

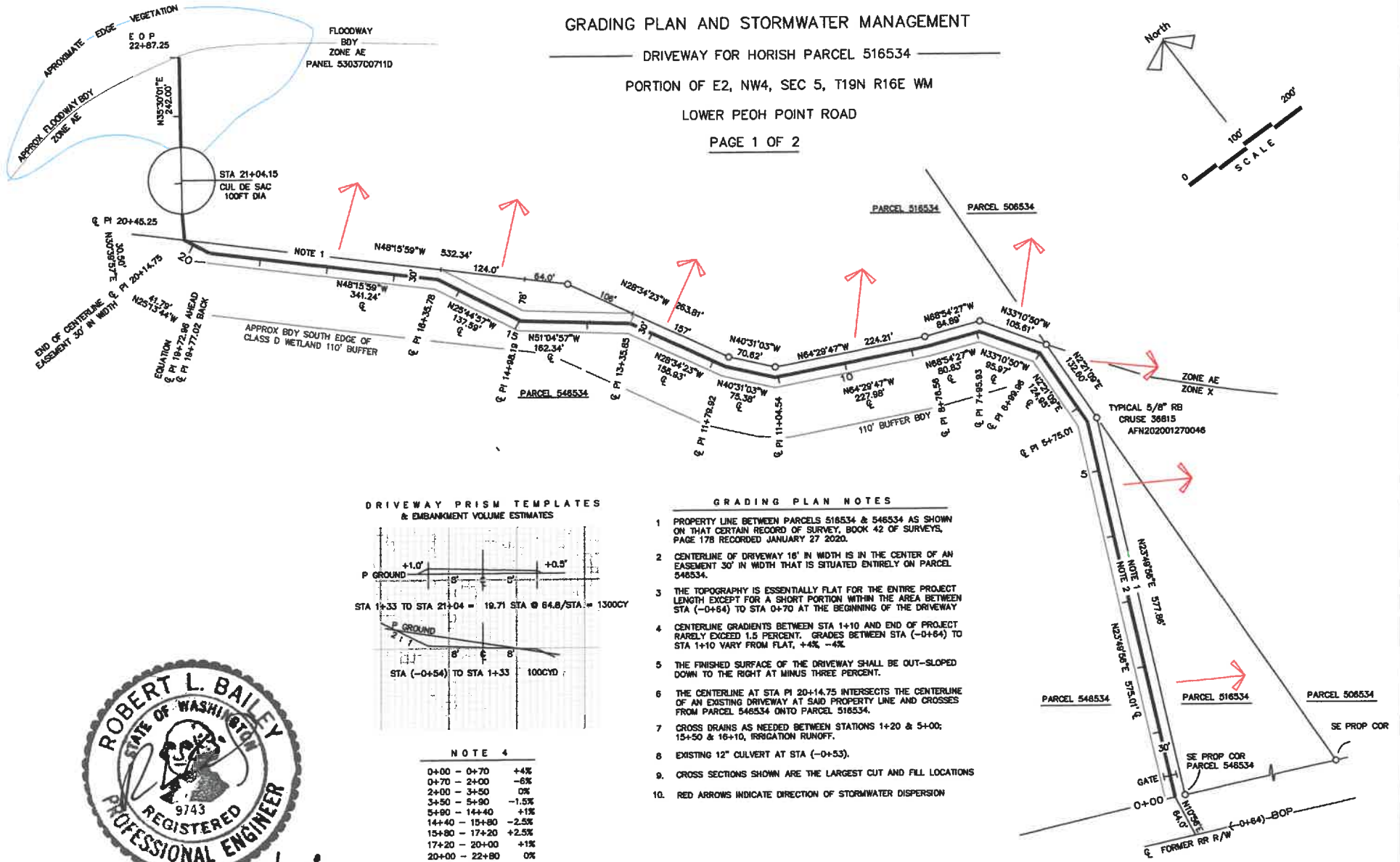
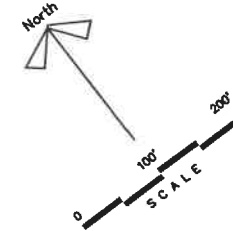
GRADING PLAN AND STORMWATER MANAGEMENT

DRIVEWAY FOR HORISH PARCEL 516534

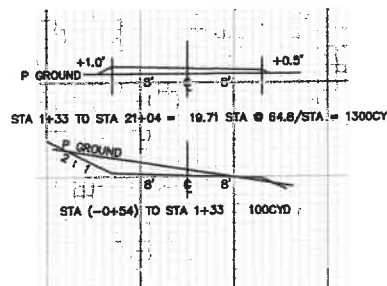
PORTION OF E2, NW4, SEC 5, T19N R16E WM

LOWER PEOH POINT ROAD

PAGE 1 OF 2



DRIVEWAY PRISM TEMPLATES & EMBANKMENT VOLUME ESTIMATES



NOTE 4

0+00 - 0+70	+4%
0+70 - 2+00	-6%
2+00 - 3+50	0%
3+50 - 5+80	-1.5%
5+80 - 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 178 RECORDED JANUARY 27 2020.
2. CENTERLINE OF DRIVEWAY 16' IN WIDTH IS IN THE CENTER OF AN EASEMENT 30' IN WIDTH THAT IS SITUATED 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+84) 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+84) TO STA 1+10 VARY FROM FLAT, +4% -4%.
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+50 & 16+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.



