

Project Submittal Interim Form

Updated December 4, 2023



*Please note: fields marked with a red asterisk * below are required. You will not be able to submit the form until all mandatory questions are answered.*

Project Type: *

- ☐ For the Record Only (Courtesy Copy)
- ☐ New Project
- ☒ Modification/New Project with Existing ID
- ☐ More Information Response
- ☐ Other Agency Comments
- ☐ Pre-Application Submittal
- ☐ Re-Issuance/Renewal Request
- ☐ Stream or Buffer Appeal

Project Contact Information

Name: Jason Dilday
Who is submitting the information?

Email Address: * jldilday1@ncdot.gov

Project Information

Existing ID #: *

20211043
20170001 (no dashes)

Existing Version: *

1
1

Project Name: * R-5709. Widening of NC 211 in Moore & Hoke Counties

Is this a public transportation project? *

- ☒ Yes
- ☐ No

Is this a DOT project? *

- ☒ Yes
- ☐ No

Is the project located within a NC DCM Area of Environmental Concern (AEC)? *

- ☐ Yes ☒ No ☐ Unknown

Does this project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund or involve the distribution or transmission of energy or fuel, including natural gas, diesel, petroleum, or electricity? *

- ☐ Yes ☒ No

Is this project connected with ARPA funding? *

- ☐ Yes ☒ No

TIP#:

R-5709

WBS#:

50205.1.1

(Applies to DOT projects only)

County (ies) *

Moore

Hoke

Please upload all files that need to be submitted.[Click the upload button or drag and drop files here to attach document](#)

R-5709 Revised Permit Drawings 02282024p.pdf 9.02MB

Only pdf or kmz files are accepted.

Describe the attachments or add comments:

SAW-2018-02283

Several minor revisions have been made to permitted impact totals, which are summarized below.

Site 2: Hand clearing increased to reflect the accurate amount at this site.

Site 15: Permanent stream impacts decreased and temporary stream impacts were eliminated resulting from removal of the energy dissipater pad. Due to concerns from property owners along Arthur Lane about frequent flood events, a portion of the drainage previously proposed to outlet to SJ will now be directed to a newly installed nearby rip-rip ditch after exiting an energy dissipater pad.

Site 15A: Hand clearing added due to new site downslope of a new rip-rap ditch.

Site 17: Temporary fill in wetlands was deleted, erroneously entered in original submittal.

Site 21: Permanent fill in wetlands and hand clearing decreased resulting from the removal of the bulb-out.

Totals: Updated per above changes as well as rounding.

Additional details have been added to the detail sheets (Permit Drawings 2-7)

The review date is 3/26/24. If possible, the Department requests the revisions be approved as an in-field modification to allow inclusion in the contract.

* ☒ By checking the box and signing box below, I certify that:

- I, the project proponent, hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief.
- I, the project proponent, hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I agree that submission of this online form is a "transaction" subject to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the online form.

Signature: ***Submittal Date:**

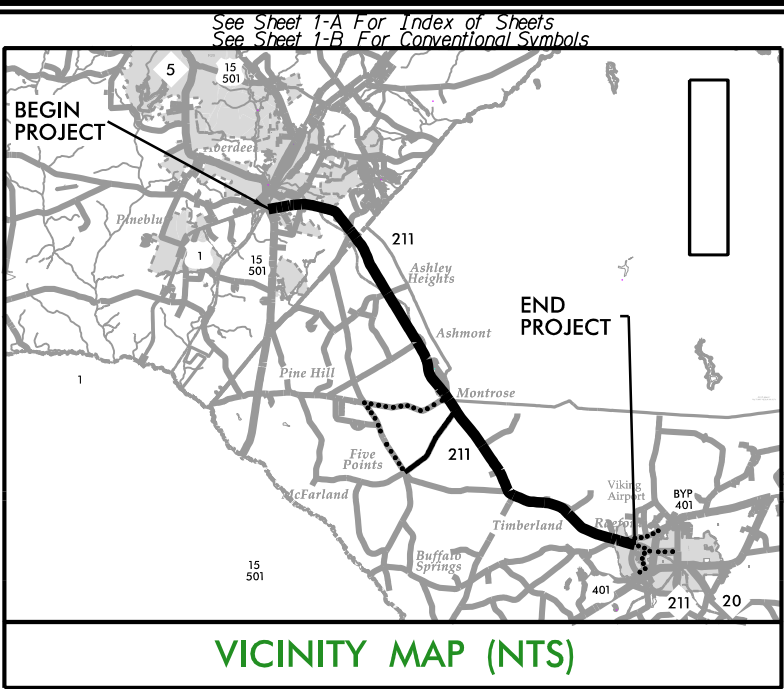
2/28/2024

09/08/24

I:\3\2024
R:\Hydraulics\PERMITS_Environmental\Drawings\R5709_Hyd.tsh.dgn
choffman

TIP PROJECT: R-5709

CONTRACT:

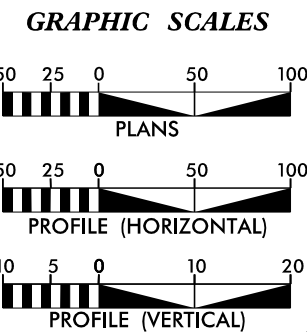


OFFSITE DETOUR

BEGIN TIP PROJECT R-5709
-L- POT Sta. 10+32.11

-L- POT STA. 362+18.44 BK=
-L- POT STA. 361+50.00 AH

NOTE:
1. THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS
BEING LIMITED TO POINTS AS SHOWN ON THE PLANS.



DESIGN DATA

ADT 2024 = 16,400
ADT 2044 = 23,400
K = 9%
D = 60%
T = 21% *

**V = 50 MPH/60 MPH
* TTST = 16% DUAL 5%
FUNC CLASS =
MINOR ARTERIAL
REGIONAL TIER
**DESIGN SPEED CHANGES
AT COUNTY LINE

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-5709..... 15.607 miles
LENGTH STRUCTURE TIP PROJECT R-5709..... 0.031 miles
TOTAL LENGTH OF PROJECT R-5709..... 15.638 miles

NCDOT CONTACT

Terry E. Farr, PE
PROJECT MANAGER

PLANS PREPARED BY:
RK&K
8601 Six Forks Road, Forum 1 Suite 700
RALEIGH, NORTH CAROLINA 27615-3960
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
APRIL 23, 2021

LETTING DATE:
MARCH 19, 2024

Brandon McInnis, PE
PROJECT ENGINEER

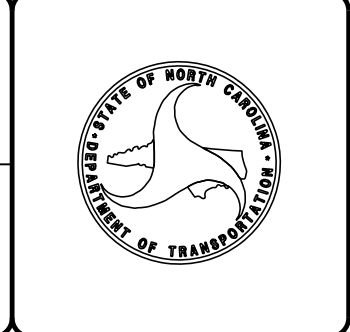
Mary Mays Yahl, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN
ENGINEER

SIGNATURE: _____ P.E.



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MOORE/HOKE COUNTIES

**LOCATION: NC 211 FROM US 15/US 501 IN ABERDEEN TO SR 1244
(WEST PALMER ST) /SR 1311 (MOCKINGBIRD HILL RD) IN RAEFORD**

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES AND SIGNALS

**WETLAND AND SURFACE WATER IMPACTS
PERMIT DRAWINGS**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5709	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50205.1.1		PE	
50205.2.1		ROW	
50205.2.2		UTILITIES	
50205.3.1		CONSTRUCTION	

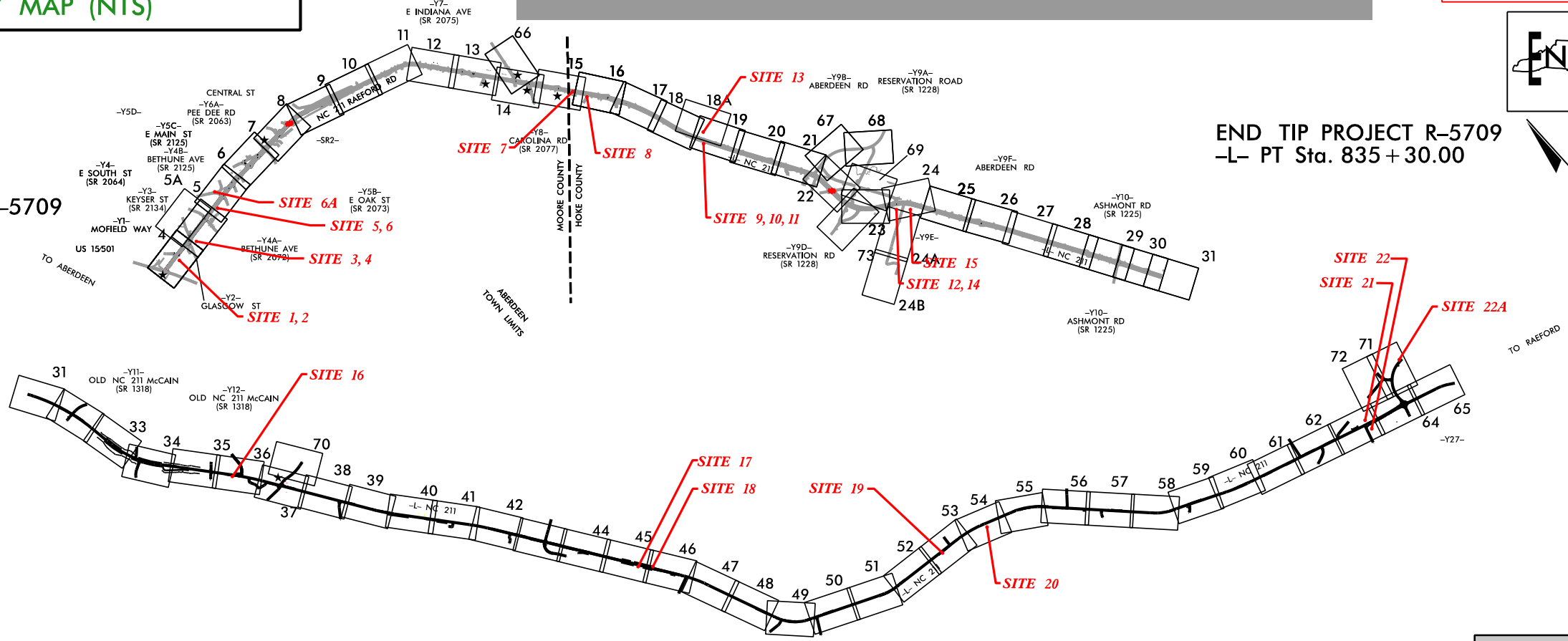


PERMIT DRAWING
SHEET 1 OF 60

REVISED 12/20/2023

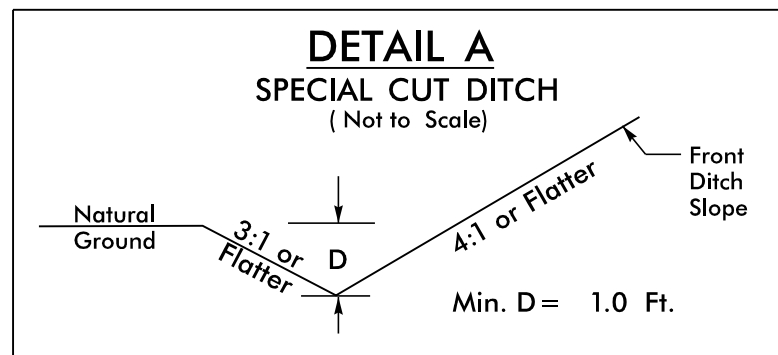


END TIP PROJECT R-5709
-L- PT Sta. 835+30.00

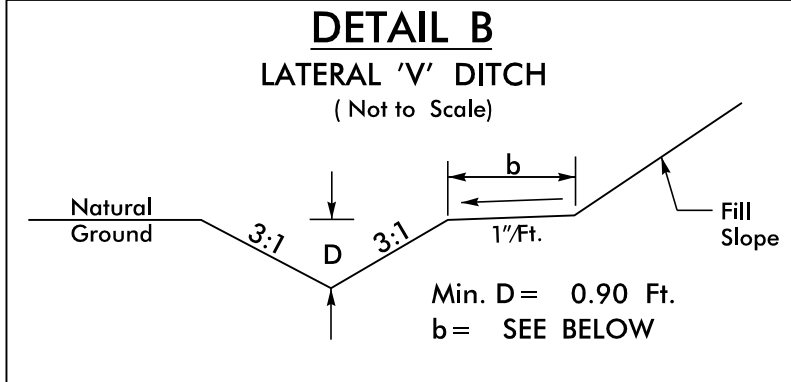


★ PROPOSED SIGNAL

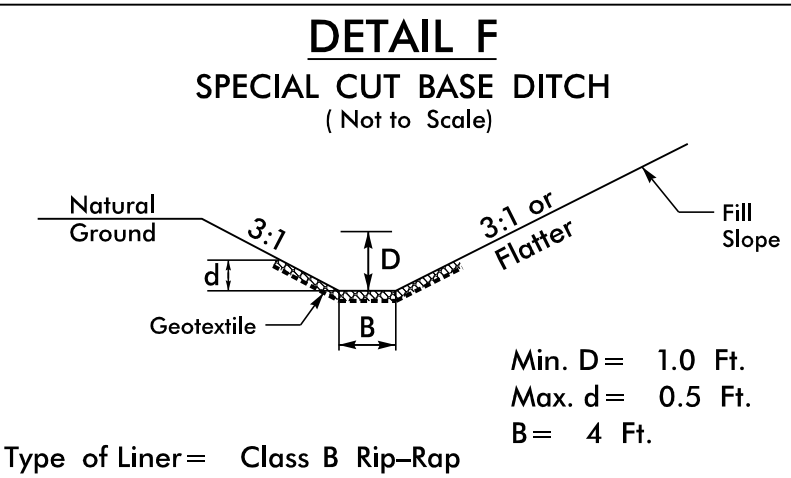
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



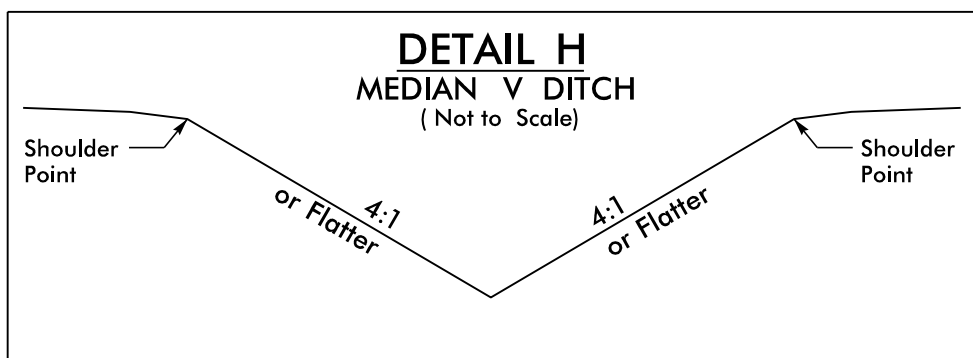
-L- FROM STA. 81+00 TO STA. 89+50 RT
-L- FROM STA. 94+50 TO STA. 97+50 RT
-L- FROM STA. 113+50 TO STA. 116+50 RT
-L- FROM STA. 134+00 TO STA. 135+75 RT
-L- FROM STA. 144+50 TO STA. 145+66 LT
-L- FROM STA. 156+00 TO STA. 157+00 LT
-L- FROM STA. 160+00 TO STA. 164+30 RT
-L- FROM STA. 165+50 TO STA. 169+50 LT
-L- FROM STA. 174+00 TO STA. 175+00 LT
-L- FROM STA. 191+50 TO STA. 192+50 RT
-L- FROM STA. 194+50 TO STA. 195+00 RT
-L- FROM STA. 223+00 TO STA. 224+50 LT
-L- FROM STA. 227+00 TO STA. 227+50 LT
-L- FROM STA. 238+05 TO STA. 238+50 RT
-L- FROM STA. 266+00 TO STA. 268+00 LT
-L- FROM STA. 376+00 TO STA. 376+36 LT
-L- FROM STA. 384+50 TO STA. 385+00 LT
-L- FROM STA. 398+50 TO STA. 400+40 LT
-L- FROM STA. 415+64 TO STA. 417+00 LT
-L- FROM STA. 424+00 TO STA. 424+82 LT
-L- FROM STA. 428+00 TO STA. 428+50 RT
-L- FROM STA. 435+44 TO STA. 438+50 LT
-L- FROM STA. 464+50 TO STA. 465+50 LT
-L- FROM STA. 472+00 TO STA. 477+75 LT
-L- FROM STA. 484+00 TO STA. 487+50 LT
-L- FROM STA. 524+50 TO STA. 532+00 LT
-L- FROM STA. 544+00 TO STA. 549+50 LT
-L- FROM STA. 551+50 TO STA. 552+00 LT
-L- FROM STA. 573+00 TO STA. 573+50 LT
-L- FROM STA. 578+00 TO STA. 580+29 LT
-L- FROM STA. 592+50 TO STA. 596+00 RT
-L- FROM STA. 623+50 TO STA. 643+00 RT
-L- FROM STA. 642+50 TO STA. 670+50 LT
-L- FROM STA. 656+00 TO STA. 665+15 RT
-L- FROM STA. 671+20 TO STA. 676+00 LT
-L- FROM STA. 676+50 TO STA. 678+50 LT
-L- FROM STA. 681+00 TO STA. 684+00 RT
-L- FROM STA. 685+50 TO STA. 690+00 LT
-L- FROM STA. 692+00 TO STA. 696+00 RT
-L- FROM STA. 701+00 TO STA. 707+50 RT
-L- FROM STA. 708+66 TO STA. 710+03 LT
-L- FROM STA. 710+00 TO STA. 711+50 RT
-L- FROM STA. 715+00 TO STA. 715+50 LT
-L- FROM STA. 725+50 TO STA. 726+50 RT
-L- FROM STA. 726+50 TO STA. 731+50 LT
-L- FROM STA. 730+00 TO STA. 731+50 RT
-L- FROM STA. 733+50 TO STA. 736+00 LT
-L- FROM STA. 736+00 TO STA. 736+50 RT
-L- FROM STA. 743+00 TO STA. 745+00 LT
-L- FROM STA. 745+00 TO STA. 747+00 RT
-L- FROM STA. 746+50 TO STA. 751+00 LT
-L- FROM STA. 753+50 TO STA. 755+00 LT
-L- FROM STA. 756+50 TO STA. 757+00 RT
-L- FROM STA. 766+50 TO STA. 768+00 LT
-L- FROM STA. 769+50 TO STA. 772+50 RT
-L- FROM STA. 773+48 TO STA. 775+50 RT
-L- FROM STA. 778+50 TO STA. 782+50 LT
-L- FROM STA. 778+50 TO STA. 779+50 RT
-L- FROM STA. 786+00 TO STA. 786+97 LT
-L- FROM STA. 786+50 TO STA. 794+37 RT
-L- FROM STA. 795+28 TO STA. 795+65 RT
-L- FROM STA. 812+30 TO STA. 812+33 RT
-L- FROM STA. 814+00 TO STA. 815+00 RT
-L- FROM STA. 815+00 TO STA. 816+50 LT
-L- FROM STA. 818+50 TO STA. 820+50 RT
-L- FROM STA. 821+50 TO STA. 822+96 LT
-L- FROM STA. 822+50 TO STA. 822+64 RT
-L- FROM STA. 826+50 TO STA. 827+50 RT
-L- FROM STA. 832+00 TO STA. 834+00 LT
-Y9A- FROM STA. 26+00 TO STA. 27+00 LT
-Y9D- FROM STA. 13+00 TO STA. 13+50 LT
-L- /-Y11A- FROM STA. 376+00 TO STA. 376+39 RT
-Y21- FROM STA. 10+81 TO STA. 11+50 LT
-Y21- FROM STA. 10+71 TO STA. 12+00 RT
-Y22- FROM STA. 11+00 TO STA. 11+50 LT
-Y24A- FROM STA. 10+70 TO STA. 11+00 LT
-Y24A- FROM STA. 11+50 TO STA. 12+50 RT
-Y26- FROM STA. 14+00 TO STA. 14+50 RT
-Y26- FROM STA. 18+50 TO STA. 23+50 RT
-Y26A- FROM STA. 13+00 TO STA. 15+10 RT
-DR1- FROM STA. 11+00 TO STA. 12+50 LT
-DR1- FROM STA. 11+00 TO STA. 12+00 RT
-DR9- FROM STA. 10+74 TO STA. 11+47 RT



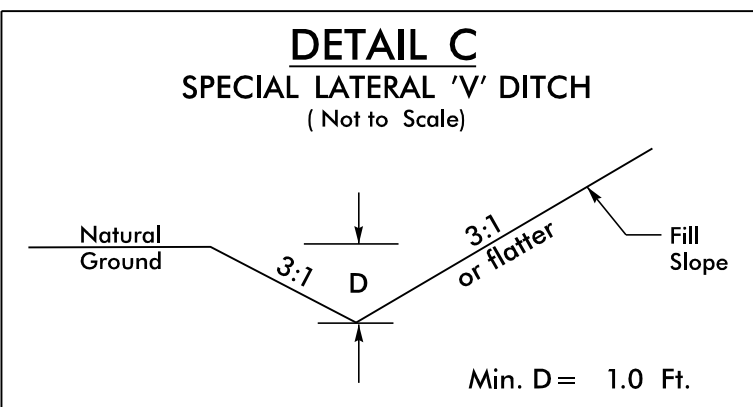
-L- FROM STA. 367+50 TO STA. 371+50 RT, b=5'
-L- FROM STA. 391+00 TO STA. 393+00 RT, b=2'
-L- FROM STA. 393+50 TO STA. 396+00 LT, b=2'
-L- FROM STA. 465+00 TO STA. 466+69 RT, b=2'
-L- FROM STA. 471+50 TO STA. 473+75 RT, b=5'
-L- FROM STA. 474+35 TO STA. 477+67 RT, b=5'
-L- FROM STA. 499+50 TO STA. 502+00 RT, b=2'
-L- FROM STA. 707+50 TO STA. 708+27 RT, b=5'
-L- FROM STA. 711+50 TO STA. 716+40 RT, b=5'
-L- FROM STA. 736+50 TO STA. 737+93 RT, b=2'
-L- FROM STA. 743+50 TO STA. 745+00 RT, b=5'
-L- FROM STA. 747+00 TO STA. 748+50 RT, b=5'
-L- FROM STA. 750+11 TO STA. 756+50 RT, b=5'
-L- FROM STA. 751+00 TO STA. 753+50 LT, b=5'
-L- FROM STA. 768+00 TO STA. 772+00 LT, b=4'
-L- FROM STA. 806+50 TO STA. 808+00 RT, b=5'
-L- FROM STA. 812+30 TO STA. 813+50 RT, b=5'
-Y11- FROM STA. 10+64 TO STA. 11+00 , b=2'
-Y11E- FROM STA. 11+00 TO STA. 11+50 LT, b=2'
-Y12- FROM STA. 11+00 TO STA. 11+50 RT, b=2'
-Y22- FROM STA. 11+00 TO STA. 11+50 LT, b=5'



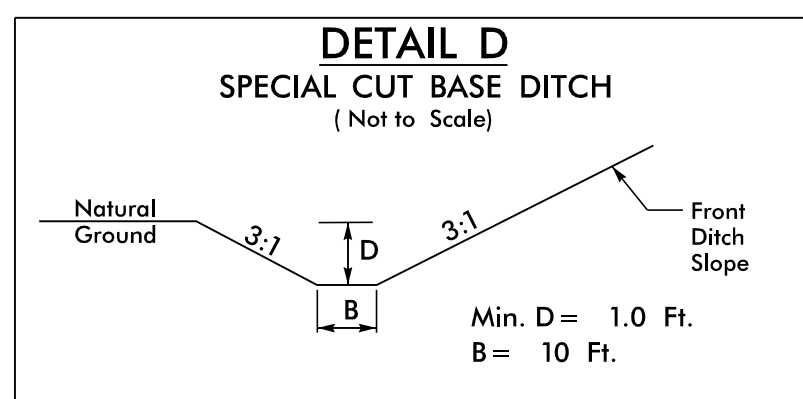
Type of Liner = Class B Rip-Rap
-L- FROM STA. 426+00 LT TO STA. 431+00 LT



