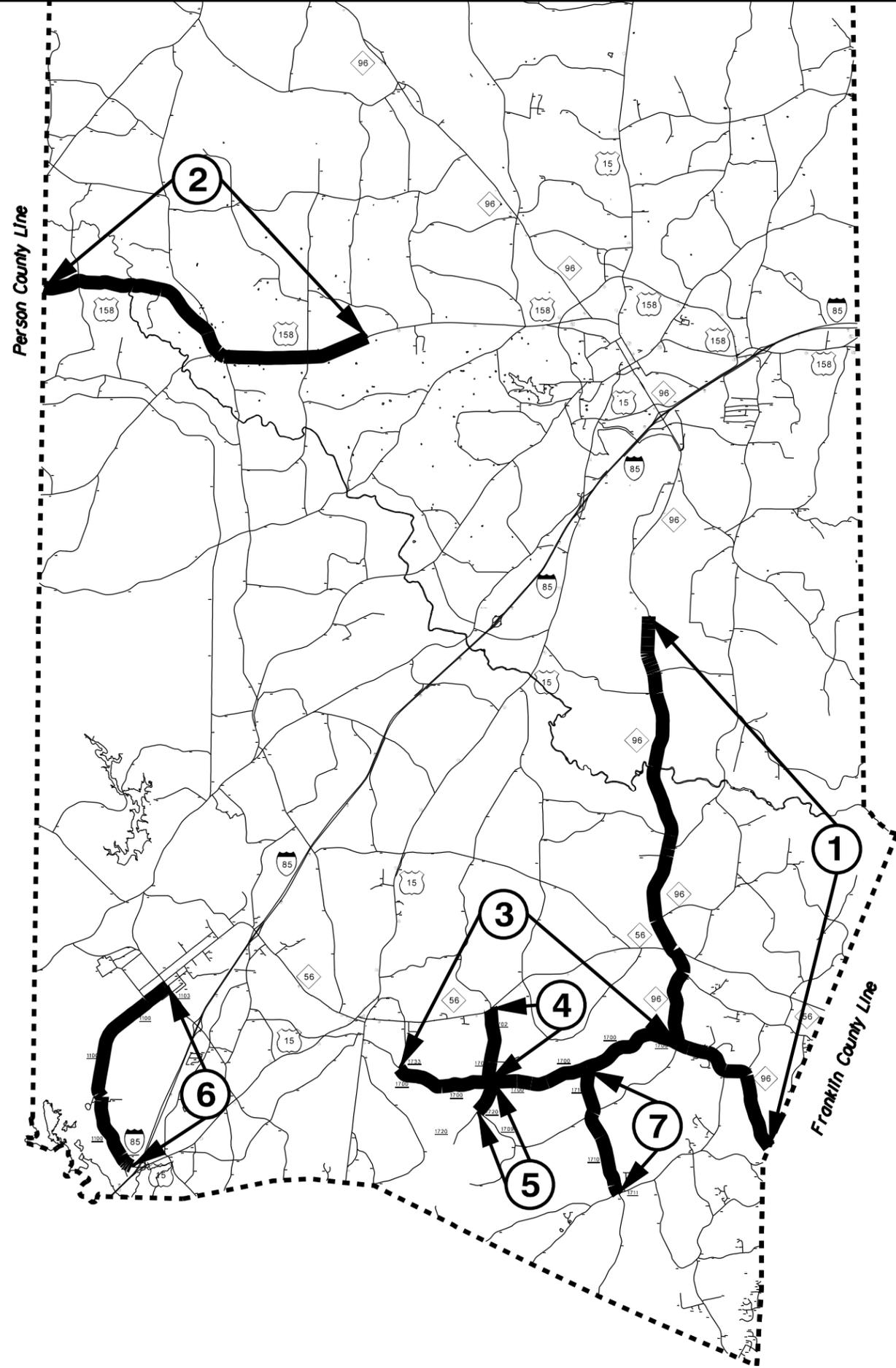


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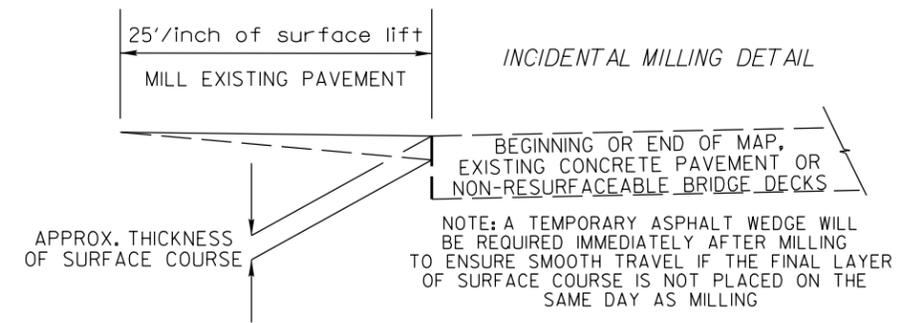
**2015-2016
GRANVILLE COUNTY
RESURFACING**

PAVEMENT SCHEDULE

C1	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
S	PROP. SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V	1 1/2" MILLING

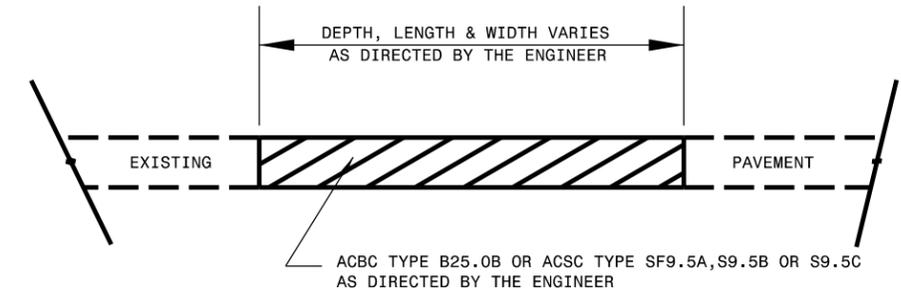
PROJECT REFERENCE NO.
5CRJ039I16, 5CR2039I16

