



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. R. "JOEY" HOPKINS
SECRETARY

May 07, 2024

COUNTY: Wake
SUBJECT: Application for Driveway Entrance onto SR 4446
Permit Number D051-092-24-00071

Rafael Torres Ramirez
4512 Capital Heights Road
Wake Forest, NC 27587

Dear Sir or Madam,

Attached for your file is a copy of the Driveway Permit which you requested.

This permit is approved with the understanding the applicant is responsible for the proper construction of the above drive in accordance with the permit application, approved plans and the attached Standard and Special Provisions.

Approved for Construction

Should you have any questions, please contact our office, at (919) 814-6115.

Sincerely,

Daniel T. Boulware, PE by T.R. Elmore
Digitally signed by Daniel T. Boulware, PE by T.R. Elmore
Date: 2024.05.07 15:58:38 -04'00'

Daniel T. Boulware, P.E.
District Engineer

DTB/TRE
Attachment

cc: Mr. B. H. Jones, P. E., Division Engineer
Town of Rolesville

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 5 - DISTRICT 1
1575 MAIL SERVICE CENTER
RALEIGH, NC 27699-1575

Telephone: (919) 814-6115
Fax: (919) 715-5778
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
4009 DISTRICT DRIVE
RALEIGH, NC 27607

Driveway Permit Special Provisions

1. NCDOT reserves the right to further restrict this access at the expense of the encroaching party if/when accident history exists, operational issues occur, the execution and/or operation of said permit is found to be a hazard to the general public, or at the discretion of the District Engineer.
2. An executed copy of the agreement, provisions and approved plans shall be present at the construction site at all times. If safety or traffic conditions warrant such an action, NCDOT reserves the right to further limit, restrict or suspend operations within the right of way.
3. Current and future state projects take precedence over this driveway.
4. Notify the Town of Rolesville prior to beginning work.
5. Traffic shall be maintained at all times.

All lanes of traffic are to be open during the hours of 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 7:00 P.M. Monday through Friday, during any time of inclement weather, or as directed by the District Engineer. If the location of work calls for a rolling roadblock on Interstates and divided highway US routes, the restriction is to work only on Sunday from 1:00 A.M. to 10:00 A.M., and only after explicit approval by the District Engineer.

Any violation of these hours will result in ceasing any further construction by the Encroaching Party or their contractor. Nighttime and weekend operations will NOT be allowed unless written approval is received from the District Engineer.

If nighttime or weekend work is allowed or required, all signs must be retro-reflective, and a work zone lighting plan must be submitted for approval prior to construction. Two-way traffic shall be maintained at all times unless designated by the District Engineer. Traffic shall not be rerouted or detoured without the prior written approval from the District Engineer.

If the construction is within 1000 feet of a school location or on a designated bus route, the construction shall be coordinated with the school start and end times to avoid traffic delays.

Work requiring lane or shoulder closures shall not be performed on both sides of the road simultaneously within the same area. Any work requiring equipment or personnel within 5 feet of the edge of any travel lane of an undivided facility and within 10 feet of the edge of any travel lane of a divided facility shall require a lane closure with appropriate tapers per current NCDOT Roadway Standard Drawings or MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

Sidewalk closures shall be installed as necessary. Pedestrian traffic shall be detoured around these closures and shall be signed appropriately and in accordance with The American with Disabilities Act Accessibility Guidelines. The encroaching party must adhere to the guidelines for accommodating pedestrians in encroachment work zones as described in the NCDOT Pedestrian Work Zone Accommodations Training found at <https://www.youtube.com/watch?v=AOuYa5IW3dg&feature=youtube>. Refer to the Standard Provisions to determine when all lane closures are prohibited around public holidays.

6. Sight distance shall be free and clear of any debris, foliage and/or earth material for a minimum distance of 250 feet on SR 4446 (Capital Heights Road). Vegetation removal and/or grading may be necessary to achieve the required sight distance. If the sight distance requirement is not achieved, NCDOT reserves the right to deny/close/restrict this/these accesses.

