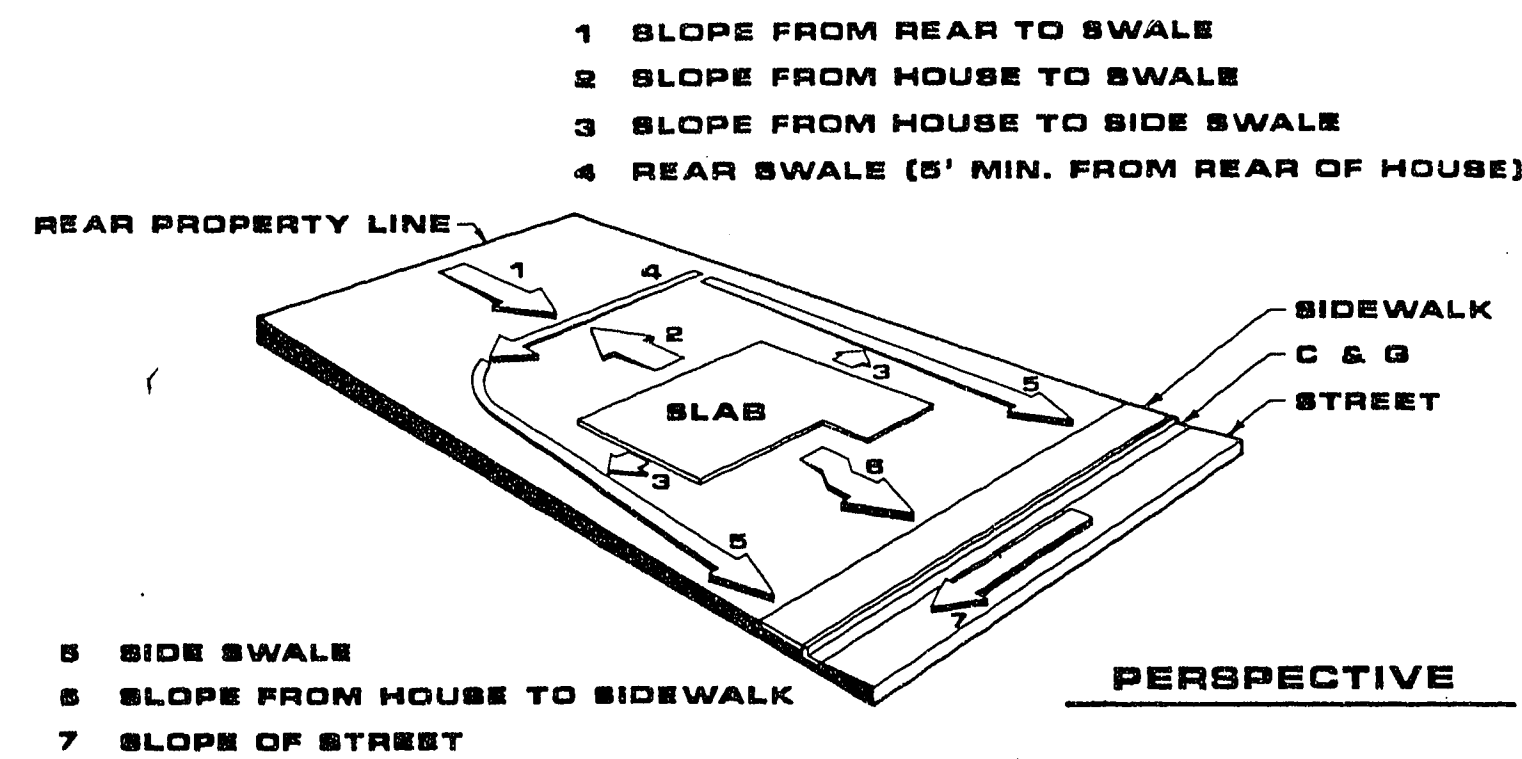