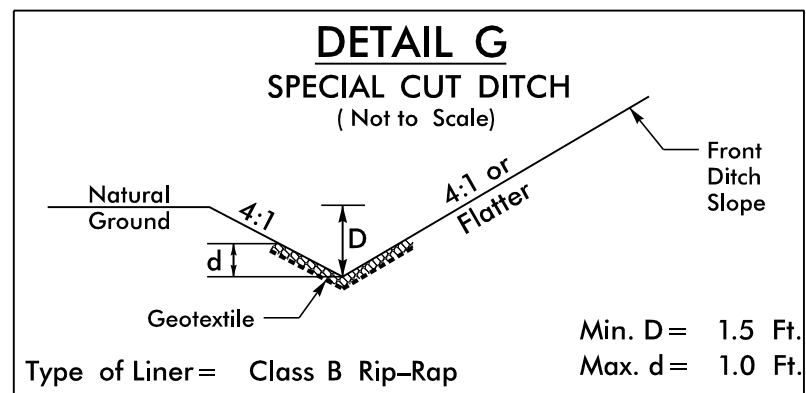
-L- FROM STA. 368+04 TO STA. 368+50 Median
-L- FROM STA. 389+50 TO STA. 390+50 Median
-L- FROM STA. 397+50 TO STA. 398+52 Median
-L- FROM STA. 398+52 TO STA. 399+00 Median
-L- FROM STA. 415+00 TO STA. 416+00 Median
-L- FROM STA. 437+50 TO STA. 438+28 Median
-L- FROM STA. 458+00 TO STA. 460+00 Median
-L- FROM STA. 465+00 TO STA. 466+50 Median
-L- FROM STA. 473+00 TO STA. 477+00 Median
-L- FROM STA. 478+00 TO STA. 483+94 Median
-L- FROM STA. 513+00 TO STA. 515+00 Median
-L- FROM STA. 524+50 TO STA. 527+50 Median
-L- FROM STA. 547+50 TO STA. 549+33 Median
-L- FROM STA. 562+50 TO STA. 563+50 Median
-L- FROM STA. 572+00 TO STA. 575+50 Median
-L- FROM STA. 582+50 TO STA. 587+61 Median
-L- FROM STA. 594+00 TO STA. 605+56 Median
-L- FROM STA. 612+00 TO STA. 616+50 Median
-L- FROM STA. 629+00 TO STA. 633+50 Median
-L- FROM STA. 640+00 TO STA. 647+75 Median
-L- FROM STA. 654+00 TO STA. 659+00 Median
-L- FROM STA. 659+50 TO STA. 665+15 Median
-L- FROM STA. 696+00 TO STA. 697+50 Median
-L- FROM STA. 701+00 TO STA. 706+00 Median
-L- FROM STA. 716+39 TO STA. 717+50 Median
-L- FROM STA. 724+50 TO STA. 727+00 Median
-L- FROM STA. 752+00 TO STA. 753+00 Median
-L- FROM STA. 758+00 TO STA. 760+00 Median
-L- FROM STA. 763+50 TO STA. 764+50 Median
-L- FROM STA. 773+41 TO STA. 775+00 Median
-L- FROM STA. 778+50 TO STA. 779+00 Median
-L- FROM STA. 780+50 TO STA. 781+50 Median
-L- FROM STA. 788+50 TO STA. 790+50 Median
-L- FROM STA. 796+26 TO STA. 803+50 Median
-L- FROM STA. 810+67 TO STA. 815+00 Median
-L- FROM STA. 817+00 TO STA. 817+37 Median



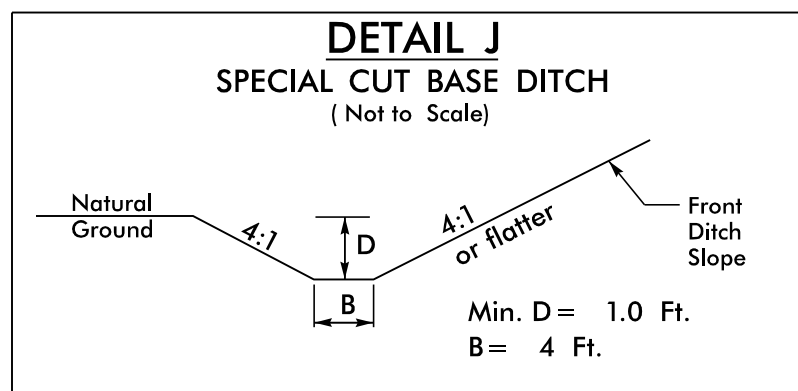
-L- FROM STA. 278+50 TO STA. 281+50 RT
-L- FROM STA. 467+49 TO STA. 468+04 RT
-L- FROM STA. 479+00 TO STA. 480+50 RT
-L- FROM STA. 502+00 TO STA. 503+00 RT
-L- FROM STA. 505+35 TO STA. 506+00 RT
-L- FROM STA. 545+48 TO STA. 547+00 RT
-L- FROM STA. 568+50 TO STA. 569+00 LT
-L- FROM STA. 716+39 TO STA. 724+00 RT
-L- FROM STA. 825+00 TO STA. 826+50 RT
-SR1- FROM STA. 15+00 TO STA. 17+50 RT
-Y9C- FROM STA. 11+00 TO STA. 14+50 LT
-Y11A- FROM STA. 10+25 TO STA. 11+50 LT
-Y11A- FROM STA. 11+00 TO STA. 11+50 LT
-Y14- FROM STA. 11+00 TO STA. 14+50 RT
-Y15- FROM STA. 11+75 TO STA. 14+50 LT
-Y15- FROM STA. 12+50 TO STA. 14+50 RT
-Y20- FROM STA. 13+00 TO STA. 14+90 LT
-Y20- FROM STA. 13+00 TO STA. 15+10 RT
-Y23- FROM STA. 10+85 TO STA. 11+50 RT
-Y23- FROM STA. 10+96 TO STA. 12+00 LT
-Y26- FROM STA. 11+13 TO STA. 14+00 RT
-Y26- FROM STA. 15+00 TO STA. 18+50 RT
-Y26- FROM STA. 19+50 TO STA. 25+00 LT
-Y26A- FROM STA. 10+50 TO STA. 11+00 RT
-Y26A- FROM STA. 10+50 TO STA. 12+50 LT
-Y26A- FROM STA. 14+50 TO STA. 15+50 LT
-Y27- FROM STA. 11+12 TO STA. 12+32 RT



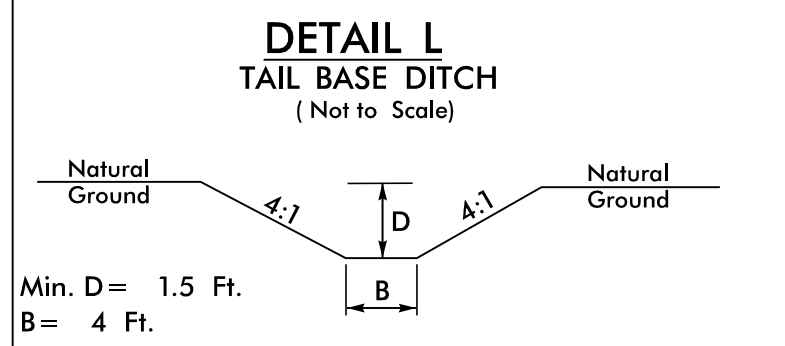
-Y14- FROM STA. 11+00 TO STA. 13+00 LT



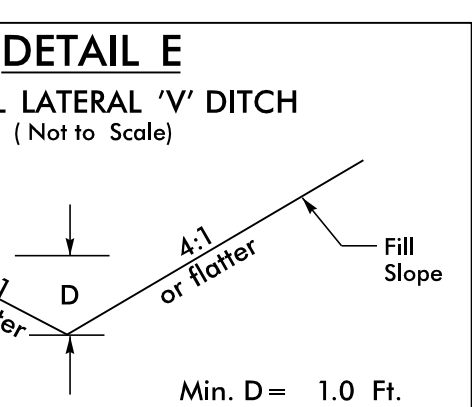
Type of Liner = Class B Rip-Rap
-L- FROM STA. 385+00 TO STA. 386+00 LT
-L- FROM STA. 471+00 TO STA. 471+50 LT
-L- FROM STA. 541+00 TO STA. 542+00 RT
-L- FROM STA. 772+00 TO STA. 774+00 LT
-L- FROM STA. 772+50 TO STA. 773+48 RT



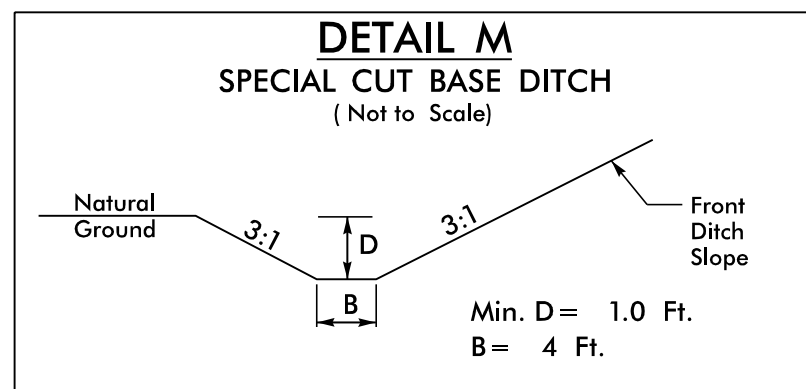
-L- FROM STA. 596+00 TO STA. 607+00 RT
-L- FROM STA. 718+50 TO STA. 719+00 LT



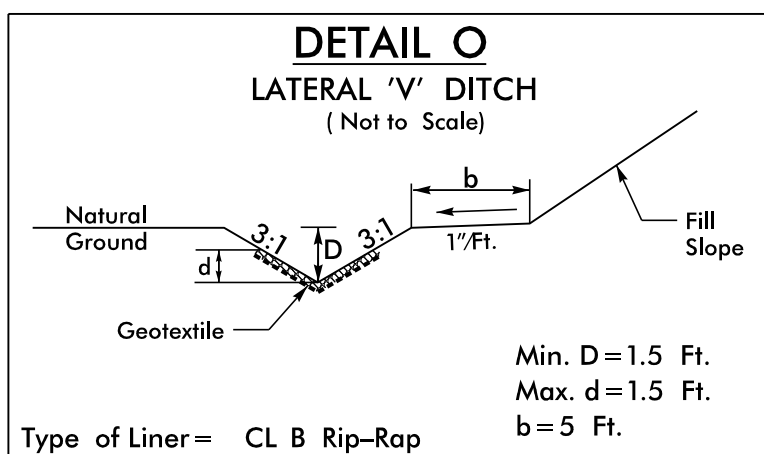
-L- STA. 665+15 RT; S=0.04%; L=60';
Beg. El.=358.94; End. El.=358.68; DDE=33 CY
-L- STA. 773+35 LT (RT OF RR); S=1.25%; L=40';
Beg. El.=297.00; End. El.=296.50; DDE=22 CY
-L- STA. 773+35 LT (LT OF RR); S=1.08%; L=28';
Beg. El.=296.19; End. El.=295.89; DDE=16 CY
-L- STA. 774+00 LT; S=5.24%; L=63';
Beg. El.=299.80; End. El.=296.50; DDE=35 CY
-L- STA. 812+30 RT; S=0.00%; L=68';
Beg. El.=280.58; End. El.=280.58; DDE=120 CY



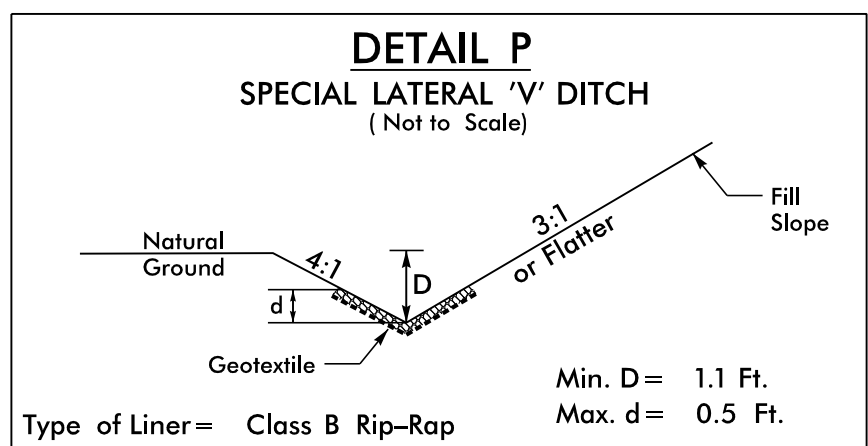
-L- FROM STA. 179+00 TO STA. 185+00 LT
-L- FROM STA. 189+00 TO STA. 194+00 LT
-L- FROM STA. 226+00 TO STA. 230+00 RT
-L- FROM STA. 368+00 TO STA. 371+00 LT
-L- FROM STA. 379+50 TO STA. 380+50 RT
-L- FROM STA. 387+50 TO STA. 389+50 RT
-L- FROM STA. 426+00 TO STA. 428+50 RT
-L- FROM STA. 430+50 TO STA. 432+50 LT
-L- FROM STA. 477+75 TO STA. 479+00 LT
-L- FROM STA. 480+50 TO STA. 483+00 LT
-L- FROM STA. 497+50 TO STA. 498+35 LT
-L- FROM STA. 498+00 TO STA. 499+37 RT
-L- FROM STA. 507+50 TO STA. 511+50 LT
-L- FROM STA. 524+50 TO STA. 526+91 RT
-L- FROM STA. 568+50 TO STA. 569+00 LT
-L- FROM STA. 573+50 TO STA. 576+83 LT
-L- FROM STA. 685+50 TO STA. 686+25 RT
-L- FROM STA. 698+00 TO STA. 700+50 LT
-L- FROM STA. 767+50 TO STA. 769+50 RT
-L- FROM STA. 820+50 TO STA. 822+49 RT
-L- FROM STA. 822+96 TO STA. 823+30 LT
-L- FROM STA. 832+50 TO STA. 834+00 LT
-DR3- FROM STA. 12+50 TO STA. 13+15 LT
-DR4- FROM STA. 11+00 TO STA. 12+50 RT
-Y9A- FROM STA. 32+70 TO STA. 34+00 RT
-Y9B- FROM STA. 14+00 TO STA. 15+30 LT
-Y9C- FROM STA. 14+50 TO STA. 15+40 RT
-Y26- FROM STA. 11+41 TO STA. 12+48 LT



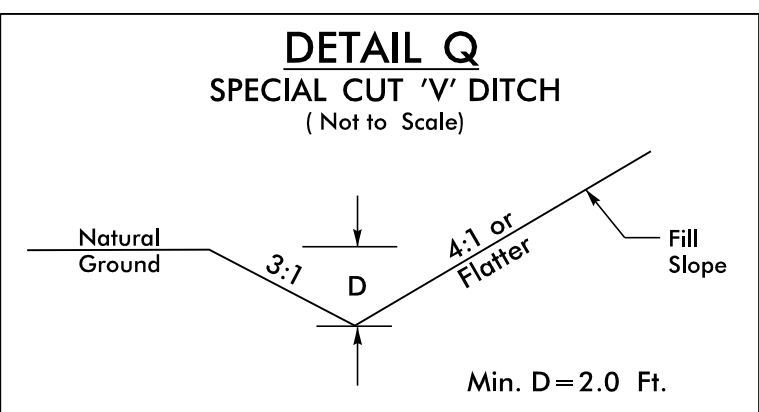
-L- FROM STA. 445+50 TO STA. 447+00 LT
-L- FROM STA. 592+00 TO STA. 593+50 LT
-Y24- FROM STA. 12+50 TO STA. 14+75 LT



Type of Liner = CL B Rip-Rap
-L- FROM STA. 499+00 TO STA. 499+37 RT
-L- FROM STA. 731+50 TO STA. 733+27 RT



Type of Liner = Class B Rip-Rap
-L- FROM STA. 542+00 TO STA. 543+00 RT
-Y12- FROM STA. 11+07 TO STA. 12+00 RT

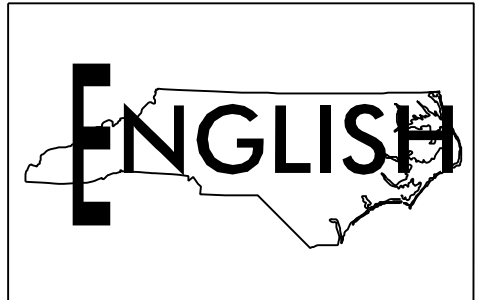


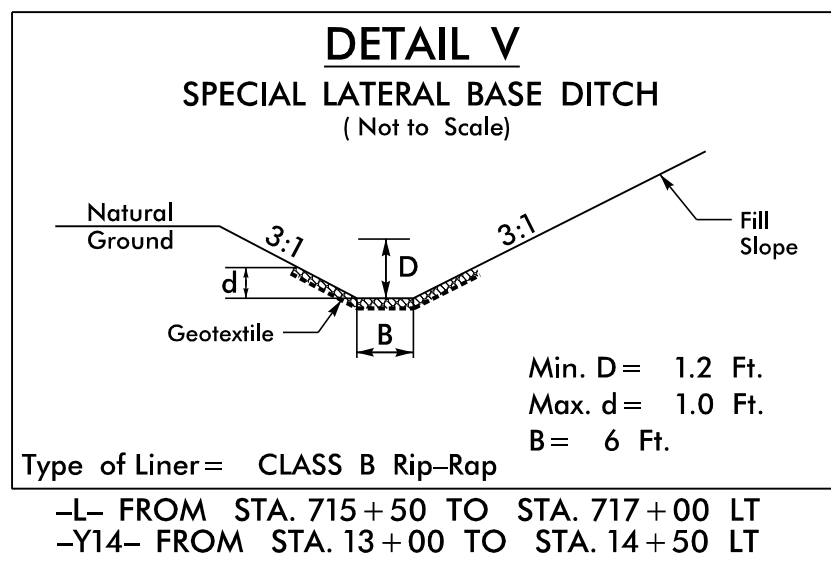
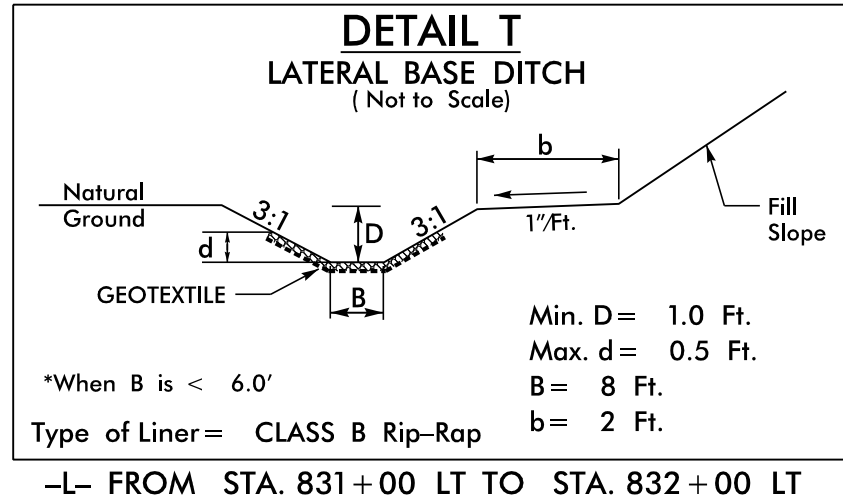
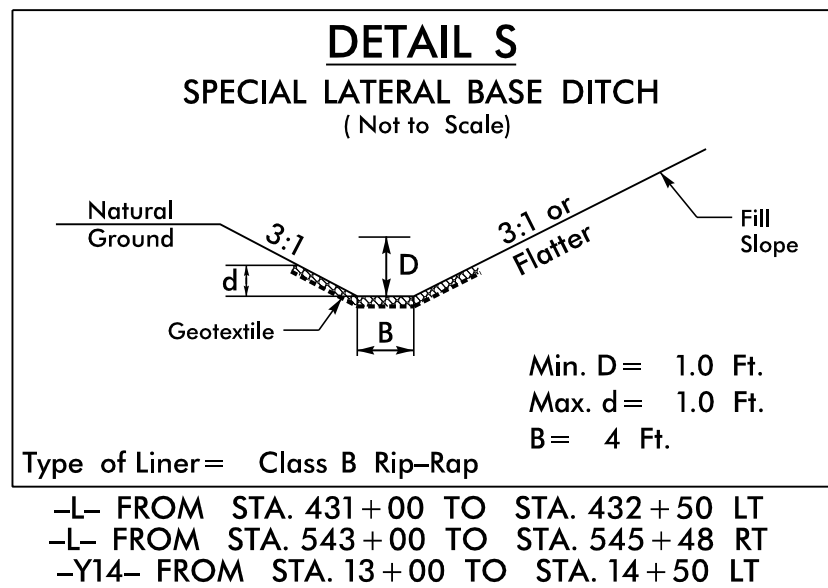
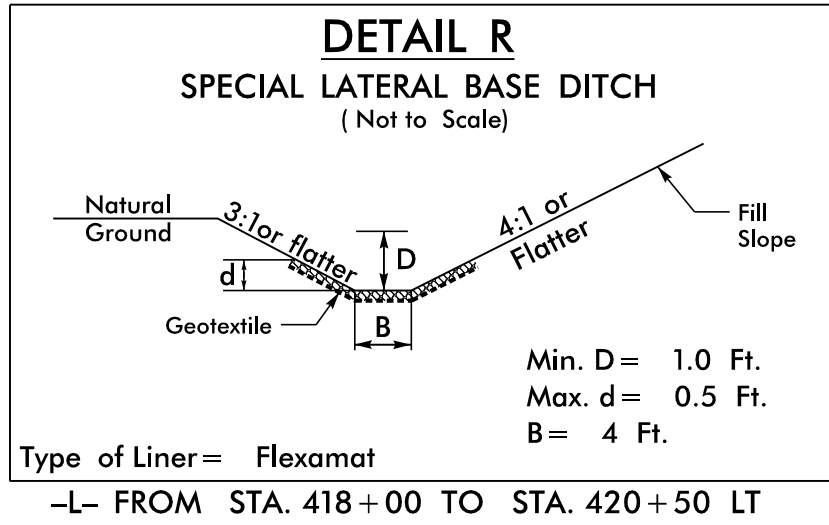
-L- FROM STA. 480+50 TO STA. 481+50 RT
-L- FROM STA. 489+50 TO STA. 498+00 RT
-L- FROM STA. 496+00 TO STA. 497+50 LT
-L- FROM STA. 506+00 TO STA. 507+50 RT
-L- FROM STA. 787+79 TO STA. 800+30 LT

PROJECT REFERENCE NO.		SHEET NO.
R-5709		2D-1
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER

PERMIT DRAWING
SHEET 2 OF 60

REVISED 12/20/2023

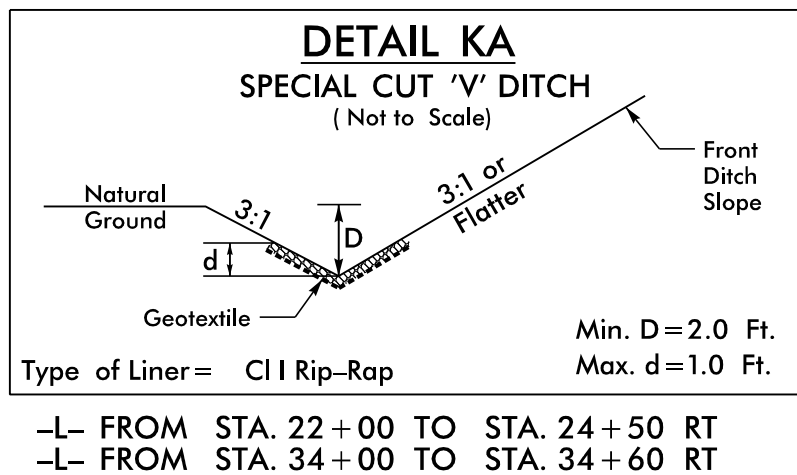
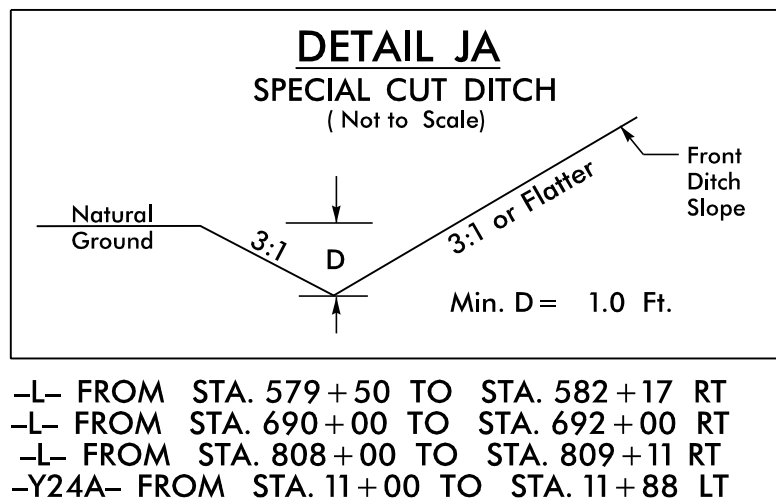
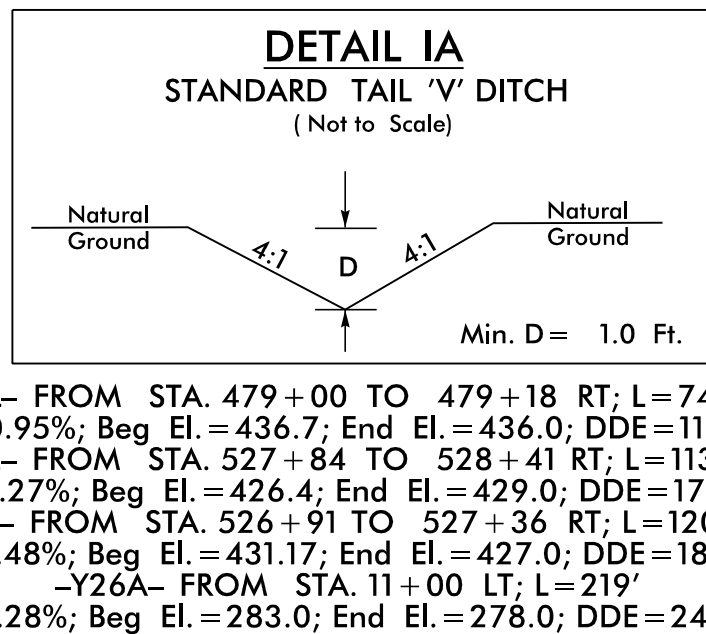
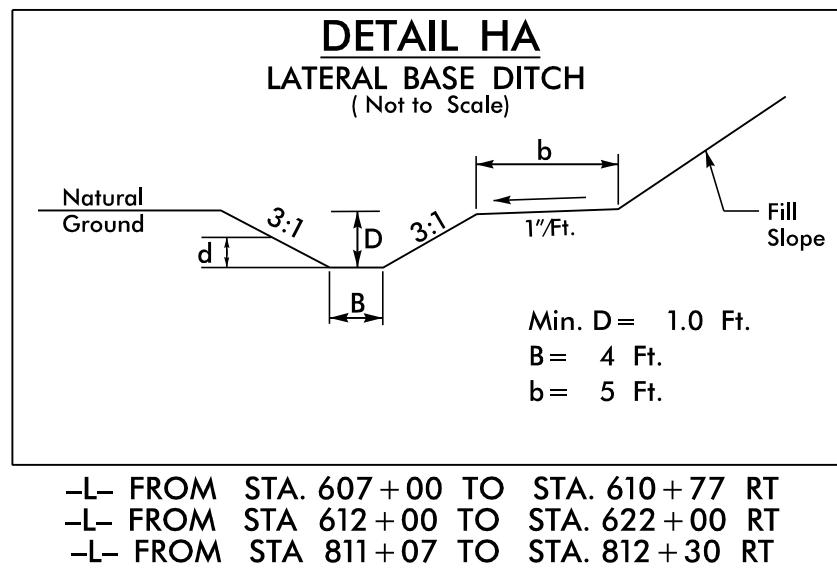
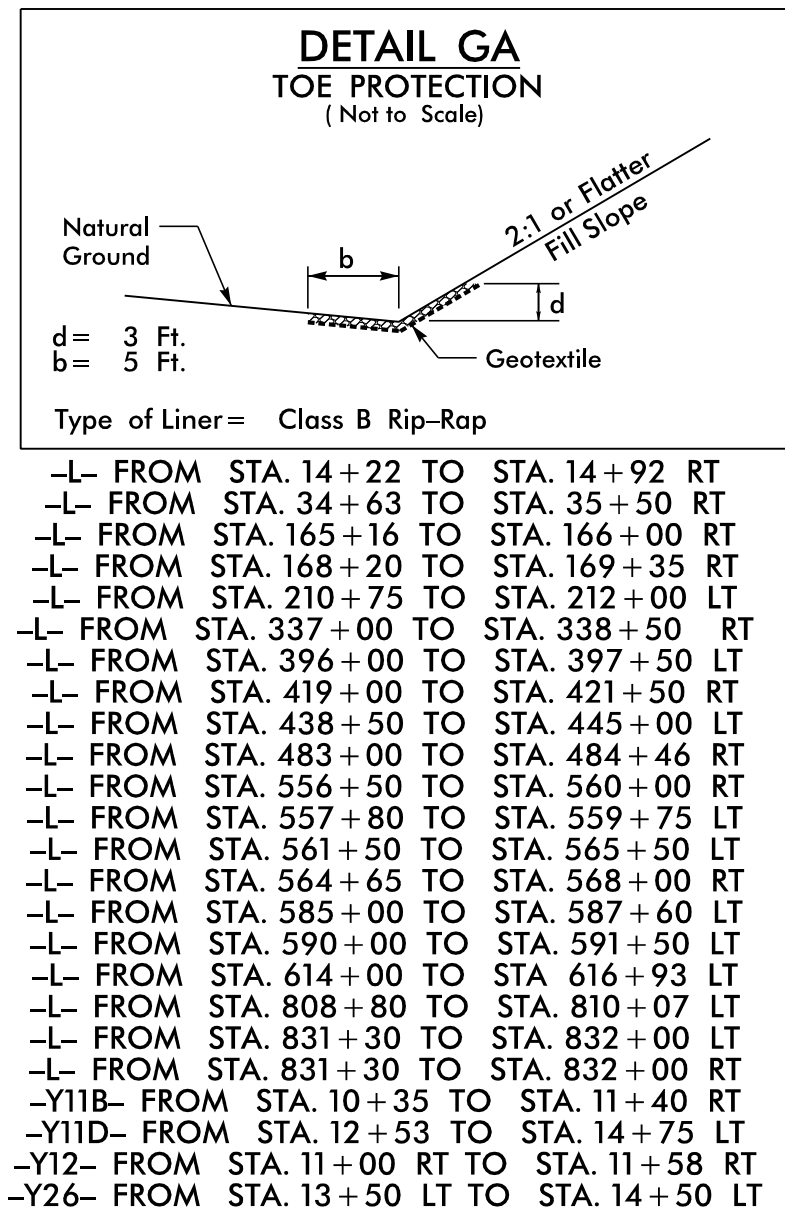
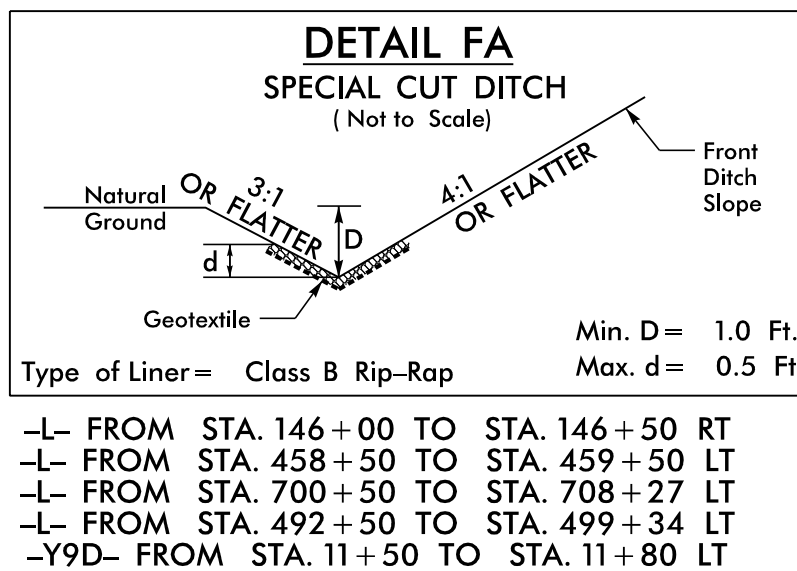
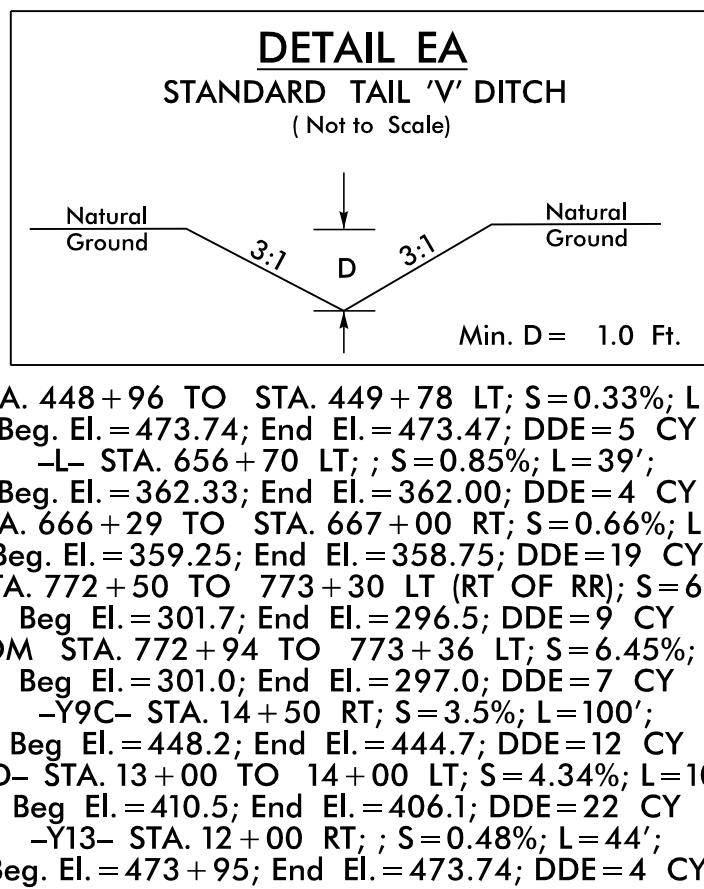
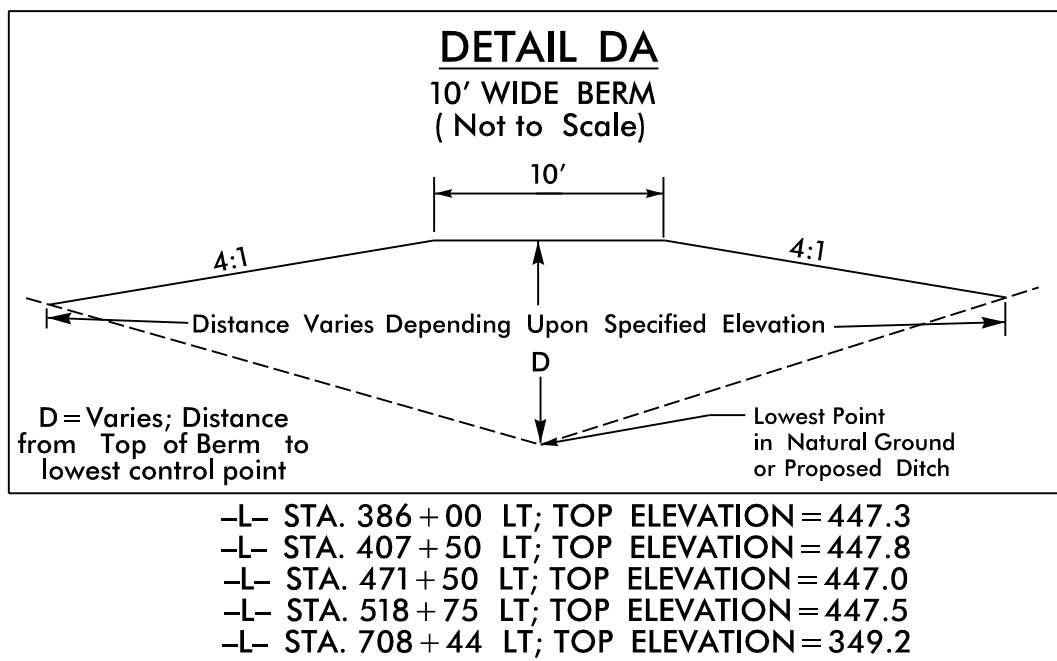
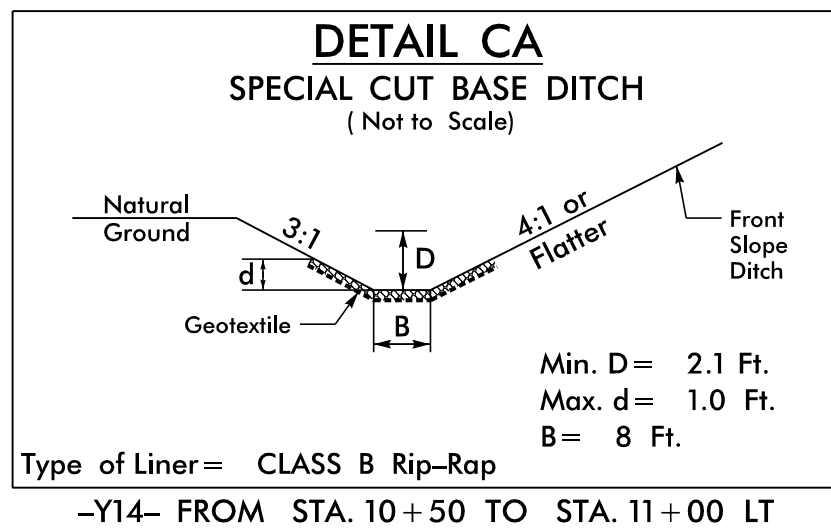
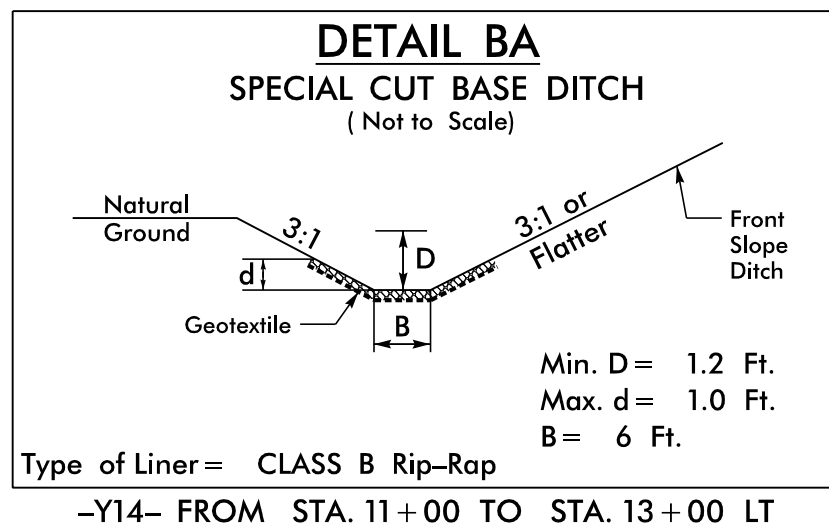
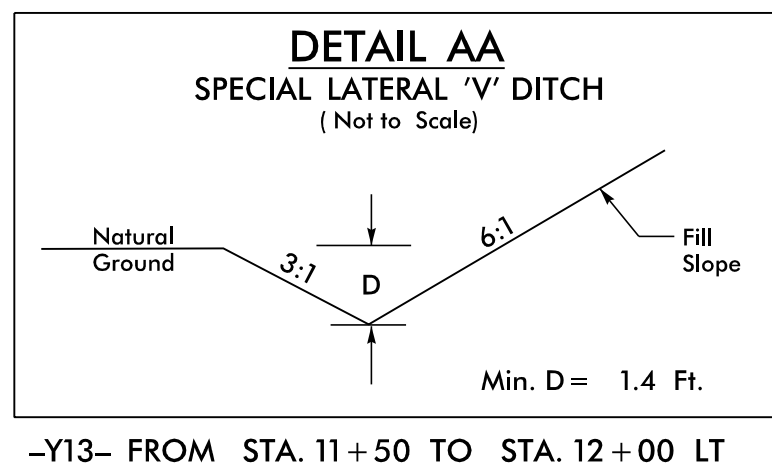
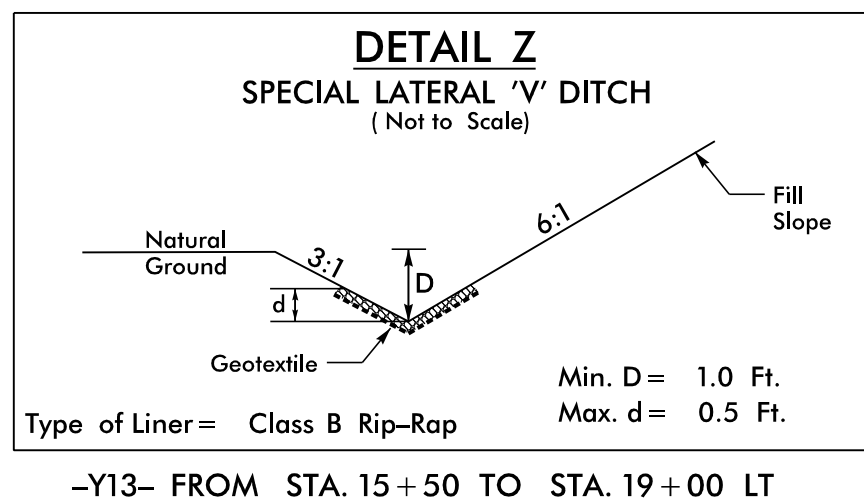
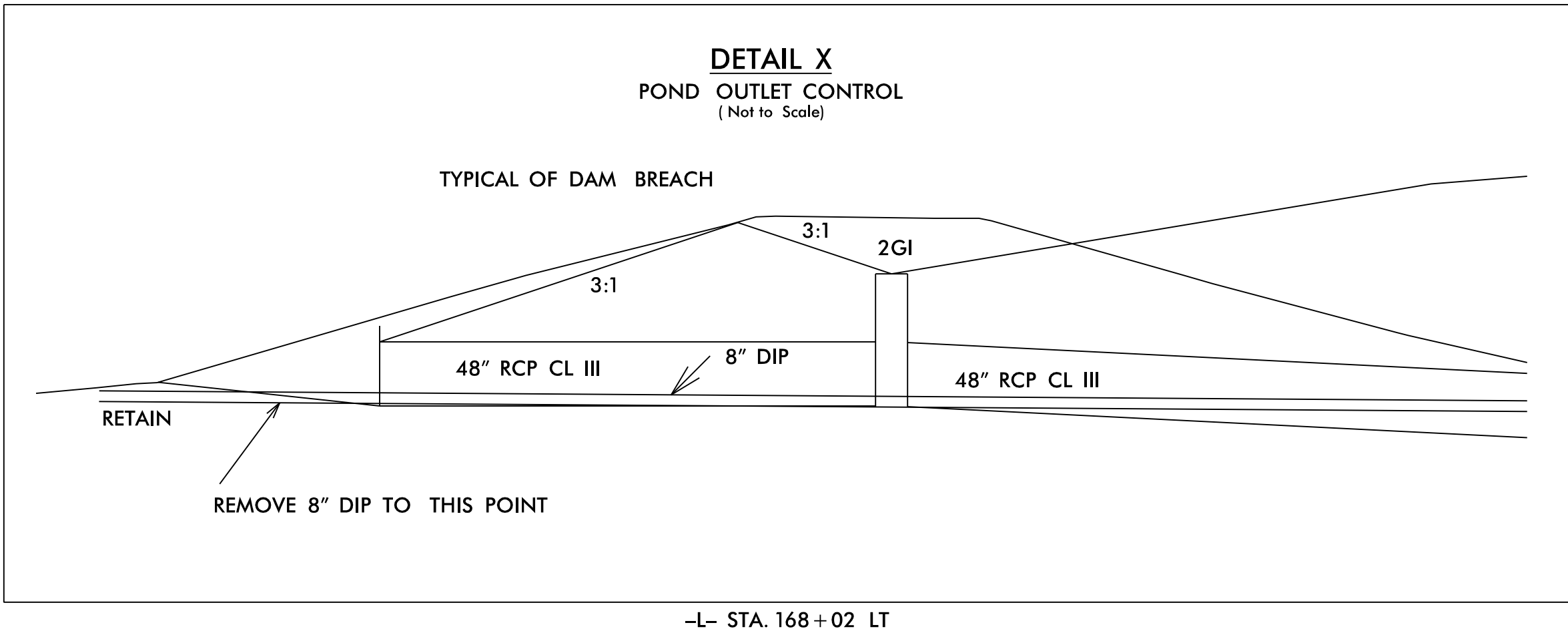
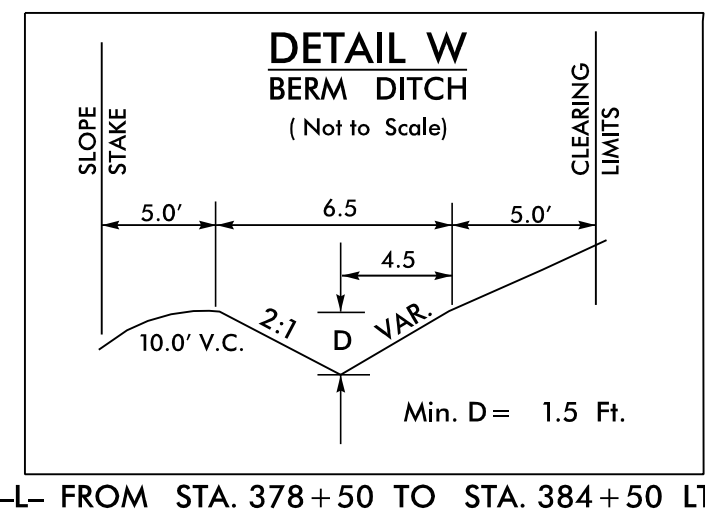
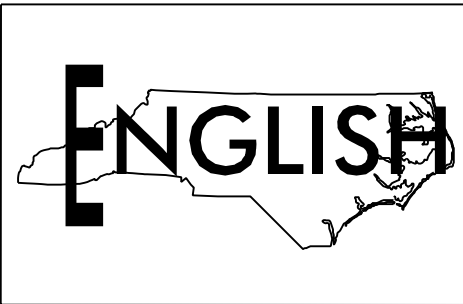




PROJECT REFERENCE NO.		SHEET NO.
R-5709		2D-2
RW SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER

PERMIT DRAWING
SHEET 3 OF 60

REVISED 12/20/2023

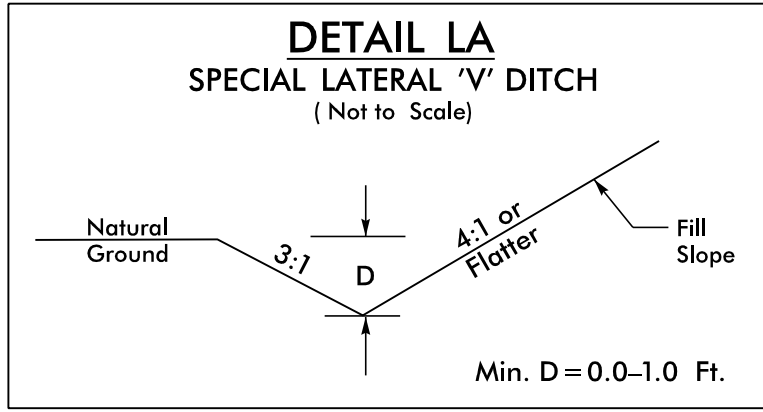


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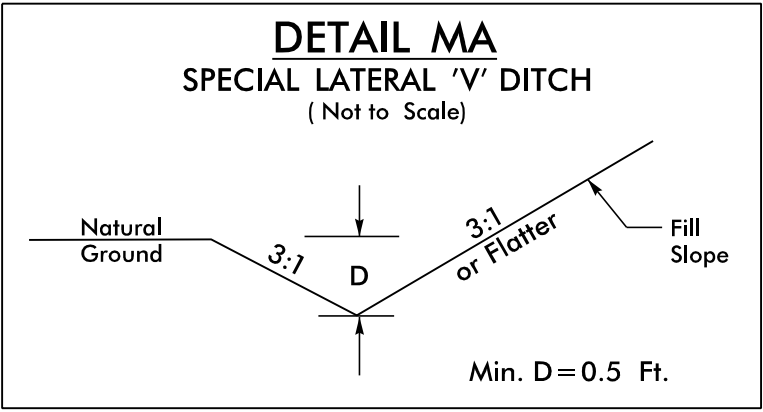
TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
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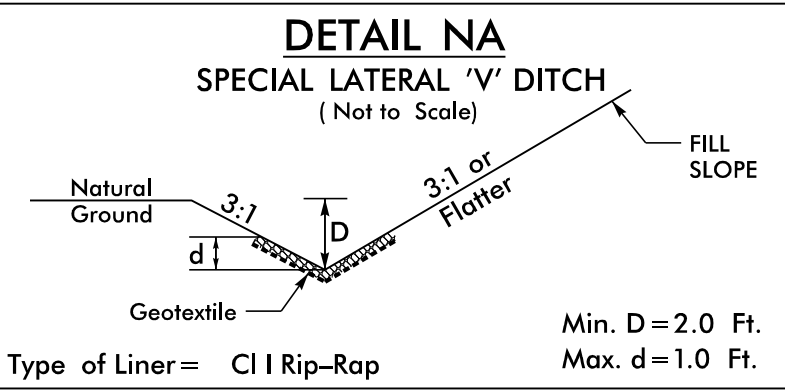
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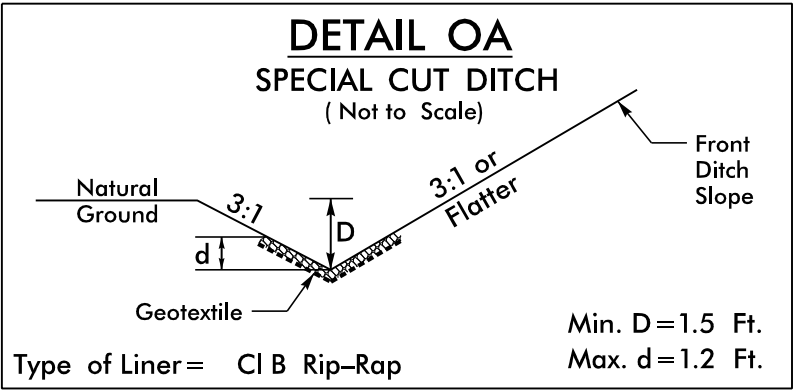
-L- FROM STA. 204+50 TO STA. 205+00 RT
-L- FROM STA. 274+50 TO STA. 275+50 RT
-L- FROM STA. 334+00 TO STA. 334+25 RT



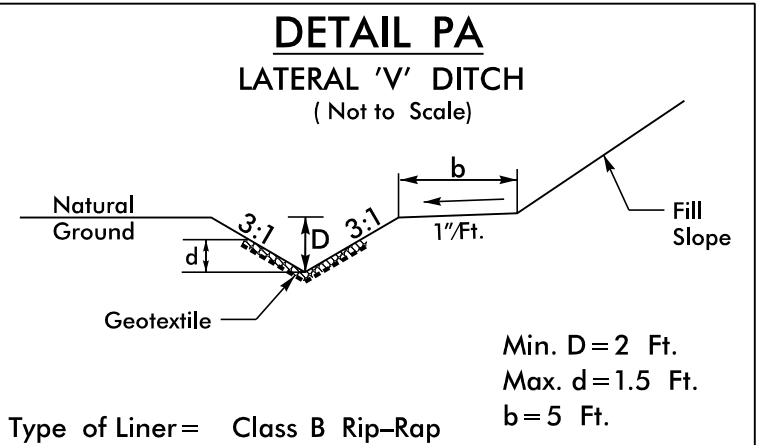
-L- FROM STA. 53+00 TO STA. 56+00 LT
-Y1- FROM STA. 11+00 TO STA. 12+50 RT
-Y2- FROM STA. 19+25 TO STA. 20+50 RT
-Y3- FROM STA. 18+20 TO STA. 18+90 RT
-Y4- FROM STA. 12+00 TO STA. 14+50 RT
-Y4A- FROM STA. 11+00 TO STA. 11+85 RT
-Y4B- FROM STA. 10+50 TO STA. 12+50 LT
-Y6- FROM STA. 13+00 TO STA. 14+50 LT
-Y6A- FROM STA. 11+22 TO STA. 11+75 LT
-Y9F- FROM STA. 20+50 TO STA. 21+00 LT



