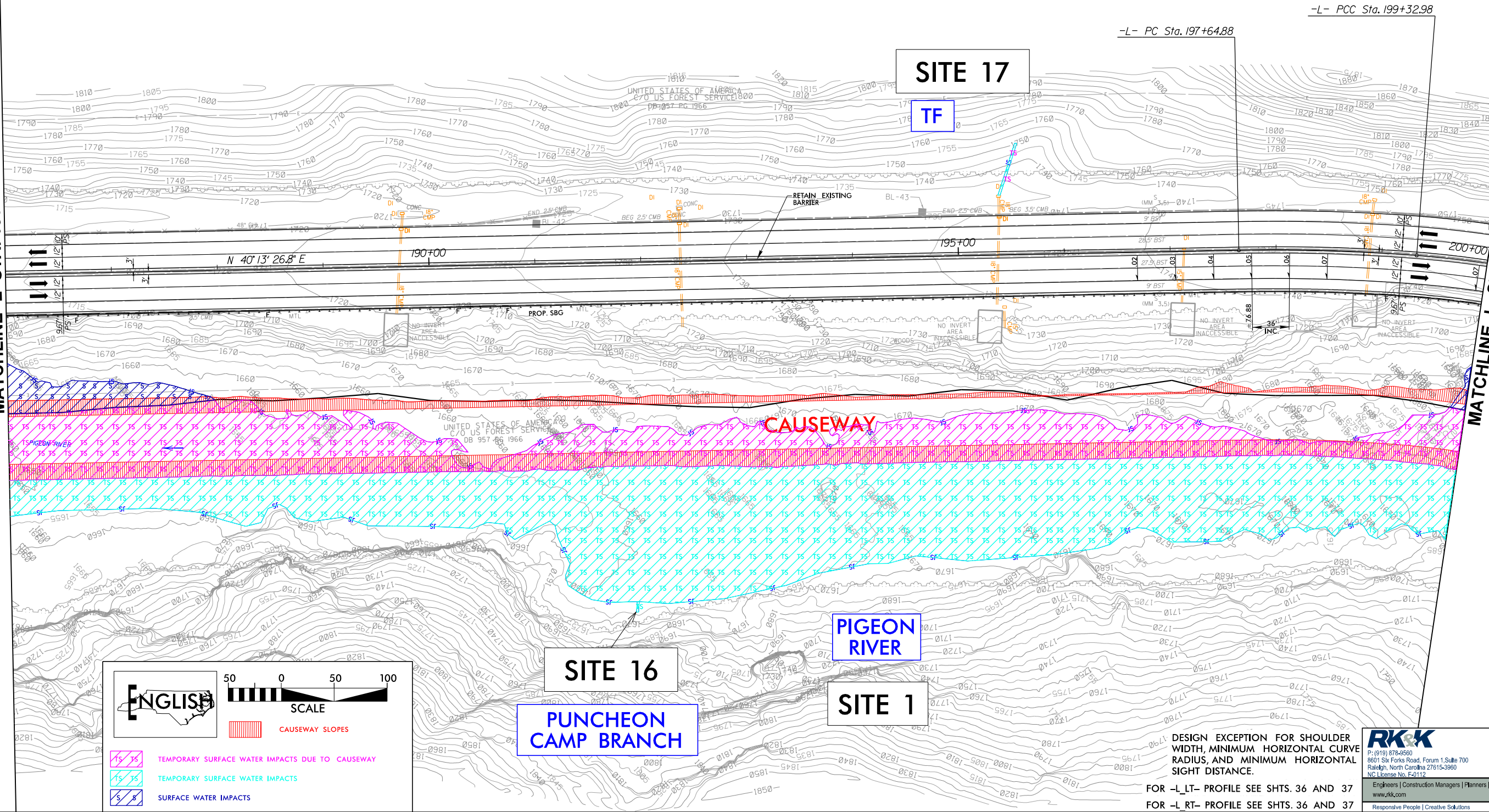


MATCHLINE -L- STA. 186+00 SEE SHEET 16



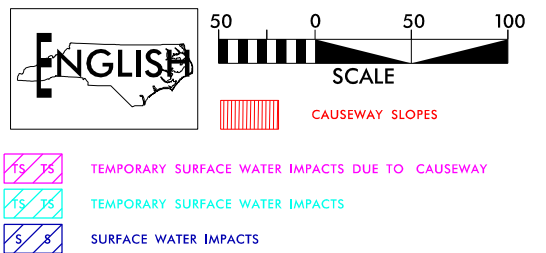
MATCHLINE -L- STA. 200+00 SEE SHEET 18

-L-
PI Sta 198+49.00
 $\Delta = 5^\circ 31' 10.3" (RT)$
 $D = 3^\circ 17' 00.3"$
 $L = 168.10'$
 $T = 84.12'$
 $R = 1,745.00'$
 $DS = 55 \text{ MPH}$
 $SE = \text{EXIST.}$

PI Sta 201+76.75
 $\Delta = 28^\circ 55' 44.0" (RT)$
 $D = 6^\circ 03' 47.0"$
 $L = 477.13'$
 $T = 243.77'$
 $R = 945.00' *$
 $DS = 50 \text{ MPH}$
 $SE = \text{EXIST.}$
* DESIGN EXCEPTION



PROJECT REFERENCE NO.		SHEET NO.
1-40 PIGEON RIVER		17
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		
PERMIT DRAWING SHEET 32 OF 62		
REVISED 5/28/2025		



DESIGN EXCEPTION FOR SHOULDER WIDTH, MINIMUM HORIZONTAL CURVE RADIUS, AND MINIMUM HORIZONTAL SIGHT DISTANCE.

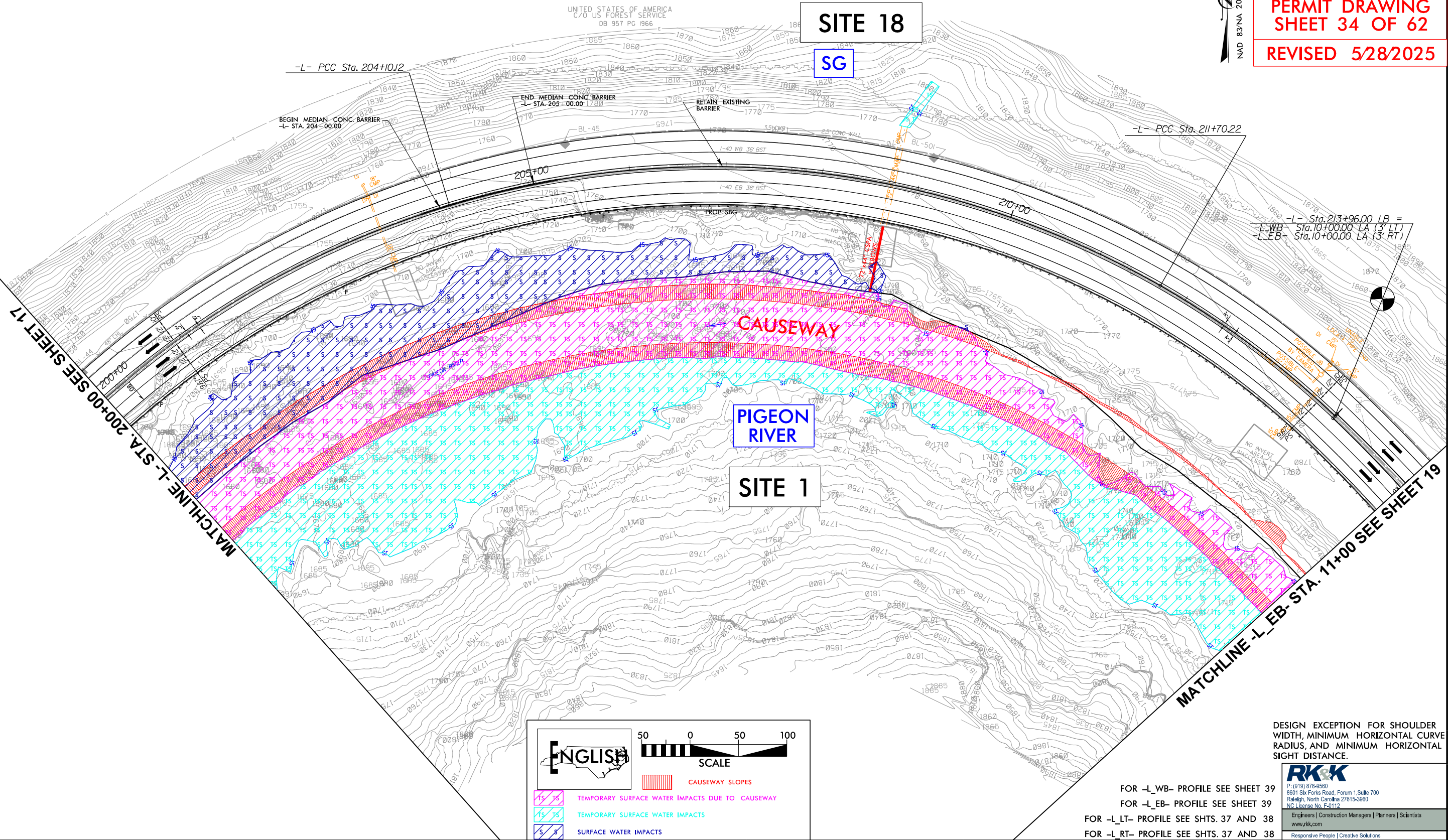
FOR -L- LT- PROFILE SEE SHTS. 36 AND 37
FOR -L- RT- PROFILE SEE SHTS. 36 AND 37

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-L-			-L_WB-	-L_EB-
PI Sta 201+76.75	PI Sta 208+12.58	PI Sta 212+83.67	PI Sta 10+87.39	PI Sta 10+99.04
$\Delta = 28^{\circ}55'44.0"$ (RT)	$\Delta = 46^{\circ}34'41.4"$ (RT)	$\Delta = 13^{\circ}59'05.8"$ (RT)	$\Delta = 5^{\circ}15'59.8"$ (RT)	$\Delta = 7^{\circ}50'31.8"$ (RT)
D = 6'03'47.0"	D = 6'07'40.4"	D = 6'11'38.9"	D = 3'00'56.0"	D = 3'57'54.4"
L = 477.13'	L = 760.10'	L = 225.78'	L = 174.65'	L = 197.78'
T = 243.77'	T = 402.46'	T = 113.45'	T = 87.39'	T = 99.04'
R = 945.00' *	R = 935.00' *	R = 925.00' *	R = 1,900.00'	R = 1,445.00'
DS = 50 MPH	DS = 50 MPH	DS = 50 MPH	DS = 55 MPH	DS = 55 MPH
SE = EXIST.	SE = EXIST.	SE = EXIST.	SE = EXIST.	SE = EXIST.

* DESIGN EXCEPTION

PROJECT REFERENCE NO. 1-40 PIGEON RIVER		SHEET NO. 18
RW SHEET NO.		HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER		
INCOMPLETE PLANS DO NOT USE FOR P/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		
PERMIT DRAWING SHEET 34 OF 62		
REVISED 5/28/2025		



DESIGN EXCEPTION FOR SHOULDER WIDTH, MINIMUM HORIZONTAL CURVE RADIUS, AND MINIMUM HORIZONTAL SIGHT DISTANCE.

