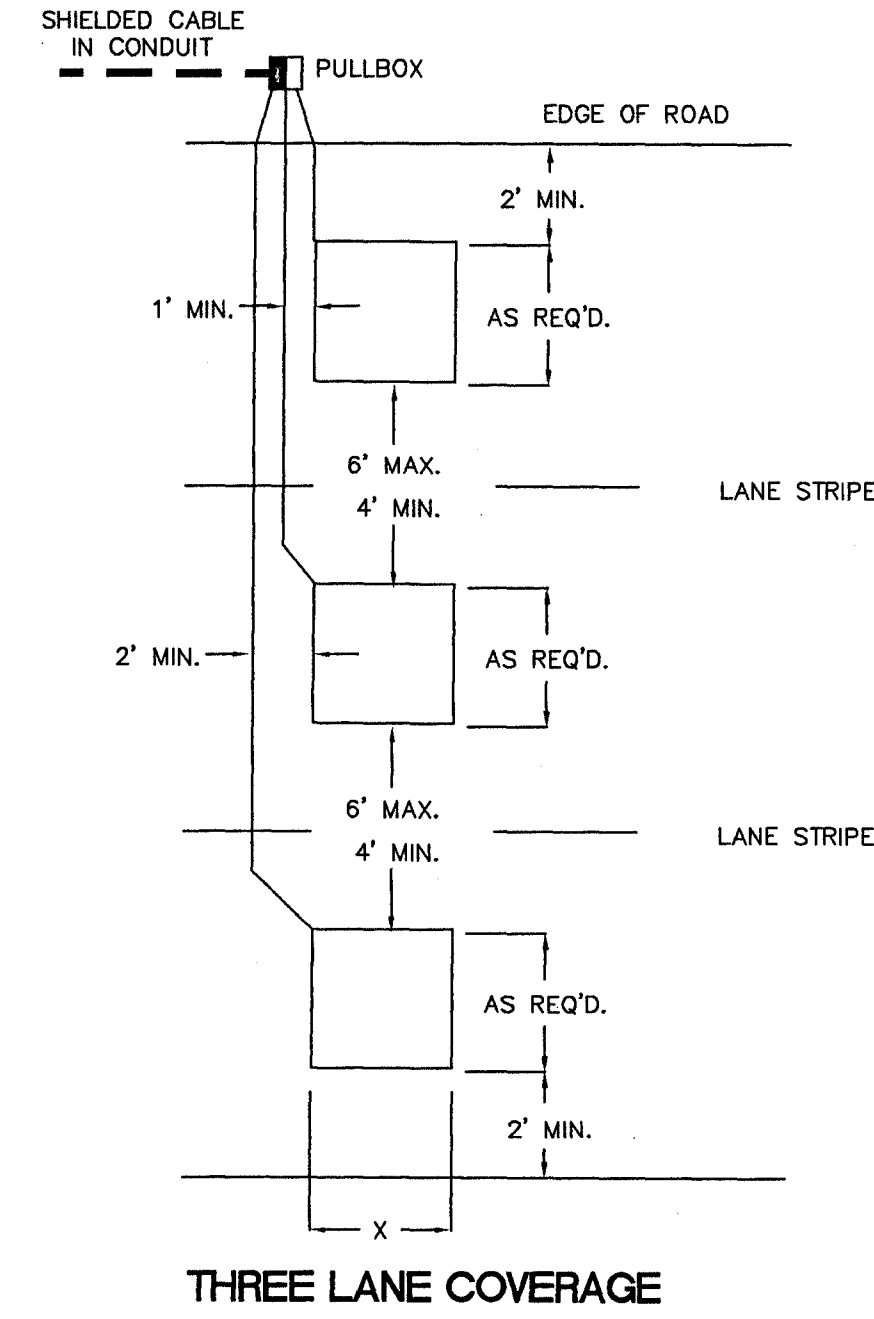
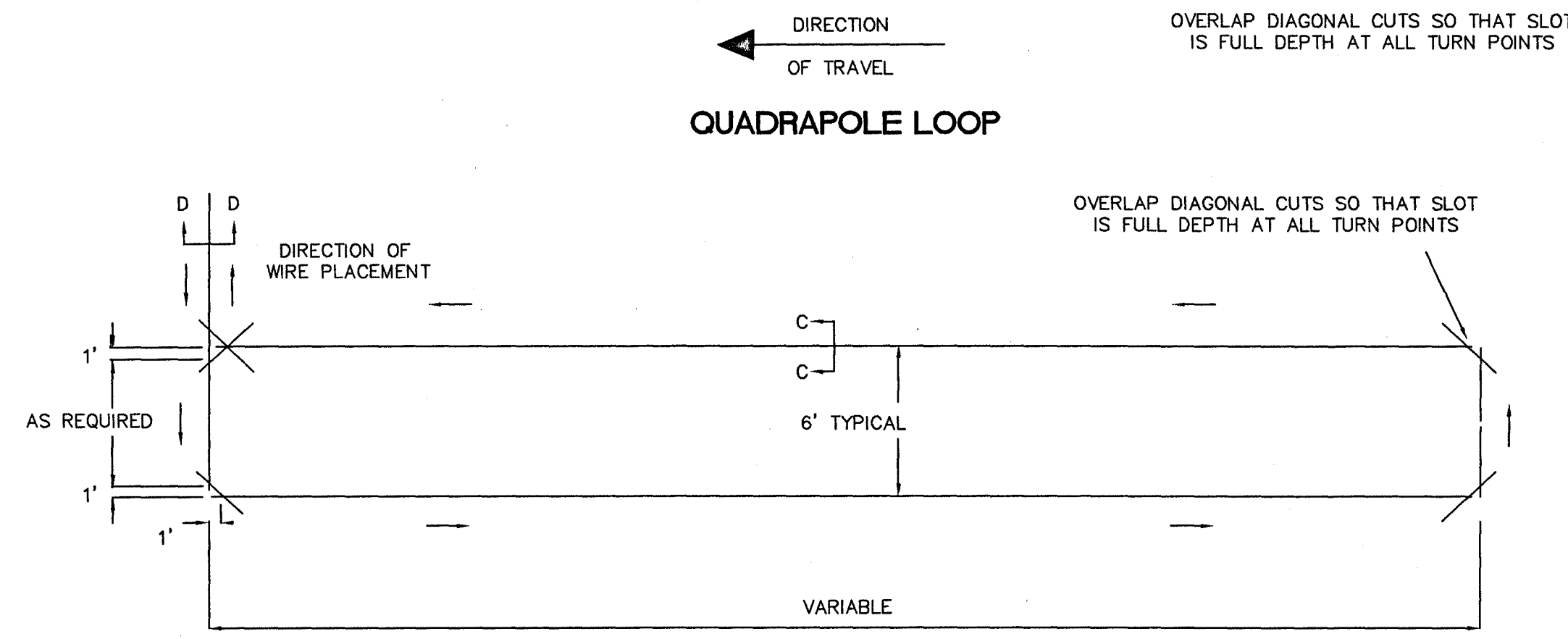
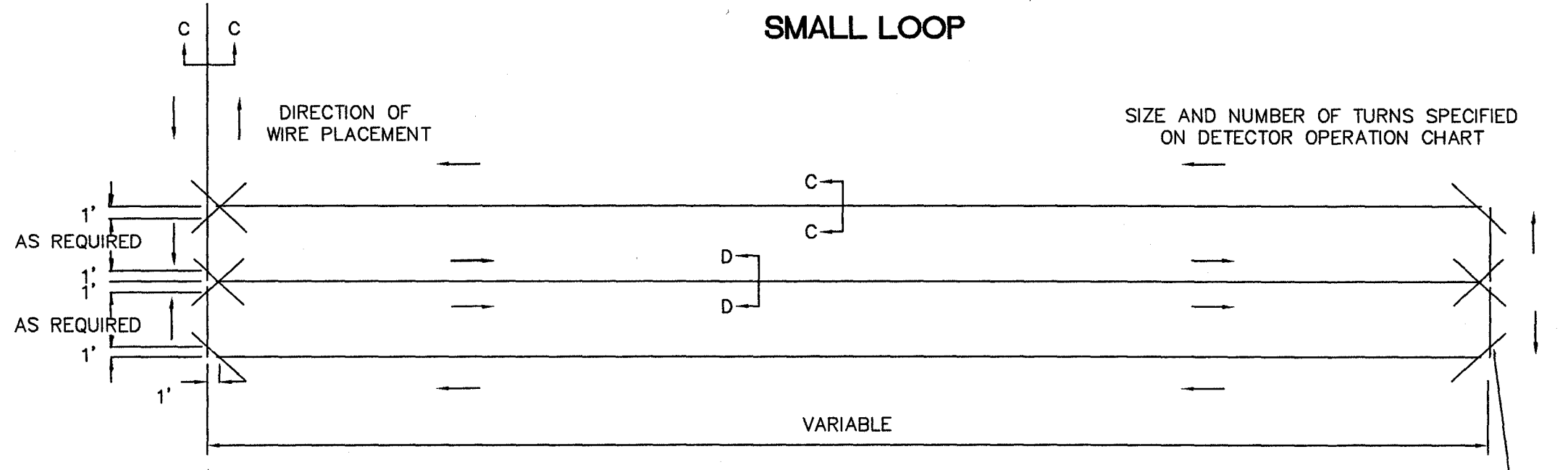
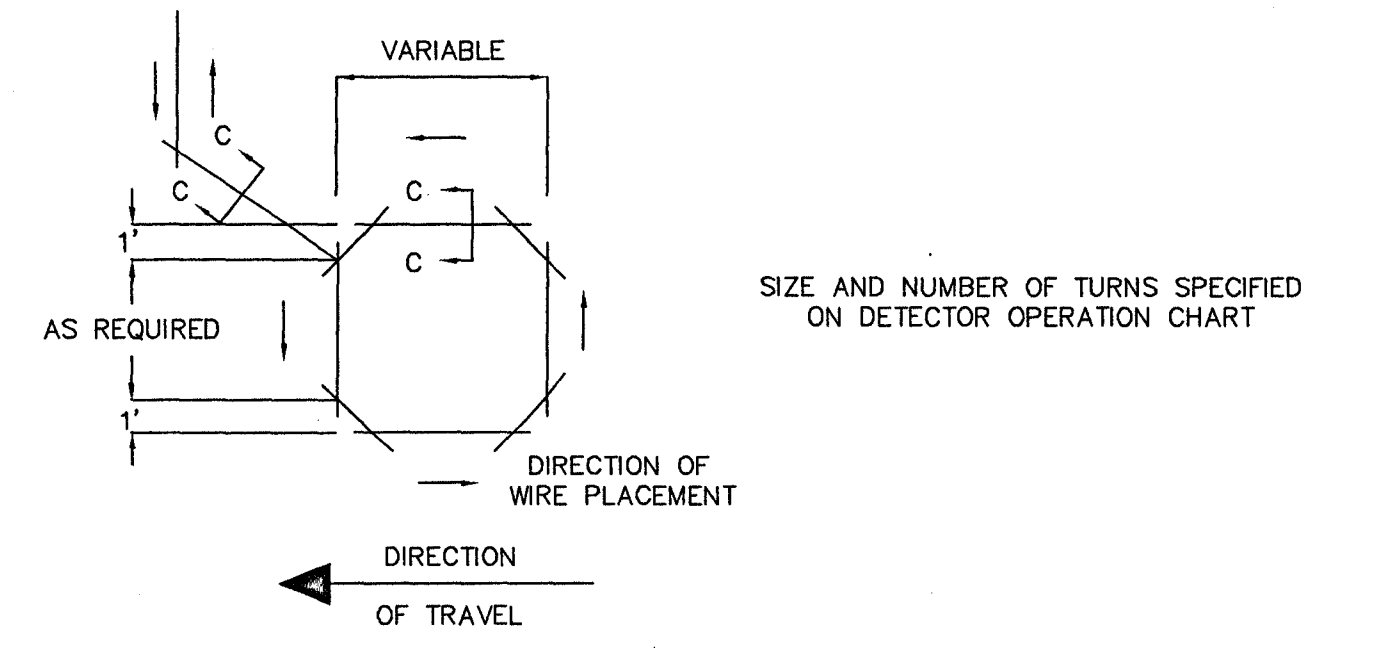
U.S. HWY. 51 @ RIDGEWOOD RD
 TRAFFIC SIGNAL INSTALLATION
 & STREET IMPROVEMENTS

TRAFFIC SIGNAL INSTALLATION

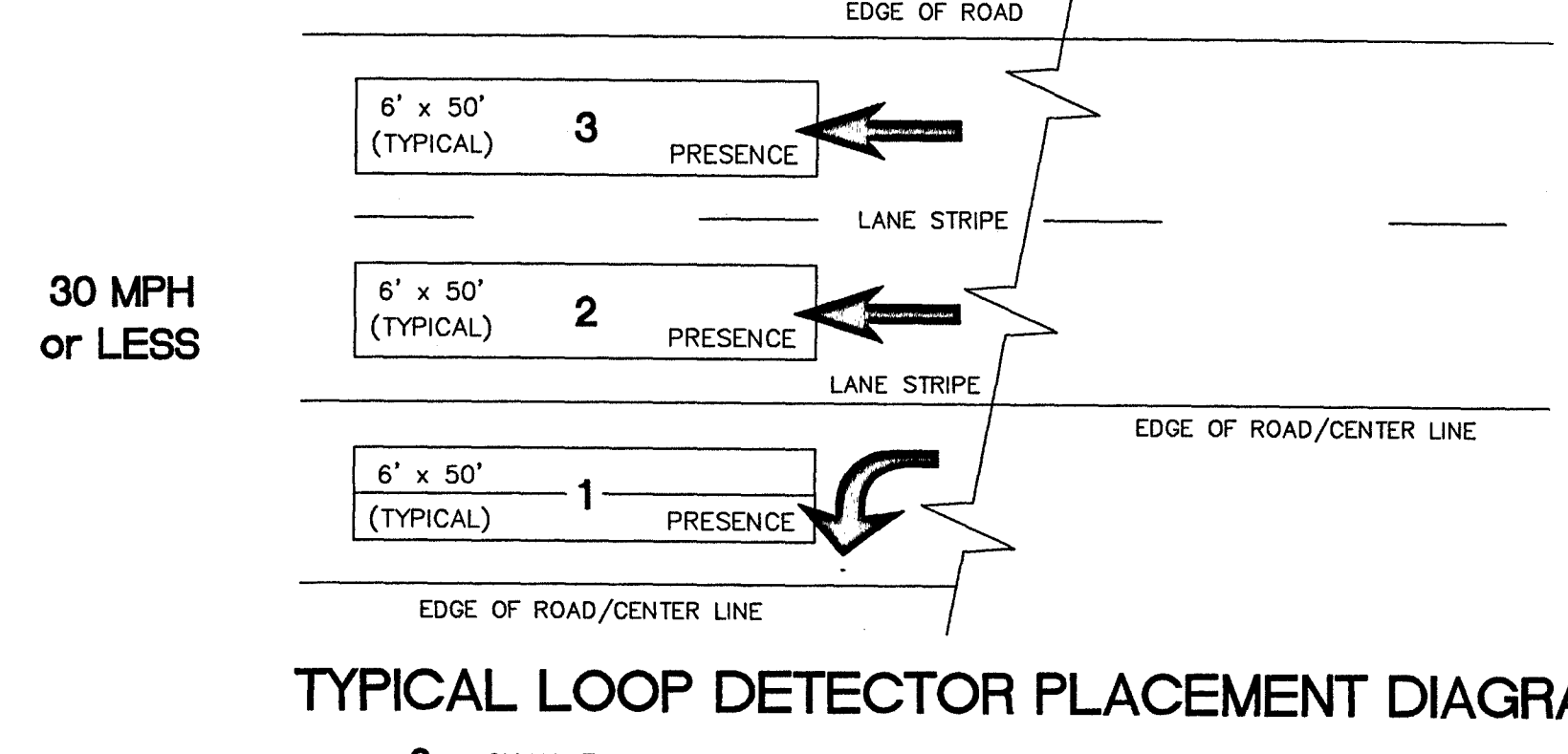
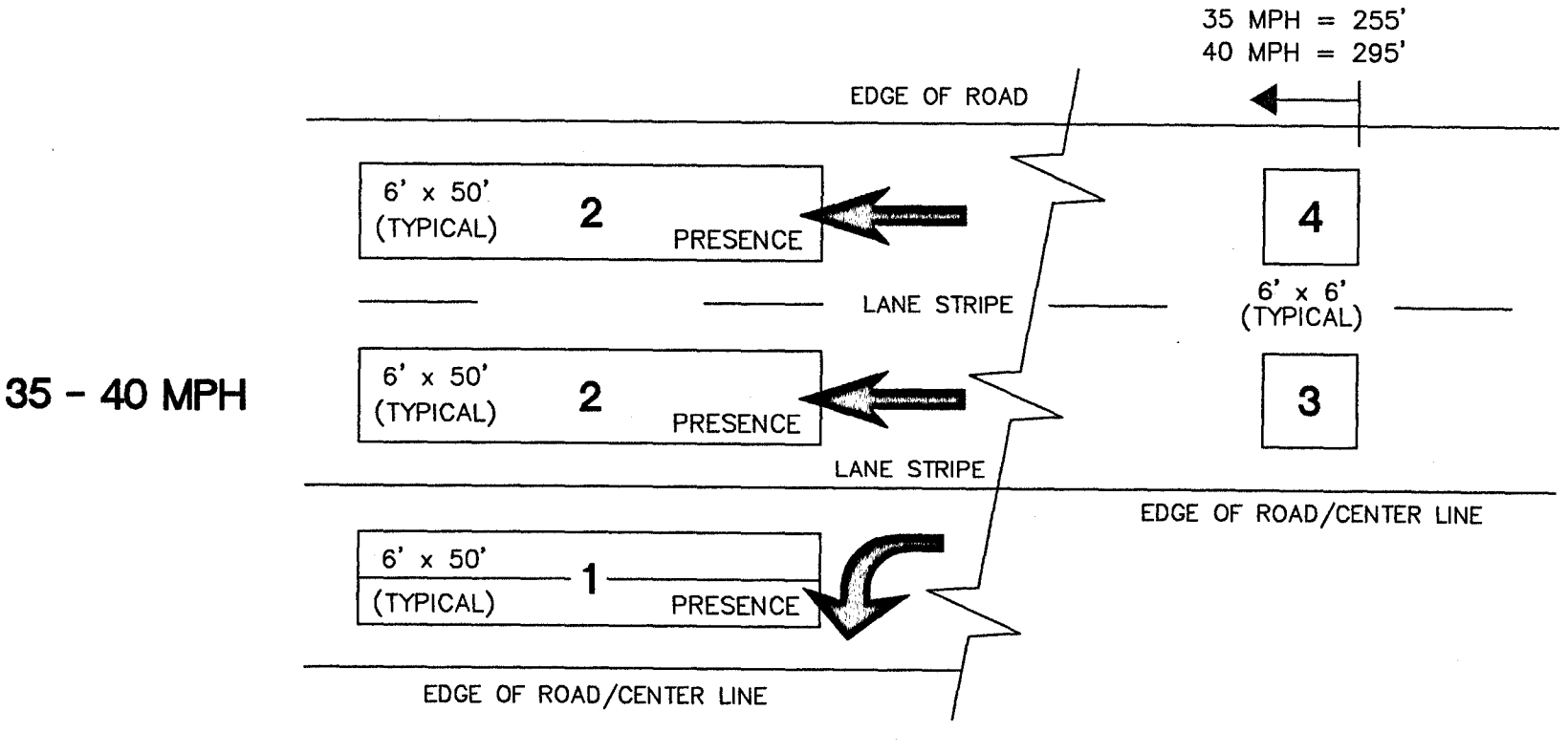
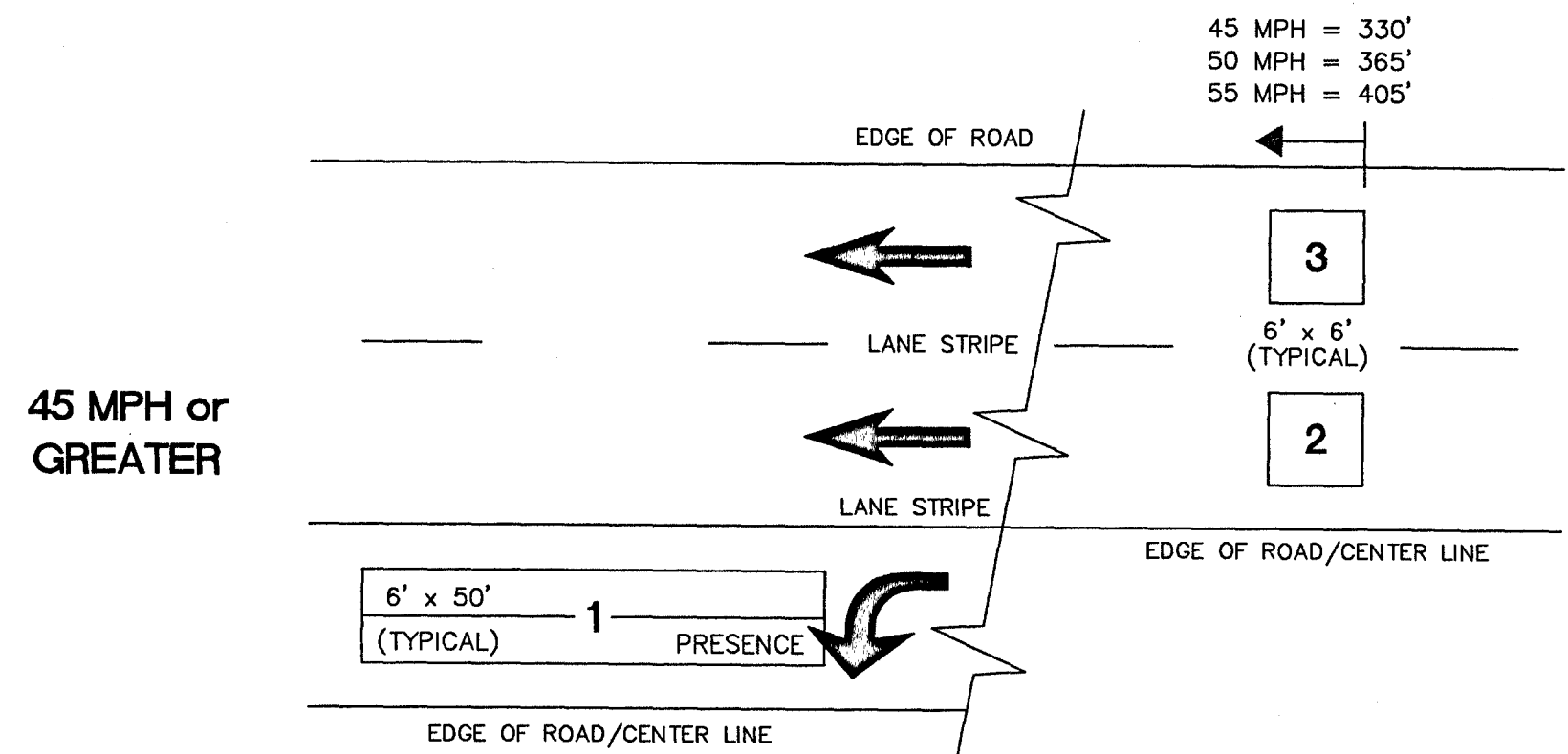
WAGGONER ENGINEERING, INC.
 Consulting Engineers - Jackson, Mississippi

