

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----x
Property Monument	□ ECM
Parcel/Sequence Number	⑩②③
Existing Fence Line	-x-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	-----WLB-----
Proposed Wetland Boundary	-----WLB-----
Existing Endangered Animal Boundary	-----EAB-----
Existing Endangered Plant Boundary	-----EPB-----
Existing Historic Property Boundary	-----HPB-----
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	☠-S-☠
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	☠-W-☠
Contaminated Site: Known or Potential	☠☠

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	▬

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	-----
Jurisdictional Stream	-----JS-----
Buffer Zone 1	-----BZ 1-----
Buffer Zone 2	-----BZ 2-----
Flow Arrow	←
Disappearing Stream	----->
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ CSX TRANSPORTATION MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	◆
Exist Permanent Easment Pin and Cap	◇
New Permanent Easment Pin and Cap	◆
Vertical Benchmark	▲
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	-----R/W-----
New Right of Way Line with Pin and Cap	-----R/W-----▲
New Right of Way Line with Concrete or Granite R/W Marker	-----R/W-----▲
New Control of Access Line with Concrete CA Marker	-----C/A-----
Existing Control of Access	-----C/A-----
New Control of Access	-----C/A-----
Existing Easement Line	-----E-----
New Temporary Construction Easement	-----E-----
New Temporary Drainage Easement	-----TDE-----
New Permanent Easement	-----PE-----
New Permanent Drainage Easement	-----PDE-----
New Permanent Drainage / Utility Easement	-----DUE-----
New Permanent Utility Easement	-----PUE-----
New Temporary Utility Easement	-----TUE-----
New Aerial Utility Easement	-----AUE-----

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----C-----
Proposed Slope Stakes Fill	-----F-----
Proposed Curb Ramp	-----CR-----
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

VEGETATION:

Single Tree	☼
Single Shrub	☼

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----Vineyard-----

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	-----CONC-----
Bridge Wing Wall, Head Wall and End Wall	-----CONC WW-----
MINOR:	
Head and End Wall	-----CONC HW-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	-----CB-----
Paved Ditch Gutter	-----
Storm Sewer Manhole	-----S-----
Storm Sewer	-----S-----

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊗
Power Transformer	⊗
U/G Power Cable Hand Hole	-----
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	-----P-----
U/G Power Line LOS C (S.U.E.*)	-----P-----
U/G Power Line LOS D (S.U.E.*)	-----P-----

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊕
Telephone Cell Tower	⊗
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	-----T-----
U/G Telephone Cable LOS C (S.U.E.*)	-----T-----
U/G Telephone Cable LOS D (S.U.E.*)	-----T-----
U/G Telephone Conduit LOS B (S.U.E.*)	-----TC-----
U/G Telephone Conduit LOS C (S.U.E.*)	-----TC-----
U/G Telephone Conduit LOS D (S.U.E.*)	-----TC-----
U/G Fiber Optics Cable LOS B (S.U.E.*)	-----T FO-----
U/G Fiber Optics Cable LOS C (S.U.E.*)	-----T FO-----
U/G Fiber Optics Cable LOS D (S.U.E.*)	-----T FO-----

WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	-----
U/G Water Line LOS C (S.U.E.*)	-----
U/G Water Line LOS D (S.U.E.*)	-----
Above Ground Water Line	-----A/G Water-----

TV:

TV Pedestal	⊕
TV Tower	⊗
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	-----TV-----
U/G TV Cable LOS C (S.U.E.*)	-----TV-----
U/G TV Cable LOS D (S.U.E.*)	-----TV-----
U/G Fiber Optic Cable LOS B (S.U.E.*)	-----TV FO-----
U/G Fiber Optic Cable LOS C (S.U.E.*)	-----TV FO-----
U/G Fiber Optic Cable LOS D (S.U.E.*)	-----TV FO-----

GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	-----G-----
U/G Gas Line LOS C (S.U.E.*)	-----G-----
U/G Gas Line LOS D (S.U.E.*)	-----G-----
Above Ground Gas Line	-----A/G Gas-----

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	-----SS-----
Above Ground Sanitary Sewer	-----A/G Sanitary Sewer-----
SS Forced Main Line LOS B (S.U.E.*)	-----FSS-----
SS Forced Main Line LOS C (S.U.E.*)	-----FSS-----
SS Forced Main Line LOS D (S.U.E.*)	-----FSS-----

MISCELLANEOUS:

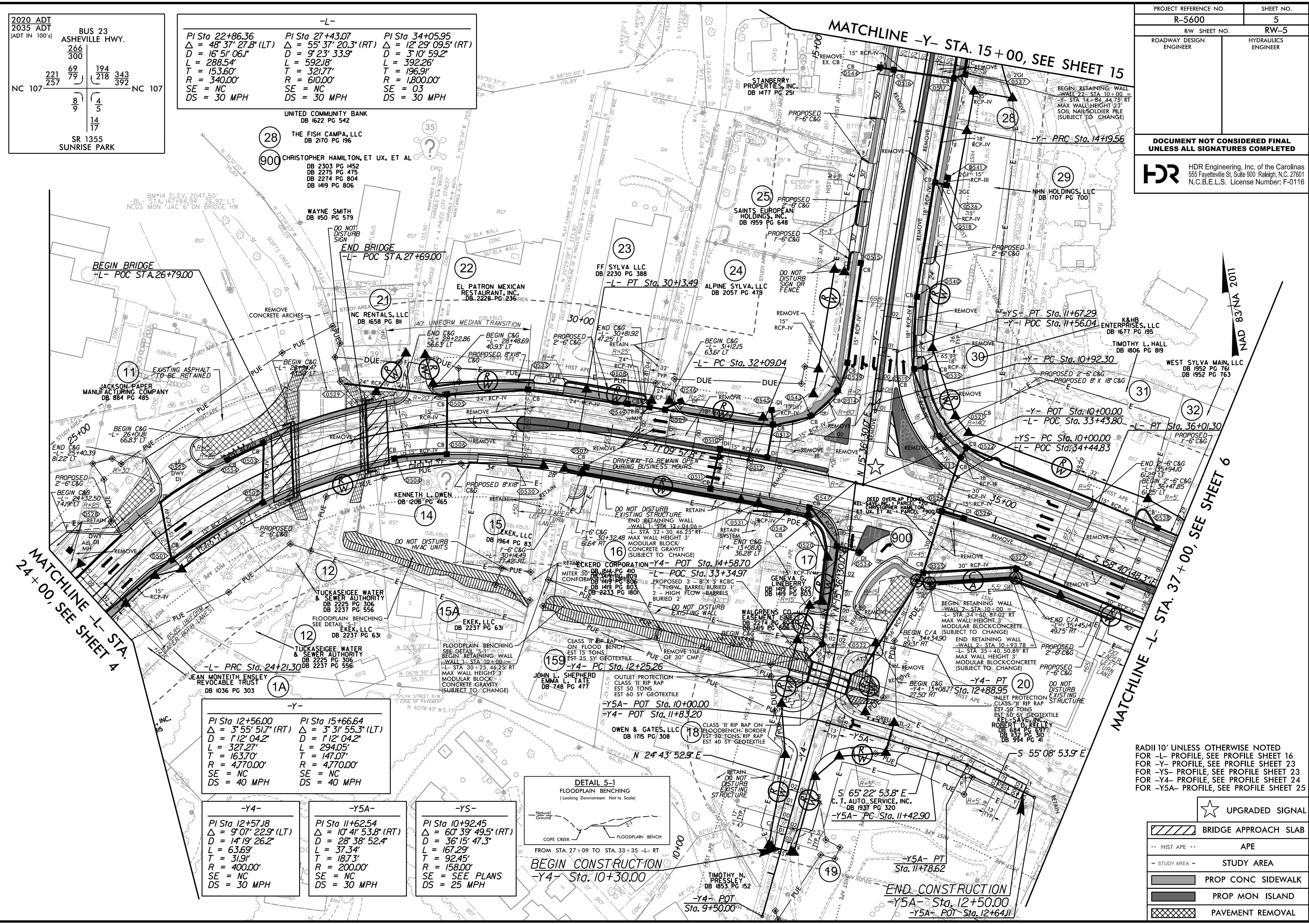
Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊕
Utility Unknown U/G Line LOS B (S.U.E.*)	-----TUTL-----
U/G Tank; Water, Gas, Oil	-----
Underground Storage Tank, Approx. Loc.	-----UST-----
A/G Tank; Water, Gas, Oil	-----
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

2020 ADT 2035 ADT (ADT IN 100's)	BUS 23 ASHEVILLE HWY. 266 300	194 218 343 392
NC 107	221 69 257 79	17 4 5 14
	8 9	17
		SR 1355 SUNRISE PARK

$PI\ Sta\ 22+86.36$ $\Delta = 48^\circ 37' 27.8" (LT)$ $D = 16' 51" 06.1"$ $L = 288.54'$ $T = 153.60'$ $R = 340.00'$ $SE = NC$ $DS = 30\ MPH$	$PI\ Sta\ 27+43.07$ $\Delta = 55^\circ 37' 20.3" (RT)$ $D = 9' 23' 33.9"$ $L = 592.18'$ $T = 321.77'$ $R = 610.00'$ $SE = NC$ $DS = 30\ MPH$	$PI\ Sta\ 34+05.95$ $\Delta = 12^\circ 29' 09.5" (RT)$ $D = 3' 10' 59.2"$ $L = 392.26'$ $T = 196.91'$ $R = 1,800.00'$ $SE = 03$ $DS = 30\ MPH$
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10/25/2021 ROW AND PUE REVISED; PARCELS 15, 16, & 17 TCE REVISED; PARCELS 15, 16, & 17 REVISIONS
 2/18/2022 PARCEL OWNERS 12 & 13 COMBINED INTO PARCEL 12; PARCEL OWNERS 20, 33 & 34 COMBINED INTO PARCEL 20
 7/29/2022 PARCELS 37B ADDED; PARCELS 15, 16, 17, 18, 19, 20, 37A, 37B, & 159 BOUNDARIES REVISED
 10/14/2022 PARCELS 37A & 37B REMOVED; UNKNOWN OWNERS
 1/17/2023 PARCEL 24 PUE REMOVED; DUE ADDED

PLOT DRIVER: NCDOT1.pdf_color_eng_50.pht PENTABLE: R5600.dshp.f.hdi
 USER: ASNLIDER DATE: 11/15/2023 TIME: 9:09:18 AM



MATCHLINE -L- STA. 24+00, SEE SHEET 4

MATCHLINE -Y- STA. 15+00, SEE SHEET 15

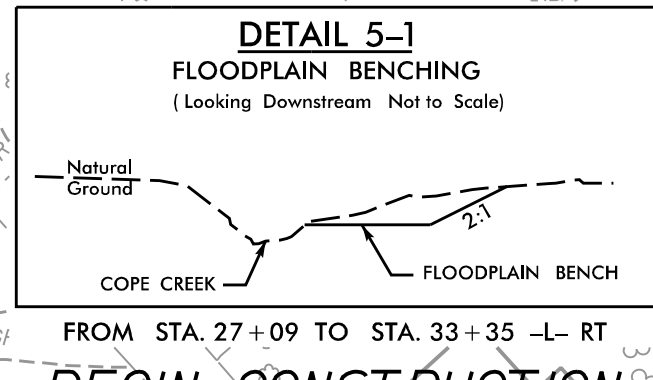
MATCHLINE -L- STA. 37+00, SEE SHEET 6

$PI\ Sta\ 12+56.00$ $\Delta = 3^\circ 55' 51.7" (RT)$ $D = 1' 12" 04.2"$ $L = 327.27'$ $T = 163.70'$ $R = 4,770.00'$ $SE = NC$ $DS = 40\ MPH$	$PI\ Sta\ 15+66.64$ $\Delta = 3^\circ 31' 55.3" (LT)$ $D = 1' 12" 04.2"$ $L = 294.05'$ $T = 147.07'$ $R = 4,770.00'$ $SE = NC$ $DS = 40\ MPH$
--	--

$PI\ Sta\ 12+57.18$ $\Delta = 9^\circ 07' 22.9" (LT)$ $D = 14' 19" 26.2"$ $L = 63.69'$ $T = 31.91'$ $R = 400.00'$ $SE = NC$ $DS = 30\ MPH$


$PI\ Sta\ 11+62.54$ $\Delta = 10^\circ 41' 53.8" (RT)$ $D = 28' 38" 52.4"$ $L = 37.34'$ $T = 18.73'$ $R = 200.00'$ $SE = NC$ $DS = 30\ MPH$
--