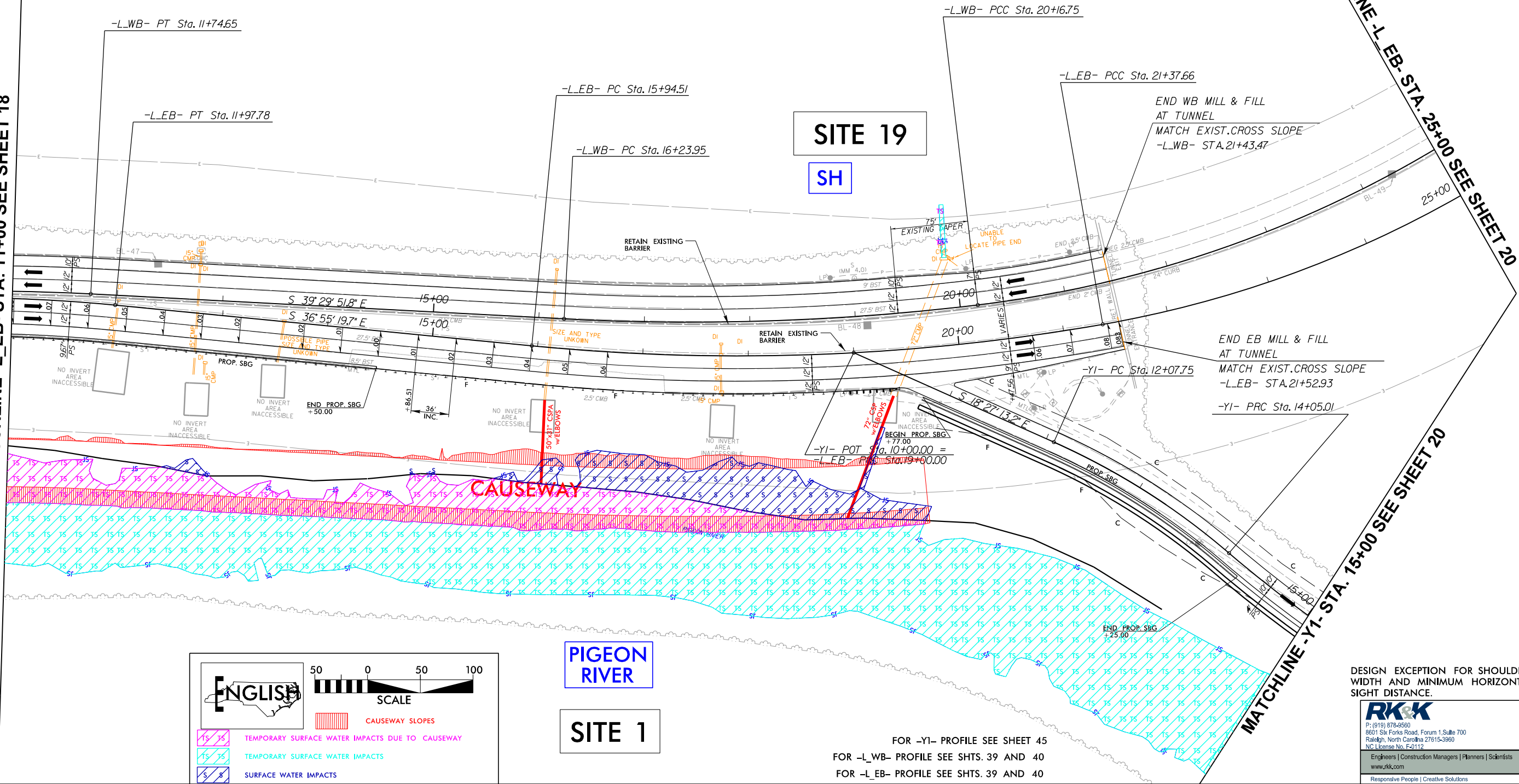
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FOR -L_WB- PROFILE SEE SHEET 39
FOR -L_EB- PROFILE SEE SHEET 39
FOR -L_LT- PROFILE SEE SHTS. 37 AND 38
FOR -L_RT- PROFILE SEE SHTS. 37 AND 38

8/17/99

6/3/2025
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19-EB-0001

MATCHLINE -L_EB- STA. 11+00 SEE SHEET 18



-L_WB-		
PI Sta 10+87.39 $\Delta = 5' 15' 59.8''$ (RT) $D = 3' 00' 56.0''$ $L = 174.65'$ $T = 87.39'$ $R = 1,900.00'$ $DS = 55$ MPH $SE = EXIST.$	PI Sta 18+20.84 $\Delta = 9' 52' 15.8''$ (LT) $D = 2' 30' 46.7''$ $L = 392.80'$ $T = 196.89'$ $R = 2,280.00'$ $DS = 55$ MPH $SE = EXIST.$	PI Sta 27+54.98 $\Delta = 67' 29' 30.5''$ (LT) $D = 5' 11' 06.5''$ $L = 1,301.64'$ $T = 738.22'$ $R = 1,105.00'$ $DS = 55$ MPH $SE = EXIST.$

-YI-	
PI Sta 12+68.89 $\Delta = 10' 16' 31.4''$ (RT) $D = 8' 25' 33.1''$ $L = 121.95'$ $T = 61.14'$ $R = 680.00'$ $DS = 20$ MPH $SE = EXIST.$	PI Sta 15+54.79 $\Delta = 7' 58' 12.3''$ (LT) $D = 4' 35' 01.2''$ $L = 173.88'$ $T = 87.08'$ $R = 1,250.00'$ $DS = 20$ MPH $SE = EXIST.$

-L_EB-		
PI Sta 10+99.04 $\Delta = 7' 50' 31.8''$ (RT) $D = 3' 57' 54.4''$ $L = 197.78'$ $T = 99.04'$ $R = 1,445.00'$ $DS = 55$ MPH $SE = EXIST.$	PI Sta 18+67.75 $\Delta = 15' 28' 57.7''$ (LT) $D = 2' 51' 01.9''$ $L = 543.15'$ $T = 273.24'$ $R = 2,010.00'$ $DS = 55$ MPH $SE = EXIST.$	PI Sta 27+03.05 $\Delta = 56' 36' 04.5''$ (LT) $D = 5' 27' 24.3''$ $L = 1,037.27'$ $T = 565.38'$ $R = 1,050.00'$ $DS = 55$ MPH $SE = EXIST.$

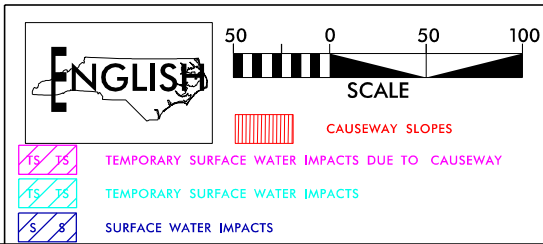
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SITE 19

SH

PIGEON RIVER

SITE 1



FOR -YI- PROFILE SEE SHEET 45
FOR -L_WB- PROFILE SEE SHTS. 39 AND 40
FOR -L_EB- PROFILE SEE SHTS. 39 AND 40

PROJECT REFERENCE NO.		SHEET NO.
1-40 PIGEON RIVER		19
RW SHEET NO.		HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER		

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PERMIT DRAWING
SHEET 35 OF 62

REVISED 5/28/2025

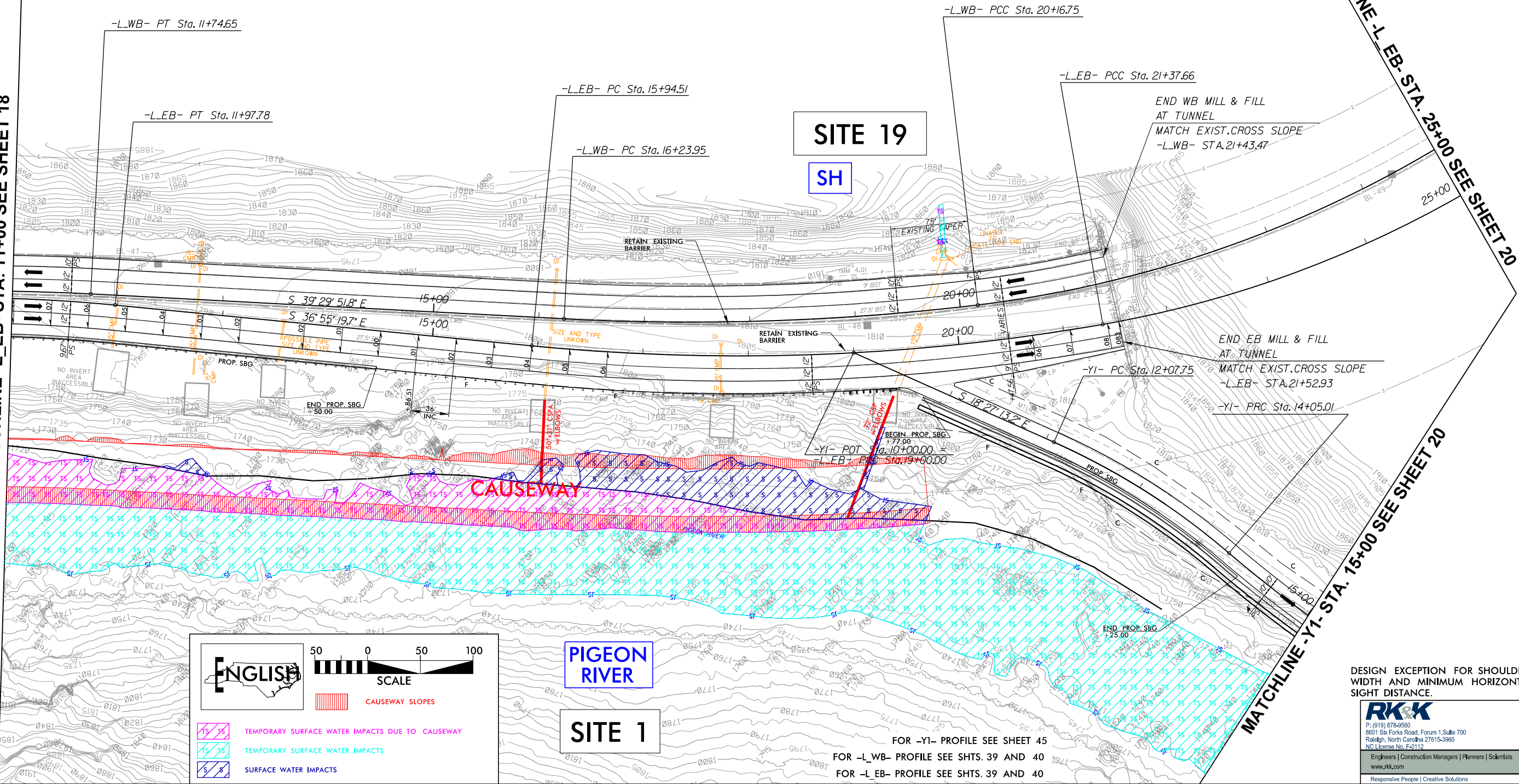
DESIGN EXCEPTION FOR SHOULDER
WIDTH AND MINIMUM HORIZONTAL
SIGHT DISTANCE.

