

SUMMERLIN SQUARE SHOPPING CENTER

Drainage

LOCATION OF 6" PVC TELEPHONE CONDUITS (BY OTHERS)

STA. 21+53.30 SAN CARLOS BLVD.
STA. 00+00.0 WHITE WATER CT.
& ENTRANCE TO SUMMERLIN SQ. SHOPPING CENTER

MATCH LINE

A

0.20 Ac.

0.10 Ac.

1.05 Ac.

(I-15)

(I-17A)

(I-19)

(I-20A)

(I-28A)

50 L.F. 29" x 45" S.D.

337 L.F. 29" x 45" S.D.

8 L.F. 30" S.D.

203 L.F. 30" S.D.

305 L.F. 30" S.D.

185 L.F. 12" x 18" S.D.

BLVD.

0.70 Ac.

STA. 28+90 SAN CARLOS BLVD.
STA. 144+48.89 SUMMERLIN RD.
(S.R. 869)

80 L.F. 18" S.D.

(I-18)

80 L.F. 18" S.D.

(I-21)

100 L.F. 15" S.D.

(I-21A)

2.70 Ac.

2.23 Ac.

BRAINAGE DITCH

WHITE WATER CT.

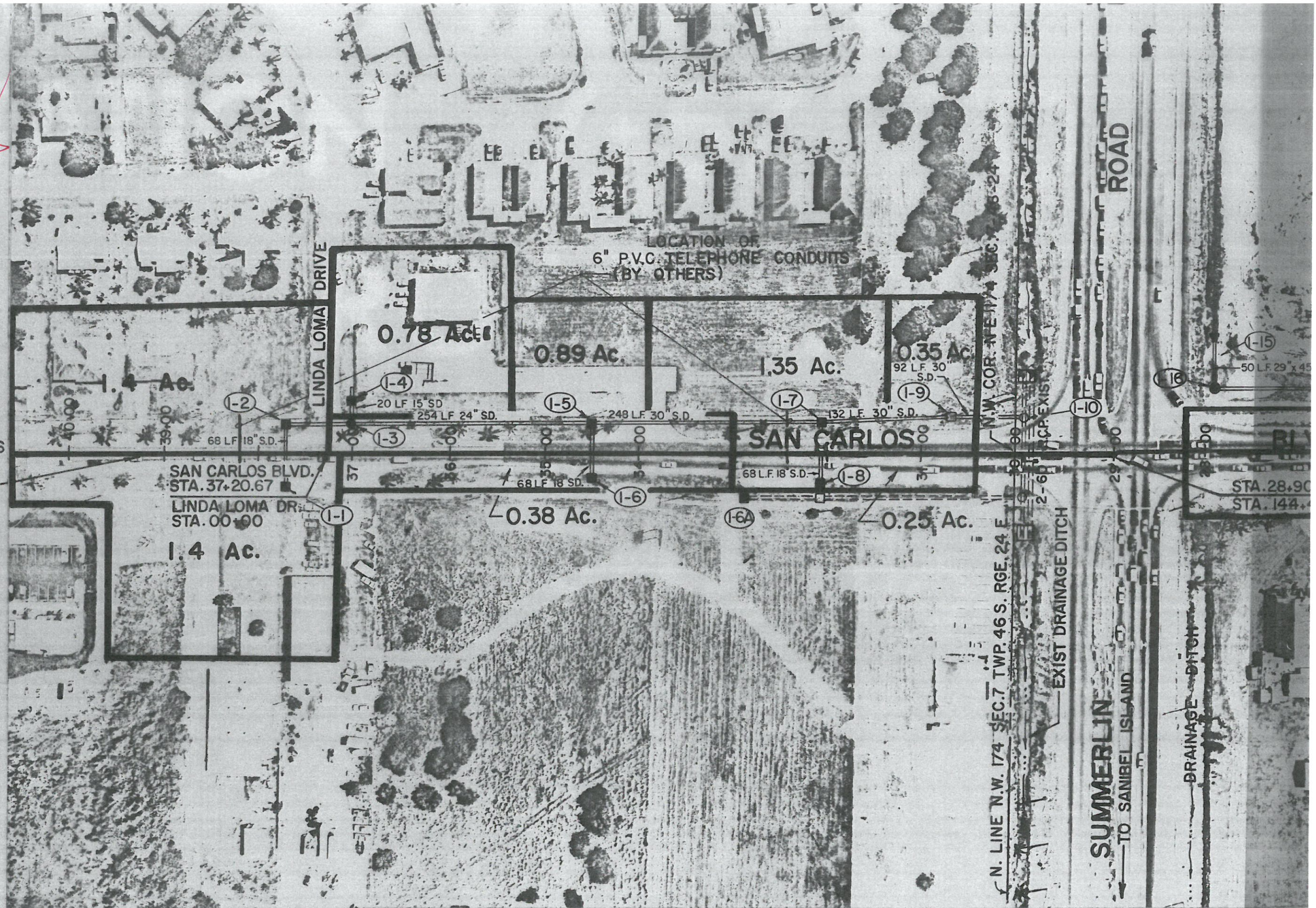
MATCH LINE

A

ESTE

Davis

TO
FT. MYERS
←
END OF PROJECT
STA. 39+22.00
SAN CARLOS BLVD.



DIRTY HARRY'S
CAR WASH



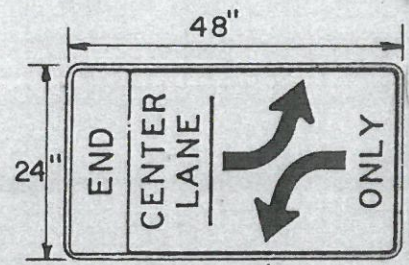
LEGEND

- S.D. = STORM DRAIN (CONCRETE PIPE)
- (I-5) = INLET # 5
- [Hatched Box] = AREA TO BE RESURFACED
- M.U.T.C.D. = MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

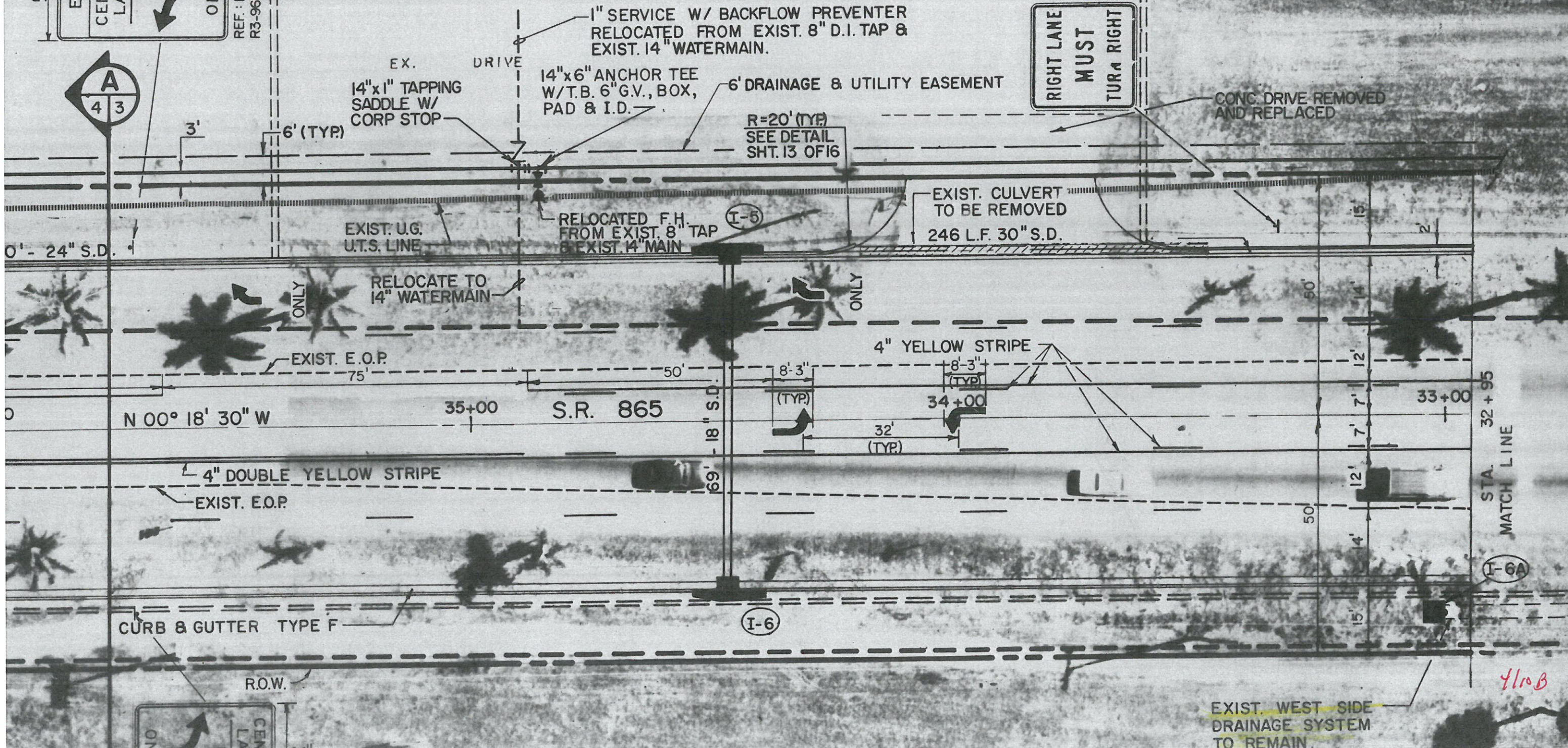
EXIST. 6" PVC DRAIN PIPE TO BE CONNECTED TO 24" S.D.