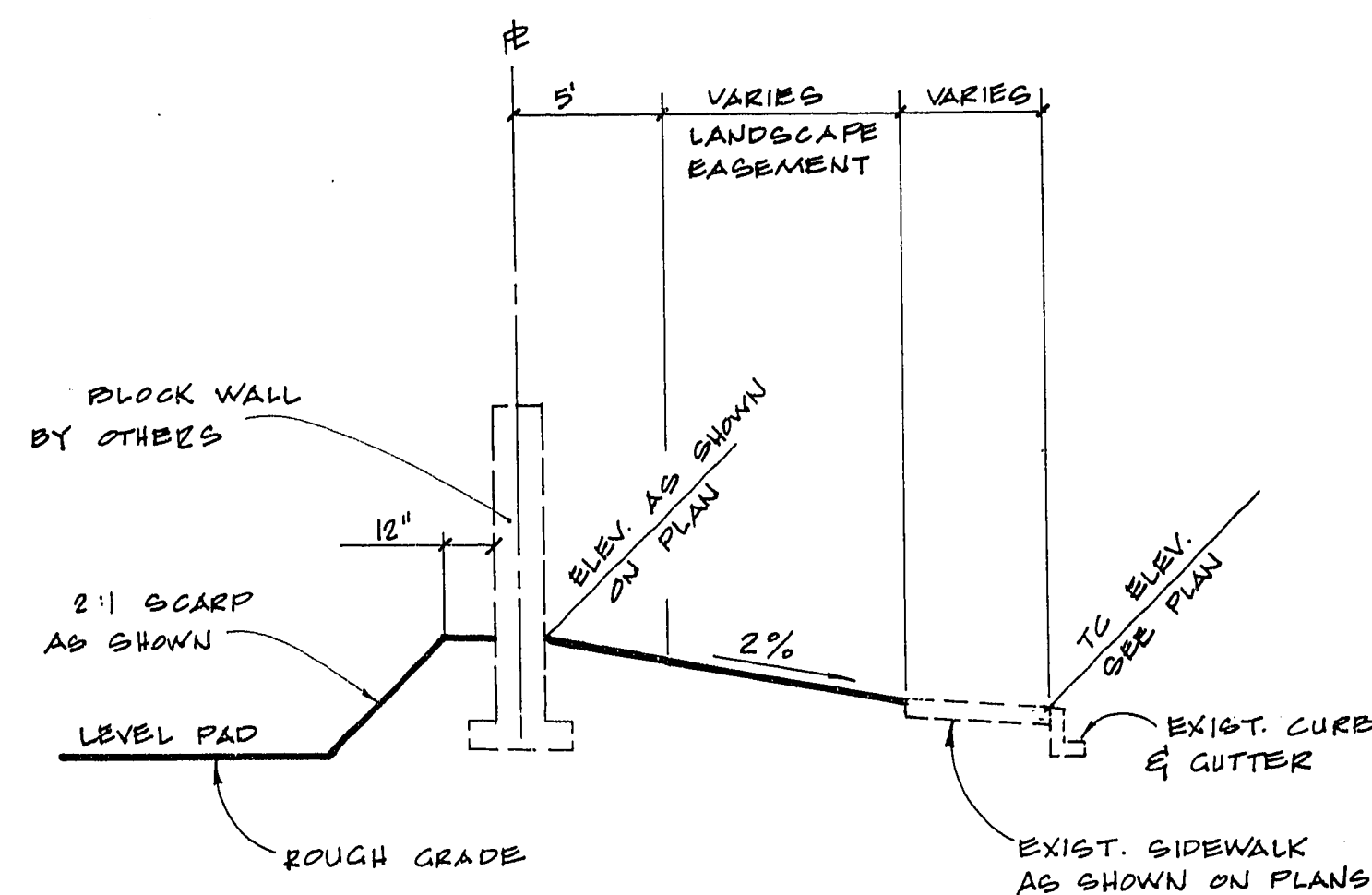


