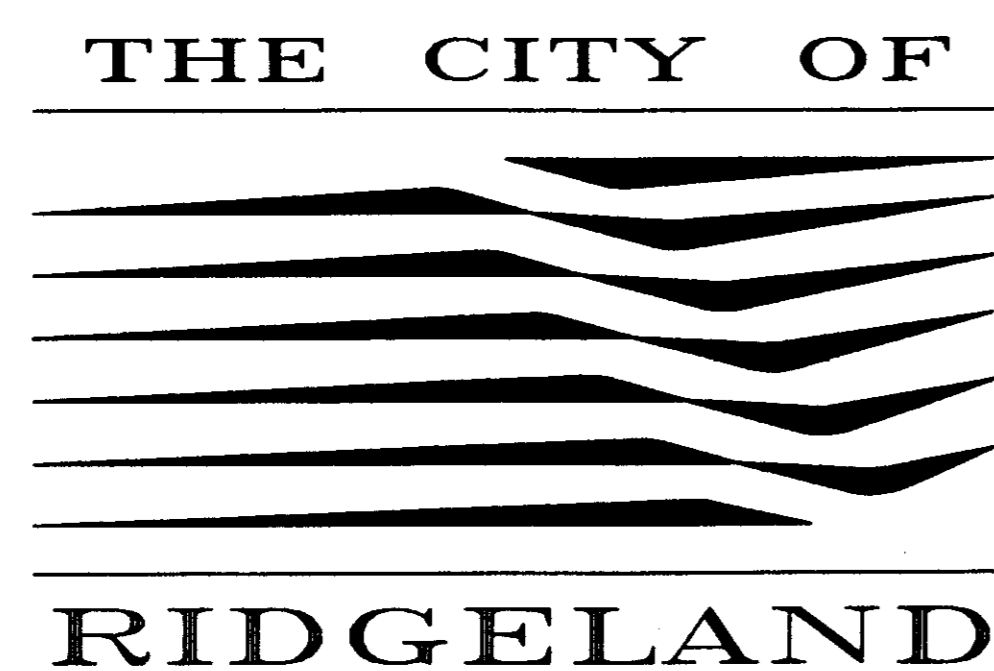


# CITY OF RIDGELAND, MISSISSIPPI SCHOOL STREET IMPROVEMENTS

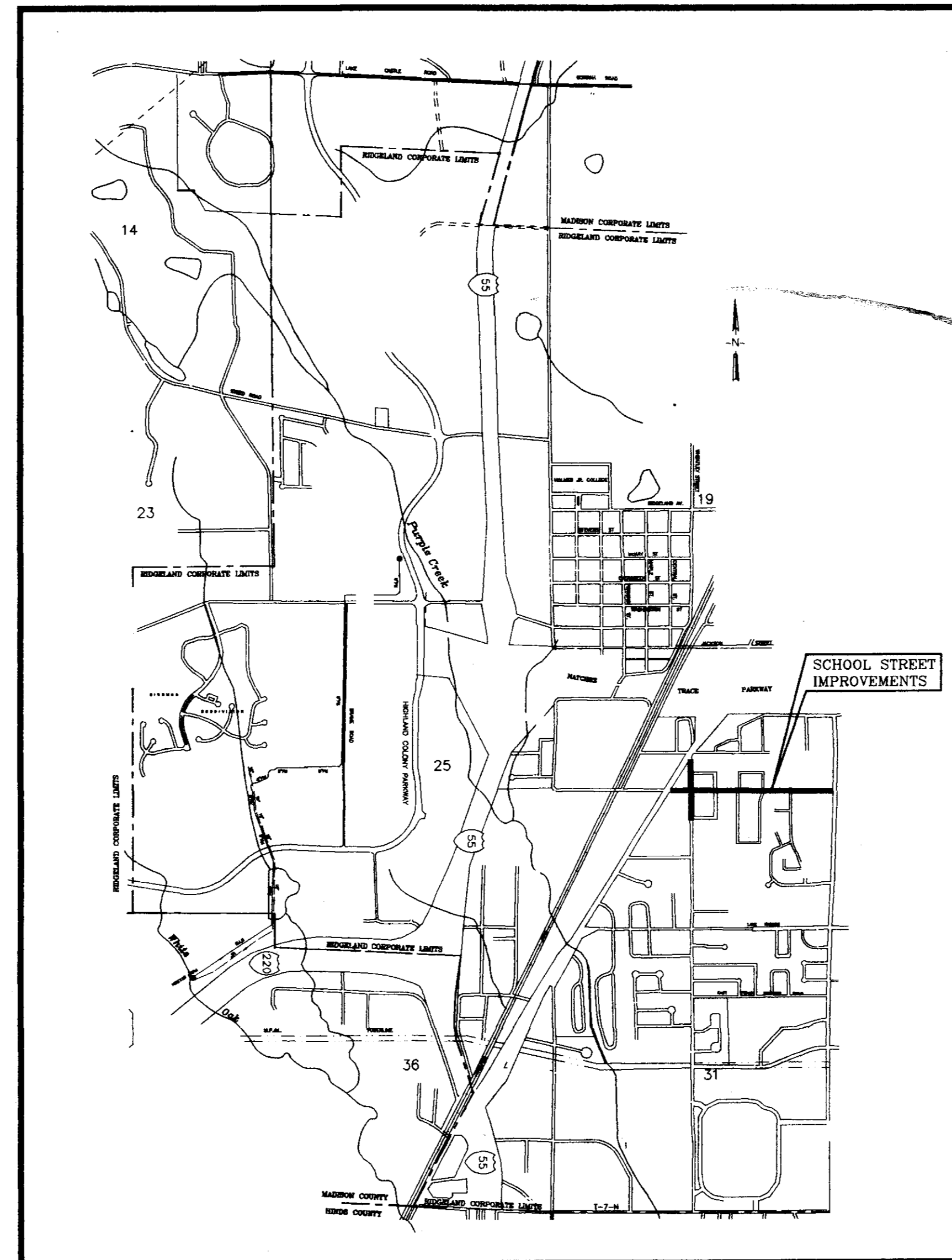
HWY 51 TO PEAR ORCHARD



*Mayor:*  
Gene F. McGee

*Mayor Pro Tem:*  
Chuck Kobert

*City Attorney:*  
Jerry Mills



*Aldermen:*

Brian Barcellona  
Joe Barlow  
Al Bible  
Harvey Carr, Jr.  
Linda Davis  
Chuck Kobert  
Daryl Smith

*Public Works Director:*

Sam Vinson, P.E.

*Asst. Public Works Director:*

Sid Hawthorne

*City Clerk:*

Michael McPhearson

*Fire Chief:*

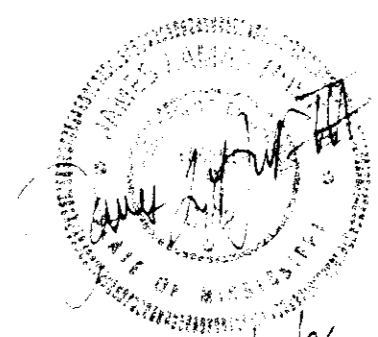
Elmer Waits

*Police Chief:*

Charles Newell

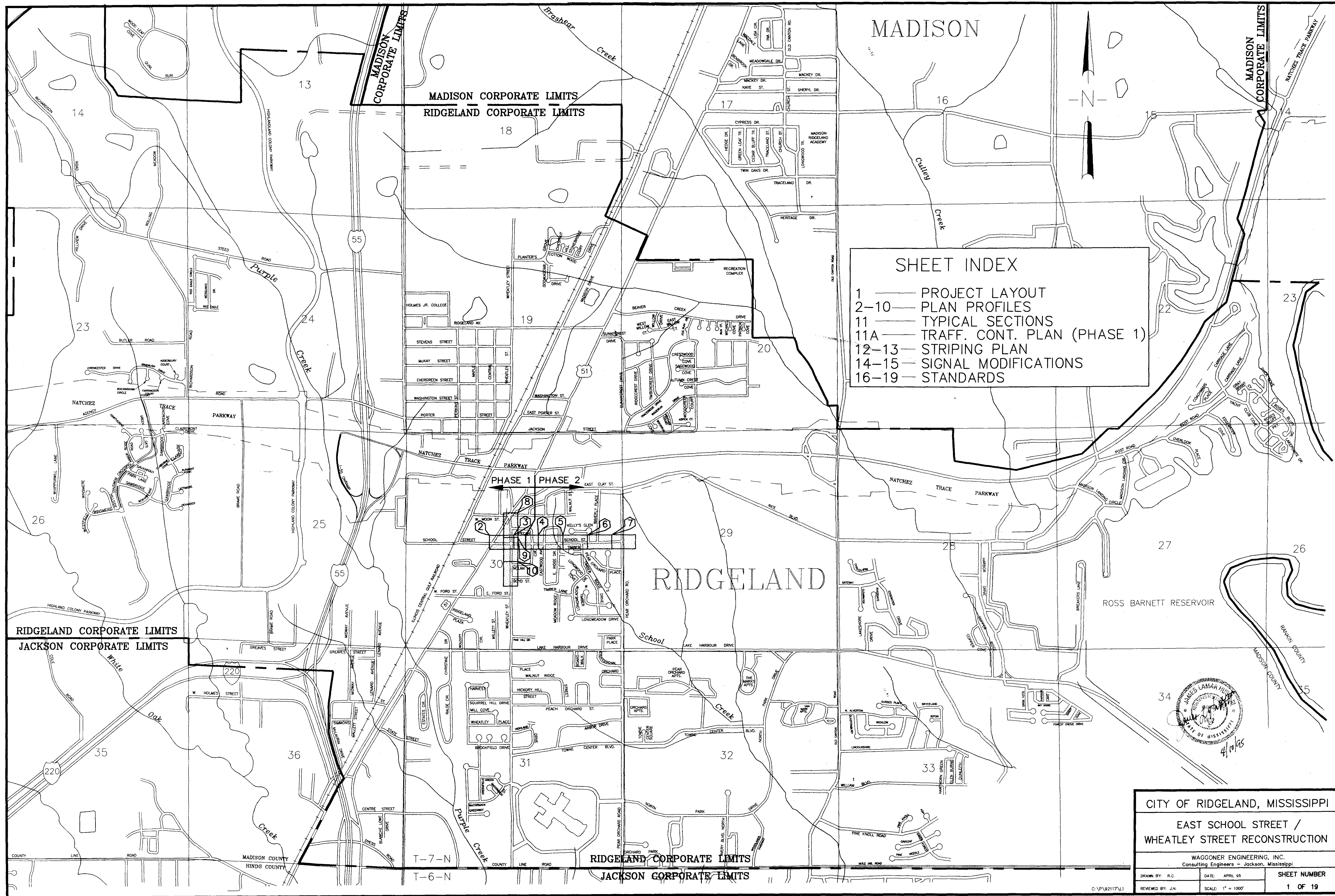
APRIL 1995

WAGGONER ENGINEERING, INC.  
CONSULTING ENGINEERS  
Jackson / Pascagoula, Mississippi



PWP-01934

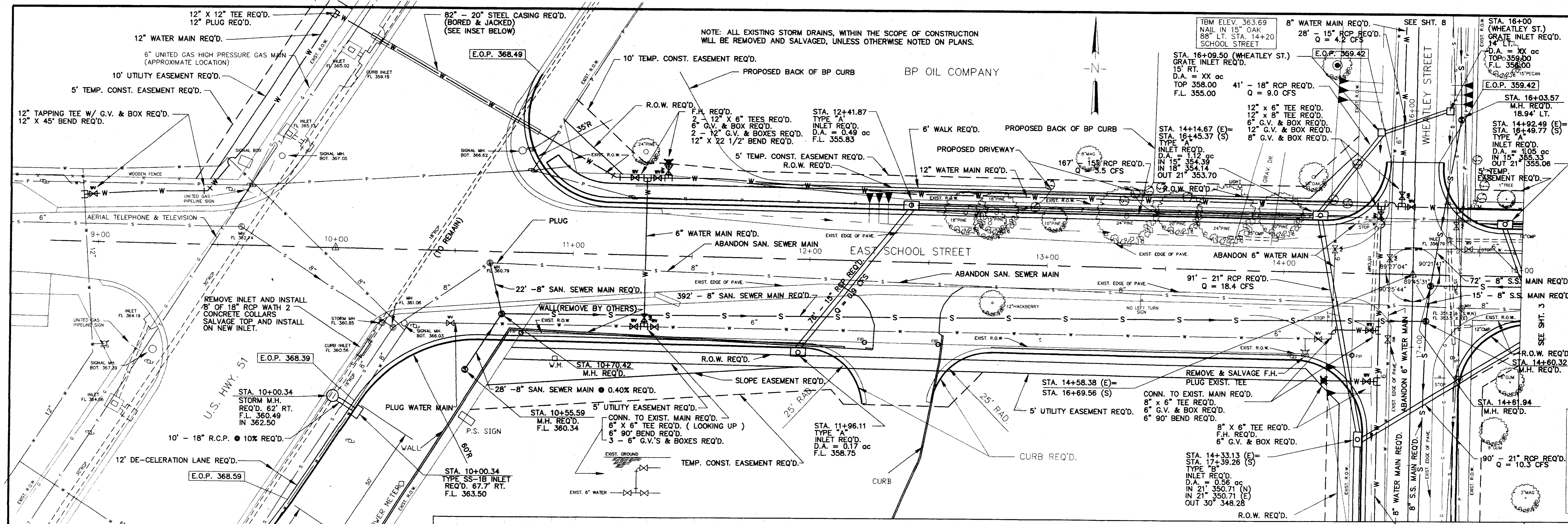
L1 Thu Apr 6 14:55:05 1995  
HP DesignJet 650C C:\ACAD\2\DRV\UN650C.DWG : HP-GL/2 ADI 4.2 Ver. 2.0 - By Hewlett-Packard



1	PROJECT LAYOUT
2-10	PLAN PROFILES
11	TYPICAL SECTIONS
11A	TRAFF. CONT. PLAN (PHASE 1)
12-13	STRIPING PLAN
14-15	SIGNAL MODIFICATIONS
16-19	STANDARDS

CITY OF RIDGELAND, MISSISSIPPI	
EAST SCHOOL STREET / WHEATLEY STREET RECONSTRUCTION	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	
DRAWN BY: R.C.	DATE: APRIL 95
REVIEWED BY: J.H.	SCALE: 1" = 1000'
SHEET NUMBER 1 OF 19	

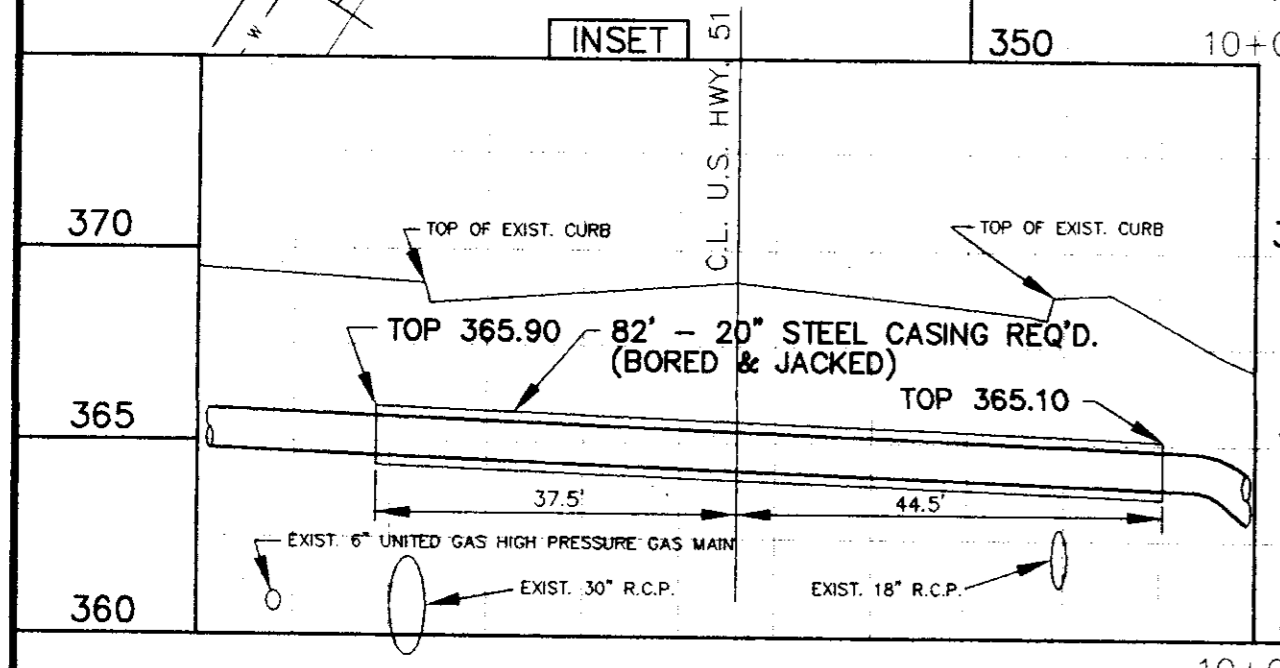
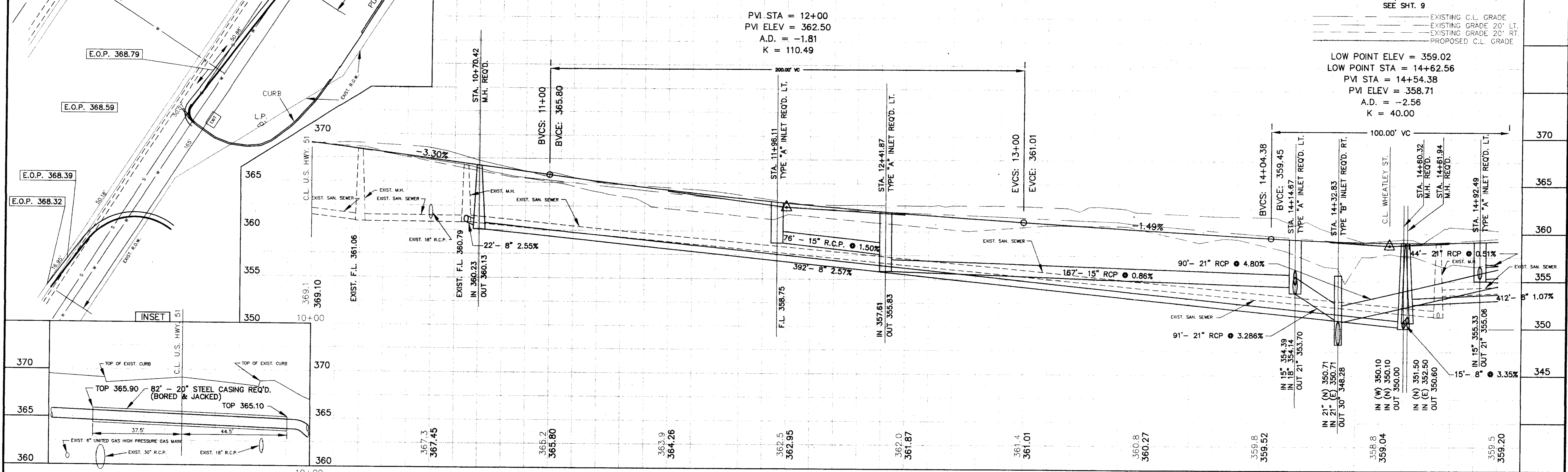
C:\P\9217\1



NOTE: ALL EXISTING STORM DRAINS, WITHIN THE SCOPE OF CONSTRUCTION WILL BE REMOVED AND SALVAGED, UNLESS OTHERWISE NOTED ON PLANS.

PVI STA = 12+00  
 PVI ELEV = 362.50  
 A.D. = -1.81  
 K = 110.49

LOW POINT ELEV = 359.02  
 LOW POINT STA = 14+62.56  
 PVI STA = 14+54.38  
 PVI ELEV = 358.71  
 A.D. = -2.56  
 K = 40.00



NO.	DATE	REVISIONS	DESIGNED	DATE	BY
				APRIL 95	
			DRAWN	SCALE	
			R.C.	1" = 20' HORIZ.	
				1" = 5' VERT.	

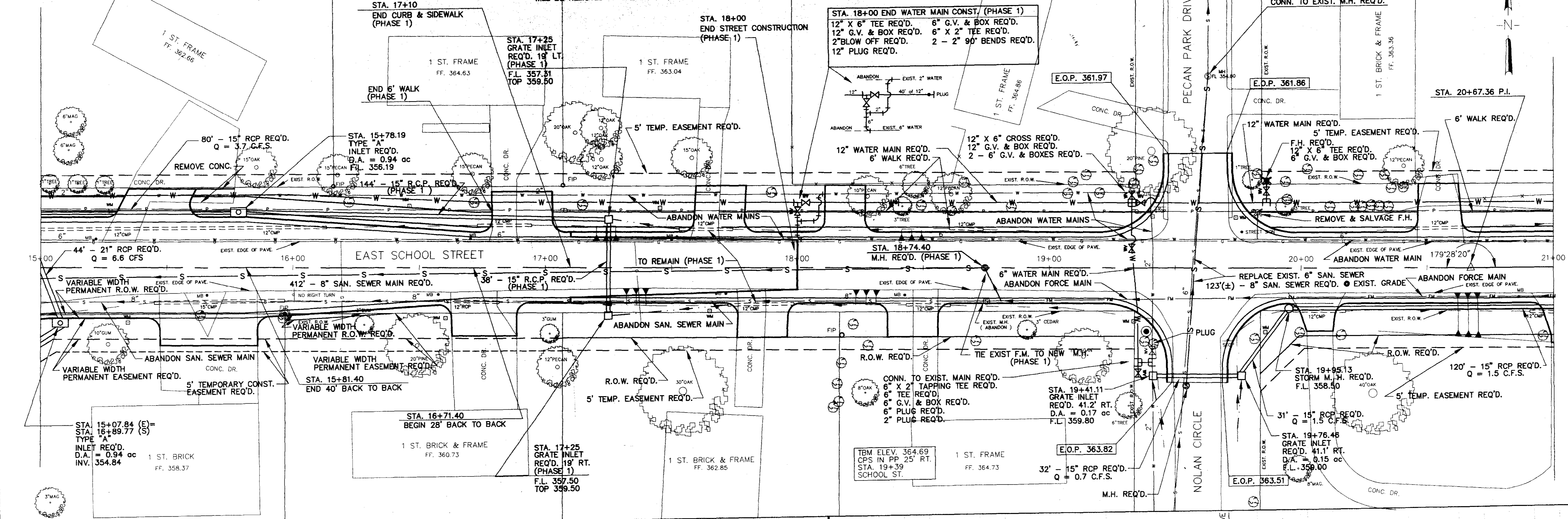
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS  
 JACKSON, MISSISSIPPI

SCHOOL STREET IMPROVEMENTS

ACAD PATH ROUTE  
 C:\P\92117\SC12  
 W.E.I. JOB NO. 92117 SHEET NO. 2 OF 19

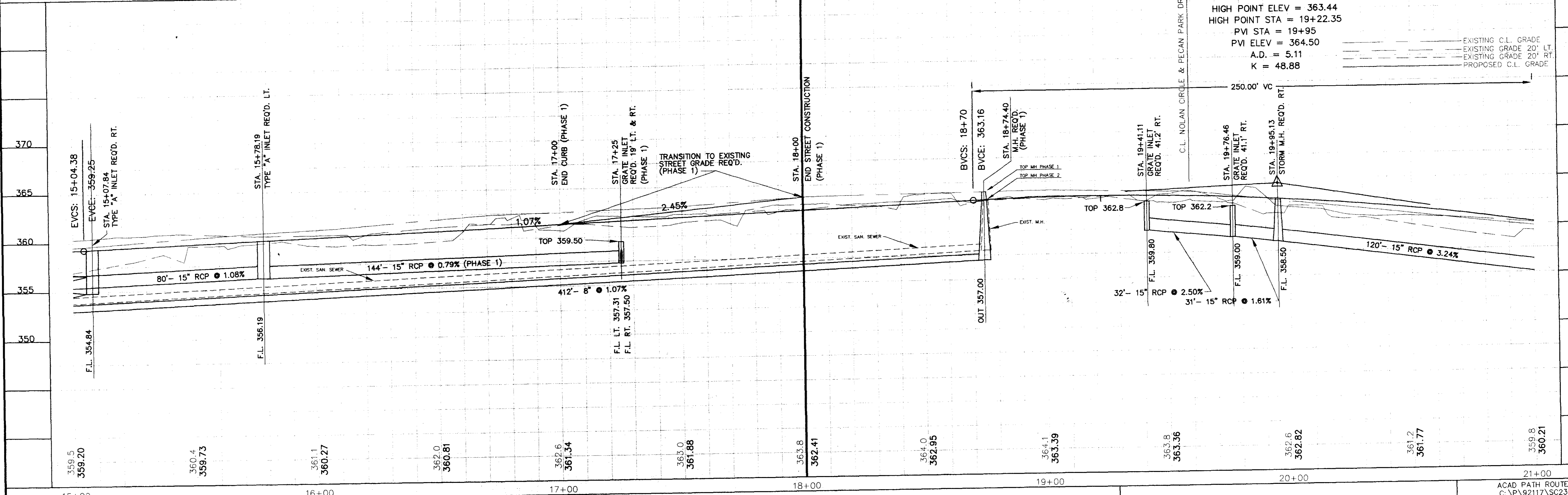
SC12.F13 Apr 7 08:43:54 1995  
 HP Design/NET 6500 C:\ACAD12\DR\UNIB500.CFG 1: HP-61/2 401: 4.2 Wf: 2.0 - By Newell-Pickard

NOTE: ALL EXISTING STORM DRAINS, WITHIN THE SCOPE OF CONSTRUCTION WILL BE REMOVED AND SALVAGED, UNLESS OTHERWISE NOTED ON PLANS.



HIGH POINT ELEV = 363.44  
 HIGH POINT STA = 19+22.35  
 PVI STA = 19+95  
 PVI ELEV = 364.50  
 A.D. = 5.11  
 K = 48.88

--- EXISTING C.L. GRADE  
 --- EXISTING GRADE 20' LT.  
 --- EXISTING GRADE 20' RT.  
 --- PROPOSED C.L. GRADE



NO.	DATE	DESIGNED		DATE		DRAWN		BY
		BY	R.C.	APRIL 95	SCALE	R.C.	1" = 20' HORZ 1" = 5' VERT.	

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS  
 JACKSON, MISSISSIPPI

SCHOOL STREET IMPROVEMENTS

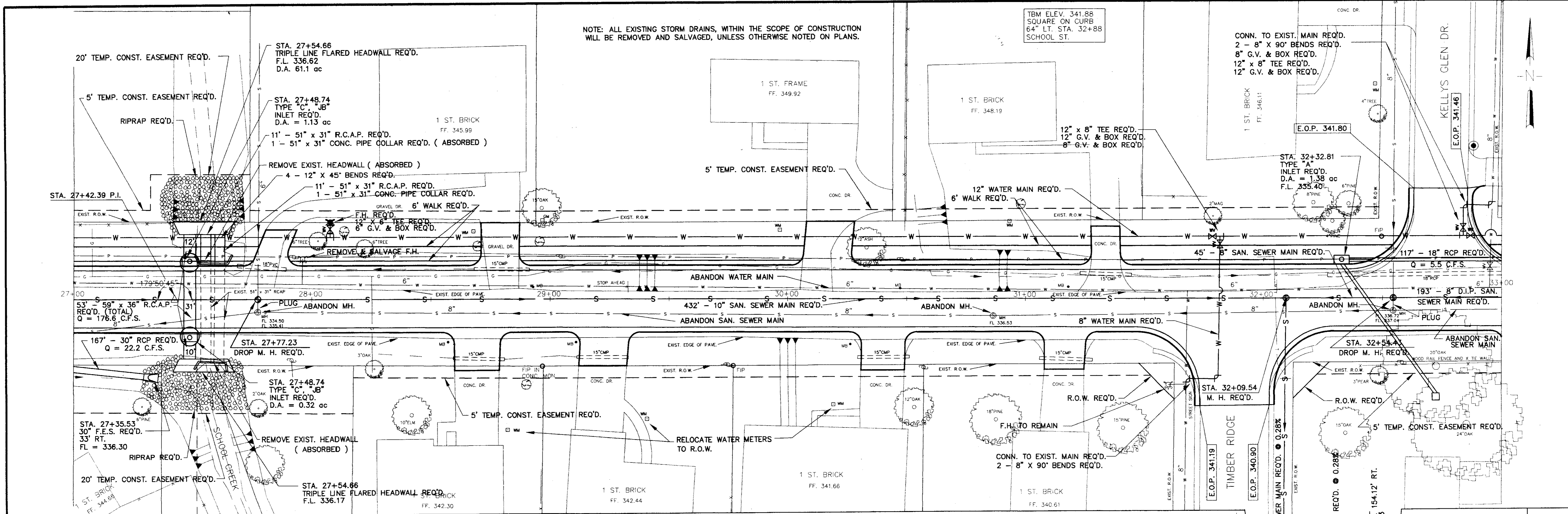
ACAD PATH ROUTE  
 C:\P\92117\SC23  
 W.E.I. JOB NO. 92117 SHEET NO. 3 OF 19

SC23 Mod App 5 13.56.53 4885  
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NOTE: ALL EXISTING STORM DRAINS, WITHIN THE SCOPE OF CONSTRUCTION WILL BE REMOVED AND SALVAGED, UNLESS OTHERWISE NOTED ON PLANS.

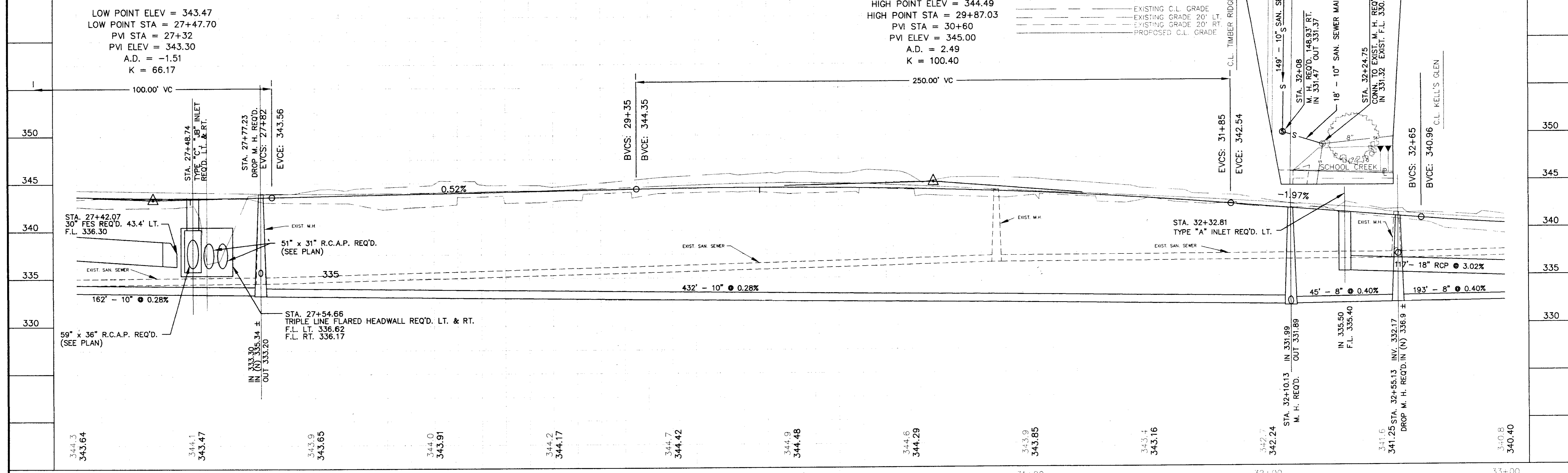
TBM ELEV. 341.88  
 SQUARE ON CURVE  
 64' LT. STA. 32+88  
 SCHOOL ST.



LOW POINT ELEV = 343.47  
 LOW POINT STA = 27+47.70  
 PVI STA = 27+32  
 PVI ELEV = 343.30  
 A.D. = -1.51  
 K = 66.17

HIGH POINT ELEV = 344.49  
 HIGH POINT STA = 29+87.03  
 PVI STA = 30+60  
 PVI ELEV = 345.00  
 A.D. = 2.49  
 K = 100.40

--- EXISTING C.L. GRADE  
 --- EXISTING GRADE 20' LT.  
 --- EXISTING GRADE 20' RT.  
 --- PROPOSED C.L. GRADE



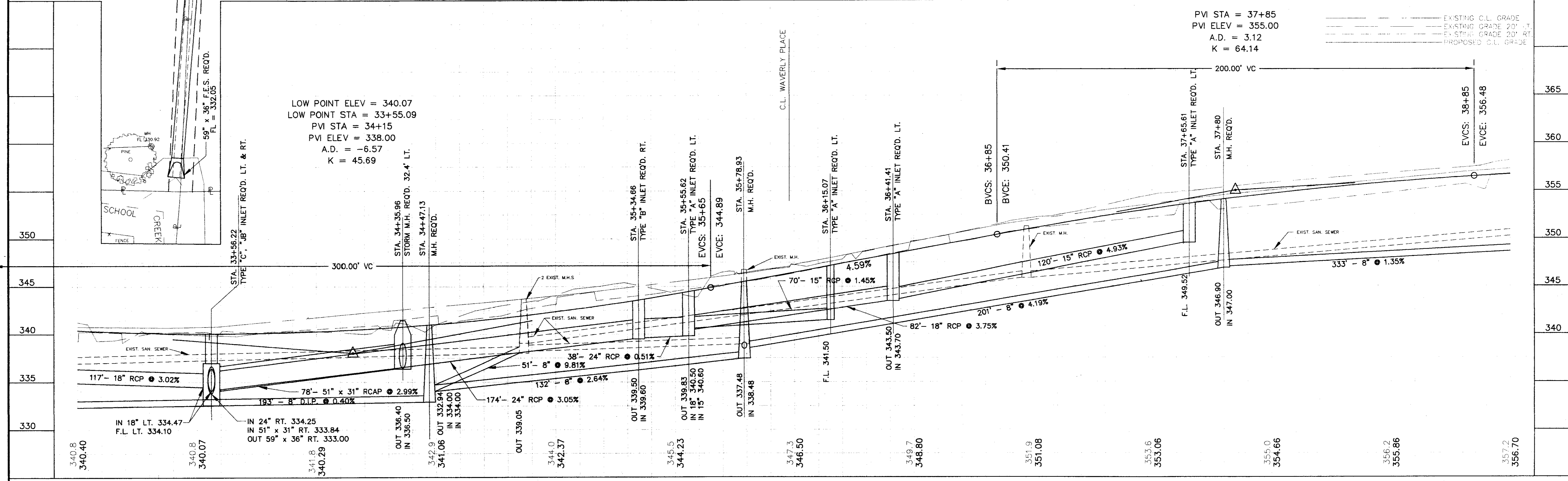
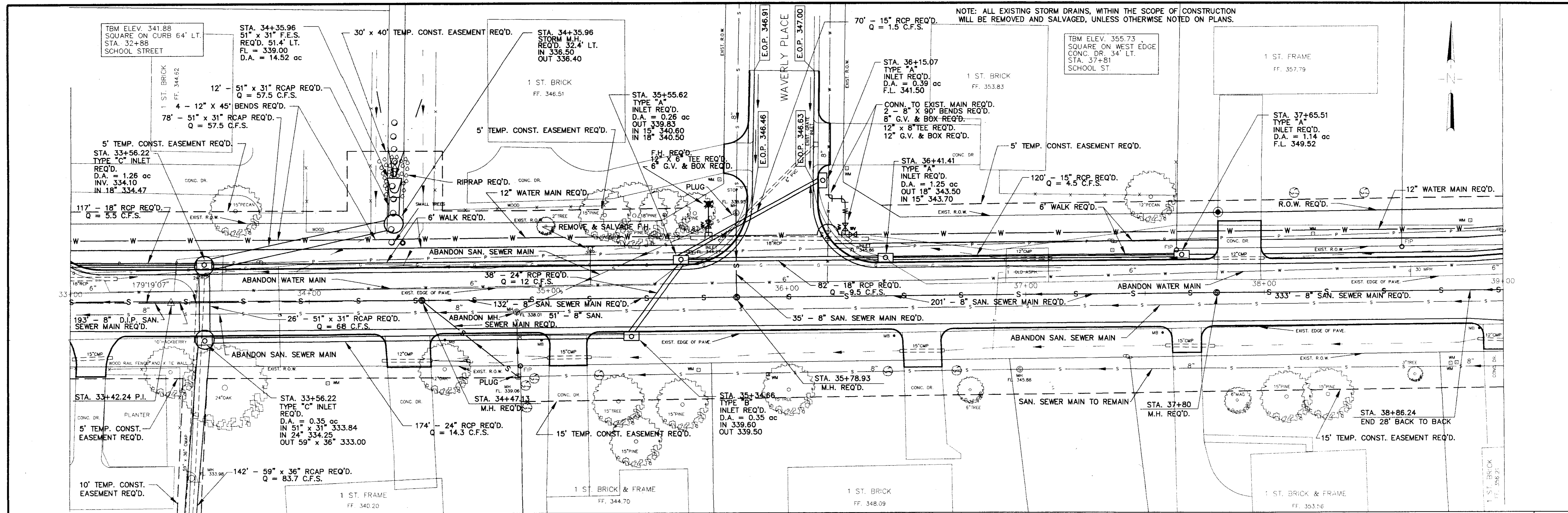
NO.	DATE	REVISIONS	BY	DESIGNED	DATE	APRIL 95
				DRAWN	SCALE	1" = 20' HORIZ. 1" = 5' VERT.