SHEET NO.
2

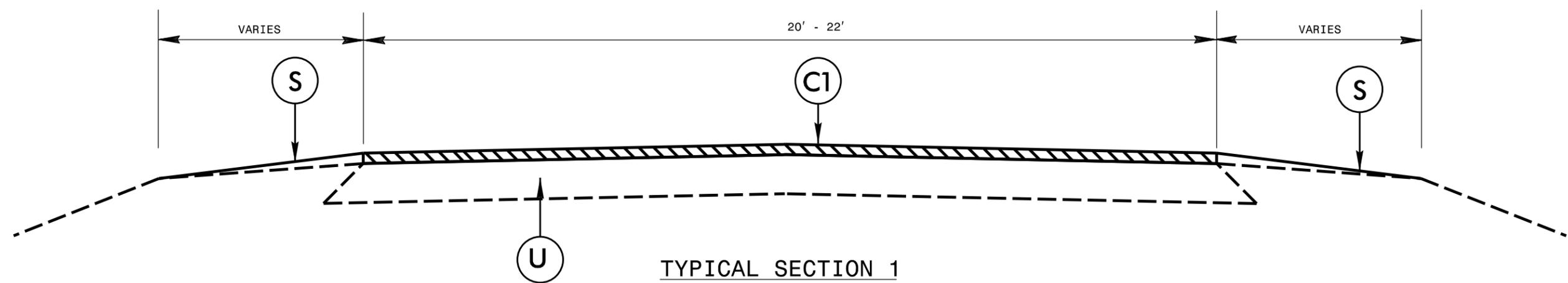


NOTES

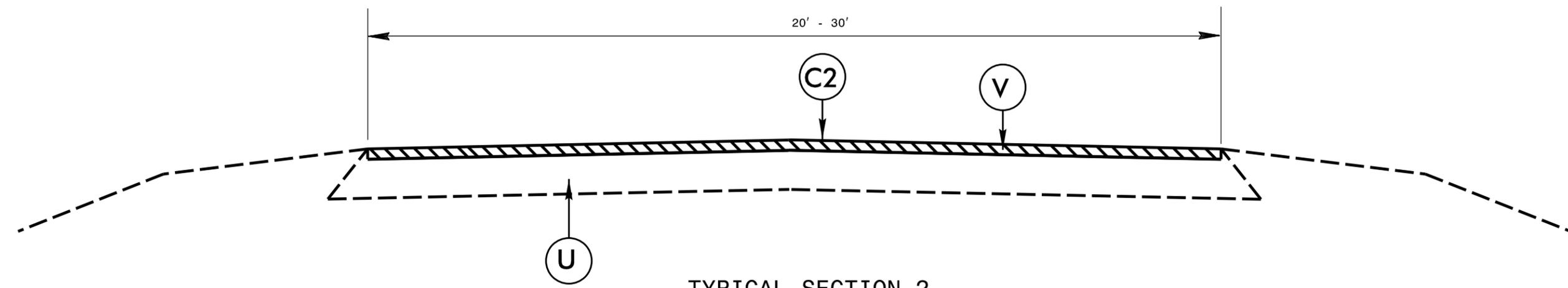
ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



PATCHING EXISTING PAVEMENT
 PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION



TYPICAL SECTION 1



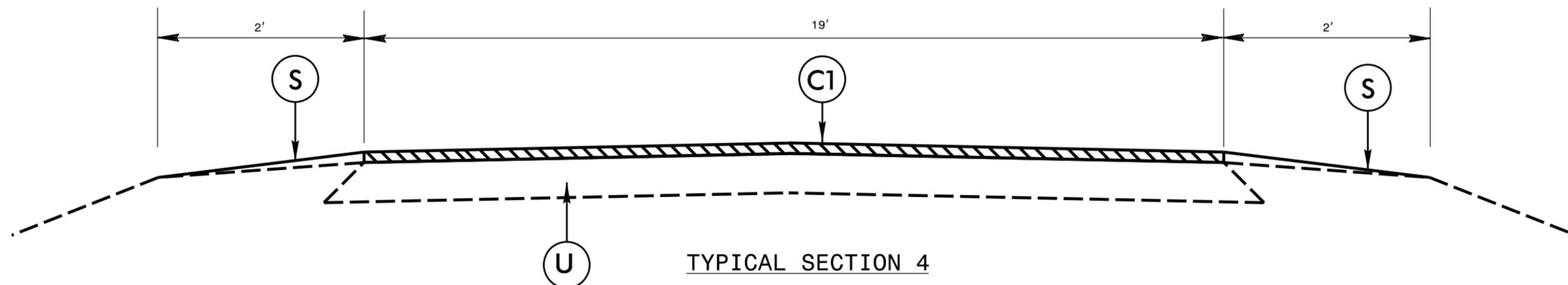
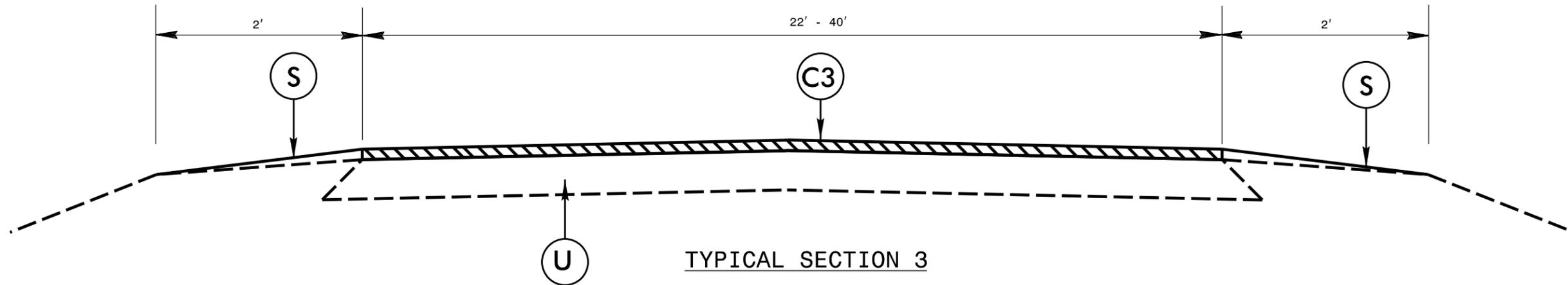
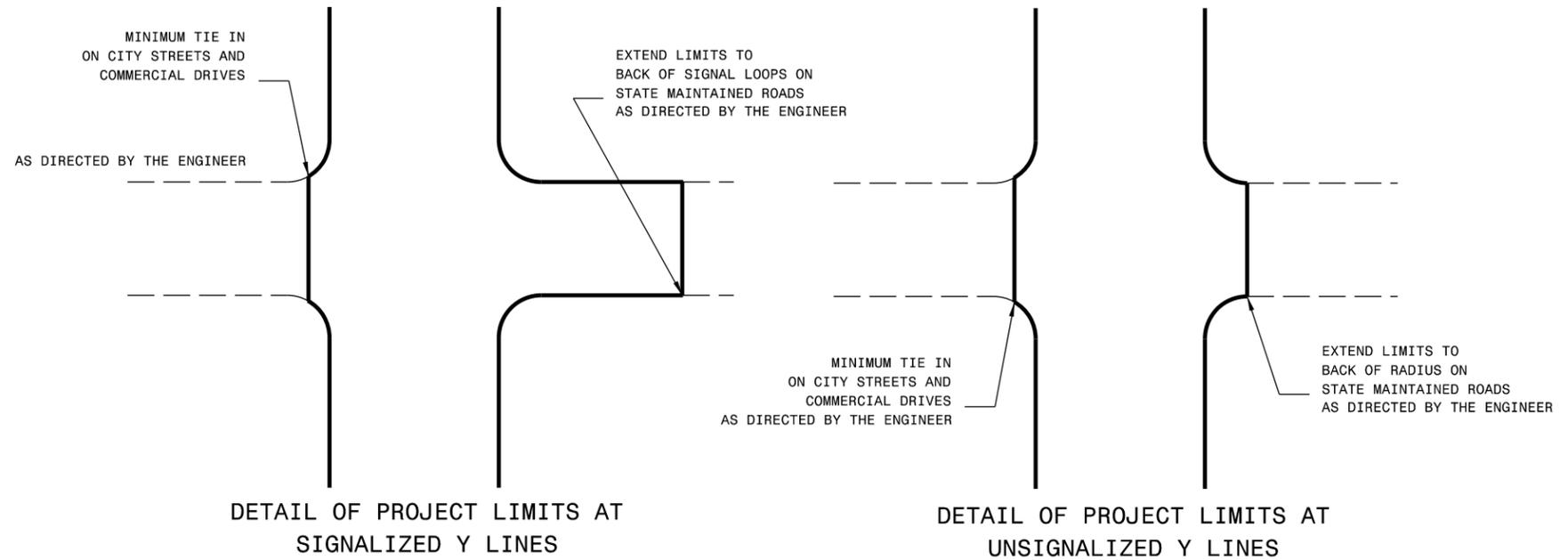
TYPICAL SECTION 2

