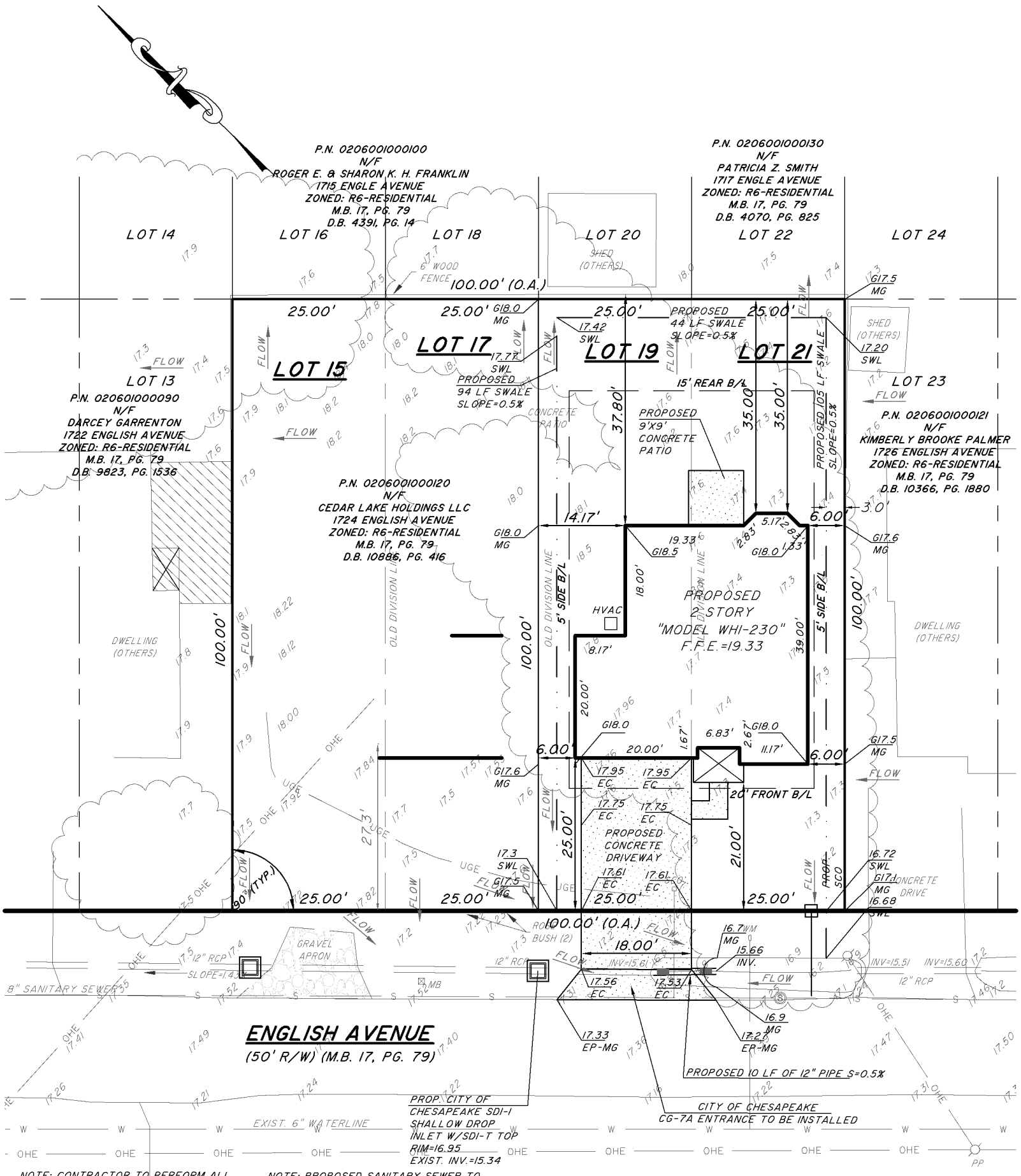
(1) TIM FALLON LAND SURVEYING IS NOT RESPONSIBLE FOR PLACING A PROPOSED BUILDING IN AN EXISTING EASEMENT DUE TO THE FOLLOWING CRITERIA:
(A) TIM FALLON LAND SURVEYING HAS NOT BEEN FURNISHED, BY THE CLIENT, WITH A CURRENT TITLE REPORT SHOWING EASEMENTS ON THE SITE.
(B) TIM FALLON LAND SURVEYING HAS NOT PERFORMED RESEARCH TO DETERMINE THE EXISTENCE OF EASEMENTS ON THE SITE.
(2) AFTER BUILDING PERMIT IS ISSUED, TIM FALLON LAND SURVEYING ASSUMES THAT THE BUILDER APPROVES THE LOCATIONS OF THE BUILDING SHOWN.
(3) LOT IS SERVED BY CITY SEWER AND WATER.
(4) LOT GRADING SHOWN HEREON IS BASED ON A TOPOGRAPHIC SURVEY PERFORMED ON XX-XX-XX (NAVD 1988 DATUM)
(5) ALL DIMENSIONS SHOWN ON THE BUILDING(S) ON THIS PLAN ARE FIELD STAKE-OUT DIMENSIONS AND HAVE BEEN VERIFIED BY THE BUILDER.
(6) ALL TREES (IF ANY) SHOWN ON THIS PLAN WILL BE PROTECTED AND/OR PLANTED ACCORDING TO THE CHESAPEAKE LANDSCAPE SPECIFICATIONS MANUAL.
(7) TIM FALLON LAND SURVEYING, PLLC IS ONLY RESPONSIBLE FOR ESTABLISHING TITLE LINES AND SETBACKS BASED ON ZONING ORDINANCE. NO OTHER HISTORY (I.E. OWNERSHIP AND CONFORMITY) WILL BE RESEARCHED. PLEASE CONTACT YOUR LOCAL MUNICIPALITY IN QUESTION TO ENSURE THE LOT IS BUILDABLE.
(8) THIS SITE PLAN IS FOR THE PURPOSE OF OBTAINING A BUILDING PERMIT FROM THE GOVERNING AGENCY. IT DOES NOT REPRESENT A PHYSICAL SURVEY OF THE PROPERTY AFTER CONSTRUCTION AND SHOULD NOT BE USED AS SUCH. IT IS FOR THE EXPLICIT USE OF THE CLIENT WHO HAS CONTRACTED US TO PREPARE THIS DOCUMENT.

