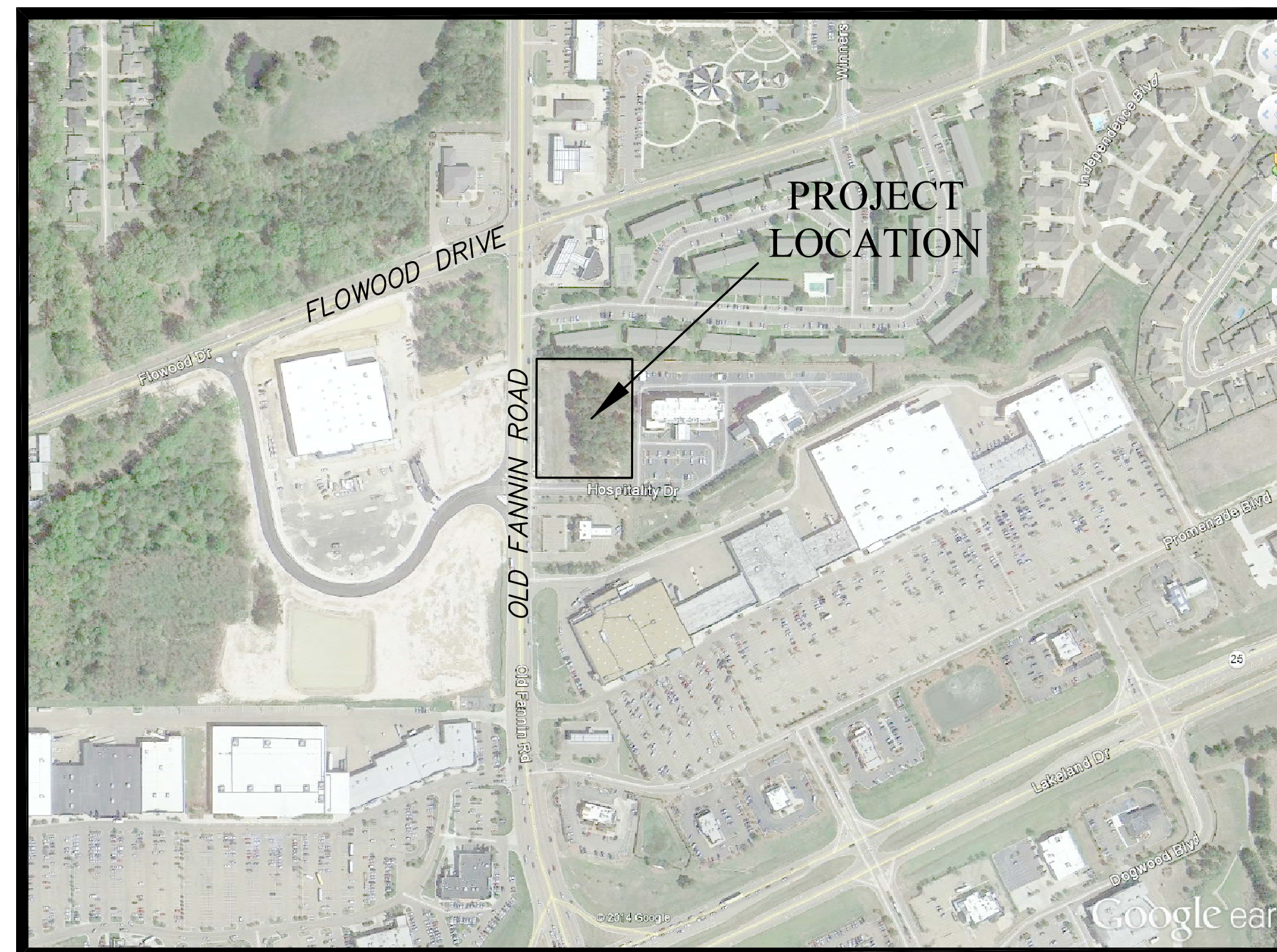


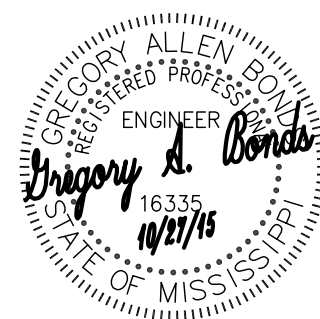
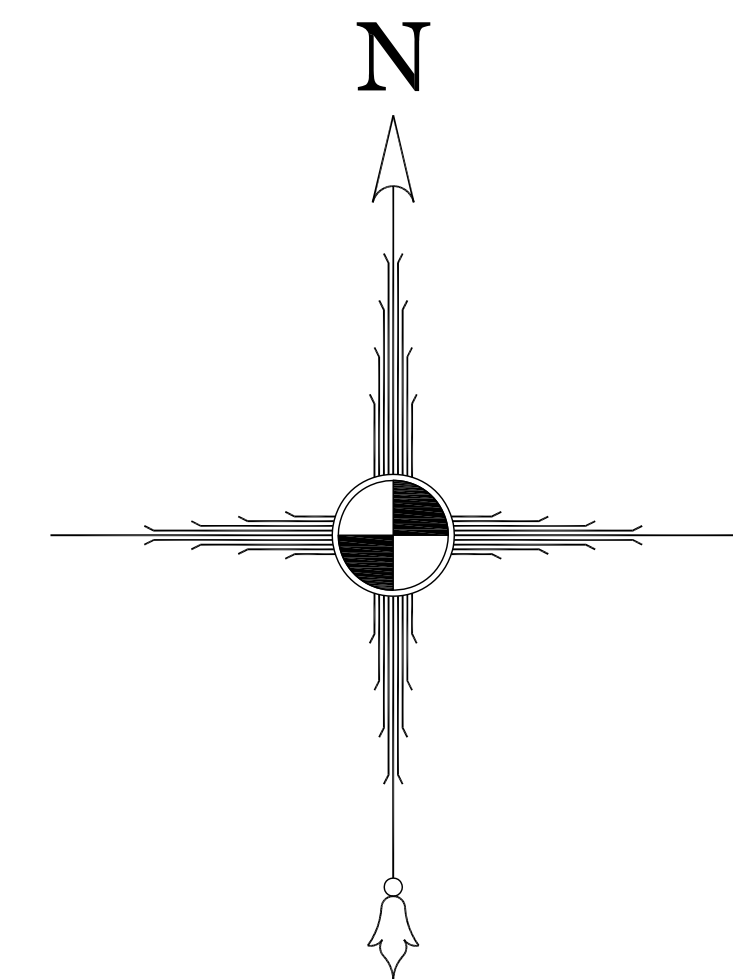
CONSTRUCTION PLANS FOR:

# HOME 2 SUITES

LOCATION:  
CITY LIMITS OF FLOWOOD  
AUGUST, 2015



**VICINITY MAP**

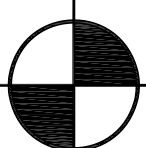


Equipment, materials and construction of all improvements required in these plans shall be in accordance with these construction drawings & project specifications.

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

OWNER:  
*SOUTHERN HOSPITALITY SERVICES, LLC*  
*84 GRANDVIEW CORCLE*  
*BRANDON, MISSISSIPPI 39047*

**BENCHMARK**  
**Engineering & Surveying, LLC**  
101 Highpointe Court, Suite B, Brandon, Mississippi 39042  
Office: 601-591-1077 Fax: 601-591-0711  
E-mail: benchmark@benchmarkms.net



SHEET NUMBER

**C1.0**

PROJECT NUMBER

**B-4047**



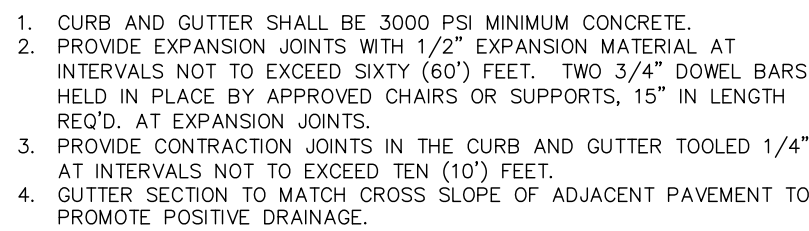
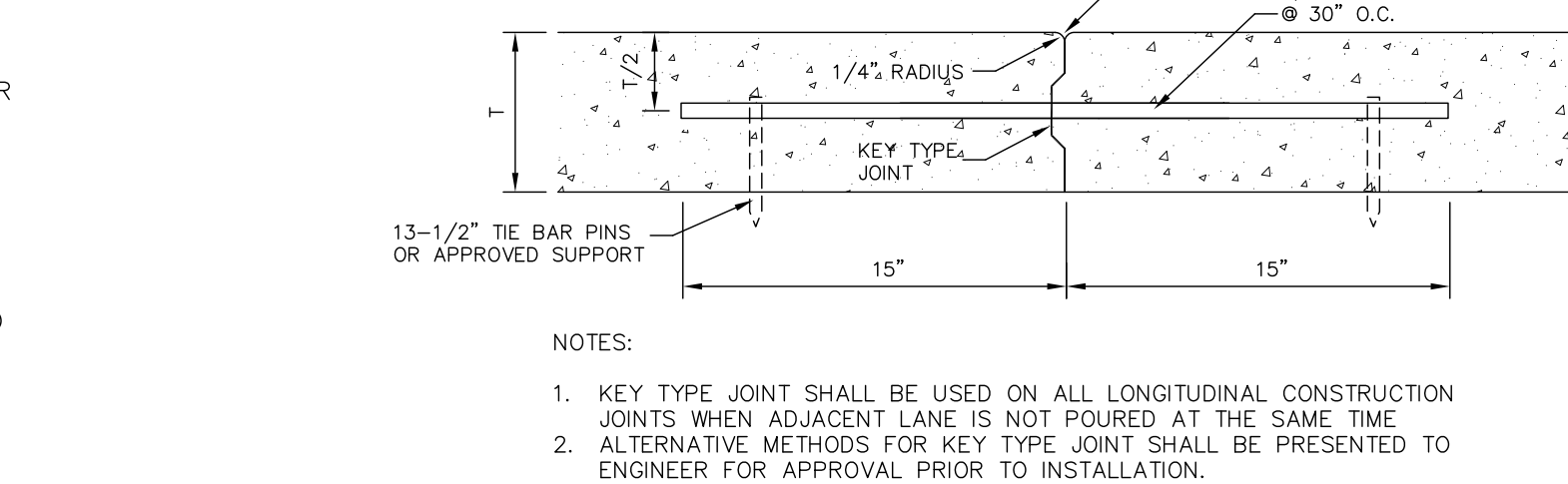
1. IT IS NOT THE INTENT OF THESE CONSTRUCTION NOTES TO COVER ALL DETAILS AND/OR THE SPECIFICATION REQUIREMENTS FOR THE PROJECT.
2. THE CONTRACTOR SHALL PROVIDE REASONABLE ACCESS TO RESIDENTIAL, COMMERCIAL AND PUBLIC PROPERTIES IN THE PROJECT AREA.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTAL ITEMS NEEDED TO PROVIDE ADEQUATE CONSTRUCTION SIGNING, BARRICADES, TRAFFIC CONTROL DEVICES AND OTHER RELATED ITEMS FOR THE PROJECT AREA, DURING THE CONSTRUCTION PERIOD. MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THIS WORK IS TO BE CONSIDERED AN INCIDENTAL ITEM AND THE COST OF THIS ITEM IS TO BE INCLUDED IN OTHER PAY ITEMS.
4. ALL EXISTING UTILITIES LOCATIONS SHOWN ARE APPROXIMATE BASED OFF OF INFORMATION PROVIDED BY THE UTILITY OWNER'S. PRIOR TO CONSTRUCTION, A PORTION OF THE WATER, SEWER OR STORM DRAIN INFRASTRUCTURE SHOWN IN THESE PLANS THE CONTRACTOR IS TO VERIFY THE LOCATIONS (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES & UTILITY INFRASTRUCTURE IN THE PROJECT AREA PRIOR TO CONSTRUCTION. SHOULD THERE BE ANY CONFLICTS OR DISCREPANCIES THE CONTRACTOR IS TO NOTIFY ENGINEER IN WRITING.
5. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE UTILITY OWNER BY THE CONTRACTOR. THIS INCLUDES ALL SERVICE LATERALS OF ANY KIND.
6. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DEMOLISHING OR REMOVING ANY EXISTING ABOVE OR BELOW GROUND TELEPHONE, POWER, OR GAS LINES BUT SHALL BE RESPONSIBLE FOR COORDINATING HIS WORK WITH ALL LOCAL UTILITY COMPANIES.
7. THE CONTRACTOR SHALL VERIFY ALL SHOWN DIMENSIONS AND ELEVATIONS (EXISTING AND PROPOSED) IN THE FIELD AND SHALL SATISFY HIMSELF AS TO THE ACCURACY BETWEEN WORK SET FORTH IN THESE PLANS AND THE WORK REQUIRED IN THE FIELD.
8. ALL CONSTRUCTION REQUIRED TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR IS REQUIRED BY LAW TO NOTIFY MISSISSIPPI ONE CALL @ 601-362-4374 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION TO LOCATE ALL EXISTING UTILITIES ON SITE.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES AT A MINIMUM OF 48 HOURS PRIOR TO COMMENCING WORK IN THE PROJECT AREA. LIKEWISE, THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS WORK AND THAT THE INVOLVED UTILITIES IN THE PROJECT AREA.
11. ALL TESTING REQUIRED BY THE PROJECT SPECIFICATIONS OR UTILITY ORDINANCES SHALL BE DONE BY AN APPROVED TESTING LABORATORY AT THE EXPENSE OF THE CONTRACTOR.
12. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO MATCH PRE-CONSTRUCTION CONDITION OR BETTER AFTER COMPLETION OF THE PROJECT.
13. THE CONTRACTOR IS TO PROVIDE THE ENGINEER A CERTIFICATION THAT THE PROJECT WAS COMPLETED ACCORDING TO THE PROJECT PLANS AND SPECIFICATIONS.
14. ROADS TO BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
15. THE CONTRACTOR SHALL CAREFULLY REMOVE, STORE AND REINSTALL ALL CITY/COUNTY/STATE OWNED SIGNS WHOSE REMOVAL IS REQUIRED BY HIS CONSTRUCTION WORK IN THE PROJECT AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE FOR THE APPROPRIATE AGENCY TO INSPECT ALL SIGNS SCHEDULED FOR REMOVAL PRIOR TO THEIR REMOVAL. ONCE SAID SIGNS HAVE BEEN REMOVED, IT WILL BE ASSUMED THAT THEY WERE IN GOOD CONDITION AT THE TIME OF REMOVAL. ANY SIGNS DAMAGED OR LOST BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE APPROPRIATE AGENCY.
16. THESE ARE BASED ON M.S.L. DATUM.
17. THE CONTRACTOR SHALL PROCURE ALL REQUIRED PERMITS AND LICENSES; PAY ALL FEES, CHARGES AND TAXES (INCLUDING SALES AND USE TAXES); GIVE ALL REQUIRED NOTICES; MAINTAIN AN ORDERLY AND SAFE FLOW OF TRAFFIC; MAINTAIN PROPER STORMWATER DRAINAGE; LOCATE AND AVOID DISRUPTING ALL EXISTING UTILITIES; TRANSPORT ALL EQUIPMENT AND MATERIALS AS REQUIRED BY ANY AGENCY HAVING JURISDICTION OVER ANY ROAD USE THEREOF; TRANSPORT, HANDLE AND INSTALL ALL MATERIALS IN ACCORDANCE WITH THEIR RESPECTIVE MANUFACTURER'S RECOMMENDATIONS AND PROJECT SPECIFICATIONS; PROPERLY BACKFILL ALL TRENCHES AND EXCAVATIONS; MAINTAIN A CLEAN AND ORDERLY WORK SITE; PROMPTLY REMOVE ALL EQUIPMENT, DEBRIS AND EXCESS SOILS AND/OR MATERIALS OFF SITE AFTER COMPLETION OF THE WORK; AND RESTORE TO SUBSTANTIALLY THE SAME OR BETTER CONDITIONS ALL DISTURBED PAVEMENTS AND GROUND SURFACES.
18. NO ACTIVITY REQUIRED FOR THE ACCOMPLISHMENT OF THE WORK IS TO BE PERFORMED WHEN SOIL CONDITIONS ARE NOT CONDUCTIVE THEREOF. DRAINAGE SHALL BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL CONDUCT ITS OPERATIONS AND ACTIVITIES IN SUCH A MANNER AS TO MINIMIZE THE EROSION OF SOILS AND THE DEPOSITION OF SEDIMENTS INTO EXISTING DRAINAGE COURSES DOWNSTREAM OF PROJECT WORK SITE OR ONTO ADJACENT PROPERTIES.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSIDERING AND PROVIDING FOR REMOVING ANY AND ALL EXISTING STRUCTURES NECESSARY FOR COMPLETION OF THE WORK DESCRIBED IN THESE PLANS UNLESS OTHERWISE NOTED.
20. THESE CONSTRUCTION PLANS WERE PREPARED TO THE BEST OF MY KNOWLEDGE, TO COMPLY WITH THE REQUIREMENTS OF THE CITY OF FLOWOOD DEVELOPMENT REGULATIONS.