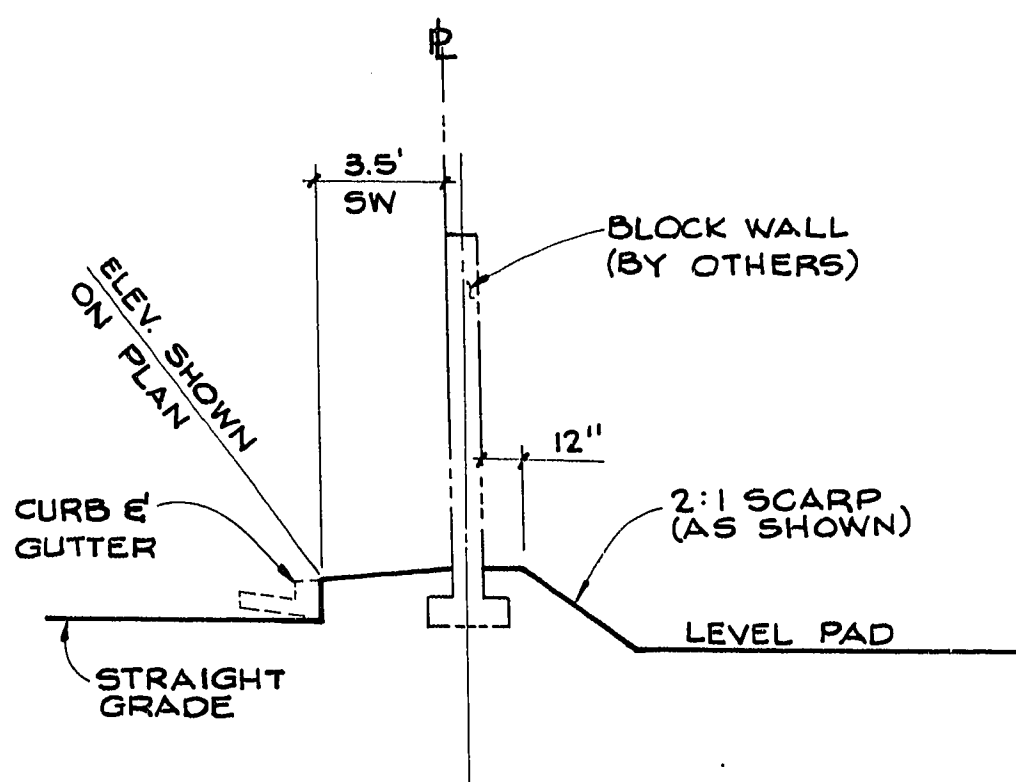


F.H.A. TYPE "A" DRAINAGE



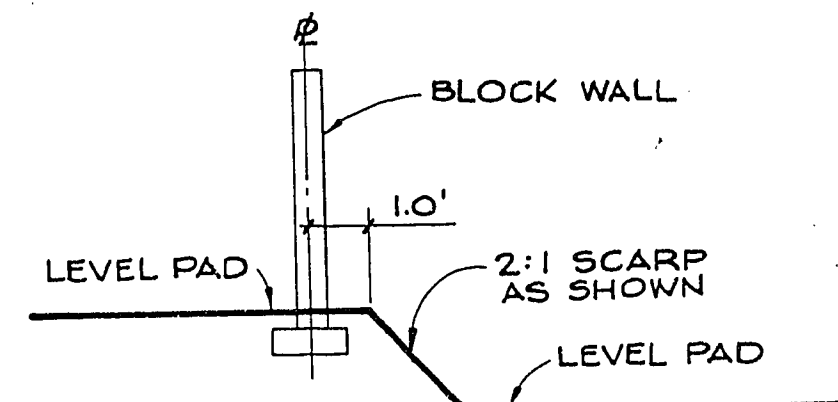
SECTION

F
10



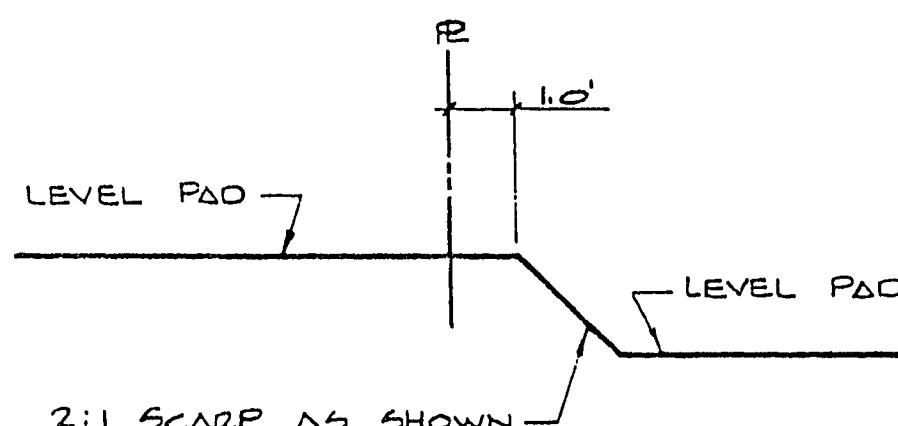