THIS PROPERTY SHOWN ON THIS PLAT APPEARS TO FALL IN FLOOD ZONE "X" AS SHOWN ON THE FLOOD INSURANCE RATE MAPS, COMMUNITY 510034 PANEL 0064D & COMMUNITY 510034 PANEL 0017D DATED 12-16-2014

COMMONWEALTH OF VIRGINIA
TIMOTHY M. FALLON
No. 1659
02-05-2026
LAND SURVEYOR

CONDITIONAL NOTES FOR TRAFFIC CONTROL (SEE SHEET 2 OF 2).
* FOR LOW-VOLUME SITUATIONS WITH SHORT TTC ZONES ON STRAIGHT ROADWAYS WHERE THE FLAGGER IS VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS, A SINGLE FLAGGER, POSITIONED TO BE VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS, MAY BE USED (SEE CHAPTER 6D).
* WHERE A BUFFER SPACE SIGNIFICANTLY GREATER THAN MINIMUM MUST BE PROVIDED SO THAT THE FLAGGER IS POSITIONED TO WHERE HE HAS ADEQUATE VISIBILITY AS PER PARAGRAPH 01A, A 48" X 48" SLOW (W21-V10) SIGN SHOULD BE POSITIONED APPROXIMATELY HALFWAY BETWEEN THE FLAGGER AND THE START OF THE WORK SPACE.
* THE ROAD WORK AHEAD AND THE END ROAD WORK SIGNS MAY BE OMITTED FOR SHORT-DURATION OPERATIONS.
* FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS.
* [PARAGRAPH DELETED]
* SEE TTC-69.0 FOR REQUIREMENTS FOR FLAGGING WITH AFADS.



NOTE: CONTRACTOR TO PERFORM ALL GRADING TO ENSURE POSITIVE DRAINAGE

NOTE: PROPOSED SANITARY SEWER TO BE INSTALLED BY CITY OF CHESAPEAKE AT THE DEVELOPERS EXPENSE

NOTE: EXITING SANITARY SEWER CLEANOUT TO BE RETIRED BY CITY OF CHESAPEAKE AT THE DEVELOPERS EXPENSE

NOTE: PROPOSED SANITARY SEWER SERVICE INSTALLATION TO FOLLOW CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS.
CITY OF CHESAPEAKE LIST OF STANDARD DETAILS
SS_J4 - SANITARY SEWER SERVICE CONNECTION

CITY OF CHESAPEAKE DETAILS
SS_J3 - SANITARY SERVICE LATERAL CLEAN OUT FRAME AND COVER

NOTE: PROPOSED SDI-1 TO BE INSTALLED PER CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS.