7. Approval is for one full access driveway onto SR 4446 (Capital Heights Road) located approximately 475 feet south of the intersection with SR 2050 (Lillie Liles Road) and SR 4446 (Capital Heights Road) as shown on the attached plans.
8. The plans do not show a driveway pipe under one of the driveways, however upon development should a crossline pipe under the driveway be needed to provide positive drainage, it shall be the permittee's responsibility to install a properly sized pipe. The driveway pipe shall be a minimum 15" inside diameter and of an approved material (RCP, Double Wall HDPE or corrugated metal pipe) and provide for allowable minimal cover.
9. Approval of the driveway permit does not constitute review and approval of streets for NCDOT maintenance. If addition of streets to the state system is desired, plans for review and a petition for addition shall be submitted to the District Engineer's office. For further information, contact Mr. Daniel Boulware, P.E., District Engineer, at (919) 814-6115.
10. Any further subdivision of this lot will require review and approval from the District Engineer's Office. Roadway improvements may be required at that time based on District Office Review.
11. All disturbed areas are to be fully restored to current NCDOT minimum roadway standards or as directed by the Division Engineer or their representative. Disturbed areas within NCDOT Right-of-Way include, but not limited to, any excavation areas, pavement removal, drainage or other features.

Driveway Permit Standard Provisions

1. This agreement only covers work within NCDOT Right-of-Way. The encroacher is responsible for verifying all right of way. NCDOT does not guarantee the right of way on this road. If the right of way was not obtained by the fee simple method, it is the responsibility of the encroacher to obtain permission from the underlying property owner/owners. NCDOT shall not be held responsible for any claim for damages brought about by any property owner by reason of this installation.
2. Please note that approval of the permit does not constitute review or approval of utilities by NCDOT. Plans and a completed agreement shall be submitted to the District Engineer's office for review and approval.
3. NCDOT reserves the right to further restrict this access at the expense of the encroaching party if/when accident history exists, operational issues occur, the execution and/or operation of said permit is found to be a hazard to the general public, or at the discretion of the District Engineer.
4. An executed copy of this agreement, provisions, and approved plans, as well as all other permits currently approved by NCDOT for this site, shall be present at the construction site at all times. If safety or traffic conditions warrant such an action, NCDOT reserves the right to further limit, restrict or suspend operations within the right of way, or at the discretion of the District Engineer.
5. The Encroaching party or their contractor shall provide three (3) business days advance phone call at (919) 814-6115 to the District Engineer's office. Failure to provide notification prior to beginning construction is subject to the Division Engineer's discretion to cease construction activity for this agreement. NCDOT reserves the right to cease any construction or maintenance work associated with this installation by the encroaching party until the construction or maintenance meets the satisfaction of the Division Engineer or their representative.
6. No lane closures shall be permitted between the hours of 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM, Monday through Friday unless otherwise specified in the Special Provisions of this agreement.
7. All materials and construction shall be in accordance with NCDOT standards and specifications, including but not limited to, the NCDOT Standard Specifications for Roads and Structures 2024, the NCDOT Roadway Standards Drawings, and NCDOT Policies and Procedures for Accommodating Utilities on Highway Rights of Way.
8. The Encroacher shall notify the public, including all adjacent property owners and businesses, a minimum of 2 weeks prior to beginning work.
9. Retaining walls or other vertical structures shall not be permitted inside NCDOT right of way.
10. It shall be the responsibility of the encroaching party to determine the location of utilities within the project area. NCGS § 87-115 through § 87-130 of the Underground Utility Safety and Damage Prevention Act requires underground utilities to be located by calling 811 prior to construction. The encroaching party shall be responsible for notifying other utility owners and providing protection and safeguards to prevent damage or interruption to existing facilities and maintain access to them. The encroaching party shall be responsible for making arrangements to adjust or relocate any utilities that conflict with the proposed work.
11. Encroaching party shall be responsible for obtaining all necessary permanent and/or temporary construction, drainage, utility, and/or sight distance easements.
12. This agreement does not authorize installations within nor encroachment onto railroad rights of way. Permits for installations within railroad right of way must be obtained from the railroad and are the responsibility of the encroaching party.

13. All Right of Way and easements necessary for construction and maintenance shall be dedicated to NCDOT with proof of dedication furnished to the District Engineer prior to beginning work.
14. This approval and associated plans and supporting documents shall not be interpreted to allow any design change or change in the intent of the design by the Owner, Design Engineer, or any of their representatives. Any revisions or changes to these approved plans or intent for construction must be obtained in writing from the District Engineer's office or their representative prior to construction or during construction if an issue arises during construction to warrant changes.

