

# JACKSON COUNTY BOARD OF SUPERVISORS PASCAGOULA, MISSISSIPPI

## CONSTRUCTION PLANS FOR BEACHVIEW DRIVE IMPROVEMENTS



JACKSON COUNTY  
BOARD OF SUPERVISORS

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DISTRICT 5 SUPERVISOR

PREPARED FOR:  
**JACKSON COUNTY BOARD OF  
SUPERVISORS**  
MARCH, 2019

PREPARED BY: \_\_\_\_\_  
MICHAEL BAKER INTERNATIONAL DATE



JEFFREY D. MAY, P.E., P.M.P.  
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(228) 818-2839



**Michael Baker**  
INTERNATIONAL

INDEX OF DRAWINGS:			LOCATION MAP	AREA MAP	LEGEND KEY
SHEET NO.	DRAWING NO.	SHEET TITLE	<p><b>PROJECT SITE: BEACHVIEW DRIVE OCEAN SPRINGS, MISSISSIPPI</b></p> <p>(NOT TO SCALE)</p>	<p><b>LEGEND</b> ★ INDICATES APPROXIMATE LOCATION OF PROJECT. LAT. 30°23'43" N LONG. 88°45'34"W (APPROX. MIDDLE OF PROJECT)</p>	<ul style="list-style-type: none"> <li>PP ○ = ELECTRICAL LINES</li> <li>LP ○ = POWER POLES</li> <li>MP ○ = LIGHT POLES</li> <li>MP ○ = METER POLES</li> <li>→ = GUY WIRE</li> <li>⊕ = GAS METER</li> <li>⊕ = GAS VALVE</li> <li>⊕ = WATER VALVE</li> <li>⊕ = FIRE HYDRANT</li> <li>⊕ = WATER METER</li> <li>⊕ = TELEPHONE PEDESTAL</li> <li>⊕ = SEWER MANHOLE</li> <li>— = TREE LINE OR EDGE OF WOODS</li> <li>— = WIRE FENCE LINE</li> <li>— = CHAIN LINK FENCE LINE</li> <li>— = WOODEN FENCE</li> <li>— = SEWER GRAVITY LINE</li> <li>— = GAS LINE</li> <li>— = WATER LINE</li> <li>— = COMMUNICATION LINE</li> <li>— = PROPERTY LINE</li> </ul>
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35	CR-2	CURB RAMPS - PLACEMENT DETAILS			
36	CR-4	CURB RAMPS - DETECTABLE WARNING DETAILS			
37	SD-1	DRIVEWAYS, CURB & GUTTER, AND SIDEWALKS			
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45	XS-4	CROSS SECTIONS (STA. 24-12 TO STA. 29+00)			
46	XS-5	CROSS SECTIONS (STA. 29+18 TO STA. 33+00)			

**GENERAL CONSTRUCTION NOTES:**

- DETERMINING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY. BEFORE COMMENCING WORK, IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA (PROVIDE 72 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION). THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING MISSISSIPPI ONE-CALL (1-800-227-6477) TO LOCATE LINES. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER AND ENGINEER ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COSTS INCURRED BECAUSE OF THE CONTRACTOR'S OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. SCHEDULE AND EXECUTE ALL WORK INVOLVING EXISTING UTILITIES IN ORDER TO MINIMIZE INTERRUPTION OF SERVICES. WHENEVER SUCH INTERRUPTION IS NECESSARY FOR COMPLETION OF THE WORK, NOTIFY THE ENGINEER AND THE OWNER AT LEAST 72 HOURS IN ADVANCE. ALL WORK TO REPAIR/RESTORE UTILITY SERVICE SHALL BE PERFORMED AS REQUIRED BY THE APPROPRIATE UTILITY. IF IT IS NECESSARY TO SHORE, BRACE, OR SWING A UTILITY, CONTACT THE UTILITY COMPANY OR DEPARTMENT AFFECTED AND OBTAIN THEIR PERMISSION REGARDING THE METHOD TO USE FOR SUCH WORK. ALL COSTS RELATED TO SERVICE, MAINTENANCE, INTERRUPTION, REPAIR, RELOCATION AND RESTORATION ARE TO BE INCLUDED IN THE CONTRACTOR'S BID. ANY DELAY OR INCONVENIENCE CAUSED TO THE CONTRACTOR BY THE VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT, AND NO EXTRA COMPENSATION SHALL BE PAID.
- KNOWN UTILITIES AND STRUCTURES ADJACENT TO OR ENCOUNTERED IN THE WORK ARE SHOWN ON THE DRAWINGS. THE LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND FIELD SURVEY. THERE MAY BE SOME DISCREPANCIES AND OMISSIONS IN THE LOCATIONS AND QUANTITIES OF UTILITIES AND STRUCTURES SHOWN. THOSE SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY, AND NO RESPONSIBILITY IS ASSUMED BY THE ENGINEER OR THE OWNER FOR THEIR ACCURACY AND COMPLETENESS. CONTRACTOR SHALL HAVE UTILITIES IDENTIFIED AND LOCATED PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE VERIFYING DIMENSIONS AND LOCATIONS OF EXISTING INFRASTRUCTURE. CONTRACTOR SHALL FIELD VERIFY LOCATION OF PROPOSED IMPROVEMENTS AND EXISTING INFRASTRUCTURE TO LOCATE POTENTIAL CONFLICTS PRIOR TO CONSTRUCTION. IN THE EVENT THE CONTRACTOR DISCOVERS ANY APPARENT ERROR OR DISCREPANCY, HE SHALL NOTIFY THE ENGINEER IMMEDIATELY IN WRITING, REQUESTING HIS INTERPRETATION. THE ENGINEER WILL MAKE SUCH CORRECTIONS AND DECISIONS IN WRITING AS MAY BE DEEMED NECESSARY TO CARRY OUT THE INTENT OF THE PLANS.
- THE CONTRACTOR SHALL COORDINATE WITH APPROPRIATE POWER COMPANY PRIOR TO PERFORMING EXCAVATION OPERATIONS ADJACENT TO OVERHEAD POWER LINES AND POLE.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL PERMITS WHICH MAY BE REQUIRED THAT PERTAIN TO HIS CONTRACTED WORK. SUCH PERMITS SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO THE CONTRACTOR BEGINNING WORK ON THE PORTION OF THE PROJECT REQUIRING SAID PERMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING TO INCLUDE HORIZONTAL AND VERTICAL CONTROL FOR ALIGNMENT OF WORK. ALL SURVEY WORK TO ESTABLISH THE HORIZONTAL AND VERTICAL CONTROL SHALL BE UNDER THE GUIDANCE AND DIRECT SUPERVISION OF A MISSISSIPPI REGISTERED PROFESSIONAL SURVEYOR.
- THE ENGINEER CANNOT GUARANTEE THAT TEMPORARY BENCH MARKS (TBM'S) OR OTHER SURVEY CONTROL POINTS WILL NOT BE DISTURBED PRIOR TO CONSTRUCTION. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL SATISFY HIMSELF AS TO THE ACCURACY OF ALL SURVEY OR EXISTING SITE INFORMATION AS INDICATED IN THE DRAWINGS OR SPECIFICATIONS. SHOULD THE CONTRACTOR DISCOVER ANY ERRORS, INACCURACIES OR OMISSIONS IN THE EXISTING CONDITIONS PLAN, HE SHALL IMMEDIATELY NOTIFY THE ENGINEER. BEFORE BEGINNING WORK, TAKE CARE TO PRESERVE ALL CONTROL STAKES, BENCH MARKS, REFERENCE POINTS AND PROPERTY CORNERS. THE OWNER WILL GRANT NO CLAIM FOR DAMAGES OR LOSS OF TIME BY THE CONTRACTOR DUE TO LOSS OR DISTURBANCE OF SURVEY CONTROL STAKES, BENCH MARKS, REFERENCE POINTS AND PROPERTY CORNERS DISTURBED BY THE CONTRACTOR'S WORK. MONUMENTS AND/OR REFERENCE POINTS SHALL BE REPLACED BY A MISSISSIPPI REGISTERED PROFESSIONAL SURVEYOR WHO WILL BE SELECTED BY AND PAID BY THE CONTRACTOR. THE OWNER WILL NOT MAKE FINAL PAYMENT TO THE CONTRACTOR UNTIL ALL DISTURBED OR DESTROYED PROPERTY CORNERS AND PERMANENT BENCH MARKS HAVE BEEN REPLACED BY THE MISSISSIPPI REGISTERED SURVEYOR.
- RESTORE ALL PRIVATE AND PUBLIC PROPERTY AFFECTED BY THIS WORK TO A CONDITION EQUAL TO OR BETTER THAN EXISTED BEFORE COMMENCING CONSTRUCTION WORK, UNLESS SPECIFICALLY EXEMPTED BY THE DRAWINGS. RESTORATION WORK INCLUDES, BUT IS NOT LIMITED TO PAVEMENT, BASE SUBGRADE, PVC WATER PIPE, ETC. ALL RESTORATION WORK SHALL BE PER MDT STATE AID STANDARDS, SPECIFICATIONS, AND PERMIT REQUIREMENTS. IF THERE IS A CONFLICT WITH MDT STATE AID REQUIREMENTS AND THE CONTRACT DOCUMENTS, THE MORE STRINGENT REQUIREMENT SHALL GOVERN. IF ADDITIONAL TOPOGRAPHY OR ANY OTHER INFORMATION IS NECESSARY FOR THE CONTRACTOR TO RECONSTRUCT ALL FACILITIES TO PRECONSTRUCTION GRADES AND DIMENSIONS, THE ACQUISITION OF SUCH ADDITIONAL INFORMATION SHALL BE THE CONTRACTOR'S RESPONSIBILITY, AND AT HIS EXPENSE. RECONSTRUCT ALL FACILITIES TO PRECONSTRUCTION GRADES AND DIMENSIONS, UNLESS OTHERWISE NOTED. SUPPLY ALL ITEMS AND CARE NECESSARY TO MAINTAIN THE HEALTH OF ALL NEW VEGETATION AND VEGETATION REMOVED AND REPLACED, AT NO EXPENSE TO THE OWNER. WATER AND FERTILIZE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC MAINTENANCE IN ACCORDANCE WITH THE SPECIFICATIONS, U.S. DEPARTMENT OF TRANSPORTATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", MDT STATE AID SPECIFICATIONS AND OTHER GOVERNING AGENCY'S SPECIFICATIONS. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT SPECIFICATION OR REQUIREMENT SHALL GOVERN. PROVIDE ALL NECESSARY BARRICADES, WARNING SIGNS, DELINEATORS, FLAG MEN, PILOT CARS, ETC. REQUIRED FOR TRAFFIC CONTROL AND/OR MAINTENANCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND TEMPORARILY RELOCATING ALL INFORMATION AND TRAFFIC SIGNS DURING CONSTRUCTION. SIGNAGE SHOULD BE VISIBLE TO MOTORIZED VEHICLES. REPOSITION SIGNS IN PRECONSTRUCTION LOCATION IMMEDIATELY AFTER CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING SIGNS DURING THE DURATION OF CONSTRUCTION AND UNTIL THE PLACEMENT OF NEW SIGNS IS MADE.
- PROVIDE ANY TEMPORARY CONTROLS AND ALL/TOR STRUCTURES REQUIRED TO MAINTAIN SUITABLE AND SAFE WORKING CONDITIONS AT THE WORK. SUCH ITEMS SHALL BE REMOVED ONCE THAT PORTION OF WORK HAS BEEN COMPLETED.
- STORE CONSTRUCTION EQUIPMENT AND MATERIALS ONLY IN THOSE AREAS APPROVED BY THE OWNER. SECURITY OF CONSTRUCTION EQUIPMENT AND MATERIALS IS THE RESPONSIBILITY OF THE CONTRACTOR. PUBLIC RIGHTS-OF-WAY MAY NOT BE UTILIZED FOR STORAGE OF EQUIPMENT OR MATERIALS WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENTITY WHICH OWNS THE RIGHT-OF-WAY.
- UPON COMPLETION OF THE PROJECT, PROVIDE "AS-BUILT" DRAWINGS OF THE CONSTRUCTED IMPROVEMENTS.
- THE STATIONS AND OFFSETS FOR DRAINAGE IMPROVEMENTS ARE APPROXIMATE.
- PROVIDE SPECIAL EMPHASIS ON EXCAVATION SAFETY AND TRENCH CONSTRUCTION.
- OSHA'S EXCAVATION SAFETY STANDARDS 29, CFR PART 1926.650-652 SUBPART P, IS CONSIDERED AS COMPLEMENTARY TO THESE CONTRACT DOCUMENTS. IF THERE IS ANY DUPLICATION, REDUNDANCY OR CONFLICT BETWEEN THE STIPULATIONS OF THESE CONTRACT DOCUMENTS AND THOSE STANDARDS, THE MOST STRINGENT REQUIREMENT SHALL GOVERN.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT EXCAVATIONS DO NOT ENDANGER WORKMEN, EXISTING STRUCTURES, UTILITIES, OR OTHER FACILITIES. IF SUCH CONDITIONS OCCUR WHICH MAY ENDANGER WORKMEN, EXISTING STRUCTURES, UTILITIES, OR OTHER FACILITIES, IMMEDIATELY INSTALL AND MAINTAIN ADEQUATE SHEETING AND BRACING PER OSHA SPECIFICATIONS. CEASE ALL WORK UNTIL THE SHEETING AND BRACING HAS BEEN PROPERLY AND COMPLETELY INSTALLED. INSTALL THE SHEETING AND BRACING IN A MANNER THAT WILL ALLOW REMOVAL WITHOUT INJURING OR ENDANGERING WORKMEN, THE WORK, ADJACENT STRUCTURES, AND THE LIKE. PROMPTLY AND COMPLETELY FILL ALL VOIDS CAUSED BY THE WITHDRAWAL OF SHEETING WITH SAND AND COMPACT TO A DEGREE EQUAL TO THE SURROUNDING SOIL. REMOVE THE SHEETING AS THE WORK PROGRESSES.
- THERE WILL NOT BE A SEPARATE PAY ITEM FOR STRUCTURE EXCAVATION. ANY EXCAVATION REQUIRED FOR STRUCTURE PLACEMENT WILL BE CONSIDERED SUBSIDIARY TO THAT PAY ITEM AND SHALL BE INCLUDED IN THE UNIT PRICE.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES.
- THE CONTRACTOR SHALL LIMIT THE DISTURBED AREA FOR PIPE LAYING PROCEDURES TO A MAXIMUM OF 20 FEET. THE COST OF GRASSING OR SODDING OF ANY ADDITIONAL DISTURBANCE SHALL BE BORNE BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE REQUIRED TO VIDEO TAPE OR DVD RECORD THE ENTIRE LIMITS OF CONSTRUCTION TO THOROUGHLY DOCUMENT PRECONSTRUCTION CONDITION OF ALL EXISTING FACILITIES, STRUCTURES, ABOVE GROUND UTILITIES, LANDSCAPING, HARDSCAPES, AND OTHER APPURTENANCES WHICH ARE TO BE PROTECTED IN PLACE, REMOVED AND REPLACED, AND RECONSTRUCTED WITH NEW MATERIALS AND/OR FIXTURES. THE VIDEO SHALL BE PROVIDED TO THE ENGINEER AND TO JACKSON COUNTY.
- THE CONSTRUCTION PLAN DRAWINGS HAVE BEEN PREPARED BASED ON A COMBINATION OF INFORMATION PROVIDED BY OTHERS AND MICHAEL BAKER INTERNATIONAL. THEREFORE MICHAEL BAKER INTERNATIONAL HAS NOT VERIFIED THE ACCURACY OF ALL THE INFORMATION. TO THE BEST OF MICHAEL BAKER INTERNATIONAL'S BELIEF AND KNOWLEDGE, THE INCLUDED RECORD INFORMATION IS REASONABLY ACCURATE.
- ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 3/4".
- WHEN ANY SERVICE REQUIRED TO COMPLETE THE PROJECT DOES NOT HAVE A SEPARATE PAY ITEM LISTED, THE CONTRACTOR SHALL ACCEPT AND ABSORB ALL COSTS INVOLVED.
- THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES TO CONTROL RUNOFF VELOCITIES AND TO PREVENT THE MOVEMENT OF SEDIMENT OFF-SITE BY EMPLOYING WATTLES, SILT FENCE, AND RIP RAP AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL MEASURES DURING THE COURSE OF CONSTRUCTION PER MDEQ STORMWATER CONTROL GUIDELINES.
- SOLID SOD IS TO BE PLACED ALONG THE EDGE OF AND AROUND ALL NEW DRAINAGE STRUCTURES.
- REMOVE ROOTS, GRASS, ROCKS, WEEDS AND OTHER UNSUITABLE MATERIAL FROM ALL EXCAVATION AND FILL AREAS.
- UNLESS OTHERWISE DIRECTED BY OWNER, ALL EXISTING MATERIAL TO BE REMOVED FROM THE PROJECT SITE SHALL BE THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF AT HIS EXPENSE IN ACCORDANCE WITH STATE AND LOCAL LAWS AND REGULATIONS.
- ALL DIMENSIONS SHOWN ON THE PLANS (SCALED OR COMPUTED), OR STAKED IN THE FIELD SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITY. IN THE EVENT THE CONTRACTOR DISCOVERS ANY APPARENT ERROR OR DISCREPANCY, HE SHALL NOTIFY THE ENGINEER IMMEDIATELY IN WRITING, REQUESTING HIS INTERPRETATION. THE ENGINEER WILL MAKE SUCH CORRECTIONS AND DECISIONS IN WRITING AS MAY BE DEEMED NECESSARY TO CARRY OUT THE INTENT OF THE PLANS.

SUMMARY OF QUANTITIES JACKSON COUNTY BOARD OF SUPERVISORS - BEACHVIEW DRIVE IMPROVEMENTS BASE BID					
ITEM NO	SPEC NO.	ITEM DESCRIPTION	UNIT	PLAN	FINAL
1	907-237-A	WATTLES, 12"	LIN. FT.	300	
2	S-200-A	MOBILIZATION	L. SUM	1	
3	S-201-B	CLEARING AND GRUBBING	L. SUM	1	
4	S-202-A	REMOVAL OF OBSTRUCTIONS	L. SUM	1	
5	S-202-B	REMOVAL OF CONCRETE DRIVEWAY	SY	388	
6	S-202-C	REMOVAL OF PIPE (30" DIAMETER AND SMALLER)	LIN. FT.	1,050	
7	S-202-D	REMOVAL OF ASPHALT (FULL DEPTH)	SQ. YD.	6,520	
8	S-202-E	REMOVAL OF INLET AND JUNCTION BOX, ALL TYPES & SIZES	EACH	2	
9	S-202-F	REMOVE AND RESET EXISTING MAILBOX	EACH	22	
10	S-203-A	EXCESS EXCAVATION (FM), (AH)	CU. YD.	6,115	
11	S-203-E	BORROW EXCAVATION (CONTRACTOR FURNISHED), (CLASS B9), (FM), (AH)	CU. YD.	710	
12	S-214-A	SEEDING	SQ. YD.	1,500	
13	S-226-A	SOLID SODDING	SQ. YD.	1,435	
14	S-233-A	TEMPORARY SILT FENCE (TYPE III)(AOS 0.15-0.84)	LIN. FT.	4,500	
15	S-304-D	SIZE II STABILIZER AGGREGATE (GRAVEL)(FM)	CU. YD.	540	
16	S-304-E	CRUSHED STONE SIZE 610 (FM)	CU. YD.	2,500	
17	S-403-A	HOT MIX ASPHALT, SURFACE COURSE, (MT), (19MM MIXTURE)	TON	1,100	
18	S-403-B	HOT MIX ASPHALT, SURFACE COURSE, (MT), (9.5MM MIXTURE)	TON	535	
19	S-406-A	COLD MILLING OF BITUMINOUS PAVEMENT	SQ. YD.	878	
20	S-407-A	ASPHALT FOR TACK COAT	GAL.	850	
21	S-601-B	CLASS "B" STRUCTURAL CONCRETE, MINOR STRUCTURES	CU. YD.	97	
22	S-602-A	REINFORCING STEEL	LBS.	10,115	
23	S-603-CA	18" REINFORCED CONCRETE PIPE, CLASS III	LIN. FT.	1,969	
24	S-603-CB	24" REINFORCED CONCRETE PIPE, CLASS III	LIN. FT.	435	
25	S-603-CE	22"x13" REINFORCED CONCRETE ARCH PIPE	LIN. FT.	142	
26	S-603-CF	36"x23" REINFORCED CONCRETE ARCH PIPE	LIN. FT.	144	
27	S-604-A	CASTINGS	LBS.	2,924	
28	S-608-A	CONCRETE SIDEWALK	SQ. YD.	1,707	
29	S-608-B	CONCRETE DRIVEWAY	SQ. YD.	409	
30	S-609-A	CONCRETE CURB, HEADER	LIN. FT.	87	
31	S-609-B	COMBINATION CONCRETE CURB AND GUTTER	LIN. FT.	4,304	
32	S-609-C	CONCRETE VALLEY GUTTER	LIN. FT.	202	
33	S-609-D	COMBINATION CONCRETE CURB AND GUTTER, MODIFIED	LIN. FT.	562	
34	S-618-A	MAINTENANCE OF TRAFFIC	L. SUM	1	
35	S-621-A	6" WIDE THERMOPLASTIC TRAFFIC STRIPE (SKIP YELLOW)	LIN. FT.	1,650	
36	S-621-A	6" WIDE THERMOPLASTIC TRAFFIC STRIPE (CONTINUOUS YELLOW)	LIN. FT.	3,751	
37	S-621-A	6" WIDE THERMOPLASTIC EDGE STRIPE (CONTINUOUS WHITE)	LIN. FT.	4,532	
38	S-621-A	6" WIDE THERMOPLASTIC DETAIL STRIPE (WHITE)	LIN. FT.	650	
39	S-621-A	6" WIDE THERMOPLASTIC DETAIL STRIPE (YELLOW)	LIN. FT.	1,121	
40	S-621-A	THERMOPLASTIC LEGEND (WHITE)	LIN. FT.	176	
41	S-621-A	THERMOPLASTIC LEGEND (WHITE)	SQ. FT.	241	
42	S-627-A	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	24	
43	S-627-B	2-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	193	
44	S-630-A001	STANDARD ROADSIDE SIGN, SHEET ALUMINUM, 0.080" THICKNESS	SQ. FT.	145	
45	S-630-C003	STEEL U-SECTION POSTS, 3.0 LBS/FT	LIN. FT.	246	
46	S-813-PP	PEDESTRIAN RAILING (PER PLANS)	LIN. FT.	10	
47	S-815-A	RIPRAP, SIZE 200 (LIGHTLY GROUTED)	SQ. YD.	25	

- THE CONTRACTOR SHALL PROVIDE ALL DEWATERING NECESSARY TO KEEP THE CONSTRUCTION AND WORK AREAS DRY. THE CONTRACTOR SHALL DESIGN, INSTALL, OPERATE, AND MAINTAIN AN ADEQUATE SYSTEM. THE SYSTEM SHALL BE OF SUFFICIENT SIZE AND CAPACITY TO MAINTAIN A DRY CONDITION WITHOUT DELAYS TO THE PROJECT. THE CONTRACTOR SHALL KEEP ALL EXCAVATIONS FREE FROM WATER AT HIS OWN EXPENSE WHILE PIPE LAYING IS IN PROGRESS AND TO SUCH EXTENT AS MAY BE NECESSARY WHILE EXCAVATION WORK ALONE IS BEING CARRIED ON. HE SHALL PROVIDE FOR THE DISPOSAL OF THE WATER REMOVED FROM EXCAVATIONS IN SUCH A MANNER AS NOT TO CAUSE INJURY TO THE PUBLIC HEALTH, TO PUBLIC OR PRIVATE PROPERTY, OR TO ANY PORTION OF THE WORK COMPLETED OR IN PROGRESS, OR ANY IMPEDIMENT TO THE USE OF THE STREETS BY THE PUBLIC. ANY COST ASSOCIATED WITH DEWATERING REQUIRED FOR CONSTRUCTION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND ABSORBED IN TO ASSOCIATED BID ITEMS.
- NO WATER SHALL BE DISCHARGED INTO THE SANITARY SEWER SYSTEM.
- ALL PIPES, FITTINGS OR APPURTENANCES SHALL BE INSPECTED FOR DEFECTS AND CRACKS PRIOR TO BEING PLACED IN TO THE TRENCH.
- EVERY PRECAUTION SHALL BE TAKEN TO PREVENT FOREIGN MATERIAL FROM ENTERING THE PIPE WHILE IT IS BEING INSTALLED.
- AFTER PLACING A LENGTH OF PIPE IN THE TRENCH, THE SPIGOT END SHALL BE CENTERED IN THE BELL AND THE PIPE FORCED HOME AND BROUGHT TO CORRECT LINE AND GRADE. PRECAUTIONS SHALL BE TAKEN TO PREVENT DIRT FROM ENTERING THE JOINT SPACE.
- THE CONTRACTOR IS REQUIRED TO SAW CUT EXISTING ASPHALT PAVEMENT PRIOR TO REMOVAL SO AS TO CREATE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT. (COST ABSORBED).
- THE CONTRACTOR SHALL HAVE UTILITIES IDENTIFIED AND LOCATED PRIOR TO CONSTRUCTION.
- CONTRACTOR TO CONTACT MR. BRYAN PURVIS OR MR. DEE KING WITH UTILITY SERVICES 72 HOURS PRIOR TO BEGINNING CONSTRUCTION. PHONE: (228) 872-4101, CELL: (228) 327-5523
- SANITARY SEWER MAIN AND WATER MAIN MAY REQUIRE RELOCATION/RECONFIGURATION DUE TO POTENTIAL CONFLICT WITH PROPOSED STORM DRAIN. CONTACT UTILITY SERVICES TO ASSIST WITH ANY UTILITY CONFLICT.
- LIVE OAKS SHALL BE PROTECTED AT ALL TIMES.
- DETECTABLE WARNING PADS FOR CURB CUT RAMPS AS SHOWN ON THE PLANS AND DETAIL SHEETS SHALL BE COST ABSORBED.

- SURVEY NOTES:
- BENCHMARK AND TOPOGRAPHIC SURVEY PROVIDED BY MACHADO/PATANO, PLLC FROM SURVEY CONDUCTED JULY 2018. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING BENCHMARK DATA AND RELOCATING AND/OR REESTABLISHING MONUMENTS THAT ARE AFFECTED BY CONSTRUCTION ACTIVITIES. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR RELOCATIONS AND/OR RE-ESTABLISHING MONUMENTS. COST OF THIS WORK IS CONSIDERED INCIDENTAL TO THE PROJECT.



