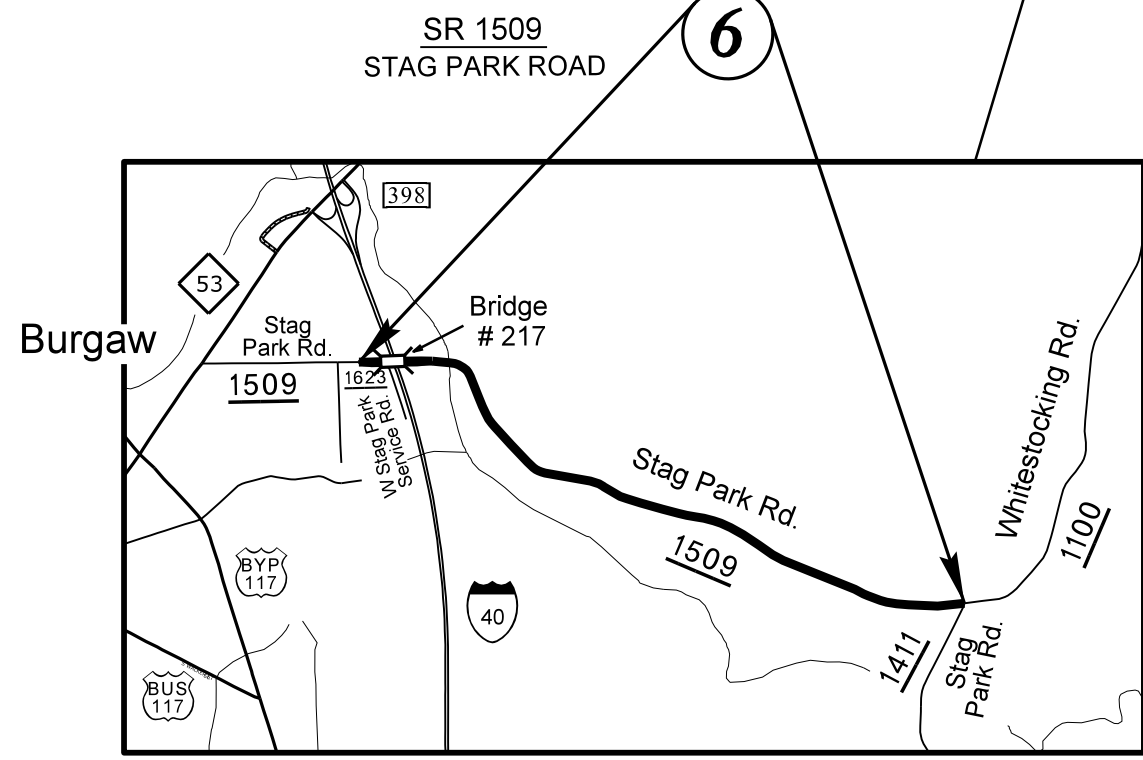
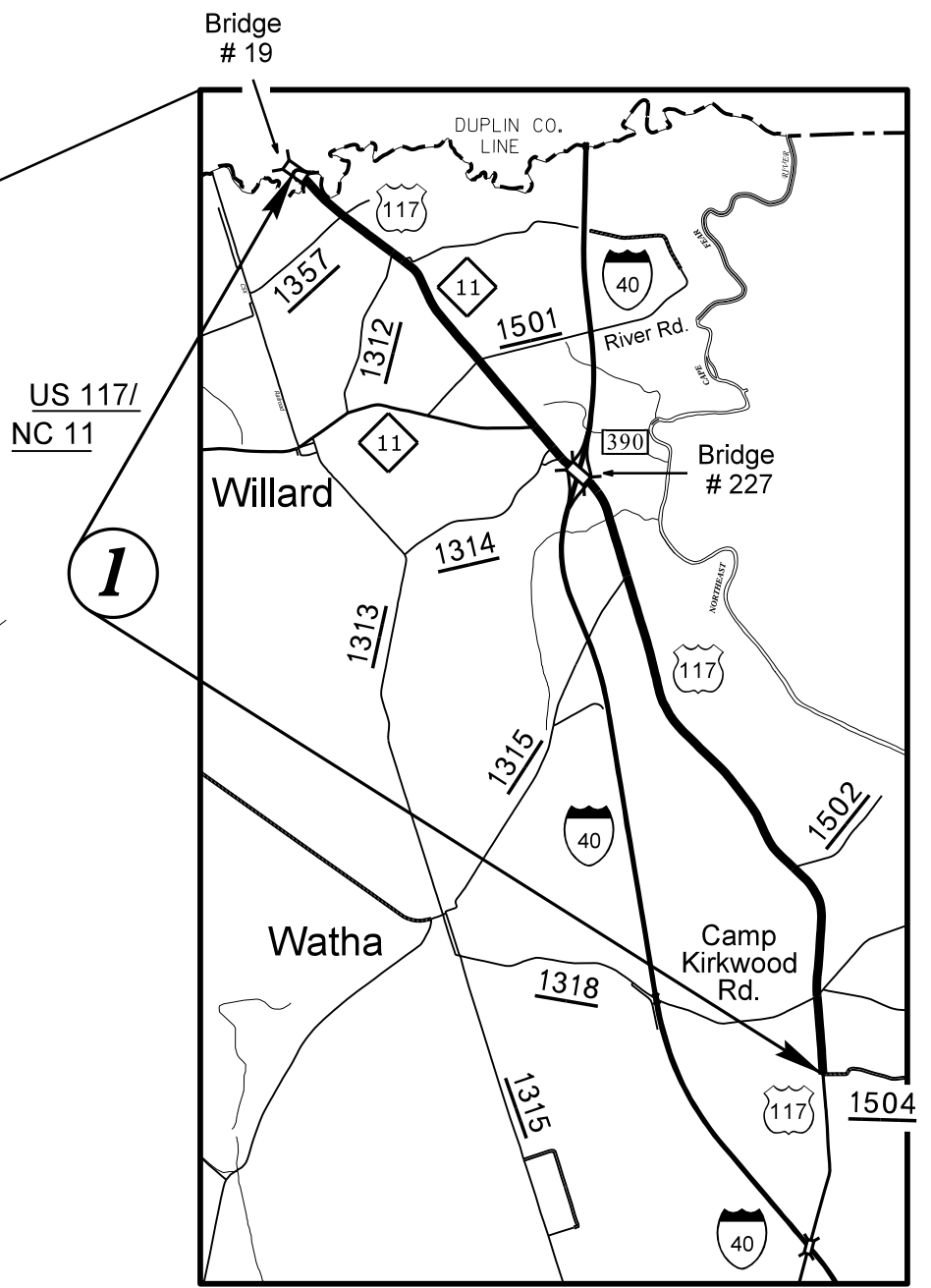
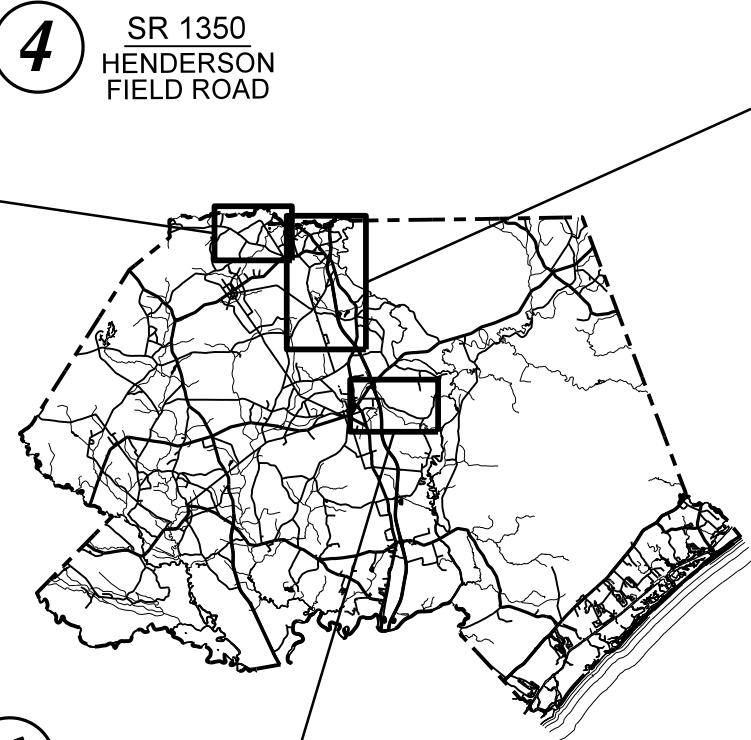
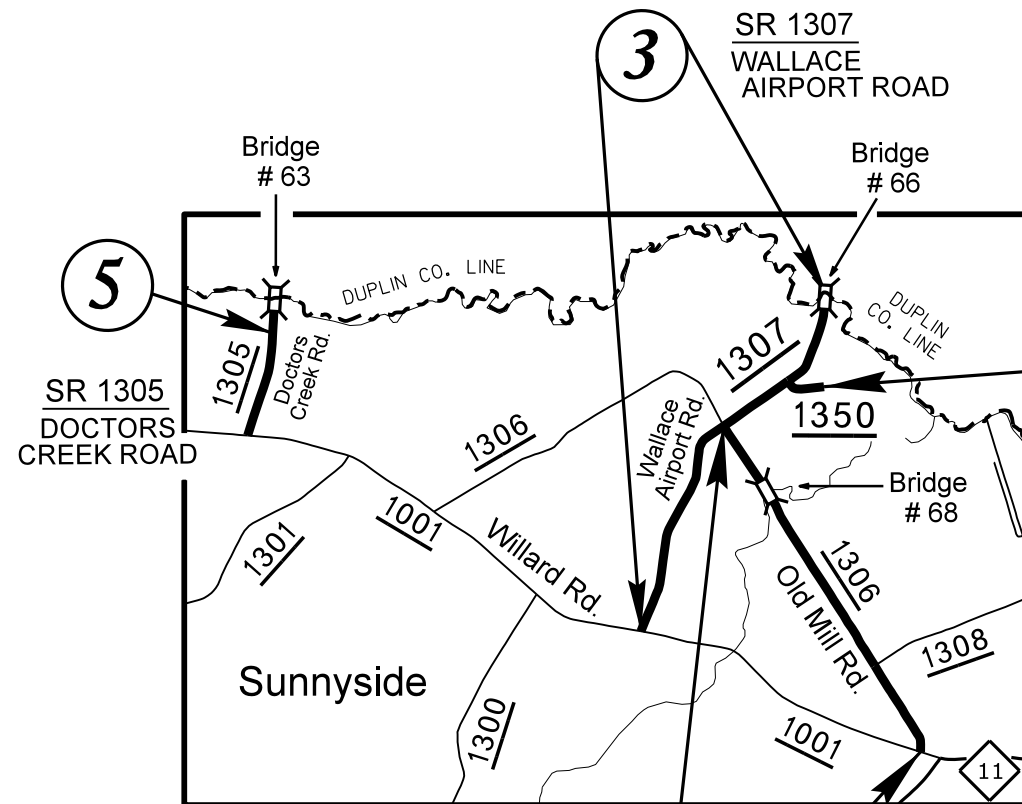