NOTE: EXISTING SANITARY SEWER CLEANOUT TO BE PLUGED/ABANDONED/RETIRED PER CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS.

NOTE: PROPOSED STORM PIPES TO BE REMOVED AND RELAID PER CITY OF CHESAPEAKE STANDARDS AND SPEIFICATIONS. ANY REMOVED AND RELAID STORM PIPE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW PIPE.

NOTE: CONTRACTOR /DEVELOPER TO CREATE AND SUBMIT A TRAFFIC CONTROL PLAN FOR THE CONSTRUCTION OF THE PROPOSED STRUCTURES AND PIPES

THREE LARGE CANOPY TREES REQUIRED

NON-CBPA SITE RESIDENTIAL CANOPY LANDSCAPE PLAN (CZO 19-601.A2)
LOT SIZE 5,000 (SF) X 20% = 1,000 (SF) CANOPY REQUIRED
NOTE: CANOPY CREDIT IS 400SF PER LARGE CANOPY TREE(LCT)
NOTE: CANOPY CREDIT IS 200SF PER SMALL CANOPY TREE (SCT)
CANOPY PROVIDED: 3 LCT X 400 SF = 1200 SF
ALL TREES MUST BE A MINIMUM OF 6' TALL AT PLANTING AND PLANTED IN ACCORDANCE WITH CZO 19-600

0' 10' 20' 40'
GRAPHIC SCALE: 1"=20'

PLAT REFERENCE: M.B. 17, PG. 79
DATE: 10-15-2025; REV. 11-05-2025;
REV. 11-21-2025; REV. 12-10-2025;
REV. 12-19-2025; REV. 01-19-2026;
REV. 01-21-2026; REV.02-05-2026
DRAWN BY: MAD/BSG
JOB #25145-19-21

PROPOSED LOT GRADING IS IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE PUBLIC FACILITIES MANUAL.

NOTE: EXISTING WATER METER TO BE RE-USED

TFLS LAND SURVEYING

SITE PLAN OF LOTS 19, & 21 BLOCK 13 PLAT SHOWING SUBDIVISIONS A, B, C, D, F, G, H, I & J (M.B. 17, PG. 79) NORFOLK HIGHLANDS CHESAPEAKE, VIRGINIA

TIM FALLON LAND SURVEYING, PLLC
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CARROLLTON, VIRGINIA, 23314

SHEET 1 OF 2

Notes for Lane Closure on a Two-Lane Road Using Flaggers (V) (Figure TTC-23.0) *(MUTCD TA-10)*

Option:

1. Positive protection devices may be used per Section 6M.02.

Guidance:

1a. If necessary, the buffer space should be extended so that flaggers are placed where motorists will have a clear line of sight from the graphic flagger symbol sign to the flagger, and where motorists views of queued vehicles will not be blocked by hill crests or horizontal curves.

Option:

1b. Cones may be eliminated from the buffer space and work space areas when using a pilot vehicle operation or when the total roadway width is 20 feet or less.

Standard:

1c. Channelizing devices shall be provided to form the tapers, regardless of road width.

Guidance:

1d. To maintain efficient traffic flow in a flagging operation on a two-lane roadway, motorists should not be stopped more than 10 minutes at flagger stations. For additional information see Section 6D.05.

Standard:

1e. Portable Temporary Rumble Strips (PTRS) shall be used as noted in Section 6M.06.

1f. Flagging stations shall be located far enough in advance of the work space to permit approaching traffic to reduce speed and/or stop before passing the work space and allow sufficient distance for departing traffic in the left lane to return to the right lane before reaching opposing traffic (see Table 6P-V4).

1g. All flaggers shall be state certified and have their certification card in their possession when performing flagging duties (see Section 6D.01, Qualifications for Flaggers).

1h. Cone spacing shall be based on the posted speed and the values in Table 6P-V8.

1i. A shadow vehicle shall be parked 80 to 120 feet in advance of the first work crew.

Option:

2. For low-volume situations with short TTC zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6D).

2a. Where a buffer space significantly greater than minimum must be provided so that the flagger is positioned to where he has adequate visibility as per paragraph 01a, a 48" x 48" SLOW (W21-V10) sign should be positioned approximately halfway between the flagger and the start of the work space.