1. TECHNICAL SPECIFICATION FOR MATERIALS AND CONSTRUCTION METHODS FOR PAVING AND EARTHWORK THIS PROJECT SHALL CONFORM TO THE LATEST EDITION OF MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THESE PLANS AND SPECIFICATIONS AND THE GEOTECHNICAL REPORT TITLED "SUBSURFACE INVESTIGATION FOR HOME 2 HOTEL, OLD FANNIN ROAD, FLOWOOD, MISSISSIPPI", PREPARED BY GEOTECHNICAL ASSOCIATES NETWORK, LLC. SHOULD THERE BE ANY CONFLICTS BETWEEN THE NOTED HEREIN OR THE PROJECT SPECIFICATIONS WITH THE GEOTECHNICAL REPORT, THE GEOTECHNICAL REPORT SHALL GOVERN.
2. EARTH EXCAVATION SHALL INCLUDE CLEARING, STRIPPING, AND THE STOCKPILING OF TOPSOIL, REMOVING UNSUITABLE MATERIALS, THE CONSTRUCTION OF EMBANKMENTS, NON-STRUCTURAL FILLS, FINAL SHAPING AND TRIMMING TO THE LINES, GRADES AND CROSS SECTIONS SHOWN. EXCESSIVE SOIL OR OTHER MATERIAL SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER.
3. AS AN INITIAL STEP OF SITE PREPARATION, TREES AND VEGETATION WITHIN THE CONSTRUCTION LIMITS SHOULD BE REMOVED. TREE AND VEGETATION REMOVAL (CLEARING AND GRUBBING) WILL INCLUDE STUMPS AND ROOT SYSTEMS. HOLES CREATED BY TREE AND STUMP REMOVAL SHOULD BE BACKFILLED WITH COMPACTED SELECT FILL SOILS.
4. AFTER CLEARING AND GRUBBING, STRIPPING (12" MINIMUM DEPTH) SHOULD BE PERFORMED TO A SUFFICIENT DEPTH WITHIN CONSTRUCTION AREAS TO REMOVE ORGANIC-LADEN SURFICIAL SOILS, VEGETATION, DEBRIS, BRUSH AND ROOTS (TOPSOIL). TOPSOIL REMOVAL SHALL BE STOCKPILED ON THE SITE IN A MANNER THAT THE MATERIAL SHALL BE PROTECTED FROM WEATHER. TOPSOIL CAN BE USED FOR FINAL GRADING. THIS IS NOT A PAY ITEM, BUT SHALL BE AN ABSORBED COST.
5. ONCE CLEARING, GRUBBING, AND STRIPPING HAS BEEN COMPLETED THE CONTRACTOR SHALL EXCAVATE AREAS THAT ARE TO BE CUT TO REACH PLAN GRADE. CONTRACTOR SHALL THEN NOTIFY THE ENGINEER FOR A FIELD INSPECTION OF THE SUBGRADE PRIOR TO THE DEPOSITION OF ANY SELECT FILL. CONTRACTOR SHALL HAVE EQUIPMENT AVAILABLE TO PERFORM A PROOF ROLL OR FOR FURTHER EXCAVATION SHOULD THE ENGINEER DEEM NECESSARY. FINE-GRAINED SOILS EXPOSED AFTER STRIPPING, EXCAVATION AND UNDERCUTTING ARE SUSCEPTIBLE TO PUMPING AND/OR BECOMING UNSTABLE AND RUTTING EXCESSIVELY UNDER WET CONDITIONS. THE CONSTRUCTION TECHNIQUES, TYPES OF EQUIPMENT UTILIZED AND SITE DRAINAGE PROVIDED DURING CONSTRUCTION WILL HAVE A GREAT EFFECT ON THE PERFORMANCE OF THE FINE-GRAINED SOILS THROUGHOUT THE PROJECT. THE ROUTING OF RUBBER-TIRED TRUCKS SHOULD BE CONTROLLED TO MINIMIZE TRAFFIC OVER THE SITE. ALL TRAFFIC SHOULD BE DISCOURAGED DURING PERIODS OF INCLEMENT WEATHER.
6. UNDERCUTTING AND BACKFILLING WILL BE REQUIRED TO REMOVE EXPANSIVE CLAYS (CH) IF PRESENT AND CREATE THE RECOMMENDED SOIL BUFFER AT BUILDING STRUCTURE LOCATIONS AND AT ALL PAVEMENT AND SIDEWALK LOCATIONS.
7. IMPORT SELECT FILL MATERIAL SHALL CONSIST OF SELECT, NON-ORGANIC AND DEBRIS-FREE SILTY CLAYS (CL) HAVING A PLASTICITY INDEX (PI) WITHIN THE RANGE OF 8 TO 22 AND A LIQUID LIMIT LESS THAN 40 PERCENT. TO BE CLASSIFIED AS SILTY CLAYS (CL) THE FILL MATERIALS MUST HAVE MORE THAN 70% FINES PASSING THE NUMBER 200 SIEVE.
8. SOIL BUFFER FOR THE BUILDINGS TO BE A MINIMUM OF 7' THICK AND EXTEND Laterally NOT LESS THAN 3' BEYOND THE STRUCTURE LIMITS.
9. SOIL BUFFER FOR PAVEMENT AND SIDEWALK IS TO BE 3' THICK AND EXTEND Laterally NOT LESS THAN 3' BEYOND PAVEMENT, SIDEWALK EDGES.
10. FILL SOILS SHOULD BE COMPACTED FROM LIFTS NOT EXCEEDING 8" IN LOOSE THICKNESS TO NOT LESS THAN 98% OF STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698-91) AT MOISTURE CONTENTS WITHIN 2 PERCENTAGE POINTS OF THE OPTIMUM WATER CONTENT. STABILITY MUST BE EVIDENT DURING COMPACTION OF EACH LIFT BEFORE ANY SUBSEQUENT LIFTS OF FILL MATERIAL ARE ADDED.
11. THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL NOT CAUSE THE PONDING OF STORM WATER, ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
12. THE CONTRACTOR SHALL TAKE SPECIAL CARE IN GRADING NARROW TREES, BUSHES AND SHRUBS WHICH ARE NOT TO BE REMOVED SO AS NOT TO CAUSE INJURY TO ROOTS OR TRUNKS.
13. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO THESE EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
14. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED ITEMS (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS SHOWN.
15. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND IF DAMAGED, SHALL BE REPLACED PROMPTLY.

2. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS AND PROJECT SPECIFICATIONS.
3. THE CONTRACTOR SHALL PROVIDE ALL THE MATERIALS AND APPURTENANCES NECESSARY FOR THE COMPLETE INSTALLATION OF WATER AND SEWER UTILITIES.
4. THE CONTRACTOR SHALL MAKE ALL TIES TO EXISTING UTILITIES AND COORDINATE THEM WITH THE CITY OF FLOWOOD PUBLIC WORKS DEPARTMENT.
5. ALL MANHOLES, VALVE BOXES, AND FIRE HYDRANTS SHALL BE ADJUSTED TO PROPER LINE AND FINISHED GRADE BY THE CONTRACTOR AFTER PLACING OF PAVEMENT AND BEFORE FINAL ACCEPTANCE.
6. TRENCHING AND EMBEDMENT WORK SHALL CONFORM TO ALL REQUIREMENTS AND SHALL FOLLOW THE TYPICAL CROSS-SECTION OF TRENCHES AND EMBEDMENTS. ALL TRENCHES AND EMBEDMENTS SHALL BE CONSTRUCTED TO 90% DENSITY OF STANDARD PROCTOR IN ACCORDANCE WITH ASTM D-698. ALL BACKFILL MATERIAL SHALL BE COMPACTED IN 6" LAYERS.
6. THE END OF WATER AND SEWER LINES SHALL BE TIGHTLY CAPPED OR PLUGGED AND MARKED UNTIL SUCH TIME AS SERVICE CONNECTIONS ARE MADE OR LINES ARE EXTENDED.
7. ALL WATER LINES AND SANITARY SEWER LINES SHALL BE INSTALLED WITH A MINIMUM OF THREE FEET (3') OF COVER OVER THE TOP OF THE PIPE AT FINISHED GRADE OR AS SHOWN OTHERWISE, WHERE INSTALLED IN A ROADWAY SECTION THE MINIMUM COVER OVER THE TOP OF THE PIPE SHALL BE FOUR FEET (4'). BACKFILL SHALL BE PLACED IN 6" LIFTS AND COMPACTED TO 96% STANDARD PROCTOR DENSITY.
8. TEN FEET (10') OF HORIZONTAL CLEARANCE IS REQUIRED BETWEEN ALL WATER AND SEWER LINES. AT LOCATIONS WHERE THE WATER AND SEWER LINES MUST CROSS EACH OTHER THERE SHALL BE A MINIMUM CLEARANCE OF 18" WITH THE WATER PASSING OVER THE SEWER. IF THESE SEPARATIONS CANNOT BE MET, THE SEWER LINE SHALL BE CONSTRUCTED TO THE SAME SPECIFICATIONS AS THE WATER LINE AND BE WATER TIGHT UNTIL SUCH A POINT WHERE MINIMUM SEPARATION CAN BE MET.
9. WHERE QUANTITY OF SEWER LINES IS EXCESSIVE, THE SEWER PIPE SHALL BE PLACED AT A DISTANCE OF TEN (10) FEET, EACH SIDE OF THE CROSSING. EITHER SHALL BE DUCTONOR PRESSURE PIPE WITHOUT ANY JOINT CLOSER THAN THREE (3) FEET TO THE CROSSING, OR SHALL BE FULLY ENCASED IN CONCRETE.
9. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR TESTING THE WATER AND SEWER SYSTEMS IN ACCORDANCE WITH THE MSDH REGULATIONS AND SHALL NOTIFY THE ENGINEER AND THE CITY OF FLOWOOD AT LEAST 48 HOURS IN ADVANCE OF PERFORMING ANY TESTS. ADDITIONAL TESTS IN WATER AND SEWER LINES WILL BE AS REQUIRED BY THE CITY OF FLOWOOD. ALL QUALITY CONTROL TESTS SHALL BE REVIEWED BY BENCHMARK ENGINEERING & SURVEYING, LLC @ 601-591-0711.
10. THE LENGTHS OF THE SANITARY SEWER LINES ARE MEASURED FROM CENTER OF MANHOLE TO CENTER OF MANHOLE.
11. FITTINGS FOR ALL APPLICATIONS OF WATER AND SEWER LINES SHALL BE AN ABSORBED COST.

1. TECHNICAL SPECIFICATIONS FOR ALL MATERIALS AND CONSTRUCTION METHODS FOR THE STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR THE MANUFACTURER'S RECOMMENDATION.
2. JOINTS SHALL BE CONSTRUCTED AND JOINED TOGETHER IN SUCH A MANNER THAT NO SPILL THROUGH OF BACKFILL WILL OCCUR.
3. ANY ADDITIONAL EXCAVATION REQUIRED FOR INSTALLATION OF BEDDING MATERIAL FOR STORM DRAIN PIPE SHALL BE INCLUDED IN THE CONTRACT PRICE PER LINEAR FOOT OF STORM DRAINAGE PIPE.
4. AT THE EXPENSE OF THE CONTRACTOR, THE CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE PATTERNS AND CONSTRUCT TEMPORARY STRUCTURES, EMBANKMENTS AND CULVERTS AS NECESSARY TO MAINTAIN THE EXISTING DRAINAGE SYSTEM AND CAPACITY TO THE WORK AREA. ANY AND ALL TEMPORARY STRUCTURES CONSTRUCTED DURING THE PROPOSED WORK THAT ARE NOT NECESSARY FOR THE FINAL DRAINAGE SYSTEM ARE TO BE REMOVED AND THE AREA RESTORED TO ITS ORIGINAL CONDITION.
5. PIPES UNDER PAVED AREAS CAN BE C.P.P., R.C.P., OR HP PIPE AS MANUFACTURED BY ADS.

1. EROSION AND SEDIMENT CONTROL MATERIALS AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED BEFORE EROSION AND WATER POLLUTION THROUGH THE CONSTRUCTION PERIOD. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE BEFORE EARTH MOVING OPERATIONS BEGIN. CLEARING AND GRUBBING SHALL BE HELD TO THE MINIMUM WHILST NECESSARY TO ACCOMMODATE ROADWAY SLOPES. EMBANKMENTS AND EXCAVATED AREAS SHALL BE PROMPTLY STABILIZED TO MINIMIZE EROSION. BAILED EROSION CONTROL CHECK DAMS SHALL BE INSTALLED TO PREVENT EROSION OF EXCAVATED AREAS AND TO PREVENT EROSION IN OTHER AREAS WHERE EROSION IS A PROBLEM AND SILT LADEN RUNOFF MAY ENTER A STREAM OR ADJACENT PROPERTY.
3. ANY STOCKPILED SOIL OR FILL MATERIAL SHALL BE LOCATED AND TREATED IN A MANNER TO PREVENT SILT FROM ENTERING STREAMS. NO EXCAVATED MATERIAL SHALL BE DISCHARGED INTO DITCHES. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS EXCAVATED MATERIAL IN AN APPROPRIATE MANNER.
4. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONTINUALLY MAINTAINED. THE CONTRACTOR SHALL KEEP STREETS AND SIDEWALKS ADJACENT TO THE LIMITS OF CONSTRUCTION FREE OF MUD AND DEBRIS.
5. CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL REQUIREMENTS OF THE CITY OF FLOWOOD AND THE REQUIREMENTS OF THE MISSISSIPPI DEPARTMENT OF ENVIRONMENT AND FORESTRY.
6. CONTRACTOR TO UTILIZE BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL.



1. CURB AND GUTTER SHALL BE 3000 PSI MINIMUM CONCRETE.
2. PROVIDE EXPANSION JOINTS WITH 1/2" EXPANSION MATERIAL AT INTERVALS NOT TO EXCEED SIXTY (60)' FEET. TWO 3/4" DOWEL BARS HELD IN PLACE BY APPROVED CHAIRS OR SUPPORTS, 15" IN LENGTH REQ'D. AT EXPANSION JOINTS.
3. PROVIDE CONTRACTION JOINTS IN THE CURB AND GUTTER TOOLED 1/4" AT INTERVALS NOT TO EXCEED TEN (10)' FEET.
4. GUTTER SECTION TO MATCH CROSS SLOPE OF ADJACENT PAVEMENT TO PROMOTE POSITIVE DRAINAGE.

R7-8 (12"x18") w/ SP-1 (6"x12")



1. ALL PAVEMENT MARKINGS SHALL BE BLUE. (CURB FACE OR PARKING BLOCKS SHALL BE PAINTED BLUE.)
2. PARKING BLOCKS REQUIRED WHERE NO CURB EXIST TO PROTECT SIGN.
3. ALL STRIPING AND SIGNAGE (HEIGHT, LOCATION, COLORS, ETC.) TO MEET ADA & CITY REQUIREMENTS.

Diagram illustrating the installation of a stop sign on a post. The sign is octagonal and labeled "STOP". The post is labeled "4M GALVANIZED U-CHANNEL INTO GROUND". Dimensions shown include: 7' TYP. (typical height from ground to sign center), 3' (height from curb/edge of pavement to sign center), and 2' MIN. (minimum height from ground to post base). The sign is labeled "R1-1". The post is labeled "BACK OF CURB/EDGE OF P.W.T.".

The image contains two technical drawings of concrete joint details. The left drawing, titled 'CONTRACTION JOINT DETAIL', shows a cross-section of a concrete slab with aggregate. A vertical joint is shown with a '1/4" MIN. OR WIDTH OF SAW BLADE' at the top and a '7/4"' deep groove. The joint is filled with 'ELASTOMERIC JOINT SEALER'. A note specifies a maximum 20' interval for these joints. The right drawing, titled 'LONGITUDINAL JOINT DETAIL', shows a cross-section of a concrete slab with aggregate. A vertical joint is shown with a '1/4" MIN. OR WIDTH OF SAW BLADE' at the top and a '7/4"' deep groove. The joint is filled with 'ELASTOMERIC JOINT SEALER'. A '5/8" x 18" SMOOTH DOWEL COATED w/ BOND BREAKER' is shown across the joint. A '13-1/2" TIE BAR PINS OR APPROVED SUPPORT' are shown on either side of the joint. The distance between the supports is '15"'. Both drawings are 'N.T.S.' (Not To Scale).

1/4" MIN. OR WIDTH OF SAW BLADE

7/4"

FILL WITH ELASTOMERIC JOINT SEALER

NOTE:

1. CONTRACTION JOINTS TO BE SAWED, MAXIMUM 20' INTERVAL

CONTRACTION JOINT DETAIL

N.T.S.

1/4" MIN. OR WIDTH OF SAW BLADE

7/4"

5/8" x 18" SMOOTH DOWEL COATED w/ BOND BREAKER

FILL WITH ELASTOMERIC JOINT SEALER

13-1/2" TIE BAR PINS OR APPROVED SUPPORT

15"

LONGITUDINAL JOINT DETAIL

N.T.S.

NEW CONCRETE | EXISTING CONCRETE

JOINT SEALANT

5/8" x 18" SMOOTH DOWEL BAR COATED w/ BOND BREAKER

1/4" RADIUS

9" | 9"

NOTES:

1. REQUIRED AT ALL LOCATIONS WHERE PROPOSED PAVEMENT TIES TO EXISTING PAVEMENT UNLESS OTHERWISE NOTED.
2. DRILL HOLE INTO EX. CONCRETE PAVEMENT TO LENGTH REQUIRED, USE CHEMICAL ADHESIVE TO BAR TO EXISTING CONCRETE
3. DOWEL BAR LOCATION TO MATCH THE BAR SPACING WHERE APPLICABLE, MINIMUM SPACING OF 18".
4. 1/4" RADIUS NOT REQ'D. ON EXISTING CONCRETE IF NOT ALREADY THERE.
5. SEE DETAILS FOR PAVEMENT THICKNESS.

Diagram illustrating curb details for a street intersection. The diagram shows the curb layout at a corner, including expansion joints, contraction joints, and the radius of the curb face.

Labels and dimensions shown in the diagram:

- EXPANSION JOINT AT 4' FROM CORNER (TYP.)
- JOINTS AT 60' O.C. UNLESS OTHERWISE NOTED.
- CONTRACTION JOINTS @ 10' O.C. (TYP.)
- EXPANSION JOINT AT 4' FROM CORNER (TYP.)
- CONTRACTION JOINTS @ 10' O.C. (TYP.)
- CONTRACTION JOINTS @ 10' O.C. (TYP.)
- RADIUS TO FACE OF CURB (VARIES)
- EXPANSION JOINT AT CURVE END
- END

CONTRACTION JOINTS @ 10' O.C. (TYP.)

EXPANSION JOINT AT 2' FROM CORNER (TYP.)

JOINTS AT 60' O.C. UNLESS OTHERWISE NOTED.

CONTRACTION JOINTS (TYP.)

Professional Engineer Seal: Gregory A. [Signature], License No. 16334, State of Michigan, dated 11/27/2017.

