P.E.

SURFACE TRANSPORTATION PROGRAM
PROJECT NO.: STP-6926-00(001)

OLD CANTON ROAD RECONSTRUCTION
CITY OF RIDGELAND, MISSISSIPPI

OLD CANTON ROAD
BETWEEN LAKE HARBOUR DRIVE
NATCHEZ TRACE PARKWAY

FED. ROAD REG. NO.	STATE	PROJECT NO.	SHEET NO.
4	MISS.	STP-6926-00(001)	1

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	
QUANTITIES	
PLAN AND PROFILES	
SPECIAL DESIGN – ROADWAY ITEMS	
BRIDGE DRAWINGS	0
SPECIAL DESIGN – BRIDGES	0
CROSS-SECTIONS	
TOTAL SHEETS	

Mayor:
Gene F. McGee

Mayor Pro Tem:
Gerald Steen

City Attorney:
Jerry Mills

Alderman:
Joe Barlow
Harvey Carr, Jr.
Linda Davis
Kathi Irons
Larry Roberts
Daryl Smith
Gerald Steed

Public Works Director:
Sam C. Vinson, P.E.

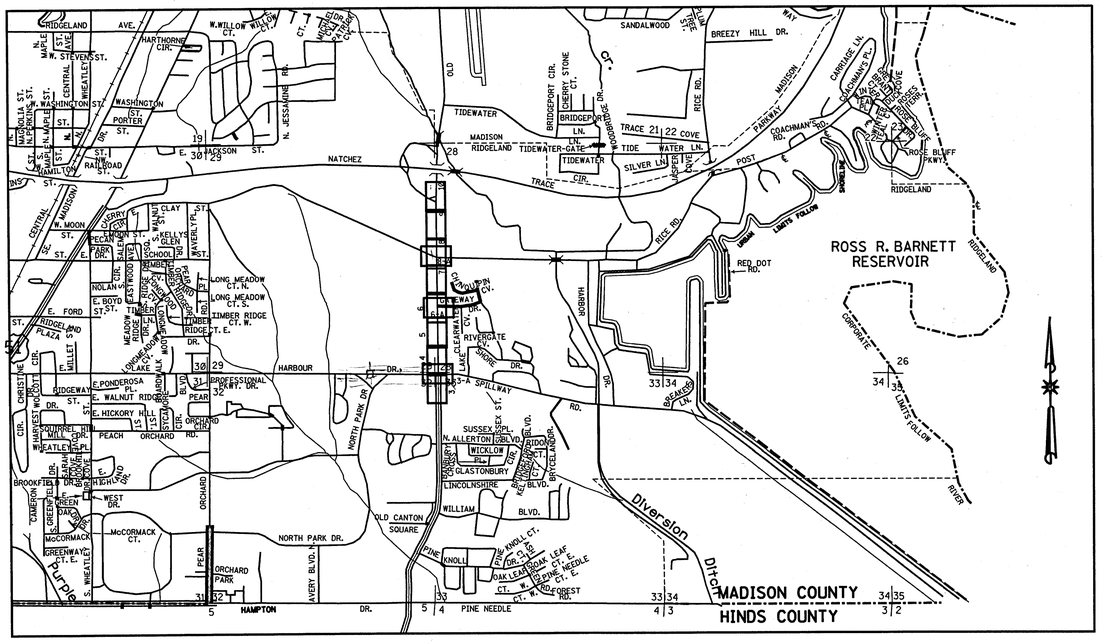
Asst. Public Works Director:
Sid E Hawthorne

Asst. City Engineer:
David E. Williams, P.E.

City Clerk:
David Overey

Fire Chief:
Elmer Waits

Police Chief:
Charles Newell

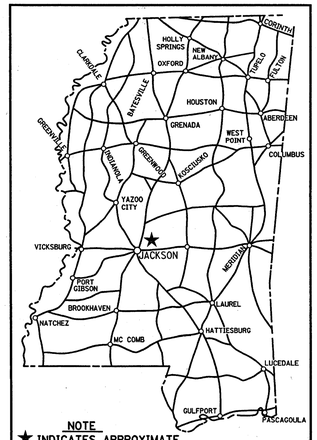


LENGTH DATA

LENGTH OF ROADWAY	3,900 FT.	0.74 MI.
LENGTH OF BRIDGES	0 FT.	0 MI.
LENGTH OF PROJECT (NET)	3,900 FT.	0.74 MI.
LENGTH OF EXCEPTIONS	0 FT.	0 MI.
LENGTH OF PROJECT (GROSS)	3,900 FT.	0.74 MI.

SCALES

PLAN		1 IN. = 20 FT.
PROFILE	HOR.	1 IN. = 20 FT.
	VERT.	1 IN. = 5 FT.
LAYOUT		1 IN. = FT.



NOTE
★ INDICATES APPROXIMATE LOCATION OF PROJECT.

DESIGN CONTROL

45 MPH = V (SPEED DESIGN)

ADT (2000) = 18,500 : ADT (2020) = 33,400

DHV = 4,010 : D = 50 % T= 3 %

ENVIRONMENTAL PERMITS

P.E. NO.

TYPE	REQUIRED YES	REQUIRED NO	BY
N.W. (WATERS OF U.S.)	☐	☐	—
N.W. (WETLANDS)	☐	☐	—
G.P.	☐	☐	—
404	☐	☐	—
STORMWATER	☐	☐	—

CONVENTIONAL SYMBOLS

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

APPROVED:

PROJECT ENGINEER — DATE

APPROVED:

MAYOR CITY OF RIDGELAND — DATE

APPROVED:

CHIEF ENGINEER — DATE

EXECUTIVE DIRECTOR — DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

APPROVED:

DIVISION ADMINISTRATOR — DATE

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

WAGGONER Engineering, Inc.
Engineers, Scientists, Planners
103-A LEFLEURS SQUARE
JACKSON, MS 39211
601-355-9526
FAX 601-353-5345

MADISON COUNTY **1**

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PWP-01530

STATE	PROJECT NO.
MISS.	STP-6926-00(001)

DESCRIPTION OF SHEET	WKG. NO.	SH. NO.
TITLE SHEET (1)		
DETAILED INDEX & GENERAL NOTES (2)		
DETAILED INDEX	DI-1	
GENERAL NOTES	GN-1	
TYPICAL SECTION SHEETS (3)		
TYPICAL SECTION - MAINLINE STA. 20+40 to STA. 28+10	TS-1	
TYPICAL SECTION - MAINLINE STA. 28+10 to STA. 47+50	TS-2	
TYPICAL SECTION - MAINLINE STA. 47+50 to STA. E.O.P.	TS-3	
QUANTITY SHEETS (2)		
SUMMARY OF QUANTITIES	SQ-1	
SUMMARY OF QUANTITIES	SQ-2	
PLAN & PROFILE SHEETS ----		
B.O.P. TO STA. 26+00 MAINLINE		4
STA. 26+00 TO STA. 32+00 MAINLINE		5
STA. 32+00 TO STA. 38+00 MAINLINE		6
PLAN AND PROFILE (GATEWAY DRIVE)		6-A
STA. 38+00 TO STA. 44+00 MAINLINE		7
STA. 44+00 TO STA. 50+00 MAINLINE		8
PLAN AND PROFILE (RICE ROAD)		8-A
STA. 50+00 TO STA. 56+00 MAINLINE		9
STA. 56+00 TO E.O.P. MAINLINE		10
SPECIAL DESIGN SHEETS ----		
TYPICAL TRAFFIC CONTROL PLANS (PHASE I)	TC-1	
TYPICAL TRAFFIC CONTROL PLANS (PHASE I)	TC-2	
TYPICAL TRAFFIC CONTROL PLANS (PHASE II)	TC-3	
TYPICAL TRAFFIC CONTROL PLANS (PHASE II)	TC-4	
TYPICAL TRAFFIC CONTROL PLANS (PHASE III)	TC-5	
STRIPING AND SIGNING PLAN	DS-1	
STRIPING AND SIGNING PLAN	DS-2	
STRIPING AND SIGNING PLAN	DS-3	
TRAFFIC SIGNAL PLAN AT SPILLWAY ROAD AND OLD CANTON ROAD	TSP-1	
TRAFFIC SIGNAL PLAN AT RICE ROAD AND OLD CANTON ROAD	TSP-2	
VEHICLE LOOP DETECTOR ASSEMBLY	VLD-1	
BIKEPATH BOLLARD DETAILS	BBD-1	
BIKEPATH SIGNS AND DETAILS	BSS-1	
SINGLE AND DOUBLE INLET DETAILS	--	
VEGETATION SCHEDULE	VS-1	

DESCRIPTION OF SHEET		WKG. NO.	SH. NO.
STANDARD DRAWINGS - ROADWAY SHEETS ----			
PAVEMENT MARKING DETAILS FOR 4 & 5-LANE UNDIVED 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
DETAILS OF DITCH TREATMENT		DT-1	145
STANDARD ROADSIDE SIGN ASSEMBLY & INSTALLATION		SN-4	225
TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE OF TWO WAY TRAFFIC		TCP-1	250
HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS		TCP-10	259
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
SUPERELEVATION TRANSITION - CASE II (3.0% NORMAL SUBGRADE)		SE-2D	279
DRIVEWAYS, CURB & GUTTER, & SIDEWALK		SD-1	287
DRIVEWAYS, INTEGRAL CURB, & SIDEWALK			
PIPE CULVERT INSTALLATION		PI-1	300
PIPE COLLAR - CONCRETE		PC-1	301
JUNCTION BOX FOR PIPE CULVERTS		JB-1	302
JUNCTION BOX FOR BOX CULVERT TO CONCRETE ARCH PIPE		JB-1A	303
TYPE I MEDIAN INLET (24" PIPE & UNDER)		MI-1	306
DETAILS OF GRATES FOR MEDIAN INLETS		IG-1	314
FLARED END SECTION FOR CONCRETE PIPE		FE-1	328
FLARED END SECTION FOR CONCRETE ARCH PIPE		FE-1A	329
CROSS SECTIONS ----			
TOTAL SHEETS			------

REVISION | BY | DATE

DETAILED INDEX

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, Mississippi

WORKING NUMBER DI-1

SHEET NUMBER

DRAWN BY: I.T. DATE
REVIEWED BY: SCALE N.T.S.

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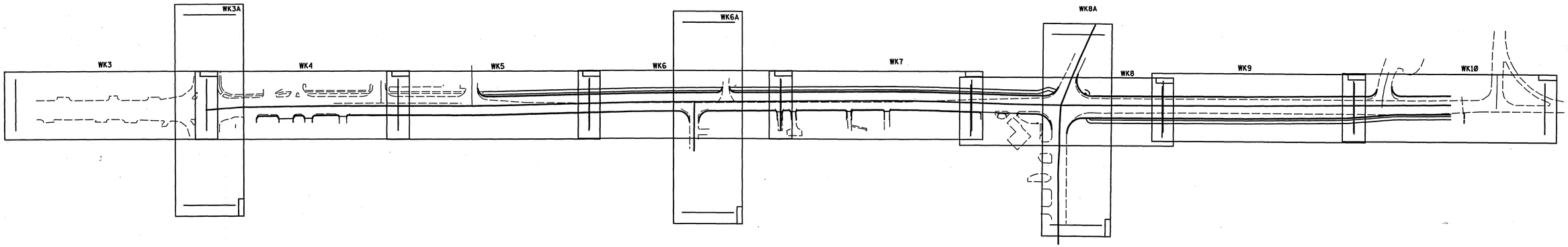
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



GENERAL NOTES:

1. PUBLIC UTILITIES
   A. WATER AND SEWER -- CITY OF RIDGELAND
   B. ELECTRICITY -- ENTERGY
   C. GAS -- MISSISSIPPI VALLEY GAS 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 INFORMATON 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 FIR 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 RAMPS 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 ASBORBED IN THE BID PRICE OF OTHER ITEMS (NOT A SEPARATE PAY ITEM).

BY	REVISION	DATE

GENERAL NOTES

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)
CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER

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

SHEET NUMBER

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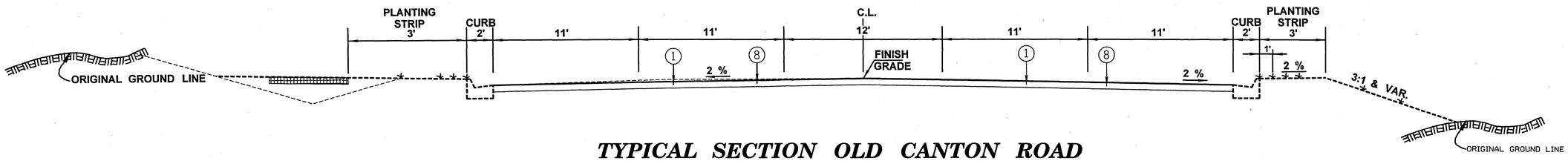
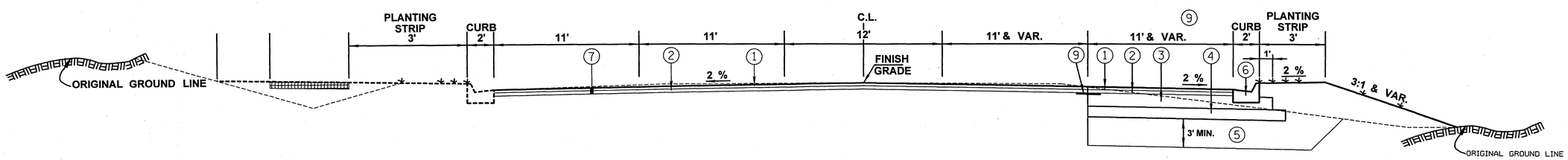
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



TYPICAL SECTION OLD CANTON ROAD
STA. 20+40 – 21+10

1. 1.5" HOT MIX ASPHALT,HT (9.5 mm MIXTURE), POLYMER MODIFIED
2. 2" HOT MIX ASPHALT,HT (12.5 mm MIXTURE), POLYMER MODIFIED
3. 7.5" HOT MIX ASPHALT,HT (19 mm MIXTURE), POLYMER MODIFIED
4. 6" LIME TREATED SUBGRADE
5. 3' MIN. UNDERCUT REQ'D.\BORROW EXCAVATION, CLASS B-15-MODIFIED
6. COMBINATION CONCRETE CURB AND GUTTER (TYPE 2) REQ'D.
7. 3.5" MILLING REQ'D.
8. 1.5" MILLING REQ'D.
9. GEOTEXTILE FABRIC (UNDERSEAL) (TYPE ---)

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1



TYPICAL SECTION OLD CANTON ROAD
STA. 21+10 – 28+10

REVISION	BY	DATE

PROPOSED TYPICAL SECTION

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER TS-1

DRAWN BY: I.T. DATE
REVIEWED BY: S.W. SCALE N.T.S.

SHEET NUMBER

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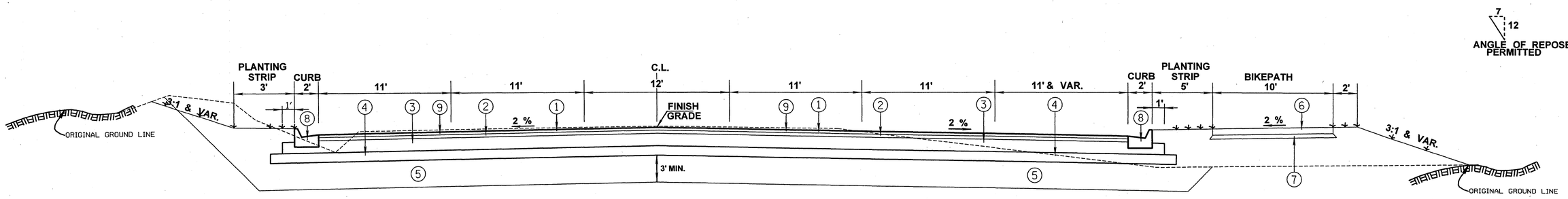
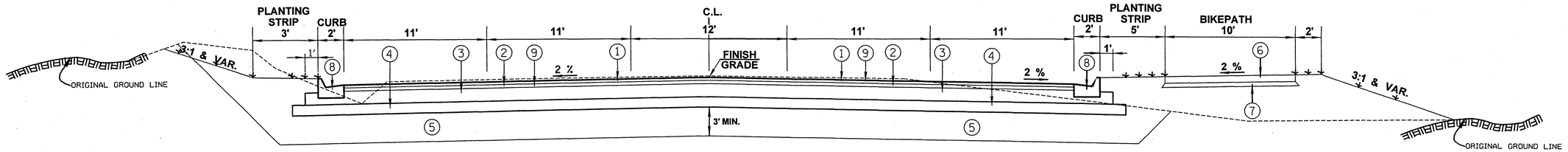
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



TYPICAL SECTION OLD CANTON ROAD
STA. 47+50 – 57+25

1. 1.5" HOT MIX ASPHALT,HT (9.5 mm MIXTURE), POLYMER MODIFIED
2. 2" HOT MIX ASPHALT,HT (12.5 mm MIXTURE), POLYMER MODIFIED
3. 7.5" HOT MIX ASPHALT,HT (19 mm MIXTURE), POLYMER MODIFIED
4. 6" LIME TREATED SUBGRADE
5. 3' MIN. UNDERCUT REQ'D.\BORROW EXCAVATION, CLASS B-15-MODIFIED
6. 2" HOT MIX ASPHALT,HT (9.5 mm MIXTURE), POLYMER MODIFIED (BIKE PATH)
7. 4" & VARIABLE DEPTH GRANULAR MATERIAL (CLASS 5, GROUP "C") REQ'D. (BIKE PATH)
8. COMBINATION CONCRETE CURB AND GUTTER (TYPE 2) REQ'D.
9. EXISTING ASPHALT PAVEMENT TO BE REMOVED VARIABLE DEPTH

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1



DATA FOR PAVEMENT DETERMINATION			
(2000) ADT =	18,500	Current	
(2020) ADT =	33,400	Design	
DHV =	4010		
D =	55	% of DHV	
T =	3	% of DHV	
T (total) =	3	% of DHV	
18K (Rigid) =		/ 1000	
18K (Flex) =	375	/ 1000	
Design CBR =	5		

TYPICAL SECTION OLD CANTON ROAD
STA. 57+25 – E.O.P.

