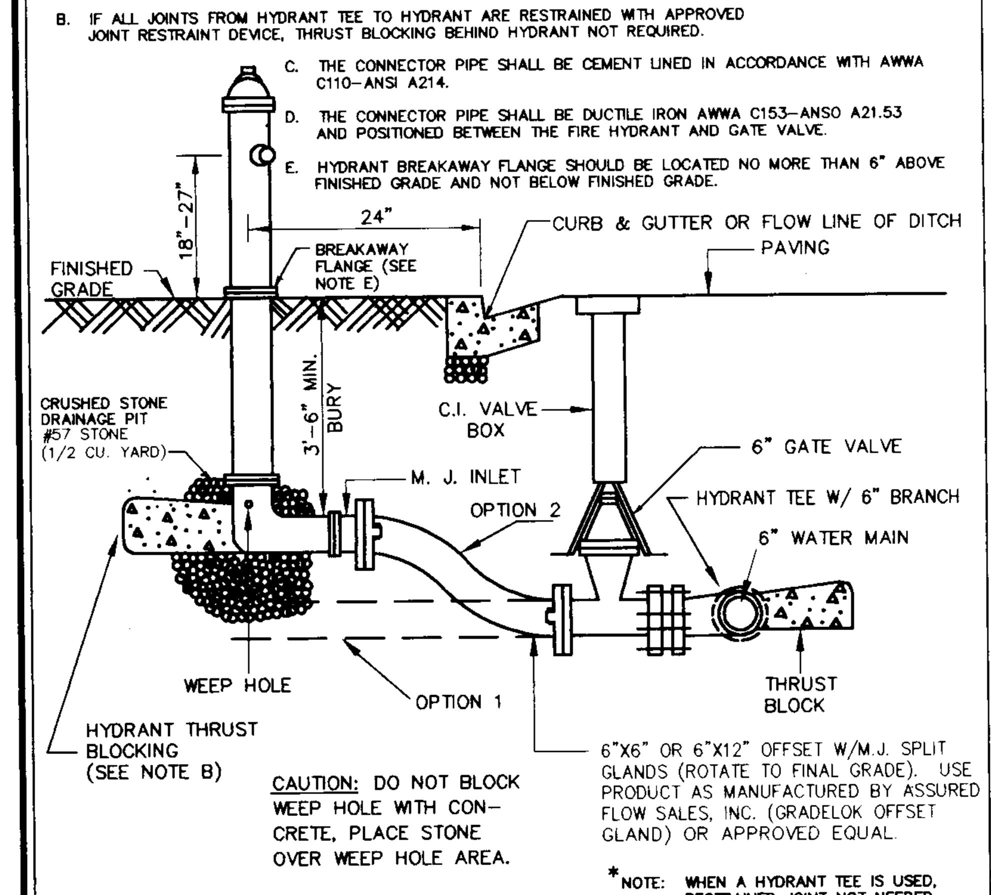
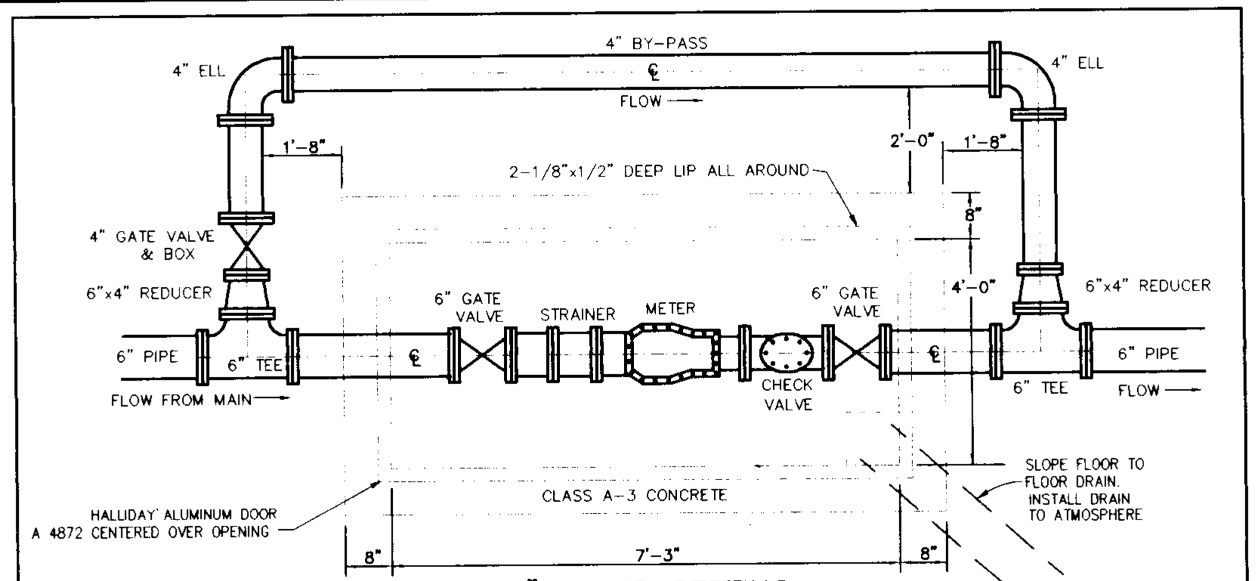
OPTION 1: IF GRADE ADJUSTMENT IS NOT REQUIRED:
A. CONNECTOR PIPE MAY BE APPROVED D.I. OR P.V.C. PIPE.
B. IF ALL JOINTS FROM HYDRANT TEE TO HYDRANT ARE RESTRAINED WITH APPROVED JOINT RESTRAINT DEVICE THRUST BLOCKING BEHIND HYDRANT NOT REQUIRED.

