

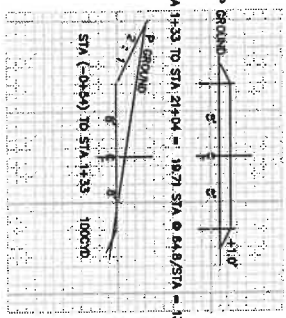
3/18/12

BOB'S L L O SURVEYING
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STORMWATER

REQUEST EXCEPTION FROM STORMWATER MANUAL. THE PROPOSED DRIVEWAY AND PARCEL 518534 ARE NOT IN ANY OF THE ACTIVITIES IDENTIFIED IN SECTION 2.2, SIMILAR TO STORMWATER MANAGEMENT MANUAL, EASTERN WASHINGTON SECTION 2.2, REQUIRING THE FOLLOWING SUBSECTION ARE THE ACTIVITIES AS DESCRIBED IN THE CORE ELEMENTS. THE ACTIVITIES AS DESCRIBED IN THE CORE ELEMENTS, CONSTRUCTION OF DRILLING SITES, WASTE MANAGEMENT PITS AND ACCESS ROADS.....

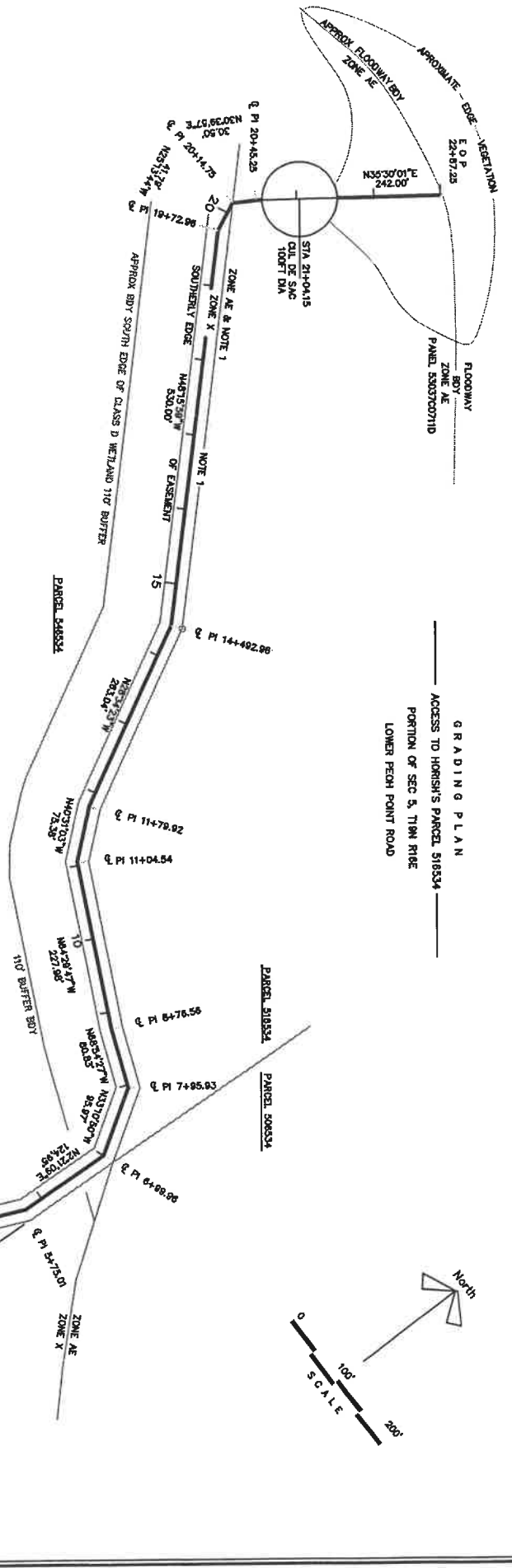
DRIVEWAY PISM TEMPLATES & EMBANKMENT VOLUME ESTIMATES



NOTE 4

0+00 - 0+70	+4%
0+70 - 2+00	-6%
2+00 - 3+50	0%
3+50 - 5+00	-1.5%
5+00 - 14+00	-2.5%
14+00 - 15+50	-1.5%
15+50 - 17+00	+2.5%
17+00 - 20+00	+1%
20+00 - 22+00	0%

- GRADING PLAN NOTES**
1. PROPERTY LINE BETWEEN PARCELS 518534 & 548534 AS SHOWN ON THAT CERTAIN RECORD OF SURVEY, BOOK 42 OF SURVEYS, PAGE 178 RECORDED JANUARY 27 2020.
 2. CENTERLINE OF DRIVEWAY 16' IN WIDTH IS IN THE CENTER OF AN EASEMENT, AKA 20220200004, 30' IN WIDTH THAT IS ON PARCEL 548534 AND PARALLEL WITH SAID PROPERTY LINE.
 3. THE TOPOGRAPHY IS ESSENTIALLY FLAT FOR THE ENTIRE PROJECT LENGTH EXCEPT FOR A SHORT PORTION WITHIN THE AREA BETWEEN STA (-0+64) TO STA 0+70 AT THE BEGINNING OF THE DRIVEWAY.
 4. CENTERLINE GRADIENTS BETWEEN STA 1+10 AND END OF PROJECT PARCEL EASEMENT 15 PERCENT GRADES BETWEEN STA (-0+64) TO STA 1+10 VARY FROM FLAT, +4%, -4%.
 5. THE FINISHED RUNNING SURFACE OF THE DRIVEWAY SHALL BE OUT-SLOPED LEFT TO FACILITATE RUNOFF.
 6. THE CENTERLINE AT STA P 20+14.72 INTERSECTS THE CENTERLINE OF AN EXISTING DRIVEWAY AT SAID PROPERTY LINE AND CROSSES FROM PARCEL 548534 ONTO PARCEL 518534.
 7. GROSS DRAINS AS NEEDED BETWEEN STATIONS 1+20 & 5+00.
 8. EXISTING 12" CURB AT STA (-0+53).
 9. CROSS SECTIONS SHOWN ARE THE LARGEST CUT AND FILL LOCATIONS.



GRADING PLAN
 PORTION OF SEC 5, T18N R18E
 LOWER PECH POINT ROAD