PROPOSED TYPICAL SECTION

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER TS-2

SHEET NUMBER

DRAWN BY: I.T. DATE

REVIEWED BY: S.W. SCALE N.T.S.

REVISION BY DATE

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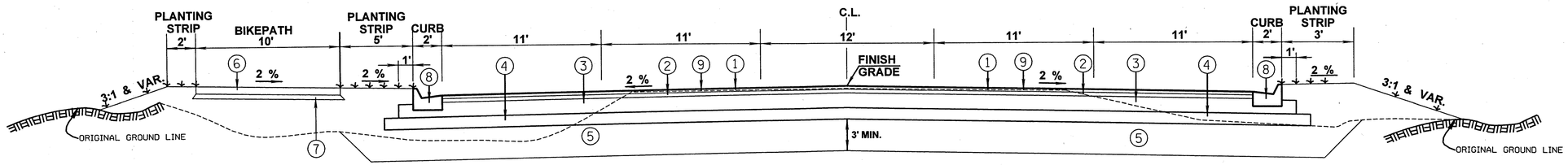
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



TYPICAL SECTION OLD CANTON ROAD
STA. 28+10 – 47+50

1. 1.5" HOT MIX ASPHALT,HT (9.5 mm MIXTURE), POLYMER MODIFIED
2. 2" HOT MIX ASPHALT,HT (12.5 mm MIXTURE), POLYMER MODIFIED
3. 7.5" HOT MIX ASPHALT,HT (19 mm MIXTURE), POLYMER MODIFIED
4. 6" LIME TREATED SUBGRADE
5. 3' MIN. UNDERCUT REQ'D.\BORROW EXCAVATION, CLASS B-15-MODIFIED
6. 2" HOT MIX ASPHALT,HT (9.5 mm MIXTURE), POLYMER MODIFIED (BIKE PATH)
7. 4" & VARIABLE DEPTH GRANULAR MATERIAL (CLASS 5, GROUP "C") REQ'D. (BIKE PATH)
8. COMBINATION CONCRETE CURB AND GUTTER (TYPE 2) REQ'D.
9. EXISTING ASPHALT PAVEMENT TO BE REMOVED VARIABLE DEPTH

INDICATES AREA TO BE TREATED IN ACCORDANCE WITH THE VEGETATION SCHEDULE. SEE WK. SH. NO. VS-1

DATA FOR PAVEMENT DETERMINATION		
(2000) ADT =	18,500	Current
(2020) ADT =	33,400	Design
DHV =	4010	
D =	55	% of DHV
T =	3	% of DHV
T (total) =	3	% of DHV
18K (Rigid) =		/ 1000
18K (Flex) =	375	/ 1000
Design CBR =	5	

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PROPOSED TYPICAL SECTION

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER TS-3

SHEET NUMBER

DRAWN BY: I.T. DATE
REVIEWED BY: S.W. SCALE N.T.S.

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
	••••• EARTHWORK ITEMS •••••			
201-A	CLEARING AND GRUBBING	LUMP SUM	1	
202-A	REMOVAL OF OBSTRUCTIONS	LUMP SUM	1	
202-B	REMOVAL OF CURB (ALL TYPES)	LIN.FT.	165	
202-B	REMOVAL OF PIPE (ALL SIZES) (8" & ABOVE)	LIN.FT.	452	
202-B	REMOVAL OF ASPHALT PAVEMENT (ALL THICKNESSES)	SQ.YD.	12500	
202-B	REMOVAL OF CONCRETE PAVEMENT (ALL THICKNESSES)	SQ.YD.	645	
203-A	UNCLASSIFIED EXCAVATION (FM)	CU.YD.	7850	
203-EX	BORROW EXCAVATION (FME) (AH) (CLASS B15) (CONTRACTOR FURNISHED)	CU.YD.	65650	
203-G	EXCESS EXCAVATION (FM) (AH)	CU.YD.	44950	
206-A	STRUCTURE EXCAVATION	CU.YD.	1100	
	••••• ROADSIDE DEVELOPMENT ITEMS •••••			
212-B	STANDARD GROUND PREPARATION	SQ.YD.	24500	
213-B	COMBINATION FERTILIZER (13-13-13)	TON	2	
214-A	SEEDING (BERMUDAGRASS)	ACRE	3.5	
214-A	SEEDING (TALL FESCUE)	ACRE	3.5	
214-A	SEEDING (CRIMSON CLOVER)	ACRE	3.5	
214-A	SEEDING (BAHIAGRASS)	ACRE	3.5	
216-A	SOLID SODDING	SQ.YD.	1500	
234-A	TEMPORARY SILT FENCE	LIN.FT.	4600	
235-A	TEMPORARY EROSION CHECKS	BALE	150	
	••••• SUBBASES & BASE ITEMS •••••			
304-C	GRANULAR MATERIAL (AEA) (CLASS 5, GROUP C)	CU.YD.	480	
907-307-D	LIME	TON	500	
907-307-E	6" SOIL LIME WATER MIXING (CLASS C) (SLURRY APPLICATION ONLY)	SQ.YD.	29000	
	••••• BITUMINOUS PAVING ITEMS •••••			
907-403-D	HOT MIX ASPHALT,HT(9.5 mm Mix), POLYMER MODIFIED	TON	3050	
907-403-D	HOT MIX ASPHALT,HT(12.5 mm Mix), POLYMER MODIFIED	TON	3150	
907-403-D	HOT MIX ASPHALT,HT(19 mm Mix), POLYMER MODIFIED	TON	10050	
406-A	COLD MILLING OF BITUMINOUS PAVEMENT (ALL DEPTHS)	SQ.YD.	3800	
409-A	GEOTEXTILE FABRIC (UNDERSEAL) (TYPE IV)	SQ.YD.	400	
	••••• DRAINAGE ITEMS •••••			
603-C-A	15" REINFORCED CONCRETE PIPE, CLASS III	LIN.FT.	616	
603-C-A	18" REINFORCED CONCRETE PIPE, CLASS III	LIN.FT.	2920	
603-C-A	24" REINFORCED CONCRETE PIPE, CLASS III	LIN.FT.	320	
603-C-A	30" REINFORCED CONCRETE PIPE, CLASS III	LIN.FT.	1140	
603-C-A	36" REINFORCED CONCRETE PIPE, CLASS III	LIN.FT.	40	
603-C-B	24" REINFORCED CONCRETE END SECTION	EACH	1	
603-C-B	36" REINFORCED CONCRETE END SECTION	EACH	1	
603-C-E	65" x 40" CONCRETE ARCH PIPE, CLASS AIII	LIN.FT.	20	
603-C-F	65" x 40" CONCRETE ARCH PIPE END SECTION	EACH	2	
907-604-C-PP	TYPE "A" SINGLE INLETS (PER PLANS)	EACH	24	
907-604-D-PP	TYPE "A" DOUBLE INLETS (PER PLANS)	EACH	8	
907-604-E-PP	TYPE "B" SINGLE INLETS (PER PLANS)	EACH	8	
907-604-F-PP	TYPE "B" DOUBLE INLETS (PER PLANS)	EACH	7	

REVISION | BY | DATE

SUMMARY OF QUANTITIES

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER SQ-1

DRAWN BY: I.T. DATE
REVIEWED BY: SCALE N.T.S.

SHEET NUMBER

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM	UNIT	PRELIMINARY	FINAL
	••••• INCIDENTAL CONSTRUCTION ITEMS •••••			
609-D	COMBINATION CONCRETE CURB AND GUTTER (TYPE 2)	LIN.FT.	7350	
613-A	ADJUSTMENT OF CASTINGS, GRATINGS AND UTILITY APPURTENANCES	LUMP SUM	1	
614-B	CONCRETE DRIVEWAY (WITH REINFORCEMENT)	SQ.YD.	680	
618-A	MAINTENANCE OF TRAFFIC	LUMP SUM	1	
	••••• TRAFFIC CONTROL ITEMS •••••			
907-619-A1	TEMPORARY TRAFFIC STRIPE (CONTINUOUS WHITE)	LIN.FT.	19663	
907-619-A2	TEMPORARY TRAFFIC STRIPE (CONTINUOUS YELLOW)	LIN.FT.	13174	
907-619-A3	TEMPORARY TRAFFIC STRIPE (SKIP WHITE)	MILE	1.5	
907-619-A4	TEMPORARY TRAFFIC STRIPE (SKIP YELLOW)	MILE	1.1	
907-619-A5	TEMPORARY TRAFFIC STRIPE (DETAIL)	LIN.FT.	700	
907-619-A6	TEMPORARY TRAFFIC STRIPE (LEGEND)	SQ.FT.	502	
907-619-A6	TEMPORARY TRAFFIC STRIPE (LEGEND)	LIN.FT.	604	
619-D1	STANDARD ROADSIDE CONSTRUCTION SIGNS (LESS THAN 10 SQ.FT.)	SQ.FT.	48	
619-D2	STANDARD ROADSIDE CONSTRUCTION SIGNS (10 SQ.FT. OR MORE)	SQ.FT.	560	
619-D3	REMOVE AND RESET SIGNS (ALL SIZES)	EACH	10	
619-F1	CONCRETE MEDIAN BARRIER (PRECAST)	LIN.FT.	2800	
619-F2	REMOVE AND RESET CONCRETE MEDIAN BARRIER (PRECAST)	LIN.FT.	2800	
619-G4	BARRICADES (TYPE III) (DOUBLE FACED)	LIN.FT.	192	
619-G5	FREE STANDING PLASTIC DRUMS	EACH	95	
620-A	MOBILIZATION	LUMP SUM	1	
	••••• PAVEMENT MARKING ITEMS •••••			
907-626-AA OR	6" THERMOPLASTIC TRAFFIC STRIPE (SKIP WHITE) (90 MIL. MIIN.) OR 6" COLD PLASTIC			
907-628-AA	TRAFFIC STRIPE (SKIP WHITE)	MILE	1.5	
907-626-BB OR	6" THERMOPLASTIC TRAFFIC STRIPE (CONTINUOUS WHITE) (90 MIL. MIN.) OR 6" COLD PLASTIC			
907-628-BB	TRAFFIC STRIPE (CONTINUOUS WHITE)	MILE	0.8	
907-626-DD OR	6" THERMOPLASTIC TRAFFIC STRIPE (SKIP YELLOW) (90 MIL. MIN.) OR 6" COLD PLASTIC			
907-628-DD	TRAFFIC STRIPE (SKIP YELLOW)	MILE	1.1	
907-626-EE OR	6" THERMOPLASTIC TRAFFIC STRIPE (CONTINUOUS YELLOW) (90 MIL. MIN.) OR 6" COLD PLASTIC			
907-628-EE	TRAFFIC STRIPE (CONTINUOUS YELLOW)	MILE	1.5	
907-626-GG OR	THERMOPLASTIC DETAIL STRIPE (6" EQUIVALENT LENGTH) (WHITE) (90 MIL. MIN.) OR COLD PLASTIC			
907-628-GG	DETAIL STRIPE (6" EQUIVALENT LENGTH) (WHITE)	LIN.FT.	1650	
907-626-GG OR	THERMOPLASTIC DETAIL STRIPE (6" EQUIVALENT LENGTH) (YELLOW) (90 MIL. MIN.) OR COLD PLASTIC			
907-628-GG	DETAIL STRIPE (6" EQUIVALENT LENGTH) (YELLOW)	LIN.FT.	650	
907-626-HH OR	THERMOPLASTIC LEGEND (WHITE) (120 MIL. MIN.) OR COLD PLASTIC			
907-628-HH	LEGEND (WHITE)	SQ.FT.	2150	
907-626-HH OR	THERMOPLASTIC LEGEND (WHITE) (120 MIL. MIN.) OR COLD PLASTIC			
907-628-HH	LEGEND (WHITE)	LIN.FT.	604	
907-627-K	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	220	
907-627-L	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	340	
	••••• TRAFFIC SIGNS AND DELINEATORS •••••			
630-A	STANDARD ROADSIDE SIGNS (SHEET ALUMINUM, 0.080" THICKNESS)	SQ.FT.	240	
630-C	STEEL U-SECTION POSTS (3 TO 3.5 POUNDS/LIN.FT.)	LIN.FT.	810	
	••••• BRIDGE ITEMS •••••			
815-A	LOOSE RIPRAP (SIZE 200#)	TON	150	
815-E	GEOTEXTILE FABRIC UNDER RIPRAP (TYPE V) (EOS 70-100)	SQ.YD.	40	
	••••• TRAFFIC SIGNAL ITEMS •••••			
908-635-A	VEHICLE LOOP ASSEMBLIES	LIN.FT.	460	
908-636-A	SHIELDED CABLE	LIN.FT.	560	

REVISION | BY | DATE

SUMMARY OF QUANTITIES

OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER SQ-2

DRAWN BY: I.T. DATE
REVIEWED BY: SCALE N.T.S.

SHEET NUMBER

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

B.M.ELEV. 339.48
CHIS. SQ. LIGHT PED
35' LT. STA. 23+07

WENDY'S INTERNATIONAL

CYPRESS SOUTHERN COMPANIES JOINT VENTURE I,
A LOUISIANNA PARTNERSHIP
(ALBERTSON'S)

EXISTING CURB

WIDEN CONCRETE SIDEWALK TO 10'

EXIST. SIDEWALK

INV.= 326.76

FL 327.77

INV.= 325.99

POT Sta. 20+00.000

SE CORNER OF SEC. 28 TIN. R2E

POT Sta. 21+11.133

POT Sta. 22+38.261

POT Sta. 23+91.190

N 4° 25' 38.686" W

N 0° 43' 54.620" W

N 0° 39' 19.459" W

N 0° 07' 37.838" E

60'

OLD CANTON ROAD

CONNECT TO FINCH

START PROJECT
OTHER SIDE OF INTERSECTION
ADD fan flashy right turn lane
may need new controller

SPILLWAY ROAD

18" RCP

38'-36" R.C.A.P.

12" RCP REMOVED

48" RCP

TP

SP

TBSCC

CABLE TV BOX

CABLE BOX

INV.= 323.53

TIE TO EXISTING BOX

21+75 RT.
39.45'

21+51.31 RT.
49.14'

R=10'

TEMPORARY EASEMENT REQ'D

CAPITAL PROPERTIES, L.L.C.

JAMES E. WARWICK & BARBARA RHEA WARWICK

PROPOSED R.O.W.

TEL PED

FIRE PLUG

MATCHLINE STA. 26+00 (SEE WK SH 5)

STA. 21+10
INLET REQ'D LT
TYPE A
T.C. = 332.00
F.L. IN = 327.82
F.L. OUT = 327.72

STA. 21+85
DRIVEWAY REQ'D RT
40' WIDE

STA. 22+51
DRIVEWAY REQ'D RT
44' WIDE

STA. 21+90
INLET REQ'D LT
TYPE A
T.C. = 333.00
F.L. IN = 328.88
F.L. OUT = 328.78

STA. 22+96
INLET REQ'D LT
TYPE A
T.C. = 335.49
F.L. IN = 331.12
F.L. OUT = 331.00

STA. 23+21
DRIVEWAY REQ'D RT
24' WIDE

STA. 24+30
DRIVEWAY REQ'D RT
23' WIDE

STA. 24+65
INLET REQ'D LT
TYPE B
T.C. = 344.42
F.L. IN = 336.60
F.L. OUT = 336.50

VPI 21+85.50
332.00

VPI 22+10.50
EL. 331.00
210' V.C.
K = 98

VPI 23+35.50

VPC 25+61.00
344.33

EXISTING GRADE

PROPOSED GRADE

80' - 18" RT. @ 1.20%

48' - 18" RT. @ 3.60%

106' - 18" RT. @ 2.00%

+3.08%

168' - 18" RT. @ 3.20%

150' - 18" RT. @ 2.80%

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

B.M.ELEV. 350.11
CHIS. SQ. LIGHT PED
87' LT. STA. 28+58

MATCHLINE STA. 26+00 (SEE WK SH 4)

MATCHLINE STA. 32+00 (SEE WK SH 6)

BENJAMIN NEWTON WALKER, III, et al

JAMES E. WARWICK & BARBARA RHEA WARWICK

JOHN H. PRICE, JR., et al

OLD CANTON ROAD

BIKEPATH

PROPOSED R.O.W.

