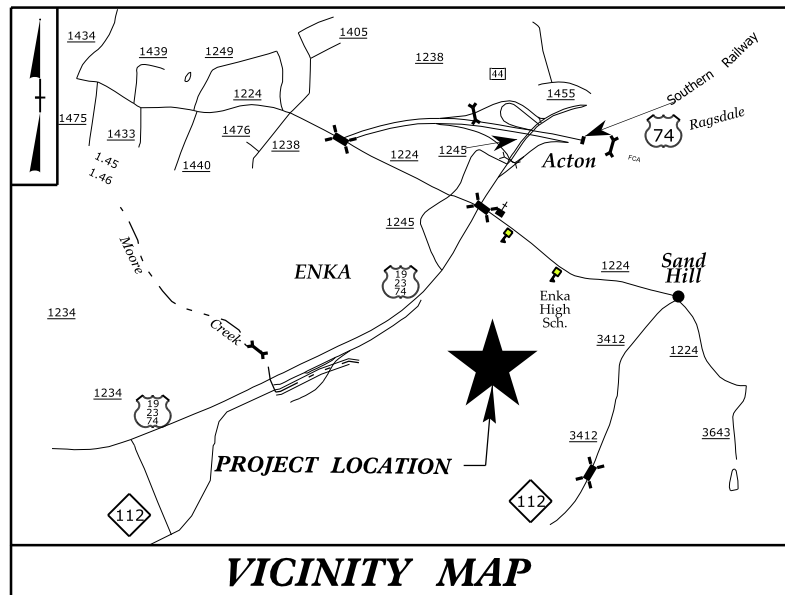


09/08/2019

TIP PROJECT: U-6230

CONTRACT: DM00295

See Sheet 1A For Index of Sheets



VICINITY MAP

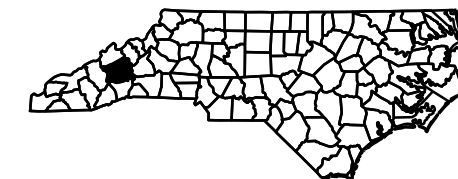
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**BUNCOMBE COUNTY**

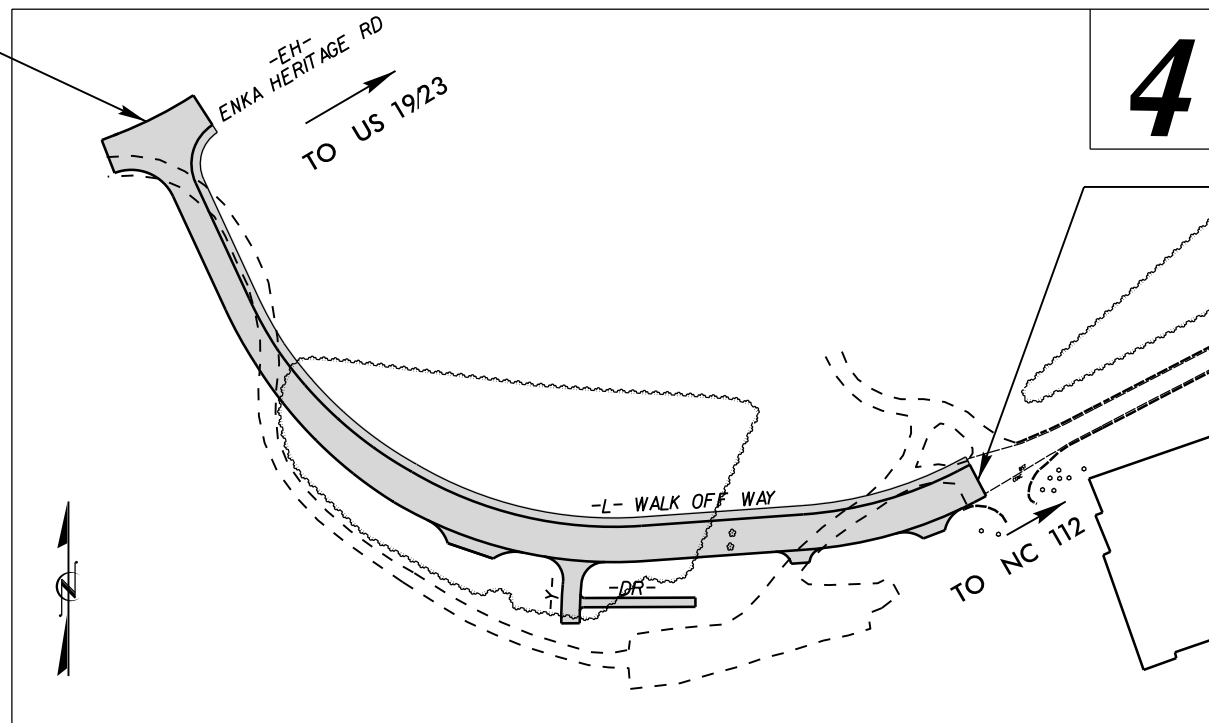
LOCATION: SR-3684 (WALK OFF WAY)

TYPE OF WORK: PAVING, SIDEWALK, CURB & GUTTER, AND GUARDRAIL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-6230	1	29
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48926.1.1		PE	
48926.3.1		CONST.	

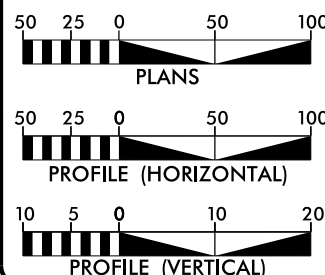


BEGIN TIP PROJECT U-6230  
-L- STA 10+07.41



END TIP PROJECT U-6230  
-L- STA 23+74.33

GRAPHIC SCALES



DESIGN DATA

ADT =  
ADT =  
K = %  
D = %  
T = % \*  
V = 40 MPH  
\* TTST = DUAL  
FUNC CLASS =

TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT U-6230 = 0.26 MILES

Prepared in the Office of:  
**NCDOT DIVISION 13**  
55 Orange Street Asheville NC, 28801

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

MICHAEL G. CLARK  
PROJECT ENGINEER

LETTING DATE:  
MAY 5, 2021

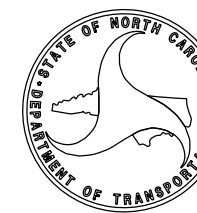
WILLIAM C. CARVER  
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: \_\_\_\_\_ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: \_\_\_\_\_ P.E.



PROJECT REFERENCE NO.	SHEET NO.
U-6230	1-A
	ROADWAY DESIGN ENGINEER

SHEET NUMBER	INDEX OF SHEETS SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2A	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
RW2C-1 THRU RW2C-3	SURVEY CONTROL SHEETS
3	DRAINAGE SUMMARY SHEET
4 THRU 7	PLAN AND PROFILE SHEET
X-1 THRU X-16	CROSS-SECTIONS

GENERAL NOTES: 2018 SPECIFICATIONS  
 EFFECTIVE: 01-16-2018  
 REVISED:

GRADING AND SURFACING:  
 THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AND ENDING AND AT STRUCTURES AS DIRECTED BY THE ENGINEER TO SECURE A PROPER TIE-IN

CLEARING:  
 CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD 11.

SUPERELEVATION:  
 ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:  
 ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. 560.01 AND 560.02 PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

DRIVEWAYS:  
 DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.03 AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

GUARDRAIL:  
 THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

SUBSURFACE PLANS:  
 NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

UTILITIES:  
 UTILITY OWNERS ON THIS PROJECT ARE  
 AT&T  
 Duke Energy  
 Charter  
 City of Asheville  
 Traffic Services  
 ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS.

2018 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.02	Method of Clearing - Method 11
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
225.06	Method of Grading Sight Distance at Intersections
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 5 - SUBGRADE, BASES, AND SHOULDERS	
560.01	Method of Shoulder Construction
DIVISION 8 - INCIDENTALS	
840.01	Brick Catch Basin - 12" thru 54" Pipe
840.02	Concrete Catch Basin - 12" thru 54" Pipe
840.03	Frame, Grates, and Hood - for Use on Standard Catch Basin
840.14	Concrete Drop Inlet - for 12" thru 30" Pipe
840.15	Brick Drop Inlet - for 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.34	Traffic Bearing Junction Box - for Use with Pipes 42" and Under
840.54	Manhole Frame and Cover
840.66	Drainage Structure Steps
846.01	Concrete Curb, Gutter and Curb & Gutter
848.01	Concrete Sidewalk
862.01	Guardrail Placement
862.02	Guardrail Installation
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets

# 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	-----
Property Monument	□ ECM
Parcel/Sequence Number	⑫③
Existing Fence Line	-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	○
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	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

Note: Not to Scale

\*S.U.E. = Subsurface Utility Engineering

### RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	◆
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	⊠
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	-----
New Right of Way Line with Pin and Cap	-----
New Right of Way Line with Concrete or Granite RW Marker	-----
New Control of Access Line with Concrete CA Marker	-----
Existing Control of Access	-----
New Control of Access	-----
Existing Easement Line	----- E
New Temporary Construction Easement	----- E
New Temporary Drainage Easement	----- TDE
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	☼

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	⊙
Storm Sewer	-----

### 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.*)	-----
U/G Power Line LOS C (S.U.E.*)	-----
U/G Power Line LOS D (S.U.E.*)	-----

### 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.*)	-----
U/G Telephone Cable LOS C (S.U.E.*)	-----
U/G Telephone Cable LOS D (S.U.E.*)	-----
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