SHEET NUMBER  
**C1.1**

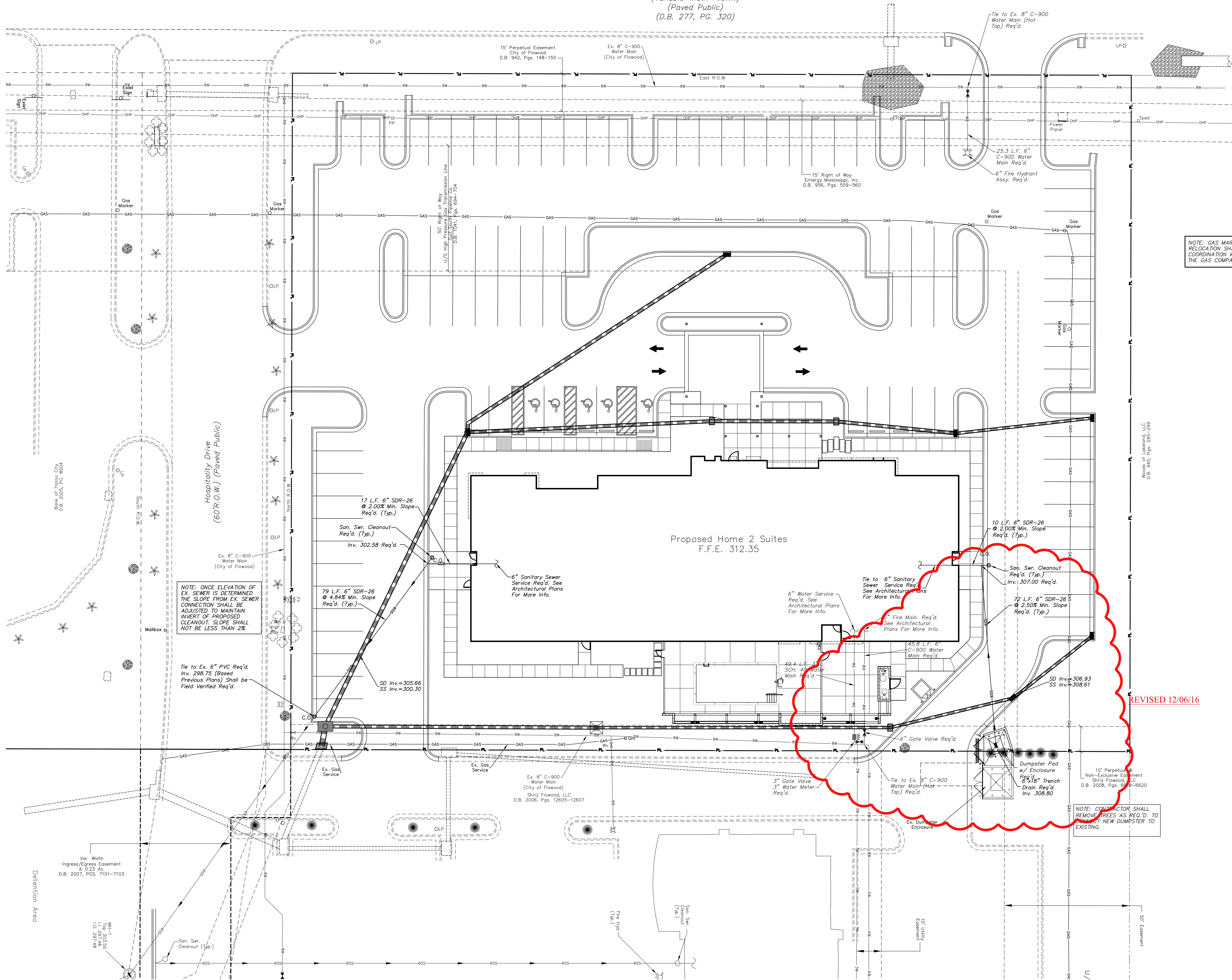
PROJECT NUMBER  
**B-4047**







Old Fannin Road  
(Variable Width R.O.W.)  
(Paved Public)  
(D.B. 277, PG. 320)

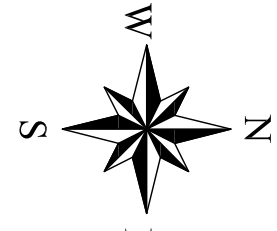


NOTE: GAS MARKER  
RELOCATION SHALL BE  
COORDINATION WITH  
THE GAS COMPANY.

REVISED 12/06/16

- LEGEND**
- PROPERTY LINE
  - EXISTING UNDERGROUND TELEPHONE
  - EXISTING OVERHEAD POWER
  - EXISTING GAS PIPELINE
  - EXISTING FIRE HYDRANT
  - EXISTING GATE VALVE
  - EXISTING WATER MAIN (SIZE AS SHOWN)
  - EXISTING STORM DRAIN CULVERT
  - EXISTING SANITARY SEWER
  - PROPOSED SANITARY SEWER LINE (SIZE AS SHOWN)
  - PROPOSED SANITARY SEWER CLEANOUT
  - PROPOSED WATER LINE (SIZE AS SHOWN)
  - PROPOSED GATE VALVE
  - PROPOSED WATER METER

- NOTES:
- SEE NOTES ON SHEET C1.1 FOR MORE INFORMATION.
  - CONTRACTOR TO CONTACT MISSISSIPPI ONE CALL AT 811 FOR A LOCATE PRIOR TO BEGINNING CONSTRUCTION.
  - CONTRACTOR TO VERIFY EXISTING LOCATION AND ELEVATION OF ALL UTILITY INFRASTRUCTURE REQUIRED FOR COMPLETION OF THIS PROJECT IN FULL PRIOR TO BEGINNING ANY ASPECT OF CONSTRUCTION. THIS INCLUDES ALL ON-SITE AND OFF-SITE UTILITIES AS REQUIRED. SHOULD ANY DISCREPANCIES BE FOUND THEY SHALL BE IMMEDIATELY BROUGHT TO THE ENGINEER'S ATTENTION IN WRITING TO RECEIVE FURTHER INSTRUCTION.
  - CONTRACTOR SHALL COORDINATE ALL WORK DIRECTLY INVOLVING, CROSSING OR IN THE VICINITY OF AN EXISTING UTILITY LINE WITH UTILITY PROVIDER/OWNER.
  - WATER AND SANITARY SEWER LINES TO BE INSTALLED ACCORDING TO THE PROJECT DETAILS AND SPECIFICATIONS.
  - CONTRACTOR TO COMPARE THE PROPOSED SIZE AND PROPOSED BUILDING TIE-IN LOCATION OF ALL WATER AND SANITARY SEWER LINES WITH THE BUILDING/PLUMBING PLANS PRIOR TO CONSTRUCTION.



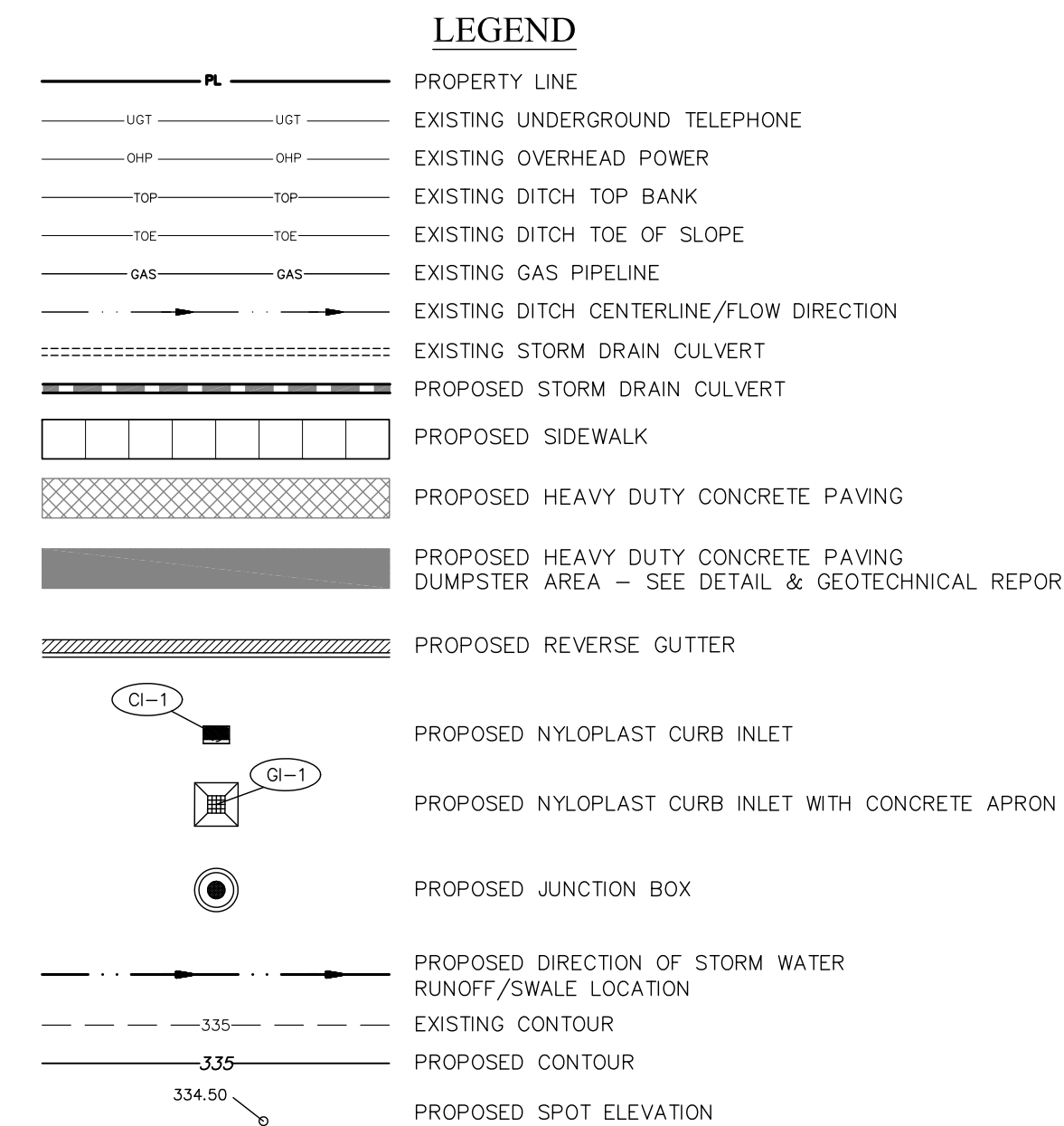
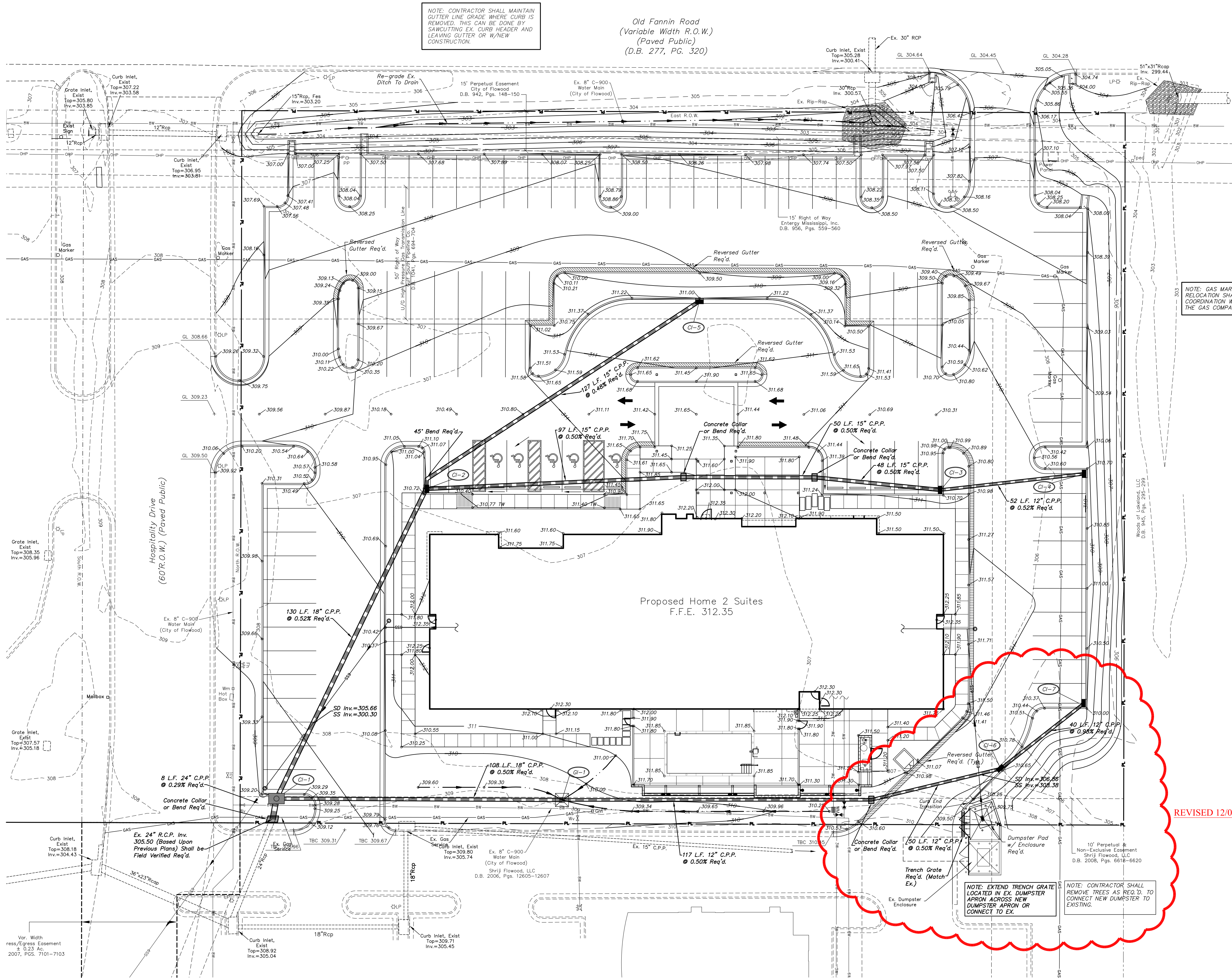
GRAPHIC SCALE



( IN FEET )  
1 inch = 20 ft.

NOTE:  
EXISTING WATER LINE, GAS LINE, SANITARY SEWER  
SERVICE AND EXISTING 24\" SHALL BE POTHOLED AND  
FIELD LOCATED (VERTICALLY & HORIZONTALLY) PRIOR TO  
ORDERING STORM DRAIN MATERIALS. THERE IS A  
STRONG PROBABILITY THAT THE GAS LINE AND OR THE  
WATER LINE WILL CONFLICT WITH PROPOSED STORM  
DRAIN AND NEED TO BE ADJUSTED.

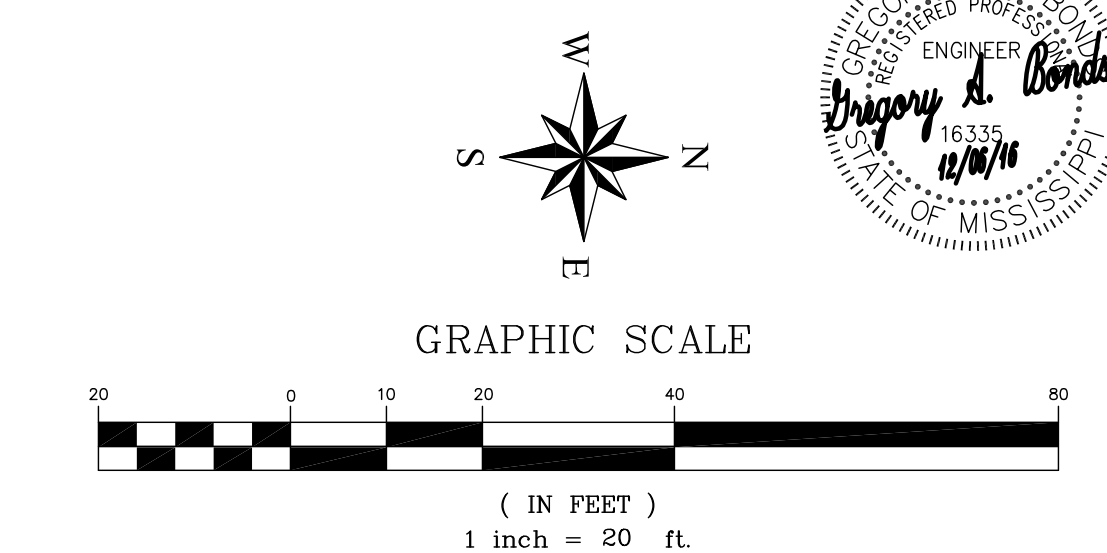




STORM DRAIN STRUCTURE SCHEDULE

CI-1 (POURED IN PLACE) Top 309.00 I.O. 305.52	CI-2 (30" BASIN) Top 311.00 I.O. 306.20	CI-3 (15" BASIN) Top 310.70 I.O. 307.07	CI-4 (12" BASIN) Top 310.30 I.O. 307.34
CI-5 (15" BASIN) Top 310.50 I.O. 306.81	CI-6 (12" BASIN) Top 310.45 I.O. 306.90	CI-7 (12" BASIN) Top 310.00 I.O. 307.29	CI-8 (18" BASIN) Top 309.00 I.O. 306.06

- NOTES:
- SEE NOTES ON SHEET C1.1 FOR MORE INFORMATION.
  - CONTRACTOR TO CONTACT MISSISSIPPI ONE CALL AT 811 FOR A LOCATE PRIOR TO BEGINNING CONSTRUCTION.
  - INVERT ELEVATIONS SHOWN ON THE PLANS FOR THE STORM DRAIN STRUCTURES AND CULVERTS REPRESENT THE FLOWLINE. CONTRACTOR TO ACCOUNT FOR PIPE OR STRUCTURE THICKNESS WHEN INSTALLING.
  - THIS PARCEL IS LOCATED IN FLOOD ZONE X (NOT SHADED) ACCORDING TO FLOOD INSURANCE RATE MAP NO. 28121C0177F & 28121C0179F, EFFECTIVE DATE: JUNE 9, 2014.
  - ALL FENCING THAT IS TO BE INSTALLED SHALL BE INSTALLED TO ALLOW PASSAGE OF STORM WATER RUNOFF.
  - SLOPES THAT ARE GREATER THAN 3:1 SHALL RECEIVE SOLID SOD.
  - ALL DISTURBED AREAS ARE TO BE REPAIRED TO AS GOOD AS THE ORIGINAL CONDITION OR BETTER. PICTURE DOCUMENTATION OF THESE AREAS SHALL BE PROVIDED BY THE CONTRACTOR PRIOR TO DISTURBING.
  - C.P.P. UNDER PAVING CAN BE R.C.P. OR HP PIPE AS MANUFACTURED BY ADS. ALL PIPES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS FOR PROPOSED APPLICATION.
  - CI-1 SHALL BE POURED IN PLACE.
  - CI-2 MAY BE CONCRETE STRUCTURE IF DESIRED BY THE CONTRACTOR, HOWEVER, FRAME & GRATE SHALL MATCH OTHERS. CONTRACTOR SHALL SUBMIT DETAIL TO ENGINEER FOR APPROVAL.
  - CI-1 SHALL HAVE 18" CONCRETE APRON SURROUNDING GRATE.