WORKING NUMBER: TSP-1
 SHEET NUMBER: 11

DRAWN BY: _____ DATE: _____
 REVIEWED BY: _____ SCALE: _____

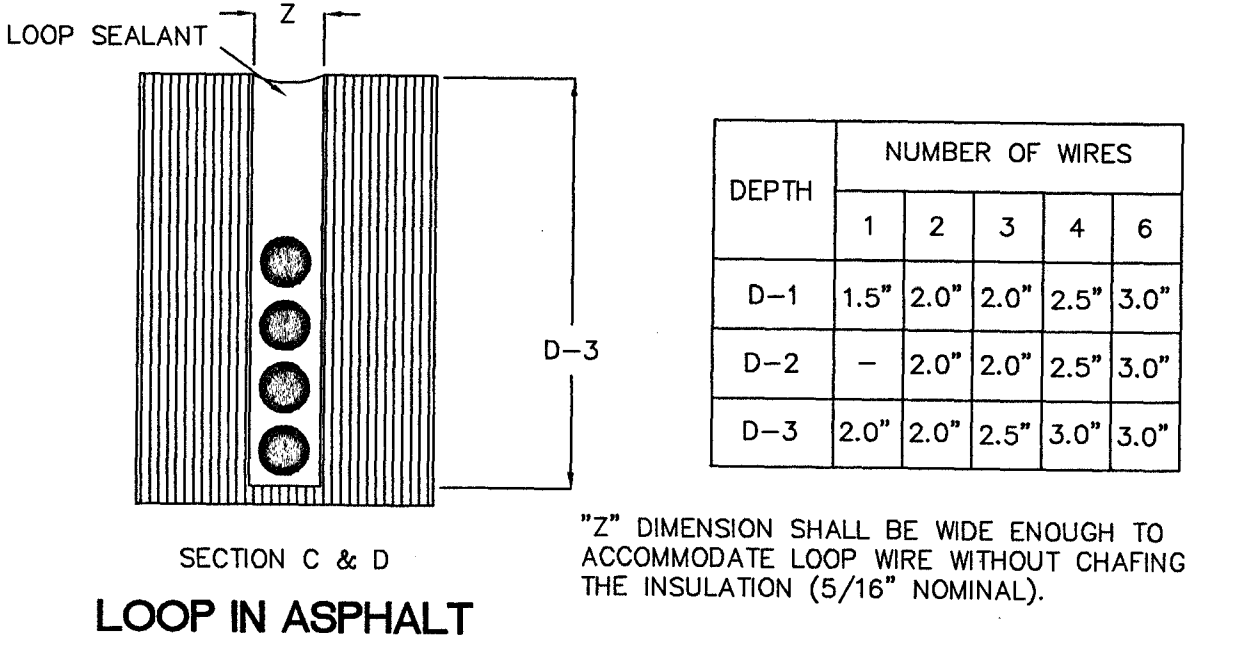
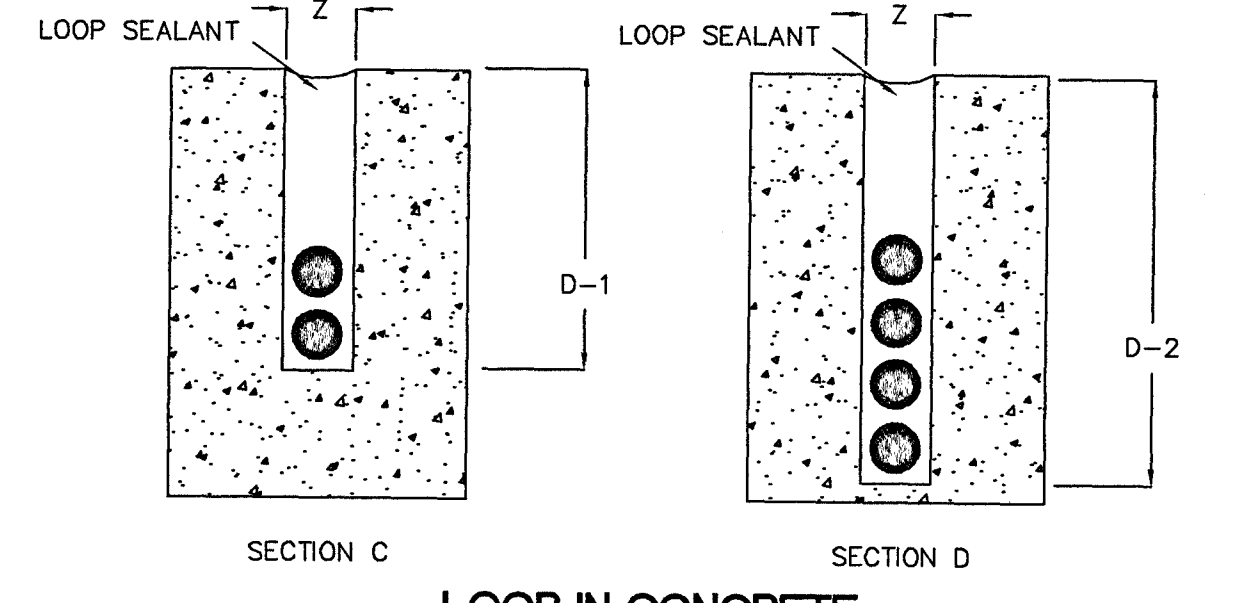


TYPICAL LOOP DETECTOR LANE COVERAGE DIAGRAM



TYPICAL LOOP DETECTOR PLACEMENT DIAGRAM

3 = CHANNEL NUMBER
 MPH IS BASED ON SPEED LIMIT
 ALL DISTANCES FROM STOPLINE
 AMP 1-#2, AMP 2-#4, AMP 3-#6, AMP 4-#8



DEPTH	NUMBER OF WIRES				
	1	2	3	4	6
D-1	1.5"	2.0"	2.0"	2.5"	3.0"
D-2	-	2.0"	2.0"	2.5"	3.0"
D-3	2.0"	2.0"	2.5"	3.0"	3.0"

"Z" DIMENSION SHALL BE WIDE ENOUGH TO ACCOMMODATE LOOP WIRE WITHOUT CHAFING THE INSULATION (5/16" NOMINAL).

SAW SLOT DETAIL

SAW SLOT AND LOOP WIRE INSTALLATION PROCEDURES

- CONCRETE PAVEMENT JOINTS SHALL NOT BE USED FOR EITHER LOOP OR FEEDER WIRE. NO LOOPS ARE TO BE INSTALLED THROUGH, OVER, OR UNDER TRANSVERSE CONCRETE JOINTS IN CONCRETE PAVEMENT. NO MANHOLES, INLETS, VALVES, ETC. MAY BE LOCATED WITHIN A LOOP. IF JOINTS OR MANHOLES ARE ENCOUNTERED, THE LOCATION OF THE LOOP MAY BE VARIED SLIGHTLY AS DIRECTED BY THE ENGINEER. IF THE JOINTS OR MANHOLES ARE UNAVOIDABLE, SMALLER LOOPS, THE SIZE TO BE DETERMINED BY THE ENGINEER, MAY BE USED INSTEAD OF ONE LARGER LOOP AND SHALL PROVIDE THE SAME AREA OF COVERAGE AS THE LARGE LOOP. THE SMALLER LOOPS USED TO REPLACE THE ONE LARGE LOOP MAY BE CONNECTED TO ONE DETECTOR AMPLIFIER.
- WHEN A BEND OR CORNER IS REQUIRED THE SLOTS PRODUCING THE "WOULD-BE" RIGHT ANGLE SHALL NOT OVERLAP.
- WHEN A BEND OR CORNER IS REQUIRED THE SLOTS PRODUCING THE ANGLES APPROXIMATELY 45° SHALL OVERLAP THE SLOTS IT CONNECTS. THIS IS TO INSURE FULL DEPTH OF SLOTS AT BENDS OR CORNERS.
- ALL CORNERS OF THE LOOP SHALL BE CUT AT A 45° ANGLE AND HAVE A MINIMUM DIAGONAL LENGTH OF 16".
- SAW CUTS IN THE PAVEMENT SHALL BE FLUSHED WITH CLEAN WATER UNDER SUFFICIENT PRESSURE TO REMOVE MUD AND SMALL DEBRIS. SAW CUTS SHALL THEN BE DRIED AND CLEANED OF ALL DEBRIS BEFORE INSTALLING THE LOOP WIRE.
- ONE CONTINUOUS, UNBROKEN LENGTH OF WIRE SHALL BE USED TO FORM A LOOP OF THE NUMBER OF TURNS AS SPECIFIED IN THE PLANS. THE CONTINUOUS RUN SHALL BE FROM THE PULLBOX/CONDULET INCLUDING THE LOOP AND RETURN.
- ALL WIRE SHALL BE PUSHED INTO THE SAW CUT WITH WOOD STICKS TO INSURE THE INSULATION IS NOT DAMAGED. THE USE OF METAL TOOLS IS NOT PERMITTED.
- SPLICE BETWEEN LEAD-IN AND SHIELDED CABLE REQUIRED IN PULLBOX OR CONDULET. ALL SPLICES IN THE LEAD-IN WIRE SHALL BE MADE ONLY IN THE PULLBOX OR CONDULET. ALL SPLICES MUST BE CAREFULLY MADE TO INSURE CONSTANT LOW RESISTANCE AND MUST BE INSULATED IN SUCH A MANNER THAT UNDER THE LOCAL PREVAILING CONDITIONS THE INSTALLATION MAINTAINS A RESISTANCE TO GROUND OF NOT LESS THAN 5 MEGOHMS. TO INSURE CONSISTENT LOW RESISTANCE CONNECTIONS, THE SPLICES SHALL BE SOLDERED WITH RESIN FILLED SOLDER AND WATERPROOFED BY SHRINK WRAP OR BY OTHER METHOD APPROVED BY THE ENGINEER. OPEN FLAME SOLDER SHALL NOT BE PERMITTED.
- WHERE THE WIRES LEAVE THE LOOP, EACH PAIR OF LEAD-IN WIRES MUST BE TWISTED TOGETHER WITH A MINIMUM OF THREE TWISTS PER FOOT.
- IF THE LEAD-IN IS TAKEN OVERHEAD THE WIRE MUST BE PROTECTED BY CONDUIT (TYPE I) FROM UNDERGROUND TO SPAN.
- WHEN A PULLBOX IS NOT USED IN THE LEAD-IN (THE WIRE WHICH CONNECTS THE SENSING LOOP TO THE DETECTOR AMPLIFIER), THE LOOP WIRE SHALL BE TWISTED A MINIMUM OF THREE TURNS PER FOOT FROM THE LOOP TO THE DETECTOR AMPLIFIER.

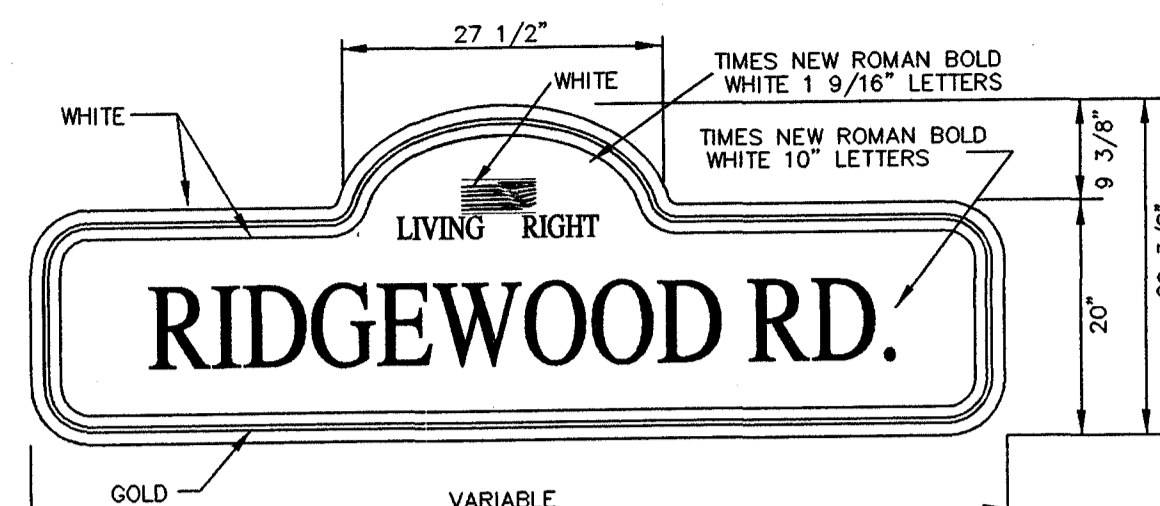
VEHICLE LOOP DETECTOR ASSEMBLY
U.S. HWY. 51 & RIDGEWOOD RD.
TRAFFIC SIGNAL INSTALLATION
& STREET IMPROVEMENTS
PROJECT NO.: STP-7278-00(001)
CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, MS

WORKING NUMBER: **VLD-1**
 SHEET NUMBER: **12**

DATE: _____
 DRAWN BY: _____
 REVIEWED BY: _____

DATE: _____
 SCALE: **1"=20'**

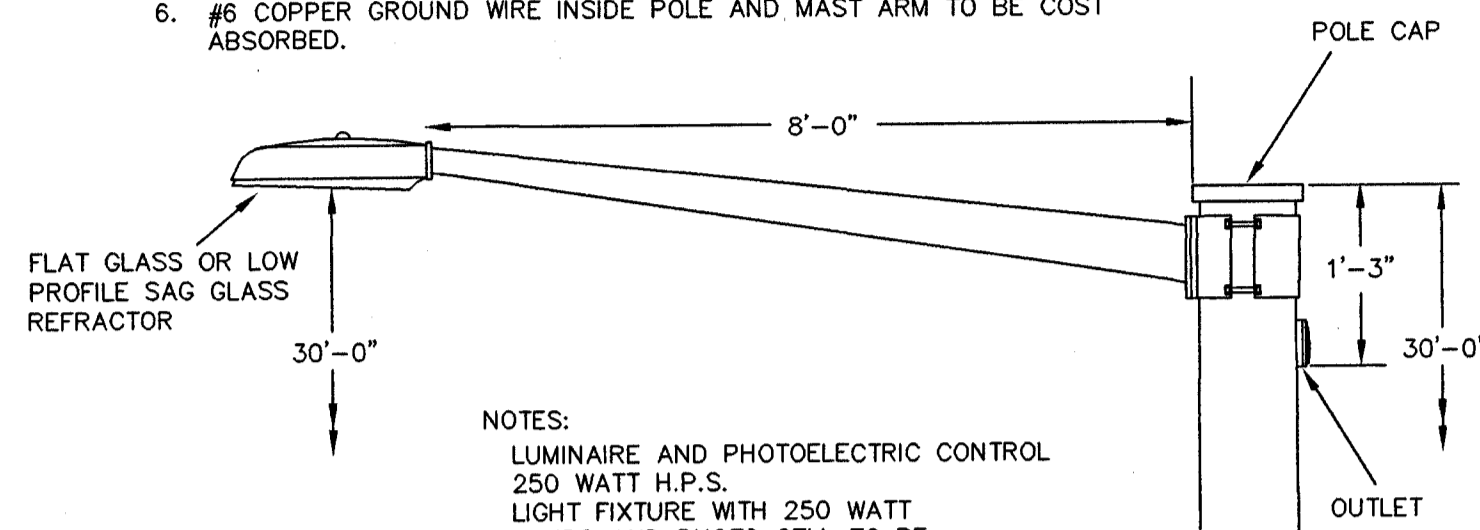


STREET NAME SIGNS (TYPICAL)

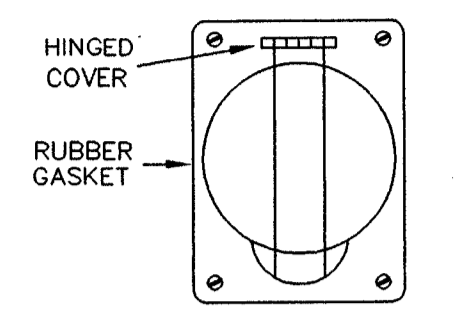
THE SIGN BLANK SHALL BE A SINGLE PIECE OF SMOOTH CUT ALUMINUM FROM ASTM B-209 ALLOY 5052-H38, 5154-H38 OR 6061-T6 SHEETS IN 0.125 INCH THICKNESS. THE ALUMINUM SHALL BE DEGREASED AND LIGHTLY ACID ETCHED BEFORE THE SIGN SHEETING IS APPLIED. THE SIGN SHEETING SHALL BE APPLIED TO THE PANELS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE RETROFLECTIVE SHEETING MANUFACTURER.

THE DECORATIVE STREET NAME SIGNS SHALL BE FINISHED ON BOTH SIDES. THE SIGN SHEETING MATERIAL SHALL BE REFLECTIVE ENCLOSED LINES (ENGINEER GRADE) CONFORMING TO FEDERAL SPECIFICATIONS FP92. THE COLORS OF THE DECORATIVE STREET NAME SIGNS SHALL MATCH THE EXISTING DECORATIVE STREET NAME SIGNS.

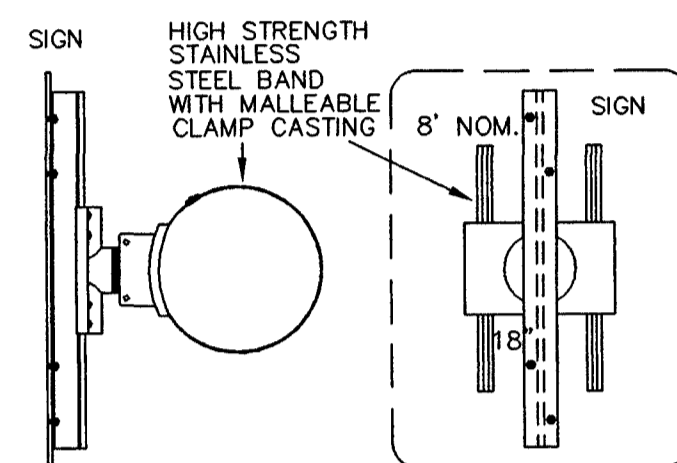
- NOTES:
1. WIRE ENTRANCE TO MAST ARM WILL BE FIELD DRILLED TO CORRESPOND TO THE LOCATION OF THE SIGNAL HEADS WHEN ALIGNED IN THE FIELD.
 2. ALL SIGNAL HEADS TO BE YELLOW IN COLOR.
 3. RED SECTION INDICATIONS TO BE APPROXIMATELY SAME HEIGHT.
 4. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE POLE MANUFACTURER.
 5. DESIGN WIND LOAD FOR POLES AND MAST ARMS IS 70 MPH.
 6. #6 COPPER GROUND WIRE INSIDE POLE AND MAST ARM TO BE COST ABSORBED.



