CONSTRUCTION PLANS FOR:

WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVMENTS

LOCATION:

CITY OF RIDGELAND,
MADISON COUNTY, MISSISSIPPI
AUGUST, 2025

LENGTH DATA

LENGTH OF ROADWAY	5,190.39 FT.	0.98 MI.
LENGTH OF PROJECT (NET)		0.98 MI.
LENGTH OF EXCEPTIONS	0.00 FT.	0.00 MI.
LENGTH OF PROJECT (GROSS)		0.98 MI.

MUNICIPAL OFFICIALS

MAYOR:
GENE F. MCGEE

ALDERMEN:
D.I. SMITH
KEN HEARD
CHUCK GAUTIER
KEVIN HOLDER
BRIAN RAMSEY
WILLIAM "BILL" LEE
WESLEY HAMLIN

CITY CLERK:
PAULA TIERCE

PUBLIC WORKS DIRECTOR:
ALAN HART, PLA

CITY ENGINEER:
PAUL FORSTER, P.E.

the city of RIDGELAND
M I S S I S S I P P I

OSCAR LAVONE BURT III LICENSED PROFESSIONAL ENGINEER 28211 STATE OF MISSISSIPPI

08/08/25

Oscar L. Burt III, P.E.
Mississippi License No. 28211

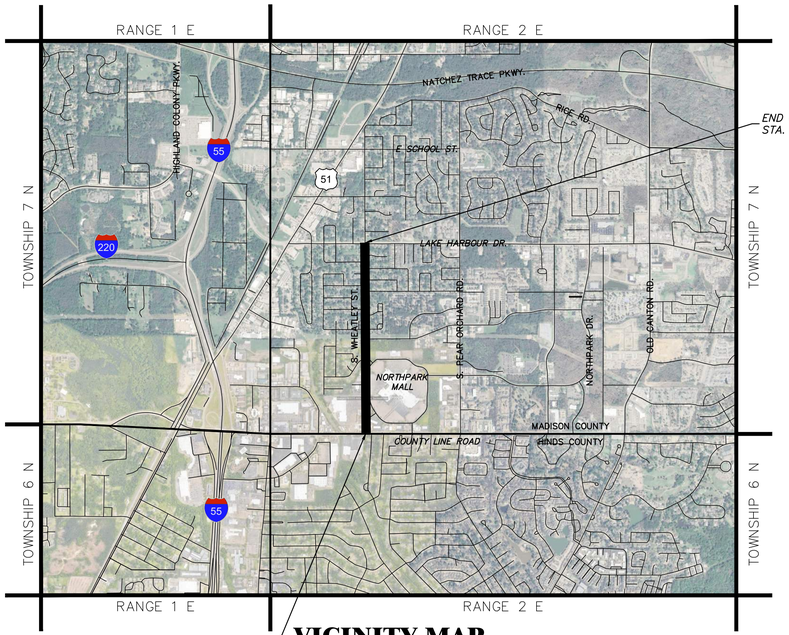
Date

Equipment, materials and construction of all improvements required in these plans shall be in accordance with these construction drawings & project specifications.

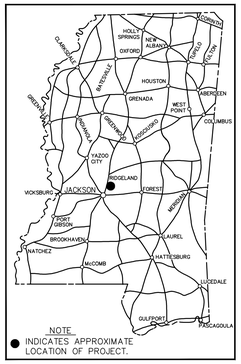
The drawings and specifications represented herein are and shall remain the property of Benchmark Engineering & Surveying, LLC and no part thereof shall be copied, disclosed to others or used in connection with any other work or project other than the specific project for which they have been prepared. Visual contact with these drawings or specifications shall constitute evidence of acceptance of these restrictions.

SCALES

DEMOLITION PLAN	1 IN. = 20 FT.
PLAN	1 IN. = 20 FT.
PROFILE HORIZONTAL	1 IN. = 20 FT.
PROFILE VERTICAL	1 IN. = 2 FT.
PAVEMENT MARKING & SIGNAGE PLAN	1 IN. = 20 FT.
EROSION CONTROL PLAN	1 IN. = 20 FT.
DRIVEWAY/FORM GRADES	1 IN. = 10 FT.
TRAFFIC CONTROL PLAN	1 IN. = 30 FT.

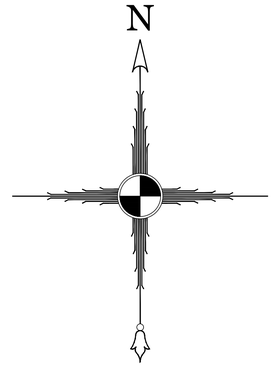


VICINITY MAP
SCALE: 1" = 2000'
(24"x36" Sheet)



B.O.P.	LATITUDE	32.399652°
	LONGITUDE	−91.132054°
E.O.P.	LATITUDE	32.413916°
	LONGITUDE	−90.132117°

DESIGN CONTROL
S WHEATLEY STREET
40 MPH = V (SPEED DESIGN)
ADT (2025) = 5,400; ADT (2035) = 7,000
DHV = 560 : D = 50 % T= 2 %



FOR INDEX SEE SHEET NO. 3 & 4.

UTILITY COMPANIES

COMMUNICATIONS – CSPIRE 601-698-4948
AT&T 601-829-2372
UNITI 601-966-5107

ELECTRICAL – ENTERGY MISSISSIPPI, INC. 601-933-5026

GAS – CENTERPOINT ENERGY RESOURCES GROUP 601-856-9348

WATER – CITY OF RIDGELAND 601-856-7113

SEWER – CITY OF RIDGELAND 601-856-7113

OWNER:
CITY OF RIDGELAND, MS
100 W. SCHOOL STREET
RIDGELAND, MS 39157

Mississippi 811 protecting Mississippi's vital flow...one call at a time

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
EST. 2004 www.benchmarkms.net 601-627-7780

SHEET NUMBER 1

PROJECT NUMBER B-11325

GENERAL CONSTRUCTION NOTES:

1. IT IS NOT THE INTENT OF THESE CONSTRUCTION DRAWINGS, NOTES OR DETAILS TO COVER ALL OF THE REQUIREMENTS OF THE PROJECT SPECIFICATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO READ THE PROJECT SPECIFICATIONS AND BE FAMILIAR WITH THE MATERIALS REQUIRED, INSTALLATION OF SUCH, REQUIRED TESTING, AND AN ALL ITEMS NECESSARY FOR THE COMPLETE INSTALLATION OF THE WORK REQUIRED IN THESE PLANS.
2. ALL ELEMENTS AND ITEMS NEEDED FOR THE COMPLETE INSTALLATION OF THE IMPROVEMENTS SHOWN IN THESE PLANS THAT ARE NOT SHOWN AS A SEPARATE PAY ITEM SHALL BE CONSIDERED AN ABSORBED COST AND INCLUDED WITH A CONTRACTOR'S BID.
3. THE LATEST STANDARD DETAIL DRAWINGS AND STANDARD SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION ADOPTED BY MDOT SHALL APPLY TO ALL MATERIALS, CONSTRUCTION METHODS, PROCEDURES AND ITEMS SHOWN ON THESE PERMIT DRAWINGS, UNLESS OTHERWISE NOTED HEREIN.
4. ALL EXISTING ROADWAY SIGNS AND OTHER OBSTRUCTIONS LOCATED WITHIN THE LIMITS OF THE PROJECT SITE WILL BE REMOVED AS REQUIRED BY CONSTRUCTION AND REPLACED AS NEEDED TO MAINTAIN PUBLIC SAFETY AT LOCATION AS DIRECTED BY ENGINEER.
5. THE CONTRACTOR SHALL PROVIDE REASONABLE ACCESS TO ALL PROPERTIES IN THE PROJECT AREA THROUGHOUT CONSTRUCTION.
6. ALL WORK SHALL BE PERFORMED WITH AT LEAST ONE LANE OF TRAFFIC OPEN AT ALL TIMES AS SHOWN IN THE TRAFFIC CONTROL PLAN. CHANGEABLE MESSAGE SIGNS INFORMING RESIDENTS OF ROAD CLOSURES AND DETOURS SHALL BE PUT IN PLACE A MINIMUM OF 1 WEEK PRIOR TO START OF CONSTRUCTION.
7. CONTRACTOR SHALL COMPLY WITH TRAFFIC CONTROL DETAILS AND SHOWN IN THESE PLANS, REQUIREMENTS AND DETAILS SHOWN IN LATEST EDITION OF MUTCD, AND PER MDOT STANDARD DETAILS AS THEY APPLY SHOULD THEY NOT BE SHOWN IN PLANS FOR A PARTICULAR SITUATION.
8. ELEVATION DIFFERENCE BETWEEN LANES SHALL NOT EXCEED 3" AT THE END OF EACH WORK DAY.
9. CONTRACTOR SHALL INSTALL TRAFFIC CONTROL DEVICES SUCH AS SIGNS, CONES, DRUMS, FLASHERS, BARRICADES, ETC. TO SAFELY CHANNEL OR DIRECT TRAFFIC. WHEN NECESSARY, FLAGGERS SHALL BE USED IN CONJUNCTION WITH TRAFFIC CONTROL DEVICES. FLAGGER AHEAD SIGN REQUIRED IN ADVANCE OF FLAGGERS EXCEPT DURING BRIEF PERIODS AND EMERGENCY SITUATIONS. THESE ARE MINIMUM REQUIREMENTS AND IN NO WAY RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO MAINTAIN TRAFFIC IN A SAFE MANNER.
10. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED WHENEVER NECESSARY TO MAINTAIN A SAFE TRAFFIC FLOW AND SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED FOR SUCH, AND BE REMOVED IMMEDIATELY THEREAFTER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTAL ITEMS NEEDED TO PROVIDE ADEQUATE CONSTRUCTION SIGNING, BARRICADES, TRAFFIC CONTROL DEVICES AND OTHER RELATED ITEMS FOR THE PROJECT AREA, DURING THE CONSTRUCTION PERIOD. MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL WORK REQUIRED FOR TRAFFIC CONTROL SHALL BE PAID FOR IN THE "MAINTENANCE OF TRAFFIC" PAY ITEM BASED ON ESTIMATED COMPLETION PERCENTAGE OF PAY ITEM.
12. THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT, LABOR, AND MATERIALS REQUIRED TO PROPERLY, SAFELY AND ACCEPTABLY COMPLETE THE WORK IN A TIMELY MANNER. ALL WORK AND CONSTRUCTION PROCEDURES ARE SUBJECT TO THE APPROVAL OF THE ENGINEER/CITY OF RIDGELAND. THE CONTRACTOR WILL BE EXPECTED TO PROGRESS DILIGENTLY AND CONSISTENTLY IN THEIR ACTIVITIES AND OPERATION ON ALL WORKING DAYS WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE THEREFOR.
13. THE CONTRACTOR SHALL WARRANT HIS WORKMANSHIP AND MATERIALS AS REQUIRED IN THE PROJECT SPECIFICATIONS.
14. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND ARE BASED ON INFORMATION PROVIDED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY OWNER'S TO VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES (POWER, TELEPHONE, GAS, WATER, SEWER, ETC.) LOCATED IN THE PROJECT AREA PRIOR TO CONSTRUCTION AND COMPARE HIS FINDINGS AGAINST THE PROPOSED IMPROVEMENTS REQUIRED IN THESE PLANS. SHOULD ANY DISCREPANCIES BE FOUND BETWEEN THE EXISTING CONDITIONS AND PROPOSED IMPROVEMENTS THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN WRITING AND AWAIT FURTHER INSTRUCTION.
15. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE UTILITY OWNER BY THE CONTRACTOR. THIS INCLUDES ALL SERVICE LATERALS OF ANY KIND.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE INTEGRITY AND OPERATIONS OF ALL ABOVE AND BELOW GROUND UTILITY FACILITIES AT ALL TIMES. THE CONTRACTOR SHALL CONDUCT ITS ACTIVITIES AND OPERATIONS TO INSURE THE FUNCTIONAL INTEGRITY OF EACH UTILITY FACILITY LOCATED WITHIN THE WORK SITE. CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN THE CONSTRUCTION LIMITS WHETHER SHOWN ON THE PLANS OR NOT AND SHALL COORDINATE REPAIR, REPLACEMENT OR RELOCATION WITH THE APPROPRIATE UTILITY COMPANY AT NO COST TO THE CITY OF RIDGELAND.
17. THE CONTRACTOR IS REQUIRED BY LAW TO NOTIFY MISSISSIPPI ONE CALL @ 811 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION TO LOCATE ALL EXISTING UTILITIES ON ONSITE.
18. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DEMOLISHING OR REMOVING ANY EXISTING ABOVE OR BELOW GROUND TELEPHONE, CABLE, POWER, OR GAS LINES BUT SHALL BE RESPONSIBLE FOR COORDINATING HIS WORK WITH ALL LOCAL UTILITY COMPANIES.
19. THE CONTRACTOR SHALL VERIFY ALL SHOWN DIMENSIONS AND ELEVATIONS (EXISTING AND PROPOSED) IN THE FIELD AND SHALL SATISFY HIMSELF AS TO THE ACCURACY BETWEEN WORK SET FORTH ON THESE PLANS AND THE WORK REQUIRED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION.
20. THE CONTRACTOR SHALL MARK THE CONSTRUCTION LIMITS AND REVIEW WITH THE ENGINEER/OWNER PRIOR TO PERFORMING ANY CLEARING OPERATIONS.
21. THE CONTRACTOR SHALL CAREFULLY PROTECT AND PRESERVE ALL SURVEY MARKERS OR MONUMENTS ENCOUNTERED DURING CONSTRUCTION.
22. THE CONTRACTOR SHALL UTILIZE TEMPORARY FENCING AS REQUIRED BY LOCAL, STATE AND FEDERAL CODES TO PROTECT AND INSURE A SAFE WORK AREA.
23. ALL MATERIAL THAT IS CONSIDERED UNSUITABLE FOR FILL MATERIAL SHALL BE REMOVED FROM THE SITE AND LEGALLY DISPOSED OF BY THE CONTRACTOR EITHER ON-SITE OR OFF-SITE AS REQUIRED BY PLANS, SPECS OR ENGINEER.
24. THE CONTRACTOR SHALL ESTABLISH A VEGETATIVE COVER (TEMPORARY AND/OR PERMANENT) AS NOTED ON THE DRAWINGS AND/OR IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS ON ALL AREAS WHERE THE EXISTING VEGETATION WAS REMOVED OR DISTURBED DURING CONSTRUCTION.
25. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO MATCH PRE-CONSTRUCTION CONDITION OR BETTER PRIOR TO COMPLETION OF THE PROJECT.
26. THE CONTRACTOR SHALL PLACE ALL EXCAVATED MATERIAL AT LOCATIONS TO PREVENT EROSION INTO DRAINAGE-WAYS. ALL AREAS DISTURBED BY EXCAVATED MATERIAL PLACEMENT TO BE RESTORED TO ITS ORIGINAL CONDITION.
27. ALL EXCAVATIONS ARE TO BE BACKFILLED AT THE END OF EACH WORK DAY.
28. ALL FENCING, SIDEWALKS, CURBS, FLOWER BEDS, PLANTERS, ETC. THAT IS DAMAGED DURING CONSTRUCTION WILL BE REPLACED AND RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS.
29. THE CONTRACTOR SHALL KEEP EQUIPMENT AND OPERATIONS ON SITE AS NECESSARY TO KEEP ROADWAYS ADJACENT TO THE PROJECT SITE CLEAN OF MUD AND DEBRIS THROUGHOUT THE DAY. ADDITIONALLY, CONTRACTOR MUST ENSURE THAT AFFECTED ROADS ARE CLEAN PRIOR TO LEAVING THE SITE FOR THE DAY. ALL CLEANING AND MAINTENANCE SHALL BE AN ABSORBED COST.
30. THE CONTRACTOR SHALL CAREFULLY REMOVE, STORE AND REINSTALL ALL CITY/COUNTY/STATE OWNED SIGNS WHOSE REMOVAL IS REQUIRED BY HIS CONSTRUCTION WORK IN THE PROJECT AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE FOR THE APPROPRIATE AGENCY TO INSPECT ALL SIGNS SCHEDULED TO BE REMOVED PRIOR TO THEIR REMOVAL. ONCE SAID SIGNS HAVE BEEN REMOVED, IT WILL BE ASSUMED THAT THEY WERE IN GOOD CONDITION AT THE TIME OF REMOVAL. ANY SIGNS DAMAGED OR LOST BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE APPROPRIATE AGENCY.
31. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY AND ALL EXISTING STRUCTURES NECESSARY FOR COMPLETION OF WORK DESCRIBED IN THESE PLANS UNLESS OTHERWISE NOTED.
32. ALL GRADING WORK SHALL BE PERFORMED IN A MANNER TO PROMOTE POSITIVE DRAINAGE AND KEEP THE EXISTING DRAINAGE PATTERNS. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
33. CONTRACTOR SHALL PERFORM GRADING WORK IN A MANNER THAT WILL NOT ADVERSELY AFFECT ADJACENT PROPERTY OWNERS.
34. NO ACTIVITY REQUIRED FOR THE ACCOMPLISHMENT OF THE WORK IS TO BE PERFORMED WHEN SOIL CONDITIONS ARE NOT CONDUCIVE THEREFOR.
35. CONTRACTOR SHALL CONDUCT ITS OPERATIONS AND ACTIVITIES IN SUCH A MANNER AS TO MINIMIZE THE EROSION OF SOILS AND THE DEPOSITION OF SEDIMENTS INTO EXISTING DRAINAGE COURSES DOWNSTREAM OF PROJECT WORK SITE OR ONTO ADJACENT PROPERTIES.
36. PRIOR TO SUBMISSION OF ITS BID THE CONTRACTOR SHALL REVIEW THESE PLANS, THE ESTIMATED QUANTITIES FOR THE PRINCIPAL ITEMS OF WORK ON WHICH PAYMENT IS TO BE BASED, PROJECT SPECIFICATIONS AND ANY OTHER DOCUMENTS REFERENCED HEREIN. SUBMISSION OF ITS BID SHALL BE DEEMED A POSITIVE INDICATION THAT THE CONTRACTOR FOUND ALL OF SAME ADEQUATE FOR SUBMISSION OF A UNIT PRICE BID AND FOR INSTALLATION AND/OR CONSTRUCTION OF THE WORK.
37. STATIONING AND LENGTHS SHOWN (STREET AND UTILITY) IS HORIZONTAL STATIONING MEASURED ON A LEVEL PLANE. ACTUAL LENGTH SHALL BE DETERMINED BY MEASUREMENT ALONG THE SLOPE OR CURVE.
38. THE CONTRACTOR SHALL PROCURE ALL REQUIRED PERMITS AND LICENSES; PAY ALL FEES, CHARGES AND TAXES (INCLUDING SALES AND USE TAXES); GIVE ALL REQUIRED NOTICES; MAINTAIN AN ORDERLY AND SAFE FLOW OF TRAFFIC; MAINTAIN PROPER STORMWATER DRAINAGE; LOCATE AND AVOID DISRUPTING ALL EXISTING UTILITIES; TRANSPORT ALL EQUIPMENT AND MATERIALS AS REQUIRED BY ANY AGENCY HAVING JURISDICTION OVER ANY PHASE THEREOF; TRANSPORT, INSTALL AND INSTALL ALL MATERIALS IN ACCORDANCE WITH THEIR RESPECTIVE MANUFACTURER'S RECOMMENDATIONS AND PROJECT SPECIFICATIONS; PROPERLY BACKFILL ALL TRENCHES AND EXCAVATIONS; MAINTAIN A CLEAN AND ORDERLY WORK SITE; PROMPTLY REMOVE ALL EQUIPMENT, DEBRIS AND EXCESS SOILS AND/OR MATERIALS ON COMPLETION OF THE WORK; AND RESTORE TO SUBSTANTIALLY THE SAME OR BETTER CONDITIONS ALL DISTURBED PAVEMENTS AND GROUND SURFACES.
39. CONTRACTOR SHALL BE RESPONSIBLE FOR PROCURING A LOCATION TO SERVE AS HIS LAY DOWN YARD. ANY COSTS ASSOCIATED WITH SUCH SHALL BE AN ABSORBED COST.
40. A MATERIALS TESTING COMPANY PROVIDED BY THE OWNER SHALL PERFORM INSPECTIONS, PROOF ROLLS AND TESTING ON EARTHWORK, CONCRETE AND OTHER MATERIALS ASSOCIATED WITH THE PROJECT ON THE OWNER'S BEHALF TO CONFIRM THAT THE PROJECT SPECIFICATIONS ARE BEING MET. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE HIS PROGRESS WITH SAID TESTING AGENCY SO THAT THEY ARE ABLE TO SCHEDULE REQUIRED TESTING.
41. ANY MATERIALS OR WORKMANSHIP THAT DOES NOT MEET SPECIFICATION SHALL BE REJECTED, REMOVED, AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.
42. CONSTRUCTION LAYOUT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE AN ABSORBED COST. ENGINEER SHALL PROVIDE CONTRACTOR WITH CAD DRAWINGS CONTAINING LINEWORK THAT CONTRACTOR CAN USE ***AT HIS OWN RISK*** TO PREPARE CONSTRUCTION LAYOUT POINTS AND PERFORM OTHER TASKS AS NEEDED. TO RECEIVE CAD DRAWING, CONTRACTOR SHALL BE REQUIRED TO SIGN AND RETURN A RELEASE FORM PROVIDED BY ENGINEER RELEASING ENGINEER OF ANY LIABILITY FROM CONTRACTOR'S USE OF PROVIDED CAD FILE. CAD DRAWING WILL NOT BE A 3D MODEL.
43. ELEVATIONS ARE BASED ON M.S.L. DATUM (NAVD 88).
44. CONTRACTOR SHALL SHALL PROVIDE OWNER WITH PROJECT RECORD DOCUMENTS AS REQUIRED IN SPECIFICATION SECTION 01720 WHICH SHALL INCLUDE BUT NOT BE LIMITED TO AS-BUILT RECORD DRAWINGS AND AS-BUILT SURVEY.
45. ALL DETAIL DRAWINGS INCLUDED IN THESE PLANS SHALL BE CONSIDERED NOT TO SCALE UNLESS OTHERWISE NOTED.
46. ALL GRAPHIC SCALES AND REFERENCES TO DRAWING SCALE IN THESE PLANS ARE BASED ON THE DRAWINGS BEING PRINTED ON A 24"x36" SHEET.

WATER & SEWER SYSTEM NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS AND PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL PROVIDE ALL THE MATERIALS AND APPURTENANCES NECESSARY FOR THE COMPLETE INSTALLATION OF THE WATER AND SEWER SYSTEMS INFRASTRUCTURE SHOWN IN THESE PLANS.
3. THE CONTRACTOR SHALL MAKE ALL TIES TO EXISTING UTILITIES AND COORDINATE THEM WITH THE CITY OF RIDGELAND.
4. ALL MANHOLES, FIRE HYDRANTS, VALVE BOXES, ETC. LOCATED IN PROJECT AREA SHALL BE ADJUSTED TO PROPER LINE AND FINISHED GRADE BY THE CONTRACTOR AFTER PLACING OF PAVEMENT AND BEFORE FINAL ACCEPTANCE.
5. TRENCHING AND EMBEDMENT WORK SHALL CONFORM TO THE PROJECT SPECIFICATION SECTION 02230, EXCAVATION AND BACKFILL FOR CONDUITS AND STRUCTURES AND SHALL FOLLOW THE TYPICAL CROSS-SECTION DETAIL FOR TRENCHING. UNLESS SPECIFIED OTHERWISE, BACKFILL MATERIAL SHALL BE COMPACTED TO 96% DENSITY OF STANDARD PROCTOR IN ACCORDANCE WITH ASTM D-698. ALL BACKFILL MATERIAL SHALL BE COMPACTED IN 6" LAYERS.
6. THE END OF WATER AND SEWER SERVICE LINES SHALL BE TIGHTLY CAPPED OR PLUGGED AND MARKED UNTIL SUCH TIME AS SERVICE CONNECTIONS ARE MADE OR LINES OR EXTENDED.
7. ALL WATER AND SANITARY SEWER LINES SHALL BE INSTALLED WITH A MINIMUM OF THREE FEET (3') OF COVER OVER THE TOP OF THE PIPE AT FINISHED GRADE OR AS SHOWN OR NOTED OTHERWISE. WHERE INSTALLED IN A ROADWAY SECTION THE MINIMUM COVER OVER THE TOP OF THE PIPE SHALL BE FOUR FEET (4'). BACKFILLING OF TRENCHES SHALL MEET THE PROJECT SPECIFICATIONS.
8. WATER LINE SHALL BE INSTALLED TO MAINTAIN A MINIMUM CLEARANCE OF 12" BELOW OR ABOVE EXISTING OR PROPOSED STORM DRAIN PIPING AND STRUCTURES THAT ARE PARALLEL TO OR INTERSECT THE WATER MAIN WHILE MAINTAINING THE MINIMUM COVER REQUIREMENTS.
9. TEN FEET (10') OF HORIZONTAL CLEARANCE IS REQUIRED BETWEEN ALL WATER AND SEWER LINES. AT LOCATIONS WHERE THE WATER AND SEWER LINES MUST CROSS EACH OTHER THERE SHALL BE A MINIMUM CLEARANCE OF 18" WITH THE WATER PASSING OVER THE SEWER. IF THESE SEPARATIONS CANNOT BE MET, THE SEWER LINE SHALL BE CONSTRUCTED TO THE SAME SPECIFICATIONS AS THE WATER LINE AND BE WATER TIGHT UNTIL SUCH A POINT WHERE MINIMUM SEPARATION CAN BE MET. WHERE GRAVITY FLOW SEWERS CROSS ABOVE WATER LINES, THE SEWER PIPE FOR A DISTANCE OF TEN (10') FEET, EACH SIDE OF THE CROSSING, EITHER SHALL BE DUCTILE IRON PRESSURE PIPE WITHOUT ANY JOINT CLOSER THAN THREE (3') FEET TO THE CROSSING, OR SHALL BE FULLY ENCASED IN CONCRETE.
10. ALL SANITARY SEWER SERVICES SHALL BE MARKED WITH A "Y" CUT INTO THE FACE OF THE CURB.
11. ALL WATER SERVICE LINES SHALL BE INSTALLED 10' TO THE UPHILL SIDE OF THE SEWER SERVICE LINE UNLESS OTHERWISE SHOWN. SERVICE LINE LOCATION TO BE MARKED WITH A "W" CUT INTO THE FACE OF THE CURB.
12. FIRE HYDRANT MAKE AND MODEL SHALL BE APPROVED BY THE CITY OF RIDGELAND PRIOR TO INSTALLATION.
13. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR TESTING THE WATER AND SEWER SYSTEM IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL NOTIFY THE ENGINEER AND THE CITY OF RIDGELAND AT LEAST 48 HOURS IN ADVANCE OF PERFORMING ANY TESTS. A COPY OF ALL TEST RESULTS SHALL BE EMAILED TO BENCHMARK ENGINEERING & SURVEYING, LLC @ office@benchmarkms.net (OR ALTERNATE ADDRESS AS DIRECTED AT PRE-CON MEETING) AS SOON AS THEY ARE PREPARED.
14. FITTINGS FOR WATER LINES SHALL BE OF MECHANICAL JOINT TYPE AND SHALL BE RESTRAINED BY THE USE OF MEGA-LUGS AND CONCRETE THRUST BLOCKING. MEGA-LUGS AND THRUST BLOCKS ARE ABSORBED IN THE PER FOOT OF PIPE OR IN THE FITTINGS PAY ITEM (IF INCLUDED ON THE BID FORM).
15. THE LENGTHS OF THE SANITARY SEWER LINES ARE MEASURED FROM CENTER OF MANHOLE TO CENTER OF MANHOLE.
16. FITTINGS FOR ALL APPLICATIONS OF WATER AND SEWER LINES WHICH ARE NOT AN ITEMIZED PAY ITEM SHALL BE AN ABSORBED COST.
17. ALL DISCONNECTIONS OR CONNECTIONS TO EXISTING WATER AND SEWER SYSTEM SHALL BE MADE DURING OFF-PEAK PERIODS AND COORDINATED WITH THE CITY OF RIDGELAND.

SITE GRADING AND PAVING NOTES:

1. TECHNICAL SPECIFICATION FOR MATERIALS AND CONSTRUCTION METHODS FOR THIS PROJECT SHALL CONFORM TO THE LATEST EDITION OF MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (MDOT STANDARDS), THE PROJECT SPECIFICATIONS AND GEOTECHNICAL REPORT (IF INCLUDED IN THE CONTRACT DOCUMENTATION). SHOULD THERE BE A DISCREPANCY BETWEEN THE DRAWINGS/CONTRACT DOCUMENTS AND MDOT STANDARDS THEN THE MDOT STANDARDS SHALL GOVERN. FOR DISCREPANCIES INVOLVING EARTHWORK, THE GOVERNING ORDER SHALL BE GEOTECHNICAL REPORT, MDOT STANDARDS, CONTRACT DRAWINGS/CONTRACT DOCUMENTS.
2. EARTH EXCAVATION SHALL INCLUDE CLEARING, STRIPPING, AND THE STOCKPILING OF TOPSOIL, REMOVING UNSUITABLE MATERIALS, THE CONSTRUCTION OF EMBANKMENTS, NON-STRUCTURAL FILLS, FINAL SHAPING AND TRIMMING TO THE LINES, GRADES AND CROSS SECTIONS SHOWN ON THE PLANS. ALL UNSUITABLE OR EXCESS MATERIAL SHALL BE LEGALLY DISPOSED OF AS DIRECTED BY THE ENGINEER.
3. AS AN INITIAL STEP OF SITE PREPARATION, TREES AND VEGETATION WITHIN THE CONSTRUCTION LIMITS SHOULD BE REMOVED. TREE AND VEGETATION REMOVAL (CLEARING AND GRUBBING) WILL INCLUDE STUMPS AND ROOT SYSTEMS. HOLES CREATED BY TREE AND STUMP REMOVAL SHOULD BE BACKFILLED WITH COMPACTED SELECT FILL SOILS AT NO ADDITIONAL COST.
4. AFTER CLEARING AND GRUBBING, STRIPPING SHOULD BE PERFORMED TO A SUFFICIENT DEPTH (6" MINIMUM DEPTH IN GRASSED AREAS, 12" MINIMUM IN WOODED OR PREVIOUSLY WOODED AREAS) WITHIN CONSTRUCTION AREAS TO REMOVE ORGANIC-LADEN SURFICIAL SOILS, VEGETATION, DEBRIS, BRUSH AND ROOTS (TOPSOIL). TOPSOIL EXCAVATED SHALL BE STOCKPILED ON THE SITE AT AN APPROVED LOCATION UNTIL SUCH TIME THAT THIS TOPSOIL CAN BE USED FOR FINAL GRADING/PLATING OF SLOPES. STRIPING, STOCKPILING AND REPLACEMENT OF MATERIAL IS NOT A PAY ITEM, BUT SHALL BE CONSIDERED AN ABSORBED COST OF THE PROJECT.
5. ONCE CLEARING, GRUBBING, AND STRIPPING HAS BEEN COMPLETED THE CONTRACTOR SHALL EXCAVATE AREAS THAT ARE TO BE CUT TO REACH PLAN GRADE. CONTRACTOR SHALL THEN NOTIFY THE ENGINEER & TESTING AGENCY TO SET UP A FIELD INSPECTION OF THE SUB-GRADE PRIOR TO PLACEMENT OF ANY SELECT FILL. CONTRACTOR SHALL HAVE EQUIPMENT AVAILABLE TO PERFORM A PROOF ROLL OR FOR FURTHER EXCAVATION SHOULD THE ENGINEER OR TESTING AGENCY DEEM NECESSARY. ANY AREAS THAT PROVE TO BE UNSTABLE DURING THE PROOF ROLL OR APPEAR TO HAVE UN-SUITABLE MATERIAL SHALL BE MARKED AND A RECOMMENDATION FOR REMEDIATION SHALL BE PROVIDED BY TESTING AGENCY'S REPRESENTATIVE. SUCH AREAS SHALL BE PROOF ROLLED AGAIN ONCE REMEDIATION HAS BEEN COMPLETED.
6. FINE-GRAINED SOILS EXPOSED AFTER STRIPPING, EXCAVATION AND UNDERCUTTING ARE SUSCEPTIBLE TO PUMPING AND/OR BECOMING UNSTABLE AND RUTTING EXCESSIVELY UNDER WET CONDITIONS. THE CONSTRUCTION TECHNIQUES, TYPES OF EQUIPMENT UTILIZED AND SITE DRAINAGE PROVIDED DURING CONSTRUCTION WILL HAVE A GREAT EFFECT ON THE PERFORMANCE OF THE FINE-GRAINED SOILS THROUGHOUT THE PROJECT. THE ROUTING OF RUBBER-TIRED EQUIPMENT SHOULD BE CONTROLLED TO MINIMIZE TRAFFIC OVER THE SITE. ALL TRAFFIC SHOULD BE DISCOURAGED DURING PERIODS OF INCLEMENT WEATHER.
7. UNDERCUTTING AND BACKFILLING WILL BE REQUIRED TO REMOVE EXPANSIVE CLAYS (CH) OR OTHER UN-SUITABLE MATERIALS SHOULD THEY BE ENCOUNTERED TO CREATE A MINIMUM OF A 3' VERTICAL AND HORIZONTAL (OR AS DESCRIBED IN GEOTECHNICAL REPORT) SUBGRADE AND MATERIAL AND THE BOTTOM OF THE PAVED SURFACE OR SHOULDER MATERIAL. UNDERCUTTING SHALL BE PAID FOR IN PAY ITEM "UNDERCUTTING" AND HAULED OFF-SITE.
8. SELECT FILL MATERIAL (EITHER ON-SITE OR IMPORTED) SHALL CONSIST OF LESS THAN 2% ORGANIC MATTER, FREE OF DEBRIS, WITH ROCKS NO GREATER THAN 6" AND A LIQUID LIMIT OF LESS THAN 40 AND A PLASTICITY INDEX BETWEEN 10 AND 20.
9. ANY UN-SUITABLE MATERIALS SHALL BE REMOVED DURING GRADING OPERATIONS AND EITHER STOCKPILED FOR USE ON-SITE AS DIRECTED BY ENGINEER OR HAULED OFF-SITE. IF PLACED ON-SITE SUCH MATERIAL SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION. SHOULD MATERIAL BE HAULED OFF-SITE, IT SHALL BE PAID FOR AS "EXCESS EXCAVATION" OR "UNDERCUT EXCAVATION".
10. FILL SOILS SHOULD BE COMPACTED FROM LIFTS NOT EXCEEDING 8" IN LOOSE THICKNESS TO NOT LESS THAN THE DENSITIES DESCRIBED IN SPECIFICATION SECTION 02220 AT MOISTURE CONTENTS WITHIN 3 PERCENTAGE POINTS OF THE OPTIMUM WATER CONTENT. STABILITY MUST BE EVIDENT DURING COMPACTION OF EACH LIFT BEFORE ANY SUBSEQUENT LIFTS OF FILL MATERIAL ARE ADDED.
11. OWNER'S TESTING AGENCY SHALL PERFORM MATERIAL TESTING ON SELECT FILL MATERIAL (WHETHER IMPORTED OR ON-SITE MATERIAL) TO CONFIRM THAT ANY MATERIALS THAT ARE TO BE PLACED BY CONTRACTOR MEET PROJECT SPECIFICATIONS PRIOR TO ALLOWING SAID MATERIALS TO BE PLACED ON THE SITE. ADDITIONALLY, OWNER'S TESTING AGENCY SHALL CONDUCT FIELD MOISTURE/DENSITY TESTS ON A MINIMUM OF EACH LIFT OF FILL AND ON FINAL COMPACTED SUB-GRADE AT INTERVALS REQUIRED IN THE PROJECT SPECIFICATIONS. TEST RESULTS SHALL BE EMAILED TO office@benchmarkms.net (OR ALTERNATE ADDRESS AS DIRECTED AT PRE-CON MEETING) IMMEDIATELY AFTER TEST RESULTS HAVE BEEN PREPARED. ANY MATERIALS OR WORK THAT TESTING SHOWS DOES NOT MEET REQUIREMENTS SHALL BE REMOVED AND REPLACED AS DIRECTED BY TESTING AGENCY OR ENGINEER AT NO ADDITIONAL COST TO THE OWNER.
12. A PROOF ROLL SHALL BE CONDUCTED WITH A FULLY LOADED TANDEM AXLE DUMB TRUCK AS A MINIMUM.
13. A PROOF ROLL OF THE SUB-GRADE FOR THE CURB AND PAVED AREAS SHALL BE REQUIRED PRIOR TO PLACEMENT OF CURB & GUTTER AND ASPHALT BASE COURSE, HOWEVER, PRIOR TO THE CONTRACTOR CONTACTING THE ENGINEER FOR A PROOF ROLL, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE EARTHWORK TESTING AGENCY AND REQUEST THAT THEY PROVIDE ALL TEST RESULTS TO ENGINEER AND TO CERTIFY TO THE ENGINEER THAT ALL REQUIREMENTS OF THE CONSTRUCTION PLANS, SPECIFICATIONS AND GEOTECHNICAL REPORT IN RELATION TO THE PREPARATION OF THE ROADWAY SUB-GRADE HAVE BEEN MET OR EXCEEDED. ONCE THIS INFORMATION IS RECEIVED, ENGINEER WILL SCHEDULE PROOF ROLL WITH CONTRACTOR. SHOULD THERE BE AREAS THAT "PUMP" AND DO NOT PASS THE PROOF ROLL, THE CONTRACTOR SHALL PROVIDE REMEDIAL OPERATIONS (AT NO ADDITIONAL COST TO OWNER) TO THESE AREAS AND SET UP ANOTHER PROOF ROLL. ONCE THE ENTIRE SUBJECT AREA OF THE PROOF ROLL PASSES THE ENGINEER'S INSPECTION, THE LOCAL GOVERNING AUTHORITY WILL BE CALLED TO PERFORM THEIR OWN. SHOULD IT RAIN AFTER THE LOCAL GOVERNING AUTHORITY HAS PASSED THE PROOF ROLL, ANOTHER PASSING PROOF ROLL SHALL BE REQUIRED PRIOR TO POURING CURB OR PAVING UNLESS AUTHORIZED OTHERWISE BY THE LOCAL GOVERNING AUTHORITY.
14. THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL CAUSE THE PONDING OF STORM WATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
15. THE CONTRACTOR SHALL TAKE SPECIAL CARE IN GRADING NEAR TREES, BUSHES AND SHRUBS WHICH ARE NOT TO BE REMOVED SO AS NOT TO CAUSE INJURY TO ROOTS OR TRUNKS.
16. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO THESE EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
17. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED ITEMS (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS SHOWN.
18. ALL DISTURBED AREAS NOT PAVED SHALL BE BROUGHT TO FINISHED GRADE WITH 4" TOPSOIL OR APPROVED SUITABLE MATERIAL FOR GROWING VEGETATION, THEN SEEDED, MULCHED, FERTILIZED AND WATERED AS REQUIRED TO PREVENT EROSION WITH TEMPORARY OR PERMANENT SEEDING.IT IS THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH PERMANENT VEGETATION BY ANY MEANS NECESSARY TO MEET THE VEGETATIVE COVER REQUIREMENTS OF THE PROJECT SPECIFICATIONS. SHOULD THE NATIVE SOIL NOT BE CONDUCIVE TO VEGETATIVE GROWTH SPECIFIED THEN CONTRACTOR SHALL PLAN TO BRING IN MATERIAL AS NEEDED TO ACCOMPLISH REQUIRED VEGETATION AT NO COST TO THE OWNER.
19. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND IF DAMAGED, SHALL BE REPLACED PROMPTLY AT NO ADDITIONAL COST TO THE OWNER.

STORM DRAIN NOTES:

1. TECHNIC

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM	TOTAL QUANTITY		UNIT
	ROADWAY ITEMS	PLAN	FINAL	
1	MOBILIZATION	1		LS
2	MAINTENANCE OF TRAFFIC	1		LS
	EROSION CONTROL			
3	CLEARING & GRUBBING	1		AC
4	SILT FENCE	6,479		LF
5	SOLID SOD, MATCH EXISTING TYPE	4,499		SY
	DEMOLITION ITEMS			
6	SAW CUT, ALL TYPES, ALL DEPTHS	2,682		LF
7	REMOVAL OF ASPHALT PAVEMENT, ALL DEPTHS	1,037		SY
8	REMOVAL OF CONCRETE, ALL DEPTHS	1,700		SY
9	REMOVAL OF BRICK & PAVERS, ALL DEPTHS	42		SY
10	REMOVAL OF CURB & GUTTER, ALL TYPES	6,374		LF
11	REMOVAL OF STORM DRAIN STRUCTURES, ALL TYPES	22		EA
12	REMOVAL OF STORM DRAIN PIPE, ALL TYPES & SIZES	162		LF
13	REMOVAL OF SANITARY SEWER LINE, ALL TYPES & SIZES	158		LF
14	TREE REMOVAL	4		EA
15	SIGN REMOVAL & RELOCATION	2		EA
16	MAILBOX REMOVAL & RELOCATION	16		EA
17	FENCE REMOVAL & REPLACEMENT (TO MATCH EXISTING)	121		LF
	EARTHWORK			
18	UNCLASSIFIED EXCAVATION, FM, AH	485		CY
19	BORROW EXCAVATION, FM, AH	1,185		CY
20	EXCESS EXCAVATION, FM, AH	485		CY
	** STORM DRAIN			
21	15" REINFORCED CONCRETE PIPE, CLASS III	161		LF
22	18" REINFORCED CONCRETE PIPE, CLASS III	24		LF
23	CURB INLET	26		EA
25	JUNCTION BOX (CONVERT EXISTING CURB INLET)	4		EA
26	JUNCTION BOX (ADJUST TO FINISHED GRADE)	4		EA
	** WATER DISTRIBUTION SYSTEM			
27	WATER VALVE (ADJUST TO FINISHED GRADE)	8		EA
28	METER BOX (ADJUST TO FINISHED GRADE)	1		EA
29	IRRIGATION MAINTENANCE (INCLUDING PATCHING, FITTINGS, WIRING, ETC.)	1		LS
	** SANITARY SEWER SYSTEM			
30	CONNECTION TO EXISTING MAHOLE	2		EA
31	8" SDR-26 SANITARY SEWER LINE (ALL DEPTHS)	158		LF
32	MANHOLE RISER TO MATCH PLANNED GRADE	12		EA
33	NORMAL CLEANING (1 TO 3 PASSES)	1,786		LF
34	HEAVY MECHANICAL CLEANING (MORE THAN 3 PASSES)	446		LF
35	CCTV INVESTIGATION	2,232		LF
36	CIPP 8" (ALL TYPES OF EXISTING PIPE)	2,232		LF
37	MANHOLE INSPECTION	11		EA
38	REHAB SEWER MANHOLE (CONDITION B / PRECAST)	440		SF
39	REHAB SEWER MANHOLE (CONDITION B / BRICK)	265		SF
40	REHAB SEWER MANHOLE (CONDITION C / PRECAST)	88		SF
41	REHAB SEWER MANHOLE (CONDITION C / BRICK)	176		SF
	CONCRETE SIDEWALK & DRIVEWAYS			
42	4" REINFORCED CONCRETE SIDEWALK	1,689		SY
43	STAMPED AND STAINED CONCRETE SIDEWALK	111		SY
44	DETECTABLE WARNING PANELS	292		SF
45	CONCRETE DRIVEWAY APRON (INCLUDES CURB, GUTTER & REINFORCEMENT)	860		SY
	CURB & GUTTER			
46	24" STANDARD CURB & GUTTER	6,634		LF
47	6" HEADER CURB	24		LF
48	26" TYPE "3B" CURB & GUTTER	339		LF

NOTE: PAY ITEM SECTIONS NOTED WITH ** ARE PARTICIPATING ITEMS IN ARPA FUNDING WHILE ALL OTHER PAY ITEMS ARE NOT PARTICIPATING.

SHEET INDEX

SHEET NO.	TITLE
1	COVER
2	GENERAL CONSTRUCTION NOTES
3	SUMMARY OF QUANTITIES AND INDEX
4	SUMMARY OF QUANTITIES CONTINUED
5	SUMMARY OF QUANTITIES CONTINUED
6-7	TYPICAL SECTIONS
8	DEMOLITION PLAN - STA. 0+48.21 - STA. 19+25
9	DEMOLITION PLAN - STA. 19+25 - STA. 38+00
10	DEMOLITION PLAN - STA. 38+00 - STA. 53+27.89
11	PLAN PROFILE - NORTHBOUND LANE - STA. 0+48.21 TO STA. 6+40
12	PLAN PROFILE - SOUTHBOUND LANE - STA. 0+48.21 TO STA. 6+40
13	PLAN PROFILE - NB/SB LANE - STA. 6+00 TO STA. 7+80
14	PLAN PROFILE - STA. 7+80 TO STA. 14+00
15	PLAN PROFILE - STA. 14+00 TO STA. 20+20
16	PLAN PROFILE - STA. 20+20 TO STA. 26+40
17	PLAN PROFILE - STA. 26+40 TO STA. 32+40
18	PLAN PROFILE - STA. 32+40 TO STA. 38+40
19	PLAN PROFILE - STA. 38+40 TO STA. 44+40
20	PLAN PROFILE - STA. 44+40 TO STA. 50+40
21	PLAN PROFILE - STA. 50+40 TO STA. 53+27.89
22	PAVEMENT MARKING & SIGNAGE PLAN - STA. 0+48.21 TO STA. 19+25
23	PAVEMENT MARKING & SIGNAGE PLAN - STA. 19+25 TO STA. 38+00
24	PAVEMENT MARKING & SIGNAGE PLAN - STA. 38+00 TO STA. 53+27.25
25	EROSION CONTROL PLAN - STA. 0+48.21 TO STA. 19+25
26	EROSION CONTROL PLAN - STA. 19+25 TO STA. 38+00
27	EROSION CONTROL PLAN - STA. 38+00 TO STA. 53+27.25
28-30	DRIVEWAY GRADES
31-33	FORM GRADES
34	TRAFFIC CONTROL PLAN - OVERALL LAYOUT
35	TRAFFIC CONTROL PLAN - DETOUR PLAN
36	TRAFFIC CONTROL PLAN - PHASE 1A
37	TRAFFIC CONTROL PLAN - PHASE 1B
38	TRAFFIC CONTROL PLAN - PHASE 2A
39	TRAFFIC CONTROL PLAN - PHASE 2B
40	TRAFFIC CONTROL PLAN - PHASE 3
41	TRAFFIC CONTROL PLAN - PHASE 4
42	TRAFFIC CONTROL PLAN - TYPICAL SECTIONS
43	STORM DRAIN DETAILS
44	PRECAST SS-2 CURB INLET DETAILS
45	POURED IN PLACE SS-2 CURB INLET DETAILS (PIPES 30" & UNDER)
46	POURED IN PLACE SS-2 CURB INLET DETAILS (PIPES OVER 30")
47	EROSION CONTROL DETAILS
48-54	TRAFFIC SIGNAL STANDARDS
55-57	CROSS SECTIONS
58-86	STANDARD DETAILS

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

REVISIONS:

DRAWN: NBA
CHECKED: GLB
DATE: 7/3/25
SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
SUMMARY OF QUANTITIES & INDEX

SHEET NUMBER
3

PROJECT NUMBER
B-11325

I:\Projects\1452_Ridgeland\1452-001 Wheatley Sidewalk\CAD\Plan Sheets & Details\1452-001 Wheatley Sidewalk & Drainage.dwg

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM	TOTAL QUANTITY		UNIT
	ROADWAY ITEMS	PLAN	FINAL	
	GRANULAR MATERIAL & STONE ITEMS			
49	GEOTEXTILE FABRIC, TYPE V, NON-WOVEN	1,613		SY
50	SIZE NO. 610 CRUSHED STONE BASE	768		TON
	ASPHALT PAVEMENT & RELATED ITEMS			
51	ASPHALT BASE REPAIR	705		SY
52	COLD MILLING OF BITUMINOUS PAVEMENT, 2"	10,256		SY
53	1-1/2" & VAR. ASPHALT LEVELING COURSE (SC 1 - TYPE 8)	383		TON
54	4" & VAR. ASPHALT LEVELING COURSE (BB 1 - TYPE 6)	1,030		TON
55	2" HOT BITUMINOUS ASPHALT SURFACE COURSE (SC 1 - TYPE 8)	1,936		TON
56	4" HOT BITUMINOUS ASPHALT BASE COURSE (BB 1 - TYPE 6)	311		TON
57	6" HOT BITUMINOUS ASPHALT BASE COURSE (BB 1 - TYPE 6) (WIDENING)	60		TON
	PAVEMENT MARKINGS & SIGNING ITEMS			
58	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE	8,791		LF
61	6" THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS YELLOW	5,959		LF
62	6" THERMOPLASTIC TRAFFIC STRIPE, SKIP YELLOW	1,429		LF
63	6" THERMOPLASTIC DETAIL STRIPE, WHITE	2,741		LF
64	6" THERMOPLASTIC DETAIL STRIPE, YELLOW	360		LF
65	6" THERMOPLASTIC LEGEND, WHITE	403		SF
66	6" THERMOPLASTIC LEGEND, WHITE	1,219		LF
67	TWO-WAY REFLECTIVE YELLOW HIGH PERFORMANCE RAISED PAVEMENT MARKERS	223		EA
68	REFLECTIVE RED-CLEAR HIGH PERFORMANCE RAISED PAVEMENT MARKERS	37		EA
69	STANDARD ROADSIDE SIGN ASSEMBLY	2		EA
	TRAFFIC SIGNAL			
70	TRAFFIC SIGNAL HEAD, TYPE 6	3		EA
71	VIDEO VEHICLE DETECTION SENSOR	4		EA
72	ELECTRIC CABLE, UNDERGROUND IN CONDUIT, IMSA 20-1, AWG 14, 5 CONDUCTOR	179		LF
73	ELECTRIC CABLE, AERIAL SUPPORTED IN CONDUIT, IMSA 20-1, AWG 14, 5 CONDUCTOR	24		LF
74	PULLBOX ENCLOSURE, TYPE 2	1		EA
75	TRAFFIC SIGNAL CONDUIT, UNDERGROUND, TYPE 4, 2"	29		LF
76	TRAFFIC SIGNAL CONDUIT, UNDERGROUND DRILLED OR JACKED, ROLLED PIPE, 3"	149		LF

NOTE: SEE NEXT PAGE FOR ADD ALTERNATE #1

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: NBA
SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
SUMMARY OF QUANTITIES CONTINUED

SHEET NUMBER
4

PROJECT NUMBER
B-11325

C:\Users\nbarnett\Desktop\Wheatley Street Reconstruction & Sidewalk Improvements\Wheatley Street Reconstruction & Sidewalk Improvements.dwg, 7/3/2025 8:40:47 AM, nbarnett, 1:1

SUMMARY OF QUANTITIES - ADD ALTERNATE NO. 1

PAY ITEM NO.	PAY ITEM	TOTAL QUANTITY		UNIT
	ADD ALTERNATE NO. 1	PLAN	FINAL	
	EROSION CONTROL			
3	CLEARING & GRUBBING	0.1		AC
4	SILT FENCE	858		LF
5	SOLID SOD, MATCH EXISTING TYPE	292		SY
	DEMOLITION ITEMS			
7	REMOVAL OF ASPHALT PAVEMENT, ALL DEPTHS	24		SY
8	REMOVAL OF CONCRETE, ALL DEPTHS	218		SY
10	REMOVAL OF CURB & GUTTER, ALL TYPES	178		LF
11	REMOVAL OF STORM DRAIN STRUCTURES, ALL TYPES	1		EA
14	TREE REMOVAL	7		EA
15	SIGN REMOVAL & RELOCATION	1		EA
16	MAILBOX REMOVAL & RELOCATION	1		EA
	EARTHWORK			
18	UNCLASSIFIED EXCAVATION, FM, AH	75		CY
19	BORROW EXCAVATION, FM, AH	150		CY
20	EXCESS EXCAVATION, FM, AH	75		CY
	** STORM DRAIN			
24	GUTTER INLET	1		EA
	** WATER DISTRIBUTION SYSTEM			
27	WATER VALVE (ADJUST TO FINISHED GRADE)	2		EA
28	METER BOX (ADJUST TO FINISHED GRADE)	1		EA
	CONCRETE SIDEWALK & DRIVEWAYS			
42	4" REINFORCED CONCRETE SIDEWALK	533		SY
45	CONCRETE DRIVEWAY APRON (INCLUDES CURB, GUTTER & REINFORCEMENT)	241		SY
	CURB & GUTTER			
46	24" STANDARD CURB & GUTTER	185		LF
	GRANULAR MATERIAL & STONE ITEMS			
50	SIZE NO. 610 CRUSHED STONE BASE	128		TON
	ASPHALT PAVEMENT & RELATED ITEMS			
51	ASPHALT BASE REPAIR	96		SY
52	COLD MILLING OF BITUMINOUS PAVEMENT, 2"	4,583		SY
55	2" HOT BITUMINOUS ASPHALT SURFACE COURSE (SC 1 - TYPE 8)	554		TON
	PAVEMENT MARKINGS & SIGNING ITEMS			
58	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS WHITE	1,218		LF
59	6" THERMOPLASTIC EDGE STRIPE, CONTINUOUS YELLOW	1,190		LF
60	6" THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS WHITE	671		LF
61	6" THERMOPLASTIC TRAFFIC STRIPE, CONTINUOUS YELLOW	193		LF
63	6" THERMOPLASTIC DETAIL STRIPE, WHITE	678		LF
65	6" THERMOPLASTIC LEGEND, WHITE	464		SF
66	6" THERMOPLASTIC LEGEND, WHITE	187		LF
67	TWO-WAY REFLECTIVE YELLOW HIGH PERFORMANCE RAISED PAVEMENT MARKERS	8		EA
68	REFLECTIVE RED-CLEAR HIGH PERFORMANCE RAISED PAVEMENT MARKERS	50		EA
69	STANDARD ROADSIDE SIGN ASSEMBLY	1		EA

NOTES:
1. PAY ITEM SECTIONS NOTED WITH ** ARE PARTICIPATING ITEMS IN ARPA FUNDING WHILE ALL OTHER PAY ITEMS ARE NOT PARTICIPATING.
2. ALL ITEMS ASSOCIATED WITH ADD ALTERNATE 1 ARE MARKED WITH REV CLOUDS IN THE PLANS.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GLB | SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

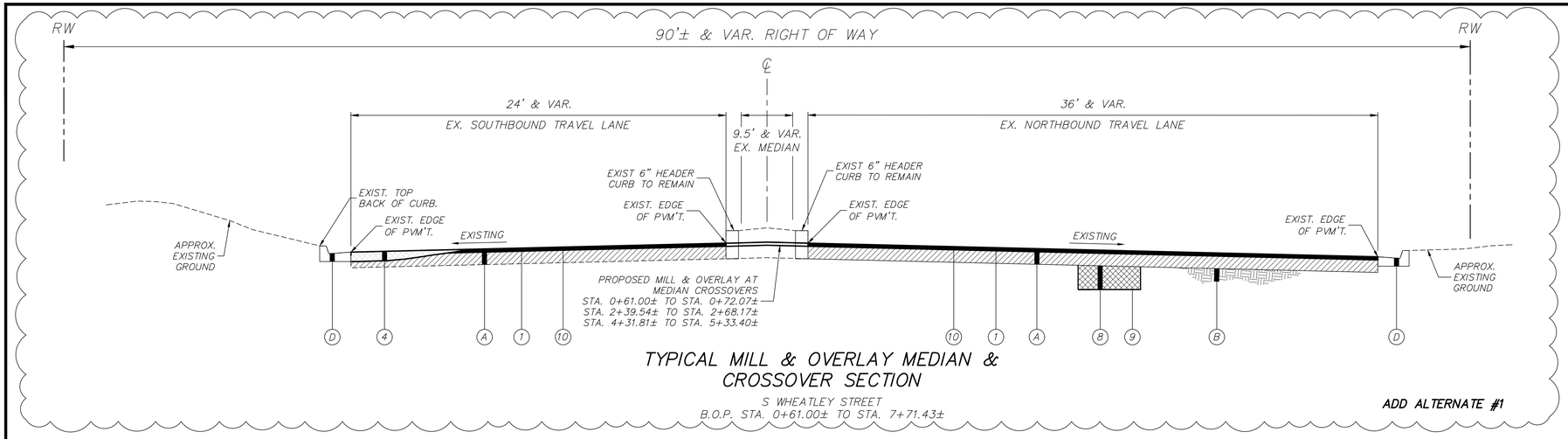
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
SUMMARY OF QUANTITIES CONTINUED

SHEET NUMBER
5

PROJECT NUMBER
B-11325

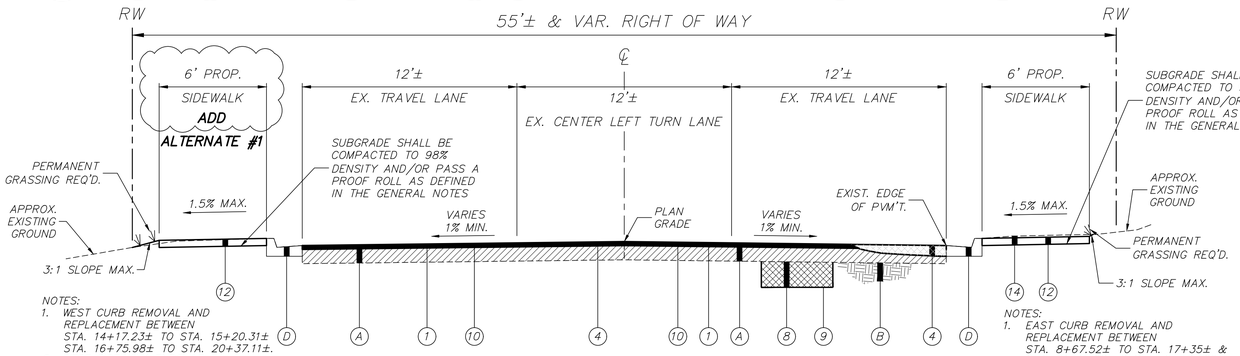
C:\Projects\2025_Drawings\B-11325 - Sign Note & Sidewalk Qty Update\B-11325 - Sheet Set.dwg, 7/3/2025 11:07:21 AM, Nick Bailey, 1:1, Layout: 5 - SUMMARY OF QUANTITIES



TYPICAL MILL & OVERLAY MEDIAN & CROSSOVER SECTION

S WHEATLEY STREET
B.O.P. STA. 0+61.00± TO STA. 7+71.43±

ADD ALTERNATE #1

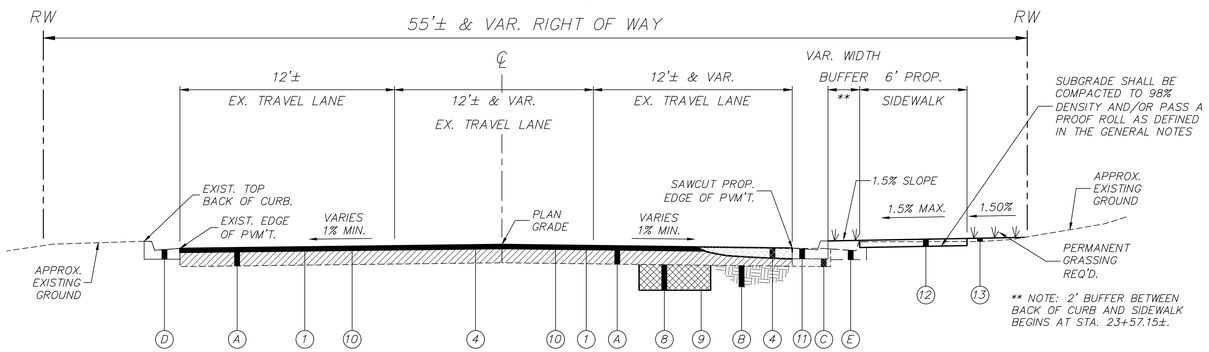


NOTES:
1. WEST CURB REMOVAL AND REPLACEMENT BETWEEN STA. 14+17.23± TO STA. 15+20.31± STA. 16+75.98± TO STA. 20+37.11±.
2. WEST SIDEWALK ENDS AT STA. 21+25.83.

NOTES:
1. EAST CURB REMOVAL AND REPLACEMENT BETWEEN STA. 8+67.52± TO STA. 17+35± & STA. 21+15.68 TO STA. 23+07.69.
2. EAST SIDEWALK BEGINS AT STA. 21+20.03.

TYPICAL MILL & OVERLAY SECTION FOR THREE LANES

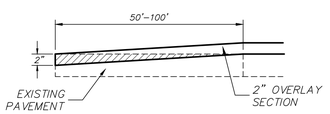
S WHEATLEY STREET
STA. 7+71.43± TO STA. 23+07.69±



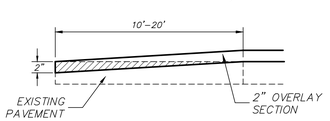
** NOTE: 2' BUFFER BETWEEN BACK OF CURB AND SIDEWALK BEGINS AT STA. 23+57.15±.

TYPICAL MILL & OVERLAY SECTION FOR THREE LANE TAPER TO TWO LANES

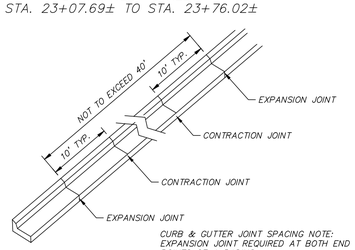
S WHEATLEY STREET
STA. 23+07.69± TO STA. 23+76.02±



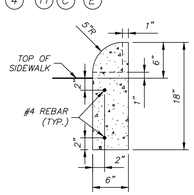
MILLING TRANSITION DETAIL AT TIE INS (B.O.P. & E.O.P.)



MILLING TRANSITION DETAIL AT TIE INS (SIDEROADS)



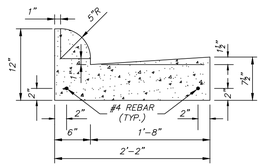
TYPICAL CURB AND GUTTER JOINT SPACING



HEADER CURB

CURB AND GUTTER NOTES:
1. CURB AND GUTTER SHALL BE 3500 PSI MINIMUM CONCRETE.
2. CURB AND GUTTER SHALL BE PLACED ON COMPACTED SUB-GRADE MEETING ROADWAY SPECIFICATIONS. SUB-GRADE SHALL PASS A PROOF ROLL WITH THE ENGINEER OR HIS REPRESENTATIVE PRIOR TO POURING ANY PORTION OF THE CURB AND GUTTER.
3. PROVIDE EXPANSION JOINTS WITH 1/2" EXPANSION MATERIAL AT INTERVALS NOT TO EXCEED FORTY (40') FEET. TWO 3/4" DOWEL BARS HELD IN PLACE BY APPROVED CHAIRS OR SUPPORTS, 15" IN LENGTH REQ'D. AT EXPANSION JOINTS.
4. TOOLED CONTRACTION/CONTROL JOINTS (1/4" WIDE x 1" DEEP) ARE REQUIRED IN THE CURB AND GUTTER AT EVENLY SPACED INTERVALS NOT TO EXCEED TEN (10') FEET.

CURB & GUTTER DETAILS

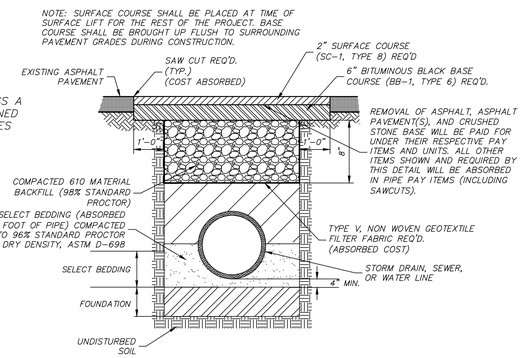


TYPE 3B CURB & GUTTER

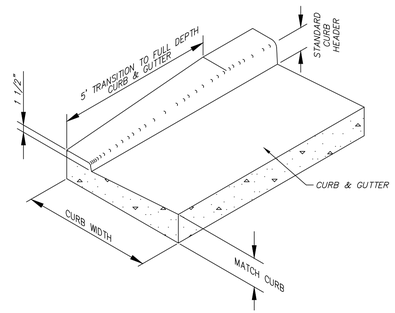
CURB AND GUTTER NOTES:
1. CURB AND GUTTER SHALL BE 3500 PSI MINIMUM CONCRETE.
2. CURB AND GUTTER SHALL BE PLACED ON COMPACTED SUB-GRADE MEETING ROADWAY SPECIFICATIONS. SUB-GRADE SHALL PASS A PROOF ROLL WITH THE ENGINEER OR HIS REPRESENTATIVE PRIOR TO POURING ANY PORTION OF THE CURB AND GUTTER.
3. PROVIDE EXPANSION JOINTS WITH 1/2" EXPANSION MATERIAL AT INTERVALS NOT TO EXCEED FORTY (40') FEET. TWO 3/4" DOWEL BARS HELD IN PLACE BY APPROVED CHAIRS OR SUPPORTS, 15" IN LENGTH REQ'D. AT EXPANSION JOINTS.
4. TOOLED CONTRACTION/CONTROL JOINTS (1/4" WIDE x 1" DEEP) ARE REQUIRED IN THE CURB AND GUTTER AT EVENLY SPACED INTERVALS NOT TO EXCEED TEN (10') FEET.
5. AT A POINT A MINIMUM OF 10' FROM THE CURB INLET TOP THE GUTTER LINE SHALL HAVE A CONSTANT SLOPE FROM THE STANDARD GUTTER ELEVATION TO PROVIDE THE REQUIRED THROAT HEIGHT AT THE PROPOSED INLET. GUTTER CROSS SLOPE WILL BE VARIABLE THROUGH THIS 10'.

CURB AND GUTTER DETAILS

NOTE: SURFACE COURSE SHALL BE PLACED AT TIME OF SURFACE LIFT FOR THE REST OF THE PROJECT. BASE COURSE SHALL BE BROUGHT UP FLUSH TO SURROUNDING PAVEMENT GRADES DURING CONSTRUCTION.



TYPICAL TRENCH REPAIR IN ASPHALT STREET (CRUSHED LIMESTONE)



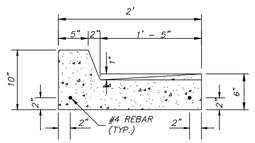
CURB END TRANSITION
(TO BE PAID FOR AS CURB & GUTTER)

NOTE: SURFACE COURSE SHALL BE PLACED AT TIME OF SURFACE LIFT FOR THE REST OF THE PROJECT. BASE COURSE SHALL BE BROUGHT UP FLUSH TO SURROUNDING PAVEMENT GRADES DURING CONSTRUCTION.

* OR PORTLAND CEMENT CONCRETE (4,000 PSI 28 DAY STRENGTH) IF ADJACENT PAVING IS CONCRETE

ASPHALT REMOVAL & BASE REPAIR NOTES:
1. ESTIMATED REPAIR AREAS ARE SHOWN ON PLAN PROFILE SHEETS. ACTUAL LIMITS OF REPAIR WILL BE PAINTED IN THE FIELD AS DIRECTED BY ENGINEER. INTENT IS TO REMOVE BASE COURSE STRUCTURE THAT HAS DETERIORATED AND REPLACE WITH NEW HOT BITUMINOUS ASPHALT MATERIAL MATCHING THICKNESS OF THAT WHICH WAS REMOVED. CONTRACTOR SHALL INSTALL CRUSHED LIMESTONE UP TO SURFACE ELEVATION IF THERE WILL BE TRAFFIC ON REMOVAL AREA PRIOR TO PAVEMENT BEING INSTALLED. PAYMENT FOR BASE REPAIR SHALL BE PAID UNDER PAY ITEM "ASPHALT BASE REPAIR". INSTALLATION AND REMOVAL OF CRUSHED LIMESTONE REQUIRED FOR TEMPORARY TRAFFIC, EXCESS EXCAVATION, BASE ASPHALT, AND SAWCUT SHALL BE ABSORBED COST IN SAID PAY ITEM.
2. SHOULD THE ENGINEER DIRECT CONTRACTOR TO REMOVE ADDITIONAL MATERIAL BENEATH THE CRUSHED LIMESTONE SUB-BASE COURSE, THIS VOID SHALL BE FILLED WITH CRUSHED LIMESTONE OR SELECT BACKFILL/BORROW MATERIAL DEPENDING ON THE DEPTH AND AS DIRECTED BY ENGINEER. EXCAVATED MATERIAL SHALL BE PAID FOR UNDER PAY ITEM "EXCESS EXCAVATION, FME, AH" AND SHALL INCLUDE EXCAVATION AND DISPOSAL OFF-SITE. CRUSHED LIMESTONE OR SELECT BACKFILL AND THE INSTALLATION OF SUCH SHALL BE PAID FOR UNDER "SIZE NO. 610 CRUSHED STONE BASE" PAY ITEM AND "BORROW EXCAVATION, FME, AH", IF REQ'D., AND EITHER SHALL BE PLACED PER THE ROADWAY SPECIFICATIONS.

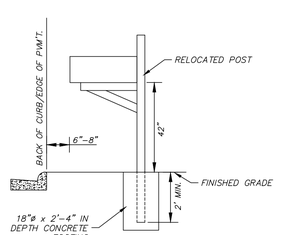
ASPHALT REMOVAL & BASE REPAIR



STANDARD CURB AND GUTTER

CURB AND GUTTER NOTES:
1. CURB AND GUTTER SHALL BE 3500 PSI MINIMUM CONCRETE.
2. CURB AND GUTTER SHALL BE PLACED ON COMPACTED SUB-GRADE MEETING ROADWAY SPECIFICATIONS. SUB-GRADE SHALL PASS A PROOF ROLL WITH THE ENGINEER OR HIS REPRESENTATIVE PRIOR TO POURING ANY PORTION OF THE CURB AND GUTTER.
3. PROVIDE EXPANSION JOINTS WITH 1/2" EXPANSION MATERIAL AT INTERVALS NOT TO EXCEED FORTY (40') FEET. TWO 5/8" DOWEL BARS HELD IN PLACE BY APPROVED CHAIRS OR SUPPORTS, 24" IN LENGTH REQ'D. AT EXPANSION JOINTS.
4. TOOLED CONTRACTION/CONTROL JOINTS (1/4" WIDE x 1" DEEP) ARE REQUIRED IN THE CURB AND GUTTER AT EVENLY SPACED INTERVALS NOT TO EXCEED TEN (10') FEET.
5. CONTRACTOR SHALL MAKE TRANSITION FROM STANDARD CURB TO REVERSED GUTTER THROUGH A RADIUS IS POSSIBLE AND IF NOT, GRADUALLY TRANSITION BETWEEN CONTRACTION JOINTS.
6. LOCATIONS FOR REVERSE GUTTER ARE NOTED ON THE DRAWINGS. THE CONTRACTOR MAY PROPOSE TO ADJUST LOCATIONS BY PROVIDING ENGINEER WITH A DRAWING WITH PROPOSED REVERSE GUTTER LOCATIONS FOR HIS REVIEW AND COMMENT/REJECTION/APPROVAL.
7. AT A POINT A MINIMUM OF 10' FROM THE CURB INLET TOP THE GUTTER LINE SHALL HAVE A CONSTANT SLOPE FROM THE STANDARD GUTTER ELEVATION TO PROVIDE THE REQUIRED THROAT HEIGHT AT THE PROPOSED INLET. GUTTER CROSS SLOPE WILL BE VARIABLE THROUGH THIS 10'.

CURB AND GUTTER DETAILS



TYPICAL MAILBOX INSTALLATION NOTES:
1. MAILBOXES MUST BE ACCESSIBLE FOR USPS DELIVERY THROUGHOUT CONSTRUCTION.
2. MAILBOXES SHALL BE LEFT IN PLACE AS LONG AS POSSIBLE AND OR SET TEMPORARILY FOR US POSTAL SERVICE ACCESS DURING CONSTRUCTION (COST ABSORBED).
3. PERMANENT MAILBOX LOCATION SHALL BE COORDINATED W/ OWNER PRIOR TO SETTING.
4. ALL ITEMS SHOWN ON DETAIL AND NOTED SHALL BE INCLUDED IN PAY ITEM "MAILBOX RELOCATION".
5. REMOVE/RESET OF MAILBOXES AND FOOTINGS SHALL BE COST ABSORBED.
6. MAILBOXES SHALL MATCH EXISTING MAILBOX STYLE TO THE GREATEST EXTENT POSSIBLE.

TYPICAL MAILBOX INSTALLATION

LEGEND

1. 2" ASPHALT SURFACE COURSE (SC-1, TYPE 8) (1 @ 2") REQ'D.
2. 4" ASPHALT BASE COURSE (BB-1, TYPE 6) (1 @ 4") REQ'D.
3. 6" ASPHALT BASE COURSE (BB-1, TYPE 6) (2 @ 3") (WIDENING SECTION) REQ'D.
4. 1-1/2" & VAR. THICKNESS ASPHALT LEVELING COURSE (SC-1, TYPE 8) REQ'D.
5. VAR. THICKNESS ASPHALT LEVELING COURSE REQ'D. (LIFTS @ 4" MAX)
6. 8" CRUSHED STONE BASE (WIDENING SECTION) REQ'D.
7. CRUSHED STONE BASE UNDER PROPOSED CURB REQ'D.
8. BASE REPAIR "AS DIRECTED BY ENGINEER" (PER DETAIL THIS SHEET)
9. GEOTEXTILE FILTER FABRIC, TYPE V, NON-WOVEN, REQ'D.
10. VARIABLE DEPTH COLD MILLING REQ'D.
11. 24" STANDARD CURB & GUTTER REQ'D.
12. 4" THICK CONCRETE SIDEWALK WITH REINFORCEMENT REQ'D.
13. BORROW MATERIAL, PER SPECIFICATION SECTION 02220
14. UNCLASSIFIED/EXCESS EXCAVATION AS REQ'D.

A. EXISTING ASPHALT PAVEMENT – THICKNESS VARIES (RETAIN)
B. EXISTING SUBGRADE (RETAIN)
C. EXISTING ASPHALT PAVEMENT REMOVAL REQ'D. (SAWCUT ABSORBED)
D. EXISTING 2' STANDARD CURB & GUTTER TO REMAIN
E. EXISTING 2' STANDARD CURB & GUTTER REMOVAL REQ'D.

TYPICAL SECTION NOTES:
1. SEE SHEET 2 & PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS OF ROADWAY CONSTRUCTION.
2. SUB-GRADE SHALL BE PREPARED PER THE PROJECT SPECIFICATIONS.
3. ALL STRUCTURAL FILL MATERIAL SHALL MEET THE REQUIREMENTS OF SECTIONS 02220 & 02230 IN THE SPECIFICATIONS.
4. CUT/FILL SLOPES HAVE BEEN DRAWN TO BETTER APPROXIMATE ACTUAL CONDITIONS.

SOLID SOD (TO MATCH EXISTING GRASS)
ADD ALTERNATE 1

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GLB | SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

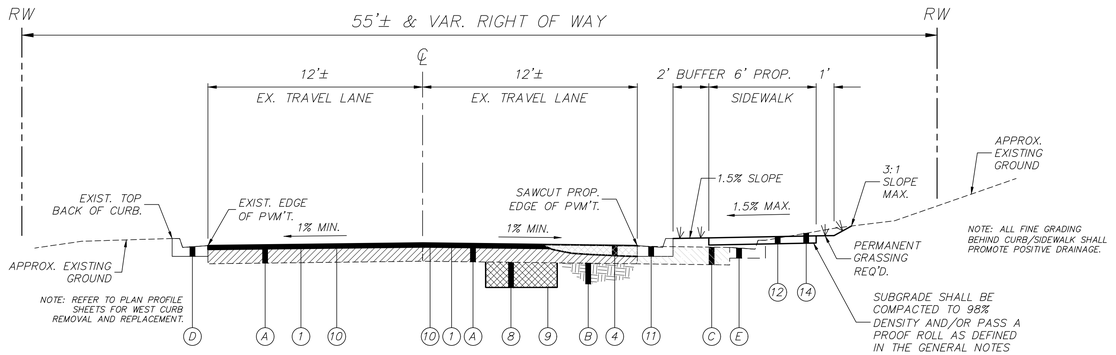
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TYPICAL SECTIONS

SHEET NUMBER
6

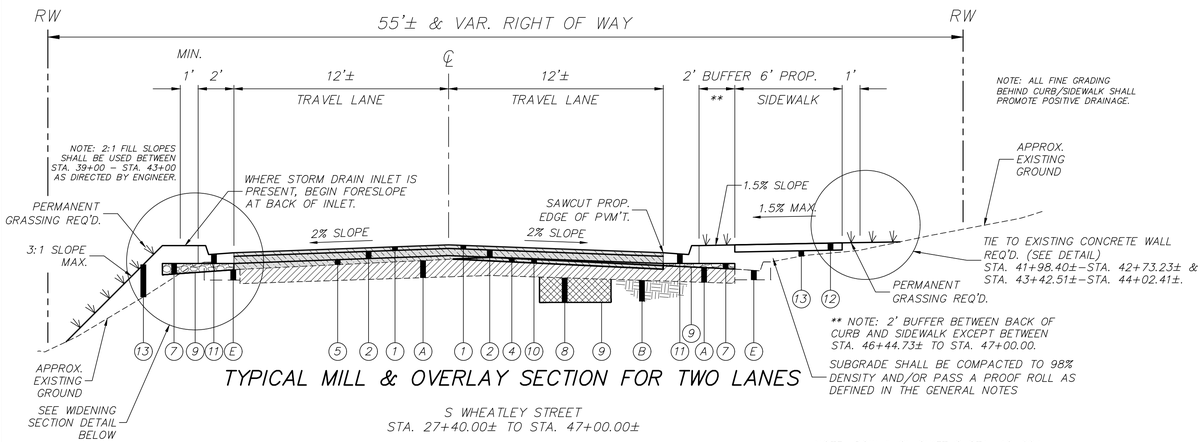
PROJECT NUMBER
B-11325

THIS DRAWING IS THE PROPERTY OF BENCHMARK ENGINEERING & SURVEYING, LLC. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF BENCHMARK ENGINEERING & SURVEYING, LLC IS PROHIBITED.



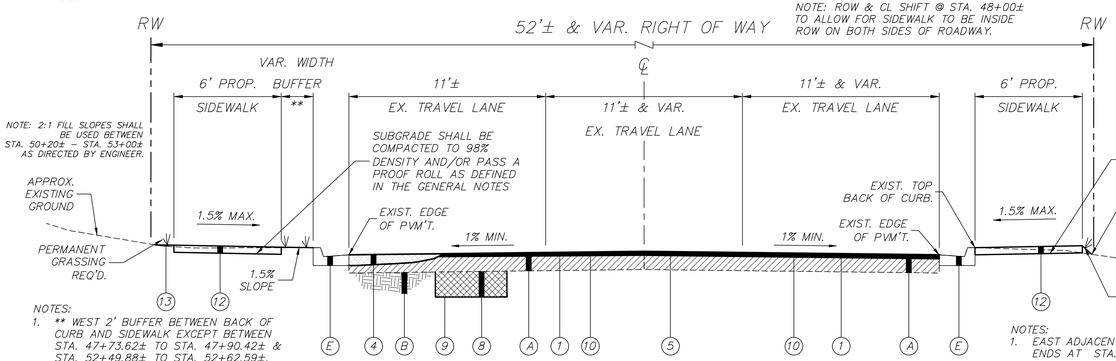
TYPICAL MILL & OVERLAY SECTION FOR TWO LANES

S WHEATLEY STREET
STA. 23+76.02± TO STA. 27+40.00±



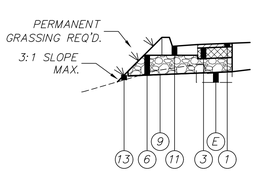
TYPICAL MILL & OVERLAY SECTION FOR TWO LANES

S WHEATLEY STREET
STA. 27+40.00± TO STA. 47+00.00±



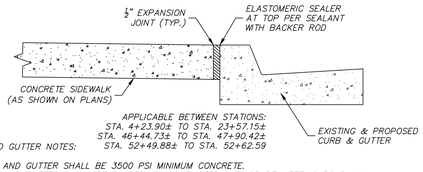
TYPICAL MILL & OVERLAY SECTION FOR TWO LANE TAPER TO THREE LANES

S WHEATLEY STREET
STA. 47+00.00± TO E.O.P. STA. 52+51.42±



WIDENING SECTION

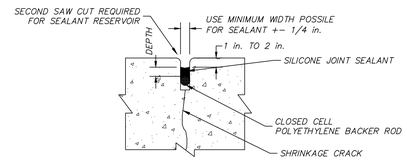
NOTE: WIDENING BETWEEN STA. 41+58.71± TO STA. 44+62.32±.



CURB AND GUTTER NOTES:

1. CURB AND GUTTER SHALL BE 3500 PSI MINIMUM CONCRETE.
2. CURB AND GUTTER SHALL BE PLACED ON COMPACTED SUB-GRADE MEETING ROADWAY SPECIFICATIONS. SUB-GRADE SHALL PASS A PROOF ROLL WITH THE ENGINEER OR HIS REPRESENTATIVE PRIOR TO POURING ANY PORTION OF THE CURB AND GUTTER.
3. PROVIDE EXPANSION JOINTS WITH 1/2" EXPANSION MATERIAL AT INTERVALS NOT TO EXCEED FORTY (40') FEET. TWO 5/8" DOWEL BARS HELD IN PLACE BY APPROVED CHAIRS OR SUPPORTS, 24" IN LENGTH REQ'D. AT EXPANSION JOINTS.
4. TOOLED CONTRACTION/CONTROL JOINTS (1/4" WIDE x 1" DEEP) ARE REQUIRED IN THE CURB AND GUTTER AT EVENLY SPACED INTERVALS NOT TO EXCEED TEN (10') FEET.

CURB AND GUTTER DETAILS



SEALANT NOTE:

JOINT SEALING TO BE SILICONE TO COMPLY WITH MDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 707.02.1.4. BACKER ROD TO COMPLY WITH SECTION 707.02.1.5 DEPTH AND WIDTH RATIO OF SEALANT RESERVOIR TO COMPLY WITH SEALANT MANUFACTURERS' RECOMMENDATIONS. INSTALLATION AS PER MANUFACTURE'S RECOMMENDATIONS.

SEALANT WITH BACKER ROD

LEGEND

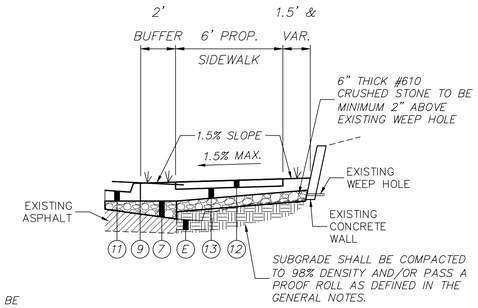
1. 2" ASPHALT SURFACE COURSE (SC–1, TYPE 8) (1 @ 2") REQ'D.
2. 4" ASPHALT BASE COURSE (BB–1, TYPE 6) (1 @ 4") REQ'D.
3. 6" ASPHALT BASE COURSE (BB–1, TYPE 6) (2 @ 3") (WIDENING SECTION) REQ'D.
4. 1–1/2" & VAR. THICKNESS ASPHALT LEVELING COURSE (SC–1, TYPE 8) REQ'D.
5. VAR. THICKNESS ASPHALT LEVELING COURSE REQ'D. (LIFTS @ 4" MAX)
6. 8" CRUSHED STONE BASE (WIDENING SECTION) REQ'D.
7. CRUSHED STONE BASE UNDER PROPOSED CURB REQ'D.
8. BASE REPAIR "AS DIRECTED BY ENGINEER" (PER DETAIL THIS SHEET)
9. GEOTEXTILE FILTER FABRIC, TYPE V, NON–WOVEN, REQ'D.
10. VARIABLE DEPTH COLD MILLING REQ'D.
11. 24" STANDARD CURB & GUTTER REQ'D.
12. 4" THICK CONCRETE SIDEWALK WITH REINFORCEMENT REQ'D.
13. BORROW MATERIAL, PER SPECIFICATION SECTION 02220
14. UNCLASSIFIED/EXCESS EXCAVATION AS REQ'D.

A. EXISTING ASPHALT PAVEMENT – THICKNESS VARIES (RETAIN)
B. EXISTING SUBGRADE (RETAIN)
C. EXISTING ASPHALT PAVEMENT REMOVAL REQ'D. (SAWCUT ABSORBED)
D. EXISTING 2' STANDARD CURB & GUTTER TO REMAIN
E. EXISTING 2' STANDARD CURB & GUTTER REMOVAL REQ'D.

TYPICAL SECTION NOTES:

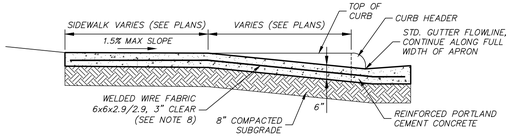
1. SEE SHEET 2 & PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS OF ROADWAY CONSTRUCTION.
2. SUB–GRADE SHALL BE PREPARED PER THE PROJECT SPECIFICATIONS.
3. ALL STRUCTURAL FILL MATERIAL SHALL MEET THE REQUIREMENTS OF SECTIONS 02220 & 02230 IN THE SPECIFICATIONS.
4. CUT/FILL SLOPES HAVE BEEN DRAWN TO BETTER APPROXIMATE ACTUAL CONDITIONS.