EXIST. SURFACE WATER INLET STRUCTURE

EXIST. 6" D.I. DRAINAGE DISCHARGE PIPE TO BE CONNECTED TO 30" S.D.



REF.: M.U.T.C.D. R3-96 & M 4-6 STD.



CONG. DRIVE REMOVED AND REPLACED

EXIST. CULVERT TO BE REMOVED
246 L.F. 30" S.D.

STA. 32+95
MATCH LINE

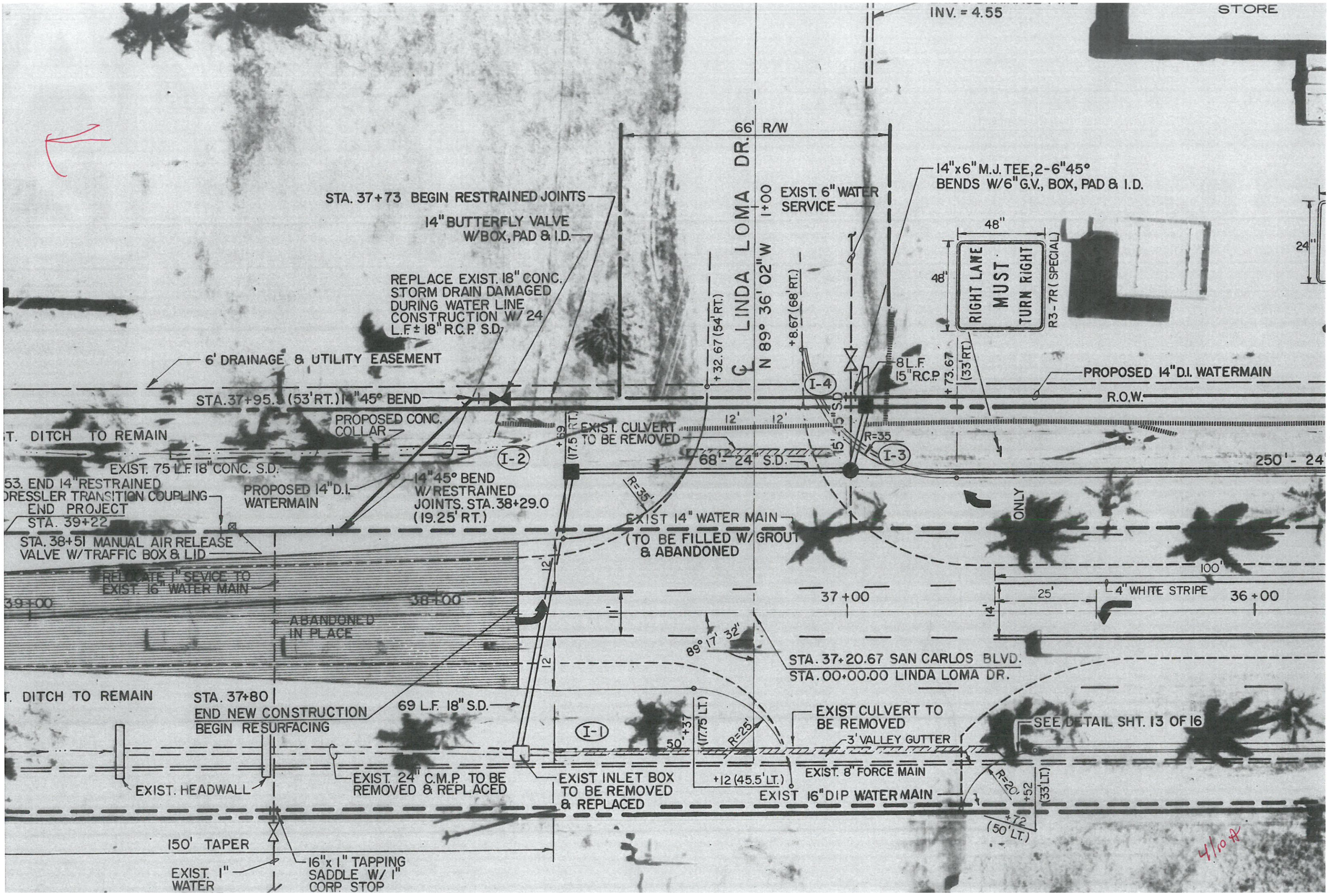
(I-6A)

4/10/03

EXIST. WEST SIDE DRAINAGE SYSTEM TO REMAIN

INV. = 4.55

STORE



STA. 37+73 BEGIN RESTRAINED JOINTS

14" BUTTERFLY VALVE
W/BOX, PAD & I.D.

REPLACE EXIST. 18" CONC.
STORM DRAIN DAMAGED
DURING WATER LINE
CONSTRUCTION W/ 24
L.F. ± 18" R.C.P. S.D.

6' DRAINAGE & UTILITY EASEMENT

STA. 37+95.3 (53' RT.) 14" 45° BEND

T. DITCH TO REMAIN

PROPOSED CONC.
COLLAR

EXIST. CULVERT
TO BE REMOVED

48"
48"
RIGHT LANE
MUST
TURN RIGHT
R3-7R (SPECIAL)

PROPOSED 14" D.I. WATERMAIN

R.O.W.

EXIST. 75 L.F. 18" CONC. S.D.

53. END 14" RESTRAINED
DRESSLER TRANSITION COUPLING
END PROJECT
STA. 39+22

PROPOSED 14" D.I.
WATERMAIN

14" 45° BEND
W/RESTRAINED
JOINTS. STA. 38+29.0
(19.25' RT.)

EXIST. 14" WATER MAIN
(TO BE FILLED W/ GROUT
& ABANDONED)

ONLY

STA. 38+51 MANUAL AIR RELEASE
VALVE W/ TRAFFIC BOX & LID

RELOCATE 1" SERVICE TO
EXIST. 16" WATER MAIN

ABANDONED
IN PLACE

STA. 37+20.67 SAN CARLOS BLVD.
STA. 00+00.00 LINDA LOMA DR.

T. DITCH TO REMAIN

STA. 37+80
END NEW CONSTRUCTION
BEGIN RESURFACING

69 L.F. 18" S.D.

(I-1)

EXIST. CULVERT TO BE
REMOVED

SEE DETAIL SHT. 13 OF 16

EXIST. HEADWALL

EXIST. 24" C.M.P. TO BE
REMOVED & REPLACED

EXIST. INLET BOX
TO BE REMOVED
& REPLACED

+12 (45.5' LT.)

