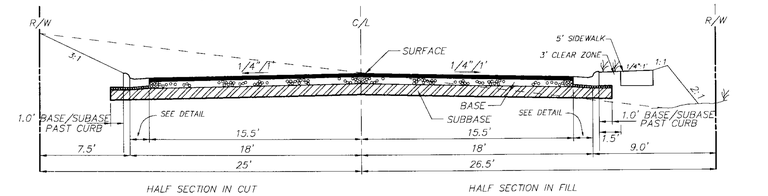


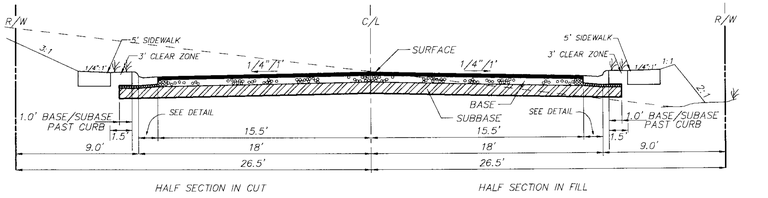
NOTE: ROLL FACE CURB & GUTTER SHALL BE GRADED TO PRECLUDE STONE BASE FROM WASHING INTO ROADWAY

NOTE: ADDITIONAL V.D.O.T. STANDARD CD-1 & CD-2 UNDERDRAINS SHALL BE INSTALLED AS REQUIRED BY VDOT.

31' E/P-E/P W/ SIDEWALK ON ONE SIDE

NO SCALE

TOOMBS DRIVE STA. 0+00 TO 10+50



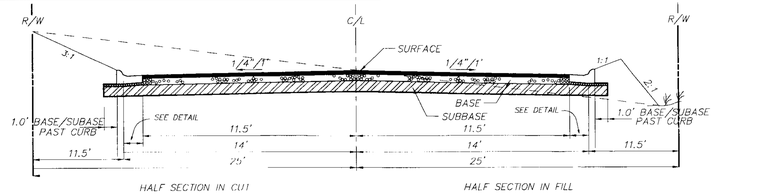
NOTE: ROLL FACE CURB & GUTTER SHALL BE GRADED TO PRECLUDE STONE BASE FROM WASHING INTO ROADWAY

NOTE: ADDITIONAL V.D.O.T. STANDARD CD-1 & CD-2 UNDERDRAINS SHALL BE INSTALLED AS REQUIRED BY VDOT.

31' E/P-E/P W SIDEWALK ON BOTH SIDES

NO SCALE

LAUREL DRIVE STA. 5+00 TO 8+50



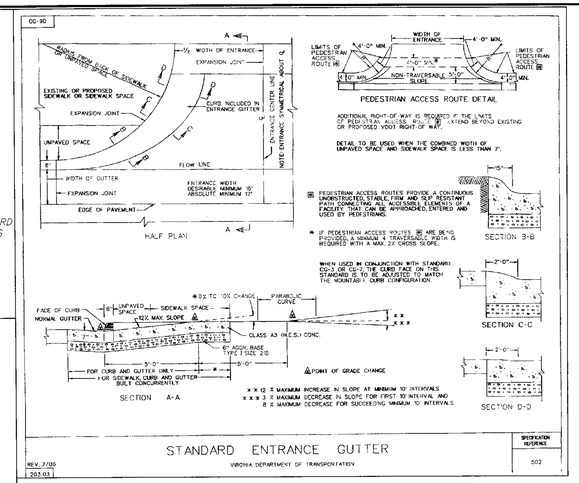
NOTE: ROLL FACE CURB & GUTTER SHALL BE GRADED TO PRECLUDE STONE BASE FROM WASHING INTO ROADWAY

NOTE: ADDITIONAL V.D.O.T. STANDARD CD-1 & CD-2 UNDERDRAINS SHALL BE INSTALLED AS REQUIRED BY VDOT.