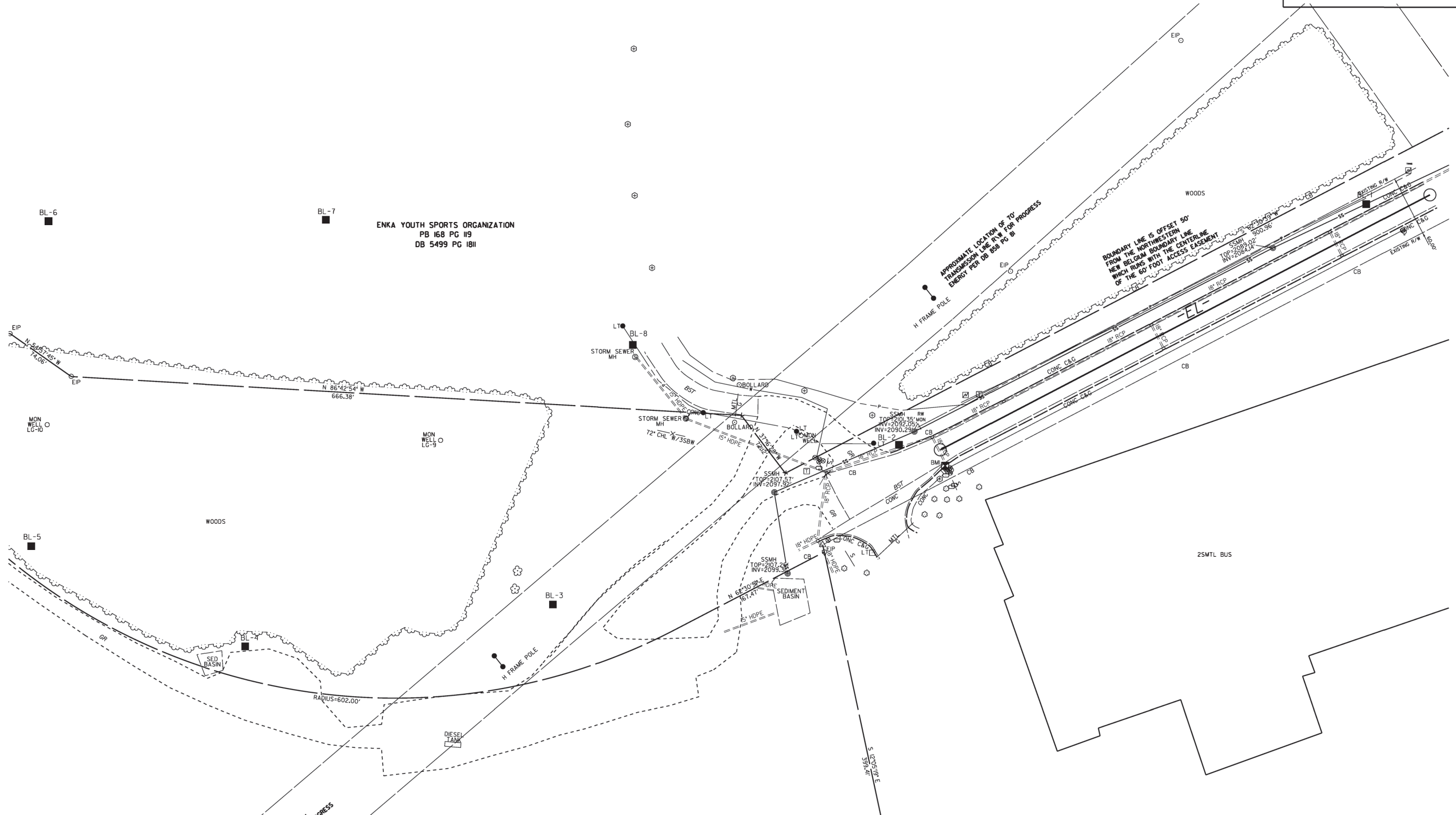
### MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line LOS B (S.U.E.*)	----- TUL
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.

PROJECT REFERENCE NO.	SHEET NO.
48926.1.1	RW02C-1
<b>Location and Surveys</b>	
LOCATION & SURVEYS ASHEVILLE	

# SURVEY CONTROL SHEET

## W/EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



REVISIONS

**NOTES:**

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

26-MAR-2013 13:04  
 S:\DOK\Projects\Buncombe\U-6230\_Enka\_Park\LocationSurveys\U6230\_LS\_rw02c-1.dgn  
 \$\$\$USERNAME\$\$\$

# SURVEY CONTROL SHEET

W/EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
48926.1.1	RW02C-2
Location and Surveys	
LOCATION & SURVEYS ASHEVILLE	

### BASELINE

BL	POINT	DESC.	NORTH	EAST	ELEVATION
1		BL - 1	673574.3560	916647.9580	2084.67
2		BL - 2	673335.3410	916184.0910	2101.30
3		BL - 3	673176.7300	915840.6190	2125.03
4		BL - 4	673135.1420	915535.0630	2117.58
5		BL - 5	673234.5030	915322.5130	2104.64
6		BL - 6	673557.0330	915339.5630	2126.66
7		BL - 7	673558.2750	915615.1250	2135.87
8		BL - 8	673434.4830	915919.7940	2119.05

### BENCHMARKS

\*\*\*\*\*  
 BM1            ELEVATION = 2100.93  
 N 673315       E 916230  
 BACK COR MTL DI AT BACK OF CURB  
 \*\*\*\*\*

#### NOTES:

- PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
- THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

REVISIONS

6/2/09

RIVISIONS

26-MAR-2021 13:07  
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#####USFRMME###

# SURVEY CONTROL SHEET

W/EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
48926.1.1	RW02C-3
<b>Location and Surveys</b>	
LOCATION & SURVEYS ASHEVILLE	

## EXISTING ALIGNMENTS

EL	N	E	BEARING	DIST
POT	673583.680	916711.209		
LINE			S 62°28'27.2" W	548.16
POT	673330.351	916225.103		

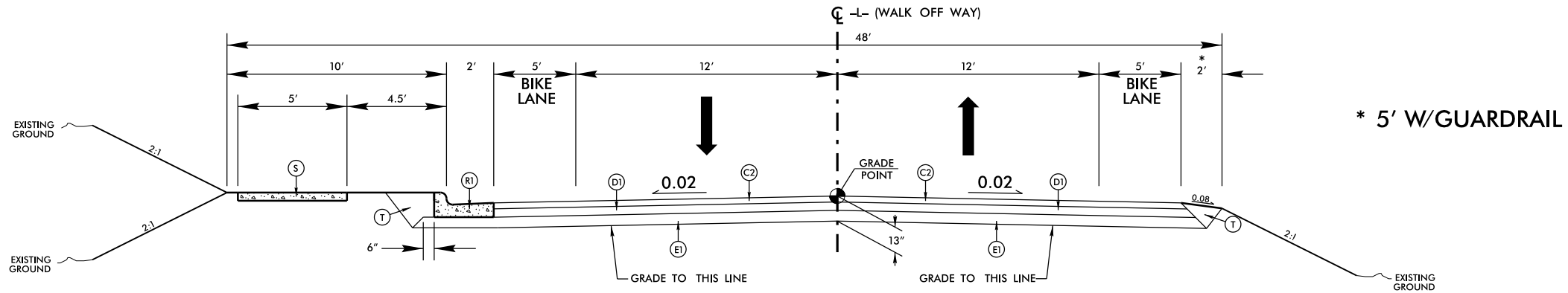
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6/2/99

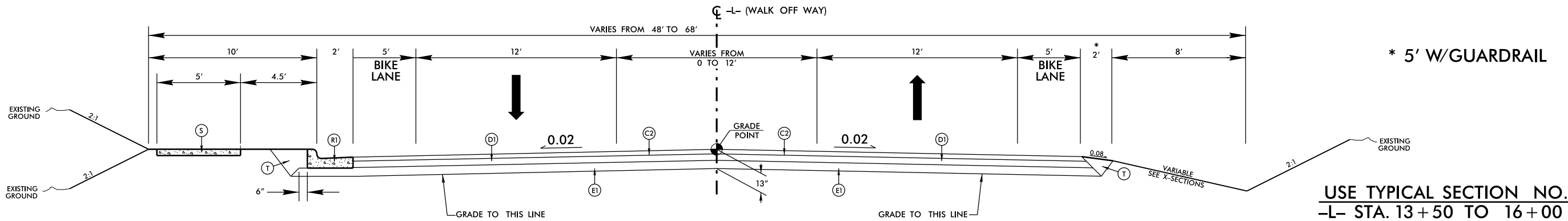
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT REFERENCE NO. <b>U-6230</b>	SHEET NO. <b>2</b>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER



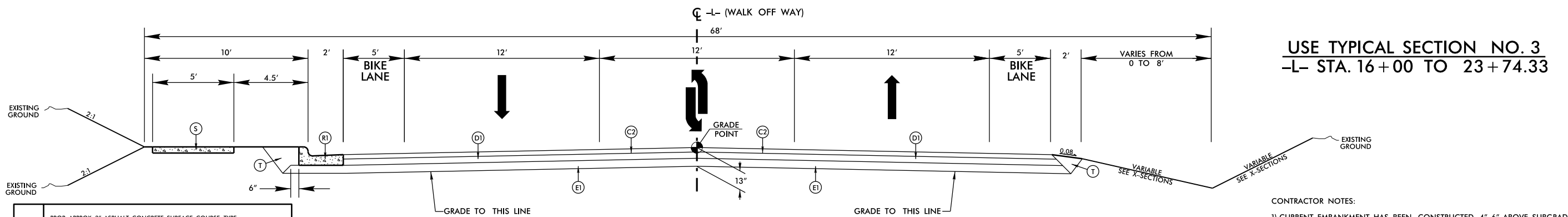
**TYPICAL SECTION NO. 1**

**USE TYPICAL SECTION NO. 1**  
**-L- STA. 10+07.41 TO 13+50**



**TYPICAL SECTION NO. 2**

**USE TYPICAL SECTION NO. 2**  
**-L- STA. 13+50 TO 16+00**



**TYPICAL SECTION NO. 3**

**USE TYPICAL SECTION NO. 3**  
**-L- STA. 16+00 TO 23+74.33**

C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 336 LBS. PER SQ. YARD
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
R1	2'-6" CONCRETE CURB AND GUTTER
S	5' CONCRETE SIDEWALK
T	EARTH MATERIAL
J1	8" AGGREGATE BASE COARSE

