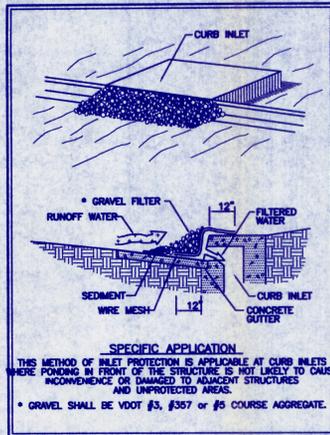
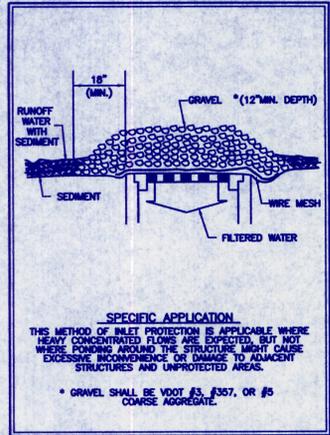


CE CONSTRUCTION ENTRANCE
SCALE: NONE



PI CURB INLET PROTECTION
SCALE: NONE



PD DROP INLET SEDIMENT FILTER
SCALE: NONE

EROSION AND SEDIMENT CONTROL NOTES

MANAGEMENT STRATEGIES AND SEQUENCE OF EROSION CONTROL MEASURES
UNLESS OTHERWISE INDICATED, ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATION OF THE LATEST EDITION OF THE VEASIS AND VEASIS HANDBOOK.

THE FOLLOWING SEQUENCE OF EVENTS AND EROSION CONTROL MEASURES SHALL BE INCORPORATED INTO THE CONSTRUCTION SCHEDULE FOR THIS PROJECT AND SHALL APPLY TO ALL CONSTRUCTION ACTIVITIES WITHIN PROJECT LIMITS:

- TEMPORARY CONSTRUCTION ENTRANCE(S) SHALL BE PROVIDED AT THE LOCATION(S) SHOWN ON THE PLANS. THIS ENTRANCE(S) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE VEASIS EROSION AND SEDIMENT CONTROL HANDBOOK (STD. & SPEC. 3.02). WASHRACKS ARE TO BE PROVIDED WHERE WATER IS AVAILABLE.
- WHERE CONSTRUCTION VEHICLES ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL SUBDIVISION LOTS AS WELL AS LARGER LAND-DISTURBING ACTIVITIES.
- CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ACCESS ROADS. ALL TRAFFIC IS PROHIBITED FROM CROSSING DRAINAGE SWALES AND STREAMS EXCEPT WHERE ABSOLUTELY NECESSARY (STD. & SPEC. 3.24 VEASIS HANDBOOK).
- TEMPORARY SEDIMENT TRAP, SEDIMENT BARRIERS, CONSTRUCTION ENTRANCE, AND EROSION CONTROL STONE ARE TO BE PLACED PRIOR TO CLEARING AND GRUBBING OR PRIOR TO THE FIRST PHASE OF CONSTRUCTION.
- ALL PERMANENT STORM WATER MANAGEMENT FACILITIES INCLUDING EROSION CONTROL ARE TO BE INSTALLED AND MADE OPERATIONAL AT THE START OF CLEARING OPERATIONS, INCLUDING APPROVED SEDIMENT BASINS.
- THE CONTRACTOR SHALL COMPLETE DRAINAGE FACILITIES WITHIN THIRTY (30) DAYS FOLLOWING COMPLETION OF ROUGH GRADING AT ANY POINT WITHIN THE PROJECT.
- CONSTRUCTION WILL BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
- AREAS WHICH ARE NOT TO BE DISTURBED WILL BE CLEARLY MARKED BY FENCING, FLAGS, SIGNS, ETC.
- PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENuded AREAS WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN (7) DAYS TO DENuded AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT (UNDISTURBED) FOR LONGER THAN THIRTY (30) DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE (1) YEAR.

- DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
- A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENuded AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT, IN THE OPINION OF THE LOCAL PROGRAM ADMINISTRATOR OR HIS DESIGNATED AGENT, IS UNIFORM, MATURE ENOUGH TO SURVIVE AND WILL INHIBIT EROSION. VEGETAL COVER SHALL BE ESTABLISHED AS FOLLOWS:
SEED PER VOLUME II OF THE PFM
TOPSOIL 4" THICK, PER VDOT SPEC. 602 (CLASS B)
LIME 100#/AC. OF 10-10-10
FERTILIZER 1000#/AC. OF 10-10-10
MULCH 2000#/AC.
(HYDROSEEDING MAY BE USED IN PLACE OF MULCHING ON AREAS OTHER THAN DITCH BANKS). STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIVERSIONS, AND DITCH OR WATERCOURSE BEDS AND BANKS IMMEDIATELY AFTER INSTALLATION (STD. & SPEC. 3.21 VEASIS HANDBOOK).
- ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE DELETED TO REMOVE SEDIMENT.
- BEFORE NEWLY CONSTRUCTED CHANNELS ARE MADE OPERATIONAL, ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LININGS SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.
- CUT AND FILL SLOPES SHALL BE DESIGNATED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE (1) YEAR OF PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED, AT NO COST TO THE CITY OF CHESAPEAKE.
- CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME, OR SLOPE DRAIN STRUCTURE.
- PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL PRACTICES.
- THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE (1) WEEK PRIOR TO THE PRECONSTRUCTION CONFERENCE, ONE (1) WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE (1) WEEK PRIOR TO THE FINAL INSPECTION.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION OR AFTER TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE LOCAL PROGRAM ADMINISTRATOR. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS RESULTING FROM THE TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

MAINTENANCE:
IN GENERAL, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED AFTER EACH RAINFALL OR WEEKLY, WHICHEVER IS MOST FREQUENT, AND SHOULD BE CLEANED AND REPAIRED ACCORDING TO THE FOLLOWING SCHEDULE:

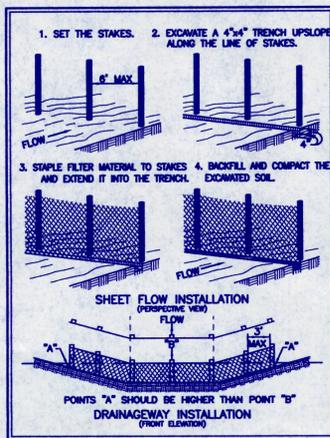
- THE SEDIMENT TRAPS WILL BE CHECKED REGULARLY FOR SEDIMENT CLEANOUT.
- THE SEDIMENT BASIN WILL BE CLEANED OUT WHEN THE LEVEL OF SEDIMENT BUILDUP REACHES THE CLEANOUT POINT INDICATED ON THE Riser PIPE.
- EROSION AND SEDIMENT CONTROL WILL BE CHECKED REGULARLY FOR UNDERMINING OR DETERIORATION AND BUILDUP OR CLOGGING WITH SEDIMENT. CORRECTIVE ACTION WILL BE TAKEN IMMEDIATELY.
- ALL SEEDED AREAS WILL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.
- ALL TEMPORARY EROSION AND SEDIMENT MEASURES SHALL BE DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED AND VEGETATION IS ESTABLISHED.

GENERAL NOTES:

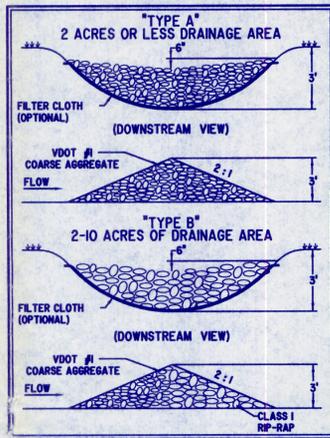
- ALL SANITARY SEWER AND WATER FACILITIES WILL BE BUILT IN ACCORDANCE WITH THE STATE DEPARTMENT OF HEALTH, STATE WATER CONTROL BOARD SEWER REGULATIONS AND THE CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS.
- ALL STORM SEWER SYSTEMS WILL BE BUILT IN ACCORDANCE WITH THE CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS AND VDOT ROAD AND BRIDGE SPECIFICATIONS.
- VERTICAL CONTROL DATUM IS BASED ON THE 1989 ELEVATION ADJUSTMENT OF THE 1929 DATUM RELATIVE TO THE SOURCE BENCH MARK.
- POWER LINES, TELEPHONE, GAS, AND OTHER RELATED UTILITIES AND EASEMENTS MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ONLY THOSE UNDERGROUND UTILITIES AND EASEMENTS THAT CAN BE VERIFIED FROM SURFACE OBSERVATION HAVE BEEN SHOWN. OTHERS MAY EXIST.
- CONTRACTOR WILL NOTIFY "MISS UTILITIES", TELEPHONE NO. 1-800-552-7001, 48 HOURS IN ADVANCE OF ANY EXCAVATION WORK IN THE CONSTRUCTION AREA TO VERIFY THE LOCATION OF EXISTING UTILITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES DUE TO HIS FAILURE TO DO SO.
- ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS, PPM VOLUMES I-II-LAND/OR VDOT ROAD AND BRIDGE SPECIFICATIONS DATED JANUARY 1993 AND AS SPECIFIED HEREON.
- CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITIES AND EASEMENTS PRIOR TO THE PERMANENT REPAIR OF ALL CONCRETE OR BITUMINOUS PAVEMENT SECTIONS. THE EDGES OF THE PAVEMENT SHALL BE CUT IN A STRAIGHT LINE ALONG THE EXCAVATION ROUTE. CUT EDGES OF ASPHALT PAVEMENT SHALL BE PAINTED WITH VDOT APPROVED ASPHALT SEALER PRIOR TO PLACEMENT OF THE PERMANENT PATCH. EXPANSION JOINTS SHALL BE USED AS DIRECTED BY THE ENGINEER WHEN REPAIRS OF CONCRETE SECTIONS ARE MADE.
- CONCRETE DRIVEWAYS REQUIRING PARTIAL DEMOLITION MUST BE SAW CUT AND RESTORED TO EXISTING OR BETTER THAN EXISTING CONDITIONS.
- ALL ROUGH GRADING MUST BE COMPLETED PRIOR TO THE INSTALLATION OF CURB AND GUTTER.
- ALL CURB RETURNS SHALL BE WIPED DOWN UNLESS OTHERWISE NOTED.
- ALL ENTRANCES MUST CONFORM TO THE CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS.
- WHEN MATERIALS WHICH ARE UNSUITABLE FOR SUB-GRADE OR OTHER ROADWAY PURPOSES OCCUR WITHIN THE LIMITS OF STREET CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE SUCH MATERIALS BELOW THE GRADE SHOWN ON PLANS, AND THE AREAS SO EXCAVATED SHALL BE BACKFILLED WITH APPROVED SELECT MATERIALS. THE EXTENT OF UNDERCUTTING AND BACKFILLING SHALL BE DETERMINED BY THE ENGINEER.
- ALL DISTURBED AREAS AFFECTING ROAD SIDE DRAINAGE SHALL BE RESTORED TO EXISTING OR BETTER THAN EXISTING CONDITIONS.
- SEE TYPICAL ROADWAY SECTIONS FOR PAVEMENT MATERIAL AND DIMENSIONS.
- TEMPORARY DRAINAGE DURING CONSTRUCTION TO BE PROVIDED BY THE CONTRACTOR TO RELIEVE AREAS THAT MAY BE DAMAGED OR AS DIRECTED BY THE ENGINEER.
- IN ACCORDANCE WITH O.S.H.A. REGULATIONS, EXCAVATIONS 5 FEET OR DEEPER SHALL BE ON A 1:1 SLOPE OR ELSE SHEETED OR OTHERWISE PROTECTED TO THE ENGINEER'S SATISFACTION.
- ALL PUBLIC MAINTAINED STORM DRAIN PIPE TO BE CONCRETE CLASS III ASTM C-76. ALL OTHERS TO BE CLASS III RCP ASTM C-76. PVC ULTRA-RIB OR AS SHOWN ON THE PLANS.
- ALL STORM DRAIN PIPE TO BE CLEARED OF DEBRIS AND ERODED MATERIAL AT LAST STAGES OF CONSTRUCTION.
- ALL STORM DRAIN PIPE JOINTS TO BE SEALED WITH MASTIC MATERIAL AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
- ALL DRAINAGE STRUCTURE INVERTS ARE TO BE SHOWN IN ACCORDANCE WITH THE CITY OF CHESAPEAKE STANDARD IS-1.
- ALL SIGNAGE AND BARRICADES ARE TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE TRAFFIC ENGINEERING DIVISION OF CHESAPEAKE PUBLIC WORKS MUST BE NOTIFIED 48 HOURS PRIOR TO WORKING IN CITY R/W.
- TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
- TOPSOIL, SEED, FERTILIZER, AND MULCH ARE TO BE PLACED IN ACCORDANCE WITH THE VIRGINIA EROSION CONTROL MANUAL. A PERMANENT STAND OF GRASS ADEQUATE TO PREVENT EROSION MUST BE ESTABLISHED.
- REPLACED DRIVEWAY PIPE INVERTS MUST MATCH EXISTING DITCH GRADES, UNLESS OTHERWISE NOTED ON PLANS.
- BEFORE ANY WORK OF ANY NATURE IS STARTED WITHIN THE LIMITS OF CITY STREETS RIGHT-OF-WAY, A PERMIT MUST BE OBTAINED FROM THE DEPARTMENT OF PUBLIC WORKS, CITY OF CHESAPEAKE.
- ALL POWER POLES, MAILBOXES AND FENCES ARE TO BE RELOCATED AS REQUIRED.
- TWO METHODS OF THRUST RESTRAINT ARE REQUIRED FOR ALL BENDS, TEES, OFFSETS, OR PLUGGED ENDS FOR WATER LINES AND FORCE MAINS. ACCEPTED METHODS ARE RESTRAINT JOINTS, THRUST BLOCKS, AND MEGA-LUG RETAINER GLANDS.
- ADJACENT PROPERTY OWNERS MUST BE NOTIFIED 30 DAYS PRIOR TO COMMENCING CONSTRUCTION.
- WHERE ANY NEW PAVEMENT TIES INTO EXISTING PAVEMENT, THE CONTRACTOR SHALL BE REQUIRED TO SAWCUT AND REMOVE ALL EXISTING MATERIAL BACK TO THE ORIGINAL PAVEMENT PROFILE PRIOR TO INSTALLATION OF ANY NEW ASPHALT.