▼▼▼ SOLID SOD (TO MATCH EXISTING GRASS)

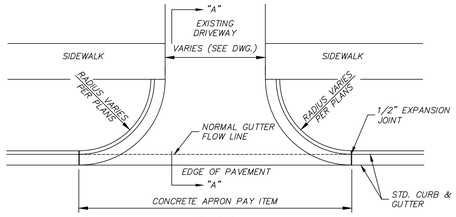


RETAINING WALL SECTION

NOTE: EXISTING RETAINING WALL BETWEEN STA. 41+98.40±–STA. 42+73.23± & STA. 43+42.51±–STA. 44+02.41±.



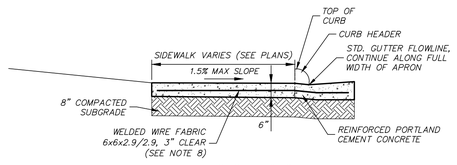
SECTION "A" – "A"



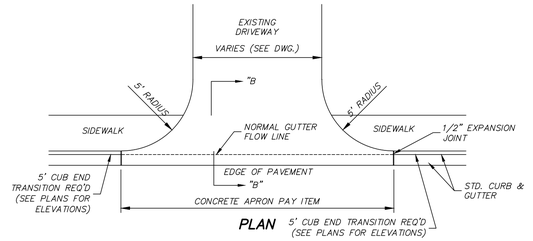
PLAN

CONCRETE DRIVEWAY APRON W/ BUFFER BETWEEN SIDEWALK DETAIL

N.T.S.



SECTION "B" – "B"



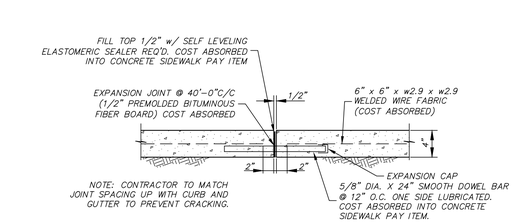
PLAN

CONCRETE DRIVEWAY APRON W/OUT BUFFER BETWEEN SIDEWALK DETAIL

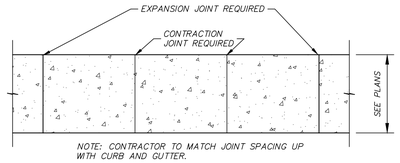
N.T.S.

CONCRETE DRIVEWAY APRON NOTES:

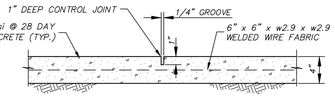
1. PORTLAND CEMENT CONCRETE SHALL BE A MINIMUM COMPRESSIVE STRENGHT OF 3,500 PSI @ 28 DAYS.
2. CONTRACTOR TO SEE DRAWINGS FOR THE DIMENSIONS REQUIRED OF EACH INDIVIDUAL APRON.
3. TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER THAT EXTEND PAST THE END OF THE CURB RETURN. A ½" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
4. CONTRACTOR SHALL REPAIR EXISTING DRIVEWAYS THAT ARE DAMAGED DURING CONSTRUCTION OF APRONS TO AS GOOD OR BETTER CONDITION WITH SAME MATERIAL AS EXISTING DRIVEWAY (COST ABSORBED).
5. CONTRACTOR SHALL BE AWARE OF LOCATIONS OF APRONS AND EXPANSION JOINT MATERIAL WHEN SPACING EXPANSION JOINTS FOR CURB AND GUTTER.
6. APRON SLOPE SHALL NOT EXCEED 15% OR EXISTING SLOPE UNLESS APPROVED BY ENGINEER.
7. FOR APRONS WHERE DRIVEWAY SLOPES AWAY FROM ROADWAY, CONTRACTOR SHALL PIVOT APRON AT GUTTER LINE AND PLACE APRON ON CONSTANT SLOPE AS REQUIRED TO TIE INTO EXISTING DRIVEWAY GRADE AT THE END OF THE APRON. MAX. 15% UNLESS APPROVED BY THE ENGINEER.
8. SHOULD EX. DRIVEWAY HAVE REINFORCEMENT AND/OR THICKNESS GREATER THAN SHOWN ON DETAIL, THE DRIVEWAY SHALL BE REPLACED WITH REINFORCEMENT AND/OR THICKNESS TO MATCH EXISTING.



SIDEWALK EXPANSION JOINT DETAIL



SIDEWALK JOINT LAYOUT DETAIL



SIDEWALK CONTRACTION JOINT DETAIL

SIDEWALK CONSTRUCTION NOTES:

1. SUB–GRADE FOR SIDEWALK SHALL PREPARED IN SAME MANNER AS REQUIRED FOR PAVEMENT CONSTRUCTION.
2. EXPANSION JOINT REQ'D. WHERE TYING SIDEWALK TO BUILDING OR BACK OF CURB WITH ½" PREMOLDED BITUMINOUS FIBER BOARD AND TOP FILLED WITH ½" SELF LEVELING ELASTOMERIC SEALER. ABSORBED COST.
3. WELDED WIRE FABRIC SHALL BE SHEETS AND NOT ROLLS. ALL WIRE FABRIC AND REINFORCING SHALL BE CONSIDERED AN ABSORBED COST IN THE SIDEWALK.
4. CONTRACTION JOINTS REQUIRED AT 5' O.C. & EXPANSION JOINTS REQUIRED AT 40' O.C. UNLESS OTHERWISE SHOWN ON THE DRAWINGS.
5. CONTRACTION/CONTROL JOINTS SHALL BE TOOLED OR SAWCUT IN STRAIGHT LINES TO THE DEPTHS SHOWN AT THE PROPER CURE TIME AND WITH THE PROPER MATERIALS/EQUIPMENT TO LEAVE THE FINISHED CONCRETE SURFACE ALONG THE JOINTS LOOKING SMOOTH AND FREE FROM CHIPPING OR OTHER DEFECTS. JOINTS WHERE CHIPPING OR OTHER IRREGULARITIES THAT COMPROMISE THE LOOK OF THE CONCRETE PER THE OWNER/ENGINEER SHALL BE REJECTED AND SUBSEQUENTLY REMOVED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
6. CONTRACTOR SHALL USE SPOT ELEVATIONS ON GRADING LAYOUT FOR SIDEWALK GRADES.
7. VEGETATED BUFFER BETWEEN BACK–OF–CURB AND SIDEWALK WILL WILL BE EITHER A CUT OR FILL SECTION DEPENDANT ON GRADES AS SHOWN ON PLANS
8. THE MAXIMUM CROSS SLOPE OF THE SIDEWALK IS 2% ANY PORTION OF THE SIDEWALK THAT EXCEEDS THE MAXIMUM CROSS SLOPE, IS CONSIDERED TO BE OF POOR QUALITY, DOES NOT MEET ADA SPECIFICATIONS, OR DOES NOT MEET THE PROJECT SPECIFICATIONS WILL BE REJECTED BY THE ENGINEER AND WILL HAVE TO BE REMOVED AND REPLACED AT NO COST TO THE PROJECT.
9. STAMPED AND STAINED CONCRETE SIDEWALK COLOR SHALL BE "BRICKFORM TILE RED" OR EQUIVALENT. PRIOR TO CONSTRUCTION, DETAIL AND COLOR SPECIFICATION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. ANY STAMPED AND STAINED CONCRETE INSTALLED WITHOUT PRIOR APPROVAL OF COLOR WILL BE REJECTED AND REPLACED AT NO COST TO THE PROJECT.

CONCRETE SIDEWALK DETAILS

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON || FLOWOOD || MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: CJB | SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

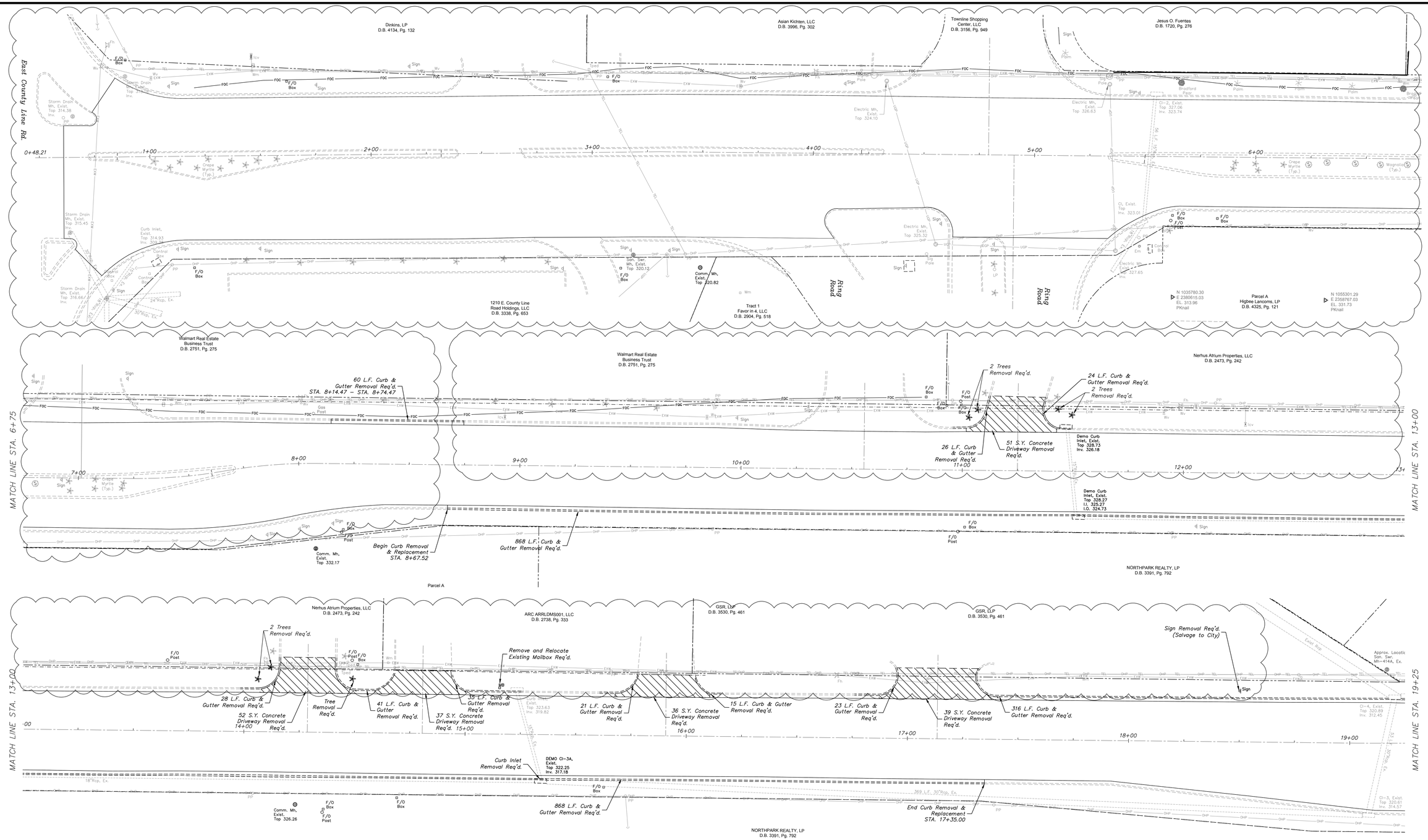
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TYPICAL SECTIONS

SHEET NUMBER
7

PROJECT NUMBER
B-11325



DEMOLITION NOTES:

1. THE FOLLOWING NOTES SHALL APPLY TO ALL DEMOLITION WORK REQUIRED ON THIS PROJECT AS SHOWN ON THIS SHEET, THE FOLLOWING SHEETS OR AS NOTED ELSEWHERE.
2. SEE NOTES ON SHEET 2 AND PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION ON REMOVAL OF ITEMS, PROTECTION OF EXISTING UTILITIES AND COORDINATION WITH UTILITY OWNER'S REPRESENTATIVES
3. IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLETELY DEMOLISH/REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES THAT ARE LOCATED WITHIN THE CONSTRUCTION LIMITS AND IN CONFLICT WITH PROPOSED IMPROVEMENTS.
4. SHOULD THERE BE AN ITEM THAT IS IN QUESTION ON WHETHER OR NOT ITS REMOVAL IS PART OF THIS PROJECT, CONTRACTOR SHALL ASK ENGINEER FOR CLARITY PRIOR TO REMOVAL.
5. CONTRACTOR SHALL NOT PERFORM ANY DEMOLITION ON ANY WATER LINES OR WATER LINE APPURTENANCES UNTIL THEY HAVE REVIEWED THEIR PLAN WITH THE CITY AND COORDINATED WITH AFFECTED BUSINESS OWNERS. THE CONTRACTOR SHALL MAKE IT VERY CLEAR TO THE CITY AND AFFECTED BUSINESS OWNER'S THE TIMING OF WATER LINE WORK AND WHEN (IF AT ALL) THE WORK MAY REQUIRE A TEMPORARY LOSS OF WATER.
6. CONTRACTOR SHALL MAINTAIN REASONABLE ACCESS TO ALL BUSINESSES/HOMES THROUGHOUT CONSTRUCTION WITH #610 CRUSHED LIMESTONE ADDING EXTRA STONE AS REQUIRED. PAYMENT FOR THE CRUSHED STONE REQUIRED FOR SUCH SHALL BE IN PAY ITEM "#610 CRUSHED LIMESTONE FOR CONCRETE DRIVEWAY APRONS". THE DAY-TO-DAY MAINTENANCE OF SMOOTHING DRIVEWAYS, ADDING STONE FROM STOCKPILE, REMOVAL OF EXCESS MATERIAL PRIOR TO POURING FINAL DRIVEWAYS, ETC. SHALL BE AN ABSORBED COST.
7. CONTRACTOR SHALL RELOCATE EXISTING MAILBOXES THAT ARE IN CONFLICT WITH WORK AREA TO LOCATION AS DIRECTED BY THE ENGINEER. SAID MAILBOXES SHALL BE PERMANENTLY SECURED IN NEW LOCATION PER THE DETAILS AND COORDINATED WITH THE POST OFFICE AND BUSINESS OWNER AND/OR HOMEOWNER. ANY MAILBOXES PLACED IN TEMPORARY LOCATIONS SHALL BE ACCESSIBLE BY THE USPS AND HOME/BUSINESS OWNERS AT ALL TIMES.
8. EXISTING STREET SIGNS THAT ARE BEING RELOCATED SHALL BE REMOVED AND REINSTALLED BY THE CONTRACTOR. INSTALLATION SHALL BE IN ACCORDANCE WITH THE DETAILS FOR THE INSTALLATION OF A NEW SIGN. ANY SIGNS OR POSTS THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
9. ALL VOIDS CREATED BY REMOVAL OF STRUCTURES SHALL BE BACKFILLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
10. ALL EXISTING SUB-SURFACE STRUCTURES INCLUDING BUT NOT LIMITED TO MANHOLES, STORM DRAIN INLETS OR STRUCTURES, PIPING, ETC. THAT ARE NOTED TO BE REMOVED SHALL BE REMOVED IN THEIR ENTIRETY AND DISPOSED OF APPROPRIATELY.
11. REMOVAL OF ALL UTILITIES INCLUDING POWER, GAS, COMMUNICATIONS, ETC. SHALL NOT BE THE RESPONSIBILITY OF THE CONTRACTOR HOWEVER, COORDINATION OF SUCH WORK WITH UTILITY COMPANIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
12. ALL EXISTING UTILITY INFRASTRUCTURE SHALL BE VERIFIED BY THE UTILITY OWNER AND SHALL BE PROTECTED OR RELOCATED IF MADE NECESSARY BY IMPROVEMENTS.
13. THE CONTRACTOR SHALL NOT WORK OUTSIDE OF EXISTING ROW, EASEMENTS, RIGHT OF ENTRY, ETC. UNLESS PERMISSION IS GRANTED BY HOME OR BUSINESS OWNER.
14. ALL ITEMS & MATERIAL THAT IS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF OFF-SITE BY THE CONTRACTOR UNLESS OTHERWISE NOTED. DISPOSAL OF SUCH ITEMS AND MATERIAL SHALL BE AN ABSORBED COST IN EACH PAY ITEM OR ELSEWHERE IF THERE IS NOT A SPECIFIC PAY ITEM FOR ITEM OR MATERIAL THAT IS BEING REMOVED.
15. STORM DRAIN PIPE REMOVAL SHALL INCLUDE COLLARS AND ANY OTHER APPURTENANCES CONNECTED TO SAID PIPE.
16. QUANTITIES SHOWN ON REMOVAL ITEMS SHALL BE CONSIDERED APPROXIMATE.
17. CONTRACTOR SHALL BE WARY OF EXISTING UTILITIES LOCATED WITHIN THE VICINITY OF ITEMS THAT ARE TO BE REMOVED. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO DAMAGED UTILITY LINES AND INFRASTRUCTURE CAUSED BY THEIR WORK REGARDLESS OF WHETHER SAID UTILITY IS SHOWN ON THE PLANS.
18. CONTRACTOR SHALL REPAIR ALL AREAS WHERE ITEMS ARE REMOVED.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-527-7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF c/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

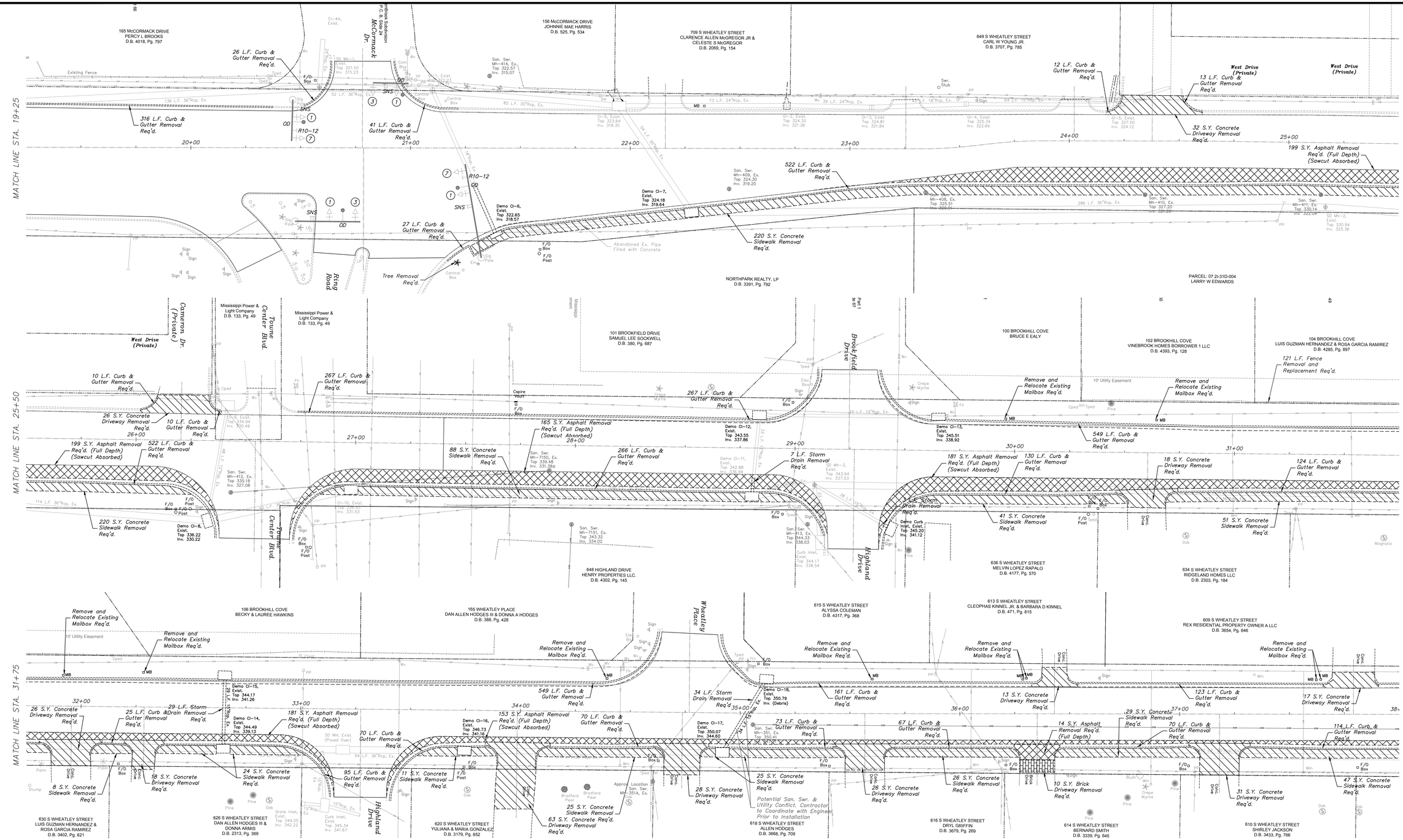
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

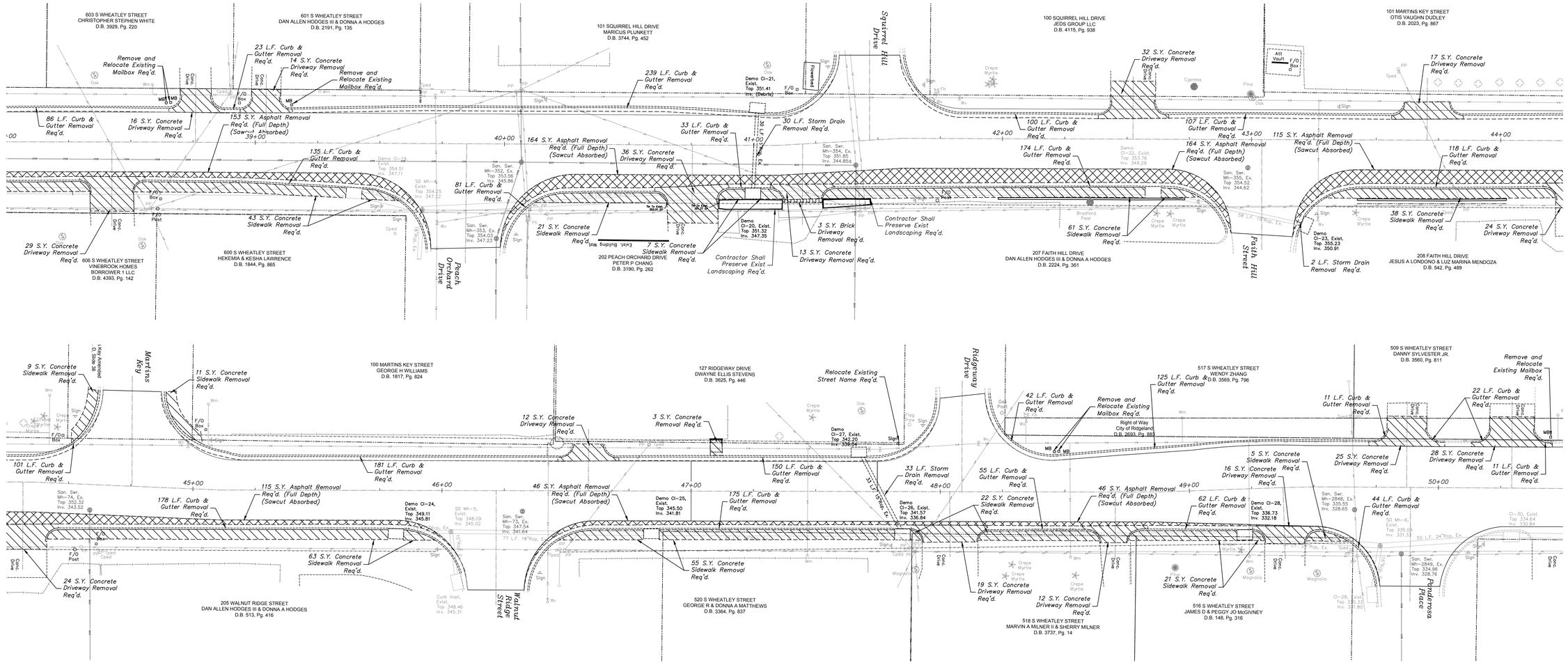
SHEET CONTENTS:
DEMOLITION PLAN - STA. 0+48.21 - STA. 19+25

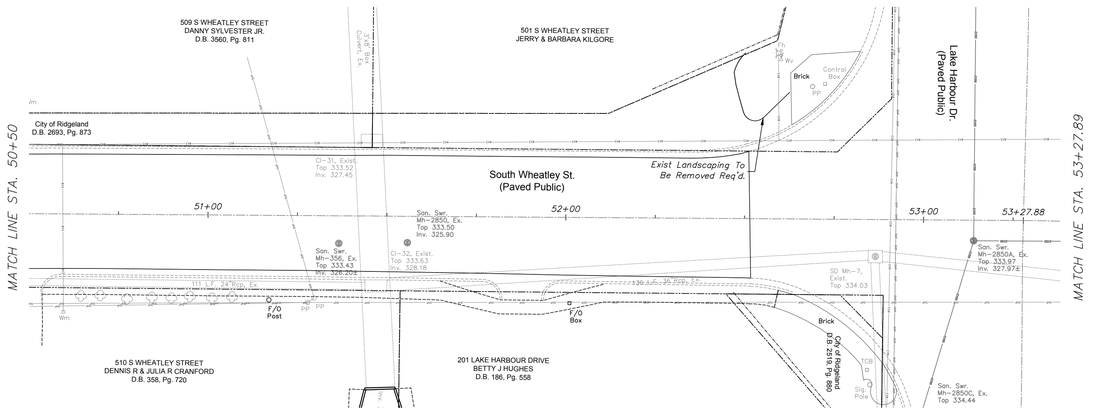
SHEET NUMBER
8

PROJECT NUMBER
B-11325

C:\Users\nbaird\Desktop\B11325 - Wheatley Street Reconstruction & Sidewalk Improvements\Drawings\B11325 - Wheatley Street Reconstruction & Sidewalk Improvements.dwg, 7/3/2025 1:58:21 PM, nbaird, 1:20 (ANSI B (11.00 X 17.00 Inches))


MATCH LINE STA. 19+25
MATCH LINE STA. 25+50
MATCH LINE STA. 31+75
MATCH LINE STA. 38+00
165 McCORMACK DRIVE
PERCY L BROOKS
D.B. 4018, Pg. 797
156 McCORMACK DRIVE
JOHNNIE MAE HARRIS
D.B. 525, Pg. 534
709 S WHEATLEY STREET
CLARENCE ALLEN McGREGOR JR &
CELESTE S McGREGOR
D.B. 2069, Pg. 154
649 S WHEATLEY STREET
CARL W YOUNG JR.
D.B. 3707, Pg. 785
McCormack Dr.
Millbrook Subdivision
P.C. B, Slide 24
West Drive (Private)
Ring Road
NORTHPARK REALTY, LP
D.B. 3391, Pg. 792
PARCEL: 07 21-31D-004
LARRY W EDWARDS
26 L.F. Curb & Gutter Removal Req'd.
316 L.F. Curb & Gutter Removal Req'd.
41 L.F. Curb & Gutter Removal Req'd.
12 L.F. Curb & Gutter Removal Req'd.
13 L.F. Curb & Gutter Removal Req'd.
32 S.Y. Concrete Driveway Removal Req'd.
199 S.Y. Asphalt Removal Req'd. (Full Depth) (Sawcut Absorbed)
522 L.F. Curb & Gutter Removal Req'd.
27 L.F. Curb & Gutter Removal Req'd.
220 S.Y. Concrete Sidewalk Removal Req'd.
Tree Removal Req'd.
Demo Ci-6, Exist. Top 322.65 Inv. 318.57
Demo Ci-7, Exist. Top 324.18 Inv. 319.64
Abandoned Ex. Pipe Filled with Concrete
Cameron Dr. (Private)
Mississippi Power & Light Company D.B. 133, Pg. 49
Center Blvd.
101 BROOKHILL DRIVE
SAMUEL LEE SOCKWELL
D.B. 380, Pg. 687
Brookfield Drive
100 BROOKHILL COVE
BRUCE E EALY
102 BROOKHILL COVE
VINEBROOK HOMES BORROWER 1 LLC
D.B. 4393, Pg. 128
104 BROOKHILL COVE
LUIS GUZMAN HERNANDEZ & ROSA GARCIA RAMIREZ
D.B. 4265, Pg. 897
10 L.F. Curb & Gutter Removal Req'd.
26 S.Y. Concrete Driveway Removal Req'd.
267 L.F. Curb & Gutter Removal Req'd.
165 S.Y. Asphalt Removal Req'd. (Full Depth) (Sawcut Absorbed)
88 S.Y. Concrete Sidewalk Removal Req'd.
266 L.F. Curb & Gutter Removal Req'd.
7 L.F. Storm Drain Removal Req'd.
Remove and Relocate Existing Mailbox Req'd.
10' Utility Easement
121 L.F. Fence Removal and Replacement Req'd.
549 L.F. Curb & Gutter Removal Req'd.
181 S.Y. Asphalt Removal Req'd. (Full Depth) (Sawcut Absorbed)
130 L.F. Curb & Gutter Removal Req'd.
18 S.Y. Concrete Driveway Removal Req'd.
124 L.F. Curb & Gutter Removal Req'd.
199 S.Y. Asphalt Removal Req'd. (Full Depth) (Sawcut Absorbed)
522 L.F. Curb & Gutter Removal Req'd.
220 S.Y. Concrete Sidewalk Removal Req'd.
Storm Drain Removal Req'd.
41 S.Y. Concrete Sidewalk Removal Req'd.
51 S.Y. Concrete Sidewalk Removal Req'd.
Demo Ci-8, Exist. Top 336.22 Inv. 330.22
Demo Ci-12, Exist. Top 343.55 Inv. 337.86
Demo Ci-13, Exist. Top 345.51 Inv. 338.92
Demo Curb Inlet, Exist. Top 345.20 Inv. 341.12
Demo Ci-11, Exist. Top 342.88
Demo Ci-10, Exist. Top 339.48 Inv. 331.53
Demo Ci-4A, Exist.
Demo Ci-5, Exist. Top 323.64 Inv. 318.30
Demo Ci-2, Exist. Top 324.30 Inv. 321.26
Demo Ci-3, Exist. Top 324.81 Inv. 321.84
Demo Ci-4, Exist. Top 325.34 Inv. 322.66
Demo Ci-1, Exist. Top 327.00 Inv. 324.12
Demo Ci-9, Exist. Top 334.94 Inv. 330.49
Demo Ci-14, Exist. Top 344.49 Inv. 339.13
Demo Ci-15, Exist. Top 344.17 Inv. 341.26
Demo Ci-16, Exist. Top 346.73 Inv. 341.16
Demo Ci-17, Exist. Top 350.07 Inv. 344.60
Demo Ci-18, Exist. Top 350.79 Inv. (Debris)
Demo Ci-19, Exist. Top 351.61
Demo Ci-20, Exist. Top 351.61
Demo Ci-21, Exist. Top 351.61
Demo Ci-22, Exist. Top 351.61
Demo Ci-23, Exist. Top 351.61
Demo Ci-24, Exist. Top 351.61
Demo Ci-25, Exist. Top 351.61
Demo Ci-26, Exist. Top 351.61
Demo





GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-927-7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

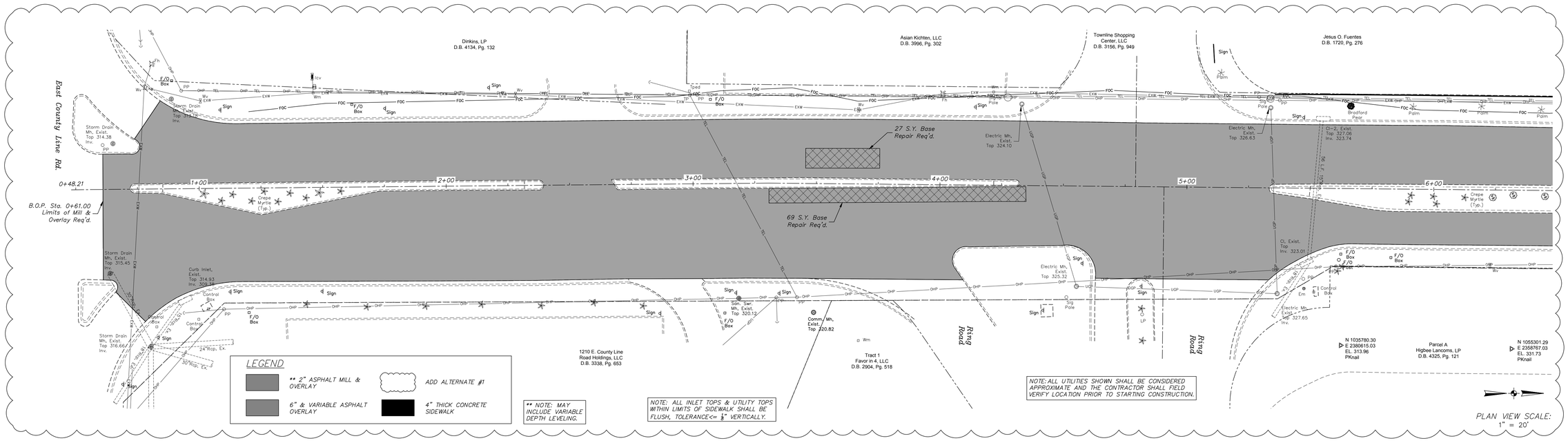
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

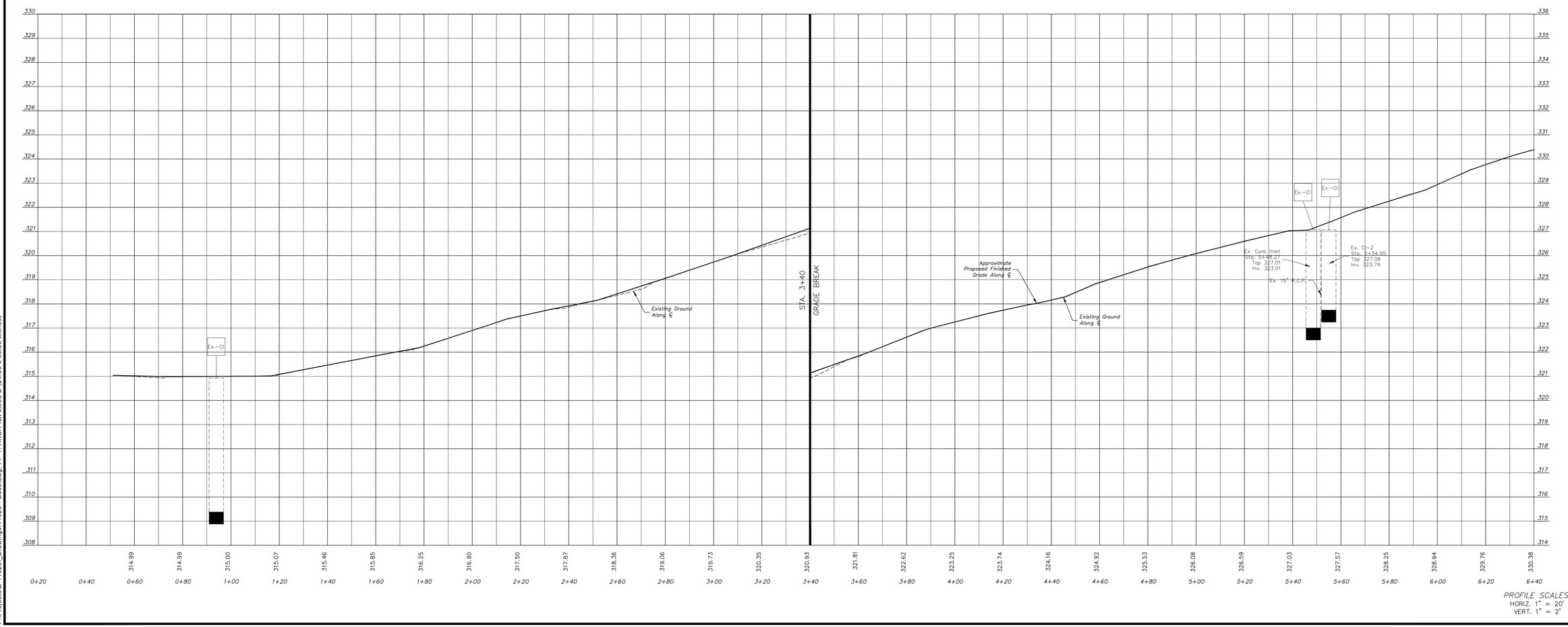
SHEET CONTENTS:
DEMOLITION PLAN - STA. 38+00 - STA. 53+27.89

SHEET NUMBER
10

PROJECT NUMBER
B-11325

I:\Projects\1925_Ridgeland\1925 - Wheatley\Drawings\Demo Plan (2).mxd, Plan Date: 6/24/2025 4:20:00 PM, User: Nathan Bass





BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA | SCALE: 1"=20'
CHECKED: GJB | REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

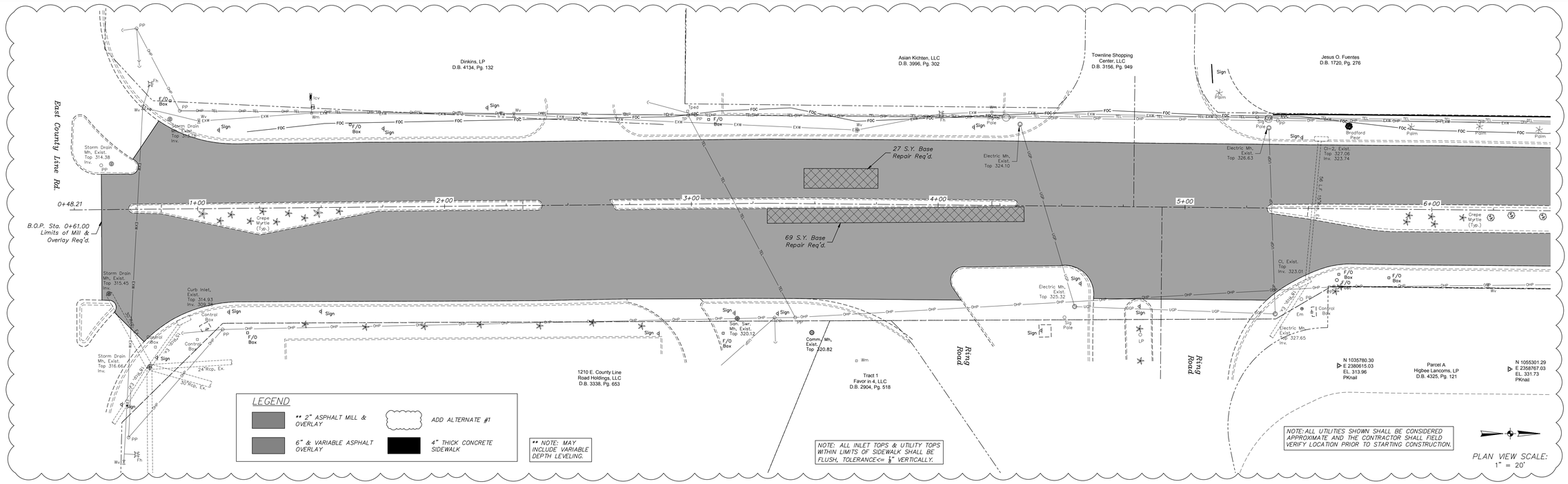
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

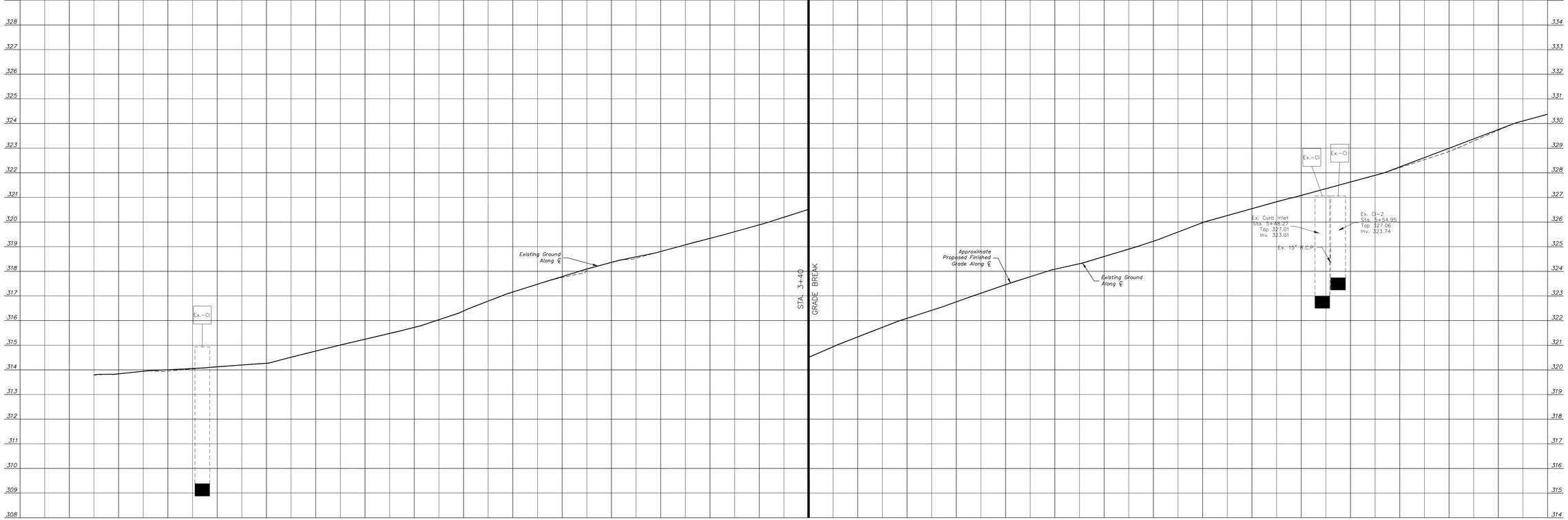
SHEET CONTENTS:
PLAN-PROFILE - NORTHBOUND LANE - STA. 0+48.21 - STA. 6+40

SHEET NUMBER
11

PROJECT NUMBER
B-11325

C:\Projects\Ridgeland\Wheatley - Sidewalk\11 - Plan-Profile NB Lane & Curb Inlets.dwg





BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

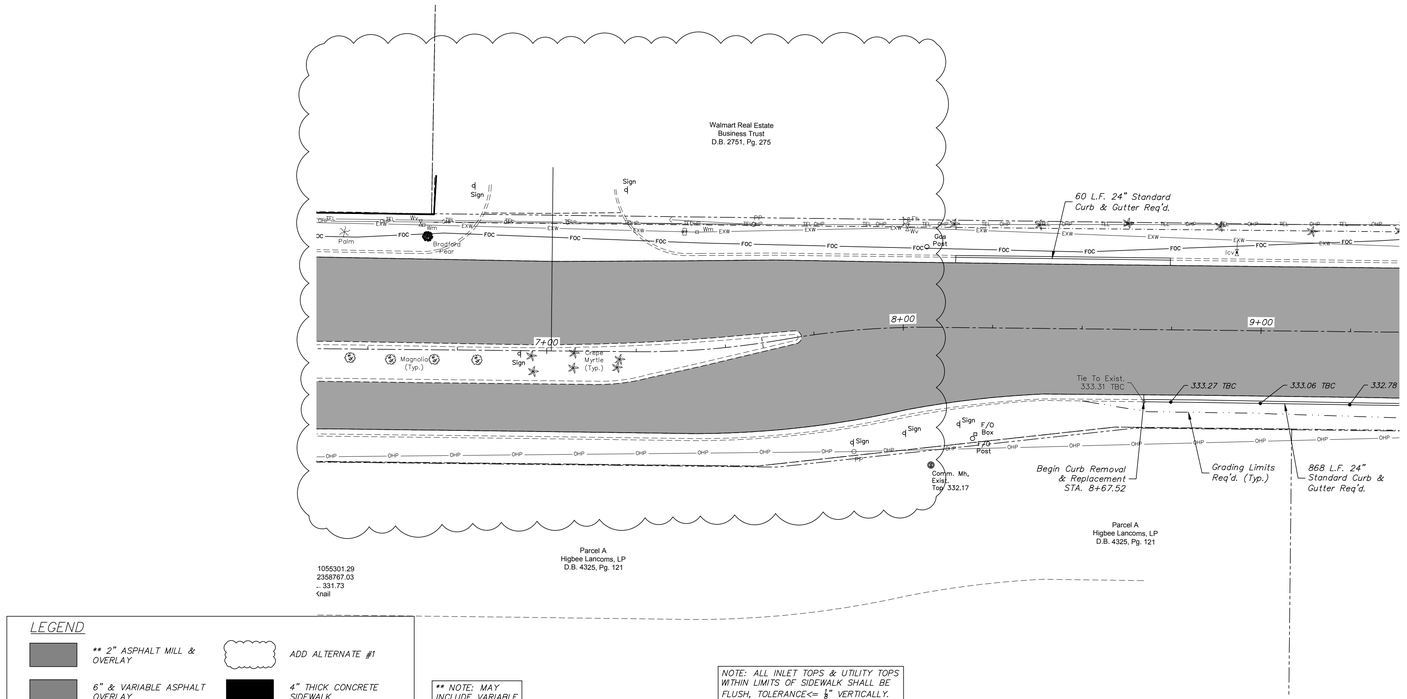
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - SOUTHBOUND LANE - STA. 0+48.21 - STA. 6+40

SHEET NUMBER
12

PROJECT NUMBER
B-11325

C:\Users\Benchmark Office\Desktop\Wheatley St Reconstruction & Sidewalk Improvements\Wheatley St Reconstruction & Sidewalk Improvements_Detailed.dwg, 7/3/2025 11:42:40 AM, Nathan Bass, 1:1



LEGEND

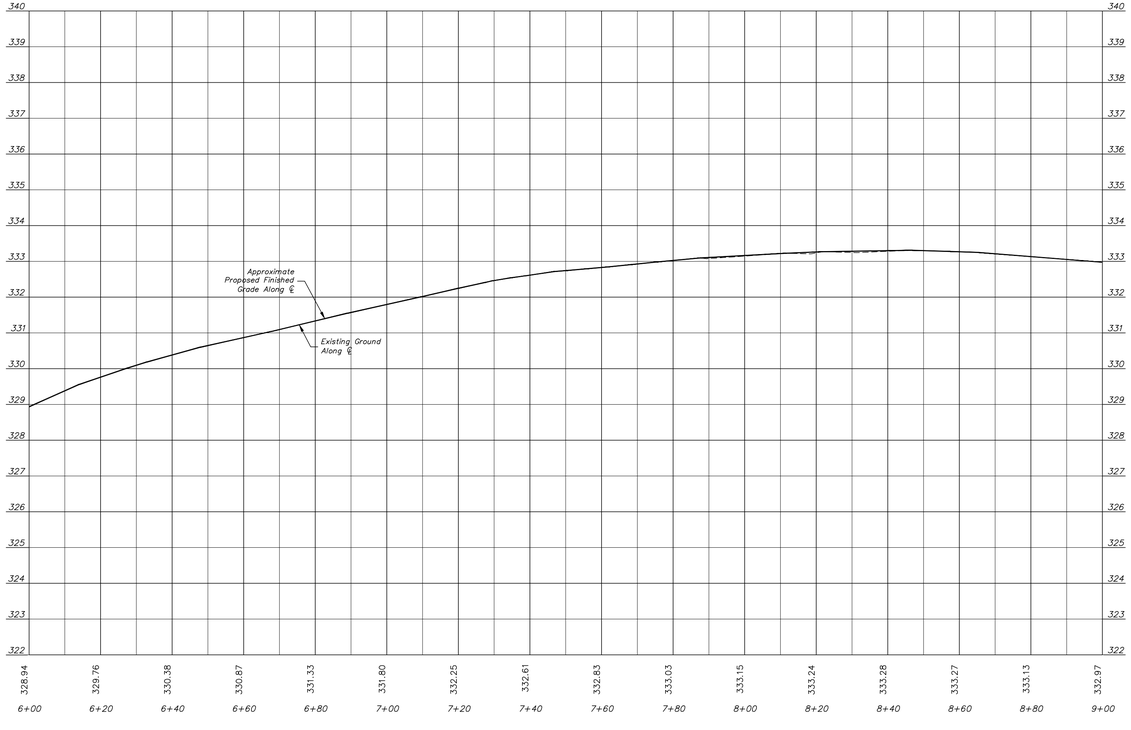
- ** 2" ASPHALT MILL & OVERLAY
- 6" & VARIABLE ASPHALT OVERLAY
- ADD ALTERNATE #1
- 4" THICK CONCRETE SIDEWALK

** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

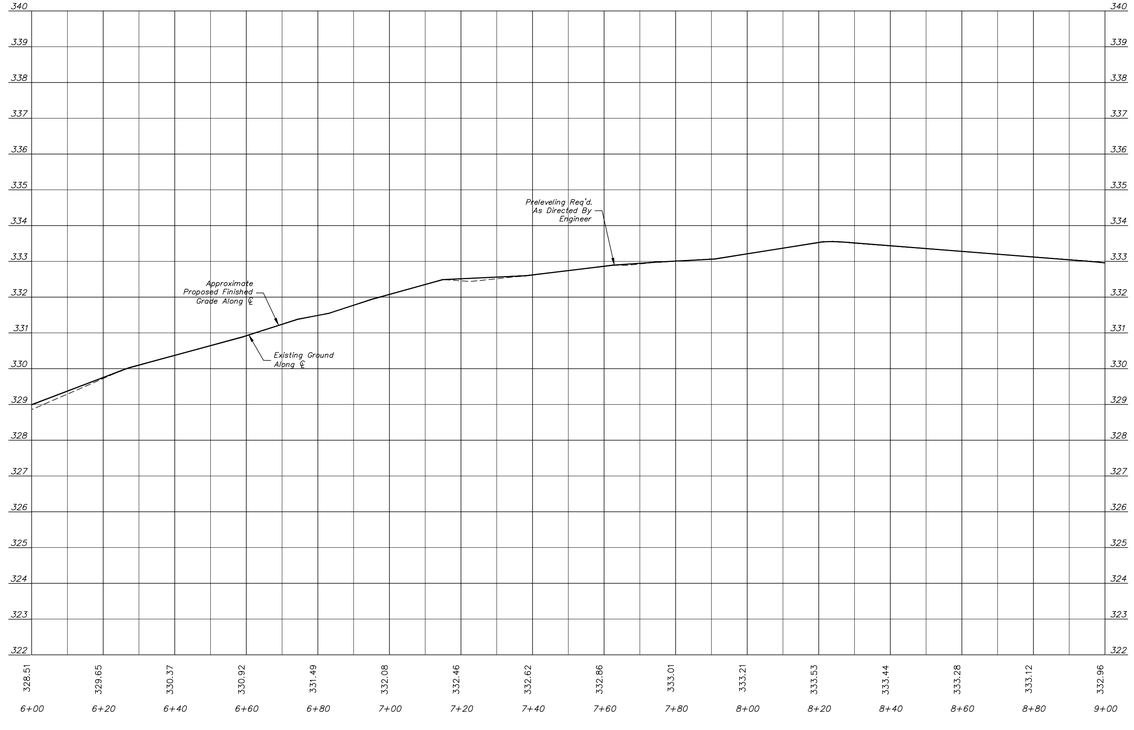
NOTE: ALL INLET TOPS & UTILITY TOPS WITHIN LIMITS OF SIDEWALK SHALL BE FLUSH, TOLERANCE<= $\frac{1}{8}$" VERTICALLY.

NOTE: ALL UTILITIES SHOWN SHALL BE CONSIDERED APPROXIMATE AND THE CONTRACTOR SHALL FIELD VERIFY LOCATION PRIOR TO STARTING CONSTRUCTION.

PLAN VIEW SCALE:
1" = 20'



NORTHBOUND
LANE



SOUTHBOUND
LANE

PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

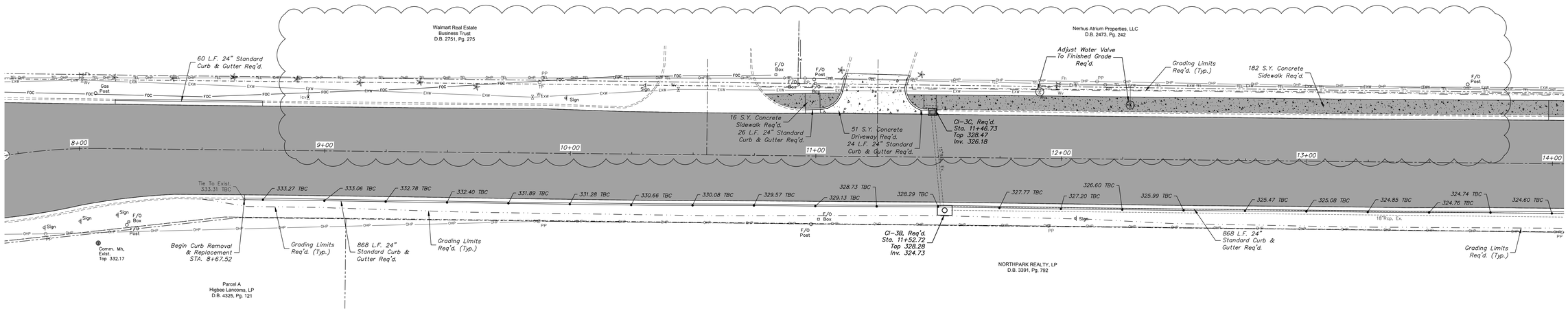
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 6+00 - STA. 7+80

SHEET NUMBER
13

PROJECT NUMBER
B-11325

C:\Projects\1025_Ridgeland\1025 - Wheatley St - Sidewalk\11 - Plans\Wheatley Sidewalk Plans.dwg, 7/3/2025 10:36:45 AM, Nathan Bass



LEGEND

- ** 2" ASPHALT MILL & OVERLAY
- 6" & VARIABLE ASPHALT OVERLAY
- ADD ALTERNATE #1
- 4" THICK CONCRETE SIDEWALK

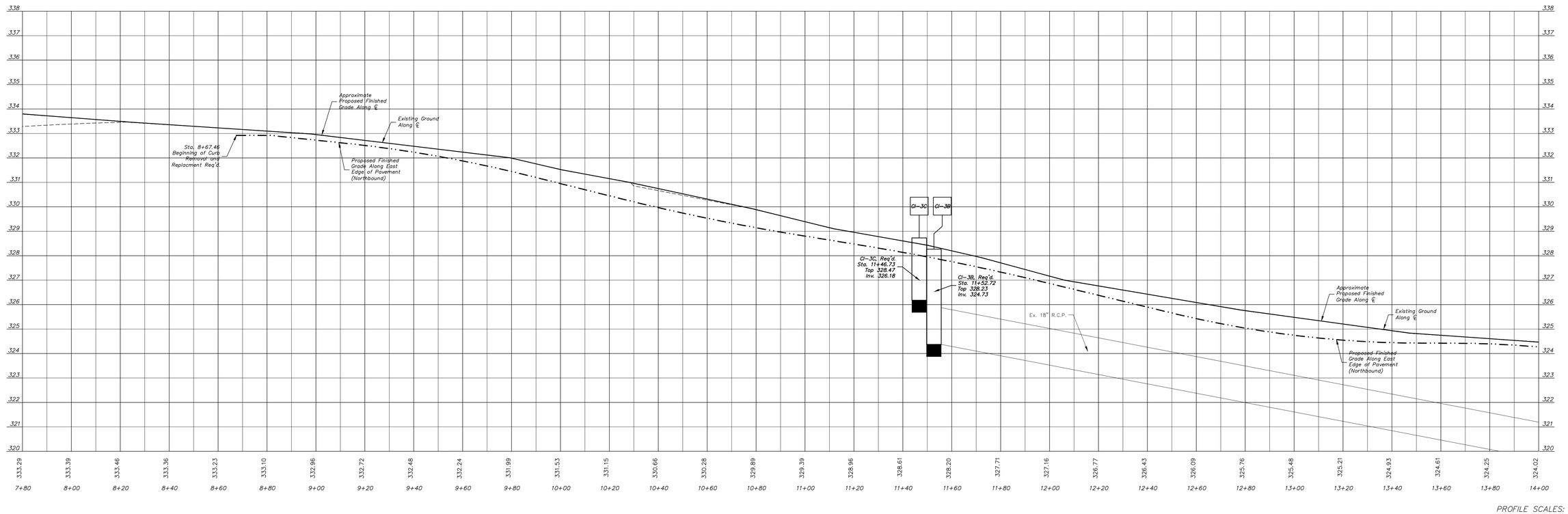
** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

NOTE: ALL INLET TOPS & UTILITY TOPS WITHIN LIMITS OF SIDEWALK SHALL BE FLUSH, TOLERANCE<= ½" VERTICALLY.

NOTE: ALL CURB INLET TOPS REGARDLESS OF BOX SIZE SHALL ONLY SHOW SS-2 INLET TOPS ABOVE GRADE.

NOTE: ALL UTILITIES SHOWN SHALL BE CONSIDERED APPROXIMATE AND THE CONTRACTOR SHALL FIELD VERIFY LOCATION PRIOR TO STARTING CONSTRUCTION.

PLAN VIEW SCALE:
1" = 20'



PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GJB
DRAWN: NBA
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

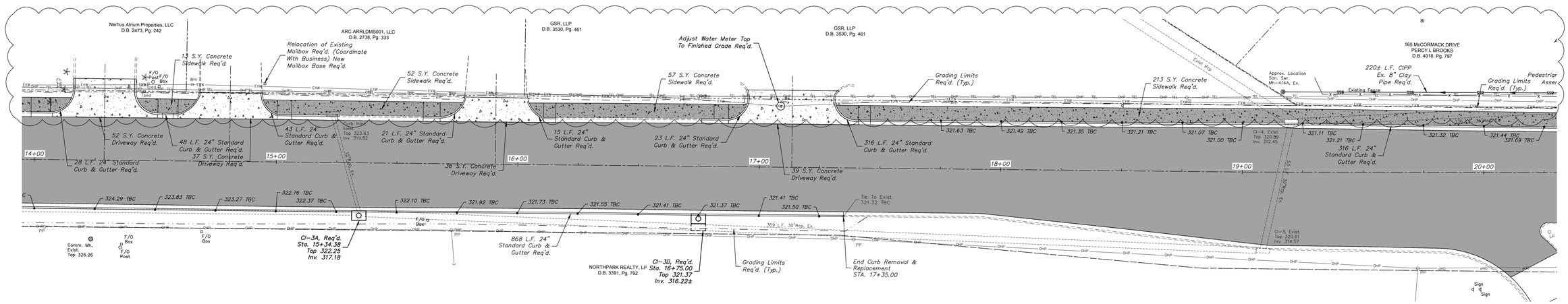
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 7+80 - STA. 14+00

SHEET NUMBER
14

PROJECT NUMBER
B-11325

C:\Projects\2025\B-11325\Drawings\11325 - Design.dwg, 11 x 17, 7/3/2025 11:49:08 AM, nbass, 1:1, 1:1



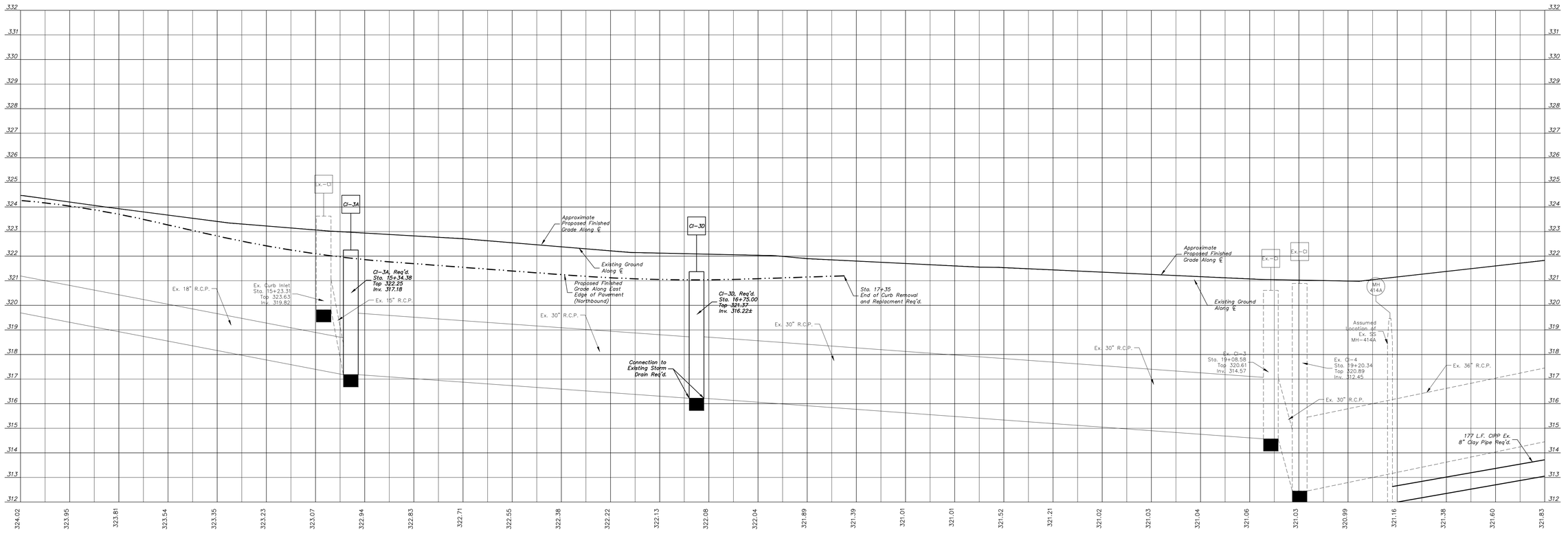
** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

NOTE: ALL INLET TOPS & UTILITY TOPS WITHIN LIMITS OF SIDEWALK SHALL BE FLUSH, TOLERANCE<= $\frac{1}{8}$" VERTICALLY.

NOTE: ALL CURB INLET TOPS REGARDLESS OF BOX SIZE SHALL ONLY SHOW SS-2 INLET TOPS ABOVE GRADE.

NOTE: ALL UTILITIES SHOWN SHALL BE CONSIDERED APPROXIMATE AND THE CONTRACTOR SHALL FIELD VERIFY LOCATION PRIOR TO STARTING CONSTRUCTION.

PLAN VIEW SCALE:
1" = 20'



PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-621-7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

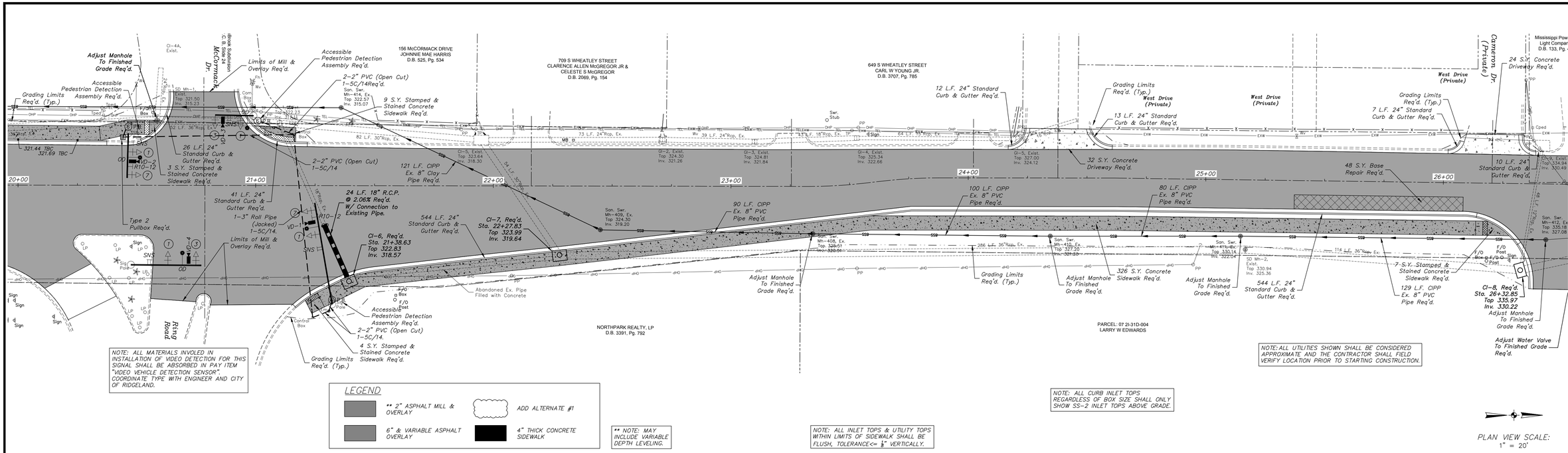
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 14+00 - STA. 20+20

SHEET NUMBER
15

PROJECT NUMBER
B-11325

The information contained in these drawings is the property of Benchmark Engineering & Surveying, LLC and is not to be used in any way without the written permission of Benchmark Engineering & Surveying, LLC.



NOTE: ALL MATERIALS INVOLED IN INSTALLATION OF VIDEO DETECTION FOR THIS SIGNAL SHALL BE ABSORBED IN PAY ITEM "VIDEO VEHICLE DETECTION SENSOR". COORDINATE TYPE WITH ENGINEER AND CITY OF RIDGELAND.

NOTE: ALL UTILITIES SHOWN SHALL BE CONSIDERED APPROXIMATE AND THE CONTRACTOR SHALL FIELD VERIFY LOCATION PRIOR TO STARTING CONSTRUCTION.

NOTE: ALL CURB INLET TOPS REGARDLESS OF BOX SIZE SHALL ONLY SHOW SS–2 INLET TOPS ABOVE GRADE.

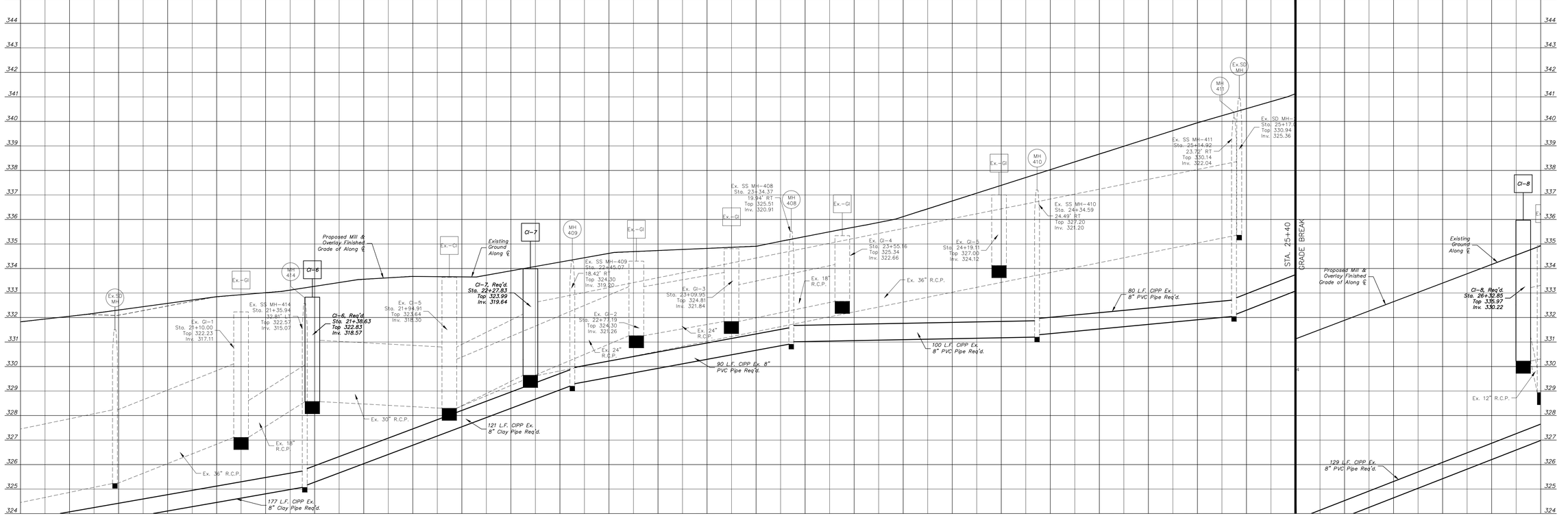
NOTE: ALL INLET TOPS & UTILITY TOPS WITHIN LIMITS OF SIDEWALK SHALL BE FLUSH, TOLERANCE<= ¼" VERTICALLY.

** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

LEGEND

- ** 2" ASPHALT MILL & OVERLAY
- 6" & VARIABLE ASPHALT OVERLAY
- ADD ALTERNATE #1
- 4" THICK CONCRETE SIDEWALK

PLAN VIEW SCALE: 1" = 20'



PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

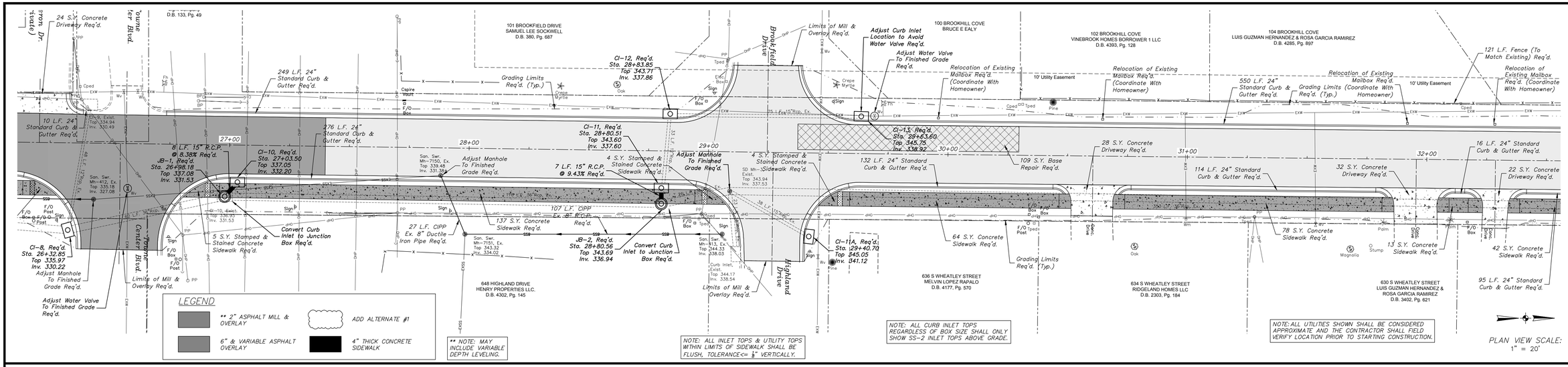
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

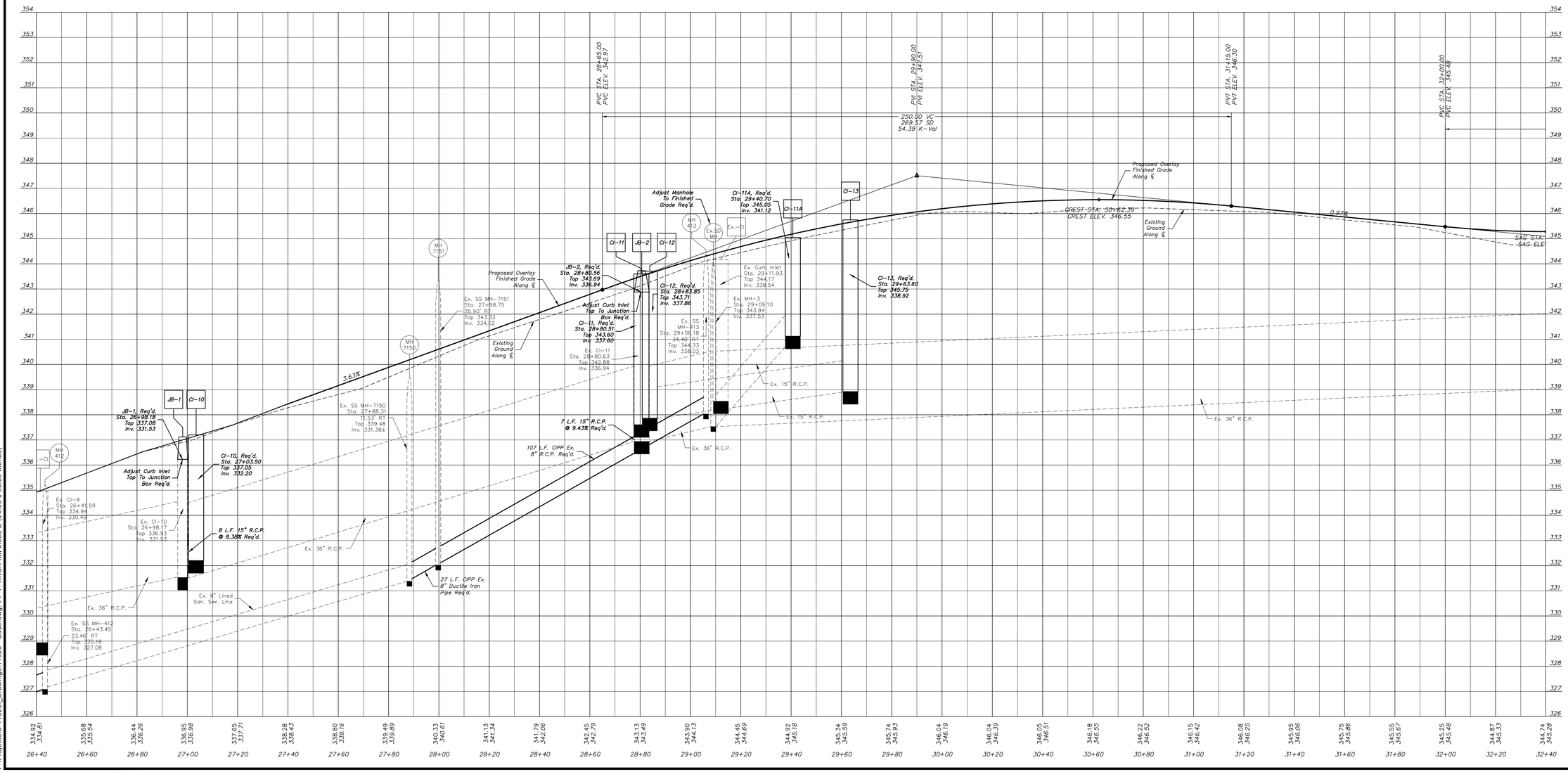
SHEET CONTENTS:
PLAN-PROFILE - STA. 20+20 - STA. 26+40

SHEET NUMBER
16

PROJECT NUMBER
B-11325

I:\Projects\Ridgeland\Wheatley Sidewalk\11 Working\Roll Plans & Cross Sections\





PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GJB
DRAWN: NBA
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

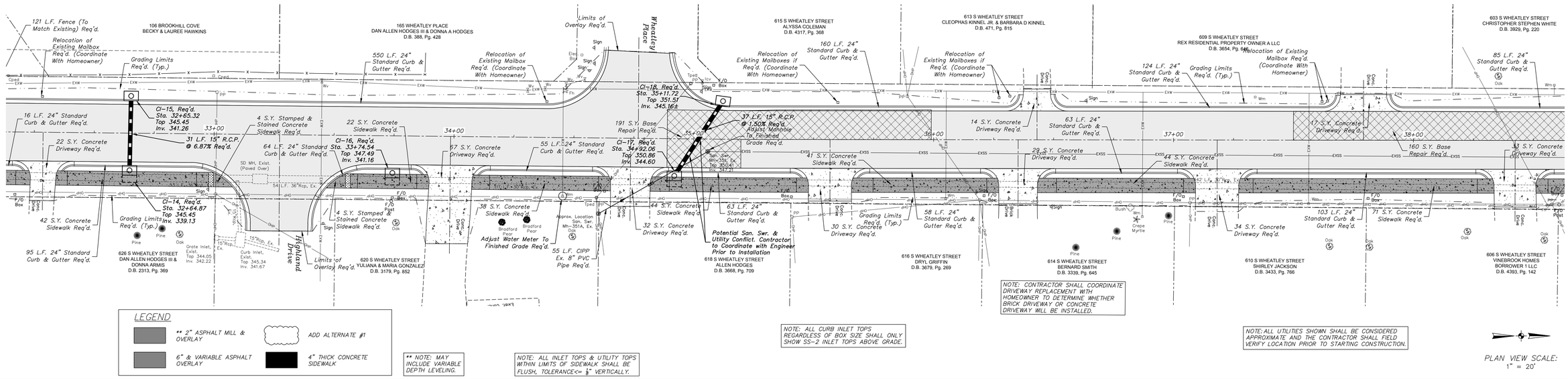
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

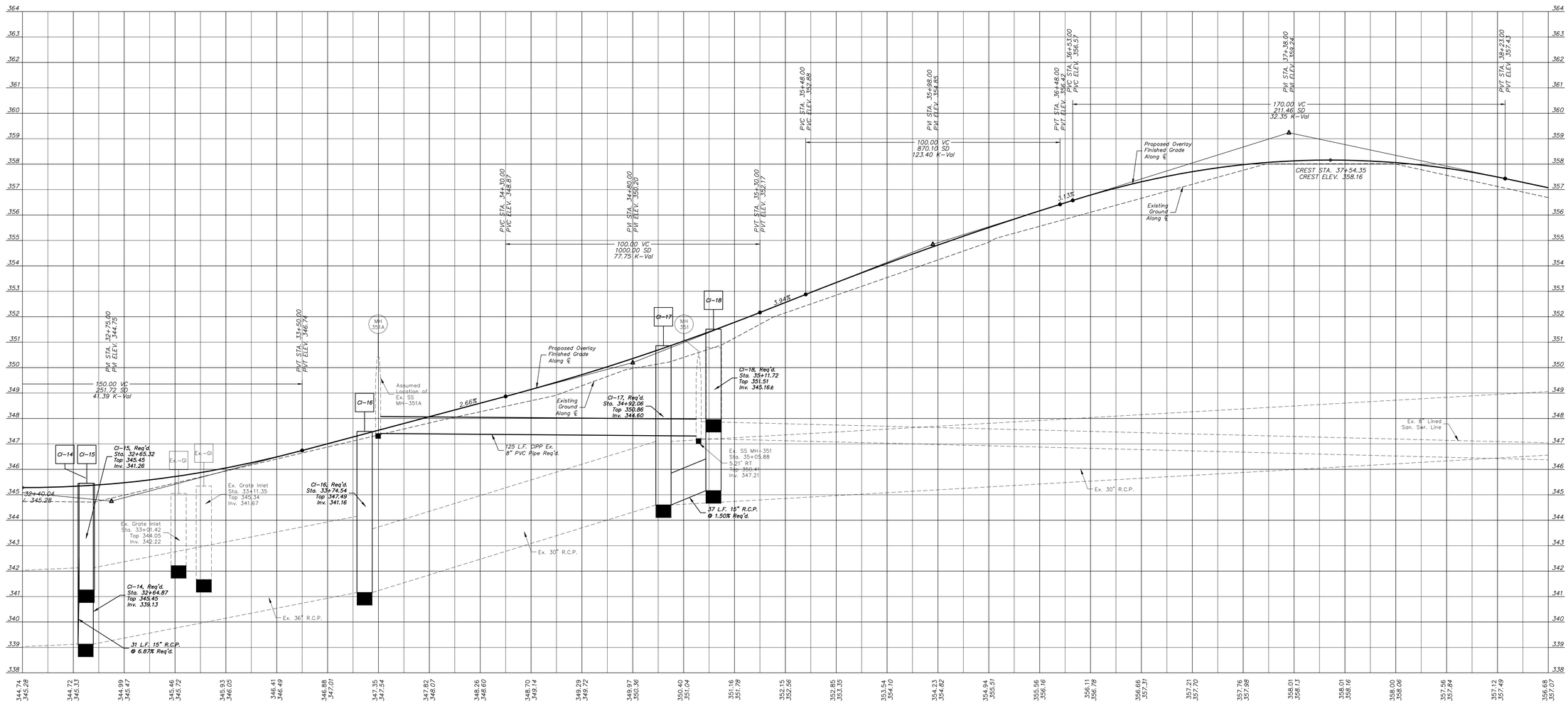
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 26+40 - STA. 32+40

SHEET NUMBER
17

PROJECT NUMBER
B-11325





PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

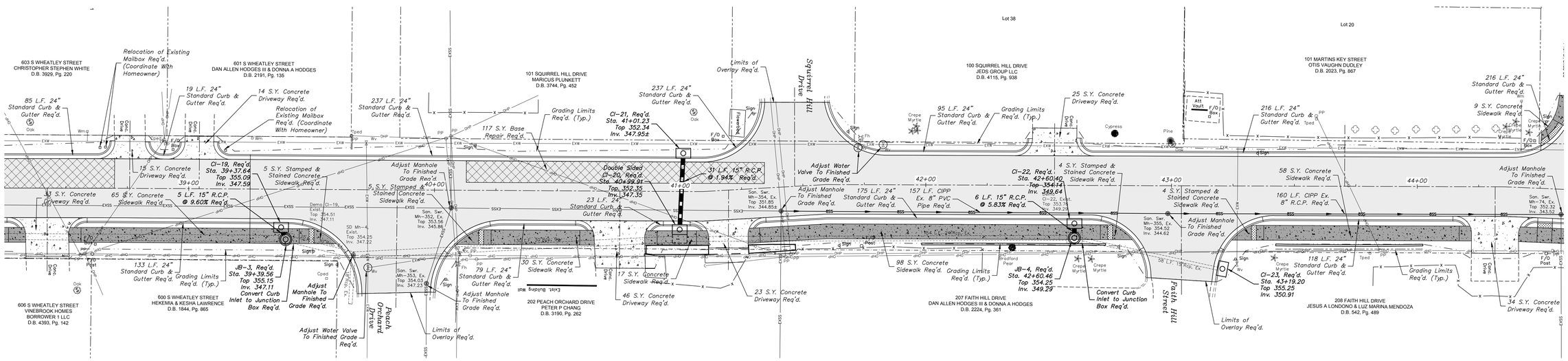
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 32+40 - STA. 38+40

SHEET NUMBER
18

PROJECT NUMBER
B-11325



LEGEND

- ** 2" ASPHALT MILL & OVERLAY
- 6" & VARIABLE ASPHALT OVERLAY
- ADD ALTERNATE #1
- 4" THICK CONCRETE SIDEWALK

** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

NOTE: ALL INLET TOPS & UTILITY TOPS WITHIN LIMITS OF SIDEWALK SHALL BE FLUSH, TOLERANCE<= ⅛" VERTICALLY.

NOTE: ALL CURB INLET TOPS REGARDLESS OF BOX SIZE SHALL ONLY SHOW SS-2 INLET TOPS ABOVE GRADE.

NOTE: ALL UTILITIES SHOWN SHALL BE CONSIDERED APPROXIMATE AND THE CONTRACTOR SHALL FIELD VERIFY LOCATION PRIOR TO STARTING CONSTRUCTION.