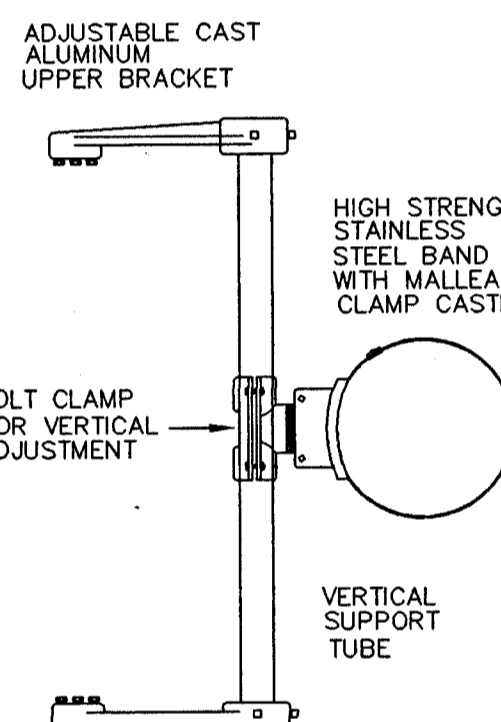
NOTES:
LUMINAIRE AND PHOTOELECTRIC CONTROL
250 WATT H.P.S.
LIGHT FIXTURE WITH 250 WATT
LAMPS AND PHOTO CELL TO BE
PROVIDED BY THE CONTRACTOR.
(COST ABSORBED)



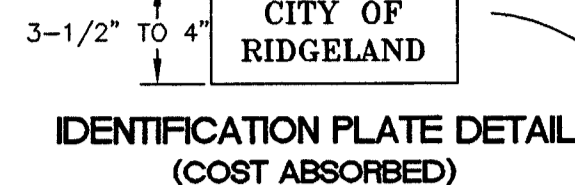
OUTLET



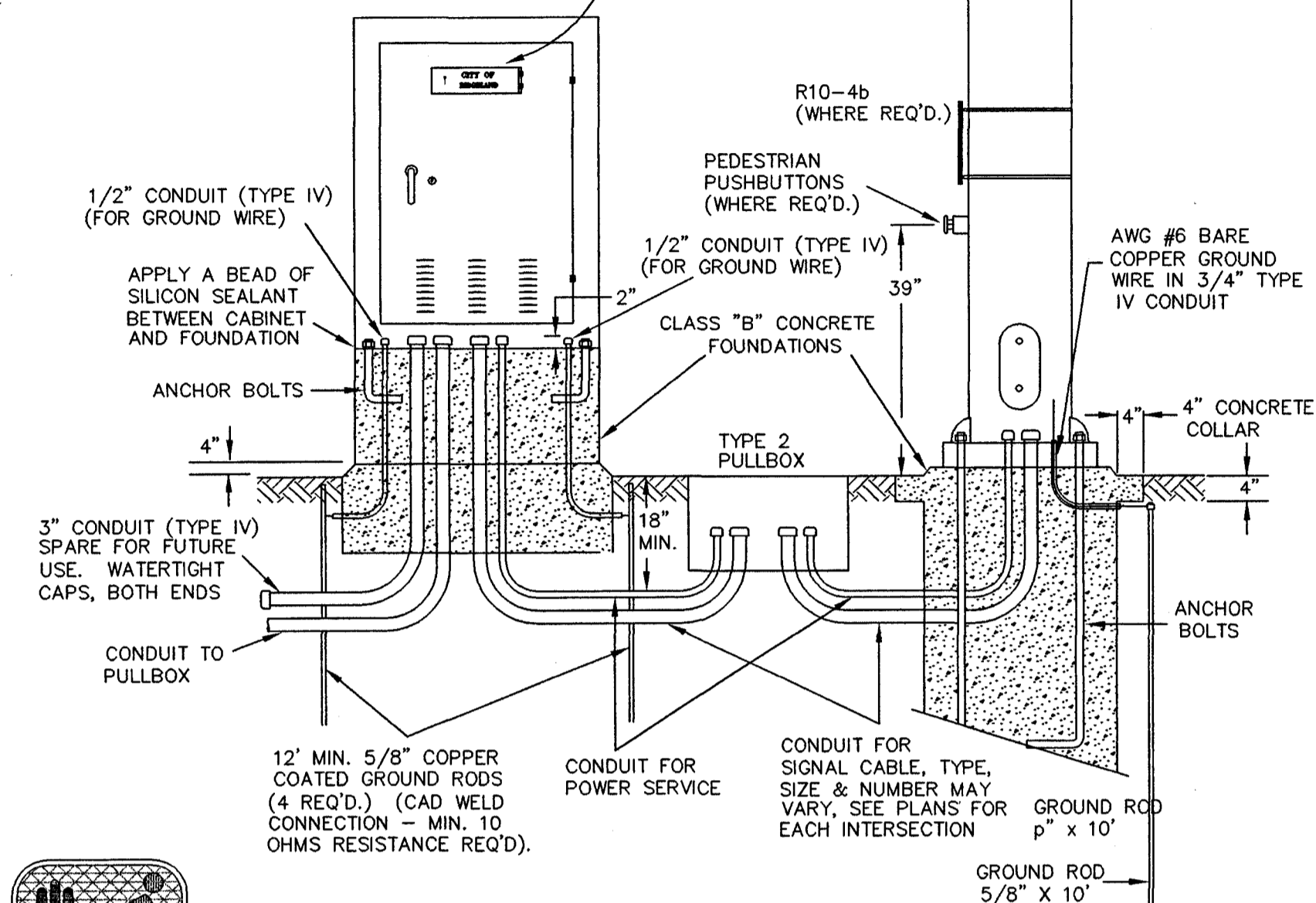
MAST ARM SIGN BRACKET (TYPICAL)



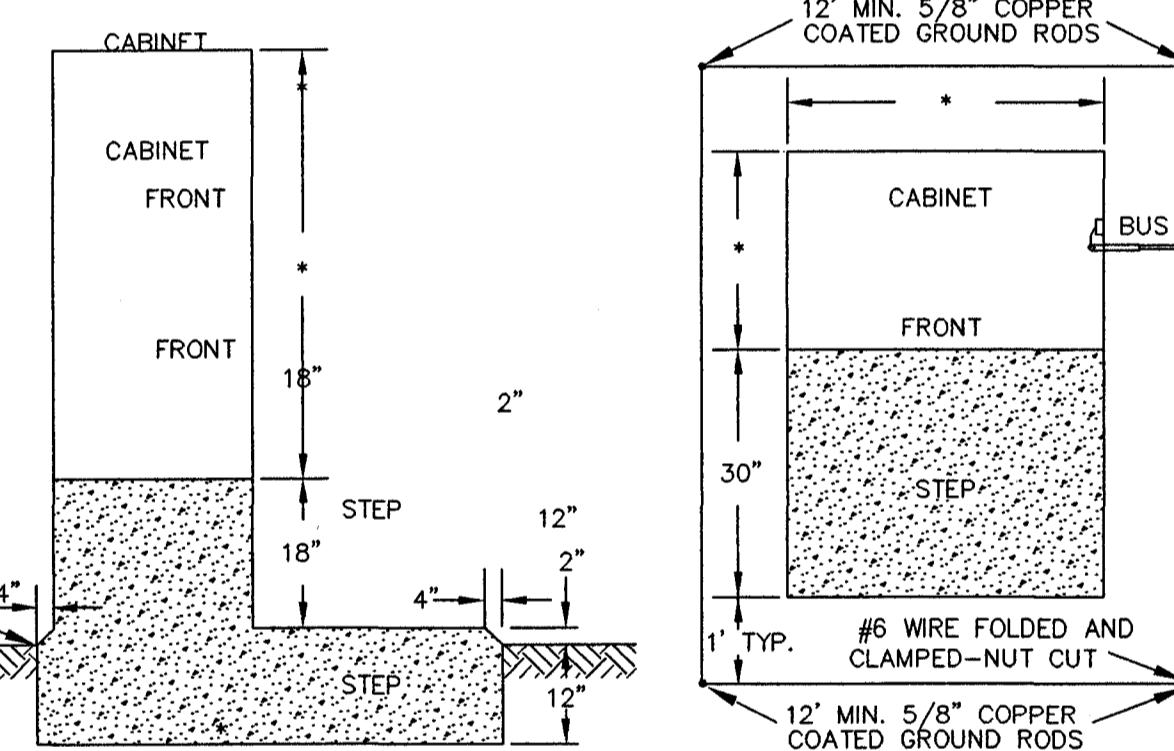
SIGNAL MOUNTING BRACKET (TYPICAL)



IDENTIFICATION PLATE DETAIL (COST ABSORBED)



FRONT VIEW



SIDE VIEW

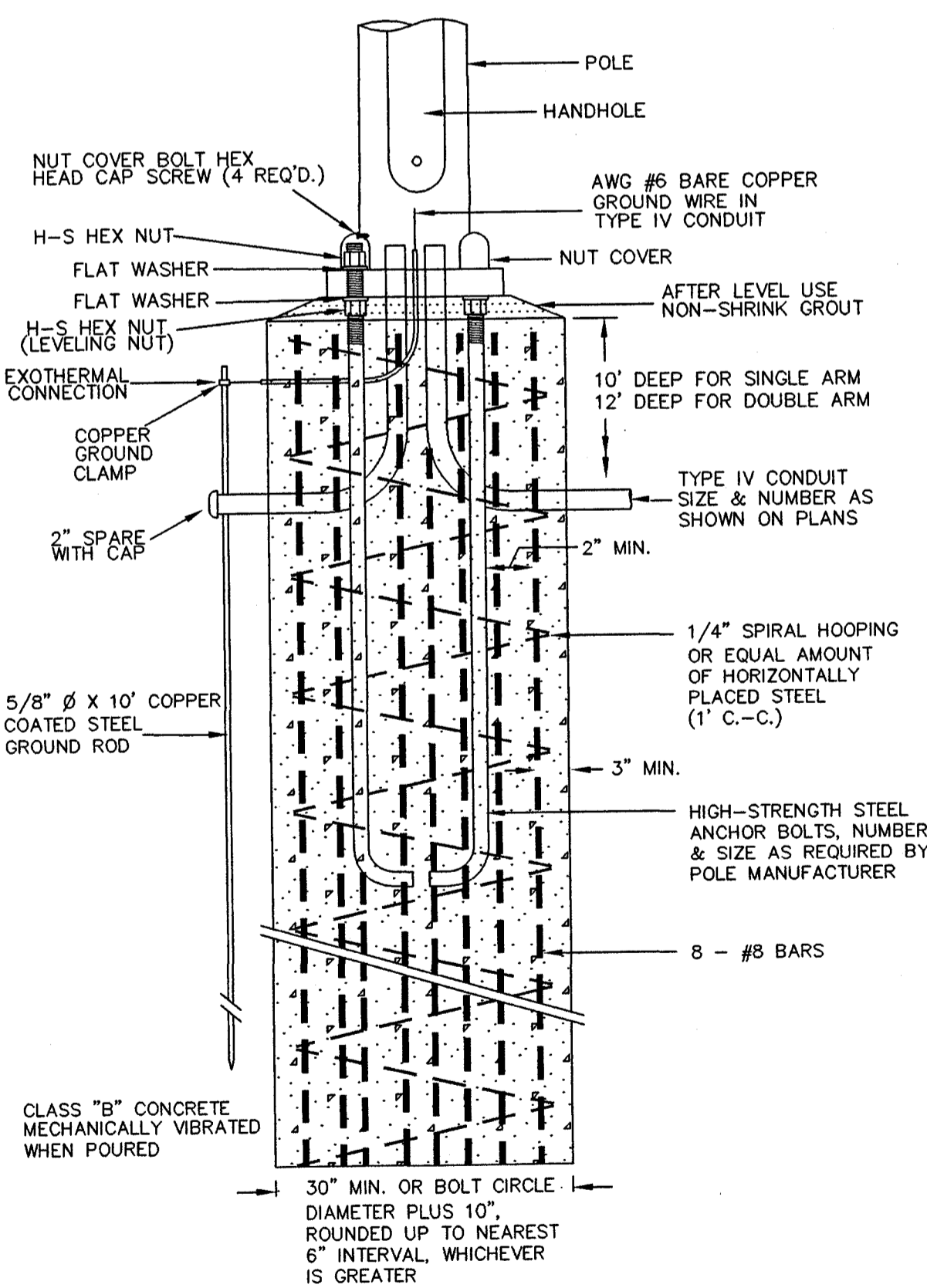
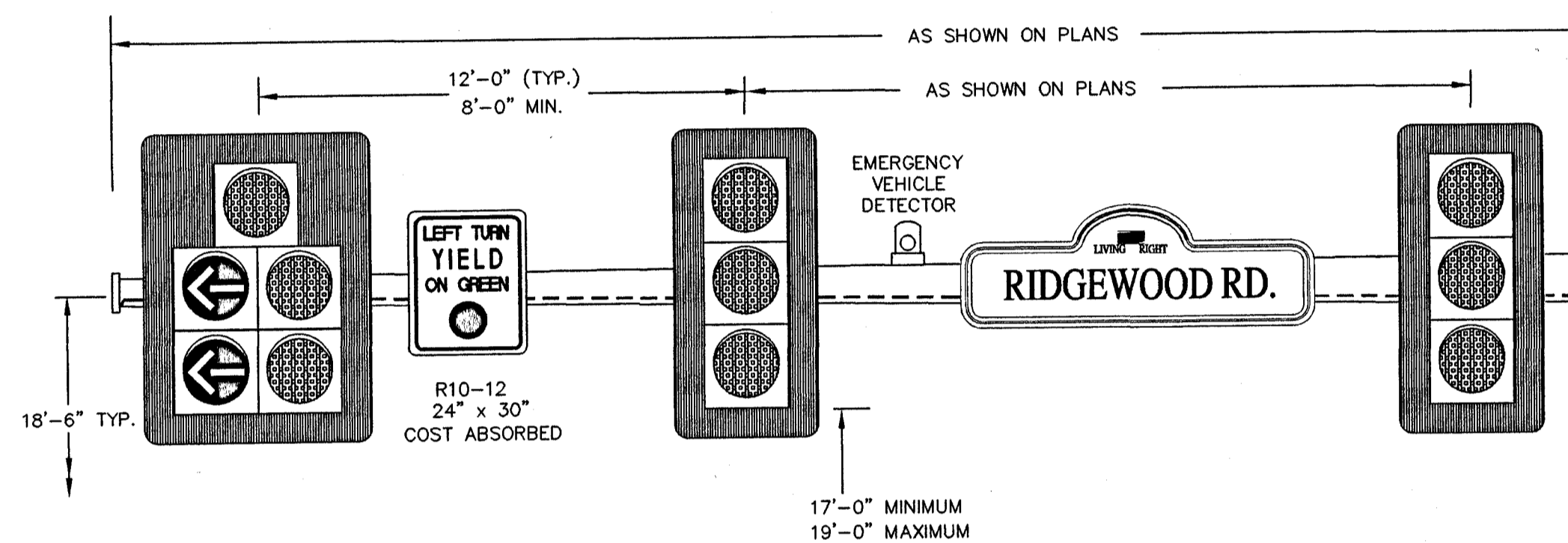
TOP VIEW

CONTROLLER BASE DETAIL

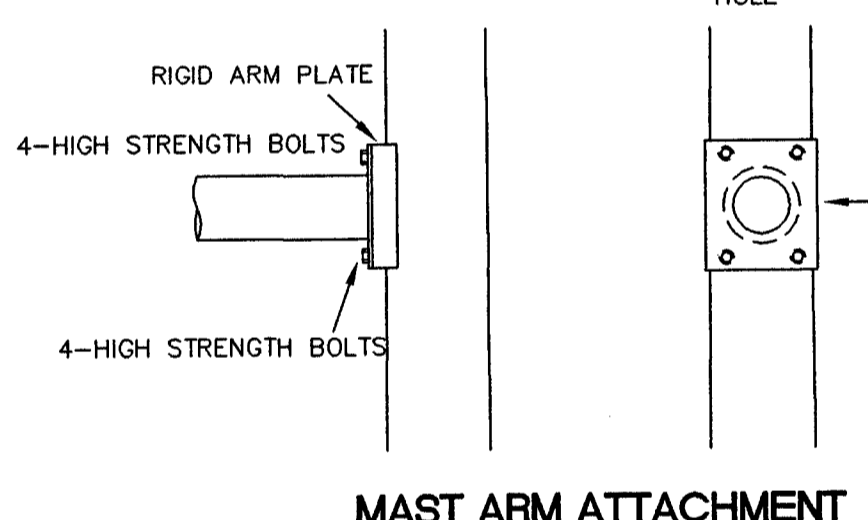
* CABINET DIMENSIONS TO MEET SIGNAL CABINET MANUFACTURER'S SPECIFICATIONS.
NOMINAL DIMENSIONS: 8-PHASE - D=26", W=44", H=55"
4-PHASE - D=17", W=30", H=52"

GENERAL FOUNDATION NOTES

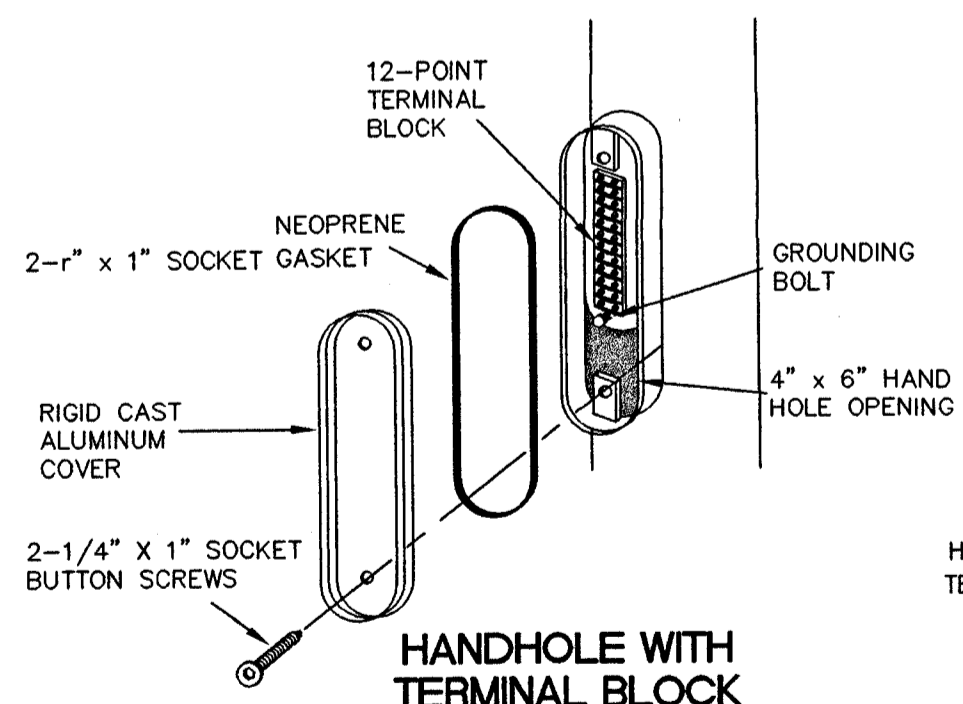
1. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED BY THE MANUFACTURER. ANY FOUNDATION FAILING TO MEET THESE DIMENSIONS WILL BE REJECTED.
2. TYPE IV CONDUIT TO BE RUN INTERNALLY FOR CONCRETE AND STEEL POLES; TYPE I CONDUIT RISERS REQUIRED FOR WOOD POLES.
3. DESIGN WIND LOAD FOR POLES SHALL BE 70 MPH.
4. FOUNDATIONS TO BE CLASS "B" CONCRETE, MECHANICALLY VIBRATED WHEN POURING.
5. MINIMUM STEEL POLE FOUNDATION SHALL BE 30" DIA. X 10' DEEP.
6. #6 COPPER GROUND WIRE AND 5/8" DIA. COPPER GROUND ROD REQ'D. FOR ALL POLE FOUNDATIONS. (COST ABSORBED).



