STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2022CPT.01.02.20081.1, ETC	1

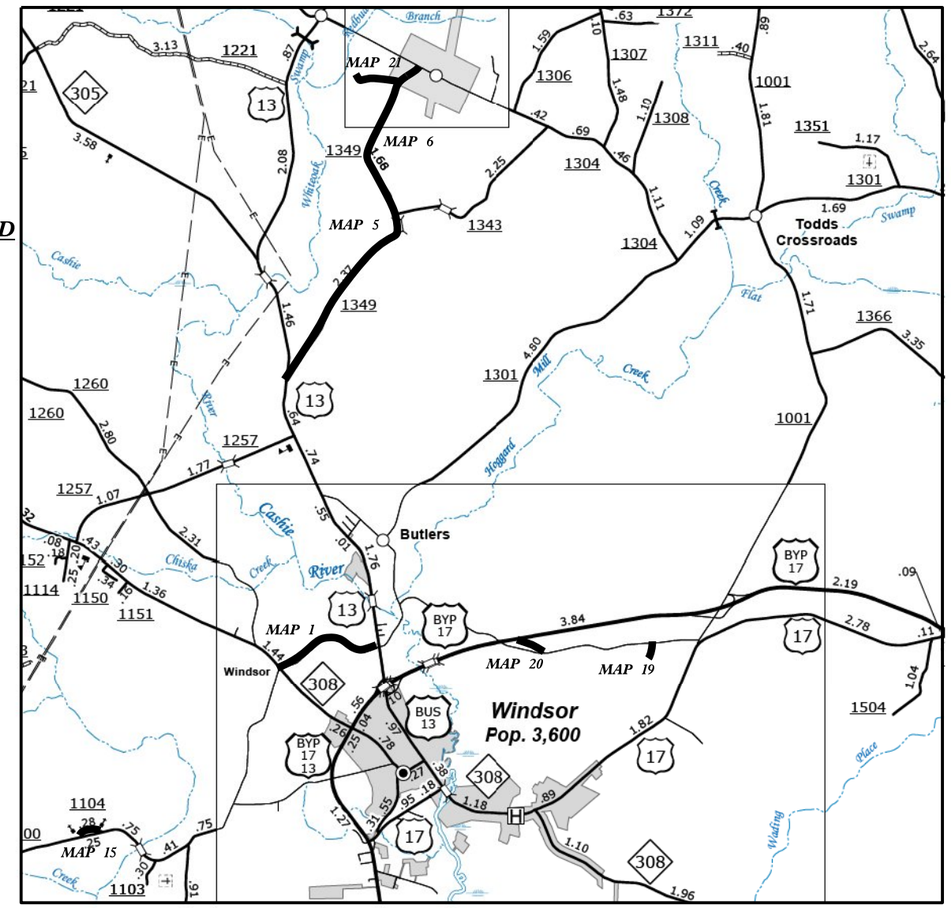
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2022CPT.01.02.20081.1		PE, CONST
2022CPT.01.02.20082.1		PE, CONST

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BERTIE COUNTY

LOCATION: MAP 1 – SR 1227 (POWELL AND STOKES RD) FROM NC 308 TO US 13
MAP 5 – SR 1349 (WHITE OAK RD) FROM US 13 TO BEGIN CURB AND GUTTER
MAP 6 – SR 1349 (BRYANT ST) FROM BEGIN CURB AND GUTTER TO ASKEWVILLE RD
MAP 15 – SR 1104 (BEACON LIGHT CHURCH RD) FROM GRABTOWN RD TO GRABTOWN RD
MAP 19 – SR 1385 (CAROLINE LN) FROM GREENS CROSS RD TO DEAD END
MAP 20 – SR 1390 FROM GREENS CROSS RD TO DEAD END
MAP 21 – SR 1376 (MIZELLE LN) FROM WHITE OAK RD TO DEAD END

TYPE OF WORK: MILLING, RESURFACING, THIN LIFT, GUARDRAIL REPLACEMENT & SHOULDER RECONSTRUCTION



GRAPHIC SCALES

NTS

PROJECT LENGTH

MAP 1 = 1.30 MI.
MAP 5 = 4.10 MI.
MAP 6 = 0.22 MI.
MAP 15 = 0.25 MI.
MAP 19 = 0.16 MI.
MAP 20 = 0.33 MI.
MAP 21 = 0.53 MI.
LENGTH PROJECT 2022CPT.01.02.20081.1 = 29.9 MI.

Prepared In the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON NC, 27932

2018 STANDARD SPECIFICATIONS

W. B. HOBBS, PE
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION CONTRACT ENGINEER

S. P. FENWICK, PLS
DIVISION DESIGN ENGINEER

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

CONTRACT: DA00508 WBS PROJECT: 2022CPT.01.02.20081.1

09/08/99

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sfenwick AT DIV01-304734

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2022CPT.01.02.20081.1, ETC	2

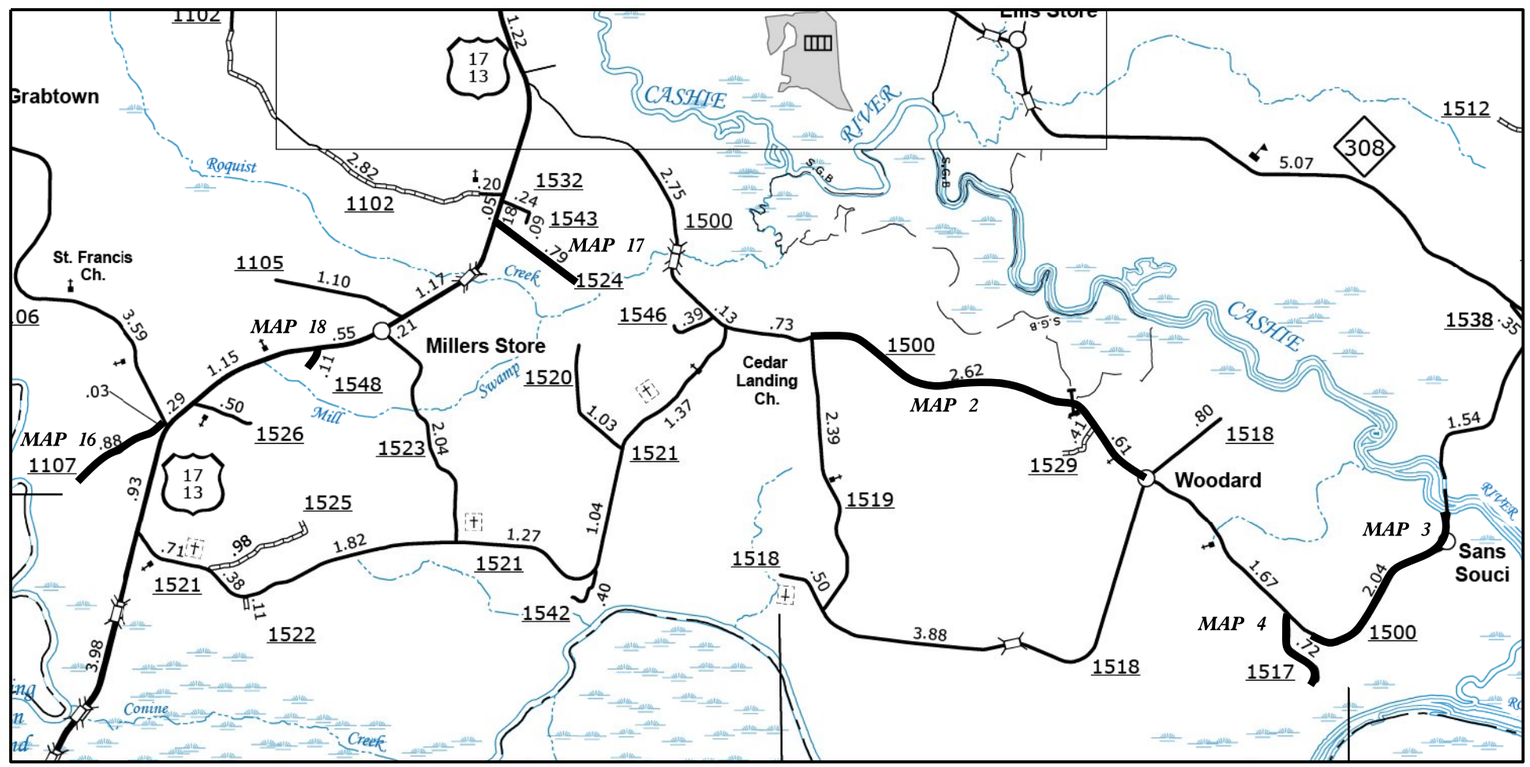
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2022CPT.01.02.20081.1		PE, CONST
2022CPT.01.02.20082.1		PE, CONST

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BERTIE COUNTY

LOCATION: MAP 2 – SR 1500 (WOODARD RD) FROM MORNING RD TO MIDDLE TRACT RD
MAP 3 – SR 1500 (WOODARD RD) FROM MILE POST 8.8 TO END PAVEMENT
MAP 4 – SR 1517 (HYMANS FERRY RD) FROM WOODARD RD TO DEAD END
MAP 16 – SR 1107 (SPELLERS FERRY RD) FROM FRANCIS RD TO DEADEND
MAP 17 – SR 1524 (WARD RD) FROM US 13/17 TO DEAD END
MAP 18 – SR 1548 (SOUTH GRANDY LN) FROM US 13/17 TO DEAD END

TYPE OF WORK: MILLING, RESURFACING, THIN LIFT, AST (DOUBLE SEAL) & SHOULDER RECONSTRUCTION



GRAPHIC SCALES

NTS

PROJECT LENGTH

MAP 2 = 3.10 MI.
MAP 3 = 1.69 MI.
MAP 4 = 0.65 MI.
MAP 16 = 0.84 MI.
MAP 17 = 0.77 MI.
MAP 18 = 0.11 MI.