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MATCHLINE -L_EB- STA. 11+00 SEE SHEET 18



-L_WB-		
PI Sta 10+87.39 Δ = 5'15" 59.8" (RT) D = 3'00" 56.0" L = 174.65' T = 87.39' R = 1,900.00' DS = 55 MPH SE = EXIST.	PI Sta 18+20.84 Δ = 9'52" 15.8" (LT) D = 2'30" 46.7" L = 392.80' T = 196.89' R = 2,280.00' DS = 55 MPH SE = EXIST.	PI Sta 27+54.98 Δ = 67" 29' 30.5" (LT) D = 5'11" 06.5" L = 1,301.64' T = 738.22' R = 1,050.00' DS = 55 MPH SE = EXIST.

-YI-	
PI Sta 12+68.89 Δ = 10'16" 31.4" (RT) D = 8'25" 33.1" L = 121.95' T = 61.14' R = 680.00' DS = 20 MPH SE = EXIST.	PI Sta 15+54.79 Δ = 7'58" 12.3" (LT) D = 4'35" 01.2" L = 173.88' T = 87.08' R = 1,250.00' DS = 20 MPH SE = EXIST.

-L_EB-		
PI Sta 10+99.04 Δ = 7'50" 31.8" (RT) D = 3'57" 54.4" L = 197.78' T = 99.04' R = 1,445.00' DS = 55 MPH SE = EXIST.	PI Sta 18+67.75 Δ = 15'28" 57.7" (LT) D = 2'51" 01.9" L = 543.15' T = 273.24' R = 2,010.00' DS = 55 MPH SE = EXIST.	PI Sta 27+03.05 Δ = 56'36" 04.5" (LT) D = 5'27" 24.3" L = 1,037.27' T = 565.38' R = 1,050.00' DS = 55 MPH SE = EXIST.

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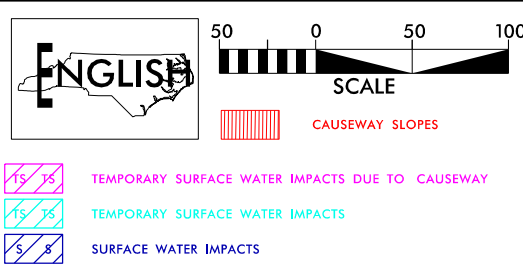
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PERMIT DRAWING
SHEET 36 OF 62

REVISED 5/28/2025

MATCHLINE -L_EB- STA. 25+00 SEE SHEET 20

MATCHLINE -YI- STA. 15+00 SEE SHEET 20



PIGEON RIVER

SITE 1

SITE 19
SH

DESIGN EXCEPTION FOR SHOULDER
WIDTH AND MINIMUM HORIZONTAL
SIGHT DISTANCE.

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FOR -YI- PROFILE SEE SHEET 45
FOR -L_WB- PROFILE SEE SHTS. 39 AND 40
FOR -L_EB- PROFILE SEE SHTS. 39 AND 40

PROJECT REFERENCE NO.	SHEET NO.
1-40 PIGEON RIVER	20
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	

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

WATCHLINE-L_EB-STA. 33+50 SEE SHEET 21

SEE SHEET 20 INSET
(PERMIT DRAWING SHEET 37 OF 44)

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MATCHLINE -Y1- STA. 15+00 SEE SHEET 19

15'±00'

4' PS

10' 10'

F

C

MATCHLINE - L. EB.
STA. 25+00
SEE SHEET 19

-YI- PCC Sta. 19+68.53

-YI- PCC Sta. 22+54.07

-YI- PCC Sta. 25+12.53

-YI- PT Sta. 28+67.25

PIGEON
RIVER

SITE 1

SITE 21

SAF

FOR UNOBSTRUCTED RIVER AND IMPACTS
SEE SHEET 20-INSET
(PERMIT DRAWING SHEET 37 OF 44)

FOR -Y1- PROFILE SEE SHEET 45
FOR -L_WB- PROFILE SEE SHEET 40
FOR -L_EB- PROFILE SEE SHEET 40

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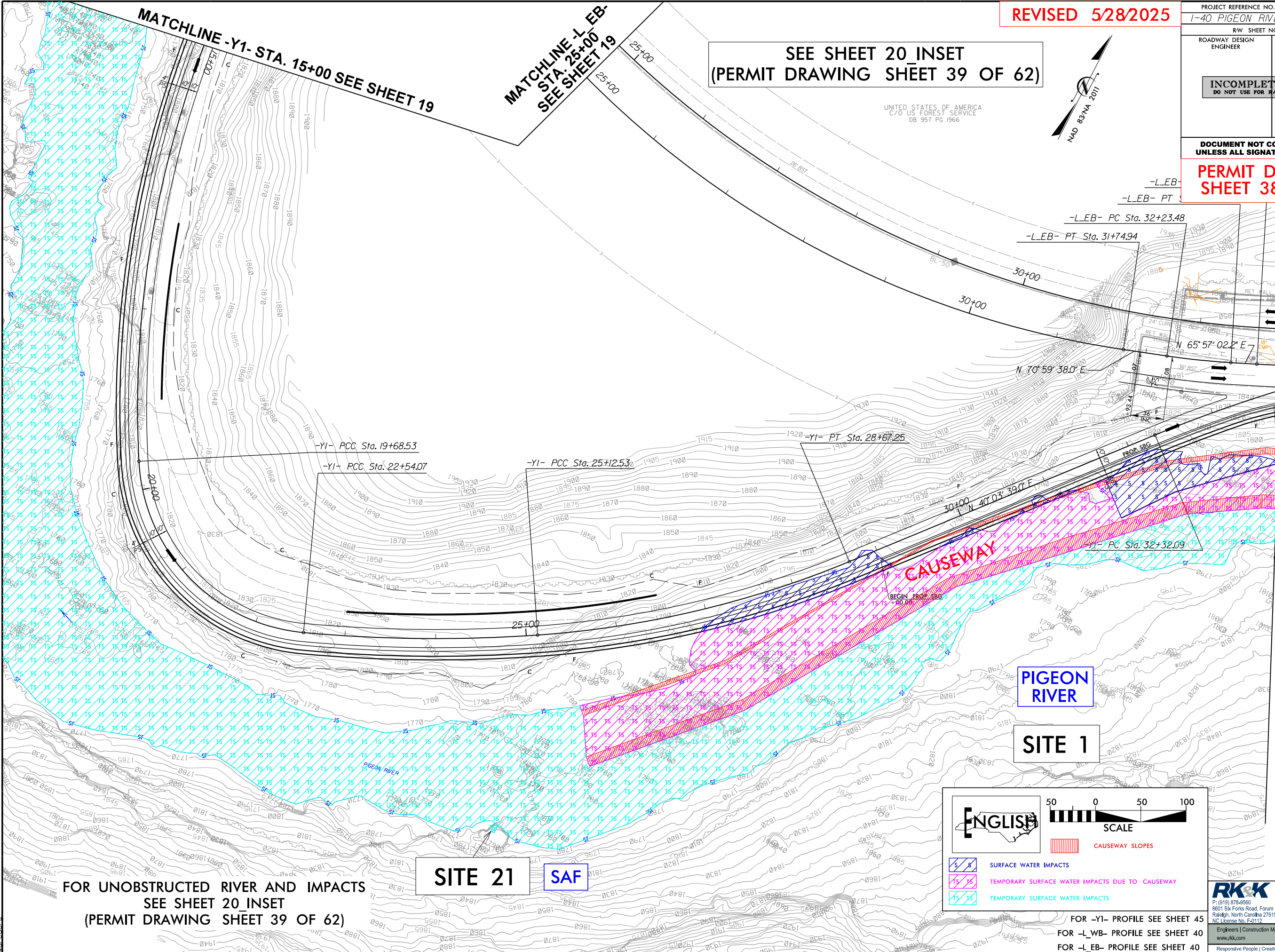
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Figure 1 is a map of the English River and its tributaries. The map shows the English River flowing through a landscape with various features. A scale bar indicates distances from 0 to 100. A legend identifies symbols for surface water impacts (blue hatched), temporary surface water impacts due to causeway (pink hatched), and temporary surface water impacts (green hatched).

6/3/2025
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8/17/2025

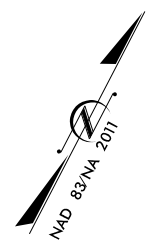
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REVISED 5/28/2025

SEE SHEET 20 INSET
(PERMIT DRAWING SHEET 39 OF 62)

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PROJECT REFERENCE NO. 1-40 PIGEON RIVER		SHEET NO. 20	
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

PERMIT DRAWING
SHEET 38 OF 62

FOR UNOBSTRUCTED RIVER AND IMPACTS
SEE SHEET 20 INSET
(PERMIT DRAWING SHEET 39 OF 62)