3. The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

5. [Paragraph Deleted]

5a. See TTC-69.0 for requirements for flagging with AFADs.

Guidance:

6. [Paragraph Deleted]

Standard:

7. At night, flagger stations shall be illuminated, except in emergencies.

Guidance:

8. [Paragraph Deleted]

8a. If the queue of traffic reaches the BE PREPARED TO STOP (W3-4) sign, then the signs and PTRS should be readjusted at greater distances.

9. When a highway-rail grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the highway-rail grade crossing, the temporary traffic control zone should be extended so that the transition area precedes the highway-rail grade crossing (see Figure TTC-56.0 for additional information on highway-rail crossings).

10. When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices.

11. When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for the drivers operating on the right-hand side of the normal center line.

12. Early coordination with the railroad company or transit agency should occur before work starts.

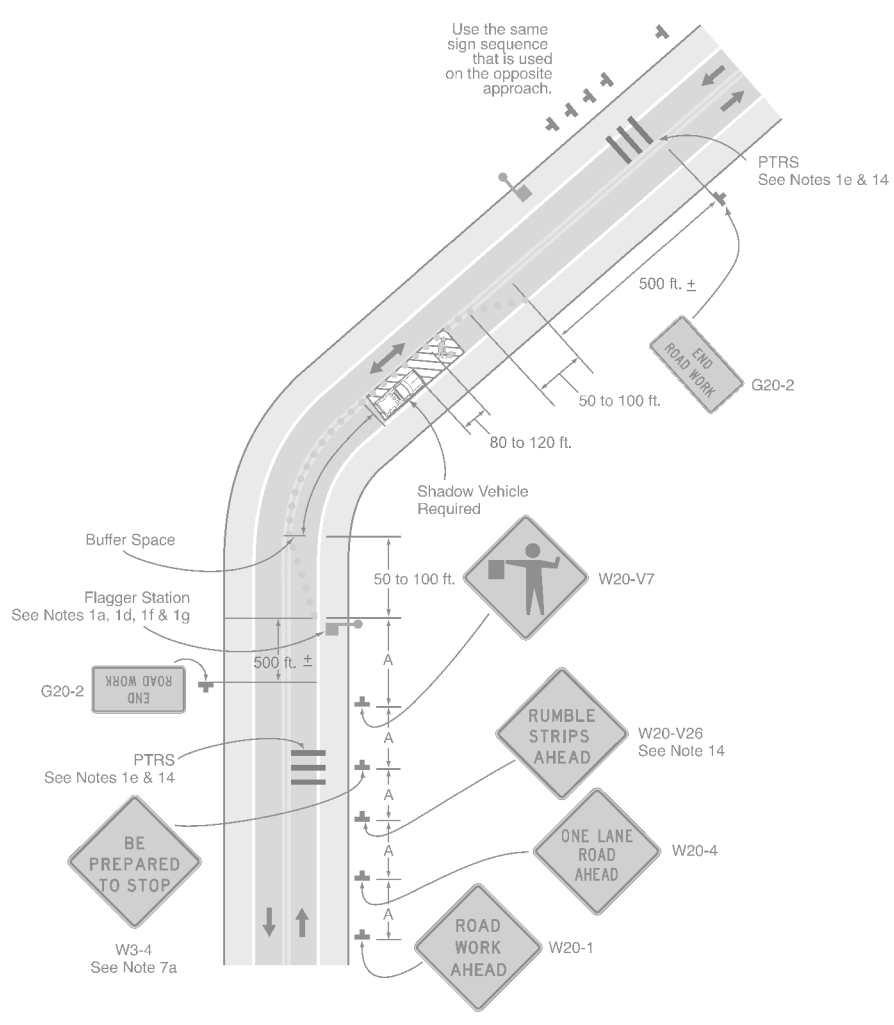
Option:

13. A flagger or a uniformed law enforcement officer may be used at the grade crossing to minimize the probability that vehicles are stopped within 15 feet of the grade crossing, measured from both sides of the outside rails.

