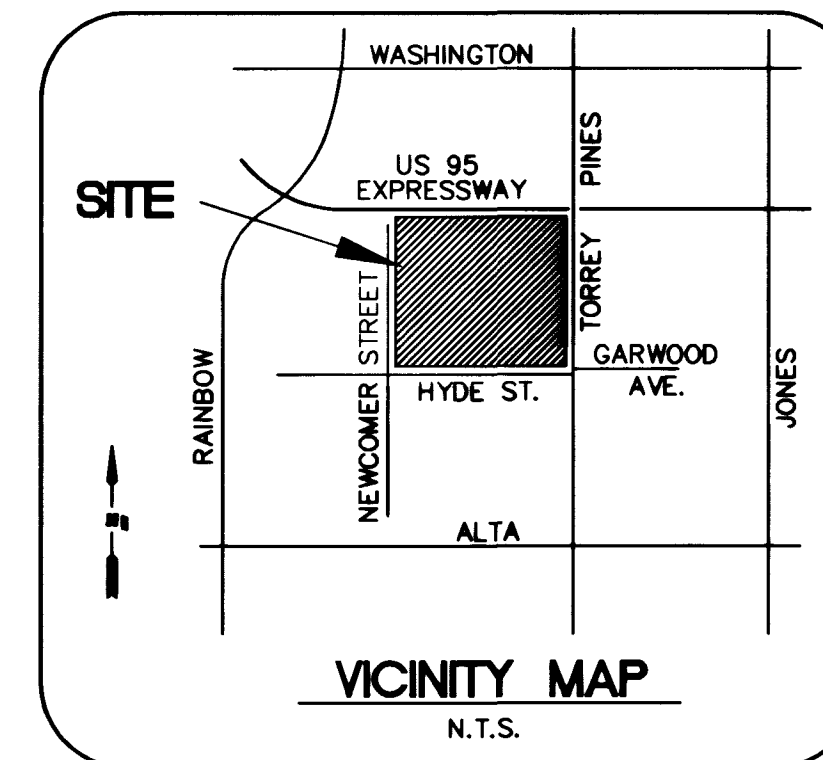
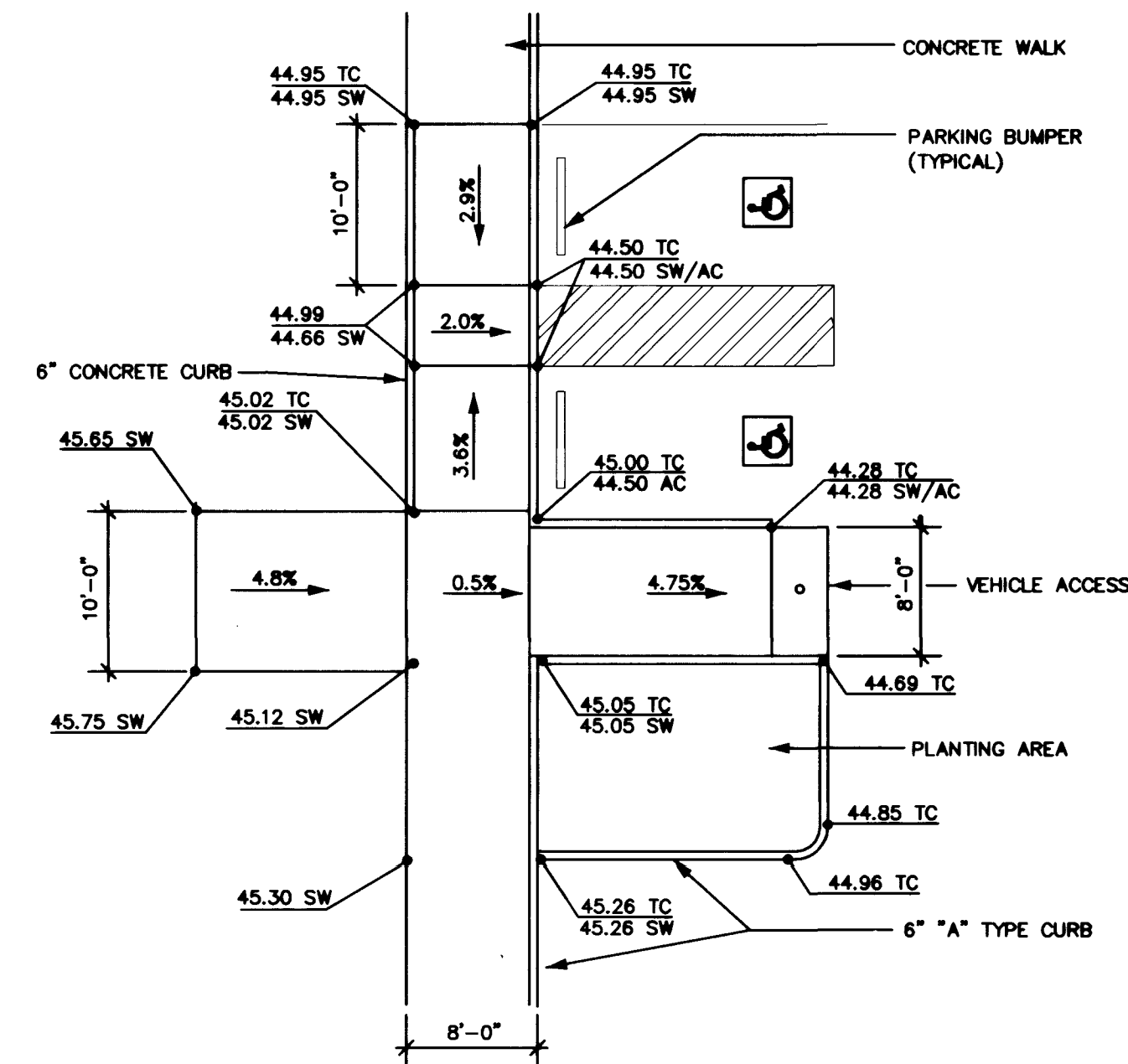
