CITY OF RIDGELAND, MISSISSIPPI

LAKE HARBOUR DRIVE

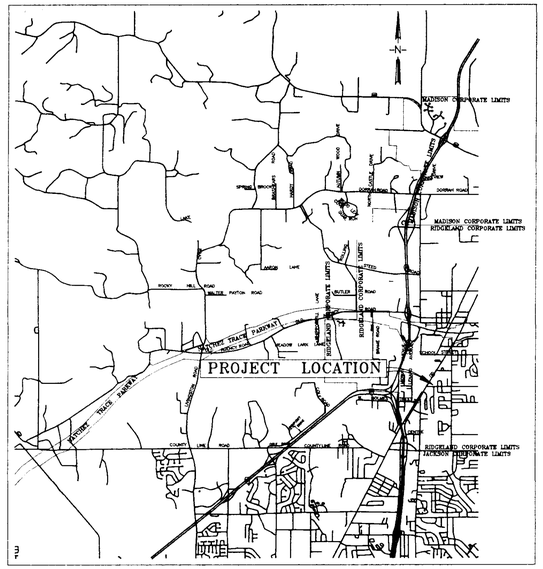
ROADWAY CONSTRUCTION PLANS

PHASE I (WHEATLEY STREET TO PEAR ORCHARD ROAD)
PHASE II (U.S. HIGHWAY NO. 51 TO WHEATLEY STREET)
& CHRISTINE DRIVE

Mayor:
Gene F. McGee

Mayor Pro Tem:
Harvey Carr, Jr.

City Attorney:
Jerry Mills



VICINITY MAP

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

Public Works Director:
Sam Vinson

City Clerk:
Micheal McPhearson

RECORD DRAWING
JUNE - 1993

JULY, 1990

WAGGONER ENGINEERING, INC.
Consulting Engineers
Jackson, Mississippi

PWP-01206

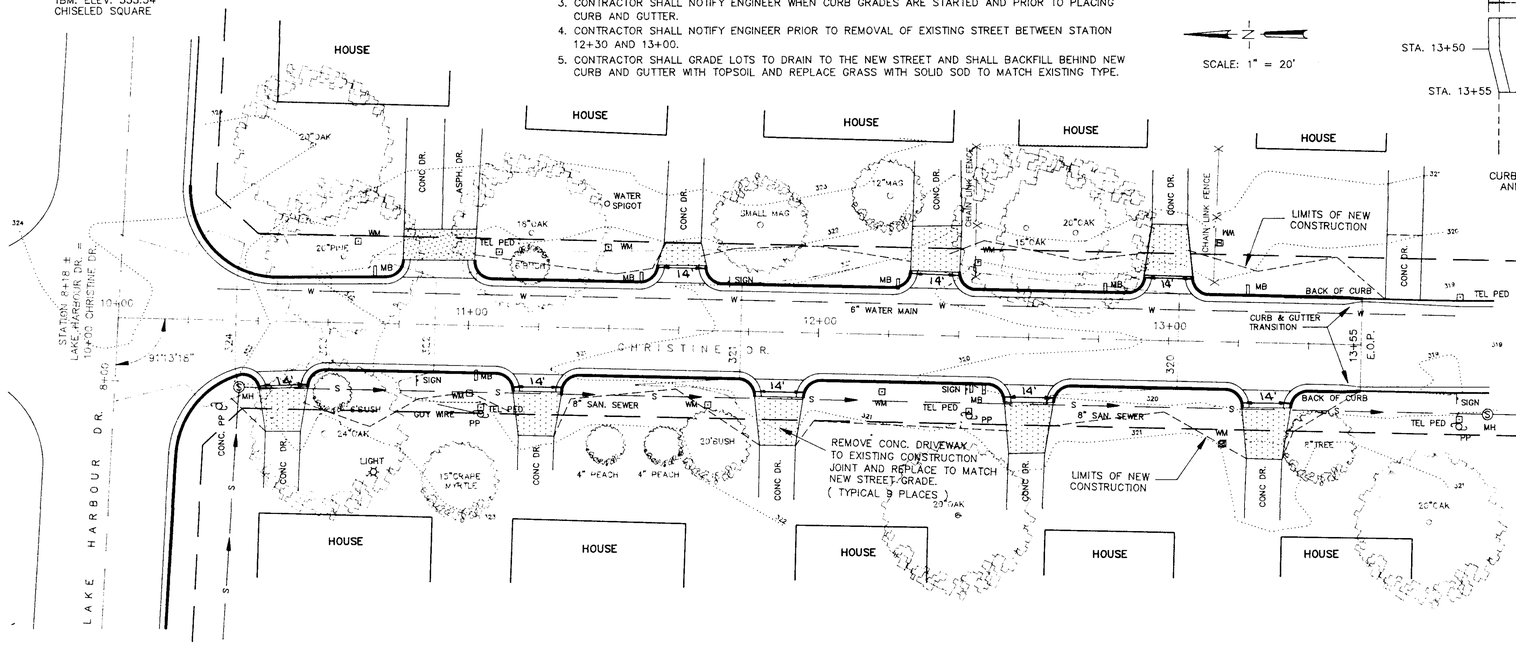
W.E.I. JOB NO.
90-046
90-047

TBM ELEV 335.54
CHISLED SQUARE ON SW
CORNER CONC. WALK AT
HOUSE # 132
LAKE HARBOUR DRIVE

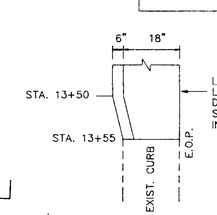
TBM. ELEV. 335.54
CHISELED SQUARE

NOTE:
1. CONTRACTOR SHALL COORDINATE WITH THE CITY OF RIDGELAND AND NOTIFY PROPERTY OWNERS OF SCHEDULE AND EXTENT OF WORK TO BE PERFORMED ON THEIR PROPERTY.
2. CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS IN ORDER TO AVOID DAMAGE TO TREES, SHRUBS, ETC. THAT ARE TO REMAIN. PLANT MATERIALS DAMAGED OR DESTROYED SHALL BE REPLACED AT CONTRACTORS EXPENSE.
3. CONTRACTOR SHALL NOTIFY ENGINEER WHEN CURB GRADES ARE STARTED AND PRIOR TO PLACING CURB AND GUTTER.
4. CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO REMOVAL OF EXISTING STREET BETWEEN STATION 12+30 AND 13+00.
5. CONTRACTOR SHALL GRADE LOTS TO DRAIN TO THE NEW STREET AND SHALL BACKFILL BEHIND NEW CURB AND GUTTER WITH TOPSOIL AND REPLACE GRASS WITH SOLID SOD TO MATCH EXISTING TYPE.