**BENCHMARK**  
Engineering & Surveying, LLC  
101 Highpointe Court, Suite B, Brandon, Mississippi 39042  
Office: 601-391-0707 Fax: 601-391-3800  
E-mail: [Benchmark@benchmark.ms.net](mailto:Benchmark@benchmark.ms.net)

REVISIONS:  
12/28/16

DRAWN: BCB  
CHECKED: GAB  
SCALE: 1"=20'

DATE: 08/13/15

REF C/L:  
EG SURFACE:  
FG SURFACE:

PROJECT LOCATION:  
OLD FANNIN ROAD  
CITY LIMITS OF FLOWOOD, MS

CLIENT:  
SOUTHERN HOSPITALITY SERVICES, LLC  
84 GRANDVIEW CR. BRANDON, MS 39047

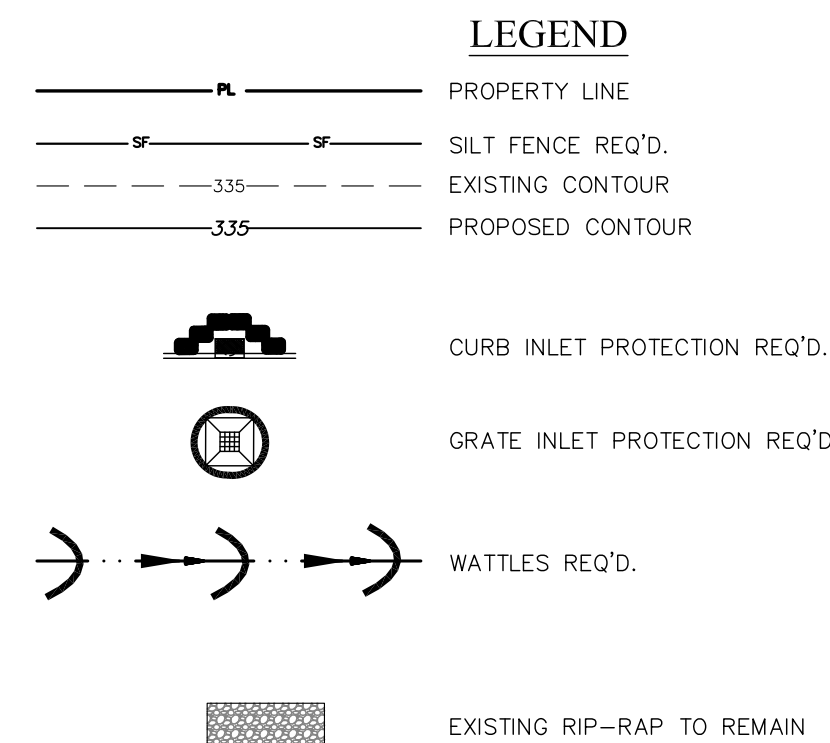
PROJECT:  
HOME 2 SUITES

SHEET CONTENTS:  
GRADING & DRAINAGE LAYOUT

SHEET NUMBER  
C3.1

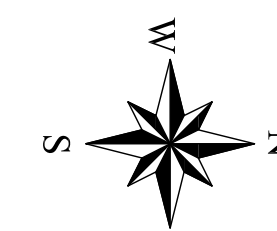
PROJECT NUMBER  
B-4047



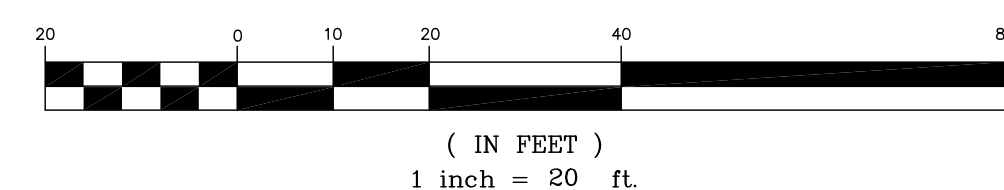


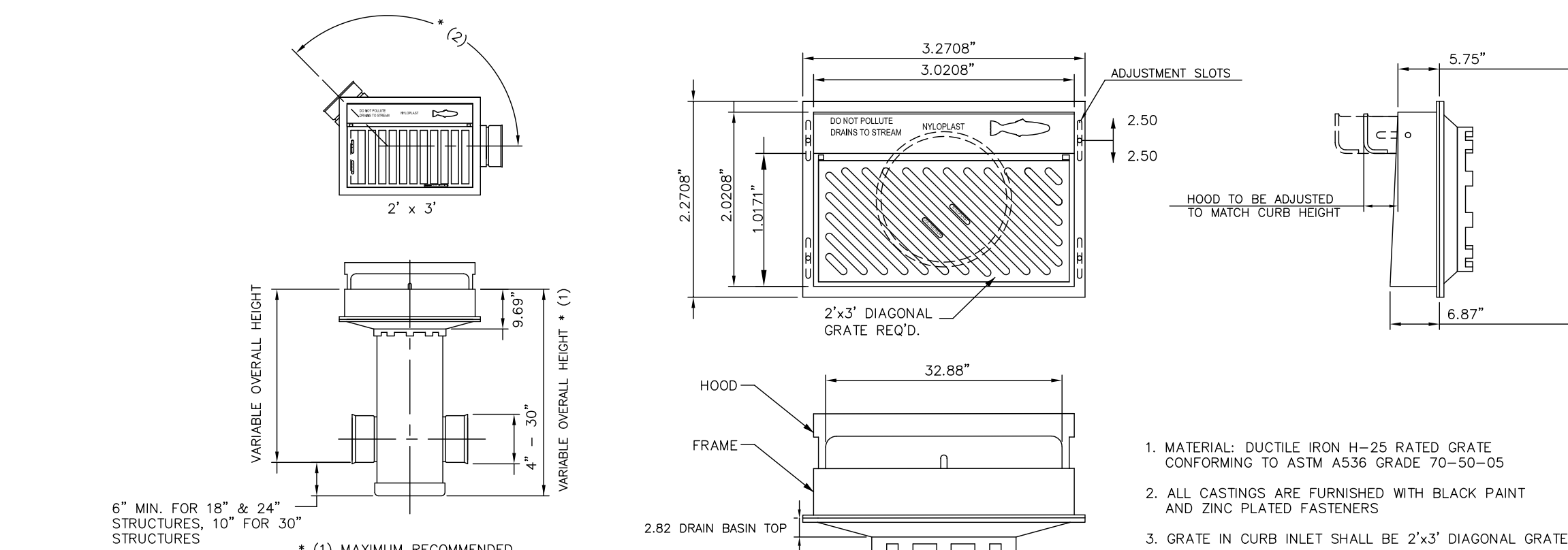
1. IT IS THE CONTRACTOR RESPONSIBILITY TO FILL OUT A SMALL CONSTRUCTION NOTICE OF INTENT (SCONI). A COPY OF THE SCONI MUST BE KEPT READILY AVAILABLE AT THE JOB SITE. ALL REQUIREMENTS OF THE SCONI ARE THE CONTRACTOR'S RESPONSIBILITY INCLUDING BUT NOT LIMITED TO ALL REQUIRED INSPECTIONS, WEEKLY EROSION AND SEDIMENT CONTROL MEASUREMENTS.
2. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE IMPLEMENTED PRIOR TO STARTING ANY CONSTRUCTION ACTIVITIES THAT DISTURB EXISTING GROUND.
3. CONTRACTOR IS TO EVALUATE ALL STORM WATER MANAGEMENT CONTROLS A MINIMUM OF ONCE PER WEEK AND ALL WEEDS AND ALGAE EFFECTIVENESS OF THE EROSION AND SILTATION CONTROL MEASURES.
4. ADDITIONAL MEASURES TO BE INSTALLED AS NEEDED TO CONTROL SEDIMENT (ABSORBED). INSPECTION REPORTS TO BE FILLED OUT ONCE PER WEEK NOTING ALL ACTIONS (IF ANY) REQUIRED.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN AND REPAIR ALL TEMPORARY EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION. SEPARATE REPAIRS SHALL BE MADE FOR MAINTENANCE OR REPLACEMENT OF ANY TEMPORARY EROSION CONTROL MEASURES.
5. TEMPORARY EROSION CONTROL MEASURES DEPICTED ON THIS DRAWING ARE MINIMUM REQUIREMENTS TO BE UTILIZED IN DEVELOPMENT OF THE SITE-SPECIFIC STORMWATER POLLUTION PREVENTION PLAN AND ARE NOT TO BE USED AS AN ADDRESS.
6. IT IS THE INTENT OF THE SPECIFICATIONS THAT THE WORK SHALL PROCEED IN A MANNER AND SEQUENCE TO ENSURE THAT ESTABLISHMENT OF PERMANENT EROSION CONTROL ITEMS ARE ACCOMPLISHED IMMEDIATELY AFTER SEEDING.
7. EFFECTIVE USE OF TEMPORARY MEASURES, INCLUDING TEMPORARY SEEDING, SHALL BE MADE SO AS TO PREVENT OR MINIMIZE EROSION AND SILTATION UNTIL PERMANENT MEASURES ARE ESTABLISHED.
8. CONTRACTOR TO CONTACT MISSISSIPPI ONE CALL @ 601-362-4374 AT LEAST 48 HOURS BEFORE IMPROVEMENTS ARE MADE.
9. CONTRACTOR SHALL BE REQUIRED TO FURNISH ALL MATERIALS AND PERFORM ALL WORK FOR THE PROPER INSTALLATION, MAINTENANCE, AND REMOVAL OF TEMPORARY EROSION CONTROL MEASURES TO CONTROL SILTATION.
10. SEE THE EROSION CONTROL DETAIL SHEET FOR MORE DETAIL ON THE INSTALLATION OF THE REQUIRED EROSION CONTROL MEASURES.
11. ONCE THE PERMANENT EROSION CONTROL MEASURES ARE IN PLACE A FINAL SITE INSPECTION IS TO BE CONDUCTED BY THE CONTRACTOR WITH THE ENGINEER AND THE OWNER. ONCE SITE MEETS ALL PARTIES SPECIFICATIONS THE CONTRACTOR WILL BE RELIEVED OF THE RESPONSIBILITIES OF THIS CONTRACT.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EROSION CONTROL MEASURES SHOULD, TO THE

- A. DIVERT UP-SLOPE WATER AROUND DISTURBED AREAS OF THE SITE
- B. LIMIT THE EXPOSURE OF DISTURBED AREAS TO THE SHORTEST AMOUNT OF TIME POSSIBLE
- C. MINIMIZE THE AMOUNT OF SURFACE AREA THAT MUST BE DISTURBED
- D. IMPLEMENT BEST MANAGEMENT PRACTICES TO MITIGATE ADVERSE IMPACTS FROM STORM WATER RUNOFF
- E. REMOVE SEDIMENT THAT WOULD CONTRIBUTE TO OR CAUSE ADVERSE IMPACTS TO STATE WATERS FROM STORM WATER BEFORE IT LEAVES THE SITE

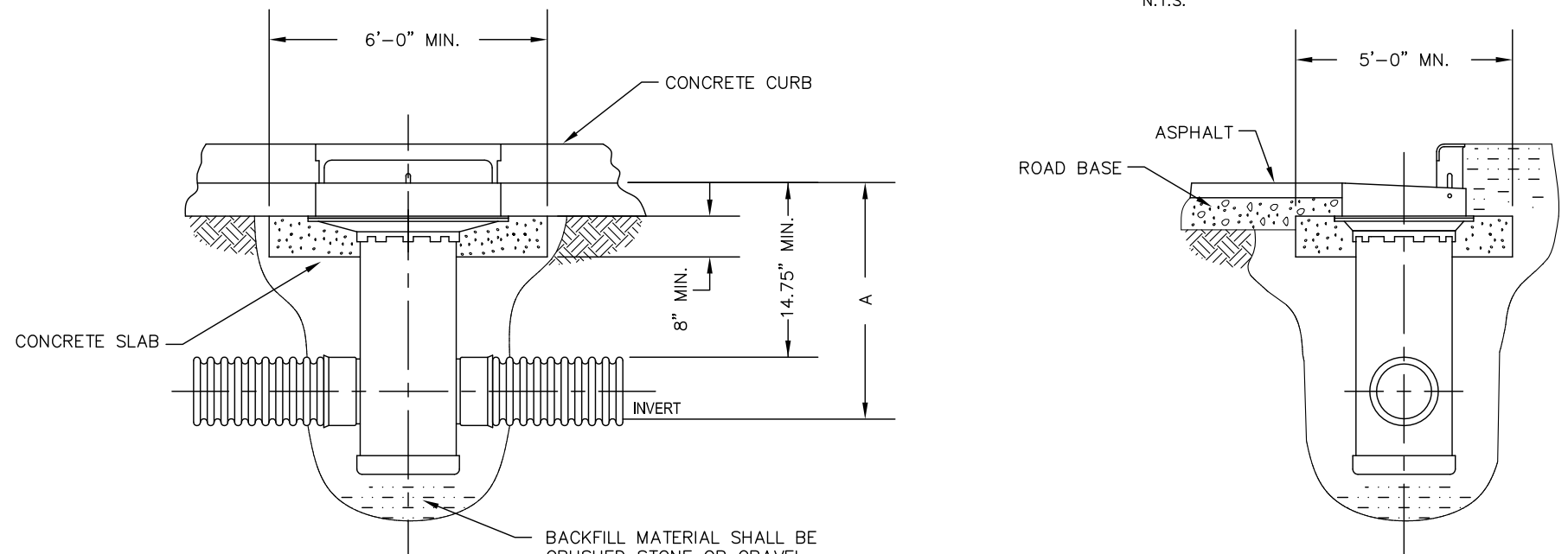


GRAPHIC SCALE

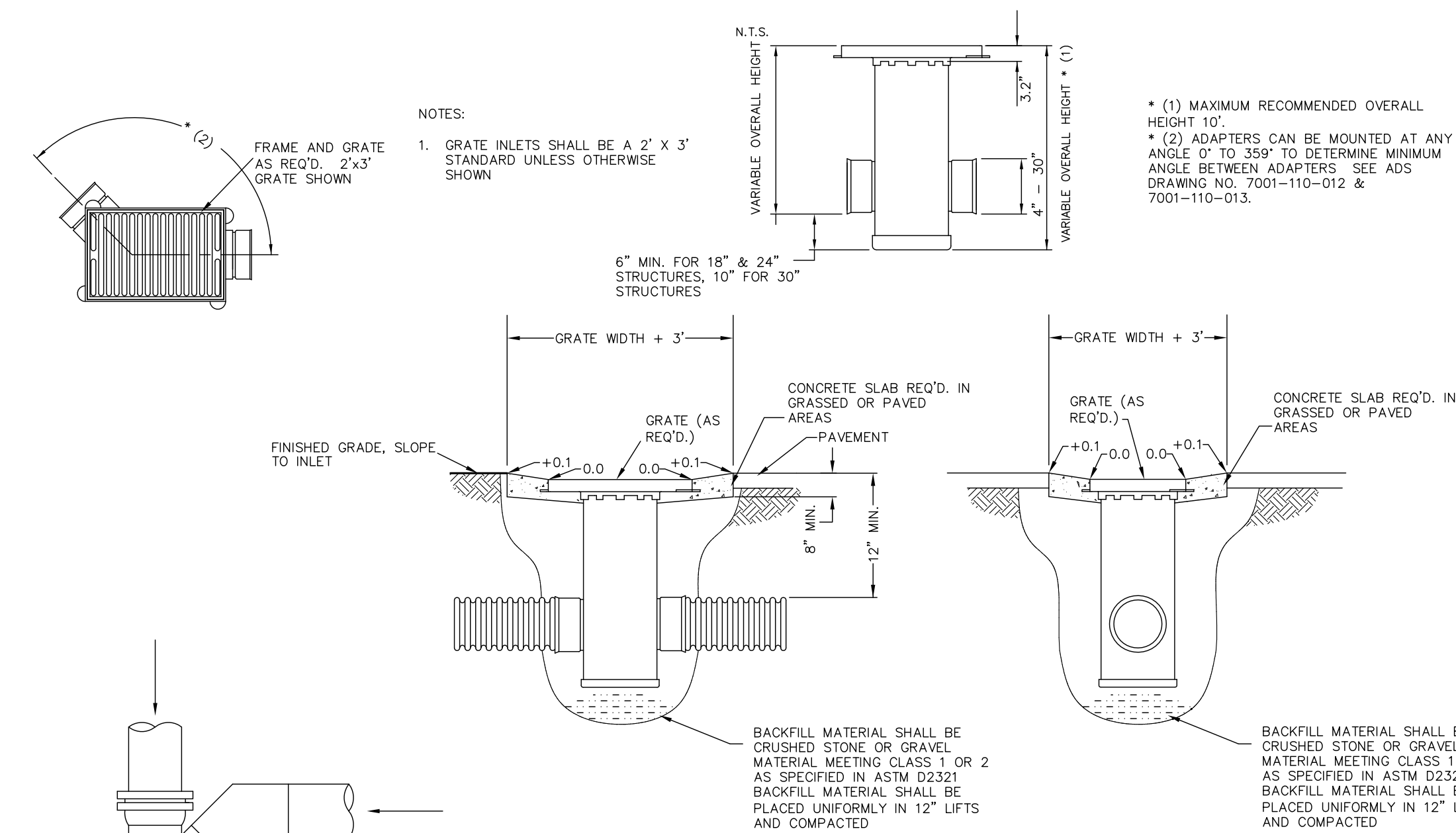




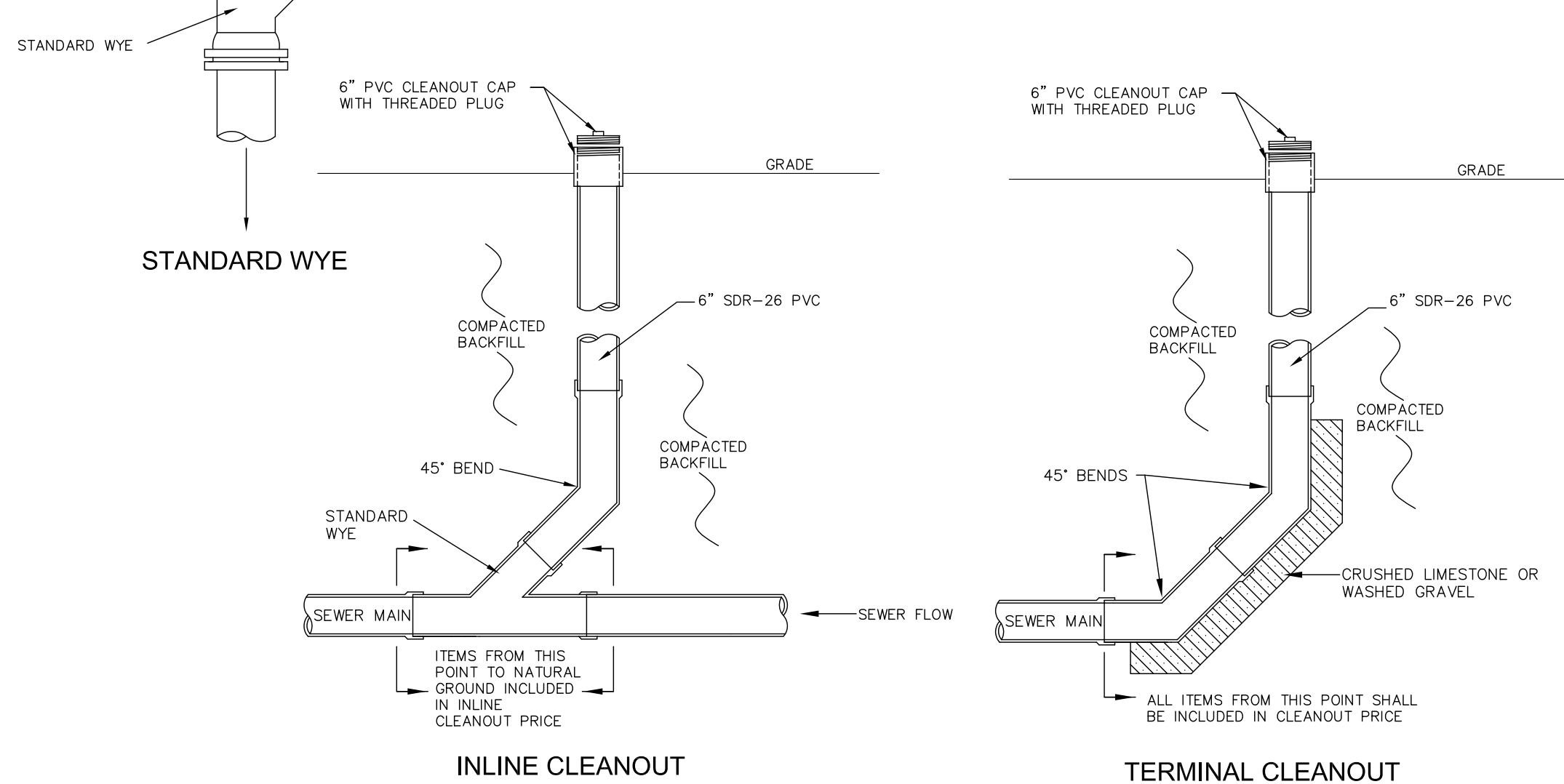
2'x3' ADS NYLOPLAST CURB INLET FRAME AND GRATE