$PI\ Sta\ 10+92.45$ $\Delta = 60^\circ 39' 49.5" (RT)$ $D = 36' 15" 47.3"$ $L = 167.29'$ $T = 92.45'$ $R = 158.00'$ $SE = SEE\ PLANS$ $DS = 25\ MPH$

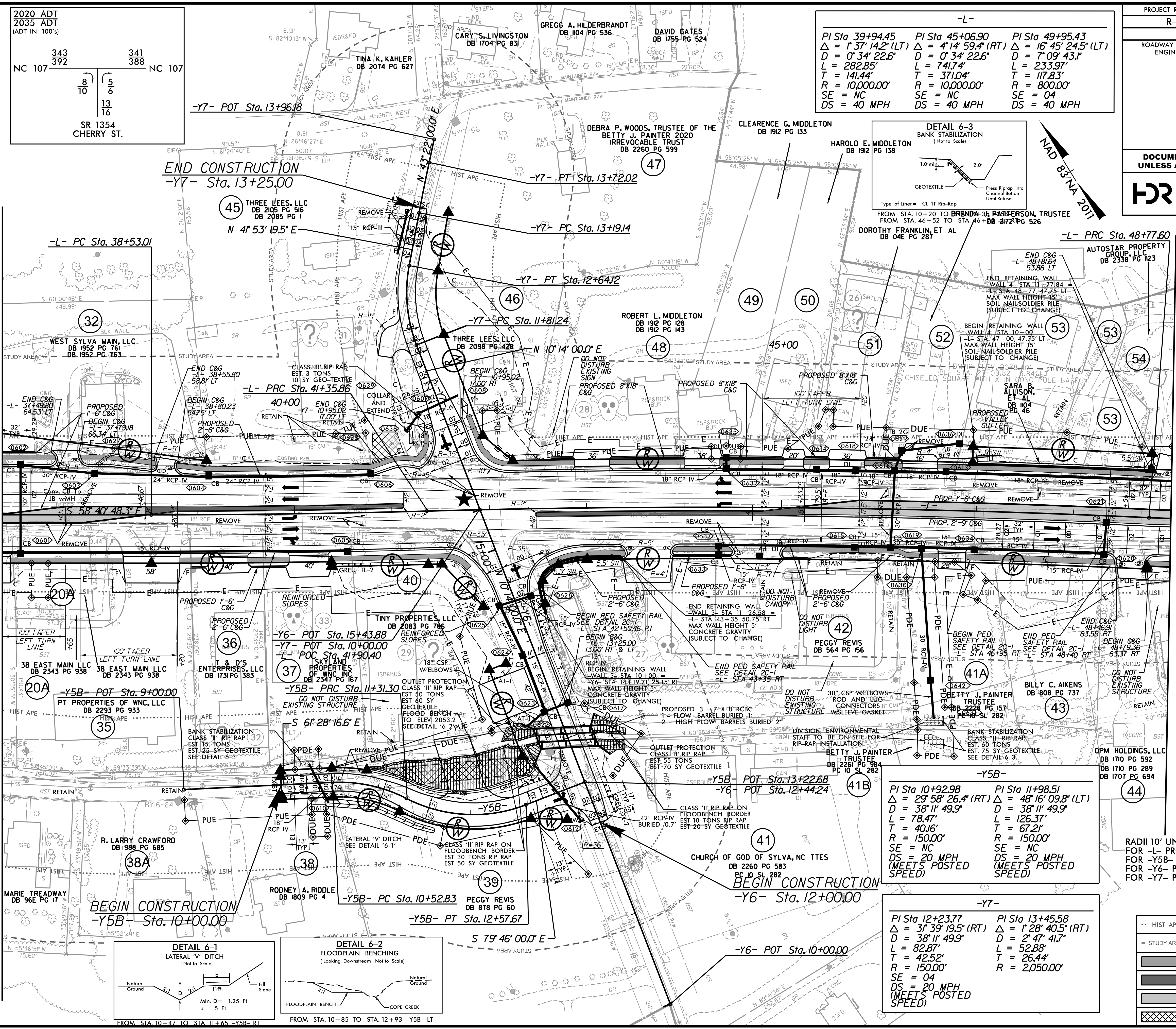


RADII 10' UNLESS OTHERWISE NOTED
 FOR -L- PROFILE, SEE PROFILE SHEET 16
 FOR -Y- PROFILE, SEE PROFILE SHEET 23
 FOR -YS- PROFILE, SEE PROFILE SHEET 24
 FOR -Y4- PROFILE, SEE PROFILE SHEET 24
 FOR -Y5A- PROFILE, SEE PROFILE SHEET 25

	UPGRADED SIGNAL
	BRIDGE APPROACH SLAB
	HIST APE
	STUDY AREA
	PROP CONC SIDEWALK
	PROP MON ISLAND
	PAVEMENT REMOVAL

PROJECT REFERENCE NO.	R-5600	SHEET NO.	6
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St., Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116			

-L-		
PI Sta 39+94.45 $\Delta = 1' 37' 14.2''$ (LT) $D = 0' 34' 22.6''$ $L = 282.85'$ $T = 141.44'$ $R = 10,000.00'$ SE = NC DS = 40 MPH	PI Sta 45+06.90 $\Delta = 4' 14' 59.4''$ (RT) $D = 0' 34' 22.6''$ $L = 741.74'$ $T = 371.04'$ $R = 10,000.00'$ SE = NC DS = 40 MPH	PI Sta 49+95.43 $\Delta = 16' 45' 24.5''$ (LT) $D = 7' 09' 43.1''$ $L = 233.97'$ $T = 117.83'$ $R = 800.00'$ SE = 04 DS = 40 MPH



MATCHLINE -L- STA. 37+00, SEE SHEET 5

MATCHLINE -L- STA. 49+00, SEE SHEET 7

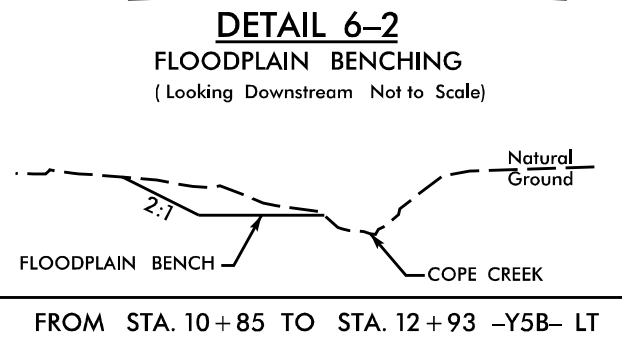
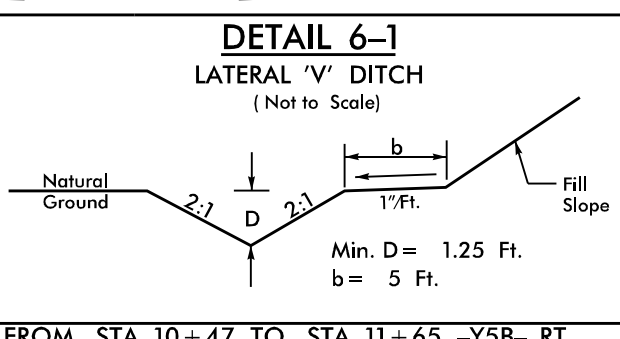
REVISIONS
 12/7/2022: PARCEL 35 OWNER CHANGE
 2/18/2022: PARCEL OWNERS 20 33 & 34 COMBINED INTO PARCEL 20
 7/29/2022: PARCELS 20 & 37A BOUNDARIES REVISED; PARCEL 49, DUE ADDED AND PUE REVISED; PARCELS 53 & 54 ROW REVISED
 8/23/2022: PARCEL 54 OWNER NAME CHANGE; PARCELS 52 & 53 DUE ADDED & PUE REVISED; PARCEL 41A REVISED DUE & TCE;
 10/14/2022: PARCEL 41B ADDED; PARCELS 41 & 41B PUE ADDED
 1/17/2023: PARCEL 37A REMOVED; UNKNOWN OWNER; PARCEL 42 PUE REMOVED
 4/18/2023: PARCEL 20 OWNER NAME CHANGE TO PARCEL 20A
 DUE REVISED ALONG -Y5B- LT (UNKNOWN OWNER)

PLOT DRIVER: NCDOT_color_eng_50.pht
 USER: ASNLDER
 DATE: 11/15/2023
 TIME: 9:09:24 AM
 FILE:









2020 ADT	343
2035 ADT	341
(ADT IN 100's)	392
	388
NC 107	NC 107
	8
	5
	13
	16
SR 1354 CHERRY ST.	

-Y5B-	
PI Sta 10+92.98 $\Delta = 29' 58' 26.4''$ (RT) $D = 38' 11' 49.9''$ $L = 78.47'$ $T = 40.16'$ $R = 150.00'$ SE = NC DS = 20 MPH (MEETS POSTED SPEED)	PI Sta 11+98.51 $\Delta = 48' 16' 09.8''$ (LT) $D = 38' 11' 49.9''$ $L = 126.37'$ $T = 67.21'$ $R = 150.00'$ SE = NC DS = 20 MPH (MEETS POSTED SPEED)

-Y7-	
PI Sta 12+23.77 $\Delta = 3' 39' 19.5''$ (RT) $D = 38' 11' 49.9''$ $L = 82.87'$ $T = 42.52'$ $R = 150.00'$ SE = 04 DS = 20 MPH (MEETS POSTED SPEED)	PI Sta 13+45.58 $\Delta = 1' 28' 40.5''$ (RT) $D = 2' 47' 41.7''$ $L = 52.88'$ $T = 26.44'$ $R = 2,050.00'$



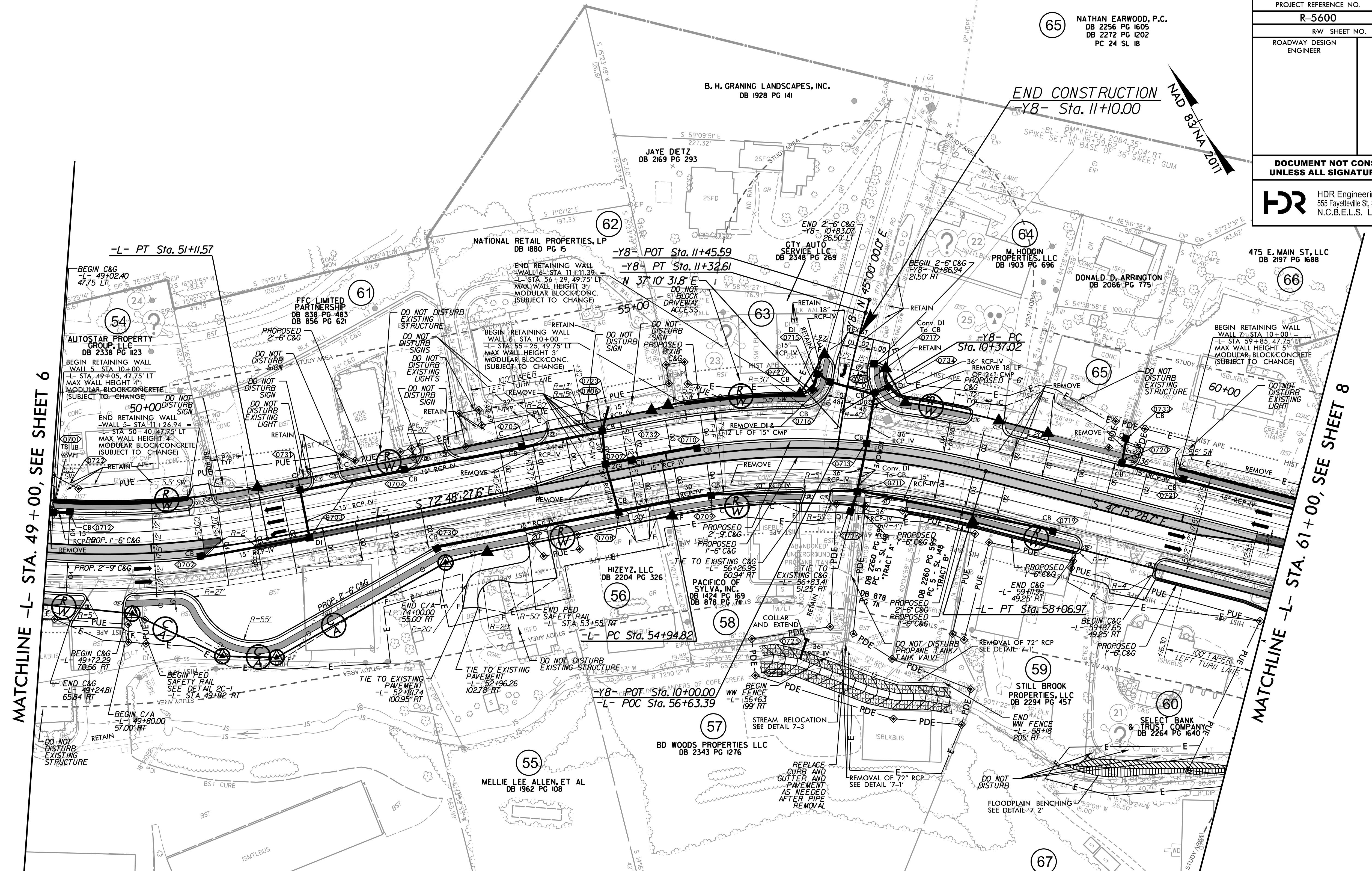
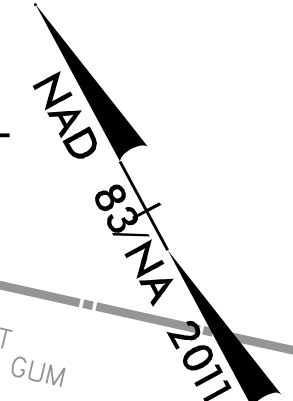
RADI 10' UNLESS OTHERWISE NOTED
FOR -L- PROFILE, SEE PROFILE SHEET 17
FOR -Y5B- PROFILE, SEE PROFILE SHEET 25
FOR -Y6- PROFILE, SEE PROFILE SHEET 25
FOR -Y7- PROFILE, SEE PROFILE SHEET 25