28+70.06 LT
51.70'

R=30'

PC Sta. 27+99.460

PT Sta. 29+53.532

10'

60'

15'

27+86.58 RT.
44.50'

27+86.53 RT.
49.50'

N 0° 07' 37.838" E

N 1° 24' 48.347" W

EXIST. SIDEWALK

Curve MLOCR-1
Δ = 1° 32' 26.185" (LT)
D = 0° 59' 59.735"
L = 154.072
T = 77.041
R = 5,730.000
PC Sta. 27+99.460
PT Sta. 29+53.532

STA. 26+15
INLET REQ'D RT
TYPE A
T.C. = 345.14
F.L. IN = 340.90
F.L. OUT = 340.80

STA. 27+65
INLET REQ'D RT
TYPE A
T.C. = 348.04
F.L. IN =
F.L. OUT = 343.90

STA. 30+50
DBL. INLET REQ'D LT
TYPE A
T.C. = 348.0
F.L. IN =
F.L. OUT = 343.9

STA. 30+50
INLET REQ'D RT
TYPE A
T.C. = 348.0
F.L. OUT = 344.0

VPI 28+11.11
EL. 351.50
500' V/C
K = 113

VPT 30+61.00

PROPOSED GRADE 1.33%

EXISTING GRADE

+3.08%

344.933

150' - 18" LT. @ 2.0%

150' - 15" RT. @ 1.2%

150' - 18" LT. @ 1.6%

26	27	28	29	30	31	32
345.17	345.61	346.06	346.54	346.98	347.37	347.76
344.93	345.46	345.96	346.42	346.84	347.23	347.58
347.18	348.58	348.83	349.06	349.11	349.16	349.13
347.90	348.18	348.43	348.64	348.82	348.96	349.07
349.03	348.93	348.73	348.64	348.58	348.52	348.38
349.14	349.17	349.14	349.07	348.96	348.82	348.65
348.10	347.81	347.62	347.37	347.12	346.86	346.61
348.44	348.19	347.92	347.66	347.39	347.13	346.86
346.36	346.10					
346.60	346.33					

350 340 330 320

Wk. Sh. 5
Sh. No.

DESIGN TEAM: WEI | FILENAME: WK5.DGN | COUNTY: MADISON | PROJECT NO.: STP-6926-00(001) | SHEET ID: STATION 26+00 - 32+00

PLAN-PROFILE
ROADWAY DESIGN SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

MATCHLINE STA. 32+00 (SEE WK SH 5)

MATCHLINE STA. 38+00 (SEE WK SH 7)

B.M.ELEV. 341.28
SCPS 1' A.G.L. WSPR.
45' RT. STA. 38+11

NOTE:
EXIST. DRIVE & EXIST. FENCE TO BE REPLACED WHERE NECESSARY DUE TO CONSTRUCTION AS DIRECTED BY THE ENGINEER (COST FOR REMOVAL AND REPLACEMENT OF FENCE TO BE INCLUDED IN REMOVAL OF OBSTRUCTIONS)

2 - TYPE A INLETS REQ'D SEE NOTE
16 LF - 18" RCP
U.S. FL = 336.20
D.S. FL = 336.00

24 LF - 18" RCP
U.S. FL = 336.20
D.S. FL = 336.00

BENJAMIN NEWTON WALKER, III, et al

STA. 10+00 ℄ GATEWAY DRIVE=
STA. 35+32 PROPOSED ℄ OLD CANTON RD.

36+21.57 LT'
59.45'

BIKEPATH

10'

60'

POT STA 33+54.36

N 1° 24' 48.347" W

N 0° 29' 01.037" W

OLD CANTON ROAD

R=20'

R=35'

R=10'

TEL PED

12" R.C.P. (REMOVE)

18" R.C.P. (REMOVE)

MH

MB

WM

WOODROW P.WILKERSON & MARY J.WILKERSON

GATEWAY DRIVE 11

CHARLES M.DAY & ELIZABETH ANN DAY

COLEMAN MARION FURLOW, JR & THELMA A.FURLOW

33+60.81 RT.
TIE TO EXISTING

37+85 RT.
69.50'

STA: 32+00
DBL. INLET REQ'D LT
TYPE A
T.C. = 345.94
F.L. IN = 341.5
F.L. OUT = 341.4

STA: 32+00
INLET REQ'D RT
TYPE A
T.C. = 345.94
F.L. IN = 342.20
F.L. OUT = 342.10

STA: 33+50
DBL. INLET REQ'D LT
TYPE B
T.C. = 344.42
F.L. IN = 339.6
F.L. OUT = 339.5

STA: 33+50
DBL. INLET REQ'D RT
TYPE A
T.C. = 344.42
F.L. IN = 340.18
F.L. OUT = 340.08

STA: 34+80
DBL. INLET REQ'D LT
TYPE B
T.C. = 343.84
F.L. IN = 338.46
F.L. OUT = 337.36

STA: 34+80
INLET REQ'D RT
TYPE A
T.C. = 343.84
F.L. IN = 339.04
F.L. OUT = 338.94

STA: 36+30
DRIVEWAY REQ'D LT
18' WIDE

STA: 36+68
DBL. INLET REQ'D LT
TYPE B
T.C. = 343.1
F.L. IN = 336.96
F.L. OUT = 336.86

STA: 33+68
INLET REQ'D RT
TYPE A
T.C. = 343.10
F.L. IN = 338.19
F.L. OUT = 338.09

STA: 37+80
INLET REQ'D LT
TYPE B
T.C. = 342.64
F.L. IN = 339.74
F.L. OUT = 339.64

STA: 37+80
INLET REQ'D RT
TYPE A
T.C. = 342.64
F.L. IN = 337.64
F.L. OUT = 338.09

STA: 38+00
DRIVEWAY REQ'D RT
16' WIDE

VPC 32+00.00
346.329
-1.33%

150' - 15" RT. @ 1.28%

150' - 18" LT. @ 1.2%

VPI 33+00
EL. 345.00
200' V/C
K = 216

EXISTING GRADE

0.40%

VPT 34+00.00

PROPOSED GRADE

130' - 15" RT. @ 0.8%

130' - 24" LT. @ 0.8%

188' - 15" RT. @ 0.4%

188' - 30" LT. @ 0.8%

112' - 18" RT. @ 0.4%

112' - 30" LT. @ 1.0%

343.000

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

PLAN-PROFILE
ROADWAY DESIGN MANUAL A.O.D. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NOTE:
EXIST. DRIVE & ... TO BE REPLACE... NECESSARY DUE ... CONSTRUCTION ... BY THE ENGINEE...

R=20'
R=20'
R=35'
R=35'

TEL PED REMOVED

36+21.57 LT'
59.45'

STA. 10+00 ℄ GATEWAY DRIVE=
STA. 35+32 PROPOSED ℄ OLD CANTON RD.

CHARLES M.DAY
& ELIZABETH ANN DAY

OLD CANTON RD.

GATEWAY DRIVE

36
35
12
11

SF
WW
G
P
T
W
JJ
PL

(MH)

VPI 10+45.000
El. 343.180
346.080
-2.00000%
5.11125%
340.736
VPC 10+24
VPT 10+66

342.87 344.08
343.14 343.68
341.36 343.15
341.59 342.25
340.93 341.04
340.12
339.18
338.23

350
340
330
320
310

10
11

Wk. Sh. 6A
Sh. No.

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DESIGN TEAM: WEI | FILENAME: WK6A.DGN | COUNTY: MADISON | PROJECT NO.: STP-6926-00(001) | SHEET ID: GATEWAY DRIVE

STATE	PROJECT NO.
MISS.	STP-6926-00(001)

PLAN-PROFILE
ROADWAY RESURFACING, A.D.O. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MATCHLINE STA. 38+00 (SEE WK SH 6)

MATCHLINE STA. 44+00 (SEE WK SH 8)

Curve MLOCR-2
Δ = 2° 22' 17.396" (RT)
D = 0° 59' 59.735"
L = 237.167
T = 118.601
R = 5,730.000
PC Sta. 40+81.028
PT Sta. 43+18.195

COLONIAL REALTY, L.P.

VAN PETROLEUM, INC.

PROPOSED R.O.W.

BIKEPATH 10'

60'

39 N 0° 29' 01.037" W

OLD CANTON ROAD

PC Sta. 40+81.028

PT Sta. 43+18.195

18" R.C.P. (REMOVE)

8" R.C.P. (REMOVE)

12" C.M.P. (REMOVE)

R=10'

MB

PP

WM

WV

FIRE HYD.

TEL PED

5'

42+25 RT.
44.45'

38+60 RT.
69.50'

RENA A. JONES

HOANG VI TRAN
& JUAN XIAO TRAN

THE SHAMBURGER FAMILY TRUST

DUANE H. BEEMAN
& BARBARA S. BEEMAN

JAMES E. WARWICK

JAMES E. WARWICK
& BARBARA RHEA WARWICK

B.M. ELEV. 341.28
SCPS 1' A.G.L. WSPR.
45' RT. STA. 38+11

STA. 38+43
DRIVEWAY REQ'D RT
16' WIDE

STA. 39+50
INLET REQ'D LT
TYPE B
T.C. = 341.62
F.L. IN = 333.46
F.L. OUT = 333.36

STA. 39+50
DBL. INLET REQ'D RT
TYPE A
T.C. = 341.62
F.L. IN = 336.18
F.L. OUT = 336.08

STA. 40+17
DRIVEWAY REQ'D RT
16' WIDE

STA. 41+00
INLET REQ'D LT
TYPE B
T.C. = 338.84
F.L. IN = 330.60
F.L. OUT = 330.56

STA. 41+00
DBL. INLET REQ'D RT
TYPE A
T.C. = 338.84
F.L. IN = 333.08
F.L. OUT = 332.98

STA. 41+85
DRIVEWAY REQ'D RT
16' WIDE

STA. 42+50
INLET REQ'D LT
TYPE B
T.C. = 334.05
F.L. IN = 326.96
F.L. OUT = 326.86

STA. 42+50
INLET REQ'D RT
TYPE A
T.C. = 334.05
F.L. IN = 328.18
F.L. OUT = 328.08

STA. 44+00
INLET REQ'D LT
TYPE B
T.C. = 327.25
F.L. IN = 320.86

STA. 44+00
INLET REQ'D RT
TYPE A
T.C. = 327.25
F.L. IN = 320.88

VPC. 38+55.00

VPI 41+50
EL. 341.60
590' V.C.
K = 165

PROPOSED GRADE

EXISTING GRADE

-0.40%

-5.52%

170' - 18" RT. @ 0.8%

170' - 30" LT. @ 1.28%

150' - 18" RT. @ 2.0%

150' - 30" LT. @ 1.8%

150' - 18" RT. @ 3.2%

150' - 30" LT. @ 2.4%

150' - 30" LT. @ 4.0%

150' - 18" RT. @ 4.8%

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

MATCHLINE STA. 44+00 (SEE WK SH 7)

MATCHLINE STA. 50+00 (SEE WK SH9)

SUMRALL OIL SERVICE, INC.

SHOW FUTURE GAS STATION

PAMELA B. EDWARDS & LARRY W. EDWARDS

BIKEPATH

OLD CANTON ROAD

N 1° 53' 16.359" E

N Ø° 59' 26.867" E

N Ø° ØØ' 32.333" W

POT Sta. 45+37.32

POT Sta. 46+83.403

R=20'

R=50'

R=15'

60'

10'

15'

5'

71'

MORE DETAIL OF SIGNAL POLE & CABINET

DRAINAGE EASEMENT

4 LF - 65" X 40" RACP
W/ 1 - 65" X 40" FES
F.L. = 302.70
RIP RAP REQ'D.

47+84.13 LT
43.72'

PROPOSED R.O.W.

F.L. 302.86

65" X 40" RCAP

F.L. 302.34

PIPE COLLAR REQ'D.
4 LF - 65" X 40" RACP
F.L. = 302.20

12 LF - 65" X 40" RACP
W/ 1 - 65" X 40" FES
F.L. = 302.10
RIP RAP REQ'D.

BIKEPATH

PROPOSED R.O.W.

DRAINAGE EASEMENT

STA. 12+77 ℄ RICE ROAD=
STA. 46+83 PROPOSED ℄ OLD CANTON RD.

47+68.87 RT.
71.57'

47+17.28 RT.
109.52'

44+29.64 RT.
38.98'

PROPOSED R.O.W.

46+04.89 RT.
40.35'

PIPE COLLAR REQ'D.
16 LF - 24" RCP
W/ 1 - 24" FES
F.L. = 312.30
RIP RAP REQ'D.

B.M.ELEV. 317.57
CHIS. ⊙ NW. COR. CONC.
60' RT. STA. 46+25

BETH BURNS HUDSON & ROBYN BURNS MAYFIELD

CYNTHIA B. ADAMS, et al

RICE ROAD

TELEPHONES

PAY

DRAINAGE

12" CMP

FIRE PLUG

WELL

MH

TEL PED

LP

TSC

SP

WV

PP

Can be design a free-flowing box

STA. 44+56
DRIVEWAY REQ'D RT
46' WIDE

STA. 44+00
INLET REQ'D LT
TYPE B
T.C. = 327.25
F.L. IN = 320.86
F.L. OUT = 320.76

STA. 44+00
INLET REQ'D RT
TYPE A
T.C. = 327.25
F.L. IN = 320.88
F.L. OUT = 320.78

VPC @ VPT 44+45.00

STA. 45+00
INLET REQ'D LT
TYPE B
T.C. = 321.97
F.L. IN = 316.36
F.L. OUT = 316.36

STA. 45+00
INLET REQ'D RT
TYPE A
T.C. = 321.97
F.L. IN = 316.78
F.L. OUT = 316.68

STA. 45+30
DRIVEWAY REQ'D RT
30' WIDE

VPI 45+50
EL 319.80
200' V.C.
K = 94

STA. 46+25
DBL. INLET REQ'D LT
TYPE B
T.C. = 316.68
F.L. IN = 310.26
F.L. OUT = 310.16

STA. 46+00
DBL. INLET REQ'D RT
TYPE A
T.C. = 317.60
F.L. IN = 311.78
F.L. OUT = 311.68

VPT 46+55.00

VPC @ 47+10.00

STA. 48+61
DBL. INLET REQ'D LT
TYPE A
T.C. = 316.68
F.L. IN = 310.26
F.L. OUT = 310.16

STA. 48+65
DBL. INLET REQ'D RT
TYPE A
T.C. = 316.68
F.L. IN = 302.50
F.L. OUT = 302.20

VPI 49+00
EL 308.00
300' V.C.
K = 91

321.700

-5.52500%

100' - 18" RT. @ 4.0%

100' - 30" LT. @ 4.4%

100' - 18" RT. @ 4.0%

125' - 30" LT. @ 4.8%

48' - 24" RT. @ 0.80%

32' - 36" LT. @ 4.80%
PIPE COLLAR REQ'D.

8' - 36" LT. @ 4.80%
W/ 1 - 36" FES REQ'D.

-3.28%

PROPOSED GRADE

EXISTING GRADE

309.366

+0.90909%

48' - 18" RT. @ 0.67%

320
310
300
290

326.07 327.70 325.13 326.66 324.18 325.58 323.21 324.48 322.32 323.43 321.50 322.42 320.69 321.46 319.88 320.53 319.03 319.65 318.26 318.81 317.48 318.02 316.87 317.27 316.24 316.55 315.62 315.89 315.06 315.23 314.42 314.57 313.83 313.92 313.22 313.31 312.64 312.74 312.02 312.21 311.40 311.73 310.99 311.30 310.58 310.90 310.25 310.56 310.01 310.25 309.78 309.99 309.73 309.78 309.70 309.61 309.70 309.48 309.76 309.40 309.82 309.36

44 45 46 47 48 49 50

PLAN-PROFILE
ROADWAY DESIGN
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
A.A.D. SECTION

WK. SH. 8
SH. NO.

DESIGN TEAM: WEI | FILENAME: WK8.DGN | COUNTY: MADISON | PROJECT NO.: STP-6926-00(001) | SHEET ID: STATION 44+00 - 50+00

P:\1998\241\1998241\wk8.dgn 03/23/01 08:15:52

PLAN-PROFILE
ROADWAY DESIGN DIVISION C.A.D.D. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

DESIGN TEAM: WEI | FILENAME: WK8A.DGN | COUNTY: MADISON | PROJECT NO.: STP-6926-00(001) | SHEET ID: RICE ROAD

STATE	PROJECT NO.
MISS.	STP-6926-00(001)

Sh. No. 200 | Wk. Sh.

280 290 300 310 320

316.35 316.05 315.74 315.44 315.24 315.09 314.93 314.86 314.87 314.89 314.86 314.77 315.18 314.51 314.80 314.55 314.29 314.32 314.22 314.13 314.03 313.93 313.89 313.87 313.85 313.82 313.80

USFL 305.62
DSFL 304.72

STA. 12+77 ℄ RICE ROAD=
STA. 46+83 PROPOSED ℄ OLD CANTON RD.

RICE ROAD

FL. 305.518

58"x36" R.C.A.P.

FL. 304.72

DRAINAGE EAS

R=50'

R=15'

47+84.13 LT
43.72'

SF

POT Sta. 46+83.403

47 48

FIRE PLUG WV

TSC

SP

PP

PROPOSED R.O.W.