EXIST. 8" FORCE MAIN

EXIST. 16" DIP WATER MAIN


150' TAPER

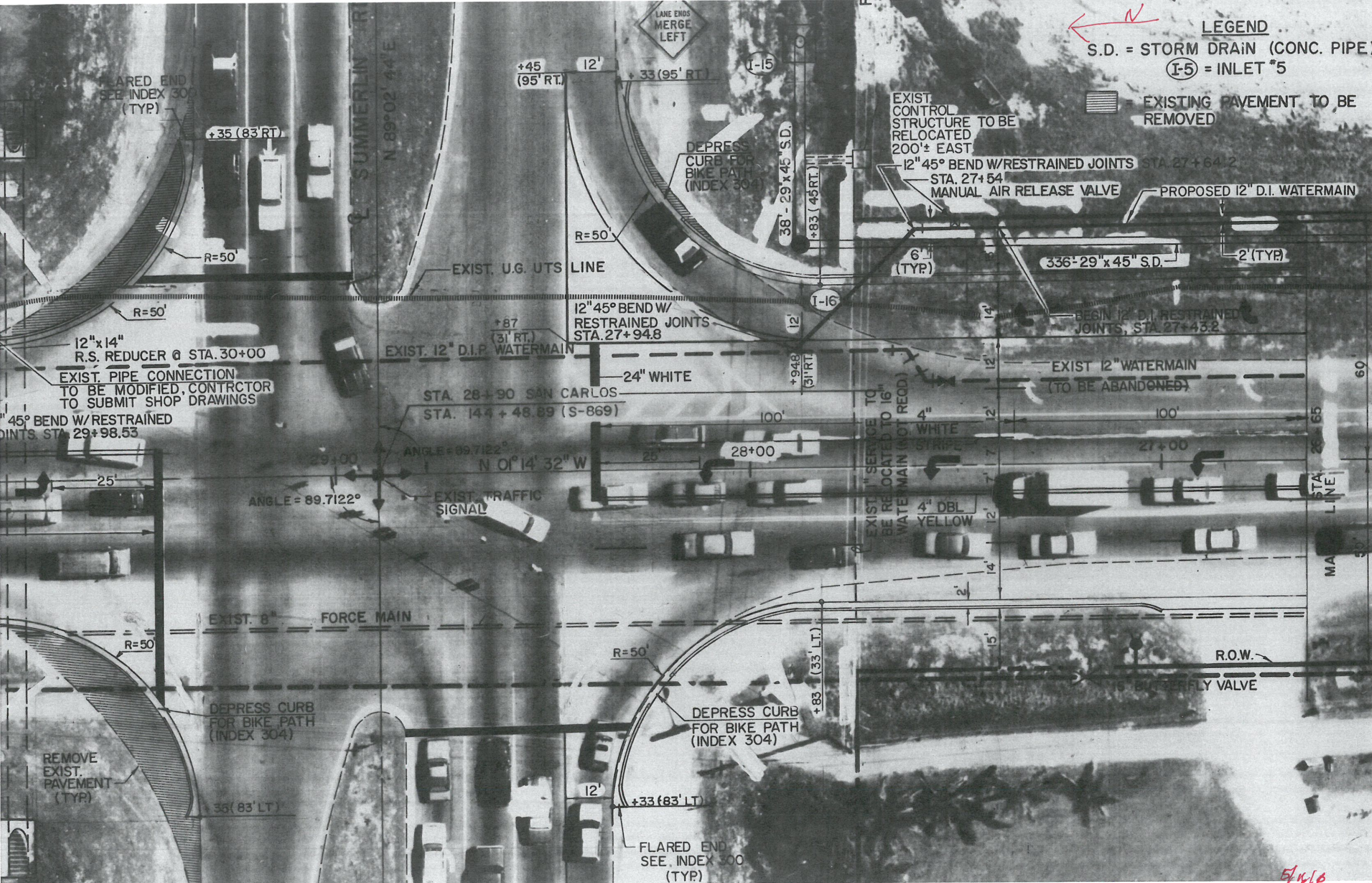
EXIST. 1"
WATER

16" x 1" TAPPING
SADDLE W/ 1"
CORP. STOP

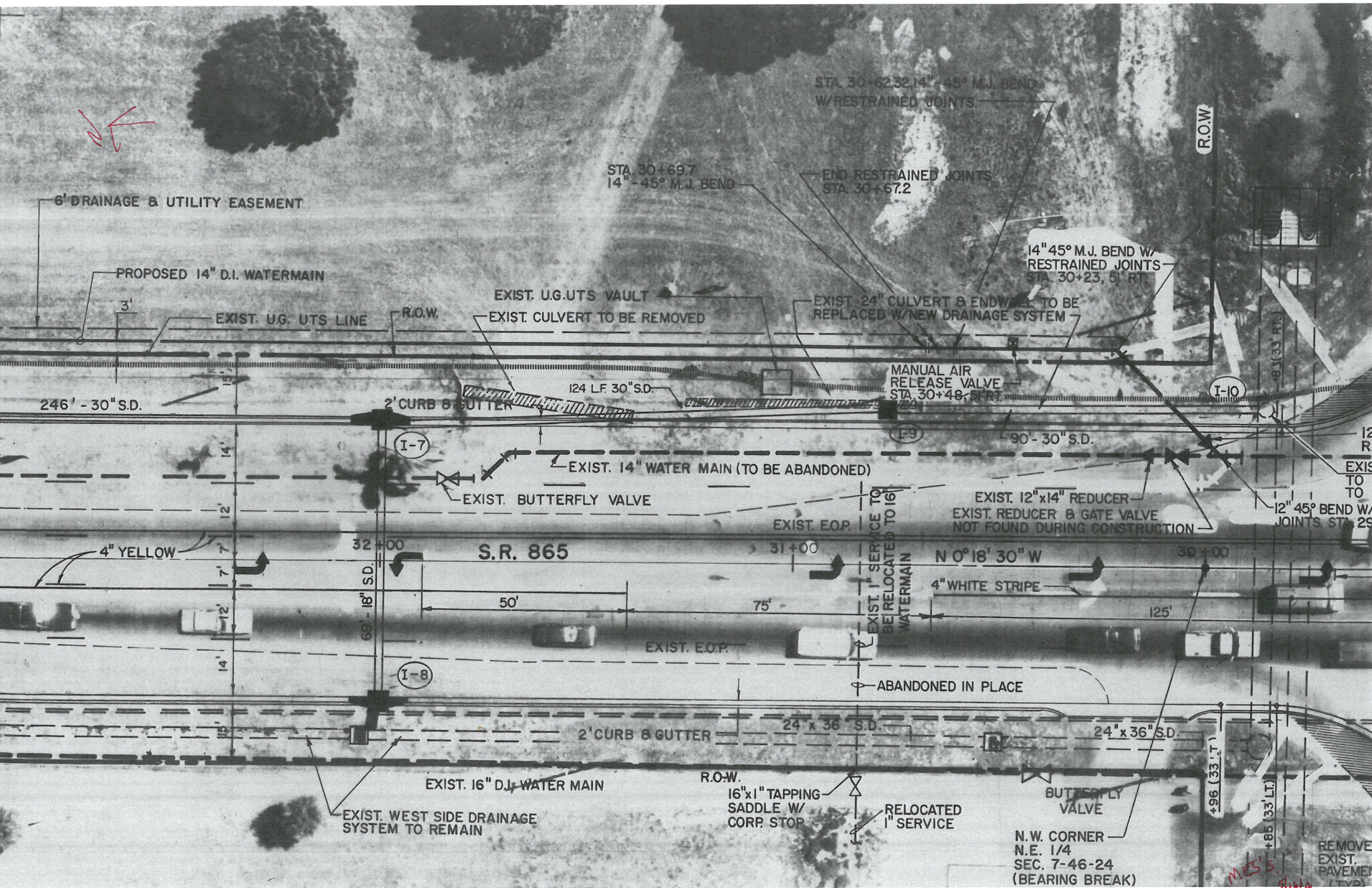
4/10 #

LEGEND
 S.D. = STORM DRAIN (CONC. PIPE)
 I-5 = INLET #5

 EXISTING PAVEMENT TO BE REMOVED



5/16/18



STA. 30+62.32, 14" - 45° M.J. BEND
W/RESTRAINED JOINTS.

STA. 30+69.7
14" - 45° M.J. BEND

END RESTRAINED JOINTS
STA. 30+67.2

14" 45° M.J. BEND W/
RESTRAINED JOINTS
STA. 30+23, 51' RT

R.O.W.

6' DRAINAGE & UTILITY EASEMENT

PROPOSED 14" D.I. WATERMAIN

EXIST. U.G. UTS LINE

EXIST. U.G. UTS VAULT

EXIST. CULVERT TO BE REMOVED

EXIST. 24" CULVERT & ENDWALL TO BE
REPLACED W/NEW DRAINAGE SYSTEM

MANUAL AIR
RELEASE VALVE
STA. 30+48, 51' RT.

246' - 30" S.D.

2' CURB & GUTTER

124 LF 30" S.D.

90' - 30" S.D.