OPTION 2: IF GRADE ADJUSTMENT IS REQUIRED:
A. THE CONNECTOR PIPE SHALL BE OF THE OFFSET DESIGN SO THAT THE FIRE HYDRANT CAN BE ADJUSTED TO ENSURE PLACEMENT AT THE PROPER GRADE. WHEN THE CONNECTOR PIPE IS THE OFFSET DESIGN IT SHALL HAVE AN ANCHORING FEATURE AT BOTH ENDS SO THAT WHEN USED WITH M.J. SPLIT GLANDS A RESTRAINED JOINT IS PROVIDED.
B. IF ALL JOINTS FROM HYDRANT TEE TO HYDRANT ARE RESTRAINED WITH APPROVED JOINT RESTRAINT DEVICE, THRUST BLOCKING BEHIND HYDRANT NOT REQUIRED.
C. THE CONNECTOR PIPE SHALL BE CEMENT LINED IN ACCORDANCE WITH AWWA C110-ANSI A214.
D. THE CONNECTOR PIPE SHALL BE DUCTILE IRON AWWA C153-ANSO A21.53 AND POSITIONED BETWEEN THE FIRE HYDRANT AND GATE VALVE.
E. HYDRANT BREAKAWAY FLANGE SHOULD BE LOCATED NO MORE THAN 6" ABOVE FINISHED GRADE AND NOT BELOW FINISHED GRADE.

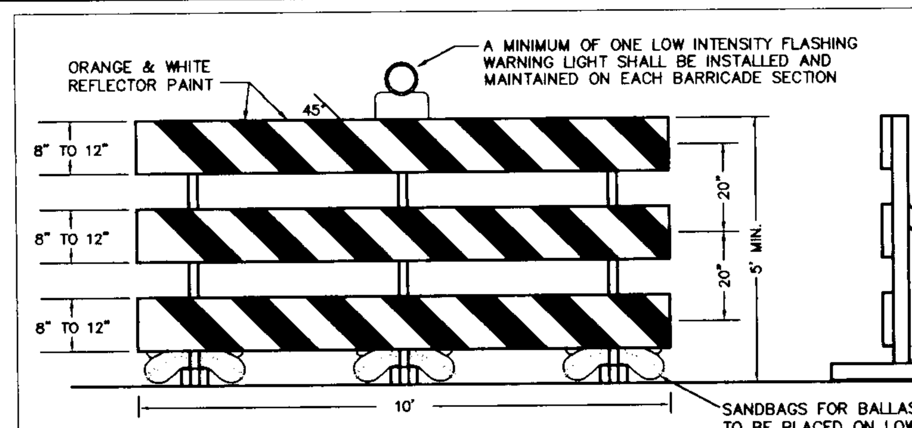


TYPICAL FIRE HYDRANT DETAIL



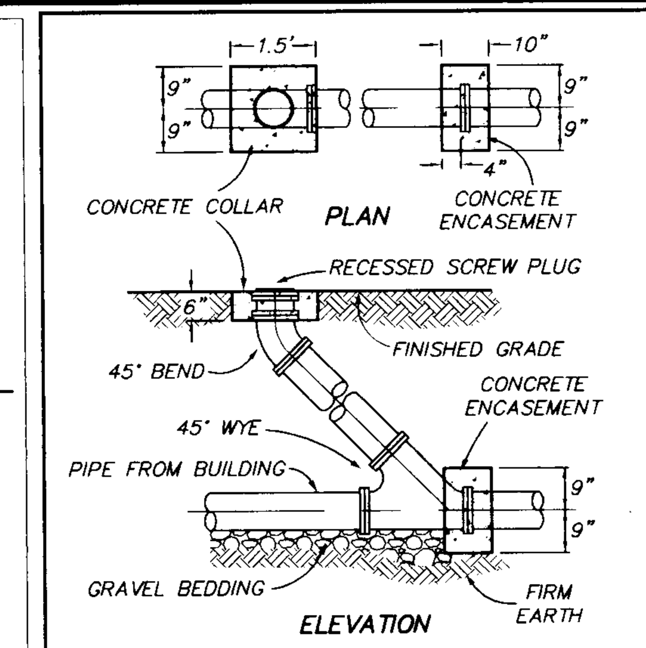
6" METER SETTING
N.T.S.
NEPTUNE TRU-FLOW COMPOUND METER W/ STRAINER & ARB TOUCH READ SYSTEM ENCODER REGISTER IN METER VAULT