PAVEMENT SCHEDULE

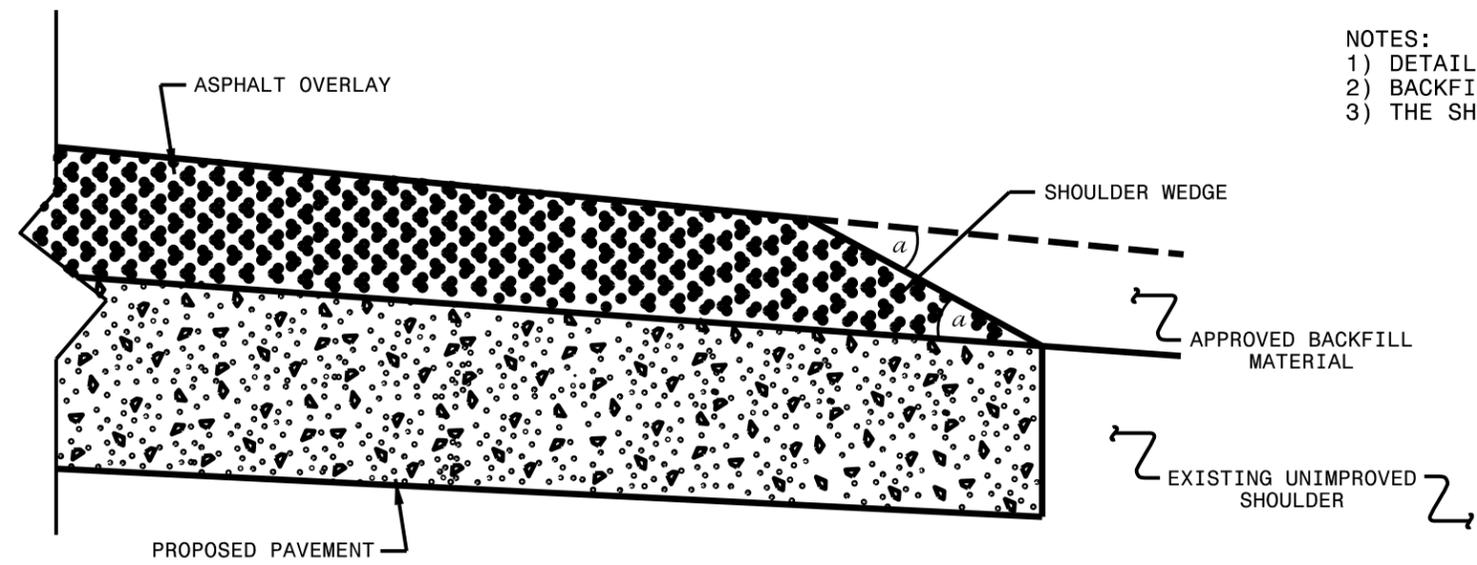
C1	1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
S	PROP. SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V	1½" MILLING

