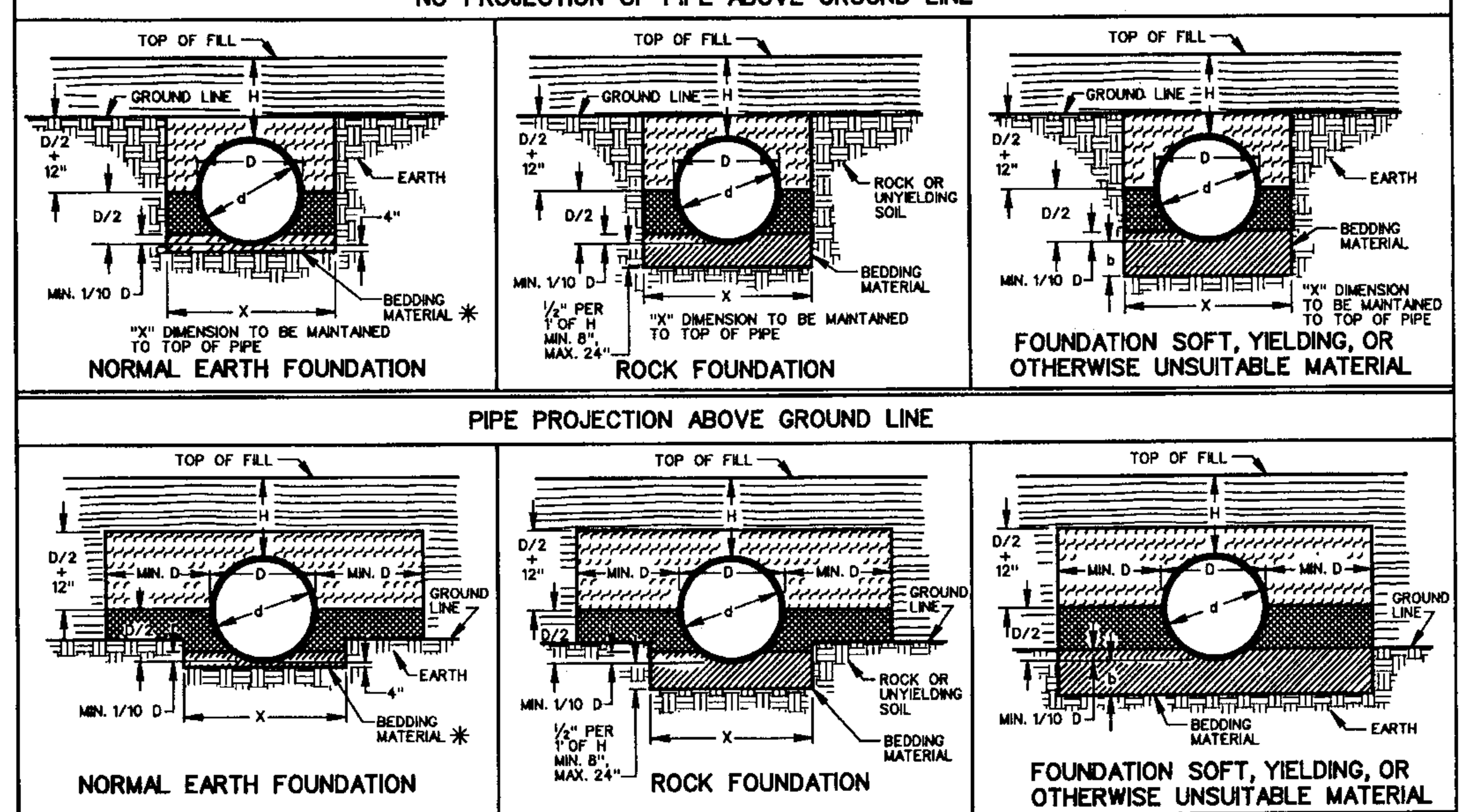
PB-1

NO PROJECTION OF PIPE ABOVE GROUND LINE



CULVERTS LESS THAN d = 36"
X = D + 24"
CULVERTS WHERE d = 36" AND OVER
X = D + 36"
METHOD "A" PIPE BEDDING SHALL BE USED AS FOLLOWS UNLESS OTHERWISE NOTED ON PLANS:
RIGID PIPE
WHEN H IS LESS THAN OR EQUAL TO 30'
FLEXIBLE PIPE
AS SHOWN ON TABLES
✻ MAY BE ELIMINATED UNDER ENTRANCE PIPE EXCEPT FOR PLASTIC PIPE INSTALLATIONS, WHERE DIRECTED BY THE ENGINEER.

H = HEIGHT OF COVER MEASURED FROM TOP OF DRAINAGE STRUCTURE TO FINISHED GRADE.
D = OUTSIDE DIAMETER OF PIPE.
d = INSIDE DIAMETER OF PIPE.
b = DEPTH AS SHOWN ON PLANS OR TO FIRM BEARING SOIL.
✻✻ FOR PLASTIC PIPE INSTALLATIONS, CLASS I BACKFILL MATERIAL SHALL BE USED IN LIEU OF CLASS II.

BEDDING MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.
CLASS I BACKFILL MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.
CLASS II BACKFILL MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS. ✻✻
EMBANKMENT

SHEET 1 OF 4

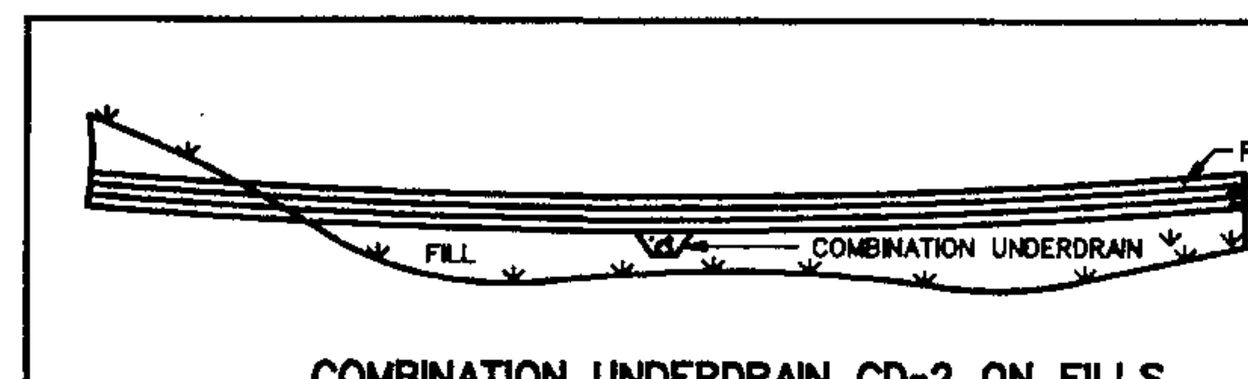
SPECIFICATION REFERENCE 302 303

INSTALLATION OF PIPE CULVERTS AND STORM SEWERS CIRCULAR PIPE BEDDING AND BACKFILL - METHOD "A"

VIRGINIA DEPARTMENT OF TRANSPORTATION

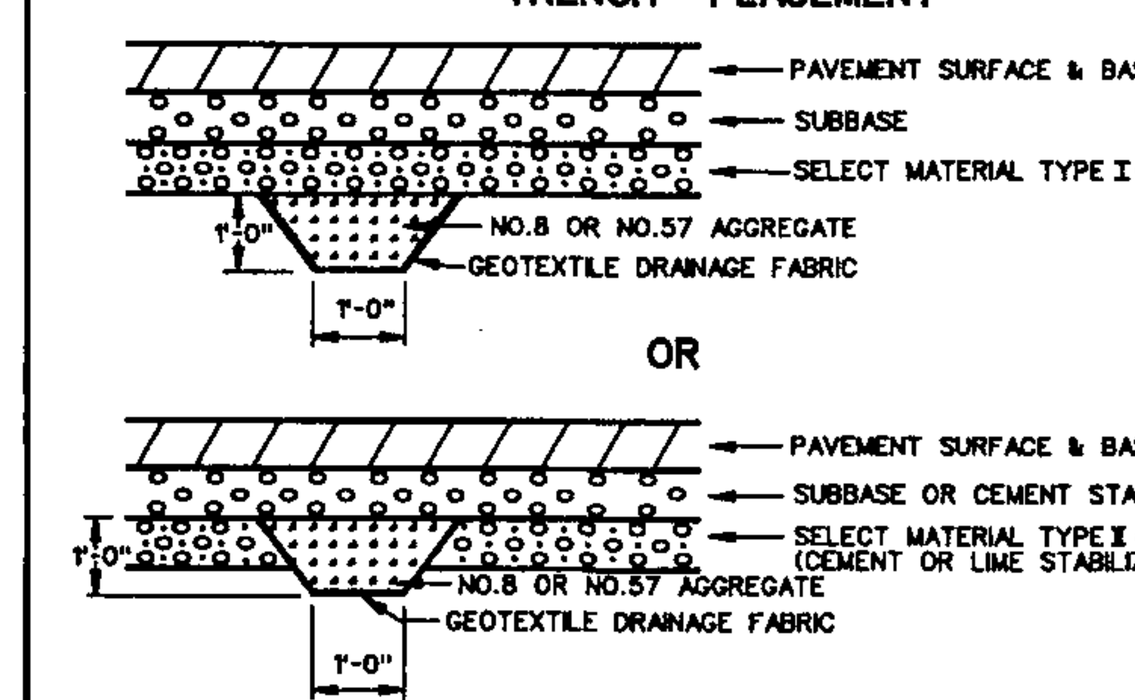
107.01

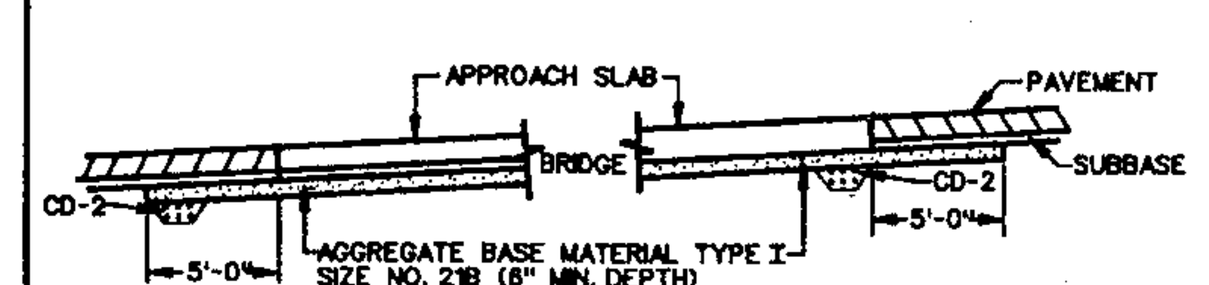
CD- 2



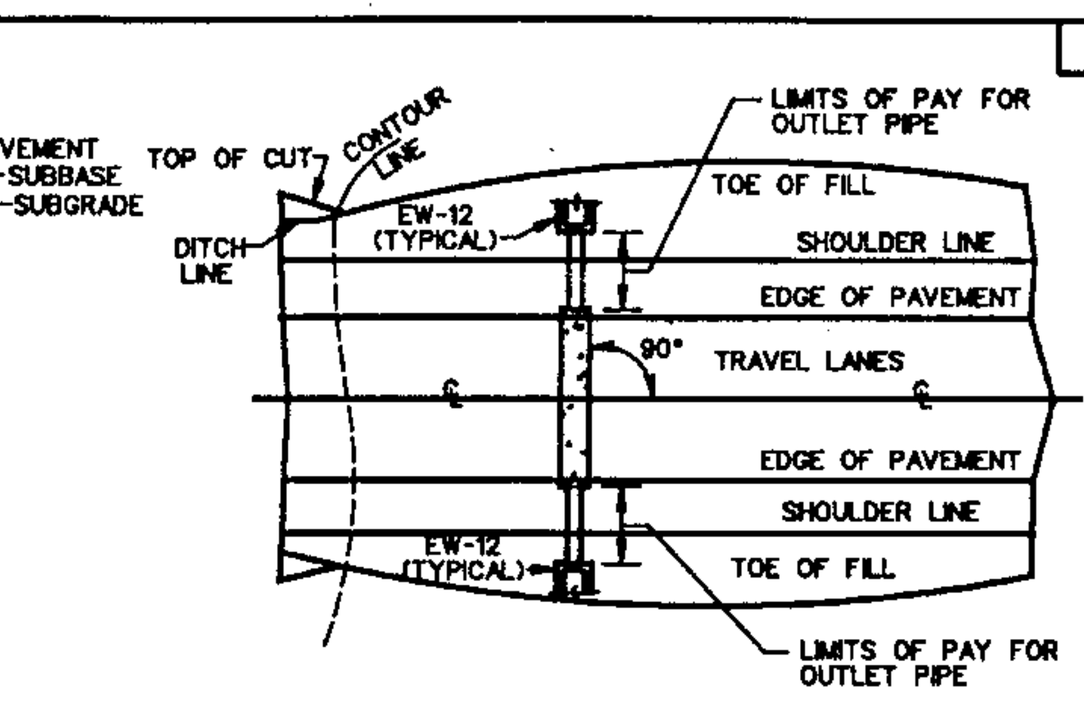
COMBINATION UNDERDRAIN CD-2 ON FILLS CENTER LINE SECTION
(WITH TYPE 1 SELECT MATERIAL)

