

# KING'S CROSSING

## MOORE ST., KING N.C.

### STOKES COUNTY, NORTH CAROLINA

OWNER-DEVELOPER  
 SAMUEL G. HOOKER  
 P.O. BOX 21029, WINSTON-SALEM, NC 27120  
 EMAIL: SHOOKER@GMAIL.COM  
 PHONE 336 414 3796



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**Gupton's Royal Design Group**  
 CIVIL ENGINEERING • SITE PLANNING  
 STORMWATER DESIGN  
 LANDSCAPE DESIGN • LAND SURVEYING

PO BOX 1070  
 KING, NC 27021  
 OFFICE 336-865-5519  
 E-MAIL: gupton@guptonco.com  
 CORPORATE LICENSE NO. C-0423

**KING'S CROSSING**  
 SITE LOCATION  
 MOORE ROAD

OWNER-DEVELOPER  
 KING'S CROSS PROPERTIES, LLC  
 P.O. BOX 21029  
 WINSTON-SALEM, NC 27120  
 336 414 3796  
 SHOOKER@GMAIL.COM

### GUPTON RDG NOTES

- HYDRANTS, WATER METERS, AND SEWER CLEANOUTS SHALL BE INSTALLED ATION RIGHT-OF-WAY LINE BEHIND SIDEWALK (MEASURED TO CENTER OF OBJECT). NO HYDRANT, METER, OR CLEANOUTS PERMITTED IN SIDEWALK OR DRIVEWAYS.
- SEWER CONNECTION TAIL PIECES SHALL EXTEND TO BACK OF 5' UTILITY EASEMENT. ALL SEWER LATERALS TO BE SCHEDULE 40 PVC AND A MIN. SLOPE OF 2.0% FROM SANITARY SEWER MAIN TO CLEANOUT.
- ALL STATIONS, DIMENSIONING, AND STRUCTURE LABELS ARE BASED ON THE STREET CENTERLINE AND THE STRUCTURE OBJECT CENTERLINE. TOP OF CURB (TOC) ELEVATIONS FOR ALL CATCH BASINS IN ROAD ARE IN REFERENCE TO TOP OF STANDARD CURB. CATCH BASINS INSTALLED IN VALLEY CURB WILL REQUIRE THE CONTRACTOR TO MAKE THE NECESSARY ADJUSTMENTS. YARD INLETS AND THROAT INLETS TOP ARE AT THE RIM OF THE INLET. TOP OF THROAT INLETS CONCRETE BOX STRUCTURE IS NOT INCLUDED IN THE ELEVATIONS SHOWN ON THE PROFILE SHEETS. SANITARY SEWER MANHOLE ELEVATIONS ARE TO TOP OF RIM AND CENTERLINE OF STRUCTURE. INVERT ELEVATIONS ARE TO CENTERLINE OF MANHOLE UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL CONTACT PIEDMONT NATURAL GAS PRIOR TO ANY SITE DISTURBANCE.
- DUE TO ADJUSTABILITY REQUIRED FOR STORM STRUCTURES, ALL CATCH BASINS AND YARD INLETS TO BE BUILT PER NCDOT BRICK SPECIFICATIONS. STORM MH'S TO BE APPROVED PRE-CAST CONSTRUCTION. PRE-FAB. CONCRETE STRUCTURES MAY BE USED BUT MUST ALLOW FOR FINAL TOP ADJUSTMENTS AS MAY BE REQUIRED TO MEET FINISH GRADES. THE CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR ADJUSTING CONCRETE STRUCTURES TO FINAL GRADES THAT MAY BE REQUIRED BY UNAVOIDABLE CONDITIONS OR BY GOVERNMENT OFFICIALS REQUEST REGARDLESS OF THE SITE OR GRADING PLAN. PIPEWORK IS TO HAVE A MINIMUM OF FOUR FOOT (4') COVER.
- ALL WATER MAINS TO BE DR-14 C900. SANITARY SEWER TO BE SDR-35, DR-14 900, AND DUCTILE IRON AS NOTED. CONNECTIONS MADE TO WATER METERS TO BE PER PLANS AND AS SPECIFIED ON ARCHITECTURAL PLANS.
- THE ORIGINALLY PROPOSED QUEENS STREET HAS BEEN RENAMED PRIMROSE STREET. ANY REFERENCE TO QUEENS STREET IS OUTDATED AND IS REFERENCING PRIMROSE STREET.
- ALL STREETS & PARKING LOTS, OTHER THAN KINGSCOTE WAY, TO BE EDGED WITH 5" MIN. SIDEWALK. ALL STORE FRONTS AND DELIVERY AREAS IN PHASE 1A SHALL HAVE SIDEWALK THAT MEETS THE PARKING. KINGSCOTE WAY TO BE EDGED WITH A 6" PAVED MULTUSE PATH.
- REGARDLESS OF DISPLAYED GRADE ON GRADING PLAN SHEETS, THE ROADS ARE TO BE BUILT TO CORRELATIONS OF ROAD PROFILES AND WITH SIDESLOPES OF ROAD MATCHING THE ROAD SECTION DETAILS. VARIATION TO THESE PLANS REQUIRES ENGINEER CONSULTATION AND APPROVAL.

