

DESIGNED BY:	RF	CHD BY:	RD
JOB NUMBER:	693-001-982	DATE:	7-21-98
NO.	1	REVISION:	
REASON FOR REVISION:	REPLACE EXIST. CHAIN LINK FENCE WITH WROUGHT IRON FENCE.	DATE:	7/21/98
NO.	2	REVISION:	
REASON FOR REVISION:	ADD TAKE-OFF ISLAND OPTION PER DWG. No. 221.	DATE:	7/21/98

L. R. NELSON CONSULTING ENGINEERS, INC.
 3035 East Patrick Lane Suite 9
 Las Vegas, Nevada 89120
 (702) 798-7978
 (702) 451-2296 FAX

• STRUCTURAL
 • CIVIL
 • SURVEY

GRADING PLAN
 NORTH HALF
RAINBOW CORPORATE CENTER
 BORMAN DEVELOPMENT

NEVADA
 CITY OF LAS VEGAS

BASIS OF BEARING

SOUTH 89°36'27" EAST, BEING THE BEARING OF THE NORTH LINE OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHWEST QUARTER (SE 1/4) OF SECTION 27, TOWNSHIP 20 SOUTH, RANGE 60 EAST, M.D.M., AS SHOWN ON A MAP ON FILE IN FILE 56, PAGE 96 OF SURVEY IN THE CLARK COUNTY, NEVADA RECORDER'S OFFICE

BENCHMARK

1LV00-28W4
 ELEVATION = 724.7549 METERS (NAVOD88)
 = 2377.80'
 RIVET AND PLATE IN TOP OF CURB, NORTHEAST RETURN OF RAINBOW BOULEVARD AND WASHINGTON AVENUE.

