

CITY OF RIDGELAND MADISON COUNTY, MISSISSIPPI WHEATLEY STREET & RIDGELAND AVE INTERSECTION IMPROVEMENTS STP-6946-00(002)



**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS WEI # T01-068**

CITY OFFICIALS:

MAYOR

GENE F. McGEE

BOARD OF ALDERMEN

- KEN HEARD, WARD 1
- CHUCK GAUTIER, WARD 2
- MIKE CROOK, WARD 3
- LARRY ROBERTS, WARD 4
- SCOTT JONES, WARD 5
- LINDA DAVIS TRUNZLER, WARD 6
- GERALD STEEN, AT-LARGE

CITY ATTORNEY

JERRY MILLS

DIRECTOR OF PUBLIC WORKS

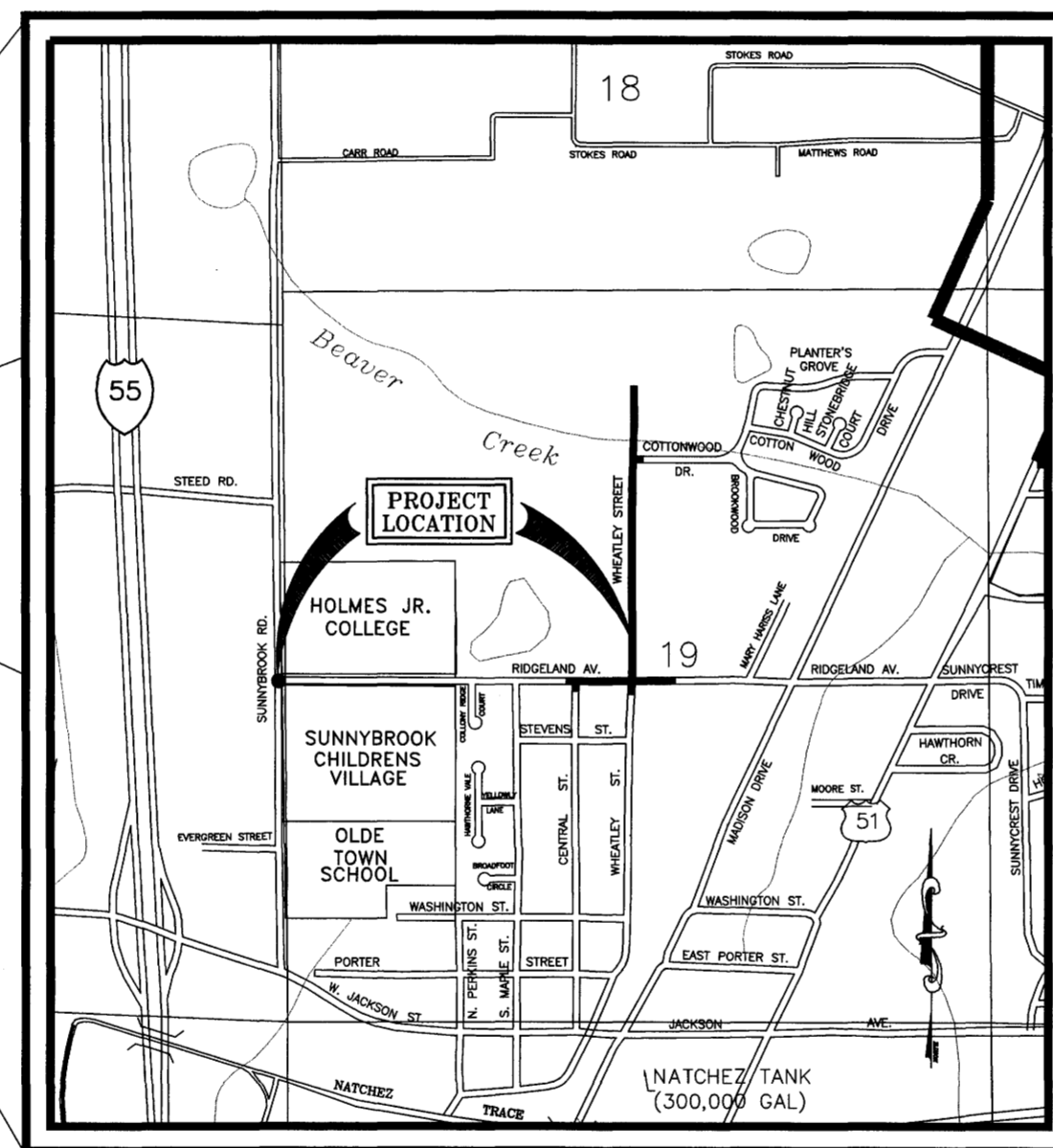
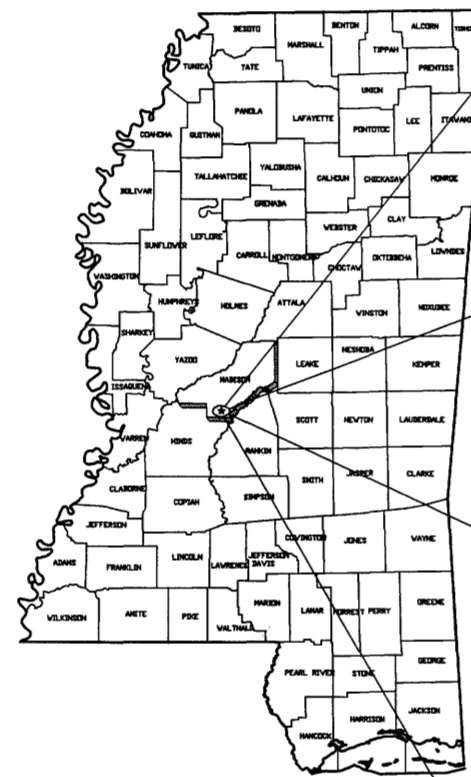
MIKE McCOLLUM

ASST. DIRECTOR OF PUBLIC WORKS

BEN MAYS

CITY ENGINEER

DAVID E. WILLIAMS, P.E.



VICINITY MAP
NOVEMBER, 2003
T01-068

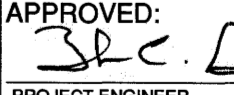
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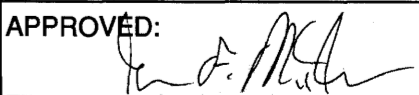
DESIGN SPEED = 35MPH
PROJECTED:
ADT (2000) = 6838
ADT (2025) = 12,350

ENVIRONMENTAL PERMITS			
P.E. NO. TYPE	REQUIRED		BY
	YES	NO	
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N.W. (WETLANDS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3C/B
G.P.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3C/B
404	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3C/B
STORMWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3C/B

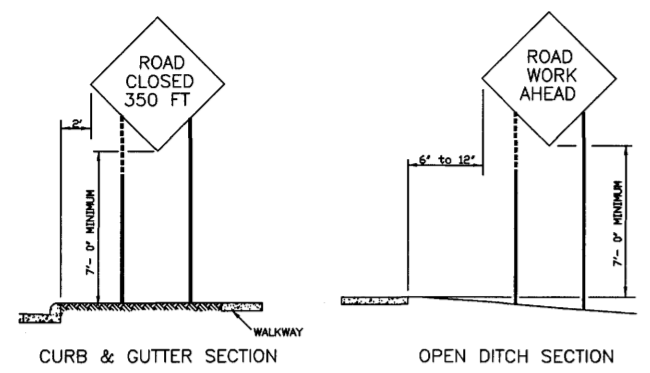
**WAGGONER ENGINEERING, INC.
JACKSON, MISSISSIPPI**

RECORD DRAWINGS JANUARY 2006

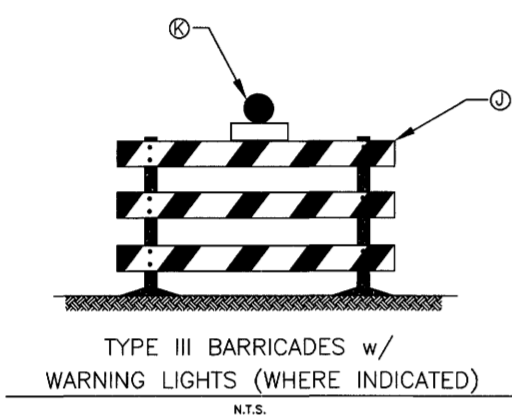
APPROVED:  **J. C. BOURGEOIS**
PROJECT ENGINEER 305-0103
REV. 2-17-PROJ
DATE

APPROVED:  **DAVID E. WILLIAMS**
MAYOR, CITY OF RIDGELAND 5/4/04
DATE

**WHEATLEY STREET & RIDGELAND AVE
 INTERSECTION IMPROVEMENTS
 CITY OF RIDGELAND
 MISSISSIPPI**



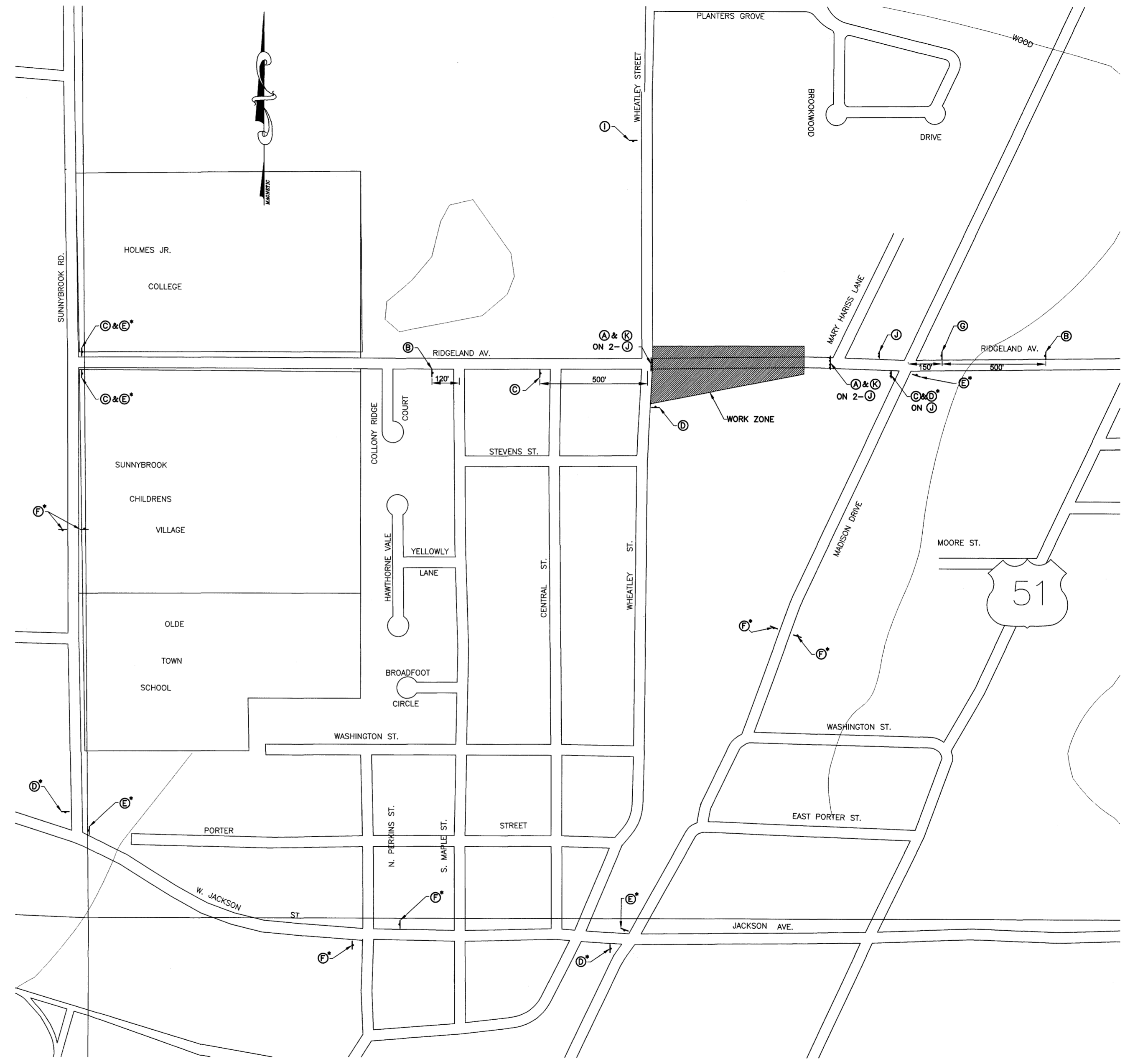
TYPICAL ROAD WORK SIGNAGE
 N.T.S.



CONSTRUCTION SIGN SCHEDULE		
SIGN LETTER	MUTCD NUMBER	DESCRIPTION
A	R11-2	ROAD CLOSED
B	W20-3	ROAD CLOSED 1000 FT
C	R11-4	ROAD CLOSED TO THRU TRAFFIC
D	M4-9 LT	DETOUR ←
E	M4-9 RT	DETOUR →
F	M4-8	DETOUR
G	W20-2	DETOUR AHEAD
H	W20-1	ROAD WORK 500FT
I	W20-1	ROAD WORK 1000 FT
J		TYPE III BARRICADE
K		FLASHING WARNING LIGHT
L		STANDARD TRAFFIC DRUM
*		*RIDGELAND AVE DETOUR*

NOTES:

- ALL SIGNS SHALL HAVE HIGH INTENSITY SHEETING, AND CONFORM TO THE LATEST EDITION OF THE MUTCD.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT ALL CONSTRUCTION WORK ZONES ARE IN COMPLIANCE WITH THE LATEST EDITION OF THE MUTCD.
- IN ADDITION TO THE SIGNAGE SHOWN, THE CONTRACTOR SHALL USE ALL NECESSARY DEVICES FOR UTILIZING STANDARD CONSTRUCTION WORK ZONES.
- CONTRACTOR SHALL PROVIDE ACCESS TO ALL ROADWAYS, DRIVEWAYS, AND BUSINESS ENTRANCES THROUGHOUT CONSTRUCTION.
- TEMPORARY STRIPING SHALL BE USED WHERE NECESSARY TO AVOID DRIVER CONFUSION, AND PROVIDE SAFETY THROUGHOUT THE WORK ZONES.
- CONTRACTOR SHALL REMOVE ALL CONSTRUCTION STRIPING AND SIGNAGE UPON COMPLETION OF THE PROJECT.
- THE LOCATION OF ALL SIGNS AS SHOWN ON TRAFFIC CONTROL PLAN ARE APPROXIMATE AND MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS.



TRAFFIC CONTROL PLAN - PHASE II
 1" = 250'

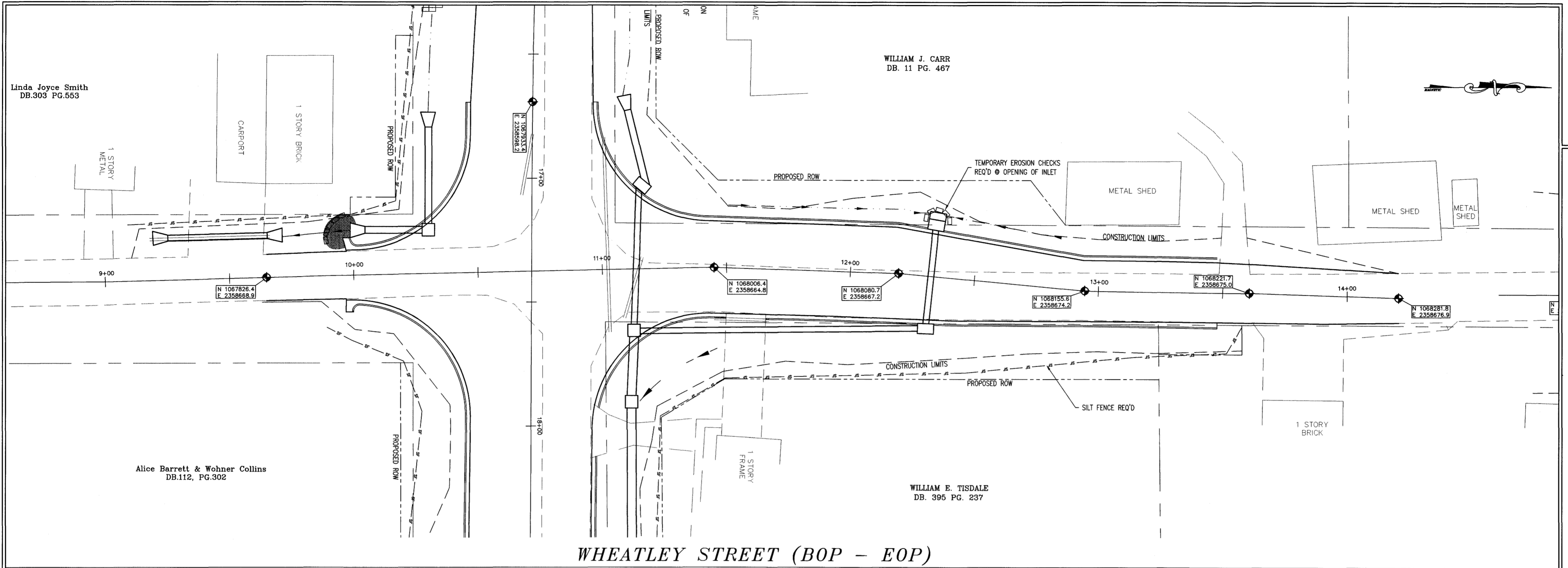
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NO.	REMARKS	DATE

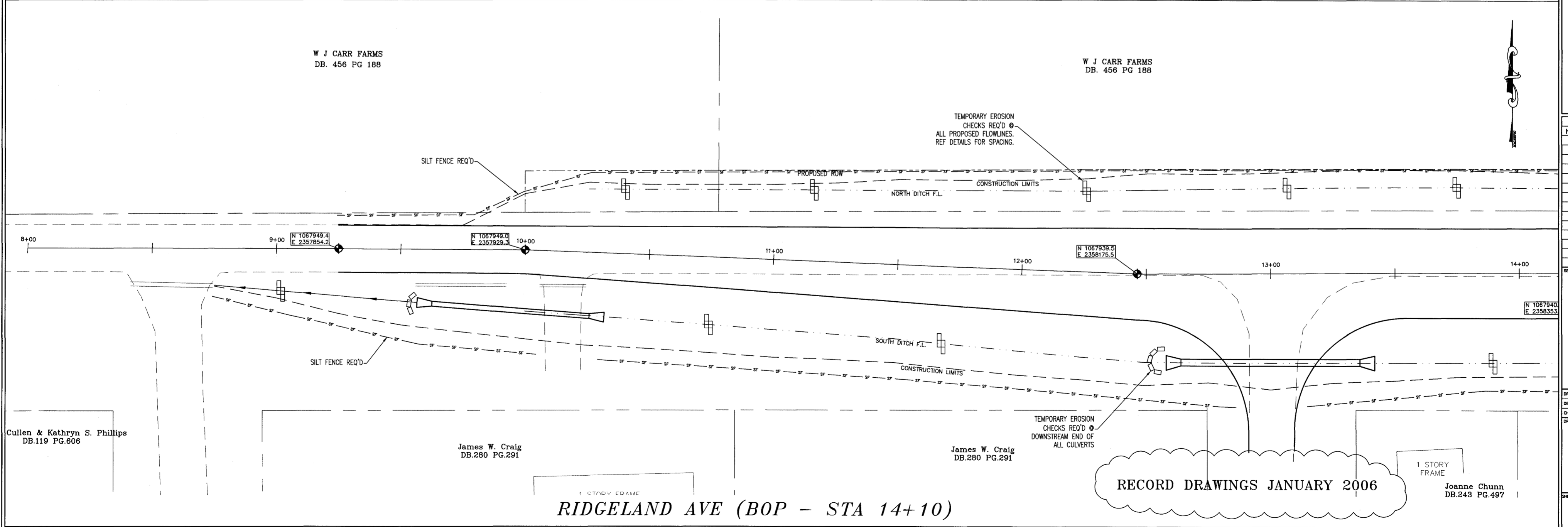
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 DESIGNED BY: BN DATE: 01/27/03
 CHECKED BY: JB PROJECT: 101068
 DRAWING TITLE:

TRAFFIC CONTROL PLAN - PHASE II

**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
MISSISSIPPI



WHEATLEY STREET (BOP - EOP)



RIDGELAND AVE (BOP - STA 14+10)

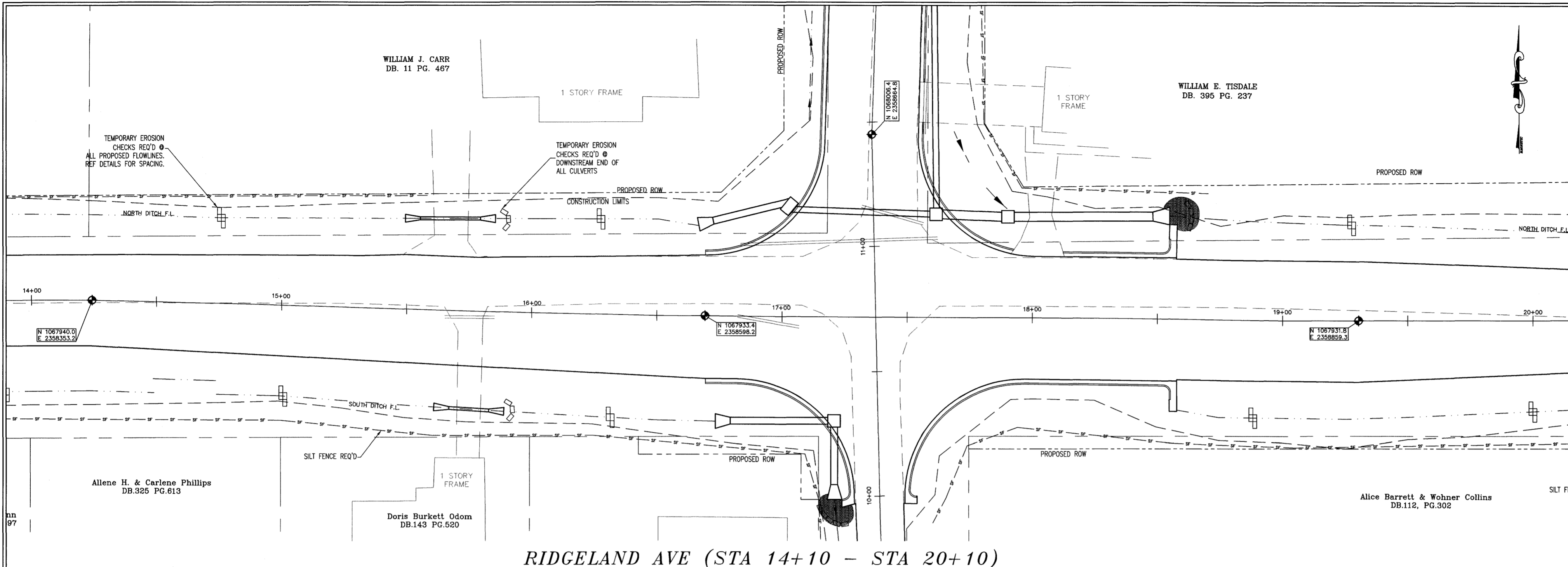
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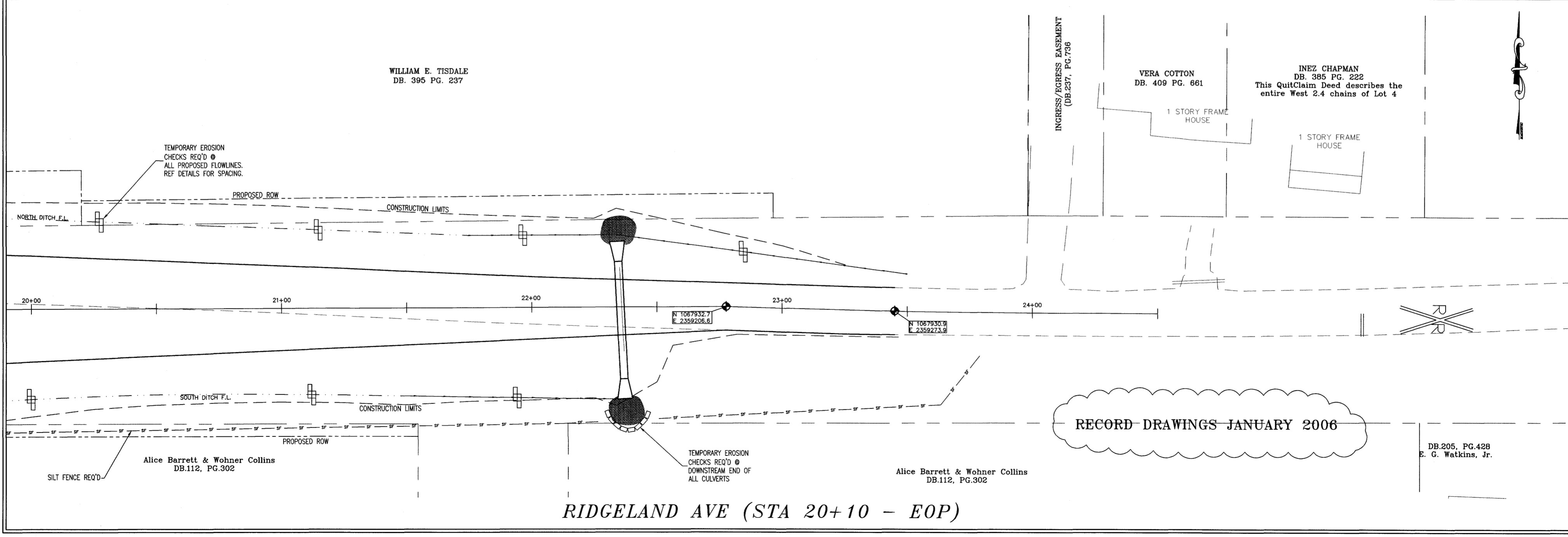
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DESIGNED BY: BN DATE: 01/27/03
CHECKED BY: JB PROJECT: T0108
DRAWING TITLE: _____

EROSION CONTROL PLAN
SHEET NUMBER: **C1.4**
James W. Craig DB.280 PG.291
James W. Craig DB.280 PG.291
Joanne Chunn DB.243 PG.497

**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
MISSISSIPPI



RIDGELAND AVE (STA 14+10 - STA 20+10)



RIDGELAND AVE (STA 20+10 - EOP)

RECORD DRAWINGS JANUARY 2006

DB.205, PG.428
E. G. Watkins, Jr.

DRAWING REVISIONS

NO.	REMARKS	DATE

DRAWN BY: BN/SM SCALE: 1" = 20'
DESIGNED BY: BN DATE: 01/27/03
CHECKED BY: JB PROJECT: 101068
DRAWING TITLE:

EROSION CONTROL PLAN

SHEET NUMBER:
C1.5

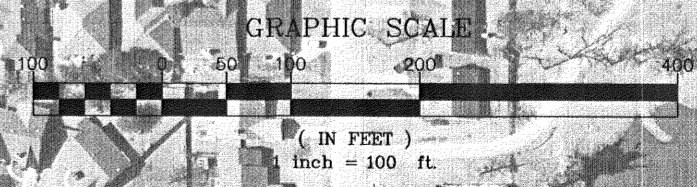


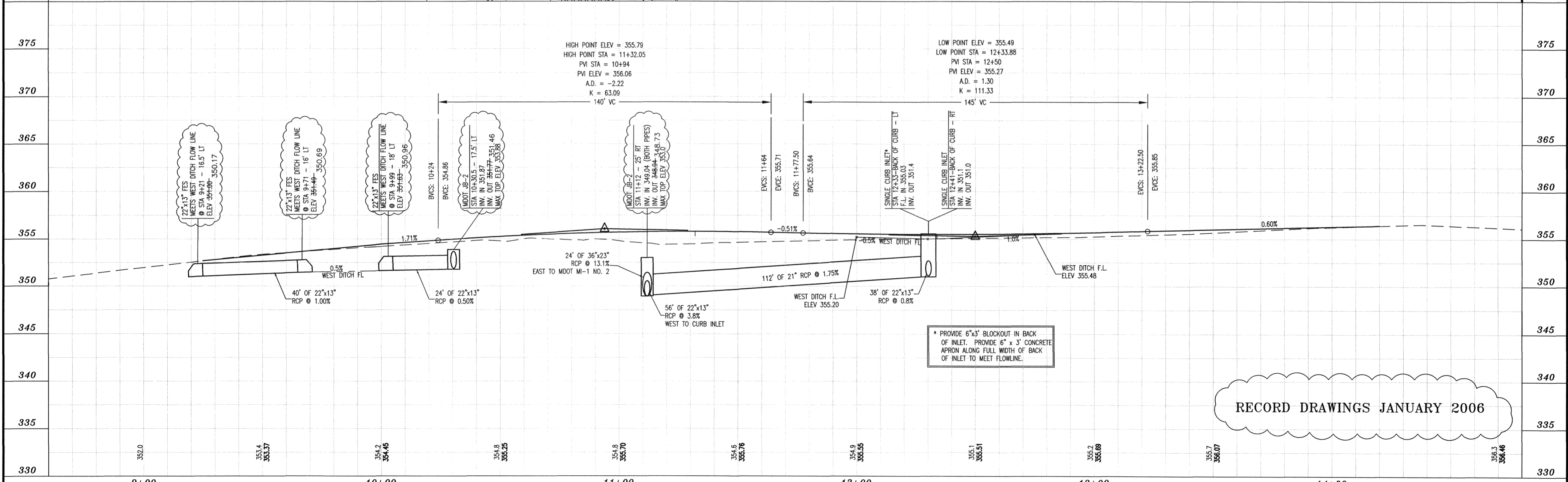
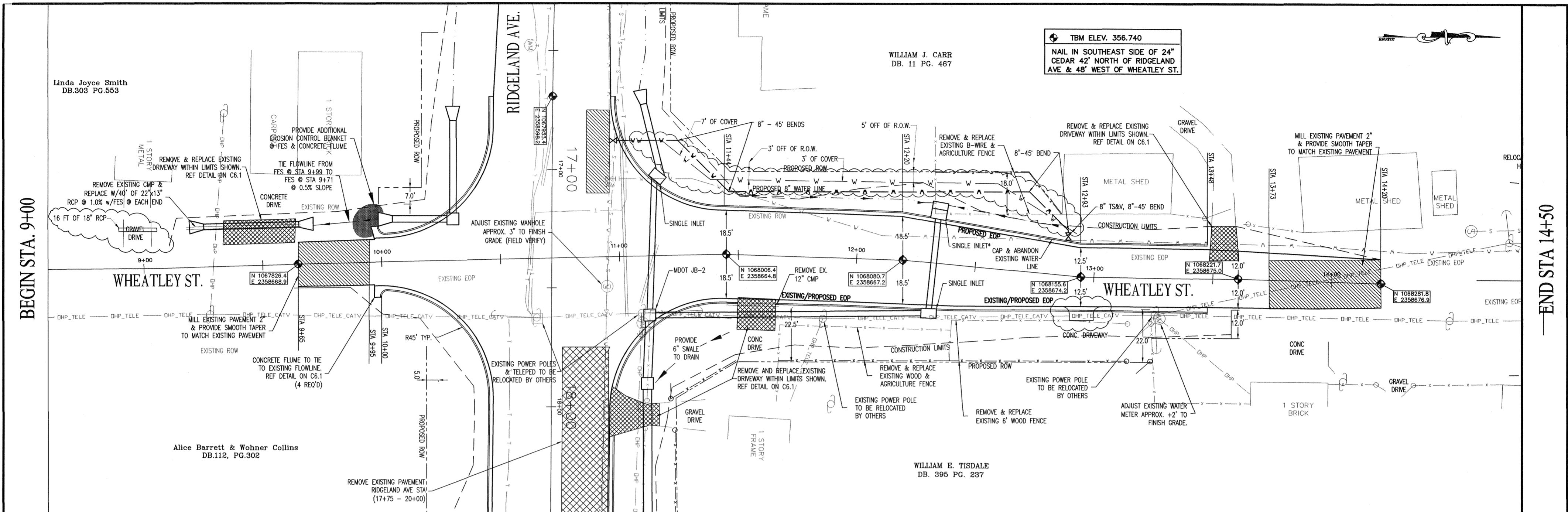
WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS
 CITY OF RIDGELAND
 MISSISSIPPI

DRAWING REVISIONS		
NO.	REMARKS	DATE

SEAL: _____
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 DESIGNED BY: BN DATE: 01/27/05
 CHECKED BY: JB PROJECT: 101068
 DRAWING TITLE:

RECORD DRAWINGS JANUARY 2006



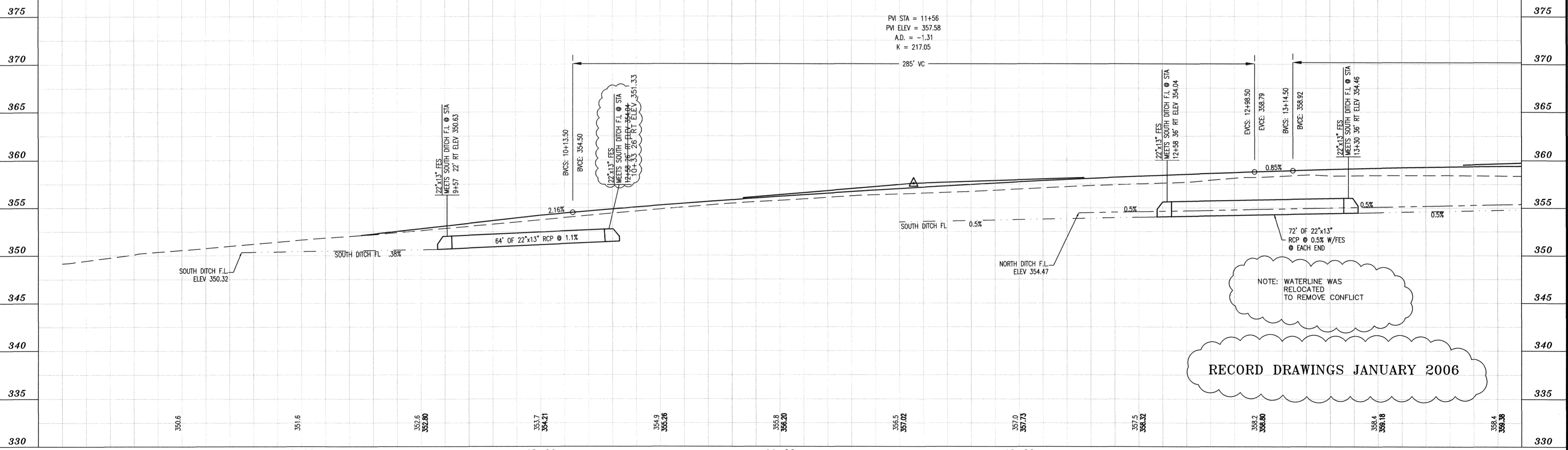
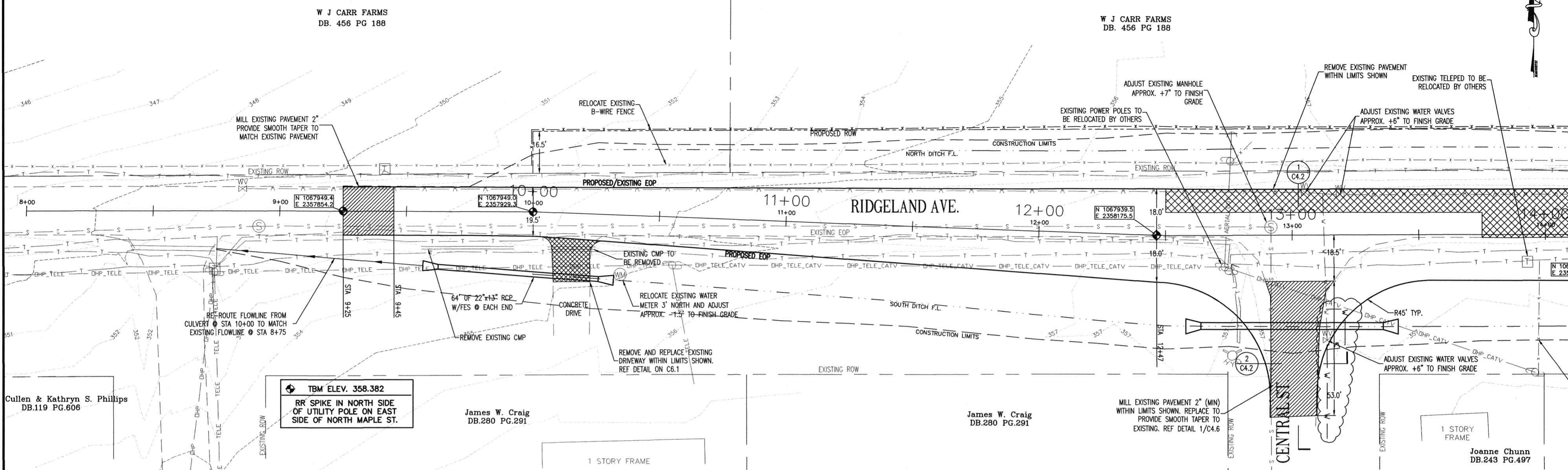


RECORD DRAWINGS JANUARY 2006

DESIGNED BN		REVIEWED JB		143-A LEFLEURS SQUARE JACKSON, MS 39211 801-355-9626 FAX 601-352-3945		WHEATLEY STREET & SUNNYBROOK RD/RIDGELAND AVE INTERSECTION IMPROVEMENTS RIDGELAND, MISSISSIPPI		WHEATLEY STREET (STA.9+00 TO STA.14+50)		DATE 1-27-03	
DRAWN BY SM/BN		SCALE HORIZ 1"=20' VERT 1"=5'		WAGGONER Engineering, Inc. Engineers, Scientists, Planners						W.E.I. JOB NO. T01068	
BY										SHEET NO. C3.1	

BEGIN STA. 8+00

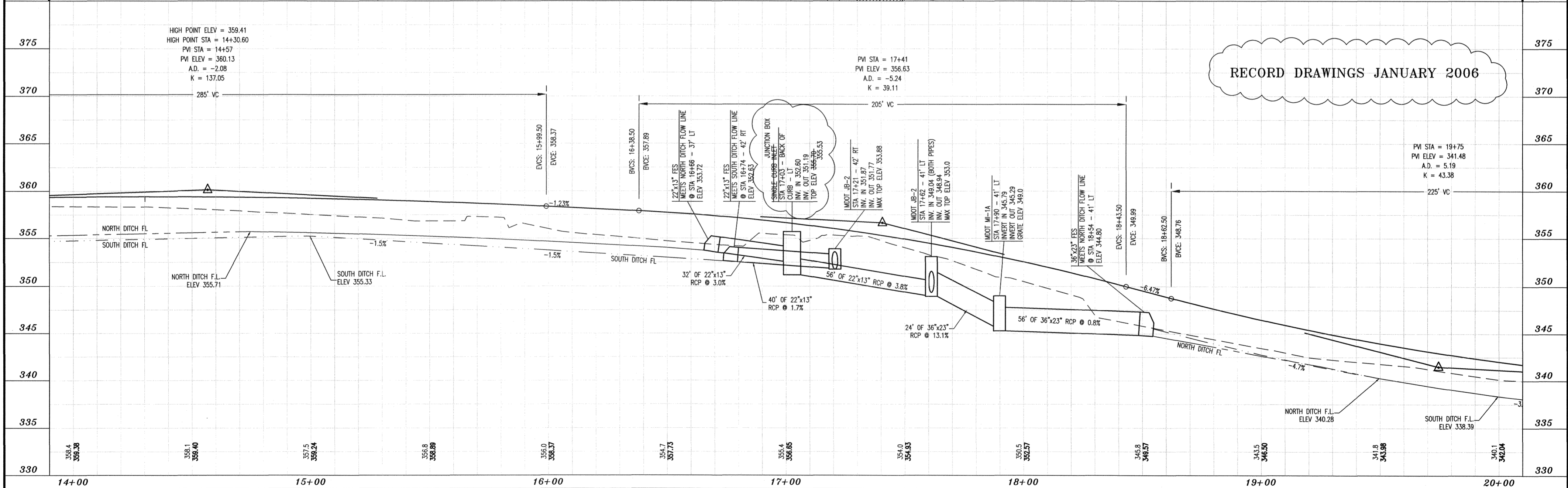
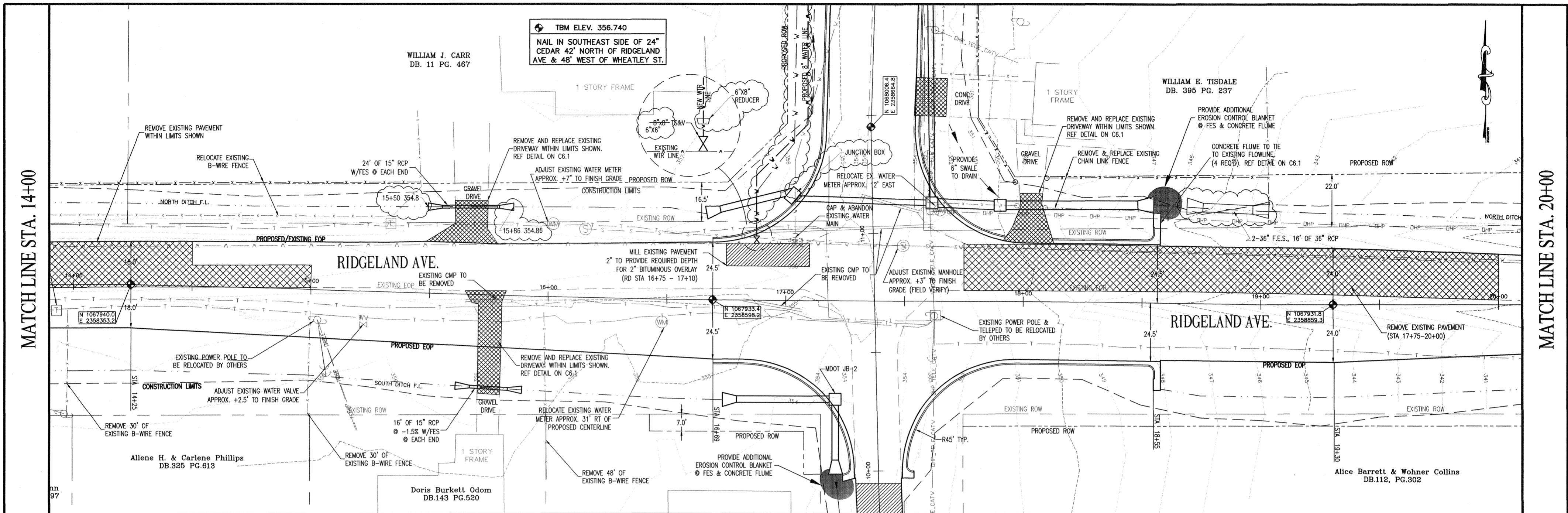
MATCH LINE STA. 14+00