TRENCH PLACEMENT





PLACEMENT OF CD-2 UNDERDRAIN AT BRIDGE APPROACH SLABS



PLAN VIEW SHOWING PLACEMENT OF CD-2 UNDERDRAIN

NON-PERFORATED OUTLET PIPE

TYPE OF PIPE	CRUSHING STRENGTH			
	✻W.T.	4" NOM. DIAMETER	✻W.T.	6" NOM. DIAMETER
CORRUGATED ALUMINUM			0.048	
SMOOTH WALL PVC	.103		0.153	
SMOOTH WALL PE		70 PSI ✻✻✻		70 PSI ✻✻✻

✻ WALL THICKNESS (MIN) - INCHES
✻✻✻ TESTED ACCORDING TO ASTM D-2412 AT 5% DEFLECTION.

GENERAL NOTES

1. TRENCH SHALL BE FILLED WITH AGGREGATE AND THROUGHLY HAND TAMPED TO INSURE COMPACTNESS.
2. OUTLET PIPE SHALL BEGIN AT THE EDGE OF THE TRAVEL LANE PAVEMENT AND SHALL BE PLACED ON A GRADE PARALLEL TO THE SHOULDER SLOPE 2 % MIN. (3% DESIRABLE) GRADE.
3. ON CURB AND GUTTER SECTIONS, WHERE IT IS IMPOSSIBLE TO OTHERWISE PROVIDE OUTLETS FOR UNDERDRAINS, THEY ARE TO BE LOCATED SO AS TO DRAIN INTO DROP INLETS OR MANHOLES.
4. ON SUPERELEVATED SECTIONS, TRENCH IS TO BE UNDER ENTIRE PAVEMENT AREA WITH OUTLET PIPE ON LOW SIDE ONLY.
5. INVERT ELEVATION AT OUTLET END OF OUTLET PIPE TO BE A MINIMUM OF 1'-0" ABOVE INVERT ELEVATION OF RECEIVING DRAINAGE DITCH OR STRUCTURE.
6. ALL CONNECTIONS (ELBOWS, WYES, ETC.) WITHIN PAY LIMITS FOR OUTLET PIPE ARE TO BE OF THE SAME CRUSHING STRENGTH AS THE OUTLET PIPE.
7. OUTLET PIPE TO BE SECURELY CONNECTED TO EW-12 OR OTHER DRAINAGE STRUCTURE.

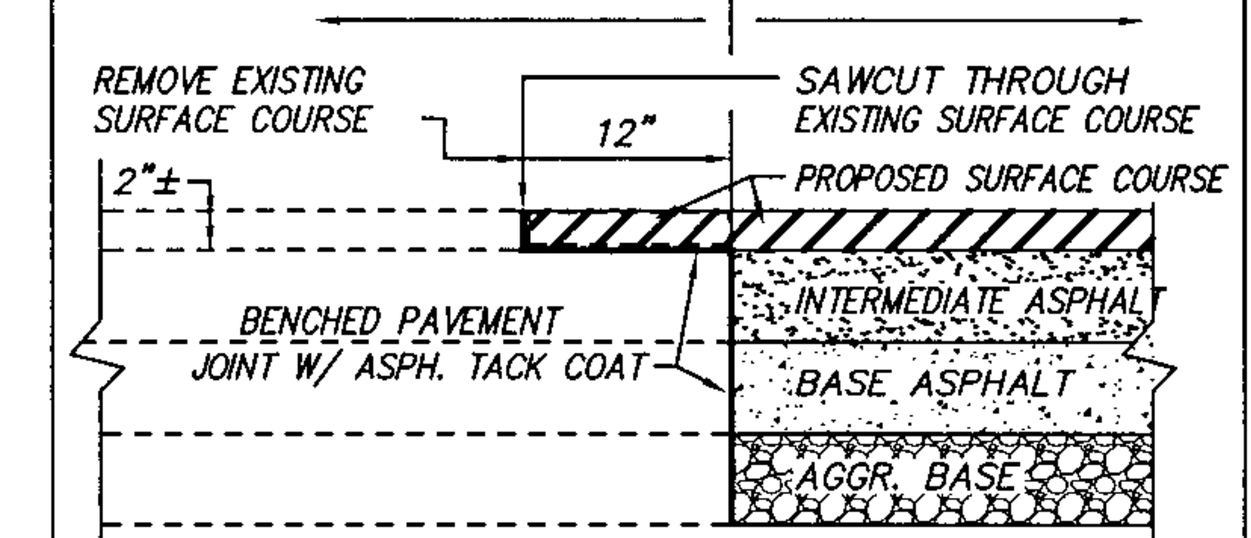
SPECIFICATION REFERENCE 232 501 701

STANDARD COMBINATION UNDERDRAIN (AT GRADE SAGS AND BRIDGE APPROACHES)

