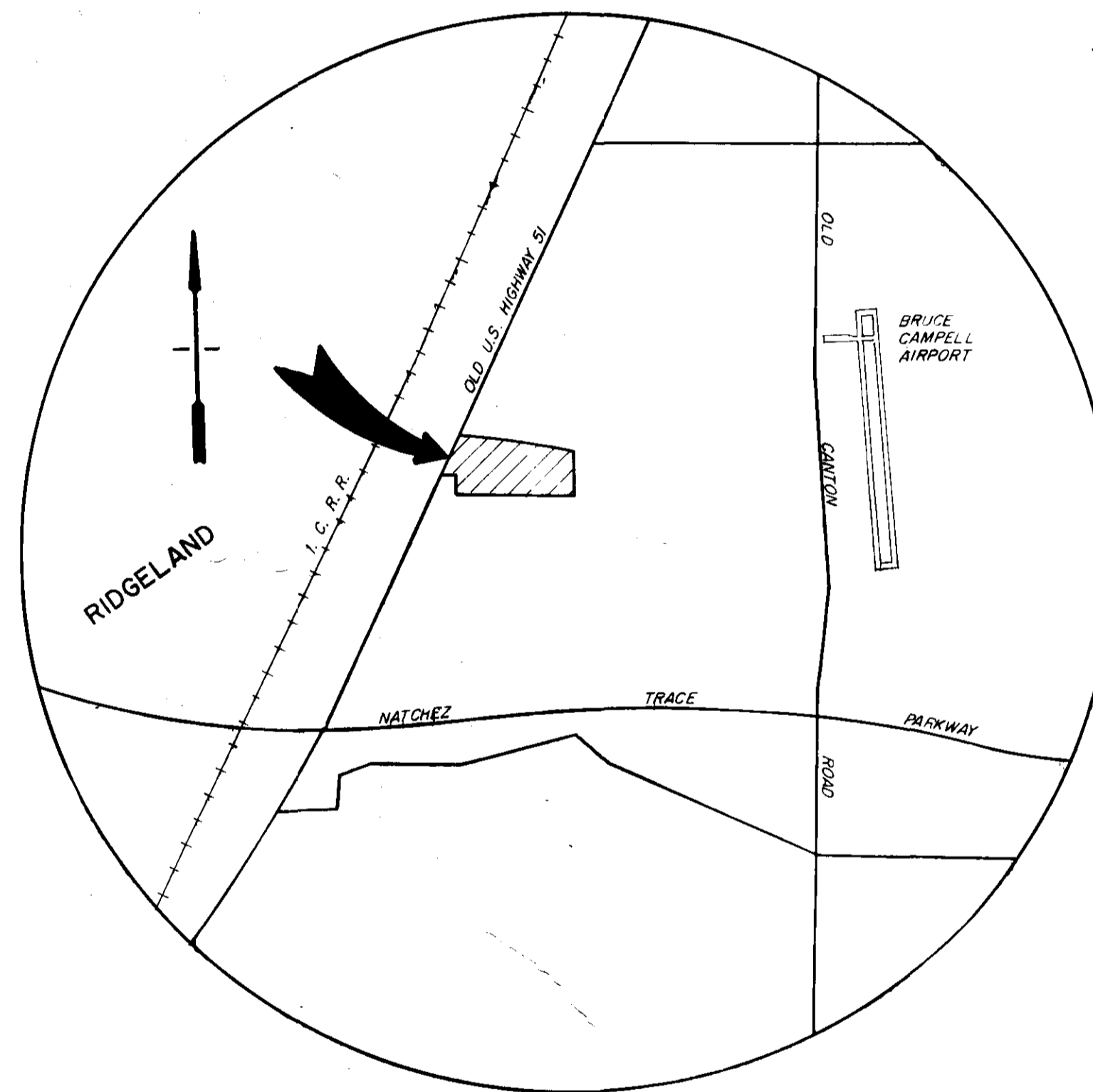


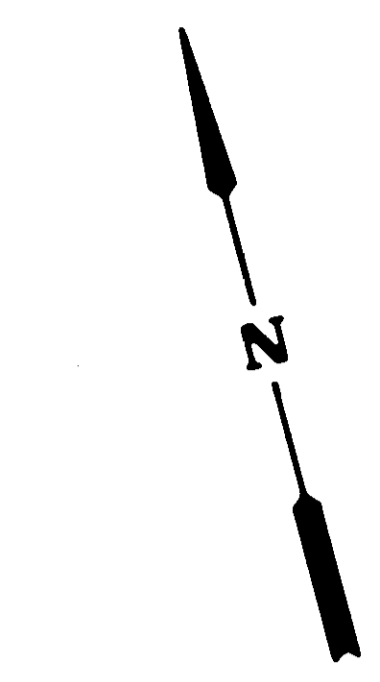
BEAVER CREEK  
PART 1  
RIDGELAND, MISSISSIPPI



Case & Associates, Inc.  
Continental Consultants, Inc.  
october, 1978

PWP-00204

"As BUILT"  
Feb. 1978



U.S. HIGHWAY 51



TEMPORARY CUL-DE-SAC TO BEVERT TO ADJOINING OWNED WHEN STREET IS EXTENDED (TYPICAL)

100 year Flood Limits (approximate)

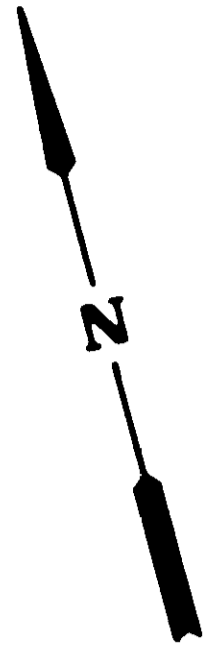
SEE SHEET 12 FOR DETAILS ON LIFT STA.

"AS BUILT"  
Feb. 1980

NOTE: ALL CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE CITY OF RIDGELAND  
FINAL UTILITY DESIGN RELATES ONLY TO SERVICE FOR PART I.

BEAVER CREEK
Sanitary Sewer 12" out
CONTINENTAL CONSULTING ENGINEERS, INC. Ridgeland, Miss. CASE and ASSOCIATES Ridgeland, Miss.
SCA

WATER



U.S. HIGHWAY 51

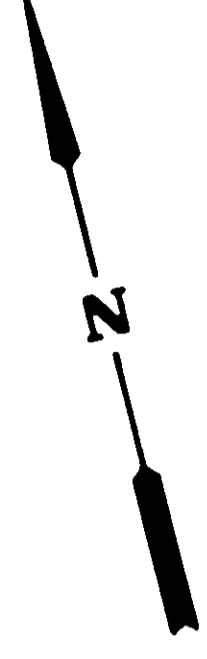


TEMPORARY CURB SHALL REVERT TO ADJOINING OWNER WHEN STREET IS EXTENDED (TYPICAL)

NOTE: ALL CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE CITY OF RIDGELAND  
FINAL UTILITY DESIGN RELATES ONLY TO SERVICE FOR PART I

"AS BUILT"  
1/28/1980

BEAVER CREEK	
Water	U:
CONTINUA	TAN'S



U.S. HIGHWAY 51



TEMPORARY TO REVEAL OWNERS' EXTENSION

504730  
530710  
13.000'

NOTE: ALL CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE CITY OF RIDGELAND  
FINAL UTILITY DESIGN RELATES ONLY TO SERVICE FOR PART 1

TYPICAL DITCH SECTION A-A  
0.3% slope  
4' 1000 cfs (max)  
4' 1000 cfs (des.)

TYPICAL DITCH SECTION B-B  
0.125% slope  
4' 2000 cfs (max)  
4' 2100 cfs (des.)

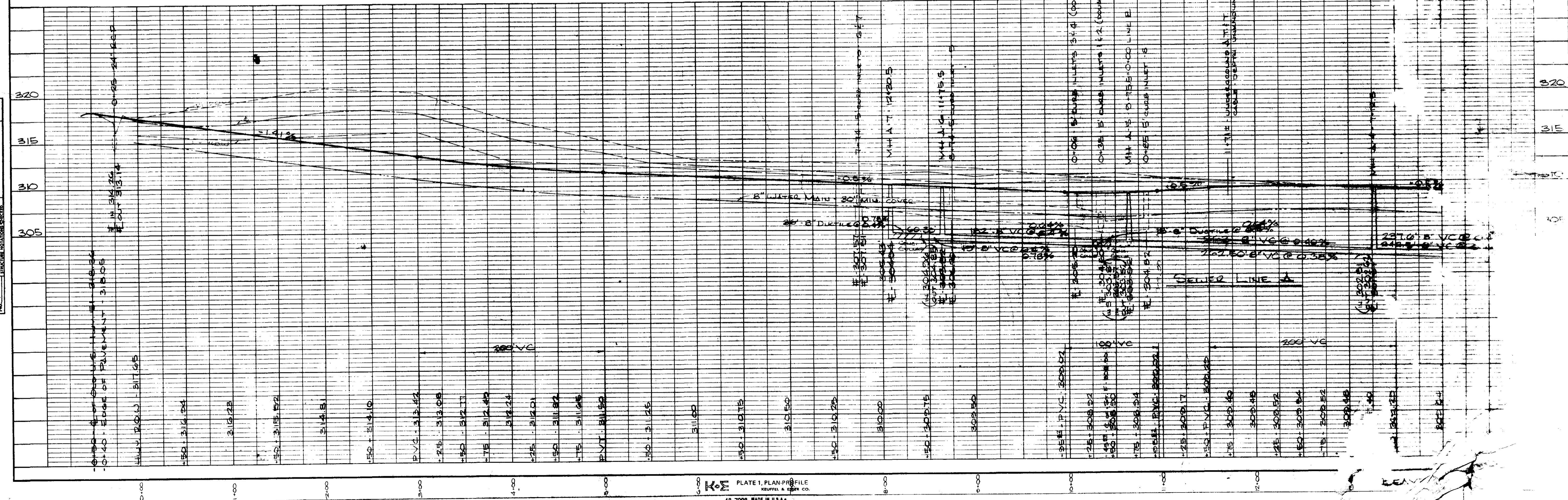
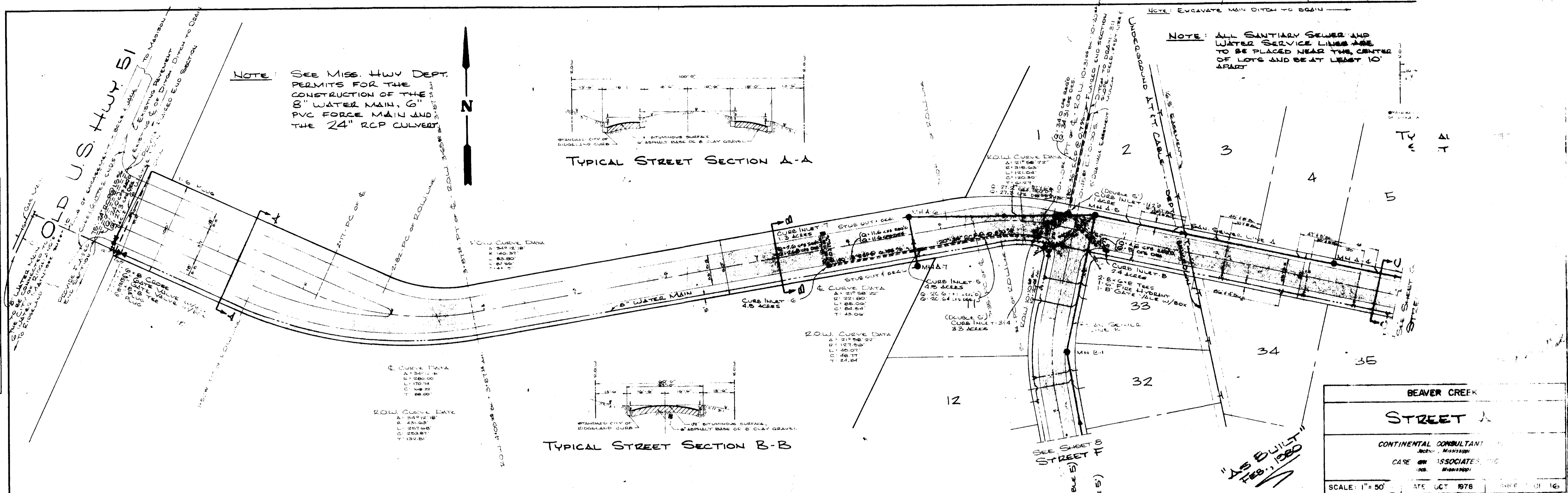
TYPICAL DITCH SECTION C-C  
0.375% slope  
4' 400 cfs (max)  
4' 431 cfs (des.)

NOTE: ALL DITCH SLOPES SHALL BE SEEDED, FERTILIZED AND MULCHED

80

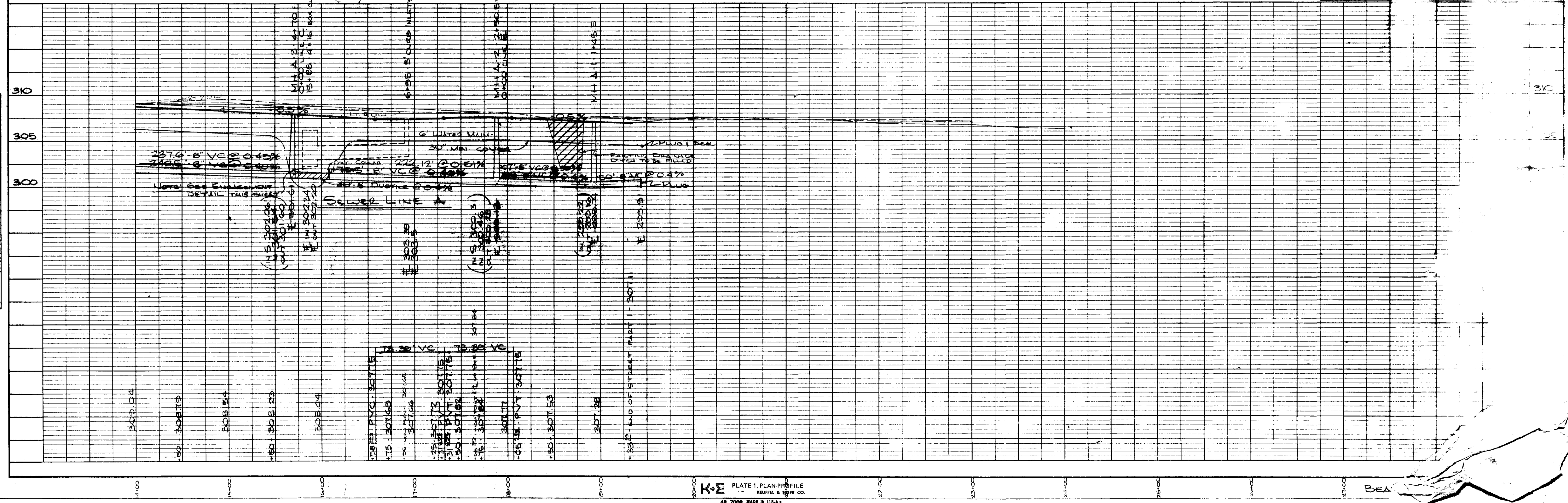
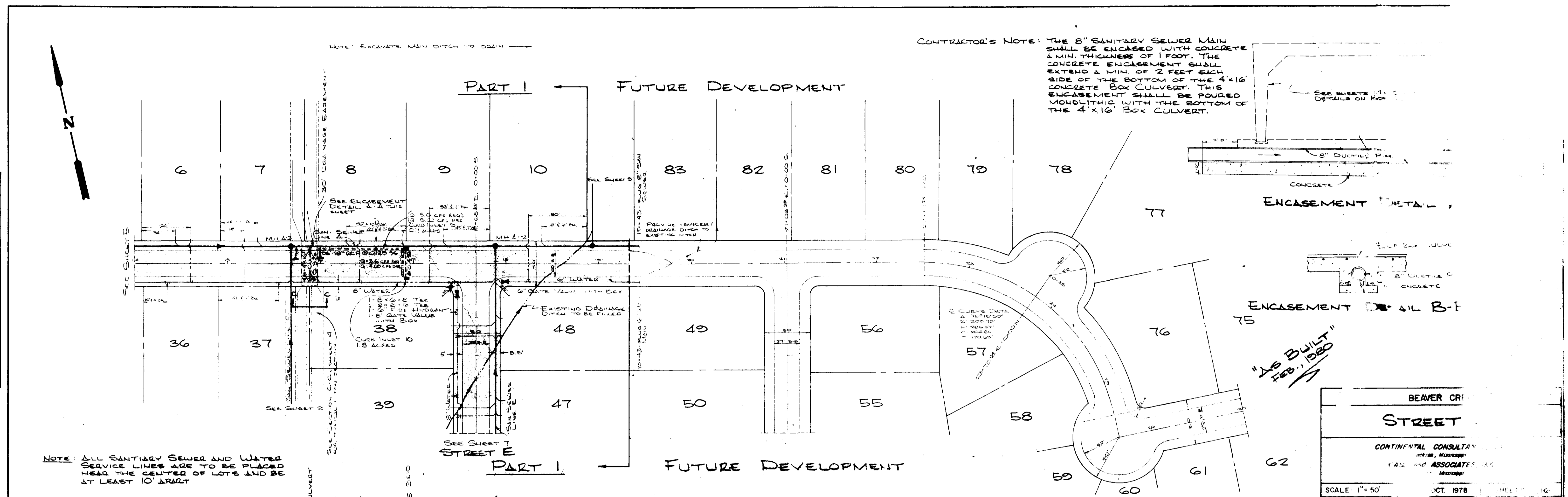
PLAN  
 SHEET NO. 1  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