I-7

EXIST. 14" WATER MAIN (TO BE ABANDONED)

EXIST. BUTTERFLY VALVE

EXIST. E.O.P.

EXIST. 12" x 14" REDUCER
EXIST. REDUCER & GATE VALVE
NOT FOUND DURING CONSTRUCTION

12" 45° BEND W/
JOINTS. STA. 29

4" YELLOW

32+00

S.R. 865

31+00

N 0° 18' 30" W

30+00

4" WHITE STRIPE

50'

75'

125'

EXIST. E.O.P.

EXIST. 1" SERVICE TO
BE RELOCATED TO 16"
WATERMAIN

ABANDONED IN PLACE

I-8

2' CURB & GUTTER

24" x 36" S.D.

24" x 36" S.D.

EXIST. 16" D.I. WATER MAIN

R.O.W.

16" x 1" TAPPING
SADDLE W/
CORP. STOP

RELOCATED
1" SERVICE

BUTTERFLY
VALVE

EXIST. WEST SIDE DRAINAGE
SYSTEM TO REMAIN

N.W. CORNER
N.E. 1/4
SEC. 7-46-24
(BEARING BREAK)

+96 (33' LT.)

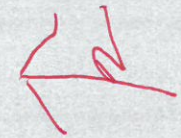
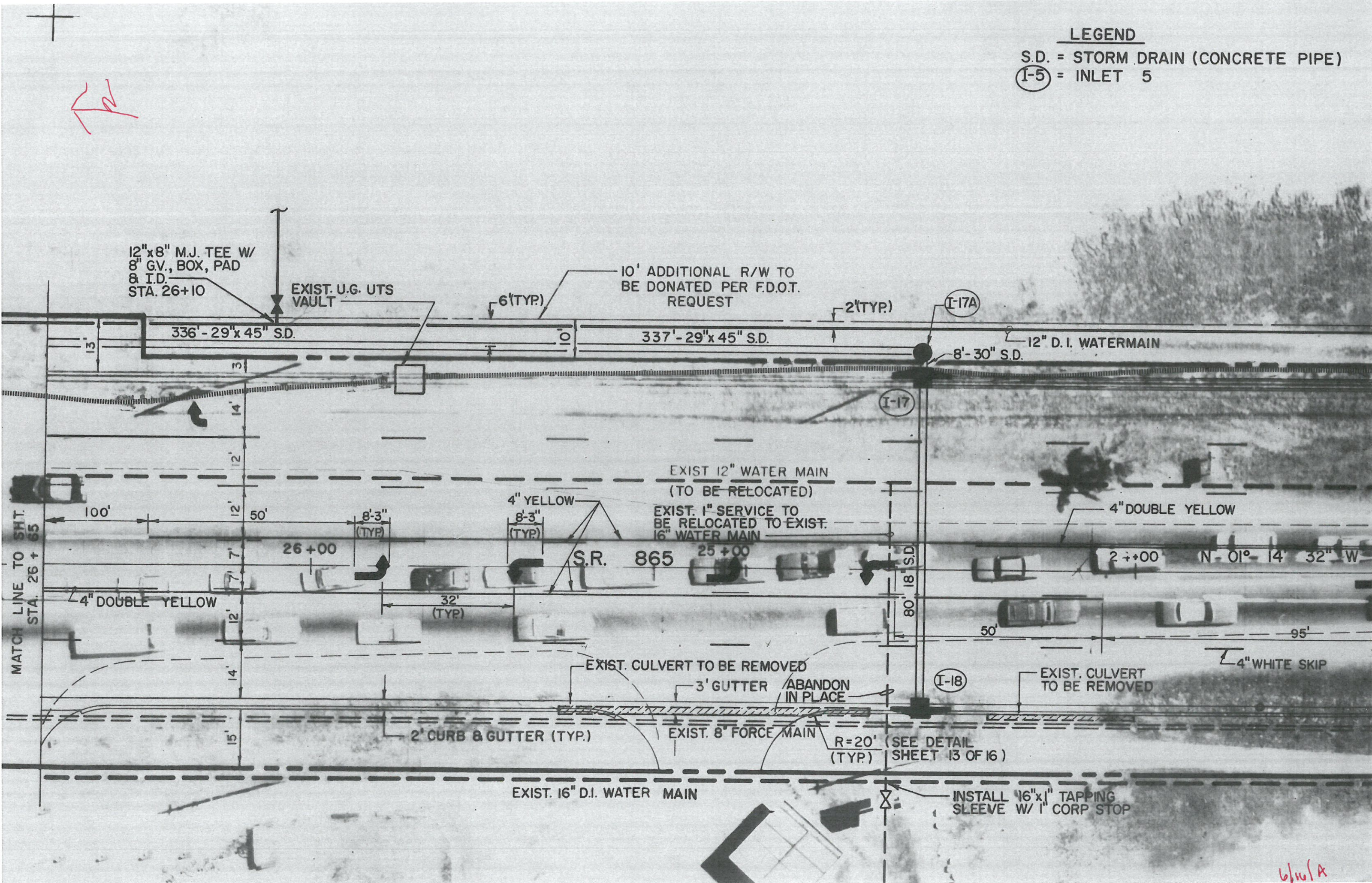
+85 (33' LT.)

REMOVE
EXIST.
PAVEMENT
(TYR)

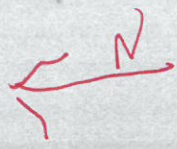
MES'S
Shota

LEGEND

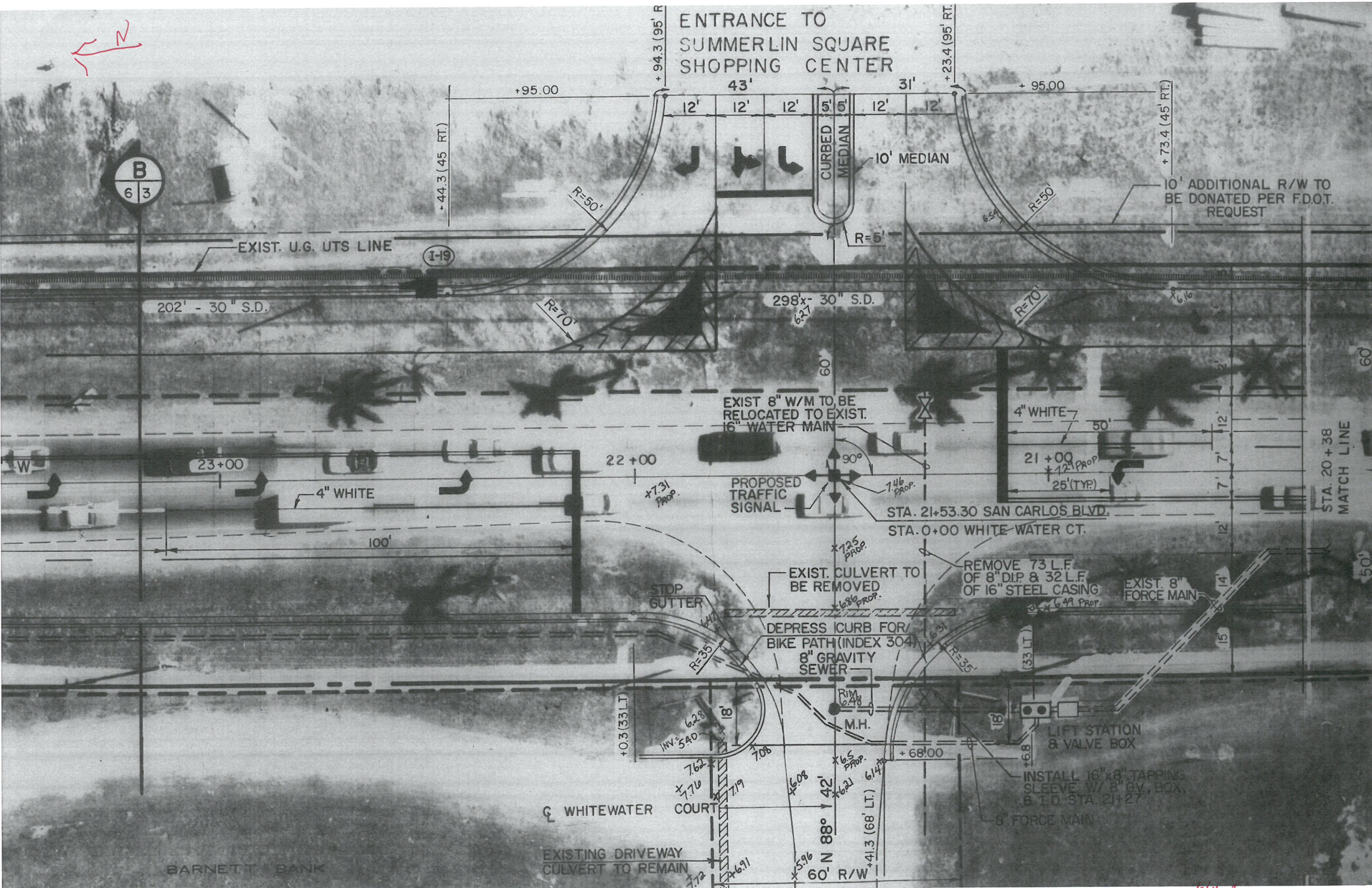
S.D. = STORM DRAIN (CONCRETE PIPE)
I-5 = INLET 5



6/11/12



ENTRANCE TO SUMMERLIN SQUARE SHOPPING CENTER



EXIST. U.G. UTS LINE

I-19

202' - 30" S.D.