VIRGINIA DEPARTMENT OF TRANSPORTATION

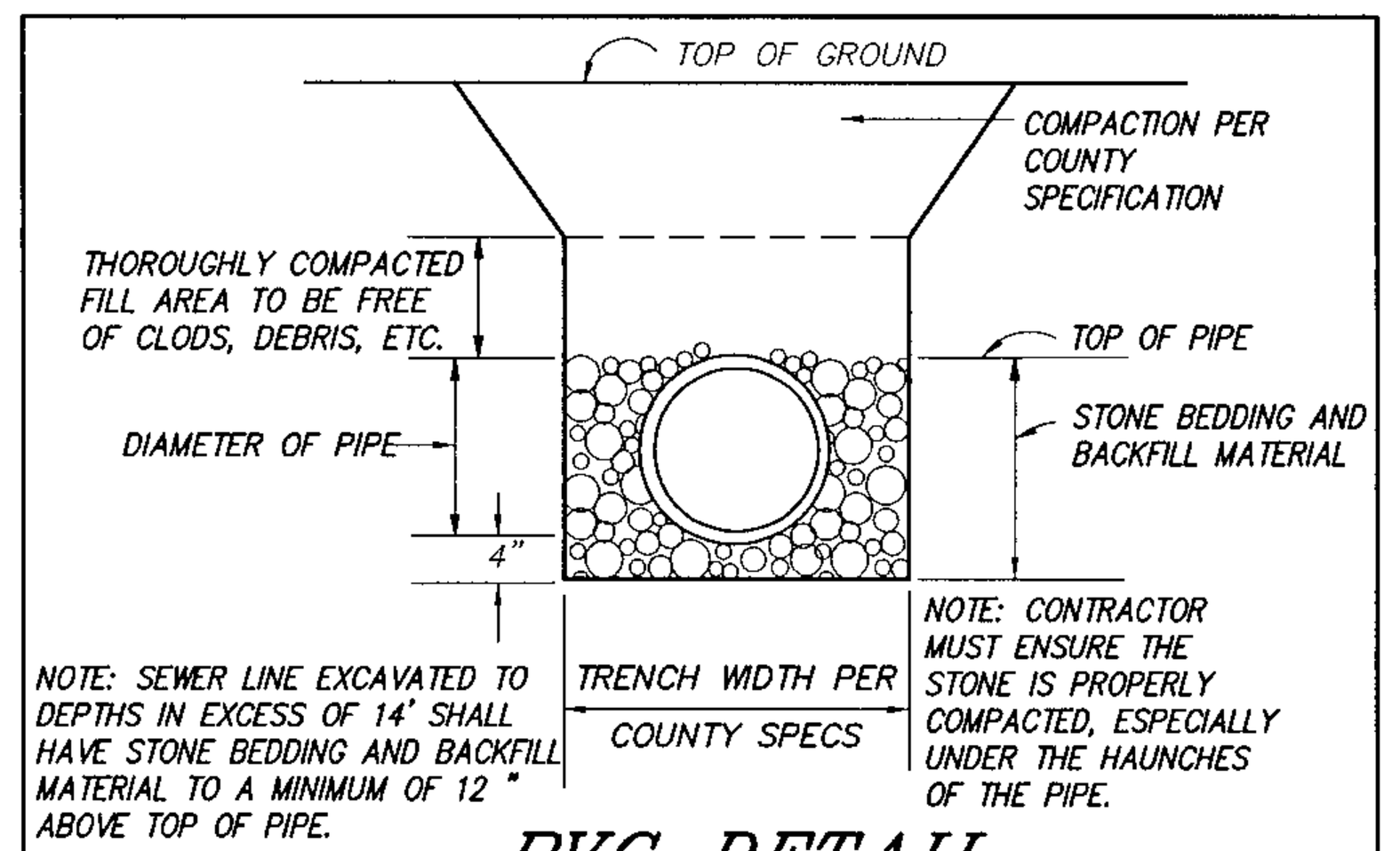
108.05

EXISTING PAVEMENT | PROPOSED PAVEMENT



NOTE: PROPOSED PAVEMENT MUST TIE IN WITH EXISTING PAVEMENT

PAVEMENT JOINT DETAIL

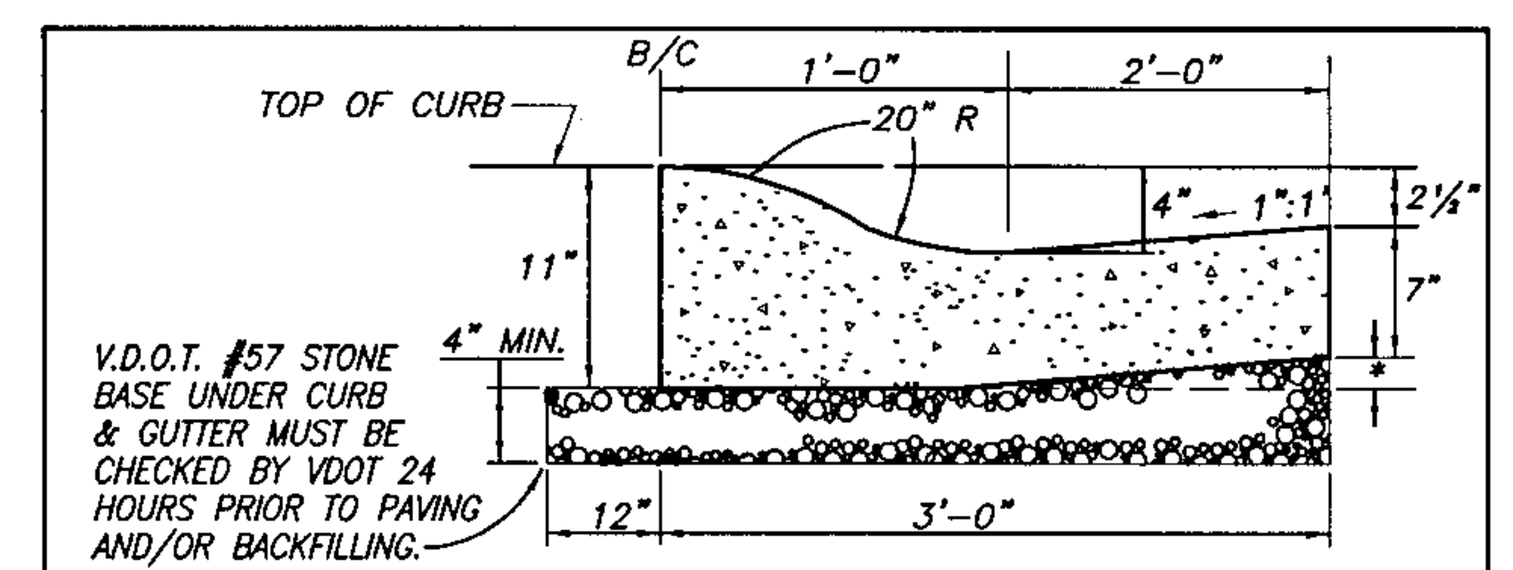


NOTE: SEWER LINE EXCAVATED TO DEPTHS IN EXCESS OF 14' SHALL HAVE STONE BEDDING AND BACKFILL MATERIAL TO A MINIMUM OF 12 " ABOVE TOP OF PIPE.

NOTE: CONTRACTOR MUST ENSURE THE STONE IS PROPERLY COMPACTED, ESPECIALLY UNDER THE HAUNCHES OF THE PIPE.

PVC DETAIL

SANITARY SEWER BEDDING AND BACKFILL DETAIL FOR PLASTIC PIPE
NO SCALE

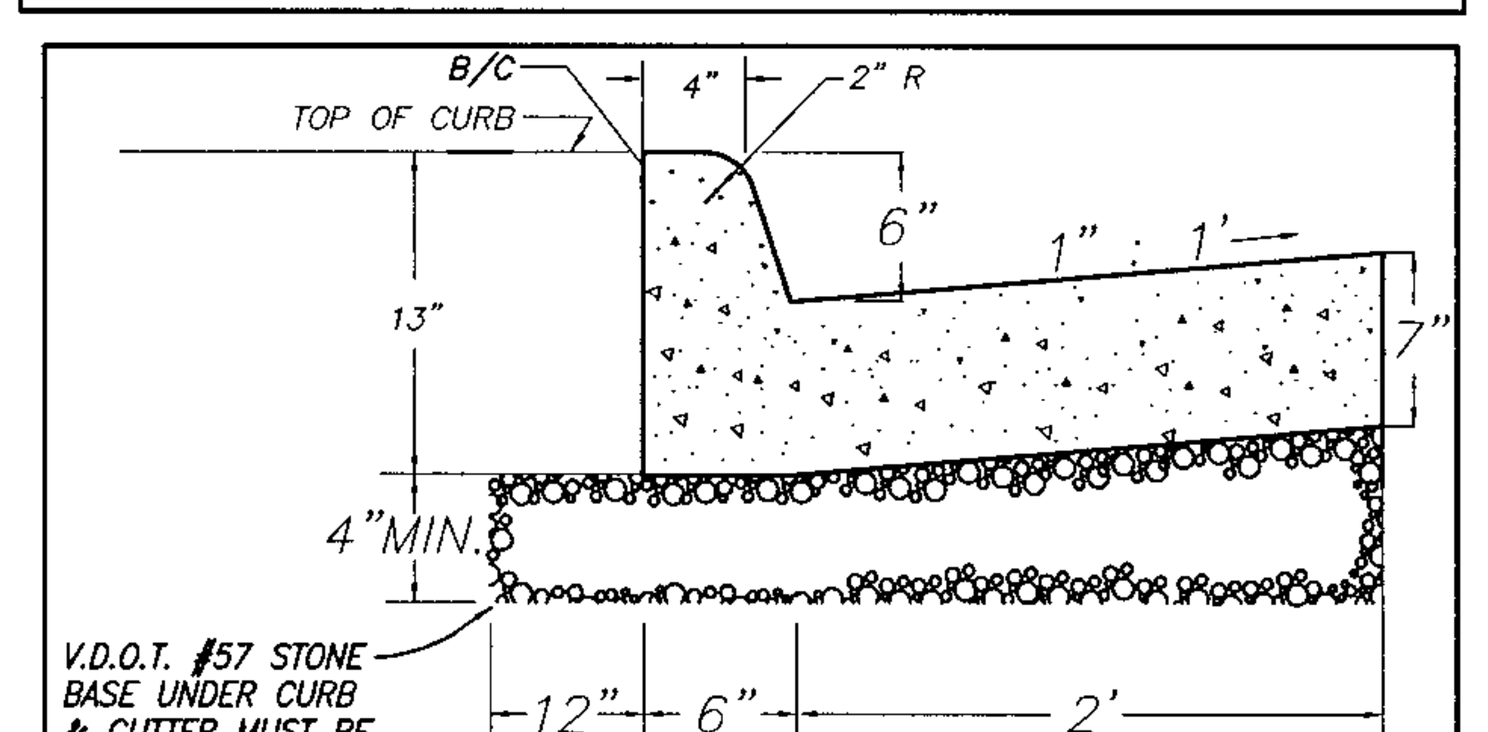


V.D.O.T. #57 STONE BASE UNDER CURB & GUTTER MUST BE CHECKED BY VDOT 24 HOURS PRIOR TO PAVING AND/OR BACKFILLING.

* THE BOTTOM OF THE CURB & GUTTER MAY BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBSURFACE COURSES PROVIDED A MINIMUM DEPTH OF 7" IS MAINTAINED.

3'0" ROLL-FACE CURB & GUTTER

NO SCALE
VDOT MUST INSPECT CURB FORMS 24 HOURS BEFORE THE PLACEMENT OF CURB & GUTTER CONCRETE.

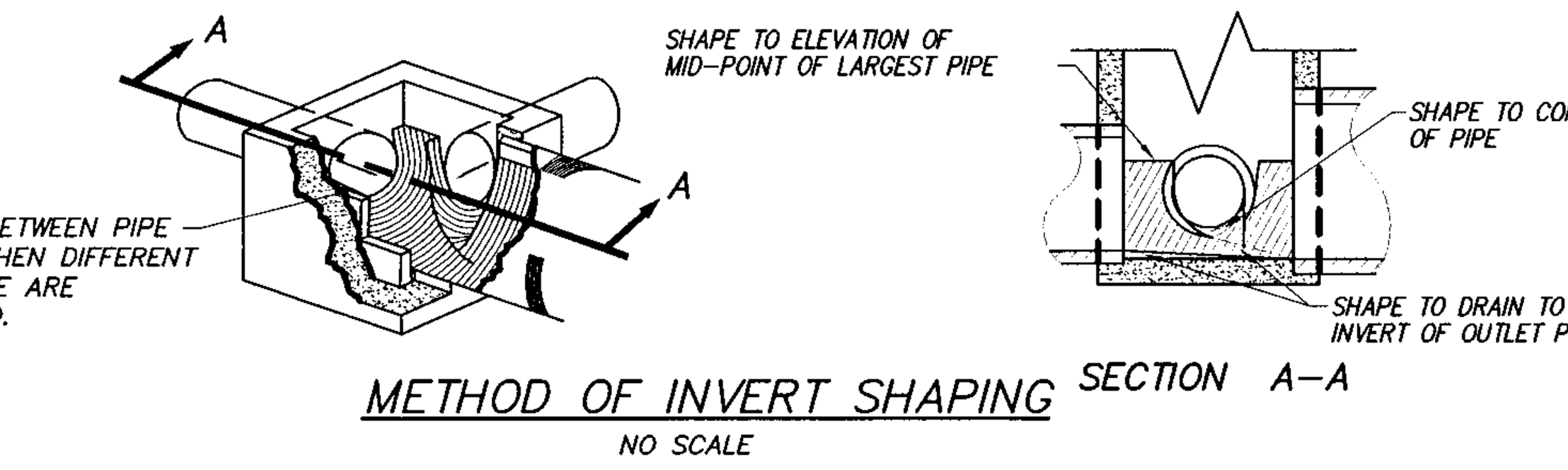


V.D.O.T. #57 STONE BASE UNDER CURB & GUTTER MUST BE CHECKED BY VDOT 24 HOURS PRIOR TO PAVING AND/OR BACKFILLING.

STANDARD CG-6

NO SCALE

VDOT MUST INSPECT CURB FORMS 24 HOURS BEFORE THE PLACEMENT OF CURB & GUTTER CONCRETE.



METHOD OF INVERT SHAPING

SECTION A-A

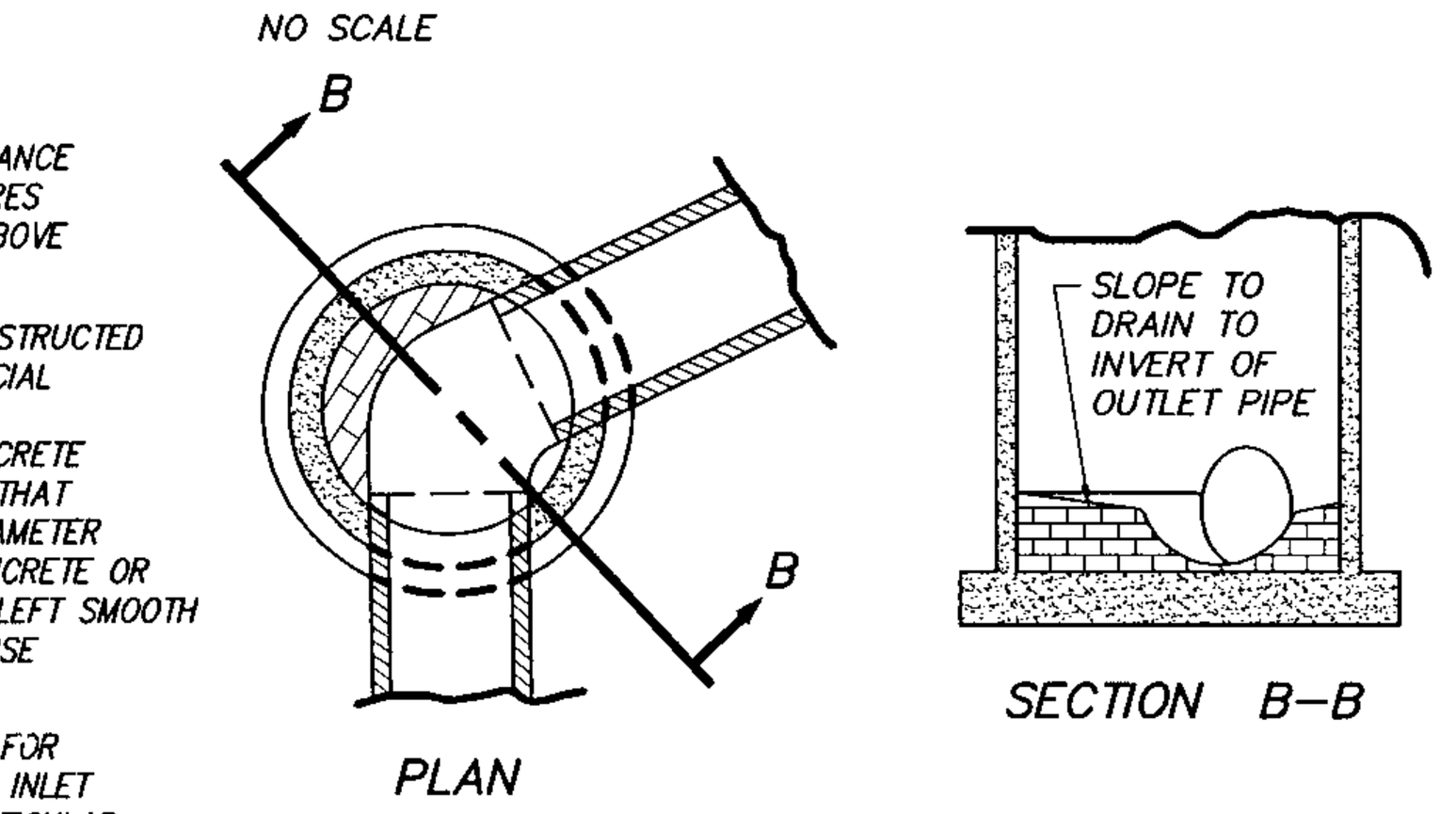
NO SCALE

NOTES:

SHAPING OF MANHOLE AND INLET INVERTS IN ACCORDANCE WITH THIS DRAWING IS TO APPLY TO THOSE STRUCTURES SPECIFIED ON PLANS OR WHERE INVERT OF PIPE IS ABOVE INVERT OF STRUCTURE.