PROJECT REFERENCE NO.
5CR.J0391J6, 5CR.20391J6

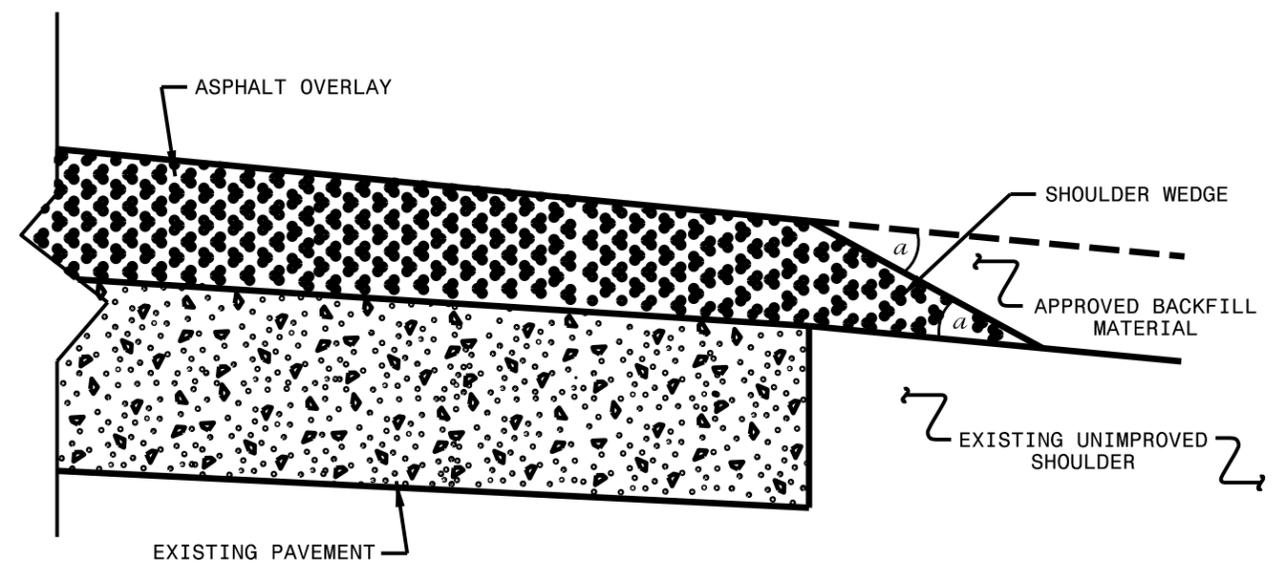
SHEET NO.
3



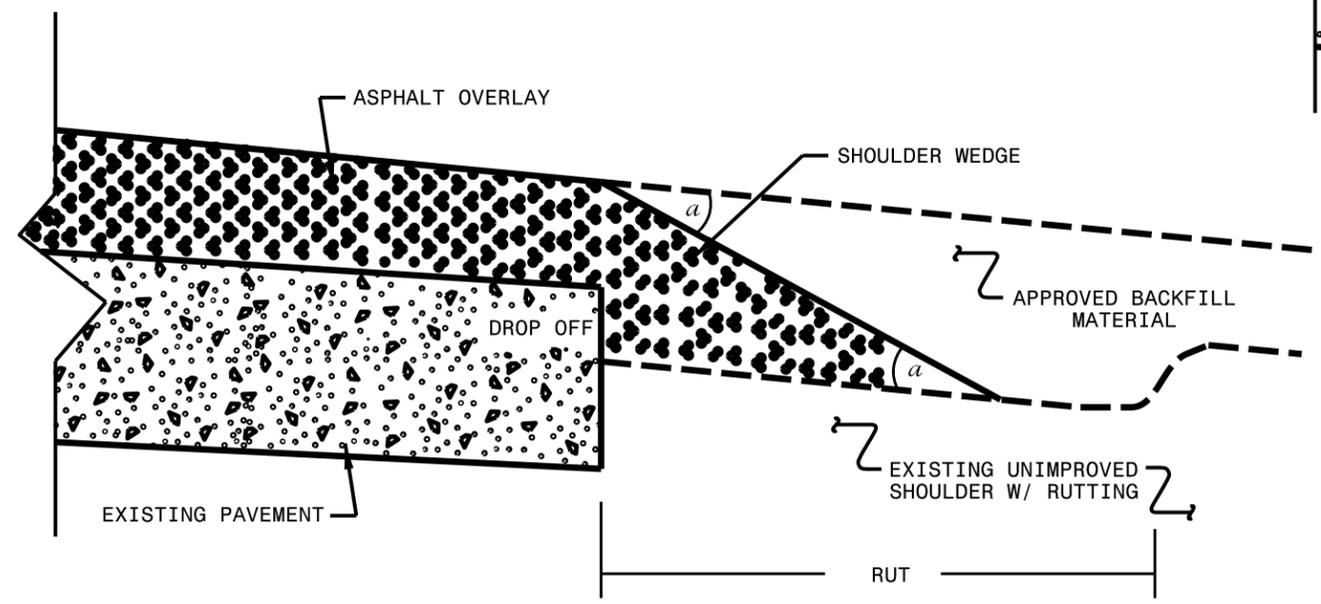
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC:	s:\usr\detail\stand\shoulderwedgedetail.dgn		

\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$USER\$\$\$\$\$
 \$\$\$DATE\$\$\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
5CR.10391.16, 5CR.20391.16	5	

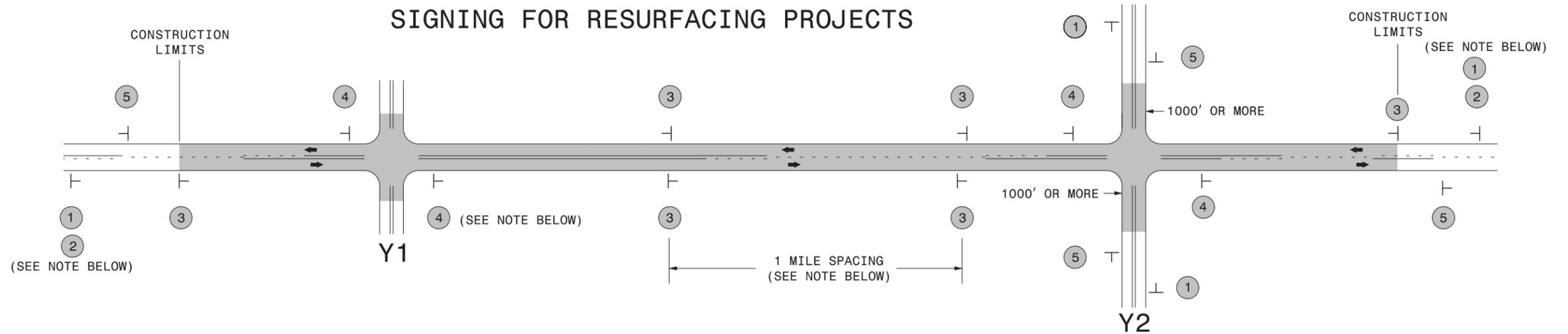
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TONS	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC
5CR.10391.16	Granville	1	NC 96	PAVEMENT JOINT 0.4 MILES SOUTH OF BELTON CREEK BAPTIST CHURCH TO FRANKLIN COUNTY	3	2	NO	YES	12.5	25-40	2,000	250	25.00		1,400	18,217		1,093	150	1,000	500	6.00
5CR.10391.16	Granville	2	US 158	PERSON COUNTY TO 1.25 MILES EAST OF SR 1150 - HEBRON RD	3	2	NO	YES	7.2	25	1,440	150	13.60		1,025	9,806		588	50	250	50	1.65
TOTAL FOR PROJ NO. 5CR.10391.16									19.7		3,440	400	38.60		2,425	28,023		1,681	200	1,250	550	7.65
5CR.20391.16	Granville	3	SR 1700 BRASSFIELD RD	SR 1733 - HAWLEY SCHOOL RD TO NC 96	2	2	NO	NO	6.22	20-30		350		73,356			6,394	428	50			
5CR.20391.16	Granville	4	SR 1702 HAYES RD	NC 56 TO SR 1700 - BRASSFIELD RD	1	2	NO	NO	1.5	22	250	90	3.00		175		1,377	92	250	200	50	0.75
5CR.20391.16	Granville	5	SR 1720 POPE RD	SR 1700 - BRASSFIELD RD TO SR 1709 - HORSESHOE RD	1	2	NO	NO	0.7	20	125	50	1.40		165		585	39	50			0.35
5CR.20391.16	Granville	6	SR 1100 B STREET/GATE 1 RD	SR 1103 - CENTRAL AVE TO JOINT WEST OF I-85	3	2	NO	NO	4.543	22-36	900	140	8.79		850	7,283		437	500		100	3.65
5CR.20391.16	Granville	7	SR 1710 LAWRENCE RD	SR 1700 - BRASSFIELD RD TO SR 1711 - BRUCE GARNER RD	4	2	NO	NO	2.7	19	475	125	5.40		750		2,143	144	800	800	200	3.92
TOTAL FOR PROJ NO. 5CR.20391.16									15.663		1,750	755	18.59	73,356	1,940	7,283	10,499	1,140	1,650	1,000	350	8.67
GRAND TOTAL									35.363		5,190	1,155	57.19	73,356	4,365	35,306	10,499	2,821	1,850	2,250	900	16.32