298' - 30" S.D.

23+00

22+00

21+00

4" WHITE

EXIST 8" W/M TO BE RELOCATED TO EXIST. 16" WATER MAIN

PROPOSED TRAFFIC SIGNAL

STA. 21+53.30 SAN CARLOS BLVD.
STA. 0+00 WHITE WATER CT.

EXIST. CULVERT TO BE REMOVED

REMOVE 73 L.F. OF 8" D.I.P & 32 L.F. OF 16" STEEL CASING

EXIST. 8" FORCE MAIN

DEPRESS CURB FOR BIKE PATH (INDEX 304)
8" GRAVITY SEWER

LIFT STATION & VALVE BOX

INSTALL 16"x8" TAPPING SLEEVE W/ 8" GY. BOX, B.I.D. STA. 21+27

WHITWATER COURT

EXISTING DRIVEWAY CULVERT TO REMAIN

BARNETT BANK

STA. 20+38
MATCH LINE

6166

SHOPPING CENTER
SOUTHERLY BOUNDARY

RELOCATED 10" WATER

STA. 19+45
10" GATE VALVE W/ BOX, PAD & I.D.

ADDITIONAL 10' R.O.W. TO BE
DONATED PER F.D.O.T. REQUEST

STA. 19+62
END RESTRAINED JOINTS TYPE "C" INLET
12" D.I. WATER MAIN (I-20A)

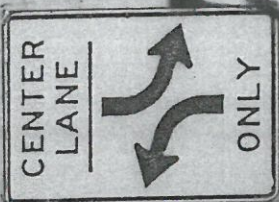
12"x10" TEE
W/RESTRAINED
JOINT

STA. 19+41
STA. 19+31
2-45° BENDS W/
RESTRAINED JOINTS



EXIST. U.T.S. CABLE
2.5'-3' COVER

EXIST. CULVERT
TO BE REMOVED



1" SERVICES
TO BE CONNECTED
TO 12" D.I.

EXIST. TELE. CABLE
TO BE ADJUSTED TO
AVOID CONFLICT
W/ INLET

EXIST. CULVERT TO
BE REMOVED

298'-30" S.D. N 00° 14' 32" W

4 L.F. 14"x23" S.D.

32'
2'

18+26 START
DEFLECTION
OF W.M.

TYPE "C"
INLET (I-28A)

EXIST. U.T.S.
CABLES

STA. 19+45 (48. IRT.)
AIR RELEASE VALVE

EXIST. 10" WATER
TO BE
RELOCATED

12" D.I. WATER MAIN

P.I. STA. 18+24.96

R.R. SPIKE

BEGIN REST. JOINTS (STA. 19+10)
EXIST. 12" AC WATER MAIN TO BE REMOVED

DEFLECT WATER
MAIN AS REQUIRED

3" CONC. VALLEY
GUTTER (TYP.)

TREE TO BE
RELOCATED

4" WHITE SKIP

TREE TO BE RELOCATED

EXIST. SERVICE
TO BE RELOCATED
TO PROPOSED 12" D.I.
STA. 17+65

MATCH LINE

75' 50' S.D.

20+00 N 01° 14' 32" W
RECORDED

19+00 N 00° 14' 59" W
FIELD

18+00

S.R.

865

4" YELLOW SKIP

4" DOUBLE YELLOW

DEFLECT EXIST.
8" FORCE MAIN
TO AVOID CONFLICT
W/ 18" S.D.

4" WHITE SKIP

4" YELLOW STRIPE

TREE TO BE
RELOCATED

EXIST.
E.O.P.

TYPE INLET (I-21)

EXIST. TREES TO
BE RELOCATED

101 L.F. 15" S.D.

TREE TO BE
RELOCATED

2' CURB & GUTTER (TYP.)

P.C. STA. 19+94.80

R=15'

12.3'

R=15'

TYPE "C" INLET (I-21A)

EXIST. R.C.P. TO
BE REMOVED

N 01° 14' 32" W

EXIST. 16" D.I. WATER MAIN

EXIST. 16" WATER MAIN

R.O.W.

24' 30'

P.C. STA. 19+98.80

SHALLOW
RETENTION
SWALE



STA. 19+96.30

LEGEND

S.D. = STORM DRAIN (CONC. PIPE)

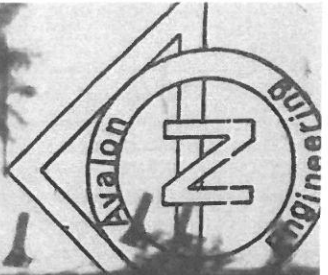
I-5 = INLET #5

EXIST. SWALE

EXIST. 10" PVC DRAINAGE PIPE CONNECTED TO 19" x 30" S.D. (WEST INV.= 3.27)

CONNECT TO PROPOSED 12" D.I. MAIN W/12"x4" M.J. TEE W/4" G.V. W/BOX & PAD & I.D. & 4"x3" REDUCER

EXIST. U.T.S. CABLE 2.5'-3' COVER



E. CABLE ADJUSTED TO FLICT

EXIST. CULVERT TO BE REMOVED

EXIST. 10" PVC DISCHARGE PIPE (WEST INV.= 2.95) REPLACE W/6" PVC & CONNECT TO PROPOSED 14" x 23" R.C.E.P.



TYPE "D" INLET

I-28

SHALLOW RETENTION AREA N 00° 57' 12" W

194 L.F. 14" x 23" S.D.

231 L.F. 19" x 30" S.D.

EXIST. CULVERT TO BE REMOVED

R=10 (TYP)

81 L.F. 14" x 23" S.D.

PROPOSED 12" D.I. WATER MAIN 4" WHITE SKIP

I-27

P-6 INLET

EXIST. TREES TO BE REMOVED

EXIST. CULVERT TO BE REMOVED

CONC. VALLEY GUTTER (TYP)

EXIST. TREES TO BE RELOCATED

STA. 16+01.5 COMPLETION OF 10' DEFLECTION OF 12" D.I. WATER MAIN

32' (TYP)

EXIST. 3" SERVICE RELOCATED TO PROPOSED 12" D.I. WATER MAIN STA. 15+53

STA. 17+14 END DEFLECTION

N 00° 57' 12" W FIELD

4" YELLOW

16+00

8'-3" (TYP)

8'-3" (TYP)

EXIST. 8" FORCE MAIN

4" WHITE SKIP

LOW SKIP

865

17+00

4" YELLOW SKIP

14+42 LINE

STA. MATCH

TREES TO BE RELOCATED

3' CONCRETE VALLEY GUTTER (TYP)

EXIST. INLET TO BE REMOVED

3' CONC. VALLEY GUTTER

TREES TO BE RELOCATED

EXIST. R.C.P. TO BE REMOVED

EXIST. INLET TO BE REMOVED

(TYP)

R.C.P. TO BE MOVED

I-23

MODIFIED W/SIDE INLET

126 L.F. 19" x 30" S.D.

TYPE "D" INLET

CONNECT TO I-2

WATER MAIN

R.O.W.

