

EXISTING ATMOS GAS MAIN IS LOCATED WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. THE CONTRACTOR IS TO USE THE FOLLOWING PRACTICES, AS DIRECTED BY ATMOS, WHEN WORKING WITHIN THE GAS MAIN EASEMENT:

1. CONTRACTOR SHALL CONTACT KIP BROCKWAY OF ATMOS ENERGY CORPORATION (469) 261-2323 PRIOR TO ANY EXCAVATION OR WORK WITHIN THE EASEMENT.
2. THE PROPOSED EQUIPMENT CROSSING LOCATION SHALL HAVE A TEMPORARY 2' BERM PLACED OVER THE PIPELINE FOR PROTECTION.
3. THERE SHALL BE ONLY ONE EQUIPMENT CROSSING LOCATION.
4. AXLE LOADS SHALL NOT EXCEED 20 KIPS DURING CONSTRUCTION.
5. ALL GAS MAIN CROSSINGS, INCLUDING STORM DRAIN, SEWER LINES, AND WATER LINES, SHALL MAINTAIN A MINIMUM 24" CLEARANCE BETWEEN UTILITY AND GAS MAIN.

100-YEAR WATER
SURFACE ELEVATION
SQUABBLE CREEK PER
CITY OF ROCKWALL
MASTER DRAINAGE
STUDY PREPARED JUNE
2006

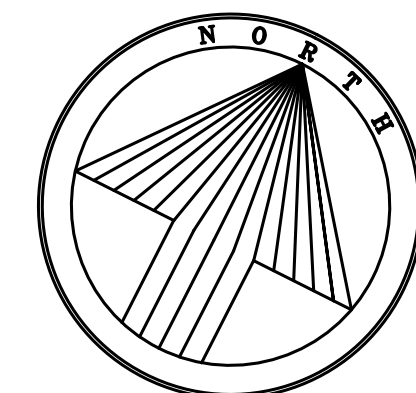
100-YEAR WATER SURFACE
ELEVATION PHELPS BRANCH
(SQUABBLE CREEK TRIBUTARY F)
PER CITY OF ROCKWALL MASTER
DRAINAGE STUDY PREPARED JUNE
2006.