2'x3' ADS NYLOPLAST CURB INLET BASIN INSTALLATION DETAILS



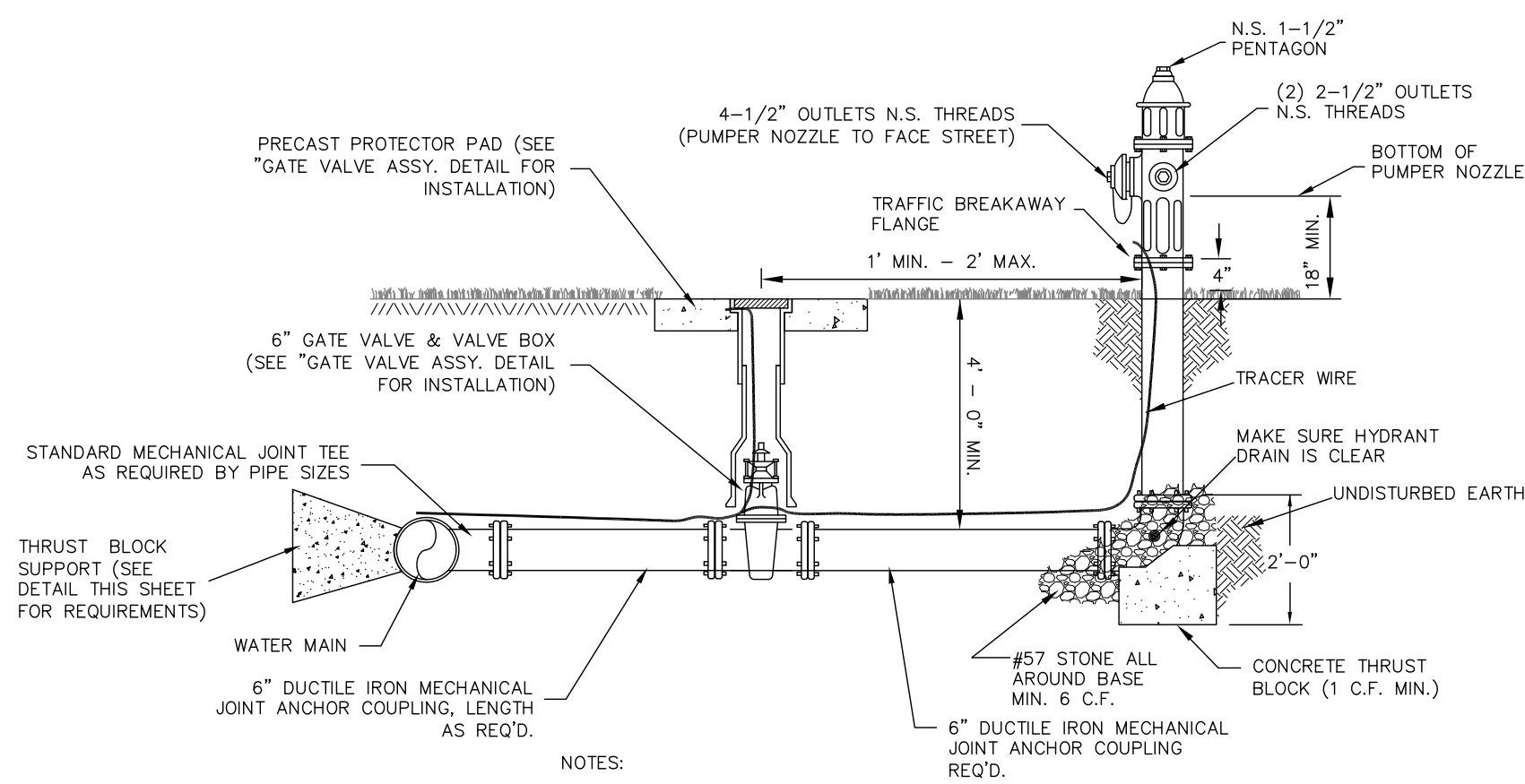
ADS NYLOPLAST BASIN GRATE INLET INSTALLATION DETAILS



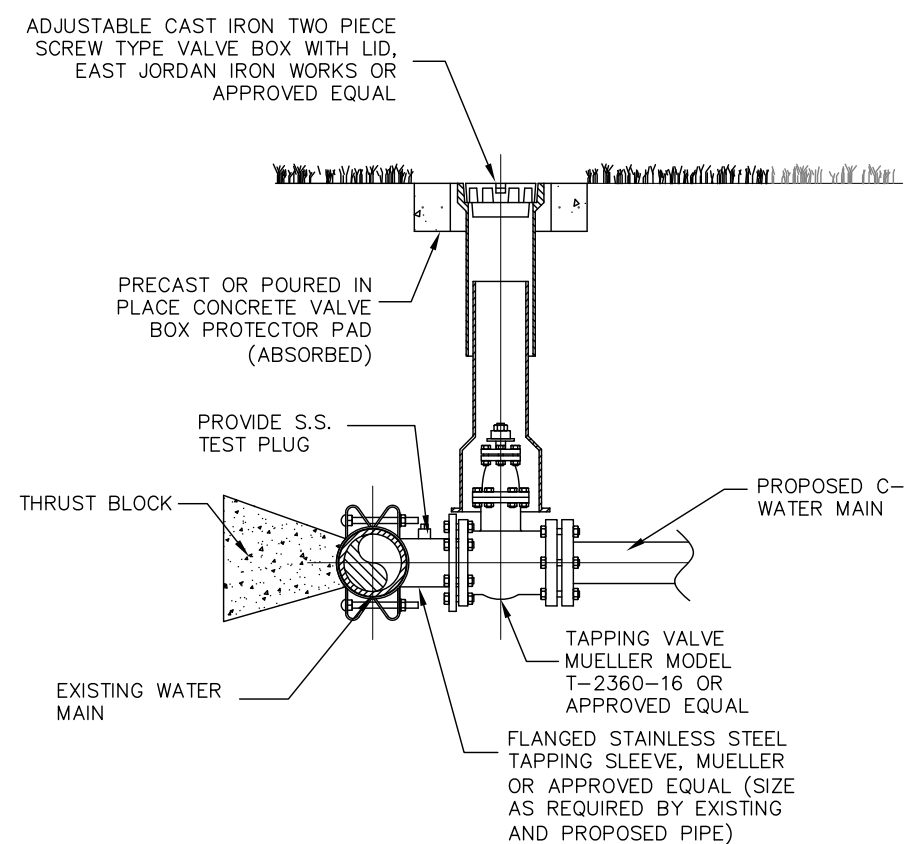
INLINE CLEANOUT

TERMINAL CLEANOUT

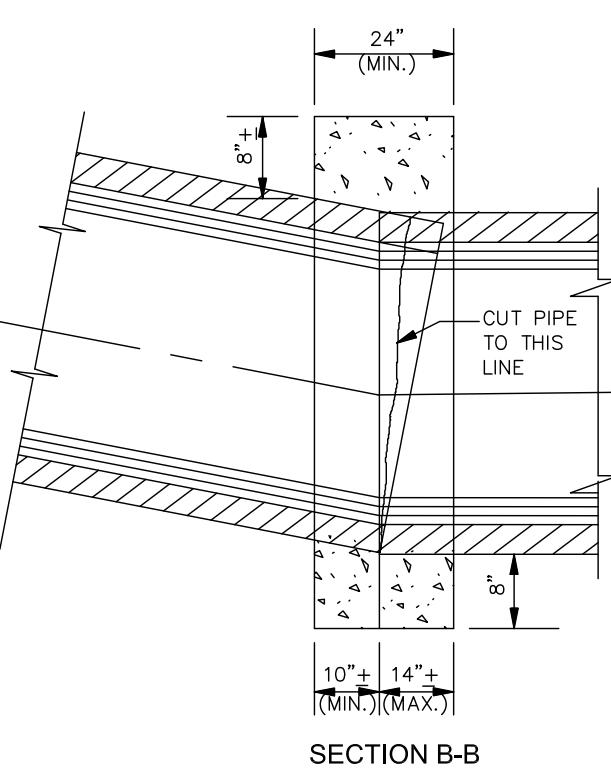
NOTE: SEE DIVISION 200 OF CITY OF FLOWOOD STANDARD SUBDIVISION REGULATIONS FOR MORE INFORMATION ON WATER DISTRIBUTION SYSTEM.



