

**PLAN REVISION**

**PLAN REVISION** 2/14/25  
 SEE ORIGINAL APPROVED PLAN DATED

**APPROVED**  
 Department of Development & Permits  
 By: [Signature] Date: 5/13/25

**ATTENTION:**  
 CALL 757-382-6101 TO SCHEDULE INSPECTION PRIOR TO INSTALLING THE ENTRANCE  
 IF INSTALLING PIPE, IT MUST BE INSPECTED PRIOR TO BACKFILLING

**\*\*\*CIVIL PERMITS REQUIRED\*\*\***

NO.	DATE	REVISION
1	1-21-25	PER RED-LINED COMMENTS FROM A. LUCEROT
2		
3		
4		
5		
6		

**John E. Brunelle, L.S.**  
 811 BELLINGHAM DRIVE  
 CHESAPEAKE, VIRGINIA 23322  
 Tel. (757) 421-7755  
 E-mail: jeburw@11@gmail.com

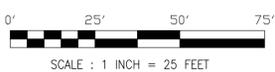


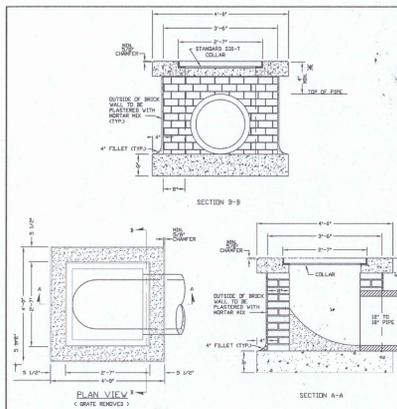
PROJECT  
**2508 BATTLEFIELD BLVD. S.**  
 TAX PARCEL NO. 0860000000620

SITE PLAN FOR LAYOUT AND GRADING PLAN

PLEASANT GROVE BOROUGH CHESAPEAKE, VIRGINIA

PROJECT NO.	2508BAT
SCALE	1" = 25'
DATE	11-13-24
DRAWN BY	HTB
CHECKED BY	JEB
DRAWING NO.	C1
	1 of 2 SHEETS





**NOTES**

PRECAST STRUCTURES MAY BE SUBSTITUTED UPON APPROVAL OF DESIGN BY DEPARTMENT OF PUBLIC WORKS.

BRICK SHALL BE NO. 1 HARD BURNED RED BRICK OF THE 3" THREE HOLE TYPE. ALL CONCRETE TO BE CLASS #4-3.

MORTAR SHALL BE A MIX OF ONE (1) PART PORTLAND CEMENT TO TWO (2) PARTS CLEAN GRADED SAND. JOINTS SHALL BE SMOOTH.

CHESS. STD. ST-1 STEPS SHALL BE PROVIDED IN ALL DROP INLETS DEEPER THAN FOUR FEET. 24" MAX. FROM RIM TO FIRST STEP.

DRAINAGE STRUCTURE FOUNDATION SLAB TO BE PLACED ON A BED OF AGGREGATE BASE STONE WHERE NECESSARY FOR STABILIZATION. STONE SHALL BE A MIN. OF SIX INCHES (6") DEEP. FOUNDATION SLAB TO BE CLEAN AND DRY PRIOR TO INSTALLATION OF BRICK AND PLASTERED FINISH.

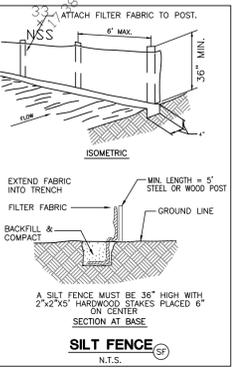
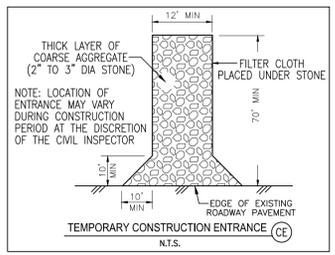
THE INVERT IS TO BE SHAPED IN ACCORDANCE WITH STANDARD PLAN IS-1. FURNISHING AND PLACING ALL MATERIALS INCIDENTAL TO THE SHIPPING IS TO BE INCLUDED IN THE PRICE BID.