REV. 4-22-99

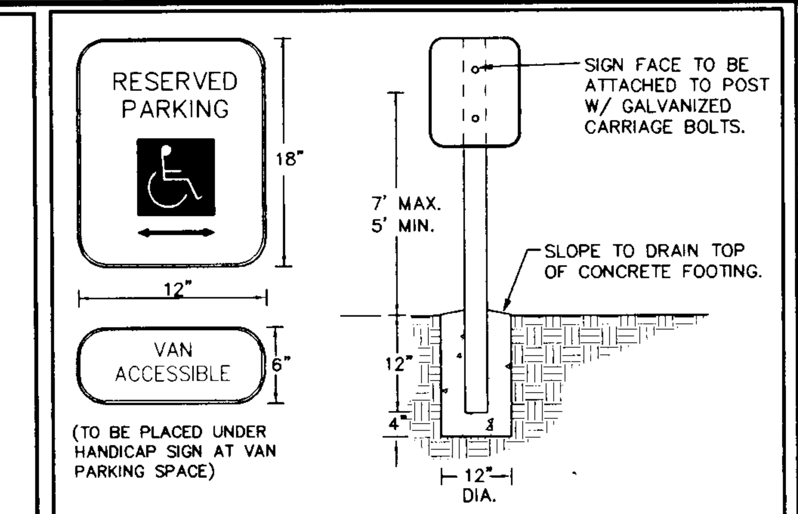


NOTES:
1. STRIPES SHOULD SLOPE IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN. STRIPING MAY SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE WHERE BOTH LEFT AND RIGHT TURNS ARE PROVIDED FOR.
2. BARRICADE TO BE CONSTRUCTED OF LIGHTWEIGHT MATERIALS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE CLOSURE OF MOVABLE SECTIONS AT THE END OF EACH WORKING DAY.
4. ONLY THE NAME AND PHONE NUMBER OF THE CONTRACTOR OR SUPPLIER MAY BE SHOWN, ON THE NONREFLECTIVE SURFACE OF THE FACE PART OF THE BARRICADE, FOR INDENTIFICATION.

TYPE III BARRICADE
DIMENSIONS FOR LUMBER ARE NOMINAL



SANITARY SEWER CLEANOUT
NO SCALE



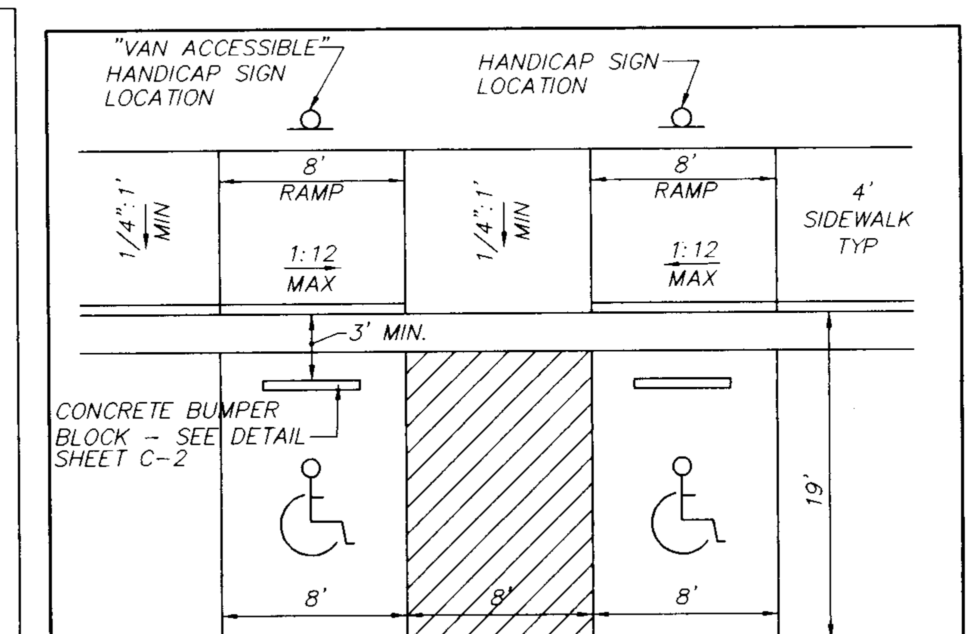
HANDICAP SIGN

NOTE:
HANDICAP SPACES FOR PHYSICALLY HANDICAPPED PERSONS SHALL BE IDENTIFIED BY ABOVE GRADE SIGNS STATING "RESERVED PARKING". PROVIDE ONE (1) R-7-8 SIGN AT EACH HANDICAP PARKING SPACE AS INDICATED ON THE SITE PLAN ON EITHER A FACING WALL OR ON A 1-1/2" DIAMETER STEEL POST PAINTED BLACK SET IN A 12" CONCRETE FOOTING AS SHOWN IN THE DETAIL ABOVE. THE SIGN WILL BE ALUMINUM (PAINTED WHITE) WITH GREEN LETTERS AND THE INTERNATIONAL WHEELCHAIR SYMBOL. THE CENTER OF THE SIGN SHALL BE AT LEAST FIVE (5) FEET ABOVE GRADE, BUT NO HIGHER THAN SEVEN (7) FEET ABOVE GRADE. TYPICAL ACCESSIBLE SIGNS SHALL CONFORM TO A.D.A. REQUIREMENTS