SHALLOW RETENTION SWALE

TYPE 6 INLET

EXIST. 16" D.I. WATER MAIN

R3-7R (SPECIAL)

RIGHT LANE MUST TURN RIGHT

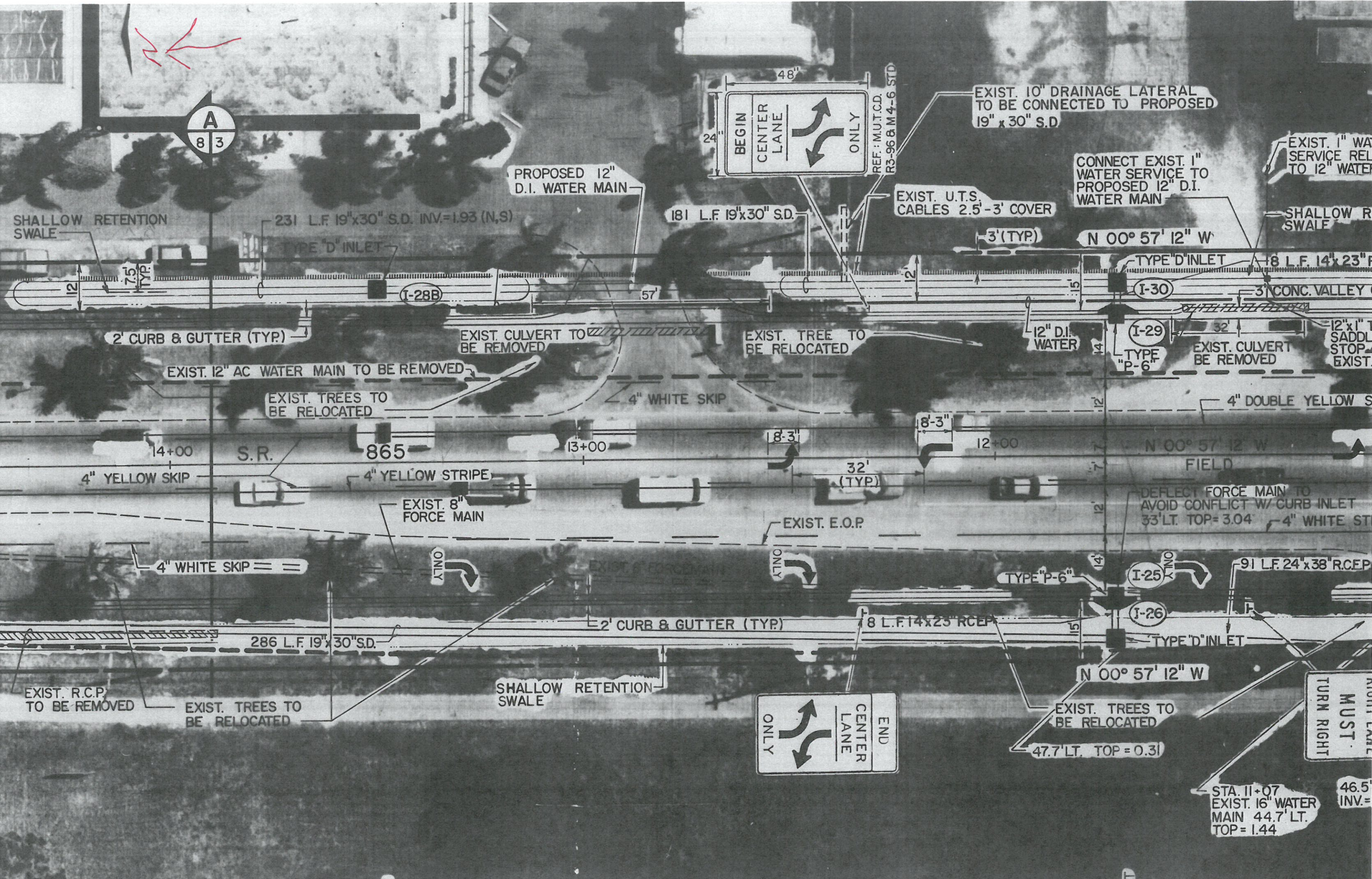
EXIST. 18" R.C.P. BLEED DOWN

VED -85

PROPOSED ROAD WIDENING AREA

144'

FUTURE ENTRANCE DRIVE INDIAN CREEK PLAZA P/F. D.O. #10-8-83



A
8 3

BEGIN
CENTER
LANE
ONLY

REF: M.U.T.C.D.
R3-96 & M 4-6 STD

EXIST. 10" DRAINAGE LATERAL
TO BE CONNECTED TO PROPOSED
19" x 30" S.D.

CONNECT EXIST. 1"
WATER SERVICE TO
PROPOSED 12" D.I.
WATER MAIN

EXIST. 1" WATER
SERVICE REL
TO 12" WATER

PROPOSED 12"
D.I. WATER MAIN

EXIST. U.T.S.
CABLES 2.5'-3' COVER

SHALLOW R
SWALE

SHALLOW RETENTION
SWALE

231 L.F. 19"x30" S.D. INV.=1.93 (N,S)

181 L.F. 19"x30" S.D.

N 00° 57' 12" W



2' CURB & GUTTER (TYP)

EXIST. CULVERT TO
BE REMOVED

EXIST. TREE TO
BE RELOCATED

12" D.I.
WATER

EXIST. CULVERT
BE REMOVED

EXIST. 12" AC WATER MAIN TO BE REMOVED

EXIST. TREES TO
BE RELOCATED

4" WHITE SKIP

4" DOUBLE YELLOW S

14+00

S.R.

865

13+00

8'-3"

12+00

N 00° 57' 12" W
FIELD

4" YELLOW SKIP

4" YELLOW STRIPE

EXIST. 8"
FORCE MAIN

EXIST. E.O.P.

DEFLECT FORCE MAIN TO
AVOID CONFLICT W/ CURB INLET
33' LT. TOP= 3.04

4" WHITE SKIP

ONLY

ONLY

TYPE "P-6"

I-25

I-26

2' CURB & GUTTER (TYP)

8 L.F. 14x23" R.C.E.P.

TYPE "D" INLET

N 00° 57' 12" W

EXIST. R.C.P.
TO BE REMOVED

EXIST. TREES TO
BE RELOCATED

SHALLOW RETENTION
SWALE

END
CENTER
LANE
ONLY

EXIST. TREES TO
BE RELOCATED

47.7' LT. TOP= 0.31

MUST
TURN RIGHT

STA. 11+07
EXIST. 16" WATER
MAIN 44.7' LT.
TOP= 1.44

46.5'
INV.=

AREA TO BE RESURFACED
x 0.0 = EXIST. GRADES
x 0.0 = PROPOSED GRADES

EXIST. 1" WATER SERVICE RELOCATED TO 12" WATER MAIN

REMOVE EXIST. TREES WITHIN R/W

FUTURE ENTRANCE DRIVE: CARLOS RIDGE & WAFOS SITE D.O. #7-4-86

STA. 9+50 DEFLECT WATERMAIN AS REQUIRED, BUT DO NOT EXCEED 80% OF MFR. MAXIMUM DEFLECTION RATE

SHALLOW RETENTION SWALE

291 L.F. 24"x38" S.D.

EXIST. U.T.S. CABLES 2.5'-3' COVER
3' (TYP.)

PROPOSED 12" D.I. WATER MAIN
I-31

MITERED ENDWALL F.D.O.T. INDEX 273

18 L.F. 14"x23" R.C.E.P.

3" CONC. VALLEY GUTTER (TYP.)

3' CONC. VALLEY GUTTER (TYP.)

2' CURB & GUTTER (TYP.)

EXIST. TREES TO BE RELOCATED

IMPROVED DITCH

2' SODDED STRIP

CULVERT REMOVED

12"x1" TAPPING SADDLE W/1" CORP STOP
EXIST. 12" AC WATERMAIN TO BE REMOVED

4" DOUBLE YELLOW STRIPE

EXIST. 6" G.V.

4" WHITE STRIPE

4" DOUBLE YELLOW STRIPE
11/2" TAPER

11+00

10+00

9+00

EXIST. E.O.P.

4" WHITE STRIPE

4" WHITE STRIPE

CE MAIN TO CT W/ CURB INLET
0.04

STA. 11+07 8" F.M. 37.8' LT. TOP=2.40

RELOCATE EXIST. 6" SERVICE TO EXIST. 16" WATER MAIN

STA. 9+97 8" F.M. 38' LT. TOP=3.37

4" DOUBLE YELLOW STRIPE

4" WHITE STRIPE

4" WHITE STRIPE

STA. 10+39.11 SAN CARLOS BLVD. & INDIAN CREEK DRIVE

(PROPOSED CONNECTION) 16" TAPPING SLEEVE W/6" GATE VALVE

42.5' LT. TOP OF WATER=3.05

4" WHITE STRIPE

STA. 9+34 40.6' LT. TOP=0.50

2' SODDED STRIP

91 L.F. 24"x38" R.C.E.P.

R=35'

EXIST. INLET & R.C.E.P. TO BE REMOVED

EXIST. U.T.S. CABLES 2.5' TO 3' COVER

EXIST. 16" WATERMAIN

I-26A

IMPROVED DITCH

RIGHT LANE MUST TURN RIGHT

I-26B TYPE D INLET

46' LT.