BRICK WORKMEN SHALL BE LAID SO THAT EACH UNIT WILL BE THOROUGHLY BONDED WITH MORTAR. SUCH JOINTS SHALL BE CONSTRUCTED BY THE SHOVE JOINT METHOD AND THE WIDTH OF THE FINISHED JOINTS IN THE FACE SHALL NOT BE GREATER THAN THREE-EIGHTS (3/8") OF STRETCHER COURSES SHALL ALTERNATE TO FULLY BOND THE MASS. THE INSIDE JOINTS SHALL BE NEATLY FINISHED AND THE OUTSIDE OF SUCH WALLS SHALL BE PLASTERED WITH MORTAR.

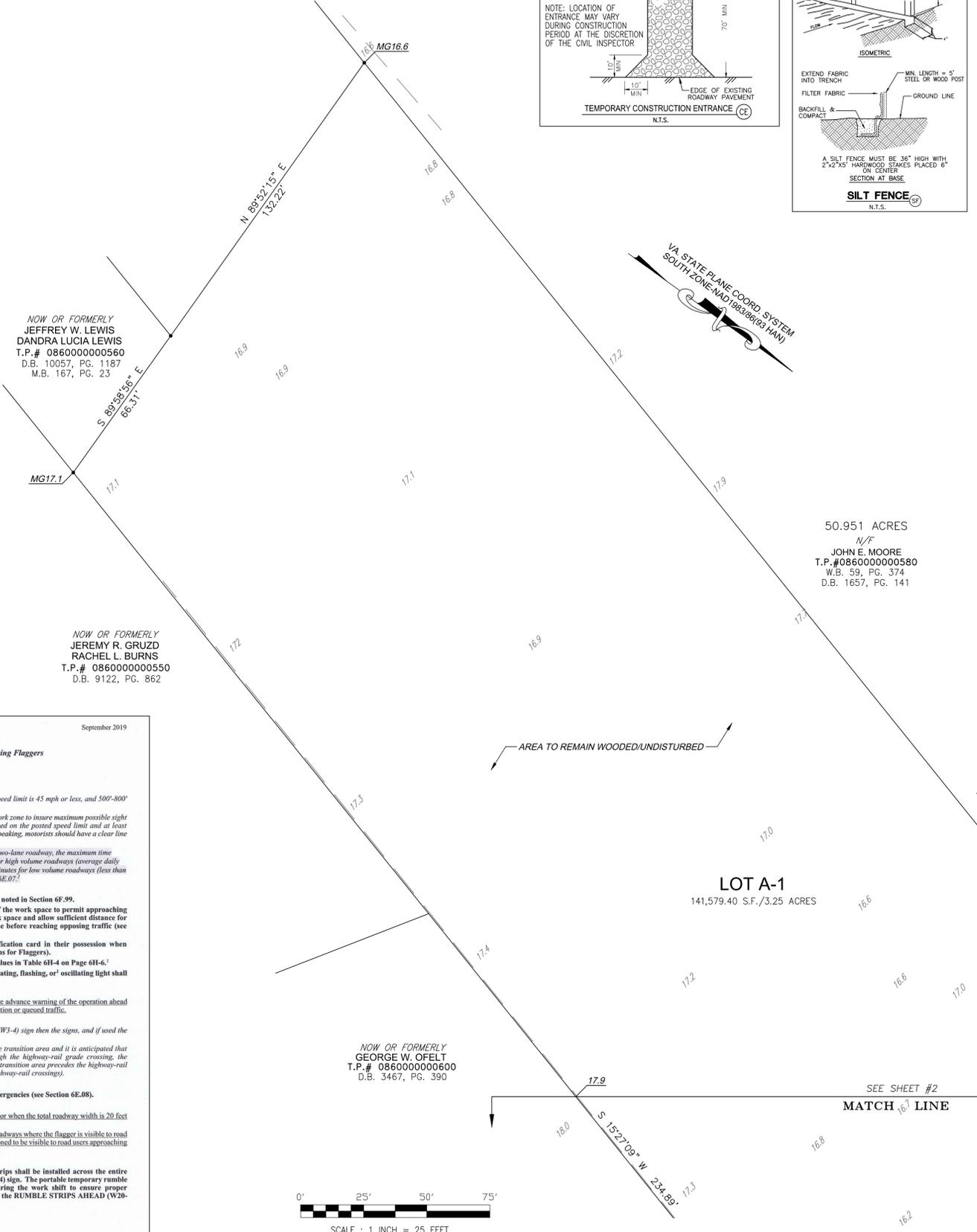
\*NON STANDARD THICKNESS TOP (6") MUST BE PIGDED IN PLACE AND REQUIRES CLASS III ROP.