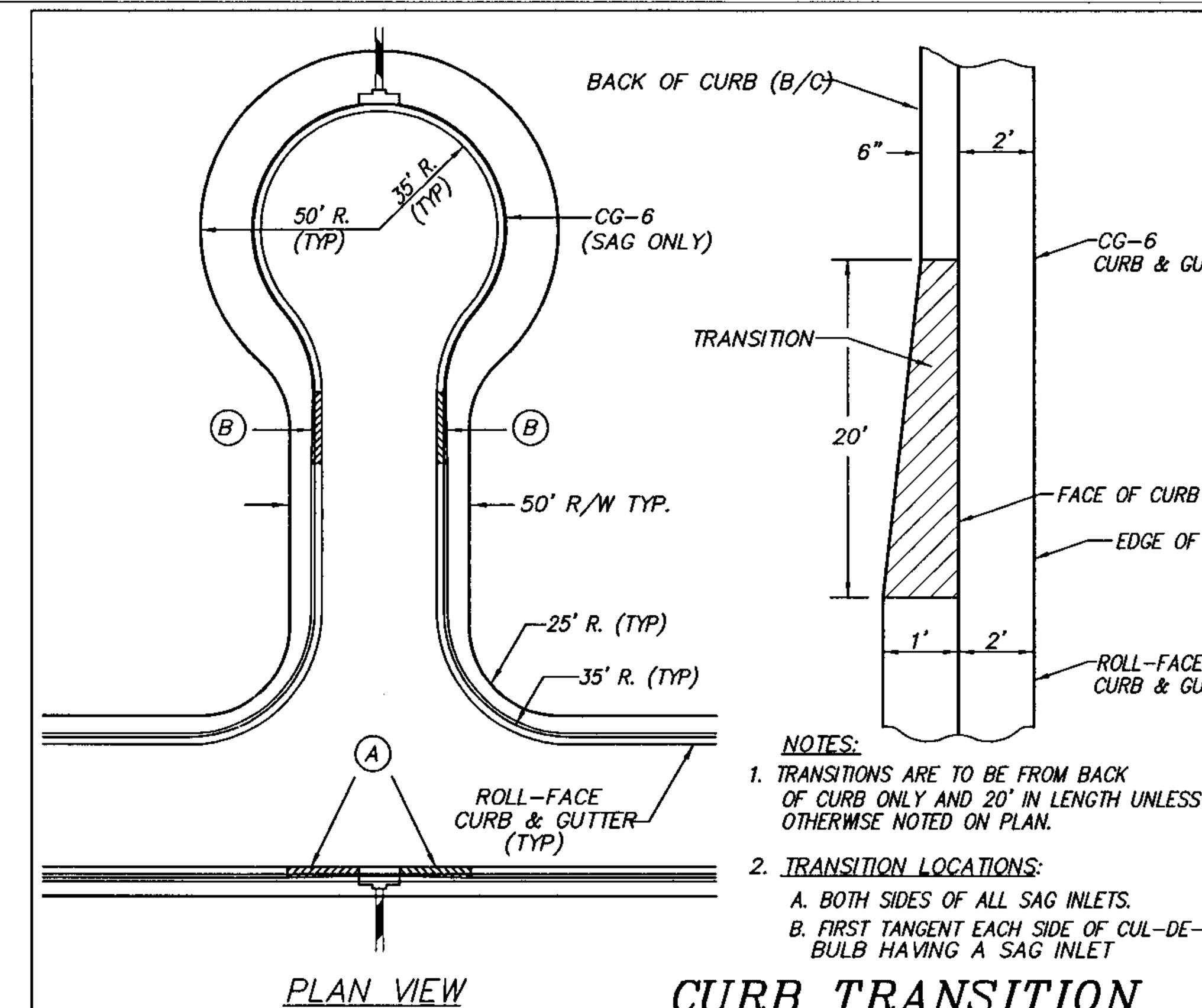
MANHOLE OR DROP INLET IS TO BE FORMED AND CONSTRUCTED IN ACCORDANCE WITH APPLICABLE STANDARD OR SPECIAL DRAWING. THE INVERT SHAPING AS DETAILED HEREON IS TO CONSIST OF A PORTLAND CEMENT CONCRETE MIX CONFORMING TO CLASS 3 OR CLASS C1, EXCEPT THAT 25% OF COURSE AGGREGATE MAY BE UP TO 4" IN DIAMETER AND CONSIST OF STONE, BROKEN BRICK, BROKEN CONCRETE OR BROKEN CONCRETE BLOCK. THE SURFACE SHALL BE LEFT SMOOTH BY MEANS OF HAND TROWELING. NONE OF THE COURSE AGGREGATE SHALL REMAIN EXPOSED.

DETAILS OF INVERT SHAPING AS SHOWN HEREON ARE FOR EXAMPLE PURPOSES ONLY. EACH MANHOLE OR DROP INLET IS TO BE SHAPED INDIVIDUALLY TO BEST FIT THE PARTICULAR INLET AND OUTLET CONFIGURATION AND FLOW LINES.



IS-1 METHOD OF INLET SHAPING

NO SCALE



NOTES:

1. TRANSITIONS ARE TO BE FROM BACK OF CURB ONLY AND 20' IN LENGTH UNLESS OTHERWISE NOTED ON PLAN.
2. TRANSITION LOCATIONS:
   A. BOTH SIDES OF ALL SAG INLETS.
   B. FIRST TANGENT EACH SIDE OF CUL-DE-SAC BULB HAVING A SAG INLET

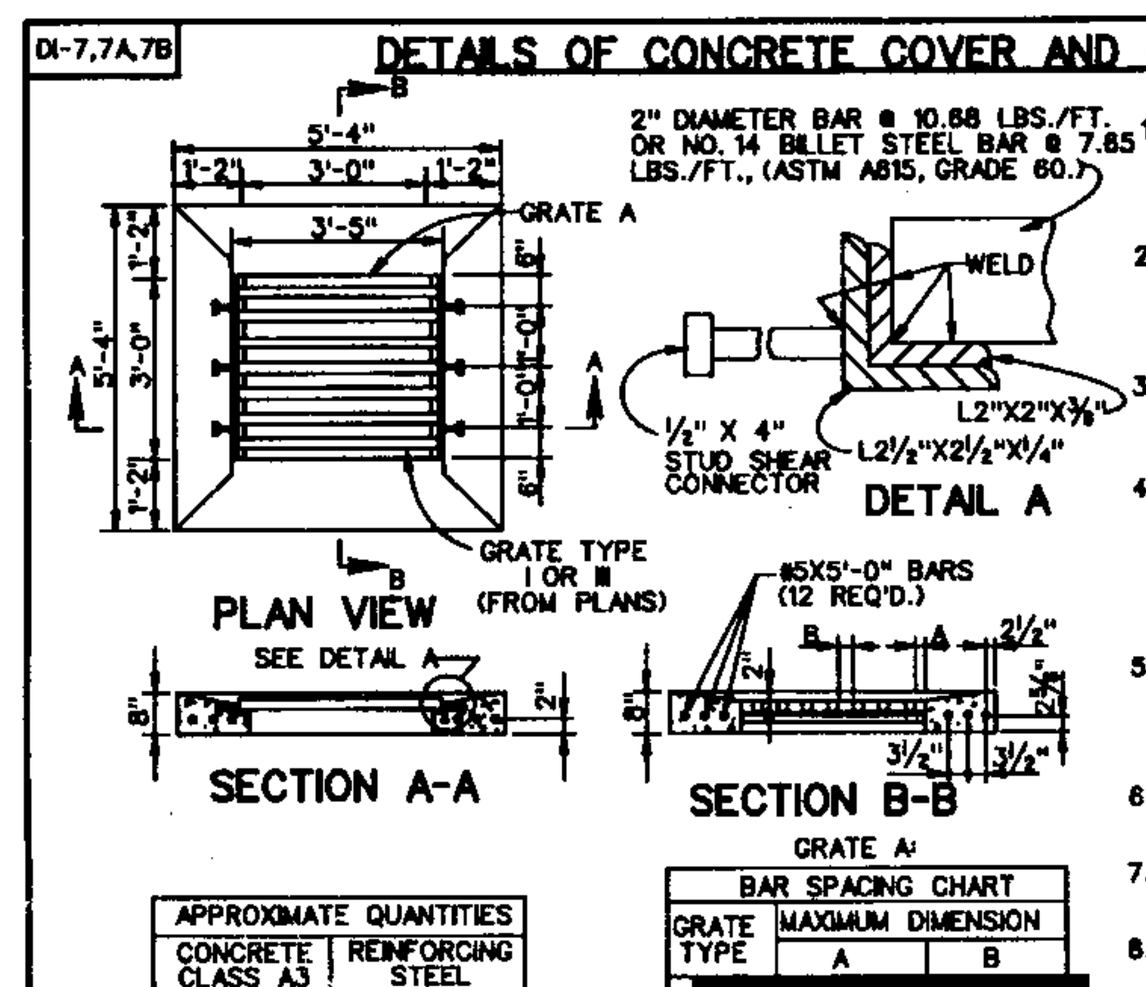
PLAN VIEW
N.T.S.

CURB TRANSITION

(FROM ROLL-FACE CURB TO CG-6)

DI-7,7A,7B

DETAILS OF CONCRETE COVER AND GRATE



2" DIAMETER BAR @ 10.68 LBS./FT. OR NO. 14 BILLET STEEL BAR @ 7.65 LBS./FT., (ASTM A615, GRADE 60.)

APPROXIMATE QUANTITIES	
CONCRETE CLASS A3	REINFORCING STEEL
0.423 C. Y.	83 LBS.