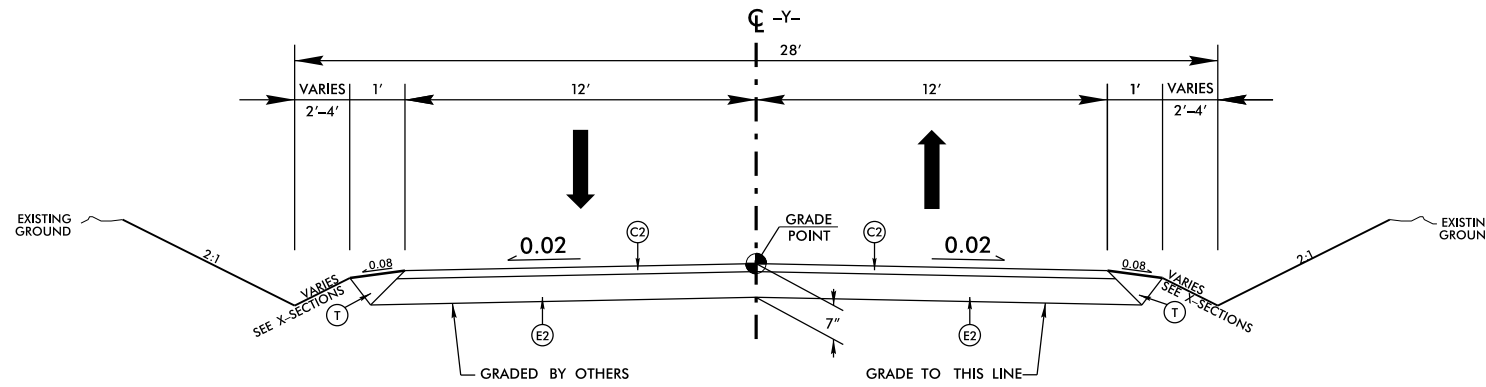
**CONTRACTOR NOTES:**

- 1) CURRENT EMBANKMENT HAS BEEN CONSTRUCTED 4"-6" ABOVE SUBGRADE LINE. SEE TYPICAL.
- 2) CURRENT EMBANKMENT HAS BEEN CONSTRUCTED TO 95% COMPACTION PER NCDOT STANDARD SPECIFICATIONS.
- 3) ROADWAY HAS BEEN PROOF ROLLED AND ALL WEAK AREAS HAVE BEEN CORRECTED.
- 4) CONTRACTOR RESPONSIBLE FOR ESTABLISHING PLANNED SUBGRADE PER PLAN GRADES AND SPECIFICATIONS. THIS GRADING WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS IN THE CONTRACT
- 5) ACCESS TO HAAKON FACILITY MUST BE MAINTAINED AT ALL TIMES.
- 6) ALL ROADWAY DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED TO SUBGRADE LINE SHOWN IN TYPICAL SECTIONS. ANY ADJUSTMENTS NEEDED TO INSTALL FRAME, GRATES, HOODS, ETC. WILL BE CONSIDERED INCIDENTAL TO PAYMENT OF FRAME AND GRATES.
- 7) INSTALLATION OF EROSION CONTROL MEASURES WILL BE THE RESPONSIBILITY OF NCDOT.
- 8) ALL PAVEMENT MARKINGS WILL BE DONE BY OTHERS
- 9) ALL SEEDING AND MULCHING WILL BE DONE BY OTHERS

6/27/99

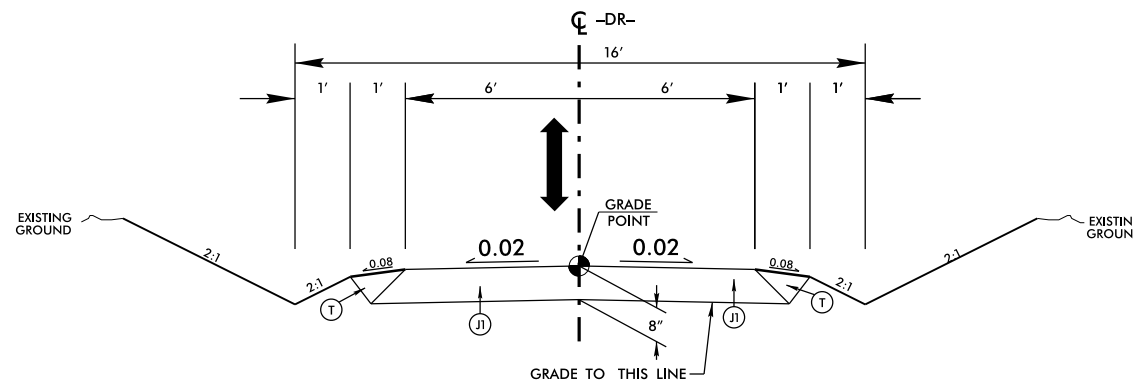
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT REFERENCE NO. <b>U-6230</b>	SHEET NO. <b>2A</b>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER



**TYPICAL SECTION NO. 4**

**USE TYPICAL SECTION NO. 4**  
**-Y- STA. 10+23 TO 11+05.15**



**TYPICAL SECTION NO. 5**

**USE TYPICAL SECTION NO. 5**  
**-DR- STA. 10+12.18 TO 11+62.39**

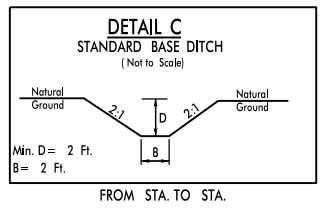
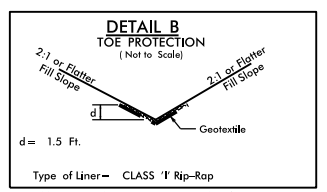
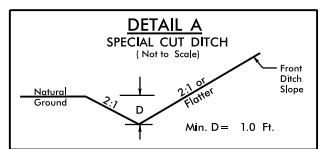
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D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
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R1	2'-6" CONCRETE CURB AND GUTTER
S	5' CONCRETE SIDEWALK
T	EARTH MATERIAL
J1	8" AGGREGATE BASE COARSE

CONTRACTOR NOTES:

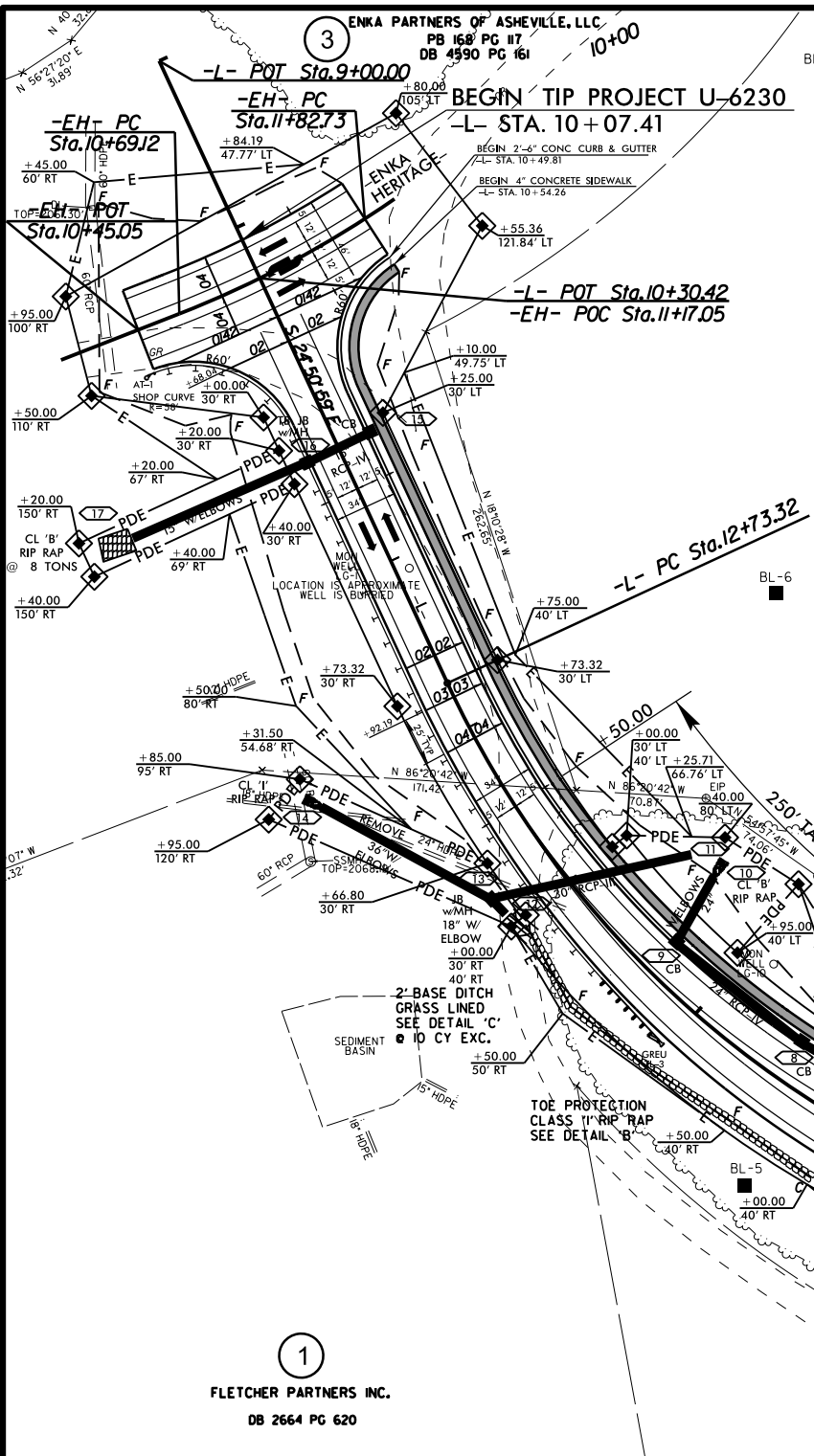
- 1) CURRENT EMBANKMENT HAS BEEN CONSTRUCTED 4"-6" ABOVE SUBGRADE LINE. SEE TYPICAL.
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- 8) ALL PAVEMENT MARKINGS WILL BE DONE BY OTHERS
- 9) ALL SEEDING AND MULCHING WILL BE DONE BY OTHERS







