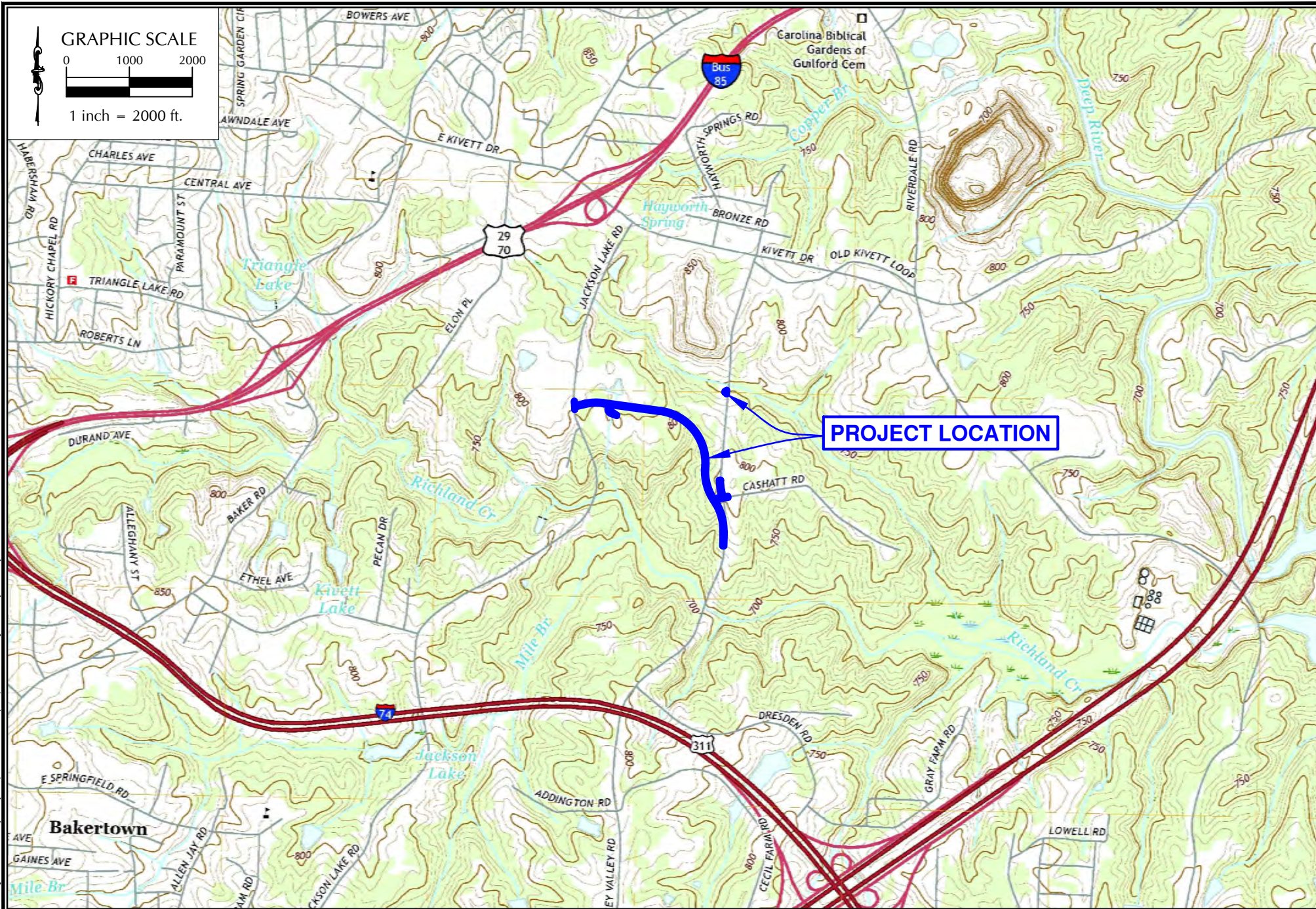
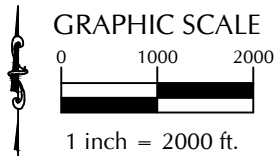


K:\17\17-0030\170035-High Point - Kersey Valley Rd\Wetlands-Stream\CAD\PCN Exhibit.dwg - Thursday, February 25, 2021 7:54:37 AM - BEASLEY, TROY

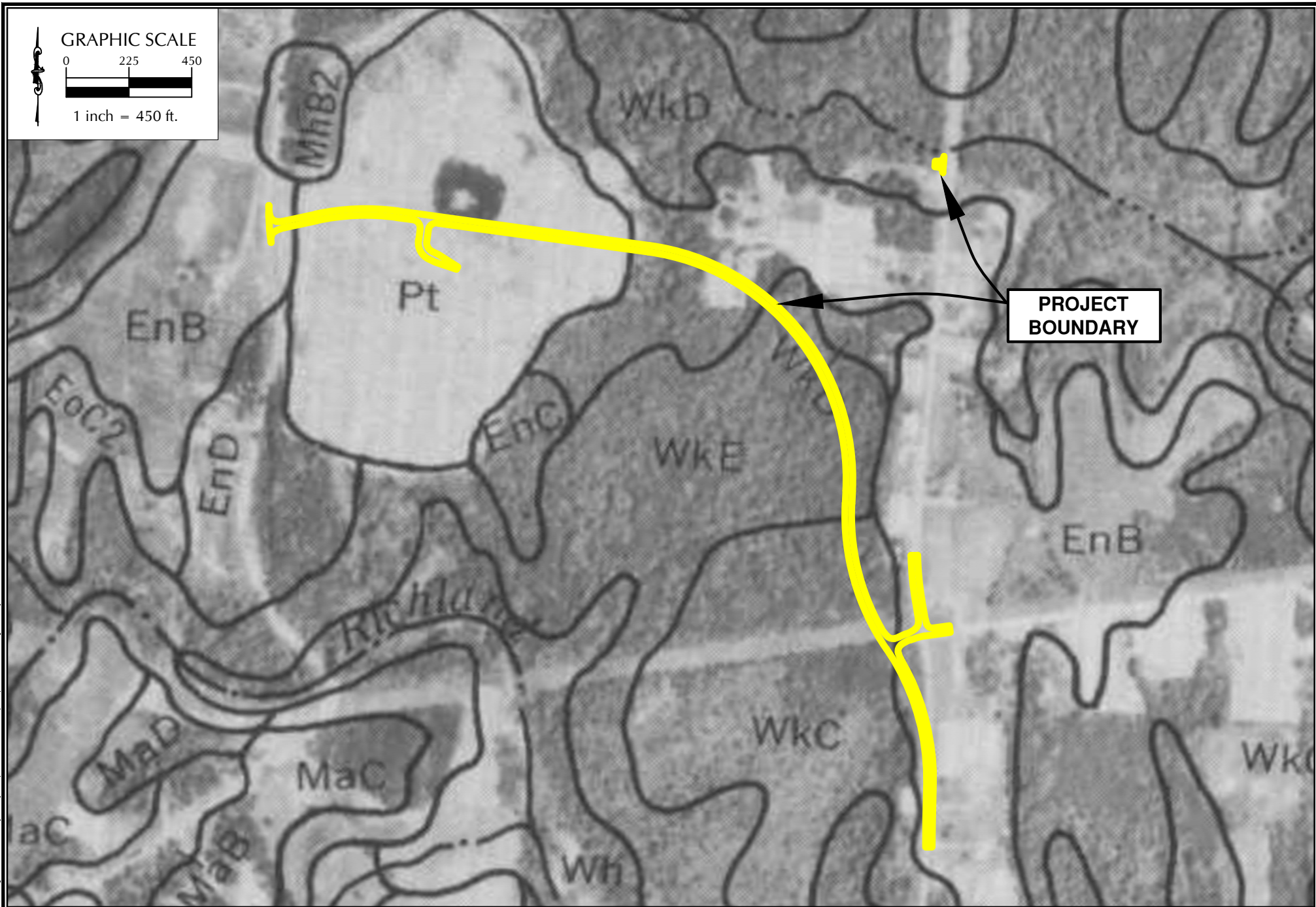
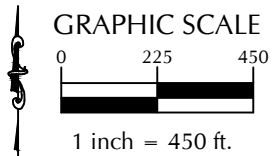