MATCH LINE SEE SHEET 3

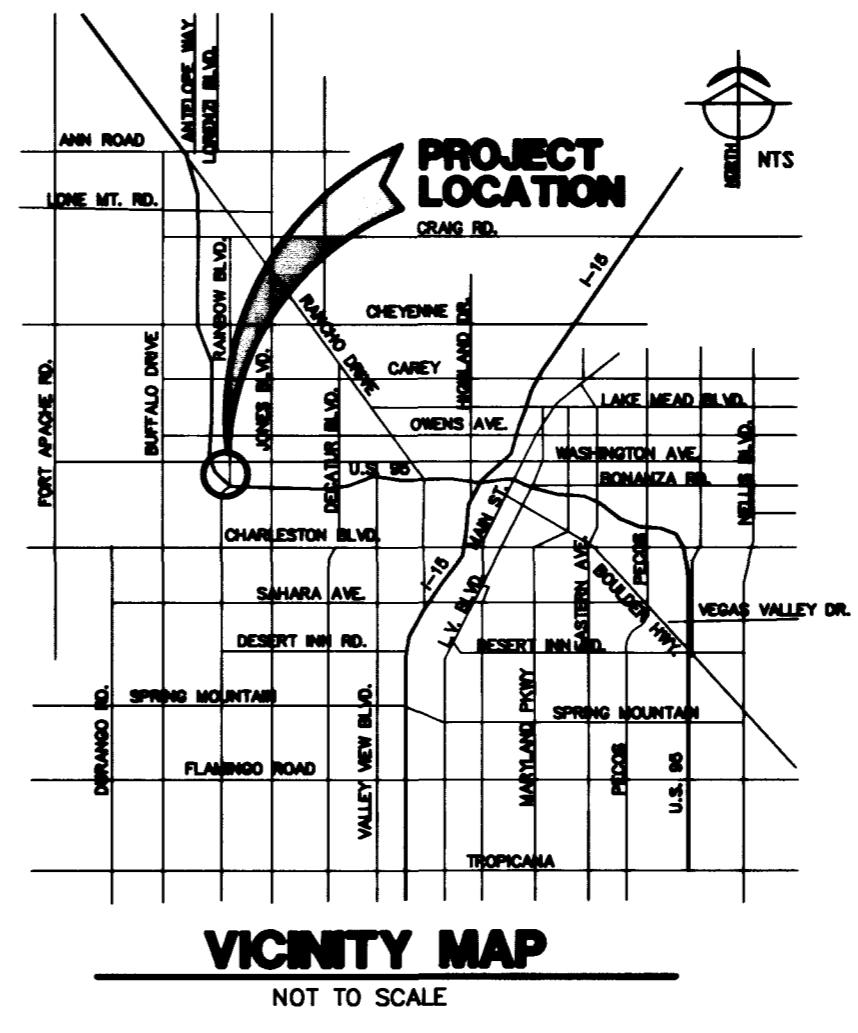
LEGEND AND ABBREVIATIONS

LP	LOW POINT		EXISTING CONTOUR
AC	ASPHALT CONCRETE		PROPOSED CONTOUR
TC	TOP OF CURB		BLOCK WALL
FG	FINISH GRADE		DIRECTION OF FLOW/AC SWALE
FL	FLOW LINE		BASEMENT FLOOR ELEVATION
EP	EDGE OF PAVEMENT		FINISH FLOOR ELEVATION
GB	GRADE BREAK		SCARP
FF	FINISH FLOOR		CONSTRUCTION NOTE
SW	SIDEWALK		SAWCUT LINE
XXX	PROPOSED ELEVATION		
XXXX	EXISTING ELEVATION		
TF	TOP OF FOOTING		
TRW	TOP OF RETAINING WALL		

CONSTRUCTION NOTES

- CONSTRUCT TYPE "A" CURB PER DETAIL
- CONSTRUCT TYPE "L" CURB AND GUTTER PER STD. DWG. No. 216 AND N.D.O.T STANDARD DWG #R-5.1.1(613) TYPE 5
- CONSTRUCT 8" WIDE VALLEY GUTTER PER STD. DWG. No. 228
- CONSTRUCT SIDEWALK RAMP PER STD. DWG. No. 235, CASE I AND N.D.O.T STANDARD DWG #R-5.1.1.2(613)
- CONSTRUCT 5" WIDE CONCRETE SIDEWALK PER STD. DWG. No. 234 AND N.D.O.T STANDARD DWG #R-5.1.1(613)
- CONSTRUCT 2" A.C. PAVEMENT OVER 4" TYPE II GRAVEL BASE
- CONSTRUCT MEDIAN ISLAND PER STD. DWG. No. 216 (OR DWG. No. 221)
- CONSTRUCT SWALE AND BUS TURNOUT PER STD. DWG. No. 234.1
- CONSTRUCT SIDEWALK UNDER DRAIN PER STD. DWG. No. 236

- 8" PVC STORM DRAIN DISCHARGE LINE TO BE INSTALLED A MIN OF 3" BELOW PAVEMENT GRADE @ SAME SLOPE AS PAVEMENT
- INSTALL JENSEN PRECAST D.I. #2436-H D.I. W/ HEAVY DUTY GRATE (OR APPROVED EQUAL)
- INSTALL WET WELL & SUMP PUMP-SEE MECH., PLUMBING, & ELEC. DWGS.
- CONSTRUCT PLANTER DRAIN PER DETAIL
- CONSTRUCT 15" WIDE CROSS GUTTER PER
- CONSTRUCT 4" A.C. PAVEMENT OVER 4" TYPE II OVER 9" TYPE I GRAVEL BASE PER STD. DWG #203.
- REMOVE EXISTING A.C. PAVEMENT AS SHOWN BY SAWCUT LINE
- REMOVE PORTIONS OF EXIST. MEDIAN ISLAND AS SHOWN BY SAWCUT LINE
- INSTALL TYPE "B" DROP INLET PER STD. DWG. No. 412



NOTE:
 ALL WORK PERFORMED WITHIN THE PUBLIC RIGHT-OF-WAY AND OUTSIDE THE PROJECT BOUNDARY SHALL BE PERFORMED UNDER A SEPARATE ENCROACHMENT PERMIT ISSUED BY THE CONTROLLING AUTHORITY.