	PROPOSED SIGNAL
	HIST APE
	APE
	STUDY AREA
	PROP CONC SIDEWALK
	PROP MON ISLAND
	RAISED GRASS MEDIAN
	PAVEMENT REMOVAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

HDR HDR Engineering, Inc. of the Carolinas
555 Fayetteville St. Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

65 NATHAN EARWOOD, P.C.
DB 2256 PG 1605
DB 2272 PG 1202
PC 24 SL 18

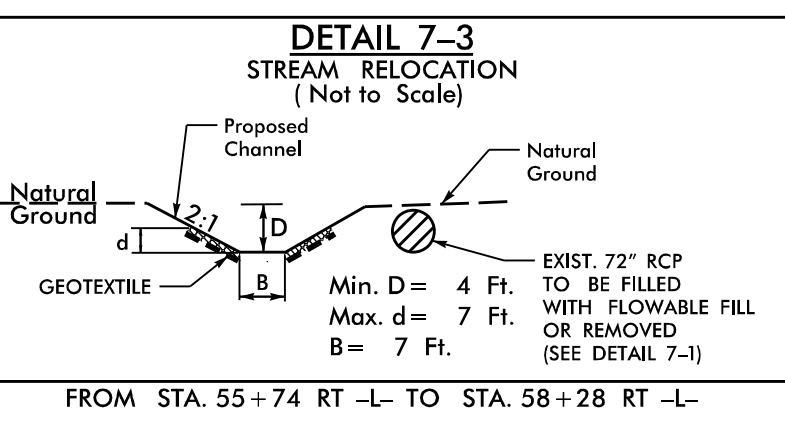
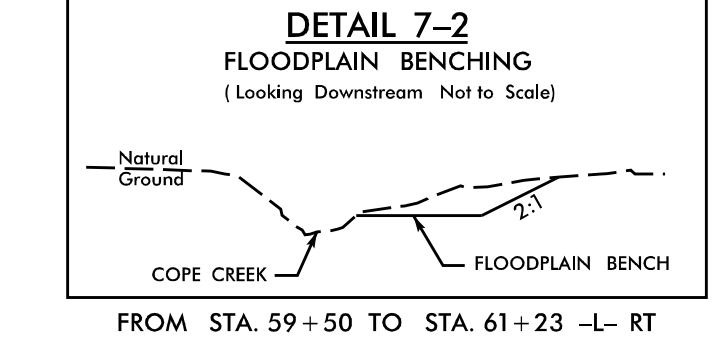
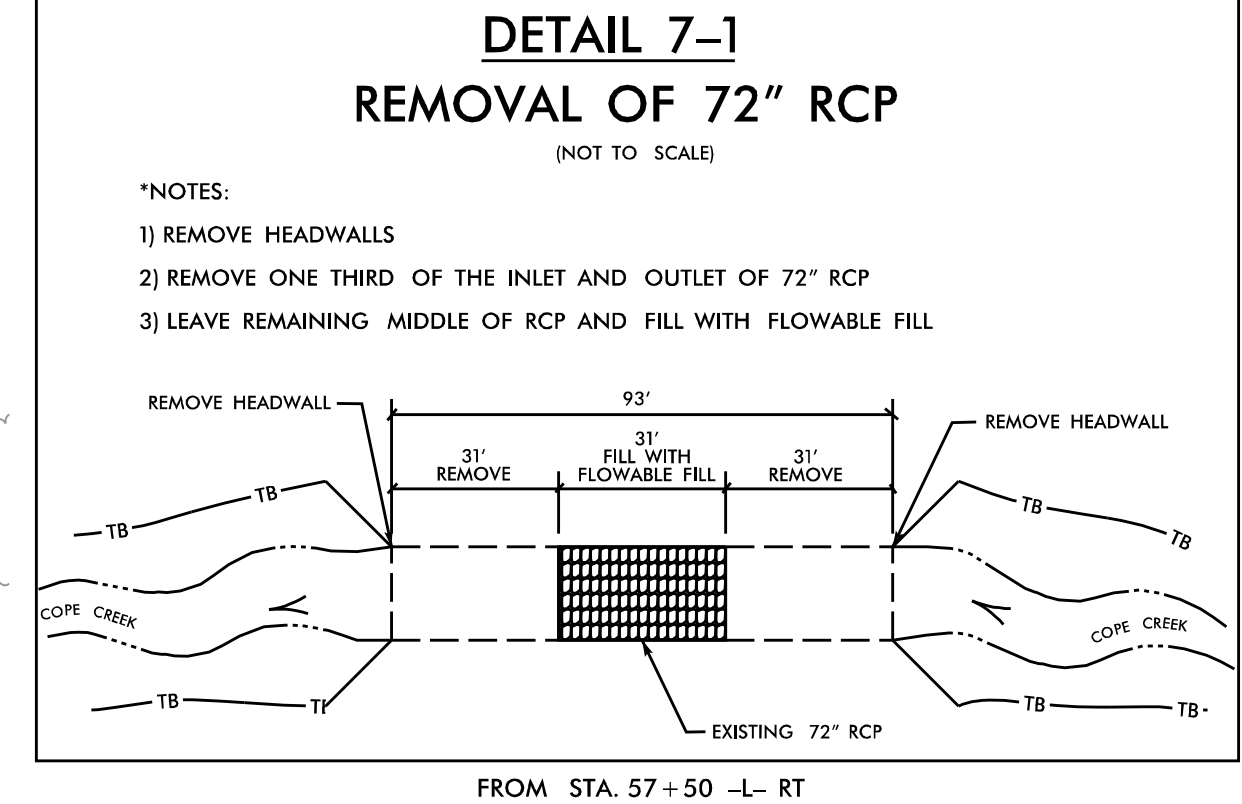


MATCHLINE -L- STA. 49+00, SEE SHEET 6

MATCHLINE -L- STA. 61+00, SEE SHEET 8

-L-	
PI Sta 49+95.43	PI Sta 56+53.53
$\Delta = 16' 45" 24.5" (LT)$	$\Delta = 25' 32" 58.9" (RT)$
$D = 7' 09" 43.1"$	$D = 8' 11" 06.4"$
$L = 233.97'$	$L = 312.15'$
$T = 117.83'$	$T = 158.71'$
$R = 800.00'$	$R = 700.00'$
$SE = 04$	$SE = 04$
$DS = 40 MPH$	$DS = 40 MPH$

-Y8-	
PI Sta 10+84.89	PI Sta 10+84.89
$\Delta = 7' 49" 28.2" (RT)$	$\Delta = 7' 49" 28.2" (RT)$
$D = 8' 11" 06.4"$	$D = 8' 11" 06.4"$
$L = 95.59'$	$L = 95.59'$
$T = 47.87'$	$T = 47.87'$
$R = 700.00'$	$R = 700.00'$
$SE = SEE PLANS$	$SE = SEE PLANS$
$DS = (STOP CONDITION)$	$DS = (STOP CONDITION)$
$DS = 25 MPH$	$DS = 25 MPH$



RADII 10' UNLESS OTHERWISE NOTED
FOR -L- PROFILE, SEE PROFILE SHEET 17
FOR -Y8- PROFILE, SEE PROFILE SHEET 26

APE	
- STUDY AREA -	STUDY AREA
	PROP CONC SIDEWALK
	PROP MON ISLAND
	RAISED GRASS MEDIAN

REVISIONS

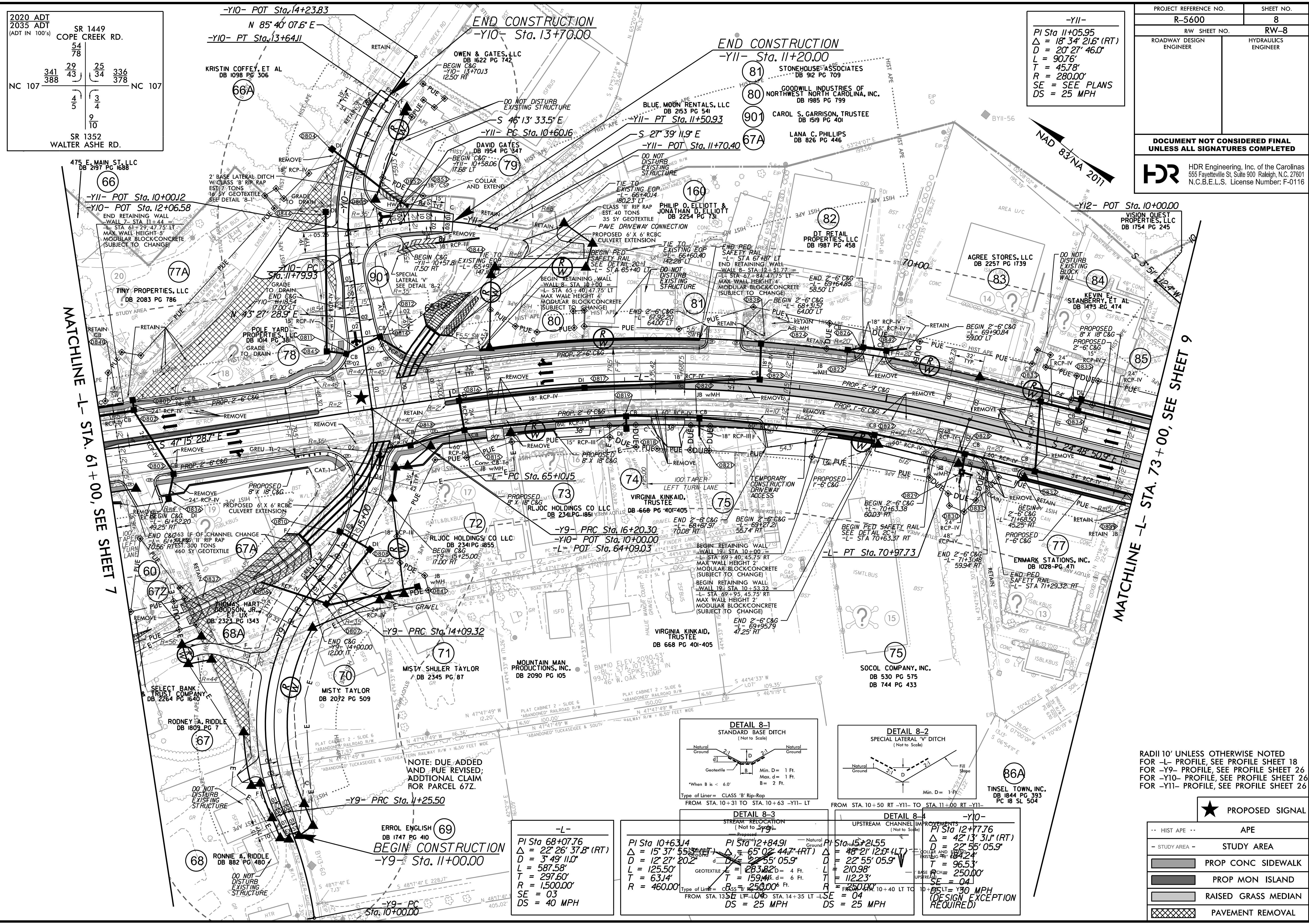
7/27/2021: TCE REVISED; PARCEL 58
12/7/2022: PARCELS 59 & 63 OWNER CHANGES
7/29/2022: PARCELS 65 & 66 PDE ADDED AND TCE REVISED
1/7/2023: PARCELS 57 & 63 OWNER CHANGES; PARCEL 63 TCE REVISED

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
PENTABLE: R5600_dshp.f.tbi
USER: ASNLDER
DATE: 11/15/2023
TIME: 9:09:29 AM

2020 ADT	SR 1449
2035 ADT	COPE CREEK RD.
(ADT IN 100'S)	
54	78
341	29
388	43
25	34
336	378
NC 107	NC 107
5	4
9	10
SR 1352	
WALTER ASHE RD.	