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LENGTH	WIDTH	4413000000-E	4457000000-E	4685000000-E	4686000000-E		4695000000-E		4705000000-E	4710000000-E	4721000000-E			4725000000-E					4810000000-E		4835000000-E	4840000000-E	4905000000-E	
									WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	8" X 90 M WHITE THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO RXR 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	24" WHITE PAINT LF	PAINT MSG SCHOOL EA	SNOW PLOWABLE MARKERS EA			
5CR.10391.16	Granville	1	NC 96	PAVEMENT JOINT 0.4 MILES SOUTH OF BELTON CREEK BAPTIST CHURCH TO FRANKLIN COUNTY	3	2	12.5	25-40	1,400	*	134,500	116,570	1,650	565	555		450	12		9	2	2	3							975	
5CR.10391.16	Granville	2	US 158	PERSON COUNTY TO 1.25 MILES EAST OF SR 1150 - HEBRON RD	3	2	7.2	25	806		77,472	57,024	160																	475	
TOTAL FOR PROJ NO. 5CR.10391.16									19.7	1	211,972	173,594	1,810	565	555		450	12	9	2	2	3									1,450
									175,404		1,120				12	16															
5CR.20391.16	Granville	3	SR 1700 BRASSFIELD RD	SR 1733 - HAWLEY SCHOOL RD TO NC 96	2	2	6.22	20-30	700	*	66,927	55,885	50				110	12							66,977	55,885	100	12			
5CR.20391.16	Granville	4	SR 1702 HAYES RD	NC 56 TO SR 1700 - BRASSFIELD RD	1	2	1.5	22	168		16,140	11,450	20																		
5CR.20391.16	Granville	5	SR 1720 POPE RD	SR 1700 - BRASSFIELD RD TO SR 1709 - HORSESHOE RD	1	2	0.7	20	80		7,395	6,535	20																		
5CR.20391.16	Granville	6	SR 1100 B STREET/GATE 1 RD	SR 1103 - CENTRAL AVE TO JT WEST OF I-85	3	2	4.543	22-36	510		48,883	55,366	250	64		100	80		8	84	1		2								
5CR.20391.16	Granville	7	SR 1710 LAWRENCE RD	SR 1700 - BRASSFIELD RD TO SR 1711 - BRUCE GARNER RD	4	2	2.7	19	305		29,052	26,035																			
TOTAL FOR PROJ NO. 5CR.20391.16									15.663	1	168,397	155,271	340	64		100	190	12	8	84	1	2			66,977	55,885	100	12			
									155,611		64				20	87								122,862							
GRAND TOTAL									35.363	1	380,369	328,865	2,150	629	555	100	640	24	8	93	3	2	5	66,977	55,885	100	12			1,450	
									331,015		1,184				32	103							122,862								

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

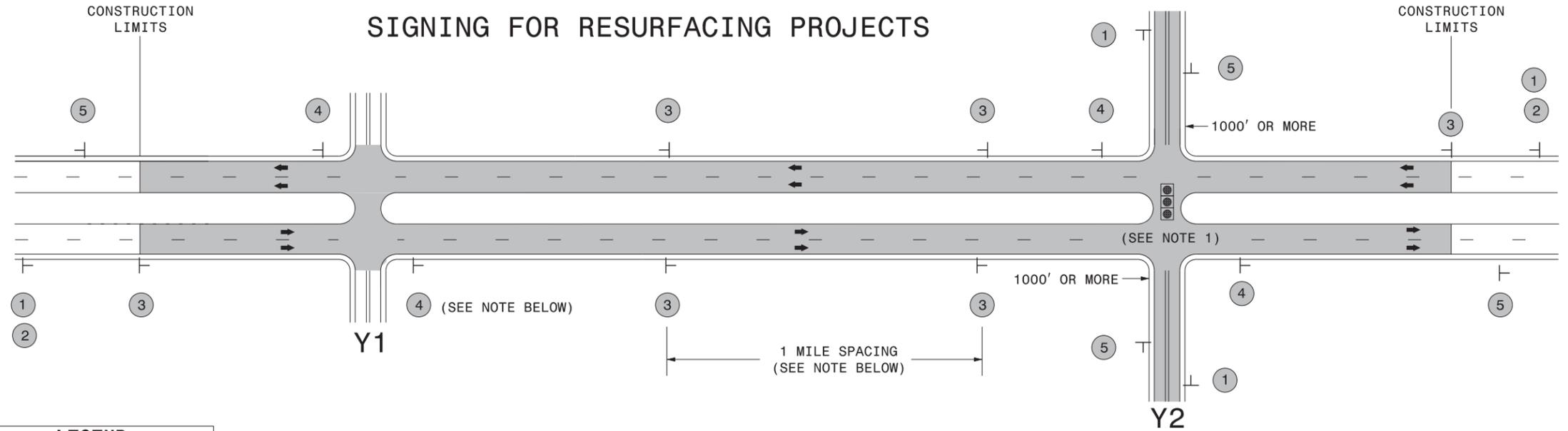
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>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.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