SECTION

G
10



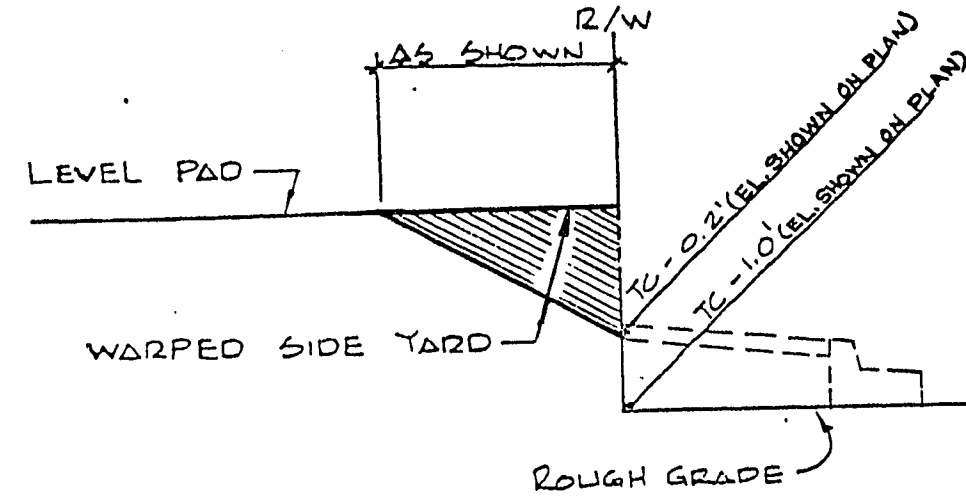
REAR YARD SECTION

E
10



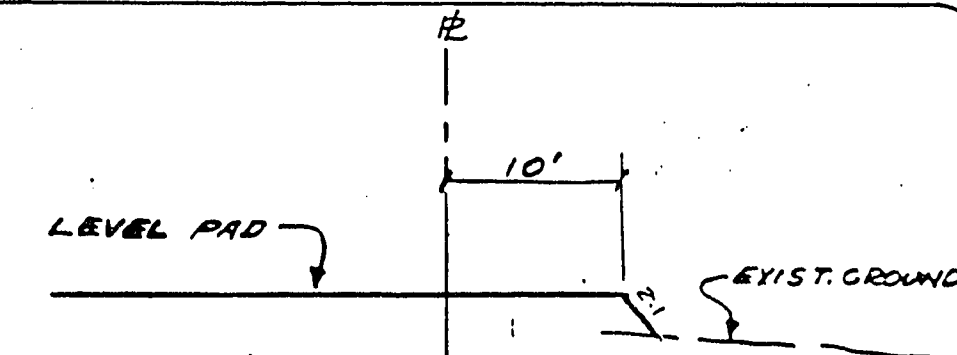
SIDE YARD SECTION