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PENDER COUNTY

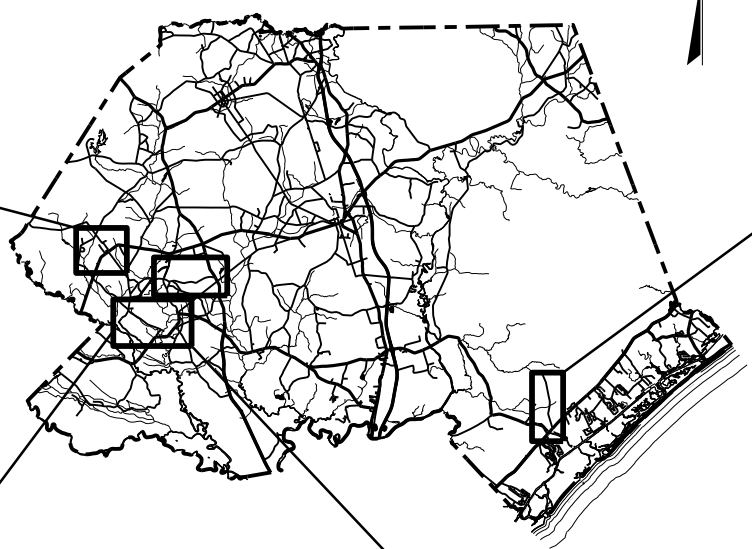
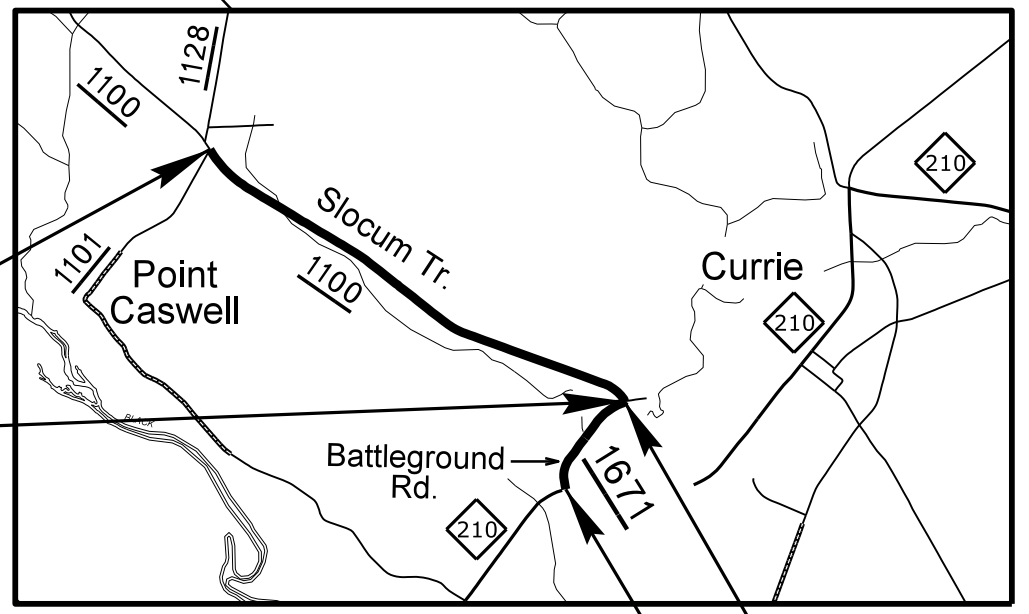
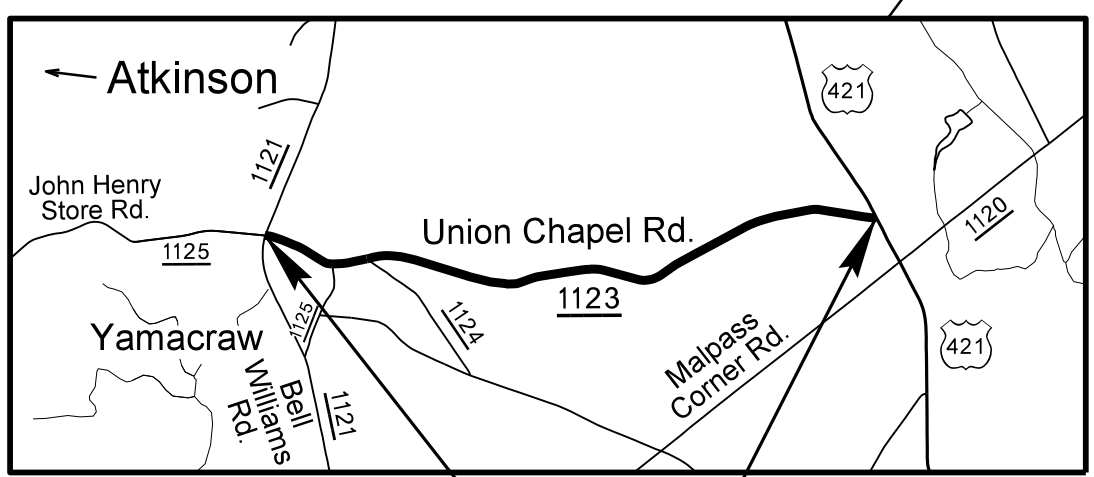
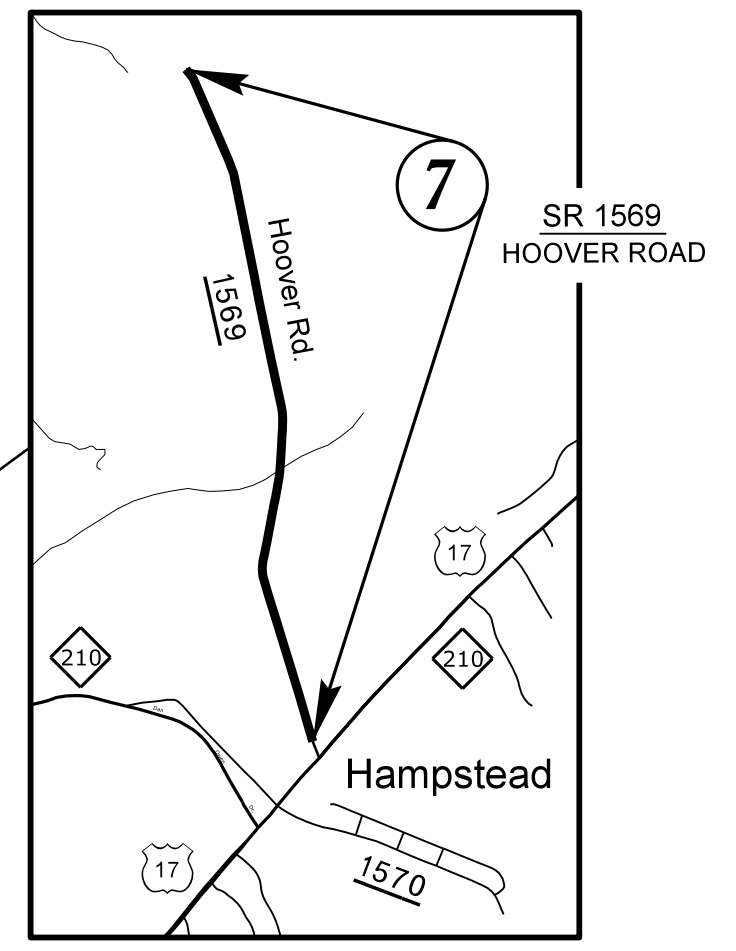
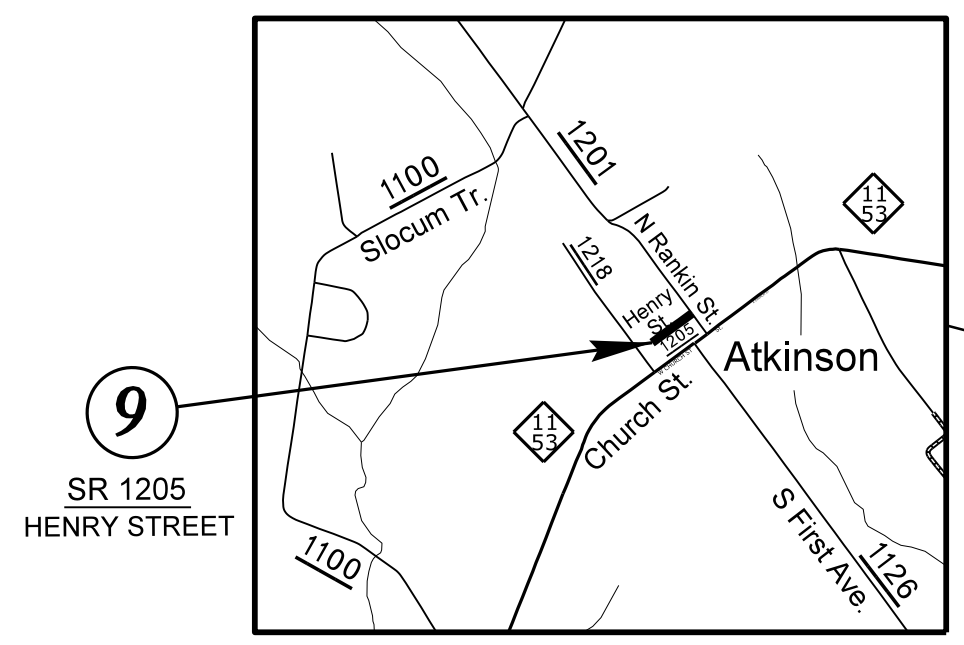


MAPS N.T.S.