23' E/P-E/P

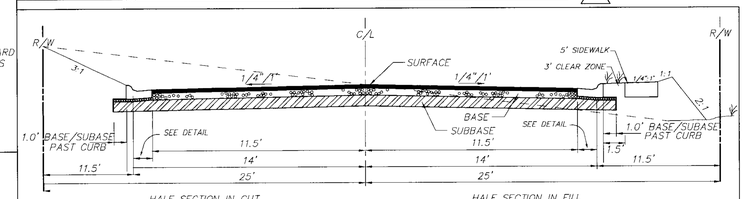
NO SCALE

LAUREL DRIVE STA. 8+50 TO STA. 12+50, HUDSON WAY STA. 0+00 TO STA. 3+50, JESSUP CROSSING STA. 17+50 TO STA. 20+50



STANDARD ENTRANCE GUTTER

VIRGINIA DEPARTMENT OF TRANSPORTATION



NOTE: ROLL FACE CURB & GUTTER SHALL BE GRADED TO PRECLUDE STONE BASE FROM WASHING INTO ROADWAY

NOTE: ADDITIONAL V.D.O.T. STANDARD CD-1 & CD-2 UNDERDRAINS SHALL BE INSTALLED AS REQUIRED BY VDOT.

23' E/P-E/P W/ SIDEWALK ON ONE SIDE

NO SCALE

JESSUP CROSSING STA. 10+00 TO STA. 17.50, RAINTREE LANE STA. 0+00 TO 1+50

STORM SEWER SCHEDULE

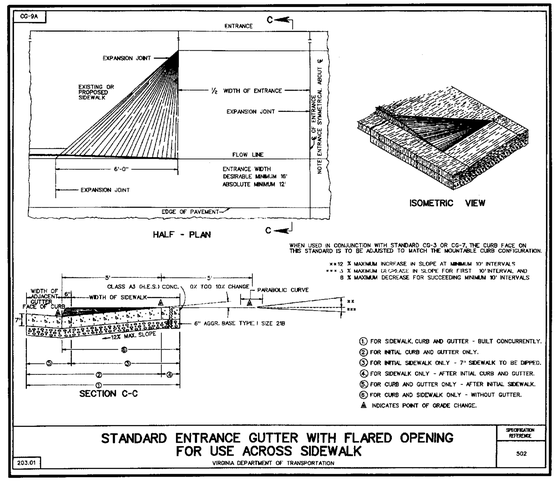
PROVIDE ST-1 STEPS ON STRUCTURES 1, 3, 5, 5A, 9, 11, 13, 17, 19, 21, 23, 25, 28, 30, 32, 36, 38, 40, 42, 44, 46, AND 50. PROVIDE IS-1 INLET SHAPING ON STRUCTURES 9, 13, 25, 30, 32, 38, 40, 42, 44, AND 46.