NOTE: WATERLINE WAS RELOCATED TO REMOVE CONFLICT

RECORD DRAWINGS JANUARY 2006

NO.	DATE	REVISIONS	DESIGNED BN	REVIEWED JB	<p>143-A LEFLEURS SQUARE JACKSON, MS 39211 601-355-9828 FAX 601-352-3945</p>	<p>WHEATLEY STREET & SUNNYBROOK RD/RIDGELAND AVE INTERSECTION IMPROVEMENTS RIDGELAND, MISSISSIPPI</p>	<p>RIDGELAND AVENUE (STA.8+00 TO STA.14+00)</p>	DATE 1-27-03	W.E.I. JOB NO. T01068	SHEET NO. C3.2



RECORD DRAWINGS JANUARY 2006

DESIGNED BN	REVIEWED JB		143-A LEFLEURS SQUARE JACKSON, MS 39211 601-355-9526 FAX 601-352-3945	WHEATLEY STREET & SUNNYBROOK RD/RIDGELAND AVE INTERSECTION IMPROVEMENTS RIDGELAND, MISSISSIPPI	RIDGELAND AVENUE (STA.14+00 TO STA.20+00)	DATE 1-27-03
DRAWN BY SM/BN	SCALE HORIZ 1"=20' VERT 1"=5'					W.E.I. JOB NO. T01068

MATCHLINE STA. 20+00

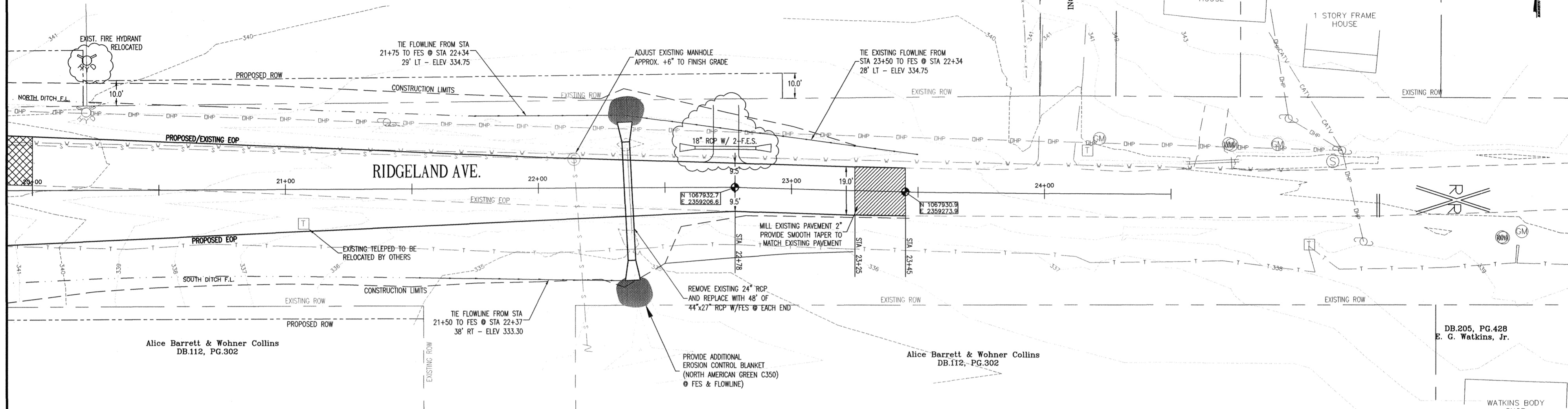
END STA. 26+00

TBM ELEV. 343.927
 NAIL IN SOUTH SIDE OF UTILITY
 POLE APPROXIMATELY 30'
 NORTH OF RIDGELAND AVENUE

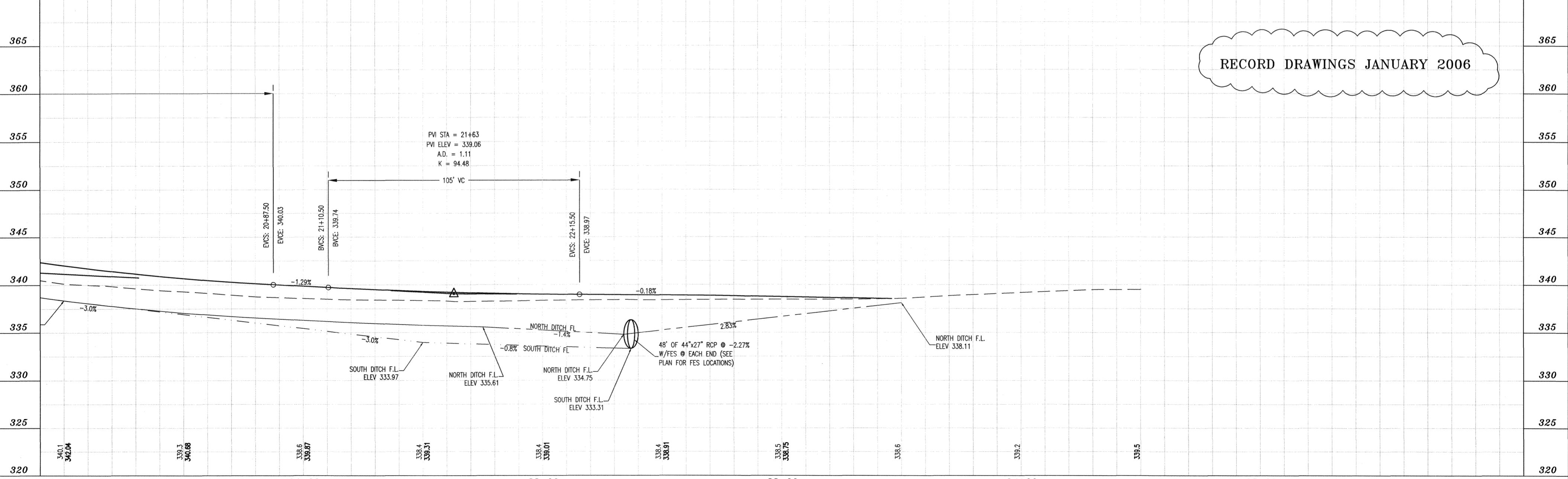
WILLIAM E. TISDALE
 DB. 395 PG. 237

VERA COTTON
 DB. 409 PG. 661

INEZ CHAPMAN
 DB. 385 PG. 222
 This QuitClaim Deed describes the
 entire West 2.4 chains of Lot 4

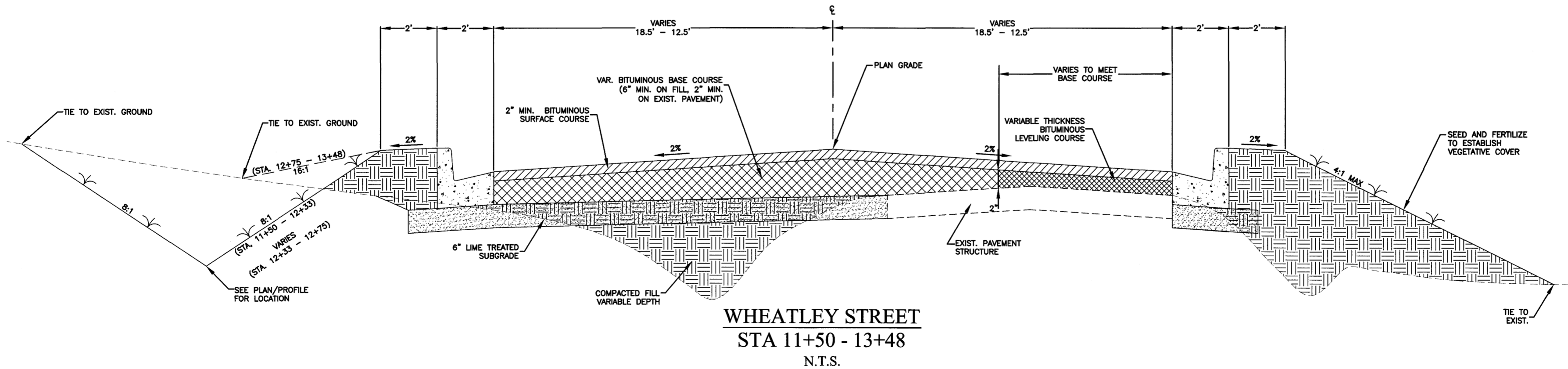
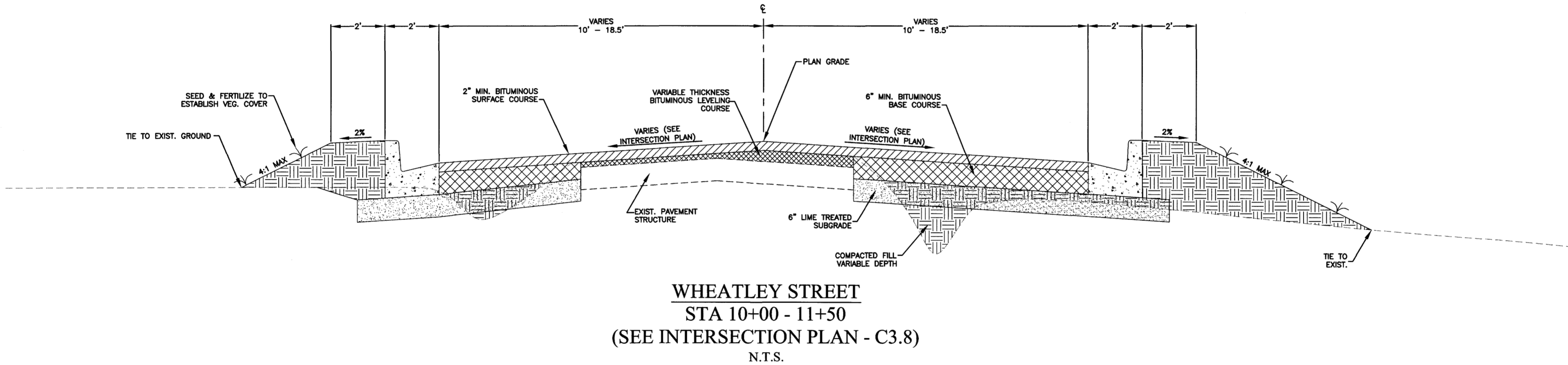
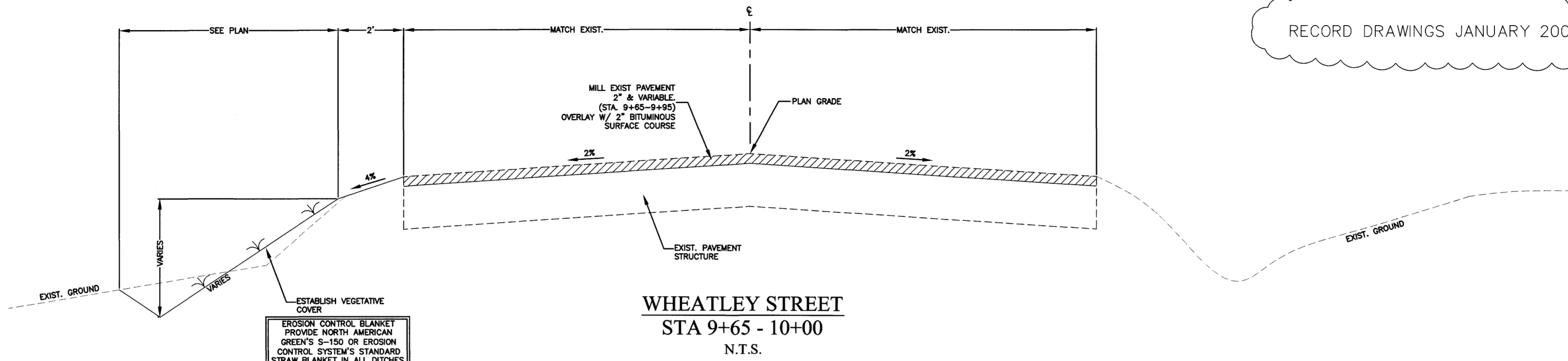


RECORD DRAWINGS JANUARY 2006



NO.	DATE	REVISIONS	BY	DESIGNED BN	REVIEWED JB	WAGGONER Engineering, Inc. Engineers, Scientists, Planners	143-A LEFLEURS SQUARE JACKSON, MS 39211 601-355-9526 FAX 601-352-3945	WHEATLEY STREET & SUNNYBROOK RD/RIDGELAND AVE INTERSECTION IMPROVEMENTS RIDGELAND, MISSISSIPPI	RIDGELAND AVENUE (STA. 20+00 TO STA. 26+00)	DATE 1-27-03	W.E.I. JOB NO. T01068	SHEET NO. C3.4
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RECORD DRAWINGS JANUARY 2006



WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS
CITY OF RIDGELAND
MISSISSIPPI

DRAWING REVISIONS		
NO.	REMARKS	DATE

SEAL

DRAWN BY: BH/SM SCALE: N.T.S.
DESIGNED BY: BH DATE: 01/27/03
CHECKED BY: JB PROJECT: 101008
DRAWING TITLE:

WHEATLEY STREET
TYPICAL SECTIONS

SHEET NUMBER:
C4.1

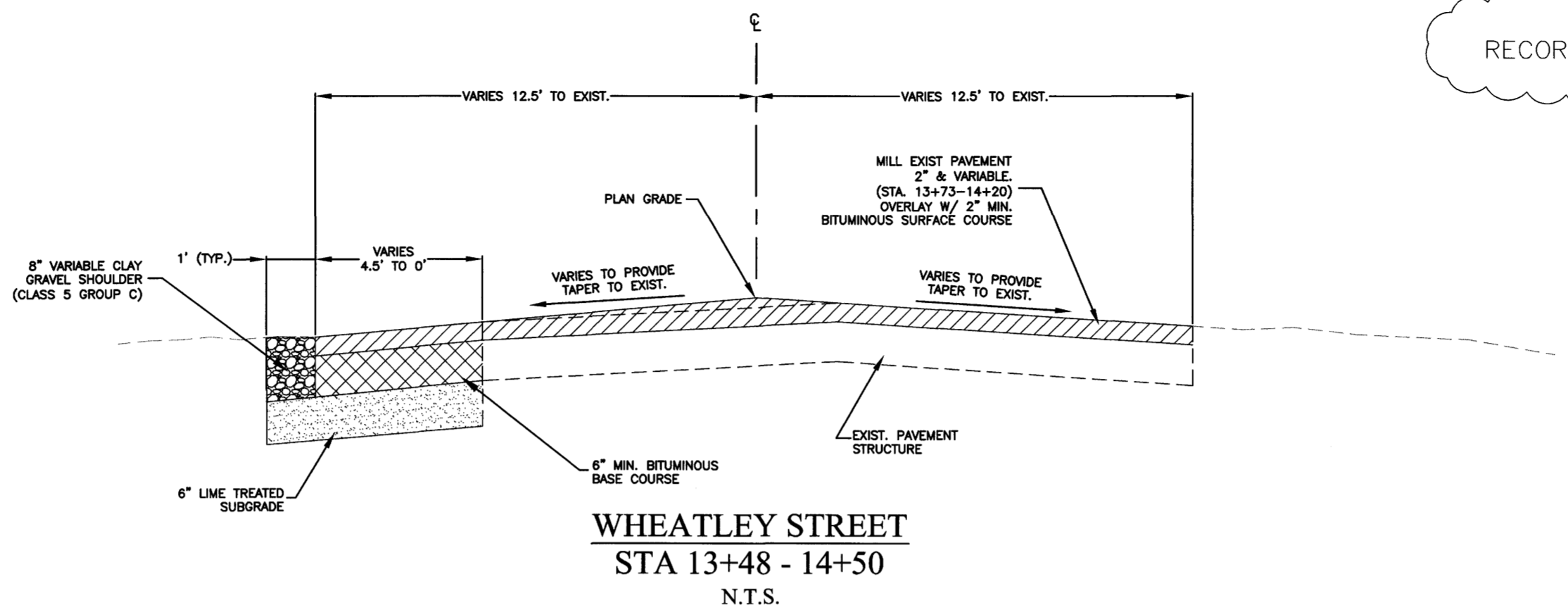
RECORD DRAWINGS JANUARY 2006

WAGGONER
Engineering, Inc.

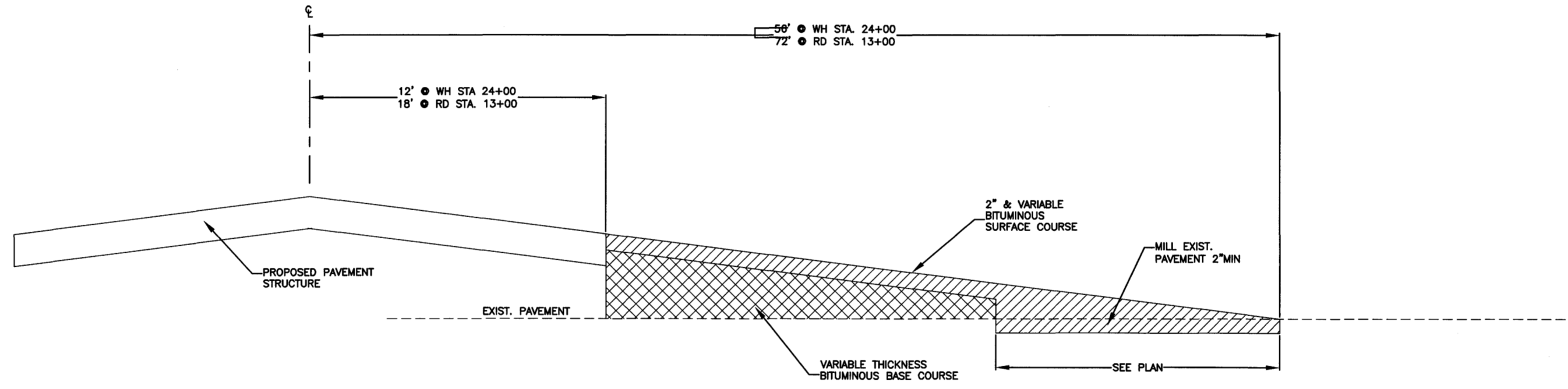
Engineers, Scientists, Planners

143-A LeFleurs Square
JACKSON, MS 39211
601-355-9526
FAX 601-352-3945

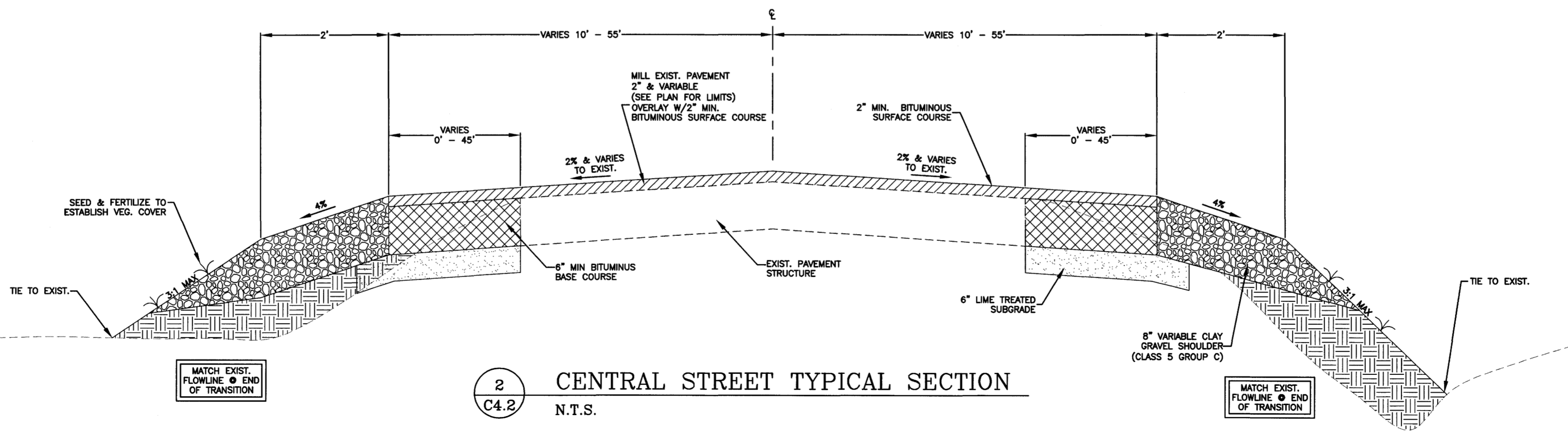
WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS
CITY OF RIDGELAND
MISSISSIPPI



WHEATLEY STREET
STA 13+48 - 14+50
N.T.S.



1 TYPICAL INTERSECTION PROFILE
N.T.S.



2 CENTRAL STREET TYPICAL SECTION
N.T.S.

DRAWING REVISIONS		
NO.	REMARKS	DATE

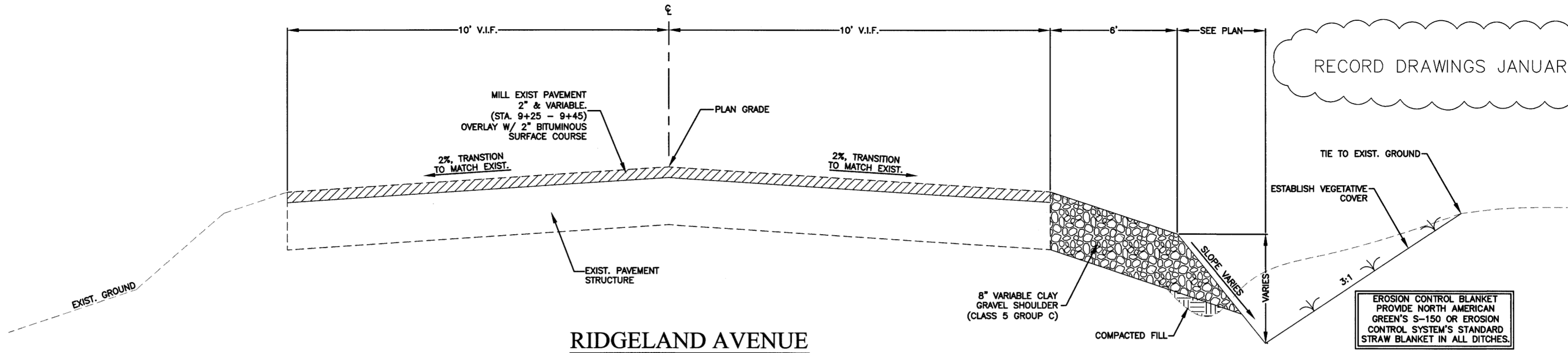
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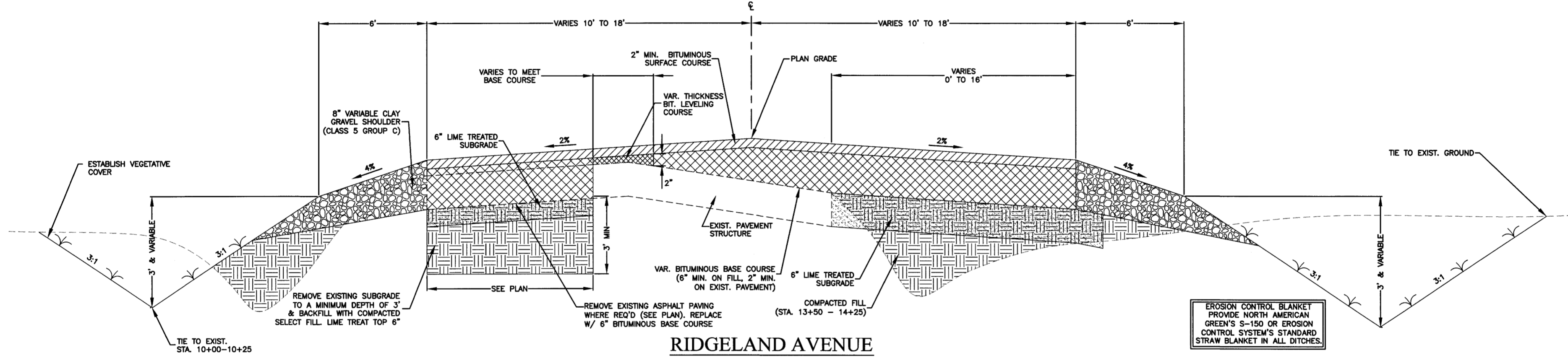
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**WHEATLEY ST/
CENTRAL STREET
TYPICAL SECTIONS**

SHEET NUMBER:
C4.2

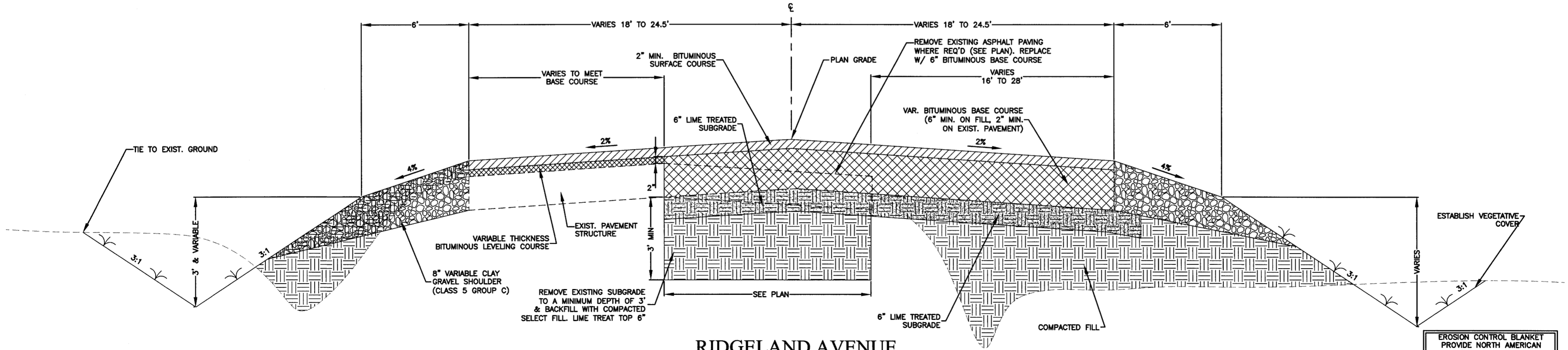
RECORD DRAWINGS JANUARY 2006



RIDGELAND AVENUE
STA 9+25 - 10+00
N.T.S.



RIDGELAND AVENUE
STA 10+00 - 14+25
N.T.S.



RIDGELAND AVENUE
STA 14+25 - 16+69
N.T.S.

WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS
CITY OF RIDGELAND
MISSISSIPPI

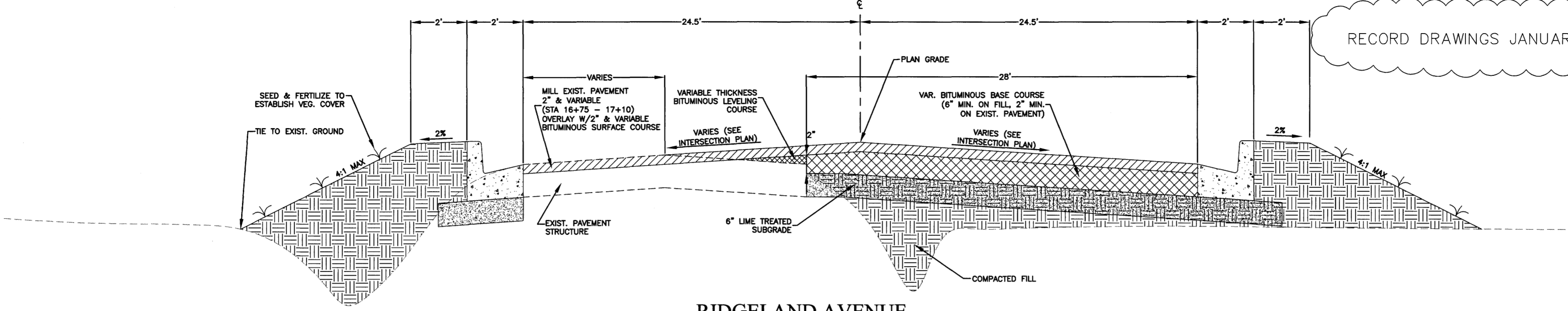
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NO.	REMARKS	DATE

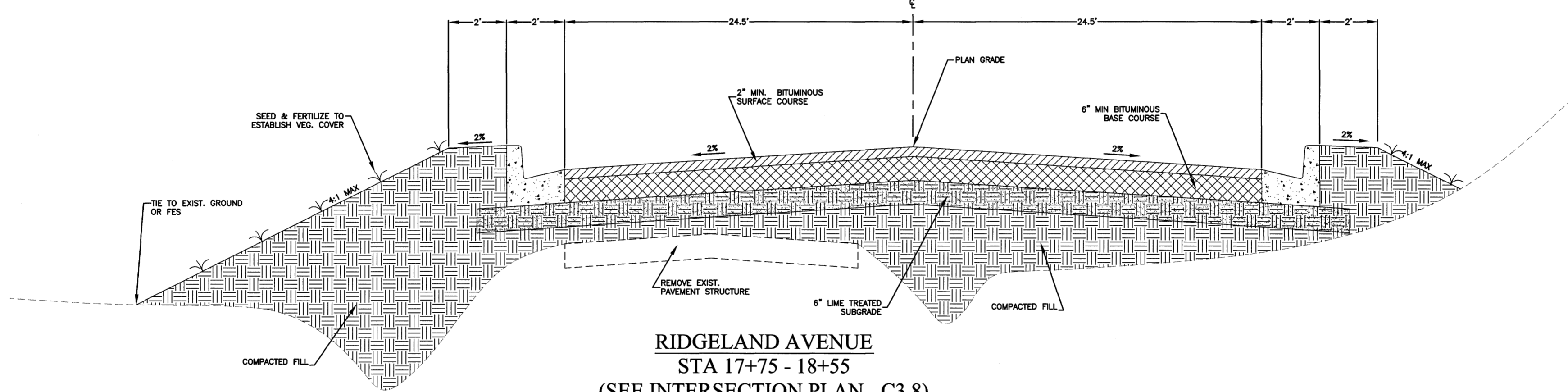
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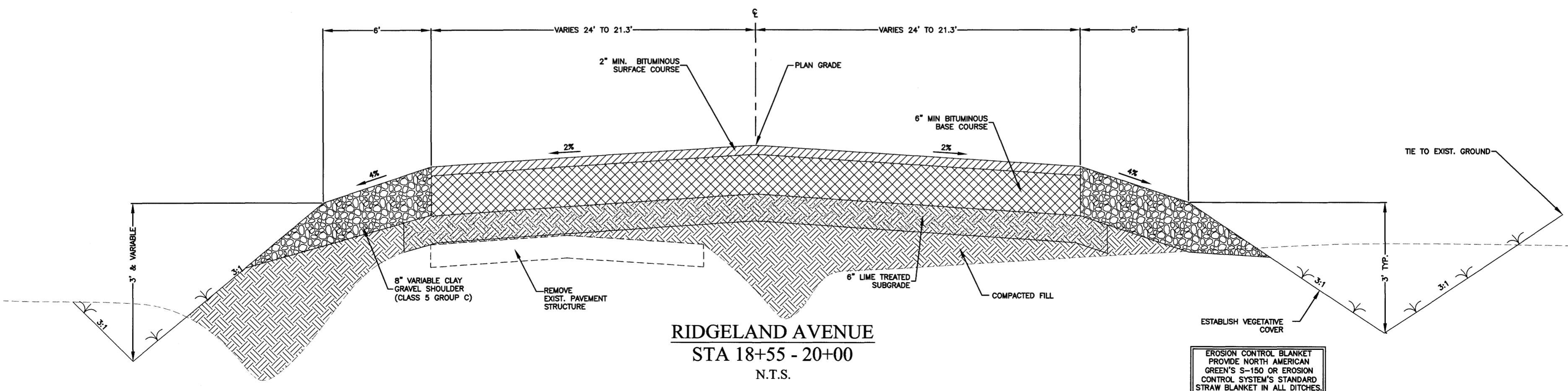
RECORD DRAWINGS JANUARY 2006



RIDGELAND AVENUE
STA 16+69 - 17+75
(SEE INTERSECTION PLAN C3.8)
N.T.S.



RIDGELAND AVENUE
STA 17+75 - 18+55
(SEE INTERSECTION PLAN - C3.8)
N.T.S.



RIDGELAND AVENUE
STA 18+55 - 20+00
N.T.S.

WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS
CITY OF RIDGELAND
MISSISSIPPI

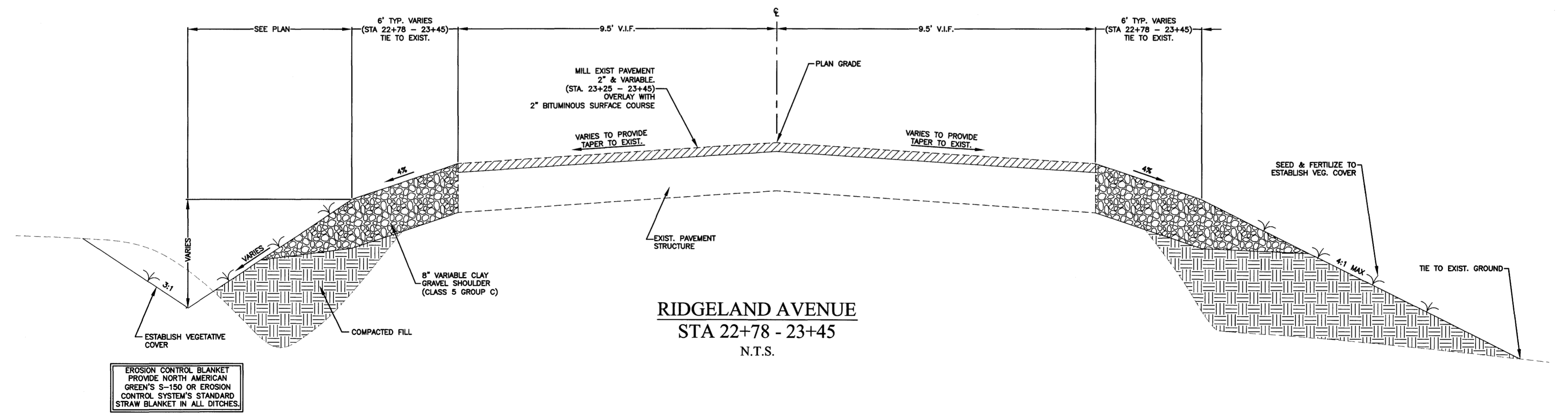
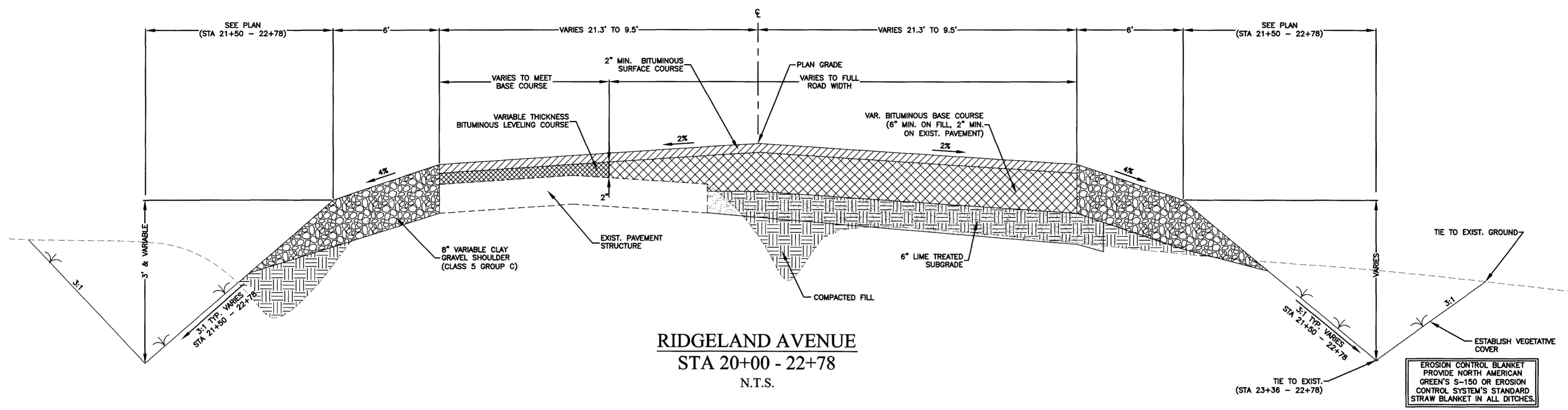
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NO.	REMARKS	DATE

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DESIGNED BY: BN DATE: 01/27/03
CHECKED BY: JB PROJECT: T01008
DRAWING TITLE:

RIDGELAND AVENUE
TYPICAL SECTIONS

SHEET NUMBER:
C4.4



**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
MISSISSIPPI

DRAWING REVISIONS		
NO.	REMARKS	DATE

SEAL: _____

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DESIGNED BY: BN DATE: 01/27/03
CHECKED BY: JB PROJECT: 101008
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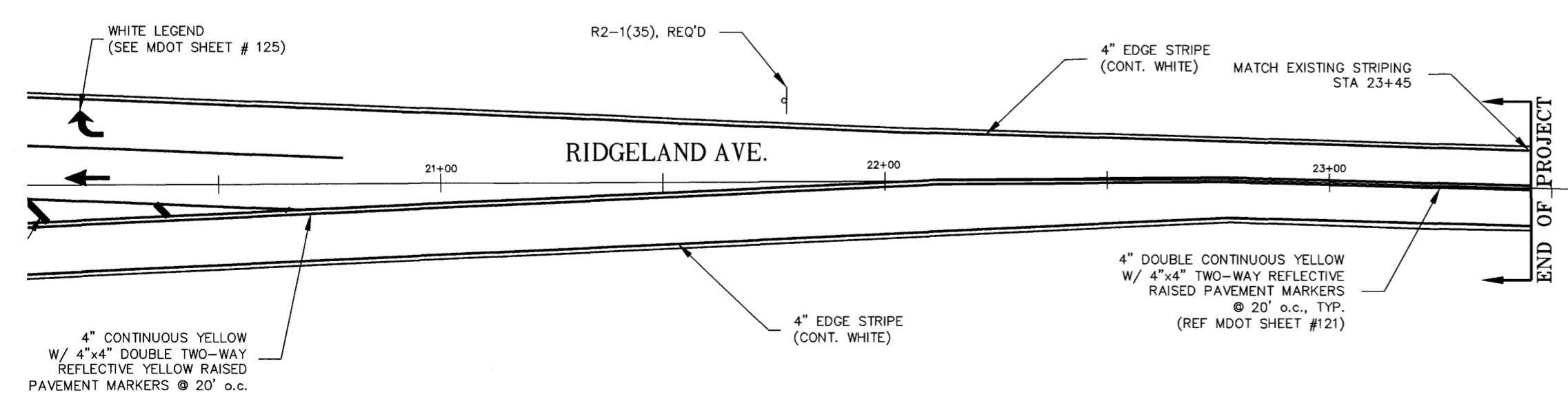
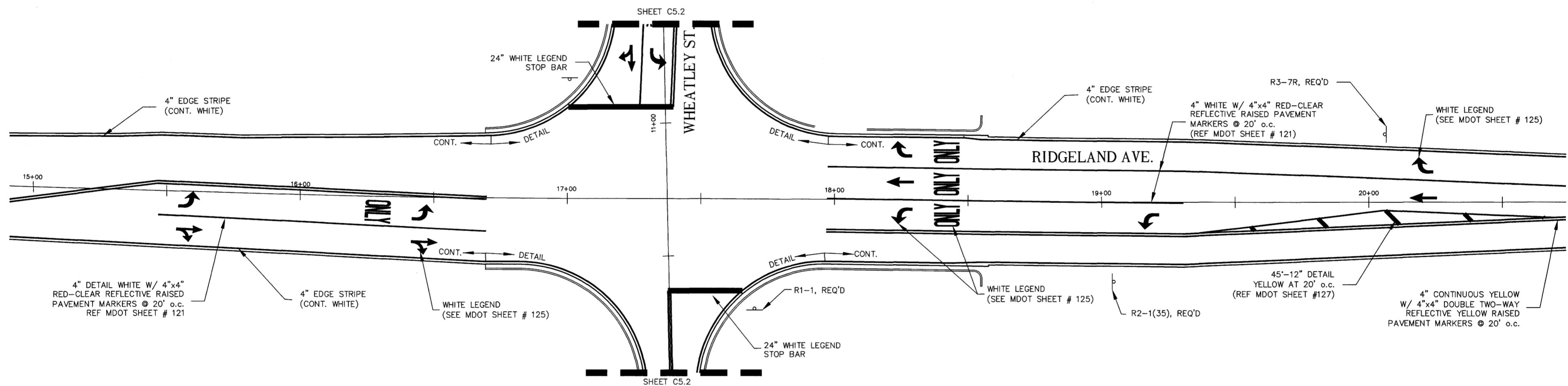
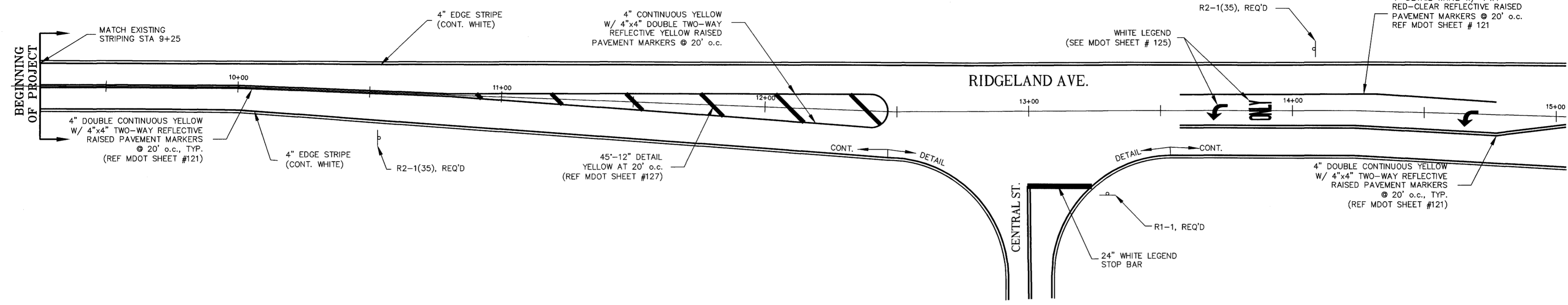
**RIDGELAND AVENUE
TYPICAL SECTIONS**

SHEET NUMBER:
C4.5

RECORD DRAWINGS JANUARY 2006



**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
MISSISSIPPI



STANDARD ROADSIDE SIGN DETAILS

W3-1A
30" x 30"

R2-1 (35)
18" x 24"

R3-7R
24" x 18"

R1-1
30" x 30"

ROADSIDE SIGN

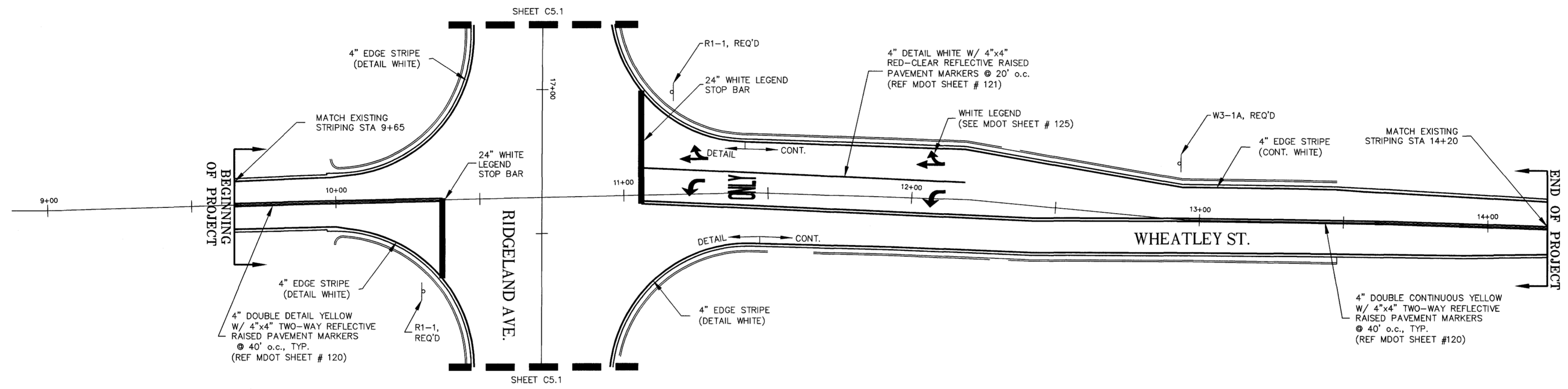
NOTE: REUSE EXISTING SIGNS WHERE APPLICABLE.