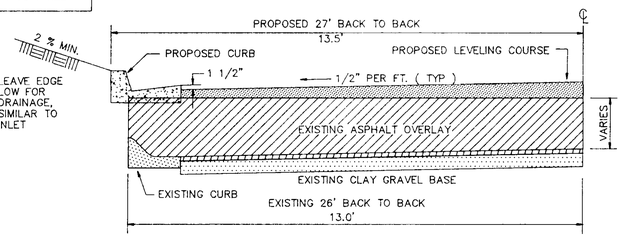
SCALE: 1" = 20'



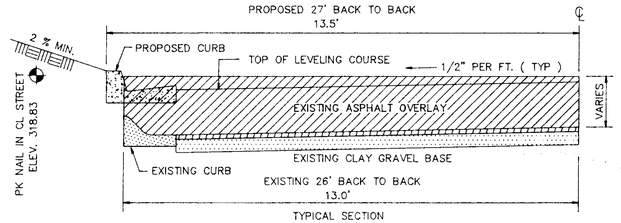
TBM ELEV 318.83
PK NAIL IN CL STREET



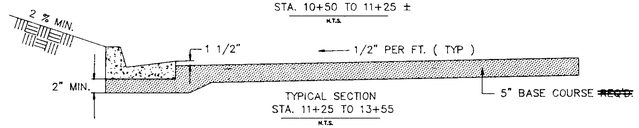
CURB TRANSITION AND GUTTER
N.T.S.



TYPICAL SECTION
STA. 10+00 TO 10+50 ±
N.T.S.

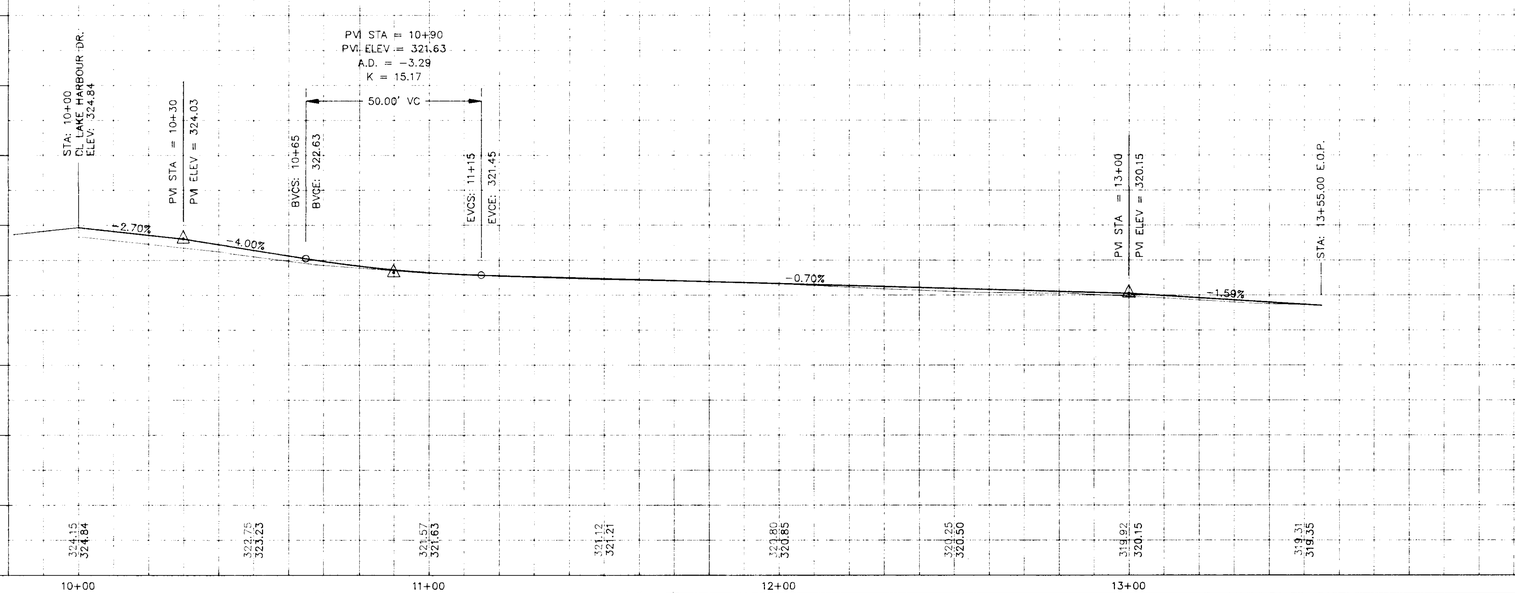


TYPICAL SECTION
STA. 10+50 TO 11+25 ±
N.T.S.



TYPICAL SECTION
STA. 11+25 TO 13+55
N.T.S.

NOTE: STATION 12+30 TO 13+00 MAY REMAIN IN PLACE IF DETERMINED TO BE ACCEPTABLE BY THE ENGINEER.



RECORD DRAWING
JUNE - 1993

NO.	DATE	REVISIONS	BY

DESIGNED J.W.P. | DRAWN J.W.P. | DATE 11-92 | SCALE 1"=20' HORIZ. 1"= 5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS
JACKSON , MISSISSIPPI

CITY OF RIDGELAND
CHRISTINE DRIVE

ACAD PATH ROUTE
90046\CHRIS(PPR01)
W.E.I. JOB NO. 90-048
SHEET NO. 1 OF 1

GENERAL CONSTRUCTION NOTES

1. The existing utility locations shown on plans are approximate only. The Contractor shall coordinate the location of the existing utilities (power, telephone, gas, water, sewer, etc.) with the appropriate utility company before construction begins.

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 by the Contractor shall be at no additional cost to the 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 by the Engineer. The fertilizer shall be applied and seeding shall be completed in accordance with these specifications. Where required by the Engineer, solid sodding shall be the same type grass as existed prior to disturbance.

5. Unsuitable bedding, backfill or roadway subgrade material which may be encountered shall be excavated to the limits directed by the Engineer and backfilled with approved material to the lines and grades shown on the plans.

6. The Contractor shall maintain local traffic to all residences and businesses fronting along the project for the duration of the work.

7. Any TBM's indicated on plans which are or may be in conflict with construction activities will be relocated by Engineer prior to commencement of construction in the immediate area.

8. All detailed construction staking will be by Engineer - one time only. Maintenance or replacement of staking subsequently shall be the responsibility of the Contractor.

9. Engineer will provide off-set hubs for curb and gutter, centerline hubs, off-set hubs for inlets and manholes, off-set grade stakes and cut sheets for all storm and sanitary sewer lines, manholes, junction boxes and specials.

10. All sanitary sewer manhole castings and storm manhole castings shall be traffic duty type unless noted otherwise.

11. The Contractor shall be responsible for completing all sampling and testing of materials, and for submission of same to Engineer for approval prior to their use. This shall include select backfill, concrete, asphalt, aggregates and other items as specified by the Engineer. This prior use testing shall be an absorbed item.

12. The Contractor shall obtain and furnish to the Engineer copies of manufacturers certifications for all sewer piping, storm culverts, castings, 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 requirements of the applicable ASTM, AASHTO, or other standards. Certifications shall be submitted to and reviewed by the Engineer prior to incorporation of the subject material into the project.

13. The Contractor shall verify the invert elevations of existing sanitary sewer mains to be adjusted or incorporated into the work prior to initiation of construction of any new lines connecting thereto. Any variations from plan grades shall be reported to the Engineer.