1	DI-3C, L=8', TOP=131.88, H=5.48'
2	144.07 LF OF 15" CL III CONC. PIPE @ 1.67% INV IN = 126.40, INV OUT =124.00 W/ ES-1
3	DI-3C, L=10', TOP=131.53, H=4.75'
4	160.93 LF OF 15" CL III CONC. PIPE @ 0.40% INV IN = 126.78, INV OUT = 126.14 W/ ES-1
5	DI-3B, L=6', TOP=134.57, H=5.53'
5A	DI-1A, TOP=136.95, H=6.51'
5B	158.38 LF OF 24" CL III CONC. PIPE @ 0.82% INV IN=130.44, INV OUT=129.14
6	32.03 LF OF 30" CL III CONC. PIPE @ 0.40% INV IN = 129.04, INV OUT = 128.91
7	DI-1A, TOP=134.29, H=3.72'
8	165.79 LF OF 15" CL III CONC. PIPE @ 0.40% INV IN = 129.57, INV OUT = 128.91
9	DI-4B, L=4', TOP=134.57, H=5.75'
9A	DI-3C, L=10', TOP=133.40, H=3.93'
9B	140.39 LF OF 15" CL III CONC. PIPE @ 0.40% INV IN=129.47 INV OUT=128.91
10	264.40 LF OF 36" CL III CONC. PIPE @ 0.40% INV IN = 128.91, INV OUT = 127.76
11	DI-3CC, L=10', TOP=137.10, H=8.1'
12	71.15 LF OF 15" CL III CONC. PIPE @ 1.37% INV IN = 128.74, INV OUT = 127.76
13	MH-1, TOP=136.31, H=8.65'
14	329.49 LF OF 36" CL III CONC. PIPE @ 0.43% INV IN = 127.66, INV OUT = 126.25
15	DI-3C, L=10', TOP=131.47 H=3.93'
16	32.00 F OF 15" CL III CONC. PIPE @ 0.41% INV IN = 127.24, INV OUT = 127.11
17	DI-3C, L=10', TOP=131.47, H=4.16'
18	93.59 LF OF 18" CL III CONC. PIPE @ 0.40% INV IN = 127.01, INV OUT = 126.64
19	DI-3B, L=8', TOP=131.97, H=5.20'
20	32.00 LF OF 15" CL III CONC. PIPE @ 0.41% INV IN = 126.77, INV OUT = 126.64
21	DI-3B, L=6', TOP=131.97, H=5.43'
22	73.55 LF OF 24" CL III CONC. PIPE @ 0.39% INV IN =126.54, INV OUT = 126.25
23	DI-3B, L=8', TOP=132.87, H=6.22'
24	100.35 LF OF 15" CL III CONC. PIPE @ 0.40% INV IN = 126.65, INV OUT = 126.25
25	DI-4C, L=10', TOP=132.44, H=6.26'
26	159.00 LF OF 36" CL III CONC. PIPE @ 1.14% INV IN = 126.15, INV OUT = 124.34
27	133.07 LF OF 15" CL III CONC. PIPE @ 1.65% INV IN = 130.00, INV OUT = 127.80 W/ ES-1
28	DI-3B, L=10', TOP=134.68, H=6.98'
29	32.01 LF OF 24" CL III CONC. PIPE @ 0.94% INV IN =127.70, INV OUT = 127.40
30	DI-4B, L=6', TOP=134.68, H=7.38'
	89.07 LF OF 36" CL III CONC. PIPE @ 0.40%
31	INV IN = 127.30, INV OUT = 126.94
32	DI-4C, L=6', TOP=134.13, H=7.29'
33	81.90 LF OF 36"CL III CONC. PIPE @ 0.40% INV IN = 126.84, INV OUT = 126.52
34	DI-3C, L=8', TOP=131.49, H=3.99'
35	40.00 LF OF 15" CL III CONC. PIPE @ 0.40% INV IN = 127.50, INV OUT = 127.34
36	DI-3C, L=6', TOP=131.49, H=4.25'
37	179.03 LF OF 18"CL III CONC. PIPE @ 0.40% INV IN = 127.24, INV OUT = 126.52
38	MH-1, TOP=133.55, H=7.13'
39	119.77 LF OF 36" CL III CONC. PIPE @ 0.40% INV IN = 126.42, INV OUT = 125.94
40	DI-4B, L=6', TOP=132.85, H=7.01'
41	210.38 LF OF 48" CL III CONC. PIPE @ 0.40% INV IN = 125.84, INV OUT = 125.00
42	DI-4B, L=10', TOP=131.60, H=6.7'
43	140.00 LF OF 48" CL III CONC. PIPE @ 0.40% INV IN = 124.90, INV OUT = 124.34
44	JB-1 W/ DI-1 TOP, TOP=132.00, H=8.74'
45	362.09 LF OF 48" CL III CONC. PIPE @ 0.40% INV IN = 124.24, INV OUT = 122.79
46	JB-1 W/ DI-1 TOP, TOP=128.23, H=5.54'
47	41.00 LF OF 48" CL III CONC PIPE @ 0.40% INV IN = 122.69, INV OUT = 122.53 W/ EW-2
48	DI-3B, L=10', TOP=128.34, H=3.95'
49	40.00 LF OF 15" CL III CONC PIPE @ 0.40% INV IN=124.39, INV OUT = 124.23
50	DI-3B, L=10', TOP=128.34, H=4.21'
51	31.73 LF OF 18" CL III CONC PIPE @ 0.41% INV IN=124.13, INV OUT = 124.00 W/ ES-1
52	MODIFIED DI-7 W/MH TOP, TOP=129.50, H=5.60'
53	16.00 LF OF 18" RCP @ 0.40% INV IN=123.90, INV OUT = 123.84
54	12.00 LF OF 15" RCP @ 2.36% INV IN= 128.62, INV OUT = 128.33
55	12.00 LF OF 15" RCP @ 0.90% INV IN=129.08, INV OUT = 128.97
56	20.00 LF OF 15" RCP @ 1.15% INV IN=131.37, INV OUT = 131.14
57	20.00 LF OF 15" RCP @ 1.37% INV IN=133.12, INV OUT = 132.85
58	20.00 LF OF 15" RCP @ 1.50% INV IN=135.10, INV OUT = 134.80
59	20.00 LF OF 15" RCP @ 1.35% INV IN=136.50, INV OUT = 136.23
60	21.31 LF OF 15" RCP @ 1.40% INV IN=138.47, INV OUT = 138.19
61	68.00 LF OF 18" RCP @ 0.74% INV IN=126.00, INV OUT = 125.50
62	8.00 LF OF 15" RCP @ 0.90% INV IN=129.48, INV OUT = 129.41
63	8.00 LF OF 15" RCP @ 2.39% INV IN=129.69, INV OUT = 129.50
64	36.00 LF OF 15" RCP @ 1.25% INV IN=129.73, INV OUT = 128.28
65	20.00 LF OF 15" RCP @ 1.50% INV IN=128.54, INV OUT = 128.24
66	44.00 LF OF 15" RCP @ 2.66% INV IN=127.85, INV OUT = 126.71
67	4.00 LF OF 18" RCP @ 1.88% INV IN=122.45, INV OUT = 122.37
68	8.00 LF OF 18" RCP @ 1.88% INV IN=123.48, INV OUT = 123.37