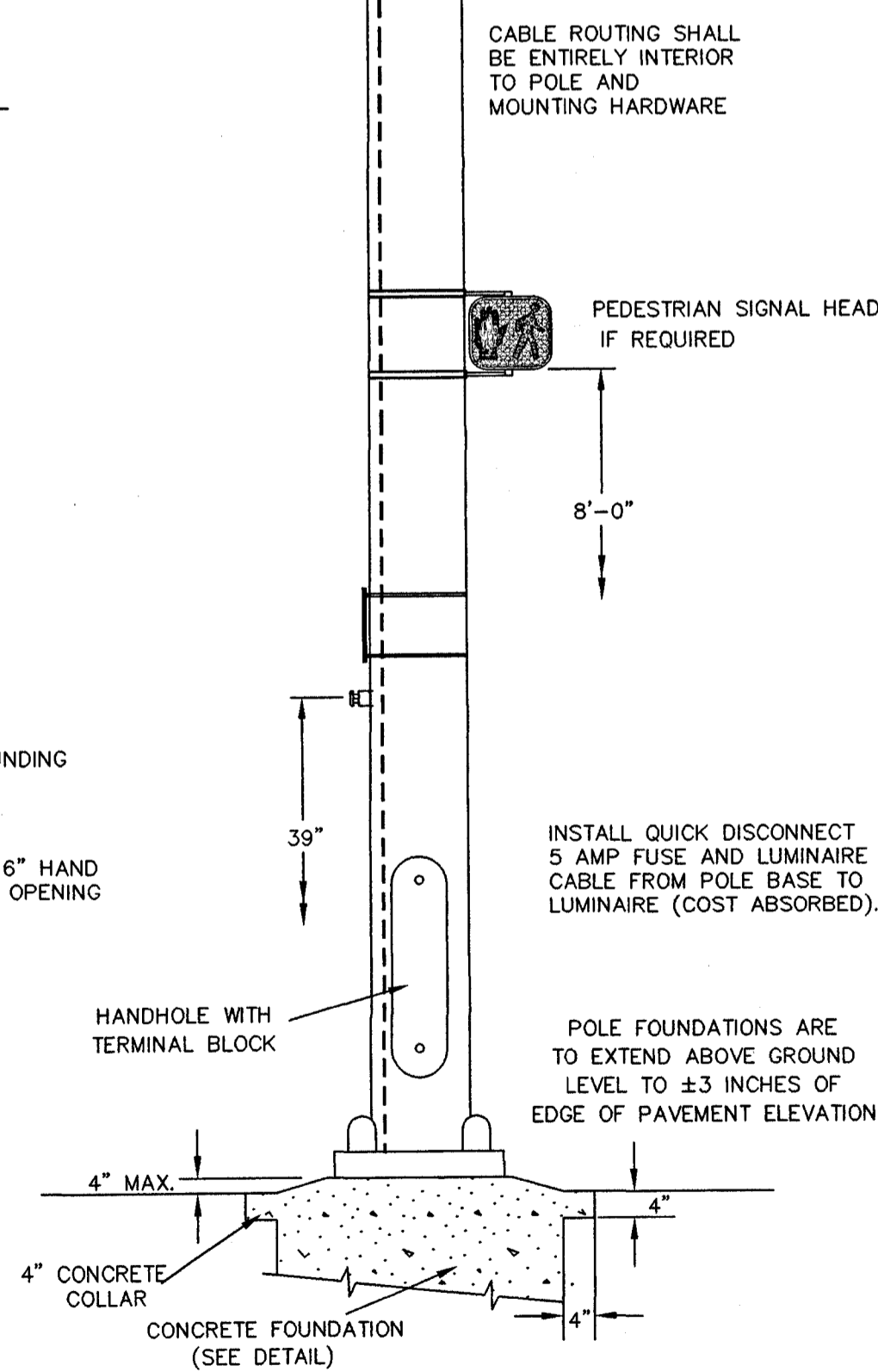
STEEL MAST ARM POLE FOUNDATION DETAIL



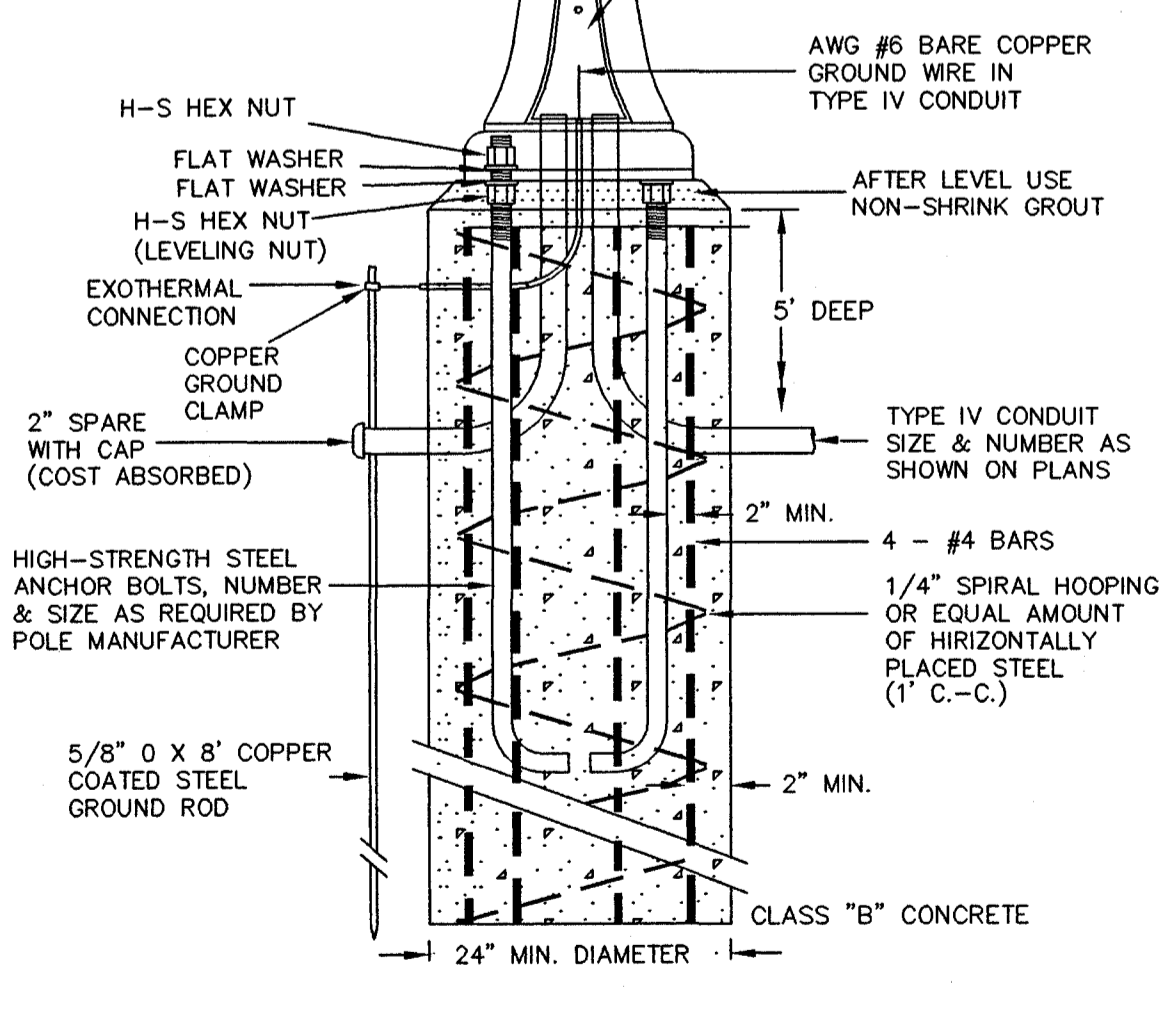
MAST ARM ATTACHMENT



HANDHOLE WITH TERMINAL BLOCK



STEEL MAST ARM POLE DETAIL



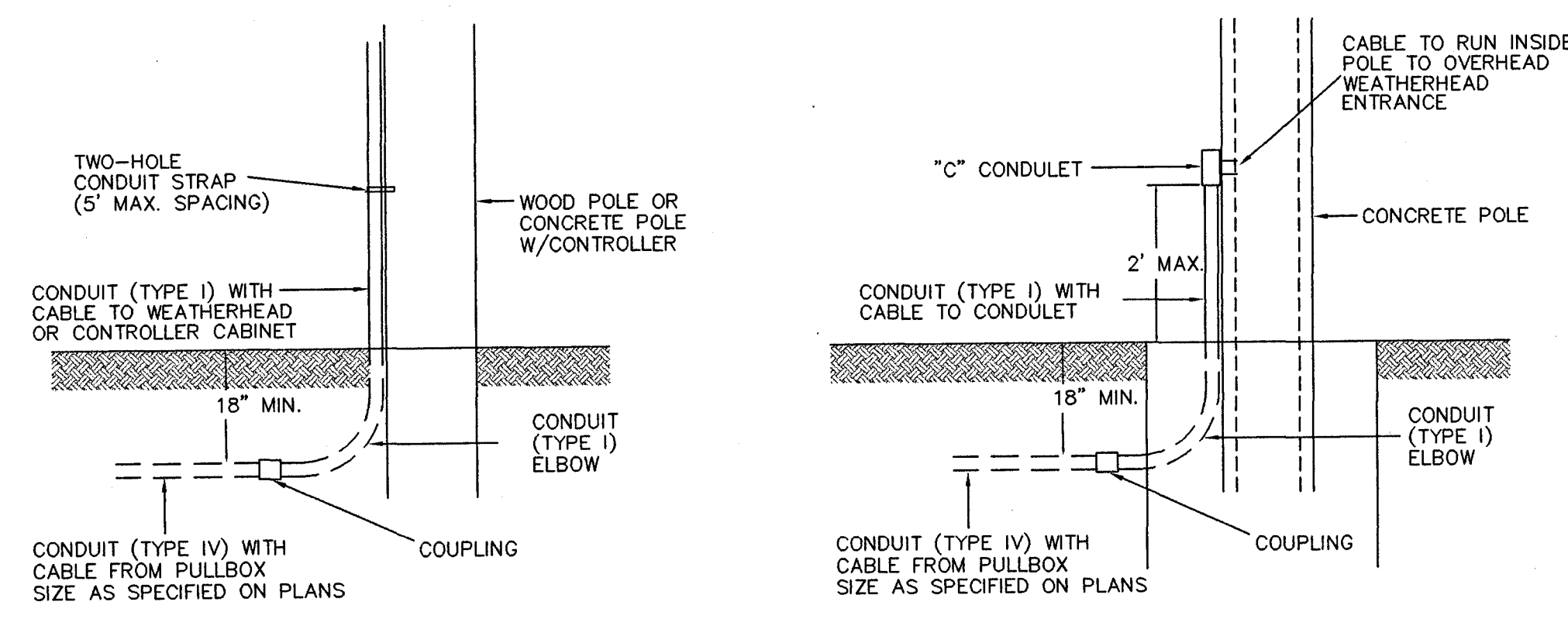
PEDESTAL POLE DETAIL

SIGNAL POLE & CONTROLLER CABINET STANDARD SIGNAL DETAIL
U.S. HWY 51 & RIDGEWOOD RD.
TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS
PROJECT NO.: STP-7278-00(001)
CITY OF RIDGELAND, MISSISSIPPI

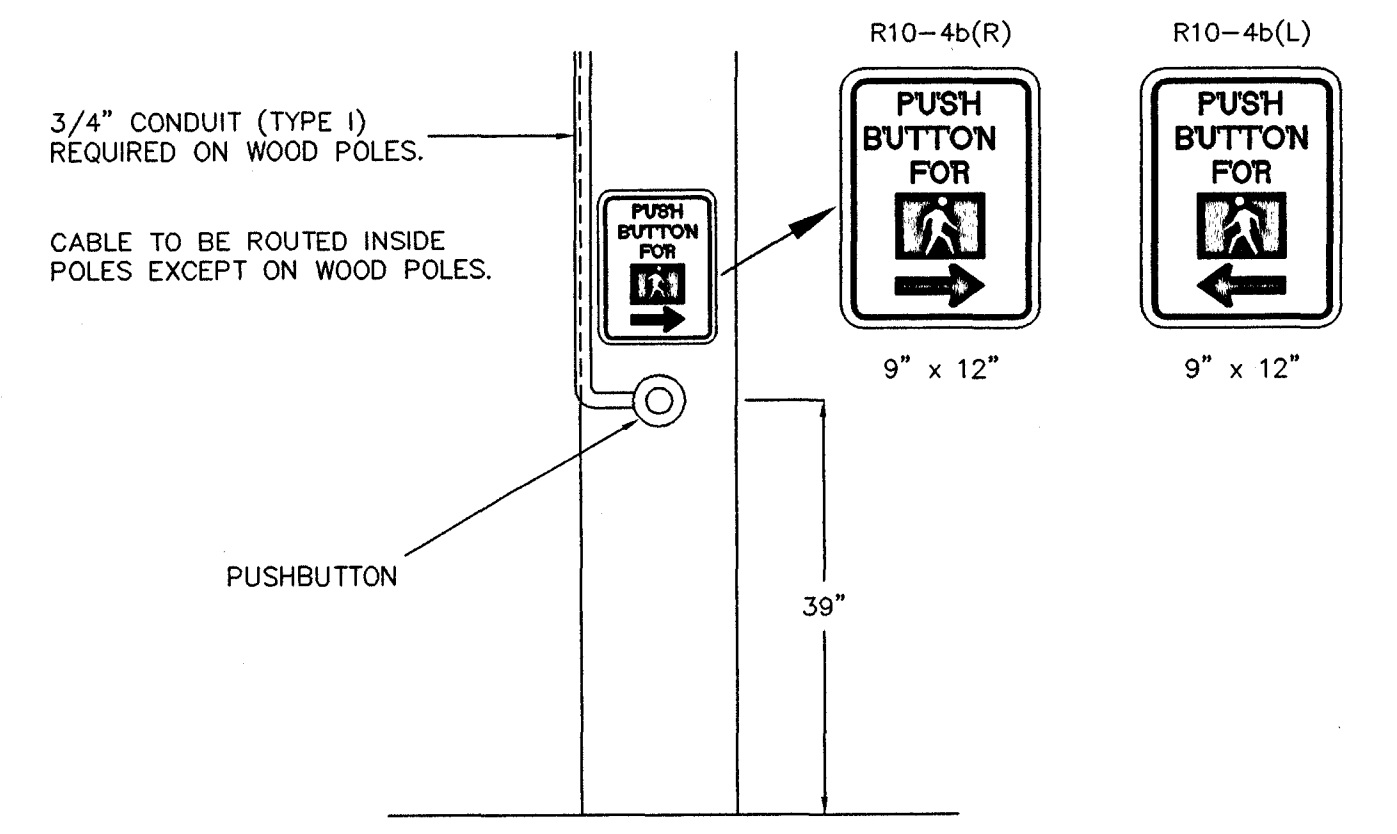
WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, MS

WORKING NUMBER: SPC-1
SHEET NUMBER: 13

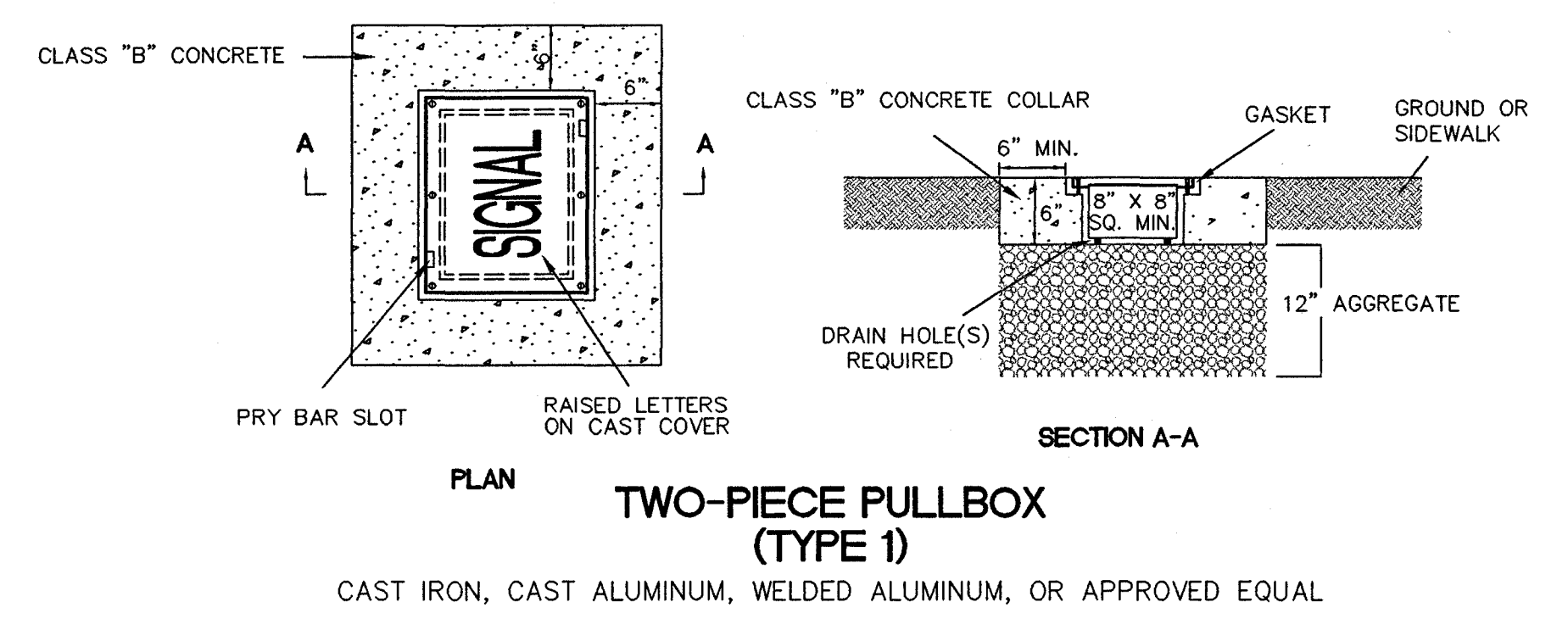
REVISION	
DATE	REVIEWED BY:
	SCALE 1"=20'



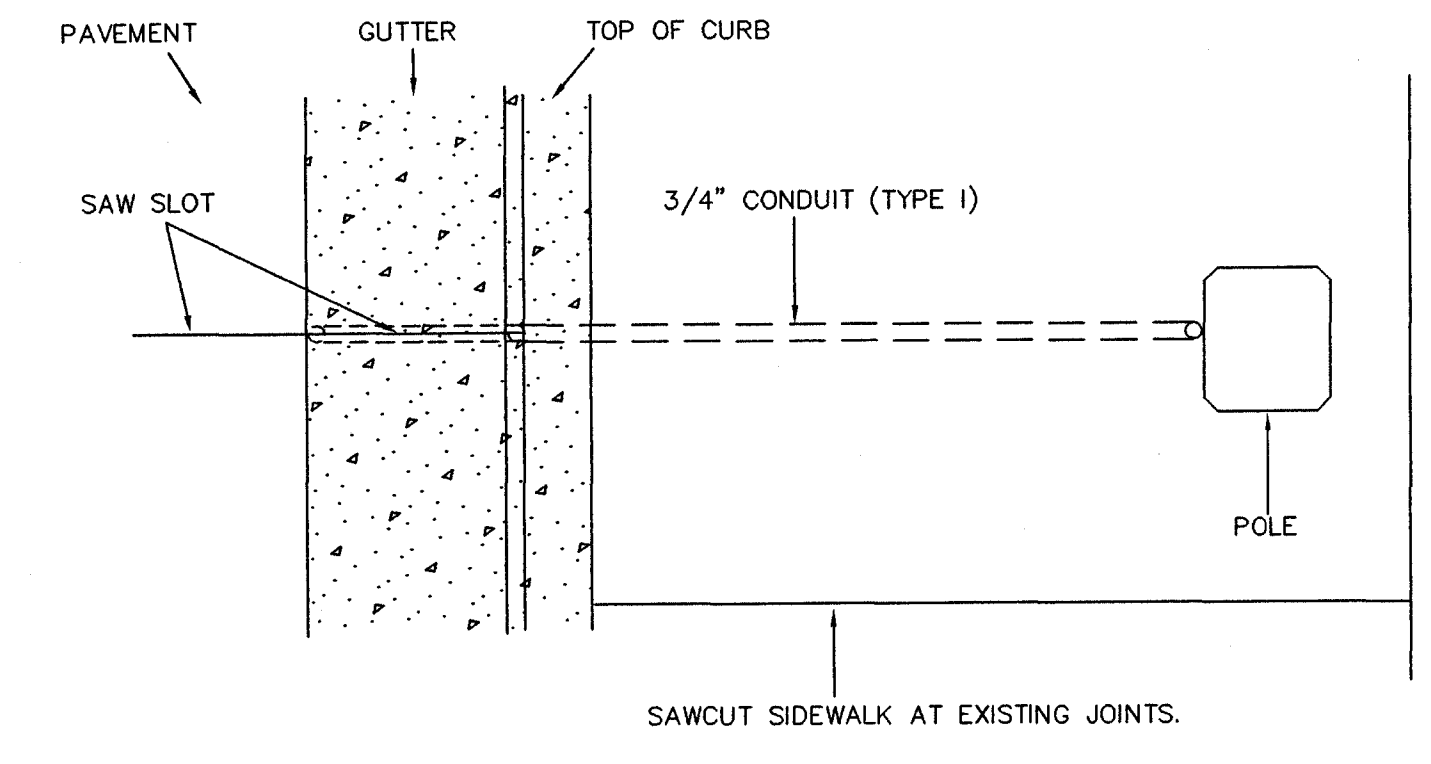
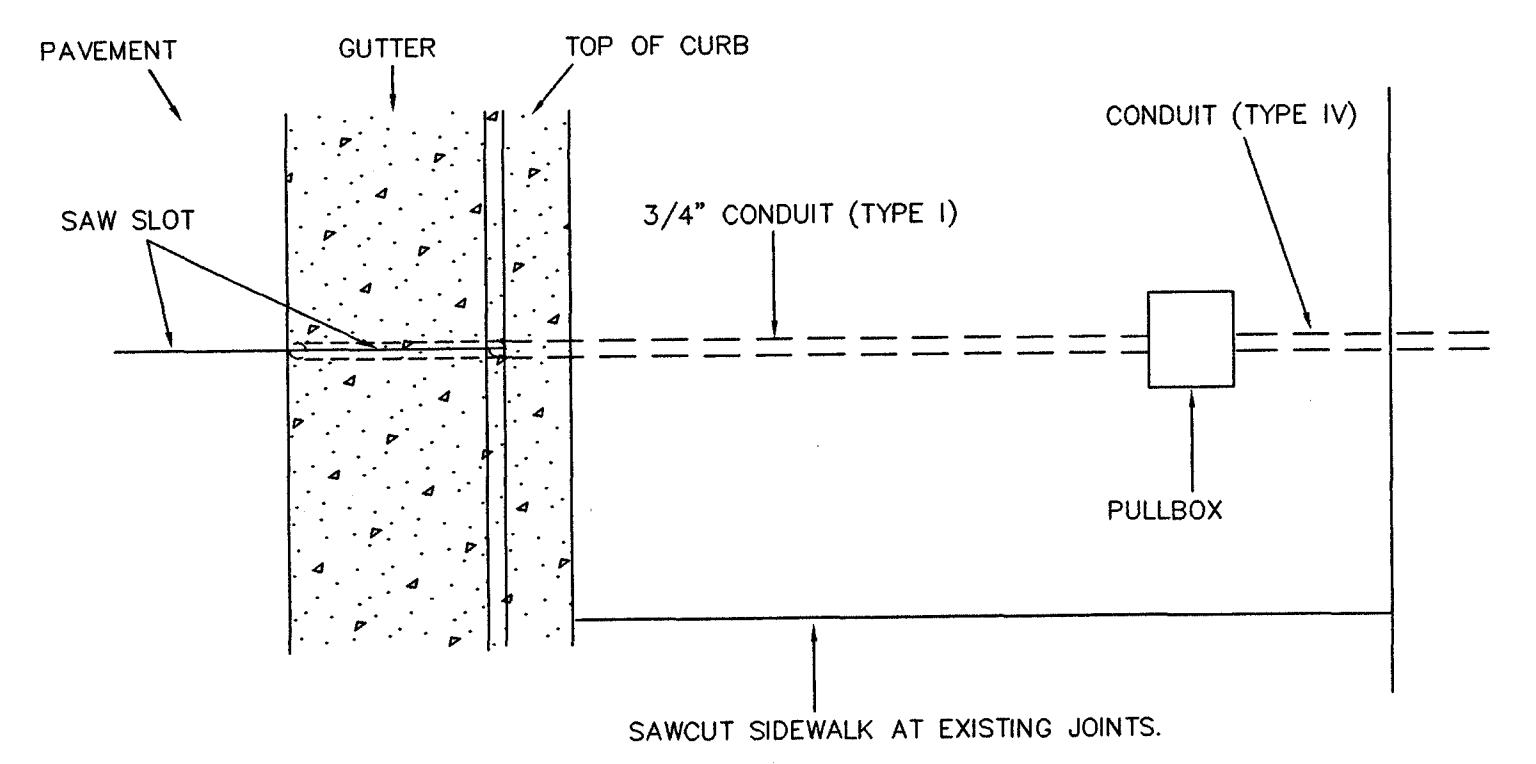
CONDUIT DETAIL AT POLES



