

WING	SIZE	WV3						SIZE	WV4						SIZE	LENGTH	Eq	SIZE	WH2				SIZE	LENGTH
		g			LENGTH				g			LENGTH							LENGTH					
		FROM	TO	VARY BY	FROM	TO	VARY BY		FROM	TO	VARY BY	FROM	TO	VARY BY					FROM	TO	VARY BY	EA		
A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8'-6"	2	4	6'-6"	2'-10"	3'-7 $\frac{1}{2}$ "	2	4	9'-0"
B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10'-0"	2	4	6'-7"	2'-10"	3'-8 $\frac{3}{8}$ "	2	4	10'-7"
C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	11'-0"	2	4	9'-10"	2'-9"	3'-6 $\frac{3}{8}$ "	2	4	11'-7"
D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	12'-6"	2	4	9'-10"	2'-9"	3'-6 $\frac{1}{4}$ "	2	4	13'-3"
E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	14'-0"	2	4	13'-6"	2'-9"	3'-6 $\frac{3}{4}$ "	2	4	14'-10"
F	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	15'-6"	2	4	13'-7"	2'-10"	3'-7"	2	4	16'-5"
G	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	17'-0"	2	4	13'-7"	2'-10"	3'-7"	2	4	18'-0"
H	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	18'-6"	2	4	17'-3"	2'-10"	3'-7 $\frac{1}{4}$ "	2	4	19'-6"
I	4	8'-11"	6'-10"	0'-3 $\frac{1}{8}$ "	10'-10"	8'-8"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	19'-6"	2	4	16'-11"	2'-9"	3'-6 $\frac{3}{8}$ "	2	4	20'-8"
J	4	9'-5"	6'-9"	0'-3 $\frac{1}{8}$ "	11'-4"	8'-8"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	21'-0"	2	4	20'-6"	2'-9"	3'-6 $\frac{1}{2}$ "	2	4	22'-3"
K	5	9'-11"	7'-0"	0'-3 $\frac{1}{8}$ "	11'-10"	9'-0"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	22'-6"	2	4	20'-6"	2'-9"	3'-6 $\frac{5}{8}$ "	2	4	23'-9"
L	5	10'-5"	7'-3"	0'-3 $\frac{1}{8}$ "	12'-4"	9'-3"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	24'-0"	2	4	20'-8"	2'-9"	3'-6 $\frac{1}{8}$ "	2	4	25'-5"
M	6	10'-11"	7'-10"	0'-3"	12'-11"	9'-10"	0'-3"	-	-	-	-	-	-	-	4	25'-6"	2	4	24'-3"	2'-9"	3'-6 $\frac{7}{8}$ "	2	4	27'-0"
N	6	11'-5"	8'-0"	0'-3"	13'-5"	10'-1"	0'-3"	-	-	-	-	-	-	-	4	27'-0"	2	4	24'-3"	2'-0"	3'-7"	2	4	28'-6"
O	6	11'-11"	8'-6"	0'-3 $\frac{1}{8}$ "	13'-11"	10'-6"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	28'-0"	2	4	27'-6"	2'-9"	3'-6 $\frac{3}{8}$ "	2	4	29'-8"
P	6	12'-5"	8'-9"	0'-3 $\frac{1}{8}$ "	14'-5"	10'-9"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	29'-6"	2	4	27'-6"	2'-9"	3'-6 $\frac{1}{2}$ "	2	4	31'-3"
Q	7	12'-11"	8'-9"	0'-3 $\frac{1}{8}$ "	15'-0"	10'-10"	0'-3 $\frac{1}{8}$ "	-	-	-	-	-	-	-	4	31'-0"	2	4	27'-8"	2'-9"	3'-6 $\frac{5}{8}$ "	2	4	32'-10"
R	6	11'-1"	7'-8"	0'-3 $\frac{1}{8}$ "	13'-1"	9'-8"	0'-3 $\frac{1}{8}$ "	6	13'-5"	11'-4"	0'-2"	15'-5"	13'-4"	0'-2"	4	32'-6"	2	4	31'-3"	2'-10"	3'-6 $\frac{5}{8}$ "	2	4	34'-4"