DRAINAGE EAS

47+68.87 RT.
71.57'

47+17.28 RT.
109.52'

12" C.M.P.

12" C.M.P.

24" R.C.P.

FL. 307.67

FL. 309.03

10 11 12 13 14 15 16

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

PLAN-PROFILE
ROADWAY RESURFACING, C.A.D. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

MATCHLINE STA. 50+00 (SEE WK SH 8)

MATCHLINE STA. 56+00 (SEE WK SH 10)

PAMELA B. EDWARDS &
LARRY W. EDWARDS

LWE PROPERTIES, INC

EDWARD'S HOMES, INC.

PROPOSED R.O.W.

15'

POT Sta. 52+57.544

51 52 53 54 55

N Ø° 41' 48.361" W

72 LF - 18" RCP

72 LF - 18" RCP

72 LF - 18" RCP

71'

OLD CANTON ROAD

10'

BIKEPATH

50'

PROPOSED R.O.W.

CYNTHIA B. ADAMS, et al

STA. 50+13
DBL. INLET REQ'D LT
TYPE A
T.C. = 308.79
F.L. IN = ---
F.L. OUT = 304.10

STA. 50+13
DBL. INLET REQ'D RT
TYPE A
T.C. = 308.57
F.L. IN = 303.66
F.L. OUT = 303.50

VPT 50 + 90.00

STA. 51+50
INLET REQ'D LT
TYPE A
T.C. = 309.51
F.L. IN = ---
F.L. OUT = 304.90

STA. 51+50
INLET REQ'D RT
TYPE A
T.C. = 309.29
F.L. IN = 304.32
F.L. OUT = 304.22

VPC 51 + 90.00

+0.91%

VPI 53 + 40
EL. 312.00
300' V.C.
K = 109

STA. 54+50
INLET REQ'D LT
TYPE A
T.C. = 308.83
F.L. IN = ---
F.L. OUT = 304.50

STA. 54+50
INLET REQ'D RT
TYPE A
T.C. = 308.61
F.L. IN = 303.92
F.L. OUT = 303.82

VPT 54 + 90.00

-1.96%

309.366

306.913

136' - 18" @ 0.4%

190' - 18" @ 1.60%

50	51	52	53	54	55	56
309.82	309.93	310.04	310.16	310.30	310.44	310.66
309.36	309.36	309.41	309.50	309.64	309.82	310.00
310.90	311.07	311.19	311.31	311.42	311.55	311.59
310.18	310.36	310.55	310.72	310.87	310.97	311.04
311.54	311.48	311.31	311.14	310.93	310.80	310.82
311.07	311.06	311.01				
310.63	310.33	310.01	309.61	309.17	308.75	308.32
310.44	310.20	309.92	309.61	309.26	308.87	308.48
307.92	307.55	307.20	306.84			
308.09	307.70	307.30	306.91			

320 310 300 290 280

WK. SH. 9
SH. No.

DESIGN TEAM: WEI | FILENAME: WK9.DGN | COUNTY: MADISON | PROJECT NO.: STP-6926-00(001) | SHEET ID: STATION 50+00 - 56+00

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STATE	PROJECT NO.
MISS.	STP-6926-00(001)

PLAN-PROFILE
FOR ROAD C.A.D.D. SECTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

ROADWAY DESIGN

MATCHLINE STA. 56+00 (SEE WK SH 9)

B.M.ELEV. 306.97
E. TOP FLANERE BOLT
38' LT. STA. 56+57

B.M.ELEV. 302.31
BRASS DISC U.S.D.I.
74' LT. STA. 59+00

GRATE INLET REQ'D.
REMOVE PORTION OF
EXISTING 18" RCP
AS DIRECTED BY ENGINEER

INV.= 296.64 (MH)

18" R.C.P.

INV.= 299.52

INV.= 298.60

60' C.M.P.

OAKMONT PART ONE
PLAT CABINET C, SLIDE 171

59+01.39 LT.
44.34'

PROPOSED R.O.W.

R=30'

INV.= 300.33

15'

INV.= 296.72

TBL

SF

N Ø° 41' 48.361" W

OLD CANTON ROAD

72 LF - 18" RCP

64 LF - 18" RCP

72"X40" ARCH PIPE

60'

71'

PP

10' BIKEPATH

40'

CYNTHIA B. ADAMS, et al

STA. 59+07
BEGIN TAPER

PROPOSED R.O.W.

59+03.91 RT.
89.23'

NATCHEZ TRACE

END TAPER
END CONSTRUCTION
STA. 59+07 OLD CANTON ROAD
TIE TO FUTURE WIDENING PROJECT
(BY OTHERS)

SHOW NTP PLANS

STA. 56+40
INLET REQ'D LT
TYPE A
T.C. = 305.59
F.L. IN = --
F.L. OUT = 301.36

STA. 56+40
INLET REQ'D RT
TYPE A
T.C. = 305.37
F.L. IN = 300.78
F.L. OUT = 300.68

STA. 57+60
INLET REQ'D LT
TYPE A
T.C. = 303.68
F.L. IN = --
F.L. OUT = 299.30

STA. 57+60
INLET REQ'D RT
TYPE B
T.C. = 303.52
F.L. IN = 298.76
F.L. OUT = 298.66

STA. 58+60
DBL. INLET REQ'D LT
TYPE B
T.C. = 303.00
F.L. IN = 297.76
F.L. OUT = 296.80

STA. 58+80
DBL. INLET REQ'D LT
TYPE B
T.C. = 302.98
F.L. IN = --
F.L. OUT = 298.00

STA. 58+80
DBL. INLET REQ'D RT
TYPE B
T.C. = 302.98
F.L. IN = 296.70
F.L. OUT = 296.10

306.93

VPC 57+00.00

-1.96%

VPI 58+00.000
EL. 303.000
200.000 V.C.
K = 93.

VPT 59+00.00

303.190

+0.19%

120' - 18" RT. @ 1.60%

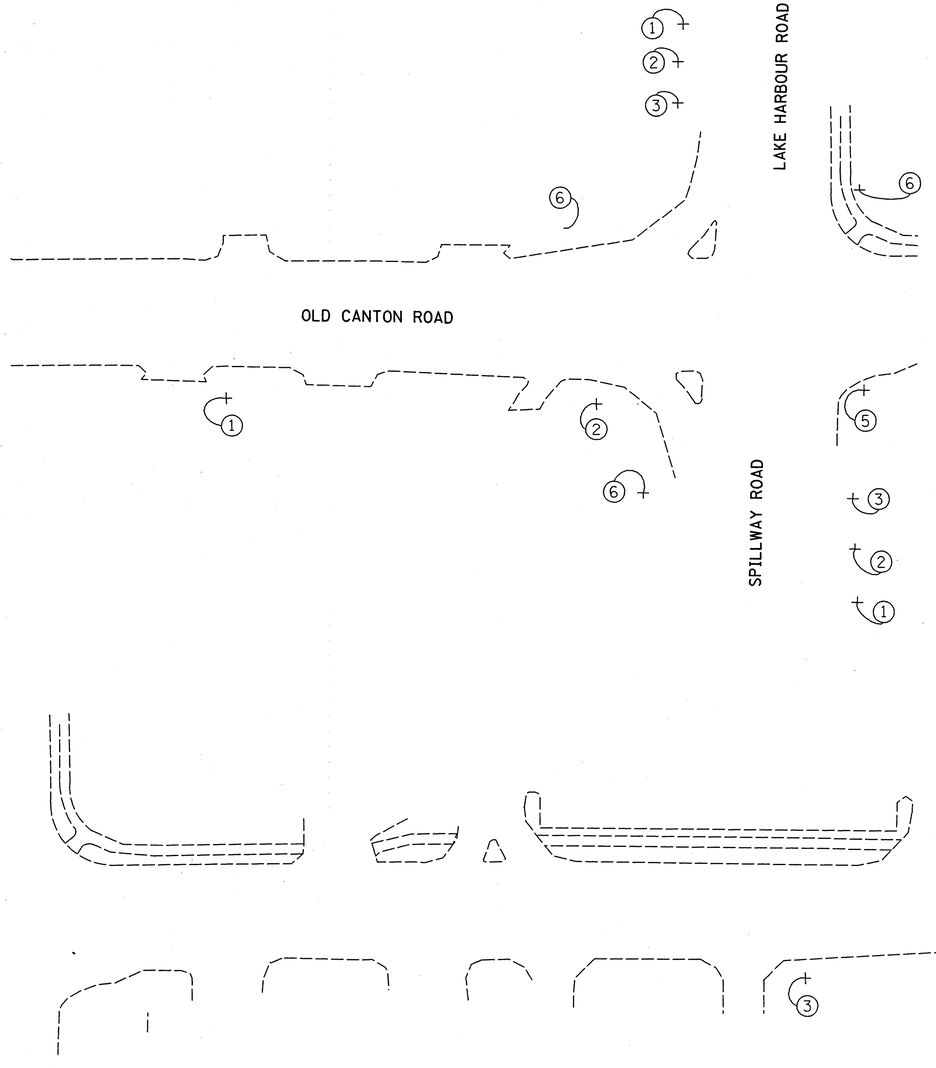
120' - 24" RT. @ 1.47%

16' - 24" LT. @ 0.80%
W/ 1 - 24" FES

16' - 24" LT. @ 2.40%

| | | |

STATE	PROJECT NO.
MISS.	STP-6926-00(001)

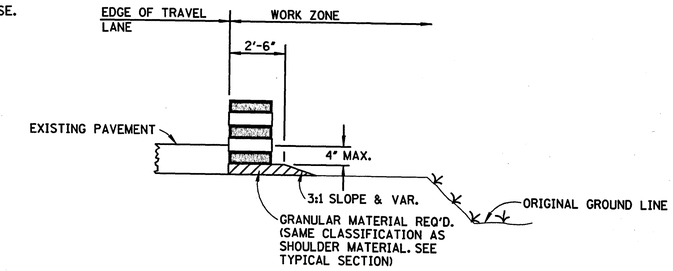


NOTES:

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.

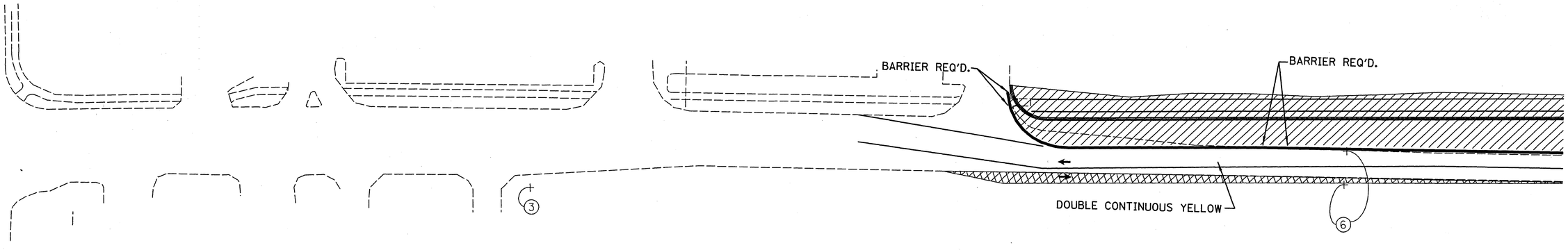
LEGEND

- PHASE I
- TEMPORARY PAVEMENT WIDENING
- TRAFFIC DRUMS
- TYPE III BARRICADES
- SIGN



TYPICAL PHASES I

DETAIL OF DRUM PLACEMENT ON LOW SHOULDERS



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

BY | REVISION | DATE

TRAFFIC CONTROL PLAN
PHASE I

OLD CANTON ROAD RECONSTRUCTION

CITY OF RIDGELAND, MISSISSIPPI
PROJECT NO.: STP-6926-00(001)

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER: TC-1

SHEET NUMBER

DRAWN BY: IT DATE

REVIEWED BY: SCALE 1"= 40'

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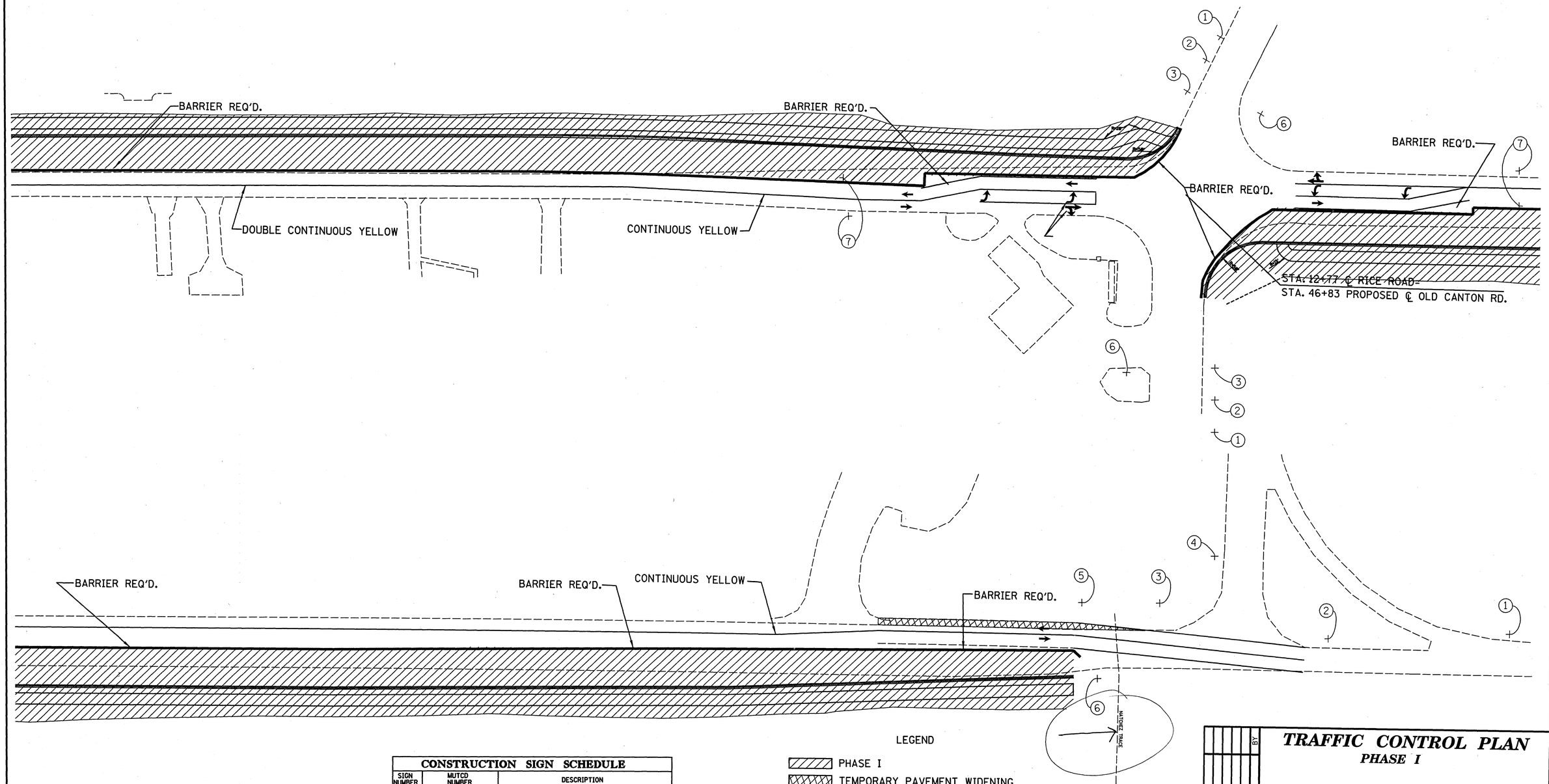
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



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	W20-1	ROAD WORK 200 FEET
⑤	G20-1	ROAD WORK NEXT --- MILES
⑥	G20-2A	END ROAD WORK
⑦	W6-3	TWO WAY TRAFFIC

LEGEND

- PHASE I
- TEMPORARY PAVEMENT WIDENING
- TRAFFIC DRUMS
- TYPE III BARRICADES
- SIGN

REVISION BY DATE

TRAFFIC CONTROL PLAN
PHASE I

OLD CANTON ROAD RECONSTRUCTION

CITY OF RIDGELAND, MISSISSIPPI
PROJECT NO.: STP-6926-00(001)

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER TC-2

DRAWN BY: IT DATE
REVIEWED BY: SCALE 1"= 40'