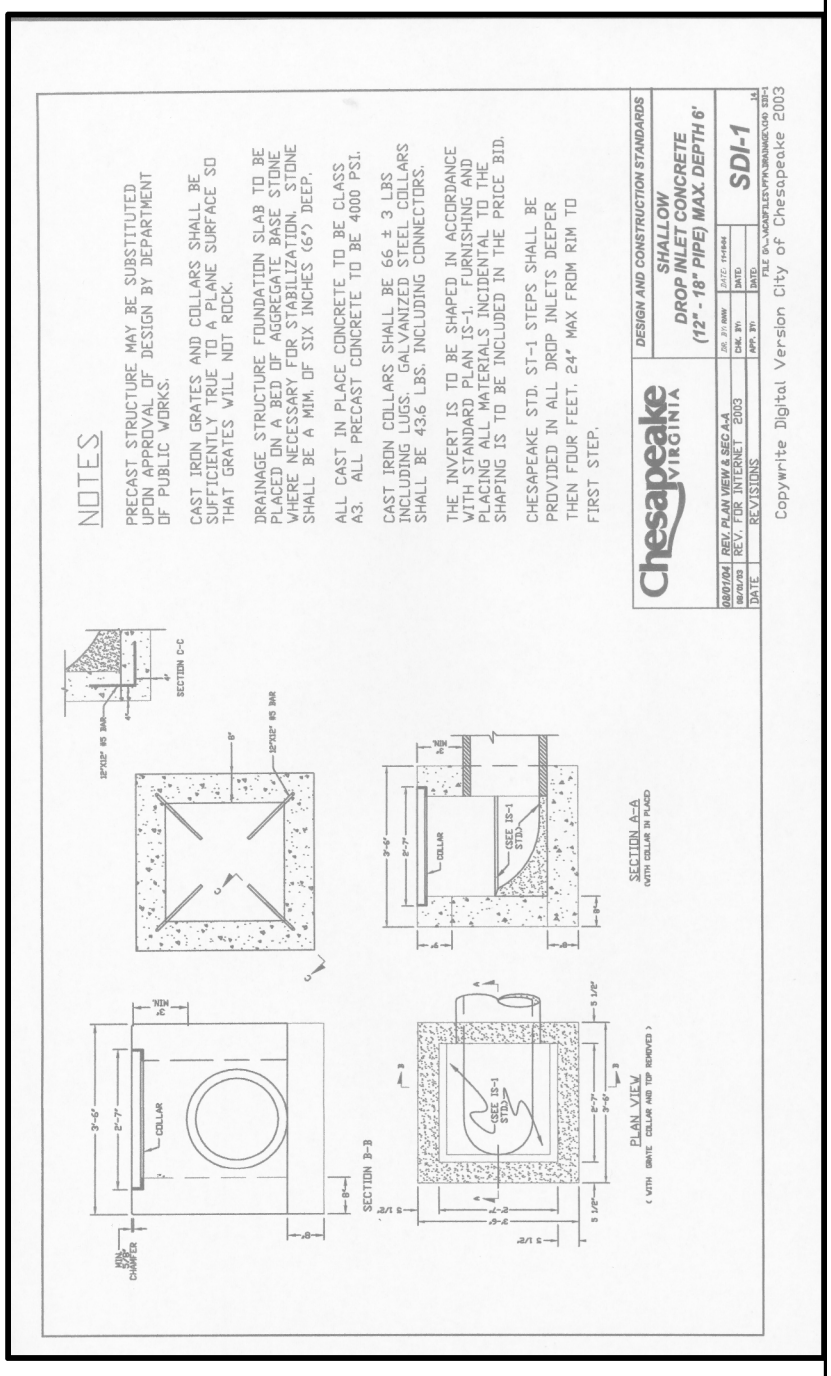
Standard:

14. When used, three PTRS strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign. The PTRS shall be monitored and adjusted as necessary during the work shift to ensure proper placement on the roadway. When the PTRS are installed, the RUMBLE STRIPS AHEAD (W20-V26) sign shall also be used.

Lane Closure on a Two-Lane Road Using Flaggers Figure TTC-23.0 *(MUTCD TA-10)*



Note: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6P-V3 for sign spacing requirements ("A").
See Tables 6P-V5 through 6P-V7 for taper length requirements.
See Table 6P-V8 for channelizing device spacing requirements.



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DRAWN BY: MAD/BSG
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DETAILS FOR SITE PLAN OF LOTS 19, & 21 BLOCK 13 PLAT SHOWING SUBDIVISIONS A, B, C, D, F, G, H, I & J (M.B. 17, PG. 79) NORFOLK HIGHLANDS CHESAPEAKE, VIRGINIA

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SHEET 2 OF 2