DRAWING REVISIONS		
NO.	REMARKS	DATE

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DESIGNED BY: BN	DATE: 01/27/03
CHECKED BY: JB	PROJECT: 101068
DRAWING TITLE:	

STRIPING & SIGNAGE PLAN - RIDGELAND AVE.
SHEET NUMBER: C5.1

RECORD DRAWINGS JANUARY 2006



**WHEATLEY STREET & RIDGELAND AVE
 INTERSECTION IMPROVEMENTS**
 CITY OF RIDGELAND
 MISSISSIPPI

DRAWING REVISIONS		
NO.	REMARKS	DATE

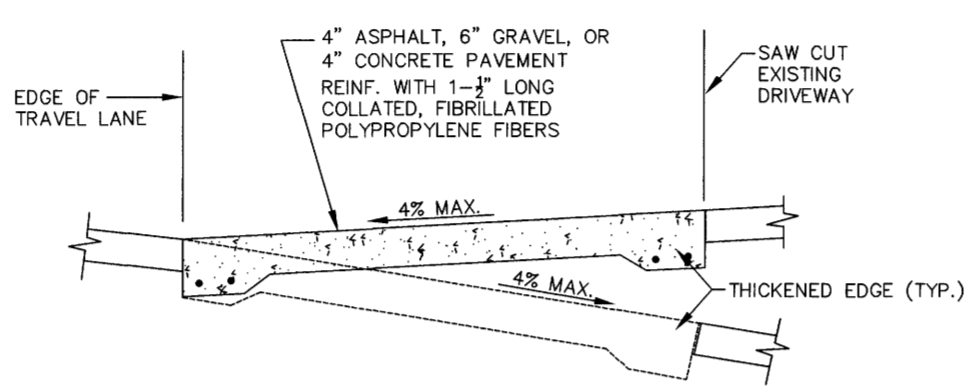
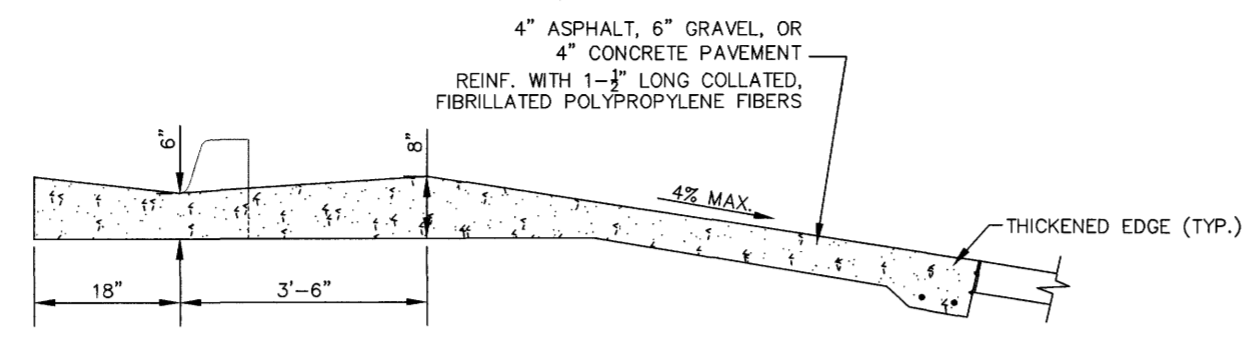
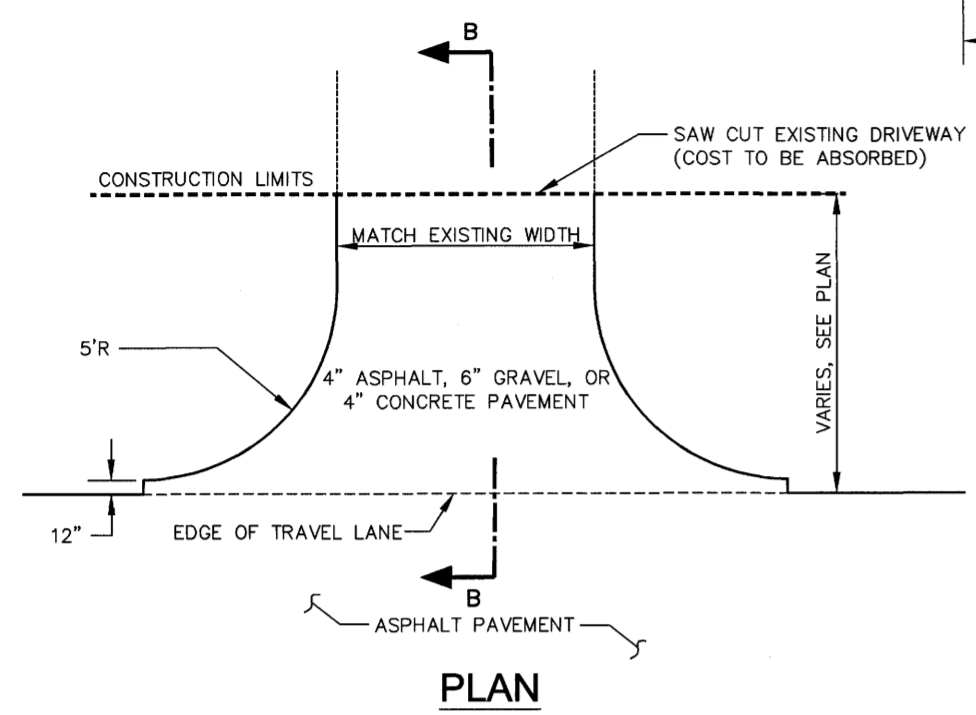
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DRAWN BY: BN/SM SCALE: 1" = 20'
 DESIGNED BY: BN DATE: 01/27/03
 CHECKED BY: JB PROJECT: T01068

STRIPING &
 SIGNAGE PLAN -
 WHEATLEY ST.

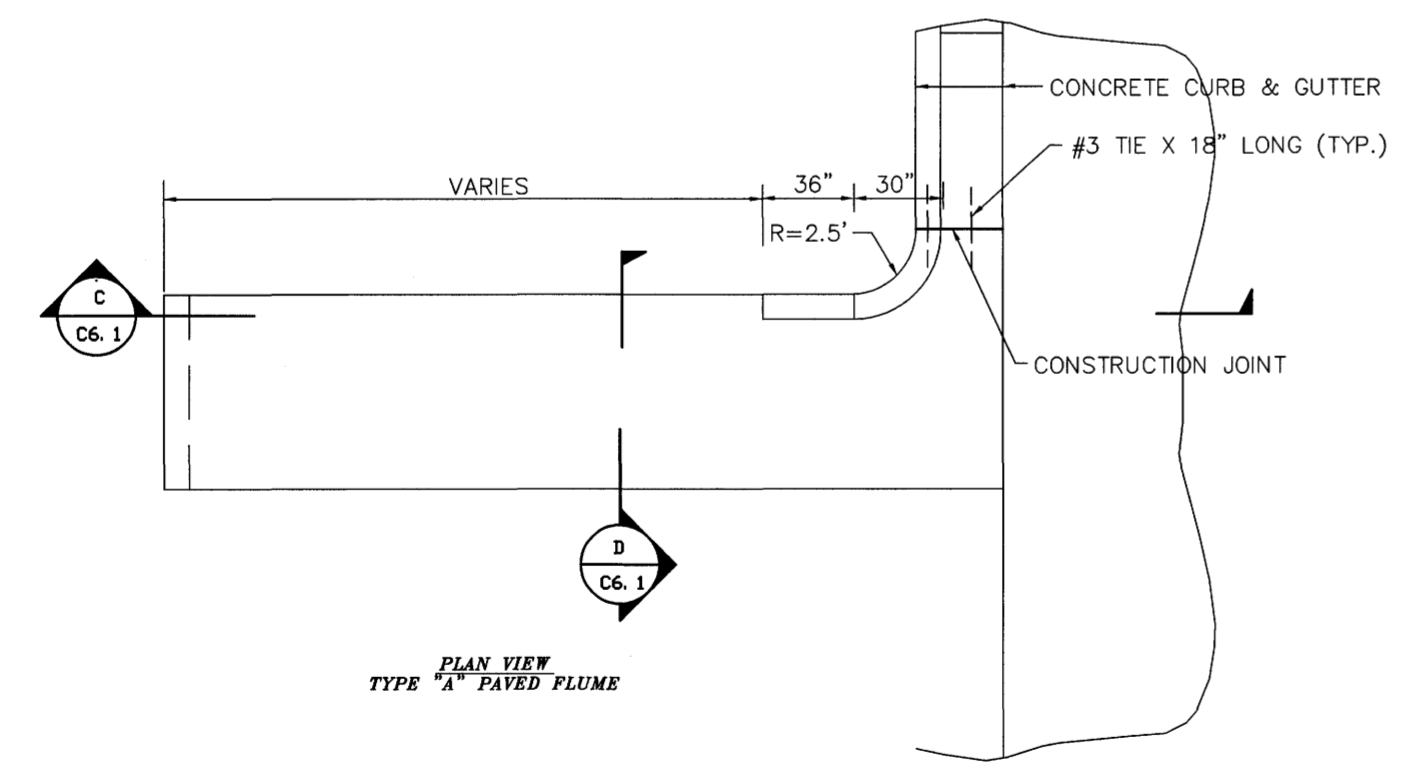
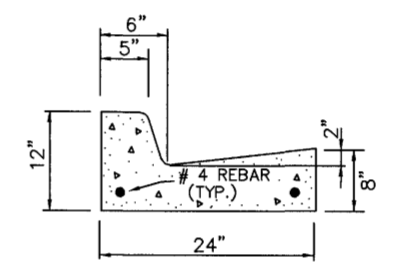
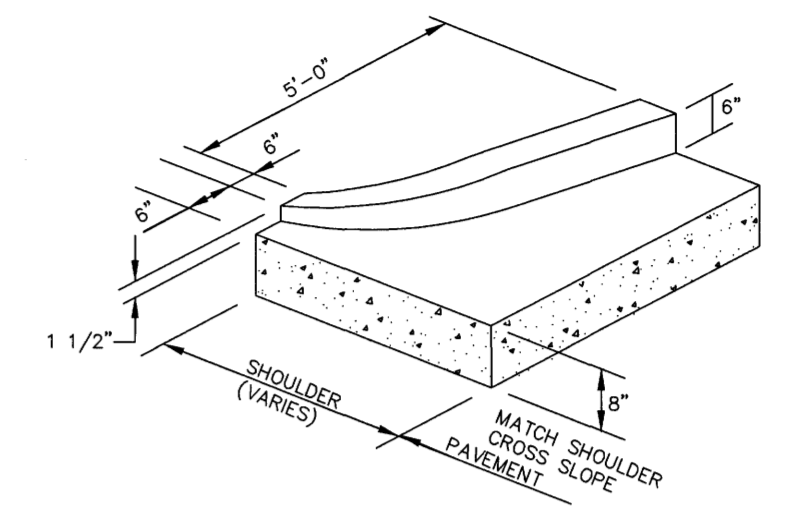
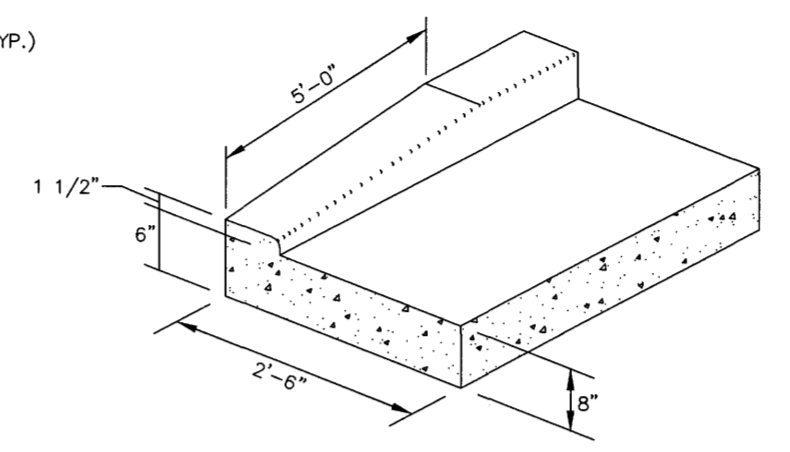
SHEET NUMBER:
C5.2

**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
MISSISSIPPI

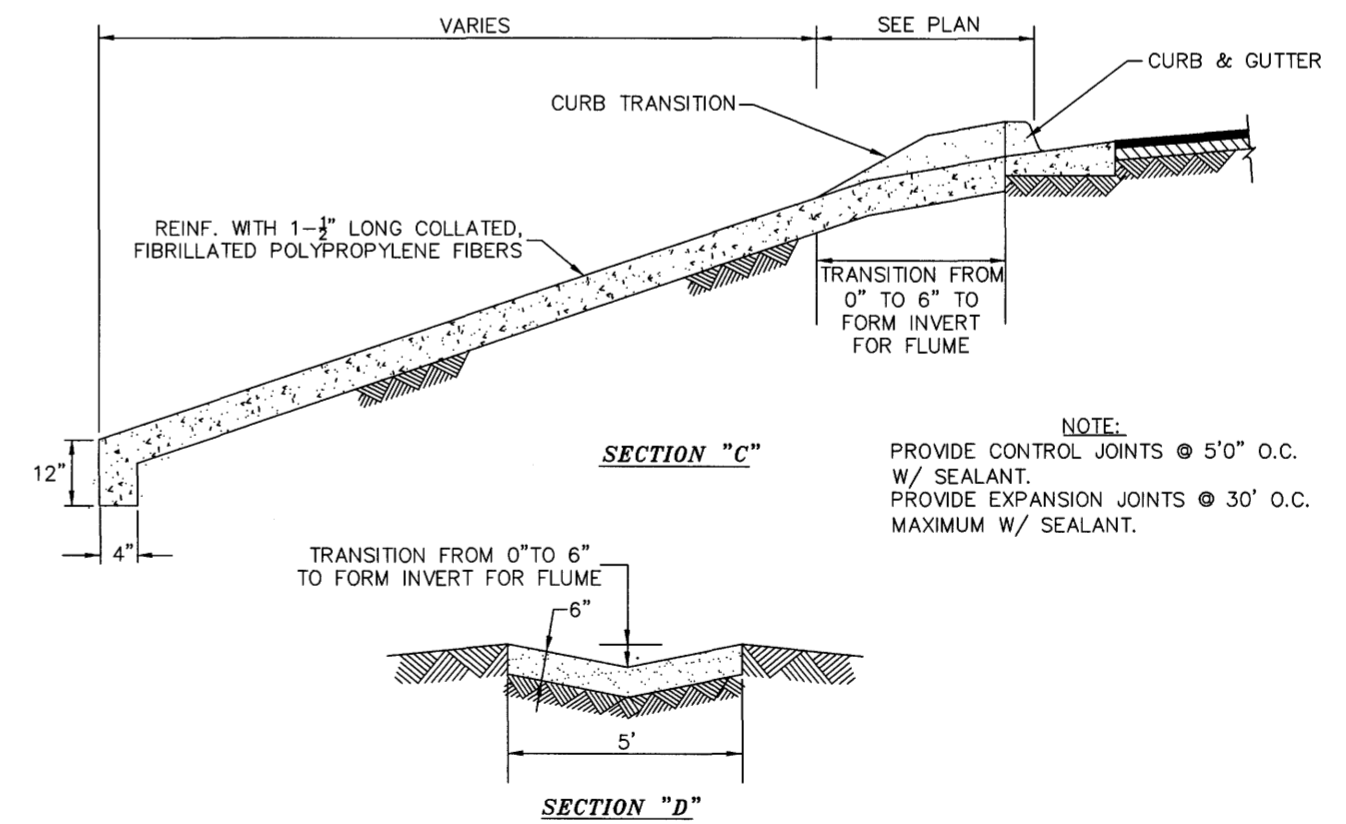


SECTION B-B

STANDARD DRIVEWAY DETAIL
N.T.S.



CONCRETE FLUME DETAIL
N.T.S.



FLUME DETAIL (SECTIONS "C" & "D")
N.T.S.

NOTE:
PROVIDE CONTROL JOINTS @ 5'0" O.C. W/ SEALANT.
PROVIDE EXPANSION JOINTS @ 30' O.C. MAXIMUM W/ SEALANT.

DRAWING REVISIONS		
NO.	REMARKS	DATE

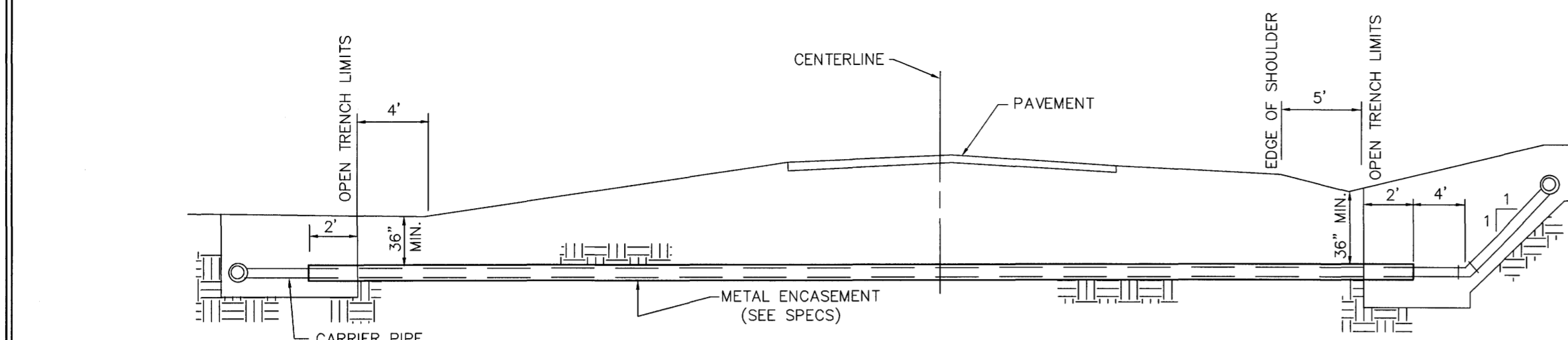
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DESIGNED BY: BN DATE: 01/27/03
CHECKED BY: JB PROJECT: T01068
DRAWING TITLE:

TYPICAL DETAILS

RECORD DRAWINGS JANUARY 2006

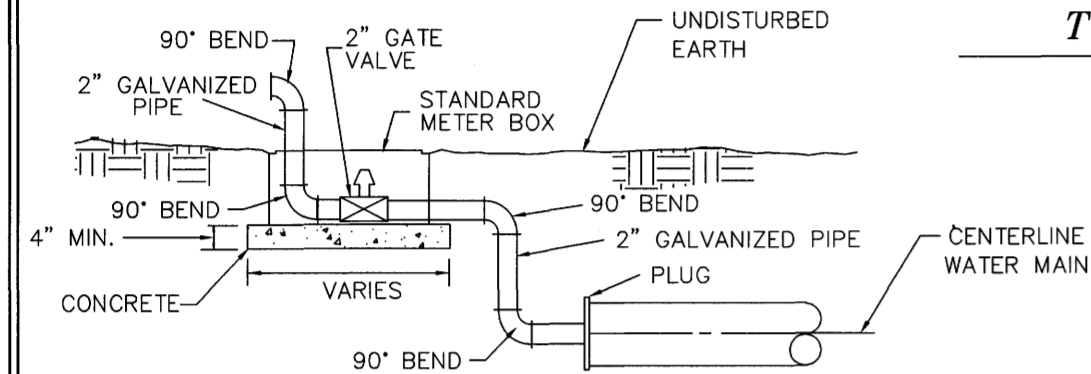
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**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
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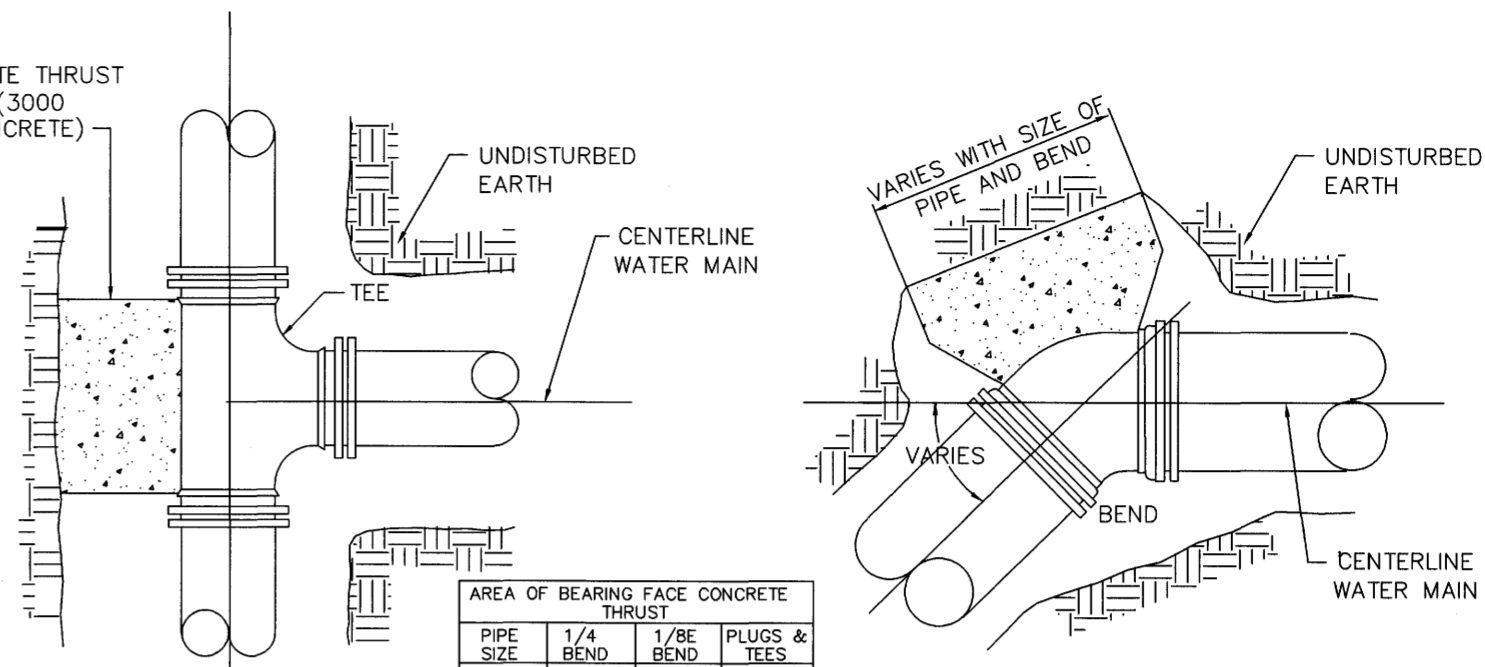


