

DS #:

4749

APN: 138.15.612.013 & 138.15.612.014

PROJECT:

Mountain View Hospital

SUBMITTAL:

2nd Submittal

SCANNED BY/DATE:

CHECKED BY/DATE:



|                                                                            |                                    |                                                                                                   |
|----------------------------------------------------------------------------|------------------------------------|---------------------------------------------------------------------------------------------------|
| <b>CITY OF LAS VEGAS</b>                                                   |                                    | <b>DATE:</b>                                                                                      |
| <b>INTER-OFFICE MEMORANDUM</b>                                             |                                    | November 17, 2015                                                                                 |
| <b>TO:</b><br>Land Development Services<br>Department of Building & Safety |                                    | <b>FROM:</b><br>Albert Sung, P.E.<br>Flood Control Project Engineer<br>Department of Public Works |
| <b>SUBJECT:</b>                                                            | Drainage Study for:                |                                                                                                   |
| <b>Mountain View Hospital – Medical Office Building Update</b>             |                                    | <b>COPIES TO:</b>                                                                                 |
| <b>Cross Streets:</b>                                                      | SEQ of Tenaya Way & Cheyenne Blvd. | JPL Engineering                                                                                   |
| <b>File Number:</b>                                                        | F:\Depot\DSMemos\DS4749B.doc       | Sunrise Mountain View Hospital                                                                    |
| <b>Parcel Number:</b>                                                      | 138-15-612-013 & 138-15-612-014    | Bart Anderson, P.E., DevCo                                                                        |
| <b>Zoning Action:</b>                                                      | SDR-59940                          | NDOT                                                                                              |
| <b>FEMA Flood Zone</b>                                                     | YES                                | NO <b>X</b>                                                                                       |
| <b>Proposed Storm Drain</b>                                                | YES                                | NO <b>X</b>                                                                                       |

| HISTORY                    | DATE RECEIVED | DATE REVIEWED | COMMENTS           | REVIEW FEES     | FEES PAID<br>Payment Trn # |
|----------------------------|---------------|---------------|--------------------|-----------------|----------------------------|
| 1 <sup>st</sup> Submittal  | 9/10/2015     | 9/29/2015     | Not Approved       | \$400.00        | 414070: \$400              |
| 2 <sup>nd</sup> Submittal  | 11/4/2015     | 11/17/2015    | See Comments Below | \$400.00        | 421408: \$400              |
| <b>TOTAL FEES (LDDRS):</b> |               |               |                    | <b>\$800.00</b> | ----                       |

#### REMARKS:

The Drainage Study for the subject project has been reviewed and:

|          |                                                                                                |
|----------|------------------------------------------------------------------------------------------------|
|          | is approved subject to conformance to all City standards and the following conditions:         |
|          | must be resubmitted or supplemented including the following:                                   |
|          | is conditionally approved subject to Clark County Regional Flood Control District concurrence. |
| <b>X</b> | is conditionally approved subject to the following conditions.                                 |

1. The response to previous Comment #8 with a simple statement of, quote: "The 100-year outflow is calculated herein" was not appropriate. Provide a paragraph to summarize the results of calculations and the impacts between the existing and proposed conditions.
2. **Sheet C6.1:** It appears that drainage facility "F2" is located in the adjacent property. Either obtain a notarized letter of permission for construction from the adjacent property owner or relocate the inlet easterly into the subject site. Review and revise accordingly. Also, explain why the proposed inlet is so deep.
3. **Sheet C6.1:** Identify the property line of the adjacent property to the west.
4. **Sheet C6.0:** Provide a bleeder line at drainage facility "F1" to daylight the flow.
5. **Second request: Sheet C6.0:** Identify an existing 24"-RCP culvert crossing **US95** located at about the middle point of the east boundary of the project site. Label with recorded drawing number on the plan.

Address in the addendum of the study whether this culvert is accepting any flow of the proposed development.

6. A lot of lineworks in the improvement plans are too light and not legible. Some text sizes are too small and not readable. Please QC the plans before submitting to the *City of Las Vegas* for review.
7. Add a note in all pertinent sheets for the construction of all storm drain drop inlets per a newly adopted USDCCA Drawing No. 421 (*Stormwater Quality Management Stamp and Sign Detail*).

**NOTE:** Please be advised that all land surface area disturbances over 1 acre or any area adjacent to a water way must submit to the *Nevada Division of Environmental Protection* a "Notice of Intent" to discharge that certifies a stormwater pollution prevention plan has been developed and is maintained on site; for inclusion in the Stormwater General Permit No. NVR100000. A phased construction unit in a contiguous subdivision is considered under construction until all stripped or disturbed surface areas have been covered by paving, building construction or planting. For more information, including forms and applications see <http://ndep.nv.gov/bwpc/storm01.htm> or call (775) 687-9429.

**END OF REMARKS**  
ays

T/R/S: T20S/R60E/15  
AREA L-15

## Albert Sung

---

**From:** George Huddleston <ghuddleston@leainc.com>  
**Sent:** Monday, November 16, 2015 3:23 PM  
**To:** Albert Sung  
**Cc:** James Lopez; Garrett George  
**Subject:** RE: Mountain View Hospital Express H#62048  
**Attachments:** C6.0 Grading & Drainage Plan.pdf; C6.1 Grading & Drainage Plan.pdf; 20150277\_2015-11-02\_to Albert Sung\_Drainage Calculations.pdf

**Importance:** High

Hey Albert,

I just left you a voicemail, but I wanted to follow-up via e-mail as well. I'm wanting to touch base on my below message from last Thursday and the attached documents.

Based on your review schedule, we delayed our Express Review meeting from today, until next Monday, 11/23. I know you're trying to wrap-up your review of the drainage study by this Thursday (11/19), so I wanted to see if you had any questions or concerns. I also wanted to make sure the attached documentation would satisfy the concern of conveyance through the 10' drainage easement across the site.

Please give me a call at your earliest convenience to discuss. The best way to reach me is on my cell phone (615-542-0260).

Thanks!

**George Huddleston, PE**  
*Project Manager*



LITTLEJOHN – An S&ME Company  
1615 Edgewater Drive, Suite 200  
Orlando, Florida 32804  
P: 407-975-1273 C: 615-542-0260 F: 407-975-1278  
[ghuddleston@leainc.com](mailto:ghuddleston@leainc.com)  
[www.leainc.com](http://www.leainc.com)  
[www.smeinc.com](http://www.smeinc.com)

[Facebook](#) | [Twitter](#) | [LinkedIn](#)

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**From:** George Huddleston  
**Sent:** Thursday, November 12, 2015 5:39 PM  
**To:** Albert Sung <YSung@LasVegasNevada.GOV>  
**Cc:** 'James Lopez' <james@jplengineeringinc.com>; Garrett George <ggeorge@leainc.com>  
**Subject:** RE: Mountain View Hospital Express H#62048



Hey Albert,

In following-up with your resubmittal meeting with James Lopez, I understand that the main outstanding item was to provide for conveyance of the 10' drainage easement across our site (conveying 8 CFS).

James' initial thought was a 10' wide swale, 4" deep, but in looking at the layout, that would really cut through the site and not look good. Instead, we would like to propose piping the water across the easement.

I have attached updated plans that reflect this, along with a calculation memo that confirms the system will convey the 8 CFS if flow.

Please have a look and let me know what you think. We're trying to have your approval sometime next week so that we can have our Express Plan Review meeting on Monday, 11/23. You can feel free to call or e-mail me anytime.

Thanks!

**George Huddleston, PE**  
*Project Manager*



LITTLEJOHN – An S&ME Company  
1615 Edgewater Drive, Suite 200  
Orlando, Florida 32804  
P: 407-975-1273 C: 615-542-0260 F: 407-975-1278  
[ghuddleston@leainc.com](mailto:ghuddleston@leainc.com)  
[www.leainc.com](http://www.leainc.com)  
[www.smeinc.com](http://www.smeinc.com)

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**From:** David Guerra [<mailto:DGuerra@LasVegasNevada.GOV>]  
**Sent:** Monday, November 09, 2015 2:45 PM  
**To:** darrel <[darrel@smallstudioassociates.com](mailto:darrel@smallstudioassociates.com)>; George Huddleston <[ghuddleston@leainc.com](mailto:ghuddleston@leainc.com)>; ken <[ken@smallstudioassociates.com](mailto:ken@smallstudioassociates.com)>  
**Cc:** Albert Sung <[YSung@LasVegasNevada.GOV](mailto:YSung@LasVegasNevada.GOV)>  
**Subject:** FW: Mountain View Hospital Express H#62048

It has been pointed out that the schedule may be slightly aggressive for the review of required studies. What is being said is that a meeting on the 16th would not provide enough time to review the studies submitted which would result in a denied status. A denied status would prevent the plan from achieving the next expected stage. What this means is that the meeting on the 16<sup>th</sup> could result in an incomplete set of comments resulting in a subsequent meeting to enter the next stage. Possible solutions would be to postpone the meeting until the next Monday, 11/23/2015, so the studies would expect to be completed or continue with the current schedule and see what we can get done.

Let me know how you would like to proceed.

David Guerra, Project Engineer

City of Las Vegas - Department of Building & Safety  
Civil and Planning Development  
Development Services Center  
333 N. Rancho Dr.  
Las Vegas, NV 89106  
(702) 229-1287 fax (702) 474-7369  
[dguerra@lasvegasnevada.gov](mailto:dguerra@lasvegasnevada.gov)

Building Community to Make Life Better

City of Las Vegas Building & Safety

Your opinion is important! Click [here](#) to take a short survey.

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**From:** Albert Sung  
**Sent:** Monday, November 09, 2015 10:58 AM  
**To:** David Guerra  
**Subject:** Mountain View Hospital Express

David,

I wonder the scheduled Express Meeting for Mountain View Hospital on November 16, 2015 will be a bit too rush. I got a drainage study resubmittal from the engineer on November 4, 2015 and I will finish my review by November 19, 2015.

Albert



November 2, 2015

Albert Sung  
City of Las Vegas  
495 S. Main Street  
Las Vegas, NV 89101

**RE: MountainView Hospital Medical Office Building  
Easement Conveyance Memo  
Las Vegas, Nevada**

Dear Mr. Sung:

Please consider this submittal as a formal justification for the use of an underground drainage system to convey offsite flows across our project site. As you know, we are proposing a parking lot across an existing 10' drainage easement, and therefore must provide a means for the offsite flows to cross our site. The offsite flows are understood to be 8 cubic feet per second (CFS).

The capacity of an inlet was analyzed using the table in Figure 1 for a Type C (ret) inlet, which is equivalent to an NDOT Type 2 structure. Referencing [Figure 1](#), a Type C (ret) inlet requires 0.6± ft. of head to drive 8 cfs through the structure's opening. Therefore the 0.6-ft hydraulic gradient above the top of the grate must be provided for. Please be aware that Note 2 of [Figure 1](#) indicates that the grate is considered 50% blocked, thus providing factor of safety in flow across the grate.

Further, the system capacity may control the flow through the grate. In this situation, the loss across the grate can be calculated from the following equation:

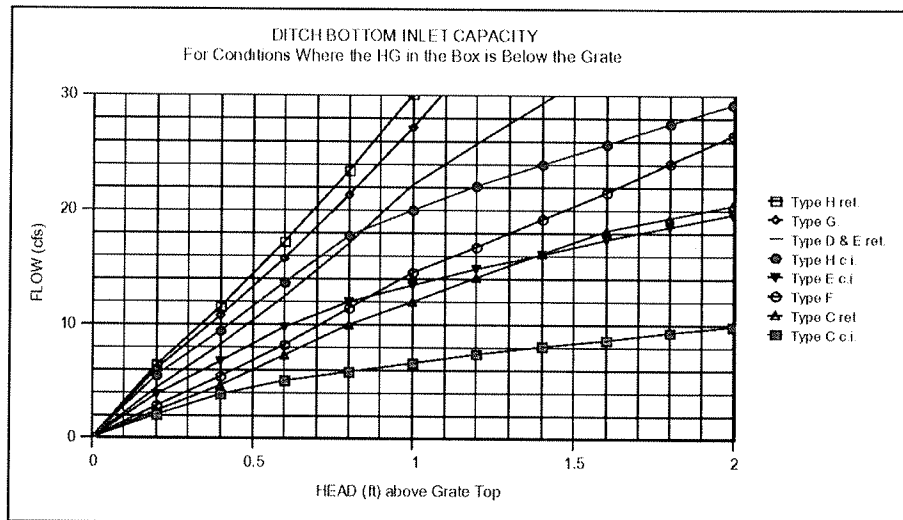
$$\text{Head Loss [ft]} = K \frac{V^2}{2g}$$

Where:      K = 0.46 for reticuline grates  
              V = velocity [feet per second] across the grate  
              g = acceleration of gravity

If  $V = Q/A$ , then for our scenario,  $V = 8 \text{ CFS}/6 \text{ sq. ft.} = 1.3 \text{ feet per second}$ .

When you solve the equation for Head Loss =  $(.46) \frac{(1.3)^2}{2(32.2)} = 0.012$  ft of loss. There are two proposed grates, one at each end of the pipe; therefore the total head loss is approximately 0.02 ft. which must also be allowed for at the grate opening. To allow for this, the minimum depth of the conveyance swale must exceed 0.6 ft + 0.02 ft = 0.62 ft (7.5± in), which we are proposing to exceed.

Figure 1



1. The above graph should be used where the hydraulic gradient in the inlet box is below the top of the grate. For other conditions, see the discussion below.
2. The above is based on 50% debris blockage and inlets without slots.
3. The symbols on the curves do not represent-measured data points. They are calculated points from the equation and coefficients in the research report by the University of South Florida titled "Investigation of Discharge through Grated Inlets", February 1993, WPI No. 0510611. Contact the FDOT Research Center at 850-414-4615 to obtain a copy. The grate flow areas used in the equations are from U.S. Foundry & Mfg. Corp.

The next step is to analyze the flow through the pipe to ensure that the pipe is sized adequately to handle the 8 CFS of stormwater. The calculations were done in the following Excel table (Figure 2). With an 18" RCP pipe, flowing 75% full at a slope of 1%, the peak flow capacity is 9.6 CFS. This is more than adequate to handle the proposed 8 CFS.

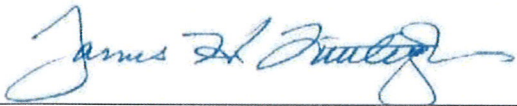
Figure 2

|                                                              |                                 |                  |                                                |
|--------------------------------------------------------------|---------------------------------|------------------|------------------------------------------------|
| <b>Mountainview MOB</b>                                      |                                 |                  | 11/11/2015                                     |
| <b>20150277</b>                                              |                                 |                  |                                                |
| % Pipe Slope to Maintain Required Velocity for Drainage Pipe |                                 |                  |                                                |
| <b>Input</b>                                                 | n                               | 0.013            |                                                |
|                                                              | Pipe Dia. (in)                  | 18               |                                                |
|                                                              | Pipe Area Full                  | 75%              |                                                |
|                                                              | Required Vel. (FPS)             | 2                |                                                |
| <b>Output</b>                                                | Flow Depth (ft)                 | 1.125            |                                                |
|                                                              | Flow Area (sq-ft)               | 1.422            |                                                |
|                                                              | Wetted Perimeter (ft)           | 3.142            |                                                |
|                                                              | Hydraulic Radius                | 0.453            |                                                |
|                                                              | <b>Required % Slope</b>         | <b>0.088</b>     |                                                |
|                                                              |                                 |                  | <b>MANNING'S EQUATION</b>                      |
|                                                              |                                 |                  | $V = 1.49 / n [ ( R^{0.667} ) * ( S^{0.5} ) ]$ |
| <b>Input</b>                                                 | Actual Slope %                  | Proposed<br>1.00 |                                                |
| <b>Output</b>                                                | Actual Velocity (ft/s)          | 6.74             |                                                |
|                                                              | <b>Peak Flow Capacity (gpm)</b> | 4,299            |                                                |
|                                                              | <b>Peak Flow Capacity (CFS)</b> | 9.6              |                                                |
|                                                              | <b>Peaking Factor</b>           | 1.0              |                                                |

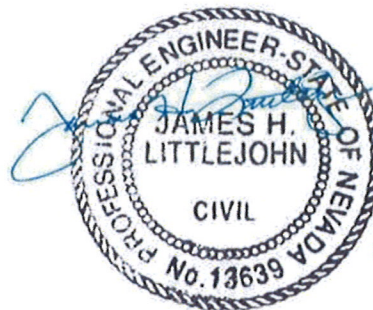
In conclusion, the proposed system has been adequately designed to reasonably handle the existing offsite flows of 8 CFS. The flows will be wholly contained in the drainage easement, with no adverse effects to the surrounding properties.

Sincerely,

**LITTLEJOHN ENGINEERING ASSOCIATES, INC.**



Jim Littlejohn, PE



## Albert Sung

---

**From:** Shani J. Coleman  
**Sent:** Monday, April 08, 2013 2:37 PM  
**To:** Nancy Almanzan; Tom Burkart; David Bratcher; Alan Riekk; Albert Sung; Joe Pena; Mary A. Wulff  
**Cc:** John S. Ridilla  
**Subject:** 10' Drainage easement in Las Vegas Tech Center  
**Attachments:** Recorded Drainage Easement.pdf

Hi All-

Attached for your records is a copy of the approved and recorded 10' drainage easement in the Las Vegas Tech Center. Please let me know of any questions.

*Shani J. Coleman*

Senior Economic Development Officer  
*Business Development Division*

**Economic and Urban Development Department (EUD)**  
**Las Vegas Redevelopment Agency**  
City Hall, 495 S. Main St., 6th Flr.  
Las Vegas, NV 89101  
Direct: 702.229.6642  
[sjcoleman@lasvegasnevada.gov](mailto:sjcoleman@lasvegasnevada.gov)  
[www.lasvegasnevada.gov/eud](http://www.lasvegasnevada.gov/eud)  
[www.lvrda.org](http://www.lvrda.org)



APN: 138-15-612-014

Recording Requested by &  
Return Documents to:  
Attn: President  
City Parkway V, Inc.  
495 S. Main Street  
Las Vegas, NV 89101



Inst #: 201304080001981  
Fees: \$25.00  
N/C Fee: \$25.00  
04/08/2013 12:58:22 PM  
Receipt #: 1565910  
Requestor:  
LAS VEGAS CITY (PLANNING)  
Recorded By: CDE Pgs: 9  
DEBBIE CONWAY  
CLARK COUNTY RECORDER

Space Above for Recorder's Use Only

#### **GRANT OF EASEMENT FOR DRAINAGE PURPOSES**

City Parkway V, Inc. ("Grantor"), the undersigned, for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, does hereby grant and convey to the Boyer Las Vegas SNF, LLC, a Utah limited liability company ("Grantee"), its successors and assigns as the owner of certain real property described on Exhibit B attached hereto and made a part hereof which is located on Assessor's Parcel No. 138-15-612-015 (the "Grantee's Parcel"), a non-exclusive private drainage easement ("Drainage Easement") which shall be appurtenant to the Grantee's Parcel, to be maintained by Grantee, upon, over, under and across a strip of land situated in the City of Las Vegas, County of Clark, Nevada ("Drainage Easement Area") which is located on Assessor's Parcel No. 138-15-612-014 ("Parcel") and described as follows:

#### **FOR COMPLETE LEGAL DESCRIPTION, SEE EXHIBIT 'A' ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF**

1. The Drainage Easement granted herein includes all rights necessary for the construction, installation, operation, maintenance, repair and renewal of surface and subsurface drainage swales, channels, pipes, laterals and attached appurtenances (collectively, "Drainage Improvements") upon, over, under and across the Drainage Easement Area, and the right of ingress and egress to and over the Parcel as necessary to access the Drainage Easement Area.
2. Grantee agrees to construct, operate and maintain the Drainage Improvements at its own expense and in accordance with the City of Las Vegas Municipal Code. If the Drainage Improvements are not maintained in compliance with the requirements for street set forth in the City's Municipal Code, and such failure continues for thirty (30) days after Grantor has delivered written notice of such failure to Grantee (or such longer period as may be required provided Grantee has commenced the cure of such failure and is diligently completing the same) the Grantor, or its agent, shall have the right, but not the obligation, to take those actions necessary to put the Drainage Improvements in compliance ("Compliance Work"). The Grantee must pay the Grantor, or its agent, for all out of pocket costs and expenses in completing the Compliance Work performed within a period of thirty (30) days from the date of presentation of the bill for the Compliance Work to the Grantee.

3. Grantee agrees to allow the Grantor, or its agent, to make inspections of the Drainage Easement Area and land appurtenant thereto as the Grantor reasonably deems necessary.
4. The Grantee agrees to defend, indemnify and hold Grantor, its officers, employees and agents, from and against all claims, demands, judgments, costs and expenses, including reasonably attorney's fees) which may arise by reason of injury to any person or damage to any property attributable to the negligence of Grantee, Grantee's officers, employees and agents in connection with Grantee's construction, operation and maintenance of the Drainage Improvements and use of or presence on the Drainage Easement Area.
5. The duration of the Drainage Easement herein granted shall be perpetual. This Drainage Easement may only be amended or terminated by the request of the Grantee and with the consent of the City of Las Vegas Public Works and Building Departments. The Grantee must then file the amending or terminating instrument with the County Recorder at its sole cost and expense before the amendment or termination becomes effective.
6. Only such rights are granted hereby as are necessary for the construction, installation, operation, maintenance, repair and renewal of the Drainage Improvements. Grantor, and its successors and assigns, reserves the right to use the Drainage Easement Area in any manner and for any purposes not inconsistent with the drainage easement rights granted herein, including without limitation, the right to drain water through the Drainage Easement Area from parcel(s) adjacent to the Drainage Easement Area, and to modify or relocate the Drainage Improvements at Grantor's, or its successor's and assign's, sole cost and expense, if further development of the adjacent parcels warrants such action and provided such relocation does not unreasonable interfere with the operations and use of the Drainage Improvements by Grantee.
7. The Grantor certifies there and represents there are not mortgages or liens against the Parcel if there are no signatures or mortgages or lienholders subscribed below.
8. The invalidation or any provision in this document by any court shall in no way affect any other provision, which shall remain in full force and effect, and to this end the provisions are declared to be severable.
9. The provisions of this document are hereby declared covenants running with the land and are fully binding on all successors, heirs and assigns of the owner who acquire any right, title or interest in or to the Parcel or Grantee's Parcel, or any part thereof. Any person who acquires any right, title or interest in or to the Parcel or Grantee's Parcel, or any part thereof, thereby agrees and covenants to abide by and fully perform the provisions of this document. Grantor will defend the title to said Drainage Easement against all persons claiming by, through or under Grantor.
10. This document shall be constructed in accordance with the laws and case decisions of the State of Nevada. Exclusive venue for the enforcement of this document shall be the Clark County's Eighth Judicial District Court.
11. Both parties represent and warrant that they have the authority to execute this Grant of Easement for Drainage Purposes.

## Signature Page

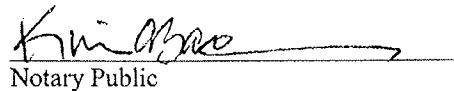
**CITY PARKWAY V., INC.**  
"Grantor"

By: Elizabeth N. Fretwell  
Elizabeth N. Fretwell, President

Scott D. Adams, Secretary

STATE OF NEVADA )  
 )ss.  
COUNTY OF CLARK )

This instrument was acknowledged before me on the 2 day of April, 2013 by Elizabeth N. Fretwell, as President of City Parkway V. Inc..



### GRANTEE'S ACCEPTANCE

Grantee hereby accepts of the terms and conditions of this Grant of Easement for Drainage Purposes.

**BOYER LAS VEGAS SNF, LLC**, a Utah limited liability company, by its manager

The Boyer Company, L.C., a Utah limited liability company  
"Grantee"

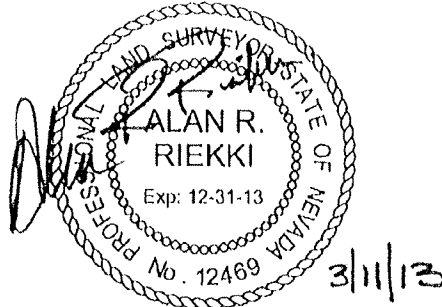
Name: Dev Gh

Title: Manager

Grantees' Notary Acknowledgement is Attached

Exhibit A

APN 138-15-612-014



1338-02  
MARCH 11, 2013  
BY: ARR  
P.R. BY MFK  
(PAGE 1 OF 2)

**EXPLANATION:**

THIS LAND DESCRIPTION DESCRIBES A PARCEL OF LAND GENERALLY LOCATED NORTH OF CASCADE VALLEY COURT AND EAST OF TENAYA WAY, IN THE CITY OF LAS VEGAS, CLARK COUNTY, NEVADA FOR PRIVATE DRAINAGE EASEMENT PURPOSES.

**10 FOOT WIDE PRIVATE DRAINAGE EASEMENT**

BEING A PORTION OF LOT 1 OF THAT SUBDIVISION KNOWN AS "LAS VEGAS TECHNOLOGY CENTER UNIT 2" ON FILE IN BOOK 62 OF PLATS, AT PAGE 44, LYING WITHIN THE NORTHEAST QUARTER (NE 1/4) OF SECTION 15, TOWNSHIP 20 SOUTH, RANGE 60 EAST, M.D.M., CITY OF LAS VEGAS, CLARK COUNTY, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHEAST CORNER OF THAT PARCEL OF LAND CONVEYED TO "NWHII LTD" PER DOCUMENT NUMBER 20080108:02529, SAME BEING A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 95; THENCE SOUTH 73°01'04" WEST, ALONG THE NORTHERLY LINE OF SAID "NWHII LTD" PARCEL, 375.19 FEET TO THE EASTERLY LINE OF THAT PARCEL OF LAND CONVEYED TO "BOYER LAS VEGAS SNF" PER DOCUMENT NUMBER 20121211:02147; THENCE NORTH 17°03'33" WEST, DEPARTING SAID "NWHII LTD" PARCEL AND ALONG THE EASTERLY LINE OF SAID "BOYER LAS VEGAS SNF" PARCEL, 10.00 FEET; THENCE NORTH 73°01'04" EAST, DEPARTING SAID EAST LINE, 375.83 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY 95; THENCE SOUTH 13°22'20" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 10.02 FEET TO THE **POINT OF BEGINNING**, AS SHOWN ON THE "EXHIBIT TO ACCOMPANY LEGAL DESCRIPTION" ATTACHED HERETO AND MADE A PART HEREOF.

CONTAINING 3,755 SQUARE FEET, MORE OR LESS AS DETERMINED BY COMPUTER METHODS.

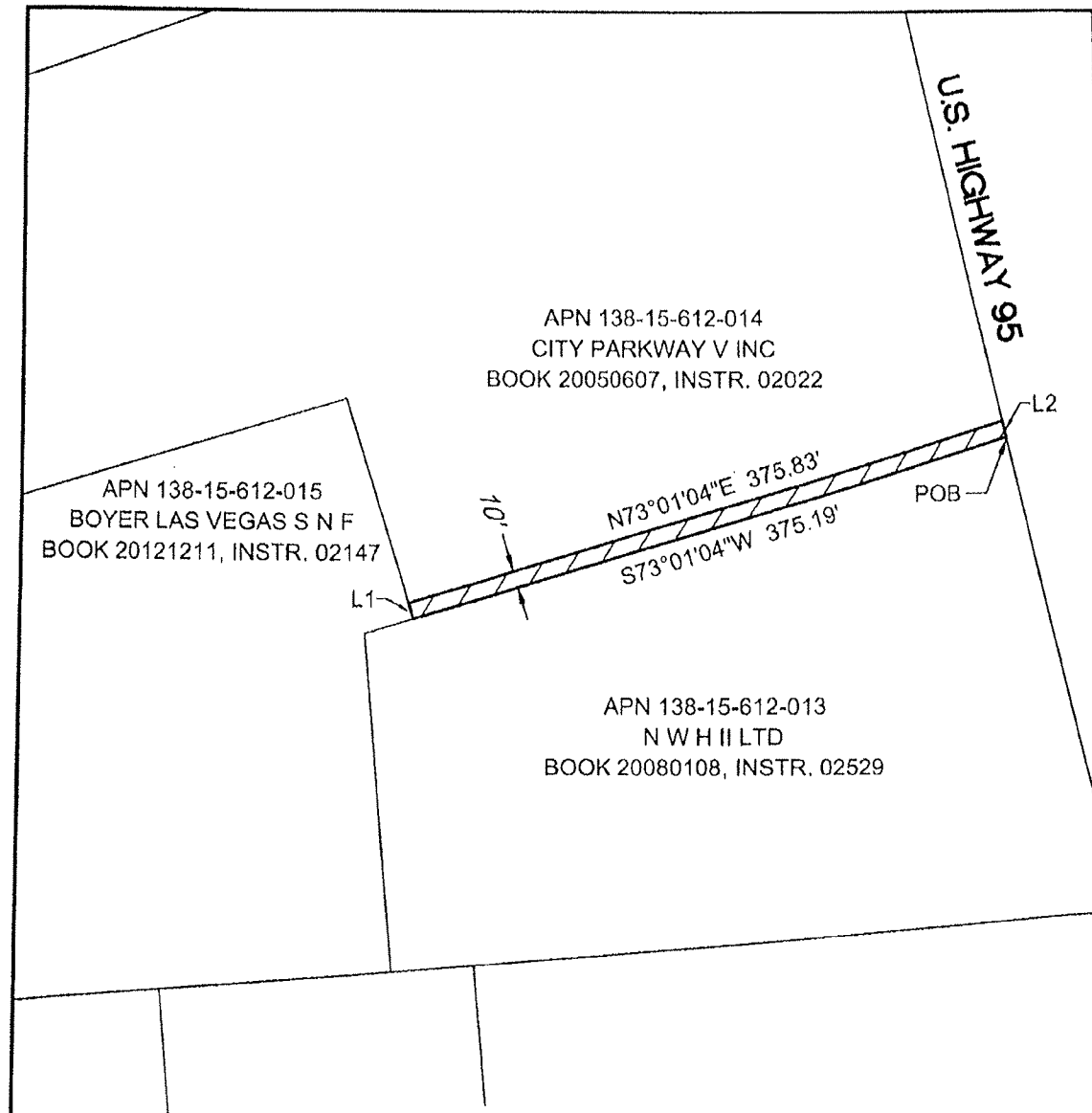
1338-02

LEGAL DESCRIPTION CONTINUED

**BASIS OF BEARINGS:**

THE BASIS OF BEARINGS IS GRID NORTH AS DEFINED BY THE CENTRAL MERIDIAN OF THE NEVADA COORDINATE REFERENCE SYSTEM, LAS VEGAS ZONE, NORTH AMERICAN DATUM OF 1983; SAID MERIDIAN BEING COINCIDENT WITH 114°58' WEST OF THE GREENWICH MERIDIAN.

**END OF DESCRIPTION.**



| LINE TABLE |             |          |
|------------|-------------|----------|
| LINE       | BEARING     | DISTANCE |
| L1         | N17°03'33"W | 10.00'   |
| L2         | S13°22'20"E | 10.02'   |



SHEET 1 OF 1  
NOT TO SCALE



# EXHIBIT TO ACCOMPANY LEGAL DESCRIPTION

CITY OF LAS VEGAS - SURVEY  
333 N. RANCHO DRIVE, LAS VEGAS, NEVADA 89128 702 229-6217

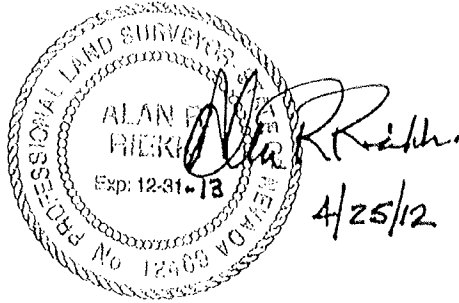
DRAWING: 1338-02-LEGAL EXHIBIT

DRAWN BY: MFK

CHECKED BY: ARR

DATE: 03/11/2013

Exhibit B



APRIL 23, 2012  
BY: HJB  
P.R. BY: JVT  
(PAGE 1 OF 2)

**EXPLANATION:**

THIS LEGAL DESCRIPTION DESCRIBES A PARCEL OF LAND GENERALLY LOCATED NORTH OF PEAK DRIVE AND EAST OF THE TENAYA WAY FOR TRANSFER PURPOSES.

**LEGAL DESCRIPTION  
AHC FACILITY**

BEING A PORTION OF LOT 1 OF THAT COMMERCIAL SUBDIVISION KNOWN AS "LAS VEGAS TECHNOLOGY CENTER UNIT 2" ON FILE IN THE OFFICE OF THE COUNTY RECORDER IN BOOK 62 OF PLATS, AT PAGE 44, LOCATED WITHIN THE NORTHWEST QUARTER (NE 1/4) OF SECTION 15, TOWNSHIP 20 SOUTH, RANGE 60 EAST, M.D.M., CITY OF LAS VEGAS, CLARK COUNTY, NEVADA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF TENAYA WAY, SAME BEING THE MOST SOUTHWEST CORNER OF THAT PARCEL OF LAND CONVEYED TO THE "CITY PARKWAY V INC.", PER DOCUMENT NO. 20050607:02022, RECORDED JUNE 07, 2005, SAID PARCEL OF LAND IS DEPICTED ON THE RECORD-OF-SURVEY IN FILE 170 AT PAGE 86; SAME POINT BEING THE BEGINNING OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 901.38 FEET, A RADIAL LINE TO SAID BEGINNING BEARS NORTH 85°13'28" EAST; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°48'49", AN ARC LENGTH OF 233.05 FEET; THENCE NORTH 19°35'21" WEST, 29.84 FEET; THENCE NORTH 72°56'27" EAST, DEPARTING SAID RIGHT-OF-WAY LINE, 411.07 FEET; THENCE SOUTH 17°03'33" EAST, 138.53 FEET TO A POINT ON NORTHERLY LINE OF THAT PARCEL OF LAND CONVEYED TO "N W H II LTD" PER DOCUMENT NO. 20080108:02529, RECORDED ON JANUARY 08, 2008; THENCE ALONG THE PROPERTY LINE OF SAID PARCEL, THE FOLLOWING TWO COURSES:  
1) SOUTH 73°01'04" WEST, 30.32 FEET; 2) SOUTH 04°46'32" EAST, 205.00 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID PARCEL OF LAND CONVEYED TO "CITY PARKWAY V INC"; THENCE SOUTH 85°13'28" WEST, ALONG SAID SOUTHERLY LINE, 363.91 FEET TO THE **POINT OF BEGINNING**.