SITE 21 SAF

PIGEON RIVER

SITE 1

ENGLISH

500 0 50 100

SCALE

CAUSEWAY SLOPES

SURFACE WATER IMPACTS

TEMPORARY SURFACE WATER IMPACTS DUE TO CAUSEWAY

TEMPORARY SURFACE WATER IMPACTS

FOR -YI- PROFILE SEE SHEET 45
FOR -L_WB- PROFILE SEE SHEET 40
FOR -L_EB- PROFILE SEE SHEET 40

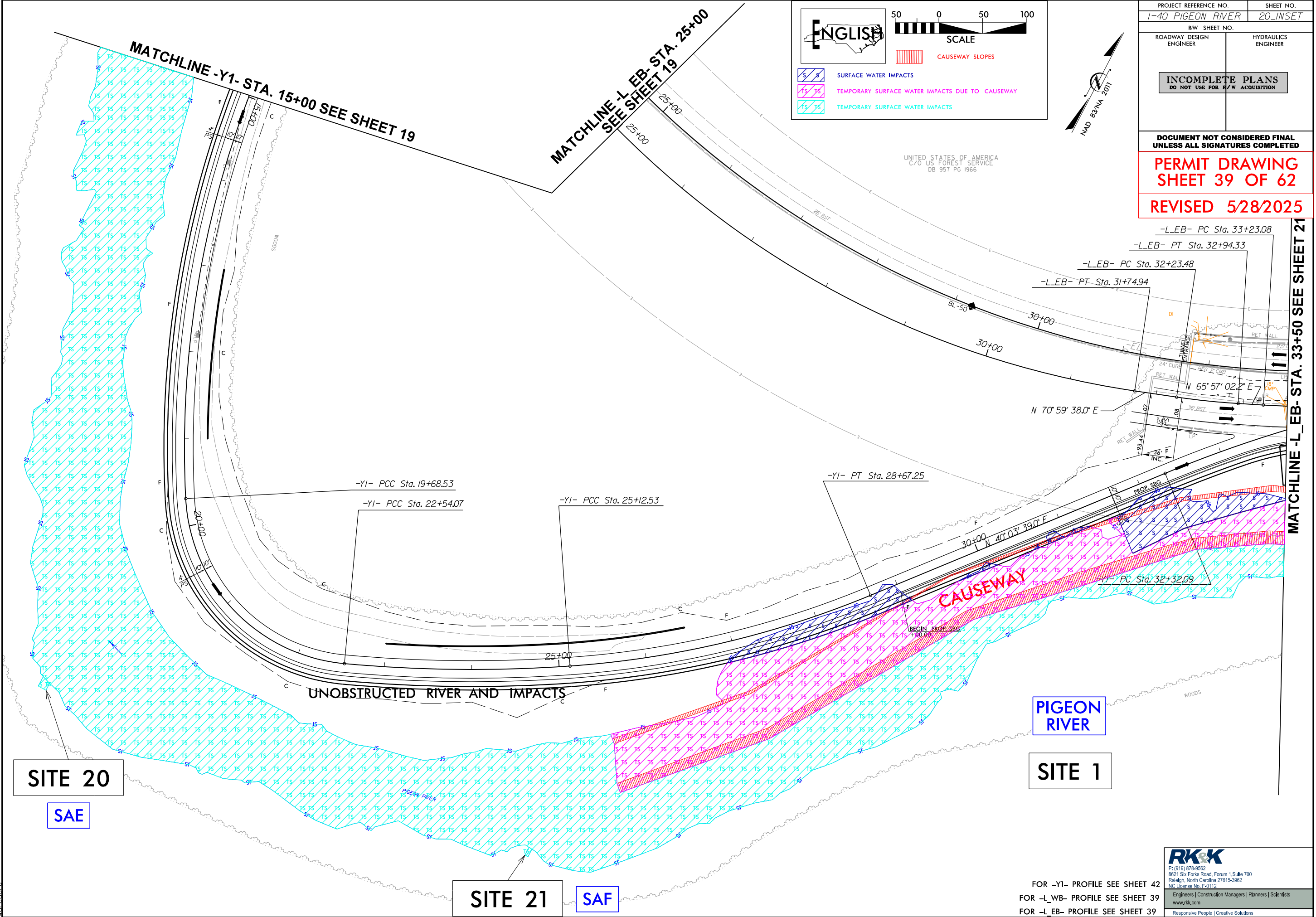
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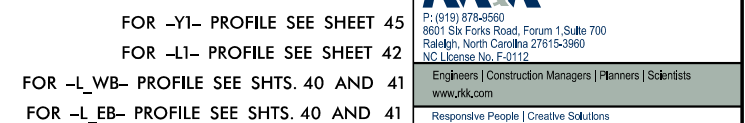
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MATCHLINE -L_EB- STA. 33+50 SEE SHEET 21

8/17/99

6/3/2025
c:\pwworking\rkk\production\dms73276\1-40 Pigeon River_Hyd.prm_psh_20_inset.dgn
rkk







8/17/99

6/3/2025
c:\pwworking\k\production\dms73276\1-40 Pigeon River_Hyd.prm_psh_22.dgn
10:58:04

MATCHLINE -L1- STA. 13+50 SEE SHEET 21

SITE 22
SKIFFLEY CREEK

-LI- PT Sta. 14+98.34

-LI- PC Sta. 15+60.96

-LI- PCC Sta. 18+02.60

PI Sta 14+11.50 $\Delta = 2^{\circ}13'53.1''$ (RT) $D = 1^{\circ}17'04.8''$ $L = 173.70'$ $T = 86.86'$ $R = 4,460.00'$ $DS = 55$ MPH $SE =$ EXIST.	PI Sta 16+81.88 $\Delta = 5^{\circ}49'01.4''$ (RT) $D = 2^{\circ}24'26.6''$ $L = 241.63'$ $T = 120.92'$ $R = 2,380.00'$ $DS = 55$ MPH $SE =$ EXIST.	PI Sta 20+71.35 $\Delta = 3^{\circ}45'03.5''$ (RT) $D = 6^{\circ}03'47.0''$ $L = 523.68'$ $T = 268.75'$ $R = 945.00'$ $DS = 50$ MPH $SE =$ EXIST.	-LI- PI Sta 24+50.19 $\Delta = 10^{\circ}02'40.3''$ (RT) $D = 4^{\circ}03'48.7''$ $L = 247.19'$ $T = 123.10'$ $R = 1,410.00'$ $DS = 55$ MPH $SE =$ EXIST.	PI Sta 27+68.61 $\Delta = 9^{\circ}45'39.0''$ (RT) $D = 4^{\circ}00'24.1''$ $L = 283.73'$ $T = 122.10'$ $R = 1,430.00'$ $DS = 55$ MPH $SE =$ EXIST.
---	--	--	---	--

* DESIGN EXCEPTION

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SITE 23
GROUNDHOG CREEK

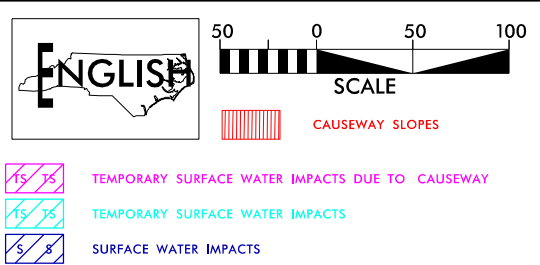
-LI- PC Sta. 23+26.28

-LI- PC Sta. 26+26.27

-LI- PT Sta. 25+73.46

PIGEON RIVER

SITE 1



FOR -L1- PROFILE SEE SHEET 41

PROJECT REFERENCE NO. 1-40 PIGEON RIVER		SHEET NO. 22	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
PERMIT DRAWING SHEET 42 OF 62			
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6/3/2025
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rkk

MATCHLINE -L1- STA. 13+50 SEE SHEET 21

SITE 22
SKIFFLEY CREEK

-LI- PT Sta. 14+98.34

-LI- PC Sta. 15+60.96

-LI- PCC Sta. 18+02.60

PIGEON RIVER

SITE 1

SITE 23
GROUNDHOG CREEK

UNITED STATES OF AMERICA
C/O US FOREST SERVICE
DB 957 PG 1966

-LI- PC Sta. 23+26.28

-LI- PC Sta. 26+26.27

-LI- PT Sta. 25+73.46

MATCHLINE -L1- STA. 27+00 SEE SHEET 23

-LI-				
PI Sta 14+11.50 Δ = 2°13'53" (RT) D = 1°17'04.8" L = 173.70' T = 86.86' R = 4,460.00' DS = 55 MPH SE = EXIST.	PI Sta 16+81.88 Δ = 5°49'01.4" (RT) D = 2°24'26.6" L = 241.63' T = 120.92' R = 2,380.00' DS = 55 MPH SE = EXIST.	PI Sta 20+71.35 Δ = 3°45'03.5" (RT) D = 6°03'47.0" L = 523.68' T = 268.75' R = 945.00' * DS = 50 MPH SE = EXIST.	PI Sta 24+50.19 Δ = 10°02'40.3" (RT) D = 4°03'48.7" L = 247.19' T = 123.91' R = 1,410.00' DS = 55 MPH SE = EXIST.	PI Sta 27+68.61 Δ = 9°45'39.0" (RT) D = 4°00'24.1" L = 283.73' T = 122.10' R = 1,430.00' DS = 55 MPH SE = EXIST.

* DESIGN EXCEPTION



ENGLISH



SCALE



TEMPORARY SURFACE WATER IMPACTS DUE TO CAUSEWAY
TEMPORARY SURFACE WATER IMPACTS
SURFACE WATER IMPACTS

PROJECT REFERENCE NO. 1-40 PIGEON RIVER	SHEET NO. 22
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	
PERMIT DRAWING SHEET 43 OF 62	
REVISED 5/28/2025	



FOR -L1- PROFILE SEE SHEET 41

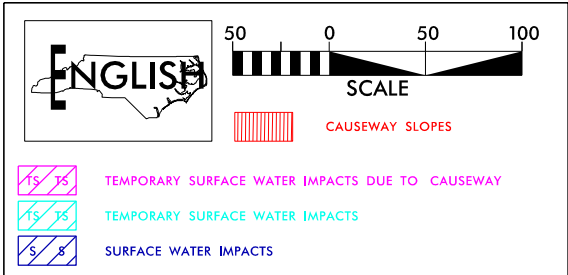
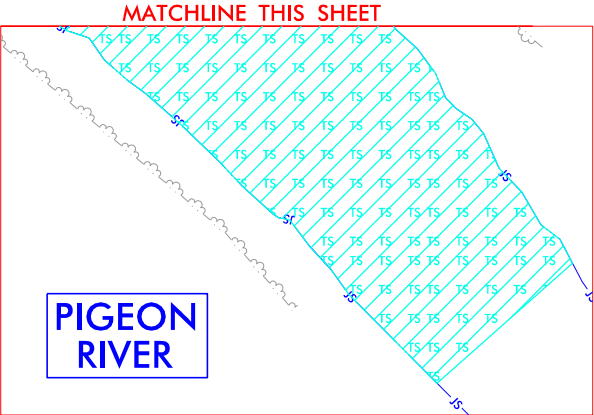
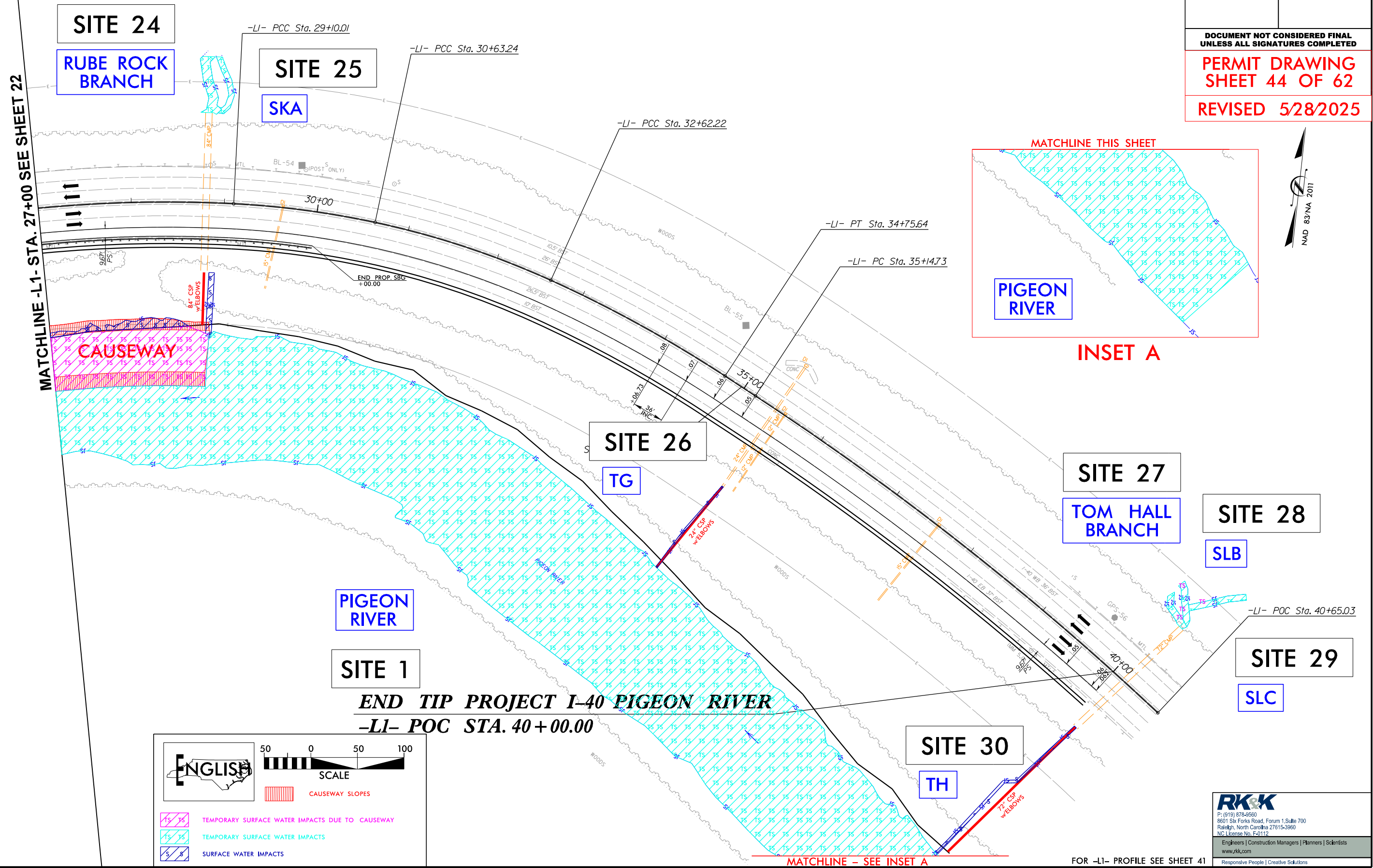