GRATE A

BAR SPACING CHART		
GRATE TYPE	MAXIMUM DIMENSION	
	A	B
[redacted]		
III	1"	1"

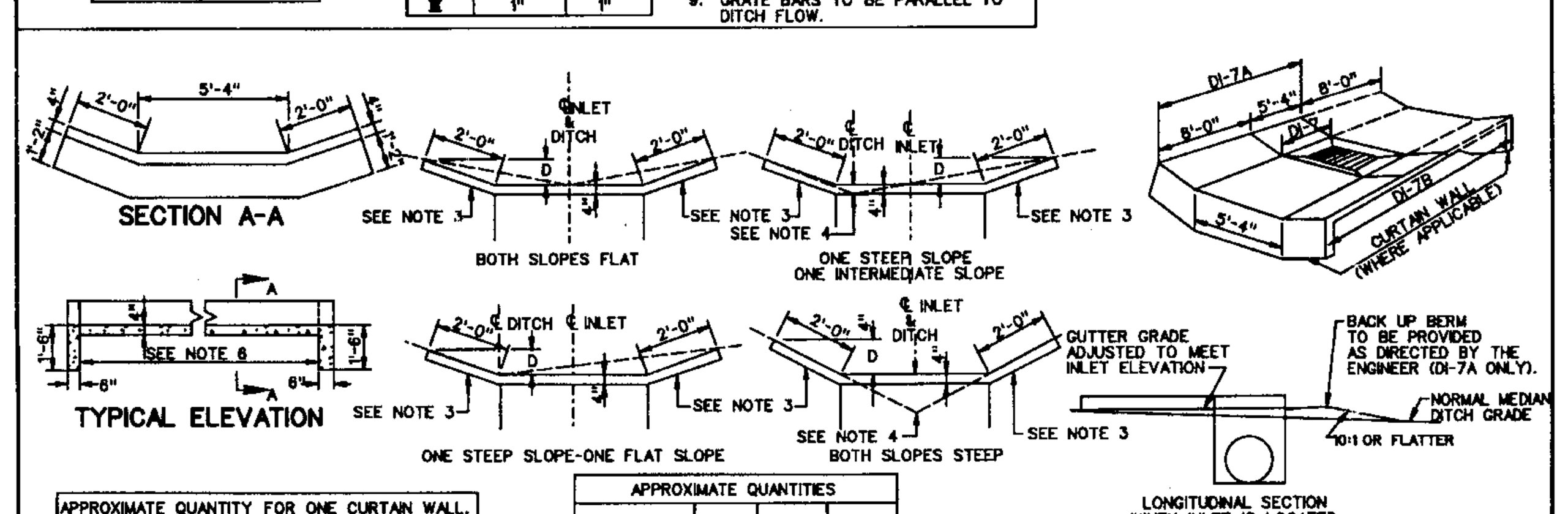
NOTES

1. GRATE A IS TO BE USED WHEN INLET IS LOCATED IN MEDIAN OR OTHER AREAS NOT NORMALLY SUBJECT TO TRAFFIC.
2. GRATE B IS TO BE USED WHEN INLET IS LOCATED ON SHOULDER OR OTHER AREAS SUBJECT TO TRAFFIC.
3. FOR DETAILS OF LOAD CARRYING GRATE (GRATE B), SEE T-DI-7, SHEET 103.08.
4. CONCRETE COVER AND GRATE ARE TO BE FURNISHED AS A SINGLE UNIT. OUTSIDE DIMENSIONS OF GRATE TO BE 3'-4" X 2'-11½" (GRATE A) OR 3'-4" X 2'-11½" (GRATE B).
5. ALTERNATE METHODS OF ANCHORING ANGLE IRON WILL BE ACCEPTABLE IF APPROVED BY THE ENGINEER.
6. GRATE AND COLLAR ARE TO BE GALVANIZED.
7. CONCRETE COVER MAY BE PRECAST OR CAST IN PLACE.
8. CONCRETE TO BE CLASS A3 IF CAST IN PLACE. 4000 PSI IF PRECAST.
9. GRATE BARS TO BE PARALLEL TO DITCH FLOW.

DETAILS OF GUTTER AND METHOD OF PLACEMENT

NOTES

1. DI-7 NO GUTTERS.
   DI-7A NO GUTTER IN ONE DIRECTION.
   DI-7B GUTTER IN BOTH DIRECTIONS.
2. JOINTS BETWEEN GUTTERS AND CONCRETE COVER ARE TO BE DOWELED WITH #4 X 8" SMOOTH RODS @ APPROX. 12" C-C TO PREVENT SETTLEMENT. IN LIEU OF DOWELS A 2" X 4" NOTCH MAY BE PROVIDED.
   SEE STANDARD T-DI-3, 4 ALTERNATE DESIGN.
3. VARIABLE 2:1 OR FLATTER.
4. DITCH GRADE MUST BE ADJUSTED TO MEET DIFFERENCE IN ELEVATION. SEE LONGITUDINAL SECTION.
5. IF DEPTH (D) BECOMES LESS THEN 4", LENGTH OF WINGS ARE TO BE EXTENDED AS DIRECTED BY THE ENGINEER.
6. CURTAIN WALL TO BE LOCATED AT THE END OF THE PAVED DITCH SECTIONS OF THE DI-7A & DI-7B THAT ARE NOT ABUTTED BY OTHER DRAINAGE.
7. IF NORMAL DITCH GRADE IS TOO FLAT TO ALLOW FOR ADJUSTED GRADE TO INLET, A SPECIAL GUTTER DETAIL WILL BE REQUIRED ON PLANS.



APPROXIMATE QUANTITY FOR ONE CURTAN WALL, MEASURED FROM BOTTOM OF GUTTER	
CONCRETE CLASS A3	0.241 CU. YDS.

APPROXIMATE QUANTITIES			
CONCRETE CLASS A3	DI-7	DI-7A	DI-7B
(CU. YDS.)	NONE	1.211	2.148

SHEET 2 OF 3

STANDARD MEDIAN DROP INLET 12" TO 42" PIPE

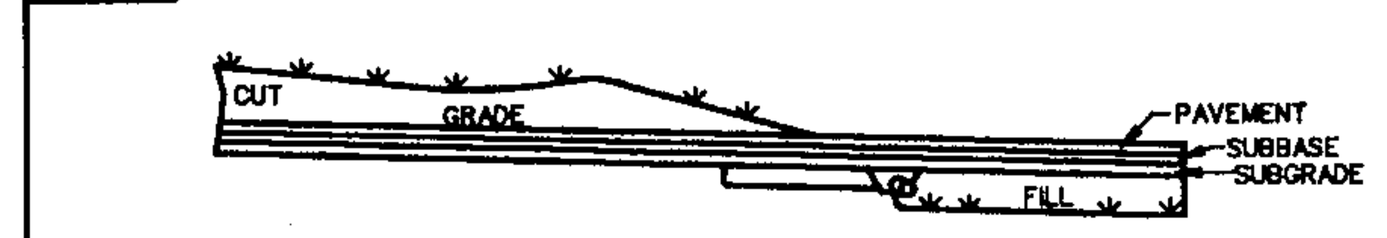
VIRGINIA DEPARTMENT OF TRANSPORTATION

USE TYPE III GRATE ONLY

SPECIFICATION REFERENCE 241 503

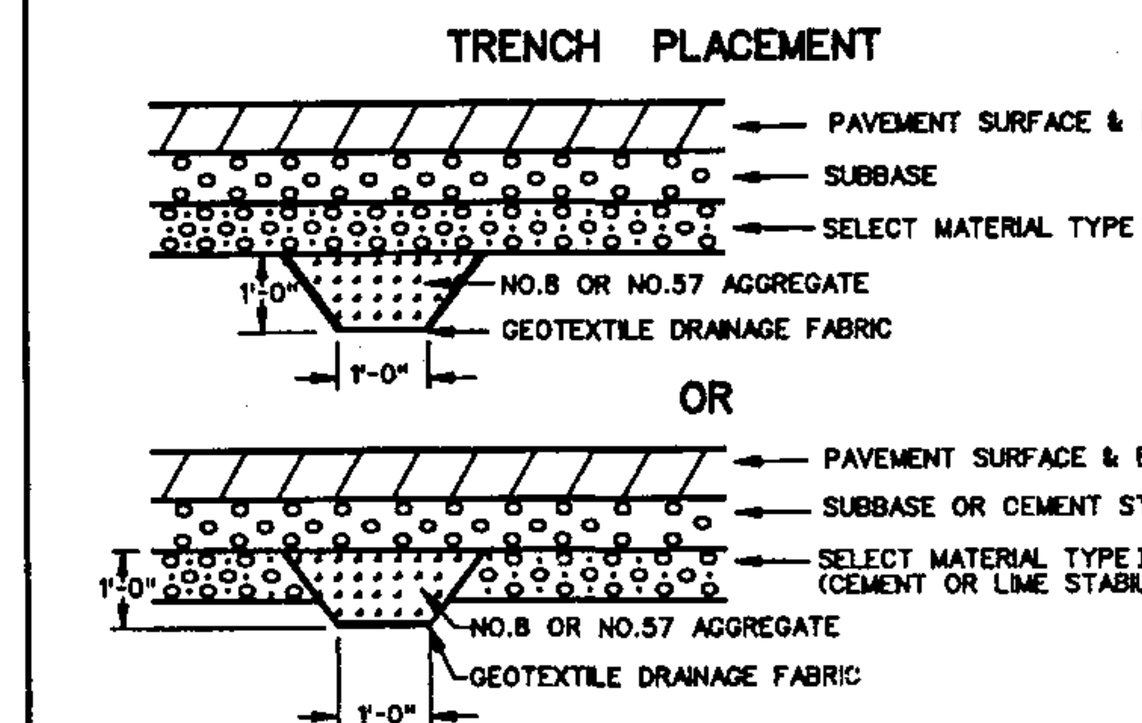
104.23

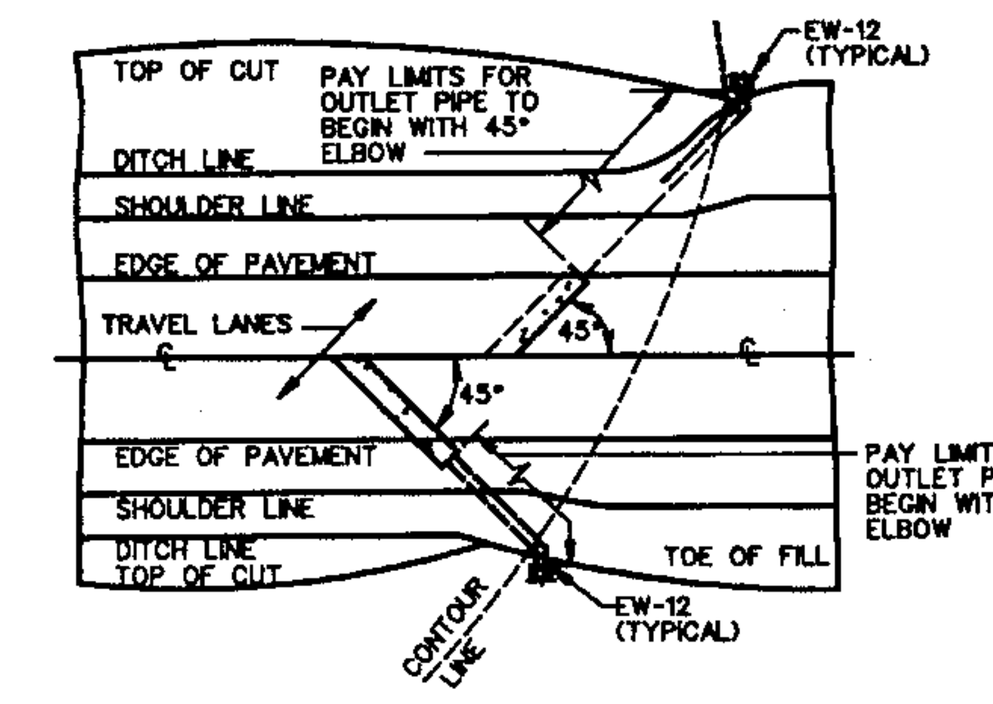
CD-1



COMBINATION UNDERDRAIN CD-1 AT LOWER END OF CUTS CENTER LINE SECTION
(WITH TYPE 1 SELECT MATERIAL)