CITY OF KING - PLAN REVIEW	
PLANNING & INSPECTIONS DEPT.	<input type="checkbox"/> APPROVED
REVIEWED BY: <i>[Signature]</i>	<input type="checkbox"/> APPROVED AS NOTED
DATE: 2-11-2021	<input checked="" type="checkbox"/> CORRECT AND RESUBMIT
FIRE INSPECTIONS DEPT.	<input type="checkbox"/> APPROVED
REVIEWED BY: <i>[Signature]</i>	<input type="checkbox"/> APPROVED AS NOTED
DATE: 1/26/2021	<input checked="" type="checkbox"/> CORRECT AND RESUBMIT
ENGINEERING DEPT.	<input type="checkbox"/> APPROVED
REVIEWED BY: <i>[Signature]</i>	<input type="checkbox"/> APPROVED AS NOTED
DATE: 2-24-21	<input checked="" type="checkbox"/> CORRECT AND RESUBMIT
ARCHITECT ENGINEER AND/OR CONTRACTOR RESPONSIBLE FOR COMPLIANCE WITH ALL STATE & LOCAL REGULATIONS, REGARDLESS OF PLAN APPROVAL	
INSP./ENG. 336 983-8265 FIRE 336 983-3030	

### GENERAL NOTES

- CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION.
  - ALL EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MOST CURRENT STANDARDS OF THE LAND QUALITY SECTION OF THE NCDENR.
  - STABILIZATION STONE UNDER PIPING TO BE PLACED AS REQUIRED BY CITY INSPECTOR WHEN CONDITIONS WARRANT.
  - AS A MINIMUM REQUIREMENT, ALL GRADED AREAS NOT UNDER PAVEMENT AND WITHIN THE RIGHT-OF-WAY AND/OR EASEMENTS SHALL BE PREPARED, FERTILIZED AND LINED, SEEDED, AND MULCHED IMMEDIATELY UPON COMPLETION OF CONSTRUCTION AS FOLLOWS (APPLICATION RATE PER 1,000 SQUARE FEET):  
**TYPE 1 SEEDING (LAWNS OR OTHER FOCAL AREAS)**  
 100 LBS. OF LIME  
 20 LBS. OF 10-20-20 OR 20 LBS. OF 10-10-10 IN COMBINATION 1/3 LBS. OF 0-46-6  
 4 LBS. OF TALL FESCUE, CONTAINING A BLEND OF 2 OR MORE TALL FESCUES  
 1 LB. OF SERICEA LESPEDEZA (USE UNSCARIFIED SEED AUGUST 15 TO FEBRUARY 1)  
 1/2 LB. OF GERMAN MILLET (MAY TO AUGUST 15)  
 1 LB. OF RYE GRAIN (PRIOR TO MAY 1 OR AFTER AUGUST 15)  
 SEEDING MIXTURES OTHER THAN THOSE LISTED ABOVE MUST BE APPROVED BY THE CITY INSPECTOR PRIOR TO SEEDING.
  - PRIOR TO REQUESTING A FINAL INSPECTION, THE OWNER MUST SUBMIT RECORD DRAWINGS AND ENGINEERING CERTIFICATION TO THE ENGINEERING DIVISION'S RECORD CENTER. THE OWNER MUST ALSO SUBMIT THE CONSTRUCTION CHECKLIST TO THE CITY INSPECTOR.
  - ALL WORK MUST CARRY A ONE-YEAR WARRANTY TO COVER ALL DEFECTS IN MATERIALS AND WORKMANSHIP.
  - PRIOR TO BEGINNING ANY WORK WITHIN NCDOT RIGHT-OF-WAY, THE CONTRACTOR MUST HAVE A COPY OF THE THREE-PARTY ENCROACHMENT AGREEMENT ON THE JOB SITE.
  - PRIOR TO BEGINNING ANY WORK, THE CONTRACTOR SHALL NOTIFY THE CITY AT LEAST THREE (3) BUSINESS DAYS BEFORE THE PLANNED START OF THE WORK. ANY WORK PERFORMED PRIOR TO NOTIFYING THE CITY IS SUBJECT TO REJECTION BY THE CITY. THE CONTRACTOR MUST ALSO CONTACT THE ENGINEERING FIELD OFFICE TO ARRANGE FOR CONSTRUCTION INSPECTION.
- WATER AND/OR SANITARY SEWER:**
- THE MOST CURRENT EDITION OF THE CITY OF KING'S MUNICIPAL CODE AND MEET THEIR CURRENT STANDARDS FOR ENGINEERING AND CONSTRUCTION. WILL GOVERN ALL WATER AND SANITARY SEWER CONSTRUCTION.
  - WATER AND SEWER CONNECTIONS SHALL BE BESIDE EACH OTHER AT THE CENTER OF EACH LOT. CONNECTIONS ARE TO BE SPACED NOT MORE THAN 30" CENTER TO CENTER AND HAVE WOODEN STAKES PLACED ON EACH SIDE. STAKES SHOULD BE FLAGGED OR PAINTED FOR VISIBILITY.
  - DENSITY TESTS BY AN INDEPENDENT TESTING LAB ARE TO BE MADE AS DIRECTED BY THE CITY INSPECTOR AT THE OWNER'S EXPENSE.
- ROADWAY:**
- THE MOST CURRENT EDITIONS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION ROADWAY STANDARD DRAWINGS WILL GOVERN ALL ROADWAY CONSTRUCTION UNLESS OTHERWISE SPECIFIED HEREIN.
  - CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION.
  - ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE (RCP) (15" MIN. DIAMETER) UNLESS OTHERWISE NOTED. RCP SHALL BE MINIMUM CLASS III AND JOINTS MUST HAVE O-RINGS OR FLEXIBLE JOINT MATERIAL. METAL PIPE SHALL BE CORRUGATED ALUMINUM PIPE (CAP). CAP MUST HAVE HUGGER BAND CONNECTORS WITH FLAT GASKETS. AASHTO M197 AND/OR ASTM B744 MUST BE CLEARLY MARKED ON ALL CAP.