REVISIONS

22-SEP-2016 13:53 S:\Contracts\2017CPT\03\10711\Resurfacing Projects\Division 3\Pender (November, 2016)\2017CPT.03.03.10711, Etc., Rdy., TSH.dgn 8/17/99

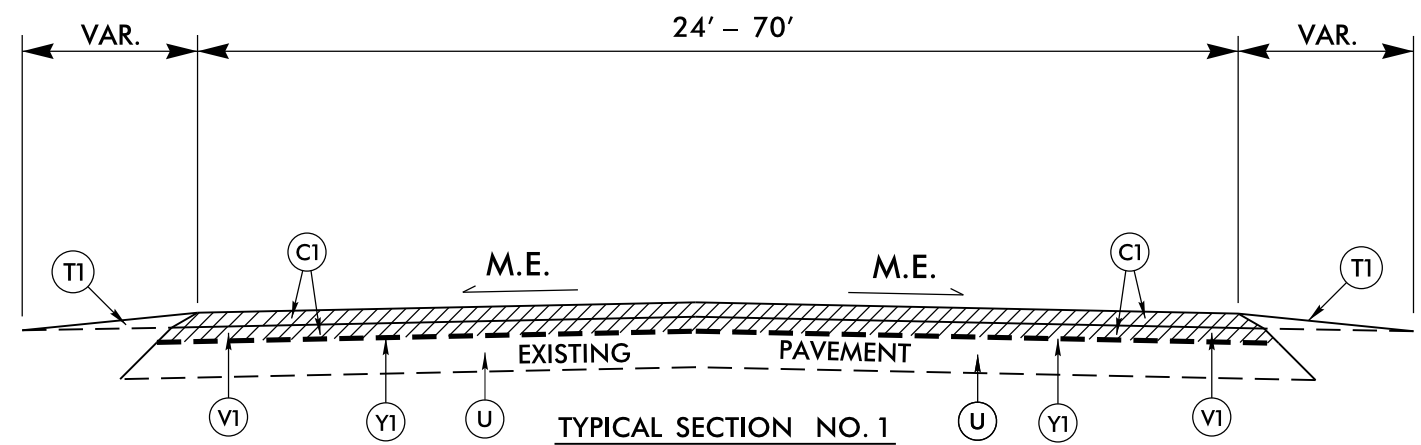
PENDER COUNTY - CONT.



MAPS N.T.S.

REVISIONS

8/17/99
22-SEP-2016 13:57
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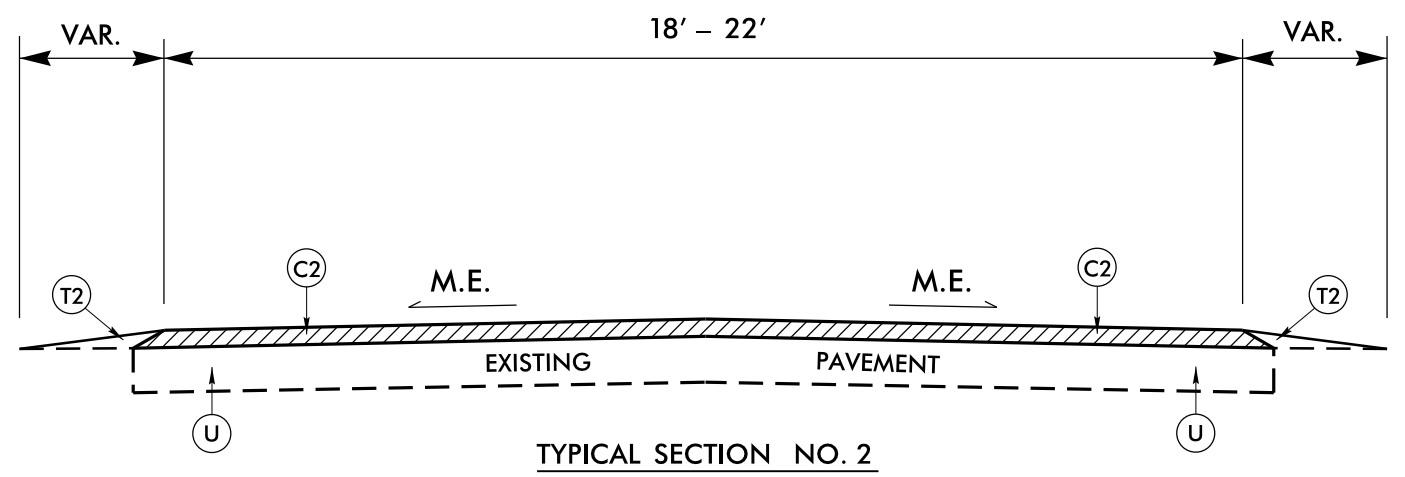


MAP NO. 1
 US 117
 MP 18.968 – MP 26.306

NO PAVING BRIDGE NO. 227
 MP 23.496 – MP 23.545

NO PAVING BRIDGE NO. 19
 MP 26.263 – MP 26.306

NOTE: -Y- LINE TIE-INS WILL BE FINE MILLED 1.5" AND RESURFACED 1.5" WITH S9.5B ACSC.



MAP NO. 2
 SR 1306 (OLD MILL RD.)
 MP 1.960 – MP 2.380
 MP 2.398 – MP 4.050

MAP NO. 3
 SR 1307 (WALLACE AIRPORT RD.)
 MP 0.000 – MP 2.204

MAP NO. 4
 SR 1350 (HENDERSON FIELD RD.)
 MP 0.000 – MP 0.220

MAP NO. 5
 SR 1305 (DOCTORS CREEK RD.)
 MP 0.000 – MP 0.744

MAP NO. 6
 SR 1509 (STAG PARK RD.)
 MP 0.760 – MP 4.119
 NO PAVING BRIDGE NO. 217
 MP 0.899 – MP 0.946

MAP NO. 7
 SR 1569 (HOOVER RD.)
 MP 0.028 – MP 3.358

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 3" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD. IN EACH OF TWO LAYERS
C2	PROP. APPROX. 1½" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C3	PROP. APPROX. 1" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 113 LBS. PER SQ.YD.
R1	EXISTING CONCRETE 2'-6" CURB & GUTTER
R2	EXISTING CONCRETE BRIDGE RAIL
T1	AGGREGATE SHOULDER BORROW (ASB)
T2	EARTH MATERIAL (SHOULDER RECONSTRUCTION)
U	EXISTING PAVEMENT
V1	FINE MILLING ASPHALT PAVEMENT, 1½" DEPTH
Y1	PAVEMENT INTERLAYER

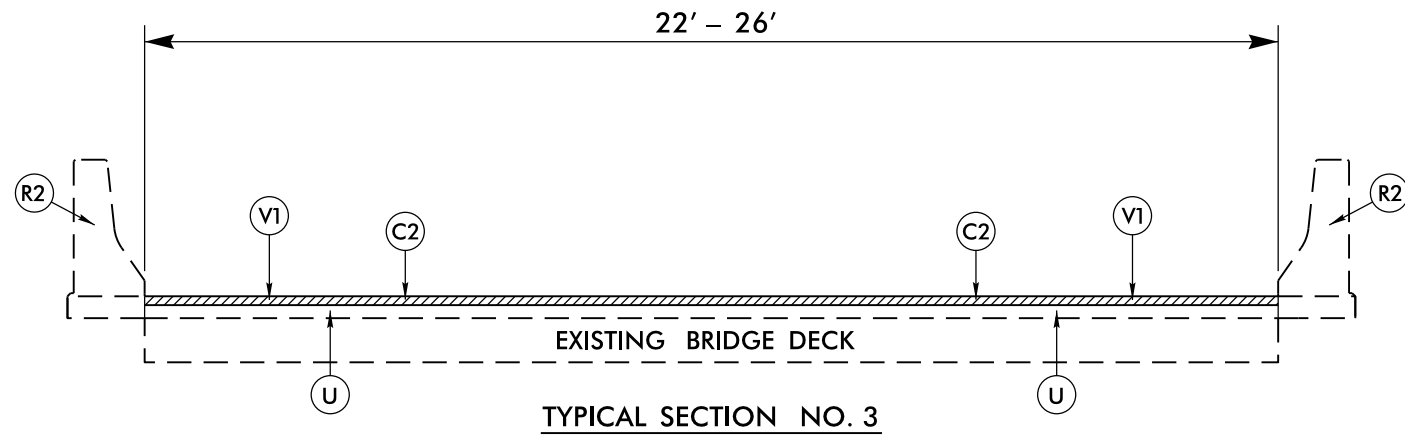
NOTE: PLACE PAVEMENT INTERLAYER PRIOR TO RESURFACING. SEE PROJECT SPECIAL PROVISIONS

PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE. SEE SHOULDER WEDGE DETAIL.

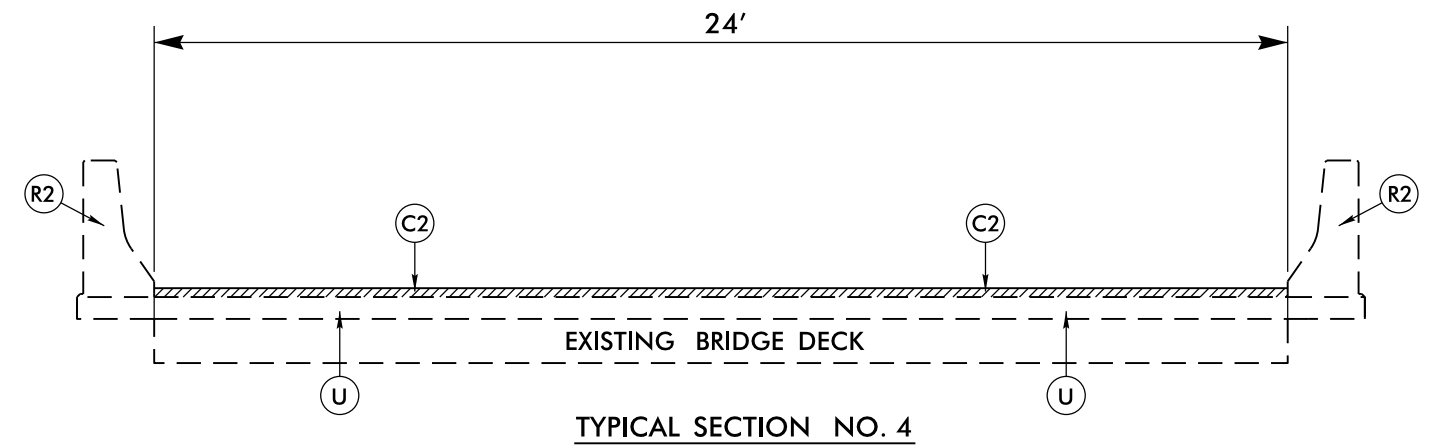
SEE STD. DRAWING 1205.01, SHEET 2 OF 2, TABLE 1 FOR EDGE LINE OFFSETS.