TRENCH PLACEMENT





PLAN VIEW
(PLACEMENT OF CD-1 COMBINATION UNDERDRAIN)

GENERAL NOTES

1. UNLESS SPECIFICALLY INDICATED, COMBINATION UNDERDRAIN WILL NOT BE LOCATED AT THIS POINT WHEN BOTH SUBBASE AND SUBGRADE ARE STABILIZED.
2. TRENCH SHALL BE FILLED WITH AGGREGATE AND THROUGHLY HAND TAMPED TO INSURE COMPACTNESS.
3. OUTLET PIPE SHALL BEGIN AT THE EDGE OF THE TRAVEL LANE PAVEMENT AND SHALL BE PLACED ON A GRADE PARALLEL TO THE SHOULDER SLOPE 2 % MIN. (3 % DESIRABLE) GRADE.
4. ON CURB AND GUTTER SECTIONS, WHERE IT IS IMPOSSIBLE TO OTHERWISE PROVIDE OUTLETS FOR UNDERDRAINS, THEY ARE TO BE LOCATED SO AS TO DRAIN INTO DROP INLETS OR MANHOLES.
5. ON SUPERELEVATED SECTIONS, TRENCH IS TO BE UNDER ENTIRE PAVEMENT AREA WITH OUTLET PIPE ON LOW SIDE ONLY.
6. INVERT ELEVATION AT OUTLET END OF OUTLET PIPE TO BE A MINIMUM OF 1'-0" ABOVE INVERT ELEVATION OF RECEIVING DRAINAGE DITCH OR STRUCTURE.
7. ALL CONNECTIONS (ELBOWS, WYES, ETC.) WITHIN PAY LIMITS FOR OUTLET PIPE ARE TO BE OF THE SAME CRUSHING STRENGTH AS THE OUTLET PIPE.
8. OUTLET PIPE TO BE SECURELY CONNECTED TO EW-12 OR OTHER DRAINAGE STRUCTURE.

NON-PERFORATED OUTLET PIPE

TYPE OF PIPE	CRUSHING STRENGTH			
	✻W.T.	4" NOM. DIAMETER	✻W.T.	6" NOM. DIAMETER
CORRUGATED ALUMINUM			0.048	
SMOOTH WALL PVC	.103		0.153	
SMOOTH WALL PE		70 PSI ✻✻✻		70 PSI ✻✻✻

✻ WALL THICKNESS (MIN) - INCHES
✻✻✻ TESTED ACCORDING TO ASTM D-2412 AT 5% DEFLECTION.

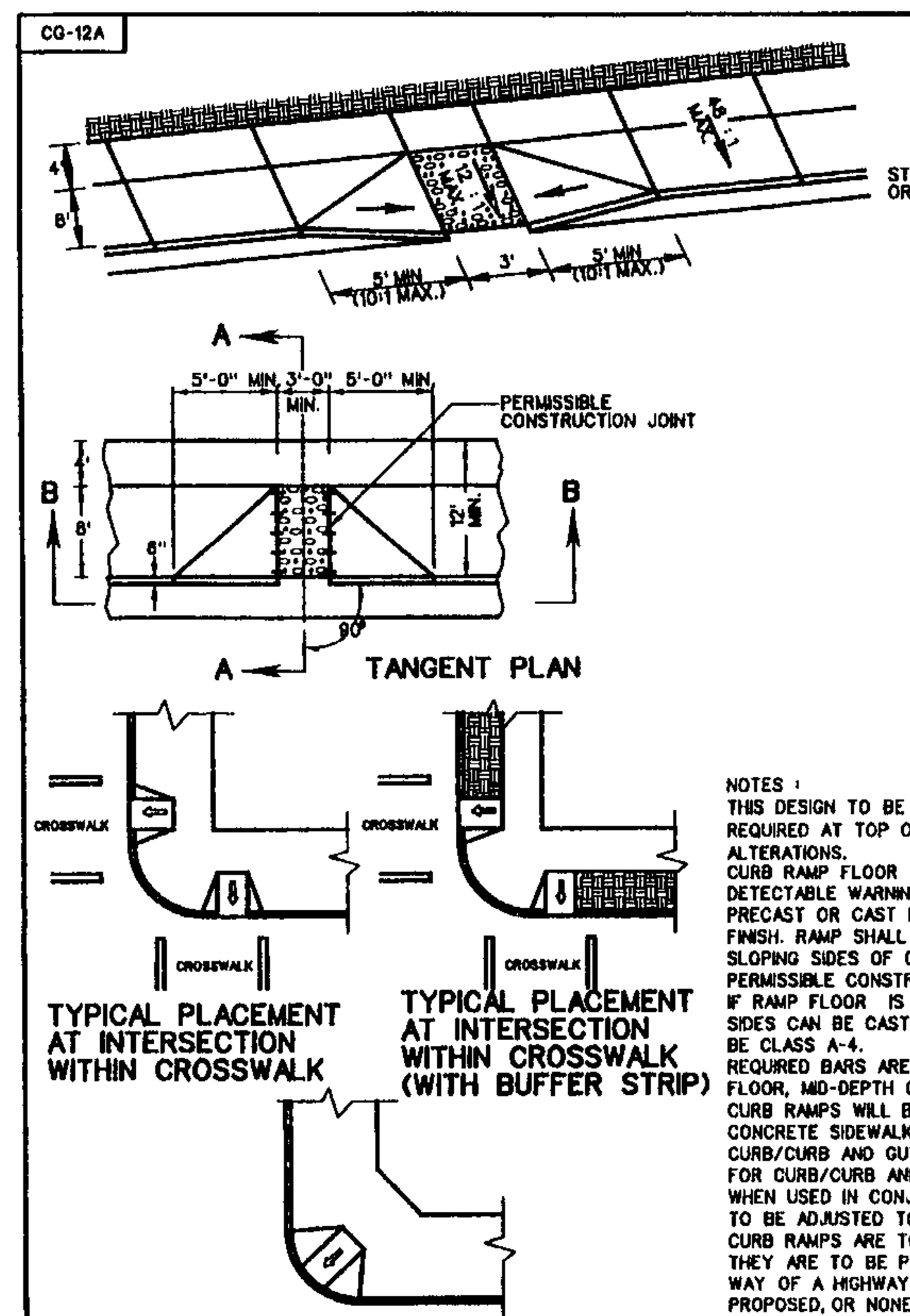
STANDARD COMBINATION UNDERDRAIN (AT LOWER END OF CUTS)

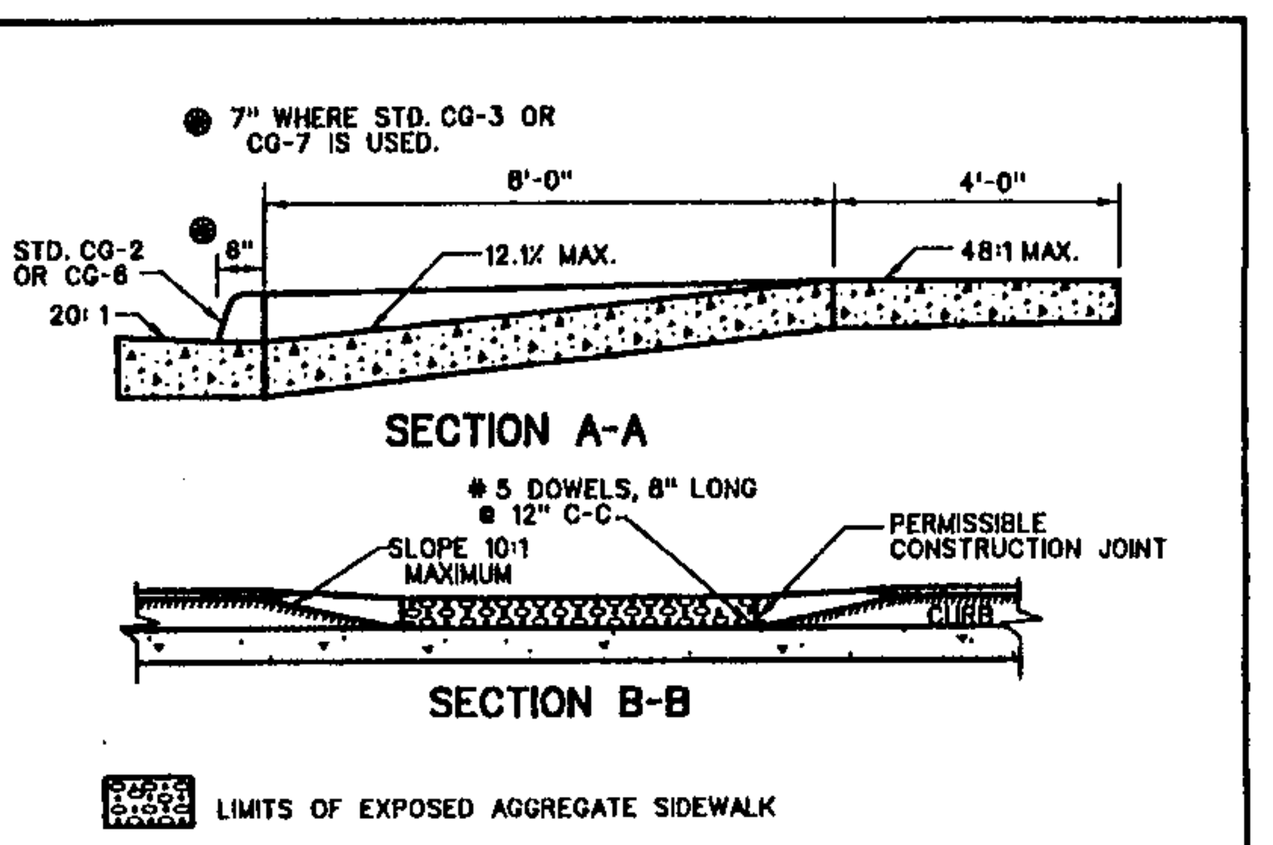
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE 232 501 701

108.04

CG-12A





LIMITS OF EXPOSED AGGREGATE SIDEWALK

ACCESSIBLE ROUTE IS DEFINED AS A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PERSONS WITH MOBILITY IMPAIRMENTS.