WAGGONER ENGINEERING INC. CONSULTING ENGINEERS  
 JACKSON, MISSISSIPPI

SCHOOL STREET IMPROVEMENTS

ACAD PATH ROUTE  
 C:\P\92117\SC42  
 W.E.I. JOB NO. 92117  
 SHEET NO. 5 OF 19

SC-42 Tue Mar 21 11:06:55 1995  
 HP DesignJet 650C C:\ACAD12\DRIV\UN650C.DWG : HP-GI/2 ADI 4.2 Ver 2.0 - by NEWJSLT-Packard

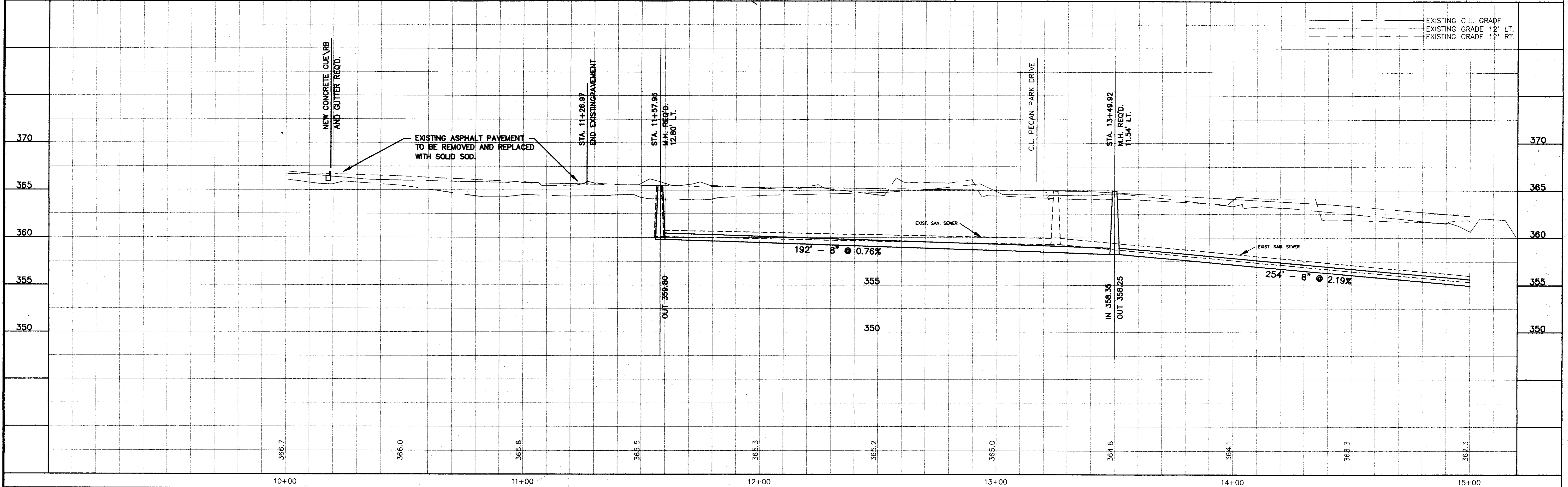
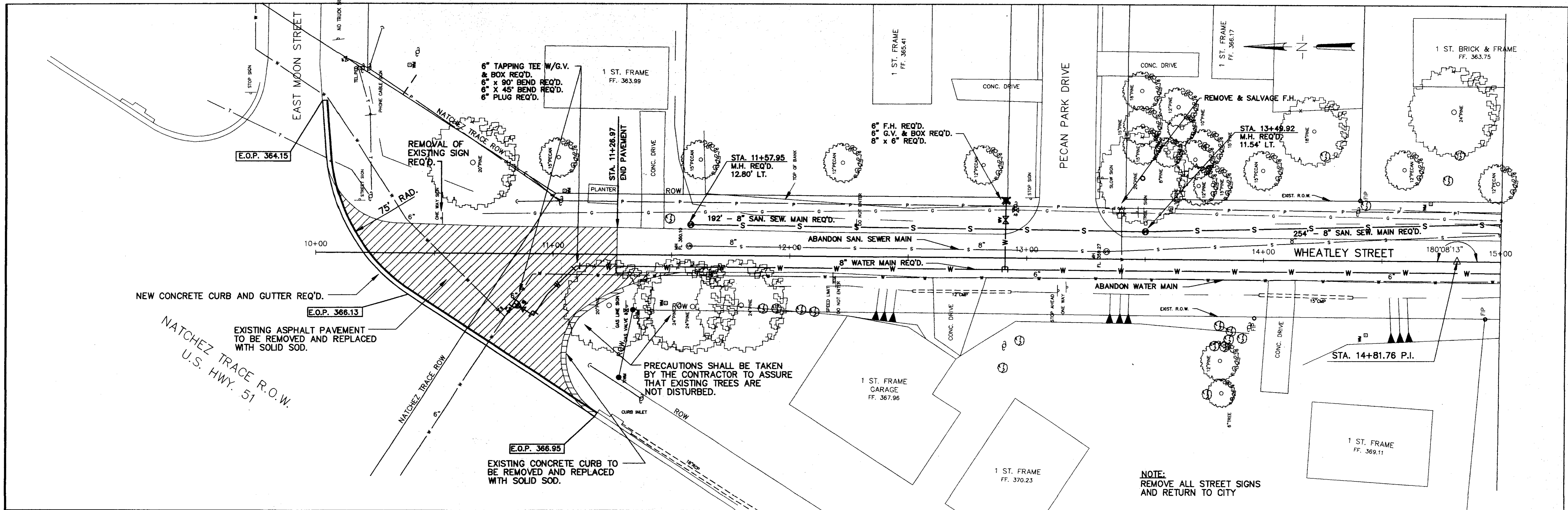


NO.	DATE	REVISIONS	BY	DESIGNED	DATE	SCALE	1" = 20' HORIZ. 1" = 5' VERT.	WAGGONER ENGINEERING INC., CONSULTING ENGINEERS JACKSON, MISSISSIPPI	SCHOOL STREET IMPROVEMENTS	ACAD PATH ROUTE C:\P\92117\SC52	W.E.I. JOB NO. 92117	SHEET NO. 6 OF 19
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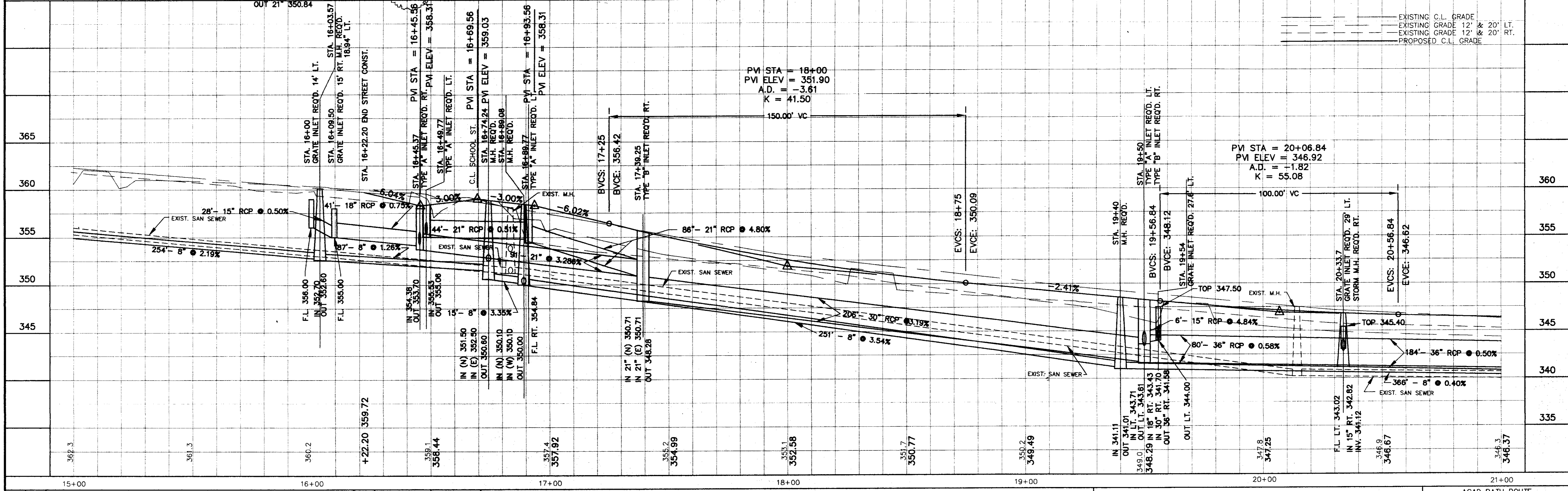
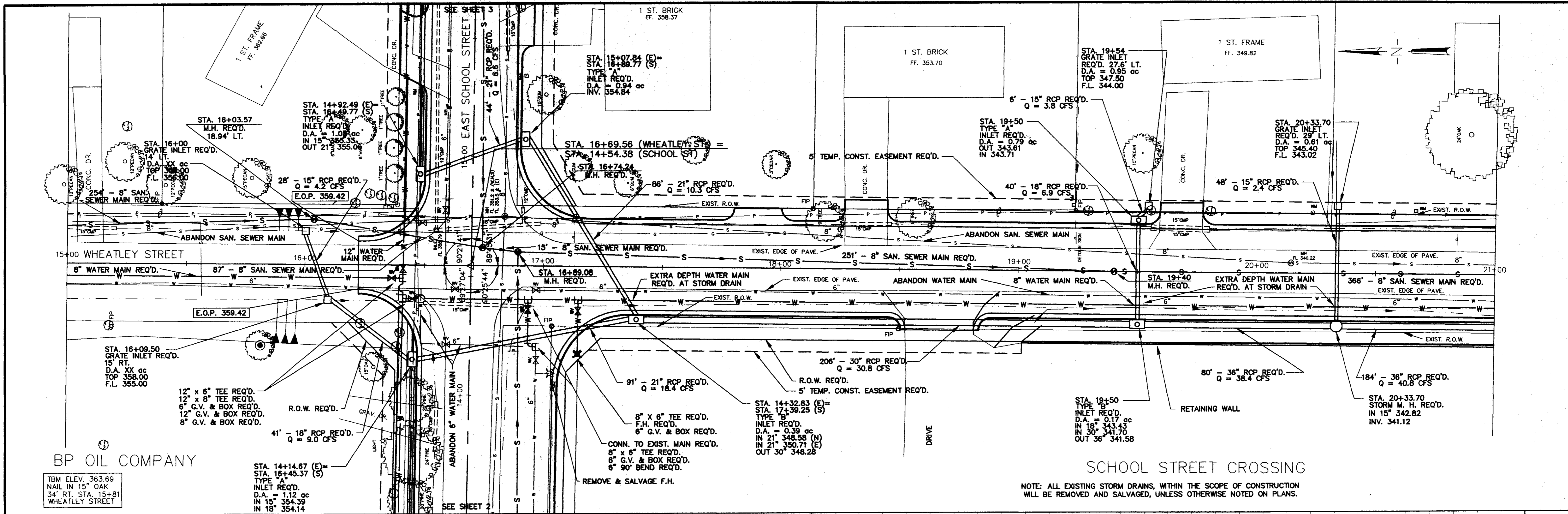




NO.	DATE	REVISIONS	BY	DESIGNED	DATE	APRIL 95	WAGNER ENGINEERING INC. CONSULTING ENGINEERS JACKSON, MISSISSIPPI		SCHOOL STREET IMPROVEMENTS		ACAD PATH ROUTE C:\P\92117\WH12	W.E.I. JOB NO. 92117	SHEET NO. 8 OF 19
				DRAWN	SCALE								
				R.C.	1" = 20' HORIZ. 1" = 5' VERT.								

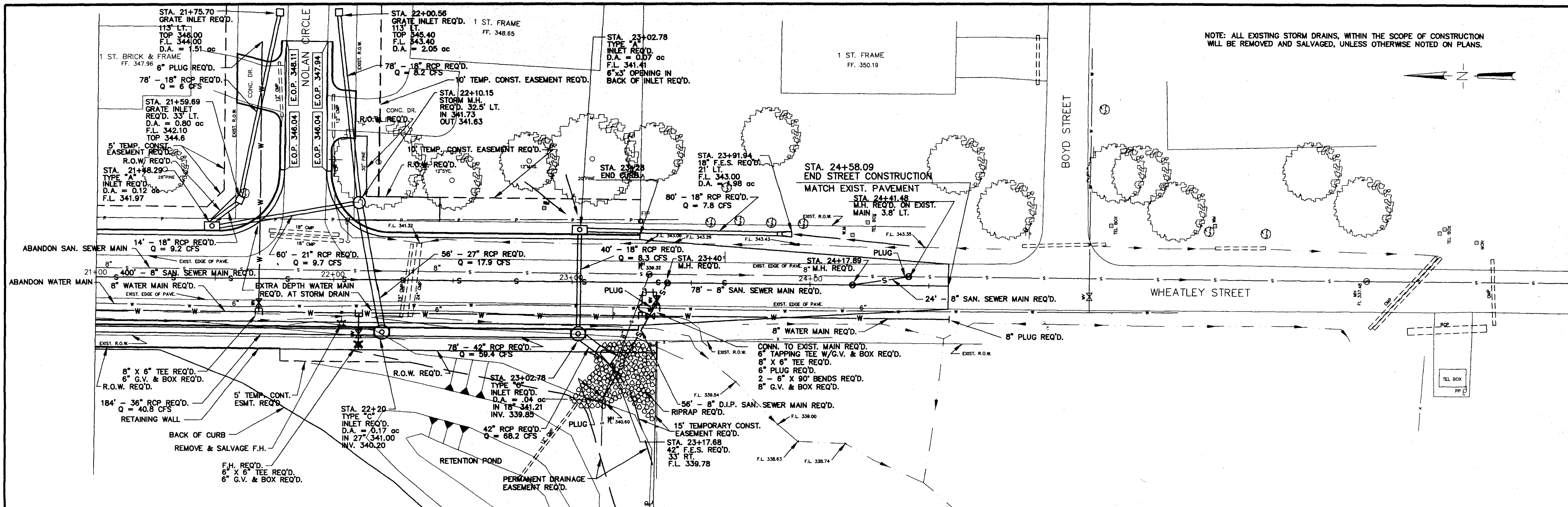
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HP22, Rev. Apr. 3, 13, 17, 34, 1985  
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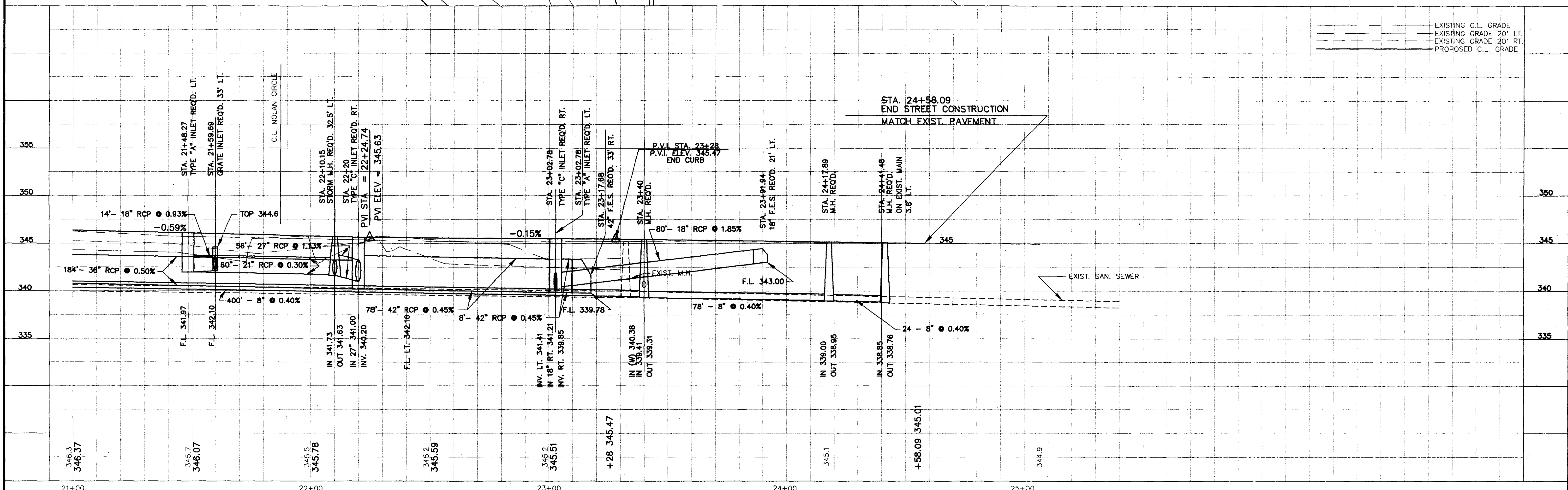


NO.	DATE	REVISIONS	DESIGNED	DATE	WAGGONER ENGINEERING INC. CONSULTING ENGINEERS JACKSON, MISSISSIPPI		SCHOOL STREET IMPROVEMENTS		ACAD PATH ROUTE C:\P\92117\WH22
			DRAWN	APRIL 95					W.E.I. JOB NO. 92117
			BY	SCALE 1" = 40' HORIZ. 1" = 5' VERT.					SHEET NO. 9 OF 19

NOTE: ALL EXISTING STORM DRAINS, WITHIN THE SCOPE OF CONSTRUCTION WILL BE REMOVED AND SALVAGED, UNLESS OTHERWISE NOTED ON PLANS.



EXISTING C.L. GRADE  
 EXISTING GRADE 20' LT.  
 EXISTING GRADE 20' RT.  
 PROPOSED C.L. GRADE



NO.	DATE	REVISIONS	BY	DESIGNED	DATE	APRIL 95
				DRAWN	SCALE	1" = 20' HORIZ 1" = 5' VERT.

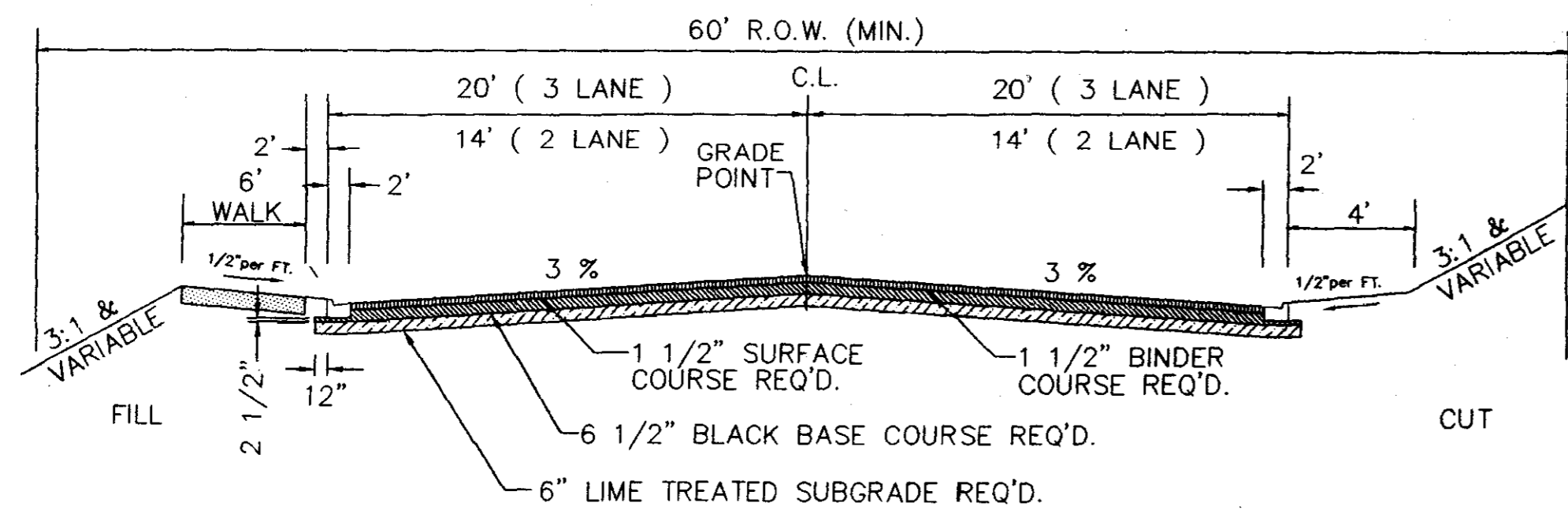
WAGGONER ENGINEERING INC. CONSULTING ENGINEERS  
 JACKSON, MISSISSIPPI

SCHOOL STREET IMPROVEMENTS

ACAD PATH ROUTE  
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 W.E.I. JOB NO. 92117  
 SHEET NO. 10 OF 19

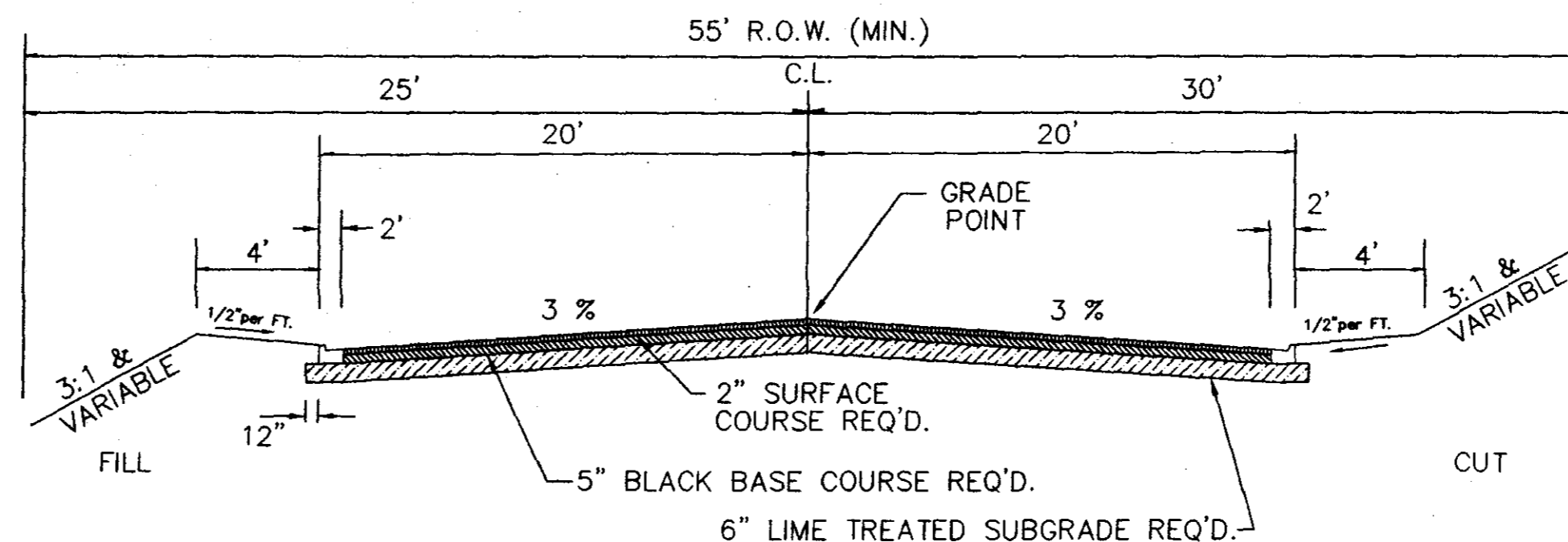
WH32 Wed Apr 5 13:51:59 1995  
 HP DesignJet 6500 C:\CAD\12\DRW\UNB50C.DWG !! HP-GL/2 ADI 4.2 Ver. 2.0 - by Hewlett-Packard

NOTE: CONTRACTOR SHALL SLOPE INLET TOP TO MATCH SIDEWALK SLOPE WHERE APPLICABLE.

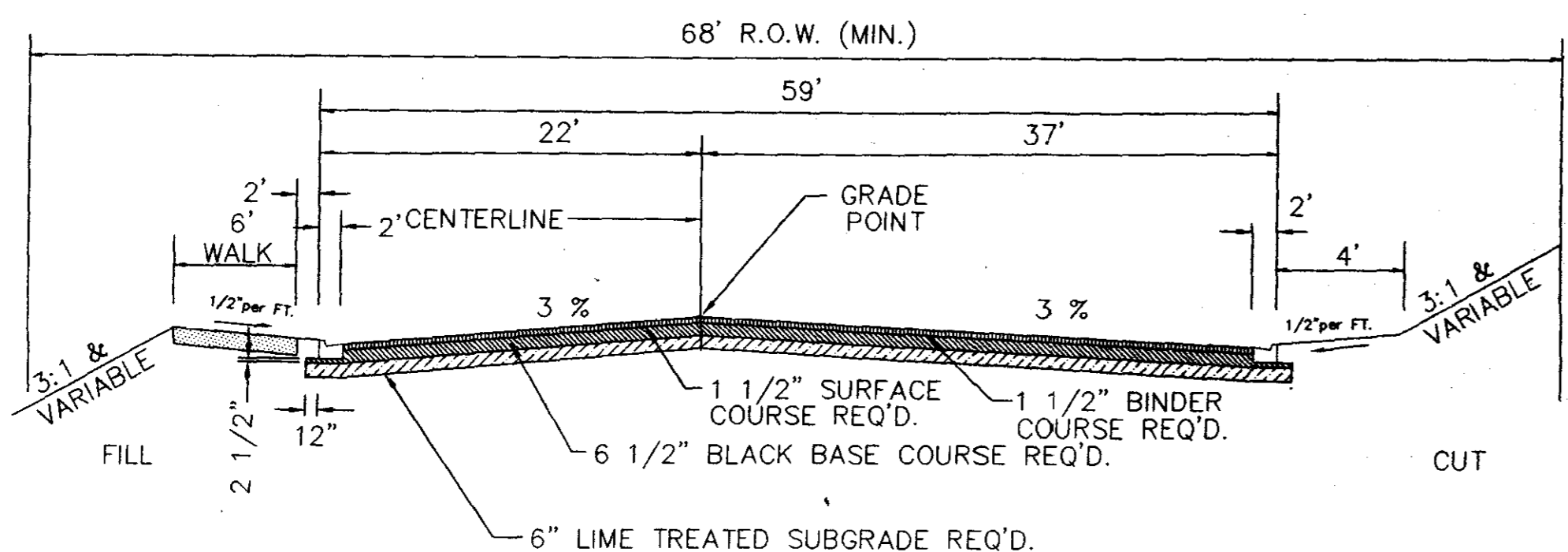


STA. 14+54.38 THRU 41+12.76  
SCHOOL STREET 2 LANE & 3 LANE  
N.T.S.

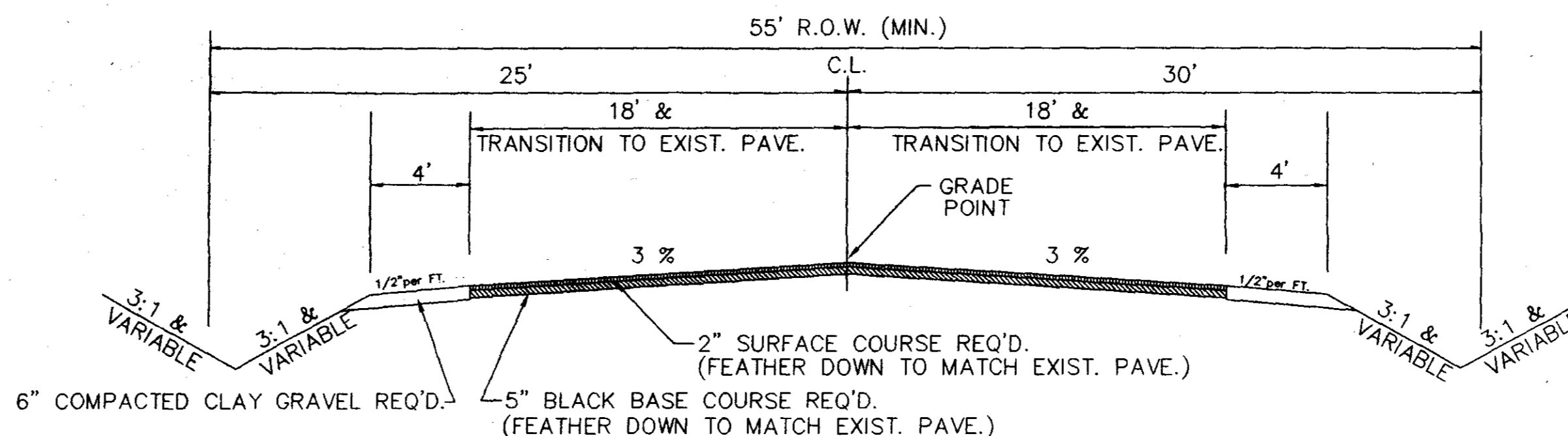
14+54 TO 15+81 ( 3 LANE )  
TRANSITION  
16+71 TO 38+86 ( 2 LANE )  
TRANSITION  
39+76 TO 41+02 ( 3 LANE )



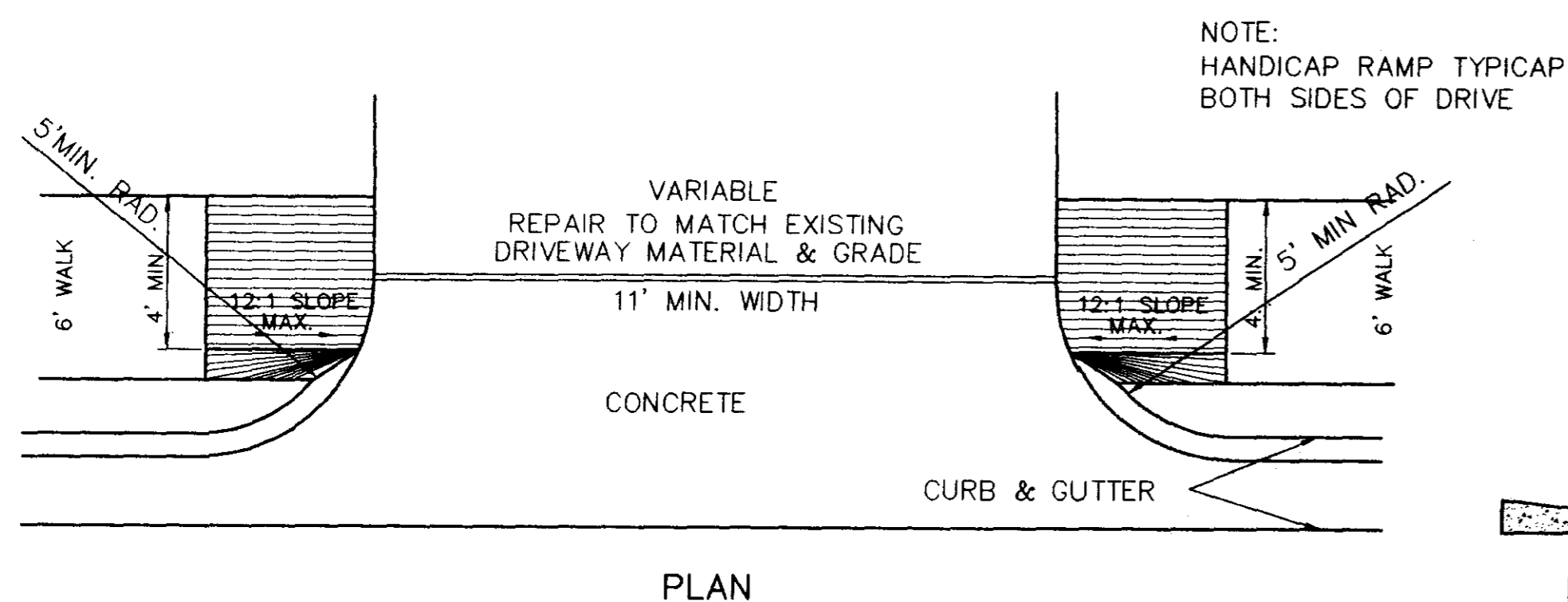
STA. 16+69.56 THRU 23+28  
WHEATLEY STREET 3 LANE  
N.T.S.



STA. 10+92.91 THRU 14+54.38  
SCHOOL STREET 5 LANE  
N.T.S.

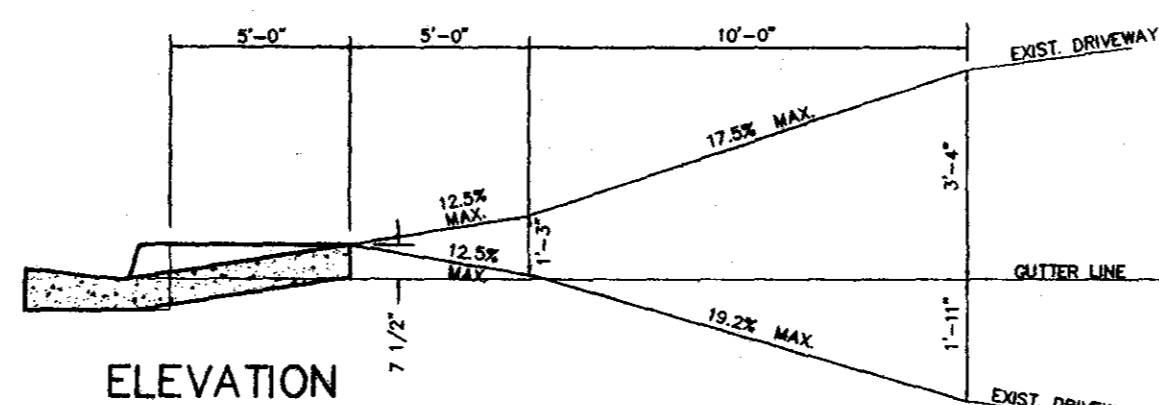


STA. 23+28 THRU 24+58.09  
WHEATLEY STREET TRANSITION  
N.T.S.