PLAN VIEW SCALE:
1" = 20'

PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

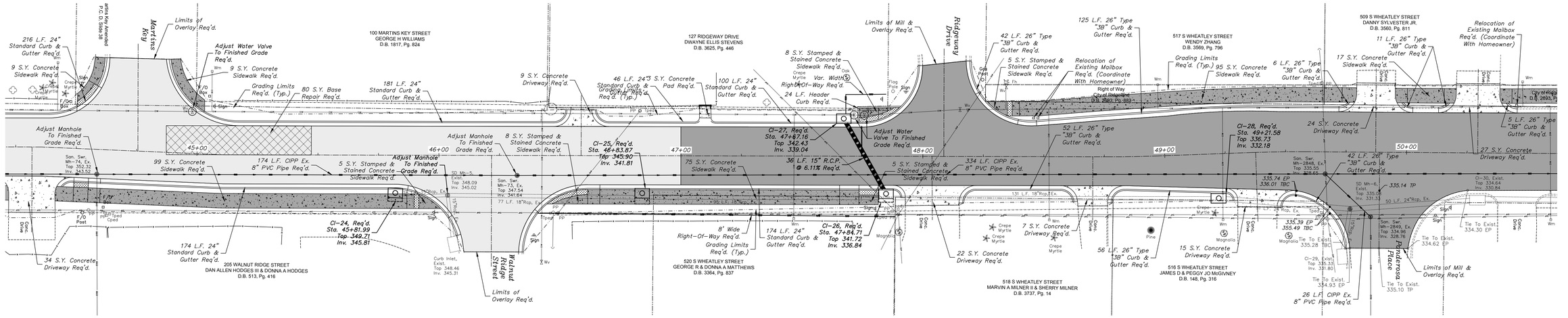
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 38+40 - STA. 44+40

SHEET NUMBER
19

PROJECT NUMBER
B-11325



LEGEND

- ** 2" ASPHALT MILL & OVERLAY
- 6" & VARIABLE ASPHALT OVERLAY
- ADD ALTERNATE #1
- 4" THICK CONCRETE SIDEWALK

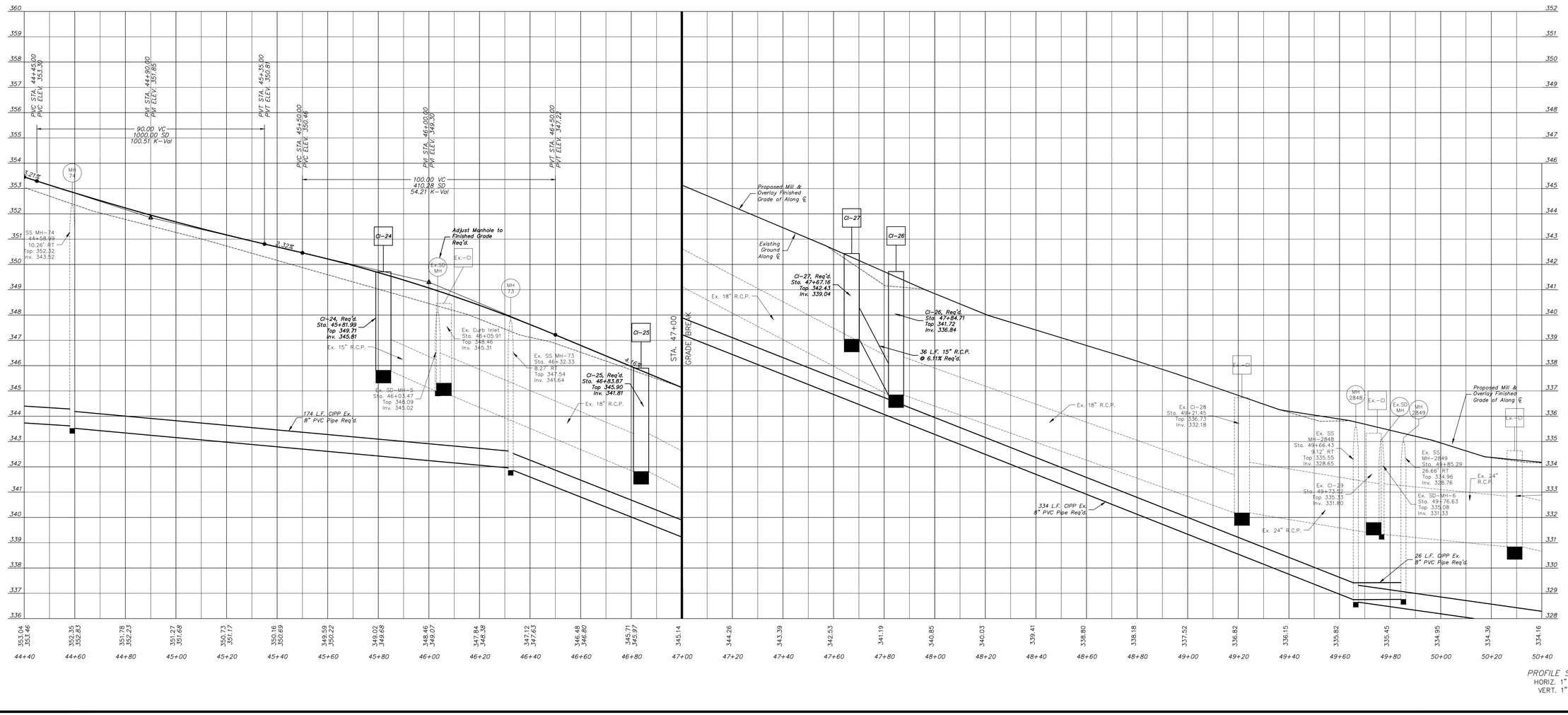
** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

NOTE: ALL INLET TOPS & UTILITY TOPS WITHIN LIMITS OF SIDEWALK SHALL BE FLUSH, TOLERANCE<= ½" VERTICALLY.

NOTE: ALL CURB INLET TOPS REGARDLESS OF BOX SIZE SHALL ONLY SHOW SS-2 INLET TOPS ABOVE GRADE.

NOTE: ALL UTILITIES SHOWN SHALL BE CONSIDERED APPROXIMATE AND THE CONTRACTOR SHALL FIELD VERIFY LOCATION PRIOR TO STARTING CONSTRUCTION.

PLAN VIEW SCALE:
1" = 20'



PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GLB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

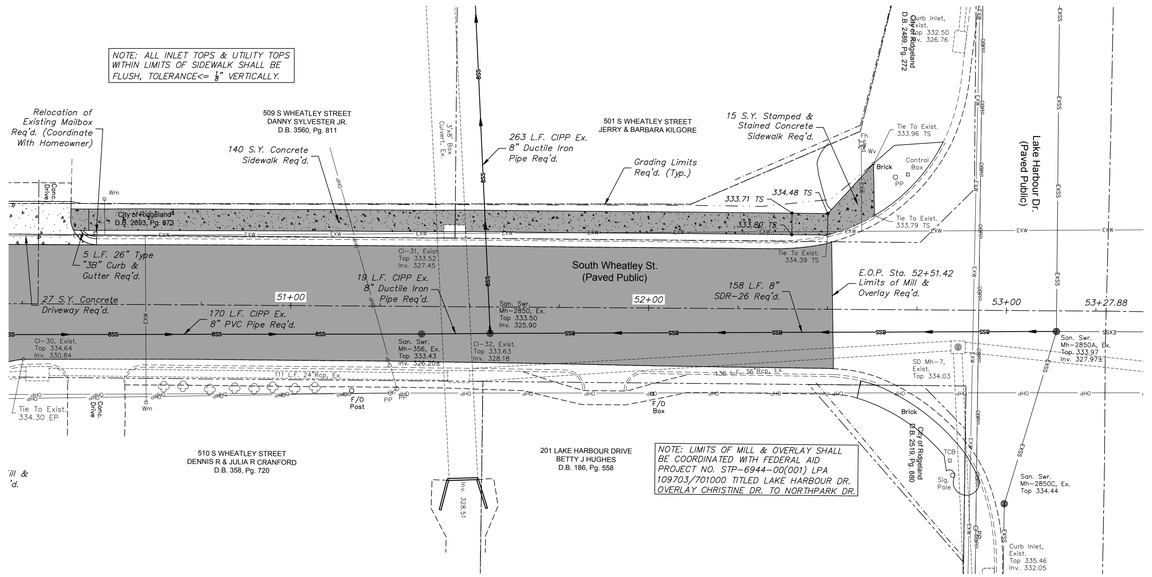
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 44+40 - STA. 50+40

SHEET NUMBER
20

PROJECT NUMBER
B-11325

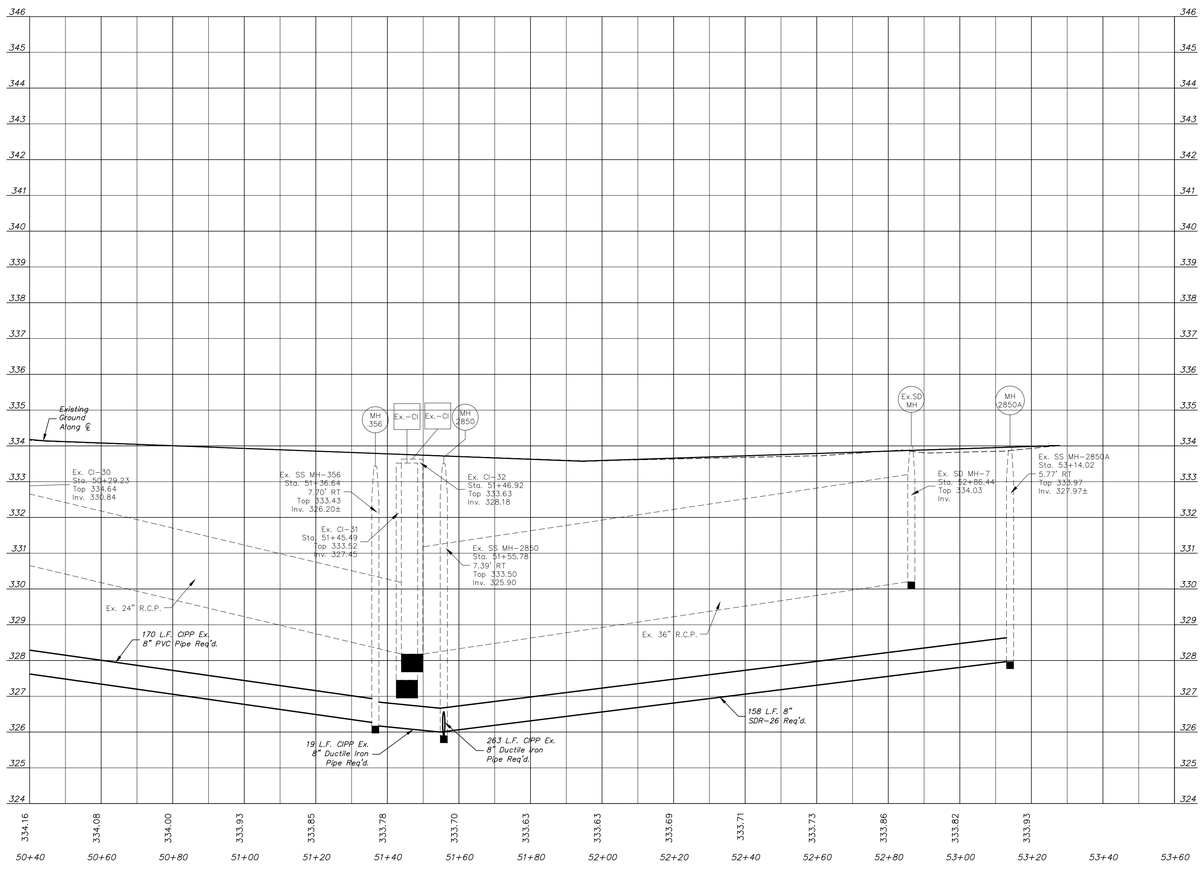


LEGEND

- ** 2" ASPHALT MILL & OVERLAY
- 6" & VARIABLE ASPHALT OVERLAY
- ADD ALTERNATE #1
- 4" THICK CONCRETE SIDEWALK

** NOTE: MAY INCLUDE VARIABLE DEPTH LEVELING.

PLAN VIEW SCALE:
1" = 20'



PROFILE SCALES:
HORIZ. 1" = 20'
VERT. 1" = 2'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON || FLOWOOD || MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GLB
SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST,
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PLAN-PROFILE - STA. 50+40 - STA. 53+27.89

SHEET NUMBER
21

PROJECT NUMBER
B-11325

C:\Projects\Ridgeland\Wheatley - Sidewalk\21 PLAN-PROFILE - STA. 50+40 - STA. 53+27.89.dwg, 7/3/2025 10:48:02 AM, Nathan Bass, 1:1, 24.00 x 36.00 Inches

NOTE: STOP BARS SHALL BE A MINIMUM OF 4' BEHIND THE EDGE OF THE CROSSWALK STRIPE.

Dirkins, LP
D.B. 4134, Pg. 132

Asian Kichten, LLC
D.B. 3996, Pg. 302

Townline Shopping Center, LLC
D.B. 3156, Pg. 949

Jesus O. Fuentes
D.B. 1720, Pg. 276

1210 E. County Line Road Holdings, LLC
D.B. 3338, Pg. 653

Tract 1
Favor in 4, LLC
D.B. 2904, Pg. 418

Parcel A
Higbee Lancorns, LP
D.B. 4325, Pg. 121

MATCH LINE STA. 6+75

Walmart Real Estate Business Trust
D.B. 2751, Pg. 275

Nerhus Atrium Properties, LLC
D.B. 2473, Pg. 242

Parcel A

NORTHPARK REALTY, LP
D.B. 3391, Pg. 792

MATCH LINE STA. 13+00

Nerhus Atrium Properties, LLC
D.B. 2473, Pg. 242

ARC ARRLDMS001, LLC
D.B. 2738, Pg. 333

GSR, LLP
D.B. 3530, Pg. 461

30" R2-1 "30 MPH" Sign Assy. Req'd.

MATCH LINE STA. 19+25

NORTHPARK REALTY, LP
D.B. 3391, Pg. 792

PAVEMENT MARKING SUMMARY (STA. 0+61.03 TO STA. 19+25)

SYMBOL	DESCRIPTION	UNIT	QUANTITY
(1)	6" THERMO. EDGE STRIPE, CONT. WHITE	LF	3,334
(2)	6" THERMO. EDGE STRIPE, CONT. YELLOW	LF	1,190
(3)	6" THERMO. TRAFFIC STRIPE, CONT. WHITE	LF	671
(4)	6" THERMO. TRAFFIC STRIPE, SKIP YELLOW	LF	1,429
(5)	6" THERMO. DETAIL STRIPE, WHITE	LF	847
(6)	6" THERMO. DETAIL STRIPE, YELLOW	LF	
(7)	6" THERMO. TRAFFIC STRIPE, CONT. YELLOW	LF	2,217
(8)	12" THERMO. DETAIL STRIPE, WHITE	LF	92
(9)	THERMO. LEGEND, WHITE (TURN ARROW & ONLY)	SF	675
(10)	24" THERMO. LEGEND, WHITE (STOPBARS)	LF	233
(11)	TWO-WAY REF. YELLOW HIGH PERF. R.P.M.	EA	142
(12)	REF. RED-CLEAR HIGH PERF. R.P.M.	EA	62

NOTE: ESTIMATED QUANTITIES REFLECT 6" EQUIVALENT STRIPE FOR DETAIL AND LEGEND PAY ITEMS.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GJB | SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

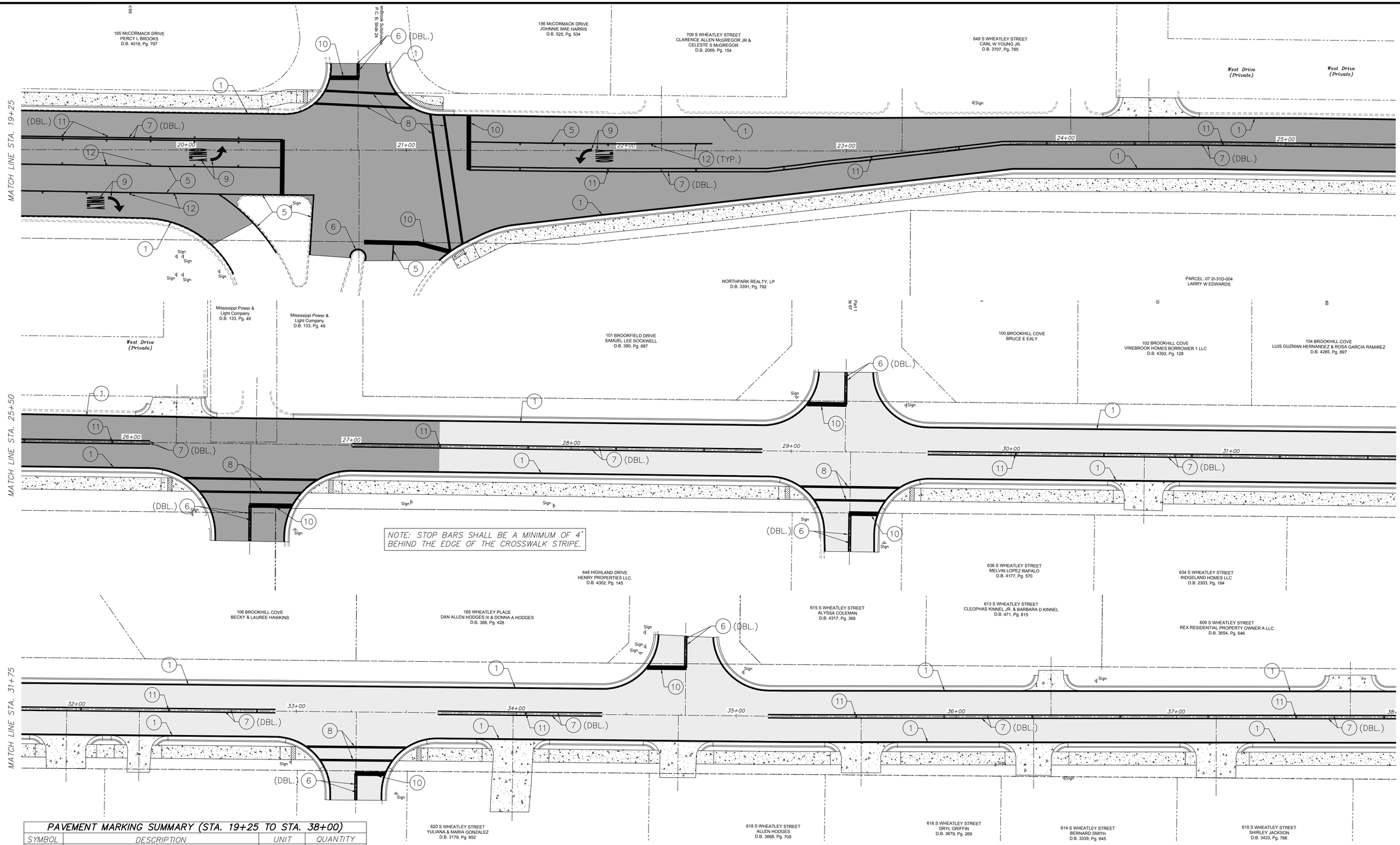
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PAVEMENT MARKING & SIGNAGE PLAN - STA. 0+48.21 - STA. 19+25

SHEET NUMBER
22

PROJECT NUMBER
B-11325

C:\Users\nbarnes\Desktop\Wheatley Street Reconstruction & Sidewalk Improvements - Ridgeland\Wheatley Street Reconstruction & Sidewalk Improvements - Ridgeland.dwg, 7/3/2025 8:24:00 AM, nbarnes



PAVEMENT MARKING SUMMARY (STA. 19+25 TO STA. 38+00)

SYMBOL	DESCRIPTION	UNIT	QUANTITY
①	6" THERMO. EDGE STRIPE, CONT. WHITE	LF	3,724
②	6" THERMO. EDGE STRIPE, CONT. YELLOW	LF	
③	6" THERMO. TRAFFIC STRIPE, CONT. WHITE	LF	
④	6" THERMO. TRAFFIC STRIPE, SKIP YELLOW	LF	
⑤	6" THERMO. DETAIL STRIPE, WHITE	LF	436
⑥	6" THERMO. DETAIL STRIPE, YELLOW	LF	176
⑦	6" THERMO. TRAFFIC STRIPE, CONT. YELLOW	LF	2,949
⑧	12" THERMO. DETAIL STRIPE, WHITE	LF	922
⑨	THERMO. LEGEND, WHITE (TURN ARROW & ONLY)	SF	115
⑩	24" THERMO. LEGEND, WHITE (STOPBARS)	LF	739
⑪	TWO-WAY REF. YELLOW HIGH PERF. R.P.M.	EA	42
⑫	REF. RED-CLEAR HIGH PERF. R.P.M.	EA	14

NOTE: ESTIMATED QUANTITIES REFLECT 6" EQUIVALENT STRIPE FOR DETAIL AND LEGEND PAY ITEMS.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-927-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GJB | SCALE: 1"=20'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

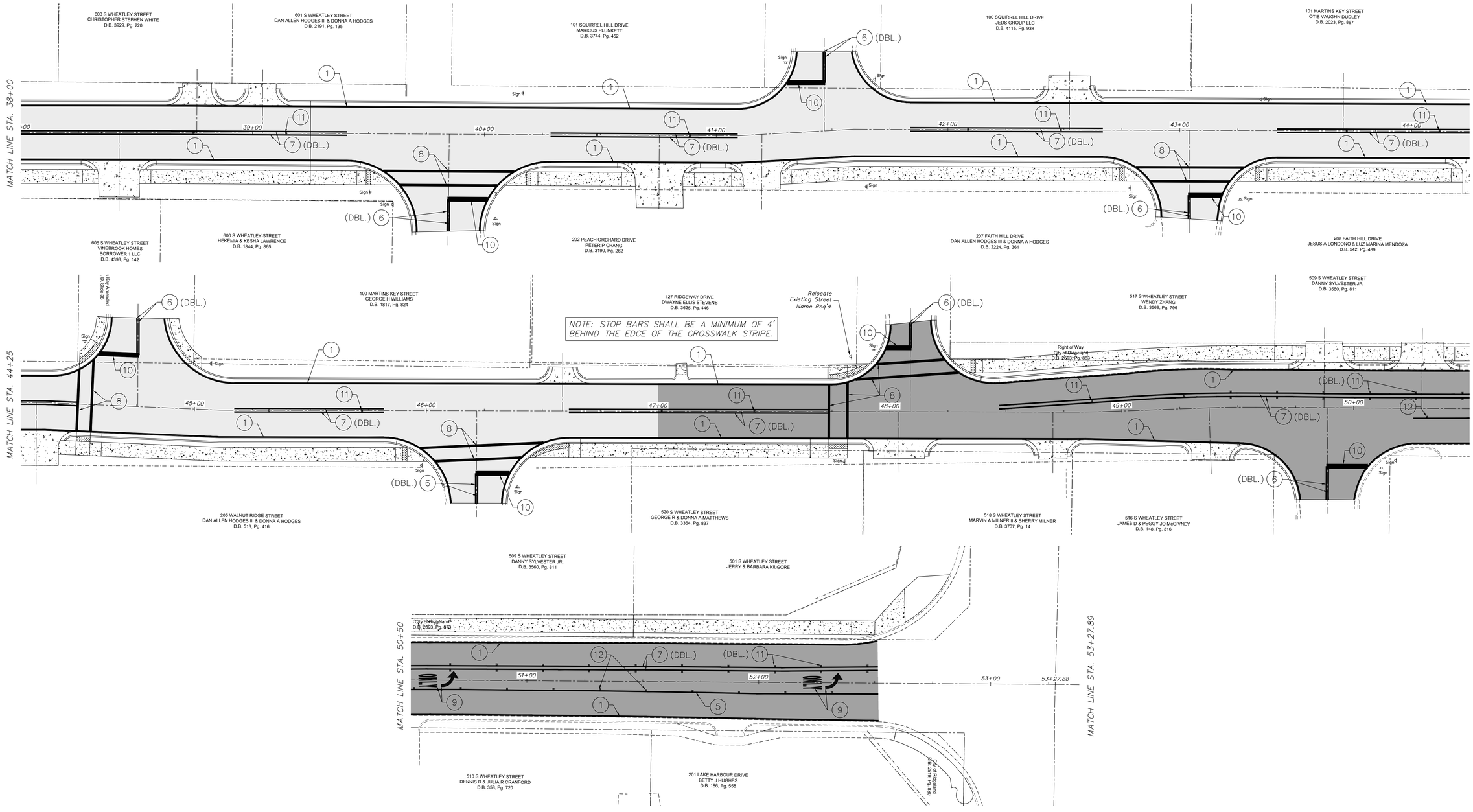
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PAVEMENT MARKING & SIGNAGE PLAN - STA. 19+25 - STA. 38+00

SHEET NUMBER
23

PROJECT NUMBER
B-11325

J:\Projects\1400_Drawings\1487 - Wheatley\Plans\1487 - Wheatley Plan Sheets 8.5x14.0 x 20.00.dwg



PAVEMENT MARKING SUMMARY (STA. 38+00 TO STA. 52+51.42)			
SYMBOL	DESCRIPTION	UNIT	QUANTITY
①	6" THERMO. EDGE STRIPE, CONT. WHITE	LF	2,951
②	6" THERMO. EDGE STRIPE, CONT. YELLOW	LF	
③	6" THERMO. TRAFFIC STRIPE, CONT. WHITE	LF	
④	6" THERMO. TRAFFIC STRIPE, SKIP YELLOW	LF	
⑤	6" THERMO. DETAIL STRIPE, WHITE	LF	226
⑥	6" THERMO. DETAIL STRIPE, YELLOW	LF	184
⑦	6" THERMO. TRAFFIC STRIPE, CONT. YELLOW	LF	1,986
⑧	12" THERMO. DETAIL STRIPE, WHITE	LF	896
⑨	THERMO. LEGEND, WHITE (TURN ARROW & ONLY)	SF	77
⑩	24" THERMO. LEGEND, WHITE (STOPBARS)	LF	434
⑪	TWO-WAY REF. YELLOW HIGH PERF. R.P.M.	EA	47
⑫	REF. RED-CLEAR HIGH PERF. R.P.M.	EA	11

NOTE: ESTIMATED QUANTITIES REFLECT 6" EQUIVALENT STRIPE FOR DETAIL AND LEGEND PAY ITEMS.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-927-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA | SCALE: 1"=20'
CHECKED: GJB | REF c/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

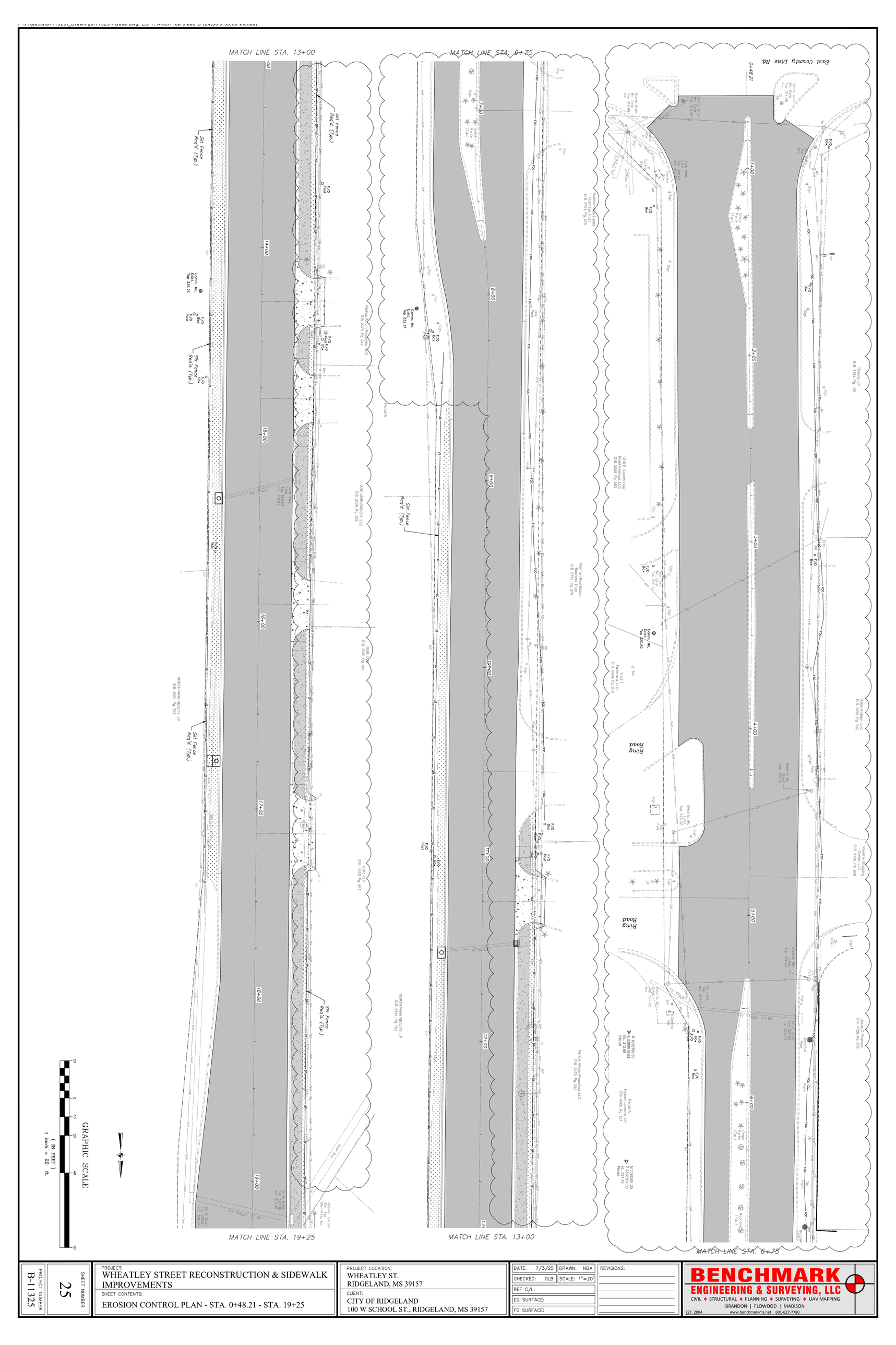
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
PAVEMENT MARKING & SIGNAGE PLAN - STA. 38+00 - STA. 53+27.89

SHEET NUMBER
24

PROJECT NUMBER
B-11325

J:\Projects\1425_Ridgeland\1425 - Wheatley St\Drawings\1425 - Wheatley St - Plan Sheets (Signage & Striping).dwg


MATCH LINE STA. 13+00
MATCH LINE STA. 6+75
East Country Line Rd.
Ring Road
Ring Road
SWPPP Boundary
SWPPP Boundary
SWPPP Boundary

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GJB | SCALE: 1"=20'
REF c/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

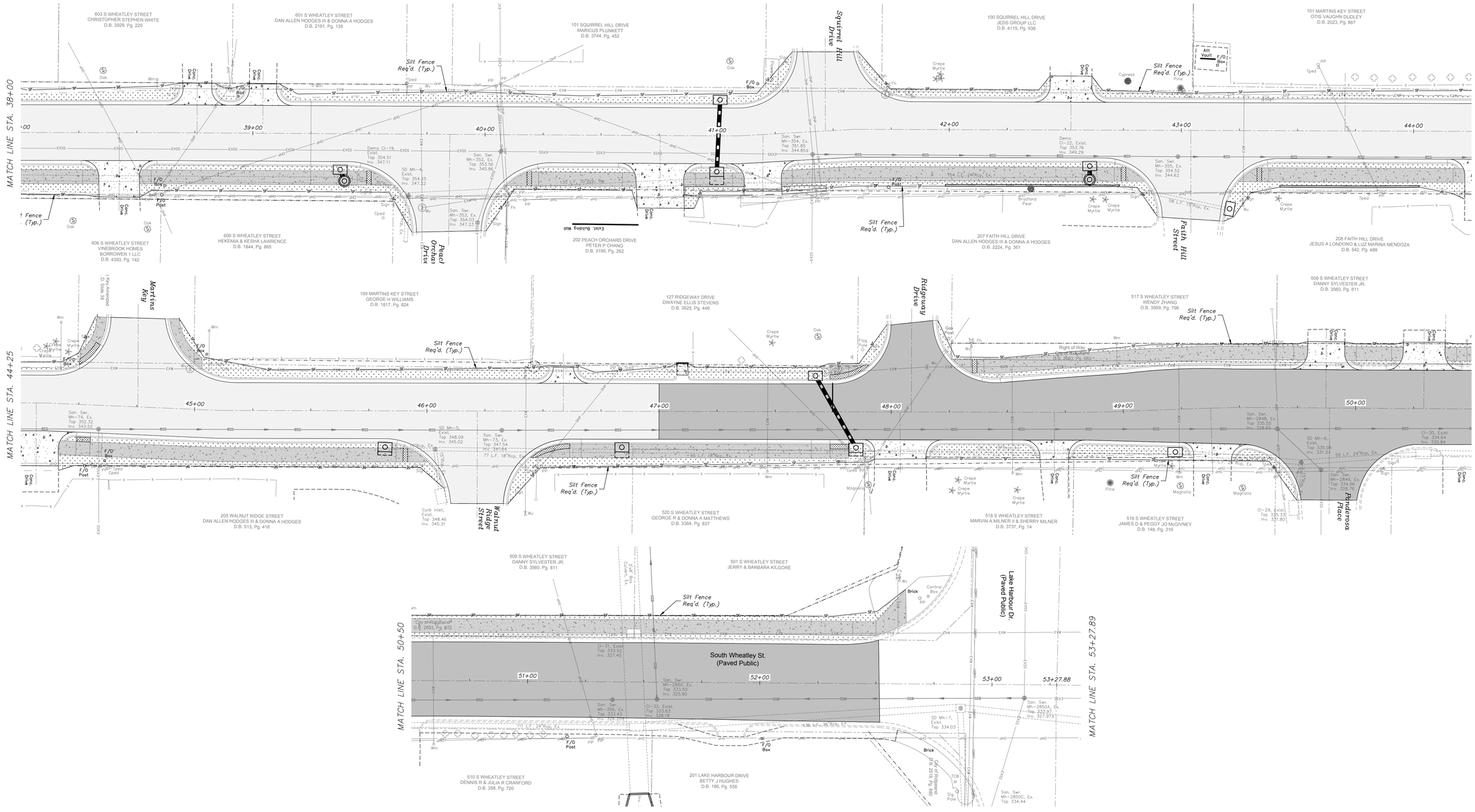
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
EROSION CONTROL PLAN - STA. 19+25 - STA. 38+00

SHEET NUMBER
26

PROJECT NUMBER
B-11325



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-927-7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=20'
REF c/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

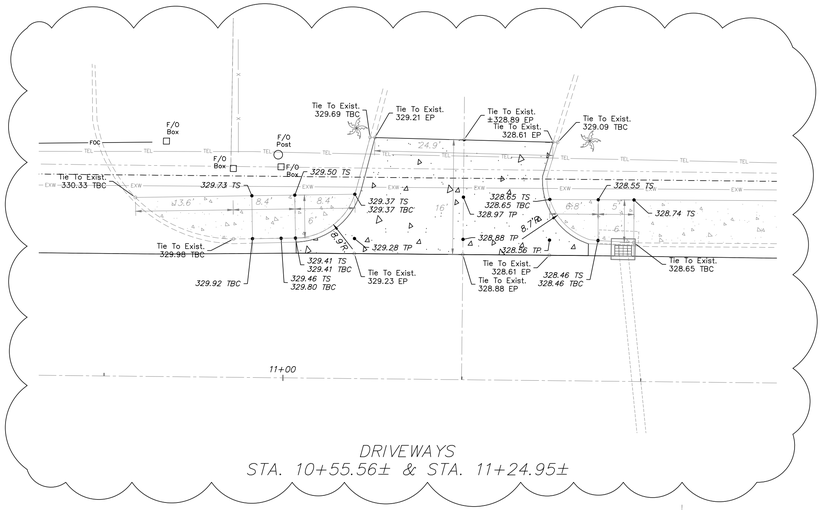
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
EROSION CONTROL PLAN - STA. 38+00 - STA. 53+27.89

SHEET NUMBER
27

PROJECT NUMBER
B-11325

I:\Ridgeland\1925_Drawings\11925 - Wheatley ST & Pinder\11925 - Wheatley ST & Pinder.dwg, 7/3/2025 10:27:57 AM, Nathan Allen, 1:1

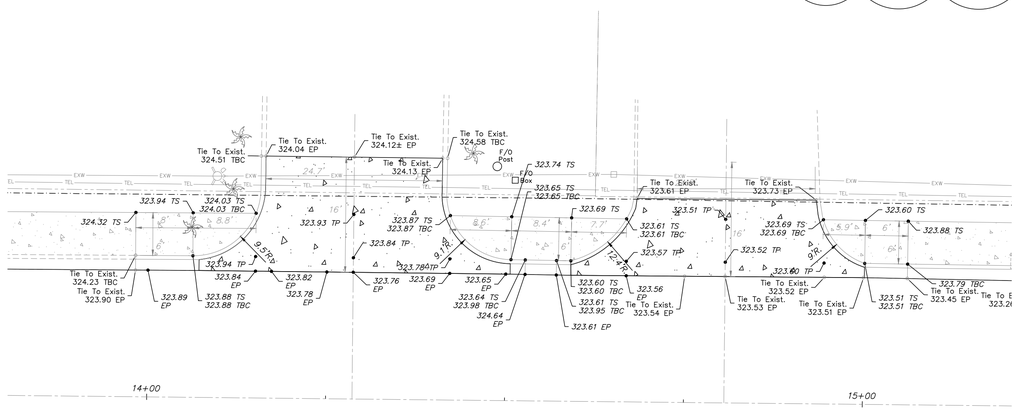


DRIVEWAYS
STA. 10+55.56± & STA. 11+24.95±

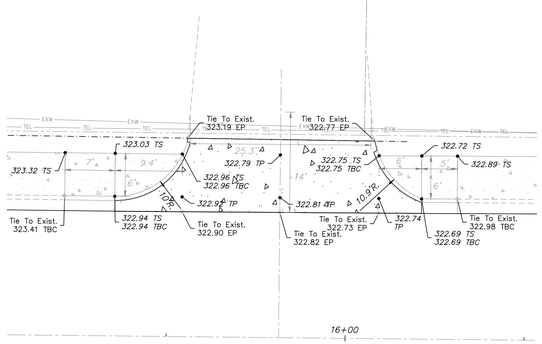
GRAPHIC SCALE

10 0 5 10 20 40

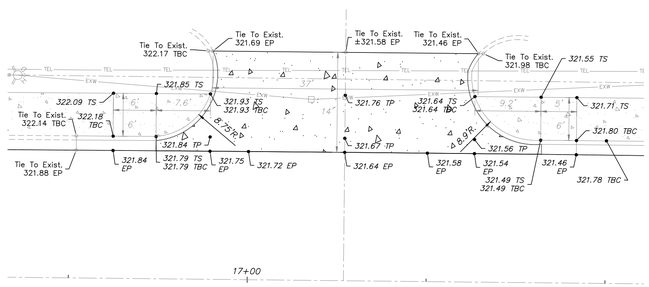
(IN FEET)
1 inch = 10 ft.



DRIVEWAYS
STA. 14+28.69± & STA. 14+80.65±



DRIVEWAY STA. 15+90.71±



DRIVEWAY STA. 17+13.44±

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

DATE: 7/3/25
CHECKED: GLB
DRAWN: NBA
SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:
REVISIONS:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

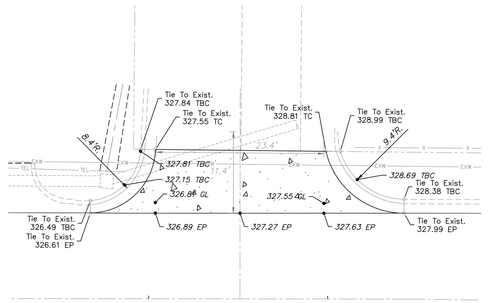
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
DRIVEWAY GRADES

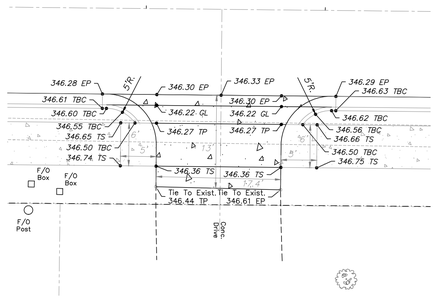
SHEET NUMBER
28

PROJECT NUMBER
B-11325

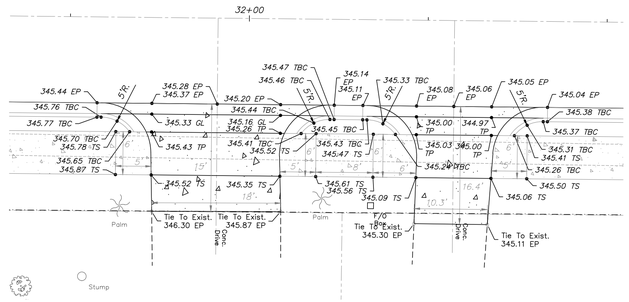
This drawing and design is the property of Benchmark Engineering, LLC and is not to be used in any way without written permission.



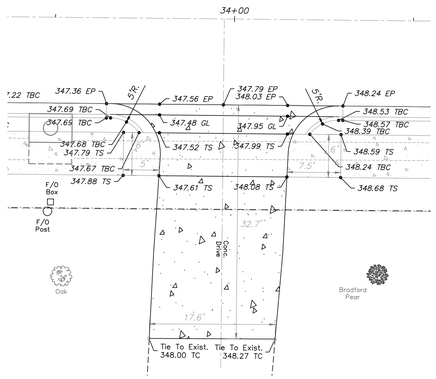
DRIVEWAYS STA.
24+37.75±



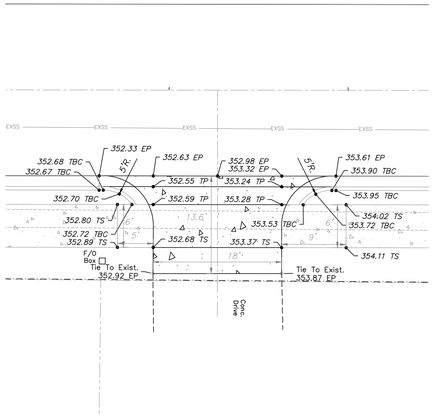
DRIVEWAY STA. 30+60.57±



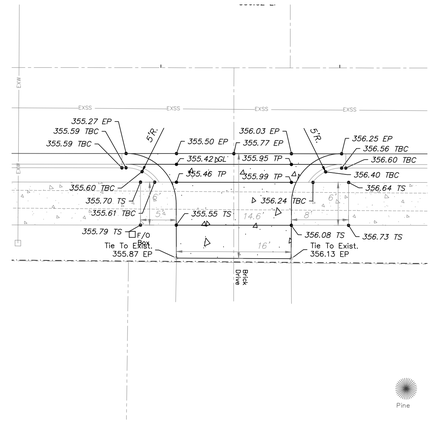
DRIVEWAYS
STA. 31+95.63± & STA. 32+28.68±



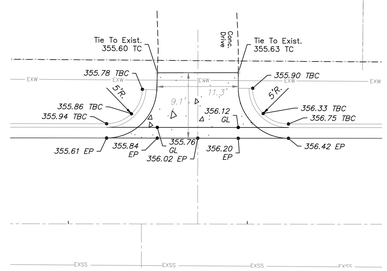
DRIVEWAY STA. 33+98.57±



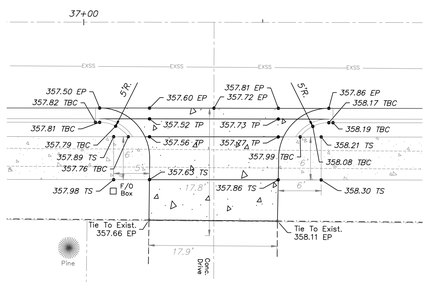
DRIVEWAY STA. 35+56.78±



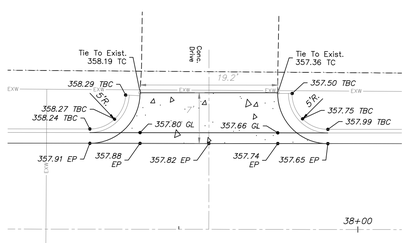
DRIVEWAY STA. 36+35.21±



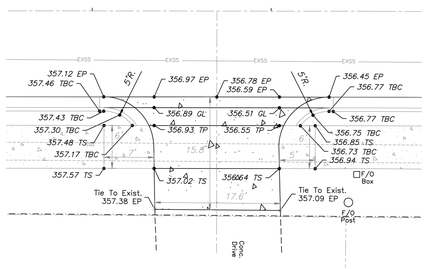
DRIVEWAY STA. 36+43.07±



DRIVEWAY STA. 37+18.20±



DRIVEWAY STA. 37+79.18±



DRIVEWAY STA. 38+42.42±

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net - 601-427-7780
EST. 2004

DATE: 7/3/25 | DRAWN: NBA | REVISIONS:
CHECKED: GLB | SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

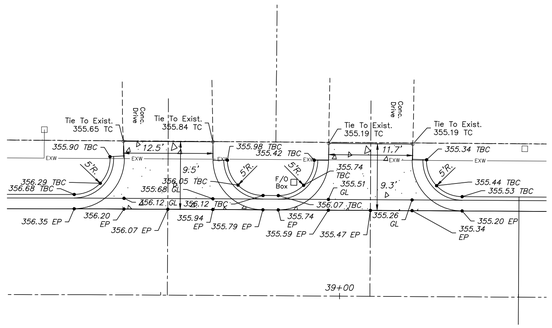
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
DRIVEWAY GRADES CONTINUED

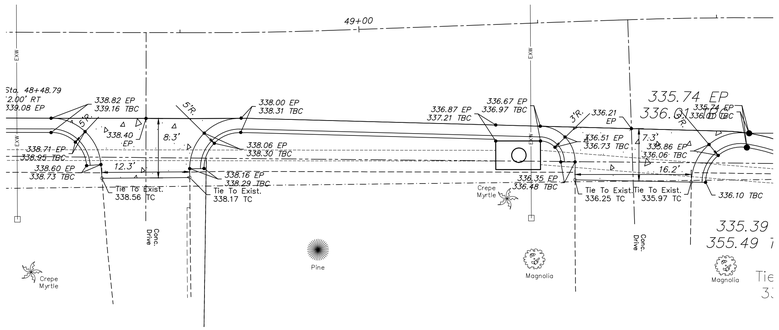
SHEET NUMBER
29

PROJECT NUMBER
B-11325

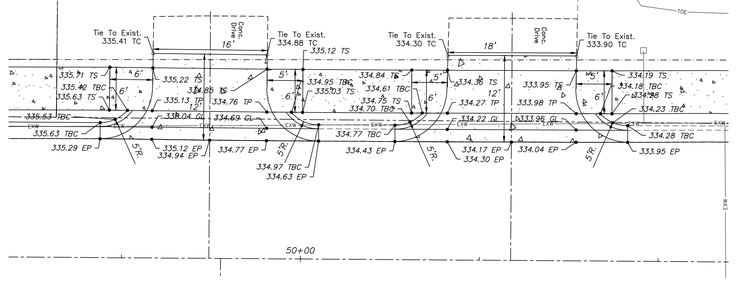
C:\Projects\11325_Wheatley\11325_Drawings\11325_Driveways_Driveway Grades (e).dwg, 7/3/2025 4:30:00 PM, nbaia, 1:1



DRIVEWAYS
STA. 38+75.93± & STA. 39+04.25±



DRIVEWAYS
STA. 48+70.27± & STA. 49+37.60



DRIVEWAYS
STA. 49+87.22± & STA. 50+29.38±

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

I:\Projects\11325\Drawings\11325 - Wheatley Driveway Grades (2).dwg, 7/3/2025 8:24:04 AM, Adobe PDF

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

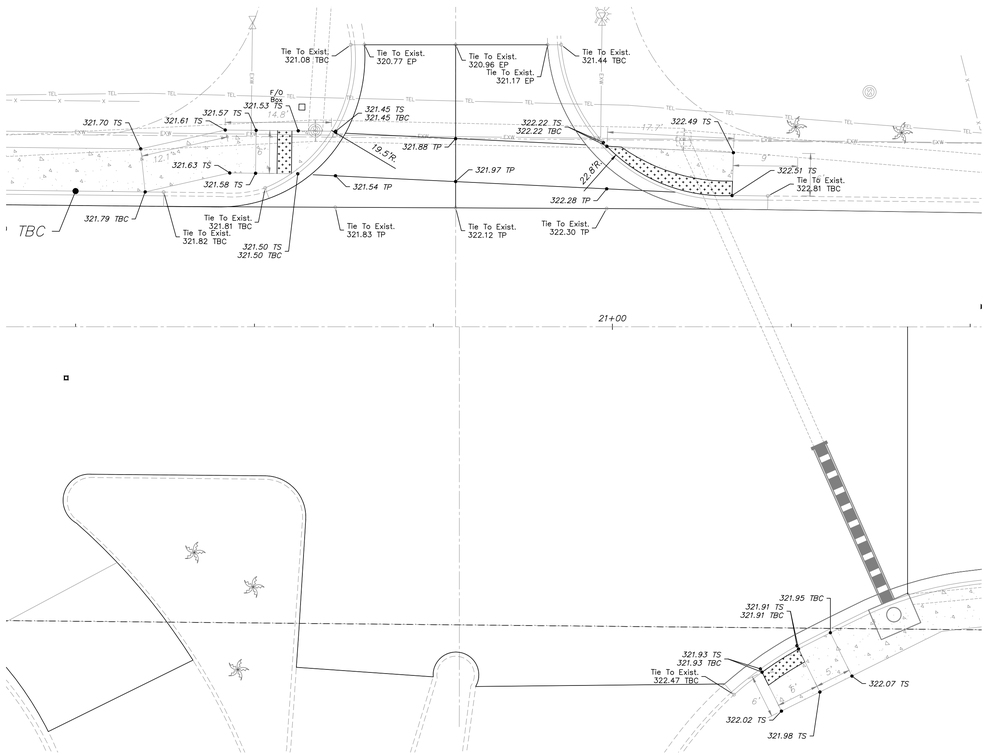
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

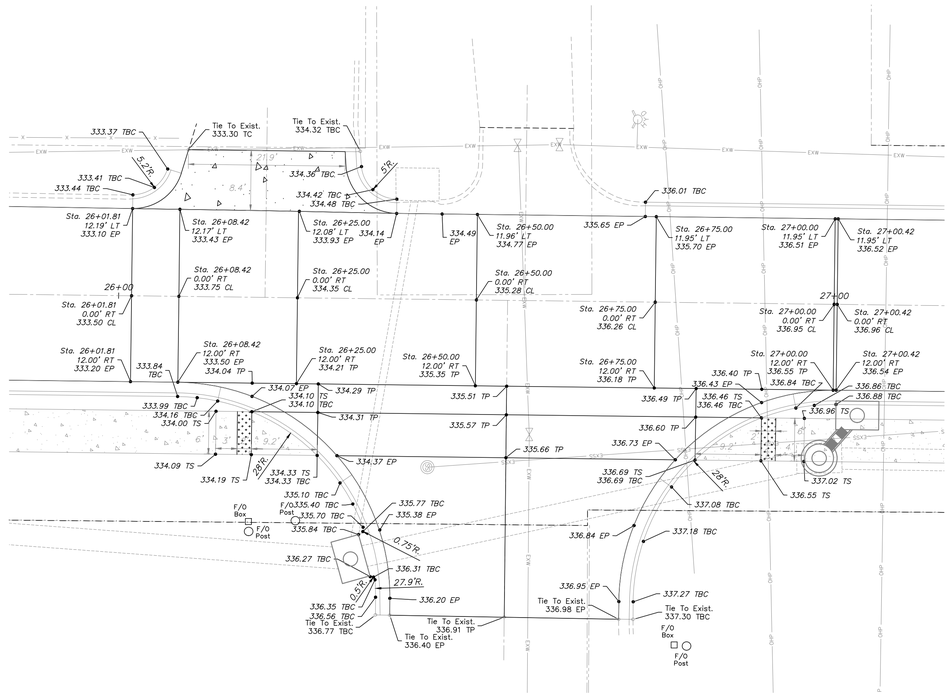
SHEET CONTENTS:
DRIVEWAY GRADES CONTINUED

SHEET NUMBER
30

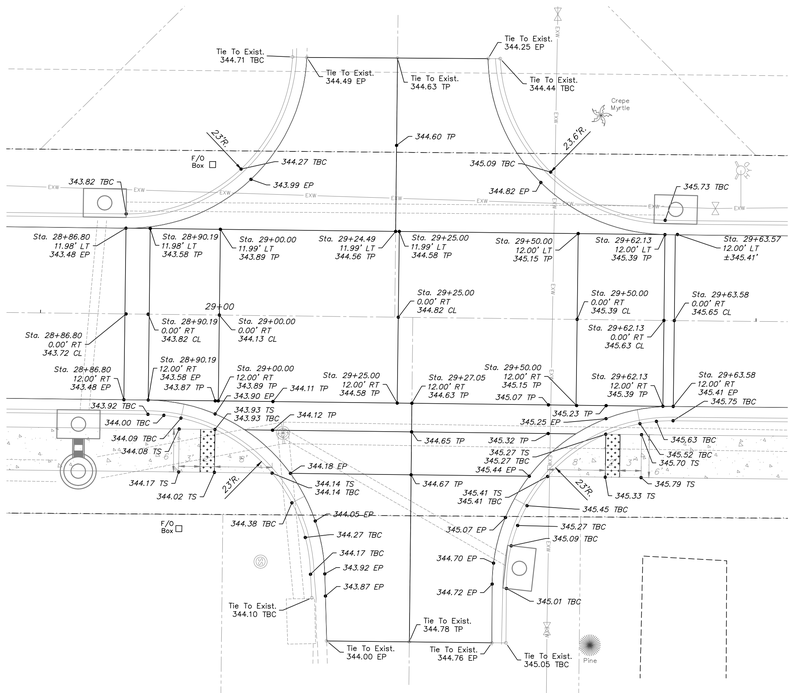
PROJECT NUMBER
B-11325



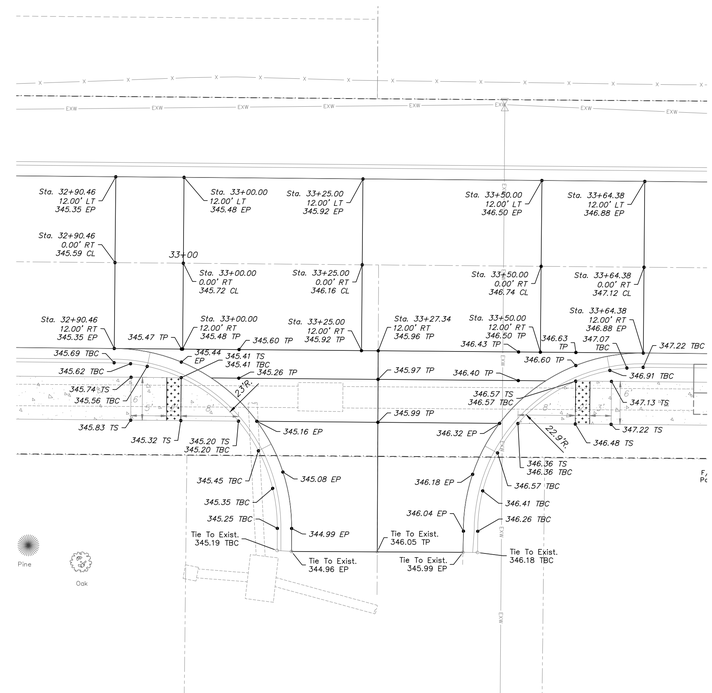
S WHEATLEY STREET & McCORMACK DRIVE
INTERSECTION
STA. 20.25± – STA. 21+41.26±



S WHEATLEY STREET & TOWNE CENTER WAY
INTERSECTION
STA. 26+01.81± – STA. 27+00.42±



S WHEATLEY STREET & BROOKFIELD DRIVE
INTERSECTION
STA. 28+86.80± – STA. 29+63.58±



S WHEATLEY STREET & HIGHLAND DRIVE
INTERSECTION
STA. 32+90.46± – STA. 33+64.38±

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: GJB
SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

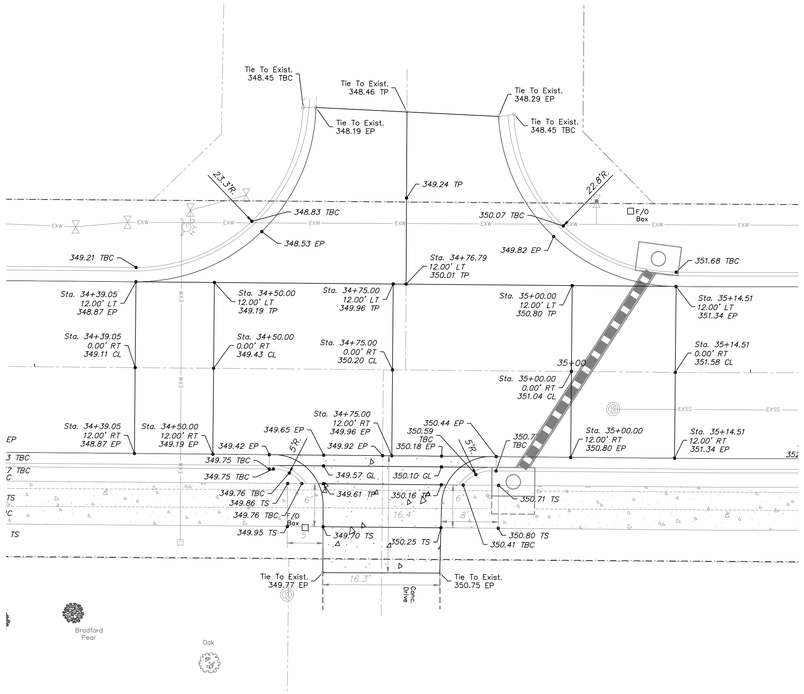
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
FORM GRADES

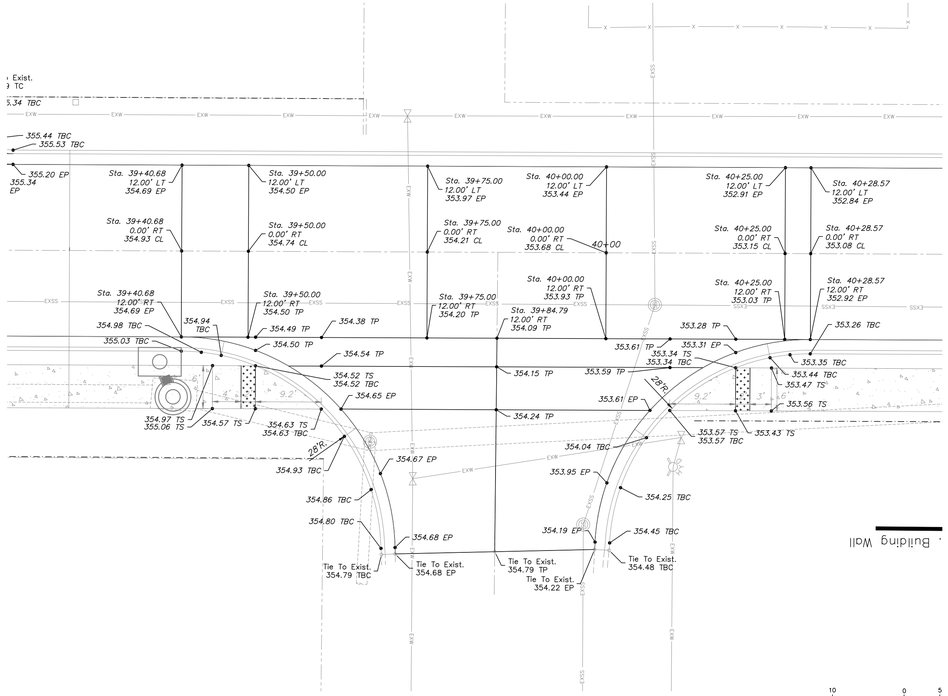
SHEET NUMBER
31

PROJECT NUMBER
B-11325

C:\Projects\2025_Projects\Wheatley - Sidewalk, Curb Grades, Alignment\2025 - Sidewalk, Curb Grades, Alignment.dwg, 7/3/2025 9:24:50 AM, Nathan Allen



S WHEATLEY STREET & WHEATLEY PLACE
INTERSECTION
STA. 34+39.05± – STA. 35+14.91±

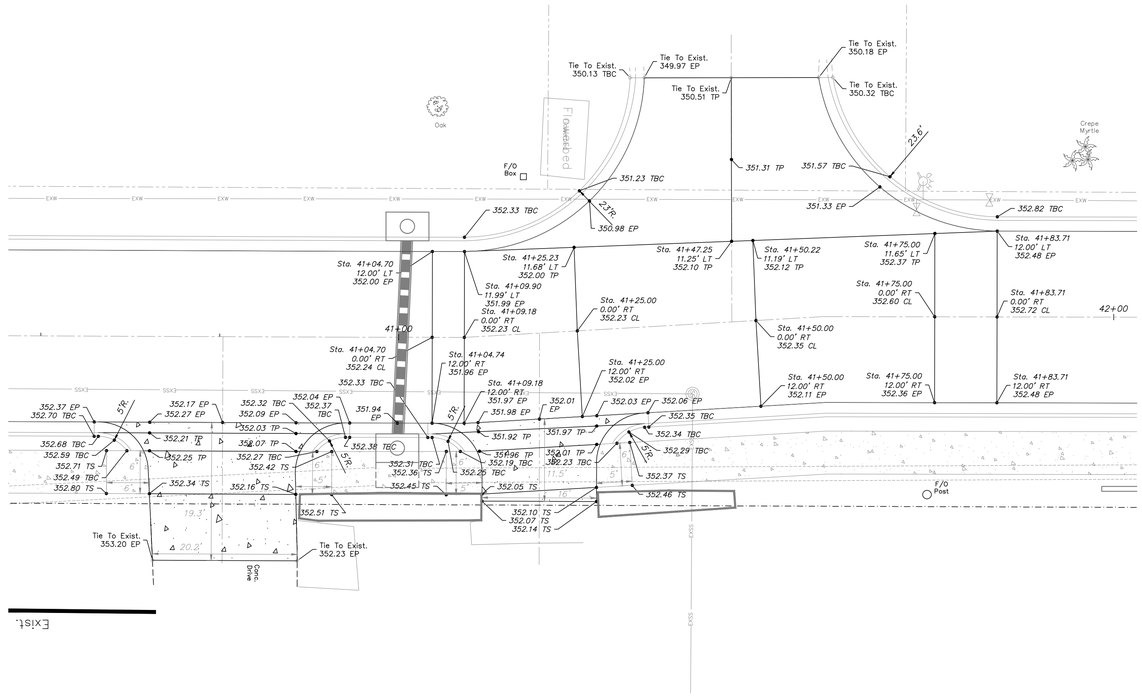


S WHEATLEY STREET & PEACH ORCHARD DRIVE
INTERSECTION
DRIVEWAY STA. 39+40.68± – STA. 40+28.57±

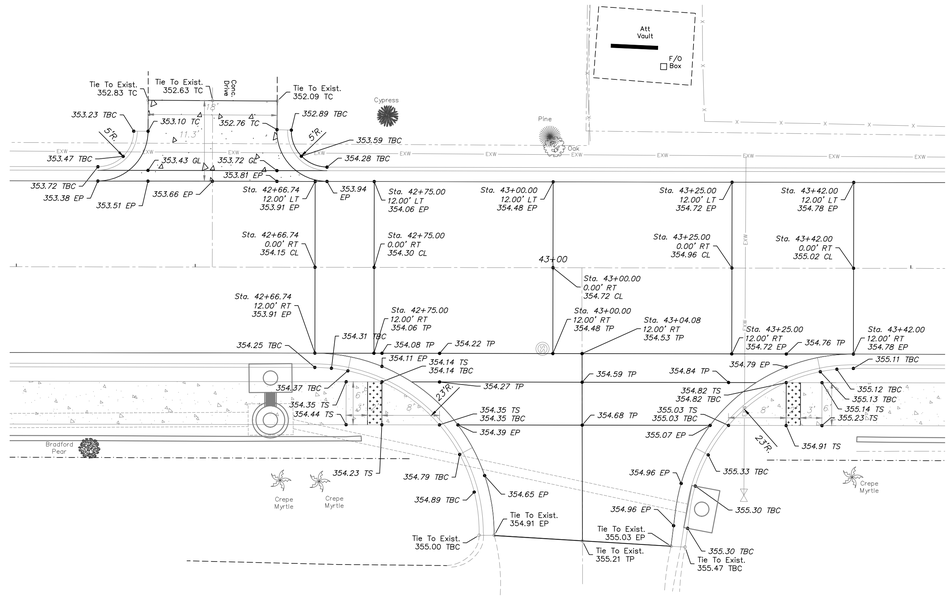
GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.



S WHEATLEY STREET & SQUIRREL HILL DRIVE
INTERSECTION
DRIVEWAY STA. 41+04.70± – STA. 41+83.71±



S WHEATLEY STREET & FAITH HILL STREET
INTERSECTION
DRIVEWAY STA. 42+66.74± – STA. 43+42.00±

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.621.7780
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: NBA
SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

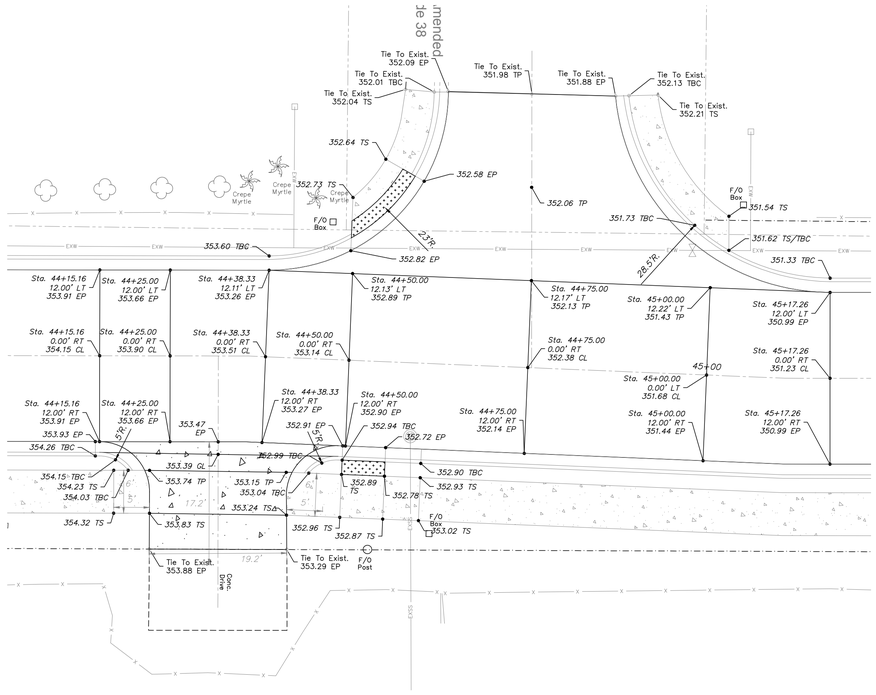
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
FORM GRADES CONTINUED

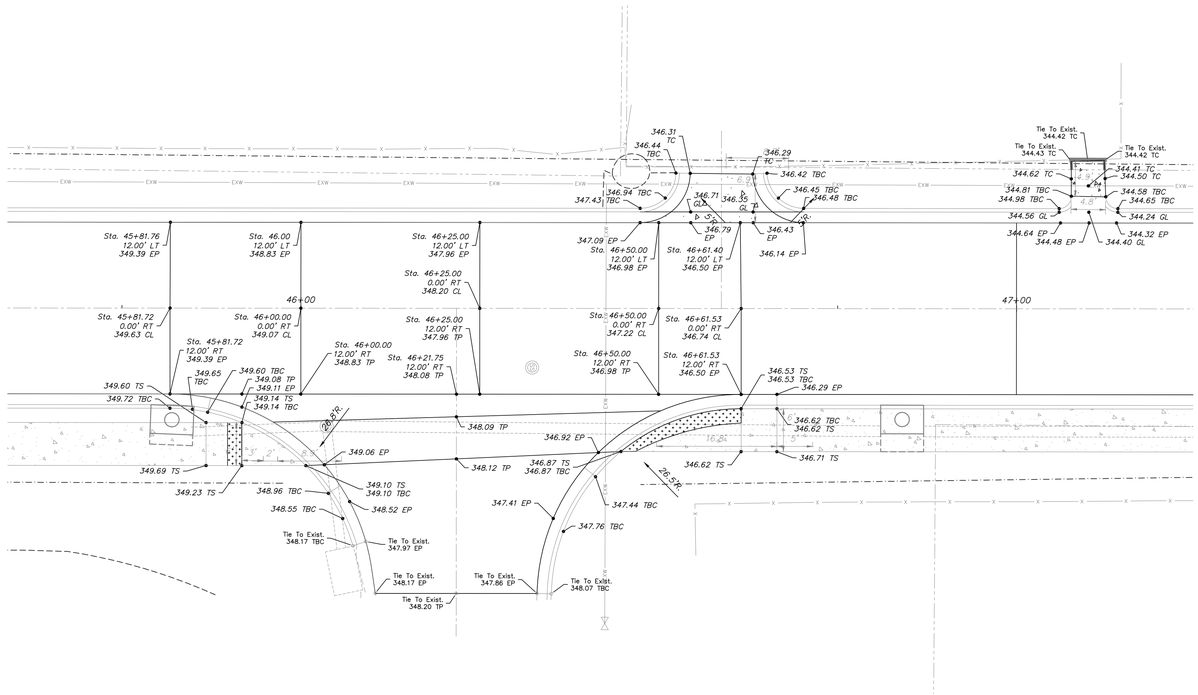
SHEET NUMBER
32

PROJECT NUMBER
B-11325

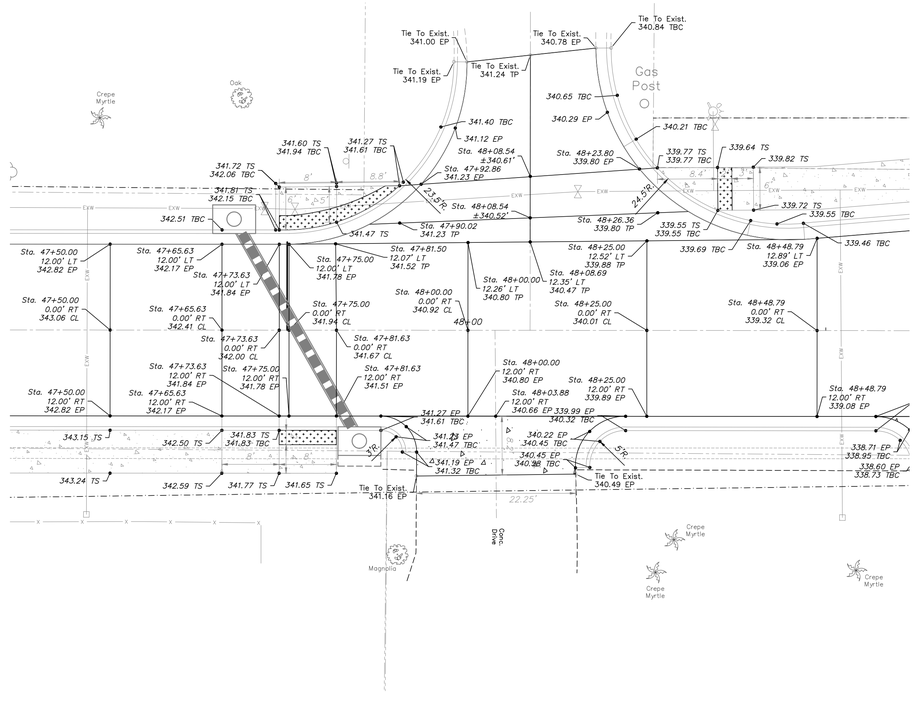
C:\Projects\2025 Drawings\11325 - Wheatley St Reconstruction\Design\Plans\11325 Wheatley Sheet Set.dwg, 7/3/2025 1:47:37 PM, Nathan Allen



S WHEATLEY STREET & MARTINS KEY DRIVE
INTERSECTION
STA. 44+15.16± – STA. 45+17.26



S WHEATLEY STREET & WALNUT RIDGE STREET
INTERSECTION
STA. 45+81.72± – STA. 46+61.53±



S WHEATLEY STREET & RIDGEWAY DRIVE
INTERSECTION
STA. 47+50± – STA. 48+48.79±

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-927-7780
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: NBA
SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

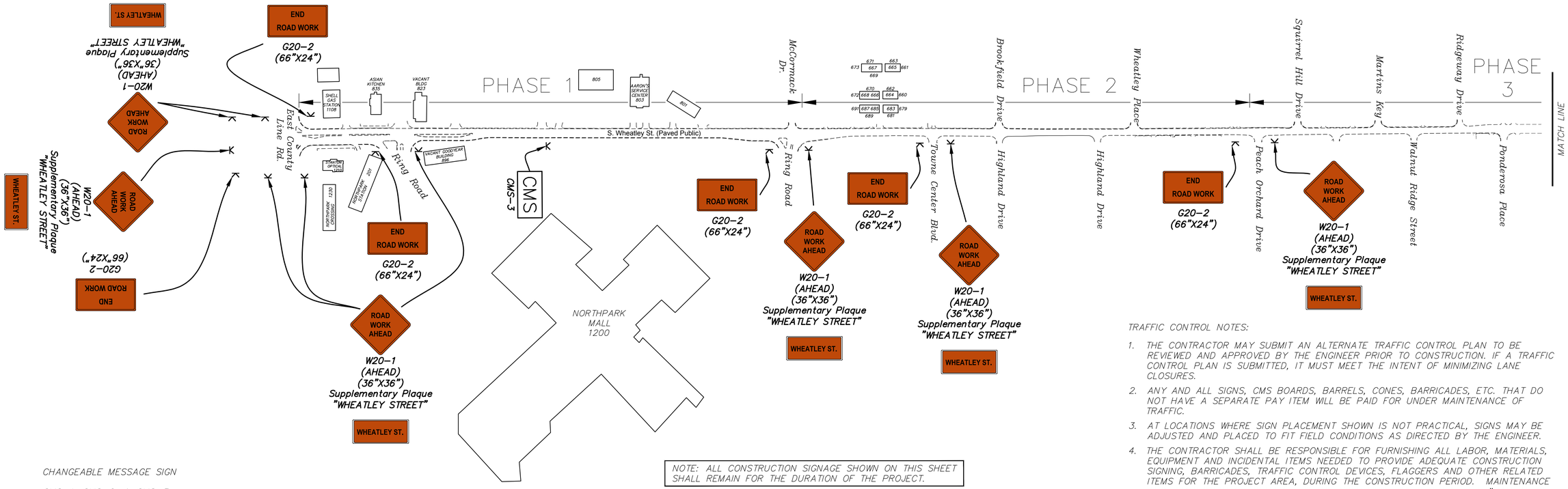
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
FORM GRADES CONTINUED

SHEET NUMBER
33

PROJECT NUMBER
B-11325

I:\Projects\1425_Drainage\1425 - Drainage - Wht Grades (2).dwg, 7/3/2025 9:26:54 AM, Nick Bass



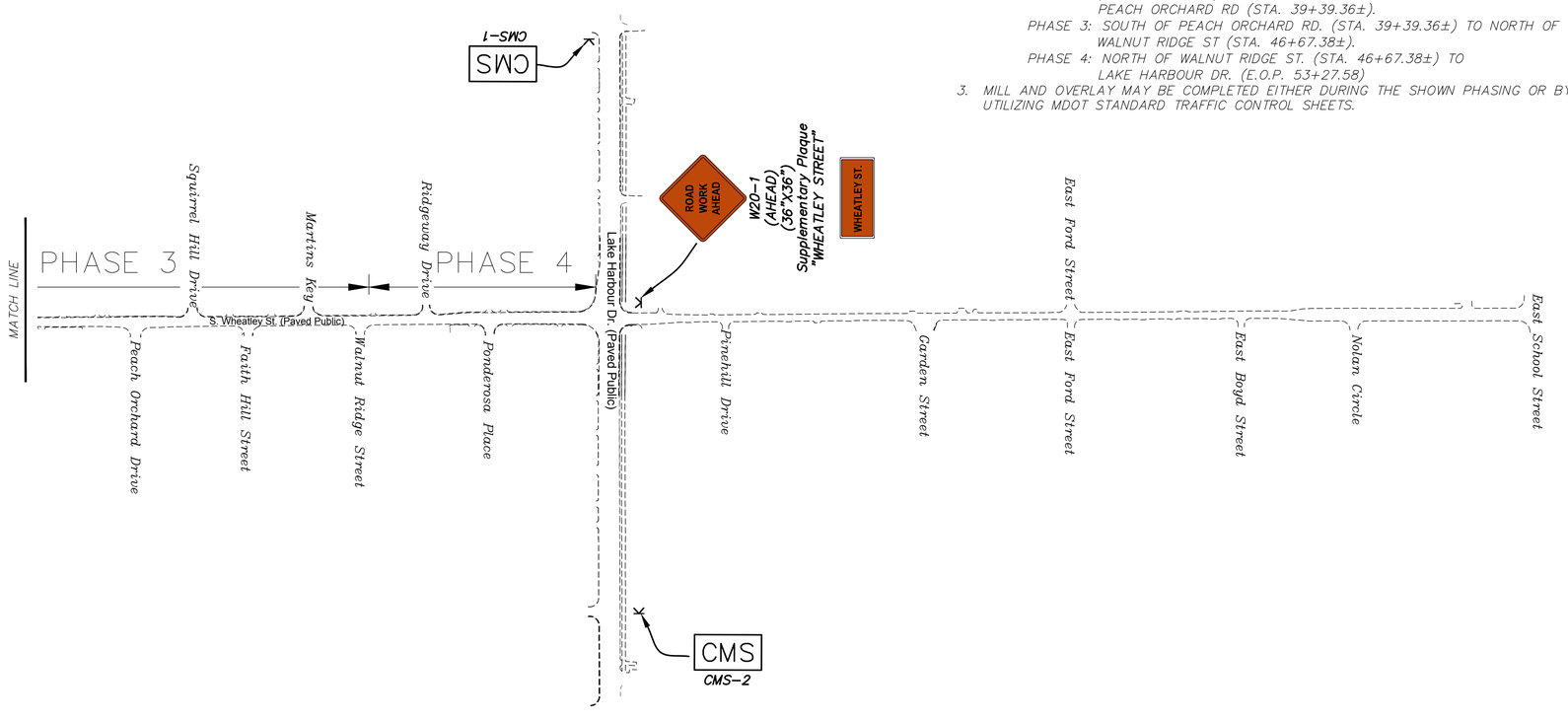
CHANGEABLE MESSAGE SIGN

CMS-1, CMS-2, & CMS-3:
PHASE 2 – "WHEATLEY CLOSED AT / PEACH ORCHARD DR."
PHASE 3 – "WHEATLEY CLOSED AT / RIDGEWAY DR."
PHASE 4 – "ROAD WORK ON WHEATLEY."

NOTE: ALL CONSTRUCTION SIGNAGE SHOWN ON THIS SHEET SHALL REMAIN FOR THE DURATION OF THE PROJECT.

TRAFFIC CONTROL PHASING:

1. TRAFFIC CONTROL SHALL BE PHASED TO REDUCE THE NUMBER AND LENGTH OF LANE CLOSURES AND TO LESSEN THE IMPACT ON TRAFFIC IN THE AREA.
2. PROPOSED PHASING:
   - PHASE 1: COUNTY LINE ROAD (B.O.P. STA 00+48.21±) TO THE NORTH SIDE OF INTERSECTION OF McCORMACK DR. & RING RD (STA. 21+26.17±).
   - PHASE 2: NORTH SIDE OF INTERSECTION OF McCORMACK DR. & RING RD (STA. 21+26.17±) TO SOUTH SIDE OF PEACH ORCHARD RD (STA. 39+39.36±).
   - PHASE 3: SOUTH OF PEACH ORCHARD RD. (STA. 39+39.36±) TO NORTH OF WALNUT RIDGE ST (STA. 46+67.38±).
   - PHASE 4: NORTH OF WALNUT RIDGE ST. (STA. 46+67.38±) TO LAKE HARBOUR DR. (E.O.P. 53+27.58)
3. MILL AND OVERLAY MAY BE COMPLETED EITHER DURING THE SHOWN PHASING OR BY UTILIZING MDOT STANDARD TRAFFIC CONTROL SHEETS.



TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR MAY SUBMIT AN ALTERNATE TRAFFIC CONTROL PLAN TO BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. IF A TRAFFIC CONTROL PLAN IS SUBMITTED, IT MUST MEET THE INTENT OF MINIMIZING LANE CLOSURES.
2. ANY AND ALL SIGNS, CMS BOARDS, BARRELS, CONES, BARRICADES, ETC. THAT DO NOT HAVE A SEPARATE PAY ITEM WILL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.
3. AT LOCATIONS WHERE SIGN PLACEMENT SHOWN IS NOT PRACTICAL, SIGNS MAY BE ADJUSTED AND PLACED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTAL ITEMS NEEDED TO PROVIDE ADEQUATE CONSTRUCTION SIGNING, BARRICADES, TRAFFIC CONTROL DEVICES, FLAGGERS AND OTHER RELATED ITEMS FOR THE PROJECT AREA, DURING THE CONSTRUCTION PERIOD. MAINTENANCE AND PROTECTION OF TRAFFIC AND ROADWAY MUST COMPLY WITH THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" LATEST EDITION. THIS WORK IS TO BE CONSIDERED AN INCIDENTAL ITEM AND THE COST OF THIS ITEM IS TO BE INCLUDED IN OTHER PAY ITEMS UNLESS OTHERWISE NOTED HEREIN.
5. CONTRACTOR SHALL COMPLY WITH DETAILS SHOWN IN THESE PLANS, DETAILS AND TRAFFIC CONTROL DEVICES SPECIFICATIONS SHOWN IN LATEST EDITION OF MUTCD, AND DETAILS SHOWN IN MDOT STANDARD DETAILS MANUAL AS THEY APPLY SHOULD THEY NOT BE SHOWN IN PLANS.
6. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR SIGN INSTALLATION AND TRAFFIC CONTROL AS IT APPLIES.
7. CONTRACTOR SHALL INSTALL TRAFFIC CONTROL DEVICES SUCH AS SIGNS, CONES, DRUMS, FLASHERS, BARRICADES, ETC. TO SAFELY CHANNEL OR DIRECT TRAFFIC. WHEN NECESSARY, FLAGGERS SHALL BE USED IN CONJUNCTION WITH TRAFFIC CONTROL DEVICES. FLAGGER AHEAD SIGN REQUIRED IN ADVANCE OF FLAGGERS EXCEPT DURING BRIEF PERIODS AND EMERGENCY SITUATIONS.
8. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED WHENEVER NECESSARY TO MAINTAIN A SAFE TRAFFIC FLOW AND SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED FOR SUCH, AND BE REMOVED IMMEDIATELY THEREAFTER.
9. THESE ARE MINIMUM REQUIREMENTS AND IN NO WAY RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO MAINTAIN TRAFFIC IN A SAFE MANNER.
10. THE MINIMUM ROADWAY WIDTH SHALL BE 10.5' IN BETWEEN PLASTIC TRAFFIC BARRELS.
11. SHOULD THE ELEVATION DIFFERENCE BETWEEN LANES EXCEED 3", CONCRETE OR JERSEY BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MDOT AND MUTCD STANDARDS.
12. ADDITIONAL SIGNAGE AND TRAFFIC CONTROL DEVICES SHALL BE ADDED BY THE CONTRACTOR AS REQUIRED TO MAINTAIN PUBLIC SAFETY AT NO ADDITIONAL COST TO THE OWNER.
13. IT IS THE OWNERS INTENT THAT ONCE THE CONTRACTOR BEGINS DEMOLITION THAT IMPACTS LOCAL TRAFFIC THAT CONTRACTOR SHALL MOVE SWIFTLY AND DILIGENTLY WITH IMPROVEMENTS. IT SHALL BE THE CONTRACTORS INTENT FOR HIS WORK TO MAKE A MINIMAL IMPACT TO THE PUBLIC AND MINIMIZE THE AMOUNT OF TIME THAT LANES OF WHEATLEY STREET ARE CLOSED DOWN.
14. TRAFFIC CONTROL ITEMS MUST BE IMPLEMENTED DURING NON-PEAK HOURS.
15. ADJUSTING TRAFFIC CONTROL ITEMS BETWEEN PHASES MUST BE DONE DURING NON-PEAK HOURS. THE CONTRACTOR MUST REMOVE, MOVE, OR COVER ANY SIGN THAT WOULD CONFLICT THE CURRENT TRAFFIC CONTROL PHASE.
16. ACCESS TO RESIDENCES AND BUSINESSES MUST BE MAINTAINED AT ALL TIMES AND ALL INCIDENTAL WORK TO MAINTAIN DRIVEWAYS AND BUSINESSES SHALL BE CONSIDERED AN ABSORBED COST. NO EQUIPMENT SHALL BLOCK ANY ACCESS AT ANY TIME.