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Technician:  
**EAW**  
Checked by:  
**JDM**  
Project Number:  
**167456**

Notes:

REVISIONS			
No.	Description	Date	By
1	ADDENDUM NO. 1	6/27/19	EAW
	-NOTE 34 UPDATED		
	-ADDED NOTE 39		
	-SUMMARY OF QUANTITIES		
	UPDATED		

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**GENERAL NOTES SUMMARY OF QUANTITIES**

Project Number:  
**167456**

Date:  
**MARCH, 2019**

Scale:  
**N.T.S.**

Sheet Number:  
**2 of 46**

Drawing Number:  
**GN/SOQ**



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Designer: PWF

Technician: EAW

Checked by: JDM

Project Number: 167456

Notes:

**REVISIONS**

No.	Description	Date	By
1	ADDENDUM NO. 1	6/27/19	EAW
	-RUMBLE STRIPS REMOVED		
	-SIZE 825 STONE CHANGED TO 610		

Project Name:

**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:

**TYPICAL SECTIONS BEACHVIEW DRIVE**

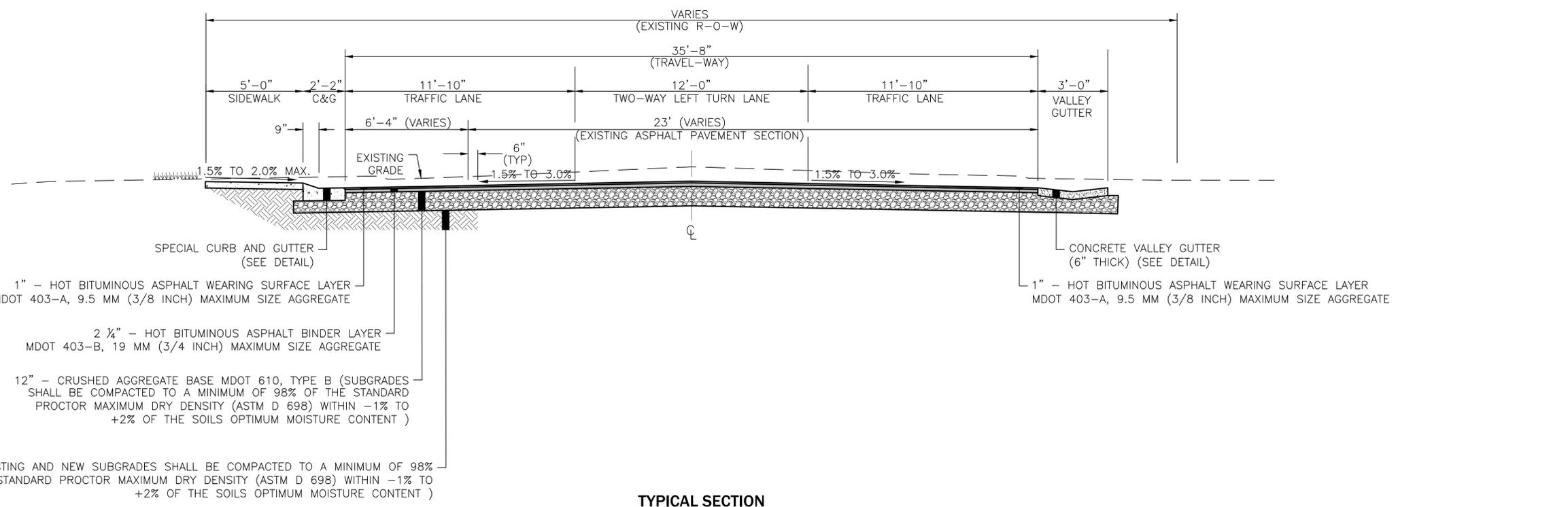
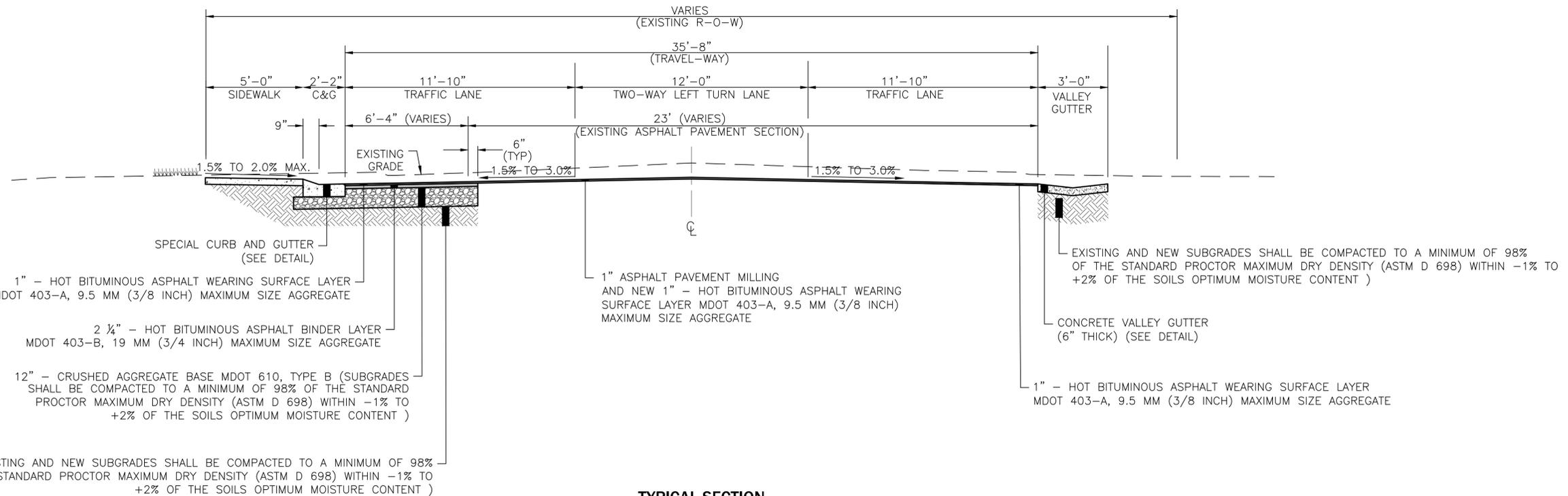
Project Number: 167456

Date: MARCH, 2019

Sheet Number: 3 of 46

Scale: N.T.S

Drawing Number: TS-1





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Designer:	PWF
Technician:	EAW
Checked by:	JDM
Project Number:	167456

Notes:

REVISIONS			
No.	Description	Date	By
1	ADDENDUM NO. 1	6/27/19	EAW
	-RUMBLE STRIPS REMOVED		
	-SIZE 825 STONE CHANGED TO 610		

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**TYPICAL SECTIONS BEACHVIEW DRIVE**

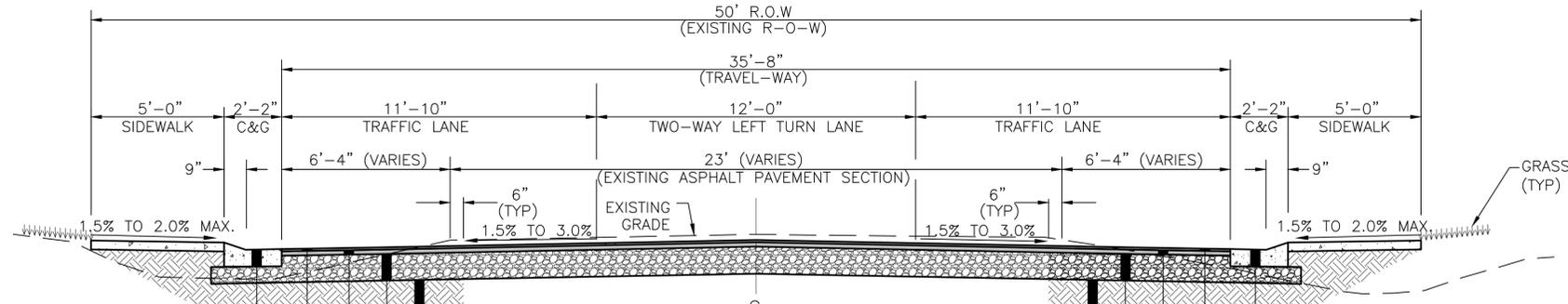
Project Number:  
**167456**

Date:  
**MARCH, 2019**

Sheet Number:  
**4 of 46**

Scale:  
**N.T.S**

Drawing Number:  
**TS-2**



1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER  
MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

2 1/4" - HOT BITUMINOUS ASPHALT BINDER LAYER  
MDOT 403-B, 19 MM (3/4 INCH) MAXIMUM SIZE AGGREGATE

12" - CRUSHED AGGREGATE BASE MDOT 610, TYPE B (SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

EXISTING AND NEW SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER  
MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

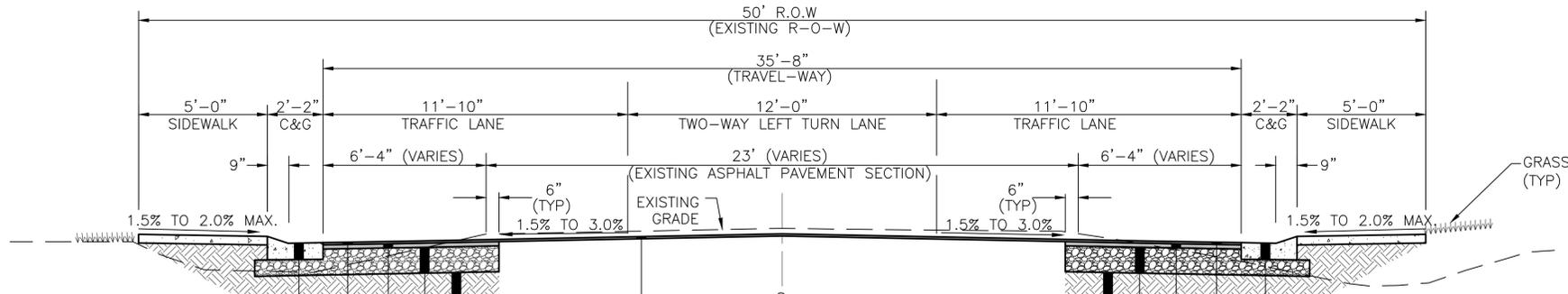
2 1/4" - HOT BITUMINOUS ASPHALT BINDER LAYER  
MDOT 403-B, 19 MM (3/4 INCH) MAXIMUM SIZE AGGREGATE

12" - CRUSHED AGGREGATE BASE MDOT 610, TYPE B (SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

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**TYPICAL SECTION**  
N.T.S.

STA. 13+10.00 TO  
STA. 13+60.00



1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER  
MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

2 1/4" - HOT BITUMINOUS ASPHALT BINDER LAYER  
MDOT 403-B, 19 MM (3/4 INCH) MAXIMUM SIZE AGGREGATE

12" - CRUSHED AGGREGATE BASE MDOT 610, TYPE B (SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

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1" ASPHALT PAVEMENT MILLING AND NEW 1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER  
MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

2 1/4" - HOT BITUMINOUS ASPHALT BINDER LAYER  
MDOT 403-B, 19 MM (3/4 INCH) MAXIMUM SIZE AGGREGATE

12" - CRUSHED AGGREGATE BASE MDOT 610, TYPE B (SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

EXISTING AND NEW SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

**TYPICAL SECTION**  
N.T.S.

STA. 13+60.00 TO  
STA. 16+20.00



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Checked by:	JDM
Project Number:	167456

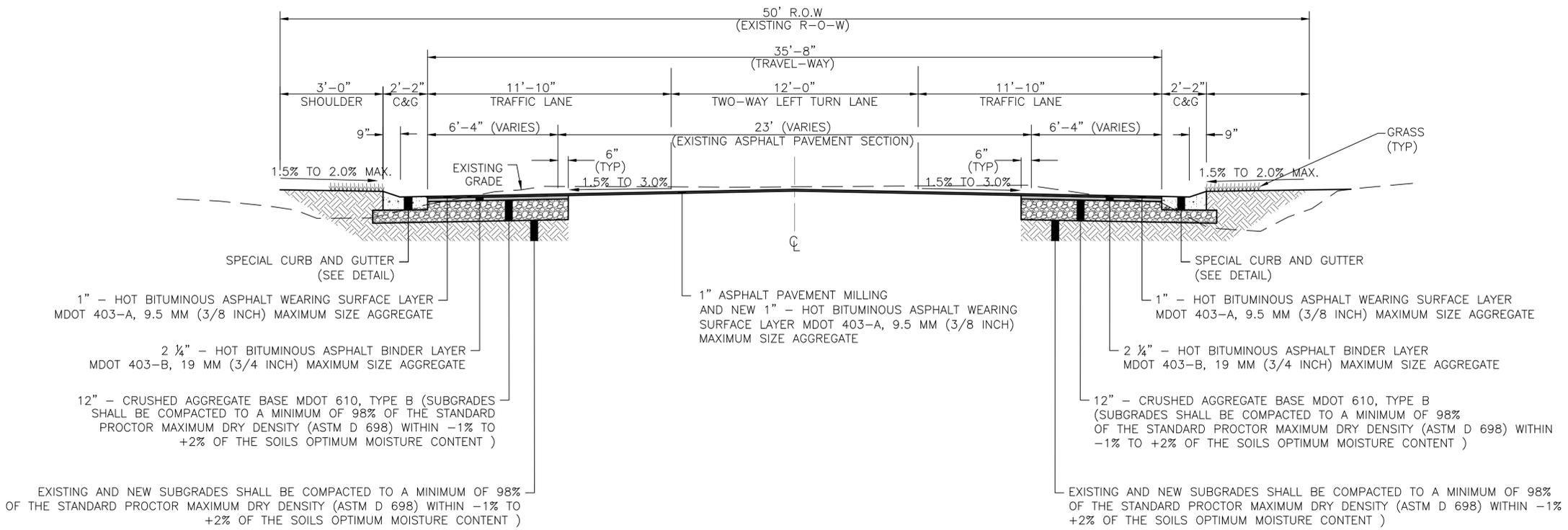
Notes:

REVISIONS			
No.	Description	Date	By
1	ADDENDUM NO. 1	6/27/19	EAW
	-RUMBLE STRIPS REMOVED		
	-SIZE 825 STONE CHANGED TO 610		

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**TYPICAL SECTIONS BEACHVIEW DRIVE**

Project Number: <b>167456</b>	
Date: <b>MARCH, 2019</b>	Sheet Number: <b>6 of 46</b>
Scale: <b>N.T.S</b>	Drawing Number: <b>TS-4</b>



**TYPICAL SECTION**  
N.T.S.

STA. 29+72.32 TO  
STA. 31+87.32



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Designer:	<b>PWF</b>
Technician:	<b>EAW</b>
Checked by:	<b>JDM</b>
Project Number:	<b>167456</b>

Notes:

REVISIONS			
No.	Description	Date	By
1	ADDENDUM NO. 1	6/27/19	EAW
	-RUMBLE STRIPS REMOVED		
	-SIZE 825 STONE CHANGED TO 610		

Project Name:

**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:

**TYPICAL SECTIONS BEACHVIEW DRIVE**

Project Number:

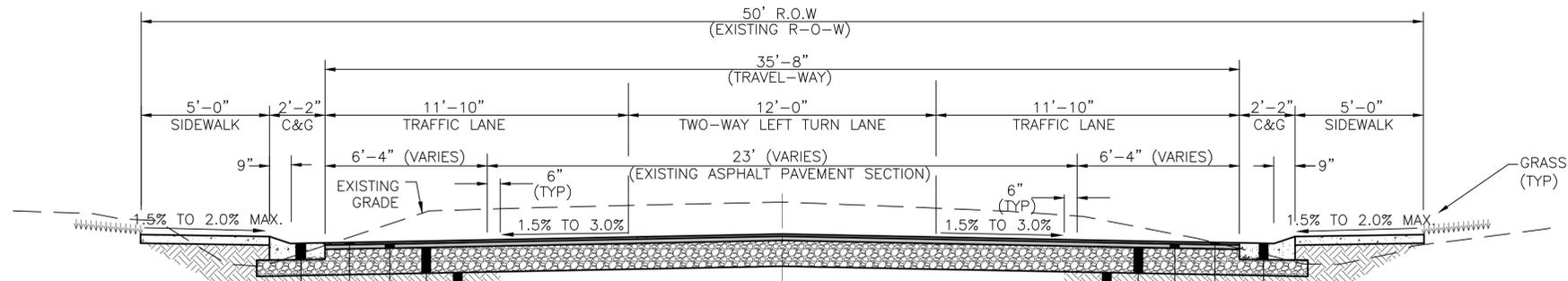
**167456**

Date:

**MARCH, 2019** Sheet Number: **5** of **46**

Scale:

**N.T.S.** Drawing Number: **TS-3**



1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER  
MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

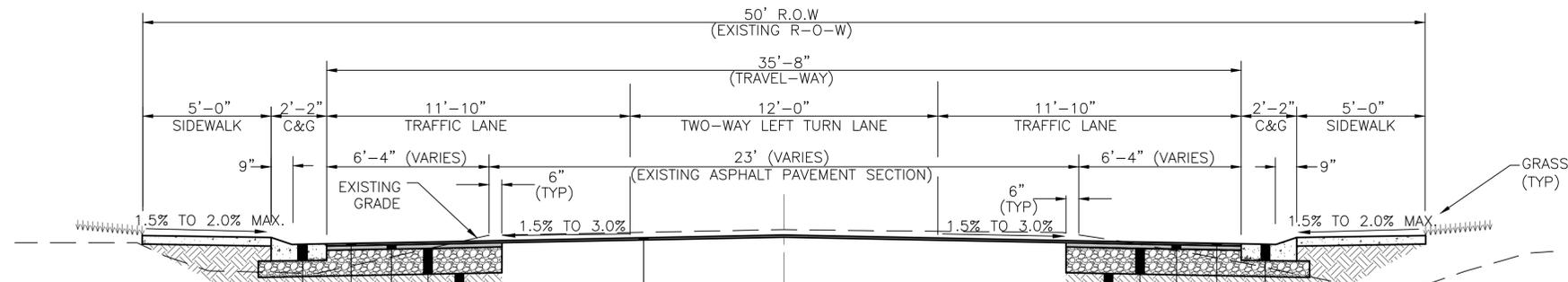
2 1/4" - HOT BITUMINOUS ASPHALT BINDER LAYER  
MDOT 403-B, 19 MM (3/4 INCH) MAXIMUM SIZE AGGREGATE

12" - CRUSHED AGGREGATE BASE MDOT 610, TYPE B (SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

EXISTING AND NEW SUBGRADES SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) WITHIN -1% TO +2% OF THE SOILS OPTIMUM MOISTURE CONTENT )

**TYPICAL SECTION**  
N.T.S.

STA. 16+20.00 TO  
STA. 28+60.00



1" - HOT BITUMINOUS ASPHALT WEARING SURFACE LAYER  
MDOT 403-A, 9.5 MM (3/8 INCH) MAXIMUM SIZE AGGREGATE

2 1/4" - HOT BITUMINOUS ASPHALT BINDER LAYER  
MDOT 403-B, 19 MM (3/4 INCH) MAXIMUM SIZE AGGREGATE

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**TYPICAL SECTION**  
N.T.S.

STA. 28+60.00 TO  
STA. 29+72.00





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Technician:  
**EAW**  
Checked by:  
**JDM**  
Project Number:  
**167456**

Notes:

**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:

**SUMMARY OF QUANTITIES FOR MISCELLANEOUS ITEMS**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **8 of 46**

Scale: **N.T.S.** Drawing Number: **EQ-2**

**MAILBOX RESET SCHEDULE**

STA.	LT/RT	SIZE/KIND
15+55	LT	STANDARD
17+38	LT	BRICK
19+25	LT	STANDARD
19+25	RT	STANDARD
20+40	LT	STANDARD
21+65	LT	STANDARD
23+00	RT	STANDARD
23+15	LT	BRICK
23+78	RT	STANDARD
24+78	RT	STANDARD
25+00	LT	STANDARD
25+30	RT	STANDARD
26+10	RT	STANDARD
26+85	RT	STANDARD
27+55	LT	STANDARD
28+70	LT	STANDARD
32+30	RT	STANDARD

EXISTING BRICK MAILBOXES SHALL BE RESET AS STANDARD PER DETAIL. COST OF THIS WORK SHALL BE INCLUDED IN PAY ITEM S-202-F REMOVE AND RESET EXISTING MAILBOX.

**DRIVEWAY REMOVAL SCHEDULE**

STA.	LT/RT	SIZE/KIND	QUANTITY (SY)
13+00	LT	CONCRETE	39
15+75	LT	CONCRETE	10
16+80	LT	CONCRETE	9
17+20	LT	CONCRETE	9
19+25	LT	CONCRETE	11
19+25	RT	CONCRETE	14
20+00	LT	CONCRETE	9
20+15	LT	CONCRETE	8
20+75	LT	CONCRETE	7
22+00	LT	CONCRETE	8
22+60	LT	CONCRETE	10
23+00	RT	CONCRETE	11
23+00	LT	CONCRETE	10
23+15	RT	CONCRETE	11
23+30	LT	CONCRETE	9
24+00	RT	CONCRETE	10
23+50	RT	CONCRETE	9
23+80	RT	CONCRETE	9
24+20	RT	CONCRETE	15
24+50	LT	CONCRETE	9
25+10	RT	CONCRETE	14
25+10	RT	CONCRETE	9
25+90	RT	CONCRETE	13
36+25	LT	CONCRETE	2
26+75	RT	CONCRETE	9
27+10	RT	CONCRETE	10
27+75	LT	CONCRETE	8
28+80	LT	CONCRETE	8
30+60	LT	CONCRETE	13
30+60	RT	CONCRETE	8
31+00	LT	CONCRETE	8
31+00	RT	CONCRETE	7
31+50	LT	CONCRETE	12
31+50	RT	CONCRETE	9
32+00	LT	CONCRETE	8
32+25	LT	CONCRETE	15
32+80	LT	CONCRETE	16

**PIPE REMOVAL SCHEDULE**

STA.	LT/RT	SIZE/KIND	LENGTH (LF)	INLET/JB	SHEET
13+87	RT	12" HDPE	31		1
15+75	LT	15" HDPE	26		2
16+80	LT	12" HDPE	22		2
17+20	LT	12" HDPE	21		2
19+25	RT	12" HDPE	70		3
20+15	LT	15" CMP	73		3
20+75	LT	15" CMP	23		3
21+50	LT	12" RCP	77		3
22+60	LT	15" CMP	22		3
23+00	RT	15" HDPE	42		3
23+15	LT	15" HDPE	64		3
23+60	RT	15" HDPE	22		3
23+85	RT	15" HDPE	22		3
24+00	CROSS DRAIN	29"X18"	43		3
24+00	RT (EASEMENT)	24"	29	1	3
24+00	RT (EASEMENT)	24"	42	1	3
24+00	RT (EASEMENT)	24"	38		3
24+20	RT	18"	18		3
24+50	RT	18"	27		4
25+10	RT	18"	27		4
25+10	LT	18"	26		4
25+50	RT	18"	18		4
25+80	RT	18"	27		4
26+15	LT	18"	26		4
26+60	RT	18"	22		4
27+10	RT	15"	23		4
27+80	LT	18"	26		4
28+90	LT	15"	26		4
29+50	LT	12"	31		5
30+75	LT	12"	22		5
30+75	RT	15"	24		5
31+00	LT	15"	17		5
31+00	RT	12"	22		5
31+50	LT	15"	22		5
31+50	RT	12"	22		5
32+00	LT	15"	21		5
32+25	LT	15"	21		5

**PERMANENT PAVEMENT MARKING DETAILS**

SHEET NO.	THERMOPLASTIC										PAINT		MARKERS			REMARKS
	EDGE		CONTINUOUS		LEGEND		DETAIL		SKIP		DETAIL	LEGEND	RED CLEAR	YELLOW		
	WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	WHITE	YELLOW	WHITE	YELLOW				1 WAY	2 WAY	
PMD-1	1,746	0	0	1,447	88	176	300	385	0	550			12		63	Beachview Drive
PMD-2	2,000	0	0	1,886	0	138	115	40	0	1,620			4		104	Beachview Drive
PMD-3	778	0	0	276	88	39	115	751	0	0			8		26	Beachview Drive
PMD-4																Beachview Drive
PMD-5																Beachview Drive
PMD-6																Beachview Drive
PMD-7																Beachview Drive
UNITS	FEET	FEET	FEET	FEET	FEET	SQ FT	FEET	FEET	FEET	FEET	FEET	FEET	EACH	EACH	EACH	
TOTAL	4,524	0	0	3,609	176	353	530	1,176	0	2,170	0	0	24	0	193	





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Technician:

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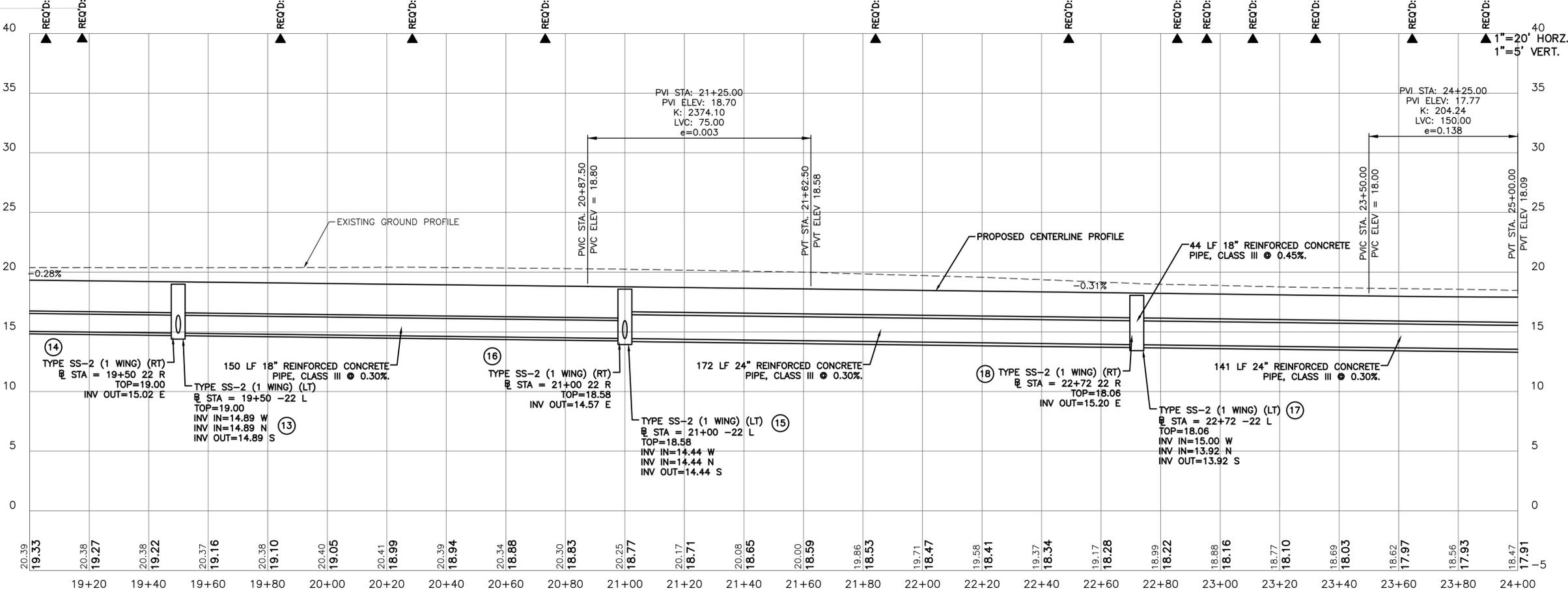
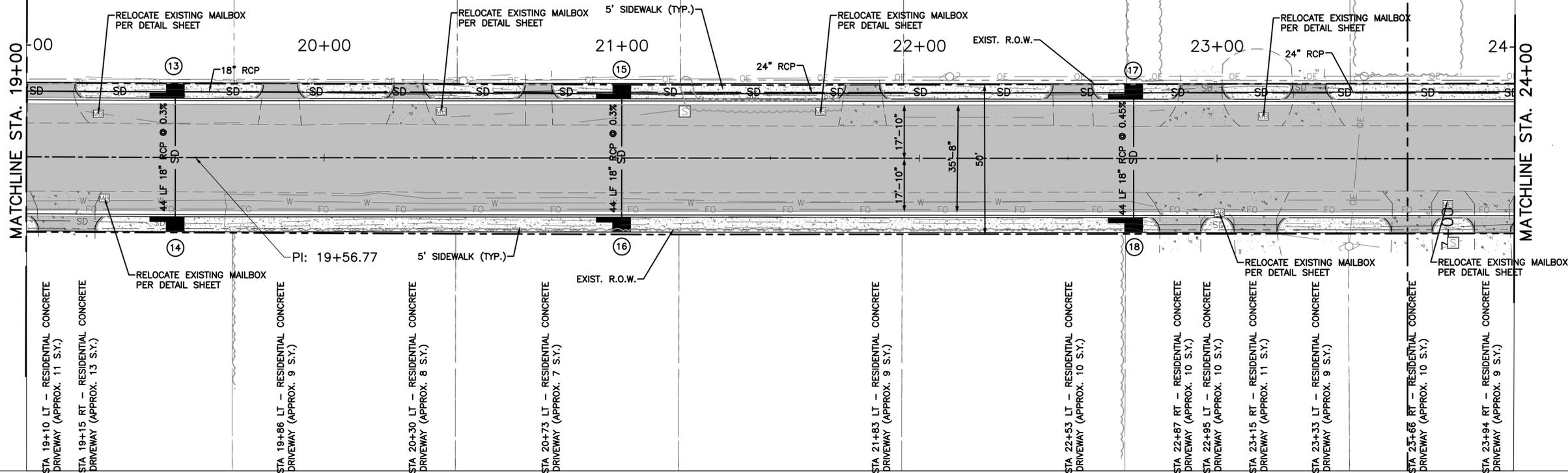
Checked by:

**JDM**

Project Number:

**167456**

Notes:



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PLAN AND PROFILE STA. 19+00 - 24+00**

Project Number:  
**167456**

Date:  
**MARCH, 2019**

Scale:  
**1" = 20'**

Sheet Number:  
**11 of 46**

Drawing Number:  
**PP-3**



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Technician:

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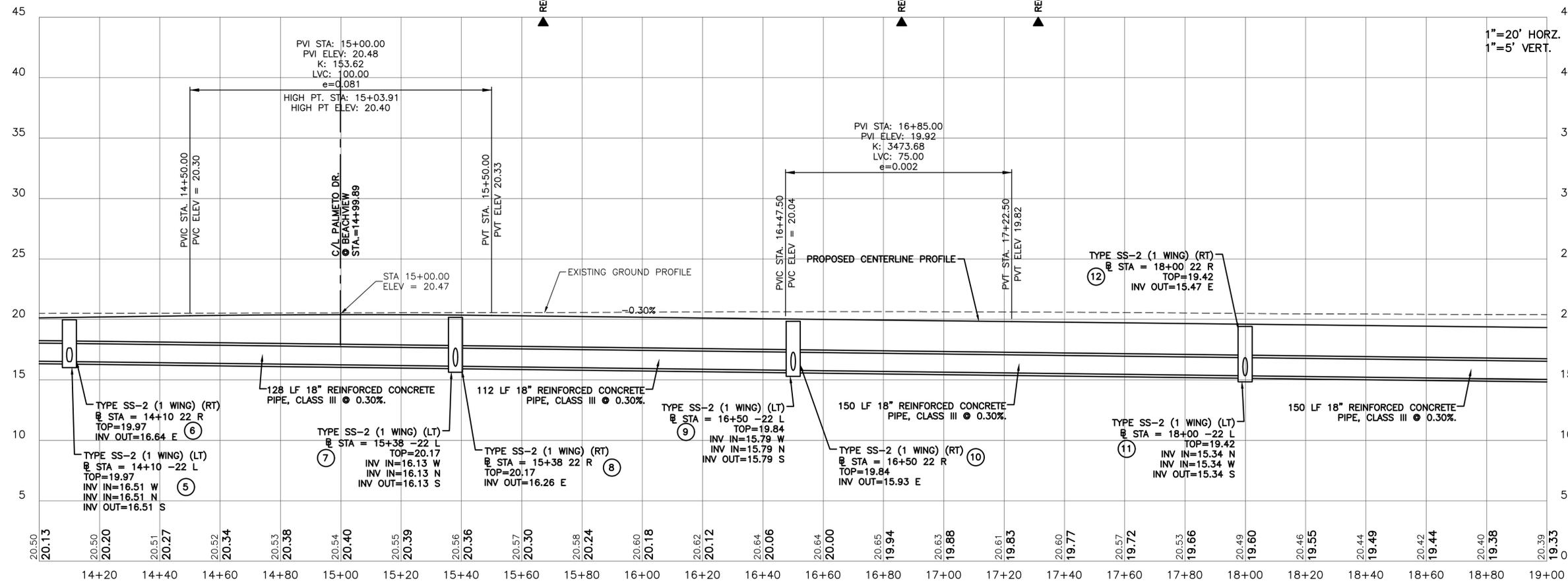
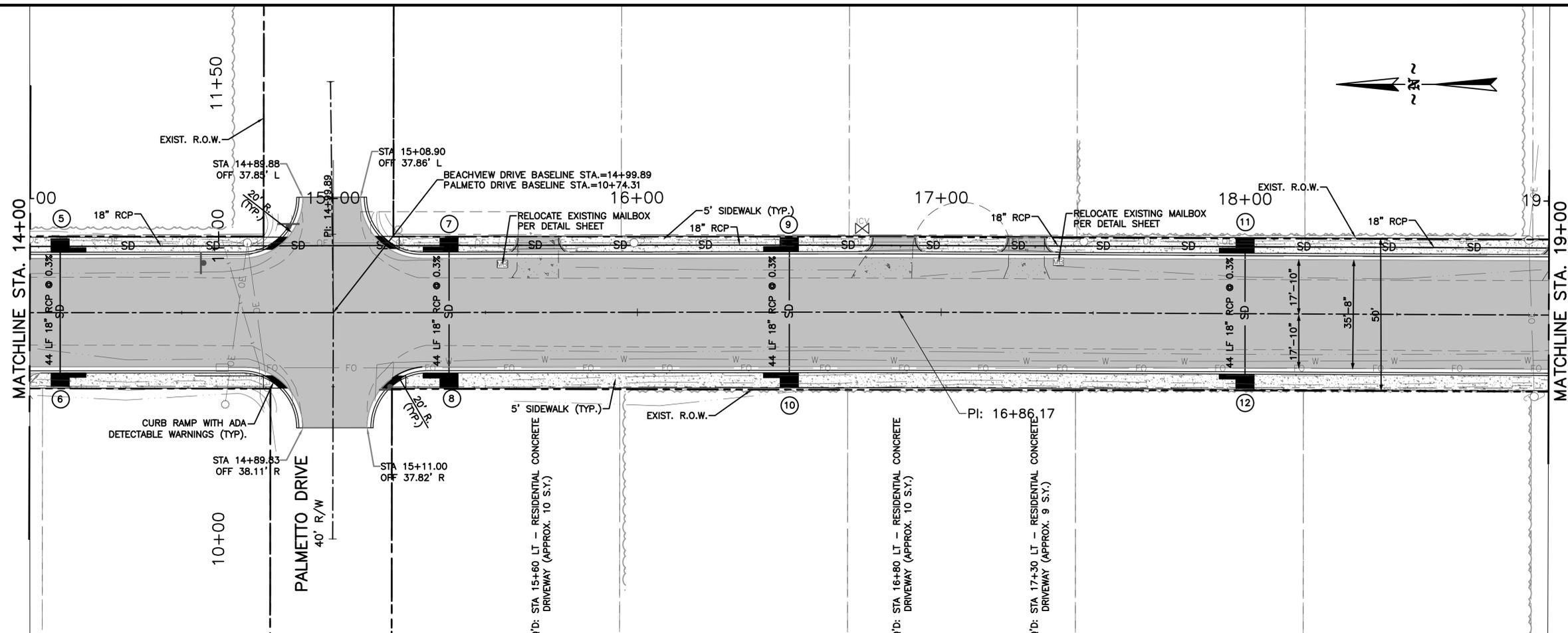
Checked by:

**JDM**

Project Number:

**167456**

Notes:



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PLAN AND PROFILE STA. 14+00 - 19+00**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **10 of 46**

Scale: **1" = 20'** Drawing Number: **PP-2**



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Designer:  
**PWF**  
Technician:  
**EAW**  
Checked by:  
**JDM**  
Project Number:  
**167456**

Notes:

**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE IMPROVEMENTS**

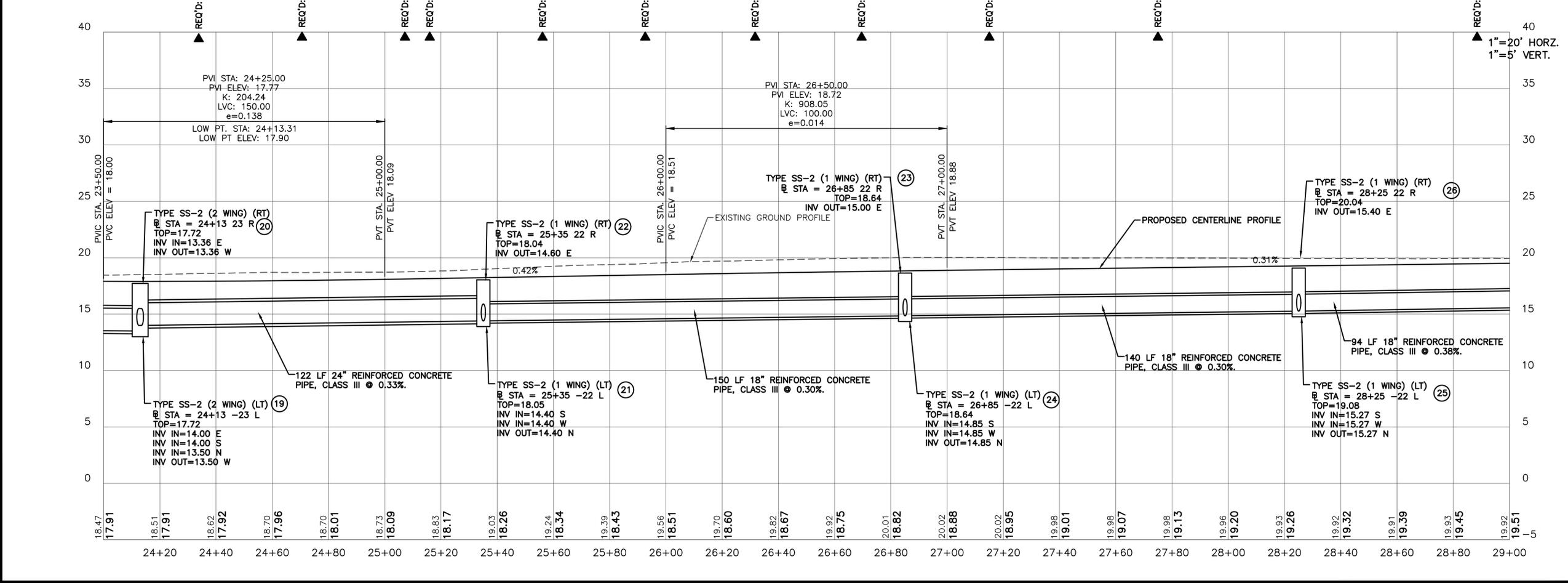
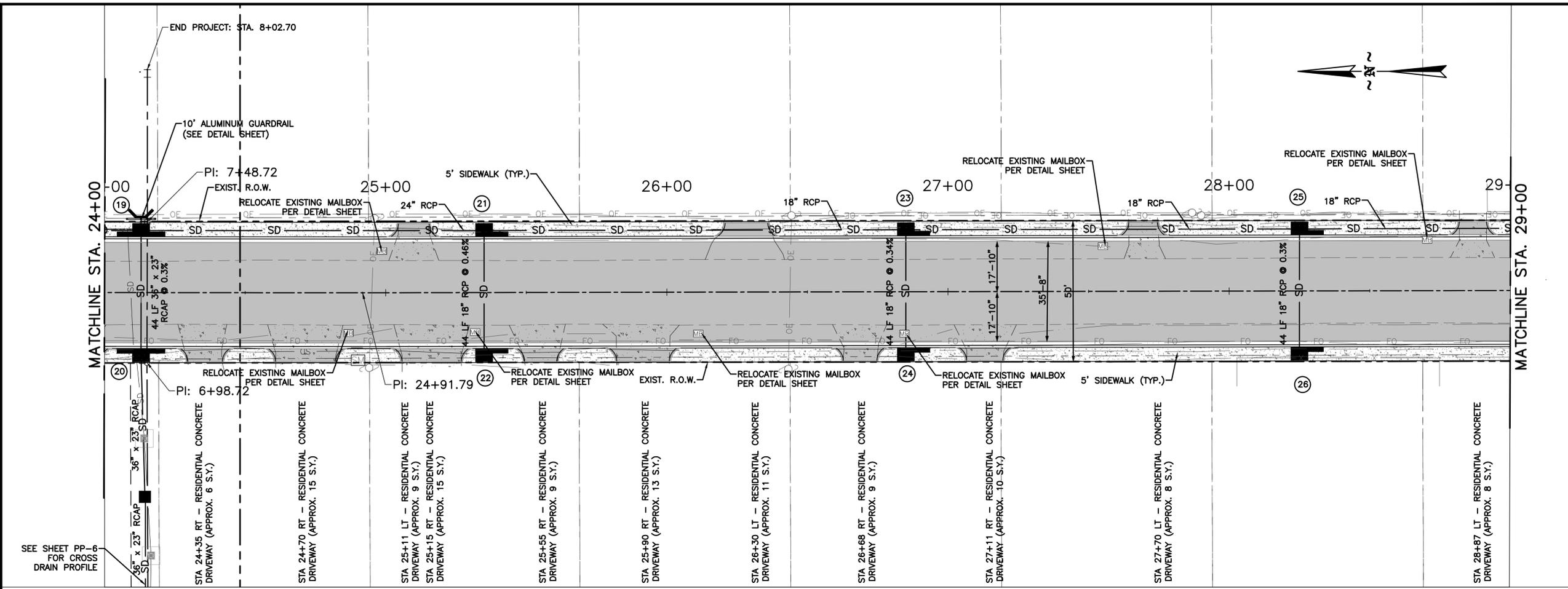
Drawing Name:

**PLAN AND PROFILE  
STA. 24+00 - 29+00**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **12 of 46**

Scale: **1" = 20'** Drawing Number: **PP-4**





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Designer:

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Technician:

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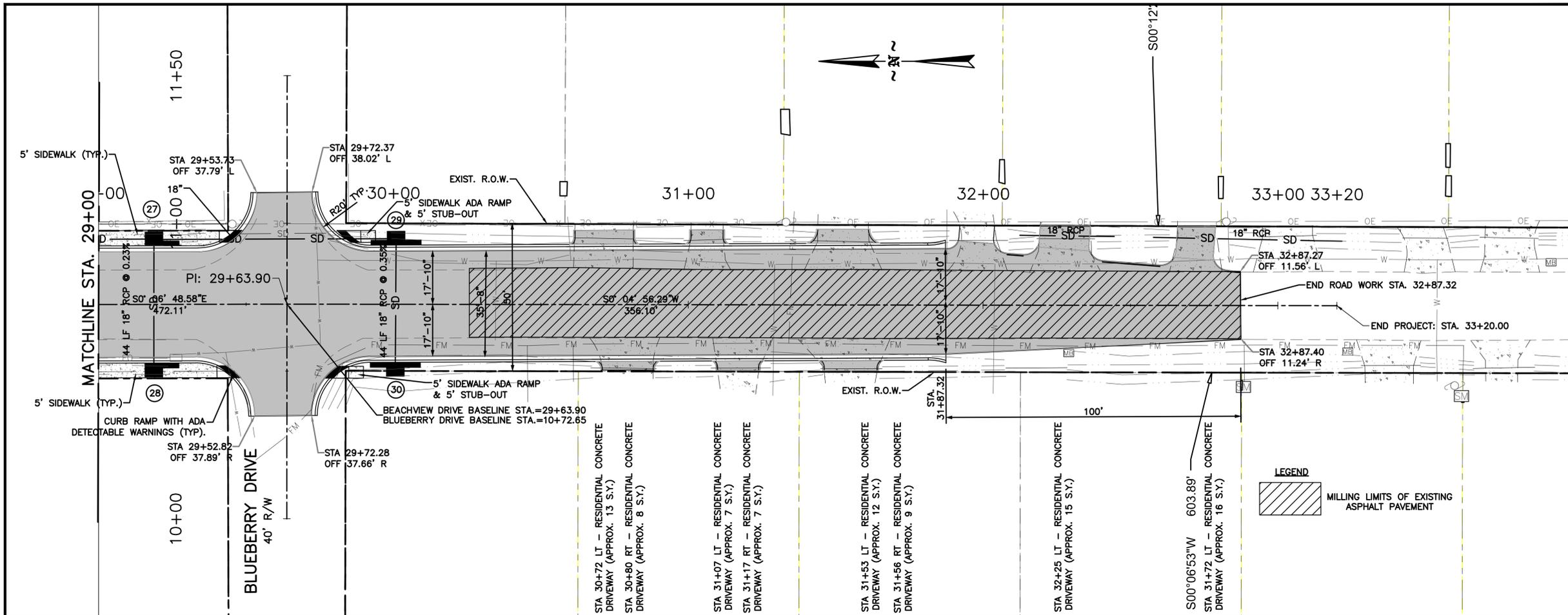
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**JDM**

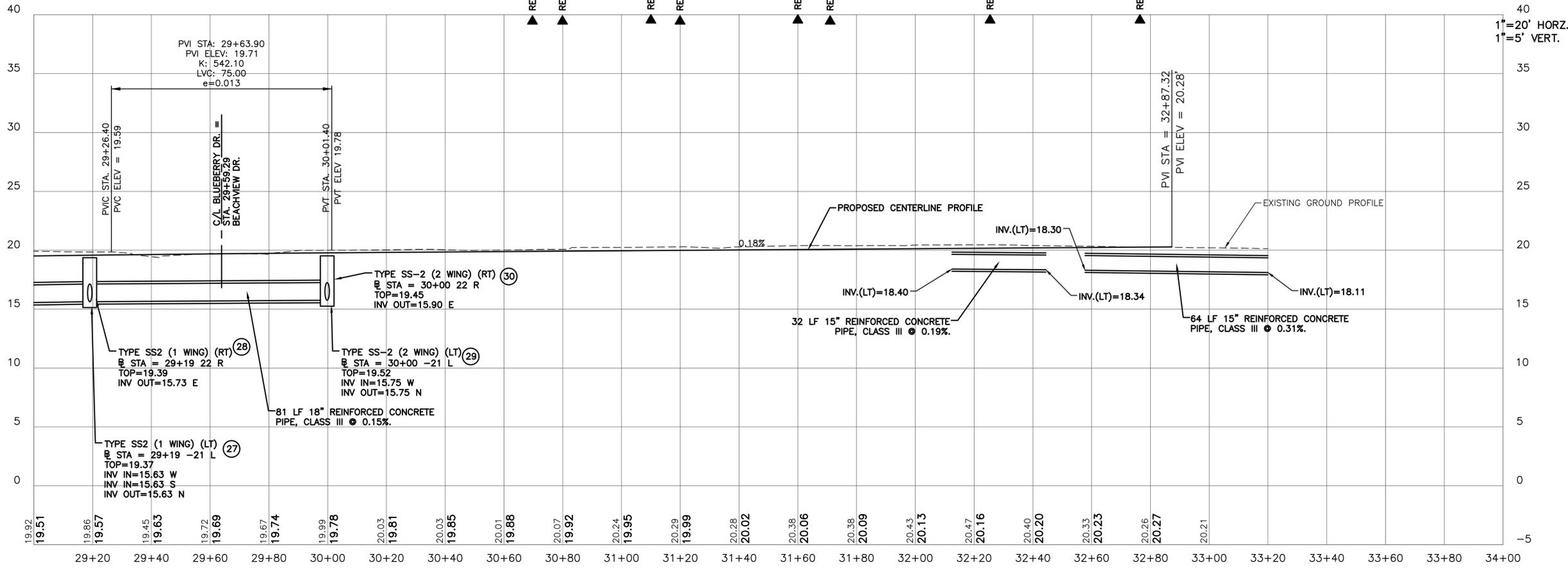
Project Number:

**167456**

Notes:



- REQ'D: STA 30+72 LT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 13 S.Y.)
- REQ'D: STA 30+80 RT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 8 S.Y.)
- REQ'D: STA 31+07 LT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 7 S.Y.)
- REQ'D: STA 31+17 RT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 7 S.Y.)
- REQ'D: STA 31+53 LT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 12 S.Y.)
- REQ'D: STA 31+56 RT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 9 S.Y.)
- REQ'D: STA 32+25 LT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 15 S.Y.)
- REQ'D: STA 31+72 LT - RESIDENTIAL CONCRETE DRIVEWAY (APPROX. 16 S.Y.)



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PLAN AND PROFILE STA. 29+00 - 33+20**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **13 of 46**

Scale: **1" = 20'** Drawing Number: **PP-5**



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Technician:

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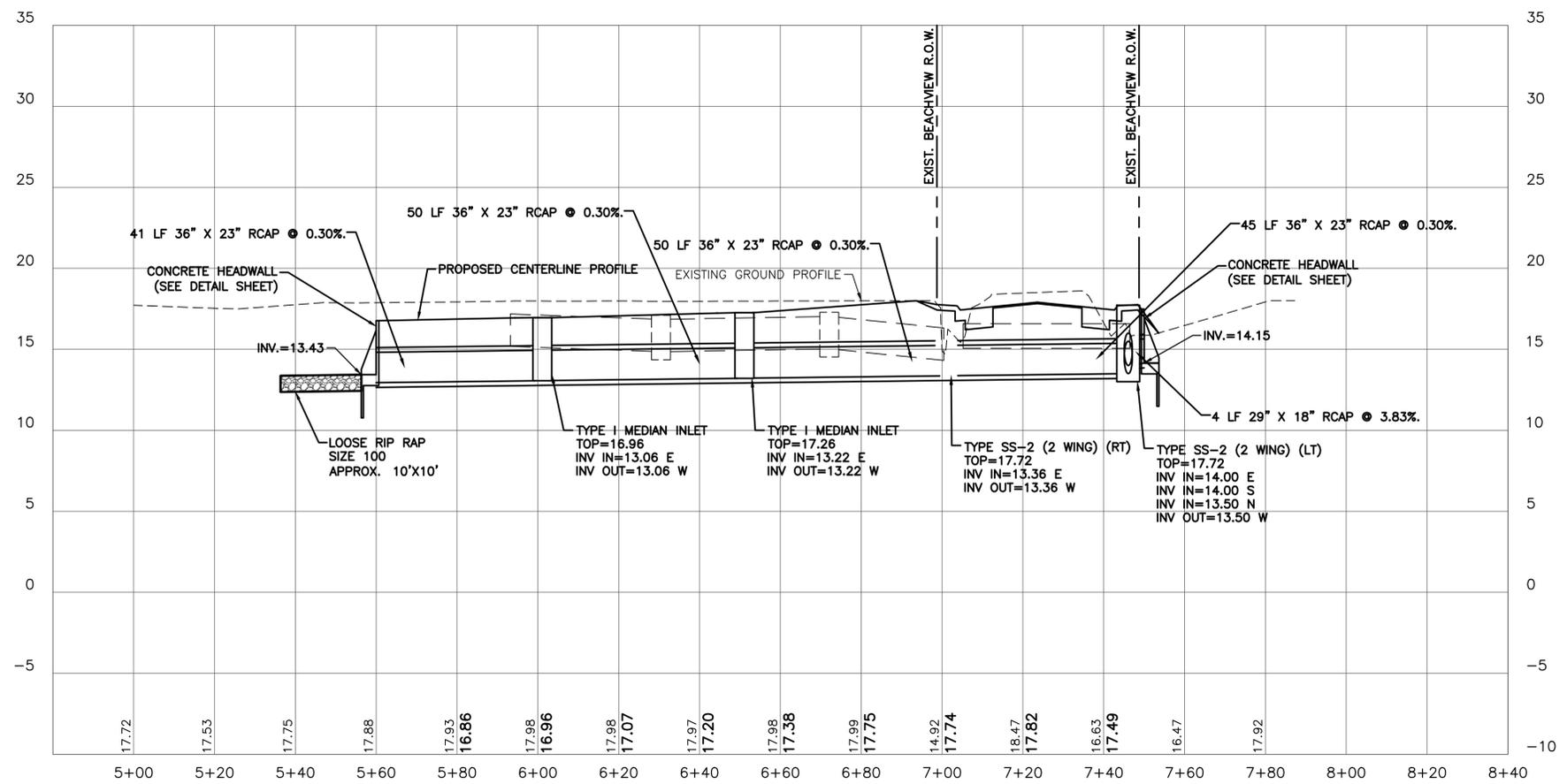
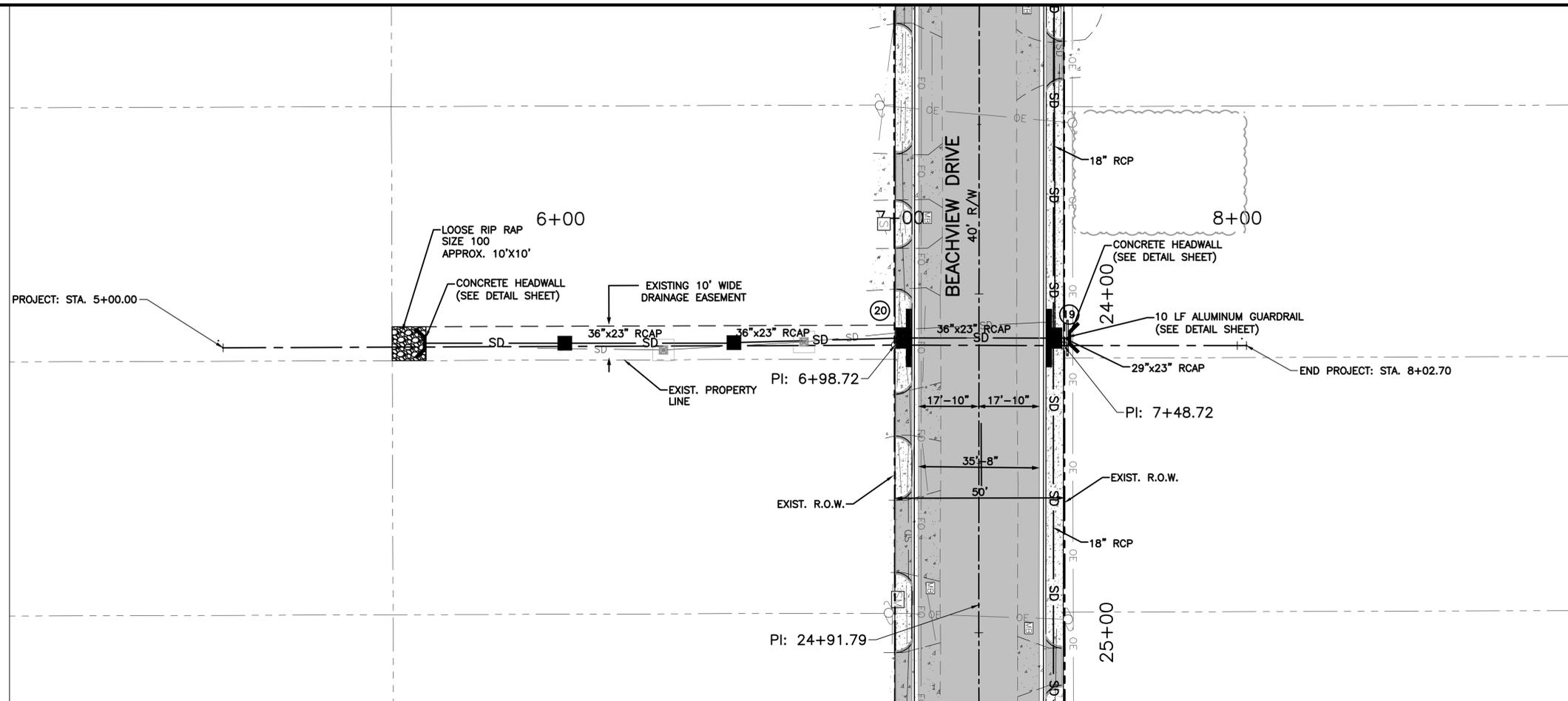
Checked by:

**JDM**

Project Number:

**167456**

Notes:



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PLAN AND PROFILE DRAINAGE OUTFALL STA. 5+00 - 8+00**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **14 of 46**

Scale: **1" = 20'** Drawing Number: **PP-6**



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Designer:

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Technician:

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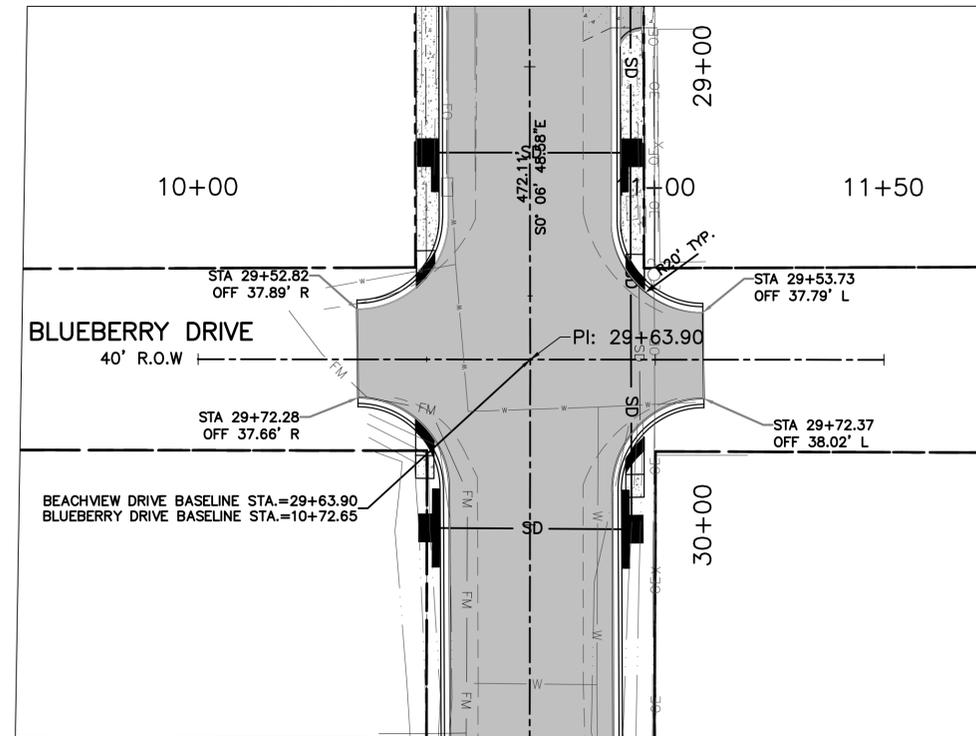
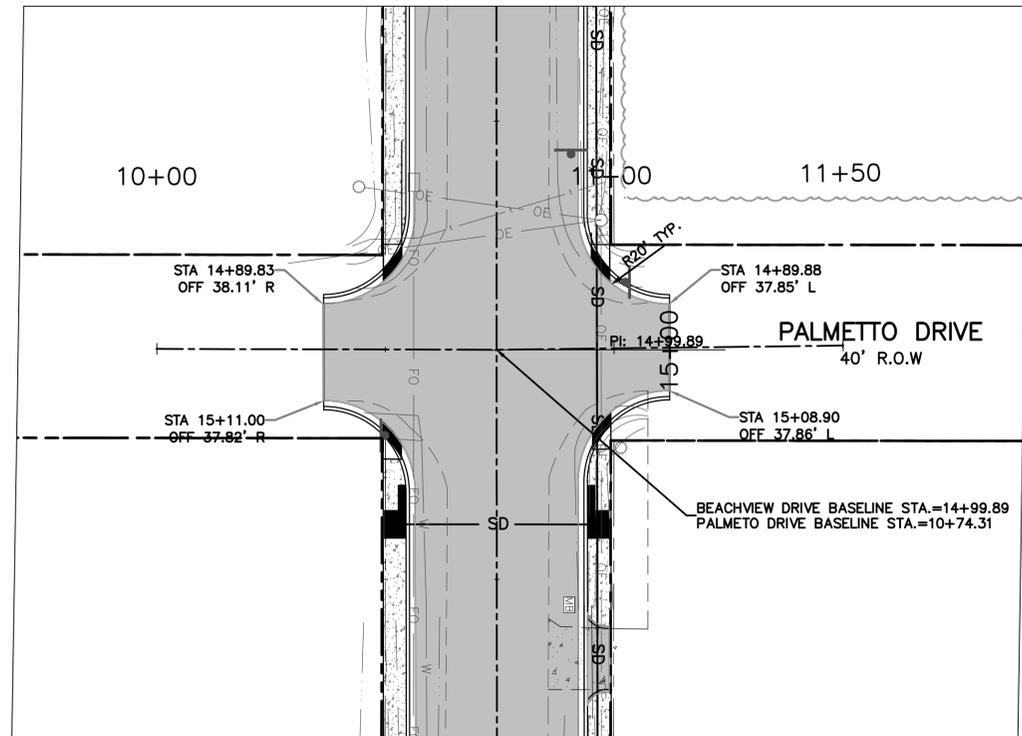
Checked by:

**JDM**

Project Number:

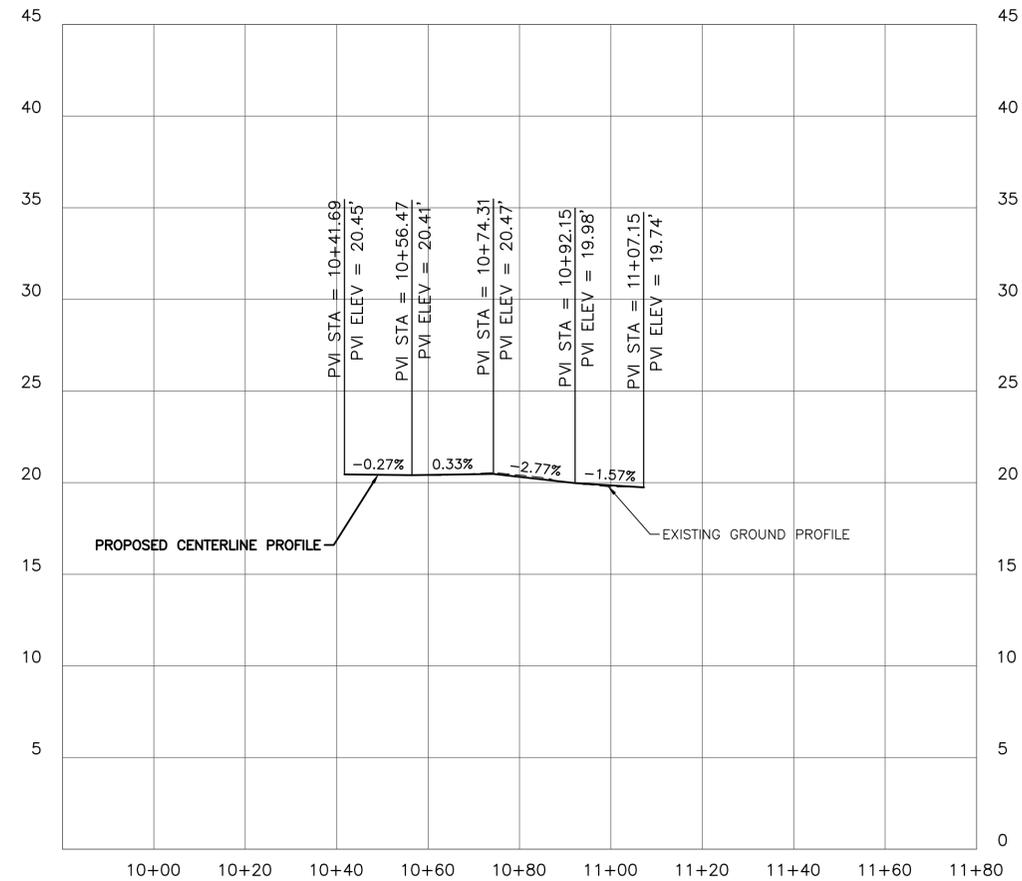
**167456**

Notes:



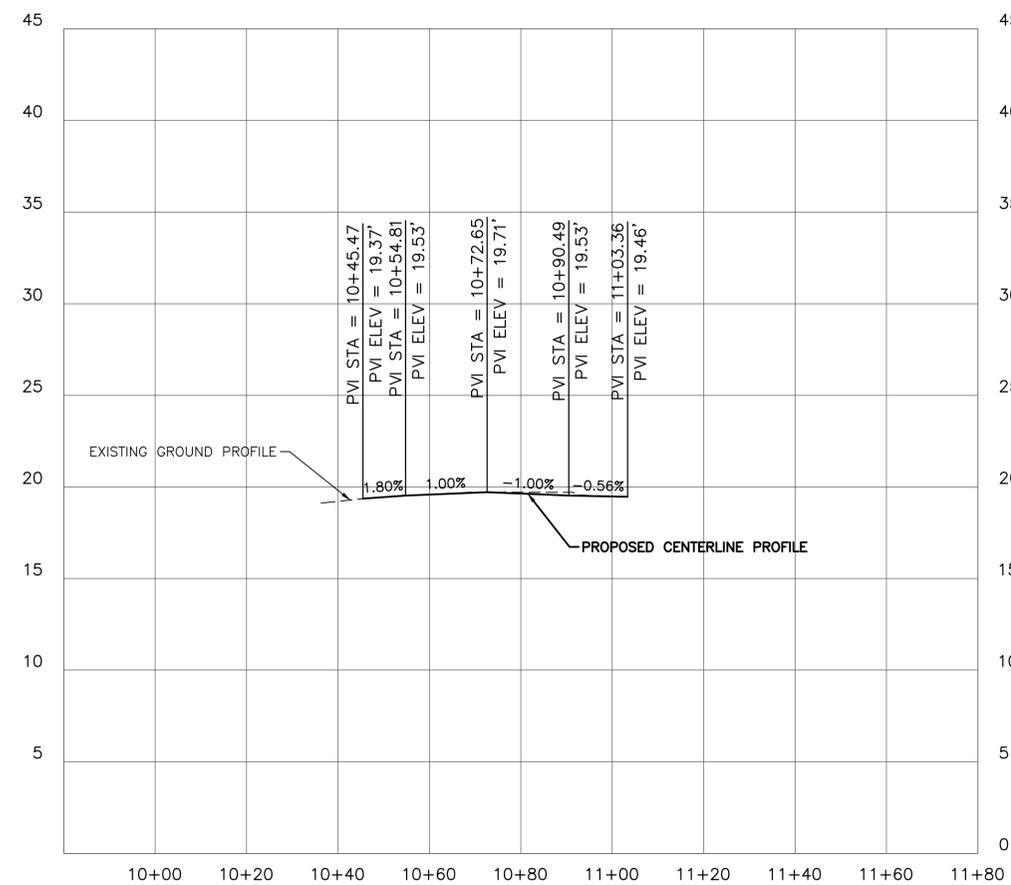
**PALMETO DRIVE BASELINE PROFILE**

1"=20' HORZ.  
1"=5' VERT.