TYPICAL CASED CROSSING

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

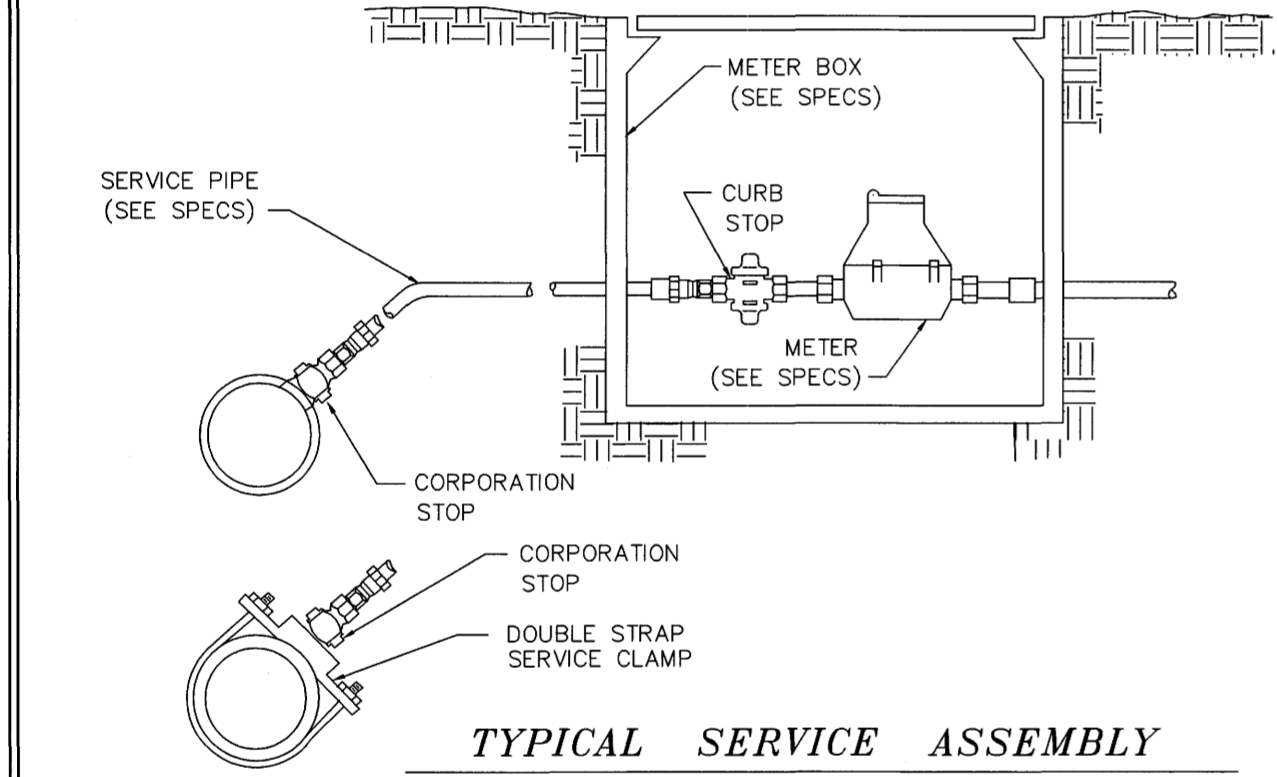


PLAN

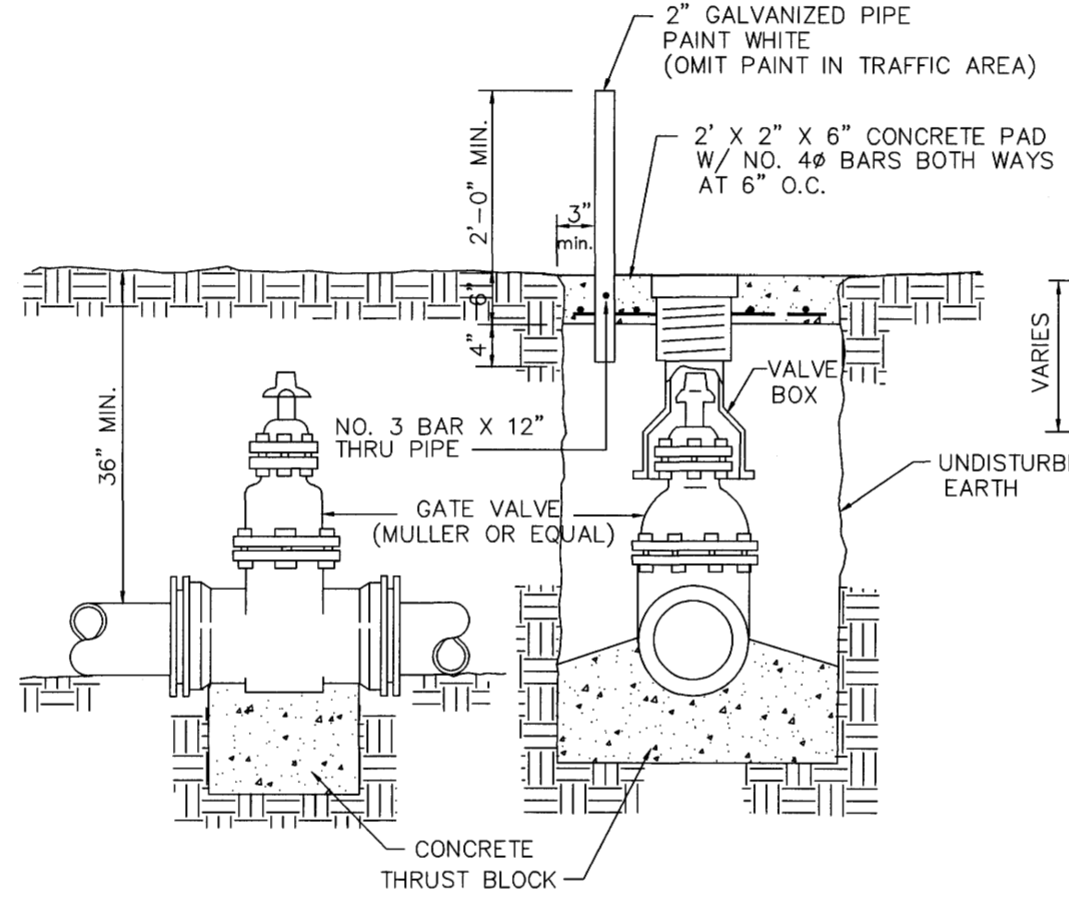
PLAN

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

NOTE: AREA OF BEARING FACE IN SQUARE FEET



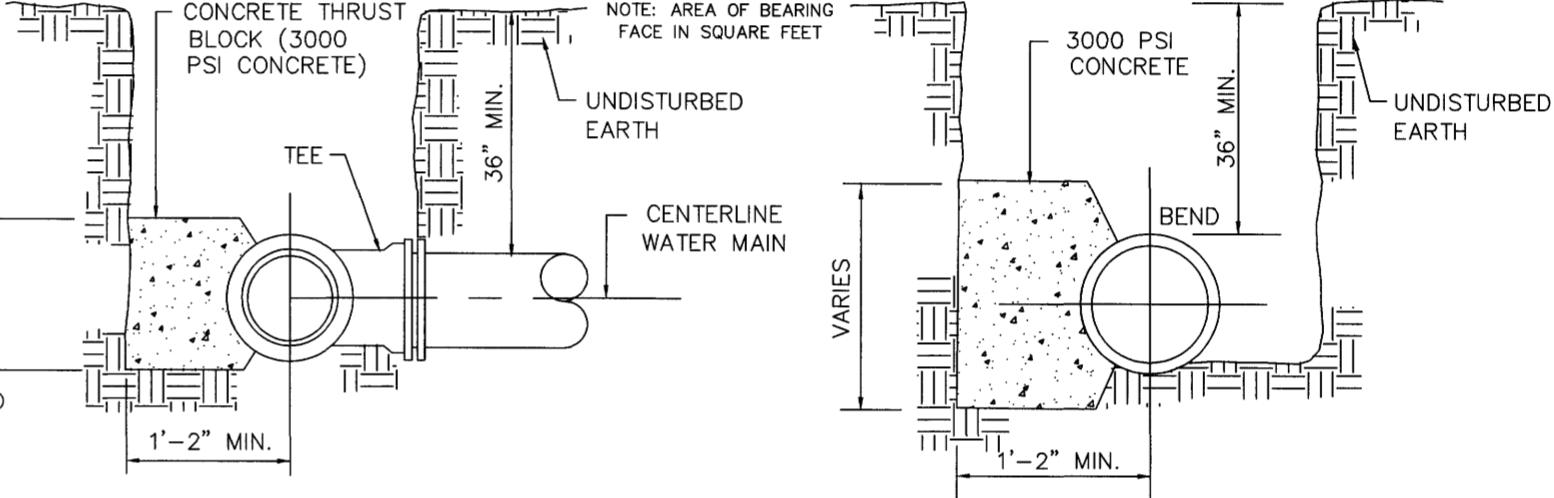
TYPICAL SERVICE ASSEMBLY



ELEVATION

SECTION

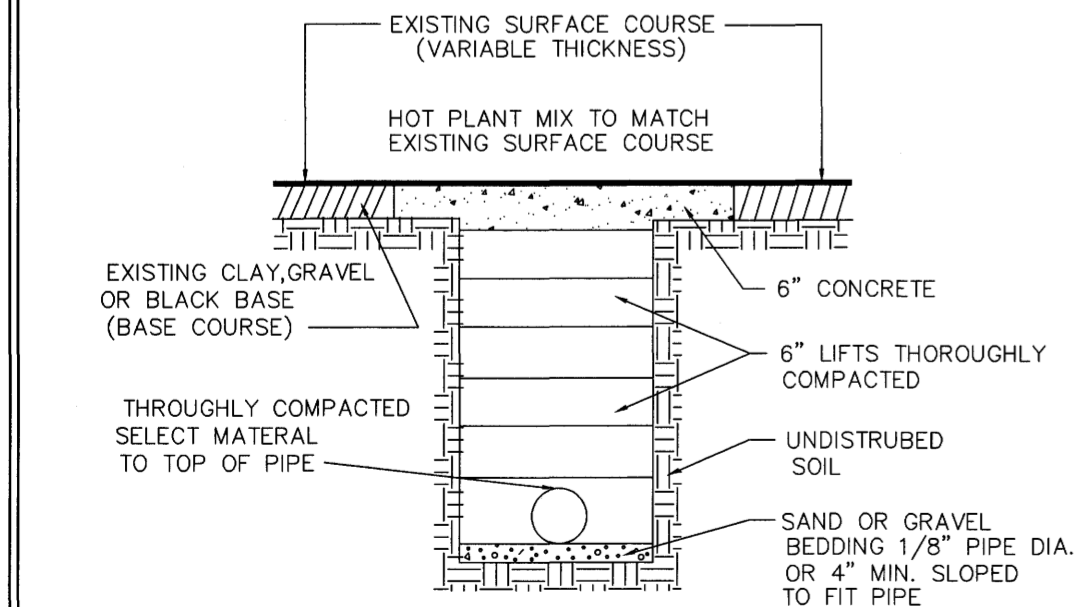
TYPICAL VALVE & BOX



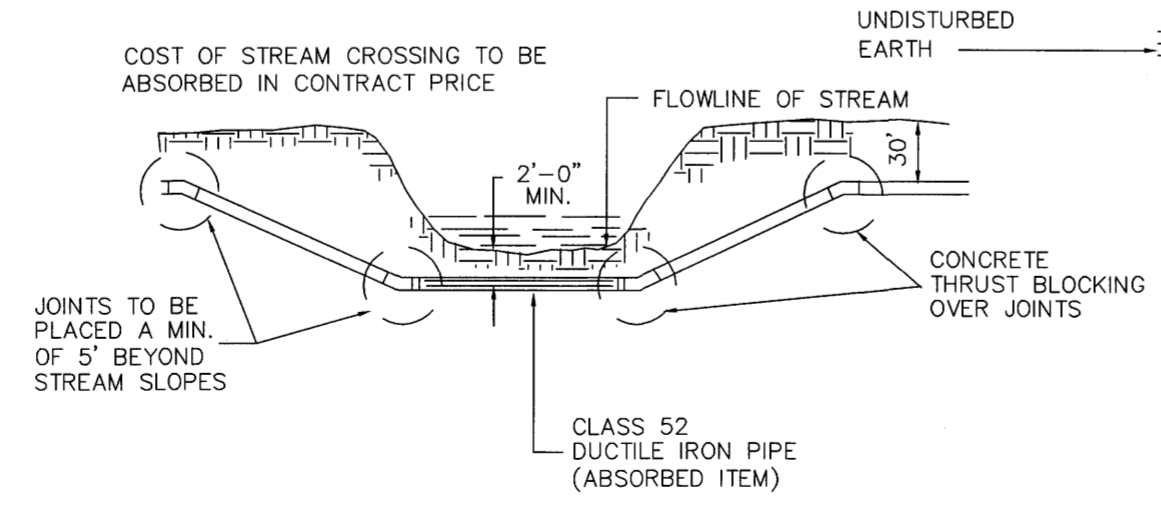
SECTION

SECTION

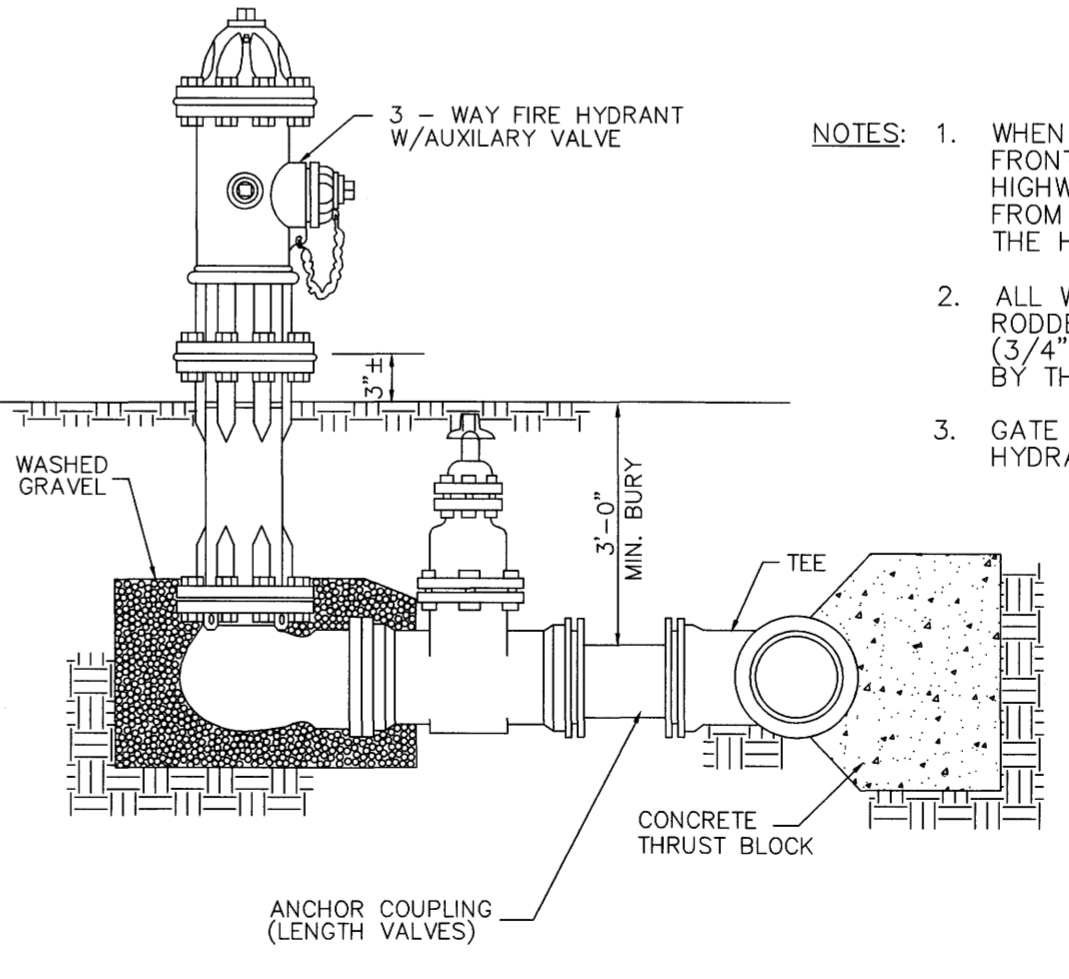
BLOCKING DETAILS FOR TEES & BENDS



STREET REPAIR OF OPEN CUT



TYPICAL STREAM CROSSING



TYPICAL FIRE HYDRANT

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

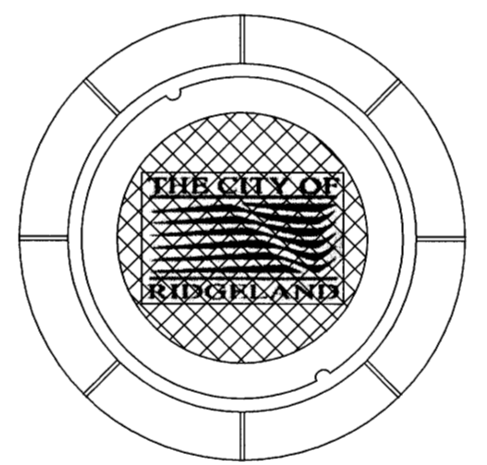
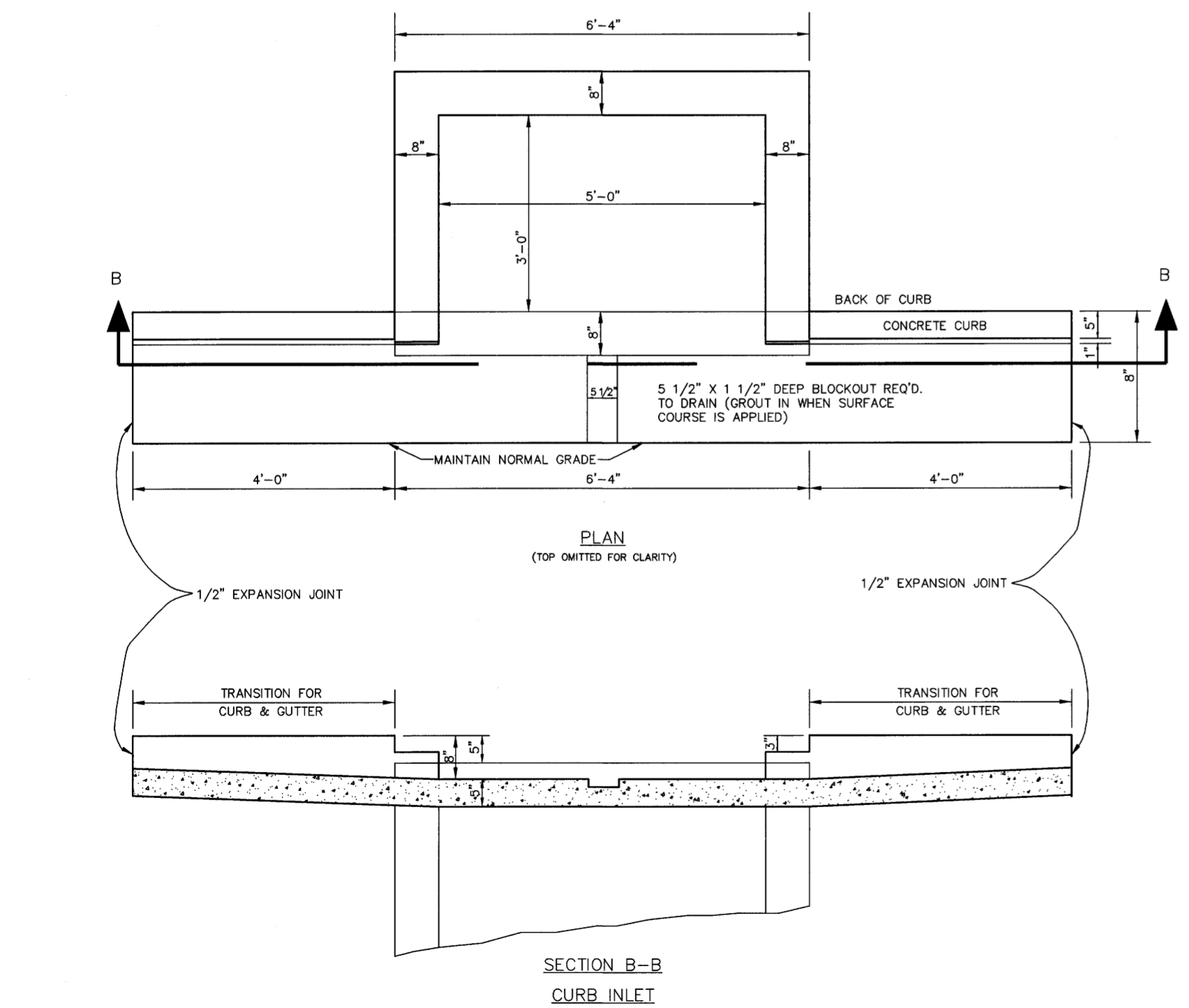
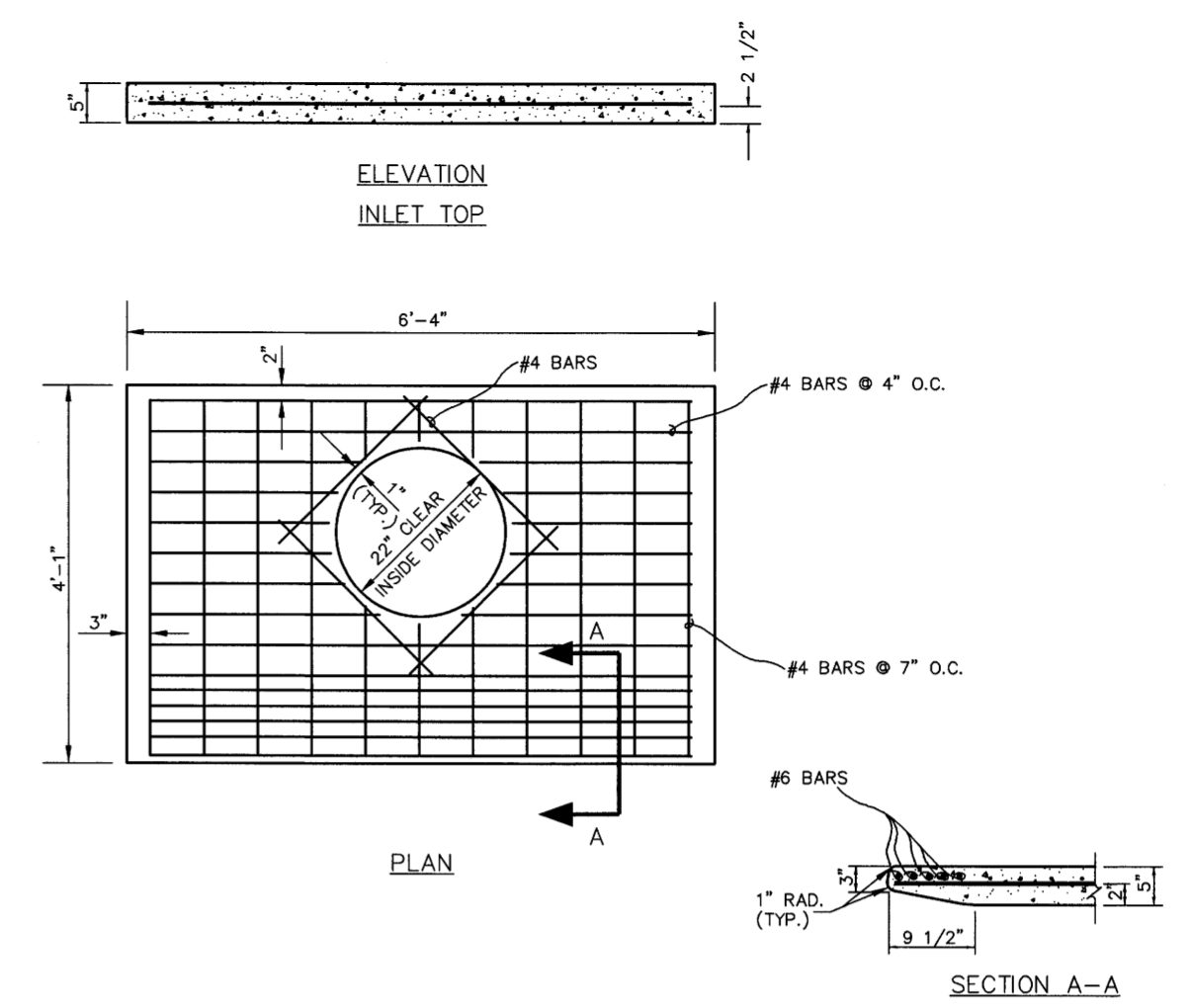
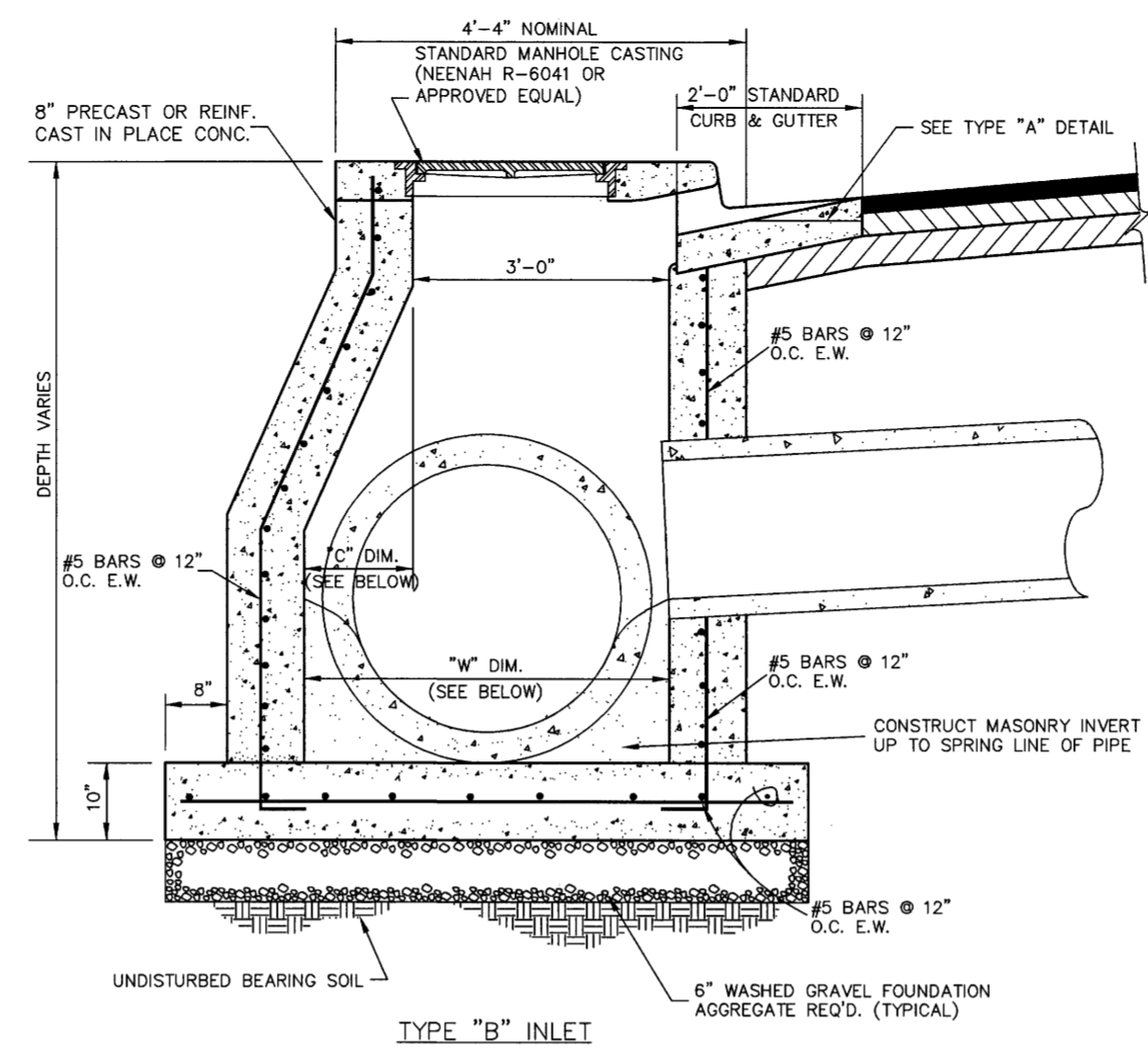
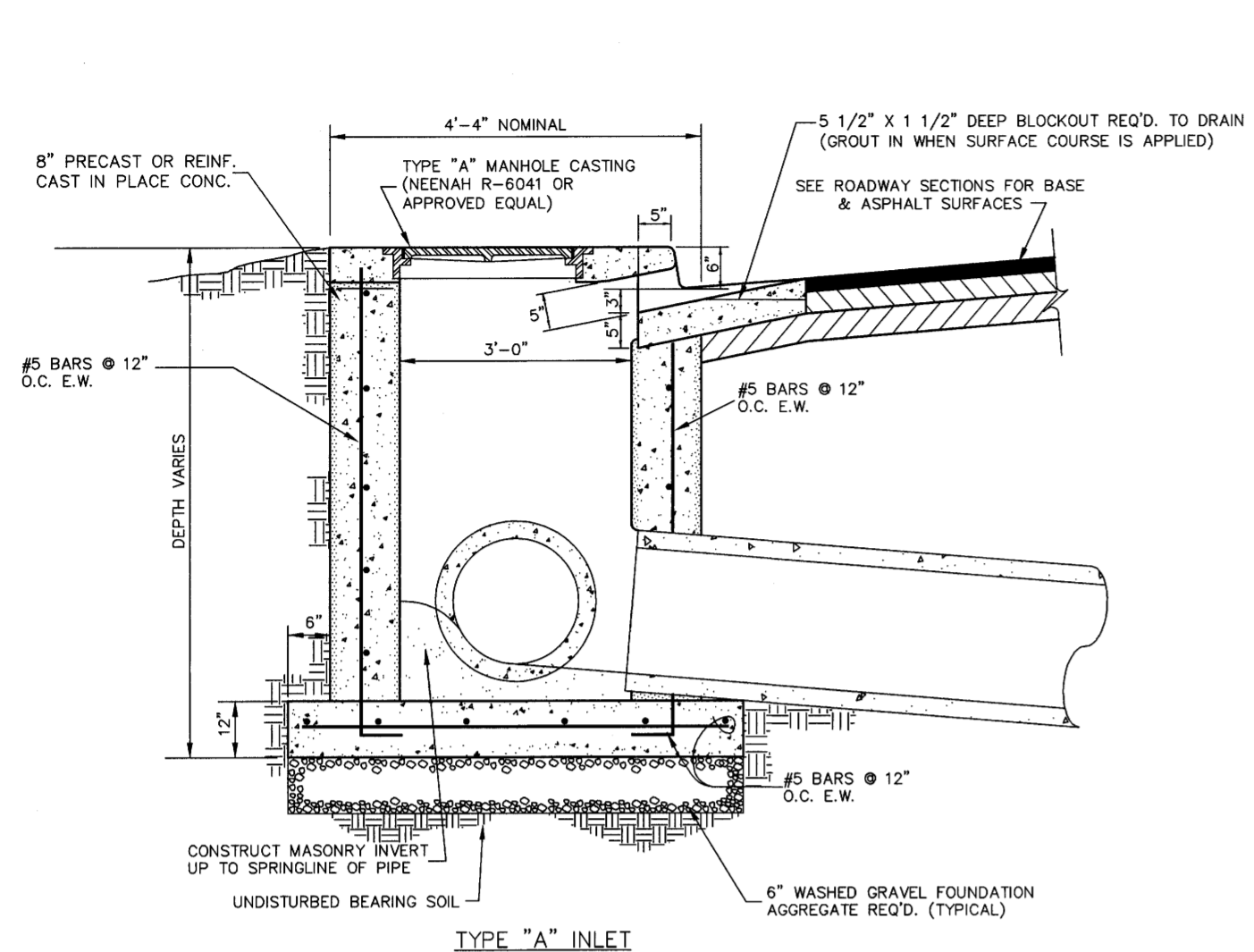
DRAWING REVISIONS		
NO.	REMARKS	DATE

DRAWN BY: BN/SM	SCALE: N.T.S.
DESIGNED BY: BN	DATE: 01/27/03
CHECKED BY: JB	PROJECT: 101068
DRAWING TITLE:	

**WATERMAIN
DETAILS**

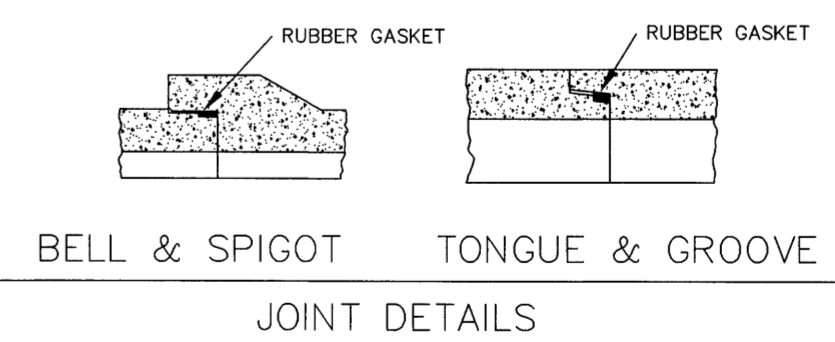
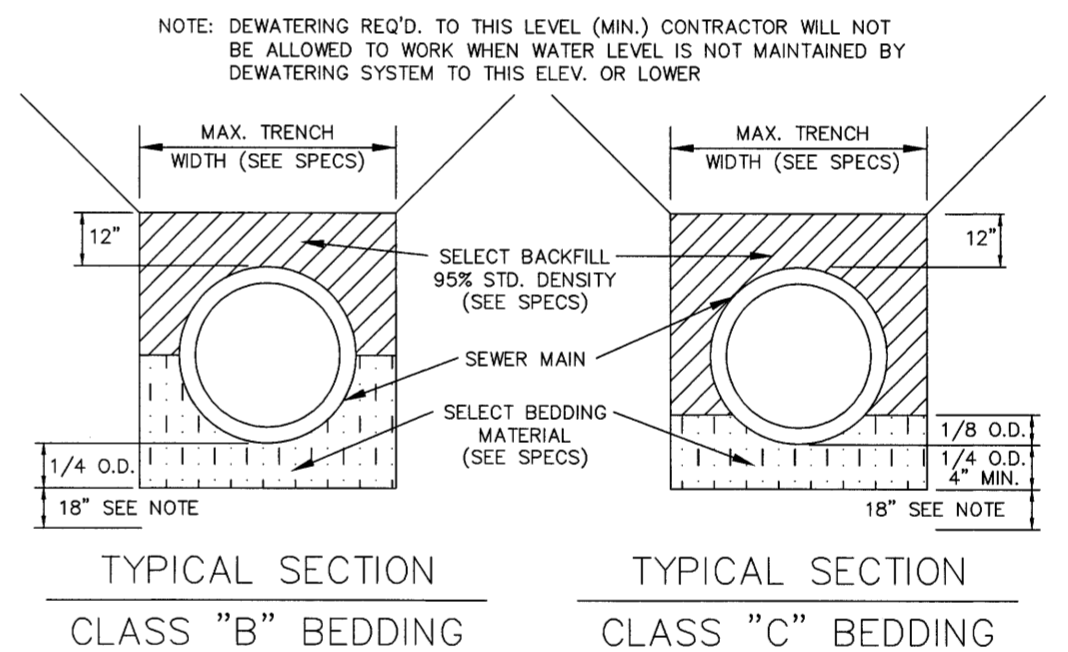
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WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS
 CITY OF RIDGELAND
 MISSISSIPPI



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"



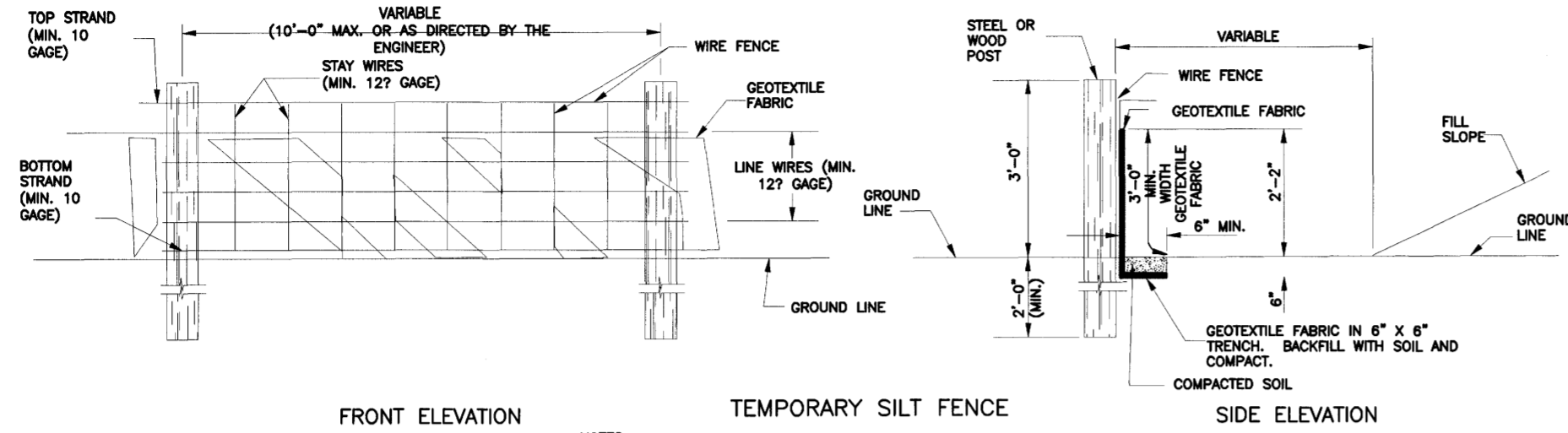
RECORD DRAWINGS JANUARY 2006

DRAWING REVISIONS

NO.	REMARKS	DATE

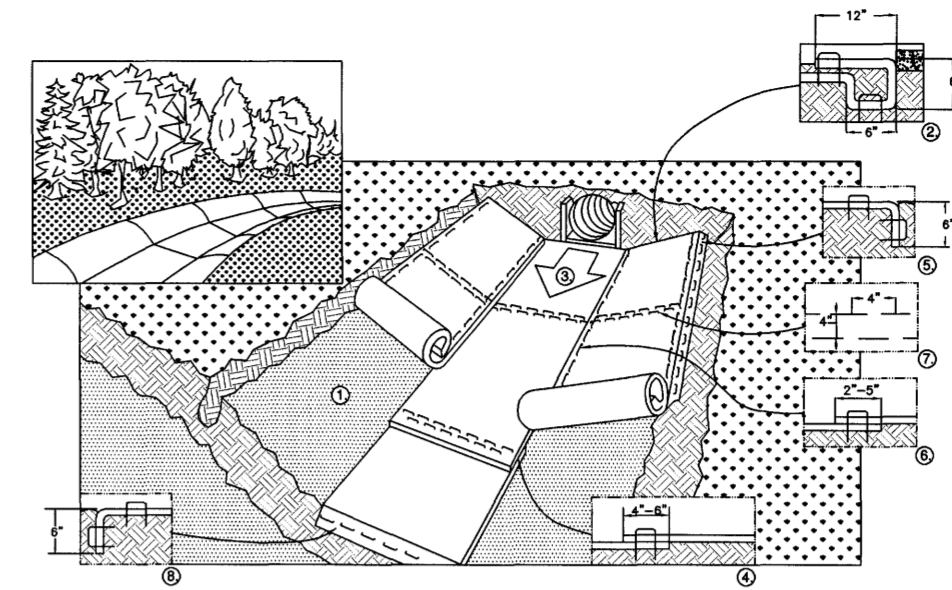
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 DESIGNED BY: SH DATE: 01/27/03
 CHECKED BY: JB PROJECT: 101068
 DRAWING TITLE:

INLET & STORM SEWER PIPING DETAILS
 SHEET NUMBER: **C6.3**



NOTES:

1. WIRE SHALL BE MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
2. GEOTEXTILE FABRIC SHALL BE A MINIMUM OF 36" IN WIDTH AND SHALL BE FASTENED ADEQUATELY TO THE WIRE AS DIRECTED BY THE ENGINEER.
3. STEEL POST SHALL BE 5'-0" IN HEIGHT AND OF THE SELF-FASTENER ANGLE STEEL TYPE. WOOD POST SHALL BE A MINIMUM OF 5'-0" IN HEIGHT AND 3" OR MORE IN DIAMETER. WIRE FENCE SHALL BE FASTENED TO WOODEN POST WITH NOT LESS THAN 9 GAGE WIRE STAPLES 1" LONG.
4. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATIONS MAY BE USED WITHOUT WIRE FENCE.



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-0-SEED DO NOT SEED PREPARED AREA. CELL-0-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM*, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10cm-15cm) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10cm) APART AND 4" (10cm) ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5cm-12.5cm) (DEPENDENT ON BLANKET TYPE) AND STAPLED. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH* ON THE BLANKET BEING OVERLAPPED.
7. IN CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT (9m-12m) INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10cm) APART AND 4" (10cm) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

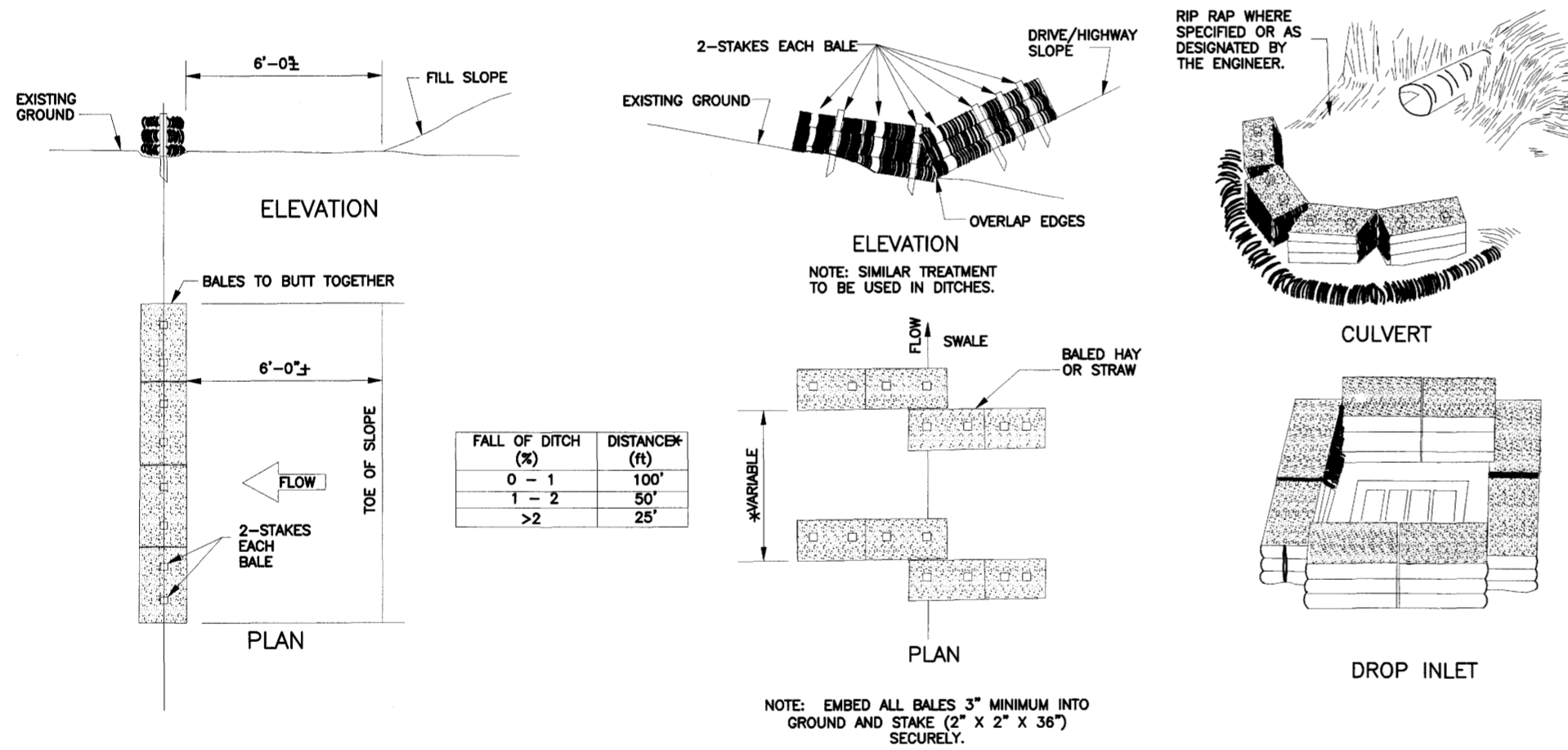


CRITICAL POINTS
A. OVERLAPS AND SEAMS
B. PROJECTED WATER LINE
C. CHANNEL BOTTOM/SIDE SLOPE VERTICES

* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

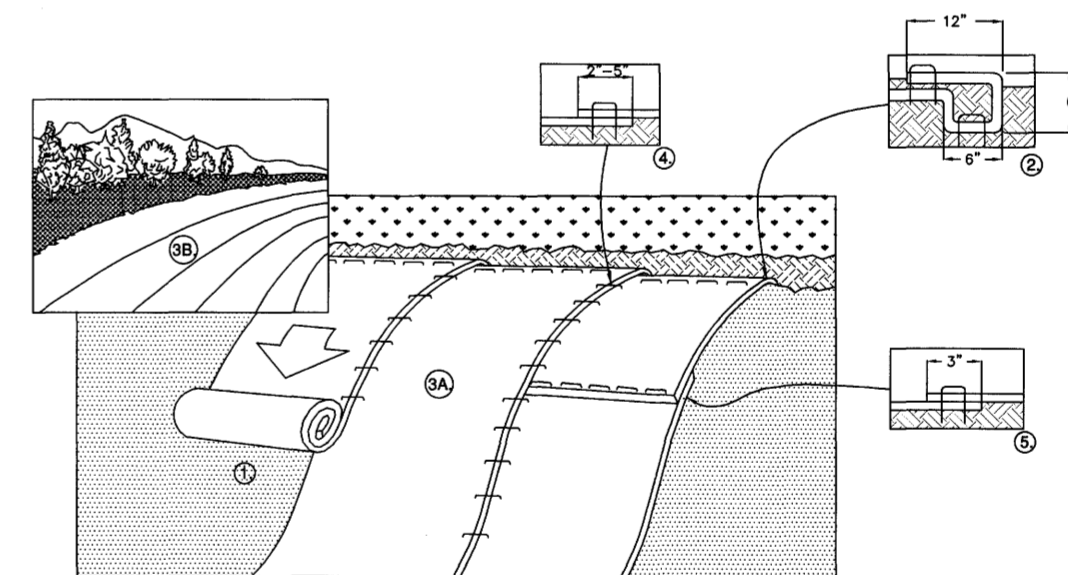
1 SILT FENCE DETAILS

SCALE: N.T.S.



4 DRAINAGE BLANKET "CHANNEL" INSTALLATION

SCALE: N.T.S.

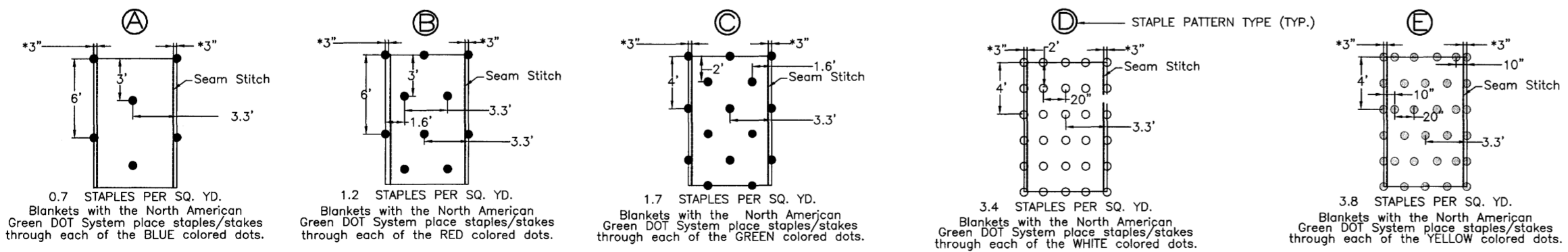


1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-0-SEED DO NOT SEED PREPARED AREA. CELL-0-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM*, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH* ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE: *IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

2 EROSION/SEDIMENTATION CONTROL DETAILS

SCALE: N.T.S.



3 DRAINAGE BLANKET STAPLE PATTERNS

SCALE: N.T.S.

5 DRAINAGE BLANKET "SLOPE" INSTALLATION

SCALE: N.T.S.

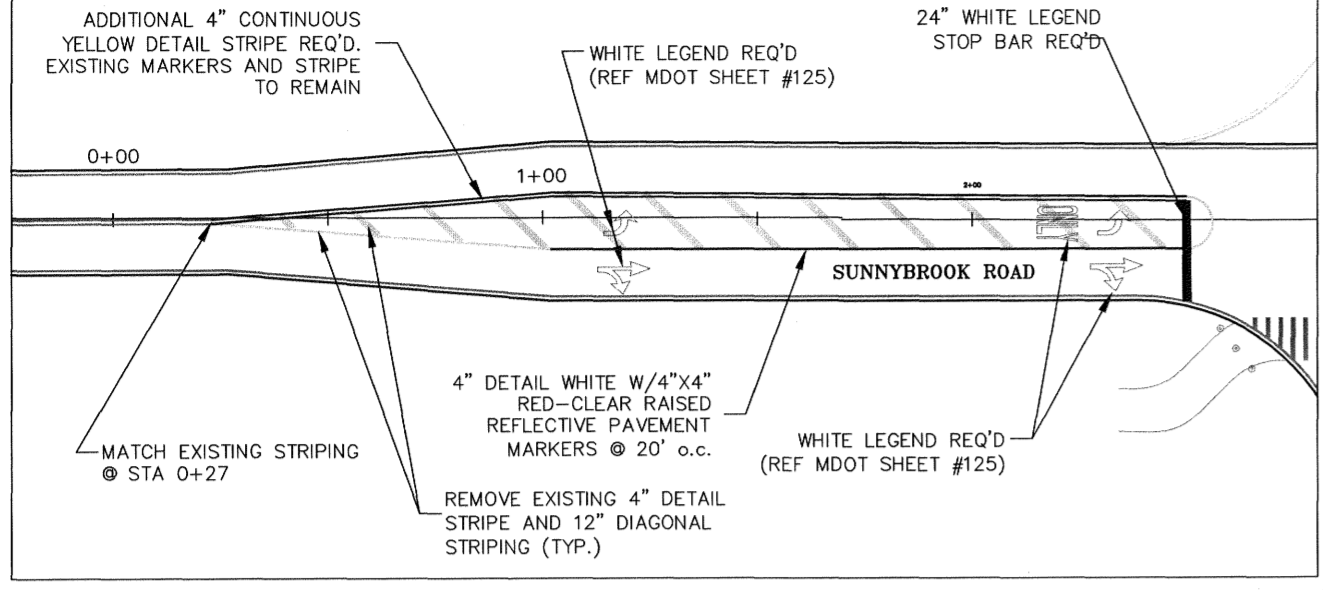
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NO.	REMARKS	DATE

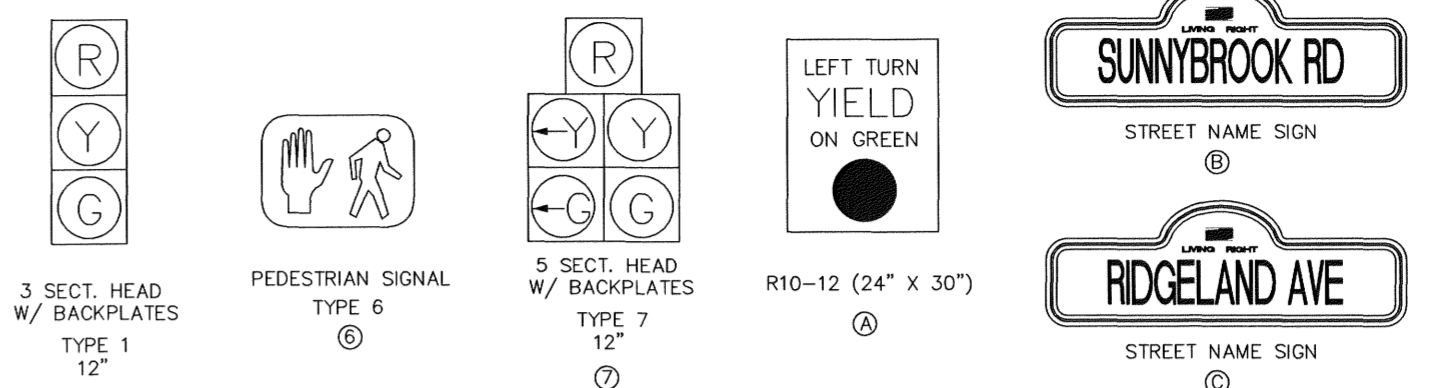
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DESIGNED BY: BH	DATE: 01/27/06
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DRAWING TITLE:	

EROSION/SEDIMENT CONTROL DETAILS

SUNNYBROOK RD STRIPING PLAN



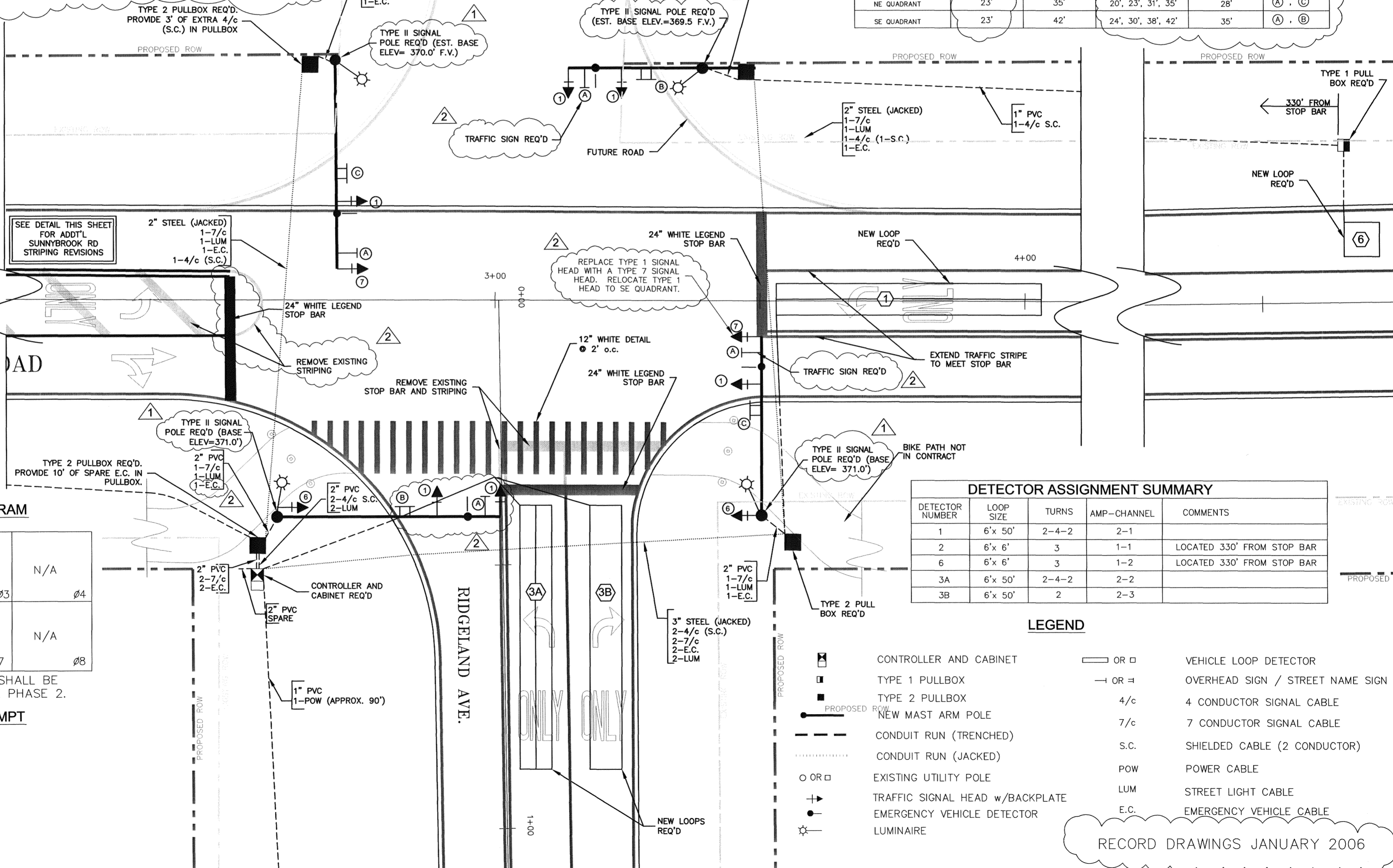
SIGNAL HEADS & SIGNS



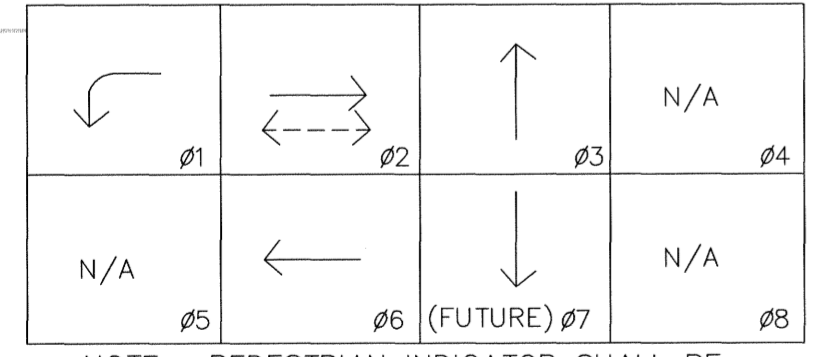
MAST ARM POLE CHART

LOCATION	EST. SHAFT LENGTH	MAST ARM LENGTH	SIGNAL HEADS/SIGNS	EMERGENCY VEHICLE DETECTOR	SIGNS
SW QUADRANT	24'	40'	21', 27', 35', 40'	30'	(A), (C)
NW QUADRANT	24'	25'	10', 15', 21', 25'	18'	(A), (B)
NE QUADRANT	23'	35'	20', 23', 31', 35'	28'	(A), (C)
SE QUADRANT	23'	42'	24', 30', 38', 42'	35'	(A), (B)

WHEATLEY STREET & RIDGELAND AVE INTERSECTION IMPROVEMENTS
 CITY OF RIDGELAND MISSISSIPPI



SIGNAL PHASING DIAGRAM



NOTE: PEDESTRIAN INDICATOR SHALL BE HARD WIRED TO VEHICLE PHASE 2.