BENCHMARK ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: WCS | SCALE: 1"=200'
CHECKED: GLB | REF C/L: | EG SURFACE: | FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

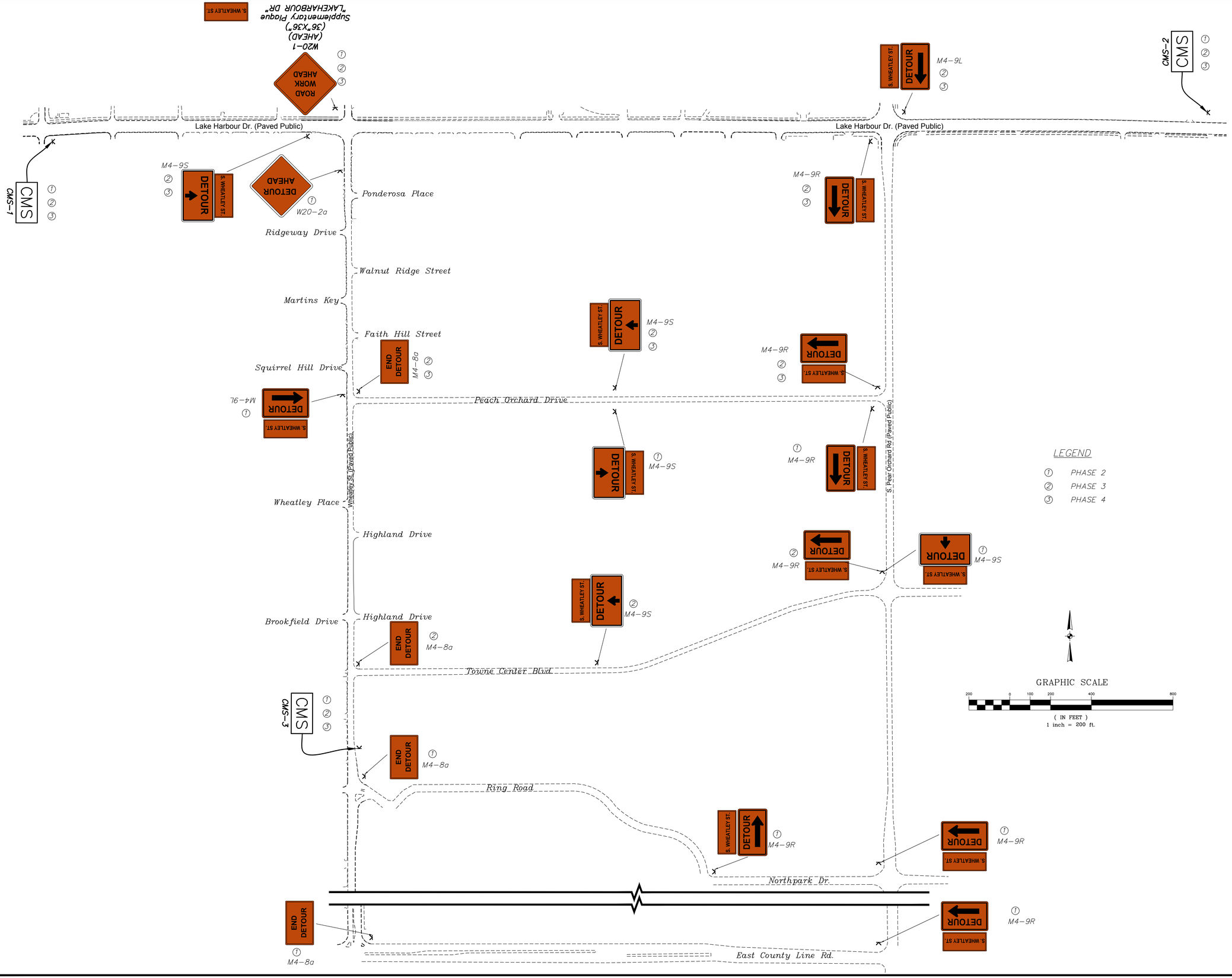
CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN - OVERALL LAYOUT

SHEET NUMBER
34

PROJECT NUMBER
B-11325



BENCHMARK ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: WCG
SCALE: 1"=200'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN - DETOUR

SHEET NUMBER
35

PROJECT NUMBER
B-11325

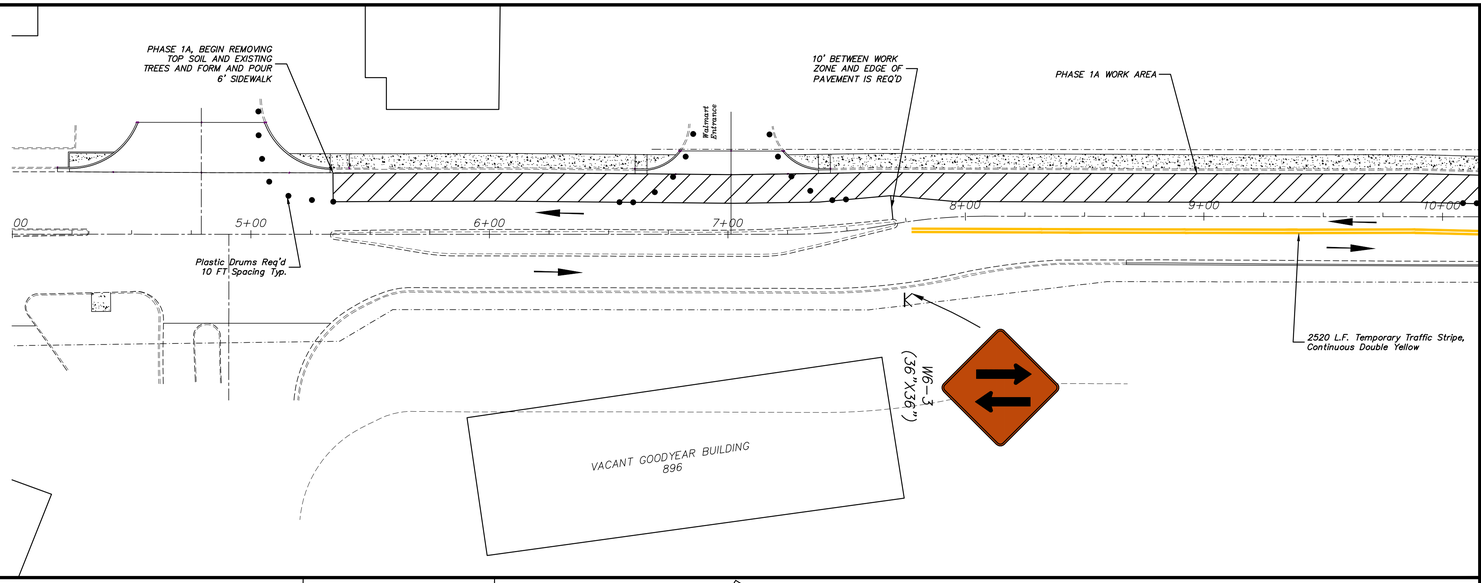
PHASE 1A CONSTRUCTION SEQUENCING:

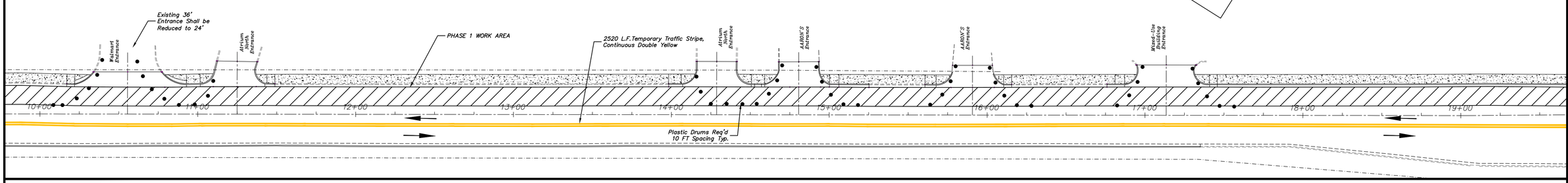
1.1. GRIND EXISTING CENTER TURN LANE STRIPES WITHIN THIS WORK ZONE (CONTINUOUS AND SKIP YELLOW STRIPING).
1.2. TEMPORARY CONTINUOUS DOUBLE YELLOW STRIPE TO BE PLACED AS SHOWN PER PLAN.
1.3. DEMO EXISTING TOP SOIL AND ANY EXISTING TREES IN LINE WITH PROPOSED SIDEWALK.
1.4. FORM AND CONSTRUCT SIDEWALK.

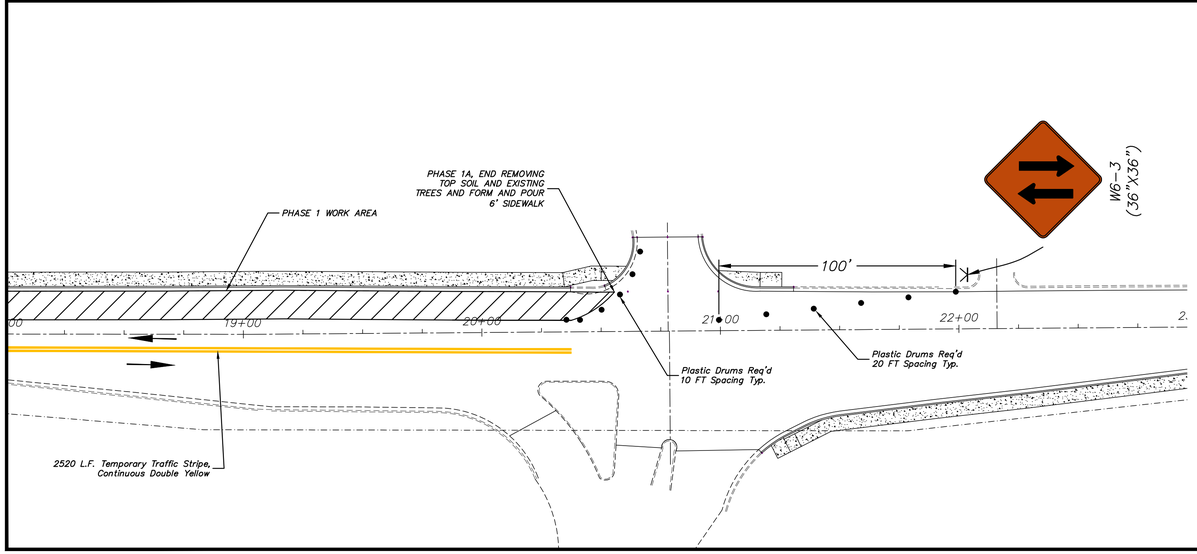
NOTE: CONTRACTOR SHALL MINIMIZE CLOSURES TO ONLY SEGMENTS BEING ACTIVELY WORKED ON. (REFER TO DETAIL TCP-1)

LEGEND

- WORK ZONE
- TEMP. TRAFFIC CONE
- TEMP. TRAFFIC DRUM
- K TEMP. TRAFFIC CONTROL SIGN
- TEMP. TYPE 3 BARRICADE
- DIRECTION OF TRAVEL (CLARIFICATION ONLY, NO PHYSICAL MARKINGS)







PLAN VIEW SCALE:
1" = 30'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: WCG
SCALE: 1"=30'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

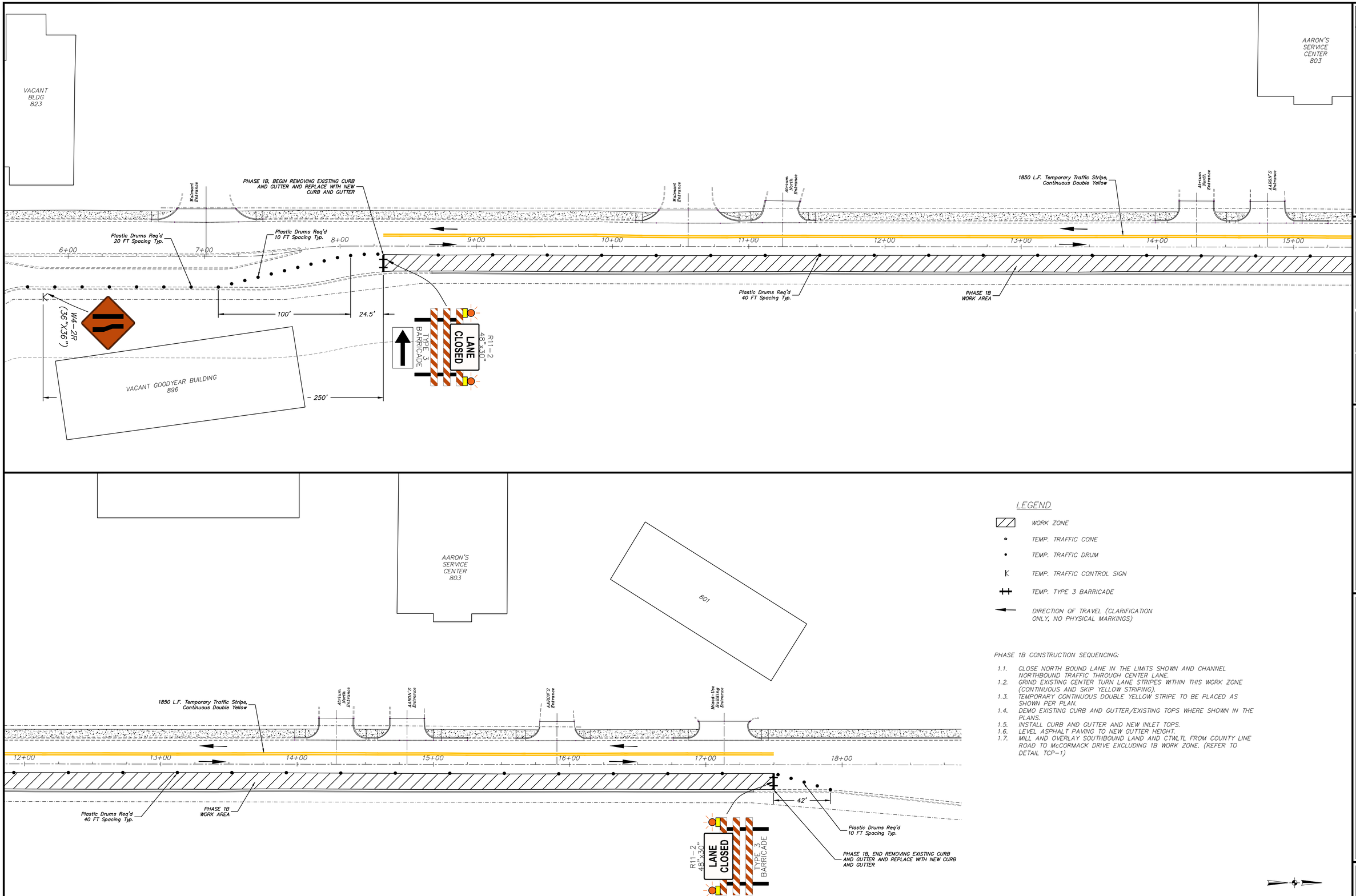
CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN-PHASE 1A

SHEET NUMBER
36

PROJECT NUMBER
B-11325



LEGEND

- WORK ZONE
- TEMP. TRAFFIC CONE
- TEMP. TRAFFIC DRUM
- K TEMP. TRAFFIC CONTROL SIGN
- TEMP. TYPE 3 BARRICADE
- DIRECTION OF TRAVEL (CLARIFICATION ONLY, NO PHYSICAL MARKINGS)

PHASE 1B CONSTRUCTION SEQUENCING:

1.1. CLOSE NORTH BOUND LANE IN THE LIMITS SHOWN AND CHANNEL NORTHBOUND TRAFFIC THROUGH CENTER LANE.
1.2. GRIND EXISTING CENTER TURN LANE STRIPES WITHIN THIS WORK ZONE (CONTINUOUS AND SKIP YELLOW STRIPING).
1.3. TEMPORARY CONTINUOUS DOUBLE YELLOW STRIPE TO BE PLACED AS SHOWN PER PLAN.
1.4. DEMO EXISTING CURB AND GUTTER/EXISTING TOPS WHERE SHOWN IN THE PLANS.
1.5. INSTALL CURB AND GUTTER AND NEW INLET TOPS.
1.6. LEVEL ASPHALT PAVING TO NEW GUTTER HEIGHT.
1.7. MILL AND OVERLAY SOUTHBOUND LAND AND CTWLTL FROM COUNTY LINE ROAD TO McCORMACK DRIVE EXCLUDING 1B WORK ZONE. (REFER TO DETAIL TCP-1)

PLAN VIEW SCALE:
1" = 30'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: WCG
SCALE: 1"=30'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
LAKE HARBOUR DR.
RIDGELAND, MS

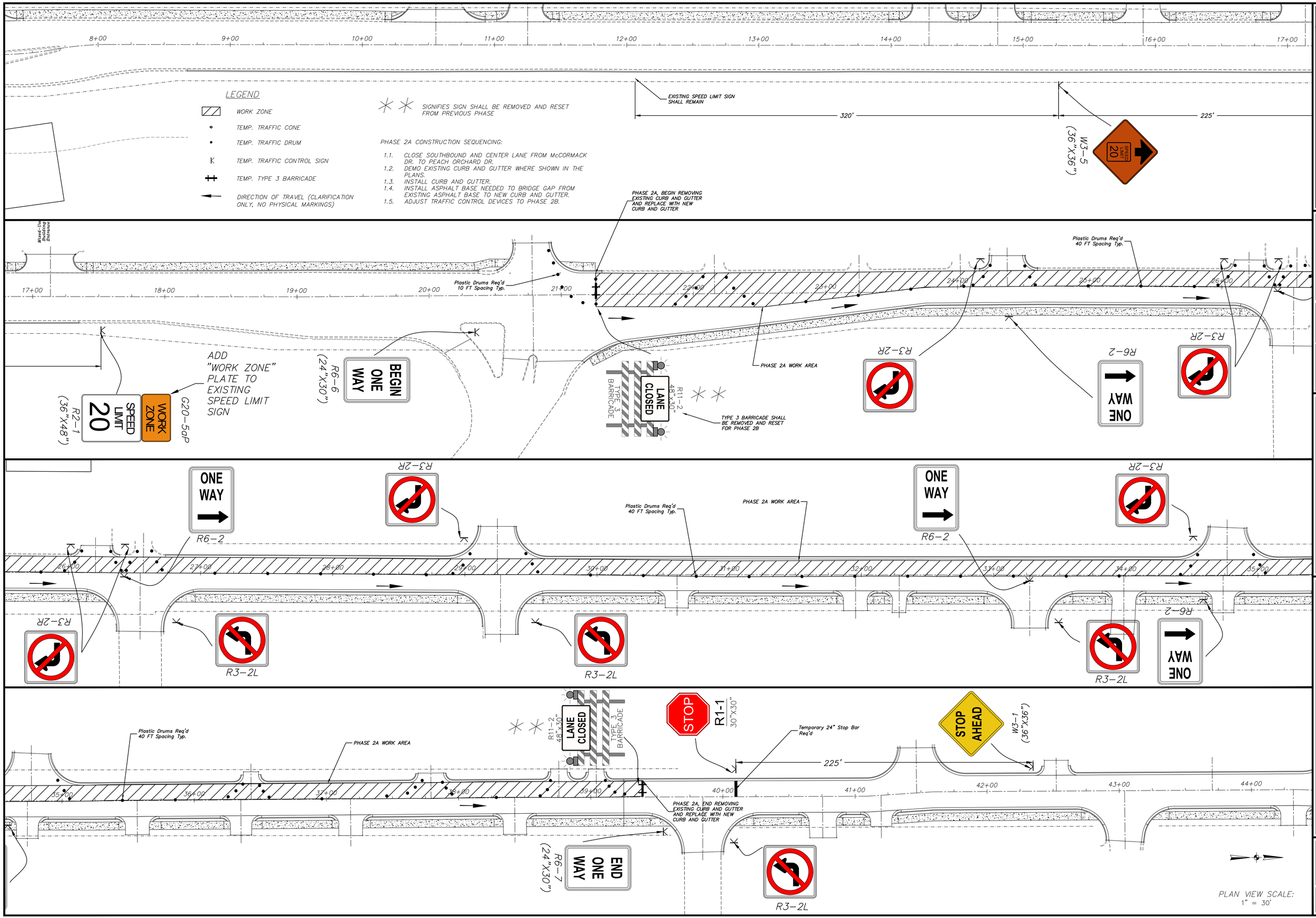
CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN-PHASE 1B

SHEET NUMBER
37

PROJECT NUMBER
B-11325



BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: WCS
CHECKED: GLB
SCALE: 1"=30'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
LAKE HARBOUR DR.
RIDGELAND, MS

CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN-PHASE 2A

SHEET NUMBER
38

PROJECT NUMBER
B-11325

PHASE 2B

8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00

LEGEND

- WORK ZONE
- TEMP. TRAFFIC CONE
- TEMP. TRAFFIC DRUM
- TEMP. TRAFFIC CONTROL SIGN
- TEMP. TYPE 3 BARRICADE
- DIRECTION OF TRAVEL (CLARIFICATION ONLY, NO PHYSICAL MARKINGS)

SIGNIFIES SIGN REMAINS FROM PREVIOUS PHASE

SIGNIFIES SIGN SHALL BE REMOVED AND RESET FROM PREVIOUS PHASE

320'

225'

W3-5 (36"X36")

SPEED LIMIT 20

W4-2R (36"X36")

PHASE 2B, BEGIN REMOVING EXISTING CURB AND GUTTER AND REPLACE WITH NEW CURB AND GUTTER, CONSTRUCT 6' SIDEWALK, AND REDUCE NORTH BOUND LANE, ELIMINATING THE MIDDLE TURN LANE

PHASE 2B CONSTRUCTION SEQUENCING:

1.1. CLOSE NORTHBOUND AND CENTER LANE FROM McCORMACK DR. TO PEACH ORCHARD DR AND CHANNEL NORTHBOUND TRAFFIC THROUGH EXISTING SOUTH BOUND LANE.
1.2. DEMO ASPHALT, EXISTING CURB AND GUTTER, INLET TOPS, AND SIDEWALK WHERE SHOWN IN THE PLANS.
1.3. EXTEND DRAINAGE PIPES TO CONNECT EXISTING INLETS TO PROPOSED INLETS NEEDED FOR NARROWING ROAD TO TWO LANES.
1.4. INSTALL CURB AND GUTTER.
1.5. INSTALL INLET TOPS.
1.6. INSTALL SIDEWALK.
1.7. INSTALL ASPHALT BASE NEEDED TO BRIDGE GAP FROM EXISTING ASPHALT BASE TO NEW CURB AND GUTTER.
1.8. LEVEL ASPHALT PAVING TO NEW GUTTER HEIGHT.

McLeod-Harper Road Alignment

17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00

100'

ADD "WORK ZONE" PLATE TO EXISTING SPEED LIMIT SIGN

R2-1 (36"X48")

SPEED LIMIT 20

WORK ZONE

G20-5aP

BEGIN ONE WAY

TYPE 3 BARRICADE

LANE CLOSED

R11-2 48"X30"

PHASE 2B WORK AREA

R3-2R

R6-2

ONE WAY

Plastic Drums Req'd 40 FT Spacing Typ.

R3-2L

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00

W4-2R (36"X36")

STOP

R1-1 30"X30"

Temporary 24" Stop Bar Req'd

225'

STOP AHEAD

W3-1 (36"X36")

Plastic Drums Req'd 60 FT Spacing Typ.

R6-7 (24"X30")

END ONE WAY

PHASE 2B, END REMOVING EXISTING CURB AND GUTTER AND REPLACE WITH NEW CURB AND GUTTER, CONSTRUCT 6' SIDEWALK, AND REDUCE NORTH BOUND LANE, ELIMINATING THE MIDDLE TURN LANE

PLAN VIEW SCALE:
1" = 30'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: WCS
CHECKED: GLB
SCALE: 1"=30'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
LAKE HARBOUR DR.
RIDGELAND, MS

CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

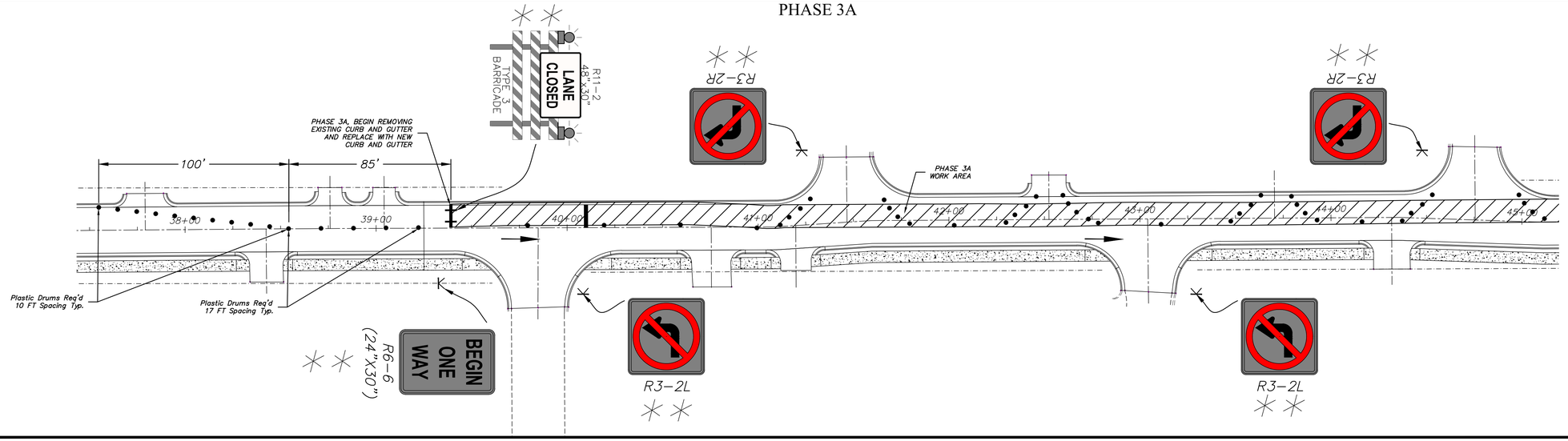
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN-PHASE 2B

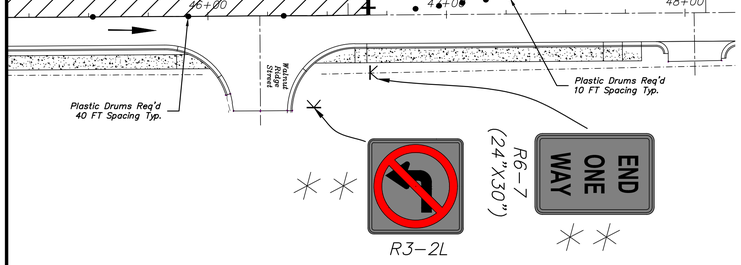
SHEET NUMBER
39

PROJECT NUMBER
B-11325

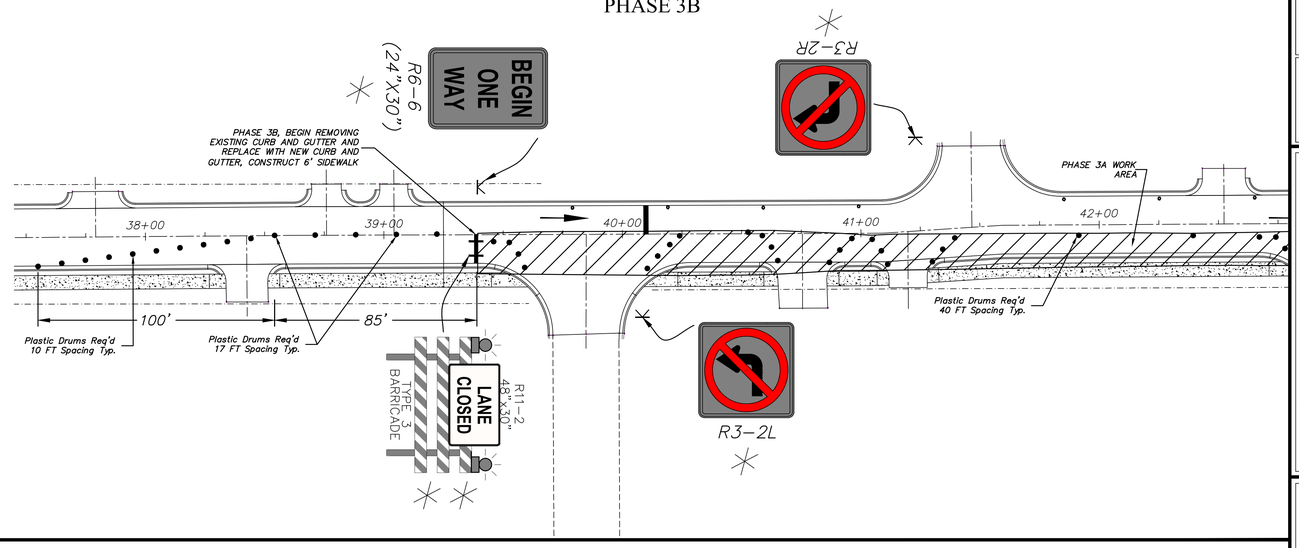
PHASE 3A



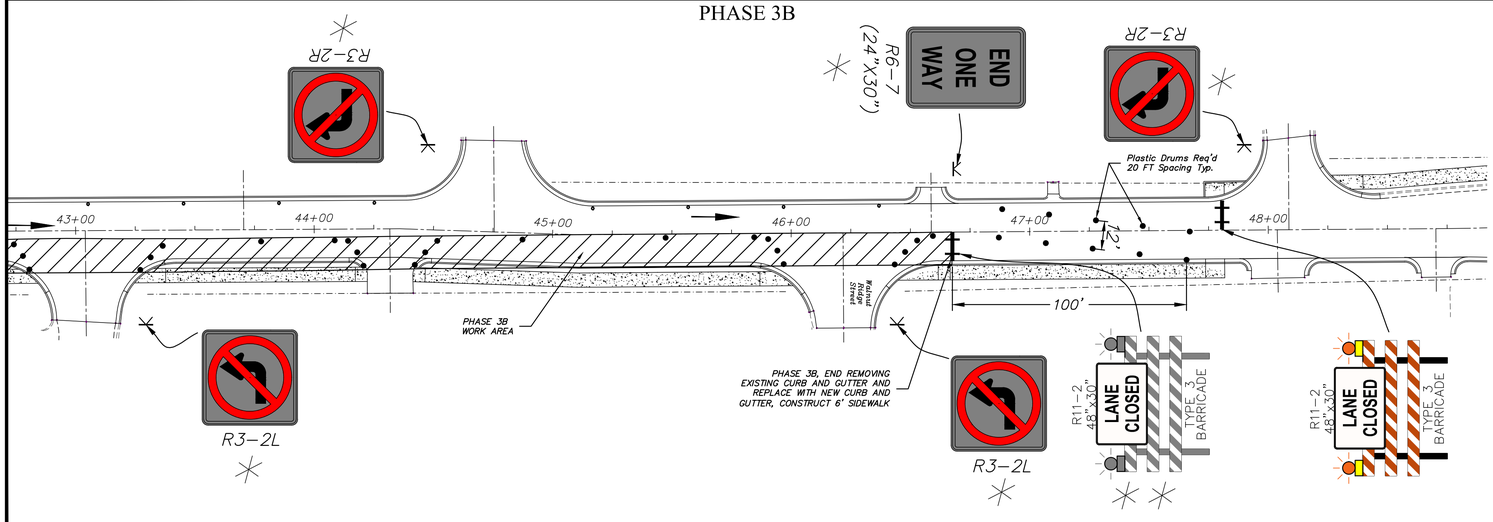
PHASE 3A



PHASE 3B



PHASE 3B



PHASE 3 CONSTRUCTION SEQUENCING (ONLY NORTH BOUND TRAFFIC WILL BE PERMITTED DURING THIS PHASE. SOUTHBOUND TRAFFIC FROM LAKE HARBOUR DR. WILL NOT BE PERMITTED. NO RIGHT TURN WILL BE PERMITTED FOR EAST BOUND TRAFFIC FROM LAKE HARBOUR DR. ONTO WHEATLEY STREET. NO LEFT TURN WILL BE PERMITTED FOR WEST BOUND TRAFFIC FROM LAKE HARBOUR DR. ONTO WHEATLEY STREET.):

1.1. CLOSE SOUTHBOUND AND CENTER LANE FROM PEACH ORCHARD DR. TO NORTH OF WALNUT RIDGE ST.
1.2. DEMO ASPHALT, EXISTING CURB AND GUTTER WHERE SHOWN IN THE PLANS.
1.3. INSTALL CURB AND GUTTER.
1.4. INSTALL ASPHALT BASE NEEDED TO BRIDGE GAP FROM EXISTING ASPHALT BASE TO NEW CURB AND GUTTER.
1.5. ADJUST TRAFFIC CONTROL DEVICES TO PHASE 3B.
1.6. CLOSE NORTHBOUND AND CENTER LANE FROM PEACH ORCHARD DR TO NORTH OF WALNUT RIDGE ST. AND CHANNEL NORTHBOUND TRAFFIC THROUGH EXISTING SOUTH BOUND LANE.
1.7. DEMO ASPHALT, EXISTING CURB AND GUTTER, INLET TOPS, AND SIDEWALK WHERE SHOWN IN THE PLANS.
1.8. EXTEND DRAINAGE PIPES TO CONNECT EXISTING INLETS TO PROPOSED INLETS NEEDED FOR NARROWING ROAD TO TWO LANES.
1.9. INSTALL CURB AND GUTTER.
1.10. INSTALL INLET TOPS.
1.11. INSTALL SIDEWALK.
1.12. INSTALL ASPHALT BASE NEEDED TO BRIDGE GAP FROM EXISTING ASPHALT BASE TO NEW CURB AND GUTTER.
1.13. LEVEL ASPHALT PAVING TO NEW GUTTER HEIGHT.

LEGEND

- WORK ZONE
- TEMP. TRAFFIC CONE
- TEMP. TRAFFIC DRUM
- TEMP. TRAFFIC CONTROL SIGN
- TEMP. TYPE 3 BARRICADE
- DIRECTION OF TRAVEL (CLARIFICATION ONLY, NO PHYSICAL MARKINGS)
- SIGNIFIES SIGN REMAINS FROM PREVIOUS PHASE
- SIGNIFIES SIGN SHALL BE REMOVED AND RESET FROM PREVIOUS PHASE

PLAN VIEW SCALE:
1" = 30'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: WCG
CHECKED: GLB | SCALE: 1"=30'
REF c/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
LAKE HARBOUR DR.
RIDGELAND, MS

CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

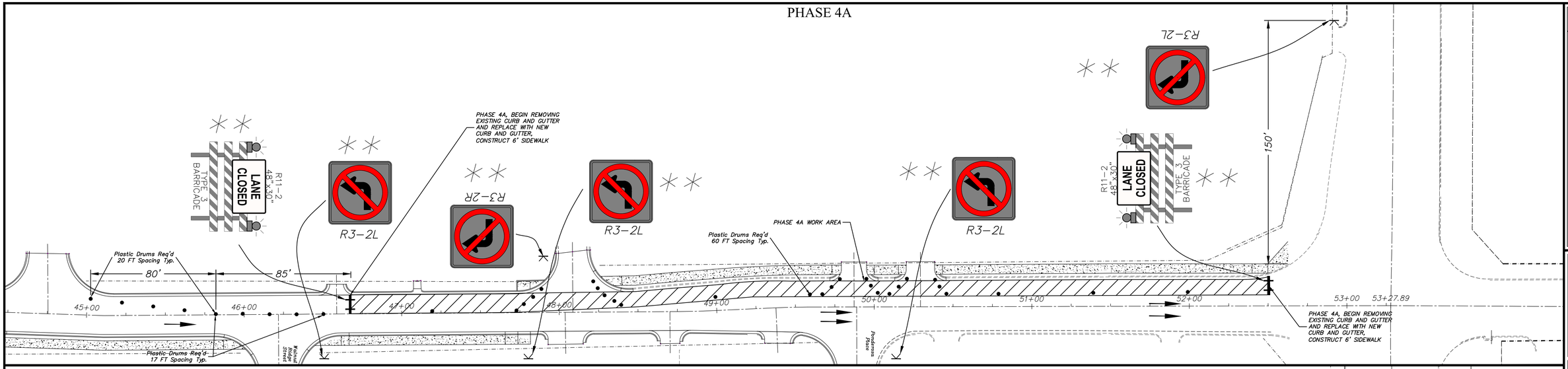
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN-PHASE 3

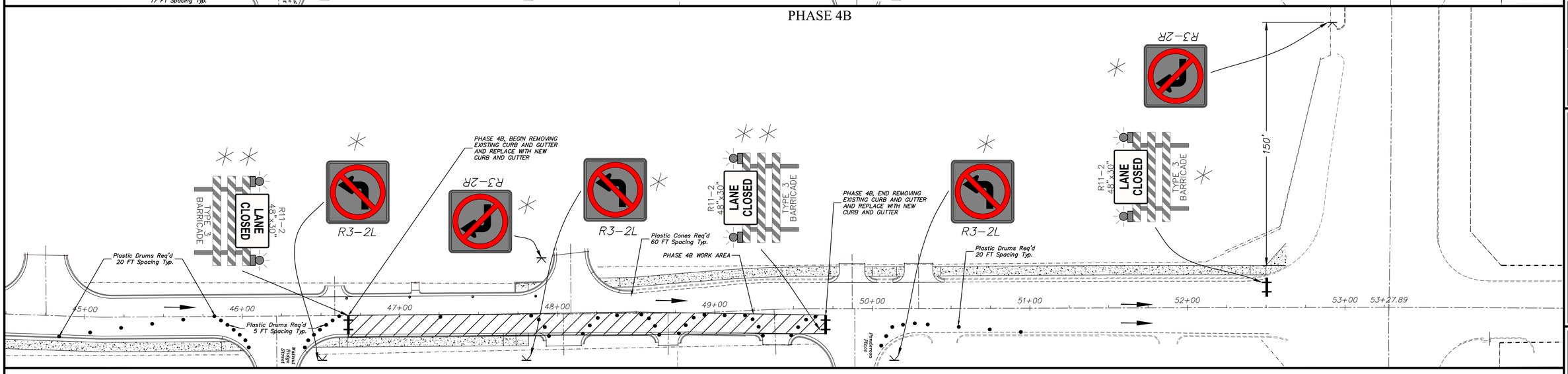
SHEET NUMBER
40

PROJECT NUMBER
B-11325

PHASE 4A



PHASE 4B



LEGEND

- WORK ZONE
- TEMP. TRAFFIC CONE
- TEMP. TRAFFIC DRUM
- TEMP. TRAFFIC CONTROL SIGN
- TEMP. TYPE 3 BARRICADE
- DIRECTION OF TRAVEL (CLARIFICATION ONLY, NO PHYSICAL MARKINGS)
- SIGNIFIES SIGN REMAINS FROM PREVIOUS PHASE
- SIGNIFIES SIGN SHALL BE REMOVED AND RESET FROM PREVIOUS PHASE

PHASE 4 CONSTRUCTION SEQUENCING (ONLY NORTH BOUND TRAFFIC WILL BE PERMITTED DURING THIS PHASE. SOUTHBOUND TRAFFIC FROM LAKE HARBOUR DR. WILL NOT BE PERMITTED. NO RIGHT TURN WILL BE PERMITTED FOR EAST BOUND TRAFFIC FROM LAKE HARBOUR DR. ONTO WHEATLEY STREET. NO LEFT TURN WILL BE PERMITTED FOR WEST BOUND TRAFFIC FROM LAKE HARBOUR DR. ONTO WHEATLEY STREET.):

1.1. CLOSE SOUTHBOUND LANE FROM NORTH OF WALNUT RIDGE ST. TO LAKE HARBOUR DR.
1.2. DEMO ASPHALT AND EXISTING CURB AND GUTTER WHERE SHOWN IN THE PLANS.
1.3. INSTALL CURB AND GUTTER AND INLET TOPS.
1.4. INSTALL ASPHALT BASE NEEDED TO BRIDGE GAP FROM EXISTING ASPHALT BASE TO NEW CURB AND GUTTER.
1.5. ADJUST TRAFFIC CONTROL DEVICES TO PHASE 4B.
1.6. CLOSE NORTHBOUND LANE FROM NORTH OF WALNUT RIDGE ST. TO END OF PROPOSED CURB AND GUTTER AND CHANNEL NORTHBOUND TRAFFIC THROUGH EXISTING SOUTH BOUND LANE. BOTH NORTH BOUND LANES TO REMAIN OPEN AT INTERSECTION OF LAKE HARBOUR DR.
1.7. DEMO ASPHALT, EXISTING CURB AND GUTTER, INLET TOPS, AND SIDEWALK WHERE SHOWN IN THE PLANS.
1.8. EXTEND DRAINAGE PIPES TO CONNECT EXISTING INLETS TO PROPOSED INLETS NEEDED FOR NARROWING ROAD TO TWO LANES.
1.9. INSTALL CURB AND GUTTER.
1.10. INSTALL INLET TOPS.
1.11. INSTALL SIDEWALK.
1.12. INSTALL ASPHALT BASE NEEDED TO BRIDGE GAP FROM EXISTING ASPHALT BASE TO NEW CURB AND GUTTER.
1.13. MILL AND OVERLAY TO EXISTING ASPHALT SURFACE.

PLAN VIEW SCALE:
1" = 30'

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: WCG
CHECKED: GLB | SCALE: 1"=30'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
LAKE HARBOUR DR.
RIDGELAND, MS

CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

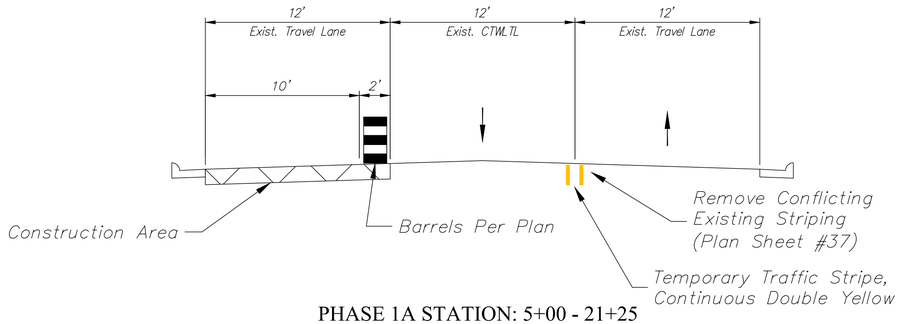
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN-PHASE 4

SHEET NUMBER
41

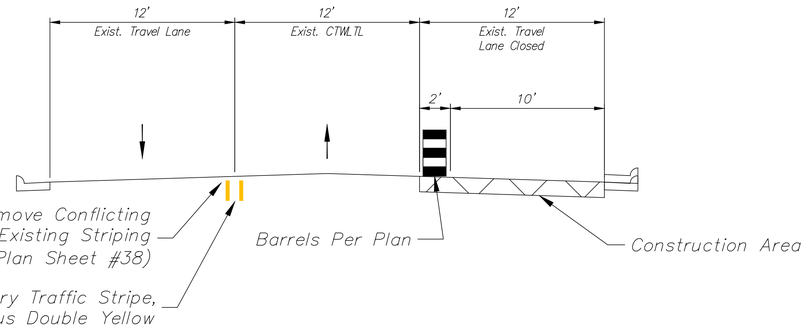
PROJECT NUMBER
B-11325

Facing North



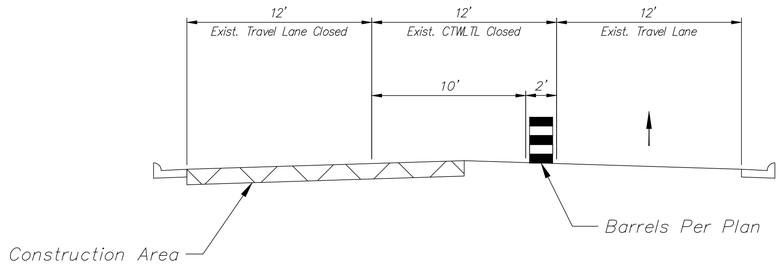
PHASE 1A STATION: 5+00 - 21+25

Facing North



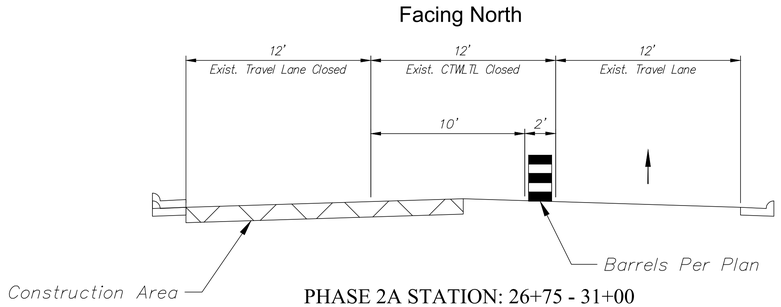
PHASE 1B STATION: 8+25 - 17+50

Facing North



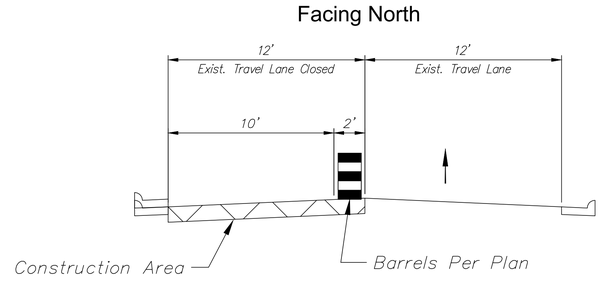
PHASE 2A STATION: 21+25 - 26+75

Facing North



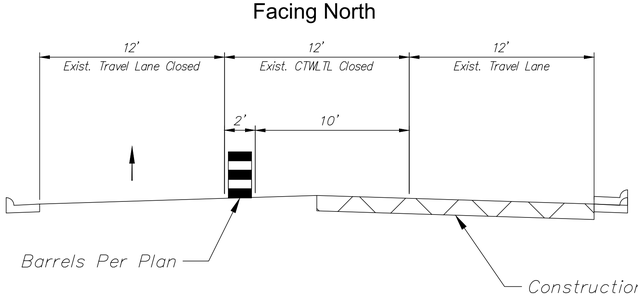
PHASE 2A STATION: 26+75 - 31+00
PHASE 3A STATION: 39+25 - 41+00

Facing North



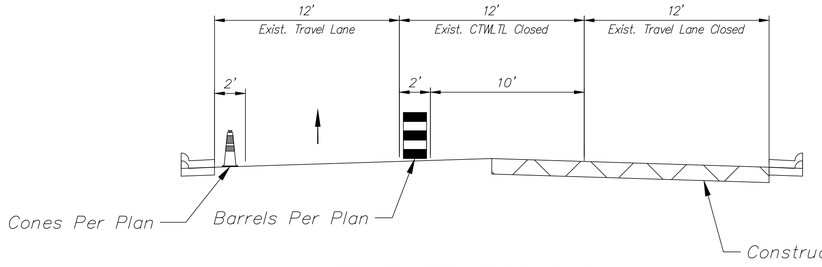
PHASE 2A STATION: 31+00 - 39+25
PHASE 3A STATION: 41+00 - 46+75
PHASE 4A STATION: 46+50 - 48+00

Facing North



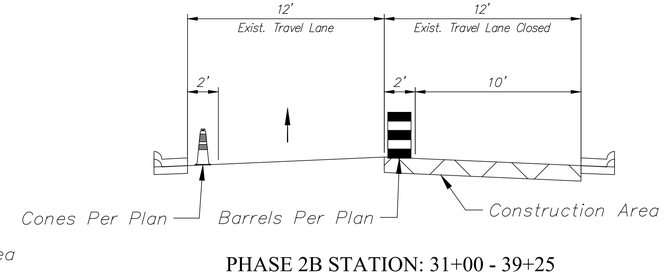
PHASE 2B STATION: 21+25 - 26+75

Facing North



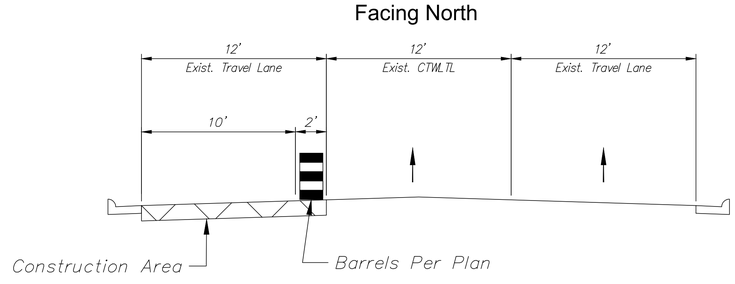
PHASE 2B STATION: 26+75 - 31+00
PHASE 3B STATION: 39+25 - 41+00

Facing North



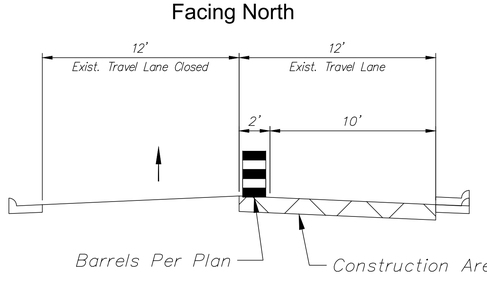
PHASE 2B STATION: 31+00 - 39+25
PHASE 3B STATION: 41+00 - 46+75
PHASE 4B STATION: 46+75 - 48+00

Facing North



PHASE 4A STATION: 48+50 - 52+50

Facing North



PHASE 4B STATION: 48+00 - 49+50

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net
EST. 2004

REVISIONS:

DATE: 7/3/25
CHECKED: GLB
DRAWN: WCG
SCALE: N.T.S.
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

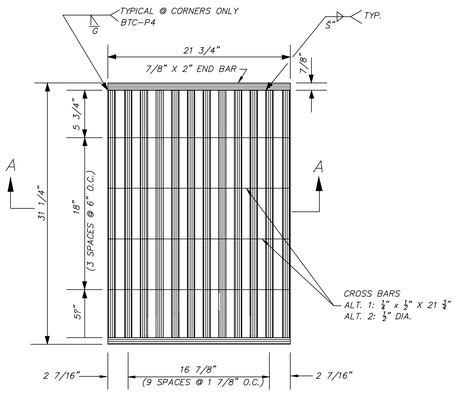
CLIENT:
CITY OF RIDGELAND
100 W. SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
TRAFFIC CONTROL PLAN - TYPICAL SECTIONS

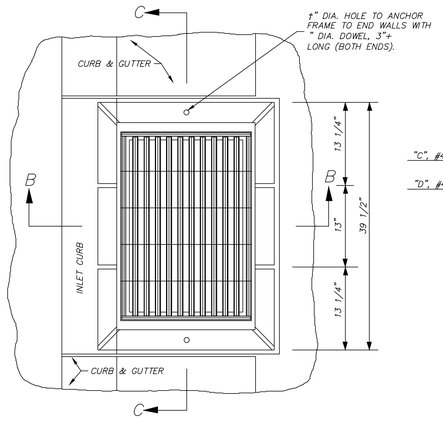
SHEET NUMBER
42

PROJECT NUMBER
B-11325

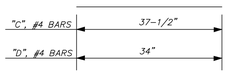


PLAN OF GRATE NO. 1

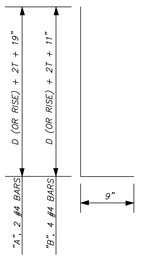
NOTE: FOR OTHER GRATE DETAILS SEE SHEET IG-2.



PLAN OF INLET



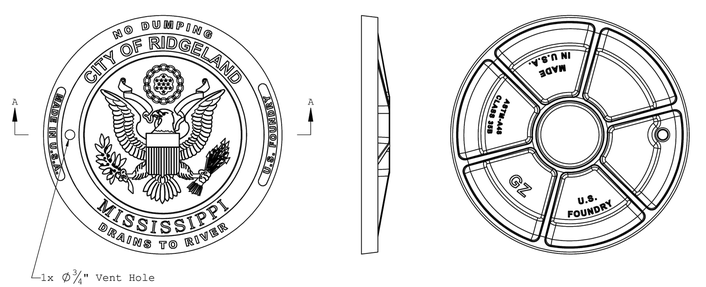
BARS "C" & "D"



BARS "A" & "B"

BAR DETAILS

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF U.S. FOUNDRY & MANUFACTURING CORP. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF U.S. FOUNDRY & MANUFACTURING CORP. IS PROHIBITED. U.S. FOUNDRY & MANUFACTURING CORP. RESERVES THE RIGHT TO MAKE MODIFICATIONS TO DESIGN WITHOUT PRIOR NOTICE. DRAWING IS UNCONTROLLED WHEN PRINTED. WEIGHTS AND DIMENSIONS ARE PROVIDED FOR REFERENCE ONLY. © 2015 US FOUNDRY AN EAGLE MANUFACTURING COMPANY

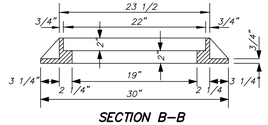


SECTION A-A
SCALE 1 : 6

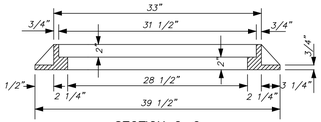
US FOUNDRY	8351 NW 93rd Street Medley, FL, 33166-2025 ph: 1-800-432-9709 fax: 305-887-9429 www.usfoundry.com
AN EAGLE MANUFACTURING COMPANY © 2015 All Rights Reserved	
USF GZ Cover	
LOAD CLASSIFICATION: Light Duty	
MATERIAL: Gray Cast Iron ASTM-A48 Class 35B	
ITEM: Cover	BAAN #: 8019021
DRAWING: USF GZ	DATE: 1/13/2015
DRAWN BY: ULS	
REV: 1	DATE: 1/13/2015 REV BY: ULS
CUSTOMER #:	

Customer Drawing

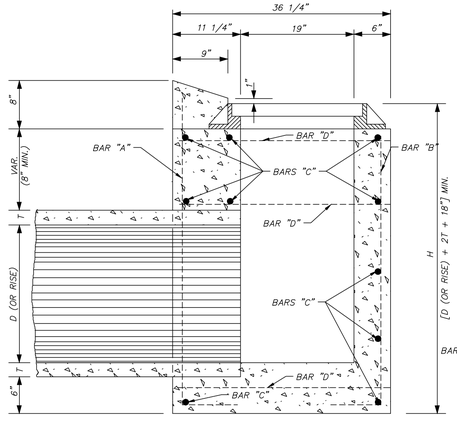
COVER DETAIL (PROVIDED BY THE CITY OF RIDGELAND)



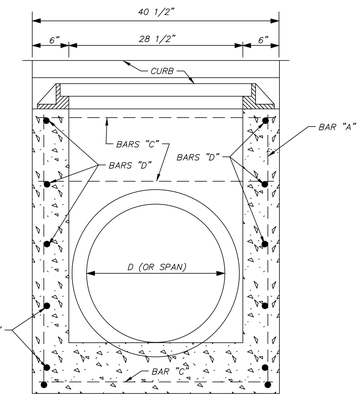
SECTION B-B
(FRAME)



SECTION C-C
(FRAME)



SECTION B-B



SECTION C-C

NOTE: WALL THICKNESS, "W", FOR PRECAST BOXES SHALL BE 5" MIN., FOR POURED IN PLACED SHALL BE 6" MIN.

JUNCTION BOX NOTES:

1. BOXES MAY BE PRECAST IF ELEVATIONS ALLOW, POURED IN PLACE (4000 PSI 28 DAY COMPRESSIVE STRENGTH) OR NYLOPLAST. PRECAST MANHOLES WITH CONE TOPS MAY BE USED FOR JUNCTION BOX IF THE PIPE SIZES ALLOW.
2. WIDTHS AND DEPTHS OF CATCH BASINS DETERMINED BY PIPE SIZES AND ANGLES AND CASTINGS TO BE USED. A MINIMUM OF 6" FROM THE OUTSIDE EDGE OF THE PIPE TO THE INSIDE EDGE OF THE WALL IS REQUIRED.
3. CONTRACTOR TO ENSURE THAT WATER IS NOT ALLOWED TO POND BEHIND THE INLET BOXES DURING CONSTRUCTION.
4. ON PRECAST CONCRETE BOXES THE LIFT HOLES ON EACH SECTION TO BE SEALED WATERTIGHT WITH NONSHRINK GROUT INSIDE AND OUT.
5. GROUT FOR JOINING PIPE TO PRECAST UNITS WILL BE A COMMERCIAL, NON-SHRINK, MASONRY GROUT MEETING MDOT SPECIFICATIONS. ALL VOIDS SHALL BE FILLED WITH PIECES OF BLOCKS OR BRICKS PRIOR TO GROUTING. GROUTING REQUIRED INSIDE AND OUT. FILTER CLOTH SHALL SURROUND EACH OUTSIDE PIPE CONNECTION TO BOX A MINIMUM OF 18" ON WALL OF BOX AND ALONG PIPE. **PIPE CONNECTIONS TO INLETS SHALL NOT BE BACKFILLED WITHOUT CITY'S DESIGNEE PRIOR INSPECTION AND APPROVAL.**
6. BOXES SHALL HAVE FORMED INVERTS OUT OF NON-SHRINK GROUT SLOPING TO DRAIN TO OUTLET CULVERT.
7. STEPS REQ'D. IN STRUCTURES GREATER THAN 48" IN DEPTH. FIRST STEP TO BE 18" FROM THE BOTTOM WITH 12" SPACING BETWEEN REMAINING STEPS.
8. PRECAST BOXES SHALL BE POURED IN SECTIONS AS NEEDED AND RECOMMENDED BY THE MANUFACTURER TO GET TO DESIRED ELEVATION.
9. BOX WIDTH WILL VARY DEPENDENT ON THE SIZE OF THE PIPES ENTERING AND LEAVING THE BOX. IT IS UP TO THE CONTRACTOR/MANUFACTURER TO DETERMINE SIZE OF BOX.
10. JUNCTION BOXES SHALL BE MANUFACTURED OR POURED SO THAT THE ROUND MH LID IS THE ONLY PART OF THE STRUCTURE THAT IS VISIBLE ONCE FINAL GRADING HAS BEEN DONE. CONTRACTOR SHALL INSTALL RISERS AS NEEDED TO ENSURE THAT A MINIMUM OF 6" OF SOIL CAN BE PLACED ON TOP OF THE BOX TO COVER IT IN GRASSED AREAS AND 4" OF SOIL PLUS PAVING STRUCTURE IN PAVED AREAS.
11. ALL ITEMS SHOWN ON THIS DETAIL INCLUDING FRAME AND COVER AND OTHER INCIDENTALS TO PROVIDE OWNER WITH COMPLETE INSTALLATION AND CONNECTION OF PIPING SHALL BE INCLUDED IN THE PER EACH PAY ITEM "JUNCTION BOX".

JUNCTION BOX

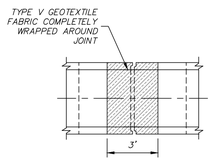
QUANTITIES FOR GUTTER INLET FOR TYPE 2 CURB									
PIPE SIZE	MIN. DEPTH TO F.L.	MIN. DEPTH INLET		PIPE OPENING DEDUCTION (yd^3)	T	BAR LIST			
		CONC. (yd^3)	STEEL (lbs)			BARS "A" #4	BARS "B" #4	BARS "C" #4	BARS "D" #4
18"	2.708'	0.763	55	0.053	2"	2 @ 4'-3"	4 @ 3'-7"	10 @ 3'-1"	10 @ 2'-10"
24"	3.250'	0.822	57	0.091	3"	2 @ 4'-10"	4 @ 4'-2"	10 @ 3'-1"	10 @ 2'-10"
22" X 13"	2.333'	0.686	48	0.053	2"	2 @ 3'-10"	4 @ 3'-2"	9 @ 3'-1"	8 @ 2'-10"

NOTES:
1. ONE (1) PIPE OPENING HAS BEEN DEDUCTED FROM THE STRUCTURE.
2. FOR EACH ADDITIONAL FOOT OF INLET HEIGHT, ADD 0.238 yd^3 CLASS "B" CONCRETE AND 13 lbs REINFORCING STEEL.
3. 3 BARS "C" AND 2 BARS "D" REQUIRED PER EACH ADDITIONAL FOOT OF INLET HEIGHT. LENGTH OF BARS "A" & BARS "B" WILL BE INCREASED ACCORDING TO ADDITIONAL HEIGHT.
4. WEIGHT OF FRAME CASTING = 244 lbs.
WEIGHT OF GRATE = SEE SHEET IG-2.

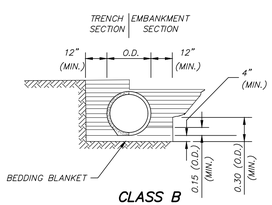
NOTES:

1. THIS DETAIL IS MDOT'S STANDARD DETAIL WORKING NUMBER GI-1, SHEET NUMBER 6518, AND SHALL BE APPLIED TO GI-3 ON THIS PROJECT.
2. INLET STRUCTURE SHALL BE PRECAST MEETING THE REQUIREMENTS OF THE DETAILS ABOVE.
3. CONCRETE SHALL BE CLASS "B" CONCRETE AND REINFORCING STEEL SHALL BE DEFORMED BARS.
4. THE CONTRACTOR HAS THE OPTION TO PROVIDE GRATE NO. 1 OR GRATE NO. 2 AS SHOWN ON SHEET IG-2.
5. FRAME TO BE GRAY IRON CASTING, (AASHTO M 105, CLASS 30).
6. TYPE 2 CURB GUTTER INLET WILL BE MEASURED FOR PAYMENT ON A PER EACH BASIS. ALL ASPECTS REQUIRED TO COMPLETELY INSTALL EACH INLET STRUCTURE SHALL BE INCLUDED IN THE PAY ITEM.

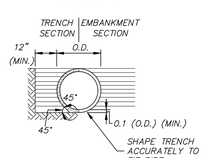
GUTTER INLET DETAIL FOR TYPE 2 CURB



CONCRETE JOINT WRAP



CLASS B



CLASS C

MAXIMUM HEIGHT OF FILL OVER REINFORCED CONCRETE PIPE		
CLASS OF PIPE	MAXIMUM COVER (ft) CLASS "C" BEDDING	CLASS "B" BEDDING
III	12'	19'
IV	18'	30'
V	28'	48'
SPECIAL DESIGN	>28'	>48'

NOTE: CLASS OF PIPE AND BEDDING TO BE CONSISTENT THROUGHOUT THE PIPE LENGTH.

CONCRETE PIPE INSTALLATION NOTES:

1. ALL CONCRETE PIPES SHALL BE INSTALLED WITH CLASS C BEDDING UNLESS MATERIAL BELOW PIPE IS DEEMED UNSUITABLE BY ENGINEER. IN SUCH CASE UNSUITABLE SHALL BE EXCAVATED AS DIRECTED BY ENGINEER AND REPLACED WITH SELECT FILL. BEDDING BLANKET AS REQUIRED BY ENGINEER.
2. MINIMUM SPACING BETWEEN MULTIPLE LINES OF PARALLEL PIPE SHALL BE THE DISTANCE REQUIRED FOR INSTALLING THE ADJACENT FLARED END SECTIONS OR AS SHOWN ON THE HEADWALL DRAWINGS FOR CONDUITS REQUIRING HEADWALLS.
3. UNLESS OTHERWISE INDICATED, THE TOP OF THE PIPE SHALL BE BELOW THE TOP OF THE SUBGRADE, AND A MINIMUM OF 12" OF COVER OVER THE TOP OF THE PIPE SHALL BE MAINTAINED BETWEEN THE SHOULDER LINES.
4. WHERE PRE-BED PIPE IS INSTALLED, FLARED END SECTIONS FROM OTHER MANUFACTURERS MAY BE JOINED TO PRE-BED PIPE PROVIDED A CONCRETE COLLAR IS PLACED AT THE CONTRACTORS EXPENSE AND A DEFORMATION TO THE PIPE'S FLOWLINE IS NOT EVIDENT ON FINAL PLACEMENT.

CONCRETE PIPE INSTALLATION

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-427-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GLB | SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
STORM DRAIN DETAILS

SHEET NUMBER
43

PROJECT NUMBER
B-11325

I:\Projects\2025\Ridgeland\Wheatley St\Plans\Sheets\Storm Drain Details.dwg, 7/3/2025 8:49:47 AM, Nathan Allen, 1:1

GENERAL DATA												
SS-2 INLET SIZE	WALL THICKNESS	INSIDE DIMENSION		OUTSIDE DIMENSION		BASE HEIGHT	RISER HEIGHT	WEIGHTS				
	WT	IW	IL	OW	OL	B	R	BOTTOM	BASE/RISER	INLET TOP	EXTENSION	EXTENSION TOP
FEET	INCHES	INCHES		INCHES		3" INCREMENTS		LB	LB/FT	LB	LB	LB
3 X 5	5	36	60	46	70	24-54	18-48	1125	1114	1880	1865	1070

3' x 5' WALL REINFORCEMENT (SQ. IN. PER LIN. FT.)												
DEPTH OF INSTALLATION	BASE		TOP RISER		INTERIOR RISER #1		INTERIOR RISER #2		INTERIOR RISER #3		INTERIOR RISER #4	
	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT	AREA	LB/FT
0-8	0.30	36.969	0.24	29.575	–	–	–	–	–	–	–	–
0-12	0.60	78.867	0.24	29.575	0.60	78.867	–	–	–	–	–	–
0-16	0.88	110.005	0.24	29.575	0.60	78.867	0.74	95.338	–	–	–	–
0-20	1.18	139.340	0.24	29.575	0.60	78.867	0.74	95.338	1.06	124.672	–	–
0-24	1.44	176.008	0.24	29.575	0.60	78.867	0.74	95.338	1.06	124.672	1.20	146.673

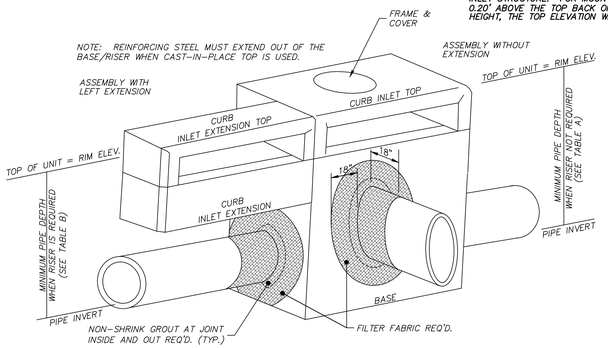
CONCRETE QUANTITIES				
SS-2 INLET SIZE	BOTTOM C.Y.	RISER C.Y./FT	TOP C.Y.	EXTENSION C.Y.
3X5	0.279	0.275	0.464	0.724

NOTES: CONCRETE CUBIC YARDS PER INLET = BOTTOM + (TOTAL RISER HEIGHT (FT) x C.Y./FT) + TOP EXTENSION INCLUDES CURB INLET UNIT + TOP + EXTENSIONS-- ANY HOLE OPENINGS EXTENSION BLOCKOUT OPENINGS

BOTTOM/TOP/EXTENSION REINFORCEMENT				
SS-2 INLET SIZE	BOTTOM REINFORCEMENT	BOTTOM LB/STEEL	TOP LB/STEEL	EXTENSION LB/STEEL
3X5	#4 @ 9" EW	38.550	116.496	38.305

NOTE: *EXTENSION INCLUDES CURB INLET UNIT PLUS TOP

NOTE: THE TOP OF UNIT ELEVATION (RIM ELEVATION) SHOWN FOR EACH PROPOSED CURB INLET IN THESE PLANS REPRESENTS THE REQUIRED ELEVATION OF THE BOX AT THE CENTER OF THE MAIN INLET STRUCTURE. FOR MOUNTABLE CURB THE TOP ELEVATION IS 0.20' ABOVE THE TOP BACK OF CURB. FOR CURBS WITH 6" HEIGHT, THE TOP ELEVATION WILL MATCH THE TOP BACK OF CURB.



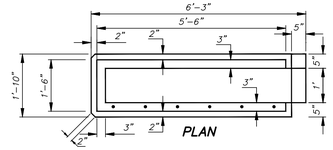
ISOMETRIC VIEW OF PRECAST UNIT

MINIMUM PIPE DEPTH WITHOUT EXTENSION TOP OF CURB UNIT TO PIPE INVERT TABLE A			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
–	–	–	–
–	–	–	–
12	36	–	–
15	39.5	18x11	32.5
18	42	22x13	34.5
21	44.5	–	–
24	49	29x18	39.5
27	53.5	–	–
30	55	36x23	44.5

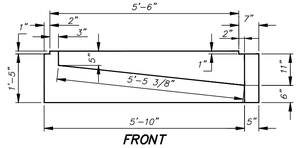
MINIMUM PIPE DEPTH WITH EXTENSION TOP OF CURB UNIT TO PIPE INVERT TABLE B			
ROUND RCP SIZE	DEPTH INCHES	ARCH RCP SIZE	DEPTH INCHES
–	–	–	–
–	–	–	–
12	55	–	–
15	58	18x11	55
18	61	22x13	58
21	64	–	–
24	67	–	–
27	72	–	–
30	–	–	–

NOTE: BLANK SPACES IN TABLES INDICATE PIPE WILL NOT FIT INTO SIDE OF BOX OR PIPE SIZE IS NOT AVAILABLE.

HOLE OPENING									
ROUND RCP	OPENING				ARCH RCP	OPENING			
	INCHES			CONCRETE DEDUCTION PER OPENING (C.Y.)		INCHES		CONCRETE DEDUCTION PER OPENING (C.Y.)	
SIZE	T	HO	OP		SIZE	T	HO	OP	
–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–
12	2	20	4	0.017	–	–	–	–	–
15	2.25	24	4.5	0.032	18x11	2.25	25.5x18.5	1.5	0.015
18	2.5	26	4	0.045	22x13	2.5	30x21	1.5	0.045
21	2.75	28	3.5	0.060	–	–	–	–	–
24	3	32	4	0.076	29x18	3	38x27	1.5	0.073
27	3.25	40	6.5	0.095	–	–	–	–	–
30	3.5	40	5	0.116	36x23	3.5	46x33	1.5	0.108

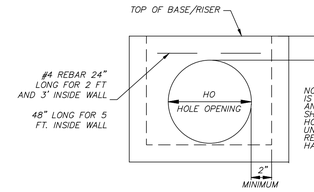


PLAN



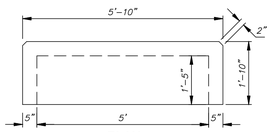
FRONT

CURB INLET EXTENSION LEFT/RIGHT

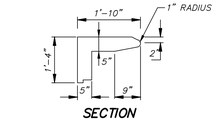


NOTE: WHEN HOLE OPENING IS IN JOINT BETWEEN BASE AND RISER, A #4 REBAR SHALL BE CAST ACROSS HOLE OPENING IN EACH UNIT. REBAR TO BE REMOVED AFTER EACH UNIT HAS BEEN INSTALLED.

DETAIL FOR HOLE OPENING

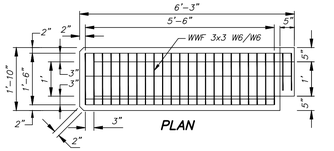


PLAN

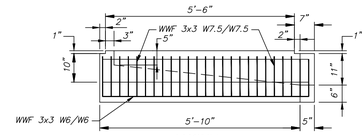


SECTION

CURB INLET EXTENSION TOP LEFT/RIGHT

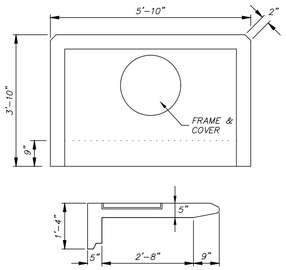


PLAN



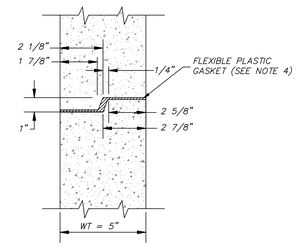
FRONT

REINFORCEMENT CURB INLET EXTENSION LEFT/RIGHT

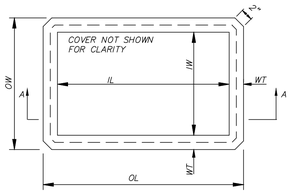


CURB INLET TOP

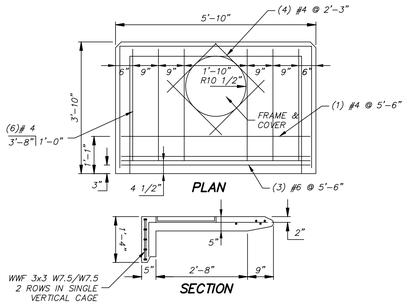
NOTE: SEE SHEET 43 FOR COVER DETAIL



JOINT DETAIL



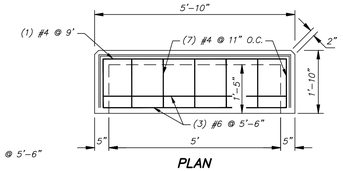
PLAN FOR BASE/RISER INLET/JUNCTION BOX



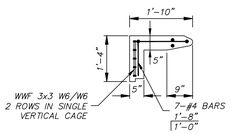
PLAN

SECTION

REINFORCEMENT CURB INLET TOP

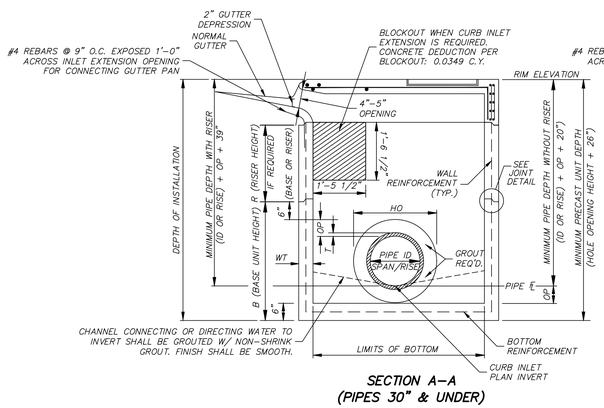


PLAN

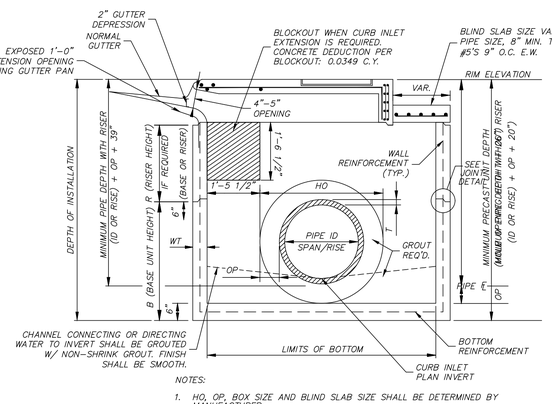


SECTION

REINFORCEMENT CURB INLET EXTENSION TOP LEFT/RIGHT



SECTION A-A (PIPES 30" & UNDER)



NOTES:
1. HO, OP, BOX SIZE AND BLIND SLAB SIZE SHALL BE DETERMINED BY MANUFACTURER.
2. CURB INLET SS-2 TOP SHALL BE THE ONLY PART OF THE CURB INLET THAT IS VISIBLE ONCE FINAL GRADING HAS BEEN COMPLETED.

SECTION A-A (PIPES OVER 30")

PRECAST CURB INLET NOTES:

1. CONCRETE SHALL HAVE COMPRESSIVE STRENGTH OF 4000 PSI MINIMUM AT 28 DAYS.
2. REINFORCING FOR BOTTOM AND WALLS MAY BE WELDED WIRE FABRIC, ASTM A-185, AND OF THE AREA AS SHOWN IN TABLE.
3. REINFORCING FOR COVER SHALL BE ASTM A615/A AND OF THE SIZE AS SHOWN IN TABLE AND DRAWINGS
4. JOINT TO BE SEALED WITH FLEXIBLE PLASTIC GASKET FOR JOINT CONDUIT, AASHTO SPECIFICATION M-198 OR MDOT SPECIFICATION.
5. 2 1/2" LIFTING HOLES TO BE LOCATED ON EACH SIDE OF BOX SECTIONS FOR HANDLING AND SHALL SEALED WATERTIGHT WITH NON-SHRINK GROUT INSIDE AND OUT.
6. GROUT FOR JOINING PIPE TO PRECAST UNITS WILL BE A COMMERCIAL, NON-SHRINK, MASONRY GROUT MEETING MDOT SPECIFICATIONS. ALL VOIDS SHALL BE FILLED WITH PIECES OF BLOCKS OR BRICKS PRIOR TO GROUTING. GROUTING REQUIRED INSIDE AND OUT. FILTER CLOTH SHALL SURROUND EACH OUTSIDE PIPE CONNECTION TO BOX A MINIMUM OF 18" ON WALL OF BOX AND ALONG PIPE. **PIPE CONNECTIONS TO INLETS SHALL NOT BE BACKFILLED WITHOUT ENGINEER'S DESIGNEE PRIOR INSPECTION AND APPROVAL.**
7. WHEN INTERIOR RISER UNITS ARE REQUIRED, UNITS SHALL BE MARKED TO IDENTIFY EACH UNIT.
8. FRAME & COVER SHOWN IS EAST JORDAN IRON WORKS 2800Z FRAME & 1040A COVER ASSEMBLY. ALTERNATE FRAME AND COVER WILL BE CONSIDERED BUT MUST HAVE A 24" MINIMUM OPENING, READ "DUMP NO WASTE -- DRAINS TO RIVER" OR SIMILAR WORDING, BE HEAVY DUTY RATED, GRAY IRON (CL35B), A PICKHOLE, MEET REQUIREMENTS OF ASTM A48 & OTHER FEATURES AND REQUIREMENTS OF FRAME AND COVER SHOWN.
9. INLET TOPS MAY BE PRECAST OR CAST IN PLACE AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB. POURED IN PLACE AND PRECAST STRUCTURES SHALL HAVE REBAR EXTENDED AND EXPOSED FOR CONNECTION WITH POURED IN PLACE TOPS.
10. CURB INLET TOP & CURB INLET EXTENSION TOP SHALL NOT BE POURED/SECURED IN PLACE UNTIL CURB AND GUTTER HAS BEEN INSTALLED AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB LINE.
11. DURING CURB & GUTTER INSTALLATION, CONTRACTOR SHALL NOT POUR CURB WITHIN 10' ON EITHER SIDE OF CURB INLETS. THIS SECTION OF CURB SHALL BE FORMED AND POURED BY HAND. CONTRACTOR SHALL SET A STRING LINE FROM EACH END OF THE INSTALLED CURB TO LINE UP THE INLET AND HELP SET THE INLET TOP ELEVATION. THE GUTTER PAN SHALL BE GRADUALLY SHAPED TO TRANSITION FROM THE ALREADY POURED STANDARD CURB AND GUTTER SECTION TO THE DIMENSIONAL REQUIREMENTS OF THE INLET DETAILS.
12. INLET OPENINGS SHALL BE BETWEEN 4" AND 5" IN HEIGHT WITHOUT PRIOR APPROVAL FROM ENGINEER. IT IS INTENDED THAT OPENINGS FOR EACH INLET BE CONSISTENT IN HEIGHT THROUGHOUT THE PROJECT.
13. INLETS WILL BE MEASURED FOR PAYMENT ON A PER EACH BASIS AS EITHER A SINGLE, SINGLE w/ EXTENSION, SINGLE w/ DOUBLE EXTENSION (UNLESS OTHERWISE NOTED OR SHOWN ON BID SCHEDULE). ALL ASPECTS REQUIRED TO COMPLETELY INSTALL EACH INLET STRUCTURE SHALL BE INCLUDED EACH PAY ITEM.
14. IN THE CONSTRUCTION PLANS, "DBL" REFERS TO A SINGLE INLET w/ EXTENSION AND "TPL" REFERS TO A SINGLE INLET w/ DOUBLE EXTENSION.

NOTE: DETAILS ARE NOT TO SCALE. SHOWN DIMENSIONS SHALL GOVERN OVER SCALED DIMENSIONS.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DRAWN: NBA
SCALE: NTS
DATE: 7/3/25
CHECKED: GLB
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

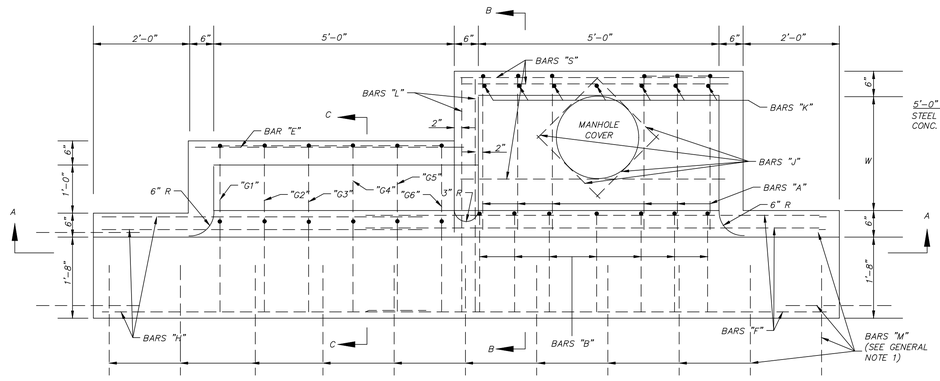
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

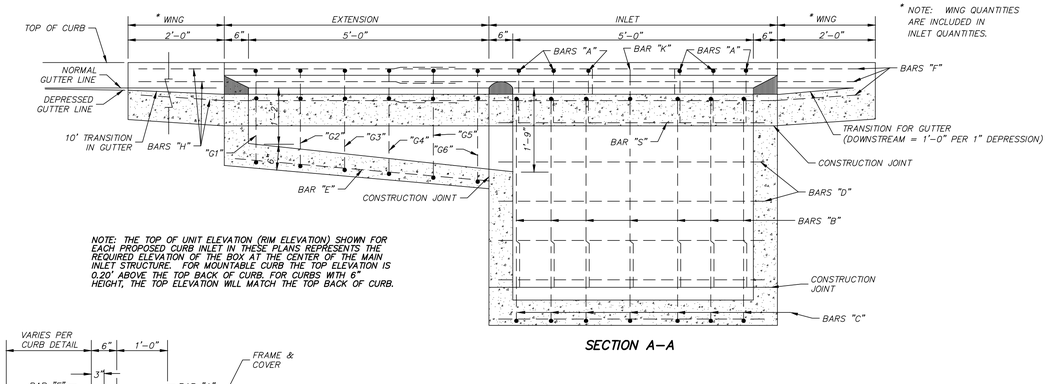
SHEET CONTENTS:
PRECAST SS-2 CURB INLET DETAILS

SHEET NUMBER
44

PROJECT NUMBER
B-11325



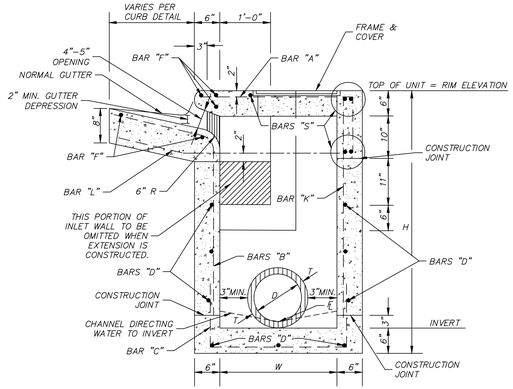
PLAN



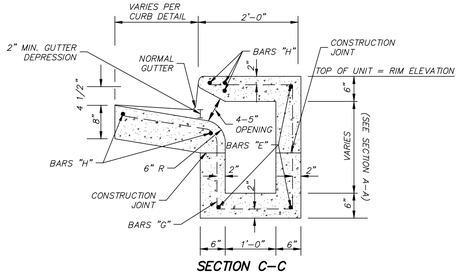
SECTION A–A

* NOTE: WING QUANTITIES ARE INCLUDED IN INLET QUANTITIES.

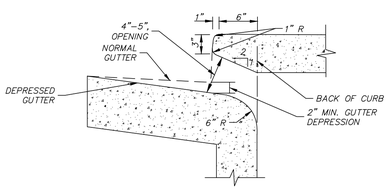
NOTE: THE TOP OF UNIT ELEVATION (RIM ELEVATION) SHOWN FOR EACH PROPOSED CURB INLET IN THESE PLANS REPRESENTS THE REQUIRED ELEVATION OF THE BOX AT THE CENTER OF THE MAIN INLET STRUCTURE. FOR MOUNTABLE CURB THE TOP ELEVATION IS 0.20' ABOVE THE TOP BACK OF CURB. FOR CURBS WITH 6" HEIGHT, THE TOP ELEVATION WILL MATCH THE TOP BACK OF CURB.



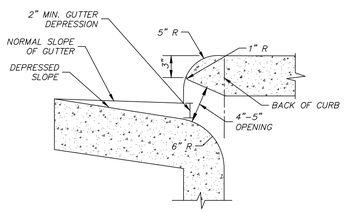
SECTION B–B



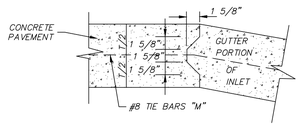
SECTION C–C



THROAT DETAIL OF BARRIER CURB



THROAT DETAIL OF ROLLED CURB



DETAIL OF KEYED CONSTRUCTION JOINTS

NOTE: FIELD BEND BARS "L" TO CENTER OF GUTTER SECTION

REGULAR INLET

5'–0" INLET
STEEL = 8.68W + 9.35Y + 3.79W' + 7.57H' + 121
CONC. = (WY + 5.5W + 6Y + 14.611)/27

INLET WITH ONE EXTENSION

10'–0" INLET
STEEL = 8.68W + 9.35Y + 3.79W' + 7.57H' + 231
CONC. = (WY + 5.5W + 6Y + 38.641)/27

INLET WITH TWO EXTENSIONS

15'–0" INLET
STEEL = 8.68W + 9.35Y +3.79W' + 7.57H' +341
CONC = (WY + 5.5W + 6Y + 62.671)/27

PLAN OF INLET AND EXTENSIONS

NOTES:
1. W AND H ARE EXPRESSED IN DECIMAL FEET.
2. W' = W ROUNDED TO NEAREST WHOLE FOOT.
3. Y = (H+0.5).
4. H'= (H – 2.08) ROUNDED TO NEAREST WHOLE FOOT.
5. NO DEDUCTIONS ARE MADE FOR PIPE OPENINGS IN FORMULAS.

ADD. CONCRETE PER FOOT OF H		ADD. CONCRETE PER FOOT OF W	
W	yd^3/ft	H	yd^3/ft
2'–6"	0.315	3'–6"	0.315
3'–0"	0.333	4'–0"	0.333
3'–6"	0.352	4'–6"	0.352
4'–0"	0.371	5'–0"	0.370
4'–6"	0.389	5'–6"	0.389
5'–0"	0.408	6'–0"	0.408
5'–6"	0.426	6'–6"	0.426
6'–0"	0.445	7'–0"	0.445
6'–6"	0.463	7'–6"	0.463
7'–0"	0.481	8'–0"	0.482
		8'–6"	0.500

QUANTITIES FOR ONE EXTENSION					
BAR	SIZE	LENGTH	SPACING	NUMBER	TWEIGHT
"E"	#4	5'–8"	AS SHOWN	3	11
"G"	#4	SEE SCHEDULE	0'–11"	6	34
"H"	#6	6'–9"	AS SHOWN	5	51
"L"	#6	4'–9"	AS SHOWN	2	14
TOTAL STEEL FOR ONE EXTENSION = 110 lbs					
TOTAL CONCRETE FOR ONE EXTENSION = 0.89 yd					

* NOTE: WHERE EXTENSION IS USED WITH CONCRETE PAVEMENT, ADD 27 lbs OF STEEL FOR BARS "M".