  - ALL DRAINAGE STRUCTURES MUST MEET NCDOT STANDARDS. SOLID WALL, PRECAST CONCRETE STRUCTURES CONFORMING TO NCDOT 840.45 ARE ACCEPTABLE (NO WAFFLE WALLS). ALL PIPE OPENINGS IN PRECAST STRUCTURES MUST BE CAST OR CORED. CATCH BASINS FOR CURB AND GUTTER MUST CONFORM TO NCDOT 840.01 OR 840.02 AND NCDOT 840.03. NCDOT APPROVED PRECAST CONCRETE MANHOLES ARE ACCEPTED AS SUBSTITUTES FOR CATCH BASINS.
  - FRAMES, GRATES AND HOODS SHALL BE MANUFACTURED AND INSTALLED PER CITY OF KING SPECS AND STANDARDS. KING SD-4 & SD-5.  
 THE NAME OF THE MANUFACTURER MUST BE PERMANENTLY CAST ON THE FRAME AND ON THE GRATE.
  - DOUBLE CATCH BASINS SHALL BE TWO SEPARATE BASINS WITH RCP BETWEEN THE BASINS. THE RCP SHALL BE GREATER THAN OR EQUAL TO THE SIZE OF THE OUTLET PIPE.
  - IF A DRIVEWAY LOCATION CONFLICTS WITH A CATCH BASIN, THE FOLLOWING FRAME AND GRATE SHALL BE USED:  
 EAST JORDAN IRON WORKS, INC. - CATALOG NUMBER V-4510
  - ALL SUBGRADE UNDER PAVED AREAS, CURB AND GUTTER, SIDEWALK, AND ROADWAY SHOULDERS SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T99 AND THE NCDOT. THE FINAL 12" OF SUBGRADE UNDER PAVED AREAS AND UNDER CURB AND GUTTER SHALL BE COMPACTED TO 100%. DENSITY TESTS BY AN INDEPENDENT TESTING LAB ARE TO BE MADE AS DIRECTED BY THE CITY INSPECTOR AT THE OWNER'S EXPENSE. THE SUBGRADE SHALL BE PROOF ROLLED (MIN. 25 TONS) AND WITNESSED BY THE INSPECTOR PRIOR TO PLACEMENT OF STONE OR ASPHALT BASE. THE PROOF ROLL SHALL PROVIDE A NON-YIELDING SURFACE (PUMPING, RUTTING, SATURATED SOIL, ETC. ARE UNACCEPTABLE). FOR SUBGRADE UNDER SIDEWALKS, CITY INSPECTOR WILL PROBE TO DETERMINE IF THE SUBGRADE IS SUFFICIENTLY COMPACTED.
  - ALL STONE BASE SHALL BE COMPACTED TO AN AVERAGE OF 98% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T188 AND THE NCDOT. THE UNIT WEIGHT AND OPTIMUM MOISTURE CONTENT WILL BE THE LATEST NUMBERS ON FILE AT THE QUARRY FROM WHICH THE ABC STONE IS OBTAINED. ON-SITE TESTS (AT OWNER'S EXPENSE) MAY BE REQUIRED TO VERIFY THE UNIT WEIGHT AND MOISTURE NUMBERS. STONE FROM DIFFERENT QUARRIES SHALL NOT BE MIXED. DENSITY WILL BE TESTED WITH A NUCLEAR DENSITY GAUGE BY THE CITY INSPECTOR. THE INSPECTOR'S RESULTS ARE FINAL. MOISTURE CONTENT (AS TESTED BY THE INSPECTOR) MUST BE NO MORE THAN THE OPTIMUM MOISTURE CONTENT PRIOR TO PAVING. THE STONE BASE SHALL ALSO BE PROOF ROLLED (MIN. 25 TONS) AND WITNESSED BY THE INSPECTOR PRIOR TO PAVING. THE PROOF ROLL SHALL PROVIDE A NON-YIELDING SURFACE (PUMPING, RUTTING, SATURATED STONE, ETC. ARE UNACCEPTABLE). IF RAINFALL OCCURS AFTER TESTING BUT PRIOR TO PAVING, THE INSPECTOR AND ENGINEERING FIELD MANAGER WILL DETERMINE IF ADDITIONAL TESTING AND/OR PROOF ROLL WILL BE REQUIRED.
  - THE CITY INSPECTOR RESERVES THE RIGHT TO TEST ASPHALT BY CORE SAMPLING OR BY NUCLEAR METHODS AT THE OWNER'S EXPENSE.
  - TRACK COAT TO BE APPLIED TO ALL EXISTING ASPHALT SURFACES PRIOR TO PLACING NEW ASPHALT.
  - LIFT OF ASPHALT TO MATCH GUTTER (MAXIMUM 1/4" ABOVE GUTTER). ASPHALT BELOW GUTTER IS UNACCEPTABLE.
  - SUB-DRAINS TO BE CONSTRUCTED AS REQUIRED BY CITY INSPECTOR TO STABILIZE THE SUBGRADE. METHOD TO BE DETERMINED BY OWNER'S TESTING LAB OR OWNER'S ENGINEER.
  - EXISTING CURB AND GUTTER AND PAVEMENT TO BE REPLACED OR REPAIRED AS REQUIRED TO THE TO SOUND MATERIAL.
- ROADWAY FINAL INSPECTION PROCEDURE:**
- OWNER PUTS DOWN 2" ASPHALT AND RAISES STRUCTURES TO FINAL GRADE (INCLUDING CONCRETE COLLARS 1" BELOW FINAL GRADE). ASPHALT IS TO BE PLACED AROUND STRUCTURES TO PREVENT DAMAGE.
  - OWNER SUBMITS RECORD DRAWINGS AND ENGINEER'S CERTIFICATION TO THE ENGINEERING DIVISION'S RECORD CENTER.
  - UPON APPROVAL BY THE RECORD CENTER, OWNER MAY REQUEST FINAL INSPECTION FOR WATER AND/OR SANITARY SEWER. OWNER SHALL THEN SUBMIT THE CONSTRUCTION CHECKLIST FOR WATER AND/OR SANITARY SEWER TO THE CITY INSPECTOR.
  - PRIOR TO THE PLACEMENT OF THE FINAL 1" OF ASPHALT, THE FOLLOWING MUST OCCUR:  
 100% OF HOUSES MUST BE BUILT OR ONE YEAR HAS LAPSED SINCE THE APPROVAL OF THE 2" ASPHALT.
  - THE FINAL ASPHALT MUST BE PLACED AFTER TWO (2) YEARS HAVE LAPSED SINCE APPROVAL OF THE 2" ASPHALT LAYER. SURETY MUST BE APPROVED BY THE CITY TO COVER THE 2 YEAR PERIOD.
  - AFTER PLACEMENT OF THE FINAL ASPHALT, THE OWNER MAY REQUEST FINAL INSPECTION FOR THE ROADWAY. OWNER MUST ALSO SUBMIT THE CONSTRUCTION CHECKLIST FOR ROADWAY TO THE CITY INSPECTOR.

