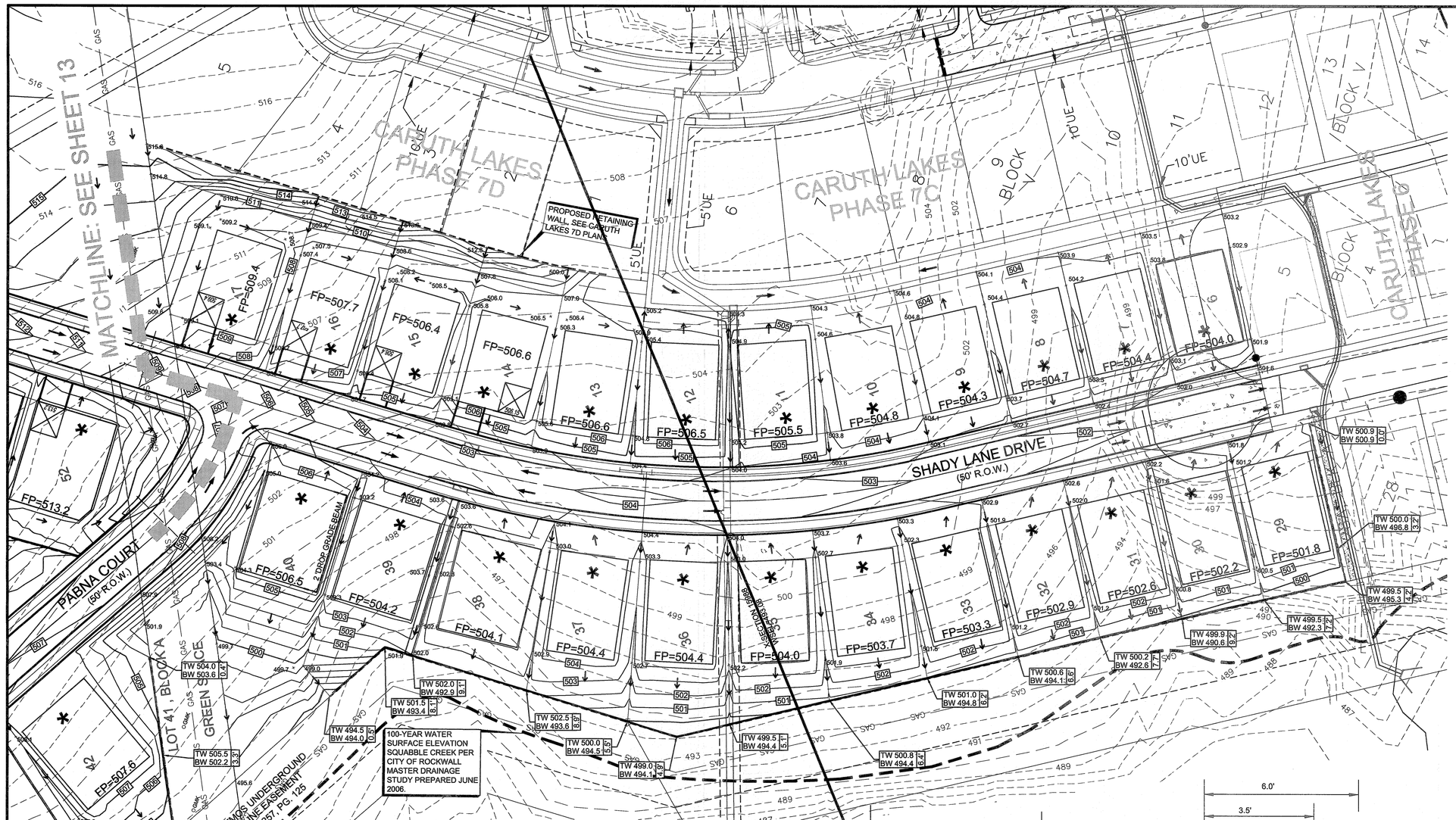
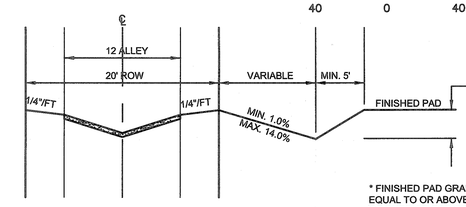