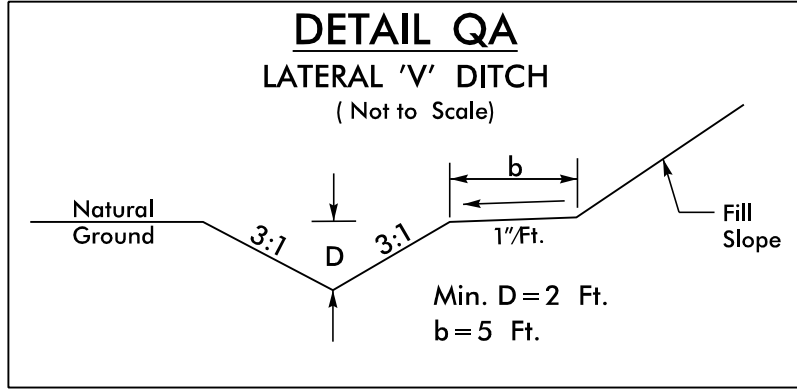
-L- FROM STA. 38+00 TO STA. 39+40 LT
-Y5A- FROM STA. 10+66 TO STA. 12+00 RT



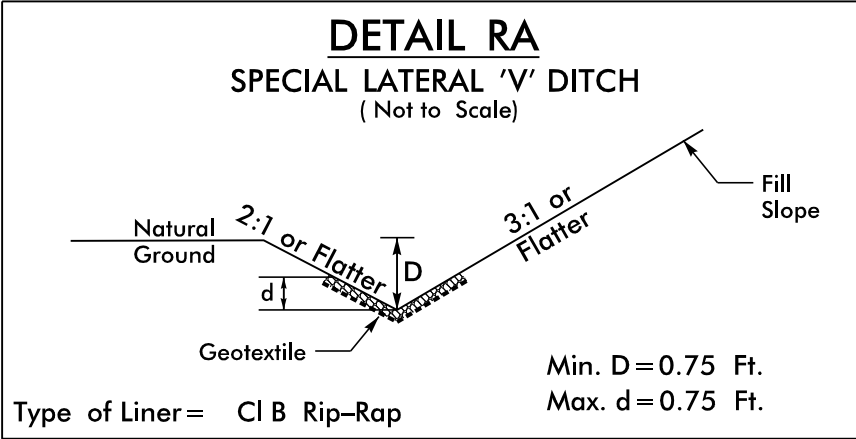
-L- FROM STA. 489+50 TO STA. 498+00 RT



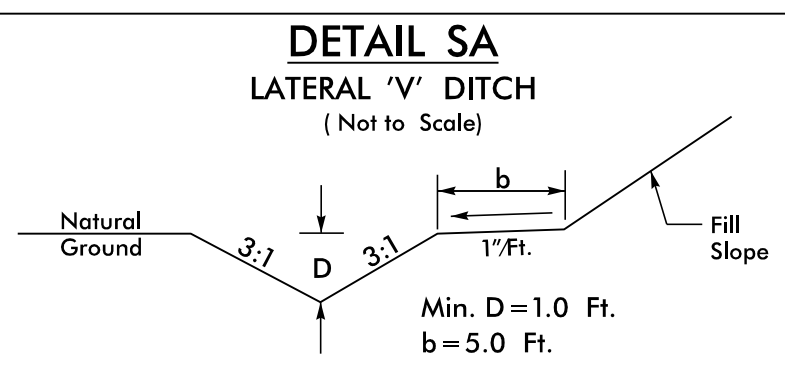
-Y9E- FROM STA. 11+00 TO STA. 12+00 RT



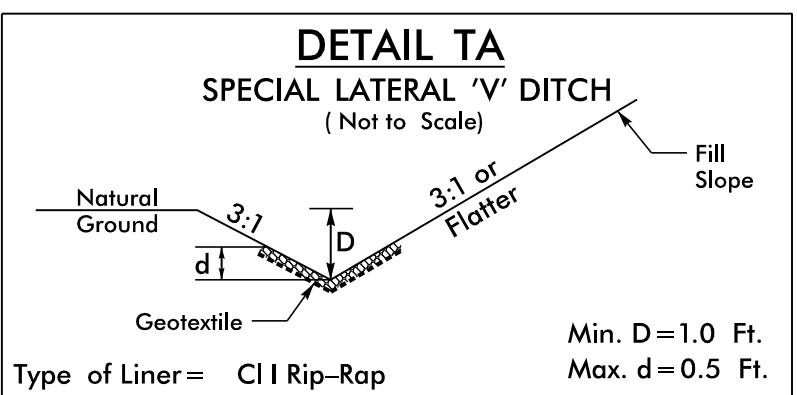
-Y9E- FROM STA. 12+00 TO STA. 13+00 RT
-L- FROM STA. 263+00 TO STA. 264+30 LT
-L- FROM STA. 264+50 TO STA. 266+00 LT



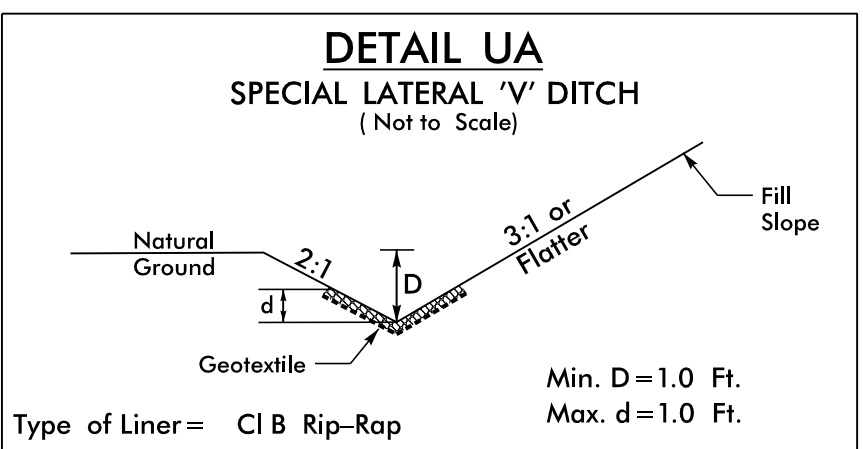
-L- FROM STA. 49+00 TO STA. 51+76.69 LT
-L- FROM STA. 60+32.75 TO STA. 60+75 RT
-Y6- FROM STA. 13+00 TO STA. 15+04 RT



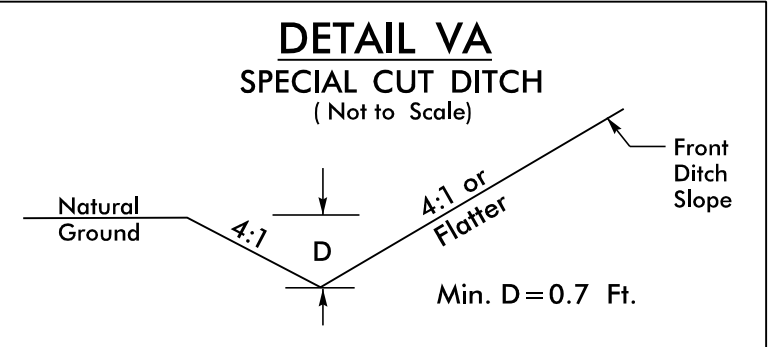
-L- FROM STA. 73+50 TO STA. 74+50 RT
-L- FROM STA. 243+70 TO STA. 244+80 LT
-L- FROM STA. 253+00 TO STA. 255+10 RT
-L- FROM STA. 254+85 TO STA. 260+30 LT
-Y9A- FROM STA. 11+71 TO STA. 12+85 RT



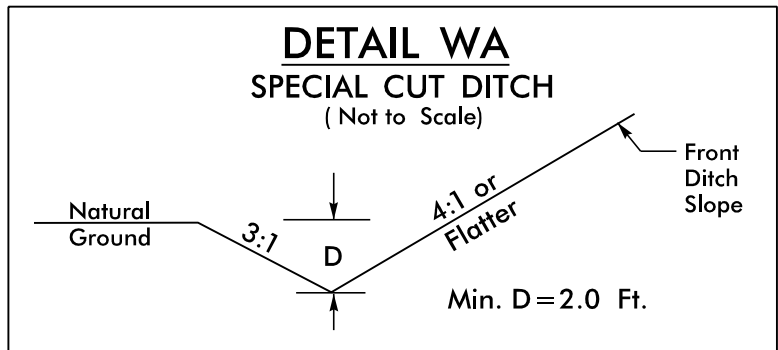
-Y2A- FROM STA. 14+50 TO STA. 14+93.84 RT
-Y11- FROM STA. 11+08 TO STA. 11+50 RT



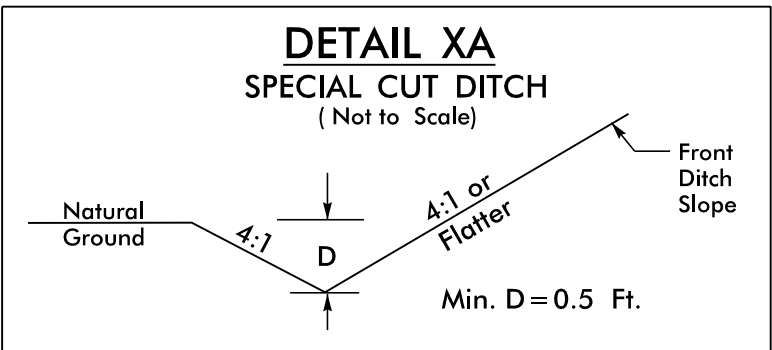
-L- FROM STA. 40+35 TO STA. 44+90 LT



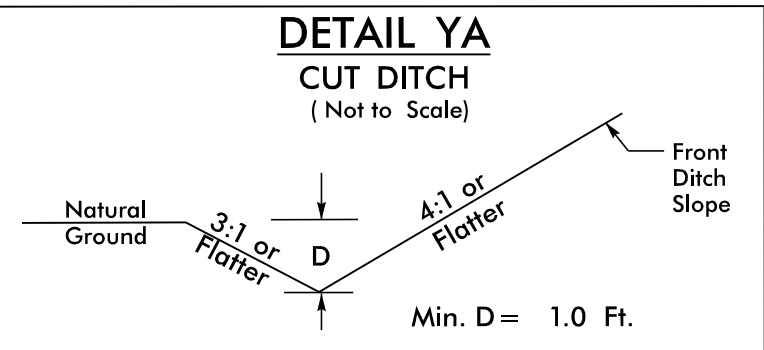
-L- FROM STA. 120+50 TO STA. 121+50 RT
-L- FROM STA. 127+50 TO STA. 128+25 RT



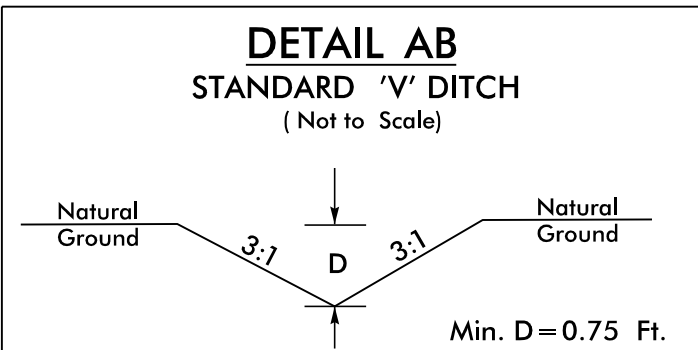
-L- FROM STA. 134+20 TO STA. 135+75 LT



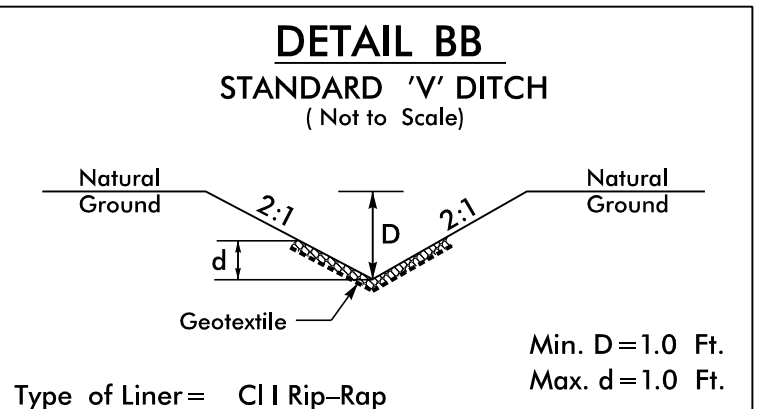
-L- FROM STA. 170+20 TO STA. 172+00 RT



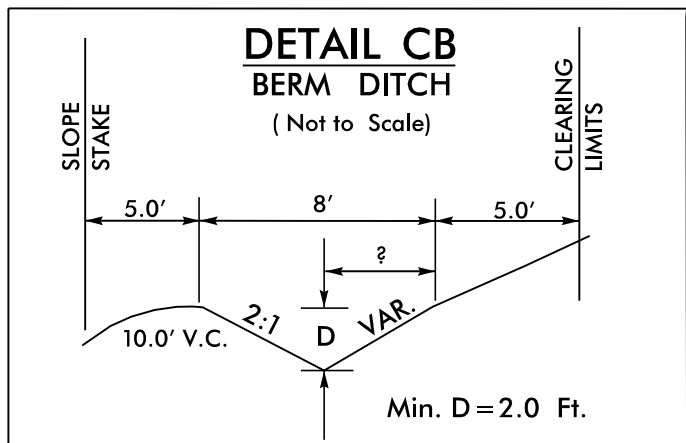
-L- FROM STA. 146+50 TO STA. 151+00 RT



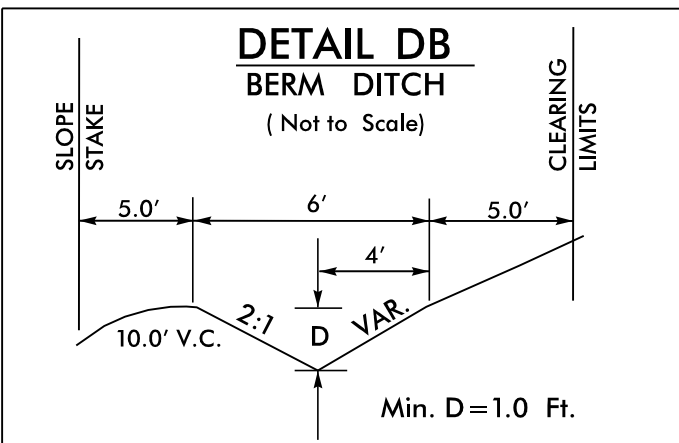
-Y9F- FROM STA. 20+00 TO STA. 20+50 LT; L=50'
S=1.75%; Beg El.=431.8; End El.=430.9; DDE=6 CY



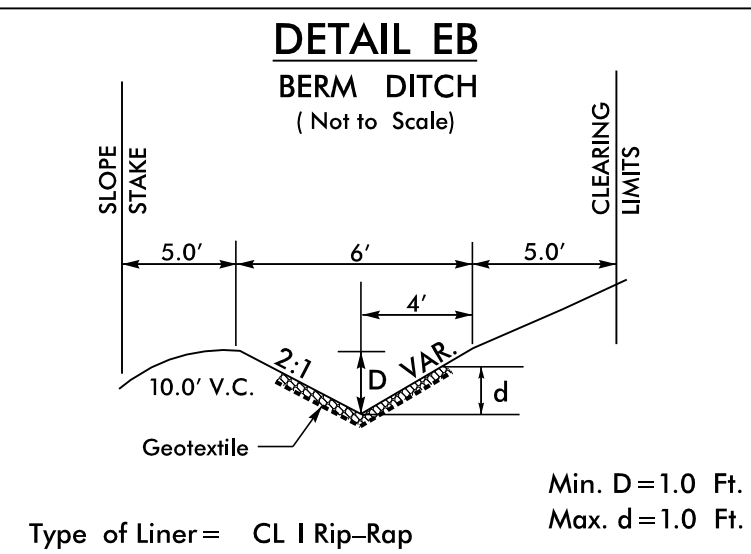
-L- FROM STA. 45+50 TO STA. 45+79 LT
-L- FROM STA. 686+92 TO STA. 687+42 RT; S=5.00%; L=50';
Beg El.=343.60 TO End El.=341.08; DDE=6 CY



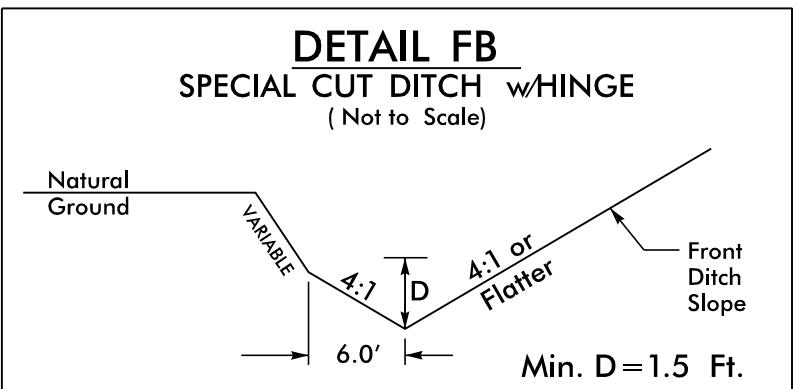
-L- FROM STA. 156+50 TO STA. 157+50 LT



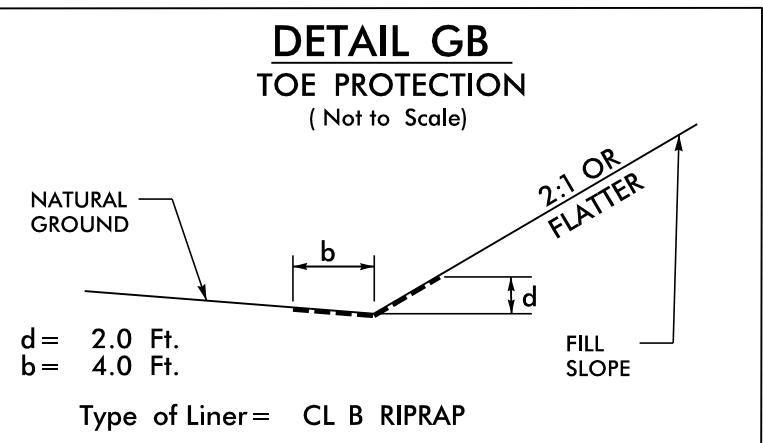
-L- FROM STA. 27+00 TO STA. 30+00 RT
-L- FROM STA. 32+00 TO STA. 33+00 RT
-L- FROM STA. 157+50 TO STA. 160+50 LT
-L- FROM STA. 161+25 TO STA. 163+50 LT



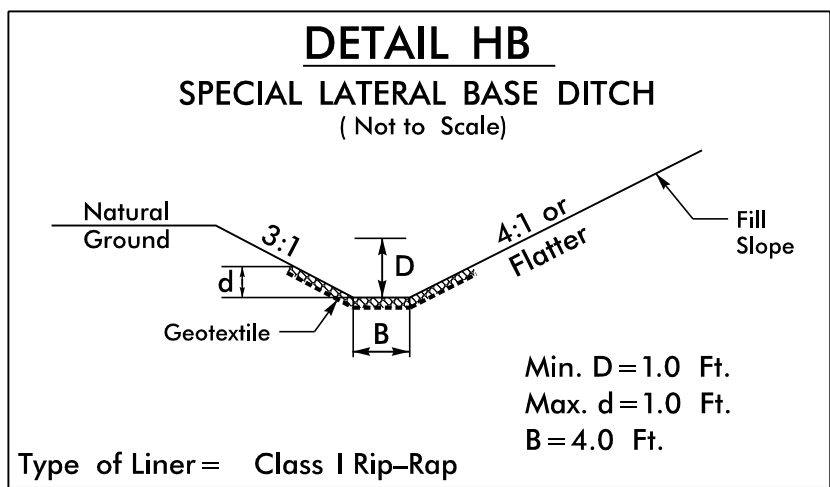
-L- FROM STA. 24+50 TO STA. 27+00 RT
-L- FROM STA. 33+00 TO STA. 34+00 RT



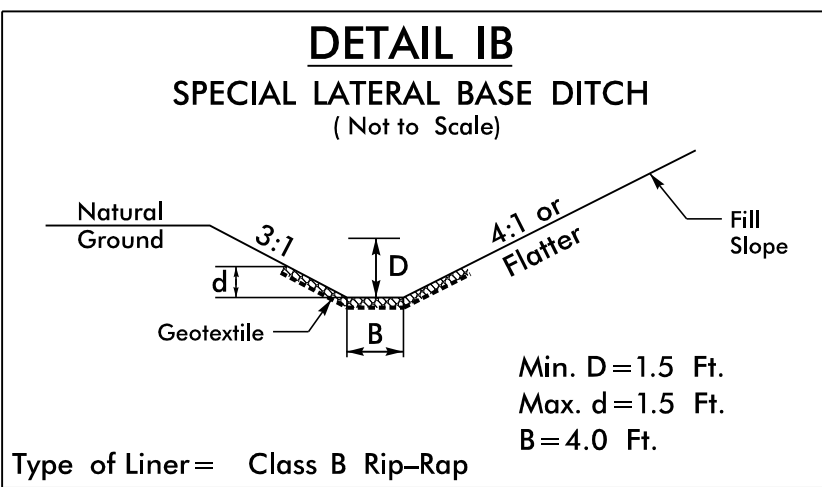
-L- FROM STA. 108+80 TO STA. 112+10 LT
-L- FROM STA. 128+18 TO STA. 131+50 LT
-L- FROM STA. 147+25 TO STA. 148+50 LT



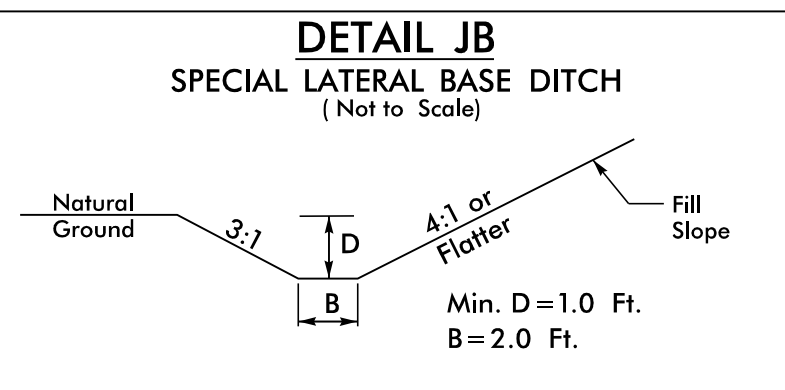
-L- FROM STA. 35+45 TO STA. 37+60 LT



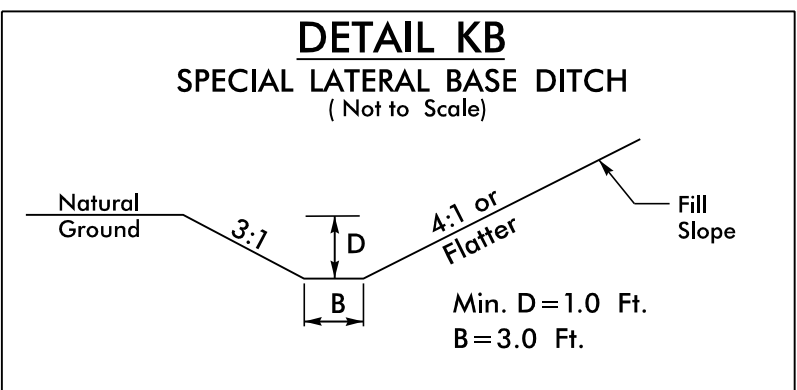
-L- FROM STA. 78+50 TO STA. 79+50 RT
-L- FROM STA. 201+00 TO STA. 201+80 LT



-L- FROM STA. 244+60 TO STA. 244+80 RT
-DR4- FROM STA. 12+50 TO STA. 13+00 RT



-L- FROM STA. 79+50 TO STA. 81+00 RT
-L- FROM STA. 199+50 TO STA. 201+00 LT
-L- FROM STA. 237+50 TO STA. 238+05 RT
-Y9B- FROM STA. 18+50 TO STA. 22+75 RT