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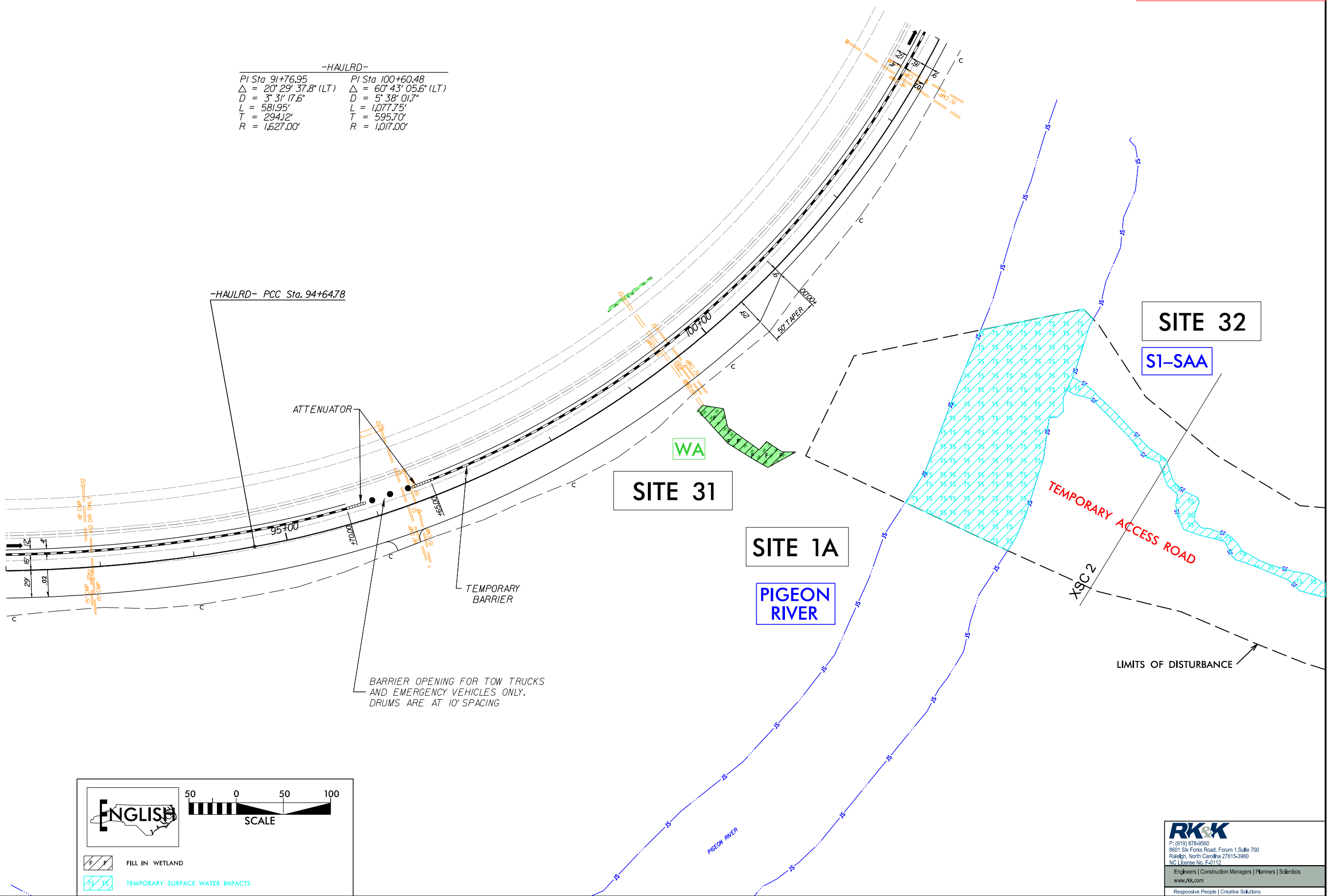
PROJECT REFERENCE NO. 1-40 PIGEON RIVER		SHEET NO. 23
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		
PERMIT DRAWING SHEET 44 OF 62		
REVISED 5/28/2025		



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FOR -LI- PROFILE SEE SHEET 41





-HAULRD-	
PI Sta 91+76.95	PI Sta 100+60.48
$\Delta = 20^{\circ} 29' 37.8''$ (LT)	$\Delta = 60^{\circ} 43' 05.6''$ (LT)
$D = 3^{\circ} 31' 17.6''$	$D = 5^{\circ} 38' 01.7''$
$L = 581.95'$	$L = 1,077.75'$
$T = 294.12'$	$T = 595.70'$
$R = 1,627.00'$	$R = 1,017.00'$

-HAULRD- PCC Sta. 94+64.78

ATTENUATOR

TEMPORARY
BARRIER

BARRIER OPENING FOR TOW TRUCKS
AND EMERGENCY VEHICLES ONLY.
DRUMS ARE AT 10' SPACING

SITE 32

S1-SAA

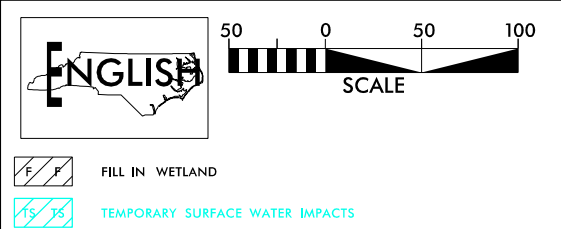
SITE 31

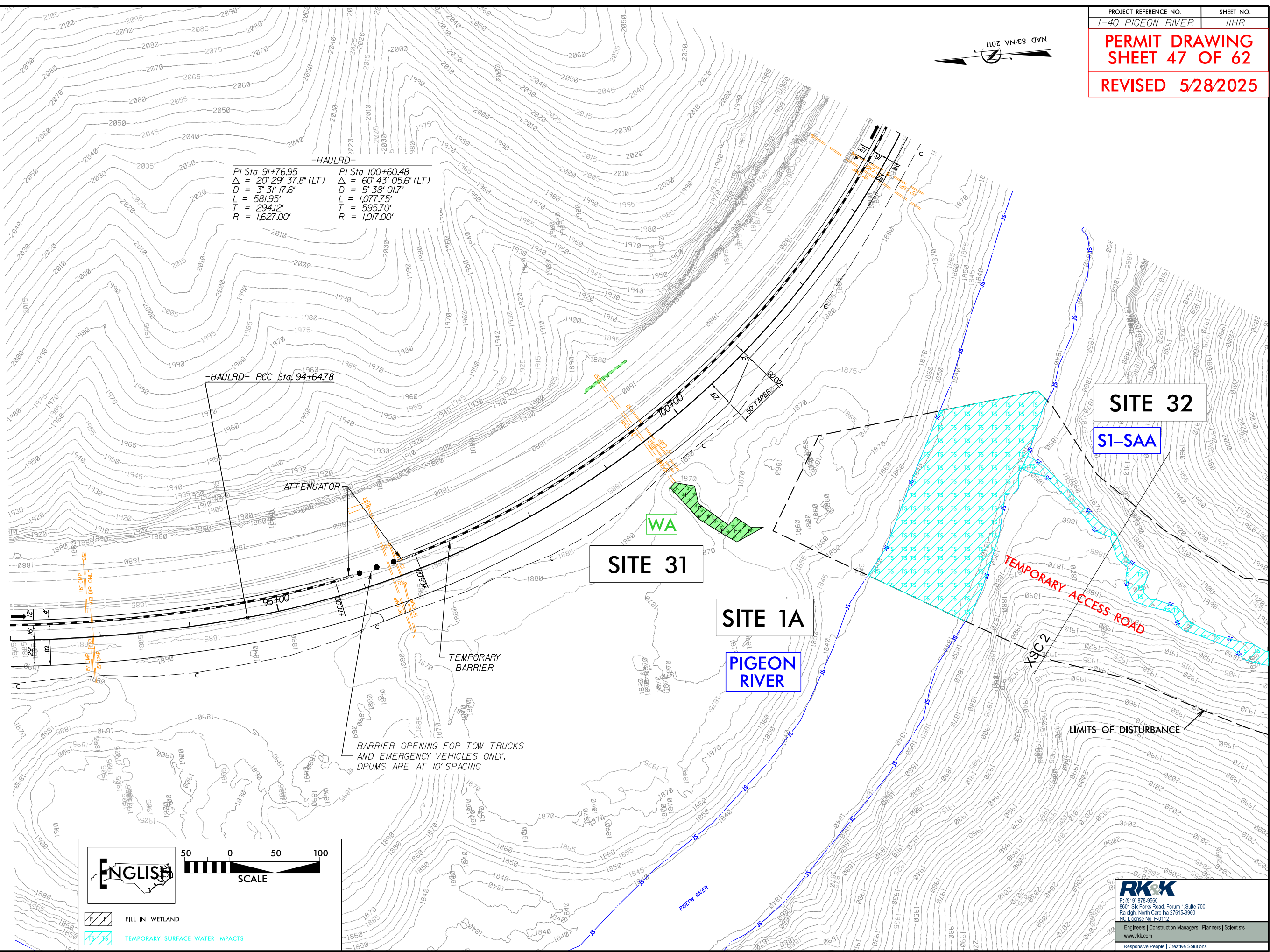
SITE 1A

**PIGEON
RIVER**

TEMPORARY ACCESS ROAD

LIMITS OF DISTURBANCE





-HAULRD-
PI Sta 91+76.95 $\Delta = 20^\circ 29' 37.8''$ (LT) $D = 5^\circ 31' 17.6''$ $L = 581.95'$ $T = 294.12'$ $R = 1,627.00'$
PI Sta 100+60.48 $\Delta = 60^\circ 43' 05.6''$ (LT) $D = 5^\circ 38' 01.7''$ $L = 1,077.75'$ $T = 595.70'$ $R = 1,017.00'$