5/24/24

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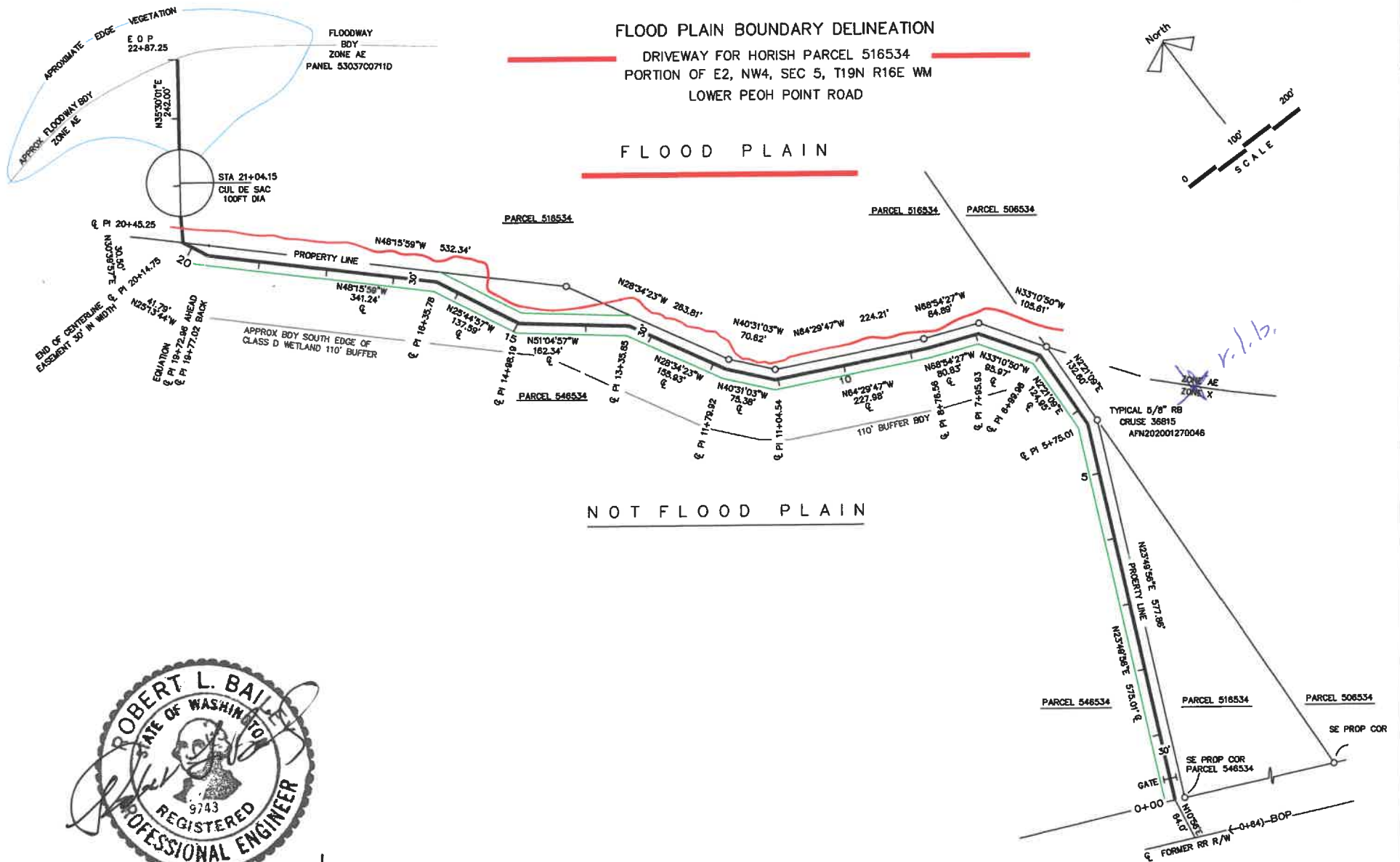
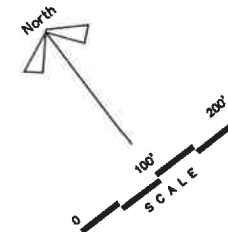
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FLOOD PLAIN BOUNDARY DELINEATION

DRIVEWAY FOR HORISH PARCEL 516534
PORTION OF E2, NW4, SEC 5, T19N R16E WM
LOWER PEOH POINT ROAD

FLOOD PLAIN

NOT FLOOD PLAIN



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