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PROFILE - ADELAIDE AVENUE	29+00 - 39+00
PROFILE - ADELAIDE AVENUE	39+00 - END
PROFILE - KINGSCOTE/PRIMROSE	0+00 - 11+00
PROFILE - KINGSCOTE/PRIMROSE	11+00 - 22+00
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TOTAL OF 45 SHEETS

REVISIONS:

09/25/20	BID SET
12/16/20	UPDATE
03/19/21	UPDATE
12/09/21	UPDATE

SURVEYED BY: OTHERS  
 DRAWN BY: DHB  
 DRAWN BY: MDE  
 DRAWN BY: BSH  
 DESIGNED BY: HBG  
 APPROVED BY: HBG

SHEET TITLE:  
**UTILITY COVER SHEET**

1.01 OF 45  
 DATE: 04/01/19  
 PROJECT NO: 12804-190

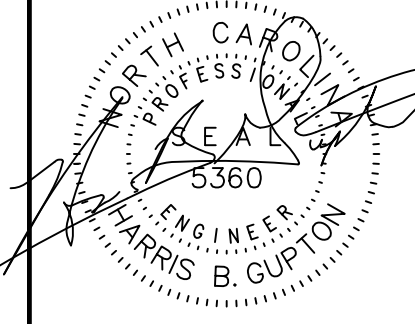




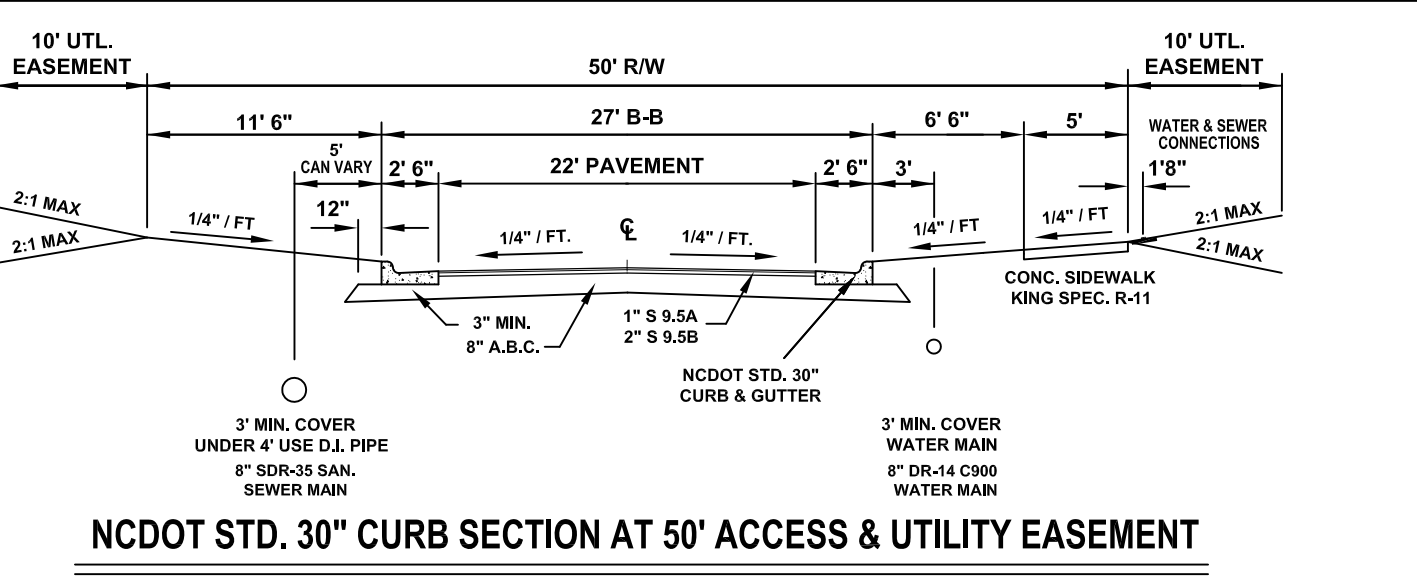
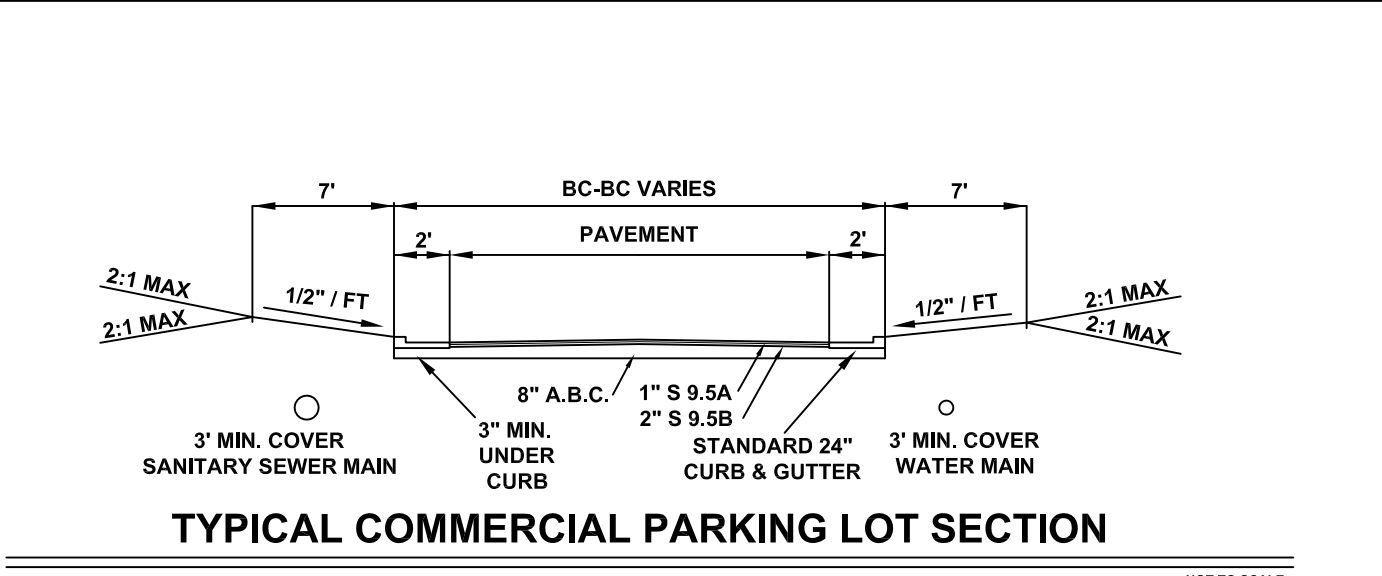
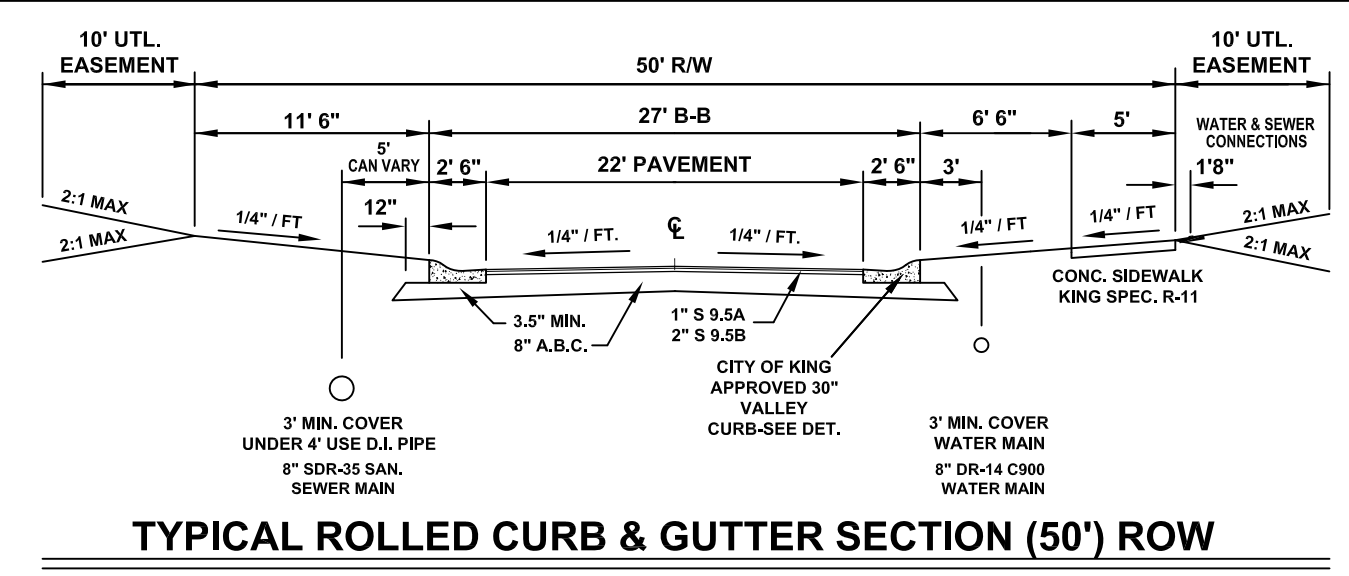
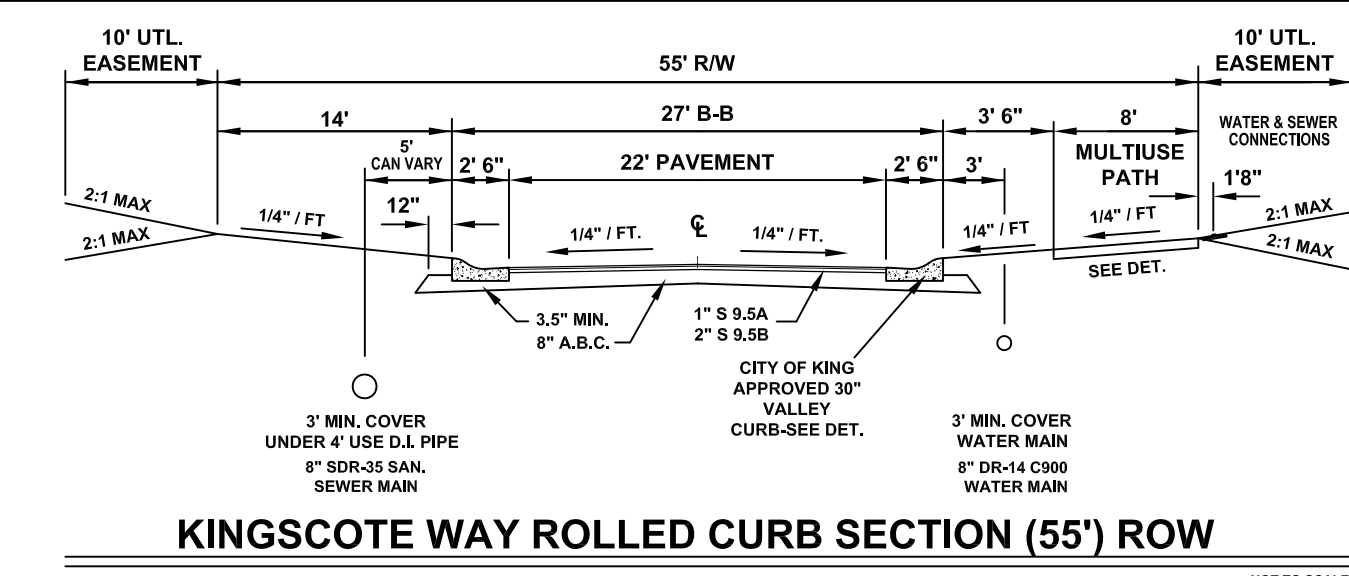
REVISIONS:

07/01/20	BID SET
12/16/20	UPDATE
03/19/21	UPDATE

SURVEYED BY: OTHERS  
 DRAWN BY: DHB  
 CHECKED BY: MDE  
 DESIGNED BY: BSH  
 APPROVED BY: HBG



SHEET TITLE:  
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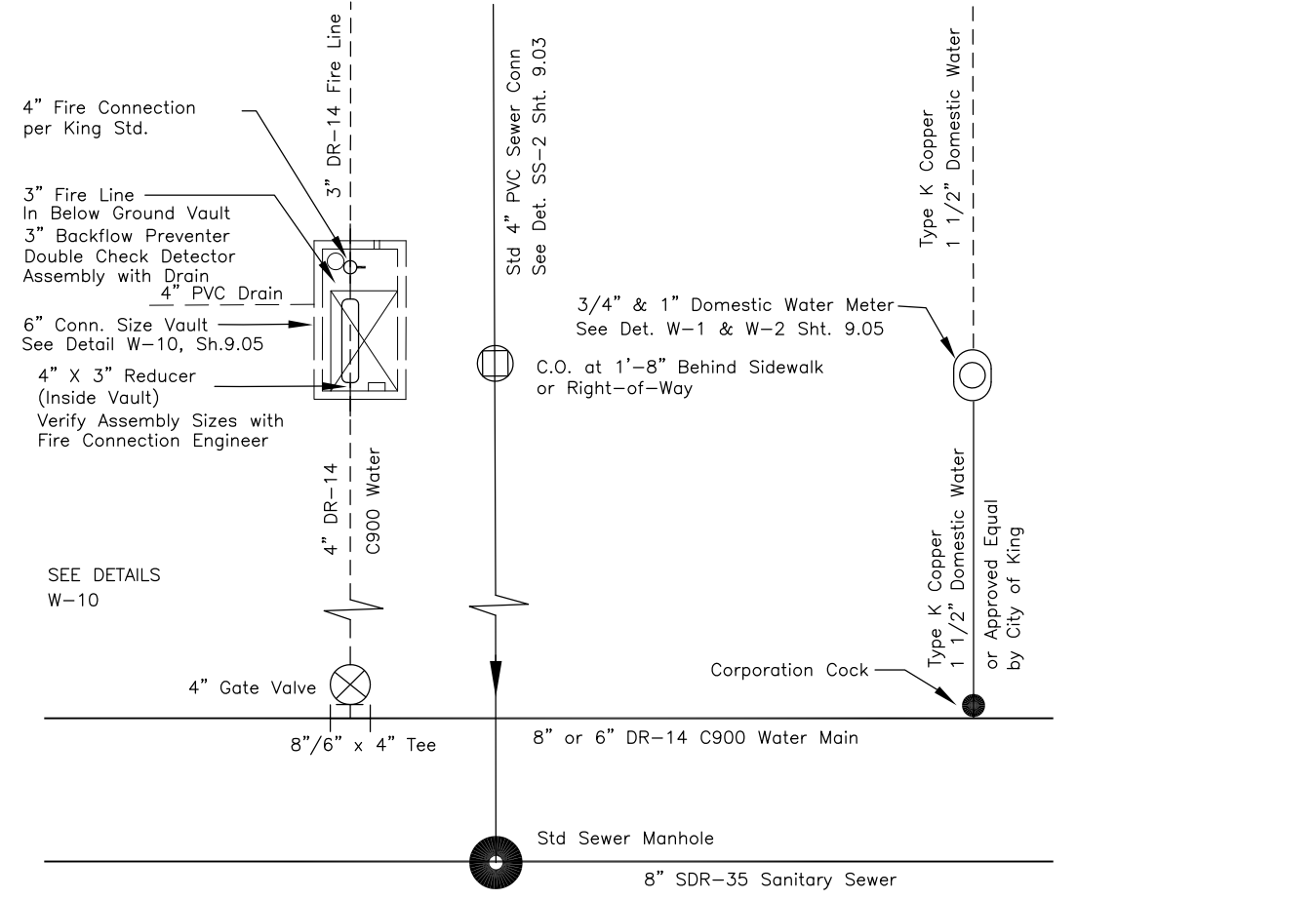
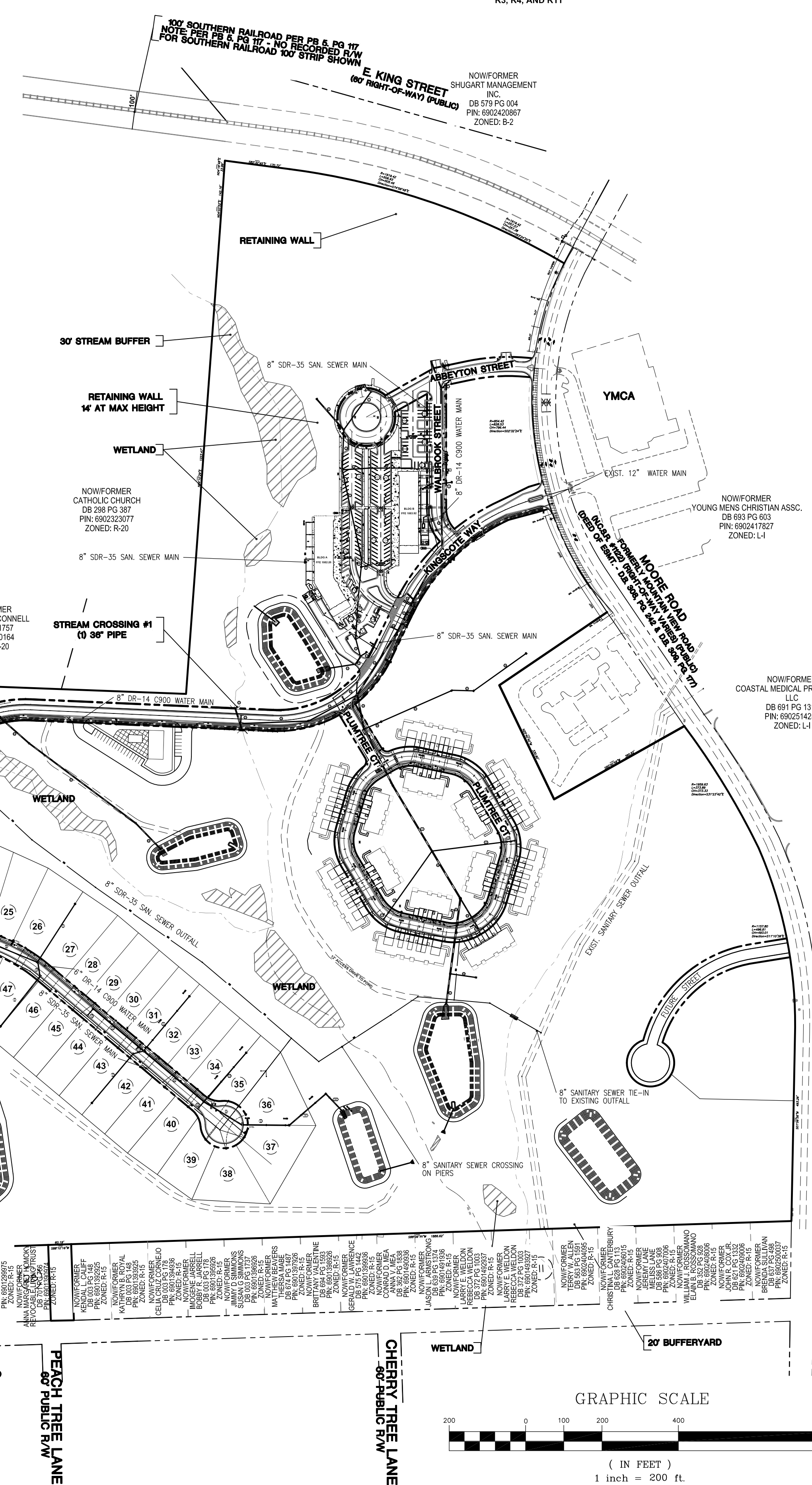
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EAST JORDAN IRON WORKS, INC. - CATALOG NUMBER V-4510