14. All ductile iron pipe utilized in gravity mains is to be polyethylene lined and wrapped.

15. All pipe fittings except where otherwise specifically indicated in the plans are to be mechanical joints cast on ductile iron, cement lined and polywrapped.

16. The Contractor shall repair any existing fence damaged, removed or disturbed during construction. The fence shall be restored to its original condition or better.

MADISON CORP LIMITS
RIDGELAND CORP LIMITS
PROJECT AREA
BRUCE CAMPBELL AIRPORT
CULLEY LAKE
ROSS BARNETT RESERVOIR
MADISON CO. / HINDS CO.
RIDGELAND / JACKSON
CORP. LIMITS
T7N / T6N

PROJECT LAYOUT SHEET

CITY OF RIDGELAND, MISSISSIPPI
LAKE HARBOUR DRIVE
ROADWAY CONSTRUCTION PLANS

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

DRAWN BY: C.R.W.	DATE: APRIL 16, 1990	SHEET NO.
CHECKED BY:	SCALE 1" = 1000'	1 OF 22
APPROVED BY:		

NO.	DATE	REVISION	BY
1	10-2-90	CHANGE DRIVEWAY	C.R.H.
2	2-20-92	ADDED SAN SEWER & REVISED DRIVEWAY GRADES AND STORM SEWER	MAL.

PLAN

NOTE BOOK NO.

SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT OF WAY CHECKED / BY / DATE

PROFILE

NOTE BOOK NO.

SURVEYED / PLOTTED / GRADES CHECKED / B. M.s NOTED / STRUCTURE NOTATIONS CHKD / BY / DATE

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

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

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

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

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Consulting Engineers — Jackson / Brandon, MS

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

PROFILE | NOTE BOOK NO. | SURVEYED | PLOTTED | GRADES CHECKED | B. M.'S NOTED | STRUCTURE NOTAT'NS CH'KD | BY | DATE

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Consulting Engineers — Jackson / Brandon, MS

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

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	GRADES CHECKED		
	B. M.S NOTED		
	STRUCTURE NOTAT'NS CH'KD		

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

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

WEI 90046

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

WEI 90046

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

WEI 90046

WIDEN CURB CUT 15' AT STA. 8+50±
48'-15" R.C.P. REQ'D.
CURB INLET REQ'D. D.A. = 0.8 AC.
50'R
CURB INLET REQ'D. D.A. = 0.5 AC.
STA. 10+00 ℄ PEAR ORCHARD RD = STA. 26+43 ℄ LAKE HARBOUR DR.
24" F.E.S. REQ'D. D.A. = 9.0 AC. F.L. = 333.68'
8'-24" R.C.P. REQ'D. Q = 26.8 C.F.S.
CURB INLET REQ'D. D.A. = 0.25 AC.
65'-29"x19" R.C.P. ARCH REQ'D. Q = 14.2 C.F.S.
CONC. SIGN BASE
PROFESSIONAL PARK CIRCLE
TRANSITION PAVEMENT WIDTH 10' FROM ℄ TO 28' FROM ℄
JUNCTION BOX REQ'D. ℄ = 332.59'
100'-29"x19" R.C.P. ARCH REQ'D. Q = 16 C.F.S.
M.H.
EXIST. 36" R.C.P.
PEAR ORCHARD ROAD
END PAVEMENT WIDENING STA. 6+35
EXIST. ℄ = 332.51
℄ = 332.46
EDGE OF PAVEMENT
TRANSITION PAVEMENT WIDTH 10' FROM ℄ TO 28' FROM ℄
12'-58"x36" R.C.P. REQ'D. @ 0.35% Q = 42.8 C.F.S.
BACK OF CURB
LAKE HARBOUR DRIVE
6" Z
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
350
345
340
335
330
325
320
JUNCTION BOX REQ'D. 8+30
CURB INLET REQ'D. 9+32
CURB INLET REQ'D. 9+80 73' LT.
℄ LAKE HARBOUR DRIVE
CURB INLET REQ'D.
-0.8107%
24" F.E.S. REQ'D.
℄ = 333.68
8'-24" R.C.P. @ 1.10% REQ'D.
100'-29"x19" R.C.P. @ 0.55% REQ'D.
65'-29"x19" R.C.P. @ .05% REQ'D.
48'-15" R.C.P. @ 0.50% REQ'D.
IN. 24" 333.59'
EXIST. 36" R.C.P. ℄ IN(LT.) 332.59'
EXIST. 36" R.C.P. ℄ OUT(RT.) 332.81'
IN 332.69
INV. 333.24
INV. 333.57
℄ 333.77
336.72'
RECORD DRAWING
JUNE - 1993
5
6
7
8
9
10

STA. 10+00 ℄ PEAR ORCHARD RD.
= STA. 26+43 ℄ LAKE HARBOUR DR.

TRANSITION PAVEMENT WIDTH
28' FROM ℄ TO 10' FROM ℄

STA. 11+55

BACK OF CURB

EDGE OF PAVEMENT

EXISTING R.O.W.

PEAR ORCHARD ROAD

END PAVEMENT WIDENING
STA. 13+70

LAKE HARBOUR DRIVE

EDGE OF PAVEMENT

BACK OF CURB

EXISTING R.O.W.

TRANSITION PAVEMENT WIDTH
28' FROM ℄ TO 10' FROM ℄

PVI. 10+00
ELEV. 336.50

STA. 11+05
ELEV. 336.00

-0.47%

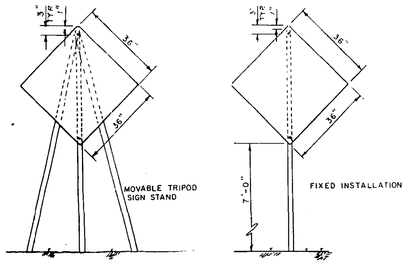
RECORD DRAWING
JUNE - 1993

LAKE HARBOUR DRIVE

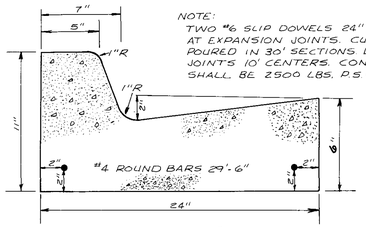
SCALE: 1" = 20' HORIZ
1" = 5' VERT.