SHEET NUMBER

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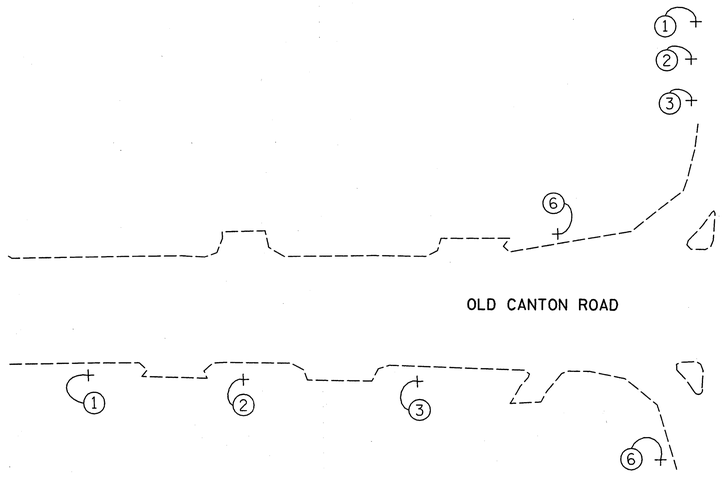
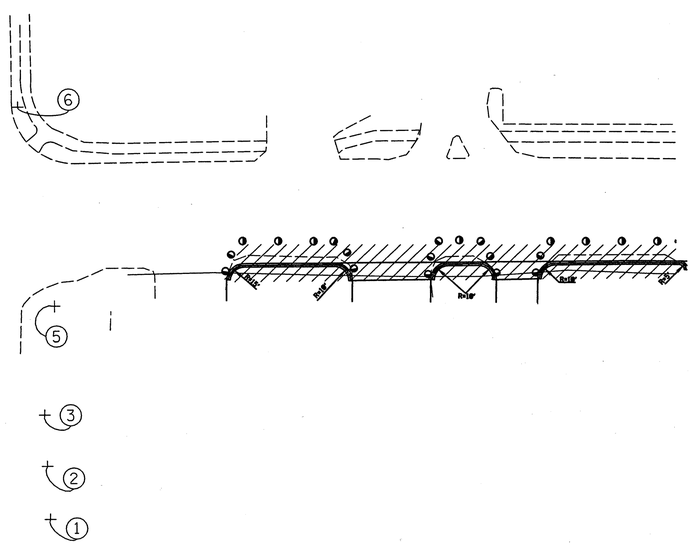
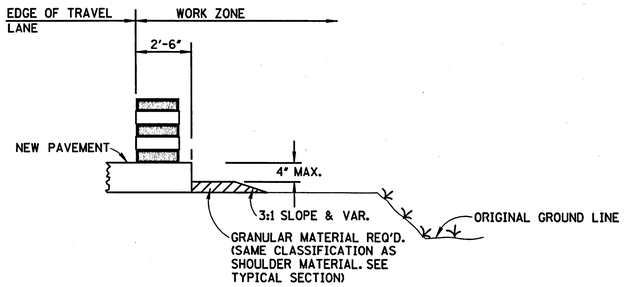
STATE	PROJECT NO.
MISS.	STP-6926-00(001)

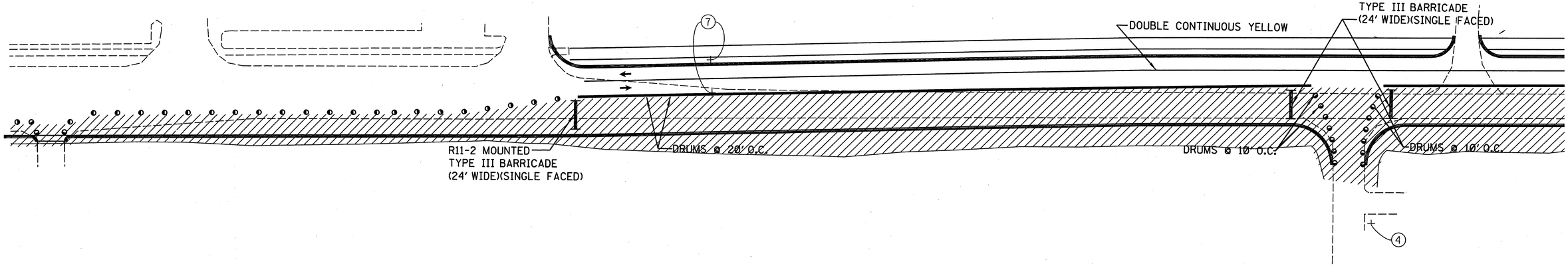






TYPICAL PHASES II

DETAIL OF DRUM PLACEMENT ON LOW SHOULDERS



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	W20-1	ROAD WORK 200 FEET
⑤	G20-1	ROAD WORK NEXT --- MILES
⑥	G20-2A	END ROAD WORK
⑦	W6-3	TWO WAY TRAFFIC

LEGEND

- PHASE I
- TEMPORARY PAVEMENT WIDENING
- TRAFFIC DRUMS
- TYPE III BARRICADES
- SIGN

TRAFFIC CONTROL PLAN

PHASE II

OLD CANTON ROAD RECONSTRUCTION
CITY OF RIDGELAND, MISSISSIPPI
PROJECT NO.: STP-6926-00(001)

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER: TC-3

SHEET NUMBER

DRAWN BY: IT DATE:
REVIEWED BY: SCALE: 1"= 40'

REVISION BY DATE

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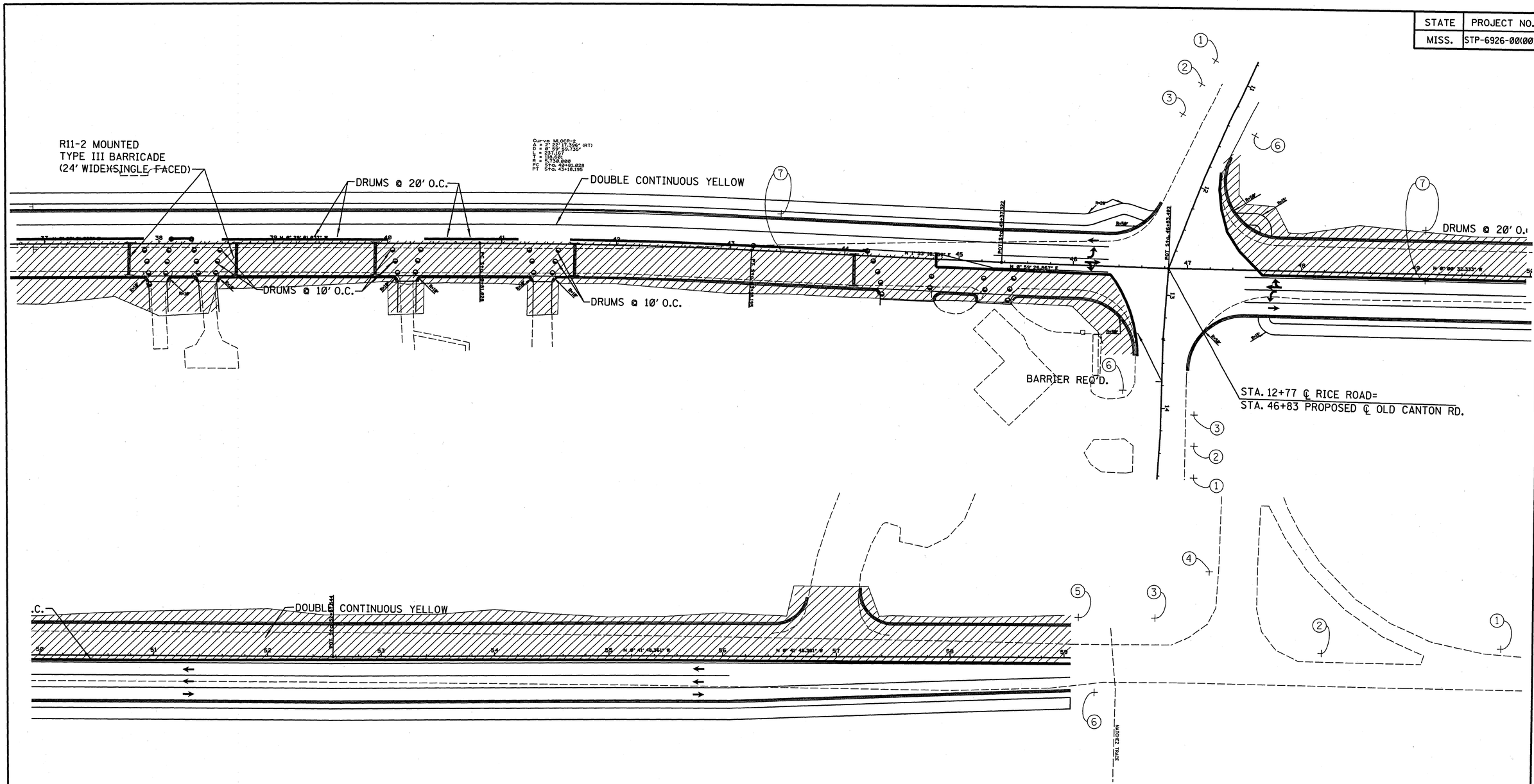
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



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	W20-1	ROAD WORK 200 FEET
⑤	G20-1	ROAD WORK NEXT --- MILES
⑥	G20-2A	END ROAD WORK
⑦	W6-3	TWO WAY TRAFFIC

LEGEND

- PHASE I
- TEMPORARY PAVEMENT WIDENING
- TRAFFIC DRUMS
- TYPE III BARRICADES
- SIGN

REVISION	BY	DATE

TRAFFIC CONTROL PLAN
PHASE II

OLD CANTON ROAD RECONSTRUCTION

CITY OF RIDGELAND, MISSISSIPPI
PROJECT NO.: STP-6926-00(001)

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER: TC-4

SHEET NUMBER

DRAWN BY: IT DATE

REVIEWED BY: SCALE 1"= 40'

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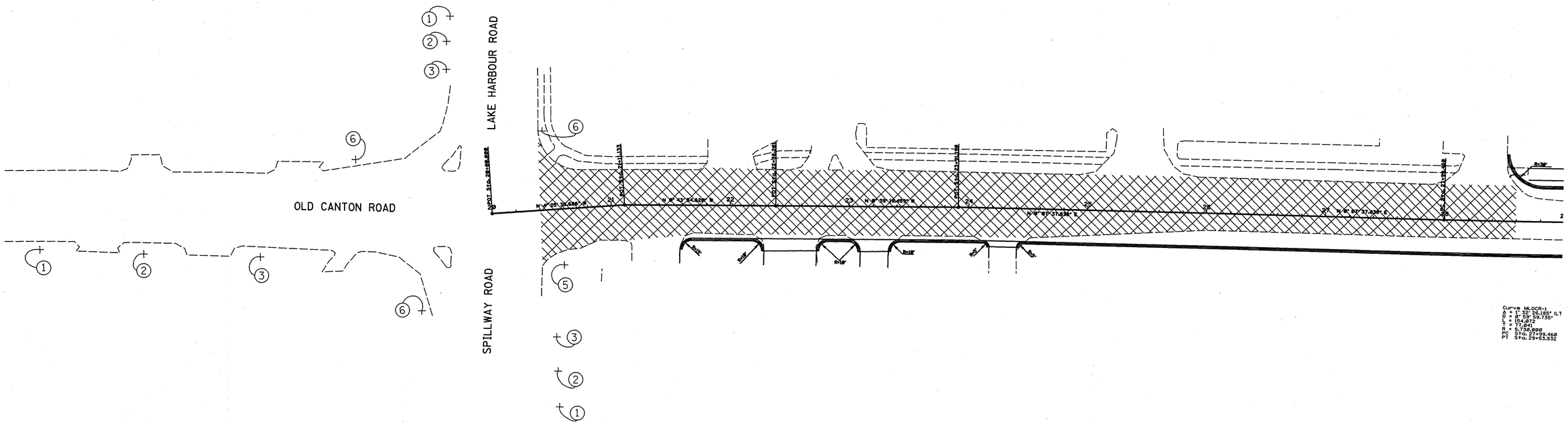
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



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	W20-1	ROAD WORK 200 FEET
⑤	G20-1	ROAD WORK NEXT --- MILES
⑥	G20-2A	END ROAD WORK
⑦	W6-3	TWO WAY TRAFFIC

INDICATES LIMITS OF MILLING

REVISION	BY	DATE

TRAFFIC CONTROL PLAN
PHASE III
OLD CANTON ROAD RECONSTRUCTION

CITY OF RIDGELAND, MISSISSIPPI
PROJECT NO.: STP-6926-00(001)

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER TC-5

SHEET NUMBER

DRAWN BY: IT DATE
REVIEWED BY: SCALE 1"= 40'

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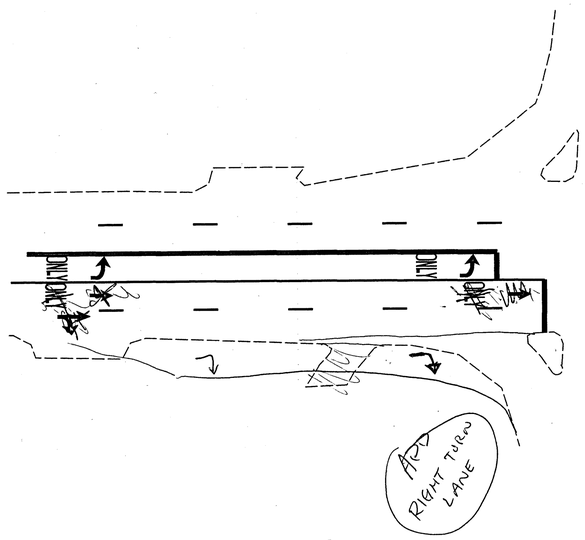
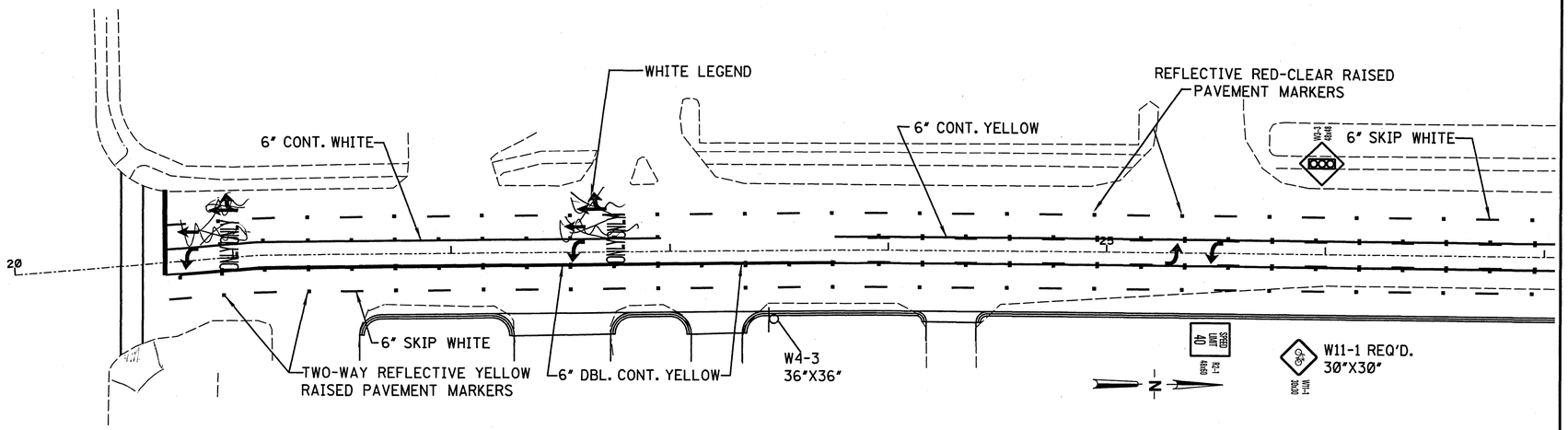
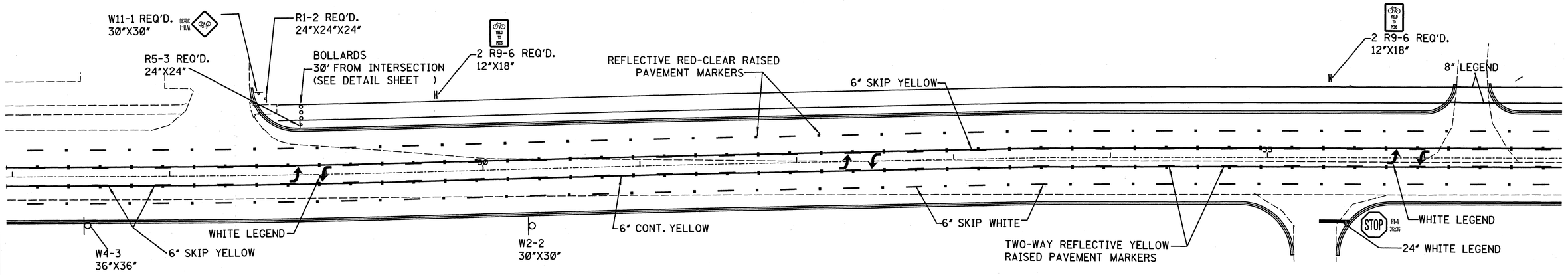
STATE	PROJECT NO.
MISS.	STP-6926-00(001)







REVISION	BY	DATE

STRIPING AND SIGNING

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)
CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER: DS-1

DRAWN BY: I.T. DATE:
REVIEWED BY: SCALE: 1"=30'