**BLUEBERRY DRIVE BASELINE PROFILE**

1"=20' HORZ.  
1"=5' VERT.



**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE  
IMPROVEMENTS**

Drawing Name:

**PLAN AND PROFILE  
BLUEBERRY DRIVE  
AND PALMETTO DRIVE**

Project Number:

**167456**

Date:

**MARCH, 2019**

Sheet Number:

**15 of 46**

Scale:

**1" = 20'**

Drawing Number:

**PP-7**



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Designer:  
**PWF**  
Technician:  
**EAW**  
Checked by:  
**JDM**  
Project Number:  
**167456**

Notes:

REVISIONS			
No.	Description	Date	By

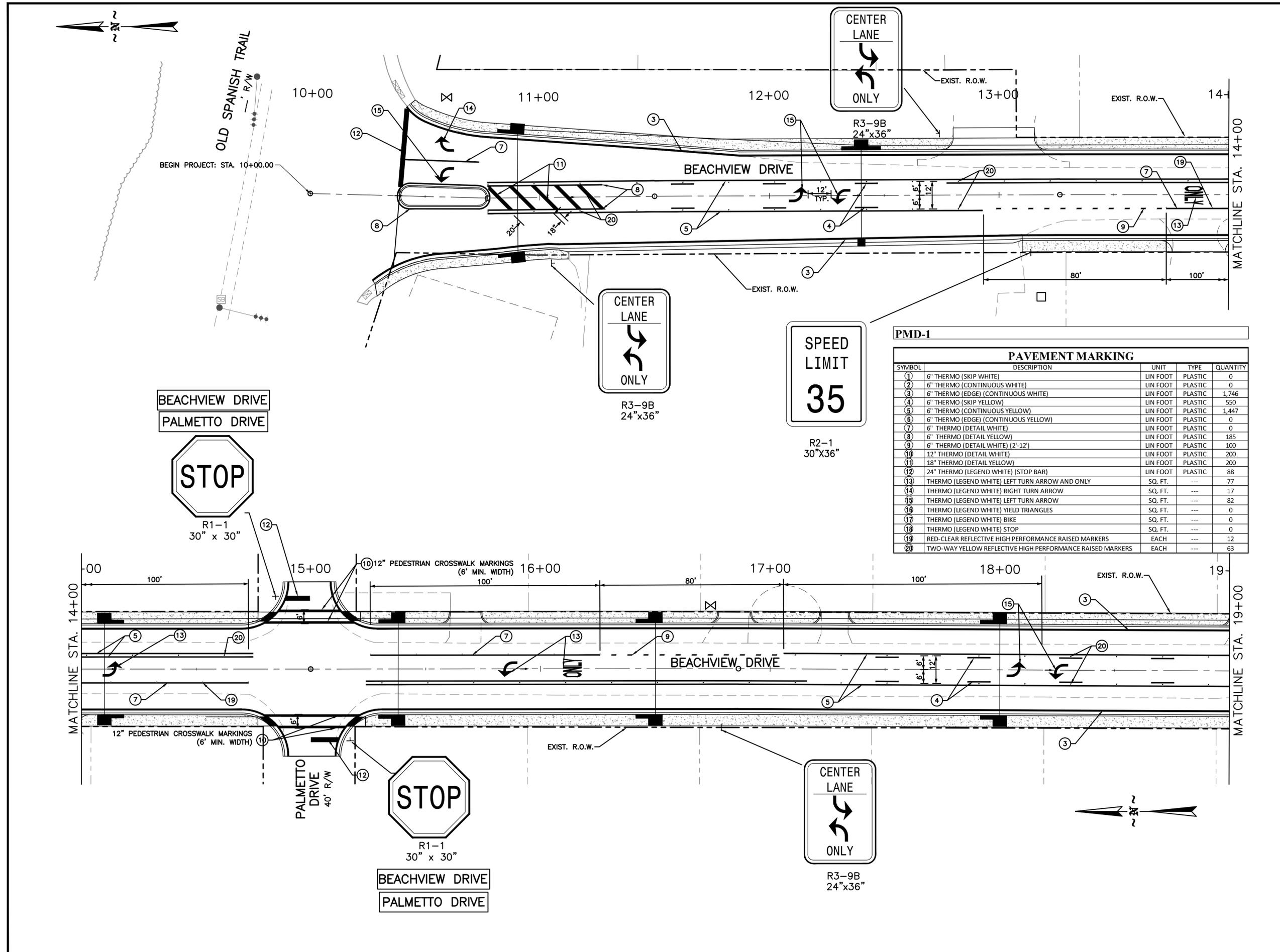
Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PAVEMENT MARKINGS STA. 10+00 - 19+00**

Project Number:  
**167456**

Date:  
**MARCH, 2019** Sheet Number:  
**16 of 46**

Scale:  
**1" = 20'** Drawing Number:  
**PMD-1**



PMD-1 PAVEMENT MARKING				
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	1,746
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	550
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,447
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	185
⑨	6" THERMO (DETAIL WHITE) (2'-12')	LIN FOOT	PLASTIC	100
⑩	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	200
⑪	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	200
⑫	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	88
⑬	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	77
⑭	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	17
⑮	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	82
⑯	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
⑰	THERMO (LEGEND WHITE) BIKE	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) STOP	SQ. FT.	---	0
⑲	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	12
⑳	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	63



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**PWF**

Technician:

**EAW**

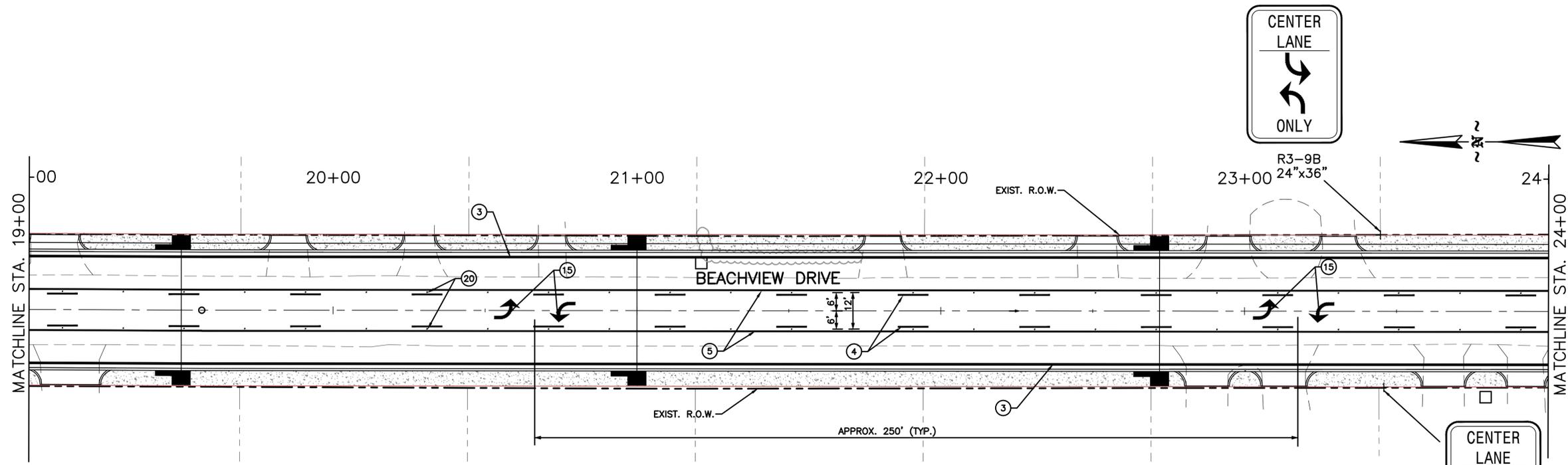
Checked by:

**JDM**

Project Number:

**167456**

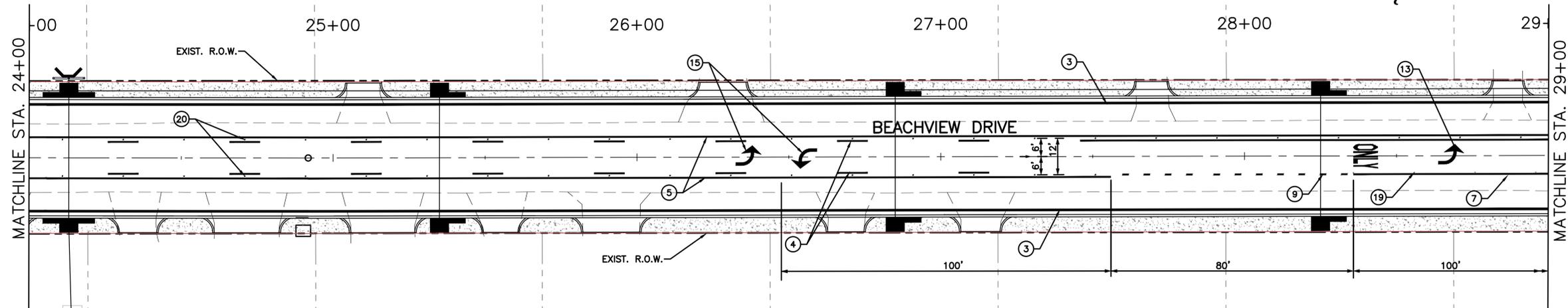
Notes:



**PMD-2**

**PAVEMENT MARKING**

SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	2,000
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	1,620
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	1,886
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	40
⑨	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	50
⑩	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	65
⑪	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	0
⑫	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	0
⑬	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	39
⑭	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑮	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	99
⑯	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
⑰	THERMO (LEGEND WHITE) BIKE	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) STOP	SQ. FT.	---	0
⑲	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	4
⑳	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	104



**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE  
IMPROVEMENTS**

Drawing Name:

**PAVEMENT MARKINGS  
STA. 19+00 - 29+00**

Project Number:

**167456**

Date:

**MARCH, 2019**

Sheet Number:

**17 of 46**

Scale:

**1' = 20'**

Drawing Number:

**PMD-2**



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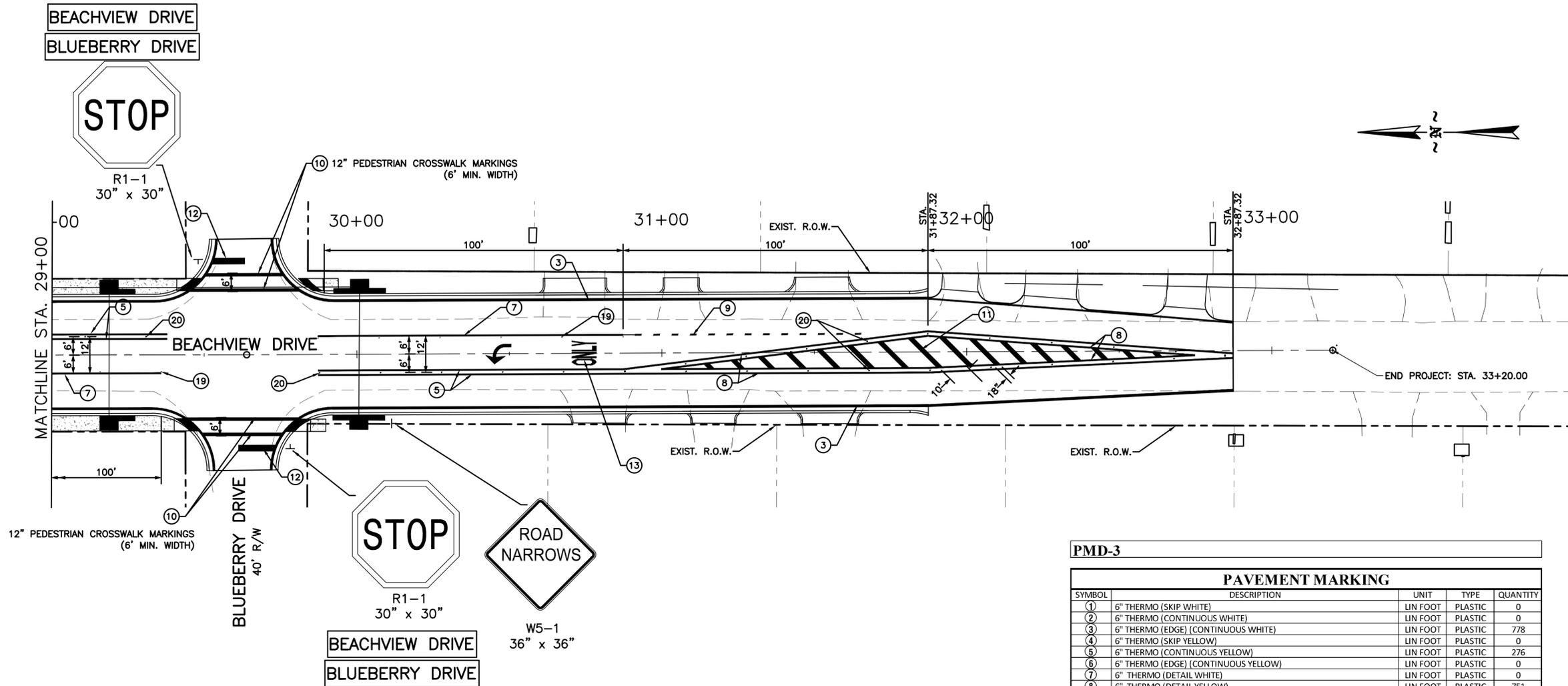
Checked by:

JDM

Project Number:

167456

Notes:



**PMD-3**

PAVEMENT MARKING				
SYMBOL	DESCRIPTION	UNIT	TYPE	QUANTITY
①	6" THERMO (SKIP WHITE)	LIN FOOT	PLASTIC	0
②	6" THERMO (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	0
③	6" THERMO (EDGE) (CONTINUOUS WHITE)	LIN FOOT	PLASTIC	778
④	6" THERMO (SKIP YELLOW)	LIN FOOT	PLASTIC	0
⑤	6" THERMO (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	276
⑥	6" THERMO (EDGE) (CONTINUOUS YELLOW)	LIN FOOT	PLASTIC	0
⑦	6" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	0
⑧	6" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	751
⑨	6" THERMO (DETAIL WHITE) (2'-12")	LIN FOOT	PLASTIC	100
⑩	12" THERMO (DETAIL WHITE)	LIN FOOT	PLASTIC	136
⑪	18" THERMO (DETAIL YELLOW)	LIN FOOT	PLASTIC	296
⑫	24" THERMO (LEGEND WHITE) (STOP BAR)	LIN FOOT	PLASTIC	88
⑬	THERMO (LEGEND WHITE) LEFT TURN ARROW AND ONLY	SQ. FT.	---	39
⑭	THERMO (LEGEND WHITE) RIGHT TURN ARROW	SQ. FT.	---	0
⑮	THERMO (LEGEND WHITE) LEFT TURN ARROW	SQ. FT.	---	0
⑯	THERMO (LEGEND WHITE) YIELD TRIANGLES	SQ. FT.	---	0
⑰	THERMO (LEGEND WHITE) BIKE	SQ. FT.	---	0
⑱	THERMO (LEGEND WHITE) STOP	SQ. FT.	---	0
⑲	RED-CLEAR REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	8
⑳	TWO-WAY YELLOW REFLECTIVE HIGH PERFORMANCE RAISED MARKERS	EACH	---	26

REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PAVEMENT MARKINGS STA. 29+00 - 33+20**

Project Number: **167456**  
Date: **MARCH, 2019** Sheet Number: **18** of **46**  
Scale: **1" = 20'** Drawing Number: **PMD-3**



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Designer:  
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 Technician:  
**EAW**  
 Checked by:  
**JDM**  
 Project Number:  
**167456**

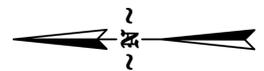
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REVISIONS			
No.	Description	Date	By

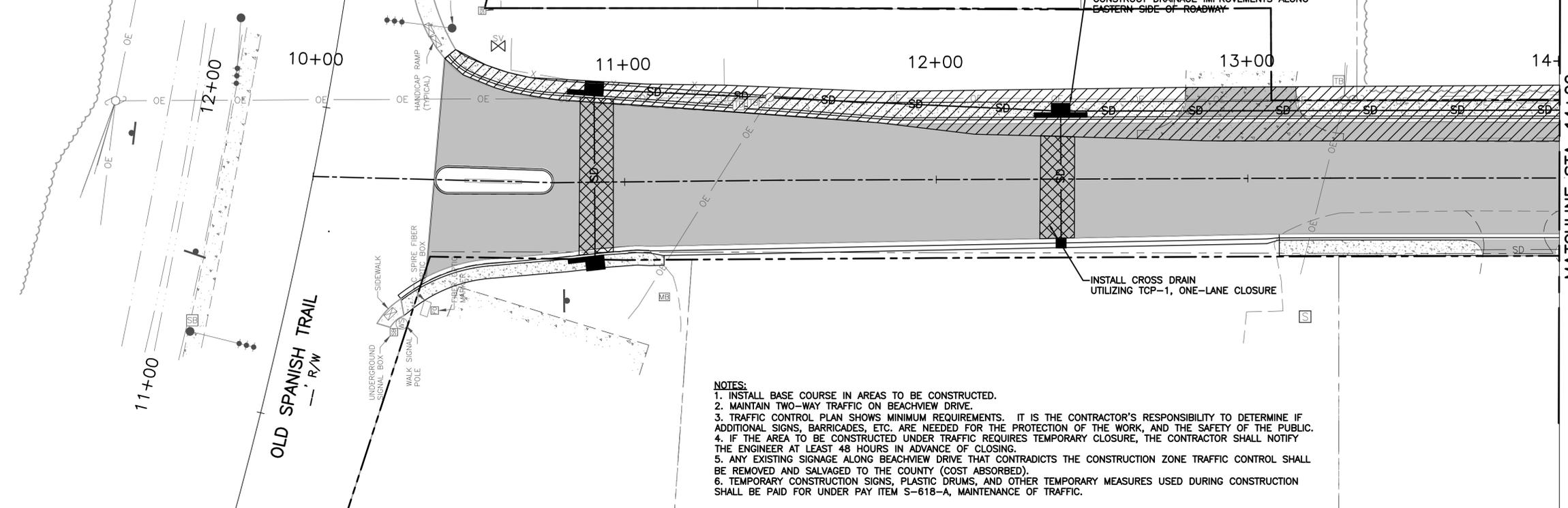
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**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PHASE 1 CONSTRUCTION  
 STA. 10+00 - 19+00**

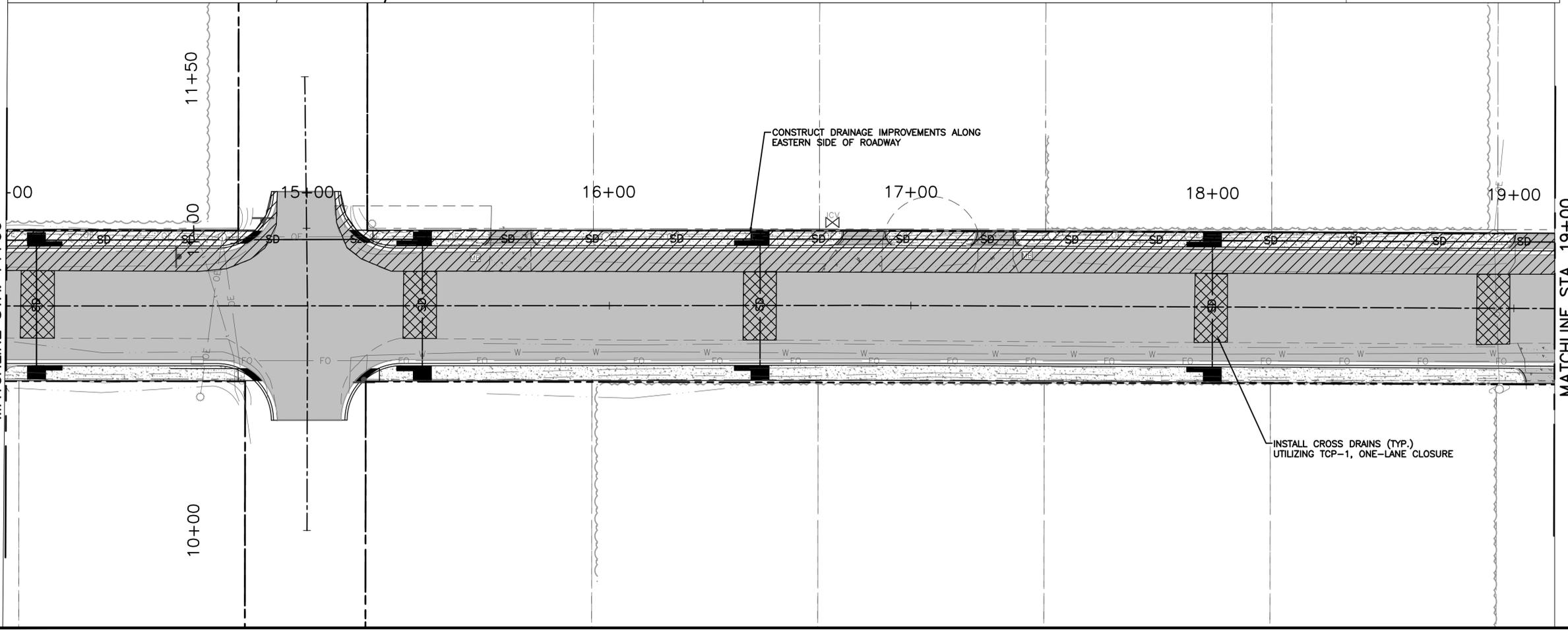
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**167456**  
 Date:  
**MARCH, 2019**  
 Scale:  
**1" = 20'**  
 Sheet Number:  
**19 of 46**  
 Drawing Number:  
**TCP-1**



**LEGEND**  
 AREA TO BE CONSTRUCTED  
 AREA TO BE CONSTRUCTED UNDER TRAFFIC



- NOTES:**
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
  2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
  3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
  4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
  5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
  6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.