PROFILE  
 SHEET NO. 1  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_  
 TITLE: \_\_\_\_\_



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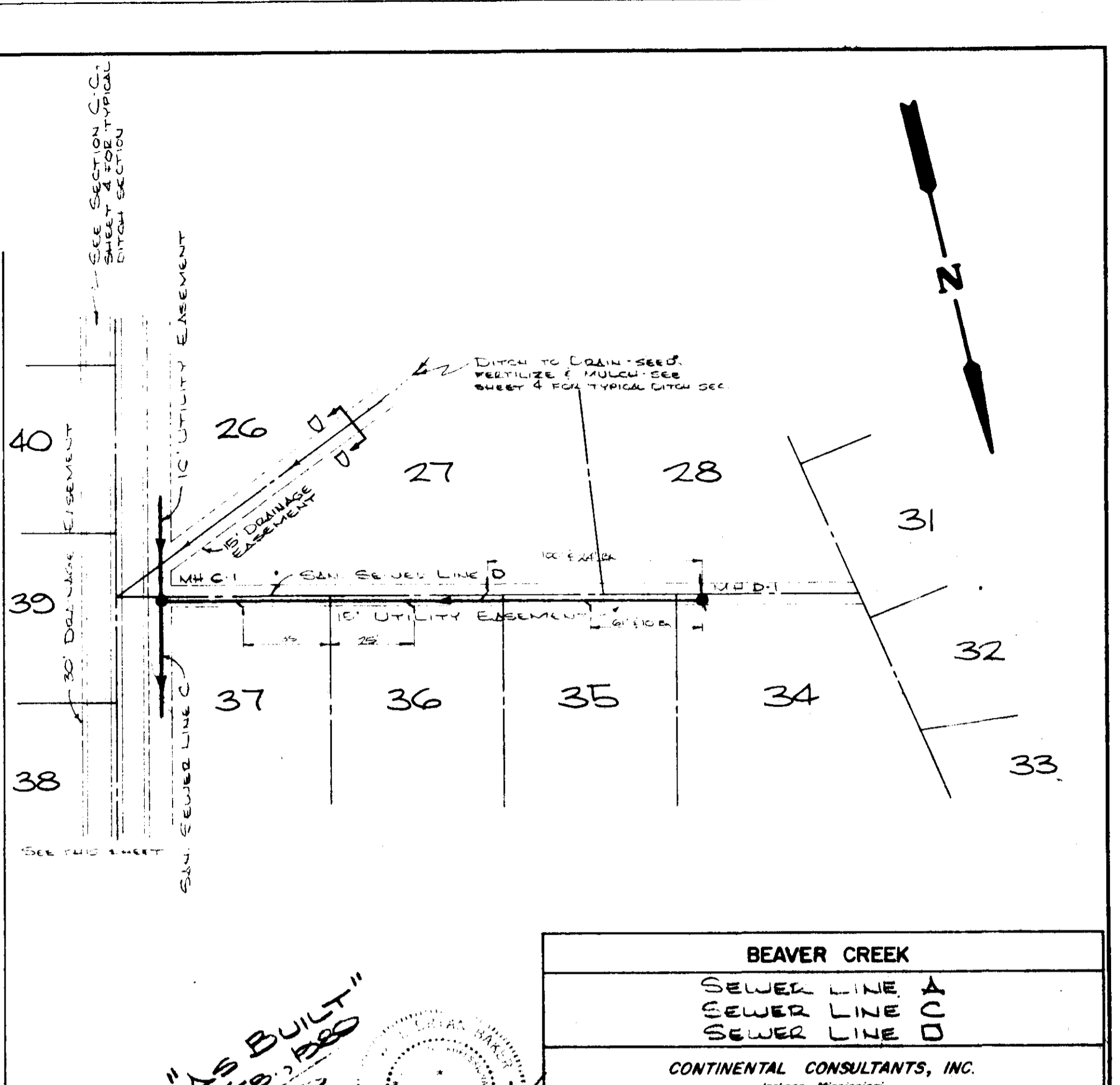
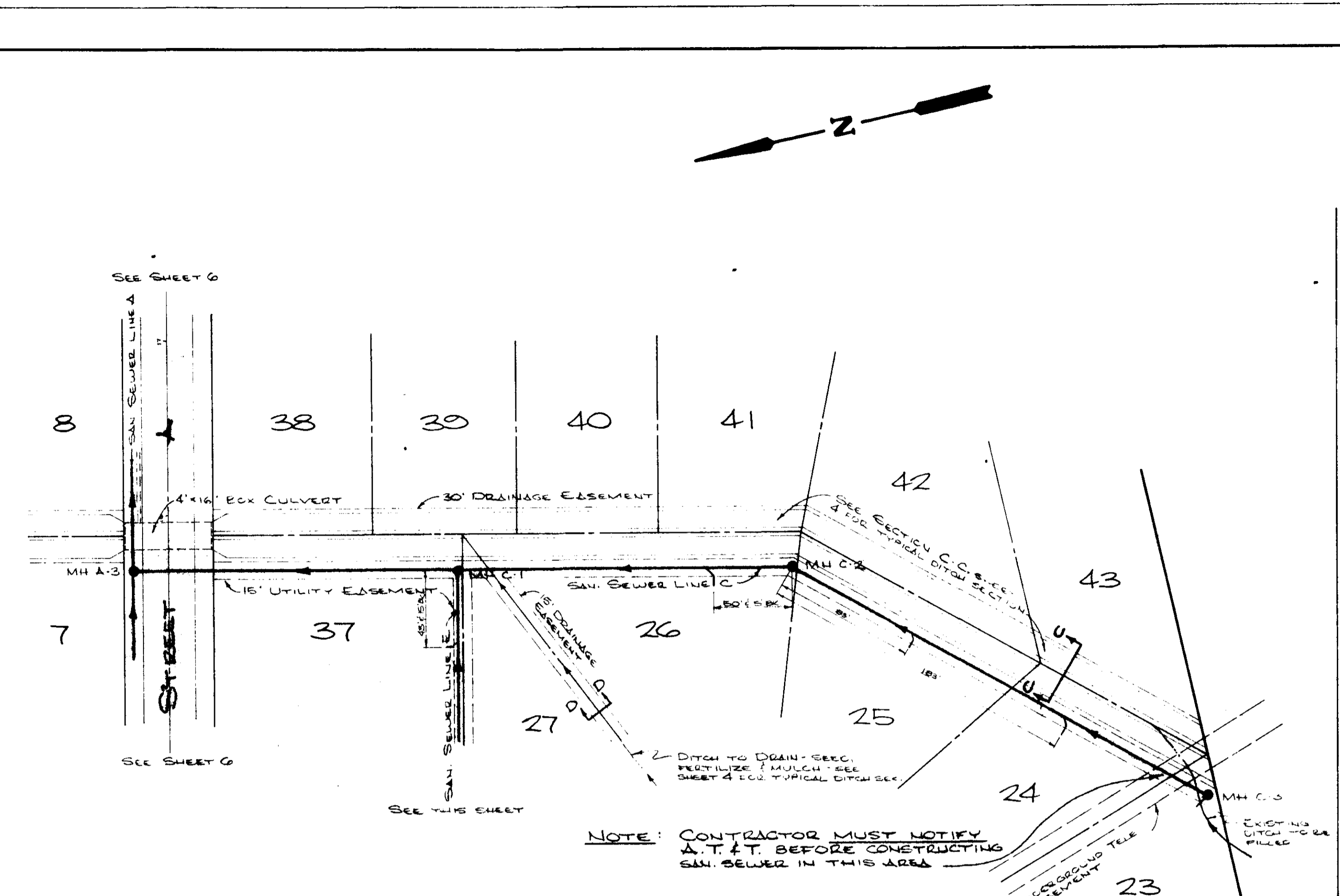
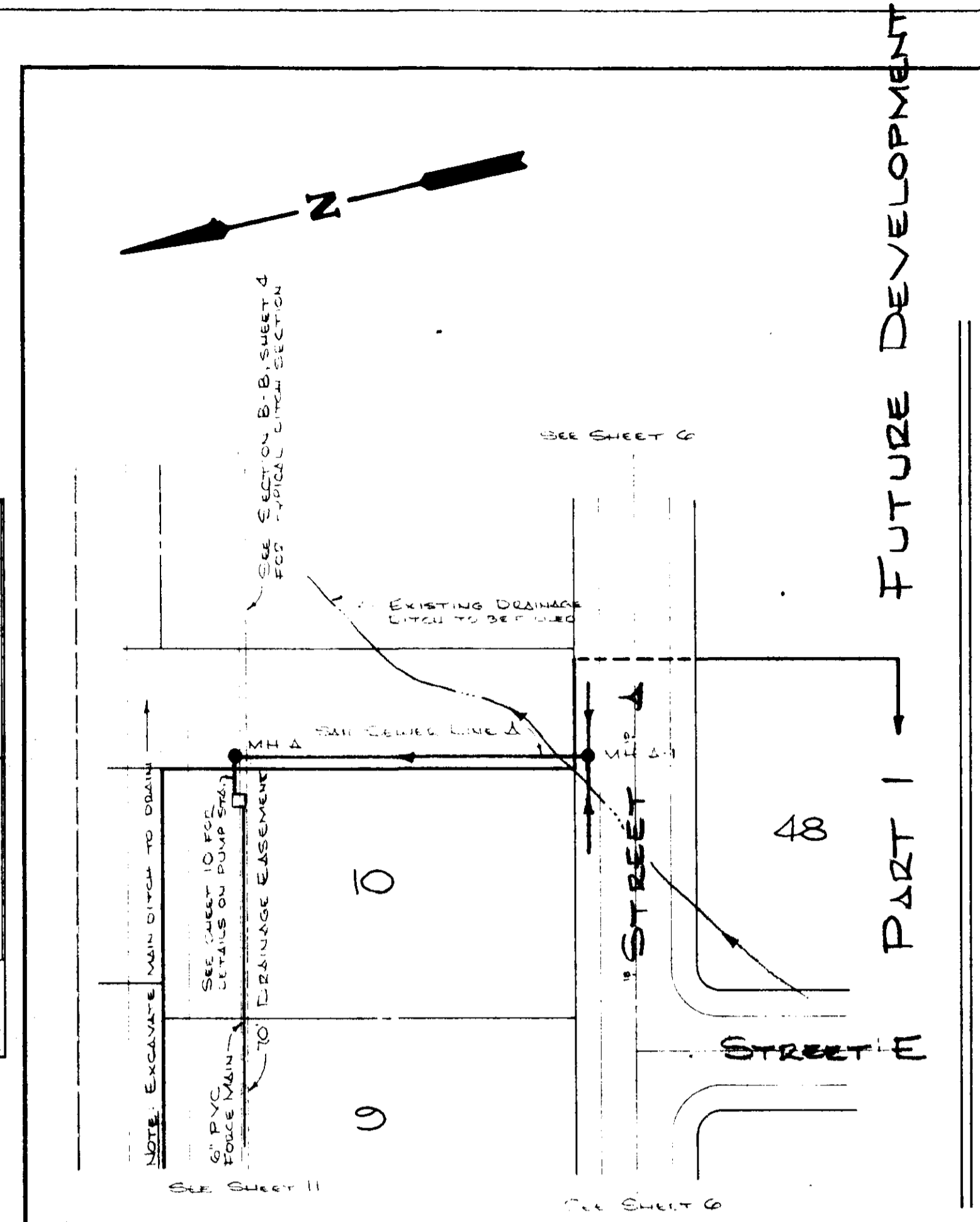






PLAN  
 SURVYOR: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_

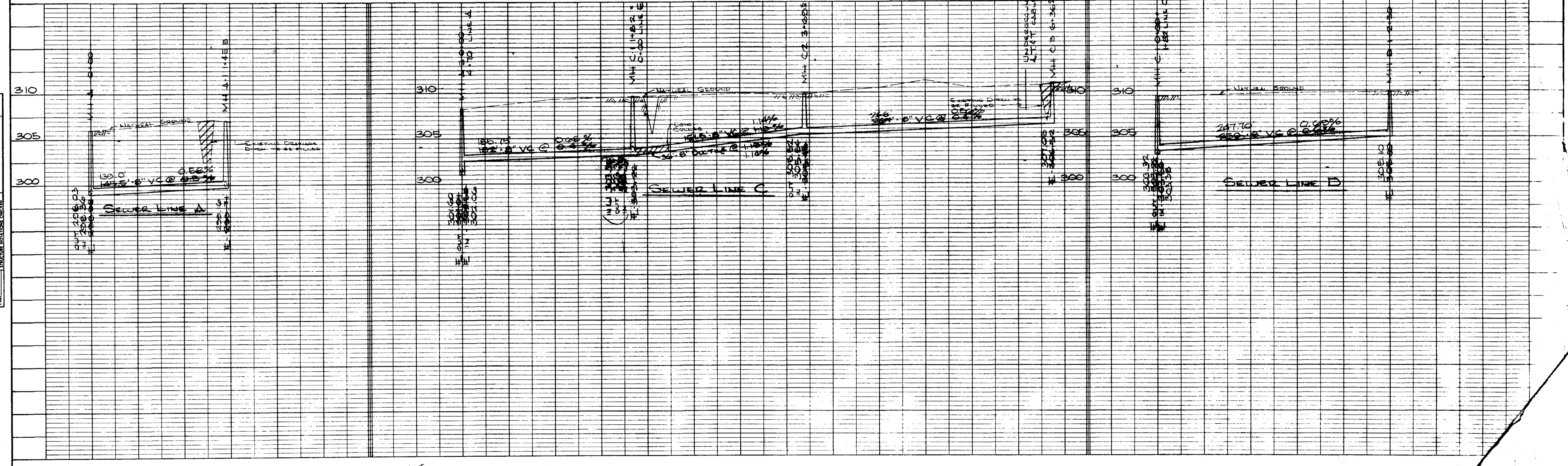
157/19  
 PROFILE  
 SURVYOR: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_



**BEAVER CREEK**  
 SEWER LINE A  
 SEWER LINE C  
 SEWER LINE D

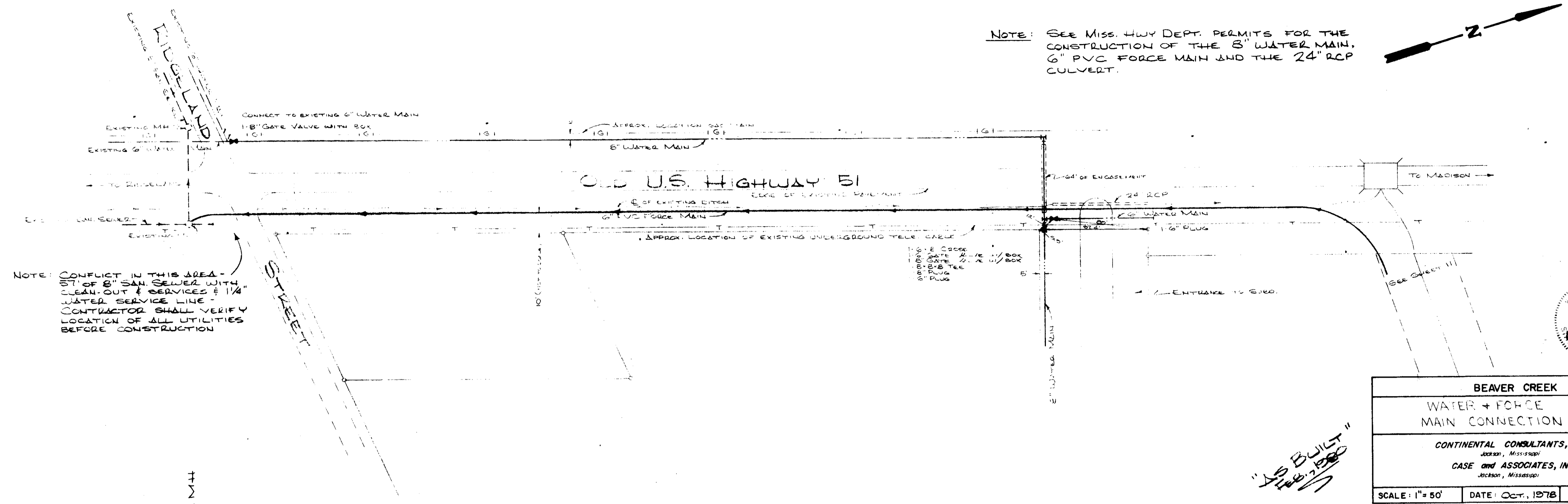
CONTINENTAL CONSULTANTS, INC.  
 Jackson, Mississippi  
 CASE and ASSOCIATES, INC.  
 Jackson, Mississippi

SCALE: 1" = 50'    DATE: OCT. 1978    SHEET 9 OF 10



DATE	
BY	
NO.	
PLAN	
NO.	