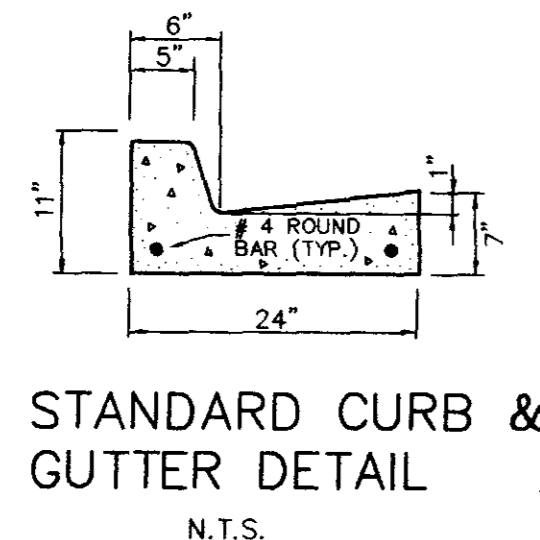


NOTE:  
HANDICAP RAMP TYPICAP  
BOTH SIDES OF DRIVE

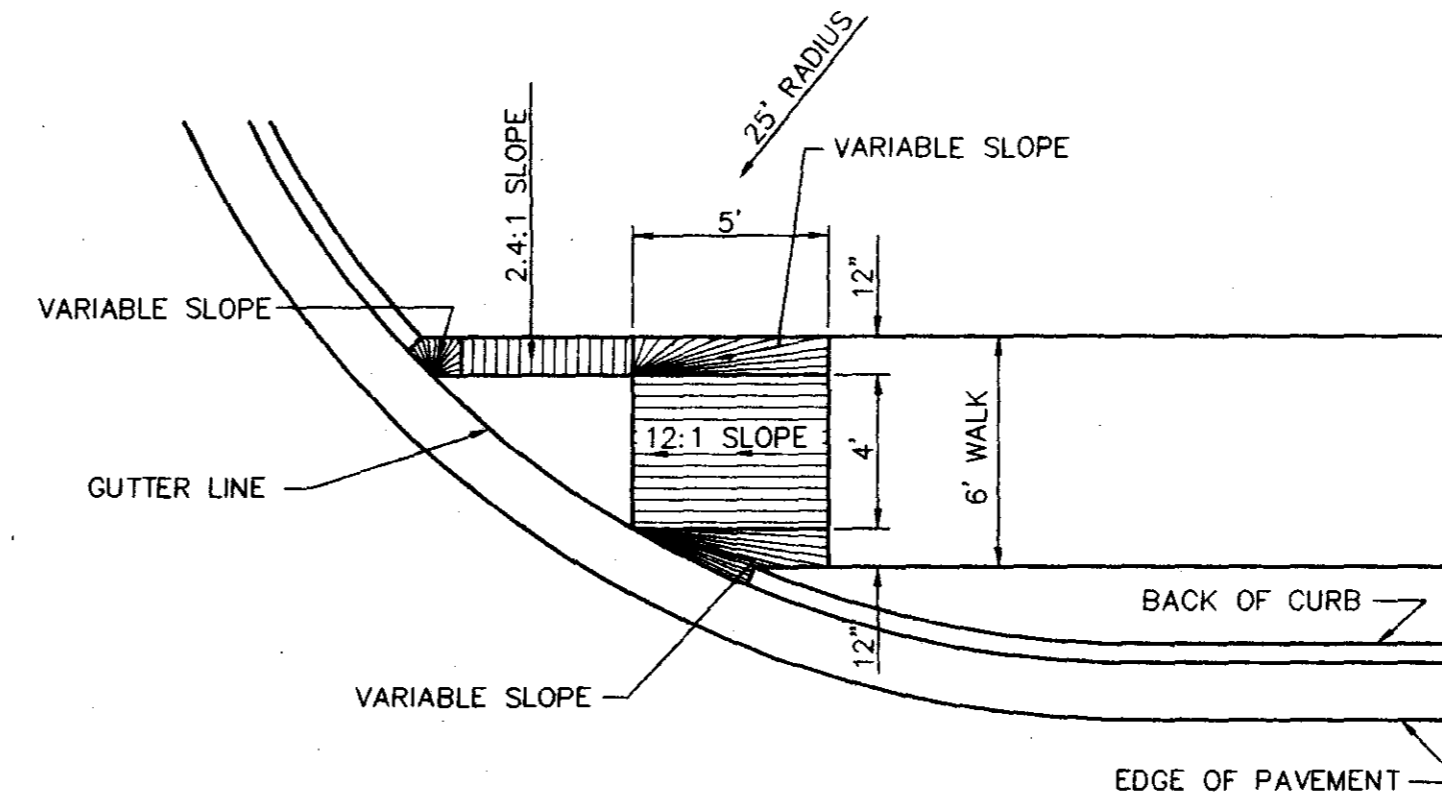
CONCRETE RAMP DETAIL  
N.T.S.



ELEVATION



STANDARD CURB &  
GUTTER DETAIL  
N.T.S.



HANDICAP RAMP  
DETAIL  
N.T.S.

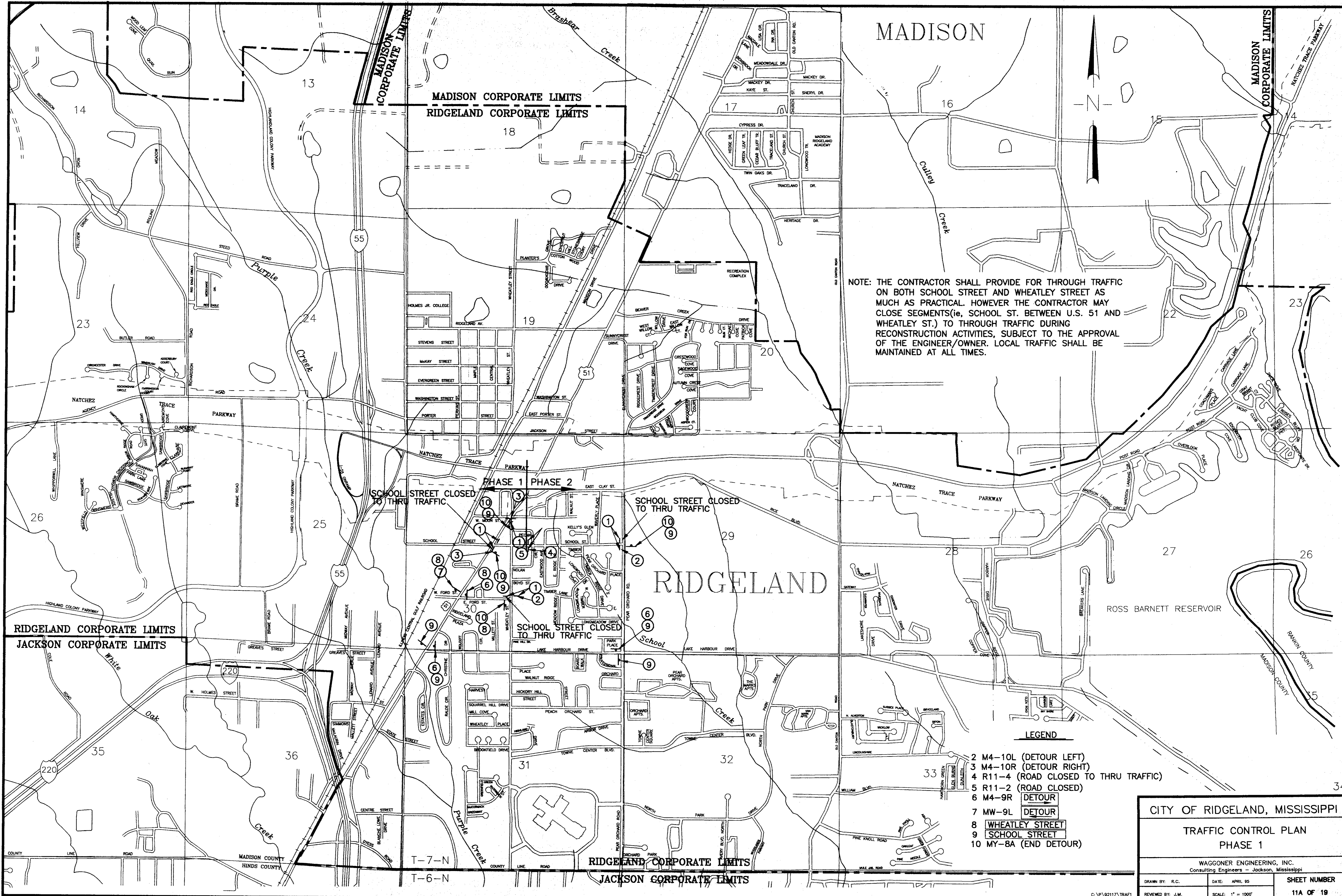
- GENERAL CONSTRUCTION NOTES
- The existing utility locations shown on the Drawings are approximate only. The Contractor shall coordinate the location (horizontal and vertical) of existing utilities (power, telephone, gas, water, sewer, etc.) with the appropriate utility company before construction begins.
  - Utility lines or service lines encountered during construction, whether shown on the Drawings or not, shall be protected by the Contractor and repairs necessary due to damage to same by the Contractor shall be at no additional cost to the Owner.
  - The Contractor shall be responsible for verifying horizontal and vertical clearance requirements for utility service crossings before installation.
  - 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, paved, graveled or landscaped.
  - Unsuitable bedding, backfill or site subgrade material which may be encountered shall be excavated to the limits required and backfilled with acceptable material to the lines and grades shown on the Drawings.
  - TBM's which are or may be in conflict with construction activities shall be relocated by Engineer prior to commencement of construction in the immediate area.
  - The Engineer will stake the base line and control points necessary for the required construction staking of the project, one time only. Detailed construction staking will be by Contractor at no cost to the Owner.
  - The Contractor shall be responsible for completing all sampling and testing of materials incorporated into the project and for submission of same to Engineer for review. Prior use test results, manufacturer's certificates, or proposed mix designs shall be submitted to the Engineer for review before incorporation into project. This shall include backfill, concrete, asphalt, steel, paint, piping, fencing materials, aggregates, seed and other items as specified by the Engineer. All testing shall be an absorbed cost item.
  - Sanitary sewer, storm sewer and water main reach lengths may be varied during construction of project to conform to normal pipe joint lengths.
  - Existing sanitary manhole tops, water valves, valve boxes, meters or other related appurtenances shall, when required, be adjusted to finished grade by Contractor as an absorbed cost of the work. Castings shall be salvaged for the Owner by the Contractor.
  - Testing certifications shall state that the subject material meets the specified quality, grade, purity, class or weight, or that the subject material meets or exceeds the requirement of the applicable ASTM, AASHTO, MDOT or other standards. Certifications shall be submitted to the Engineer prior to incorporation of the subject material into the project.
  - Existing fences shall be removed and replaced with the same type material as used for the original. Unless otherwise stated on the Bid Form, fence removal/replacement shall be an absorbed cost item.
  - Traffic signs or delineators required under this Contract shall be constructed and installed in accordance with the Project Drawings and the MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, MDOT, 1990 EDITION as if said standards were written out herein in full. Measurement and Payment for traffic signs and delineators shall be as specified on the Bid Form. The reflective sheeting material used for construction of STOP signs shall be "Diamond Back" as manufactured by the 3-M Company.
  - This project is to be constructed under traffic. The Contractor shall maintain through traffic along all roadways as well as provide access to each business located adjacent to the project area, for the length of the Contract period. Traffic control shall be in accordance with the traffic control plan sheets of the Contract Drawings and in accordance with the requirements of the Manual of Uniform Traffic Control Devices, latest edition, and Mississippi Department of Transportation permit issued for the work.
  - Cut zones for sanitary sewer or water mains, where applicable, shall be measured from the original ground profile or proposed grade, whichever is less.
  - Asphalt surface course(s) shall be placed a minimum of six (6) months after the asphalt base course(s) have been installed.

REVISED 1-20-95

CITY OF RIDGELAND, MISSISSIPPI		
TYPICAL STREET SECTIONS		
EAST SCHOOL STREET / WHEATLEY STREET RECONSTRUCTION		
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		
DRAWN BY: J.M.P. & R.C.	DATE: APRIL 95	SHEET NUMBER
REVIEWED BY:	SCALE: AS SHOWN	11 OF 19

C.92117/TYPSECI

TRAF1 Set for 8:10:22 50 1335  
 HP Designated ESAC C:\ACAD\2100\UN6500.DWG 11 HP-GL/2 A01 4.2 Ver 2.0 - by Hewlett-Packard



NOTE: THE CONTRACTOR SHALL PROVIDE FOR THROUGH TRAFFIC ON BOTH SCHOOL STREET AND WHEATLEY STREET AS MUCH AS PRACTICAL. HOWEVER THE CONTRACTOR MAY CLOSE SEGMENTS (i.e. SCHOOL ST. BETWEEN U.S. 51 AND WHEATLEY ST.) TO THROUGH TRAFFIC DURING RECONSTRUCTION ACTIVITIES, SUBJECT TO THE APPROVAL OF THE ENGINEER/OWNER. LOCAL TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

**LEGEND**

- 2 M4-10L (DETOUR LEFT)
- 3 M4-10R (DETOUR RIGHT)
- 4 R11-4 (ROAD CLOSED TO THRU TRAFFIC)
- 5 R11-2 (ROAD CLOSED)
- 6 M4-9R (DETOUR)
- 7 MW-9L (DETOUR)
- 8 WHEATLEY STREET
- 9 SCHOOL STREET
- 10 MY-8A (END DETOUR)

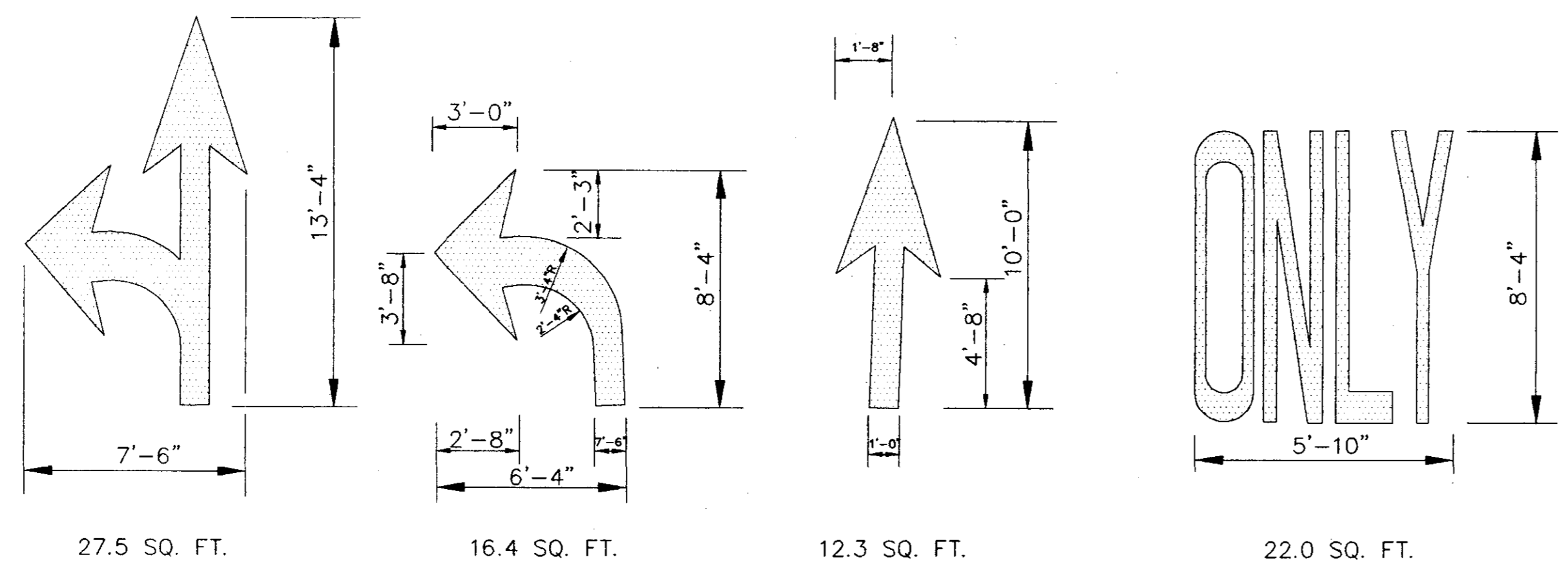
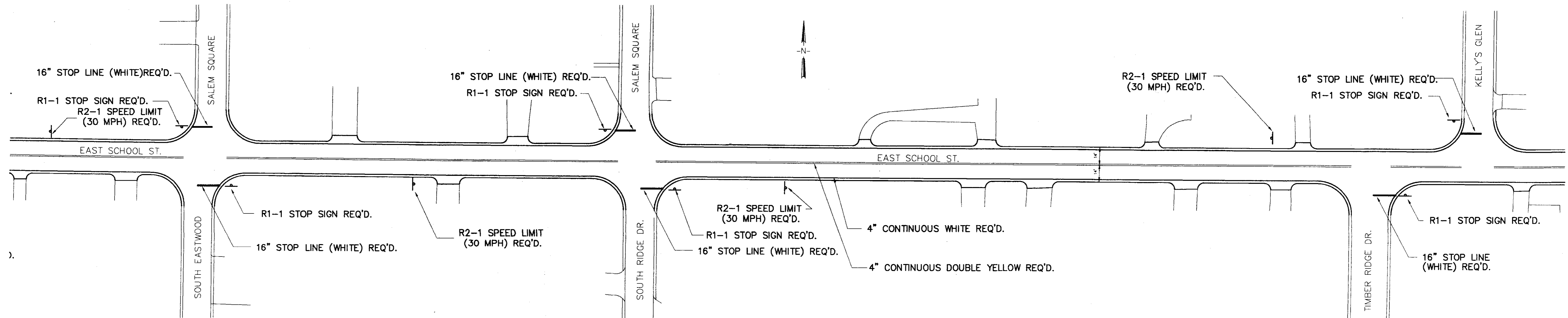
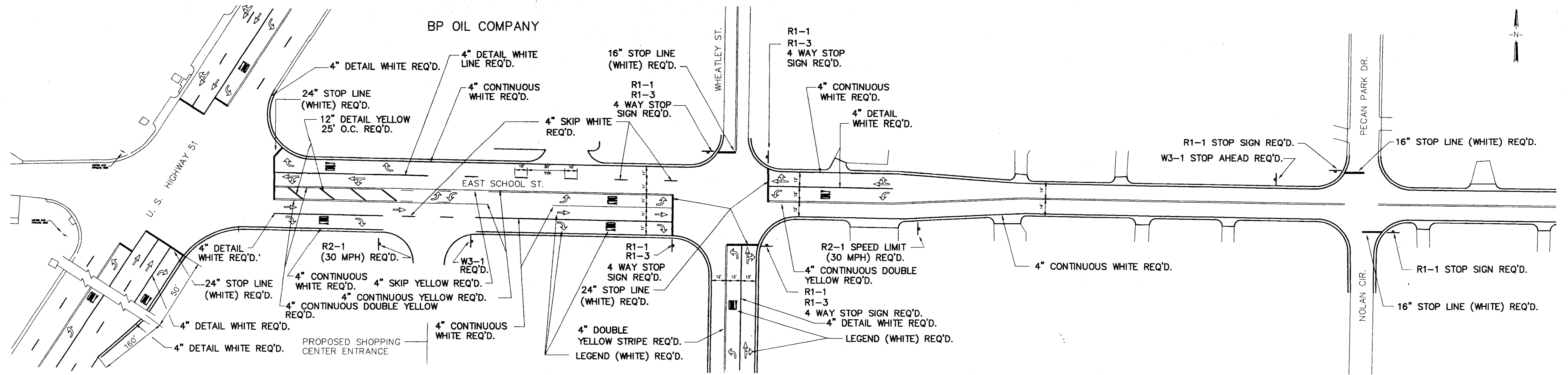
CITY OF RIDGELAND, MISSISSIPPI

**TRAFFIC CONTROL PLAN  
 PHASE 1**

WAGGONER ENGINEERING, INC.  
 Consulting Engineers - Jackson, Mississippi

DRAWN BY: R.C.	DATE: APRIL 95	SHEET NUMBER
REVIEWED BY: J.M.	SCALE: 1" = 100'	11A OF 19

C:\P\02117\TRAF1



LEGEND DETAILS

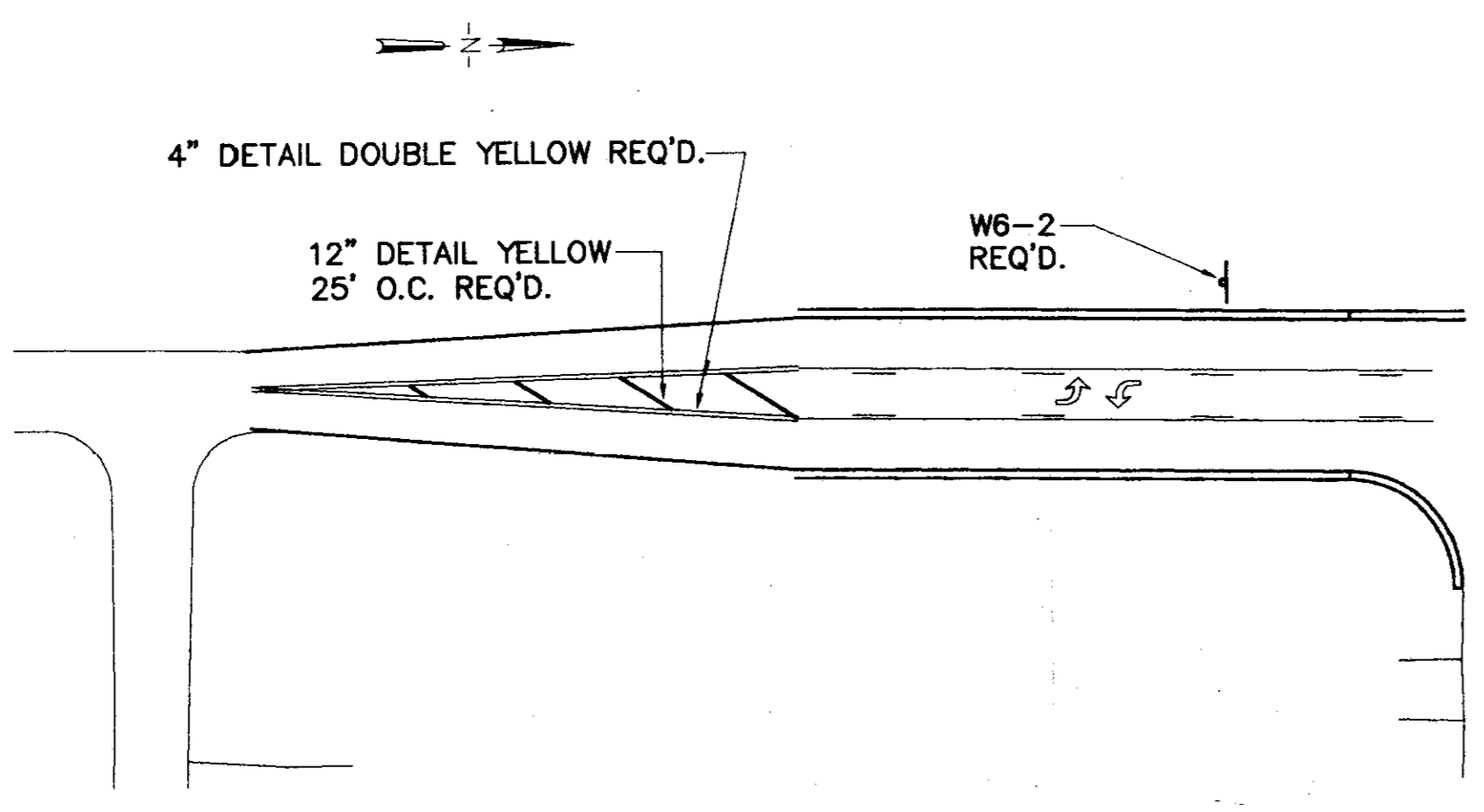
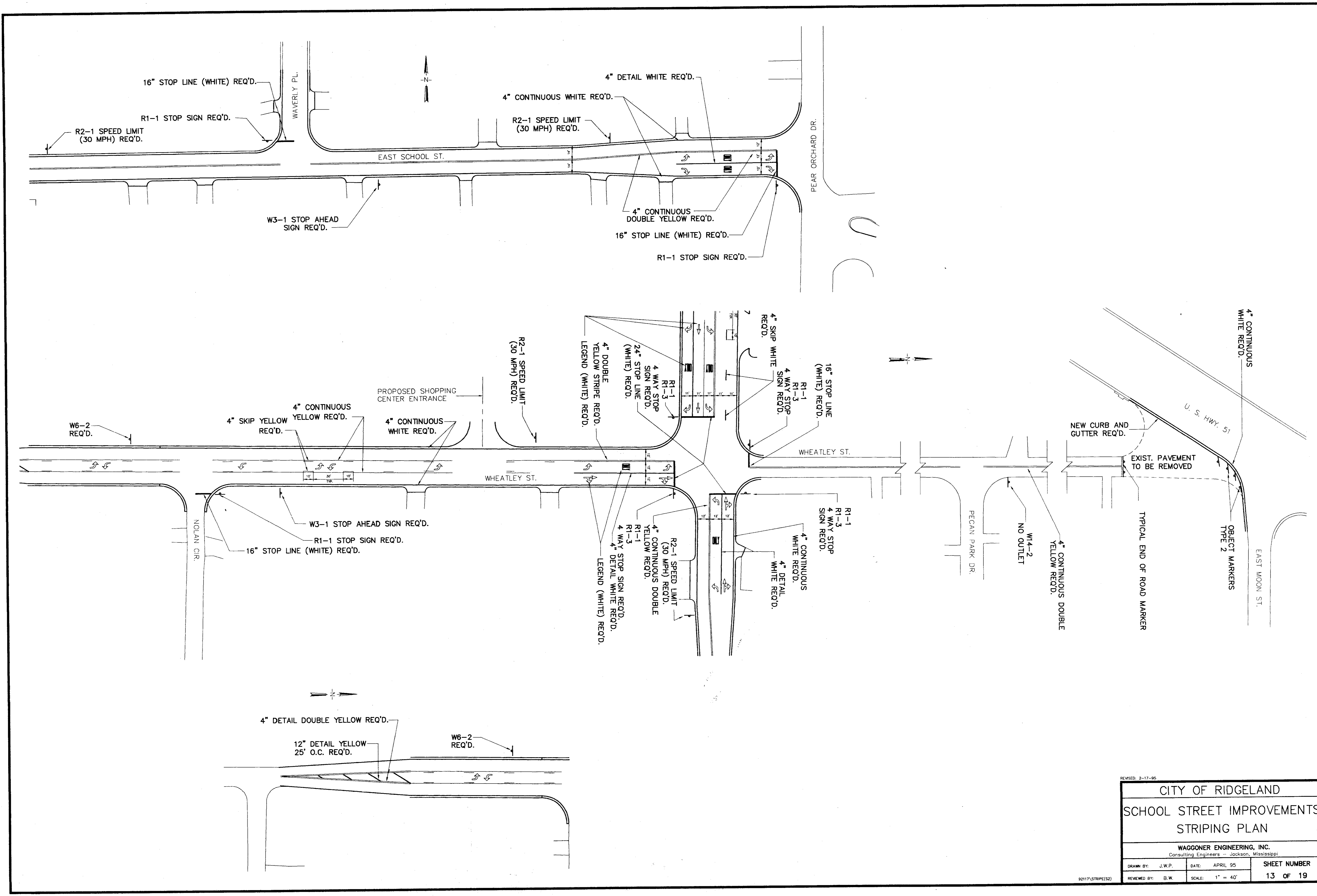
NOTES

1. ALL TEMPORARY CENTERLINE, LEGENDS AND STOP LINES ARE TO BE PAINT MEETING THE MINIMUM REQUIREMENTS AS SPECIFIED IN THE MISS. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 1990 EDITION. NO EDGE STRIPE REQUIRED FOR THE TEMPORARY PHASE.
2. ALL PERMANENT EDGE AND CENTERLINE STRIPING TO BE THERMOPLASTIC MEETING THE MINIMUM REQUIREMENTS AS SPECIFIED IN THE MISS. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 1990 EDITION.
3. ALL PERMANENT "LEGENDS" AND STOP LINES ARE TO BE 3M STAMARK OR APPROVED EQUAL.
4. ALL TRAFFIC CONTROL REGULATORY AND WARNING SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MOST RECENTLY PUBLISHED MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. ALL R1-1 (STOP) SIGNS ARE TO HAVE A DIAMOND GRADE FINISH. ALL OTHER REGULATORY SIGNS ARE TO HAVE ENCAPSULATED LENS (HIGH INTENSITY) SHEETING AS SPECIFIED IN THE MISS. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. ALL PERMANENT TRAFFIC SIGNING SHALL BE PLACED PRIOR TO AND DURING THE PLACEMENT OF THE TEMPORARY STRIPING.

REVISED: 2-17-95

CITY OF RIDGELAND			
SCHOOL STREET IMPROVEMENTS			
STRIPING PLAN			
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi			
DRAWN BY: J.W.P.	DATE: APRIL 95	SHEET NUMBER	
REVIEWED BY: B.W.	SCALE: 1" = 40'	12 OF 19	

STRIPES Mod Mar 22 09:57:24 1995  
 HP DesignJet 650C c:\ac4012\DRN\DRN1950C.CFG !! HP-GL/2 ADI 4.2 Ver 2.0 - by Hewlett-Packard



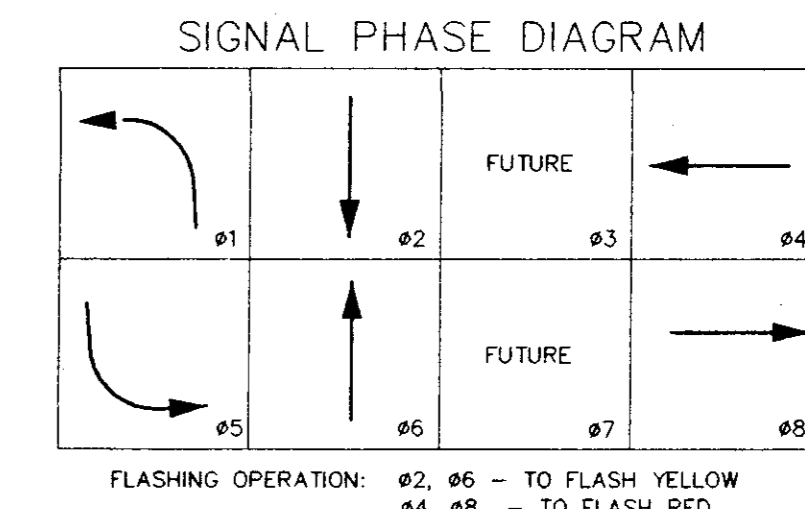
REVISED: 2-17-95

CITY OF RIDGELAND		
SCHOOL STREET IMPROVEMENTS STRIPING PLAN		
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		
DRAWN BY: J.W.P.	DATE: APRIL 95	SHEET NUMBER
REVIEWED BY: B.W.	SCALE: 1" = 40'	13 OF 19

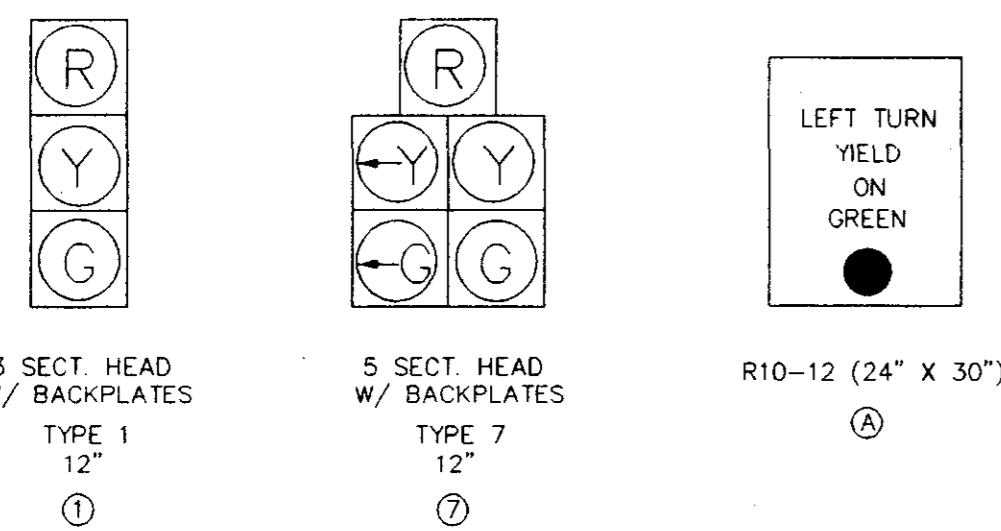
92117\STRIPES(52)

DETECTOR ASSIGNMENT SUMMARY							COMMENTS
DETECTOR NUMBER	LOOP SIZE	PEDESTRIAN PUSH BUTTON	PHASE CALLED	DELAY TIME (SEC.)	PRESENCE MODE	PULSE MODE	
2A,2B	6'x 6'		6			X	EXIST. 17 SEC. WIRED IN SERIES TO SAME CHANNEL
2C	6'x 50'		1		X		10.0 SEC. DELAY
4A	6'x 60'		4		X		
6A	6'x 50'		5		X		10.0 SEC. DELAY
6B,6C	6'x 6'		2			X	EXIST. 17 SEC. WIRED IN SERIES TO SAME CHANNEL
8A	6'x 50'		8		X		
8B	6'x 10'		8		X		12.0 SEC. DELAY