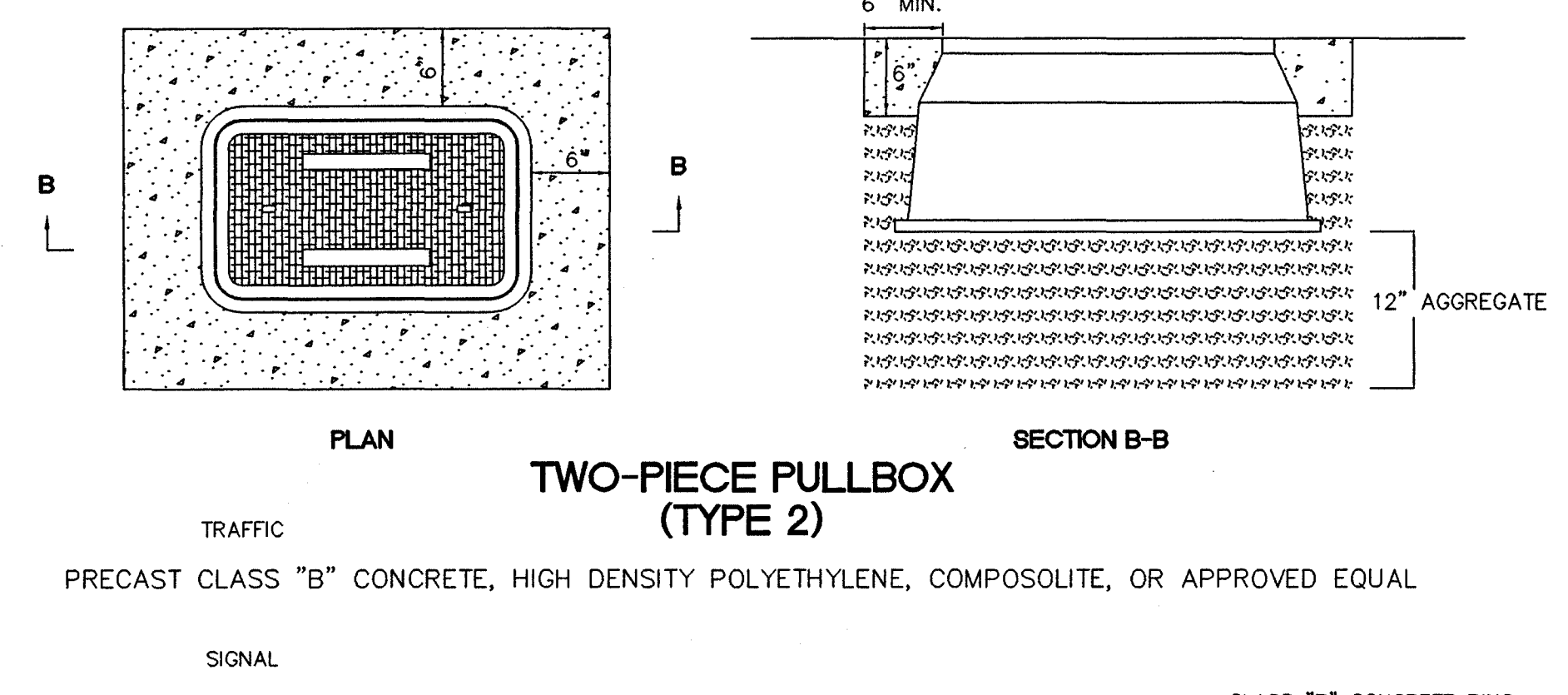
PEDESTRIAN PUSH BUTTON AND SIGN INSTALLATION DETAIL



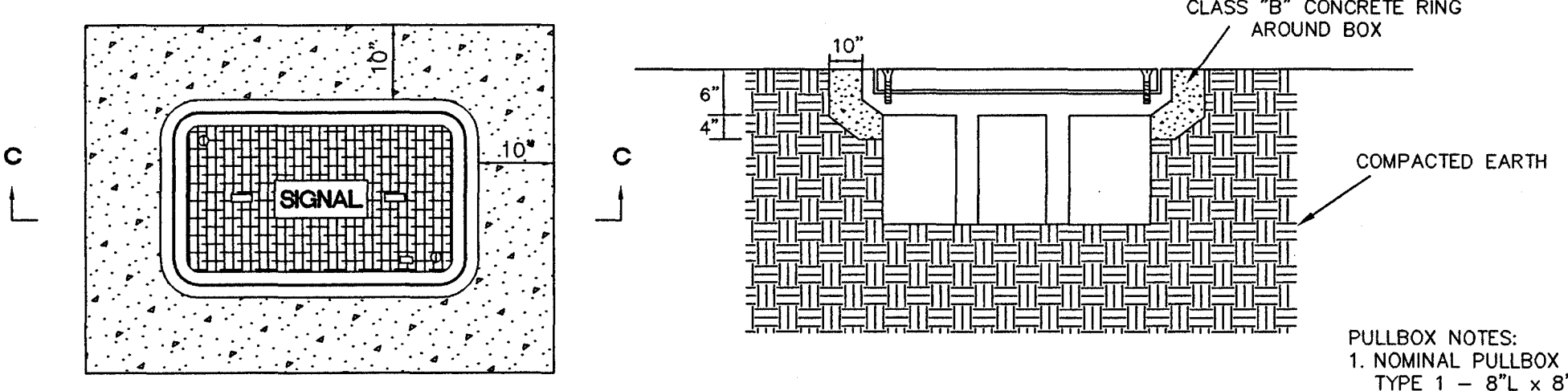
TWO-PIECE PULLBOX (TYPE 1)
CAST IRON, CAST ALUMINUM, WELDED ALUMINUM, OR APPROVED EQUAL



PLAN VIEW - LOOP LEAD-IN CONDUIT

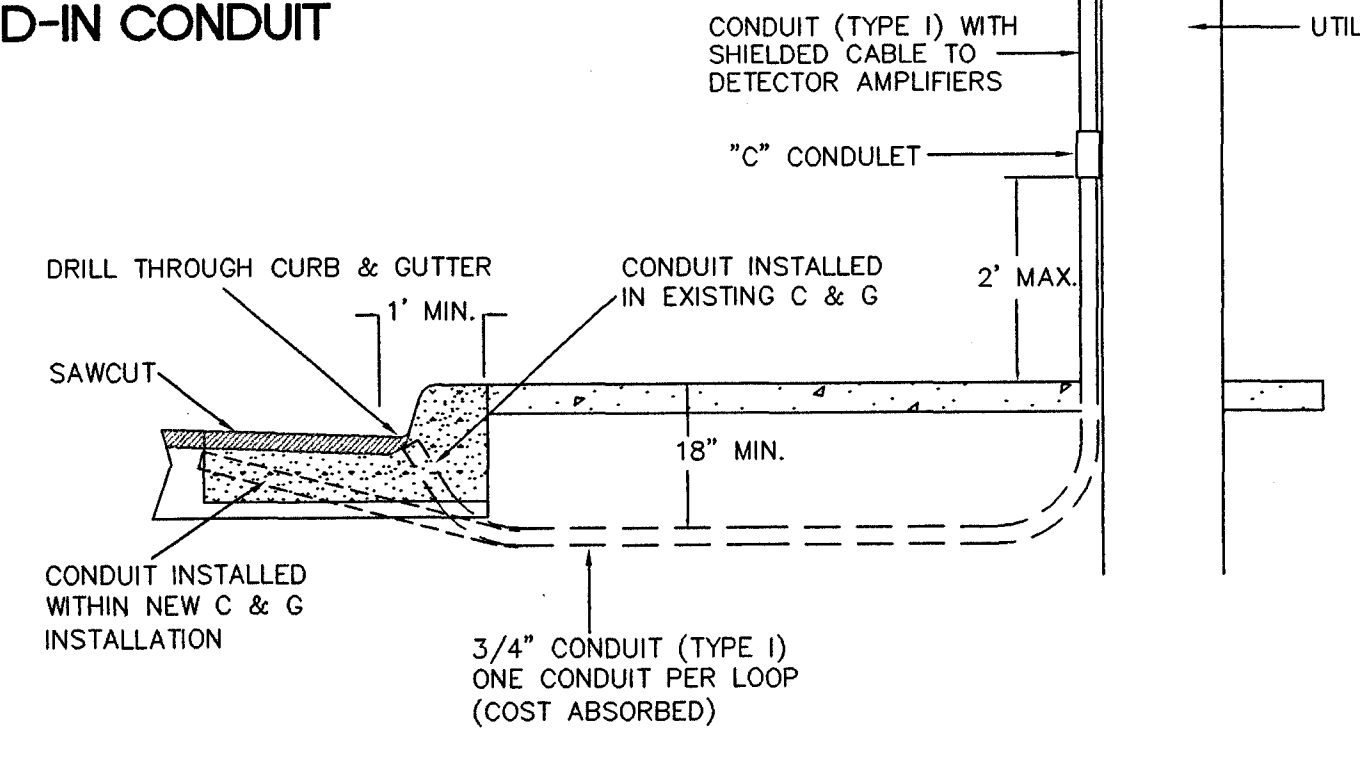
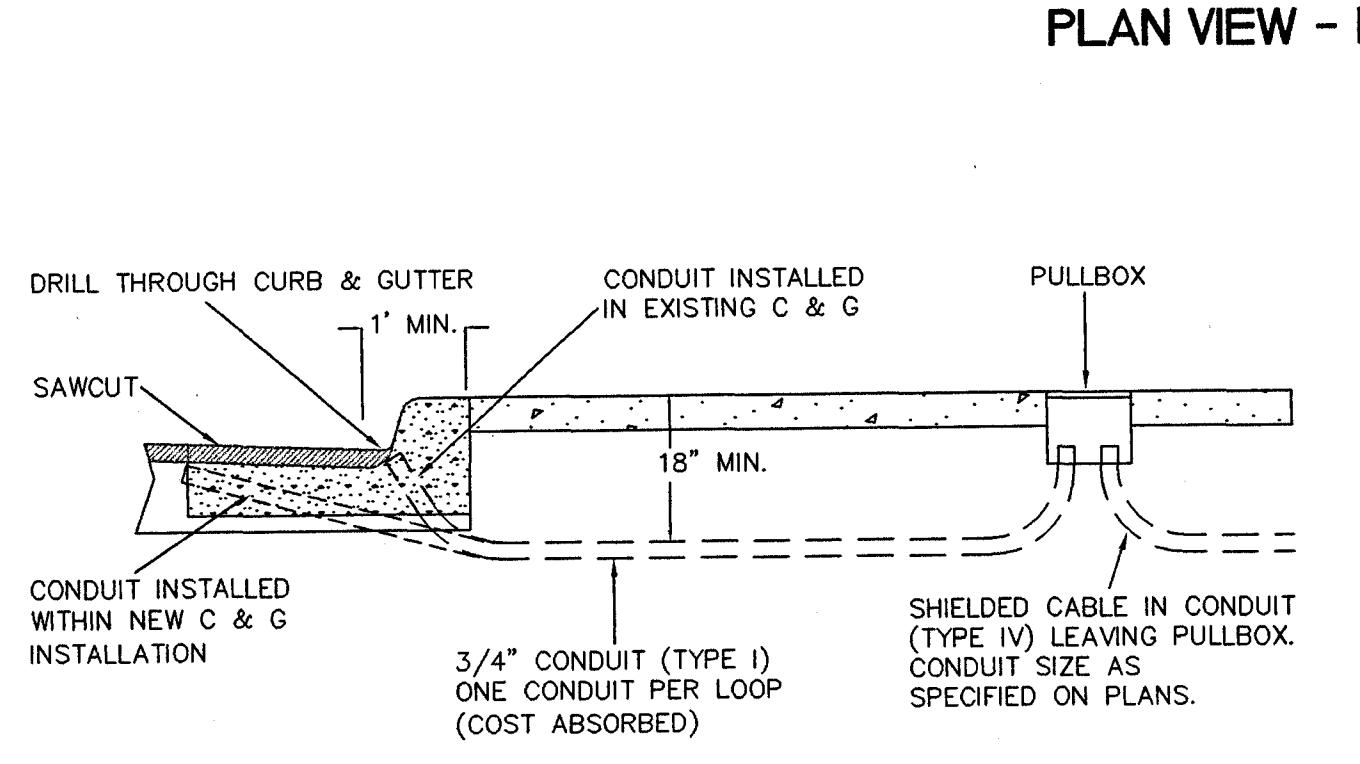


TWO-PIECE PULLBOX (TYPE 2)
PRECAST CLASS "B" CONCRETE, HIGH DENSITY POLYETHYLENE, COMPOSITE, OR APPROVED EQUAL

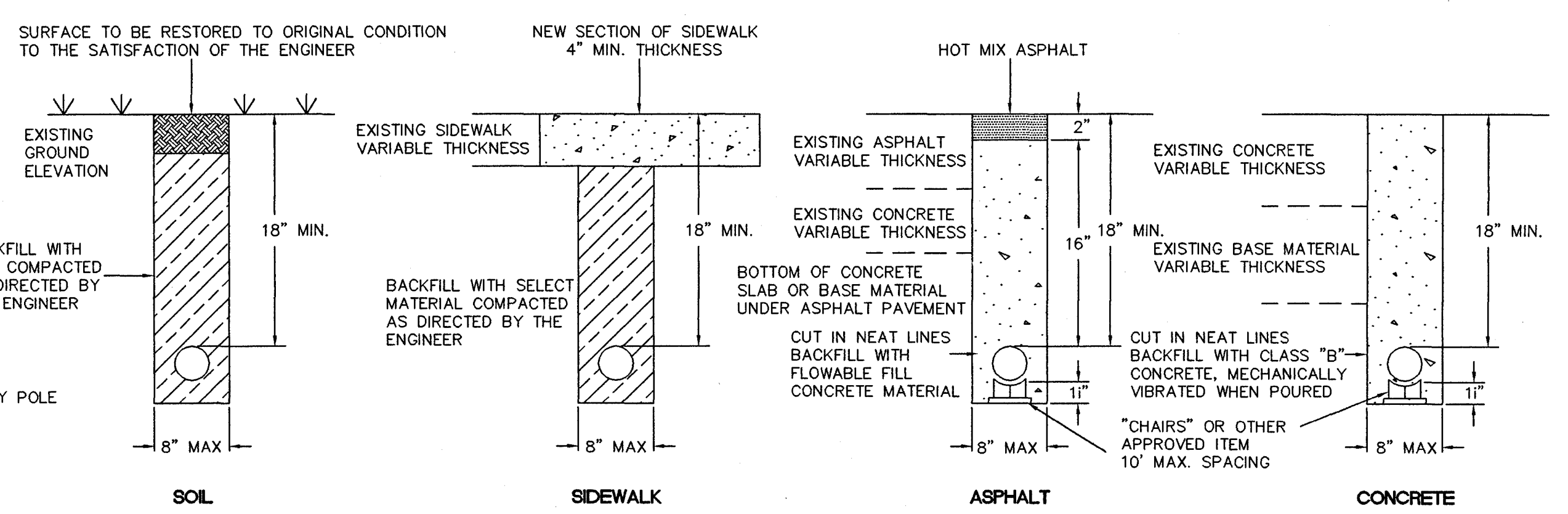


TWO-PIECE PULLBOX (TYPE 3)
COMPOSITE OR APPROVED EQUAL

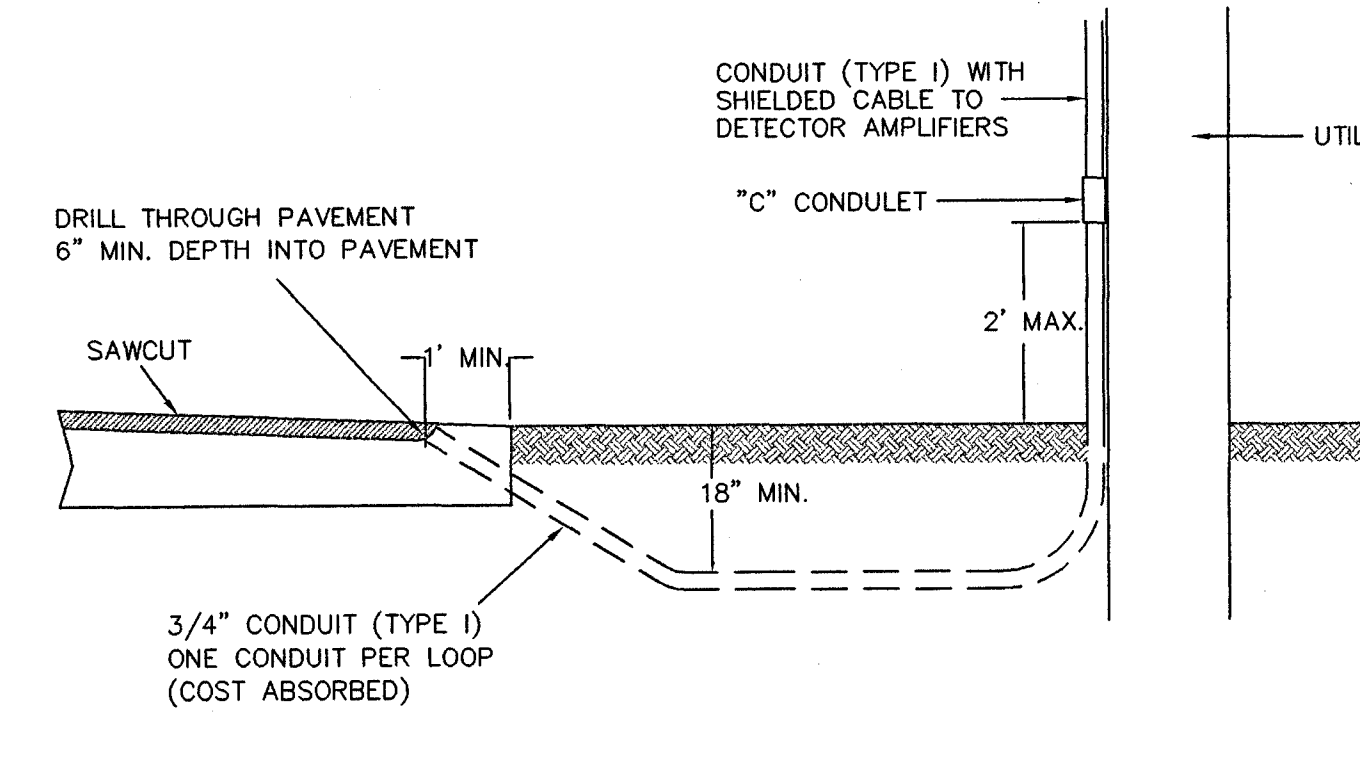
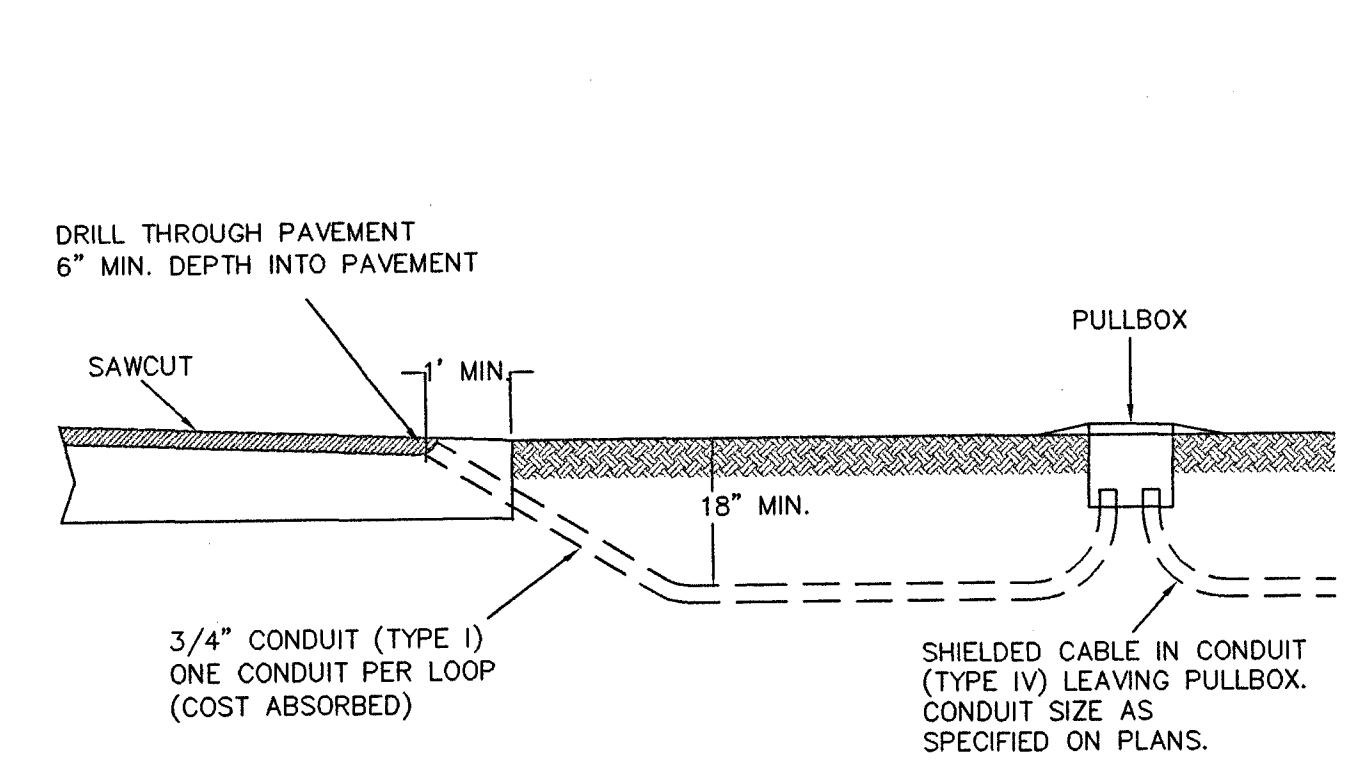
- PULLBOX NOTES:
- NOMINAL PULLBOX DIMENSIONS:
TYPE 1 - 8"L x 8"W x 6"D
TYPE 2 - TOP BODY - 25"L x 15"W x 15"D
BOTTOM BODY (INSIDE) - 29"L x 18"W
 - GRAVEL, 12" DEEP, IS REQUIRED UNDER PULLBOXES FOR DRAINAGE.
 - CONCRETE COLLAR, 6"W x 6"D, IS REQUIRED FOR PULLBOXES PLACED IN SOIL.
 - TRAFFIC SIGNAL, TRAFFIC OR SIGNAL LEGEND REQUIRED.
 - COVERS SHALL BOLT DOWN.