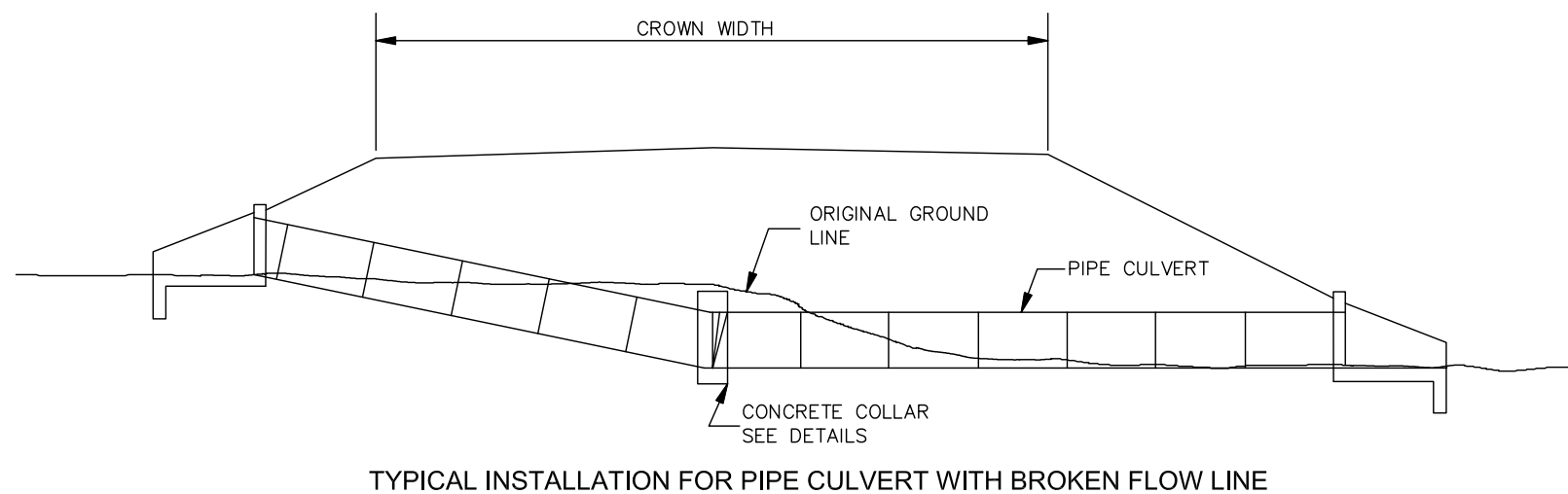
FIRE HYDRANT ASSEMBLY



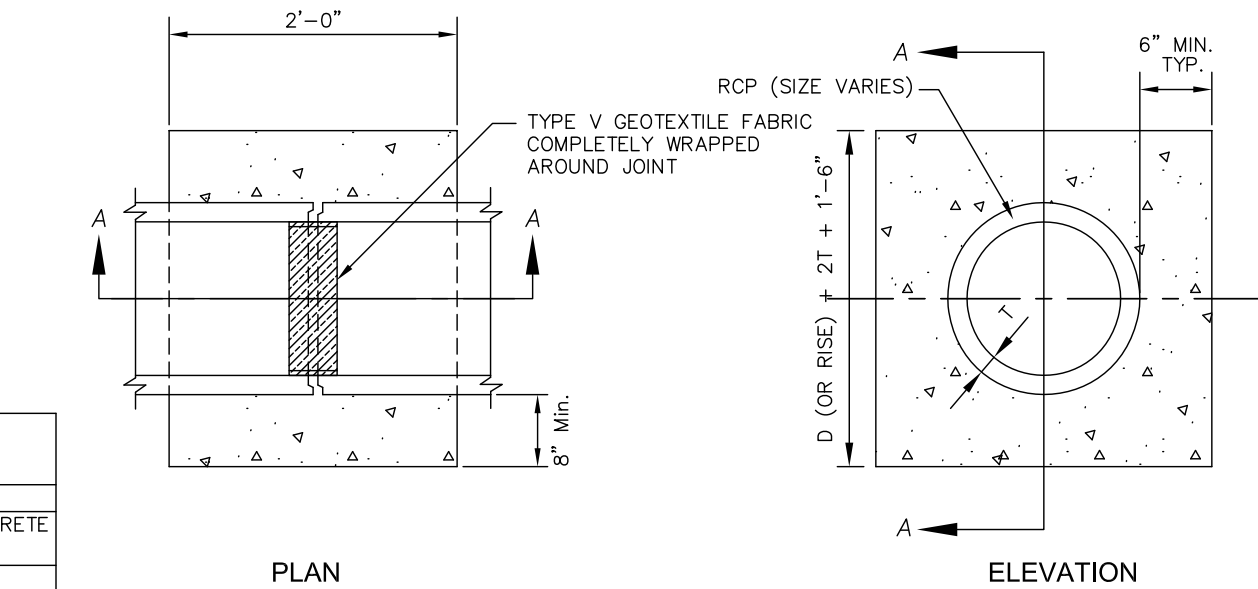
CONNECTION TO EXISTING WATER MAIN



SECTION B-B



TYPICAL TRENCH DETAIL FOR WATER AND SEWER LINES

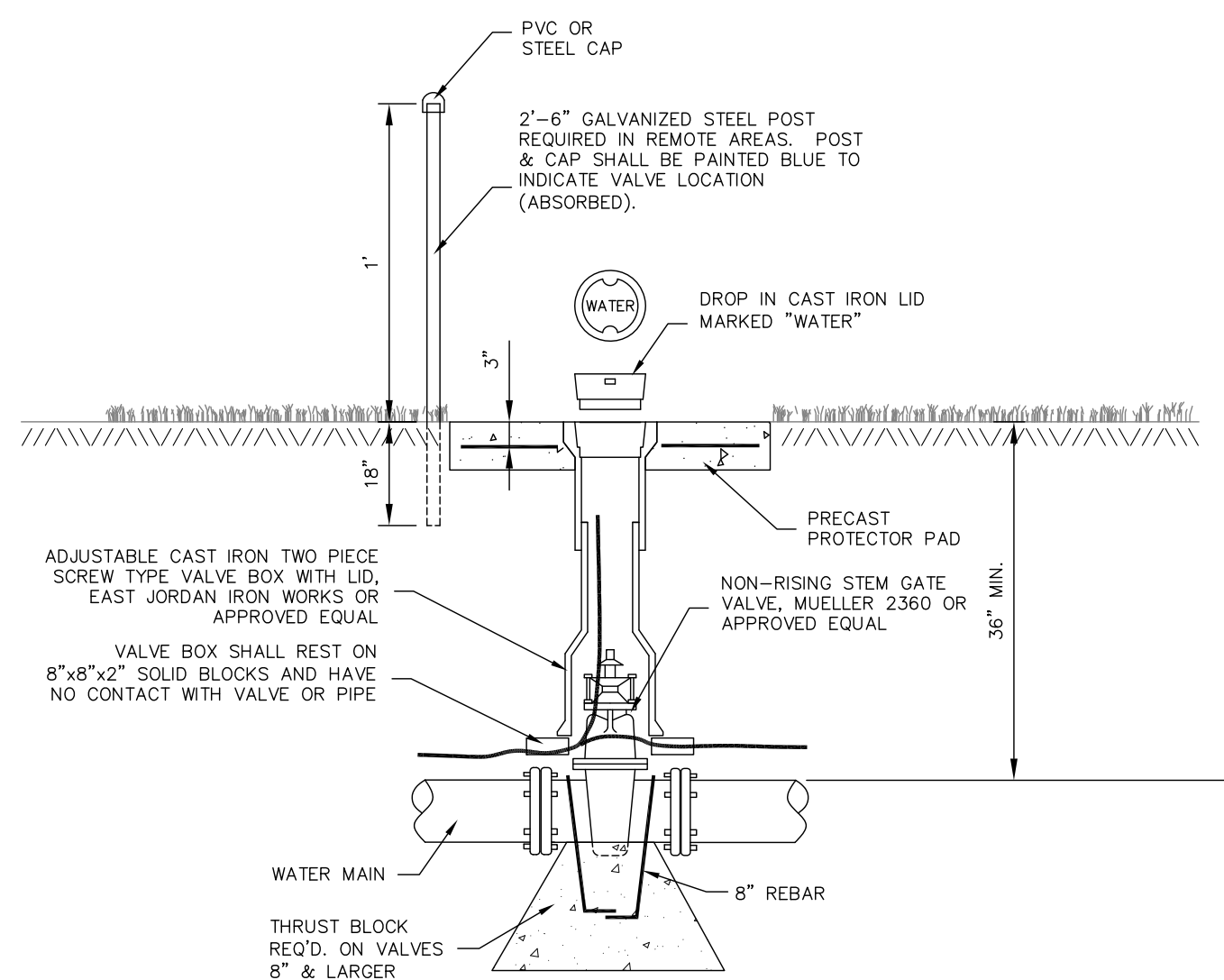


TYPICAL INSTALLATION FOR PIPE CULVERT WITH BROKEN FLOW LINE

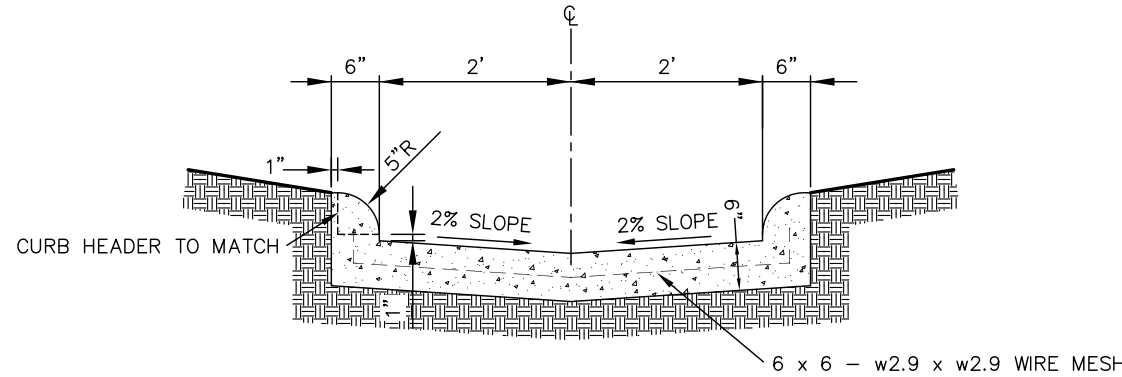
- CONCRETE COLLAR NOTES:
1. PIPES SHALL BE SAWCUT TO PROVIDE SMOOTH CONNECTION AND JOINTS SHALL BE SEALED AND WRAPPED WITH TYPE V GEOTEXTILE FABRIC.
  2. ALL CONCRETE CONSTRUCTION SHALL MEET THE APPLICABLE REQUIREMENTS OF THE MISSISSIPPI STANDARD SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION.
  3. CIRCULAR PIPE IS SHOWN ON DETAIL, ARCH PIPE COLLAR IS SIMILAR.
  4. CONCRETE COLLARS SHALL BE PAID FOR ON A PER EACH BASIS BASED ON THE PIPE SIZE.

CONCRETE COLLAR

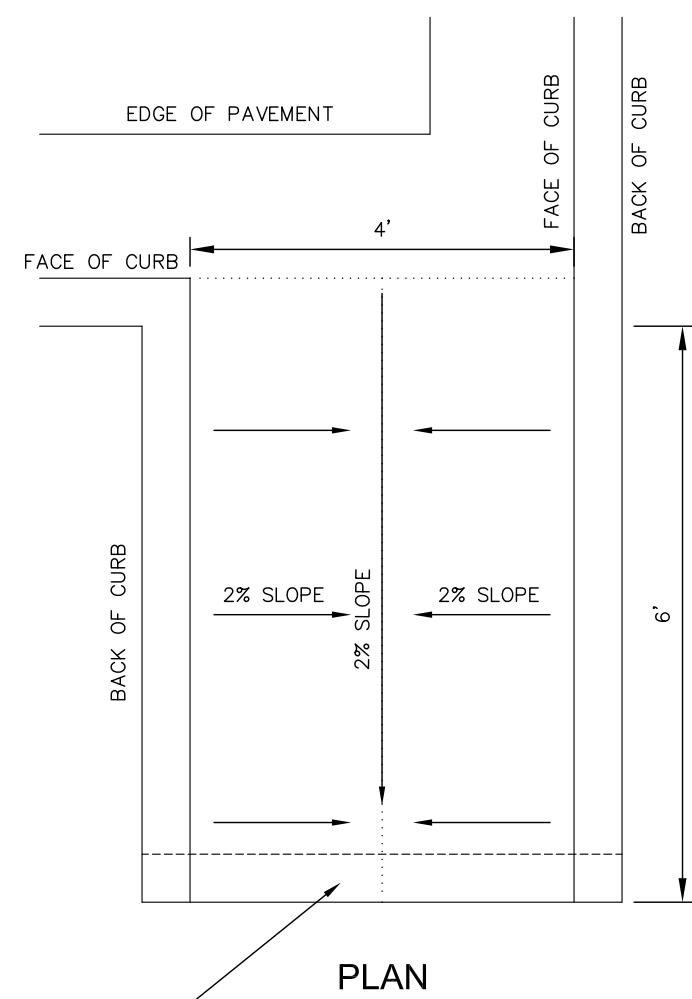
N.T.S.



GATE VALVE ASSEMBLY



SECTION

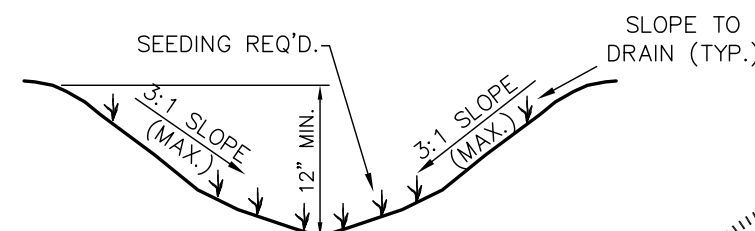


PLAN

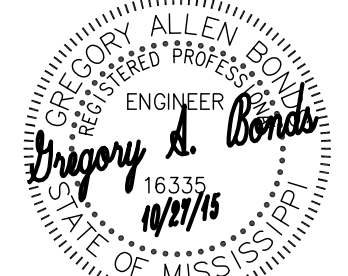
- PAVED FLUME NOTES:
1. CONCRETE SHALL BE A MINIMUM OF 3000psi (28 DAY COMPRESSIVE STRENGTH).
  2. ALL CONCRETE CONSTRUCTION AND MATERIALS SHALL MEET THE APPLICABLE REQUIREMENTS OF THE MISSISSIPPI STANDARD SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION.
  3. NO CURB TO BE INSTALLED ON FLUMES AT THE IN TO GREENFIELD ROAD. TRANSITION CURB IN RADIUS PER DETAIL ON SHEET C1.1.

PAVED FLUME

N.T.S.



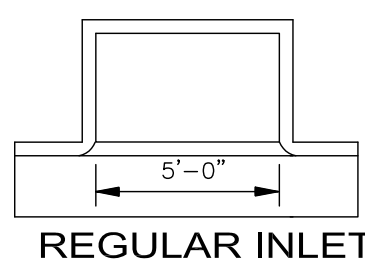
SWALE SECTION



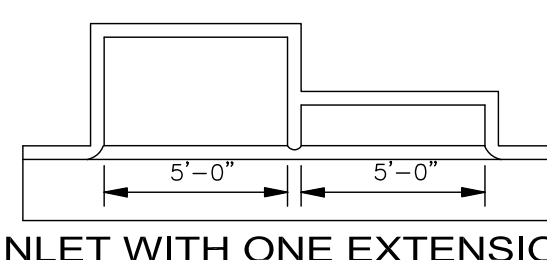


NOTE:  
ALL INLET AND STORM MANHOLE CASTING LIDS SHALL STATE  
"NO DUMPING, DRAINS TO RIVER".

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

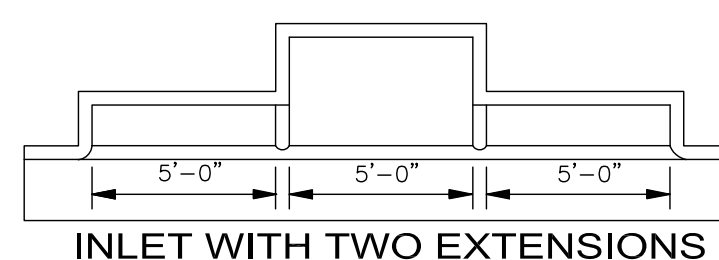


5'-0" INLET  
STEEL =  $8.68W + 9.35Y + 3.79W' + 7.57H' + 121$   
CONC. =  $(WY + 5.5W + 6Y + 14.611)/27$



INLET WITH ONE EXTENSION

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



INLET WITH TWO EXTENSIONS

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

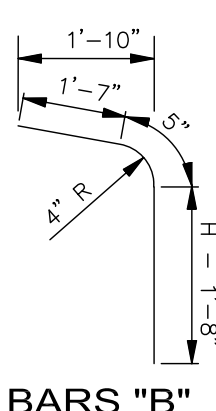
PLAN OF INLET AND EXTENSIONS

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'-6"	0.315
3'-0"	0.333	4'-0"	0.333
3'-6"	0.352	4'-6"	0.352
4'-0"	0.371	5'-0"	0.370
4'-6"	0.389	5'-6"	0.389
5'-0"	0.408	6'-0"	0.408
5'-6"	0.426	6'-6"	0.426
6'-0"	0.445	7'-0"	0.445
6'-6"	0.463	7'-6"	0.463
7'-0"	0.481	8'-0"	0.482
		8'-6"	0.500

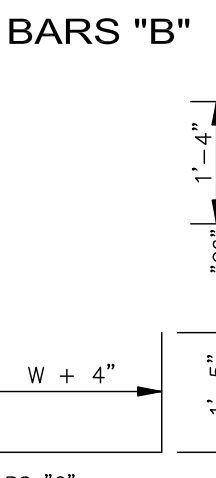
QUANTITIES FOR ONE EXTENSION					
BAR	SIZE	LENGTH	SPACING	NUMBER	TWEIGHT
"E"	#4	5'-8"	AS SHOWN	3	11
"G"	#4	SEE SCHEDULE	0'-11"	6	34
"H"	#6	6'-9"	AS SHOWN	5	51
"L"	#6	4'-9"	AS SHOWN	2	14
TOTAL STEEL FOR ONE EXTENSION = 110 lbs					
TOTAL CONCRETE FOR ONE EXTENSION = 0.89 yd					

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

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

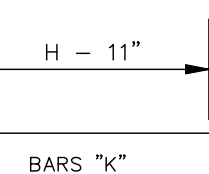


BAR "A"



BAR "B"

BAR DETAILS



BAR "K"

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

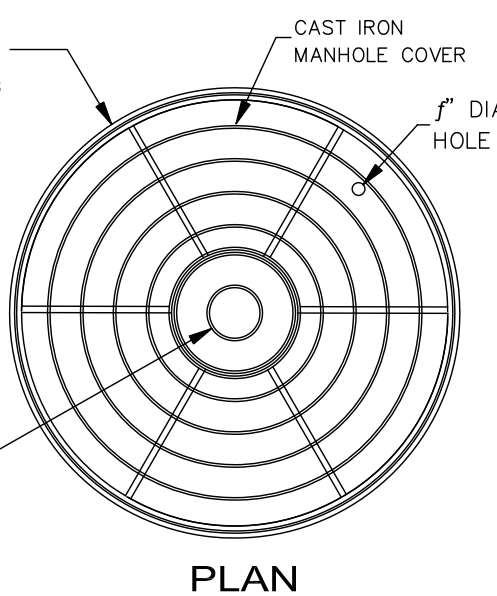
W=3'-0"		BILL OF REINFORCING STEEL FOR 1-5'-0" INLET												TOTAL	TOTAL					
H	BAR "A" L = 4'-8" #4 @ 9"	BAR "C" L = 6'-2" #4 @ 9"	BAR "S" L = 5'-8" #4 @ 12"	BAR "D" L = 5'-8" #4 @ 12"	BAR "F" L = 5'-8" #4 @ 12"	BAR "J" L = 2'-3" #4	BAR "B" L = 2'-3" #4 @ 9"	BAR "K" #4 @ 9±	LGTH.	NO.	lbs	LGTH.	NO.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

W=3'-6"		BILL OF REINFORCING STEEL FOR 1-5'-0" INLET																		
H	BAR "A" L = 5'-2" #4 @ 9"		BAR "C" L = 6'-8" #4 @ 9"		BAR "S" L = 5'-8" #4 @ 12"		BAR "D" L = 5'-8" #4 @ 12"		BAR "F" L = 5'-8" #4 @ 12"		BAR "J" L = 2'-3" #4		BAR "B" L = 2'-3" #4 @ 9"		BAR "K" L = 2'-3" #4 @ 9"		TOTAL STEEL	TOTAL CONC.		
	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	NO.	lbs	LGTH.	NO.	lbs	LGTH.	NO.	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

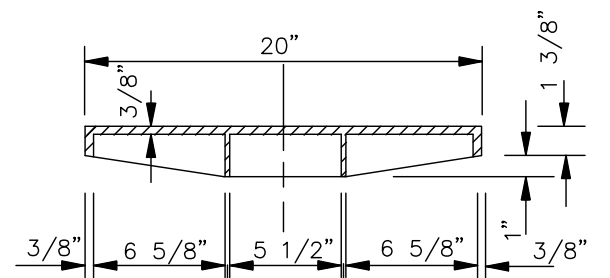
NOTE: WHERE INLET IS USED WITH CONCRETE PAVEMENT, ADD 73 lbs OF STEEL FOR BARS "M".

GENERAL NOTES:

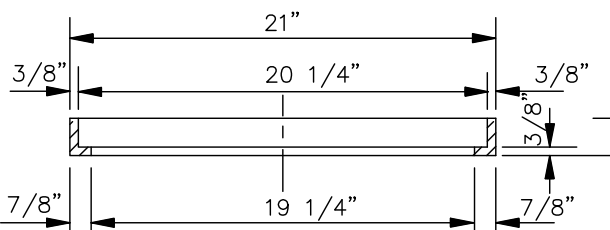
- WHERE INLET WITH EXTENSION(S) IS USED WITH CONCRETE PAVEMENT WITH INTERGRAL CURB, THE PAVEMENT IS TO BE BLOCKED OUT TO THE DIMENSIONS AS SHOWN FOR THE GUTTER PORTIONS OF THE INLET WITH EXTENSION(S). THE PORTION BLOCKED OUT SHALL BE PLACED INTEGRAL WITH THE TOP OF THE INLET OR INLET WITH EXTENSION(S). #8 DEFORMED BARS 30" LONG SHALL BE PLACED ON 18" CENTERS AT THE CENTER OF THE PAVEMENT. THESE BARS SHALL EXTEND INTO THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSION(S) 15". THE CONSTRUCTION JOINT BETWEEN THE CONCRETE PAVEMENT AND THE INLET OR INLET WITH EXTENSION(S) SHALL BE A KEYED JOINT AS SHOWN. A SMOOTH CONSTRUCTION JOINT WILL NOT BE PERMITTED. QUANTITIES FOR BLOCKED OUT AREA OF PAVEMENT SHALL BE INCLUDED IN QUANTITIES FOR THE INLET OR INLET WITH EXTENSION(S).
- THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL APPLY TO ALL ITEMS ON THIS SHEET.
- 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.
- 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.
- FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER. NO DEDUCTIONS ARE TO BE MADE IN STEEL QUANTITIES.
- INLET STRUCTURES MAY BE POURED IN PLACE OR PRECAST. INLET TOPS MAY BE PRECAST OR CAST IN PLACE AND SHALL MATCH THE LONGITUDINAL SLOPE OF THE CURB. PRECAST AND POURED IN PLACE STRUCTURES SHALL HAVE REBAR EXTENDED AND EXPOSED FOR CONNECTION WITH POURED IN PLACE TOPS.
- ALL ASPECTS REQUIRED TO COMPLETELY INSTALL EACH INLET STRUCTURE SHALL BE INCLUDED IN THE ASSOCIATED PAY ITEMS.
- INLETS WILL BE MEASURED FOR PAYMENT ON A PER EACH BASIS AS EITHER A SINGLE, SINGLE w/ EXTENSION, SINGLE w/ DOUBLE EXTENSION OR A DOUBLE INLET.