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Checked by:  
**JDM**  
Project Number:  
**167456**

Notes:

REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

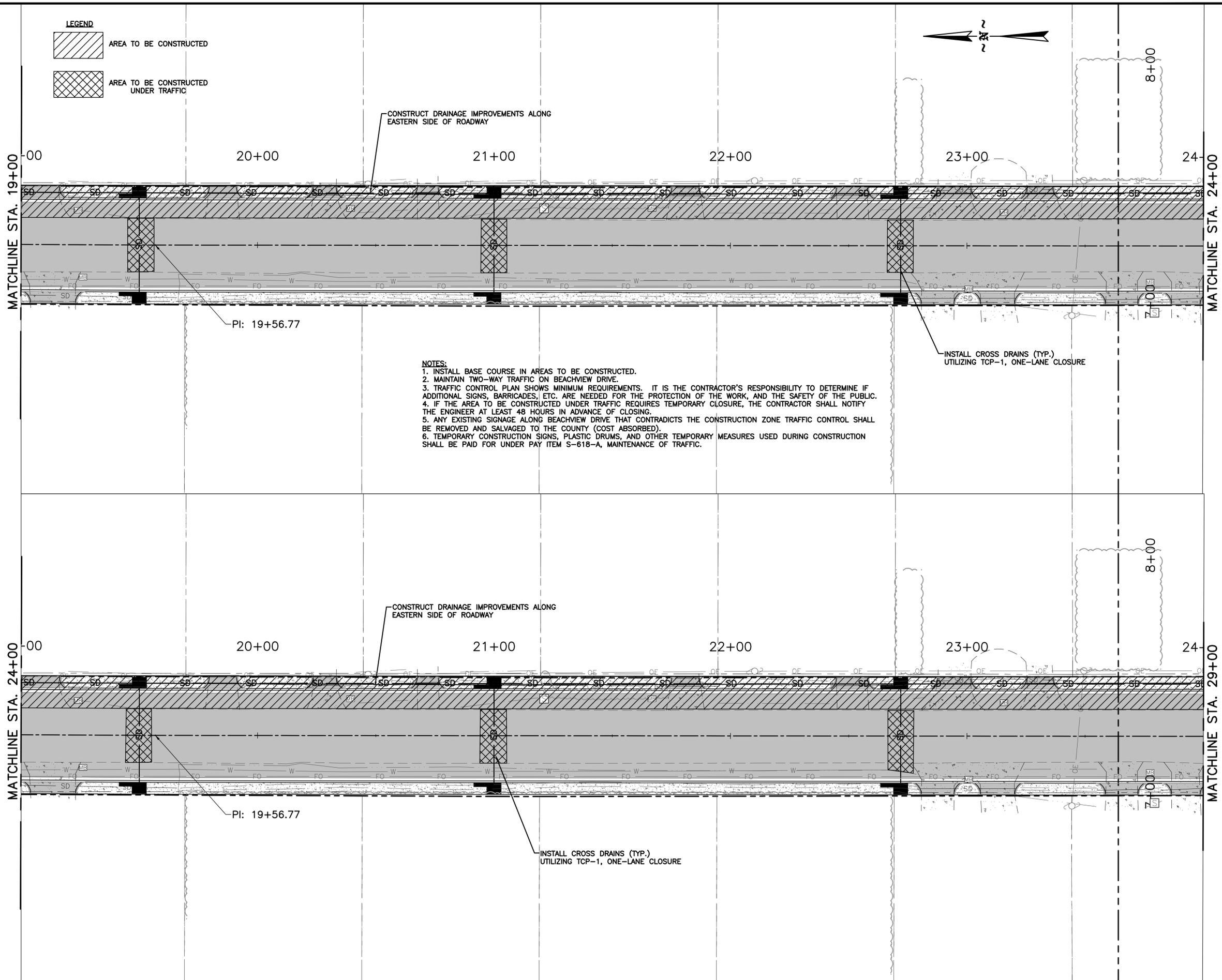
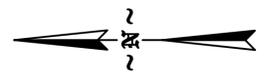
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**CONSTRUCTION PHASE 1  
STA. 19+00 - 29+00**

Project Number:  
**167456**  
Date:  
**MARCH, 2019**  
Scale:  
**1" = 20'**  
Sheet Number:  
**20 of 46**  
Drawing Number:  
**TCP-2**

**LEGEND**

AREA TO BE CONSTRUCTED

AREA TO BE CONSTRUCTED UNDER TRAFFIC



**NOTES:**

1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



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**EAW**  
 Checked by:  
**JDM**  
 Project Number:  
**167456**

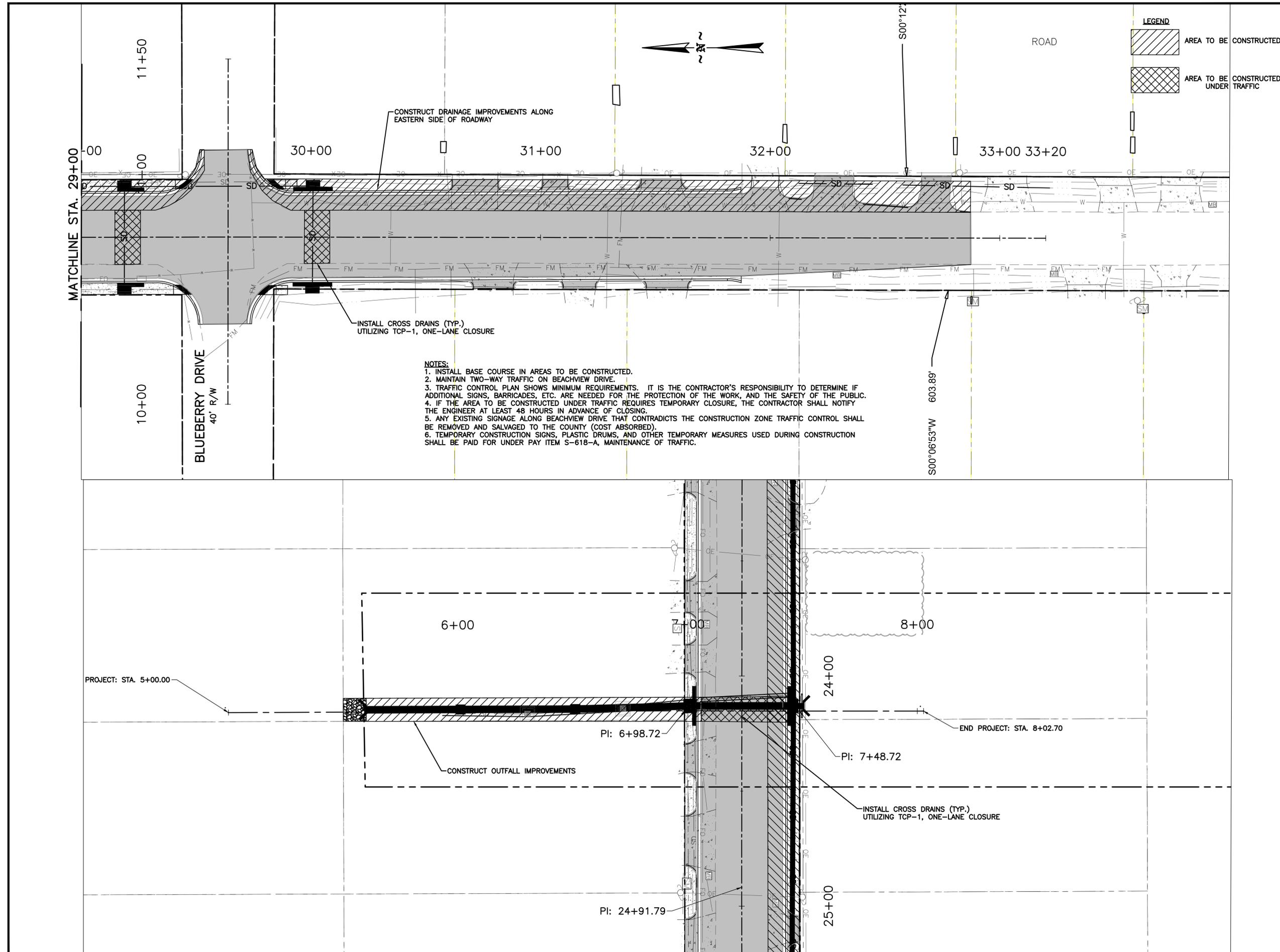
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REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PHASE 1 CONSTRUCTION  
 STA. 29+00 - 33+20**

Project Number:  
**167456**  
 Date:  
**MARCH, 2019**  
 Scale:  
**1" = 20'**  
 Sheet Number:  
**21 of 46**  
 Drawing Number:  
**TCP-3**



- NOTES:**
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
  2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
  3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
  4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
  5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
  6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



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**EAW**  
 Checked by:  
**JDM**  
 Project Number:  
**167456**

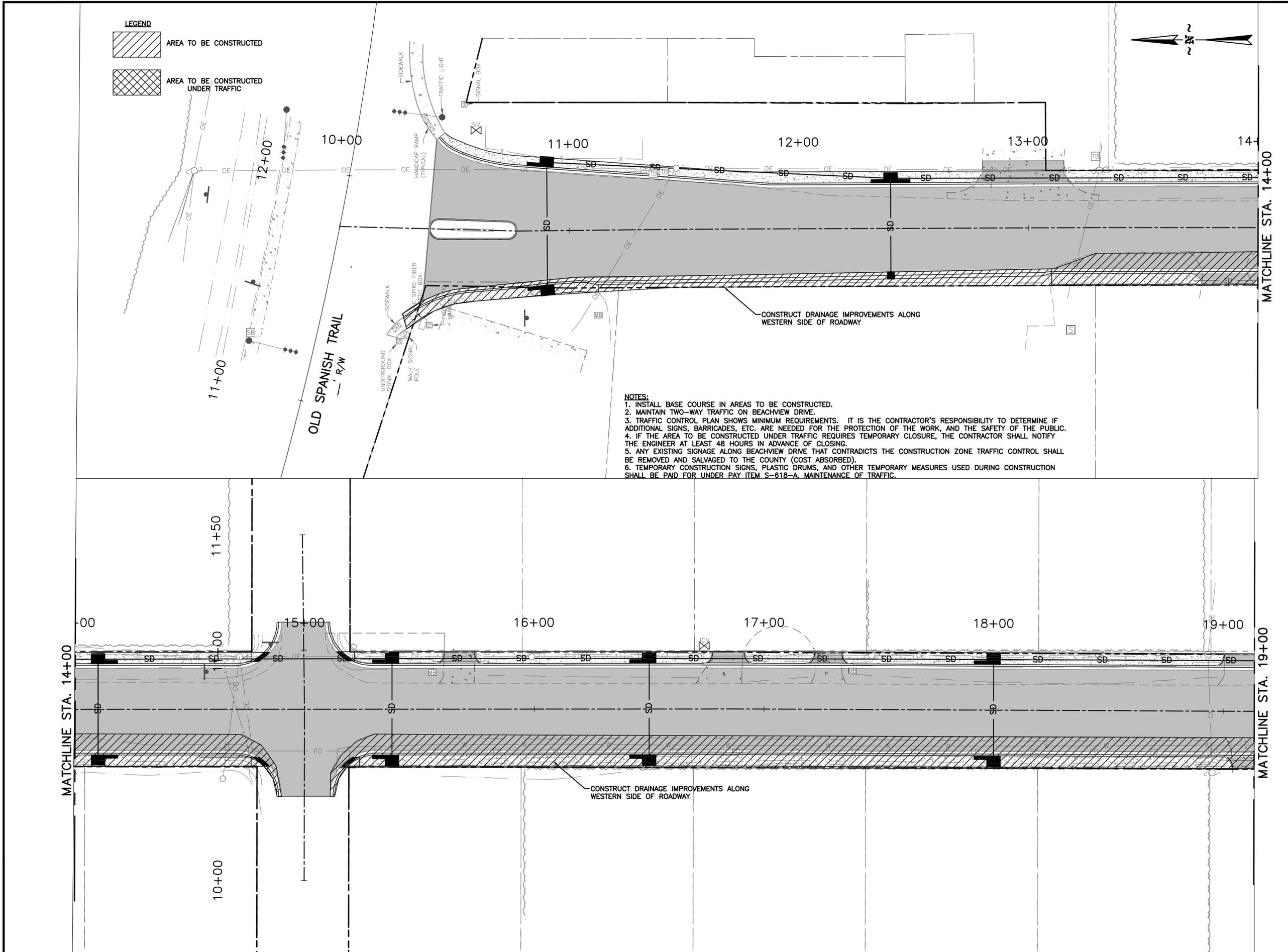
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REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PHASE 2 CONSTRUCTION  
 STA. 10+00 - 19+00**

Project Number:  
**167456**  
 Date:  
**MARCH, 2019**  
 Scale:  
**1" = 20'**  
 Sheet Number:  
**22 of 46**  
 Drawing Number:  
**TCP-4**



**LEGEND**

AREA TO BE CONSTRUCTED

AREA TO BE CONSTRUCTED UNDER TRAFFIC

- NOTES:**
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
  2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
  3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
  4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
  5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
  6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



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Technician:  
**EAW**  
Checked by:  
**JDM**  
Project Number:  
**167456**

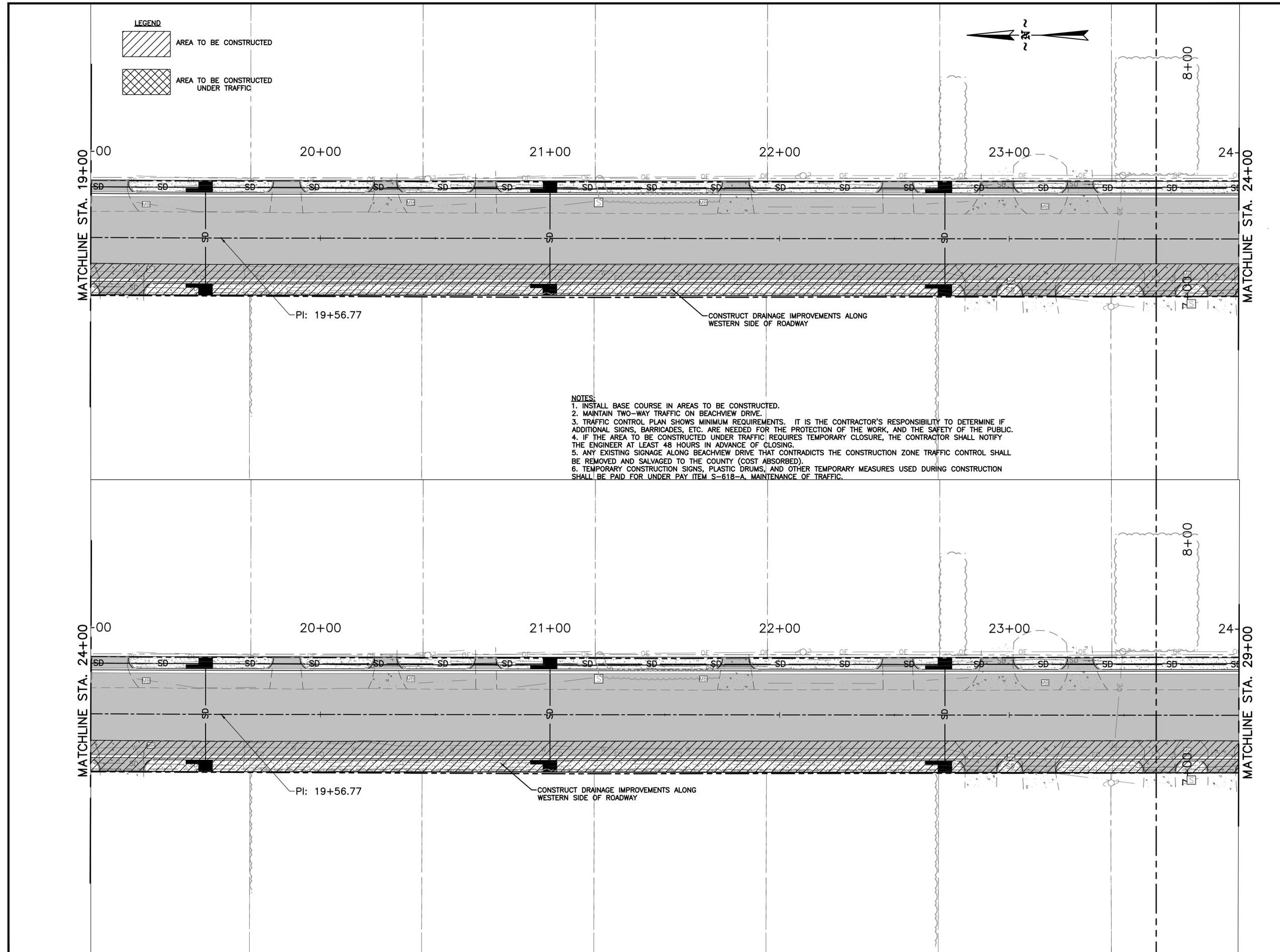
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REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**CONSTRUCTION PHASE 2  
STA. 19+00 - 29+00**

Project Number:  
**167456**  
Date:  
**MARCH, 2019**  
Scale:  
**1" = 20'**  
Sheet Number:  
**23 of 46**  
Drawing Number:  
**PP-5**



**NOTES:**  
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.  
2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.  
3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.  
4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.  
5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).  
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Designer:

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Technician:

**EAW**

Checked by:

**JDM**

Project Number:

**167456**

Notes:

**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE  
IMPROVEMENTS**

Drawing Name:

**PHASE 2 CONSTRUCTION  
STA. 29+00 - 33+20**

Project Number:

**167456**

Date:

**MARCH, 2019**

Sheet Number:

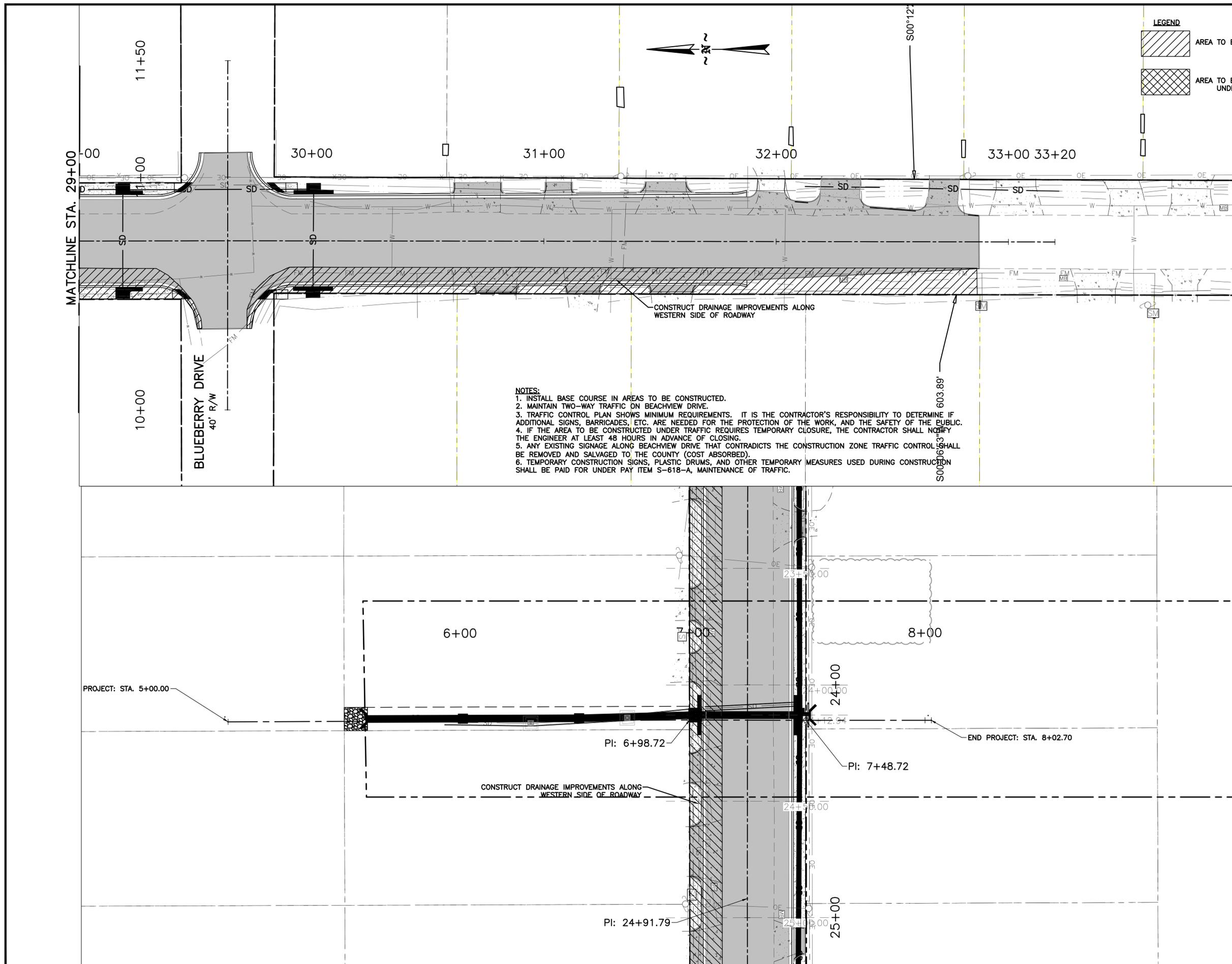
**24 of 46**

Scale:

**1" = 20'**

Drawing Number:

**PP-6**



- NOTES:**
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
  2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
  3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
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  5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
  6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



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 Technician:  
**EAW**  
 Checked by:  
**JDM**  
 Project Number:  
**167456**

Notes:

REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

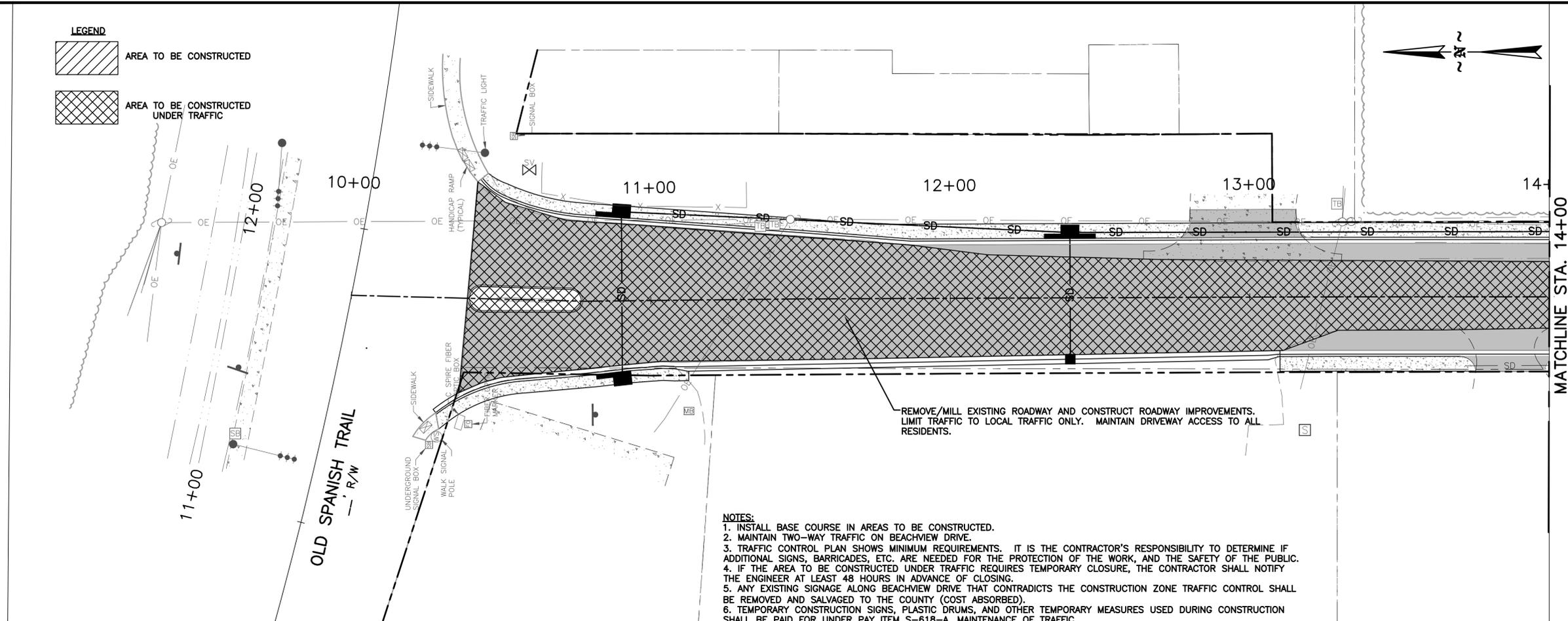
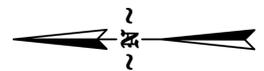
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 STA. 10+00 - 19+00**

Project Number:  
**167456**  
 Date:  
**MARCH, 2019**  
 Scale:  
**1" = 20'**  
 Sheet Number:  
**25 of 46**  
 Drawing Number:  
**TCP-7**

**LEGEND**

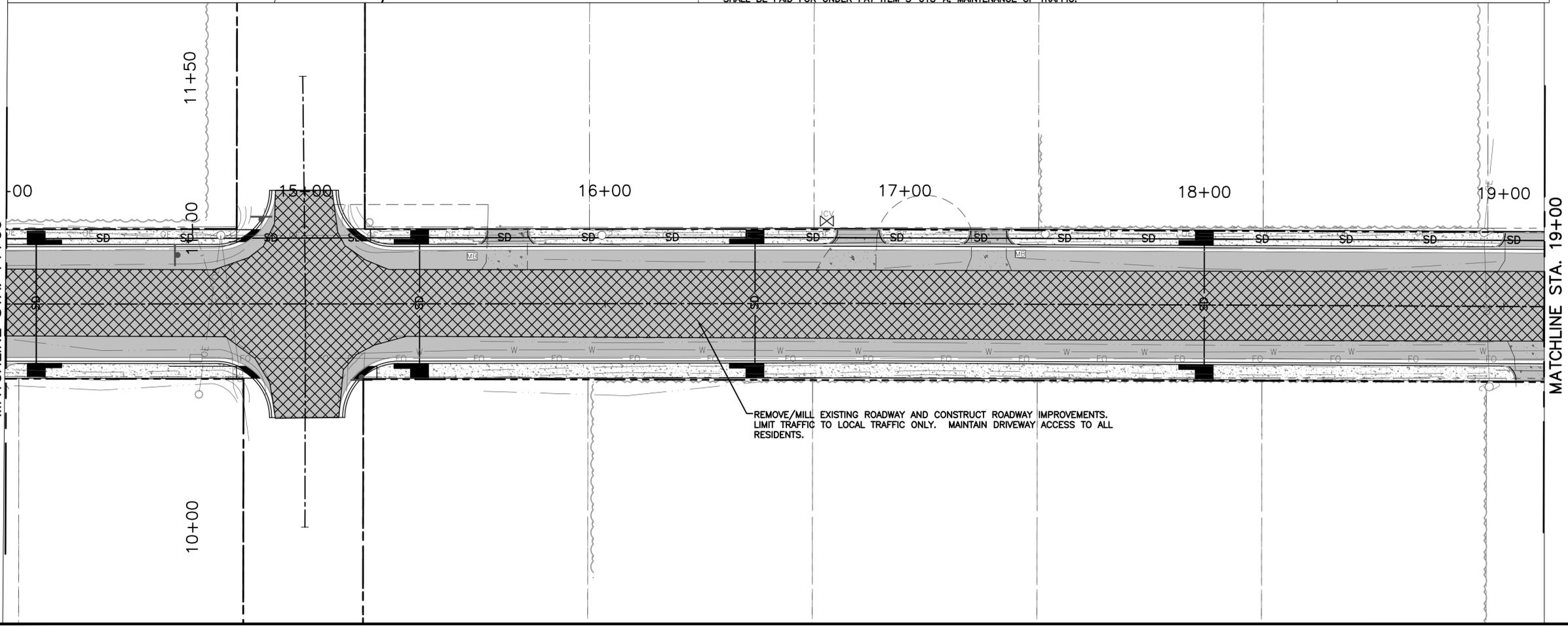
AREA TO BE CONSTRUCTED

AREA TO BE CONSTRUCTED UNDER TRAFFIC



REMOVE/MILL EXISTING ROADWAY AND CONSTRUCT ROADWAY IMPROVEMENTS. LIMIT TRAFFIC TO LOCAL TRAFFIC ONLY. MAINTAIN DRIVEWAY ACCESS TO ALL RESIDENTS.

- NOTES:**
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
  2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
  3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
  4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
  5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
  6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



REMOVE/MILL EXISTING ROADWAY AND CONSTRUCT ROADWAY IMPROVEMENTS. LIMIT TRAFFIC TO LOCAL TRAFFIC ONLY. MAINTAIN DRIVEWAY ACCESS TO ALL RESIDENTS.

MATCHLINE STA. 14+00

MATCHLINE STA. 14+00

MATCHLINE STA. 19+00



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 Technician:  
**EAW**  
 Checked by:  
**JDM**  
 Project Number:  
**167456**

Notes:

REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**CONSTRUCTION PHASE 3  
 STA. 19+00 - 29+00**

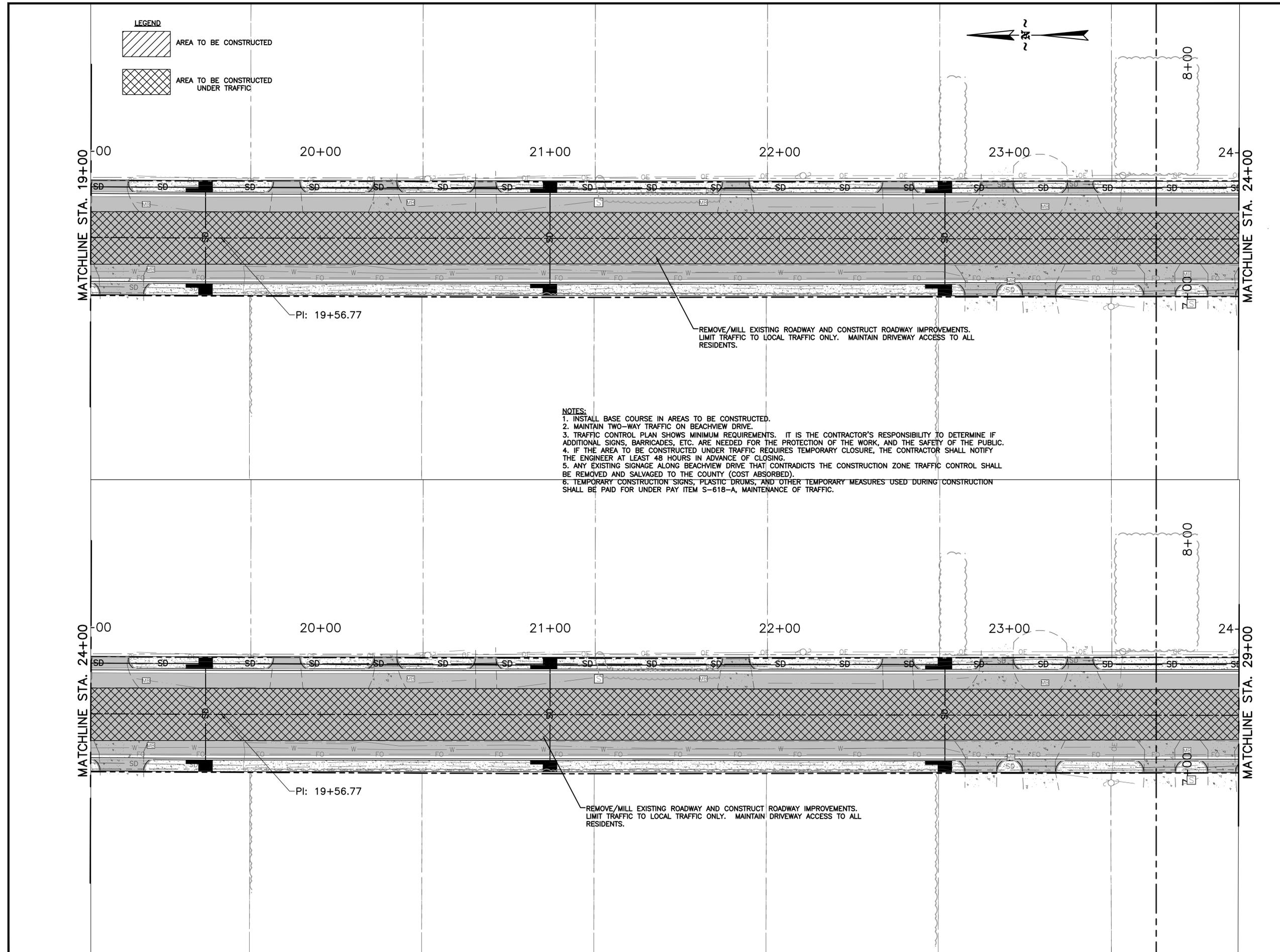
Project Number:  
**167456**

Date:  
**MARCH, 2019**

Scale:  
**1" = 20'**

Sheet Number:  
**27 of 46**

Drawing Number:  
**TCP-8**



**NOTES:**

1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



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Project Number:

**167456**

Notes:

**REVISIONS**

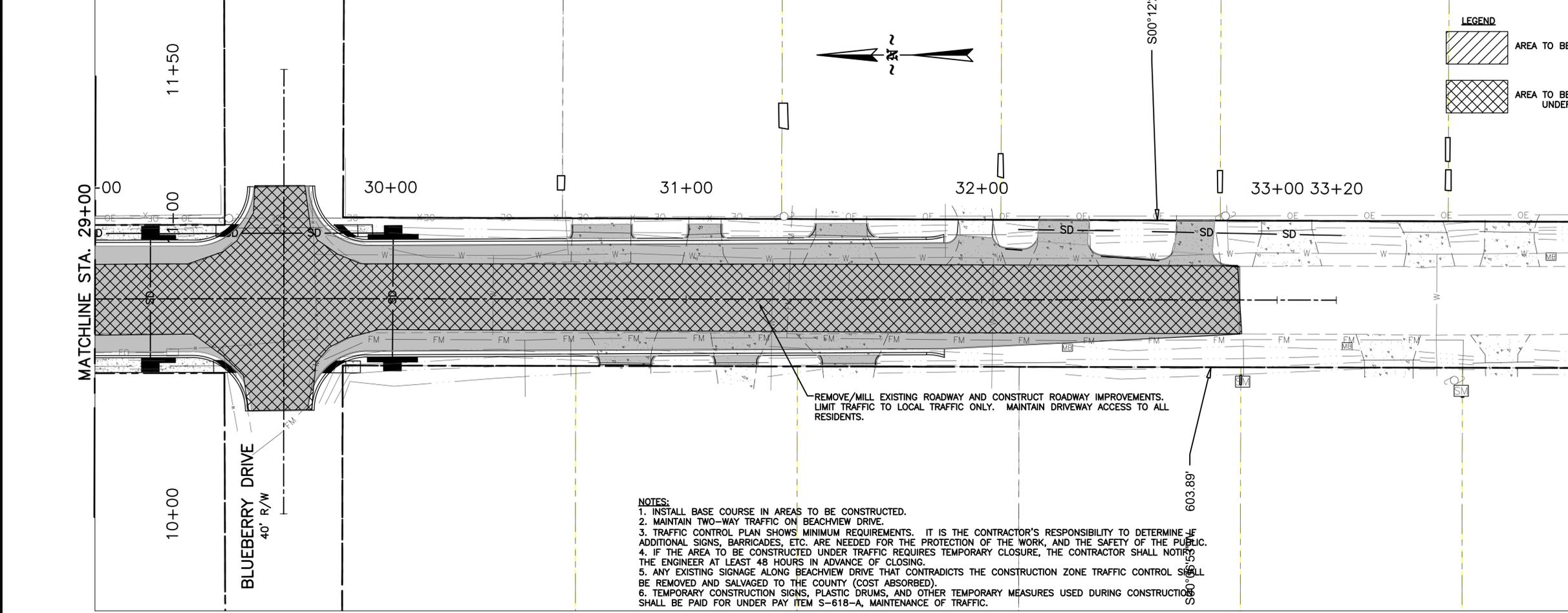
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**PHASE 3 CONSTRUCTION STA. 29+00 - 33+20**

Project Number: **167456**

Date: <b>MARCH, 2019</b>	Sheet Number: <b>28 of 46</b>
Scale: <b>1" = 20'</b>	Drawing Number: <b>PP-9</b>



- NOTES:**
1. INSTALL BASE COURSE IN AREAS TO BE CONSTRUCTED.
  2. MAINTAIN TWO-WAY TRAFFIC ON BEACHVIEW DRIVE.
  3. TRAFFIC CONTROL PLAN SHOWS MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE IF ADDITIONAL SIGNS, BARRICADES, ETC. ARE NEEDED FOR THE PROTECTION OF THE WORK, AND THE SAFETY OF THE PUBLIC.
  4. IF THE AREA TO BE CONSTRUCTED UNDER TRAFFIC REQUIRES TEMPORARY CLOSURE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF CLOSING.
  5. ANY EXISTING SIGNAGE ALONG BEACHVIEW DRIVE THAT CONTRADICTS THE CONSTRUCTION ZONE TRAFFIC CONTROL SHALL BE REMOVED AND SALVAGED TO THE COUNTY (COST ABSORBED).
  6. TEMPORARY CONSTRUCTION SIGNS, PLASTIC DRUMS, AND OTHER TEMPORARY MEASURES USED DURING CONSTRUCTION SHALL BE PAID FOR UNDER PAY ITEM S-618-A, MAINTENANCE OF TRAFFIC.