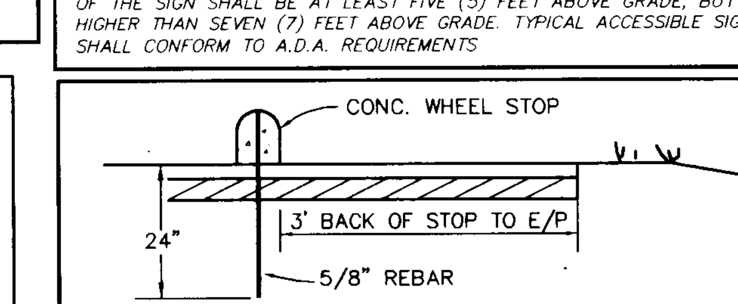
STORM SEWER SCHEDULE:

(NOTE: VDOT STANDARD ST-1 STEPS REQUIRED ON ALL MANHOLES OR DROP INLETS GREATER THAN 4' IN DEPTH)

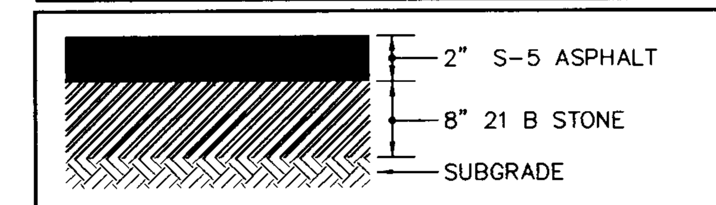
1. DI-1, TOP=74.50, H=3.07'
2. 180.00 LF OF 24" CL III CONC. PIPE @ 1.20 %, INV. IN=71.43, INV. OUT=69.27
3. DI-1, TOP=75.50, H=6.33' (W/ INLET SHAPING)
4. 264.25 LF OF 24" CL III CONC. PIPE @ 1.62 %, INV. IN=69.17, INV. OUT=64.90
5. DI-3C, L=8', TOP=75.00, H=5.37'
5A. DI-3B, L=6', TOP=73.70, H=4.10'
5B. 22.66 LF OF 15" CL III CONC. PIPE @ 1.20 %, INV. IN=69.75, INV. OUT=69.48
6. 154.91 LF OF 18" CL III CONC. PIPE @ 2.89 %, INV. IN=69.38, INV. OUT=64.90
7. DI-3C, L=6', TOP=72.50, H=5.50'
8. 39.13 LF OF 15" CL III CONC. PIPE @ 5.37 %, INV. IN=67.00, INV. OUT=64.90
9. DI-3C, L=10', TOP=69.65, H=4.85' (W/ INLET SHAPING)
10. 28.00 LF OF 24" CL III CONC. PIPE @ 2.30 %, INV. IN=64.80, INV. OUT=64.16
11. DI-3C, L=6, TOP=69.65, H=5.59' (W/ INLET SHAPING)
12. 56.00 LF OF 24" CL III CONC. PIPE @ 3.00 %, INV. IN=64.06, INV. OUT=62.38
13. DI-3B, L=8', TOP=72.26, H=4.10'
14. 226.00 LF OF 15" CL III CONC. PIPE @ 1.00 %, INV. IN=68.16, INV. OUT=65.90
15. DI-3B, L=8', TOP=72.00, H=6.20'
16. 128.32 LF OF 15" CL III CONC. PIPE @ 2.67 %, INV. IN=65.80, INV. OUT=62.38
17. DI-3C, L=6', TOP=69.25, H=10.00' (W/ INLET SHAPING)
18. 30.00 LF OF 24" CL III CONC. PIPE @ 0.80 %, INV. IN=59.25, INV. OUT=59.01 (W/ ES-1)
19. DI-3C, L=6, TOP=77.30, H=4.05'
20. 62.81 LF OF 15" CL III CONC. PIPE @ 3.82 %, INV. IN=73.25, INV. OUT=70.85
20A. DI-3B, L=10, TOP=79.25, H=4.00'
20B. 144.85 LF OF 15" CL III CONC. PIPE @ 3.04 %, INV. IN=75.25, INV. OUT=70.85
21. DI-3B, L=6, TOP=76.10, H=4.10'
22. 60.00 LF OF 15" CL III CONC. PIPE @ 0.50 %, INV. IN=72.00, INV. OUT=71.70 (W/ ES-1)
23. DI-3B, L=6, TOP=75.25, H=4.10'
24. 34.00 LF OF 15" CL III CONC. PIPE @ 0.50 %, INV. IN=71.25, INV. OUT=71.08 (W/ ES-1)
25. DI-3C, L=6, TOP=83.75, H=4.25
26. 55.35 LF OF 15" CL III CONC. PIPE @ 2.00 %, INV. IN=79.50, INV. OUT=78.39
27. DI-3C, L=6, TOP=83.75, H=5.10'
28. 73.90 LF OF 15" CL III CONC. PIPE @ 5.44 %, INV. IN=78.29, INV. OUT=74.27
29. DI-3B, L=4, TOP=79.27, H=5.09
30. 166.67 LF OF 15" CL III CONC. PIPE 0.70 %, INV. IN=74.17, INV OUT=73.01
31. DI-3B, L=10, TOP=78.00, H=5.09'
32. 136.98 LF OF 15" CL III CONC. PIPE @ 2.00 %, INV. IN=72.91, INV. OUT=70.17
33. DI-3B, L=6, TOP=76.14, H=6.07'
34. 126.00 LF OF 15" CL III CONC. PIPE @ 2.00 %, INV. IN=70.07, INV. OUT=67.55
35. DI-3B, L=6, TOP=74.03, 6.58'
36. 75.20 LF OF 15" CL III CONC. PIPE @ 8.00 %, INV. IN=64.00, INV. OUT=58.00
37. DI-3B, L=6.00', TOP=79.00, H=9.00'
38. 49.39 LF OF 15" CL III CONC. PIPE @ 4.25 %, INV. IN=70.00, INV. OUT=67.90
39. DI-3C, L=10, TOP=71.83, H=4.03'
40. 28.00 LF OF 15" CL III CONC. PIPE @ 1.00 %, INV. IN=67.80, INV. OUT=67.52
41. DI-3C, L=6, TOP=71.83, H=4.35'
42. 76.24 LF OF 15" CL III CONC. PIPE @ 8.00 %, INV. IN=64.00, INV. OUT=57.92
43. DI-3C, L=10', TOP=63.50, H=9.75'
44. 24.00 LF OF 15" CL III CONC. PIPE @ 0.80 %, INV. IN=53.75, INV. OUT=53.56 (W/ ES-1)
45. DI-1, TOP=66.00, H=11.00
46. 100.00 LF OF 15" CL III CONC. PIPE @ 0.80 %, INV. IN=55.00, INV. OUT=54.20 (W/ ES-1)