LENGTH PROJECT 2022CPT.01.02.20081.1 = 29.9 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON NC, 27932

2018 STANDARD SPECIFICATIONS

W. B. HOBBS, PE
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION CONTRACT ENGINEER

S. P. FENWICK, PLS
DIVISION DESIGN ENGINEER

STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION

CONTRACT: DA00508 WBS PROJECT: 2022CPT.01.02.20081.1

09/08/99

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sfenwick AT DIV01-304734

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2022CPT.01.02.20081.1, ETC	3

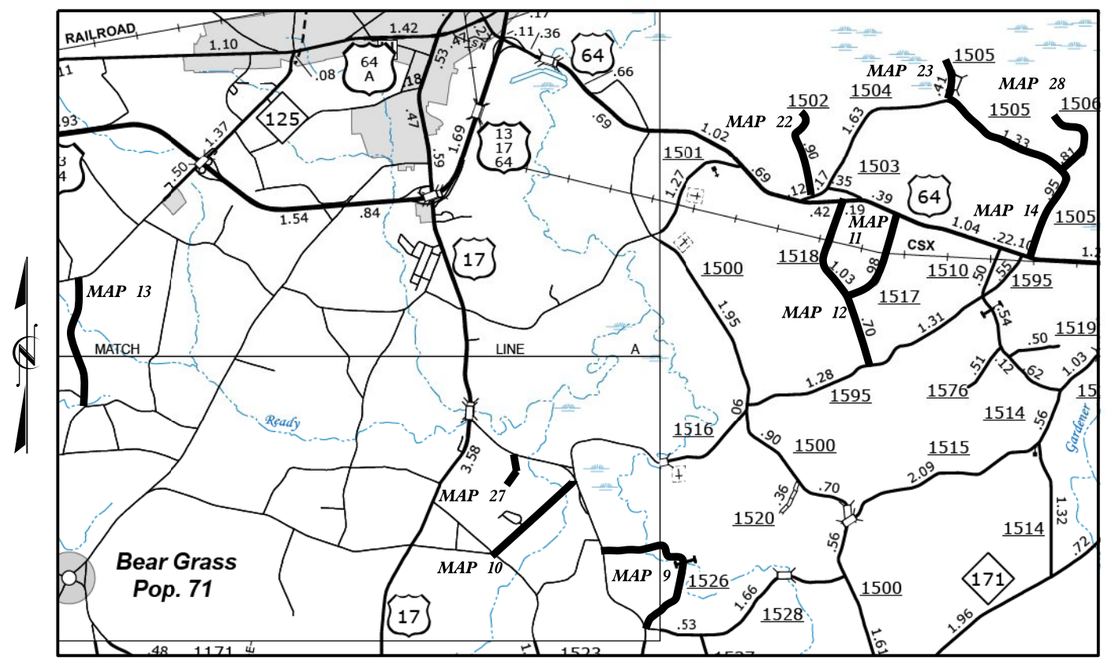
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2022CPT.01.02.20581.1		PE, CONST
2022CPT.01.02.20582.1		PE, CONST

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MARTIN COUNTY

LOCATION: MAP 9 – SR 1526 (MEADOW BRANCH RD) FROM FIRE DEPARTMENT RD TO YARRELL CREEK RD
MAP 10 – SR 1114 (GRAND CANYON RD) FROM THURMAN GRIFFIN RD TO FIRE DEPARTMENT RD
MAP 11 – SR 1517 (DUGGINS TOWN RD) FROM BELL TOWN RD TO US 64
MAP 12 – SR 1518 (BELL TOWN RD) FROM JONES RD TO US 64
MAP 13 – SR 1131 (ROBERSON CHAPEL RD) FROM HARRY AYERS RD TO PRISON CAMP RD
MAP 14 – SR 1505 (EAST ISLANDS RD) FROM WEST ISLANDS RD TO US 64
MAP 22 – SR 1502 (FRED HARDISON RD) FROM WEST ISLANDS RD TO DEAD END
MAP 23 – SR 1505 (FRANK BARBER RD) FROM WEST ISLANDS RD TO END OF PAVEMENT
MAP 27 – SR 1599 (ELMOS DR) FROM MILL INN RD TO DEAD END
MAP 28 – SR 1506 (WENDELL GRIFFIN RD) FROM EAST ISLANDS RD TO DEAD END

TYPE OF WORK: MILLING, RESURFACING, THIN LIFT, AST (DOUBLE SEAL) & SHOULDER RECONSTRUCTION



GRAPHIC SCALES

NTS

PROJECT LENGTH

MAP 9 =	1.66 MI.	MAP 14 =	2.30 MI.
MAP 10 =	1.05 MI.	MAP 22 =	0.16 MI.
MAP 11 =	0.96 MI.	MAP 23 =	0.40 MI.
MAP 12 =	1.70 MI.	MAP 27 =	0.33 MI.
MAP 13 =	1.27 MI.	MAP 28 =	0.80 MI.

LENGTH PROJECT 2022CPT.01.02.20081.1 = 29.9 MI.

Prepared In the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON NC, 27932

2018 STANDARD SPECIFICATIONS

W. B. HOBBS, PE
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION CONTRACT ENGINEER

S. P. FENWICK, PLS
DIVISION DESIGN ENGINEER

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION

CONTRACT: DA00508 WBS PROJECT: 2022CPT.01.02.20081.1

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sfenwick AT DIV01-304734

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2022CPT.01.02.20081.1, ETC	4

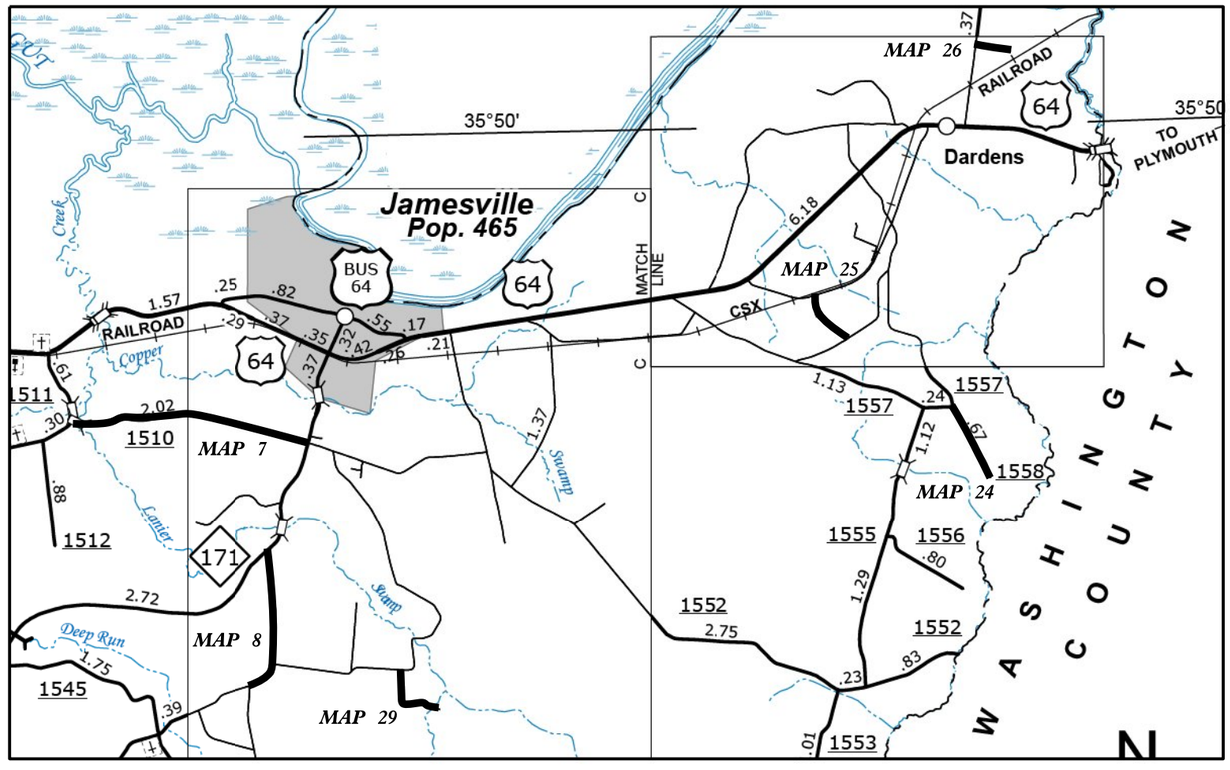
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2022CPT.01.02.20581.1		PE, CONST
2022CPT.01.02.20582.1		PE, CONST

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MARTIN COUNTY

LOCATION: MAP 7 – SR 1510 (MILL RD) FROM TAR LANDING RD TO NC 171
MAP 8 – SR 1538 (MANNING RD) FROM BARBER RD TO NC 171
MAP 24 – SR 1558 (UNIONTOWN RD) FROM PINEY WOODS RD TO DEAD END
MAP 25 – SR 1560 (DAVIS RD) FROM CORINTH CHURCH RD TO OLD HIGHWAY US 64
MAP 26 – SR 1566 (ELWOOD HOLIDAY RD) FROM PULP MILL RD TO DEAD END
MAP 29 – SR 1549 (ANDREW LONG RD) FROM BROWN RD TO DEAD END

TYPE OF WORK: MILLING, RESURFACING, THIN LIFT, AST (SINGLE & DOUBLE SEAL) & SHOULDER RECONSTRUCTION



GRAPHIC SCALES

NTS

PROJECT LENGTH

MAP 7 = 2.00 MI.
MAP 8 = 1.26 MI.
MAP 24 = 0.66 MI.
MAP 25 = 0.50 MI.
MAP 26 = 0.26 MI.
MAP 29 = 0.58 MI.