DESIGN AND CONSTRUCTION STANDARDS	
Chesapeake VIRGINIA	
SHALLOW DROP INLET - BRICK (12" - 18" PIPE) MAX. DEPTH 6'	
REV. FOR INTERNET 2003	DATE
REVISED	DATE
SDI-1A	
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APPROVED FOR THEM BY \_\_\_\_\_ City Engineer \_\_\_\_\_ Date \_\_\_\_\_



NO.	DATE	REVISION
6		
5		
4		
3		
2	2-4-25	PER RED-LINED COMMENTS FROM A. LUCEROT
1	1-21-25	PER RED-LINED COMMENTS FROM A. LUCEROT



- PROPERTY NOTES :**
- OWNERS OF RECORD : WH CHESAPEAKE LLC  
325 INNOVATION DR. SUITE 103  
CHESAPEAKE, VA. 23320
  - TAX PARCEL IDENTIFICATION : 086000000620 & 0860000000590
  - ZONING R15 : FRONT SETBACK : 30 FT.  
REAR SETBACK : 30 FT.  
SIDE SETBACK : 10 FT.
  - PROPOSED LOT GRADING IS IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE PUBLIC FACILITIES MANUAL VOLUME 1, DATED JULY, 2018.
  - THIS SURVEY IS BASED ON INFORMATION TAKEN FROM RECORDED PLAT. NO DEED OR TITLE REPORT FURNISHED, AND THEREFORE MAY NOT SHOW ALL EASEMENTS, RESTRICTIONS OR ENCUMBRANCES.
  - ALL BUILDING DIMENSIONS SHOWN ARE TO EXTERIOR FRAMING LINES AND STAKED FOR CONSTRUCTION AS SUCH.
  - ELEVATIONS ARE IN FEET AND REFER TO NAVD 88 DATUM. REFERENCE TO CITY OF CHESAPEAKE 1995 GEODETIC CONTROL NETWORK, STATION NO. 036. EL. 18.541
  - THIS SITE APPEARS TO LIE WITHIN FLOOD ZONE "X", AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, NATIONAL FLOOD INSURANCE PROGRAM, FIXED INSURANCE RATE MAP NO. 08080, COMMUNITY PANEL NO. 510034, REVISED DECEMBER 16, 2014.
  - SITE TO BE SERVED BY CITY WATER AND PRIVATE SEWAGE DISPOSAL SYSTEM AS APPROVED BY THE CHESAPEAKE HEALTH DEPARTMENT AND DESIGNED BY OTHERS.
  - AREA OF DISTURBANCE: 24,568 SQ. FT. OR 0.564 AC.
  - LEGAL REFERENCE: LOT A-1, RESUBDIVISION OF PROPERTY OF JAMES C. HUMPHRIES ESTATE, T.P.# 086000000590, 086000000620, D.B. 10723, PG. 978, PLEASANT GROVE BOROUGH, CHESAPEAKE, VIRGINIA. MAP BOOK 000, PAGE 000 DEED BOOK 10723, PAGE 978.