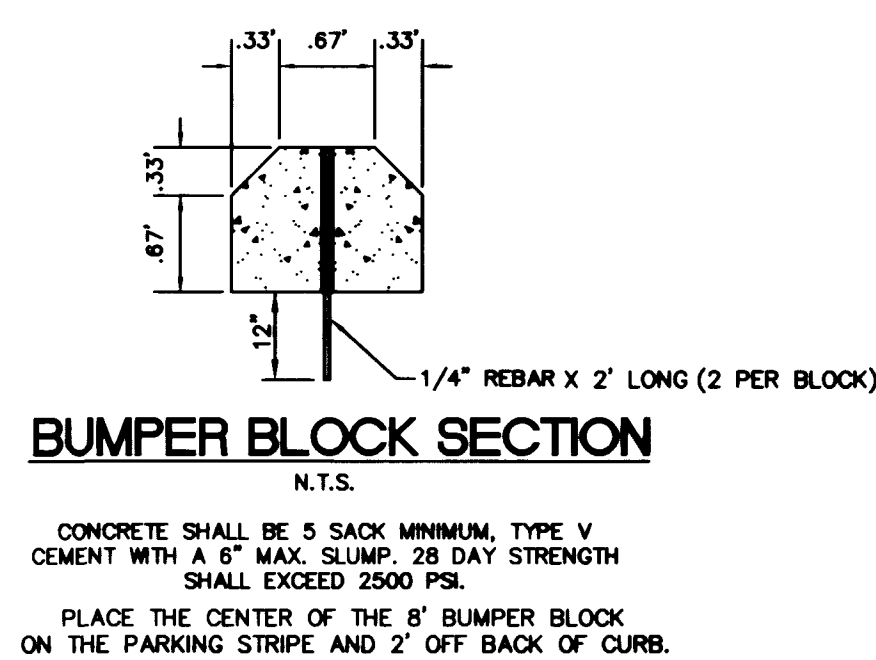