KERSEY VALLEY ROAD REALIGNMENT

HIGH POINT      GUILFORD COUNTY      NORTH CAROLINA

USGS QUAD (2019) - HIGH POINT EAST

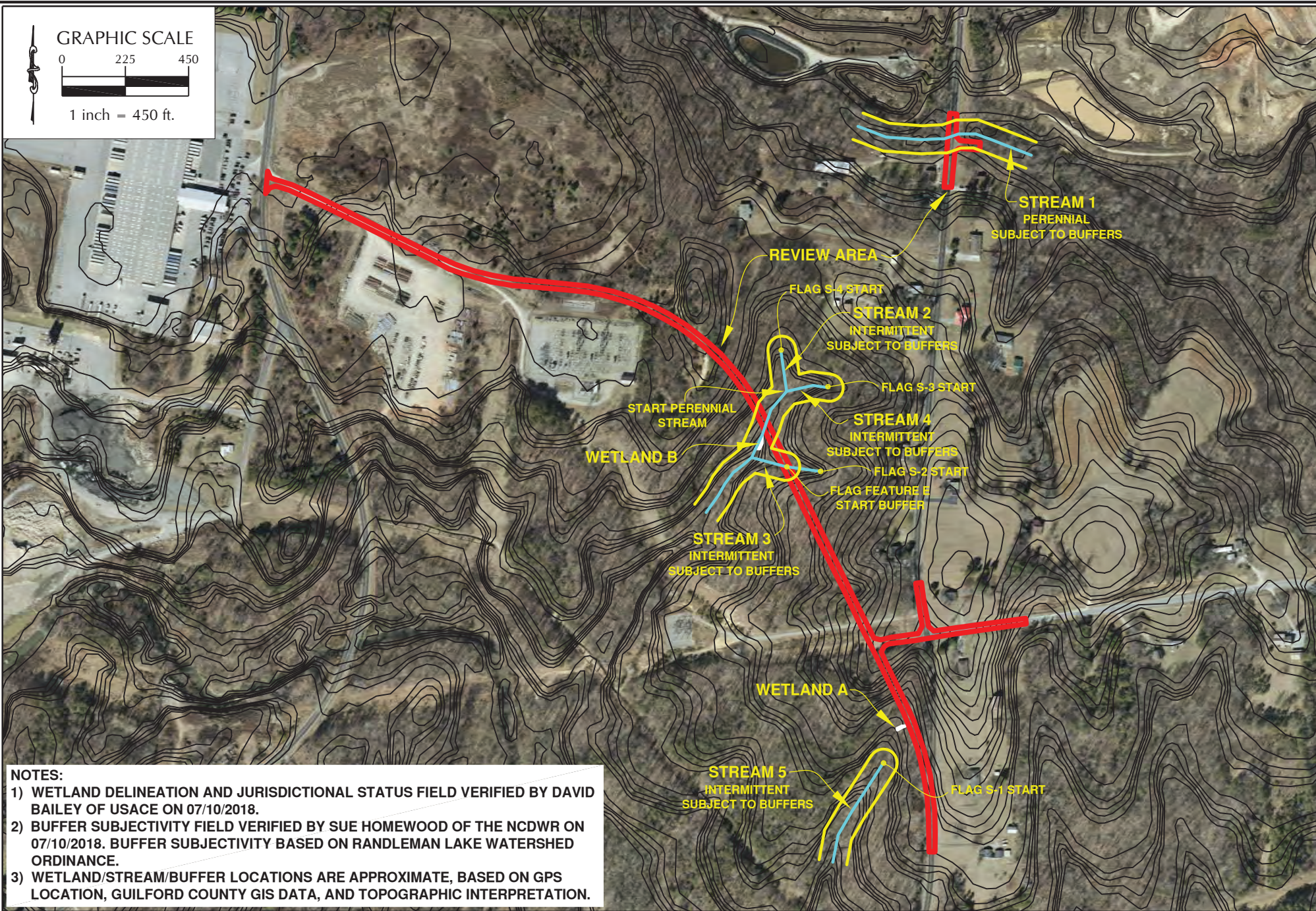
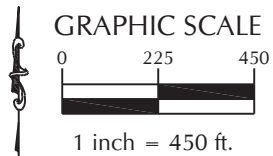
 **WithersRavenel**  
Engineers | Planners | Surveyors



HIGH POINT - KERSEY VALLEY ROAD

GUILFORD CO. SOIL SURVEY (1977) - SHEET 44

K:\17\17-0030\170035-High Point - Kersey Valley Rd\Wetlands-Streams\CAD\Wetlands Base.dwg - Friday, August 17, 2018 8:37:01 AM - PHILLIPS, LYLE



**NOTES:**

- 1) WETLAND DELINEATION AND JURISDICTIONAL STATUS FIELD VERIFIED BY DAVID BAILEY OF USACE ON 07/10/2018.
- 2) BUFFER SUBJECTIVITY FIELD VERIFIED BY SUE HOMEWOOD OF THE NCDWR ON 07/10/2018. BUFFER SUBJECTIVITY BASED ON RANDLEMAN LAKE WATERSHED ORDINANCE.
- 3) WETLAND/STREAM/BUFFER LOCATIONS ARE APPROXIMATE, BASED ON GPS LOCATION, GUILFORD COUNTY GIS DATA, AND TOPOGRAPHIC INTERPRETATION.

HIGH POINT - KERSEY VALLEY ROAD

HIGH POINT

GUILFORD COUNTY

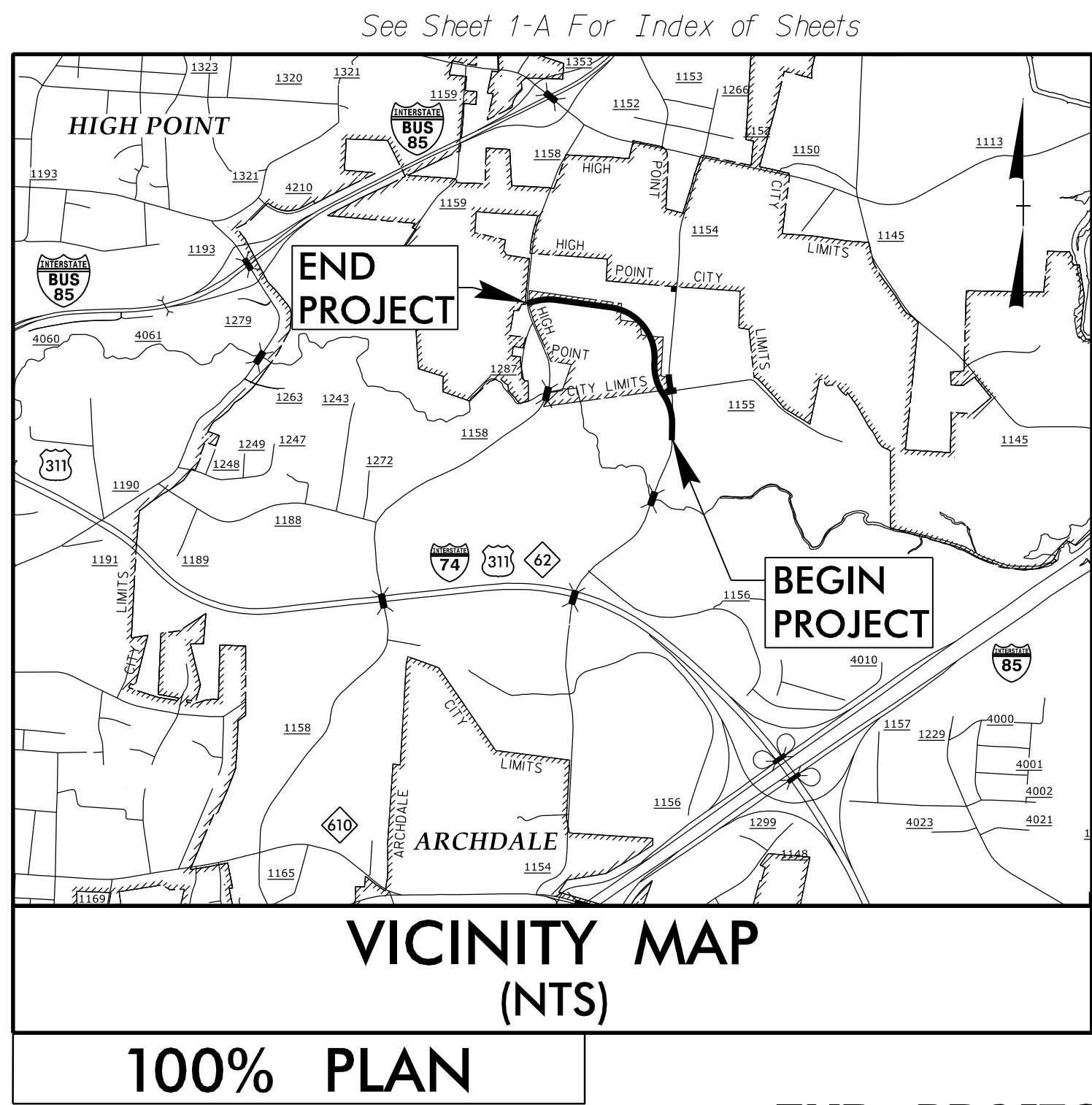
NORTH CAROLINA

APPROVED WETLAND/BUFFER DELINEATION EXHIBIT

 **WithersRavenel**  
Engineers | Planners | Surveyors

09/08/2020  
7/1/2020  
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bourness

CITY OF HIGH POINT PROJECT: KERSEY VALLEY RD



CITY OF HIGH POINT

**LOCATION:** SR 1154 (KERSEY VALLEY ROAD), FROM 0.16 MILES SOUTH OF SR 1155 (CASHATT ROAD) TO SR 1158 (JACKSON LAKE ROAD), 0.07 MILES NORTH OF SR 1287 (OLD JACKSON LAKE ROAD)

**TYPE OF WORK:** GRADING, DRAINAGE, PAVING, SIGNING, AND PAVEMENT MARKINGS

WETLAND AND SURFACE WATER IMPACTS PERMIT

PM: CAMERON LONG, PE  
7/1/2020

| STATE | CITY OF HIGH POINT PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-------|------------------------------------------|-----------|--------------|
| N.C.  | KERSEY VALLEY RD                         | 1         |              |

PERMIT DRAWING  
SHEET 1 OF 17

END PROJECT

-L- POT STA 49+47.68

BEGIN CONSTRUCTION  
-Y3- STA. 13+90.00

SR 1287  
OLD JACKSON LAKE RD

-Y3- SR 1158  
JACKSON LAKE RD

RICHLAND CREEK

TO  
ARCHDALE

BEGIN PROJECT

-L- POT STA 10+00.00

BEGIN CONSTRUCTION  
-L- STA. 9+50.00

BEGIN CONSTRUCTION  
-Y2- STA. 29+52.70  
PROPOSED GATE

END CONSTRUCTION  
-Y2- STA. 26+53.73  
PROPOSED T-TURNAROUND

-Y2- SR 1154  
KERSEY VALLEY RD

BEGINNING CONSTRUCTION  
-Y2- STA. 12+80.00

END CONSTRUCTION  
-Y2- STA. 10+12.00

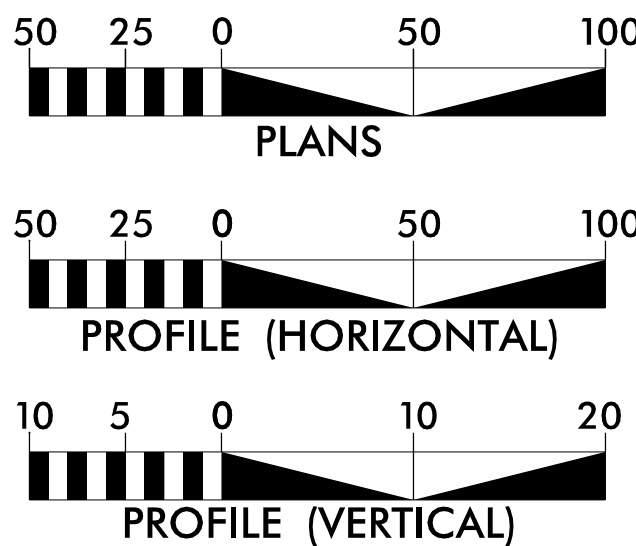
-Y1- SR 1155  
CASHATT DR

END CONSTRUCTION  
-Y1- STA. 12+30.00

A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF HIGH POINT. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