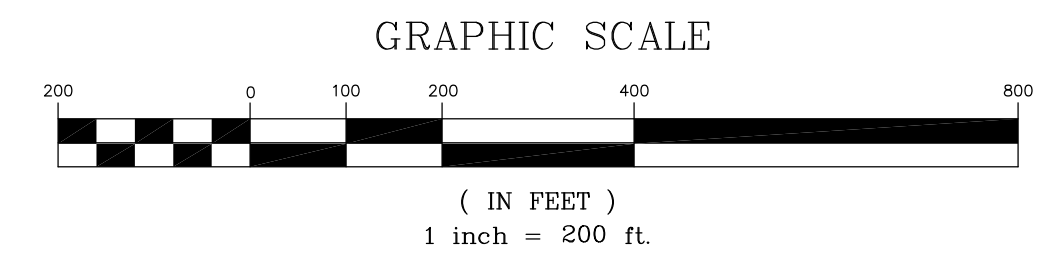
- ALL SUBGRADE UNDER PAVED AREAS, CURB AND GUTTER, SIDEWALK, AND ROADWAY SHOULDERS SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T99 AND THE NCDOT. THE FINAL 12" OF SUBGRADE UNDER PAVED AREAS AND UNDER CURB AND GUTTER SHALL BE COMPACTED TO 100%. DENSITY TESTS BY AN INDEPENDENT TESTING LAB ARE TO BE MADE AS DIRECTED BY THE CITY INSPECTOR AT THE OWNER'S EXPENSE. THE SUBGRADE SHALL BE PROOF ROLLED (MIN. 25 TONS) AND WITNESSED BY THE INSPECTOR PRIOR TO THE PLACEMENT OF STONE OR ASPHALT BASE. THE PROOF ROLL SHALL PROVIDE A NON-YIELDING SURFACE (PUMPING, RUTTING, SATURATED SOIL, ETC. ARE UNACCEPTABLE). FOR SUBGRADE UNDER SIDEWALKS, CITY INSPECTOR WILL PROBE TO DETERMINE IF THE SUBGRADE IS SUFFICIENTLY COMPACTED.
- ALL STONE BASE SHALL BE COMPACTED TO AN AVERAGE OF 98% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T180 AND THE NCDOT. THE UNIT WEIGHT AND OPTIMUM MOISTURE CONTENT WILL BE THE LATEST NUMBERS ON FILE AT THE QUARRY FROM WHICH THE ABC STONE IS OBTAINED. ON-SITE TESTS (AT OWNER'S EXPENSE) MAY BE REQUIRED TO VERIFY THE UNIT WEIGHT AND MOISTURE NUMBERS. STONE FROM DIFFERENT QUARRIES SHALL NOT BE MIXED. DENSITY WILL BE TESTED WITH A NUCLEAR DENSITY GAUGE BY THE CITY INSPECTOR. THE INSPECTOR'S RESULTS ARE FINAL. MOISTURE CONTENT (AS TESTED BY THE INSPECTOR) MUST BE NO MORE THAN THE OPTIMUM MOISTURE CONTENT PRIOR TO PAVING. THE STONE BASE SHALL ALSO BE PROOF ROLLED (MIN. 25 TONS) AND WITNESSED BY THE INSPECTOR PRIOR TO PAVING. THE PROOF ROLL SHALL PROVIDE A NON-YIELDING SURFACE (PUMPING, RUTTING, SATURATED STONE, ETC. ARE UNACCEPTABLE). IF RAINFALL OCCURS AFTER TESTING BUT PRIOR TO PAVING, THE INSPECTOR AND ENGINEERING FIELD MANAGER WILL DETERMINE IF ADDITIONAL TESTING AND/OR PROOF ROLL WILL BE REQUIRED.

- THE CITY INSPECTOR RESERVES THE RIGHT TO TEST ASPHALT BY CORE SAMPLING OR BY NUCLEAR METHODS AT THE OWNER'S EXPENSE.
- TRACK COAT TO BE APPLIED TO ALL EXISTING ASPHALT SURFACES PRIOR TO PLACING NEW ASPHALT.
- FINAL LIFT OF ASPHALT TO MATCH GUTTER (MAXIMUM 1/4" ABOVE GUTTER), ASPHALT BELOW GUTTER IS UNACCEPTABLE.
- SUB-DRAINS TO BE CONSTRUCTED AS REQUIRED BY CITY INSPECTOR TO STABILIZE THE SUBGRADE. METHOD TO BE DETERMINED BY OWNER'S TESTING LAB OR OWNER'S ENGINEER.
- EXISTING CURB AND GUTTER AND PAVEMENT TO BE REPLACED OR REPAIRED AS REQUIRED TO THE TIE TO CURB MATERIAL.



Water, Sewer & Sprinkler/FDC Connection Details

NOTES:  
 THIS IS NOT AN ACTUAL SURVEY BY GUPTON'S ROYAL DESIGN GROUP. BOUNDARY INFORMATION FROM PLATS, DEEDS OF RECORD, OR MAPS BY OTHERS. TOPOGRAPHIC INFORMATION AND DATA SHOWN ON THIS PLAT WERE TAKEN FROM STOKES COUNTY MAPS.



N.A.D.83