SHEET NUMBER

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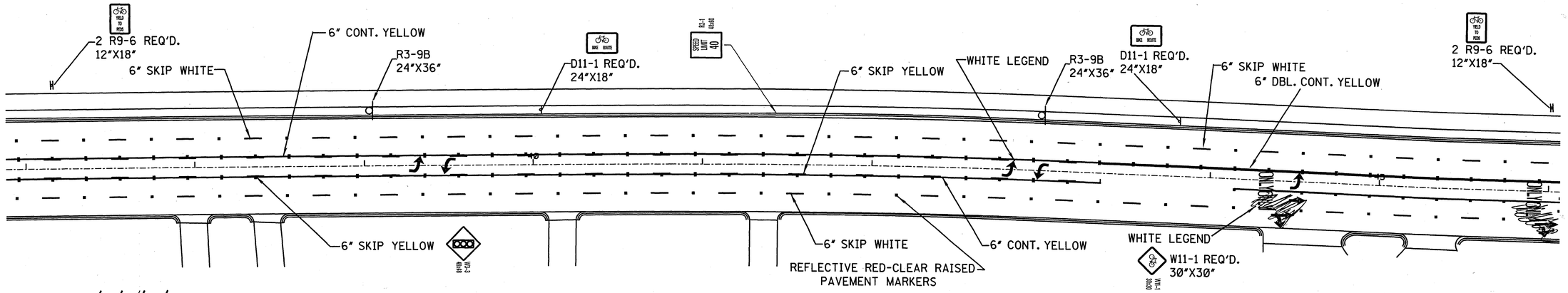
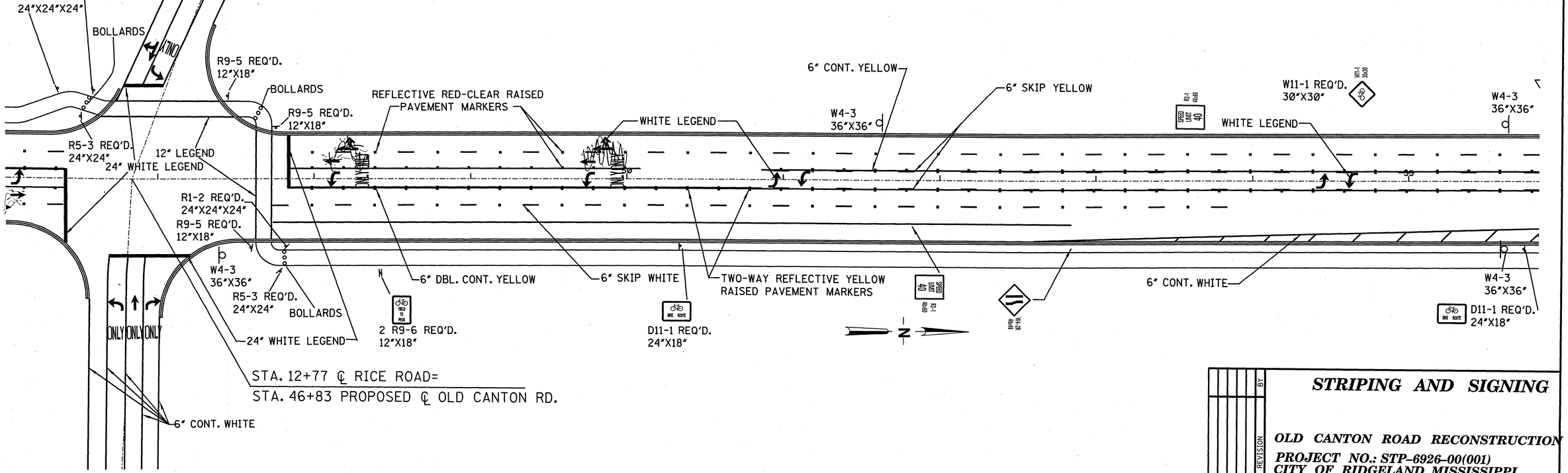
STATE	PROJECT NO.
MISS.	STP-6926-00(001)





STRIPING AND SIGNING

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)
CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC. *Consulting Engineers – Jackson, Mississippi*	WORKING NUMBER DS-2
DRAWN BY: I.T. DATE	SHEET NUMBER
REVIEWED BY: SCALE 1"=30'	

REVISION BY / DATE

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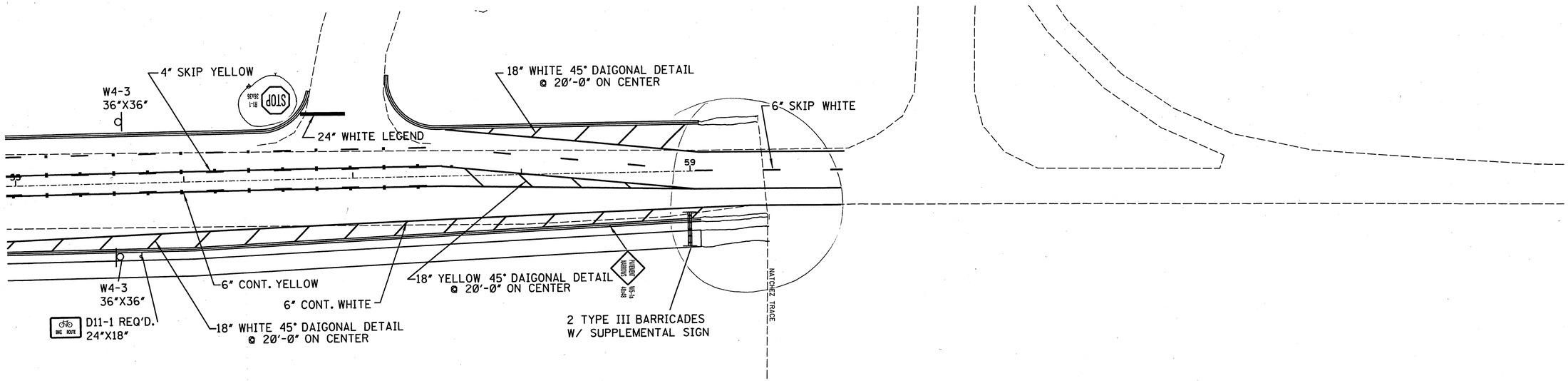
STATE	PROJECT NO.
MISS.	STP-6926-00(001)



TEMP. STRIPE DETAIL

REVISION	BY	DATE

STRIPING AND SIGNING

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)
CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, Mississippi

WORKING NUMBER
DS-3

SHEET NUMBER

DRAWN BY: I.T. DATE
REVIEWED BY: SCALE 1"=30'

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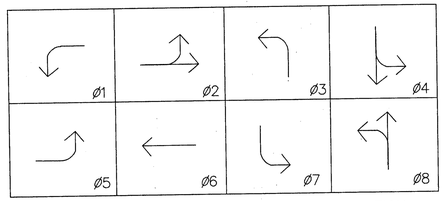
STATE	PROJECT NO.
MISS.	

DETECTOR ASSIGNMENT SUMMARY					
DETECTOR NUMBER	LOOP SIZE	PEDESTRIAN PUSH BUTTON	PHASE CALLED	PRESENCE MODE	PULSE MODE
8B	6'x 50'		1	X	

SIGNAL PHASING

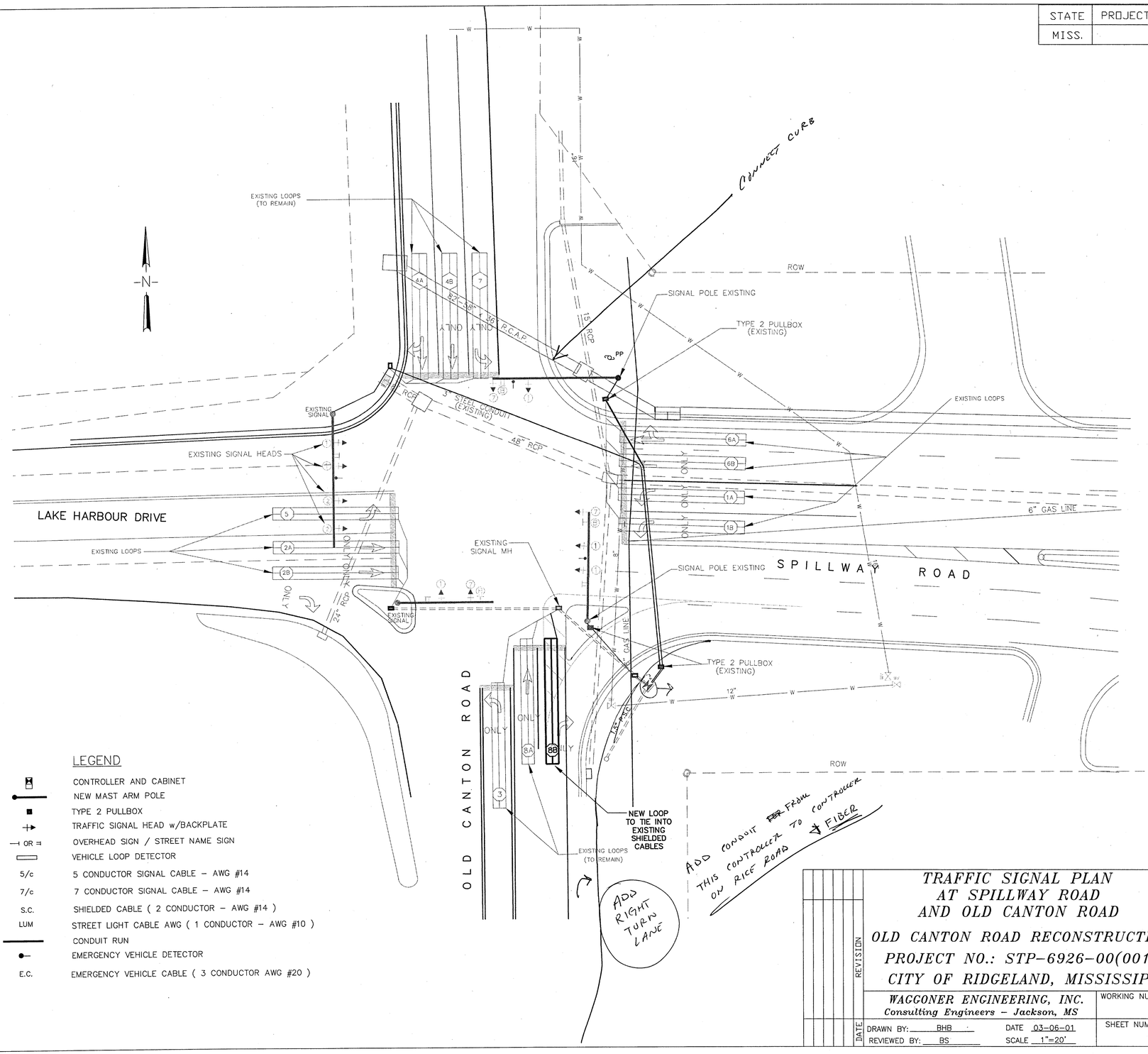


EMERGENCY PRE-EMPT
CHANNEL 1 – Ø2, Ø5
CHANNEL 2 – Ø1, Ø6
CHANNEL 3 – Ø3, Ø8

FLASHING OPERATION
YELLOW – Ø1, Ø2, Ø5, Ø6
RED – Ø3, Ø4, Ø7, Ø8

TRAFFIC SIGNAL INSTALLATION GENERAL NOTES

1. THE PLAN LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY ALL THE UTILITY COMPANIES PRIOR TO ANY EXCAVATION ON THE PROJECT, IN ORDER TO ESTABLISH EXACT LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING INDEPENDENT INVESTIGATIONS, AS NECESSARY, TO VERIFY ALL UTILITY LOCATIONS AT NO COST TO THE OWNER.
2. ALL SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (1988) EDITION AND ALL SUBSEQUENT REVISIONS.
3. ALL POLES, PULLBOXES, CONTROLLERS AND PAVEMENT MARKINGS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS.
4. THE SIGNAL CONTROLLER TIMINGS SHALL BE PROVIDED BY THE ENGINEER.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING TRAFFIC SIGNALS AND / OR SIGNS. ANY MODIFICATIONS REQUIRED TO THESE DEVICES SHALL BE PERFORMED BY THE CONTRACTOR.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING TRAFFIC SIGNALS AND/OR SIGNS. COST TO BE INCLUDED IN OTHER ITEMS BID. CONTRACTOR IS RESPONSIBLE FOR MAINT. OF ALL TRAFFIC IN THE PROJECT, ONCE WORK HAS BEGUN.
7. CONTRACTOR SHALL UTILIZE EXISTING EQUIPMENT IN CONTROLLER CABINET FOR IN CONTROLLER CABINET FOR THE INSTALLATION OF ALL NEW MATERIALS.
8. TRAFFIC SIGNAL WILL RUN FIXED-TIME OPERATION DURING CONSTRUCTION PHASE.



LEGEND

	CONTROLLER AND CABINET
	NEW MAST ARM POLE
	TYPE 2 PULLBOX
	TRAFFIC SIGNAL HEAD w/BACKPLATE
⊣ OR ⫤	OVERHEAD SIGN / STREET NAME SIGN
	VEHICLE LOOP DETECTOR
5/c	5 CONDUCTOR SIGNAL CABLE – AWG #14
7/c	7 CONDUCTOR SIGNAL CABLE – AWG #14
S.C.	SHIELDED CABLE (2 CONDUCTOR – AWG #14)
LUM	STREET LIGHT CABLE AWG (1 CONDUCTOR – AWG #10)
	CONDUIT RUN
	EMERGENCY VEHICLE DETECTOR
E.C.	EMERGENCY VEHICLE CABLE (3 CONDUCTOR AWG #20)

TRAFFIC SIGNAL PLAN AT SPILLWAY ROAD AND OLD CANTON ROAD

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

REVISION | DATE

WAGGONER ENGINEERING, INC.
Consulting Engineers – Jackson, MS

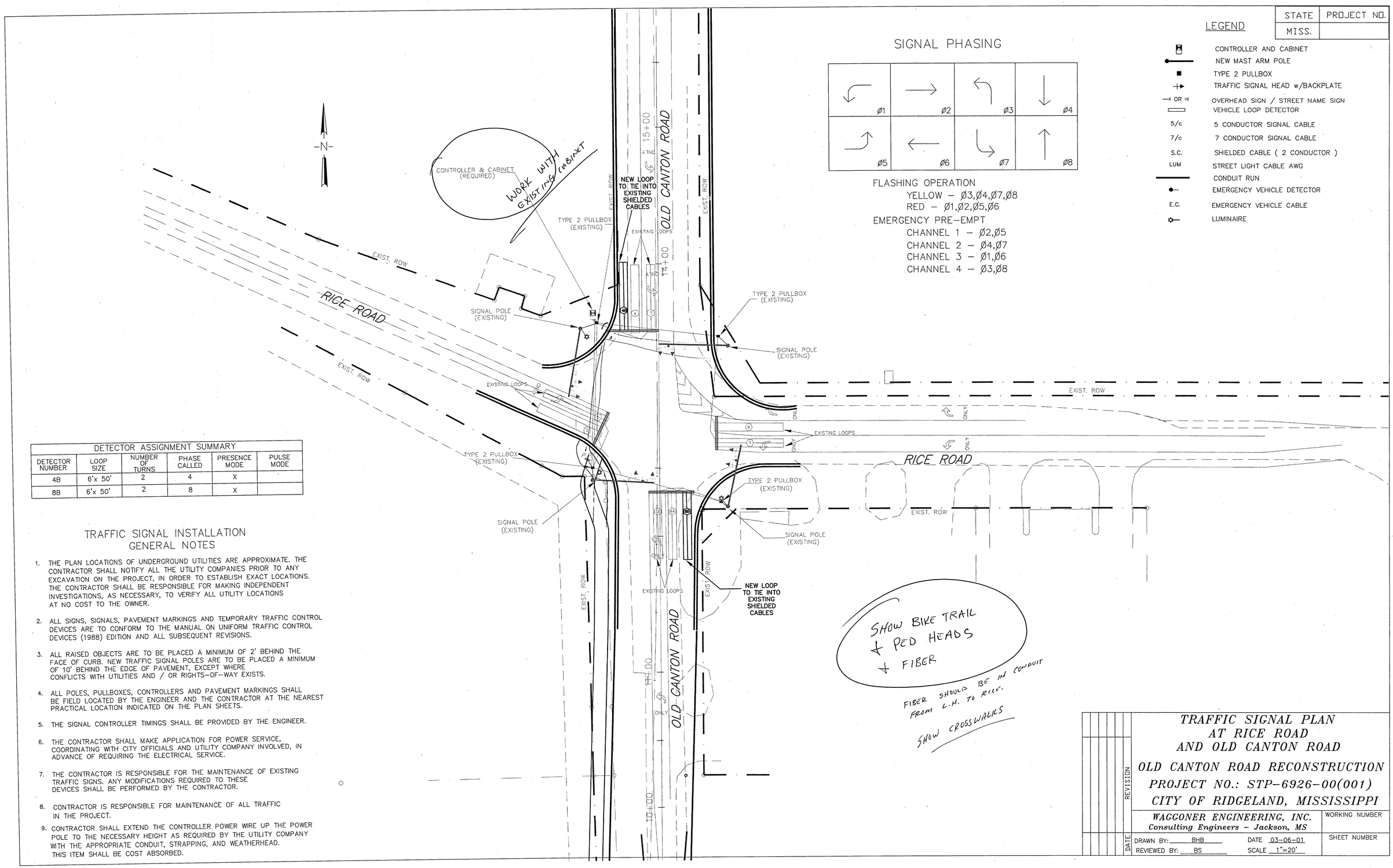
WORKING NUMBER

DRAWN BY: BHB DATE 03-06-01

REVIEWED BY: BS SCALE 1"=20'

SHEET NUMBER

STATE	PROJECT NO.
MISS.	