DATE	
BY	
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PROFILE	
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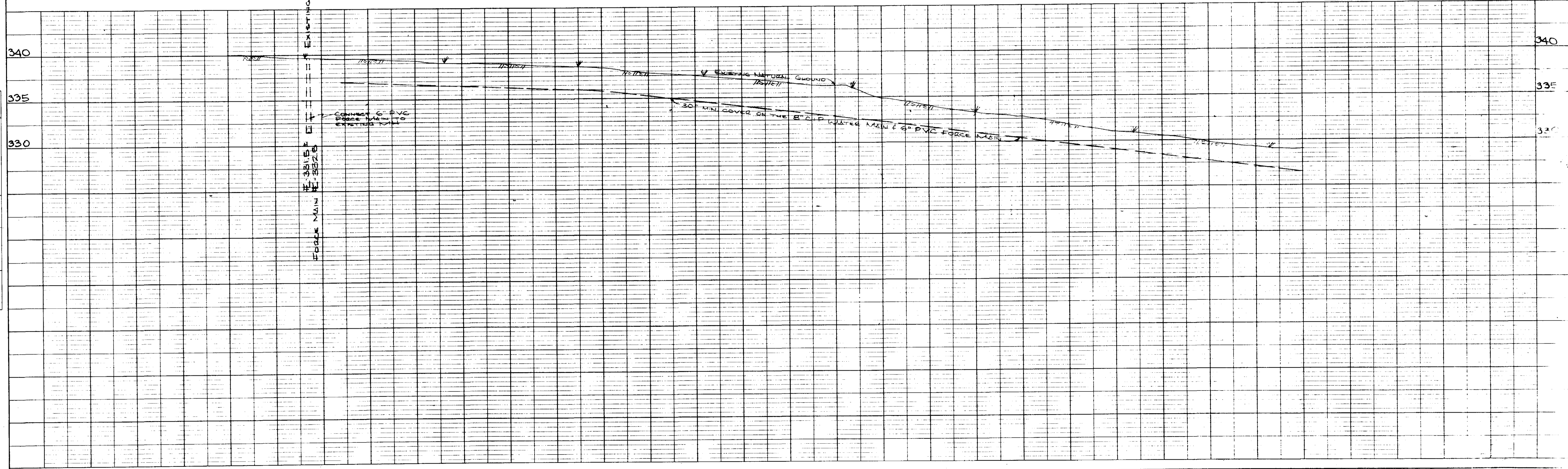


BEAVER CREEK  
 WATER + FORCE  
 MAIN CONNECTION

CONTINENTAL CONSULTANTS, INC.  
 Jackson, Mississippi

CASE and ASSOCIATES, INC.  
 Jackson, Mississippi

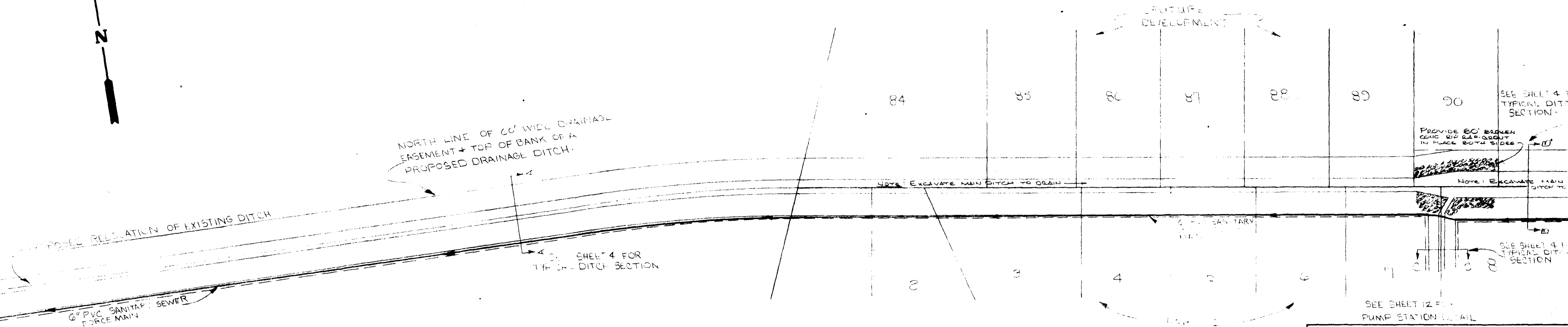
SCALE: 1" = 50'    DATE: Oct., 1978    SHEET 10 OF 16



DATE	
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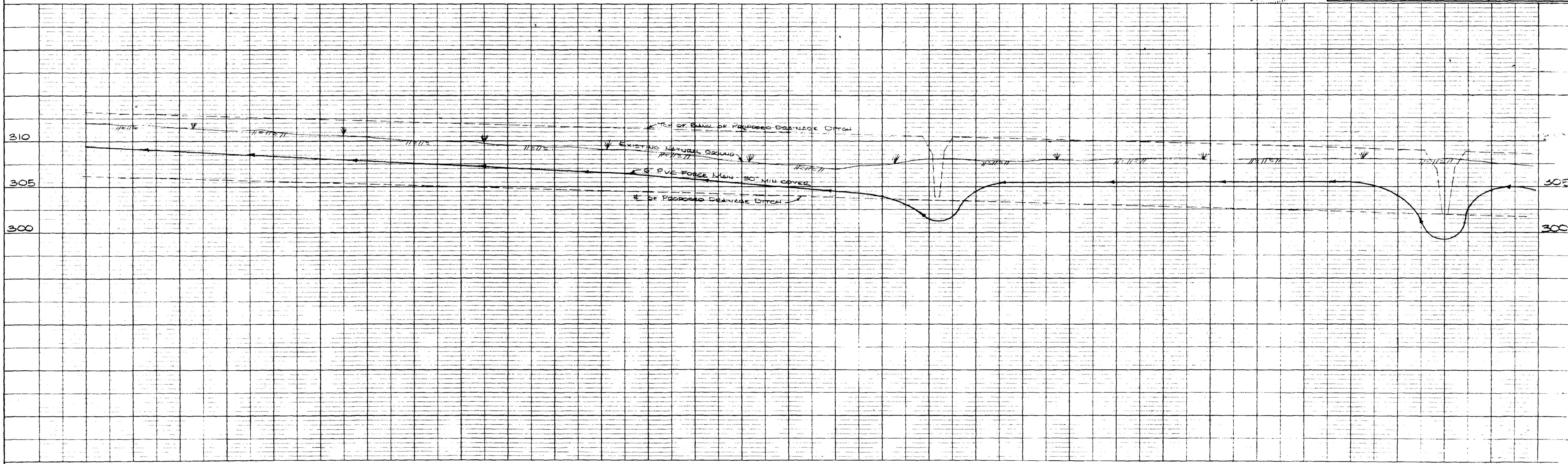
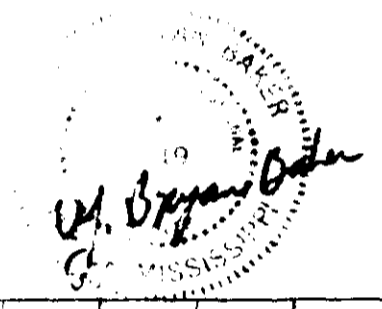
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OLD U.S. HIGHWAY 51  
SEE SHEET 10



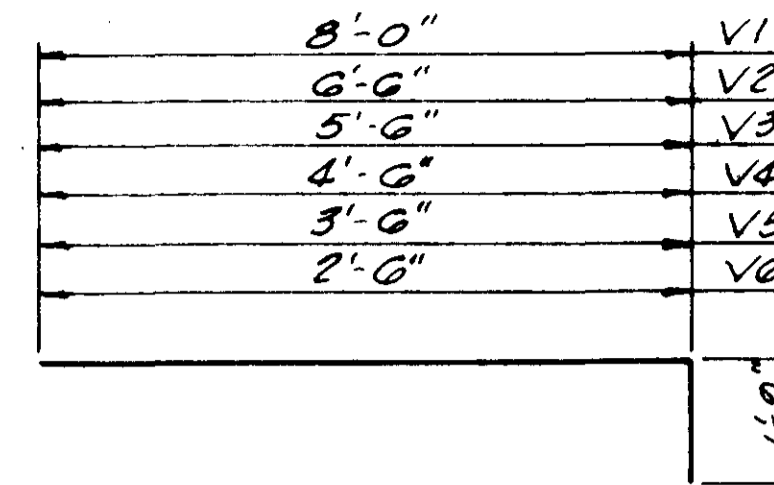
BEAVER CREEK
FORCE MAIN
CONTINENTAL CONSULTANTS, INC. Jackson, Mississippi
CASE and ASSOCIATES, INC. Jackson, Mississippi
SCALE: 1" = 50'    DATE: Oct., 1978    SHEET 11 OF 16

"AS BUILT"  
Feb., 1980



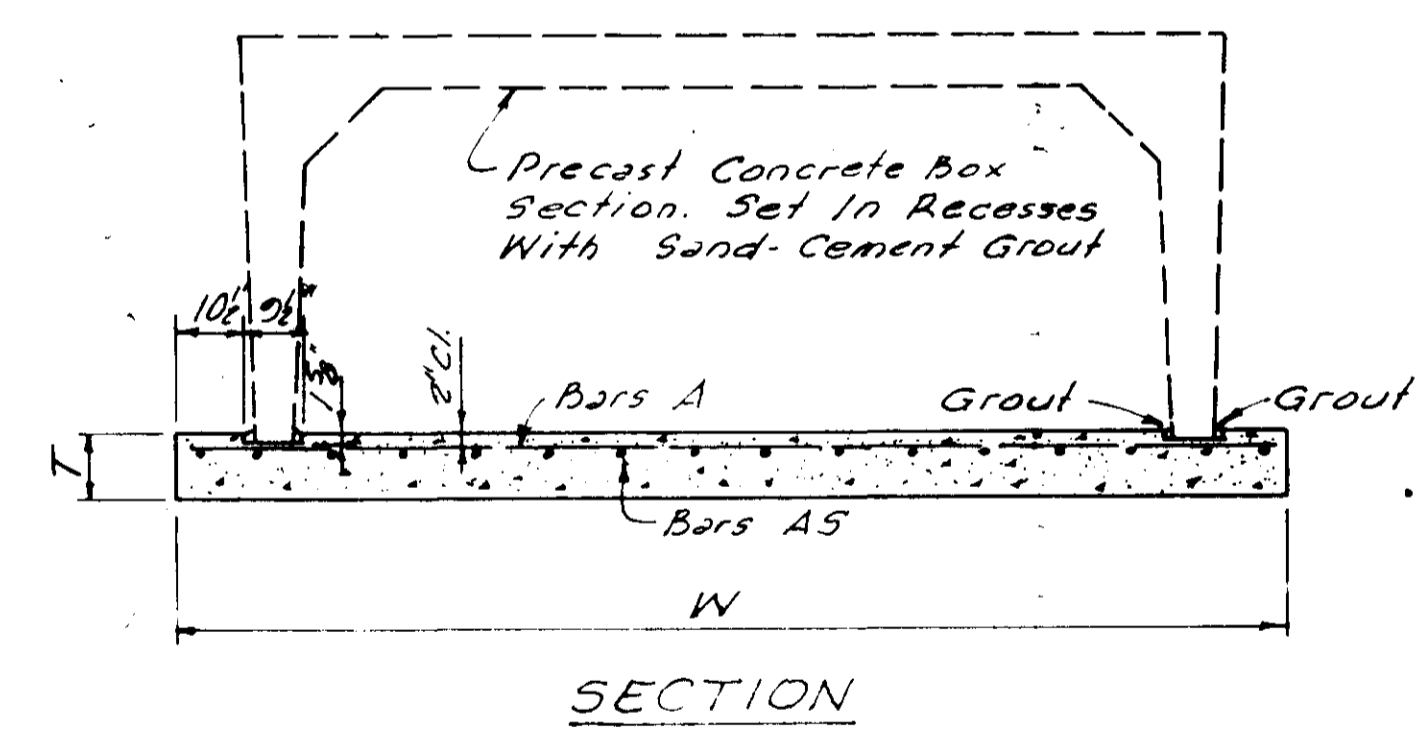
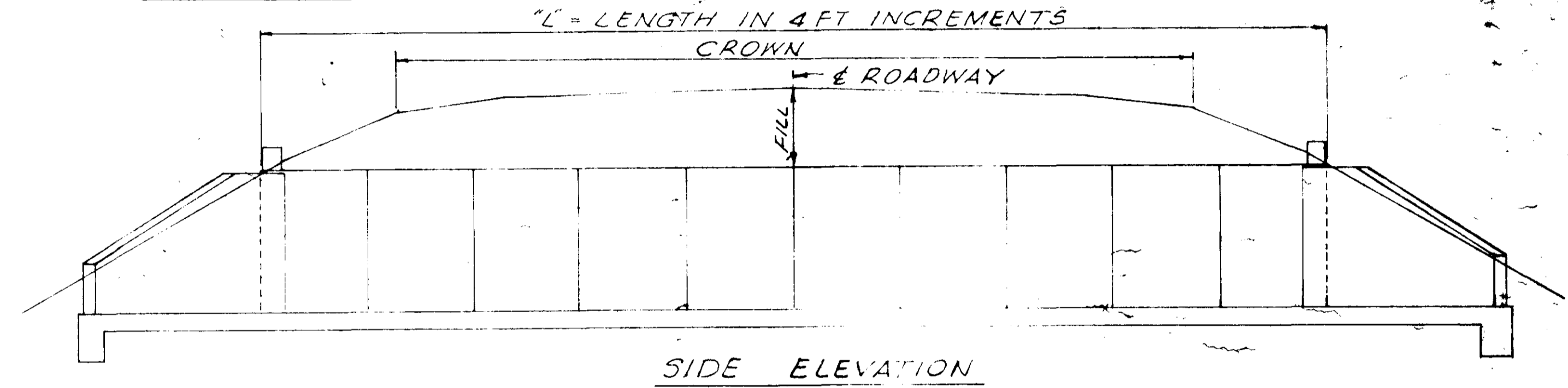
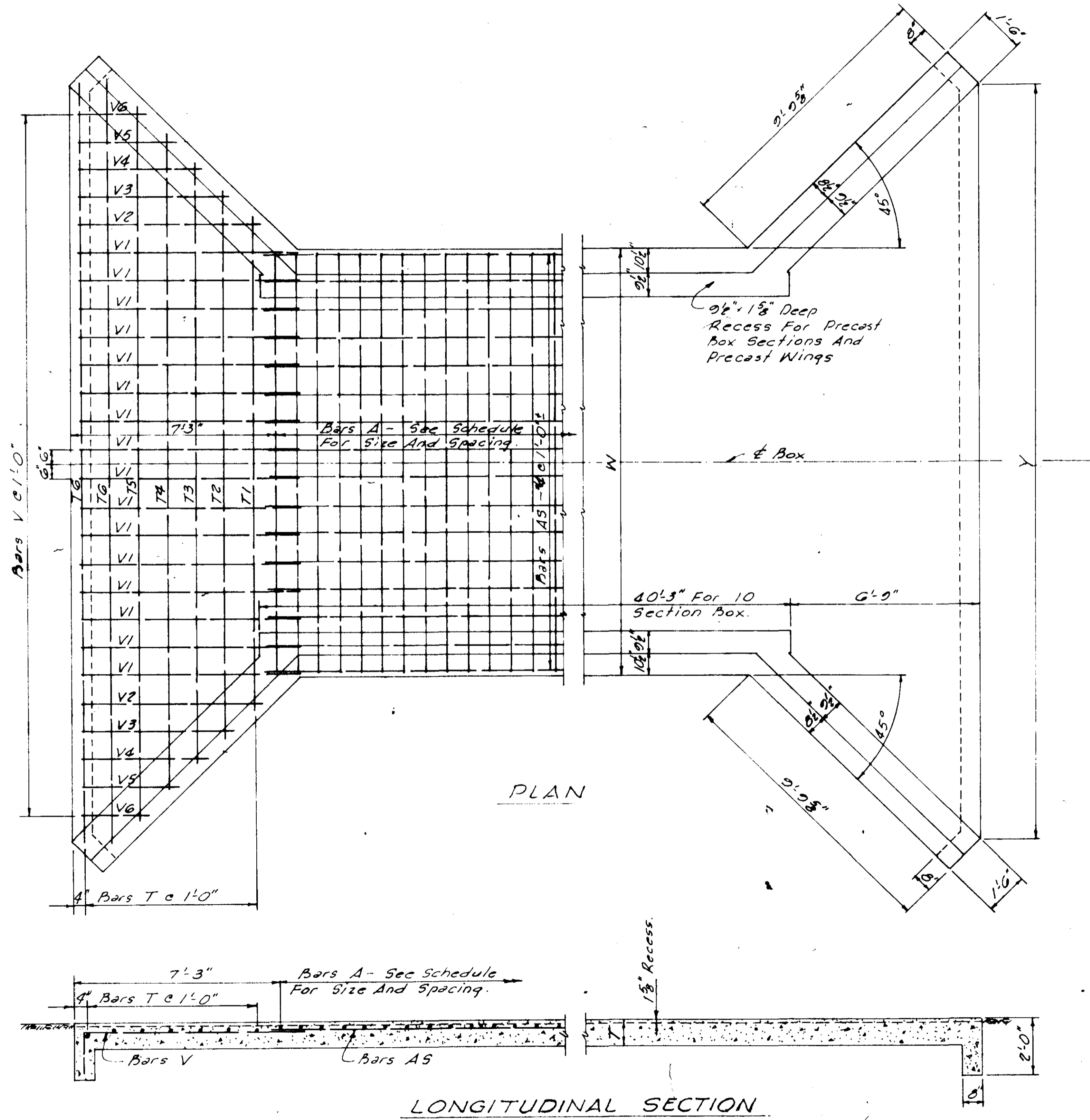


