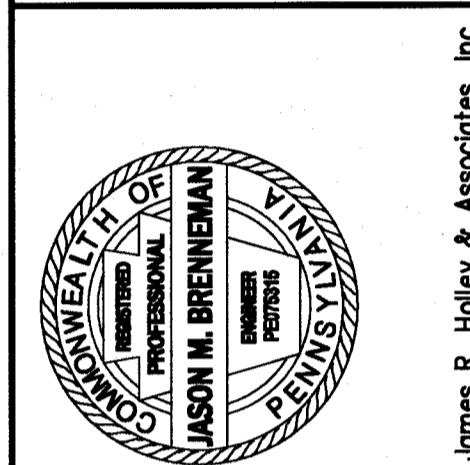


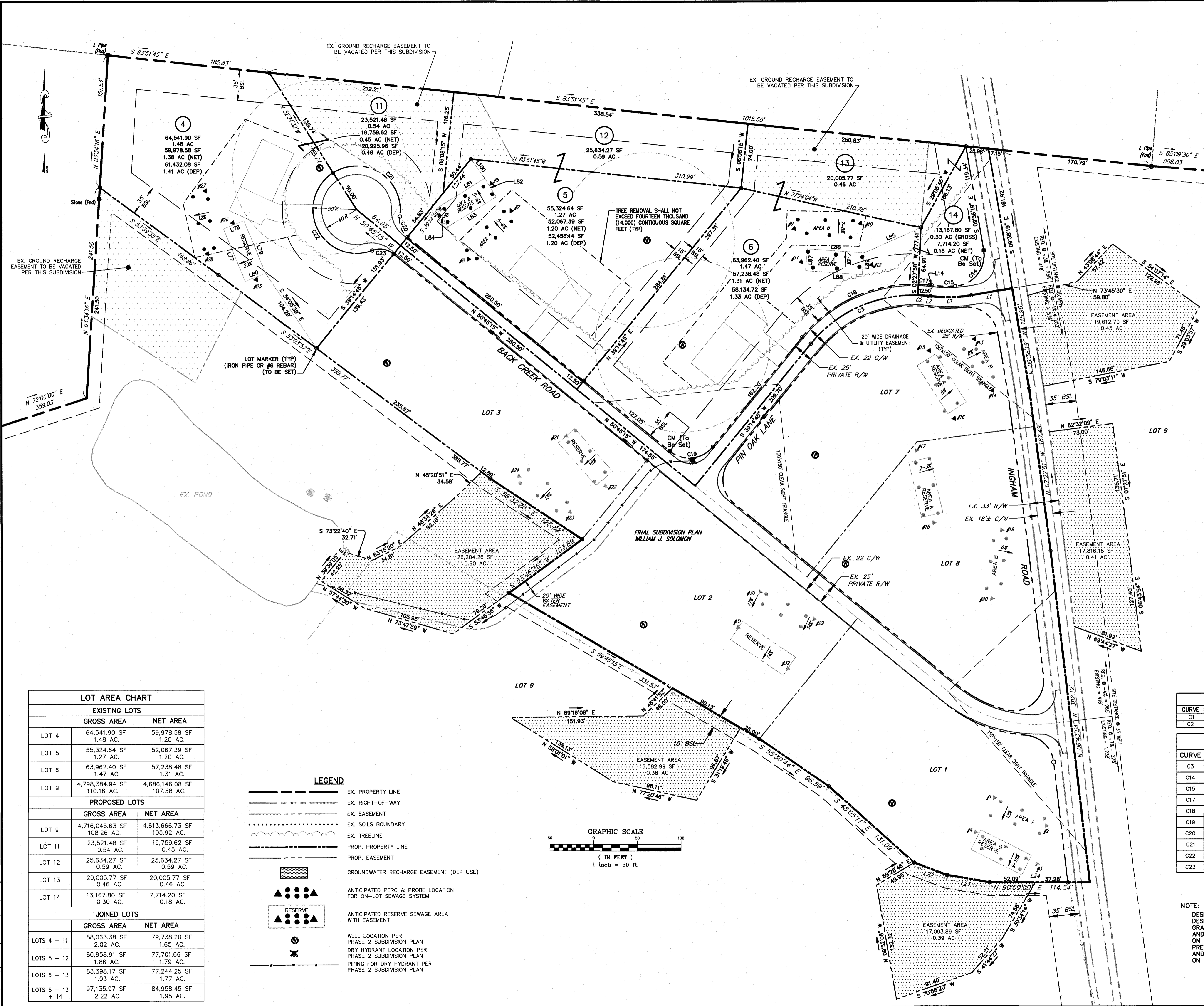
BEFORE YOU
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CONTACT:
PA ONECALL SYSTEM
8-1-1 OR 1-800-242-1776