SIGNAL PHASING

Ø1	Ø2	Ø3	Ø4
Ø5	Ø6	Ø7	Ø8

FLASHING OPERATION
YELLOW – Ø3,Ø4,Ø7,Ø8
RED – Ø1,Ø2,Ø5,Ø6

EMERGENCY PRE-EMPT
CHANNEL 1 – Ø2,Ø5
CHANNEL 2 – Ø4,Ø7
CHANNEL 3 – Ø1,Ø6
CHANNEL 4 – Ø3,Ø8

LEGEND

	CONTROLLER AND CABINET
	NEW MAST ARM POLE
	TYPE 2 PULLBOX
	TRAFFIC SIGNAL HEAD w/BACKPLATE
OR	OVERHEAD SIGN / STREET NAME SIGN
	VEHICLE LOOP DETECTOR
5/c	5 CONDUCTOR SIGNAL CABLE
7/c	7 CONDUCTOR SIGNAL CABLE
S.C.	SHIELDED CABLE (2 CONDUCTOR)
LUM	STREET LIGHT CABLE AWG
	CONDUIT RUN
	EMERGENCY VEHICLE DETECTOR
E.C.	EMERGENCY VEHICLE CABLE
	LUMINAIRE

DETECTOR ASSIGNMENT SUMMARY

DETECTOR NUMBER	LOOP SIZE	NUMBER OF TURNS	PHASE CALLED	PRESENCE MODE	PULSE MODE
4B	6'x 50'	2	4	X	
8B	6'x 50'	2	8	X	

TRAFFIC SIGNAL INSTALLATION GENERAL NOTES

1. THE PLAN LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY ALL THE UTILITY COMPANIES PRIOR TO ANY EXCAVATION ON THE PROJECT, IN ORDER TO ESTABLISH EXACT LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING INDEPENDENT INVESTIGATIONS, AS NECESSARY, TO VERIFY ALL UTILITY LOCATIONS AT NO COST TO THE OWNER.
2. ALL SIGNS, SIGNALS, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL DEVICES ARE TO CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (1988) EDITION AND ALL SUBSEQUENT REVISIONS.
3. ALL RAISED OBJECTS ARE TO BE PLACED A MINIMUM OF 2' BEHIND THE FACE OF CURB. NEW TRAFFIC SIGNAL POLES ARE TO BE PLACED A MINIMUM OF 10' BEHIND THE EDGE OF PAVEMENT, EXCEPT WHERE CONFLICTS WITH UTILITIES AND / OR RIGHTS-OF-WAY EXISTS.
4. ALL POLES, PULLBOXES, CONTROLLERS AND PAVEMENT MARKINGS SHALL BE FIELD LOCATED BY THE ENGINEER AND THE CONTRACTOR AT THE NEAREST PRACTICAL LOCATION INDICATED ON THE PLAN SHEETS.
5. THE SIGNAL CONTROLLER TIMINGS SHALL BE PROVIDED BY THE ENGINEER.
6. THE CONTRACTOR SHALL MAKE APPLICATION FOR POWER SERVICE, COORDINATING WITH CITY OFFICIALS AND UTILITY COMPANY INVOLVED, IN ADVANCE OF REQUIRING THE ELECTRICAL SERVICE.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING TRAFFIC SIGNS. ANY MODIFICATIONS REQUIRED TO THESE DEVICES SHALL BE PERFORMED BY THE CONTRACTOR.
8. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL TRAFFIC IN THE PROJECT.
9. CONTRACTOR SHALL EXTEND THE CONTROLLER POWER WIRE UP THE POWER POLE TO THE NECESSARY HEIGHT AS REQUIRED BY THE UTILITY COMPANY WITH THE APPROPRIATE CONDUIT, STRAPPING, AND WEATHERHEAD. THIS ITEM SHALL BE COST ABSORBED.

TRAFFIC SIGNAL PLAN AT RICE ROAD AND OLD CANTON ROAD

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)

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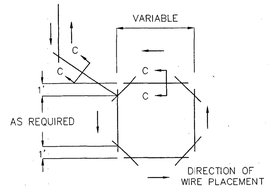
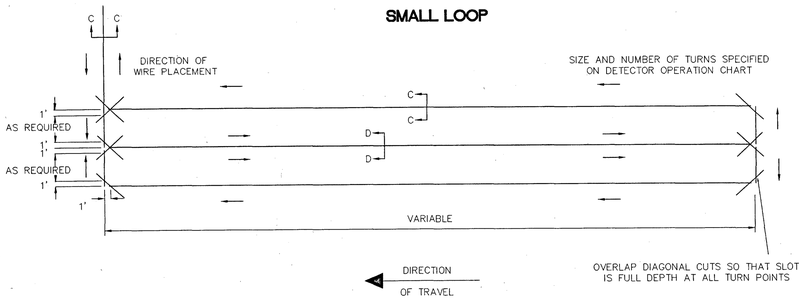
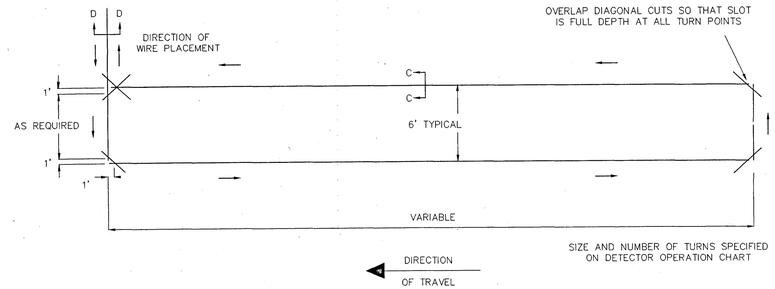


SIZE AND NUMBER OF TURNS SPECIFIED ON DETECTOR OPERATION CHART

SMALL LOOP



QUADRAPOLE LOOP

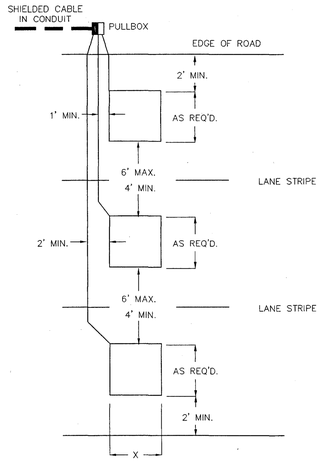


RECTANGULAR LOOP

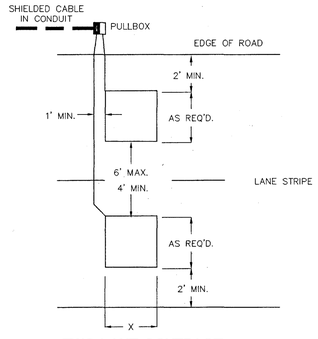
SAW CUT DIAGRAM

SAW SLOT AND LOOP WIRE INSTALLATION PROCEDURES

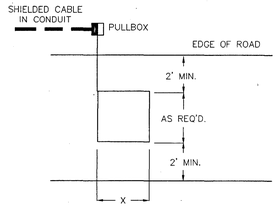
1. CONCRETE PAVEMENT JOINTS SHALL NOT BE USED FOR EITHER LOOP OR FEEDER WIRE. NO LOOPS ARE TO BE INSTALLED THROUGH, OVER, OR UNDER TRANSVERSE CONCRETE JOINTS IN CONCRETE PAVEMENT. NO MANHOLES, INLETS, VALVES, ETC. MAY BE LOCATED WITHIN A LOOP. IF JOINTS OR MANHOLES ARE ENCOUNTERED, THE LOCATION OF THE 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.
2. WHEN A BEND OR CORNER IS REQUIRED THE SLOTS PRODUCING THE "WOULD-BE" RIGHT ANGLE SHALL NOT OVERLAP.
3. 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.
4. ALL CORNERS OF THE LOOP SHALL BE CUT AT A 45° ANGLE AND HAVE A MINIMUM DIAGONAL LENGTH OF 16".
5. 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.
6. 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.
7. 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.
8. 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 MEGOHM'S. 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.
9. WHERE THE WIRES LEAVE THE LOOP, EACH PAIR OF LEAD-IN WIRES MUST BE TWISTED TOGETHER WITH A MINIMUM OF THREE TWISTS PER FOOT.
10. IF THE LEAD-IN IS TAKEN OVERHEAD THE WIRE MUST BE PROTECTED BY CONDUIT (TYPE I) FROM UNDERGROUND TO SPAN.
11. 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.



THREE LANE COVERAGE

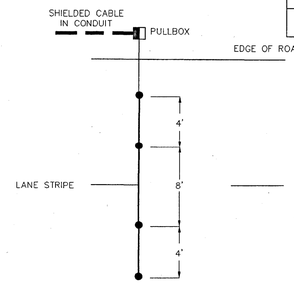


TWO LANE COVERAGE



ONE LANE COVERAGE

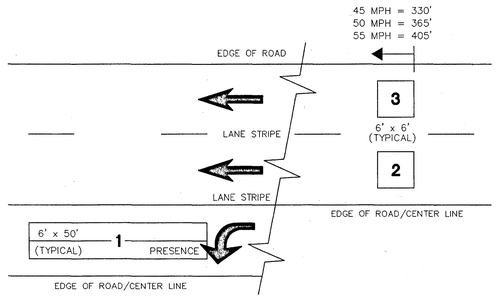
"X" DIMENSION SPECIFIED ON PLANS



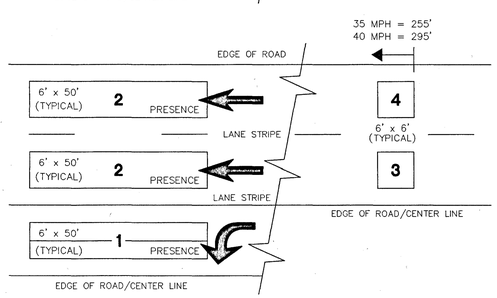
PROBE DETECTOR

TYPICAL LOOP DETECTOR LANE COVERAGE DIAGRAM

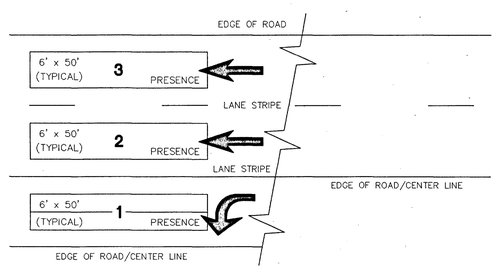
45 MPH or GREATER



35 - 40 MPH



30 MPH or LESS

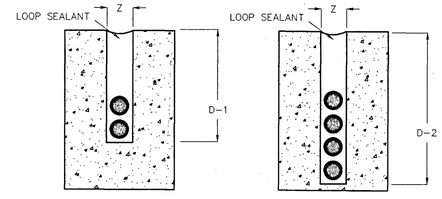


TYPICAL LOOP DETECTOR PLACEMENT DIAGRAM

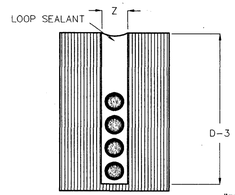
3 = CHANNEL NUMBER

AMP 1-Ø2, AMP 2-Ø4, AMP 3-Ø6, AMP 4-Ø8

MPH IS BASED ON SPEED LIMIT
ALL DISTANCES FROM STOPLINE



LOOP IN CONCRETE



LOOP IN ASPHALT

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

REVISION

DATE

VEHICLE LOOP DETECTOR ASSEMBLY

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
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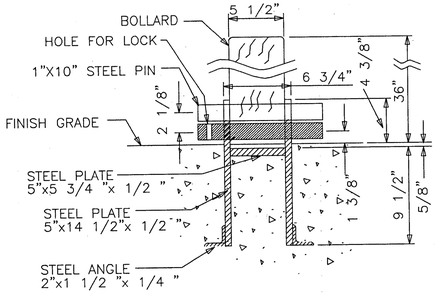
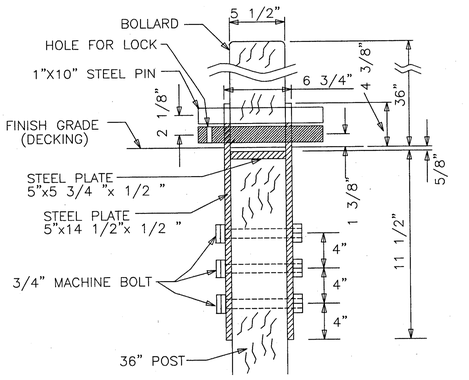


HINGED BARRIER BOLLARD

SECTION THROUGH LOCK PIN



HINGED BARRIER BOLLARD

SECTION THROUGH LOCK PIN

NOTE: BOLLARDS ARE IN "EARTH" ALONG OLD CANTON ROAD.

"HINGED" BOLLARDS ARE LOCATED AT ALL RICE ROAD INTERSECTION LOCATIONS. (SEE DETAIL)

NOTE: BOLLARD POST TO BE REFLECTORIZED.

BOLLARD FOOTING TO BE PLACED PRIOR TO FINAL SURFACE COURSE.

BOLLARD PLACEMENT OFFSET FROM INTERSECTIONS IS NOTED IN PLANS.

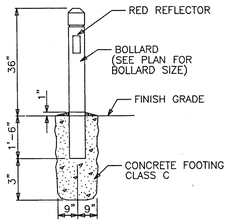
BOLLARDS TO BE INSTALLED BY THE CONTRACTOR.

ALL THREE BOLLARDS AT PEAR ORCHARD ROAD BRIDGE-ENDS ARE TO BE "BOLLARD IN EARTH" (SEE DETAIL)

BOLLARDS AND POSTS ARE TO BE PRESSURE-TREATED AND GROUND CONTACT RATED

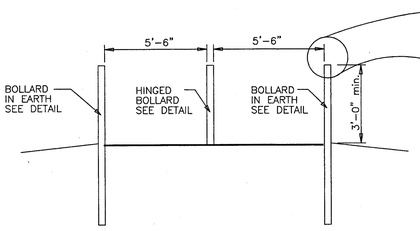
NOTE:

1. ALL CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 601.
2. ALL LUMBER SHALL MEET THE REQUIREMENTS OF SECTIONS 718 AND 820.
3. ALL STEEL SHALL MEET THE REQUIREMENTS OF SECTION 810, 718 AND 820.
4. ALL ITEMS ON THIS SHEET RELATED TO EARTH BOLLARDS ARE TO BE INCLUDE IN PAY ITEM #907-630-N-PP
5. ALL ITEMS ON THIS SHEET RELATED TO HINGED BOLLARDS ARE TO BE INCLUDED IN PAY ITEM #907-630-O-PP & #907-630-P-PP



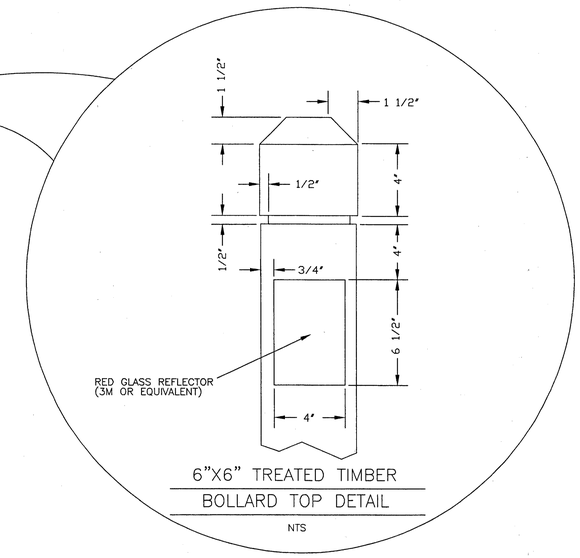
DETAIL

BOLLARD IN EARTH



"HINGED" BOLLARD DETAIL

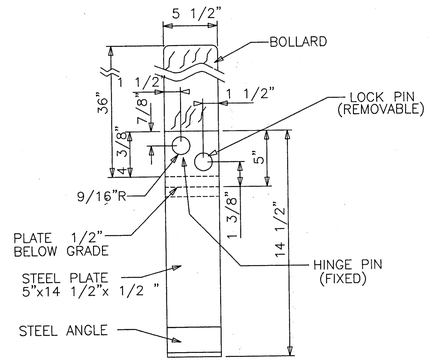
NTS



6"X6" TREATED TIMBER

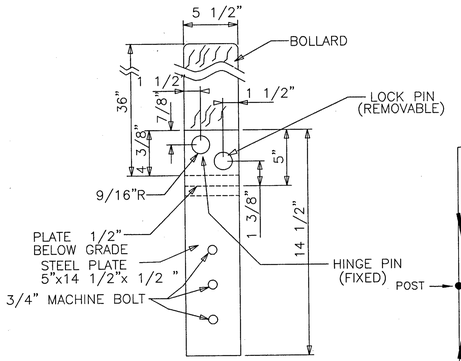
BOLLARD TOP DETAIL

NTS



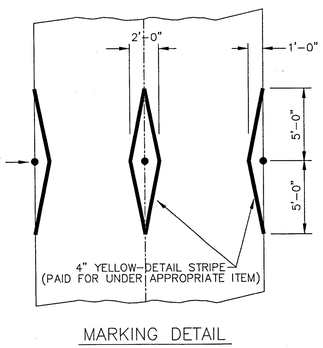
HINGED BARRIER BOLLARD

RIGHT SIDE ELEVATION

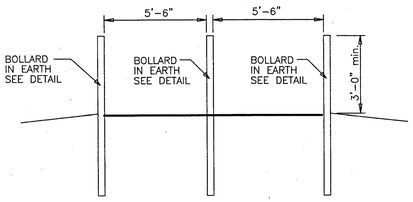


HINGED BARRIER BOLLARD

RIGHT SIDE ELEVATION

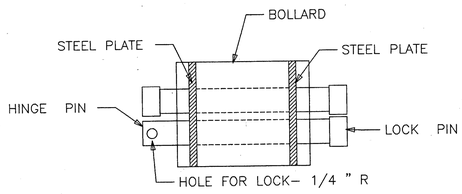


MARKING DETAIL



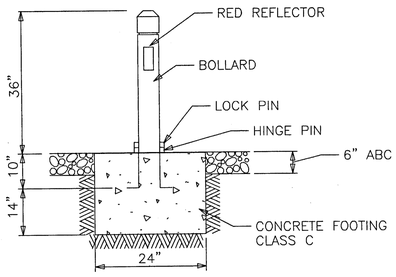
"EARTH" BOLLARD DETAIL

NTS



HINGED BARRIER BOLLARD

PLAN VIEW



HINGED BARRIER BOLLARD

BIKEPATH
BOLLARD DETAILS

OLD CANTON ROAD RECONSTRUCTION
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SHEET NUMBER

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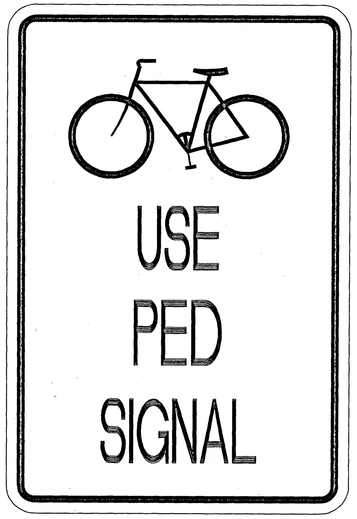
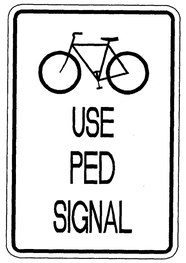
R5-3
24"x24"