BASE SLAB DIMENSIONS				ESTIMATED QUANTITIES				FILL	
NOMINAL SPAN	T	W	Y	BASE SLAB L=40'		PER 4' SECTION		MIN.	MAX.
				Conc. - Cu. Yd.	Rein. Steel - Lb.	Conc. - Cu. Yd.	Rein. Steel - Lb.		
8'	9"	11'-3"	23'-0"	21.32	1,712	1.22	147	1'	0"
10'	10"	13'-3"	25'-0"	26.43	2,253	1.60	196	1'	5"
12'	11"	15'-3"	27'-0"	33.11	2,975	2.04	282	1'	4"
14'	12"	17'-3"	29'-0"	39.88	3,564	2.52	336	1'	4"
16'	13"	19'-3"	31'-0"	47.25	4,284	3.06	375	1'	4"



BARS V-#4  
BAR BENDING DETAILS

BAR LIST FOR BASE SLAB - L=40 FT.																					
NUMBER AND SPACING FOR SPAN																					
		8 FT.				10 FT.				12 FT.				14 FT.				16 FT.			
Bar	No.	Spac.	Size	Length	No.	Spac.	Size	Length	No.	Spac.	Size	Length	No.	Spac.	Size	Length	No.	Spac.	Size	Length	
A	64	7 1/2"	#6	10'-11"	57	8 1/2"	#7	12'-11"	54	9"	#8	14'-11"	46	10 1/2"	#9	16'-11"	51	9 1/2"	#9	18'-11"	
AS	12	1'-0"	#4	40'-0"	14	1'-0"	#4	40'-0"	16	1'-0"	#4	40'-0"	18	1'-0"	#4	40'-0"	20	1'-0"	#4	40'-0"	
T1	2	1'-0"	#4	13'-6"	2	1'-0"	#4	15'-6"	2	1'-0"	#4	17'-6"	2	1'-0"	#4	19'-6"	2	1'-0"	#4	21'-6"	
T2	2	1'-0"	#4	15'-6"	2	1'-0"	#4	17'-6"	2	1'-0"	#4	19'-6"	2	1'-0"	#4	21'-6"	2	1'-0"	#4	23'-6"	
T3	2	1'-0"	#4	17'-6"	2	1'-0"	#4	19'-6"	2	1'-0"	#4	21'-6"	2	1'-0"	#4	23'-6"	2	1'-0"	#4	25'-6"	
T4	2	1'-0"	#4	19'-6"	2	1'-0"	#4	21'-6"	2	1'-0"	#4	23'-6"	2	1'-0"	#4	25'-6"	2	1'-0"	#4	27'-6"	
T5	2	1'-0"	#4	21'-6"	2	1'-0"	#4	23'-6"	2	1'-0"	#4	25'-6"	2	1'-0"	#4	27'-6"	2	1'-0"	#4	29'-6"	
T6	4	1'-0"	#4	23'-6"	4	1'-0"	#4	25'-6"	4	1'-0"	#4	27'-6"	4	1'-0"	#4	29'-6"	4	1'-0"	#4	31'-6"	
V1	12	1'-0"	#4	9'-9"	14	1'-0"	#4	9'-9"	16	1'-0"	#4	9'-9"	18	1'-0"	#4	9'-9"	20	1'-0"	#4	9'-9"	
V2	4	1'-0"	#4	8'-3"	4	1'-0"	#4	8'-3"	4	1'-0"	#4	8'-3"	4	1'-0"	#4	8'-3"	4	1'-0"	#4	8'-3"	
V3	4	1'-0"	#4	7'-3"	4	1'-0"	#4	7'-3"	4	1'-0"	#4	7'-3"	4	1'-0"	#4	7'-3"	4	1'-0"	#4	7'-3"	
V4	4	1'-0"	#4	6'-3"	4	1'-0"	#4	6'-3"	4	1'-0"	#4	6'-3"	4	1'-0"	#4	6'-3"	4	1'-0"	#4	6'-3"	
V5	4	1'-0"	#4	5'-3"	4	1'-0"	#4	5'-3"	4	1'-0"	#4	5'-3"	4	1'-0"	#4	5'-3"	4	1'-0"	#4	5'-3"	
V6	4	1'-0"	#4	4'-3"	4	1'-0"	#4	4'-3"	4	1'-0"	#4	4'-3"	4	1'-0"	#4	4'-3"	4	1'-0"	#4	4'-3"	
ADDITIONAL BARS PER 4 FT SECTION																					
A	7	7 1/2"	#6	10'-11"	6	8 1/2"	#7	12'-11"	6	9"	#8	14'-11"	5	10 1/2"	#9	16'-11"	5	9 1/2"	#9	18'-11"	
AS	12	1'-0"	#4	4'-0"	14	1'-0"	#4	4'-0"	16	1'-0"	#4	4'-0"	18	1'-0"	#4	4'-0"	20	1'-0"	#4	4'-0"	



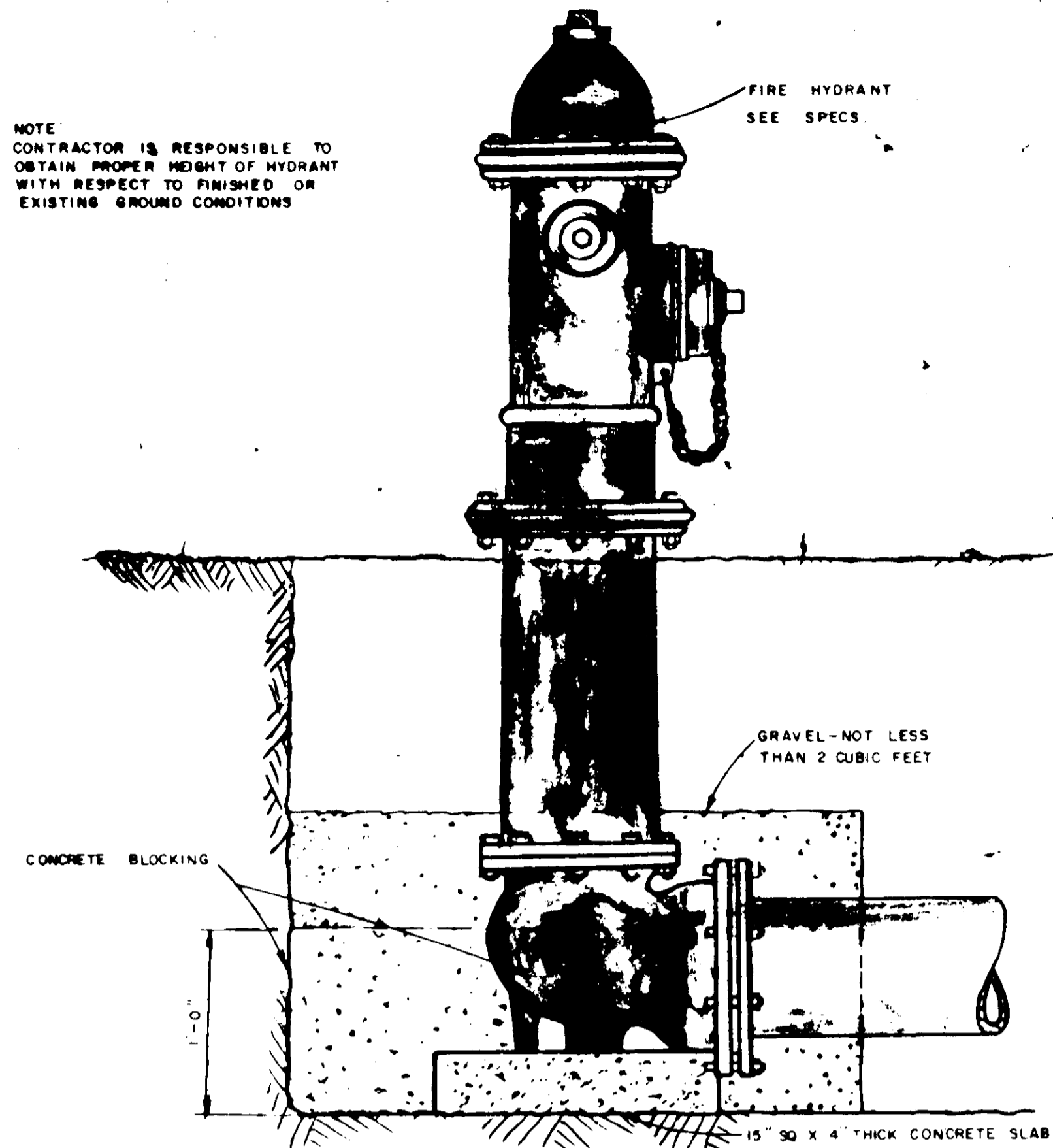
GENERAL NOTES:  
 Specifications: Mississippi Standard Specifications For State Aid Road And Bridge Construction, 1971.  
 All Concrete Shall Be Class "B" With 28 Day Compressive Strength Of 3000 p.s.i.  
 Reinforcing Steel Shall Be Accurately Spaced And Securely Wired At Each Intersection Prior To Placing Concrete.  
 The Base Slab Shall Be Cured A Minimum Of Three Days Prior To Placing The Precast Box Sections.  
 Backfill Of The Structure Shall Not Be Started Until The Concrete In The Base Slab Has Attained A Minimum Compressive Strength Of 2000 p.s.i.  
 The Quantities Shown Will Be Used As The Basis Unless This Plan Is Modified.

"AS BUILT"  
 1/28/72

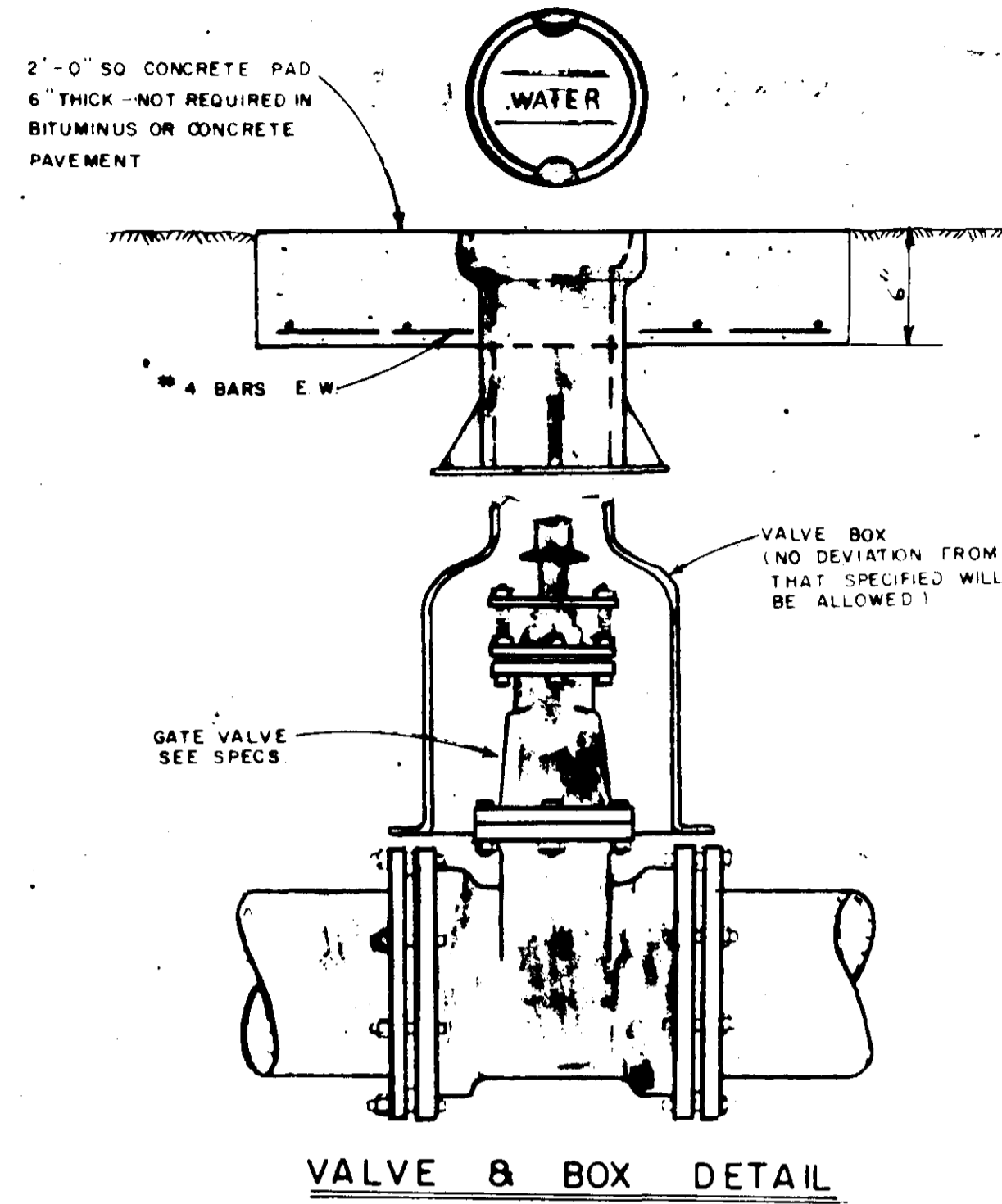
STATE AID DIVISION		MISSISSIPPI STATE HIGHWAY DEPARTMENT	
BASE SLAB FOR PRECAST CONCRETE BOX CULVERT UNITS			
DATE	DETAILED M.T.H.	CHECKED W.R.S.	P B C - 2
REVISIONS	DATE	BY	



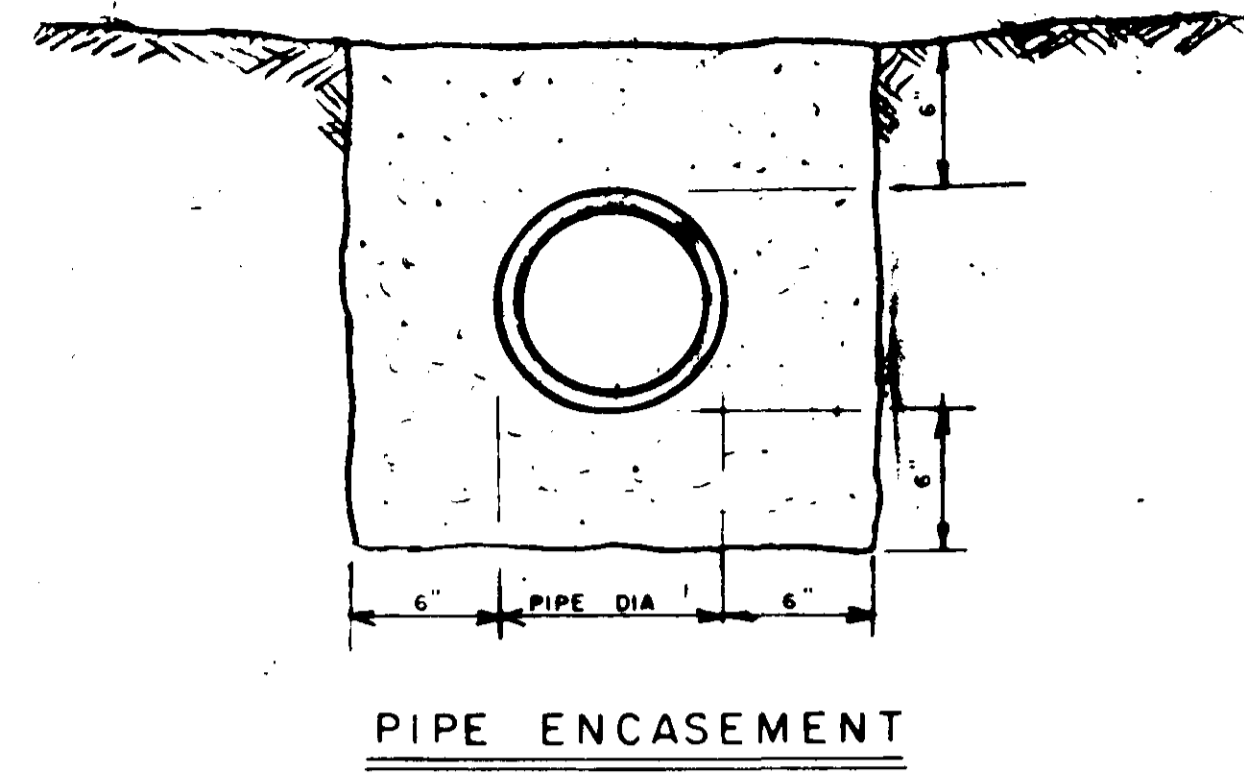
NOTE  
CONTRACTOR IS RESPONSIBLE TO OBTAIN PROPER HEIGHT OF HYDRANT WITH RESPECT TO FINISHED OR EXISTING GROUND CONDITIONS