15. WORK ZONE TRAFFIC CONTROL QUALIFICATIONS AND TRAINING PROGRAM

All personnel performing any activity inside the highway right of way are required to be familiar with the NCDOT Maintenance / Utility Traffic Control Guidelines (MUTCG). No specific training course or test is required for qualification in the Maintenance /Utility Traffic Control Guidelines (MUTCG).

All flagging, spotting, or operating Automated Flagger Assist Devices (AFAD) inside the highway right of way requires qualified and trained Work Zone Flaggers. Training for this certification is provided by NCDOT approved training resources and by private entities that have been pre-approved to train themselves.

All personnel involved with the installation of Work Zone Traffic Control devices inside the highway right of way are required to be qualified and trained Work Zone Installers. Training for this certification is provided by NCDOT approved training resources and by private entities that have been pre-approved to train themselves.

All personnel in charge of overseeing work zone Temporary Traffic Control operations and installations inside the highway right of way are required to be qualified and trained Work Zone Supervisors. Training for this certification is provided by NCDOT approved training resources and by private entities that have been pre-approved to train themselves.
For questions and/or additional information regarding this training program please refer to <https://connect.ncdot.gov/projects/WZTC/Pages/Training.aspx> or call the NCDOT Work Zone Traffic Control Section (919) 814-5000.

The party of the second part shall employ traffic control measures that are in accordance with the prevailing federal, state, local, and NCDOT policies, standards, and procedures. These policies, standards, and procedures include, but are not limited to the following:

Manual on Uniform Traffic Control Devices (MUTCD) – North Carolina has adopted the MUTCD to provide basic principles and guidelines for traffic control device design, application, installation, and maintenance. North Carolina uses the MUTCD as a minimum requirement where higher supplemental standards specific to North Carolina are not established. Use fundamental principles and best practices of MUTCD (Part 6, Temporary Traffic Control).

NCDOT Maintenance / Utility Traffic Control Guidelines – This document enhances the fundamental principles and best practices established in MUTCD Part 6, Temporary Traffic Control, incorporating NCDOT-specific standards and details. It also covers important safety knowledge for a wide range of work zone job responsibilities.

If the Traffic Control Supervisor determines that portable concrete barrier (PCB) is required to shield a hazard within the clear zone, then PCB shall be designed and sealed by a licensed North Carolina Professional Engineer. PCB plans and design calculations shall be submitted to the District Engineer for review and approval prior to installation.

Ingress and egress shall be maintained to all businesses and dwellings affected by the project. Special attention shall be paid to police, EMS and fire stations, fire hydrants, secondary schools, and hospitals.

16. Excavated areas adjacent to pavement having more than a 2 inch drop shall be made safe with a 6:1 or flatter slope and shall be designated by appropriate delineation during periods of construction inactivity, including, but not limited to, night and weekend hours.

17. At the end of each working day, equipment shall be parked outside of the clear recovery zone in order to avoid any obstruction to the travelling public. This clear recovery zone is measure from the edge of the nearest travel lane.

Ingress and egress shall be maintained to all businesses and dwellings at all times.

No lane closures shall be permitted between the hours of 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM, Monday through Friday unless otherwise specified in the Special Provisions of this agreement.

No parking or material storage shall be allowed along the shoulders of any NCDOT roadways.

The encroacher shall provide traffic control devices, lane closures, road closures, positive protection and/or any other warning or positive protection devices necessary for the safety of road users during construction and any subsequent maintenance. This shall be performed in conformance with the latest NCDOT Roadway Standard Drawings and Standard Specifications for Roads and Structures and Amendments or Supplements thereto. When there is no guidance provided in the Roadway Standard Drawings or Specifications, comply with the Manual on Uniform Traffic Control Devices for Streets and Highways and Amendments or Supplements thereto. No work shall be performed in the Right of Way unless this requirement is satisfied. NCDOT reserves the right to require a written traffic control plan for project operations.

Sidewalk closures shall be installed as necessary. Pedestrian traffic shall be detoured around these closures and shall be signed appropriately and in accordance with The American with Disabilities Act Accessibility Guidelines.

Two-way traffic shall be maintained at all times.