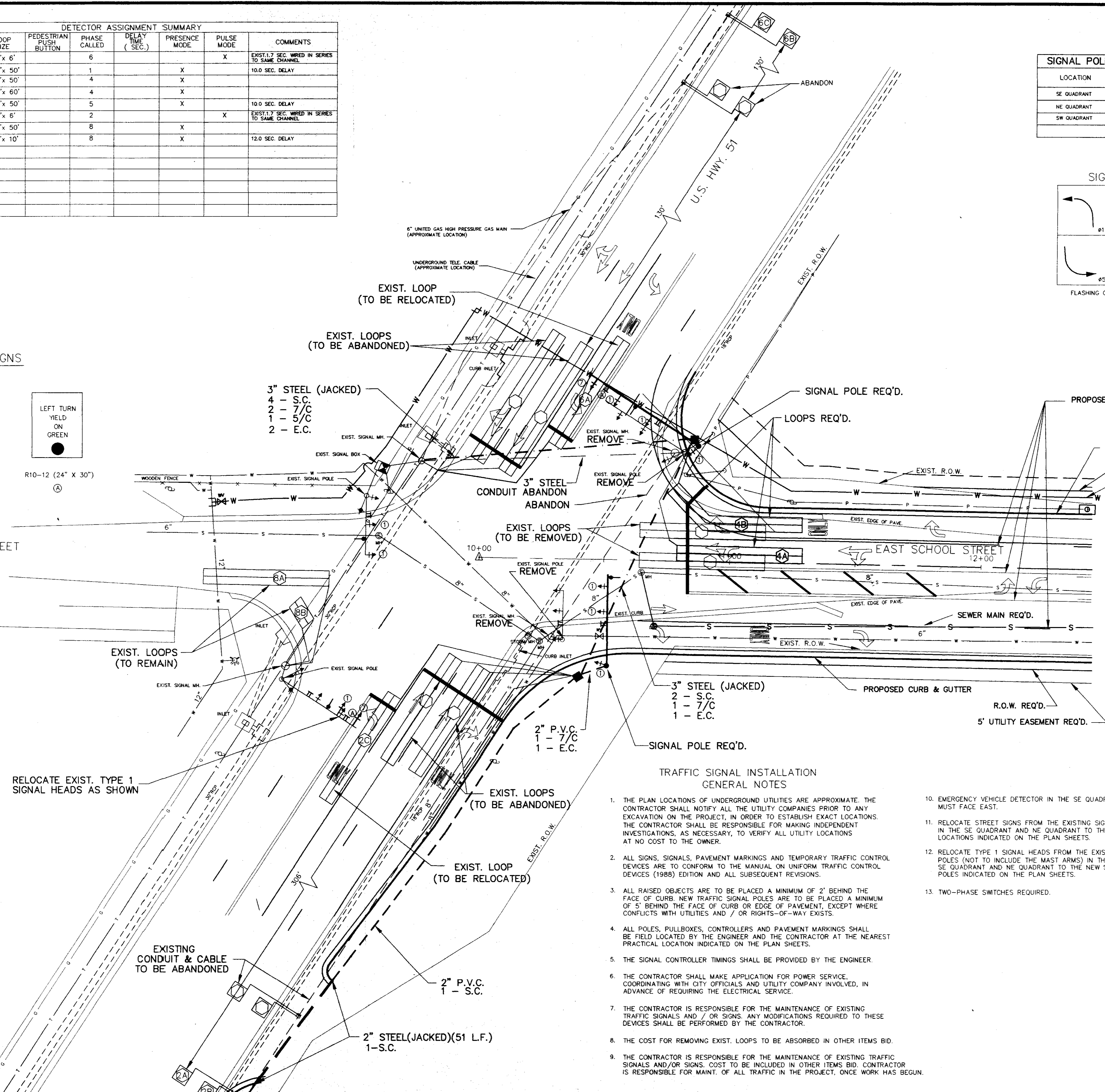
SIGNAL POLE CHART		LOCATION ( FROM POLE - FT)		
LOCATION	MAST ARM LENGTH	SIGNAL HEADS	EMERGENCY VEHICLE DETECTOR	SIGNS
SE QUADRANT	35'	0', 22', 33'	34'	15'
NE QUADRANT	50'	0', 22', 37', 47'	29.5'	18', 47'
SW QUADRANT	36'	25.5', 35.5'		31'



SIGNAL HEADS & SIGNS



WEST SCHOOL STREET



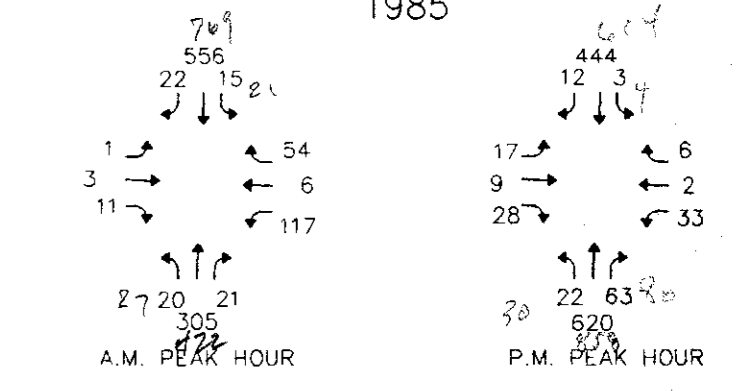
LEGEND

- CONTROLLER AND CABINET
- TYPE 1 PULLBOX
- TYPE 2 PULLBOX
- LUMINARE
- NEW MAST ARM POLE
- NEW PEDESTAL POLE
- OR □ EXISTING UTILITY POLE
- TRAFFIC SIGNAL HEAD W/BACKPLATE
- NEW PEDESTRIAN SIGNAL
- OR — OVERHEAD SIGN / STREET NAME SIGN
- OR □ VEHICLE LOOP DETECTOR
- P.B. PEDESTRIAN PUSHBUTTON
- 5/c 5 CONDUCTOR SIGNAL CABLE - AWG #14
- 7/c 7 CONDUCTOR SIGNAL CABLE - AWG #14
- S.C. SHIELDED CABLE ( 2 CONDUCTOR - AWG #14 )
- P.O.W. POWER CABLE ( 1 CONDUCTOR - AWG #6 )
- LUM STREET LIGHT CABLE AWG ( 1 CONDUCTOR - AWG #10 )
- CONDUIT RUN
- CONDUIT RUN ( JACKED )
- GUY ANCHOR
- EMERGENCY VEHICLE DETECTOR
- E.C. EMERGENCY VEHICLE CABLE ( 3 CONDUCTOR AWG #20 )

TRAFFIC SIGNAL INSTALLATION GENERAL NOTES

- 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.
- 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.
- 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 5' BEHIND THE FACE OF CURB OR EDGE OF PAVEMENT, EXCEPT WHERE CONFLICTS WITH UTILITIES AND / OR RIGHTS-OF-WAY EXISTS.
- 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.
- THE SIGNAL CONTROLLER TIMINGS SHALL BE PROVIDED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAKE APPLICATION FOR POWER SERVICE, COORDINATING WITH CITY OFFICIALS AND UTILITY COMPANY INVOLVED, IN ADVANCE OF REQUIRING THE ELECTRICAL SERVICE.
- 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.
- THE COST FOR REMOVING EXIST. LOOPS TO BE ABSORBED IN OTHER ITEMS BID.
- 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.
- EMERGENCY VEHICLE DETECTOR IN THE SE QUADRANT MUST FACE EAST.
- RELOCATE STREET SIGNS FROM THE EXISTING SIGNALS IN THE SE QUADRANT AND NE QUADRANT TO THE NEW LOCATIONS INDICATED ON THE PLAN SHEETS.
- RELOCATE TYPE 1 SIGNAL HEADS FROM THE EXISTING POLES (NOT TO INCLUDE THE MAST ARMS) IN THE SE QUADRANT AND NE QUADRANT TO THE NEW SIGNAL POLES INDICATED ON THE PLAN SHEETS.
- TWO-PHASE SWITCHES REQUIRED.

TURNING MOVEMENT COUNTS 1985

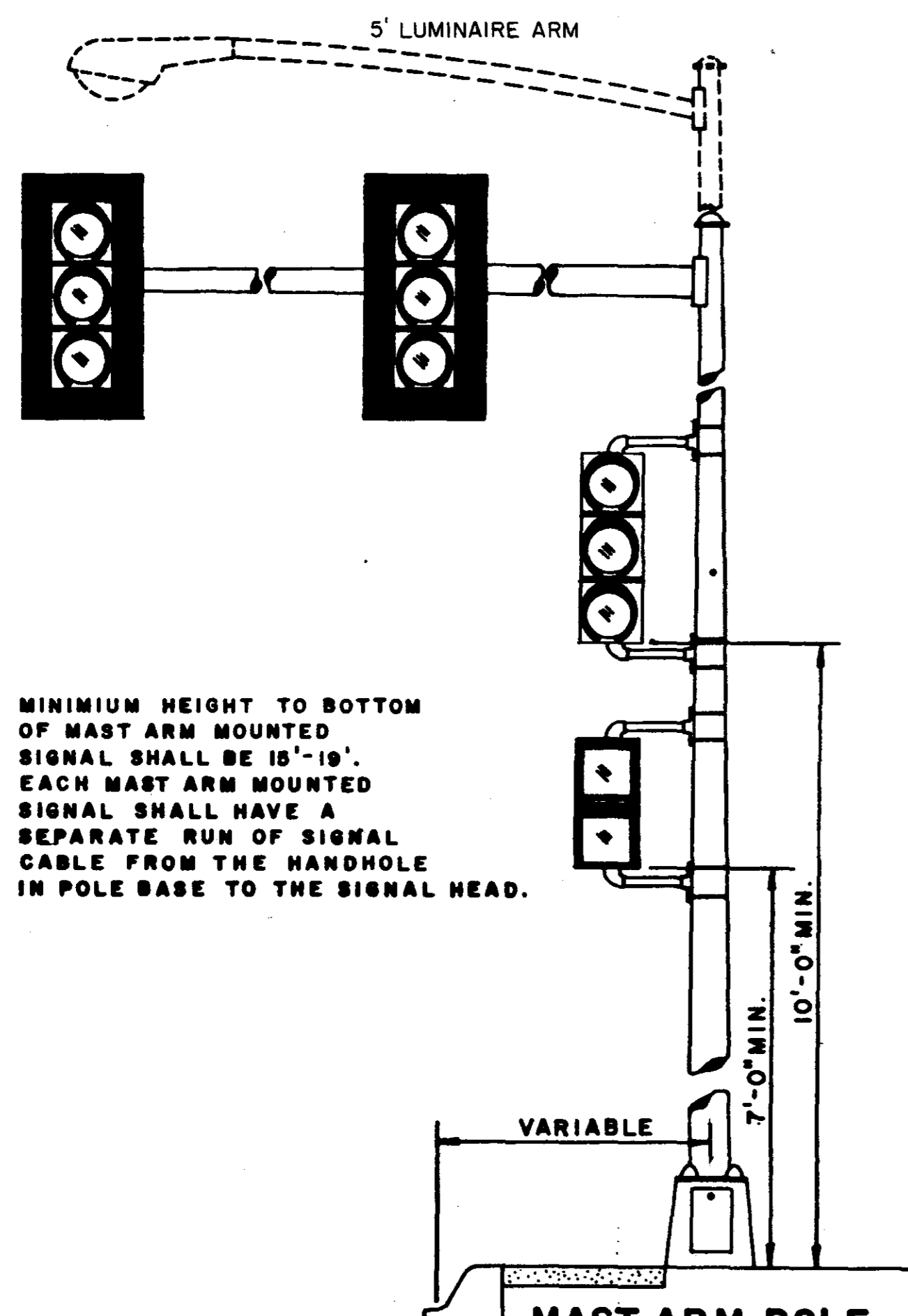


REVISED: 3-20-95

SIGNALIZATION  
SCHOOL ST. @ U.S. HWY. 51  
RIDGELAND, MISSISSIPPI

WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		
DRAWN BY:	DATE: APRIL 95	SHEET NUMBER
REVIEWED BY:	SCALE: 1" = 20'	14 OF 19

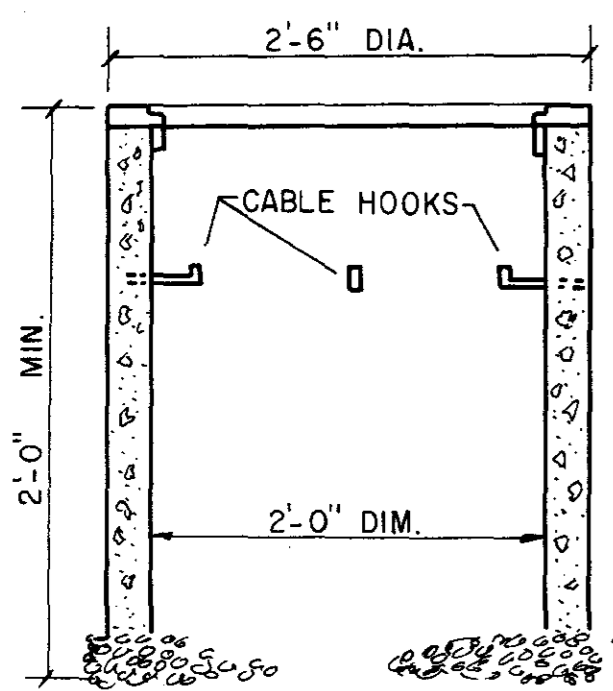




MINIMUM HEIGHT TO BOTTOM OF MAST ARM MOUNTED SIGNAL SHALL BE 15'-10". EACH MAST ARM MOUNTED SIGNAL SHALL HAVE A SEPARATE RUN OF SIGNAL CABLE FROM THE HANDHOLE IN POLE BASE TO THE SIGNAL HEAD.

**MAST ARM POLE**

CAST IRON RING AND COVER, 80 LB. MIN. RAISED LETTERS ON CAST IRON COVER TO READ "SIGNAL" UNLESS OTHERWISE NOTED ON THE PLANS, THE SERVICE BOX MAY ALSO BE POURED IN PLACE WITH 6" PORTLAND CEMENT WALLS.



**PRE-CAST CONCRETE SERVICE BOX**

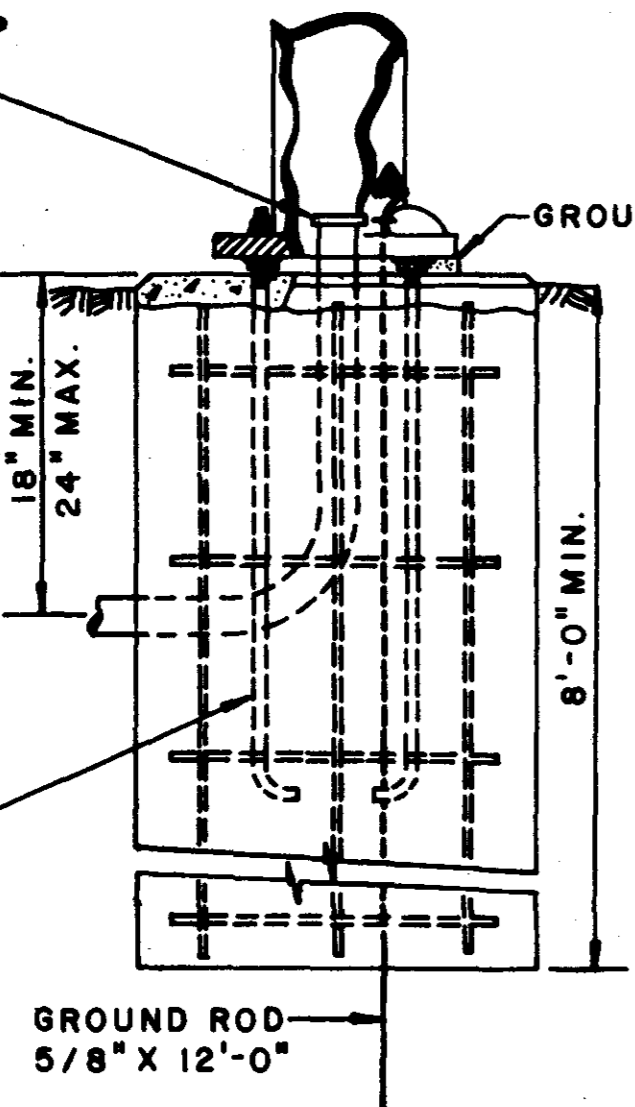
CONDUIT EXTENSIONS ABOVE BASE SHALL HAVE A PLASTIC OR METAL RIM BUSHING TO PREVENT THE CHAFING OF CABLES. TOP OF BASE SHALL NOT BE HIGHER THAN TOP OF SURFACE OR CURB.

IN SIDEWALK AREAS TOP OF BASE TO BE POURED TO BOTTOM OF SIDEWALK. SIDEWALK THEN TO BE POURED OR REPLACED TO NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.

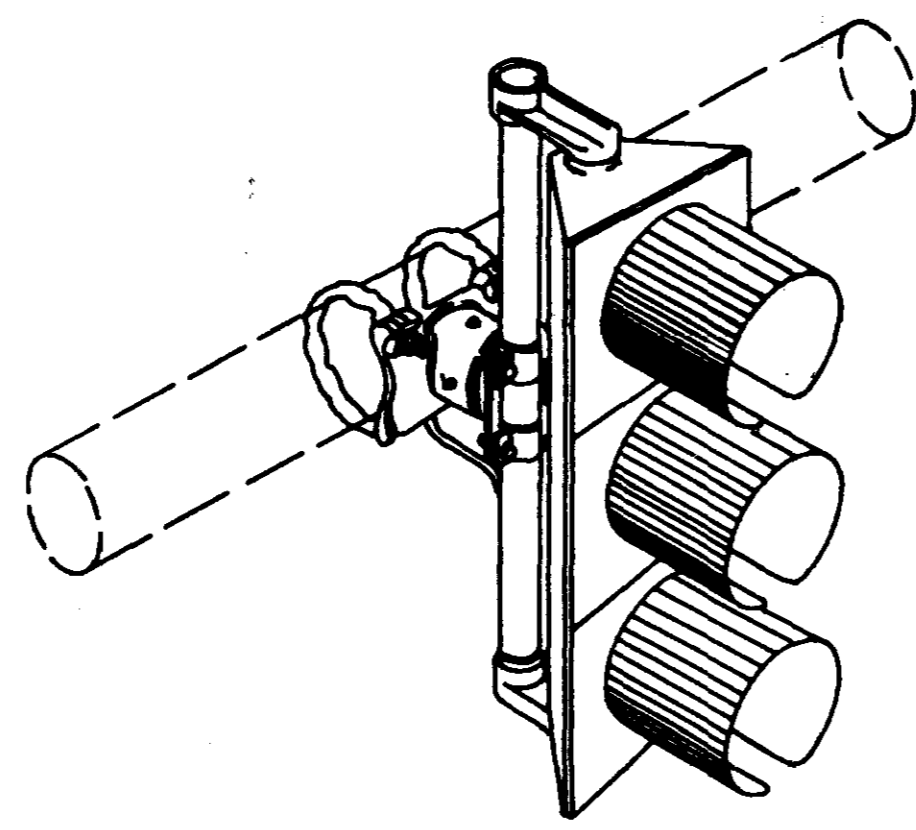
NO. 6 BARE COPPER GROUND CONDUCTOR FROM INTERNAL GROUNDING NUT TO CLAMP ON GROUND ROD.

ANCHOR BOLTS AS SPECIFIED BY POLE MANUFACTURER

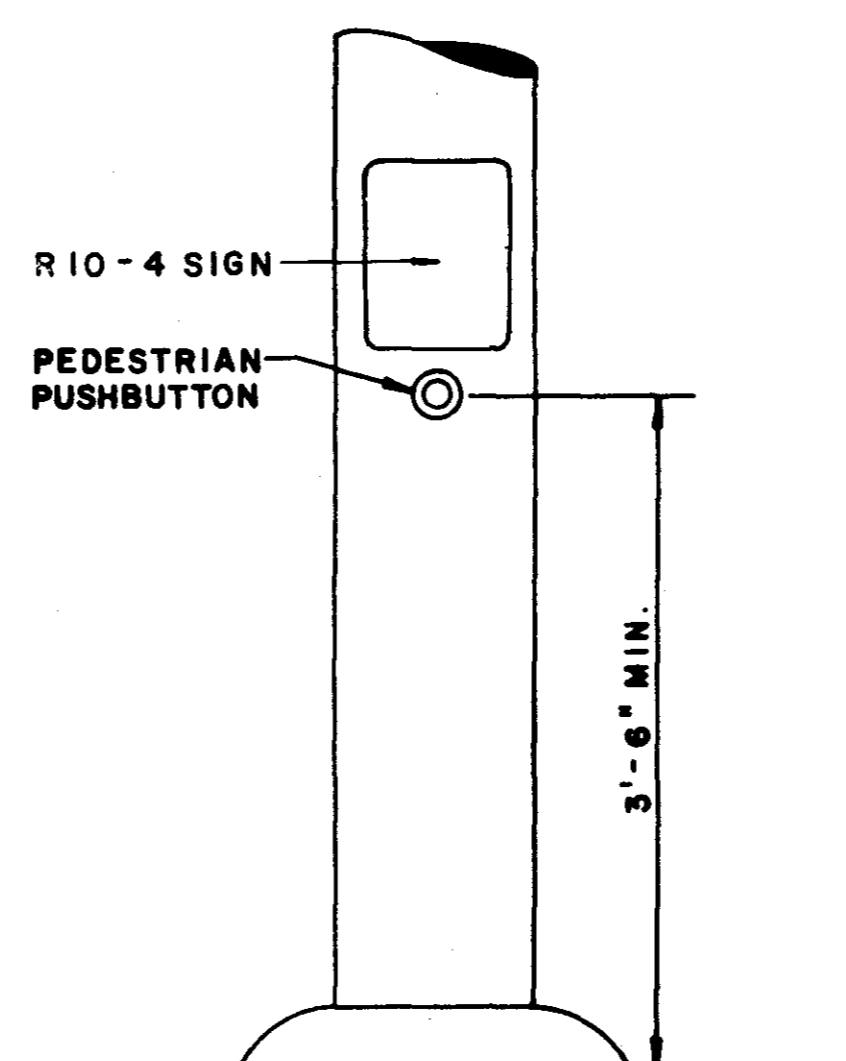
INSTALL AND CAP SPARE 2" CONDUIT AS DIRECTED BY ENGINEER.



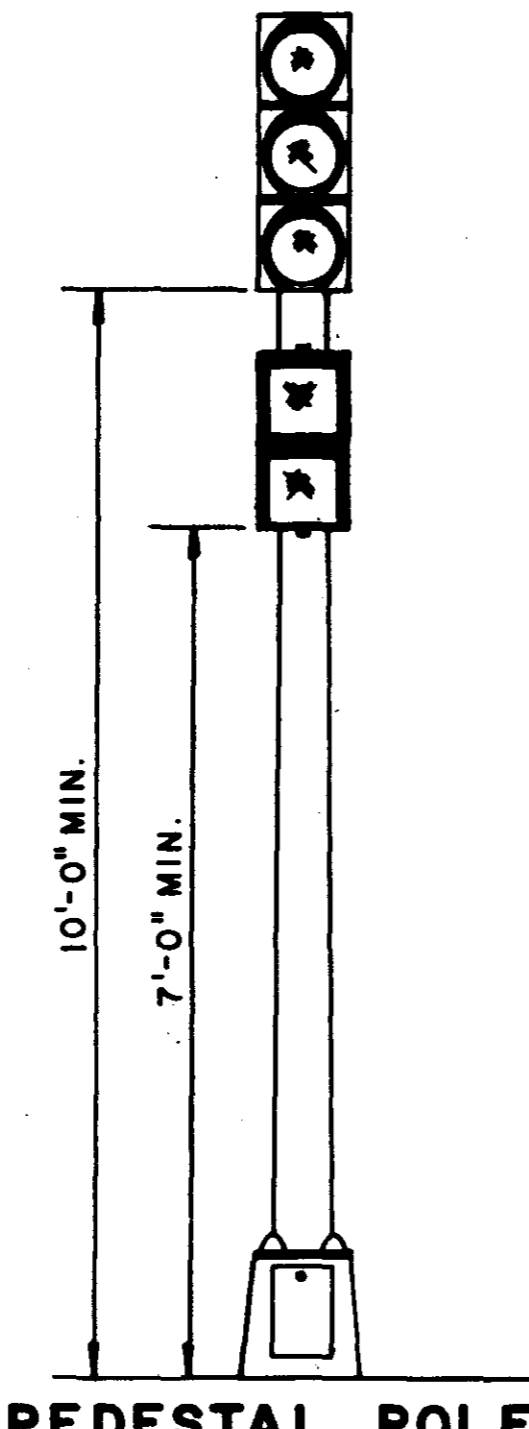
**MAST ARM POLE BASE**



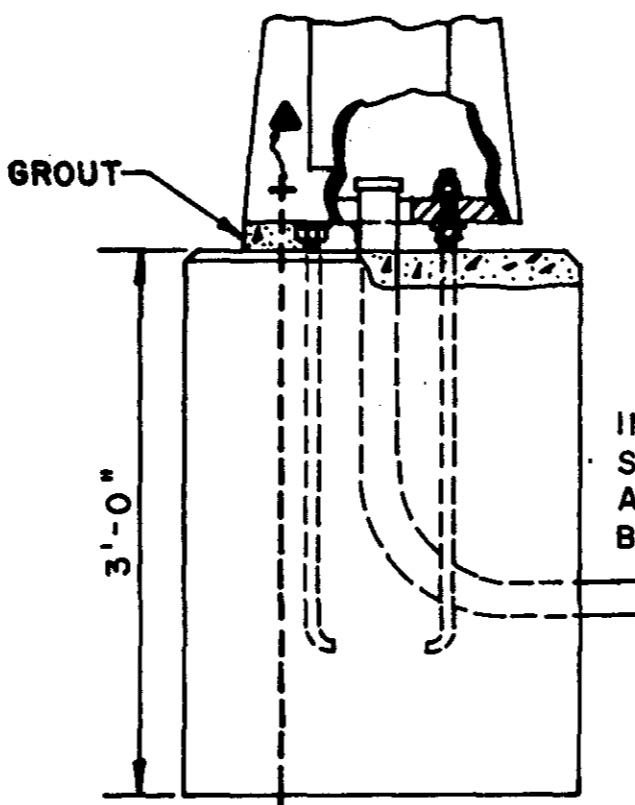
**MAST ARM MOUNTING BRACKET**



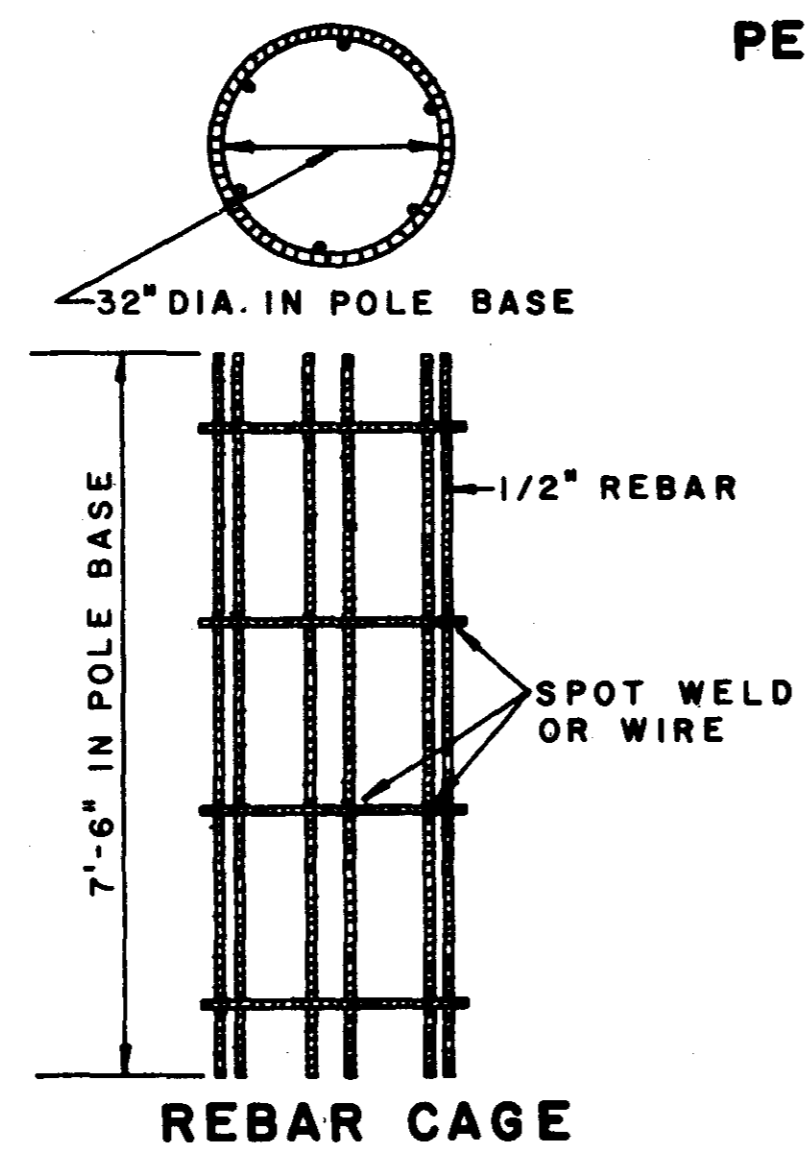
**PEDESTRIAN PUSHBUTTON**



**PEDESTAL POLE**



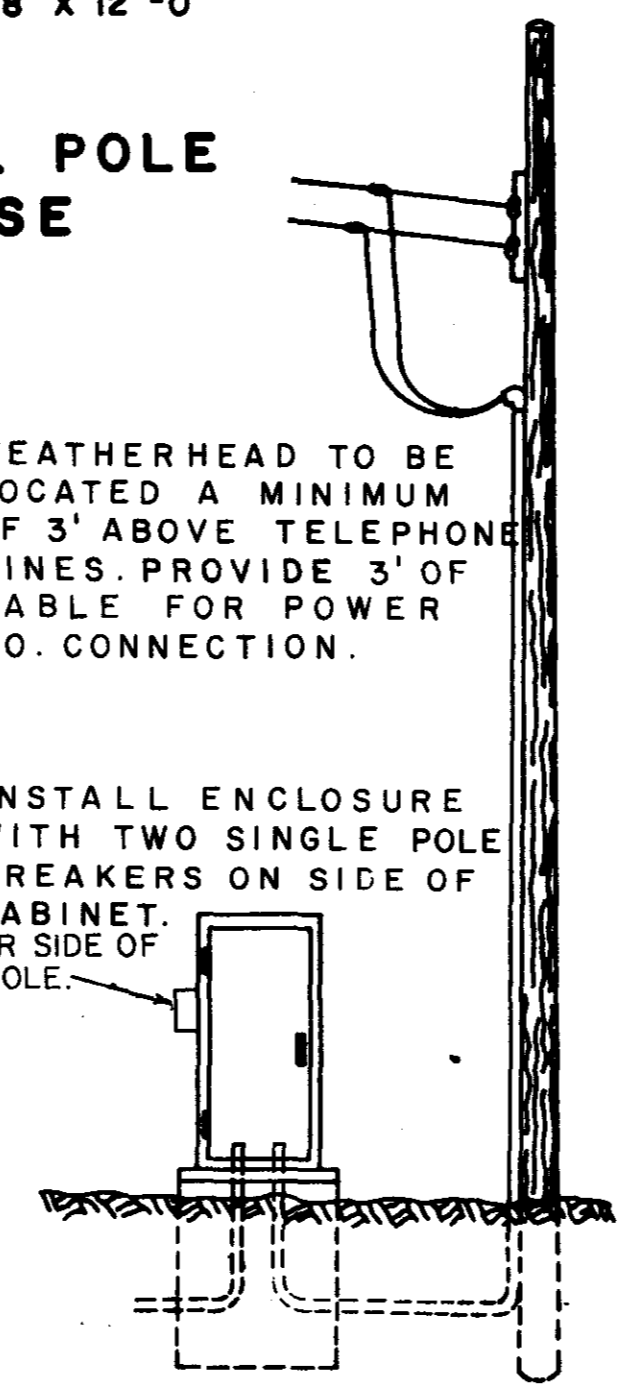
**PEDESTAL POLE BASE**



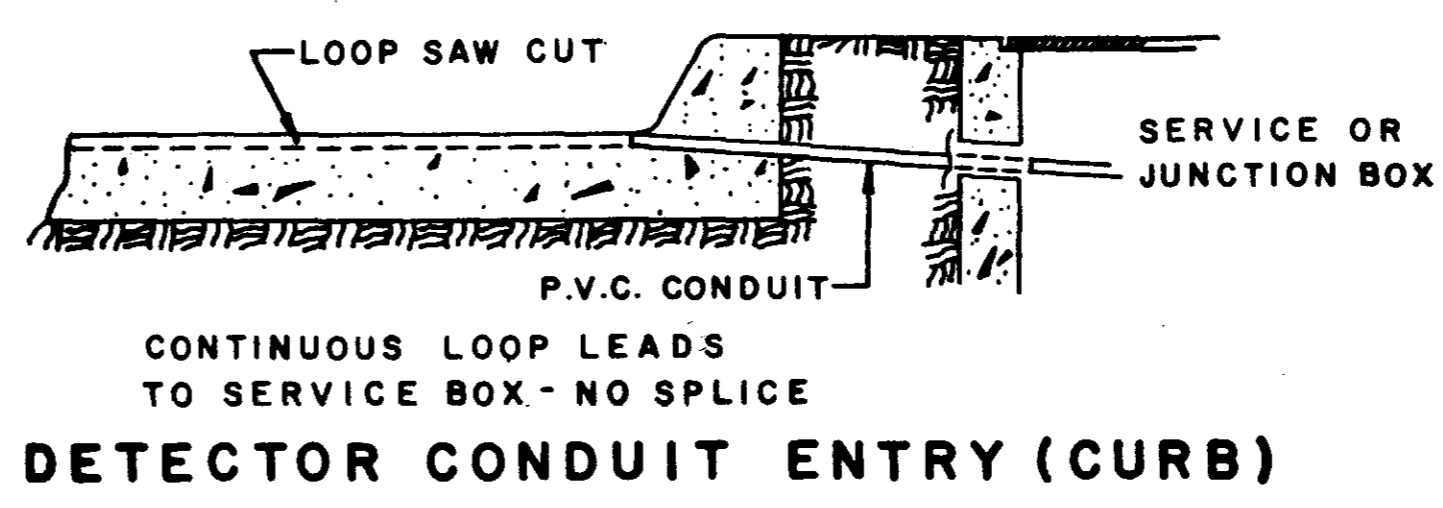
**REBAR CAGE**

WEATHERHEAD TO BE LOCATED A MINIMUM OF 3' ABOVE TELEPHONE LINES. PROVIDE 3' OF CABLE FOR POWER CO. CONNECTION.

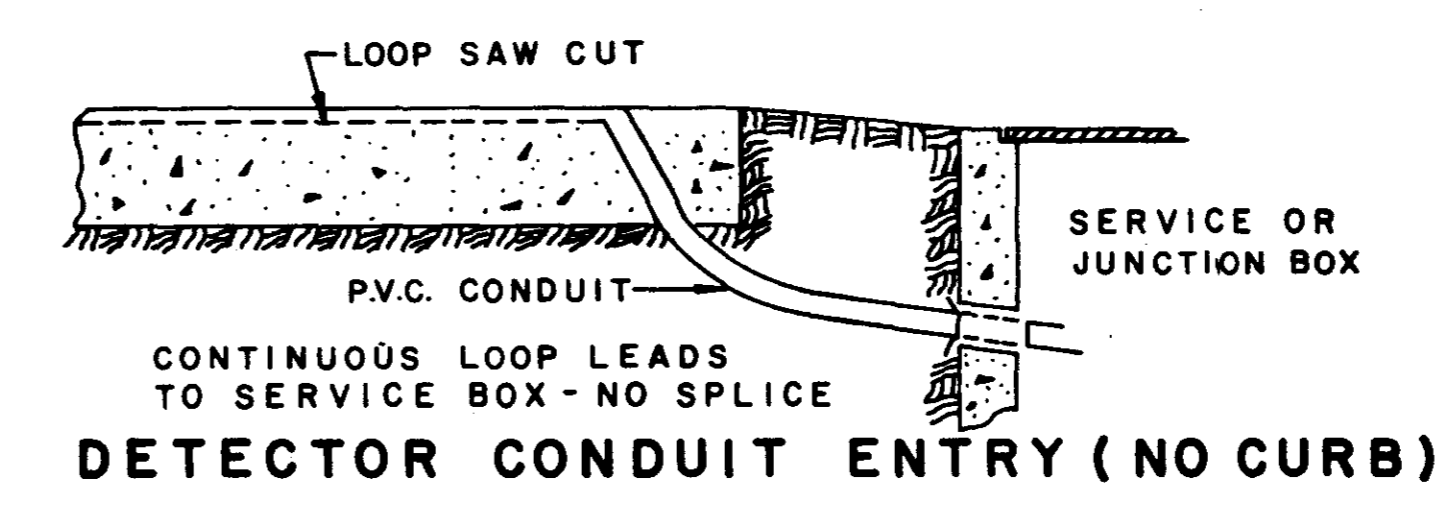
INSTALL ENCLOSURE WITH TWO SINGLE POLE BREAKERS ON SIDE OF CABINET, OR SIDE OF POLE.