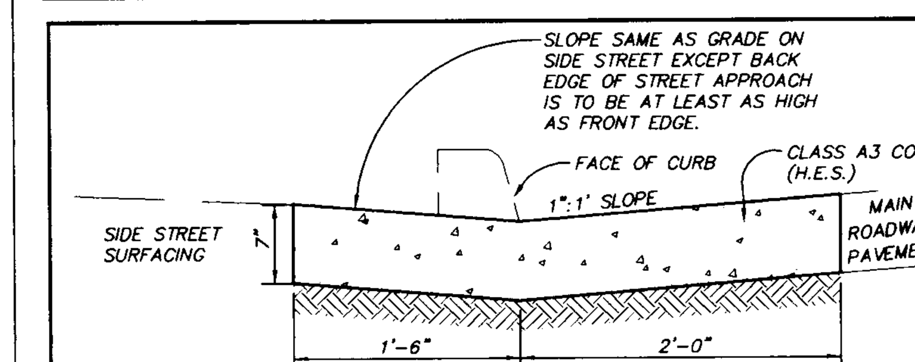
HANDICAP RAMP DETAIL



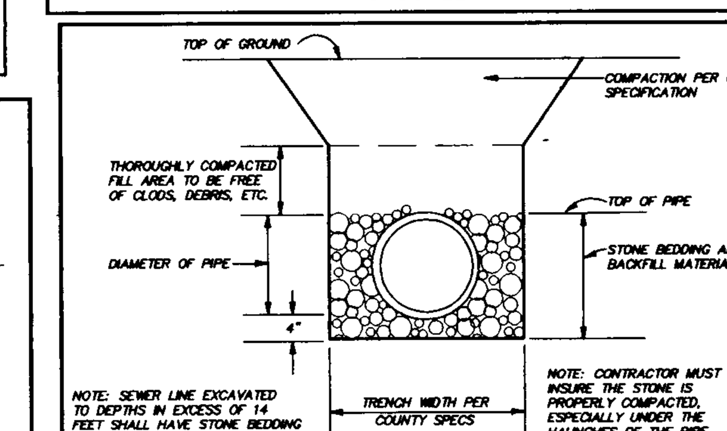
WHEEL STOP ANCHOR DETAIL
NO SCALE



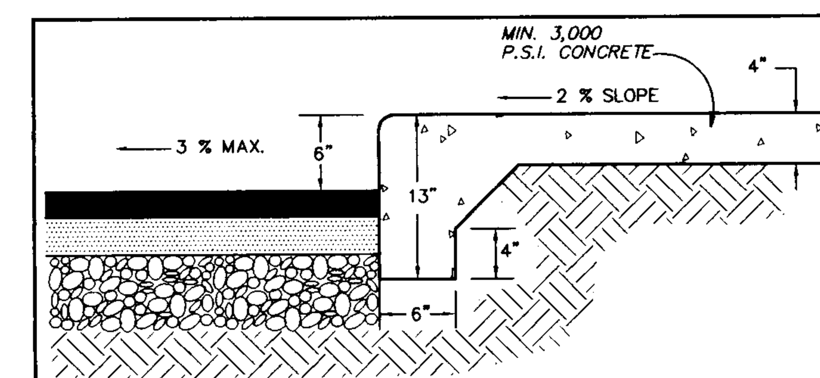
TYPICAL PARKING LOT PAVEMENT
NO SCALE



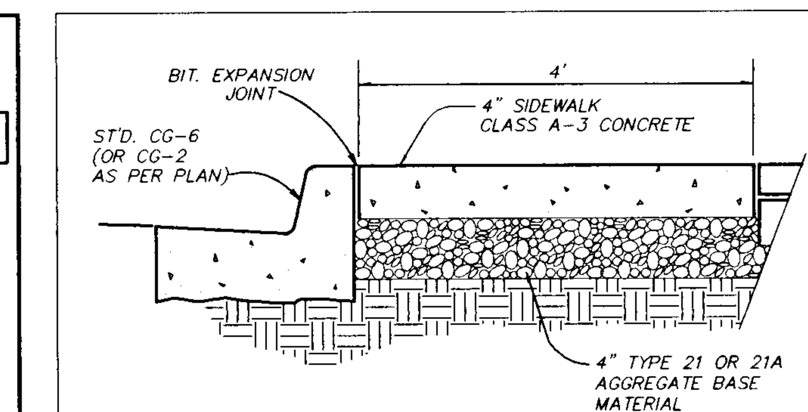
CG-8 STANDARD GUTTER
NO SCALE



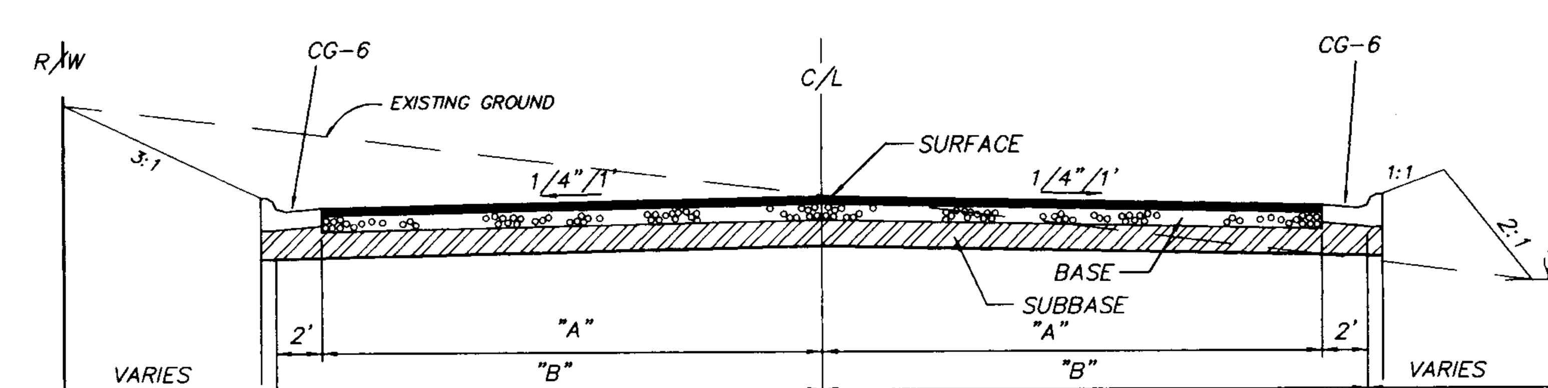
PVC DETAIL
SANITARY SEWER BEDDING AND BACKFILL DETAIL FOR PLASTIC PIPE
NO SCALE



COMBINATION CURB & SIDEWALK



SIDEWALK DETAIL
N.T.S.