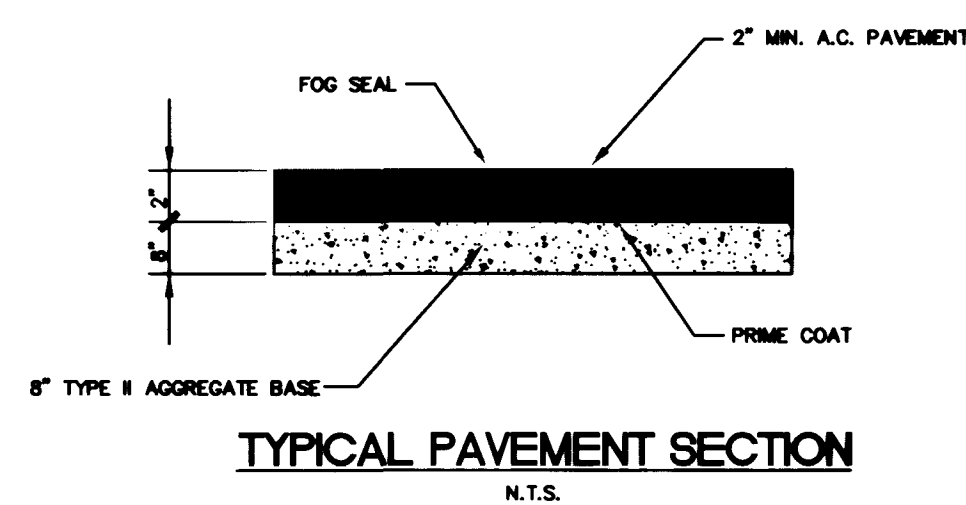
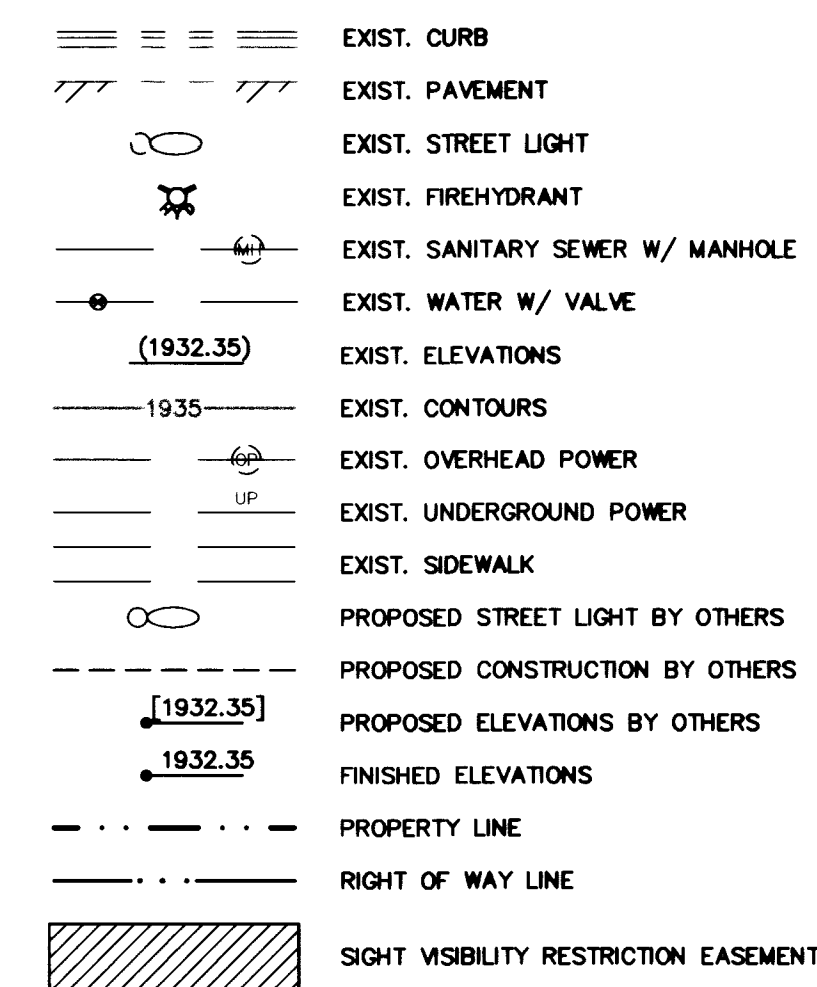