WEI 90046

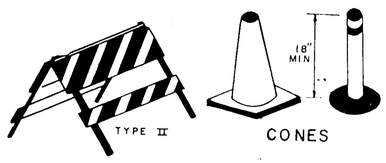
AF 29440

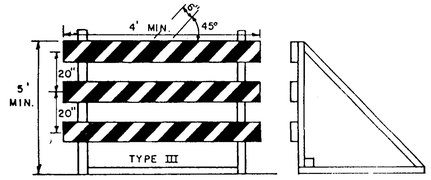


TYPICAL CONSTRUCTION SIGN MOUNTING DETAILS

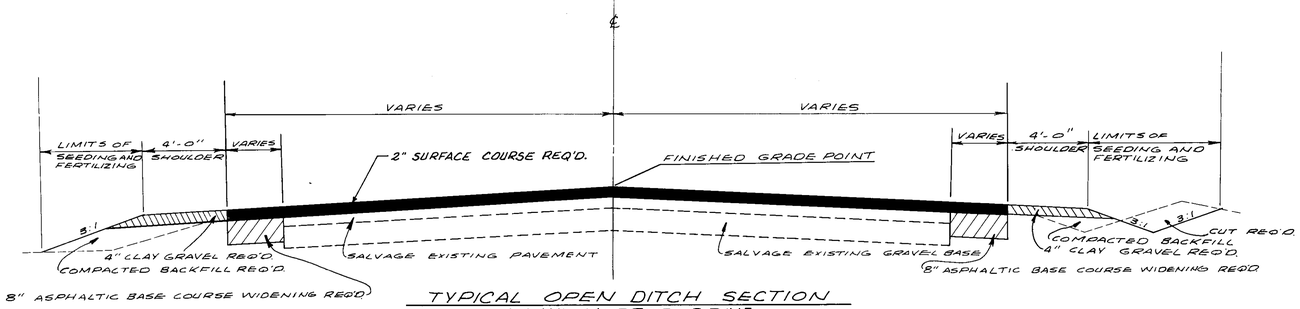


STANDARD CURB & GUTTER DETAIL

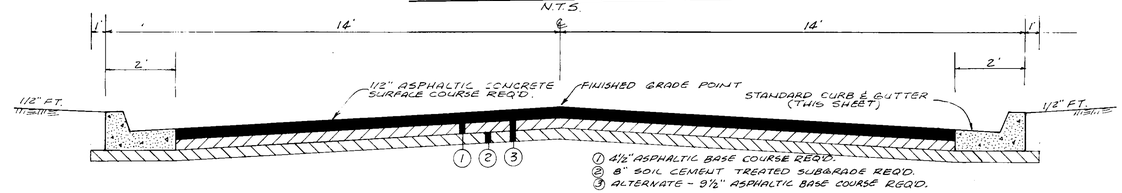




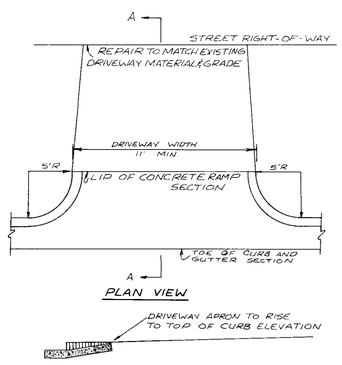
TYPICAL BARRICADES

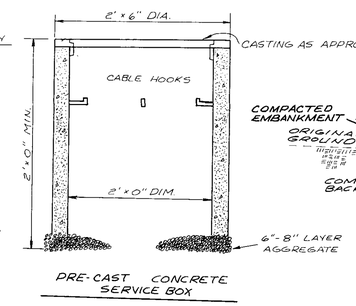


TYPICAL OPEN DITCH SECTION
LAKE HARBOR DRIVE
PEAR ORCHARD ROAD
N.T.S.

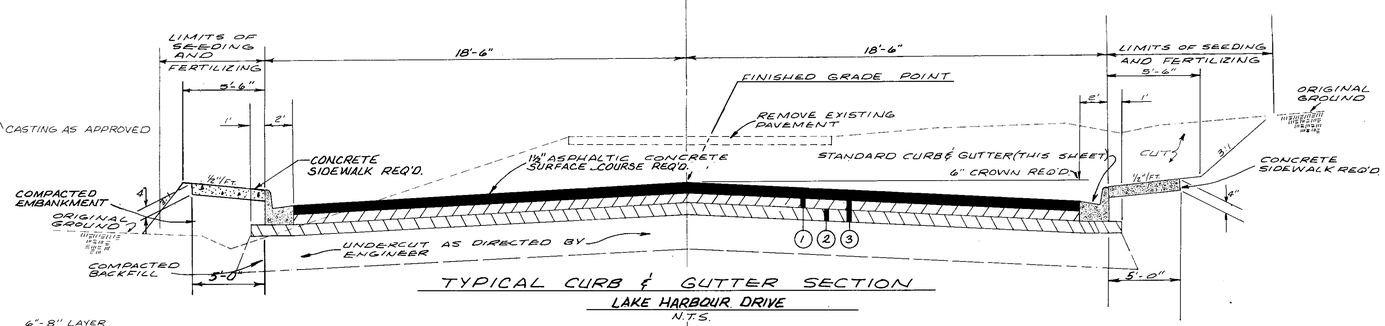


TYPICAL CURB & GUTTER SECTION
28.8 TO B
N.T.S.





PRE-CAST CONCRETE SERVICE BOX



TYPICAL CURB & GUTTER SECTION
LAKE HARBOUR DRIVE
N.T.S.

1. 4½" ASPHALTIC BASE COURSE REQ'D.
2. 8" SOIL CEMENT TREATED SUBGRADE REQ'D.
3. ALTERNATE – 9½" ASPHALTIC BASE COURSE REQ'D.

PHASE I & II

DETAILS AND TYPICAL SECTIONS

LAKE HARBOUR DRIVE
ROADWAY CONSTRUCTION PLANS

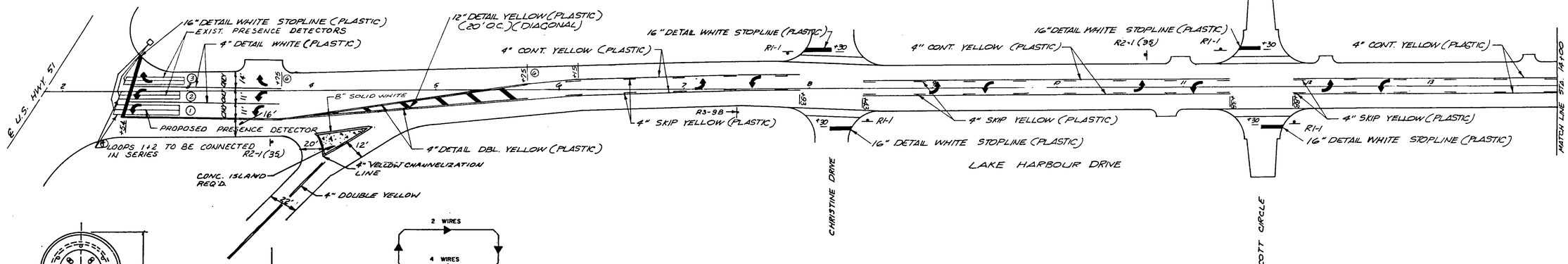
WAGGONER ENGINEERING INC.
Consulting Engineers — Jackson / Brandon, Ms.