PROJECT REFERENCE NO.	SHEET NO.
R-5600	8
RW SHEET NO.	RW-8
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St., Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

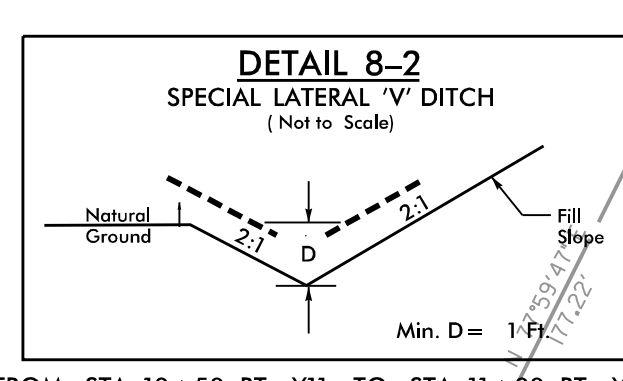
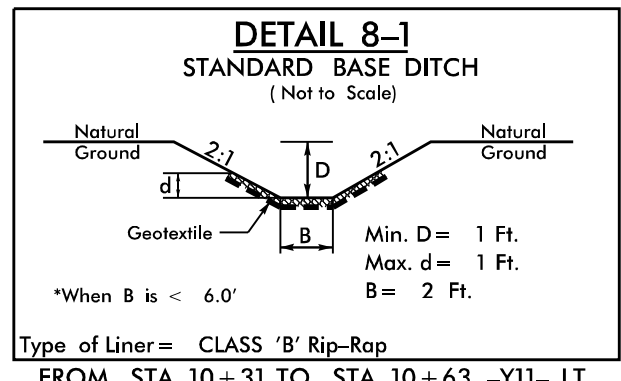
REVISIONS
 7/29/2022: PARCELS 68A & 72 ROW REVISED; PARCEL 70 & 72 TCE REVISED; PARCEL 72 PUE REVISED AND PDE ADDED; PARCEL 71 IMPACTS REMOVED
 8/23/2022: PARCEL 68A OWNER NAME CHANGE; PARCEL 71 TCE ADDED; PARCELS 70 & 79 TCE REVISED
 1/17/2023: PARCELS 72-75, 84, & 85 PUE REVISED; PARCELS 72-73 TCE REVISED; PARCELS 74-75 DUE REVISED; PARCELS 71-73 OWNER NAME CHANGE
 3/23/2023: PARCEL 74 DUE REVISED & TCE ADDED
 4/18/2023: PARCEL 74 DUE REVISED & PUE REVISED; PARCEL 67Z ADDED FOR DUE ADDED & PUE REVISED



MATCHLINE -L- STA. 61+00, SEE SHEET 7

MATCHLINE -L- STA. 73+00, SEE SHEET 9

-Y11-
 PI Sta 11+05.95
 $\Delta = 18^{\circ} 34' 21.6''$ (RT)
 $D = 20^{\circ} 27' 46.0''$
 $L = 90.76'$
 $T = 45.78'$
 $R = 280.00'$
 SE = SEE PLANS
 DS = 25 MPH



DETAIL 8-3
 STREAM RECONSTRUCTION
 (Not to Scale)

PI Sta 10+63.14	PI Sta 12+84.91
$\Delta = 15^{\circ} 37' 55.1''$	$\Delta = 65^{\circ} 02' 44.7''$ (RT)
$D = 12^{\circ} 27' 20.2''$	$D = 22^{\circ} 55' 05.9''$
$L = 125.50'$	$L = 283.82'$
$T = 63.14'$	$T = 159.44'$
$R = 460.00'$	$R = 250.00'$
SE = 03	SE = 04
DS = 25 MPH	DS = 25 MPH

DETAIL 8-4
 UPSTREAM CHANNEL IMPROVEMENTS
 (Not to Scale)

PI Sta 15+21.55	PI Sta 12+77.76
$\Delta = 48^{\circ} 21' 12.0''$ (LT)	$\Delta = 42^{\circ} 13' 31.1''$ (RT)
$D = 22^{\circ} 55' 05.9''$	$D = 22^{\circ} 55' 05.9''$
$L = 210.98'$	$L = 210.98'$
$T = 112.23'$	$T = 96.53'$
$R = 250.00'$	$R = 250.00'$
SE = 04	SE = 04
DS = 25 MPH	DS = 25 MPH

-Y10-
 PI Sta 12+77.76
 $\Delta = 42^{\circ} 13' 31.1''$ (RT)
 $D = 22^{\circ} 55' 05.9''$
 $L = 210.98'$
 $T = 96.53'$
 $R = 250.00'$
 SE = 04
 DS = 25 MPH
 (DESIGN EXCEPTION REQUIRED)

NOTE: DUE ADDED AND PUE REVISED; ADDITIONAL CLAIM FOR PARCEL 67Z.

RADIUS 10' UNLESS OTHERWISE NOTED FOR -L- PROFILE, SEE PROFILE SHEET 18 FOR -Y9- PROFILE, SEE PROFILE SHEET 26 FOR -Y10- PROFILE, SEE PROFILE SHEET 26 FOR -Y11- PROFILE, SEE PROFILE SHEET 26

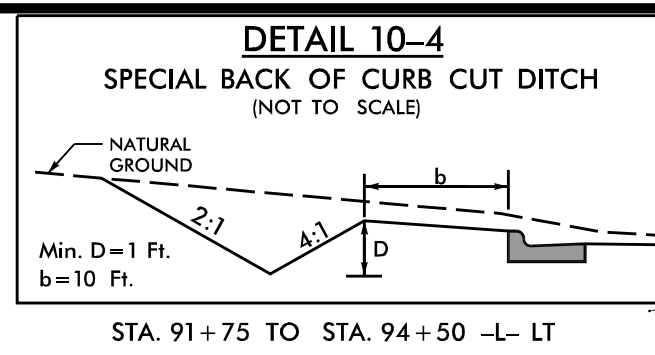
★	PROPOSED SIGNAL
..	HIST APE
- -	STUDY AREA
▬	PROP CONC SIDEWALK
▬	PROP MON ISLAND
▬	RAISED GRASS MEDIAN
▬	PAVEMENT REMOVAL

PLOT DRIVER: NCDOT_pdf_color_eng_50.pht
 USER: ASNLIDER
 FILE:
 PENTABLE: R5600_dshp.fidi
 TIME: 9:09:35 AM
 DATE: 11/15/2023

PROJECT REFERENCE NO.	SHEET NO.
R-5600	10
RW SHEET NO.	RW-10
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

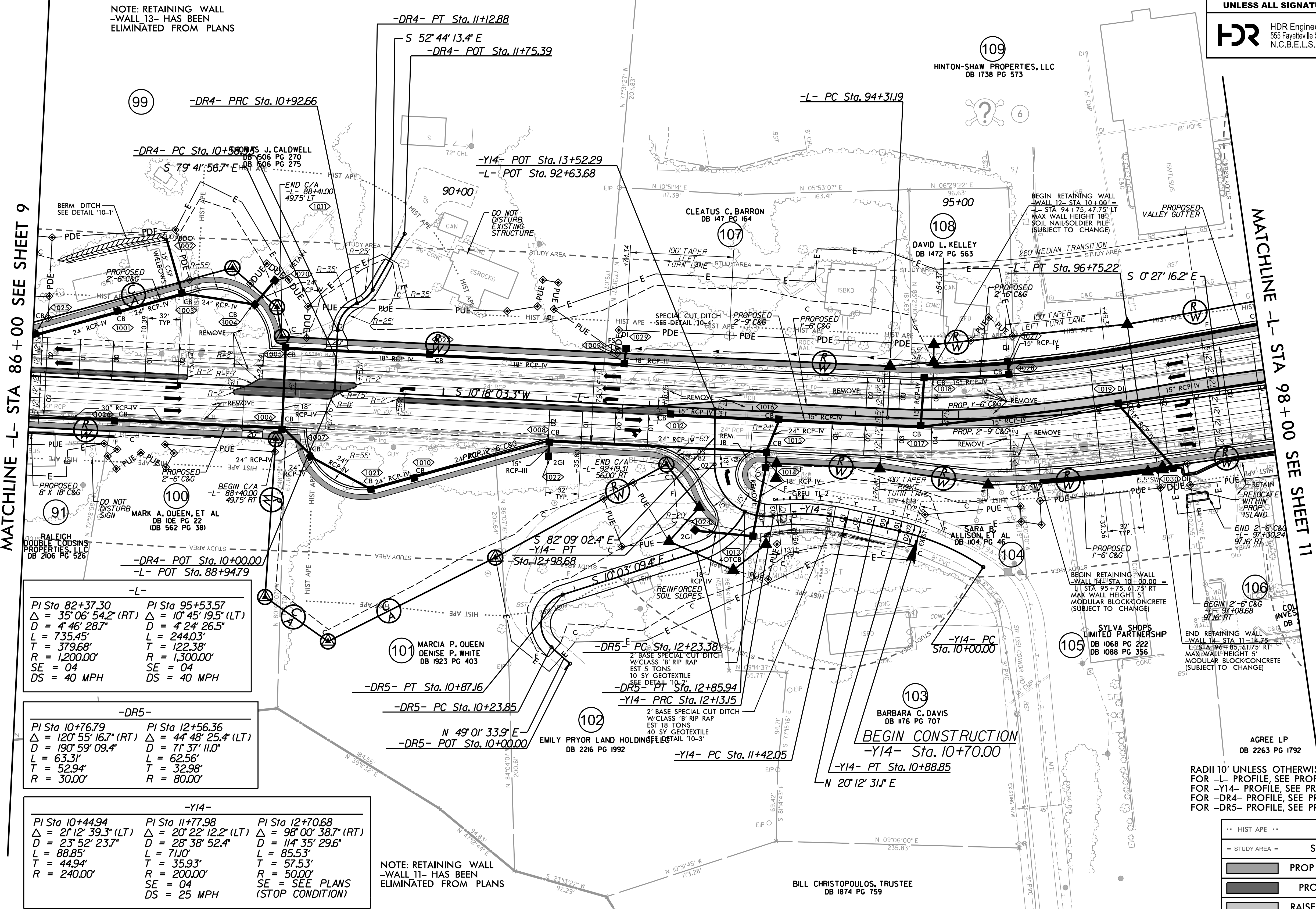
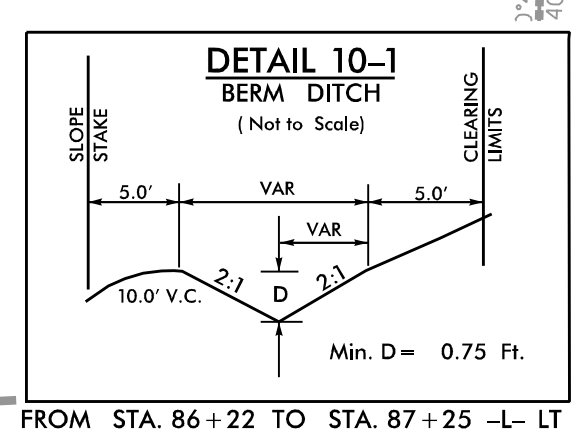
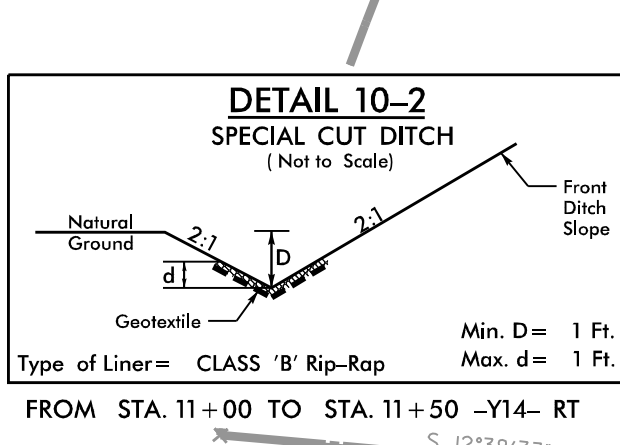
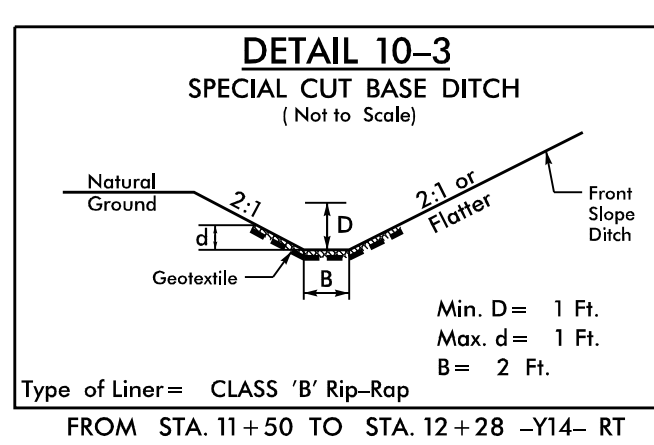
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