CITY OF HIGH POINT CONTACT: ROBBY STONE  
DIVISION DESIGN CONSTRUCTION - NCDOT DIVISION 7  
NCDOT CONTACT: TBD

GRAPHIC SCALES



DESIGN DATA

ADT 2020 = 1,500  
ADT 2040 = N/A  
K = N/A %  
D = N/A %  
T = N/A % \*  
V = 50 MPH  
\* TTST = 0% DUAL 1%  
FUNC CLASS = LOCAL  
REGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT = 0.760 MILES  
TOTAL LENGTH OF PROJECT = 0.760 MILES

Prepared in the Office of:

**moftatt & nichol**  
4700 FALLS OF NEUSE ROAD, SUITE 300  
RALEIGH, NORTH CAROLINA 27609  
1919 781-4825 VOICE 1919 781-4859 FAX  
NC License NO.: F-0105

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:  
TBD

LETTING DATE:  
TBD

TIM R. REID, P.E.  
PROJECT ENGINEER

TRENT E. HUFFMAN, P.E.  
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

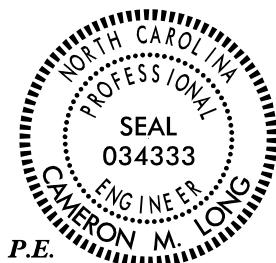
**moftatt & nichol**

SIGNATURE:

ROADWAY DESIGN ENGINEER

**moftatt & nichol**

SIGNATURE:



NAD 83 NA 2011

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

PERMIT DRAWING  
SHEET 2 OF 17

DATUM DESCRIPTION  
THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDDOT FOR MONUMENT "SPIKE (S)" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 7997645.61 (+/-) EASTING: 1724401.70 (+/-) ELEVATION: 770.6 (+/-)  
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (ROUND TO GRID) IS: 0.99991394  
THE N.C. LAMBERT GRID BEARINGS AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "SPIKE (S)" TO "L" STATION 10+00.00 IS  
N 69° 16' 39.86" W 49.84'  
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES  
VERTICAL DATUM USED IS NAVD-88

NAD 83 / NA 2011

|                                                                                                                                                              |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| PROJECT REFERENCE NO.                                                                                                                                        | SHEET NO.           |
| KERSEY VALLEY RD.                                                                                                                                            | 04                  |
| RW SHEET NO.                                                                                                                                                 |                     |
| ROADWAY DESIGN ENGINEER                                                                                                                                      | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS<br>DO NOT USE FOR R/W ACQUISITION                                                                                                           |                     |
| DOCUMENT NOT CONSIDERED FINAL<br>UNLESS ALL SIGNATURES COMPLETED                                                                                             |                     |
| moffatt & nichol<br>4700 FALLS OF NEUSE ROAD, SUITE 300<br>WALTON, NORTH CAROLINA 27159<br>(919) 781-4626 VOICE (919) 781-4669 FAX<br>NC License NO.: F-0105 |                     |

BEGIN CONSTRUCTION  
-L- POT STA. 9+50.00  
BEGIN PROJECT  
-L- POT STA 10+00.00

HC HC DENOTES HAND CLEARING

SEE PSH 04B

SITE 1

MATCH LINE  
-L- STA. 23+50.00  
SEE SHEET 5

MATCH LINE  
-Y2- STA. 16+00.00  
SEE SHEET 5

END CONSTRUCTION  
-Y2- POC STA. 12+80.00

END CONSTRUCTION  
-Y1- POT STA. 12+30.00

FOR -L- PROFILE, SEE SHEET NO. 8  
FOR -Y1- PROFILE, SEE SHEET NO. 9  
FOR -Y2- PROFILE, SEE SHEET NO. 10

PERMIT DRAWING  
SHEET 3 OF 17

BEGIN CONSTRUCTION

-L- POT STA. 9+50.00

BEGIN PROJECT

-L- POT STA 10+00.00

DATUM DESCRIPTION

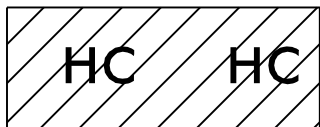
THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "SPIKE (S)" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 799764.61(±) EASTING: 1724401.70(±) ELEVATION: 770.6(±) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999913919 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "SPIKE (S)" TO -L- STATION 10+00.00 IS N 69° 16' 39.86" W 49.84' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

3

MARTIN MARIETTA  
MATERIALS, INC.  
DB 5130 PG 317  
PB 140 PG 15

8

CITY OF HIGH POINT  
DB 2648 PG 157



HC HC DENOTES HAND  
CLEARING

SEE PSH 04B

SITE 1

MARY LOU JOHNSON CASHATT,  
& ROBERT LEE CASHATT  
DB 1867 PG 174

7

EDWARD YARBOROUGH &  
RACHAEL P. YARBOROUGH  
DB 3125 PG 0023

RONALD D. GARDEN  
DB 5465 PG 929

1

MARY LOU JOHNSON CASHATT,  
& ROBERT LEE CASHATT  
DB 1867 PG 174

2

JULIE A. CASHATT  
DB 7942 PG 3089

4

JAN A. BODEHEIMER  
DB 5212 PG 2045

5

TONY E. YARBOROUGH,  
STANTON E. YARBOROUGH,  
RACHEL M. YARBOROUGH  
DB 5238 PG 1414  
PB 85 PG 35

6

D H GRIFFIN SR.  
DB 7168 PG 1960

END CONSTRUCTION

-Y1- POT STA. 12+30.00

END CONSTRUCTION

-Y2- POC STA. 12+80.00

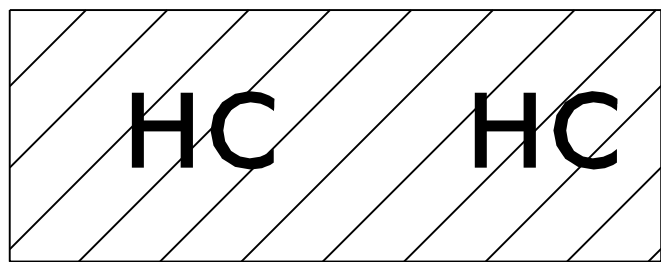
MATCH LINE  
-L- STA. 23+50.00  
SEE SHEET 5