<p>PI Sta 16+45.82 Δ = 69' 11" 5" (LT) D = 10' 36' 37" L = 652.17' T = 372.50' R = 540' SE = .04 DS = 40 MPH</p>	<p>PI Sta 22+48.41 Δ = 23' 19' 27" (LT) D = 10' 36' 37" L = 219.82' T = 111.46' R = 540' SE = .04 DS = 40 MPH</p>	<p>PI Sta 10+81.62 Δ = 5' 38' 13" (LT) D = 11' 12' 45" L = 50.27' T = 25.16' R = 511'</p>	<p>PI Sta 11+06.93 Δ = 0' 02' 40" (LT) D = 11' 22' 30" L = 0.39' T = 0.20' R = 503.70'</p>
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- CONTRACTOR NOTES:
- CURRENT EMBANKMENT HAS BEEN CONSTRUCTED 4"-6" ABOVE SUBGRADE LINE. SEE TYPICAL.
  - CURRENT EMBANKMENT HAS BEEN CONSTRUCTED TO 95% COMPACTION PER NCDOT STANDARD SPECIFICATIONS.
  - ROADWAY HAS BEEN PROOF ROLLED AND ALL WEAK AREAS HAVE BEEN CORRECTED.
  - CONTRACTOR RESPONSIBLE FOR ESTABLISHING PLANNED SUBGRADE PER PLAN GRADES AND SPECIFICATIONS. THIS GRADING WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS IN THE CONTRACT
  - ACCESS TO HAAKON FACILITY MUST BE MAINTAINED AT ALL TIMES.
  - ALL ROADWAY DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED TO SUBGRADE LINE SHOWN IN TYPICAL SECTIONS. ANY ADJUSTMENTS NEEDED TO INSTALL FRAME, GRATES, HOODS, ETC. WILL BE CONSIDERED INCIDENTAL TO PAYMENT OF FRAME AND GRATES.
  - INSTALLATION OF EROSION CONTROL MEASURES WILL BE THE RESPONSIBILITY OF NCDOT.
  - ALL PAVEMENT MARKINGS WILL BE DONE BY OTHERS
  - ALL SEEDING AND MULCHING WILL BE DONE BY OTHERS

BEGIN CONSTRUCTION  
-Y- STA. 10 + 23.00

-DR- POT Sta. 10+00.00  
-Y- POT Sta. 10+78.34

END CONSTRUCTION  
-Y- STA. 11 + 05.15

BEGIN CONSTRUCTION  
-DR- STA. 10 + 12.18

-Y- POT Sta. 11+06.73

END CONSTRUCTION  
-DR- STA. 11 + 62.39

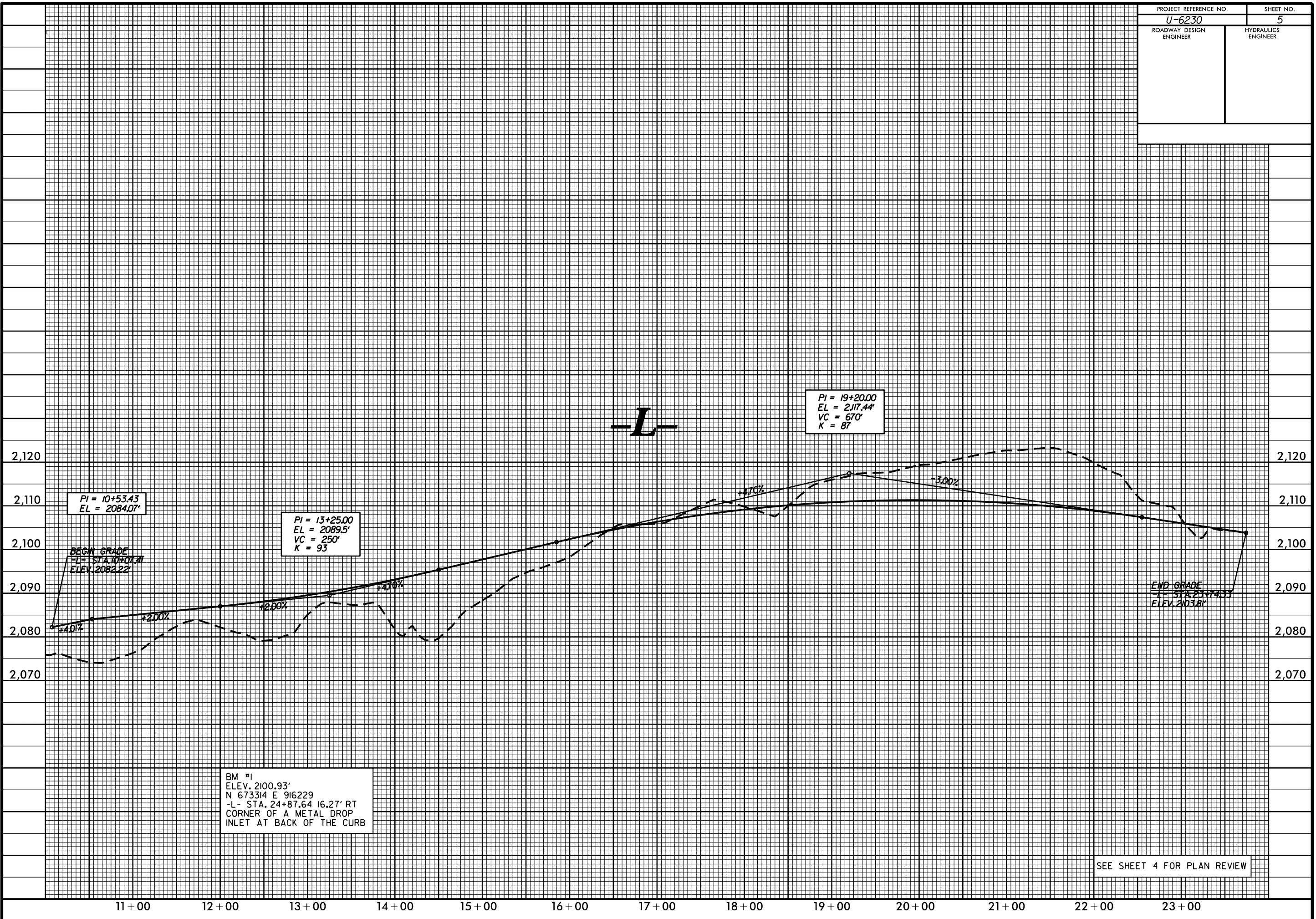
SEE SHEETS 5, 6, AND 7 FOR PROFILES

NOTE: ALL RIGHT OF WAY FOR PROJECT IS TO BE ACQUIRED BY PERMANENT EASEMENT

12-APR-2021 11:48 S:\DDC\Projects\Buncombe\U-6230\Enka Park\Roadway\Proj\U6230-ddc-psh.dgn

5/14/99

PROJECT REFERENCE NO. <i>U-6230</i>	SHEET NO. <i>5</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



BM #1  
 ELEV. 2100.93'  
 N 673314 E 916229  
 -L- STA. 24+87.64 16.27' RT  
 CORNER OF A METAL DROP  
 INLET AT BACK OF THE CURB

SEE SHEET 4 FOR PLAN REVIEW

5/14/99

PROJECT REFERENCE NO. <i>U-6230</i>	SHEET NO. <i>6</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

2,132

2,132

2,124

2,124

2,116

2,116

2,108

2,108

2,100

2,100

2,092

2,092

10+00

11+00

BEGIN GRADE

-Y- STA. 10+23.00  
ELEV. 2110.84

-Y-

END GRADE

-Y- STA. 11+05.15  
ELEV. 2109.97

-1.06%

+1.818%

+2.121%

END LT DITCH = 11+05.00  
ELEV. = 2109.1

END RT DITCH = 11+05.00  
ELEV. = 2109.1

BEG LT DITCH = 10+39.000  
ELEV. = 2107.9

BEG RT DITCH = 10+39.000  
ELEV. = 2107.7

SEE SHEET 4 FOR PLAN REVIEW

5/14/99

PROJECT REFERENCE NO. <i>U-6230</i>	SHEET NO. <i>7</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

2,132

2,132

2,124

2,124

2,116

2,116

2,108

2,108

2,100

2,100

2,092

2,092

**-DR-**

+10.63%

END GRADE  
-DR- STA. 11+62.39  
ELEV. 2125.94

BEGIN GRADE  
-DR- STA. 10+12.18  
ELEV. 2109.96'