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N.C.B.E.L.S. License Number: F-0116



-DR4-

PI Sta 10+77.65 Δ = 65° 34' 17.2" (RT) D = 190' 59' 09.4" L = 34.33' T = 19.32' R = 30.00'	PI Sta 11+03.17 Δ = 38° 36' 33.9" (LT) D = 190' 59' 09.4" L = 20.22' T = 10.51' R = 30.00'
---	---



MATCHLINE -L- STA 86+00 SEE SHEET 9

MATCHLINE -L- STA 98+00 SEE SHEET 11

-L-

PI Sta 82+37.30 Δ = 35° 06' 54.2" (RT) D = 4' 46' 28.7" L = 735.45' T = 379.68' R = 1,200.00' SE = 04 DS = 40 MPH	PI Sta 95+53.57 Δ = 10° 45' 19.5" (LT) D = 4' 24' 26.5" L = 2440.3' T = 122.38' R = 1,300.00' SE = 04 DS = 40 MPH
--	--

-DR5-

PI Sta 10+76.79 Δ = 120° 55' 16.7" (RT) D = 190' 59' 09.4" L = 63.31' T = 52.94' R = 30.00'	PI Sta 12+56.36 Δ = 44° 48' 25.4" (LT) D = 71' 37' 11.0" L = 62.56' T = 32.98' R = 80.00'
--	--

-Y14-


PI Sta 10+44.94 Δ = 21° 12' 39.3" (LT) D = 23' 52' 23.7" L = 88.85' T = 44.94' R = 240.00'	PI Sta 11+77.98 Δ = 20° 22' 12.2" (LT) D = 28' 38' 52.4" L = 71.0' T = 35.93' R = 200.00'	PI Sta 12+70.68 Δ = 98° 00' 38.7" (RT) D = 114' 35' 29.6" L = 85.53' T = 57.53' R = 50.00'
---	--	---

NOTE: RETAINING WALL - WALL 11- HAS BEEN ELIMINATED FROM PLANS

RADII 10' UNLESS OTHERWISE NOTED
FOR -L- PROFILE, SEE PROFILE SHEET 19
FOR -Y14- PROFILE, SEE PROFILE SHEET 27
FOR -DR4- PROFILE, SEE PROFILE SHEET 31
FOR -DR5- PROFILE, SEE PROFILE SHEET 31

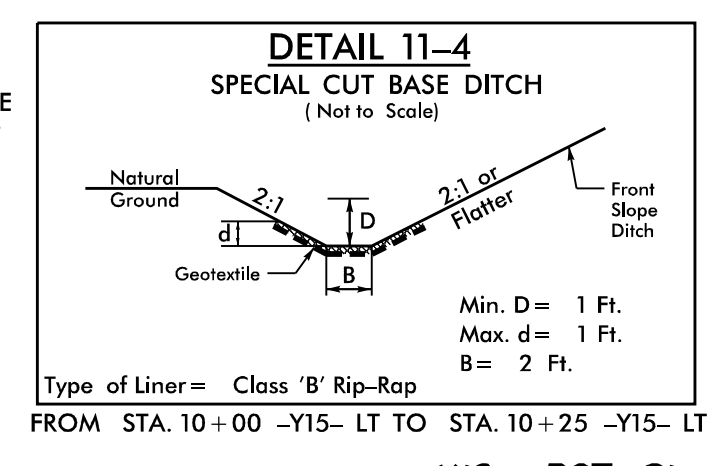
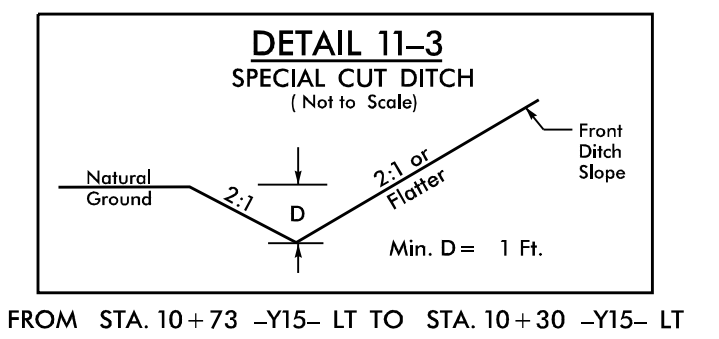
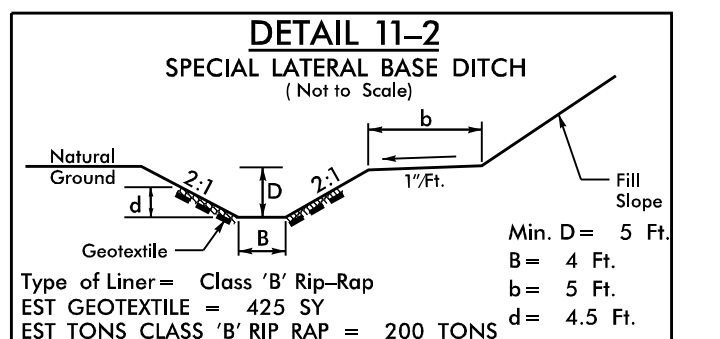
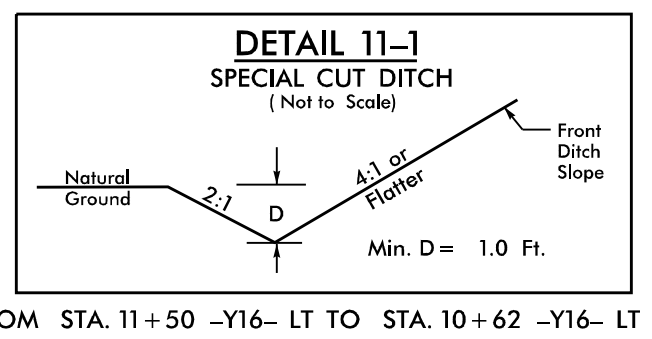
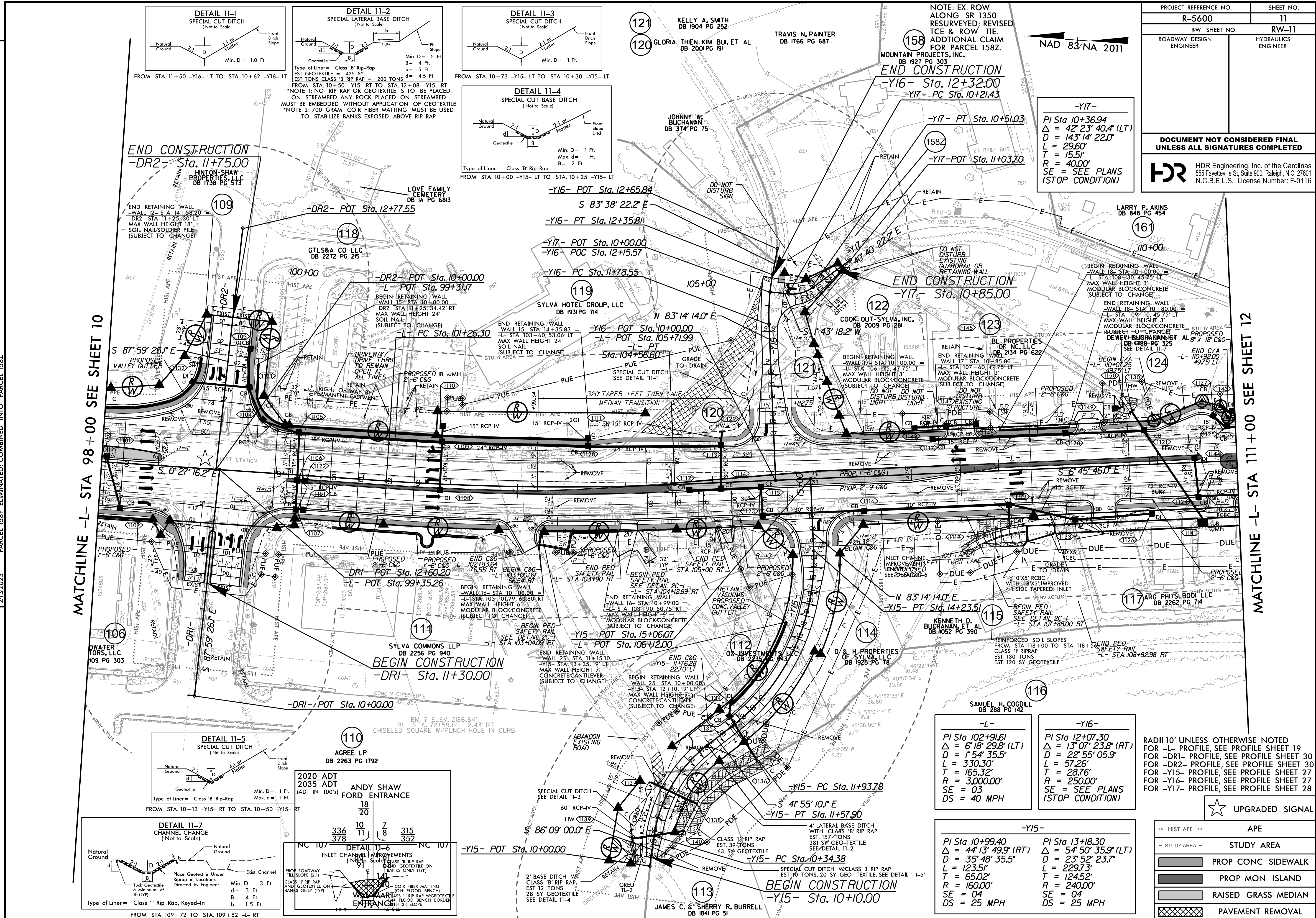
.. HIST APE ..	APE
- STUDY AREA -	STUDY AREA
[Pattern]	PROP CONC SIDEWALK
[Pattern]	PROP MON ISLAND
[Pattern]	RAISED GRASS MEDIAN

REVISIONS
 2/18/2022 ROW, PUE & TCE REVISED ON PARCEL 108; ROW REVISED ON PARCEL 109
 7/29/2022 PARCELS 107 & 108 PDE ADDED, PARCELS 99 AND 107 TCE REVISED; PARCEL 104 ROW REVISED; PARCEL 105 DUE ADDED AND PUE REVISED
 PLOT DRIVER: NCDOT1.pdf_color_eng_50.pht
 USER: ASNLDER
 FILE:
 PENTABLE: R5600_dshp.f,hdi
 TIME: 9:09:44 AM
 DATE: 11/15/2023

PROJECT REFERENCE NO.	SHEET NO.
R-5600	11
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	RW-11
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St., Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

NAD 83/NA 2011

-Y17-
 PI Sta 10+36.94
 $\Delta = 42' 23" 40.4" (LT)$
 $D = 143' 14" 22.0"$
 $L = 296.0'$
 $T = 15.5'$
 $R = 40.0'$
 SE = SEE PLANS
 (STOP CONDITION)