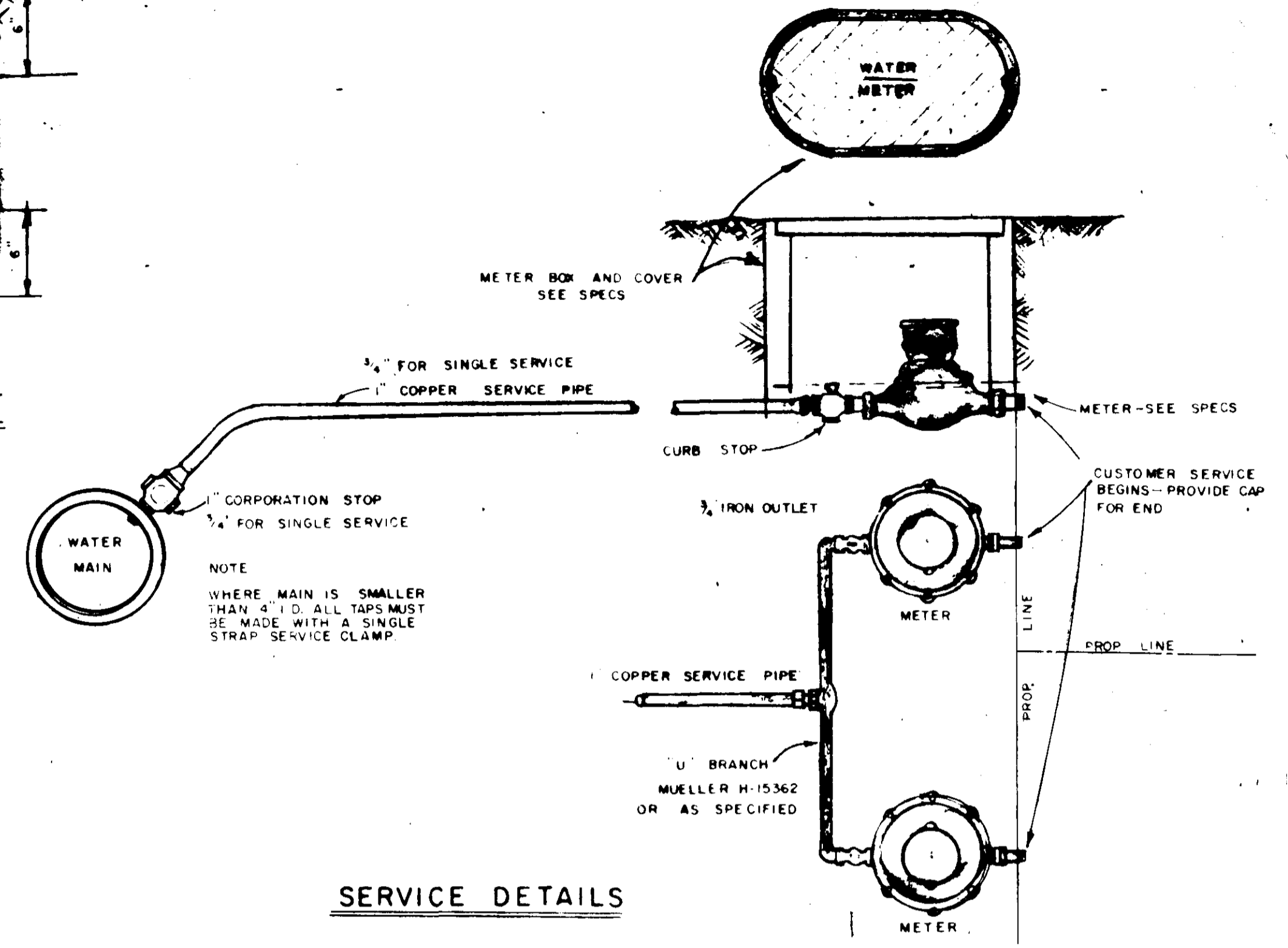
FIRE HYDRANT DETAIL



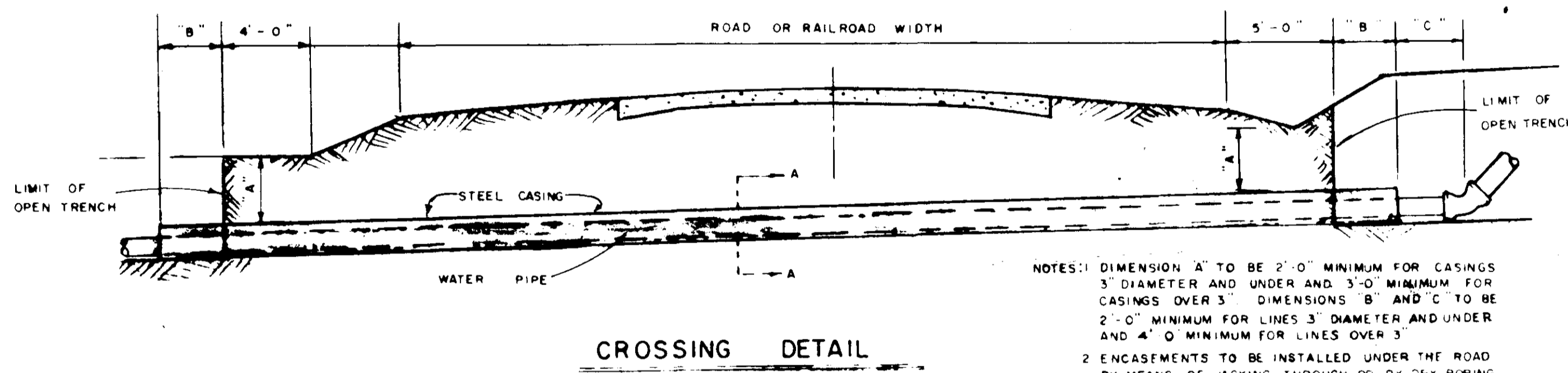
VALVE & BOX DETAIL



PIPE ENCASEMENT

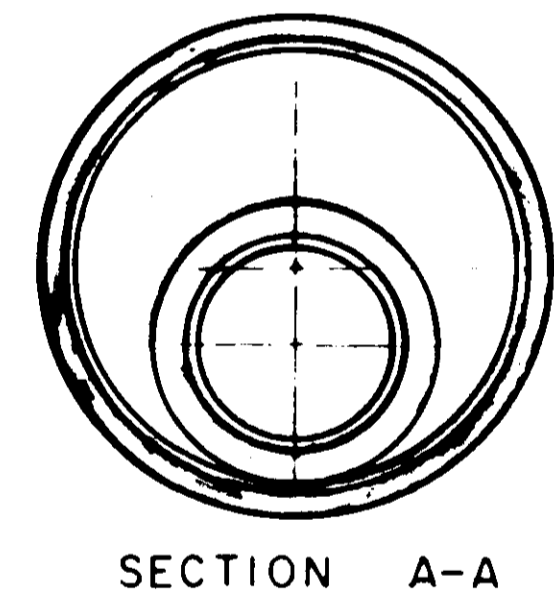


SERVICE DETAILS

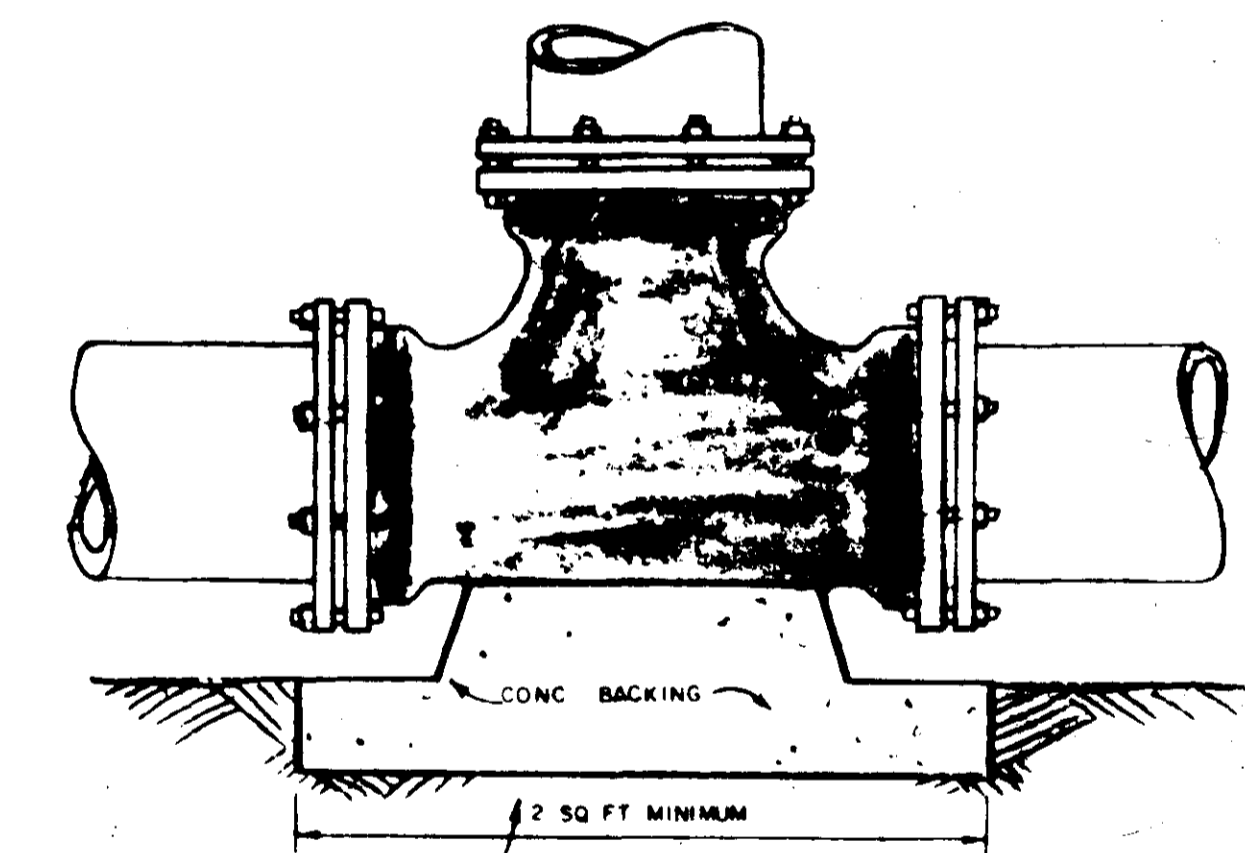


CROSSING DETAIL

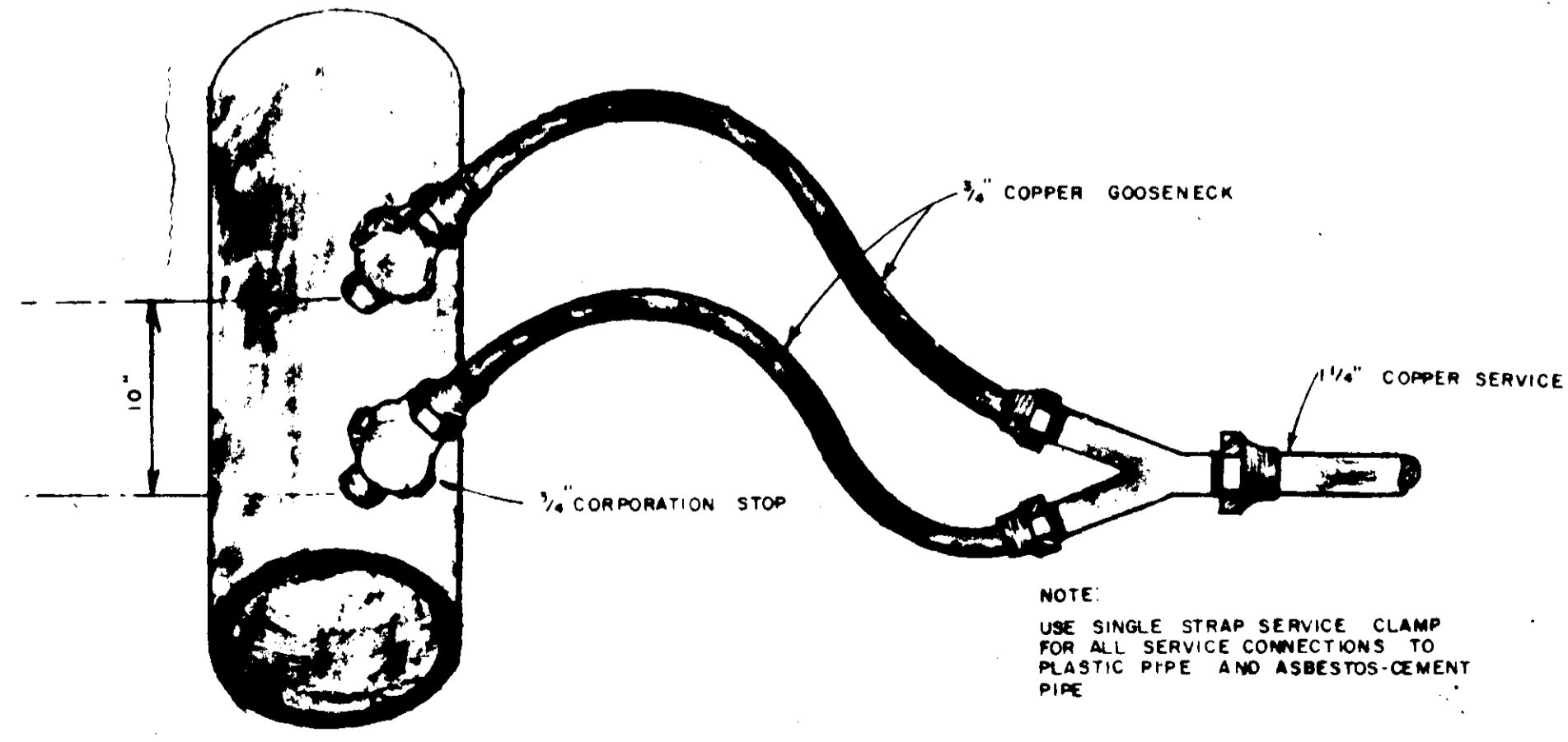
- NOTES:
- DIMENSION A TO BE 2'-0" MINIMUM FOR CASINGS 3" DIAMETER AND UNDER AND 3'-0" MINIMUM FOR CASINGS OVER 3". DIMENSIONS B AND C TO BE 2'-0" MINIMUM FOR LINES 3" DIAMETER AND UNDER AND 4'-0" MINIMUM FOR LINES OVER 3".
  - ENCASEMENTS TO BE INSTALLED UNDER THE ROAD BY MEANS OF JACKING THROUGH OR BY DRY BORING A HOLE THAT WILL RECEIVE THE CASING WITH SNUG FIT
  - CORRUGATED METAL OR STEEL CASING PIPE OPTIONAL FOR RAILROAD CROSSINGS HIGHWAY CROSSINGS - STEEL PIPE ONLY
  - B" DIMENSION WILL BE PAID FOR AS CIP IN CASING
  - BORED OR JACKED CASING TO BE PAID FOR TO LIMIT OF OPEN TRENCH ONLY
  - WHERE THERE IS CONFLICT WITH THE PLANS AND HIGHWAY AND RAILROAD CROSSING PERMITS THE APPROVED PERMITS WILL GOVERN