REVISIONS		DATE
	REMOVED CONC. PATH AT NORTH SIDE, ADDED NOTE: EXIST. AC PATH TO REMAIN ADDED CONC. NORTHWEST CORNER AND POINT OF CONNECTION WITH EXIST. AC PATH. MOVED CHAINLINK FENCE.	5/21/98
	REVISED SIDEWALK & DATA, ADDED 6 LIGHTS ON FIELD	5/21/98



NOTES

- 1 ALL GRADING SHALL CONFORM TO SOILS REPORT
PREPARED BY GEOSOILS, DATED JUNE 18, 1997.

CONSTRUCTION NOTES

- ① INSTALL 2" AC OVER 8" TYPE II BASE PER TYPICAL PAVEMENT SECTION ABOVE.
- ② CONSTRUCT 6" - "A" TYPE CURB PER UNIFORM STANDARD DRAWING NO. 219.
- ③ CONSTRUCT "L" TYPE CURB PER UNIFORM STANDARD DRAWING NO. 216.
- ④ CONSTRUCT 3' V-GUTTER PER DETAIL THIS SHEET.
- ⑤ CONSTRUCT SIDEWALK PER UNIFORM STANDARD DRAWING NO. 234. (SEE SHT. C-4 FOR WIDTH)
- ⑥ CONSTRUCT SIDEWALK RAMP PER DETAIL HEREON.
- ⑦ CONSTRUCT SIDEWALK RAMP PER UNIFORM STD. DWG. NO. 235 (CASE II)
- ⑧ CONSTRUCT SIDEWALK RAMP PER UNIFORM STD. DWG. NO. 235 (CASE I)
- ⑨ INSTALL 3' X 3' DROP INLET PER CLARK COUNTY AREA STD. DWG. NO. 416
- ⑩ INSTALL 12" HDP STORM DRAIN LATERAL (MIN. H2O LOADING)
- ⑪ INSTALL 2-8" DUCTILE IRON PIPES FOR DRAINAGE
- ⑫ INSTALL 8" BUMPER BLOCK PER DETAIL ABOVE
- ⑬ REMOVE EXIST. CROSS GUTTER AND CONSTRUCT 8" CROSS GUTTER PER CLARK COUNTY AREA STD. DWG. NO. 228

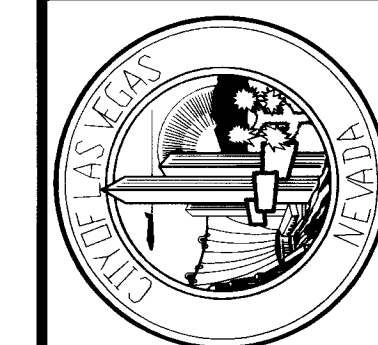
BENCHMARK

BM7C0026S4
RIVET AND SQUARE ALUMINUM PLATE IN EAST TOP OF
CURB OF TORREY PINES DR. JUST NORTH OF NORTH END
OF BRIDGE OVER LAS VEGAS EXPRESSWAY.
NAVD 88 715.920 METERS
ELEVATION = 2348.81 FEET

CALL
before you
DIG

1-800-227-2600

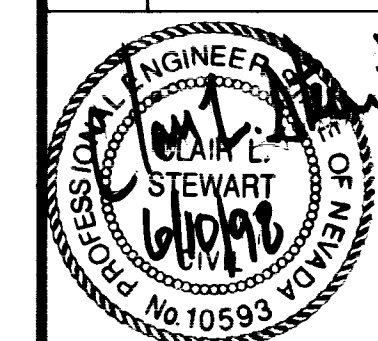
UNDERGROUND SERVICE (USA)
AVOID CUTTING UNDERGROUND
UTILITY LINES. IT'S COSTLY.



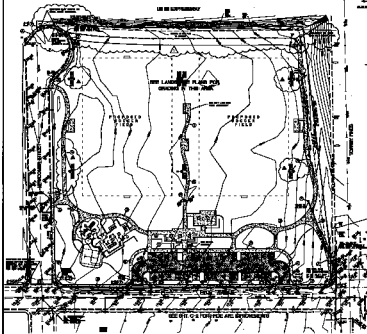
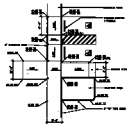
DEPARTMENT OF PARKS & LEISURE ACTIVITIES

TORREY PINES PARK

**PARKING AREA
GRADING PLAN**



DRAWING NO.
C-1
650.41



CONTRACTOR TO USE
CARS TO INSURE
SCHOOL FLASHER
REMAINS OPERATING
THROUGH ENTIRE
CONSTRUCTION
PERIOD.

EMERGENCY READ

LEGEND:

Abstract

CONTRIBUTION NOTICE

- ① **REVIEW THE ANSWER KEY FIRST**
- ② **REVIEW THE ANSWER KEY FIRST**
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BENCH-MARK

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