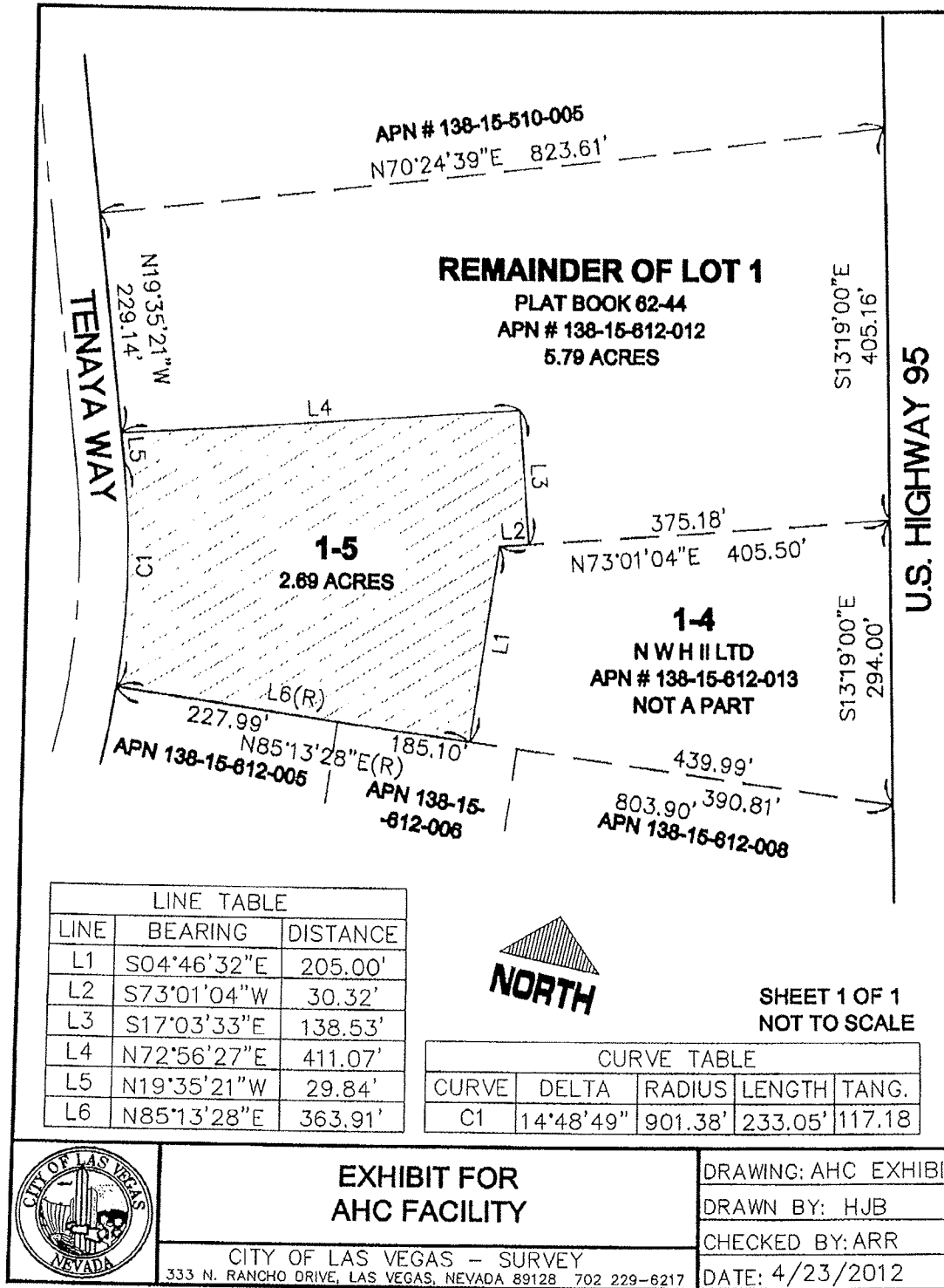
AHC FACILITY  
LEGAL DESCRIPTION CONTINUED  
(PAGE 2 OF 2)

CONTAINING 2.69 ACRES, MORE OR LESS, AS DETERMINED BY COMPUTER METHODS.

**BASIS OF BEARINGS:**

THE BASIS OF BEARINGS IS GRID NORTH AS DEFINED BY THE CENTRAL MERIDIAN OF THE NEVADA COORDINATE REFERENCE SYSTEM, LAS VEGAS ZONE, NORTH AMERICAN DATUM OF 1983; SAID MERIDIAN BEING COINCIDENT WITH 114°58' WEST OF THE GREENWICH MERIDIAN.

**END OF DESCRIPTION.**



## Albert Sung

---

**From:** Shani J. Coleman  
**Sent:** Wednesday, March 06, 2013 12:33 PM  
**To:** Nate Swain  
**Cc:** Joe Pena; Albert Sung; Tom Burkart  
**Subject:** Existing Sewer and Drainage Easement  
**Attachments:** tech center sewer.pdf

Nate-

Attached is the parcel map outlining the existing sewer and drainage easement that runs along your southern property line. This is an existing public easement that does not require anything for you to tap into other than running your private line from the building and updating the grading plan to reflect the southern boundary as your low point.

Joe Pena and Albert Sung in our Public Works Engineering Dept. would be the people that your engineer should speak with. When your engineer is ready to resubmit the drainage study and the civil plans, Tom Burkart, will assist him with expediting this process.

If we need to schedule a conference call or meeting, let me know and I can get that taken care of too.

*Shani J. Coleman*

Senior Economic Development Officer  
*Business Development Division*

**Economic and Urban Development Department (EUD)**

**Las Vegas Redevelopment Agency**

City Hall, 495 S. Main St., 6th Flr.

Las Vegas, NV 89101

Direct: 702.229.6642

[sjcoleman@lasvegasnevada.gov](mailto:sjcoleman@lasvegasnevada.gov)

[www.lasvegasnevada.gov/eud](http://www.lasvegasnevada.gov/eud)

[www.lvrda.org](http://www.lvrda.org)

## Albert Sung

---

**From:** Nancy Almanzan  
**Sent:** Wednesday, March 06, 2013 11:51 AM  
**To:** Shani J. Coleman  
**Cc:** John S. Ridilla; Joe Pena; Albert Sung; Tom Burkart; Mary A. Wulff  
**Subject:** Tech Center - Sewer/Drainage Easement

The Right of Way Grant for sewer and drainage purposes from Tech Center Associates to the City of Las Vegas (doc. 960412:01238) granted a 20' easement across the north 20' of APN 138-15-612-008 & 138-15-612-006 and across the east 20' of the north 20' of APN 138-15-612-005. This document recorded April 12, 1996.

I think where the confusion came in about a "private" easement was a record of survey was recorded March 13, 1996 (about a month before the sewer/drainage easement). The record of survey shows a "20' private Drainage Easement and CLV Sewer Easement". Although the ROS recorded in 1996, the transfer deeds for the parcels shown on the ROS did not start until 1998, well after the 20' public easement was granted. None of the transfer documents mentioned the 20' public easement, but they all had the "subject to: all reservations, restrictions, right-of-way, easements, etc.....of record" statement.

See attached and let me know if you have any questions.



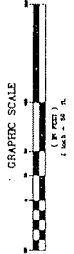
tech center  
sewer.pdf

*Nancy J. Almanzan, PLS*  
Right-of-Way Manager  
333 N. Rancho Dr., 8th floor  
Las Vegas, NV 89106  
702-229-6343  
[nalmanzan@lasvegasnevada.gov](mailto:nalmanzan@lasvegasnevada.gov)



01173

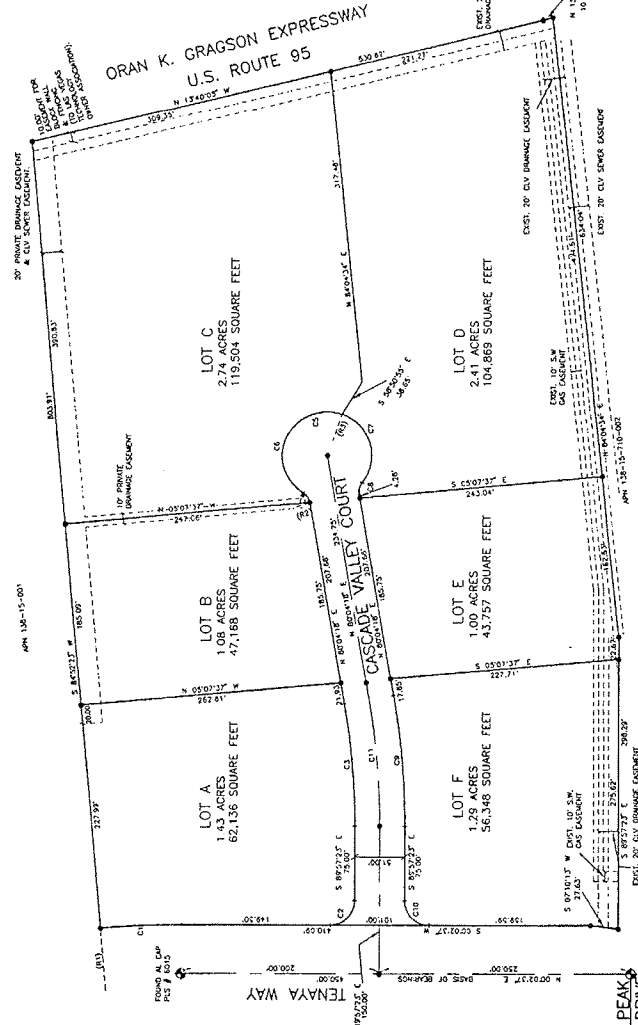
A PORTION OF THE NE 1/4  
OF SECTION 15,  
TOWNSHIP 20 SOUTH, RANGE 60 EAST., M.D.M.



1. LEWIS E. FRIEDMAN, A PROFESSIONAL LAND SURVEYOR, REGISTERED IN THE STATE OF MINNESOTA, CERTIFY THAT:
1. THIS PLAN REPRESENTS THE RESULT OF A SURVEY CONDUCTED TO DETERMINE THE CORNER LOCATIONS OF THE SECTIONS OF THE SUBJECT SUBDIVISION AT THE INTERSECTION OF BROADHURST AVENUE AND PLYMOUTH STREET, IN THE CITY OF MINNEAPOLIS, MINNESOTA.
2. THE LANCES SURVEYED ARE WITHIN THE FOUR CORNERS OF THE 1/4 OF SECTION 12, T25 N, R10 E, 3RD ELM COUNTY CORNER APPROXIMATELY 100 FEET WEST OF THE INTERSECTION OF BROADHURST AND PLYMOUTH STREETS, AND THE LANCES SURVEYED ARE WITHIN THE FOUR CORNERS OF THE 1/4 OF SECTION 13, T25 N, R10 E, 3RD ELM COUNTY CORNER APPROXIMATELY 100 FEET WEST OF THE INTERSECTION OF BROADHURST AND PLYMOUTH STREETS.
3. THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE MINNESOTA LAND SURVEYING ACT, CHAPTER 122B, AND THE SURVEYING STANDARDS OF THE MINNESOTA BOARD OF SURVEYING AND LAND MEASUREMENT.
4. THE INFORMATION REPORTED ON THIS MAP WAS THE WORK OF THE SURVEYOR, AND THE SURVEYOR HAS CONDUCTED THE SURVEY IN ACCORDANCE WITH THE MINNESOTA LAND SURVEYING ACT, CHAPTER 122B, AND THE SURVEYING STANDARDS OF THE MINNESOTA BOARD OF SURVEYING AND LAND MEASUREMENT.



N 0002-37 E BEING THE CENTER LINE OF ITANAYA  
AS PER PLAT BOOK 47 PAGE 35 OF ORIGINAL RECORDS.



DUE TO CONSTRUCTION IN PROGRESS, ALL PROPERTY CORNERS WILL BE SET AFTER IMPROVEMENTS HAVE BEEN COMPLETED.

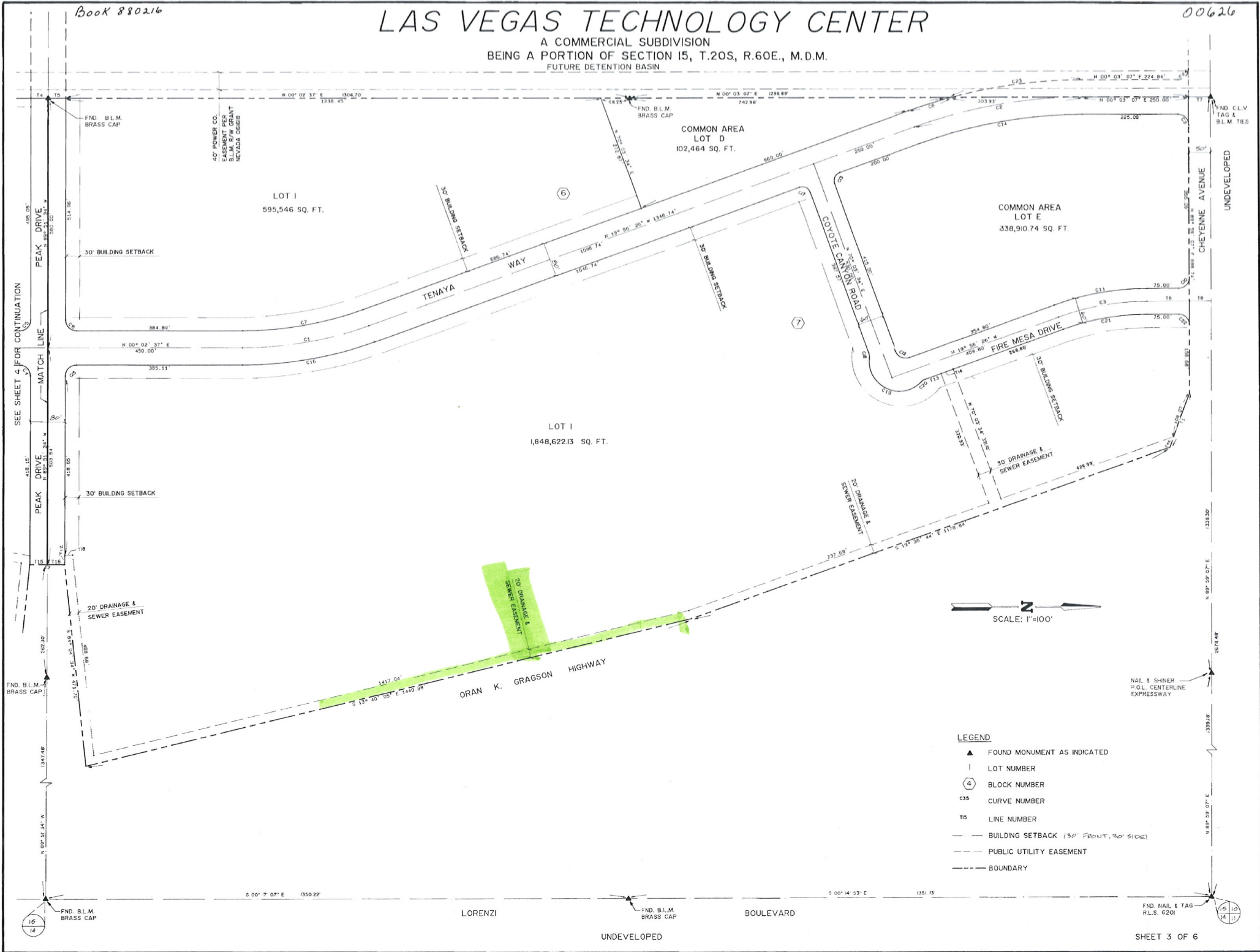
FOUND POINT AS NOTED  
SET 5/8 PIGTAIL & AL CAP  
P-15 10053 (OR AS NOTED)

| COD | WAVE  | LENGTH | INDEX | SP       |
|-----|-------|--------|-------|----------|
| 1   | 22.00 | 30.75  | 23.50 | 507.0000 |
| 2   | 22.00 | 30.75  | 23.50 | 507.0000 |
| 3   | 21.50 | 18.00  | 63.27 | 599.3177 |
| 4   | 21.50 | 18.00  | 63.27 | 599.3177 |
| 5   | 15.50 | 21.40  | 40.76 | 218.1217 |
| 6   | 15.50 | 21.40  | 40.76 | 218.1217 |
| 7   | 15.50 | 21.40  | 40.76 | 218.1217 |
| 8   | 15.50 | 21.40  | 40.76 | 218.1217 |
| 9   | 15.50 | 18.00  | 64.28 | 507.1573 |
| 10  | 15.50 | 18.00  | 64.28 | 507.1573 |
| 11  | 21.50 | 33.97  | 63.61 | 599.3177 |
| 12  | 21.50 | 33.97  | 63.61 | 599.3177 |
| 13  | 22.00 | 30.75  | 63.11 | 507.0000 |
| 14  | 22.00 | 30.75  | 63.11 | 507.0000 |

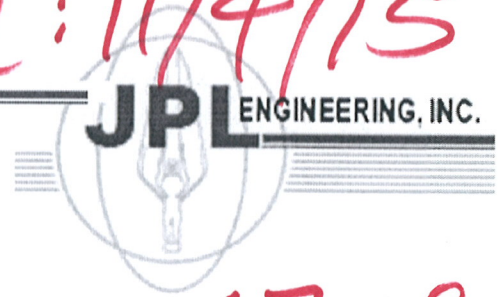
| LIST | DEARING     |
|------|-------------|
| R1   | 2 04 37.5 W |
| R2   | M 07 55.8 W |
| R3   | M 10 48.5 W |

|                                          |              |                                |              |
|------------------------------------------|--------------|--------------------------------|--------------|
| RECORD OF SURVEY                         |              | HORIZON SURVEYS                |              |
| A PORTION OF THE NE 1/4                  |              | 3302 SHADY RANCH ROAD, STATE D |              |
| TOWNSHIP 20 SOUTH, RANGE 60 EAST, N.W.M. |              | L.S. VOGEL, SURVEYOR           |              |
| CITY OF LAS VEGAS                        | CLARK COUNTY | NO. 100                        | DATE 10-1-50 |
| BOOK                                     | RECORDED FOR | TECH CENTER ASSOCIATES         |              |
| 1-50                                     |              |                                |              |

2 of 2



Rec'd: 11/4/15



**ADDENDUM 1  
TECHNICAL DRAINAGE STUDY**

**for**

**MOUNTAIN VIEW HOSPITAL – MEDICAL OFFICE BUILDING UPDATE**

**COLV DS4749A**

**@**

**SEC Tenaya Way & Cheyenne Blvd.**

**October 2015**

*Prepared for:*

Littlejohn Engineering, Inc.  
1615 Edgewater Drive, Suite 180  
Orlando, FL 32804

*Prepared by:*  
**JPL Engineering, Inc.**  
8620 South Eastern Avenue, Suite 8  
Las Vegas, NV 89123

DS4749  
L-15  
\$400

STANDARD FORM 1



October 22, 2015

Albert Sung, P.E.  
City of Las Vegas  
333 N Rancho Dr  
Las Vegas, NV 89106

**RE: ADDENDUM 1-UPDATE TO THE TECHNICAL DRAINAGE STUDY, MOUNTAIN VIEW  
HOSPITAL – MEDICAL OFFICE BUILDING UPDATE  
PERMIT NUMBER: DS4749A**

Dear Mr. Sung:

The response to comments in a letter dated September 30, 2015 from City of Las Vegas Public Works Department is included below. Please refer to **Appendix A** for a copy of the comment letter.

**Comment 1: Provide a copy of the zoning/planning conditions associated with this site (SDR-59940) with the next submittal to verify compliance with conditions. Flood Control will not issue conditional approval of the drainage study without the associated zoning/planning conditions (issued by the City Council). Any associated conditions of approval that revise the site drainage parameters will require that the drainage study be revised and resubmitted.**

Response 1: Copy of SUP included herein.

**Comment 2: There is an existing drainage easement (10'-wide) between the common boundaries of the subject parcels 138-15-612-013 and 138-15-612-014. This easement is for legal pathway of discharge from the existing development on the adjacent parcel 138-15 612-015 to the west.**

**Identify this drainage easement on the grading plans and label with recorded document on instrument number on the plans.**

**Address whether the discharge from the adjacent development will be confined within the drainage easement. If not, revise the grading to confine the discharge accordingly.**

Response 2: The referenced material is included herein. The discharge (8cfs referenced from the TDS for Advanced Health Care, Zone Engineering, 2012) will be contained within a 10-foot concrete valley gutter and exist the property at the historical location. Hydraulic calculations included herein.

**Comment 3: There are also existing drainage easements (20'-wide) along the east and south perimeters of the subject project. Show the easements and label with recorded document numbers accordingly.**

Response 3: Labels have been added accordingly.

**Comment 4:** The project proposes to construct facilities and/or increase flows within Nevada Department of Transportation (NDOT) right-of-way. The engineer must contact NDOT for encroachment permit for the proposed project.

**Response 4:** The plan has been revised to eliminate construction of facilities in NDOT ROW.

**Comment 5:** The anticipated 100-year flow depth in Tenaya Way is 1.04' and the proposed building finished floor elevation is lower than the street in Tenaya Way. A berm or a stem wall must be provided behind the back of sidewalk for a major storm event protection. The top of the berm or the flood wall must be at least 18" above the 100-year water surface in Tenaya Way. Review and revise accordingly.

**Response 5:** Plans have been revised to flood protect site using a berm 18" above the water surface elevation.

**Comment 6:** The proposed driveway entrance in Tenaya Way does not prevent flood water from entering the subject development at all. This is not acceptable. Provide a hump which must have at least six inches of freeboard above the 100-year water surface in Tenaya Way. Review and revise accordingly.

**Response 6:** Driveway has been raised with 6" freeboard to keep water in Tenaya Way.

**Comment 7:** Sheet C6.0: Per the grading design, it appears that the proposed local detention pond at the southeast corner of the site is not accepting much flow from onsite. Address the necessity of such detention in regulating the proposed developed condition flows in the next submittal.

**Response 7:** These are interconnected ponds that act as one for the purposes of BMP's and to attenuate flow increase. Under existing conditions the runoff is Q100/Q10 of 8-cfs/4-cfs, the developed condition runoff routed through the detention pond is 8-cfs and 4-cfs

**Comment 8:** It is understood that the proposed detention at the northeast corner of the development is to reduce the 25-year and 100-year outflow and impact to the NDOT right-of-way. Provide hydraulic calculations to verify the impact in the existing and proposed conditions. Calculate the 100-year outflow from the detention pond

**Response 8:** The 100 year outflow is calculated herein.

**Comment 9:** It appears that the outflow pipe "E2-E1" is constructed outside the onsite property into NDOT right-of-way. Submit a copy of the drainage study to NDOT and obtain their approval prior to the final approval of the subject drainage study.

Response 9: Plan has been revised to eliminate construction of facilities on NDOT ROW.

**Comment 10: Sheet C6.0: Identify and existing 24"-RCP culvert crossing US95 located at about the middle point of the east boundary of the project site. Label with recorded drawing number on the plan. Address in the addendum of the study whether this culvert is accepting any flow of the processed development.**

Response 10: Culvert is shown on plans.

**Comment 11: Show and existing storm drain system in Tenaya Way and label with City of Las Vegas recorded drawing number on the plan. Identify all laterals, manholes and drop inlets (if any) on the grading plan as well.**

Response 11: Storm drain and record drawing number added to plans.

**Comment 12: Label existing top of curb (TC) elevation in Tenaya Way at all control points such as the limit of the project and BCR, ECR at the driveway etc.**

Response 12: Additional grade tags have been addendum accordingly.

**Comment 13: Provide a note on the grading plans: "All Onsite Storm, Drains and the associated Facilities are Privately Owned and to be Privately Maintained by the Property Owner"**

Response 13: The note has been added to the plans.

**Comment 14: Label "Tenaya Way" on sheet C6.1**

Response 14: Tenaya Way has been added to sheet.

**Comment 15: Label the finish floor elevation of the adjacent building to the south on the grading plan**

Response 15: The figure has been revised, please see the attached.

**Comment 16: Add a note in all pertinent sheets for the construction of all storm drain drop inlets per a newly adopted USDCCA Drawing No. 421 (Stormwater Quality Management Stamp and Sign Detail)**

Response 16: Note has been added accordingly.

---

**JPL** ENGINEERING, INC.

**Please Contact JPL Engineering Inc. if you should have any further questions.**

**Sincerely,**

**JPL Engineering Inc.**

---

## **City of Las Vegas Letter**

|                                                                            |                                    |                                                                                                   |
|----------------------------------------------------------------------------|------------------------------------|---------------------------------------------------------------------------------------------------|
| <b>CITY OF LAS VEGAS</b>                                                   |                                    | <b>DATE:</b>                                                                                      |
| <b>INTER-OFFICE MEMORANDUM</b>                                             |                                    | September 30, 2015                                                                                |
| <b>TO:</b><br>Land Development Services<br>Department of Building & Safety |                                    | <b>FROM:</b><br>Albert Sung, P.E.<br>Flood Control Project Engineer<br>Department of Public Works |
| <b>SUBJECT:</b>                                                            | Drainage Study for:                |                                                                                                   |
| <b>Mountain View Hospital – Medical Office Building Update</b>             |                                    | <b>COPIES TO:</b><br>JPL Engineering                                                              |
| <b>Cross Streets:</b>                                                      | SEQ of Tenaya Way & Cheyenne Blvd. |                                                                                                   |
| <b>File Number:</b>                                                        | F:\Depot\DSMemos\DS4749A.doc       |                                                                                                   |
| <b>Parcel Number:</b>                                                      | 138-15-612-013 & 138-15-612-014    |                                                                                                   |
| <b>Zoning Action:</b>                                                      | SDR-59940                          |                                                                                                   |
| <b>FEMA Flood Zone</b>                                                     | YES                                | NO <b>X</b>                                                                                       |
| <b>Proposed Storm Drain</b>                                                | YES                                | NO <b>X</b>                                                                                       |

| HISTORY                    | DATE RECEIVED | DATE REVIEWED | COMMENTS           | REVIEW FEES     | FEES PAID<br>Payment Trn # |
|----------------------------|---------------|---------------|--------------------|-----------------|----------------------------|
| 1 <sup>st</sup> Submittal  | 9/10/2015     | 9/29/2015     | See Comments Below | \$400.00        | 414070: \$400              |
| <b>TOTAL FEES (LDDRS):</b> |               |               |                    | <b>\$400.00</b> | ----                       |

#### REMARKS:

The Drainage Study for the subject project has been reviewed and:

|          |                                                                                                |
|----------|------------------------------------------------------------------------------------------------|
|          | is approved subject to conformance to all City standards and the following conditions:         |
| <b>X</b> | must be resubmitted or supplemented including the following:                                   |
|          | is conditionally approved subject to Clark County Regional Flood Control District concurrence. |
|          | is conditionally approved subject to Clark County Public Works Department concurrence.         |

- Provide a copy of the zoning/planning conditions associated with this site (**SDR-59940**) with the next submittal to verify compliance with conditions. *Flood Control* will not issue conditional approval of the drainage study without the associated zoning/planning conditions (issued by the *City Council*). Any associated conditions of approval that revise the site drainage parameters will require that the drainage study be revised and resubmitted.
- There is an existing drainage easement (10'-wide) between the common boundaries of the subject parcels 138-15-612-013 and 138-15-612-014. This easement is for a legal pathway of discharge from the existing development in the adjacent parcel 138-15-612-015 to the west.  
  
Identify this drainage easement on the grading plans and label with recorded document or instrument number on the plans.  
  
Address whether the discharge from the adjacent development will be confined within the drainage easement. If not, revise the grading to confine the discharge accordingly.
- There are also existing drainage easements (20'-wide) along the east and south perimeters of the subject project. Show the easements and label with recorded document numbers accordingly.
- The project proposes to construct facilities and/or increase flows within *Nevada Department of Transportation* (NDOT) right-of-way. The engineer must contact NDOT for encroachment permit for the proposed project.

5. The anticipated 100-year flow depth in **Tenaya Way** is 1.04' and the proposed building finished floor elevation is lower than the street elevation in **Tenaya Way**. A berm or a stem wall must be provided behind the back of sidewalk for a major storm event protection. The top of the berm or the flood wall must be at least 18" above the 100-year water surface in **Tenaya Way**. Review and revise accordingly.
6. The proposed driveway entrance in **Tenaya Way** does not prevent flood water from entering the subject development at all. This is not acceptable. Provide a hump which must have at least six inches of freeboard above the 100-year water surface in **Tenaya Way**. Review and revise accordingly.
7. **Sheet C6.0:** Per the grading design, it appears that the proposed local detention pond at the southeast corner of the site is not accepting much flow from onsite. Address the necessity of such detention in regulating the proposed developed condition flows in the next submittal.
8. It is understood that the proposed detention at the northeast corner of the development is to reduce the 25-year and 100-year outflow and impact to the NDOT right-of-way. Provide hydraulic calculations to verify the impact in the existing and proposed conditions. Calculate the 100-year outflow from the detention pond.
9. It appears that the outflow pipe "E2 – E1" is constructed outside the onsite property into NDOT right-of-way. Submit a copy of the drainage study to NDOT and obtain their approval prior to the final approval of the subject drainage study.
10. **Sheet C6.0:** Identify an existing 24"-RCP culvert crossing **US95** located at about the middle point of the east boundary of the project site. Label with recorded drawing number on the plan.

Address in the addendum of the study whether this culvert is accepting any flow of the proposed development.

11. Show an existing storm drain system in **Tenaya Way** and label with **City of Las Vegas** recorded drawing number on the plan. Identify all laterals, manholes and drop inlets (if any) on the grading plan as well.
12. Label existing top of curb (TC) elevations in **Tenaya Way** at all control points such as the limit of the project and the BCR, ECR at the driveway etc.
13. Provide a note on the grading plans: "All Onsite Storm Drains and the Associated Facilities are Privately Owned and to be Privately Maintained by the Property Owner".
14. Label "**Tenaya Way**" on Sheet C6.1.
15. Label the finish floor elevation of the adjacent building to the south on the grading plan.
16. Add a note in all pertinent sheets for the construction of all storm drain drop inlets per a newly adopted USDCCA Drawing No. 421 (*Stormwater Quality Management Stamp and Sign Detail*).

**NOTE:** Please be advised that all land surface area disturbances over 1 acre or any area adjacent to a water way must submit to the Nevada Division of Environmental Protection a "Notice of Intent" to discharge that certifies a stormwater pollution prevention plan has been developed and is maintained on site; for inclusion in the Stormwater General Permit No. NVR100000. A phased construction unit in a contiguous subdivision is considered under construction until all stripped or disturbed surface areas have been covered by paving, building construction or planting. For more information, including forms and applications see <http://ndep.nv.gov/bwpc/storm01.htm> or call (775) 687-9429.

**END OF REMARKS**  
ays

T/R/S: T20S/R60E/15  
AREA L-15

**Response to Comment 1**





LAS VEGAS  
CITY COUNCIL

CAROLYN G. GOODMAN  
MAYOR

STEVEN D. ROSS  
MAYOR PRO TEM

LOIS TARKANIAN

RICKI Y. BARLOW

STAVROS S. ANTHONY

BOB COFFIN

BOB BEERS

ELIZABETH N. FRETWELL  
CITY MANAGER

CITY OF LAS VEGAS  
DEPARTMENT OF PLANNING  
DEVELOPMENT SERVICES CENTER  
333 NORTH RANCHO DRIVE  
3RD FLOOR  
LAS VEGAS, NEVADA 89106

VOICE 702.229.6301

FAX 702.474.7463

TTY 7-1-1

[www.lasvegasnevada.gov](http://www.lasvegasnevada.gov)



/city of las vegas

August 12, 2015

Mr. Chris Mowan  
Sunrise Mountainview Hospital  
3100 N. Tanaya Way  
Las Vegas, Nevada 89128

**RE: SDR-59940 [PRJ-59770] - SITE DEVELOPMENT PLAN REVIEW  
PLANNING COMMISSION MEETING OF AUGUST 11, 2015**

Dear Applicant:

Your request for a Major Amendment to a previously approved Plot Plan Review [Z-0068-85(15)] FOR A PROPOSED 80,251 SQUARE-FOOT MEDICAL OFFICE/COLLEGE on 36.22 acres at the southeast corner of Tanaya Way and Cheyenne Avenue (APNs 138-15-510-005, ~~138-15-612-013~~ and ~~014~~), C-PB (Planned Business Park) Zone, Ward 1 (Tarkanian) [PRJ-59770], was considered by the Planning Commission on August 11, 2015.

The Planning Commission voted to **APPROVE** your request, subject to the following:

Planning

1. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
2. All development shall be in conformance with the building elevations, date stamped 06/25/15 and the site plan and landscape plan date stamped 07/15/15, except as amended by conditions herein.
3. An Exception from Title 19.08.040 is hereby approved, to allow no trees along the east perimeter landscape buffer area due to an existing sewer easement and to allow 90 parking lot landscape trees, where 112 are required.
4. All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Department of Building and Safety.
5. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit.