TYPICAL SECTION IN GUTTER AND SIDEWALK



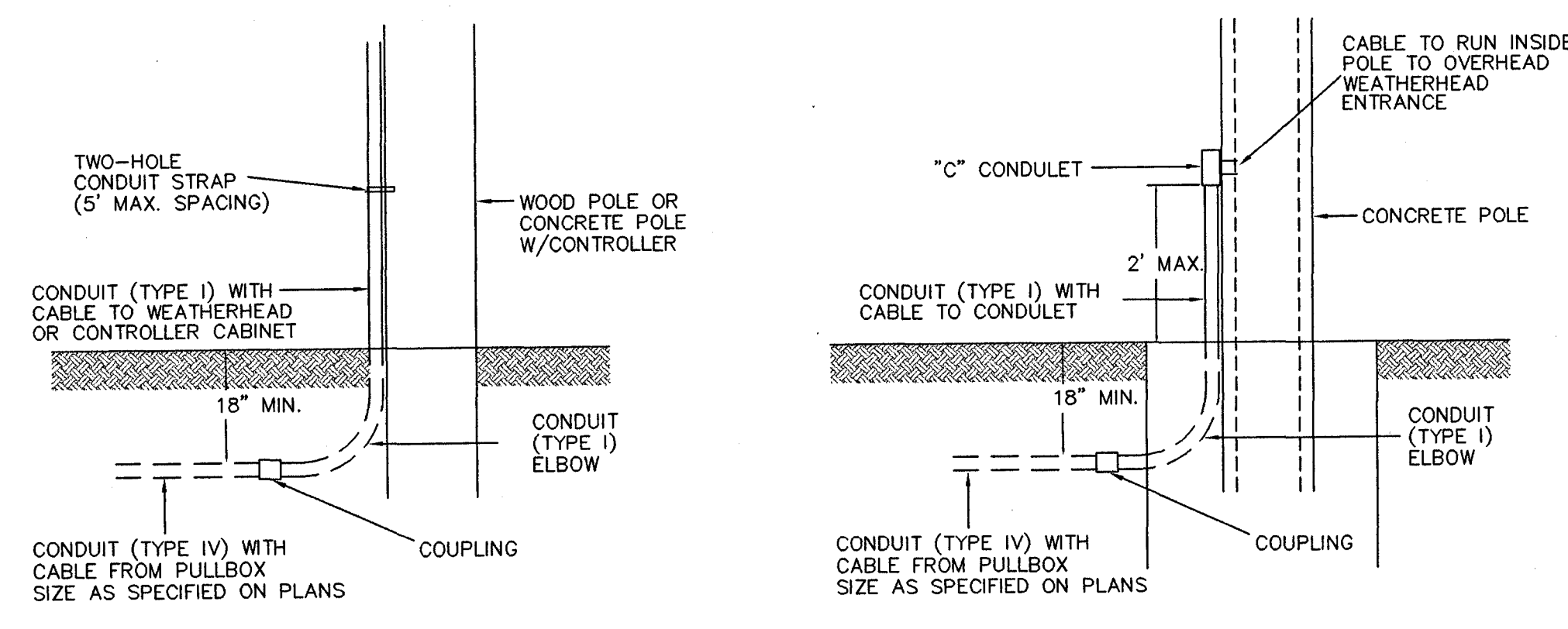
CONDUIT TRENCHING DETAIL



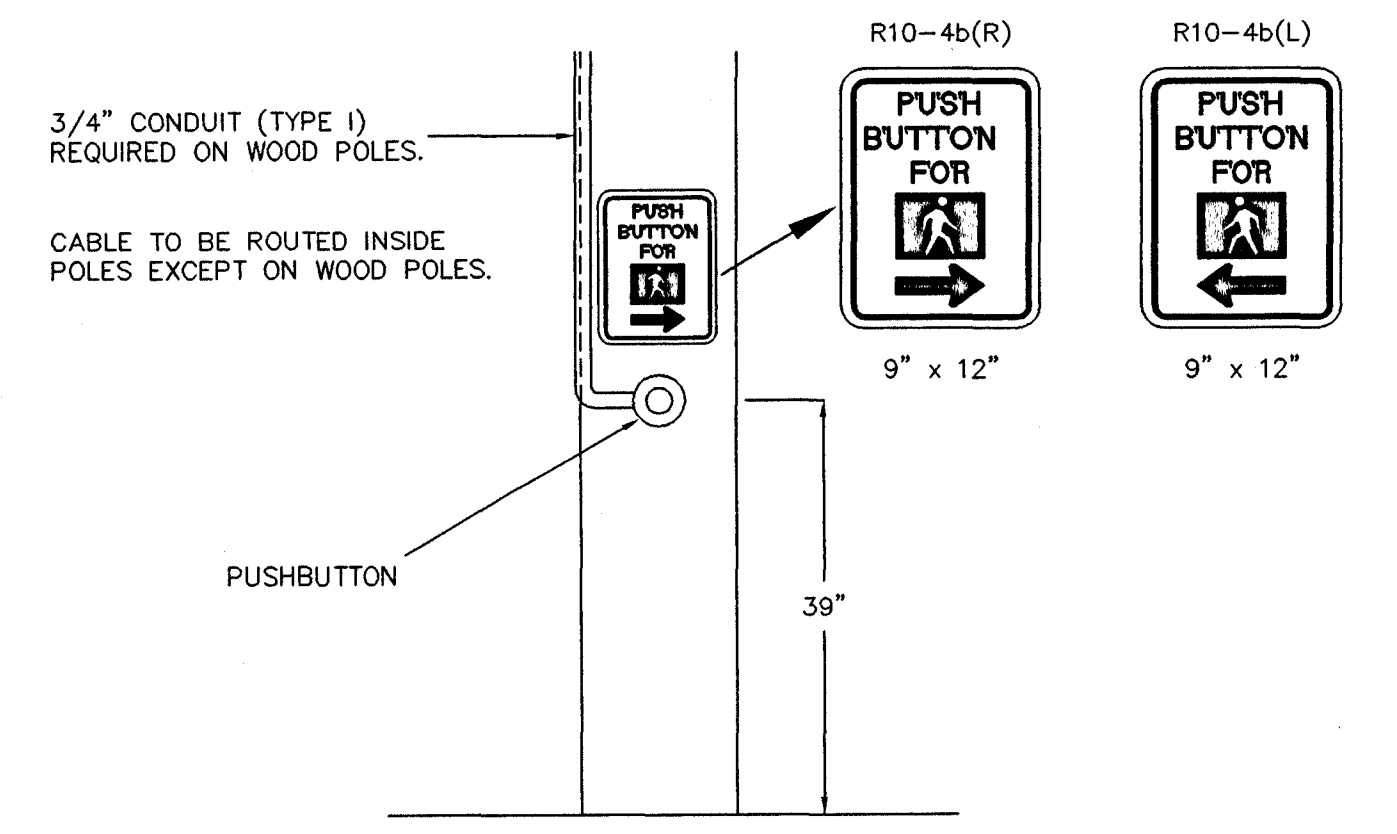
TYPICAL SECTION IN EARTH

- NOTES:
- CONDUIT TO BE SEALED WITH DUCT SEALER ONCE CABLE IS INSTALLED.
 - SAWCUT SIDEWALK AT EXISTING JOINTS AND REPLACE ENTIRE SECTION TO MATCH EXISTING MATERIAL. WHEN NEW SIDEWALK IS BEING CONSTRUCTED, CONDUIT, PULLBOX, AND POLE ARE TO BE INSTALLED BEFORE SIDEWALK IS POURED.
 - TYPE I CONDUIT IS RIGID STEEL; TYPE IV CONDUIT IS PVC.
 - CONDUIT MAY BE TRENCHED OR JACKED. ELECTRICAL SUBCONTRACTOR SHALL COORDINATE CONDUIT INSTALLATION WORK UNDER ROADWAY WITH ROADWAY CONSTRUCTION PHASING IN ORDER TO MINIMIZE JACKING.

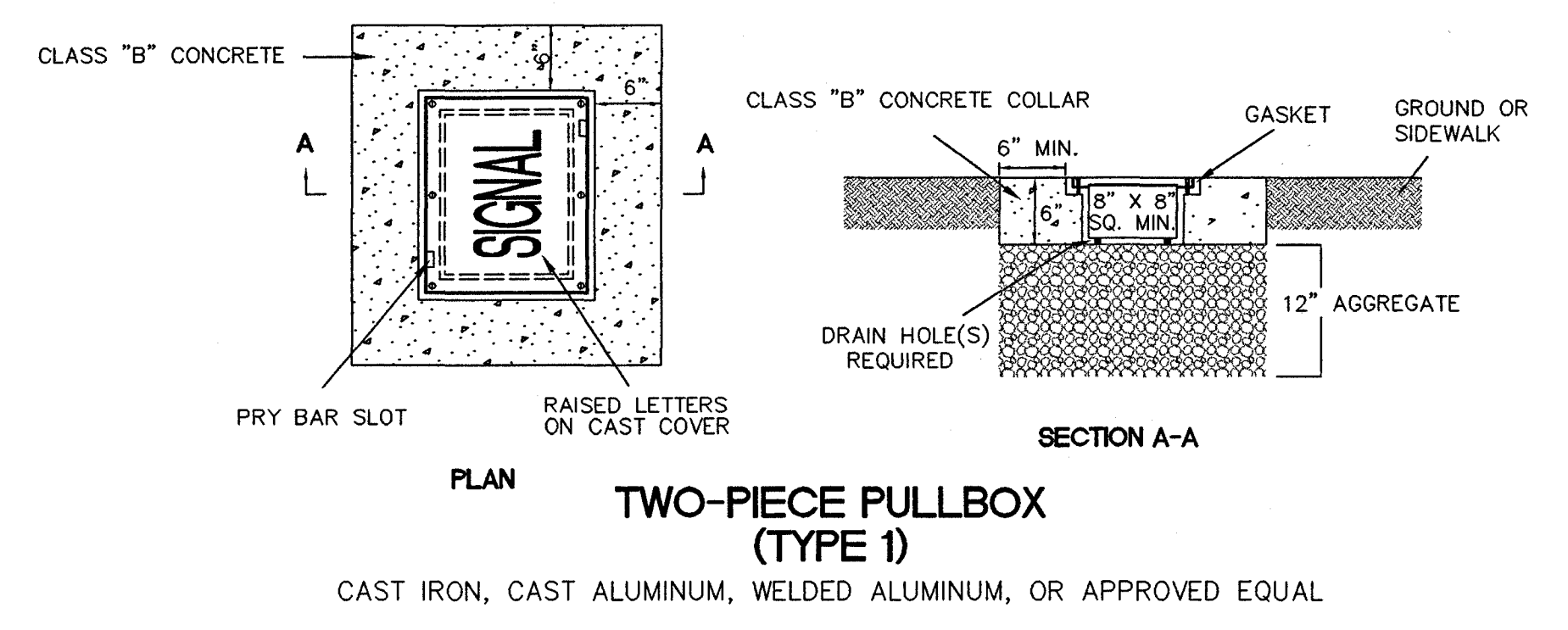
<p>CONDUIT, PULLBOX & PEDESTRIAN PUSHBUTTON U.S. HWY 51 & RIDGEWOOD RD. TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS PROJECT NO.: STP-7278-00(001) CITY OF RIDGELAND, MISSISSIPPI</p>		WORKING NUMBER
		CP-1
DATE	REVISION	SHEET NUMBER
DRAWN BY:	DATE	14
REVIEWED BY:	SCALE 1"=20'	



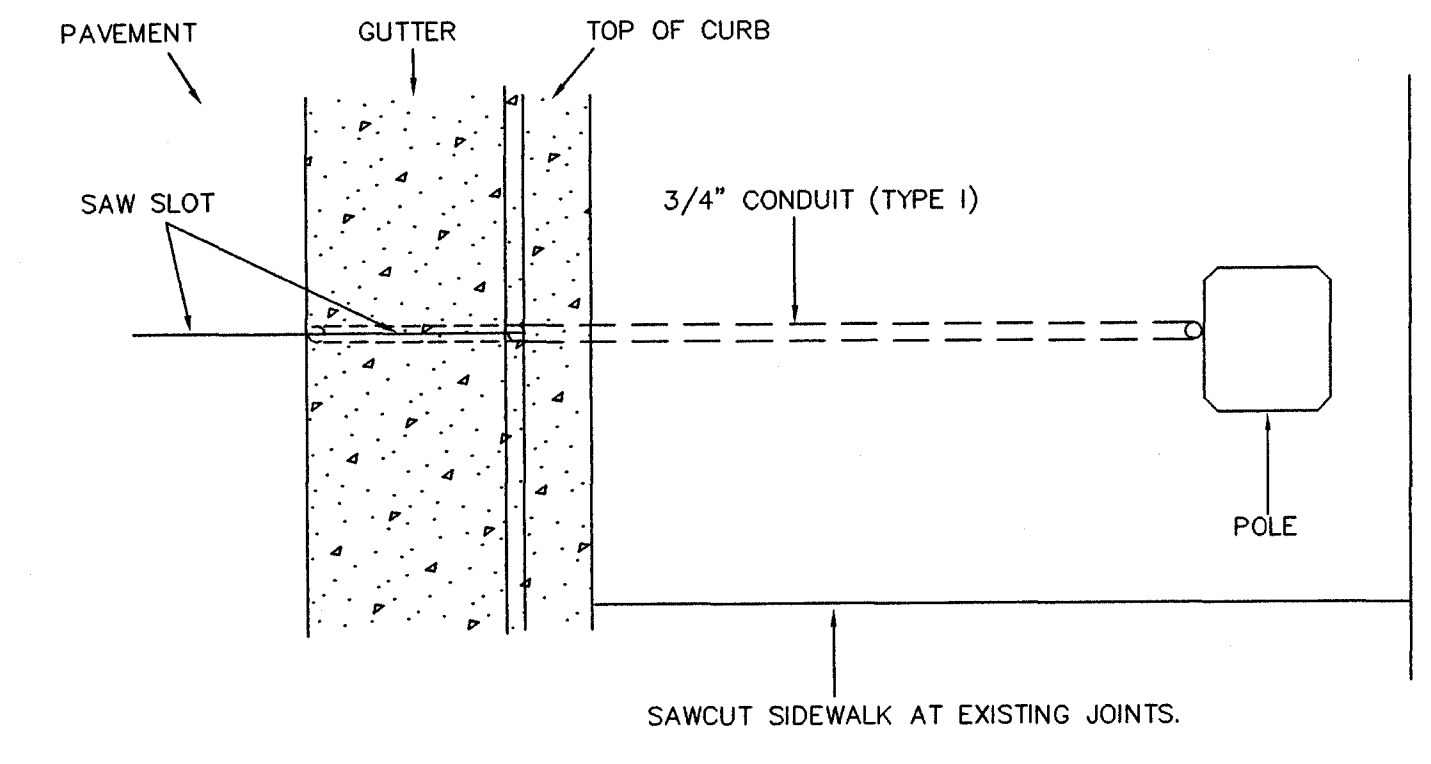
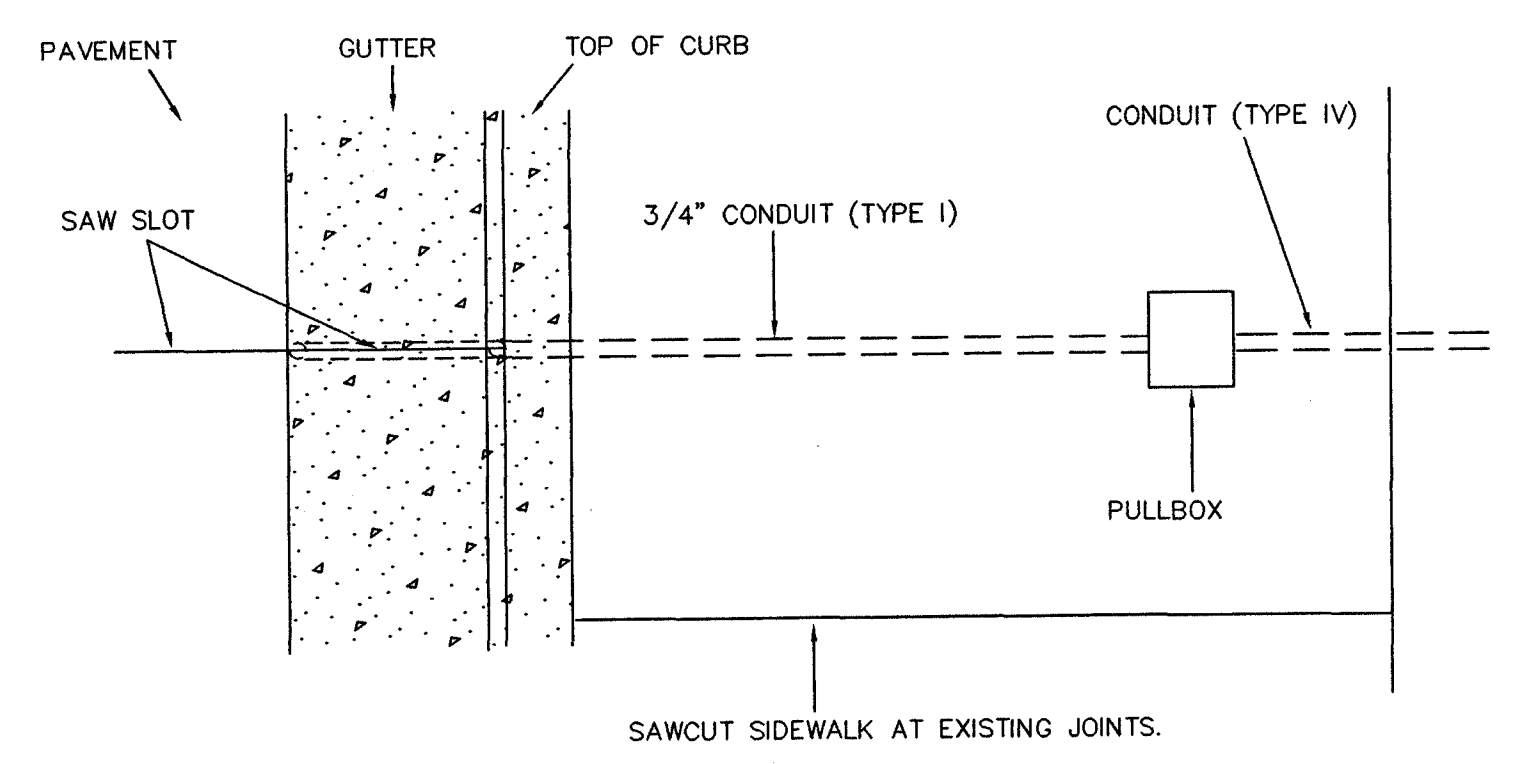
CONDUIT DETAIL AT POLES