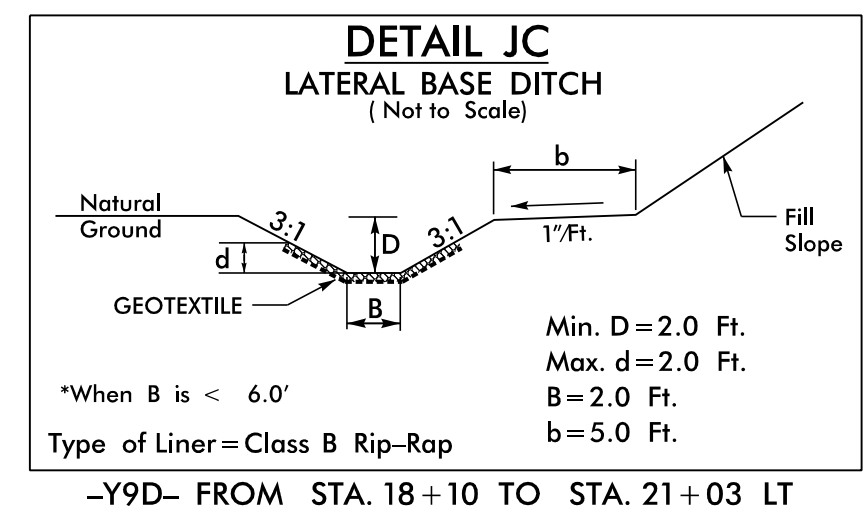
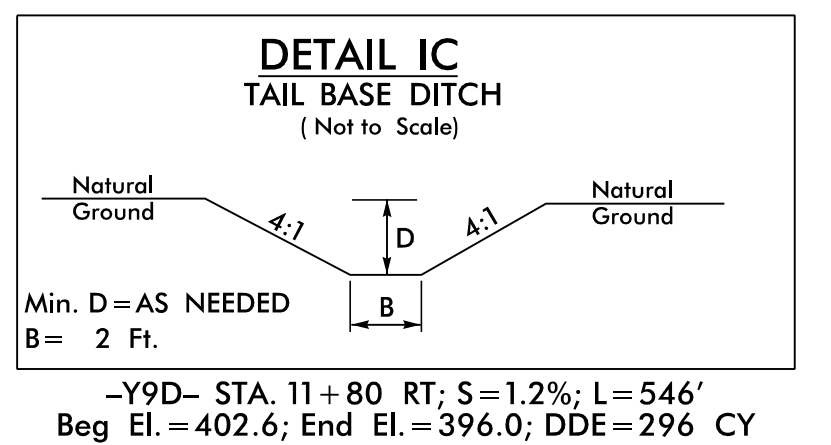
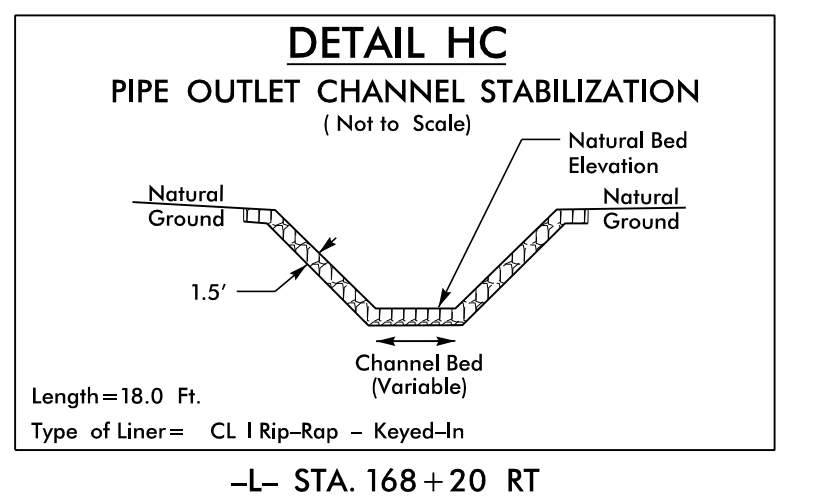
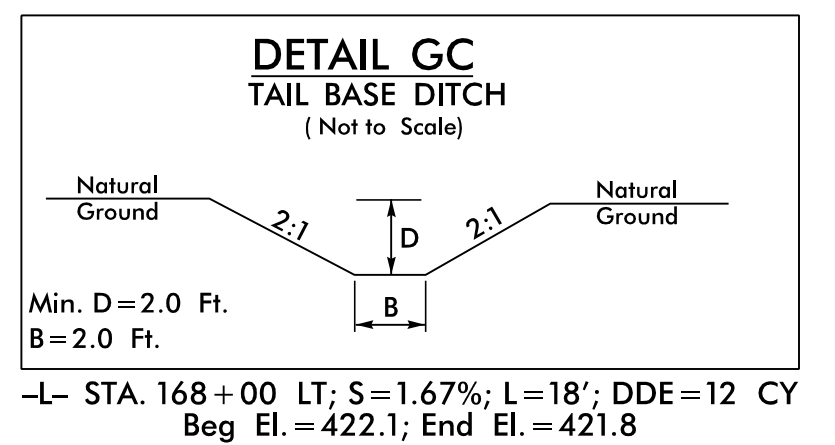
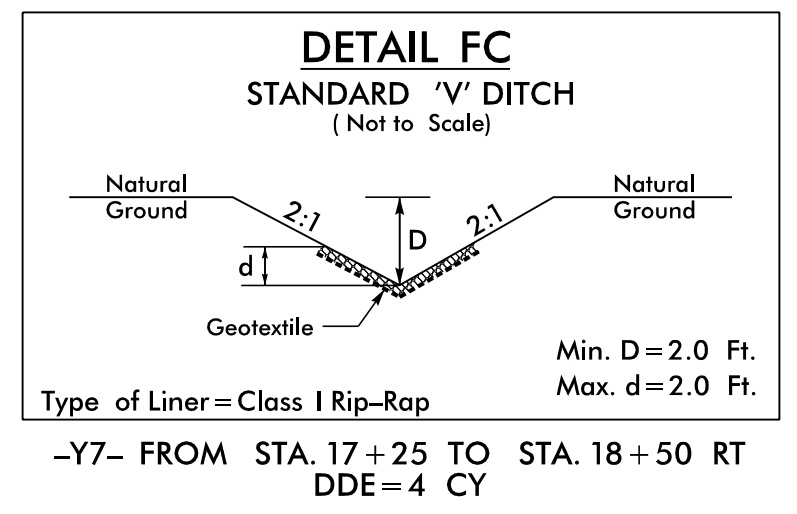
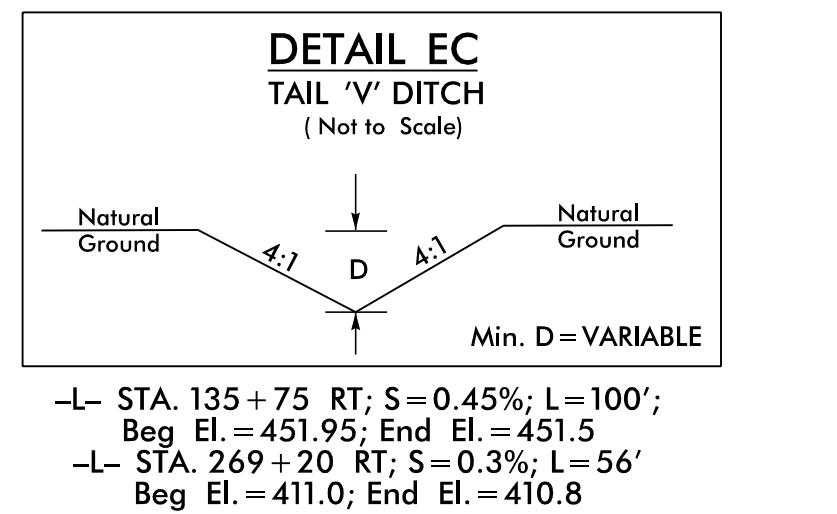
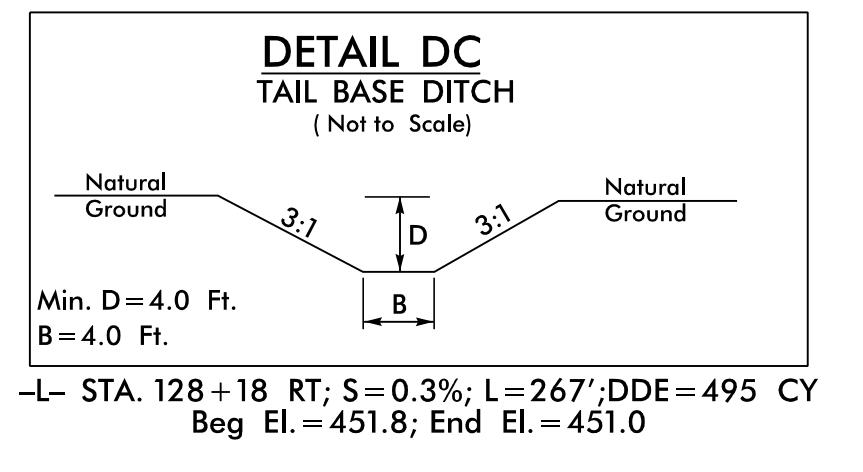
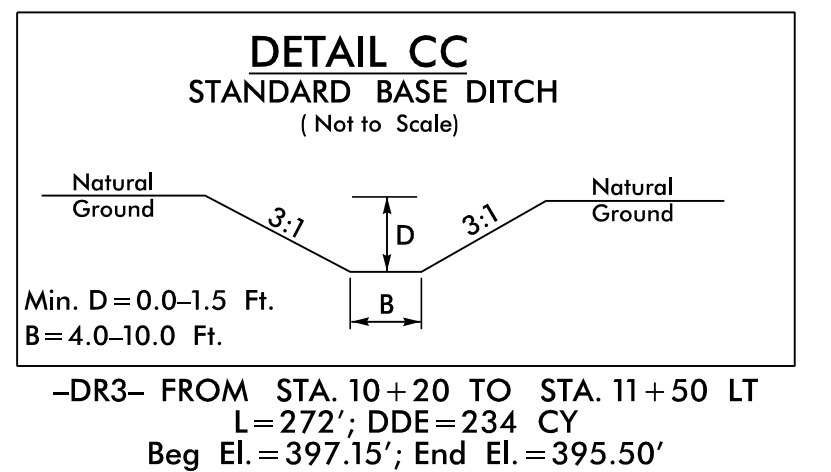
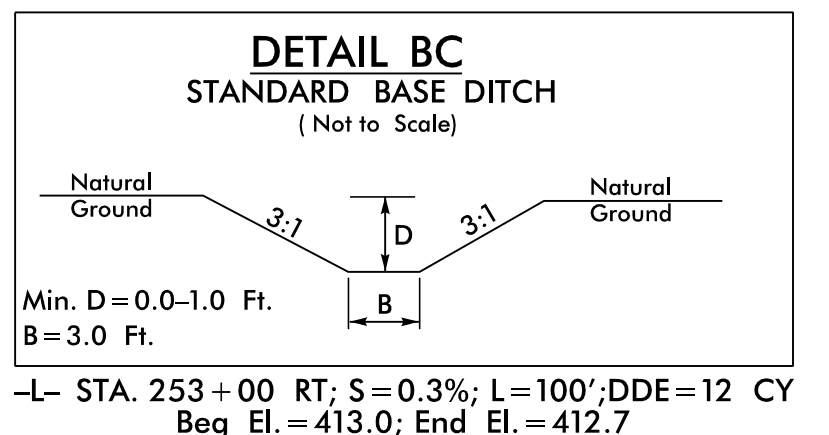
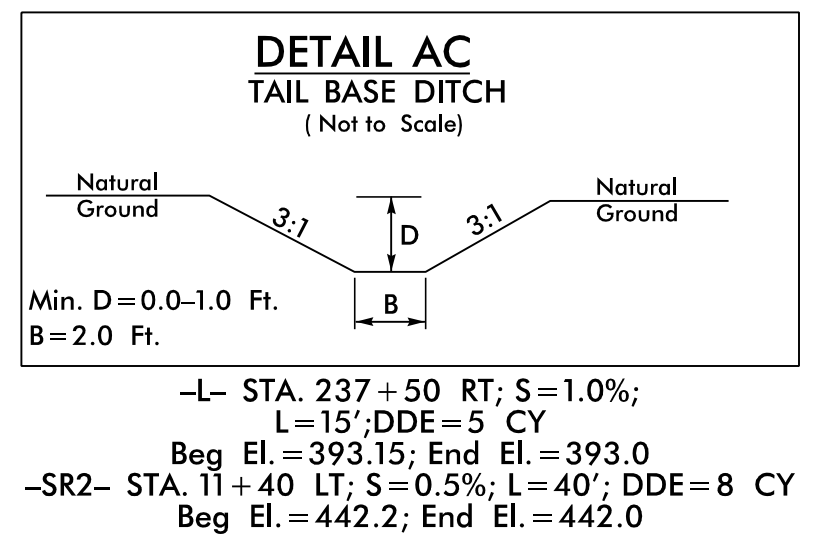
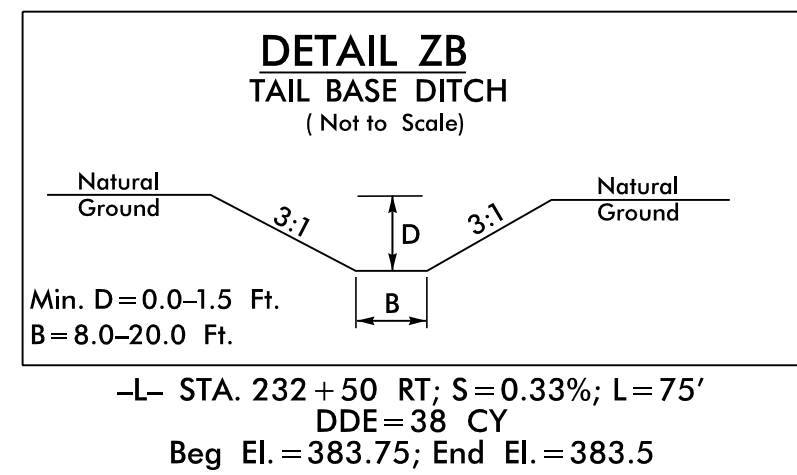
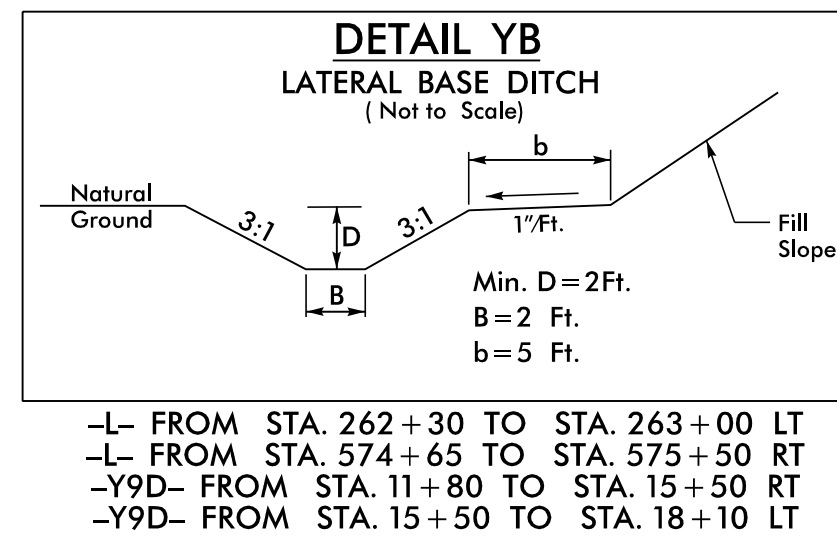
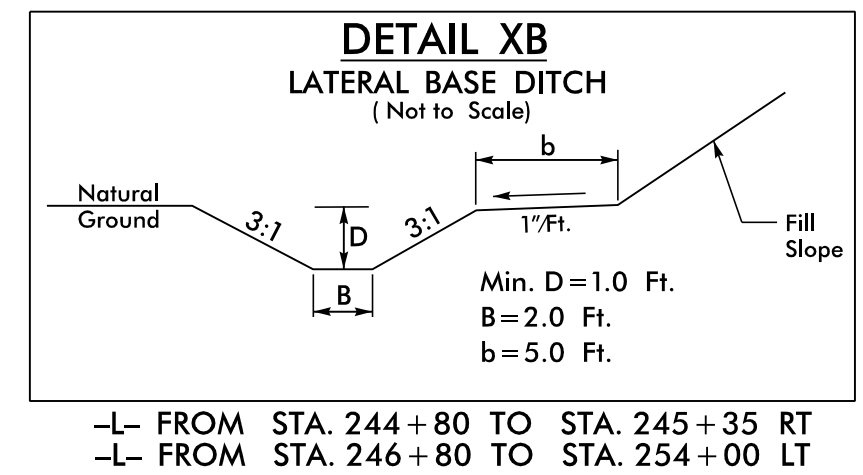
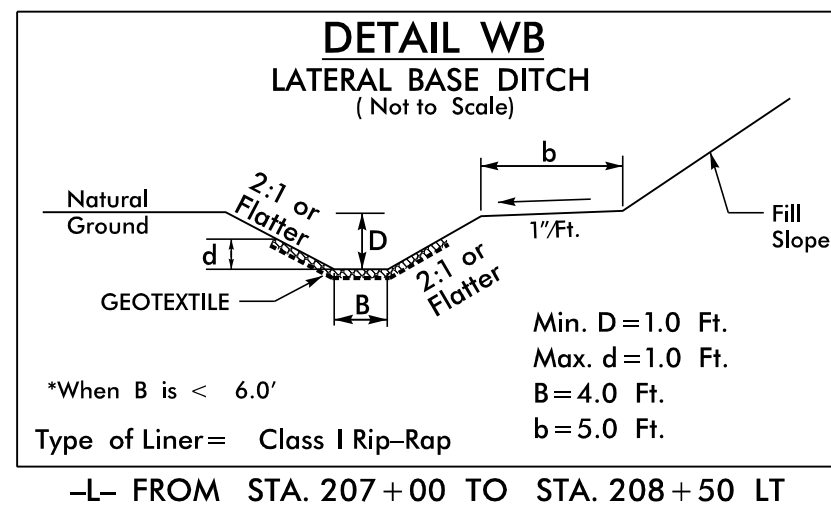
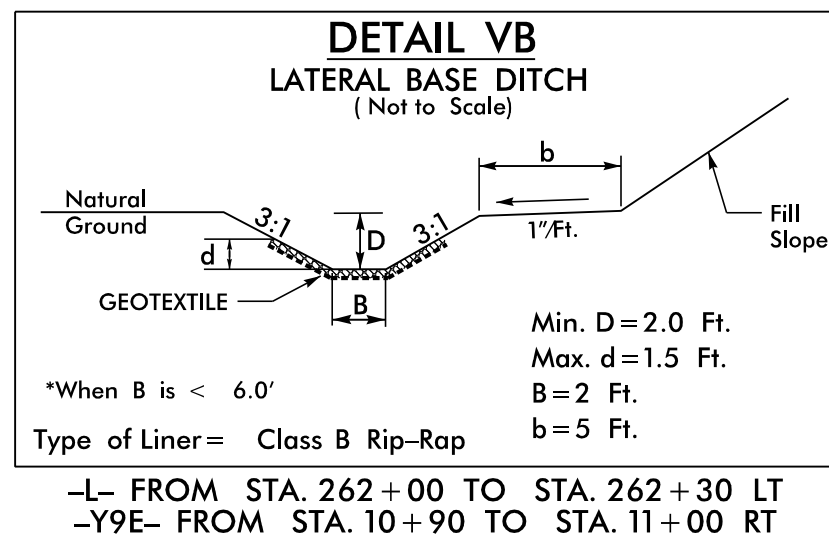
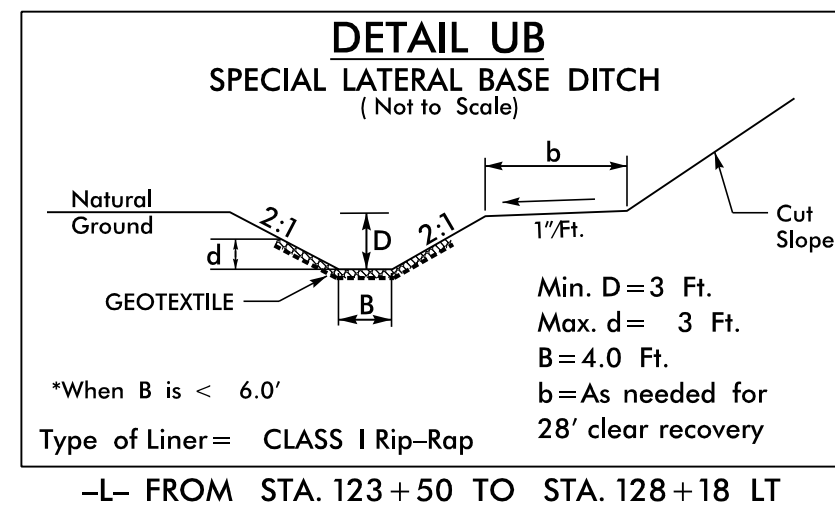
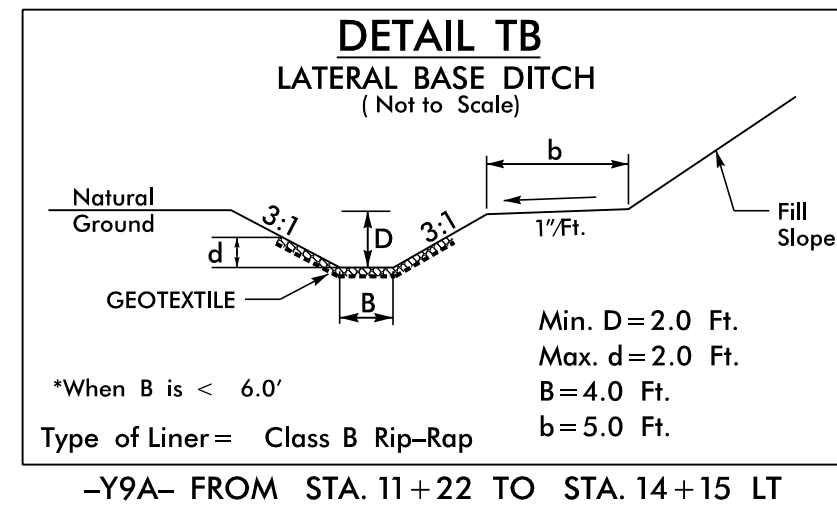
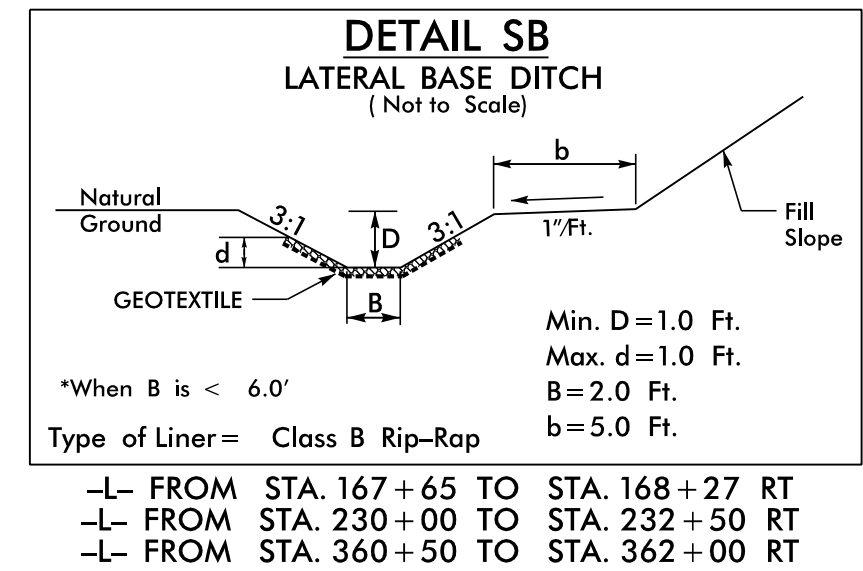
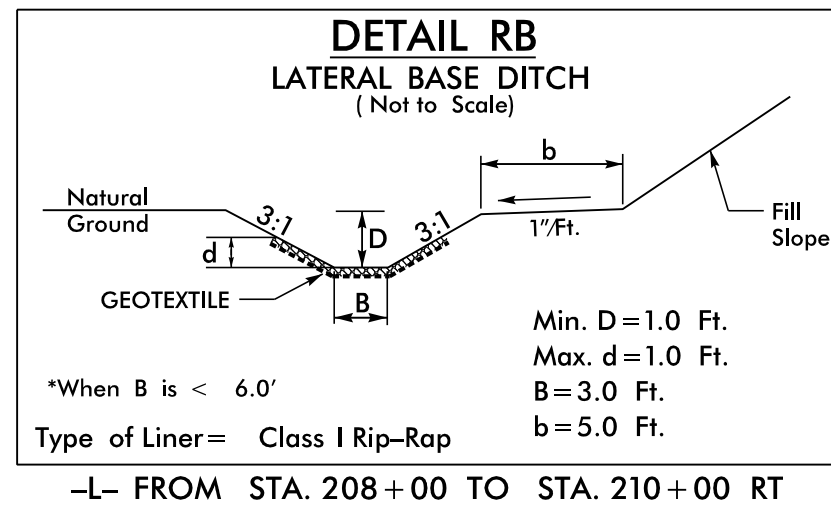
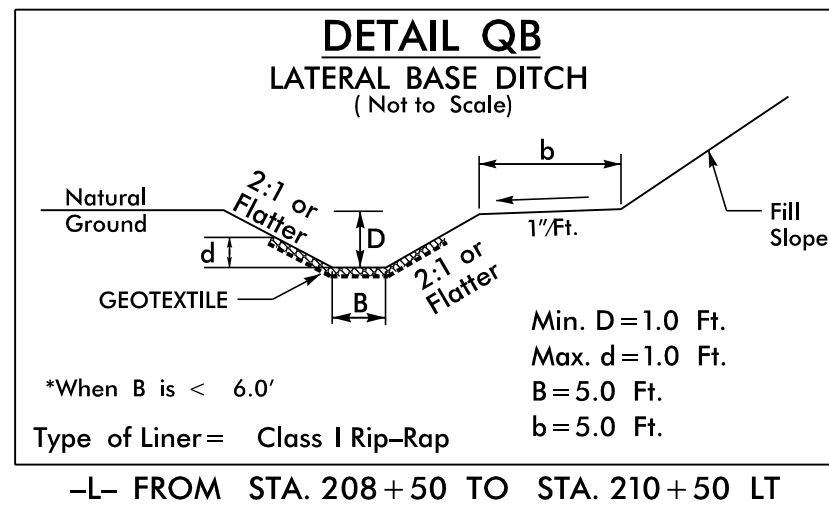
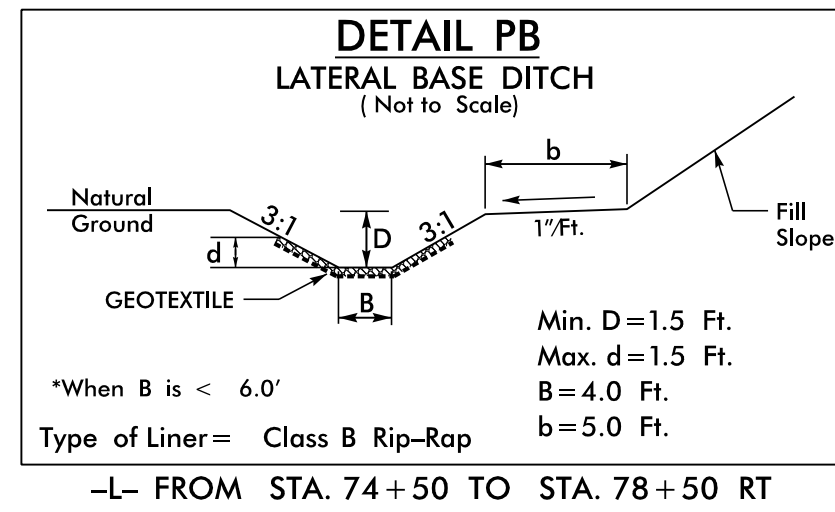
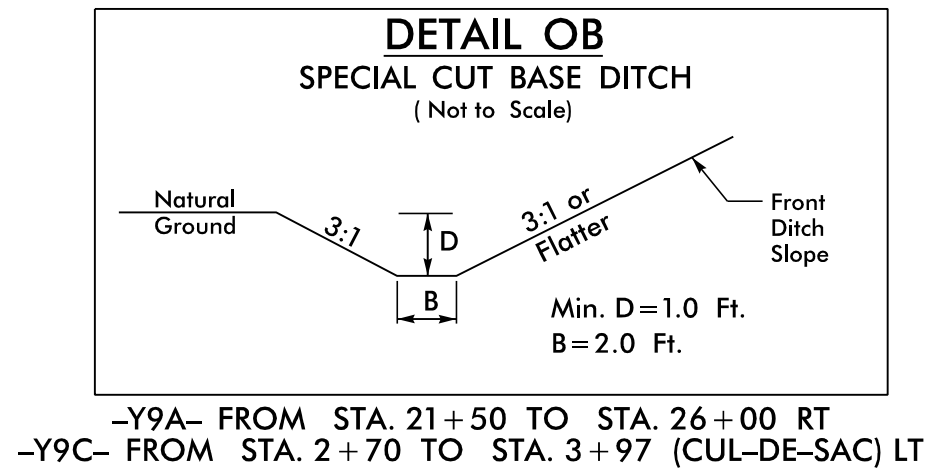
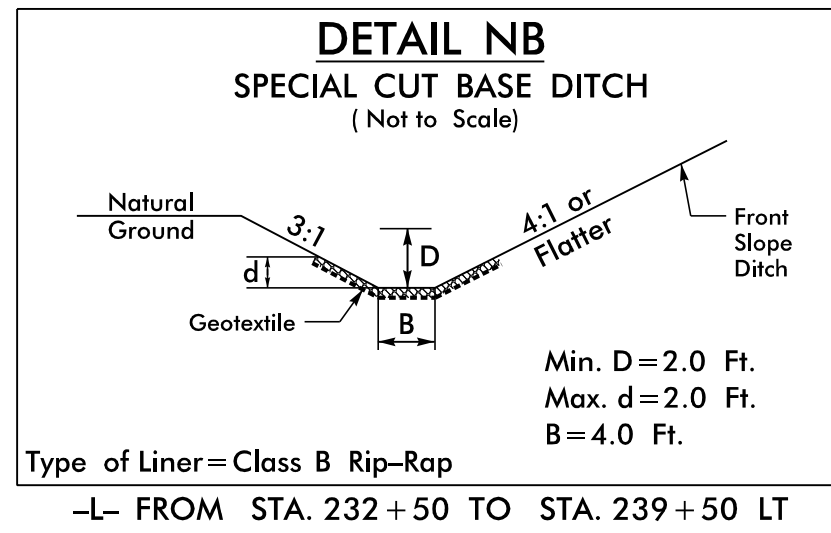
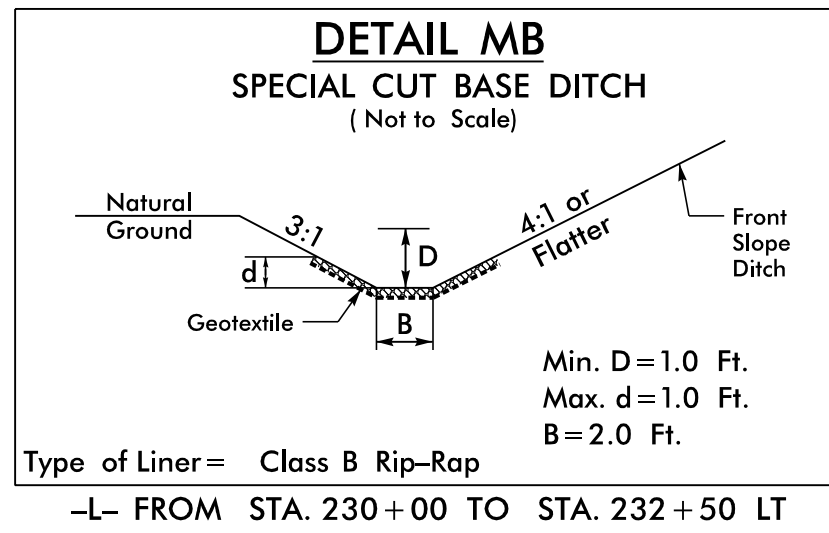
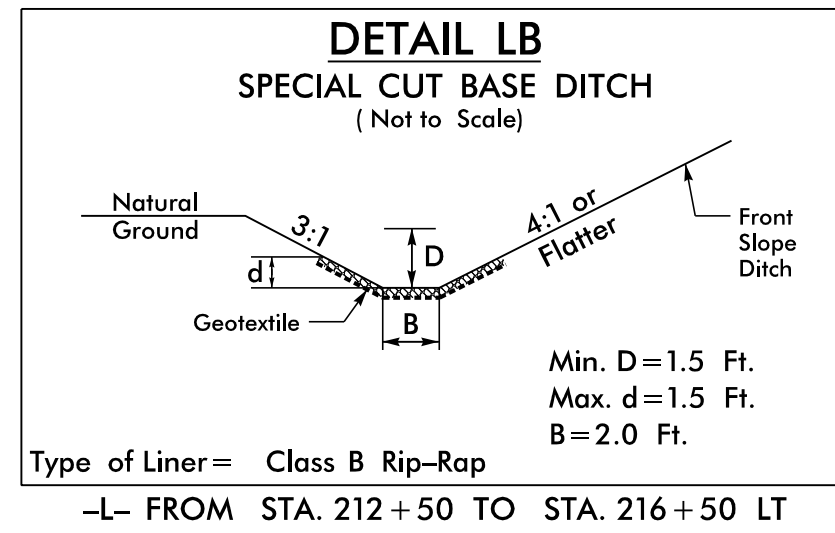