2014 WINNER OF THE U.S. CONFERENCE OF MAYORS CLIMATE PROTECTION AWARD

6. The applicant shall coordinate with the City Surveyor and other city staff to determine the most appropriate mapping action necessary to consolidate the existing lots. The mapping action shall be completed and recorded prior to the issuance of any building permits.
7. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted prior to or at the same time application is made for a building permit. A permanent underground sprinkler system is required, and shall be permanently maintained in a satisfactory manner; the landscape plan shall include irrigation specifications. Installed landscaping shall not impede visibility of any traffic control device.
8. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.
9. Prior to or at the time of submittal for any building permit, the applicant shall provide written verification by the FAA and/or the Clark County Department of Aviation of the following:
  - a. Applicant is required to file a valid FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA, in accordance with 14 CFR Part 77, or submit to the Clark County Director of Aviation a "Property Owner's Shielding Determination Statement" and request written concurrence from the Clark County Department of Aviation;
  - b. No Building Permit or other construction permit shall be issued for any structure greater than 35 feet above the surface of land that, based upon the FAA's 7460 airspace determination (the outcome of filing the FAA Form 7460-1) would (a) constitute a hazard to air navigation, (b) would result in an increase to minimum flight altitudes during any phase of flight (unless approved by the Department of Aviation), or (c) would otherwise be determined to pose a significant adverse impact on airport or aircraft operations.
  - c. Applicant is advised that FAA's airspace determinations are dependent on petitions by any interested party and the height that will not present a hazard as determined by the FAA may change based on these comments.
  - d. Applicant is advised that the FAA's airspace determinations include expiration dates and that the separate airspace determinations will be needed for construction cranes or other temporary equipment.
10. Prior to the submittal of a building permit application, the applicant shall meet with Department of Planning staff to develop a comprehensive address plan for the subject site. A copy of the approved address plan shall be submitted with any future building permit applications related to the site.
11. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

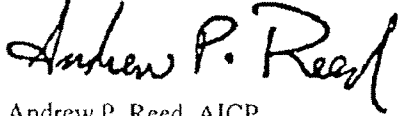
Public Works

12. Construct all incomplete half-street improvements (sidewalk) on Tenaya Way meeting Current City Standards adjacent to this site concurrent with onsite development activities.
13. Provide unobstructed paved access to all public sewer manholes located along the eastern edge of this site. Access to the manholes shall be constructed to accommodate sewer maintenance vehicles and cannot be obstructed by any structures including covered parking.
14. Final geometric design of the new driveway on Tenaya Way and any required medians in Tenaya Way shall meet the approval of the City Traffic Engineer prior to approval of construction drawings.
15. No trees, landscaping over 3-feet tall, covered parking or other structures shall be allowed within the existing 20-foot Public Sewer and Drainage Easement granted per Book 38, Page 91 of Plats located along the east property line.
16. Unless otherwise allowed by the City Engineer, construct sidewalk on at least one side of all access drives connecting this site to the adjacent public streets concurrent with development of this site. The connecting sidewalk shall extend from the sidewalk on the public street to the first intersection of the on-site roadway network and shall be terminated on-site with a handicap ramp.
17. Landscape and maintain all unimproved rights-of-way adjacent to this site. All landscaping and private improvements installed with this project shall be situated and maintained so as to not create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.
18. A Traffic Impact Analysis must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the recordation of a Map subdividing this site, whichever may occur first. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3 to determine additional right-of-way requirements for bus turnouts adjacent to this-site, if any; dedicate all areas recommended by the approved Traffic Impact Analysis. All additional rights of way required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of on site development activities unless specifically noted as not required in the approved Traffic Impact Analysis. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site.

19. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits or submittal of any construction drawings, whichever may occur first. Provide and improve all drainageways recommended in the approved drainage plan/study. The developer of this site shall be responsible to construct such neighborhood or local drainage facility improvements as are recommended by the City of Las Vegas Neighborhood Drainage Studies and approved Drainage Plan/Study concurrent with development of this site.

This action by the Planning Commission on **August 11, 2015** is final unless a written appeal is filed with the City Clerk within ten days of the date of the Planning Commission's decision as allowed by code or there is a review action filed by the City Council within the same time period. For additional information on appeals or review requests submitted please access <http://www.lasvegasnevada.gov/CheckStatus/DevelopmentApp.htm>, or contact the Department of Planning and Development at 702.229.6301 after August 24, 2015. No building permits or business licenses related to these items shall be issued prior to the expiration of the required ten day waiting period, or until any filed appeal is resolved pursuant to LVMC Title 19.18.

Sincerely,



Andrew P. Reed, AICP  
Planning Supervisor  
Case Planning Division

AR:nl

cc:

Mr. George Huddleston  
Littlejohn Engineering  
1615 Edgewater Drive, Ste. 180  
Orlando, Florida 32804

**Response to Comment 2**

# CITY OF LAS VEGAS INTER-OFFICE MEMORANDUM

DATE:

February 14, 2013

TO:

Land Development Services  
Department of Public Works

FROM:

Albert Sung, P.E.  
Flood Control Project Engineer  
Department of Public Works

SUBJECT:

Drainage Study for:

Advanced Healthcare of Las Vegas II – Update #1

COPIES TO:

Zone Engineering

Cross Streets:

SEQ of Tenaya Way & Cheyenne Blvd.

The Boyer Company

File Number:

F:\Depot\DSMemos\DS4563C.doc

Bart Anderson, P.E., DevCo

Parcel Number:

138-15-612-012

NDOT

Zoning Action:

SDR-44908

FEMA Flood Zone

YES

NO

X

Proposed Storm Drain

YES

NO

X

| HISTORY                   | DATE RECEIVED | DATE REVIEWED | COMMENTS           | REVIEW FEES | FEES PAID<br>Payment Trn # |
|---------------------------|---------------|---------------|--------------------|-------------|----------------------------|
| 1 <sup>st</sup> Submittal | 7/26/2012     | 8/8/2012      | Not Approved       | \$400.00    | 290925: \$400              |
| 2 <sup>nd</sup> Submittal | 8/28/2012     | 9/5/2012      | Approved           | \$400.00    | 294259: \$400              |
| 3 <sup>rd</sup> Submittal | 1/31/2013     | 2/14/2013     | See Comments Below | \$100.00    | 309261: \$100              |
| TOTAL FEES (LDDRS):       |               |               |                    | \$900.00    | ----                       |

## REMARKS:

**3<sup>rd</sup> Submittal: Update #1 to remove retaining walls along the north and east boundaries**

The Drainage Study for the subject project has been reviewed and:

|   |                                                                                                |
|---|------------------------------------------------------------------------------------------------|
| X | is approved subject to conformance to all City standards and the following conditions:         |
|   | must be resubmitted or supplemented including the following:                                   |
|   | is conditionally approved subject to Clark County Regional Flood Control District concurrence. |

**NOTE:** Please be advised that all land surface area disturbances over 1 acre or any area adjacent to a water way must submit to the *Nevada Division of Environmental Protection* a "Notice of Intent" to discharge that certifies a stormwater pollution prevention plan has been developed and is maintained on site; for inclusion in the Stormwater General Permit No. NVR100000. A phased construction unit in a contiguous subdivision is considered under construction until all stripped or disturbed surface areas have been covered by paving, building construction or planting. For more information, including forms and applications see <http://ndep.nv.gov/bwpc/storm01.htm> or call (775) 687-9429.

**NOTE:** Any future changes to the proposed design (or design assumptions) as outlined in the approved drainage study and attached preliminary grading plan which affect drainage must be addressed in a Drainage Study Amendment and accepted by the *City of Las Vegas Flood Control Section*. Additionally, conditional acceptance of a drainage study is valid for a period of one (1) year. If the proposed construction has not been completed in that time period, the *City of Las Vegas* reserves the right to require additional conditions and/or submission and acceptance of a complete drainage study update prior to further construction of a project.

END OF REMARKS

ays

T/R/S: T20S/R60E/15

AREA L-15

Technical Drainage Study  
For  
ADVANCED HEALTH CARE OF LAS VEGAS II

CLV # \_\_\_\_\_

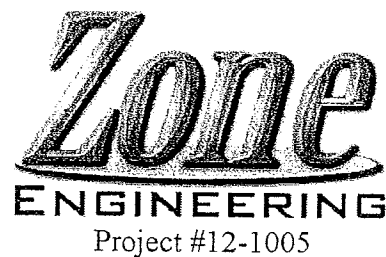
Prepared for:



The Boyer Company  
90 South 400 West, Suite 200  
Salt Lake City, UT 84101  
Tel: (801) 521-4781  
Fax: (801) 366-7103

Prepared by:

Zone Engineering  
4550 W. Oakey Boulevard, Suite 102  
Las Vegas, NV 89102  
Tel: (702) 877-3005  
Fax: (702) 877-3007



July 24, 2012

HYDROLOGIC CRITERIA AND DRAINAGE MANUAL  
**DRAINAGE STUDY INFORMATION FORM**

Name of Development: ADVANCED HEALTH CARE OF LAS VEGAS II Date: 7-23-12

Location of Development: a) Descriptive (Cross Streets) North/South: TENAYA WAY

East/West: CHEYENNE AVE.

b) Section: 15 Township: 20S Range: 60E

c) APN: A PORTION OF 138-15-612-012

Name of Owner: THE BOYER COMPANY

Telephone No.: 801-521-4781 Fax No.: 801-366-7103 E-Mail Address: \_\_\_\_\_

Address: 90 S. 400 WEST, SUITE 200, SALT LAKE CITY, UT 84101

Contact Person-Name: CHI-YING SETO, P.E. Telephone No.: 7028773005

\* E-Mail Address: CSETO@ZONEENGINEERING.COM Fax No.: 7028773007

Firm: ZONE ENGINEERING

Address: 4550 W. OAKLEY BLVD., SUITE 102, LAS VEGAS, NV 89102

Type of Land Development/Land Disturbance Process:

|                                           |                                                   |                                                                  |
|-------------------------------------------|---------------------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> Rezoning         | <input type="checkbox"/> Subdivision Map          | <input type="checkbox"/> Clearing and Grading Only               |
| <input type="checkbox"/> Parcel Map       | <input type="checkbox"/> Planned Unit Development | <input checked="" type="checkbox"/> Other (Please specify below) |
| <input type="checkbox"/> Large Parcel Map | <input type="checkbox"/> Building Permit          | OFF-SITE CONSTRUCTION PERMIT                                     |

1. Total Owned Land Area: At Site: 2.69 Being Developed/Disturbed: 2.69

2. Is a portion or all of the subject property located in a designated FEMA Flood Hazard Area? ☐ Yes\*\* ☒ No

3. Is the property bordered or crossed by an existing or proposed Clark County Regional Flood Control District Master Planned Facility? ☐ Yes\*\* ☒ No

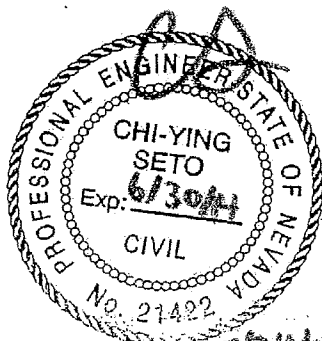
4. Proposed type of development (Residential, Commercial, Etc.): COMMERCIAL

5. Approximate upstream land area which drains to the subject site: 0 ACRES

6. Has the site drainage been evaluated in the past? ☒ YES ☐ NO If yes, please identify documentation: TECHNICAL DRAINAGE STUDY FOR HOLIDAY INN AT CASCADE & UNIVERSITY OF NV SCHOOL OF MEDICINE

7. If known, please briefly identify the proposed discharge point(s) of runoff from the site: EAST PROPERTY LINE

8. Briefly describe your proposed schedule for the subject project: A.S.A.P.



Engineer's Seal

Submit this form as part of the required drainage study to the local entity which has jurisdiction over the subject property. This form may provide sufficient information to serve as the Conceptual Drainage Study.

\*New Required Field

\*\*Review and concurrence of the Clark County Regional Flood Control District is required.

| Revision | Date |
|----------|------|
|          |      |
|          |      |
|          |      |
|          |      |

Local Entity File No. \_\_\_\_\_

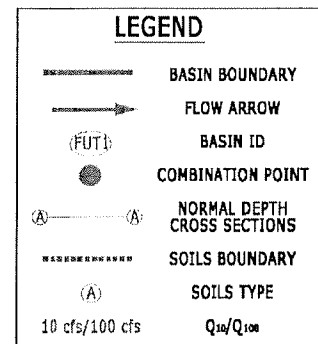
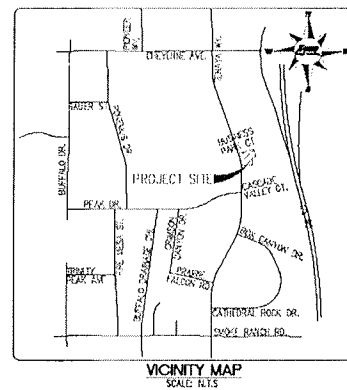
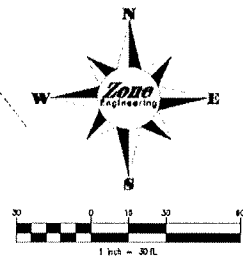
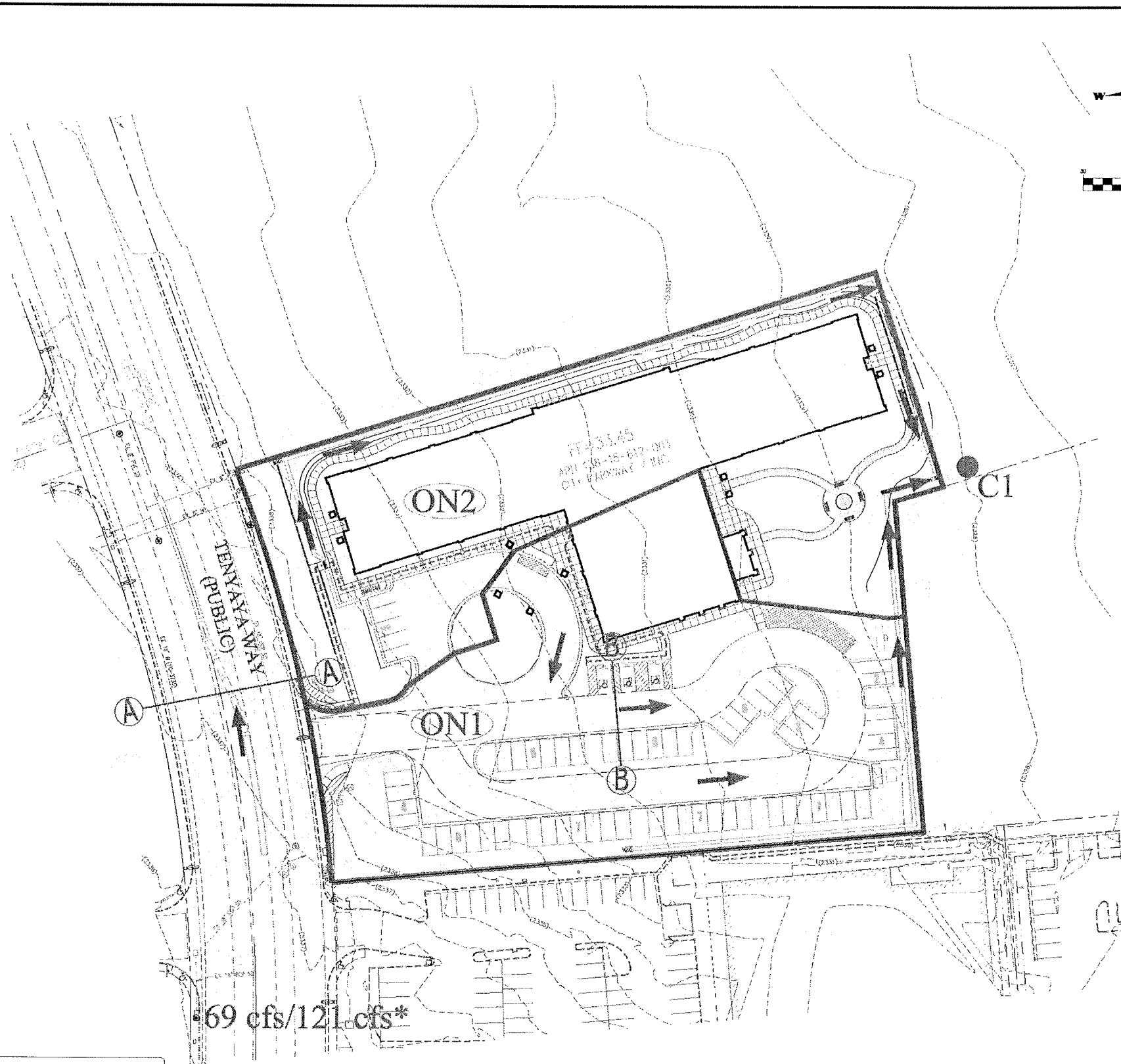
REFERENCE:

STANDARD FORM 1



Z:\Projects\2012\12-006\12-006.dwg Zone Engineering, Inc. 05 Sep 2012 10:07am

NOTE:  
FLOWS REFERENCED FROM THE TECHNICAL DRAINAGE  
STUDY FOR HOLIDAY INN CASCADE (CLV DS#4273) ARE  
DENOTED BY \* ON THIS DRAINAGE MAP



| BASIN FLOW SUMMARY |              |                       |                        |  |
|--------------------|--------------|-----------------------|------------------------|--|
| BASIN ID           | AREA (ACRES) | Q <sub>10</sub> (cfs) | Q <sub>100</sub> (cfs) |  |
| ON1                | 1.45         | 2                     | 4                      |  |
| ON2                | 2.25         | 2                     | 4                      |  |
| C1**               | N/A          | 4                     | 8                      |  |

\*\*combines basins ON1 & ON2

| STREET FLOW SUMMARY |          |                       |                      |                       |                        |                        |                       |                        |                         |
|---------------------|----------|-----------------------|----------------------|-----------------------|------------------------|------------------------|-----------------------|------------------------|-------------------------|
| SECT. ID            | ST. NAME | Q <sub>10</sub> (cfs) | D <sub>10</sub> (ft) | V <sub>10</sub> (fps) | D*V <sub>10</sub> (ft) | Q <sub>100</sub> (cfs) | D <sub>100</sub> (ft) | V <sub>100</sub> (fps) | D*V <sub>100</sub> (ft) |
| A                   | TENAYA   | 69*                   | 0.89                 | 2.87                  | 2.55                   | 121*                   | 1.04                  | 3.36                   | 3.49                    |
| B                   | ONSITE   | 2                     | 0.22                 | 1.40                  | 0.31                   | 4                      | 0.33                  | 1.96                   | 0.65                    |

\* denotes referenced flow

4550 W. OAKLEY BLVD., SUITE 102  
LAS VEGAS, NEVADA 89102  
PHONE: 702.877.3005  
FAX: 702.877.3007  
WWW.ZONEENGINEERING.COM

**Zone**  
ENGINEERING  
CIVIL ENGINEERING & LAND PLANNING

DEVELOPED CONDITION DRAINAGE MAP  
ADVANCED HEALTH CARE OF LAS VEGAS II  
CITY OF LAS VEGAS, NV

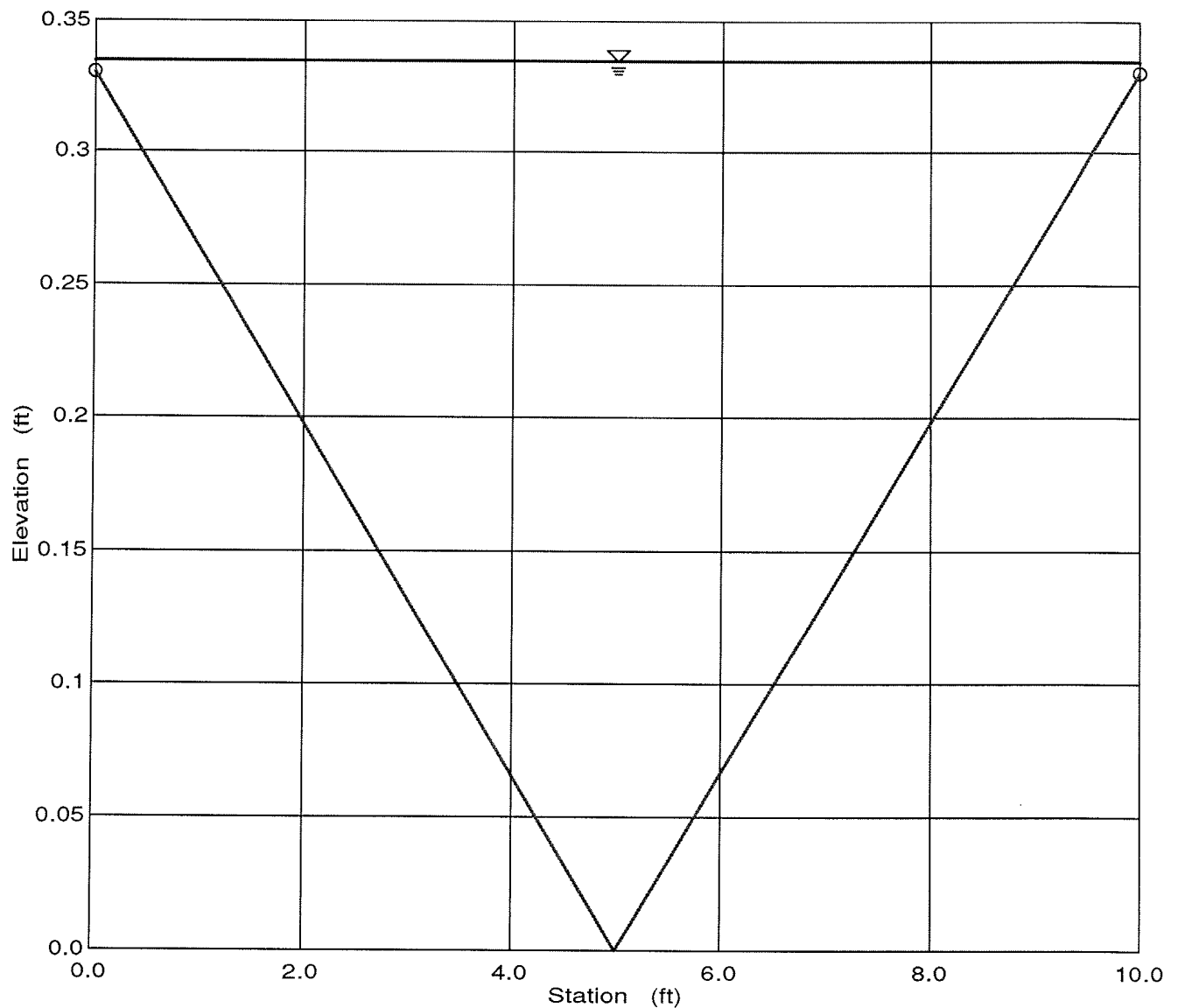
DATE: 7-18-12  
DRAWN BY: AK  
CHECKED BY: AK  
PROJECT NO. 12-006  
SHEET NO. 1 OF 1  
CLW

PROFESSIONAL ENGINEER  
DHI-YINK BETO  
No. 21422  
CIVIL  
8/5/12

10 foot easement  
Cross Section for Irregular Channel

| Project Description |                                                                                    |
|---------------------|------------------------------------------------------------------------------------|
| Project File        | c:\documents and settings\all users\documents\haestad\fmw\mt view mob\med off .fm2 |
| Worksheet           | 10 foot Easement                                                                   |
| Flow Element        | Irregular Channel                                                                  |
| Method              | Manning's Formula                                                                  |
| Solve For           | Water Elevation                                                                    |

| Section Data              |                |
|---------------------------|----------------|
| Wtd. Mannings Coefficient | 0.013          |
| Channel Slope             | 0.018200 ft/ft |
| Water Surface Elevation   | 0.33 ft        |
| Discharge                 | 8.00 cfs       |



# 10 foot Easment Worksheet for Irregular Channel

| Project Description |                                                                                    |
|---------------------|------------------------------------------------------------------------------------|
| Project File        | c:\documents and settings\all users\documents\haestad\fmw\mt view mob\med off .fm2 |
| Worksheet           | 10 foot Easment                                                                    |
| Flow Element        | Irregular Channel                                                                  |
| Method              | Manning's Formula                                                                  |
| Solve For           | Water Elevation                                                                    |

| Input Data                           |                |               |             |           |
|--------------------------------------|----------------|---------------|-------------|-----------|
| Channel Slope                        | 0.018200 ft/ft |               |             |           |
| Elevation range: 0.00 ft to 0.33 ft. |                |               |             |           |
| Station (ft)                         | Elevation (ft) | Start Station | End Station | Roughness |
| 0.00                                 | 0.33           | 0.00          | 10.00       | 0.013     |
| 5.00                                 | 0.00           |               |             |           |
| 10.00                                | 0.33           |               |             |           |
| Discharge                            | 8.00           | cfs           |             |           |

| Results                                                   |          |                 |
|-----------------------------------------------------------|----------|-----------------|
| Wtd. Mannings Coefficient                                 | 0.013    |                 |
| Water Surface Elevation                                   | 0.33     | ft              |
| Flow Area                                                 | 1.70     | ft <sup>2</sup> |
| Wetted Perimeter                                          | 10.03    | ft              |
| Top Width                                                 | 10.00    | ft              |
| Height                                                    | 0.33     | ft              |
| Critical Depth                                            | 0.44     | ft              |
| Critical Slope                                            | 0.003925 | ft/ft           |
| Velocity                                                  | 4.72     | ft/s            |
| Velocity Head                                             | 0.35     | ft              |
| Specific Energy                                           | 0.68     | ft              |
| Froude Number                                             | 2.02     |                 |
| Flow is supercritical.                                    |          |                 |
| Water elevation exceeds lowest end station by 0.46e-2 ft. |          |                 |

---

## **Response to Comments 7 and 8**

```

1*****
*
* FLOOD HYDROGRAPH PACKAGE (HEC-1)
* JUN 1998
* VERSION 4.1
*
* RUN DATE 03NOV15 TIME 13:35:53
*
*****

```

```

*****
*
* U.S. ARMY CORPS OF ENGINEERS
* HYDROLOGIC ENGINEERING CENTER
* 609 SECOND STREET
* DAVIS, CALIFORNIA 95616
* (916) 756-1104
*
*****

```

```

      X   X  XXXXXXX  XXXXX      X
      X   X  X      X   X      XX
      X   X  X      X   X      X
      XXXXXXX  XXXX  X      XXXXX  X
      X   X  X      X   X      X
      X   X  X      X   X      X
      X   X  XXXXXXX  XXXXX      XXX

```

THIS PROGRAM REPLACES ALL PREVIOUS VERSIONS OF HEC-1 KNOWN AS HEC1 (JAN 73), HEC1GS, HEC1DB, AND HEC1KW.

THE DEFINITIONS OF VARIABLES -RTIMP- AND -RTIOR- HAVE CHANGED FROM THOSE USED WITH THE 1973-STYLE INPUT STRUCTURE. THE DEFINITION OF -AMSKK- ON RM-CARD WAS CHANGED WITH REVISIONS DATED 28 SEP 81. THIS IS THE FORTRAN77 VERSION  
 NEW OPTIONS: DAMBREAK OUTFLOW SUBMERGENCE , SINGLE EVENT DAMAGE CALCULATION, DSS:WRITE STAGE FREQUENCY,  
 DSS:READ TIME SERIES AT DESIRED CALCULATION INTERVAL LOSS RATE:GREEN AND AMPT INFILTRATION  
 KINEMATIC WAVE: NEW FINITE DIFFERENCE ALGORITHM

1 HEC-1 INPUT PAGE 1

```

LINE      ID.....1.....2.....3.....4.....5.....6.....7.....8.....9.....10
1         ID      File: DEV.DAT
2         ID      29 JUNE 2015
3         ID
4         ID      Mt Vista MOB Hydro Analysis
5         ID      DEV and EX CONDITIONS RUN
6         ID
7         ID
*** FREE ***
8         IT      5      0      0      300
9         IO      5      0      0
10        IN      5      0      0
11        JR      PREC  1.00  .58
12        *
13        KK      ONX1
14        KM      ONSITE EXISTING CONDITION BASIN
15        BA      0.0087
16        PB      2.77
17        PC      .000  .020  .057  .070  .087  .108  .124  .130  .130  .130
18        PC      .130  .130  .130  .133  .140  .142  .148  .158  .172  .181
19        PC      .190  .197  .199  .200  .201  .204  .214  .229  .241  .249
20        PC      .251  .256  .270  .278  .281  .283  .295  .322  .352  .409
21        PC      .499  .590  .710  .744  .781  .812  .819  .835  .851  .856
22        PC      .860  .868  .876  .888  .910  .926  .937  .950  .970  .976
23        PC      .982  .985  .987  .989  .990  .993  .993  .994  .995  .998
24        LS      .998  .999  1.00
25        UD      0      77
26        *      0.135
27        KK      ONX2
28        KM      ONSITE DEVELOPED CONDITION BASIN
29        BA      0.0039
30        LS      0      77
31        UD      0.113
32        *
33        KK      CP1
34        KM      COMBINE ONX1 ONX2
35        HC      2
36        *
37        KK      OND1
38        KO      1
39        KM      ONSITE DEVELOPED CONDITION BASIN
40        BA      0.0083
41        LS      0      92
42        UD      0.087
43        *

```

1 HEC-1 INPUT PAGE 2

```

LINE      ID.....1.....2.....3.....4.....5.....6.....7.....8.....9.....10
40        KK      OND2
41        KM      ONSITE DEVELOPED CONDITION BASIN
42        BA      0.0040
43        LS      0      92
44        UD      0.070

```

\* Detention Basin Onsite

45 KK DET  
46 KM OS DET BASIN  
47 RS 1 STOR 0  
48 SV 0. 0.8  
49 SE 0 4.0  
50 SQ 0 0.1

\*

51 KK RCDET  
52 KM ROUTE TO WA9  
53 RK 400 0.038 0.02 0 TRAP 6 2  
\*

54 KK DUMB  
55 KM ONSITE DEVELOPED CONDITION BASIN  
56 BA 0.0040  
57 LS 0 92  
58 UD 0.070  
\*

59 KK DUMCP  
60 KM COMBINE OND1 OND2  
61 HC 2  
\*

62 ZZ

1 SCHEMATIC DIAGRAM OF STREAM NETWORK

INPUT LINE (V) ROUTING (--->) DIVERSION OR PUMP FLOW  
NO. (.) CONNECTOR (<---) RETURN OF DIVERTED OR PUMPED FLOW

12 ONX1  
.  
26 . ONX2  
.  
31 CP1.....  
.  
34 . OND1  
.  
40 . . OND2  
.  
45 . . DET  
.  
51 . . RCDET  
.  
54 . . DUMB  
.  
59 . . DUMCP.....

(\*\*\*) RUNOFF ALSO COMPUTED AT THIS LOCATION

\*\*\*\*\*  
\* FLOOD HYDROGRAPH PACKAGE (HEC-1) \*  
\* JUN 1998 \*  
\* VERSION 4.1 \*  
\* RUN DATE 03NOV15 TIME 13:35:53 \*  
\*\*\*\*\*

\*\*\*\*\*  
\* U.S. ARMY CORPS OF ENGINEERS \*  
\* HYDROLOGIC ENGINEERING CENTER \*  
\* 609 SECOND STREET \*  
\* DAVIS, CALIFORNIA 95616 \*  
\* (916) 756-1104 \*  
\*\*\*\*\*

File: DEV.DAT  
29 JUNE 2015

Mt Vista MOB Hydro Analysis  
DEV and EX CONDITIONS RUN

9 IO OUTPUT CONTROL VARIABLES  
IPRNT 5 PRINT CONTROL  
IPLOT 0 PLOT CONTROL  
QSCAL 0. HYDROGRAPH PLOT SCALE

IT HYDROGRAPH TIME DATA  
NMIN 5 MINUTES IN COMPUTATION INTERVAL  
IDATE 1 0 STARTING DATE  
ITIME 0000 STARTING TIME  
NQ 300 NUMBER OF HYDROGRAPH ORDINATES  
NDDATE 2 0 ENDING DATE  
NDTIME 0055 ENDING TIME  
ICENT 19 CENTURY MARK

COMPUTATION INTERVAL .08 HOURS  
TOTAL TIME BASE 24.92 HOURS

ENGLISH UNITS  
DRAINAGE AREA SQUARE MILES  
PRECIPITATION DEPTH INCHES  
LENGTH, ELEVATION FEET  
FLOW CUBIC FEET PER SECOND  
STORAGE VOLUME ACRE-Feet  
SURFACE AREA ACRES  
TEMPERATURE DEGREES FAHRENHEIT

JP MULTI-PLAN OPTION  
NPLAN 1 NUMBER OF PLANS

JR MULTI-RATIO OPTION  
RATIOS OF PRECIPITATION  
1.00 .58

\*\*\*\*\*

34 KK \*\*\*\*\*  
\* \*  
\* OND1 \*  
\* \*  
\*\*\*\*\*

35 KO OUTPUT CONTROL VARIABLES  
IPRNT 1 PRINT CONTROL  
IPLOT 0 PLOT CONTROL  
QSCAL 0. HYDROGRAPH PLOT SCALE  
ONSITE DEVELOPED CONDITION BASIN

SUBBASIN RUNOFF DATA

37 BA SUBBASIN CHARACTERISTICS  
TAREA .01 SUBBASIN AREA

PRECIPITATION DATA

15 PB STORM 2.77 BASIN TOTAL PRECIPITATION

16 PI INCREMENTAL PRECIPITATION PATTERN  
.02 .04 .01 .02 .02 .02 .01 .00 .00 .00  
.00 .00 .00 .01 .00 .01 .01 .01 .01 .01  
.01 .00 .00 .00 .00 .01 .02 .01 .01 .00  
.01 .01 .01 .00 .00 .01 .03 .03 .06 .09  
.09 .12 .03 .04 .03 .01 .02 .02 .00 .00  
.01 .01 .01 .02 .02 .01 .01 .02 .01 .01  
.00 .00 .00 .00 .00 .00 .00 .00 .00 .00  
.00 .00

38 LS SCS LOSS RATE  
STRTL INITIAL ABSTRACTION  
CRVNBR 92.00 CURVE NUMBER  
RTIMP .00 PERCENT IMPERVIOUS AREA

39 UD SCS DIMENSIONLESS UNITGRAPH  
TLAG .09 LAG

\*\*\*

WARNING \*\*\* TIME INTERVAL IS GREATER THAN .29\*LAG

UNIT HYDROGRAPH  
7 END-OF-PERIOD ORDINATES  
23. 27. 10. 3. 1. 0. 0.