D
10



CORNER LOT SECTION

C
10

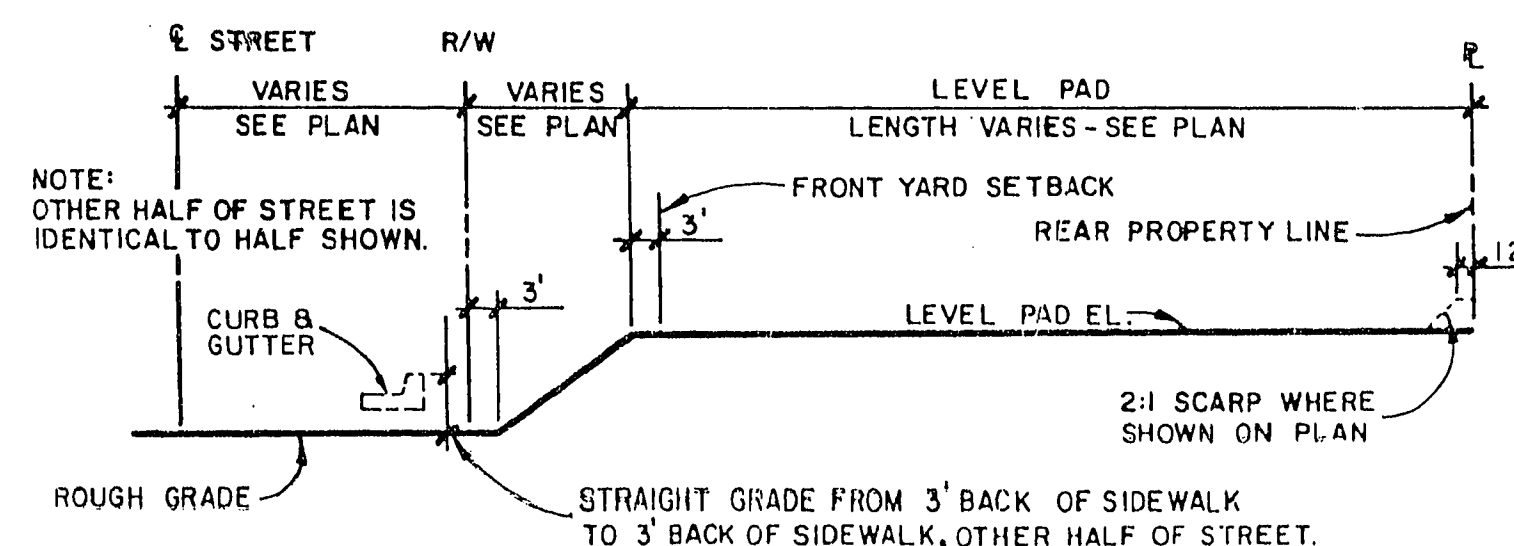


SECTION

B
10

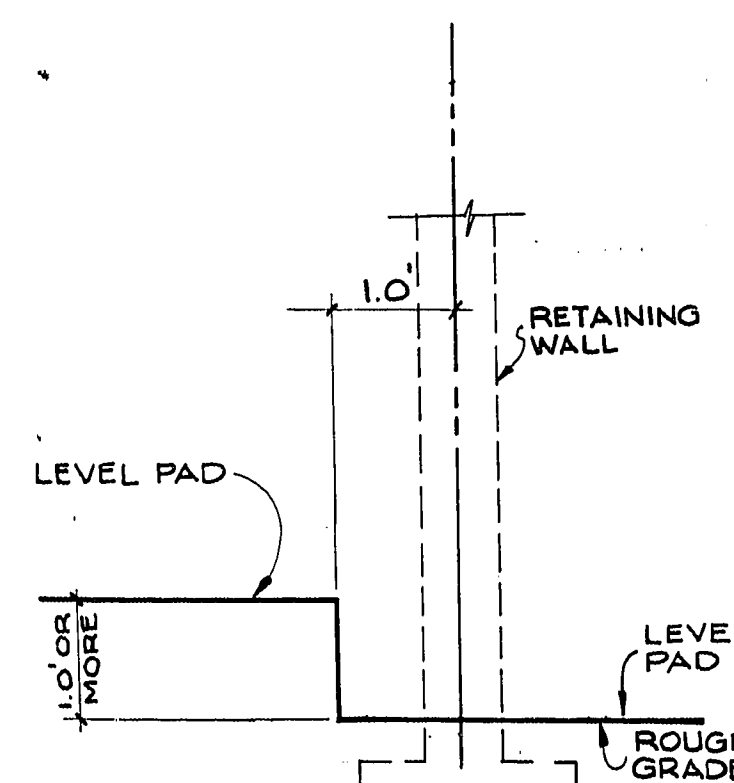
GRADING NOTES :