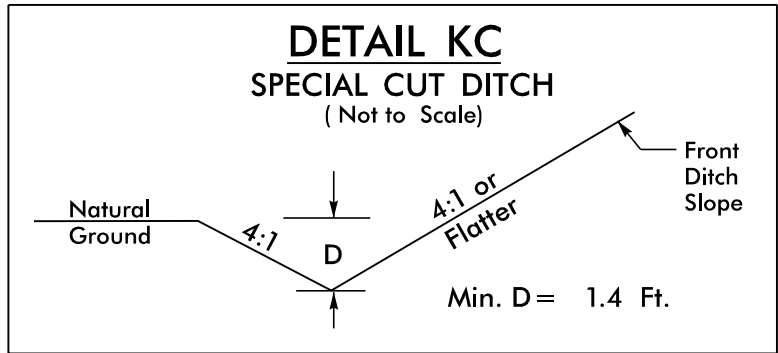
-Y9A- FROM STA. 14+15 TO STA. 21+50 RT



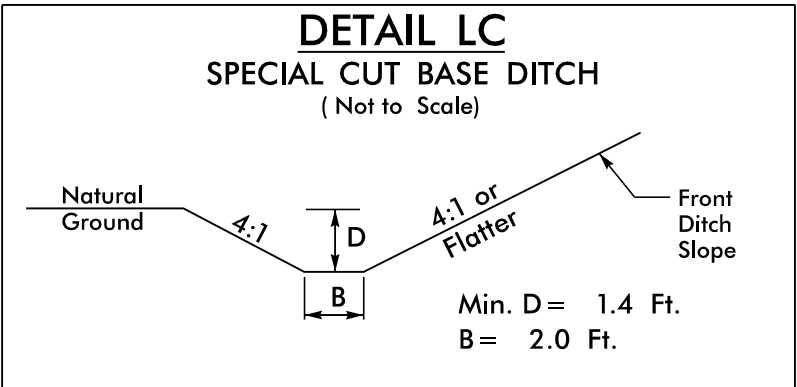
PERMIT DRAWING
SHEET 4 OF 60

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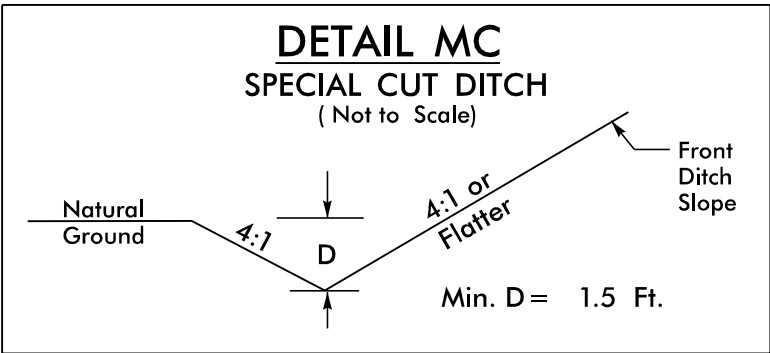




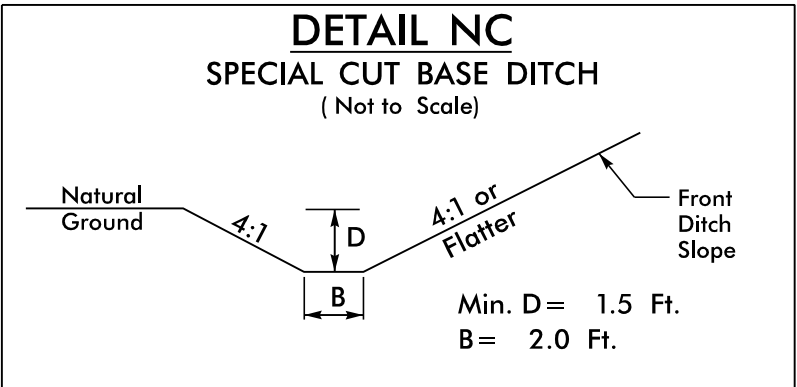
-L- FROM STA. 281+50 TO STA. 282+50 LT



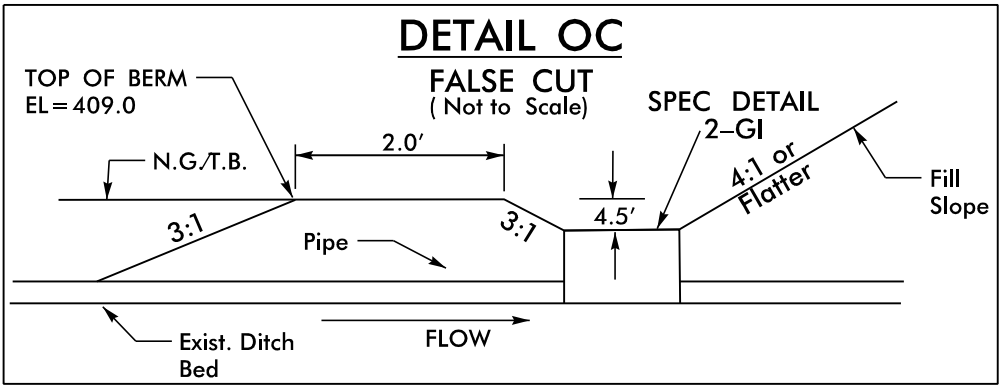
-L- FROM STA. 273+00 TO STA. 275+25 LT
-L- FROM STA. 276+10 TO STA. 281+50 LT



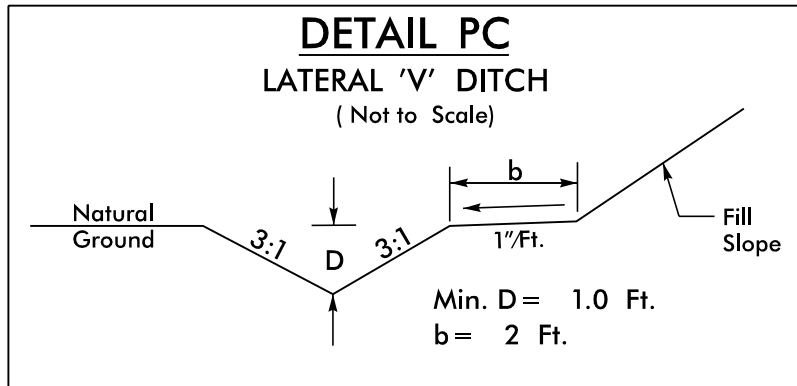
-L- FROM STA. 283+50 TO STA. 284+40 LT
-L- FROM STA. 286+60 TO STA. 295+00 LT
-L- FROM STA. 315+00 TO STA. 329+50 LT
-L- FROM STA. 336+00 TO STA. 339+00 LT
-L- FROM STA. 348+50 TO STA. 352+00 RT
-L- FROM STA. 358+00 TO STA. 358+88 RT
-L- FROM STA. 359+50 TO STA. 360+50 LT
-Y10- FROM STA. 15+00 TO STA. 15+85 RT
-Y10- FROM STA. 18+00 TO STA. 19+50 RT



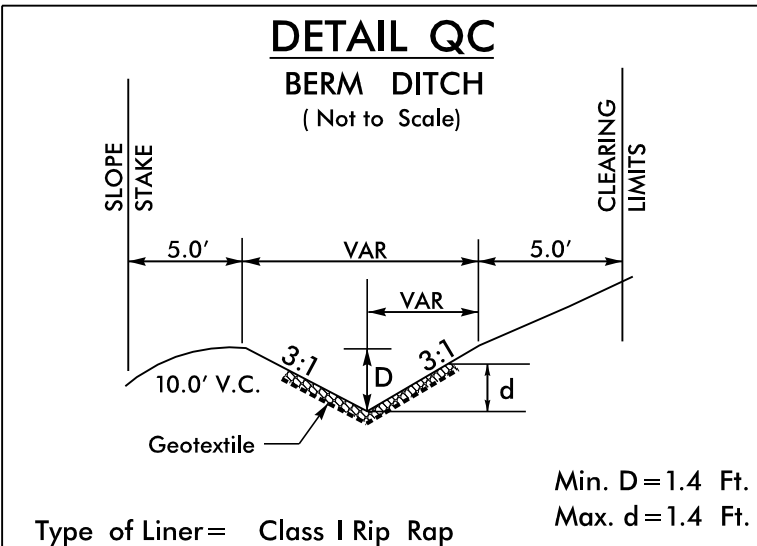
-L- FROM STA. 284+40 TO STA. 285+00 LT



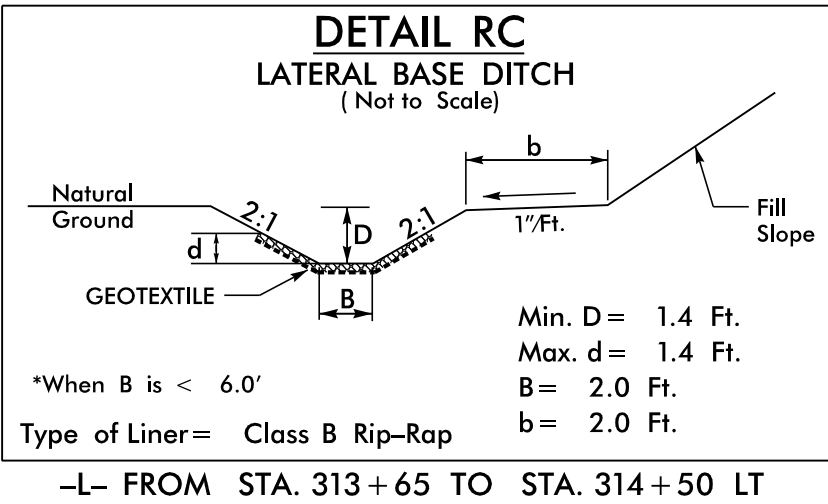
-L- STA. 302+59 TO STA. 303+86 LT



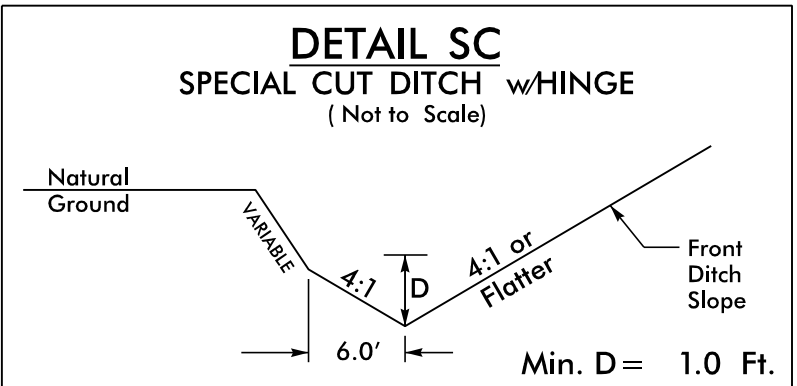
-L- FROM STA. 302+50 TO STA. 303+00 LT



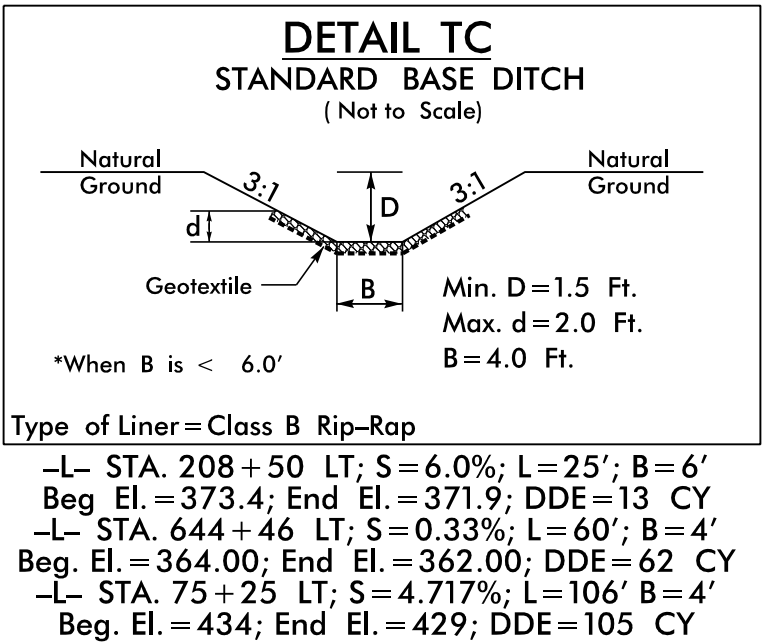
-L- FROM STA. 310+00 TO STA. 311+50 LT



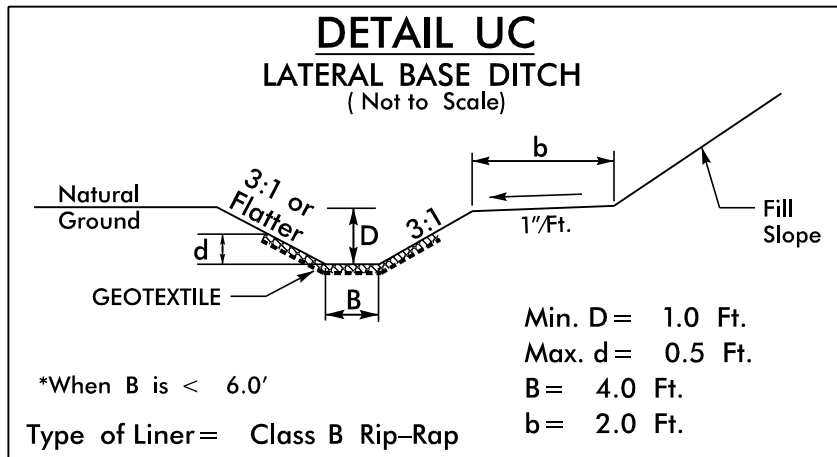
-L- FROM STA. 313+65 TO STA. 314+50 LT



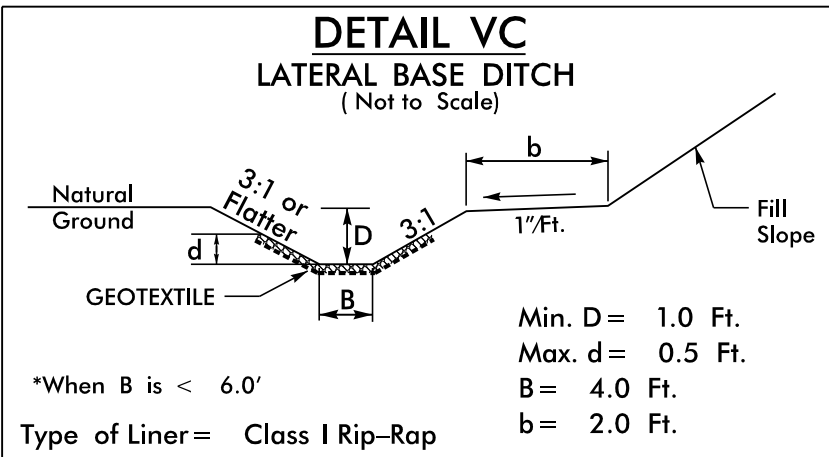
-L- FROM STA. 330+50 TO STA. 333+50 LT
-L- FROM STA. 352+50 TO STA. 359+50 LT



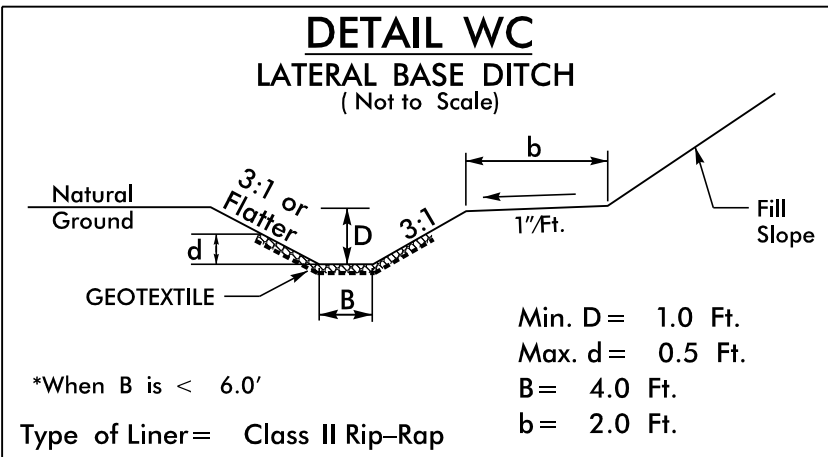
-L- STA. 208+50 LT; S=6.0%; L=25'; B=6'
Beg. El.=373.4; End El.=371.9; DDE=13 CY
-L- STA. 644+46 LT; S=0.33%; L=60'; B=4'
Beg. El.=364.00; End El.=362.00; DDE=62 CY
-L- STA. 75+25 LT; S=4.717%; L=106' B=4'
Beg. El.=434; End El.=429; DDE=105 CY



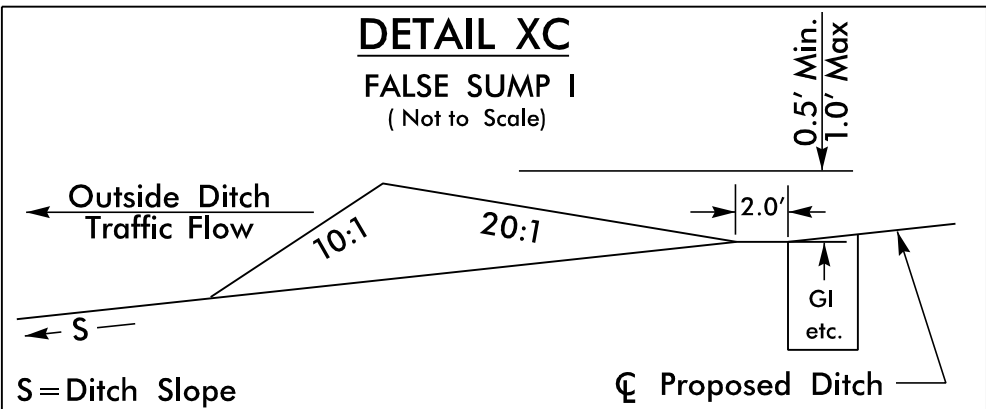
-L- FROM STA. 402+50 TO STA. 407+50 LT
-L- FROM STA. 557+00 TO STA. 557+75 LT
-L- FROM STA. 737+93 TO STA. 741+34 RT
-Y11E- FROM STA. 10+64 TO STA. 11+50 RT