\*\*\*\*\*

HYDROGRAPH AT STATION OND1

\*\*\*\*\*

| DA | MON  | HRMN | ORD | RAIN | LOSS | EXCESS | COMP Q |   | DA | MON  | HRMN | ORD | RAIN | LOSS | EXCESS | COMP Q |
|----|------|------|-----|------|------|--------|--------|---|----|------|------|-----|------|------|--------|--------|
| 1  | 0000 | 1    |     | .00  | .00  | .00    | 0.     | * | 1  | 1230 | 151  |     | .00  | .00  | .00    | 0.     |
| 1  | 0005 | 2    |     | .06  | .06  | .00    | 0.     | * | 1  | 1235 | 152  |     | .00  | .00  | .00    | 0.     |
| 1  | 0010 | 3    |     | .10  | .10  | .00    | 0.     | * | 1  | 1240 | 153  |     | .00  | .00  | .00    | 0.     |
| 1  | 0015 | 4    |     | .04  | .04  | .00    | 0.     | * | 1  | 1245 | 154  |     | .00  | .00  | .00    | 0.     |
| 1  | 0020 | 5    |     | .05  | .04  | .00    | 0.     | * | 1  | 1250 | 155  |     | .00  | .00  | .00    | 0.     |
| 1  | 0025 | 6    |     | .06  | .05  | .01    | 0.     | * | 1  | 1255 | 156  |     | .00  | .00  | .00    | 0.     |
| 1  | 0030 | 7    |     | .04  | .03  | .01    | 1.     | * | 1  | 1300 | 157  |     | .00  | .00  | .00    | 0.     |
| 1  | 0035 | 8    |     | .02  | .01  | .01    | 1.     | * | 1  | 1305 | 158  |     | .00  | .00  | .00    | 0.     |
| 1  | 0040 | 9    |     | .00  | .00  | .00    | 0.     | * | 1  | 1310 | 159  |     | .00  | .00  | .00    | 0.     |
| 1  | 0045 | 10   |     | .00  | .00  | .00    | 0.     | * | 1  | 1315 | 160  |     | .00  | .00  | .00    | 0.     |
| 1  | 0050 | 11   |     | .00  | .00  | .00    | 0.     | * | 1  | 1320 | 161  |     | .00  | .00  | .00    | 0.     |
| 1  | 0055 | 12   |     | .00  | .00  | .00    | 0.     | * | 1  | 1325 | 162  |     | .00  | .00  | .00    | 0.     |
| 1  | 0100 | 13   |     | .00  | .00  | .00    | 0.     | * | 1  | 1330 | 163  |     | .00  | .00  | .00    | 0.     |
| 1  | 0105 | 14   |     | .01  | .01  | .00    | 0.     | * | 1  | 1335 | 164  |     | .00  | .00  | .00    | 0.     |
| 1  | 0110 | 15   |     | .02  | .01  | .01    | 0.     | * | 1  | 1340 | 165  |     | .00  | .00  | .00    | 0.     |
| 1  | 0115 | 16   |     | .01  | .00  | .00    | 0.     | * | 1  | 1345 | 166  |     | .00  | .00  | .00    | 0.     |
| 1  | 0120 | 17   |     | .02  | .01  | .01    | 0.     | * | 1  | 1350 | 167  |     | .00  | .00  | .00    | 0.     |
| 1  | 0125 | 18   |     | .03  | .02  | .01    | 0.     | * | 1  | 1355 | 168  |     | .00  | .00  | .00    | 0.     |
| 1  | 0130 | 19   |     | .04  | .02  | .02    | 1.     | * | 1  | 1400 | 169  |     | .00  | .00  | .00    | 0.     |

|   |      |     |     |     |     |     |   |   |      |     |     |     |     |    |
|---|------|-----|-----|-----|-----|-----|---|---|------|-----|-----|-----|-----|----|
| 1 | 0135 | 20  | .02 | .01 | .01 | 1.  | * | 1 | 1405 | 170 | .00 | .00 | .00 | 0. |
| 1 | 0140 | 21  | .02 | .01 | .01 | 1.  | * | 1 | 1410 | 171 | .00 | .00 | .00 | 0. |
| 1 | 0145 | 22  | .02 | .01 | .01 | 1.  | * | 1 | 1415 | 172 | .00 | .00 | .00 | 0. |
| 1 | 0150 | 23  | .01 | .00 | .00 | 1.  | * | 1 | 1420 | 173 | .00 | .00 | .00 | 0. |
| 1 | 0155 | 24  | .00 | .00 | .00 | 0.  | * | 1 | 1425 | 174 | .00 | .00 | .00 | 0. |
| 1 | 0200 | 25  | .00 | .00 | .00 | 0.  | * | 1 | 1430 | 175 | .00 | .00 | .00 | 0. |
| 1 | 0205 | 26  | .01 | .00 | .00 | 0.  | * | 1 | 1435 | 176 | .00 | .00 | .00 | 0. |
| 1 | 0210 | 27  | .03 | .01 | .01 | 0.  | * | 1 | 1440 | 177 | .00 | .00 | .00 | 0. |
| 1 | 0215 | 28  | .04 | .02 | .02 | 1.  | * | 1 | 1445 | 178 | .00 | .00 | .00 | 0. |
| 1 | 0220 | 29  | .03 | .01 | .02 | 1.  | * | 1 | 1450 | 179 | .00 | .00 | .00 | 0. |
| 1 | 0225 | 30  | .02 | .01 | .01 | 1.  | * | 1 | 1455 | 180 | .00 | .00 | .00 | 0. |
| 1 | 0230 | 31  | .01 | .00 | .00 | 1.  | * | 1 | 1500 | 181 | .00 | .00 | .00 | 0. |
| 1 | 0235 | 32  | .01 | .01 | .01 | 1.  | * | 1 | 1505 | 182 | .00 | .00 | .00 | 0. |
| 1 | 0240 | 33  | .04 | .01 | .02 | 1.  | * | 1 | 1510 | 183 | .00 | .00 | .00 | 0. |
| 1 | 0245 | 34  | .02 | .01 | .01 | 1.  | * | 1 | 1515 | 184 | .00 | .00 | .00 | 0. |
| 1 | 0250 | 35  | .01 | .00 | .01 | 1.  | * | 1 | 1520 | 185 | .00 | .00 | .00 | 0. |
| 1 | 0255 | 36  | .01 | .00 | .00 | 0.  | * | 1 | 1525 | 186 | .00 | .00 | .00 | 0. |
| 1 | 0300 | 37  | .03 | .01 | .02 | 1.  | * | 1 | 1530 | 187 | .00 | .00 | .00 | 0. |
| 1 | 0305 | 38  | .07 | .02 | .05 | 2.  | * | 1 | 1535 | 188 | .00 | .00 | .00 | 0. |
| 1 | 0310 | 39  | .08 | .02 | .06 | 3.  | * | 1 | 1540 | 189 | .00 | .00 | .00 | 0. |
| 1 | 0315 | 40  | .16 | .04 | .12 | 5.  | * | 1 | 1545 | 190 | .00 | .00 | .00 | 0. |
| 1 | 0320 | 41  | .25 | .05 | .20 | 9.  | * | 1 | 1550 | 191 | .00 | .00 | .00 | 0. |
| 1 | 0325 | 42  | .25 | .04 | .21 | 12. | * | 1 | 1555 | 192 | .00 | .00 | .00 | 0. |
| 1 | 0330 | 43  | .33 | .04 | .29 | 15. | * | 1 | 1600 | 193 | .00 | .00 | .00 | 0. |
| 1 | 0335 | 44  | .09 | .01 | .08 | 13. | * | 1 | 1605 | 194 | .00 | .00 | .00 | 0. |
| 1 | 0340 | 45  | .10 | .01 | .09 | 8.  | * | 1 | 1610 | 195 | .00 | .00 | .00 | 0. |
| 1 | 0345 | 46  | .09 | .01 | .08 | 6.  | * | 1 | 1615 | 196 | .00 | .00 | .00 | 0. |
| 1 | 0350 | 47  | .02 | .00 | .02 | 4.  | * | 1 | 1620 | 197 | .00 | .00 | .00 | 0. |
| 1 | 0355 | 48  | .04 | .00 | .04 | 3.  | * | 1 | 1625 | 198 | .00 | .00 | .00 | 0. |
| 1 | 0400 | 49  | .04 | .00 | .04 | 3.  | * | 1 | 1630 | 199 | .00 | .00 | .00 | 0. |
| 1 | 0405 | 50  | .01 | .00 | .01 | 2.  | * | 1 | 1635 | 200 | .00 | .00 | .00 | 0. |
| 1 | 0410 | 51  | .01 | .00 | .01 | 1.  | * | 1 | 1640 | 201 | .00 | .00 | .00 | 0. |
| 1 | 0415 | 52  | .02 | .00 | .02 | 1.  | * | 1 | 1645 | 202 | .00 | .00 | .00 | 0. |
| 1 | 0420 | 53  | .02 | .00 | .02 | 1.  | * | 1 | 1650 | 203 | .00 | .00 | .00 | 0. |
| 1 | 0425 | 54  | .03 | .00 | .03 | 2.  | * | 1 | 1655 | 204 | .00 | .00 | .00 | 0. |
| 1 | 0430 | 55  | .06 | .00 | .06 | 2.  | * | 1 | 1700 | 205 | .00 | .00 | .00 | 0. |
| 1 | 0435 | 56  | .04 | .00 | .04 | 3.  | * | 1 | 1705 | 206 | .00 | .00 | .00 | 0. |
| 1 | 0440 | 57  | .03 | .00 | .03 | 2.  | * | 1 | 1710 | 207 | .00 | .00 | .00 | 0. |
| 1 | 0445 | 58  | .04 | .00 | .03 | 2.  | * | 1 | 1715 | 208 | .00 | .00 | .00 | 0. |
| 1 | 0450 | 59  | .06 | .00 | .05 | 3.  | * | 1 | 1720 | 209 | .00 | .00 | .00 | 0. |
| 1 | 0455 | 60  | .02 | .00 | .02 | 2.  | * | 1 | 1725 | 210 | .00 | .00 | .00 | 0. |
| 1 | 0500 | 61  | .02 | .00 | .02 | 1.  | * | 1 | 1730 | 211 | .00 | .00 | .00 | 0. |
| 1 | 0505 | 62  | .01 | .00 | .01 | 1.  | * | 1 | 1735 | 212 | .00 | .00 | .00 | 0. |
| 1 | 0510 | 63  | .01 | .00 | .01 | 1.  | * | 1 | 1740 | 213 | .00 | .00 | .00 | 0. |
| 1 | 0515 | 64  | .01 | .00 | .01 | 0.  | * | 1 | 1745 | 214 | .00 | .00 | .00 | 0. |
| 1 | 0520 | 65  | .00 | .00 | .00 | 0.  | * | 1 | 1750 | 215 | .00 | .00 | .00 | 0. |
| 1 | 0525 | 66  | .01 | .00 | .01 | 0.  | * | 1 | 1755 | 216 | .00 | .00 | .00 | 0. |
| 1 | 0530 | 67  | .00 | .00 | .00 | 0.  | * | 1 | 1800 | 217 | .00 | .00 | .00 | 0. |
| 1 | 0535 | 68  | .00 | .00 | .00 | 0.  | * | 1 | 1805 | 218 | .00 | .00 | .00 | 0. |
| 1 | 0540 | 69  | .00 | .00 | .00 | 0.  | * | 1 | 1810 | 219 | .00 | .00 | .00 | 0. |
| 1 | 0545 | 70  | .01 | .00 | .01 | 0.  | * | 1 | 1815 | 220 | .00 | .00 | .00 | 0. |
| 1 | 0550 | 71  | .00 | .00 | .00 | 0.  | * | 1 | 1820 | 221 | .00 | .00 | .00 | 0. |
| 1 | 0555 | 72  | .00 | .00 | .00 | 0.  | * | 1 | 1825 | 222 | .00 | .00 | .00 | 0. |
| 1 | 0600 | 73  | .00 | .00 | .00 | 0.  | * | 1 | 1830 | 223 | .00 | .00 | .00 | 0. |
| 1 | 0605 | 74  | .00 | .00 | .00 | 0.  | * | 1 | 1835 | 224 | .00 | .00 | .00 | 0. |
| 1 | 0610 | 75  | .00 | .00 | .00 | 0.  | * | 1 | 1840 | 225 | .00 | .00 | .00 | 0. |
| 1 | 0615 | 76  | .00 | .00 | .00 | 0.  | * | 1 | 1845 | 226 | .00 | .00 | .00 | 0. |
| 1 | 0620 | 77  | .00 | .00 | .00 | 0.  | * | 1 | 1850 | 227 | .00 | .00 | .00 | 0. |
| 1 | 0625 | 78  | .00 | .00 | .00 | 0.  | * | 1 | 1855 | 228 | .00 | .00 | .00 | 0. |
| 1 | 0630 | 79  | .00 | .00 | .00 | 0.  | * | 1 | 1900 | 229 | .00 | .00 | .00 | 0. |
| 1 | 0635 | 80  | .00 | .00 | .00 | 0.  | * | 1 | 1905 | 230 | .00 | .00 | .00 | 0. |
| 1 | 0640 | 81  | .00 | .00 | .00 | 0.  | * | 1 | 1910 | 231 | .00 | .00 | .00 | 0. |
| 1 | 0645 | 82  | .00 | .00 | .00 | 0.  | * | 1 | 1915 | 232 | .00 | .00 | .00 | 0. |
| 1 | 0650 | 83  | .00 | .00 | .00 | 0.  | * | 1 | 1920 | 233 | .00 | .00 | .00 | 0. |
| 1 | 0655 | 84  | .00 | .00 | .00 | 0.  | * | 1 | 1925 | 234 | .00 | .00 | .00 | 0. |
| 1 | 0700 | 85  | .00 | .00 | .00 | 0.  | * | 1 | 1930 | 235 | .00 | .00 | .00 | 0. |
| 1 | 0705 | 86  | .00 | .00 | .00 | 0.  | * | 1 | 1935 | 236 | .00 | .00 | .00 | 0. |
| 1 | 0710 | 87  | .00 | .00 | .00 | 0.  | * | 1 | 1940 | 237 | .00 | .00 | .00 | 0. |
| 1 | 0715 | 88  | .00 | .00 | .00 | 0.  | * | 1 | 1945 | 238 | .00 | .00 | .00 | 0. |
| 1 | 0720 | 89  | .00 | .00 | .00 | 0.  | * | 1 | 1950 | 239 | .00 | .00 | .00 | 0. |
| 1 | 0725 | 90  | .00 | .00 | .00 | 0.  | * | 1 | 1955 | 240 | .00 | .00 | .00 | 0. |
| 1 | 0730 | 91  | .00 | .00 | .00 | 0.  | * | 1 | 2000 | 241 | .00 | .00 | .00 | 0. |
| 1 | 0735 | 92  | .00 | .00 | .00 | 0.  | * | 1 | 2005 | 242 | .00 | .00 | .00 | 0. |
| 1 | 0740 | 93  | .00 | .00 | .00 | 0.  | * | 1 | 2010 | 243 | .00 | .00 | .00 | 0. |
| 1 | 0745 | 94  | .00 | .00 | .00 | 0.  | * | 1 | 2015 | 244 | .00 | .00 | .00 | 0. |
| 1 | 0750 | 95  | .00 | .00 | .00 | 0.  | * | 1 | 2020 | 245 | .00 | .00 | .00 | 0. |
| 1 | 0755 | 96  | .00 | .00 | .00 | 0.  | * | 1 | 2025 | 246 | .00 | .00 | .00 | 0. |
| 1 | 0800 | 97  | .00 | .00 | .00 | 0.  | * | 1 | 2030 | 247 | .00 | .00 | .00 | 0. |
| 1 | 0805 | 98  | .00 | .00 | .00 | 0.  | * | 1 | 2035 | 248 | .00 | .00 | .00 | 0. |
| 1 | 0810 | 99  | .00 | .00 | .00 | 0.  | * | 1 | 2040 | 249 | .00 | .00 | .00 | 0. |
| 1 | 0815 | 100 | .00 | .00 | .00 | 0.  | * | 1 | 2045 | 250 | .00 | .00 | .00 | 0. |
| 1 | 0820 | 101 | .00 | .00 | .00 | 0.  | * | 1 | 2050 | 251 | .00 | .00 | .00 | 0. |
| 1 | 0825 | 102 | .00 | .00 | .00 | 0.  | * | 1 | 2055 | 252 | .00 | .00 | .00 | 0. |
| 1 | 0830 | 103 | .00 | .00 | .00 | 0.  | * | 1 | 2100 | 253 | .00 | .00 | .00 | 0. |
| 1 | 0835 | 104 | .00 | .00 | .00 | 0.  | * | 1 | 2105 | 254 | .00 | .00 | .00 | 0. |
| 1 | 0840 | 105 | .00 | .00 | .00 | 0.  | * | 1 | 2110 | 255 | .00 | .00 | .00 | 0. |
| 1 | 0845 | 106 | .00 | .00 | .00 | 0.  | * | 1 | 2115 | 256 | .00 | .00 | .00 | 0. |
| 1 | 0850 | 107 | .00 | .00 | .00 | 0.  | * | 1 | 2120 | 257 | .00 | .00 | .00 | 0. |
| 1 | 0855 | 108 | .00 | .00 | .00 | 0.  | * | 1 | 2125 | 258 | .00 | .00 | .00 | 0. |
| 1 | 0900 | 109 | .00 | .00 | .00 | 0.  | * | 1 | 2130 | 259 | .00 | .00 | .00 | 0. |
| 1 | 0905 | 110 | .00 | .00 | .00 | 0.  | * | 1 | 2135 | 260 | .00 | .00 | .00 | 0. |
| 1 | 0910 | 111 | .00 | .00 | .00 | 0.  | * | 1 | 2140 | 261 | .00 | .00 | .00 | 0. |
| 1 | 0915 | 112 | .00 | .00 | .00 | 0.  | * | 1 | 2145 | 262 | .00 | .00 | .00 | 0. |
| 1 | 0920 | 113 | .00 | .00 | .00 | 0.  | * | 1 | 2150 | 263 | .00 | .00 | .00 | 0. |
| 1 | 0925 | 114 | .00 | .00 | .00 | 0.  | * | 1 | 2155 | 264 | .00 | .00 | .00 | 0. |
| 1 | 0930 | 115 | .00 | .00 | .00 | 0.  | * | 1 | 2200 | 265 | .00 | .00 | .00 | 0. |
| 1 | 0935 | 116 | .00 | .00 | .00 | 0.  | * | 1 | 2205 | 266 | .00 | .00 | .00 | 0. |
| 1 | 0940 | 117 | .00 | .00 | .00 | 0.  | * | 1 | 2210 | 267 | .00 | .00 | .00 | 0. |



|   |      |     |     |     |     |    |   |   |      |     |     |     |     |    |
|---|------|-----|-----|-----|-----|----|---|---|------|-----|-----|-----|-----|----|
| 1 | 0945 | 118 | .00 | .00 | .00 | 0. | * | 1 | 2215 | 268 | .00 | .00 | .00 | 0. |
| 1 | 0950 | 119 | .00 | .00 | .00 | 0. | * | 1 | 2220 | 269 | .00 | .00 | .00 | 0. |
| 1 | 0955 | 120 | .00 | .00 | .00 | 0. | * | 1 | 2225 | 270 | .00 | .00 | .00 | 0. |
| 1 | 1000 | 121 | .00 | .00 | .00 | 0. | * | 1 | 2230 | 271 | .00 | .00 | .00 | 0. |
| 1 | 1005 | 122 | .00 | .00 | .00 | 0. | * | 1 | 2235 | 272 | .00 | .00 | .00 | 0. |
| 1 | 1010 | 123 | .00 | .00 | .00 | 0. | * | 1 | 2240 | 273 | .00 | .00 | .00 | 0. |
| 1 | 1015 | 124 | .00 | .00 | .00 | 0. | * | 1 | 2245 | 274 | .00 | .00 | .00 | 0. |
| 1 | 1020 | 125 | .00 | .00 | .00 | 0. | * | 1 | 2250 | 275 | .00 | .00 | .00 | 0. |
| 1 | 1025 | 126 | .00 | .00 | .00 | 0. | * | 1 | 2255 | 276 | .00 | .00 | .00 | 0. |
| 1 | 1030 | 127 | .00 | .00 | .00 | 0. | * | 1 | 2300 | 277 | .00 | .00 | .00 | 0. |
| 1 | 1035 | 128 | .00 | .00 | .00 | 0. | * | 1 | 2305 | 278 | .00 | .00 | .00 | 0. |
| 1 | 1040 | 129 | .00 | .00 | .00 | 0. | * | 1 | 2310 | 279 | .00 | .00 | .00 | 0. |
| 1 | 1045 | 130 | .00 | .00 | .00 | 0. | * | 1 | 2315 | 280 | .00 | .00 | .00 | 0. |
| 1 | 1050 | 131 | .00 | .00 | .00 | 0. | * | 1 | 2320 | 281 | .00 | .00 | .00 | 0. |
| 1 | 1055 | 132 | .00 | .00 | .00 | 0. | * | 1 | 2325 | 282 | .00 | .00 | .00 | 0. |
| 1 | 1100 | 133 | .00 | .00 | .00 | 0. | * | 1 | 2330 | 283 | .00 | .00 | .00 | 0. |
| 1 | 1105 | 134 | .00 | .00 | .00 | 0. | * | 1 | 2335 | 284 | .00 | .00 | .00 | 0. |
| 1 | 1110 | 135 | .00 | .00 | .00 | 0. | * | 1 | 2340 | 285 | .00 | .00 | .00 | 0. |
| 1 | 1115 | 136 | .00 | .00 | .00 | 0. | * | 1 | 2345 | 286 | .00 | .00 | .00 | 0. |
| 1 | 1120 | 137 | .00 | .00 | .00 | 0. | * | 1 | 2350 | 287 | .00 | .00 | .00 | 0. |
| 1 | 1125 | 138 | .00 | .00 | .00 | 0. | * | 1 | 2355 | 288 | .00 | .00 | .00 | 0. |
| 1 | 1130 | 139 | .00 | .00 | .00 | 0. | * | 2 | 0000 | 289 | .00 | .00 | .00 | 0. |
| 1 | 1135 | 140 | .00 | .00 | .00 | 0. | * | 2 | 0005 | 290 | .00 | .00 | .00 | 0. |
| 1 | 1140 | 141 | .00 | .00 | .00 | 0. | * | 2 | 0010 | 291 | .00 | .00 | .00 | 0. |
| 1 | 1145 | 142 | .00 | .00 | .00 | 0. | * | 2 | 0015 | 292 | .00 | .00 | .00 | 0. |
| 1 | 1150 | 143 | .00 | .00 | .00 | 0. | * | 2 | 0020 | 293 | .00 | .00 | .00 | 0. |
| 1 | 1155 | 144 | .00 | .00 | .00 | 0. | * | 2 | 0025 | 294 | .00 | .00 | .00 | 0. |
| 1 | 1200 | 145 | .00 | .00 | .00 | 0. | * | 2 | 0030 | 295 | .00 | .00 | .00 | 0. |
| 1 | 1205 | 146 | .00 | .00 | .00 | 0. | * | 2 | 0035 | 296 | .00 | .00 | .00 | 0. |
| 1 | 1210 | 147 | .00 | .00 | .00 | 0. | * | 2 | 0040 | 297 | .00 | .00 | .00 | 0. |
| 1 | 1215 | 148 | .00 | .00 | .00 | 0. | * | 2 | 0045 | 298 | .00 | .00 | .00 | 0. |
| 1 | 1220 | 149 | .00 | .00 | .00 | 0. | * | 2 | 0050 | 299 | .00 | .00 | .00 | 0. |
| 1 | 1225 | 150 | .00 | .00 | .00 | 0. | * | 2 | 0055 | 300 | .00 | .00 | .00 | 0. |

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TOTAL RAINFALL = 2.77, TOTAL LOSS = .83, TOTAL EXCESS = 1.94

| PEAK FLOW         | TIME |      | 6-HR      | MAXIMUM AVERAGE FLOW |       |          |
|-------------------|------|------|-----------|----------------------|-------|----------|
| (CFS)             | (HR) |      |           | 24-HR                | 72-HR | 24.92-HR |
| +                 | 15.  | 3.50 | (CFS)     | 2.                   | 0.    | 0.       |
|                   |      |      | (INCHES)  | 1.944                | 1.945 | 1.945    |
| +                 |      |      | (AC-FT)   | 1.                   | 1.    | 1.       |
| CUMULATIVE AREA = |      |      | .01 SQ MI |                      |       |          |

WARNING \*\*\* TIME INTERVAL IS GREATER THAN .29\*LAG

\*\*\*\*\*

HYDROGRAPH AT STATION OND1  
PLAN 1, RATIO = 1.00

\*\*\*\*\*

| DA | MON | HRMN | ORD | RAIN | LOSS | EXCESS | COMP | Q | * | DA | MON | HRMN | ORD | RAIN | LOSS | EXCESS | COMP | Q |
|----|-----|------|-----|------|------|--------|------|---|---|----|-----|------|-----|------|------|--------|------|---|
| 1  |     | 0000 | 1   | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1230 | 151 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0005 | 2   | .06  | .06  | .00    | 0.   |   | * | 1  |     | 1235 | 152 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0010 | 3   | .10  | .10  | .00    | 0.   |   | * | 1  |     | 1240 | 153 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0015 | 4   | .04  | .04  | .00    | 0.   |   | * | 1  |     | 1245 | 154 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0020 | 5   | .05  | .04  | .00    | 0.   |   | * | 1  |     | 1250 | 155 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0025 | 6   | .06  | .05  | .01    | 0.   |   | * | 1  |     | 1255 | 156 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0030 | 7   | .04  | .03  | .01    | 1.   |   | * | 1  |     | 1300 | 157 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0035 | 8   | .02  | .01  | .01    | 1.   |   | * | 1  |     | 1305 | 158 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0040 | 9   | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1310 | 159 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0045 | 10  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1315 | 160 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0050 | 11  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1320 | 161 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0055 | 12  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1325 | 162 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0100 | 13  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1330 | 163 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0105 | 14  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1335 | 164 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0110 | 15  | .02  | .01  | .01    | 0.   |   | * | 1  |     | 1340 | 165 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0115 | 16  | .01  | .00  | .00    | 0.   |   | * | 1  |     | 1345 | 166 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0120 | 17  | .02  | .01  | .01    | 0.   |   | * | 1  |     | 1350 | 167 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0125 | 18  | .03  | .02  | .01    | 0.   |   | * | 1  |     | 1355 | 168 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0130 | 19  | .04  | .02  | .02    | 1.   |   | * | 1  |     | 1400 | 169 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0135 | 20  | .02  | .01  | .01    | 1.   |   | * | 1  |     | 1405 | 170 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0140 | 21  | .02  | .01  | .01    | 1.   |   | * | 1  |     | 1410 | 171 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0145 | 22  | .02  | .01  | .01    | 1.   |   | * | 1  |     | 1415 | 172 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0150 | 23  | .01  | .00  | .00    | 1.   |   | * | 1  |     | 1420 | 173 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0155 | 24  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1425 | 174 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0200 | 25  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1430 | 175 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0205 | 26  | .01  | .00  | .00    | 0.   |   | * | 1  |     | 1435 | 176 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0210 | 27  | .03  | .01  | .01    | 0.   |   | * | 1  |     | 1440 | 177 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0215 | 28  | .04  | .02  | .02    | 1.   |   | * | 1  |     | 1445 | 178 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0220 | 29  | .03  | .01  | .02    | 1.   |   | * | 1  |     | 1450 | 179 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0225 | 30  | .02  | .01  | .01    | 1.   |   | * | 1  |     | 1455 | 180 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0230 | 31  | .01  | .00  | .00    | 1.   |   | * | 1  |     | 1500 | 181 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0235 | 32  | .01  | .01  | .01    | 1.   |   | * | 1  |     | 1505 | 182 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0240 | 33  | .04  | .01  | .02    | 1.   |   | * | 1  |     | 1510 | 183 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0245 | 34  | .02  | .01  | .01    | 1.   |   | * | 1  |     | 1515 | 184 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0250 | 35  | .01  | .00  | .01    | 1.   |   | * | 1  |     | 1520 | 185 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0255 | 36  | .01  | .00  | .00    | 0.   |   | * | 1  |     | 1525 | 186 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0300 | 37  | .03  | .01  | .02    | 1.   |   | * | 1  |     | 1530 | 187 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0305 | 38  | .07  | .02  | .05    | 2.   |   | * | 1  |     | 1535 | 188 | .00  | .00  | .00    | 0.   |   |