-HAULRD- PCC Sta. 94+64.78

ATTENUATOR

TEMPORARY BARRIER

BARRIER OPENING FOR TOW TRUCKS
AND EMERGENCY VEHICLES ONLY.
DRUMS ARE AT 10' SPACING

SITE 31

SITE 1A

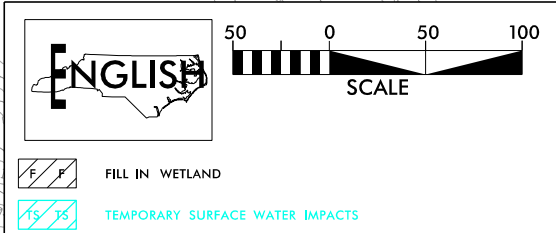
PIGEON RIVER

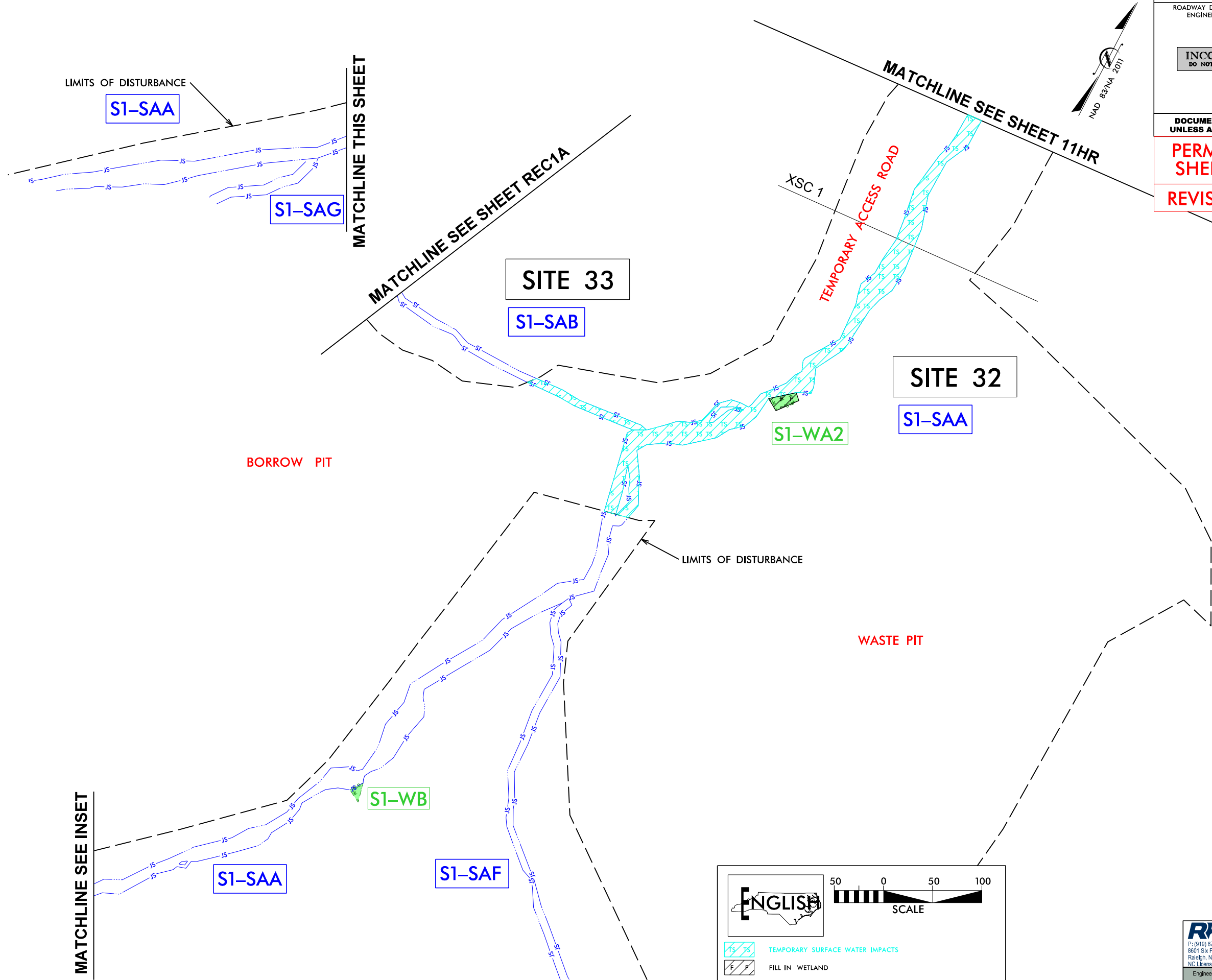
SITE 32

S1-SAA

TEMPORARY ACCESS ROAD

LIMITS OF DISTURBANCE





PROJECT REFERENCE NO. 1-40 PIGEON RIVER		SHEET NO. REC1	
R/W SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
PERMIT DRAWING SHEET 48 OF 62			
REVISED 5/28/2025			

ENGLISH

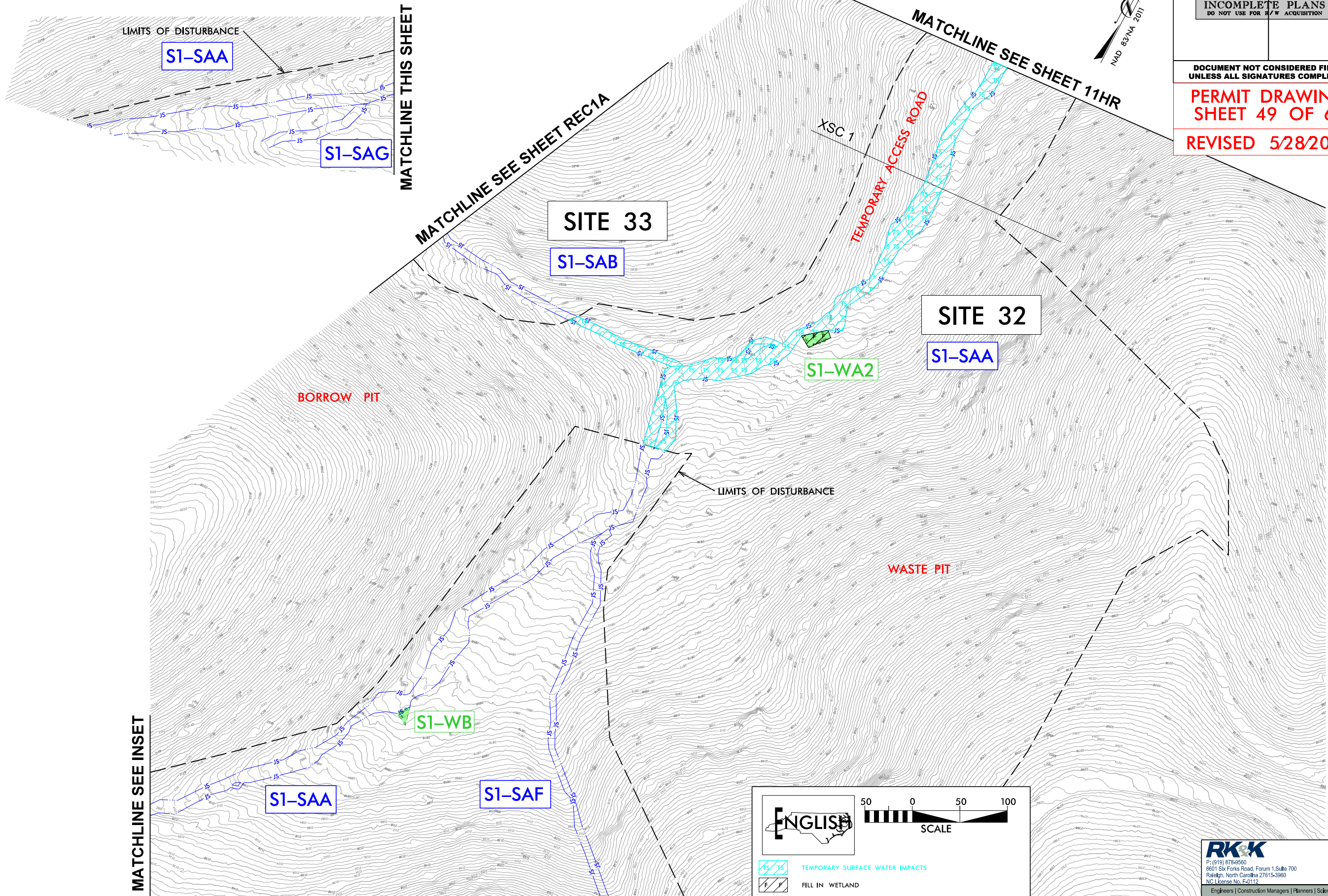
SCALE

TEMPORARY SURFACE WATER IMPACTS
FILL IN WETLAND

RK&K

P: (919) 878-9560
8601 Six Forks Road, Forum 1, Suite 700
Raleigh, North Carolina 27615-3960
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PROJECT REFERENCE NO. 1-40 PIGEON RIVER		SHEET NO. REC1	
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			
PERMIT DRAWING SHEET 49 OF 62			
REVISED 5/28/2025			



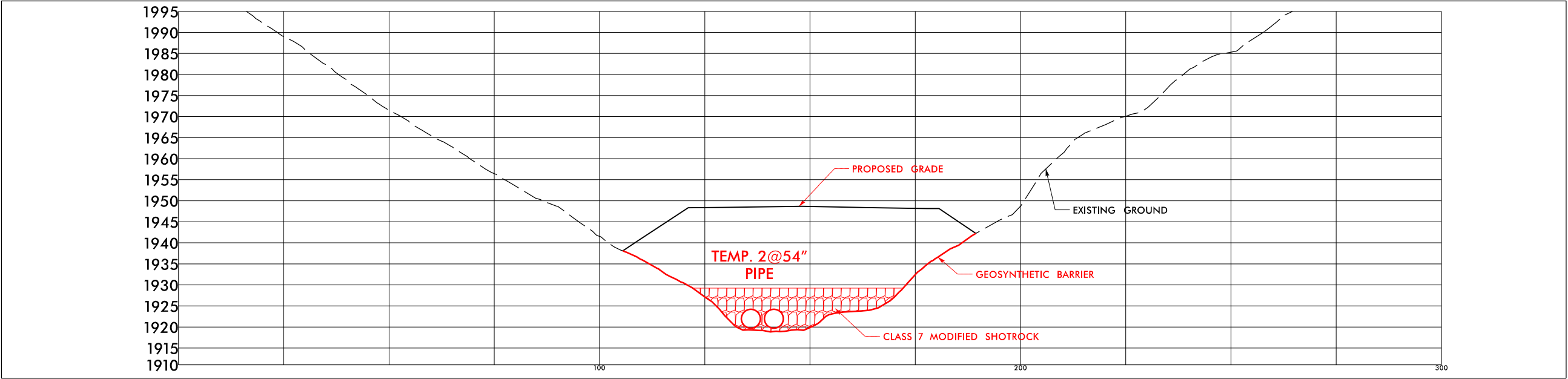
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SCALE