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**JDM**  
 Project Number:  
**167456**

Notes:

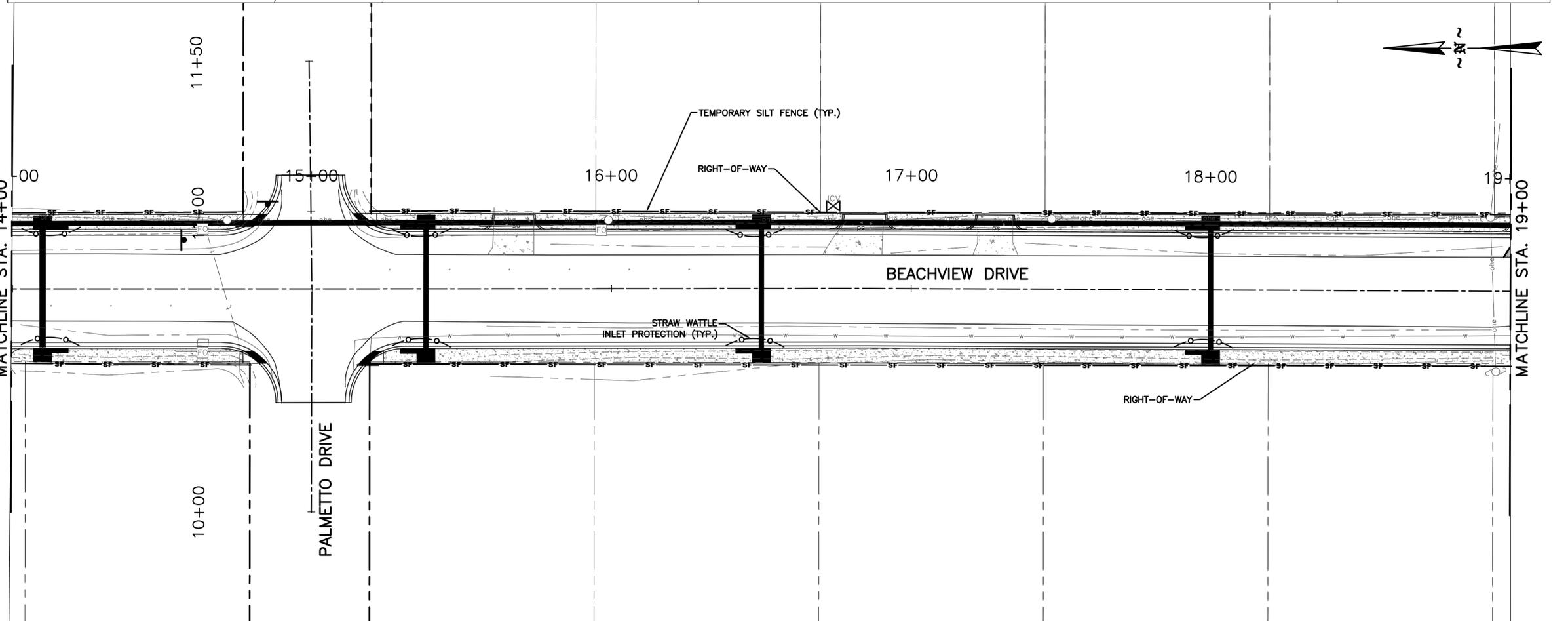
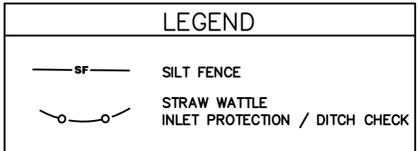
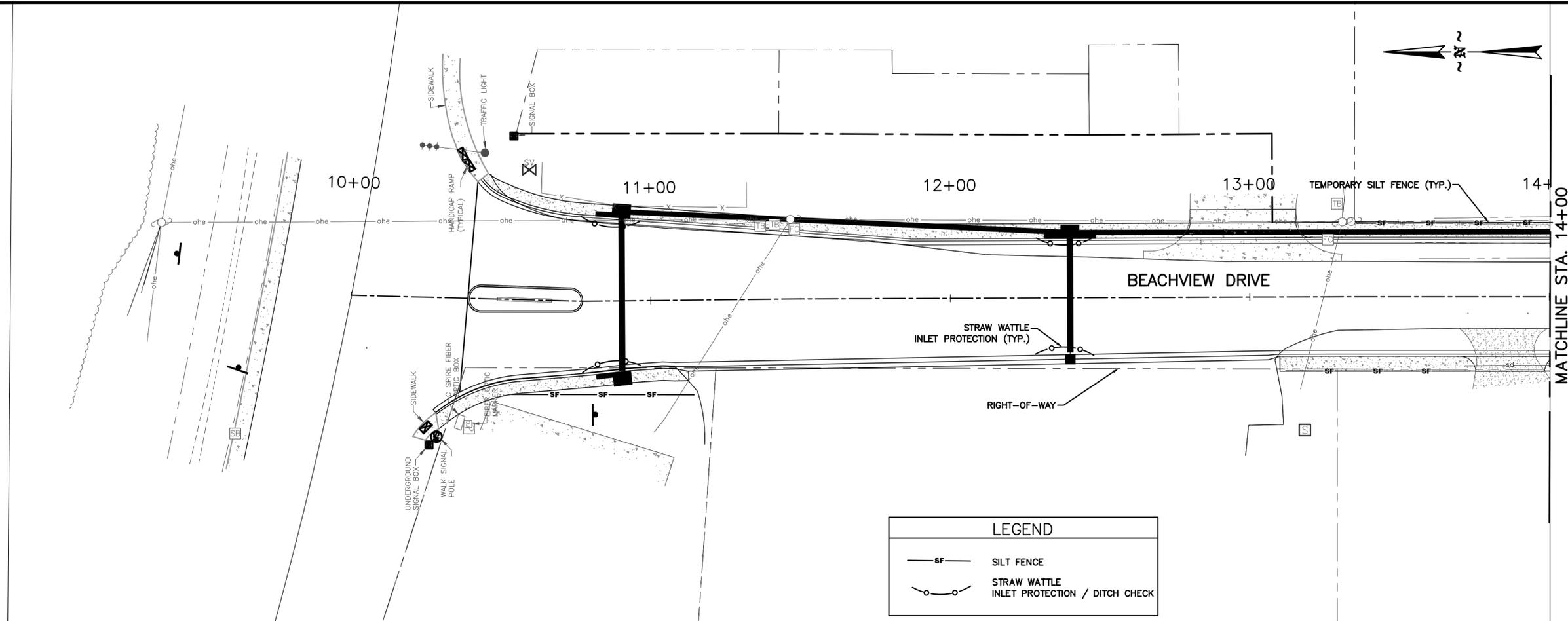
**REVISIONS**

No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**STORM WATER POLLUTION PREVENTION PLAN STA. 19+00 - 24+00**

Project Number: **167456**  
 Date: **MARCH, 2019** Sheet Number: **29 of 46**  
 Scale: **1" = 20'** Drawing Number: **SWPPP-1**





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Checked by:

**JDM**

Project Number:

**167456**

Notes:

**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE  
IMPROVEMENTS**

Drawing Name:

**STORM WATER POLLUTION  
PREVENTION PLAN  
STA. 19+00 - 29+00**

Project Number:

**167456**

Date:

**MARCH, 2019**

Sheet Number:

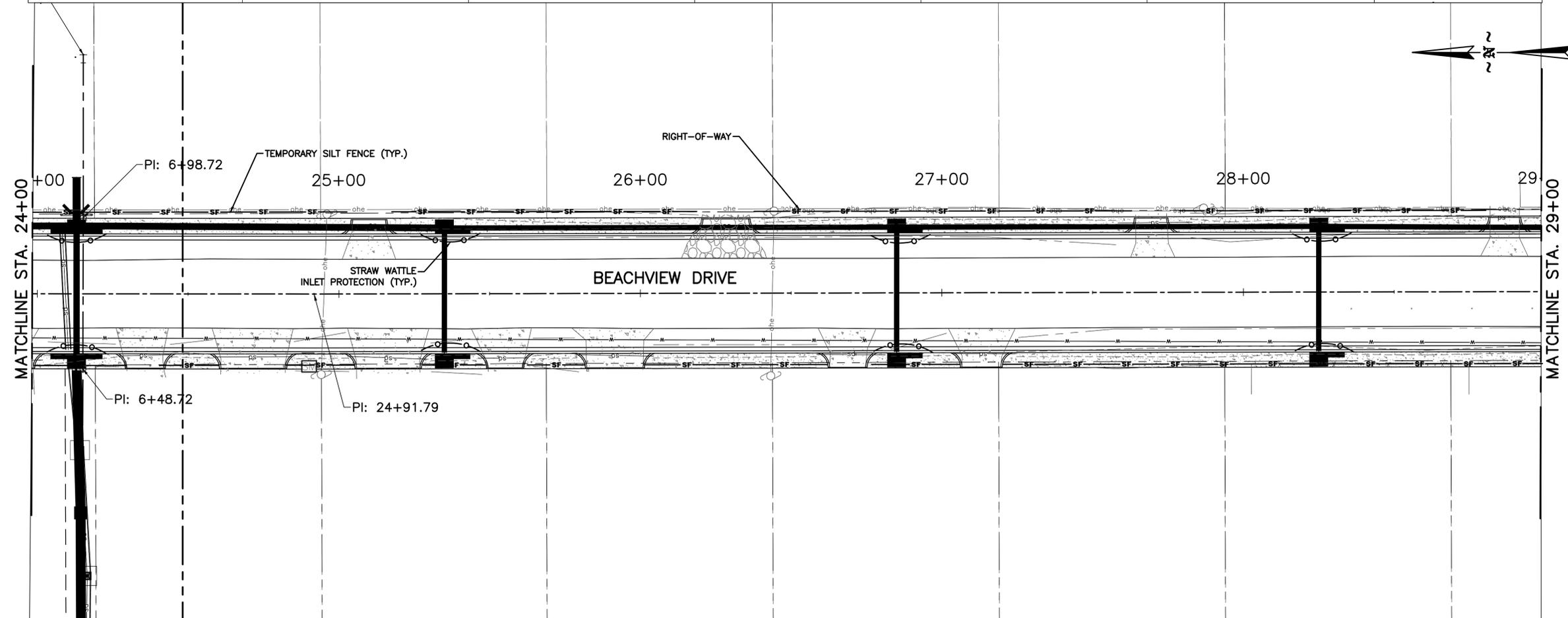
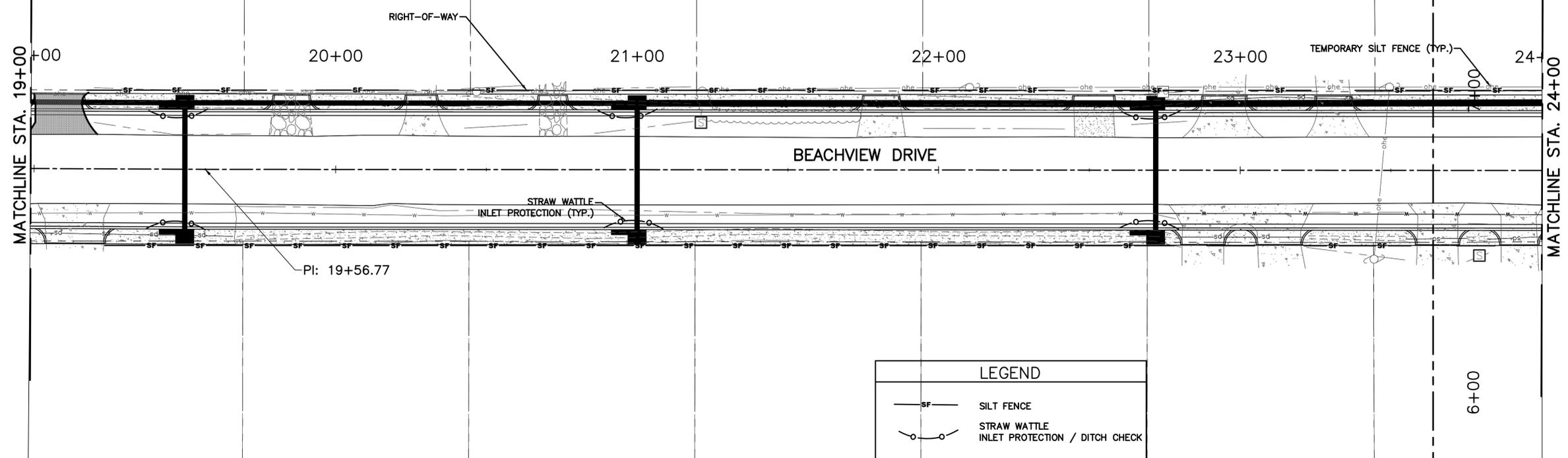
**30 of 46**

Scale:

**1" = 20'**

Drawing Number:

**SWPPP-2**





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Checked by:

**JDM**

Project Number:

**167456**

Notes:

**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE  
IMPROVEMENTS**

Drawing Name:

**STORM WATER POLLUTION  
PREVENTION PLAN  
STA. 29+00 - 33+20  
AND DRAINAGE OUTFALL**

Project Number:

**167456**

Date:

**MARCH, 2019**

Sheet Number:

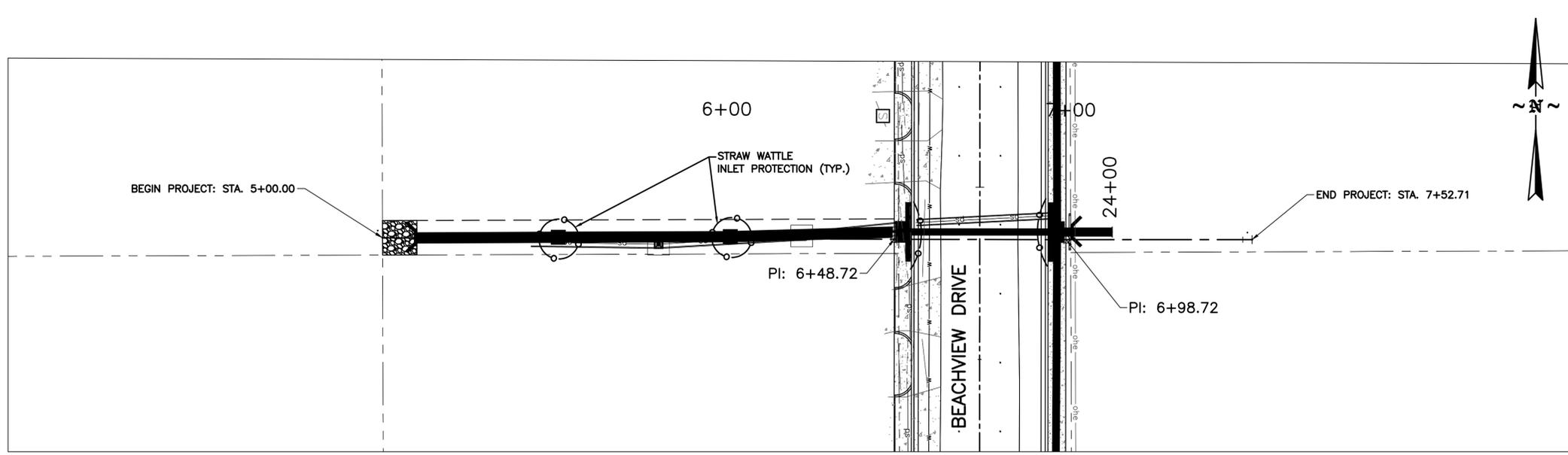
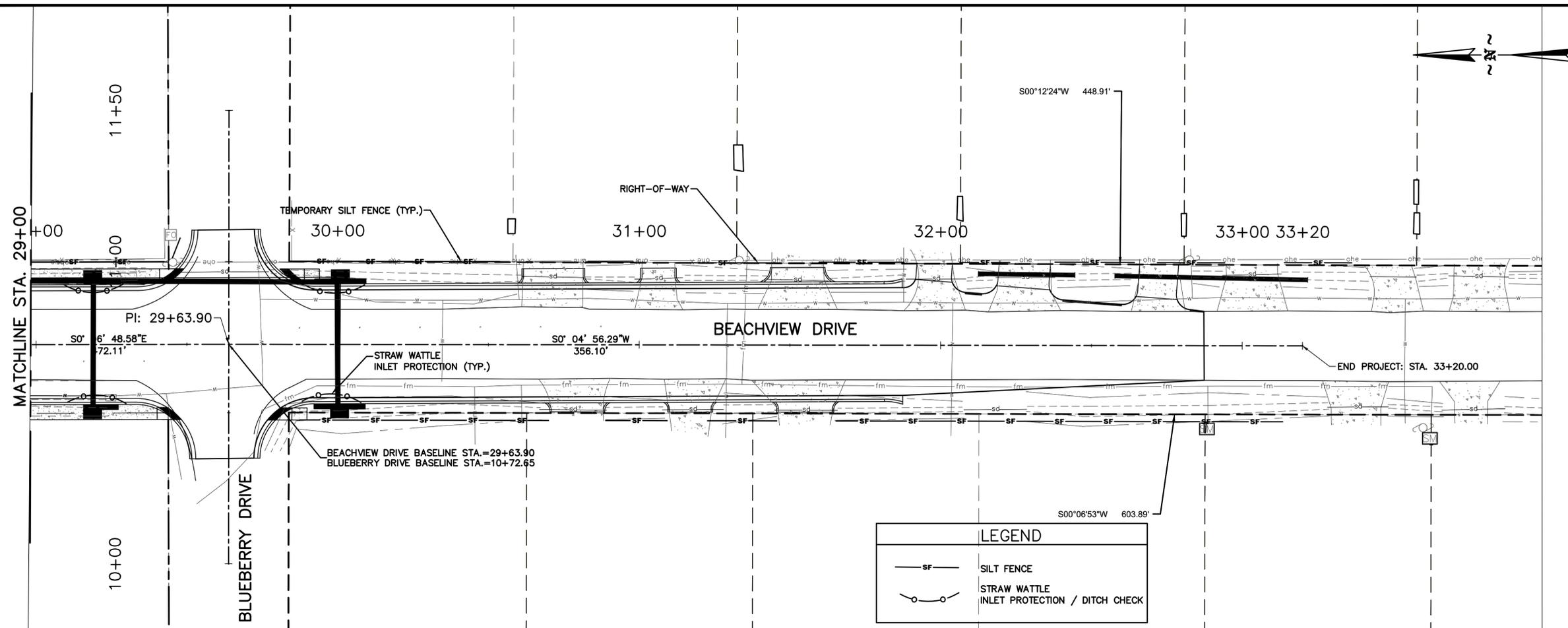
**31 of 46**

Scale:

**1" = 20'**

Drawing Number:

**SWPPP-3**



LEGEND	
	SILT FENCE
	STRAW WATTLE INLET PROTECTION / DITCH CHECK









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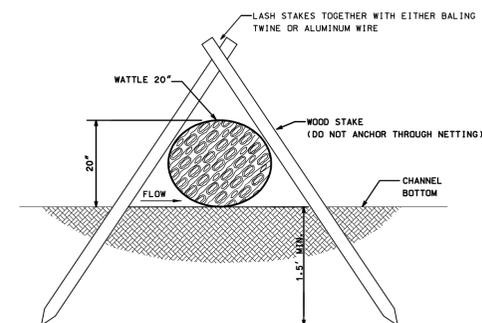
Designer:  
**PWF**

Technician:  
**EAW**

Checked by:  
**JDM**

Project Number:  
**167456**

Notes:



**STRAW WATTLE PLACEMENT**

**GRASSING NOTES:**

**TEMPORARY GRASSING**

1. APPLY TEMPORARY GRASSING TO DISTURBED AREAS WITHIN 14 DAYS OF LAND DISTURBING ACTIVITIES IF PERMANENT GRASSING IS NOT REQUIRED. APPLY TEMPORARY GRASSING TO SOIL STOCKPILES.
2. ALL AREAS RECEIVING TEMPORARY GRASS MIXTURE SHALL RECEIVE AN APPLICATION OF FERTILIZER AND BE PROTECTED WITH MULCH.
3. APPLY SEED MIXTURE AT SPECIFIED APPLICATION RATE EVENLY. DO NOT SEED AN AREA IN EXCESS OF THAT WHICH CAN BE MULCHED ON THE SAME DAY. DO NOT SOW IMMEDIATELY FOLLOWING A RAIN, WHEN GROUND IS TOO DRY, OR DURING WINDY PERIODS.
4. MULCH SHALL BE APPLIED IMMEDIATELY AFTER GRASSING. ALL MULCH SHALL RECEIVE AN APPLICATION OF TACKIFIER.
5. TACKIFIER IS TO BE APPLIED AS PER MANUFACTURERS RECOMMENDATIONS.
6. TEMPORARY MIXTURES ACCEPTABLE FOR THIS PROJECT ARE LISTED IN THE SPECIFICATIONS. SEED MIXTURES GROW RAPIDLY AND ARE LOW-MAINTENANCE.

**PERMANENT GRASSING**

1. APPLY PERMANENT GRASSING WHENEVER GRADING OPERATIONS ARE COMPLETE AND ALL ADDITIONAL CONSTRUCTION OPERATIONS WILL NOT IMPACT THE DISTURBED AREA. APPLY PERMANENT GRASSING TO ALL NON-CONSTRUCTION AREAS WHICH SHOW SIGNS OF EXCESSIVE EROSION.
2. ALL AREAS RECEIVING PERMANENT GRASS MIXTURE SHALL RECEIVE AN APPLICATION OF FERTILIZER AND BE PROTECTED WITH MULCH AND/OR EROSION CONTROL MATTING. APPLY LIME AT A RATE BASED ON PH OF SOIL (SEE LIME REQUIRED FOR GRASSING BASED ON THE MISSISSIPPI STORM WATER POLLUTION PREVENTION PLAN (SWPPP) GUIDANCE MANUAL FOR CONSTRUCTION ACTIVITIES). FOR DRY GRASSING, UNIFORMLY INCORPORATE INTO SOIL FOR A DEPTH OF 1 INCH AND LIGHTLY WATER TO AID THE DISSIPATION OF FERTILIZER.
3. APPLY SEED MIXTURE AT SPECIFIED RATES EVENLY IN TWO INTERSECTING DIRECTIONS BY THE USE OF A MECHANICAL SPREADER OR HYDROSEEDER. DO NOT SEED AN AREA IN EXCESS OF THAT WHICH CAN BE MULCHED ON THE SAME DAY. DO NOT SOW IMMEDIATELY FOLLOWING A RAIN, WHEN GROUND IS TOO DRY, OR DURING WINDY PERIODS.
4. COMBINED HYDRAULIC APPLICATION OF SEED, FERTILIZER, AND MULCH MAY BE PERFORMED. TACKIFIER APPLICATION MAY BE WITHIN THE COMBINED MIXTURE IF ALLOWED BY MANUFACTURER'S RECOMMENDATIONS. HYDRAULIC SPRAYING EQUIPMENT AND MIXTURE SHALL BE DESIGNED SUCH THAT WHEN THE GRASS MIXTURE IS SPRAYED OVER THE AREA, THE MIXTURE COMPONENTS SHALL BE EQUAL IN QUANTITY TO THE SPECIFIED RATES.
5. WOOD FIBER MULCH SHALL BE APPLIED AS INDICATED IN THE PROJECT SPECIFICATIONS. STRAW MULCH SHALL BE UTILIZED TO PROVIDE A UNIFORM LOOSE DEPTH BETWEEN 1-1/2 TO 3 INCHES. ALL MULCH SHALL RECEIVE AN APPLICATION OF TACKIFIER.
6. PERMANENT MIXTURES ACCEPTABLE FOR THIS PROJECT ARE LISTED IN THE SPECIFICATIONS. THESE MIXTURES GROW RAPIDLY AND ARE LOW-MAINTENANCE.

**HYDROSEEDING**

1. HYDROSEEDING IS THE WET HYDRAULIC SPRAYING OF SEED, FERTILIZER, TACKIFIER, AND USUALLY MULCH IN A ONE-STEP PROCESS. MATERIALS ARE MIXED WITH WATER IN A SLURRY TANK TO FORM A HOMOGENEOUS SLURRY, WHICH IS THEN SPRAYED ON THE SOIL SURFACE BY A HYDRAULIC SEEDER.
2. ORDINARY MULCH IS NOT SUITABLE FOR HYDROSEEDING. MULCH FOR HYDROSEEDING IS GENERALLY VIRGIN WOOD FIBER MULCH, MANUFACTURED TO BE UNIFORMLY SUSPENDED AS A SLURRY. STRAW MULCH SHALL BE APPLIED AFTER HYDROSEEDING.

**MAINTENANCE**

1. INSPECT FREQUENTLY WITHIN THE FIRST SIX WEEKS OF PLANTING TO SEE IF GRASS STANDS ARE UNIFORM AND DENSE, AND TO ASSURE THAT APPROPRIATE MOISTURE LEVELS ARE MAINTAINED. MAKE PROVISIONS TO WATER AS NEEDED.
2. CONTRACTOR TO REVISE AND MULCH AS NECESSARY UNTIL THE GRASS IS SATISFACTORY TO THE OWNER.
3. CHECK FOR DAMAGE CAUSED BY EQUIPMENT OR HEAVY RAINS. DAMAGED AREAS SHOULD BE REPAIRED, FERTILIZED, SEEDED, AND MULCHED. TACK OR TIE DOWN MULCH AS NECESSARY TO PREVENT BLOWING.
4. ADDITIONAL VEGETATION WILL BE EMPLOYED WHERE DETERMINED NECESSARY BY ACTUAL SITE CONDITIONS AT CONTRACTOR EXPENSE.
5. GRASS THAT ATTRACTS WILDLIFE SHALL NOT BE USED.
6. AT THE TIME THAT A SATISFACTORY VEGETATION HAS BEEN ESTABLISHED, ALL TEMPORARY EROSION CONTROL BMP'S SHALL BE REMOVED FROM THE SITE, AND ALL RETROFITTED DETENTION PONDS WILL BE CLEANED AND GRADED TO THE DETENTION POND DESIGN.
7. ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICE MAINTENANCE, REMOVAL, REPAIR, AND RECONSTRUCTION COSTS WILL BE INCIDENTAL TO THE COST OF THE PROJECT.