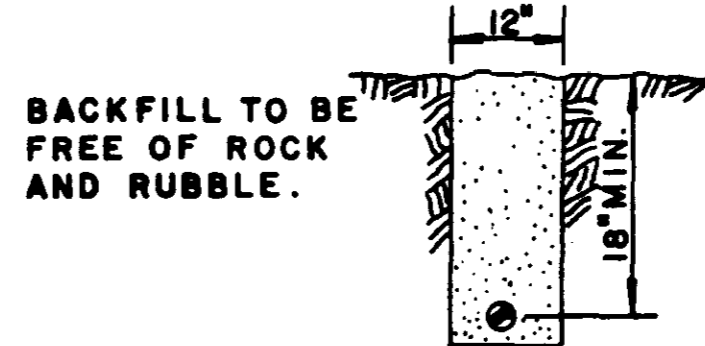
**POWER SERVICE**



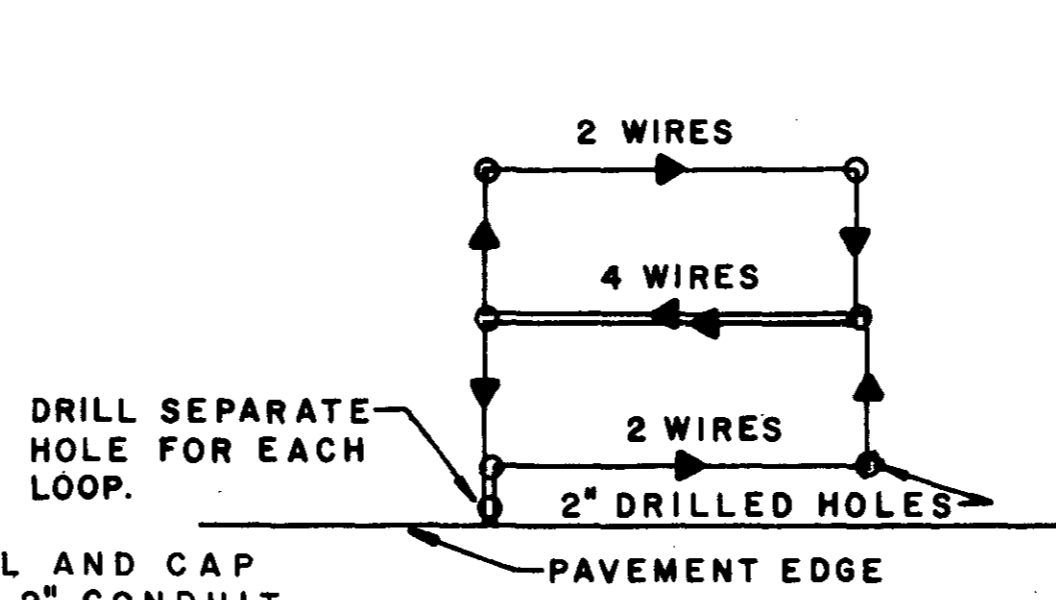
**DETECTOR CONDUIT ENTRY (CURB)**



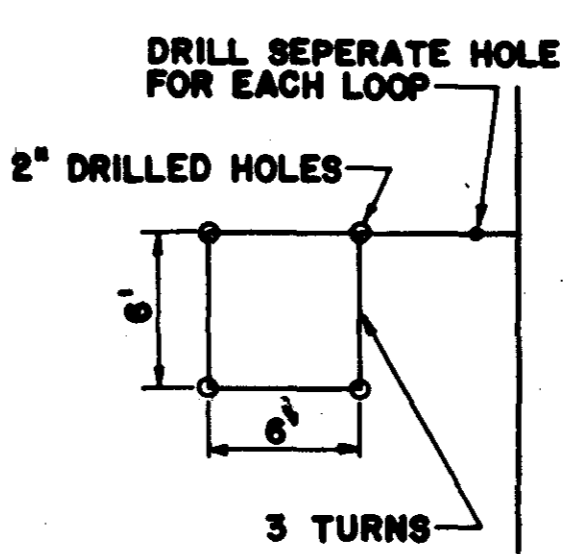
**DETECTOR CONDUIT ENTRY (NO CURB)**



**TRENCHING IN UNPAVED AREAS**

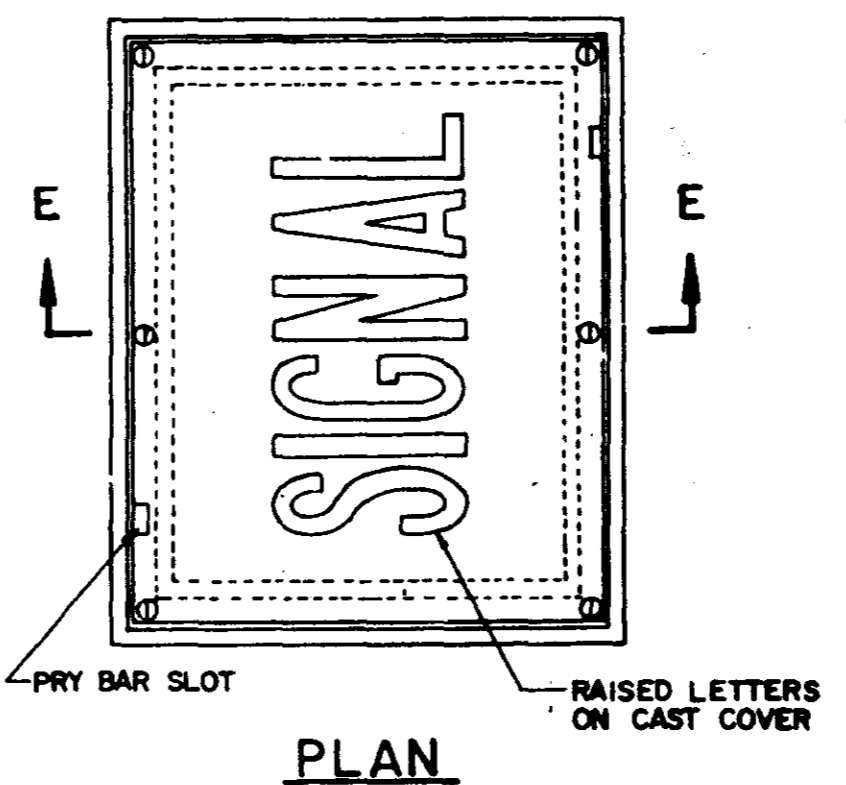


**QUADRAPOLE LOOP**

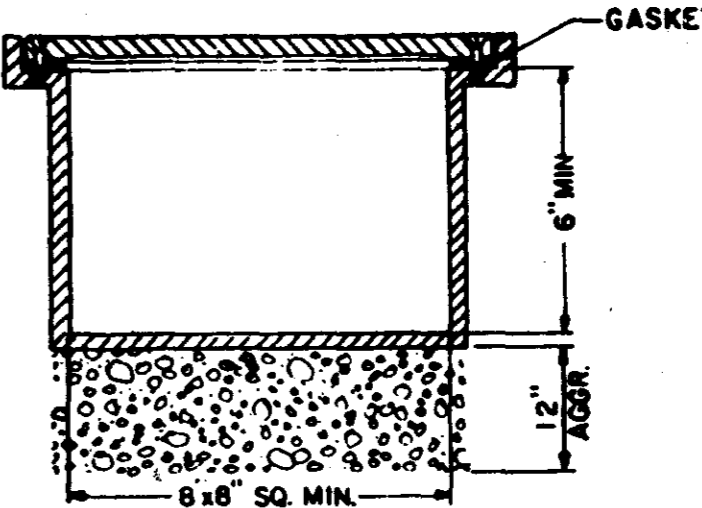


**DETECTOR LOOP**

SLOTS IN PAVEMENT FOR LOOPS TO BE CUT A MINIMUM OF 3/8" WIDE AND 1-1/2" TO 2" DEEP. SLOTS TO BE FILLED WITH LOOP SEALANT MATERIAL APPROVED BY THE ENGINEER. 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. FEEDER CABLE AND LOOP WIRE SHALL BE OF CONTINUOUS RUN WITH NO SPLICES.



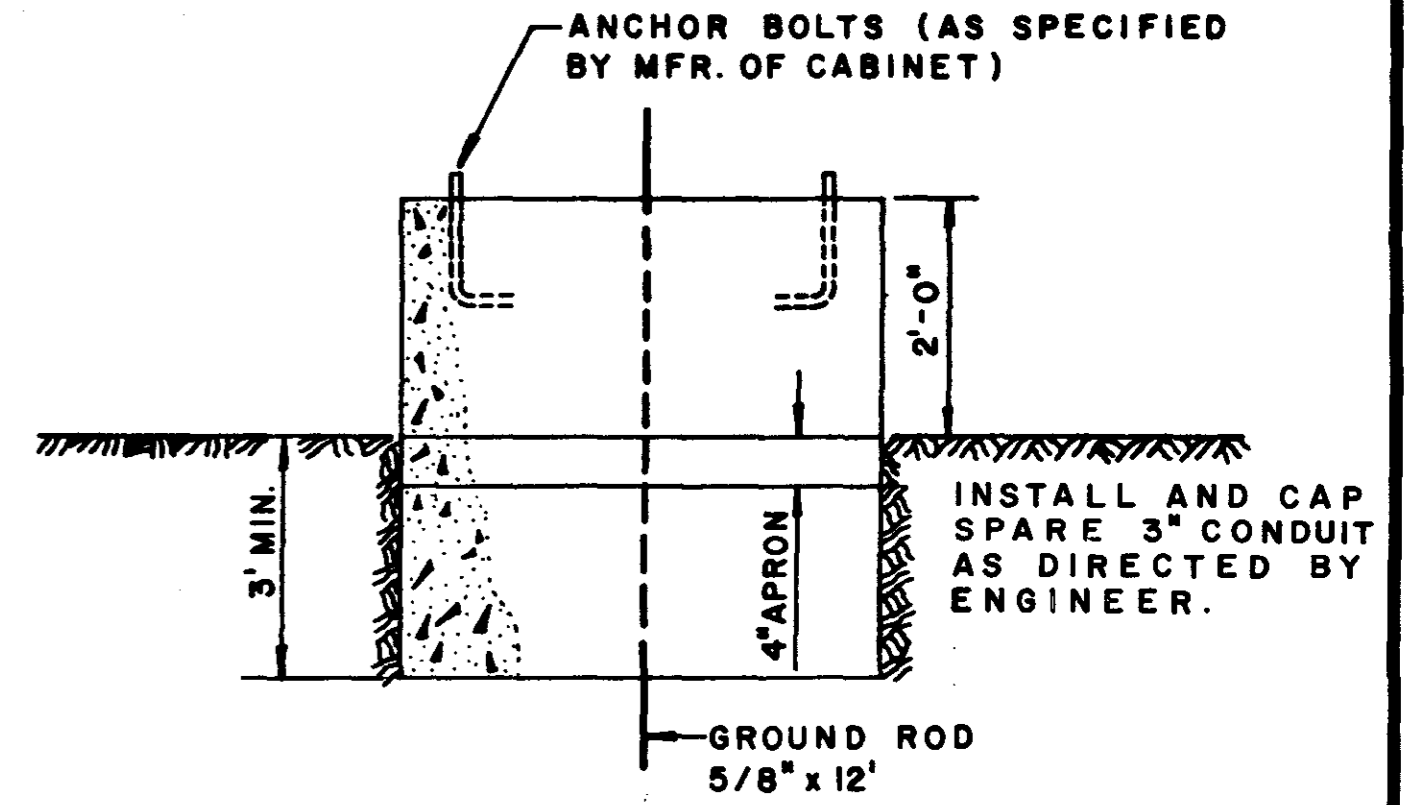
**PLAN**



**SECTION E**

**JUNCTION BOX MATERIAL SPECIFICATIONS**  
Cast Iron, ASTM A-48, hot dipped galvanized ASTM A-153;  
Cast Aluminum, ASTM B-108-62T, SG70-T6;  
Welded Aluminum, Alcoa 6061-T6;

**JUNCTION BOX**  
MINIMUM HAND HOLE OPENING SHALL BE 144 SQ. IN.



**CONTROLLER PAD**

**NOTES:**

THE ENGINEER IN CHARGE OF CONSTRUCTION SHALL STAKE ALL LOCATIONS FOR TRAFFIC SIGNAL POLES AND PEDESTALS TO BE INSTALLED. FINAL POSITIONS AND POINTING OF SIGNAL FACES TO BE DETERMINED IN THE FIELD.

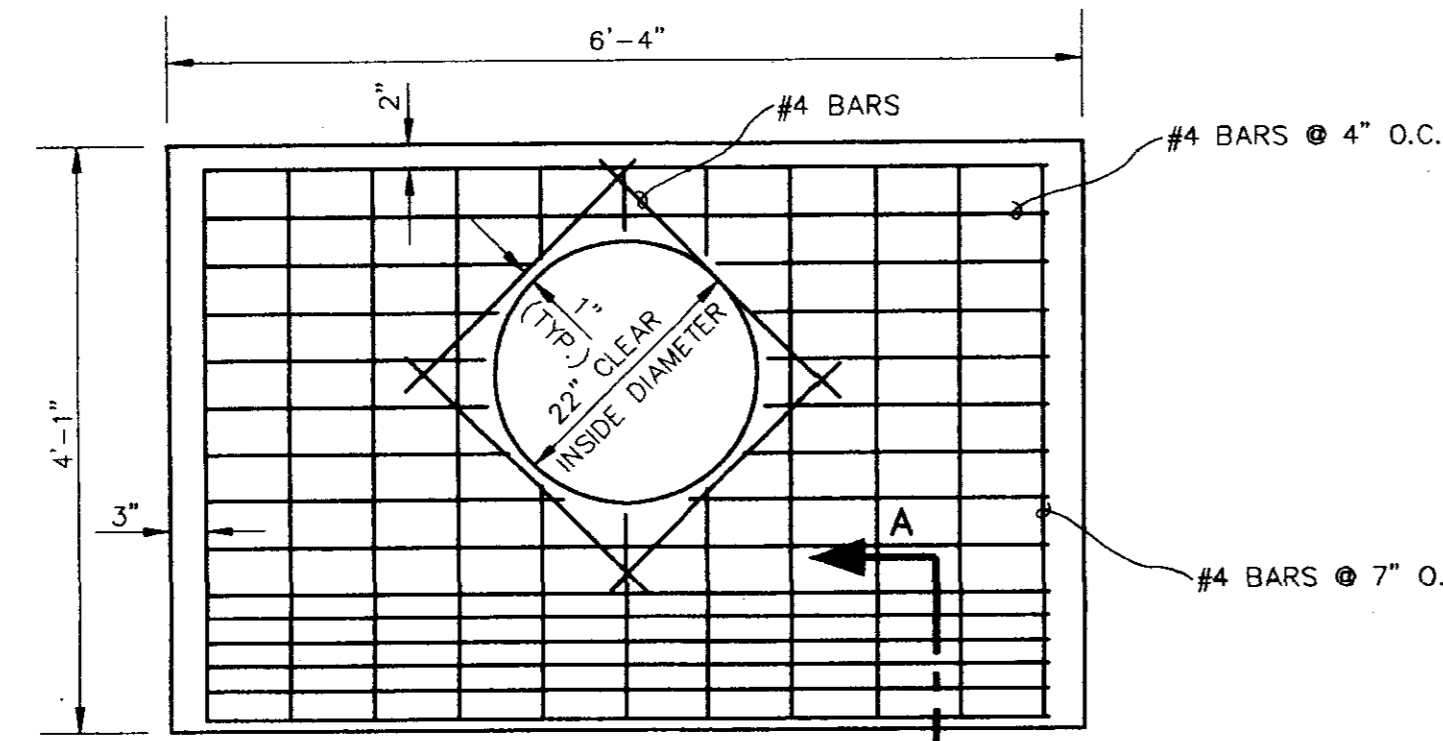
TRAFFIC SIGNAL HEADS SHALL REMAIN COVERED DURING CONSTRUCTION UNTIL THE ENTIRE INSTALLATION IS IN PLACE AND IN OPERATION.

ALL WIRING INSTALLED SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AND LOCAL ORDINANCES AND REQUIREMENTS.

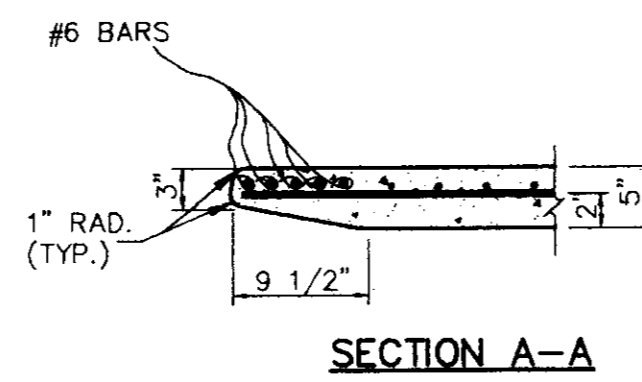
THE POWER COMPANY SHOULD BE NOTIFIED IN ADVANCE AS TO WHEN THE SIGNAL SYSTEM NEED BE ENERGIZED.

THE TRAFFIC SIGNAL SYSTEM SHALL BE COMPLETE AND THE CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT NECESSARY FOR THE SATISFACTORY OPERATION OF ELECTRICAL APPARATUS AND FOR THE COMPLETE OPERATION OF THE TRAFFIC SIGNAL SYSTEM WHETHER SPECIFICALLY MENTIONED OR NOT.

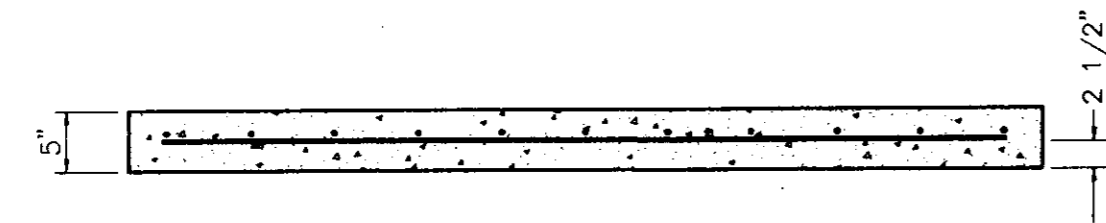
<b>CITY OF RIDGELAND</b>		
TRAFFIC SIGNAL INSTALLATION		
DETAIL SHEET		
WAGGONER ENGINEERING CO. INC. Consulting Engineers - Jackson / Brandon, Ms.		
DRAWN BY: T.D.L.	DATE: APRIL 25	SHEET NO.
CHECKED BY: M.L.	SCALE: 1"=20'	15 OF 19
APPROVED BY: J.A.W.		



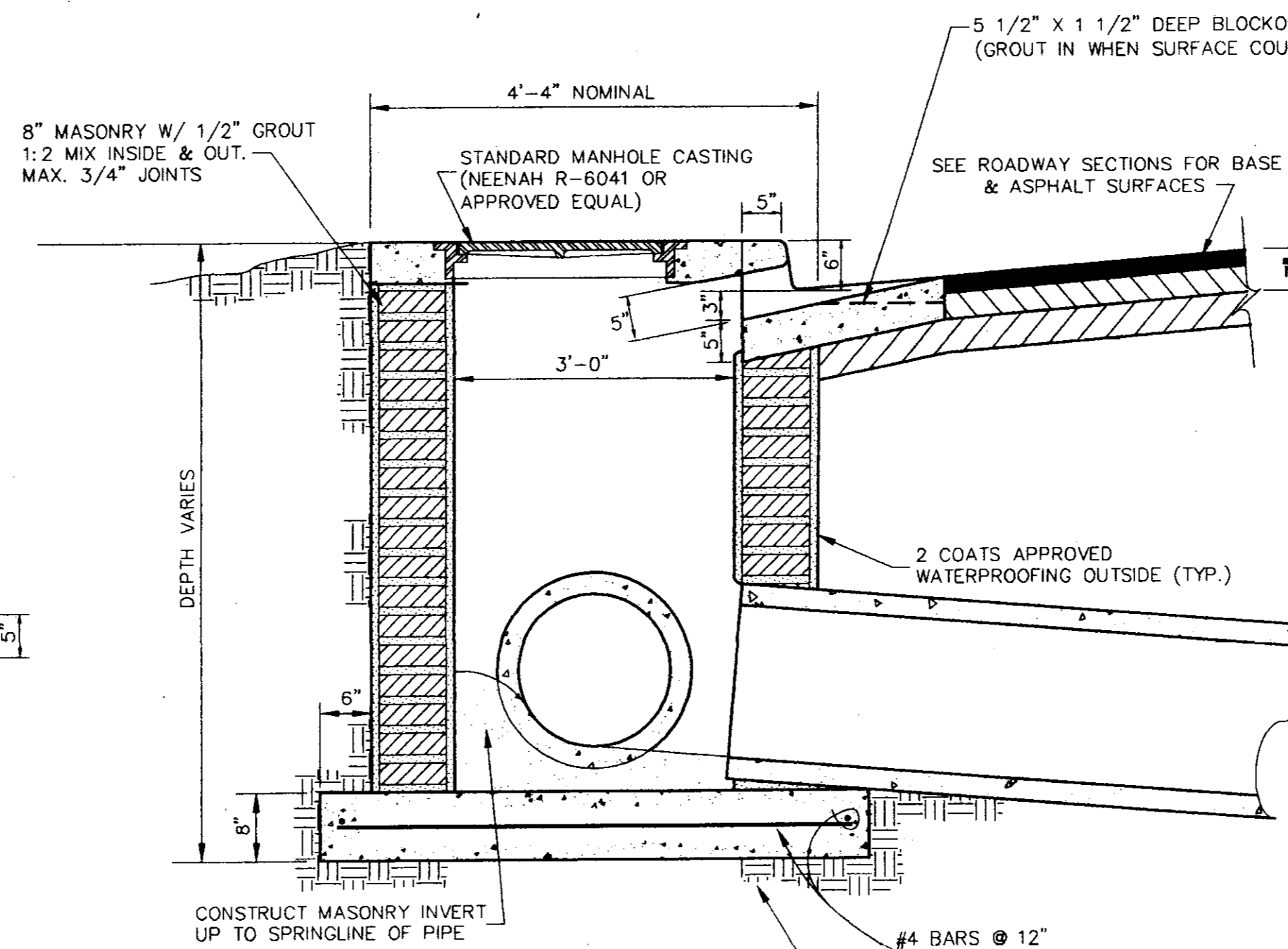
PLAN



SECTION A-A

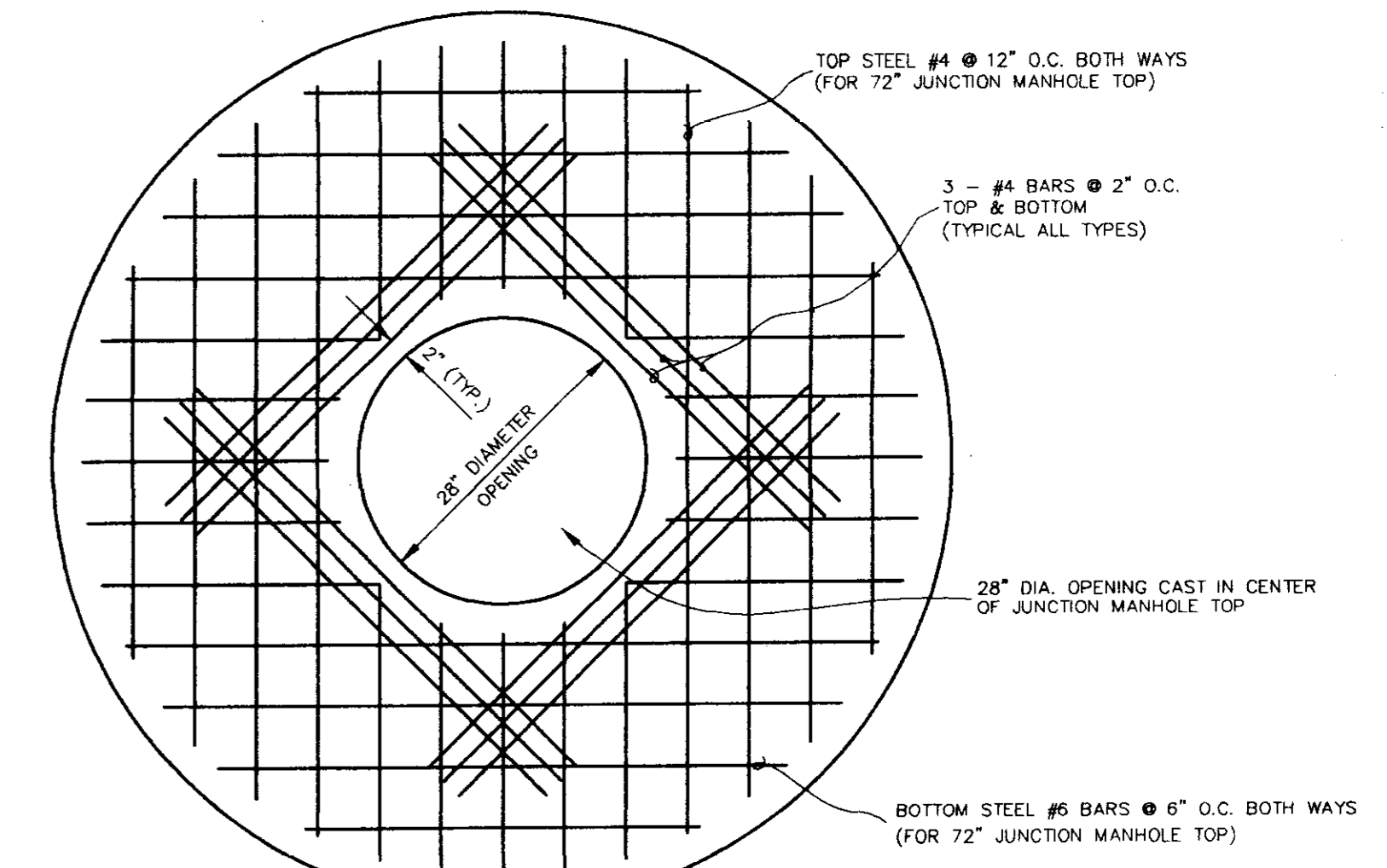


ELEVATION  
INLET TOP



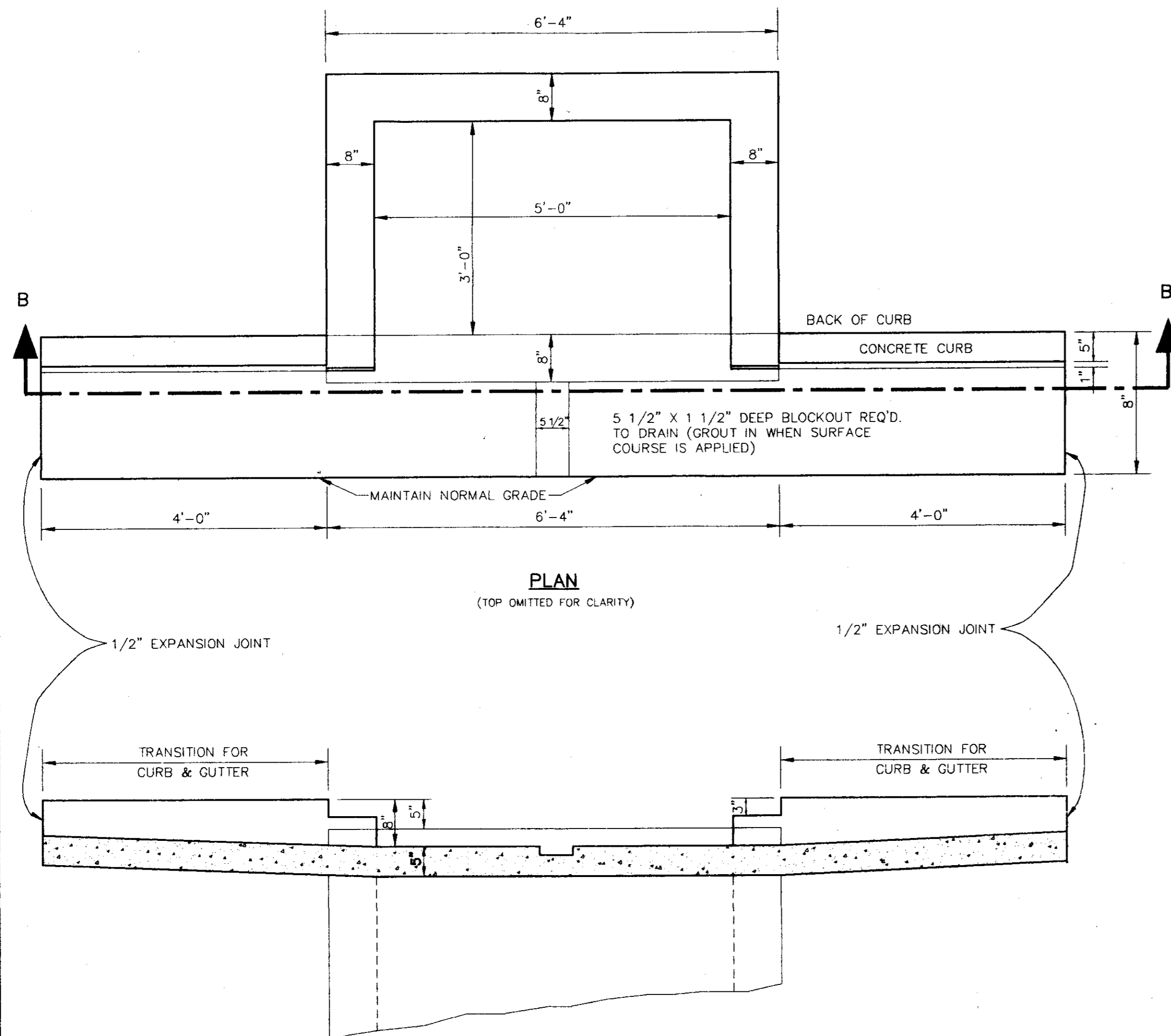
TYPE "A" INLET

JUNC. M.H. I.D.	TOP THICKNESS	TOP STEEL	BOTTOM STEEL
72"	8"	#4 @ 12" O.C.	#6 @ 6" O.C.
84"	9"	#4 @ 10" O.C.	#6 @ 5" O.C.
96"	10"	#5 @ 8" O.C.	#6 @ 4" O.C.
120"	12"	#6 @ 8" O.C.	#8 @ 4" O.C.

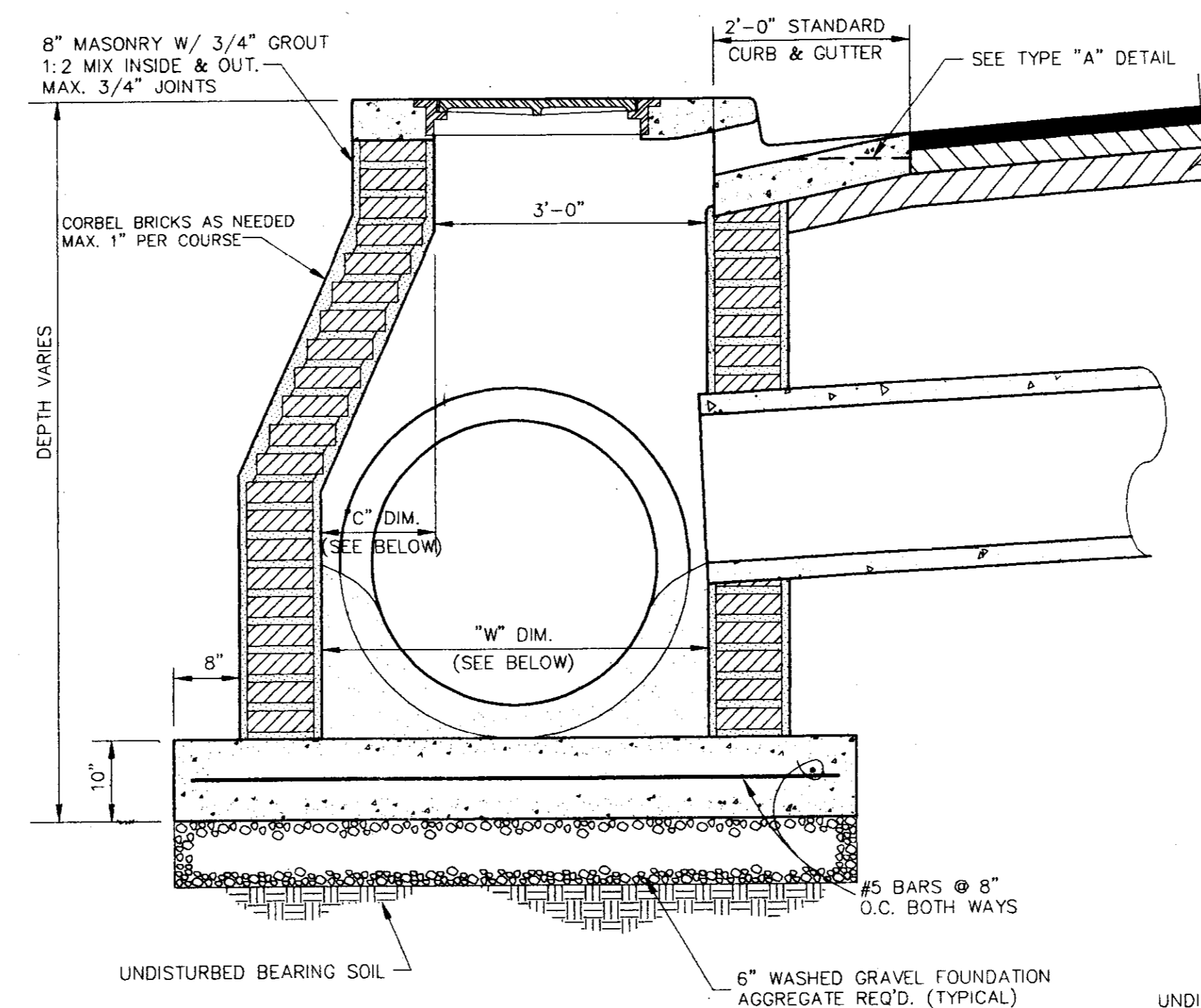


TYPICAL  
JUNCTION MANHOLE  
TOP

(REINFORCING FOR 72" JUNCTION MANHOLE TOP SHOWN)