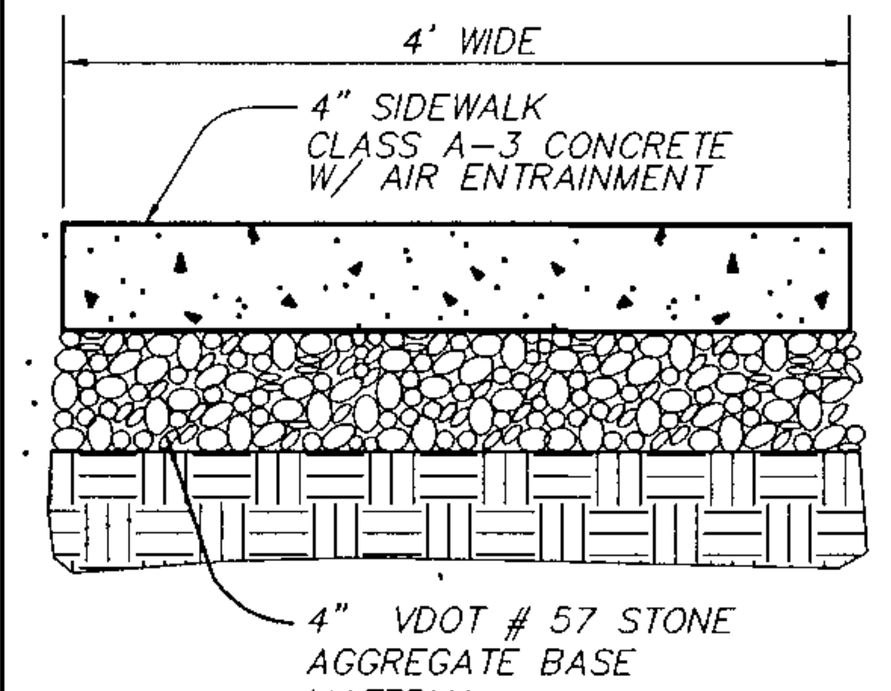
NOTES :
THIS DESIGN TO BE USED FOR CONSTRUCTION THAT INCORPORATES WIDER SIDEWALK. LANDING (48" WIDE) REQUIRED AT TOP OF CURB RAMP. MINIMUM CURB RAMP LENGTH 8 FT. FOR NEW CONSTRUCTION, 6 FT. FOR ALTERATIONS.
CURB RAMP FLOOR TO BE CLASS A-3 CONCRETE (CLASS A-4 IF PRECAST) WITH SLIP RESISTANT INTEGRAL DETECTABLE WARNING SURFACE COVERING THE ENTIRE WIDTH OF THE RAMP FLOOR (RAMP FLOOR MAY BE PRECAST OR CAST IN PLACE). THE DETECTABLE WARNING SHALL BE PROVIDED BY AN EXPOSED AGGREGATE FINISH. RAMP SHALL NOT EXCEED A MAXIMUM SLOPE OF 12:1.
SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1½".
CURB RAMPS WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICES FOR HYDRAULIC CEMENT CONCRETE SIDEWALK AND EXPOSED AGGREGATE SIDEWALK, COMPLETE-IN-PLACE.
CURB/CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO TO CURB RAMPS ARE INCLUDED IN PAYMENT FOR CURB/CURB AND GUTTER.
WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB AND CONFIGURATION.
CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THEY ARE TO BE PROVIDED AT INTERSECTIONS WHEREVER AN ACCESSABLE ROUTE WITHIN THE RIGHT OF WAY OF A HIGHWAY FACILITY CROSSES A CURB REGARDLESS OF WHETHER SIDEWALK IS EXISTING, PROPOSED, OR NONEXISTENT. THEY MUST BE LOCATED WITHIN PEDESTRIAN CROSSWALKS AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER, AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES.
EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. WILL ALSO AFFECT PLACEMENT.

PERPENDICULAR CURB RAMP (ACCESS FOR MOBILITY IMPAIRMENTS)

VIRGINIA DEPARTMENT OF TRANSPORTATION

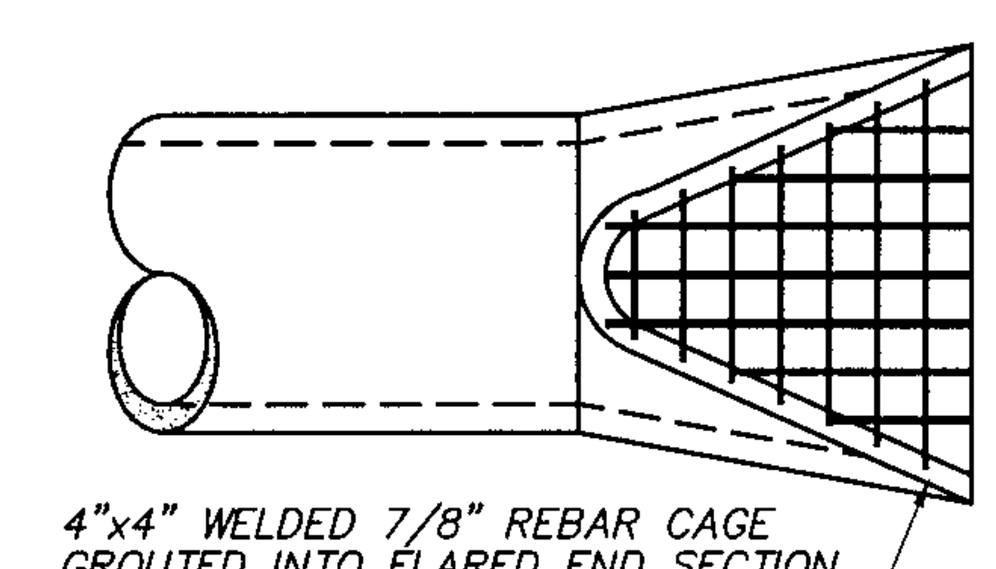
SPECIFICATION REFERENCE 105 502

203.05



SIDEWALK DETAIL

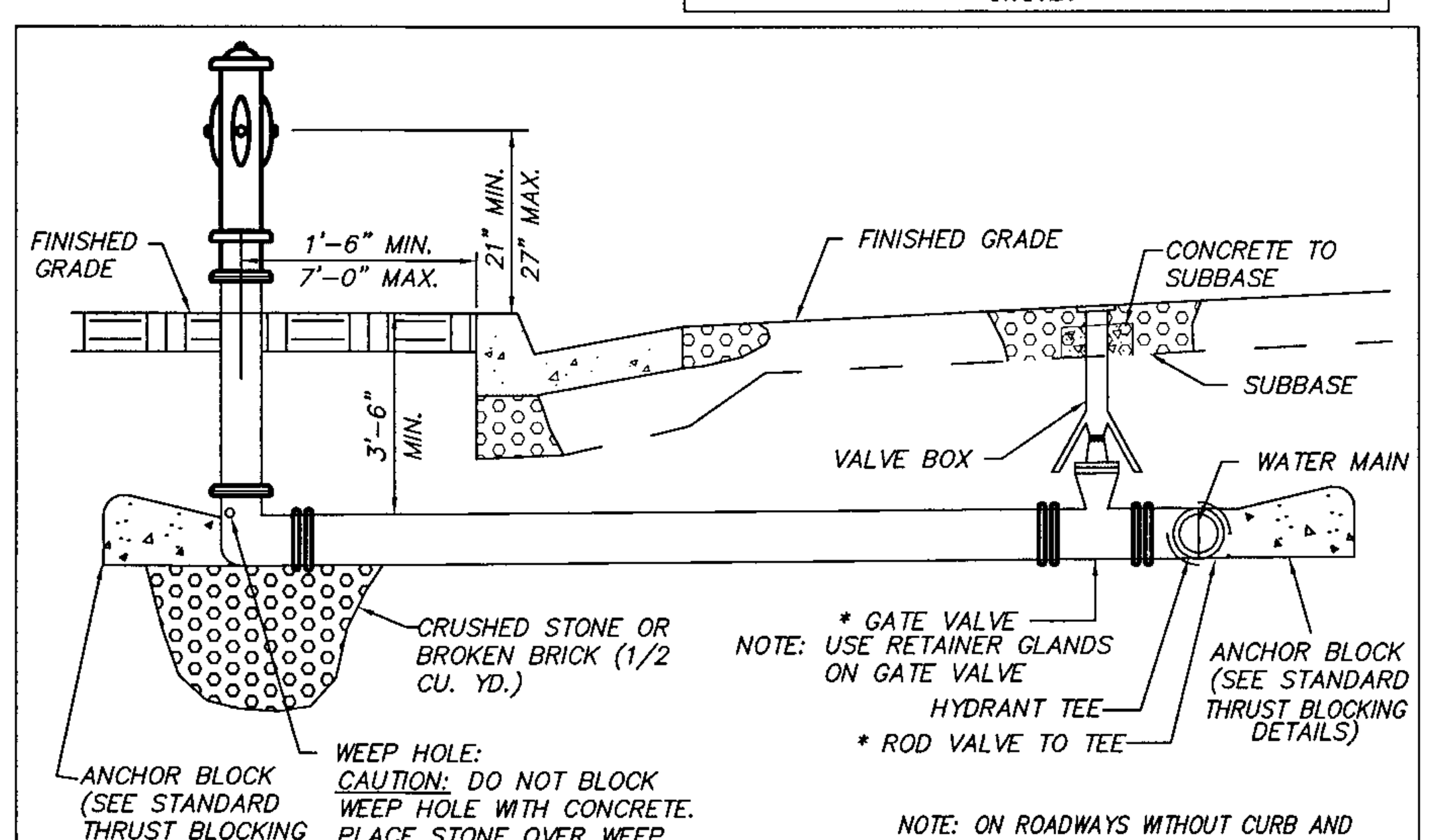
N.T.S.



4"x4" WELDED 7/8" REBAR CAGE GROUTED INTO FLARED END SECTION TO PREVENT UNATHORIZED ENTRY

MODIFIED ES-1 END SECTION

N.T.S.



CRUSHED STONE OR BROKEN BRICK (1/2 CU. YD.)

NOTE: USE RETAINER GLANDS ON GATE VALVE
* GATE VALVE
HYDRANT TEE
* ROD VALVE TO TEE

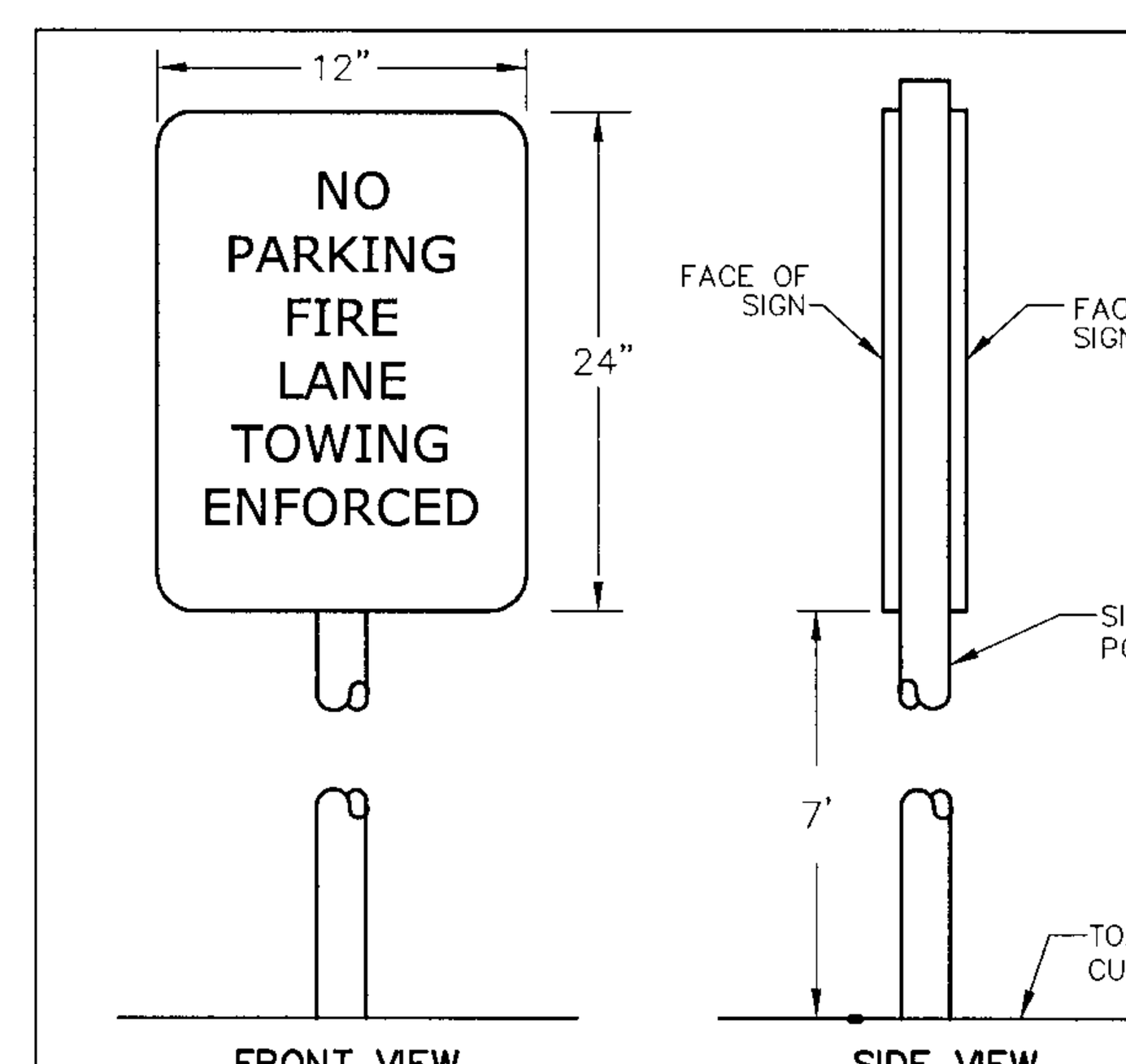
ANCHOR BLOCK (SEE STANDARD THRUST BLOCKING DETAILS)

ANCHOR BLOCK (SEE STANDARD THRUST BLOCKING DETAILS)

WEEP HOLE:
CAUTION: DO NOT BLOCK WEEP HOLE WITH CONCRETE. PLACE STONE OVER WEEP HOLE AREA.