END CONSTRUCTION
 -DR2- Sta. 11+75.00

END RETAINING WALL
 WALL 12- STA 14+58.20
 -DR2- STA 11+25.30' LT
 MAX WALL HEIGHT 18'
 SOIL NAIL/SOLDER PILE
 (SUBJECT TO CHANGE)

-DR2- POT Sta. 12+77.55

-Y16- POT Sta. 12+65.84
 $S 83' 38' 22.2" E$

-Y16- PT Sta. 12+35.81

-Y17- POT Sta. 10+00.00
-Y16- POC Sta. 12+15.57

-Y16- PC Sta. 11+78.55

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

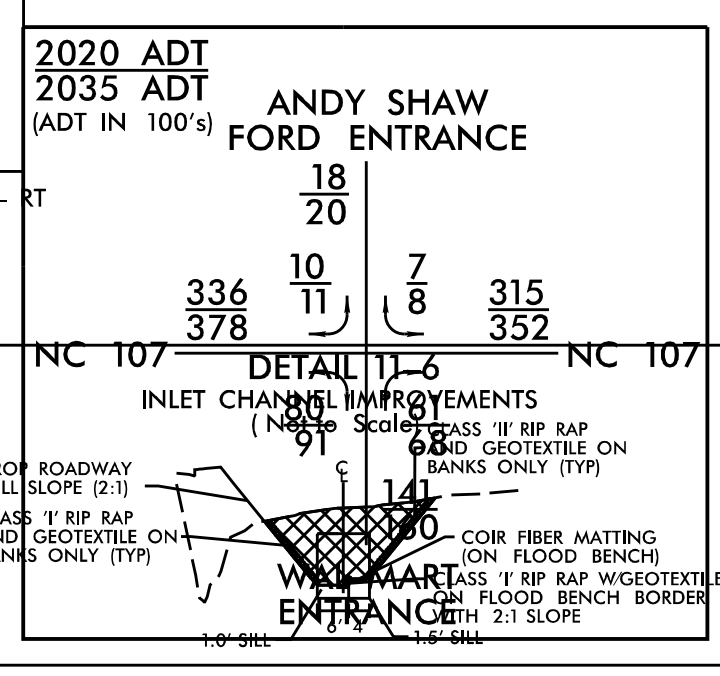
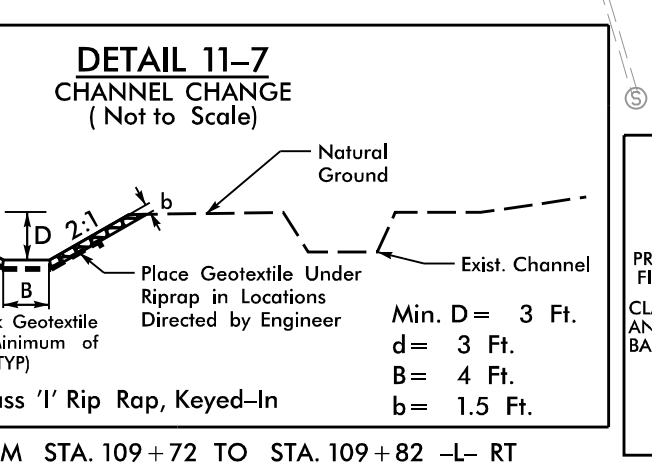
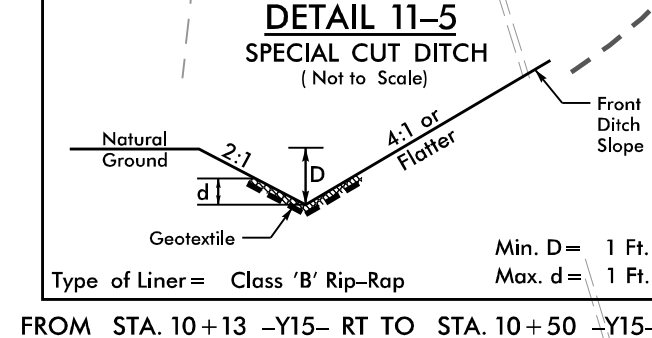
-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80

-Y16- POT Sta. 10+00.00
-L- POT Sta. 105+71.99

-L- POT Sta. 104+56.80



-L-
 PI Sta 102+91.61
 $\Delta = 6' 18" 29.8" (LT)$
 $D = 1' 54' 35.5"$
 $L = 330.30'$
 $T = 165.32'$
 $R = 3,000.00'$
 SE = 03
 DS = 40 MPH

-Y16-
 PI Sta 12+07.30
 $\Delta = 13' 07" 23.8" (RT)$
 $D = 22' 55" 05.9"$
 $L = 57.26'$
 $T = 28.76'$
 $R = 250.00'$
 SE = SEE PLANS
 (STOP CONDITION)

-Y15-
 PI Sta 10+99.40
 $\Delta = 44' 13" 49.9" (RT)$
 $D = 35' 48" 35.5"$
 $L = 123.51'$
 $T = 65.02'$
 $R = 160.00'$
 SE = 04
 DS = 25 MPH

PI Sta 13+18.30
 $\Delta = 54' 50" 35.9" (LT)$
 $D = 23' 52" 23.7"$
 $L = 229.73'$
 $T = 124.52'$
 $R = 240.00'$
 SE = 04
 DS = 25 MPH

RADII 10' UNLESS OTHERWISE NOTED
 FOR -L- PROFILE, SEE PROFILE SHEET 19
 FOR -DRI- PROFILE, SEE PROFILE SHEET 30
 FOR -Y15- PROFILE, SEE PROFILE SHEET 27
 FOR -Y16- PROFILE, SEE PROFILE SHEET 27
 FOR -Y17- PROFILE, SEE PROFILE SHEET 28

	UPGRADED SIGNAL
	HIST APE
	APE
	STUDY AREA
	PROP CONC SIDEWALK
	PROP MON ISLAND
	RAISED GRASS MEDIAN
	PAVEMENT REMOVAL

REVISIONS

2/18/2022 ROW AND TCE REVISED ON PARCEL 109; PUE REMOVED FROM PARCELS 110 & 111
 7/29/2022 PARCEL 122 ROW AND TCE REVISED; PARCEL 158Z CREATED FOR REVISED ROW AND TCE
 10/14/2022 PARCEL 114 TCE REVISED; PARCELS 115 & 117 REVISED; PARCELS 123 & 124 PDE AND TCE REVISED
 11/15/2022 PARCELS 158Y, 161, AND 162 ADDED FOR TCE; PARCEL 122 PDE ADDED AND TCE REVISED; PARCEL 119 ROW & PUE REVISED, PE ADDED
 1/17/2023 PARCEL 115 ROW REVISED; PARCEL 118 ROW, PE & TCE ADDED; PARCEL 119 ROW & PUE REVISED, PE ADDED
 2/13/2023 PARCEL 158Y ELIMINATED; COMBINED INTO PARCEL 158Z

PLOT DRIVER: NCDOT_pdf_color_eng_50.pht
 USER: ASNLDR
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 TIME: 9:09:51 AM
 DATE: 11/15/2023

MATCHLINE -L- STA 98+00 SEE SHEET 10

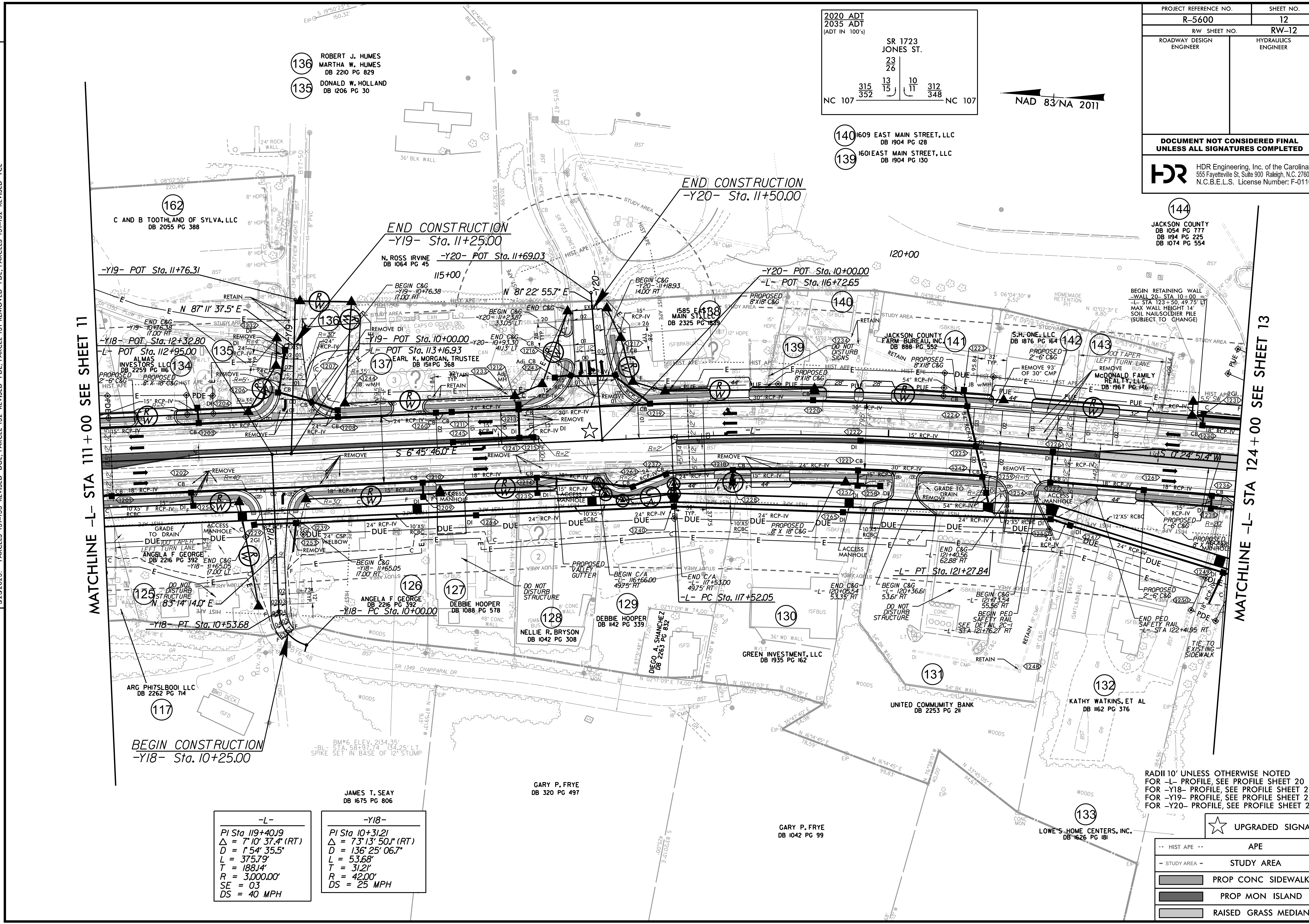
MATCHLINE -L- STA 111+00 SEE SHEET 12

REVISIONS

7/29/2022: PARCEL 135 ROW AND TCE REVISED; PARCEL 138 OWNER NAME CHANGE
 10/14/2022: PARCEL 117 REVISED TCE, ADDED DUE; PARCEL 125 REVISED ROW & TCE, ADDED DUE; PARCELS 126-127 REVISED DUE & TCE;
 11/5/2022: PARCELS 128-130 REVISED TCE & ADDED DUE; PARCELS 131-132 TCE & DUE REVISED; PARCEL 133 PDE & DUE ADDED; PARCEL 134 PDE & DUE ADDED; PARCEL 135 PDE ADDED AND TCE REVISED;
 11/7/2023: PARCEL 124 PDE AND TCE REVISED; PARCEL 162, ADDED DUE; PARCELS 134 & 135 PDE ADDED AND TCE REVISED;
 PARCELS 139-142 ROW & PUE REVISED; PARCEL 143 PUE REVISED; PARCELS 141-142 DUE REVISED; PARCELS 143-144 DUE REMOVED;
 PARCELS 142-143 TCE ADDED
 2/3/2023: PARCEL 137 TCE REVISED
 23/2/2023: PARCELS 131-133 REVISED DUE; PARCEL 132 REVISED PDE; PARCEL 131 REMOVED PDE; PARCELS 131-132 REVISED TCE

PLOT DRIVER: NCDOT_pdf_color_eng_50.pht
 USER: ASNIDER
 FILE: \

PENTABLE: R5600.dshp.f.hdi
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 DATE: 11/15/2023