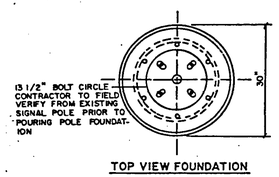
DRAWN BY: C.R.W.	DATE: APRIL, 1990	SHEET NO.
CHECKED BY:	SCALE: 1" = 40'	14 OF 22
APPROVED BY:		

WEI 90046

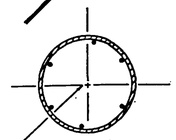
AF 52502

NO	DATE	REVISION
④	7/17/90	PRESENCE DETECTOR 1 & 2
⑤	9/1990	ADDED ISLAND STRIPPING
⑥	10/24/90	SHIFTED STRIPPING @ INTERSECTION

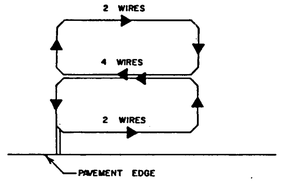




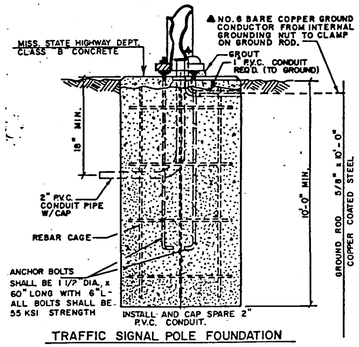
TOP VIEW FOUNDATION



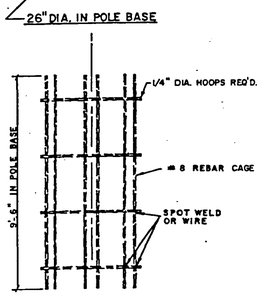
26" DIA. IN POLE BASE



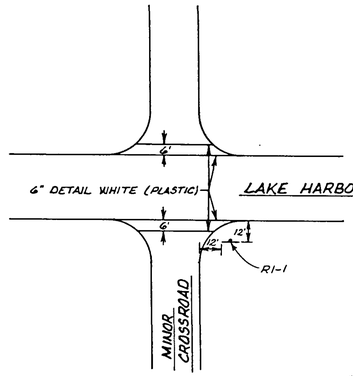
QUADRAPOLE LOOP



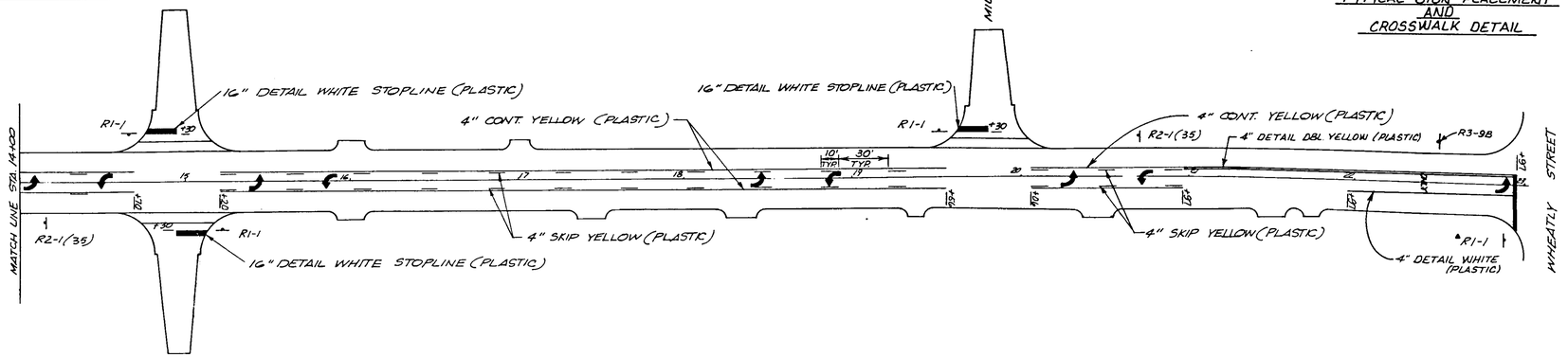
TRAFFIC SIGNAL POLE FOUNDATION



REBAR CAGE



TYPICAL SIGN PLACEMENT AND CROSSWALK DETAIL



SLOTS IN PAVEMENT FOR LOOPS TO BE CUT A MINIMUM OF 1/4" WIDE AND 1 1/2" TO 2" DEEP. SLOTS TO BE FILLED WITH LOOP SEALANT MATERIAL PER MISSISSIPPI STATE HIGHWAY DEPARTMENT SPECIFICATIONS. THE CONNECTION OF THE LOOP WIRE WITH THE FEEDER CABLE SHALL BE MADE WITH A SOLDERED "WESTERN UNION" TYPE SPLICE, WRAPPED WITH WATERPROOF TAPE AND COATED WITH A WATER-TIGHT PROTECTIVE COVERING OR APPROVED EQUAL METHOD BY THE STATE HIGHWAY DEPARTMENT. FEEDER CABLE AND LOOP WIRE SHALL BE CONTINOUS RUN WITH NO SPLICE.

NOTES

1. ALL WIRING INSTALLED SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AND LOCAL ORDINANCES AND REQUIREMENTS OF THE MSHD.
2. MINIMUM 17 FEET VERTICAL CLEARANCE REQUIRED BETWEEN BOTTOM OF LOWEST SIGNAL HEAD AND ROADWAY SURFACE.
3. MESSENGER CABLE TO SUPPORT SIGNALS AND ELECTRIC CABLE SHALL BE INSTALLED TO HAVE 5% SAG.
4. CONTRACTOR TO RE-USE ALL EXISTING SIGNAL MOUNTING HARDWARE, CLAMPS, SPAN WIRE, SIGNAL CABLE, ECT. ON THE SIGNAL POLE RELOCATION. COMPONENTS DAMAGED OR NOT RE-USEABLE SHALL BE REPLACED BY THE CONTRACTOR PRICE FOR SAID EQUIPMENT SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR TRAFFIC SIGNAL POLE RELOCATION.
5. SIGNAL CABLE TO BE RE-ATTACHED TO MESSENGER CABLE WITH BLACK HEAVY DUTY CABLE TIES (2 FOOT MAXIMUM SPACING) OR LASHING.
6. ALL CONSTRUCTION METHODS AND EQUIPMENT REQUIRED FOR THE TRAFFIC TRAFFIC SIGNAL POLE RELOCATION SHALL BE IN ACCORDANCE WITH EXISTING MISSISSIPPI STATE HIGHWAY DEPT. SPECIFICATION.