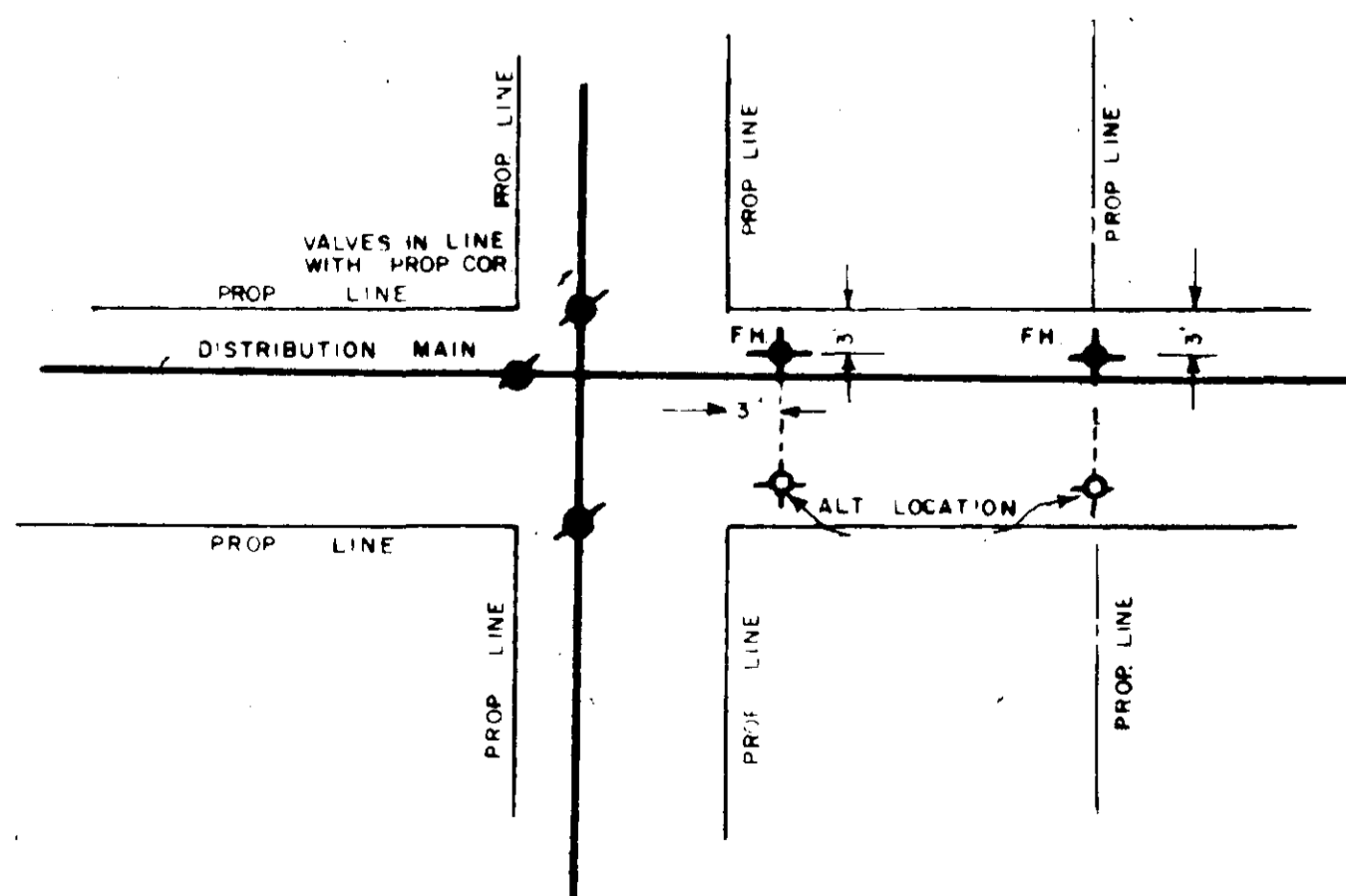
SECTION A-A



BEND & TEE DETAILS



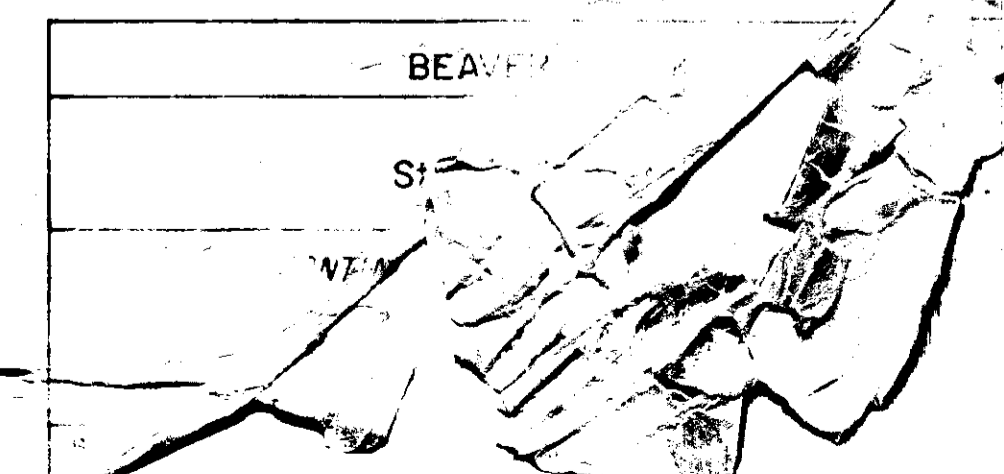
SERVICE CONNECTIONS

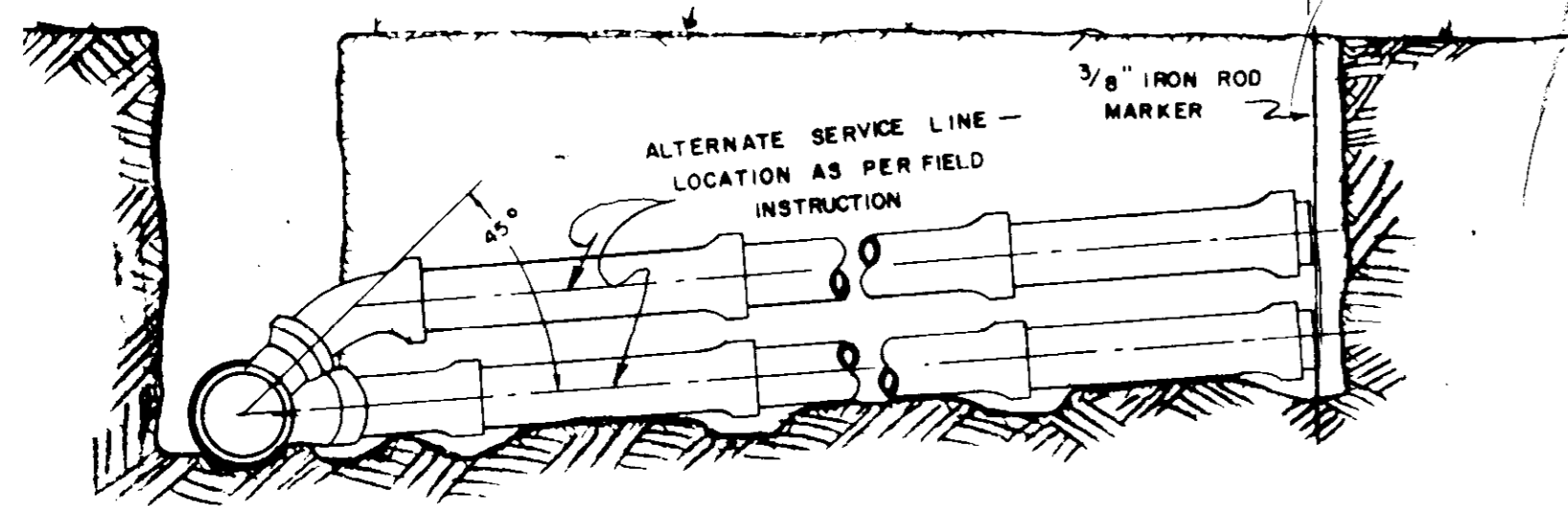
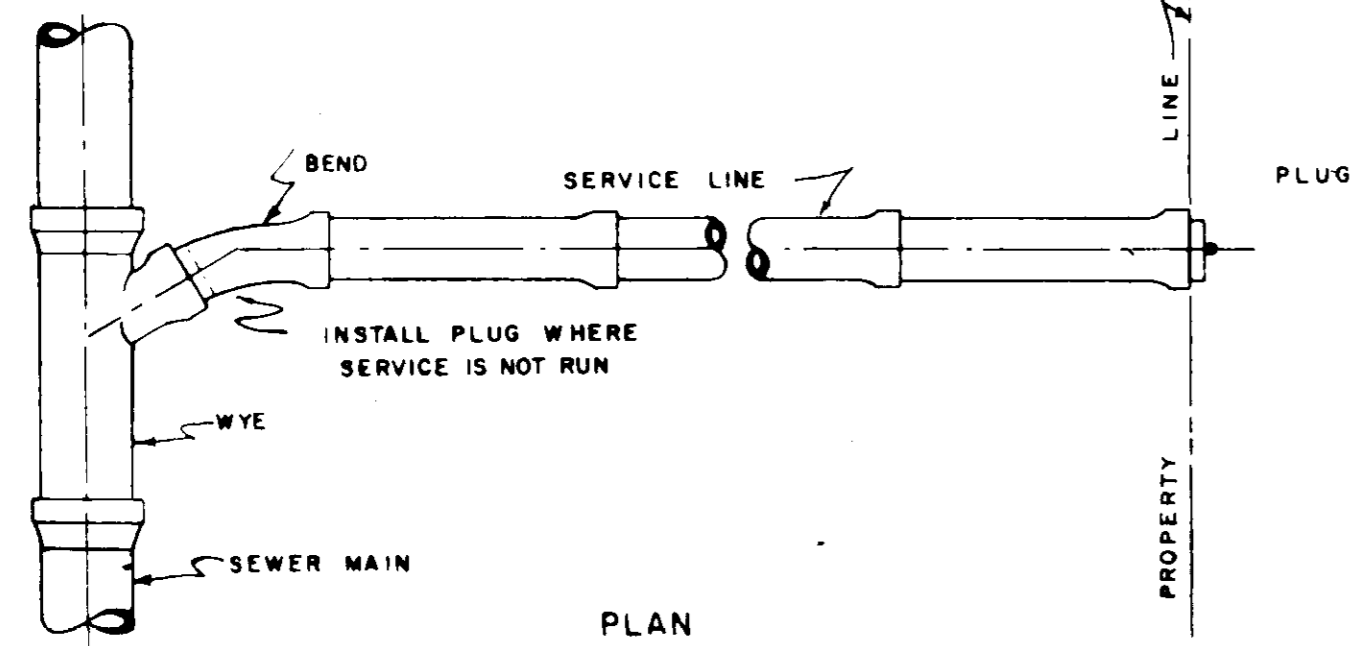


TYPICAL DETAIL OF VALVE AND HYDRANT LOCATIONS

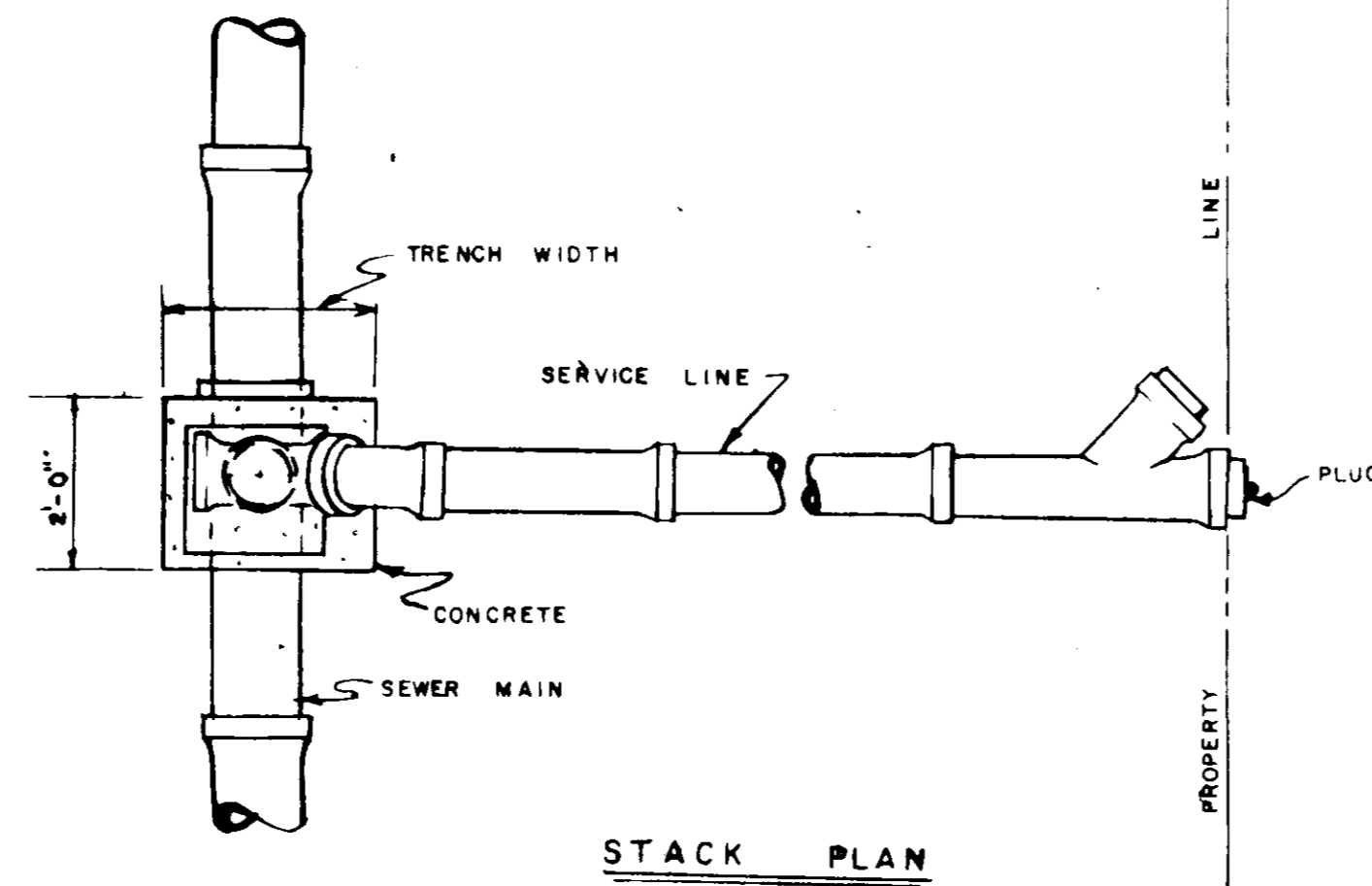
- GENERAL NOTES
- NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR USE OF ADDITIONAL FITTINGS WHERE UNDERGROUND OBSTACLES ARE ENCOUNTERED WITHOUT WRITTEN APPROVAL OF THE ENGINEER
  - ALL WATER LINES WITHIN ROW LIMITS OF HIGHWAYS AND RAILROADS ARE TO BE INSTALLED IN STRICT ACCORDANCE WITH THE APPROVED PERMITS
  - CONTRACTOR WILL COORDINATE THE LOCATION OF EXISTING UTILITIES WITH THE PROPER AUTHORITIES