- INDICATED GRADES OTHER THAN T.C., F.G. & GUTTER F.L. ARE ROUGH GRADES. (0.3' LOWER THAN FINISHED GRADE).
- THE ROUGH GRADING PLANS SHALL BE ON THE JOB SITE AT ALL TIMES. THE ROUGH GRADING SHALL BE FINISHED IN CONFORMANCE WITH THE LINES AND GRADES SHOWN ON THE PLANS. THE GRADING QUANTITIES ARE BASED ON THE ELEVATION AND DETAILS SHOWN ON THE PLANS. ANY DEVIATIONS FROM THE PLANS WILL RESULT IN QUANTITY CHANGES.
- ROUGH PAD ELEVATIONS SHALL BE GRADED TO WITHIN 0.1' OF THE PAD ELEVATIONS SHOWN ON THE PLANS. WHEN GRADING IS COMPLETE PER THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE LOTS CAN BE INSPECTED. AT THAT TIME THE ENGINEER SHALL ALSO DECIDE IF ANY ADDITIONAL DITCHES OR BERMS ARE REQUIRED. THE CONTRACTOR IS REQUESTED NOT TO REMOVE ANY OF HIS ROUGH GRADING EQUIPMENT UNTIL HE RECEIVES GRADING APPROVAL FROM THE ENGINEER.
- EARTH QUANTITIES:
EXCAVATION: 10,000 C.Y.
FILL: 6,400 C.Y.
A) THE ABOVE QUANTITIES DO NOT REFLECT LOSSES DUE TO SUBSIDENCE OR SHRINKAGE.
B) THE ABOVE QUANTITIES DO NOT REFLECT USING TYPE I GRAVEL BASE MATERIAL FOR STREET SECTIONS.
C) THE ABOVE QUANTITIES DO NOT REFLECT ANY EARTHWORK WHICH MAY BE REQUIRED BY THE ENGINEER TO CONSTRUCT ADDITIONAL PROTECTIVE DITCHES OR BERMS NOT SHOWN ON THESE DRAWINGS.
- OWNER AGREES THAT IF EXISTING NATIVE MATERIAL DOES NOT CONFORM TO SPECIFICATIONS FOR TYPE I BASE, OWNER WILL IMPORT TYPE I BASE FOR A.C. PAVEMENT AND COMPLY WITH C.L.V. STANDARDS.



SECTION

A
10



SIDE YARD SECTION

H
10

LEGEND

- LOT NUMBER
- BLOCK NUMBER
- PAD ELEVATION
- EXISTING PAD ELEVATION
- FUTURE PAD ELEVATION
- FINISHED GRADE
- EXISTING ELEVATION
- FUTURE ELEVATION
- ROUGH GRADE ELEVATION
- GRADE BREAK
- 2:1 SCARP
- DITCH OR SWALE
- EXISTING CONTOUR
- VERTICAL CUT (NO SCARP) (SEE SECTION H/10)

BENCHMARK

CLARK COUNTY BENCHMARK NO. C105W04 RAILROAD SPIKE @ INTERSECTION OF SAHARA AND DURANGO.
ELEVATION = 2659.63
(CC DATUM - 1.04' = CLV DATUM)

ENGINEER'S EVALUATION OF GRADING QUANTITIES

USING A SHRINKAGE FACTOR OF 15% AND SUBSIDENCE OF 0.10' TO 1', AN ESTIMATE FOR THE GRADING IS SHOWN BELOW. PLEASE NOTE THAT THESE QUANTITIES ARE ONLY AN ESTIMATE. ACTUAL QUANTITIES MAY DIFFER FROM THE ESTIMATE DUE TO SOIL VARIATIONS IN THE FIELD. QUANTITIES FOR ADDITIONAL DITCHES & BERMS THAT MAY BE REQUIRED BY THE ENGINEER ARE NOT INCLUDED.

	CUT	FILL
COMPUTED VOL.	10,000	6,400
SUBSIDENCE (0.1' TO 1')	-500	+500
SUBTOTAL	9,500	6,900
SHRINKAGE (15%)	---	1,400
TOTAL	9,500	8,300
EXCESS	1,200 CY	

Call before you Dig.

1-800-227-2600
UNDERGROUND SERVICE (USA)