BAR "G" SCHEDULE	
BAR "G"	LENGTH
"G1"	7'–10"
"G2"	8'–0"
"G3"	8'–2"
"G4"	8'–5"
"G5"	8'–8"
"G6"	8'–10"

W=2'–6" — BILL OF REINFORCING STEEL FOR 1–5'–0" INLET

H	BAR "A" L = 4'–2" #4 @ 9"		BAR "C" L = 5'–8" #4 @ 9"		BAR "S" L = 5'–8" #4 @ 12"		BAR "D" L = 5'–8" #4 @ 12"±		BAR "F" L=9'–8" #6		BAR "J" L=2'–3" #4		BAR "B" #4 @ 9"		BAR "K" #4 @ 9"±		*TOTAL STEEL	TOTAL CONC.
	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	LGTH.	NO.	LGTH.	NO.	lbs	lbs	yd^3
3'–6"	6	17	7	27	5	19	5	19	5	73	4	6	3'–10"	7	18	2'–7"	7	12	190	1.99
4'–0"	6	17	7	27	5	19	7	26	5	73	4	6	4'–4"	7	20	3'–1"	7	14	202	2.15
4'–6"	6	17	7	27	5	19	7	26	5	73	4	6	4'–10"	7	23	3'–7"	7	17	207	2.31
5'–0"	6	17	7	27	5	19	9	34	5	73	4	6	5'–4"	7	25	4'–1"	7	19	219	2.47
5'–6"	6	17	7	27	5	19	9	34	5	73	4	6	5'–10"	7	27	4'–7"	7	21	224	2.62
6'–0"	6	17	7	27	5	19	11	42	5	73	4	6	6'–4"	7	30	5'–1"	7	24	238	2.78
6'–6"	6	17	7	27	5	19	11	42	5	73	4	6	6'–10"	7	32	5'–7"	7	26	240	2.94
7'–0"	6	17	7	27	5	19	13	49	5	73	4	6	7'–4"	7	34	6'–1"	7	28	253	3.10
7'–6"	6	17	7	27	5	19	13	49	5	73	4	6	7'–10"	7	37	6'–7"	7	31	257	3.25

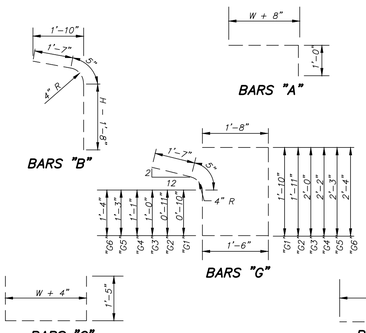
W=3'–0" — BILL OF REINFORCING STEEL FOR 1–5'–0" INLET

H	BAR "A" L = 4'–8" #4 @ 9"		BAR "C" L = 6'–2" #4 @ 9"		BAR "S" L = 5'–8" #4 @ 12"		BAR "D" L = 5'–8" #4 @ 12"±		BAR "F" L=9'–8" #6		BAR "J" L=2'–3" #4		BAR "B" #4 @ 9"		BAR "K" #4 @ 9"±		*TOTAL STEEL	TOTAL CONC.
	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	LGTH.	NO.	LGTH.	NO.	lbs	lbs	yd^3
3'–6"	6	19	7	29	5	19	5	19	5	73	4	6	3'–10"	7	18	2'–7"	7	12	194	2.15
4'–0"	6	19	7	29	5	19	7	26	5	73	4	6	4'–4"	7	20	3'–1"	7	14	206	2.32
4'–6"	6	19	7	29	5	19	7	26	5	73	4	6	4'–10"	7	23	3'–7"	7	17	211	2.49
5'–0"	6	19	7	29	5	19	9	34	5	73	4	6	5'–4"	7	25	4'–1"	7	19	223	2.65
5'–6"	6	19	7	29	5	19	9	34	5	73	4	6	5'–10"	7	27	4'–7"	7	21	228	2.82
6'–0"	6	19	7	29	5	19	11	42	5	73	4	6	6'–4"	7	30	5'–1"	7	24	240	2.99
6'–6"	6	19	7	29	5	19	11	42	5	73	4	6	6'–10"	7	32	5'–7"	7	26	245	3.15
7'–0"	6	19	7	29	5	19	13	49	5	73	4	6	7'–4"	7	34	6'–1"	7	28	257	3.32
7'–6"	6	19	7	29	5	19	13	49	5	73	4	6	7'–10"	7	37	6'–7"	7	31	262	3.49

W=3'–6" — BILL OF REINFORCING STEEL FOR 1–5'–0" INLET

H	BAR "A" L = 5'–2" #4 @ 9"		BAR "C" L = 6'–8" #4 @ 9"		BAR "S" L = 5'–8" #4 @ 12"		BAR "D" L = 5'–8" #4 @ 12"±		BAR "F" L=9'–8" #6		BAR "J" L=2'–3" #4		BAR "B" #4 @ 9"		BAR "K" #4 @ 9"±		*TOTAL STEEL	TOTAL CONC.
	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	LGTH.	NO.	LGTH.	NO.	lbs	lbs	yd^3
3'–6"	6	21	7	31	5	19	6	23	5	73	4	6	3'–10"	7	18	2'–7"	7	12	202	2.31
4'–0"	6	21	7	31	5	19	8	30	5	73	4	6	4'–4"	7	20	3'–1"	7	14	214	2.49
4'–6"	6	21	7	31	5	19	8	30	5	73	4	6	4'–10"	7	23	3'–7"	7	17	219	2.66
5'–0"	6	21	7	31	5	19	10	38	5	73	4	6	5'–4"	7	25	4'–1"	7	19	231	2.84
5'–6"	6	21	7	31	5	19	10	38	5	73	4	6	5'–10"	7	27	4'–7"	7	21	236	3.01
6'–0"	6	21	7	31	5	19	12	45	5	73	4	6	6'–4"	7	30	5'–1"	7	24	248	3.19
6'–6"	6	21	7	31	5	19	12	45	5	73	4	6	6'–10"	7	32	5'–7"	7	26	253	3.37
7'–0"	6	21	7	31	5	19	14	53	5	73	4	6	7'–4"	7	34	6'–1"	7	28	265	3.54
7'–6"	6	21	7	31	5	19	14	53	5	73	4	6	7'–10"	7	37	6'–7"	7	31	270	3.72

* NOTE: WHERE INLET IS USED WITH CONCRETE PAVEMENT, ADD 73 lbs OF STEEL FOR BARS "M".



BAR DETAILS

GENERAL NOTES:

1. WHERE INLET WITH EXTENSION(S) IS USED WITH CONCRETE PAVEMENT WITH INTERGRAL CURB, THE PAVEMENT IS TO BE BLOCKED OUT TO THE DIMENSIONS AS SHOWN FOR THE GUTTER PORTIONS OF THE INLET WITH EXTENSION(S). THE PORTION BLOCKED OUT SHALL BE PLACED INTEGRAL WITH THE TOP OF THE INLET OR INLET WITH EXTENSION(S). #8 DEFORMED BARS 30" LONG SHALL BE PLACED ON 18" CENTERS AT THE CENTER OF THE PAVEMENT. THESE BARS SHALL EXTEND INTO THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSION(S) 15". THE CONSTRUCTION JOINT BETWEEN THE CONCRETE PAVEMENT AND THE INLET OR INLET WITH EXTENSION(S) SHALL BE A KEYED JOINT AS SHOWN. A SMOOTH CONSTRUCTION JOINT WILL NOT BE PERMITTED. QUANTITIES FOR BLOCKED OUT AREA OF PAVEMENT SHALL BE INCLUDED IN QUANTITIES FOR THE INLET OR INLET WITH EXTENSION(S).
2. THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL APPLY TO ALL ITEMS ON THIS SHEET.
3. THE QUANTITIES SHOWN, MINUS VOLUMETRIC DISPLACEMENT OF CONCRETE BY PIPE CULVERTS THROUGH INLET WALLS, SHALL BE CONSIDERED APPROXIMATE AND ADJUSTED BY CONTRACTOR ACCORDINGLY PER THE INLETS REQUIRED PRIOR TO BIDDING THE PROJECT. AS NOTED BELOW, INLETS ARE PAID PER EACH, THERE WILL BE NO ADDITIONAL PAYMENT FOR ADDITIONAL MATERIALS.
4. FOR CONVENIENCE, DEPTHS OF INLETS SHOWN IN ABOVE TABLE ARE INCREMENTS OF 6", BUT ANY DEPTHS OTHER THAN THESE SHOWN MAY BE USED WHEREVER DEEMED NECESSARY. QUANTITIES FOR OTHER DEPTHS, FALLING WITHIN THE LIMITS OF THE TABLE, MAY BE FOUND BY INTERPOLATION.
5. FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER. NO DEDUCTIONS ARE TO BE MADE IN STEEL QUANTITIES.
6. INLET TOPS MAY BE PRECAST OR CAST IN PLACE AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB. POURED IN PLACE AND PRECAST STRUCTURES SHALL HAVE REBAR EXTENDED AND EXPOSED FOR CONNECTION WITH POURED IN PLACE TOPS.
7. CURB INLET TOP & CURB INLET EXTENSION TOP SHALL NOT BE POURED/SECURED IN PLACE UNTIL CURB AND GUTTER HAS BEEN INSTALLED AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB LINE.
8. DURING CURB & GUTTER INSTALLATION, CONTRACTOR SHALL NOT POUR CURB WITHIN 10' ON EITHER SIDE OF CURB INLETS. THIS SECTION OF CURB SHALL BE FORMED AND POURED BY HAND. CONTRACTOR SHALL SET A STRING LINE FROM EACH END OF THE INSTALLED CURB TO LINE UP THE INLET AND HELP SET THE INLET TOP ELEVATION. THE GUTTER PAN SHALL BE GRADUALLY SHAPED TO TRANSITION FROM THE ALREADY POURED STANDARD CURB AND GUTTER SECTION TO THE DIMENSIONAL REQUIREMENTS OF THE INLET DETAILS.
9. INLET OPENINGS SHALL BE BETWEEN 4" AND 5" IN HEIGHT WITHOUT PRIOR APPROVAL FROM ENGINEER. IT IS INTENDED THAT OPENINGS FOR EACH INLET BE CONSISTENT IN HEIGHT THROUGHOUT THE PROJECT.
10. FRAME & COVER SHOWN IS EAST JORDAN IRON WORKS 2800Z FRAME & 1040A COVER ASSEMBLY. ALTERNATE FRAME AND COVER WILL BE CONSIDERED BUT MUST HAVE A 24" MINIMUM OPENING, READ "DUMP NO WASTE – DRAINS TO RIVER" OR SIMILAR WORDING, BE HEAVY DUTY RATED, GRAY IRON (CL35B), A PICKHOLE, MEET REQUIREMENTS OF ASTM A48 & OTHER FEATURES AND REQUIREMENTS OF FRAME AND COVER SHOWN.
11. IN THE CONSTRUCTION PLANS, "DBL" REFERS TO A SINGLE INLET w/ EXTENSION AND "TPL" REFERS TO A SINGLE INLET w/ DOUBLE EXTENSION.
12. ALL ASPECTS REQUIRED TO COMPLETELY INSTALL EACH INLET STRUCTURE SHALL BE INCLUDED IN THE ASSOCIATED PAY ITEMS.
13. INLETS WILL BE MEASURED FOR PAYMENT ON A PER EACH BASIS AS EITHER A SINGLE, SINGLE w/ EXTENSION, SINGLE w/ DOUBLE EXTENSION OR A DOUBLE INLET.

NOTE: THIS STANDARD DETAIL HAS BEEN MODIFIED FROM MDOT STANDARD DRAWINGS.

NOTE: SEE SHEET 43 FOR COVER DETAIL

NOTE: DETAILS ARE NOT TO SCALE. SHOWN DIMENSIONS SHALL GOVERN OVER SCALED DIMENSIONS.

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA | SCALE: NTS | CHECKED: GJB | REF C/L:

EG SURFACE:

FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

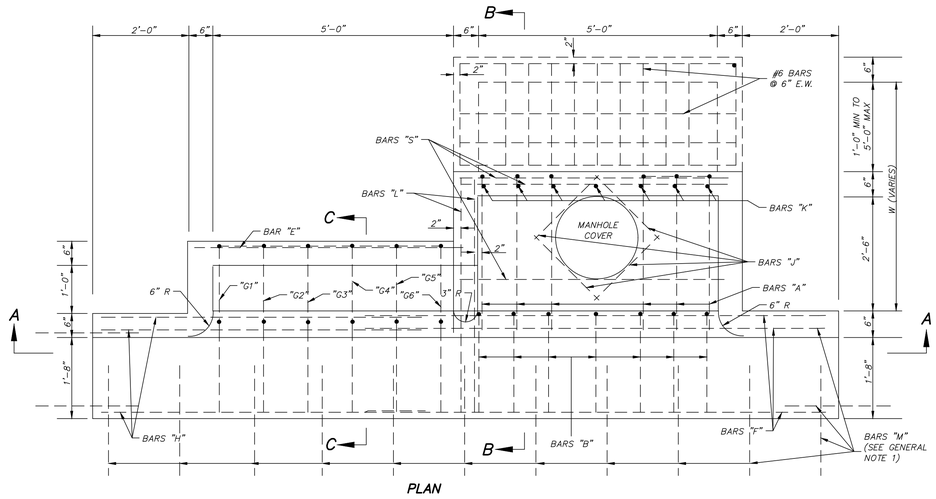
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

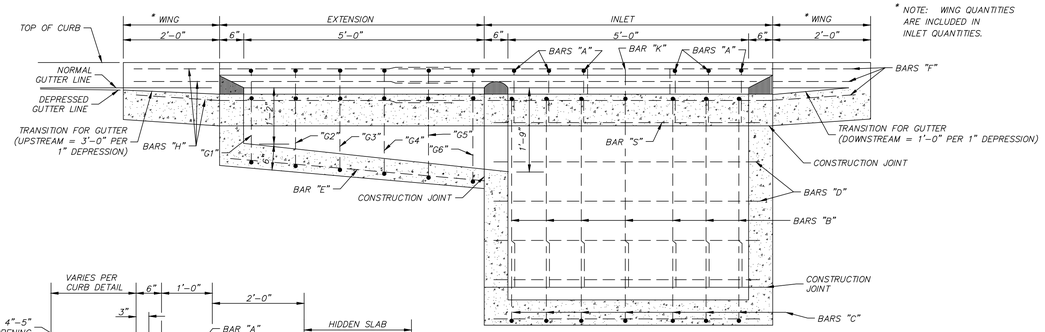
SHEET CONTENTS:
POURED IN PLACE SS-2 CURB INLET DETAILS (PIPES 30" & UNDER)

SHEET NUMBER
45

PROJECT NUMBER
B-11325

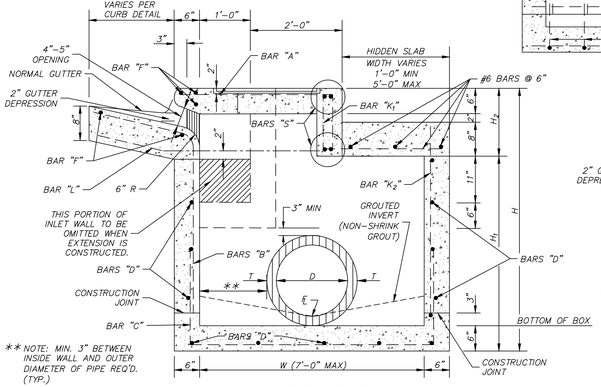


PLAN



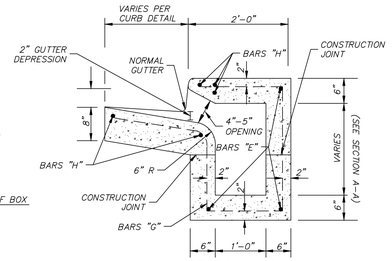
* NOTE: WING QUANTITIES ARE INCLUDED IN INLET QUANTITIES.

SECTION A–A

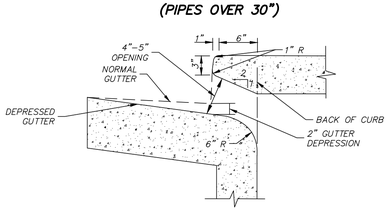


** NOTE: MIN. 3" BETWEEN INSIDE WALL AND OUTER DIAMETER OF PIPE REQ'D. (TYP.)

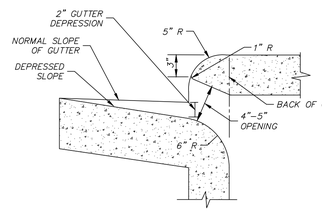
SECTION B–B (PIPES OVER 30")



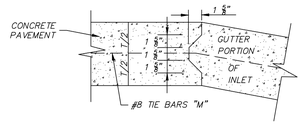
SECTION C–C



THROAT DETAIL OF BARRIER CURB

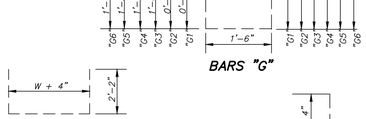


THROAT DETAIL OF ROLLED CURB



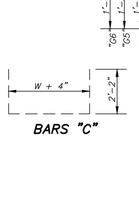
DETAIL OF KEYED CONSTRUCTION JOINTS

NOTE: FIELD BEND BARS "L" TO CENTER OF GUTTER SECTION

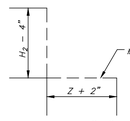


BARS "G"

BARS "C"



BAR DETAILS



BARS "K1"



BARS "K2"



BARS "A"

PLAN OF INLET AND EXTENSIONS

QUANTITIES FOR ONE EXTENSION				
BAR	SIZE	LENGTH	SPACING	NUMBER	WEIGHT
"E"	#4	5'–8"	AS SHOWN	3	11
"G"	#4	SEE SCHEDULE	0"–11"	6	34
"H"	#6	6'–9"	AS SHOWN	5	51
"L"	#6	4'–9"	AS SHOWN	2	14
TOTAL STEEL FOR ONE EXTENSION = 110 lbs					
TOTAL CONCRETE FOR ONE EXTENSION = 0.89 yd					

* NOTE: WHERE EXTENSION IS USED WITH CONCRETE PAVEMENT, ADD 27 lbs OF STEEL FOR BARS "M".

BAR "G" SCHEDULE	
BAR "G"	LENGTH
"G1"	7'–10"
"G2"	8'–0"
"G3"	8'–2"
"G4"	8'–5"
"G5"	8'–8"
"G6"	8'–10"

ADD. CONCRETE PER FOOT OF H		ADD. CONCRETE PER FOOT OF W	
W	yd³/ft	H	yd³/ft
2'–6"	0.315	5'–0"	0.402
3'–0"	0.333	5'–6"	0.420
3'–6"	0.352	6'–0"	0.439
4'–0"	0.371	6'–6"	0.457
4'–6"	0.389	7'–0"	0.476
5'–0"	0.408	7'–6"	0.494
5'–6"	0.426	8'–0"	0.513
6'–0"	0.445	8'–6"	0.531
6'–6"	0.463		
7'–0"	0.481		
7'–6"	0.499		

NOTE: THE TOP OF UNIT ELEVATION (RIM ELEVATION) SHOWN FOR EACH PROPOSED CURB INLET IN THESE PLANS REPRESENTS THE REQUIRED ELEVATION OF THE BOX AT THE CENTER OF THE MAIN INLET STRUCTURE. FOR MOUNTABLE CURB THE TOP ELEVATION IS 0.20' ABOVE THE TOP BACK OF CURB. FOR CURBS WITH 6" HEIGHT, THE TOP ELEVATION WILL MATCH THE TOP BACK OF CURB.

NOTE: SEE SHEET 43 FOR COVER DETAIL

W=3'-6"	BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																							
H (FT)	BAR "A" L=4'-2" #4 @ 6.5"		BAR "C" L=8'-2" #4 @ 9"		BAR "S" L=5'-8" #4 @ 12"		BAR "D" L=5'-8" #4 @ 12" +/-		BAR "F" L=9'-8" #6		BAR "J" L=2'-8" TYP. #4		BAR "B" #4 @ 9"			BAR "K1" #6 @ 9" +/-			BAR "K2" L=2.17 #5 @ 9" +/-			#6 Bars @ 6" in Hidden Slab; L = 5'-8"		TOTAL STEEL	TOTAL CONC.
	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	LGTH.	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	lbs	NO.	lbs	lbs	yd^3
5	6	17	7	38	5	19	10	38.00	5	72.60	4	7.00	5.33	7	25	2.17	7	23	3.42	7	25	2	17	282	2.97
5.5	6	17	7	38	5	19	10	38.00	5	72.60	4	7.00	5.83	7	27	2.17	7	23	3.92	7	29	2	17	288	3.15
6	6	17	7	38	5	19	12	45.00	5	72.60	4	7.00	6.33	7	30	2.17	7	23	4.42	7	32	2	17	301	3.33
6.5	6	17	7	38	5	19	12	45.00	5	72.60	4	7.00	6.83	7	32	2.17	7	23	4.92	7	36	2	17	307	3.50
7	6	17	7	38	5	19	14	53.00	5	72.60	4	7.00	7.33	7	34	2.17	7	23	5.42	7	40	2	17	321	3.68
7.5	6	17	7	38	5	19	14	53.00	5	72.60	4	7.00	7.83	7	37	2.17	7	23	5.92	7	43	2	17	327	3.85
8	6	17	7	38	5	19	16	61.00	5	72.60	4	7.00	8.33	7	39	2.17	7	23	6.42	8	54	2	17	348	4.03

W=4'-0"	BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																							
H (FT)	BAR "A" L=4'-2" #4 @ 6.5"		BAR "C" L=8'-8" #4 @ 9"		BAR "S" L=5'-8" #4 @ 12"		BAR "D" L=5'-8" #4 @ 12" +/-		BAR "F" L=9'-8" #6		BAR "J" L=2'-8" TYP. #4		BAR "B" #4 @ 9"			BAR "K1" #6 @ 9" +/-			BAR "K2" L=2.17 #5 @ 9" +/-			#6 Bars @ 6" in Hidden Slab; L = 5'-8"		TOTAL STEEL	TOTAL CONC.
	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	LGTH.	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	lbs	NO.	lbs	lbs	yd^3
5	6	17	7	41	5	19	11	42	5	73	4	7	5.33	7	25	2.67	7	28	3.42	7	25	3	26	303	3.16
5.5	6	17	7	41	5	19	11	42	5	73	4	7	5.83	7	27	2.67	7	28	3.92	7	18	3	26	298	3.35
6	6	17	7	41	5	19	13	49	5	73	4	7	6.33	7	30	2.67	7	28	4.42	7	21	3	26	311	3.53
6.5	6	17	7	41	5	19	13	49	5	73	4	7	6.83	7	32	2.67	7	28	4.92	7	23	3	26	315	3.72
7	6	17	7	41	5	19	15	57	5	73	4	7	7.33	7	34	2.67	7	28	5.42	7	25	3	26	327	3.90
7.5	6	17	7	41	5	19	15	57	5	73	4	7	7.83	7	37	2.67	7	28	5.92	7	28	3	26	333	4.09
8	6	17	7	41	5	19	17	64	5	73	4	7	8.33	7	39	2.67	7	28	6.42	8	34	3	26	348	4.27

W=4'-6"	BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																							
H (FT)	BAR "A" L=4'-2" #4 @ 6.5"		BAR "C" L=9'-2" #4 @ 9"		BAR "S" L=5'-8" #4 @ 12"		BAR "D" L=5'-8" #4 @ 12" +/-		BAR "F" L=9'-8" #6		BAR "J" L=2'-8" TYP. #4		BAR "B" #4 @ 9"			BAR "K1" #6 @ 9" +/-			BAR "K2" L=2.17 #5 @ 9" +/-			#6 Bars @ 6" in Hidden Slab; L = 5'-8"		TOTAL STEEL	TOTAL CONC.
	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	LGTH.	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	lbs	NO.	lbs	lbs	yd^3
5	6	17	7	43	5	19	12	45	5	73	4	7	5.33	7	25	3.17	7	33	3.42	7	25	4	34	321	3.35
5.5	6	17	7	43	5	19	12	45	5	73	4	7	5.83	7	27	3.17	7	33	3.92	7	29	4	34	327	3.54
6	6	17	7	43	5	19	14	53	5	73	4	7	6.33	7	30	3.17	7	33	4.42	7	32	4	34	341	3.74
6.5	6	17	7	43	5	19	14	53	5	73	4	7	6.83	7	32	3.17	7	33	4.92	7	36	4	34	347	3.93
7	6	17	7	43	5	19	16	61	5	73	4	7	7.33	7	34	3.17	7	33	5.42	7	40	4	34	361	4.13
7.5	6	17	7	43	5	19	16	61	5	73	4	7	7.83	7	37	3.17	7	33	5.92	7	43	4	34	367	4.32
8	6	17	7	43	5	19	18	68	5	73	4	7	8.33	7	39	3.17	7	33	6.42	8	54	4	34	387	4.52

W=5'-0"	BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																							
H (FT)	BAR "A" L=4'-2" #4 @ 6.5"		BAR "C" L=9'-8" #4 @ 9"		BAR "S" L=5'-8" #4 @ 12"		BAR "D" L=5'-8" #4 @ 12" +/-		BAR "F" L=9'-8" #6		BAR "J" L=2'-8" TYP. #4		BAR "B" #4 @ 9"			BAR "K1" #6 @ 9" +/-			BAR "K2" L=2.17 #5 @ 9" +/-			#6 Bars @ 6" in Hidden Slab; L = 5'-8"		TOTAL STEEL	TOTAL CONC.
	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	LGTH.	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	lbs	NO.	lbs	lbs	yd^3
5	6	17	7	45	5	19	13	49	5	73	4	7	5.33	7	25	3.67	7	39	3.42	7	25	5	43	342	3.54
5.5	6	17	7	45	5	19	13	49	5	73	4	7	5.83	7	27	3.67	7	39	3.92	7	29	5	43	348	3.74
6	6	17	7	45	5	19	15	57	5	73	4	7	6.33	7	30	3.67	7	39	4.42	7	32	5	43	362	3.95
6.5	6	17	7	45	5	19	15	57	5	73	4	7	6.83	7	32	3.67	7	39	4.92	7	36	5	43	368	4.15
7	6	17	7	45	5	19	17	64	5	73	4	7	7.33	7	34	3.67	7	39	5.42	7	40	5	43	381	4.35
7.5	6	17	7	45	5	19	17	64	5	73	4	7	7.83	7	37	3.67	7	39	5.92	7	43	5	43	387	4.56
8	6	17	7	45	5	19	18	68	5	73	4	7	8.33	7	39	3.67	7	39	6.42	8	54	5	43	404	4.76

W=5'-6"	BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																							
H (FT)	BAR "A" L=4'-2" #4 @ 6.5"		BAR "C" L=10'-2" #4 @ 9"		BAR "S" L=5'-8" #4 @ 12"		BAR "D" L=5'-8" #4 @ 12" +/-		BAR "F" L=9'-8" #6		BAR "J" L=2'-8" TYP. #4		BAR "B" #4 @ 9"			BAR "K1" #6 @ 9" +/-			BAR "K2" L=2.17 #5 @ 9" +/-			#6 Bars @ 6" in Hidden Slab; L = 5'-8"		TOTAL STEEL	TOTAL CONC.
	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	LGTH.	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	lbs	NO.	lbs	lbs	yd^3
5	6	17	7	48	5	19	14	53	5	73	4	7	5.33	7	25	4.17	7	44	3.42	7	25	6	51	362	3.73
5.5	6	17	7	48	5	19	14	53	5	73	4	7	5.83	7	27	4.17	7	44	3.92	7	29	6	51	368	3.94
6	6	17	7	48	5	19	16	61	5	73	4	7	6.33	7	30	4.17	7	44	4.42	7	32	6	51	382	4.15
6.5	6	17	7	48	5	19	16	61	5	73	4	7	6.83	7	32	4.17	7	44	4.92	7	36	6	51	388	4.37
7	6	17	7	48	5	19	18	68	5	73	4	7	7.33	7	34	4.17	7	44	5.42	7	40	6	51	401	4.58
7.5	6	17	7	48	5	19	18	68	5	73	4	7	7.83	7	37	4.17	7	44	5.92	7	43	6	51	407	4.79
8	6	17	7	48	5	19	20	76	5	73	4	7	8.33	7	39	4.17	7	44	6.42	8	54	6	51	428	5.00

W=6'-0"	BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																							
H (FT)	BAR "A" L=4'-2" #4 @ 6.5"		BAR "C" L=10'-8" #4 @ 9"		BAR "S" L=5'-8" #4 @ 12"		BAR "D" L=5'-8" #4 @ 12" +/-		BAR "F" L=9'-8" #6		BAR "J" L=2'-8" TYP. #4		BAR "B" #4 @ 9"			BAR "K1" #6 @ 9" +/-			BAR "K2" L=2.17 #5 @ 9" +/-			#6 Bars @ 6" in Hidden Slab; L = 5'-8"		TOTAL STEEL	TOTAL CONC.
	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	NO.	lbs.	LGTH.	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	lbs	NO.	lbs	lbs	yd^3
5	6	17	7	50	5	19	14	53	5	73	4	7	5.33	7	25	4.67	7	49	3.42	7	25	7	60	378	3.73
5.5	6	17	7	50	5	19	14	53	5	73	4	7	5.83	7	27	4.67	7	49	3.92	7	29	7	60	384	3.94
6	6	17	7	50	5	19	16	61	5	73	4	7	6.33	7	30	4.67	7	49	4.42	7	32	7	60	398	4.15
6.5	6	17	7	50	5	19	16	61	5	73	4	7	6.83	7	32	4.67	7	49	4.92	7	36	7	60	404	4.37
7	6	17	7	50	5	19	18	68	5	73	4	7	7.33	7	34	4.67	7	49	5.42	7	40	7	60	417	4.58
7.5	6	17	7	50	5	19	18	68	5	73	4	7	7.83	7	37	4.67	7	49	5.92	7	43	7	60	423	4.79
8	6	17	7	50	5	19	20	76	5	73	4	7	8.33	7	39	4.67	7	49	6.42	8	54	7	60	444	5.00

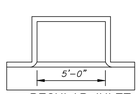
NOTE: Z = W–2'–6"

NOTE: WHERE INLET IS USED WITH CONCRETE PAVEMENT, ADD 7.3 lbs OF STEEL FOR BARS "M".

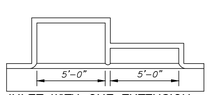
GENERAL NOTES:

1. WHERE INLET WITH EXTENSION(S) IS USED WITH CONCRETE PAVEMENT WITH INTERGRAL CURB, THE PAVEMENT IS TO BE BLOCKED OUT TO THE DIMENSIONS AS SHOWN FOR THE GUTTER PORTIONS OF THE INLET WITH EXTENSION(S). THE PORTION BLOCKED OUT SHALL BE PLACED INTEGRAL WITH THE TOP OF THE INLET OR INLET WITH EXTENSION(S). #8 DEFORMED BARS 30" LONG SHALL BE PLACED ON 18" CENTERS AT THE CENTER OF THE PAVEMENT. THESE BARS SHALL EXTEND INTO THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSION(S) 15". THE CONSTRUCTION JOINT BETWEEN THE CONCRETE PAVEMENT AND THE INLET OR INLET WITH EXTENSION(S) SHALL BE A KEYED JOINT AS SHOWN. A SMOOTH CONSTRUCTION JOINT WILL NOT BE PERMITTED. QUANTITIES FOR BLOCKED OUT AREA OF PAVEMENT SHALL BE INCLUDED IN QUANTITIES FOR THE INLET OR INLET WITH EXTENSION(S).
2. THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL APPLY TO ALL ITEMS ON THIS SHEET.
3. THE QUANTITIES SHOWN, MINUS VOLUMETRIC DISPLACEMENT OF CONCRETE BY PIPE CULVERTS THROUGH INLET WALLS, SHALL BE CONSIDERED APPROXIMATE AND ADJUSTED BY CONTRACTOR ACCORDINGLY PER THE INLETS REQUIRED PRIOR TO BIDDING THE PROJECT. AS NOTED BELOW, INLETS ARE PAID PER EACH, THERE WILL BE NO ADDITIONAL PAYMENT FOR ADDITIONAL MATERIALS.
4. FOR CONVENIENCE, DEPTHS OF INLETS SHOWN IN ABOVE TABLE ARE INCREMENTS OF 6". BUT ANY DEPTHS OTHER THAN THESE SHOWN MAY BE USED WHEREVER DEEMED NECESSARY. QUANTITIES FOR OTHER DEPTHS, FALLING WITHIN THE LIMITS OF THE TABLE, MAY BE FOUND BY INTERPOLATION.
5. FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER. NO DEDUCTIONS ARE TO BE MADE IN STEEL QUANTITIES.
6. INLET TOPS MAY BE PRECAST OR CAST IN PLACE AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB. POURED IN PLACE AND PRECAST STRUCTURES SHALL HAVE REBAR EXTENDED AND EXPOSED FOR CONNECTION WITH POURED PLACE TOPS.
7. CURB INLET TOP & CURB INLET EXTENSION TOP SHALL NOT BE POURED/SECURED IN PLACE UNTIL CURB AND GUTTER HAS BEEN INSTALLED AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB LINE.
8. DURING CURB & GUTTER INSTALLATION, CONTRACTOR SHALL NOT POUR CURB WITHIN 10' ON EITHER SIDE OF CURB INLETS. THIS SECTION OF CURB SHALL BE FORMED AND POURED BY HAND. CONTRACTOR SHALL SET A STRING LINE FROM EACH END OF THE INSTALLED CURB TO LINE UP THE INLET AND HELP SET THE INLET TOP ELEVATION. THE GUTTER PAN SHALL BE GRADUALLY SHAPED TO TRANSITION FROM THE ALREADY POURED STANDARD CURB AND GUTTER SECTION TO THE DIMENSIONAL REQUIREMENTS OF THE INLET DETAILS.
9. INLET OPENINGS SHALL BE BETWEEN 4" AND 5" IN HEIGHT WITHOUT PRIOR APPROVAL FROM ENGINEER. IT IS INTENDED THAT OPENINGS FOR EACH INLET BE CONSISTENT IN HEIGHT THROUGHOUT THE PROJECT.
10. FRAME & COVER SHOWN IS EAST JORDAN IRON WORKS 2800Z FRAME & 1040A COVER ASSEMBLY. ALTERNATE FRAME AND COVER WILL BE CONSIDERED BUT MUST HAVE A 24" MINIMUM OPENING, READ "DUMP NO WASTE – DRAINS TO RIVER" OR SIMILAR WORDING, BE HEAVY DUTY RATED, GRAY IRON (CL35B), A PICKHOLE, MEET REQUIREMENTS OF ASTM A48 & OTHER FEATURES AND REQUIREMENTS OF FRAME AND COVER SHOWN.
11. IN THE CONSTRUCTION PLANS, "DBL" REFERS TO A SINGLE INLET w/ EXTENSION AND "TPL" REFERS TO A SINGLE INLET w/ DOUBLE EXTENSION.
12. ALL ASPECTS REQUIRED TO COMPLETELY INSTALL EACH INLET STRUCTURE SHALL BE INCLUDED IN THE ASSOCIATED PAY ITEMS.
13. INLETS WILL BE MEASURED FOR PAYMENT ON A PER EACH BASIS AS EITHER A SINGLE, SINGLE w/ EXTENSION, SINGLE w/ DOUBLE EXTENSION OR A DOUBLE INLET.

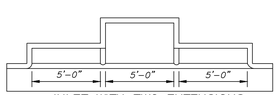
NOTE: THIS STANDARD DETAIL HAS BEEN MODIFIED FROM MDOT STANDARD DRAWINGS.



REGULAR INLET



INLET WITH ONE EXTENSION



INLET WITH TWO EXTENSIONS

PLAN OF INLET AND EXTENSIONS

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GLB | SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

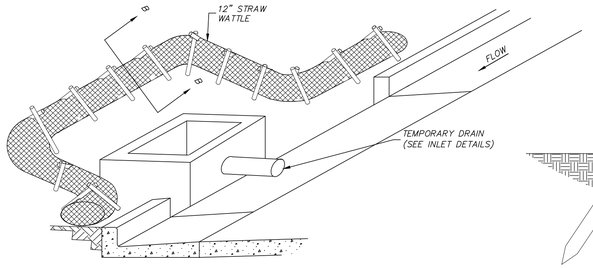
SHEET CONTENTS:
POURED IN PLACE SS-2 CURB INLET DETAILS (PIPES OVER 30")

SHEET NUMBER
46

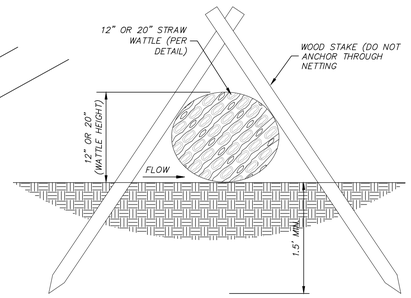
PROJECT NUMBER
B-11325

I:\Projects\1 YAZOO\Drawings\1 YAZ - Soil Boring & Geotechnical Data\1 YAZ - Soil Boring & Geotechnical Data.dwg, 7/3/2025 1:14:57 PM, nbaker, 1 YAZOO A (ANSI A) (Landscape)

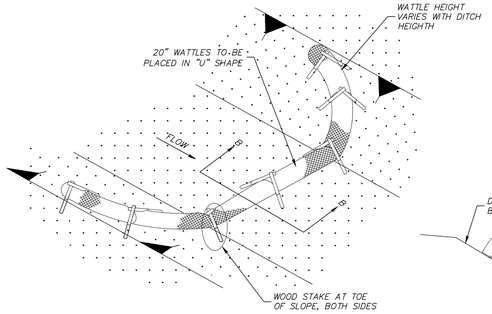
NOTE: SILT FENCE OR SAND BAGS MAY ALSO BE USED FOR THIS APPLICATION. HAY BALES NOT ACCEPTABLE DURING THIS STAGE.



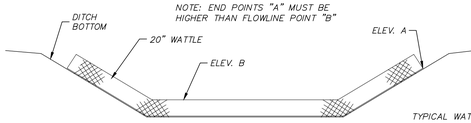
CURB INLET PROTECTION PRIOR TO TOPS BEING INSTALLED OR ROAD PAVED
SINGLE OR DOUBLE WING INLET



SECTION B–B



DETAIL (DITCH CHECK)

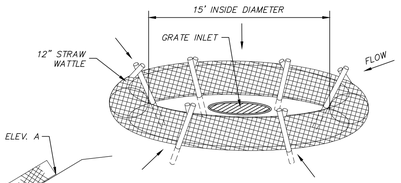


ELEVATION DETAIL

WATTLE DITCH CHECK NOTES:

1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK IS 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER.
2. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON–DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT (ABSORBED).
4. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.

WATTLE DITCH CHECK

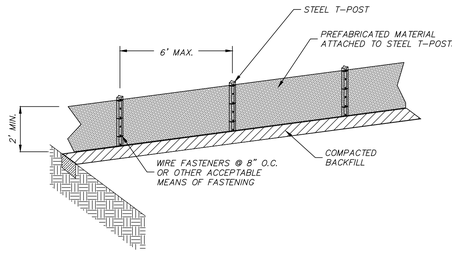


DROP INLET PROTECTION

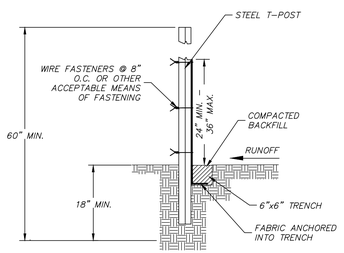
TYPICAL WATTLE INLET PROTECTION NOTES:

1. ANCHORING STAKES SHALL BE SIZED, SPACED AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE WATTLE. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
2. OVERLAP ENDS OF WATTLES PER MANUFACTURER'S RECOMMENDATION (1' MIN/3' MAX.).
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
4. IN THE EVENT WATTLES CANNOT BE SECURED WITH WOODEN STAKES, SANDBAGS MAY BE USED IN LIEU OF WOODEN STAKES TO SECURE WATTLES IN PLACE (ABSORBED).

TYPICAL WATTLE INLET PROTECTION PRIOR TO ROAD PAVING



ELEVATION VIEW

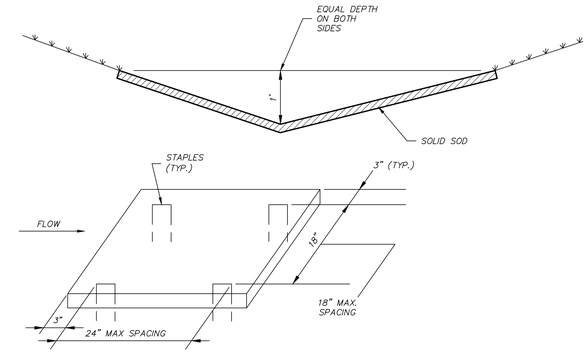


SIDE VIEW

SILT FENCE NOTES:

1. GEOTEXTILE FABRIC SHALL BE A MINIMUM OF 36" IN WIDTH AND SHALL BE WIRE BACKED OR MEET MDOT TYPE II MATERIAL REQUIREMENTS.
2. STEEL POSTS SHALL BE 5' (MIN.) IN HEIGHT AND OF THE SELF FASTENER ANGLE STEEL TYPE.
3. SILT FENCE SHALL BE FASTENED TO POSTS WITH GALVANIZED WIRE AT 8" INTERVALS, SEWN POCKETS WITHIN THE FABRIC, OR OTHER ENGINEER APPROVED METHOD. FASTENERS SHALL BE SUFFICIENT FOR ANTICIPATED WEIGHT.
4. ALLOW A MINIMUM OF 6" OVERLAP OF FABRIC AT JOINTS.

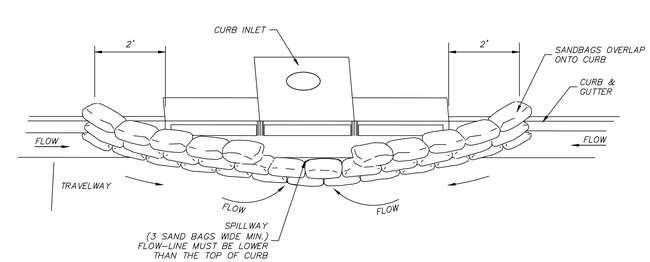
SILT FENCE



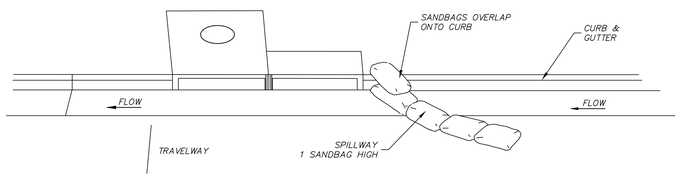
SOLID SOD TREATMENT

SOLID SOD NOTES:

1. SOLID SOD REQUIRED ON ALL SLOPES GREATER THAN 3:1 OR WHERE NOTED ON DRAWINGS.
2. SOLID SOD (STRIPS OR BLOCK) ARE TO BE STAPLED, PINNED, PEGGED OR STAKED AT THE FOUR CORNERS OR AT THE MAXIMUM SPECIFIED SPACING.



TYPICAL (SAND BAG) PROTECTION FOR INLET IN SAG

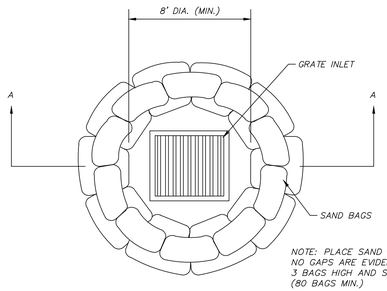


TYPICAL (SAND BAG) PROTECTION FOR INLET ON GRADE

NOTE: THE FLOW–LINE BAG MUST BE LOWER THAN THE TOP OF THE CURB.

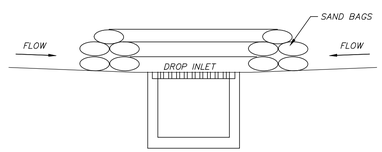


CURB AND GUTTER SEDIMENT CONTAINMENT SYSTEM



NOTE: PLACE SAND BAGS SO THAT NO GAPS ARE EVIDENT. 3 BAGS HIGH AND STAGGERED. (80 BAGS MIN.)

DROP INLET
PLAN VIEW

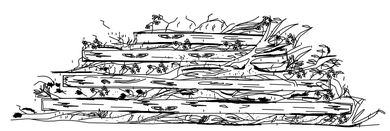


SECTION A–A
SAND BAG BARRIER

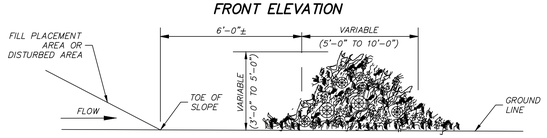
TYPICAL SAND BAG INLET NOTES:

1. THIS CURB INLET PROTECTION METHOD CAN BE USED DURING ANY STAGE OF BASE AND PAVEMENT CONSTRUCTION.
2. BAG HEIGHT AND NUMBER OF BAGS SHOULD BE BASED ON CURB HEIGHT AND USE OF TRAVELWAY.
3. SEDIMENT SHOULD BE CONTROLLED PRIOR TO ENTERING GUTTER. GUTTER CHECKS AND INLET PROTECTION ARE FOR SECONDARY CONTROL.
4. REMOVE ACCUMULATED SEDIMENT AFTER EVERY RAINFALL. SWEEP SEDIMENT FROM HARD SURFACES AND DISPOSE OF APPROPRIATELY AWAY FROM INLETS AND/OR WATER BODIES.
5. IF DENUDED AREAS EXIST BEHIND THE INLET, A SEDIMENT BARRIER SHOULD BE INSTALLED AROUND IT'S PERIMETER TO CONTROL SEDIMENT.

TYPICAL SAND BAG INLET PROTECTION



FRONT ELEVATION



SIDE ELEVATION

TEMPORARY BRUSH BARRIER NOTES:

1. BRUSH BARRIER TO BE USED WHERE NATURAL GROUND COVER IS LEVEL OR SLOPING AWAY FROM PROJECT.
2. PLACE BRUSH, LOG AND TREE LAPS APPROXIMATELY PARALLEL TO TOE OF FILL SLOPE WITH SOME OF THE HEAVIER MATERIALS BEING PLACED ON TOP TO PROPERLY SECURE THE BARRIER AS DETAILED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. TO ALLOW WATER TO FLOW THROUGH THE BRUSH BARRIER, INTERMINGLE THE BRUSH, LOG AND TREE LAPS SO AS NOT TO FROM A SOLID DAM.
4. BRUSH BARRIER TO BE REMOVED WHEN UPSTREAM DRAINAGE AREA IS VEGETATION (90% MIN. COVERAGE) AND DISPOSED OF BY CONTRACTOR.

TEMPORARY BRUSH BARRIER

Species	Seeding Rate/Ac	Planting Time	Desired pH Range	Fertilization Rate/Ac	Method of Establishing
Common Bermuda	15 lbs. alone 10 lbs. mixture	Mar 1 – July 15 Sept 1 – Nov 30	6.0 – 7.0	600 lbs. 1.3–1.3–1.3	Seed
Bahia	40 lbs. alone 30 lbs. mixture	Mar 1 – July 15 Sept 1 – Nov 30	6.0 – 7.0	600 lbs. 1.3–1.3–1.3	Seed
Fescue	40 lbs. alone 30 lbs. mixture	Sept 1 – Nov 30	6.0 – 7.0	600 lbs. 1.3–1.3–1.3	Seed
Sericea Lespedeza	40 lbs. alone	Mar 1 – July 15 Sept 1 – Nov 30	6.0 – 7.0	400 lbs. 6–24–24	Seed
*Wheat	90 lbs.	Sept 1 – Nov 30	6.0 – 7.0	600 lbs. 1.3–1.3–1.3	Seed
*Ryegrass	30 lbs.	Sept 1 – Nov 30	6.0 – 7.0	600 lbs. 1.3–1.3–1.3	Seed
*White Clover	5 lbs.	Sept 1 – Nov 30	6.0 – 7.0	400 lbs. 6–24–24	Seed
*Crimson Clover	15 lbs.	Sept 1 – Nov 30	6.0 – 7.0	400 lbs. 6–24–24	Seed
*Hairy Vetch	30 lbs.	Sept 1 – Nov 30	6.0 – 7.0	400 lbs. 6–24–24	Seed
*Browntop Millet	40 lbs. alone 15 lbs. mixture	Apr 1 – Aug 30	6.0 – 7.0	600 lbs. 1.3–1.3–1.3	Seed

*ANNUAL

TEMPORARY & PERMANENT SEEDING NOTES:

1. FOR PERMANENT SEEDING, ANNUALS CAN ONLY BE USED IN A MIXTURE WITH PERENNIALS.
2. SPECIES THAT ARE TO BE SPREAD AS SOLID SOD ARE NOT LISTED (i.e. ST. AUGUSTINE, CENTIPEDE, CARPET GRASS, & ZOYSIA)
3. DURING THE MONTHS OF DECEMBER THROUGH FEBRUARY MULCHING IS THE ONLY OPTION ALLOWED.

GENERAL RECOMMENDATIONS FOR TEMPORARY/PERMANENT SEEDING

BENCHMARK ENGINEERING & SURVEYING, LLC
CIVIL ♦ STRUCTURAL ♦ PLANNING ♦ SURVEYING ♦ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601.427.7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: GLB | SCALE: NTS
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY ST.
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
EROSION CONTROL DETAILS

SHEET NUMBER
47

PROJECT NUMBER
B-11325

C:\Projects\1 Active Projects\B-11325 Wheatley St Reconstruction & Sidewalk Improvements\2 Design\Drawings\Erosion Control Details.dwg, 7/3/2025 4:29:00 PM, Nick Alexander, 1:1, (24.00 x 36.00 Inches)

STATE	PROJECT NO.
MISS.	UPDATE

TRAFFIC SIGNAL GENERAL NOTES

1. POLES, SIGNAL HEADS, EQUIPMENT BOXES, PULLBOXES AND CONDUIT LOCATIONS MAY BE VARIED SLIGHTLY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. HOWEVER, SIGNAL HEAD OR POLE LOCATIONS SHALL BE WITHIN REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND HIGHWAY DESIGN AND OPERATIONAL PRACTICES RELATED TO HIGHWAY SAFETY.

2. THE CONTRACTOR SHALL PROVIDE MAST ARM POLE DESIGN CERTIFICATION AND CALCULATIONS AS OUTLINED IN SECTION 722.02 OF STANDARD SPECIFICATIONS. DESIGN STANDARD FOR MAST ARMS POLES SHALL BE 2013 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. USE FATIGUE CATEGORY II, USE 50 YEAR DESIGN SERVICE LIFE AND DO NOT CONSIDER GALLOPING OR TRUCK-INDUCED GUSTS. WIND AND ICE LOADS VARIABLE BASED UPON MAPS IN THE 2013 AASHTO SPECIFICATION. USE UPSWEPT MAST ARMS UNLESS OTHERWISE NOTED ON PLANS. SEE TSD 3.

3. DETERMINATION OF REQUIRED SIZES, LENGTHS AND GAUGES OF TYPE I - XI STEEL POLES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SECTION 722.02 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED IN PLANS OR SPECIFICATIONS.

4. TRAFFIC SIGNAL MAST ARM POLES SHALL BE HOT DIPPED GALVANIZED WITH FINISH APPROVED BY THE ENGINEER.

5. TRAFFIC SIGNAL MAST ARM POLES REQUIRING LUMINAIRES ARE DESIGNATED BY (L). ALL LUMINAIRES SHALL BE LED UNLESS OTHERWISE NOTED ON PLANS.

6. STAINLESS STEEL TAG ATTACHED TO THE POLE SHAFT USING 3/16 INCH STAINLESS STEEL POP RIVETS WITH PROPERTIES AND INFORMATION AS FOLLOWS:
   - MINIMUM 1/16 INCH THICKNESS
   - MINIMUM 1/4 INCH STAMPED LEGEND WITH FOLLOWING INFORMATION:
     -- MANUFACTURER NAME
     -- MONTH / YEAR OF MANUFACTURE
     -- UNIQUE IDENTIFYING NUMBER FOR FUTURE MANUFACTURER REFERENCE
     -- EXTERNAL PROJECT NUMBER FROM THE PLANS COVER SHEET (EXAMPLE: STP-XXXX-XX…)

   TAG TO BE INSTALLED ON SHAFT SIDE OPPOSITE THE MAINLINE HIGHWAY AND LOCATED APPROXIMATELY 48 INCHES ABOVE THE TOP OF BASE PLATE.

7. THE TOP OF THE STRAIN POLE FOUNDATION SHALL BE 6" ABOVE THE GROUND. THE CONTRACTOR SHALL PROVIDE POLES OF SUFFICIENT LENGTH PLUS 2 FEET TO PROVIDE REQUIRED VERTICAL CLEARANCE OF THE TRAFFIC SIGNAL HEADS WITHOUT EXTENDING THE FOUNDATION ABOVE THE GROUND LINE OF THE POINT WHERE THE POLE IS LOCATED, EVEN THOUGH THIS MAY BE BELOW THE FINISHED GRADE OF THE ROADWAY.

8. ALL STRAIN POLES AT AN INTERSECTION SHALL BE THE SAME DIAMETER AND UTILIZE THE SAME BOLT CIRCLE SPACING.

9. POLE FOUNDATIONS AND BASE MOUNTED CABINET FOUNDATIONS, GRADE SHALL BE ESTABLISHED TO ±3" OF EDGE OF PAVEMENT ELEVATION UNLESS APPROVED BY SIGNAL PROJECT ENGINEER.

10. TRAFFIC SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS WITH BLACK BACK PLATES

11. PEDESTRIAN HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS.

12. PEDESTRIAN PUSHBUTTONS SHALL BE EITHER STANDARD PUSHBUTTONS OR APS (ACCESSIBLE PEDESTRIAN SYSTEM) STYLE AS NOTED ON PLANS. SIGNS TO BE INCLUDED IN PAY ITEM FOR PEDESTRIAN PUSHBUTTONS AT NO ADDITIONAL COST. SIDE OF POLE LOCATIONS OF PUSHBUTTONS MAY BE FIELD ADJUSTED. PUSHBUTTON HARDWARE SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON PLANS.

13. FIELD DRILL AND TAP EXISTING POLES WHERE PEDESTRIAN SIGNALS AND PUSHBUTTONS ARE REQUIRED ON PLANS. (ABSORBED ITEM).

14. TRAFFIC SIGNAL CABINETS AND CONTROLLERS SHALL BE WIRED TO PROVIDE FOR ALL PHASES INCLUDING FUTURE PHASES IN ACCORDANCE WITH THE PHASE SEQUENCE DIAGRAM.

15. ALL TRAFFIC SIGNAL CONTROLLERS SHALL ETHERNET READY, AND COMPATIBLE WITH MDOT'S EXISTING TRAFFIC SIGNAL MANAGEMENT SOFTWARE. ALL TRAFFIC SIGNAL CONTROLLER FIRMWARE SHALL BE CAPABLE OF DELAYING THE ONSET OF THE FLASHING YELLOW ARROW. ALL MMU'S SHALL BE ETHERNET READY, 16 CHANNEL, AND CAPABLE OF RUNNING 12 DIFFERENT MODES OF FLASHING YELLOW ARROW OPERATION. THE CONTRACTOR SHALL COORDINATE WITH MDOT FOR IP ADDRESSES ON ALL NETWORKABLE DEVICES. DEVICES INCLUDE BUT NOT LIMITED TO: CONTROLLER, MMU WITH SDLC CABLE (CONFLICT MONITOR), AND DETECTION UNITS. TRAFFIC SIGNAL CONTROLLER CABINET SHALL HAVE A 16 LOAD BAY FACILITY, REAR ACCESS DOOR, LAPTOP TRAY, AND DUAL POSITION INTERNAL LED LIGHTING. ALL TRAFFIC SIGNAL CONTROLLER CABINETS SHALL HAVE A 5 POSITION CARD RACK AND ONE 175 WATT MINIMUM POWER SUPPLY AND 4 AVAILABLE SLOTS UNLESS OTHERWISE NOTED ON PLANS. SEE 907-632.02.6.1.

16. FOR PROTECTED/PERMITTED LEFT TURN PHASING USING TYPE 2 FYA TRAFFIC SIGNAL HEADS, OPERATION SHALL BE AS FOLLOWS: THE PROTECTED PHASE OF THIS OPERATION SHALL DISPLAY A SOLID GREEN ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THE PERMITTED PORTION OF THIS OPERATION SHALL START WITH A FLASHING YELLOW ARROW, FOLLOWED BY A SOLID YELLOW ARROW, AND ENDING WITH A SOLID RED ARROW. THERE SHALL BE A DELAY (AS DIRECTED BY THE ENGINEER) BETWEEN THE END OF THE PROTECTED PORTION OF THIS OPERATION AND THE BEGINNING OF THE PERMITTED PORTION OF THIS OPERATION. DURING THIS DELAY, THE OPPOSING PHASE THRU HEADS ARE CAPABLE OF DISPLAYING A GREEN BALL. SIGNAL CONTROLLER WITH FIRMWARE NECESSARY TO ACCOMPLISH THIS DELAY SHALL BE PROVIDED.

17. POLES AND FOUNDATIONS OF EXISTING SIGNAL INSTALLATION REMOVALS SHALL BE CUT OFF 6" BELOW GROUND, REMOVED AND AREA RESTORED TO MATCH ADJACENT SURFACE AS DIRECTED BY THE ENGINEER.

18. ALL REMOVED EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS SPECIFIC ITEMS ARE NOTED IN THE PLANS TO BE SALVAGED AS DIRECTED BY THE ENGINEER.

19. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ELECTRICAL SERVICE FROM THE POWER COMPANY SERVICE POINT TO THE POWER SERVICE PEDESTIAL. FOR SPAN WIRE INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT AERIAL TO THE SIGNAL POLE NEAREST THE CONTROLLER, THE SERVICE SHALL THEN RUN TO THE CONTROLLER AS SHOWN ON THE PLANS. FOR MAST ARM INSTALLATION, POWER SHALL RUN FROM THE POWER COMPANY SERVICE POINT UNDERGROUND DIRECTLY TO THE POWER SERVICE PEDESTAL, THEN TO THE CONTROLLER CABINET, AS SHOWN ON THE PLANS.

20. POWER SERVICE METER SHALL NOT BE MOUNTED ON THE CONTROLLER CABINET OR MAST ARM POLE SHAFTS. A SEPARATE POWER SERVICE PEDESTAL FOR MOUNTING THESE ITEMS IS REQUIRED. (SEE TSD-6 & TSD-7).

21. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAKE THE NECESSARY ARRANGEMENTS WITH THE LOCAL POWER COMPANY TO PROVIDE THE POWER SUPPLY ASSEMBLY FOR ANY NEW INSTALLATION. THE CONTRACTOR SHALL PAY FOR, AT NO COST TO THE DEPARTMENT, ALL DEPOSITS, HOOK-UP CHARGES, OR OTHER SERVICE FEES REQUIRED BY THE POWER COMPANY FOR THE ESTABLISHMENT OF NEW SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF THE MONTHLY SERVICE BILL DURING THE LIFE OF THE PROJECT. THE COST OF ALL SUCH FEES SHALL BE CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS. THE DEPARTMENT OR THE LOCAL AGENCY WILL BE RESPONSIBLE FOR PAYMENT OF THE MONTHLY SERVICE BILL FOR THE NEW POWER SERVICE INSTALLATION AFTER PROJECT ACCEPTANCE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SWAP THE ELECTRICAL SERVICE ACCOUNT OVER TO THE DEPARTMENT AFTER PROJECT ACCEPTANCE.
    WHEN ELECTRIC POWER SERVICE EXISTS AND IS USED FOR THE OPERATION OF AN EXISTING SYSTEM, THE MONTHLY SERVICE FEES SHALL CONTINUE TO BE PAID BY THE DEPARTMENT OR THE LOCAL AGENCY. IF THE EXISTING POWER SERVICE IS INTENDED FOR USE WITH A NEW SIGNAL SYSTEM, THEN ANY SERVICE CHARGE FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SIMILARLY, IF AN EXISTING POWER SERVICE IS TO BE DISCONNECTED, ANY SERVICE CHARGE FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF ALL SUCH FEES SHALL BE CONSIDERED INCIDENTAL AND ABSORBED WITHIN EXISTING PAY ITEMS.

22. WHEN CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY SIGNALS TO ACCOMMODATE ROADWAY CONSTRUCTION, IT SHALL BE PAID FOR UNDER PAY ITEM 619-H1, TRAFFIC SIGNAL, LUMP SUM, UNLESS OTHERWISE NOTED ON PLANS.

23. VEHICLE LOOP ASSEMBLIES SHALL BE INSTALLED IN THE TOP LAYER OF BINDER OR EXISTING SURFACE BEFORE THE FINAL SURFACE COURSE IS APPLIED (BASED ON 2" FINAL LIFT MAXIMUM).

24. WHEN RADAR, VIDEO , OR MULTI-SENSOR DETECTION IS USED, THE SYSTEM MAY REQUIRE BOTH STOP BAR AND ADVANCE DETECTION. TSI PLANS SHOW A GENERIC LAYOUT FOR DETECTION; DETECTOR MAY BE RELOCATED PER MANUFACTURER'S RECOMMENDATIONS. THERE SHALL BE NO EXTRA PAY FOR MOVING OF DETECTORS OTHER THAN CABLE LENGTHS. MANUFACTURER TO HAVE FACTORY REP ON SITE DURING INSTALLATIONS UNLESS CERTIFIED BY THE MANUFACTURER. DETECTION CABLE WILL BE MEASURED BY THE LINEAR FOOT, MEASURED HORIZONTALLY ALONG THE CONDUIT, MESSENGER CABLE OR MAST ARM AND VERTICALLY ALONG THE POLE. DETECTION CABLE FOR CAMERAS, THE POWER AND VIDEO CABLE MAY BE IN THE SAME JACKET.
    ALL DETECTION UNITS SHALL BE NETWORKABLE DEVICES AND BE ON THE MDOT NETWORK IF NOTED ON PLANS.

25. ALL GROUNDING EQUIPMENT SHALL BE COST ABSORBED.

26. MESSENGER CABLE AND OTHER SUPPORTING DEVICES WHERE REQUIRED SHALL BE ABSORBED IN THE PAY ITEMS FOR SIGNAL CABLE.

27. THE CONTRACTOR SHALL STAKE THE LOCATION OF EACH POLE FOUNDATION AND NOTIFY THE PROJECT ENGINEER FOR CONCURRENCE IN THE LOCATION BEFORE PROCEEDING WITH THE PURCHASE OF THE POLE.

28. THE CONTRACTOR SHALL BE REQUIRED TO ADEQUATELY AND COMPLETELY COVER TRAFFIC SIGNAL HEADS DURING TIMES THAT THEY ARE NOT IN OPERATION WITH A DURABLE, OUTDOOR- HARDENED MATERIAL THAT CONTRASTS WITH THE COLOR OF THE HEAD THAT CLEARLY DESIGNATES THAT THE SIGNAL IS NOT IN "STOP AND GO" MODE. HEAD COVERS ARE TO BE APPROVED BY THE ENGINEER.

29. A NEW TRAFFIC SIGNAL INSTALLATION SHALL BE PUT IN FLASH OPERATION FOR A PERIOD OF THREE (3) TO SEVEN (7) DAYS PRIOR TO THE ACTIVATION OF THE SIGNAL'S "STOP AND GO" OPERATION. ACTIVATION OF NEW TRAFFIC SIGNALS SHALL BE DURING A MID-WEEK WEEKDAY (TUESDAY – THURSDAY) DURING A NON-PEAK TIME AND SHALL BE COORDINATED WITH THE ENGINEER. UPON INITIAL INSPECTION AND ACCEPTANCE TESTING OF THE NEW TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL REQUEST THE START OF THE 30 DAY BURN-IN PERIOD TO COMMENCE, AS OUTLINED IN SUBSECTION 631.03.4 OF THIS SPECIFICATION. ANY NOTED DEFICIENCIES FOUND WITHIN THAT 30 DAY PERIOD SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER. THE 30 DAY BURN-IN PERIOD MUST COMMENCE WITHIN THE CONTRACT TIME, AND BEFORE SUBSTANTIAL COMPLETION OF THE PROJECT IS GRANTED.

30. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING FINAL INSPECTION MEETING WITH DISTRICT OFFICE, PROJECT OFFICE AND TRAFFIC ENGINEERING FOR SIGNAL PORTION OF THE PROJECT.

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL GENERAL NOTES

PROJ. NO.: UPDATE
COUNTY: UPDATE

WORKING NUMBER **TSD-1**

SHEET NUMBER **1**

FILENAME: rwd.cel
DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

07/07/2017 9:08 AM TSD 10_18_17.DGN

STATE	PROJECT NO.
MISS.	UPDATE

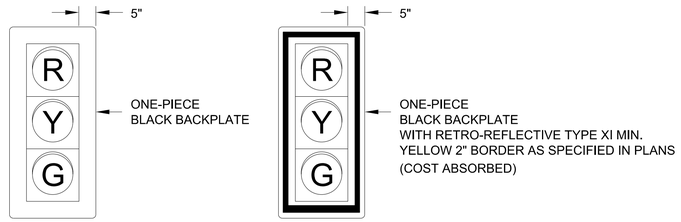
DETAIL OF TYPICAL TRAFFIC SIGNAL HEADS

TYPE 1	TYPE 2	TYPE 2A FYA	TYPE 2B FYA	TYPE 3	TYPE 4	TYPE 6	TYPE 7	TYPE H
R Y G	R Y G	R Y FY G	R Y FY	R Y G G	R Y G	COUNTDOWN TYPE LED	R Y Y G G	R R Y HAWK SIGNAL

NOTES:

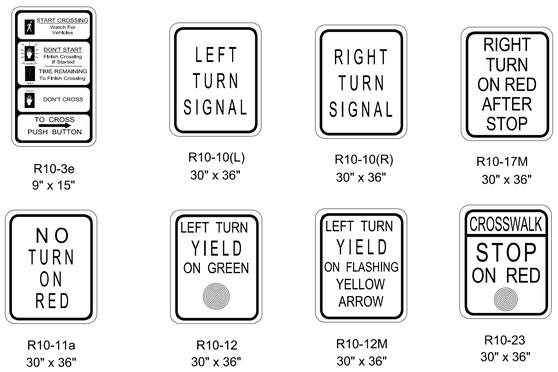
1. ALL SIGNAL HEADS SHALL BE BLACK IN COLOR UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL SIGNAL HEADS SHALL BE L.E.D. LENSES UNLESS OTHERWISE NOTED ON THE PLANS. TYPE "A" SIGNAL HEAD IS TO BE GEOMETRICALLY PROGRAMMED VIA LOUVERS.
3. LETTER "R" ON HEAD TYPES MEANS RIGHT TURN ARROW(S).
4. TYPE 6 SIGNAL HEAD SYMBOLS/NUMBERS SHALL BE FULLY ILLUMINATED (NO OUTLINE SYMBOLS ALLOWED). THERE IS A SEPARATE PAY ITEM FOR PEDESTRIAN PUSHBUTTON. PEDESTRIAN PUSHBUTTON SHALL BE FURNISHED WITH R10-3e SIGN. (COST ABSORBED).
5. ALL FYA SIGNAL HEAD SHALL BE FURNISHED WITH R10-12M SIGN.
   WHEN NOTED ON PLANS, TYPE 4 & 5 SIGNAL HEADS SHALL BE FURNISHED WITH R10-10L , R10-10R, OR R10-17M SIGN.
   TYPE 7 SIGNAL HEAD SHALL BE FURNISHED WITH R10-12 SIGN. TYPE 7 R REQUIRES NO SIGN.
   TYPE H SIGNAL HEAD SHALL BE FURNISHED WITH R10-23 SIGN WHEN INDICATED ON PLANS.
   COST OF SIGNAL SIGNS, MOUNTING BRACKETS, HARDWARE, AND LABOR SHALL BE COST ABSORBED.
6. FOR SPAN WIRE INSTALLATION, THE HOUSING FOR THE RED INDICATION OF A TYPE 7 HEAD, SHALL BE ALUMINUM.

DETAIL OF TRAFFIC SIGNAL WITH BACKPLATE



NOTE:
ALL SIGNAL HEADS SHALL INCLUDE BACKPLATES AND VISORS
UNLESS OTHERWISE NOTED ON TRAFFIC SIGNAL INSTALLATION SHEETS.

DETAIL OF TYPICAL TRAFFIC SIGNAL SIGNS



R10-3e 9" x 15"
R10-10(L) 30" x 36"
R10-10(R) 30" x 36"
R10-17M 30" x 36"
R10-11a 30" x 36"
R10-12 30" x 36"
R10-12M 30" x 36"
R10-23 30" x 36"

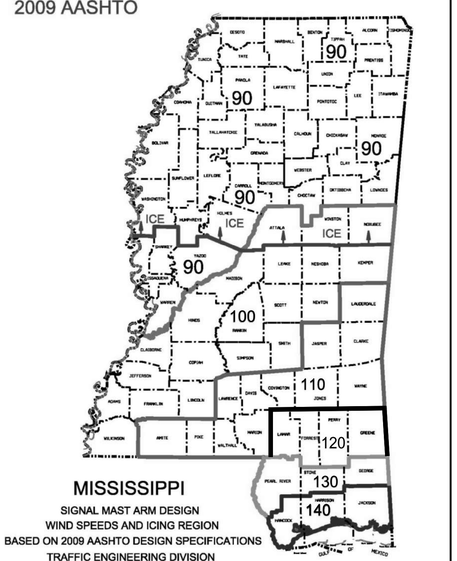
NOTES:

1. ALUMINUM SIGN BLANKS ARE TO BE ALUMINUM ALLOY 5052-H38 AND 0.10" THICK.
2. THE SIGNS SHALL BE SUPPLIED WITH MOUNTING BRACKETS AND HARDWARE AS REQUIRED.
3. NUMBER 12 PLATED JACK CHAINS SHALL BE ATTACHED TO THE BOTTOM OF ALL SPAN WIRE MOUNTED SIGNS.
4. CHAINS SHALL BE ATTACHED TO SIGN AND TETHER USING "S" HOOKS.
5. THE SIZE OF THE SIGN BLANK, LEGEND, BORDER AND THE COLOR OF THE BACKGROUND AND LEGEND IS TO CONFORM TO THE M.U.T.C.D. (LATEST EDITION).
6. REFLECTIVE SHEETING FOR TRAFFIC SIGNS SHALL BE TYPE XI PRISMATIC RETROREFLECTIVE SHEETING.

SIGNAL PLAN LEGEND

1	SIGNAL HEAD REQUIRED / TYPE
6	PEDESTRAIN HEAD REQUIRED
	EXISTING SIGNAL HEAD
	SIGN
OR	VEHICLE LOOP DETECTOR
	QUADRAPOLE VEHICLE LOOP DETECTOR
1	VEHICLE LOOP DETECTOR NUMBER
M	WIRELESS MAGNETOMETER SENSOR
	BASE MOUNTED CABINET FOR SIGNAL CONTROLLER
	POLE MOUNTED CABINET FOR SIGNAL CONTROLLER
	EXISTING POLE
	POLE REQUIRED
	NEW PEDESTAL POLE
	MAST ARM POLE REQUIRED
	EXISTING PULLBOX
2 OR	PULLBOX REQUIRED (TYPE SPECIFIED ON PLAN SHEETS)
	RADAR DETECTOR (RD)
	VIDEO DETECTOR (VD)
	MULTI SENSOR DETECTOR (MS)
	OPTICAL DETECTOR UNIT
	CONDUIT
	ROLL PIPE
	LUMINAIRE
	DECORATIVE LUMINAIRE
	GROUND MOUNTED PEDESTAL SERVICE PANEL
	RADIO INTERCONNECT ANTENNA
	TWO-WAY WIRELESS ANTENNA
	WIRELESS REPEATER
CCTV	PTZ / FIXED CAMERA
P.B.	PUSH BUTTON
S.C.	SHIELDED CABLE
POW	POWER CABLE
LUM	LUMINAIRE POWER CABLE
ODC	OPTICAL DETECTOR CABLE
8c	NUMBER OF CONDUCTORS
I.C.	INTERCONNECT CABLE
RAD	RADIO COMMUNICATIONS CABLE
FO	FIBER OPTIC CABLE (72 SM)
FO DROP	FIBER DROP CABLE (12 SM)
DC	DETECTION CABLE
5	STOP BAR DETECTION ZONE
2	ADVANCED DETECTION ZONE

WIND SPEEDS AND ICING REGION MAP



2009/2013 AASHTO WIND LOAD LIST BY COUNTY

COUNTY	BASIC WIND SPEED MPH	ICE LOADING REQD
Adams	100	NO
Alcorn	90	YES
Amite	110	NO
Attala	100	YES
Benton	90	YES
Bolivar	90	YES
Calhoun	90	YES
Carroll	90	YES
Chickasaw	90	YES
Choctaw	90	YES
Claiborne	100	NO
Clarke	110	NO
Clay	90	YES
Coahoma	90	YES
Copiah	90	NO
Covington	110	NO
DeSoto	90	YES
Forrest	120	NO
Franklin	100	NO
George	130	NO
Greene	120	NO
Grenada	90	YES
Hancock	140	NO
Harrison	140	NO
Hinds	100	NO
Holmes	90	YES
Humphreys	90	YES
Issaquena	90	NO
Itawamba	90	YES
Jackson	140	NO
Jasper	110	NO
Jefferson	100	NO
Jefferson Davis	110	NO
Jones	110	NO
Kemper	100	NO
Lafayette	90	YES
Lamar	120	NO
Lauderdale	110	NO
Lawrence	110	NO
Leake	100	NO
Lee	90	YES
Leflore	90	YES
Lincoln	100	NO
Lowndes	90	YES
Madison	100	NO
Marion	110	NO
Marshall	90	YES
Monroe	90	YES
Montgomery	90	YES
Neshoba	100	NO
Newton	100	NO
Noxubee	100	YES
Oktibbeha	90	YES
Panola	90	YES
Pearl River	130	NO
Perry	120	NO
Pike	110	NO
Pontotoc	90	YES
Prentiss	90	YES
Quitman	90	YES
Rankin	100	NO
Scott	100	NO
Sharkey	90	NO
Simpson	100	NO
Smith	100	NO
Stone	130	NO
Sunflower	90	YES
Tallahatchie	90	YES
Tate	90	YES
Tippah	90	YES
Tishomingo	90	YES
Tunica	90	YES
Union	90	YES
Walthall	110	NO
Warren	90	NO
Washington	90	YES
Wayne	110	NO
Webster	90	YES
Wilkinson	100	NO
Winston	100	YES
Yalobusha	90	YES
Yazoo	90	NO

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL HEADS, TRAFFIC SIGNAL SIGNS AND WIND SPEEDS

PROJ. NO.: UPDATE
COUNTY: UPDATE

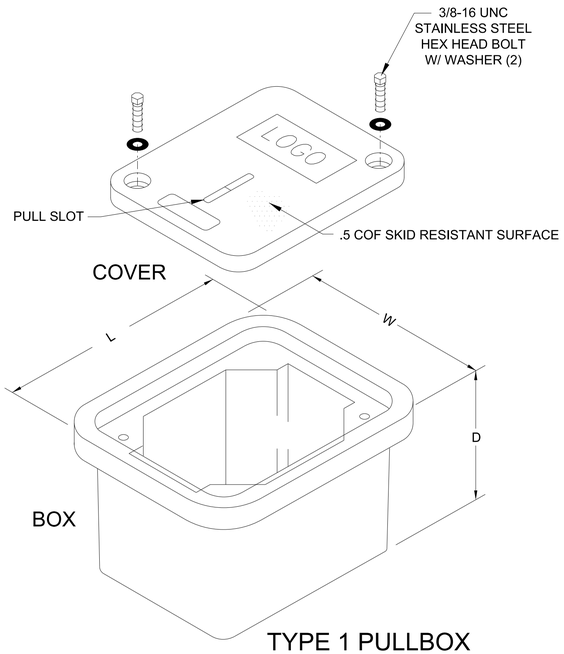
WORKING NUMBER TSD-2
SHEET NUMBER 2

FILENAME: rwd.cel
DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

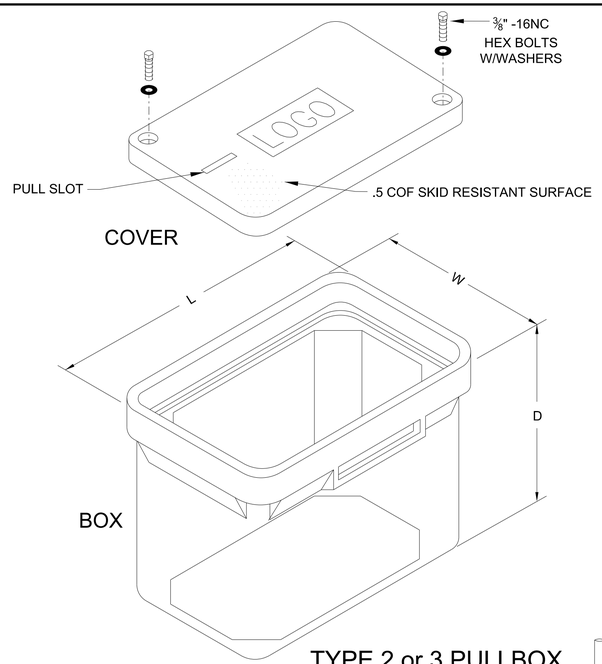
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2017 9:08 AM TSD 10_18_17.DGN

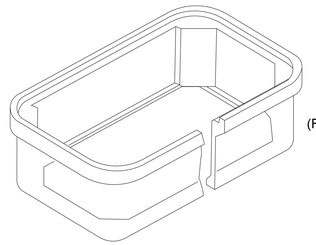
STATE	PROJECT NO.
MISS.	UPDATE



TYPE 1 PULLBOX
NOT TO SCALE



TYPE 2 or 3 PULLBOX
NOT TO SCALE



EXTENSION
(FOR USE UNDER
BOX ONLY)

PULLBOX NOTES:
1. GRADE LEVEL PULL BOX, ENCLOSURES, STRUCTURAL JUNCTION BOXES AND COVERS SHALL MEET THE REQUIREMENTS OF SUBSECTION 722.06 OF SPECS.
ALL PULLBOXES SHALL BE TIER 22 = 22,500-POUND DESIGN LOAD, 33,750-POUND TEST LOAD.

2. IN GENERAL, TYPE 2 BOXES ARE USED FOR CORNERS WHERE SIGNAL CONDUIT UNDER ROADWAY AND TO SIGNAL POLE MEET, TYPE 3 BOXES ARE USED AT CONTROLLER CORNER WHERE ADDITIONAL ROOM FOR EXTRA CONDUIT IS REQUIRED.

3. LOGOS SHALL READ TRAFFIC, SIGNAL, OR TRAFFIC SIGNAL.

4. PULLBOXES SHALL NOT BE LOCATED IN THE ROADWAY, SIDEWALK, DRIVEWAY OR OTHER PATHWAY SURFACES UNLESS SPECIFICALLY REQUIRED ON THE PLANS. THEY SHALL NOT BE LOCATED IN DRAINAGE COLLECTION AREAS AND LOCATIONS WHERE DRAINAGE RUNOFF OCCURS SHOULD BE AVOIDED WHENEVER POSSIBLE.

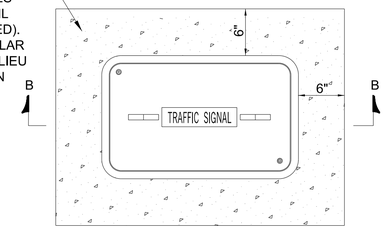
5. THE FINAL GRADE OF PULLBOX TOP SHALL BE FLUSH WITH ADJACENT MATERIAL WHEN THEY MUST BE INSTALLED WITHIN SIDEWALKS, ISLANDS OR BARRIER WALLS. THE FINAL GRADE OF TOP LOCATED IN SOIL OR SODDED AREAS SHALL BE APPROXIMATELY ONE (1) INCH HIGHER THAN ADJACENT EARTH OR SODDED AREAS.

NOMINAL MINIMUM DIMENSIONS (W x L x D)

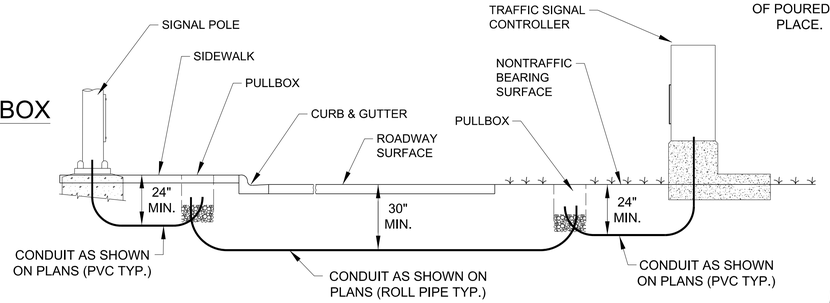
DIM	TYPE 1	TYPE 2	TYPE 3
W	11"	13"	17"
L	18"	24"	30"
D	12"	18"	24"

COLLARS AND GRAVEL UNDER PULLBOX REQUIRED FOR ALL TYPES OF PULLBOXES

CONCRETE COLLAR, 6" x 6", IS REQUIRED FOR PULLBOXES PLACED IN SOIL (COST ABSORBED). COMPOSITE COLLAR MAY BE USED IN LIEU OF POURED IN PLACE.



PLAN VIEW



TYPICAL CONDUIT INSTALLATION SECTION
NOT TO SCALE

CONDUIT NOTES:
1. TOP OF CONDUIT DEPTH SHALL BE A MINIMUM OF 24" UNLESS WHEN INSTALLED UNDER PAVED ROADWAY WHERE IT SHALL BE 30" MINIMUM DEPTH.

2. CONDUIT BORED OR DRILLED UNDER RAILROAD SHALL BE 10' MIN. BELOW RR BED, CONDUIT BORED OR DRILLED UNDER STREAMS SHALL BE 5' MIN. BELOW STEAM BED. BORE LOGS WILL BE REQUIRED FOR EACH LOCATION.

3. PULL TAPE SHALL BE INSTALLED INTO EACH EMPTY CONDUIT (COST ABSORBED).

4. CONDUIT TO BE SEALED WITH DUCT SEALER ONCE CABLE IS INSTALLED.
BLANK DUCT PLUGS SHALL BE INSTALLED IN EACH EMPTY CONDUIT.

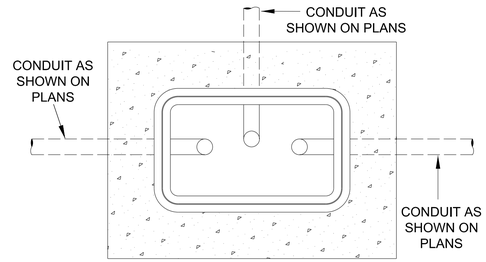
5. SAWCUT SIDEWALK AT EXISTING JOINTS AND REPLACE ENTIRE SECTION TO MATCH EXISTING MATERIAL. WHEN NEW SIDEWALK IS BEING CONSTRUCTED, CONDUIT, PULLBOX, AND POLE ARE TO BE INSTALLED BEFORE SIDEWALK IS POURED.

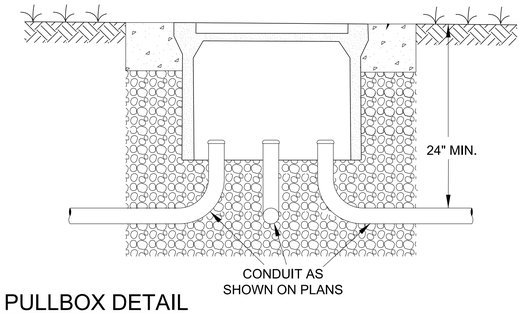
6. TYPE I CONDUIT IS RIGID GALV. STEEL; TYPE IV CONDUIT IS PVC; FLEXIBLE CONDUIT AND ROLL PIPE ARE HDPE.

7. ELECTRICAL SUBCONTRACTOR SHALL COORDINATE CONDUIT INSTALLATION WORK UNDER ROADWAY WITH ROADWAY CONSTRUCTION PHASING IN ORDER TO MINIMIZE JACKING.