REVISIONS

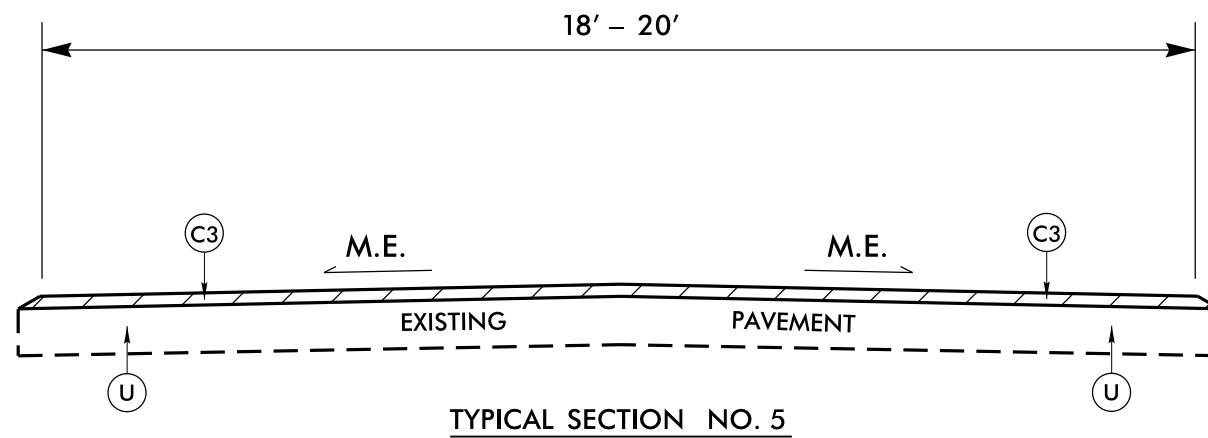
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 8/17/99



MAP NO. 2 SR 1306 (OLD MILL RD.) BRIDGE NO. 68 MP 2.380 - MP 2.398	MAP NO. 3 SR 1307 (WALLACE AIRPORT RD.) BRIDGE NO. 66 MP 2.204 - MP 2.230
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MAP NO. 5
SR 1305 (DOCTORS CREEK RD.)
BRIDGE NO. 63
MP 0.744 - MP 0.770



MAP NO. 8 SR 1123 (UNION CHAPEL RD.) /SR 1125 (RIVENBARK RD.) MP 0.000 - MP 3.280	MAP NO. 10 SR 1100 (SLOCUM TRAIL) MP 6.456 - MP 8.770
MAP NO. 9 SR 1205 (HENRY ST.) MP 0.000 - MP 0.218	MAP NO. 11 SR 1671 (BATTLEGROUNDRD.) MP 0.000 - MP 0.531

PAVEMENT SCHEDULE	
C2	1 1/2" S9.5B
C3	1" S4.75A
R2	EXISTING CONCRETE BRIDGE RAIL
U	EXISTING PAVEMENT
V1	FINE MILLING 1 1/2" DEPTH

REVISIONS

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8/17/99

2012 ROADWAY ENGLISH STANDARD DRAWINGS AND PAVEMENT MARKER DETAIL

EFF.01-17-2012
REV.02-29-2016

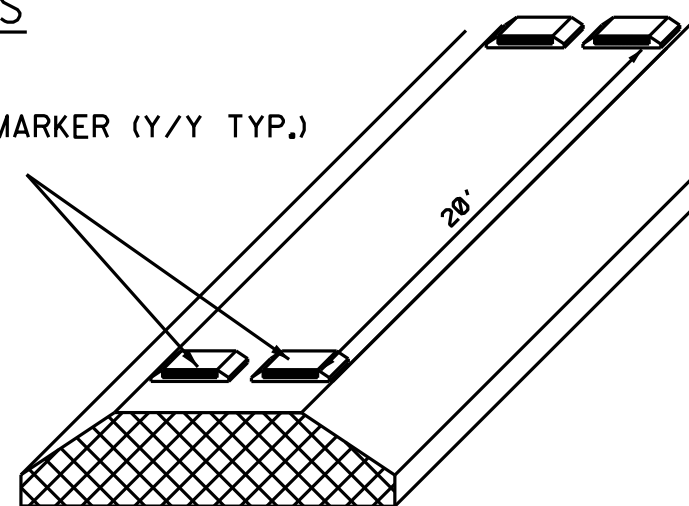
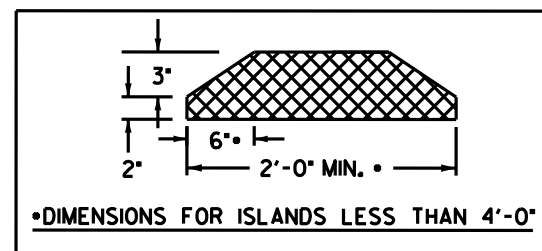
2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N.C. Department of Transportation - Raleigh, N.C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 8 - INCIDENTALS	
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units

PAVEMENT MARKER DETAIL FOR CONCRETE ISLANDS

RAISED PAVEMENT MARKER (Y/Y TYP.)
(STD. DWG 1251.01)



MONOLITHIC CONCRETE ISLAND

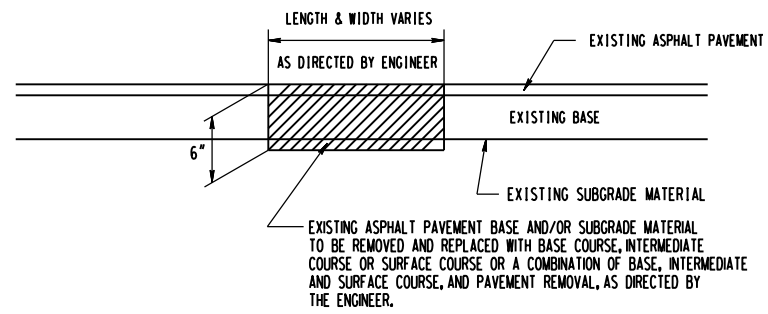
(SEE STANDARD DRAWINGS 852.01, 852.02, & 852.06 FOR DETAILS.)

REVISIONS

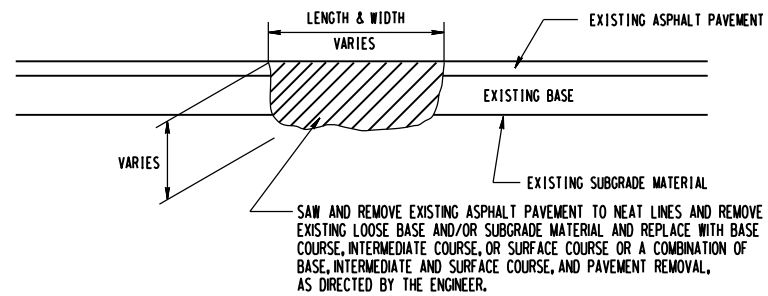
8/17/99

22-SEP-2016 15:27
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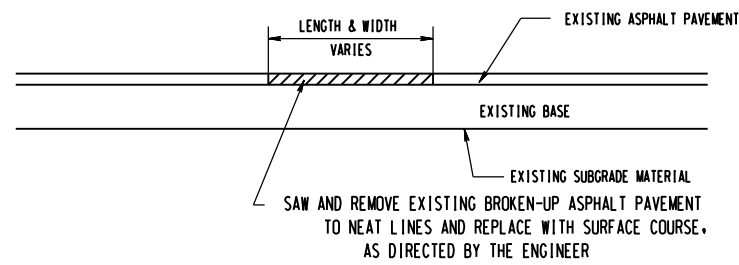
DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING FOR FULL DEPTH AND MILLING