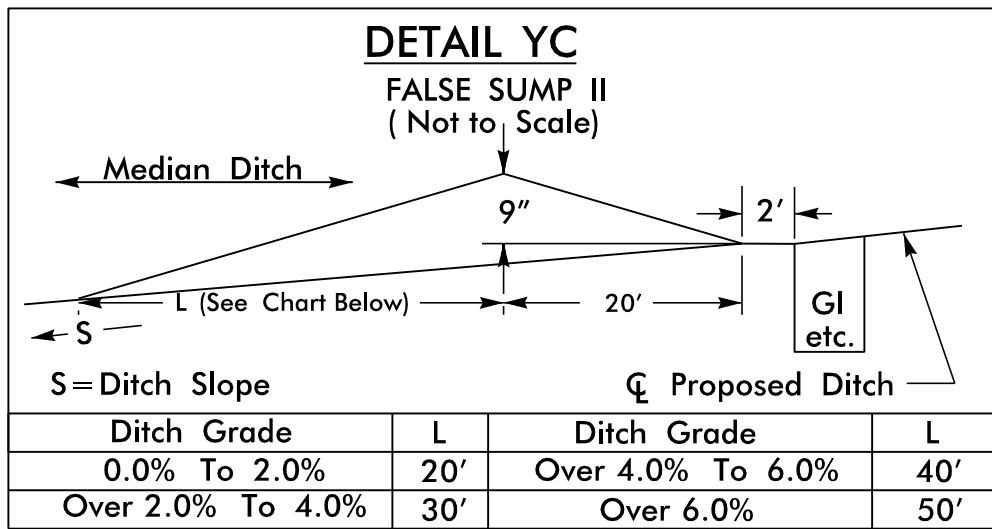
-DR3- FROM STA. 11+50 TO STA. 12+50 LT



-Y11C- FROM STA. 10+67 TO STA. 11+28 RT

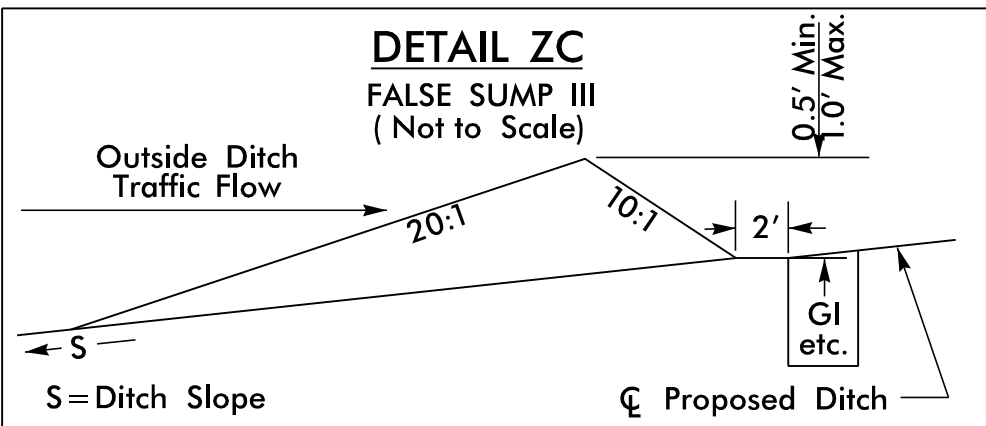


-L- STA. 113+00 LT
-L- STA. 119+50 LT
-L- STA. 135+89 LT
-L- STA. 201+20 RT
-L- STA. 299+30 RT
-L- STA. 311+30 LT
-L- STA. 314+80 LT
-L- STA. 320+80 LT
-L- STA. 339+30 LT
-L- STA. 361+05 LT
-L- STA. 378+00 LT
-L- STA. 390+00 RT
-L- STA. 397+31 LT
-L- STA. 402+00 LT
-L- STA. 421+88 LT
-L- STA. 529+00 LT
-L- STA. 555+80 LT
-Y9B- STA. 10+00 RT
-Y11A- STA. 11+39 LT

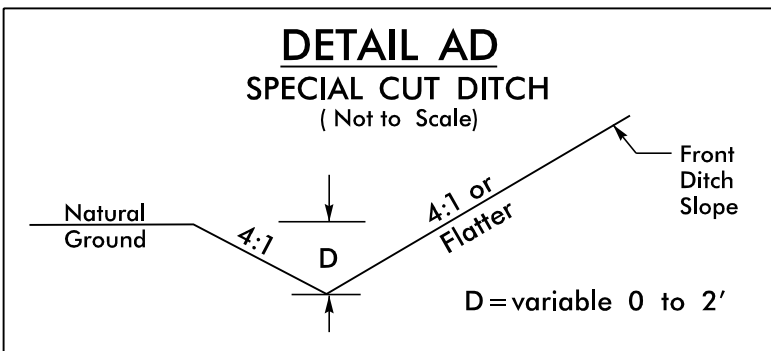


-L- STA. 173+19 MEDIAN
-L- STA. 264+30 TO 269+12 MEDIAN

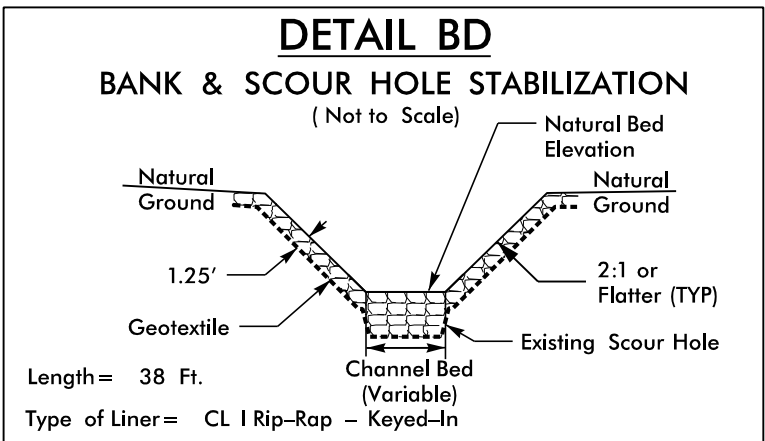
-L- STA. 185+20 MEDIAN
-L- STA. 195+85 MEDIAN
-L- STA. 201+20 MEDIAN
-L- STA. 207+20 MEDIAN
-L- STA. 284+00 MEDIAN
-L- STA. 286+30 MEDIAN
-L- STA. 311+80 MEDIAN
-L- STA. 314+30 MEDIAN
-L- STA. 320+80 MEDIAN
-L- STA. 359+23 MEDIAN
-L- STA. 361+05 MEDIAN
-L- STA. 376+31 MEDIAN
-L- STA. 387+14 MEDIAN
-L- STA. 400+78 MEDIAN
-L- STA. 401+63 MEDIAN
-L- STA. 407+62 MEDIAN
-L- STA. 413+00 MEDIAN
-L- STA. 426+00 MEDIAN
-L- STA. 453+00 MEDIAN
-L- STA. 489+00 MEDIAN
-L- STA. 507+00 MEDIAN
-L- STA. 528+69 MEDIAN
-L- STA. 555+63 MEDIAN
-L- STA. 607+35 MEDIAN
-L- STA. 633+64 MEDIAN
-L- STA. 650+39 MEDIAN
-L- STA. 699+57 MEDIAN
-L- STA. 708+43 MEDIAN
-L- STA. 731+49 MEDIAN
-L- STA. 740+50 MEDIAN
-L- STA. 758+00 MEDIAN
-L- STA. 782+69 MEDIAN



-L- STA. 157+50 TO 165+10 LT
-L- STA. 97+40 LT
-L- STA. 195+75 LT
-L- STA. 303+50 LT
-L- STA. 314+30 RT
-L- STA. 385+12 RT
-L- STA. 422+00 RT
-L- STA. 555+63 RT
-L- STA. 569+00 RT
-L- STA. 644+63 LT



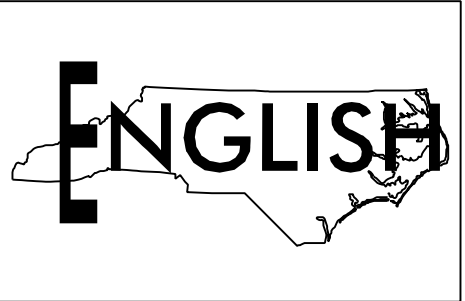
FROM STA. 172+75 TO STA. 173+17 -L- RT

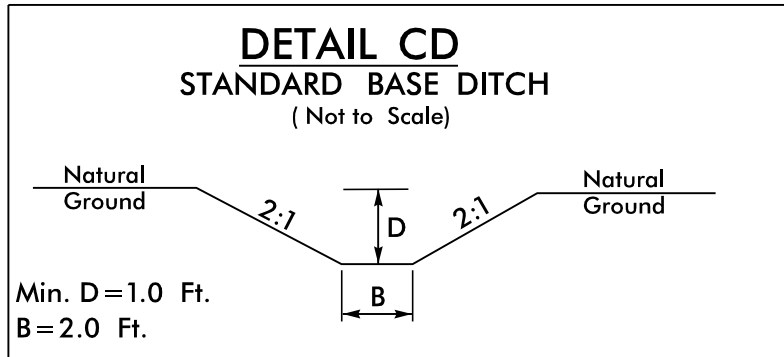


-Y4- STA. 14+62 LT; Length=38 Ft.
-L- STA. 34+64 LT; Length=26 Ft.

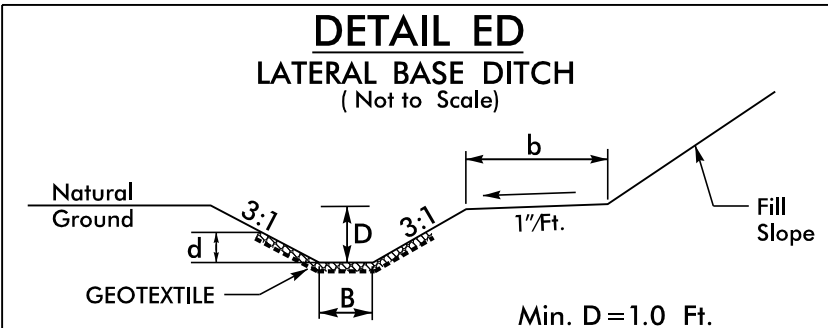
PROJECT REFERENCE NO. <i>R-5709</i>		SHEET NO. <i>2D-5</i>
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

PERMIT DRAWING
SHEET 6 OF 60
REVISED 12/20/2023



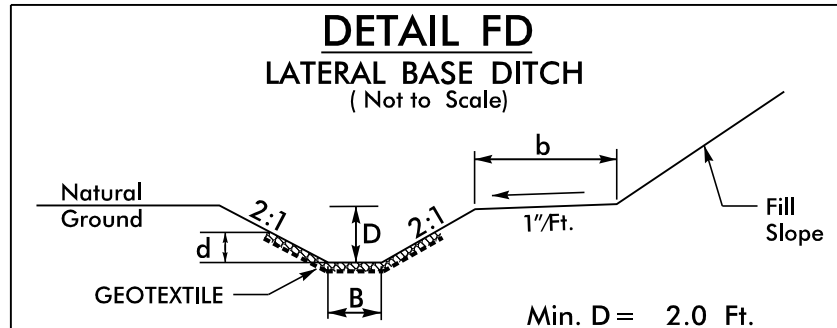


(DITCH CLEANOUT) STA. 146+00 -L- RT
DDE=95 CY



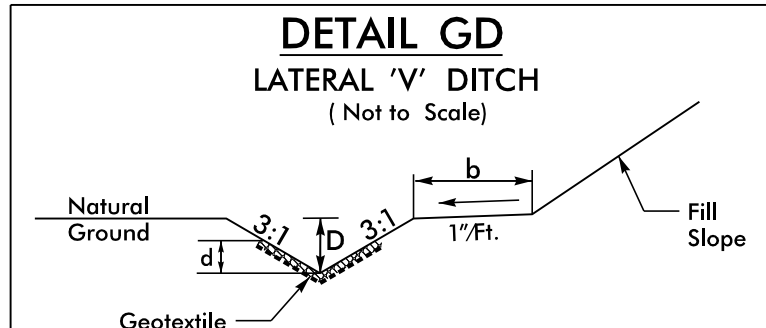
*When B is < 6.0'
Type of Liner= Class I Rip-Rap
Min. D=1.0 Ft.
Max. d=1.0 Ft.
B=2.0 Ft.
b=5.0 Ft.

-L- FROM STA. 306+59 TO STA. 307+50 RT



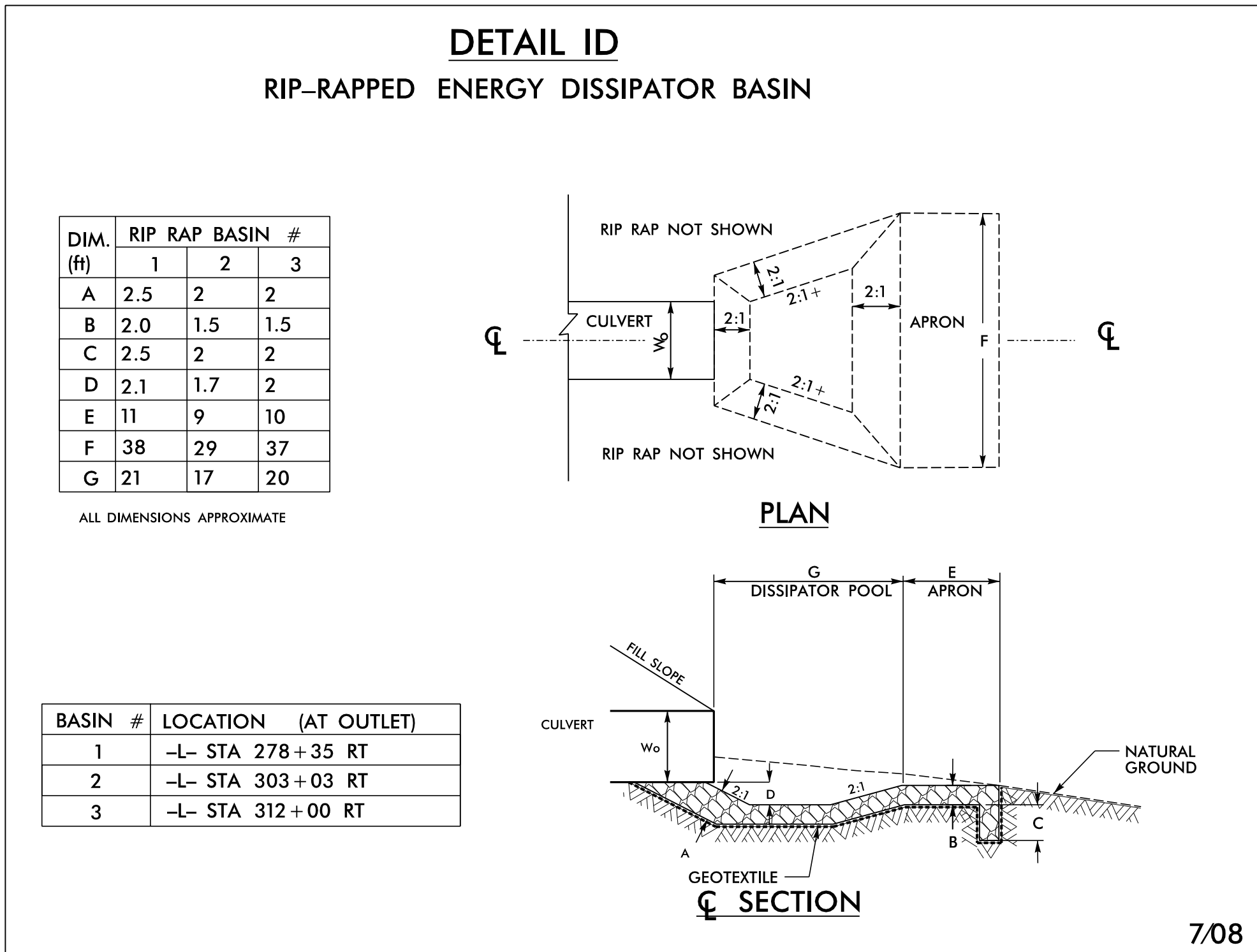
*When B is < 6.0'
Type of Liner= Class I Rip-Rap
Min. D= 2.0 Ft.
Max. d= 2.0 Ft.
B= 4.0 Ft.
b= 2.0 Ft.

-L- FROM STA. 311+50 TO STA. 313+25 LT

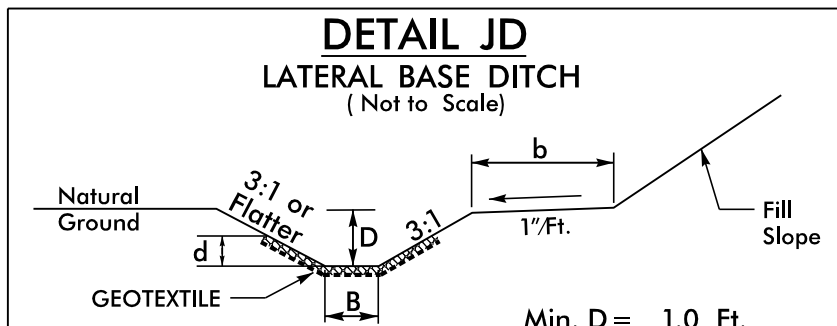


Type of Liner= CL I Rip-Rap
Min. D=2 Ft.
Max. d=1 Ft.
b=5 Ft.

FROM STA. 14+32 TO STA. 15+45 -L- LT

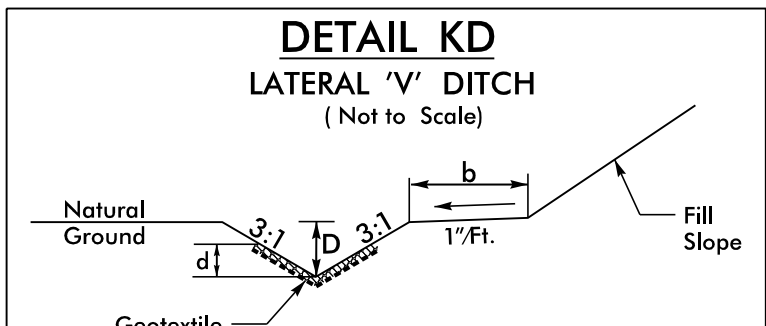


-L- STA 278+35 RT
-L- STA 303+03 RT
-L- STA 312+00 RT



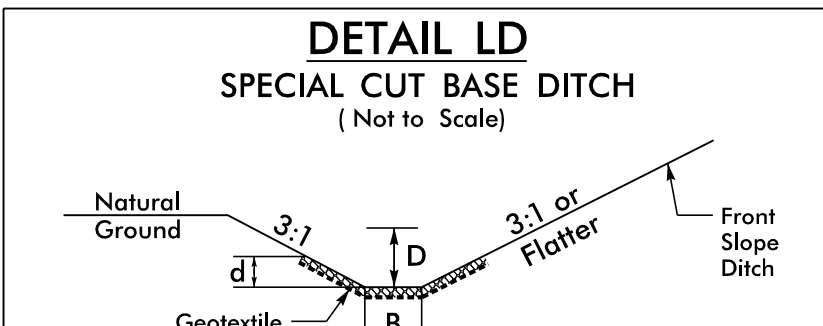
*When B is < 6.0'
Type of Liner= Flexamat
Min. D= 1.0 Ft.
Max. d= 1.5 Ft.
B= 4.0 Ft.
b= 2.0 Ft.

-L- FROM STA. 389+50 TO STA. 393+00 LT



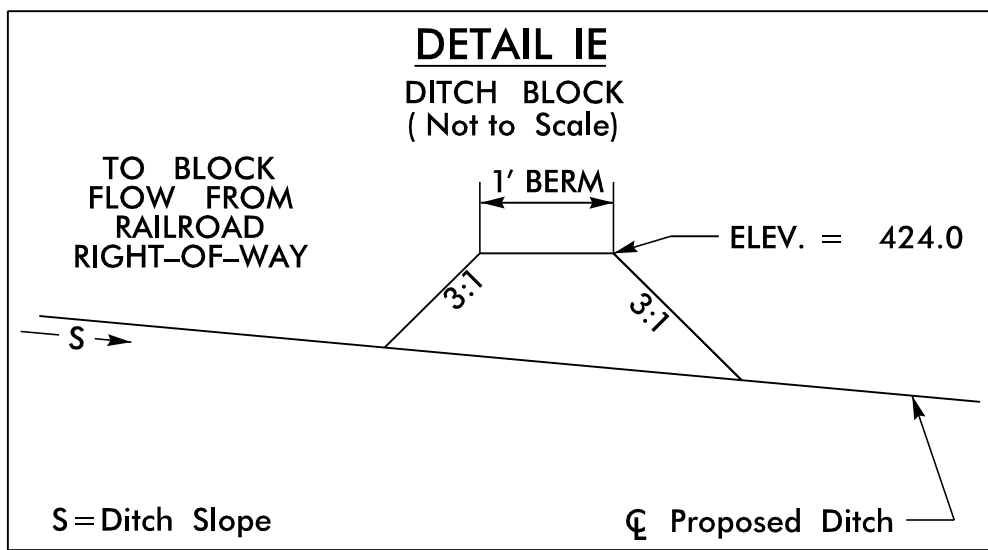
Type of Liner= Flexamat
Min. D=1.5 Ft.
Max. d=1.5 Ft.
b=2.0 Ft.

-L- FROM STA. 393+00 TO STA. 393+50 LT
-L- FROM STA. 407+50 TO STA. 415+64 LT

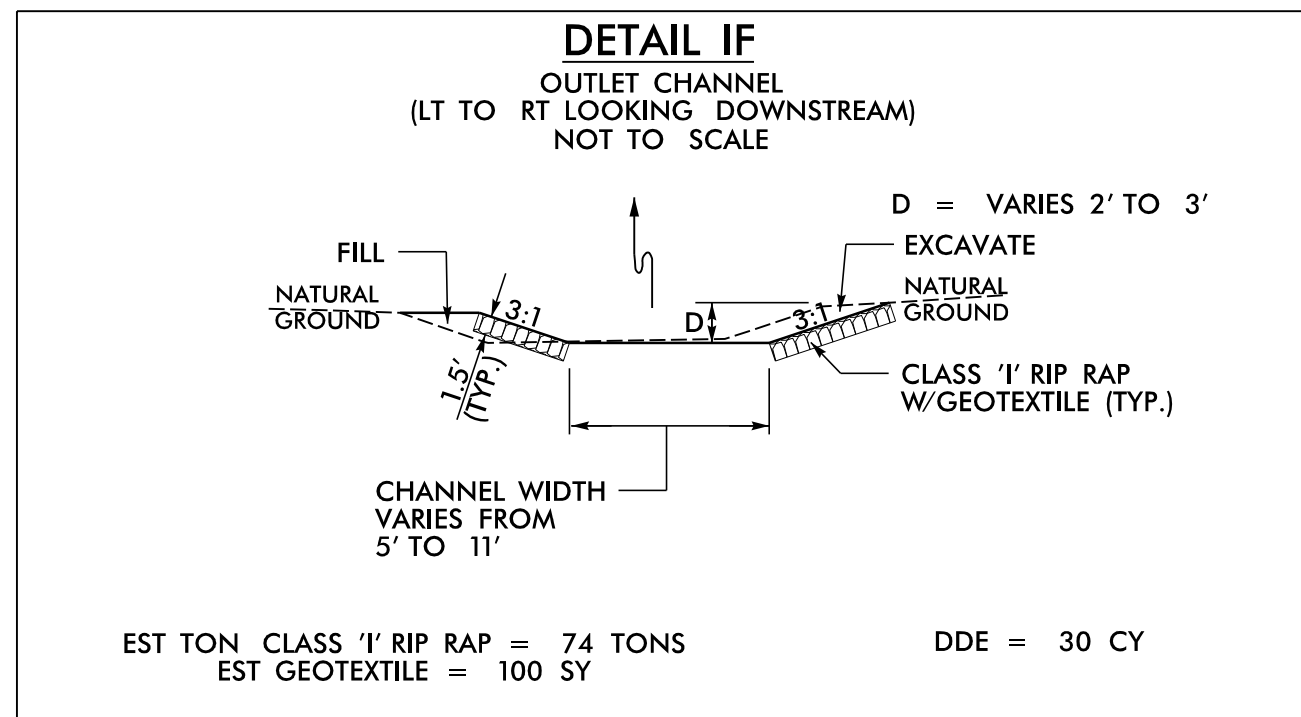


Type of Liner= Flexamat
Min. D= 1.2 Ft.
Max. d= 1.0 Ft.
B= 6 Ft.