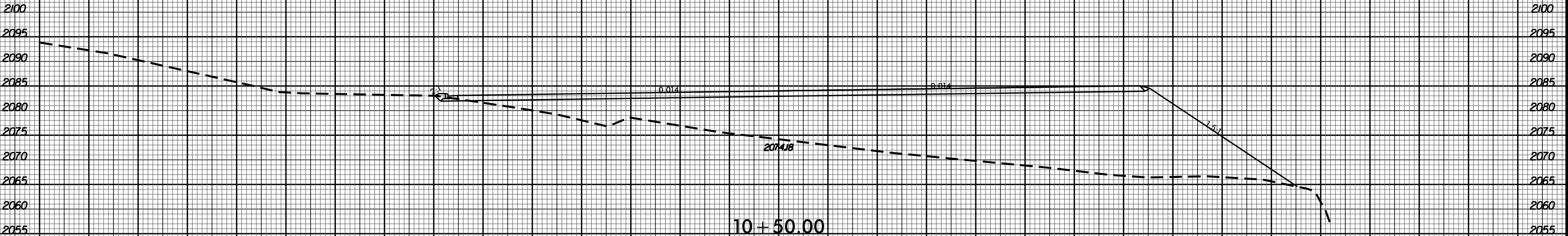
10+00

11+00

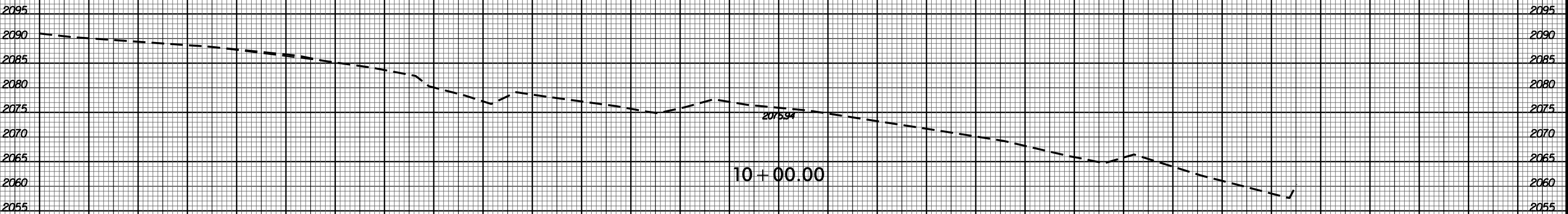
SEE SHEET 4 FOR PLAN REVIEW

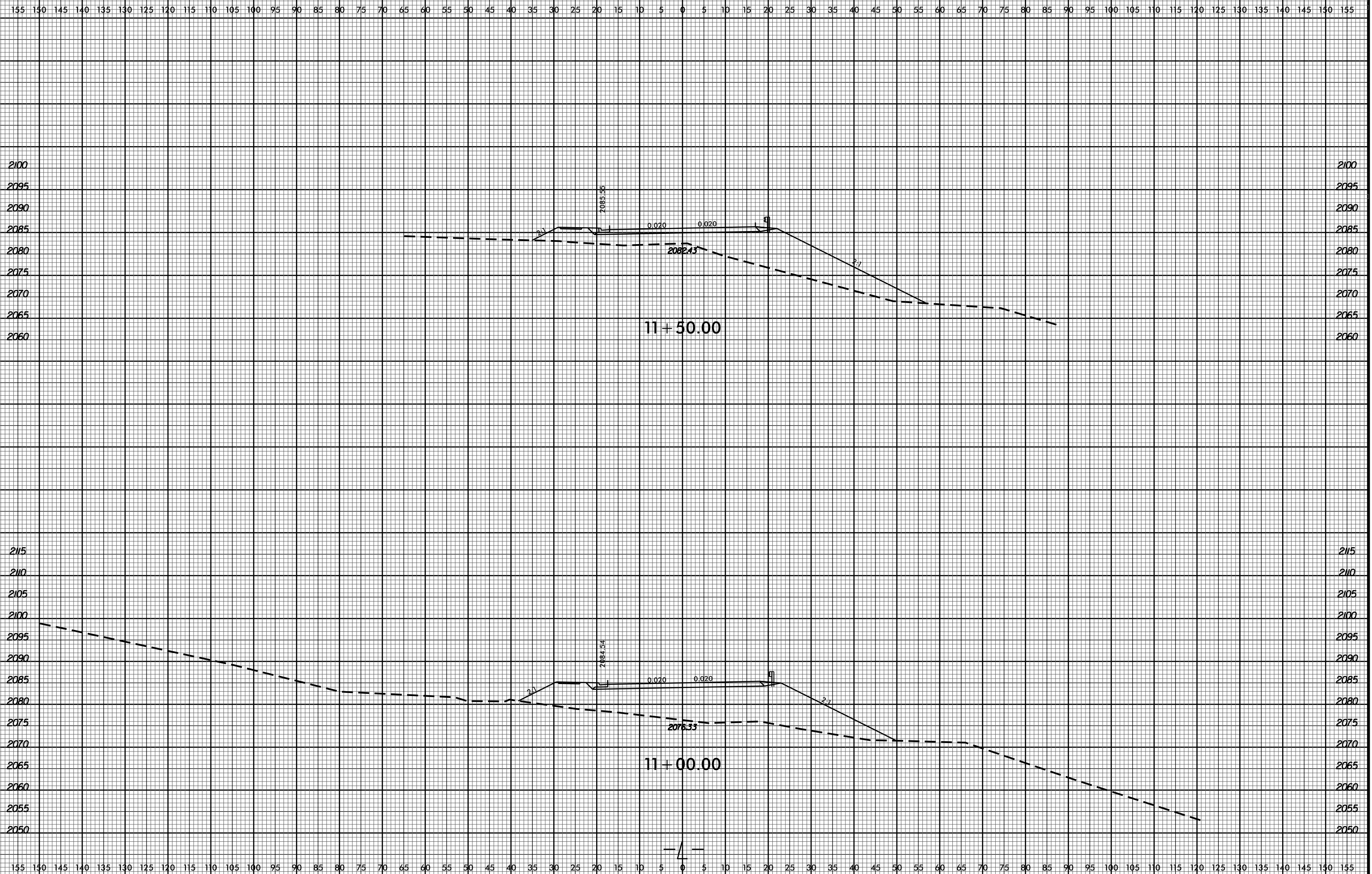


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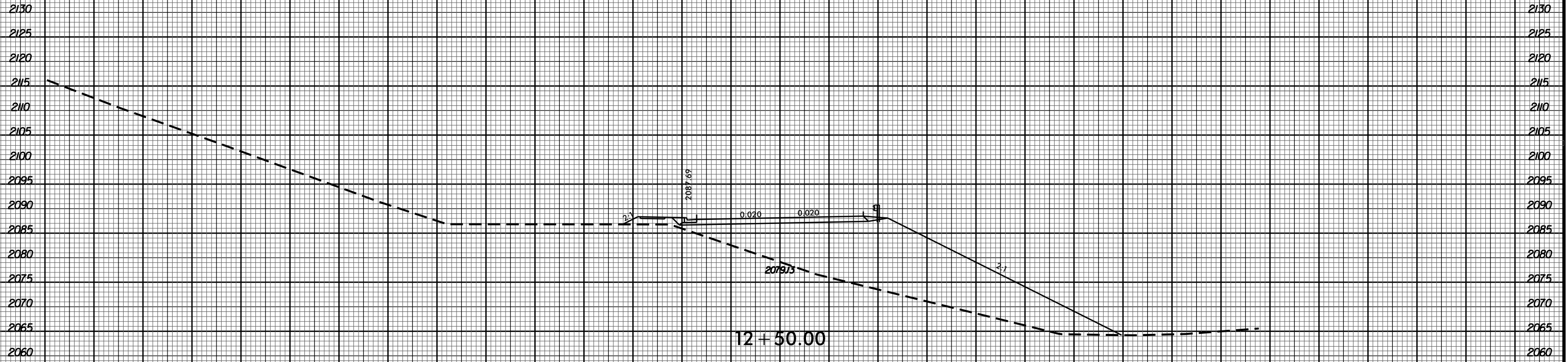


BEGIN PROJECT  
-L- STA 10+07.41



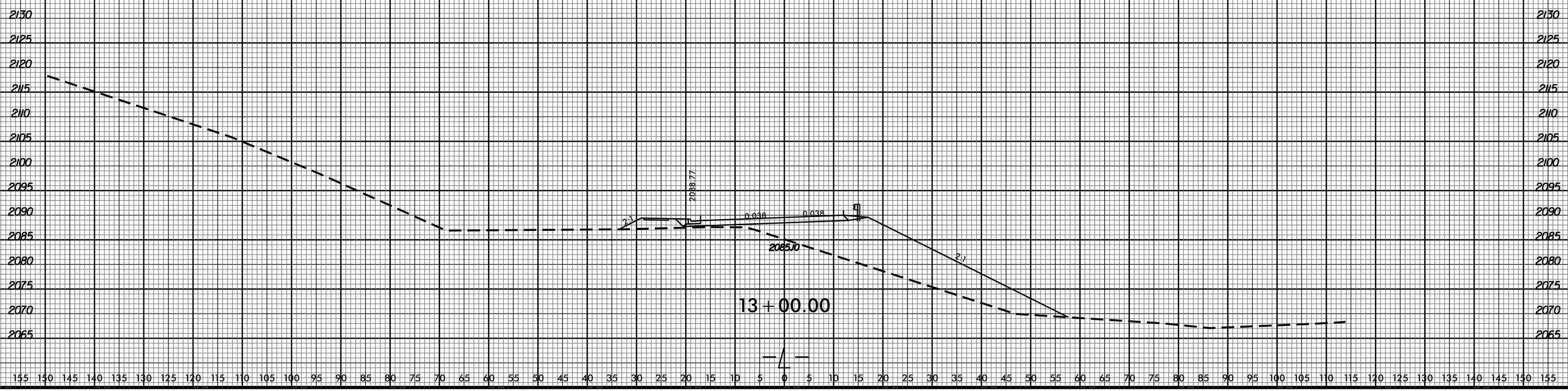
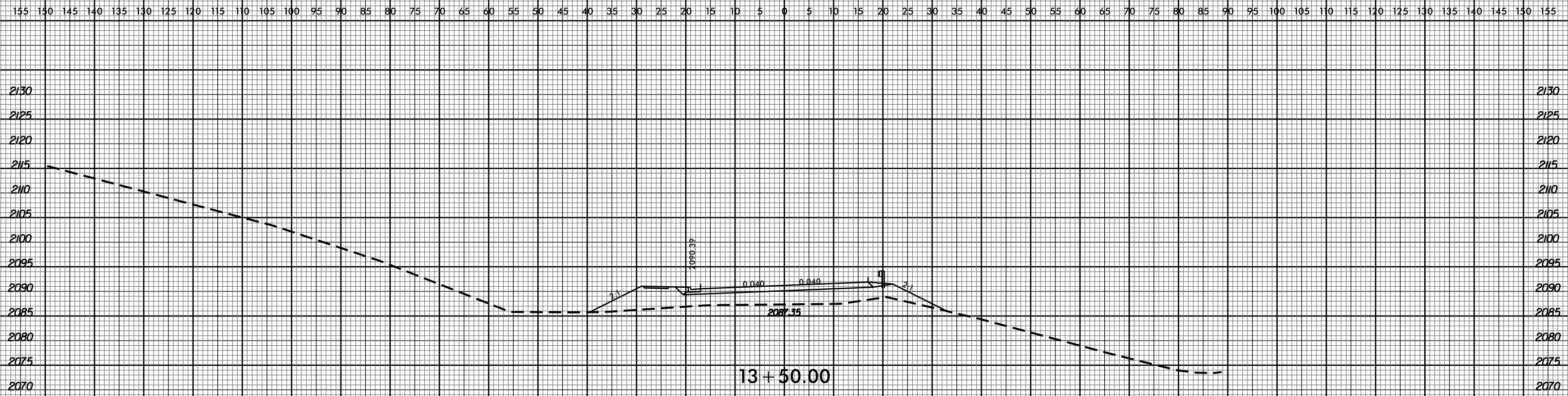