|   |      |     |     |     |     |     |   |   |      |     |     |     |     |    |
|---|------|-----|-----|-----|-----|-----|---|---|------|-----|-----|-----|-----|----|
| 1 | 0310 | 39  | .08 | .02 | .06 | 3.  | * | 1 | 1540 | 189 | .00 | .00 | .00 | 0. |
| 1 | 0315 | 40  | .16 | .04 | .12 | 5.  | * | 1 | 1545 | 190 | .00 | .00 | .00 | 0. |
| 1 | 0320 | 41  | .25 | .05 | .20 | 9.  | * | 1 | 1550 | 191 | .00 | .00 | .00 | 0. |
| 1 | 0325 | 42  | .25 | .04 | .21 | 12. | * | 1 | 1555 | 192 | .00 | .00 | .00 | 0. |
| 1 | 0330 | 43  | .33 | .04 | .29 | 15. | * | 1 | 1600 | 193 | .00 | .00 | .00 | 0. |
| 1 | 0335 | 44  | .09 | .01 | .08 | 13. | * | 1 | 1605 | 194 | .00 | .00 | .00 | 0. |
| 1 | 0340 | 45  | .10 | .01 | .09 | 8.  | * | 1 | 1610 | 195 | .00 | .00 | .00 | 0. |
| 1 | 0345 | 46  | .09 | .01 | .08 | 6.  | * | 1 | 1615 | 196 | .00 | .00 | .00 | 0. |
| 1 | 0350 | 47  | .02 | .00 | .02 | 4.  | * | 1 | 1620 | 197 | .00 | .00 | .00 | 0. |
| 1 | 0355 | 48  | .04 | .00 | .04 | 3.  | * | 1 | 1625 | 198 | .00 | .00 | .00 | 0. |
| 1 | 0400 | 49  | .04 | .00 | .04 | 3.  | * | 1 | 1630 | 199 | .00 | .00 | .00 | 0. |
| 1 | 0405 | 50  | .01 | .00 | .01 | 2.  | * | 1 | 1635 | 200 | .00 | .00 | .00 | 0. |
| 1 | 0410 | 51  | .01 | .00 | .01 | 1.  | * | 1 | 1640 | 201 | .00 | .00 | .00 | 0. |
| 1 | 0415 | 52  | .02 | .00 | .02 | 1.  | * | 1 | 1645 | 202 | .00 | .00 | .00 | 0. |
| 1 | 0420 | 53  | .02 | .00 | .02 | 1.  | * | 1 | 1650 | 203 | .00 | .00 | .00 | 0. |
| 1 | 0425 | 54  | .03 | .00 | .03 | 2.  | * | 1 | 1655 | 204 | .00 | .00 | .00 | 0. |
| 1 | 0430 | 55  | .06 | .00 | .06 | 2.  | * | 1 | 1700 | 205 | .00 | .00 | .00 | 0. |
| 1 | 0435 | 56  | .04 | .00 | .04 | 3.  | * | 1 | 1705 | 206 | .00 | .00 | .00 | 0. |
| 1 | 0440 | 57  | .03 | .00 | .03 | 2.  | * | 1 | 1710 | 207 | .00 | .00 | .00 | 0. |
| 1 | 0445 | 58  | .04 | .00 | .03 | 2.  | * | 1 | 1715 | 208 | .00 | .00 | .00 | 0. |
| 1 | 0450 | 59  | .06 | .00 | .05 | 3.  | * | 1 | 1720 | 209 | .00 | .00 | .00 | 0. |
| 1 | 0455 | 60  | .02 | .00 | .02 | 2.  | * | 1 | 1725 | 210 | .00 | .00 | .00 | 0. |
| 1 | 0500 | 61  | .02 | .00 | .02 | 1.  | * | 1 | 1730 | 211 | .00 | .00 | .00 | 0. |
| 1 | 0505 | 62  | .01 | .00 | .01 | 1.  | * | 1 | 1735 | 212 | .00 | .00 | .00 | 0. |
| 1 | 0510 | 63  | .01 | .00 | .01 | 1.  | * | 1 | 1740 | 213 | .00 | .00 | .00 | 0. |
| 1 | 0515 | 64  | .01 | .00 | .01 | 0.  | * | 1 | 1745 | 214 | .00 | .00 | .00 | 0. |
| 1 | 0520 | 65  | .00 | .00 | .00 | 0.  | * | 1 | 1750 | 215 | .00 | .00 | .00 | 0. |
| 1 | 0525 | 66  | .01 | .00 | .01 | 0.  | * | 1 | 1755 | 216 | .00 | .00 | .00 | 0. |
| 1 | 0530 | 67  | .00 | .00 | .00 | 0.  | * | 1 | 1800 | 217 | .00 | .00 | .00 | 0. |
| 1 | 0535 | 68  | .00 | .00 | .00 | 0.  | * | 1 | 1805 | 218 | .00 | .00 | .00 | 0. |
| 1 | 0540 | 69  | .00 | .00 | .00 | 0.  | * | 1 | 1810 | 219 | .00 | .00 | .00 | 0. |
| 1 | 0545 | 70  | .01 | .00 | .01 | 0.  | * | 1 | 1815 | 220 | .00 | .00 | .00 | 0. |
| 1 | 0550 | 71  | .00 | .00 | .00 | 0.  | * | 1 | 1820 | 221 | .00 | .00 | .00 | 0. |
| 1 | 0555 | 72  | .00 | .00 | .00 | 0.  | * | 1 | 1825 | 222 | .00 | .00 | .00 | 0. |
| 1 | 0600 | 73  | .00 | .00 | .00 | 0.  | * | 1 | 1830 | 223 | .00 | .00 | .00 | 0. |
| 1 | 0605 | 74  | .00 | .00 | .00 | 0.  | * | 1 | 1835 | 224 | .00 | .00 | .00 | 0. |
| 1 | 0610 | 75  | .00 | .00 | .00 | 0.  | * | 1 | 1840 | 225 | .00 | .00 | .00 | 0. |
| 1 | 0615 | 76  | .00 | .00 | .00 | 0.  | * | 1 | 1845 | 226 | .00 | .00 | .00 | 0. |
| 1 | 0620 | 77  | .00 | .00 | .00 | 0.  | * | 1 | 1850 | 227 | .00 | .00 | .00 | 0. |
| 1 | 0625 | 78  | .00 | .00 | .00 | 0.  | * | 1 | 1855 | 228 | .00 | .00 | .00 | 0. |
| 1 | 0630 | 79  | .00 | .00 | .00 | 0.  | * | 1 | 1900 | 229 | .00 | .00 | .00 | 0. |
| 1 | 0635 | 80  | .00 | .00 | .00 | 0.  | * | 1 | 1905 | 230 | .00 | .00 | .00 | 0. |
| 1 | 0640 | 81  | .00 | .00 | .00 | 0.  | * | 1 | 1910 | 231 | .00 | .00 | .00 | 0. |
| 1 | 0645 | 82  | .00 | .00 | .00 | 0.  | * | 1 | 1915 | 232 | .00 | .00 | .00 | 0. |
| 1 | 0650 | 83  | .00 | .00 | .00 | 0.  | * | 1 | 1920 | 233 | .00 | .00 | .00 | 0. |
| 1 | 0655 | 84  | .00 | .00 | .00 | 0.  | * | 1 | 1925 | 234 | .00 | .00 | .00 | 0. |
| 1 | 0700 | 85  | .00 | .00 | .00 | 0.  | * | 1 | 1930 | 235 | .00 | .00 | .00 | 0. |
| 1 | 0705 | 86  | .00 | .00 | .00 | 0.  | * | 1 | 1935 | 236 | .00 | .00 | .00 | 0. |
| 1 | 0710 | 87  | .00 | .00 | .00 | 0.  | * | 1 | 1940 | 237 | .00 | .00 | .00 | 0. |
| 1 | 0715 | 88  | .00 | .00 | .00 | 0.  | * | 1 | 1945 | 238 | .00 | .00 | .00 | 0. |
| 1 | 0720 | 89  | .00 | .00 | .00 | 0.  | * | 1 | 1950 | 239 | .00 | .00 | .00 | 0. |
| 1 | 0725 | 90  | .00 | .00 | .00 | 0.  | * | 1 | 1955 | 240 | .00 | .00 | .00 | 0. |
| 1 | 0730 | 91  | .00 | .00 | .00 | 0.  | * | 1 | 2000 | 241 | .00 | .00 | .00 | 0. |
| 1 | 0735 | 92  | .00 | .00 | .00 | 0.  | * | 1 | 2005 | 242 | .00 | .00 | .00 | 0. |
| 1 | 0740 | 93  | .00 | .00 | .00 | 0.  | * | 1 | 2010 | 243 | .00 | .00 | .00 | 0. |
| 1 | 0745 | 94  | .00 | .00 | .00 | 0.  | * | 1 | 2015 | 244 | .00 | .00 | .00 | 0. |
| 1 | 0750 | 95  | .00 | .00 | .00 | 0.  | * | 1 | 2020 | 245 | .00 | .00 | .00 | 0. |
| 1 | 0755 | 96  | .00 | .00 | .00 | 0.  | * | 1 | 2025 | 246 | .00 | .00 | .00 | 0. |
| 1 | 0800 | 97  | .00 | .00 | .00 | 0.  | * | 1 | 2030 | 247 | .00 | .00 | .00 | 0. |
| 1 | 0805 | 98  | .00 | .00 | .00 | 0.  | * | 1 | 2035 | 248 | .00 | .00 | .00 | 0. |
| 1 | 0810 | 99  | .00 | .00 | .00 | 0.  | * | 1 | 2040 | 249 | .00 | .00 | .00 | 0. |
| 1 | 0815 | 100 | .00 | .00 | .00 | 0.  | * | 1 | 2045 | 250 | .00 | .00 | .00 | 0. |
| 1 | 0820 | 101 | .00 | .00 | .00 | 0.  | * | 1 | 2050 | 251 | .00 | .00 | .00 | 0. |
| 1 | 0825 | 102 | .00 | .00 | .00 | 0.  | * | 1 | 2055 | 252 | .00 | .00 | .00 | 0. |
| 1 | 0830 | 103 | .00 | .00 | .00 | 0.  | * | 1 | 2100 | 253 | .00 | .00 | .00 | 0. |
| 1 | 0835 | 104 | .00 | .00 | .00 | 0.  | * | 1 | 2105 | 254 | .00 | .00 | .00 | 0. |
| 1 | 0840 | 105 | .00 | .00 | .00 | 0.  | * | 1 | 2110 | 255 | .00 | .00 | .00 | 0. |
| 1 | 0845 | 106 | .00 | .00 | .00 | 0.  | * | 1 | 2115 | 256 | .00 | .00 | .00 | 0. |
| 1 | 0850 | 107 | .00 | .00 | .00 | 0.  | * | 1 | 2120 | 257 | .00 | .00 | .00 | 0. |
| 1 | 0855 | 108 | .00 | .00 | .00 | 0.  | * | 1 | 2125 | 258 | .00 | .00 | .00 | 0. |
| 1 | 0900 | 109 | .00 | .00 | .00 | 0.  | * | 1 | 2130 | 259 | .00 | .00 | .00 | 0. |
| 1 | 0905 | 110 | .00 | .00 | .00 | 0.  | * | 1 | 2135 | 260 | .00 | .00 | .00 | 0. |
| 1 | 0910 | 111 | .00 | .00 | .00 | 0.  | * | 1 | 2140 | 261 | .00 | .00 | .00 | 0. |
| 1 | 0915 | 112 | .00 | .00 | .00 | 0.  | * | 1 | 2145 | 262 | .00 | .00 | .00 | 0. |
| 1 | 0920 | 113 | .00 | .00 | .00 | 0.  | * | 1 | 2150 | 263 | .00 | .00 | .00 | 0. |
| 1 | 0925 | 114 | .00 | .00 | .00 | 0.  | * | 1 | 2155 | 264 | .00 | .00 | .00 | 0. |
| 1 | 0930 | 115 | .00 | .00 | .00 | 0.  | * | 1 | 2200 | 265 | .00 | .00 | .00 | 0. |
| 1 | 0935 | 116 | .00 | .00 | .00 | 0.  | * | 1 | 2205 | 266 | .00 | .00 | .00 | 0. |
| 1 | 0940 | 117 | .00 | .00 | .00 | 0.  | * | 1 | 2210 | 267 | .00 | .00 | .00 | 0. |
| 1 | 0945 | 118 | .00 | .00 | .00 | 0.  | * | 1 | 2215 | 268 | .00 | .00 | .00 | 0. |
| 1 | 0950 | 119 | .00 | .00 | .00 | 0.  | * | 1 | 2220 | 269 | .00 | .00 | .00 | 0. |
| 1 | 0955 | 120 | .00 | .00 | .00 | 0.  | * | 1 | 2225 | 270 | .00 | .00 | .00 | 0. |
| 1 | 1000 | 121 | .00 | .00 | .00 | 0.  | * | 1 | 2230 | 271 | .00 | .00 | .00 | 0. |
| 1 | 1005 | 122 | .00 | .00 | .00 | 0.  | * | 1 | 2235 | 272 | .00 | .00 | .00 | 0. |
| 1 | 1010 | 123 | .00 | .00 | .00 | 0.  | * | 1 | 2240 | 273 | .00 | .00 | .00 | 0. |
| 1 | 1015 | 124 | .00 | .00 | .00 | 0.  | * | 1 | 2245 | 274 | .00 | .00 | .00 | 0. |
| 1 | 1020 | 125 | .00 | .00 | .00 | 0.  | * | 1 | 2250 | 275 | .00 | .00 | .00 | 0. |
| 1 | 1025 | 126 | .00 | .00 | .00 | 0.  | * | 1 | 2255 | 276 | .00 | .00 | .00 | 0. |
| 1 | 1030 | 127 | .00 | .00 | .00 | 0.  | * | 1 | 2300 | 277 | .00 | .00 | .00 | 0. |
| 1 | 1035 | 128 | .00 | .00 | .00 | 0.  | * | 1 | 2305 | 278 | .00 | .00 | .00 | 0. |
| 1 | 1040 | 129 | .00 | .00 | .00 | 0.  | * | 1 | 2310 | 279 | .00 | .00 | .00 | 0. |
| 1 | 1045 | 130 | .00 | .00 | .00 | 0.  | * | 1 | 2315 | 280 | .00 | .00 | .00 | 0. |
| 1 | 1050 | 131 | .00 | .00 | .00 | 0.  | * | 1 | 2320 | 281 | .00 | .00 | .00 | 0. |
| 1 | 1055 | 132 | .00 | .00 | .00 | 0.  | * | 1 | 2325 | 282 | .00 | .00 | .00 | 0. |
| 1 | 1100 | 133 | .00 | .00 | .00 | 0.  | * | 1 | 2330 | 283 | .00 | .00 | .00 | 0. |
| 1 | 1105 | 134 | .00 | .00 | .00 | 0.  | * | 1 | 2335 | 284 | .00 | .00 | .00 | 0. |
| 1 | 1110 | 135 | .00 | .00 | .00 | 0.  | * | 1 | 2340 | 285 | .00 | .00 | .00 | 0. |
| 1 | 1115 | 136 | .00 | .00 | .00 | 0.  | * | 1 | 2345 | 286 | .00 | .00 | .00 | 0. |

|   |      |     |     |     |     |    |   |   |      |     |     |     |     |    |
|---|------|-----|-----|-----|-----|----|---|---|------|-----|-----|-----|-----|----|
| 1 | 1120 | 137 | .00 | .00 | .00 | 0. | * | 1 | 2350 | 287 | .00 | .00 | .00 | 0. |
| 1 | 1125 | 138 | .00 | .00 | .00 | 0. | * | 1 | 2355 | 288 | .00 | .00 | .00 | 0. |
| 1 | 1130 | 139 | .00 | .00 | .00 | 0. | * | 2 | 0000 | 289 | .00 | .00 | .00 | 0. |
| 1 | 1135 | 140 | .00 | .00 | .00 | 0. | * | 2 | 0005 | 290 | .00 | .00 | .00 | 0. |
| 1 | 1140 | 141 | .00 | .00 | .00 | 0. | * | 2 | 0010 | 291 | .00 | .00 | .00 | 0. |
| 1 | 1145 | 142 | .00 | .00 | .00 | 0. | * | 2 | 0015 | 292 | .00 | .00 | .00 | 0. |
| 1 | 1150 | 143 | .00 | .00 | .00 | 0. | * | 2 | 0020 | 293 | .00 | .00 | .00 | 0. |
| 1 | 1155 | 144 | .00 | .00 | .00 | 0. | * | 2 | 0025 | 294 | .00 | .00 | .00 | 0. |
| 1 | 1200 | 145 | .00 | .00 | .00 | 0. | * | 2 | 0030 | 295 | .00 | .00 | .00 | 0. |
| 1 | 1205 | 146 | .00 | .00 | .00 | 0. | * | 2 | 0035 | 296 | .00 | .00 | .00 | 0. |
| 1 | 1210 | 147 | .00 | .00 | .00 | 0. | * | 2 | 0040 | 297 | .00 | .00 | .00 | 0. |
| 1 | 1215 | 148 | .00 | .00 | .00 | 0. | * | 2 | 0045 | 298 | .00 | .00 | .00 | 0. |
| 1 | 1220 | 149 | .00 | .00 | .00 | 0. | * | 2 | 0050 | 299 | .00 | .00 | .00 | 0. |
| 1 | 1225 | 150 | .00 | .00 | .00 | 0. | * | 2 | 0055 | 300 | .00 | .00 | .00 | 0. |

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TOTAL RAINFALL = 2.77, TOTAL LOSS = .83, TOTAL EXCESS = 1.94

| PEAK FLOW | TIME |          | 6-HR  | 24-HR | 72-HR | 24.92-HR |
|-----------|------|----------|-------|-------|-------|----------|
| (CFS)     | (HR) | (CFS)    |       |       |       |          |
| 15.       | 3.50 |          | 2.    | 0.    | 0.    | 0.       |
|           |      | (INCHES) | 1.944 | 1.945 | 1.945 | 1.945    |
|           |      | (AC-FT)  | 1.    | 1.    | 1.    | 1.       |

CUMULATIVE AREA = .01 SQ MI

WARNING \*\*\* TIME INTERVAL IS GREATER THAN .29\*LAG

\*\*\*\*\*

HYDROGRAPH AT STATION OND1  
PLAN 1, RATIO = .58

\*\*\*\*\*

| DA | MON | HRMN | ORD | RAIN | LOSS | EXCESS | COMP | Q | * | DA | MON | HRMN | ORD | RAIN | LOSS | EXCESS | COMP | Q |
|----|-----|------|-----|------|------|--------|------|---|---|----|-----|------|-----|------|------|--------|------|---|
| 1  |     | 0000 | 1   | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1230 | 151 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0005 | 2   | .03  | .03  | .00    | 0.   |   | * | 1  |     | 1235 | 152 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0010 | 3   | .06  | .06  | .00    | 0.   |   | * | 1  |     | 1240 | 153 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0015 | 4   | .02  | .02  | .00    | 0.   |   | * | 1  |     | 1245 | 154 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0020 | 5   | .03  | .03  | .00    | 0.   |   | * | 1  |     | 1250 | 155 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0025 | 6   | .03  | .03  | .00    | 0.   |   | * | 1  |     | 1255 | 156 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0030 | 7   | .03  | .02  | .00    | 0.   |   | * | 1  |     | 1300 | 157 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0035 | 8   | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1305 | 158 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0040 | 9   | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1310 | 159 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0045 | 10  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1315 | 160 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0050 | 11  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1320 | 161 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0055 | 12  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1325 | 162 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0100 | 13  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1330 | 163 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0105 | 14  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1335 | 164 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0110 | 15  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1340 | 165 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0115 | 16  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1345 | 166 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0120 | 17  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1350 | 167 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0125 | 18  | .02  | .01  | .00    | 0.   |   | * | 1  |     | 1355 | 168 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0130 | 19  | .02  | .02  | .00    | 0.   |   | * | 1  |     | 1400 | 169 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0135 | 20  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1405 | 170 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0140 | 21  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1410 | 171 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0145 | 22  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1415 | 172 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0150 | 23  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1420 | 173 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0155 | 24  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1425 | 174 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0200 | 25  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1430 | 175 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0205 | 26  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1435 | 176 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0210 | 27  | .02  | .01  | .00    | 0.   |   | * | 1  |     | 1440 | 177 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0215 | 28  | .02  | .02  | .01    | 0.   |   | * | 1  |     | 1445 | 178 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0220 | 29  | .02  | .01  | .01    | 0.   |   | * | 1  |     | 1450 | 179 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0225 | 30  | .01  | .01  | .00    | 0.   |   | * | 1  |     | 1455 | 180 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0230 | 31  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1500 | 181 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0235 | 32  | .01  | .00  | .00    | 0.   |   | * | 1  |     | 1505 | 182 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0240 | 33  | .02  | .01  | .01    | 0.   |   | * | 1  |     | 1510 | 183 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0245 | 34  | .01  | .01  | .01    | 0.   |   | * | 1  |     | 1515 | 184 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0250 | 35  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1520 | 185 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0255 | 36  | .00  | .00  | .00    | 0.   |   | * | 1  |     | 1525 | 186 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0300 | 37  | .02  | .01  | .01    | 0.   |   | * | 1  |     | 1530 | 187 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0305 | 38  | .04  | .02  | .02    | 1.   |   | * | 1  |     | 1535 | 188 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0310 | 39  | .05  | .02  | .02    | 1.   |   | * | 1  |     | 1540 | 189 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0315 | 40  | .09  | .04  | .05    | 2.   |   | * | 1  |     | 1545 | 190 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0320 | 41  | .14  | .05  | .09    | 4.   |   | * | 1  |     | 1550 | 191 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0325 | 42  | .15  | .04  | .10    | 5.   |   | * | 1  |     | 1555 | 192 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0330 | 43  | .19  | .05  | .14    | 7.   |   | * | 1  |     | 1600 | 193 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0335 | 44  | .05  | .01  | .04    | 6.   |   | * | 1  |     | 1605 | 194 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0340 | 45  | .06  | .01  | .05    | 4.   |   | * | 1  |     | 1610 | 195 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0345 | 46  | .05  | .01  | .04    | 3.   |   | * | 1  |     | 1615 | 196 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0350 | 47  | .01  | .00  | .01    | 2.   |   | * | 1  |     | 1620 | 197 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0355 | 48  | .03  | .00  | .02    | 1.   |   | * | 1  |     | 1625 | 198 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0400 | 49  | .03  | .00  | .02    | 1.   |   | * | 1  |     | 1630 | 199 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0405 | 50  | .01  | .00  | .01    | 1.   |   | * | 1  |     | 1635 | 200 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0410 | 51  | .01  | .00  | .01    | 1.   |   | * | 1  |     | 1640 | 201 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0415 | 52  | .01  | .00  | .01    | 1.   |   | * | 1  |     | 1645 | 202 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0420 | 53  | .01  | .00  | .01    | 1.   |   | * | 1  |     | 1650 | 203 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0425 | 54  | .02  | .00  | .02    | 1.   |   | * | 1  |     | 1655 | 204 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0430 | 55  | .04  | .01  | .03    | 1.   |   | * | 1  |     | 1700 | 205 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0435 | 56  | .03  | .00  | .02    | 1.   |   | * | 1  |     | 1705 | 206 | .00  | .00  | .00    | 0.   |   |
| 1  |     | 0440 | 57  | .02  | .00  | .01    | 1.   |   | * | 1  |     | 1710 | 207 | .00  | .00  | .00    | 0.   |   |

|   |      |     |     |     |     |    |   |   |      |     |     |     |     |    |
|---|------|-----|-----|-----|-----|----|---|---|------|-----|-----|-----|-----|----|
| 1 | 0445 | 58  | .02 | .00 | .02 | 1. | * | 1 | 1715 | 208 | .00 | .00 | .00 | 0. |
| 1 | 0450 | 59  | .03 | .00 | .03 | 1. | * | 1 | 1720 | 209 | .00 | .00 | .00 | 0. |
| 1 | 0455 | 60  | .01 | .00 | .01 | 1. | * | 1 | 1725 | 210 | .00 | .00 | .00 | 0. |
| 1 | 0500 | 61  | .01 | .00 | .01 | 1. | * | 1 | 1730 | 211 | .00 | .00 | .00 | 0. |
| 1 | 0505 | 62  | .00 | .00 | .00 | 1. | * | 1 | 1735 | 212 | .00 | .00 | .00 | 0. |
| 1 | 0510 | 63  | .00 | .00 | .00 | 0. | * | 1 | 1740 | 213 | .00 | .00 | .00 | 0. |
| 1 | 0515 | 64  | .00 | .00 | .00 | 0. | * | 1 | 1745 | 214 | .00 | .00 | .00 | 0. |
| 1 | 0520 | 65  | .00 | .00 | .00 | 0. | * | 1 | 1750 | 215 | .00 | .00 | .00 | 0. |
| 1 | 0525 | 66  | .00 | .00 | .00 | 0. | * | 1 | 1755 | 216 | .00 | .00 | .00 | 0. |
| 1 | 0530 | 67  | .00 | .00 | .00 | 0. | * | 1 | 1800 | 217 | .00 | .00 | .00 | 0. |
| 1 | 0535 | 68  | .00 | .00 | .00 | 0. | * | 1 | 1805 | 218 | .00 | .00 | .00 | 0. |
| 1 | 0540 | 69  | .00 | .00 | .00 | 0. | * | 1 | 1810 | 219 | .00 | .00 | .00 | 0. |
| 1 | 0545 | 70  | .00 | .00 | .00 | 0. | * | 1 | 1815 | 220 | .00 | .00 | .00 | 0. |
| 1 | 0550 | 71  | .00 | .00 | .00 | 0. | * | 1 | 1820 | 221 | .00 | .00 | .00 | 0. |
| 1 | 0555 | 72  | .00 | .00 | .00 | 0. | * | 1 | 1825 | 222 | .00 | .00 | .00 | 0. |
| 1 | 0600 | 73  | .00 | .00 | .00 | 0. | * | 1 | 1830 | 223 | .00 | .00 | .00 | 0. |
| 1 | 0605 | 74  | .00 | .00 | .00 | 0. | * | 1 | 1835 | 224 | .00 | .00 | .00 | 0. |
| 1 | 0610 | 75  | .00 | .00 | .00 | 0. | * | 1 | 1840 | 225 | .00 | .00 | .00 | 0. |
| 1 | 0615 | 76  | .00 | .00 | .00 | 0. | * | 1 | 1845 | 226 | .00 | .00 | .00 | 0. |
| 1 | 0620 | 77  | .00 | .00 | .00 | 0. | * | 1 | 1850 | 227 | .00 | .00 | .00 | 0. |
| 1 | 0625 | 78  | .00 | .00 | .00 | 0. | * | 1 | 1855 | 228 | .00 | .00 | .00 | 0. |
| 1 | 0630 | 79  | .00 | .00 | .00 | 0. | * | 1 | 1900 | 229 | .00 | .00 | .00 | 0. |
| 1 | 0635 | 80  | .00 | .00 | .00 | 0. | * | 1 | 1905 | 230 | .00 | .00 | .00 | 0. |
| 1 | 0640 | 81  | .00 | .00 | .00 | 0. | * | 1 | 1910 | 231 | .00 | .00 | .00 | 0. |
| 1 | 0645 | 82  | .00 | .00 | .00 | 0. | * | 1 | 1915 | 232 | .00 | .00 | .00 | 0. |
| 1 | 0650 | 83  | .00 | .00 | .00 | 0. | * | 1 | 1920 | 233 | .00 | .00 | .00 | 0. |
| 1 | 0655 | 84  | .00 | .00 | .00 | 0. | * | 1 | 1925 | 234 | .00 | .00 | .00 | 0. |
| 1 | 0700 | 85  | .00 | .00 | .00 | 0. | * | 1 | 1930 | 235 | .00 | .00 | .00 | 0. |
| 1 | 0705 | 86  | .00 | .00 | .00 | 0. | * | 1 | 1935 | 236 | .00 | .00 | .00 | 0. |
| 1 | 0710 | 87  | .00 | .00 | .00 | 0. | * | 1 | 1940 | 237 | .00 | .00 | .00 | 0. |
| 1 | 0715 | 88  | .00 | .00 | .00 | 0. | * | 1 | 1945 | 238 | .00 | .00 | .00 | 0. |
| 1 | 0720 | 89  | .00 | .00 | .00 | 0. | * | 1 | 1950 | 239 | .00 | .00 | .00 | 0. |
| 1 | 0725 | 90  | .00 | .00 | .00 | 0. | * | 1 | 1955 | 240 | .00 | .00 | .00 | 0. |
| 1 | 0730 | 91  | .00 | .00 | .00 | 0. | * | 1 | 2000 | 241 | .00 | .00 | .00 | 0. |
| 1 | 0735 | 92  | .00 | .00 | .00 | 0. | * | 1 | 2005 | 242 | .00 | .00 | .00 | 0. |
| 1 | 0740 | 93  | .00 | .00 | .00 | 0. | * | 1 | 2010 | 243 | .00 | .00 | .00 | 0. |
| 1 | 0745 | 94  | .00 | .00 | .00 | 0. | * | 1 | 2015 | 244 | .00 | .00 | .00 | 0. |
| 1 | 0750 | 95  | .00 | .00 | .00 | 0. | * | 1 | 2020 | 245 | .00 | .00 | .00 | 0. |
| 1 | 0755 | 96  | .00 | .00 | .00 | 0. | * | 1 | 2025 | 246 | .00 | .00 | .00 | 0. |
| 1 | 0800 | 97  | .00 | .00 | .00 | 0. | * | 1 | 2030 | 247 | .00 | .00 | .00 | 0. |
| 1 | 0805 | 98  | .00 | .00 | .00 | 0. | * | 1 | 2035 | 248 | .00 | .00 | .00 | 0. |
| 1 | 0810 | 99  | .00 | .00 | .00 | 0. | * | 1 | 2040 | 249 | .00 | .00 | .00 | 0. |
| 1 | 0815 | 100 | .00 | .00 | .00 | 0. | * | 1 | 2045 | 250 | .00 | .00 | .00 | 0. |
| 1 | 0820 | 101 | .00 | .00 | .00 | 0. | * | 1 | 2050 | 251 | .00 | .00 | .00 | 0. |
| 1 | 0825 | 102 | .00 | .00 | .00 | 0. | * | 1 | 2055 | 252 | .00 | .00 | .00 | 0. |
| 1 | 0830 | 103 | .00 | .00 | .00 | 0. | * | 1 | 2100 | 253 | .00 | .00 | .00 | 0. |
| 1 | 0835 | 104 | .00 | .00 | .00 | 0. | * | 1 | 2105 | 254 | .00 | .00 | .00 | 0. |
| 1 | 0840 | 105 | .00 | .00 | .00 | 0. | * | 1 | 2110 | 255 | .00 | .00 | .00 | 0. |
| 1 | 0845 | 106 | .00 | .00 | .00 | 0. | * | 1 | 2115 | 256 | .00 | .00 | .00 | 0. |
| 1 | 0850 | 107 | .00 | .00 | .00 | 0. | * | 1 | 2120 | 257 | .00 | .00 | .00 | 0. |
| 1 | 0855 | 108 | .00 | .00 | .00 | 0. | * | 1 | 2125 | 258 | .00 | .00 | .00 | 0. |
| 1 | 0900 | 109 | .00 | .00 | .00 | 0. | * | 1 | 2130 | 259 | .00 | .00 | .00 | 0. |
| 1 | 0905 | 110 | .00 | .00 | .00 | 0. | * | 1 | 2135 | 260 | .00 | .00 | .00 | 0. |
| 1 | 0910 | 111 | .00 | .00 | .00 | 0. | * | 1 | 2140 | 261 | .00 | .00 | .00 | 0. |
| 1 | 0915 | 112 | .00 | .00 | .00 | 0. | * | 1 | 2145 | 262 | .00 | .00 | .00 | 0. |
| 1 | 0920 | 113 | .00 | .00 | .00 | 0. | * | 1 | 2150 | 263 | .00 | .00 | .00 | 0. |
| 1 | 0925 | 114 | .00 | .00 | .00 | 0. | * | 1 | 2155 | 264 | .00 | .00 | .00 | 0. |
| 1 | 0930 | 115 | .00 | .00 | .00 | 0. | * | 1 | 2200 | 265 | .00 | .00 | .00 | 0. |
| 1 | 0935 | 116 | .00 | .00 | .00 | 0. | * | 1 | 2205 | 266 | .00 | .00 | .00 | 0. |
| 1 | 0940 | 117 | .00 | .00 | .00 | 0. | * | 1 | 2210 | 267 | .00 | .00 | .00 | 0. |
| 1 | 0945 | 118 | .00 | .00 | .00 | 0. | * | 1 | 2215 | 268 | .00 | .00 | .00 | 0. |
| 1 | 0950 | 119 | .00 | .00 | .00 | 0. | * | 1 | 2220 | 269 | .00 | .00 | .00 | 0. |
| 1 | 0955 | 120 | .00 | .00 | .00 | 0. | * | 1 | 2225 | 270 | .00 | .00 | .00 | 0. |
| 1 | 1000 | 121 | .00 | .00 | .00 | 0. | * | 1 | 2230 | 271 | .00 | .00 | .00 | 0. |
| 1 | 1005 | 122 | .00 | .00 | .00 | 0. | * | 1 | 2235 | 272 | .00 | .00 | .00 | 0. |
| 1 | 1010 | 123 | .00 | .00 | .00 | 0. | * | 1 | 2240 | 273 | .00 | .00 | .00 | 0. |
| 1 | 1015 | 124 | .00 | .00 | .00 | 0. | * | 1 | 2245 | 274 | .00 | .00 | .00 | 0. |
| 1 | 1020 | 125 | .00 | .00 | .00 | 0. | * | 1 | 2250 | 275 | .00 | .00 | .00 | 0. |
| 1 | 1025 | 126 | .00 | .00 | .00 | 0. | * | 1 | 2255 | 276 | .00 | .00 | .00 | 0. |
| 1 | 1030 | 127 | .00 | .00 | .00 | 0. | * | 1 | 2300 | 277 | .00 | .00 | .00 | 0. |
| 1 | 1035 | 128 | .00 | .00 | .00 | 0. | * | 1 | 2305 | 278 | .00 | .00 | .00 | 0. |
| 1 | 1040 | 129 | .00 | .00 | .00 | 0. | * | 1 | 2310 | 279 | .00 | .00 | .00 | 0. |
| 1 | 1045 | 130 | .00 | .00 | .00 | 0. | * | 1 | 2315 | 280 | .00 | .00 | .00 | 0. |
| 1 | 1050 | 131 | .00 | .00 | .00 | 0. | * | 1 | 2320 | 281 | .00 | .00 | .00 | 0. |
| 1 | 1055 | 132 | .00 | .00 | .00 | 0. | * | 1 | 2325 | 282 | .00 | .00 | .00 | 0. |
| 1 | 1100 | 133 | .00 | .00 | .00 | 0. | * | 1 | 2330 | 283 | .00 | .00 | .00 | 0. |
| 1 | 1105 | 134 | .00 | .00 | .00 | 0. | * | 1 | 2335 | 284 | .00 | .00 | .00 | 0. |
| 1 | 1110 | 135 | .00 | .00 | .00 | 0. | * | 1 | 2340 | 285 | .00 | .00 | .00 | 0. |
| 1 | 1115 | 136 | .00 | .00 | .00 | 0. | * | 1 | 2345 | 286 | .00 | .00 | .00 | 0. |
| 1 | 1120 | 137 | .00 | .00 | .00 | 0. | * | 1 | 2350 | 287 | .00 | .00 | .00 | 0. |
| 1 | 1125 | 138 | .00 | .00 | .00 | 0. | * | 1 | 2355 | 288 | .00 | .00 | .00 | 0. |
| 1 | 1130 | 139 | .00 | .00 | .00 | 0. | * | 2 | 0000 | 289 | .00 | .00 | .00 | 0. |
| 1 | 1135 | 140 | .00 | .00 | .00 | 0. | * | 2 | 0005 | 290 | .00 | .00 | .00 | 0. |
| 1 | 1140 | 141 | .00 | .00 | .00 | 0. | * | 2 | 0010 | 291 | .00 | .00 | .00 | 0. |
| 1 | 1145 | 142 | .00 | .00 | .00 | 0. | * | 2 | 0015 | 292 | .00 | .00 | .00 | 0. |
| 1 | 1150 | 143 | .00 | .00 | .00 | 0. | * | 2 | 0020 | 293 | .00 | .00 | .00 | 0. |
| 1 | 1155 | 144 | .00 | .00 | .00 | 0. | * | 2 | 0025 | 294 | .00 | .00 | .00 | 0. |
| 1 | 1200 | 145 | .00 | .00 | .00 | 0. | * | 2 | 0030 | 295 | .00 | .00 | .00 | 0. |
| 1 | 1205 | 146 | .00 | .00 | .00 | 0. | * | 2 | 0035 | 296 | .00 | .00 | .00 | 0. |
| 1 | 1210 | 147 | .00 | .00 | .00 | 0. | * | 2 | 0040 | 297 | .00 | .00 | .00 | 0. |
| 1 | 1215 | 148 | .00 | .00 | .00 | 0. | * | 2 | 0045 | 298 | .00 | .00 | .00 | 0. |
| 1 | 1220 | 149 | .00 | .00 | .00 | 0. | * | 2 | 0050 | 299 | .00 | .00 | .00 | 0. |
| 1 | 1225 | 150 | .00 | .00 | .00 | 0. | * | 2 | 0055 | 300 | .00 | .00 | .00 | 0. |

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TOTAL RAINFALL = 1.61, TOTAL LOSS = .72, TOTAL EXCESS = .89

| PEAK FLOW         | TIME  |          | 6-HR      | MAXIMUM AVERAGE FLOW | 72-HR | 24.92-HR |
|-------------------|-------|----------|-----------|----------------------|-------|----------|
| +                 | (CFS) | (HR)     |           | 24-HR                |       |          |
| +                 | 7.    | 3.50     |           |                      |       |          |
|                   |       | (CFS)    |           |                      |       |          |
|                   |       | (INCHES) | 1.        | 0.                   | 0.    | 0.       |
|                   |       | (AC-FT)  | .892      | .892                 | .892  | .892     |
|                   |       |          | 0.        | 0.                   | 0.    | 0.       |
| CUMULATIVE AREA = |       |          | .01 SQ MI |                      |       |          |