MATCH LINE  
-Y2- STA. 16+00.00  
SEE SHEET 5

FOR -L- PROFILE, SEE SHEET NO. 8  
FOR -Y1- PROFILE, SEE SHEET NO. 9  
FOR -Y2- PROFILE, SEE SHEET NO. 10

8/17/99

PERMIT DRAWING  
SHEET 4 OF 17



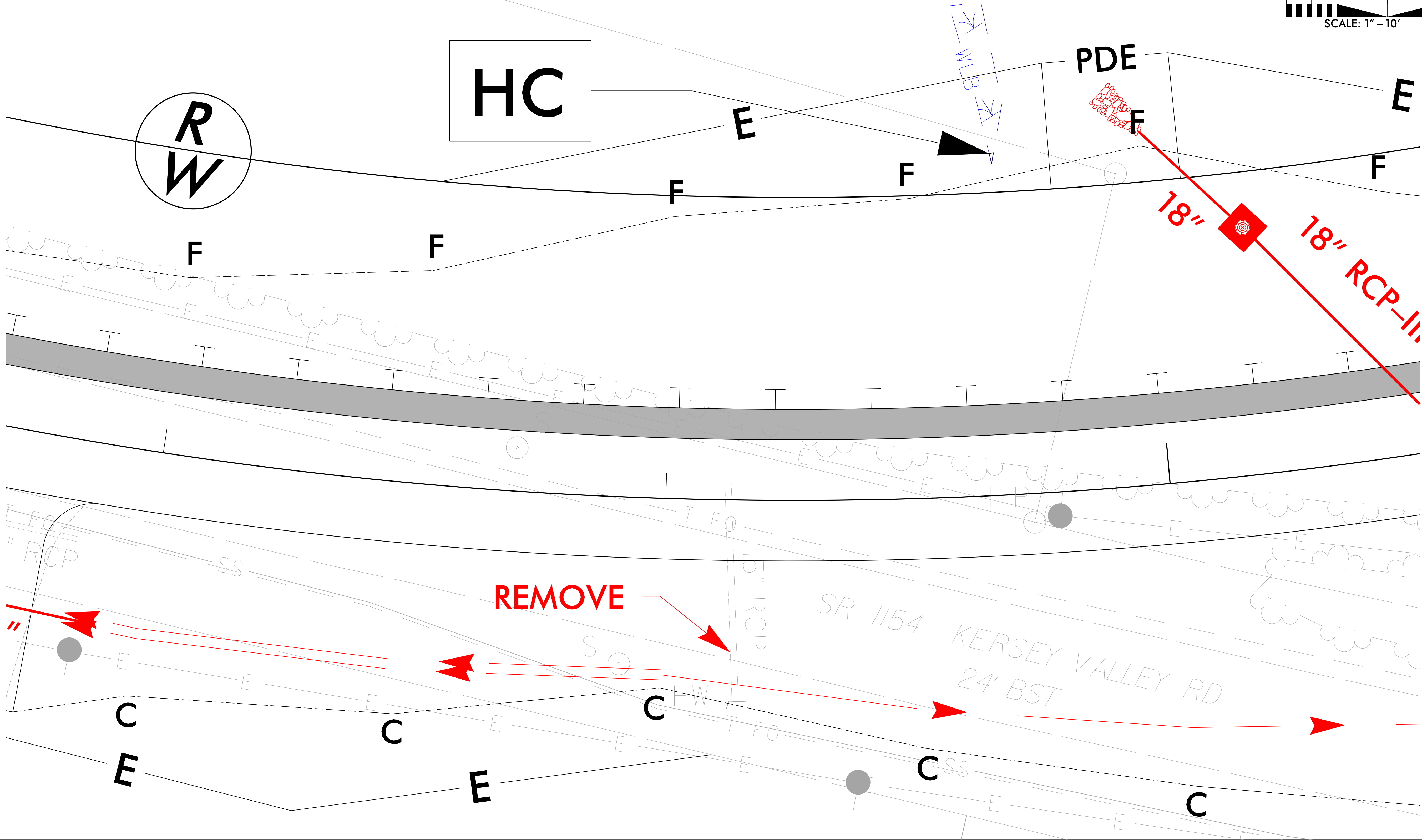
DENOTES HAND  
CLEARING

SITE 1

NAD 83 / NA 2011

|                                                                                                                                           |  |                                                                                                                                           |  |
|-------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------|--|
| PROJECT REFERENCE NO.<br><i>KERSEY VALLEY RD.</i>                                                                                         |  | SHEET NO.<br><i>04B</i>                                                                                                                   |  |
| RW SHEET NO.                                                                                                                              |  |                                                                                                                                           |  |
| ROADWAY DESIGN<br>ENGINEER                                                                                                                |  | HYDRAULICS<br>ENGINEER                                                                                                                    |  |
| <div style="border: 1px solid black; padding: 10px; text-align: center;"><b>INCOMPLETE PLANS</b><br/>DO NOT USE FOR R/W ACQUISITION</div> |  |                                                                                                                                           |  |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b>                                                                  |  |                                                                                                                                           |  |
|  <b>moffatt &amp; nichol</b>                           |  | 4700 FALLS OF NEUSE ROAD, SUITE 300<br>RALEIGH, NORTH CAROLINA 27609<br>(919) 781-4626 VOICE (919) 781-4669 FAX<br>NC License NO.: F-0105 |  |

10' 5' 0 10' 20'  
SCALE: 1"=10'

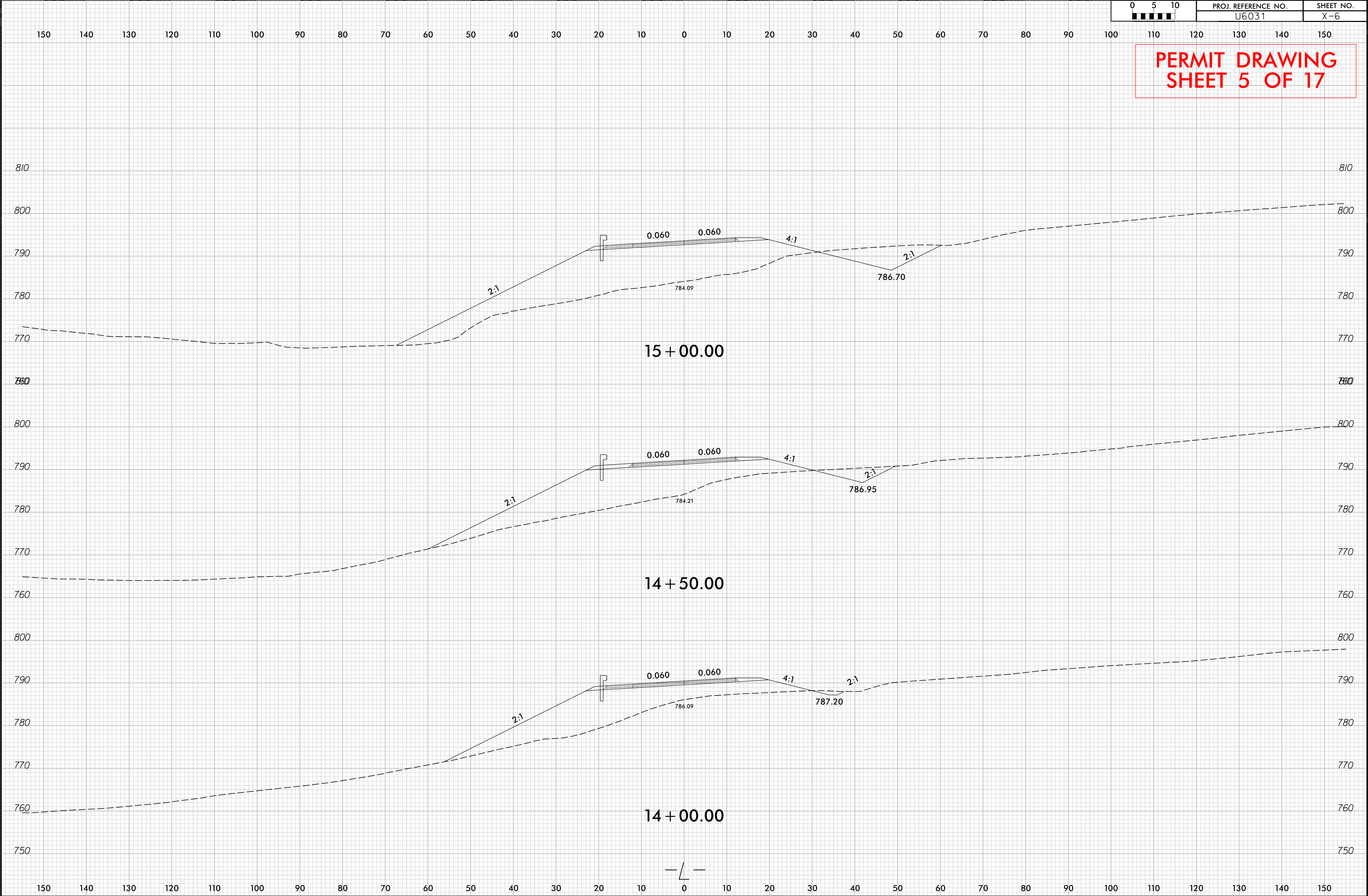


7/1/2020  
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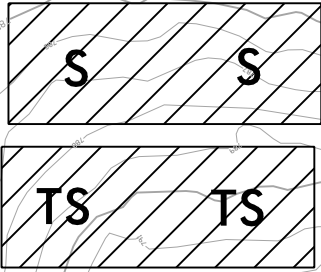
6/23/16

7/1/2020  
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Bourgeois

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| 0 5 10<br> | PROJ. REFERENCE NO. | SHEET NO. |
|            | U6031               | X-6       |