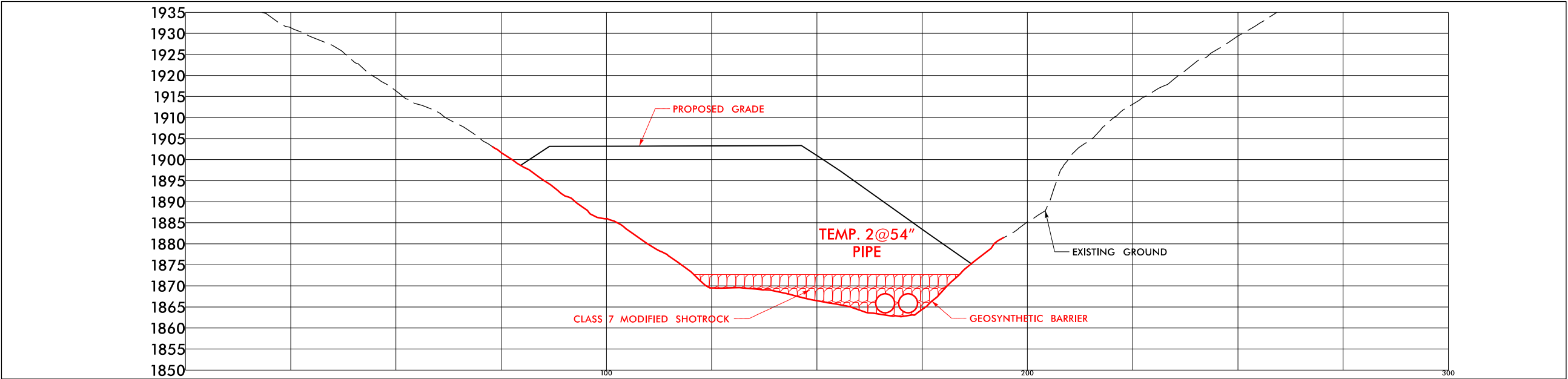


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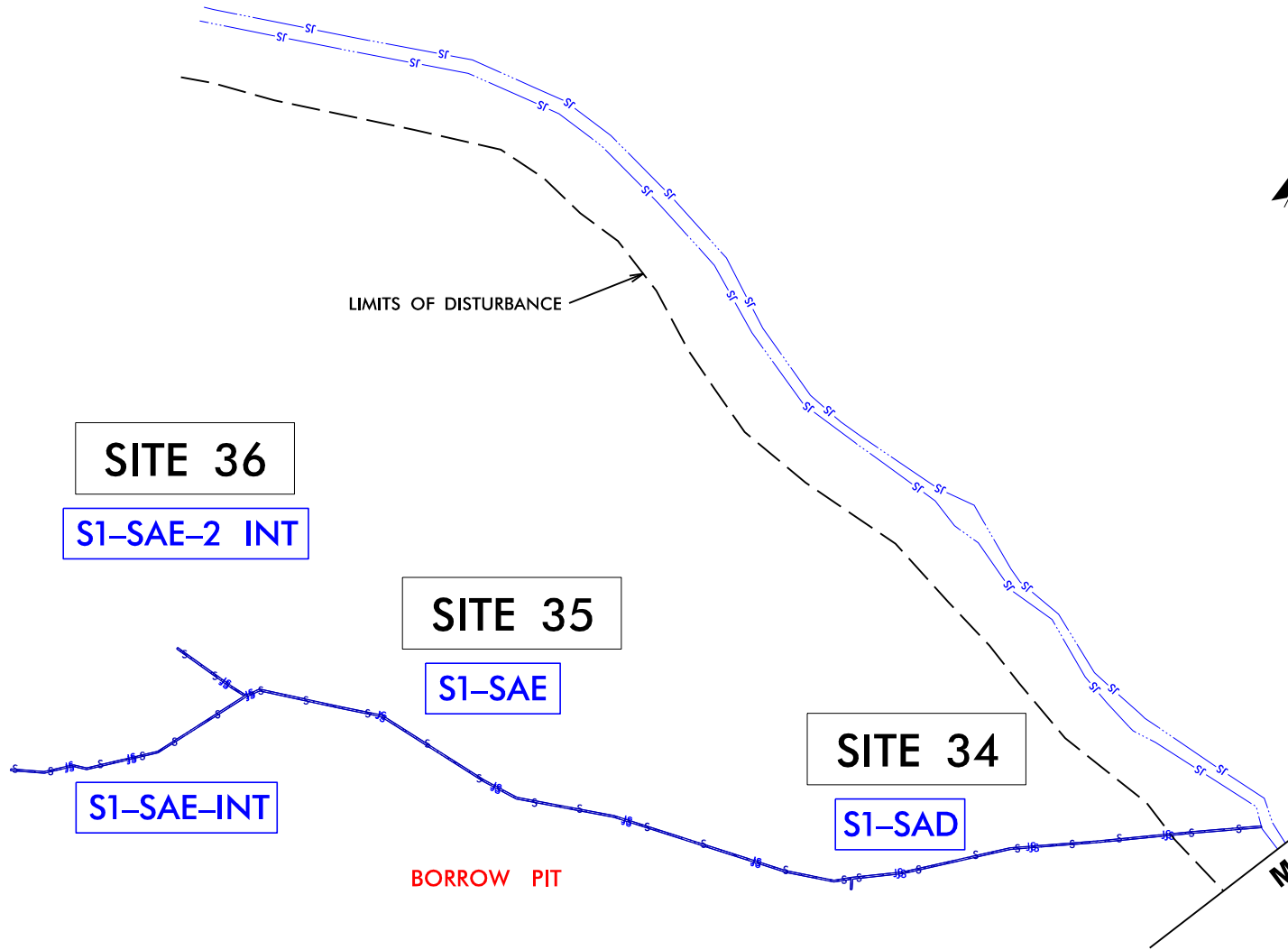
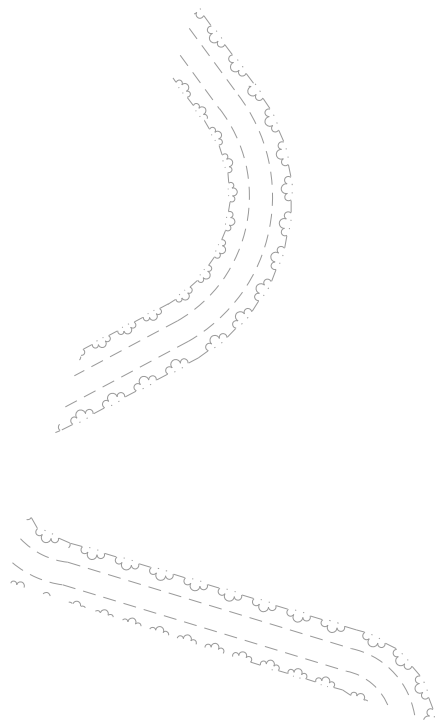


CROSS SECTION 1



CROSS SECTION 2

SCALE: N.T.S



LIMITS OF DISTURBANCE

SITE 36
S1-SAE-2 INT

SITE 35
S1-SAE

SITE 34
S1-SAD

S1-SAE-INT

SITE 37
S1-SAD

BORROW PIT

BORROW PIT

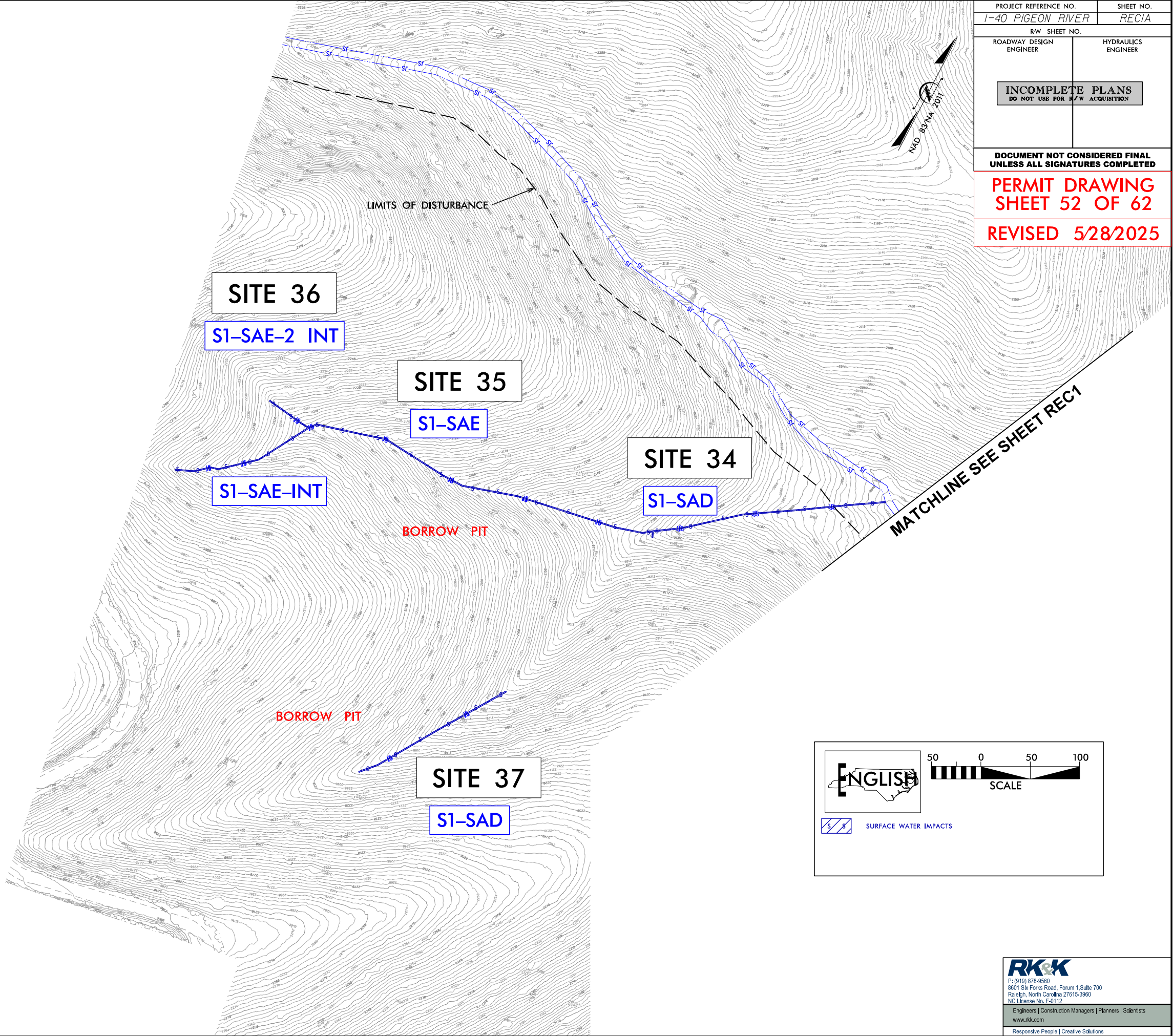


PROJECT REFERENCE NO. <i>I-40 PIGEON RIVER</i>		SHEET NO. <i>REC1A</i>	
R/W SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
PERMIT DRAWING SHEET 51 OF 62			
REVISED 5/28/2025			