HALF SECTION IN CUT

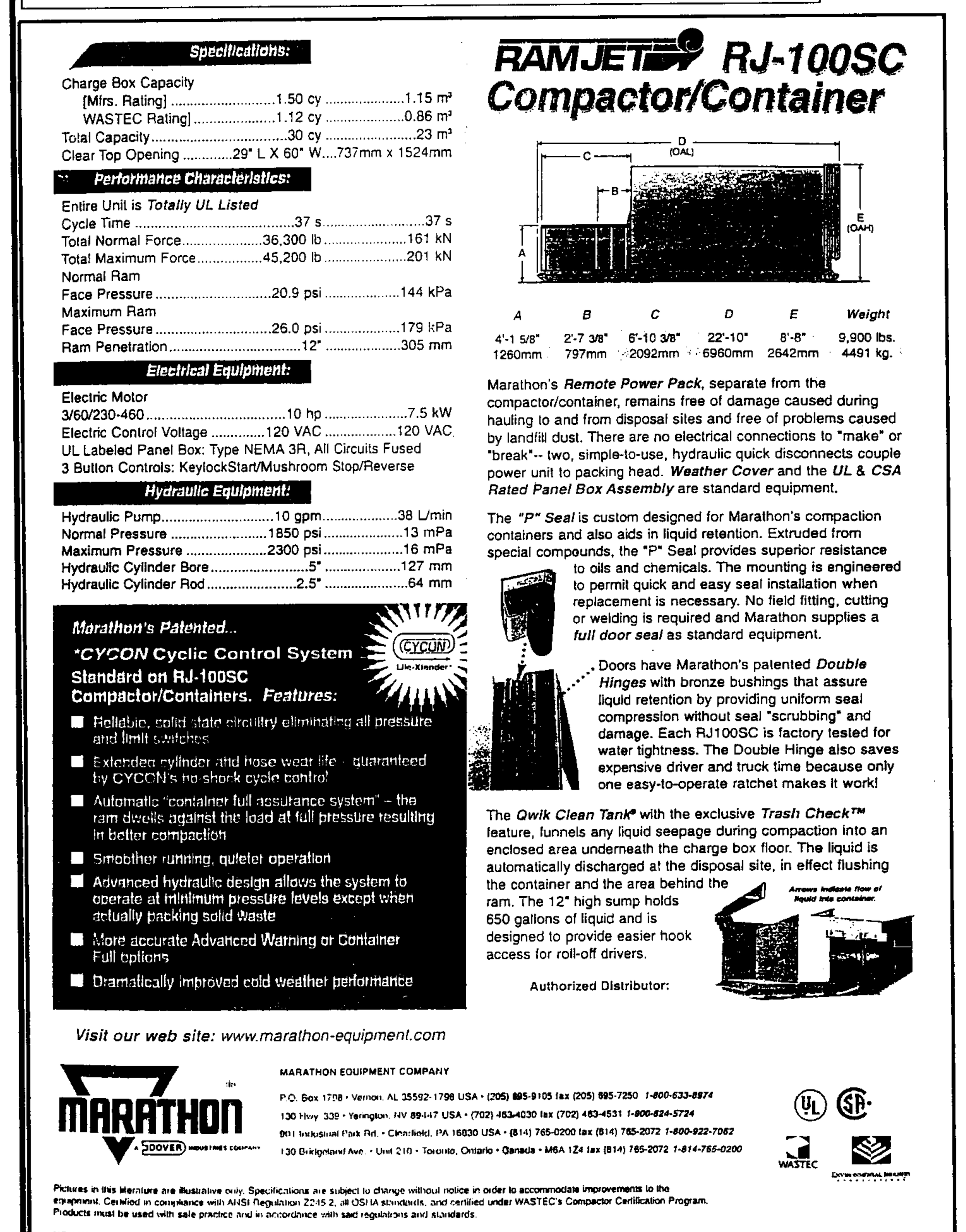
HALF SECTION IN FILL

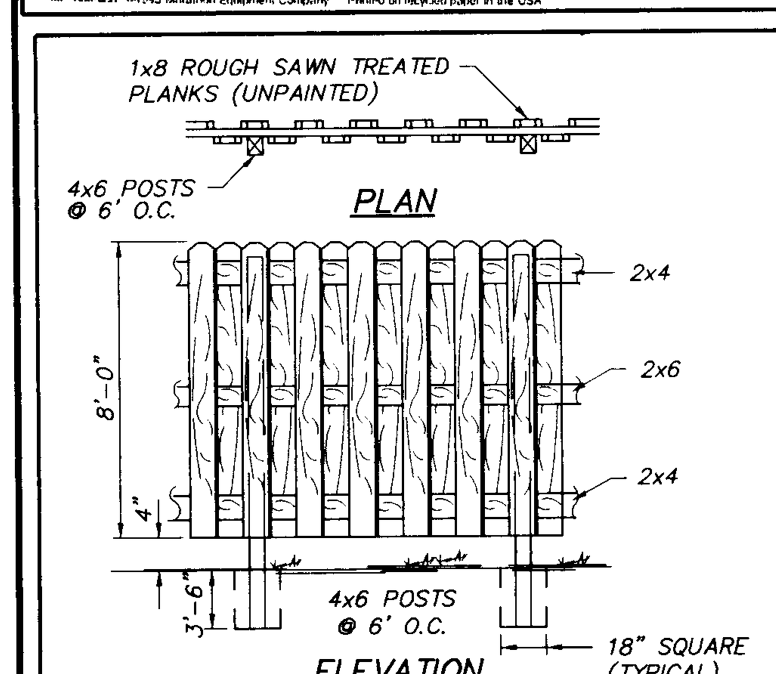
ROAD SECTION
ROAD "C"

FINAL

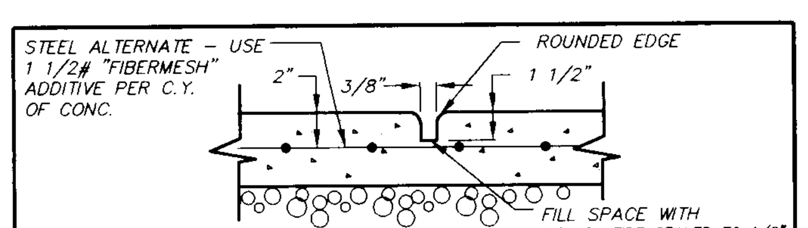
ROAD CLASSIFICATIONS								
ROAD STA. TO STA.	VPD	CATEGORY	PAVEMENT DESIGN ① ② SUBBASE	BASE	SURFACE	"A" PVM'T. WIDTH (C/L - E/P)	"B" C/L - F/C	"C" R/W WIDTH
ROAD C STA. 35+20 TO STA. 34+00	240	II	8" 21-B	3.5" BM-2	1-.5" SM-2A	10'	12'	50'
ROAD C STA. 34+00 TO 25+75	960	III	8" 21-B	3.5" BM-2	1-.5" SM-2A	10'	12'	50'
ROAD C STA. 25+75 TO STA. 18+21	1960	IV	8" 21-B	3.5" BM-2	1-.5" SM-2A	10'	12'	50'