NOTE:
ALL REGULATORY SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE 1988 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

CITY OF RIDGELAND

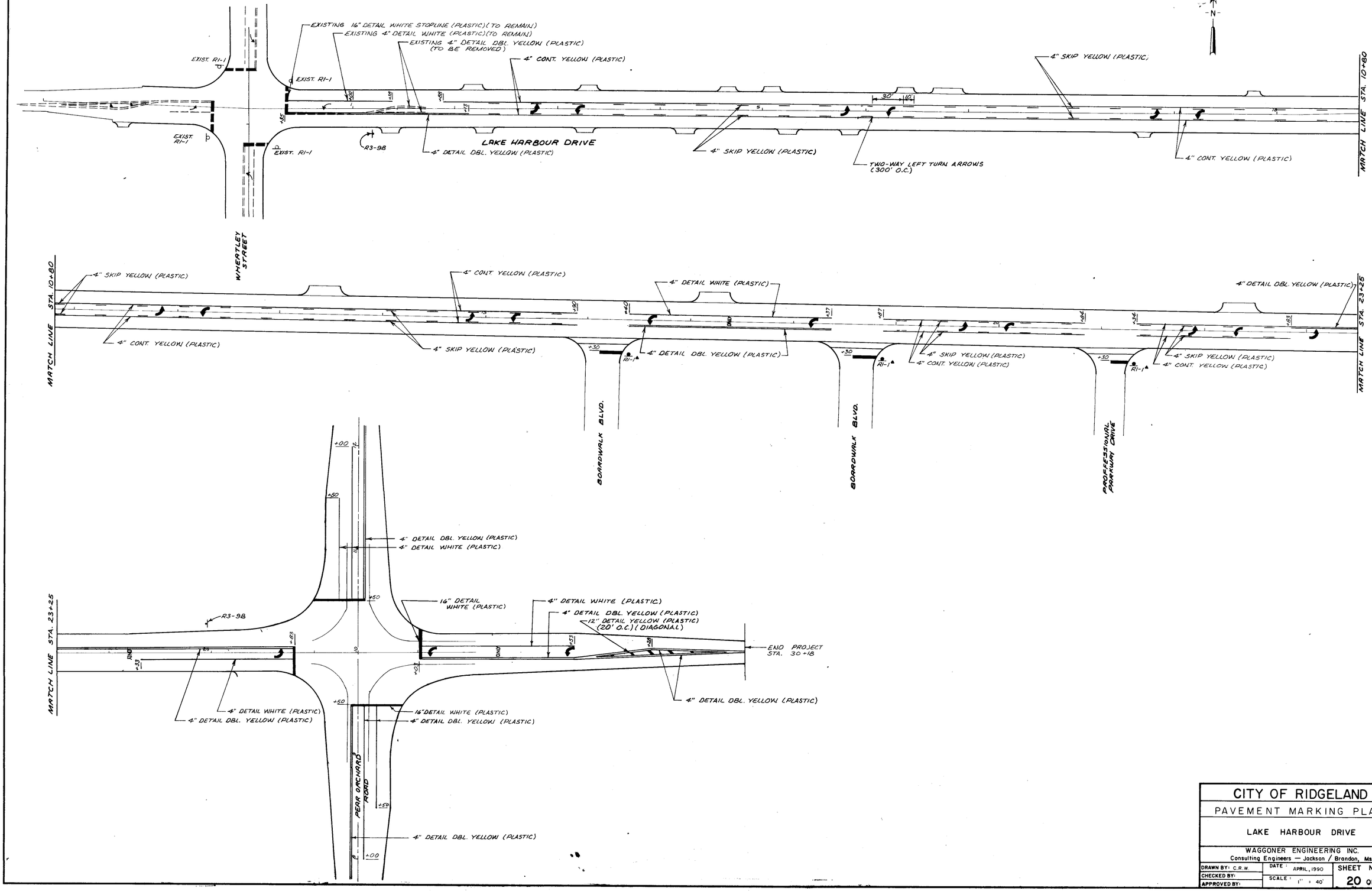
PAVEMENT MARKING PLAN

LAKE HARBOUR DRIVE

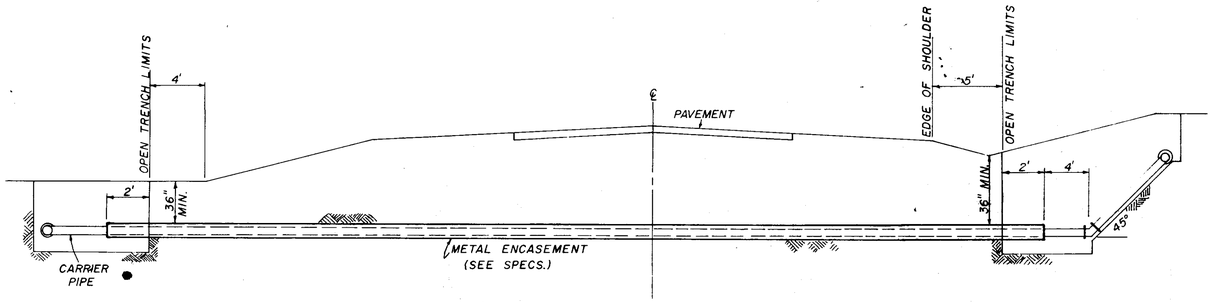
WAGGONER ENGINEERING INC.
Consulting Engineers — Jackson, Ms.

DRAWN BY: C.R.H.	DATE: APRIL, 1990	SHEET NO.
CHECKED BY:	SCALE: 1"= 40'	19 OF 22
APPROVED BY:		

AF 29440

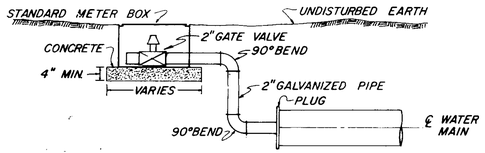


CITY OF RIDGELAND	
PAVEMENT MARKING PLAN	
LAKE HARBOUR DRIVE	
WAGGONER ENGINEERING INC. Consulting Engineers — Jackson / Brandon, Ms.	
DRAWN BY: C.R.W.	DATE: APRIL, 1990
CHECKED BY:	SCALE: 1" = 40'
APPROVED BY:	SHEET NO. 20 OF 22