1

PEAK FLOW AND STAGE (END-OF-PERIOD) SUMMARY FOR MULTIPLE PLAN-RATIO ECONOMIC COMPUTATIONS  
 FLOWS IN CUBIC FEET PER SECOND, AREA IN SQUARE MILES  
 TIME TO PEAK IN HOURS

| OPERATION     | STATION | AREA | PLAN                      | RATIOS APPLIED TO PRECIPITATION |         |
|---------------|---------|------|---------------------------|---------------------------------|---------|
|               |         |      |                           | RATIO 1                         | RATIO 2 |
|               |         |      |                           | 1.00                            | .58     |
| HYDROGRAPH AT | ONX1    | .01  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 7.                              | 2.      |
|               |         |      |                           | 3.58                            | 3.58    |
| HYDROGRAPH AT | ONX2    | .00  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 3.                              | 1.      |
|               |         |      |                           | 3.58                            | 3.58    |
| 2 COMBINED AT | CP1     | .01  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 10.                             | 3.      |
|               |         |      |                           | 3.58                            | 3.58    |
| HYDROGRAPH AT | OND1    | .01  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 15.                             | 7.      |
|               |         |      |                           | 3.50                            | 3.50    |
| HYDROGRAPH AT | OND2    | .00  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 8.                              | 4.      |
|               |         |      |                           | 3.50                            | 3.50    |
| ROUTED TO     | DET     | .00  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 0.                              | 0.      |
|               |         |      |                           | 5.50                            | 5.83    |
|               |         |      | ** PEAK STAGES IN FEET ** |                                 |         |
|               |         |      | 1                         | STAGE                           | .93     |
|               |         |      |                           | TIME                            | 6.08    |
|               |         |      |                           | 2.02                            |         |
|               |         |      |                           | 6.08                            |         |
| ROUTED TO     | RCDET   | .00  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 0.                              | 0.      |
|               |         |      |                           | 5.25                            | 5.00    |
| HYDROGRAPH AT | DUMB    | .00  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 8.                              | 4.      |
|               |         |      |                           | 3.50                            | 3.50    |
| 2 COMBINED AT | DUMCP   | .01  | 1                         | FLOW                            |         |
| +             |         |      |                           | TIME                            |         |
|               |         |      |                           | 8.                              | 4.      |
|               |         |      |                           | 3.50                            | 3.50    |

1

SUMMARY OF KINEMATIC WAVE - MUSKINGUM-CUNGE ROUTING  
 (FLOW IS DIRECT RUNOFF WITHOUT BASE FLOW)

| ISTAQ        | ELEMENT | DT    | PEAK  | TIME TO PEAK | VOLUME | DT    | INTERPOLATED TO COMPUTATION PEAK | INTERVAL TIME TO PEAK | VOLUME |
|--------------|---------|-------|-------|--------------|--------|-------|----------------------------------|-----------------------|--------|
|              |         | (MIN) | (CFS) | (MIN)        | (IN)   | (MIN) | (CFS)                            | (MIN)                 | (IN)   |
| FOR PLAN = 1 | RATIO=  | 1.00  |       |              |        |       |                                  |                       |        |
| RCDET        | MANE    | 1.28  | .05   | 367.23       | .38    | 5.00  | .05                              | 365.00                | .38    |

CONTINUITY SUMMARY (AC-FT) - INFLOW= .8212E-01 EXCESS= .0000E+00 OUTFLOW= .8195E-01 BASIN STORAGE= .1923E-03 PERCENT ERROR= .0

|              |        |      |     |        |     |      |     |        |     |
|--------------|--------|------|-----|--------|-----|------|-----|--------|-----|
| FOR PLAN = 1 | RATIO= | .58  |     |        |     |      |     |        |     |
| RCDET        | MANE   | 1.59 | .02 | 367.46 | .17 | 5.00 | .02 | 370.00 | .17 |

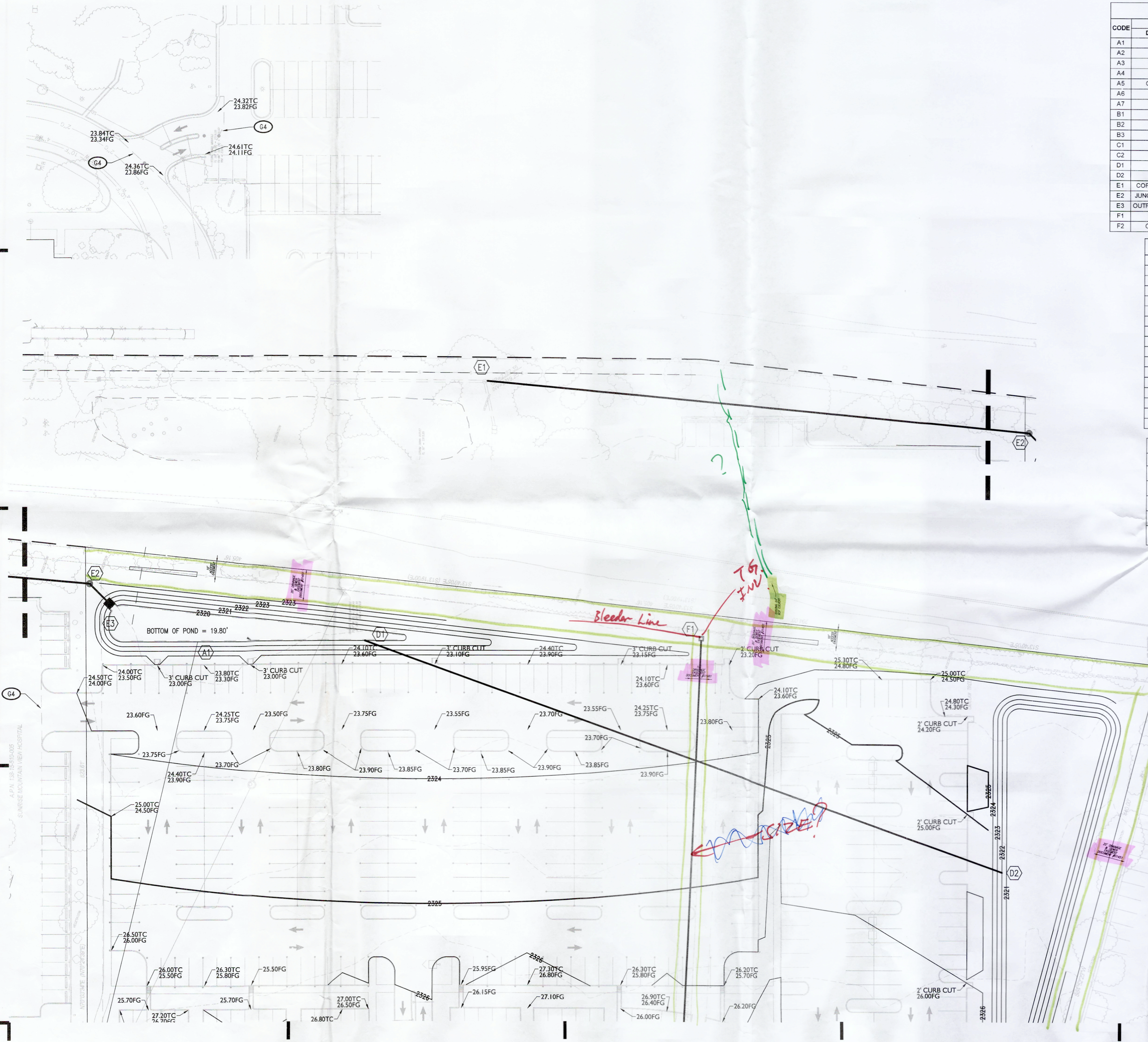
CONTINUITY SUMMARY (AC-FT) - INFLOW= .3741E-01 EXCESS= .0000E+00 OUTFLOW= .3731E-01 BASIN STORAGE= .1110E-03 PERCENT ERROR= .0

\*\*\* NORMAL END OF HEC-1 \*\*\*



C:\Projects\2015\20150727\dwg\Construction\20150727\_C6.0\_C8.dwg - C6.0 Grading & Drainage Plan Nov 03, 2015 - 11:08am gmgp

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| PROPOSED DRAINAGE STRUCTURES |                   |                    |       |              |        |
|------------------------------|-------------------|--------------------|-------|--------------|--------|
| CODE                         | STRUCTURE         |                    | DEPTH | ELEVATION    |        |
|                              | DESCRIPTION       | DETAIL             |       | TOP OF GRATE | INVERT |
| A1                           | HEADWALL          | NDOT INDEX R-2.5.1 | N/A   | N/A          | 19.80  |
| A2                           | CURB INLET        | NDOT INDEX R-4.2.3 | 4.40  | 26.00        | 21.60  |
| A3                           | CURB INLET        | NDOT INDEX R-4.2.3 | 4.90  | 27.20        | 22.30  |
| A4                           | CURB INLET        | NDOT INDEX R-4.2.3 | 5.19  | 29.50        | 24.31  |
| A5                           | CATCH BASIN       | NDOT INDEX R-4.2.1 | 4.76  | 29.75        | 24.99  |
| A6                           | CURB INLET        | NDOT INDEX R-4.2.3 | 3.76  | 29.50        | 25.74  |
| A7                           | CURB INLET        | NDOT INDEX R-4.2.3 | 3.46  | 29.90        | 26.44  |
| B1                           | CURB INLET        | NDOT INDEX R-4.2.3 | 4.68  | 29.25        | 24.57  |
| B2                           | CURB INLET        | NDOT INDEX R-4.2.3 | 3.58  | 29.25        | 25.67  |
| B3                           | CURB INLET        | NDOT INDEX R-4.2.3 | 2.19  | 29.25        | 27.06  |
| C1                           | CLEANOUT          | 11 / C8.0          | 5.03  | 30.95        | 25.92  |
| C2                           | CLEANOUT          | 11 / C8.0          | 2.30  | 30.30        | 28.00  |
| D1                           | HEADWALL          | NDOT INDEX R-2.5.1 | N/A   | N/A          | 20.00  |
| D2                           | HEADWALL          | NDOT INDEX R-2.5.1 | N/A   | N/A          | 22.00  |
| E1                           | CORE CONNECTION   | 5 / C8.2           | N/A   | N/A          | 19.25  |
| E2                           | JUNCTION MANHOLE  | 6 / C8.2           | 3.22  | 23.00        | 19.78  |
| E3                           | OUTFALL STRUCTURE | 7 / C8.2           | N/A   | N/A          | 19.80  |
| F1                           | BUBBLE UP         | 4 / C8.2           | 4.95  | 22.70        | 17.75  |
| F2                           | CATCH BASIN       | NDOT INDEX R-4.2.1 | 8.50  | 28.00        | 19.50  |

| PROPOSED STORM SEWER PIPE |       |      |       |       |               |               |
|---------------------------|-------|------|-------|-------|---------------|---------------|
| FROM                      |       | TO   |       | GRADE | DIAMETER (IN) | LENGTH (L.F.) |
| CODE                      | INV.  | CODE | INV.  |       |               |               |
| A2                        | 21.60 | A1   | 19.80 | 0.69% | 30            | 260           |
| A3                        | 22.30 | A2   | 21.70 | 1.00% | 30            | 60            |
| A4                        | 24.31 | A3   | 22.40 | 1.00% | 24            | 191           |
| A5                        | 24.99 | A4   | 24.41 | 1.00% | 24            | 58            |
| A6                        | 25.74 | A5   | 25.09 | 1.00% | 18            | 65            |
| A7                        | 26.44 | A6   | 25.84 | 1.00% | 18            | 60            |
| B1                        | 24.57 | A3   | 22.40 | 1.00% | 18            | 217           |
| B2                        | 25.67 | B1   | 24.67 | 1.00% | 18            | 100           |
| B3                        | 27.06 | B2   | 25.77 | 1.50% | 18            | 86            |
| C1                        | 25.92 | A5   | 25.15 | 2.20% | 12            | 35            |
| C2                        | 28.00 | C1   | 26.02 | 2.00% | 8             | 99            |
| D2                        | 22.00 | D1   | 20.00 | 0.46% | 18            | 438           |
| E2                        | 19.78 | E1   | 19.25 | 0.16% | 24            | 351           |
| E3                        | 19.80 | E2   | 19.78 | 0.15% | 24            | 20            |
| F2                        | 19.50 | F1   | 17.75 | 0.50% | 24            | 350           |

| GRADING & DRAINAGE KEY NOTE |                                                          |             |
|-----------------------------|----------------------------------------------------------|-------------|
| CODE                        | DESCRIPTION                                              | DTL #/SHT # |
| G4                          | MATCH EXISTING GRADE                                     |             |
| C8                          | CONCRETE FLUME                                           |             |
| G11                         | CURB CUT                                                 |             |
| G12                         | SIDEWALK DRAIN                                           |             |
| G15                         | TRANSITION FROM FLUSH CONDITIONS TO 6" CURB OVER 15 FEET |             |

| PROPOSED FEATURES LEGEND |  |
|--------------------------|--|
| STORM PIPE & INLET       |  |
| SPOT ELEVATION           |  |
| PROPOSED CONTOUR         |  |
| DRAINAGE STRUCTURE       |  |

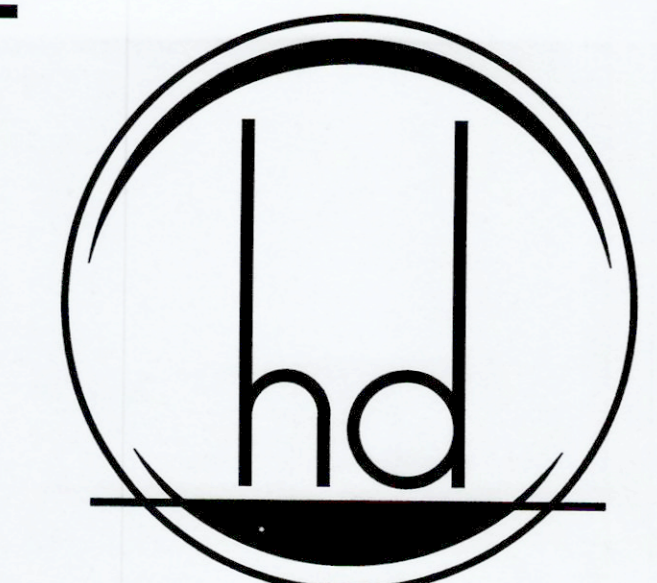
- NOTES
- ALL ONSITE STORM DRAINS AND THE ASSOCIATED FACILITIES ARE PRIVATELY OWNED AND TO BE PRIVATELY MAINTAINED BY THE PROPERTY OWNER.
  - ALL STORM DRAIN INLETS TO BE CONSTRUCTED PER USDOCA DRAWING NO. 421.

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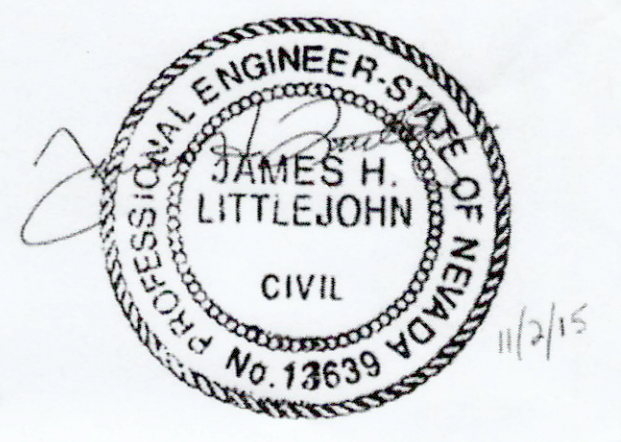


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|----------|-------------------------------------------------------------------|
| PROJECT  | 215004.00                                                         |
| LOCATION | 3050 North Tenaya Way<br>Las Vegas, NV 89128                      |
| CLIENT   | HCA<br>One Park Plaza Bldg II-E, 3rd Floor<br>Nashville, TN 37203 |

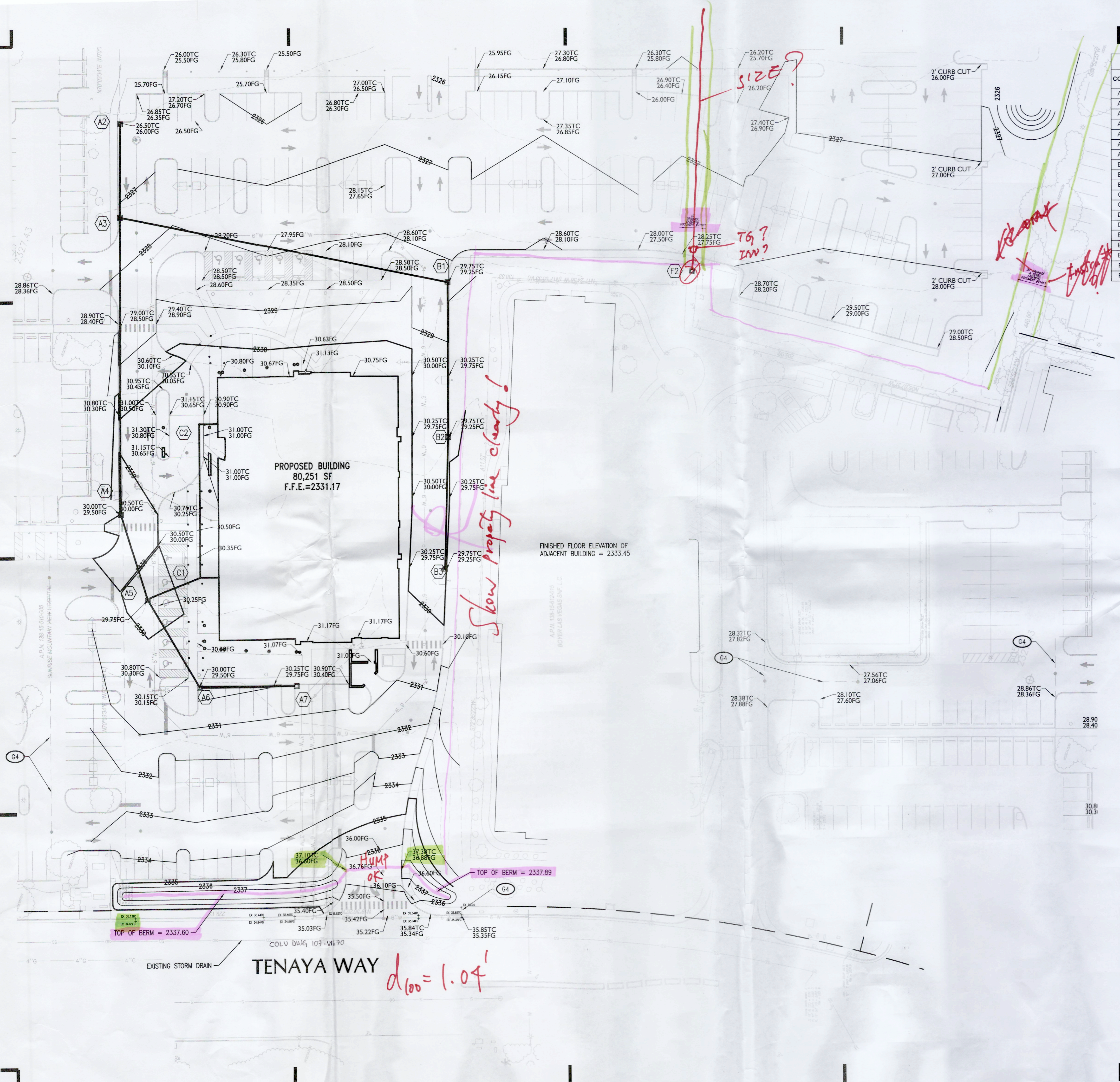
MountainView  
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CONSTRUCTION  
DOCUMENTS



|                  |                         |
|------------------|-------------------------|
| DATE OF ISSUANCE | 07/10/15                |
| TITLE            | GRADING & DRAINAGE PLAN |
| SHEET            | C6.0                    |





| PROPOSED DRAINAGE STRUCTURES |                   |                    |       |              |        |
|------------------------------|-------------------|--------------------|-------|--------------|--------|
| CODE                         | STRUCTURE         |                    | DEPTH | ELEVATION    |        |
|                              | DESCRIPTION       | DETAIL             |       | TOP OF GRATE | INVERT |
| A1                           | HEADWALL          | NDOT INDEX R-2.5.1 | N/A   | N/A          | 19.80  |
| A2                           | CURB INLET        | NDOT INDEX R-4.2.3 | 4.40  | 26.00        | 21.60  |
| A3                           | CURB INLET        | NDOT INDEX R-4.2.3 | 4.90  | 27.20        | 22.30  |
| A4                           | CURB INLET        | NDOT INDEX R-4.2.3 | 5.19  | 29.50        | 24.31  |
| A5                           | CATCH BASIN       | NDOT INDEX R-4.2.1 | 4.76  | 29.75        | 24.99  |
| A6                           | CURB INLET        | NDOT INDEX R-4.2.3 | 3.76  | 29.50        | 25.74  |
| A7                           | CURB INLET        | NDOT INDEX R-4.2.3 | 3.46  | 29.90        | 26.44  |
| B1                           | CURB INLET        | NDOT INDEX R-4.2.3 | 4.68  | 29.25        | 24.57  |
| B2                           | CURB INLET        | NDOT INDEX R-4.2.3 | 3.58  | 29.25        | 25.67  |
| B3                           | CURB INLET        | NDOT INDEX R-4.2.3 | 2.19  | 29.25        | 27.06  |
| C1                           | CLEANOUT          | 11 / C8.0          | 5.03  | 30.95        | 25.92  |
| C2                           | CLEANOUT          | 11 / C8.0          | 2.30  | 30.30        | 28.00  |
| D1                           | HEADWALL          | NDOT INDEX R-2.5.1 | N/A   | N/A          | 20.00  |
| D2                           | HEADWALL          | NDOT INDEX R-2.5.1 | N/A   | N/A          | 22.00  |
| E1                           | CORE CONNECTION   | 5 / C8.2           | N/A   | N/A          | 19.25  |
| E2                           | JUNCTION MANHOLE  | 6 / C8.2           | 3.22  | 23.00        | 19.78  |
| E3                           | OUTFALL STRUCTURE | 7 / C8.2           | N/A   | N/A          | 19.80  |
| F1                           | BUBBLE-UP         | 4 / C8.2           | 4.95  | 22.70        | 17.76  |
| F2                           | CATCH BASIN       | NDOT INDEX R-4.2.1 | 8.50  | 28.00        | 19.50  |

| PROPOSED STORM SEWER PIPE |       |      |       |       |               |      |
|---------------------------|-------|------|-------|-------|---------------|------|
| CODE                      | FROM  |      | TO    | GRADE | DIAMETER (IN) | TYPE |
|                           | INV.  | CODE | INV.  |       |               |      |
| A2                        | 21.60 | A1   | 19.80 | 0.69% | 30            | RCP  |
| A3                        | 22.30 | A2   | 21.70 | 1.00% | 30            | RCP  |
| A4                        | 24.31 | A3   | 22.40 | 1.00% | 24            | RCP  |
| A5                        | 24.99 | A4   | 24.41 | 1.00% | 24            | RCP  |
| A6                        | 25.74 | A5   | 25.09 | 1.00% | 18            | RCP  |
| A7                        | 26.44 | A6   | 25.84 | 1.00% | 18            | RCP  |
| B1                        | 24.57 | A3   | 22.40 | 1.00% | 18            | RCP  |
| B2                        | 25.67 | B1   | 24.67 | 1.00% | 18            | RCP  |
| B3                        | 27.06 | B2   | 25.77 | 1.50% | 18            | PVC  |
| C1                        | 25.92 | A5   | 25.15 | 2.20% | 12            | RCP  |
| C2                        | 26.00 | C1   | 26.02 | 2.00% | 8             | PVC  |
| D2                        | 22.00 | D1   | 20.00 | 0.46% | 18            | PVC  |
| E2                        | 19.78 | E1   | 19.25 | 0.15% | 24            | RCP  |
| E3                        | 19.80 | E2   | 19.78 | 0.15% | 24            | RCP  |
| F2                        | 19.50 | F1   | 17.75 | 0.50% | 24            | RCP  |

| GRADING & DRAINAGE KEY NOTE |                                                          |             |
|-----------------------------|----------------------------------------------------------|-------------|
| CODE                        | DESCRIPTION                                              | DTL #/SHT # |
| G4                          | MATCH EXISTING GRADE                                     |             |
| G6                          | CONCRETE FLUME                                           | 9 / C8.2    |
| G11                         | CURB CUT                                                 | 7 / C8.2    |
| G12                         | SIDEWALK DRAIN                                           | 8 / C8.2    |
| G15                         | TRANSITION FROM FLUSH CONDITIONS TO 6" CURB OVER 15 FEET |             |

#### PROPOSED FEATURES LEGEND

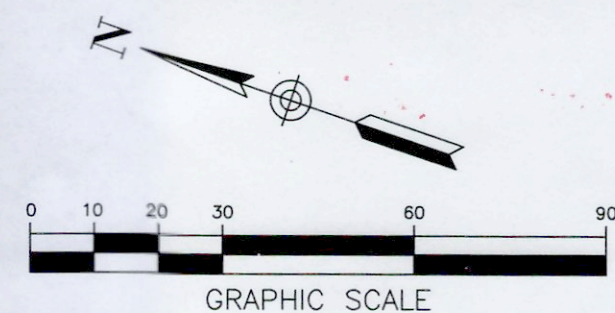
|                    |  |
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| STORM PIPE & INLET |  |
| SPOT ELEVATION     |  |
| PROPOSED CONTOUR   |  |
| DRAINAGE STRUCTURE |  |

#### NOTES

- ALL ON-SITE STORM DRAINS AND THE ASSOCIATED FACILITIES ARE PRIVATELY OWNED AND TO BE PRIVATELY MAINTAINED BY THE PROPERTY OWNER.
- ALL STORM DRAIN INLETS TO BE CONSTRUCTED PER USDOCA DRAWING NO. 421.

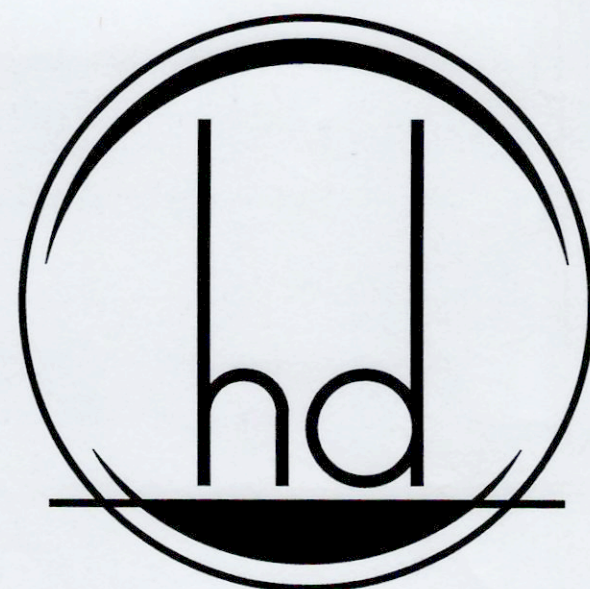


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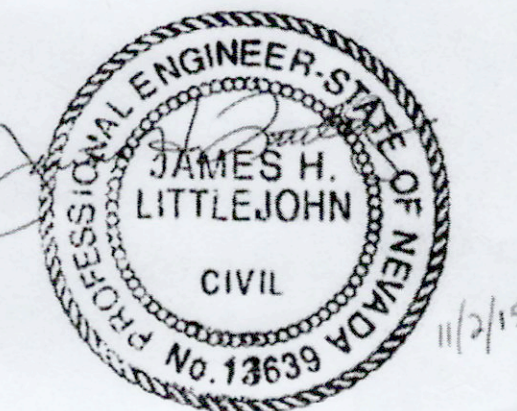
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DATES OF ISSUANCE

TITLE SHEET

GRADING &  
DRAINAGE PLAN

C6.1





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## ENT 5



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## THE STATE



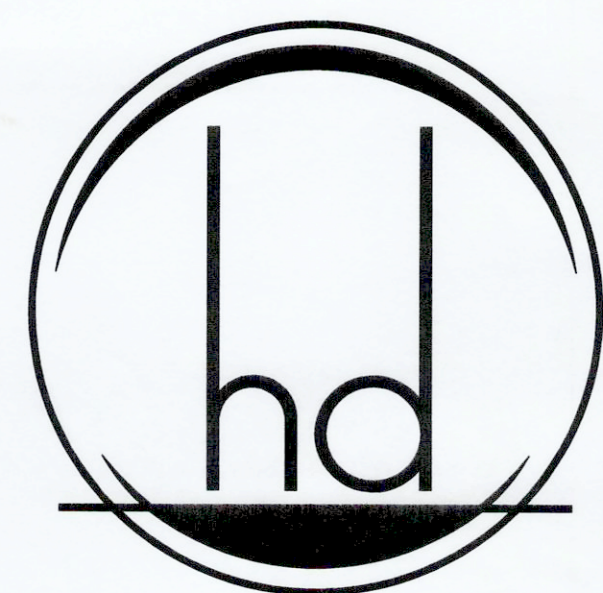
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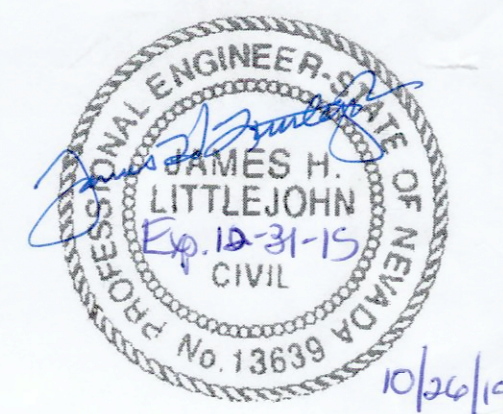
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Nashville, TN 37203