6" G.V. W/BOX, PAD, & I.D. EAST SIDE OF PROPOSED S.D. W/ (2) 6" 45° BENDS TO UNDER NEW 24"x38" S.D.

W.M. 39.3 LT. STA. 8+70 TOP=1.18

MITERED ENDWALL F.D.O.T. INDEX 273 46.5 LT. 185' TAPER

R.O.W.

TOP OF 6" WATER=2.25

202 L.F. 24"x38" R.C.E.P.

SHALLOW RETENTION SWALE

STA. 9+50 BEGIN NEW CONSTRUCTION END RESURFACING

STA. 11+07 ST. 16" WATER IN 44.7' LT. P=1.44

46.5' LT. INV.=1.52

2- 45° BENDS TO AVOID CONFLICT W/ 24"x30" S.D.

RELOCATE EXIST. 6" SERVICE TO EXIST. 16" WATERMAIN @ STA. 9+97 16" WATERMAIN @ 42.5' LT., 6" G.V. W/ TAPPING SLEEVE & G.V. @ 44.2 LT. BOX PAD, & I.D.

CREEK DRIVE

EXIST. SERVICE TO D.I.

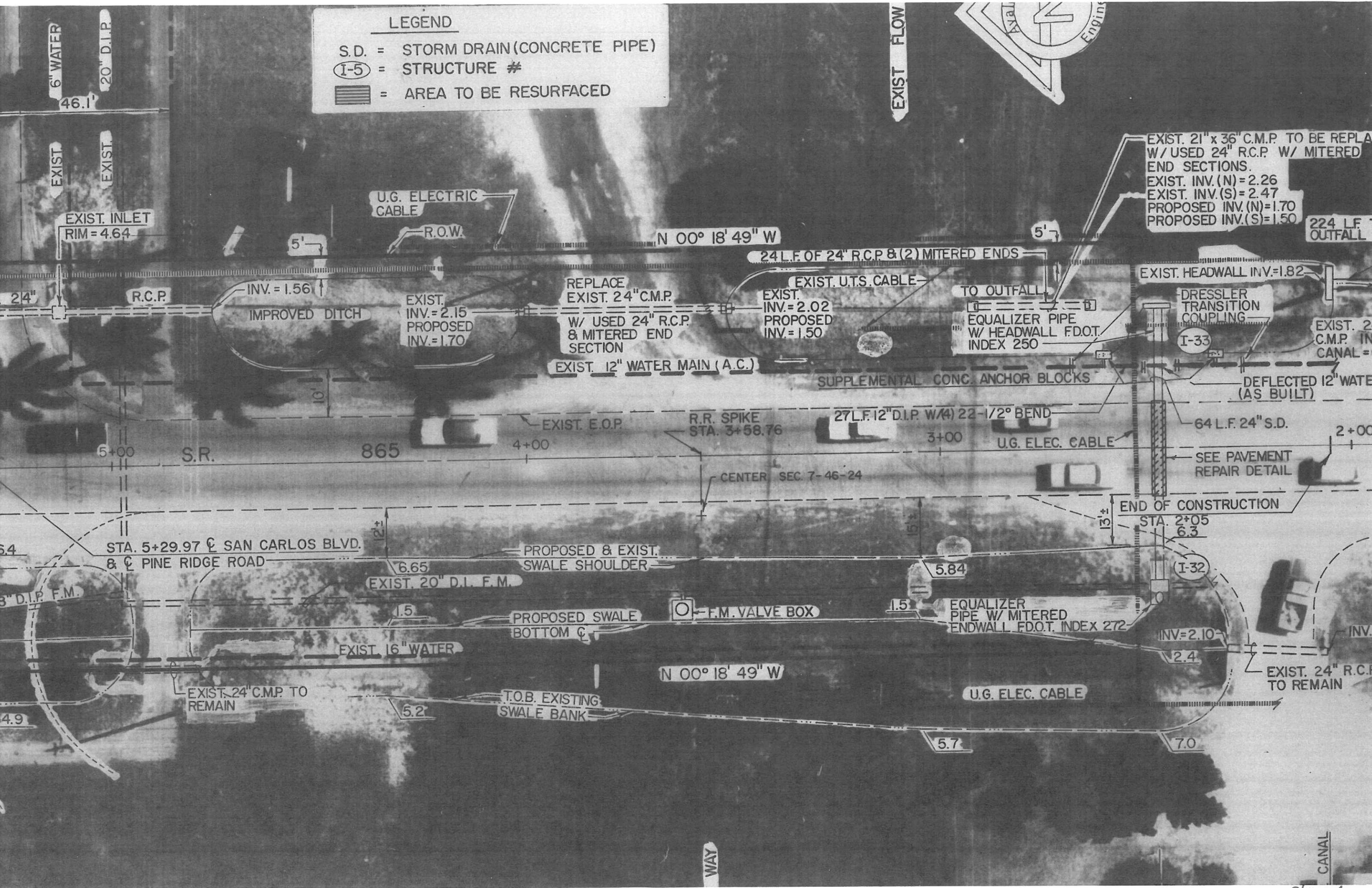
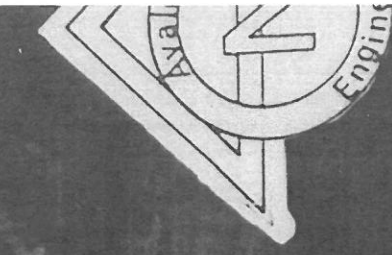
STA. 8+21 MATCH LINE

EXIST. STA. 8+21 LT. TO

LEGEND

- S.D. = STORM DRAIN (CONCRETE PIPE)
- (I-5) = STRUCTURE #
- [Hatched Box] = AREA TO BE RESURFACED

EXIST FLOW



EXIST. 21" x 36" C.M.P. TO BE REPLACED W/ USED 24" R.C.P. W/ MITERED END SECTIONS.
 EXIST. INV.(N)=2.26
 EXIST. INV.(S)=2.47
 PROPOSED INV.(N)=1.70
 PROPOSED INV.(S)=1.50