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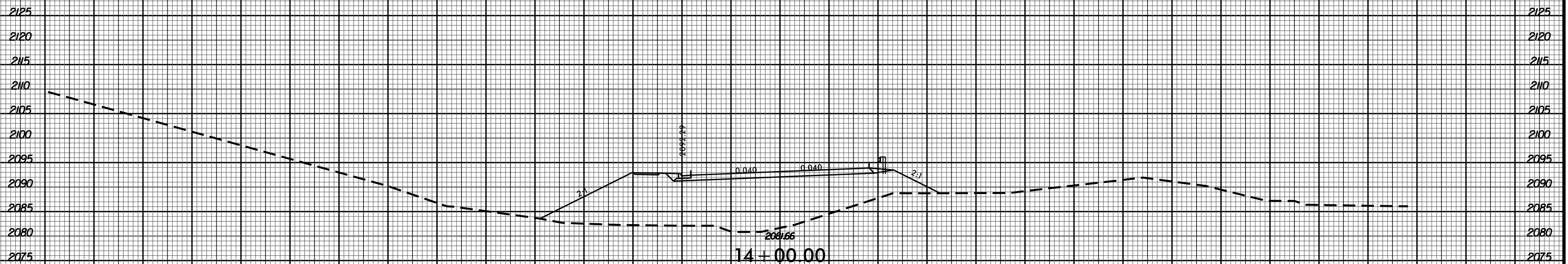
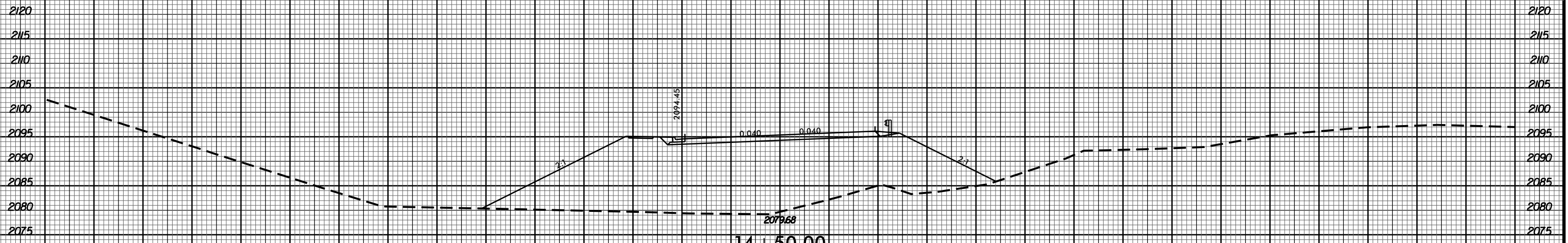
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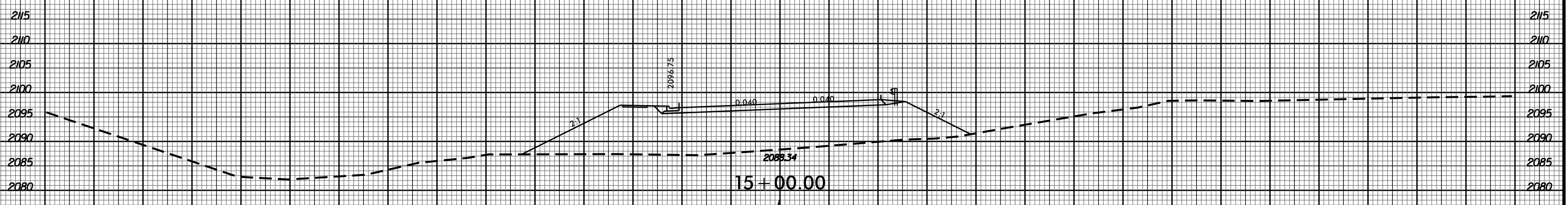
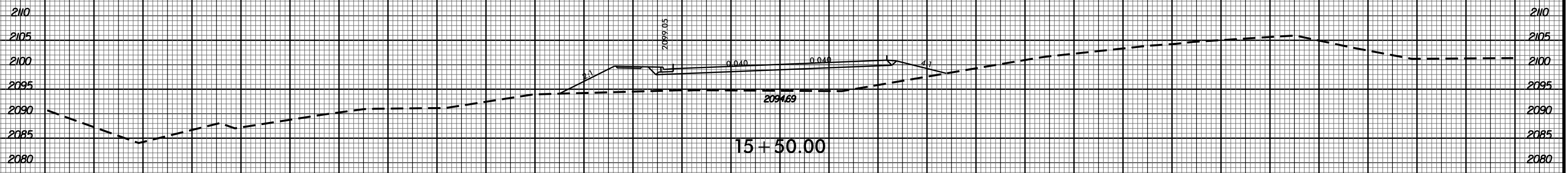


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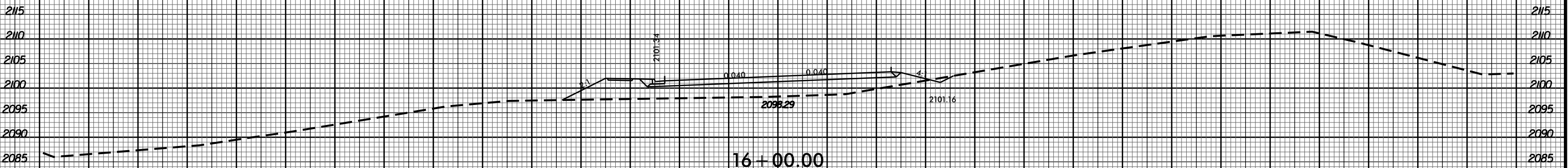
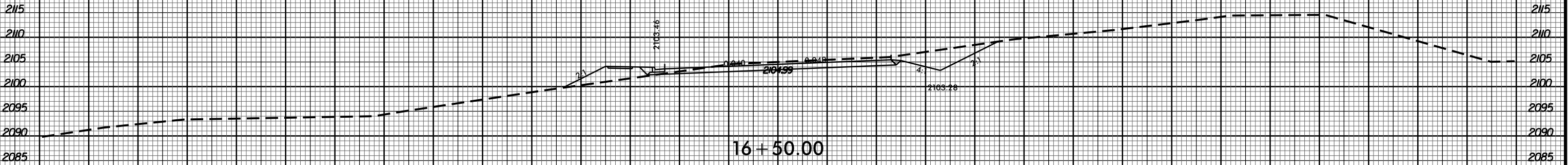


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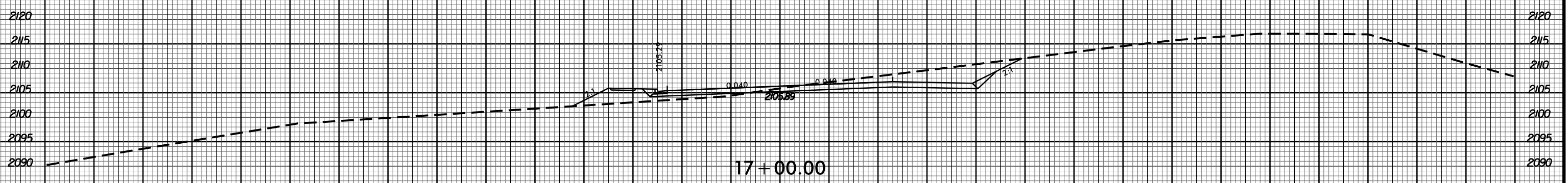
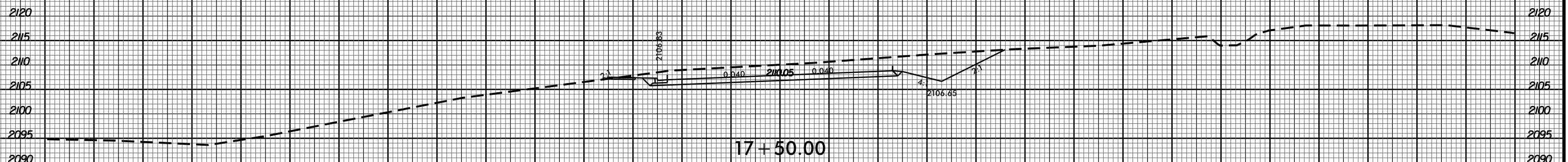
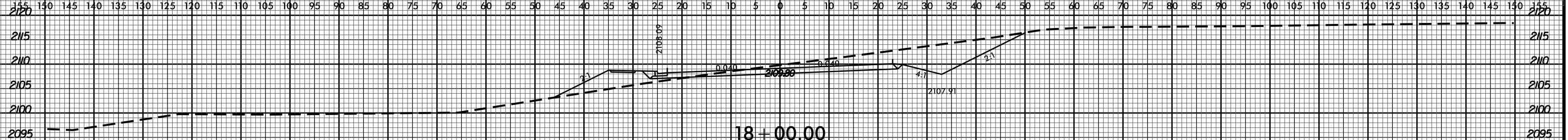


