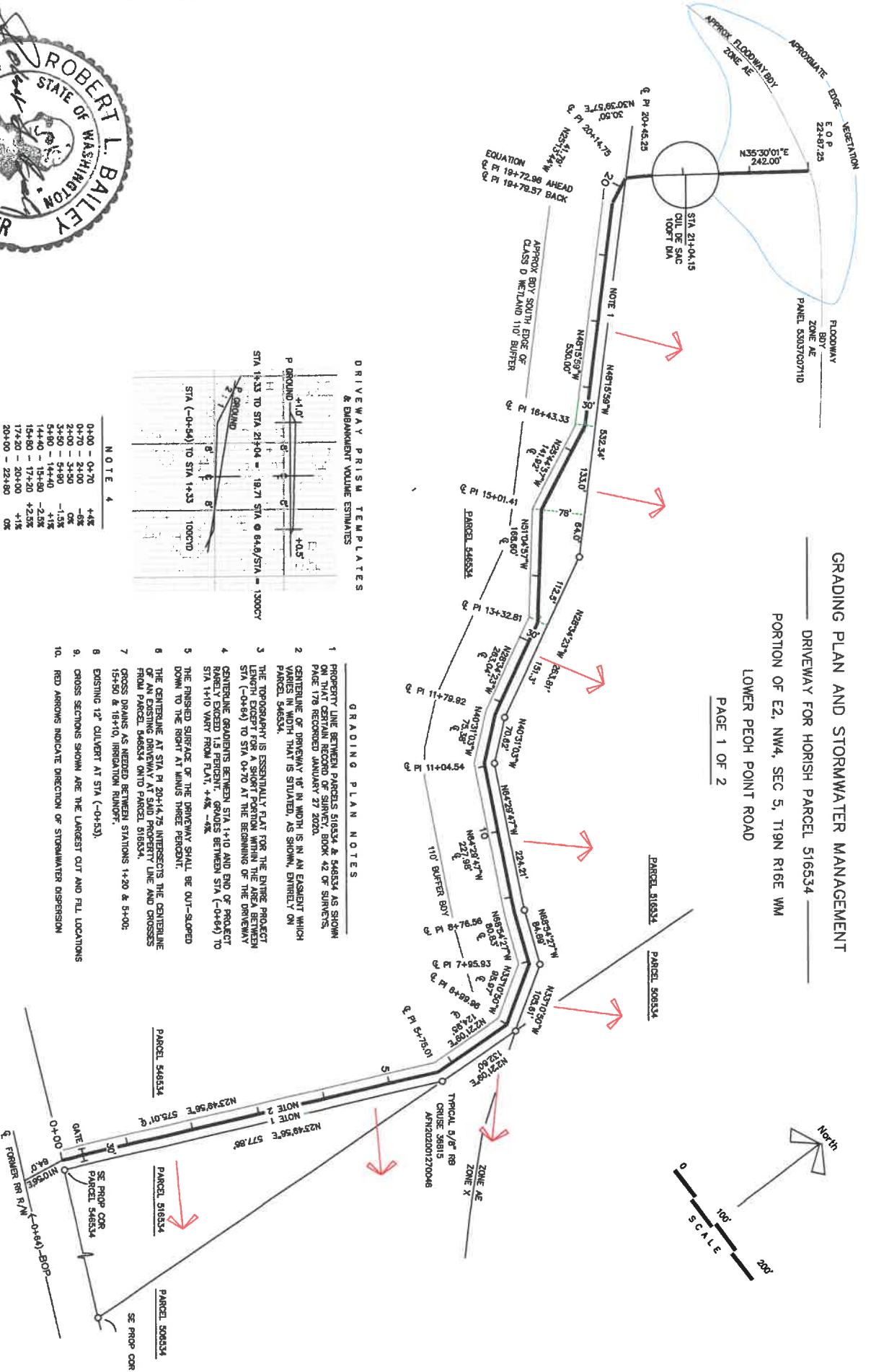
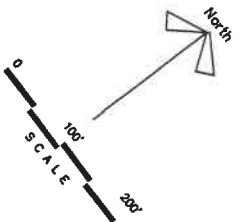


GRADING PLAN AND STORMWATER MANAGEMENT

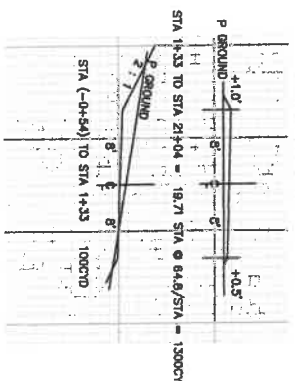
DRIVEWAY FOR HORISH PARCEL 516534
PORTION OF E2, NW4, SEC 5, T19N R16E WM

LOWER PEOH POINT ROAD

PAGE 1 OF 2



DRIVEWAY PRISM TEMPLATES & EMBARKMENT VOLUME ESTIMATES



NOTE 4

0+00 - 0+70	+4%
0+70 - 2+00	-5%
2+00 - 3+50	0%
3+50 - 4+50	-1%
4+50 - 14+40	+1%
14+40 - 15+80	-2.5%
15+80 - 17+20	+2.5%
17+20 - 20+00	+1%
20+00 - 22+80	0%

- ### GRADING PLAN NOTES
1. PROPERTY LINE BETWEEN PARCELS 516534 & 546534 AS SHOWN ON THAT CERTAIN RECORD OF SURVEY, BOOK 42 OF SURVEYS, PAGE 170 RECORDED JANUARY 27 2008.
 2. CENTERLINE OF DRIVEWAY 10' IN WIDTH IS IN AN EASEMENT WHICH VARIES IN WIDTH THAT IS SITUATED, AS SHOWN, ENTIRELY ON PARCEL 546534.
 3. THE TOPOGRAPHY IS ESSENTIALLY FLAT FOR THE ENTIRE PROJECT LENGTH EXCEPT FOR A SHORT PORTION WITHIN THE AREA BETWEEN STA (-0+54) TO STA 0+70 AT THE BEGINNING OF THE DRIVEWAY.
 4. CENTERLINE GRADIENTS BETWEEN STA 1+10 AND END OF PROJECT RARELY EXCEED 1.5 PERCENT. GRADES BETWEEN STA (-0+54) TO STA 1+10 VARY FROM FLAT, +4%, -6%.
 5. THE FINISHED SURFACE OF THE DRIVEWAY SHALL BE OUT-SLOPED DOWN TO THE RIGHT AT MINUS THREE PERCENT.
 6. THE CENTERLINE AT STA. PI 20+14.75 INTERSECTS THE CENTERLINE OF AN EXISTING DRIVEWAY AT SAID PROPERTY LINE AND CROSSES FROM PARCEL 546534 ONTO PARCEL 516534.
 7. CROSS DRAINS AS NEEDED BETWEEN STATIONS 1+20 & 5+00, 15+80 & 18+10, IRRIGATION RUNOFF.
 8. EXISTING 12" CULVERT AT STA (-0+53).
 9. CROSS SECTIONS SHOWN ARE THE LARGEST CUT AND FILL LOCATIONS.
 10. RED ARROWS INDICATE DIRECTION OF STORMWATER DISPERSION.



5/5/24