S	6	11'-0"	7'-8"	0'-3 $\frac{1}{8}$ "	13'-1"	9'-8"	0'-3 $\frac{1}{8}$ "	6	13'-11"	11'-4"	0'-2"	15'-11"	13'-4"	0'-2"	4	34'-0"	2	4	31'-3"	2'-10"	3'-6 $\frac{3}{4}$ "	2	4	36'-0"
T	6	11'-2"	7'-3"	0'-3 $\frac{1}{8}$ "	13'-3"	9'-4"	0'-3 $\frac{1}{8}$ "	6	14'-5"	11'-6"	0'-2"	16'-5"	13'-6"	0'-2"	4	35'-6"	2	4	35'-0"	2'-10"	3'-6 $\frac{7}{8}$ "	2	4	37'-7"
U	6	11'-10"	7'-4"	0'-3 $\frac{1}{8}$ "	13'-10"	9'-5"	0'-3 $\frac{1}{8}$ "	7	14'-11"	12'-1"	0'-2"	17'-0"	14'-3"	0'-2"	4	36'-6"	2	4	34'-7"	2'-9"	3'-6 $\frac{3}{8}$ "	2	4	38'-9"
V	6	12'-2"	7'-8"	0'-3 $\frac{1}{8}$ "	14'-2"	9'-9"	0'-3 $\frac{1}{8}$ "	7	15'-5"	12'-5"	0'-2"	17'-6"	14'-7"	0'-2"	4	38'-0"	2	4	34'-7"	2'-9"	3'-6 $\frac{1}{2}$ "	2	4	40'-4"
W	6	12'-11"	7'-11"	0'-3 $\frac{1}{8}$ "	14'-11"	9'-11"	0'-3 $\frac{1}{8}$ "	7	16'-2"	13'-2"	0'-2"	18'-3"	15'-4"	0'-2"	4	39'-6"	2	4	38'-3"	2'-10"	3'-6 $\frac{1}{2}$ "	2	4	41'-11"
X	6	13'-4"	8'-10"	0'-3 $\frac{1}{8}$ "	15'-4"	10'-11"	0'-3 $\frac{1}{8}$ "	7	16'-11"	13'-7"	0'-2"	19'-0"	15'-9"	0'-2"	4	41'-0"	2	4	38'-4"	2'-9"	3'-6 $\frac{5}{8}$ "	2	4	43'-6"
Y	7	13'-10"	9'-11"	0'-3 $\frac{1}{8}$ "	15'-11"	12'-0"	0'-3 $\frac{1}{8}$ "	7	17'-5"	14'-1"	0'-2"	19'-6"	16'-3"	0'-2"	4	42'-6"	2	4	42'-0"	2'-9"	3'-6 $\frac{3}{4}$ "	2	4	45'-0"
Z	7	14'-4"	9'-11"	0'-3 $\frac{1}{8}$ "	16'-6"	12'-0"	0'-3 $\frac{1}{8}$ "	7	17'-11"	14'-7"	0'-2"	20'-0"	16'-9"	0'-2"	4	44'-0"	2	4	42'-1"	2'-9"	3'-6 $\frac{7}{8}$ "	2	4	46'-7"
AA	7	14'-8"	9'-7"	0'-3 $\frac{1}{8}$ "	16'-9"	11'-9"	0'-3 $\frac{1}{8}$ "	7	18'-5"	14'-11"	0'-2"	20'-6"	17'-0"	0'-2"	4	45'-0"	2	4	41'-7"	2'-9"	3'-6 $\frac{3}{8}$ "	2	4	47'-9"
BB	7	15'-0"	9'-11"	0'-3 $\frac{1}{8}$ "	17'-1"	12'-1"	0'-3 $\frac{1}{8}$ "	8	18'-11"	15'-3"	0'-2"	21'-1"	17'-5"	0'-2"	4	46'-6"	2	4	45'-3"	2'-9"	3'-6 $\frac{1}{2}$ "	2	4	49'-4"
CC	7	15'-1"	9'-7"	0'-3 $\frac{1}{8}$ "	17'-3"	11'-8"	0'-3 $\frac{1}{8}$ "	8	19'-5"	15'-5"	0'-2"	21'-7"	17'-7"	0'-2"	4	48'-0"	2	4	45'-4"	2'-10"	3'-6 $\frac{1}{2}$ "	2	4	50'-11"
DD	7	15'-3"	9'-3"	0'-3 $\frac{1}{8}$ "	17'-5"	11'-4"	0'-3 $\frac{1}{8}$ "	8	19'-11"	15'-6"	0'-2"	22'-1"	17'-9"	0'-2"	4	49'-6"	2	4	49'-0"	2'-9"	3'-6 $\frac{5}{8}$ "	2	4	52'-6"
EE	7	15'-9"	9'-3"	0'-3 $\frac{1}{8}$ "	17'-11"	11'-4"	0'-3 $\frac{1}{8}$ "	9	20'-5"	16'-0"	0'-2"	22'-10"	18'-6"	0'-2"	4	51'-0"	2	4	49'-1"	2'-9"	3'-6 $\frac{3}{4}$ "	2	4	54'-1"

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE

SPECIFICATION REFERENCE	<h2 style="margin: 0;">WING DETAILS</h2> <h3 style="margin: 0;">2: 1 FILL SLOPE - TYPE II</h3> <p style="margin: 0;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	<p style="margin: 0;">ROAD AND BRIDGE STANDARDS</p>	REVISION DATE	SHEET 8 OF 8
			07/11	1007.16