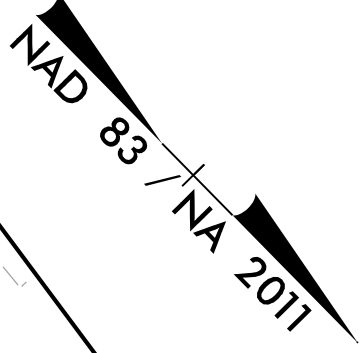


PERMIT DRAWING  
SHEET 6 OF 17

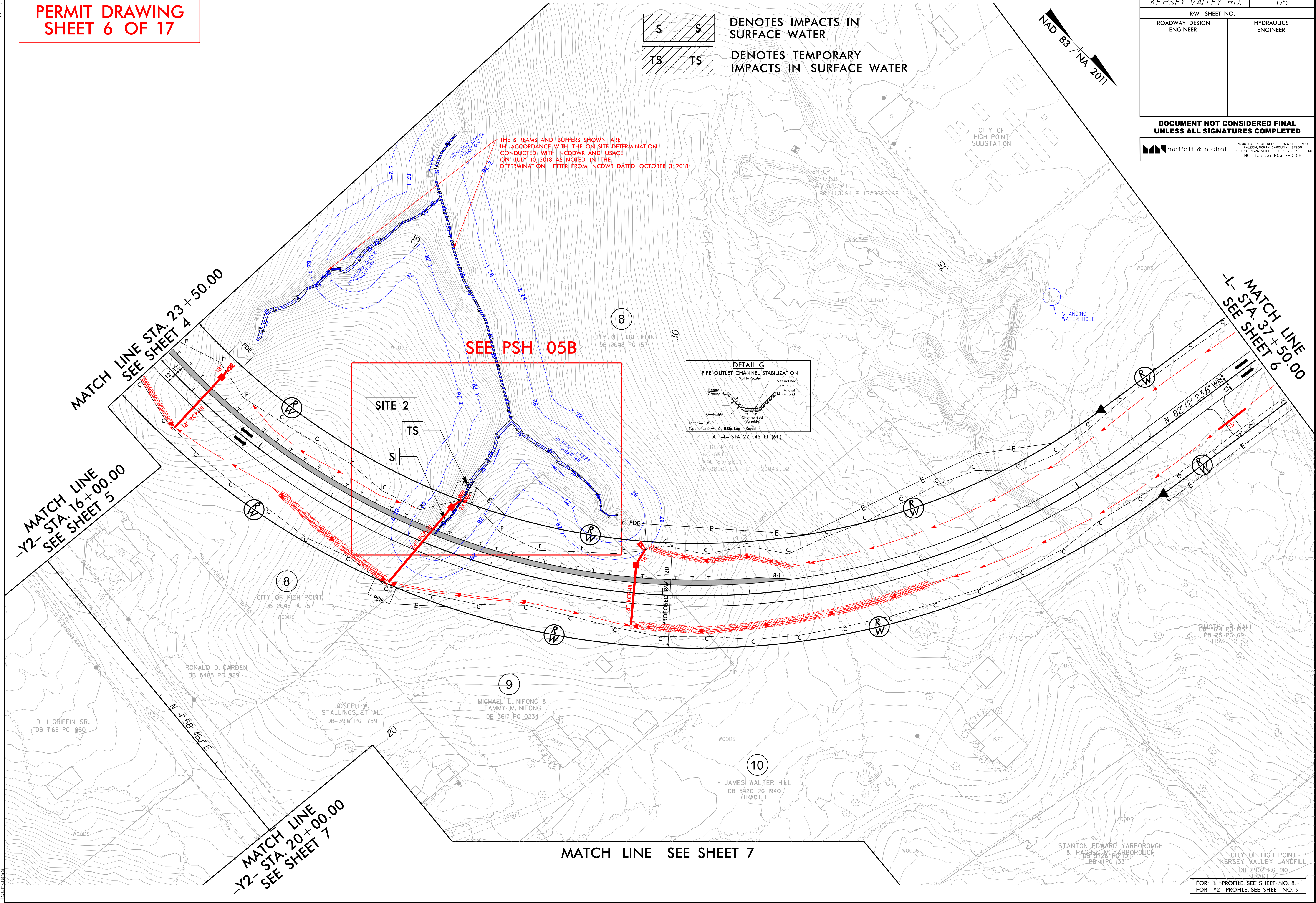


DENOTES IMPACTS IN  
SURFACE WATER

DENOTES TEMPORARY  
IMPACTS IN SURFACE WATER

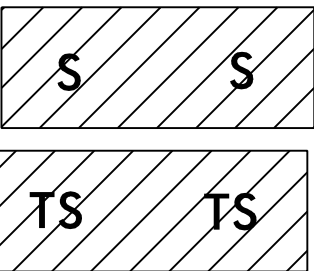


|                                                                                                      |  |                                                                                                                                           |  |
|------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------|--|
| PROJECT REFERENCE NO.<br><i>KERSEY VALLEY RD.</i>                                                    |  | SHEET NO.<br><i>05</i>                                                                                                                    |  |
| RW SHEET NO.                                                                                         |  |                                                                                                                                           |  |
| ROADWAY DESIGN<br>ENGINEER                                                                           |  | HYDRAULICS<br>ENGINEER                                                                                                                    |  |
|                                                                                                      |  |                                                                                                                                           |  |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b>                             |  |                                                                                                                                           |  |
|  moffatt & nichol |  | 4700 FALLS OF NEUSE ROAD, SUITE 300<br>RALEIGH, NORTH CAROLINA 27609<br>(919) 781-4626 VOICE (919) 781-4669 FAX<br>NC License NO.: F-0105 |  |



FOR -L- PROFILE, SEE SHEET NO. 8  
FOR -Y2- PROFILE, SEE SHEET NO. 9

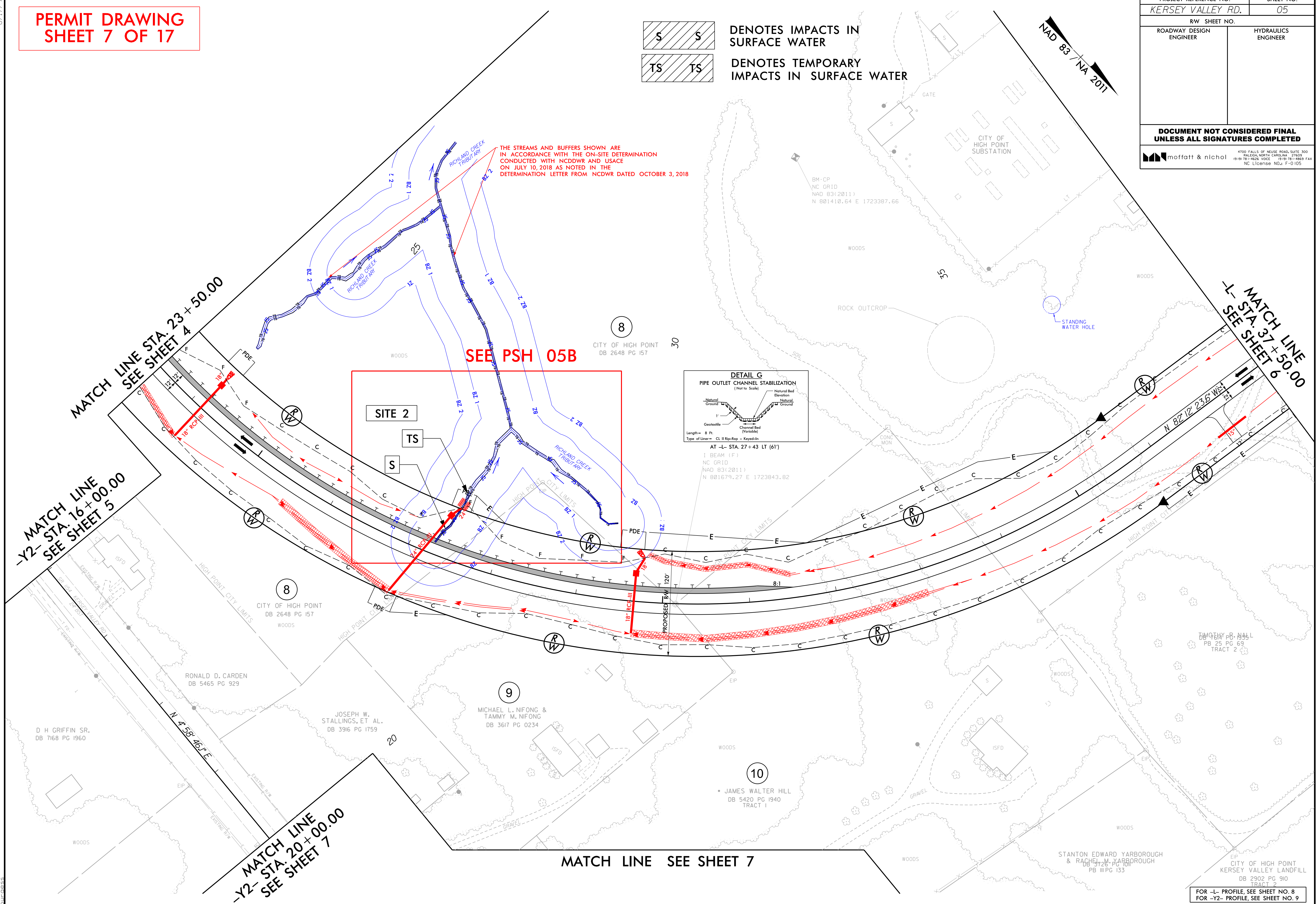
PERMIT DRAWING  
SHEET 7 OF 17



DENOTES IMPACTS IN  
SURFACE WATER

DENOTES TEMPORARY  
IMPACTS IN SURFACE WATER

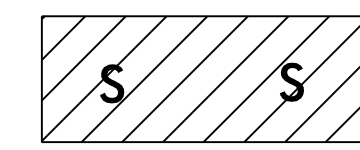
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| PROJECT REFERENCE NO.                                                                                                                                                                                                         | SHEET NO.           |
| KERSEY VALLEY RD.                                                                                                                                                                                                             | 05                  |
| RW SHEET NO.                                                                                                                                                                                                                  |                     |
| ROADWAY DESIGN ENGINEER                                                                                                                                                                                                       | HYDRAULICS ENGINEER |
| DOCUMENT NOT CONSIDERED FINAL<br>UNLESS ALL SIGNATURES COMPLETED                                                                                                                                                              |                     |
|  4700 FALLS OF NEUSE ROAD, SUITE 300<br>RALEIGH, NORTH CAROLINA 27609<br>(919) 781-4626 VOICE (919) 781-4869 FAX<br>NC License NO.: F-0105 |                     |



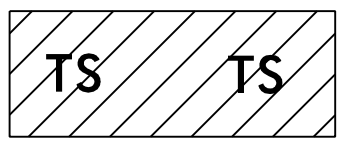
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FOR -Y2- PROFILE, SEE SHEET NO. 9

8/17/99  
7/1/2020  
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PERMIT DRAWING  
SHEET 8 OF 17