**SPECIFICATIONS**

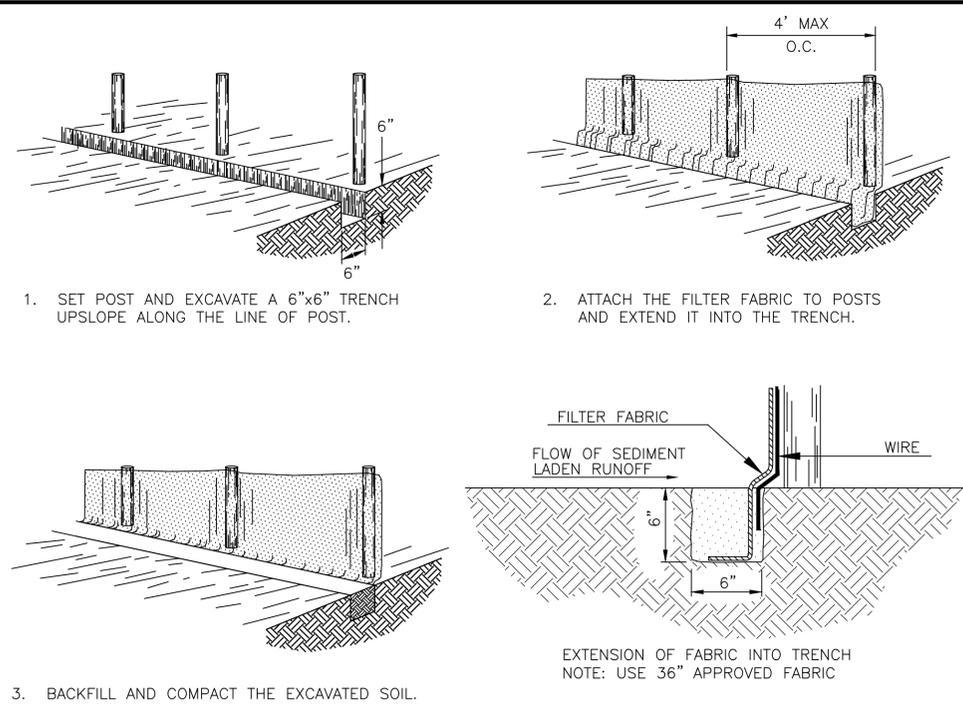
REFER TO THE PROJECT SPECIFICATIONS AND THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN MISSISSIPPI FOR ADDITIONAL INFORMATION.

**STORM WATER POLLUTION PREVENTION PLAN NOTES:**

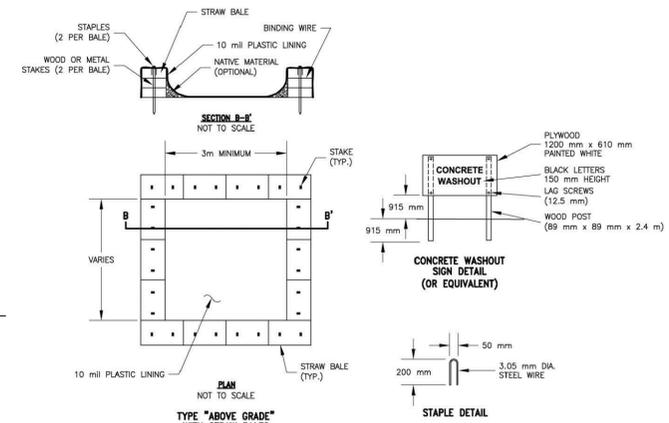
**SWPPP**

1. CONTRACTOR SHALL CONSTRUCT EROSION CONTROL MEASURES AND STORM WATER POLLUTION PREVENTION FACILITIES AS SHOWN CONSTRUCTION PLANS, OR AS DIRECTED BY PROJECT ENGINEER TO PROTECT ADJACENT PROPERTIES AND WATER RESOURCES FROM EROSION AND SEDIMENTATION.
2. EROSION CONTROL MEASURES WILL BE INSPECTED AT LEAST DAILY AND AFTER EACH RAIN, AND REPAIRED BY THE CONTRACTOR IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE. ALL COSTS TO IMPLEMENT ADDITIONAL EROSION CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL COSTS SHALL BE INCLUDED IN CONTRACTOR'S BID.
3. SUPPLEMENTAL BMP'S, IN ADDITION TO WHAT IS CALLED OUT ON CONSTRUCTION PLANS MAY BE NECESSARY TO CONTROL THE CHANGING ON-SITE CONDITIONS AS CONSTRUCTION OCCURS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR WASHING / RINSING OFF TRUCKS PRIOR TO LEAVING PROJECT SITE TO PREVENT SEDIMENT TRANSPORT OFF-SITE.
5. ALL EROSION AND SEDIMENT CONTROL BMP'S SHALL BE REMOVED BY THE CONTRACTOR ONCE THE SITE IS STABILIZED AND AS DIRECTED BY THE ENGINEER.
6. ALL BMP'S SHALL BE REGULARLY MAINTAINED. SEDIMENT TO BE REMOVED WHEN 1/2 OF THE HEIGHT OF THE BMP IS REACHED.
7. CONTRACTOR AT ALL TIMES SHALL PREVENT THE DEPOSITION OF FUELS AND OILS WITHIN THE PROJECT SITE. ANY LEAKS OR SPILLS IDENTIFIED SHALL BE REPORTED AND ADDRESSED IMMEDIATELY.

**EROSION CONTROL DETAILS:**



**TEMPORARY SILT FENCE - TYPE C**  
N.T.S.



**CONCRETE WASHOUT AREA**

REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**MISCELLANEOUS DETAIL SHEET 3**

Project Number:  
**167456**

Date:  
**MARCH, 2019**

Scale:  
**1" = 20'**

Sheet Number:  
**34 of 46**

Drawing Number:  
**MISC-3**









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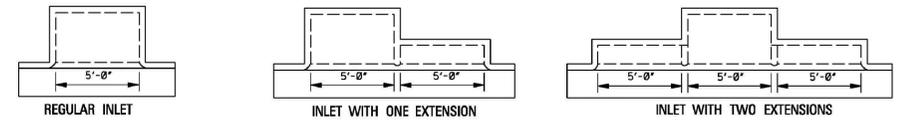
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Designer: **PWF**  
Technician: **EAW**  
Checked by: **JDM**  
Project Number: **167456**

Notes:

STATE PROJECT NO.  
MISS.

- 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 - 2.00 ROUNDED TO NEAREST WHOLE FOOT.  
5. NO DEDUCTIONS ARE MADE FOR PIPE OPENINGS IN FORMULAS.



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

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

**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

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

BAR SIZE	LENGTH	SPACING	NUMBER	WEIGHT
"E"	"4"	5'-8"	AS SHOWN	3
"G"	"4"	SEE SCHEDULE	0'-11"	6
"H"	"6"	6'-9"	AS SHOWN	5
"L"	"6"	4'-9"	AS SHOWN	2

TOTAL STEEL FOR ONE EXTENSION = 110 lbs  
TOTAL CONCRETE FOR ONE EXTENSION = 0.89 yd<sup>3</sup>

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

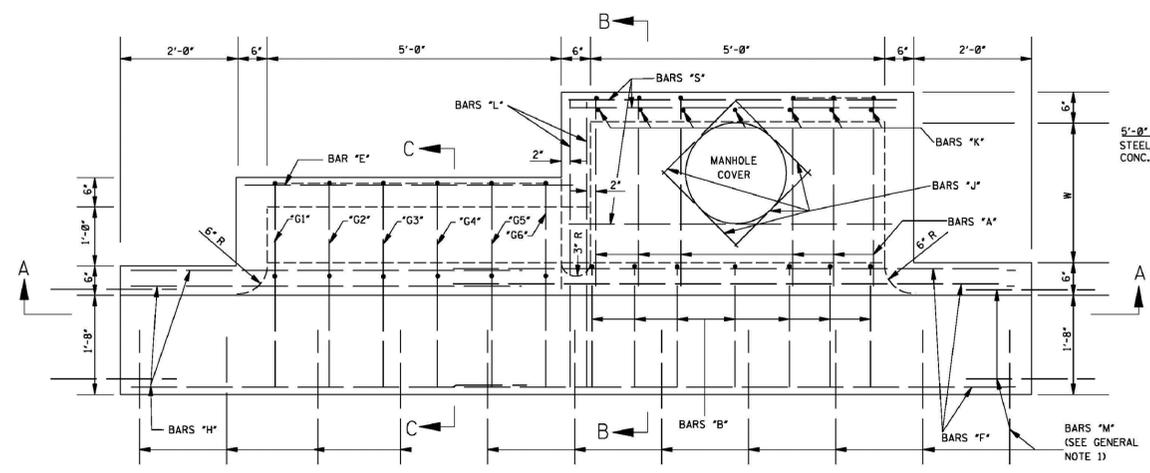
W=2'-6"		BILL OF REINFORCING STEEL FOR 1-5'-0" INLET												TOTAL CONC.						
H	BAR "A" L=4'-2" #4 @ 9"	BAR "C" L=5'-0" #4 @ 9"	BAR "S" L=5'-0" #4 @ 12"	BAR "D" L=5'-0" #4 @ 12"	BAR "F" L=3'-8" #6	BAR "J" L=2'-3" #4	BAR "B" #4 @ 9"	BAR "K" #4 @ 9"	# TOTAL STEEL	lbs	lbs	lbs	lbs	lbs	yd <sup>3</sup>					
3'-6"	6	17	7	27	5	19	5	19	5	73	4	6	3'-10"	7	18	2'-7"	7	12	190	1.59
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	248	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												TOTAL CONC.						
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	lbs	lbs	lbs	lbs	lbs	yd <sup>3</sup>					
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

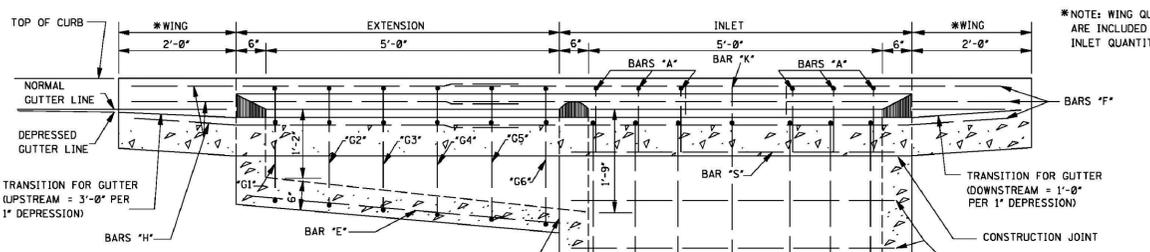
W=3'-6"		BILL OF REINFORCING STEEL FOR 1-5'-0" INLET												TOTAL CONC.						
H	BAR "A" L=5'-2" #4 @ 9"	BAR "C" L=6'-8" #4 @ 9"	BAR "S" L=6'-8" #4 @ 12"	BAR "D" L=6'-8" #4 @ 12"	BAR "F" L=9'-8" #6	BAR "J" L=2'-3" #4	BAR "B" #4 @ 9"	BAR "K" #4 @ 9"	# TOTAL STEEL	lbs	lbs	lbs	lbs	lbs	yd <sup>3</sup>					
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".

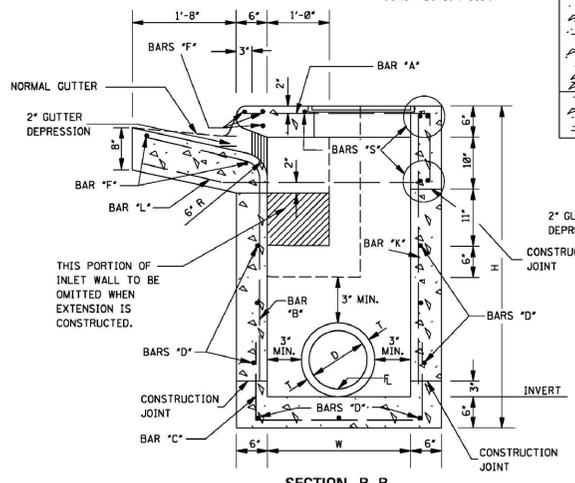
- GENERAL NOTES:  
1. WHERE INLET OR INLET WITH EXTENSIONS IS USED WITH CONCRETE PAVEMENT WITH INTERGRAL CURB, THE PAVEMENT SHALL BE BLOCKED OUT TO THE DIMENSIONS AS SHOWN FOR THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSIONS. THE PORTION BLOCKED OUT SHALL BE PLACED INTEGRAL WITH THE TOP OF THE INLET OR INLET WITH EXTENSIONS. #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 EXTENSIONS 15". THE CONSTRUCTION JOINT BETWEEN THE CONCRETE PAVEMENT AND THE INLET OR INLET WITH EXTENSIONS SHALL BE A KEED JOINT AS SHOWN. A SMOOTH CONSTRUCTION JOINT WILL NOT BE PERMITTED. QUANTITIES FOR BLOCKED OUT AREA OF PAVEMENT SHALL BE INCLUDED IN QUANTITIES FOR INLET OR INLET WITH EXTENSIONS.  
2. THE QUANTITIES SHOWN, MINUS VOLUMETRIC DISPLACEMENT OF CONCRETE BY PIPE CULVERTS THROUGH INLET WALLS, WILL BE USED AS THE BASIS OF FINAL PAYMENT UNLESS THIS PLAN IS MODIFIED.  
3. 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.  
4. FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER. NO DEDUCTIONS ARE TO BE MADE IN STEEL QUANTITIES.  
5. WHERE INLET IS BEING USED ADJACENT TO SIDEWALK, REFER TO OTHER SHEETS FOR TOP DETAIL.



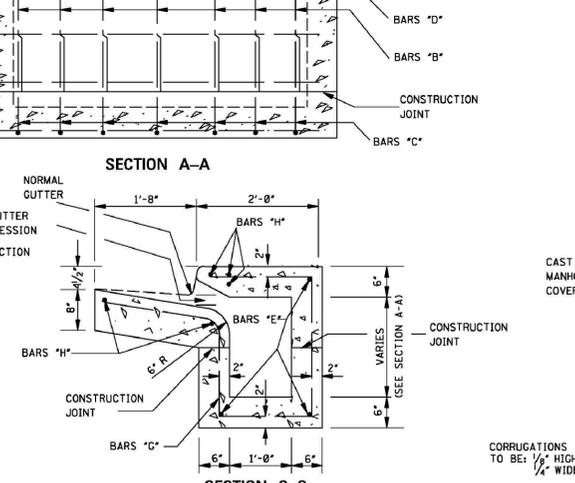
PLAN



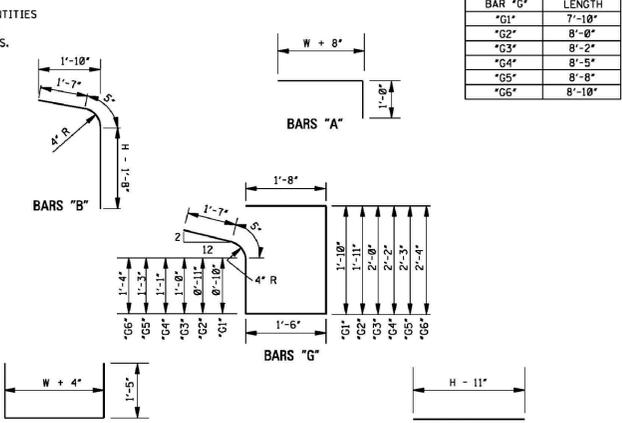
SECTION A-A



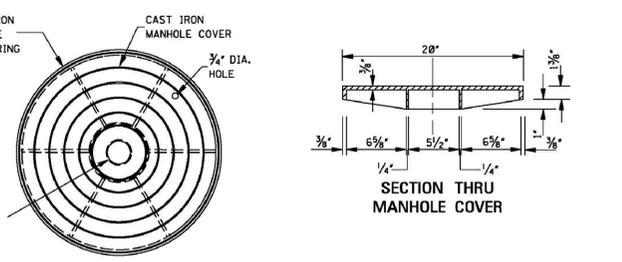
SECTION B-B



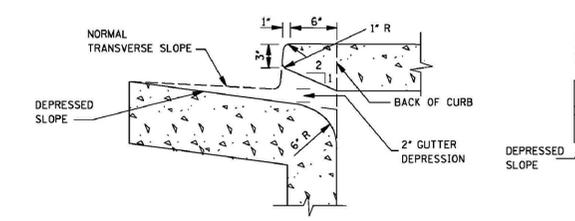
SECTION C-C



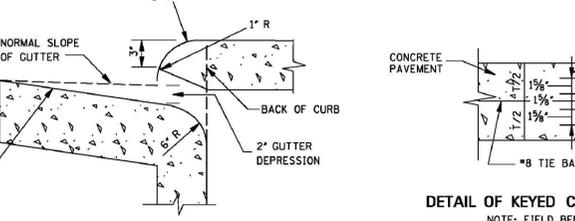
BAR DETAILS



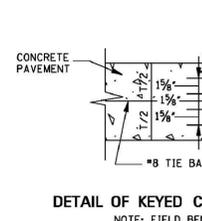
SECTION THRU MANHOLE COVER



THROAT DETAIL OF BARRIER CURB

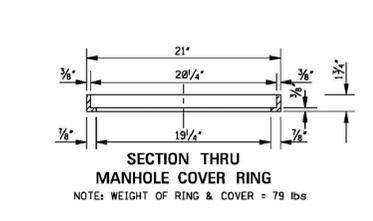


THROAT DETAIL OF ROLLED CURB



DETAIL OF KEED CONSTRUCTION JOINTS

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



SECTION THRU MANHOLE COVER RING

NOTE: WEIGHT OF RING & COVER = 79 lbs

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ROADWAY DESIGN DIVISION  
STANDARD PLAN

**STORM SEWER INLET  
TYPE SS-2**

ISSUE DATE: AUGUST 01, 2017

MDOT WORKING NUMBER SS-2 SHEET NUMBER 6524

REVISIONS			
No.	Description	Date	By

Project Name: **BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name: **STANDARD MDOT DETAIL SS-2**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **38 of 46**

Scale: **1" = 20'** Drawing Number: **SS-2**





**Michael Baker**

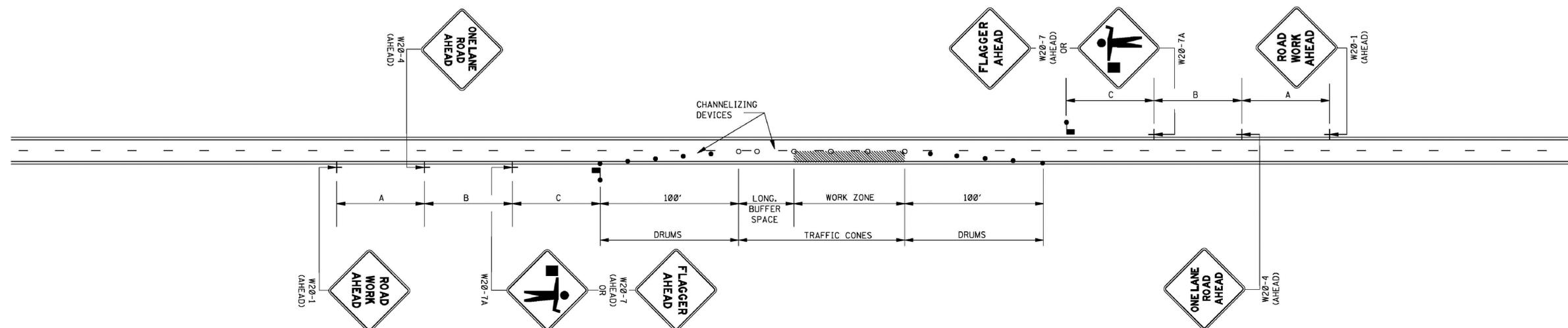
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2113 Government Street, Suite D-3  
Ocean Springs, Mississippi

Phone: (228) 818-2839 • MBAKERINTL.com

Designer:  
**PWF**  
Technician:  
**EAW**  
Checked by:  
**JDM**  
Project Number:  
**167456**

Notes:

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
	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	MISSISSIPPI DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION STANDARD PLAN
REVISION	
DATE	ISSUE DATE: AUGUST 01, 2017

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

**MDOT**  
WORKING NUMBER  
TCP-1  
SHEET NUMBER  
6351

REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE  
IMPROVEMENTS**

Drawing Name:  
**STANDARD MDOT DETAIL  
TCP-1**

Project Number:  
**167456**

Date:  
**MARCH, 2019**

Scale:  
**1" = 20'**

Sheet Number:  
**40 of 46**

Drawing Number:  
**TCP-1**



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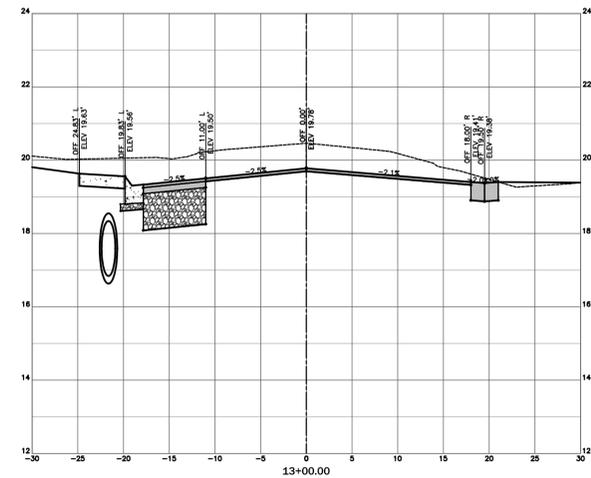
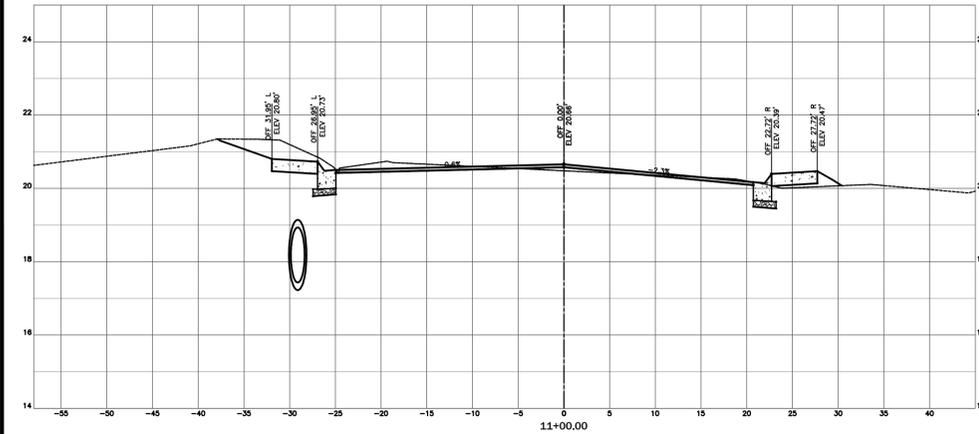
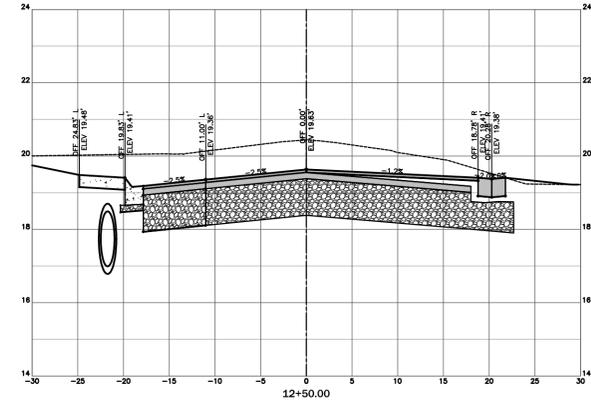
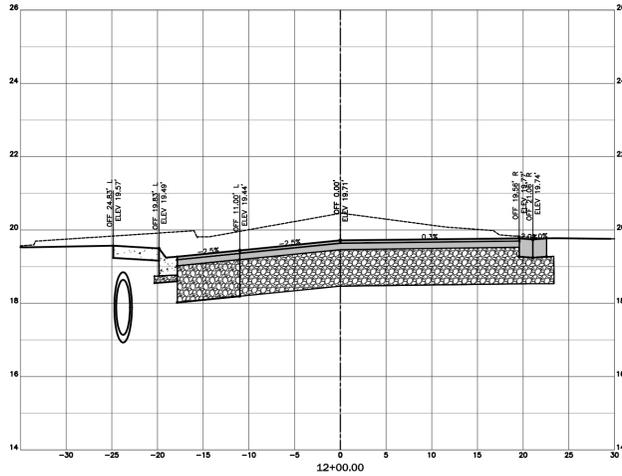
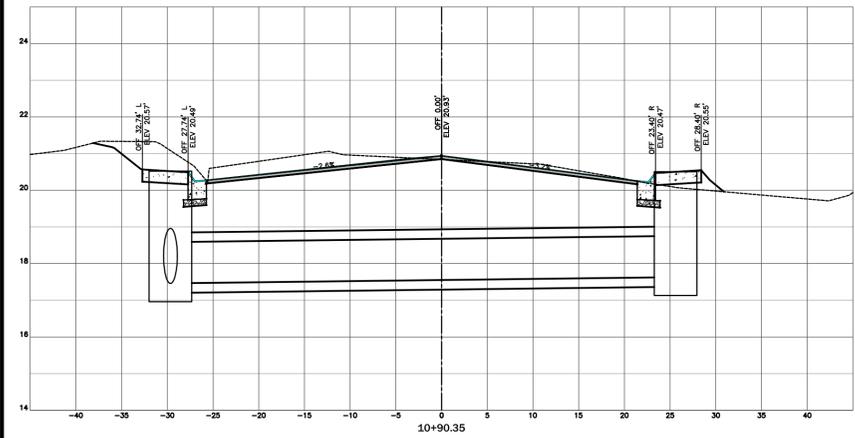
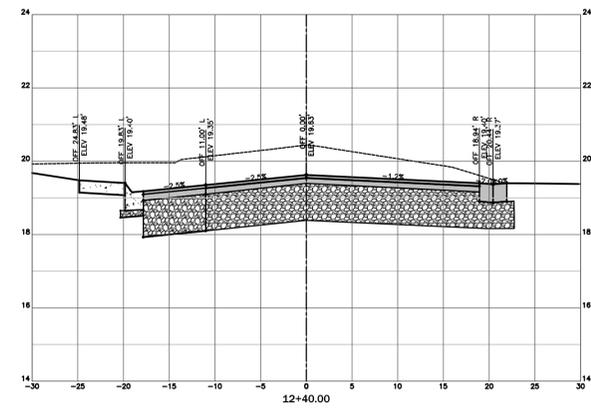
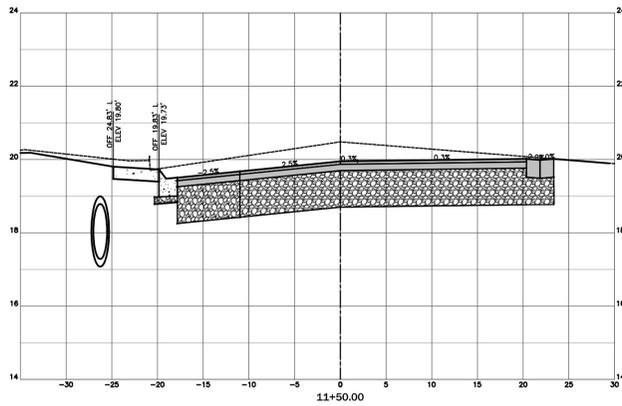
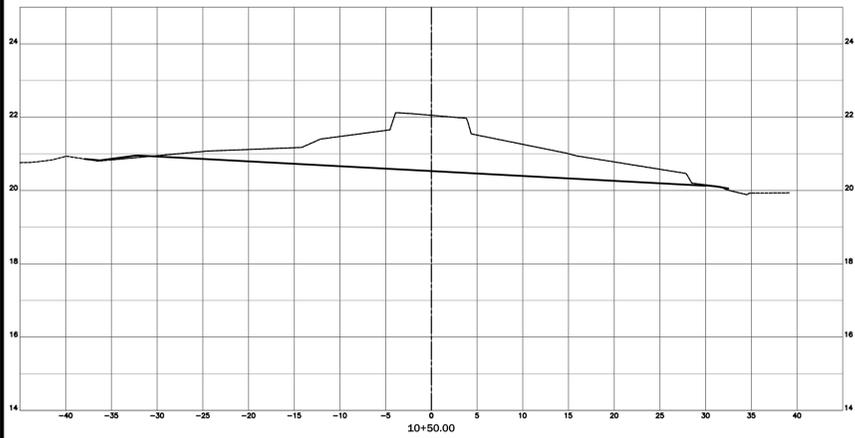
Checked by:

**JDM**

Project Number:

**167456**

Notes:



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**CROSS SECTIONS BEACHVIEW DRIVE STA. 10+00 - 13+00**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **42 of 46**

Scale: **1" = 20' H** Drawing Number: **XS-1**  
**1" = 4' V**



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Technician:

**EAW**

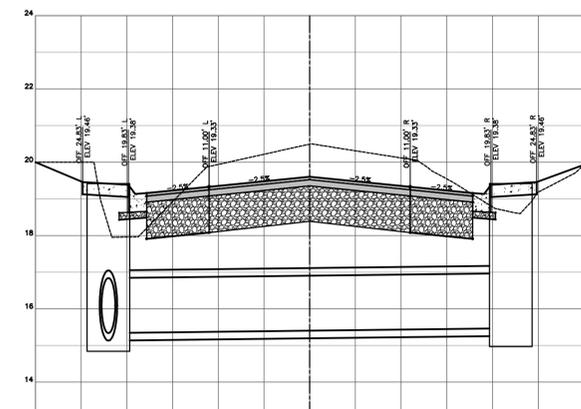
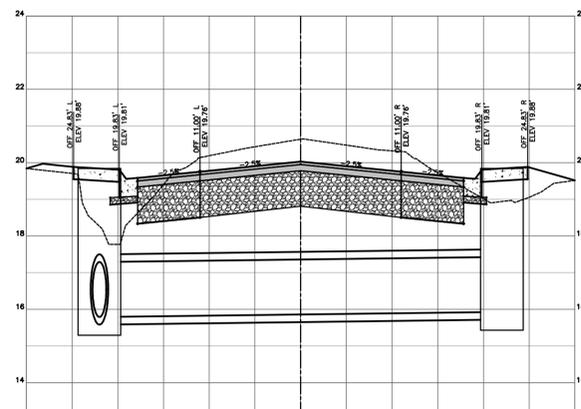
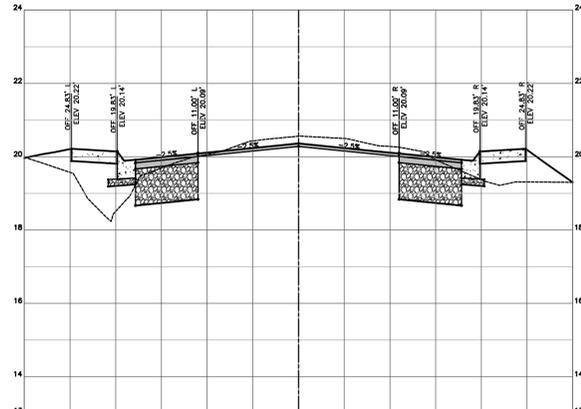
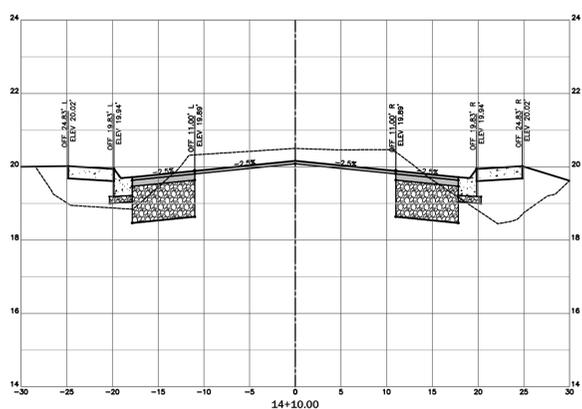
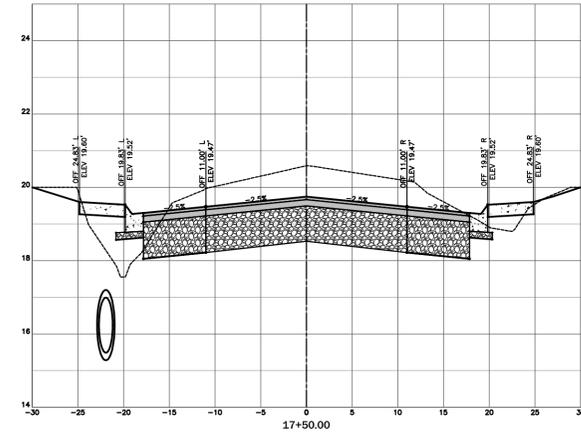
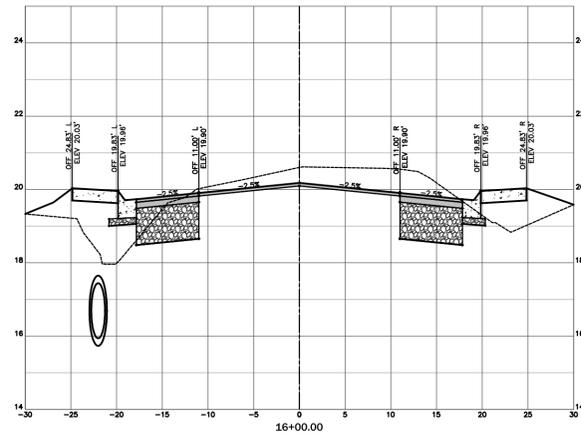
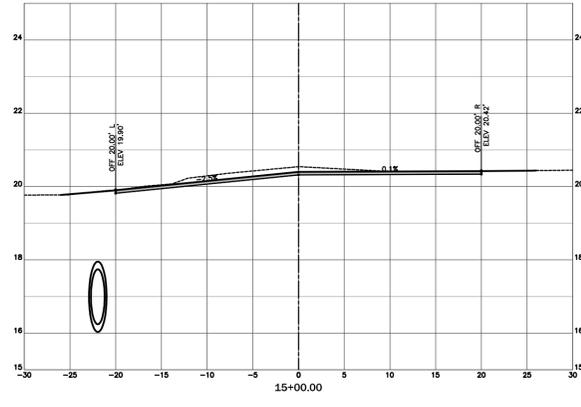
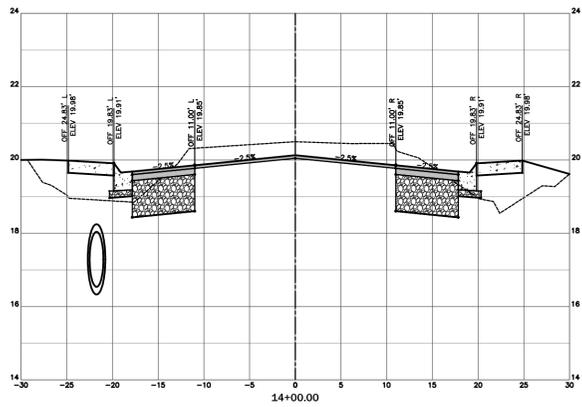
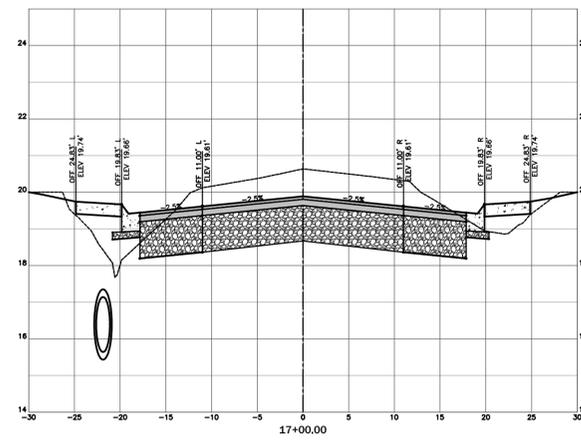
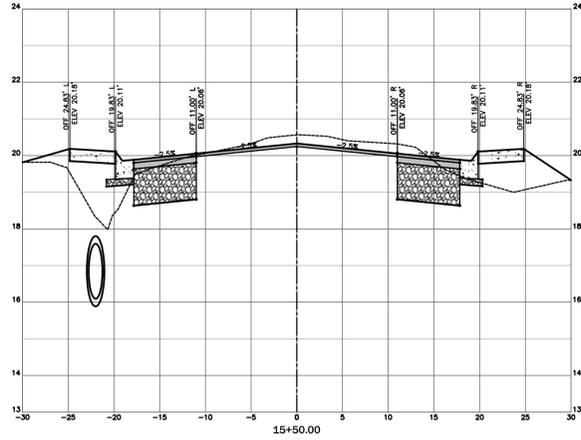
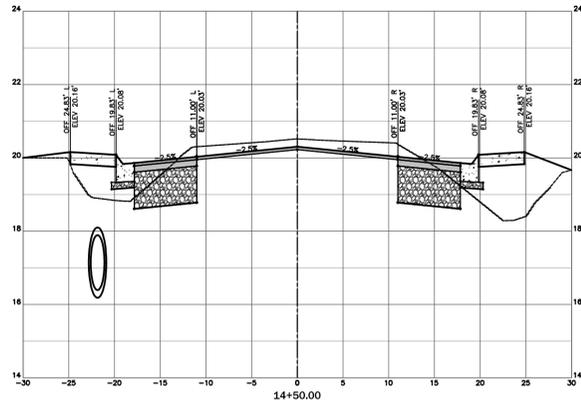
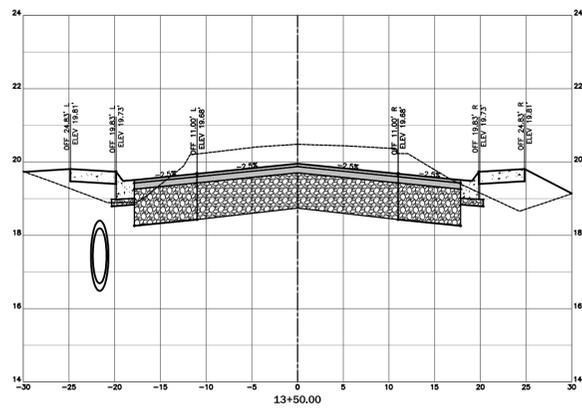
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**JDM**

Project Number:

**167456**

Notes:



**REVISIONS**

No.	Description	Date	By

Project Name:

**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:

**CROSS SECTIONS BEACHVIEW DRIVE STA. 13+50 - 18+00**

Project Number:

**167456**

Date:

**MARCH, 2019**

Sheet Number:

**43 of 46**

Scale:

**1" = 20' H  
1" = 4' V**

Drawing Number:

**XS-2**



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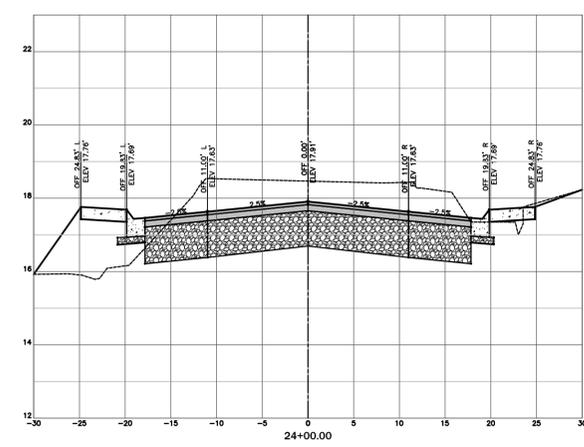
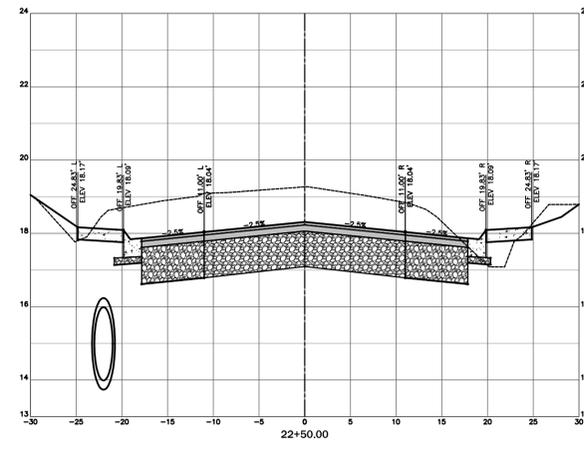
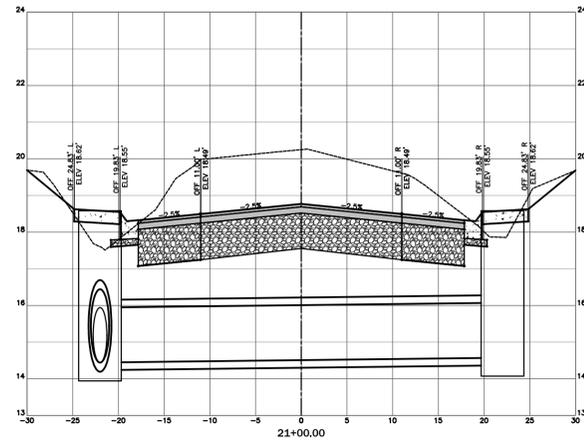
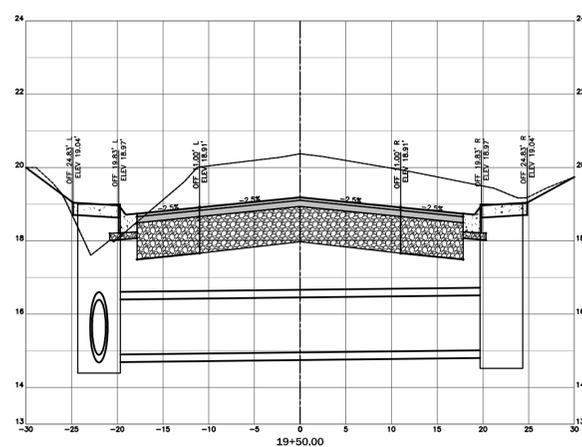
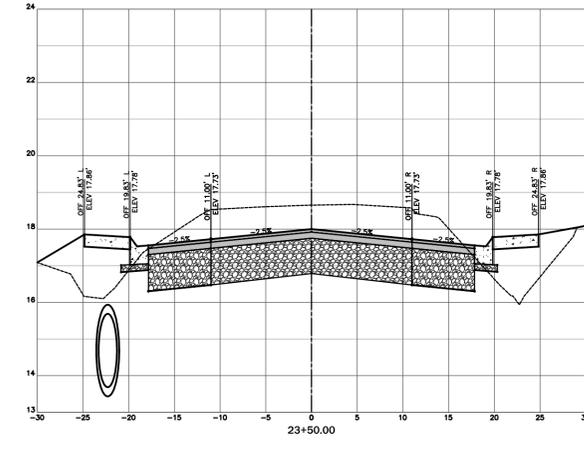
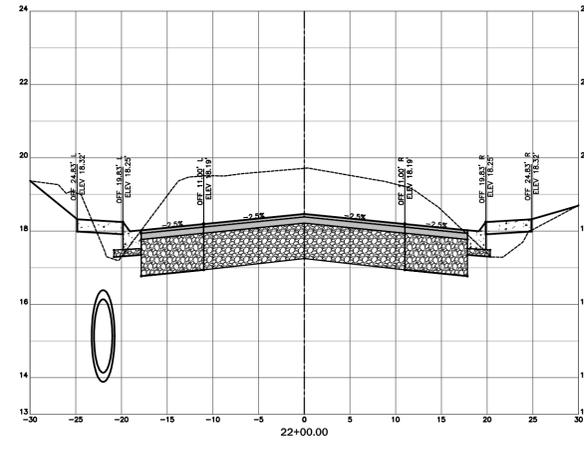
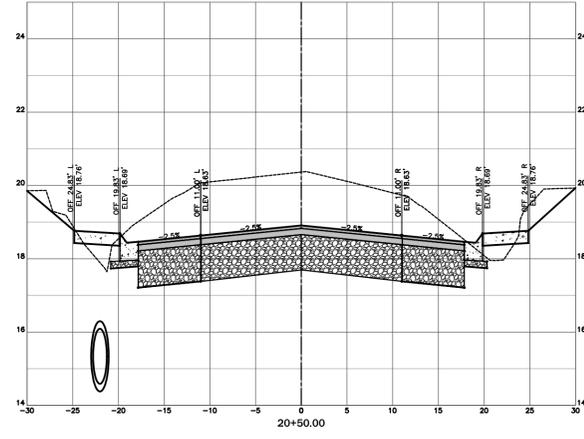
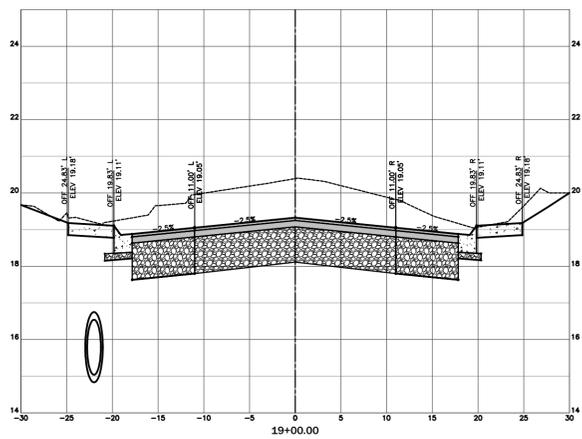
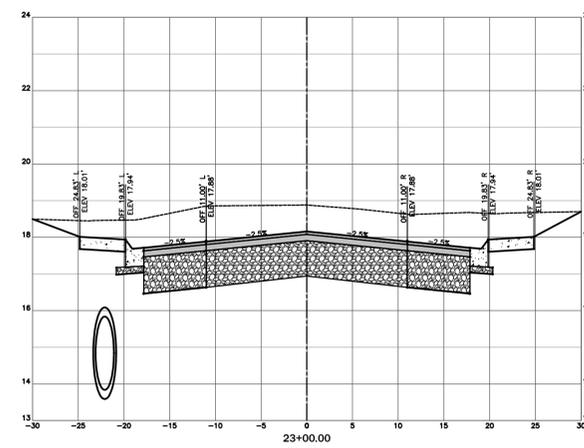
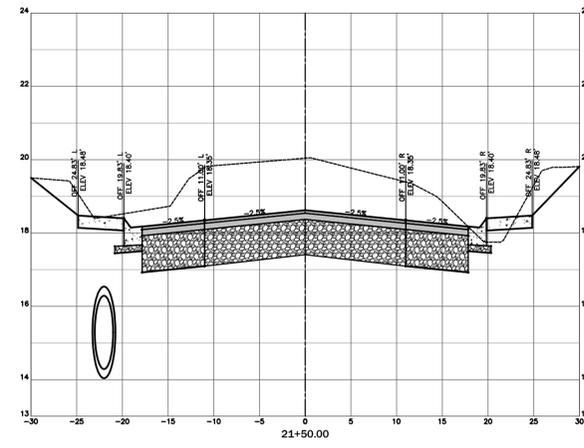
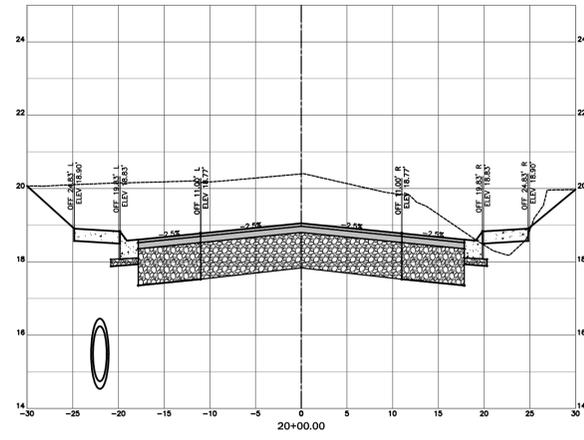
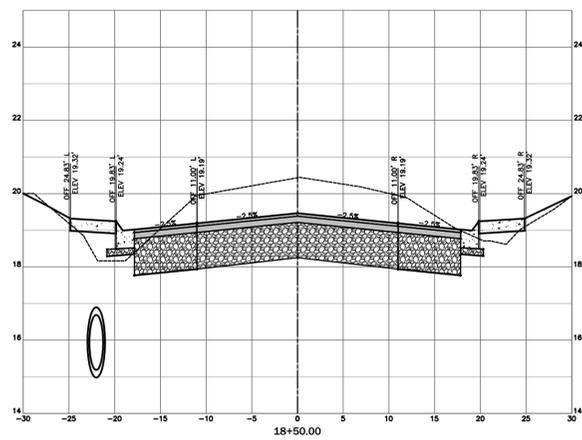
Checked by:

**JDM**

Project Number:

**167456**

Notes:



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**CROSS SECTIONS BEACHVIEW DRIVE STA. 18+50 - 24+00**

Project Number: **167456**

Date: **MARCH, 2019** Sheet Number: **44 of 46**

Scale: **1" = 20' H** Drawing Number: **XS-3**  
**1" = 4' V**



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Technician:

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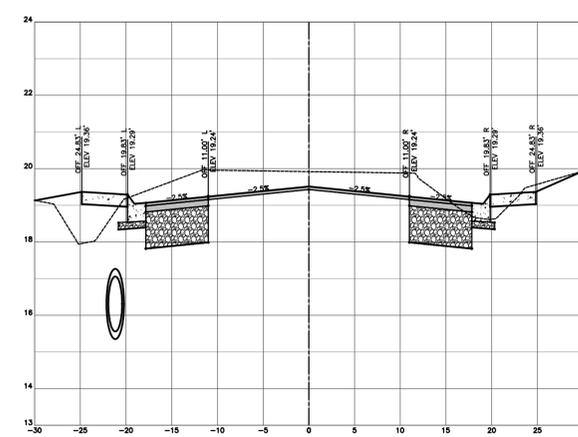
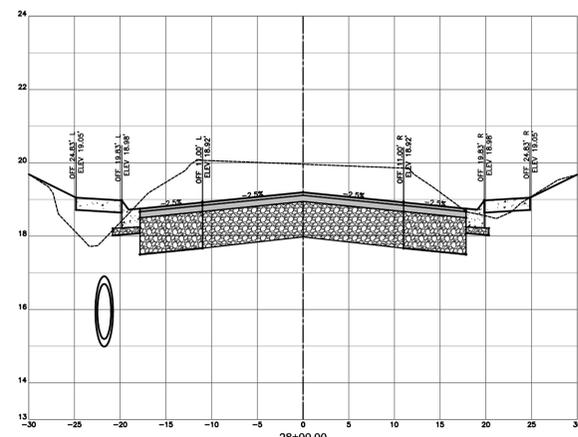
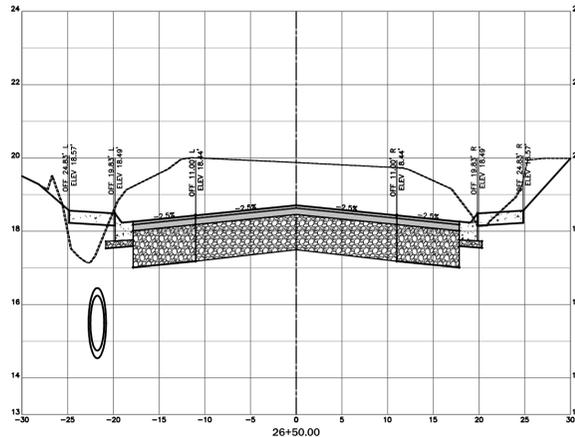
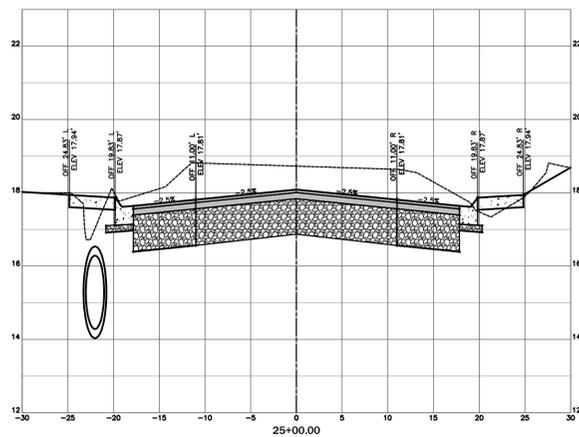
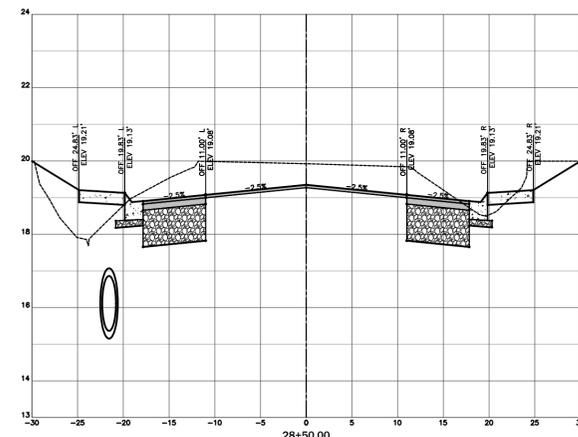
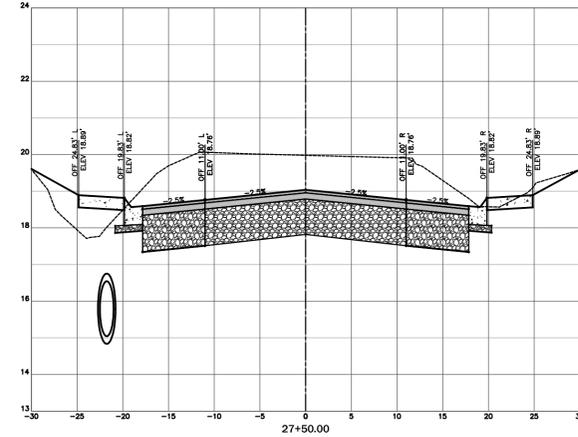
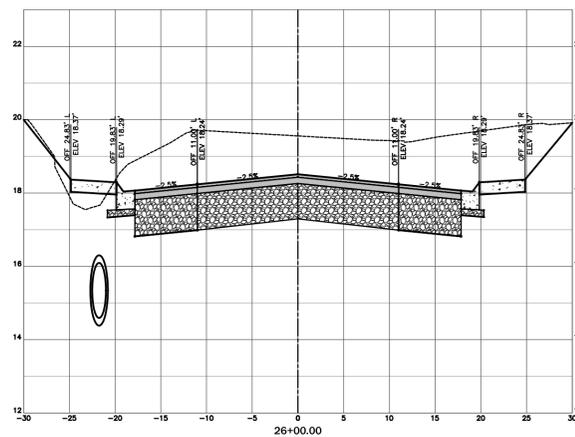
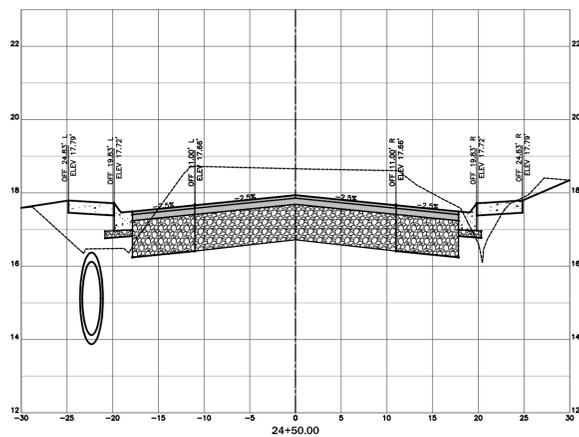
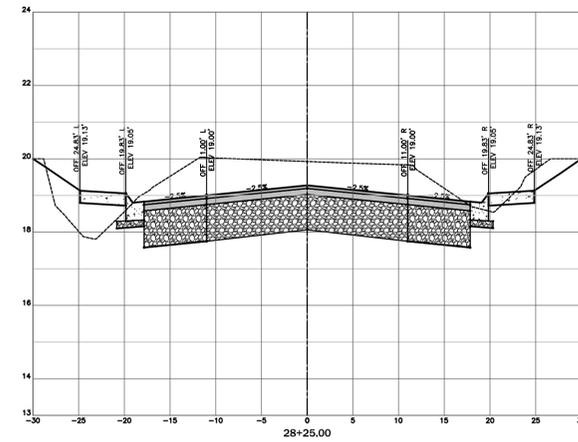
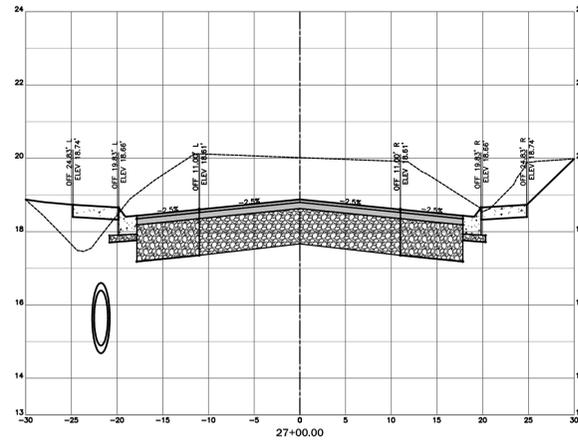
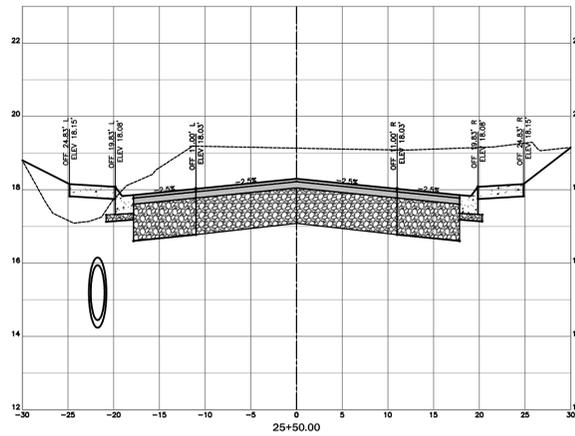
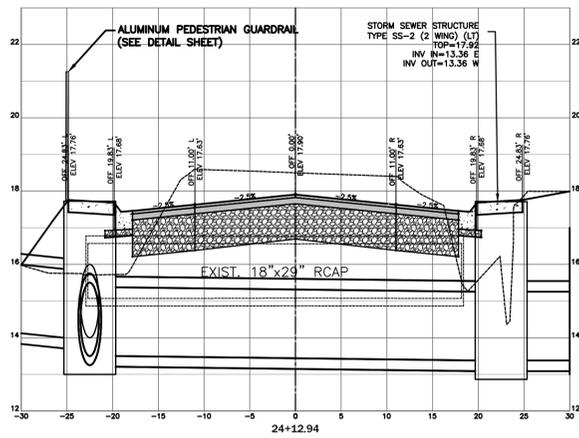
Checked by:

**JDM**

Project Number:

**167456**

Notes:



REVISIONS			
No.	Description	Date	By

Project Name:  
**BEACHVIEW DRIVE IMPROVEMENTS**

Drawing Name:  
**CROSS SECTIONS BEACHVIEW DRIVE STA. 24+12 - 29+00**

Project Number:  
**167456**

Date:  
**MARCH, 2019**

Scale:  
**1" = 20' H  
1" = 4' V**

Sheet Number:  
**45 of 46**

Drawing Number:  
**XS-4**