Work shall not be performed on both sides of the road simultaneously within the same area.

18. Current and future state projects take precedence over this agreement.
19. No access to the job site, parking or material storage shall be allowed along or from the Control of Access Roadway.
20. The installation within the Control of Access fence shall not adversely affect the design, construction, maintenance, stability, traffic safety or operation of the controlled access highway, and the utility must be serviced without access from the through-traffic roadways or ramps.
21. The resetting of the Control of Access fence shall be in accordance with the applicable NCDOT standard and as directed by the Division Engineer or their representative.
22. The applicant is responsible for complying with the Neuse and Tar-Pamlico Riparian Buffer Rule as regulated by the NCDWQ. The Rule regulates activity within a 50-foot buffer along perennial streams, intermittent streams and ponds.
23. Existing drainage patterns shall be maintained at all times throughout the proposed construction. The encroacher shall keep the roadway clean of dirt and debris at all times throughout the duration of the project.
24. All earth areas disturbed shall be regraded and reseeded in accordance with NCDOT Standards and Specifications.

25. All erosion control devices and measures shall be constructed, installed, maintained, and removed by the Encroacher in accordance with all applicable Federal, State, and Local laws, regulations, ordinances, and policies. All earth areas shall be regraded and seeded in accordance with NCDOT Standards Specifications for Roads and Structures.
26. The encroaching party shall comply with all applicable local, state and federal environmental regulations, and shall obtain all necessary state and federal environmental permits, including but not limited to, those related to sediment control, storm water, wetland, streams, endangered species, and historical sites.
27. All erosion control devices and measures shall be constructed, installed, maintained, and removed by the Encroacher in accordance with all applicable Federal, State, and Local laws, regulations, ordinances, and policies. Permanent vegetation shall be established on all disturbed areas in accordance with the recommendations of the Division Roadside Environmental Engineer. All areas disturbed (shoulders, ditches, removed accesses, etc.) shall be graded and seeded in accordance with the latest NCDOT Standards Specifications for Roads and Structures and within 15 calendar days with an approved NCDOT seed mixture (all lawn type areas shall be maintained and reseeded as such). Seeding rates per acre shall be applied according to the Division Roadside Environmental Engineer. Any plant or vegetation in the NCDOT planted sites that is destroyed or damaged as a result of this agreement shall be replaced with plants of like kind or similar shape.

No trees within NCDOT right of way shall be cut without authorization from the Division Roadside Environmental Engineer. An inventory of trees measuring greater than 4 caliper inches (measured 6" above the ground) is required when trees within C/A right of way will be impacted by the project installation. Mitigation is required and will be determined by the Division Roadside Environmental Engineer's Office.

The applicant is responsible for identifying project impacts to waters of the United States (wetlands, intermittent streams, perennial streams and ponds) located within the NCDOT right-of-way. The discharge of dredged or fill material into waters of the United States requires authorization from the United States Army Corps of Engineers (USACE) and certification from the North Carolina Division of Water Quality (NCDWQ). The applicant is required to obtain pertinent permits or certification from these regulatory agencies if construction of the project impacts waters of the United States within the NCDOT right-of-way. The applicant is responsible for complying with any river or stream Riparian Buffer Rule as regulated by the NCDWQ. The Rule regulates activity within a 50-foot buffer along perennial streams, intermittent streams and ponds. Additional information can be obtained by contacting the NCDWQ or the USACE.

The contractor shall perform all monitoring and record keeping and any required maintenance of erosion and sediment control measures to maintain compliance with stormwater regulations.

28. All proposed landscaping and plantings located within the NCDOT right of way shall be approved by the Division Roadside Environmental Engineer at (919) 816-9290.

In the event these plants require relocation or removal for highway construction, reconstruction, or maintenance of safety, such removal or relocation will be done immediately by the permittee upon notification by the NCDOT entirely at the expense of the permittee.
29. All temporary and final pavement markings, reflective pavement markings and signage are the responsibility of the Encroacher. All final pavement markings shall be thermoplastic. Any pavement markings that are damaged or obliterated shall be restored at no cost to the department
30. Any existing driveways, pavement, sidewalk, curb and gutter or drainage structures that are damaged during construction shall be repaired to their original condition.