DENOTES IMPACTS IN  
SURFACE WATER



DENOTES TEMPORARY  
IMPACTS IN SURFACE WATER

SITE 2

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C

24" RCP-III

BZ 2

BZ 1

BZ 1

BZ 2

BZ 1

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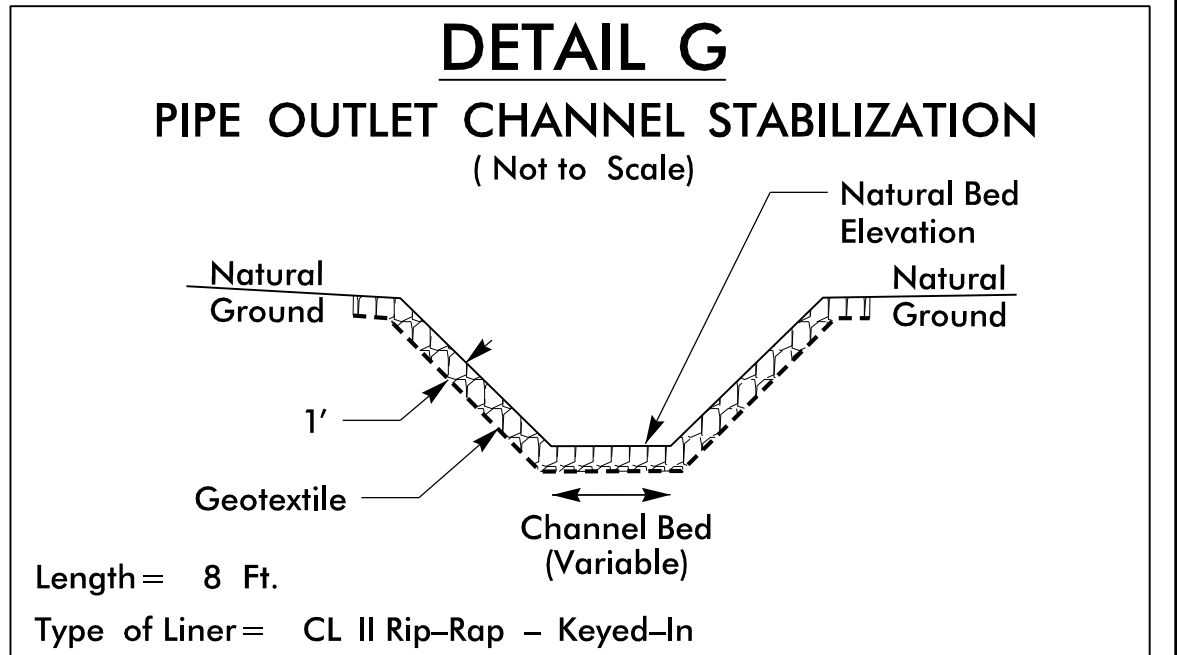
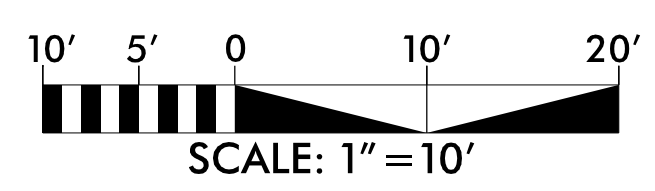
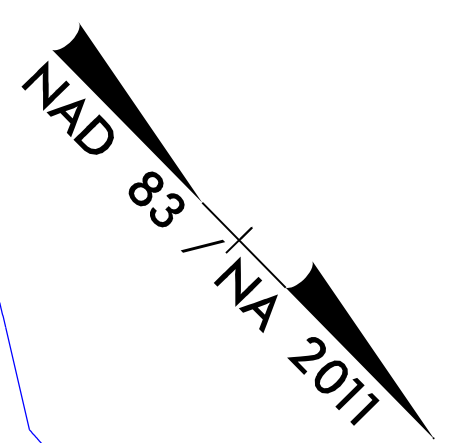
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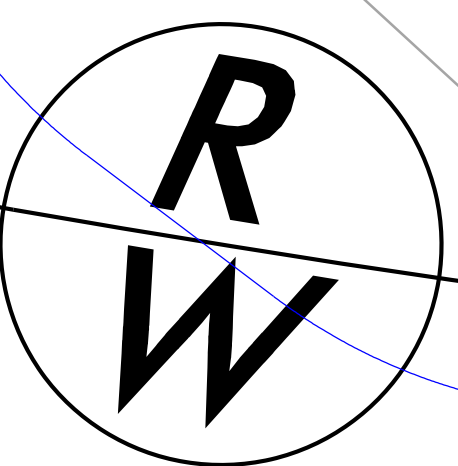
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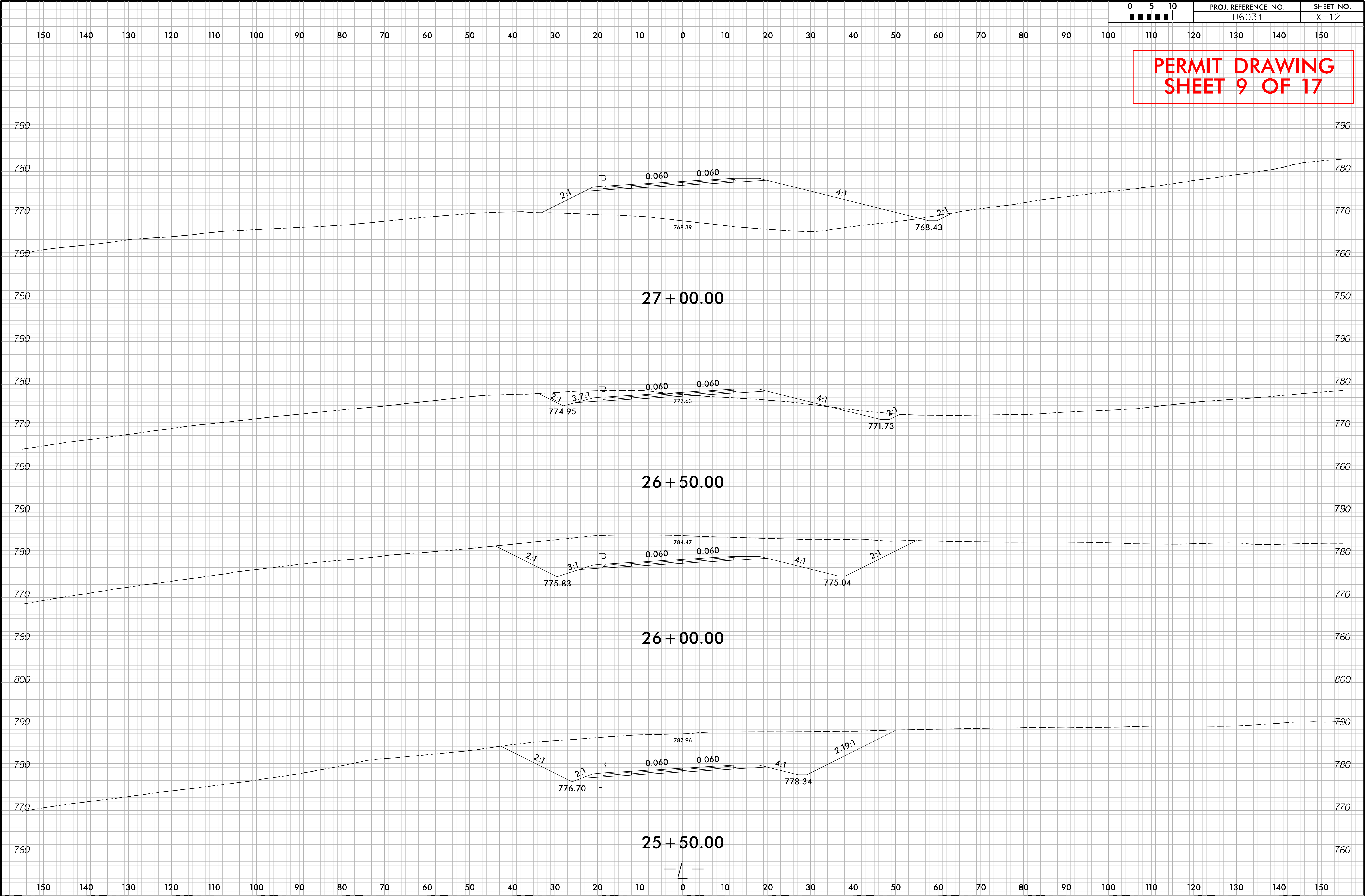
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AT -L- STA. 27+43 LT (61')