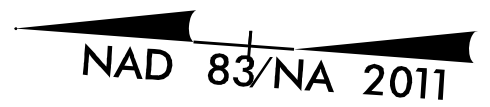


2020 ADT
 2035 ADT
 (ADT IN 100'S)

SR 1723
 JONES ST.
 23
 26

315 13 10 312
 352 15 11 348

NC 107 NC 107



PROJECT REFERENCE NO.	SHEET NO.
R-5600	12
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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MATCHLINE -L- STA 111+00 SEE SHEET 11


MATCHLINE -L- STA 124+00 SEE SHEET 13

-L-
 PI Sta 119+40.19
 $\Delta = 7^{\circ} 10' 37.4" (RT)$
 $D = 1^{\circ} 54' 35.5"$
 $L = 375.79'$
 $T = 188.14'$
 $R = 3,000.00'$
 $SE = 0.3$
 $DS = 40 MPH$

-Y18-
 PI Sta 10+31.21
 $\Delta = 7^{\circ} 13' 50.1" (RT)$
 $D = 1^{\circ} 36' 25.067"$
 $L = 53.68'$
 $T = 31.21'$
 $R = 42.00'$
 $DS = 25 MPH$

RADI 10' UNLESS OTHERWISE NOTED
 FOR -L- PROFILE, SEE PROFILE SHEET 20
 FOR -Y18- PROFILE, SEE PROFILE SHEET 28
 FOR -Y19- PROFILE, SEE PROFILE SHEET 28
 FOR -Y20- PROFILE, SEE PROFILE SHEET 28

	UPGRADED SIGNAL
	HIST APE
	STUDY AREA
	PROP CONC SIDEWALK
	PROP MON ISLAND
	RAISED GRASS MEDIAN

PROJECT REFERENCE NO.	SHEET NO.
R-5600	13
RW SHEET NO.	RW-13
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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2020 ADT	SMOKEY MOUNTAIN DR.
2035 ADT	
(ADT IN 100'S)	
312	6
7	251
9	284
348	
75	14
65	3
	91
	70
NC 107	NC 116
	WEBSTER RD.

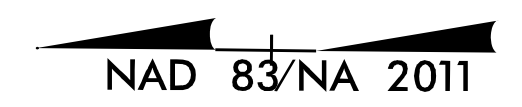
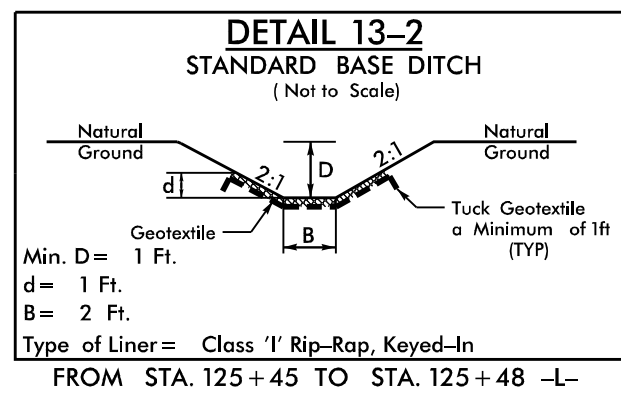
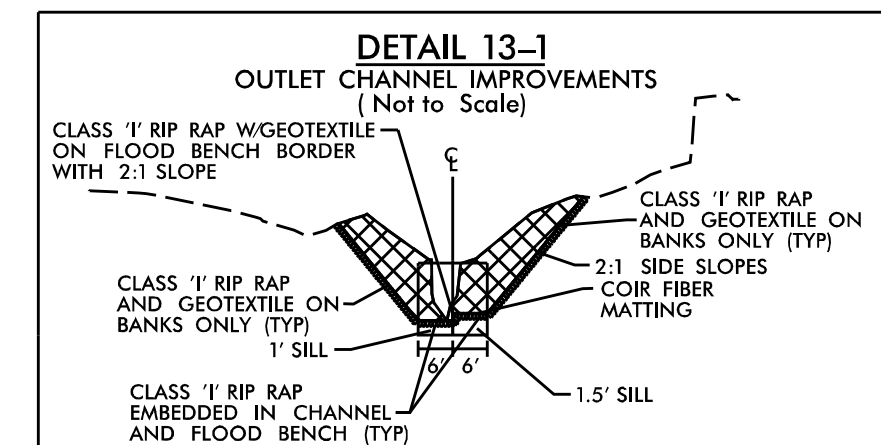
-L-

PI Sta 135+30.58
 $\Delta = 7' 44" 41"$ (LT)
 $D = 2' 51" 53.2"$
 $L = 270.34'$
 $T = 135.38'$
 $R = 2,000.00'$
 $SE = 04$
 $DS = 50 MPH$

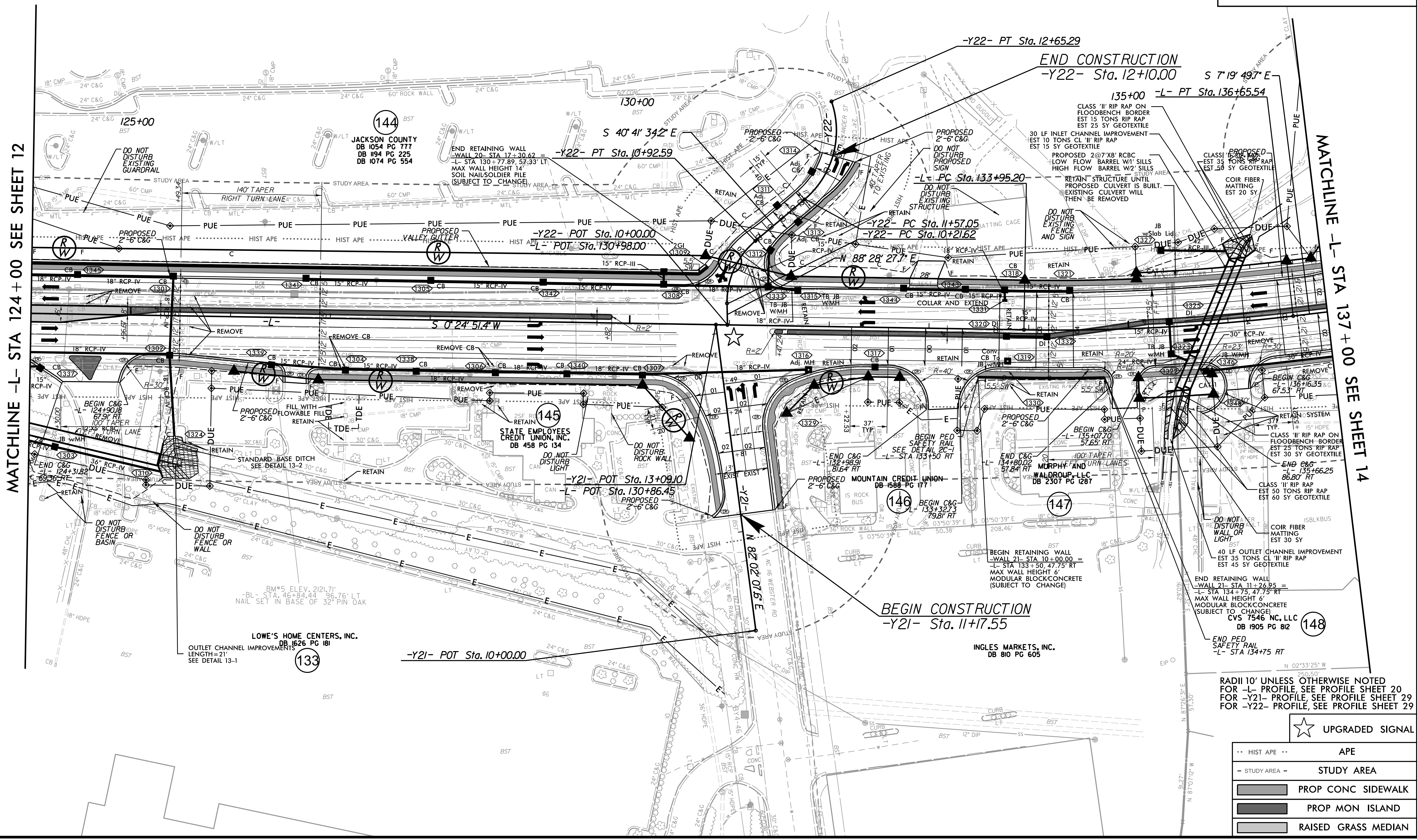
-Y22-

PI Sta 10+59.63
 $\Delta = 50' 49" 58.0"$ (RT)
 $D = 71' 37" 11.0"$
 $L = 70.98'$
 $T = 38.00'$
 $R = 80.00'$
 $DS = 20 MPH$
 (STOP CONDITION)

PI Sta 12+18.80
 $\Delta = 68' 54" 23.9"$ (LT)
 $D = 63' 39" 43.1"$
 $L = 108.24'$
 $T = 61.75'$
 $R = 90.00'$
 $DS = 20 MPH$
 (STOP CONDITION)



REVISIONS
 92/24/2021: TDE ADDED; PARCEL 145
 12/7/2022: PARCEL 147 OWNER CHANGE
 10/14/2022: PARCEL 133 PDE, DUE, & TCE REVISED; PARCEL 145 DUE REVISED & PDE REMOVED
 1/17/2023: PARCEL 133 TCE REVISED; PARCEL 144 PUE AND DUE REVISED, PDE REMOVED
 PLOT DRIVER: NCDOT...pdf_color_eng_50.pht
 USER: ASNIDER
 DATE: 11/15/2023
 TIME: 9:10:05 AM
 FILE:



RADII 10' UNLESS OTHERWISE NOTED
 FOR -L- PROFILE, SEE PROFILE SHEET 20
 FOR -Y21- PROFILE, SEE PROFILE SHEET 29
 FOR -Y22- PROFILE, SEE PROFILE SHEET 29

	UPGRADED SIGNAL
	.. HIST APE ..
	APE
	STUDY AREA
	PROP CONC SIDEWALK
	PROP MON ISLAND
	RAISED GRASS MEDIAN

PROJECT REFERENCE NO.	SHEET NO.
R-5600	14
RW SHEET NO.	RW-14
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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N.C.B.E.L.S. License Number: F-01116