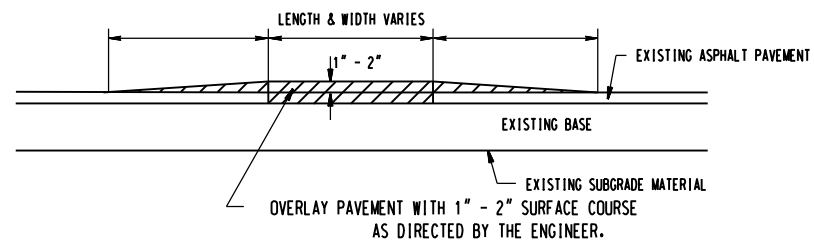
DETAIL NO. 1



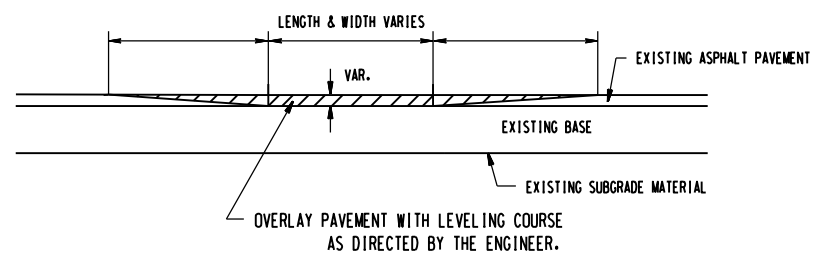
DETAIL NO. 2



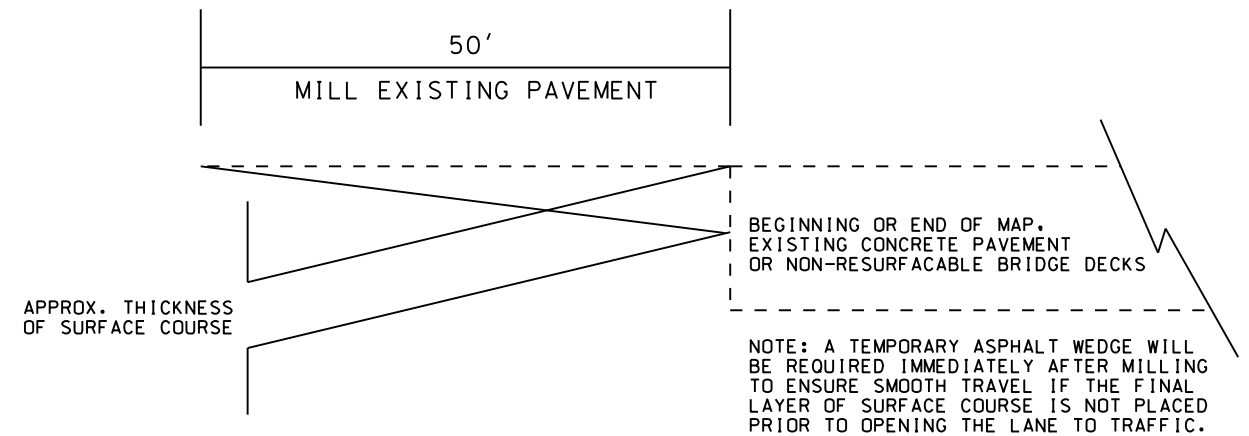
DETAIL NO. 3



DETAIL NO. 4

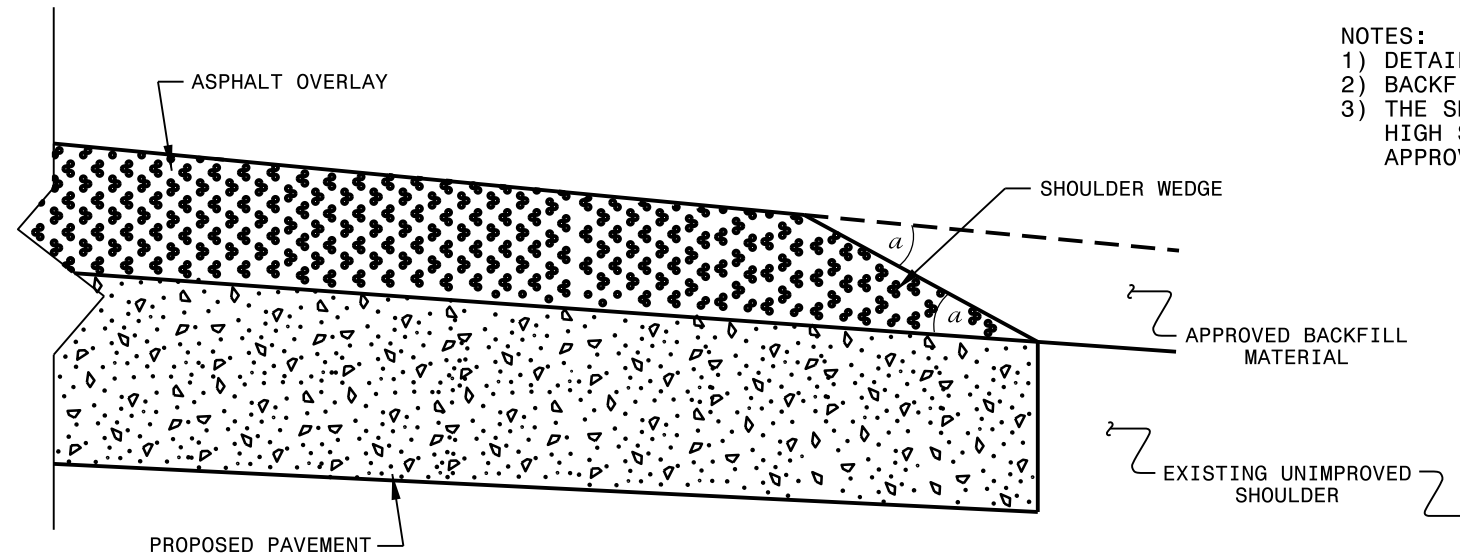


DETAIL NO. 5

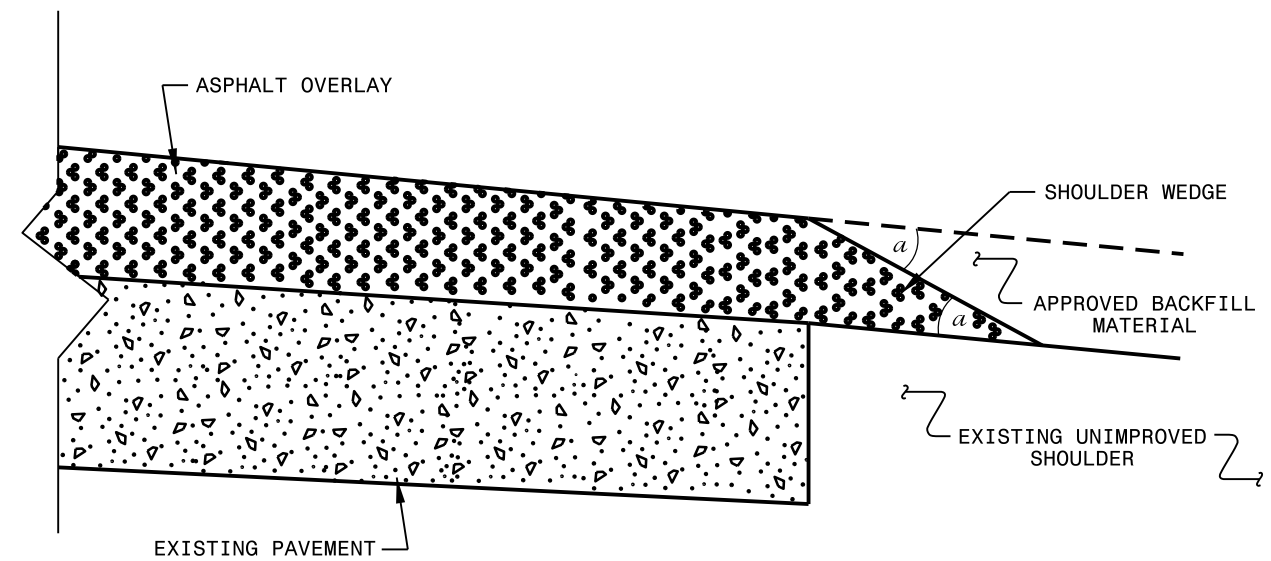


DETAIL FOR INCIDENTAL & FINE MILLING:
MAY BE USED AT THE BEGINNING & END OF MAPS
AND AT APPROACH & TRAILING ENDS OF BRIDGES

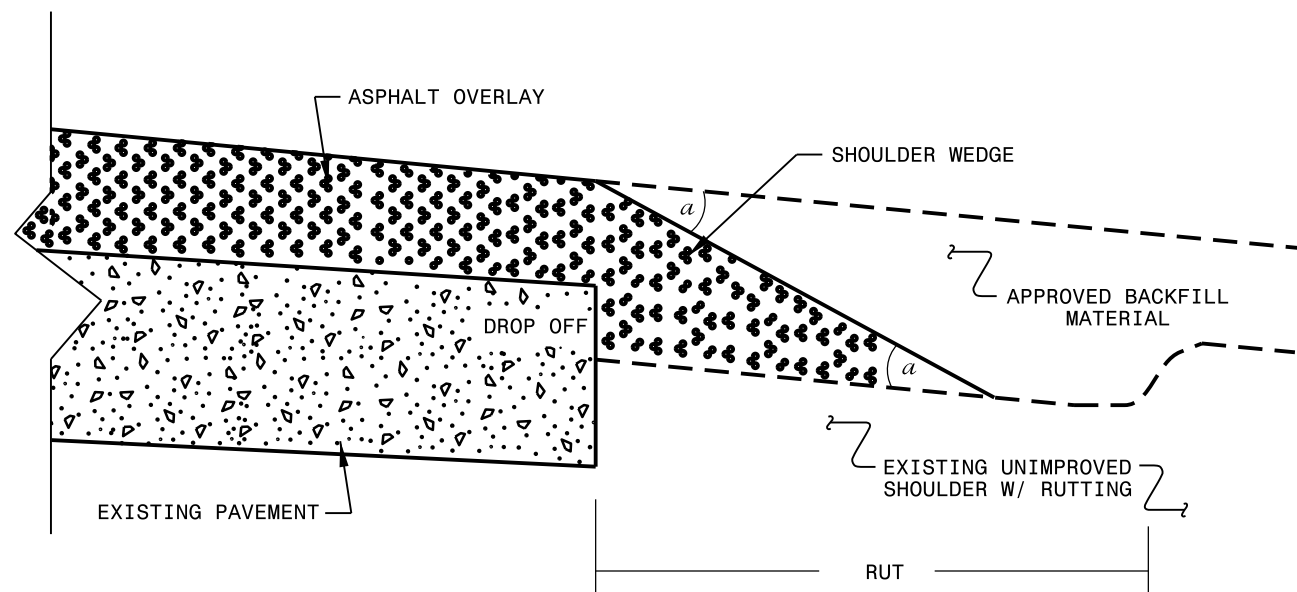
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

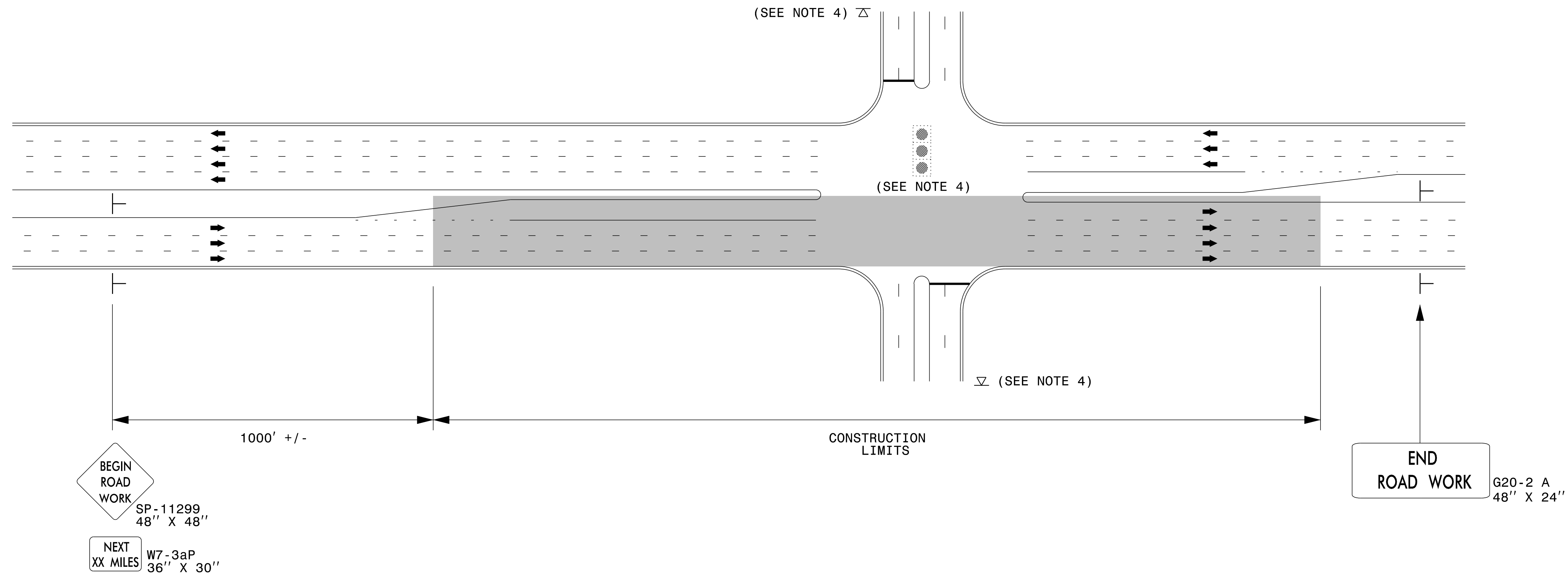
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT		
Office 919-707-6950 FAX 919-250-4119		
SHOULDER WEDGE DETAILS		
ORIGINAL BY: T.SPELL	DATE: 7-19-11	
MODIFIED BY:	DATE: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn		

