PROJECT REFERENCE NO.	SHEET NO.
R-5115	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 018903 ENGINEER GREGORY E. SHEW — DocuSigned by: — 8/25/2014

NORTH CAROLINA PROFESSIONAL SEAL 031025 ENGINEER KAREN HEFNER — DocuSigned by: Karen Hefner — 574B75C23E8F45E — 8/22/2014

SEE SHEET 5 FOR PROFILE OF -L-
SEE SHEET 5 FOR PROFILE OF -Y23-

-Y1-
PI Sta 10+99.08
△ = 36° 11' 50.4" (LT)
D = 114° 35' 29.6"
L = 31.59'
T = 16.34'
R = 50.00'

-Y23-
PIs Sta 14+78.52
Θs = 9° 59' 59.9"
Ls = 400.00'
LT = 267.09'
ST = 133.72'

PI Sta 16+93.57
△ = 8° 11' 59.7" (RT)
D = 4° 59' 59.9"
L = 164.00'
T = 82.14'
R = 1,145.92'

PIs Sta 19+05.78
Θs = 9° 44' 58.1"
Ls = 389.98'
LT = 260.38'
ST = 130.35'

-L-
PI Sta 13+79.80
△ = 114° 05' 08.5" (LT)
D = 35° 55' 19.6"
L = 317.59'
T = 246.01'
R = 159.50'

PI Sta 16+85.12
△ = 44° 53' 29.2" (LT)
D = 75° 53' 18.4"
L = 59.15'
T = 31.19'
R = 75.50'

CONDOR INVESTMENTS OF PALM BEACH COUNTY, INC.
DB I-22 PG 815
DB I-22 PG 812
DB I-22 PG 1685

CONDOR INVESTMENTS OF PALM BEACH COUNTY, INC.
DB I-22 PG 1678
CARD 2 SLIDE 2529

LIBERALE E. PALADINO
REBECCA PALADINO
DB H-31 PG 626

WILLIAM R. MARTIN
DB T-34 PG 1937

NAD 83/ NSRS 2007

-Y23- POT Sta. 10+00.00
-BL-1 5+00.00 POT
-Y1-PC Sta. 10+82.74
-BL-2 8+25.16 PINC=
-BYI-22 6+18.05 POT
-Y1-PT Sta. 11+14.33
BEGIN CONSTRUCTION
-Y23- POS 12+50.00
-BYI-5 5+00.00 POT
BM #3
-BYI- STA 5+00.00
S 20°26' 07.19" W 170.99'
ELEV. 2173.09'
-Y1-POT Sta. 10+00.00
BEGIN TIP PROJECT R-5115
-L-POT Sta. 10+00.00=
-Y23-POT Sta. 14+35.01
-Y23-SC Sta. 16+11.43
-BL-3 12+60-.98 PINC
-L- X-SEC 10+25 MODIFIED TO ACCOMODATE 15" CROSS-PIPE SEE X-SEC FILE
-Y23-CS Sta. 17+75.43
END TIP PROJECT R-5115
-L-POT Sta. 17+82.19=
-23-POT Sta. 19+20.62
END CONSTRUCTION
-Y23-POS 20+00.00
-BL-4 16+54-.23 POT
N 54° 52' 38.4" E
S 37° 13' 48.4" W
S 32° 58' 02.2" E
S 32° 30' 03.4" E
N 28° 21' 40.7" W
EXIST. GR. TO BE REMOVED
SEE DETAIL B SPECIAL LATERAL "V" DITCH -Y23- STA. 12+50 – 14+00 Rt.
-Y23-TS Sta. 12+11.43
-Y1-POT Sta. 11+24.28=
-Y23-POT Sta. 12+85.64
-L-PC Sta. 11+33.79
-L-PT Sta. 17+13.08
-L-PC Sta. 16+53.93
STA. 16+02.00 END MONO. CONC. ISLAND
-L-PT Sta. 14+51.38
STA. 14+58.00 BEGIN MONO. CONC. ISLAND
100' UNIFORM TRANSITION
+71.38 BEGIN SUPER. TRANS.
MELONIE C. DOWNS
DB I-24 PG 1691 (EIGHTH TRACT)
DB H-18 PG 459
END SBG -L- STA. 17+13 Rt.
BM #2
-BL- STA 16+35.65
140.62' RIGHT
ELEV. 2169.89'
-Y23-ST Sta. 21+65.41
DITCH TURNOUT
BEG. SBG -L- STA. 14+00 Rt.
SEE DETAIL A TOE PROTECTION W/CL I RIP RAP -L- STA 13+75 TO 14+25 Rt.
HILAND PARK SUBDIVISION HOMEOWNERS ASSOCIATION, INC.
DB L-32 PG 706
SEE DETAIL C LATERAL 'V' DITCH w/CLASS I RIP-RAP -L- 14+25 TO 15+25 RT. SEE X-SEC FILE
JAMES A. VANDERWOUDE
LOIS R. VANDERWOUDE
DB T-32 PG 1878
.IE RUTH OWENS SANDERS
DB E-32 PG 130
5" MONOLITHIC CONCRETE ISLAND

DETAIL A
TOE PROTECTION
(Not to Scale)
FILL SLOPE — 2:1 OR FLATTER — NATURAL GROUND — GEOTEXTILE — d
d = 2 Ft.
Type of Liner = CL I Rip-Rap
FROM -L- STA. 13+75 TO STA. 14+25 Rt.
9 S.Y. GEOTEXTILE
9 TON CLASS I RIP-RAP

DETAIL B
SPECIAL LATERAL 'V' DITCH
(Not to Scale)
Existing Roadway — 4:1 — D — 2:1 — Tie to Existing Fill Slope
Min. D = 1.0 Ft.
FROM -Y23- STA. 12+50 TO STA. 14+00 Rt.

DETAIL C
LATERAL 'V' DITCH
(Not to Scale)
Natural Ground — 2:1 — d — b — 2:1 — 1'/Ft. — Fill Slope — Geotextile
Min. D = 2 Ft.
Max. d = 1 Ft.
b = 3 Ft.
Type of Liner = CLASS I Rip-Rap
FROM -L- STA. 14+25 TO STA. 15+25 RT.

REVISIONS

8/17/99

21-AUG-2014 08:30
r:\hydraulics\mapping\R5115_Rdy_psh04.dgn
$$USERNAME$$