3/19/2015
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 User:rmgarrett

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



LEGEND
 | STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

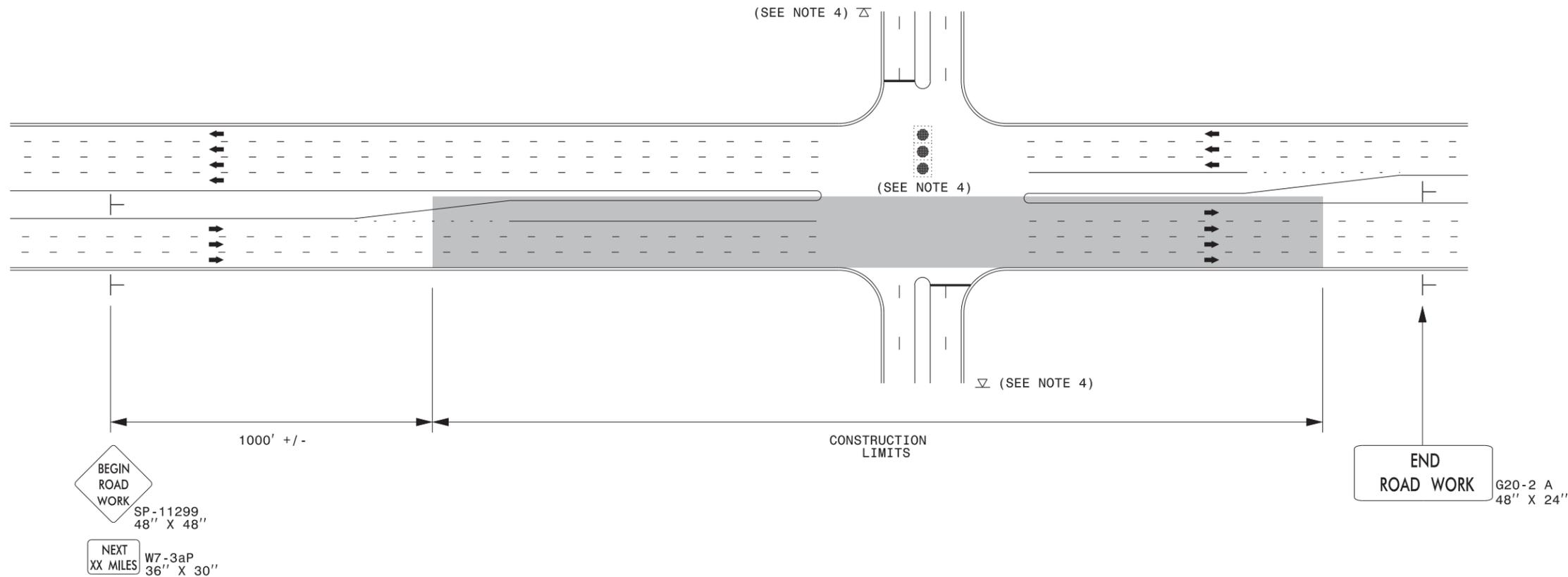
SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>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.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) 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.
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS

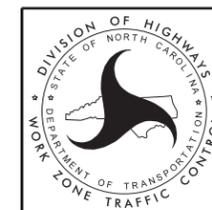
URBAN / SUBURBAN WORKZONES



NOTES:

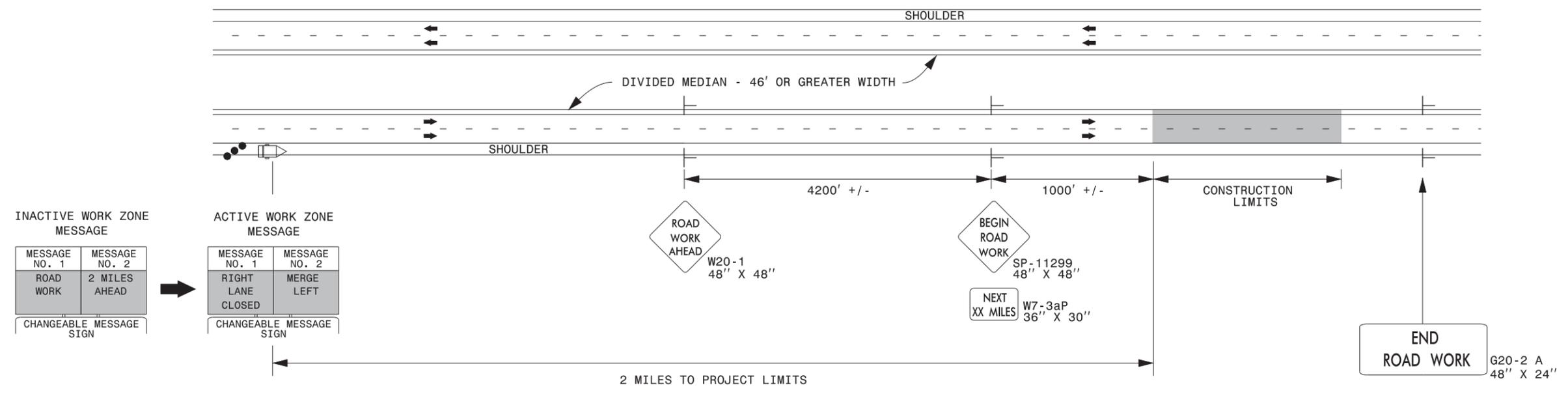
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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

