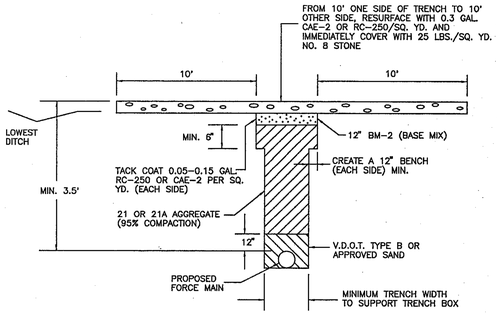
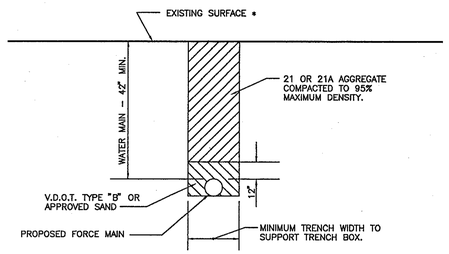


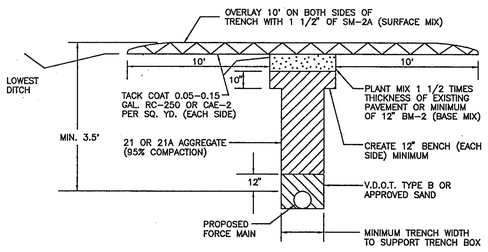
FOR SURFACE TREATED ROADS

TYPICAL SECTION FOR REPAIR OF OPEN CUT AFTER PLACEMENT OF FORCE MAIN (APPLIES TO CROSSINGS ONLY; NOT PARALLEL INSTALLATION)



* NOTE: CAPPING DONE ON SHOULDERS, GRAVEL AND DIRT ROADS.

TYPICAL SECTION FOR REPAIR OF "PRIMARY" ROADWAY SHOULDERS OR OTHER UNPAVED TRAVELED AREAS FOR FORCE MAIN CROSSINGS



TYPICAL SECTION FOR REPAIR OF OPEN CUT AFTER PLACEMENT OF FORCE MAIN IN PLANT MIX ROADS

GENERAL NOTES

1. NO EXCAVATED MATERIAL IS TO BE PLACED ON THE PAVEMENT WITHOUT WRITTEN PERMISSION OF THE DEPARTMENT'S ENGINEER. WHEN SO PERMITTED, THE PAVEMENT SHALL BE SATISFACTORILY CLEANED BY AN APPROVED METHOD. NO CLEATED EQUIPMENT IS TO BE USED ON THE PAVEMENT. ANY MATERIAL REMOVED FROM THE RIGHT-OF-WAY MUST HAVE PERMISSION FROM THE ENGINEER.

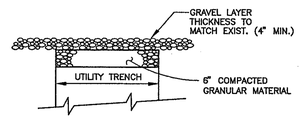
2. WHEN THE PAVEMENT IS DISTURBED , OR DEEMED WEAKENED, IN ITS ENTIRETY, OR SUCH PORTIONS OF IT DEEMED UNDESIRABLE BY THE DEPARTMENT, IT SHALL BE RESTORED OR REPLACED IN A MANNER AS DIRECTED BY THE DEPARTMENT AND TO THE SATISFACTION OF THE DEPARTMENT. PAVEMENT NOT AUTHORIZED TO BE CUT BY THIS PERMIT SHALL NOT BE DISTURBED AND PRECAUTIONS MUST BE TAKEN TO ELIMINATE THE POSSIBILITY OF THE EQUIPMENT BREAKING OR MARRING THE HARD SURFACE.

PAVEMENT RESTORATION

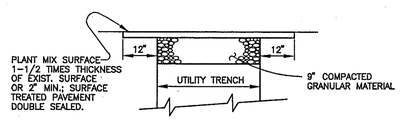
1. BACKFILL ENTIRELY WITH #21-A STONE (95% COMPACTION).
2. APPLY TACK COAT TO ALL EDGES AND EXISTING SURFACE ASPHALT.
3. INSTALL A MINIMUM OF 12" BM-2 (BASE MIX) FLUSH WITH EXISTING PAVEMENT.
4. OVERLAY FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT WITH 1.5" OF (SM-2A) SURFACE MIX.

SIGNING

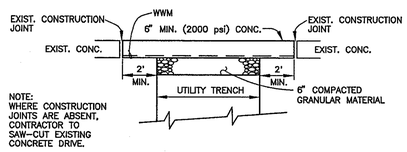
1. "ROAD WORK AHEAD", "ONE LANE AHEAD", "BE PREPARED TO STOP", AND "FLAGMAN AHEAD" SIGNS MUST BE USED.
2. WORK SHOULD BE PERFORMED BETWEEN 9:00 A.M. AND 4:00 P.M. ON WEEKDAYS.
3. ONE LANE TRAFFIC MUST BE MAINTAINED AT ALL TIMES.
4. PRINCE GEORGE COUNTY RESIDENCY IS TO BE NOTIFIED 24 HOURS PRIOR TO ANY OPEN CUT WORK BEING PERFORMED.