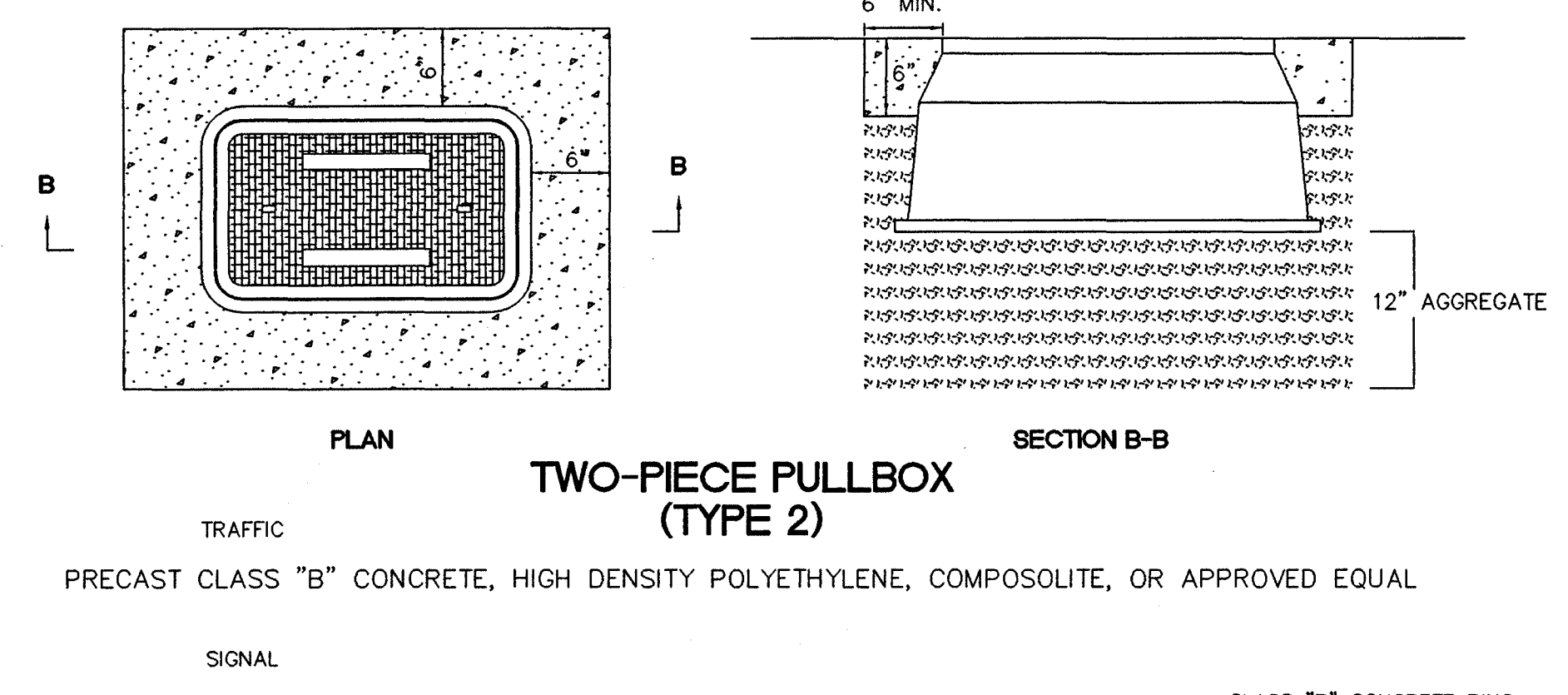
PEDESTRIAN PUSH BUTTON AND SIGN INSTALLATION DETAIL



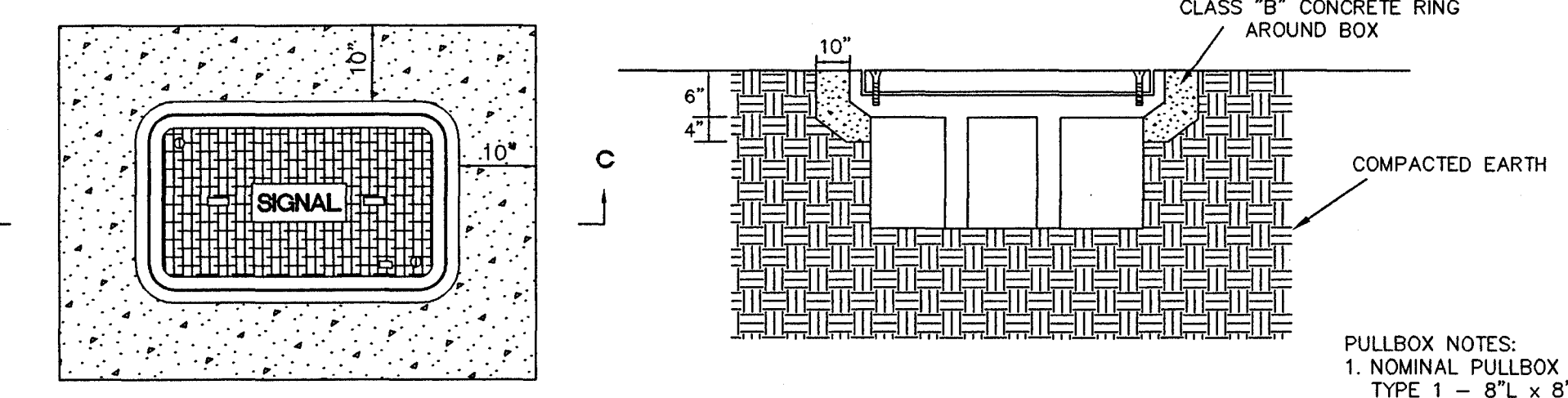
TWO-PIECE PULLBOX (TYPE 1)
CAST IRON, CAST ALUMINUM, WELDED ALUMINUM, OR APPROVED EQUAL



PLAN VIEW - LOOP LEAD-IN CONDUIT

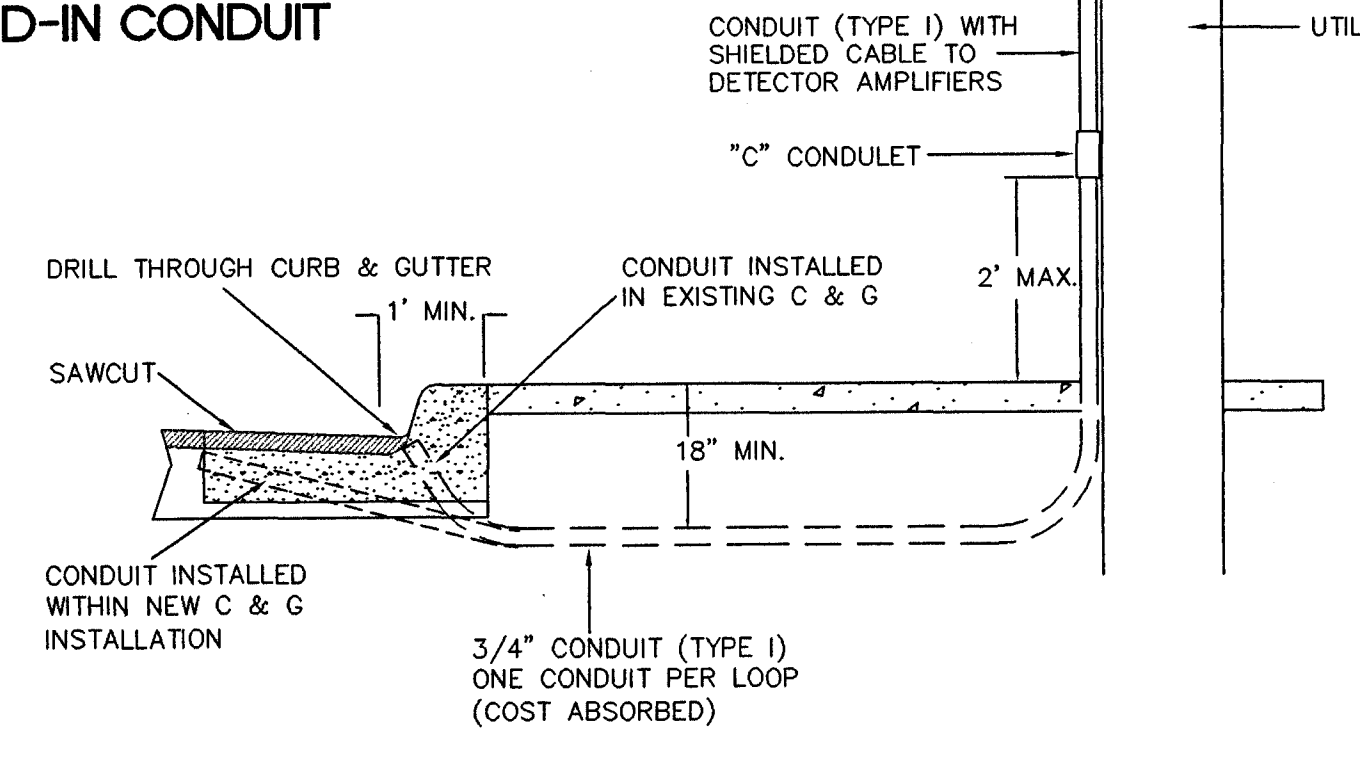
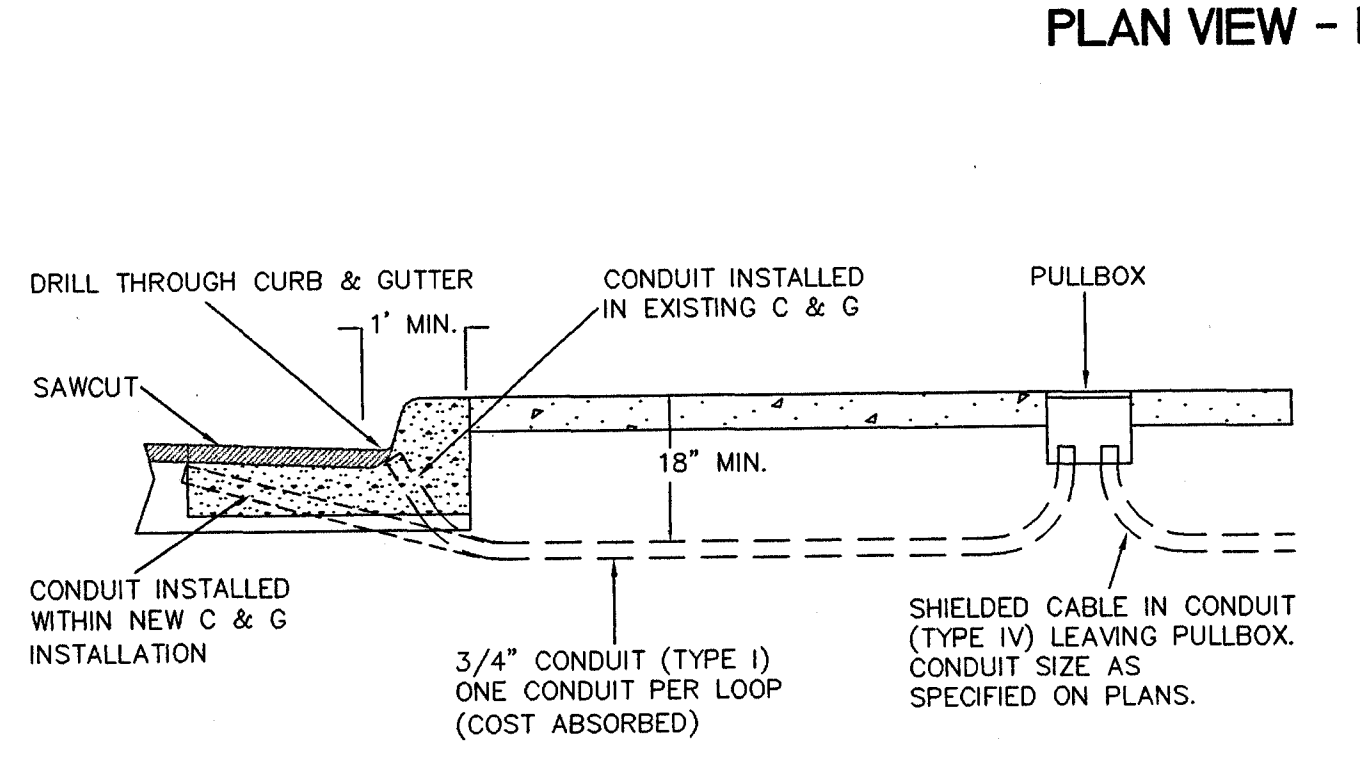


TWO-PIECE PULLBOX (TYPE 2)
PRECAST CLASS "B" CONCRETE, HIGH DENSITY POLYETHYLENE, COMPOSITE, OR APPROVED EQUAL

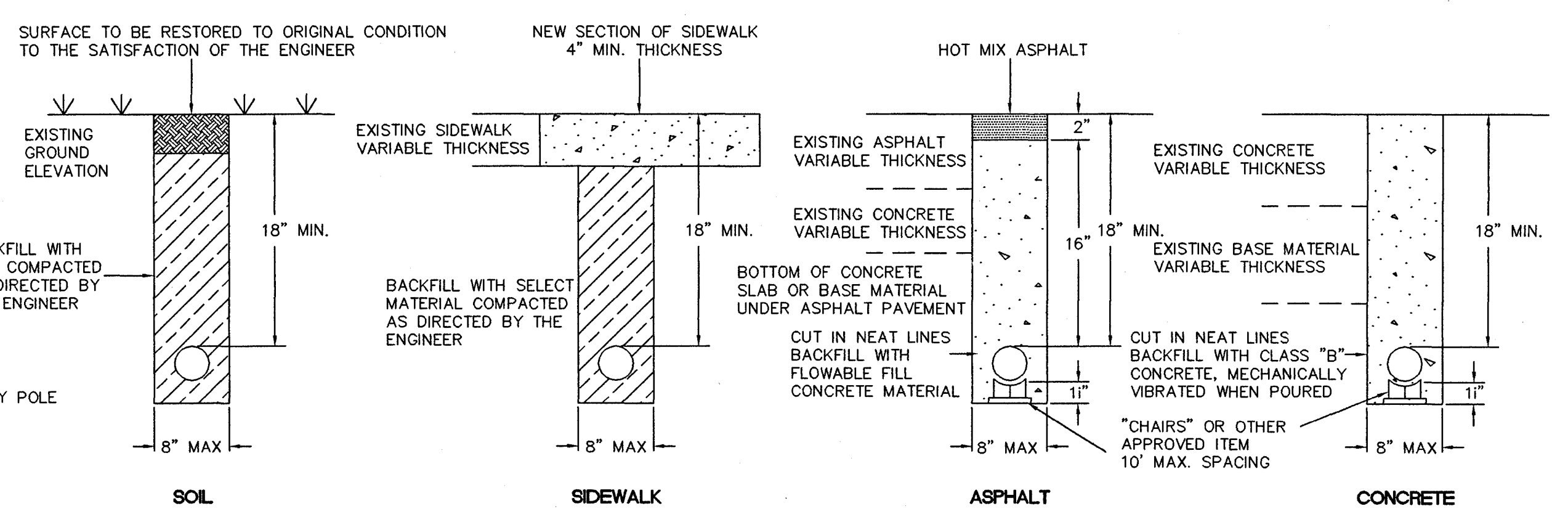


TWO-PIECE PULLBOX (TYPE 3)
COMPOSITE OR APPROVED EQUAL

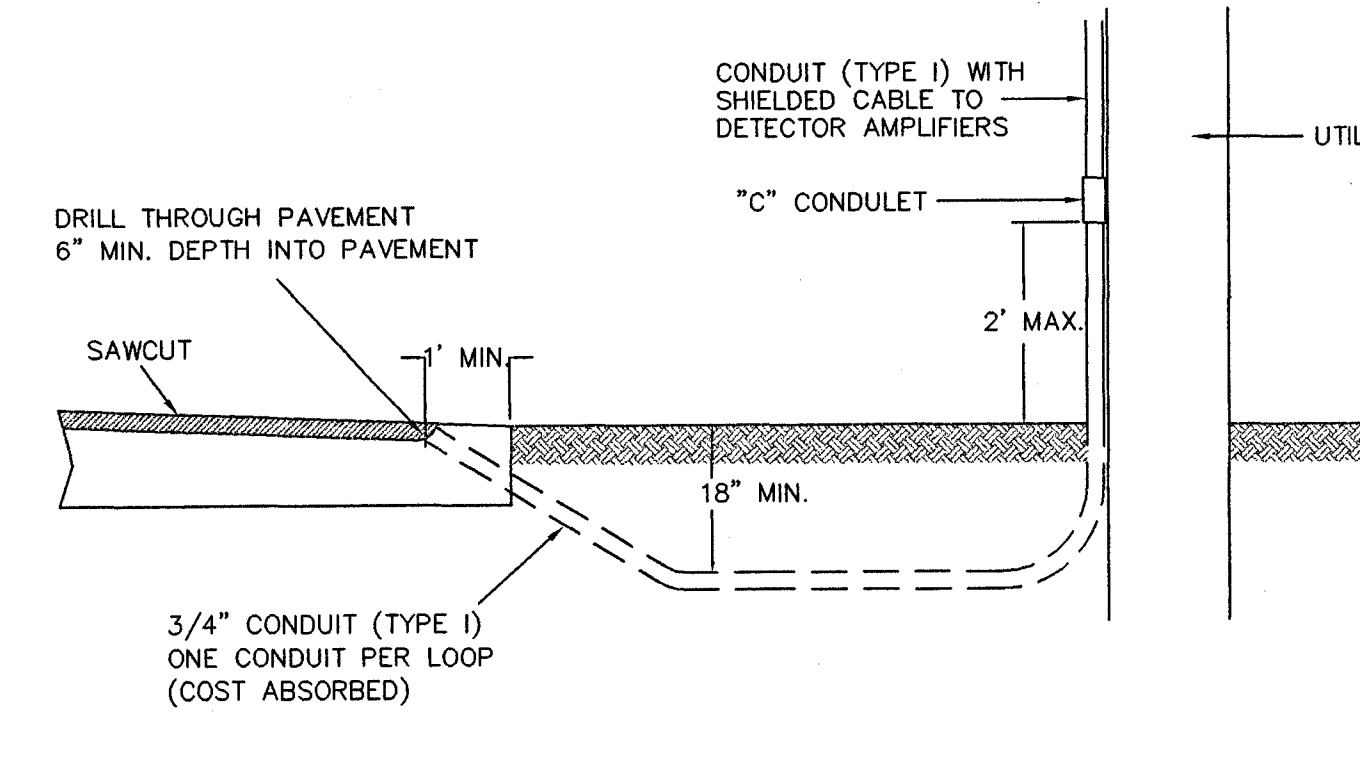
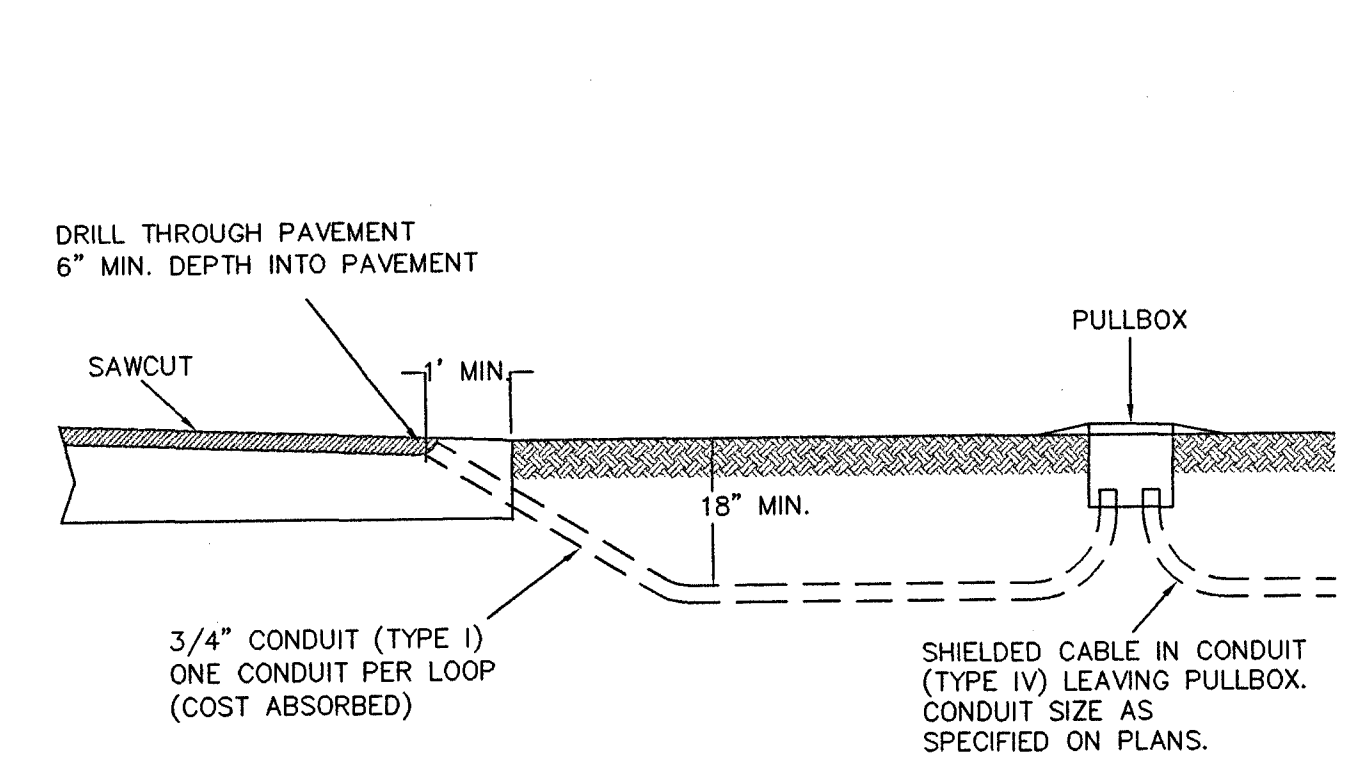
- PULLBOX NOTES:
- NOMINAL PULLBOX DIMENSIONS:
TYPE 1 - 8"L x 8"W x 6"D
TYPE 2 - TOP BODY - 25"L x 15"W x 15"D
BOTTOM BODY (INSIDE) - 29"L x 18"W
 - GRAVEL, 12" DEEP, IS REQUIRED UNDER PULLBOXES FOR DRAINAGE.
 - CONCRETE COLLAR, 6"W x 6"D, IS REQUIRED FOR PULLBOXES PLACED IN SOIL.
 - TRAFFIC SIGNAL, TRAFFIC OR SIGNAL LEGEND REQUIRED.
 - COVERS SHALL BOLT DOWN.