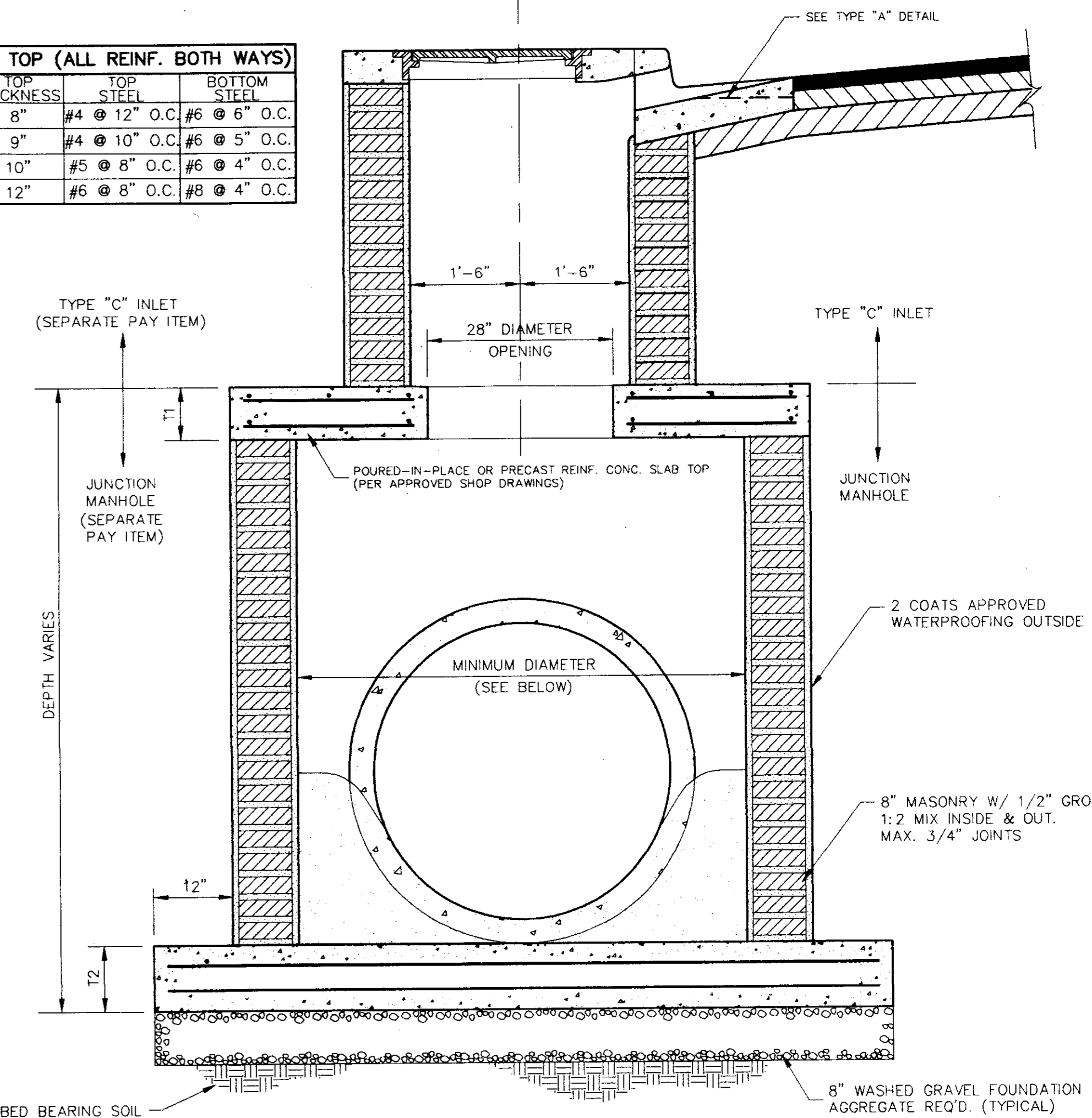


SECTION B-B  
CURB INLET



TYPE "B" INLET

PIPE I.D.	PIPE O.D.	DIM. "W"	DIM. "C"	MIN. COURSES CORBELLED
24"	33"	37"	4"	4
27"	36"	40"	4"	4
30"	39 1/2"	44"	8"	8
36"	45 1/2"	50"	14"	14

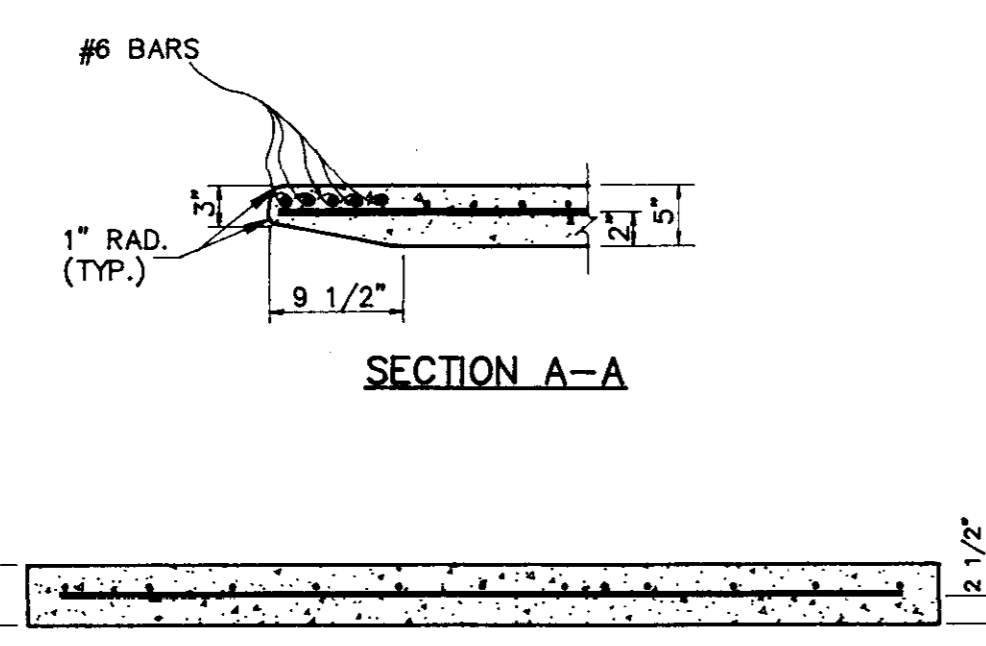
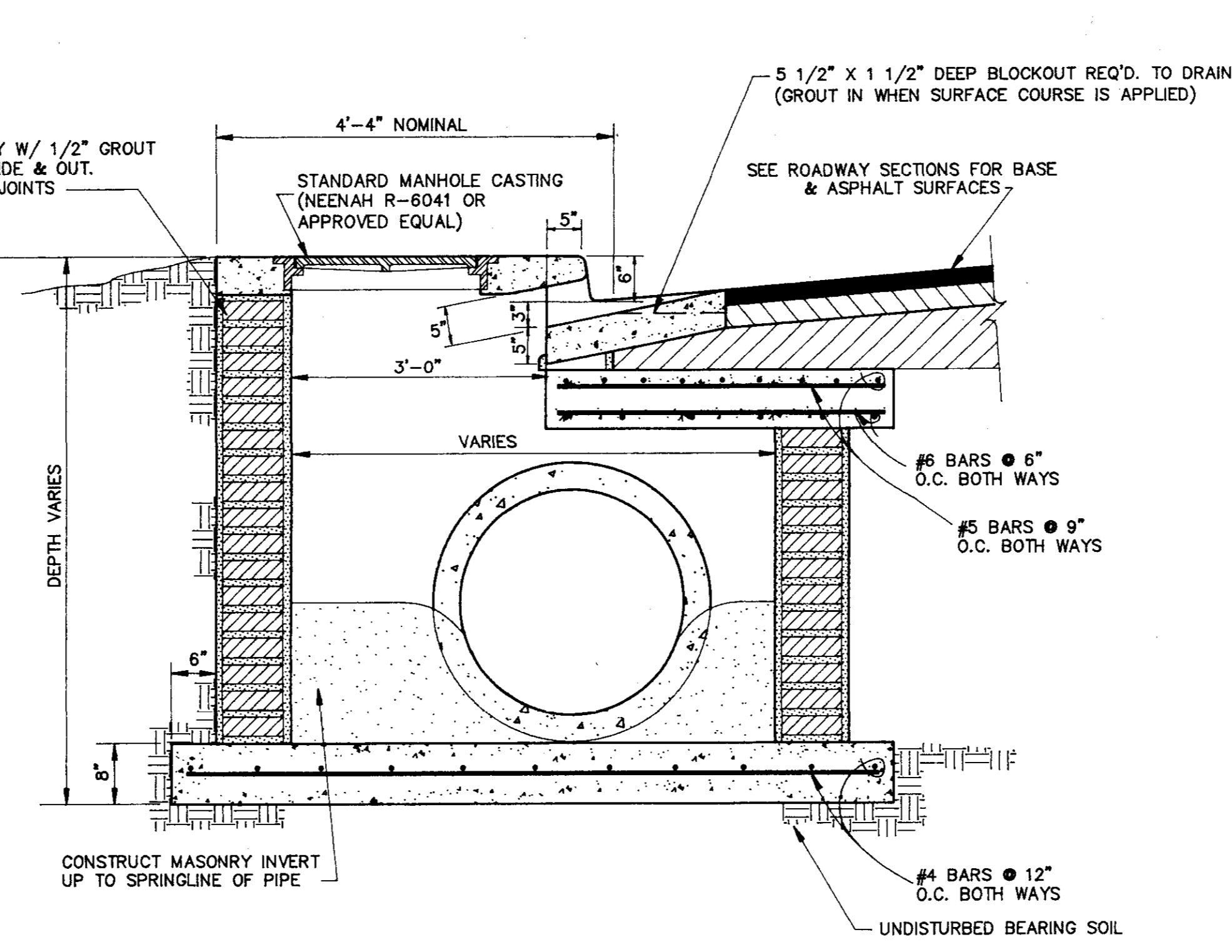
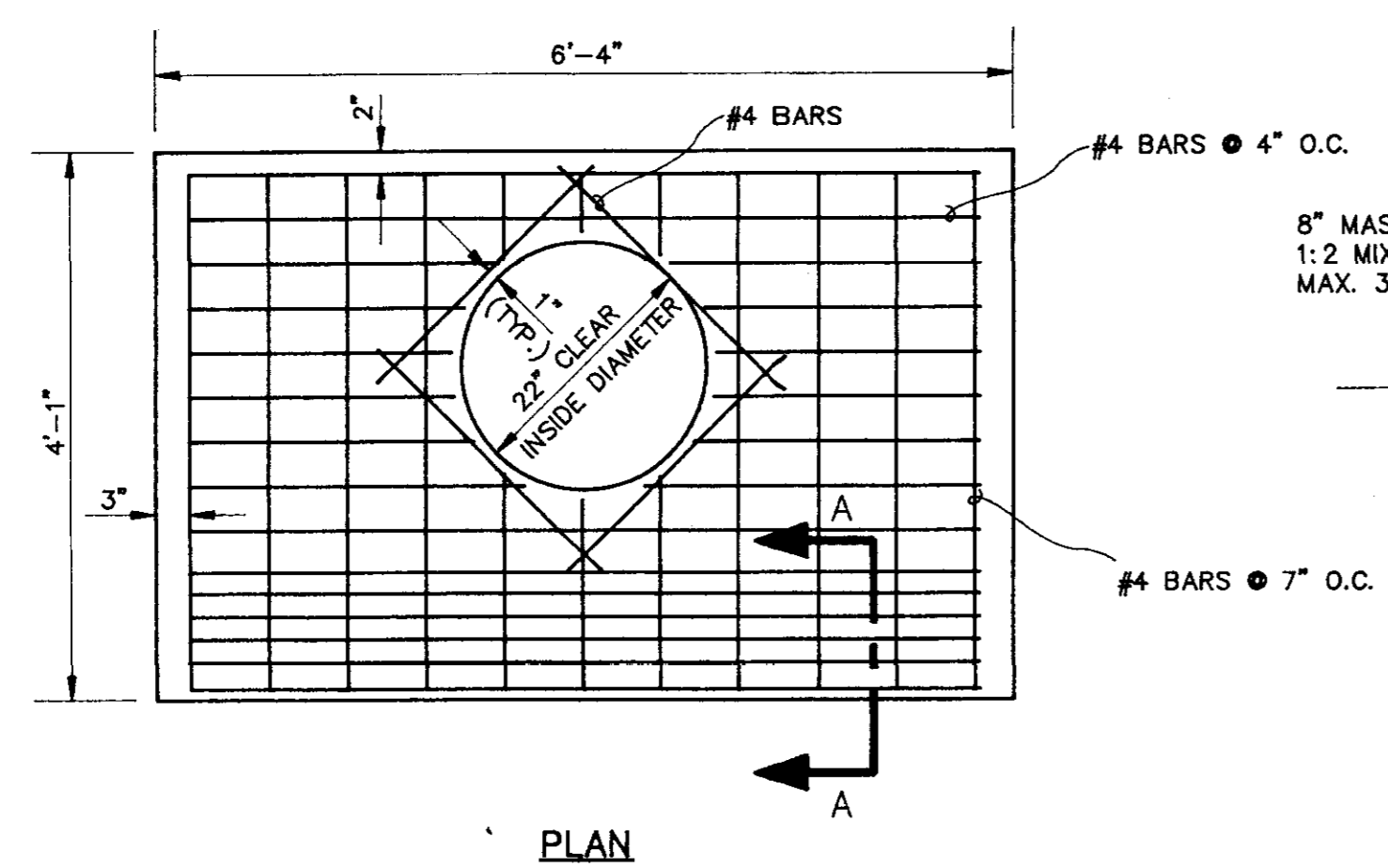


JUNCTION MANHOLE  
(NOTED "B" ON PLAN-PROFILES)

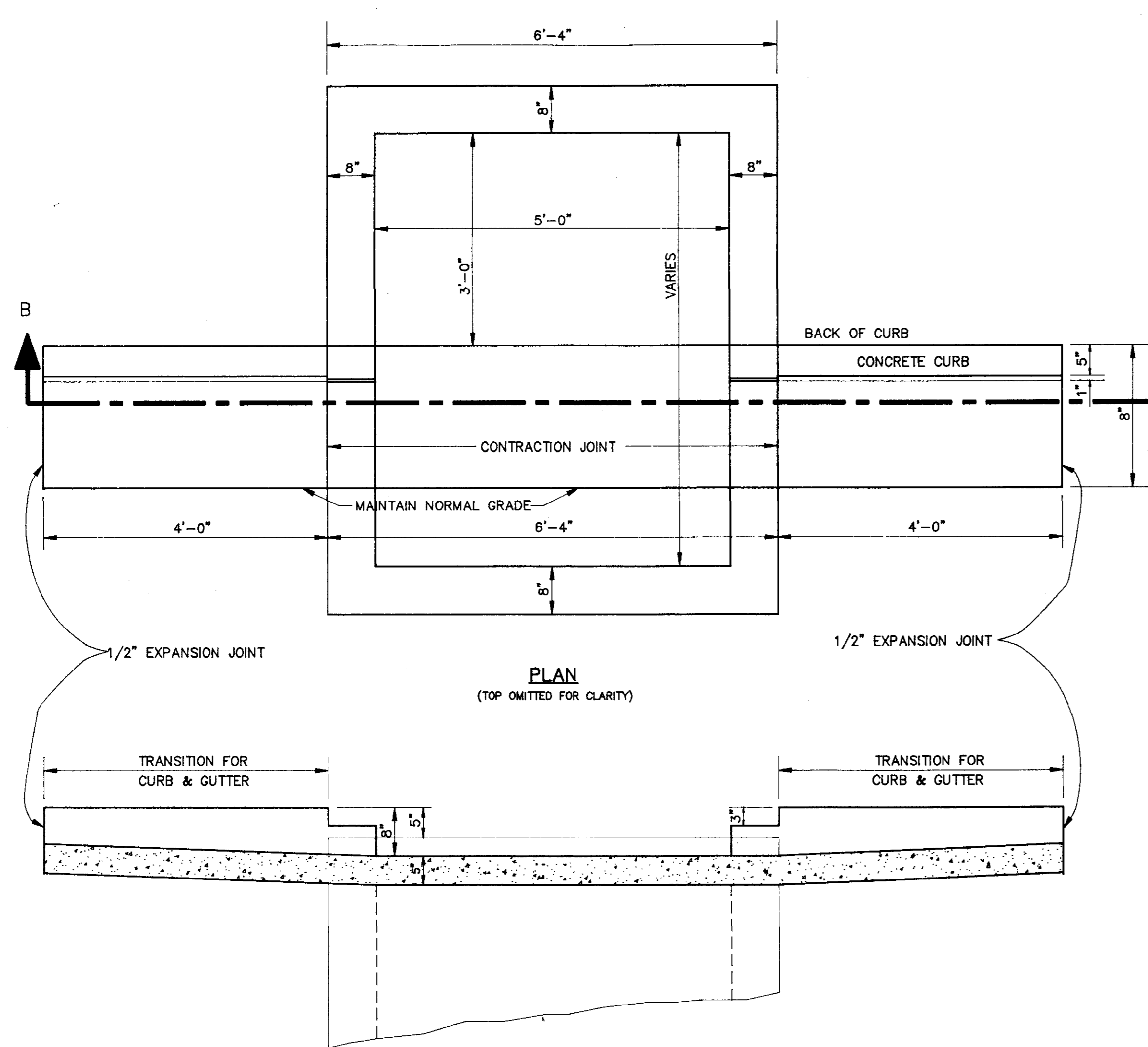
PIPE I.D.	PIPE O.D.	MIN. M.H. DIA. I.D.	MIN. T1	MIN. T2	REINF. FOR FOUNDATION
42"	52 1/2"	72"	8"	10"	#6 @ 10" O.C.
48"	59 1/2"	72"	8"	10"	#6 @ 10" O.C.
54"	66 1/2"	84"	9"	12"	#6 @ 8" O.C.
60"	76"	84"	9"	12"	#6 @ 8" O.C.
65"x40"	76"	84"	9"	12"	#6 @ 8" O.C.
73"x45"	85"	96"	10"	12"	#6 @ 6" O.C.
88"x54"	102"	120"	12"	16"	#8 @ 6" O.C.

NOTE: ALL REINFORCING BOTH WAYS EACH FACE

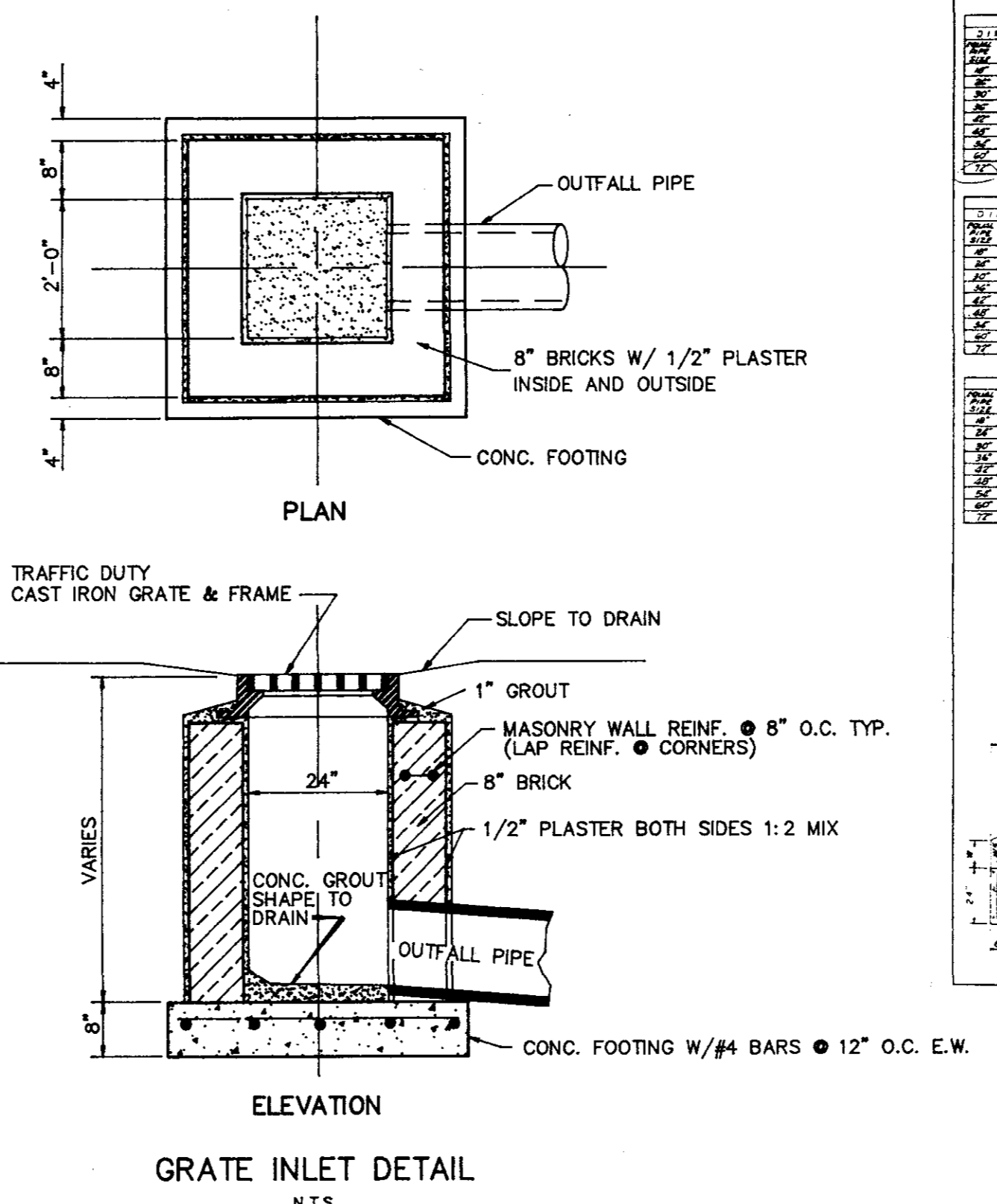
CITY OF RIDGELAND, MISSISSIPPI  
 INLET DETAILS - STANDARD STORM SEWER  
 EAST SCHOOL STREET/  
 WHEATLEY STREET RECONSTRUCTION  
 WAGGONER ENGINEERING, INC.  
 Consulting Engineers - Jackson, Mississippi  
 DRAWN BY: C.R.H. DATE: APRIL 95 SHEET NUMBER  
 REVIEWED BY: SCALE: 3/4"=1'-0" 16 OF 19



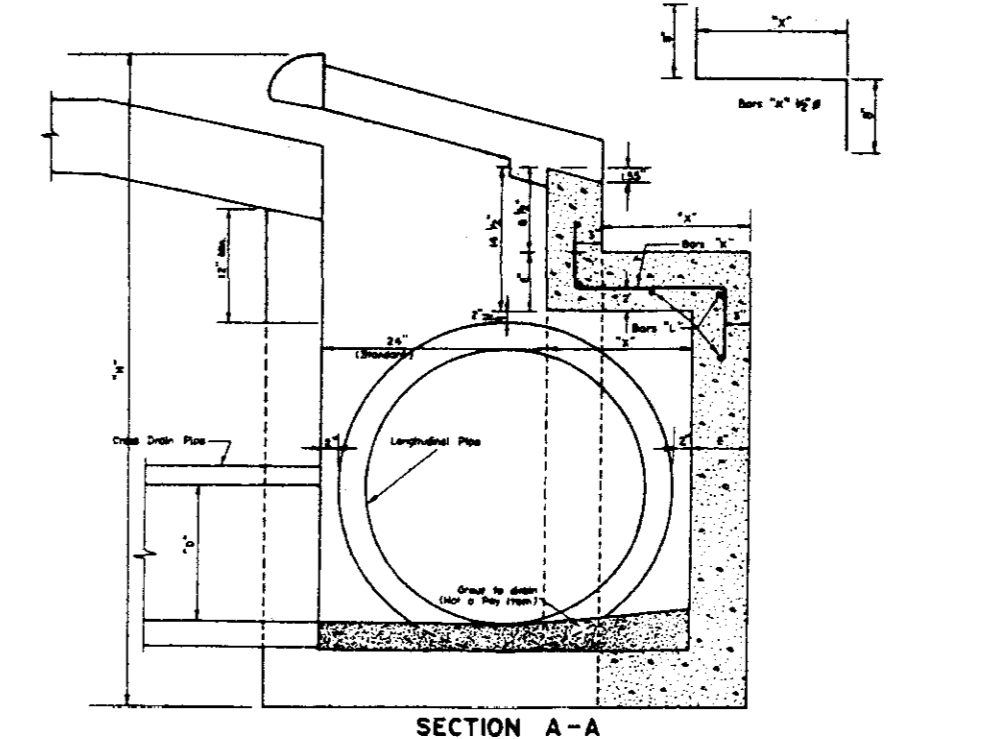
ELEVATION  
INLET TOP



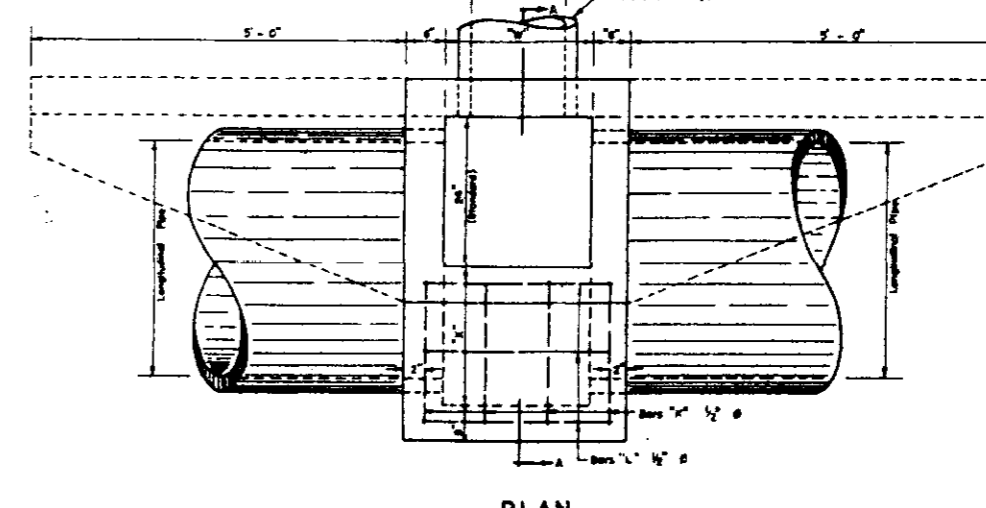
SECTION B-B  
CURB INLET



GRATE INLET DETAIL  
N.T.S.



SECTION A-A



PLAN

DIMENSIONS	QUANTITIES		REMARKS
	NO.	UNIT	
1.12	1	1	1.12
1.13	1	1	1.13
1.14	1	1	1.14
1.15	1	1	1.15
1.16	1	1	1.16
1.17	1	1	1.17
1.18	1	1	1.18
1.19	1	1	1.19
1.20	1	1	1.20
1.21	1	1	1.21
1.22	1	1	1.22
1.23	1	1	1.23
1.24	1	1	1.24
1.25	1	1	1.25
1.26	1	1	1.26
1.27	1	1	1.27
1.28	1	1	1.28
1.29	1	1	1.29
1.30	1	1	1.30
1.31	1	1	1.31
1.32	1	1	1.32
1.33	1	1	1.33
1.34	1	1	1.34
1.35	1	1	1.35
1.36	1	1	1.36
1.37	1	1	1.37
1.38	1	1	1.38
1.39	1	1	1.39
1.40	1	1	1.40
1.41	1	1	1.41
1.42	1	1	1.42
1.43	1	1	1.43
1.44	1	1	1.44
1.45	1	1	1.45
1.46	1	1	1.46
1.47	1	1	1.47
1.48	1	1	1.48
1.49	1	1	1.49
1.50	1	1	1.50

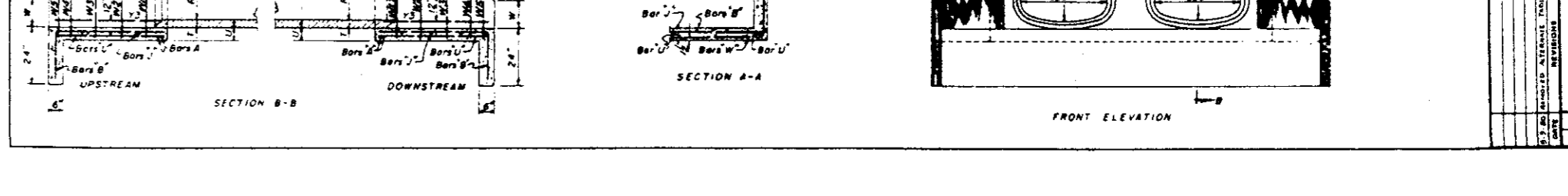
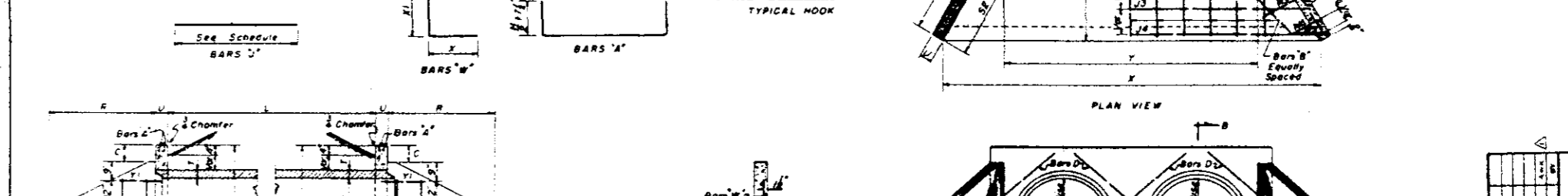
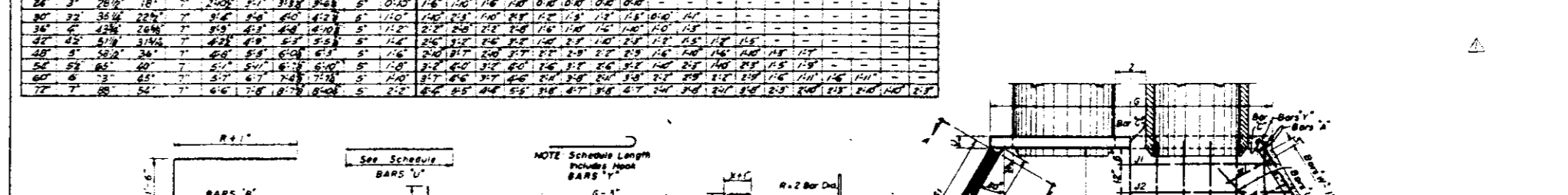
- GENERAL NOTES
1. PLAN SHOWS HERE IS A MODIFICATION OF THE STANDARD INLET TYPE SS-1.
  2. FOR INLET DETAILS NOT SHOWN HEREIN REFER TO INLET DRAWING SS-1.
  3. QUANTITIES SHOWN ARE FOR THE TYPE "A" INLET. ALL OTHER QUANTITIES SHOWN ARE FOR THE STANDARD INLET TYPE SS-1.
  4. QUANTITIES SHOWN ARE TO BE CHECKED BY THE ENGINEER BEFORE CONSTRUCTION FOR EACH PROJECT. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE QUANTITIES.
  5. THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI STATE HIGHWAY DEPARTMENT SHALL APPLY TO ALL ITEMS ON THIS SHEET.

MISSISSIPPI STATE HIGHWAY DEPARTMENT  
STORM SEWER INLET  
TYPE SS-1B  
(LONGITUDINAL DRAINAGE)

CLASS		REMARKS	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

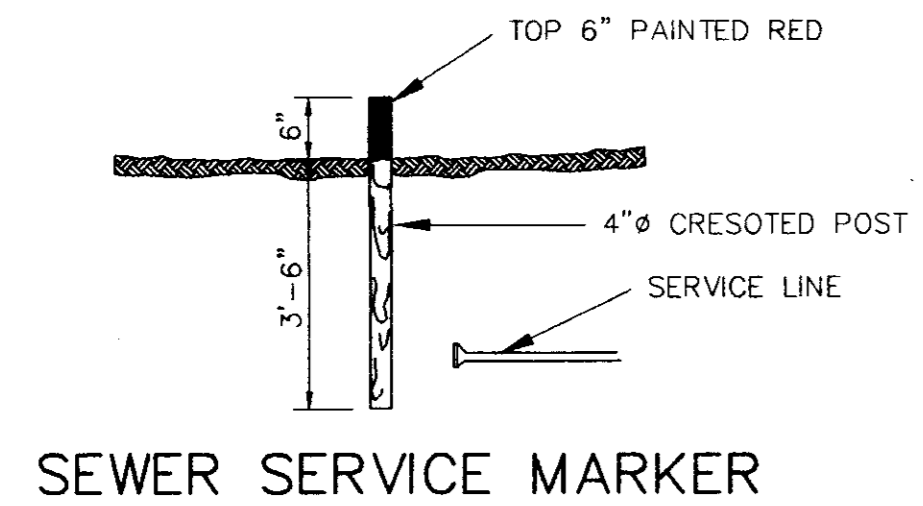
CLASS		REMARKS	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
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25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

CLASS		REMARKS	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

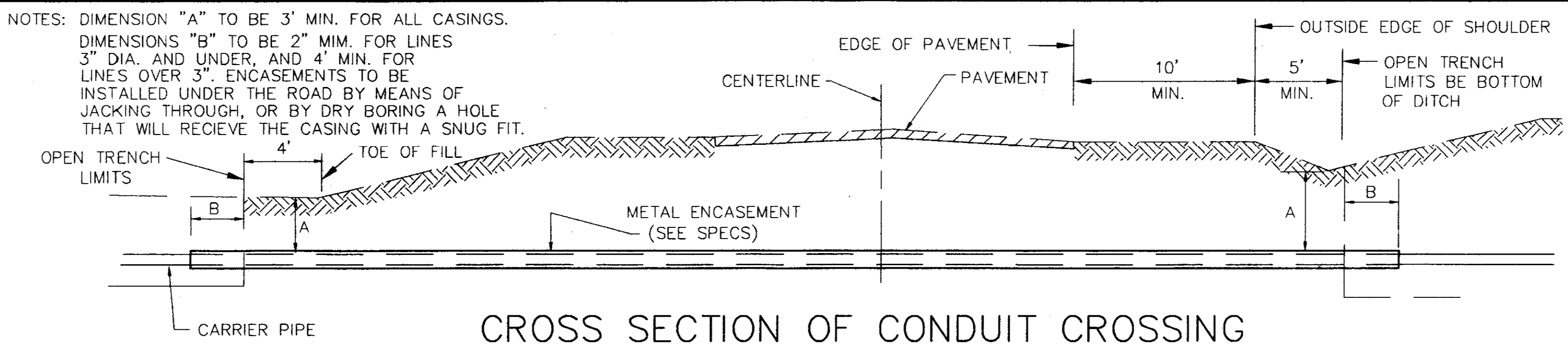


MISSISSIPPI STATE HIGHWAY DEPARTMENT  
HEADWALLS  
FOR CONCRETE ARCH PIPE,  
2:1 SLOPE, 0°-15° SKEW

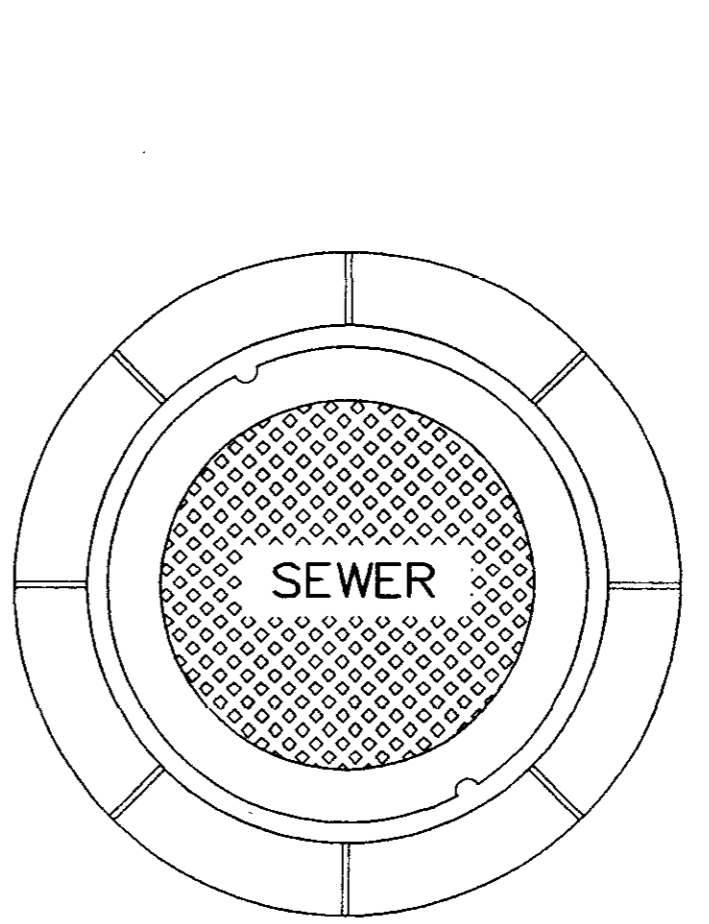
CITY OF RIDGELAND, MISSISSIPPI  
INLET AND HEADWALL DETAILS  
EAST SCHOOL STREET/  
WHEATLEY STREET RECONSTRUCTION  
WAGGONER ENGINEERING, INC.  
Consulting Engineers - Jackson, Mississippi  
DRAWN BY: C.R.H. DATE: APRIL 06 SHEET NUMBER: 17 OF 19  
REVIEWED BY: B.W. SCALE: N.T.S.