LENGTH PROJECT 2022CPT.01.02.20081.1 = 29.9 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON NC, 27932

2018 STANDARD SPECIFICATIONS

W. B. HOBBS, PE
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION CONTRACT ENGINEER

S. P. FENWICK, PLS
DIVISION DESIGN ENGINEER

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION

CONTRACT: DA00508 WBS PROJECT: 2022CPT.01.02.20081.1

09/08/99

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sfenwick AT DIV01-304734

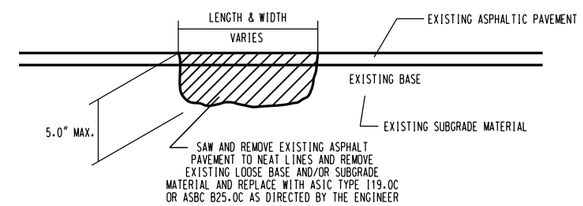
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.0″ ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, SINGLE SEAL
F2	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
V1	MILLING ASPHALT PAVEMENT. 1.5″ IN DEPTH.

NOTES:

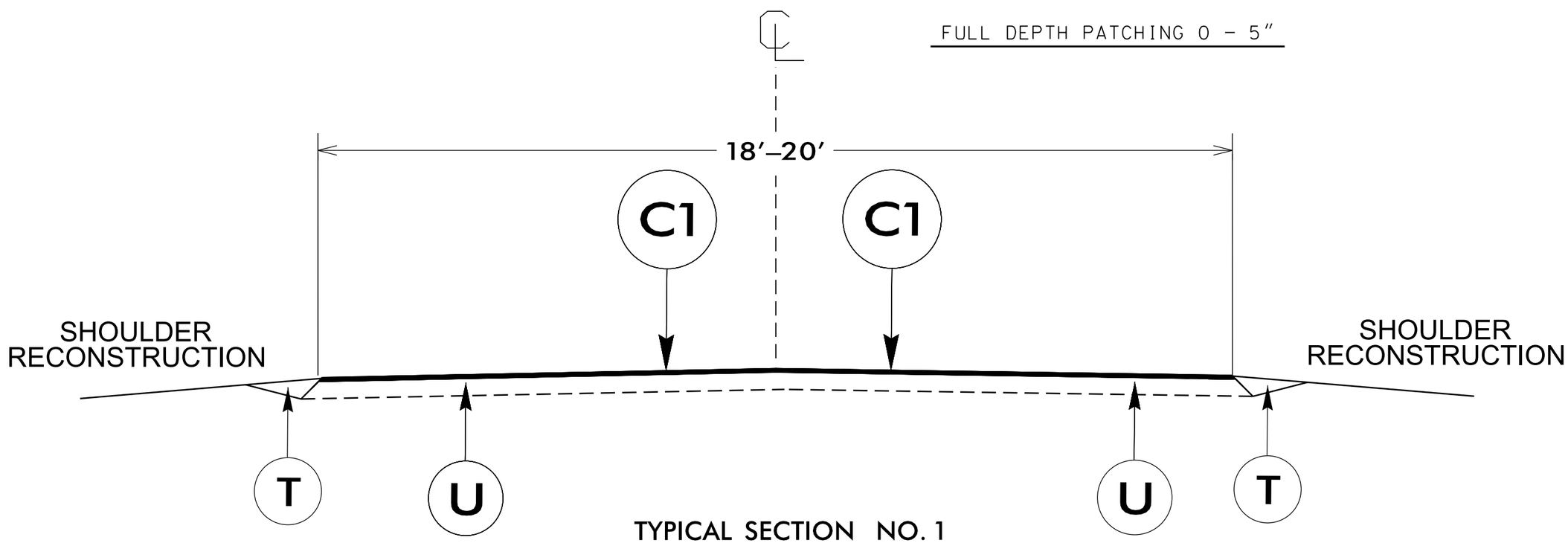
* ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.

* EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES



*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

FULL DEPTH PATCHING 0 – 5″



TYPICAL SECTION NO. 1

USE WITH: MAP 1, 9, 10, 14,

6/2/99
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PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.0″ ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, SINGLE SEAL
F2	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
V1	MILLING ASPHALT PAVEMENT. 1.5″ IN DEPTH.

NOTES:

* ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.

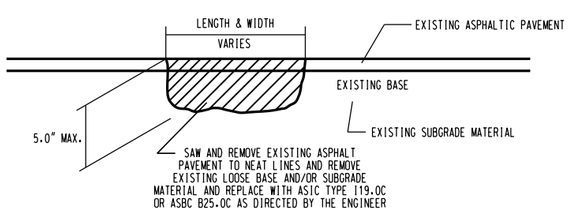
* EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES

* ASPHALT SURFACE TREATMENT SHALL BE ALLOWED TO SET UP FOR A MINIMUM OF 10 DAYS BEFORE ANY OTHER WORK CAN BE PERFORMED. ASPHALT SURFACE TREATMENT SHALL BE THOROUGHLY BROOMED TO REMOVE EXCESS AGGREGATE, PRIOR TO FINAL SURFACE LAYER BEING INSTALLED

* ASPHALT SURFACE TREATMENT (DOUBLE SEAL) CONSISTS OF TWO LAYERS OF TREATMENT: BOTTOM LAYER CONSISTS OF EMULISIFIED ASPHALT, GRADE CRS-2L AT A RATE OF 0.30± GAL/SY AND A LAYER OF 78M AGGREGATE AT A RATE OF 18± LBS/SY. TOP LAYER CONSISTS OF EMULISIFIED ASPHALT, GRADE CRS-2L AT A RATE OF 0.25± GAL/SY AND A LAYER OF:5/16″ LIGHTWEIGHT AGGREGATE AT A RATE OF 9± LBS/SY.

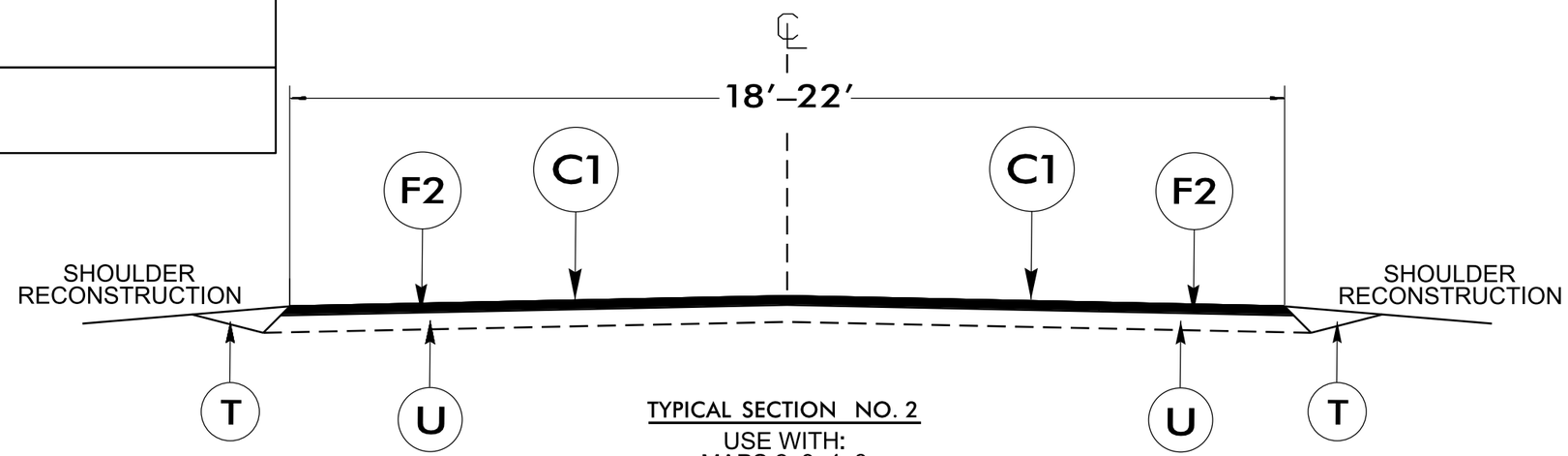
* ASPHALT SURFACE TREATMENT (SINGLE SEAL) CONSISTS OF: ONE LAYER OF EMULSIFIED ASPHALT GRADE CRS-2L AT A RATE OF 0.28± GAL/SY AND ONE LAYER OF 5/16 LIGHTWEIGHT AGGREGATE AT A RATE OF 9± LBS/SY.

* THE DECK OF MARTIN #48 BRIDGE LOCATED ON MAP 7 WILL NOT BE RESURFACED. INCIDENTAL MILLING WILL BE PERFORMED AT THE BRIDGE APPROACHES FOR TIE IN OF NEW ASPHALT SURFACE.