ROAD CLASSIFICATION SCHEDULE

ROAD NAMES ③ STA. TO STA.	VPD	CAT.	PAVEMENT DESIGN ① ② SUBBASE	BASE	SURFACE	"A" PAVT. WIDTH E/P – E/P	"B" B/C–B/C	"C" R/W WIDTH
LAUREL DRIVE STA. 0+00 TO STA. 9+00	730	III	6" 21-B	4.0" BM-25.0	1.5" SM-5.5A	31	37	50
LAUREL DRIVE STA. 9+00 TO STA. 12+50	90	I		6" 21-B	2.0" SM-9.5A	23	29	59
JESSUP CROSSING STA. 9+50 TO STA. 14+00	280	I		6" 21-B	2.0" SM-9.5A	23	29	50
JESSUP CROSSING STA. 14+00 TO STA. 20+50	160	I		6" 21-B	2.0" SM-9.5A	23	29	10+00 TO 17+00 50.50 17+00 TO 20+50 50
TOOMBS DRIVE STA. 0+00 TO STA. 11+00	440	II	6" 21-B	3.0" BM-25.0	1.5" SM-9.5A	31	37	54.50
HUDSON WAY STA. 0+00 TO STA. 3+75	90	I		6" 21-B	2.0" SM-9.5A	23	29	50
RAINTREE LANE STA. 0+00 TO STA. 1+75	50	I		6" 21-B	2.0" SM-9.5A	23	29	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.



STANDARD ENTRANCE GUTTER WITH FLARED OPENING FOR USE ACROSS SIDEWALK

VIRGINIA DEPARTMENT OF TRANSPORTATION

ROAD CENTERLINE DATA

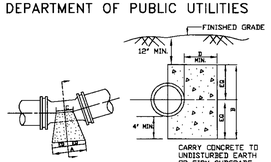
CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C1	150.00'	190.77'	110.73'	72°52'02"	N 34°34'26" E	178.17'
C2	400.00'	92.30'	46.35'	13°13'13"	S 12°22'56" E	92.09'
C3	712.15'	70.33'	35.20'	5°39'31"	S 86°34'32" W	70.31'
C4	225.00'	344.43'	216.18'	87°42'32"	N 49°37'36" W	311.77'
C5	200.00'	291.35'	145.32'	72°00'20"	S 30°13'50" W	235.13'
C6	725.00'	220.81'	111.27'	17°27'02"	N 10°35'06" W	219.96'
C7	300.00'	287.21'	155.68'	54°51'08"	N 64°26'01" W	276.36'
C8	300.00'	119.18'	60.38'	22°45'40"	S 17°09'10" E	118.40'
C9	200.00'	81.16'	41.15'	23°15'07"	N 77°48'04" E	80.61'
C10	725.00'	116.71'	58.48'	9°13'23"	N 23°55'18" W	116.58'

