## DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

| PROJECT REFERENCE NO       | SHEET NO.              |
|----------------------------|------------------------|
| 1-5883                     | EC-3B                  |
|                            |                        |
| ROADWAY DESIGN<br>ENGINEER | HYDRAULICS<br>ENGINEER |
|                            |                        |

## SOIL STABILIZATION SUMMARY SHEET

## MATTING FOR EROSION CONTROL (STRAW) MATTING FOR EROSION CONTROL (EXCELSIOR)

| MATTING FOR ENOSION CONTROL (STRAW) |                         |                 |               | MAILING LON LINGSTON COMMICE (LINGLESTON) |               |                    |                    |                  |                    |                    |
|-------------------------------------|-------------------------|-----------------|---------------|---|---------------|--------------------|--------------------|------------------|--------------------|--------------------|
| CONST<br>SHEET NO.                  | LINE                    | FROM<br>STATION | TO<br>STATION | SIDE                                      | ESTIMATE (SY) | CONST<br>SHEET NO. | LINE               | FROM<br>STATION  | TO<br>STATION SIDE | ESTIMATE (SY)      |
| 64                                  | - Y I 7 -               | 16+86           | 18+00         | RT  | 145           | 25                 | -Y16RPB-           | 17+60            | 18+00 RT           | 80                 |
| 65                                  | - SR I 7 -              | 12+74           | 17+00         | LT  | 520           | 28                 | -6R16-             | 23+43            | 24+12 LT           | 100                |
| 65                                  | - SR 1 7 -              | 15+00           | 17+00         | RT  | 245           | 32                 | -   -              | 1200+00          | 1200+50 LT         | 85                 |
| 65                                  | - Y I 7 -               | 35+00           | 40+50         | RT  | 685           | 59                 | - 6R   3 -         | 55+50            | 57+00 R1           | 185                |
| 65                                  | - Y I 7 -               | 37+00           | 41+77         | LT  | 585           | 60                 | -Y16-              | 42+00            | 42+50 R1           | 45                 |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 |               |   |               |                    |                    |                  |                    |                    |
|                                     |                         |                 | SU            | 3TOTAL                                    | 73,110        |                    |                    |                  | SUBTOTA            | 4<br>4<br>4<br>495 |
| MISCELLANEOL                        | OUS MATTING TO BE INSTA | ALLED AS DIRE   | CTED BY THE   | ENGINEER                                  | 189,765       | MISCELLANEOUS      | 5 MATTING TO BE IN | ISTALLED AS DIRE | CTED BY THE ENGINE | ER O               |
|                                     |                         |                 |               | TOTAL                                     | 262,875       |                    |                    |                  | TOTA               | AL 495             |
|                                     |                         |                 |               | SAY                                       | 265,000       |                    |                    |                  | 5 A                | Y 500              |