EMERGENCY PRE-EMPT

- CHANNEL 1 - φ1, φ6
- CHANNEL 2 - φ2
- CHANNEL 3 - φ3

DETECTOR ASSIGNMENT SUMMARY

DETECTOR NUMBER	LOOP SIZE	TURNS	AMP-CHANNEL	COMMENTS
1	6'x 50'	2-4-2	2-1	
2	6'x 6'	3	1-1	LOCATED 330' FROM STOP BAR
6	6'x 6'	3	1-2	LOCATED 330' FROM STOP BAR
3A	6'x 50'	2-4-2	2-2	
3B	6'x 50'	2	2-3	

LEGEND

- CONTROLLER AND CABINET
- TYPE 1 PULLBOX
- TYPE 2 PULLBOX
- NEW MAST ARM POLE
- CONDUIT RUN (TRENCHED)
- CONDUIT RUN (JACKED)
- EXISTING UTILITY POLE
- TRAFFIC SIGNAL HEAD w/BACKPLATE
- EMERGENCY VEHICLE DETECTOR
- LUMINAIRE
- OR □
- OR =
- 4/c
- 7/c
- S.C.
- POW
- LUM
- E.C.
- VEHICLE LOOP DETECTOR
- OVERHEAD SIGN / STREET NAME SIGN
- 4 CONDUCTOR SIGNAL CABLE
- 7 CONDUCTOR SIGNAL CABLE
- SHIELDED CABLE (2 CONDUCTOR)
- POWER CABLE
- STREET LIGHT CABLE
- EMERGENCY VEHICLE CABLE

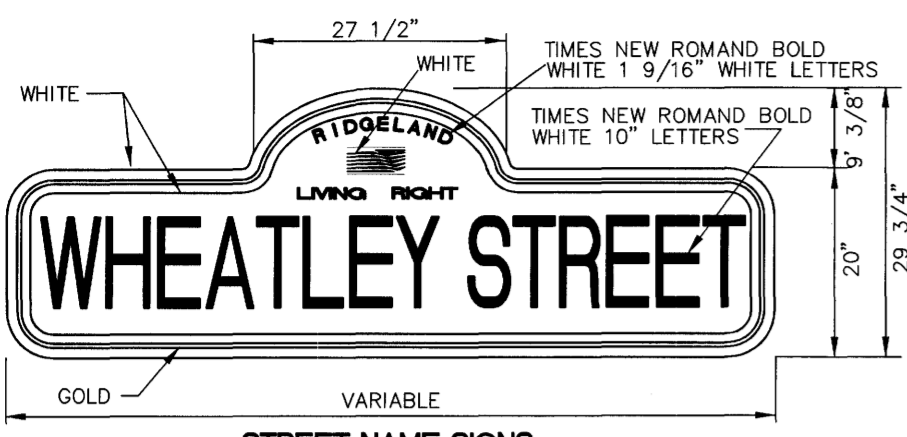
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DRAWING REVISIONS

NO.	REMARKS	DATE
1		3/23/04
2		8/16/05

DRAWN BY: BR/SM SCALE: 1"=10'
 DESIGNED BY: BR DATE: 01/27/06
 CHECKED BY: JR PROJECT: 101008
 DRAWING TITLE:
SIGNAL PLAN FOR RIDGELAND AVE./SUNNYBROOK RD. INTERSECTION

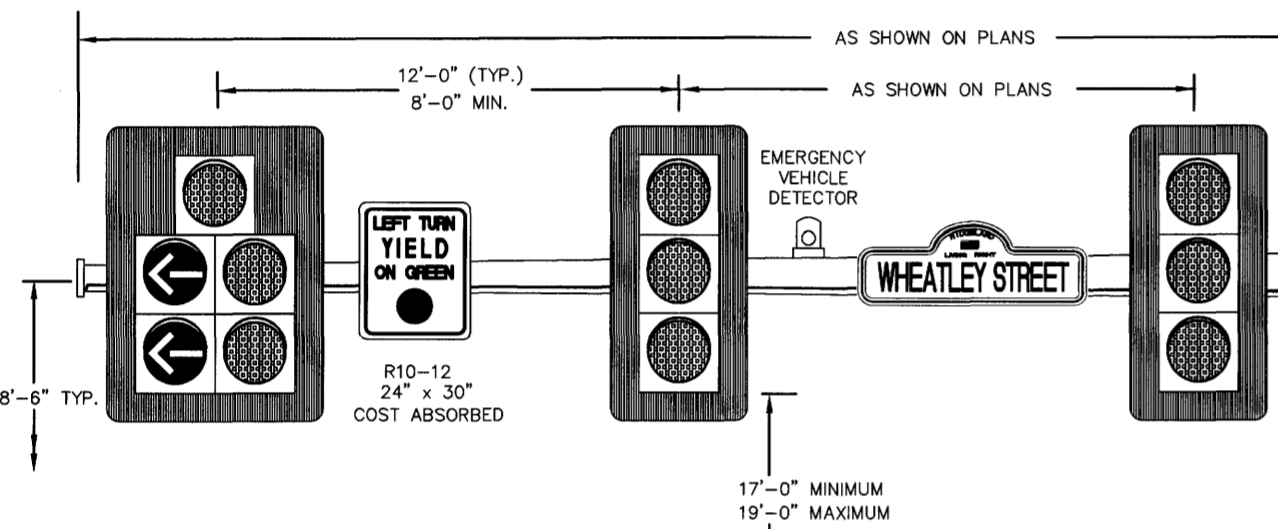
**WHEATLEY STREET & RIDGELAND AVE
INTERSECTION IMPROVEMENTS**
CITY OF RIDGELAND
MISSISSIPPI



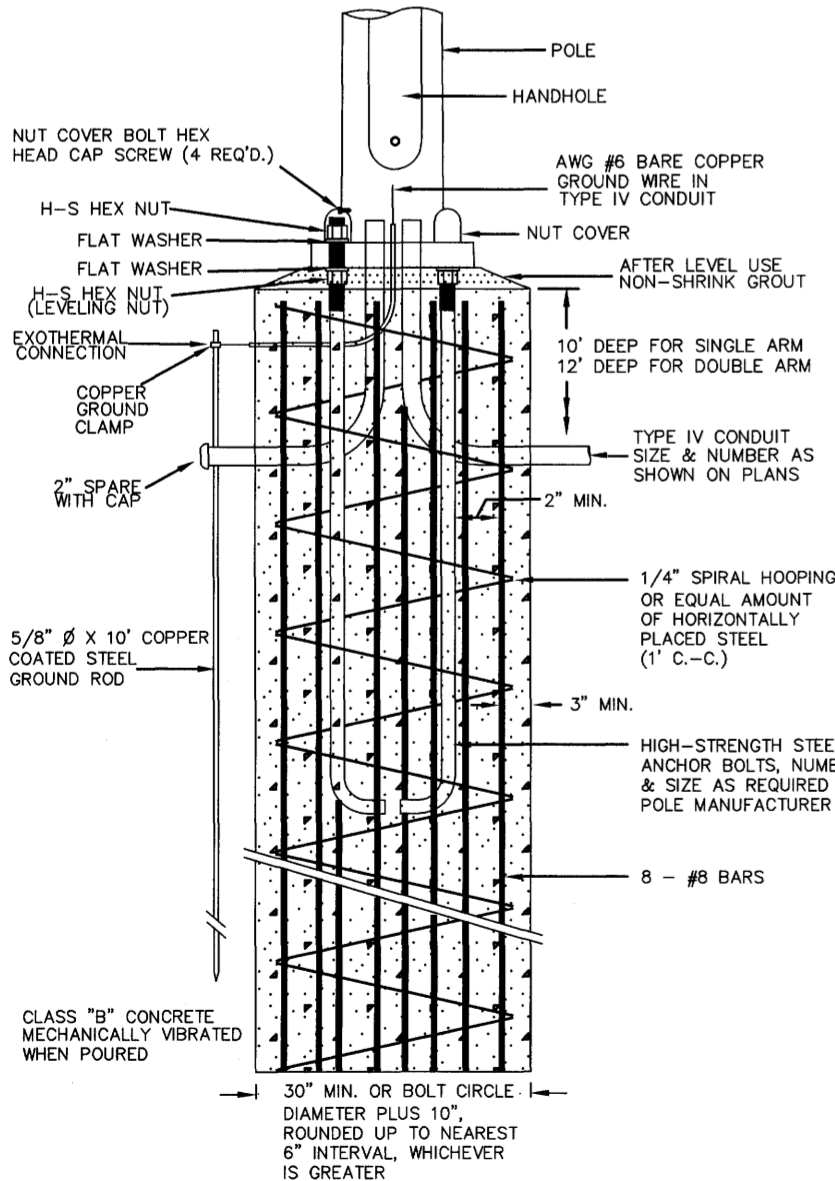
STREET NAME SIGNS (TYPICAL)

THE SIGN BLANK SHALL BE SINGLE PIECE OF SMOOTH CUT ALUMINUM FROM ASTM B-209 ALLOY 5052-H36, 5052-H38, 5154-H38 OR 6061-T6 SHEETS IN 0.125 INCH THICKNESS. THE ALUMINUM SHALL BE DEGREASED AND LIGHTLY ACID ETCHED BEFORE THE SIGN SHEETING IS APPLIED. THE SIGN SHEETING SHALL BE APPLIED TO THE PANELS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE RETROREFLECTIVE SHEETING MANUFACTURER. THE DECORATIVE STREET NAME SIGNS SHALL BE FINISHED ON BOTH SIDES. THE SIGN SHEETING MATERIAL SHALL BE REFLECTIVE ENCLOSED LINES (ENGINEER GRADE) CONFORMING TO FEDERAL SPECIFICATIONS FP92. THE COLORS OF THE DECORATIVE STREET NAME SIGNS SHALL MATCH THE EXISTING DECORATIVE STREET NAME SIGNS.

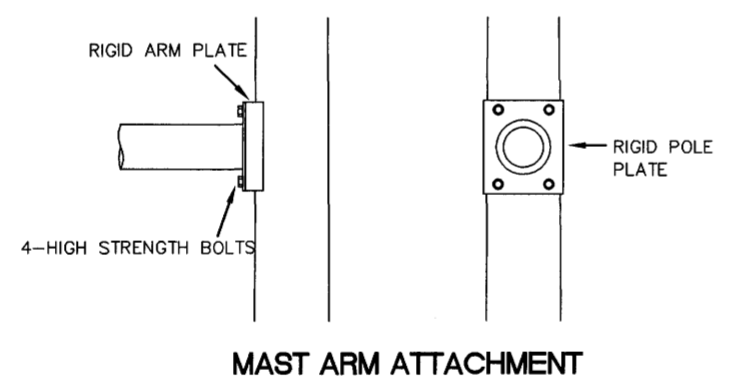
- NOTES:**
1. WIRE ENTRANCE TO MAST ARM WILL BE FIELD DRILLED TO CORRESPOND TO THE LOCATION OF THE SIGNAL HEADS WHEN ALIGNED IN THE FIELD.
 2. ALL SIGNAL HEADS TO BE BLACK IN COLOR.
 3. RED SECTION INDICATIONS TO BE APPROXIMATELY SAME HEIGHT.
 4. EXACT DIMENSIONS AND LOCATIONS OF ANCHOR BOLTS TO BE SUPPLIED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



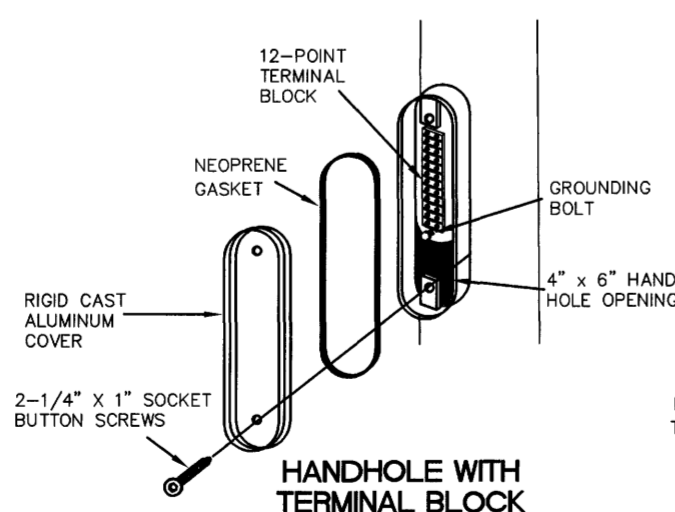
AS SHOWN ON PLANS



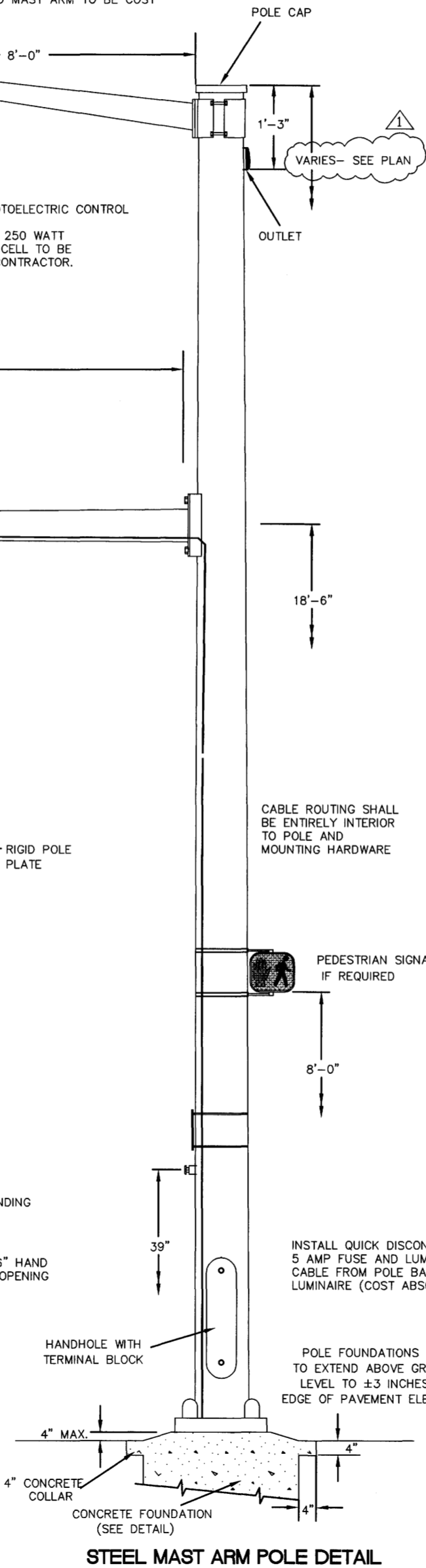
STEEL MAST ARM POLE FOUNDATION DETAIL



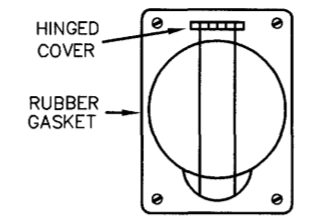
MAST ARM ATTACHMENT



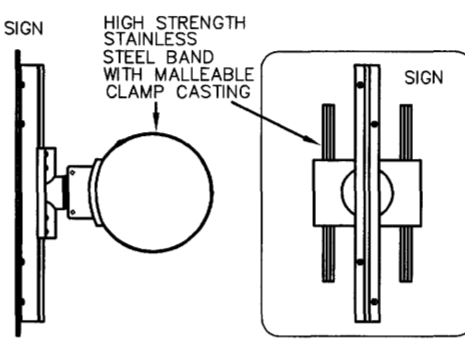
HANDHOLE WITH TERMINAL BLOCK



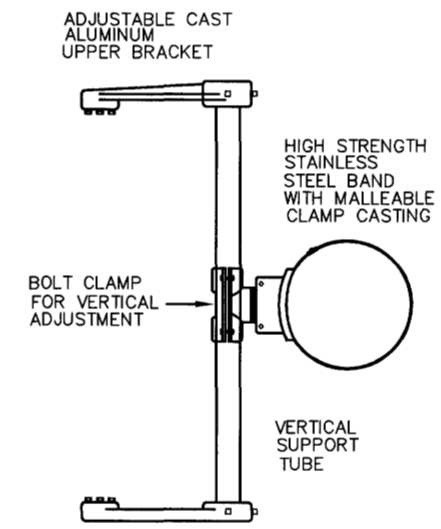
STEEL MAST ARM POLE DETAIL



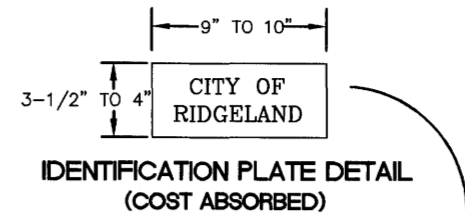
OUTLET



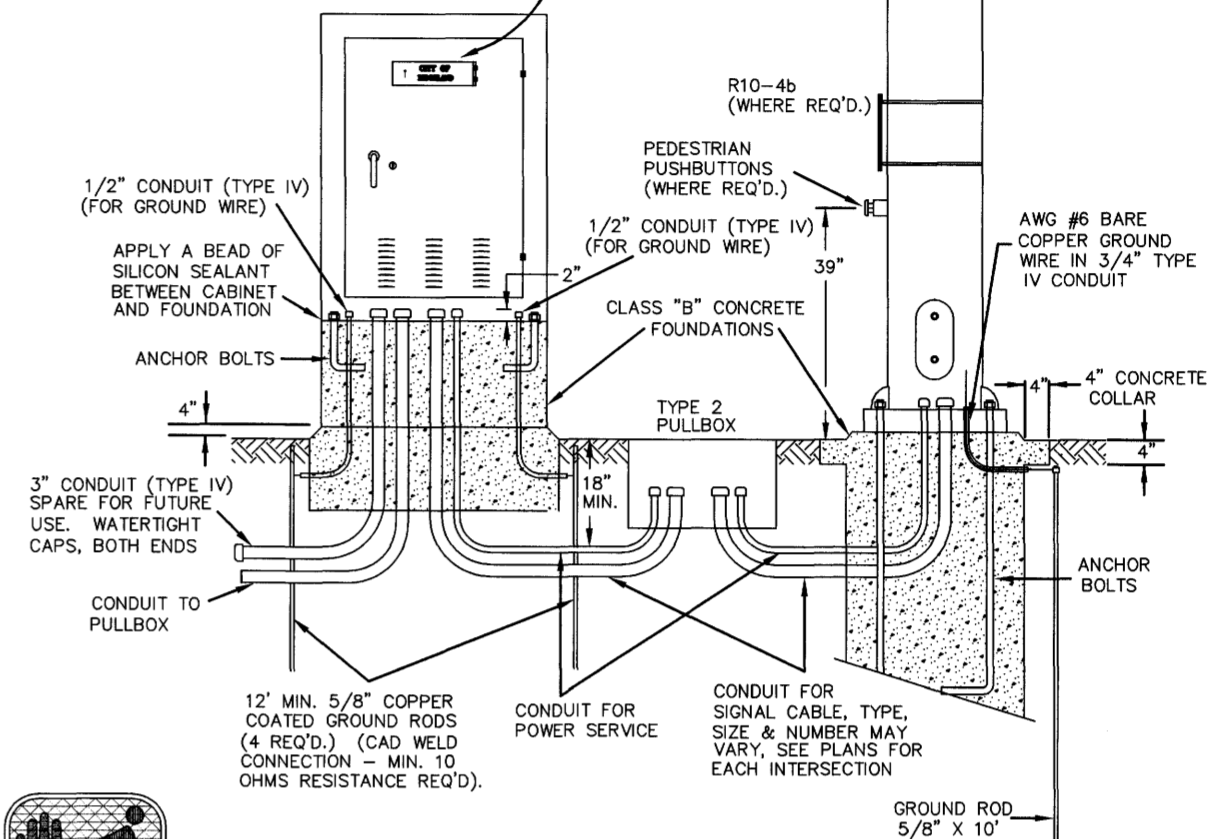
MAST ARM SIGN BRACKET (TYPICAL)



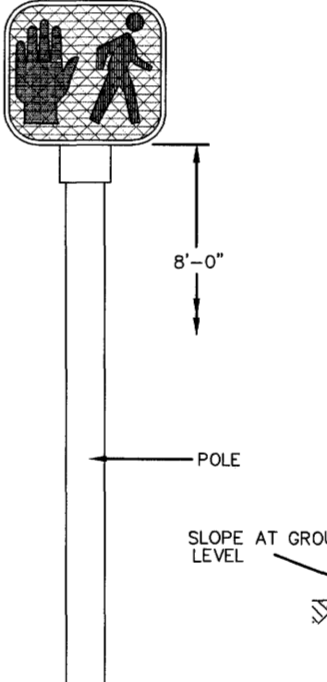
SIGNAL MOUNTING BRACKET (TYPICAL)



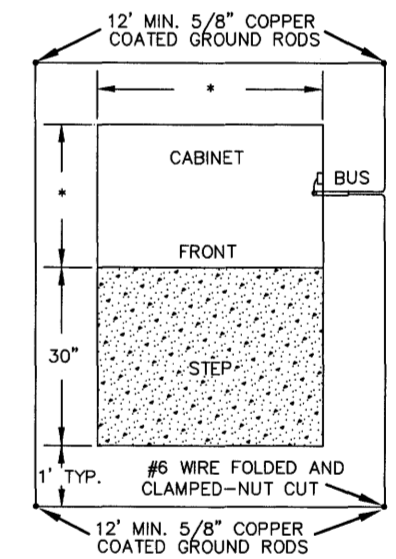
IDENTIFICATION PLATE DETAIL (COST ABSORBED)



FRONT VIEW



SIDE VIEW



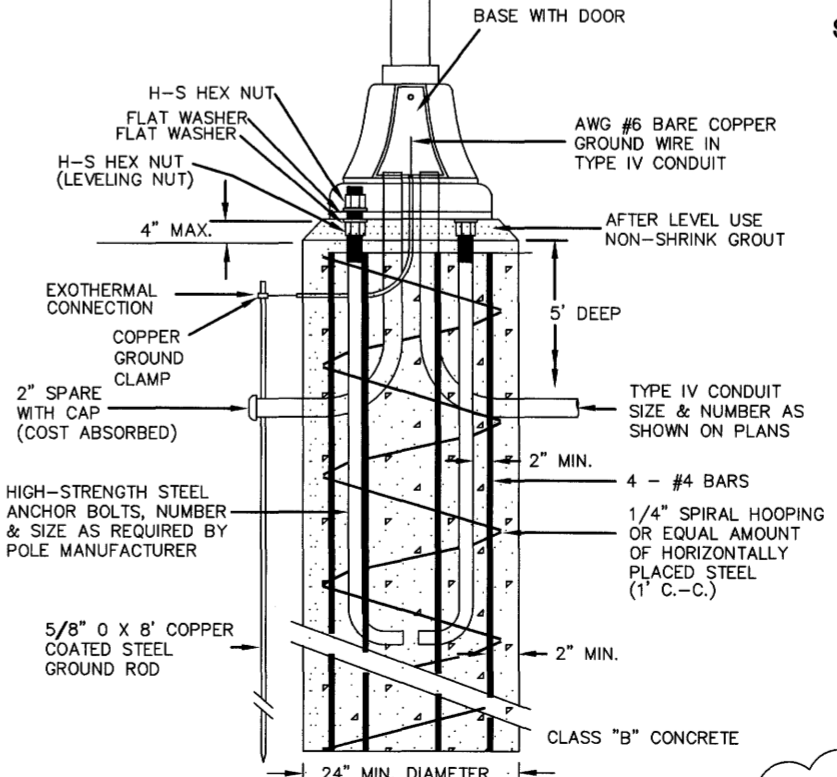
TOP VIEW

CONTROLLER BASE DETAIL

CABINET DIMENSIONS TO MEET SIGNAL CABINET MANUFACTURER'S SPECIFICATIONS. ANY FOUNDATION FAILING TO MEET THESE DIMENSIONS WILL BE REJECTED.
NOMINAL DIMENSIONS: 8-PHASE - D=26", W=44", H=55"
4-PHASE - D=17", W=30", H=52"

GENERAL FOUNDATION NOTES

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



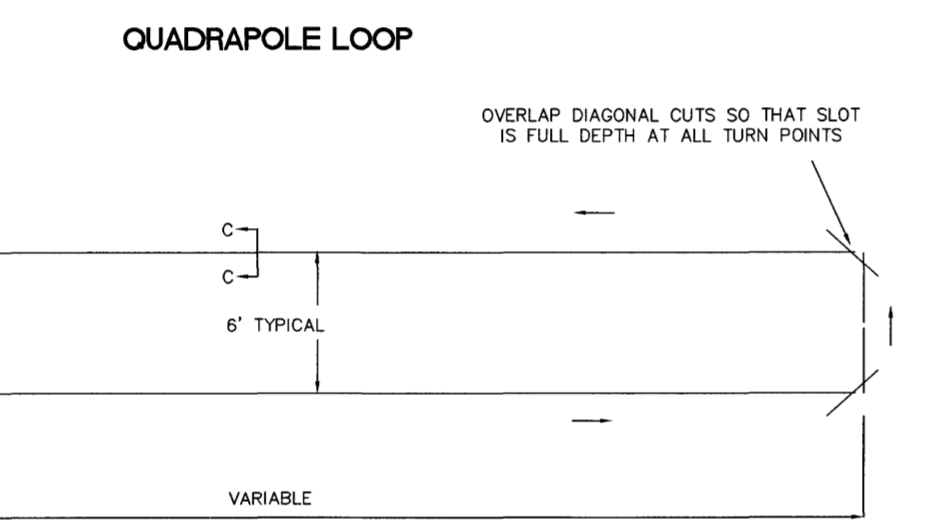
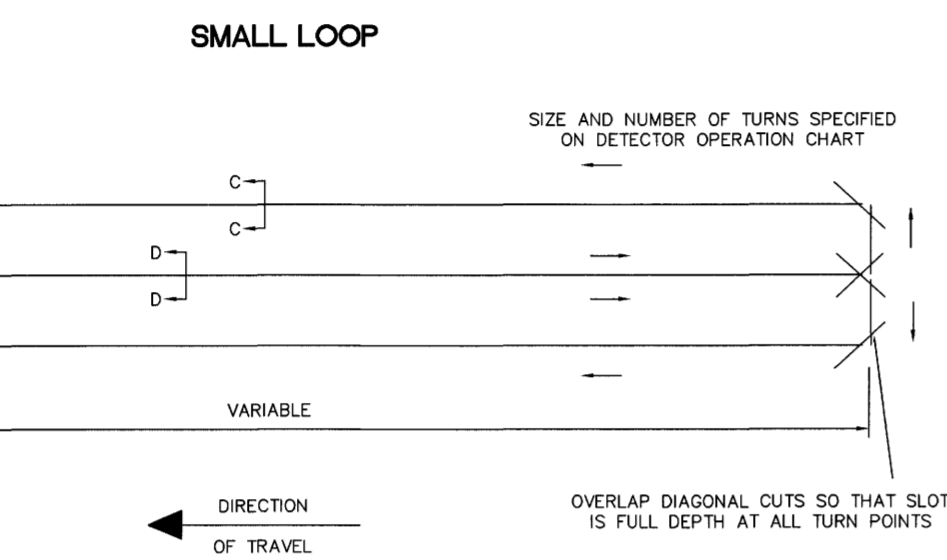
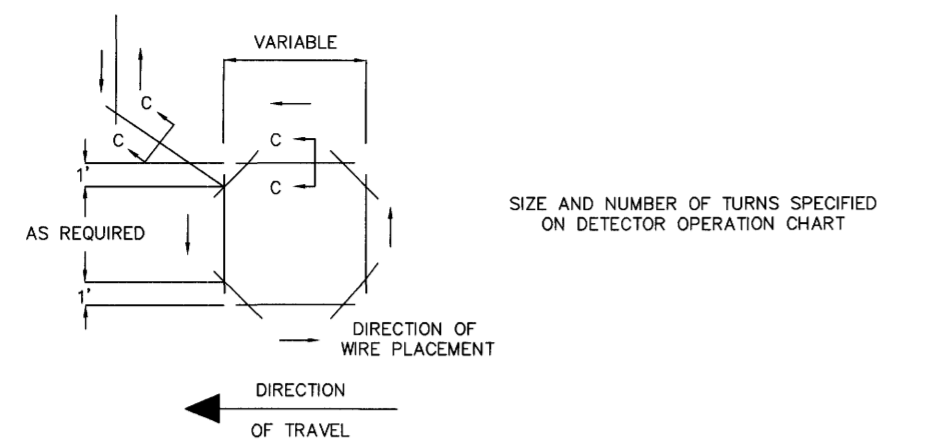
PEDESTAL POLE DETAIL

DRAWING REVISIONS		
NO.	REMARKS	DATE
1		3/23/04

DRAWN BY:	BN/WM	SCALE:	N.T.S.
DESIGNED BY:	BN	DATE:	01/07/03
CHECKED BY:	JB	PROJECT:	79068
DRAWING TITLE:			

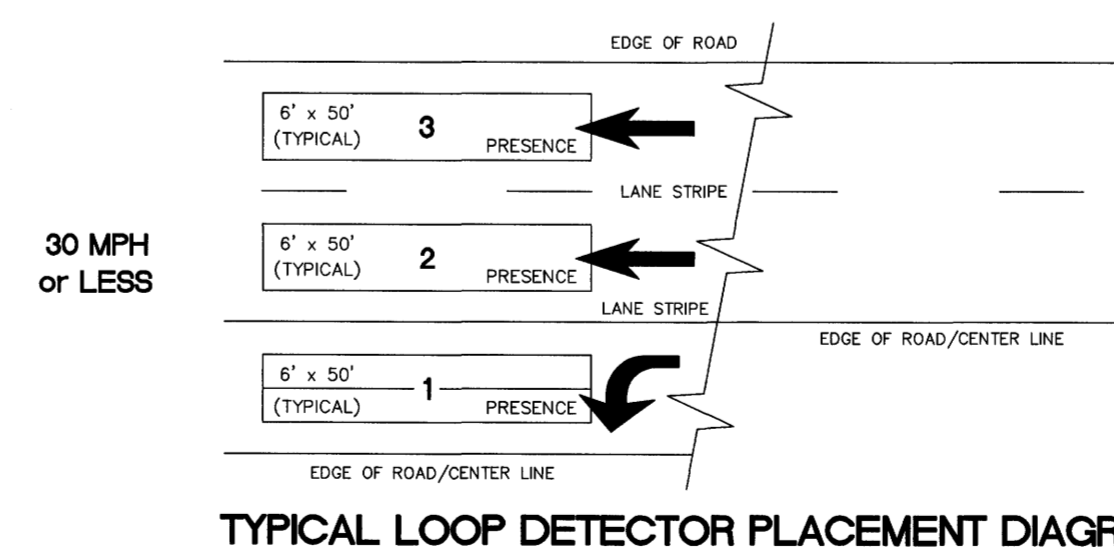
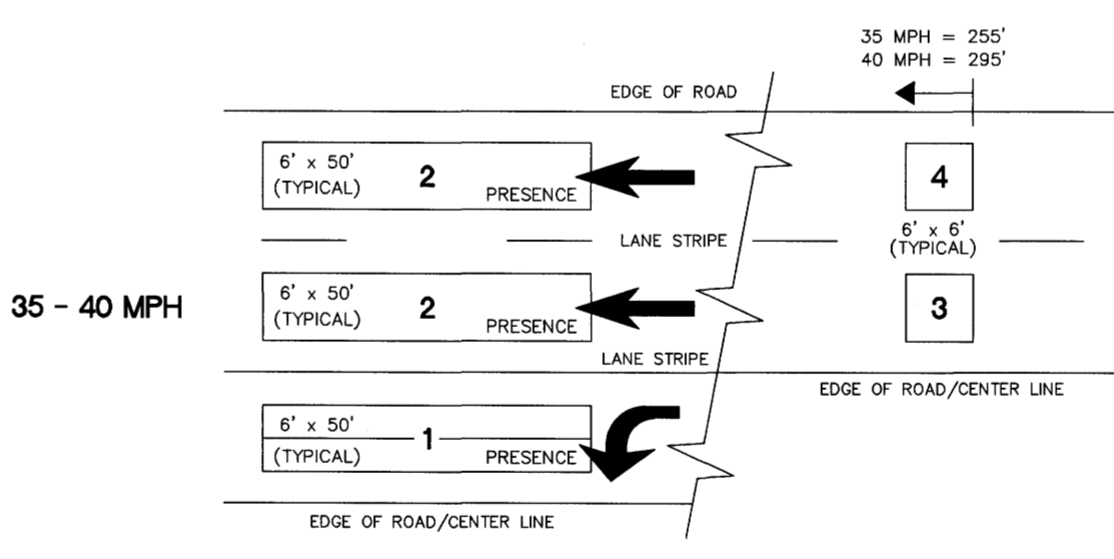
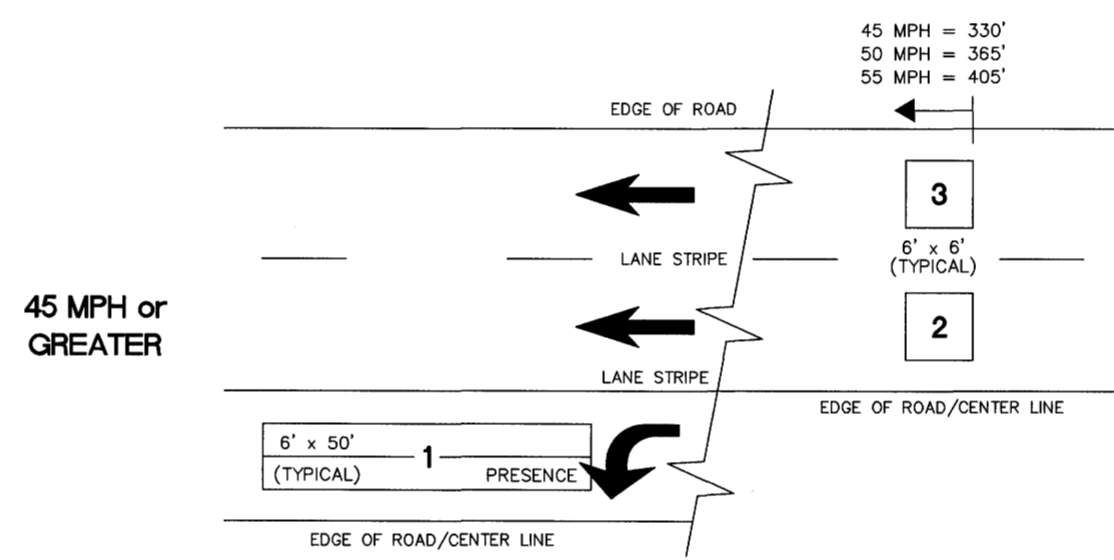
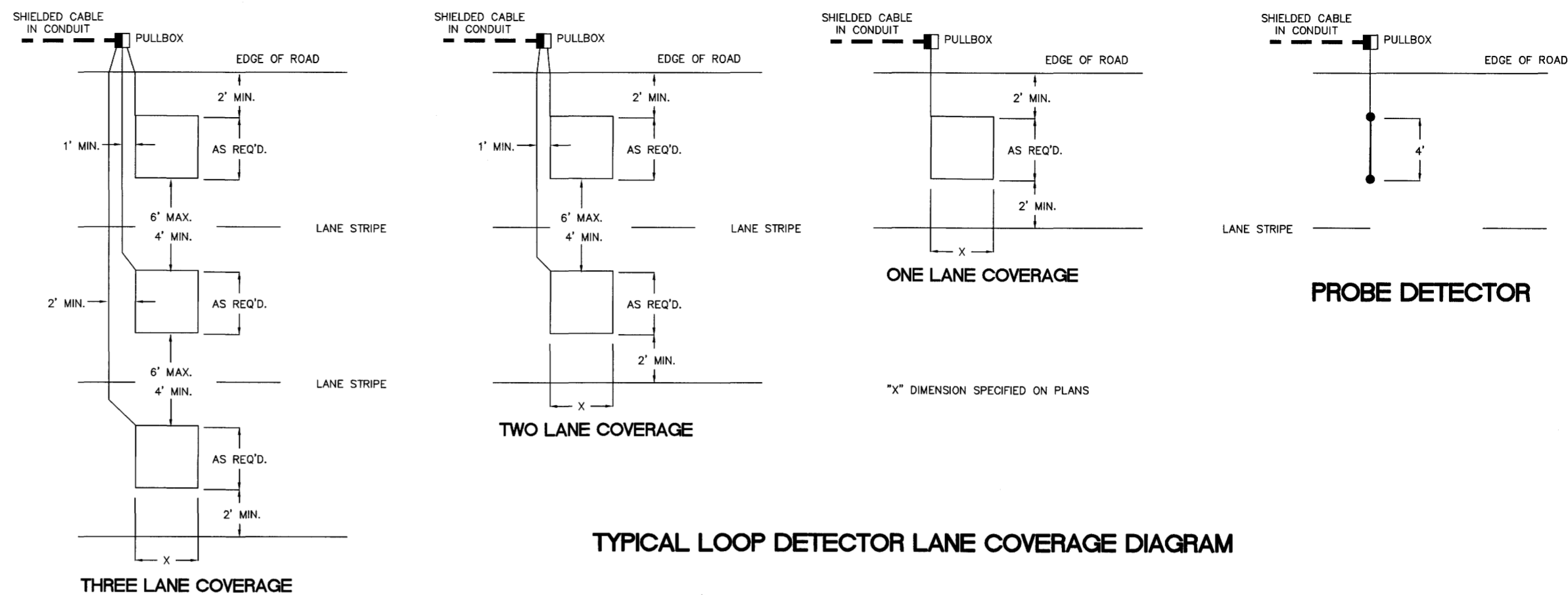
SIGNAL POLES AND CONTROLLER CABINET STANDARD SIGNAL DETAIL

RECORD DRAWINGS JANUARY 2006



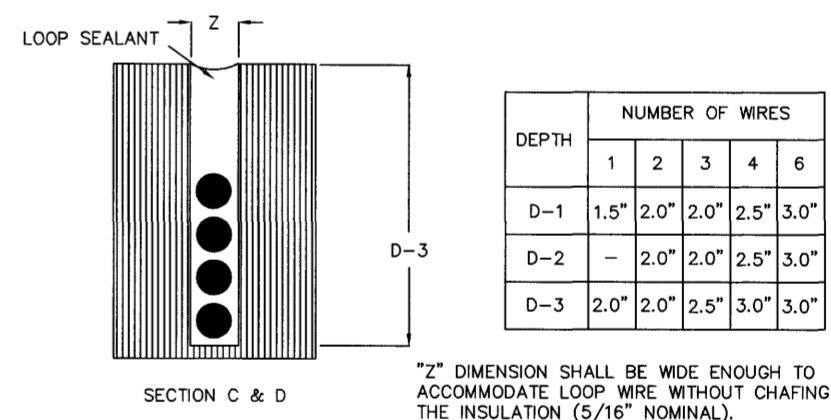
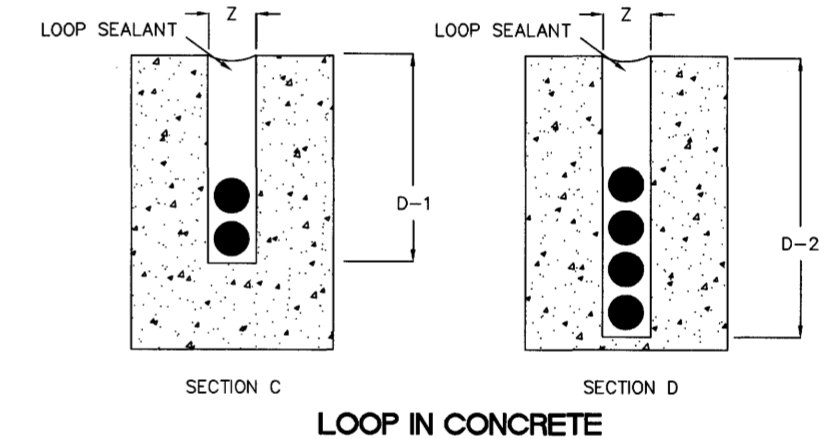
SAW SLOT AND LOOP WIRE INSTALLATION PROCEDURES

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



TYPICAL LOOP DETECTOR PLACEMENT DIAGRAM

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



SAW SLOT DETAIL

DRAWING REVISIONS		
NO.	REMARKS	DATE

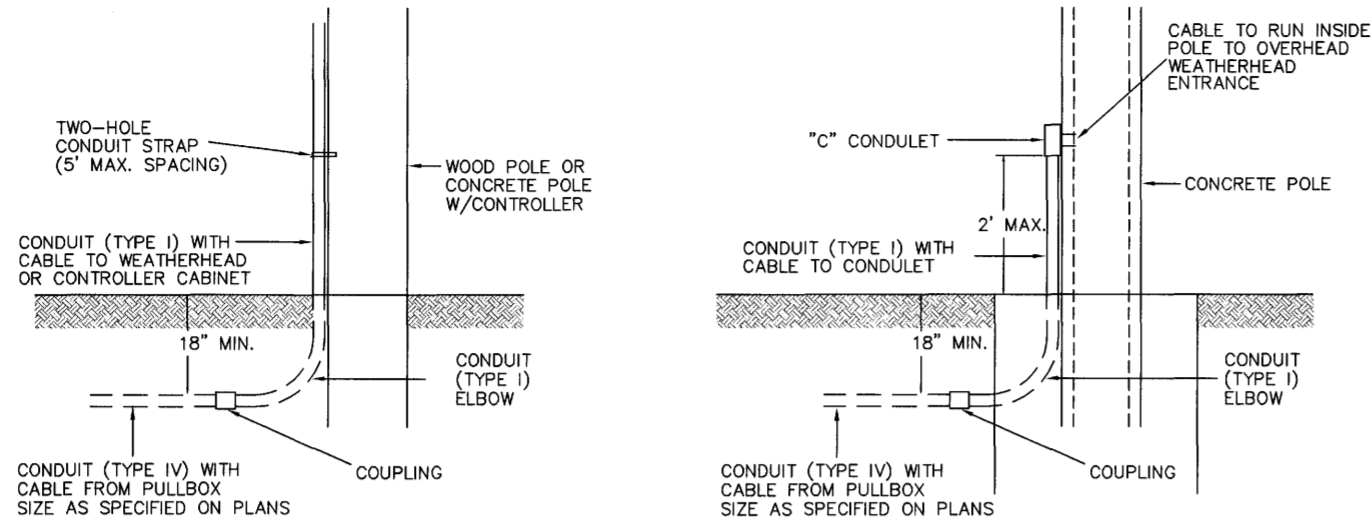
SEAL:

DRAWN BY: BN/SM
DESIGNED BY: BN
CHECKED BY: JB
DRAWING TITLE: VEHICLE LOOP DETECTOR ASSEMBLY

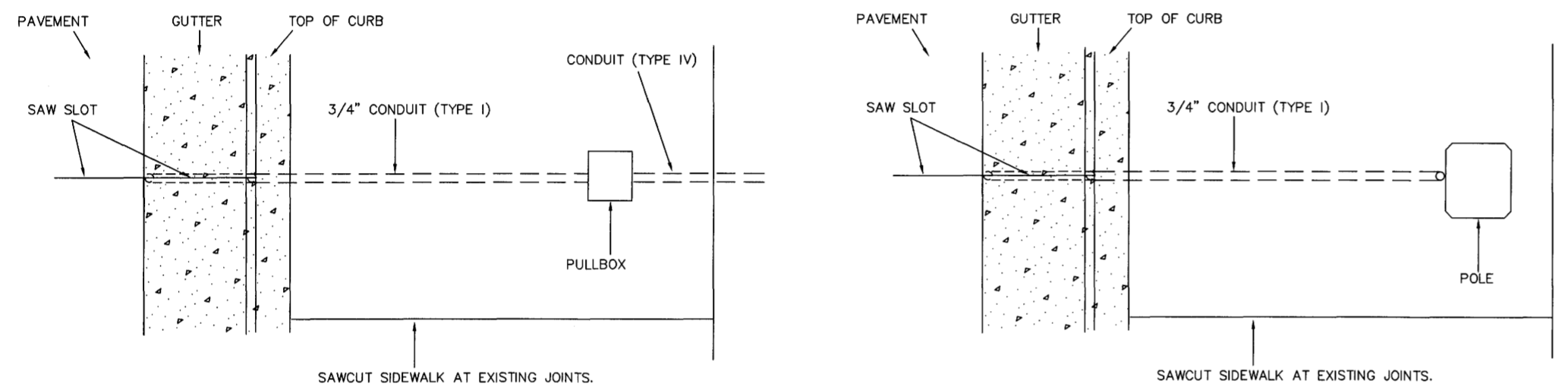
SCALE: N.T.S.
DATE: 01/27/06
PROJECT: T01068