① MINIMUM PAVEMENT DESIGN IS BASED ON A MINIMUM CBR VALUE OF 8. PAVEMENT DESIGN MAY BE REVISED DUE TO SOIL CONDITIONS AT TIME OF CONSTRUCTION.
② A TACK COAT SHALL BE APPLIED BETWEEN THE AGGREGATE BASE AND ASPHALT COURSES IN ACCORDANCE WITH V.D.O.T. STANDARDS.

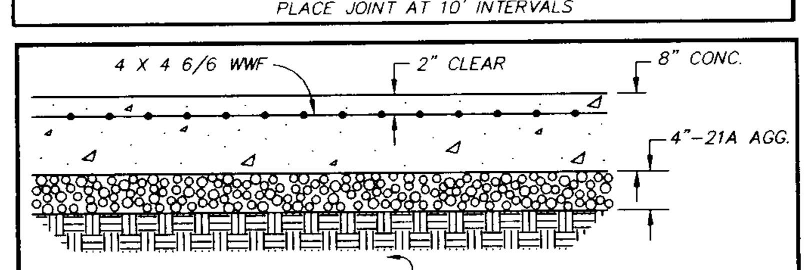




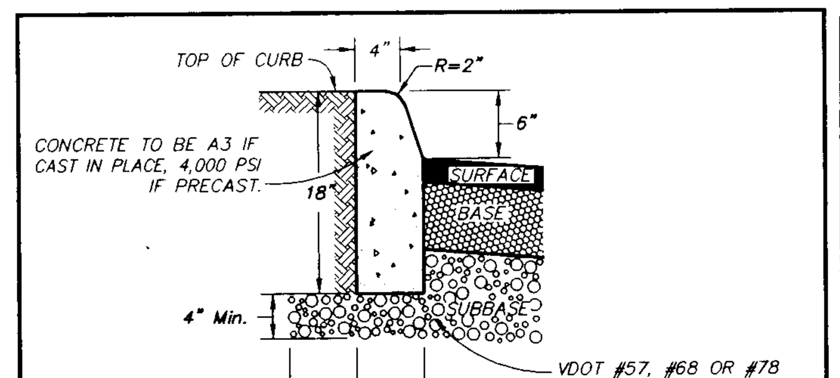
WOOD SCREENING FENCE @ TRASH COMPACTOR AREA



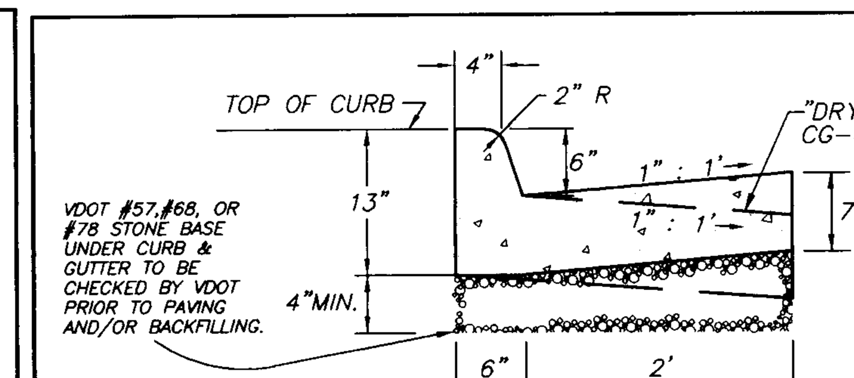
DETAIL: DUMMY GROOVE JOINT
NO SCALE
PLACE JOINT AT 10' INTERVALS



TRASH COMPACTOR PAD DETAIL
NO SCALE



STANDARD CG-2
NO SCALE



VDOT STANDARD CG-6
NO SCALE

THIS DRAWING PREPARED AT THE PRINCE GEORGE COUNTY OFFICE

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4-22-99
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DATE	REVISION DESCRIPTION
7-7-98	ENGINEER'S REVISIONS
3-15-99	COUNTY AND VDOT COMMENTS
4-22-99	REVISED METER DETAIL

PRINCE GEORGE APARTMENTS
BLAND DISTRICT • PRINCE GEORGE COUNTY, VIRGINIA
NOTES, DETAILS & TYPICAL SECTIONS

DATE	4-15-98
DRAWN BY	L. GILLIAM
DESIGNED BY	L. GILLIAM
CHECKED BY	D. JOHNSON
SCALE	NONE
JOB NO.	17713
SHEET NO.	C-2

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