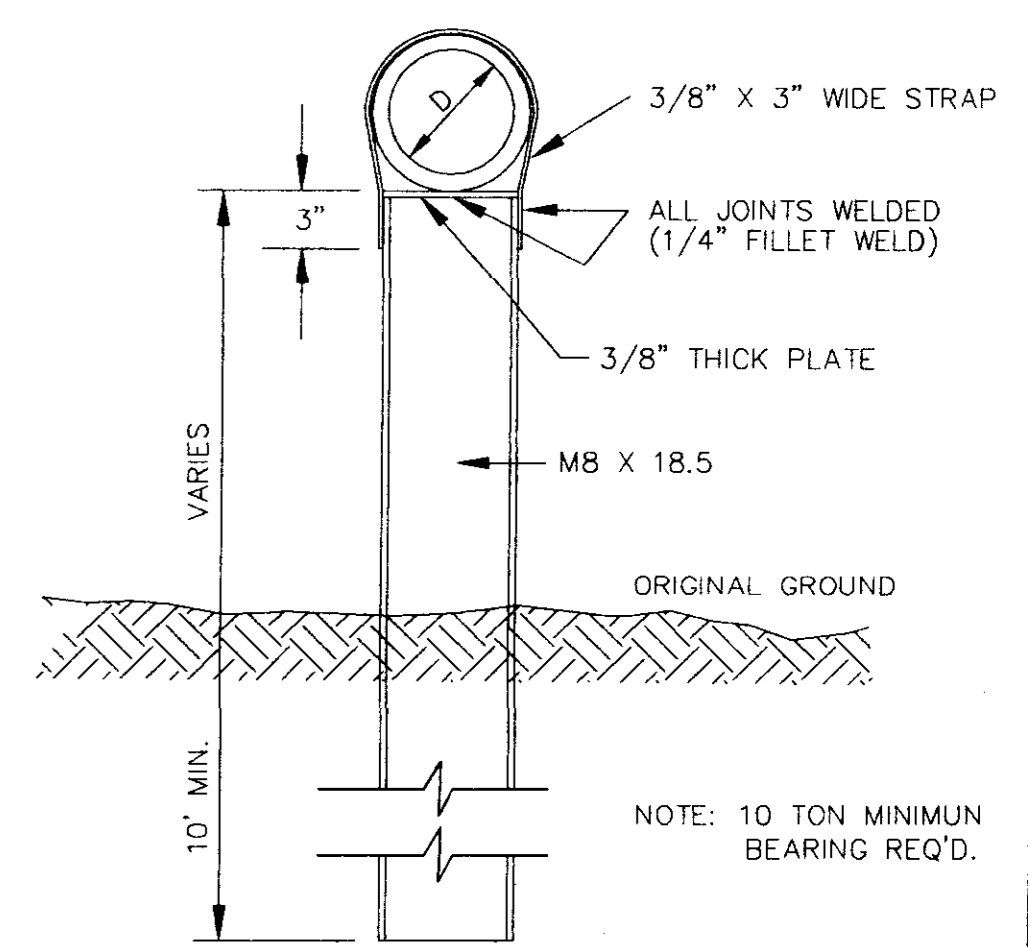
SEWER SERVICE MARKER



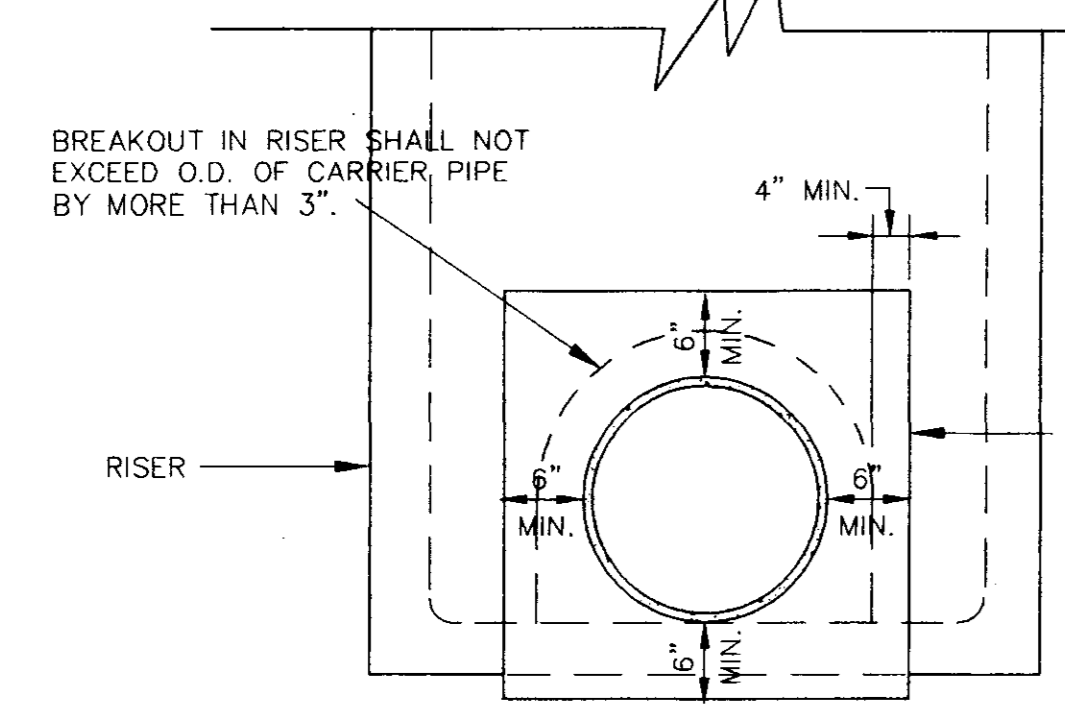
CROSS SECTION OF CONDUIT CROSSING



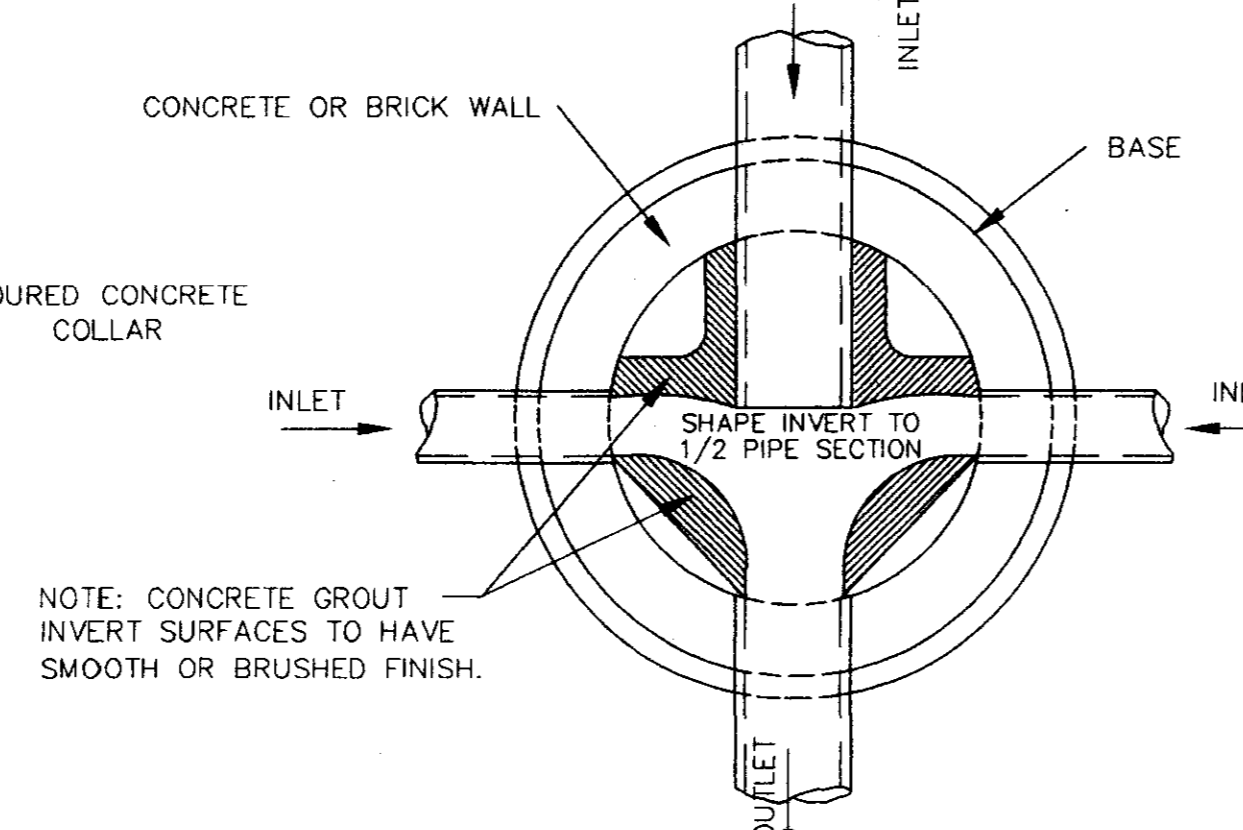
PLAN MANHOLE CASTING



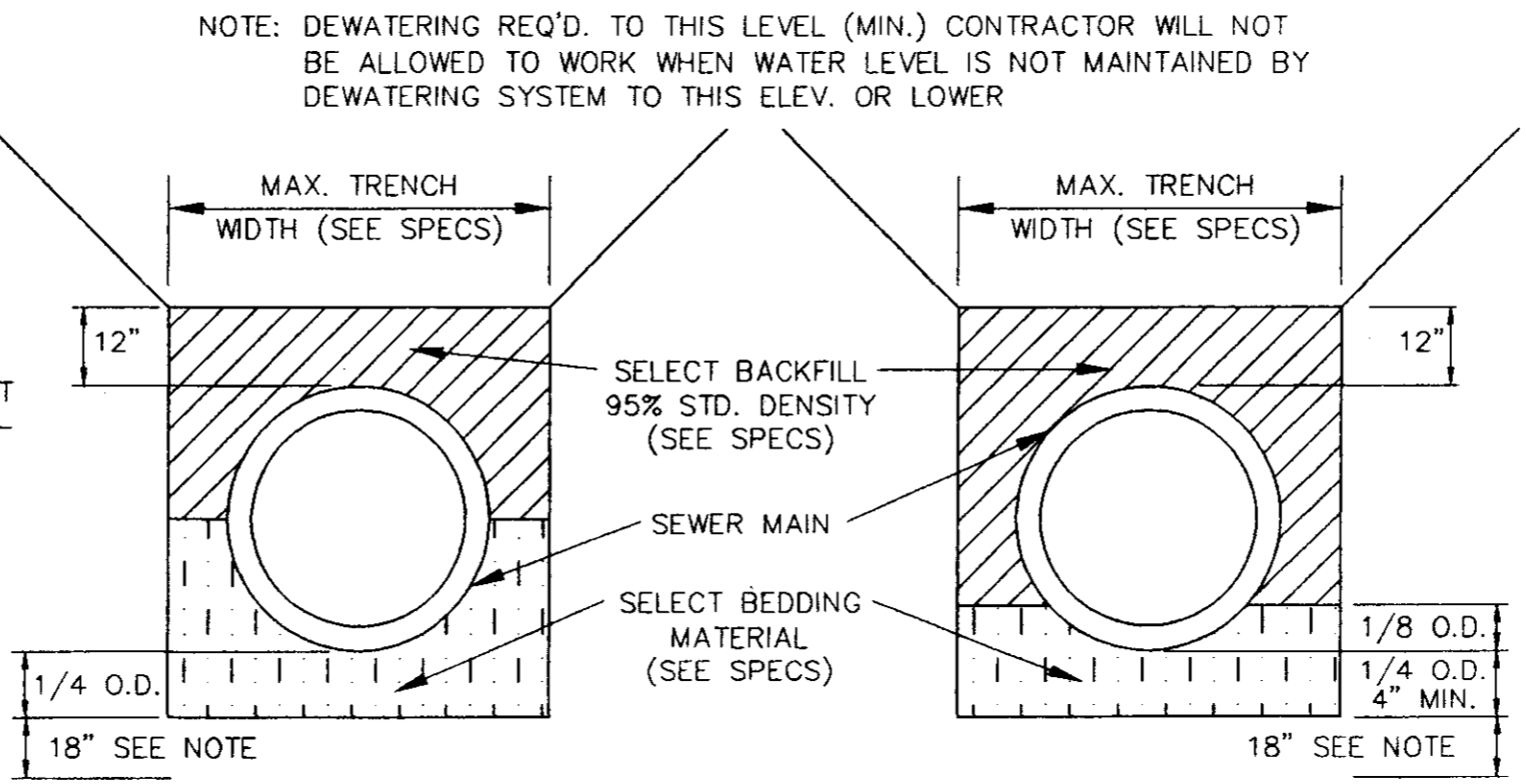
DETAIL TYPE "A" PIER



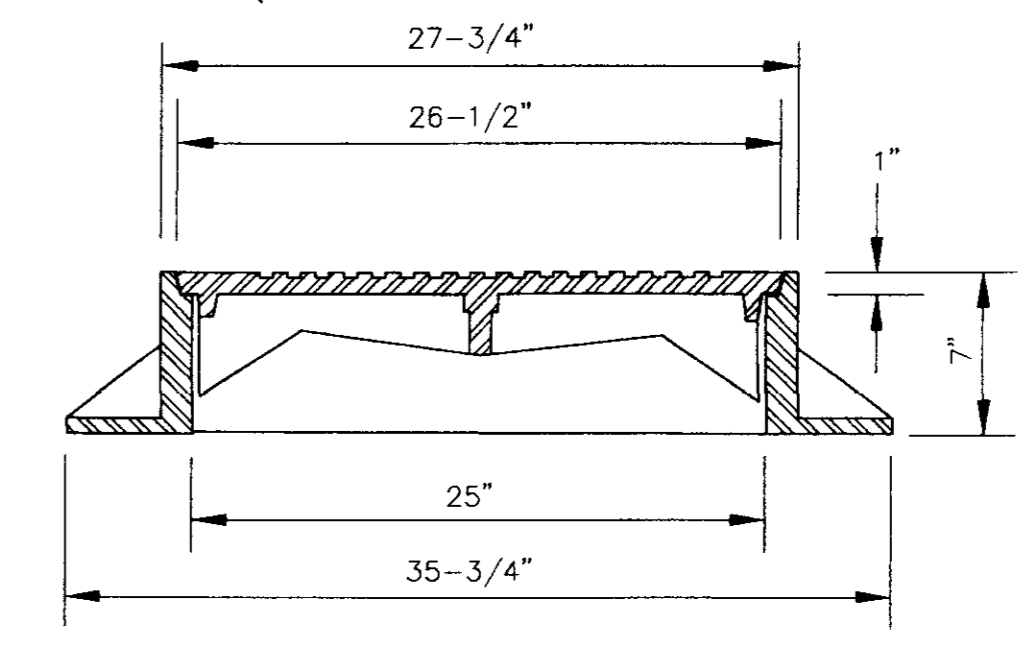
ELEVATION CONCRETE COLLAR AT MANHOLE CONNECTION



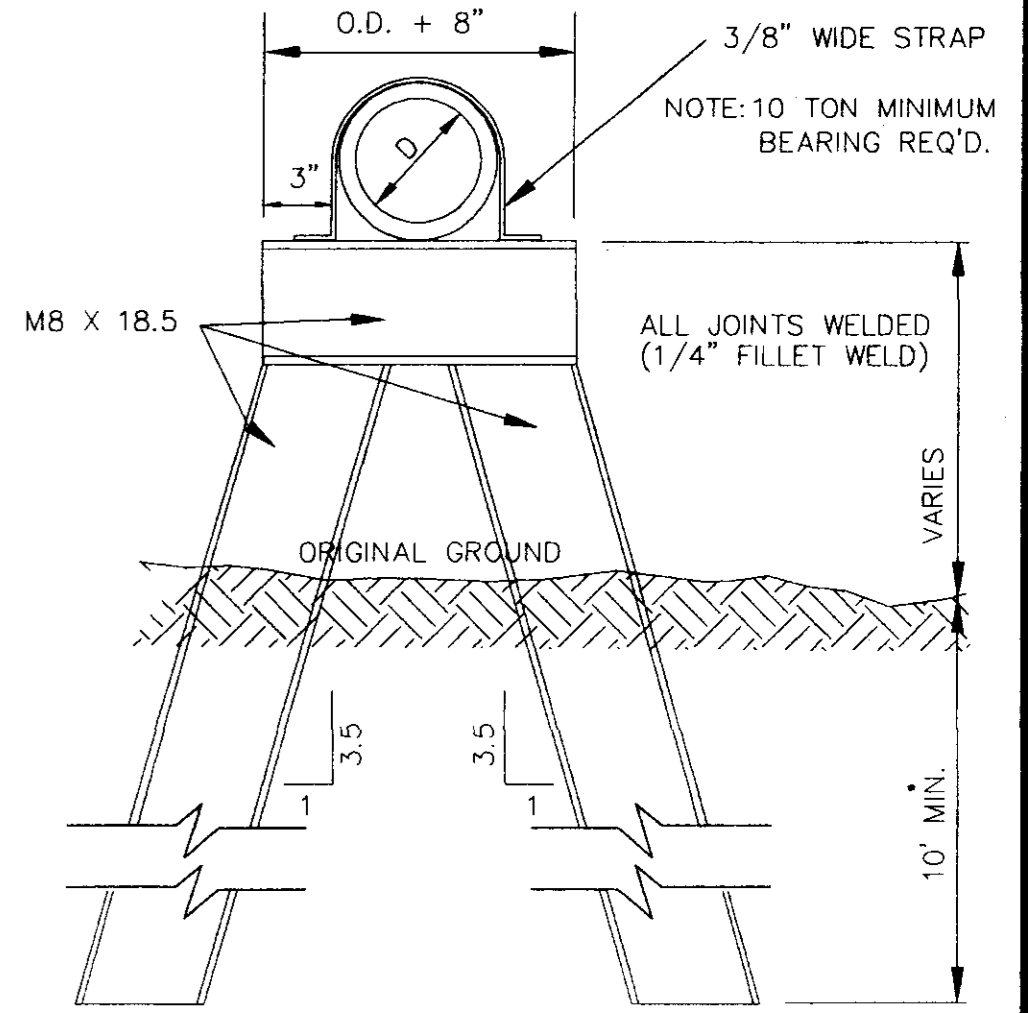
PLAN OF MANHOLE FLOW CHANNELS



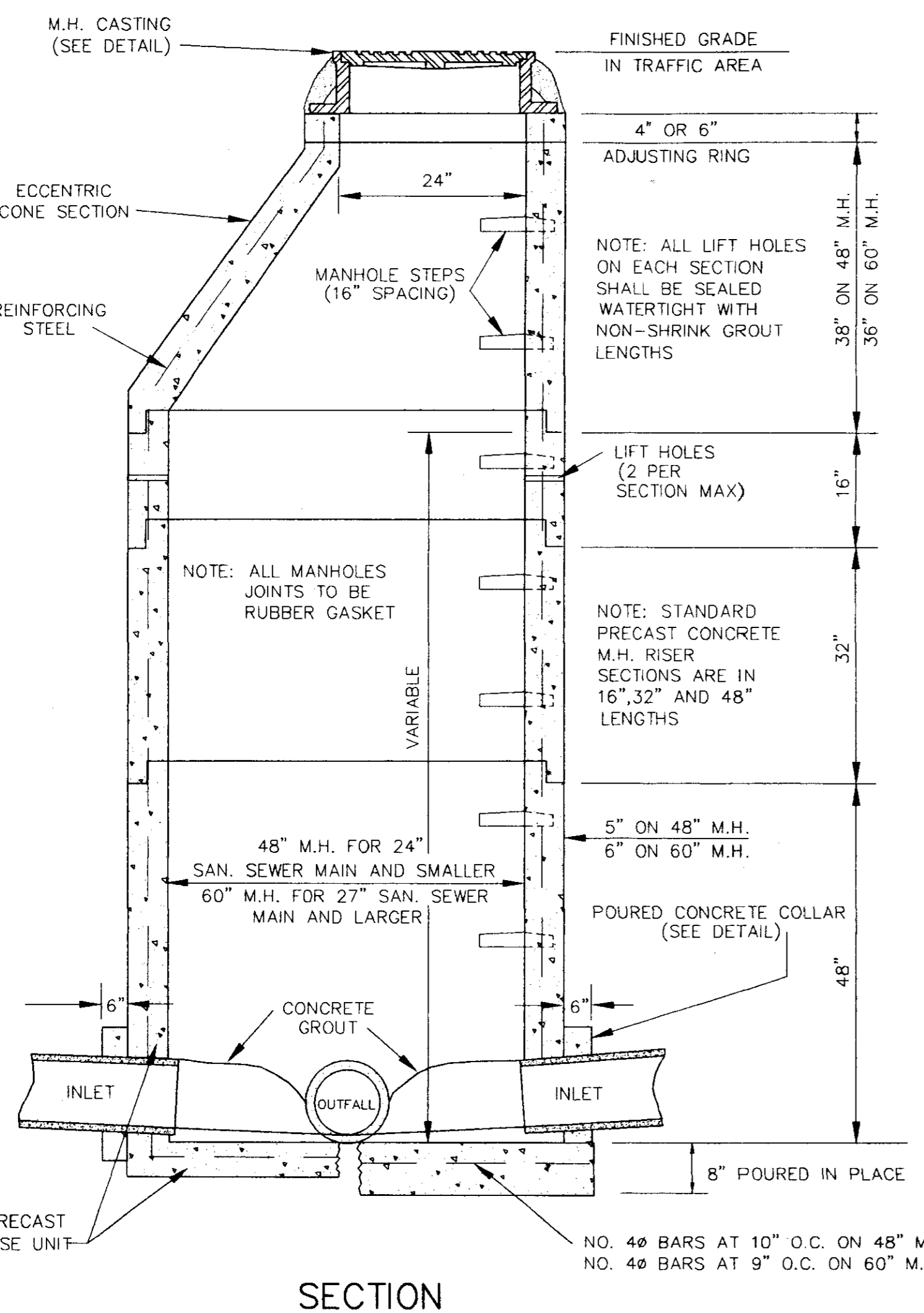
TYPICAL SECTION CLASS "B" BEDDING TYPICAL SECTION CLASS "C" BEDDING



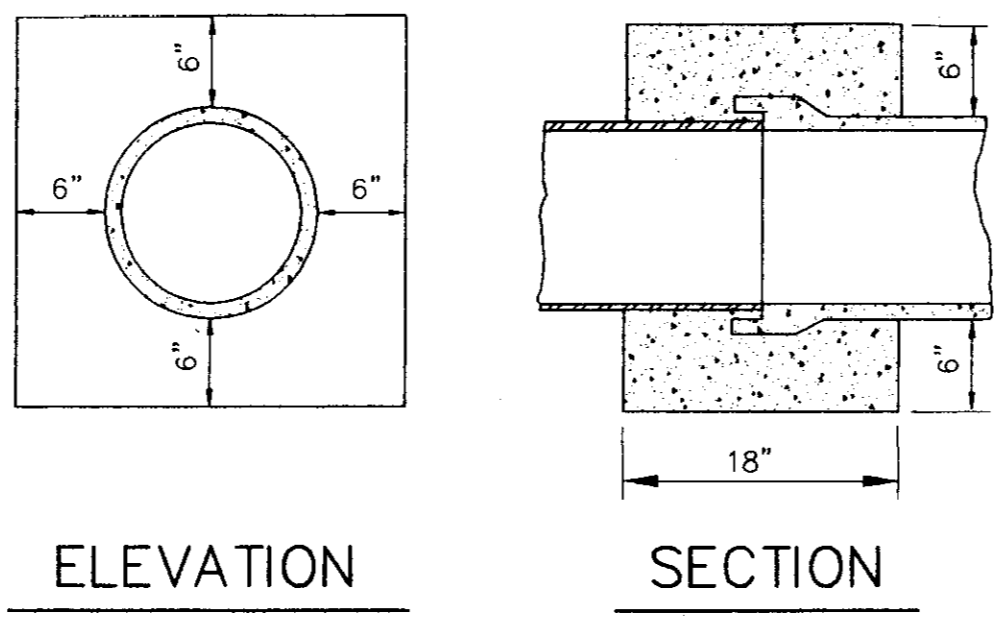
SECTION TYPE "A" MANHOLE CASTING



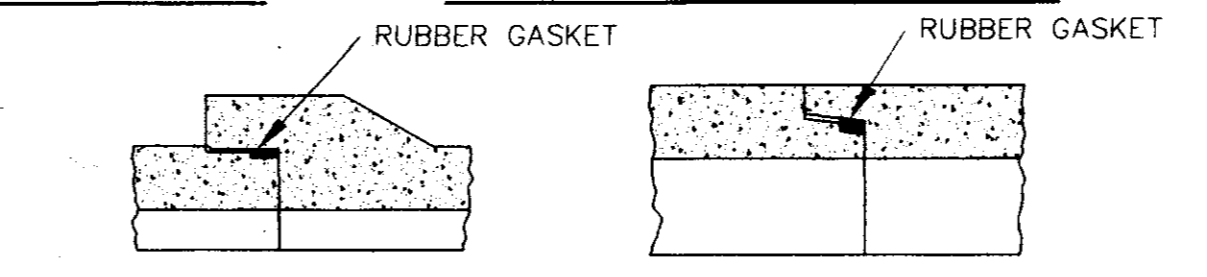
DETAIL TYPE "B" PIER



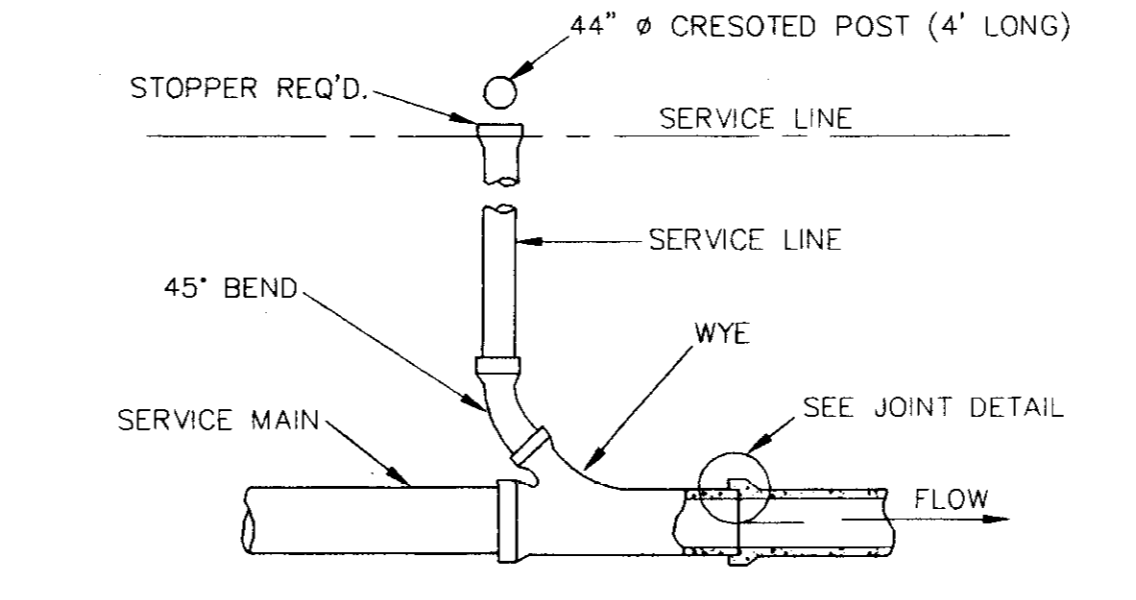
SECTION PRECAST CONCRETE MANHOLE



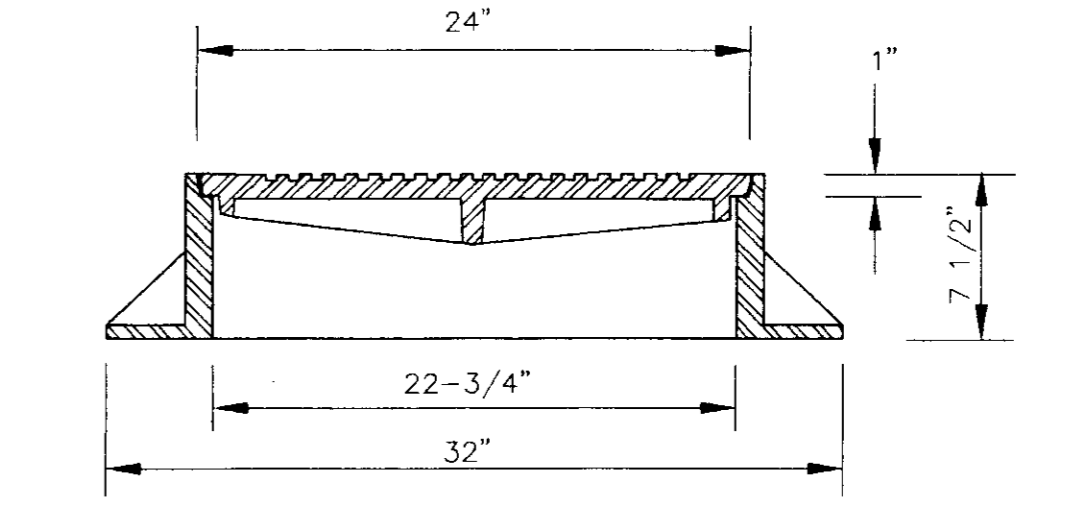
ELEVATION SECTION CONCRETE COLLAR DETAILS



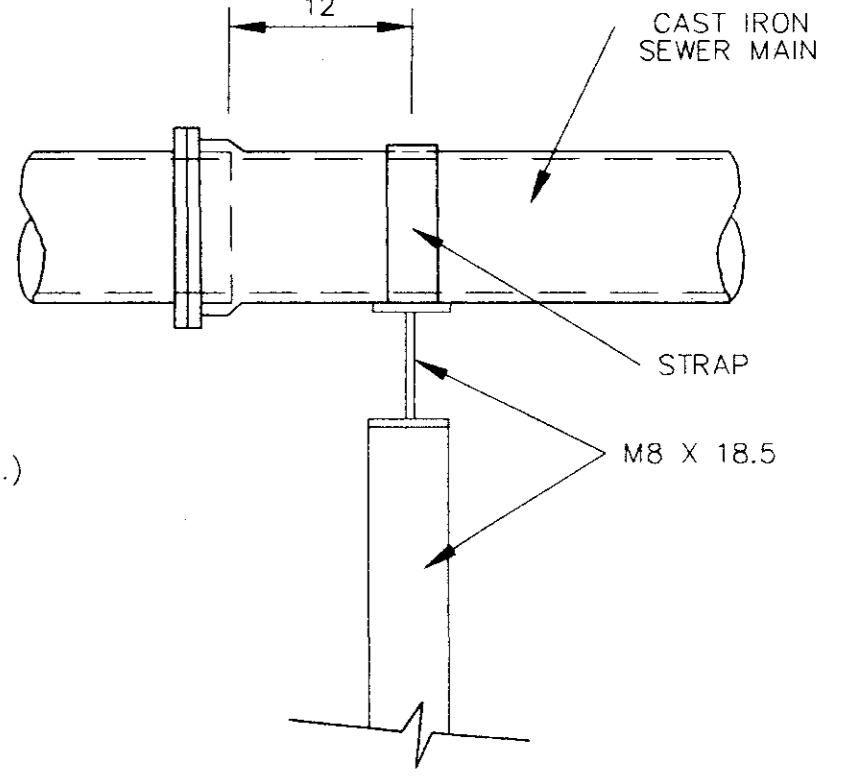
JOINT DETAILS BELL & SPIGOT TONGUE & GROOVE