31. All traffic control, asphalt mixes, structures, construction, workmanship and construction methods, and materials shall be in compliance with the most-recent versions of the following resources: ASTM Standards, Manual on Uniform Traffic Control Devices, NCDOT Utilities Accommodations Manual, NCDOT Standard Specifications for Roads and Structures, NCDOT Roadway Standard Drawings, NCDOT Asphalt Quality Management System manual, and the approved plans.
32. Prior approval for any blasting must be obtained from the District Engineer or their representative.
33. Guardrail shall be installed where warranted and in accordance with the guidelines shown in the 2024 Highway Design Branch Roadway Standard Drawings.

Guardrail removed or damaged during construction shall be replaced or repaired to their original condition at no cost to NCDOT.
34. Excavated material shall not be placed on the roadway at any time.
35. All material to a depth of 8 inches below the finished surface of the subgrade shall be compacted to a density equal to at least 100% of that obtained by compacting a sample of the material in accordance with AASHTO T99 as modified by the Department. The subgrade shall be compacted at a moisture content which is approximately that required to produce the maximum density indicated by the above test method. The contractor shall dry or add moisture to the subgrade when required to provide a uniformly compacted and acceptable subgrade. The option to backfill any trenches with dirt or either #57 stone or #78 stone with consolidation with a plate tamp and without a conventional density test may be pursued with the written consent of the District Engineer. If this option is exercised, then roadway ABC stone and asphalt repair as required will also be specified by the District Engineer.
36. All excavations inside the theoretical 1:1 slope from the existing edge of pavement to the bottom of the nearest excavation wall should be made in accordance with the following conditions. Traffic should be moved to a travel lane outside the limits of a theoretical one-to-one slope from the bottom of the nearest trench wall to the pavement surface. Active excavation shoring, such as sheet piling, shall be installed. The design of the shoring shall include the effects of traffic loads. The shoring system shall be designed and sealed by an engineer registered in North Carolina. Trench boxes shall not be accepted as shoring. The trench backfill material should meet the Statewide Borrow Criteria.
37. Trenching, bore pits and/or other excavations shall not be left open or unsafe overnight. The Contractor shall comply with all OSHA requirements and provide a competent person on site to supervise excavation at all times.
38. Roadway certification reports sealed by a Professional Engineer shall be submitted to the North Carolina Department of Transportation at 4009 District Drive, Raleigh, North Carolina, indicating the following:
 - * Pavement thickness by type
 - * Pavement density, core and/or test locations
 - * Base thickness
 - * Base density