6' TRAIL TO TIE INTO
EX. TRAIL AROUND
PHELPS LAKE

EXISTING TRAIL

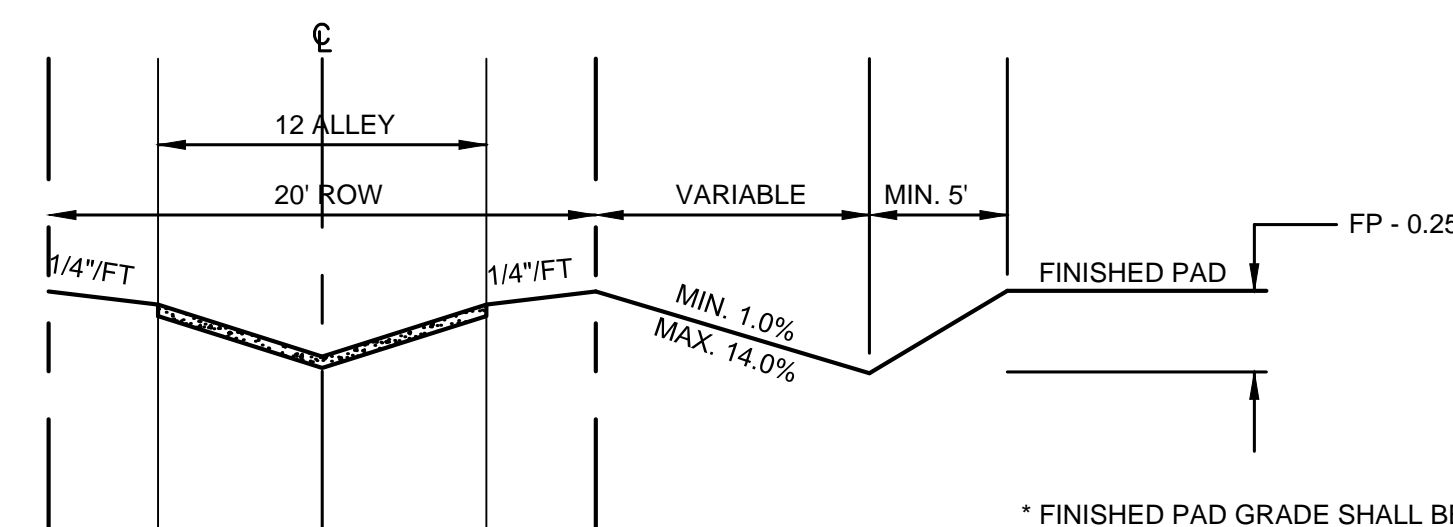
NOTE:
ALL FRONT ENTRY HOUSES TO DRIVEWAYS
TO HAVE "J" SWING GARAGES

EACH LOT WILL NEED A DETAILED GRADING PLAN WITH BUILDING PERMIT SUBMITTAL. THIS IS A GENERAL GRADING PLAN FOR SITE WORK ONLY.



GRAPHIC SCALE 1"=40'

A horizontal graphic scale bar with alternating black and white segments. Below the bar, the numbers 40, 0, 40, and 80 are marked, indicating distances in feet. The total length of the bar represents 80 feet.



* FINISHED PAD GRADE SHALL BE EQUAL TO OR ABOVE THE TOP OF CURB OR TOP OF PAVEMENT AT THE PAD LOCATION.

DRIVEWAY DETAIL

N.T.S.






GRADING NOTES

1. S.W.P.P. TO BE COMPLETELY IMPLEMENTED PRIOR TO ANY GRADING WORK.
2. GRADING SHALL NOT CREATE A LOT TO LOT DRAINAGE CONDITION UNLESS APPROVED BY CITY ENGINEER DURING DESIGN AND EASEMENT PROVIDED.
3. RETAINING WALL STRUCTURAL DETAILS SHALL BE PROVIDED TO THE CITY ENGINEERING DEPARTMENT BY THE WALL CONTRACTOR PRIOR TO CONSTRUCTION.
4. RETAINING WALLS TO BE PLACED ENTIRELY ON HIGH LOT.
5. ALL GRADING TO BE PERFORMED IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY A REGISTERED GEOTECHNICAL ENGINEER. A COPY CAN BE OBTAINED FROM THE OWNER AS PART OF THE CONTRACT DOCUMENTS.
6. RETAINING WALLS 4.0' OR TALLER IN HEIGHT SHALL BE ENGINEERED (SIGNED/SEALED) AND PLACED IN ENGINEERING SET.
7. IT IS THE RESPONSIBILITY OF THE RETAINING WALL CONTRACTOR AND HIS ENGINEER TO PROPERLY DESIGN THE RETAINING WALL FOUNDATION TO AVOID SLIDING OR OVERTURNING. THE WALL CONTRACTOR AND HIS ENGINEER SHALL DETERMINE ADEQUATE DEPTHS OF THE FOUNDATIONS TO ENSURE DEEP SEATED SLOPE FAILURES WILL NOT OCCUR.
8. IT IS RECOMMENDED THAT THE GUTTER DOWNSPOUTS DRAIN TO SIDEYARDS SO THAT ROOF DRAINAGE DOES NOT DRAIN TO THE BACKYARD
9. ALL FILL TO BE COMPACTED TO A MIN. 95% USING SHEEP'S FOOT ROLLER

GRADING CRITERIA NOTES

1. FOR TYPE A GRADING, SWALE POINT IN REAR YARD IS TO BE SET AT FINISHED PAD. BUILDER WILL RAISE FINISHED FLOOR ELEVATION TO PROVIDE POSITIVE BACK YARD DRAINAGE.
2. SIDE YARD SLOPES SHOWN AT 1% MINIMUMS.
3. REAR YARD SLOPES FROM THE PAD TO REAR LOT LINE ARE TO BE 14% MAXIMUM.
4. DRIVEWAYS ARE SHOWN AT LOCATIONS DICTATED BY THE CITY REQUIREMENTS FOR DISTANCE FROM INTERSECTION (50' MINIMUM) AND TO MEET CLEARANCE WITH CURB INLETS.
5. TYPICAL PAD SIZE PROVIDED IS 60' x 70'. UNLESS NOTED OTHERWISE.