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DATES OF ISSUANCE  





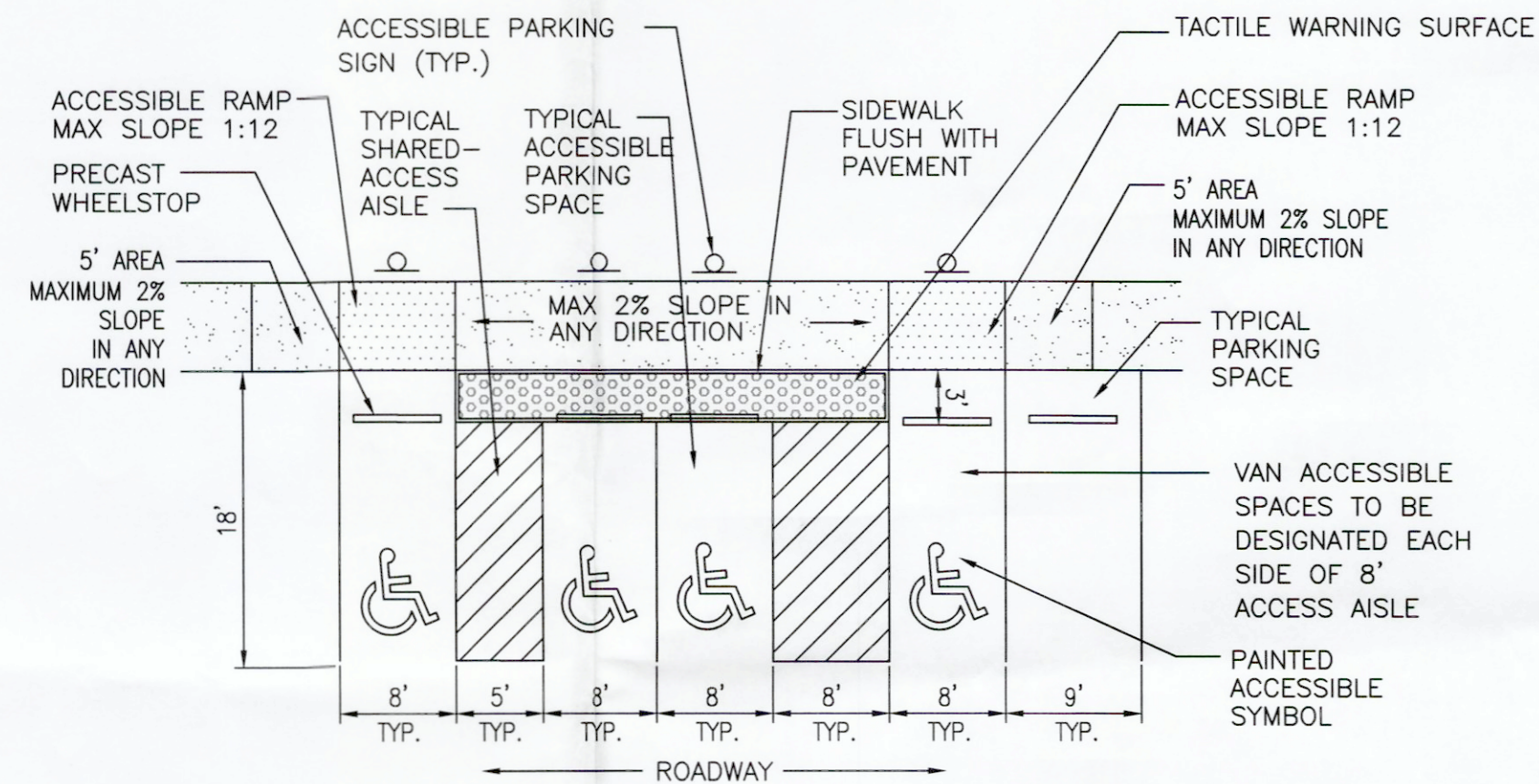

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## SITE DETAILS

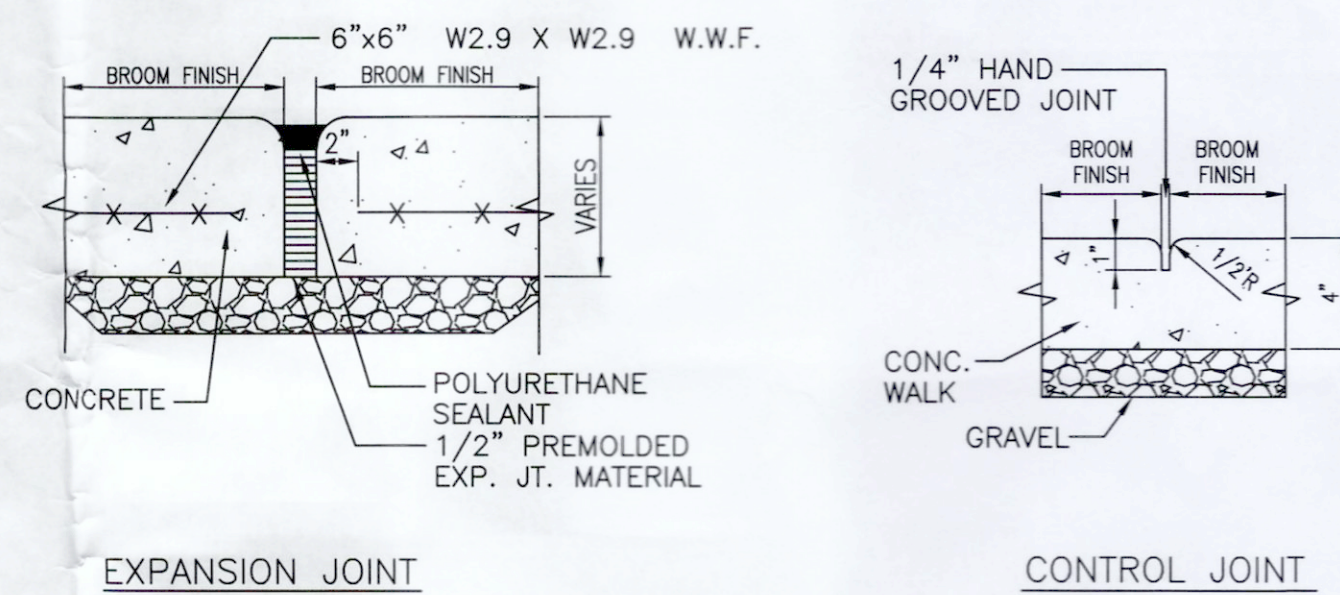
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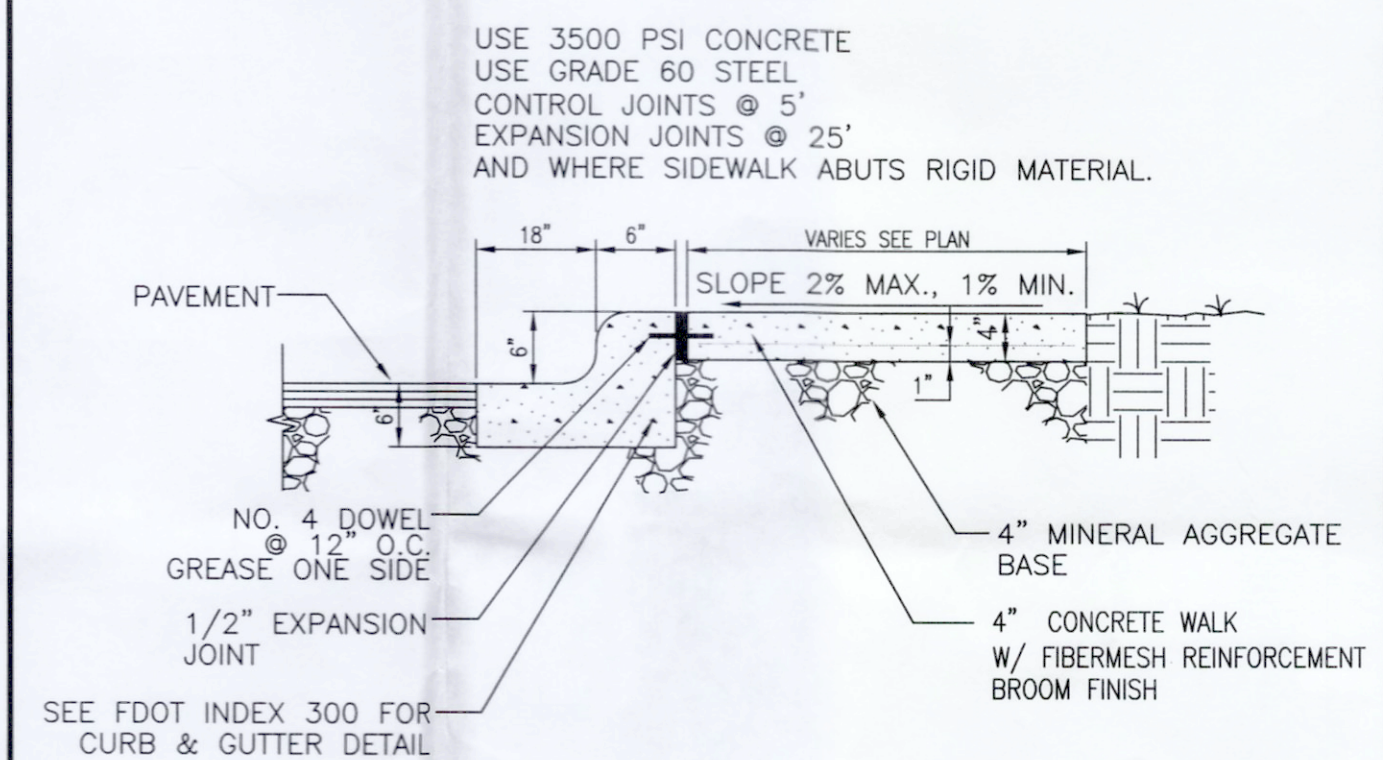
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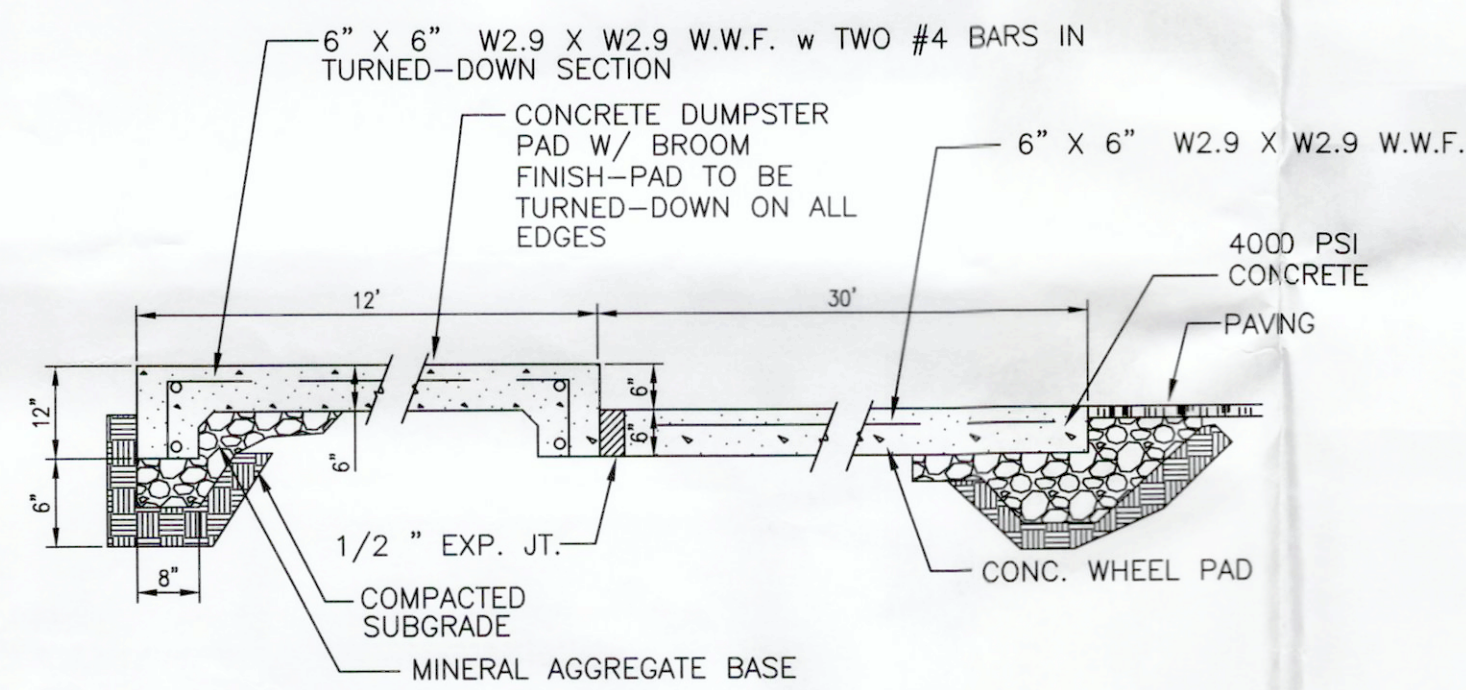
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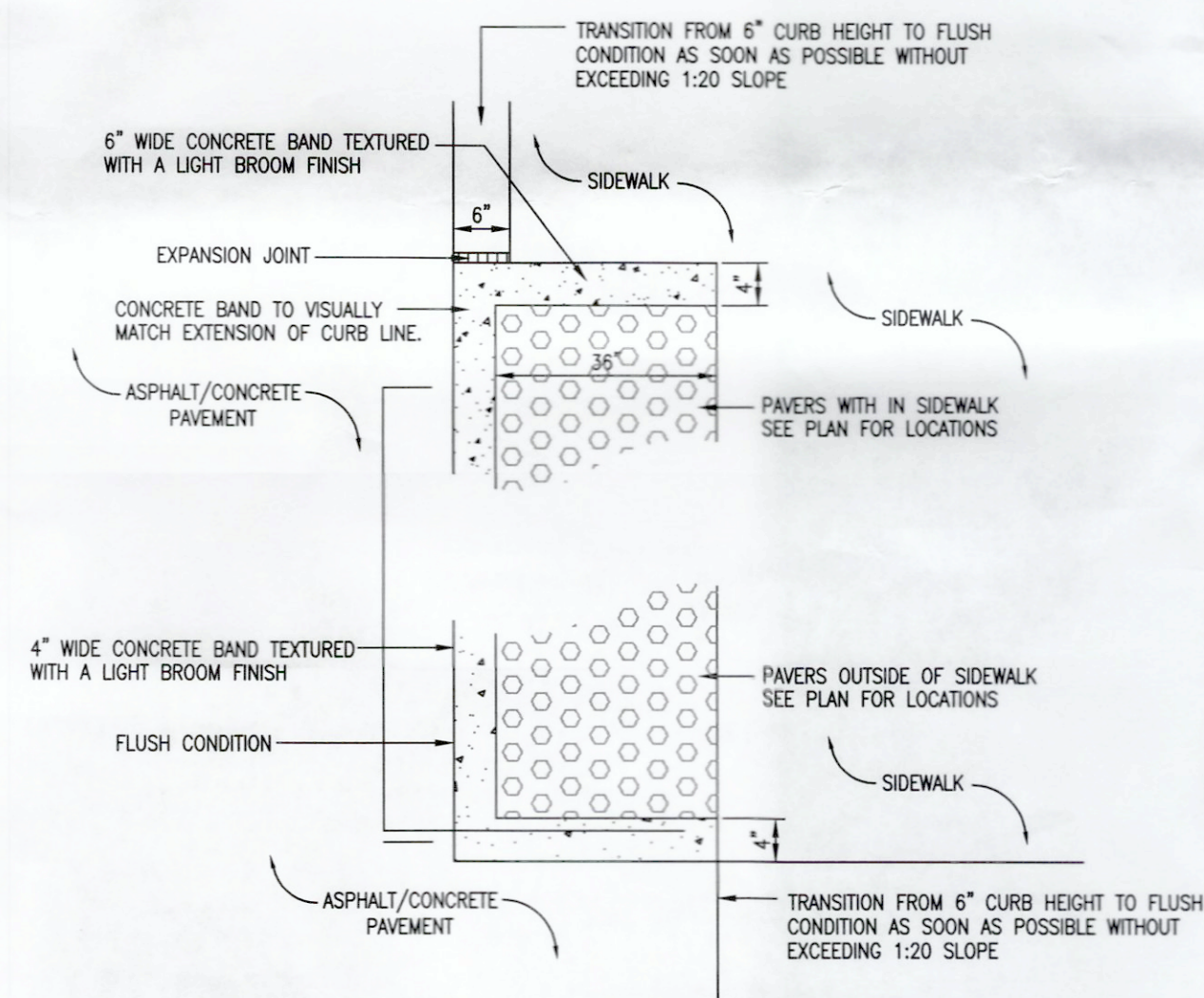
4 **SIDEWALK JOINTS**  
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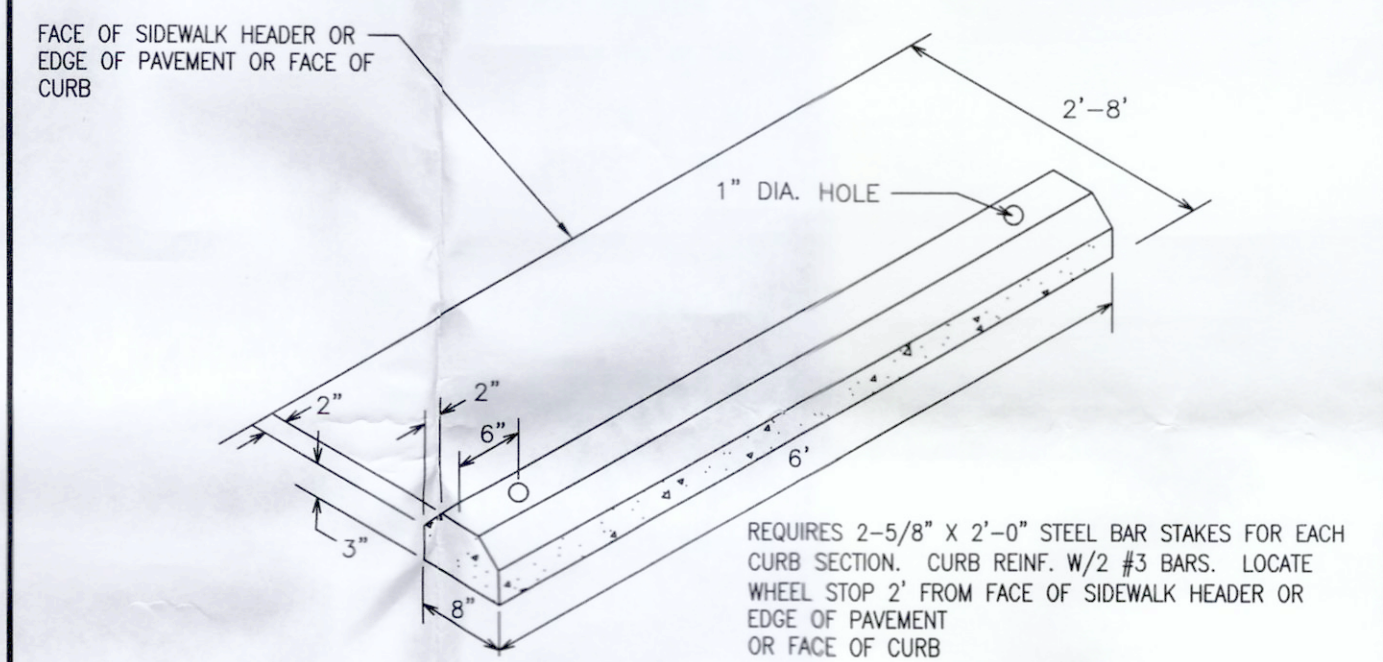
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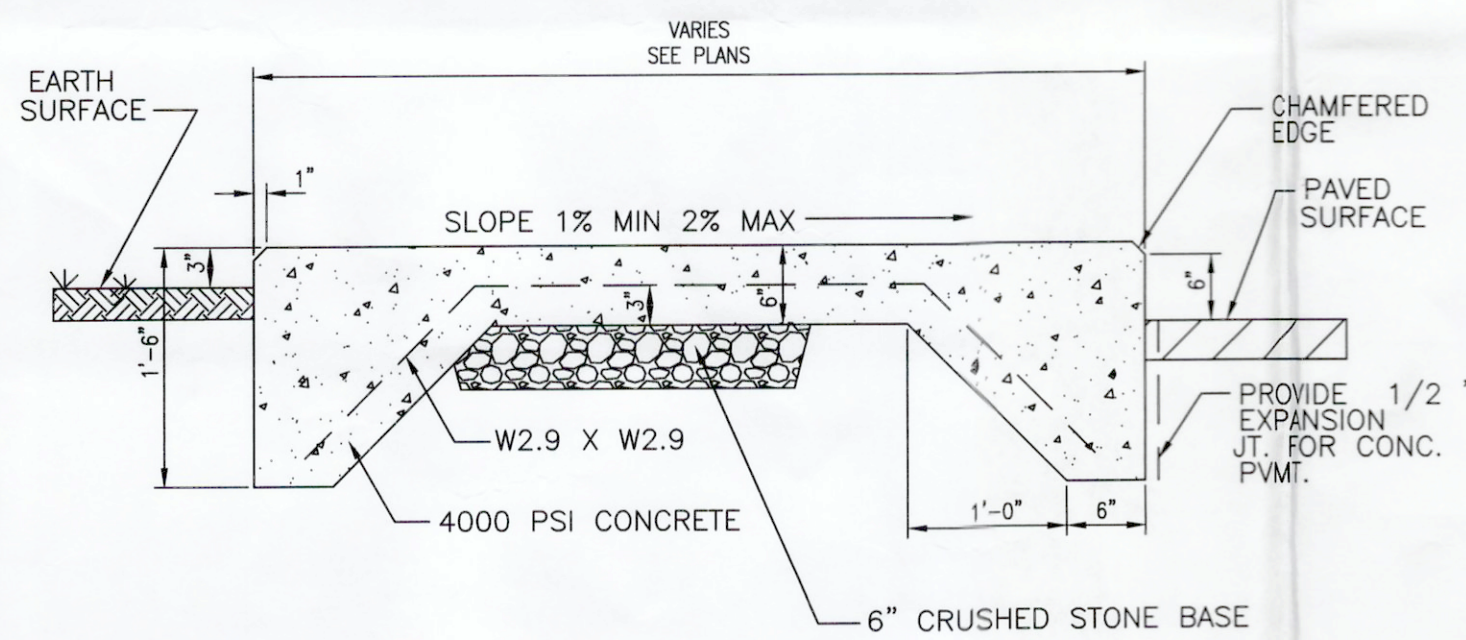
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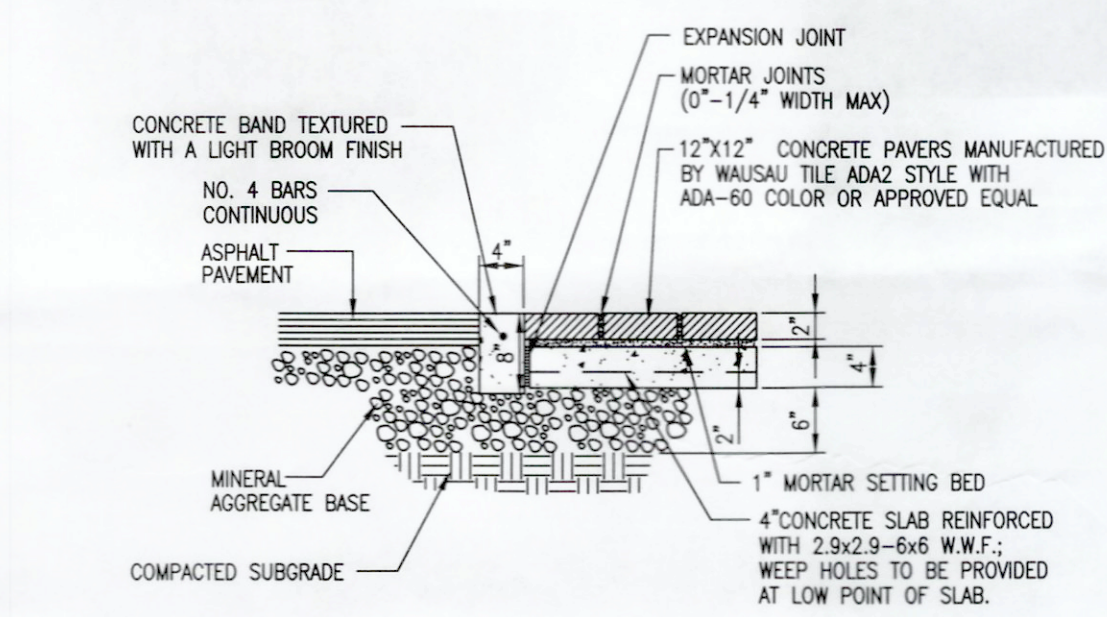
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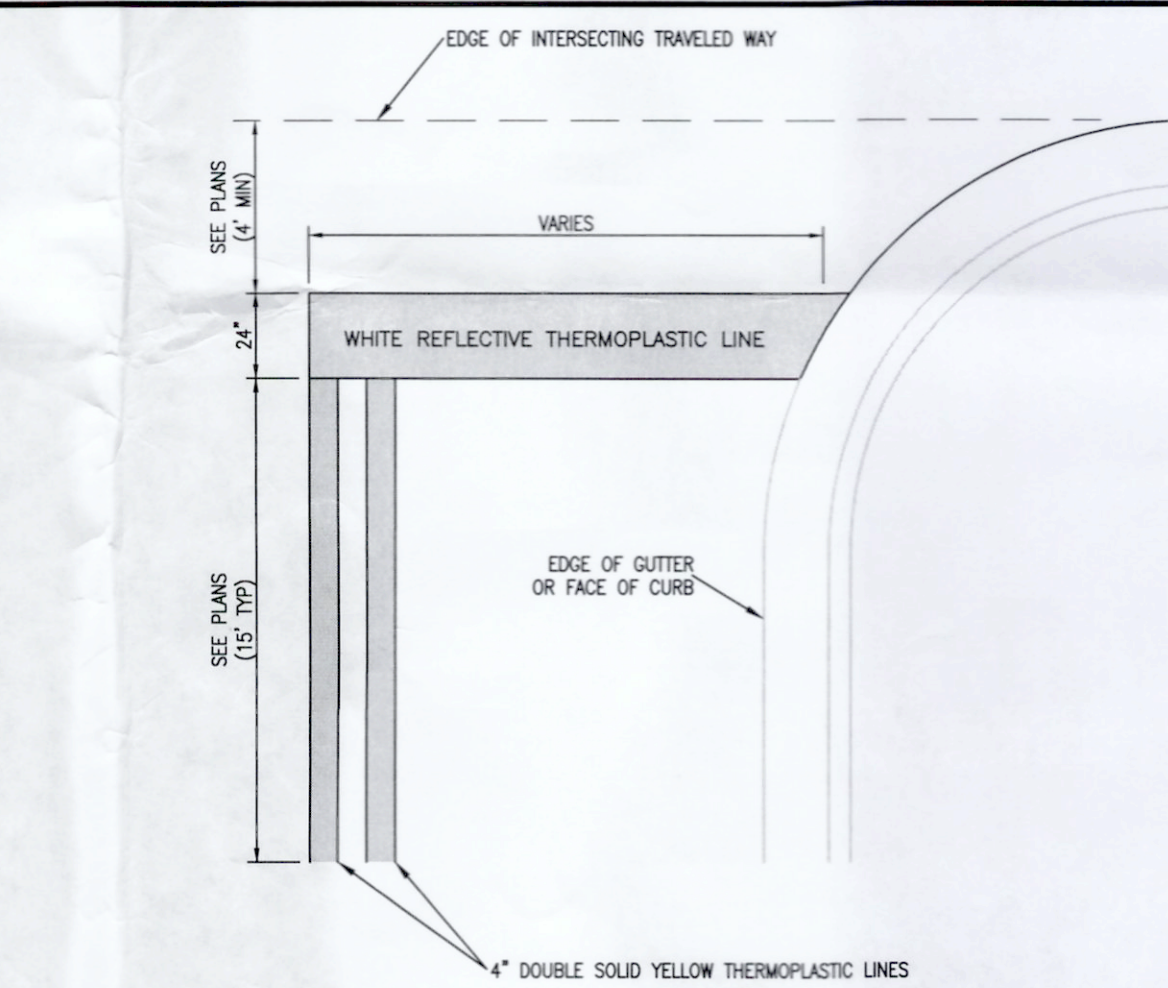
2 **PRECAST CONCRETE WHEEL STOP**  
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10 **UTILITY PAD**  
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8 **TACTILE WARNING SURFACE**  
NOT TO SCALE



6 **PAINTED STOP BAR**  
NOT TO SCALE

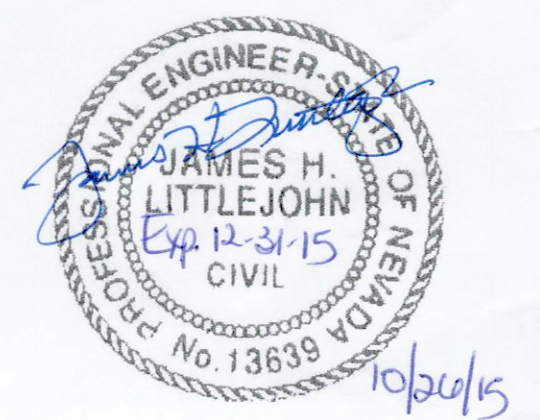


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LOCATION 3050 North Tenaya Way  
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DOCUMENTS



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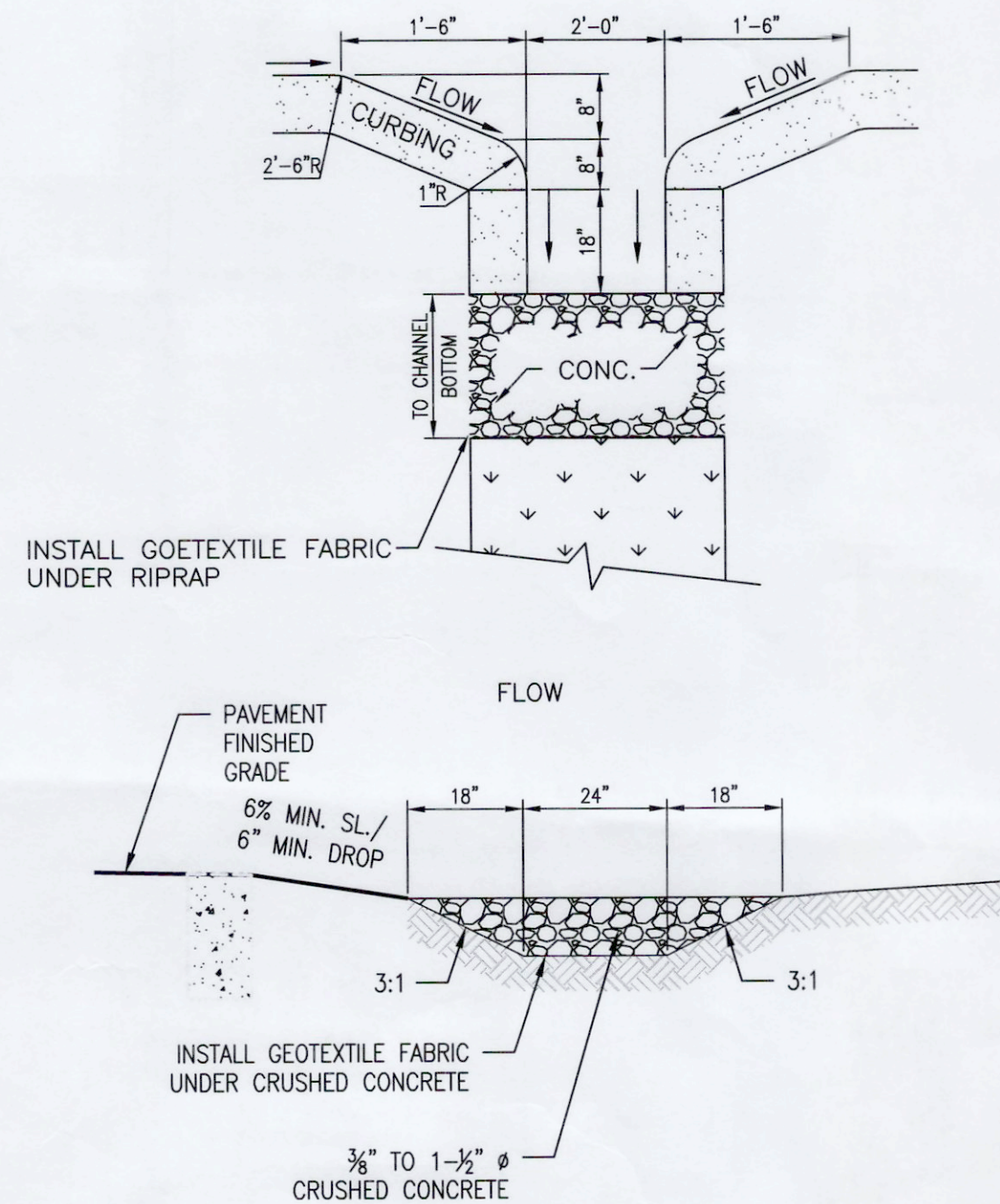
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DATES OF ISSUANCE  
TITLE  
SHEET

SITE DETAILS  
**C8.1**

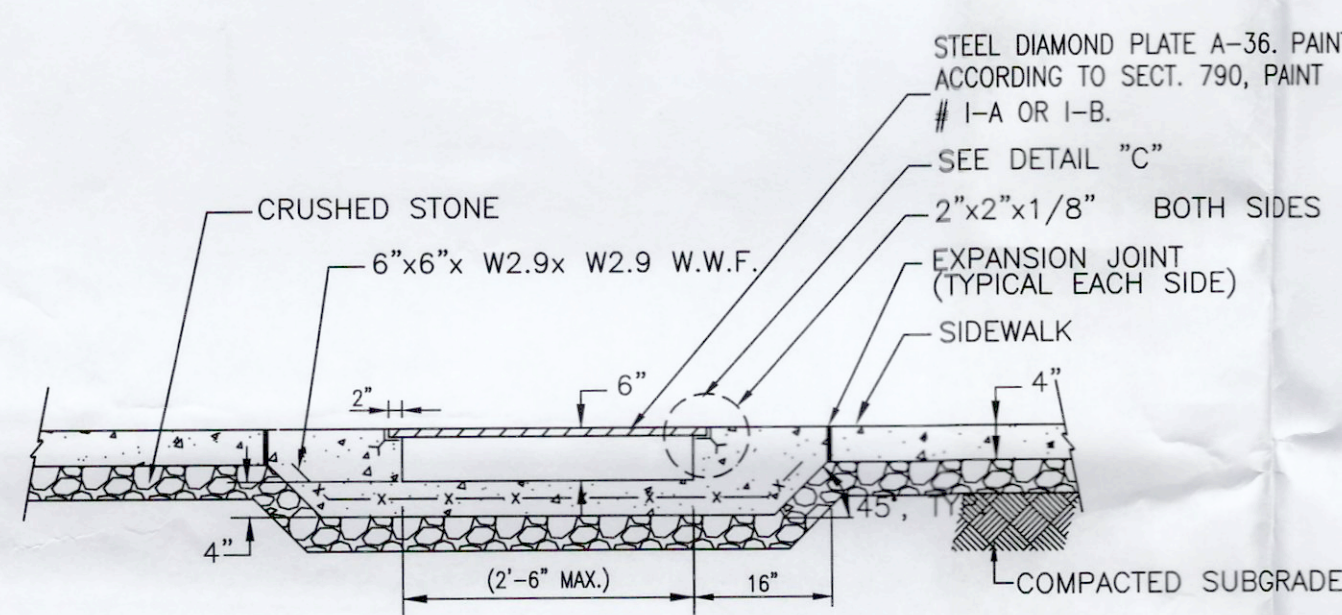


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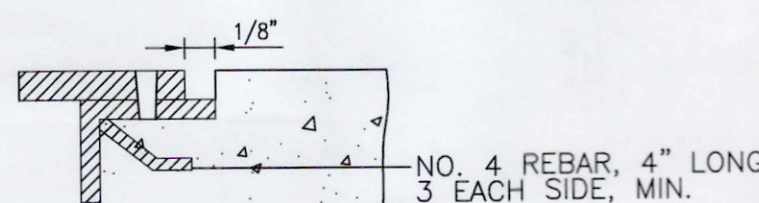