TYPICAL SECTION IN GUTTER AND SIDEWALK



CONDUIT TRENCHING DETAIL

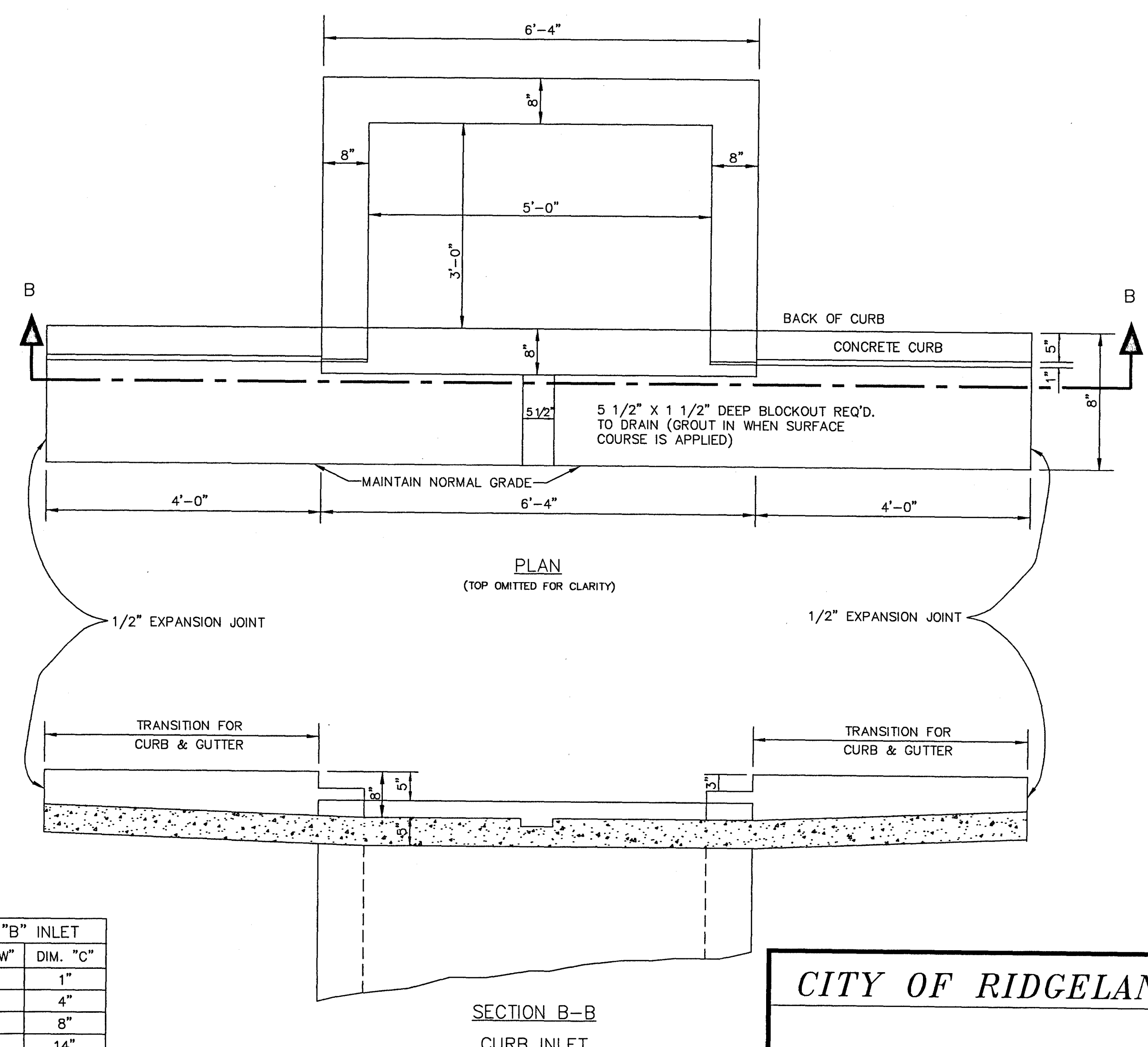
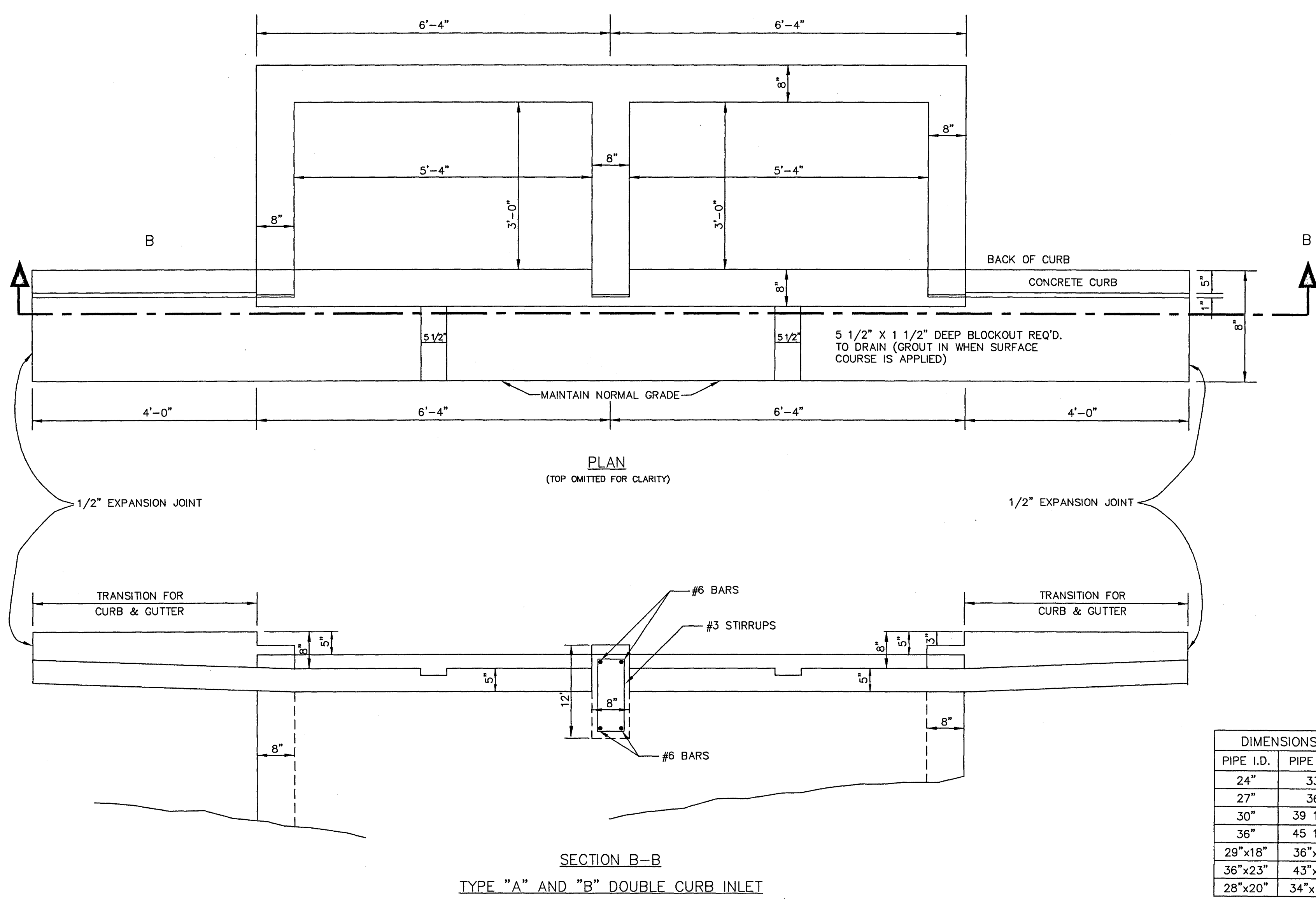
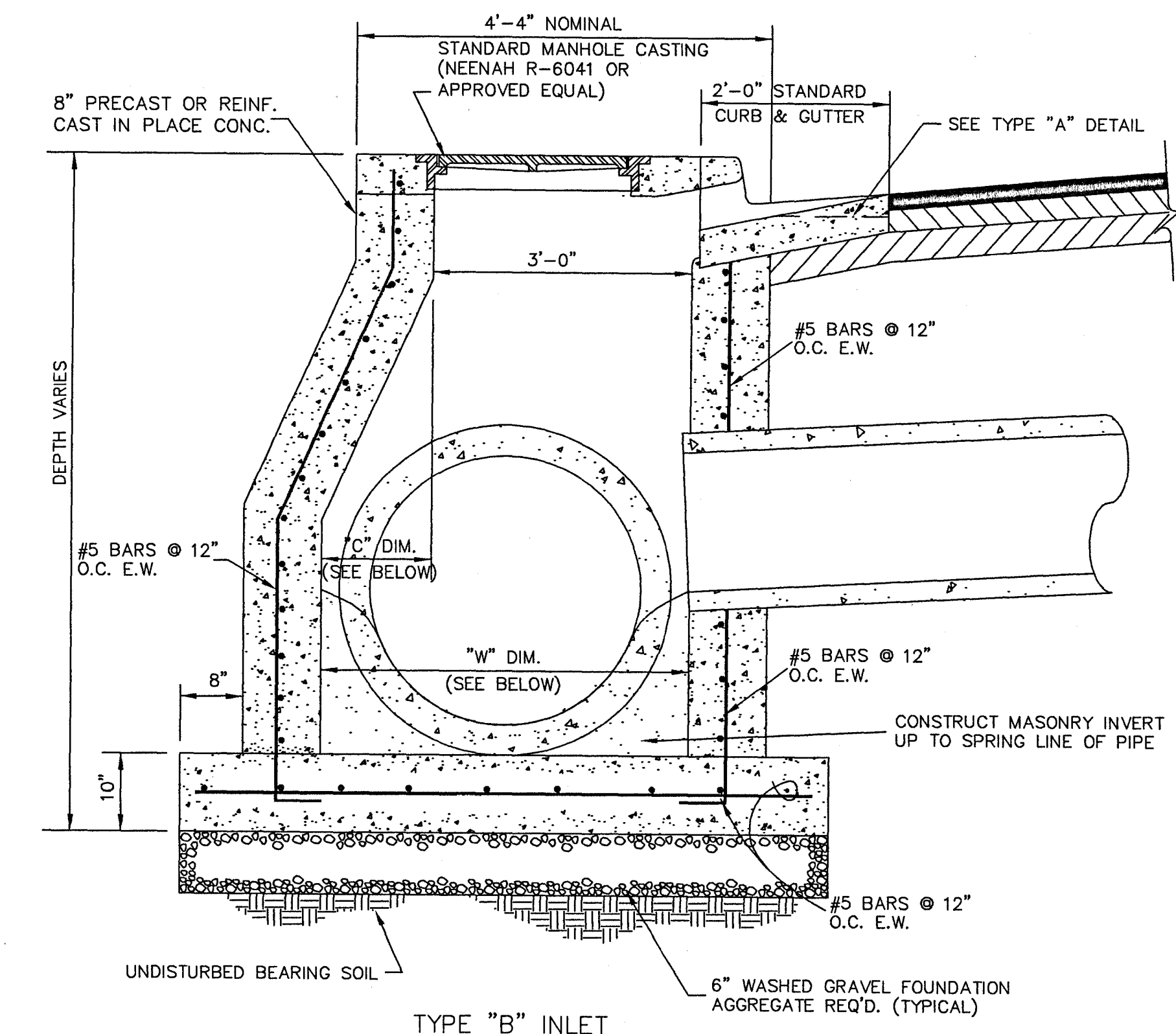
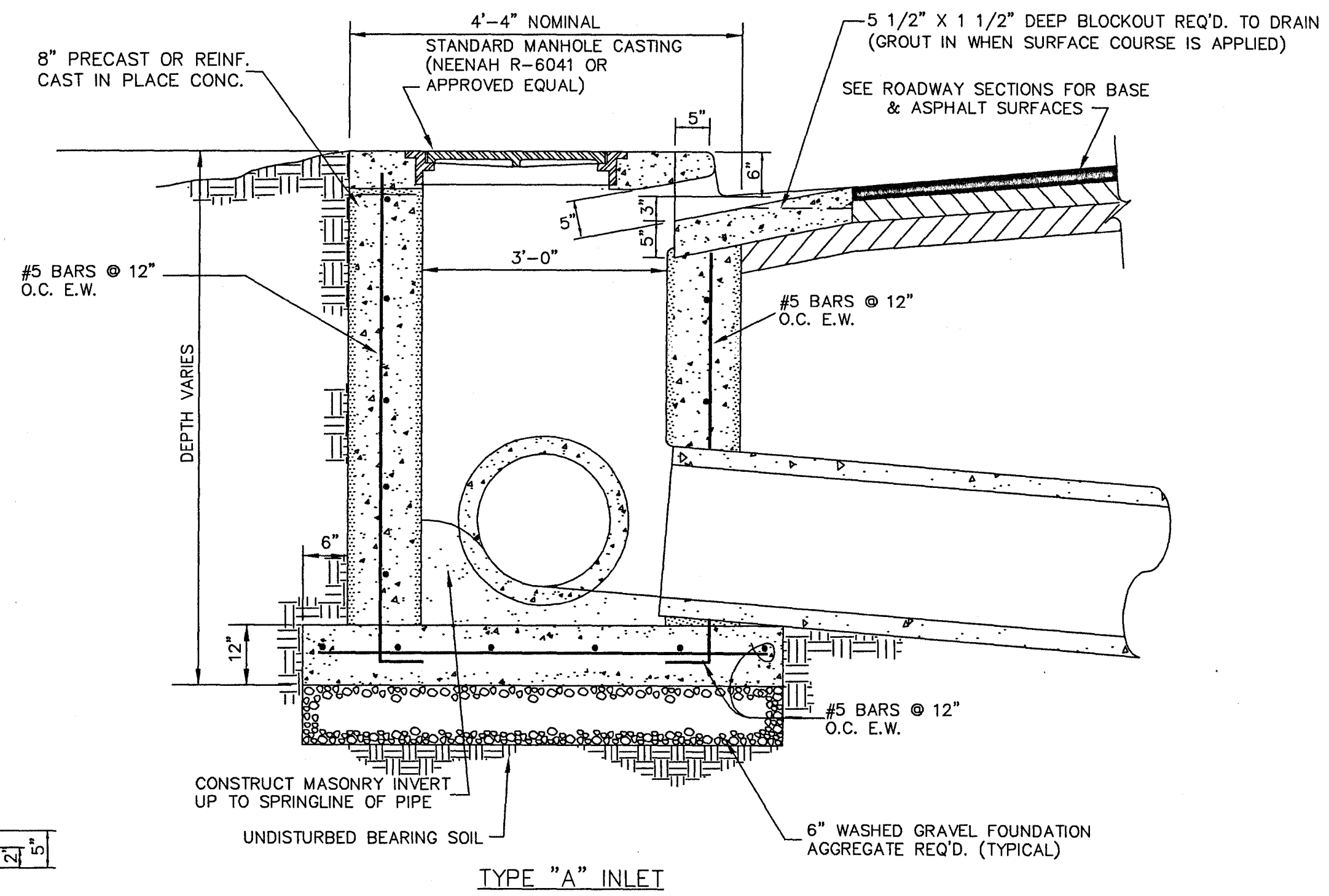
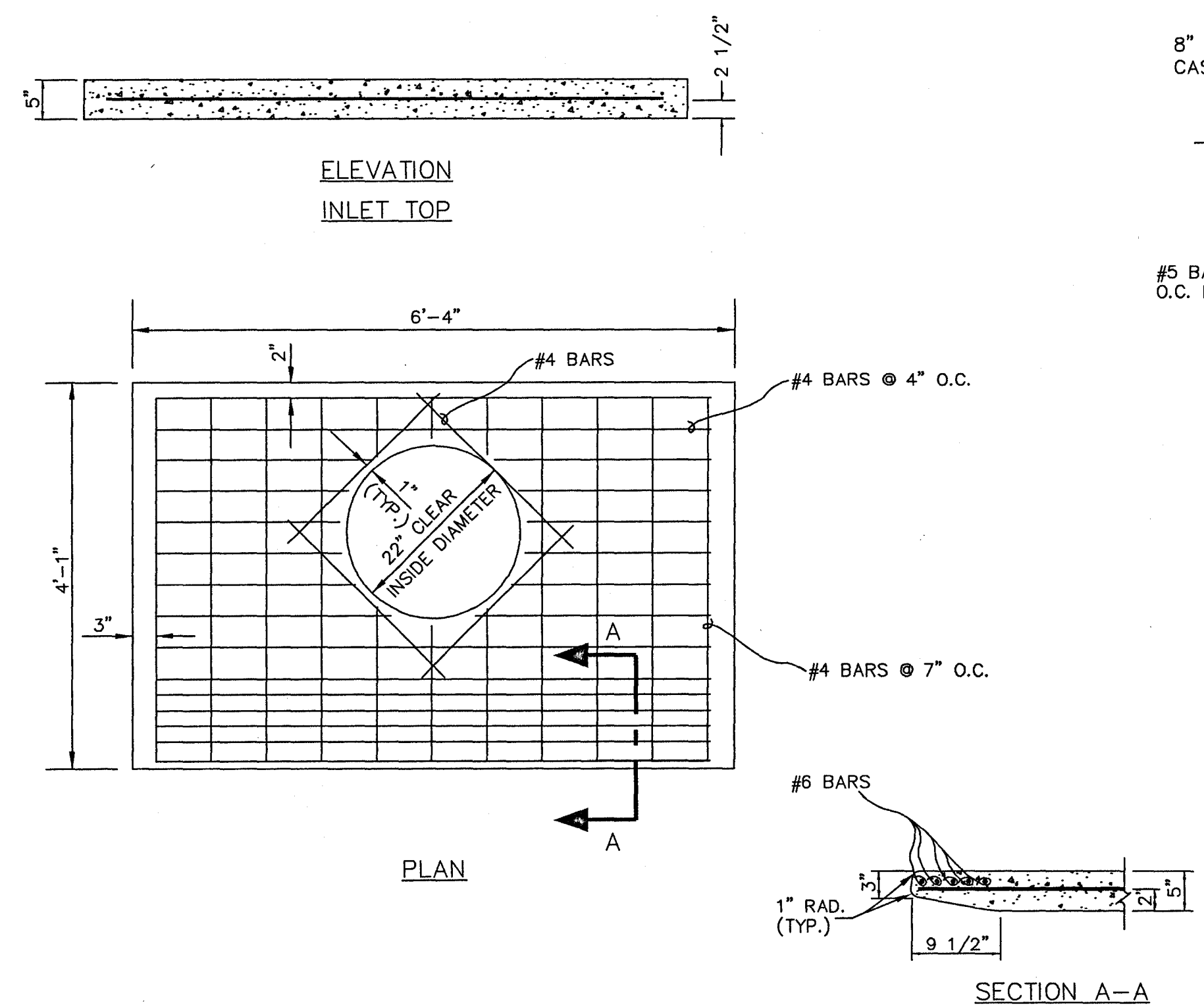


TYPICAL SECTION IN EARTH

- NOTES:
- CONDUIT TO BE SEALED WITH DUCT SEALER ONCE CABLE IS INSTALLED.
 - SAWCUT SIDEWALK AT EXISTING JOINTS AND REPLACE ENTIRE SECTION TO MATCH EXISTING MATERIAL. WHEN NEW SIDEWALK IS BEING CONSTRUCTED, CONDUIT, PULLBOX, AND POLE ARE TO BE INSTALLED BEFORE SIDEWALK IS POURED.
 - TYPE I CONDUIT IS RIGID STEEL; TYPE IV CONDUIT IS PVC.
 - CONDUIT MAY BE TRENCHED OR JACKED. ELECTRICAL SUBCONTRACTOR SHALL COORDINATE CONDUIT INSTALLATION WORK UNDER ROADWAY WITH ROADWAY CONSTRUCTION PHASING IN ORDER TO MINIMIZE JACKING.

<p>CONDUIT, PULLBOX & PEDESTRIAN PUSHBUTTON U.S. HWY 51 & RIDGEWOOD RD. TRAFFIC SIGNAL INSTALLATION & STREET IMPROVEMENTS PROJECT NO.: STP-7278-00(001) CITY OF RIDGELAND, MISSISSIPPI</p>		WORKING NUMBER
		CP-1
DATE	REVISION	SHEET NUMBER
DRAWN BY:	DATE	14
REVIEWED BY:	SCALE 1"=20'	

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, MS



DIMENSIONS FOR TYPE "B" INLET			
PIPE I.D.	PIPE O.D.	DIM. "W"	DIM. "C"
24"	33"	37"	1"
27"	36"	40"	4"
30"	39 1/2"	44"	8"
36"	45 1/2"	50"	14"
29"x18"	36"x25"	40"	4"
36"x23"	43"x30"	47"	11"
28"x20"	34"x 26"	38"	2"

CITY OF RIDGELAND

SINGLE/DOUBLE INLET DETAILS

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

DRAWN BY: DATE: WORKING NUMBER
INL-1

REVIEWED BY: SCALE: N.T.S. SHEET NUMBER
15