HIGH POINT CITY LIMITS

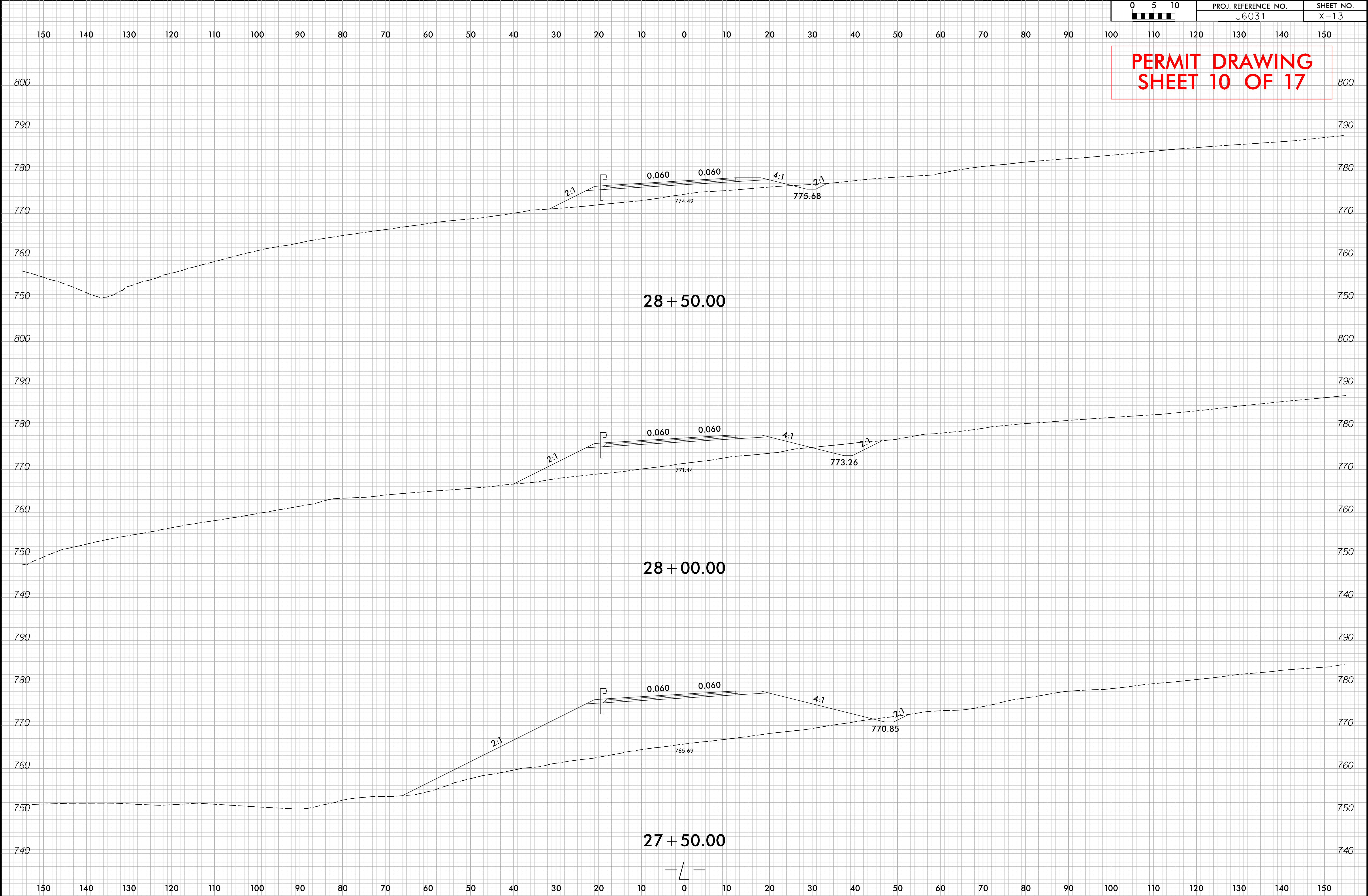




6/23/16

7/1/2020  
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Bourgeois

|            |                     |           |
|------------|---------------------|-----------|
| 0 5 10<br> | PROJ. REFERENCE NO. | SHEET NO. |
|            | U6031               | X-13      |





PERMIT DRAWING  
SHEET 12 OF 17

TS TS

DENOTES TEMPORARY  
IMPACTS IN SURFACE WATER

NAD 83 / NA 2011

MATCH LINE SEE SHEET 5

MATCH LINE  
-Y2- STA. 20+00.00  
SEE SHEET 5

SEE PSH 07B

BEGIN CONSTRUCTION  
-Y2- POT STA. 26+00.00

END CONSTRUCTION  
-Y2- POT STA. 27+50.00

GATE CONSTRUCTION  
-Y2- POC STA. 29+52.70

8/17/99  
7/1/2020  
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burress

PERMIT DRAWING  
SHEET 13 OF 17

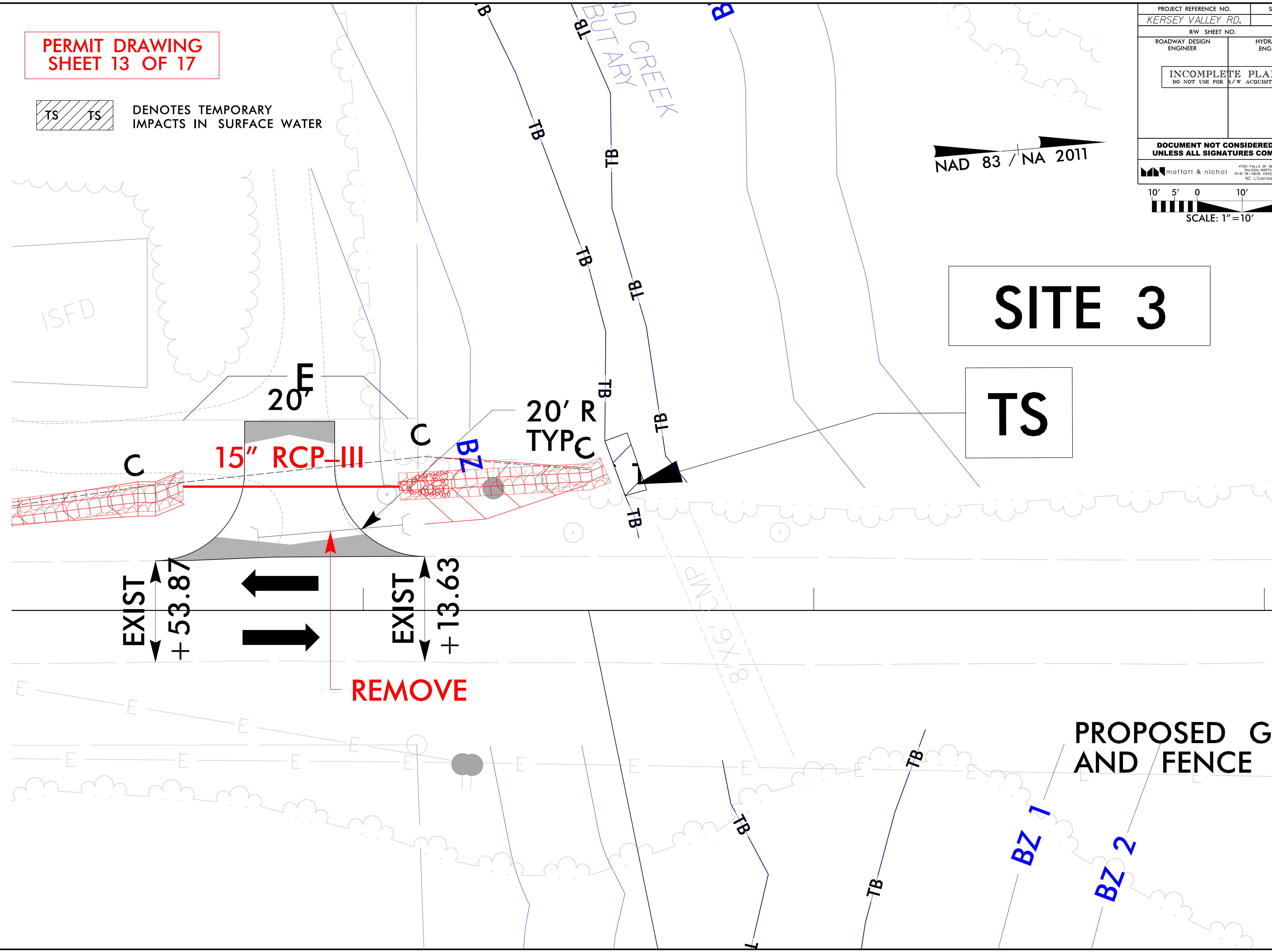
TS TS DENOTES TEMPORARY  
IMPACTS IN SURFACE WATER

NAD 83 / NA 2011

|                                                                  |  |                                                                                                                                          |  |
|------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------|--|
| PROJECT REFERENCE NO.<br>KERSEY VALLEY RD.                       |  | SHEET NO.<br>07B                                                                                                                         |  |
| RW SHEET NO.                                                     |  | HYDRAULICS ENGINEER                                                                                                                      |  |
| ROADWAY DESIGN ENGINEER                                          |  | HYDRAULICS ENGINEER                                                                                                                      |  |
| INCOMPLETE PLANS<br>DO NOT USE FOR R/W ACQUISITION               |  |                                                                                                                                          |  |
| DOCUMENT NOT CONSIDERED FINAL<br>UNLESS ALL SIGNATURES COMPLETED |  |                                                                                                                                          |  |
| moffatt & nichol                                                 |  | 4700 FALLS OF NEUSE ROAD, SUITE 300<br>FALCON, NORTH CAROLINA 27639<br>(919) 781-4626 VOICE (919) 781-4669 FAX<br>NC License NO.: F-0105 |  |
| 10' 5' 0 10' 20'<br>SCALE: 1" = 10'                              |  |                                                                                                                                          |  |