Design Stage Notification
Date: 12/11/2014
Serial No. 20143350699

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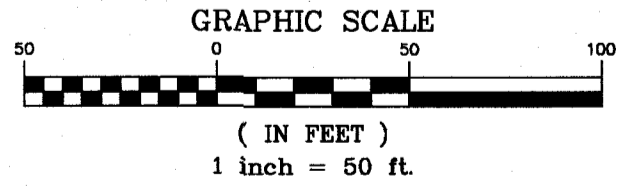
FINAL SUBDIVISION PLAN — PHASE 3
FOR
WILLIAM J. SOLOMON
SUBDIVISION PLAN
SHREWSBURY TOWNSHIP
YORK CO., PA © 2018 James R. Holley & Associates, Inc.



FINAL SUBDIVISION PLAN
WILLIAM J. SOLOMON

| LOT AREA CHART | | |
|------------------|-------------------------------|-------------------------------|
| EXISTING LOTS | | |
| | GROSS AREA | NET AREA |
| LOT 4 | 64,541.90 SF 1.48 AC. | 59,978.58 SF 1.20 AC. |
| LOT 5 | 55,324.64 SF 1.27 AC. | 52,067.39 SF 1.20 AC. |
| LOT 6 | 63,962.40 SF 1.47 AC. | 57,238.48 SF 1.31 AC. |
| LOT 9 | 4,798,384.94 SF 110.16 AC. | 4,686,146.08 SF 107.58 AC. |
| PROPOSED LOTS | | |
| | GROSS AREA | NET AREA |
| LOT 9 | 4,716,045.63 SF 108.26 AC. | 4,613,666.73 SF 105.92 AC. |
| LOT 11 | 23,521.48 SF 0.54 AC. | 19,759.62 SF 0.45 AC. |
| LOT 12 | 25,634.27 SF 0.59 AC. | 25,634.27 SF 0.59 AC. |
| LOT 13 | 20,005.77 SF 0.46 AC. | 20,005.77 SF 0.46 AC. |
| LOT 14 | 13,167.80 SF 0.30 AC. | 7,714.20 SF 0.18 AC. |
| JOINED LOTS | | |
| | GROSS AREA | NET AREA |
| LOTS 4 + 11 | 88,063.38 SF 2.02 AC. | 79,738.20 SF 1.65 AC. |
| LOTS 5 + 12 | 80,958.91 SF 1.86 AC. | 77,701.66 SF 1.79 AC. |
| LOTS 6 + 13 | 83,398.17 SF 1.93 AC. | 77,244.25 SF 1.77 AC. |
| LOTS 6 + 13 + 14 | 97,135.97 SF 2.22 AC. | 84,958.45 SF 1.95 AC. |