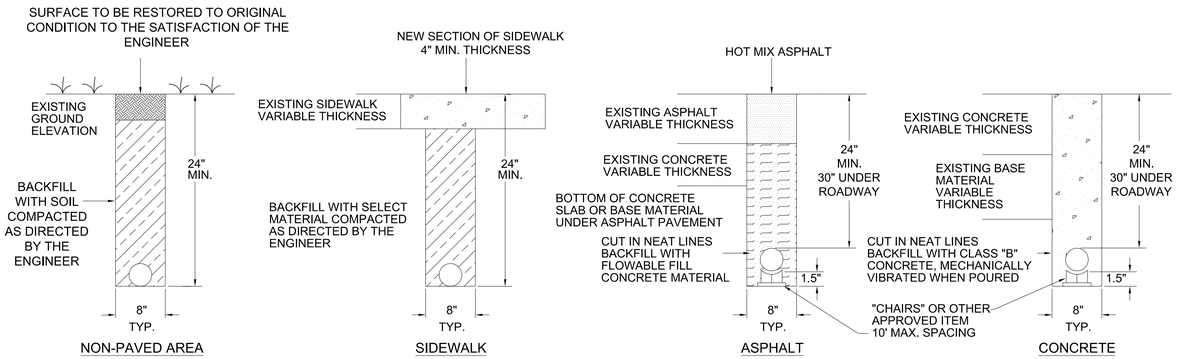
8. MATERIAL REMOVED THAT IS NOT SUITABLE FOR BACKFILL OR IS EXCESS SHALL BE DISPOSED OF BY THE CONTRACTOR (COST ABSORBED).

9. CONDUIT WILL BE MEASURED PER LINEAR FEET TO THE NEAREST FOOT FROM CENTER TO CENTER OF PULL BOX AND/OR FOUNDATION. MEASUREMENT IN UNDERGROUND CONDUIT IS ONLY IN THE HORIZONTAL PLANE AND NO ADDITIONAL QUANTITY SHALL BE ADDED FOR CONDUIT DEPTH OR CHANGE IN ELEVATION OF THE CONDUIT. ANY ABOVE GROUND VERTICAL CONDUIT RUNS, AS INDICATED IN THE PLANS, SHALL BE MEASURED PER LINEAR FEET TO THE NEAREST FOOT.



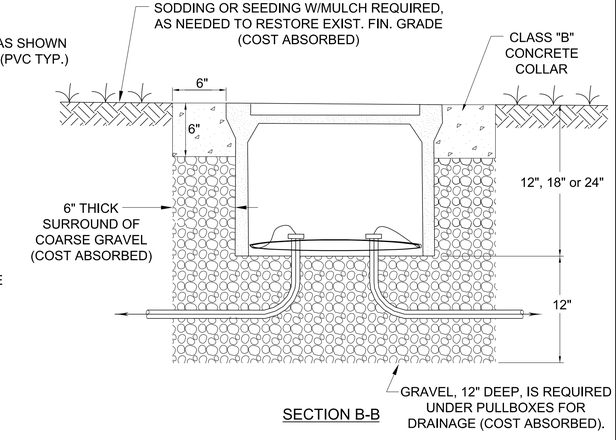


CONDUIT AT PULLBOX DETAIL
NOT TO SCALE



TO BE USED WHEN DRILLING OR JACKING IS NOT FEASIBLE

CONDUIT TRENCHING DETAIL
NOT TO SCALE



SECTION B-B

COLLAR AND GRAVEL DETAIL
NOT TO SCALE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

PULL BOX AND CONDUIT TRENCHING DETAILS

PROJ. NO.: UPDATE
COUNTY: UPDATE

BY | REVISION | DATE

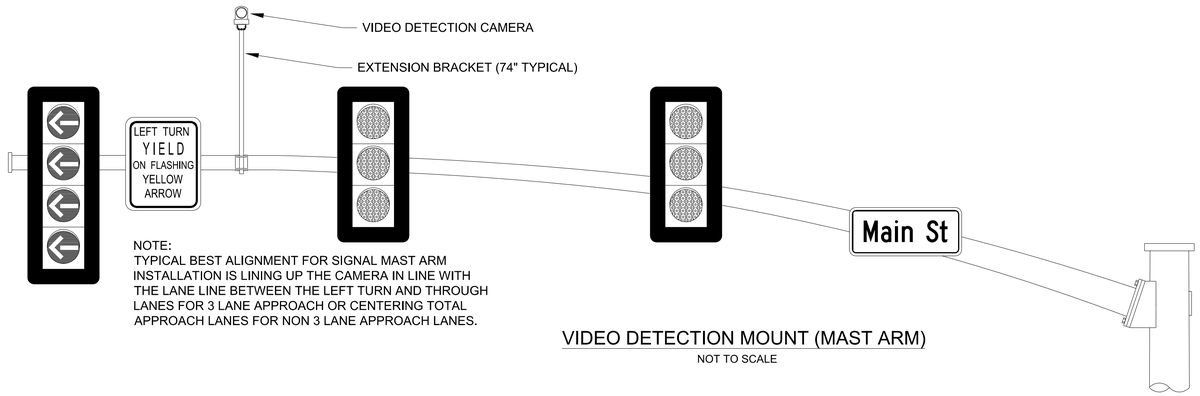
FILENAME: rwd.cel
DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

WORKING NUMBER
TSD-8

SHEET NUMBER
8

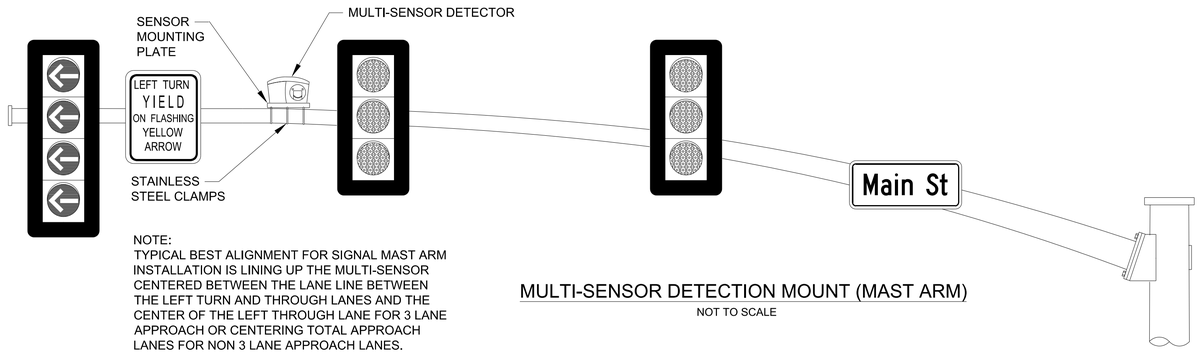
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
10/9/2017 9:10 AM TSD 10_18_17.DGN

STATE	PROJECT NO.
MISS.	UPDATE



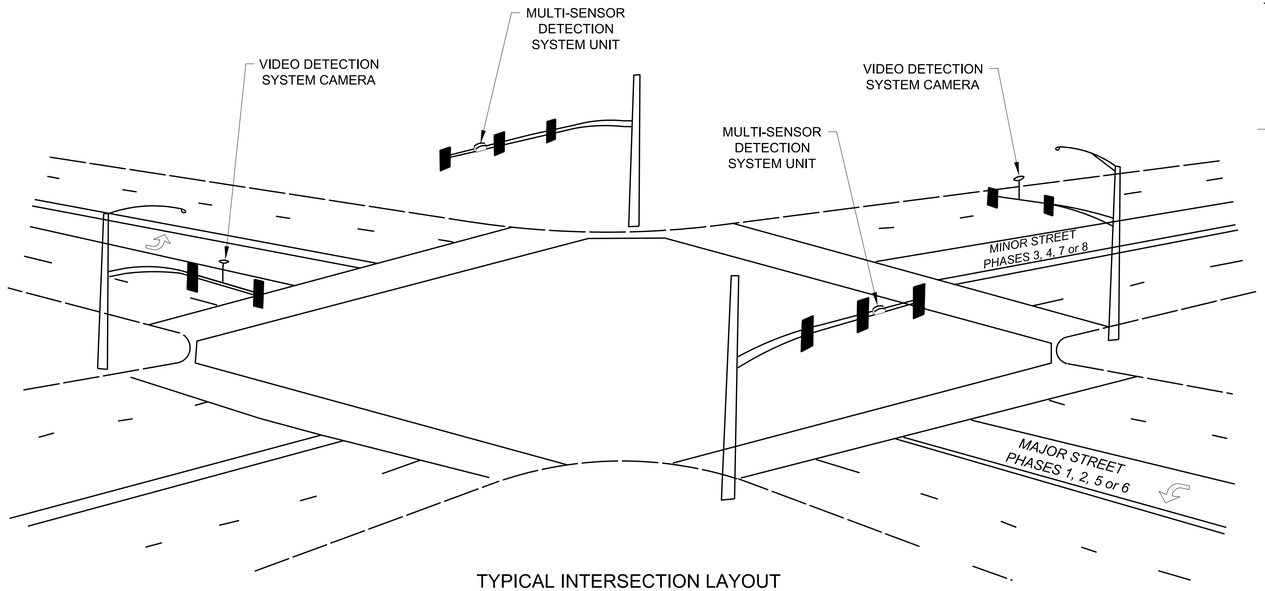
NOTE:
TYPICAL BEST ALIGNMENT FOR SIGNAL MAST ARM INSTALLATION IS LINING UP THE CAMERA IN LINE WITH THE LANE LINE BETWEEN THE LEFT TURN AND THROUGH LANES FOR 3 LANE APPROACH OR CENTERING TOTAL APPROACH LANES FOR NON 3 LANE APPROACH LANES.

VIDEO DETECTION MOUNT (MAST ARM)
NOT TO SCALE

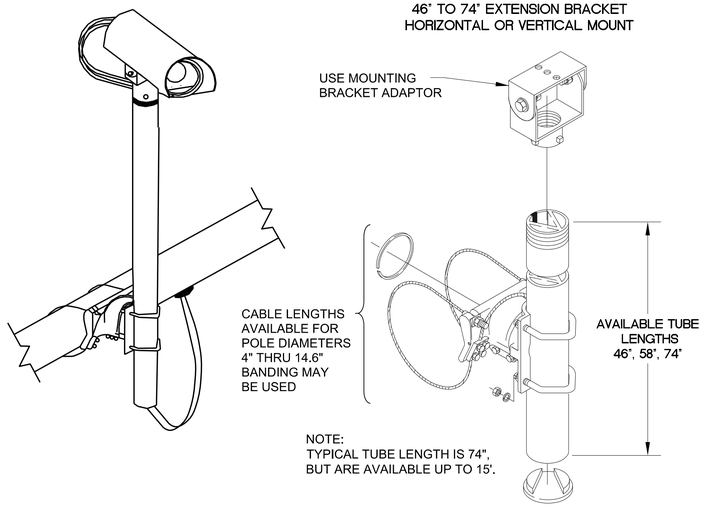


NOTE:
TYPICAL BEST ALIGNMENT FOR SIGNAL MAST ARM INSTALLATION IS LINING UP THE MULTI-SENSOR CENTERED BETWEEN THE LANE LINE BETWEEN THE LEFT TURN AND THROUGH LANES AND THE CENTER OF THE LEFT THROUGH LANE FOR 3 LANE APPROACH OR CENTERING TOTAL APPROACH LANES FOR NON 3 LANE APPROACH LANES.

MULTI-SENSOR DETECTION MOUNT (MAST ARM)
NOT TO SCALE

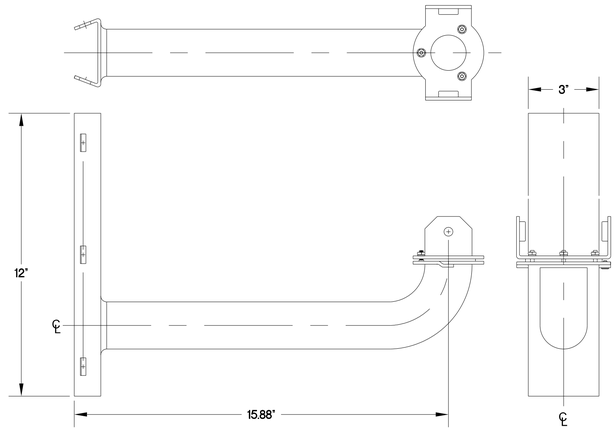


TYPICAL INTERSECTION LAYOUT
NOT TO SCALE

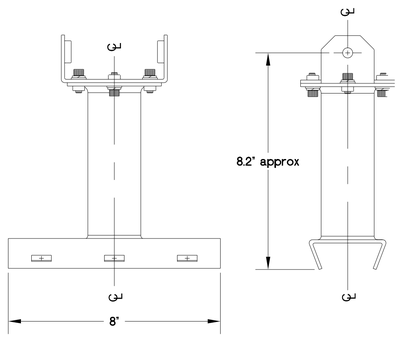


NOTE:
TYPICAL TUBE LENGTH IS 74", BUT ARE AVAILABLE UP TO 15'.

VIDEO DETECTION EXTENSION BRACKET
NOT TO SCALE



VERTICAL SURFACE MOUNTING BRACKET



HORIZONTAL MOUNTING BRACKET

TYPICAL CAMERA MOUNTING BRACKETS
NOT TO SCALE

GENERAL NOTES:
1. TYPE 1 VIDEO VEHICLE DETECTION (VVD) WILL PROVIDE PRESENCE OR PULSE DETECTION OF VEHICLES, BICYCLES, AND PEDESTRIANS FOR TRAFFIC SIGNAL CONTROLLER INPUTS. THERE ARE TWO VARIATIONS OF TYPE 1 VIDEO VEHICLE DETECTION: TYPE 1A CAMERA WITH INDEPENDENT VIDEO DETECTION PROCESSOR, TYPE 1B A SINGLE INTEGRATED CAMERA WITH VIDEO DETECTION PROCESSOR. THE WORK SHALL CONSIST OF PROVIDING ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO FURNISH, INSTALL, AND TEST THE VIDEO VEHICLE DETECTION EQUIPMENT, COMPLETE AND READY FOR SERVICE.

TYPE 2 VIDEO VEHICLE DETECTION (VVD) WILL PROVIDE PRESENCE OR PULSE DETECTION OF VEHICLES, BICYCLES, AND PEDESTRIANS FOR TRAFFIC SIGNAL CONTROLLER INPUTS. TYPE 2 VIDEO VEHICLE DETECTION SHALL BE DESIGNED TO BE SPAN WIRE MOUNTED. THE WORK SHALL CONSIST OF PROVIDING ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO FURNISH, INSTALL, AND TEST THE VIDEO VEHICLE DETECTION EQUIPMENT, COMPLETE AND READY FOR SERVICE.

THE MULTI-SENSOR VEHICLE DETECTION (MSVD) WILL PROVIDE DETECTION OF VEHICLES ON A ROADWAY USING A MULTI-SENSOR DETECTION FOR TRAFFIC SIGNAL CONTROLLER INPUTS. THE MULTI-SENSOR SHALL UTILIZE TWO (2) DIFFERENT SENSORS OF DIFFERENT TECHNOLOGIES, VIDEO IMAGING AND RADAR, TO DETECT AND TRACK VEHICLES. THE MODULE SHALL PROCESS INFORMATION FROM BOTH VIDEO IMAGING AND RADAR SENSORS SIMULTANEOUSLY IN REAL-TIME. THE WORK SHALL CONSIST OF PROVIDING ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO FURNISH, INSTALL, AND TEST THE MULTI-SENSOR VEHICLE DETECTION EQUIPMENT, COMPLETE AND READY FOR SERVICE.

2. INSTALL VIDEO DETECTION PROCESSOR UNIT(S) INSIDE CONTROLLER CABINET UNLESS OTHERWISE NOTED ON PLANS.

3. AIM THE CAMERA SO THE HORIZON IS NOT VISIBLE IN THE FIELD OF VIEW.

4. INSURE WATER -TIGHT CABLE ENTRY AND EXIT POINTS FOR CONNECTIONS.

5. CONTRACTOR TO USE MANUFACTURE'S SUPPLIED OR APPROVED CABLE, CONNECTIONS AND MOUNTING HARDWARE.

6. DETECTION SUPPLIER TO ASSIST CONTRACTOR WITH INFORMATION ON BEST MOUNTING POSITION (LOCATION ON ARM, MOUNTING HEIGHT, ETC.).

7. POWER AND VIDEO / MUTI-SENSOR CABLE PROVIDED SHALL BE AS RECOMMENDED BY THE MANUFACTURER FOR OPTIMAL VIDEO DETECTION PERFORMANCE. THE POWER AND VIDEO / MUTI-SENSOR CABLE MAY BE INSTALLED UNDER THE SAME OUTER JACKET. THE CABLES WILL BE MEASURED BY THE LINEAR FOOT, MEASURED HORIZONTALLY ALONG THE CONDUIT, MESSENGER CABLE OR MAST ARM AND VERTICALLY ALONG THE POLE.

8. SURGE PROTECTION DEVICES SHALL BE PROVIDED FOR ALL NEW OR ADDED VIDEO DETECTION DEVICES AS RECOMMENDED BY THE MANUFACTURER.

9. ALL DETECTION UNITS SHALL BE NETWORKABLE DEVICES AND BE ON THE MDOT NETWORK IF NOTED ON PLANS.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

VIDEO/MULTI-SENSOR DETECTION INSTALLATION FOR TRAFFIC SIGNALS

PROJ. NO.: UPDATE
COUNTY: UPDATE

WORKING NUMBER
TSD-9V

SHEET NUMBER
9B

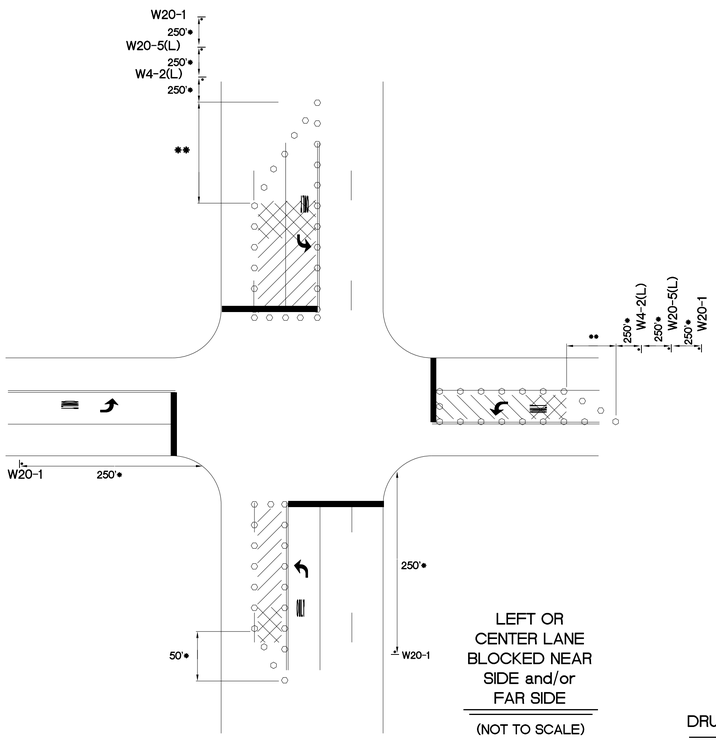
REVISION | BY | DATE

FILENAME: rwd.cel
DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

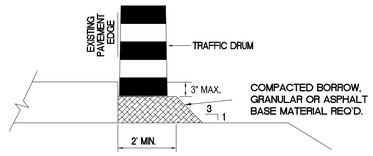
9/19/2017 9:10 AM TSD 10.18.17.DGN

STATE	PROJECT NO.
MISS.	UPDATE



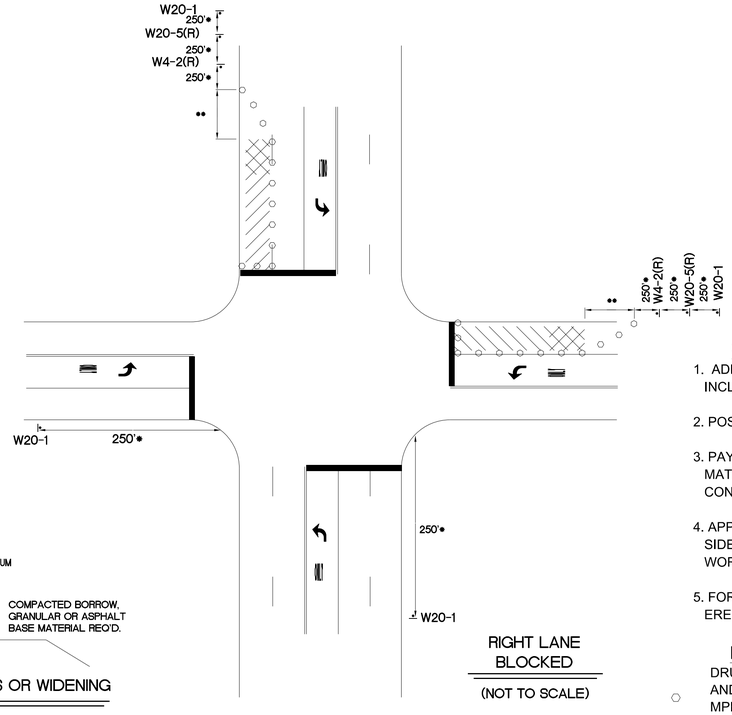
LEFT OR CENTER LANE BLOCKED NEAR SIDE and/or FAR SIDE

(NOT TO SCALE)



DRUM PLACEMENT ON LOW SHOULDERS OR WIDENING

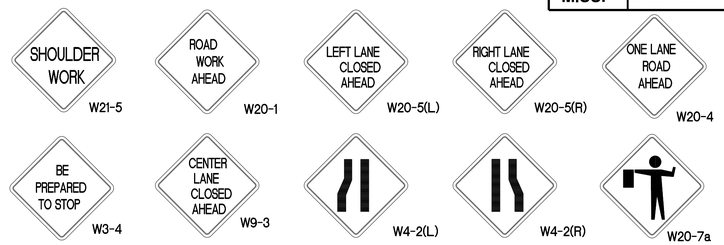
CONTRACTOR SHALL PLACE PLASTIC DRUMS ADJACENT TO ROADWAY IN AREAS WHERE THE WIDENING HAS NOT BEEN CONSTRUCTED TO WITHIN TWO INCHES OF EXISTING PAVEMENT ELEVATIONS. DRUMS REQUIRED WHERE WORK ZONE INCLUDES UNDERCUT SHOULDER AND REMOVAL OF CURB + GUTTER. DRUMS TO BE PLACED AS SHOWN IN DETAILS, LEFT FOR NIGHT OPERATION OR SUSPENSIONS OF WORK. COST TO BE ABSORBED (UNDER PAY ITEM 618-A).



RIGHT LANE BLOCKED

(NOT TO SCALE)

SIGN LEGEND



GENERAL NOTES

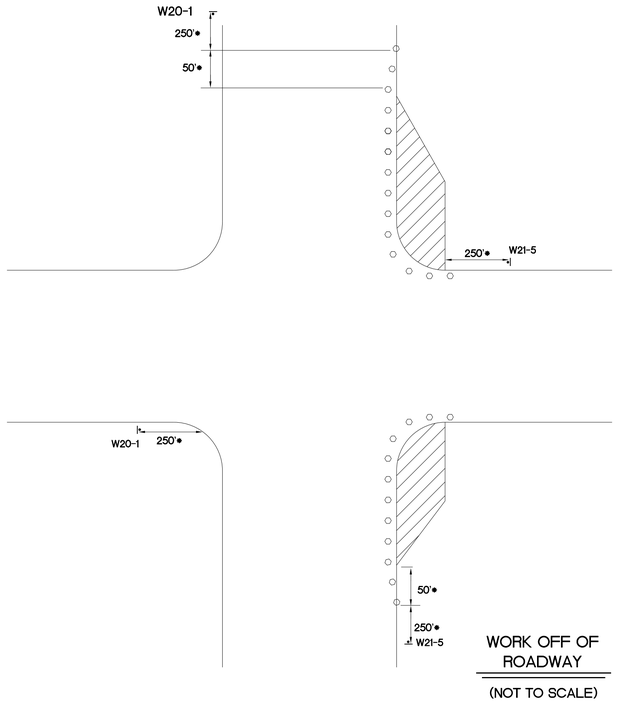
1. ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY. ANY ADDITIONAL SIGNS SHOULD BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
2. POST MOUNTED SIGNS SHALL HAVE A 7' MINIMUM MOUNTING HEIGHT.
3. PAYMENT FOR ALL SIGNS, CONES, DRUMS, CONCRETE BARRIERS, STEEL PLATES AND OTHER MATERIALS, BARRICADES, LABOR AND INCIDENTALS REQUIRED TO IMPLEMENT THE TRAFFIC CONTROL PLAN SHALL BE INCLUDED UNDER PAY ITEM 618-A, MAINTENANCE OF TRAFFIC.
4. APPROACH SIDE TRAFFIC CONTROL TO BE USED WHEN WORK OCCURS ON EITHER THE APPROACH SIDE OR THE FAR SIDE OF THE INTERSECTION. FAR SIDE TRAFFIC CONTROL IS NOT NEEDED WHEN WORK IS CONFINED TO THE APPROACH SIDE ONLY.
5. FOR A DIVIDED HIGHWAY SITUATION, A SECOND SET OF ADVANCE WARNING SIGNS SHALL BE ERECTED IN MEDIAN AREA (8' MIN. MEDIAN WIDTH REQUIRED).

LEGEND

DRUMS (30' MAXIMUM SPACING) - CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.

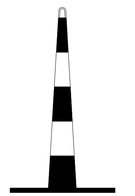
W20-1 •| SIGNS - SEE SIGN LEGEND MIN. SIZE 48" x 48", BLACK ON ORANGE BACKGROUND

|| FLAGGER WITH PADDLE - 18" STOP/SLOW PADDLES ACCEPTED AS PROPER TRAFFIC CONTROL DEVICES SHALL BE USED. HAND HELD FLAGS SHALL NOT BE FOR FLAGGING OPERATION.



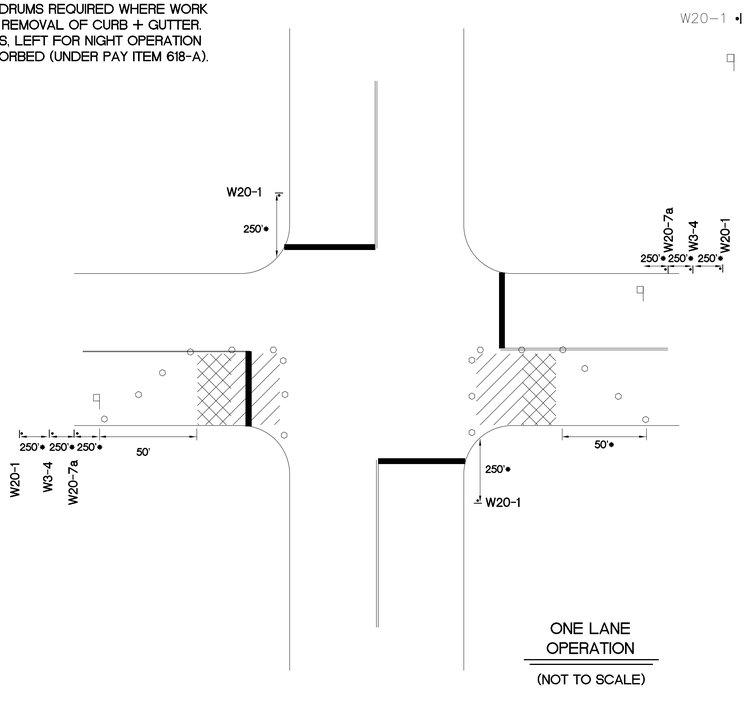
WORK OFF OF ROADWAY

(NOT TO SCALE)



TRAFFIC CONE

CONES SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF TEN (10) POUNDS. CONES USED IN SPEED ZONES EQUAL TO OR GREATER THAN 45 MPH SHALL BE NARROW PROFILE WITH A MINIMUM HEIGHT OF 28 INCHES AND A MINIMUM WEIGHT OF FIFTEEN (15) POUNDS. ALL CONES SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE.



ONE LANE OPERATION

(NOT TO SCALE)

WORK AREA BUFFER AREA

* CONSIDERED MINIMUM DISTANCE - ENGINEER TO DETERMINE APPROPRIATE SPACING IN THE FIELD

**

SPEED LIMIT M.P.H.	BUFFER FEET	TAPER LENGTH (Feet) (Per 12' Lane Shift)
20	115	80
25	155	125
30	200	180
35	250	245
40	305	320
45	360	540
50	425	600
55	495	660
60	570	720
65	645	780
70	730	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN (TYPICAL SIGNAL INSTALLATION)

PROJ. NO.: UPDATE

COUNTY: UPDATE

BY | REVISION | DATE

FILENAME: rwd.cel

DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

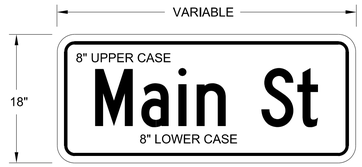
WORKING NUMBER TSD-10

SHEET NUMBER 10

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/9/2017 9:10 AM TSD 10_18_17.DGN

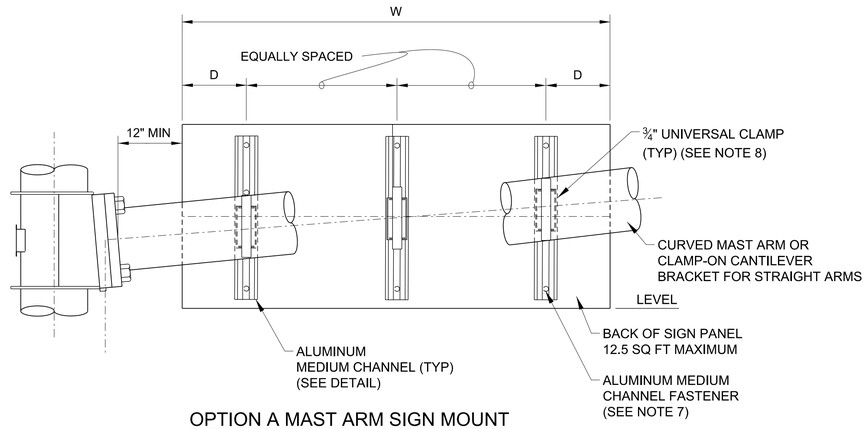
STATE	PROJECT NO.
MISS.	UPDATE



SINGLE LINE STREET NAME SIGN DETAIL

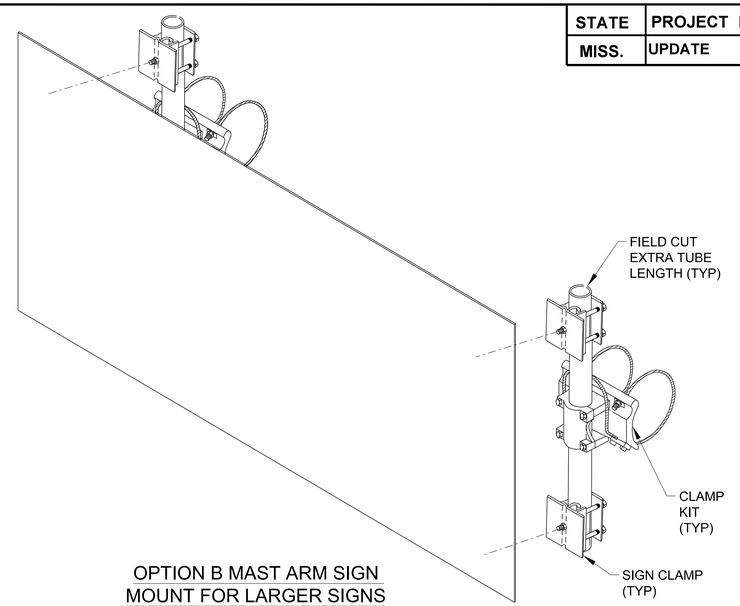
(TYPICAL)

8" UPPER CASE & LOWER CASE LETTERS; SERIES "C"
THICKNESS = 0.1"
WHITE LETTERS AND BORDER ON GREEN TYPE XI PRISMATIC RETROREFLECTIVE SHEETING



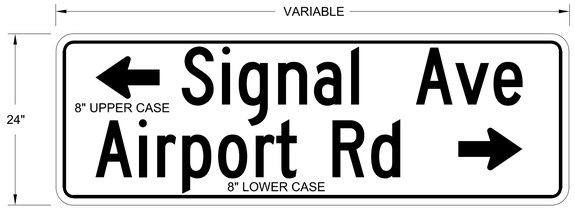
OPTION A MAST ARM SIGN MOUNT

(SEE TABLE 1)
(SEE NOTE 4)



OPTION B MAST ARM SIGN
MOUNT FOR LARGER SIGNS





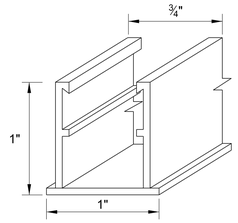
DOUBLE LINE STREET NAME SIGN DETAIL

(TYPICAL)

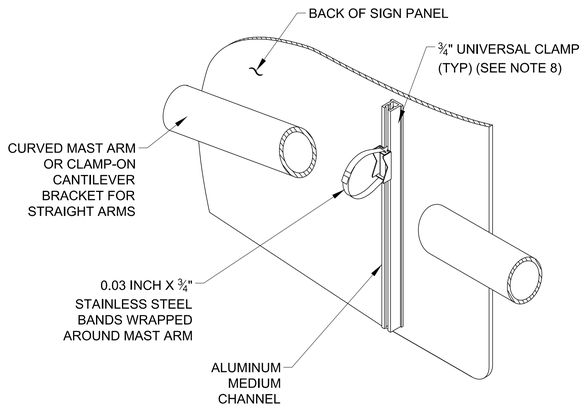
8" UPPER CASE & LOWER CASE LETTERS; SERIES "C"
THICKNESS = 0.1"
WHITE LETTERS AND BORDER ON GREEN TYPE XI PRISMATIC RETROREFLECTIVE SHEETING
ROADWAY TO LEFT ON TOP, ROADWAY TO RIGHT ON BOTTOM
JUSTIFY TEXT AND ARROW LEFT AND RIGHT ON SIGN

TABLE 1
DIMENSIONS OF OPTION A

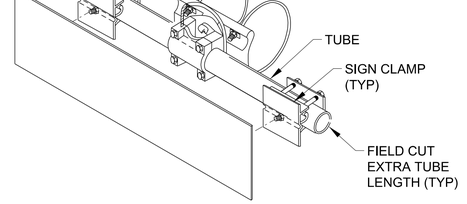
WIDTH OF SIGN (W, INCH)	D (INCH)	NUMBER OF MEDIUM CHANNELS
W ≤ 48	W/4	2
48 < W ≤ 96	12	3



ALUMINUM MEDIUM CHANNEL DETAIL



OPTION A INSTALLATION DETAIL



OPTION B MAST ARM SIGN MOUNT FOR SMALL SIGNS

GENERAL NOTES:
1. SEE TSD-3 FOR ADDITIONAL MAST ARM INFORMATION.

2. ALL MATERIALS FOR TRAFFIC AND STREET NAME SIGNS SHALL BE NEW AND MEET THE REQUIREMENTS OF SECTION 721 OF THE STANDARD SPECIFICATIONS.

3. PROVIDE MINIMUM 17 FT CLEARANCE FROM THE BOTTOM OF THE SIGN OR SIGN MOUNTING ASSEMBLY TO THE HIGHEST POINT ON THE ROADWAY SURFACE UNDER THE SIGN.

4. ADJUST UNIVERSAL CLAMP LOCATION TO LEVEL SIGN. OPTION B SHALL BE USED WHEN CURVED SECTION OF MAST ARM WILL NOT ALLOW FOR LEVEL INSTALLATION.

5. TRAFFIC SIGN AND STREET NAME SIGN WILL BE MEASURED BY THE SQUARE FOOT, WHICH MEASUREMENT BEING INCLUSIVE OF ALUMINUM SIGN BLANK, APPLIED REFLECTIVE SHEETING, MOUNTING BRACKETS AND BANDING MATERIALS AND BEGIN INCLUSIVE OF ALL MATERIALS, WORK AND SERVICES NECESSARY FOR A PROPERLY CONSTRUCTED SIGN.

6. ATTACH THE ALUMINUM MEDIUM CHANNEL TO SIGN PANEL WITH STAINLESS STEEL BOLTS, TAPPING SCREWS OR POP RIVETS AS SPECIFIED. USE ADHESIVE ONLY WHEN SHOP APPLIED. NO FIELD ADHESIVE IS ALLOWED.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STREET NAME SIGN DETAILS

PROJ. NO.: UPDATE
COUNTY: UPDATE

WORKING NUMBER
TSD-11

SHEET NUMBER
11

FILENAME: rwd.cel
DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

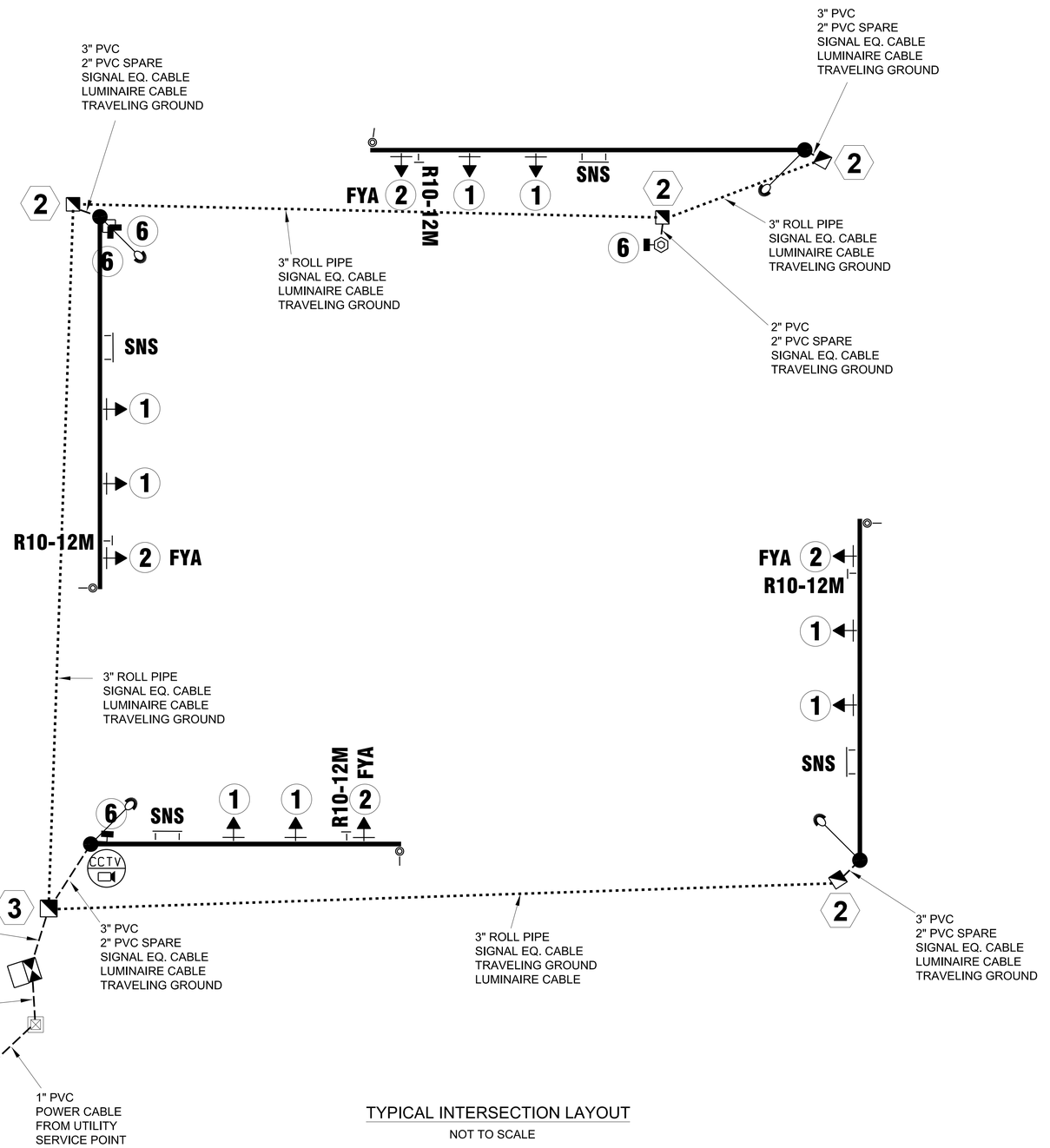
PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2017 9:10 AM TSD 10.18.17.DGN

STATE	PROJECT NO.
MISS.	UPDATE

LEGEND

- SIGNAL HEAD (TYPE)
- PEDESTRIAN SIGNAL HEAD
- MAST ARM POLE
- PEDESTAL POLE
- SIGNAL CONTROLLER CABINET
- PULLBOX (TYPE)
- POWER SERVICE PEDESTAL
- OPTICAL DETECTOR UNIT
- PTZ / FIXED CAMERA
- STREET NAME SIGN
- LUMINAIRE
- TRENCHED CONDUIT
- BORED CONDUIT



TYPICAL INTERSECTION LAYOUT

NOT TO SCALE

GENERAL NOTES:

1. SIGNAL EQUIPMENT CABLE CAN BE ANY CABLE GOING TO SIGNAL EQUIPMENT INCLUDING SIGNAL HEADS (8C/14 -TYP), PEDESTRIAN HEADS (5C/14 - TYP), DETECTOR CABLE FOR VIDEO, MULTI-SENSOR OR RADAR (DC), OPTICAL DETECTOR CABLE (ODC), SHIELDED CABLE (2C SC OR 4C SC) FOR LOOPS OR ITS COMMUNICATIONS CABLE.

2. POWER CABLE IS A 3C CABLE THAT RUNS FROM THE POWER SERVICE POINT TO THE POWER SERVICE PEDESTAL. GROUND WIRE IN 3C TO ACT AS "TRAVELING GROUND" FROM POWER SERVICE PEDESTAL TO SIGNAL CONTROLLER CABINET.

3. LUMINAIRE CABLE (2C/10 - TYP) RUNS FROM THE POWER SERVICE PANEL TO THE POLES THAT HAVE STREET LIGHTS. THIS CABLE IS "DAISY CHAINED" IN AND OUT OF POLES. SPLICES TO BE MADE IN POLES AND NOT PULLBOXES.

4. TRAVELING GROUND (#10 THWN STRANDED - GREEN) RUNS FROM POLE TO POLE BACK TO CONTROLLER CABINET TO TIE ALL EQUIPMENT TOGETHER. IT IS INSTALLED IN THE SAME CONDUIT AS THE OTHER CABLES. ALL GROUNDING EQUIPMENT AND WIRE SHALL BE COST ABSORBED.

5. CONDUIT WILL BE MEASURED PER LINEAR FEET TO THE NEAREST FOOT FROM CENTER TO CENTER OF PULL BOX AND/OR FOUNDATION. MEASUREMENT IN UNDERGROUND CONDUIT IS ONLY IN THE HORIZONTAL PLANE AND NO ADDITIONAL QUANTITY SHALL BE ADDED FOR CONDUIT DEPTH OR CHANGE IN ELEVATION OF THE CONDUIT. ANY ABOVE GROUND VERTICAL CONDUIT RUNS, AS INDICATED IN THE PLANS, SHALL BE MEASURED PER LINEAR FEET TO THE NEAREST FOOT.

6. SIGNAL, POWER, AND LUMINAIRE CABLE WILL BE MEASURED BY THE LINEAR FOOT, MEASURED HORIZONTALLY ALONG THE CONDUIT, MESSENGER CABLE OR MAST ARM / LUMINAIRE ARM AND VERTICALLY ALONG THE POLE.

7. PULL BOX ENCLOSURES OF THE TYPE SPECIFIED WILL BE MEASURED AS UNIT PER EACH.

8. DETAILS SHOWN ON THIS SHEET ARE TYPICAL AND MAY BE CHANGED ACCORDING TO REQUIREMENTS ON PLAN SHEETS.

PLAN
ROADWAY DESIGN DIVISION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

10/19/2017 9:11 AM TSD 10.18.17.DGN

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TYPICAL INTERSECTION LAYOUT

PROJ. NO.: UPDATE
COUNTY: UPDATE

FILENAME: rwd.cel
DESIGN TEAM UPDATE CHECKED UPDATE DATE 10/2017

WORKING NUMBER
TSD-14

SHEET NUMBER
15

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-627-7780
EST. 2004

REVISIONS:

DATE: 7/3/25
DRAWN: NBA
CHECKED: CLB
SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

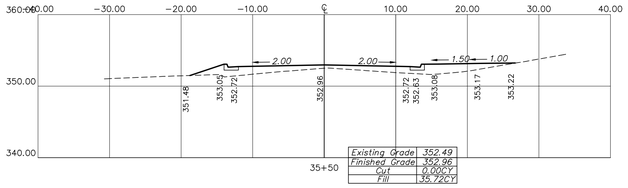
CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
CROSS SECTIONS - STA. 27+50 - STA. 32+50

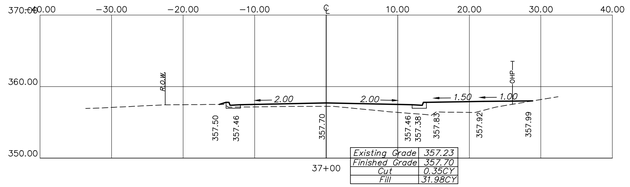
SHEET NUMBER
55

PROJECT NUMBER
B-11325



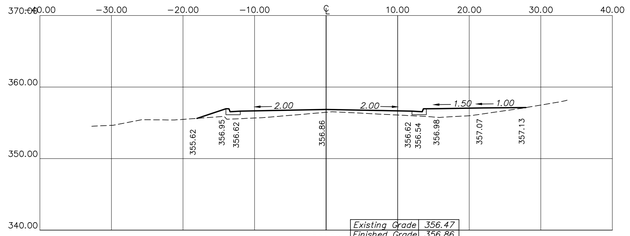
Existing Grade	352.49
Finished Grade	352.96
Cut	0.00CY
Fill	35.72CY

35+50



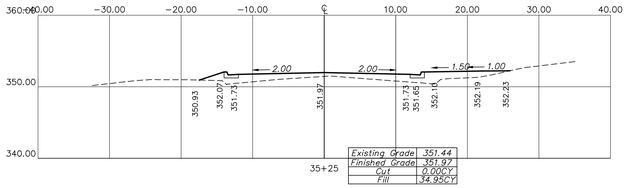
Existing Grade	357.23
Finished Grade	357.70
Cut	0.35CY
Fill	31.98CY

37+00



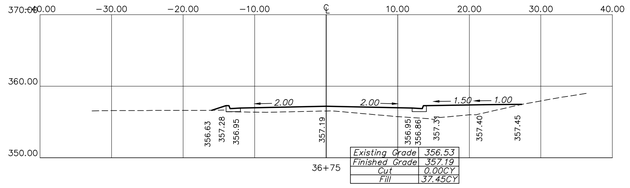
Existing Grade	356.47
Finished Grade	356.86
Cut	0.00CY
Fill	29.68CY

38+50



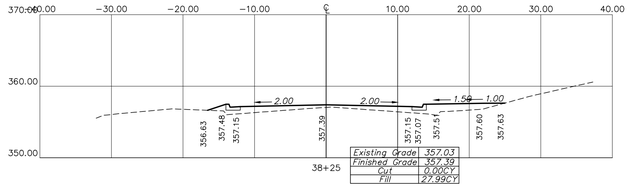
Existing Grade	351.44
Finished Grade	351.97
Cut	0.00CY
Fill	34.95CY

35+25



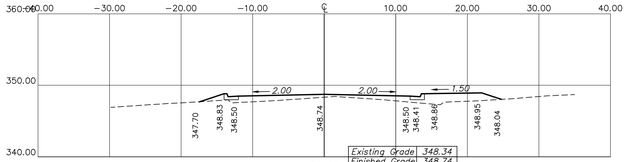
Existing Grade	356.53
Finished Grade	357.19
Cut	0.00CY
Fill	37.45CY

36+75



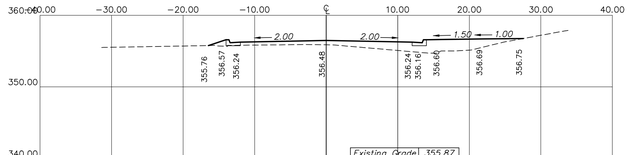
Existing Grade	357.03
Finished Grade	357.39
Cut	0.00CY
Fill	27.99CY

38+25



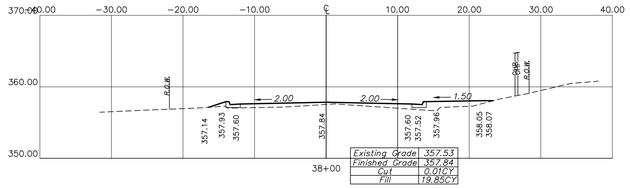
Existing Grade	348.34
Finished Grade	348.74
Cut	0.00CY
Fill	28.69CY

34+25



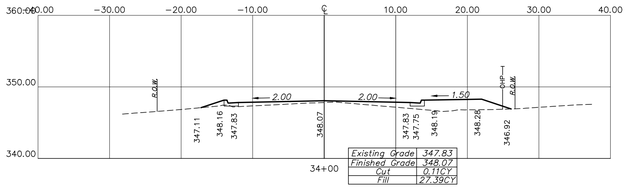
Existing Grade	355.87
Finished Grade	356.48
Cut	0.10CY
Fill	35.87CY

36+50



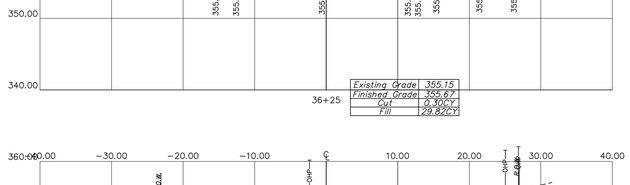
Existing Grade	357.53
Finished Grade	357.84
Cut	0.01CY
Fill	19.85CY

38+00



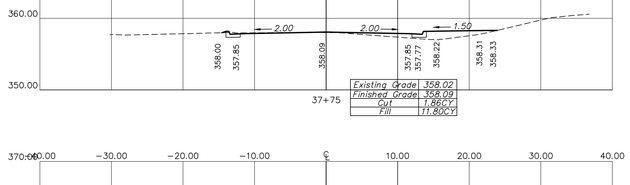
Existing Grade	347.83
Finished Grade	348.07
Cut	0.11CY
Fill	27.39CY

34+00



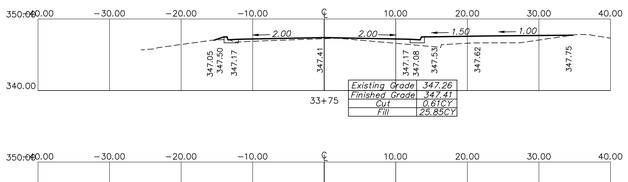
Existing Grade	355.15
Finished Grade	355.67
Cut	0.10CY
Fill	29.82CY

36+25



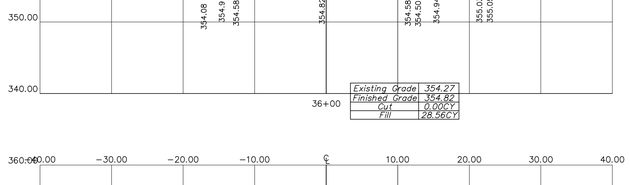
Existing Grade	358.02
Finished Grade	358.09
Cut	1.86CY
Fill	11.80CY

37+75



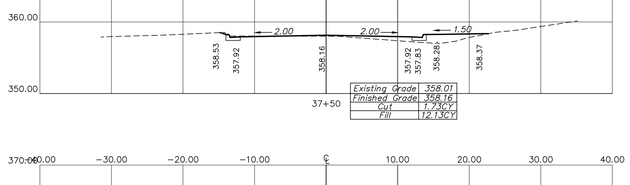
Existing Grade	347.26
Finished Grade	347.41
Cut	0.51CY
Fill	25.85CY

33+75



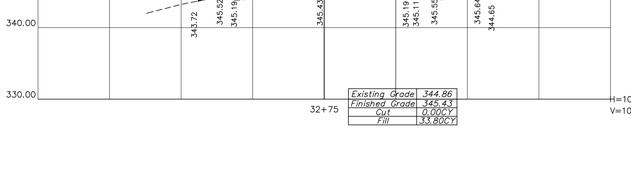
Existing Grade	354.27
Finished Grade	354.82
Cut	0.00CY
Fill	28.56CY

36+00



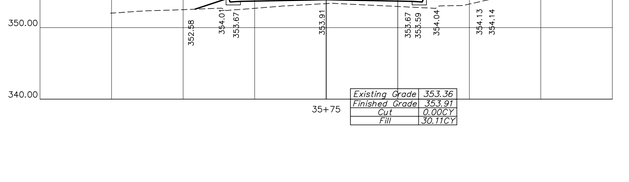
Existing Grade	358.01
Finished Grade	358.16
Cut	1.23CY
Fill	12.13CY

37+50



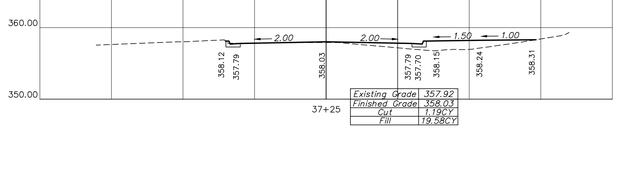
Existing Grade	344.86
Finished Grade	345.43
Cut	0.00CY
Fill	33.80CY

32+75



Existing Grade	353.36
Finished Grade	353.91
Cut	0.00CY
Fill	30.11CY

35+75



Existing Grade	357.92
Finished Grade	358.03
Cut	1.19CY
Fill	19.58CY

37+25

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-627-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: CLB | SCALE: 1"=10'
REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
CROSS SECTIONS - STA. 32+75 - STA. 38+50

SHEET NUMBER
56

PROJECT NUMBER
B-11325

BENCHMARK
ENGINEERING & SURVEYING, LLC
CIVIL ◆ STRUCTURAL ◆ PLANNING ◆ SURVEYING ◆ UAV MAPPING
BRANDON | FLOWOOD | MADISON
www.benchmarkms.net 601-627-7780
EST. 2004

REVISIONS:

DATE: 7/3/25 | DRAWN: NBA
CHECKED: CLB | SCALE: 1"=10'

REF C/L:
EG SURFACE:
FG SURFACE:

PROJECT LOCATION:
WHEATLEY STREET
RIDGELAND, MS 39157

CLIENT:
CITY OF RIDGELAND
100 W SCHOOL ST., RIDGELAND, MS 39157

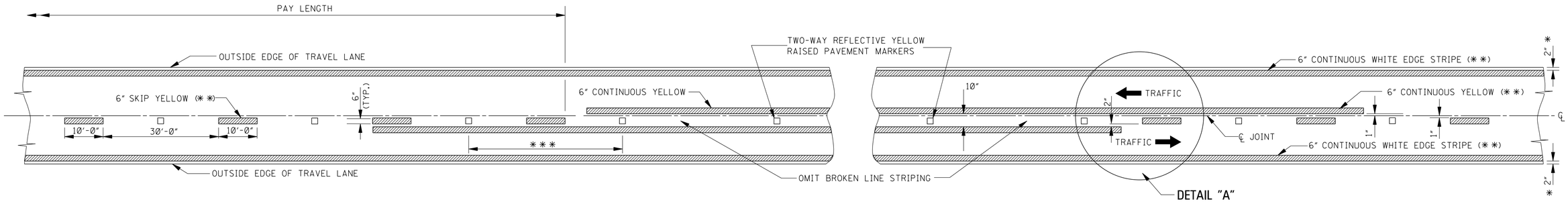
PROJECT:
WHEATLEY STREET RECONSTRUCTION & SIDEWALK IMPROVEMENTS

SHEET CONTENTS:
CROSS SECTIONS - STA. 38+75 - STA. 47+00

SHEET NUMBER
57

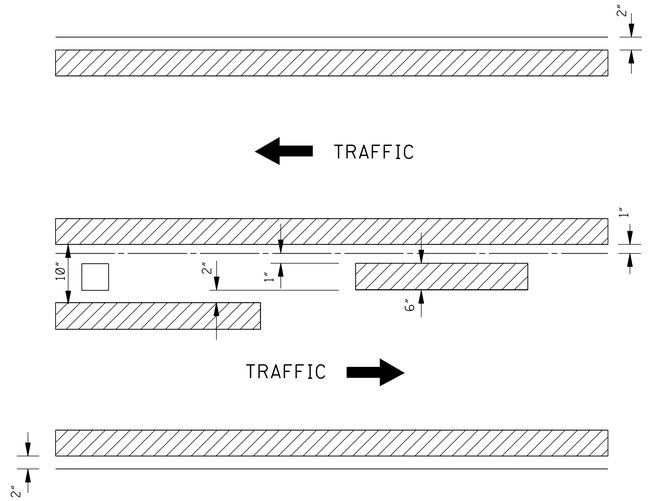
PROJECT NUMBER
B-11325

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)

NOTE: THE CRITERIA FOR NO-PASSING ZONES CAN BE FOUND IN THE MDOT ROADWAY DESIGN MANUAL, SECTION 11-1.01.



DETAIL "A"



GENERAL NOTES:

* 1. 2" UNLESS SHOWN ELSEWHERE ON THE PLANS. FOR STRIPING ON RUMBLE STRIP SECTIONS REFER TO WK. SHEETS RS-1, RS-2, AND RS-3.

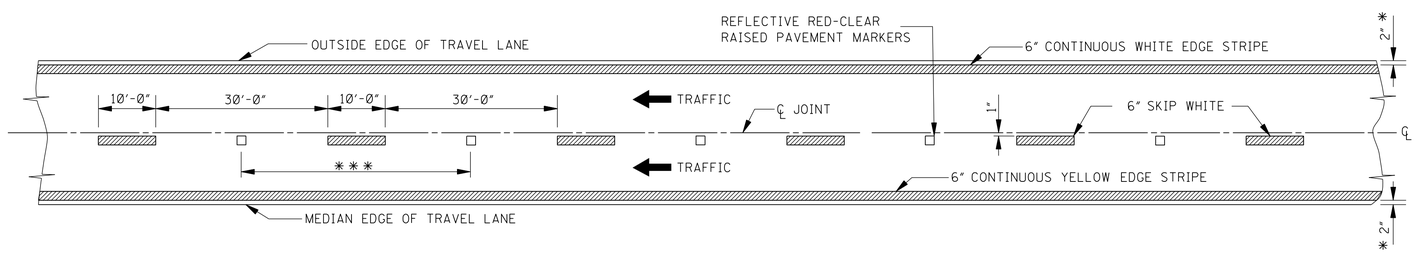
* * 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR PLASTIC AS INDICATED IN PAY ITEMS).

* * * 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

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

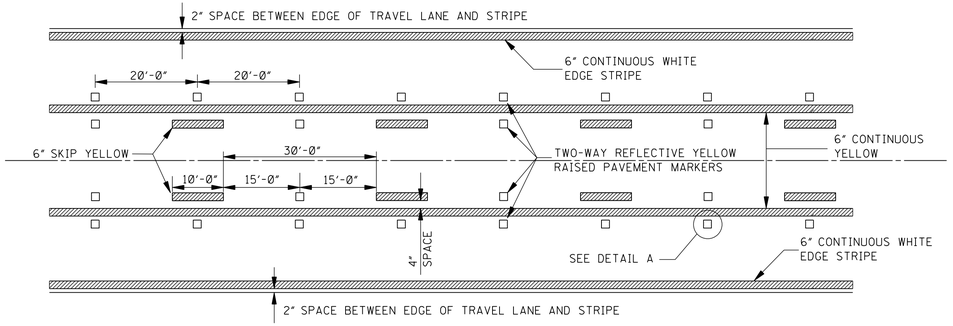
PAVEMENT MARKING DETAILS FOR 2–LANE AND 4–LANE DIVIDED ROADWAYS

ISSUE DATE: AUGUST 01, 2017

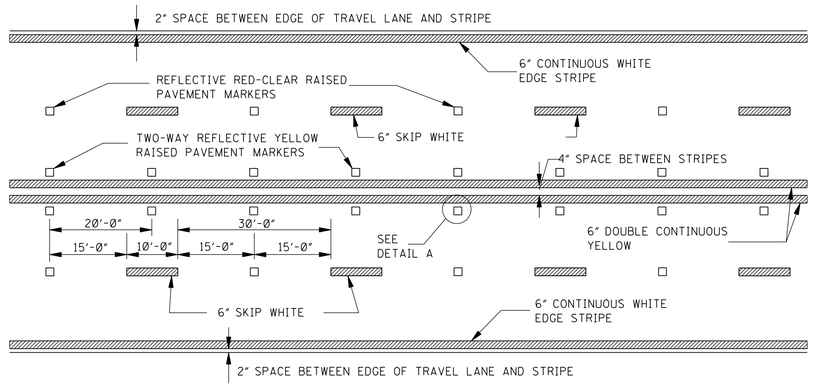
WORKING NUMBER
PM-1

SHEET NUMBER
6051

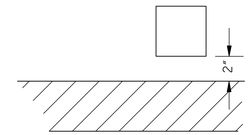
STATE	PROJECT NO.
MISS.	



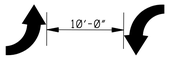
TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 3–LANE SECTION



TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 4–LANE SECTION

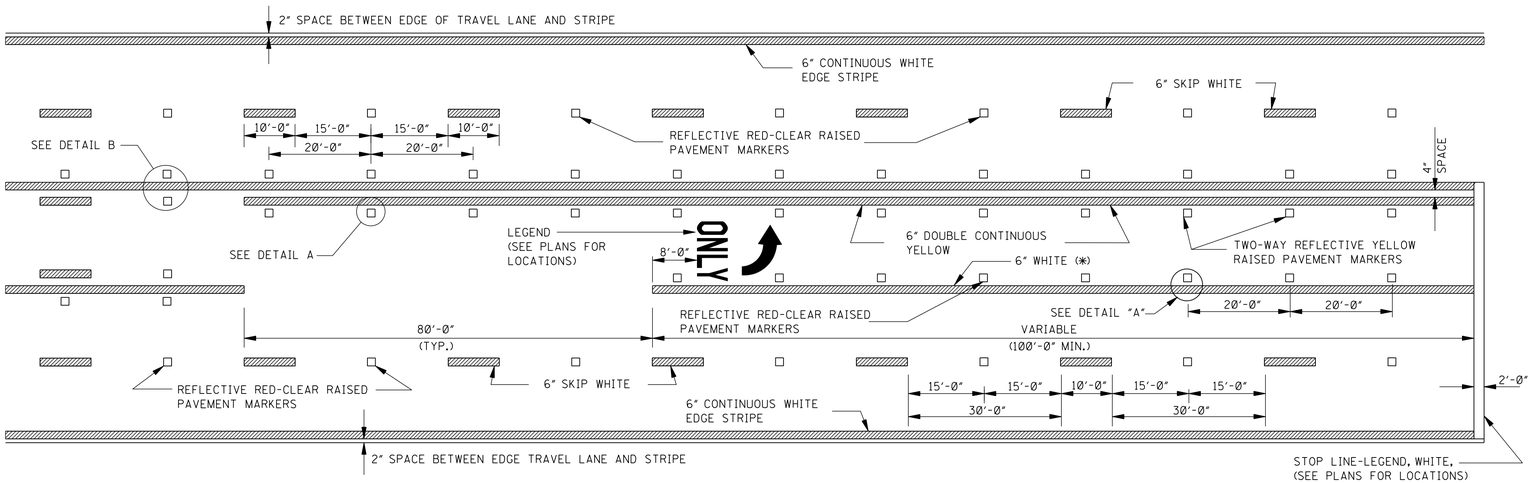


DETAIL A
LATERAL PLACEMENT OF
PAVEMENT MARKERS



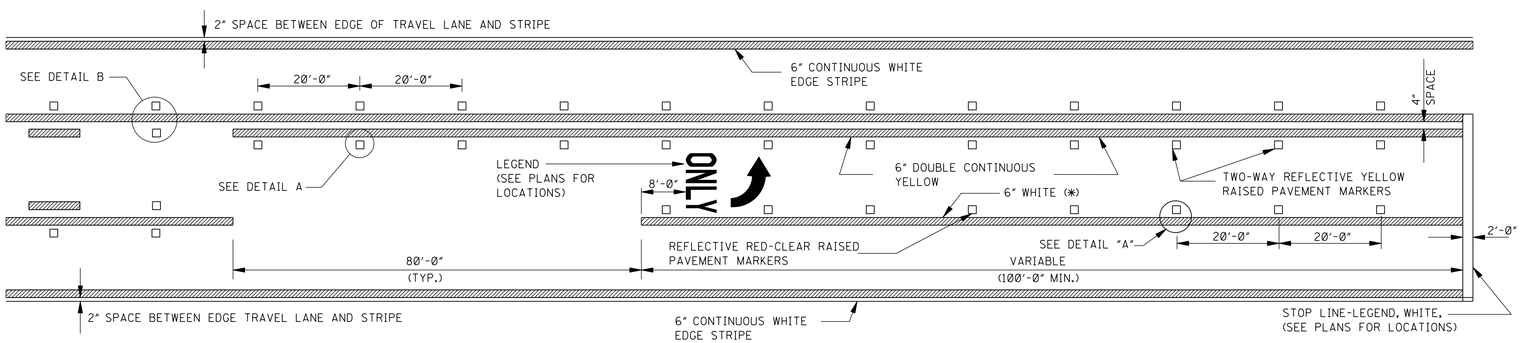
TYPICAL TWO–WAY ARROW INSTALLATION

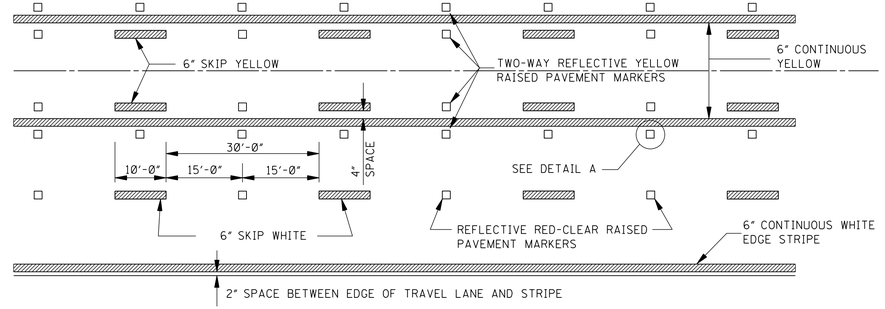
NOTES: 1. CONSIDER EACH SEGMENT OF CONTINUOUS TWO-WAY LEFT TURN LANE SEPARATELY.
2. IF SEGMENT IS LESS THAN 350', PLACE ONE SET OF ARROWS IN CENTER OF SEGMENT.
3. IF SEGMENT IS GREATER THAN 350', PLACE FIRST SET OF ARROWS 50' TO 100'.
FROM BEGINNING AND/OR END OF SEGMENT AND SPACE ADDITIONAL SETS OF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



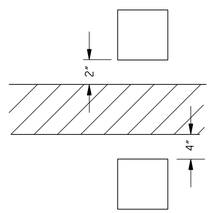
TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS AT LEFT TURN LANES

• NOTE: USE DETAIL STRIPING IF LENGTH < 150' AT
THIS LOCATION, OTHERWISE USE CONTINUOUS STRIPING.





TYPICAL STRIPING AND RAISED
PAVEMENT MARKERS FOR 5–LANE SECTION



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".

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING DETAILS FOR 3–LANE 4–LANE AND 5–LANE UNDIVIDED ROADWAYS

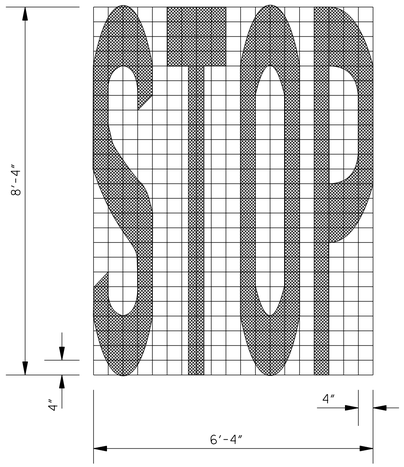
MDOT

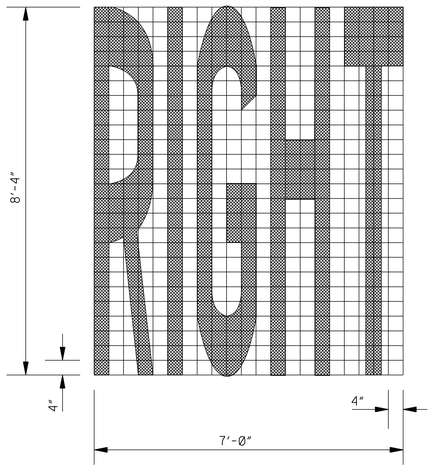
WORKING NUMBER
PM-2

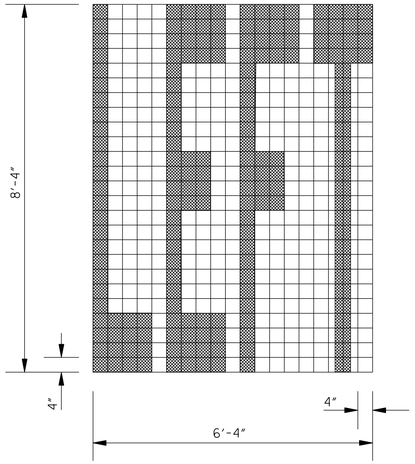
ISSUE DATE: AUGUST 01, 2017

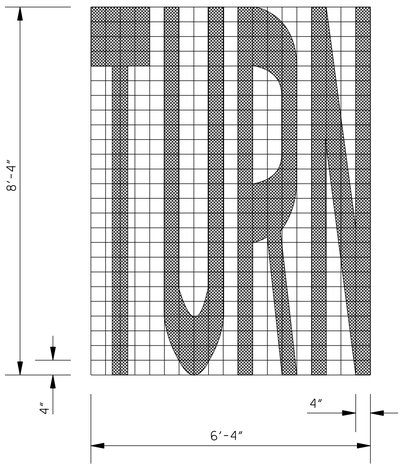
SHEET NUMBER
6052

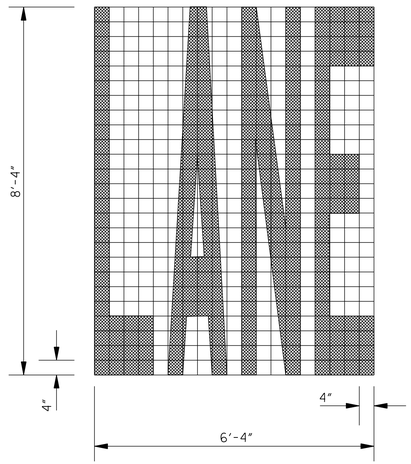
STATE	PROJECT NO.
MISS.	

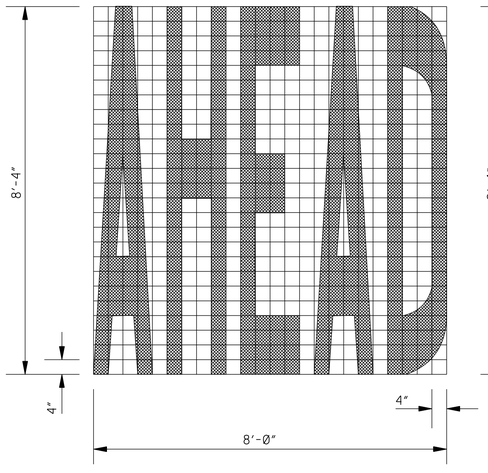


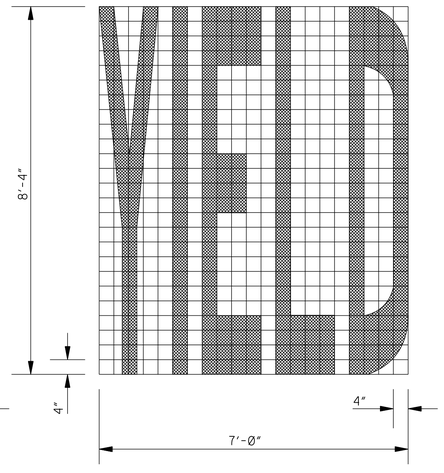


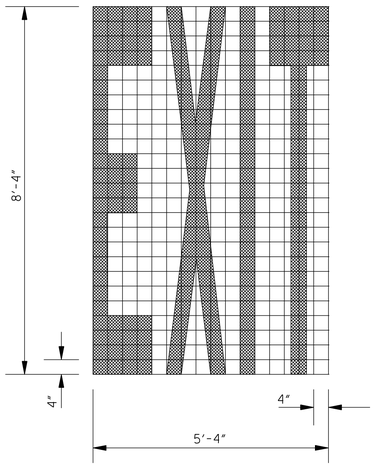


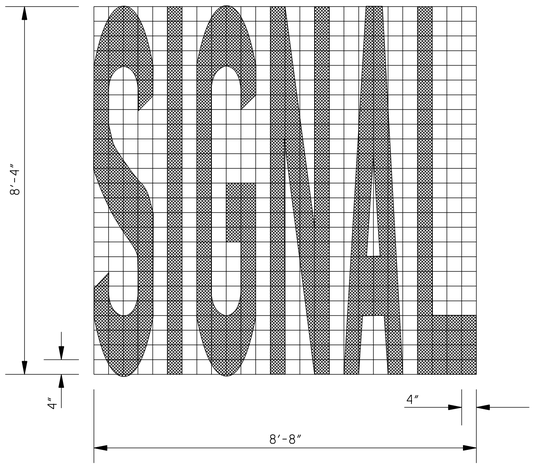


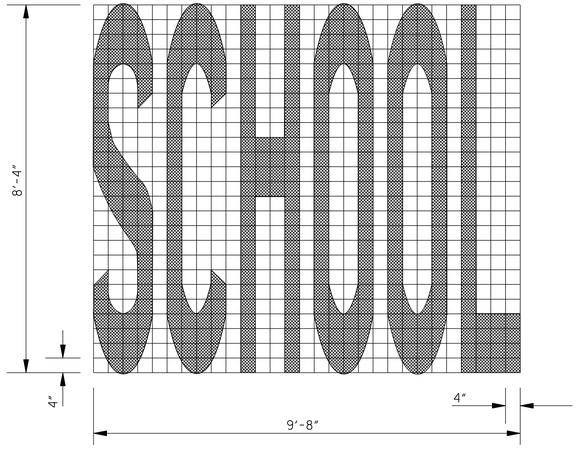












GENERAL NOTES:

1. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
2. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. PAY QUANTITIES FOR PAVEMENT MARKING LEGENDS ARE AS FOLLOWS:

PAY QUANTITIES	
LEGEND	AREA (ft^2)
STOP	24.6
RIGHT	28.6
LEFT	19.5
TURN	27.3
LANE	22.7
AHEAD	32.3
YIELD	26.8
EXIT	18.5
SIGNAL	32.5
SCHOOL	35.5

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING LEGEND DETAILS

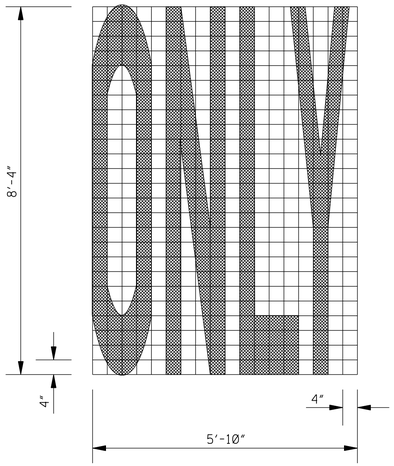
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

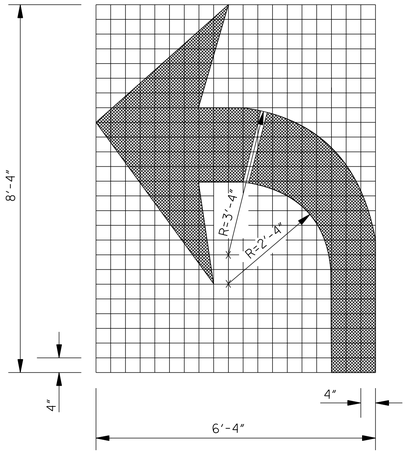
WORKING NUMBER
PM-5

ISSUE DATE: AUGUST 01, 2017

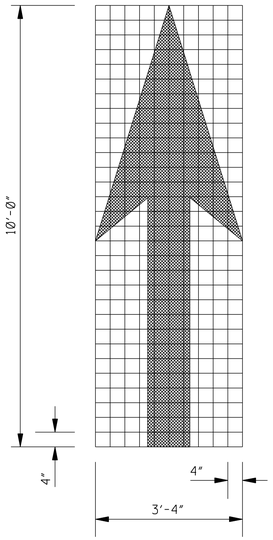
SHEET NUMBER
6055

STATE	PROJECT NO.
MISS.	

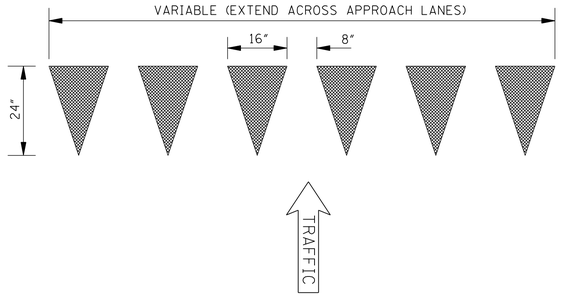




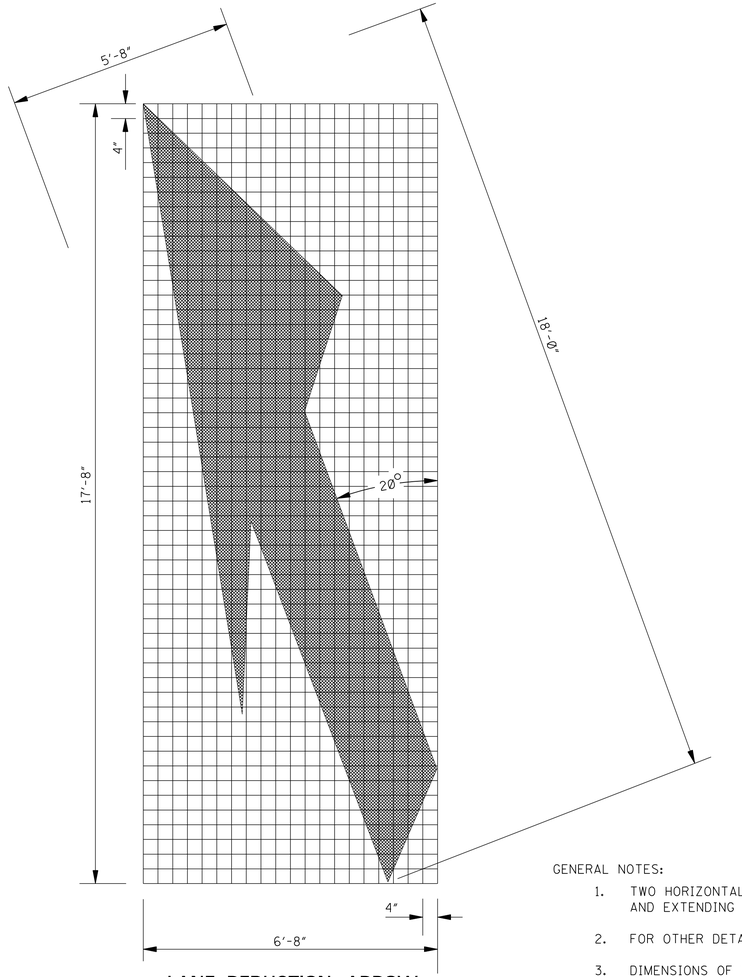
TURN ARROW



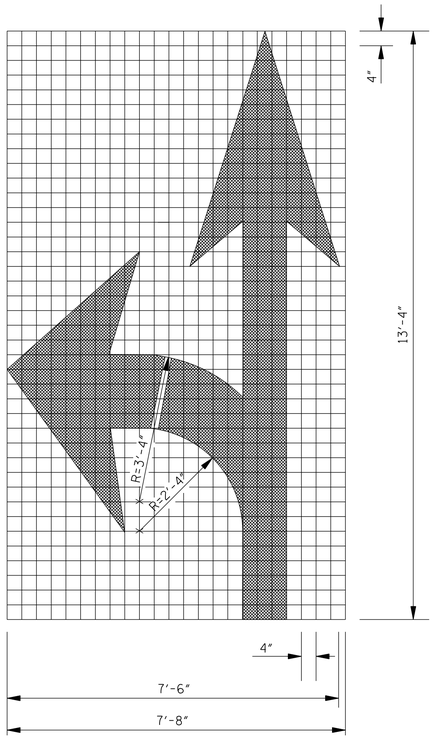
THRU ARROW



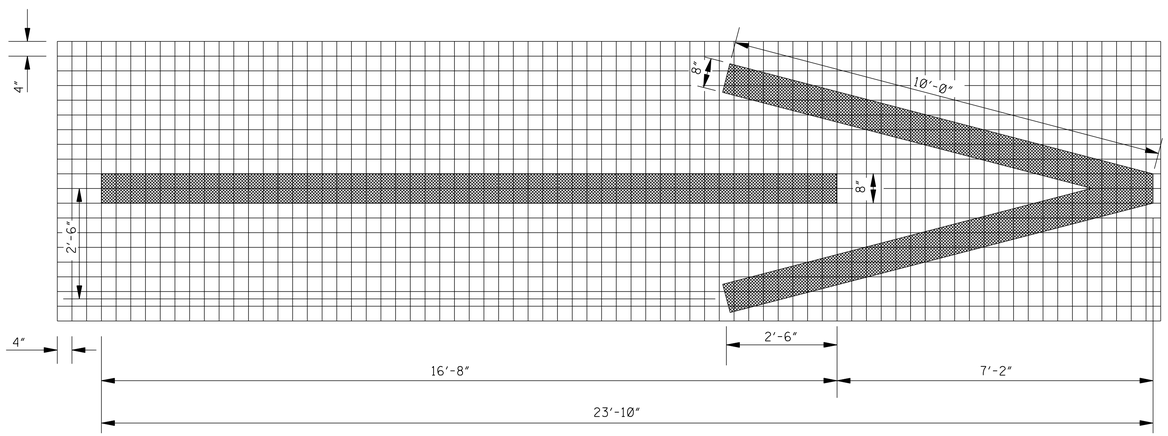
YIELD LINE



LANE–REDUCTION ARROW



COMBINATION ARROW



1–WAY ARROW

GENERAL NOTES:

1. TWO HORIZONTAL GAPS (CAUSED BY TEMPLATE CONNECTORS) OF 1½" OR LESS AND EXTENDING THE FULL WIDTH ARE PERMITTED IN EACH LETTER.
2. FOR OTHER DETAILS, SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. DIMENSIONS OF THE YIELD LINE MAY VARY WITH APPROVAL OF THE ENGINEER. SEE MUTCD, LATEST EDITION, FOR ALLOWABLE DIMENSIONS.
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
LANE REDUCTION ARROW	40.0

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

PAVEMENT MARKING LEGEND DETAILS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

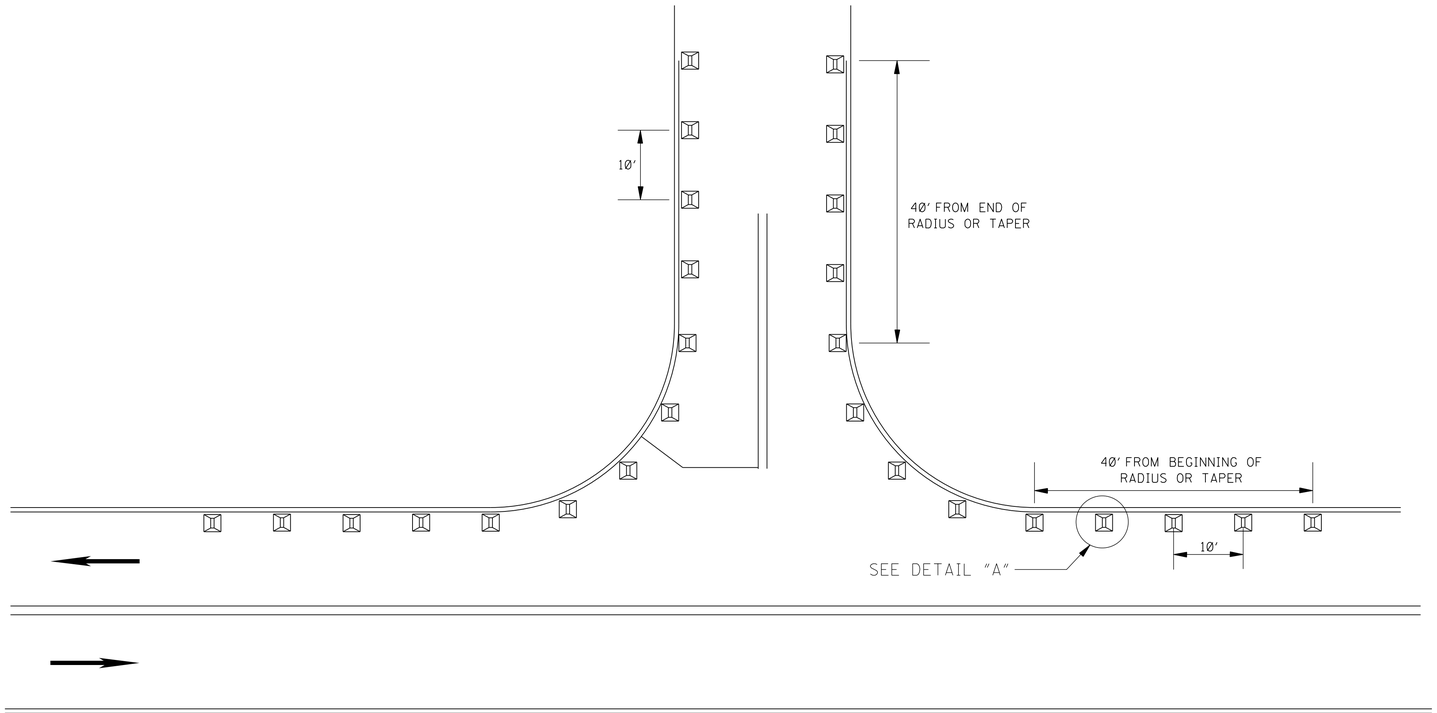
WORKING NUMBER
PM-6

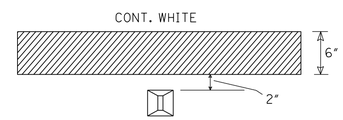
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6056

STATE	PROJECT NO.
MISS.	