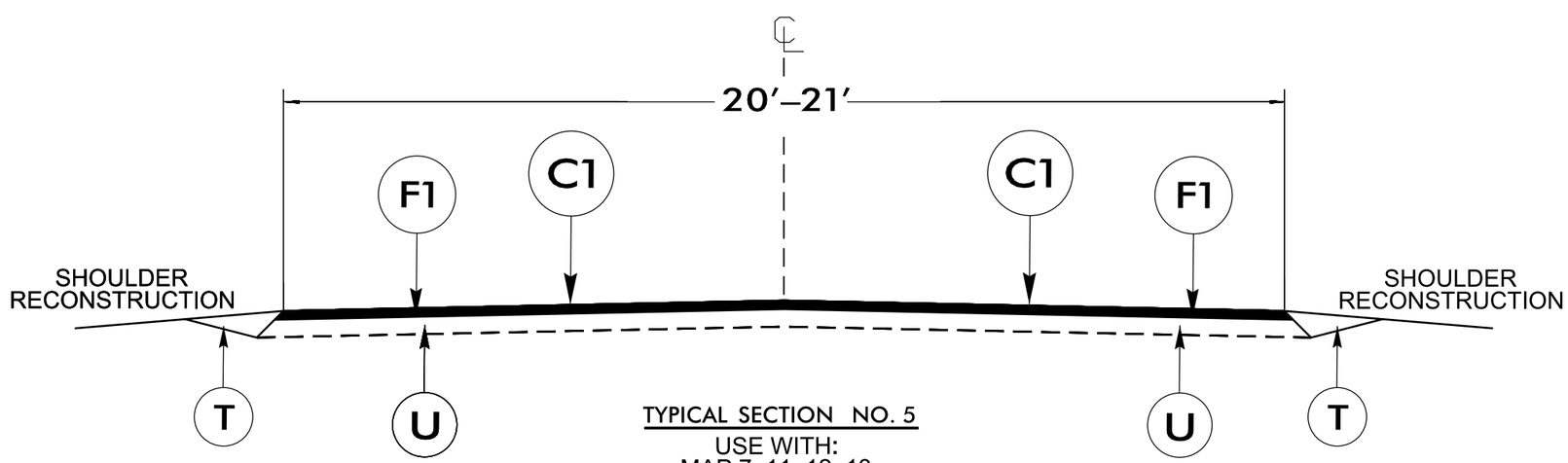


*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

FULL DEPTH PATCHING 0 - 5″



TYPICAL SECTION NO. 2
USE WITH:
MAPS 2, 3, 4, 8



TYPICAL SECTION NO. 5
USE WITH:
MAP 7, 11, 12, 13

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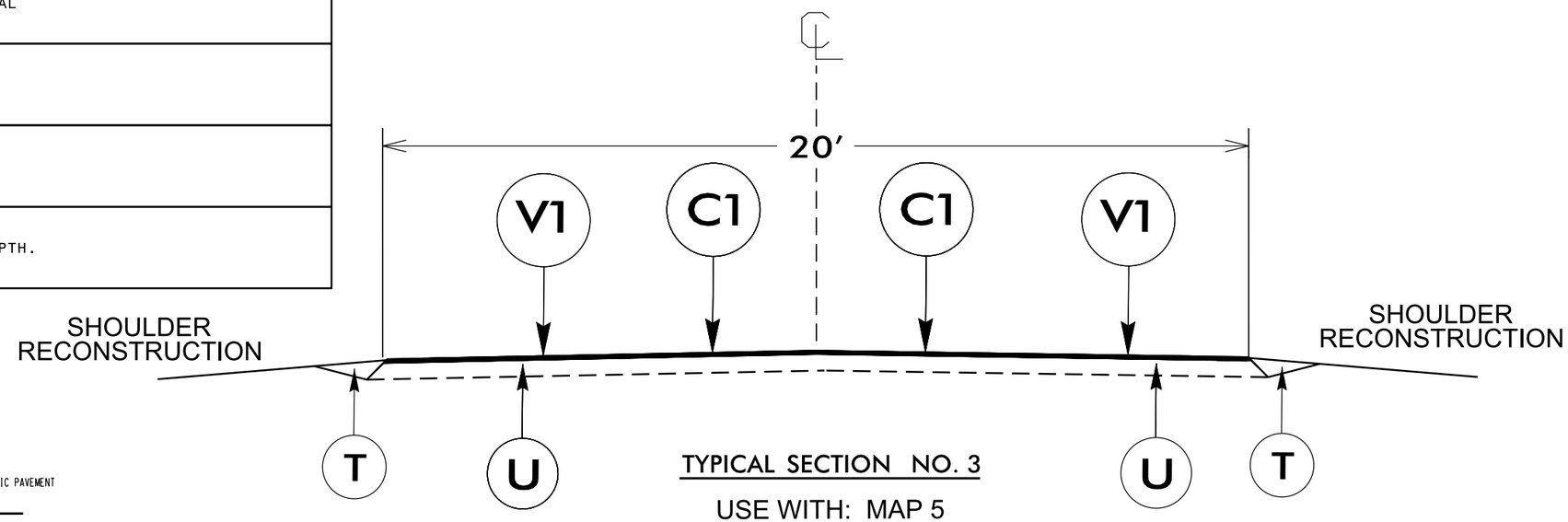
Tenwick at DIVOT-V8i-7.3a

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.0″ ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, SINGLE SEAL
F2	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
V1	MILLING ASPHALT PAVEMENT. 1.5″ IN DEPTH.

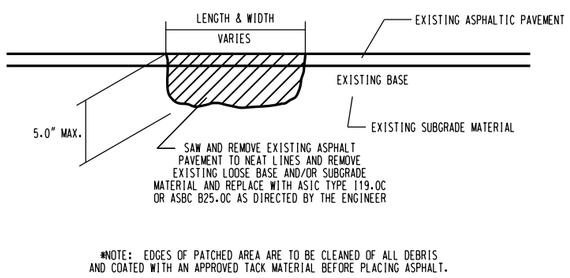
NOTES:

* ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
* EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES



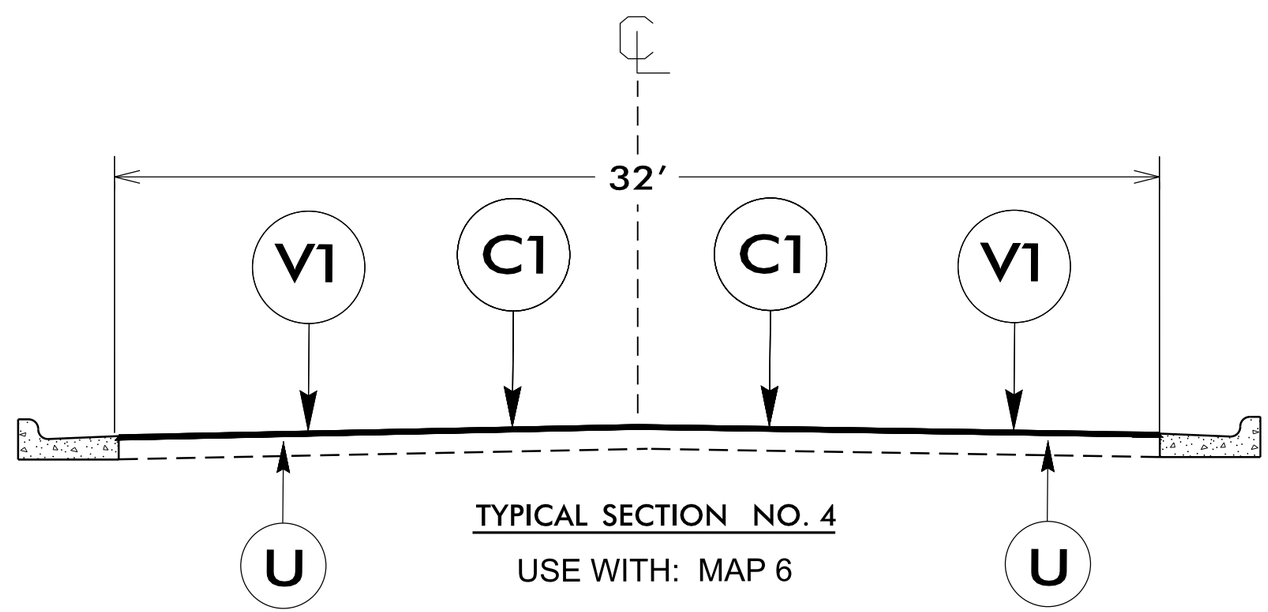
TYPICAL SECTION NO. 3

USE WITH: MAP 5



*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

FULL DEPTH PATCHING 0 - 5″



TYPICAL SECTION NO. 4

USE WITH: MAP 6

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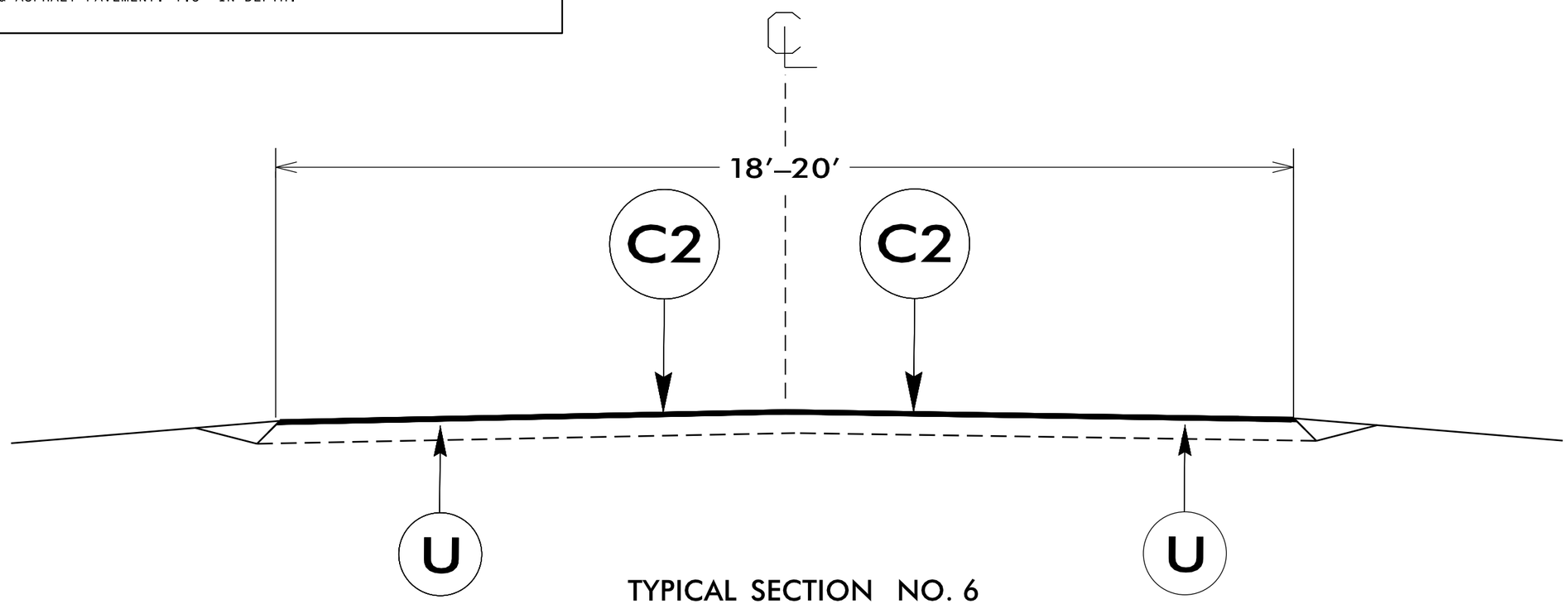
Format: A1 DIVOT-004.7.3a

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.0″ ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, SINGLE SEAL
F2	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
V1	MILLING ASPHALT PAVEMENT. 1.5″ IN DEPTH.

NOTES:

* ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
* EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES
* BRIDGE MARTIN #194 LOCATED ON MAP 23 WILL NOT BE RESURFACED. NEW ASPHALT SURFACE WILL BE TIED DOWN ON EACH SIDE.



TYPICAL SECTION NO. 6

USE WITH: MAP 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29

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Tenwick at DIVOT-W47-3a

PROJECT NO.	SHEET NO.
2022CPT.01.02.20081.1, ETC.	9

SUMMARY OF QUANTITIES

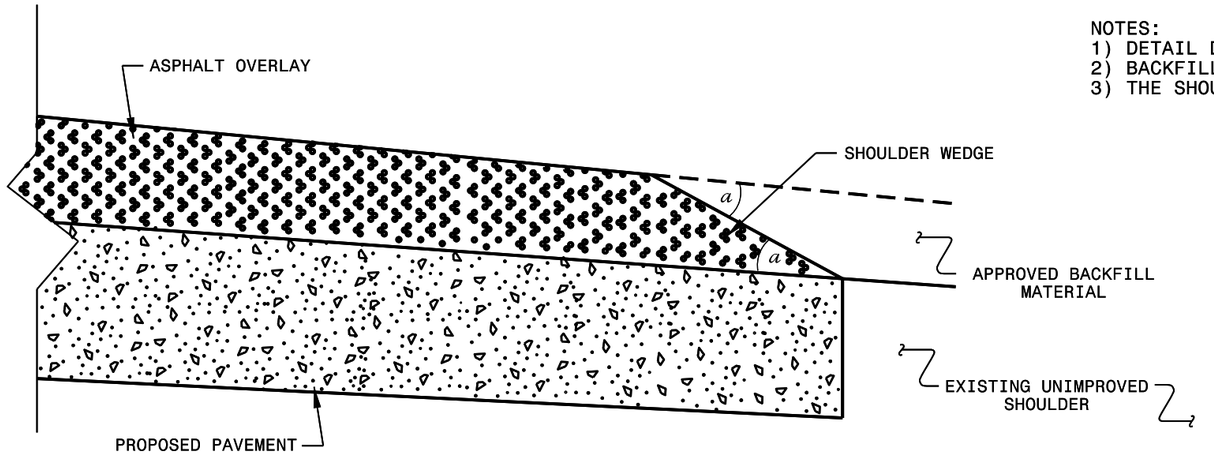
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	MOBILIZATION	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT (1½")	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, S9.5B	ASPHALT CONC SURFACE COURSE, S4.75A	ASPHALT BINDER FOR PLANT MIX	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, SINGLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	GENERIC PAVING ITEM, PATCHING EXISTING PAVEMENT (FULL DEPTH 0-5")	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	STEEL BEAM GUARDRAIL	GUARDRAIL ANCHOR UNITS, TYPE III	GUARDRAIL END UNITS, TYPE TL-3	REMOVE EXISTING GUARDRAIL	TEMPORARY SILT FENCE	COIR FIBER WATTLE	SEEDING & MULCHING	RESPONSE FOR EROSION CONTROL
										MI	FT	LS	CY	TONS	SMI	SY	SY	TONS	TONS	TONS	SY	SY	GAL	TON	EA	EA	LF	EA	EA	LF	LF	LF	ACR	EA
2022CPT.01.02.20081.1	Bertie	1	SR1227 POWELL AND STOKES RD	NC308 TO US13	1	2	2WU	NO	NO	1.3	20	1	260	26	2.60		400	1,397		94				30							100	100	1.3	2
2022CPT.01.02.20081.1	Bertie	2	SR1500 WOODARD RD	SR1519 TO SR1518	2	2	2WU	NO	NO	3.1	22	*	620	62	6.20		300	3,660		245	40,041		24,024	302							500	500	3.1	3
2022CPT.01.02.20081.1	Bertie	3	SR1500 WOODARD RD	MP8.8 TO END PAVEMENT	2	2	2WU	NO	NO	1.69	20	*	338	34	3.38		100	1,810		121	19,829		11,900	30							100	100	1.7	2
2022CPT.01.02.20081.1	Bertie	4	SR1517 HYMANS FERRY RD	SR1500 TO DEADEND	2	2	2WU	NO	NO	0.65	20	*	130	13	1.30		100	715		48	7,818		4,700	212							100	100	0.7	1
2022CPT.01.02.20081.1	Bertie	5	SR1349 WHITE OAK RD	US13 TO CURB AND GUTTER	3	2	2WU	NO	NO	4.1	20	*	820	82	8.20	48,107	1,362	4,481		300				197		1	289	4	4	289	200	200	4.1	4
2022CPT.01.02.20081.1	Bertie	6	SR1349 BRYANT ST	BEGIN C&G TO SR1304	4	2	2WU	NO	NO	0.22	32	*		4		4,130		376		25				30	1						50	50	0.2	1
TOTAL FOR PROJ NO. 2022CPT.01.02.20081.1										**11.06**			**2,168**	**221**	**21.68**	**52,237**	**2,262**	**12,439**		**833**	**67,688**		**40,624**	**801**	**1**	**1**	**289**	**4**	**4**	**289**	**1,050**	**1,050**	**11.1**	**13**
2022CPT.01.02.20581.1	Martin	7	SR1510 MILL RD	SR1511 TO NC171	5	2	2WU	NO	NO	2	20	*	400	40	4.00		650	2,142		144		23,467	7,039	50							250	250	2.0	2
2022CPT.01.02.20581.1	Martin	8	SR1538 MANNING RD	SR1547 TO NC171	2	2	2WU	NO	NO	1.26	18	*	252	25	2.52		400	1,293		87	14,254		8,552	620							100	100	1.3	1
2022CPT.01.02.20581.1	Martin	9	SR1526 MEADOW BRANCH RD	SR1516 TO SR1527	1	2	2WU	NO	NO	1.66	18	*	332	33	3.32		200	1,601		107				18							100	100	1.7	2
2022CPT.01.02.20581.1	Martin	10	SR1114 GRAND CANYON RD	SR1523 TO SR1516	1	2	2WU	NO	NO	1.05	20	*	210	21	2.10		800	1,139		76				35					4		100	100	1.1	1
2022CPT.01.02.20581.1	Martin	11	SR1517 DUGGINS TOWN RD	SR1518 TO US64	1	2	2WU	NO	NO	0.96	20	*	192	19	1.92		400	1,028		69		11,264	3,379	20							100	100	1.0	1
2022CPT.01.02.20581.1	Martin	12	SR1518 BELL TOWN RD	SR1595 TO US64	5	2	2WU	NO	NO	1.7	20	*	340	34	3.40		500	1,872		125		20,557	6,200	30							100	100	1.7	2
2022CPT.01.02.20581.1	Martin	13	SR1131 ROBERSON CHAPEL RD	SR1129 TO SR1142	5	2	2WU	NO	NO	1.27	20	*	254	25	2.54		300	1,393		93		15,305	4,600	29							100	100	1.3	1
2022CPT.01.02.20581.1	Martin	14	SR1505 EAST ISLANDS RD	SR1504 TO US64	1	2	2WU	NO	NO	2.3	20	*	460	46	4.60		300	2,533		170				30							1,000	1,000	2.3	2
TOTAL FOR PROJ NO. 2022CPT.01.02.20581.1										**12.2**			**2,440**	**243**	**24.40**		**3,550**	**13,001**		**871**	**14,254**	**70,593**	**29,770**	**832**					**4**		**1,850**	**1,850**	**12.4**	**12**
2022CPT.01.02.20082.1	Bertie	15	SR1104 BEACON LIGHT CHURCH RD	SR1100 TO SR1100	6	2	2WU	NO	NO	0.25	20	*							166	12														
2022CPT.01.02.20082.1	Bertie	16	SR1107 SPELLERS FERRY RD	SR1106 TO DEAD END	6	2	2WU	NO	NO	0.84	18	*							503	35														
2022CPT.01.02.20082.1	Bertie	17	SR1524 WARD RD	US13/17 TO DEAD END	6	2	2WU	NO	NO	0.77	18								508	36														
2022CPT.01.02.20082.1	Bertie	18	SR1548 SOUTH GRANDY LN	US13/17 TO DEAD END	6	2	2WU	NO	NO	0.11	18	*							73	5														
2022CPT.01.02.20082.1	Bertie	19	SR1385 CAROLINE LN	SR1300 TO DEAD END	6	2	2WU	NO	NO	0.16	18	*							106	7														
2022CPT.01.02.20082.1	Bertie	20	SR1390	SR1300 TO DEAD END	6	2	2WU	NO	NO	0.33	20	*							242	17														
2022CPT.01.02.20082.1	Bertie	21	SR1376 MIZELLE LN	SR1349 TO DEAD END	6	2	2WU	NO	NO	0.53	18	*							349	24														
TOTAL FOR PROJ NO. 2022CPT.01.02.20082.1										**2.99**									**1,947**	**136**														
2022CPT.01.02.20582.1	Martin	22	SR1502 FRED HARDISON RD	SR 1504 TO DEAD END	6	2	2WU	NO	NO	0.16	18	*							106	7														
2022CPT.01.02.20582.1	Martin	23	SR1505 FRANK BARBER RD	SR 1504 TO END PAVEMENT	6	2	2WU	NO	NO	0.4	18	*							264	18														
2022CPT.01.02.20582.1	Martin	24	SR1558 UNIONTOWN RD	SR 1557 TO DEAD END	6	2	2WU	NO	NO	0.66	18	*							461	32														
2022CPT.01.02.20582.1	Martin	25	SR1560 DAVIS RD	SR 1559 TO SR 1592	6	2	2WU	NO	NO	0.5	20	*							367	26														
2022CPT.01.02.20582.1	Martin	26	SR1566 ELWOOD HOLIDAY RD	SR 1565 TO DEAD END	6	2	2WU	NO	NO	0.26	18	*							172	12														
2022CPT.01.02.20582.1	Martin	27	SR1599 ELMOS DR	SR 1521 TO DEAD END	6	2	2WU	NO	NO	0.33	18	*							216	15														
2022CPT.01.02.20582.1	Martin	28	SR1506 WENDELL GRIFFIN RD	SR 1505 TO DEAD END	6	2	2WU	NO	NO	0.8	20	*							586	41														
2022CPT.01.02.20582.1	Martin	29	SR1549 ANDREW LONG RD	SR 1548 TO DEAD END	6	2	2WU	NO	NO	0.58	19	*							410	29														
TOTAL FOR PROJ NO. 2022CPT.01.02.20582.1										**3.69**									**2,582**	**180**														
GRAND TOTAL										**29.94**		**1**	**4,608**	**464**	**46.08**	**52,237**	**5,812**	**25,440**	**4,529**	**2,020**	**81,942**	**70,593**	**70,394**	**1,633**	**1**	**1**	**289**	**4**	**8**	**289**	**2,900**	**2,900**	**23.5**	**25**

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMO PAVEMENT MARKING CHARACTER (90 MILS), RXR	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	PAINT PAVEMENT MARKING LINES (16")	PAINT PAVEMENT MARKING LINES (24")	PAINT PAVEMENT MARKING CHARACTER (MSG RXR)	GENERIC PAVEMENT MARKING ITEM, THERMO HOT SPRAY LINES (4" 55 MILS) WHITE	GENERIC PAVEMENT MARKING ITEM, THERMO HOT SPRAY LINES (4" 55 MILS) YELLOW	GENERIC PAVEMENT MARKING ITEM, THERMO LINE 16" 90 MILS	GENERIC PAVEMENT MARKING ITEM, THERMO LINE 24" 90 MILS
								MI	FT	SF	LS	EA	LF	LF	LF	LF	EA	LF	LF	LF	LF
2022CPT.01.02.20081.1	Bertie	1	SR1227 POWELL AND STOKES RD	NC308 TO US13	1	2	2WU	1.3	20	216	1		13,988	8,580				13,988	8,580		
2022CPT.01.02.20081.1	Bertie	2	SR1500 WOODARD RD	SR1519 TO SR1518	2	2	2WU	3.1	22	384	*		33,356	40,920				33,356	20,460		
2022CPT.01.02.20081.1	Bertie	3	SR1500 WOODARD RD	MP8.8 TO END PAVEMENT	2	2	2WU	1.69	20	120	*		18,184	22,308				18,184	11,154		
2022CPT.01.02.20081.1	Bertie	4	SR1517 HYMANS FERRY RD	SR1500 TO DEADEND	2	2	2WU	0.65	20	80	*		6,994	8,580				6,994	4,290		
2022CPT.01.02.20081.1	Bertie	5	SR1349 WHITE OAK RD	US13 TO CURB AND GUTTER	3	2	2WU	4.1	20	464	*		44,116	54,120				44,116	27,060		
2022CPT.01.02.20081.1	Bertie	6	SR1349 BRYANT ST	BEGIN C&G TO SR1304	4	2	2WU	0.22	32		*		2,367	2,904				2,367	1,452		
TOTAL FOR PROJ NO. 2022CPT.01.02.20081.1								**11.06**		**1,264**			**119,005**	**137,412**				**119,005**	**72,996**		
													256,417					**192,001**			
2022CPT.01.02.20581.1	Martin	7	SR1510 MILL RD	SR1511 TO NC171	5	2	2WU	2	20	280	*		21,520	26,400				21,520	13,200		
2022CPT.01.02.20581.1	Martin	8	SR1538 MANNING RD	SR1547 TO NC171	2	2	2WU	1.26	18	80	*		13,558	16,632				13,558	8,316		
2022CPT.01.02.20581.1	Martin	9	SR1526 MEADOW BRANCH RD	SR1516 TO SR1527	1	2	2WU	1.66	18		*		17,862	10,956				17,862	10,956		
2022CPT.01.02.20581.1	Martin	10	SR1114 GRAND CANYON RD	SR1523 TO SR1516	1	2	2WU	1.05	20		*		11,298	6,930				11,298	6,930		
2022CPT.01.02.20581.1	Martin	11	SR1517 DUGGINS TOWN RD	SR1518 TO US64	1	2	2WU	0.96	20	80	*	4	10,330	12,672	100	60	4	10,330	6,336	100	60
2022CPT.01.02.20581.1	Martin	12	SR1518 BELL TOWN RD	SR1595 TO US64	5	2	2WU	1.7	20	80	*	4	18,292	22,440	100	60	4	18,292	11,220	100	60
2022CPT.01.02.20581.1	Martin	13	SR1131 ROBERSON CHAPEL RD	SR1129 TO SR1142	5	2	2WU	1.27	20	80	*		13,665	16,764				13,665	8,382		
2022CPT.01.02.20581.1	Martin	14	SR1505 EAST ISLANDS RD	SR1504 TO US64	1	2	2WU	2.3	20	304	*		24,748	15,180				24,748	15,180		
TOTAL FOR PROJ NO. 2022CPT.01.02.20581.1								**12.2**		**904**		**8**	**131,273**	**127,974**	**200**	**120**	**8**	**131,273**	**80,520**	**200**	**120**
													259,247					**211,793**			
2022CPT.01.02.20082.1	Bertie	15	SR1104 BEACON LIGHT CHURCH RD	SR1106 TO DEAD END	6	2	2WU	0.25	20		*		2,690	1,650				2,690	1,650		
2022CPT.01.02.20082.1	Bertie	16	SR1107 SPELLER FERRY RD	SR1106 TO DEAD END	6	2	2WU	0.84	18		*		9,038	5,544				9,038	5,544		
2022CPT.01.02.20082.1	Bertie	17	SR1524 WARD RD	US13/17 TO DEAD END	6	2	2WU	0.77	18		*										
2022CPT.01.02.20082.1	Bertie	18	SR1548 SOUTH GRANDY LN	DEADEND TO US13/17	6	2	2WU	0.11	18		*										
2022CPT.01.02.20082.1	Bertie	19	SR1385 CAROLINE LN	SR1300 TO DEAD END	6	2	2WU	0.16	18		*										
2022CPT.01.02.20082.1	Bertie	20	SR1300 STEELY RD	SR1300 TO DEAD END	6	2	2WU	0.33	20		*		3,551	2,178				3,551	2,178		
2022CPT.01.02.20082.1	Bertie	21	SR1376 MIZELLE RD	SR1349 TO DEAD END	6	2	2WU	0.53	18		*		5,703	3,498				5,703	3,498		
TOTAL FOR PROJ NO. 2022CPT.01.02.20082.1								**2.99**					**20,982**	**12,870**				**20,982**	**12,870**		
													33,852					**33,852**			
2022CPT.01.02.20582.1	Martin	22	SR1502 FRED HARDISON RD	SR1504 TO DEAD END	6	2	2WU	0.16	18		*										
2022CPT.01.02.20582.1	Martin	23	SR1505 FRANK BARBER RD	SR1504 TO END PAVEMENT	6	2	2WU	0.4	18		*										
2022CPT.01.02.20582.1	Martin	24	SR1558 UNIONTOWN RD	SR1557 TO DEAD END	6	2	2WU	0.66	18		*		7,102	4,356				7,102	4,356		
2022CPT.01.02.20582.1	Martin	25	SR1560 DAVIS RD	SR1559 TO SR1592	6	2	2WU	0.5	20		*		5,380	3,300				5,380	3,300		
2022CPT.01.02.20582.1	Martin	26	SR1566 ELWOOD HOLIDAY RD	SR1565 TO DEAD END	6	2	2WU	0.26	18		*										
2022CPT.01.02.20582.1	Martin	27	SR1599 ELMOS DR	SR 1521 TO DEAD END	6	2	2WU	0.33	18		*										
2022CPT.01.02.20582.1	Martin	28	SR1506 WENDELL GRIFFIN RD	SR1505 TO DEAD END	6	2	2WU	0.8	20		*		8,608	5,280				8,608	5,280		
2022CPT.01.02.20582.1	Martin	29	SR1549 ANDREW LONG RD	SR1548 TO DEAD END	6	2	2WU	0.58	19		*		6,241	3,828				6,241	3,828		
TOTAL FOR PROJ NO. 2022CPT.01.02.20582.1								**3.69**					**27,331**	**16,764**				**27,331**	**16,764**		
													44,095					**44,095**			
GRAND TOTAL								**29.94**		**2,168**	**1**	**8**	**298,591**	**295,020**	**200**	**120**	**8**	**298,591**	**183,150**	**200**	**120**
													593,611					**481,741**			

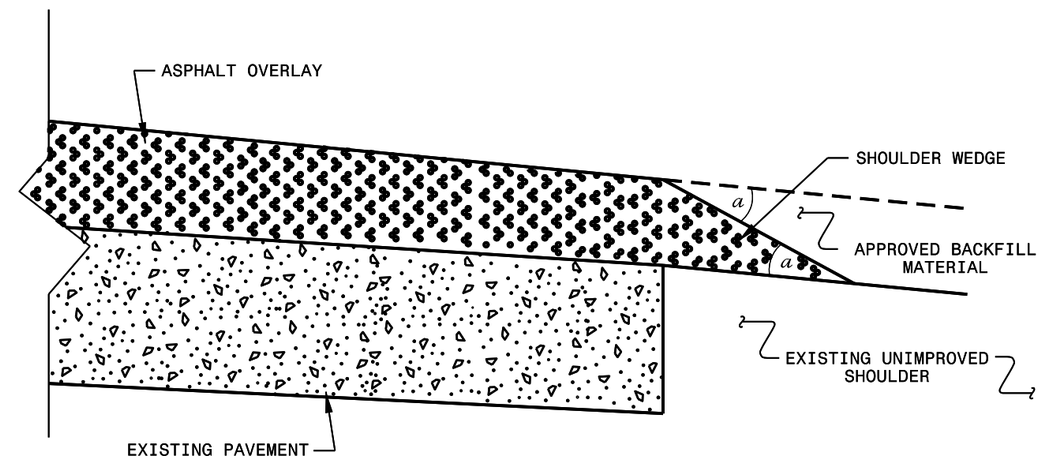
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.01.02.20081.1, ETC.	10

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 AND SIDE STREETS.



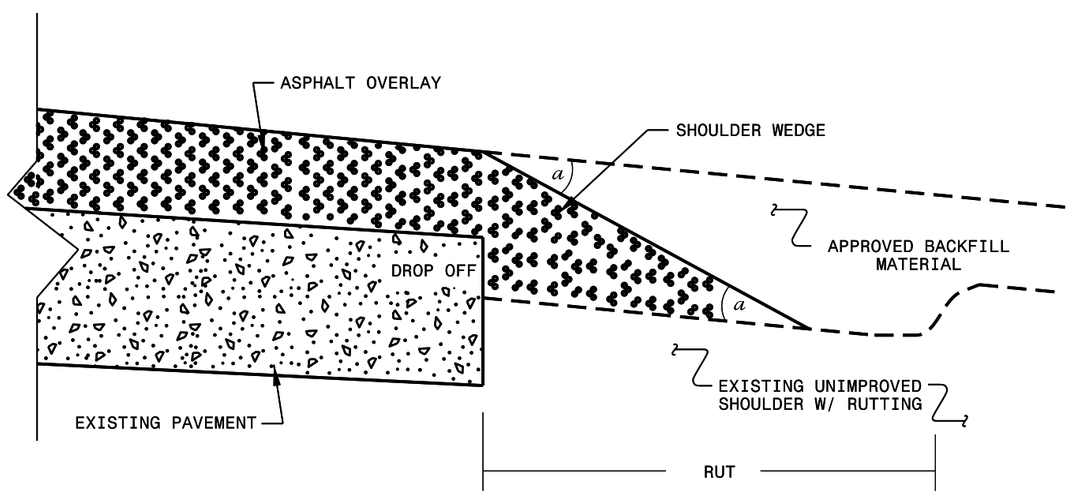
SHOULDER WEDGE DETAIL

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



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

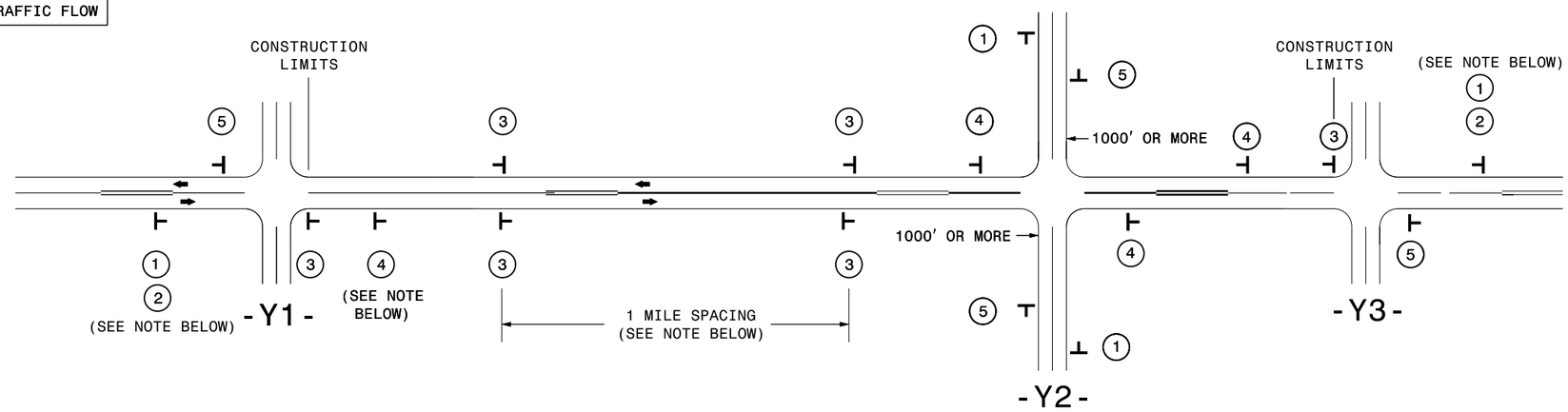
SHOULDER WEDGE DETAILS

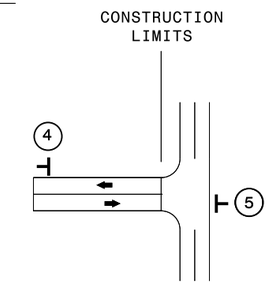
ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/16/12
CHECKED BY: DATE:
FILE SPEC.: s:usr/details/stand/shoulderwedgedetail.dgn

PROJ. REFERENCE NO.	SHEET NO.
2022CPT.01.02.20081.1, ETC.	11

SIGNING FOR RESURFACING PROJECTS

LEGEND
- ⊢ STATIONARY SIGN
- ← DIRECTION OF TRAFFIC FLOW





TEE INTERSECTION

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD — 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.
2	NEXT XX MILES — W7-3aP 24″ X 18″	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)
3	LOW/SOFT SHOULDER — SP 13107 48″ X 48″; UNMARKED PAVEMENT — SP 48″ X 48″	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
4	ROAD UNDER CONST — 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500′ +/- OF THE INTERSECTION ALONG -L- LINE.
5	END ROAD WORK — G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.

-Y- LINE SIGNING

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, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

ROAD WORK AHEAD — W20-1 48″ X 48″

W20-7 A 48″ X 48″

PLACED 500′ IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

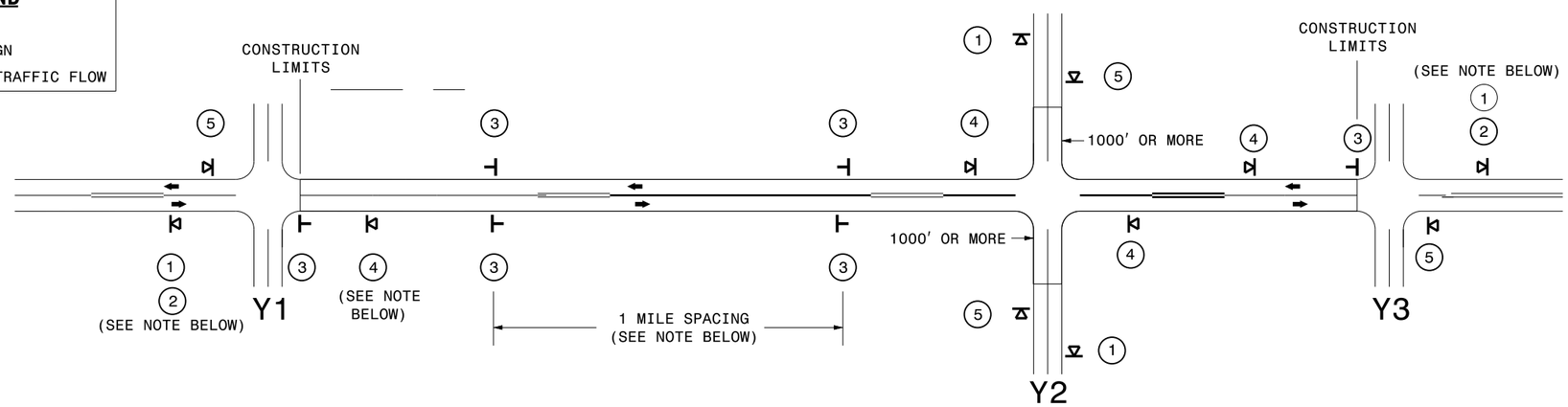
09-JUL-2021 13:49
S:\Contracts\6) Proposed Resurfacing\DA00508 BERTIE (SOUTH) MARTIN SEC & THIN LIFTS\Design Files\DA00508_DI_sh5-sh14.dgn
$$$$USERNAME$$$$

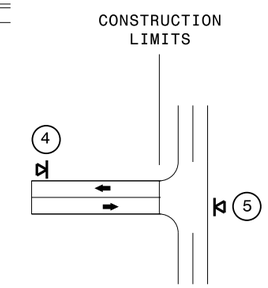
PROJ. REFERENCE NO.	SHEET NO.
2022CPT.01.02.20081.1, ETC.	12

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

- PORTABLE SIGN
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW





TEE INTERSECTION

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD 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.
2	NEXT XX MILES W7-3aP 24″ X 18″	- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.
3	LOOSE GRAVEL W8-7 48″ X 48″ UNMARKED PAVEMENT SP 48″ X 48″	- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
4	ROAD UNDER CONST 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	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.

-Y- LINE SIGNING

STATIONARY SIGNING NOT REQUIRED 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, PORTABLE ADVANCE WARNING SIGNS SHALLE BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

ROAD WORK AHEAD
W20-1
48″ X 48″

PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A
48″ X 48″

PLACED 250′ IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

ADVANCE WARNING SIGNS
FOR
2-LANE ROADWAY
ASPHALT SURFACE TREATMENT

15-JUL-2021 3:59
S:\Contracts\6) Proposed Resurfacing\DA00508 BERTIE (SOUTH) MARTIN SEC & THIN LIFTS\1) Pre-Bid Documents\Design Files\Signing for AST.dgn
$$$$USERNAME$$$$

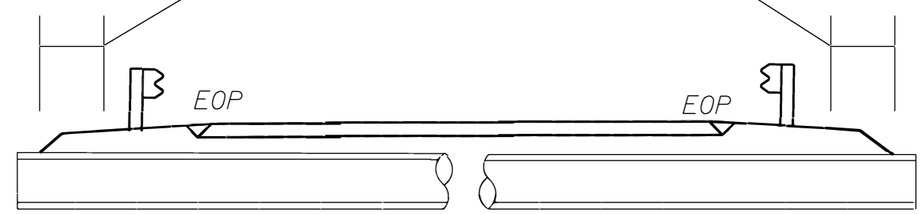
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.01.02.20081J, ETC	B

EROSION CONTROL DETAIL

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

BMP Options: Wattle or Silt Fence

< 5' - 10' Undisturbed buffer add BMP



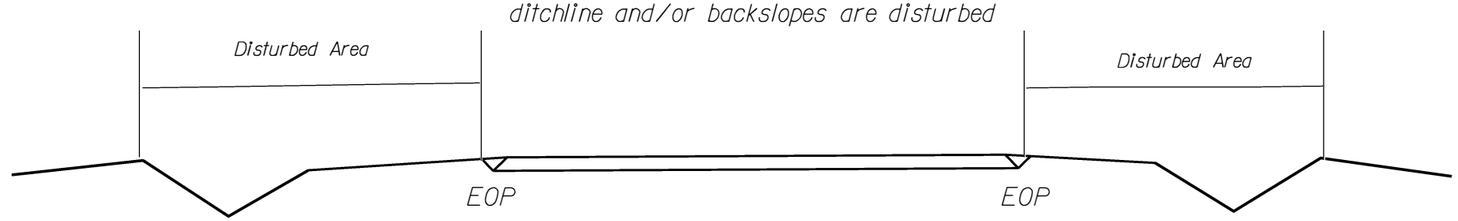
Pipe/Culvert

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

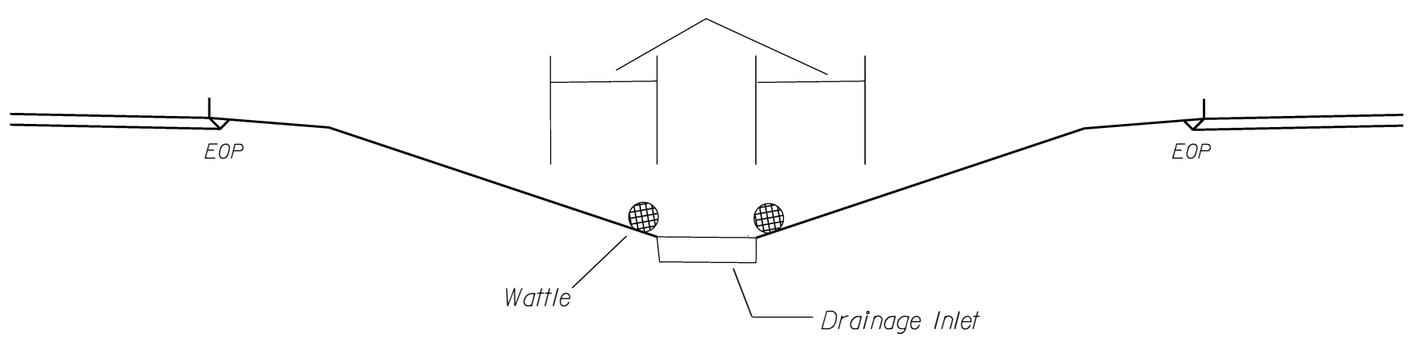
< 5' - 10' Undisturbed buffer from ditchline, add BMP

Jurisdictional Feature

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

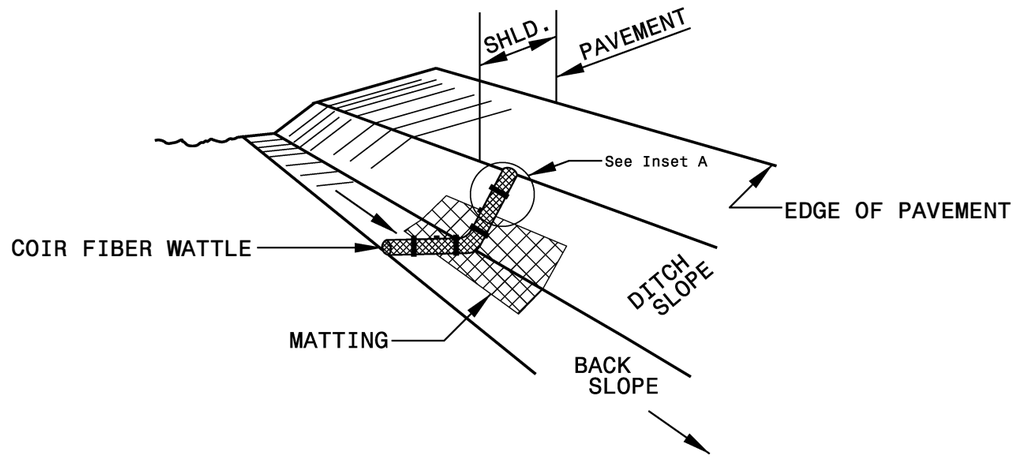


< 5' - 10' Undisturbed buffer from inlet, add wattle

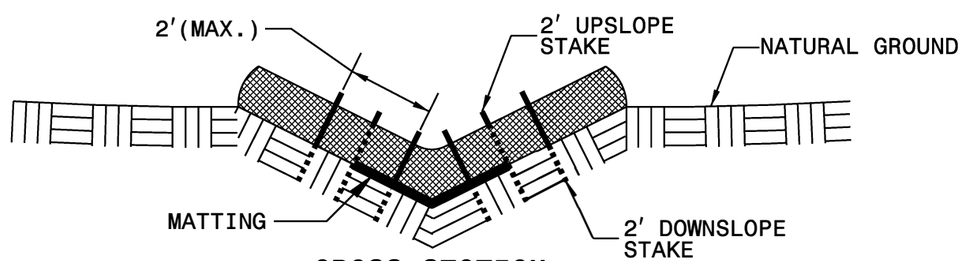


NOT TO SCALE

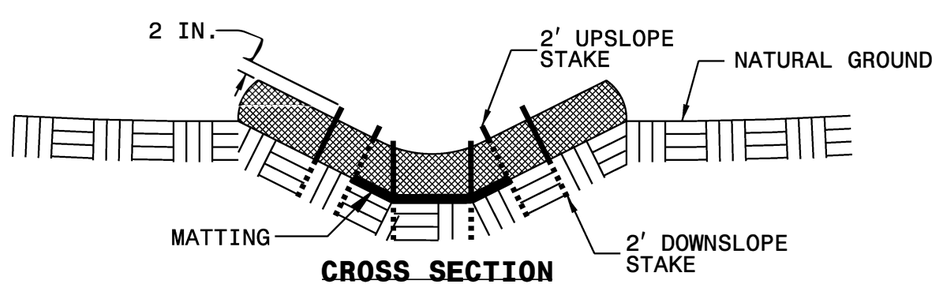
COIR FIBER WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

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

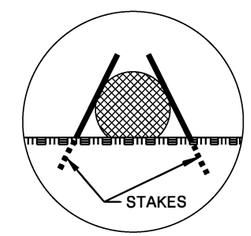
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

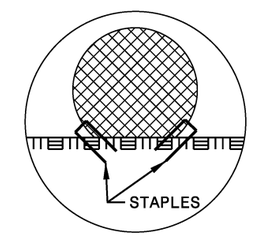
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

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

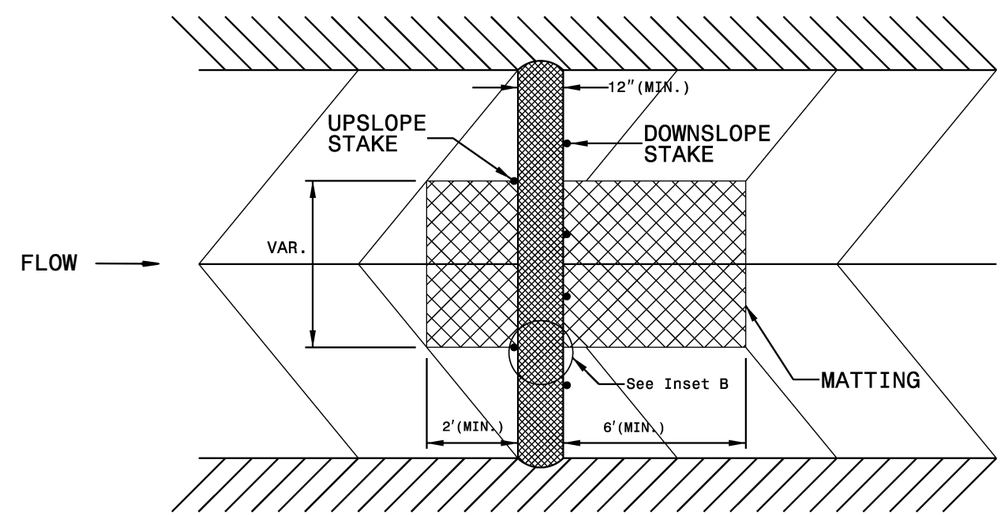
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
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.