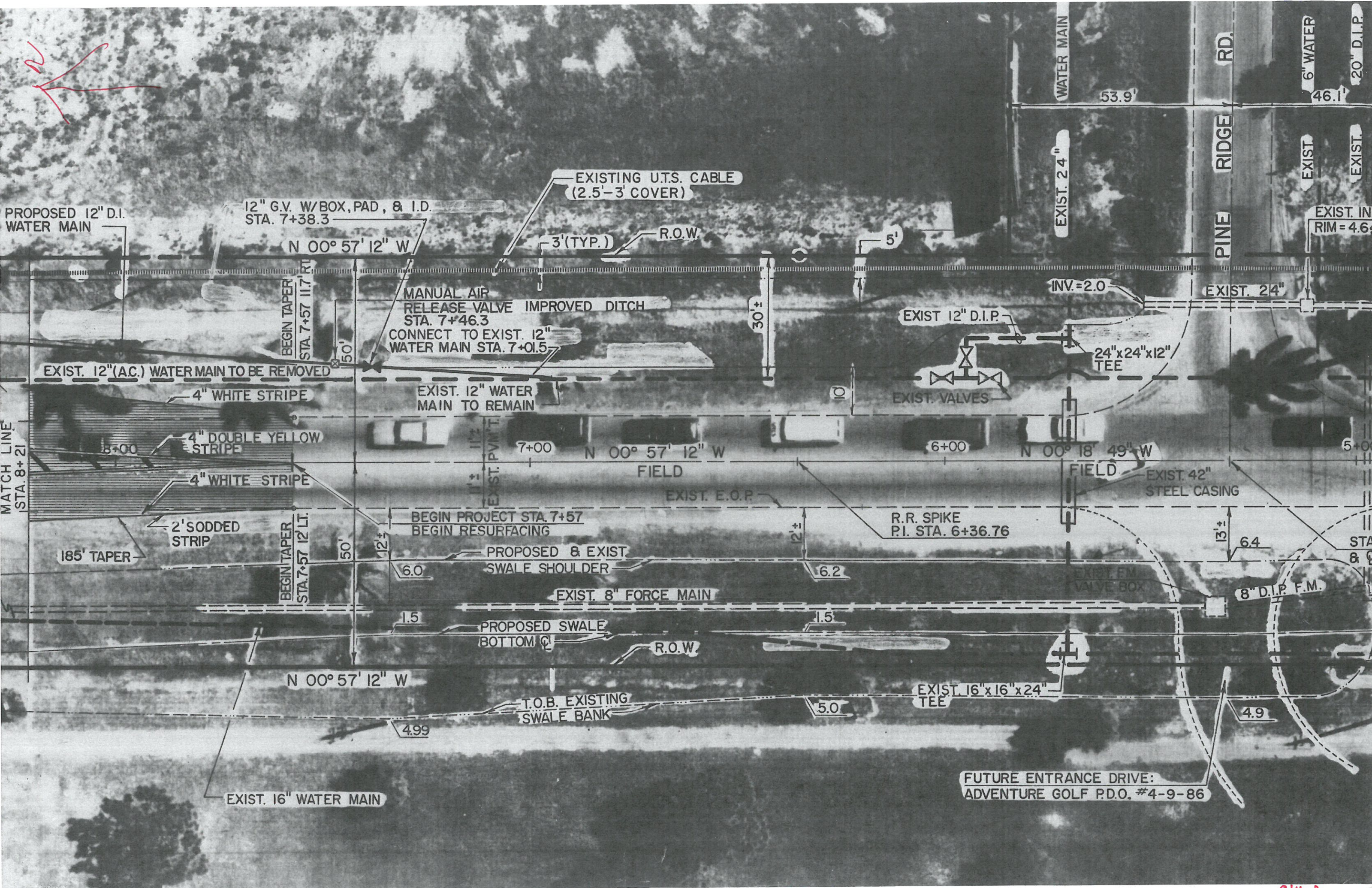
REPLACE EXIST. 24" C.M.P. W/ USED 24" R.C.P. & MITERED END SECTION

EQUALIZER PIPE W/ HEADWALL F.D.O.T. INDEX 250

S.R. 865

STA. 5+29.97 C SAN CARLOS BLVD. & C PINE RIDGE ROAD

N 00° 18' 49" W



PROPOSED 12" D.I. WATER MAIN

12" G.V. W/BOX, PAD, & I.D. STA. 7+38.3

EXISTING U.T.S. CABLE (2.5'-3' COVER)

N 00° 57' 12" W

MANUAL AIR RELEASE VALVE IMPROVED DITCH STA. 7+46.3
CONNECT TO EXIST. 12" WATER MAIN STA. 7+01.5

EXIST. 12" (AC.) WATER MAIN TO BE REMOVED

EXIST. 12" WATER MAIN TO REMAIN

MATCH LINE STA. 8+21

4" DOUBLE YELLOW STRIPE

4" WHITE STRIPE

2' SODDED STRIP

185' TAPER

BEGIN TAPER STA. 7+57 12' LT.

BEGIN PROJECT STA. 7+57
BEGIN RESURFACING

PROPOSED & EXIST. SWALE SHOULDER

EXIST. 8" FORCE MAIN

PROPOSED SWALE BOTTOM

R.O.W.

N 00° 57' 12" W

T.O.B. EXISTING SWALE BANK

EXIST. 16" WATER MAIN

R.R. SPIKE P.I. STA. 6+36.76

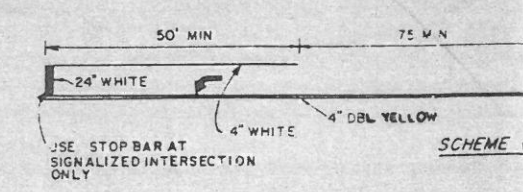
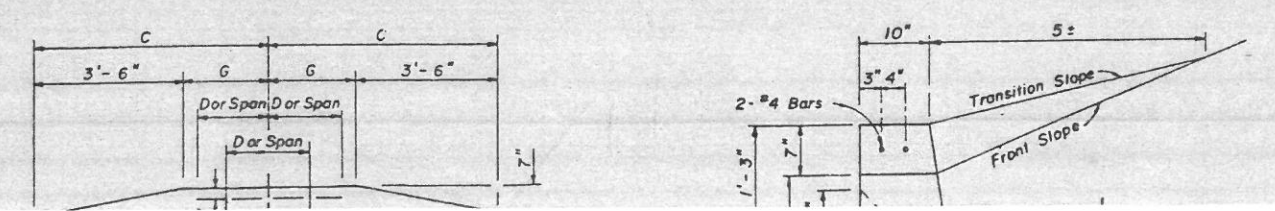
EXIST. 16"x16"x24" TEE

FUTURE ENTRANCE DRIVE: ADVENTURE GOLF P.D.O. #4-9-86

DRAINAGE TABLE

Structure # *****	Type Box Inlet	Stationing *****	Off Set *	E.P./Rim Elev.	Invert				Structure # *****	Type Box Inlet	Stationing *****	Off Set *	E.P./Rim Elev.	Invert						
					North	South	East	West						North	South	East	West			
I-1	C	37 + 80	34L34.6	6.89	4.25			2.01		I-21A	C	18 + 45	42L43	5.13	2.10	21				
I-2	C	37 + 768	34R34.5	4.0		1.35.37		1.85.83		I-22	NOT INSTALLED-INLET BOX FABRICATED & USED AT I-6A									
I-3	P/7-T	36 + 9600	34R34.4	6.8	1.25.26	1.25.13		1.25.30		I-23	DW/P-6 MOD.	15 + 80	42L	5.0		2.16.40		2.16		
I-4	C	36 + 9697	53R50.4	4.09				1.85.34		I-24	D	14 + 54	42L	5.0	2.03.22	2.03.19				2.20
I-5	P/6	34 + 48	34R34.5	5.98	1.0	0.60		1.85		I-25	P/6	11 + 70	34L	5.94						2.14
I-6	P/6	34 + 48	34L34.5	5.98				2.0		I-26	D	11 + 70	44L	5.0	1.74.79	1.74.60		2.10	1.97	
I-6A	D	33 + 00	42L	5.80		2.67				I-26A	MTD. END SECTION	8 + 70	46.5L			1.5				
I-7	P/6	32 + 00	34R35	6.01	.42.81	.42.81		1.85		I-26B	D	10 + 80	48L	5.3	1.66.51	1.65.54				
I-8	P/6	32 + 00	34L34.4	6.01				2.0		I-28A	C	17 + 05.73	47.5R	5.542		2.25.62				
I-9	C	30 + 6876	40R40.3	7.0	.30.44	.30.44				I-28	D	15 + 80	42R	5.10	2.16.27	2.16.23				2.16.1
I-10	J.B.	29 + 75	42R	6.6	0.25					I-27	P/6	15 + 80	34R	6.0						2.20
I-15 OUT FALL	MTD. END SECTION	27 + 90	96R					-0.09		I-28B	D	13 + 50	42R	5.53	1.93.80	1.93.200				
I-16	JB/7NT	27 + 90	46R54R	6.73		0.10	0.05			I-30	D	11 + 70	42R	5.01	1.75.84	1.75.70				2.16.0
I-17A	JB/7NT	24 + 53	54R	5.74	.35.22			.35.22		I-29	P/6	11 + 70	34R	5.94						2.14
I-17	J/6 MOD.	24 + 53	46R	5.34		0.39	0.39	1.55		I-31	MTD. END SECTION	8 + 70	42R			1.5				
I-18	P/6	24 + 53	34L	5.7				1.70		I-32	MTD. END SECTION	2 + 47	33L							3.3
I-19	J/5	22 + 50	46R	5.99	0.57	0.57				I-33	END SECTION	2 + 47	33R							2.80
I-20A	C J/6 MOD.	19 + 45.53	54R	5.05				2.05		I-33 OUTFALL	END SECTION (HEADWALL)									
I-20	P/6	19 + 45.53	46R 45.5	5.64	0.85			1.85	1.85											
I-21	V	19 + 49	34L	5.82		2.19.97		2.19.95												

* REVISED TO REFLECT AS-BUILT CONDITIONS.



GENERAL NOTES
 1. Endwall dimensions, locations and positions are for round and elliptical concrete pipe and for round and pipe-arch corrugated metal pipe. Round concrete

TWO WAY
WITH SINGL
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