LEGEND

| | | |
|---|------------------|---|
| ★ | L.P. | LIGHT POLE |
| ○ | P.P. | POWER POLE |
| ○ | C&P | C&P TELEPHONE POLE |
| ● | F.P. | FLAG POLE |
| □ | M.B. | MAIL BOX |
| + | | LIGHT POST |
| — | G.P. | GUARD POST |
| — | | SIGN |
| — | | BARRICADE |
| — | | FENCE |
| — | | CONCRETE |
| ○ | F.H. | FIRE HYDRANT |
| ○ | W.V. | WATER VALVE |
| ○ | W.M. | WATER METER |
| ○ | SAN. M.H. | SANITARY MANHOLE |
| □ | C&P M.H. | C&P TELEPHONE MANHOLE |
| □ | | SANITARY CLEANOUT |
| ○ | ELEC. M.H. | ELECTRICAL MANHOLE |
| ○ | STM. M.H. | STORM MANHOLE |
| ○ | A.T.&T. M.H. | A.T.&T. TELEPHONE MANHOLE |
| ○ | C&P M.H. | C&P TELEPHONE MANHOLE |
| □ | D.I. | DROP INLET |
| □ | M.D.I. | MULTIPLE CATCH BASIN |
| □ | C.B. | CATCH BASIN |
| □ | M.C.B. | MULTIPLE CATCH BASIN |
| ○ | G.M. | GAS METER |
| ○ | G.V. | GAS VALVE |
| — | 15" R.C.P. | REINFORCED CONCRETE PIPE |
| — | S | SANITARY SEWER |
| — | W | WATERLINE |
| — | V.D.O.T. | VIRGINIA DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL BOX |
| — | A.T.&T. | A.T.&T. WITNESS POST |
| — | V.A. PWR. TRANS. | VIRGINIA POWER TRANSFORMER |
| — | 100' TELE. | UNDERGROUND TELEPHONE CABLE |
| — | | UNDERGROUND ELECTRIC CABLE |
| — | | UNDERGROUND GAS LINE |
| — | O.H.E. | OVERHEAD ELECTRIC WIRES |
| — | O.H.T. | OVERHEAD TELEPHONE WIRES |
| — | | CONCRETE WHEEL STOP |
| — | | TREE LINE / EDGE OF WOODS |

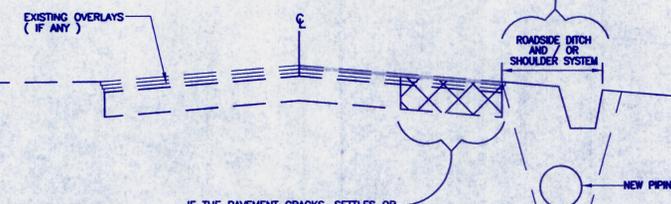


SF SILT FENCE
SCALE: NONE



CD ROCK CHECK DAM
SCALE: NONE

IF THE SHOULDER OR ROADSIDE DITCH SYSTEM SETTLES, UNDERMINES, OR ERODES DURING CONSTRUCTION OR AT ANY TIME DURING THE DEFECT PERIOD, A PAVEMENT REPLACEMENT REPAIR WILL BE NECESSARY (LIMITS TO BE DETERMINED BY THE CITY INSPECTOR) AND MILLING AND OVERLAY WILL BE REQUIRED TO THE CENTERLINE OF THE ROADWAY.