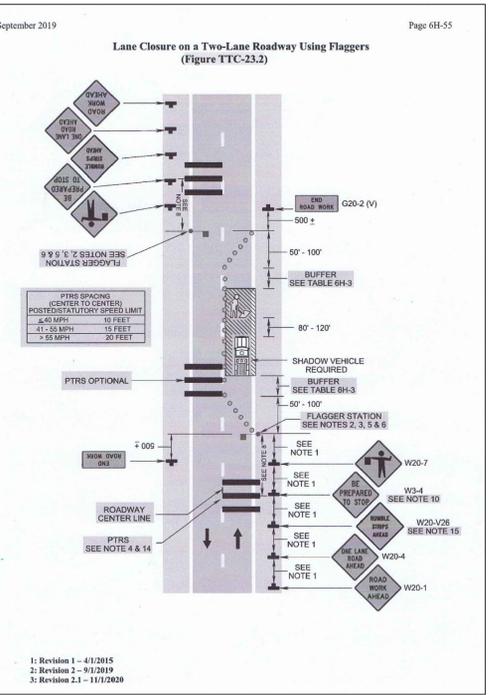
**John E. Brunelle, L.S.**  
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**2508 BATTLEFIELD BLVD. S.**  
TAX PARCEL NO. 086000000620

**LAYOUT AND GRADING PLAN**

PROJECT NO.	2508BAT
SCALE	1" = 25'
DATE	11-13-24
DRAWN BY	HTB
CHECKED BY	JEB
DRAWING NO.	C2
	2 OF 2 SHEETS



- Typical Traffic Control Lane Closure on a Two-Lane Roadway Using Flaggers (Figure TTC-23.2)**
- NOTES**
- Guidance:**
- Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, and 500'-800' where the posted speed limit is greater than 45 mph.
  - Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the flagger station and transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-5. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.
  - To maintain efficient traffic flow in a flagging operation on a two-lane roadway, the maximum time motorists should be stopped at a flagger station is 8 minutes for high volume roadways (average daily traffic of 500 or more vehicles per day) to a maximum of 12 minutes for low volume roadways (less than 500 vehicles per day). For additional information see Section 6E.07.
- Standard:**
- Portable Temporary Rumble Strips (PTRS) shall be used as noted in Section 6F.99.
  - 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 6H-3 on Page 6H-5).
  - All flaggers shall be state certified and have their certification card in their possession when performing flagging duties (see Section 6E.01, Qualifications for Flaggers).
  - Cone spacing shall be based on the posted speed and the values in Table 6H-4 on Page 6H-6.
  - A shadow vehicle with at least one high intensity amber rotating, flashing, or oscillating light shall be parked 80'-120' in advance of the first work crew.
- Option:**
- A SLOW (W21-V10) sign may be required in this area to give advance warning of the operation ahead by slowing approaching traffic prior to reaching the flagger station or queued traffic.
- Guidance:**
- If the queue of traffic reaches the BE PREPARED TO STOP (W3-4) sign then the signs, and if used the PTRS should be repositioned at greater distances.
  - When a highway-rail 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 crossing (see Figure TTC-56 for additional information on highway-rail crossings).
- Standard:**
- At night, flagger stations shall be illuminated, except in emergencies (see Section 6E.08).
- Option:**
- Cones may be eliminated when using a pilot vehicle operation or when the total roadway width is 20 feet or less.
  - For low-volume situations with short work 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 6E).
- Standard:**
- When used, three portable temporary rumble (PTRS) strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign. The portable temporary rumble strips 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 utilized.
- 1:** Revision 1 - 4/1/2015  
**2:** Revision 2 - 9/1/2019  
**3:** Revision 2.1 - 1/1/2020