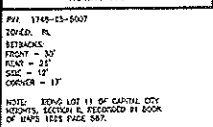
39. When paving beyond utility installation is involved, a Roadway certification report sealed by a Professional Engineer shall be submitted to the District Engineer's office indicating the following:
- Pavement thickness by type
 - Pavement density, core and/or test locations
 - Base thickness
 - Base density
 - Subgrade density
- Test frequency and method shall be in conformance with the NCDOT Materials and Tests Manual. Test must be performed by a Certified Technician including name and Certification number on report.
40. The paving of this roadway shall be in accordance with the latest version of NCDOT Standard Specifications, Sections 610, 1012 and 1020. The Contractor shall follow all procedures of the latest Quality Management System (QMS) Asphalt Manual for asphalt pavement - Maintenance Version (see <https://connect.ncdot.gov/resources/Materials/MaterialsResources/Forms/Default.aspx>) to find the most recent version. The Contractor must adhere to all testing requirements and quality control requirements specified. The Contractor shall contact the NCDOT Division QA Supervisor prior to producing plant mix and make the Supervisor aware that the mix is being produced for a future NCDOT road. Contact the District Engineer to determine the NCDOT Division QA Supervisor. Only NCDOT approved mix designs will be acceptable. A Quality Control Plan shall be submitted (as Directed by the District Engineer) to the District Engineer's Office prior to asphalt production utilizing form QMS-MV1. Failing mixes and/or densities are subject to penalties including monetary payments or removal and replacement. To minimize traffic queuing in construction areas, the possibility of traffic detours may be considered when working on high traffic routes even if traffic control is used. The District Engineer may require traffic detours.
41. Pavement cuts shall be repaired the same day the cuts are made unless an asphalt patch cannot be accomplished the same day due to material availability or time restrictions. When the asphalt patch is not feasible, the following apply:
- a. The pavement cut shall be filled to the surface with ABC stone or Flowable Fill per NCDOT's Standards and Specifications.
 - b. Once the cut is filled, a minimum ¾-inch steel plate shall be placed and pinned to prevent moving. Plates shall be designed large enough to span a minimum of 1-foot on all sides on the pavement cut.
 - c. When flowable fill is used, it shall cure for 24 hours prior to any asphalt material placement. Flowable fill bleed water shall not be present during paving operations. Paving shall not cause damage (shoving, distortion, pumping, etc.) to the flowable fill.
 - d. Install and leave "BUMP AHEAD" signs according to MUTCD until the steel plate has been removed. Once the flowable fill has cured, remove the steel plate, and mill/fill according to the directions of the District Engineer.
 - e. All pavement cuts must be sealed with NCDOT approved sealant to prevent future pavement separation or cracking.
42. "Potholing" (or "daylighting") pavement cores to expose existing utilities shall be made with a circular minimum 6" to maximum 18" diameter "test" hole to a maximum depth of 12 inches. Pavement core locations shall not be placed in the wheel path whenever possible. Vacuum excavation shall be utilized to expose underground utilities below pavement subgrade. Displaced dirt and rock debris must be suctioned away from the excavation area through a large hose to a vacuum truck and disposed by the encroaching party. Avoid using mechanized equipment in the proximity of all exposed underground utility lines. Pavement cores shall be repaired within the same working day. The pavement core shall be retained and evaluated for reuse to fill the core hole.
43. Any pavement damaged because of settlement of the pavement or damaged by equipment used to perform work, shall be re-surfaced to the satisfaction of the District Engineer. This may include the removal of pavement and a 50' mechanical overlay. All pavement work and pavement markings (temporary and final) are the responsibility of the Encroaching Party.

44. A minimum of 5 feet clearance is required for utility installations beneath or near drainage pipes, headwalls, and a minimum of two-foot clearance below the flowline of streams. If directional drilling, a minimum ten-foot clearance distance is required from drainage structures and a minimum of 5 feet below flowline of streams.

At points where the utility is placed under existing storm drainage, the trench will be backfilled with excavatable flowable fill up to the outside diameter of the existing pipe.

45. All driveways disturbed during construction shall be returned to a state comparable with the condition of the driveways prior to construction.
46. If the approved method of construction is unsuccessful and other means are required, prior approval must be obtained through the District Engineer before construction may continue.
47. All Traffic signs moved during construction shall be reinstalled as soon as possible to the satisfaction of the Division Traffic Engineer or their representative.
48. Any guardrail removed or damaged during construction shall be replaced or repaired to its original condition, meeting current NCDOT standards or as directed by the Division Engineer or their representative.

Curve	Radius	Length	Chord	Chord Bear.
CT	180.00'	52.25'	12.45'	R 11° 55' 11" L



PH: 1348-13-007
 ZONED: RL
 SETBACKS:
 FRONT - 30'
 REAR - 25'
 SIDE - 10'
 CORNER - 10'

NOTE: EDDG LOT 11 OF CAPITAL CITY
 RECORDS, SECTION 6, RECORDED IN BOOK
 OF MAPS 1231 PAGE 587.

NOTE: NO HOOD PARALLEL WITH 2000'
 NOTE: ALSO COMPUTED BY COORDINATE METHOD.

NOTE: THIS PROPERTY IS SUBJECT TO EASEMENTS
 AND RESTRICTIONS OF RECORD.

"PRELIMINARY PLAT"
 NOT FOR RECORDATIO
 CONVEYANCE OR SALE

Approx HSE. PROPORTION:
 Width: 80ft
 Deep: 166ft

Approx HOSE SITE:
 Front: 149.54ft
 R. Side: 60ft
 L. Side: 30ft
 Rear: 25ft

Driveway side
 Width: 21ft
 R. Side: 28ft
 L. Side: 22ft

Crack Pipes
 24" x 20" snk with HDPE
 36" x 24" corrugated drainage pipe.

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS
 BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF
 THE TOWN OF ROLESVILLE, NORTH CAROLINA AND THAT THIS PLAT
 HAS BEEN APPROVED BY THE LDA OF THE TOWN OF ROLESVILLE
 FOR RECORD IN THE OFFICE OF THE REGISTER OF DEEDS OF
 WAKE COUNTY.