### CURB CUT

NOT TO SCALE

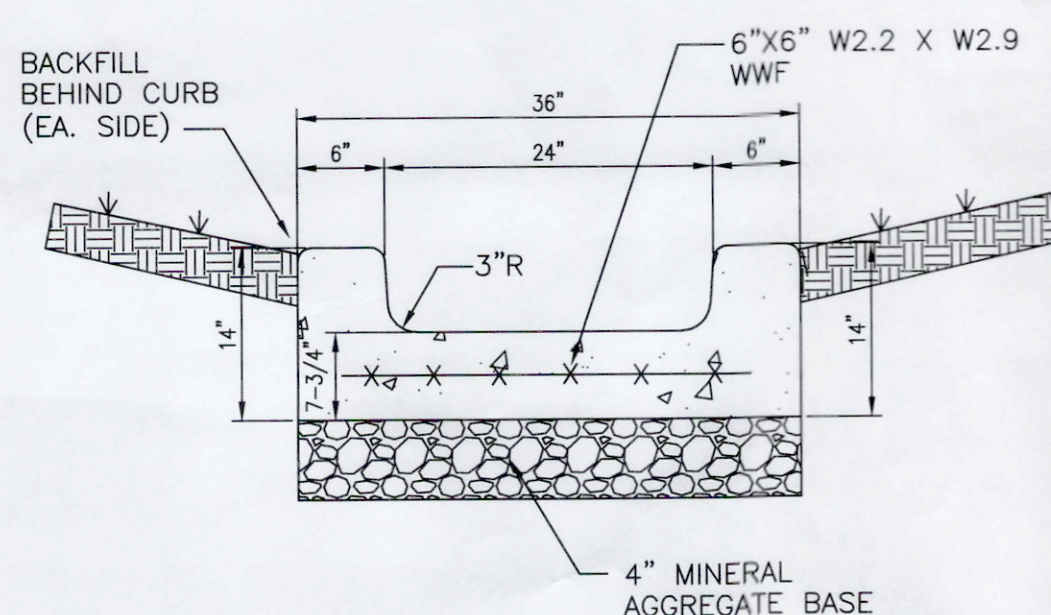


### SECTION 'A-A'



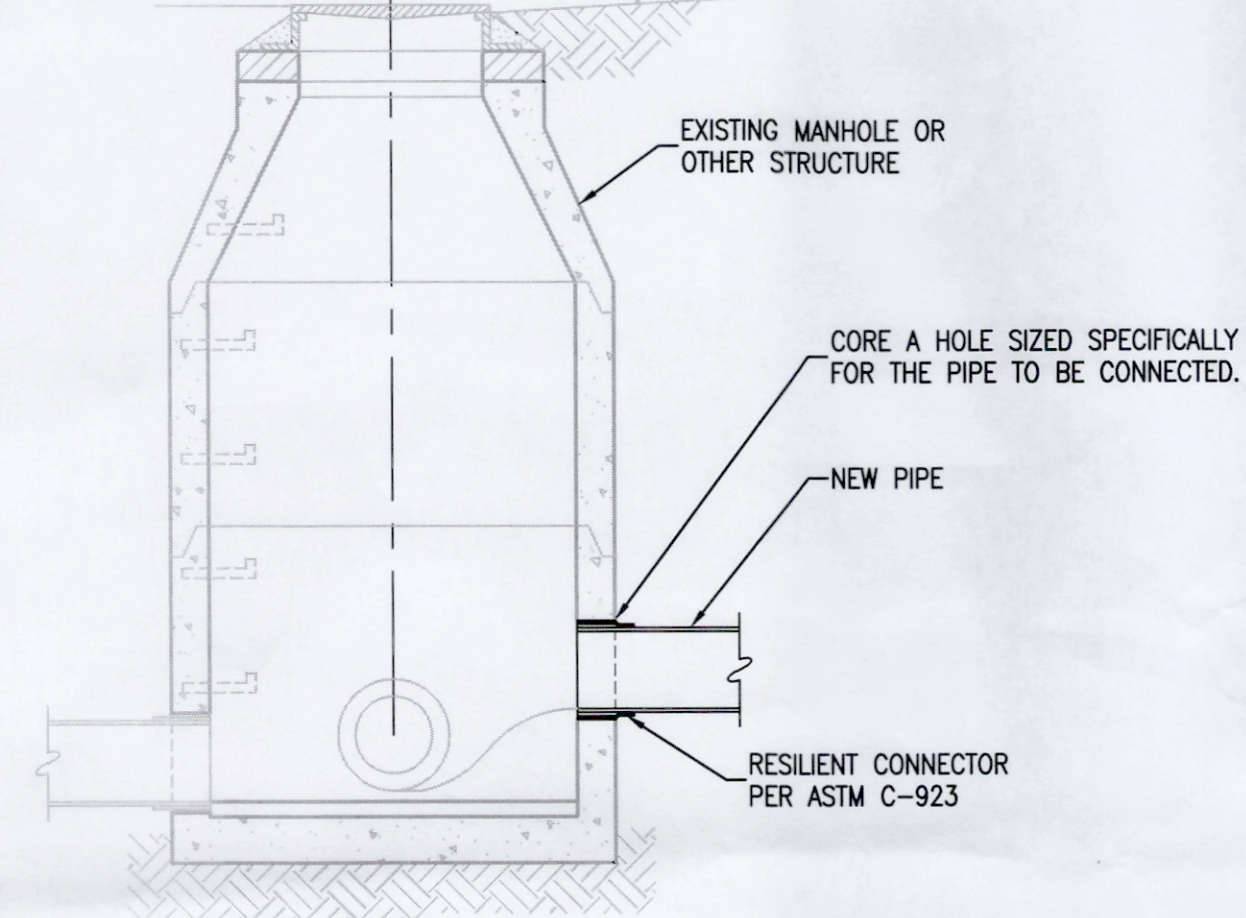
### SIDEWALK DRAIN

NOT TO SCALE



### CONCRETE FLUME

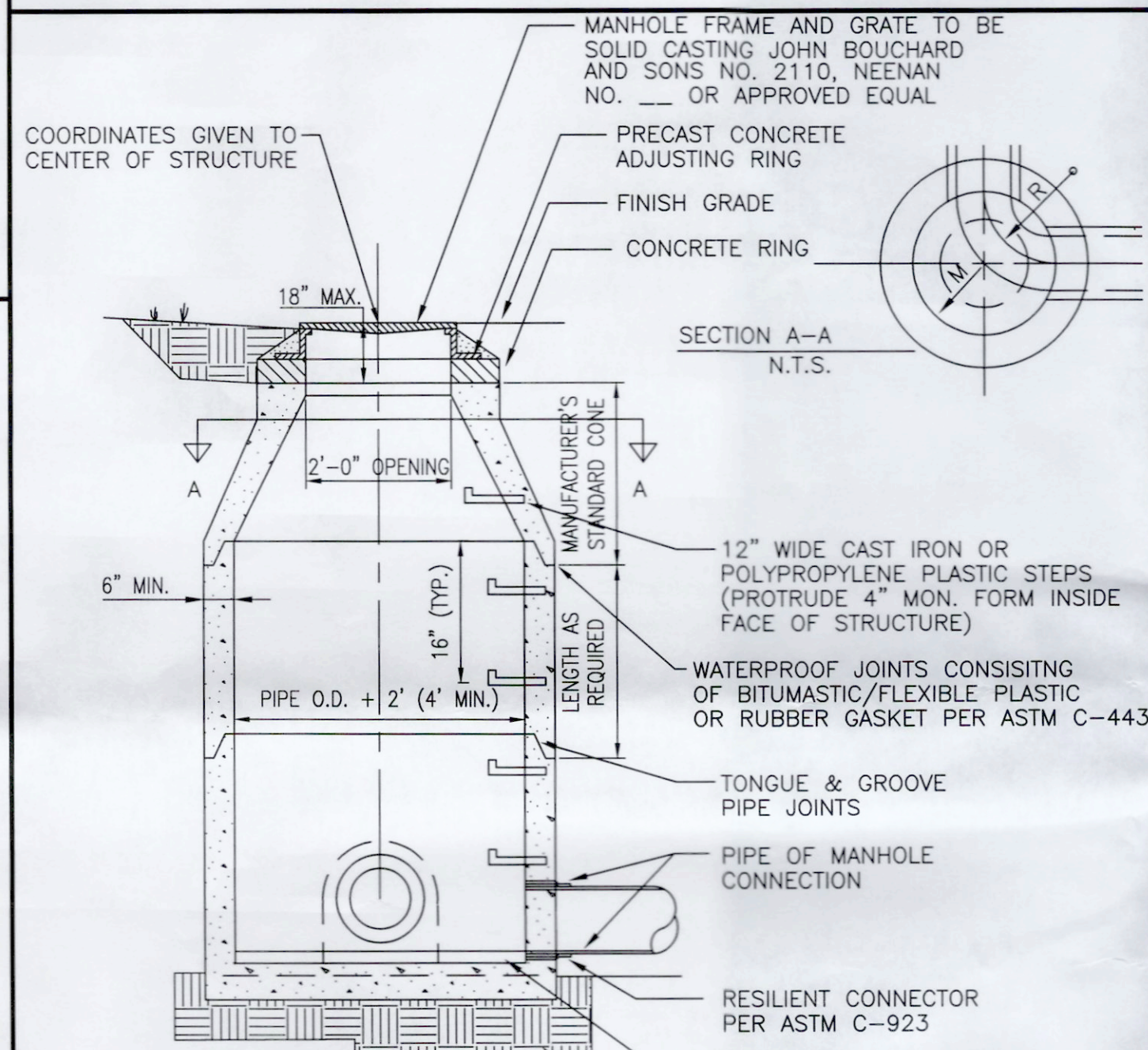
NOT TO SCALE



CONNECTION TO THE MANHOLE SHALL ONLY BE MADE BY THE CORING AND RESILIENT SEAL METHOD

### CORED MANHOLE CONNECTION

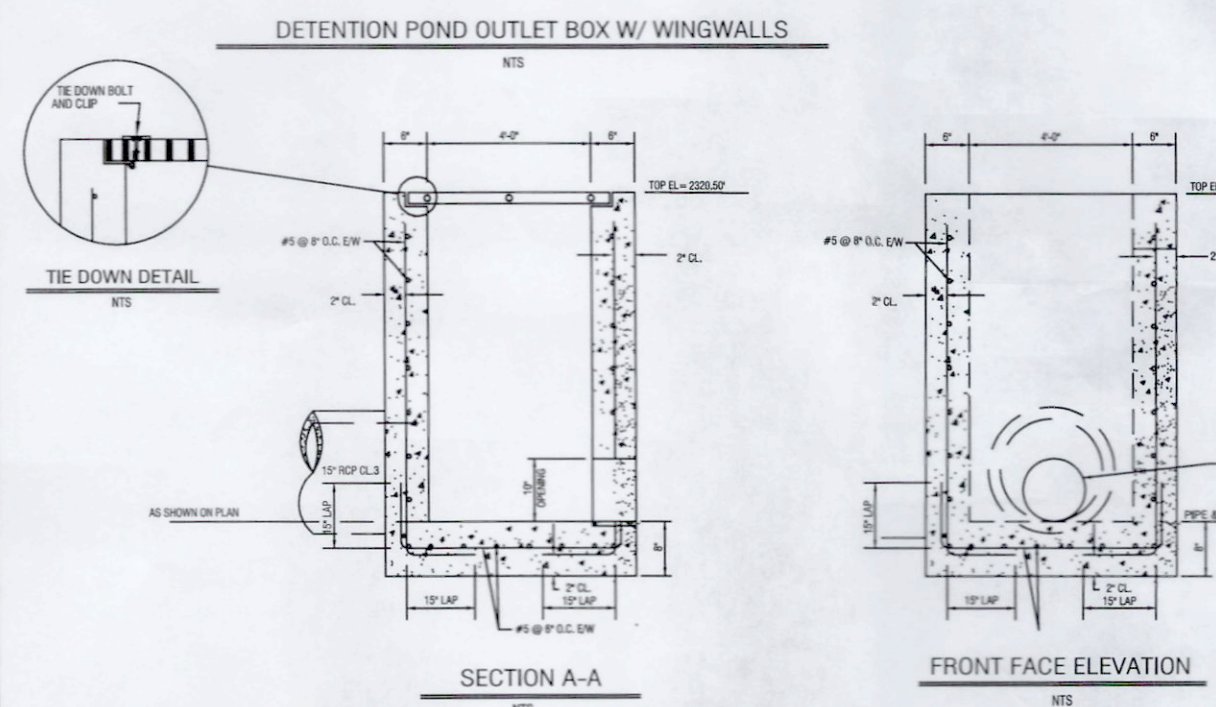
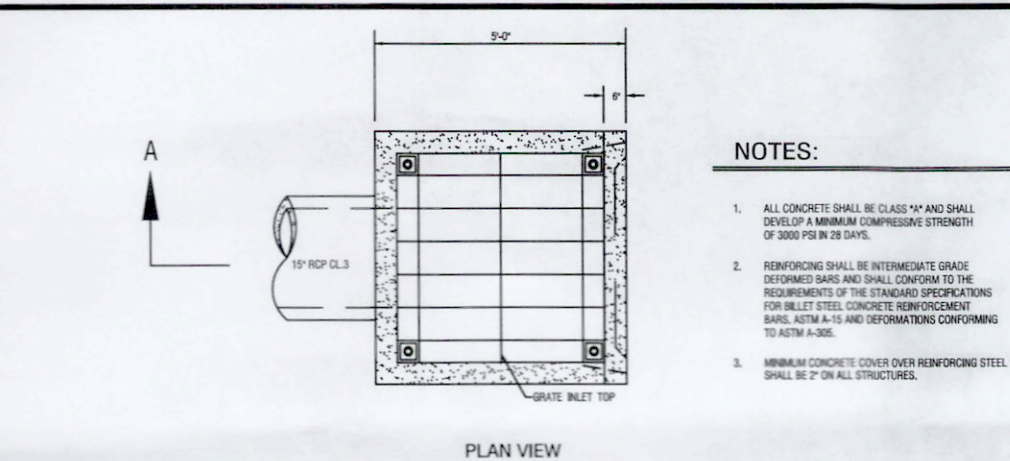
NOT TO SCALE



ALL PRECAST CONCRETE MANHOLE SECTIONS TO BE ASTM C478, 6" MIN. THICKNESS WALLS. CONE SECTION TO BE CONCENTRIC UNLESS OTHERWISE APPROVED BY ENGINEER.

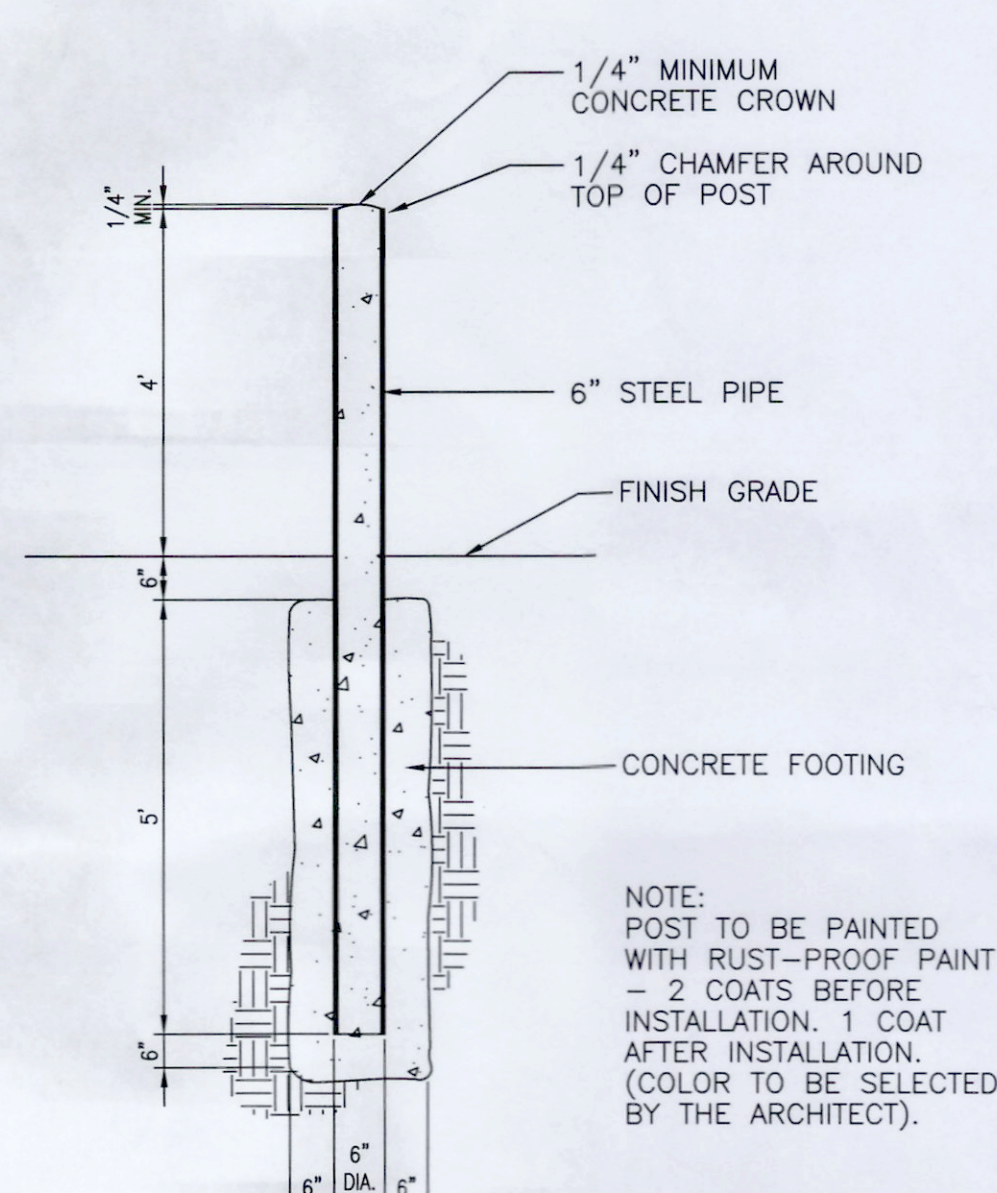
### MANHOLE

NOT TO SCALE



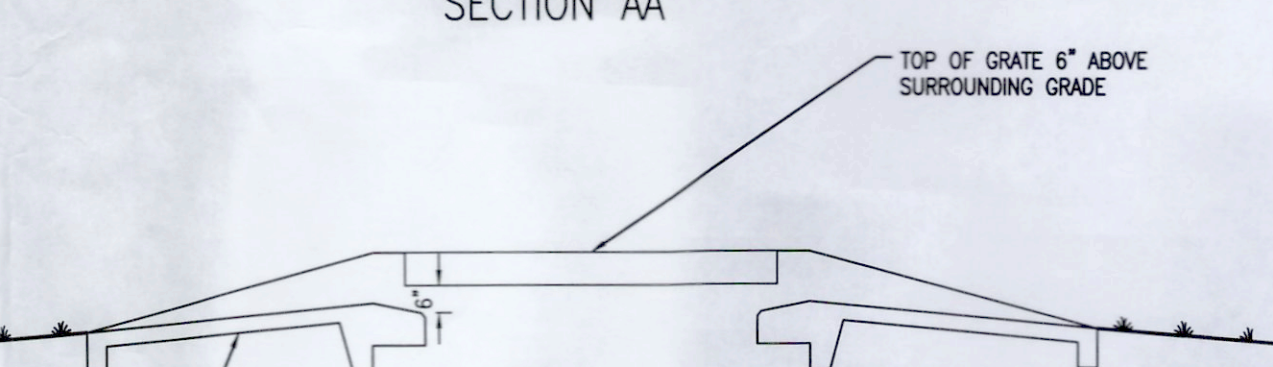
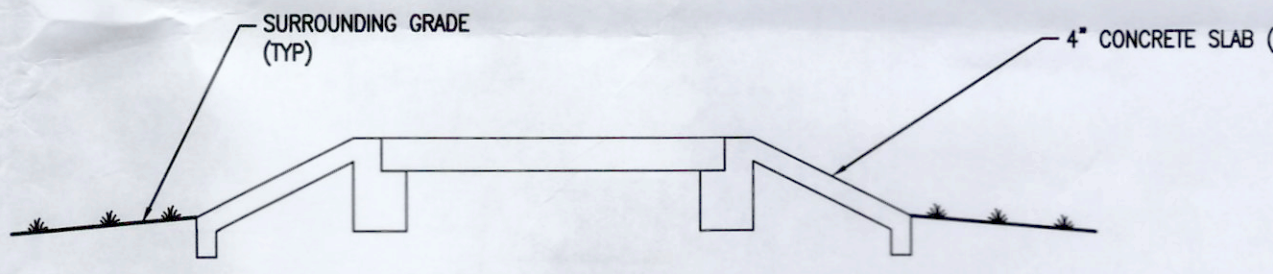
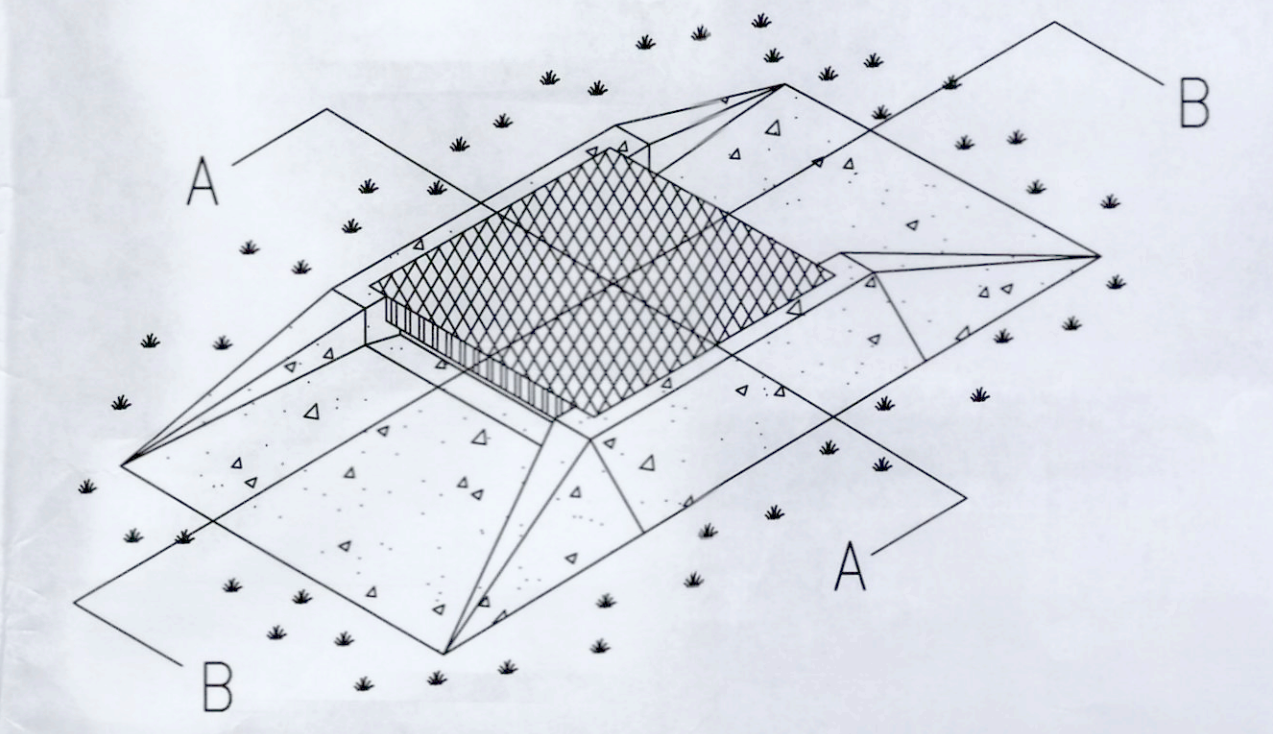
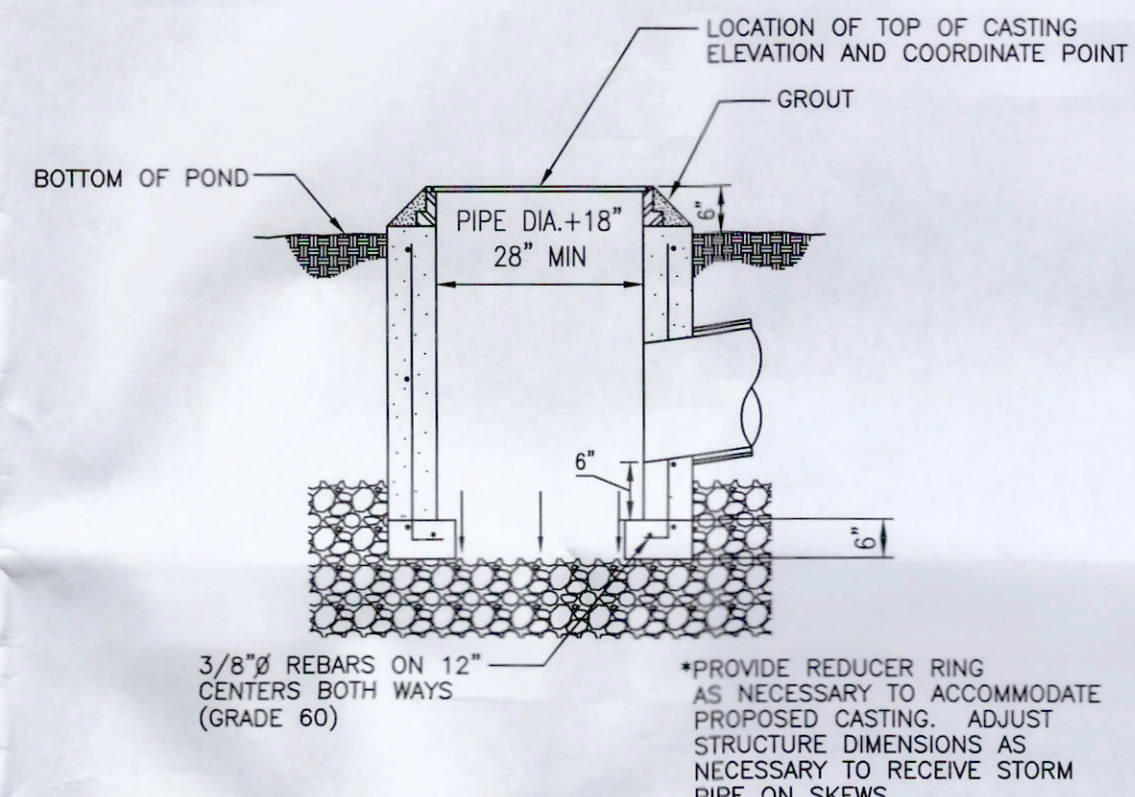
### POND OUTLET STRUCTURE

NOT TO SCALE



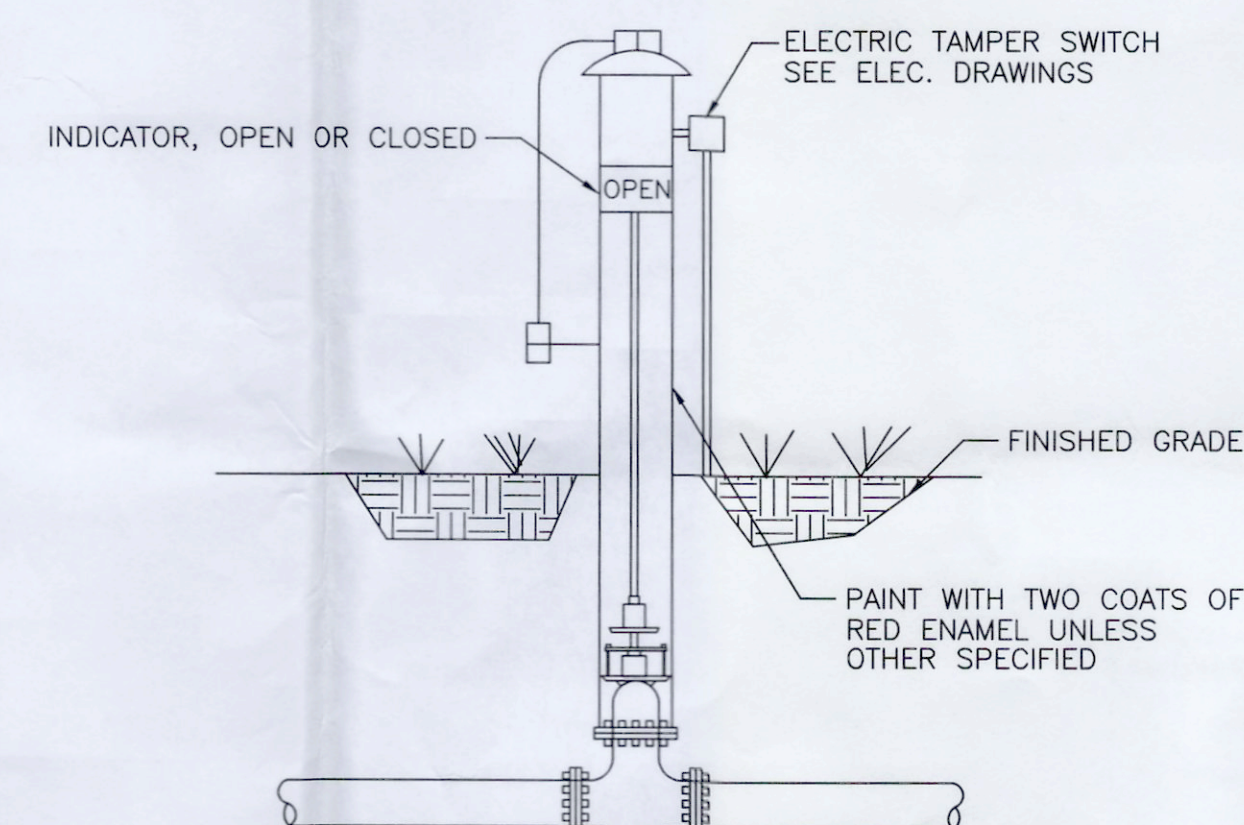
### STEEL BOLLARD

NOT TO SCALE



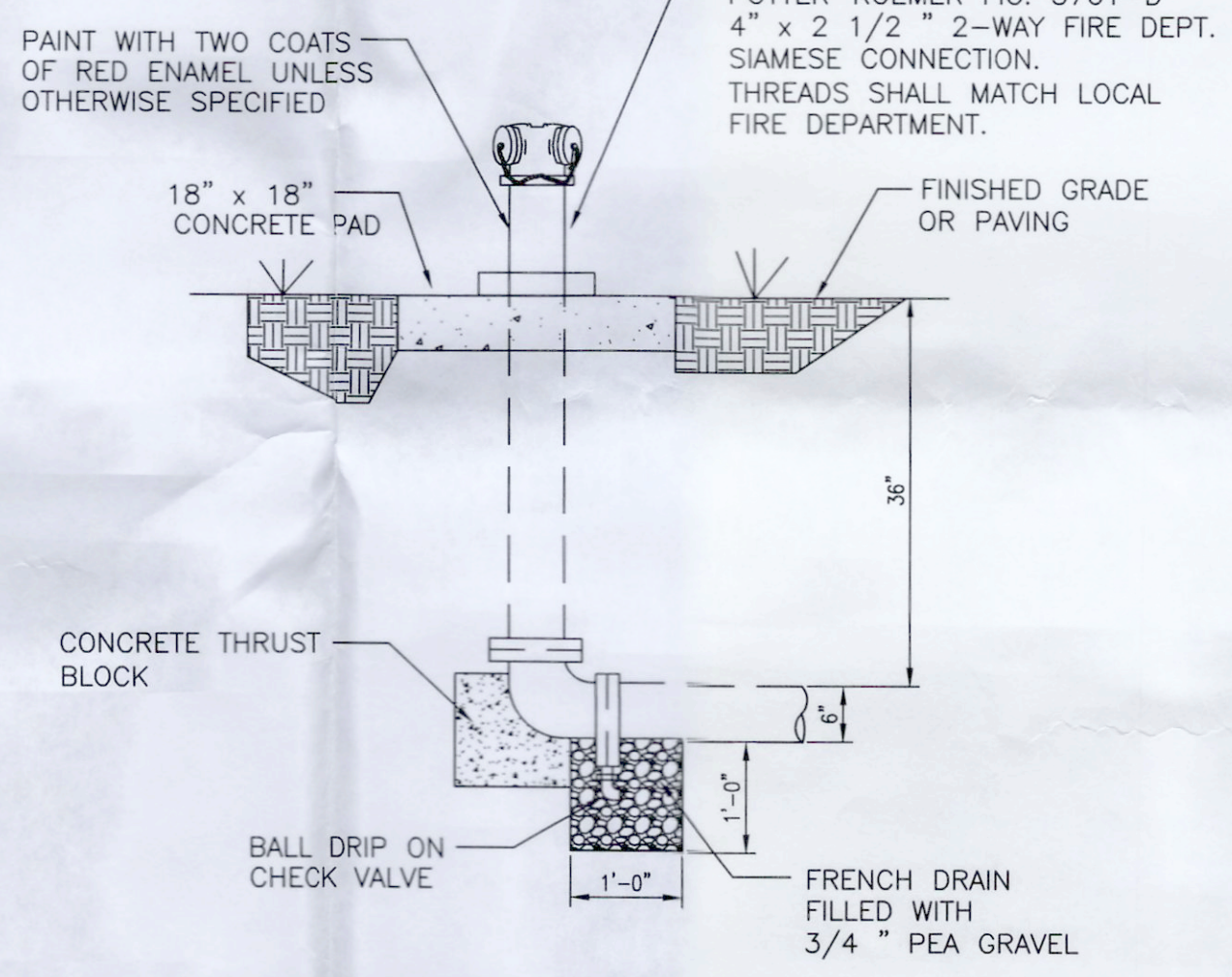
### BUBBLE-UP OUTFALL BASIN

NOT TO SCALE



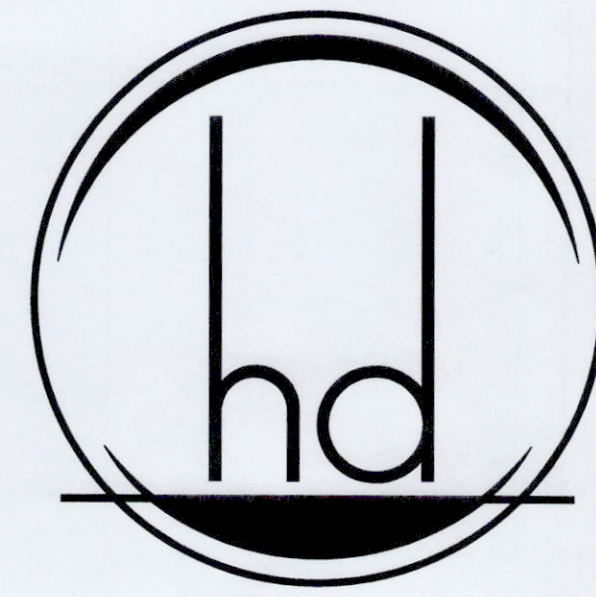
### POST INDICATOR VALVE

NOT TO SCALE



### SIAMESE CONNECTION

NOT TO SCALE



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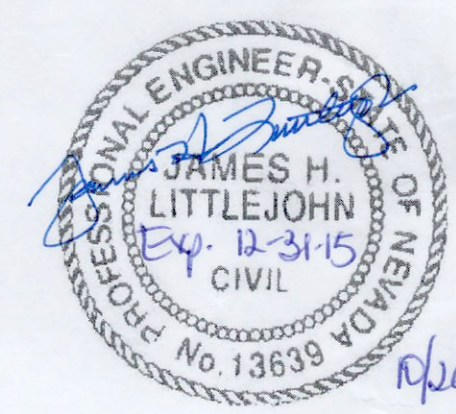
PROJECT  
215004.00

LOCATION  
3050 North Tenaya Way  
Las Vegas, NV 89128

CLIENT  
HCA  
One Park Plaza Bldg II-E, 3rd Floor  
Nashville, TN 37203

MountainView  
Hospital Medical  
Office Building

CONSTRUCTION  
DOCUMENTS



07/10/15

DATES OF ISSUANCE  
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TITLE  
SITE DETAILS

SHEET  
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**Littlejohn**  
An S&ME Company

1615 Edgewater Drive, Suite 180, ORLANDO, FLORIDA 32804  
T 407.975.1273 F 407.975.1278 www.leainc.com