"BUILT" 1960

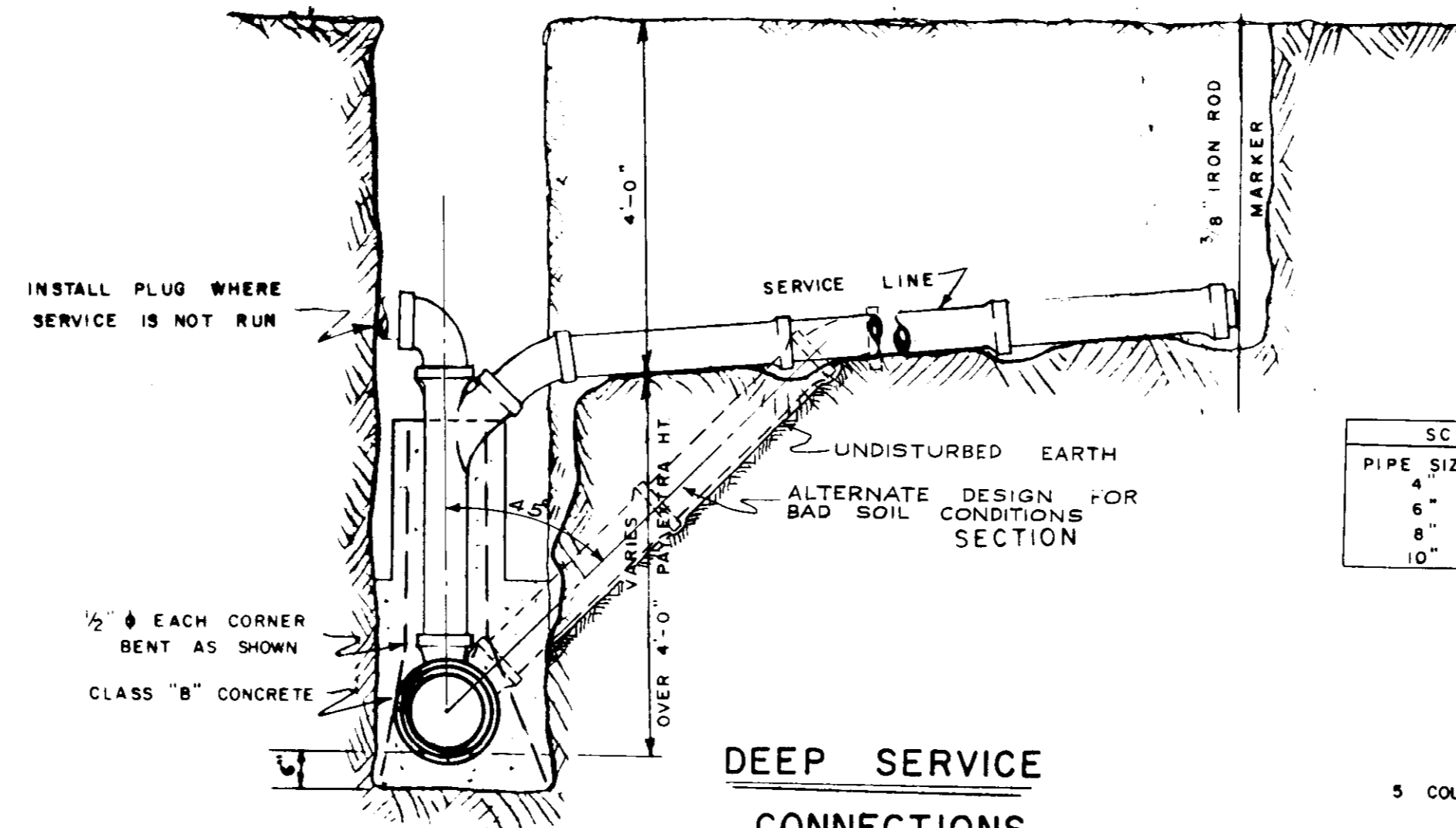




SECTION  
SHALLOW SERVICES CONNECTIONS

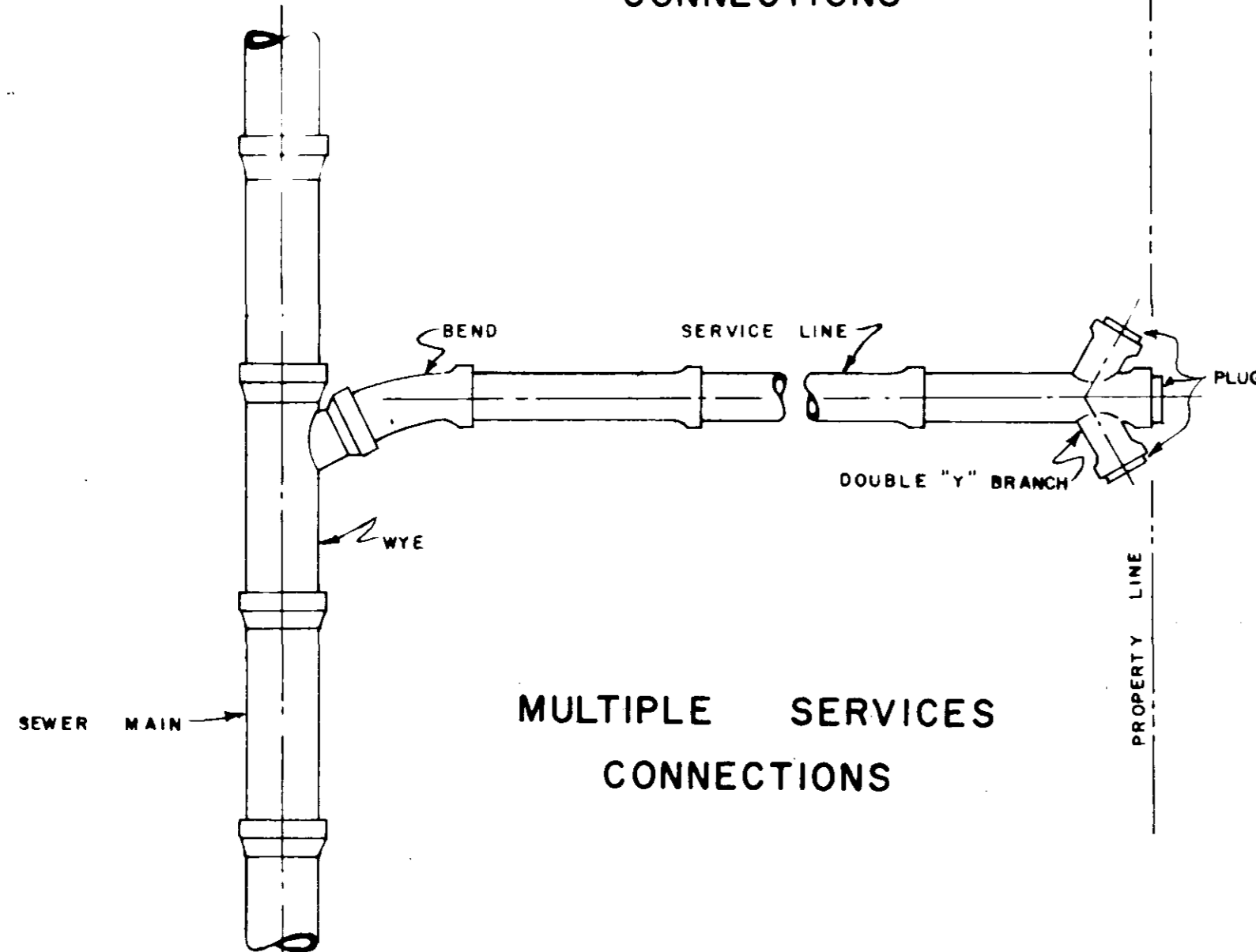


STACK PLAN

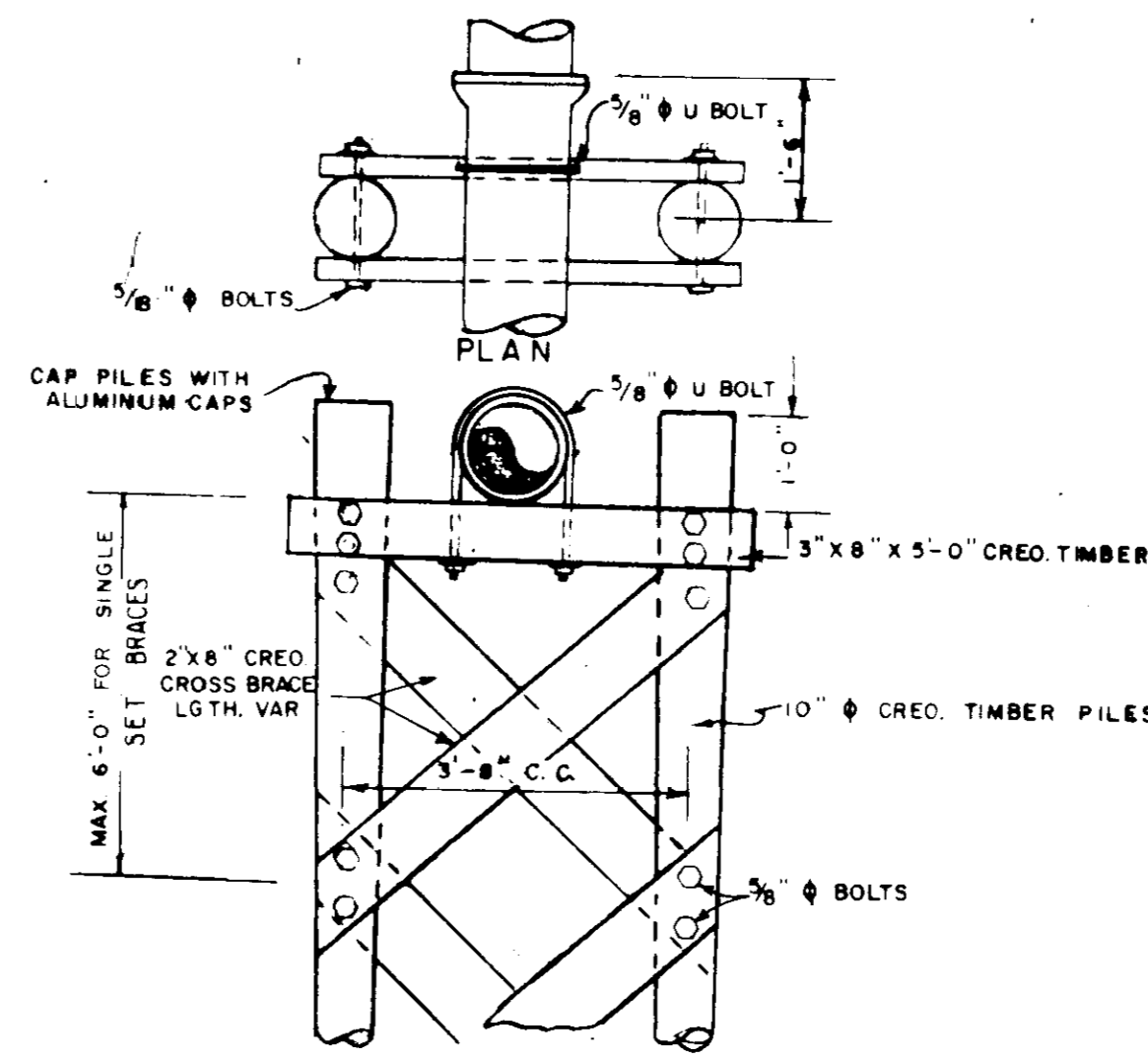


DEEP SERVICE CONNECTIONS

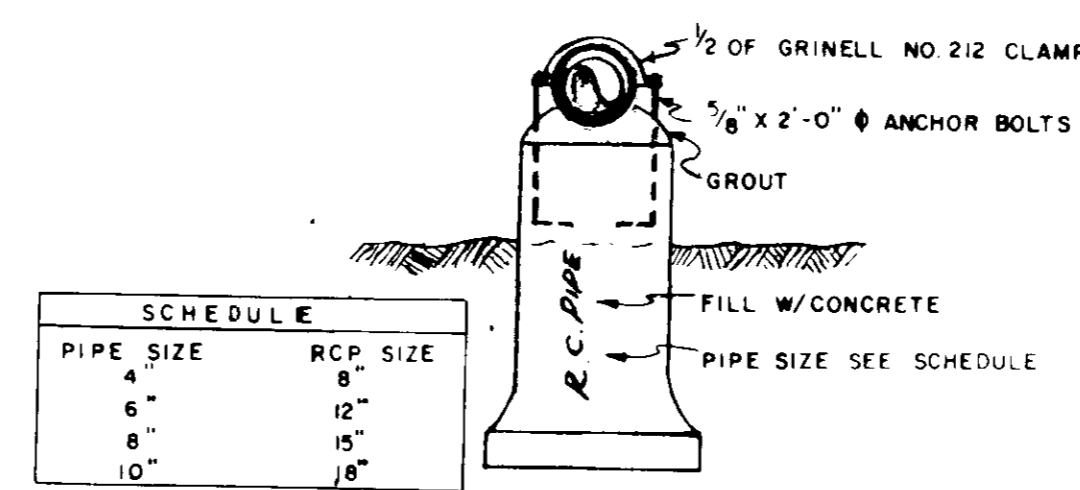
NOTE APPLIES TO CUTS OVER 6'-0"



MULTIPLE SERVICES CONNECTIONS

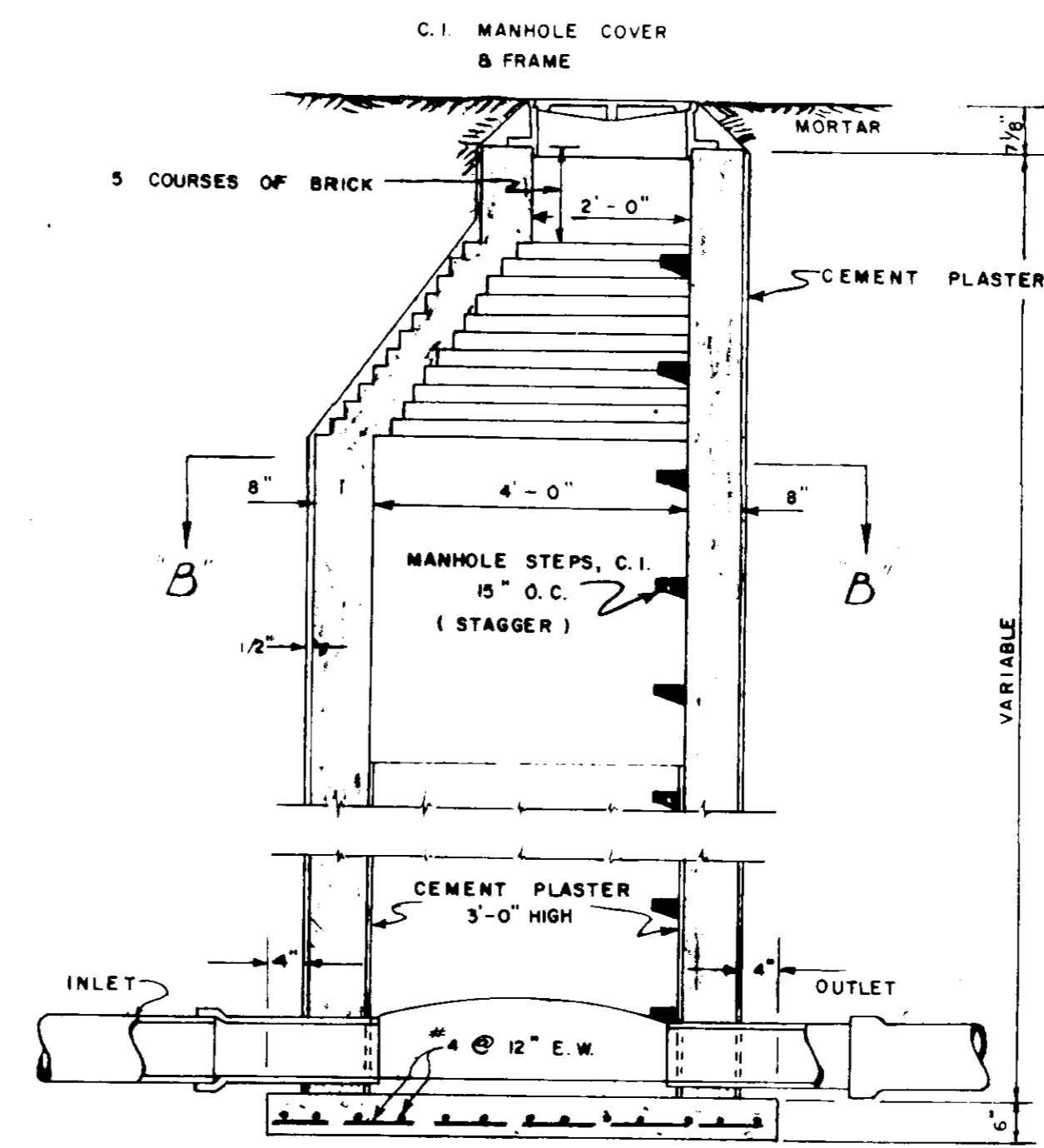


END VIEW  
TYPE 1 PIERS  
NO SCALE

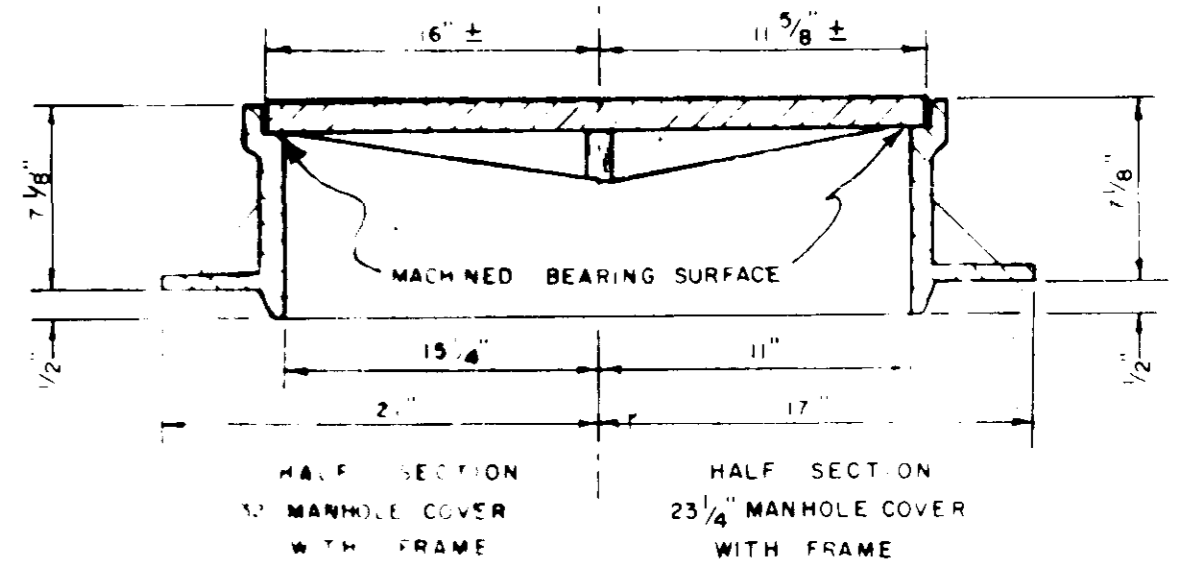
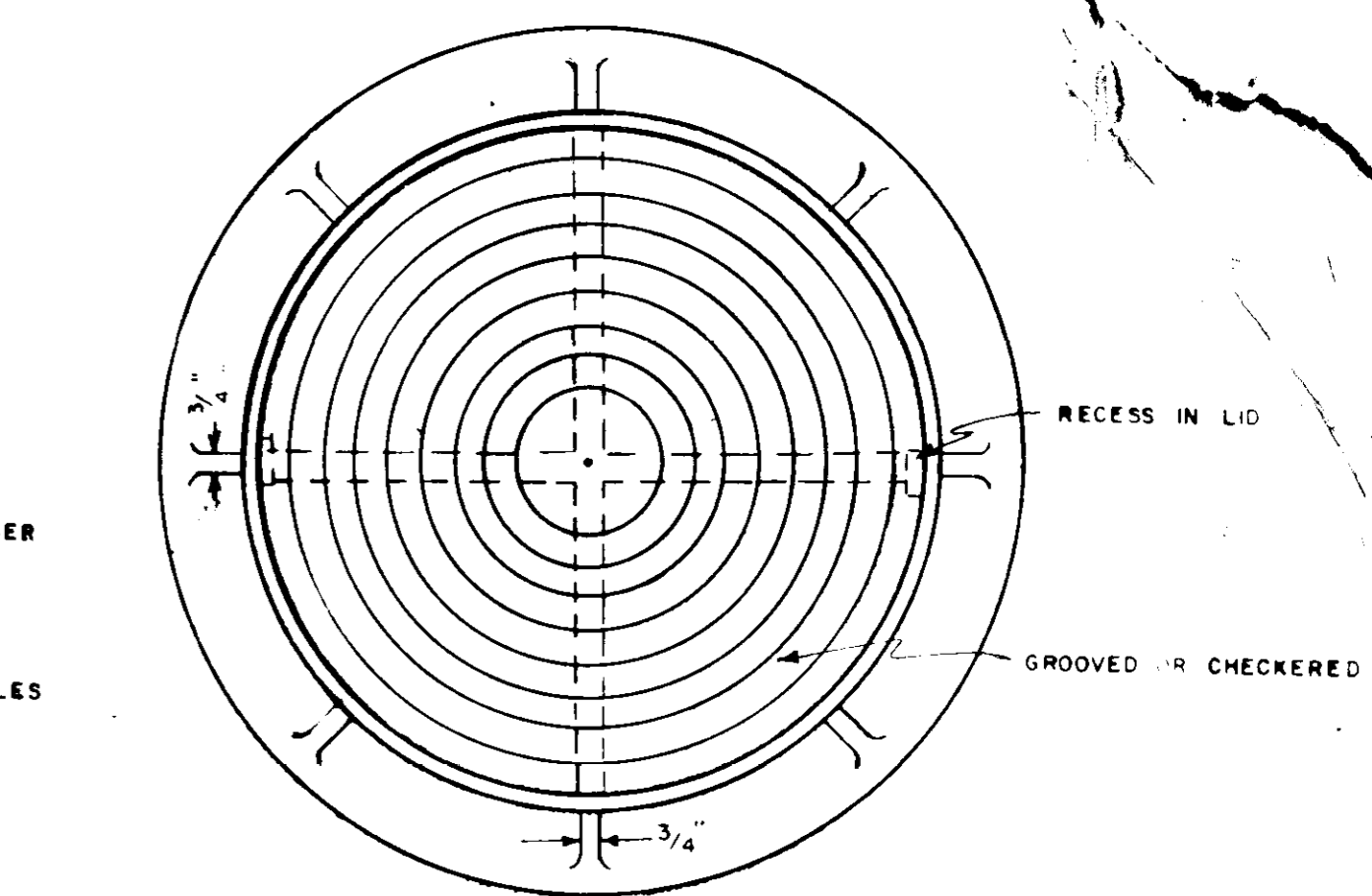