VEHICLE LOOP DETECTOR ASSEMBLY

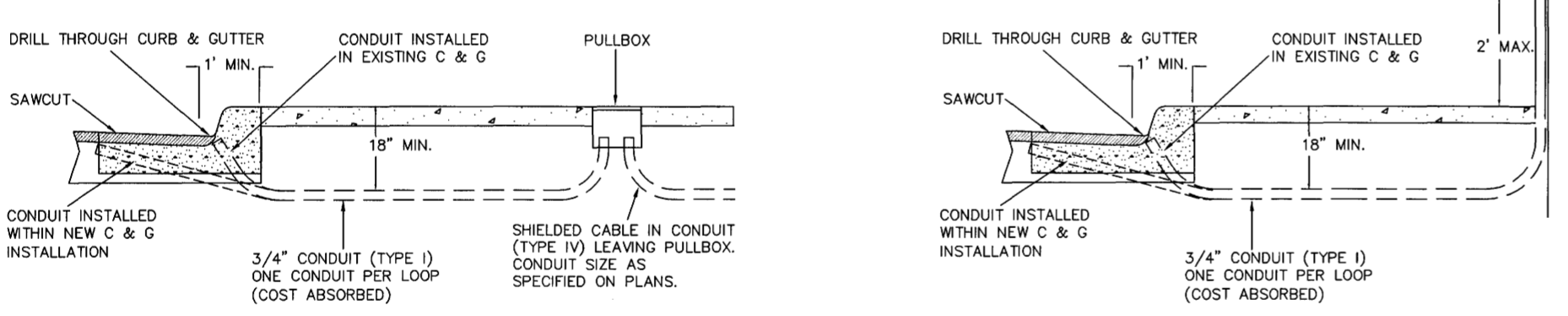
RECORD DRAWINGS JANUARY 2006



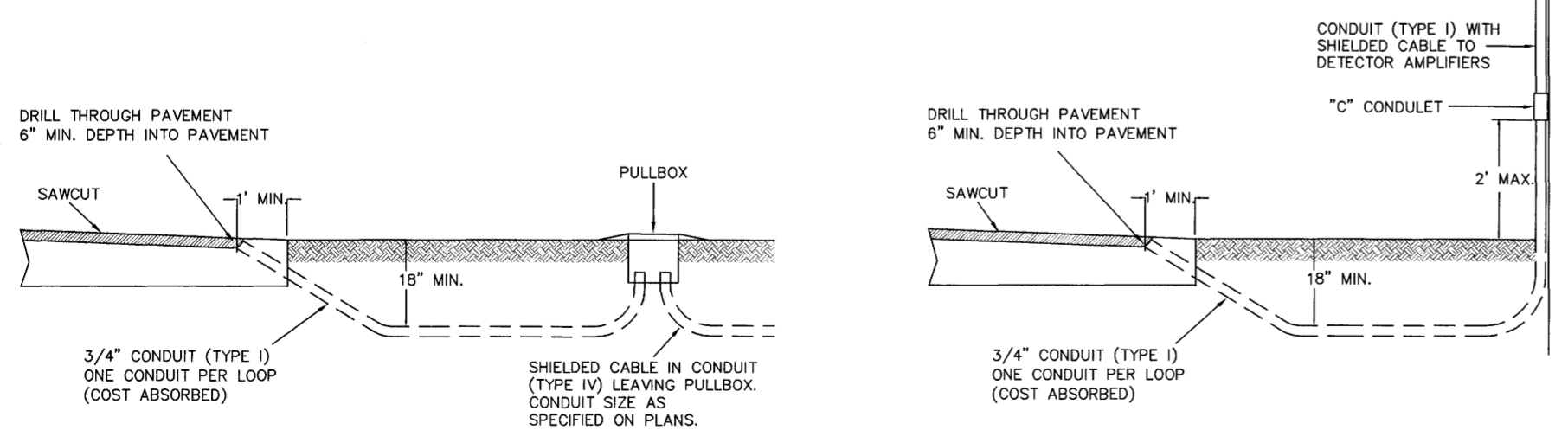
CONDUIT DETAIL AT POLES



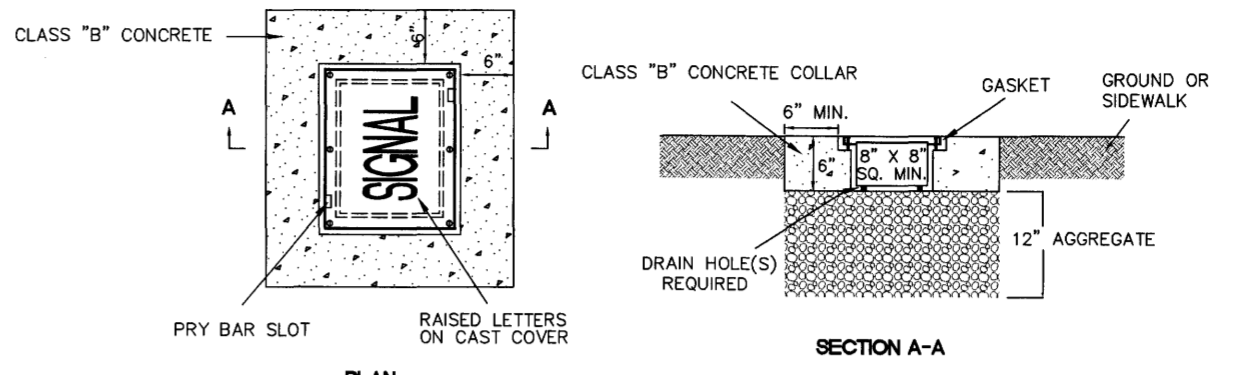
PLAN VIEW - LOOP LEAD-IN CONDUIT



TYPICAL SECTION IN GUTTER AND SIDEWALK

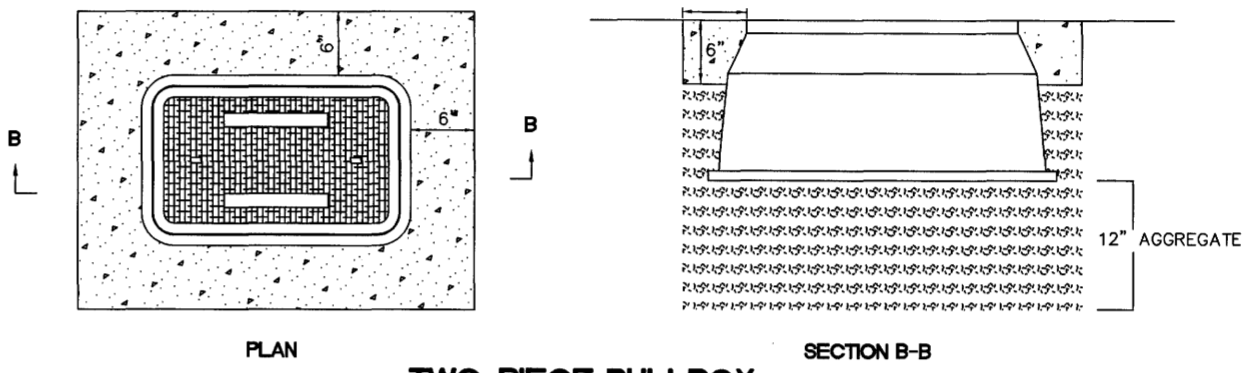


TYPICAL SECTION IN EARTH



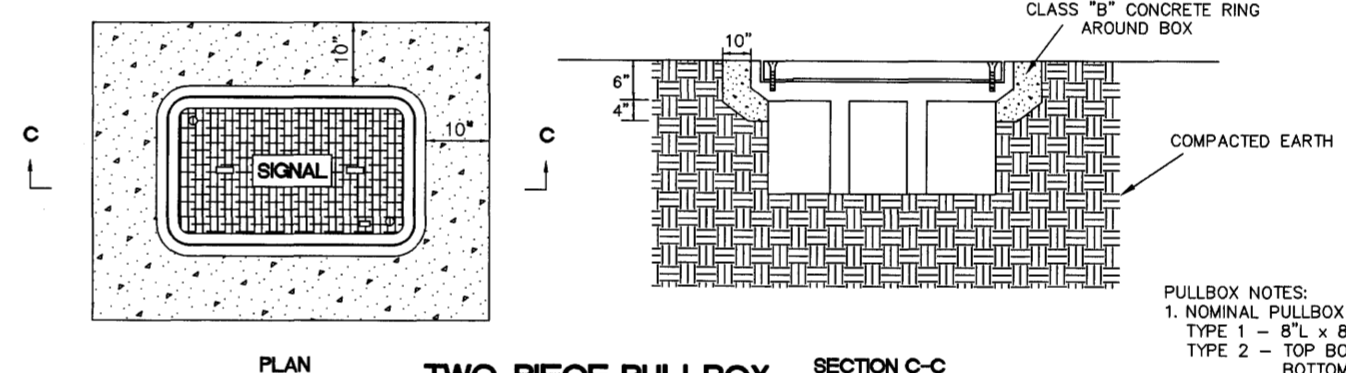
TWO-PIECE PULLBOX (TYPE 1)

CAST IRON, CAST ALUMINUM, WELDED ALUMINUM, OR APPROVED EQUAL



TWO-PIECE PULLBOX (TYPE 2)

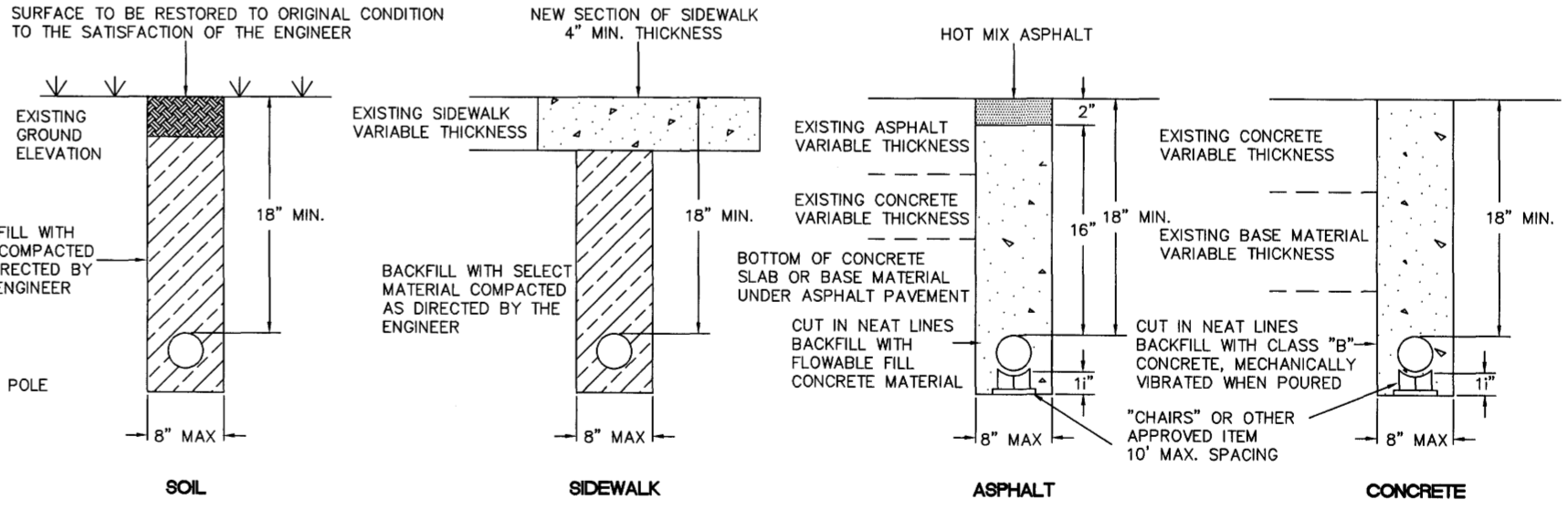
PRECAST CLASS "B" CONCRETE, HIGH DENSITY POLYETHYLENE, COMPOSILITE, OR APPROVED EQUAL



TWO-PIECE PULLBOX (TYPE 3)

COMPOSILITE OR APPROVED EQUAL

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



CONDUIT TRENCHING DETAIL

NOTES :

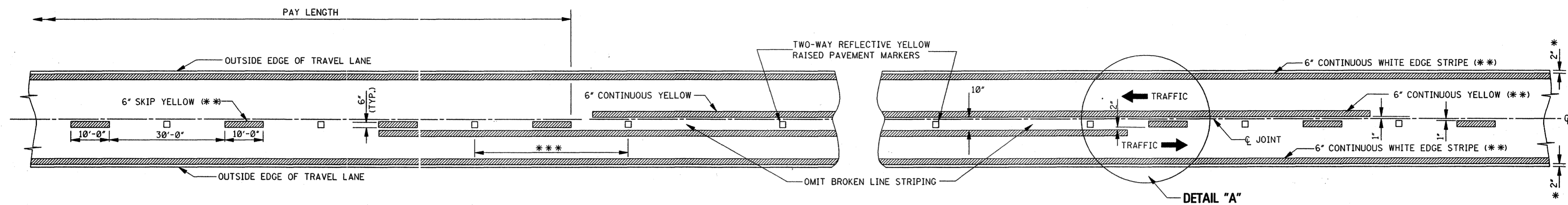
- CONDUIT TO BE SEALED WITH DUCT SEALER ONCE CABLE IS INSTALLED.
- SAWCUT SIDEWALK AT EXISTING JOINTS AND REPLACE ENTIRE SECTION TO MATCH EXISTING MATERIAL. WHEN NEW SIDEWALK IS BEING CONSTRUCTED, CONDUIT, PULLBOX, AND POLE ARE TO BE INSTALLED BEFORE SIDEWALK IS POURED.
- TYPE I CONDUIT IS RIGID STEEL;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

RECORD DRAWINGS JANUARY 2006

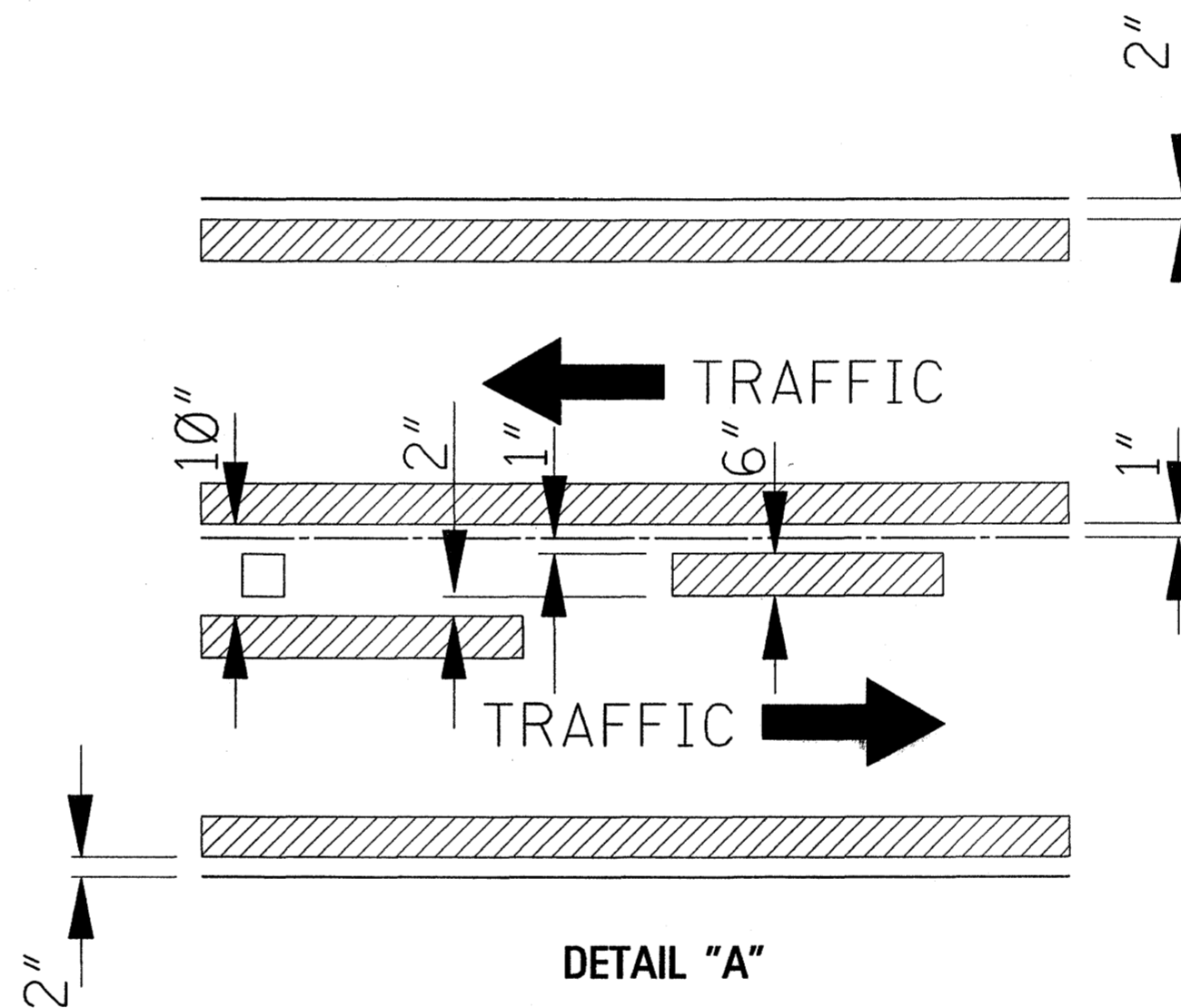
DRAWING REVISIONS		
NO.	REMARKS	DATE

DRAWN BY: BWS/M	SCALE: N.T.S.
DESIGNED BY: BH	DATE: 01/27/06
CHECKED BY: JB	PROJECT: T01066
DRAWING TITLE:	

CONDUIT & PULLBOX DETAILS



TWO-WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"

RECORD DRAWINGS JANUARY 2006



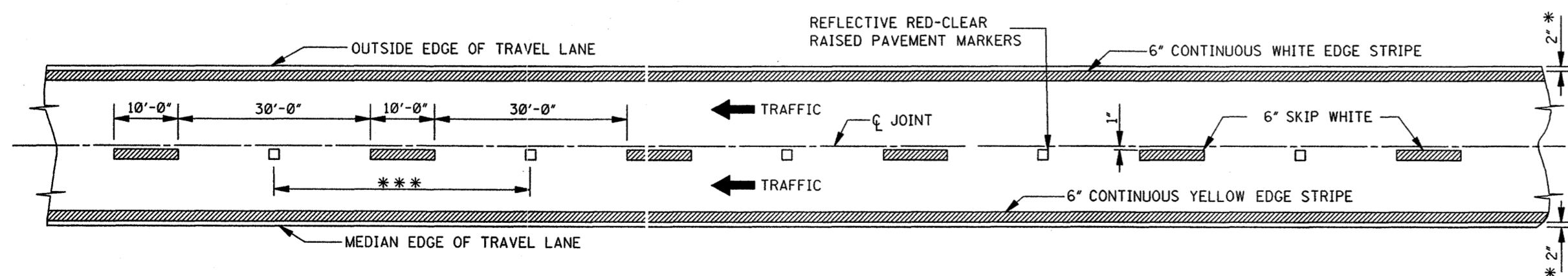
GENERAL NOTES:

- * 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS.
- ** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).
- *** 3. SPACING OF REFLECTIVE RAISED PAVEMENT MARKERS IS AS FOLLOWS:

	URBAN AREA (ft-in)	RURAL AREA (ft-in)
TANGENT SECTIONS	40'-0"	80'-0"
HORIZONTAL CURVES	40'-0"	40'-0"
INTERCHANGE LIMITS	40'-0"	+ 40'-0"

† NOTE: ON THE MAIN FACILITY, REFLECTIVE RED-CLEAR RAISED PAVEMENT MARKERS ON A 40'-0" SPACING WILL BE REQUIRED ON LANE-LINE(S) THROUGH ALL INTERCHANGE AREAS BEGINNING 1000' IN ADVANCE (IN DIRECTION OF TRAFFIC) OF THE EXIT RAMP TAPER AND CONTINUING THROUGH THE INTERCHANGE TO THE END OF THE ENTRANCE RAMP TAPER.

4. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE REFLECTIVE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS."

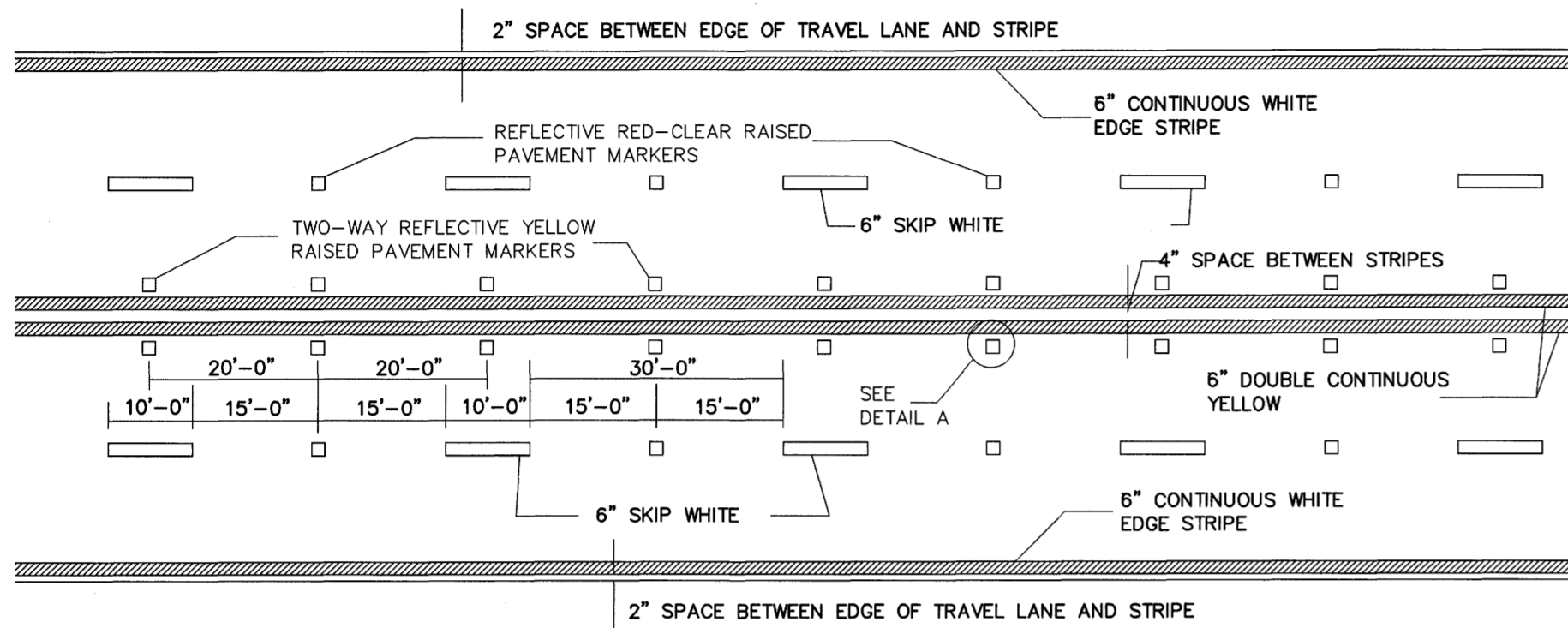


4-LANE: WITH ONE-WAY TRAFFIC

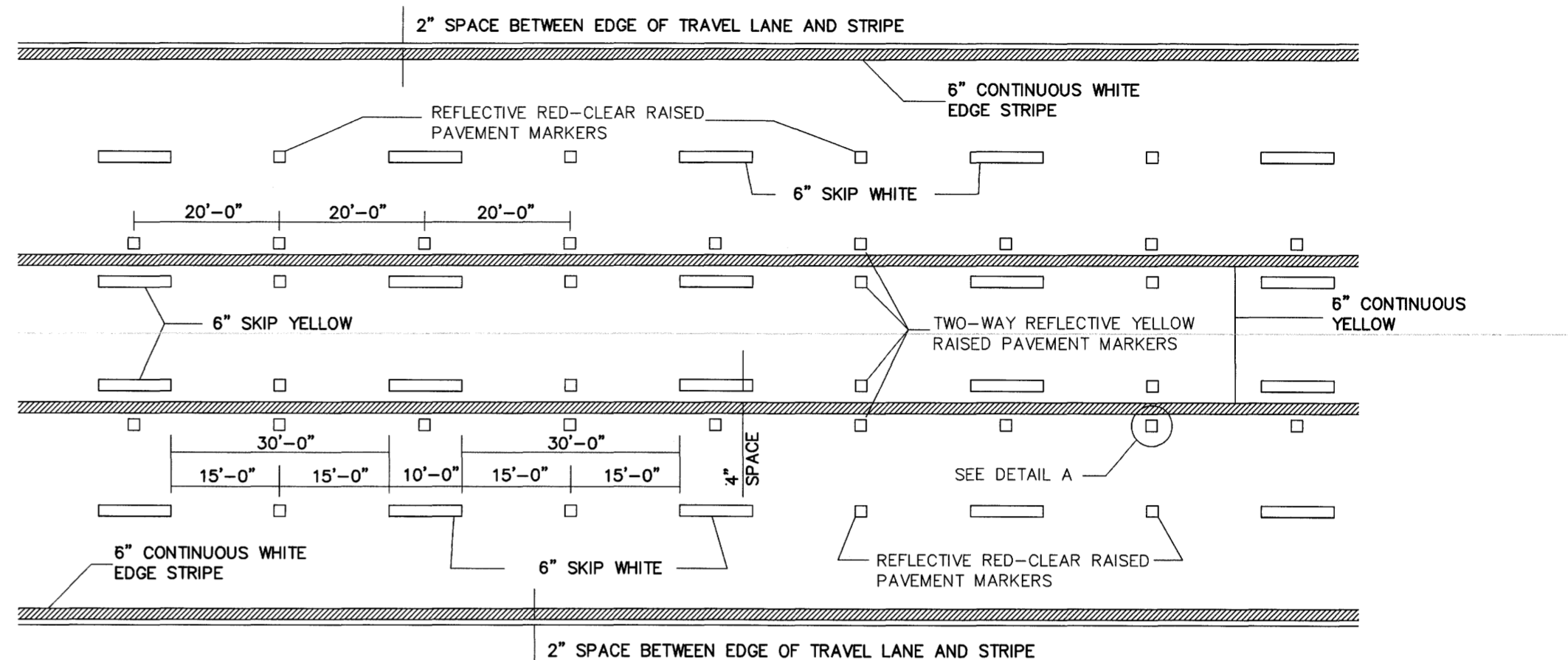
ISSUE DATE:	OCTOBER 1, 1998
WORKING NUMBER	PM-1
SHEET NUMBER	120

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

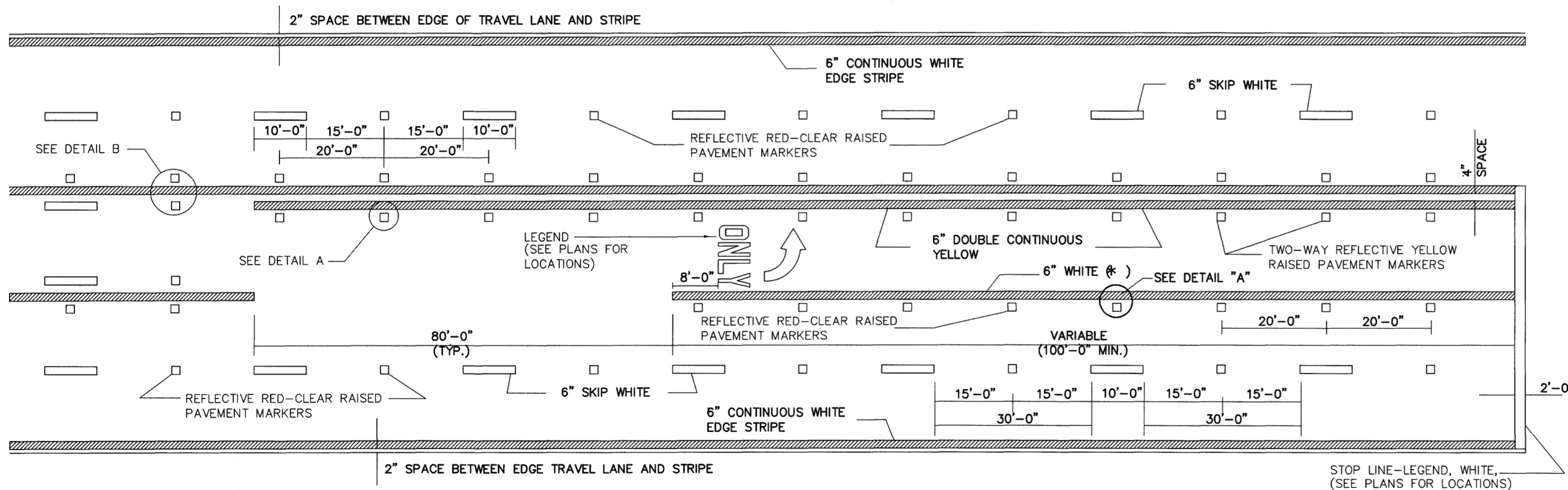
**PAVEMENT MARKING
DETAILS FOR
2-LANE AND 4-LANE
DIVIDED HIGHWAYS**



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 4-LANE SECTION

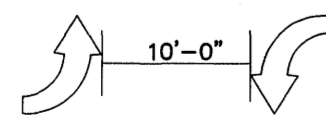


TYPICAL STRIPING AND RAISED PAVEMENT MARKERS FOR 5-LANE SECTION



TYPICAL STRIPING AND RAISED PAVEMENT MARKERS AT LEFT TURN LANES

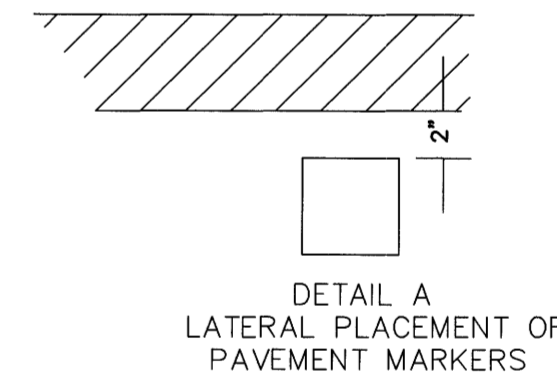
*NOTE: USE DETAIL STRIPING IF LENGTH \leq 150' AT THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.



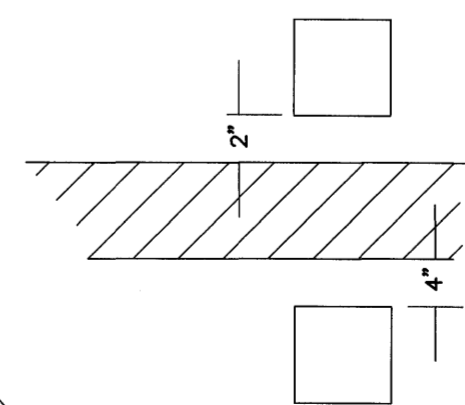
TYPICAL TWO-WAY ARROW INSTALLATION

- NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
- 2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
- 3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100' FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF ARROWS (250' O.C.).

RECORD DRAWINGS JANUARY 2006



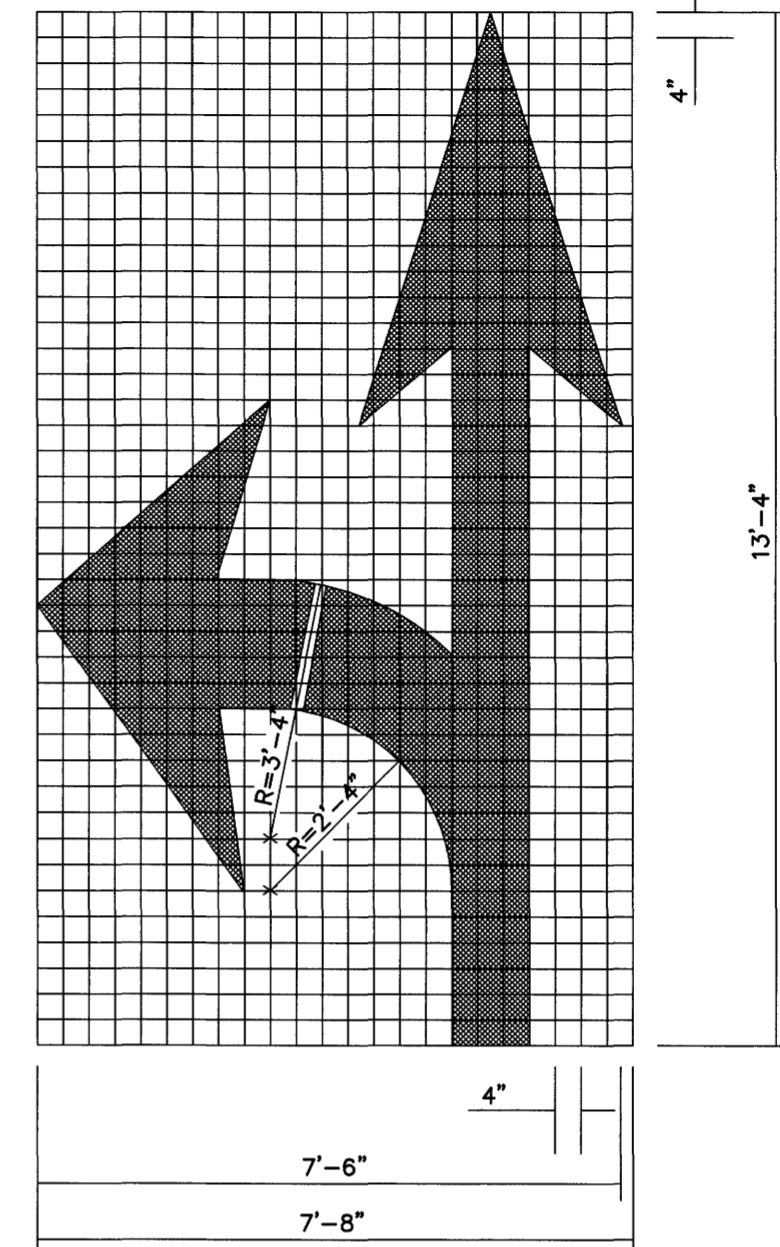
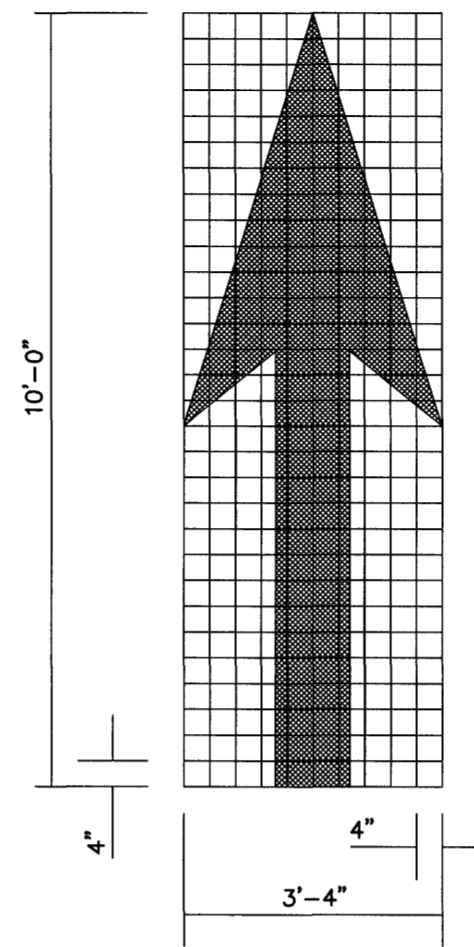
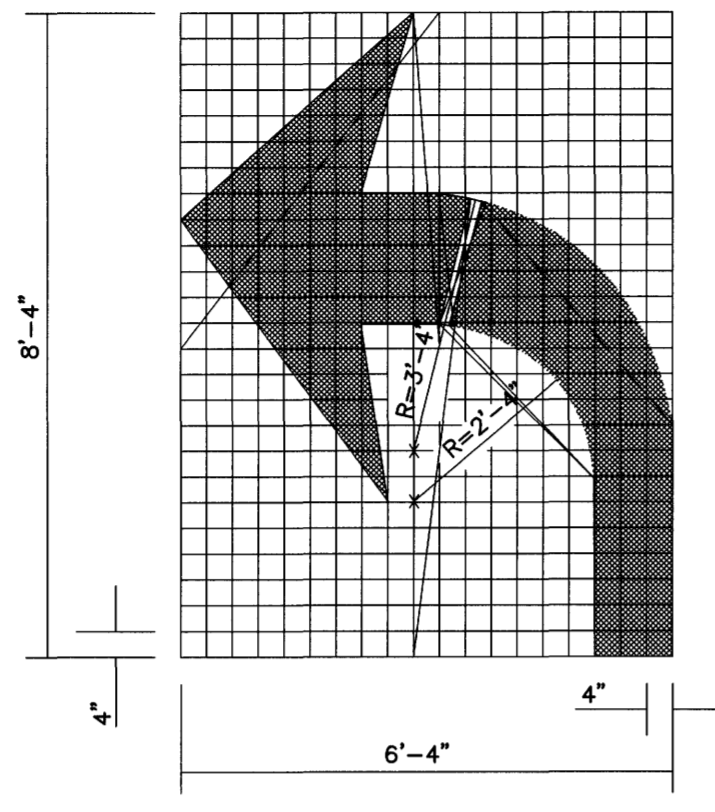
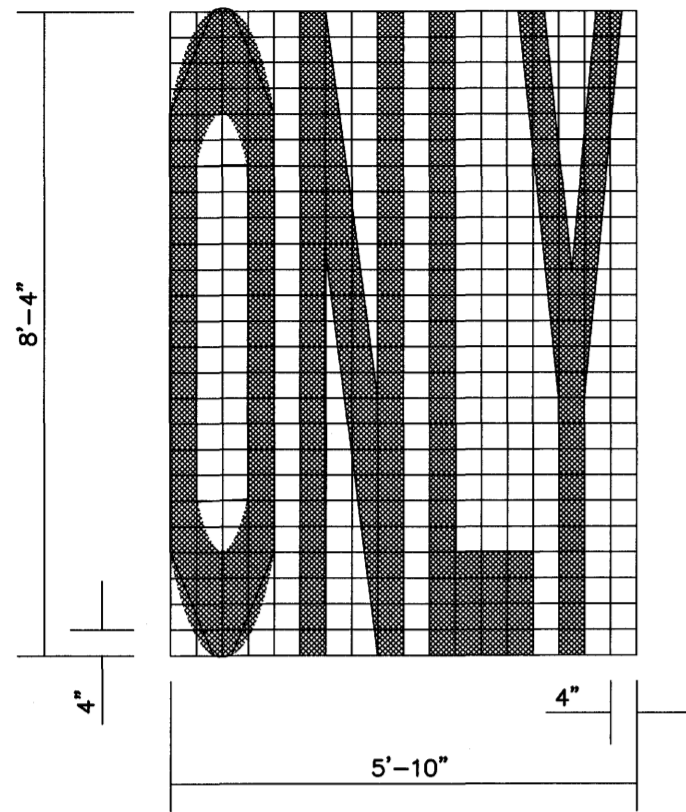
DETAIL A LATERAL PLACEMENT OF PAVEMENT MARKERS



DETAIL B LATERAL PLACEMENT OF PAVEMENT MARKERS

- GENERAL NOTE:
1. PAVEMENT MARKERS SHALL BE HIGH PERFORMANCE RAISED PAVEMENT MARKERS AS LISTED IN THE MDOT "APPROVED SOURCES OF MATERIALS".