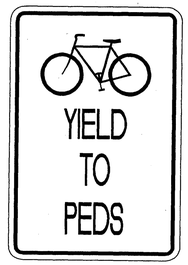


R9-5
18"x18"

R5-3
24"x24"



R9-5
12"x18"

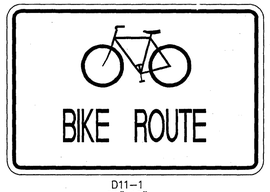


R9-6
12"x18"

R1-1
18"x18"

W11-1
30"x30"

W3-1
18"x18"



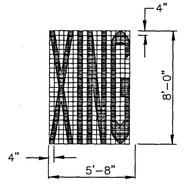
D11-1
24"x18"

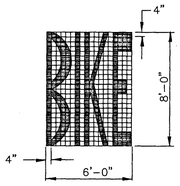
R1-2
18"x18"x18"

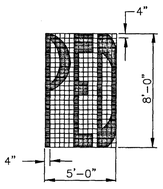
SUPPLEMENTAL
48"x 30"
(FOR INFORMATION ONLY)

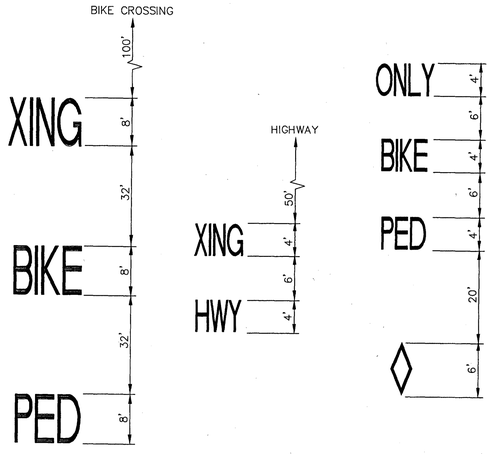
NOTE

1. THE DESIGN OF SIGNS FOR BICYCLE FACILITIES SHOULD BE IDENTICAL TO THAT USED FOR MOTOR VEHICLE TRAVEL.
2. THE SIGN DIMENSIONS SHOWN SHALL BE CONSIDERED STANDARD FOR THIS BICYCLE FACILITY.
3. THE SMALLER SIGNS ARE INTENDED FOR EXCLUSIVE BICYCLE USE.
4. WHERE SIGNS ARE FOR EXCLUSIVE USE OF BICYCLISTS, CARE SHOULD BE TAKEN THAT THEY ARE LOCATED SO THAT MOTORISTS ARE NOT CONFUSED BY THEM.
5. WHERE INDICATED ON PLANS, ANGLE "STOP" AND "YIELD" SIGNS TOWARDS THE BIKE PATH ALONG PEAR ORCHARD ROAD AND RICE ROAD.

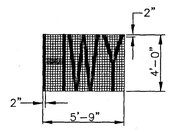


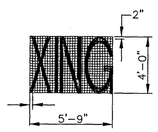


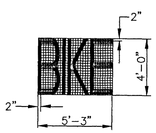


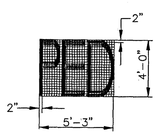


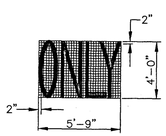
PAVEMENT MARKINGS

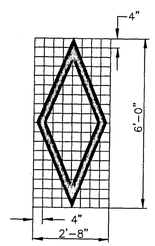


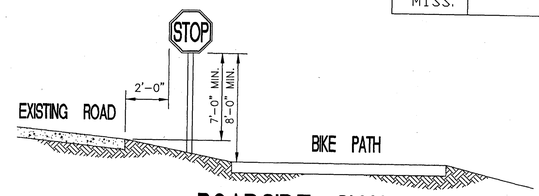




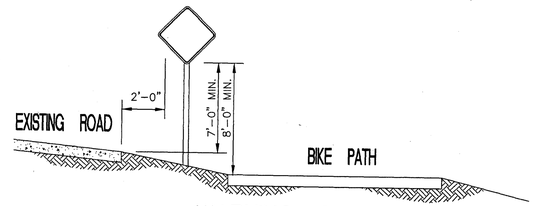




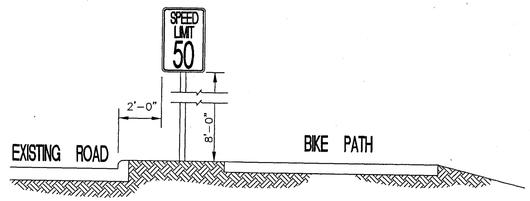




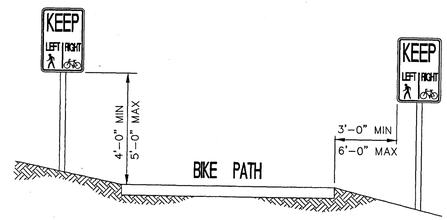
ROADSIDE SIGN



WARNING SIGN



ROADSIDE SIGN



SIGN PLACEMENT ON TRAIL

REVISION	DATE

BIKEPATH
SIGNS AND DETAILS

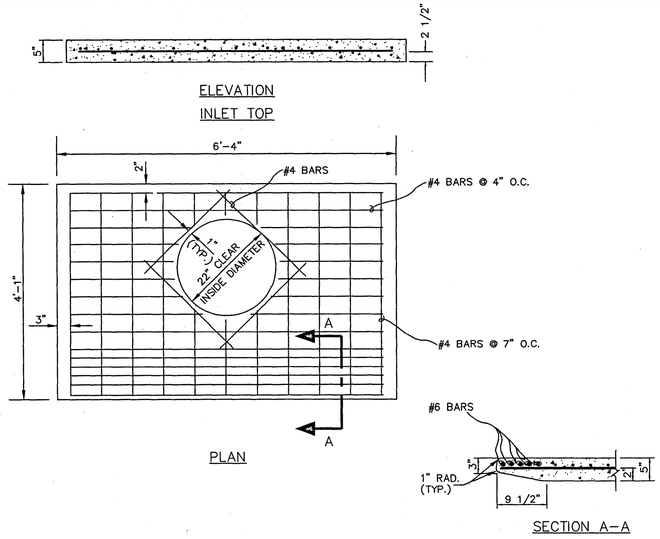
OLD CANTON ROAD RECONSTRUCTION
PROJECT NO.: STP-6926-00(001)
CITY OF RIDGELAND, MISSISSIPPI

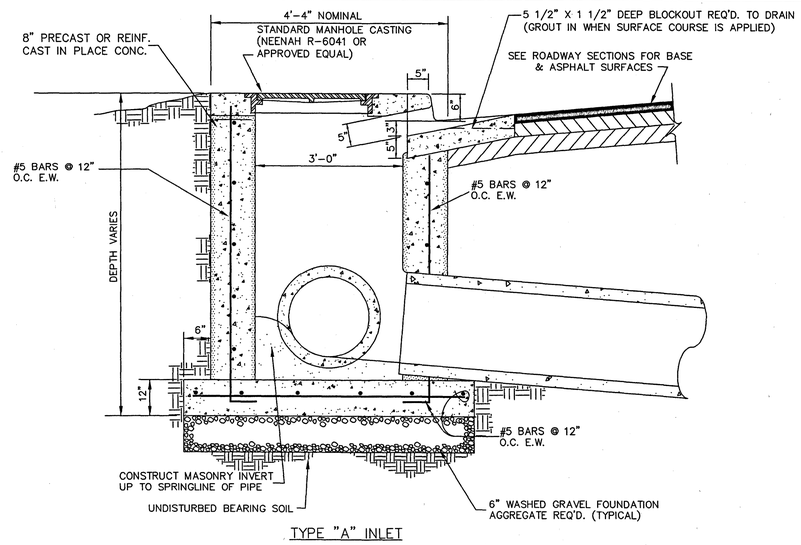
WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, MS

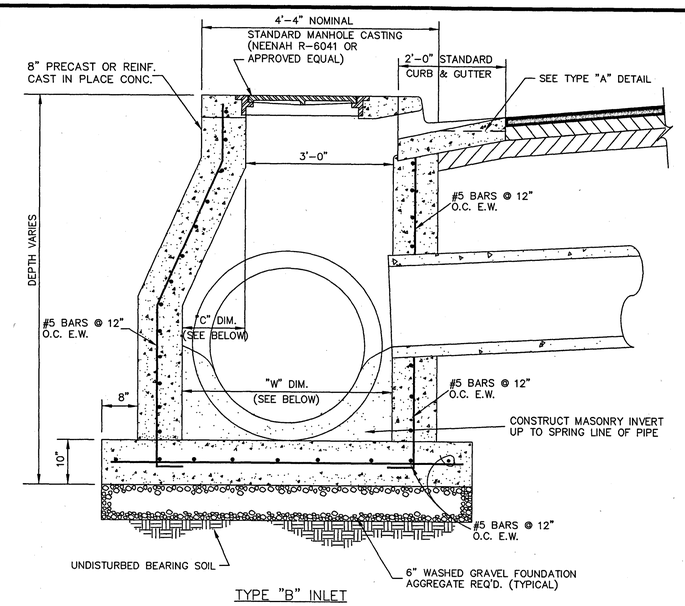
WORKING NUMBER

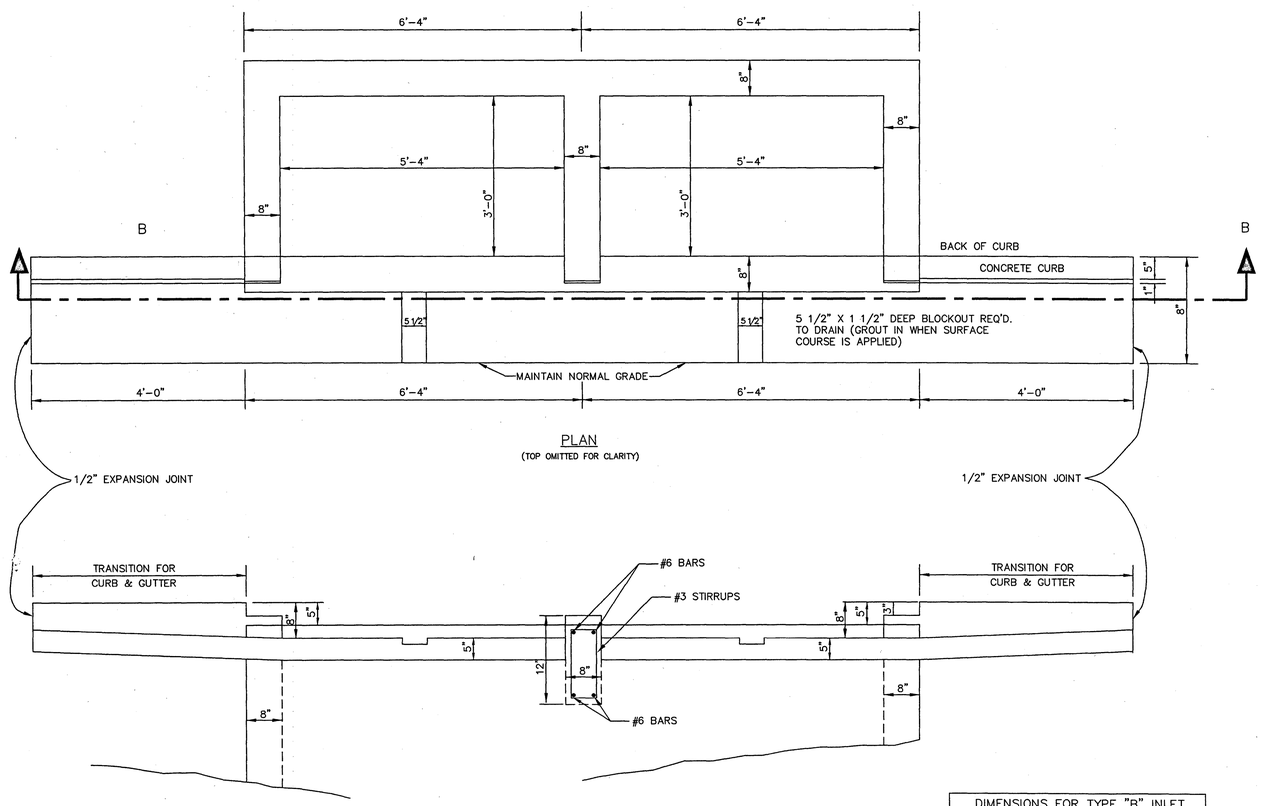
DRAWN BY: BHB
REVIEWED BY: BS
DATE 03-06-01
SCALE N.T.S.

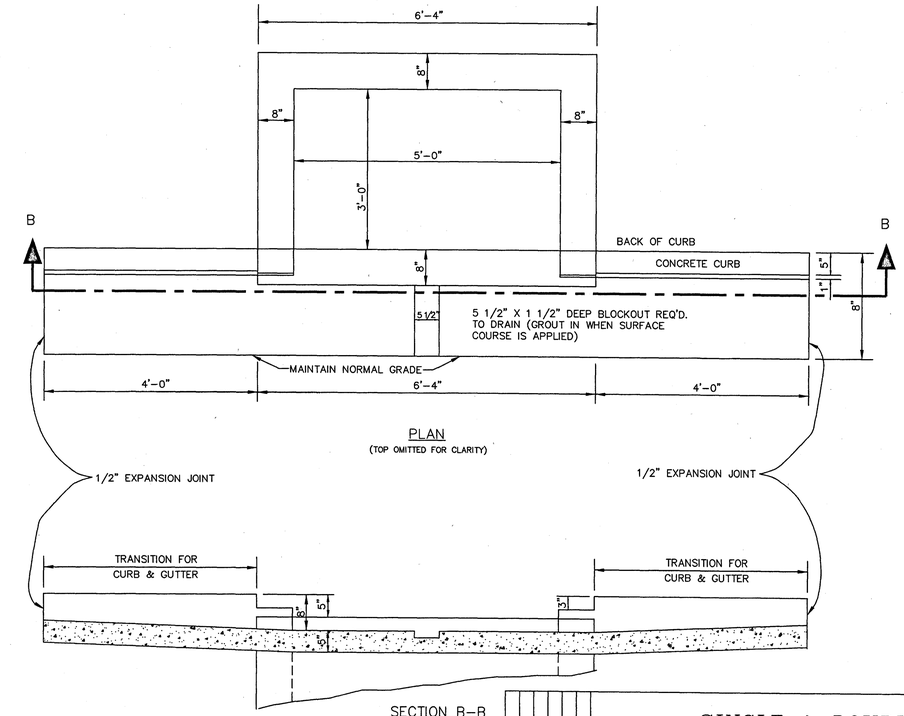
SHEET NUMBER











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"

REVISION

DATE

SINGLE & DOUBLE INLET DETAILS

OLD CANTON ROAD RECONSTRUCTION

PROJECT NO.: STP-6926-00(001)

CITY OF RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC.
Consulting Engineers - Jackson, MS

WORKING NUMBER

DRAWN BY: ELS DATE 03-06-01

REVIEWED BY: BS SCALE 1"=20'

SHEET NUMBER

P:\T99024A\INI FT.DWG