NOTE:
ALL FRONT ENTRY HOUSES TO DRIVEWAYS TO HAVE "J" SWING GARAGES

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'
40 0 40 80



DRIVEWAY DETAIL
N.T.S.

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

GRADING NOTES

1. S.W.P.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.

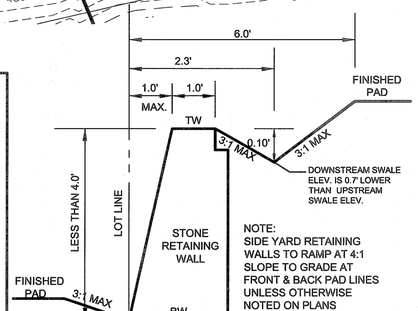
GRADING CRITERIA NOTES

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.

CAUTION:

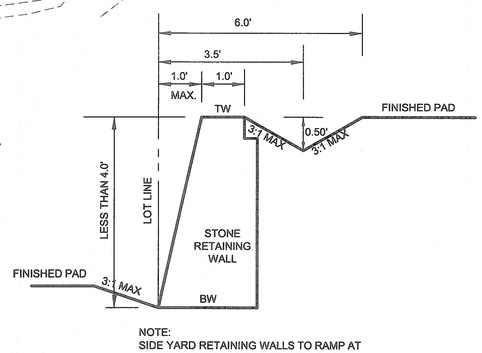
EXISTING ATMOS GAS MAIN IS LOCATED WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. THE CONTRACTOR IS TO USE THE FOLLOWING PRACTICES, AS DIRECTED BY ATMOS, WHEN WORKING WITHIN THE GAS MAIN EASEMENT:

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.



NOTE:
SIDE YARD RETAINING WALLS TO RAMP AT 4:1 SLOPE TO GRADE AT FRONT & BACK PAD LINES UNLESS OTHERWISE NOTED ON PLANS MATERIAL TO BE TYPICAL MILSAP STONE

TYPICAL GRADING AT SIDEYARD & RETAINING WALL BETWEEN LOTS (AT LOWER SIDE)
N.T.S.



NOTE:
SIDE YARD RETAINING WALLS TO RAMP AT 4:1 SLOPE TO GRADE AT FRONT & BACK PAD LINES UNLESS OTHERWISE NOTED ON PLANS MATERIAL TO BE TYPICAL MILSAP STONE

TYPICAL GRADING AT SIDE YARD & RETAINING WALL BETWEEN LOTS (AT HIGHER SIDE)
N.T.S.

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
—560—	PROPOSED 5' CONTOURS
—561—	PROPOSED 1' CONTOURS
ISM	GARAGE LOCATION BASED ON MAXIMUM DRIVEWAY SLOPE OF 12% AT CENTER OF DRIVE
▬▬	RETAINING WALL
*	LOTS WITH "J" SWING GARAGES

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

NO.	REVISIONS DURING CONSTRUCTION	BY	DATE

NO.	SUBMITTALS	DATE

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

STATE OF TEXAS
DANIEL DEWEY
93961
LICENSED
PROFESSIONAL ENGINEER
5-17-0

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.

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GRADING PLAN
PHASE 8B
Caruth Lakes Phase 8B
City of Rockwall, Texas

PROJECT NO. HOE132F

SHEET NO. 14

Drawing: H:\Projects\HOE132\DWG\HOE132-PH8B.GP.dwg, Saved By: cwall Save Time: 5/16/2013 5:08 PM
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