MATCHLINE SEE SHEET REC1

50 0 50 100
SCALE

SURFACE WATER IMPACTS





**DRAWING IS FOR REFERENCE ONLY
SEE DRAWINGS 46-52 FOR IMPACTS**



PROJECT REFERENCE NO.		SHEET NO.	
I-40 PIGEON RIVER			
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
PERMIT DRAWING SHEET 54 OF 62			
REVISED 5/28/2025			

THIS SHEET INTENTIONALLY LEFT BLANK

PROJECT REFERENCE NO.		SHEET NO.	
I-40 PIGEON RIVER			
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
PERMIT DRAWING SHEET 55 OF 62			
REVISED 5/28/2025			

THIS SHEET INTENTIONALLY LEFT BLANK

PROJECT REFERENCE NO.		SHEET NO.	
I-40 PIGEON RIVER			
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
PERMIT DRAWING SHEET 56 OF 62			
REVISED 5/28/2025			

THIS SHEET INTENTIONALLY LEFT BLANK

WETLAND AND SURACE 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 (PSH 4)	-L- Sta. 10+00 to 21+00	PR; Causeway						0.067	0.357	542	458	
1 (PSH 4)	-L- Sta. 10+00 to 21+00	PR; Non-Causeway							2.773			
1 (PSH 5)	-L- Sta. 21+00 to 35+00	PR; Causeway						0.125	1.587	916	430	
1 (PSH 5)	-L- Sta. 21+00 to 35+00	PR; Non-Causeway							2.183			
1 (PSH 6)	-L- Sta. 35+00 to 49+00	PR; Causeway						0.064	1.554	856	578	
1 (PSH 6)	-L- Sta. 35+00 to 49+00	PR; Non-Causeway							2.286			
2	-L- Sta. 35+24 RT	SAA; Non-Causeway							0.001		11	
3	-L- Sta. 39+82 LT	Painter Branch; 84" CMP							0.004		51	
4	-L- Sta. 39+83 RT	TA; 84" CMP; Wall						0.006				
5	-L- Sta. 45+79 RT	TAA; Non-Causeway							0.001			
1 (PSH 7)	-L- Sta. 49+00 to 63+00	PR; Causeway; Wall						0.509	1.064	854	551	
1 (PSH 7)	-L- Sta. 49+00 to 63+00	PR; Non-Causeway							2.367			
6	-L- Sta. 51+19 LT	Snowbird Creek; (2) 84" CMP							0.007		50	
7	-L- Sta. 51+11 RT	TB; (2) 84" CMP						0.006				
SHEET TOTALS:			0.000	0.000	0.000	0.000	0.000	0.777	14.184	3168	2129	0
NOTES: PR: Pigeon River REVISED MAY 28, 2025 NC DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DECEMBER 17, 2024 HAYWOOD COUNTY I-40 PIGEON RIVER												
Revised 2018 Feb									SHEET	57	OF	62

WETLAND AND SURACE 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 (PSH 8)	-L- Sta. 63+00 to 76+50	PR; Causeway; Wall						0.301	0.556	639	544	
1 (PSH 8)	-L- Sta. 63+00 to 76+50	PR; Non-Causeway							2.633			
1 (PSH 9)	-L- Sta. 76+50 to 91+00	PR; Causeway; Wall						0.531	1.061	1050	646	
1 (PSH 9)	-L- Sta. 76+50 to 91+00	PR; Non-Causeway							3.725			
1 (PSH 10)	-L- Sta. 91+00 to 103+00	PR; Causeway; Wall						0.068	1.665	444	717	
1 (PSH 10)	-L- Sta. 91+00 to 103+00	PR; Non-Causeway							2.156			
8	-L- Sta. 91+32 LT	SC; 81"x59" CMAP							0.002		50	
9	-L- Sta. 91+19 RT	TC; 81"x59" CMAP; Wall						0.013				
10	-L- Sta. 99+12 LT	TD; 24" CMP							0.003			
1 (PSH 11)	-L- Sta. 103+00 to 117+00	PR; Causeway; Wall						0.434	1.860	891	481	
1 (PSH 11)	-L- Sta. 103+00 to 117+00	PR, Non-Causeway							1.915			
11	-L- 104+00 LT	TE; 42" CMP							0.002			
1 (PSH 12)	-L- Sta. 117+00 to 131+00	PR; Causeway; Wall						0.519	0.449	838	653	
1 (PSH 12)	-L- Sta. 117+00 to 131+00	PR; Non-Causeway							2.030			
SHEET TOTALS:			0.000	0.000	0.000	0.000	0.000	1.866	18.057	3862	3091	0
NOTES: PR: Pigeon River REVISED MAY 28, 2025 NC DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DECEMBER 17, 2024 HAYWOOD COUNTY I-40 PIGEON RIVER												
Revised 2018 Feb								SHEET	58	OF	62	

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 (PSH 13)	-L- Sta. 131+00 to 145+00	PR; Causeway; Wall						0.733	2.113	1322	97	
1 (PSH 13)	-L- Sta. 131+00 to 145+00	PR; Non-Causeway							2.772			
12	-L- Sta. 132+85 RT	Mount Sterling Creek; Non-Causeway							0.008		13	
13	-L- Sta. 138+88	Runyon Creek; 112"x75" CMAP; Wall						0.005	0.005	55	49	
1 (PSH 14)	-L- Sta. 145+00 to 158+50	PR; Causeway; Wall						0.038	0.714	275	1229	
1 (PSH 14)	-L- Sta. 145+00 to 158+50	PR; Non-Causeway							3.085			
14	-L- 151+56	Counterfeit Branch; 84"x61" CMAP; Wall						0.007	0.005	79	50	
1 (PSH 15)	-L- Sta. 158+50 to 172+00	PR; Causeway; Wall						0.013	1.310	126	1419	
1 (PSH 15)	-L- Sta. 158+50 to 172+00	PR; Non-Causeway							2.220			
1 (PSH 16)	-L- Sta. 172+00 to 186+00	PR; Causeway; Wall						0.195	1.180	418	1044	
1 (PSH 16)	-L- Sta. 172+00 to 186+00	PR; Non-Causeway							2.461			
15	-L- Sta. 173+96 RT	SAC; Non-Causeway							0.001		10	
1 (PSH 17)	-L- Sta. 186+00 to 200+00	PR; Causeway; Wall						0.113	1.278	193	1176	
1 (PSH 17)	-L- Sta. 186+00 to 200+00	PR; Non-Causeway							2.277			
16	-L- 191+91 RT	Puncheon Camp Branch; Non-Causeway							0.001		10	
SHEET TOTALS:			0.000	0.000	0.000	0.000	0.000	1.104	19.430	2468	5097	0
NOTES: PR: Pigeon River										REVISED MAY 28, 2025 NC DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DECEMBER 17, 2024 HAYWOOD COUNTY I-40 PIGEON RIVER		
Revised 2018 Feb										SHEET	59	OF 62

WETLAND AND SURACE WATER IMPACTS SUMMARY												
			WETLAND IMPACTS					SURFACE WATER IMPACTS				
Site No.	Station (From/To)	Structure Size / Type	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)
17	-L- Sta. 195+45 LT	TF; 18" CMP							0.002			
1 (PSH 18)	-L- Sta. 200+00 to -L_EB- 11+00	PR; Causeway; Wall						0.853	1.668	723	491	
1 (PSH 18)	-L- Sta. 200+00 to -L_EB- 11+00	PR; Non-Causeway							1.572			
18	-L- Sta. 208+73	SG; 72"x44" CMAP; Wall						0.007	0.013	30	55	
1 (PSH 19)	-L_EB- Sta. 11+00 to 21+57.61	PR; Causeway; Wall						0.271	0.581	448	756	
1 (PSH 19)	-L_EB- Sta. 11+00 to 21+57.61	PR; Non-Causeway							2.088			
19	-L_EB- Sta. 19+61	SH; 72" CMP; Wall						0.006	0.005	62	50	
1 (PSH 20)	-L_EB- Sta. 32+35.77 to 33+50	PR; Causeway; Wall						0.242	1.043	484	1648	
1 (PSH 20)	-L_EB- Sta. 32+35.77 to 33+50	PR; Non-Causeway							4.157			
20	-Y1- 20+69 RT	SAE; Non-Causeway							0.002		11	
21	-Y1- 24+57 RT	SAF; Non-Causeway							0.001		10	
1 (PSH 21)	-L_EB- Sta. 33+50 to -L1- Sta. 13+50	PR; Causeway; Wall						0.040	0.821	208	1142	
1 (PSH 21)	-L_EB- Sta. 33+50 to -L1- Sta. 13+50	PR; Non-Causeway							2.484			
1 (PSH 22)	-L1- Sta. 13+50 to 27+00	PR; Causeway; Wall						0.081	1.047	353	849	
1 (PSH 22)	-L1- Sta. 13+50 to 27+00	PR; Non-Causeway							2.523			
SHEET TOTALS:			0.000	0.000	0.000	0.000	0.000	1.500	18.007	2308	5012	0

NOTES:
PR: Pigeon River

REVISED MAY 28, 2025

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DECEMBER 17, 2024
HAYWOOD COUNTY
I-40 PIGEON RIVER

WETLAND AND SURACE WATER IMPACTS SUMMARY												
			WETLAND IMPACTS					SURFACE WATER IMPACTS				
Site No.	Station (From/To)	Structure Size / Type	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)
32	Borrow Site #1	S1-SAA, S1-WA2; Temp. Access Road	0.007						0.326		960	
33	Borrow Site #1	SAB; Temp. Access Road							0.021		121	
34	Borrow Site #1	S1-SAD; Borrow Pit						0.006		244		
35	Borrow Site #1	S1-SAE/S1-SAE-INT; Borrow Pit						0.012		517		
36	Borrow Site #1	S1-SAE12 INT; Borrow Pit						0.001		48		
37	Borrow Site #1	S1-SAD; Borrow Pit						0.004		170		
SHEET TOTALS:			0.007	0.000	0.000	0.000	0.000	0.023	0.347	979	1081	0
PROJECT TOTALS:			0.045	0.000	0.000	0.000	0.000	5.326	74.475	13095	18192	0

NOTES:
PR: Pigeon River

REVISED MAY 28, 2025

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DECEMBER 17, 2024
HAYWOOD COUNTY
I-40 PIGEON RIVER

SHEET62OF62