SUMMARY OF QUANTITIES

PROJ CT	COU NTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXC. CY	AGGRE- GATE SHOULDER BORROW TON	INC. STONE BASE TONS	SHOULDE R RECONST. SMI	INC. MILLING SY	SURFACE COURSE, S9.5B TONS	LEVEL- ING COURSE, S9.5B TONS	SURFACE COURSE, S4.75A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCH- ING EXIST- ING PAVT (FULL DEPTH) TON	PATCH- ING EXIST- ING PAVT (MILL) TON	ASPHALT FOR PAVT INTER- LAYER (S4.75A) TONS	REMOVE & REPLACE 6"X9" ASPHALT CURB LF	PAVT INTER- LAYER SY	FINE MILLING (1.5") SY	ADD'L GR POSTS EA	GR ANCHO R UNITS, TYPE B-83 EA	GR ANCHOR UNITS, TYPE 350 EA	REMOVE & RESET EXISTING GR LF	REMOVE & REPLACE EXISTING GR LF	TEMP. SILT FENCE LF	STONE FOR EC CLASS B TON	SEDIMENT CONTROL STONE TON	TEMP. MULCH ING ACR	SEED FOR TEMP. SEEDIN G LBS	FERTI- LIZER FOR TEMP. SEEDIN G TON	MATTING FOR EROSION CONTROL SY	1/4" HARD WARE CLOTH LF	WATTLE LF	SEED & MULCH ING AC	SEED FOR REPAIR SEEDING LB	FERTI- LIZER FOR REPAIR SEEDIN G TON	RESPONSE FOR EROSION CONTROL EA			
2017CPT.03.03.10711	Pender	1	US 117	FROM SR 1504 TO DUPLIN CO. LINE (MP 18.968 - MP 26.306) NO PAVING BRIDGES NO. 227 (MP 23.496 - MP 23.545) NO.19 (MP 26.263 - MP 26.306)	1	2 - 5	2WU	YES	NO	7.338	24-70		555	135	14.68		18,504	50		1,114	50	300	500	50	103,350	105,364	10	2	2	200	2,575	734	183	183	5.34	367	1.83	50	367	120	5.34	367	1.83	10			
TOTAL FOR PROJ NO. 2017CPT.03.03.10711										7.338			555	135	14.68		18,504	50		1,114	50	300	500	50	103,350	105,364	10	2	2	200	2,575	734	183	183	5.34	367	1.83	50	367	120	5.34	367	1.83	10			
2017CPT.03.03.20711	Pender	2	SR 1306 (OLD MILL RD.)	FROM SR 1307 TO SR 1001 (MP 1.960 - 4.050)	2,3	2	2WU	NO	NO	2.09	18-22	84		155	4.18		1,892			114	5	5											209	52	52	1.52	105	0.52	20	105	40	1.52	105	0.52	2		
		3	SR 1307 (WALLACE AIRPORT RD.)	1001 TO DUPLIN CO. LINE (MP 0.000 - MP 2.230)	2,3	2	2WU	NO	NO	2.23	22-26	89		150	4.46			2,533			152	10											223	56	56	1.62	111	0.56	20	111	40	1.62	111	0.56	2		
		4	SR 1350 (HENDERSO N FIELD RD.)	FROM SR 1307 TO END OF MAINT. (MP 0.00- 0.220)	2	2	2WU	NO	NO	0.22	18	9		20	0.44	100		268			16	5	5										22	6	6	0.16	11	0.06	10	11	10	0.16	11	0.06	1		
		5	SR 1305 (DOCTORS CREEK RD.)	FROM SR 1001 TO DUPLIN CO. LINE (MP 0.000- 0.770)	2,4	2	2WU	NO	NO	0.77	20-24	31		40	1.54	166		793			48	5	5										77	19	19	0.56	39	0.19	10	39	20	0.56	39	0.19	2		
		6	SR 1509 (STAG PARK RD.)	FROM SR 1623 TO SR 1411 (MP 0.760 - MP 4.119) NO PAVING BRIDGE NO. 217 [MP 0.899 - MP 0.946]	2	2	2WU	NO	NO	3.359	18	134		100	6.67	200		3,449			207	5	5										336	84	84	2.44	168	0.84	30	168	60	2.44	168	0.84	2		
		7	SR 1569 (HOOVER RD.)	FROM US 17 / NC 210 TO END OF MAINT. (MP 0.028- 3.358)	2	2	2WU	NO	NO	3.33	20	133		175	6.66	500		3,640			218	5	5										336	84	84	2.44	168	0.84	30	168	60	2.44	168	0.84	2		
		TOTAL FOR PROJ NO. 2017CPT.03.03.20711										11.999		480	640	23.95	966	12,575			755	35	25				1,098										1,203	301	301	8.74	602	3.01	120	602	230	8.74	602
2017CPT.03.03.20712	Pender	8	SR 1123 (UNION CHAPEL RD.)// SR 1125 (RIVENBAR K RD.)	FROM US 421 TO SR 1125 (MP 0.000- 2.880), SR 1125 FROM SR 1123 TO SR 1121 (MP 2.880 - 3.280)	5	2	2WU	NO	NO	3.28	20							2,029	138	5	5																										
		9	SR 1205 (HENRY ST.)	FROM SR 1201 TO END OF SYSTEM (MP 0.00- 0.218)	5	2	2WU	NO	NO	0.218	18								121	8	5	5																									
		10	SR 1100 (SLOCUM TRAIL)	FROM SR 1101 TO SR 1671 (MP 6.456 - 8.770)	5	2	2WU	NO	NO	2.314	18								1,289	88	5	5																									
		11	SR 1671 (BATTLE- GROUND RD.)	FROM NC 210 TO SR 1100 (MP 0.000- 0.531)	5	2	2WU	NO	NO	0.531	20									328	22	5	5																								
TOTAL FOR PROJ NO. 2017CPT.03.03.20712										6.343								3,767	256	20	20																										
GRAND TOTAL										25.680		480	555	775	38.63	966	31,079	50	3,767	2,125	105	345	500	50	103,350	106,462	10	2	2	200	2,575	1,937	484	484	14.08	969	4.84	170	969	350	14.08	969	4.84	21			

URBAN / SUBURBAN WORKZONES

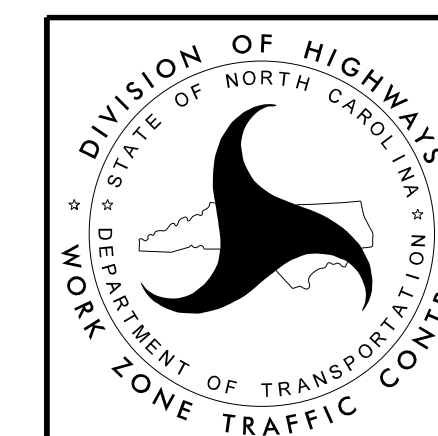


NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

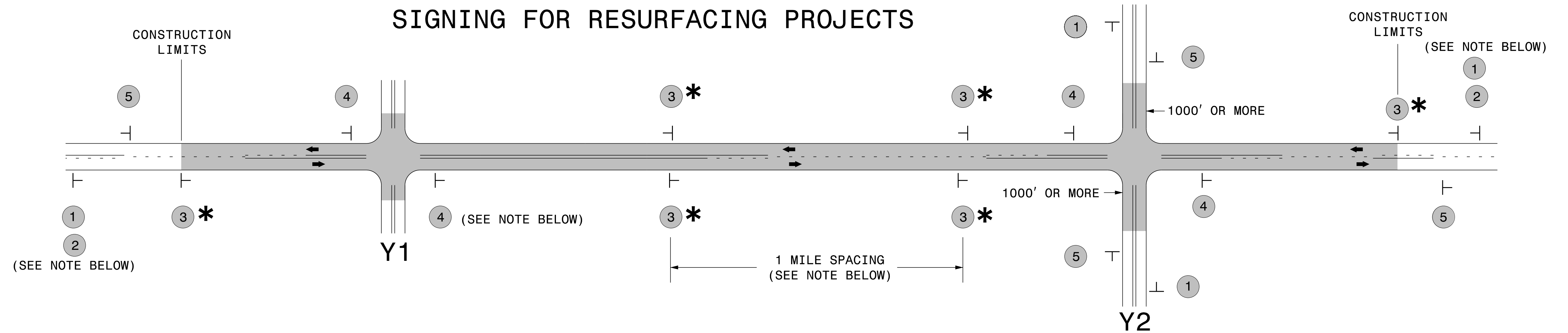
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

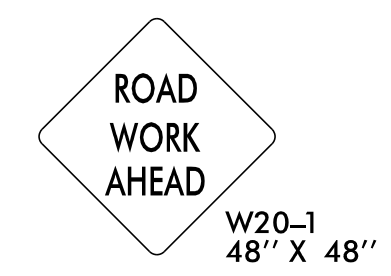
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)		
	3 *	 <small>SP 13107 48" X 48"</small>	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.		
	4	 <small>SP 13106 48" X 48"</small>	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.		
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

**NO REQUIRED STATIONARY SIGNING FOR THE
FOLLOWING -Y- LINE CONDITIONS:**

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

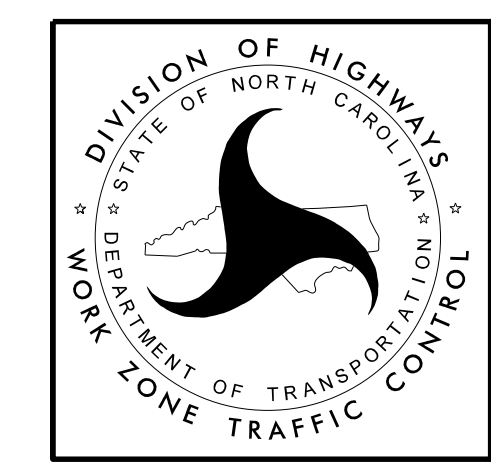
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED
-Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE
-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:
STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-12

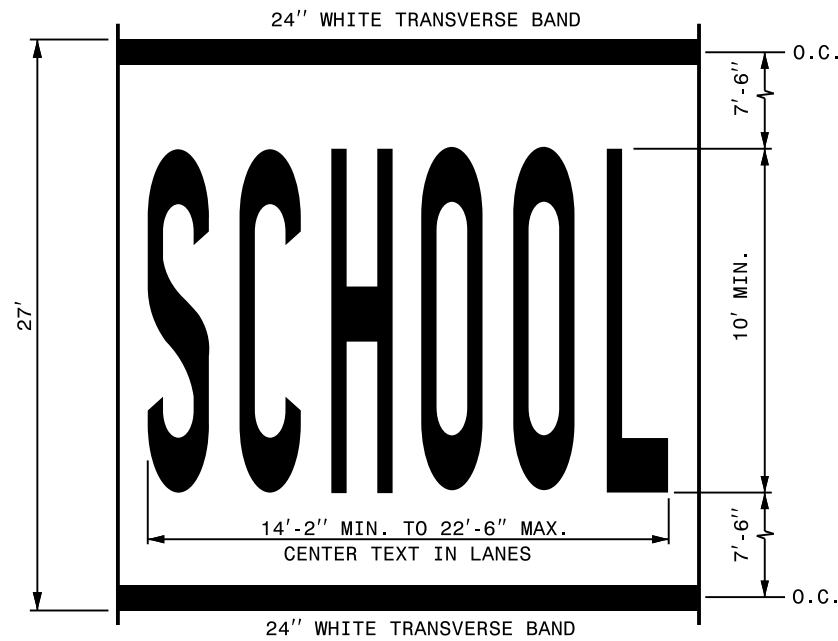
ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
SYMBOLS AND WORD MESSAGES