LINE TABLE		
LINE	DIRECTION	DISTANCE
L1	S 71°00'27" W	621.46'
L2	S 18°59'33" E	73.51'
L3	N 05°46'20" W	831.45'
L4	S 89°25'38" W	168.27'
L5	S 36°04'09" W	145.71'
L6	S 84°06'03" W	368.97'
L7	S 84°13'40" W	355.00'
L8	S 84°13'40" W	361.00'
L9	N 86°31'08" E	127.88'
L10	N 05°46'20" W	556.21'
L11	S 84°13'40" W	350.00'
L12	N 01°51'35" W	548.09'
L13	N 88°08'25" E	61.80'
L14	N 37°00'23" W	119.13'
L15	S 66°10'31" W	478.59'
L16	S 05°46'20" E	416.15'
L17	S 66°10'31" W	65.39'
L18	N 66°14'00" E	150.11'

SANITARY SEWER SCHEDULE

LINE TABLE		
MH-MH	DIRECTION	DISTANCE
3-1	S 84°12'33" W	175.52'
4-3	S 49°22'29" W	284.50'
5-4	S 84°13'41" W	350.55'
6-5	S 05°41'12" E	325.46'
7-6	N 84°11'46" E	385.45'
8-6	S 05°37'16" E	379.40'
9-8	N 84°13'40" E	375.50'
10-8	S 21°29'56" E	94.08'
11-10	S 10°45'14" E	166.85'
12-11	S 40°11'23" E	106.91'
13-12	S 36°04'00" W	145.71'
14-12	S 70°26'57" E	127.93'
15-14	N 87°03'43" E	153.42'
6A-6	S 85°25'47" W	150.53'
6B-6A	S 05°46'20" E	241.08'
16-6A	S 85°26'16" W	149.85'
17-16	S 66°10'31" W	58.14'
18-16	S 66°10'31" W	253.27'
19-17	S 28°13'19" E	127.96'
20-19	S 05°09'40" E	353.79'

PRINCE GEORGE COUNTY
DEPARTMENT OF PUBLIC UTILITIES

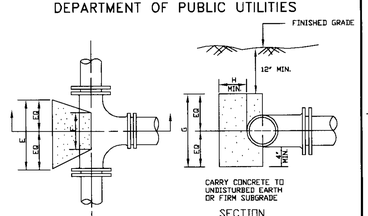


PIPE SIZE	11 1/4 BEND A	B	C	D	22 1/2° BEND A	B	C	D	45° BEND A	B	C	D	90° BEND A	B	C	D
4"	6"	1'-0"	4"	6"	8"	1'-0"	6"	7"	1'-1"	1'-0"	6"	6"	1'-10"	1'-0"	6"	1'-0"
6"	8"	1'-2"	6"	7"	10"	1'-2"	6"	8"	1'-4"	1'-2"	6"	8"	2'-3"	1'-2"	6"	1'-6"
8"	8"	1'-4"	8"	7"	1'-4"	1'-4"	8"	8"	2'-0"	1'-4"	8"	9"	3'-3"	1'-4"	8"	1'-6"
10"	1'-1"	1'-6"	8"	8"	1'-7"	1'-6"	8"	10"	2'-6"	1'-6"	8"	10"	3'-9"	2'-0"	10"	1'-6"
12"	1'-4"	1'-8"	1'-0"	9"	2'-0"	1'-8"	1'-0"	1'-0"	3'-0"	1'-8"	1'-0"	1'-0"	4'-9"	2'-0"	10"	1'-6"
16"	1'-9"	2'-0"	1'-0"	9"	2'-6"	2'-0"	1'-0"	1'-3"	4'-3"	2'-0"	1'-0"	1'-3"	6'-0"	2'-6"	1'-4"	1'-9"
18"	1'-9"	2'-6"	1'-0"	10"	3'-3"	2'-6"	1'-0"	1'-6"	5'-0"	2'-6"	1'-0"	1'-4"	8'-0"	3'-4"	1'-8"	1'-9"
20"	1'-9"	2'-6"	1'-0"	10"	3'-3"	2'-6"	1'-0"	1'-6"	5'-0"	2'-6"	1'-0"	1'-4"	8'-0"	3'-4"	1'-8"	1'-9"
24"	2'-0"	3'-0"	1'-0"	1'-0"	3'-9"	3'-0"	1'-0"	1'-6"	7'-0"	3'-0"	1'-0"	1'-9"	9'-9"	4'-0"	2'-0"	2'-0"