TYPICAL PLACEMENT OF RAISED PAVEMENT MARKERS ON SIDE ROAD RADIUS 2–LANE, TWO WAY TRAFFIC





DETAIL A

DIRECTION OF TRAFFIC

GENERAL NOTES:

1. MARKERS SHALL BE VISIBLE FROM THE TRAVELING MOTORIST ON STATE DESIGNATED HIGHWAYS.
2. MARKERS SHALL BE HIGH PERFORMANCE TWO-WAY CLEAR.
3. MARKERS SHALL NOT BE ROTATED WHEN BEING PLACED ALONG RADIUS AND TANGENT SECTION OF LOCAL ROAD.
4. MARKERS SHALL BE INSTALLED AT SIMPLE AND CHANNELIZED INTERSECTIONS TO THE LIMITS SHOWN ABOVE.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

2–WAY RAISED PAVEMENT MARKERS AT INTERSECTING ROADS (2–LANE)

MDOT

WORKING NUMBER
PM-11

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6061

STATE	PROJECT NO.
MISS.	

GENERAL NOTES:

1. "J-HOOK" CONFIGURATION SILT FENCE APPLICATIONS SHOULD BE USED IN CONJUNCTION WITH PERIMETER SILT FENCE WHEN STORMWATER RUNOFF IS IN TWO DIRECTIONS (DOWN A FILL SLOPE AND DOWN GRADIENT ALONG THE RIGHT-OF-WAY).

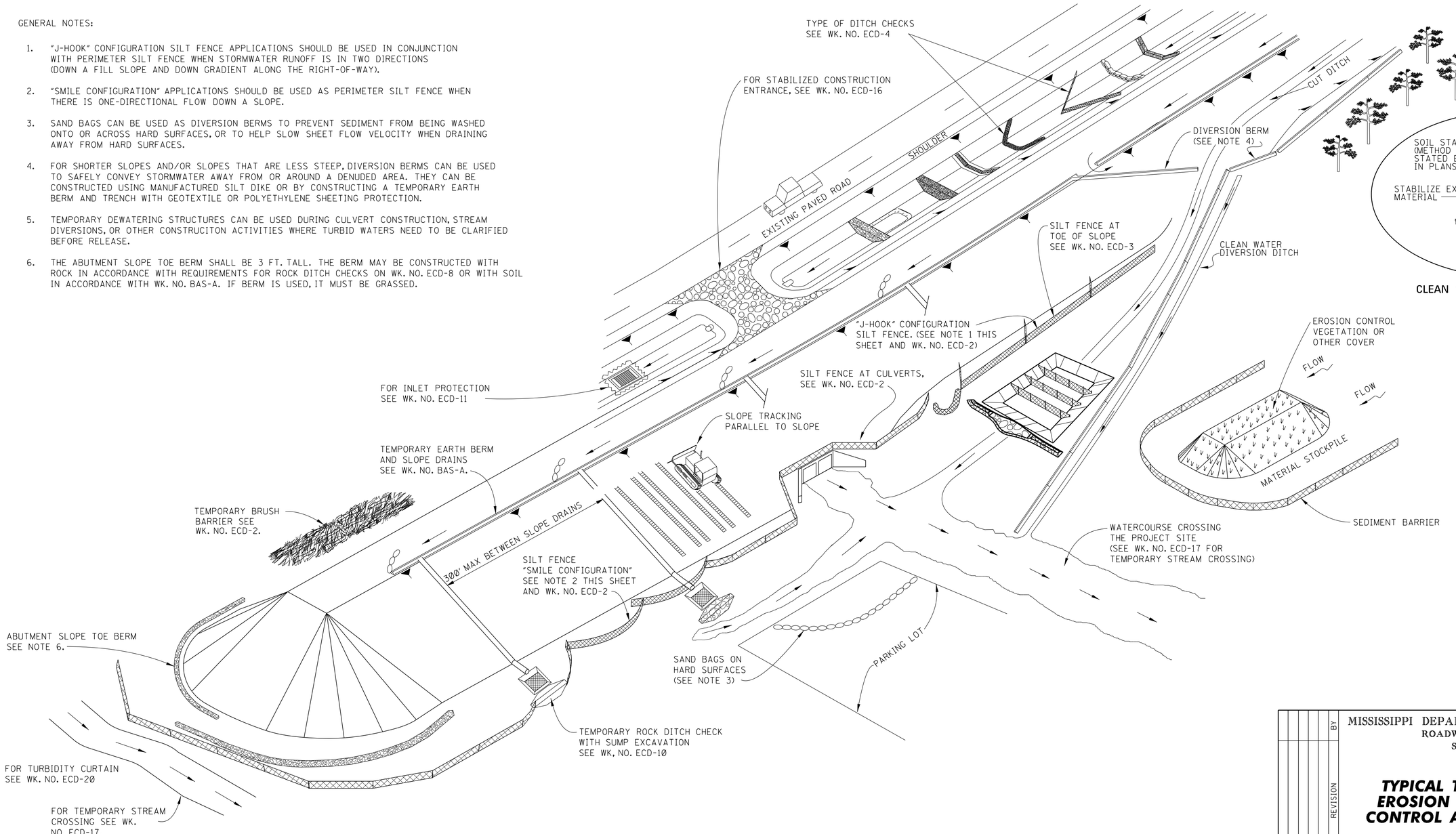
2. "SMILE CONFIGURATION" APPLICATIONS SHOULD BE USED AS PERIMETER SILT FENCE WHEN THERE IS ONE-DIRECTIONAL FLOW DOWN A SLOPE.

3. SAND BAGS CAN BE USED AS DIVERSION BERMS TO PREVENT SEDIMENT FROM BEING WASHED ONTO OR ACROSS HARD SURFACES, OR TO HELP SLOW SHEET FLOW VELOCITY WHEN DRAINING AWAY FROM HARD SURFACES.

4. FOR SHORTER SLOPES AND/OR SLOPES THAT ARE LESS STEEP, DIVERSION BERMS CAN BE USED TO SAFELY CONVEY STORMWATER AWAY FROM OR AROUND A DENUDED AREA. THEY CAN BE CONSTRUCTED USING MANUFACTURED SILT DIKE OR BY CONSTRUCTING A TEMPORARY EARTH BERM AND TRENCH WITH GEOTEXTILE OR POLYETHYLENE SHEETING PROTECTION.

5. TEMPORARY DEWATERING STRUCTURES CAN BE USED DURING CULVERT CONSTRUCTION, STREAM DIVERSIONS, OR OTHER CONSTRUCITON ACTIVITIES WHERE TURBID WATERS NEED TO BE CLARIFIED BEFORE RELEASE.

6. THE ABUTMENT SLOPE TOE BERM SHALL BE 3 FT. TALL. THE BERM MAY BE CONSTRUCTED WITH ROCK IN ACCORDANCE WITH REQUIREMENTS FOR ROCK DITCH CHECKS ON WK. NO. ECD-8 OR WITH SOIL IN ACCORDANCE WITH WK. NO. BAS-A. IF BERM IS USED, IT MUST BE GRASSED.

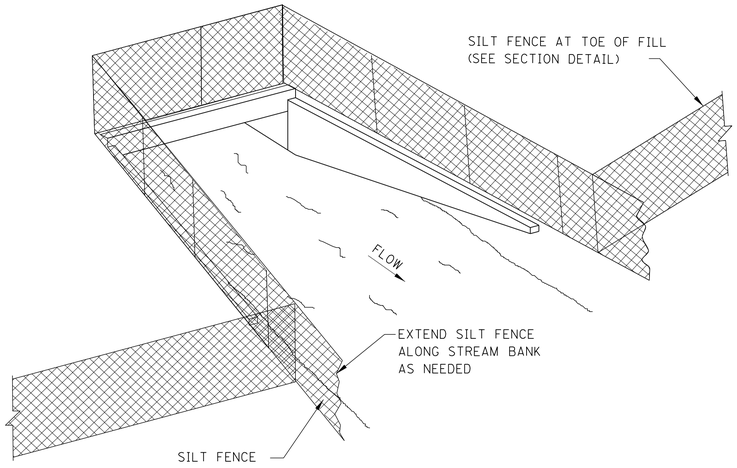


		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
		REVISION	**TYPICAL TEMPORARY EROSION / SEDIMENT CONTROL APPLICATIONS**
		DATE	ISSUE DATE: AUGUST 01, 2017

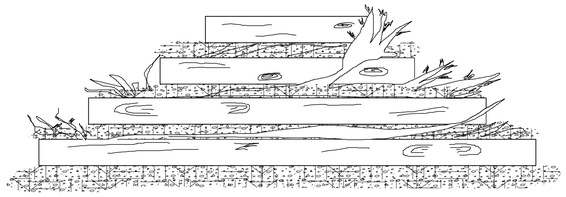
WORKING NUMBER ECD-1

SHEET NUMBER 6101

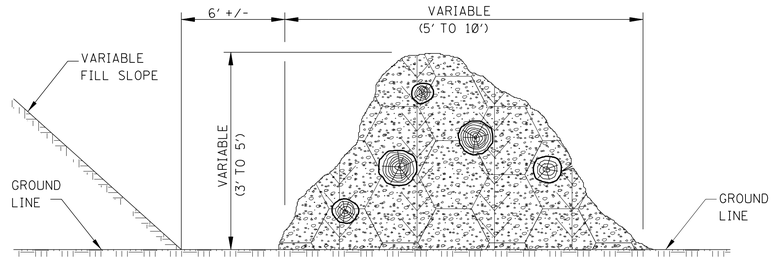
STATE	PROJECT NO.
MISS.	



SEDIMENT BARRIER AT CROSS DRAIN



FRONT ELEVATION



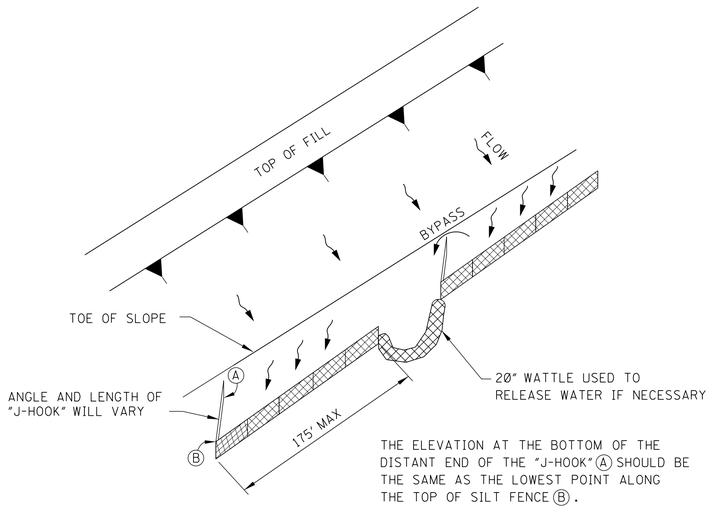
SIDE ELEVATION

TEMPORARY BRUSH BARRIER

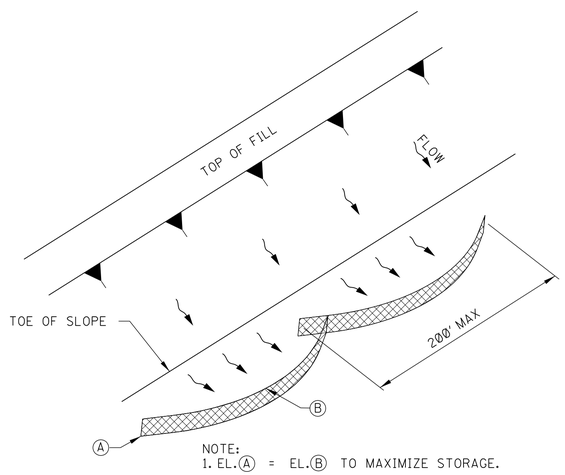
NOTES:

1. BRUSH BARRIER MAY BE USED WHERE NATURAL GROUND IS LEVEL OR SLOPING AWAY FROM PROJECT.
2. PLACE BRUSH, LOG AND TREE LAPS APPROXIMATELY PARALLEL TO TOE OF FILL SLOPE WITH SOME OF THE HEAVIER MATERIALS BEING PLACED ON TO TO PROPERLY SECURE THE BARRIER AS DETAILED AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED OR PERMITTED BY THE ENGINEER.
3. TO ALLOW WATER TO SEEP THROUGH BRUSH BARRIER, INTERMINGLE THE BRUSH, LOG AND TREE LAPS SO AS NOT TO FORM A SOLID DAM.
4. THE BRUSH BARRIER MAY BE CHOKED WITH FILTER FABRIC. THE COST OF FABRIC TO BE INCLUDED IN OTHER ITEMS BID.
5. TEMPORARY BRUSH BARRIER WILL NOT BE MEASURED FOR SEPARATE PAYMENT.

NOTE: ANCHOR AND INSTALL SILT FENCE PER DETAILS SHOWN ON WK. NO. ECD-3

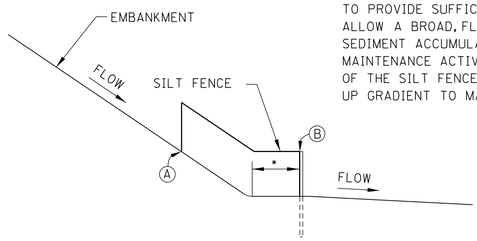


"J–HOOK" SILT FENCE
APPLICATION



NOTE:
1. EL.(A) = EL.(B) TO MAXIMIZE STORAGE.

"SMILE–CONFIGURATION" SILT FENCE
APPLICATION

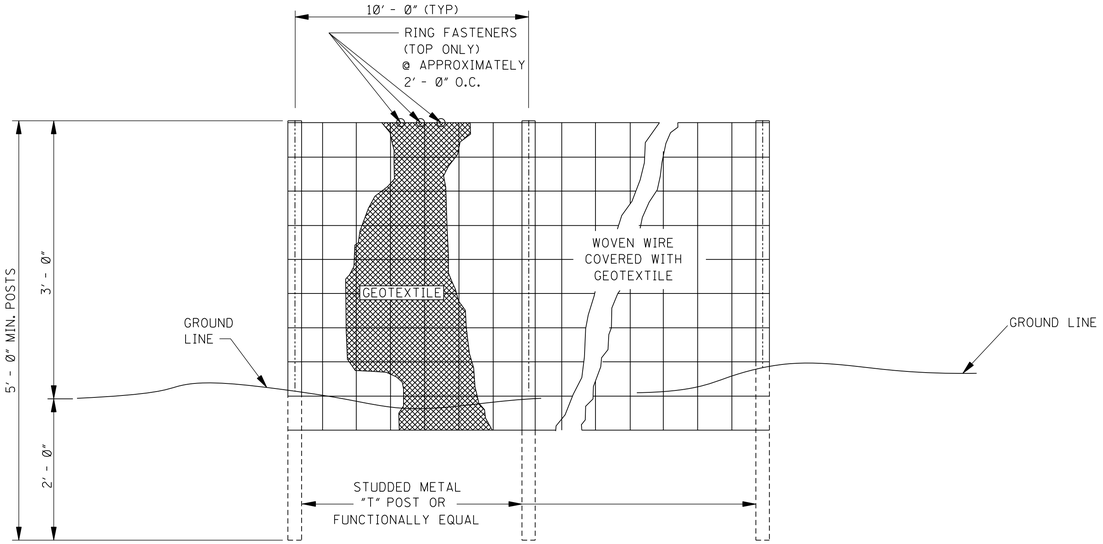


- SILT FENCE SHOULD BE LOCATED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE SUFFICIENT SPACE TO ALLOW A BROAD, FLAT AREA FOR SEDIMENT ACCUMULATION AND MAINTENANCE ACTIVITIES. THE ENDS OF THE SILT FENCE SHOULD BE TURNED UP GRADIENT TO MAXIMIZE STORAGE.

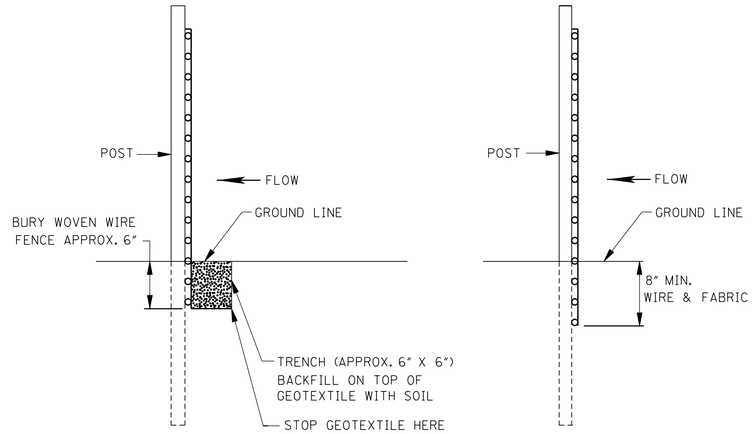
SILT FENCE SECTION AT
TOE OF FILL

BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN	
REVISION	**DETAILS OF SEDIMENT BARRIER APPLICATIONS**	WORKING NUMBER ECD-2
DATE	ISSUE DATE: AUGUST 01, 2017	SHEET NUMBER 6102

STATE	PROJECT NO.
MISS.	



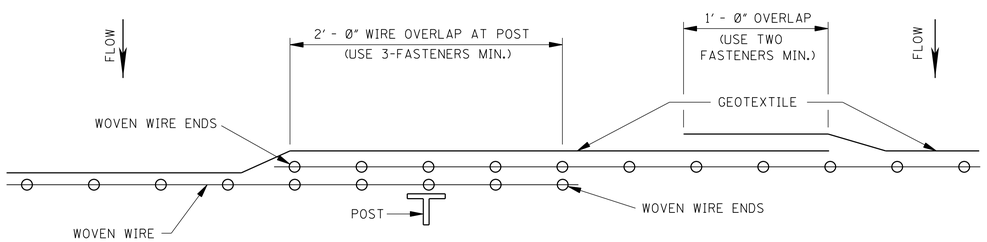
ELEVATION VIEW



METHOD I

METHOD II
MECHANICAL INSTALLATION

SIDE VIEW



PLAN VIEW

REQUIRED LAPPING

GENERAL NOTES:

1. SILT FENCES SHOULD BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. SILT FENCES ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHOULD BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STEAMS AND CHANNELS.
3. SILT FENCE SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF CLEARING LIMITS. THIS WILL ALLOW ROOM FOR BACK-UP FENCE IF FIRST FENCE BECOMES FULL.
4. WHENEVER POSSIBLE SILT FENCE SHOULD BE CONSTRUCTED ACROSS A LEVEL AREA IN THE SHAPE OF A SMILE. THIS AIDS IN PONDING OF RUNOFF AN FACILITATES SEDIMENTATION.
5. THE CONTRACTOR MAY ELECT TO USE EITHER METHOD I OR METHOD II. COST TO BE LINEAR FEET OF SILT FENCE.
6. METHOD II INSTALLATION SHALL BE ACCOMPLISHED USING AN IMPLEMENT THAT IS MANUFACTURED FOR THE APPLICATION AND PROVIDES A CONFIGURATION MEETING THE REQUIREMENTS OF DETAIL.
7. WIRE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
8. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATION MAY BE USED WITHOUT WIRE FENCE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF SILT FENCE INSTALLATION

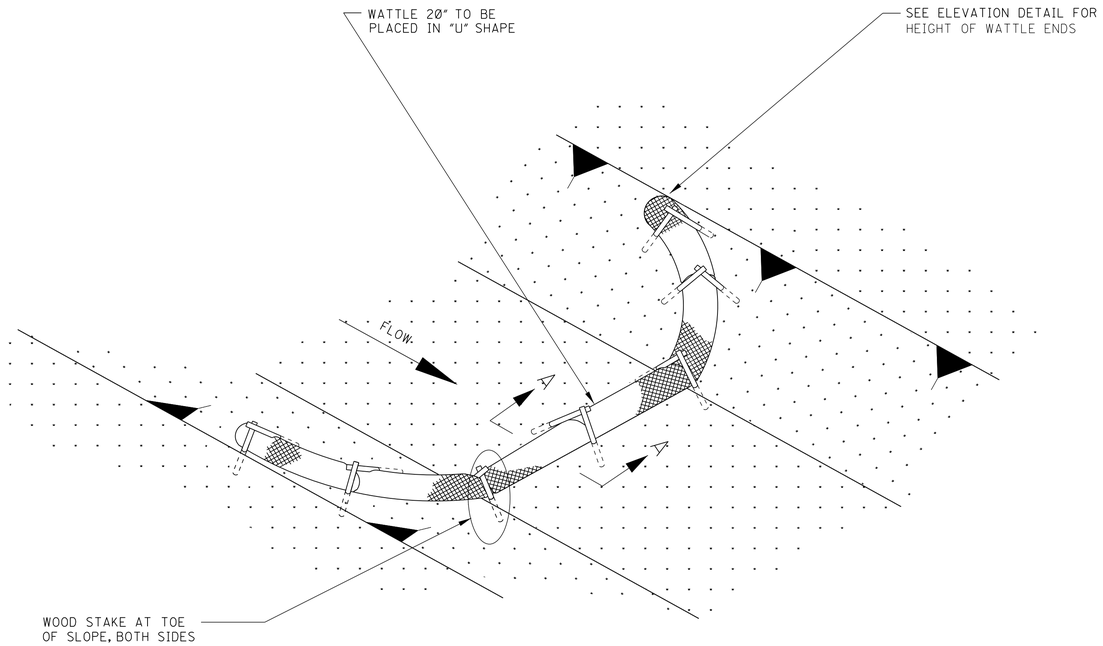
MDOT

WORKING NUMBER
ECD-3

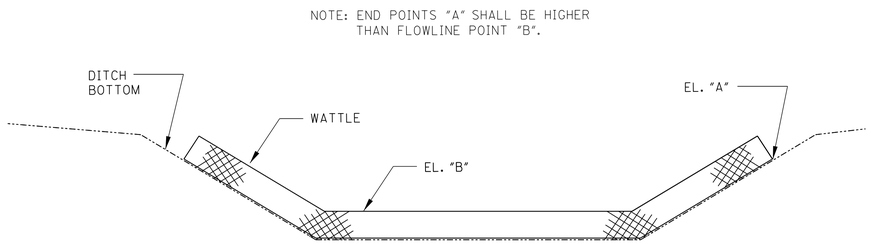
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6103

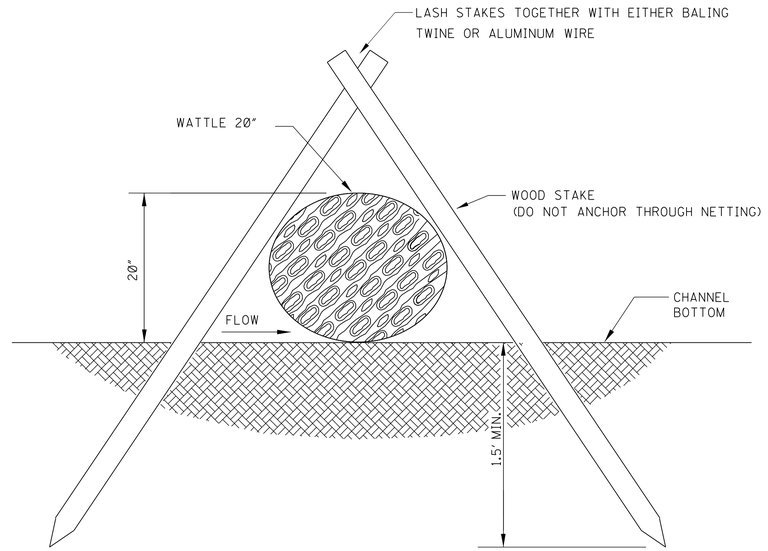
STATE	PROJECT NO.
MISS.	



DETAIL (DITCH CHECK)



ELEVATION DETAIL



SECTION A–A

NOTES:

1. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
2. THE PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
4. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
5. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.
6. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE THE WATTLES IN PLACE. IF SANDS BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPARATE PAY ITEM.

	BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF EROSION CONTROL WATTLE DITCH CHECK

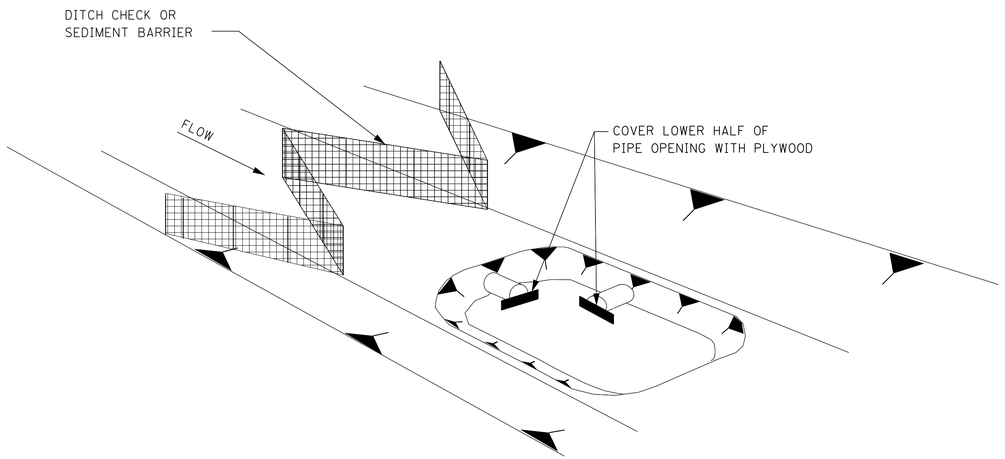
MDOT

WORKING NUMBER
ECD-6

ISSUE DATE: AUGUST 01, 2017

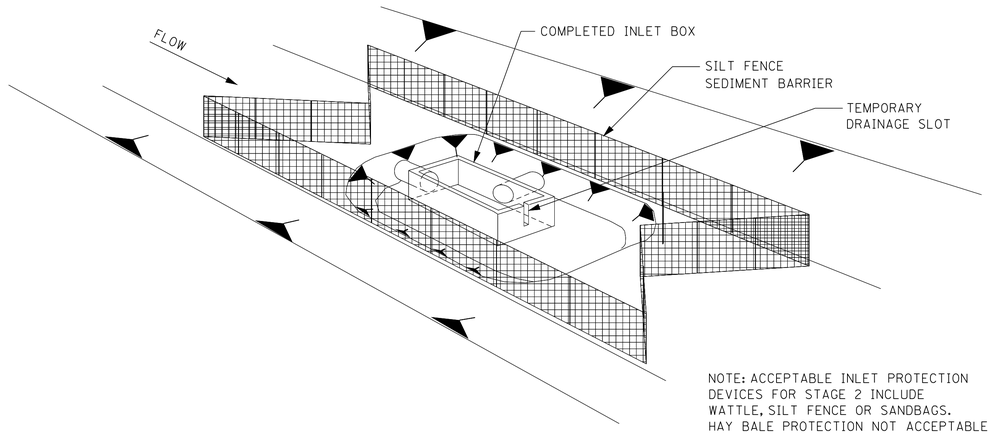
SHEET NUMBER
6106

STATE	PROJECT NO.
MISS.	



STAGE 1

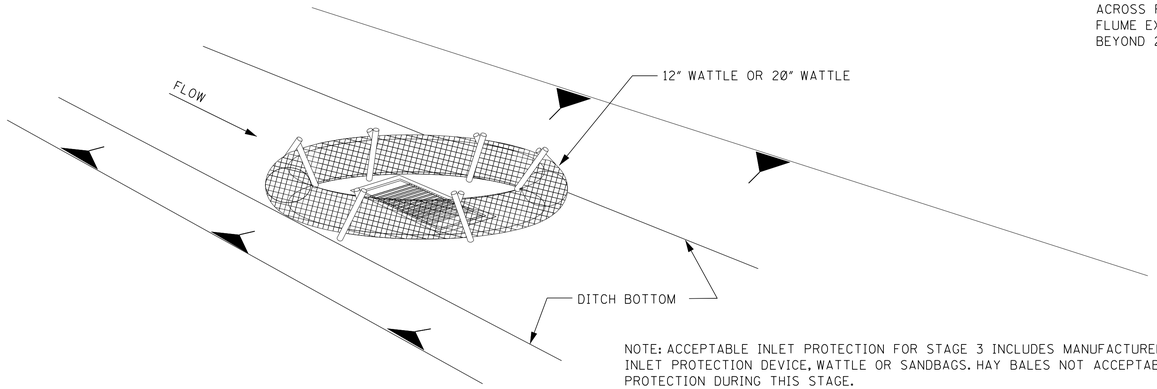
INLET/JUNCTION BOX LOCATION EXCAVATED



NOTE: ACCEPTABLE INLET PROTECTION DEVICES FOR STAGE 2 INCLUDE WATTLE, SILT FENCE OR SANDBAGS. HAY BALE PROTECTION NOT ACCEPTABLE DURING THIS PHASE.

STAGE 2

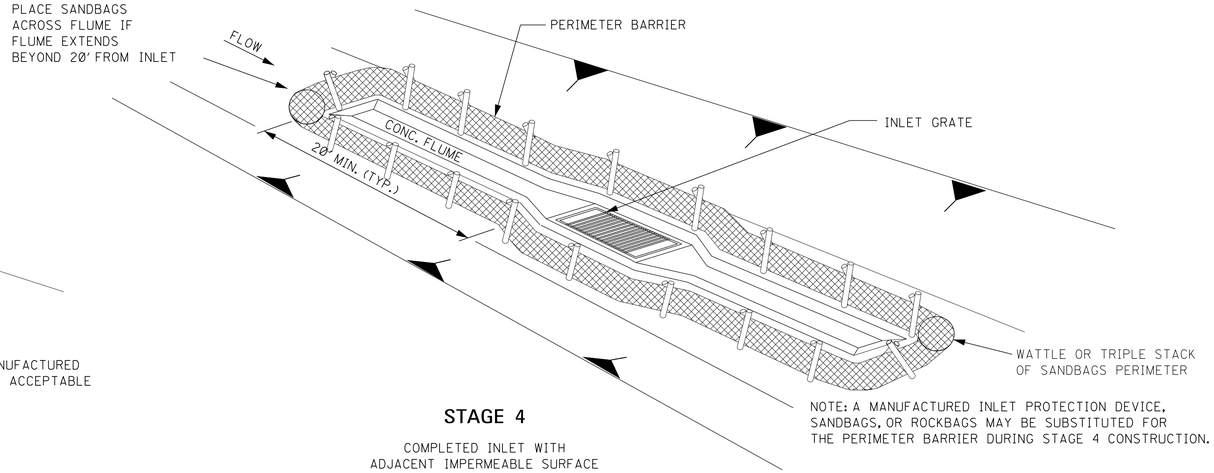
INLET/JUNCTION BOX
CONSTRUCTED BUT NOT BACKFILLED



NOTE: ACCEPTABLE INLET PROTECTION FOR STAGE 3 INCLUDES MANUFACTURED INLET PROTECTION DEVICE, WATTLE OR SANDBAGS. HAY BALES NOT ACCEPTABLE PROTECTION DURING THIS STAGE.

STAGE 3

INLET CONSTRUCTED AND BACKFILLED



NOTE: A MANUFACTURED INLET PROTECTION DEVICE, SANDBAGS, OR ROCKBAGS MAY BE SUBSTITUTED FOR THE PERIMETER BARRIER DURING STAGE 4 CONSTRUCTION.

STAGE 4

COMPLETED INLET WITH
ADJACENT IMPERMEABLE SURFACE

DITCH INLET CONSTRUCTION STAGES

NOTES:

1. DRAINAGE STRUCTURE BACKFILL SHOULD BE PLACED IN STAGE 1 IMMEDIATELY AFTER PIPE INSTALLATION. INLET CONSTRUCTION SHOULD COMMENCE AS SOON AS POSSIBLE AND BE CONTINUOUS THROUGH COMPLETION.
2. CONFIGURATIONS MAY BE ADJUSTED WITH APPROVAL OF THE ENGINEER FOR TRAVELWAY SAFETY, WATER FLOW, OR SOIL AND INSTALLATION CHALLENGES.
3. DURING STAGE 1 AND STAGE 2, SILT FENCE MAY BE REQUIRED UPSLOPE OF THE INLET EXCAVATION AS DIRECTED BY THE ENGINEER.
4. IF SILT FENCE IS INSTALLED AROUND THE INLET INSTALLATION IT SHOULD BE IN A CONFIGURATION THAT WILL ALLOW INLET CONSTRUCTION.
5. FOR INLET PROTECTION TO BE USED IN STAGES 1 AND 2 OF CONSTRUCTION, SEE WK. NO. ECD-12.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TYPICAL APPLICATIONS AND DETAILS FOR INLET CONSTRUCTION

MDOT

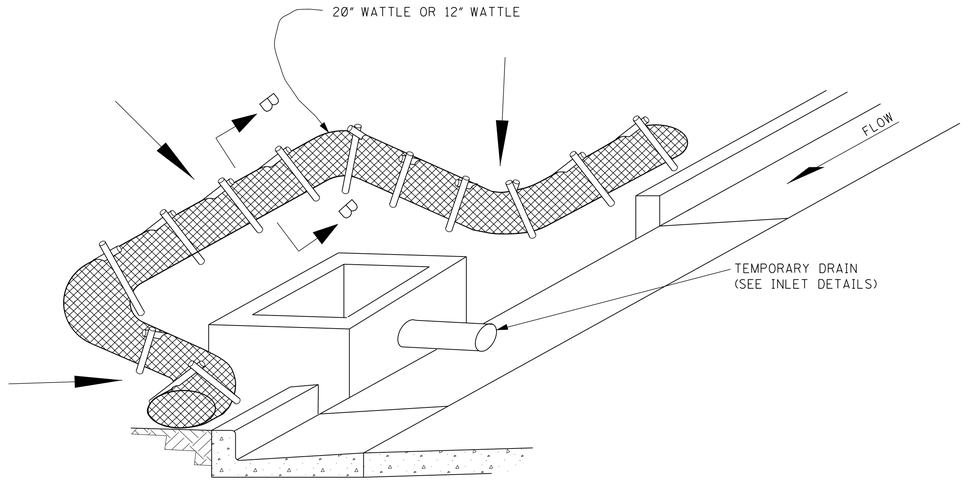
WORKING NUMBER
ECD-11

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6111

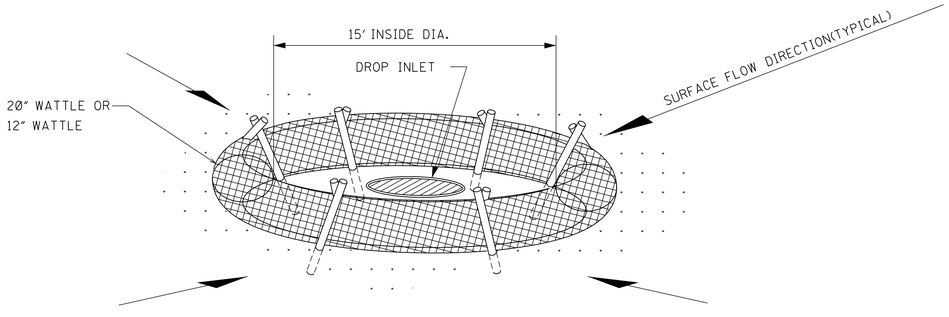
STATE	PROJECT NO.
MISS.	

NOTE: SILT FENCE OR SANDBAGS MAY ALSO BE USED FOR THIS APPLICATION.
HAY BALES NOT ACCEPTABLE DURING THIS STAGE.



CURB INLET PROTECTION (STAGE 2)

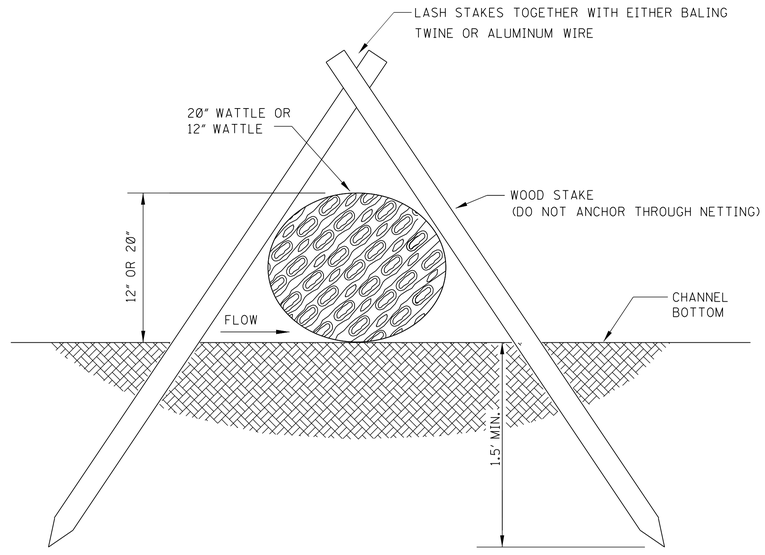
SINGLE OR DOUBLE WING INLET



DROP INLET PROTECTION

NOTES:

1. ANCHORING STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE WATTLE. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
2. OVERLAP ENDS OF WATTLES PER MANUFACTURER'S RECOMMENDATIONS (1' MIN., 3' MAX.)
3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
4. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SANDBAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE WATTLES IN PLACE. COST OF SANDBAGS USED IN THIS APPLICATION SHALL BE INCLUDED IN OTHER ITEMS BID.



SECTION B–B

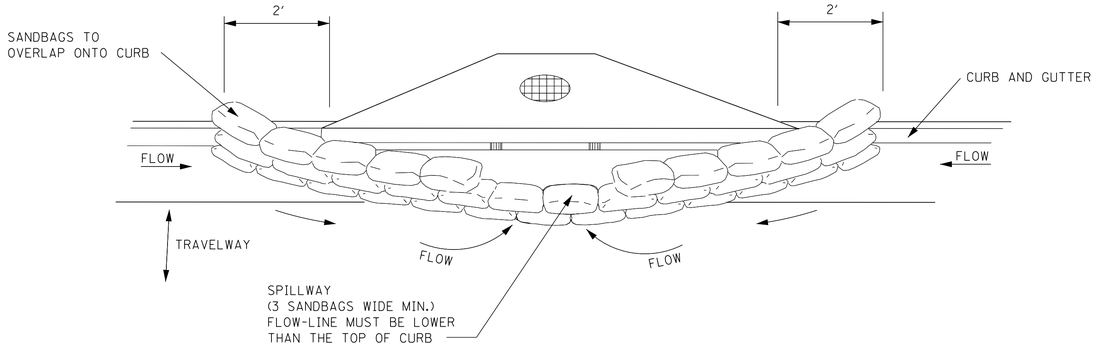
		BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
		REVISION	***INLET PROTECTION DETAILS OF WATTLES***
		DATE	ISSUE DATE: AUGUST 01, 2017

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

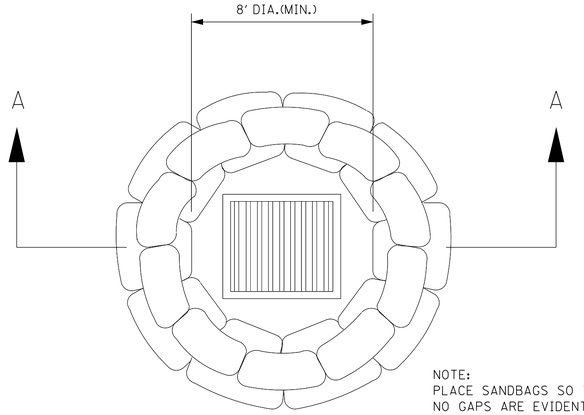
WORKING NUMBER
ECD-13

SHEET NUMBER
6113

STATE	PROJECT NO.
MISS.	

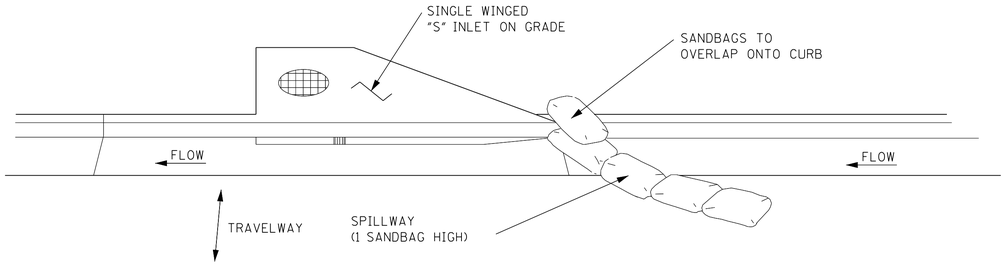


TYPICAL (SANDBAG) PROTECTION FOR INLET IN SAG

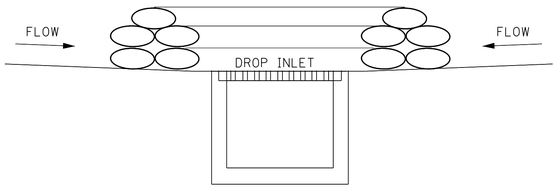


DROP INLET

PLAN VIEW

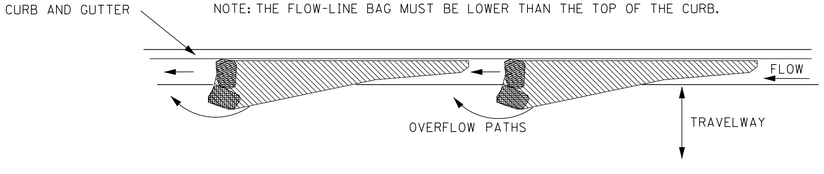


TYPICAL (SANDBAG) PROTECTION FOR INLET ON GRADE



SECTION A–A

SANDBAG BARRIER



CURB AND GUTTER SEDIMENT
CONTAINMENT SYSTEM

CURB INLET PROTECTION NOTES:

1. THIS CURB INLET PROTECTION METHOD CAN BE USED DURING ANY STAGE OF BASE AND PAVEMENT CONSTRUCTION.
2. BAG HEIGHT AND NUMBER OF BAGS SHOULD BE BASED ON CURB HEIGHT AND USE OF TRAVELWAY.
3. SEDIMENT SHOULD BE CONTROLLED PRIOR TO ENTERING GUTTER. GUTTER CHECKS AND INLET PROTECTION ARE FOR SECONDARY CONTROL.
4. REMOVE ACCUMULATED SEDIMENT AFTER EVERY RAINFALL. SWEEP SEDIMENT FROM HARD SURFACES AND DISPOSE OF APPROPRIATELY AWAY FROM INLETS AND/OR WATER BODIES.
5. IF DENUDED AREAS EXIST BEHIND THE INLET, A SEDIMENT BARRIER SHOULD BE INSTALLED AROUND ITS PERIMETER TO CONTOL SEDIMENT.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

INLET PROTECTION DETAILS OF SANDBAGS

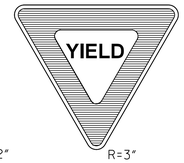
MDOT

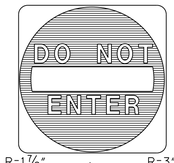
WORKING NUMBER
ECD-15

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6115

STATE	PROJECT NO.
MISS.	

SIGN NUMBER	R1-1		R1-2			R2-1			R2-4a	R3-1		R3-2		R3-4		R3-5	R4-3	
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.100″	0.125″	0.080″	0.100″	0.125″	0.080″	0.100″	0.125″	0.125″	0.080″	0.100″	0.080″	0.100″	0.080″	0.100″	0.080″	0.100″	0.125″
LEGEND																		
LETTER & NUMERAL SERIES	12″ SERIES "C"	16″ SERIES "C"	3″ SERIES "C"	6″ RED 1″ WHITE	8″ RED 1½″ WHITE	4″ SERIES "E" 4″ SERIES "E" 10″ SERIES "E"	6″ SERIES "E" 6″ SERIES "E" 14″ SERIES "E"	8″ SERIES "E" 8″ SERIES "E" 16″ SERIES "E"	8″ SERIES "E" 16″ SERIES "E" 8″ SERIES "C" 14″ SERIES "D"							6″ SERIES "D"	6″ SERIES "D"	8″ SERIES "D"
WIDTH OF BORDER INSIDE / OUTSIDE	⅞″ WHITE	1¼″ WHITE	¾″ WHITE	1″ WHITE	1½″ WHITE	⅜″ WHITE	⅝″ WHITE	¾″ WHITE	¾″ WHITE	⅜″ WHITE	⅝″ WHITE	⅜″ WHITE	⅝″ WHITE	⅜″ WHITE	⅝″ WHITE	½″ WHITE	⅝″ WHITE	¾″ WHITE
SIZE (WIDTH X HEIGHT)	36″ OCTAGON	48″ OCTAGON	36″ EQUIL. TRIANGLE	48″ EQUIL. TRIANGLE	60″ EQUIL. TRIANGLE	24″ X 30″	36″ X 48″	48″ X 60″	48″ X 96″	24″ X 24″	36″ X 36″	24″ X 24″	36″ X 36″	24″ X 24″	36″ X 36″	30″ X 36″	36″ X 48″	48″ X 60″
COLORS COPY / BACKGROUND	WHITE / RED	WHITE / RED	RED / WHITE	RED / WHITE	RED / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK & RED / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE
REFLECTORIZATION	ALL	ALL	ALL	ALL	ALL	B'GROUND	B'GROUND	B'GROUND	BACKGROUND	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND, CIRCLE, & DIAG.	BACKGROUND	BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF HOLES TO BE PUNCHED (⅜″ DIA.)	2	4	2	4	4	2	4	6	10	2	2	2	2	2	2	2	4	6
PUNCHING DISTANCE FROM EACH VERTICAL EDGE	18″ (VERT. CENTER)	9″	18″ (VERT. CENTER)	12″ (FROM CENTER)	15″ (FROM CENTER)	12″ (VERT. CENTER)	3″	9″	9″	12″ (VERT. CENTER)	18″ (VERT. CENTER)	12″ (VERT. CENTER)	18″ (VERT. CENTER)	12″ (VERT. CENTER)	18″ (VERT. CENTER)	15″ (VERT. CENTER)	3″	9″
PUNCHING DISTANCE FROM TOP EDGE	3″; 33″	9″; 39″	3″; 27″	3″; 15″	3″; 21″	3″; 27″	9″; 39″	4″; 30″; 56″	4″; 28″; 52″; 60″; 92″	3″; 21″	6″; 30″	3″; 21″	6″; 30″	3″; 21″	6″; 30″	6″; 30″	9″; 39″	4″; 30″; 56″

SIGN NUMBER	R4-7			R6-3	R5-1		R5-1a	R6-1L, R6-1R	R6-2L, R6-2R	R8-4		R11-1	
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.080″		0.125″	0.080″	0.100″	0.125″	0.100″	0.080″	0.080″	0.080″	0.100″	0.125″	0.125″
LEGEND	 R=1½″ R=2¼″ R=3″				 R=1⅞″ R=3″		 R=2¼″	 R=1½″	 R=1½″	 R=2¼″		 R=3″	
LETTER & NUMERAL SERIES					4″ SERIES "D"	6″ SERIES "D"	8″ SERIES "D"	4″ SERIES "D"	6″ SERIES "D"	4″ SERIES "D"	6″ SERIES "D"	8″ SERIES "C"	10″ SERIES "C"
WIDTH OF BORDER INSIDE / OUTSIDE	⅝″ BLACK ⅜″ WHITE	⅞″ BLACK ⅝″ WHITE	1¼″ BLACK ¾″ WHITE	⅝″ BLACK ⅜″ WHITE	WHITE OUT-SIDE BORDER	WHITE OUT-SIDE BORDER	1″ WHITE	½″ WHITE	⅝″ BLACK ⅜″ WHITE	⅝″ BLACK ⅜″ WHITE	⅞″ BLACK ⅝″ WHITE	⅞″ BLACK ⅝″ WHITE	1¼″ BLACK ¾″ WHITE
SIZE (WIDTH X HEIGHT)	24″ X 30″	36″ X 48″	48″ X 60″	30″ X 24″	36″ X 36″	48″ X 48″	42″ X 30″	36″ X 12″	24″ X 30″	30″ X 24″	48″ X 36″	36″ X 48″	48″ X 60″
COLORS COPY / BACKGROUND	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	WHITE / RED	WHITE / RED	WHITE / RED	BLACK (WHITE ARROW) / BLACK	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE	BLACK / WHITE
REFLECTORIZATION	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	ALL	ALL	ALL	ARROW & BORDER	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	2	1	1
NUMBER OF HOLES TO BE PUNCHED (⅜″ DIA.)	2	4	6	2	2	4	4	2	2	2	4	4	6
PUNCHING DISTANCE FROM EACH VERTICAL EDGE	12″ (VERT. CENTER)	3″	9″	15″ (VERT. CENTER)	18″ (VERT. CENTER)	9″	9″	18″ (VERT. CENTER)	12″ (VERT. CENTER)	15″ (VERT. CENTER)	9″	3″	9″
PUNCHING DISTANCE FROM TOP EDGE	3″; 27″	9″; 39″	4″; 30″; 56″	3″; 21″	6″; 30″	4″; 44″	3″; 27″	1½″; 10½″	3″; 27″	3″; 21″	3″; 33″	9″; 39″	4″; 30″; 56″

GENERAL NOTES:

1. THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.

2. THE SPEED LIMITS REQUIRED ON SIGNS R2-1 AND R2-4a WILL BE SHOWN ON INDIVIDUAL PLAN SHEETS.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGNS

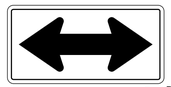
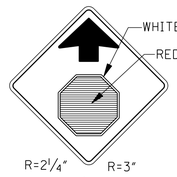
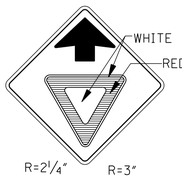
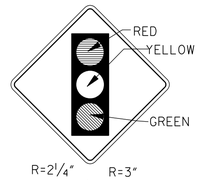
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

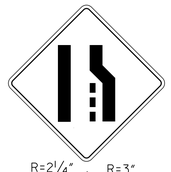
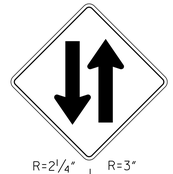
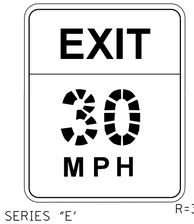
WORKING NUMBER SN-3A

SHEET NUMBER 6304

ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	

SIGN NUMBER	W1-1L W1-1R		W1-2L W1-2R		W1-3L W1-3R		W1-4L W1-4R		W1-6L W1-6R	W1-7	W3-1a		W3-2a		W3-3		W4-1L W4-1R	W4-101L W4-101R
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.125″		0.125″		0.125″		0.125″		0.100″	0.100″	0.125″		0.125″		0.125″		0.125″	0.125″
LEGEND																		
LETTER & NUMERAL SERIES																		
WIDTH OF BORDER INSIDE / OUTSIDE	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	¾″ BLACK ½″ YELLOW	¾″ BLACK ½″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW
SIZE (WIDTH X HEIGHT)	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	48″ X 24″	48″ X 24″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″
COLORS COPY / BACKGROUND	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW
REFLECTORIZATION	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND & SYMBOL	BACKGROUND & SYMBOL	BACKGROUND & SYMBOL	BACKGROUND & SYMBOL	BACKGROUND & "LIGHTS"	BACKGROUND & "LIGHTS"	BACKGROUND	BACKGROUND
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1
NUMBER OF HOLES TO BE PUNCHED (⅜″ DIA.)	2	4	2	4	2	4	2	4	4	4	2	4	2	4	2	4	2	4
PUNCHING DISTANCE FROM EACH VERT. EDGE	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	9″	9″	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER
PUNCHING DISTANCE FROM TOP EDGE	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	3″; 21″	3″; 21″	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER

SIGN NUMBER	W4-2		W6-1		W6-2		W6-3		W13-1	W13-2	W13-3		W10-1					
ALUMINUM (6061-T6) SIGN BLANK THICKNESS	0.125″		0.125″		0.125″		0.125″		0.080″	0.125″	0.125″		0.100″					
LEGEND	NOTE: SEE PLAN SHEETS FOR IDEOGRAM REQUIRED ON INDIVIDUAL SIGNS. 																	
LETTER & NUMERAL SERIES									10″ SERIES "E" 4″ SERIES "E"	8″ SERIES "E' 16″ SERIES "E" 6″ SERIES "E' (SEE NOTE)	8″ SERIES "E' 16″ SERIES "E" 6″ SERIES "E' (SEE NOTE)		8″ SERIES "E"					
WIDTH OF BORDER INSIDE / OUTSIDE	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅞″ BLACK ⅝″ YELLOW	1¼″ BLACK ¾″ YELLOW	⅝″ BLACK ⅜″ YELLOW	1¼″ BLACK ¾″ YELLOW	1¼″ BLACK ¾″ YELLOW		¾″ BLACK ½″ YELLOW					
SIZE (WIDTH X HEIGHT)	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	36″ X 36″	48″ X 48″	24″ X 24″	48″ X 60″	48″ X 60″		36″ DIAMETER					
COLORS COPY / BACKGROUND	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW	BLACK YELLOW		BLACK YELLOW					
REFLECTORIZATION	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND	BACKGROUND		BACKGROUND					
NUMBER OF POSTS FOR MOUNTING	1	1	1	1	1	1	1	1	1	1	1		1					
NUMBER OF HOLES TO BE PUNCHED (⅜″ DIA.)	2	4	2	4	2	4	2	4	2	6	6		2					
PUNCHING DISTANCE FROM EACH VERT. EDGE	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	VERT. CENTER	15″ FROM VERT. CENTER	12″ (VERT. CENTER)	9″	9″		15″					
PUNCHING DISTANCE FROM TOP EDGE	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	18″ FROM HORIZ. CENTER	15″ FROM HORIZ. CENTER	3″; 21″	4″; 30″; 56″	4″; 30″; 56″		15″ FROM HORIZ. CENTER					

GENERAL NOTES:

1. THE QUANTITIES LISTED ON THE SUMMARY OF QUANTITIES SHEET FOR THE SIGNS SHOWN ON THIS SHEET WILL BE USED AS THE BASIS FOR FINAL PAYMENT, EXCEPT WHERE SIGNS ARE MODIFIED FROM THAT SHOWN.

2. SIGNS W13-2 AND W13-3- THE STROKE WIDTH OF THE LETTER AND NUMERALS SHALL BE WIDENED TO 20% OF THE LETTER OR NUMERAL HEIGHT.

3. THE SPEEDS REQUIRED ON SIGNS W13-1, W13-2 AND W13-3 WILL BE SHOWN ON INDIVIDUAL PLAN SHEETS.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGNS

MDOT

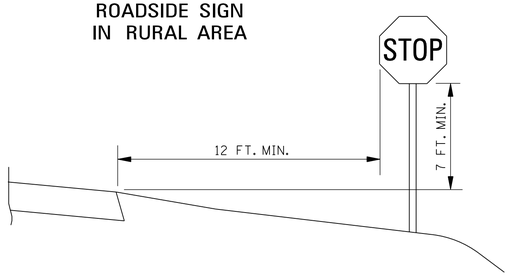
WORKING NUMBER
SN-3B

ISSUE DATE: AUGUST 01, 2017

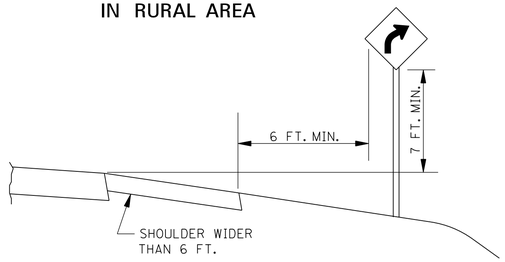
SHEET NUMBER
6305

STATE	PROJECT NO.
MISS.	

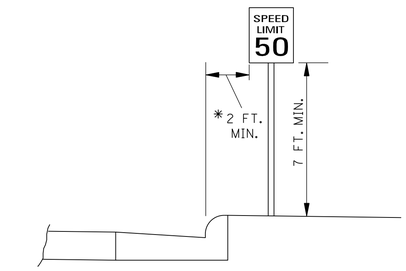
ROADSIDE SIGN IN RURAL AREA



ROADSIDE SIGN IN RURAL AREA

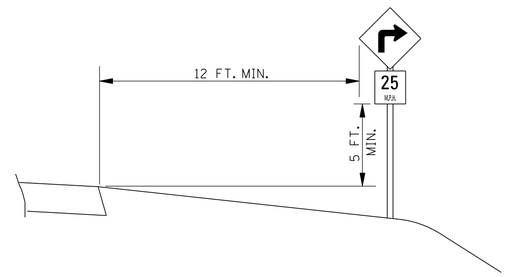


ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA

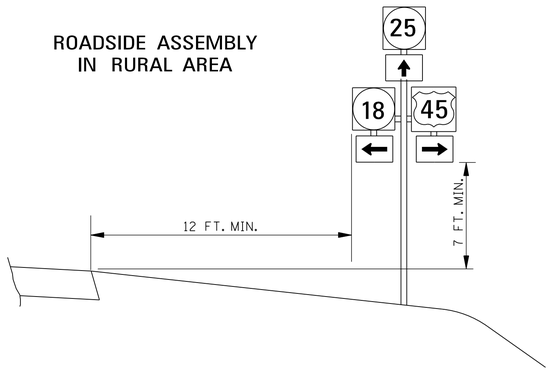


* THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT.. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDERS.

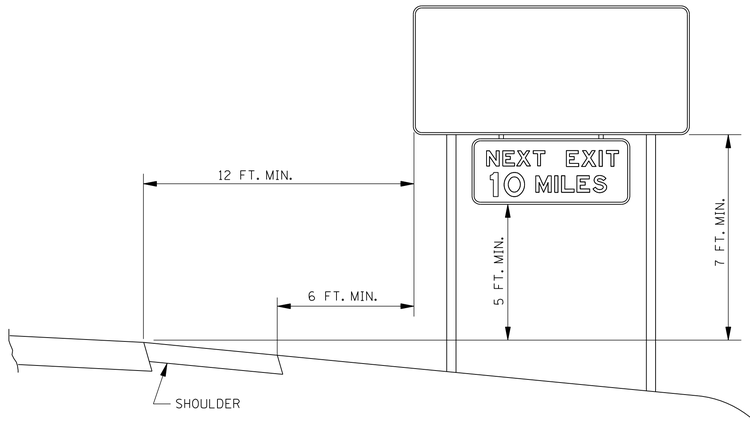
WARNING SIGN WITH ADVISORY SPEED PLAQUE IN RURAL AREA



ROADSIDE ASSEMBLY IN RURAL AREA



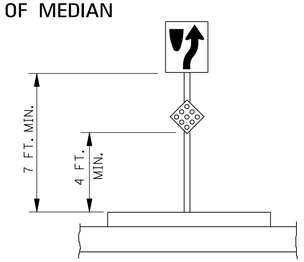
INTERSTATE OR FREEWAY SIGN WITH SECONDARY SIGN



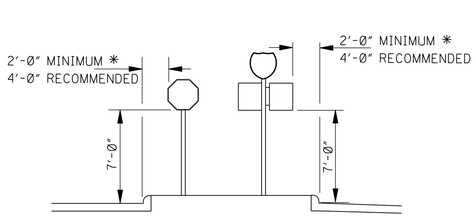
OVERHEAD SIGN



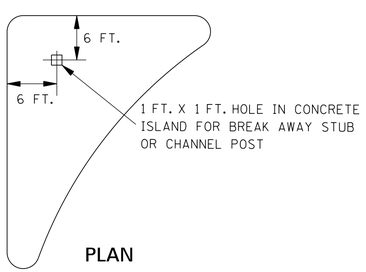
SIGN ON NOSE OF MEDIAN



SIGNS IN ISLANDS OR BEHIND CURB USING U–POSTS OR PIPE POSTS



ELEVATION



PLAN

* THE 2 FT. MINIMUM OFFSET APPLIES ONLY TO STANDARD SIGNS MOUNTED ON U-POSTS. ALL STANDARD SIGNS MOUNTED ON PIPE WILL BE OFFSET A MINIMUM OF 4 FT.. RAMP DESTINATION SIGNS WILL BE OFFSET 4 FT. FROM THE SHOULDERS.

GENERAL NOTES:

1. SEE SECTION 2A-19 OF THE MUTCD FOR REDUCED LATERAL OFFSET DISTANCES THAT MAY BE USED IN AREAS WHERE LATERAL OFFSETS ARE LIMITED, AND IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREAS WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB.
2. SIGNS SHALL BE LOCATED OUTSIDE THE CLEAR ZONE UNLESS PLACED ON A BREAKAWAY OR YIELDING SUPPORT.

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

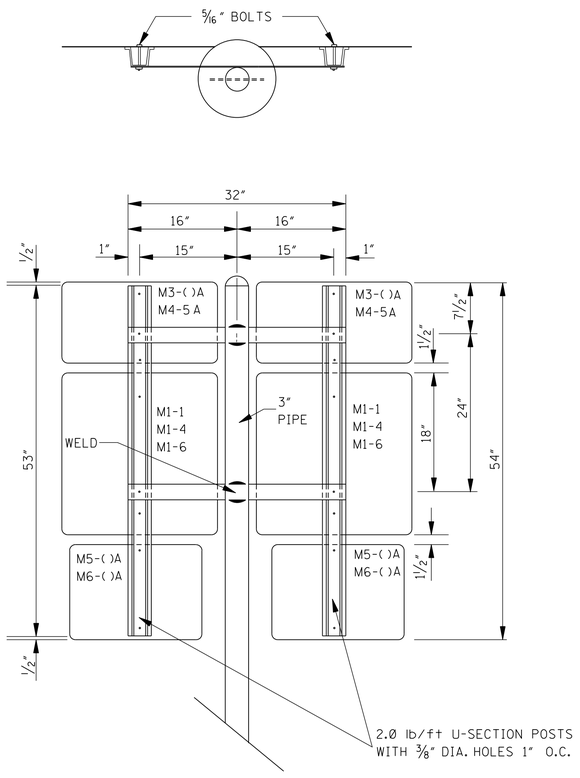
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER SN-4

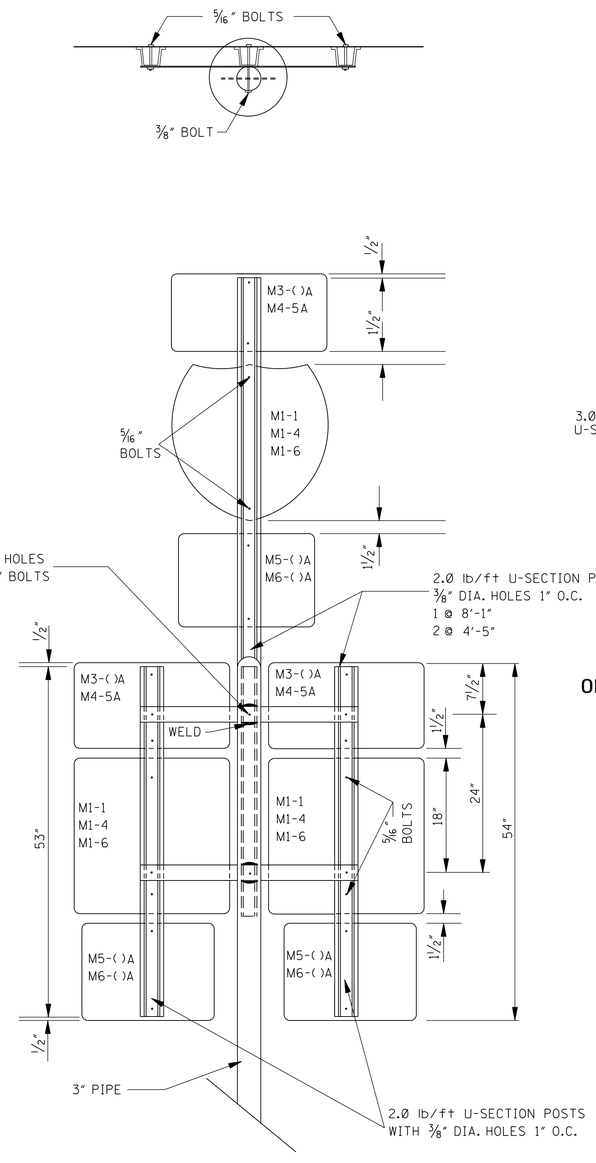
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6306

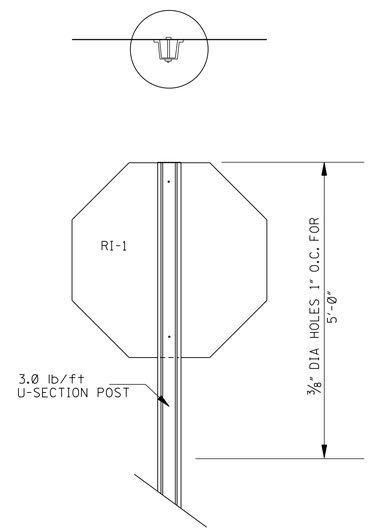
STATE	PROJECT NO.
MISS.	

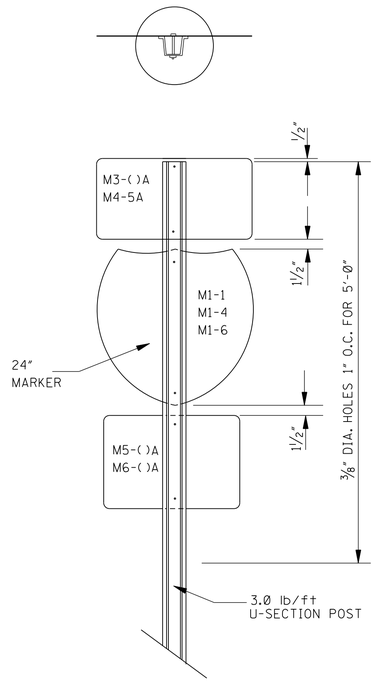


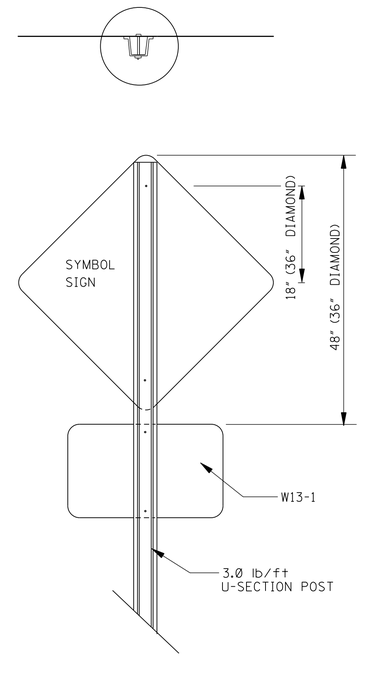
TYPICAL ROUTE ASSEMBLY

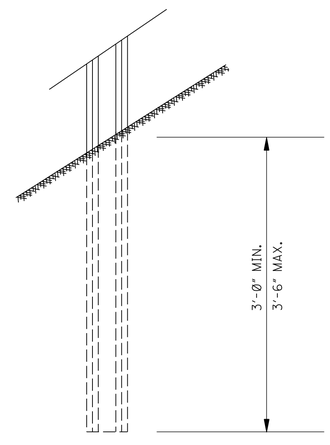


TYPICAL STACKED ROUTE ASSEMBLY









FOOTING DETAIL FOR
U–SECTION POSTS

GENERAL NOTES:

1. UNLESS OTHERWISE SPECIFIED, HORIZONTAL BRACES ARE 7/16" X 2 1/2" X VARIABLE LENGTH FLAT STEEL BARS. BARS ARE WELDED TO PIPE AS SHOWN. WHEN FABRICATION IS COMPLETE, POST SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATION.
2. HOLES IN FLAT BARS ARE 3/8" DIAMETER.
3. SIGNS ARE FASTENED TO FLAT BARS AND U-SECTION POST WITH 5/16" BOLTS, WITH FLAT WASHER AND LOCK-NUTS.
4. GROUND PLATE NOT REQUIRED ON U-SECTION POST.
5. SEE WK. NO. SN-4B FOR DETAIL OF 3" PIPE FOOTING DETAIL.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

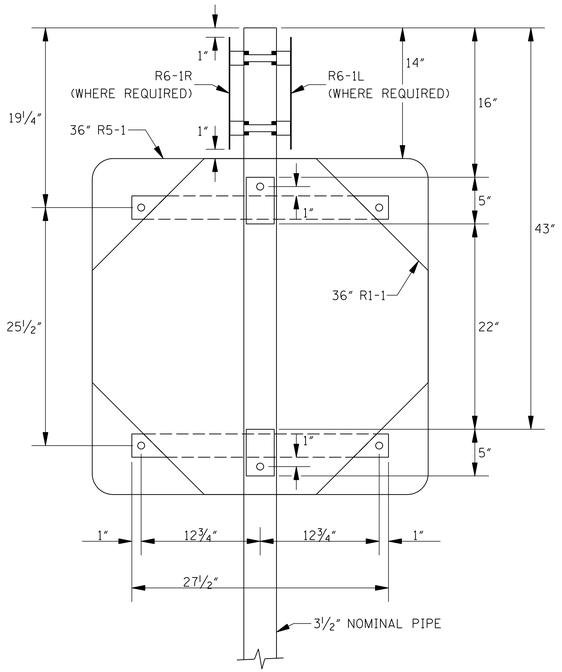
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

ISSUE DATE: AUGUST 01, 2017

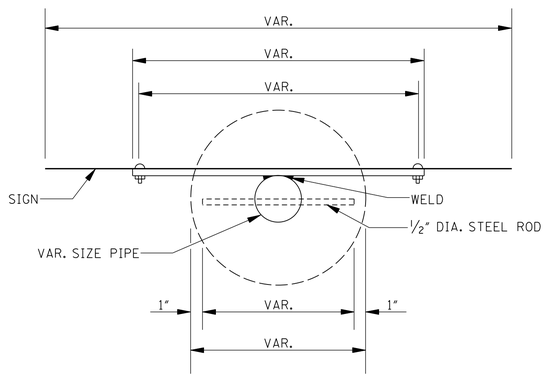
WORKING NUMBER
SN-4A

SHEET NUMBER
6307

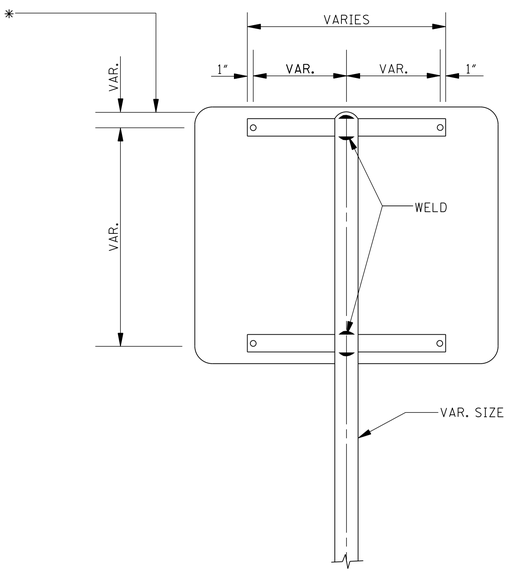
STATE	PROJECT NO.
MISS.	



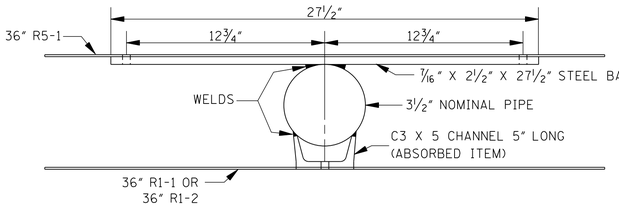
TYPICAL BACK–TO–BACK SIGN MOUNT
SHOWING R5–1 WITH R1–1



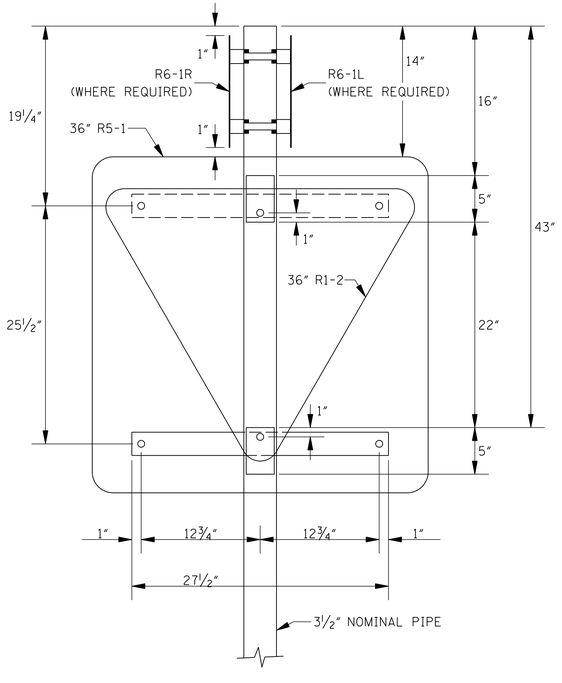
TYPICAL PLAN VIEW



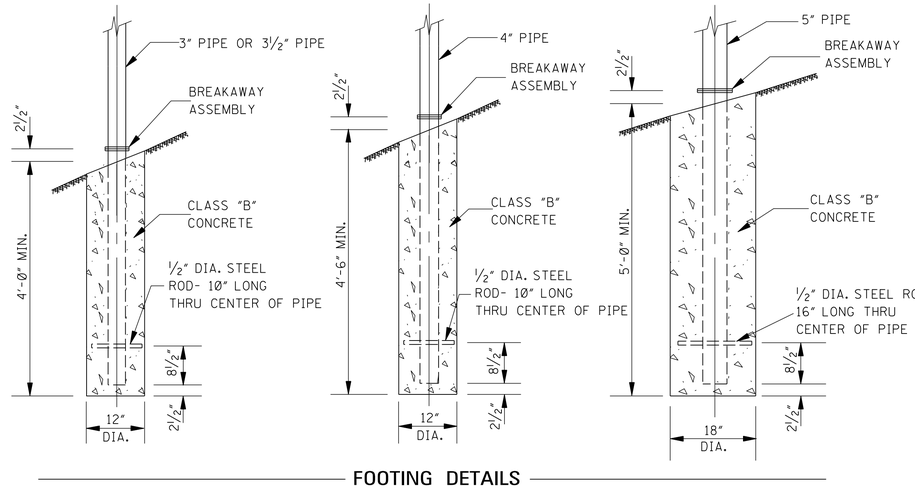
TYPICAL ASSEMBLY ON PIPE



PLAN VIEW OF DOUBLE MOUNTING OF SIGNS



TYPICAL BACK–TO–BACK SIGN MOUNT
SHOWING R5–1 WITH R1–2



FOOTING DETAILS

GENERAL NOTES:

1. UNLESS OTHERWISE SPECIFIED, HORIZONTAL BRACES ARE 7/16" X 2½" X VARIABLE LENGTH FLAT STEEL BARS. BARS ARE WELDED TO PIPE AS SHOWN. WHEN FABRICATION IS COMPLETE, POSTS SHALL BE GALVANIZED AS PER SECTION 630 OF THE STANDARD SPECIFICATION.
2. HOLES IN FLAT BARS ARE ⅜" DIAMETER.
3. SIGNS ARE FASTENED TO THE FLAT BARS AND U-SECTION POSTS WITH M8 BOLTS WITH FLAT WASHERS AND LOCK NUTS.
4. WHERE REQUIRED, SIGNS R6-1L AND R6-1R SHALL BE MOUNTED ON PIPES WITH CLAMPS OR BUCKLE BRACKETS (NOT A PAY ITEM).
5. ALL WELDS SHALL BE 3/16" FILLET.

* 6. TOP OF POST

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

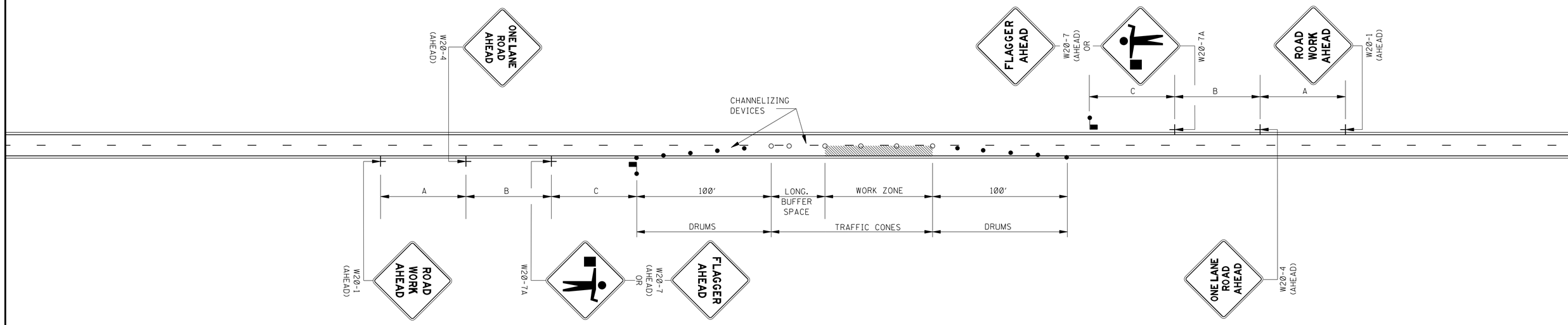
STANDARD ROADSIDE SIGN ASSEMBLY AND INSTALLATION

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
SN-4B

SHEET NUMBER
6308

STATE	PROJECT NO.
MISS.	



LEGEND

- FLAGGER
- ● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS
- ○ TRAFFIC CONES (28" HEIGHT MINIMUM)

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE. FLAGGER STATIONS SHALL BE LOCATED SUCH THAT APPROACHING VEHICLES WILL HAVE SUFFICIENT DISTANCE TO STOP. VALUES IN STOPPING SIGHT DISTANCE COLUMN MAY BE USED AS A MINIMUM FOR THIS DISTANCE.

POSTED SPEED AND/OR DESIGN SPEED	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		† LONGITUDINAL BUFFER SPACE (ft)	STOPPING SIGHT DISTANCE
mph	TAPER	ALONG LANE LINE & WORK ZONE		
25	20	50	55	155
30	20	60	85	200
35	20	70	120	250
40	20	80	170	305
45	20	90	220	360
50	20	100	280	425
55	20	110	335	495
60	20	120	415	570
65	20	130	485	645

† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 28" IN HEIGHT.
3. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 36" x 36" AND BLACK COPY ON FLUORESCENT ORANGE SHEETING.
4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
5. ADDITIONAL FLAGGERS MAY BE NEEDED AS DIRECTED BY THE ENGINEER.
6. WHEN WORK IS REQUIRED AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED.
7. CHANNELIZING DEVICE TYPES FOR:
   A. APPROACH AND EXIT TAPERS- RETROREFLECTIVE PLASTIC DRUMS
   B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28" HEIGHT)
8. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

DISTANCE BETWEEN SIGNS			
ROAD TYPE	A	B	C
URBAN (35 MPH OR LESS)	100 FT.	100 FT.	100 FT.
URBAN (40 - 70 MPH)	350 FT.	350 FT.	350 FT.
RURAL	500 FT.	500 FT.	500 FT.
EXPRESSWAY / FREEWAY	1000 FT.	1500 FT.	2640 FT.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN WITH FLAGGER
(ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)

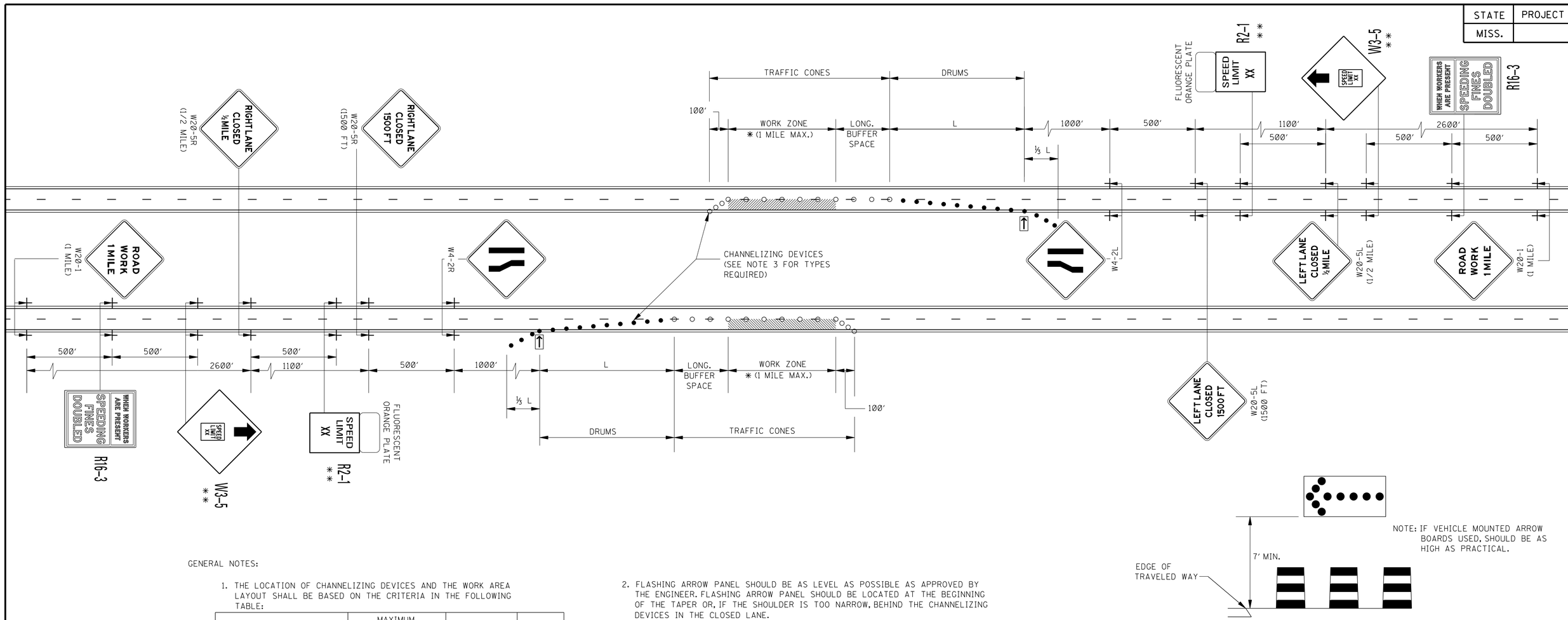
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-1

SHEET NUMBER 6351

ISSUE DATE: AUGUST 01, 2017

STATE	PROJECT NO.
MISS.	



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)		LONGITUDINAL BUFFER SPACE †† (ft)	TAPER RATES †
	TAPER	ALONG LANE LINE & WORK ZONE		
mph				
≤40	40	80	305	27:1
45	45	90	360	45:1
50	50	100	425	50:1
55	55	110	495	55:1
60	60	120	570	60:1
65	65	130	645	65:1
70	70	140	730	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

†† NOTE: BUFFER SPACE MAY BE ADJUSTED AS NEEDED ACCORDING TO ROADWAY GEOMETRY TO MEET SIGHT DISTANCE REQUIREMENTS, AS DIRECTED BY THE ENGINEER.

2. FLASHING ARROW PANEL SHOULD BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLASHING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, IF THE SHOULDER IS TOO NARROW, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. CHANNELIZING DEVICE TYPES FOR:
   A. APPROACH TAPER- RETROREFLECTIVE PLASTIC DRUMS
   B. ALONG LANE LINE AND WORK ZONE- TRAFFIC CONES (28″ HEIGHT MINIMUM)
   C. EXIT TAPER- TRAFFIC CONES (28″ HEIGHT MINIMUM)

4. WHEN WORK ZONE IS NO LONGER NEEDED, ALL SIGNS SHALL BE COVERED OR REMOVED AND THE DRUMS SHALL BE MOVED TO THE SHOULDER EDGE AT THE END OF THE WORK DAY.