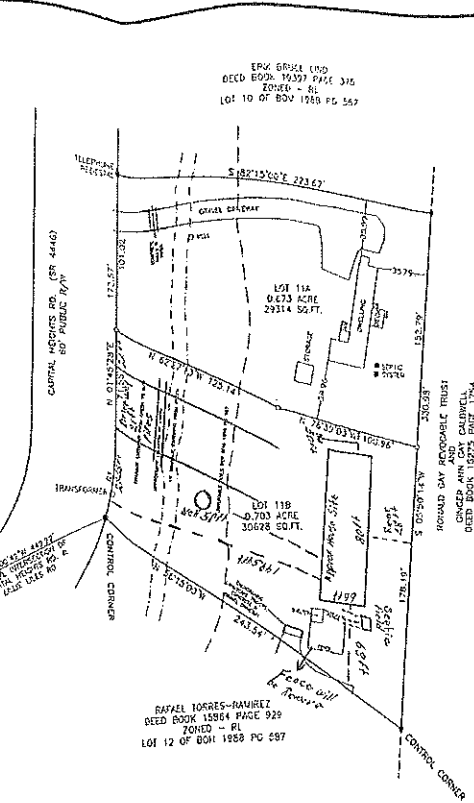
DATE: _____
 LDA, TOWN OF ROLESVILLE
 ROLESVILLE, NORTH CAROLINA

I, _____, CLERK OF THE REGISTER OF DEEDS OF WAKE COUNTY, DO HEREBY CERTIFY THAT THIS PLAT HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF ROLESVILLE, NORTH CAROLINA AND THAT THIS PLAT HAS BEEN APPROVED BY THE LDA OF THE TOWN OF ROLESVILLE FOR RECORD IN THE OFFICE OF THE REGISTER OF DEEDS OF WAKE COUNTY.

DATE OF ISSUE: _____
 REGISTERED IN BOOK: L-2547

I, DANIEL O. WILLIAMS, Registered Land Surveyor No. L-2647,
 certify that this plat is of a survey that creates a subdivision of
 land within the area of a county or municipality that has an ordinance
 that regulates parcels of land.

DANIEL O. WILLIAMS, PROFESSIONAL LAND SURVEYOR NO. L-2647



ROLESVILLE, NORTH CAROLINA
 REVIEW OFFICER
 OF THE TOWN OF ROLESVILLE, CERTIFY
 THAT THE MAP OR PLAT TO WHICH THIS
 CERTIFICATION IS ATTACHED MEETS ALL
 STATUTORY REQUIREMENTS FOR RECORDING.

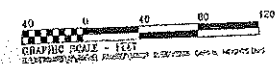
DATE: _____ REVIEW OFFICER: _____

I HEREBY CERTIFY THAT I AM THE OWNER OF THE
 PROPERTY SHOWN AND DESCRIBED HEREON, WHICH
 IS LOCATED IN THE SUBDIVISION JURISDICTION
 OF THE TOWN OF ROLESVILLE AND THAT I HEREBY
 ADAPT THIS PLAN OF SUBDIVISION WITH MY FREE
 CONSENT, ESTABLISH MINIMUM BUILDING SETBACK
 LINES AS NOTED.

DATE: _____

MINOR SUBDIVISION FOR
 RAFAEL RAMIREZ
 WAKE FOREST TOWNSHIP
 WAKE COUNTY
 NORTH CAROLINA

DRAWN BY: DOM
 CHECKED BY: DOM
 REVISION: 04-12-2024
 DATE: 01-02-2024
 SCALE: 1" = 40'
 JOB: 201905 OF PG 1200



FIRST CLASS PAINTING CORP II
4512 CAPITAL HEIGHTS RD
WAKE FOREST, NC 27687-6348

1810
66-21/530 10354

5-6-24 DL

Pay to the Order of North Carolina Department of Transportation \$ 50.00
Fifty and 00/100



Wells Fargo Bank, N.A.
North Carolina
wfb.com

DRIVER'S
PERMIT
300

ID: DD51-092-24-00071

⑆053000219⑆ 7395087963⑈ 01810