SITE 3

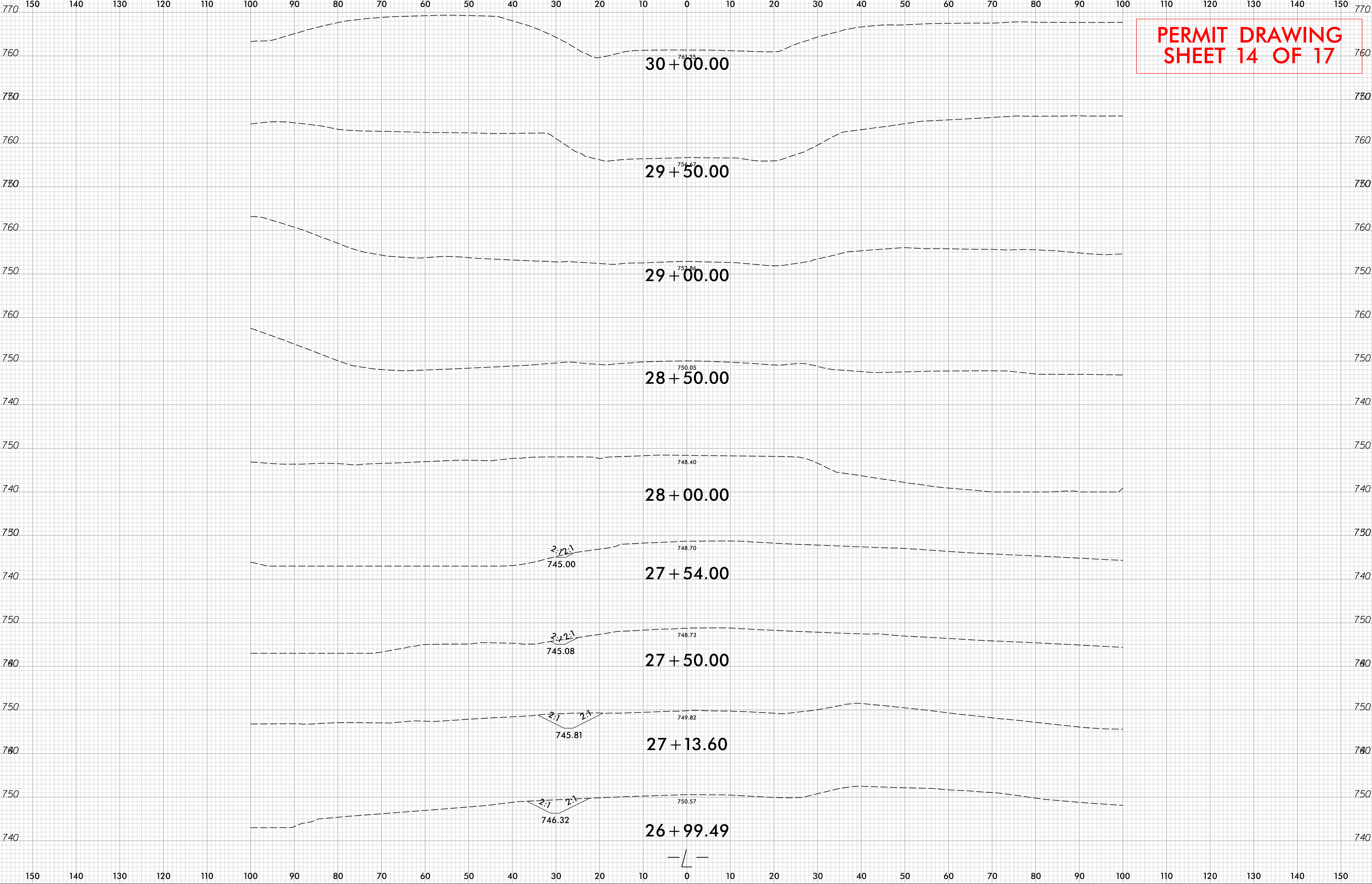
TS

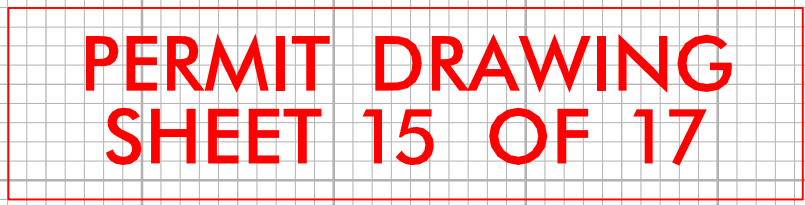


6/23/16

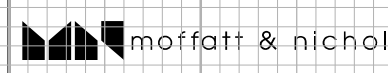
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Bourgeois

|                 |                     |           |
|-----------------|---------------------|-----------|
| <div>0510</div> | PROJ. REFERENCE NO. | SHEET NO. |
|                 | U6031               | X-6       |



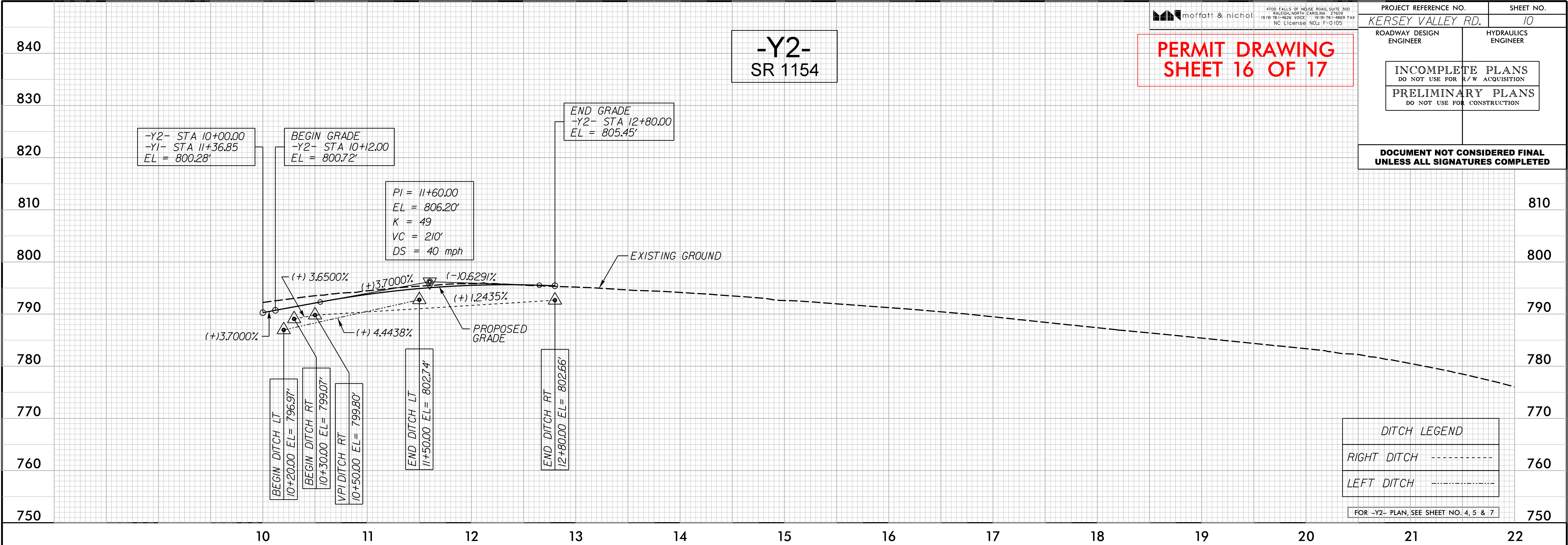


5/28/99

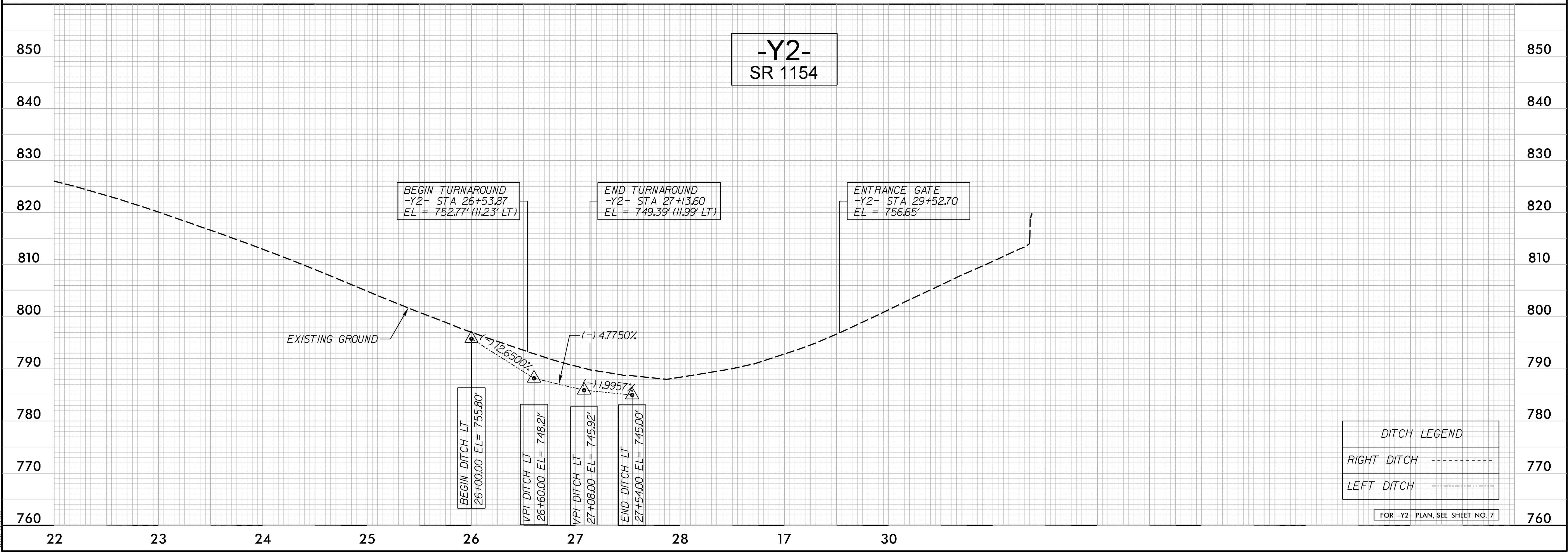


4700 FALLS OF NEUSE ROAD, SUITE 300  
RALEIGH, NORTH CAROLINA 27609  
1919 78-1465 VOICE 1919 78-1465 FAX  
NC License NO.: F-0105

|                                                                                                                             |                        |           |
|-----------------------------------------------------------------------------------------------------------------------------|------------------------|-----------|
| PROJECT REFERENCE NO.                                                                                                       |                        | SHEET NO. |
| KERSEY VALLEY RD.                                                                                                           |                        | 10        |
| ROADWAY DESIGN<br>ENGINEER                                                                                                  | HYDRAULICS<br>ENGINEER |           |
| <div>INCOMPLETE PLANS<br/>DO NOT USE FOR R/W ACQUISITION</div> <div>PRELIMINARY PLANS<br/>DO NOT USE FOR CONSTRUCTION</div> |                        |           |
| DOCUMENT NOT CONSIDERED FINAL<br>UNLESS ALL SIGNATURES COMPLETED                                                            |                        |           |



7/1/2000  
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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) |
| 1        | -L- 14+67 to 14+68 LT  | Roadway Fill          |                                 |                             |                             |                                      | < 0.01                         |                           |                       |                                         |                                     |                            |
| 2        | -L- 27+27 to 27+47 LT  | Roadway Fill          |                                 |                             |                             |                                      |                                | < 0.01                    | < 0.01                | 65                                      | 4                                   |                            |
| 3        | -Y2- 27+54 to 27+63 LT | Ditch Outlet          |                                 |                             |                             |                                      |                                |                           | < 0.01                |                                         | 13                                  |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
|          |                        |                       |                                 |                             |                             |                                      |                                |                           |                       |                                         |                                     |                            |
| TOTALS*: |                        |                       |                                 |                             |                             |                                      | < 0.01                         | < 0.01                    | < 0.01                | 65                                      | 17                                  | 0                          |

\*Rounded totals are sum of actual impacts

NOTES:

NC DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 06/30/2020  
 GUILFORD  
 KERSEY VALLEY RD