NOTE:
1) BLOCKING DIMENSIONS ARE SHOWN AT A MINIMUM.
2) BLOCKING DIMENSIONS ARE BASED ON A STATIC PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING CAPACITY OF 2000 PSF.
3) WHERE SOIL BEARING CAPACITY IS LESS THAN OR GREATER THAN 2000 PSF, BLOCKING DESIGN CALCULATION ARE TO BE SHOWN ON THE PLANS.
4) FITTINGS TO BE WRAP IN 4 MIL POLYETHYLENE TO PROTECT NUTS, BOLTS, OR OTHER.
5) MEGA LUGS TO BE USED FOR ALL FITTINGS

DATE	DRWG. NO.
JAN 2008	BLOCKING DETAIL HORIZONTAL BENDS — BLK-1
REVISIONS	

PRINCE GEORGE COUNTY
DEPARTMENT OF PUBLIC UTILITIES

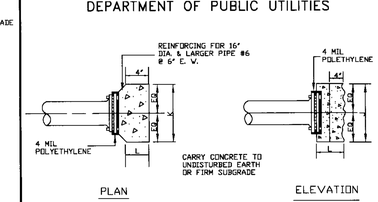


BRANCH SIZE	E	F	G	H
4"	1'-0"	8"	1'-4"	6"
6"	1'-4"	1'-0"	1'-8"	8"
8"	1'-6"	1'-0"	2'-6"	9"
10"	2'-0"	1'-0"	2'-8"	10"
12"	2'-6"	1'-0"	3'-6"	1'-0"
16"	3'-4"	1'-4"	4'-8"	1'-2"
18"	4'-0"	2'-0"	6'-0"	1'-6"
20"	4'-0"	2'-0"	6'-0"	1'-6"
24"	5'-0"	2'-0"	6'-8"	1'-8"

NOTE: SEE APPLICABLE NOTES AS SHOWN ON BLK-1.

DATE	DRWG. NO.
JAN 2008	BLOCKING DETAIL TEES — BLK-2
REVISIONS	

PRINCE GEORGE COUNTY
DEPARTMENT OF PUBLIC UTILITIES



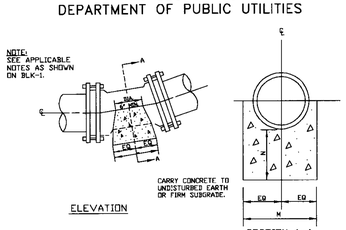
SIZE	J	K	L
4"	1'-0"	1'-0"	8"
6"	1'-6"	1'-6"	8"
8"	2'-6"	1'-6"	10"
10"	2'-8"	2'-2"	1'-0"
12"	3'-6"	2'-6"	1'-2"
16"	4'-8"	3'-4"	1'-4"
18"	6'-0"	4'-0"	1'-6"
20"	6'-0"	4'-0"	1'-6"
24"	6'-8"	5'-0"	1'-8"

NOTE: SEE APPLICABLE NOTES AS SHOWN ON BLK-1.

NOTE: BLOCKING BASED ON PRESSURE OF 150 P.S.I. AND ALLOWABLE SOIL BEARING CAPACITY OF 2000 P.S.F. CONCRETE TO BE 3000 P.S.I.