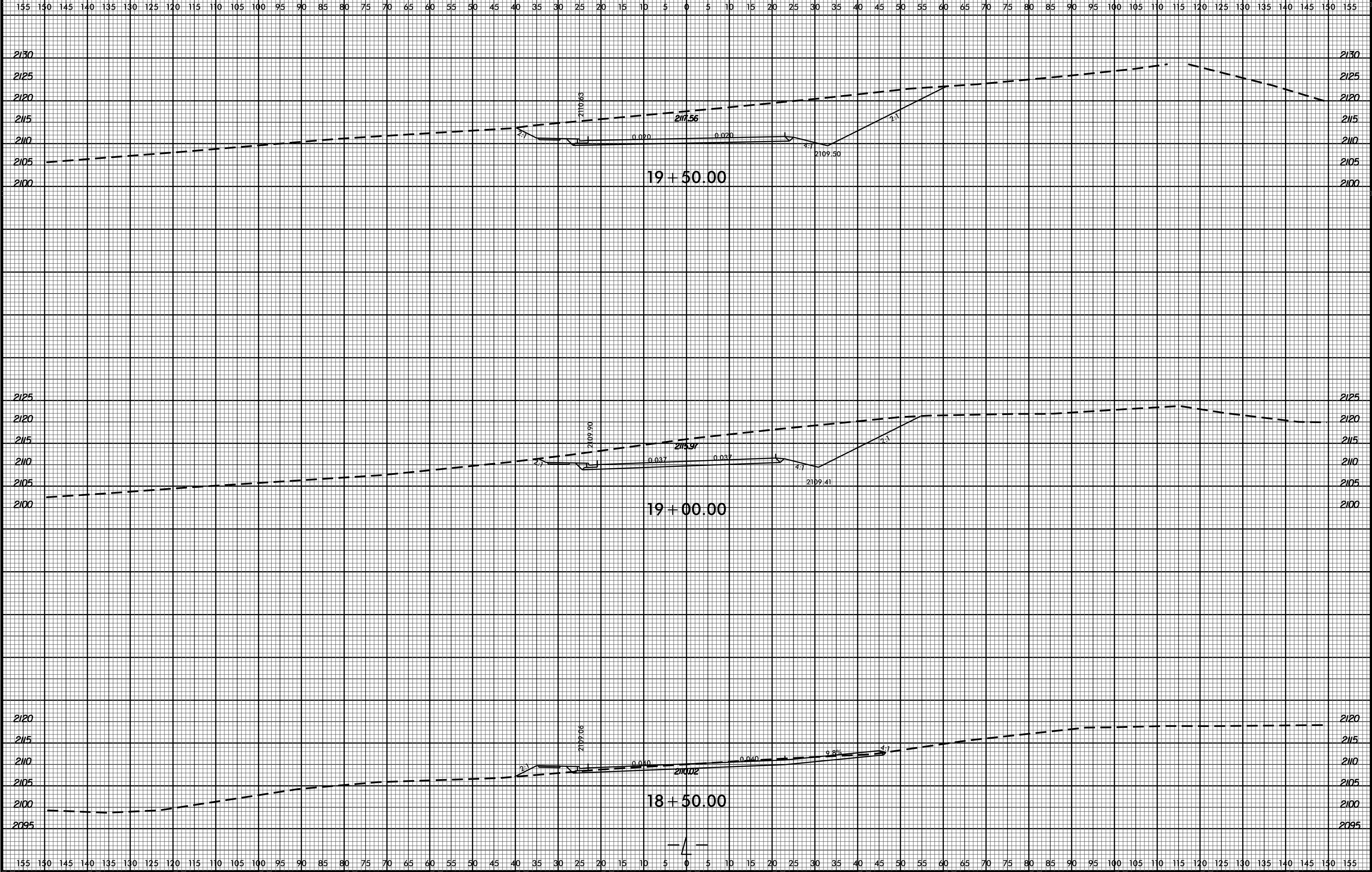


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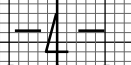
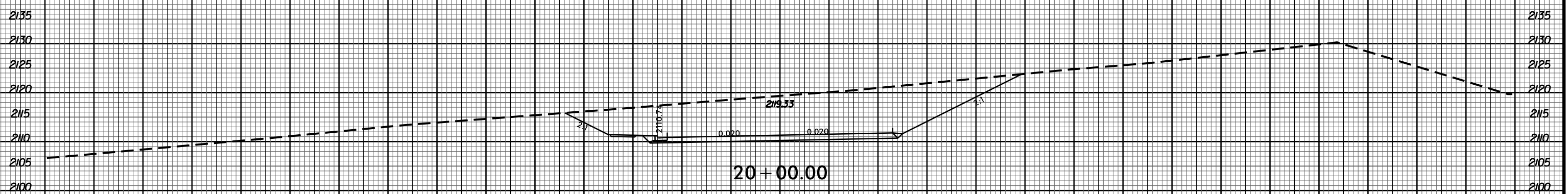
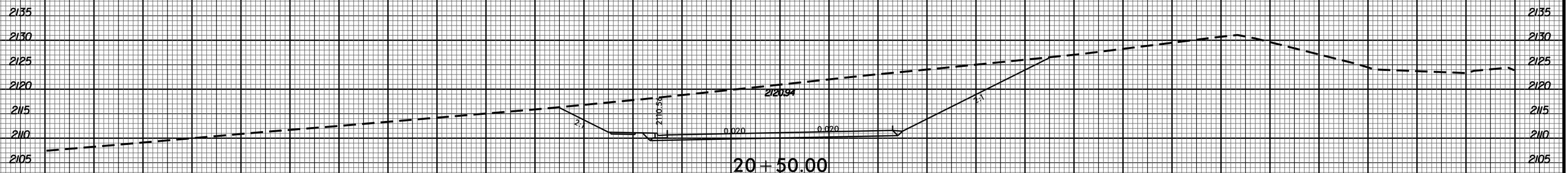
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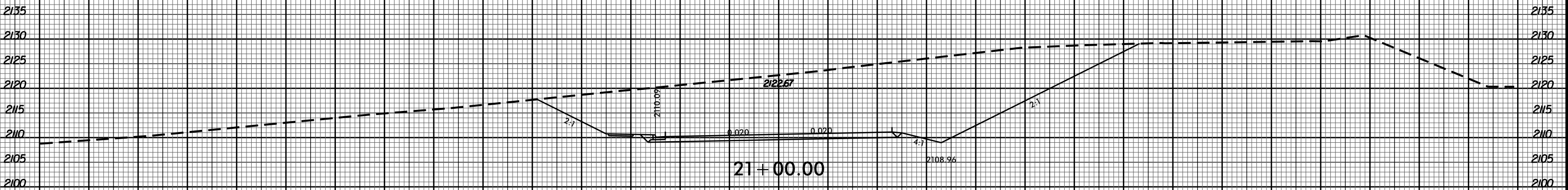
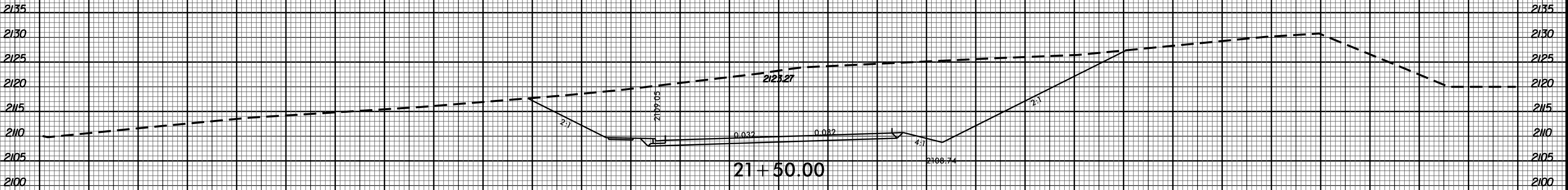
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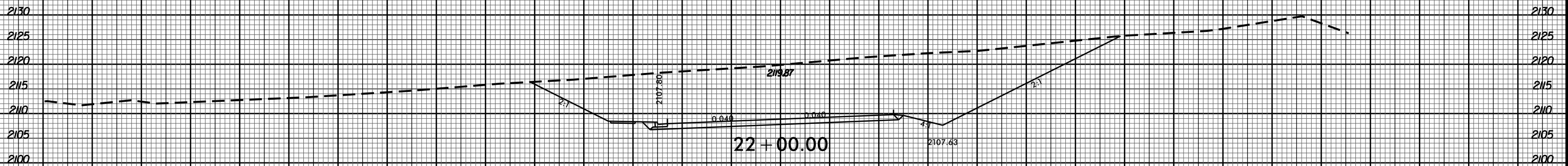
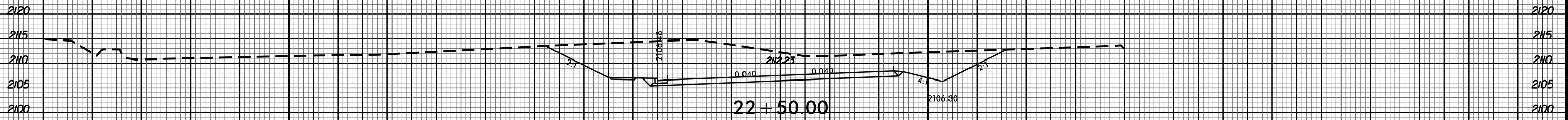
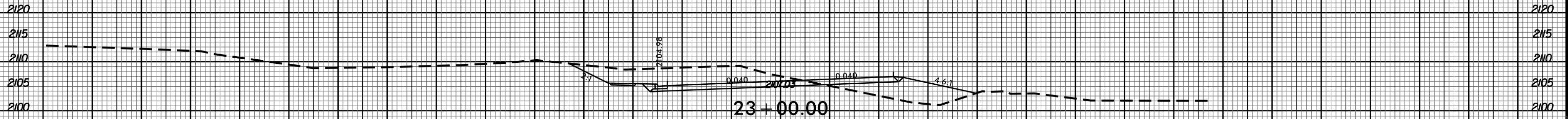