5. FOR MOVING OPERATIONS (PAVING) THE CONTRACTOR SHALL HAVE TWO (2) SETS OF ADVANCE WARNING SIGNS, PLASTIC DRUMS, AND ARROW BOARD. WHEN THE CONSTRUCTION ZONE IS MOVED AHEAD, ALL SIGNS, PLASTIC DRUMS AND ARROW BOARD SHALL BE IN PLACE ON THE SECOND ZONE BEFORE REMOVING ANY SIGNS, PLASTIC DRUMS OR ARROW BOARD ON THE FIRST ZONE.

6. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHOULD BE A MINIMUM OF 48″ X 48″, AND SHALL BE BLACK COPY ON FLUORESCENT ORANGE SHEETING.

7. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

LEGEND

* OR AS SHOWN ELSEWHERE ON THE PLANS.

** THE SPEED ON R2-1 AND W3-5 SIGNS SHALL BE 10 MPH LESS THAN THE POSTED SPEED LIMIT UNLESS OTHERWISE DIRECTED BY COMMISSION ORDER.

⇒ FLASHING ARROW PANEL (TYPE "C")

● RETROREFLECTIVE FREE-STANDING PLASTIC DRUMS

○ TRAFFIC CONES (28″ HEIGHT MINIMUM)

REVISION	BY	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN FOR POSTED SPEED LIMIT LESS THAN 65 MPH

(4-LANE: MEDIAN LANE OR OUTSIDE LANE CLOSURE) (WORK DAY ONLY)

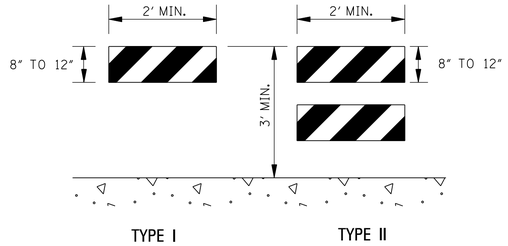
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER TCP-2

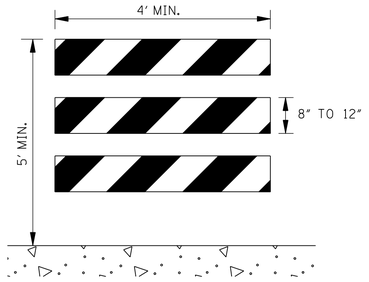
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6352

STATE	PROJECT NO.
MISS.	



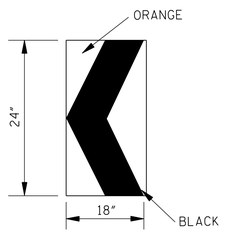
TYPE I TYPE II



TYPE III

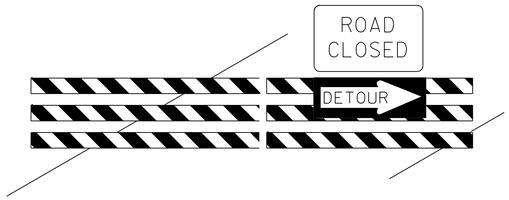
STANDARD BARRICADES

1. THE MARKING FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE (SLOPING DOWNWARD AT AN ANGLE OF 45° IN THE DIRECTION TRAFFIC IS TO PASS).
2. RAIL STRIPE SHOULD BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
3. DO NOT PLACE SANDBAGS OR OTHER DEVICES TO PROVIDE MASS ON THE BOTTOM RAIL THAT WILL BLOCK VIEW OR RAIL FACE.
4. FOR ADDITIONAL INFORMATION OR DETAILS, SEE MUTCD, LATEST EDITION.
5. BARRICADES ARE CLASSIFIED BY FHWA AS CATEGORY II WORK ZONE DEVICES WHICH REQUIRE CRASHWORTHINESS ACCEPTANCE LETTERS. TO DATE, 2-IN. THICK TIMBER RAILS HAVE NOT BEEN SUCCESSFULLY CRASH TESTED. A LIST OF CRASHWORTHY BARRICADES AND OTHER CATAGORY II DEVICES CAN BE FOUND ON FHWA'S WEBSITE: http://safety.fhwa.dot.gov/roadway_dept/policy.guide/road_hardware/cat2.cfm



CHEVRON SIGN DETAIL

1. A CHEVRON SIGN CONSISTS OF A BLACK CHEVRON TYPE MARKING ON AN ORANGE BACKGROUND AND SHALL POINT IN THE DIRECTION OF TRAFFIC FLOW.
2. THE CHEVRON SIGN SHALL BE MOUNTED ON CRASHWORTHY SUPPORT.
3. CHEVRON SIGNS MAY BE USED TO SUPPLEMENT OTHER STANDARD DEVICES WHERE ONE OR MORE LANES ARE CLOSED FOR CONSTRUCTION OR MAINTENANCE. THEY SHOULD BE PLACED APPROXIMATELY 2'-0" BEHIND THE LANE TRANSITION STRIPE.



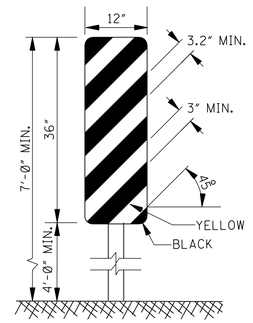
BARRICADE CLOSING A ROAD

BARRICADE CHARACTERISTICS

	I	II	III
WIDTH OF RAIL **	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.	8" MIN. - 12" MAX.
LENGTH OF RAIL **	24" MIN.	24" MIN.	48" MIN.
WIDTH OF STRIPE *	6"	6"	6"
HEIGHT	36" MIN.	36" MIN.	60" MIN.
NUMBER OF RETROREFLECTORIZED RAIL FACES	2 (ONE EACH DIRECTION)	4 (TWO EACH DIRECTION)	3 IF FACING TRAFFIC IN ONE DIRECTION 6 IF FACING TRAFFIC IN TWO DIRECTIONS

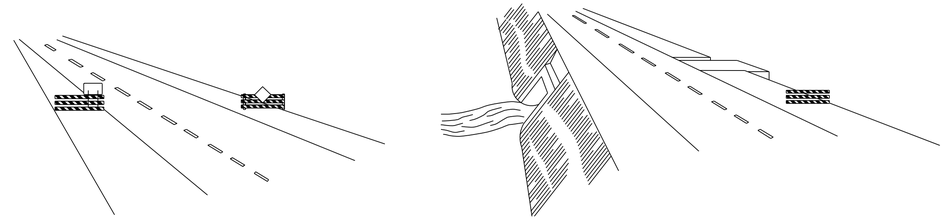
* 1. FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED.

** 2. BARRICADES INTENDED FOR USE ON EXPRESSWAYS, FREEWAYS AND OTHER HIGH SPEED ROADWAYS, SHALL HAVE A MINIMUM OF 270 in^2 OF REFLECTIVE AREA FACING TRAFFIC.



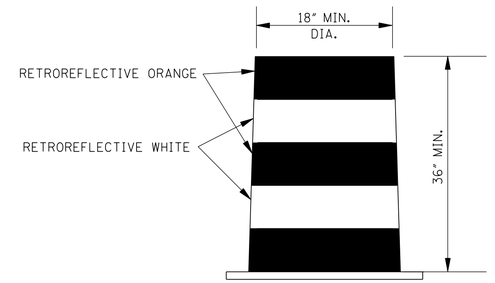
TYPE 3 OBJECT MARKER (OM-3R)

1. TYPE 3 OBJECT MARKERS SHALL BE USED AT ALL EXPOSED BRIDGE ABUTMENTS AND AT OTHER LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER.
2. THE OM-3R IS SHOWN. THE OM-3L IS SIMILAR EXCEPT THE STRIPES SLOPE DOWNWARD FROM THE UPPER LEFT SIDE TO THE LOWER RIGHT SIDE AND SHALL BE PLACED ON THE LEFT SIDE OF THE OBJECT.
3. THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION.



WING BARRICADES

1. WING BARRICADES ARE TYPE III BARRICADES ERECTED ON THE SHOULDER ON ONE OR BOTH SIDES OF THE PAVEMENT TO GIVE THE SENSATION OF A NARROWING OR RESTRICTED ROADWAY. WING BARRICADES MAY BE USED AS A MOUNTING FOR THE ADVANCE WARNING SIGNS OR FLASHERS.
2. WING BARRICADES SHOULD BE USED:
   A. IN ADVANCE OF A CONSTRUCTION PROJECT EVEN WHEN NO PART OF THE ROADWAY IS ACTUALLY CLOSED.
   B. IN ADVANCE OF ALL BRIDGE OR CULVERT WIDENING OPERATIONS.



PLASTIC DRUM STRIPING DETAIL

1. PLASTIC DRUMS SHALL BE ON END AND USED AS AN EXPEDIENT METHOD FOR TRAFFIC CHANNELIZATION. THE COLOR AND MARKING OF DRUMS SHALL BE CONSISTENT WITH MARKING STANDARDS FOR BARRICADE. THE PREDOMINANT COLOR ON DRUMS SHALL BE ORANGE WITH FOUR (4) RETROREFLECTIVE, HORIZONTAL, CIRCUMFERENTIAL STRIPES (2 ORANGE & 2 WHITE) 6" WIDE.
2. DRUMS SHOULD NEVER BE PLACED IN THE ROADWAY WITHOUT WARNING SIGNS.
3. WHERE PRACTICAL PLASTIC DRUMS SHOULD BE PLACED NO CLOSER THAN 3'-0" FROM THE EDGE OF TRAVELED LANE.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

HIGHWAY SIGN AND BARRICADE DETAILS FOR CONSTRUCTION PROJECTS

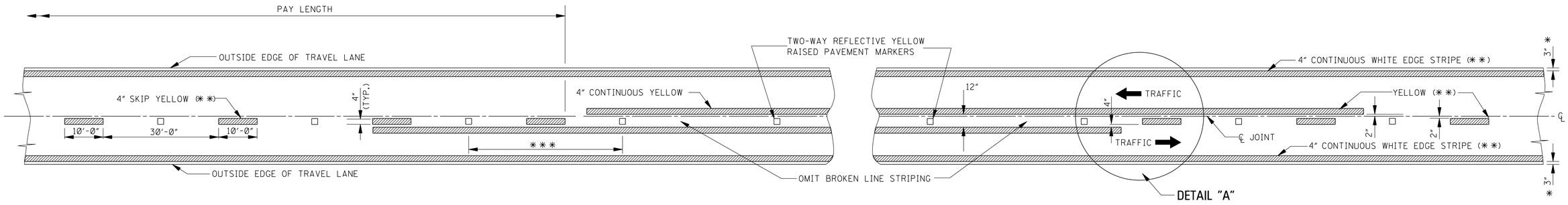
ISSUE DATE: AUGUST 01, 2017

MDOT

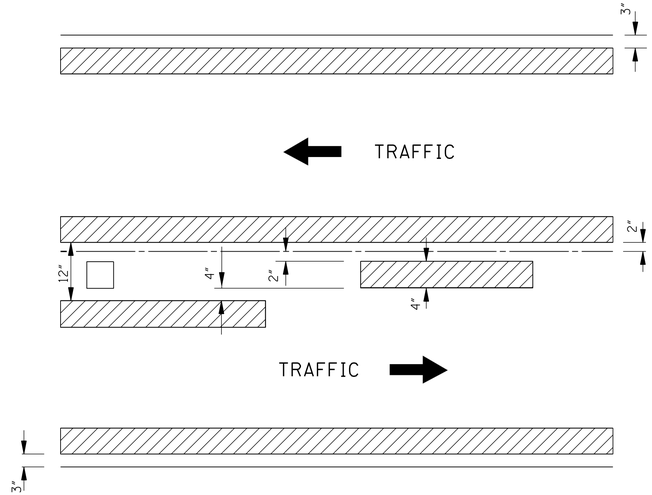
WORKING NUMBER
TCP-8

SHEET NUMBER
6358

STATE	PROJECT NO.
MISS.	



TWO–WAY TRAFFIC
(ASPHALT OR CONCRETE PAVEMENT)



DETAIL "A"



GENERAL NOTES:

* 1. 3" UNLESS SHOWN ELSEWHERE ON THE PLANS.

** 2. EDGE STRIPE SHALL BE SAME MATERIAL AS LANE-LINE STRIPE (PAINT OR TAPE AS INDICATED IN PAY ITEMS).

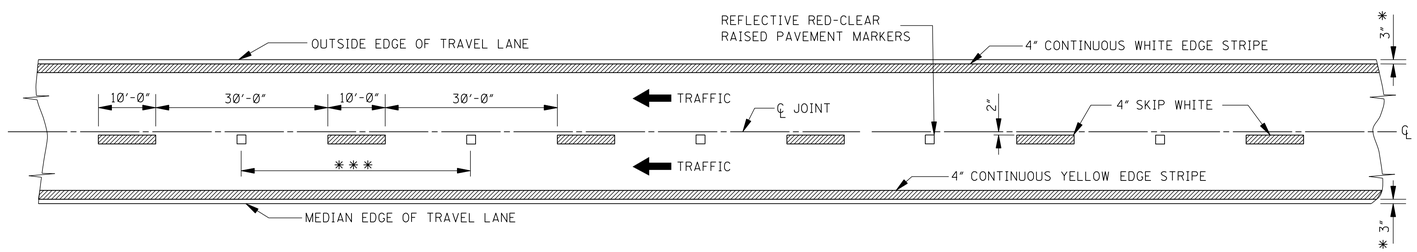
3. REFLECTIVE RAISED PAVEMENT MARKERS TO BE USED IF TEMPORARY MARKINGS ARE TO REMAIN IN PLACE OVER 3 MONTHS

*** 4. 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.

5. 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

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TEMPORARY STRIPING FOR TRAFFIC CONTROL 2–LANE AND 4–LANE DIVIDED HIGHWAYS

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

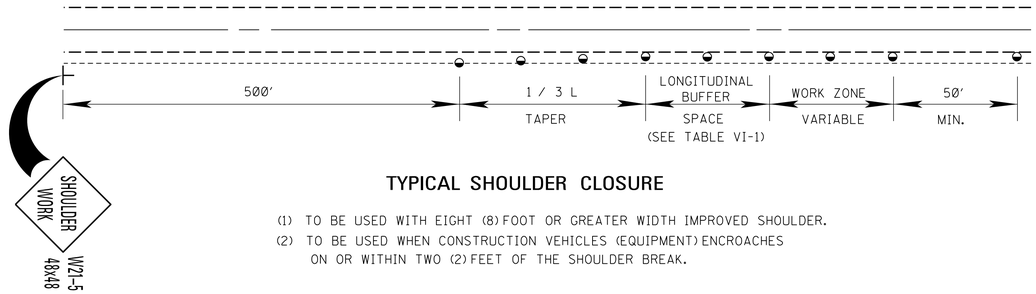
WORKING NUMBER TCP-13

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6363

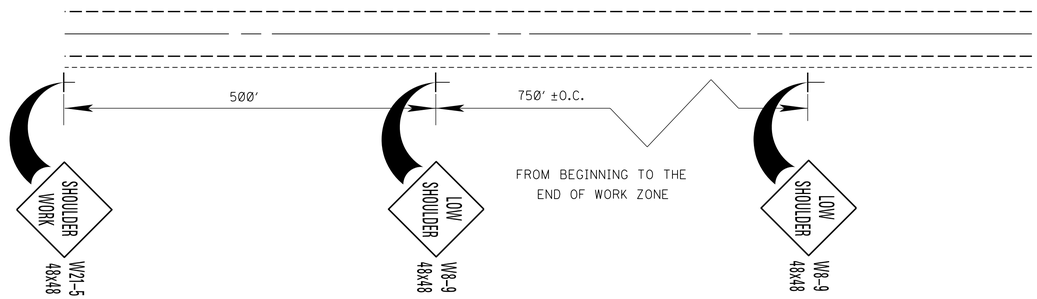
STATE	PROJECT NO.
MISS.	

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



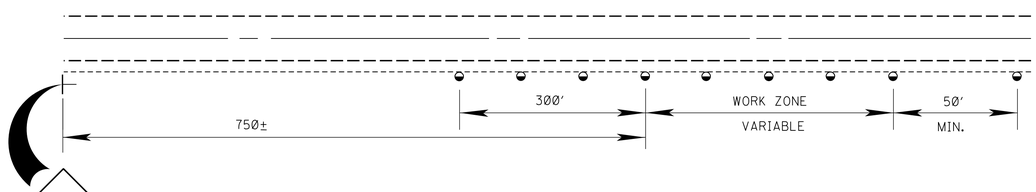
TYPICAL SHOULDER CLOSURE

(1) TO BE USED WITH EIGHT (8) FOOT OR GREATER WIDTH IMPROVED SHOULDER.
(2) TO BE USED WHEN CONSTRUCTION VEHICLES (EQUIPMENT) ENCROACHES ON OR WITHIN TWO (2) FEET OF THE SHOULDER BREAK.



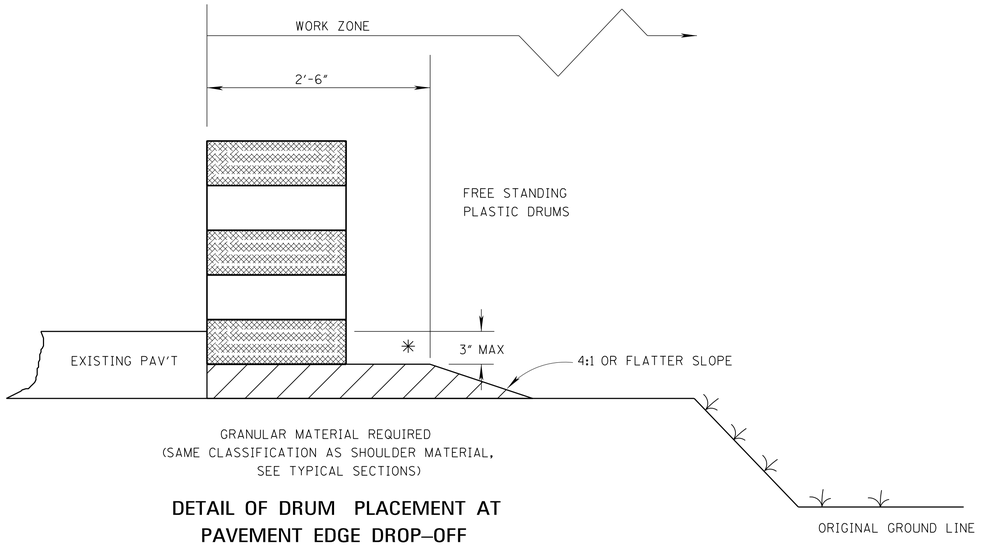
TYPICAL SHOULDER WORK #1
(SEE NOTE A–1 THIS SHEET)

PLASTIC DRUMS
(SEE NOTE FOR SPACING)



TYPICAL SHOULDER WORK #2

NOTE:
WORK OUTSIDE TWO (2) FOOT AND WITHIN TEN (10) FEET OF THE SHOULDER BREAK MAY BE PROTECTED BY PLACING DRUMS ALONG THE SHOULDER EDGE, 300 FEET PRIOR TO AND 50 FEET BEYOND THE WORK AREA, OR SEE NOTE A-3 THIS SHEET.



DETAIL OF DRUM PLACEMENT AT PAVEMENT EDGE DROP–OFF

NOTES:

✳ A. PAVEMENT EDGE DROP-OFF

1. IF LESS THAN TWO AND ONE QUARTER (2.25) INCHES-NO PROTECTION REQUIRED. PLACE A SHOULDER WORK SIGN (W21-5) 500 FEET IN ADVANCE OF WORK ZONE SHOULDER AND A LOW SHOULDER SIGN (W8-9) AT THE BEGINNING AND THROUGHOUT THE WORK ZONE @ (750′+O.C.).

2. TWO AND ONE QUARTER TO THREE INCHES-PLACE DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MILES PER HOUR OR GREATER. CONES MAY BE USED IN PLACE OF DRUMS, PANELS, AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MILES PER HOUR AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE M.U.T.C.D. (1 / 3 L, WHERE L IS THE TAPER LENGTH IN FEET.)

3. GREATER THAN THREE (3) INCHES-POSITIVE SEPARATION OR WEDGE WITH 4:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT (8) FEET OR MORE DISTANCE BETWEEN THE EDGE OF TRAVEL LANE AND DROP-OFF, THEN DRUMS, PANELS OR BARRICADES MAY BE USED.

4. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN THREE (3) INCHES MAY BE PROTECTED WITH DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

5. LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW-VOLUME LOCAL STREETS.

B. DRUM SPACING

1. TANGENTS = 2 X S
2. TAPERS = L / 3
   WHERE L = S X W
   L = TAPER LENGTH IN FEET
   S = SPEED IN MPH (POSTED OR 85 PERCENTILE)
   W = WIDTH OF OFFSET IN FEET

C. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER MAINTENANCE OF TRAFFIC.

TABLE VI-1. GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE

✳✳ SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

✳✳ POSTED SPEED, OFF-PEAK 85 PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH.

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL DETAILS DRUM PLACEMENT AND SHOULDER CLOSURE

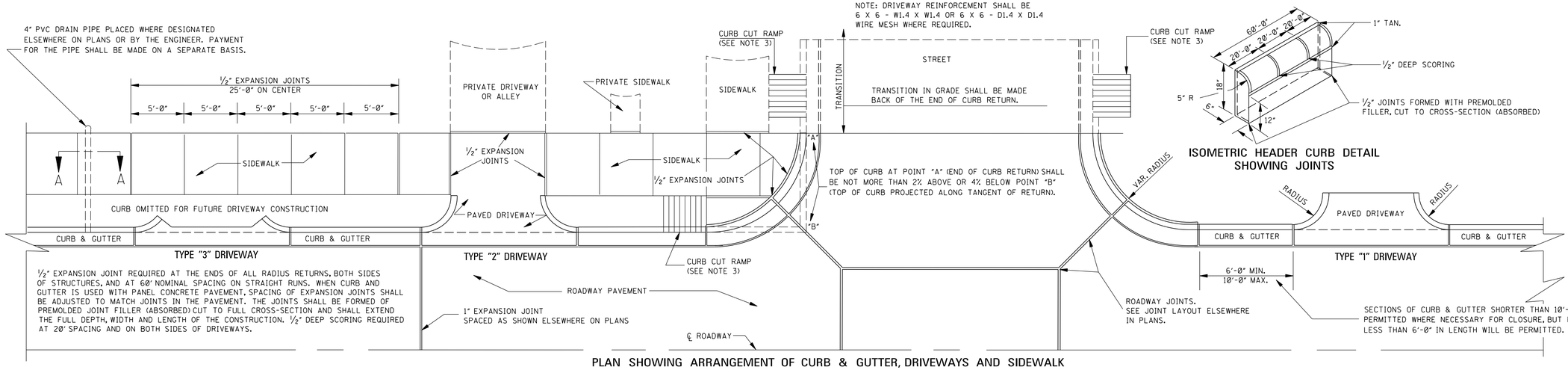
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER
TCP-16

ISSUE DATE: AUGUST 01, 2017

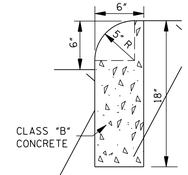
SHEET NUMBER
6366

STATE	PROJECT NO.
MISS.	



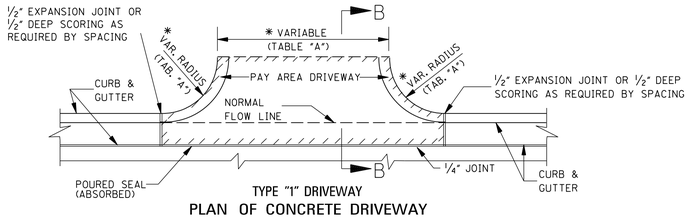
PLAN SHOWING ARRANGEMENT OF CURB & GUTTER, DRIVEWAYS AND SIDEWALK

ISOMETRIC HEADER CURB DETAIL SHOWING JOINTS



DETAIL OF HEADER CURB

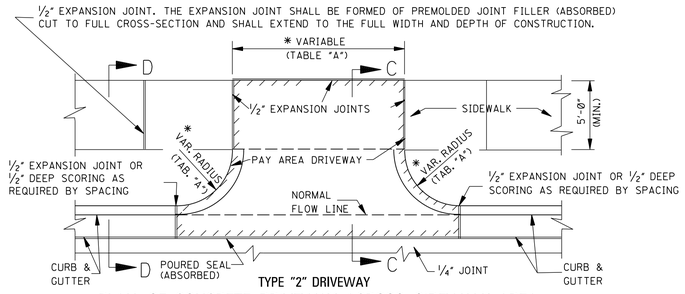
½" CONTRACTION JOINTS REQUIRED AT 20' O.C.
EXPANSION JOINTS REQUIRED AT 60' O.C.
UNLESS OTHERWISE DIRECTED BY ENGINEER.



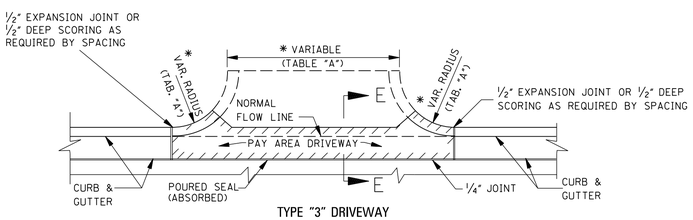
PLAN OF CONCRETE DRIVEWAY

11.058 yd² FOR DRIVEWAY 16'-0" IN WIDTH.
0.574 yd² FOR EACH ADDED OR SUBTRACTED FOOT OF WIDTH.
NOTE: THIS DRIVEWAY AREA EXAMPLE IS COMPUTED ON THE BASIS OF 3'-0" RADIUS. PAYMENT FOR CURB RADIUS SHALL BE INCLUDED IN COMPENSATION FOR DRIVEWAY.

* TABLE "A"		
DRIVEWAY TYPE	DRIVEWAY WIDTH	CURB RETURN RADIUS
RESIDENTIAL	16'	5' - 10'
COMMERCIAL/ INDUSTRIAL	30' - 50'	10' - 30'

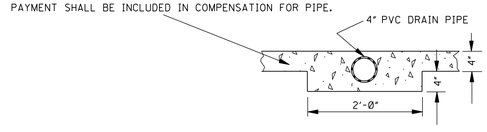


PLAN OF CONCRETE DRIVEWAY ACROSS SIDEWALK AREA

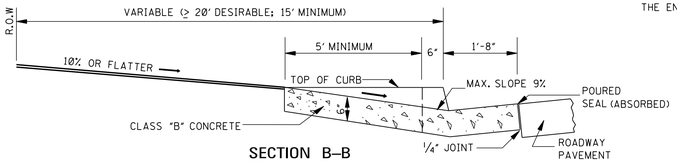


PLAN–CURB OMITTED FOR FUTURE DRIVEWAY CONSTRUCTION

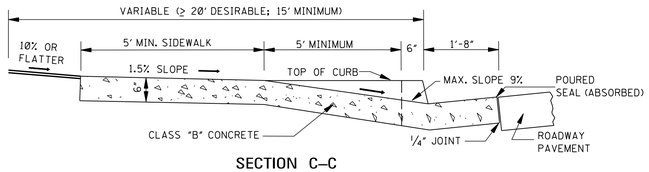
NOTE: THIS TYPE CONSTRUCTION SHALL BE USED WHERE DESIGNATED ELSEWHERE ON PLANS OR BY THE ENGINEER.



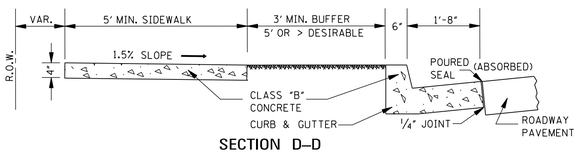
SECTION A–A



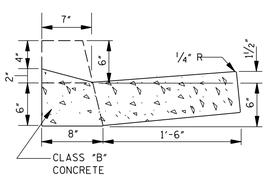
SECTION B–B



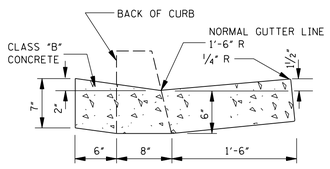
SECTION C–C



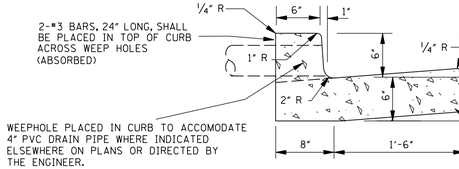
SECTION D–D



SECTION E–E

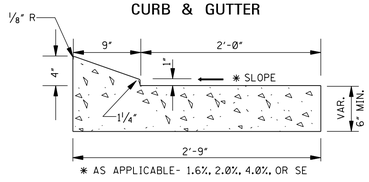


DETAIL OF VALLEY GUTTER



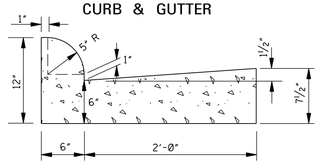
TYPE "1"

DETAIL OF COMBINATION CURB & GUTTER



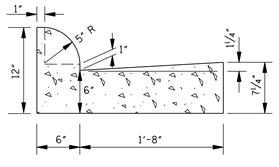
TYPE "2"

DETAIL OF COMBINATION CURB & GUTTER



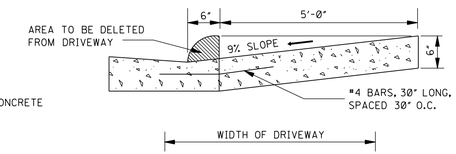
TYPE "3A"

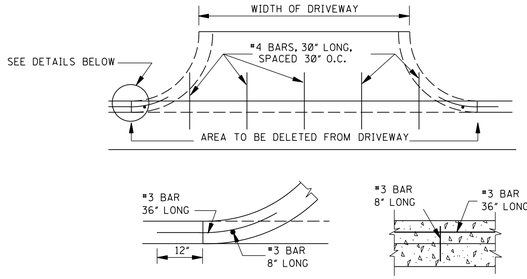
DETAIL OF COMBINATION CURB & GUTTER



TYPE "3B"

DETAIL OF COMBINATION CURB & GUTTER





PERMISSIBLE DRIVEWAY CONSTRUCTION METHOD FOR SLIP–FORM PLACEMENT OF CURB & GUTTER

GENERAL NOTES:

1. TRAVERSE CONTRACTION JOINTS ARE REQUIRED AT 20' ON CENTER FOR ALL CONCRETE DRIVEWAYS THAT EXTEND PAST THE END OF THE CURB RETURN. A ½" WIDE EXPANSION JOINT IS REQUIRED AT THE END OF THE CURB RETURN AND AT 60' ON CENTER THROUGHOUT THE LENGTH OF THE DRIVEWAY. A LONGITUDINAL CONTRACTION JOINT IS REQUIRED FOR ALL DRIVEWAYS EXCEEDING 20' IN WIDTH.
2. SEE WK. NOS. CR-1, CR-2, CR-3 & CR-4 FOR DETAILS OF CURB-CUT RAMPS.
3. MAXIMUM 2% CROSS-SLOPE ON SIDEWALKS.

BY	REVISION	DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DRIVEWAYS, CURB & GUTTER, & SIDEWALK

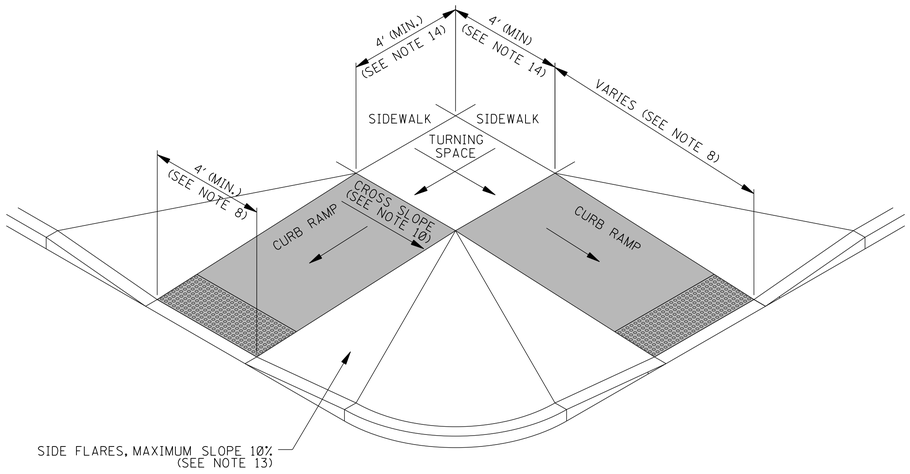
MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER SD-1

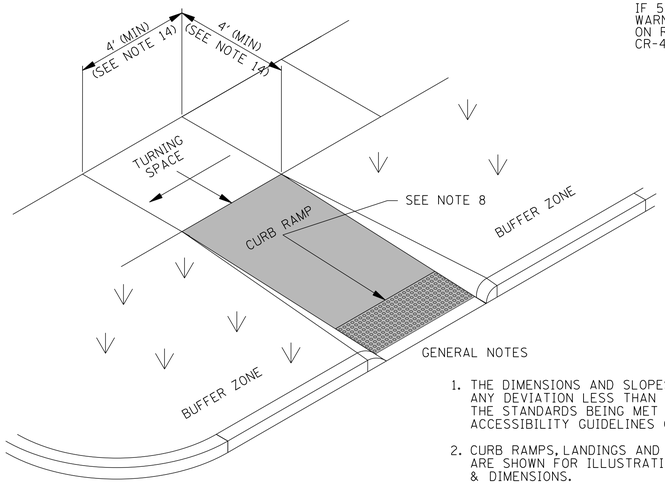
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6419

STATE	PROJECT NO.
MISS.	

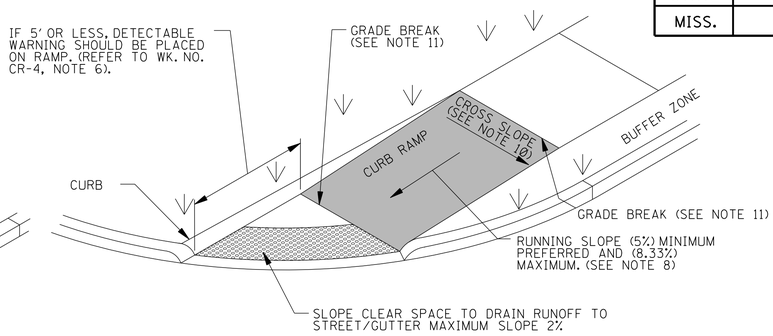


TYPE 1 – PERPENDICULAR CURB RAMP



TYPE 2 – PERPENDICULAR RETURNED CURB RAMP

SIDES OF CURB RAMPS MAY BE RETURNED, PROVIDING USEFUL DIRECTIONAL CUES, IF PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, POLES, OR EQUIPMENT.



TYPE 3 – ALTERNATE PERPENDICULAR RETURNED CURB RAMP

GENERAL NOTES

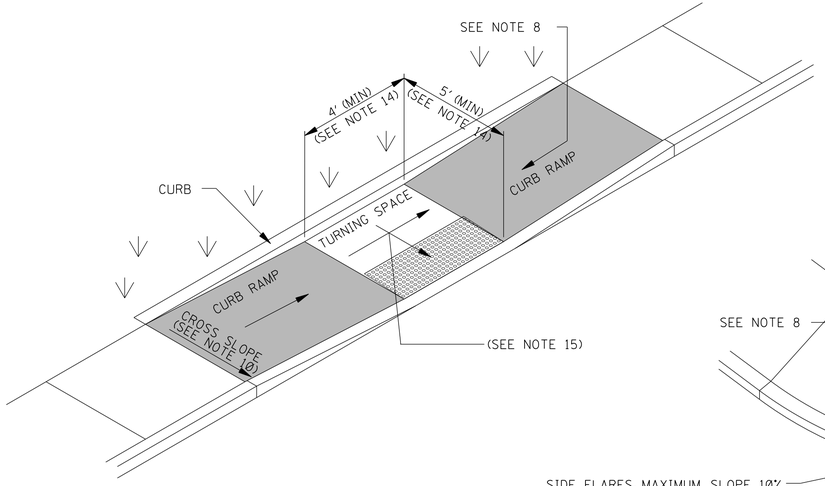
1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND MDOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).
2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON WK. NO. CR-4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS.
3. THE LOCATION, ORIENTATION, AND TYPE OF CURB RAMPS SHOULD BE AS SHOWN IN THE PLANS.
4. ANY COMBINATION OF PERPENDICULAR, PERPENDICULAR RETURNED, AND PARALLEL CURB RAMPS MAY BE USED TO ACHIEVE AN ACCESSIBLE DESIGN AS LONG AS THE BASIC REQUIREMENTS FOR CURB RAMPS ARE MET.
5. CURB RAMPS SHALL BE PAID FOR AS SIDEWALK.
6. THE THICKNESS OF THE CURB RAMP SHALL BE A MINIMUM OF 4".
7. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

CURB RAMP NOTES:

8. THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE THE WIDTH OF THE SIDEWALK, OR 4' MINIMUM. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 5% MINIMUM, AND 8.33% MAXIMUM (7.1% PREFERRED). THE RUNNING SLOPE OF BLENDED TRANSITIONS SHALL BE 5% MAXIMUM.
9. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33%, THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP EXCEED 15'.
10. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
11. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
12. RAMP TRANSITIONS BETWEEN WALKS, TURNING SPACES, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES.
13. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE.

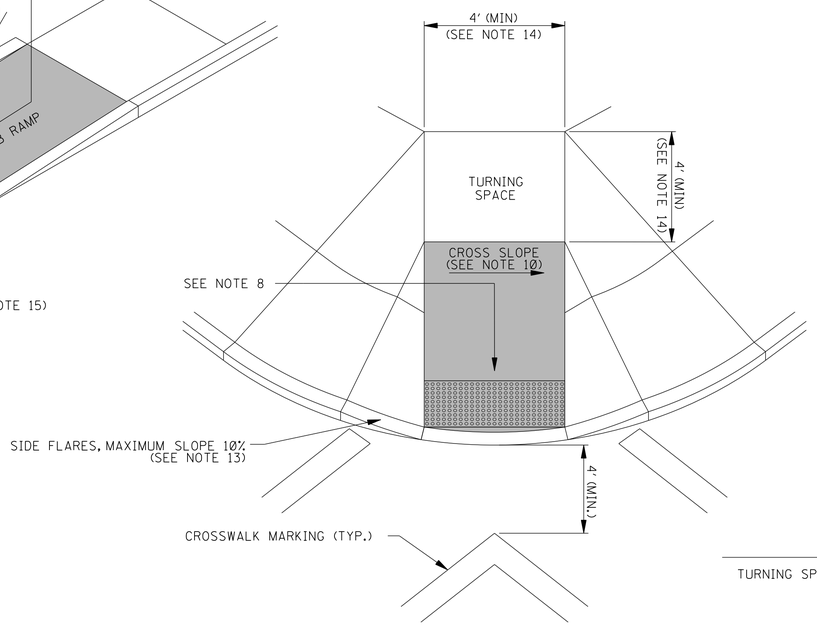
TURNING SPACE NOTES:

14. A TURNING SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED AT THE TOP OF PERPENDICULAR RAMPS AND AT THE BOTTOM OF PARALLEL RAMPS. TURNING SPACES ARE ALLOWED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED BY A CURB, WALL, OR OTHER OBSTRUCTION, THE TURNING SPACE SHALL BE 4' MINIMUM BY 5' MINIMUM, WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF TRAVEL TOWARD THE CONSTRAINT.
15. THE RUNNING SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). THE CROSS SLOPE OF TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
16. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
17. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%.



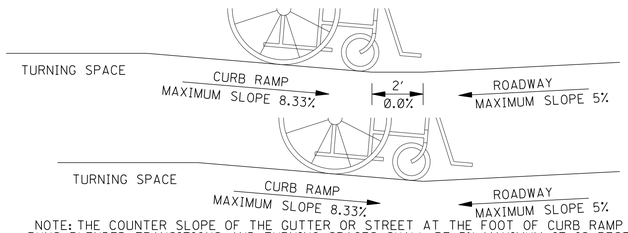
TYPE 4 – PARALLEL CURB RAMP

THE CURB BEHIND THE TURNING SPACE AND RAMPS IS NOT REQUIRED, BUT IS SUGGESTED FOR RETAINING SOIL AND PROVIDING AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.



TYPE 5 – DIAGONAL CURB RAMP

DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.



NOTE: THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM. IT IS BEST PRACTICE TO PROVIDE A 2' LEVEL STRIP AT THE GUTTER IF THE GRADE BREAK EXCEEDS 11%

COUNTER SLOPE CONDITIONS

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

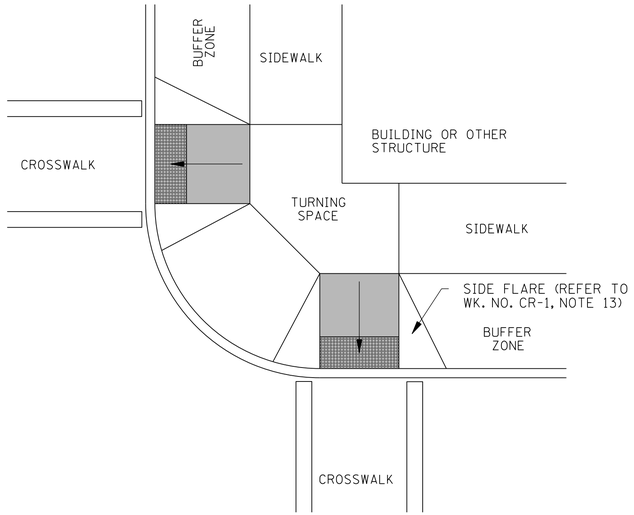
CURB RAMPS
RAMP DESIGN ELEMENTS

ISSUE DATE: AUGUST 01, 2017

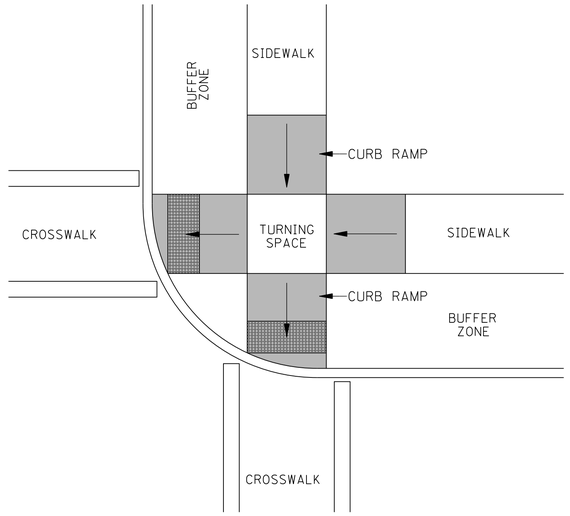
WORKING NUMBER CR-1

SHEET NUMBER 6421

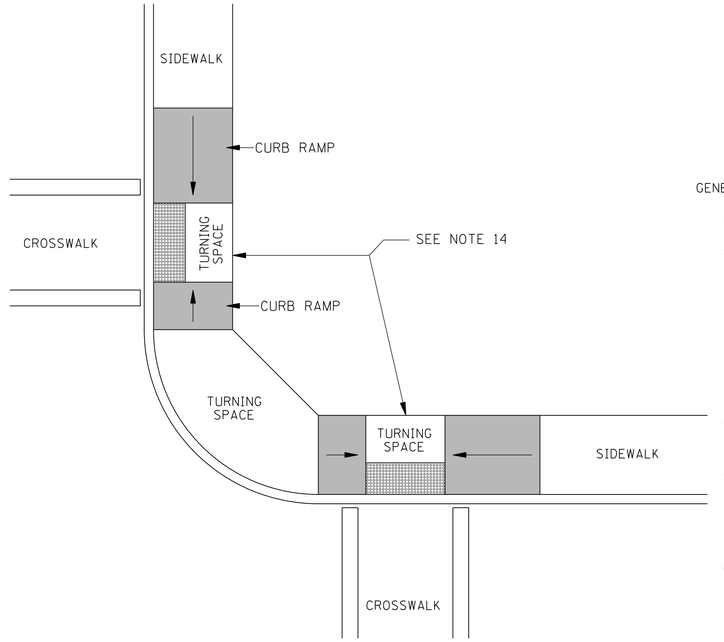
STATE	PROJECT NO.
MISS.	



CURB RAMP CONFIGURATION: TYPE A



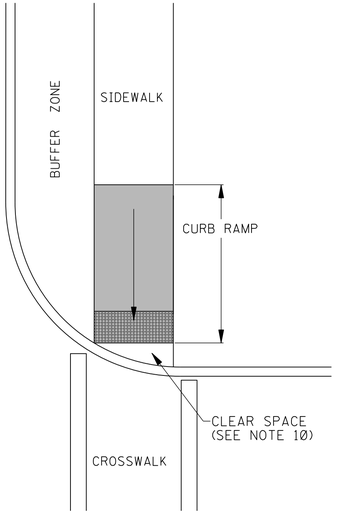
CURB RAMP CONFIGURATION: TYPE B



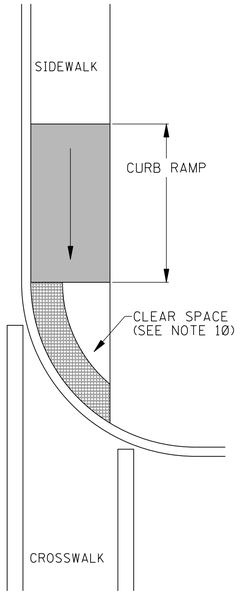
CURB RAMP CONFIGURATION: TYPE C

GENERAL NOTES:

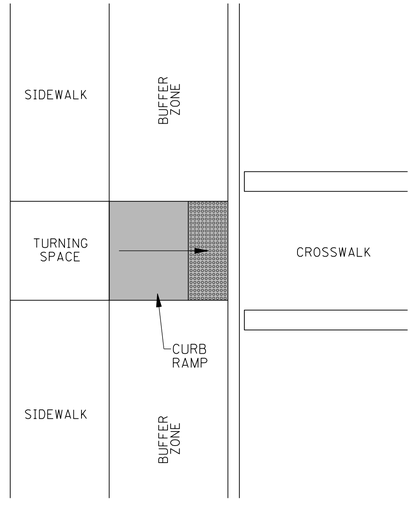
1. FOR DIMENSIONS & GEOMETRIC VALUES REFER TO WK. NO. CR-1.
2. THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF WK. NOS. CR-1, CR-2, CR-3 AND CR-4.
3. COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
4. DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO WK. NO. CR-4.
5. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 2% MAXIMUM (1.5% PREFERRED). AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
6. DIAGONAL CURB RAMPS ARE UNACCEPTABLE IN NEW CONSTRUCTION. THEY MAY BE USED FOR ALTERATIONS ONLY IF IT IS THE ONLY OPTION THAT WILL WORK.
7. GRATES SHALL NOT BE LOCATED ON CURB RAMPS, BLENDED TRANSITIONS, TURNING SPACES, OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
8. UTILITIES, SIGNS, AND OTHER FIXED OBJECTS SHALL NOT BE PLACED ON A CURB RAMP, PEDESTRIAN ACCESS ROUTE, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
9. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM, AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
10. THERE SHALL BE A CLEAR SPACE AT THE BOTTOM OF THE ALTERNATE PERPENDICULAR RETURNED CURB RAMP. IT SHALL SLOPE TO DRAIN RUNOFF TO STREET/GUTTER AND HAVE A MAXIMUM SLOPE OF 2% (1.5% PREFERRED).
11. TURNING SPACES MAY OVERLAP WITH ADJACENT TURNING SPACES OR A SINGLE TURNING SPACE MAY SERVE MULTIPLE CURB RAMPS.
12. TURNING SPACES MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.
13. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5' MINIMUM.
14. BEYOND THE BOTTOM GRADE BREAK, A TURNING SPACE OF 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.



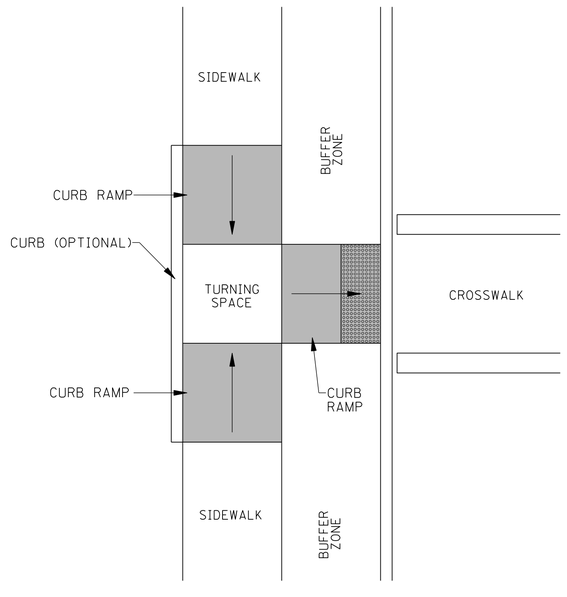
CURB RAMP CONFIGURATION: TYPE D



CURB RAMP CONFIGURATION: TYPE E



CURB RAMP CONFIGURATION: TYPE F



CURB RAMP CONFIGURATION: TYPE G
MID BLOCK CROSSING

THE CURB BEHIND THE TURNING SPACE AND RAMPS IS NOT REQUIRED, BUT IS SUGGESTED FOR RETAINING SOIL AND PROVIDING AN EDGE FOR PEDESTRIANS WITH VISUAL IMPAIRMENTS.

NOTE: SEE WK. NO. CR-4 FOR DETECTABLE WARNING DIMENSIONS AND PLACEMENT ORIENTATION.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

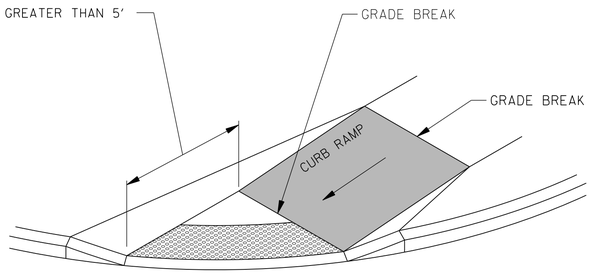
CURB RAMPS PLACEMENT DETAILS

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER
CR-2

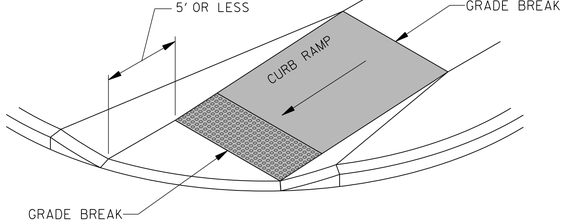
SHEET NUMBER
6422

STATE	PROJECT NO.
MISS.	



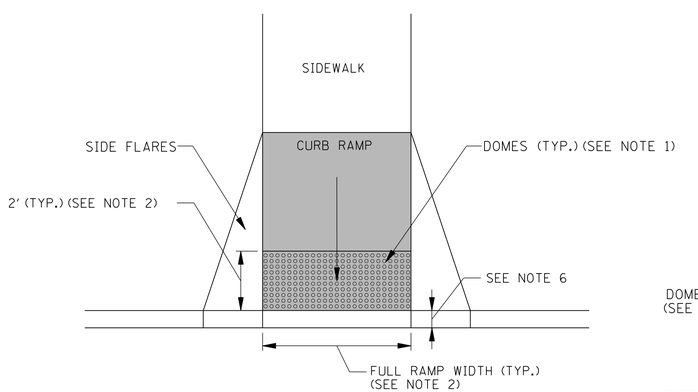
DETECTABLE WARNING PLACEMENT DETAIL 1

NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS GREATER THAN OF EQUAL TO 5', DETECTABLE WARNINGS SHALL BE PLACED ALONG THE RADIUS OF THE CURVE AS SHOWN IN THE ABOVE DETAIL.

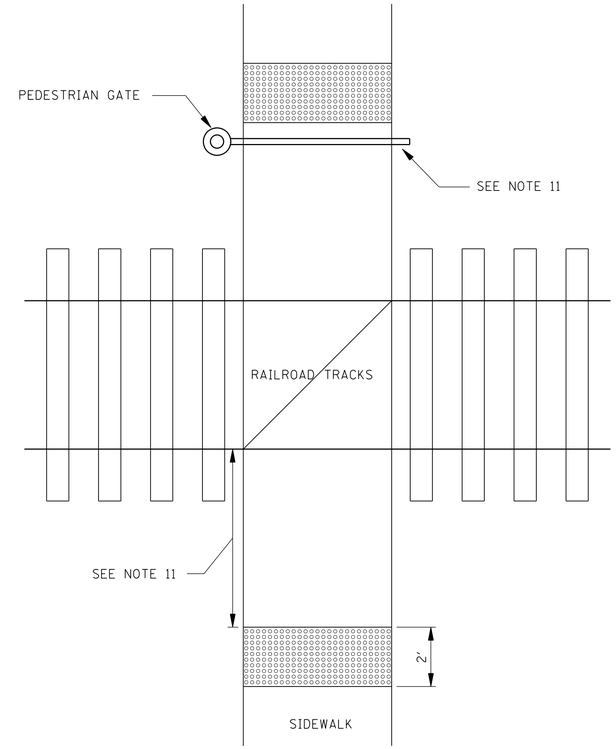


DETECTABLE WARNING PLACEMENT DETAIL 2

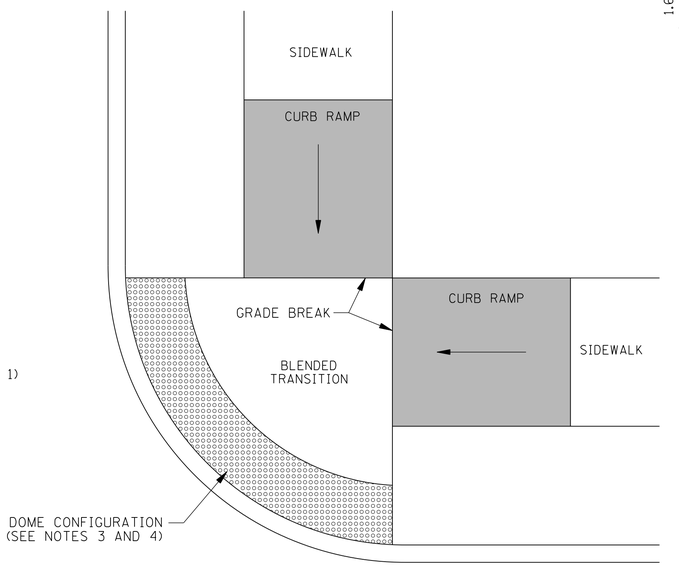
NOTE: IF THE DISTANCE FROM THE GRADE BREAK IS LESS THAN OR EQUAL TO 5', DETECTABLE WARNINGS SHALL BE PLACED ON THE CURB RAMP ALONG THE BOTTOM GRADE BREAK WITH ONE CORNER 5" TO 9" FROM THE FRONT OF THE CURB OR EDGE OF THE ROADWAY.



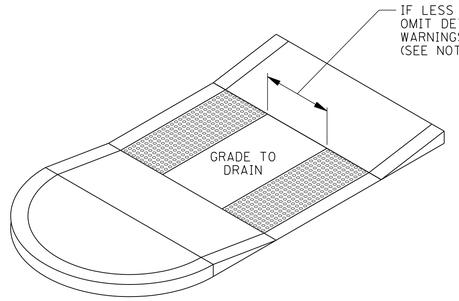
DETECTABLE WARNING AT CURB RAMP



DETECTABLE WARNINGS AT RAILROAD CROSSING

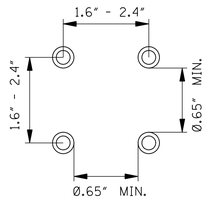


DETECTABLE WARNING AT BLENDED TRANSITION (CONFIGURATION: TYPES K AND J)

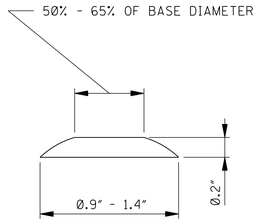


DETECTABLE WARNINGS AT MEDIAN ISLANDS

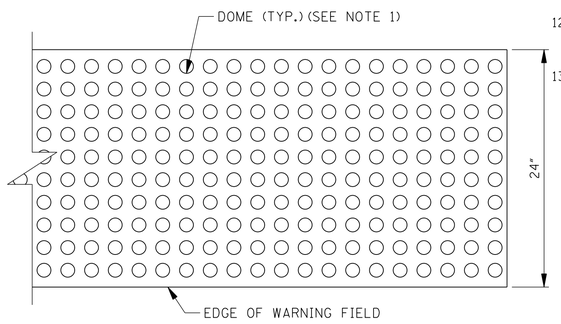
NON-ELEVATED CROSSING



DOME SPACING



DOME SECTION



DETECTABLE WARNING LAYOUT

GENERAL NOTES:

1. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 2' LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.
2. ALL DETECTABLE WARNINGS SHOWN ON THIS SHEET SHALL BE PAID FOR - PER SQUARE FEET, UNLESS OTHERWISE NOTED IN THE PLANS.

DETECTABLE WARNING UNIT DIMENSIONS:

3. DETECTABLE WARNING SURFACES SHALL EXTEND 2' MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE CROSSING. AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE PUBLIC USE AREAS OF THE PLATFORM. AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL LENGTH OF THE TRANSIT STOP.

DOME ALIGNMENT:

4. THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK AT THE RAMP LANDING OR BETWEEN THE CURB RAMP AND THE STREET.
5. WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.

COLOR REQUIREMENTS:

6. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.

DETECTABLE WARNINGS LOCATIONS:

7. ON PERPENDICULAR CURB RAMPS, WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS MORE THAN 5', DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB.
8. ON PARALLEL CURB RAMPS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE TURNING SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK.
9. ON BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BACK OF CURB. WHERE RAISED PEDESTRIAN STREET CROSSINGS, DEPRESSED CORNERS, OR OTHER LEVEL PEDESTRIAN STREET CROSSINGS ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE FLUSH TRANSITION BETWEEN THE STREET AND THE SIDEWALK.
10. AT CUT-THROUGH PEDESTRIAN REFUGE ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE PEDESTRIAN ISLAND AND SHALL BE SEPARATED BY A 2' MINIMUM LENGTH OF SURFACE WITHOUT DETECTABLE WARNINGS.
11. AT PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY, DETECTABLE WARNING SURFACES SHALL BE PLACED ON EACH SIDE OF THE RAIL CROSSING. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE RAIL CROSSING SHALL BE 6' MINIMUM AND 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. WHERE PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL.
12. AT BOARDING PLATFORMS FOR BUSES AND RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE BOARDING EDGE OF THE PLATFORM.
13. AT BOARDING AND ALIGHTING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS FOR RAIL VEHICLES, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE SIDE OF THE BOARDING AND ALIGHTING AREA FACING THE RAIL VEHICLES.

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

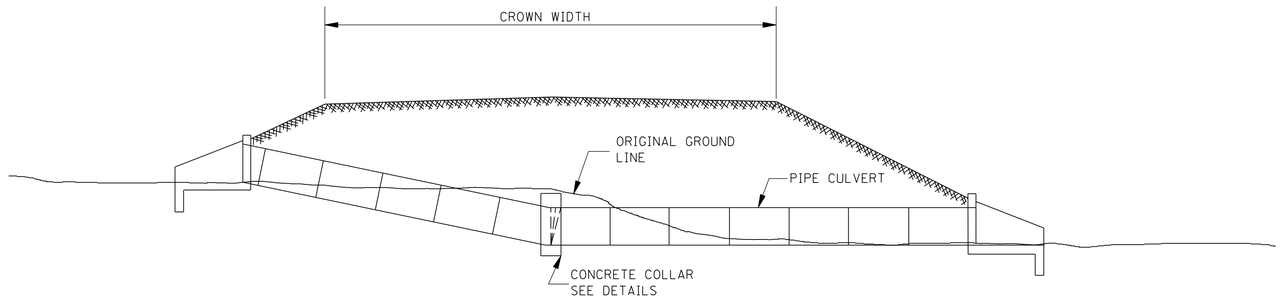
CURB RAMPS DETECTABLE WARNING DETAILS

WORKING NUMBER
CR-4

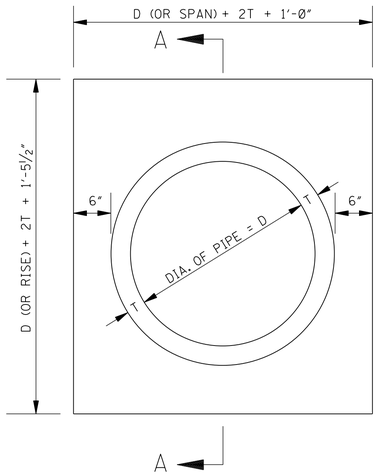
ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6424

STATE	PROJECT NO.
MISS.	

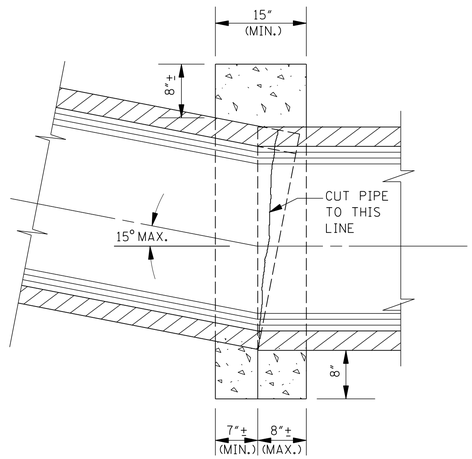


TYPICAL INSTALLATION FOR PIPE CULVERT WITH BROKEN FLOW LINE



ELEVATION OF CONCRETE COLLAR

NOTE: CIRCULAR PIPE IS SHOWN, ARCH PIPE IS SIMILAR.



SECTION A–A

GENERAL NOTES:

1. THE MAXIMUM BEND ANGLE IS 15 DEGREES.
2. THE FOLLOWING QUANTITIES SHALL BE THE BASIS FOR PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE:

QUANTITIES FOR
CONCRETE COLLAR FOR PIPE CULVERTS

CIRCULAR PIPE		ARCH PIPE	
DIA. OF PIPE	CLASS "B" CONCRETE (yd^3)	SIZE OF PIPE	CLASS "B" CONCRETE (yd^3)
12"	0.240		
15"	0.260	18 x 11	0.280
18"	0.320	22 x 13	0.310
24"	0.410	29 x 18	0.410
30"	0.510	36 x 23	0.490
36"	0.620	44 x 27	0.600
42"	0.730	51 x 31	0.690
48"	0.850	58 x 36	0.820
54"	0.980	65 x 40	0.920
60"	1.110	73 x 45	1.070
66"	1.248	88 x 54	1.366
72"	1.393		

DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

CONCRETE PIPE COLLAR

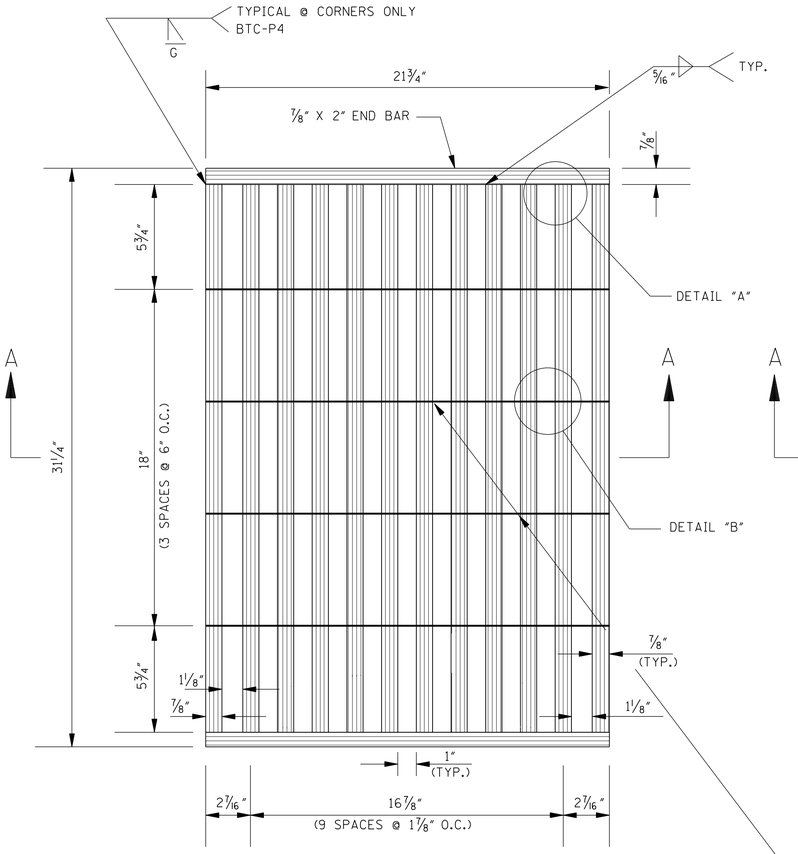
WORKING NUMBER
PC-1

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER
6503

STATE	PROJECT NO.
MISS.	

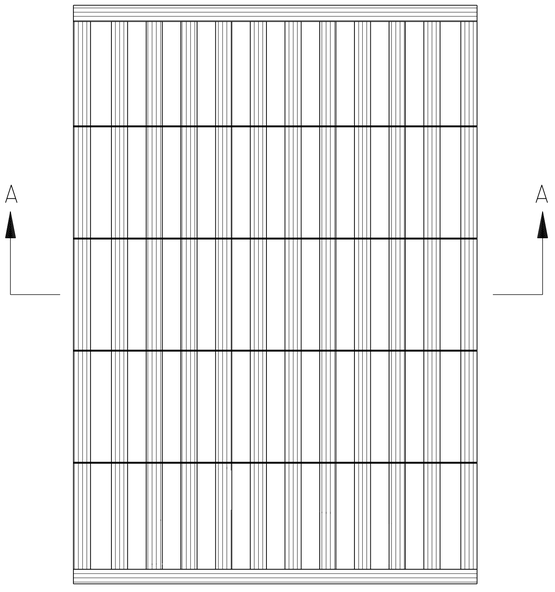
GRATE NO. 1 – ALTERNATE #1



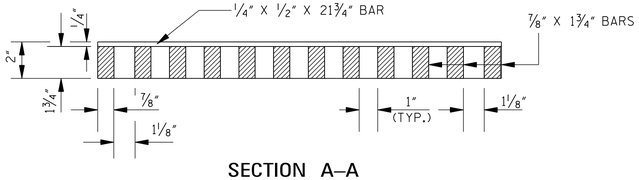
PLAN

GRATE NO. 1 – ALTERNATE #2

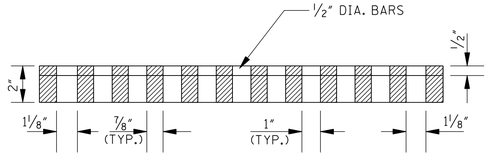
NOTE: PLAN DIMENSIONS FOR ALTERNATE "2 ARE IDENTICAL TO THAT OF ALTERNATE "1 AS SHOWN ON THE FIGURE AT LEFT.



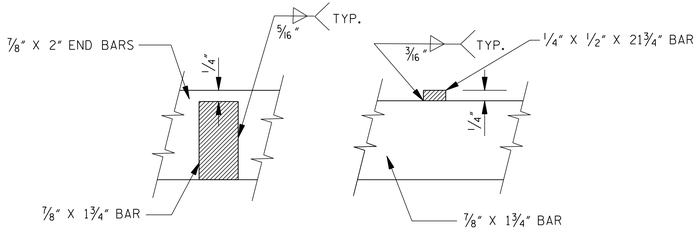
PLAN



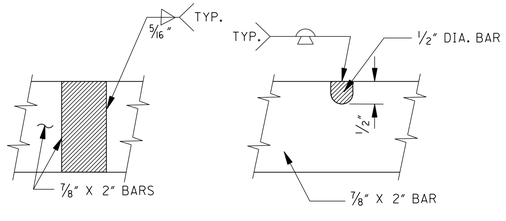
SECTION A–A



SECTION A–A

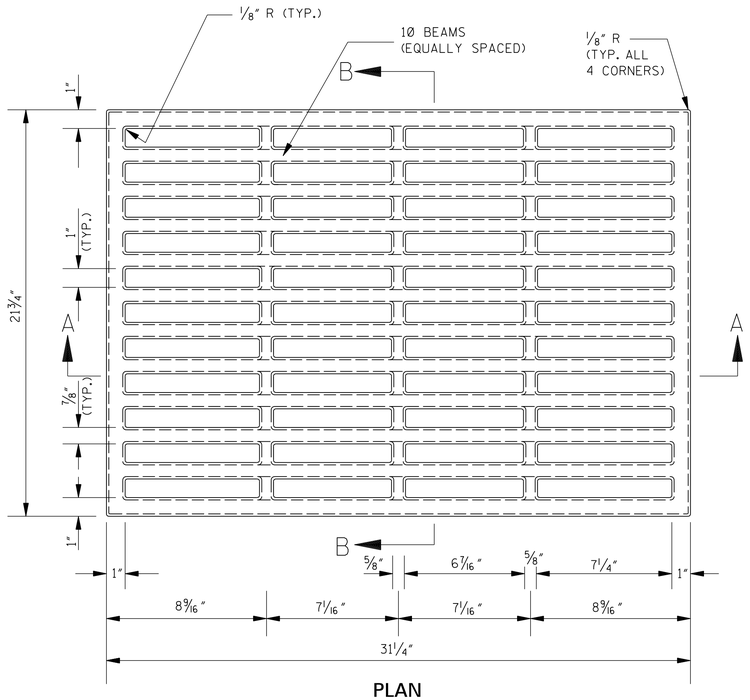


DETAIL A DETAIL B

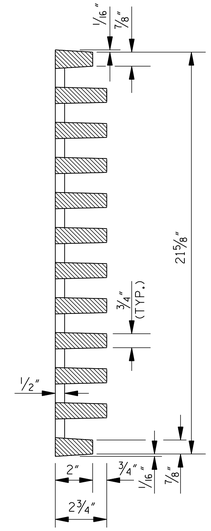


DETAIL A DETAIL B

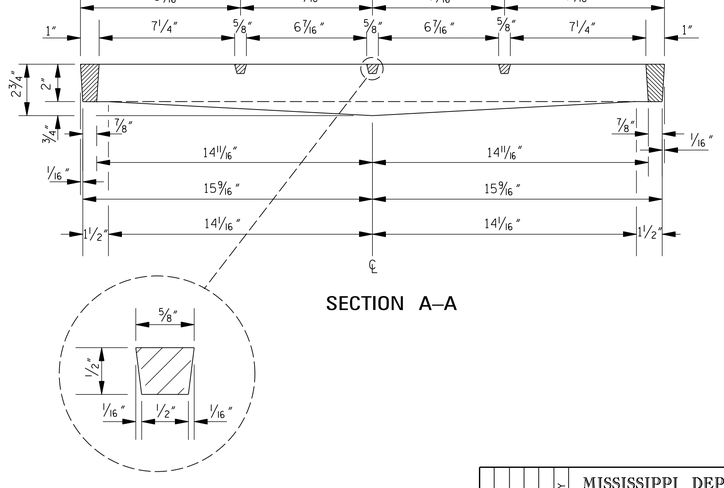
GRATE NO. 2



PLAN



SECTION B–B



SECTION A–A

GENERAL NOTES:

1. BASIS OF PAYMENT WILL BE 200 lbs OF GRATING FOR EITHER GRATE.
2. GRATE NO. 1
   THE GRATE SHALL BE WELDED STEEL (ASTM A 588).
3. GRATE NO. 2
   THE GRATE SHALL BE DUCTILE IRON (ASTM A 536, GRADE 80-55-06).

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

DETAILS OF GRATES FOR GUTTER INLETS

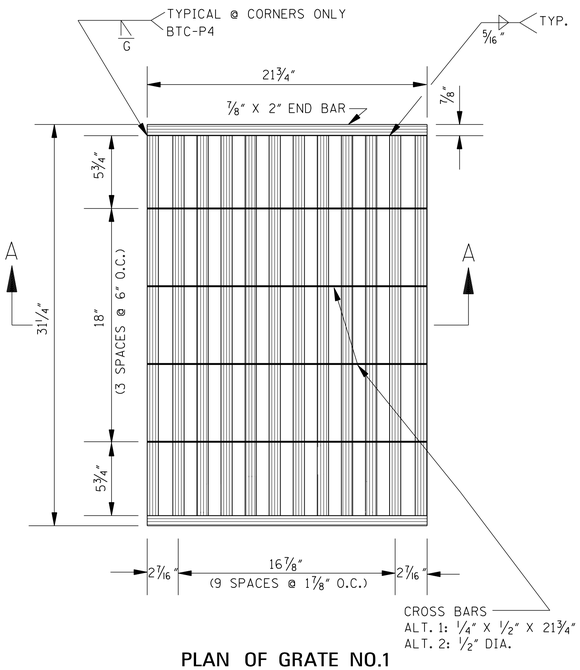
DATE	REVISION	BY

ISSUE DATE: AUGUST 01, 2017

WORKING NUMBER IG-2

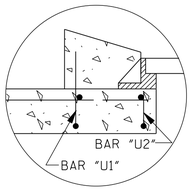
SHEET NUMBER 6517

STATE	PROJECT NO.
MISS.	

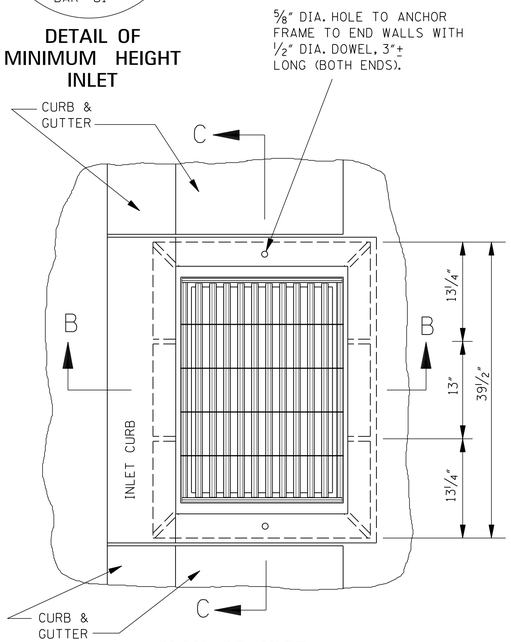


PLAN OF GRATE NO.1

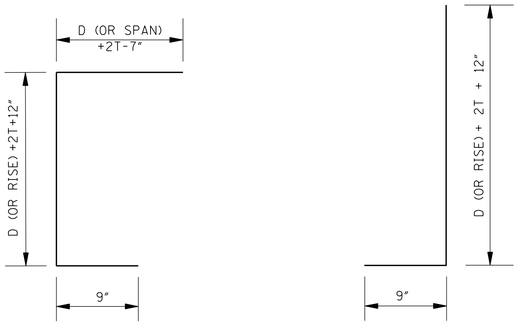
NOTE: FOR OTHER GRATE DETAILS SEE SHEET IG-2.



DETAIL OF MINIMUM HEIGHT INLET

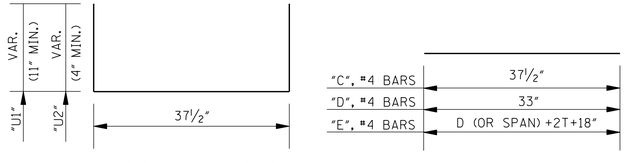


PLAN OF INLET



BARS "A"

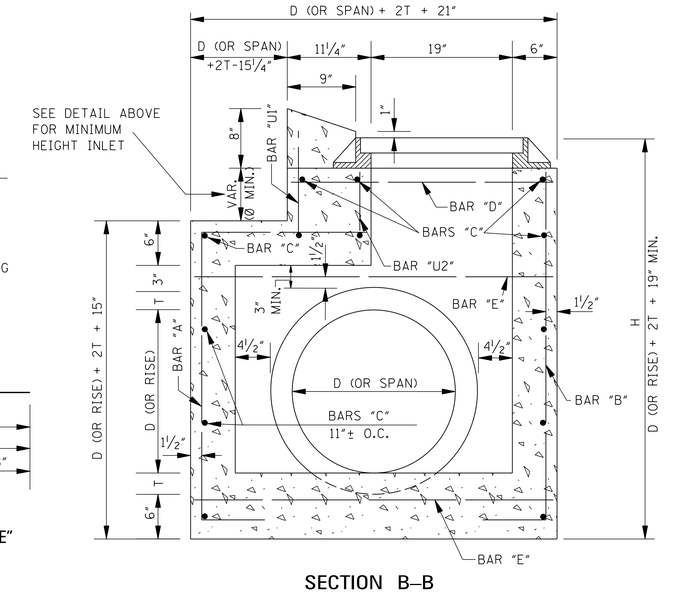
BARS "B"



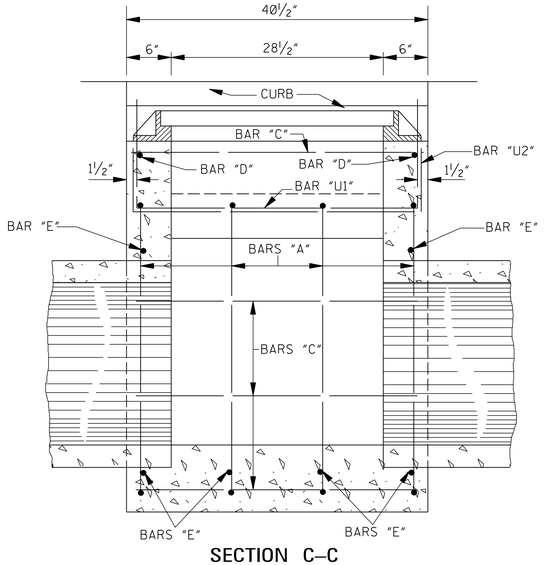
BARS "U1" & "U2"

BARS "C", "D" & "E"

BAR DETAILS



SECTION B–B

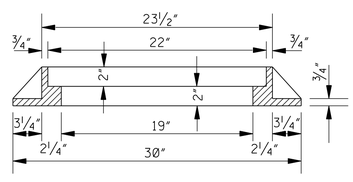


SECTION C–C

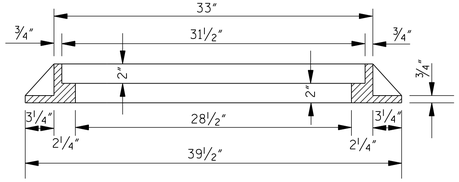
QUANTITIES

PIPE SIZE	MIN. DEPTH TO F.L.	MIN. DEPTH INLET CONC. (yd^3)	MIN. DEPTH INLET STEEL (lbs)	PIPE OPENING DEDUCTION (yd^3)	T	BARS/SIZES "A" / #4 NO. @ LGTH.	"B" / #4 NO. @ LGTH.	"C" / #4 NO. @ LGTH.	"D" / #4 NO. @ LGTH.	"E" / #4 NO. @ LGTH.	"U1" / #4 NO. @ LGTH.	"U2" / #4 NO. @ LGTH.
18"	2.792'	0.973	67	0.053	2½"	4 @ 5'-0"	4 @ 3'-8"	10 @ 3'- 1½"	2 @ 2'-9"	6 @ 3'-5"	1 @ 4'-11½"	1 @ 3'-9½"
24"	3.333'	1.259	78	0.091	3"	4 @ 6'-2"	4 @ 4'-3"	12 @ 3'- 1½"	2 @ 2'-9"	6 @ 4'-0"	1 @ 4'-11½"	1 @ 3'-9½"
30"	3.875'	1.574	88	0.138	3½"	4 @ 7'-4"	4 @ 4'-10"	13 @ 3'- 1½"	2 @ 2'-9"	6 @ 4'-7"	1 @ 4'-11½"	1 @ 3'-9½"
36"	4.417'	1.918	101	0.196	4"	4 @ 8'-6"	4 @ 5'-5"	16 @ 3'- 1½"	2 @ 2'-9"	6 @ 5'-2"	1 @ 4'-11½"	1 @ 3'-9½"
42"	4.958'	2.292	112	0.263	4½"	4 @ 9'-8"	4 @ 6'-0"	18 @ 3'- 1½"	2 @ 2'-9"	6 @ 5'-9"	1 @ 4'-11½"	1 @ 3'-9½"
48"	5.500'	2.695	121	0.340	5"	4 @ 10'-10"	4 @ 6'-7"	19 @ 3'- 1½"	2 @ 2'-9"	6 @ 6'-4"	1 @ 4'-11½"	1 @ 3'-9½"
54"	6.042'	3.128	132	0.427	5½"	4 @ 12'-0"	4 @ 7'-2"	21 @ 3'- 1½"	2 @ 2'-9"	6 @ 6'-11"	1 @ 4'-11½"	1 @ 3'-9½"
60"	6.583'	3.591	146	0.524	6"	4 @ 13'-2"	4 @ 7'-9"	24 @ 3'- 1½"	2 @ 2'-9"	6 @ 7'-6"	1 @ 4'-11½"	1 @ 3'-9½"
66"	7.125'	4.082	159	0.630	6½"	4 @ 14'-4"	4 @ 8'-4"	27 @ 3'- 1½"	2 @ 2'-9"	6 @ 8'-1"	1 @ 4'-11½"	1 @ 3'-9½"
72"	7.667'	4.604	168	0.747	7"	4 @ 15'-6"	4 @ 8'-11"	28 @ 3'- 1½"	2 @ 2'-9"	6 @ 8'-8"	1 @ 4'-11½"	1 @ 3'-9½"
22" X 13"	2.417'	0.991	67	0.053	2½"	4 @ 4'-11½"	4 @ 3'-3½"	10 @ 3'- 1½"	2 @ 2'-9"	6 @ 3'-9"	1 @ 4'-11½"	1 @ 3'-9½"
29" X 18"	2.833'	1.222	82	0.087	3"	4 @ 6'-1/2"	4 @ 3'-9"	13 @ 3'- 1½"	2 @ 2'-9"	6 @ 4'-5"	1 @ 4'-11½"	1 @ 3'-9½"
36" X 23"	3.250'	1.537	90	0.129	3½"	4 @ 7'-3"	4 @ 4'-2½"	14 @ 3'- 1½"	2 @ 2'-9"	6 @ 5'-1½"	1 @ 4'-11½"	1 @ 3'-9½"
44" X 27"	3.667'	1.877	97	0.185	4"	4 @ 8'-5"	4 @ 4'-8"	14 @ 3'- 1½"	2 @ 2'-9"	6 @ 5'-10"	1 @ 4'-11½"	1 @ 3'-9½"
51" X 31"	4.068'	2.237	110	0.245	4½"	4 @ 9'-7"	4 @ 5'-1½"	17 @ 3'- 1½"	2 @ 2'-9"	6 @ 6'-6"	1 @ 4'-11½"	1 @ 3'-9½"
58" X 36"	4.500'	2.637	120	0.318	5"	4 @ 10'-8½"	4 @ 5'-7"	18 @ 3'- 1½"	2 @ 2'-9"	6 @ 7'-2½"	1 @ 4'-11½"	1 @ 3'-9½"
65" X 40"	4.875'	3.020	132	0.394	5½"	4 @ 11'-9"	4 @ 6'-0"	21 @ 3'- 1½"	2 @ 2'-9"	6 @ 7'-10"	1 @ 4'-11½"	1 @ 3'-9½"
73" X 45"	5.333'	3.505	140	0.489	6"	4 @ 13'-0"	4 @ 6'-6"	21 @ 3'- 1½"	2 @ 2'-9"	6 @ 8'-7"	1 @ 4'-11½"	1 @ 3'-9½"
88" X 54"	6.167'	4.504	163	0.688	7"	4 @ 15'-4"	4 @ 7'-5"	25 @ 3'- 1½"	2 @ 2'-9"	6 @ 10'-0"	1 @ 4'-11½"	1 @ 3'-9½"

NOTES:
1. NO PIPE OPENINGS HAVE BEEN DEDUCTED FROM QUANTITY SHOWN.
2. FOR EACH ADDITIONAL FOOT OF INLET HEIGHT, ADD 0.238 yd^3 CLASS "B" CONCRETE AND 13 lbs REINFORCING STEEL.
3. 3 BARS "C" AND 2 BARS "D" REQUIRED PER EACH ADDITIONAL FOOT OF INLET HEIGHT. LENGTH OF BARS "B" WILL INCREASE WITH ADDITIONAL HEIGHT.
4. WEIGHT OF FRAME CASTING = 244 lbs.
   WEIGHT OF GRATE = SEE SHEET IG-2.



SECTION B–B (FRAME)



SECTION C–C (FRAME)

GENERAL NOTES:

1. QUANTITIES SHOWN WILL BE THE BASIS OF PAYMENT UNLESS AUTHORIZED MODIFICATIONS ARE MADE.
2. CONCRETE SHALL BE CLASS "B" CONCRETE AND REINFORCING STEEL SHALL BE DEFORMED BARS.
3. THE CONTRACTOR HAS THE OPTION TO PROVIDE GRATE NO. 1 OR GRATE NO. 2 AS SHOWN ON SHEET IG-2.
4. FRAME TO BE GRAY IRON CASTING, (AASHTO M 105, CLASS 30).

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

GUTTER INLET FOR TYPE 2 CURB
(STORM SEWER ALONG ROADWAY)

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

WORKING NUMBER GI-1A

ISSUE DATE: AUGUST 01, 2017

SHEET NUMBER 6519