PLAN

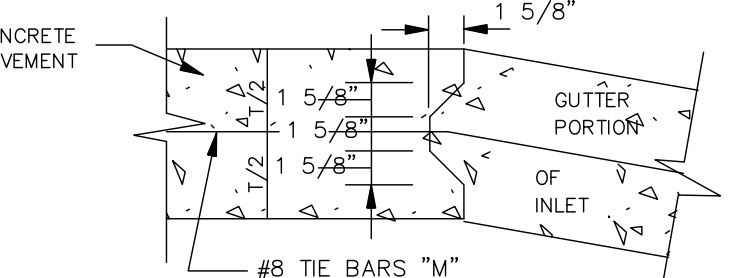


SECTION THRU  
MANHOLE COVER



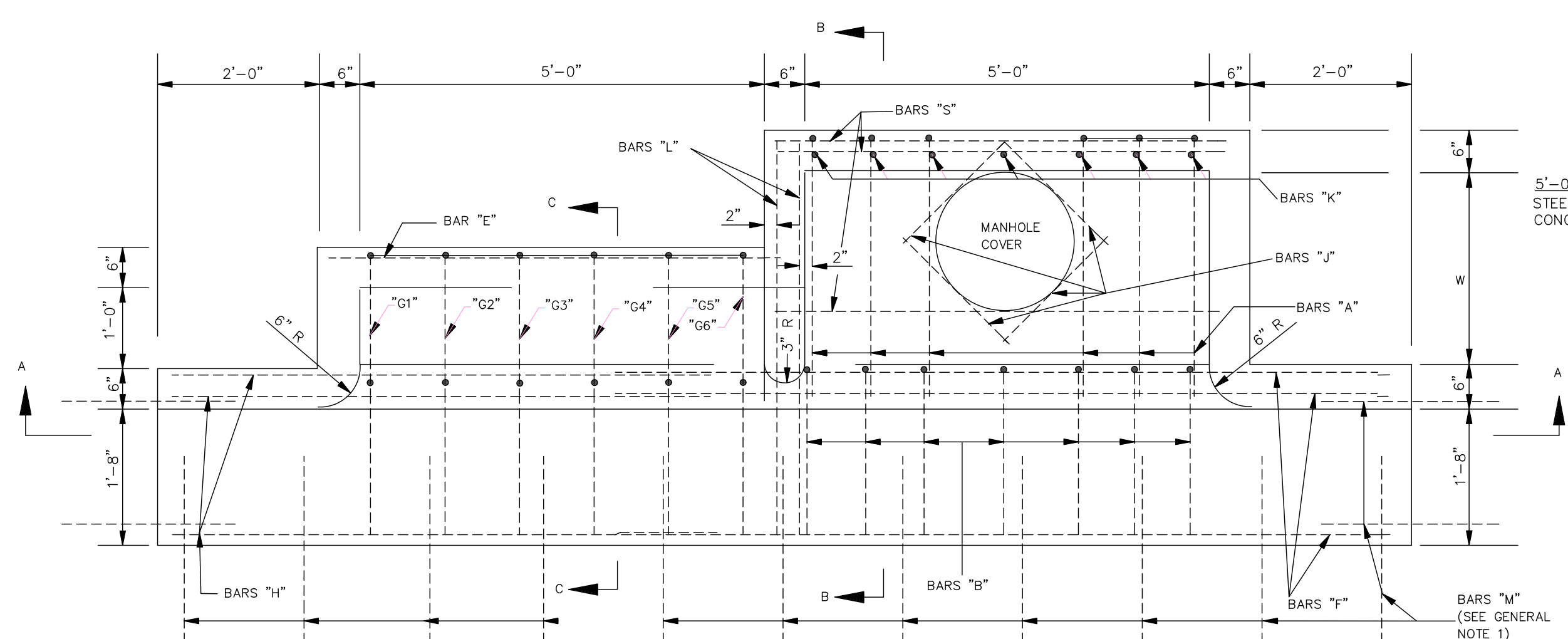
SECTION THRU  
MANHOLE COVER RING

NOTE: WEIGHT OF RING & COVER = 79 lbs

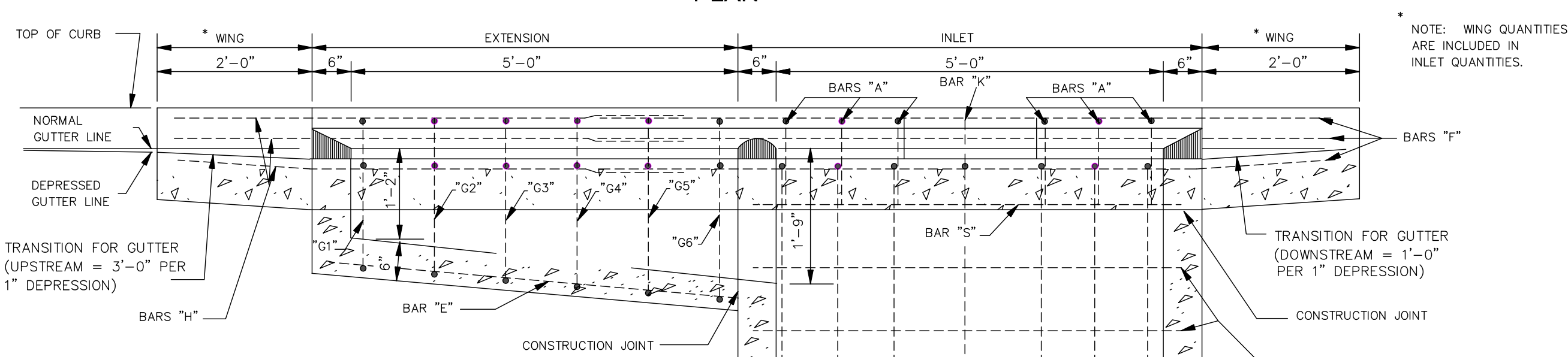


DETAIL OF KEYED CONSTRUCTION JOINTS

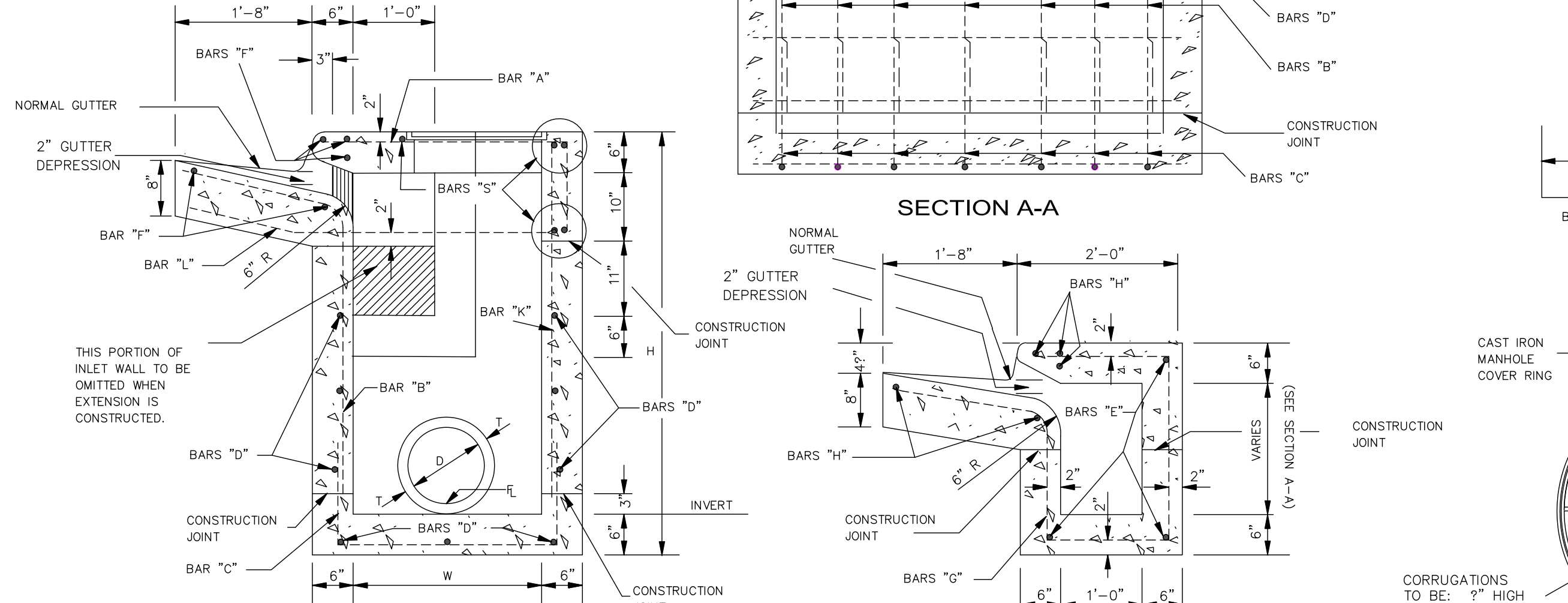
NOTE: FIELD BEND BARS "L"  
TO CENTER OF GUTTER SECTION



PLAN

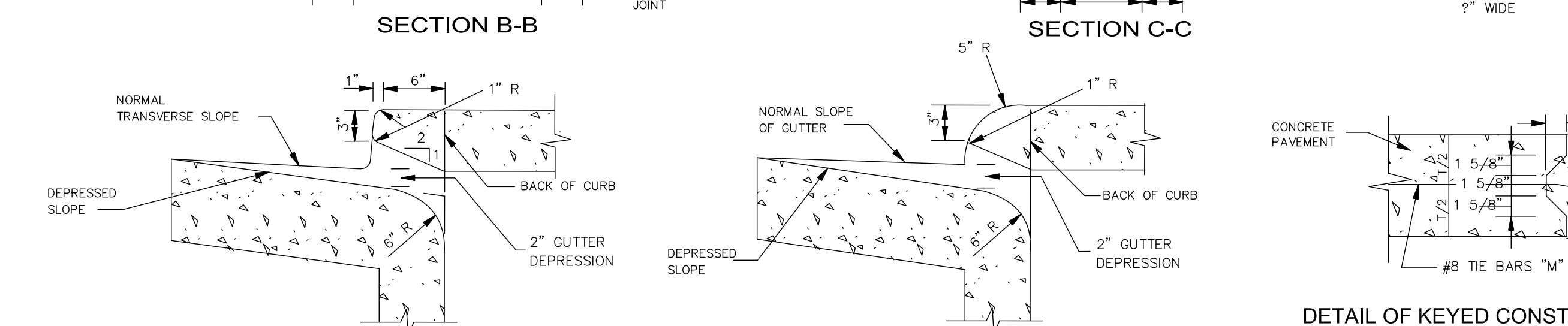


SECTION A-A



SECTION B-B

SECTION C-C

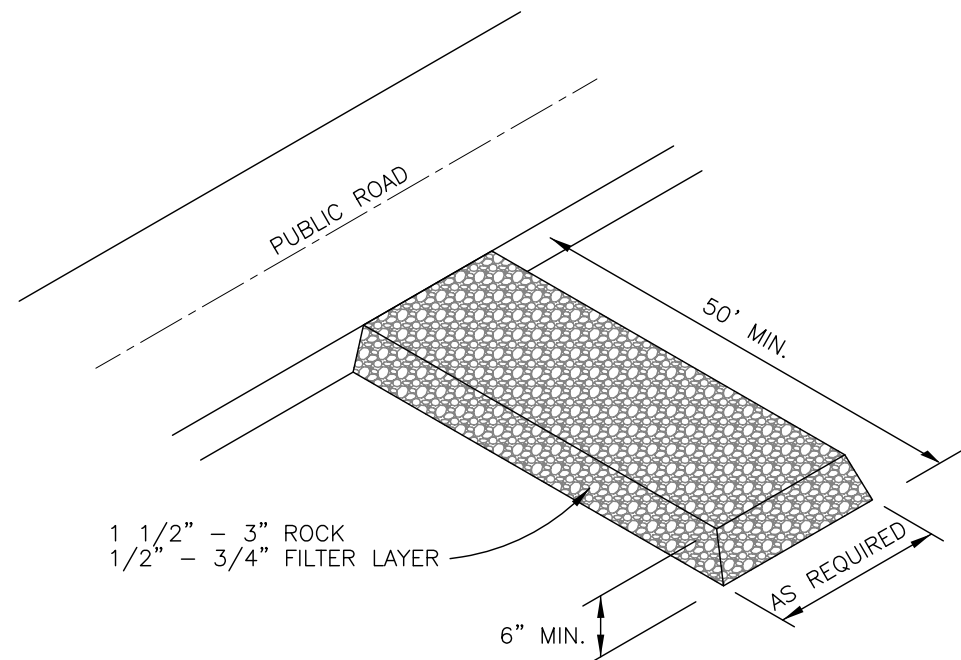


THROAT DETAIL OF BARRIER CURB



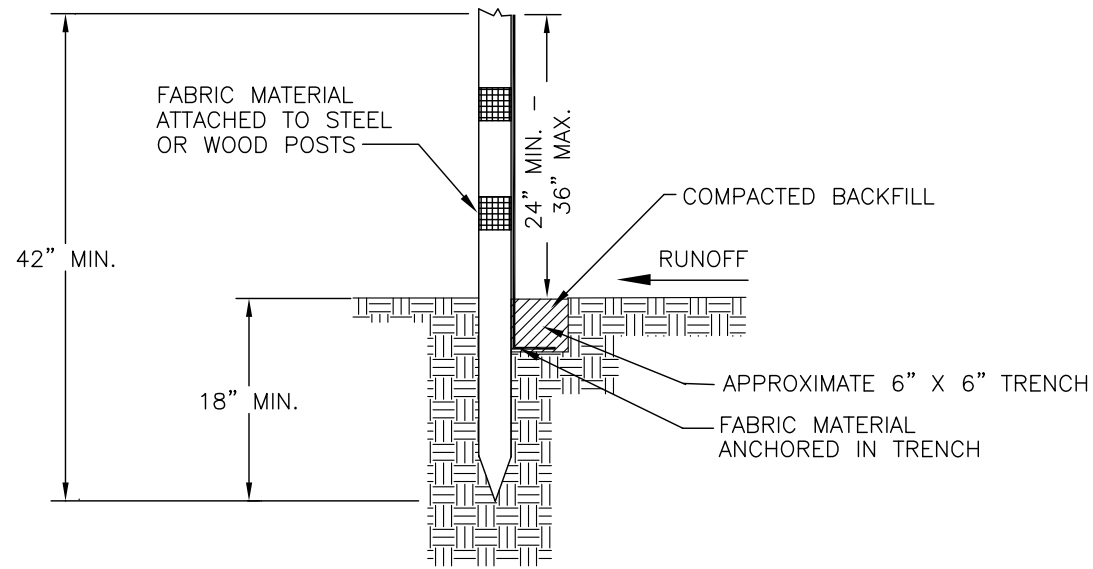
THROAT DETAIL OF ROLLED CURB





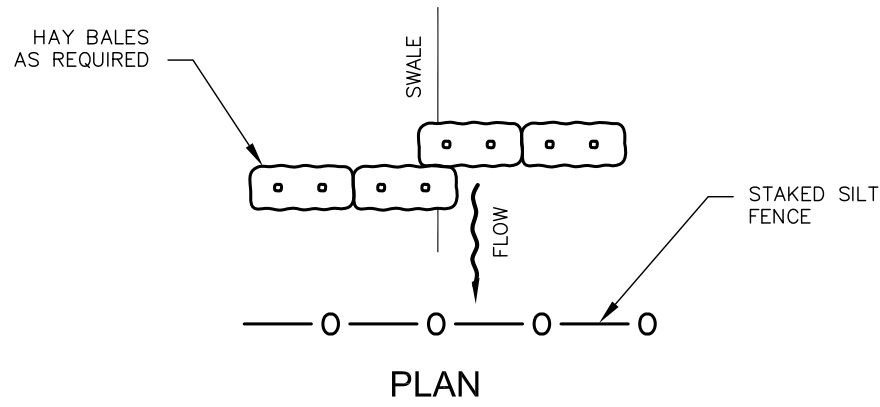
- NOTES:
1. VEHICLE TRACKING MAT SHALL BE LOCATED AT EVERY ENTRANCE/EXIT TO THE CONSTRUCTION SITE.
  2. VEHICLE TRACKING MAT SHALL BE MAINTAINED BY CONTRACTOR AS NEEDED TO PREVENT ANY MATERIAL FROM BEING TRACKED ONTO CITY STREET.
  3. SEDIMENT AND OTHER MATERIAL SPILLED, DROPPED OR TRACKED ONTO CITY STREET SHALL BE IMMEDIATELY REMOVED BY CONTRACTOR.

TEMPORARY CONSTRUCTION ENTRANCE DETAIL

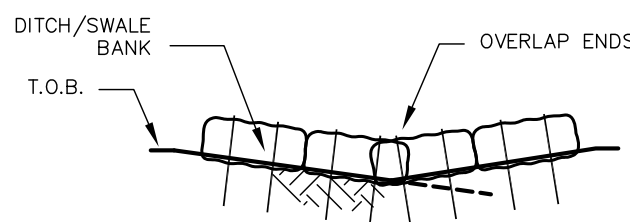


SILT FENCE DETAILS

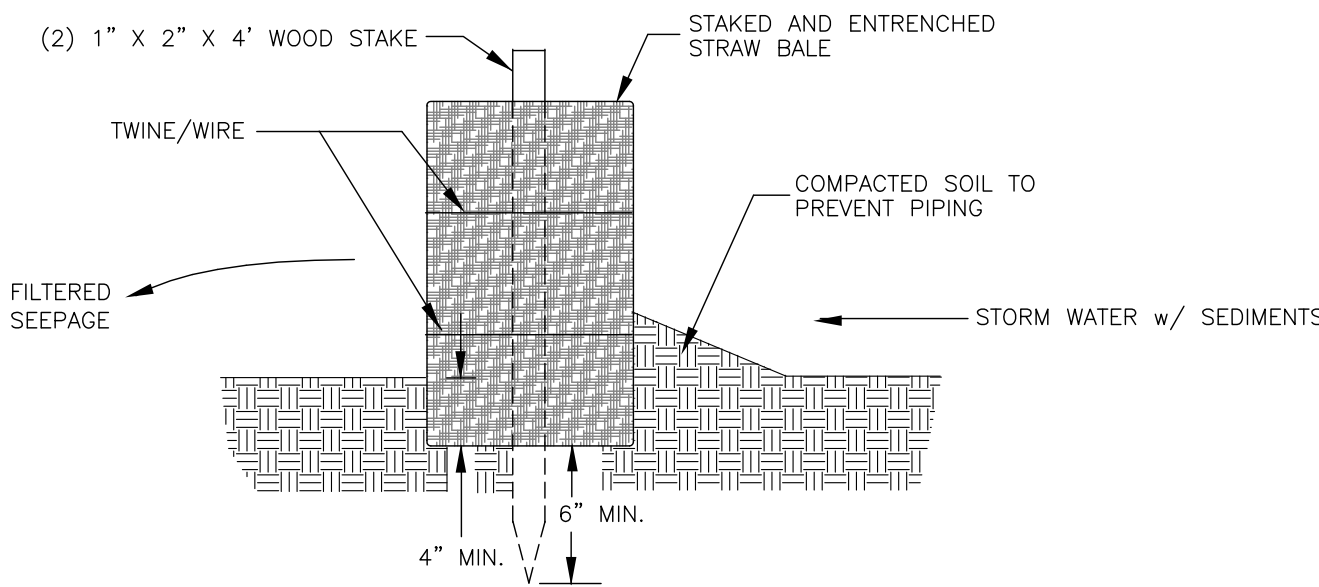
- NOTES:
1. GEOTEXTILE FABRIC SHALL BE A MINIMUM OF 36" IN WIDTH. STEEL POSTS SHALL BE 5" IN HEIGHT AND OF THE SELF FASTENER ANGLE STEEL TYPE.
  3. WOOD POSTS SHALL BE A MINIMUM OF 5' IN HEIGHT AND 4" OR MORE IN DIAMETER AND SPACED AT 10' CENTERS.
  4. WOODEN STAKES SHALL BE A MINIMUM OF 3' IN HEIGHT AND 1" x 2" AND SHALL BE USED AS NEEDED IN BETWEEN WOODEN POSTS BUT SPACED NO MORE THAN 3' APART AND DRIVEN 8" INTO GROUND.
  5. FENCE SHALL BE FASTENED WITH NOT LESS THAN 9 GAGE STAPLES 1" LONG FOR WOODEN POSTS AND, 3/4" FOR WOODEN STAKES.
  6. ALLOW A 6" OVERLAP OF FABRIC AT JOINTS.