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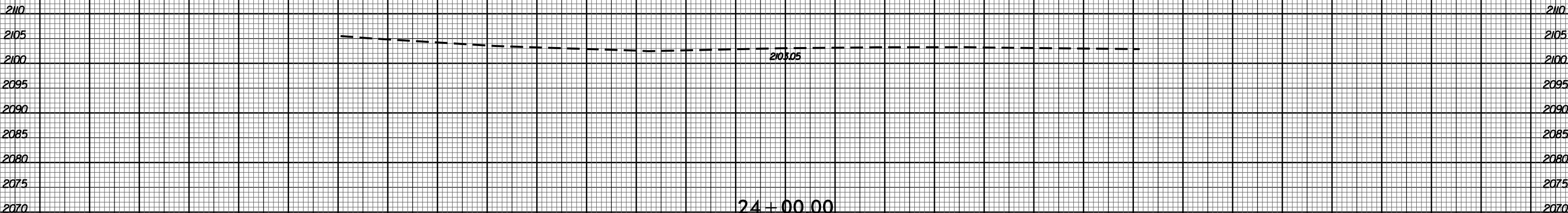
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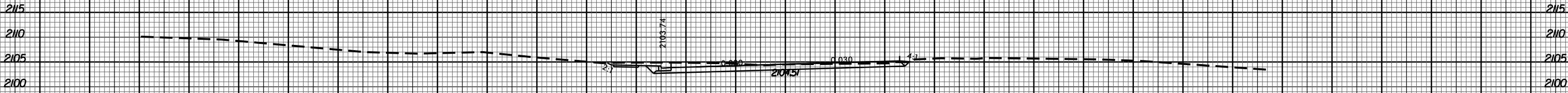
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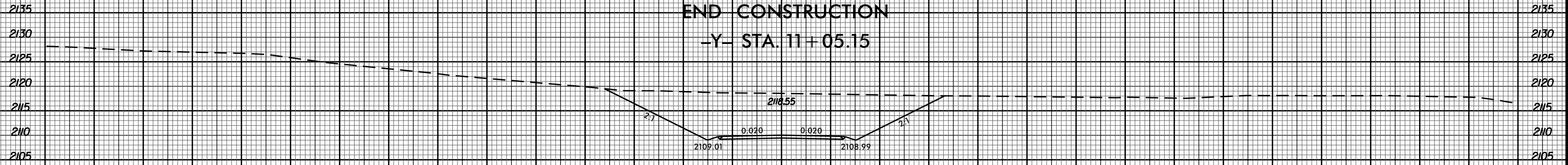


END PROJECT  
L STA. 23 + 74.33

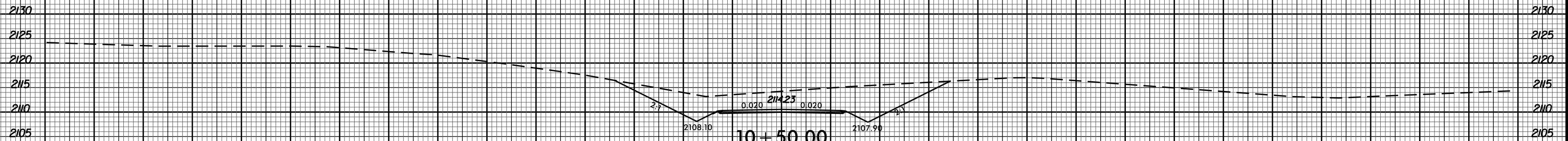




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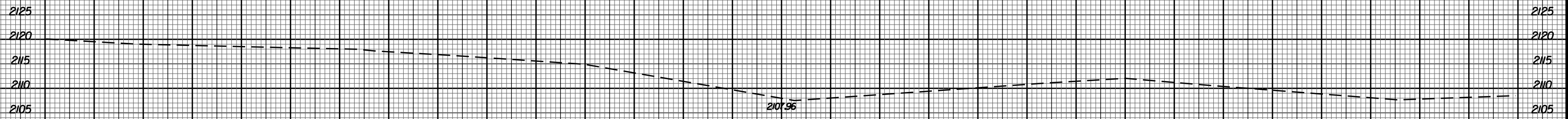
11+00.00



10+50.00

**BEGIN CONSTRUCTION**  
-Y- STA. 10+23

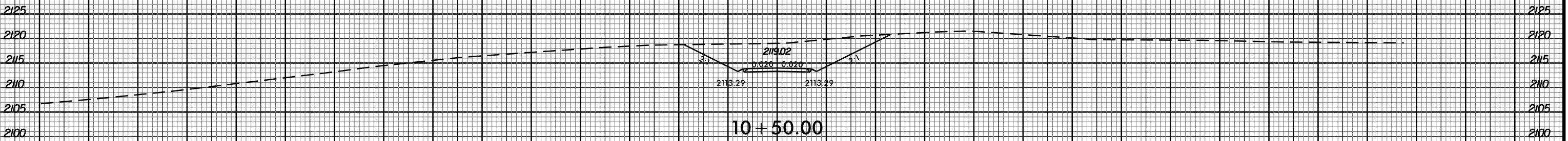
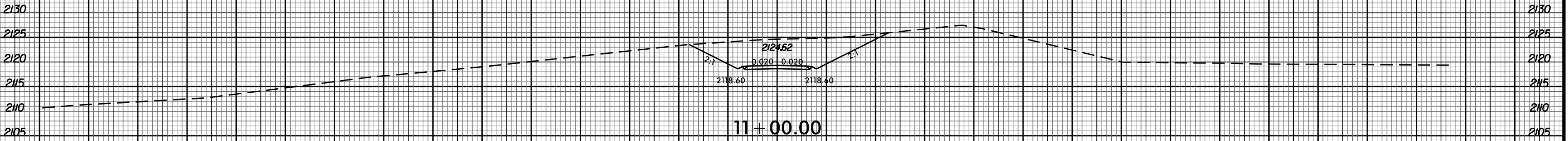
10+00.00



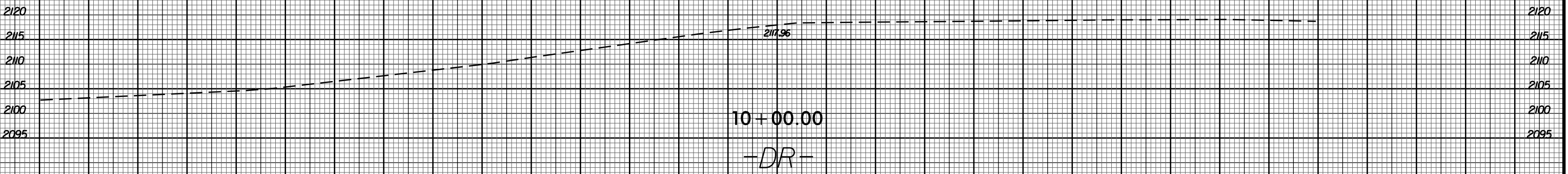
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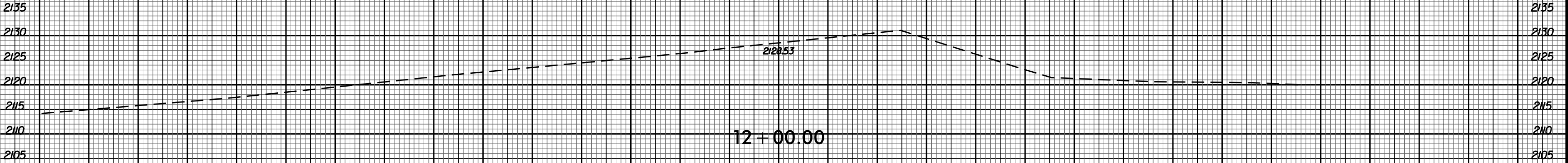
BEGIN CONSTRUCTION  
-DR- STA. 10+12.18



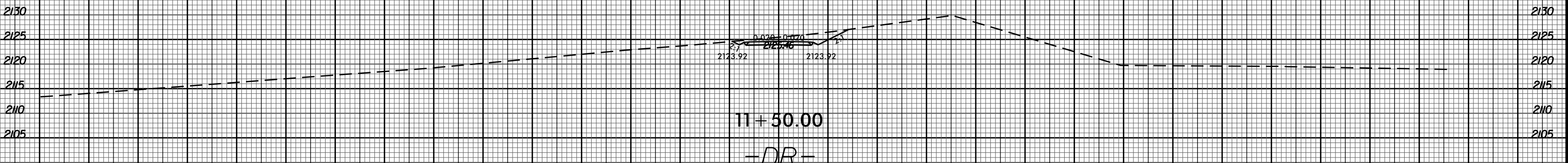
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155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155



END CONSTRUCTION  
-DR- STA. 11+62.39



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