MISSISSIPPI HIGHWAY DEPARTMENT			
PAVEMENT MARKING DETAILS FOR 4-LANE & 5-LANE UNDIVIDED ROADWAYS			
REVISIONS	BY	WORKING NUMBER	
		PM-2	
DATE	DESIGNED	TRACED	SHEET NUMBER
	CHECKED	ISSUED	DATE
			121



TURN ARROW

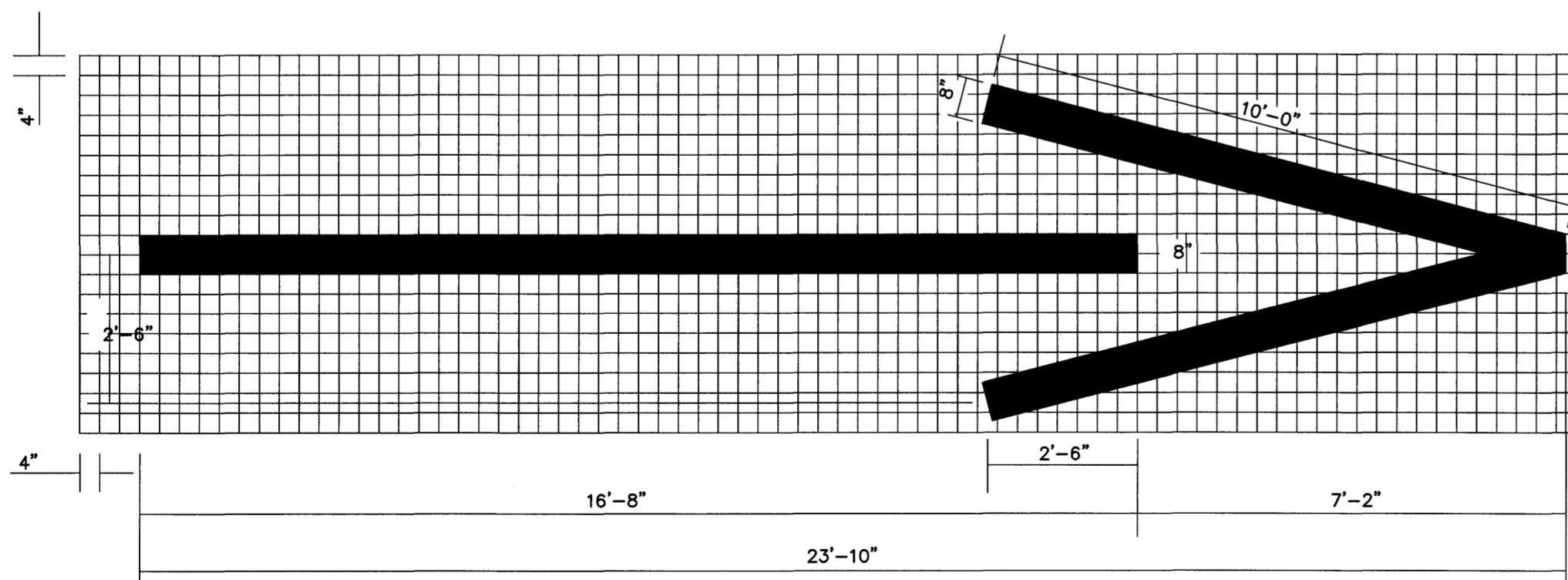
THRU ARROW

COMBINATION ARROW

GENERAL NOTES:

1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL PAVEMENT MARKING LEGENDS, INCLUDING TURN ARROWS, SHALL BE APPLIED USING HIGH PERFORMANCE MATERIALS.
2. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
3. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

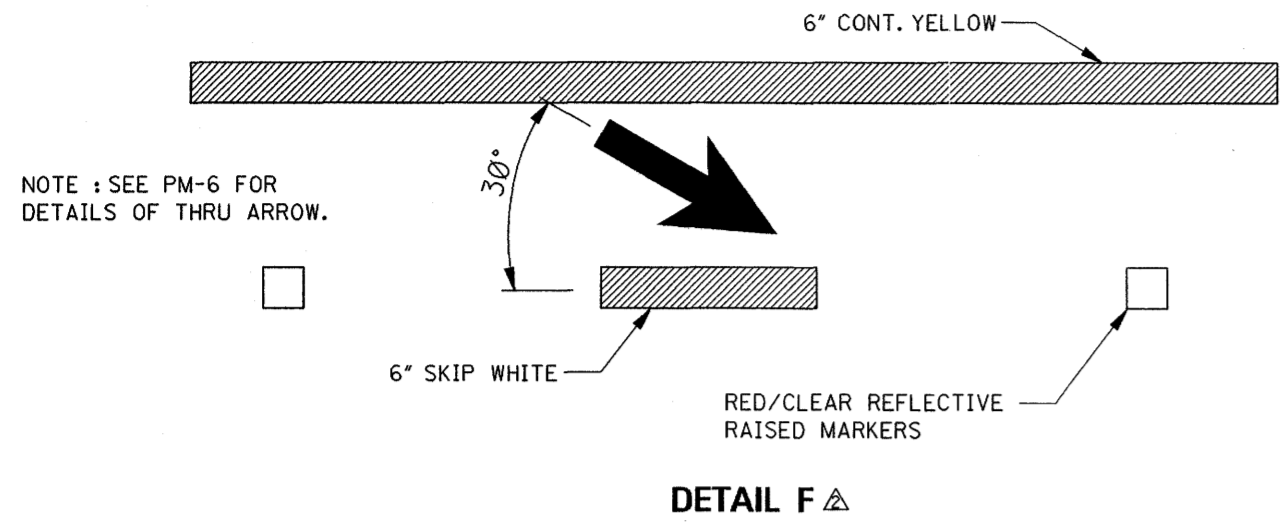
PAY QUANTITIES	
LEGEND/SYMBOL	AREA (ft ²)
ONLY	22.0
TURN ARROW	16.4
THRU ARROW	12.3
COMB. ARROW	27.5
1-WAY ARROW	24.3



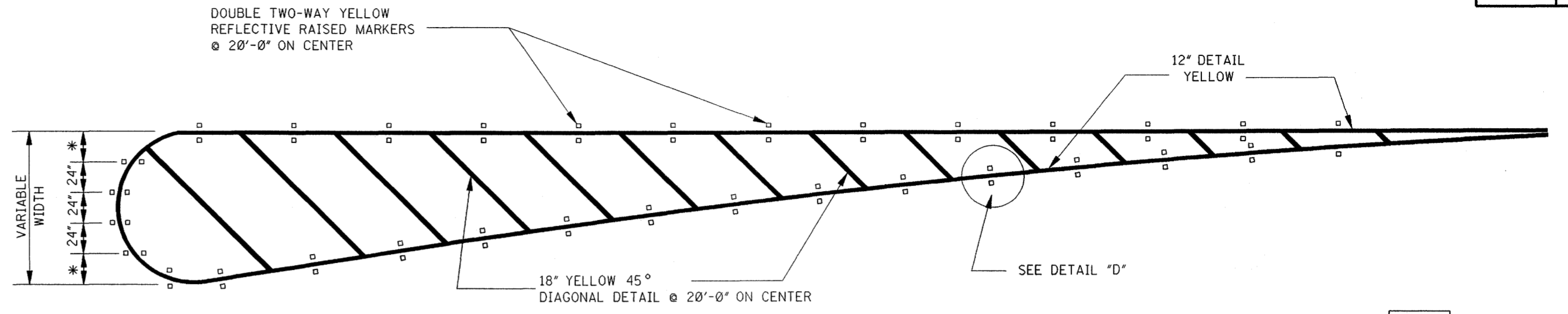
1-WAY ARROW

RECORD DRAWINGS JANUARY 2006

BY		MISSISSIPPI HIGHWAY DEPARTMENT	
REVISIONS		PAVEMENT MARKING LEGEND DETAILS	
DATE	DESIGNED	DATE	TRACED
	CHECKED	DATE	ISSUED
		WORKING NUMBER	PM-6
		SHEET NUMBER	125

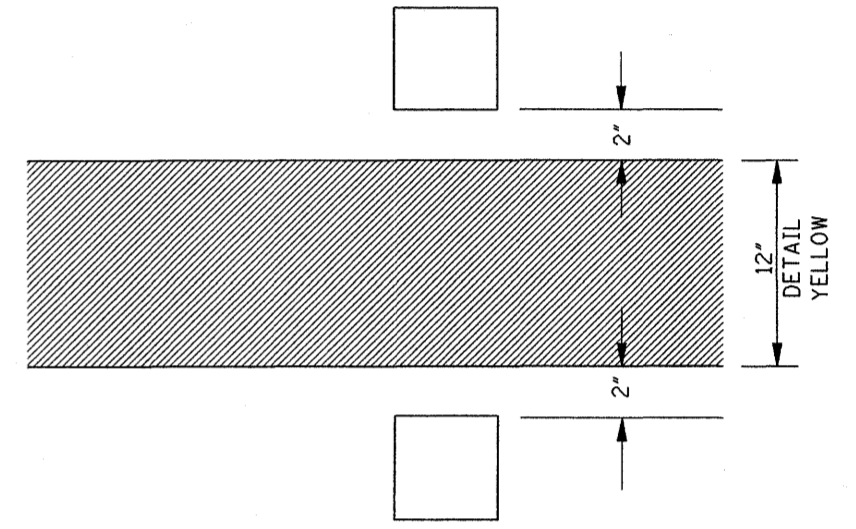


DETAIL F

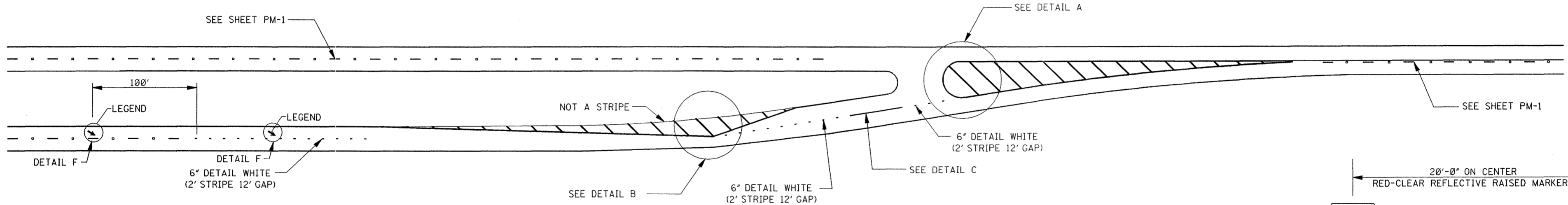


DETAIL A

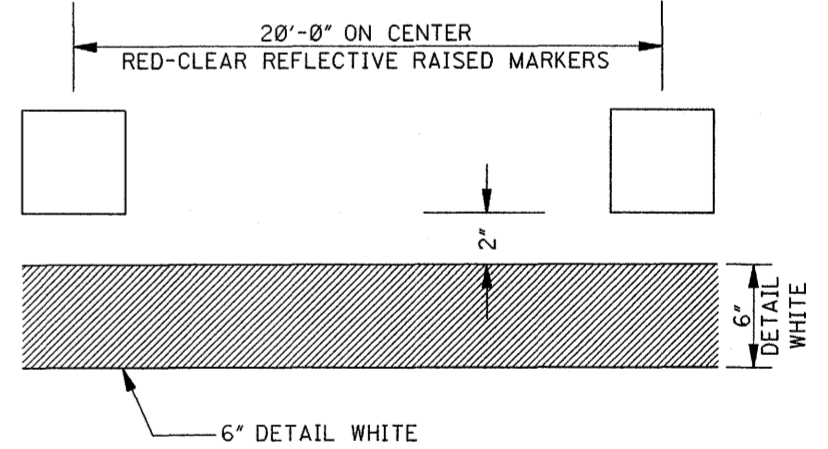
*NOTE: VARIABLE (24" MAXIMUM)



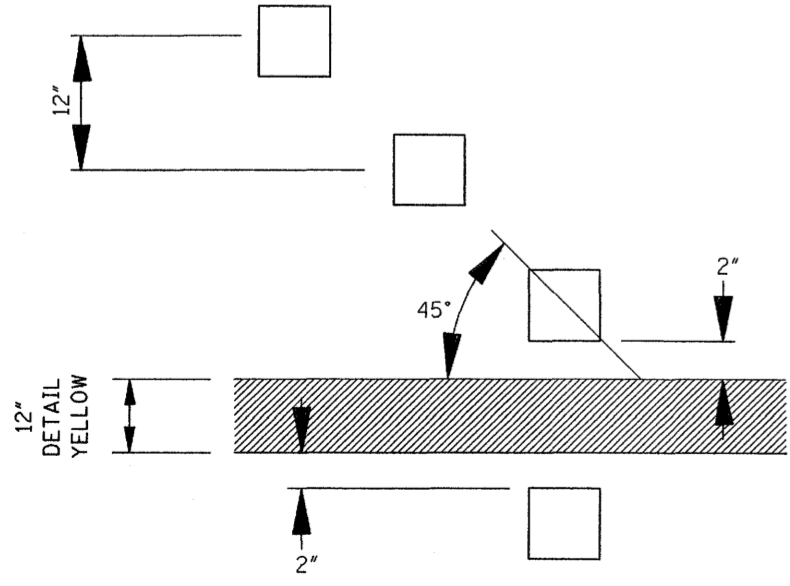
DETAIL D



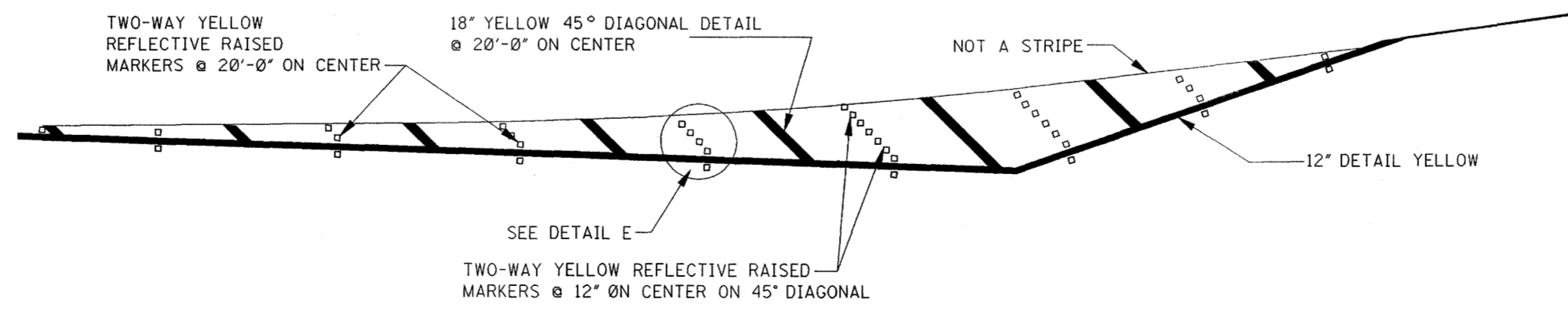
PLAN



DETAIL C



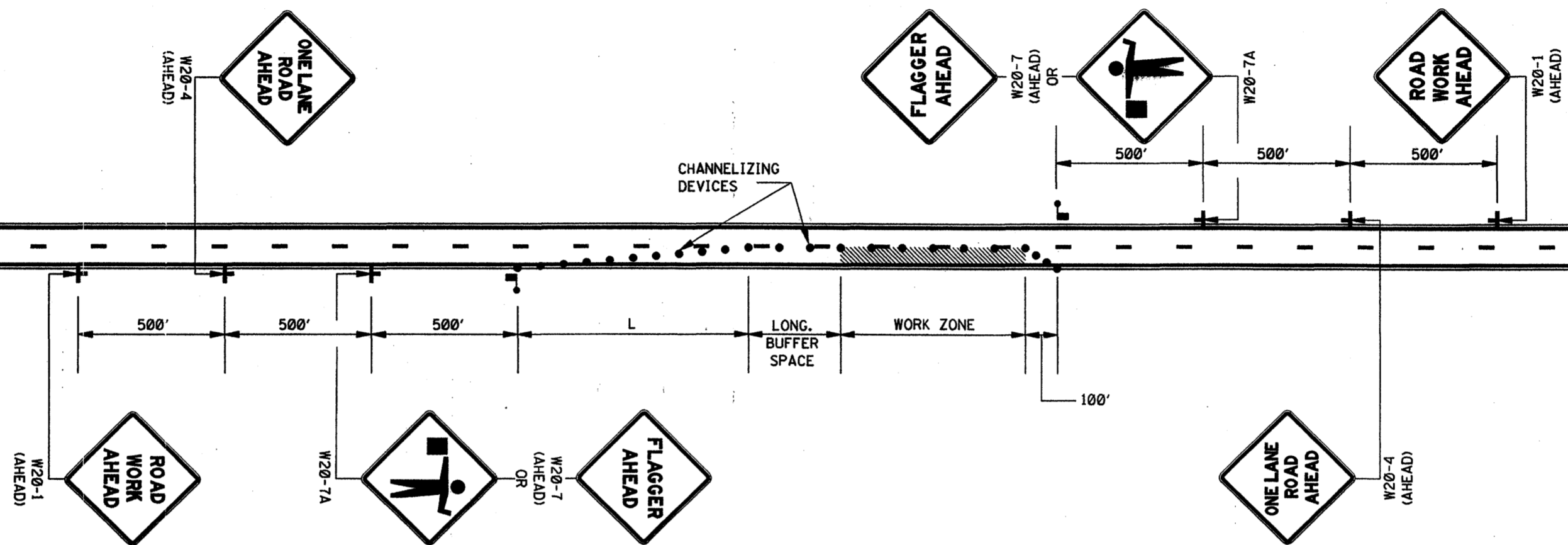
DETAIL E



DETAIL B

RECORD DRAWINGS JANUARY 2006

MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN			
4-LANE TO 2-LANE TRANSITION AT INTERCHANGE			
3-01-02 REVISE DETAIL DESIGNATION S.W.R. 2-1-99 REVISE STRIPE WIDTH S.W.R. DATE REVISION BY	ISSUE DATE: OCTOBER 1, 1998		WORKING NUMBER PM-8 SHEET NUMBER 127



LEGEND

- FLAGGER
- CHANNELIZING DEVICES

GENERAL NOTES:


1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

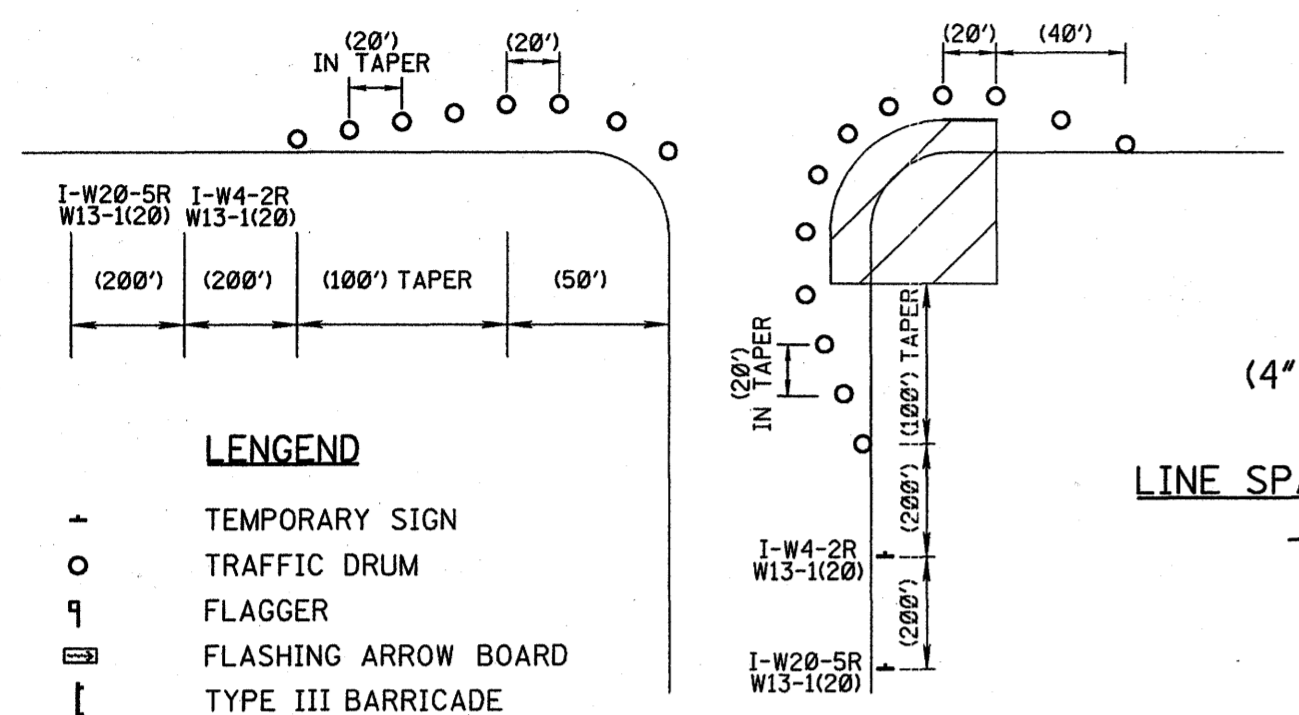
POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		MINIMUM LONGITUDINAL BUFFER SPACE (ft)	TAPER † RATES
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	170	27:1
45	45	90	220	45:1
50	50	100	280	50:1
55	55	110	335	55:1
60	60	120	415	60:1
65	65	130	485	65:1
70	70	140	575	70:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = WS$ FOR SPEEDS OF 45 mph OR GREATER
 $L = WS^2/60$ FOR SPEEDS OF 40 mph OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET
 S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN MILES PER HOUR

2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 24" IN HEIGHT.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48" x 48".
5. WHEN THERE IS NO EXISTING HAZARD OR AT THE END OF THE WORK DAY, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
6. WHERE THE WORK ZONE IS STATIONARY, THE W20-7 (500 FT.) SIGN OR THE W20-7A SIGN TOGETHER WITH THE W20-7 (500 FT.) SUPPLEMENTAL PLATE SHOULD BE USED TO INDICATE THE DISTANCE TO THE FLAGGER.

RECORD DRAWINGS JANUARY 2006

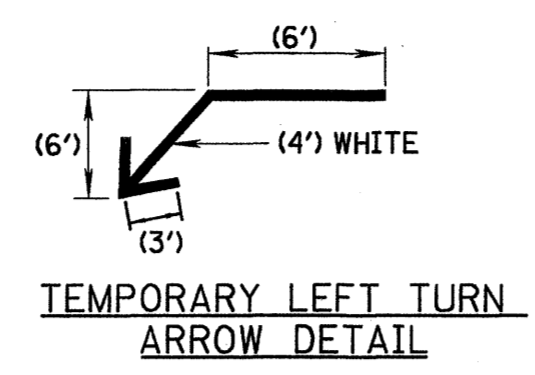
		MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
		TRAFFIC CONTROL PLAN WITH FLAGGER (ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)	
BY		 WORKING NUMBER TCP-1 SHEET NUMBER 250	
REVISION			
DATE		ISSUE DATE: OCTOBER 1, 1998	



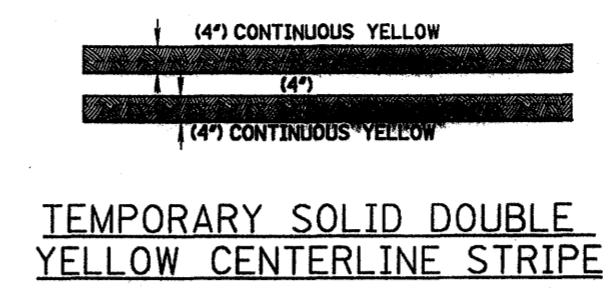
LENGEND

- TEMPORARY SIGN
- TRAFFIC DRUM
- 9 FLAGGER
- ⬇ FLASHING ARROW BOARD
- ▨ TYPE III BARRICADE
- ▨ PROPOSED WORK AREA

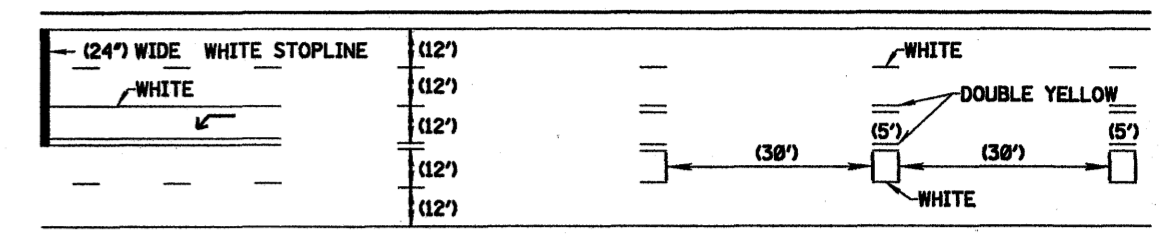
TYPICAL TRAFFIC CONTROL FOR RIGHT-LANE CLOSURE AT INTERSECTION



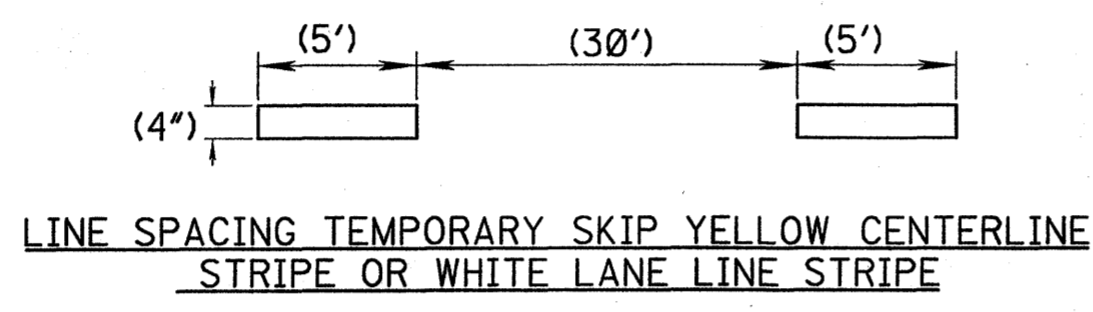
TEMPORARY LEFT TURN ARROW DETAIL



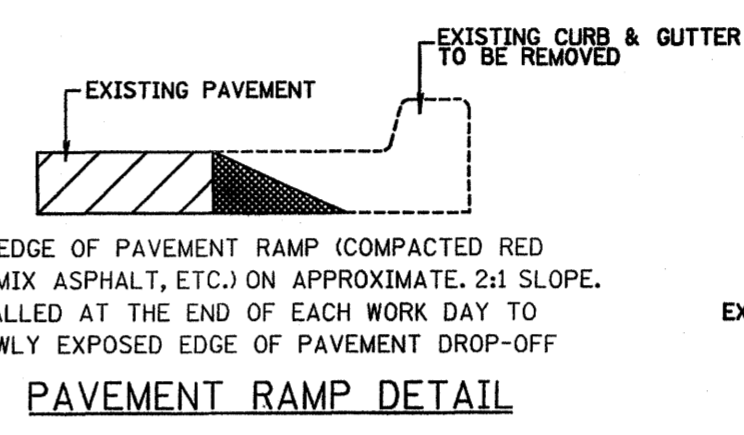
TEMPORARY SOLID DOUBLE YELLOW CENTERLINE STRIPE



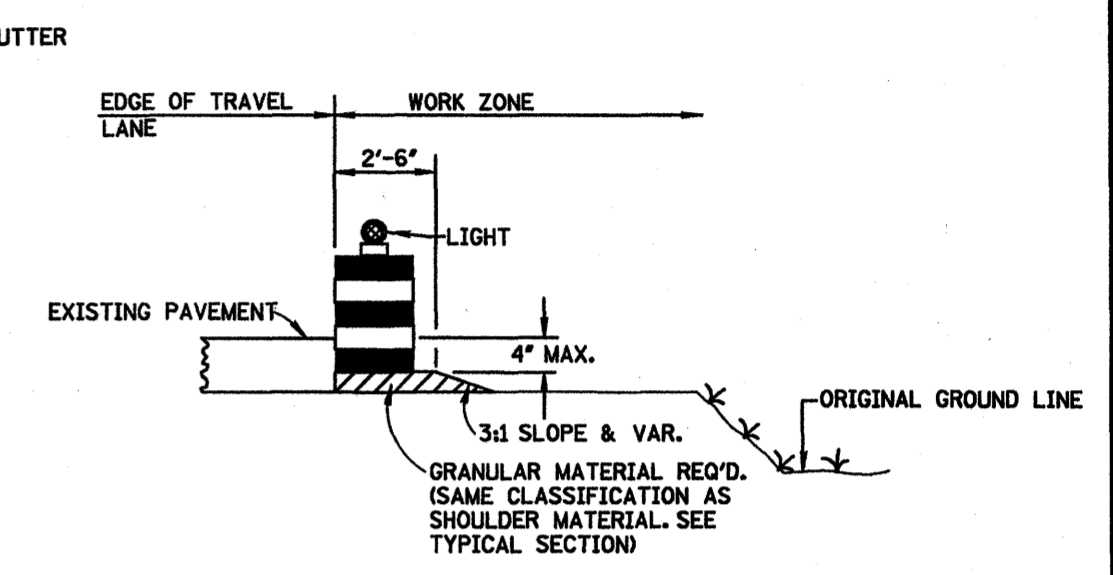
TYPICAL TEMPORARY PAVEMENT MARKINGS (SEE NOTE 2 & 3)



LINE SPACING TEMPORARY SKIP YELLOW CENTERLINE STRIPE OR WHITE LANE LINE STRIPE



TEMPORARY EDGE OF PAVEMENT RAMP (COMPACTED RED SAND, COLD MIX ASPHALT, ETC.) ON APPROXIMATE 2:1 SLOPE. TO BE INSTALLED AT THE END OF EACH WORK DAY TO PROTECT NEWLY EXPOSED EDGE OF PAVEMENT DROP-OFF



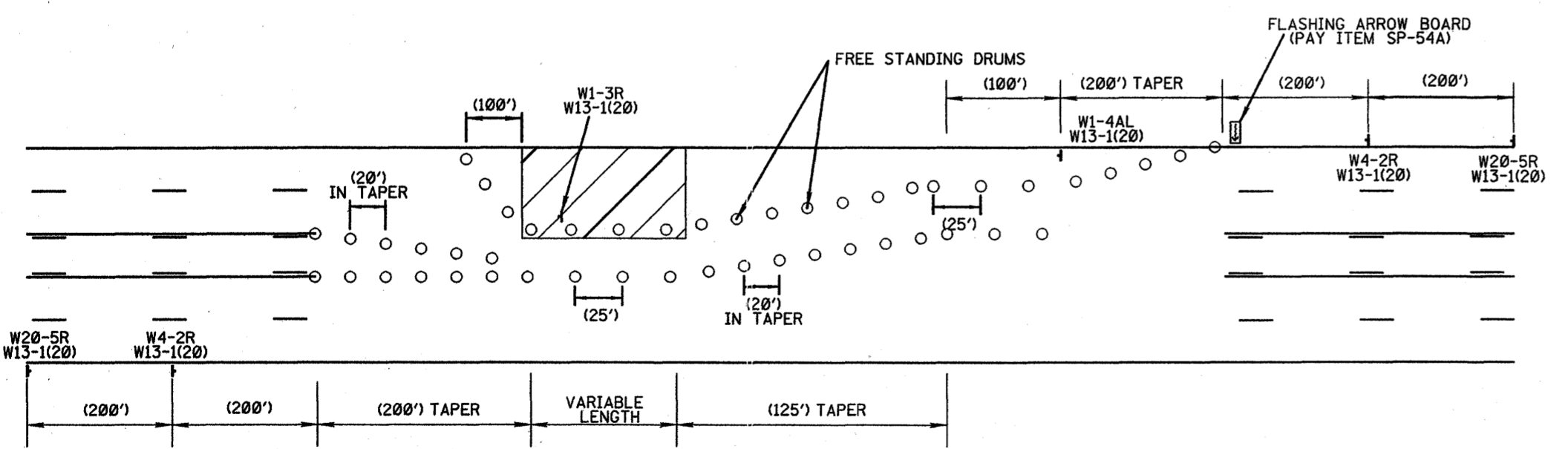
DRUM PLACEMENT ON LOW SHOULDERS OR WIDENING

DRUMS REQUIRED WHERE WORK ZONE INCLUDES UNDERCUT SHOULDER AND REMOVAL OF CURB & BUTTER, DRUMS TO BE PLACED AS SHOWN IN DETAIL, LEFT FOR NIGHT TIME OPERATION OR SUSPENSIONS OF WORK. COST TO BE ABSORBED (PAY ITEM SP 54-A)

GENERAL NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TEMPORARY RIDING SURFACE IN SATISFACTORY CONDITION AND REMOVING ALL MATERIALS REQUIRED FRO TEMPORARY LANE ASSIGNMENTS, UNLESS OTHERWISE NOTED.
- TEMPORARY PAVEMENT MARKINGS AS REQUIRED FOLLOWING APPLICATION OF THE BASE COURSE IN NEW CONSTRUCTION OR RECONSTRUCTION AREAS SHALL COMPLIMENT THE PAVEMENT MARKING PLANS. TEMPORARY MARKINGS DO NOT INCLUDE LEGENDS AND CROSSWALKS. THEY DO INCLUDE LANE LINES, STOP-LINES, TEMPORARY ARROWS AND GORES.
- TEMPORARY PAVEMENT STRIPING (SEMI-PERMANENT FILM OR TAPE) SHALL BE EASY TO REMOVE WITHOUT DAMAGING THE FINAL SURFACE COURSE.
- TAPER LENGTHS SHOWN ARE FOR A 20 MPH SPEED.
- CONTRACTOR SHALL COORDINATE RELOCATION AND ADJUSTMENTS TO TRAFFIC SIGNAL SYSTEMS WITH CITY TRAFFIC ENGINEERING DIVISION. CITY WILL ADJUST AL TRAFFIC SIGNALS.
- SIGNS SHOWN ON PLANS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE NOTED.
- TEMPORARY STRIPING SHALL BE PROVIDED IN ACCORDANCE WITH THE FINAL PAVEMENT STRIPING PLAN FOLLOWING APPLICATION OF EACH 300 FT OF ASPHALT BASE.
- IN ORDER TO MINIMIZE LANE CLOSURES, WORK WILL E SCHEDULED IN ORDER TO CLOSE ONLY A SINGLE LANE OF TRAFFIC, BUT AS A MINIMUM, ONE LANE OF TRAFFIC WILL ALWAYS BE OPEN IN EACH DIRECTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS PRIOR TO CLOSURE OF MORE THAN ONE TRAFFIC LANE.
- THE CONTRACTOR SHALL USE CONTRACT BARRIERS TO SEPARATE ADJACENT TRAFFIC FROM CONSTRUCTION AREAS WHERE THE UNDERCUT IS 2 FT OR GREATER IN DEPTH. OR SHALLOWER AREAS THE CONTRACTOR MAY USE THE DRUM PLACEMENT ON LOW SHOULDERS OR WIDENING DETAIL (SHOWN AT RIGHT) TO PROTECT THE EDGE OF PAVEMENT DROP-OFF. THE DRUM PLACEMENT IS REQUIRED UNTIL THE NEW CONSTRUCTION IS WITHIN 4' OF EXISTING PAVEMENT.
- CONTRACTOR SHALL INSTALL TRAFFIC CONTROL DEVICES SUCH AS CONES, DRUMS, FLASHERS, BARRICADES, SIGNS, ETC., TO SAFELY CHANNEL TRAFFIC. WHEN NECESSARY, FLAGGERS SHALL BE USED IN CONJUNCTION WITH TRAFFIC CONTROL DEVICES. (FLAGGER AHEAD SIGN REQUIRED EXCEPT DURING BRIEF PERIODS OR EMERGENCY SITUATIONS.)
- TRAFFIC CONTROL DEVICES SHALL BE INSTALLED WHENEVER NECESSARY, REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED, AND BE REMOVED IMMEDIATELY THEREAFTER.
- TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPLICABLE SPECIFICATIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL", LATEST EDITION.
- THESE ARE THE MINIMUM REQUIREMENTS AND IN NO WAY RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO MAINTAIN TRAFFIC IN A SAFE MANNER.

SIGNS

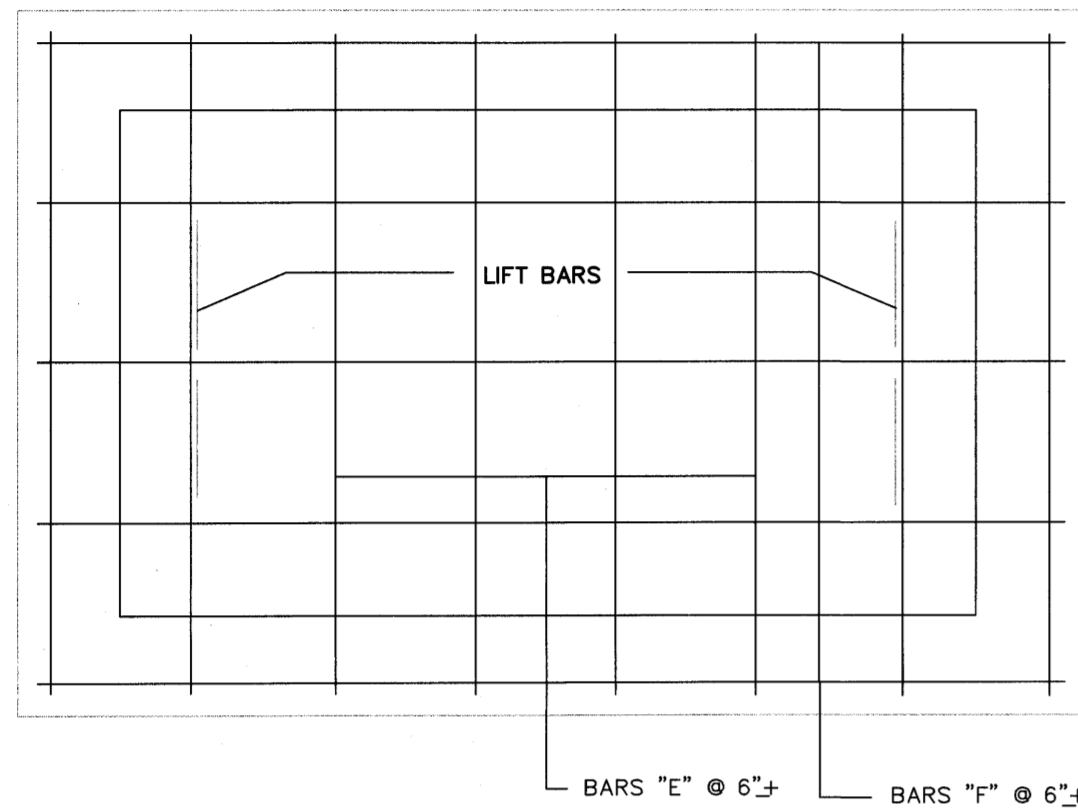


TRAFFIC CONTROL DURING OVERLAY OPERATIONS AND INSTALLATION OF STORM SEWER

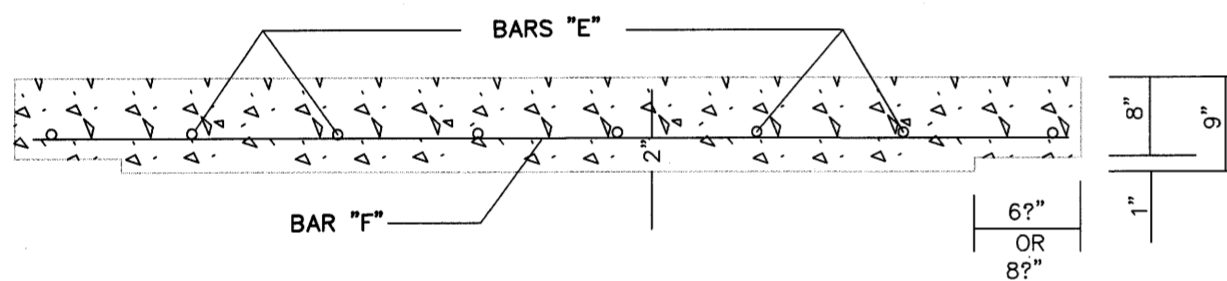
RECORD DRAWINGS JANUARY 2006



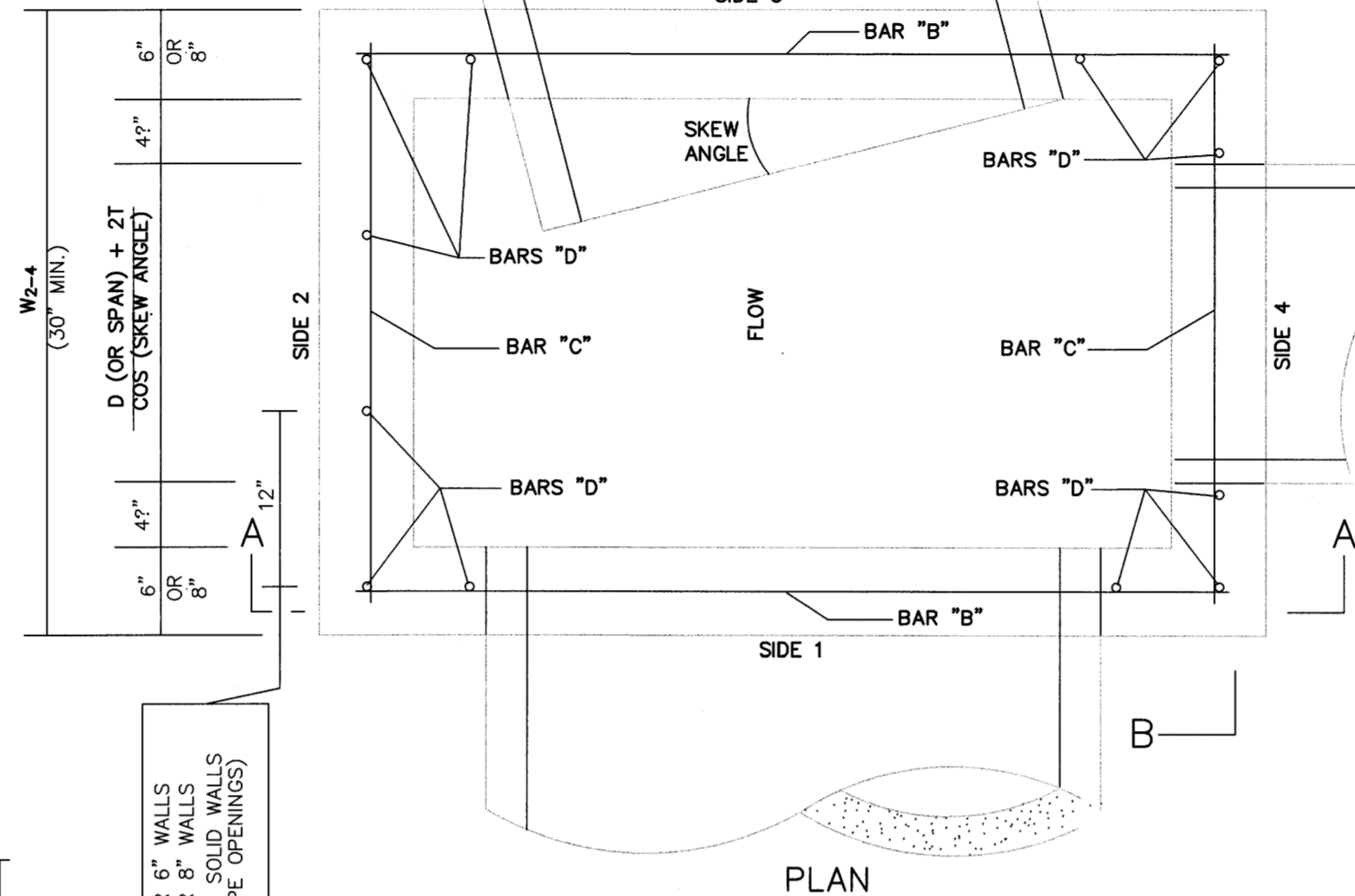
TRAFFIC CONTROL STANDARDS	
WHEATLEY STREET AND RIDGELAND AVE. INTERSECTION IMPROVEMENTS	
CITY OF RIDGELAND, MISSISSIPPI	
PROJECT NO.:	
WAGGONER ENGINEERING, INC. Consulting Engineers - Jackson, Mississippi	
DATE	WORKING NUMBER
REVISION	TCS-1
BY	SHEET NUMBER
DATE	266
REVIEWED BY:	SCALE 1" = 40'
DRAWN BY: I.T.	DATE 6-9-03