PLAN



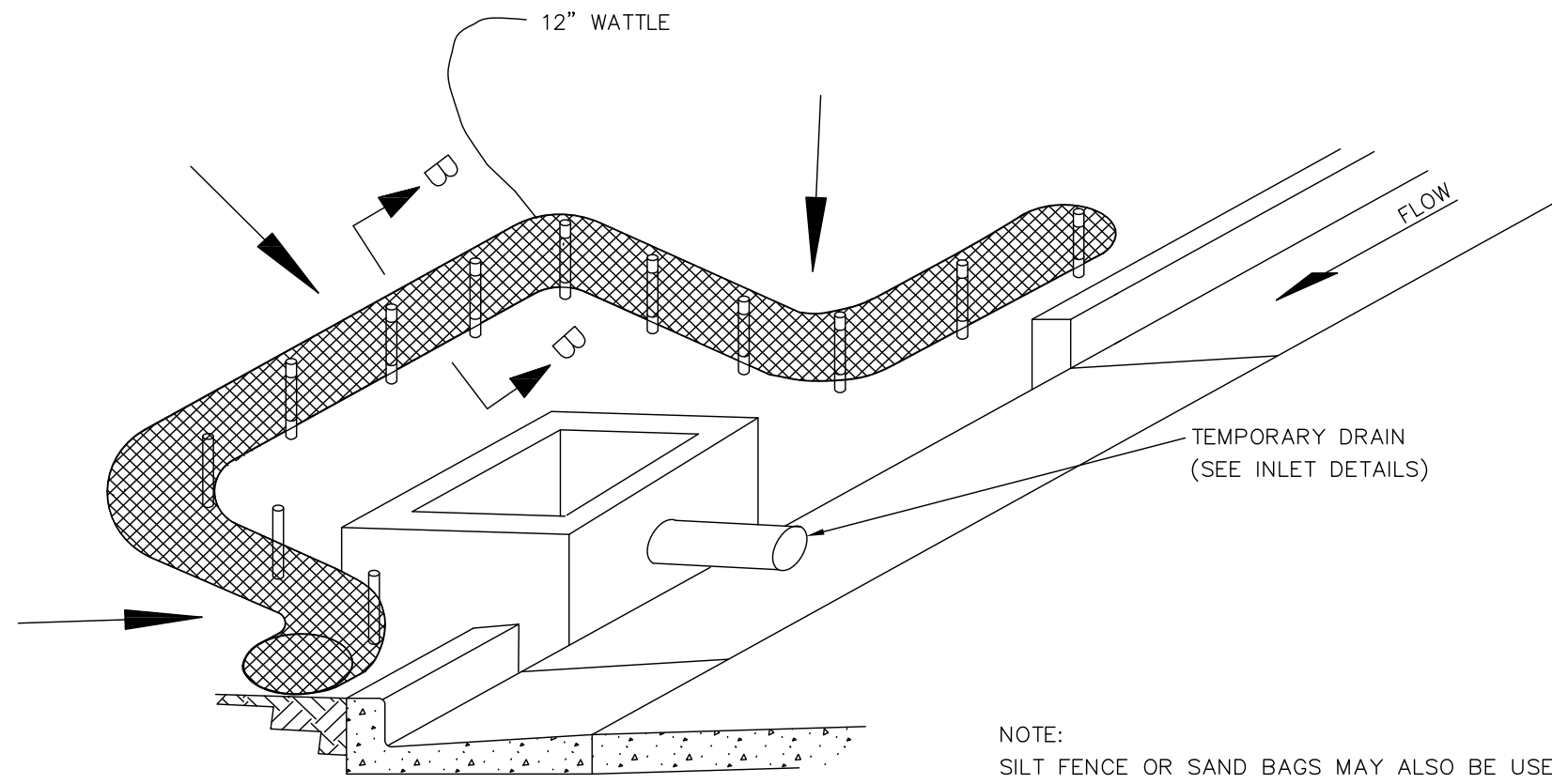
ELEVATION



HAY BALE INSTALLATION NOTES:

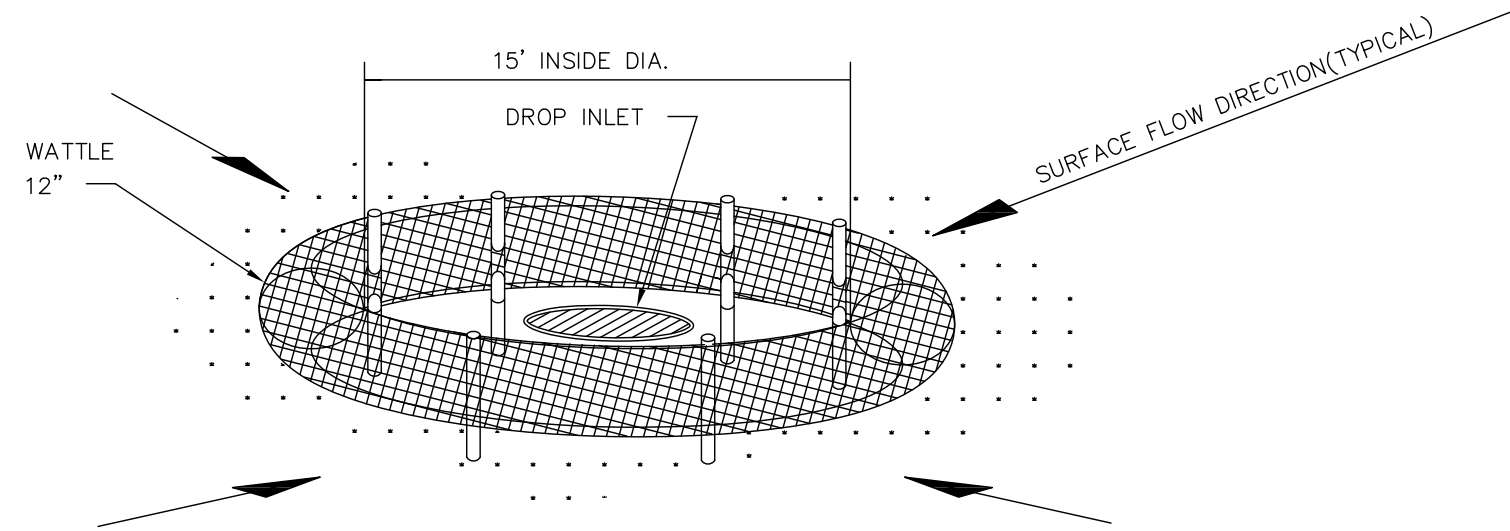
1. HAY BALES SHALL BE TRENCHED 3" TO 4" AND STAKED WITH (2) 1"x2"x4" WOOD STAKES PER BALE.
2. SILT FENCE SHALL BE DOWN STREAM OF HAY BALES.
3. ADJACENT BALES SHALL BE BUTTED FIRMLY TOGETHER. UNAVOIDABLE GAPS SHALL BE PLUGGED WITH HAY OR STRAW TO PREVENT SILT FROM PASSING.

HAY BALE INSTALLATION



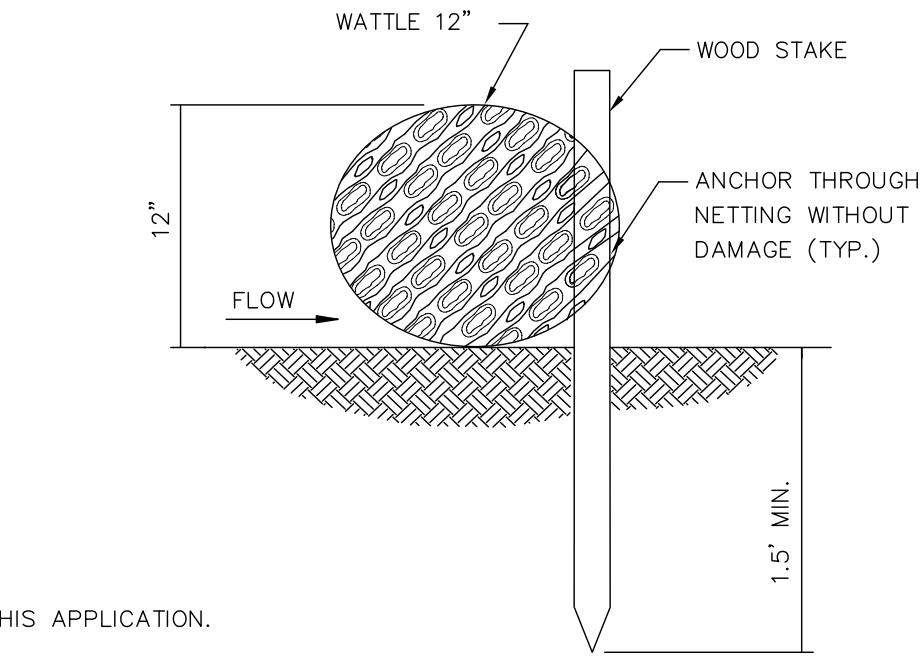
CURB INLET PROTECTION (STAGE 2)

SINGLE OR DOUBLE WING INLET

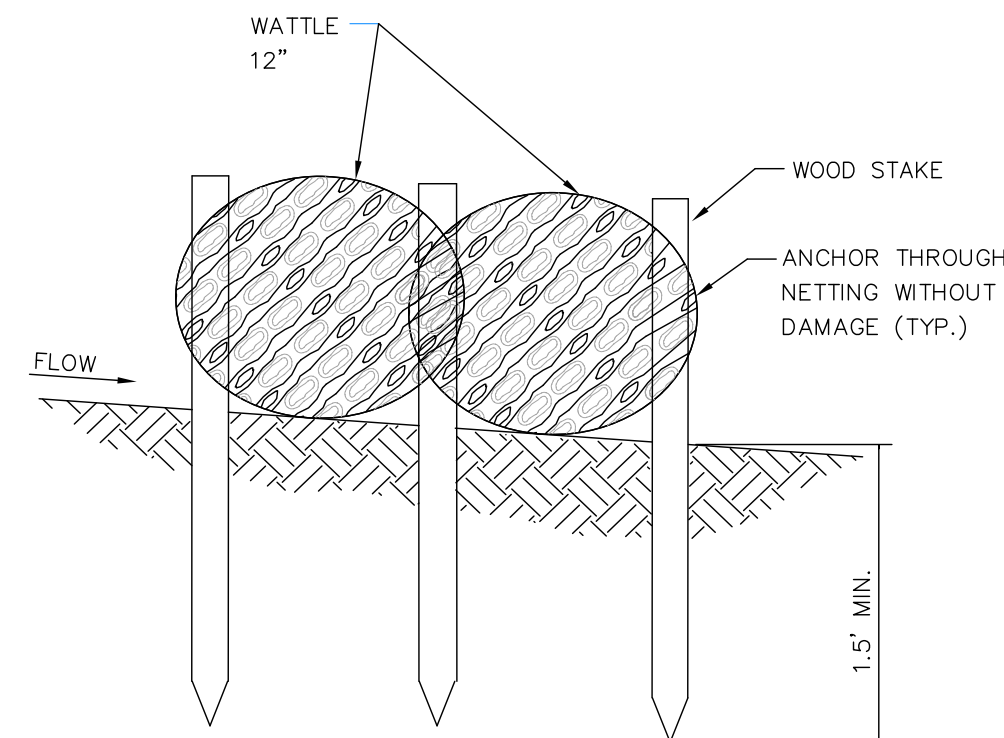


DROP INLET PROTECTION

- NOTES:
1. ANCHORING STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE WATTLE. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
  2. OVERLAP ENDS OF WATTLES PER MANUFACTURERS RECOMMENDATIONS (1" MIN., 3" MAX.).
  3. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.

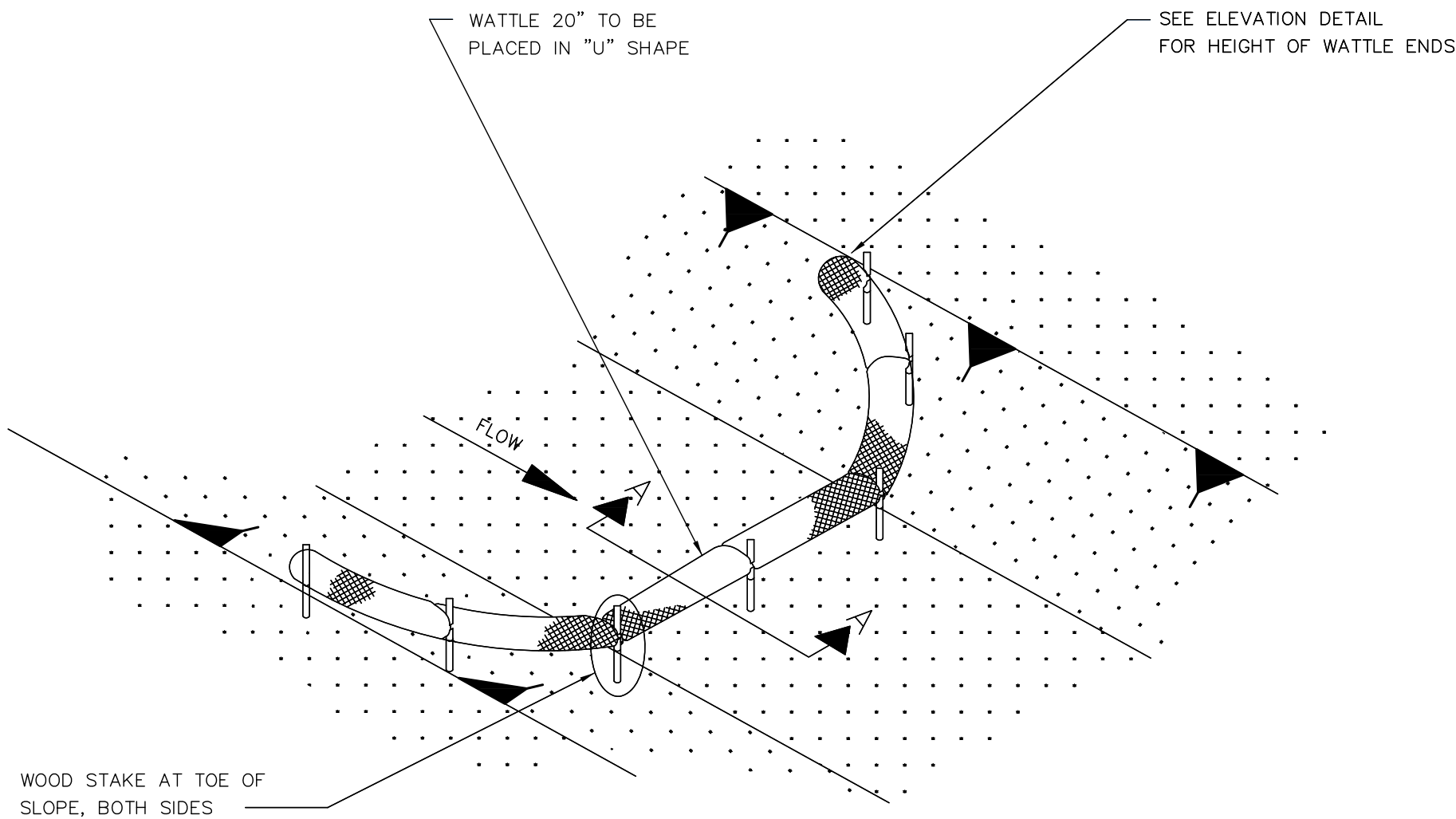


SECTION B-B

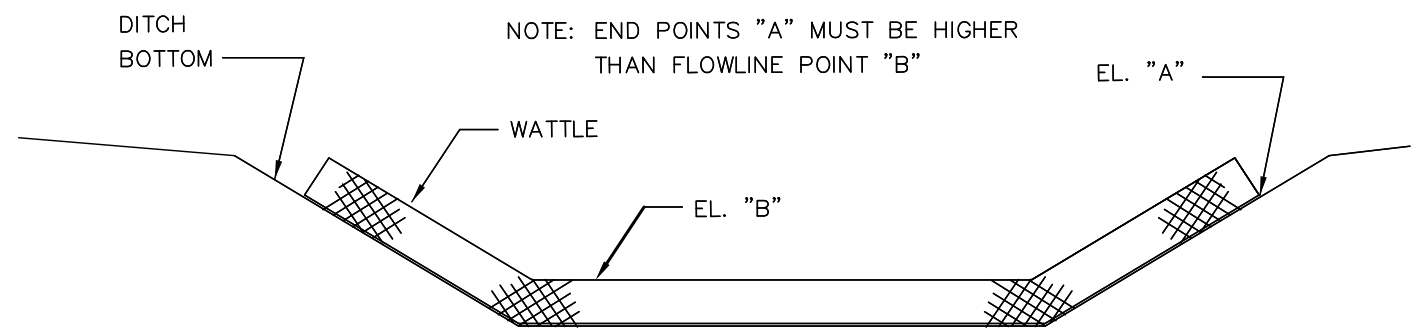


SECTION A-A

WATTLE INLET PROTECTION



DETAIL (DITCH CHECK)



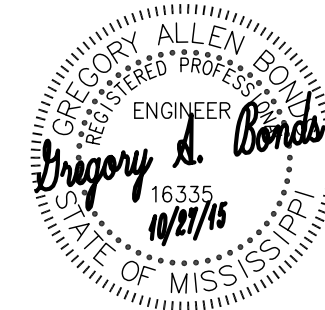
ELEVATION DETAIL

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

WATTLE DITCH CHECK SELECTION GUIDELINES

WATTLE DITCH CHECKS ARE APPROPRIATE FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.

WATTLE DITCH CHECK



DATE: 06/23/15	DRAWN: BCB	REVISIONS:
CHECKED: GAB	SCALE: 1"=20'	
REF C/L:		
EG SURFACE:		
FG SURFACE:		

PROJECT LOCATION:	OLD FANNIN ROAD
CITY LIMITS OF FLOWWOOD, MS	
CLIENT:	SOUTHERN HOSPITALITY SERVICES, LLC
84 GRANDVIEW CR. BRANDON, MS 39047	

PROJECT:	HOME 2 SUITES
SHEET CONTENTS:	MISCELLANEOUS DETAILS

SHEET NUMBER	C4.2
PROJECT NUMBER	B-4047