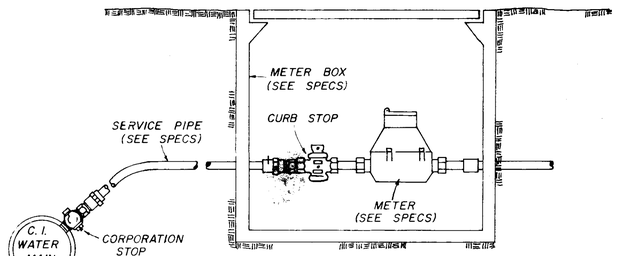


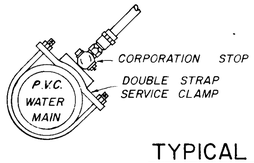
TYPICAL CASED CROSSING

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

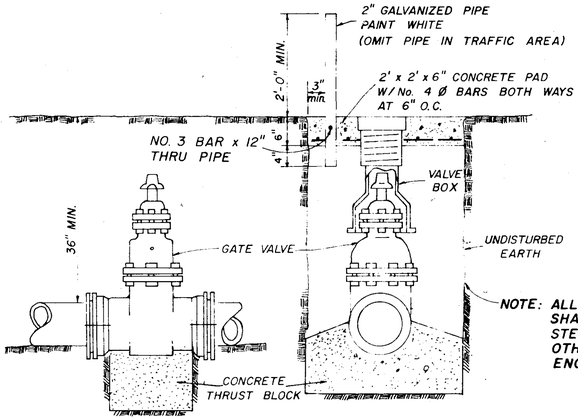


TYPICAL 2" BLOW-OFF DETAIL



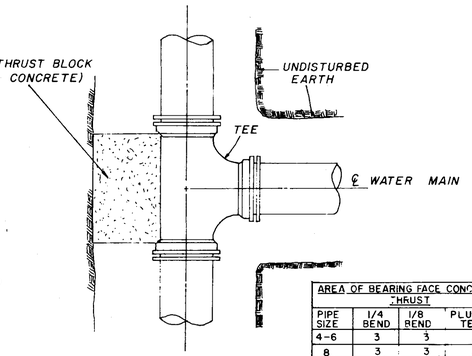


TYPICAL SERVICE ASSEMBLY



ELEVATION SECTION

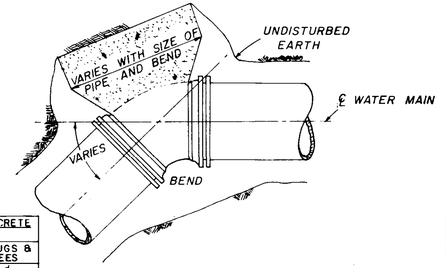
TYPICAL VALVE & BOX



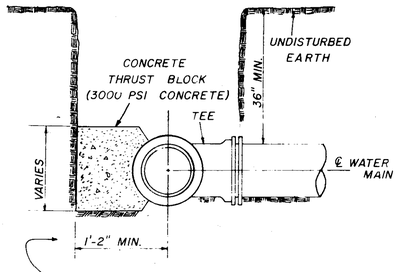
PLAN

AREA OF BEARING FACE CONCRETE THRUST			
PIPE SIZE	1/4 BEND	1/8 BEND	PLUGS & TEES
4-6	3	3	3
8	3	3	3
10	4	3	3
12	6	3	4
16	11	4	7

NOTE: AREA OF BEARING FACE IN SQUARE FEET.

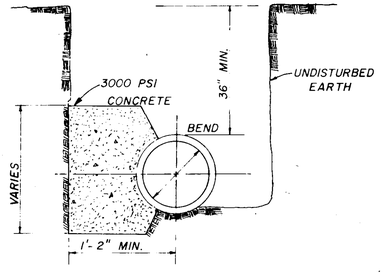


PLAN



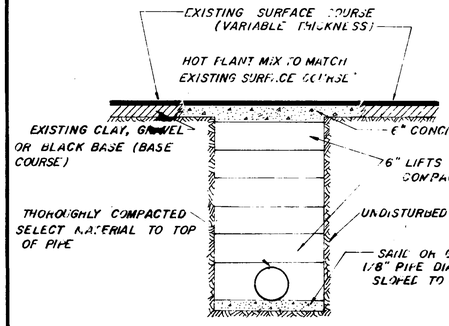
SECTION

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

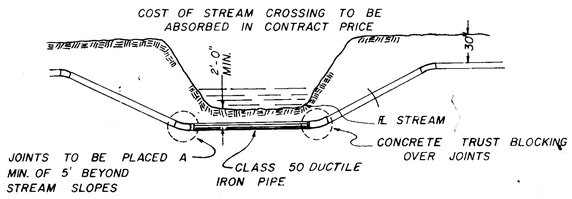


SECTION

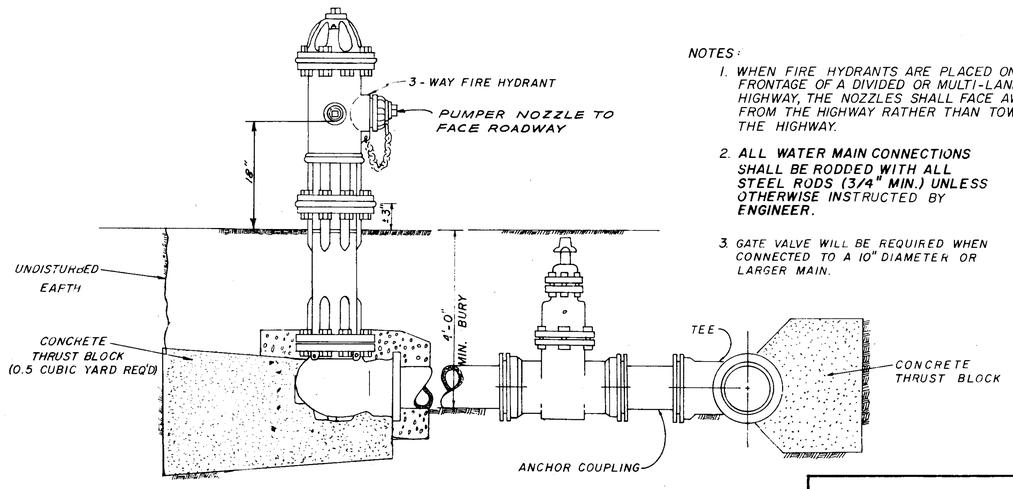
BLOCKING DETAILS FOR TEES & BENDS



STREET REPAIR OF OPEN CUT



TYPICAL STREAM CROSSING



TYPICAL FIRE HYDRANT

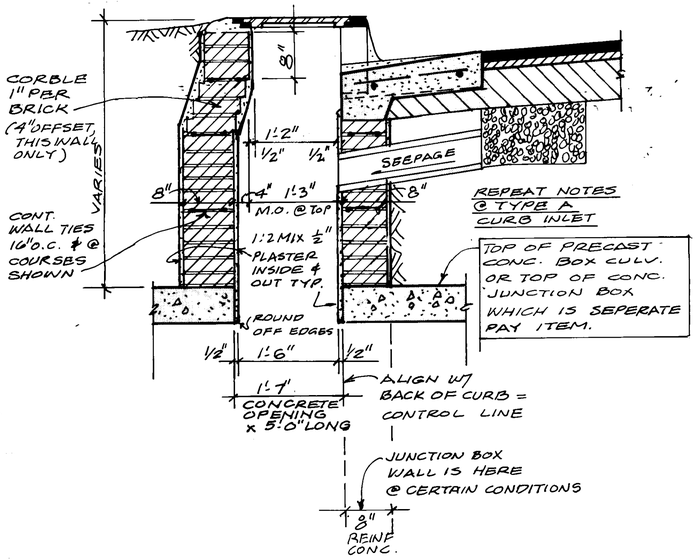
NOTES:

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

WATER SYSTEM STANDARD DETAILS

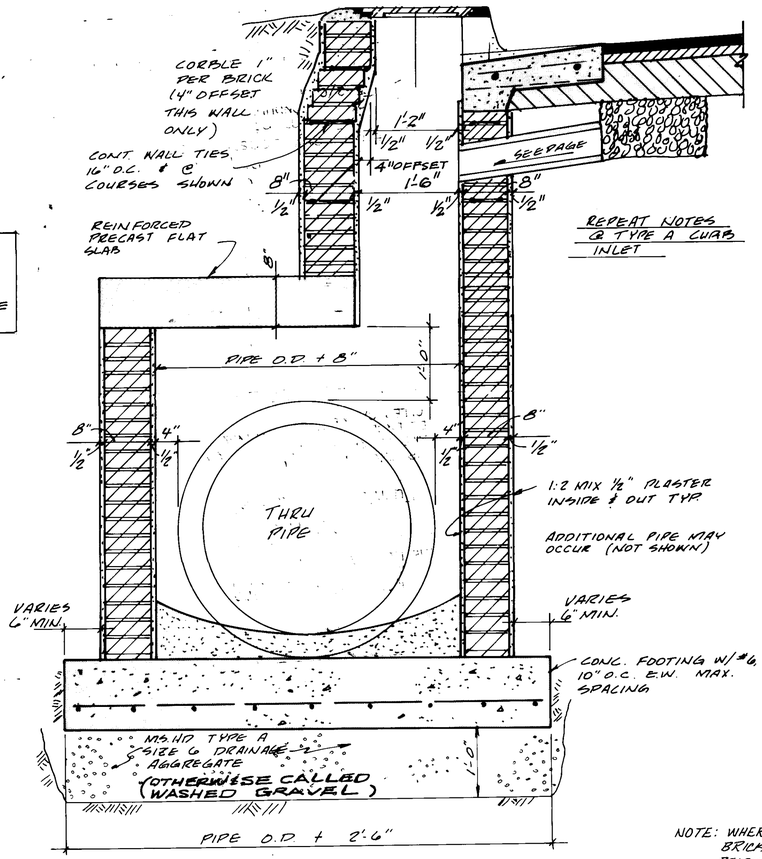
WAGGONER ENGINEERING INC.
Consulting Engineers — Jackson / Brandon, Ms.

DRAWN BY: H.J. | DATE: JAN. 19-1990
CHECKED BY: J.A.W. | SCALE: N.T.S.



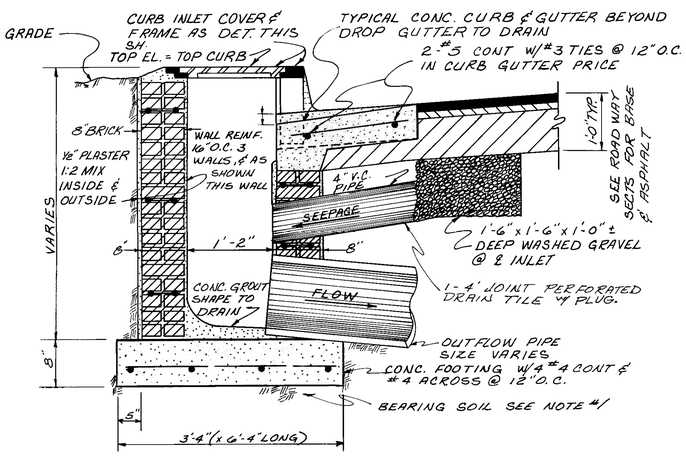
CURB INLET TYPE B

SCALE: 1"=1'-0"



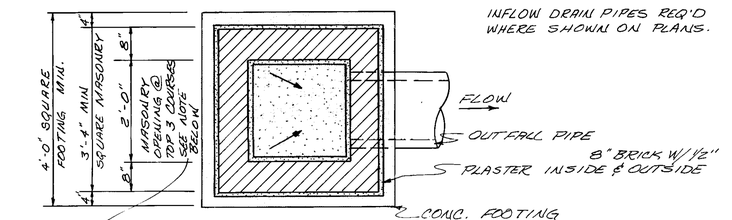
CURB INLET TYPE D

SCALE: 1"= 1'-0" (FOR THUR PIPES 24"ϕ TO 36"ϕ)



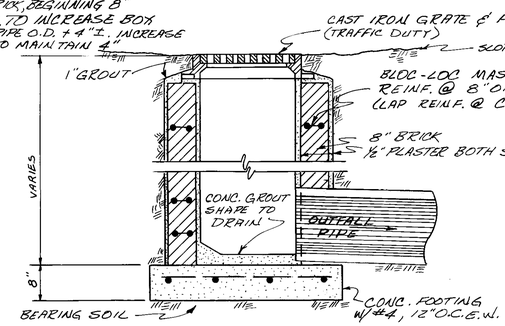
CURB INLET TYPE A

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



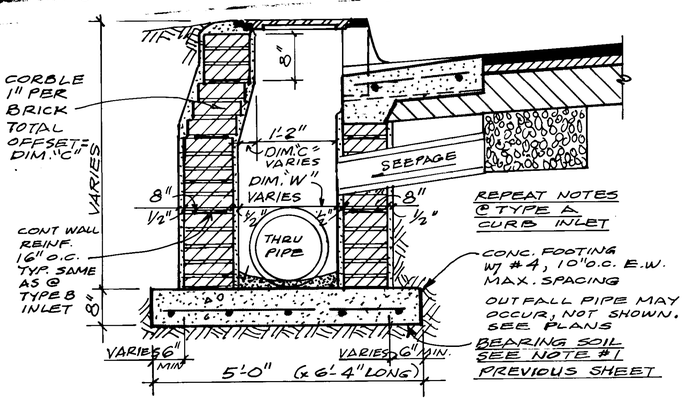
PLAN SECTION

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



GRATE INLET

N.T.S.

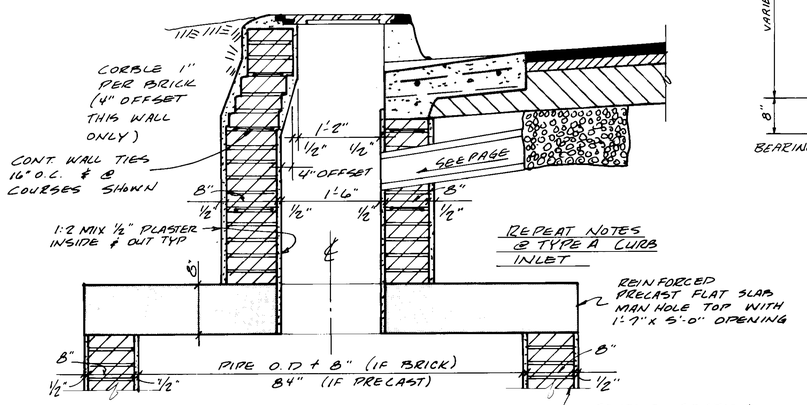


PIPE I.D. *	DIM "W" PLASTER TO PLAST FINISHED WIDTH	DIM. "C" CORBEL OFFSET	NOTES FOR CORBELS
15"	2'-1"	11"	11 BRICK @ 1" CORBEL EA.
18"	2'-5"	1'-2"	14 BRICK @ 1" CORBEL EACH
21"	2'-7"	1'-5"	17 BRICK @ 1" CORBEL EACH

* LARGEST PIPE @ INLET

CURB INLET TYPE C

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



CURB INLET TYPE E

SCALE 1"= 1'-0" (FOR THRU PIPES 42" ϕ AND UP)

TYPICAL INLET DETAILS

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

DRAWN BY: H.R./R.G.N.	DATE: MARCH, 1983	SHEET NO. 22 OF 22
CHECKED BY: JAW	SCALE: AS NOTED	