PLAN OF COVER

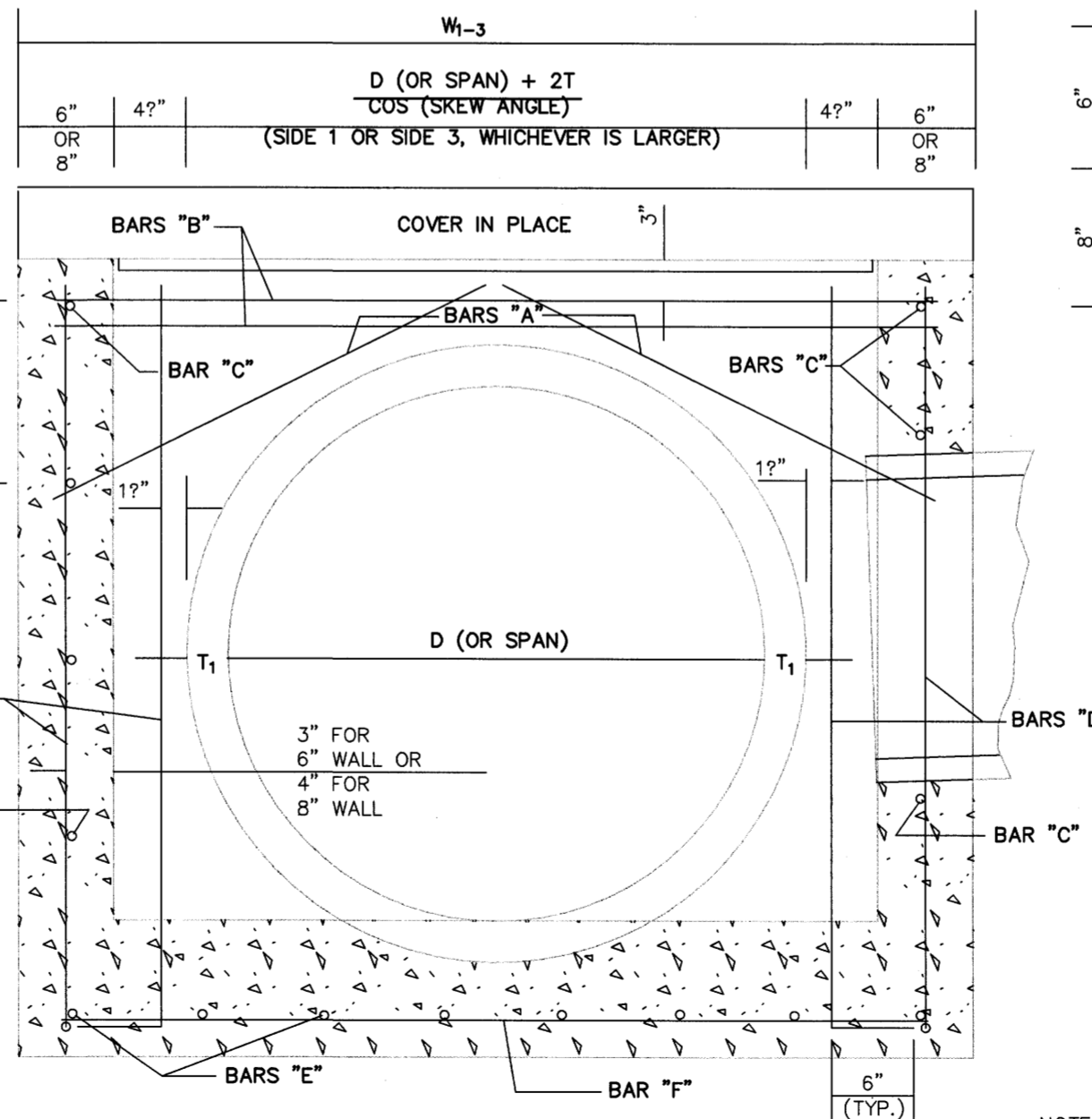


ELEVATION OF COVER

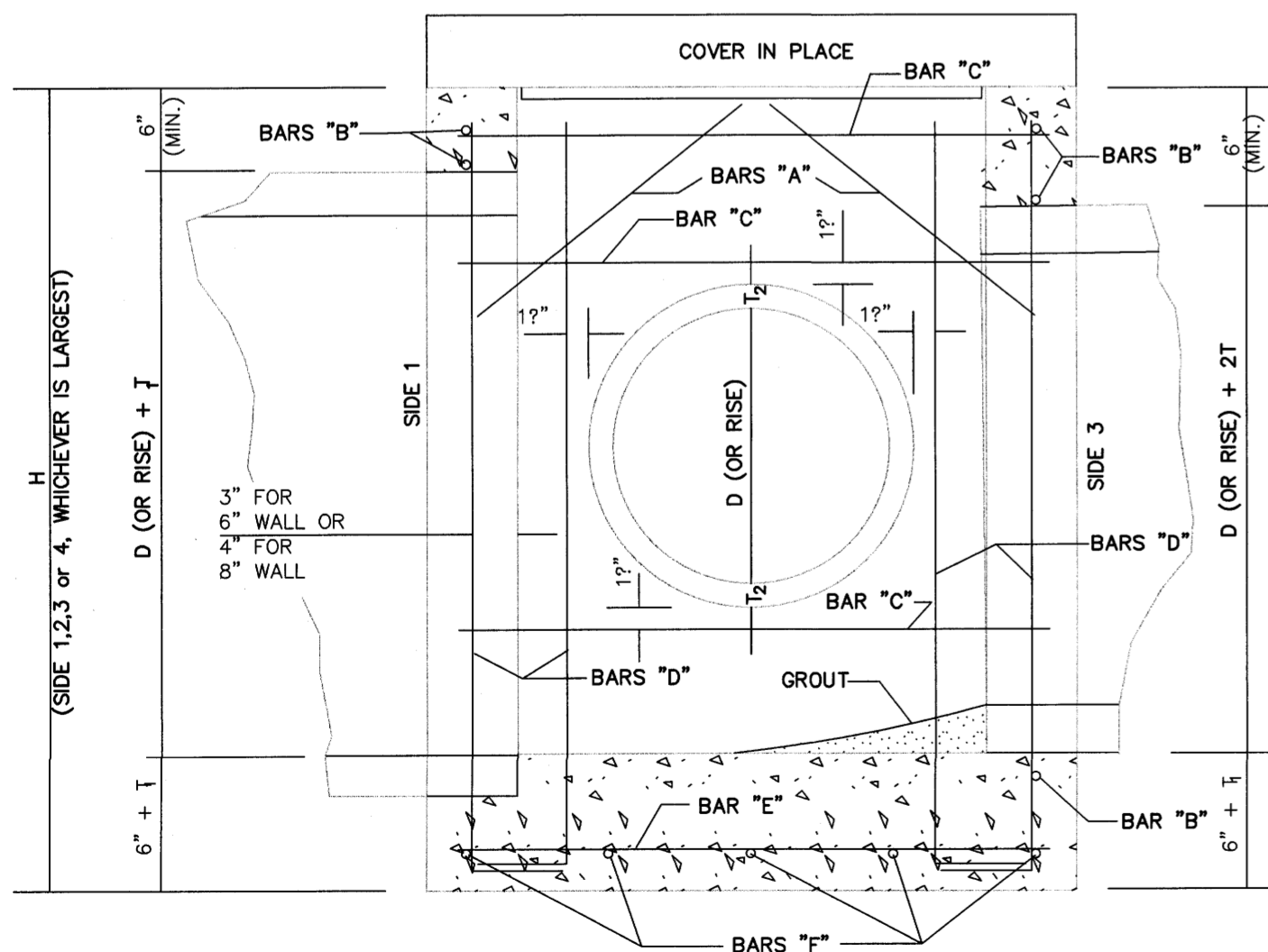


PLAN

#6 BARS FOR 6" WALLS
#7 BARS FOR 8" WALLS
REQUIRED ON SOLID WALLS
ONLY (NO PIPE OPENINGS)

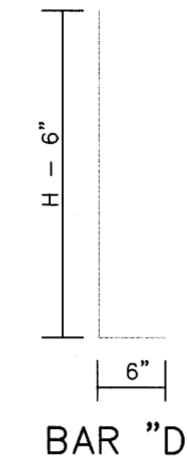


SECTION A-A



SECTION B-B

REINFORCING BAR LIST			
BAR	SIZE	NUMBER REQUIRED	LENGTH
"A"	#4	2 PER PIPE OPENING	$\sqrt{196 + \left(\frac{W}{2} + 2\right)^2}$
"B"	#6 FOR 6" WALL	2 + [2 PER OPENING SIDE 3] + [1 PER SIDE 1] + [12" O.C. FOR SOLID WALL]	$W_{1-3} - 4"$
"C"	#7 FOR 8" WALL	2 + [2 PER OPENING] + [12" O.C. FOR SOLID WALL]	$W_{2-4} - 4"$
"D"	#6	4 + [2 PER OPENING] + [12" O.C. FOR SOLID WALL]	H
"E"	#6	2 $\left[\left(\frac{W_{1-3}}{6} \right)^{**} + 1 \right]$	$W_{2-4} - 4"$
"F"	#6	2 $\left[\left(\frac{W_{2-4}}{6} \right)^{**} + 1 \right]$	$W_{1-3} - 4"$



BAR "D"

NOTE: VARIABLES AND DESIGNATIONS ARE AS FOLLOWS:
D (OR SPAN) = PIPE DIAMETER (OR SPAN)

- W₁₋₃ = WIDTH OF SIDE 1 & SIDE 3
- W₂₋₄ = WIDTH OF SIDE 2 & SIDE 4
- W* = W₁₋₃ OR W₂₋₄ (SIDE OF ENTERING PIPE)
- ** = ROUND TO NEAREST WHOLE NUMBER

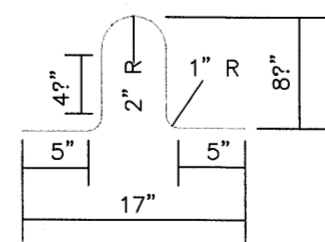
CL. "B" CONC. (yd) $\left[\frac{1}{4} (Q1 + Q2) \right] / 46.65 \text{ ft}^3 - \sum \text{PIPE OPENING DEDUCTIONS}$
 WHERE: 6" WALL
 $Q1 = [8" W_{1-3} - 3W_{2-4}] + [1" (W_{1-3} - 12.5" W_{2-4} - 12.5") + [(T_1 + 6") W_{1-3} - 3W_{2-4}]$
 $Q2 = 12" [H - (T_1 + 6")] [(W_{1-3} - 12) + W_{2-4}]$
 OR: 8" WALL
 $Q1 = [8" W_{1-3} - 3W_{2-4}] + [1" (W_{1-3} - 16.5" W_{2-4} - 16.5") + [(T_1 + 6") W_{1-3} - 3W_{2-4}]$
 $Q2 = 16" [H - (T_1 + 6")] [(W_{1-3} - 16) + W_{2-4}]$

COMMON PIPE SIZE							
CIRCULAR PIPE				ARCH PIPE			
PIPE SIZE	T	PIPE OPENING DEDUCTION (yd ³)		PIPE SIZE	T	PIPE OPENING DEDUCTION (yd ³)	
		6" WALL	t 8" WALL			6" WALL	t 8" WALL
18"	2 1/2"	0.053	0.071	22" X 13"	2 1/2"	0.053	0.071
24"	3"	0.091	0.121	29" X 18"	3"	0.087	0.116
30"	3 1/2"	0.138	0.184	36" X 23"	3 1/2"	0.129	0.172
36"	4"	0.196	0.261	44" X 27"	4"	0.185	0.247
42"	4 1/2"	0.263	0.350	51" X 31"	4 1/2"	-	0.327
48"	5"	-	0.453	58" X 36"	5"	-	0.424
54"	5 1/2"	-	0.569	65" X 40"	5 1/2"	-	0.525
60"	6"	-	0.699	73" X 45"	6"	-	0.652
66"	6 1/2"	-	0.840				
72"	7"	-	0.996				

t NOTE: IF ANY PIPE REQUIRING A 8" WALL IS USED, ALL WALLS SHALL BE 8" REGARDLESS OF PIPE SIZE.

GENERAL NOTES:

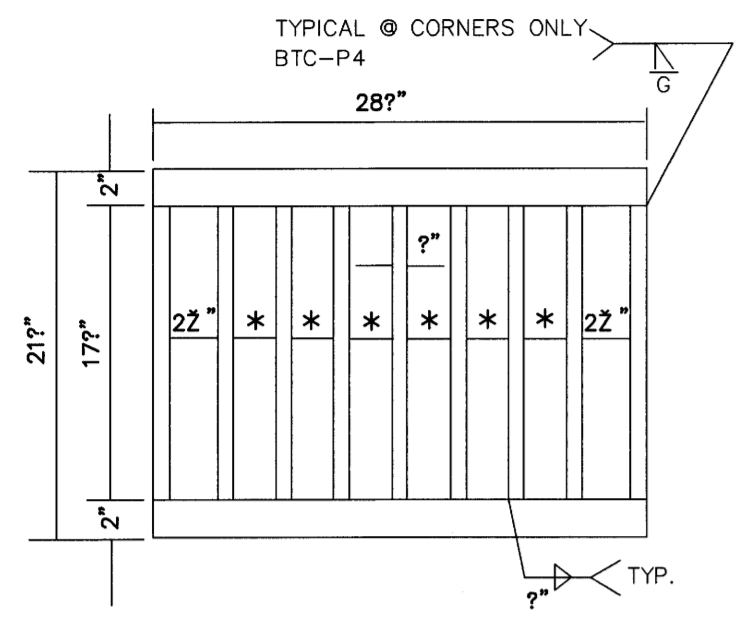
- REINFORCING STEEL QUANTITIES TO BE COMPUTED FROM BAR LIST AND SHOWN ELSEWHERE ON THE PLANS.
- QUANTITIES FOR JUNCTION BOXES SHOWN ON THE PLANS WILL BE THE BASIS FOR PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE.
- CONCRETE SHALL BE CLASS "B" AND REINFORCING STEEL SHALL BE DEFORMED BARS, ASTM A 615, GRADE 60 OR AASHTO M 31, GRADE 60.
- SIDE 1 OF THE JUNCTION BOX WILL ALWAYS BE THE OUTFLOW SIDE.
- IF PIPES ARE SKEWED MORE THAN 15° OR IF SKEWED PIPES PRODUCE CONFLICTS WITH ANOTHER OPENING, THE PIPE SHALL BE BROKEN BACK TO THE WALL OF THE JUNCTION BOX.



LIFT BAR

NOTE: LIFT BAR TO BE FABRICATED FROM A #4 BAR 30" LONG. TWO LIFT BARS ARE REQUIRED. REINFORCING STEEL FOR 2 LIFT BARS = 3.3 lbs.

BY		MISSISSIPPI HIGHWAY DEPARTMENT	
REVISIONS		JUNCTION BOX TYPE 2 FOR TRAFFIC LOAD (MAXIMUM "W" = 9'-3")	
DATE	DESIGNED	DATE	WORKING NUMBER
	DETAILED		JB-2
	TRACED		SHEET NUMBER
	CHECKED		304
	ISSUED		
	DATE		

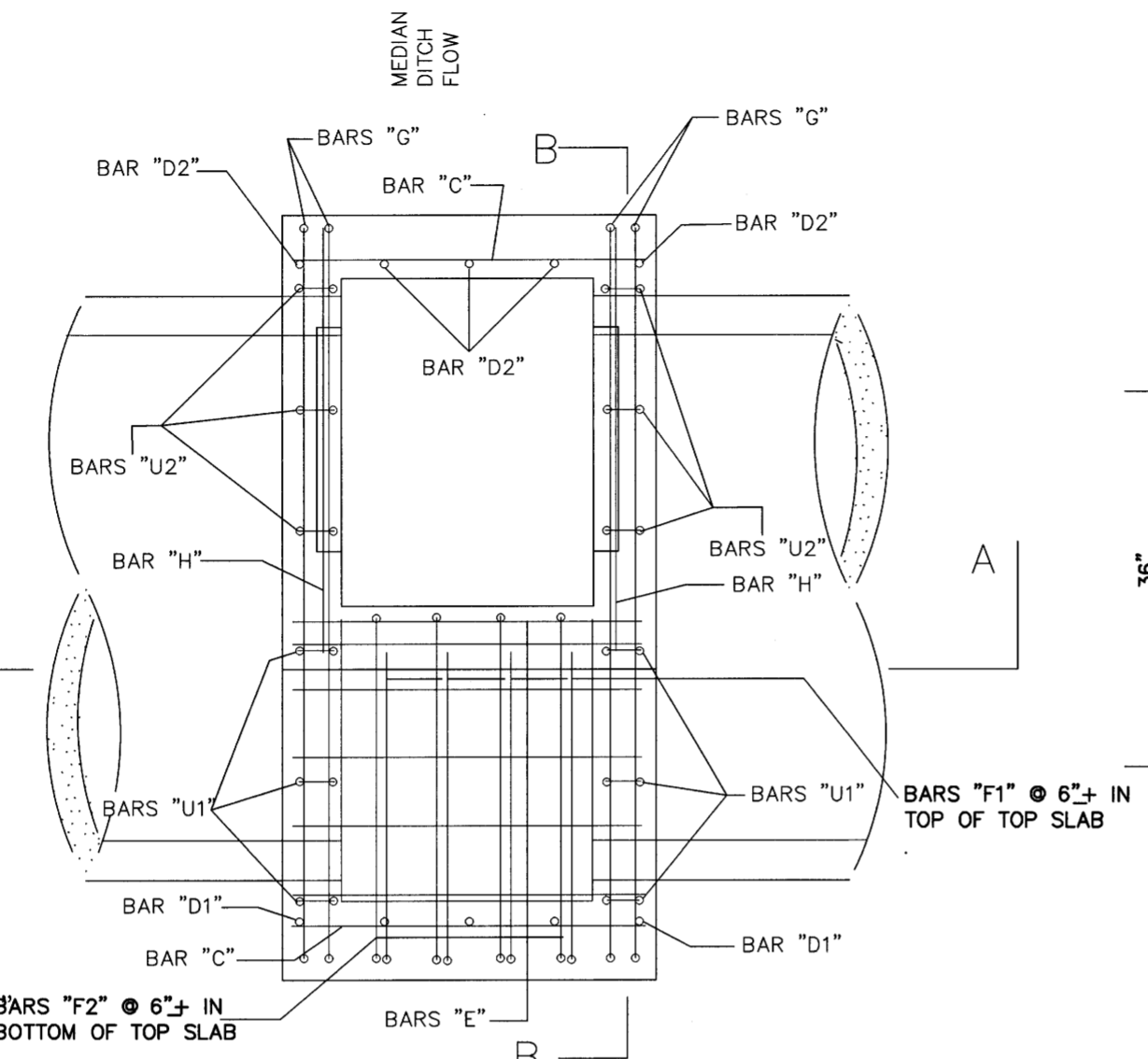


PLAN OF GRATE NO. 1
NOTE: TYPICAL SPACING 2'

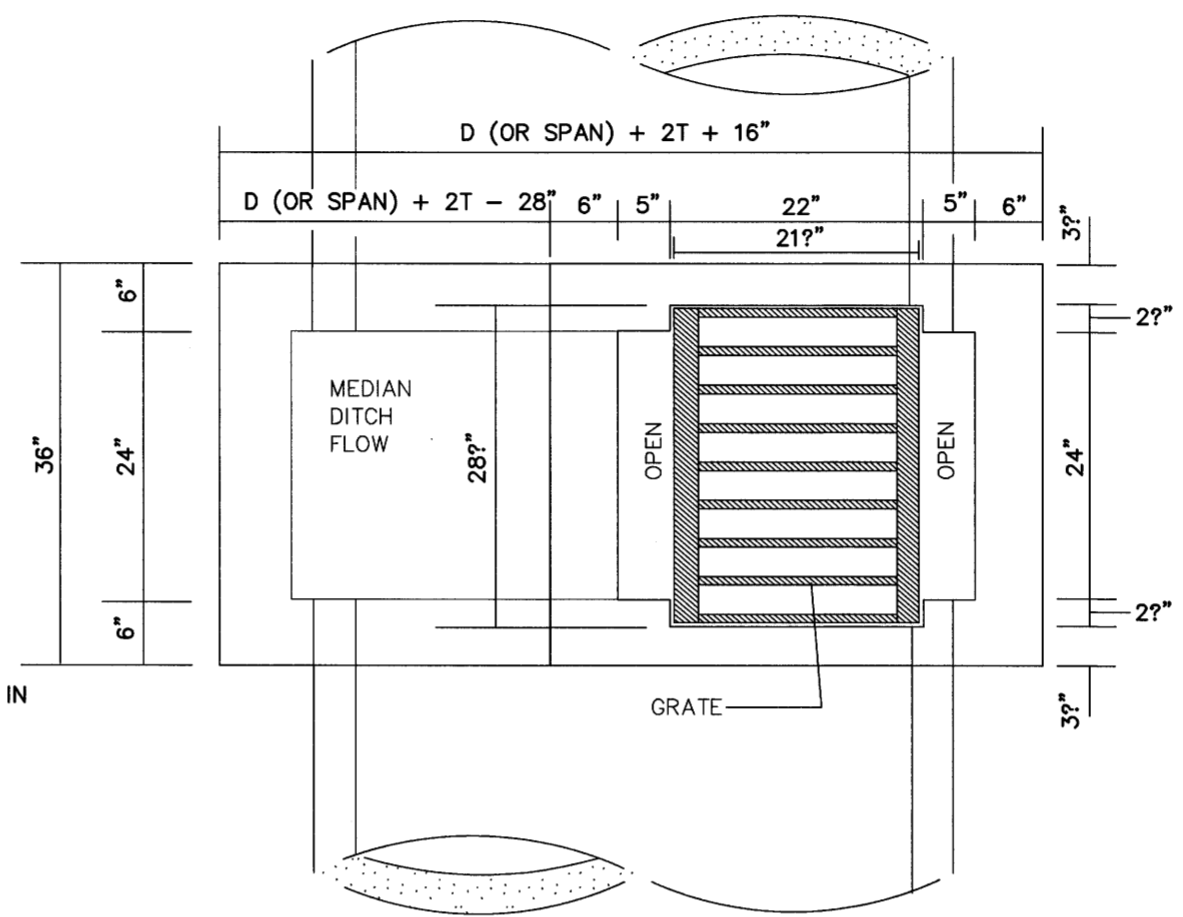
Length	Bar Size
2'-9"	"A", "C" & "E"
D (OR SPAN) + 2T + 8"	"B"
D (OR RISE) + 2T + 12"	"D1"
D (OR RISE) + 2T + 18"	"D2"
3'-5"	"H"

#4 BAR EXCEPT BAR "E" WHICH IS #5.

BARS "A", "C", "E", "B", "D1", "D2" & "H" BARS "F2" @ 6"± IN BOTTOM OF TOP SLAB



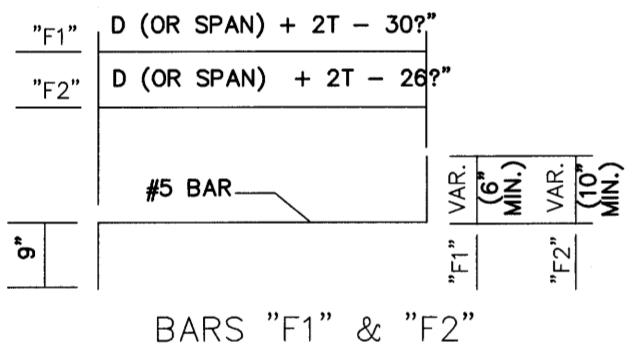
PLAN OF REBAR LAYOUT



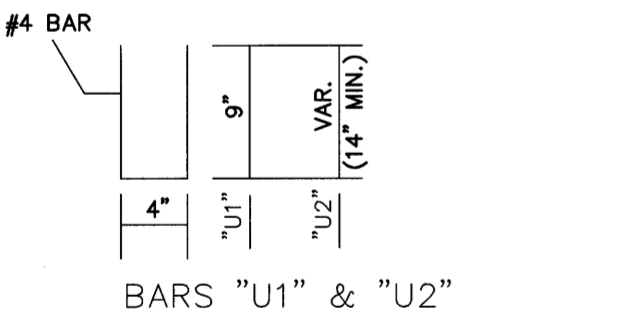
PLAN OF CONCRETE DIMENSIONS

PIPE SIZES	BAR LIST											
	BARS/SIZES											
	"A"	"B"	"C"	"D1"	"D2"	"E"	"F1"	"F2"	"G"	"H"	"U1"	"U2"
	#4	#4	#4	#4	#4	#5	#5	#5	#5	#4	#4	#4
	LENGTHS											
	2'-9"	L _B	2'-9"	L _{D1}	L _{D2}	2'-9"	L _{F1}	L _{F2}	L _G	3'-5"	1'-10"	L _{U2}
	NUMBER OF BARS											
30"	4	4	15	4	4	4	4	4	8	2	2	6
36"	4	4	17	4	4	6	4	4	8	2	2	6
42"	4	4	18	4	4	7	4	4	8	2	4	6
48"	4	4	20	4	4	8	4	4	8	2	4	6
29" X 18"	4	4	12	4	4	4	4	4	8	2	2	6
36" X 23"	4	4	13	4	4	6	4	4	8	2	2	6
44" X 27"	4	4	16	4	4	7	4	4	8	2	4	6
51" X 31"	4	4	17	4	4	8	4	4	8	2	6	6

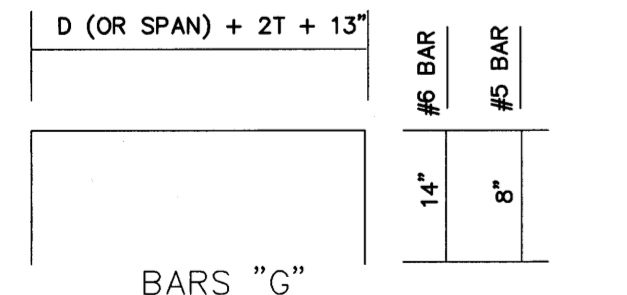
NOTES:
*1. USE #6 BARS FOR A 51" X 31" ARCH PIPE.
2. BAR SPACINGS FOR ADDITIONAL INLET HEIGHTS:
BARS "E" @ 6"±
BARS "H" @ 11"±
BARS "C" @ 11"±



BARS "F1" & "F2"



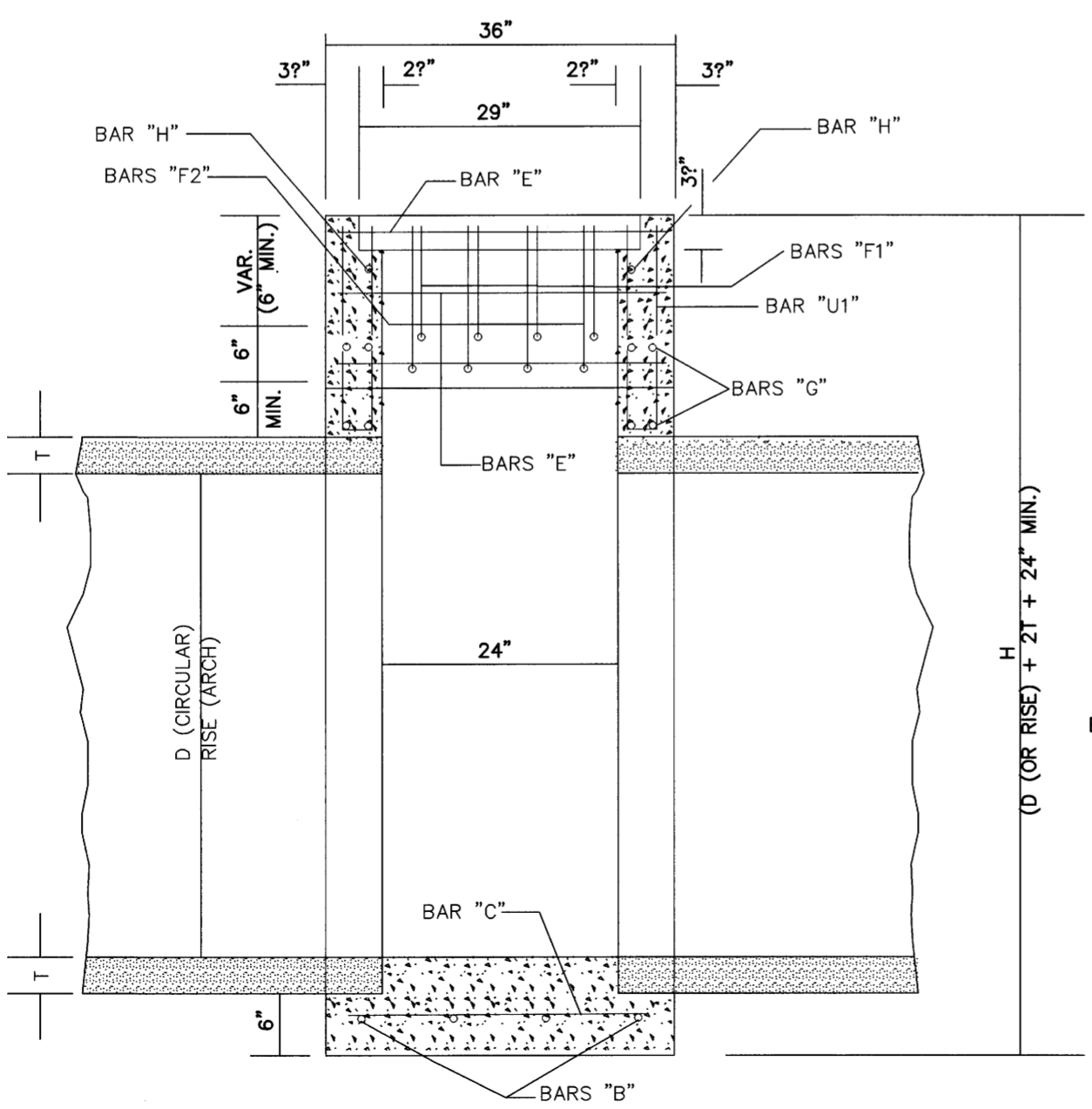
BARS "U1" & "U2"



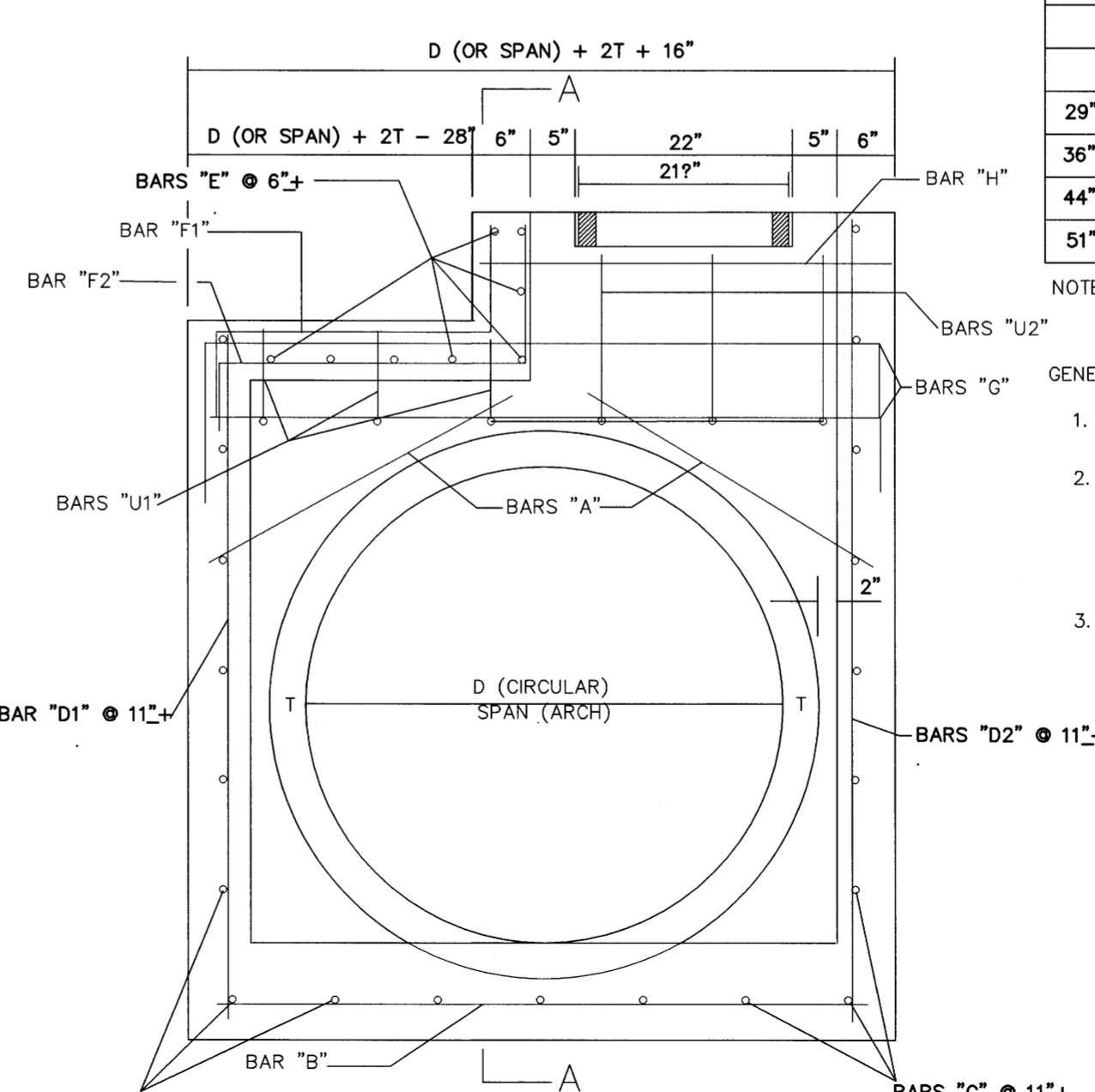
BARS "G"

NOTE: BARS "G" ARE #5 BARS FOR ALL CIRCULAR PIPES AND FOR PIPE ARCHES UP TO AND INCLUDING A 44" SPAN. FOR PIPE ARCHES WITH A SPAN LARGER THAN 44", USE #6 BARS FOR BARS "G".

BAR DETAILS



SECTION A-A



SECTION B-B

PIPE SIZE	MIN. DEPTH TO F.L.	MIN. DEPTH INLET		EACH ADDED FOOT		T	PIPE OPENING DEDUCTION (yd ³)
		CONC. (yd ³)	STEEL (lbs)	CONC. (yd ³)	STEEL (lbs)		
30"	4.29'	1.138	161	0.210	25	3"	0.138
36"	4.85'	1.341	185	0.210	25	4"	0.196
42"	5.38'	1.554	206	0.210	25	4"	0.263
48"	5.92'	1.776	227	0.210	25	5"	0.340
29" X 18"	3.25'	0.935	146	0.210	25	3"	0.087
36" X 23"	3.71'	1.139	170	0.210	25	3"	0.129
44" X 27"	4.08'	1.343	197	0.210	25	4"	0.185
51" X 31"	4.46'	1.543	259	0.210	25	4"	0.245

NOTE: TWO PIPE OPENINGS HAVE BEEN DEDUCTED.

GENERAL NOTES:

- QUANTITIES SHOWN WILL BE THE BASIS OF PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE.
- INLET:
 - THE CONCRETE SHALL BE CLASS "B".
 - THE REINFORCEMENT SHALL BE SPACED A MAXIMUM OF 12" ON CENTER BOTH WAYS WITH A MINIMUM CLEARANCE OF 1" TO THE INSIDE OF THE INLET WALLS. SEE CHART FOR BAR SIZES.
- GRATE:
 - THE CONTRACTOR HAS THE OPTION TO PROVIDE GRATE NO. 1 OR GRATE NO. 2 AS SHOWN ON SHEET IG-1.

BY		MISSISSIPPI HIGHWAY DEPARTMENT	
REVISIONS		TYPE I MEDIAN INLET (29" - 51" PIPE)	
DATE	DESIGNED	DATE	WORKING NUMBER
	DETAILED		MI-1A
	TRACED		SHEET NUMBER
	CHECKED		307

INSTRUCTIONS FOR COMPLETING THE VEGETATION SCHEDULE

STATE	PROJECT NO.
MISS.	STP-6946-00(001)

TOPSOIL - THE NEED FOR TOPSOIL IS DETERMINED FROM THE ORIGINAL SOIL PROFILE BORINGS OR FIELD INSPECTION. IF NOT NEEDED TOPSOIL WILL NOT APPEAR ON THE SCHEDULE. IF EXTREMELY ACID SOILS ARE ENCOUNTERED 8" THICK TOPSOIL IS NORMALLY REQUIRED. PROPOSAL QUANTITIES (EST.) ARE DETERMINED USING A PERCENTAGE OF THE TOTAL ACREAGE OR WITHIN CERTAIN STATION LIMITS.

AGRICULTURAL LIMESTONE - THE 3 TON/ACRE RATE LISTED BELOW IS FOR URBAN GRADE, DRAIN AND BRIDGE PROJECTS; ALL OTHER PROJECTS REQUIRE 2 TON/ACRE.

SOLID SODDING - WHEN CONSTRUCTION IS ADJACENT TO LAWNS THE PAY ITEM NO. 216-B MAY NEED TO BE SPECIFIED. TO REQUIRE THE SAME KIND OF GRASS BE FURNISHED AND PLANTED THAT IS GROWING IN THE ADJACENT LAWNS.

VEGETATION SCHEDULE

EROSION CONTROL ITEMS		SEASONAL APPLICATIONS-DATES & RATES				REQUIREMENTS
		SPRING & SUMMER		FALL & WINTER		
PAY ITEM NO.	ITEMS	RATES	DATES	RATES	DATES	
① 211-B	TOPSOIL FOR SLOPE TREATMENT (LVM)	4" THICK	MARCH 1 TO SEPTEMBER 1	4" THICK	SEPTEMBER 1 TO MARCH 1	TOPSOIL REQUIRED ON SLOPES DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
212-B	STANDARD GROUND PREPARATION	PER SQ.YD.	MARCH 1 TO SEPTEMBER 1	PER SQ.YD.	SEPTEMBER 1 TO MARCH 1	GROUND PREPARATION REQUIRED ON AREAS TO RECEIVE SOLID SODDING OR SEEDING, AS APPLICABLE.
213-A	AGRICULTURAL LIMESTONE	3 TONS/ACRE	MARCH 1 TO SEPTEMBER 1	3 TONS/ACRE	SEPTEMBER 1 TO MARCH 1	LIMESTONE SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
213-B	COMBINATION FERTILIZER (13-13-13)	1000 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	1000 LBS./ACRE	SEPTEMBER 1 TO MARCH 1	FERTILIZER SHALL BE MECHANICALLY SPREAD UNIFORMLY AND INCORPORATED INTO THE SOIL PRIOR TO PLANTING.
① 213-C	SUPERPHOSPHATE	0.5 TONS/ACRE (EST.)	MARCH 1 TO DECEMBER 1			SUPERPHOSPHATE (FOR BID ITEM PURPOSES).
② 214-A	SEEDING (BERMUDAGRASS)	20 LBS./ACRE	MARCH 1 TO SEPTEMBER 1	20 LBS./ACRE	SEPTEMBER 1 TO MARCH 1	SEED REQUIRED ON DISTURBED AREAS. UNHULLED SEED MAY BE REQUIRED DURING THE DORMANT SEASON AS DIRECTED.
③ 214-A	SEEDING (TALL FESCUE)			20 LBS./ACRE	AUGUST 1 TO APRIL 1	SEED REQUIRED ON DISTURBED AREAS.
⑤ 214-A	SEEDING (CRIMSON CLOVER)			20 LBS./ACRE	AUGUST 1 TO APRIL 1	SEED REQUIRED ON DISTURBED AREAS.
⑥ 215-A	VEGETATIVE MATERIAL FOR MULCH	2 TONS ACRE (EST.)	MARCH 1 TO SEPTEMBER 1	2 TONS/ACRE (EST.)	SEPTEMBER 1 TO MARCH 1	THE ENGINEER WILL DESIGNATE THE RATES OF APPLICATION (SEE SUBSECTION 215.03.3).
216-A	SOLID SODDING	PER SQ.YD.	MARCH 1 TO SEPTEMBER 1	PER SQ.YD.	SEPTEMBER 1 TO MARCH 1	SOLID SOD REQUIRED ON AREAS SPECIFIED IN THE CONTRACT OR BY THE ENGINEER.
219-A	WATERING	20 GALS./S.Y. (EST.)	MARCH 1 TO SEPTEMBER 1	20 GALS. S.Y. (EST.)	SEPTEMBER 1 TO MARCH 1	TO BE USED AS DIRECTED IN THE PLANTING AND ESTABLISHING SOLID SOD.
④ 220-A	INSECT PEST CONTROL	PER ACRE		PER ACRE		SEE SECTION 220.

- ① ALL AREAS THAT HAVE BEEN VEGETATED, UNDER THIS CONTRACT FOR AT LEAST (60) SIXTY DAYS, SHALL RECEIVE ADDITIONAL APPLICATION(S) OF FERTILIZER(S) OF THE TYPE(S) AND RATE(S) OF APPLICATIONS AS DETERMINED BY SOIL TESTS OR AS DIRECTED DURING THE GROWING SEASONS THE CONTRACT IS IN FORCE. GROUND PREPARATION WILL NOT BE REQUIRED FOR THE ADDITIONAL APPLICATIONS. PAYMENT FOR ALL FERTILIZERS ACCEPTABLY APPLIED AS AN ADDITIONAL APPLICATION(S) WILL BE MADE IN ACCORDANCE WITH SUPERPHOSPHATE BID ITEM 213-C.
- ② PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 100% OF THE ACREAGE WILL BE SEEDED.
- ③ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 50% OF THE ACREAGE WILL BE SEEDED.
- ④ QUANTITY ESTIMATED ON THE BASIS 50% OF THE ACREAGE VEGETATED MAY REQUIRE TREATMENT.
- ⑤ THIS ITEM TO BE OMITTED ON AREAS SELECTED BY THE ENGINEER.
- ⑥ BAHAGRASS WILL NOT BE PERMITTED AS A MULCH MATERIAL.
- ⑦ PROPOSAL QUANTITIES ESTIMATED ON THE BASIS THAT 75% OF THE ACREAGE SEEDED MAY REQUIRE TOPSOIL.

RECORD DRAWINGS JANUARY 2006

VEGETATION SCHEDULE	
PROJECT NO. : STP-6946-00(001) RIDGELAND, MISSISSIPPI	WORKING NUMBER VS-1
DATE: _____ DESIGN TEAM _____	CHECKED: _____ DATE: _____
	SHEET NUMBER 500