GRAVEL REPLACEMENT

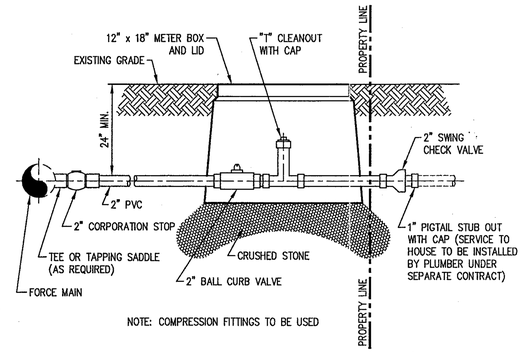


PAVEMENT REPLACEMENT



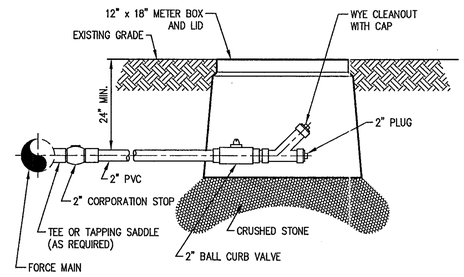
CONCRETE REPLACEMENT

REPLACEMENT OF PRIVATE DRIVES
NOT TO SCALE



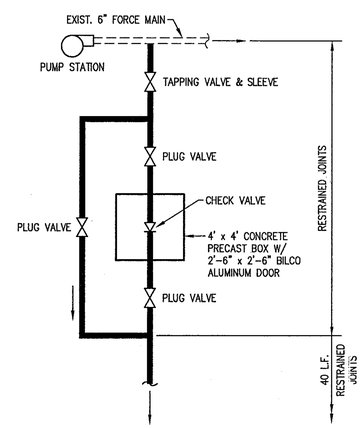
NOTE: COMPRESSION FITTINGS TO BE USED

FORCE MAIN SERVICE CONNECTION
NOT TO SCALE



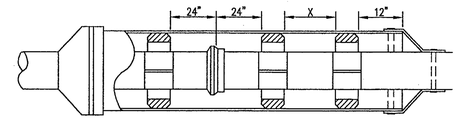
NOTE: COMPRESSION FITTINGS TO BE USED

FORCE MAIN CLEANOUT DETAIL
NOT TO SCALE



NOTE: ALL PIPING NEAR CHECK VALVE SHALL BE RESTRAINED

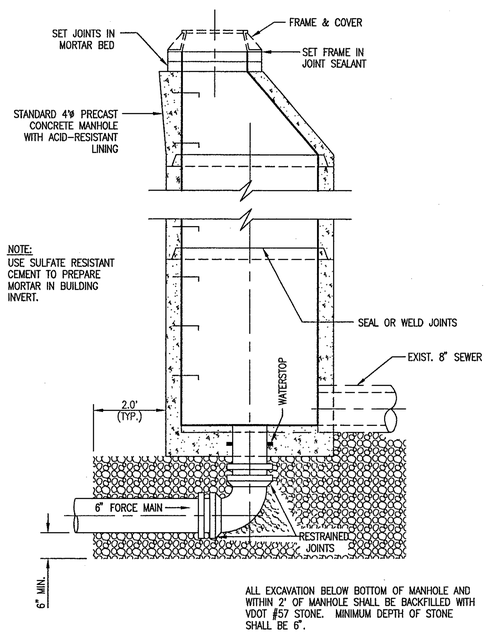
CHECK VALVE BYPASS DETAIL
NOT TO SCALE



CASING DETAIL NOTES:

1. CARRIER PIPE SHALL BE CENTERED WITHIN CASING BY AN APPROVED STAINLESS STEEL CASING SPACER.
2. CASING PIPE SHALL BE SEALED BY USE OF WRAPAROUND END SEALS OR WRAP ENDS OF CARRIER PIPE WITH TAR PAPER AND INSTALL 4" THICK BRICK AND MORTAR PLUG IN THE ANNULAR SPACE A 1" WEEP HOLE.
3. THREE CASING SPACERS SHALL BE ATTACHED TO EACH JOINT OF CARRIER PIPE WITH ONE AT THE CENTER AND ONE NOT MORE THAN 24" FROM EACH END.
4. ONE CASING SPACER SHALL BE LOCATED NOT MORE THAN 12" FROM EACH END OF CASING PIPE.
5. VALVES OR OTHER CONTROL/MAINTENANCE EQUIPMENT ATTACHED TO SEWER FORCE MAINS SHALL BE LOCATED A MINIMUM FOUR PIPE LENGTHS FROM THE END OF CASING, OR AS APPROVED BY THE COUNTY.
6. STEEL CASING SHALL HAVE A MINIMUM YIELD STRENGTH OF 35,000 PSI AND SUFFICIENT CORROSION PROTECTION.
7. LINES TO BE ENCASED UNDER STATE ROADS/RAILROADS WILL COMPLY WITH COUNTY AND ANY VDOT/AMERICAN RAILROAD ENGINEERING SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
8. WHEN INSTALLING CARRIER PIPE, CONTRACTOR SHALL PUSH SO THAT PIPE JOINTS ARE ALWAYS BEING COMPRESSED.

CASING DETAIL – FORCE MAINS
NOT TO SCALE



FORCE MAIN TERMINATION AT MANHOLE
NOT TO SCALE

REV. NO.	DATE	DESCRIPTION	BY

REVISIONS

COMMONWEALTH OF VIRGINIA
6-21-96
TAYLOR F. TURNER, III
No. 17764
PROFESSIONAL ENGINEER

R. STUART ROYER & ASSOCIATES, INC.
CONSULTING ENGINEERS & SURVEYORS
RICHMOND, VIRGINIA

COUNTY OF PRINCE GEORGE, VIRGINIA
ROUTE 156 SEWER IMPROVEMENTS

STANDARD DETAILS

DATE:	APRIL 1, 1996
SCALE:	AS SHOWN
DESIGNED:	V.D.C.
DRAWN:	L.L.S.
CHECKED:	T.F.T.III

DRAWING NO. 9607

14 OF 15 SHEETS

File Name: 9607STD14.DWG
Project No. 9607
Last Updated: L.L.S.

Scale: HORZ. 1=50 VERT. 1=1
Revision Date/Time: 06/20/96 09:10