ALL WORK PERFORMED OUTSIDE THE PROJECT BOUNDARY AND ON PRIVATE PROPERTY SHALL NOT BE PERFORMED UNTIL WRITTEN PERMISSION AND EASEMENT HAS BEEN OBTAINED FROM THE PROPER OWNER

GRADING NOTES

- ALL GRADES SHOWN HEREON ARE TO FINISH GRADE.
- THE QUANTITIES SHOWN HEREON ARE ESTIMATES ONLY AND ARE NOT TO BE USED FOR BIDDING PURPOSES.
- CONTRACTORS SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.
- ALL CONSTRUCTION AND GRADING OPERATIONS ARE TO CONFORM TO THE RECOMMENDATIONS OF SOILS REPORT LISTED BELOW.

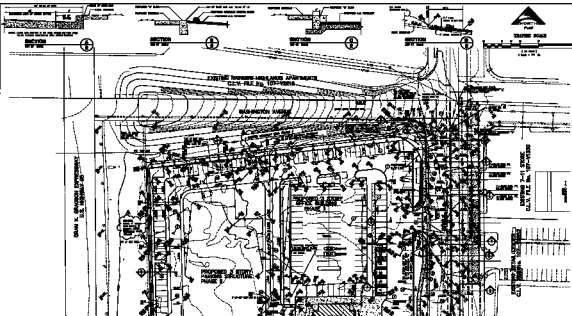
ENGINEER'S CERTIFICATE
 I CERTIFY THAT THIS GRADING PLAN IS IN CONFORMANCE WITH THE APPROVED DRAINAGE STUDY ON FILE AT THE CITY OF LAS VEGAS

KENT E. ANDERSON, NEVADA P.E. NO. 6012
 DATE: 8-20-98

SHEET NUMBER
2
 OF 12 SHEETS
 693-003-962

10099 11920 13572

107-V2837



DATE	DESCRIPTION

U.S. MAIL BOX
 CHERRY LANE DRIVE, N.E.
 WASHINGTON, D.C. 20002
 TEL: (202) 338-1100
 FAX: (202) 338-1101
 CIRCLE NO. 100-1000

CHERRY LANE DRIVE
 COMMUNITY CENTER
 WASHINGTON, D.C. 20002
 DATE: 10/15/88

SHEET NO. 2
 OF 12 SHEETS
 10/15/88

BOUND OF SURVEY
 THE BOUNDARY OF THIS PROJECT IS SHOWN BY A DASHED LINE. THE BOUNDARY OF THE ADJACENT PROPERTY IS SHOWN BY A SOLID LINE.

REMARKS
 ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.

MATCH LINE SEE SHEET 3

- CONSTRUCTION NOTES**
1. EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH.
 2. EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH.
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- LEGEND**
1. EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH.
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 9. EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH.
 10. EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH.

LEGEND AND ABBREVIATIONS

1/4" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/8" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/16" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/32" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/64" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/128" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/256" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/512" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1024" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/2048" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/4096" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/8192" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/16384" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/32768" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/65536" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/131072" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/262144" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/524288" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1048576" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/2097152" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/4194304" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/8388608" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/16777216" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/33554432" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/67108864" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/134217728" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/268435456" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/536870912" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1073741824" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
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1/8589934592" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
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1/68719476736" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
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1/285449553492107278626407872597620162304" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/570899106984214557252815755195240324608" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/114179821376842911450563151039048649216" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/22835964275368582290112630207809729832" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/45671928550737164580225260415619459664" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/91343857101474329160450520831238919328" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/18268771420294865832090103662477838656" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/36537542840589731664180207324955677312" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/730750856811794633283604146499113544224" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/14615017136235892665672089299822688848" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/29230034272471785331344175999645377792" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/584600685449435706626883519992907555584" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1169201370898871413253767039985815111168" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/2338402741797742826507534079971622222336" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/4676805483595485653015068159943244444672" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/935361096719097130603013719988488889344" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1870722193438194261206026719976977776888" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/3741444386876388522412053439953955555552" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/748288877375277704482410687990791111104" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1496577754750555408964821375981582222208" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/2993155509501110817929642751963164444416" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/598631101900222163585928519372628888832" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/1197262203800444327171857037745257777664" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/239452440760088865434371407549051555328" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH
1/4789048815201777308687428150980101110656" = 1'	EXISTING DRIVEWAY TO BE REPAIRED TO ORIGINAL FINISH</