- LEGEND**
- EX. PROPERTY LINE
 - - - EX. RIGHT-OF-WAY
 - - - EX. EASEMENT
 - EX. SOILS BOUNDARY
 - EX. TREELINE
 - - - PROP. PROPERTY LINE
 - - - PROP. EASEMENT
 - ▨ GROUNDWATER RECHARGE EASEMENT (DEP USE)
 - ▲ ANTICIPATED PERC & PROBE LOCATION FOR ON-LOT SEWAGE SYSTEM
 - ▲ ANTICIPATED RESERVE SEWAGE AREA WITH EASEMENT
 - WELL LOCATION PER PHASE 2 SUBDIVISION PLAN
 - DRY HYDRANT LOCATION PER PHASE 2 SUBDIVISION PLAN
 - PIPING FOR DRY HYDRANT PER PHASE 2 SUBDIVISION PLAN



LINE TABLE

| LINE | LENGTH | BEARING |
|------|--------|---------------|
| L1 | 47.43 | S 80°21'41" W |
| L2 | 3.14 | N 83°01'21" W |
| L23 | 49.74 | S 80°15'53" E |
| L24 | 114.34 | N 80°00'00" E |

LINE TABLE

| LINE | LENGTH | BEARING |
|------|--------|---------------|
| L14 | 3.14' | N 83°01'21" W |
| L77 | 65.00' | S 22°26'56" E |
| L78 | 25.00' | N 67°33'04" E |
| L79 | 65.00' | S 22°26'56" E |
| L80 | 25.00' | N 67°33'04" E |
| L81 | 65.00' | N 58°12'22" E |
| L82 | 25.00' | N 31°47'38" W |
| L83 | 65.00' | N 58°12'22" E |
| L84 | 25.00' | N 31°47'38" W |
| L85 | 71.09' | N 66°24'12" E |
| L86 | 65.00' | S 85°48'21" E |
| L87 | 25.00' | S 41°1'39" W |
| L88 | 65.00' | S 85°48'21" E |
| L89 | 25.00' | N 41°1'39" E |
| L100 | 27.14' | S 35°23'38" E |

CURVE TABLE

| CURVE | RADIUS | LENGTH | BEARING | DISTANCE |
|-------|--------|--------|---------------|----------|
| C1 | 160.00 | 46.40 | N 88°40'10" E | 46.24 |
| C2 | 150.00 | 11.81 | N 85°16'41" W | 11.81 |

CURVE TABLE

| CURVE | RADIUS | ARC LENGTH | BEARING | DISTANCE |
|-------|---------|------------|---------------|----------|
| C3 | 150.00' | 139.33' | S 65°51'22" W | 134.38' |
| C14 | 35.00' | 58.90' | N 38°34'04" E | 52.19' |
| C15 | 147.50' | 26.27' | S 88°07'27" E | 26.23' |
| C17 | 162.50' | 163.74' | N 68°06'42" E | 156.90' |
| C18 | 162.50' | 163.74' | N 68°06'42" E | 156.90' |
| C19 | 35.00' | 54.98' | N 84°14'45" E | 49.50' |
| C20 | 25.00' | 26.18' | S 20°45'15" E | 25.00' |
| C21 | 50.00' | 114.89' | N 56°34'53" W | 91.23' |
| C22 | 50.00' | 146.91' | S 26°34'53" E | 99.48' |
| C23 | 25.00' | 26.18' | N 80°45'15" W | 25.00' |

NOTE:
DESIGN OF BACK CREEK ROAD AND PIN OAK LANE AND DESIGN FEATURES FOR LOTS 4, 5, AND 6, INCLUDING GRADING, SEWER PLANNING, STORMWATER MANAGEMENT AND EROSION & SEDIMENT CONTROLS WERE INCLUDED ON A FINAL SUBDIVISION PLAN FOR WILLIAM J. SOLOMON PREPARED BY JAMES R. HOLLEY & ASSOCIATES, INC AND RECORDED IN PLAN BOOK _____ PAGE _____ ON _____

| NO. | DATE | DESCRIPTION | BY |
|-----|------|-------------|----|
| | | | |
| | | | |
| | | | |
| | | | |

DATE: 4/10/2018
SCALE: AS NOTED
DRAWN BY: PAF
DESIGNED/CHECKED BY: JMB
PROJECT NO. 141004
SHEET NO. 3 OF 3