NOTE: ON ROADWAYS WITHOUT CURB AND GUTTER, VALVE SHOULD BE IN SHOULDER OF ROAD OR BETWEEN PAVEMENT AND DITCH. MINIMUM COVER AT DITCH MUST BE 3'6" OR GREATER.

TYPICAL FIRE HYDRANT DETAIL



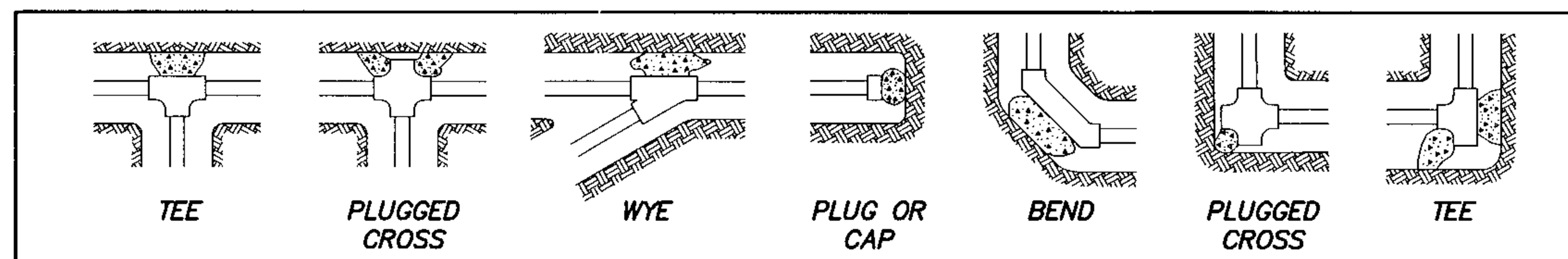
NOTES:
THIS DRAWING IS FOR GUIDANCE ONLY. FOR MORE ACCURATE DETAILS RELATED TO SIGN FABRICATION SPECIFICATIONS REFER TO THE VIRGINIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

SIGN COLORS: RED LETTERS AND BORDER ON A REFLECTORIZED WHITE BACKGROUND.

LETTERS: TWO (2) INCH "C" SERIES.

FIRE LANE SIGN

NO SCALE



BEARING AREA OF THRUST BLOCKS IN SQ. FT.							
FITTING SIZE	TEE, WYE PLUG OR CAP	90° BEND PLUGGED CROSS	TEE PLUGGED ON RUN A_1	TEE PLUGGED ON RUN A_2	45° BEND	22-1/2° BEND	11-1/4° BEND
6	2.1	3.0	4.3	3.0	2.0	2.0	–
8	3.8	5.3	7.6	5.4	2.9	2.0	2.0
10	5.9	8.4	11.8	8.4	4.6	2.4	2.0
12	8.5	12.0	17.0	12.0	6.6	3.4	2.0
14	11.5	16.3	23.0	16.3	8.9	4.6	2.3
16	15.0	21.3	30.0	21.3	11.6	6.0	3.0
18	19.0	27.0	38.0	27.0	14.6	7.6	3.8
20	23.5	33.3	47.0	33.3	18.1	9.4	4.7
24	34.0	48.0	68.0	48.0	26.2	13.6	6.8

NOTES

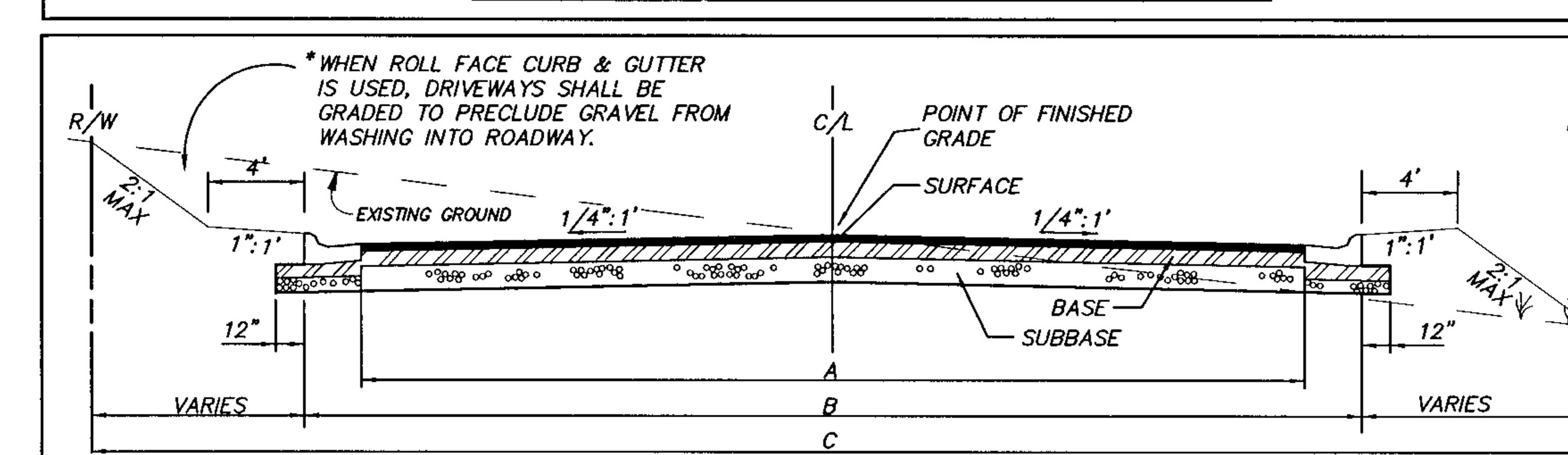
1. CONCRETE THRUST BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
2. KEEP CONCRETE CLEAR OF JOINT AND ACCESSORIES.
3. BEARING AREAS AND SPECIAL BLOCKING DETAILS SHOWN ON PLANS TAKE PRECEDENCE OVER BEARING AREAS AND BLOCKING DETAILS SHOWN ON THIS STANDARD DETAIL.

SIZE OF FITTING	MIN. C.Y. CONC. FOR BLOCKING
3"-8"	3/4
10"-12"	1-1/2
16"-24"	2

CONCRETE SHALL BE A-3 CONCRETE MEETING REQUIREMENTS OF ASTM C94

NOTE: ABOVE BEARING AREAS BASED ON TEST PRESSURES OF 200 PSI AND ON ALLOWABLE SOIL BEARING STRESS OF 3500 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION:
BEARING AREA = (TEST PRESSURE / 200) x (3500 / SOIL BEARING STRESS) x (TABLE VALUE)

STANDARD THRUST BLOCKING DETAILS



1 1/2:1 SLOPES PERMISSIBLE WITH ADEQUATE SLOPE PROTECTION, SUITABLE SOILS AND WHERE A HARDSHIP IS DEMONSTRATED

TYPICAL SECTION

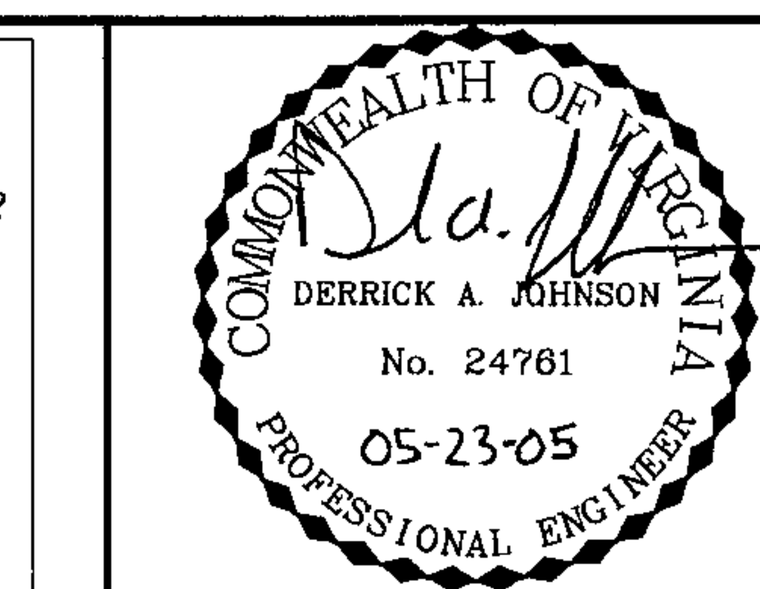
NO SCALE

NOTE: V.D.O.T. STANDARD CD-1 & CD-2 UNDERDRAINS SHALL BE INSTALLED WHERE REQUIRED BY THE COUNTY ENGINEER

ROAD CLASSIFICATION SCHEDULE

ROAD NAMES ③ STA. TO STA.	VPD	CAT.	PAVEMENT DESIGN ① ② SUBBASE	BASE	SURFACE	"A" PVM'T. WIDTH E/P - E/P	"B" B/C-B/C	"C" R/W WIDTH
TINSLEY BOULEVARD CONT'D. STA. 0+00 TO STA. 1+54	830	IV	9" 21-B	2" IM-1A	1-1/2" SM-9.5A	24	30	50
TYNNE MEADOW WAY STA. 0+00 TO STA. 3+95	430	III		8" 21-B	2" SM-9.5A	24	30	50
TYNNE MEADOW LANE STA. 10+00 TO STA. 13+87	170	I		6" 21-B	2" SM-9.5A	24	30	50
ST. LAURENCE DRIVE STA. 19+68 TO STA. 39+33	190	I		6" 21-B	2" SM-9.5A	24	30	50

① PAVEMENT SECTIONS ARE BASED ON A MINIMUM DESIGN CBR VALUE OF 10. PAVEMENT DESIGN MAY BE REVISED DUE TO ACTUAL SUBGRADE CONDITIONS.
② A PRIME COAT SHALL BE APPLIED BETWEEN THE AGGREGATE BASE AND ASPHALT COURSES IN ACCORDANCE WITH V.D.O.T. STANDARDS.
③ REFER TO PLAN SHEET FOR THE END OF CURB AND GUTTER.



VIRGINIA | NORTH CAROLINA | WEST VIRGINIA
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DATE	REVISION DESCRIPTION
04-08-2005	ADDED FIRE LANE SIGN DETAIL
05-23-2005	CHANGED ROAD NAME AT CROSS-OVER TO TYNNE MEADOW WAY

DATE 10-05-2004
DRAWN BY L. GILLIAM
DESIGNED BY D. JOHNSON
CHECKED BY
SCALE AS SHOWN

TIMMONS GROUP

TINSLEY CHARTER * SECTION 3

BLAND DISTRICT * PRINCE GEORGE COUNTY, VIRGINIA

DETAILS & TYPICAL SECTIONS

JOB NO. 21854
SHEET NO. 2