PIPE SIZE	RCP SIZE
4"	8"
6"	12"
8"	15"
10"	18"

TYPE 2 PIER

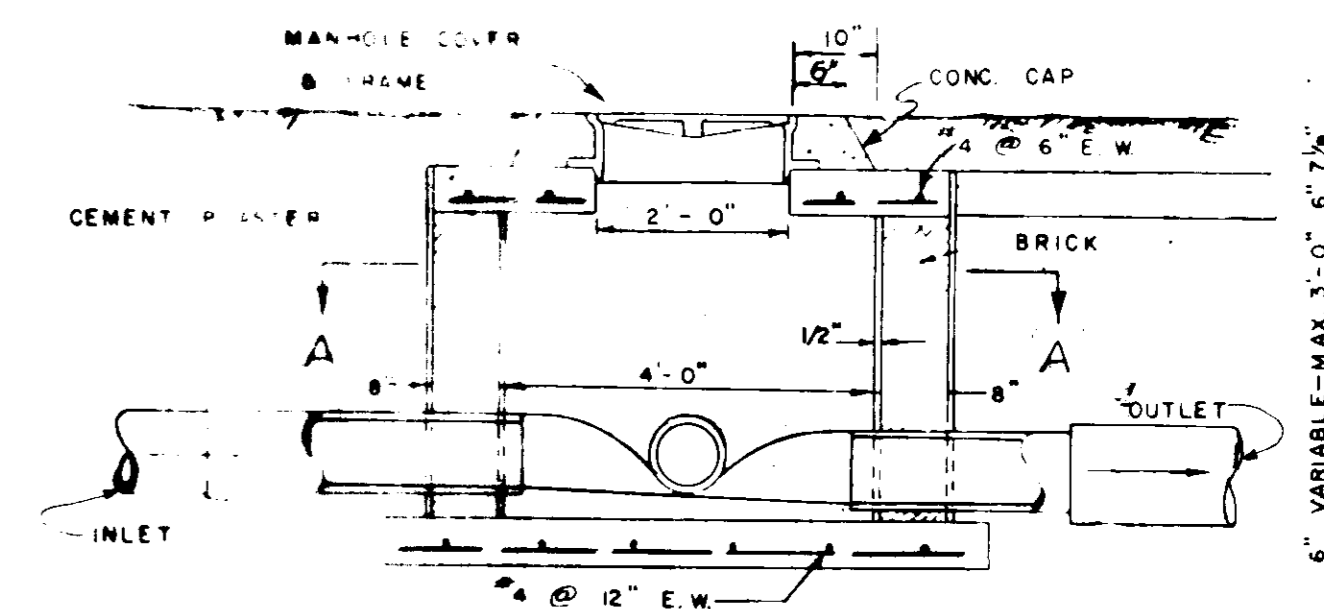


MANHOLE - SECTION

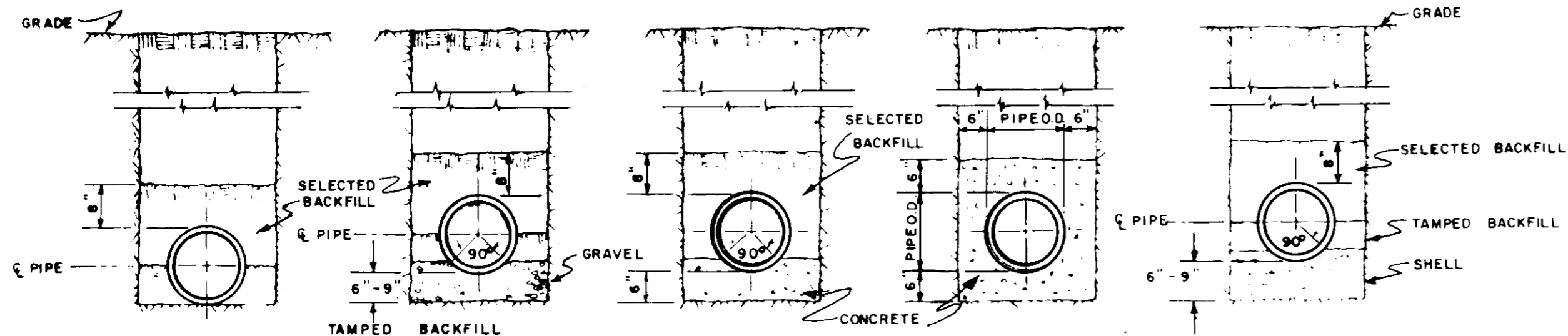


STANDARD MANHOLE FRAME & COVER

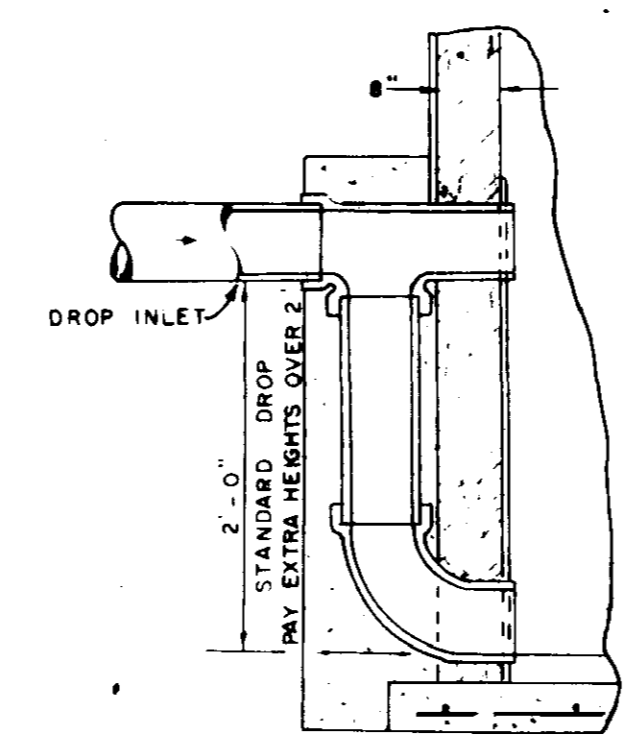
NOTE: 24" x 24" FRAME AND COVER SHALL WEIGH AT LEAST 350 LBS.  
12" x 12" FRAME AND COVER SHALL WEIGH AT LEAST 750 LBS.  
MANHOLE COVER SHALL BE A S.T.M. A-48, CLASS 700



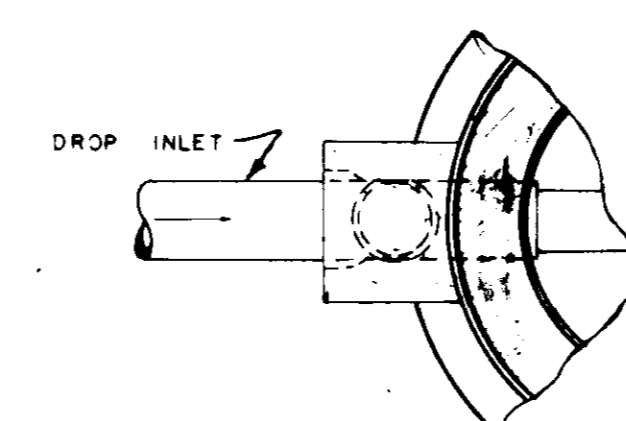
SHALLOW MANHOLE - SECTION



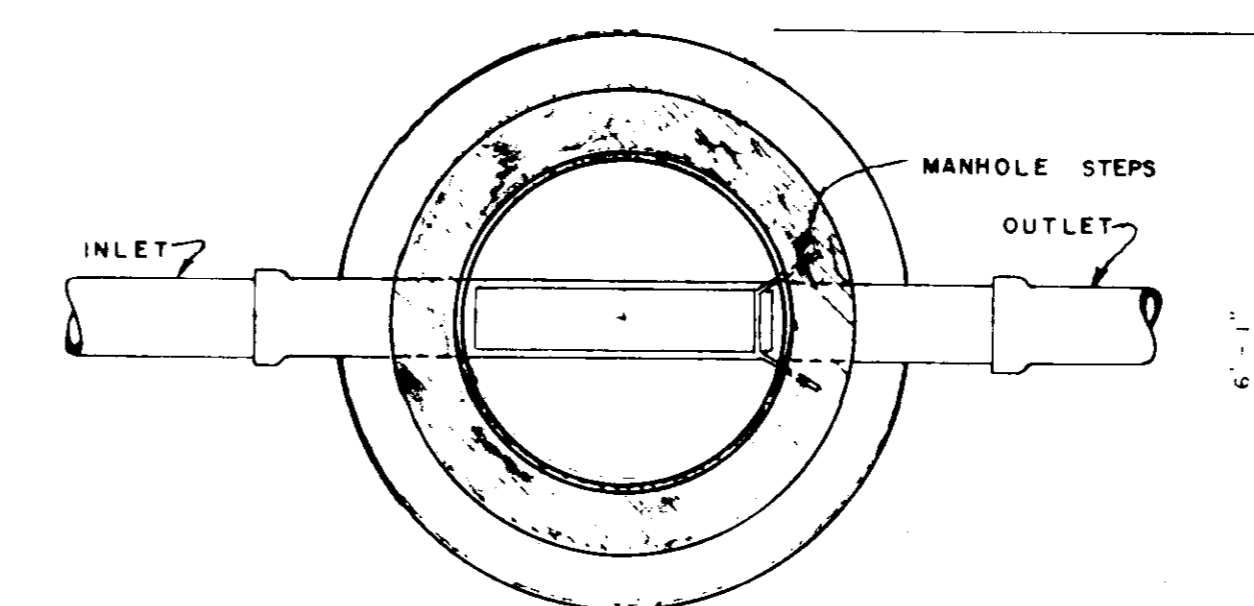
TYPE	PIPE SIZE	DEPTH	QUANTITY (CY/FT)
TYPICAL TRENCH	6"	6"	0.060
	8"	8"	0.068
	10"	10"	0.076
	12"	12"	0.082
GRAVEL SUBGRADE	6"	6"	0.041
	8"	8"	0.045
	10"	10"	0.049
	12"	12"	0.053
CONCRETE CRADLE	6"	6"	0.062
	8"	8"	0.068
	10"	10"	0.074
	12"	12"	0.080
CONCRETE ENCASEMENT	6"	6"	0.079
	8"	8"	0.085
	10"	10"	0.091
	12"	12"	0.097
SHELL SUBGRADE	6"	6"	0.060
	8"	8"	0.068
	10"	10"	0.076
	12"	12"	0.082



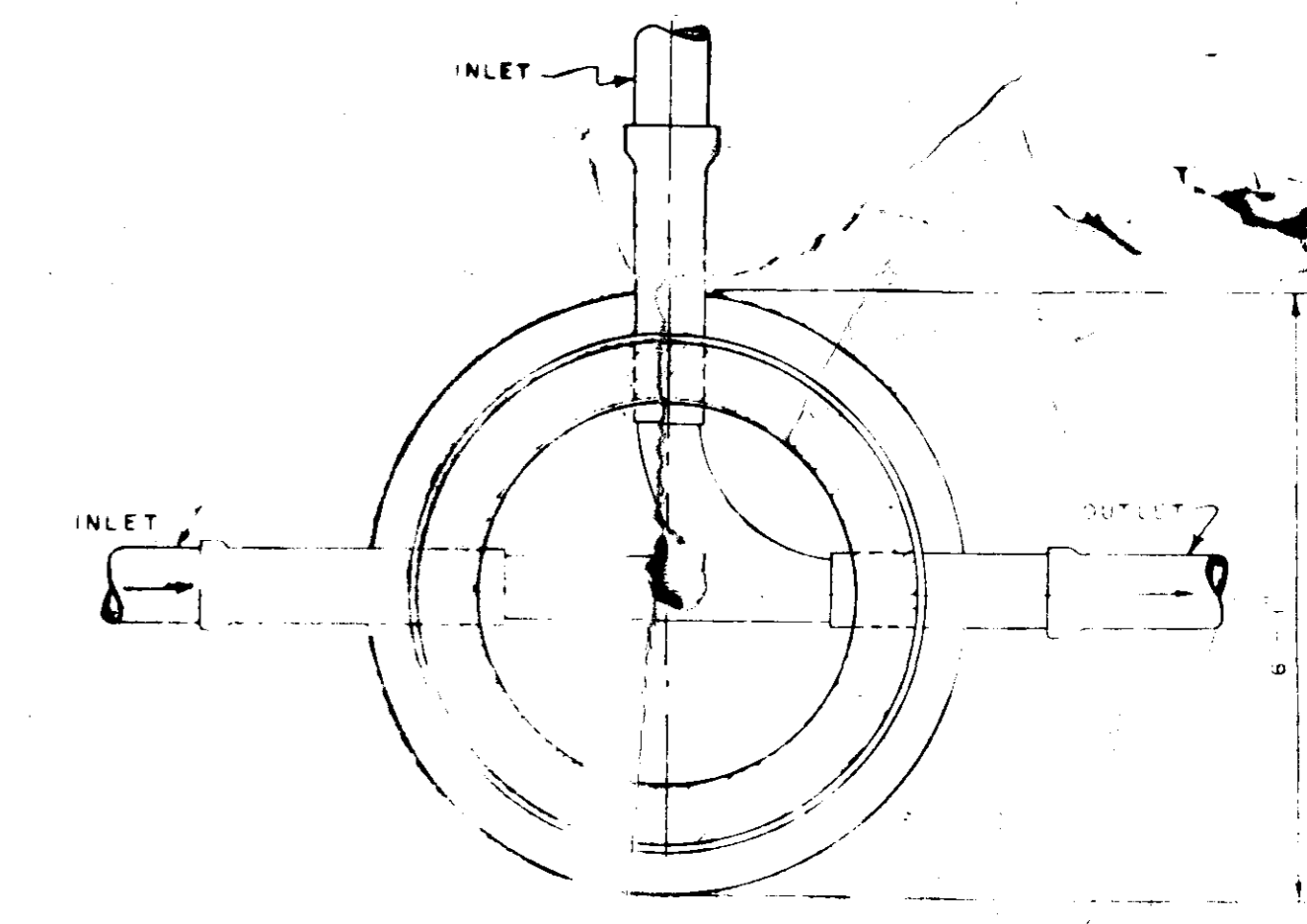
SECTION OF INLET MANHOLE DROP



PLAN OF INLET MANHOLE DROP



SECTION B-B



SECTION A-A