REVISED
9/14/11

SHEET 3 OF 8

1205D08

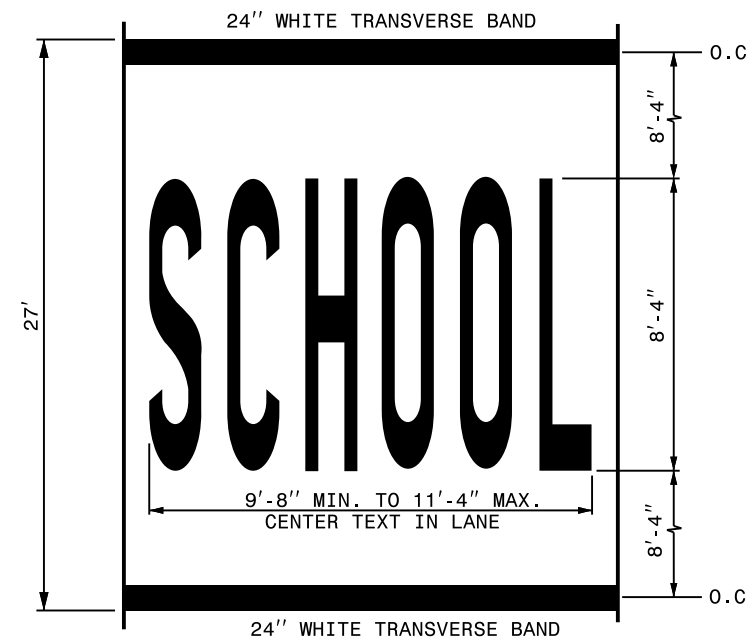
MULTI-LANE WIDTH "SCHOOL"



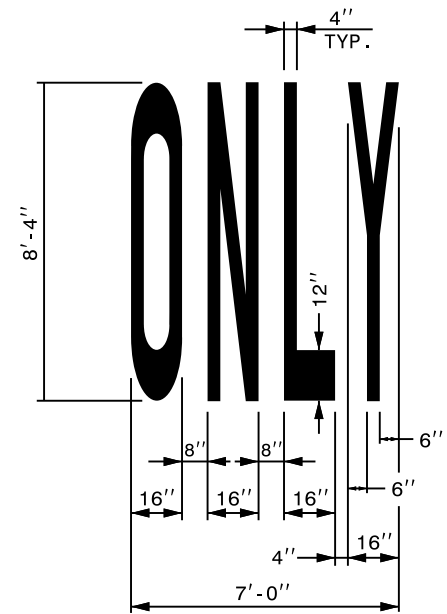
LETTER HEIGHT = 10' MIN.
LETTER WIDTH = 20"
SPACING = 10" MIN./30" MAX. (USE EQUAL SPACING BETWEEN LETTERS)

NOTE: THE TWO-LANE PAVEMENT MARKING DIMENSIONS OF "SCHOOL" SHOWN IN PART 7 OF THE MUTCD MAY ALSO BE USED.

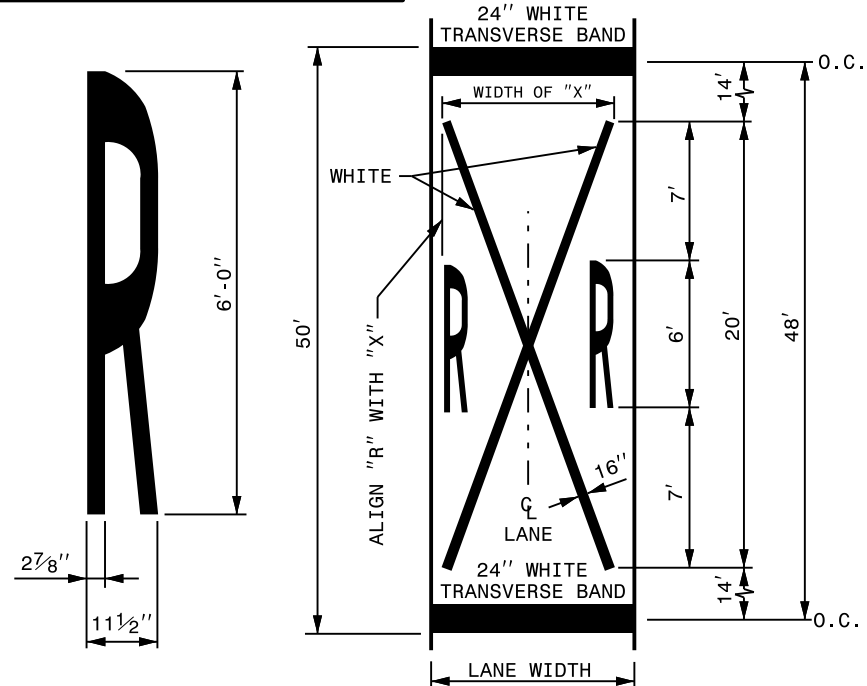
SINGLE LANE WIDTH "SCHOOL"



LETTER HEIGHT = 8'-4"
LETTER WIDTH = 16"
SPACING = 4" MIN./8" MAX. (USE EQUAL SPACING BETWEEN LETTERS)



RAILROAD RXR SYMBOL



LANE WIDTH (FEET)	WIDTH OF "X" (FEET)
8' ≤ W ≤ 9'	7'
9' < W ≤ 12'	8'
W > 12'	10'

GENERAL NOTES:

- 1- THE SCHOOL PAVEMENT MARKING CONSISTS OF SIX (6) CHARACTERS. THE TWO (2) 24" TRANSVERSE BANDS WILL BE PAID FOR UNDER A SEPARATE PAY ITEM. REFER TO ROADWAY STANDARD DRAWING 1205.10 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.
- 2- PAVEMENT MARKING ADVANCE OF A HIGHWAY-RAIL CROSSING SHALL CONSIST OF TWO (2) CHARACTERS AND TWO (2) 16" LINES (FORMING AN X) WHICH ARE PAID FOR UNDER TWO SEPARATE PAY ITEMS. THE TWO (2) 24" TRANSVERSE BANDS WILL BE PAID FOR UNDER A SEPARATE PAY ITEM. REFER TO ROADWAY STANDARD DRAWING 1205.11 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.

STATE OF NORTH CAROLINA
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1-12

ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
SYMBOLS AND WORD MESSAGES

REVISED
9/14/11

SHEET 3 OF 8

1205D08

CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

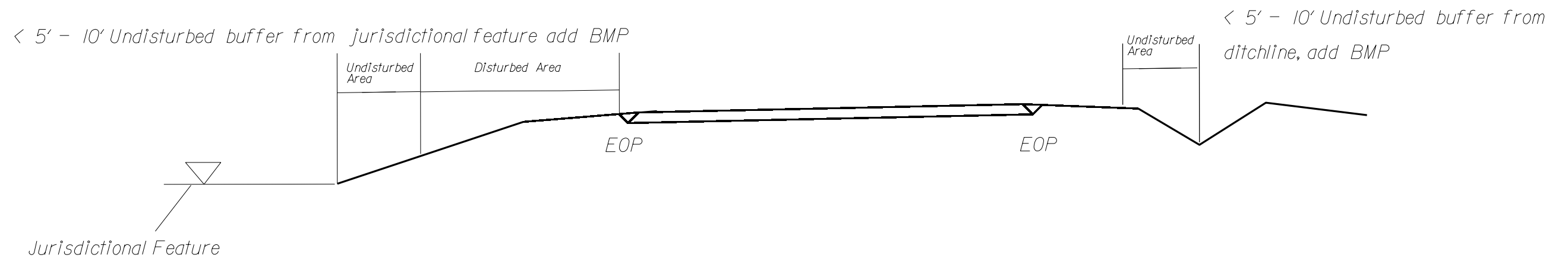
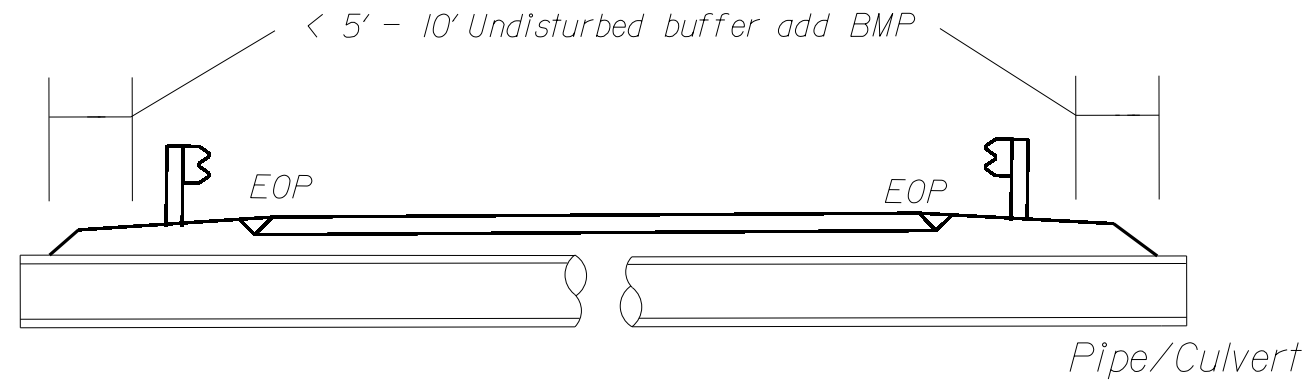
SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON DATE: 10/5/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: s:\oel\12 Stds to Special Details\560d01

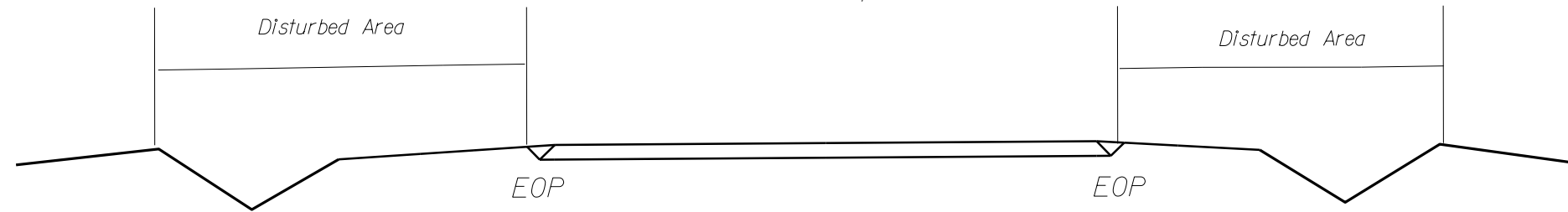
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