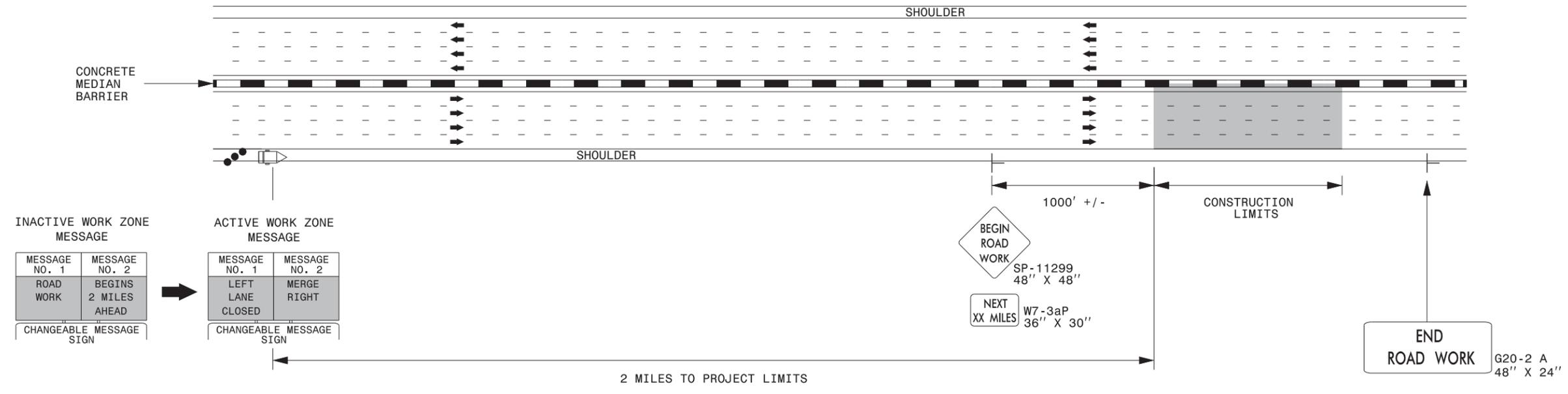


**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



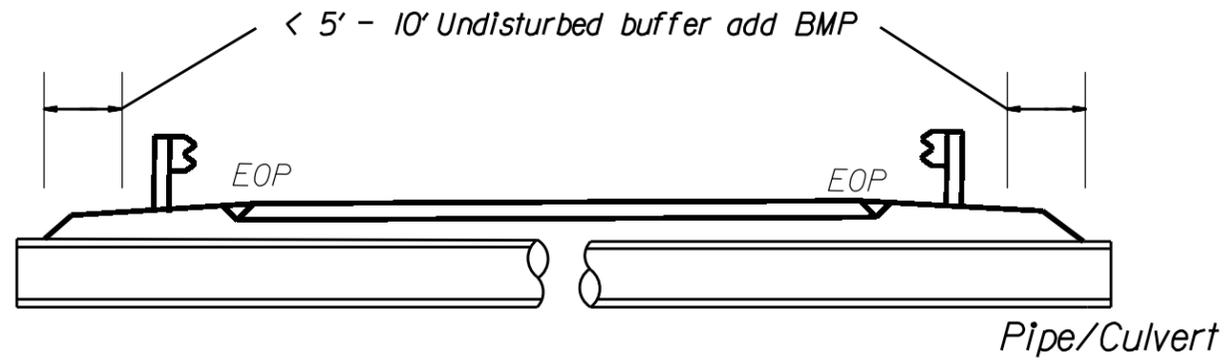
RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

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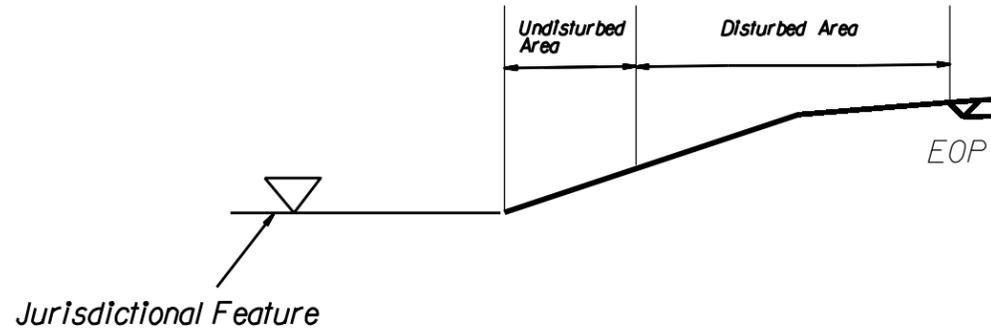
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL

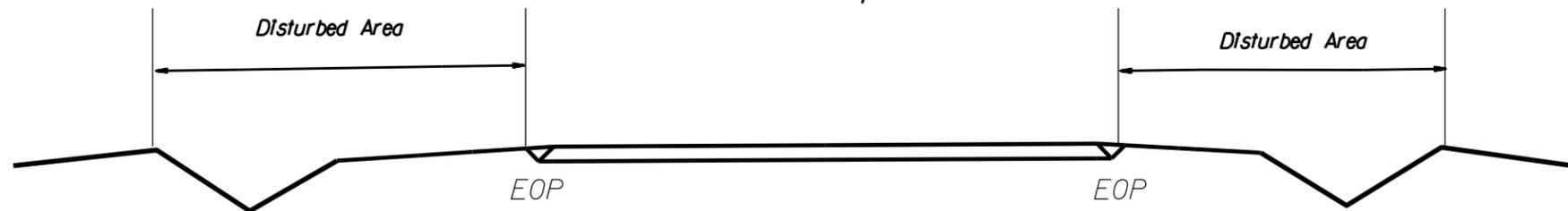


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

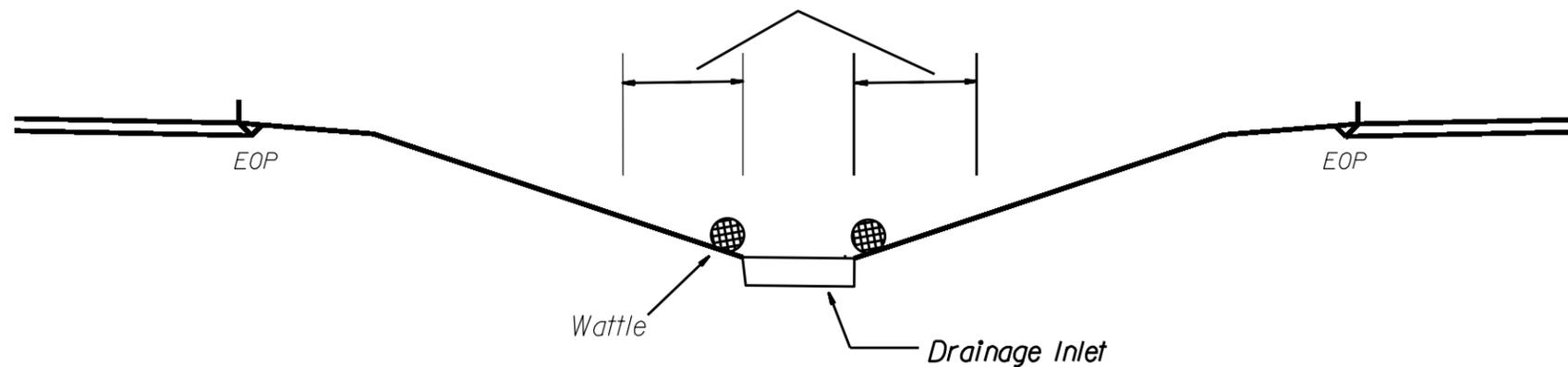


< 5' - 10' Undisturbed buffer from ditchline, add BMP

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

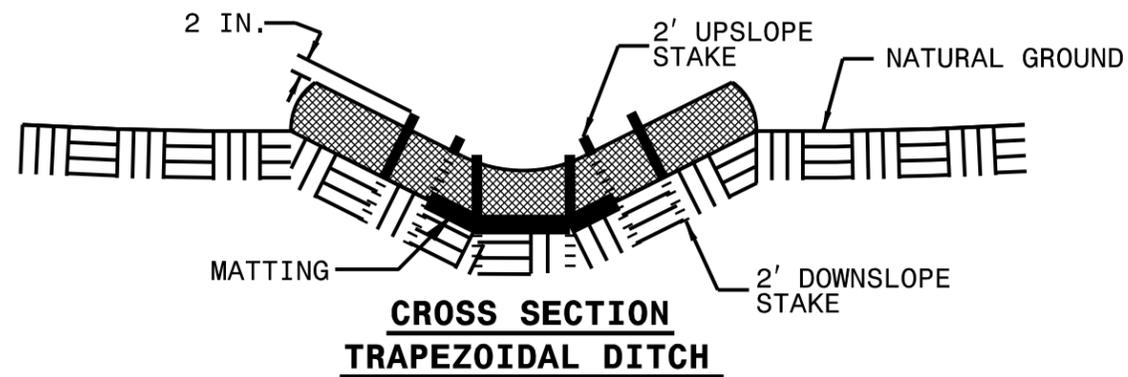
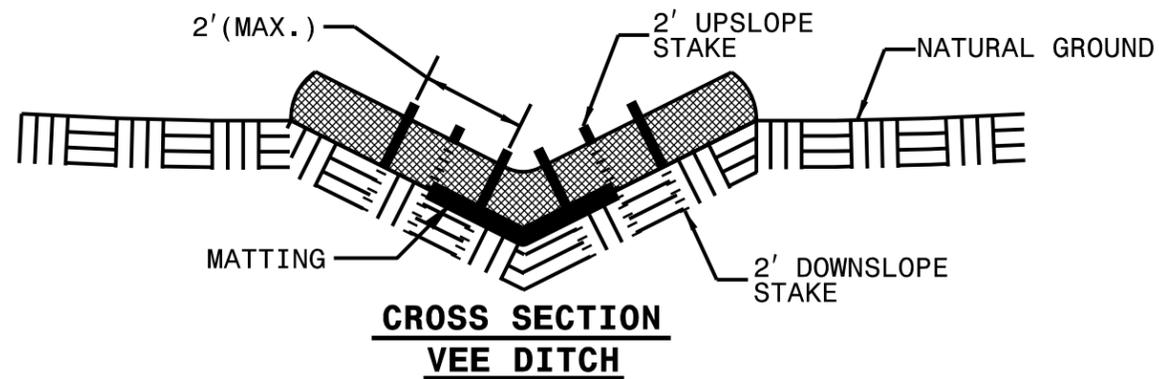
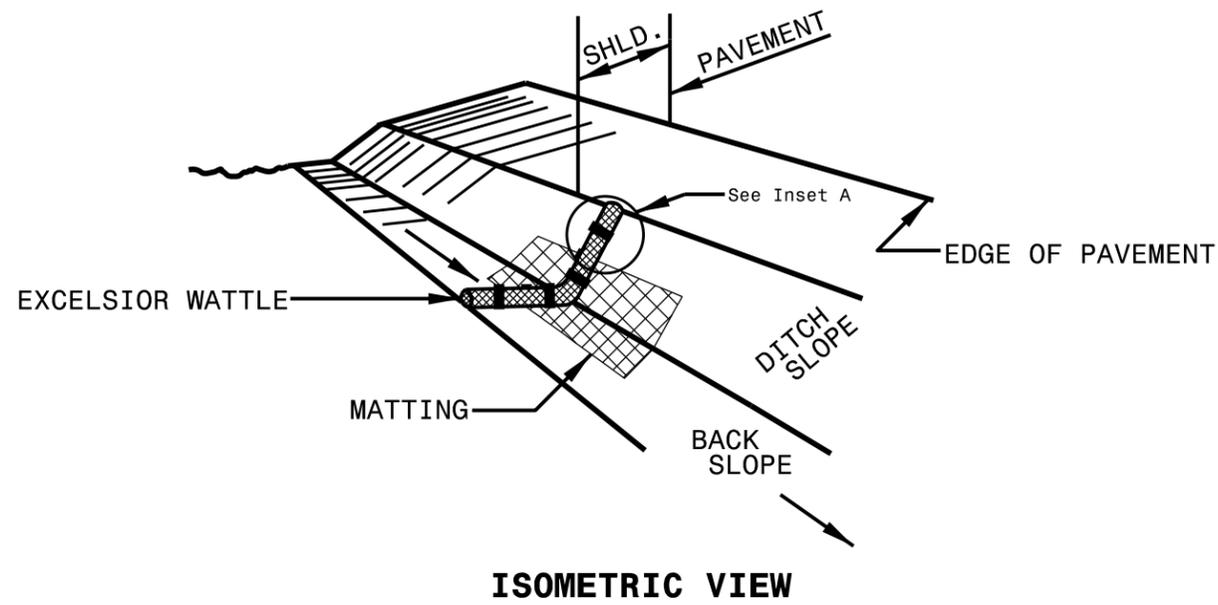


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

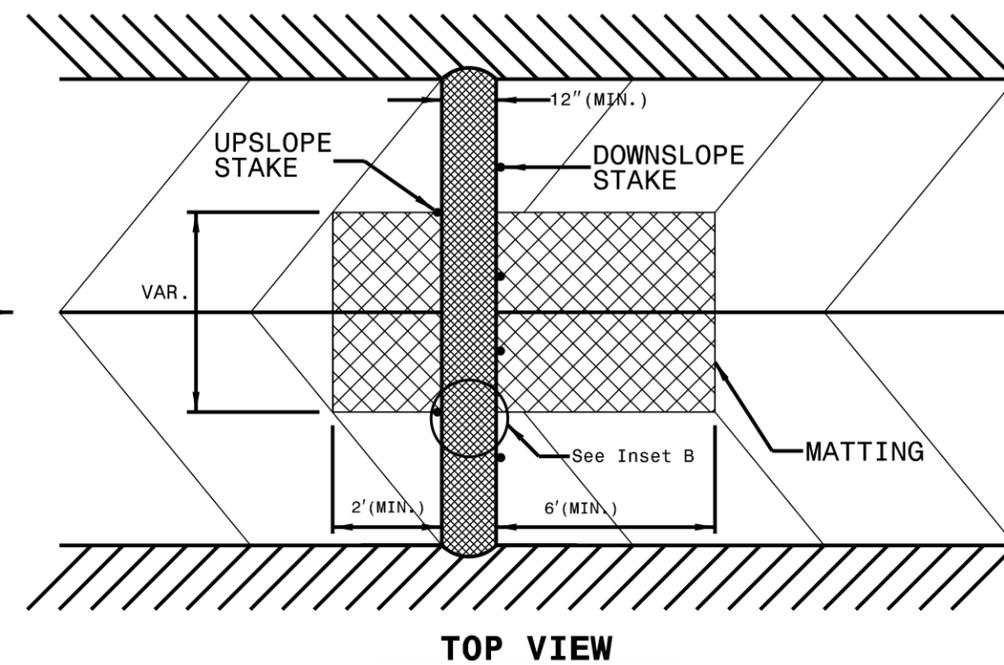
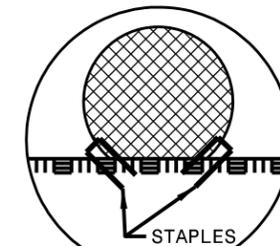
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



**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 (HOW) 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 HOW ZONES.