

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

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| PROJECT REFERENCE NO. <i>A-0009CA</i> | SHEET NO. <i>EC-3</i> |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

SOIL STABILIZATION SUMMARY SHEET

SLOPE MATTING FOR EROSION CONTROL

SLOPE MATTING FOR EROSION CONTROL

| CONST SHEET NO. | LINE | FROM STATION | TO STATION | SIDE | ESTIMATE (SY) |
|----------------------|------|--------------|------------|------|---------------|
| SLOPE MATTING | | | | | |
| 4 | L | 12+50 | 14+50 | LT | 259 |
| 4 | L | 12+50 | 13+70 | RT | 144 |
| 4 | L | 15+00 | 16+00 | LT | 209 |
| 5 | YI | 14+25 | 15+00 | RT | 137 |
| 5 | YI | 15+50 | 17+50 | RT | 328 |
| 5 | YI | 16+00 | 18+00 | LT | 214 |
| 5 | YI | 19+00 | 20+00 | LT | 301 |
| 5 | YI | 19+25 | 20+75 | RT | 235 |
| 6 | L | 16+00 | 18+00 | LT | 502 |
| 7 | L | 31+00 | 33+75 | LT | 1,237 |
| 7 | L | 34+50 | 37+00 | LT | 1,094 |
| 7 | L | 38+50 | 39+50 | RT | 157 |
| 8 | L | 46+00 | 47+50 | LT | 287 |
| 8 | L | 54+00 | 56+00 | RT | 408 |
| 9 | L | 58+00 | 58+50 | RT | 123 |
| 9 | L | 60+00 | 64+00 | RT | 3,210 |
| 9 | L | 64+50 | 65+50 | LT | 363 |
| 9 | L | 64+50 | 65+50 | RT | 217 |
| 9 | L | 66+00 | 67+00 | RT | 234 |
| 9 | L | 66+50 | 68+00 | LT | 463 |
| 10 | L | 70+00 | 71+00 | RT | 579 |
| 10 | L | 71+00 | 73+00 | LT | 1,273 |
| 10 | L | 72+00 | 72+50 | RT | 172 |
| 10 | L | 73+50 | 78+00 | RT | 4,327 |
| 10 | L | 79+00 | 81+00 | RT | 736 |
| 10 | L | 80+00 | 81+00 | LT | 487 |
| 10 | L | 81+50 | 82+00 | RT | 158 |
| 11 | L | 82+00 | 84+50 | RT | 1,597 |
| 11 | L | 83+00 | 84+50 | LT | 381 |

| CONST SHEET NO. | LINE | FROM STATION | TO STATION | SIDE | ESTIMATE (SY) |
|----------------------|------|--------------|------------|------|---------------|
| SLOPE MATTING | | | | | |
| 11 | L | 85+50 | 86+00 | LT | 153 |
| 11 | L | 86+00 | 94+50 | RT | 6,336 |
| 11 | L | 92+00 | 96+00 | LT | 1,302 |
| 12 | L | 103+50 | 104+50 | LT | 197 |
| 12 | L | 102+50 | 105+00 | RT | 1,162 |
| 13 | L | 114+00 | 119+50 | LT | 1,613 |
| 13 | L | 120+50 | 123+50 | LT | 947 |
| 14 | L | 131+00 | 133+00 | RT | 473 |
| 14 | L | 134+00 | 138+00 | RT | 1,193 |
| 14 | L | 134+50 | 138+00 | LT | 1,314 |
| 15 | L | 138+00 | 142+50 | LT | 2,102 |
| 15 | L | 138+00 | 142+50 | RT | 1,208 |
| 15 | L | 146+00 | 151+70 | LT | 2,521 |
| 15 | L | 147+50 | 149+50 | RT | 368 |
| 15 | L | 145+00 | 147+00 | RT | 413 |
| 16 | L | 156+50 | 158+90 | LT | 692 |
| 16 | L | 159+10 | 164+40 | LT | 1,409 |
| 16 | L | 164+60 | 166+00 | LT | 494 |
| 16 | L | 152+00 | 157+50 | RT | 2,488 |
| 17 | L | 166+00 | 168+00 | LT | 691 |
| 17 | L | 168+50 | 171+50 | RT | 440 |
| 17 | L | 171+50 | 172+50 | RT | 166 |
| 17 | L | 171+50 | 176+00 | LT | 1,924 |
| 17 | L | 177+05 | 178+50 | LT | 422 |
| 17 | L | 179+50 | 180+00 | LT | 104 |
| 17 | DRIA | 10+75 | 12+25 | LT | 358 |
| 17 | DRIA | 10+75 | 12+25 | RT | 336 |
| 17 | DR1 | 11+00 | 11+50 | RT | 141 |
| 18 | L | 180+00 | 180+50 | LT | 211 |