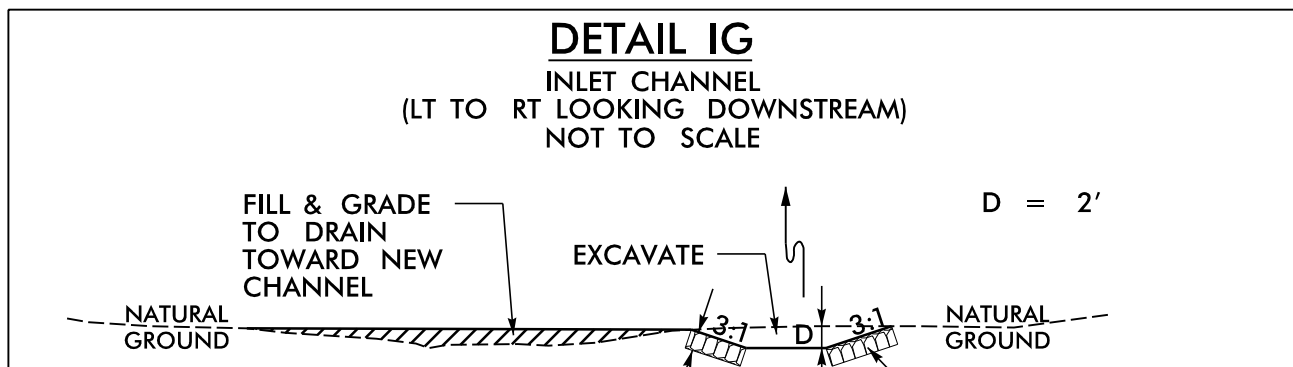
-L- FROM STA. 415+64 TO STA. 417+00 LT



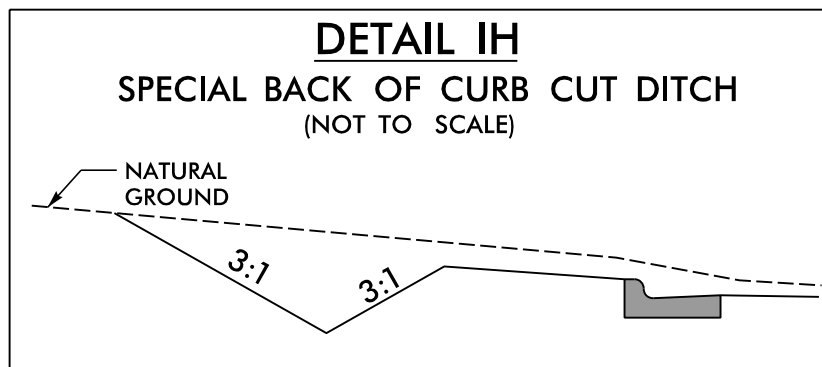
FROM STA. 254+80 -L- LT



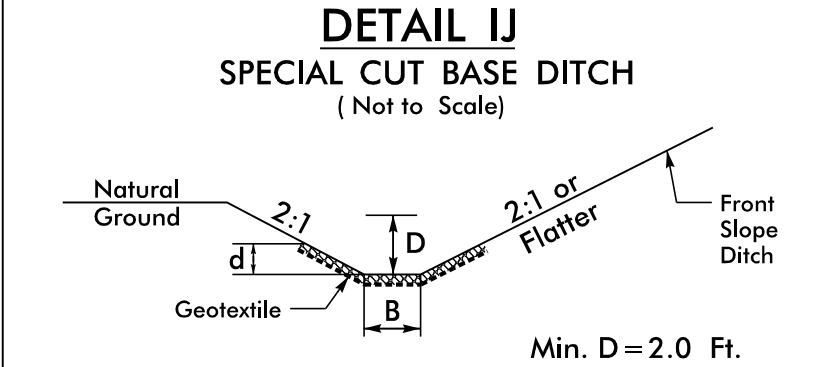
FROM STA. 14+10 -L- LT



FROM STA. 14+65 -L- RT

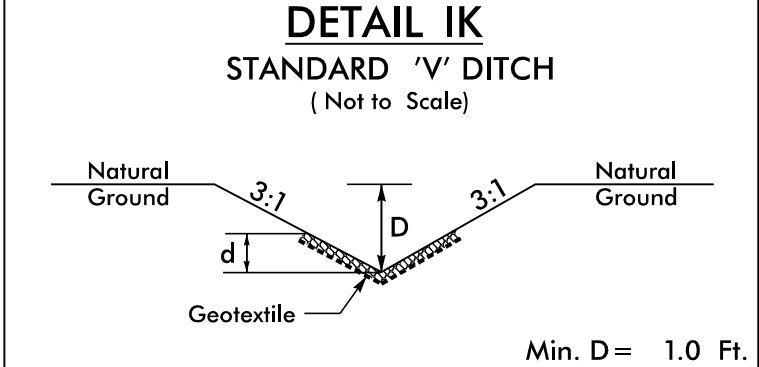


-Y8- FROM STA. 10+41 TO STA. 11+22 RT



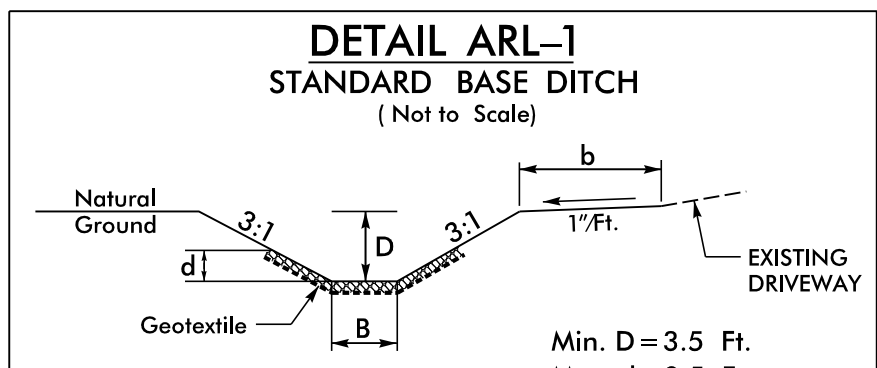
Type of Liner= Class B Rip-Rap
Min. D=2.0 Ft.
Max. d=2.0 Ft.
B=2.0 Ft.
b=2.0 Ft.

-Y9D- FROM STA. 11+80 TO STA. 13+00 LT



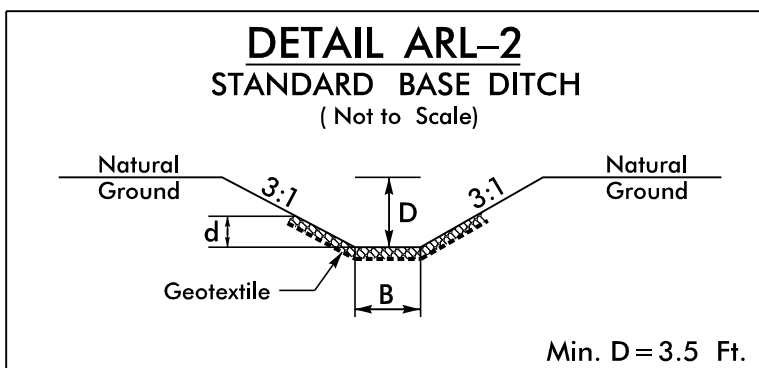
Type of Liner= CL B Rip-Rap
Min. D= 1.0 Ft.
d= 0.75 Ft.

-DRIE- FROM STA. 28+75 TO STA. 29+25 LT



*When B is < 6.0'
Type of Liner= CL I Rip-Rap
EST. 3610 TON, 5350 SY GT
Min. D=3.5 Ft.
Max. d=3.5 Ft.
B=5.0 Ft.
b=6.0 Ft.

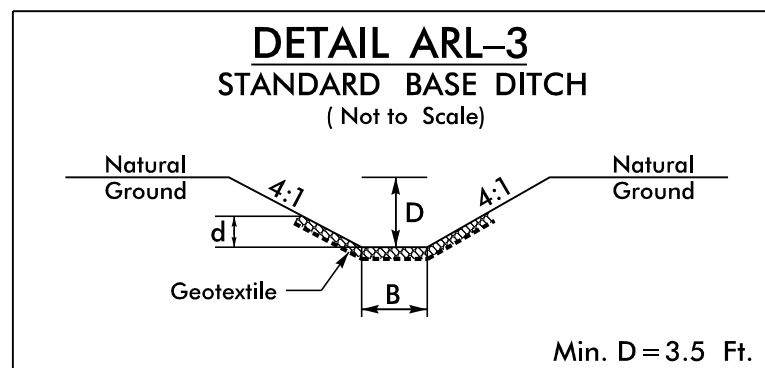
-DR11- STA. 17+17 TO STA. 36+00 RT



Type of Liner= CL I Rip-Rap
EST. 221 TON, 327 SY GT
Min. D=3.5 Ft.
Max. d=3.5 Ft.
B=5.0 Ft.

-DR11- STA. 17+07 LT

L=115'; S=2.50%;
Beg. El.=370.1, End El.=367.15



Type of Liner= CL I Rip-Rap
EST. 116 TON, 170 SY GT
Min. D=3.5 Ft.
Max. d=3.5 Ft.
B=10.0 Ft.

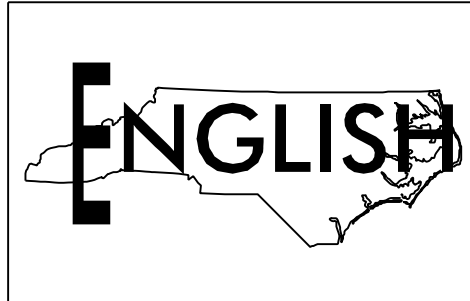
-DR11- STA. 16+90 LT

L=50'; S=0.30%;
Beg. El.=367.15, End El.=367.0

PROJECT REFERENCE NO.	SHEET NO.
R-5709	2D-6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PERMIT DRAWING
SHEET 7 OF 60

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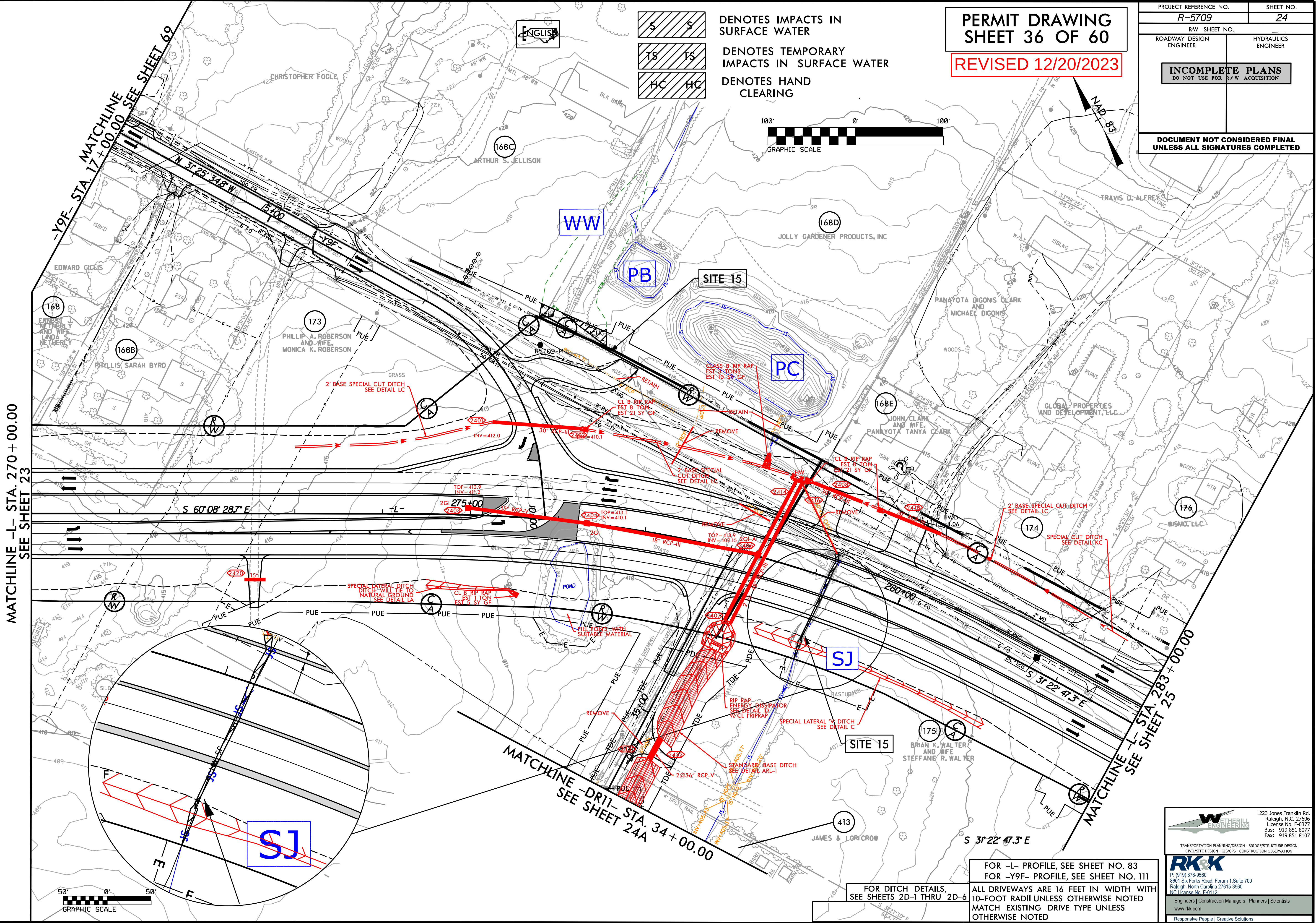
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8/17/99

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1/3/2024
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PROJECT REFERENCE NO.	SHEET NO.
R-5709	24
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

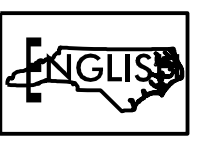
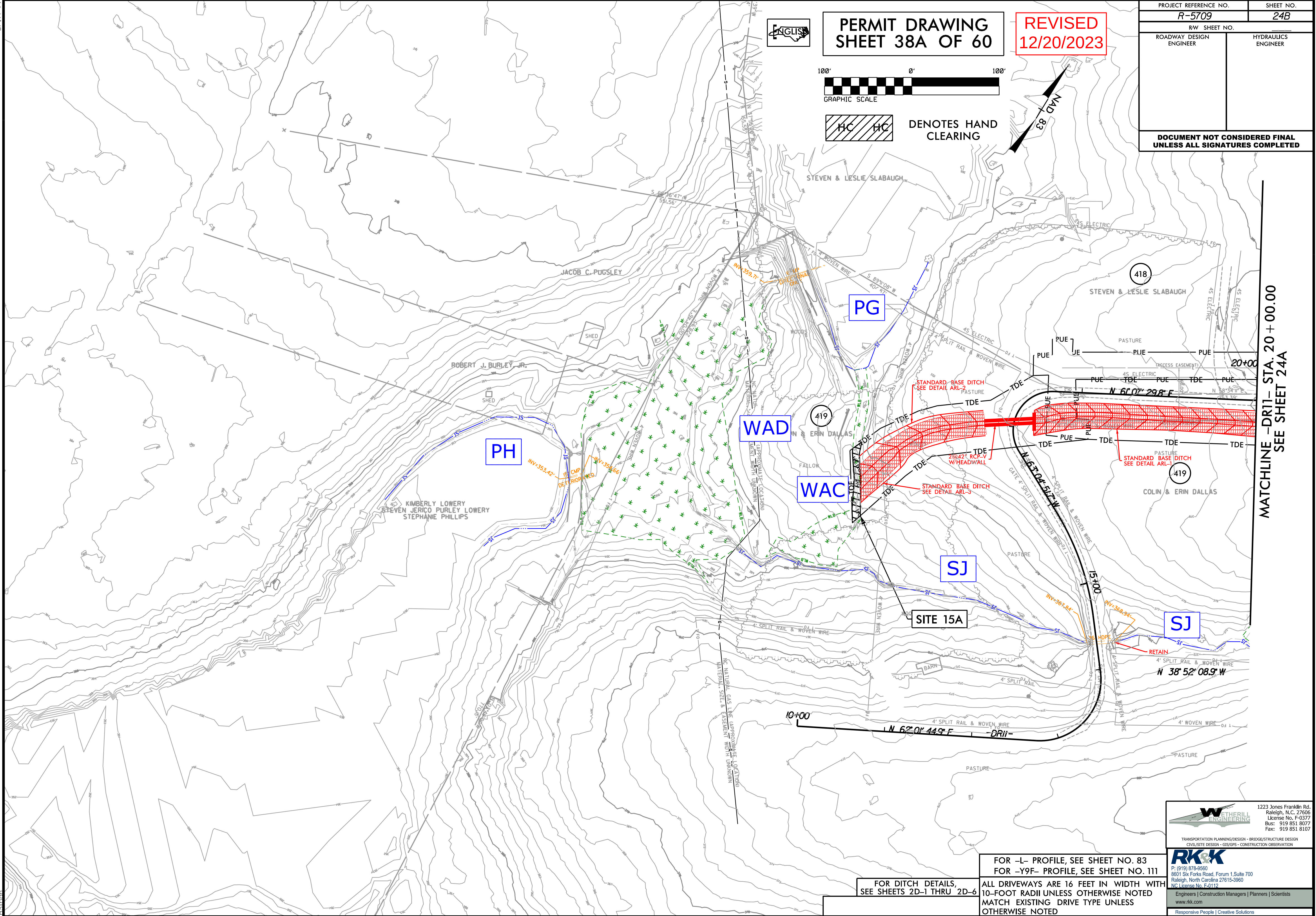
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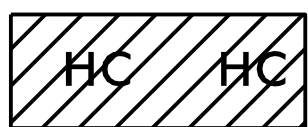
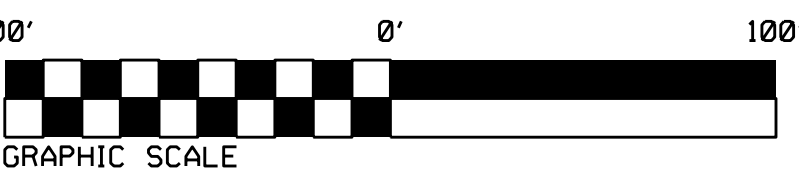
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12/20/2023



PERMIT DRAWING
SHEET 38A OF 60

REVISED
12/20/2023



DENOTES HAND
CLEARING

PROJECT REFERENCE NO.		SHEET NO.	
R-5709		24B	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -DRI1- STA. 20+00.00
SEE SHEET 24A

FOR -L- PROFILE, SEE SHEET NO. 83
FOR -Y9F- PROFILE, SEE SHEET NO. 111
FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-6
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED



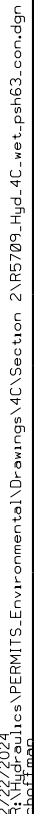
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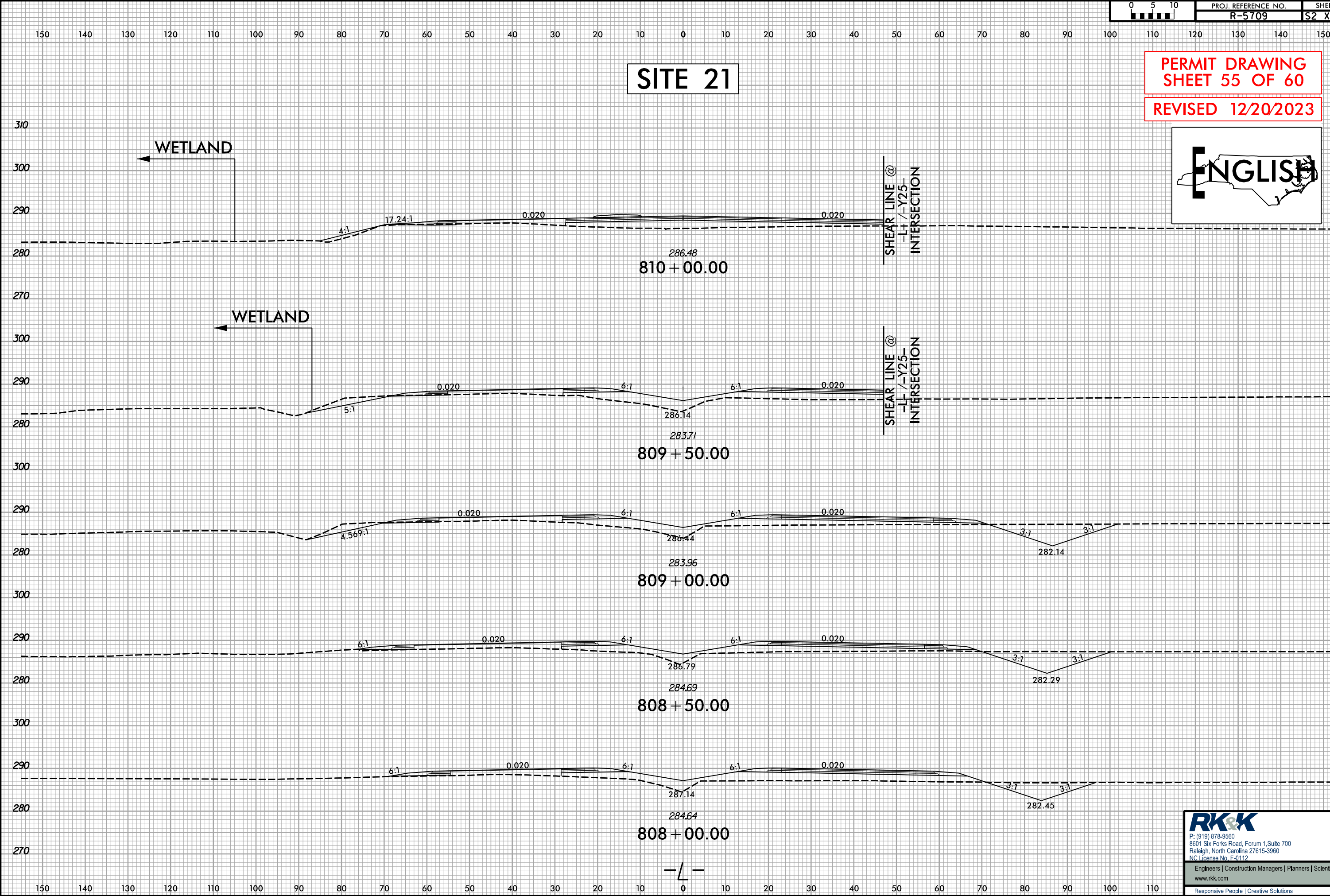
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12/20/2023
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Sheet Title



WETLAND AND SURFACE WATER IMPACTS SUMMARY												
Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Pond Drained (ac)
1	14+10 -L- LT	ROADWAY FILL -WB	0.02		< 0.01		< 0.01					
2	14+50 -L- RT	ROADWAY FILL -WA	0.07		< 0.01		0.05					
3	14+30 -L-	54" RCP-III (BURIED 1') -SA						0.02	< 0.01	183	20	
4	22+30 -L- LT	BANK STABILIZATION -SD					0.01	< 0.01	< 0.01	20	12	
		ROADWAY FILL -WF					< 0.01					
		UTILITY IMPACTS					0.02					
5	23+25 -L- RT	-Y2- WF	0.02				< 0.01					
6	20+60 -Y2- RT	UTILITY IMPACTS -WG					< 0.01					
6	18+50 -Y3- RT	ROADWAY FILL -WG					< 0.01					
6	36+00 -L- LT	ROADWAY FILL -WG	0.06				0.09					
6	39+50 -L- LT	-Y4- WG	0.03				< 0.01					
6A	14+00 -Y4- RT	ROADWAY FILL -WG2	< 0.01		0.03		0.02					
7	35+00 -L- RT	ROADWAY FILL -WH	0.06		< 0.01		0.03					
8	34+65 -L-	66" RCP IV (BURIED 1') -SC						< 0.01	< 0.01	85	53	
		BANK STABILIZATION						< 0.01		26		
9	165+50 -L- RT	ROADWAY FILL -WJ	0.01				0.02					
10	168+00 -L-	ROADWAY FILL -WI	0.19				0.05					
		54" RCP-III -SE						< 0.01		70		
		UTILITY IMPACTS -WI					< 0.01					
11	203+50 -L- LT	ROADWAY FILL -WM	0.07				0.07					
		UTILITY IMPACTS					0.15					
12	207+80 -L- RT	ROADWAY FILL -WL	0.29				0.06					
13	208+50 -L- LT	POND DRAINAGE -WN			0.02		< 0.01					3
14	208+61 -L-	72" RCP IV (BURIED 1') -SF						0.02		185		
15	279+00 -L-	2@48" RCP III -SJ						< 0.01	< 0.01	103		
	11+75 -Y9F- RT	UTILITY IMPACTS-WW					0.01					
15A	17+00 -DR11- LT	-DR11- WAC					0.02					
TOTALS*:			0.83		0.06		0.65	0.06	< 0.01	672	85	3

*Rounded totals are sum of actual impacts

NOTES:

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
February 2024
HOKE & MOORE COUNTIES
R-5709

SHEET
59
OF
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WETLAND AND SURFACE WATER IMPACTS SUMMARY

Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
16	419+00 -L- RT	60" RCP-III -SG						< 0.01		116		
		BANK STABILIZATION -SG						< 0.01	< 0.01	20	11	
17	557+75 -L-	ROADWAY FILL -WP	0.82				0.14					
18	564+63 -L-	ROADWAY FILL -WQ	0.54				0.05					
		INLET, 42" RCP-III -SH							< 0.01		26	
		CHANNEL RELOCATION -SH						0.02		213		
		BANK STABILIZATION -SH						< 0.01	< 0.01	15	12	
19	666+34 -L- RT	ROADWAY FILL -WR	0.03									
20	687+32 -L- RT	DITCH TO POND -PE						< 0.01				
21	809+80 -L- LT	ROADWAY FILL -WT	0.01				0.01					
22	810+32 -L- RT	ROADWAY FILL AND						0.02	< 0.01	341	12	
		TAIL DITCH -SM										
22A	25+53 -Y26- LT	66" RCP-III - SK						< 0.01	< 0.01	6		
		BANK STABILIZATION -SK						< 0.01		23	3	
	TOTALS for SHEET 1:		0.83		0.06		0.65	0.06	< 0.01	672	85	3
	TOTALS for SHEET 2:		1.41				0.20	0.06	< 0.01	734	65	
TOTALS*:			2.23		0.06		0.85	0.12	0.01	1406	150	3

*Rounded totals are sum of actual impacts

NOTES:
 Site 19 has 13 SF of wetland WR that is outside of the fill slope. This area will be considered a take for the purposes of this summary
 There will be 0.08 acre of temporary fill in wetlands in the hand clearing areas for erosion control measures.

NC DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
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 HOKE & MOORE COUNTIES
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