DATE	DRWG. NO.
JAN 2008	BLOCKING DETAIL PLUGS, CAPS, AND HYDRANTS — BLK-3
REVISIONS	

PRINCE GEORGE COUNTY
DEPARTMENT OF PUBLIC UTILITIES

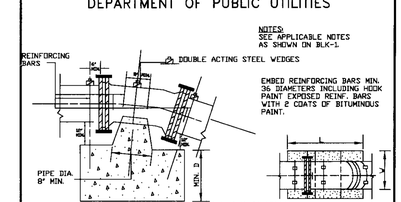


PIPE SIZE	11-1/4° BEND L	M	N	22-1/2° BEND L	M	N	45° BEND L	M	N
4"	6"	1'-2"	8"	10"	1'-2"	8"	1'-2"	1'-2"	8"
6"	8"	1'-4"	8"	11"	1'-4"	8"	1'-9"	1'-4"	8"
10"	8"	1'-6"	8"	1'-3"	1'-6"	9"	2'-5"	1'-6"	1'-0"
12"	8"	2'-0"	8"	1'-4"	2'-0"	9"	2'-8"	2'-0"	1'-2"
16"	1'-1"	2'-4"	9"	2'-1"	2'-4"	1'-0"	4'-0"	2'-4"	1'-6"
18"	1'-5"	2'-8"	10"	2'-9"	2'-8"	1'-2"	5'-6"	2'-8"	2'-0"
20"	1'-5"	2'-8"	10"	2'-9"	2'-8"	1'-2"	5'-6"	2'-8"	2'-0"
24"	1'-10"	3'-0"	1'-0"	3'-7"	3'-0"	1'-4"	6'-0"	3'-6"	2'-6"

NOTE: BLOCKING BASED ON PRESSURE OF 150 PSI AND ALLOWABLE SOIL BEARING CAPACITY OF 2000 PSF. CONCRETE TO BE 3000 PSI.

DATE	DRWG. NO.
JAN 2008	BLOCKING DETAIL LOWER VERTICAL BENDS — BLK-4
REVISIONS	

PRINCE GEORGE COUNTY
DEPARTMENT OF PUBLIC UTILITIES



PIPE SIZE	11 1/4° BEND L	V	D	REINF. BAR # & SIZE	22 1/2° BEND L	V	D	REINF. BAR # & SIZE	45° BEND L	V	D	REINF. BAR # & SIZE
6"	2'-0"	2'-0"	1'-6"	3 # 7	2'-6"	2'-6"	2'-0"	3 # 7	3'-0"	3'-0"	2'-0"	3 # 7
8"	2'-2"	2'-0"	2'-0"	3 # 8	2'-9"	2'-9"	2'-3"	3 # 8	3'-6"	3'-6"	2'-6"	3 # 8
10"	2'-3"	2'-3"	2'-0"	3 # 8	3'-0"	3'-0"	2'-3"	3 # 8	4'-0"	4'-0"	2'-9"	4 # 8
12"	2'-6"	2'-3"	2'-6"	3 # 8	4'-0"	4'-0"	2'-6"	4 # 8	4'-6"	4'-6"	3'-0"	4 # 8
16"	3'-3"	3'-3"	2'-6"	3 # 8	4'-6"	4'-6"	3'-0"	4 # 8	6'-0"	6'-0"	3'-6"	4 # 8
18"	4'-0"	4'-0"	2'-6"	3 # 10	5'-6"	5'-6"	3'-6"	3 # 10	7'-6"	7'-6"	4'-0"	4 # 10
20"	4'-0"	4'-0"	2'-6"	3 # 10	5'-6"	5'-6"	3'-6"	3 # 10	7'-6"	7'-6"	4'-0"	4 # 10
24"	4'-6"	4'-6"	3'-0"	3 # 10	6'-8"	6'-8"	4'-0"	4 # 10	8'-6"	8'-6"	4'-6"	4 # 10

NOTE: BLOCKING BASED ON PRESSURE OF 150 PSI AND ALLOWABLE SOIL BEARING CAPACITY OF 2000 PSF. CONCRETE TO BE 3000 PSI.

DATE	DRWG. NO.
JAN 2008	BLOCKING DETAIL UPPER VERTICAL BENDS — BLK-5
REVISIONS	

COMMONWEALTH OF VIRGINIA
DERRICK A. JOHNSON
Lic. No. 24761
10-16-09
PROFESSIONAL ENGINEER

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Site Development | Residential | Infrastructure | Technology

DATE	REVISION DESCRIPTION
8-30-05	COUNTY & VDOT COMMENTS
11-07-05	COUNTY & VDOT COMMENTS
1-12-06	COUNTY & VDOT COMMENTS
10-15-09	UTILITY COMMENTS

DATE	6-20-05
DRAWN BY	K.HALPAUS
DESIGNED BY	K.HALPAUS
CHECKED BY	D. JOHNSON
SCALE	NONE
JOB NO.	22247
SHEET NO.	C1.2

TIMMONS GROUP

TOOMBS SUBDIVISION

BLAND DISTRICT * PRINCE GEORGE COUNTY, VIRGINIA

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