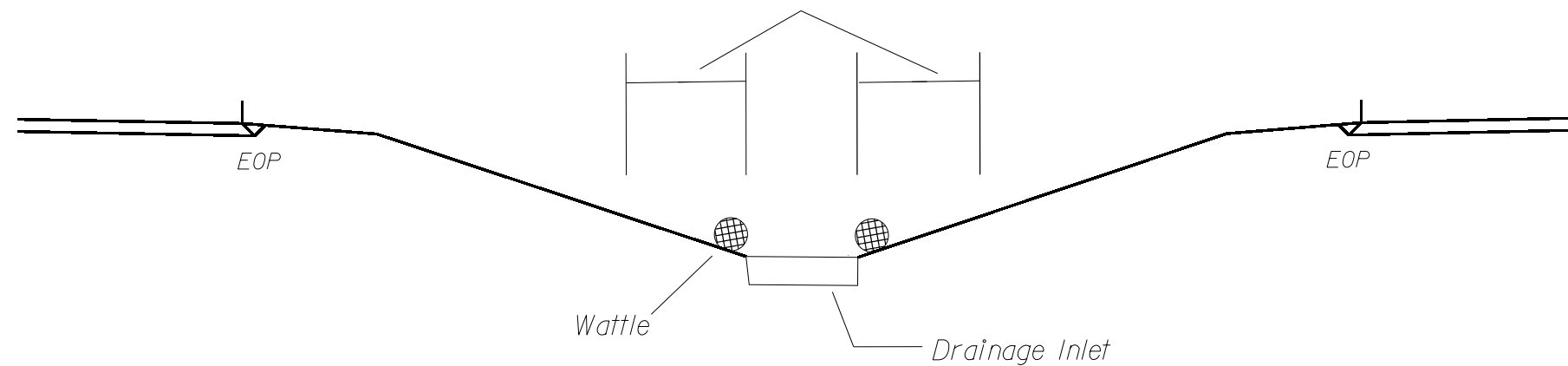
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



< 5' - 10' Undisturbed buffer from inlet, add wattle



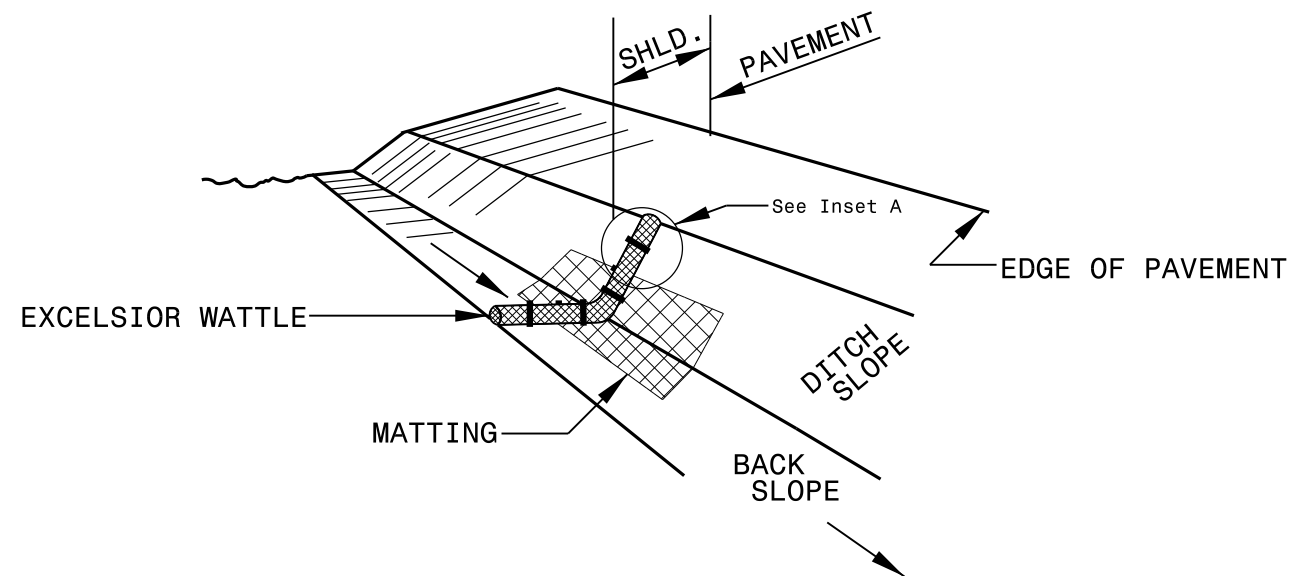
NOT TO SCALE

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

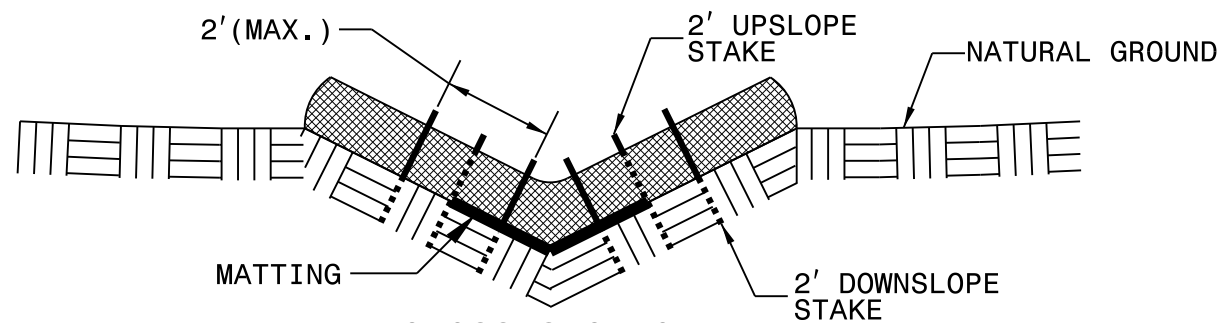
SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

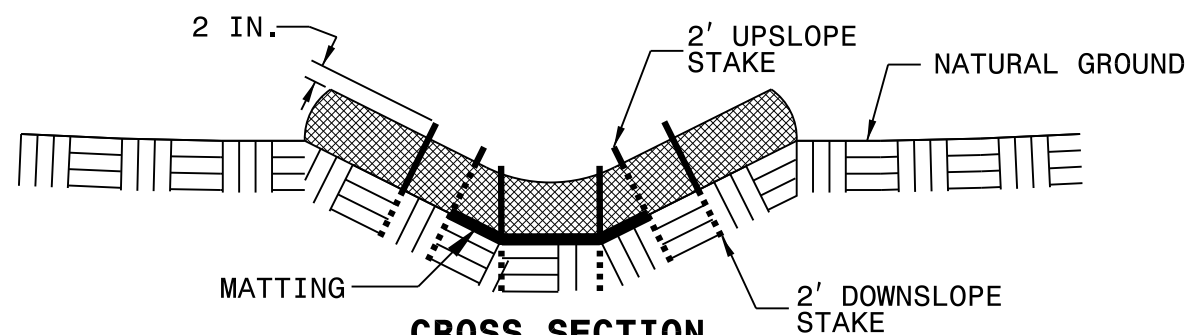
WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

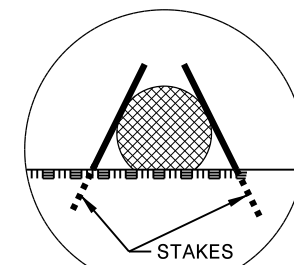
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

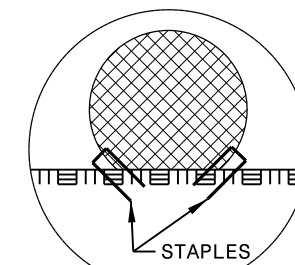
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

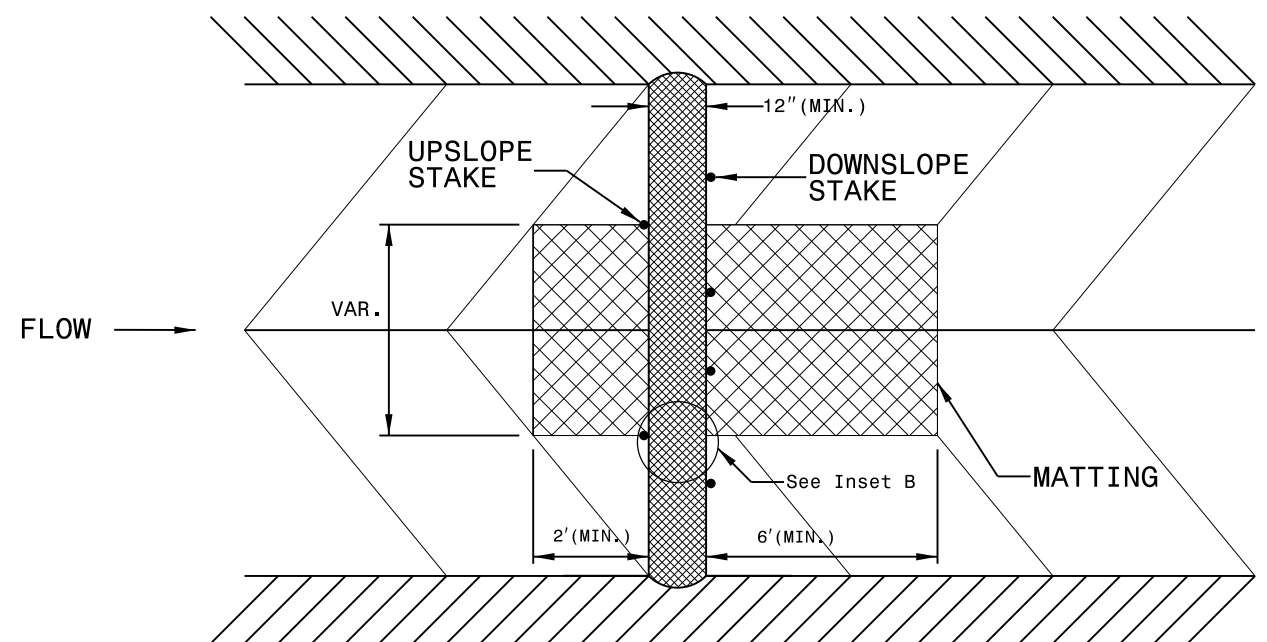
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW