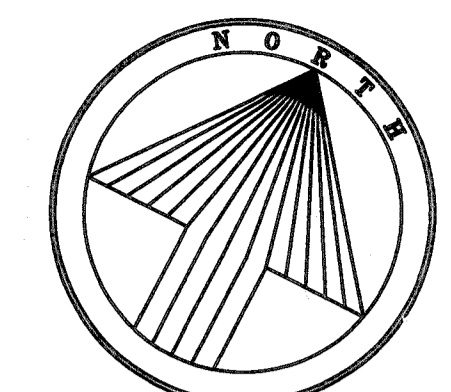


AS-BUILT DRAWINGS:
 TO THE BEST OF JBI PARTNERS, INC.'S KNOWLEDGE, JBI HEREBY STATES THAT THIS PLAN IS AS-BUILT. THE INFORMATION PROVIDED IS BASED ON CONSTRUCTION STAKING AND PAD VERIFICATION AT THE SITE AND INFORMATION PROVIDED BY THE CONTRACTOR.



Daniel Dewey 4/11/2014
 Name Date

LEGEND

- DRAINAGE FLOW ARROW
- FINISHED PAD ELEVATION
- PROPOSED SPOT ELEVATION
- EXISTING 5' CONTOURS
- EXISTING 1' CONTOURS
- PROPOSED 5' CONTOURS
- PROPOSED 1' CONTOURS
- GARAGE LOCATION BASED ON MAXIMUM DRIVEWAY SLOPE OF 12% AT CENTER OF DRIVE
- RETAINING WALL

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 ENGINEERING APPROVAL.
4. RETAINING WALLS TO BE PLACED ENTIRELY ON HIGH LOT, SEE DETAIL SHEET 15.
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.
6. EXCESS MATERIAL TO BE MOVED TO FUTURE PHASE WITHIN THE CARUTH LAKES DEVELOPMENT. STOCKPILES TO BE PLACED, ROLLED, AND SEEDED PRIOR TO COMPLETION. TEMPORARY WATERING MAY BE REQUIRED TO STABILIZE STOCK PILED MATERIAL AND SURROUNDED ON DOWN FLOW SIDE WITH SILT FENCE.

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

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.

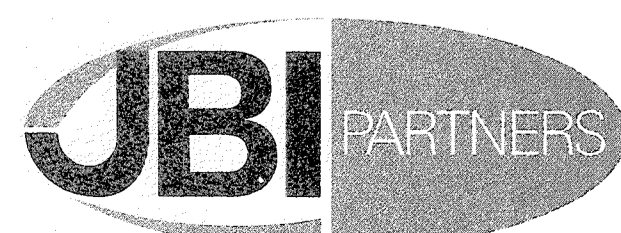
BENCHMARKS

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

NO.	REVISIONS DURING CONSTRUCTION	BY	DATE	NO.	SUBMITTALS	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.

DANIEL DEWEY 5-17-13



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GRADING PLAN

PHASE 8A
 Caruth Lakes Phase 8A
 City of Rockwall, Texas

PROJECT NO.
 HOE132
 SHEET NO.
 15A

Plotted by: cwall Plot Date: 5/16/2013 2:11 PM

Drawing: H:\Projects\HOE132-8A\HOE132-8A\PH8A-GR.dwg Saved By: cwall Save Time: 5/14/2013 2:08 PM