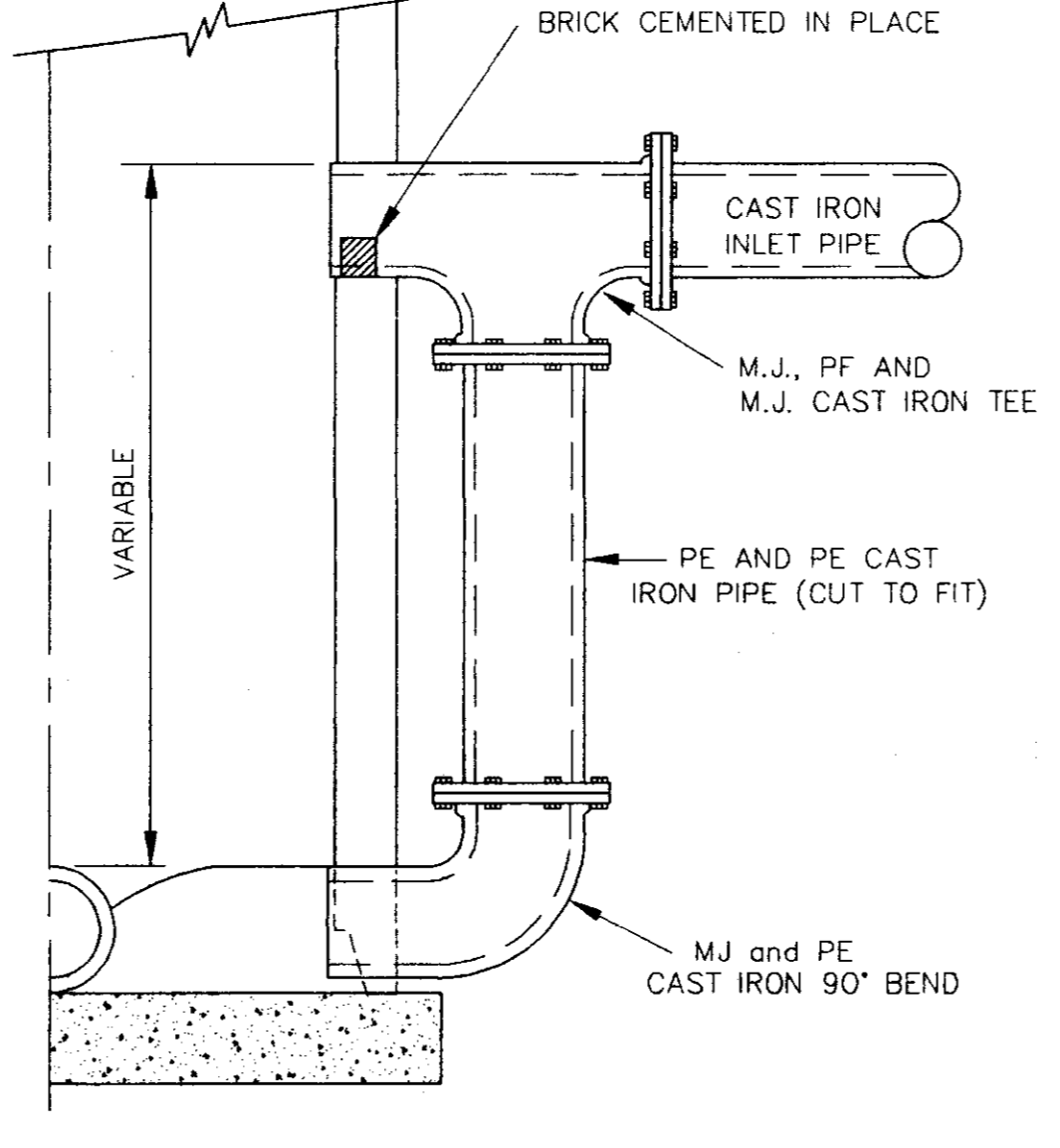
TYPICAL SERVICE TO PROPERTY LINE WITH WYE JOINT



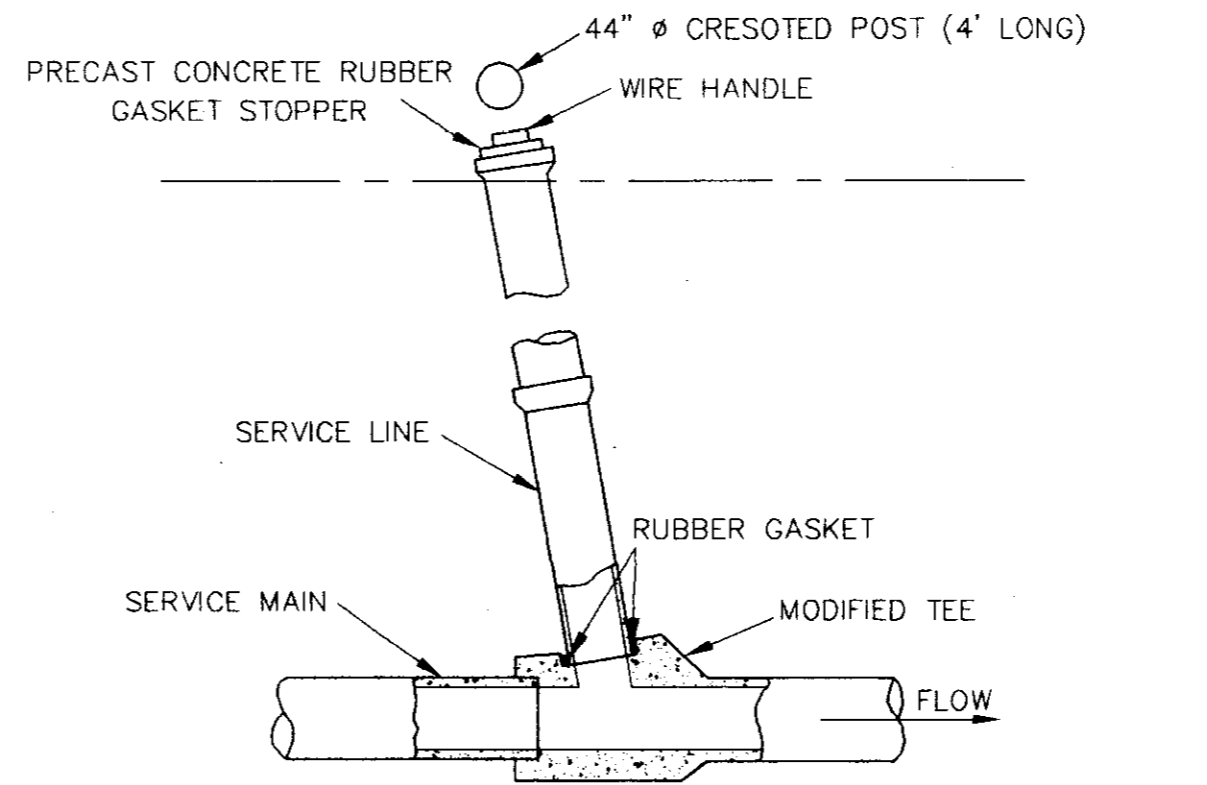
SECTION TYPE "B" MANHOLE CASTING



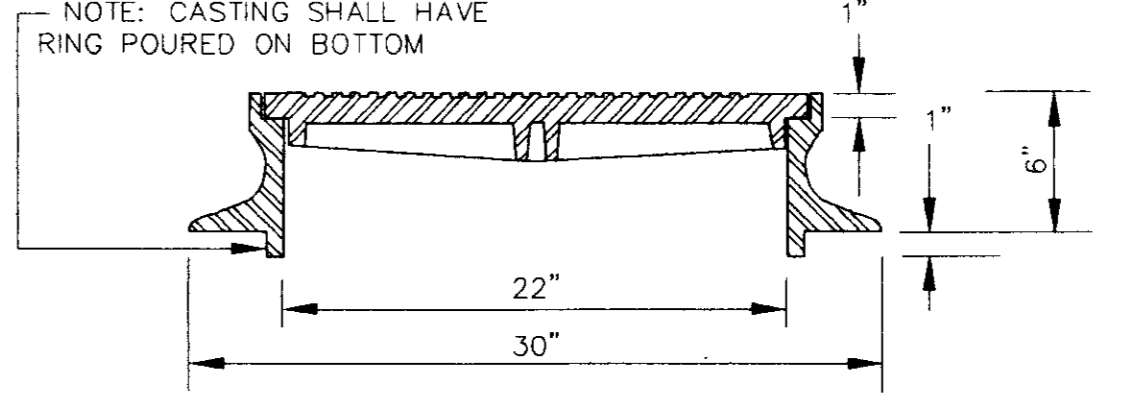
SIDE ELEVATION TYPE "B" PIER



HALF SECTION MANHOLE WITH DROP SECTION



TYPICAL SERVICE TO PROPERTY LINE WITH MODIFIED TEE JOINT



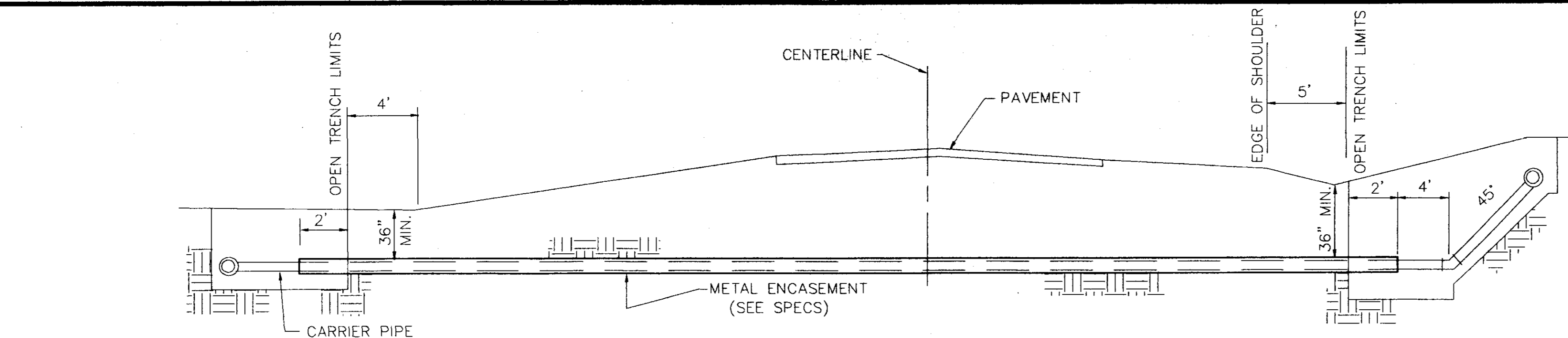
SECTION TYPE "C" MANHOLE CASTING

NOTE: 1. USE TYPE "B" MANHOLE CASTING FOR ANY MANHOLE NOT IN A STREET R.O.W.  
2. USE HARPER NO.1 (M.S.P.E. STANDARD LIGHT WEIGHT (330 LBS.) OR VULCAN NO. VM-17 (300 LBS.) OR OPELIKA FOUNDRY NO. C-2-1(325 LBS.)

NOTE: 1. USE TYPE "C" MANHOLE CASTING FOR PRECAST NOT IN A STREET R.O.W.  
2. USE HARPER NO.8 (330 LBS.) OR (NEENAH NO. R-1779 (300 LBS.) OR VULCAN NO. VM-7 (300 LBS.)

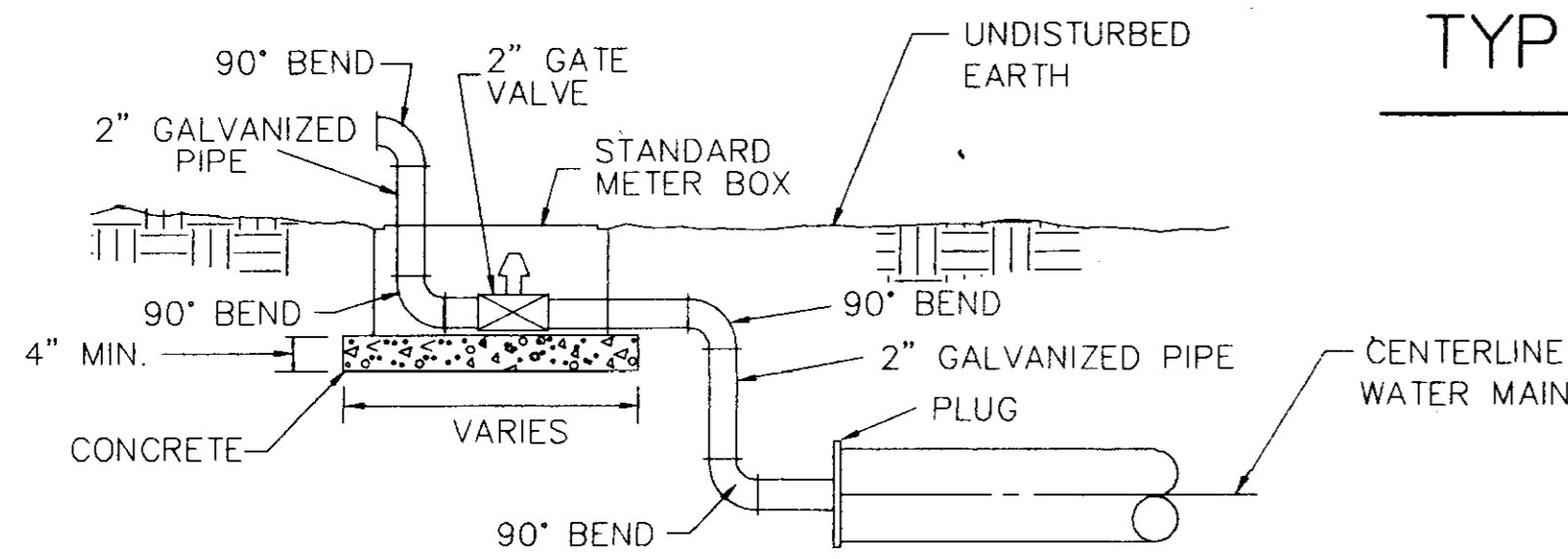
CITY OF RIDGELAND, MISSISSIPPI		
SANITARY SEWER - STANDARD DETAILS		
EAST SCHOOL STREET/ WHEATLEY STREET RECONSTRUCTION		
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi		
DRAWN BY: C.R.H.	DATE: APRIL 95	SHEET NUMBER
REVIEWED BY:	SCALE: N.T.S.	18 OF 19

SEWSTAND - Rev. Mar. 22 10:45:44 1995 HP DesignJet 650C C:\ACAD12\DRVD\UNL650C.CFG 1: HP-GL/2 ADI 4.2 Ver. 2.0 - By Hewlett-Packard

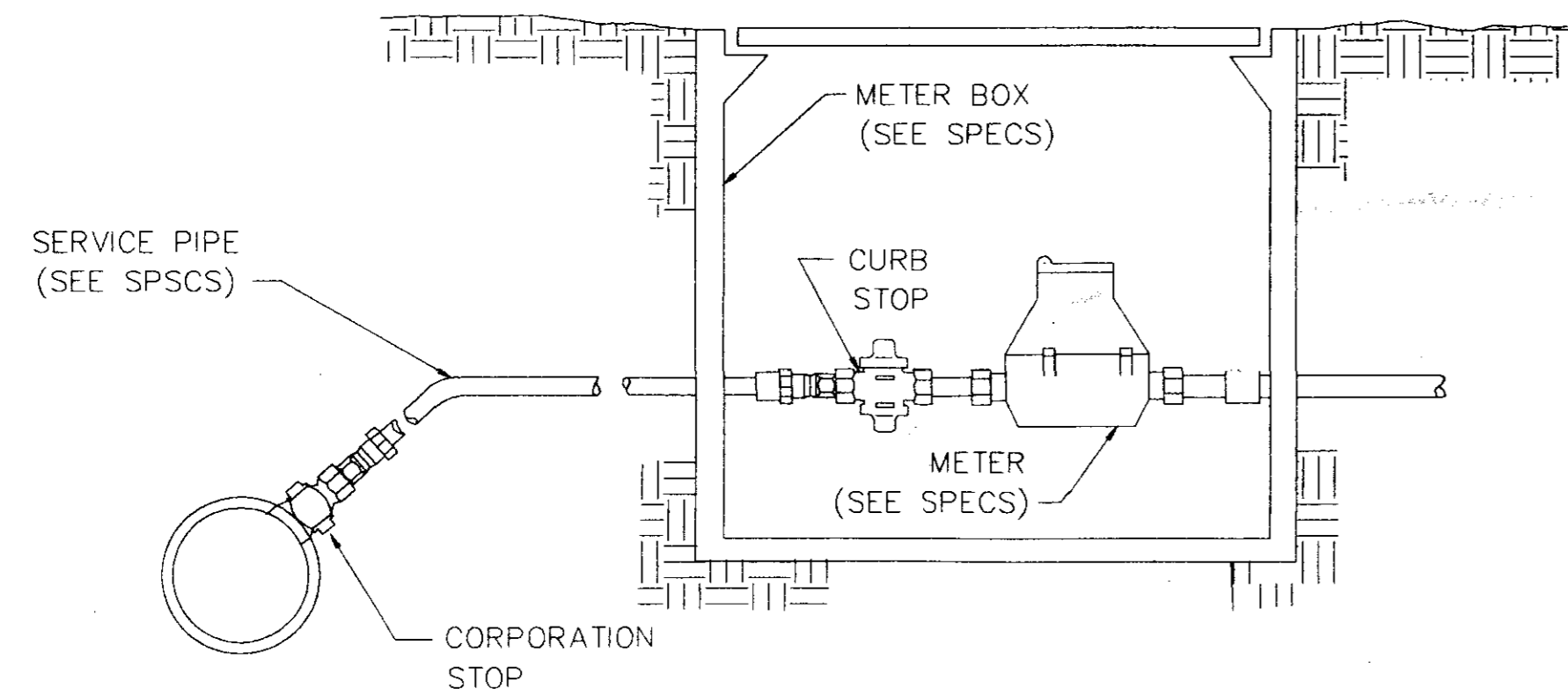


TYPICAL CASED CROSSING

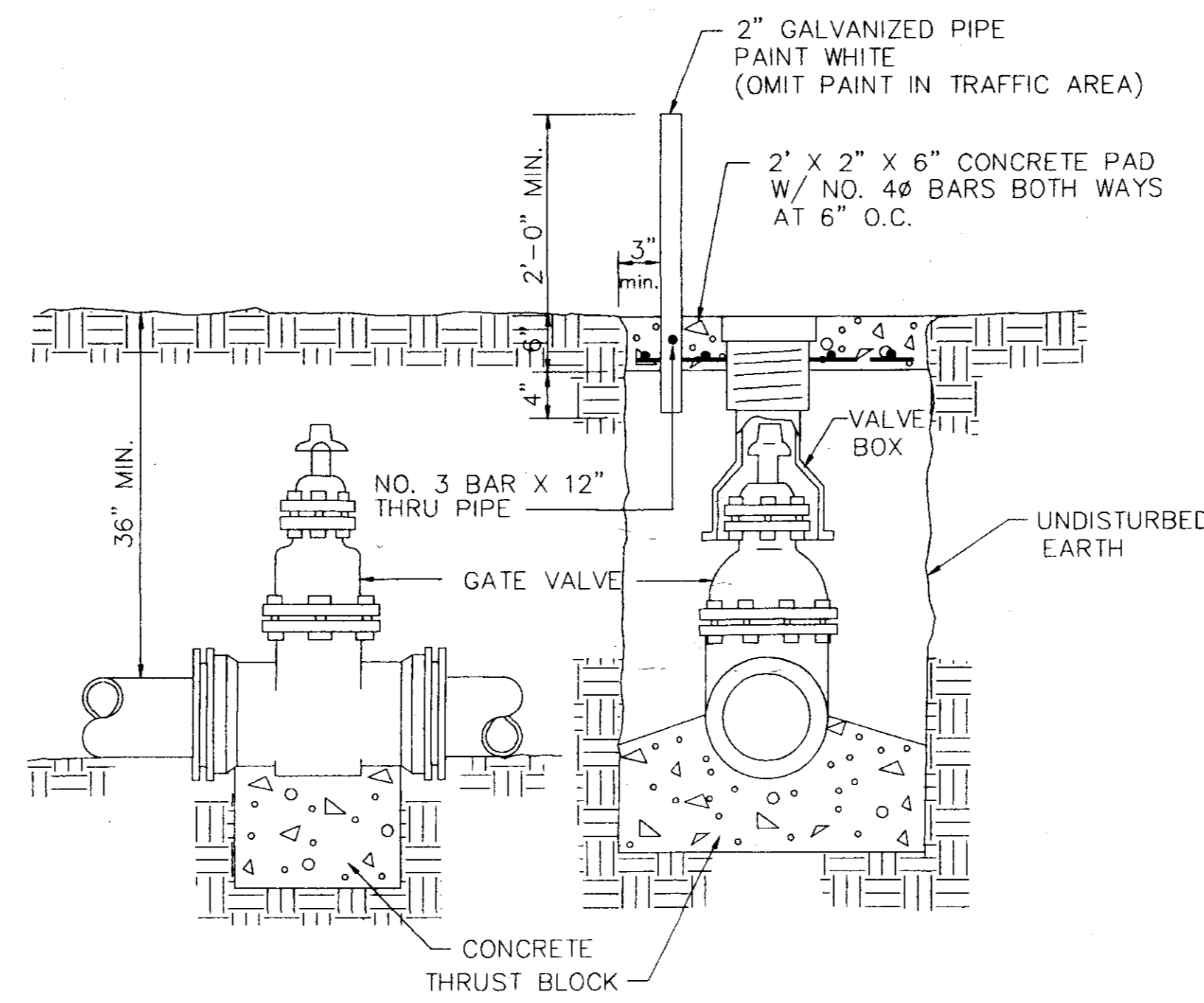
NOTE: COMPENSATION FOR CONCRETE THRUST BLOCKS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR VALVES, FIRE HYDRANTS AND FITTINGS.



TYPICAL 2" BLOW-OFF DETAIL

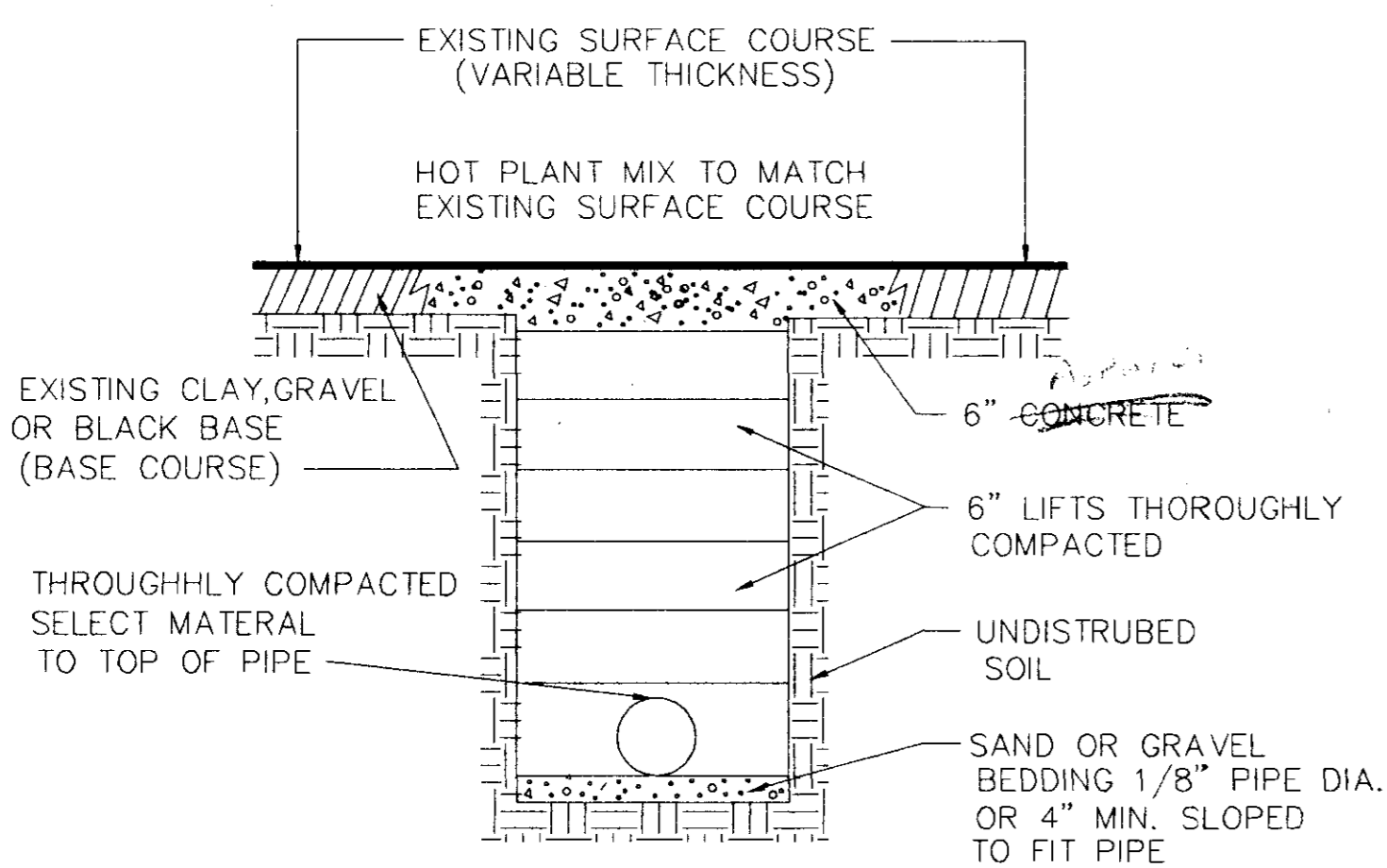


TYPICAL SERVICE ASSEMBLY

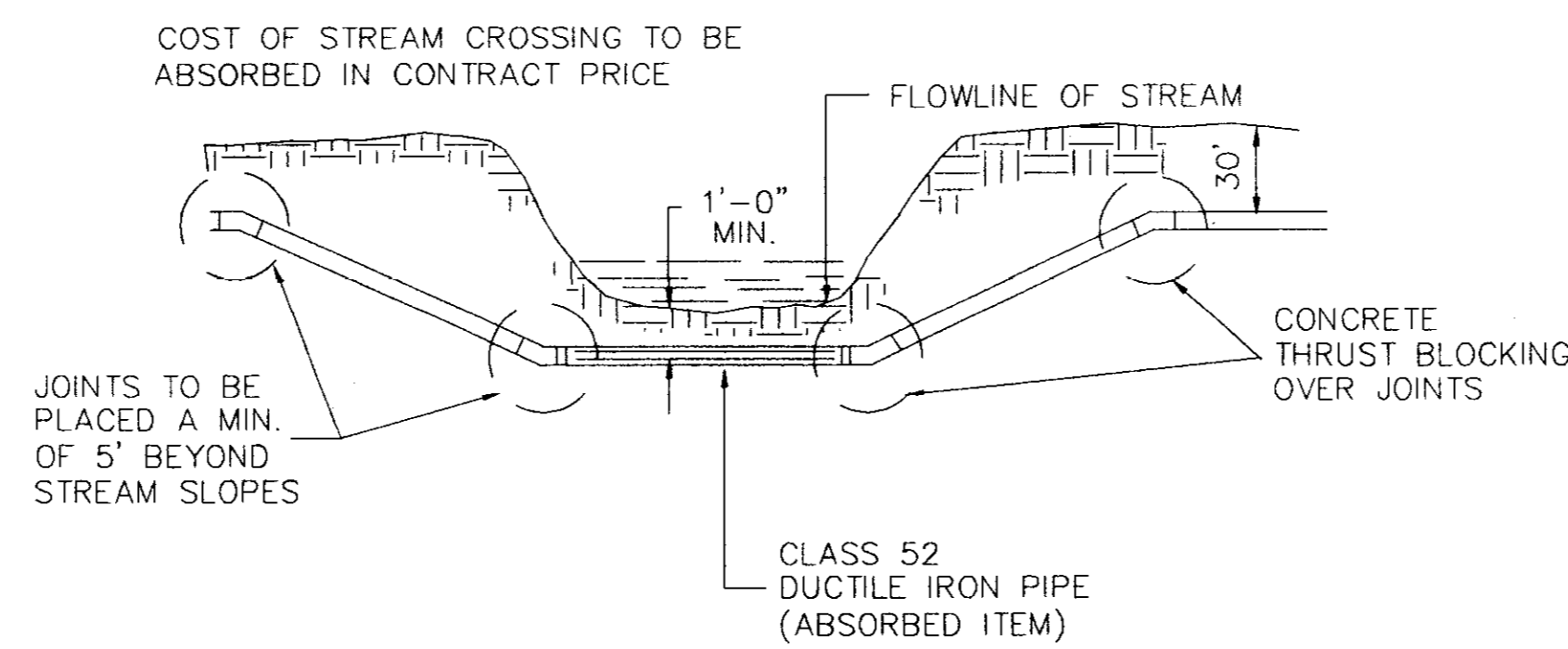


ELEVATION SECTION

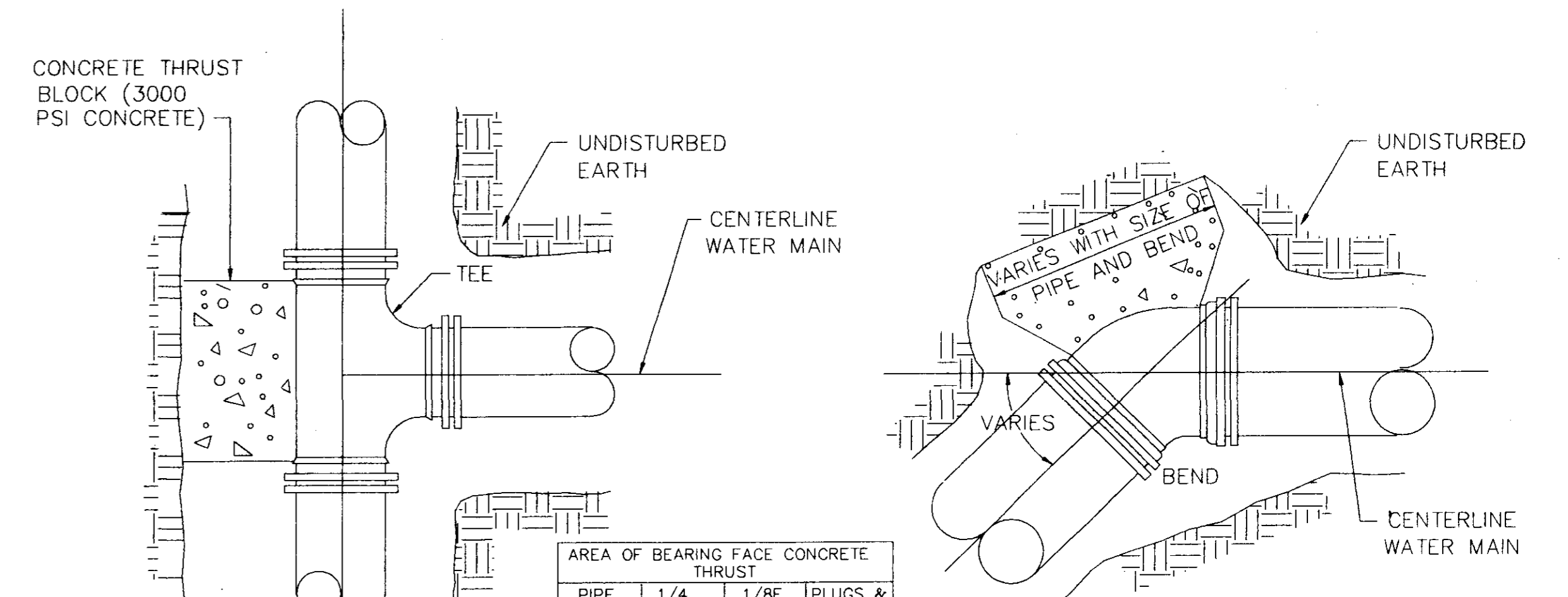
TYPICAL VALVE & BOX



STREET REPAIR OF OPEN CUT



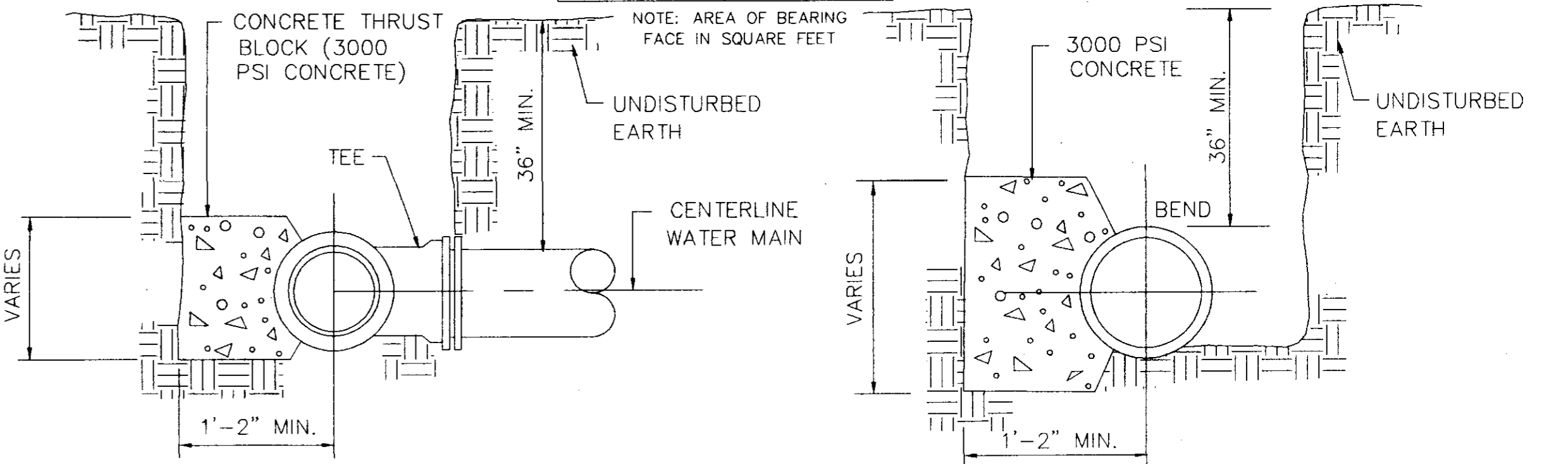
TYPICAL STREAM CROSSING



PLAN

PLAN

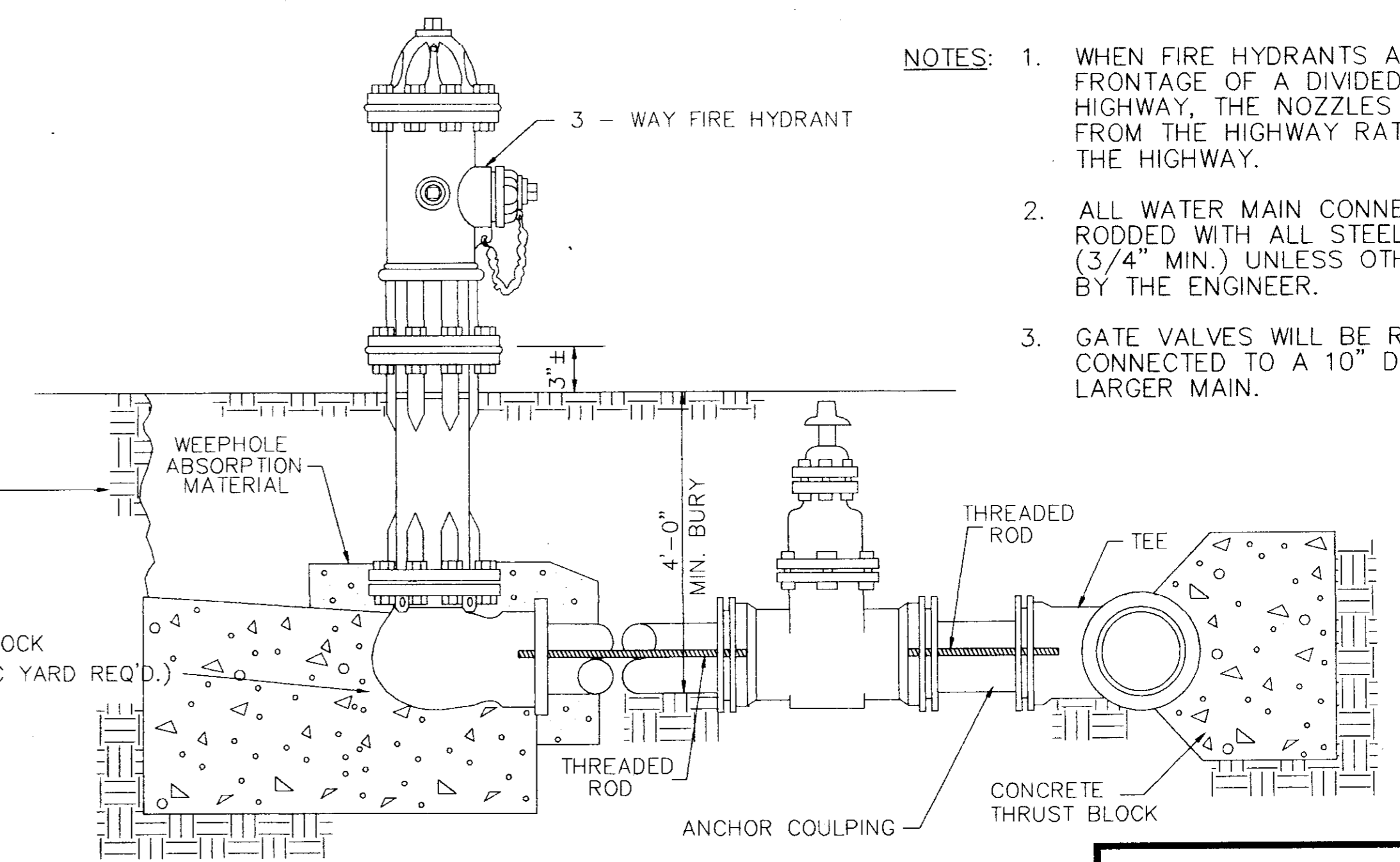
PIPE SIZE	1/4 BEND	1/8E BEND	PLUGS & TEES
4-6	3	3	3
8	3	3	3
10	4	3	3
12	6	3	4
16	11	4	7



SECTION

SECTION

BLOCKING DETAILS FOR TEES & BENDS



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 THREADED RODS (3/4" MIN.) UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER.
  3. GATE VALVES WILL BE REQUIRED WHEN CONNECTED TO A 10" DIAMETER OR LARGER MAIN.

CITY OF RIDGELAND, MISSISSIPPI  
 STANDARD WATER DETAILS  
 EAST SCHOOL STREET/  
 WHEATLEY STREET RECONSTRUCTION  
 WAGGONER ENGINEERING, INC.  
 Consulting Engineers - Jackson, Mississippi  
 DRAWN BY: C.R.H. DATE: APRIL 95 SHEET NUMBER  
 REVIEWED BY: B.W. SCALE: N.T.S. 19 OF 19