PAVEMENT REPAIR DETAIL FOR UTILITIES INSTALLED ADJACENT TO ROADWAY
SCALE: NONE

NOTE: PAVEMENT SECTION THICKNESS WILL BE DESIGNED TO ACCOMMODATE THE SPECIFIED A.D.T.'S

EROSION & SEDIMENT CONTROL NARRATIVE

PROJECT DESCRIPTION:
THE PROPOSED 1.41 ACRE PROJECT IS THE INTERSECTION OF CENTERVILLE TURNPIKE AND WHITAMORE ROAD IN THE BUTTS ROAD BOROUGH OF THE CITY OF CHESAPEAKE. THE PURPOSE OF THIS PROJECT IS TO CREATE A LEFT TURN LANE ONTO WHITAMORE ROAD FROM CENTERVILLE TURNPIKE, ALONG WITH PAVEMENT WIDENING ALONG WHITAMORE ROAD TO A MINIMUM 24' FROM THE INTERSECTION TO THE FUTURE GOLF COURSE ENTRANCE.

EXISTING SITE CONDITIONS:
THE EXISTING SITE IS FLAT, WITH SLOPES RANGING FROM LESS THAN 1% TO APPROXIMATELY 5%. ROADSIDE DITCHES INTERCEPT THE RIGHT-OF-WAY RUN-OFF AND RUN ALONG THE PAVEMENT EDGES OF BOTH CENTERVILLE TURNPIKE AND WHITAMORE ROAD. THE NECESSARY EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN DESIGNED ACCORDINGLY.

ADJACENT PROPERTIES:
THE FUTURE ETHERIDGE GREENS GOLF COURSE LIES TO THE SOUTHEAST, WHILE PROPERTIES OWNED BY CENTERVILLE BAPTIST CHURCH & RAMON M. ALVAREZ BOUND THIS PROJECT TO THE WEST. THE CITY OF CHESAPEAKE FENNESSY FIRE STA. NO. 6 AND PROPERTY OWNED BY PAGE F. CUSTER, ET AL. LIE TO THE NORTHEAST.

DESITE AREAS:
AS SHOWN ON THE CITY MASTER DRAINAGE MAPS, SOME AREAS DRAIN THROUGH THIS INTERSECTION. THE PROPOSED DITCHES, SWALES AND PIPES HAVE BEEN DESIGNED ACCORDINGLY.

SOILS:
THE SOILS OF THIS AREA CONSIST OF A MIX OF PORTSMOUTH LOAM, OTHELLO-FALSLINGTON FINE SANDY LOAMS, DRAGSTON FINE SANDY LOAM, WEEKSVILLE SILTY LOAM & ELKTON SILTY LOAM AS SHOWN ON THE SOIL SURVEY OF NORFOLK COUNTY, MAY 1956.

EROSION AND SEDIMENT CONTROL MEASURES:
THE METHODS, AS SHOWN ON THIS PLAN, TO BE INSTALLED ARE SILT FENCE, CONSTRUCTION ENTRANCE, INLET PROTECTION AND ED-2 R.P.P.

PERMANENT STABILIZATION:
REFER TO THE EROSION AND SEDIMENT CONTROL NOTES ON THIS PLAN FOR SEEDING AND STABILIZATION REQUIREMENTS.

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|--|---|---------------------------|--|
| MARK | REVISION | DATE | APPR. |
| FILE NAME: ETHERIDGE-GREENS-R-W | | DRAWER No.: | APPROVAL DATE: |
| SITE PLAN OF T.P. 062000000020 | | | |
| ETHERIDGE GREENS | | | |
| CENTERVILLE TURNPIKE & WHITAMORE ROAD IMPROVEMENTS | | | |
| BUTTS ROAD BOROUGH | | CHESAPEAKE, VIRGINIA | |
| DETAILS AND NOTES | | | |
| | HASSELL & FOLKES, P.C. ENGINEERS-SURVEYORS-PLANNERS CHESAPEAKE, VIRGINIA TELEPHONE (757) 547-9531 | | DATE DEC, 2001 SCALE NONE |
| | DES. G.D.C. DRN. G.D.C. CHK. W.W.M., III PRJ. MGR. W.W.M., III | CONT. NO. 01019 | DRAWING NO. 4 |