LEGEND

- | | |
|---------------------------------------------------------------------------------------|---------------------------------------------------------|
|  | DRAINAGE FLOW ARROW |
| FP= 559.9 | FINISHED PAD ELEVATION |
| 559.4 | PROPOSED SPOT ELEVATION |
| 558.4 | EXISTING SPOT ELEVATION |
| — 560 — | EXISTING 5' CONTOURS |
| — 561 — | EXISTING 1' CONTOURS |
|  | PROPOSED 5' CONTOURS |
|  | PROPOSED 1' CONTOURS |
|  | GARAGE LOCATION BASED ON DRIVEWAY SLOPE OF 12% AT DRIVE |
|  | RETAINING WALL |

NOTE:

SPOT ELEVATIONS INDICATING TOP OF NTMWD PIPELINE AND FINAL GROUND ELEVATION SHALL BE SHOWN ON GRADING PLANS. SURVEY INFORMATION BETWEEN IMPROVEMENTS AND NTMWD'S PIPELINE SHALL BE VERIFIED AT THE DESIGN STAGE AND INDICATED ON DRAWINGS.

NOTE:

NO WALL / FOOTING SHALL BE CONSTRUCTED
IN EASEMENT AND/OR RIGHT OF WAY

ALL RESPONSIBILITY FOR ADEQUACY OF
DESIGN REMAINS WITH THE DESIGN ENGINEER.
THE CITY OF ROCKWALL, IN REVIEWING AND
RELEASING PLANS FOR CONSTRUCTION,
ASSUMES NO RESPONSIBILITY FOR ADEQUACY
OR ACCURACY OF DESIGN.

BENCHMARKS

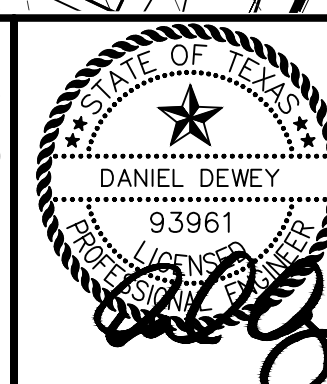
1. X-chiseled in CL of Alley East of Morningstar Drive within the third lot north of Midnight Pass.
Elevation = 513.26
2. PK Nail in CL of Caruth Lane & Alley intersection 150 feet +/- east of Morningstar Drive.
Elevation = 491.68

AS-BUILT DRAWING

TO THE BEST OF JBI PARTNERS, INC. KNOWLEDGE HEREBY STATES
THIS PLAN IS AS-BUILT. THE INFORMATION PROVIDED IS BASED ON
CONSTRUCTION STAKING AND PAD VERIFICATION AT THE SITE AND
INFORMATION PROVIDED BY THE CONTRACTOR.

2.	ADDED ADDITIONAL REAR YARD WALL.	DD	11.03.14
1.	REVISED GRADES AND FINISHED PADS	DD	07/31/14
NO.	REVISIONS DURING CONSTRUCTION	BY	DATE

11-03-2015
DATE



The seal appearing on this document was authorized by DANIEL DEWEY, P.E. 93961. Alteration of a sealed document without proper notification to the responsible engineer is an offense under the Texas Engineering Practice Act.

11-03-2015



GRADING PLAN

PHASE 8B

Caruth Lakes Phase 8B

City of Rockwall, Texas

PROJECT	10
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