END TIP PROJECT R-5600
END CONSTRUCTION
-L- Sta. 149+57.42

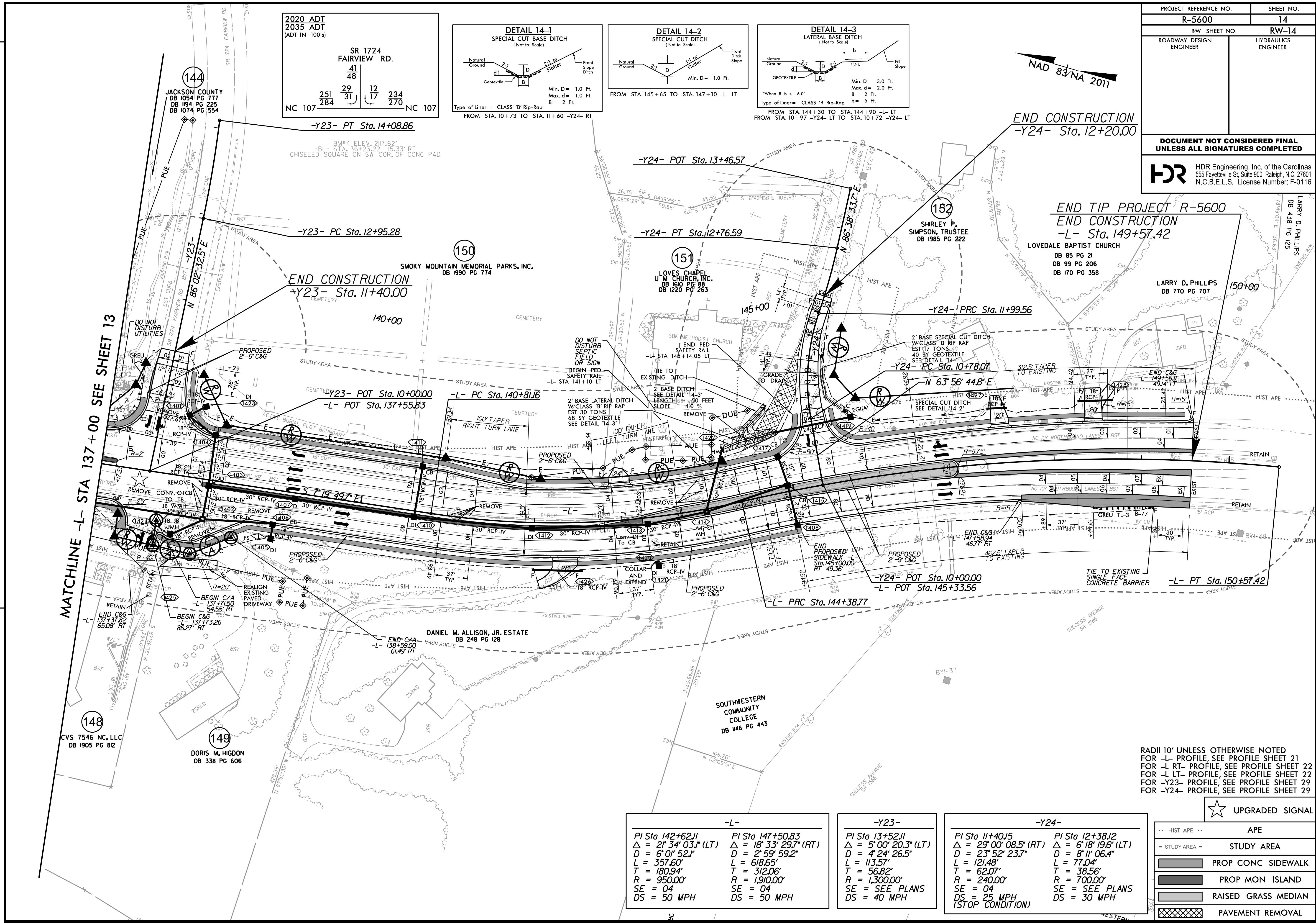
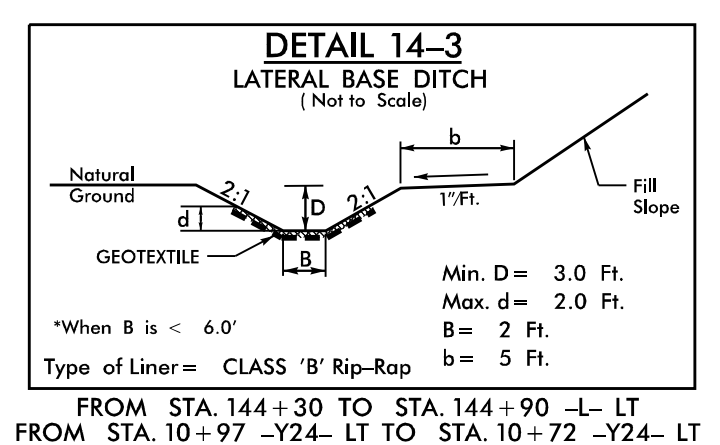
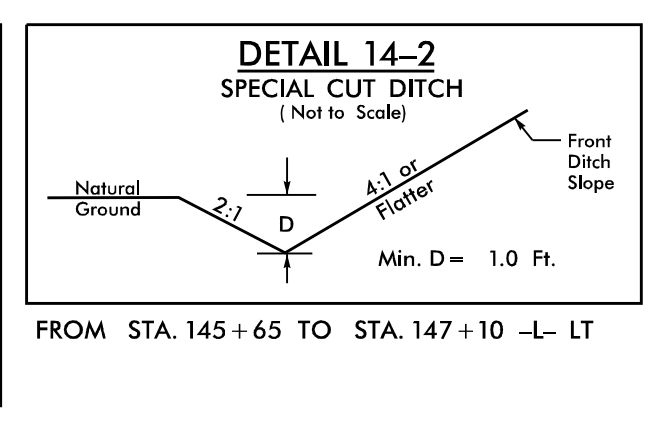
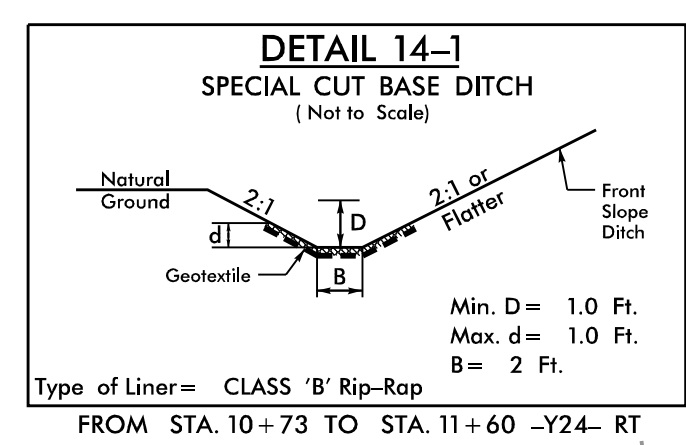
LOVEDALE BAPTIST CHURCH
DB 85 PG 21
DB 99 PG 206
DB 170 PG 358

LARRY D. PHILLIPS
DB 770 PG 707

NAD 83/NA 2011

2020 ADT	41		
2035 ADT	29	31	12
(ADT IN 100's)	284	311	270

SR 1724 FAIRVIEW RD.
NC 107



MATCHLINE -L- STA 137+00 SEE SHEET 13

-L-	
PI Sta 142+62.11	PI Sta 147+50.83
$\Delta = 2^\circ 34' 03.1''$ (LT)	$\Delta = 18^\circ 33' 29.7''$ (RT)
D = 6' 01" 52.1'	D = 2' 59" 59.2'
L = 357.60'	L = 618.65'
T = 180.94'	T = 312.06'
R = 950.00'	R = 1,910.00'
SE = 04	SE = 04
DS = 50 MPH	DS = 50 MPH

-Y23-	
PI Sta 13+52.11	PI Sta 12+38.12
$\Delta = 5^\circ 00' 20.3''$ (LT)	$\Delta = 29^\circ 00' 08.5''$ (RT)
D = 4' 24" 26.5'	D = 6' 18" 19.6' (LT)
L = 113.57'	D = 8' 11" 06.4'
T = 56.82'	L = 77.04'
R = 1,300.00'	T = 38.56'
SE = SEE PLANS	R = 700.00'
DS = 40 MPH	SE = SEE PLANS
	DS = 30 MPH

-Y24-	
PI Sta 11+40.15	PI Sta 12+38.12
$\Delta = 29^\circ 00' 08.5''$ (RT)	$\Delta = 6' 18" 19.6''$ (LT)
D = 23' 52" 23.7'	D = 8' 11" 06.4'
L = 121.48'	L = 77.04'
T = 62.07'	T = 38.56'
R = 240.00'	R = 700.00'
SE = 04	SE = SEE PLANS
DS = 25 MPH (STOP CONDITION)	DS = 30 MPH

RADII 10' UNLESS OTHERWISE NOTED
FOR -L- PROFILE, SEE PROFILE SHEET 21
FOR -L RT- PROFILE, SEE PROFILE SHEET 22
FOR -Y23- PROFILE, SEE PROFILE SHEET 29
FOR -Y24- PROFILE, SEE PROFILE SHEET 29

★	UPGRADED SIGNAL
..	HIST APE
..	STUDY AREA
▬	PROP CONC SIDEWALK
▬	PROP MON ISLAND
▬	RAISED GRASS MEDIAN
▬	PAVEMENT REMOVAL

REVISIONS

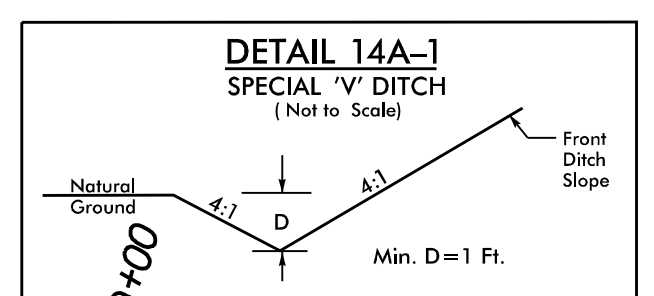
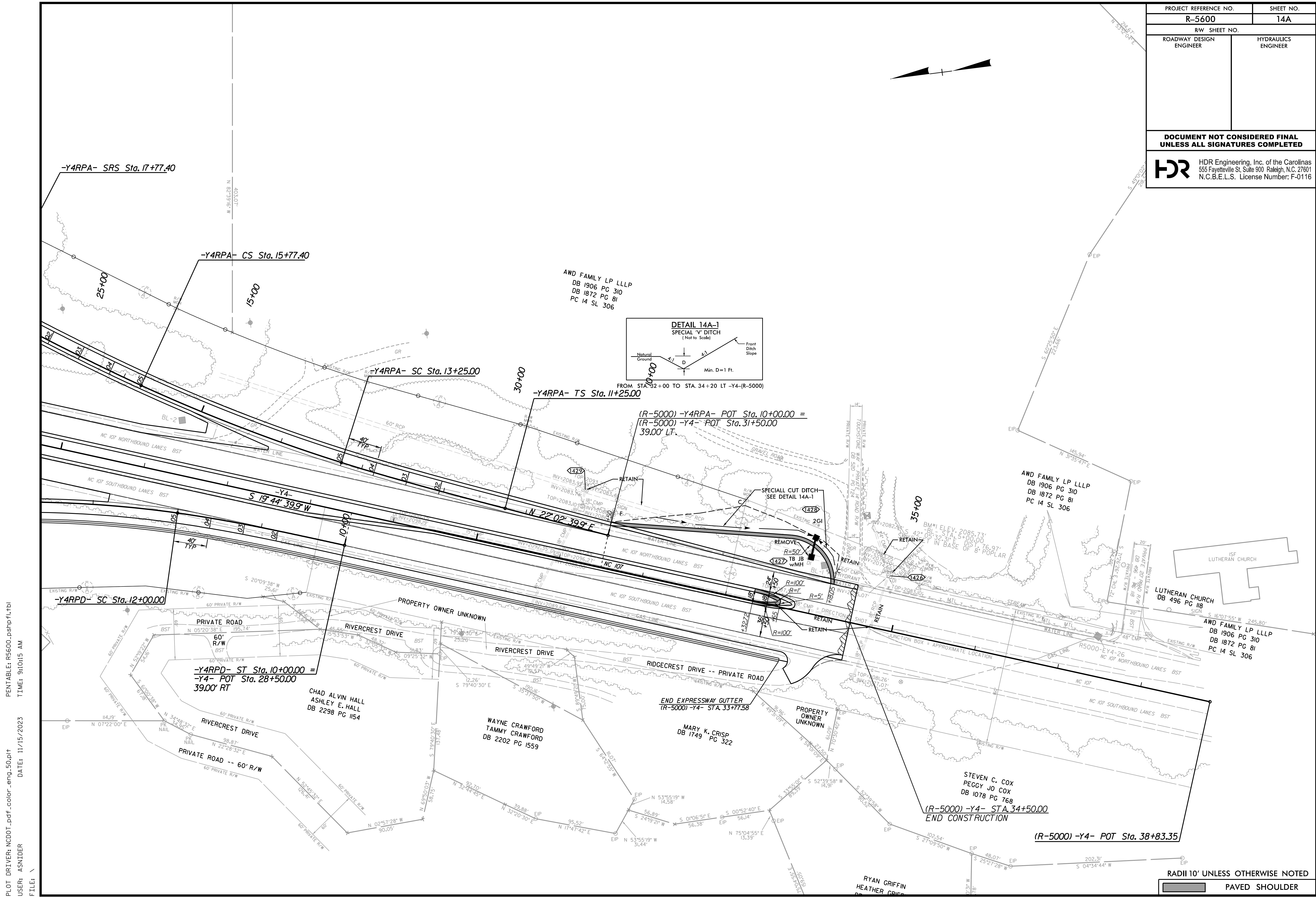
11/15/2022: PARCEL 151 AUE ADDED, DUE AND PUE REVISED
8/30/2023: PARCEL 152 CA REMOVED
10/5/2023: PARCEL 148 ROW AND CA REVISED

PLOT DRIVER: NCDOT_.pdf_color_eng_50.pht
PENTABLE: R5600_dshp.f, hdi
USER: ASNLIDER
DATE: 11/15/2023
TIME: 9:10:10 AM
FILE:

PROJECT REFERENCE NO.	SHEET NO.
R-5600	14A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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555 Fayetteville St. Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-01116



PLOT DRIVER: NCDOT_color_eng_50.plt
 USER: ASNIDER
 FILE: PENTABLE: R5600_dshp.f, hdi
 DATE: 11/15/2023
 TIME: 9:10:15 AM

RADII 10' UNLESS OTHERWISE NOTED
 PAVED SHOULDER