



GENERAL NOTES

2018 SPECIFICATIONS EFFECTIVE: 01-16-2018 REVISED:

CLEARING:

GENERAL NOTES:

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CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II. PAVING:

STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES UNLESS OTHERWISE SPECIFIED IN THIS MANUAL OF PRACTICE, THE MORE STRINGENT SHALL APPLY.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES WHEN WORKING WITHIN EXISTING STREETS. THE CONTRACTOR SHALL PLACE AND MAINTAIN SIGNS, DANGER LIGHTS, BARRICADES AND FURNISH WATCHMEN OR FLAGMEN TO DIRECT TRAFFIC IN ACCORDANCE WITH THE WORK AREA TRAFFIC CONTROL HANDBOOK (WATCH).

ALL ASPHALT CUTS SHALL BE MADE WITH A CLEAN CUT WHEN PREPARING STREET SURFACES FOR PATCHING OR WIDENING STRIPS.

PAPER JOINTS SHALL BE USED TO SEAL THE ENDS OF AN ASPHALT POUR SO THAT FUTURE EXTENSIONS CAN BE MADE WITHOUT CAUSING ROUGH JOINTS.

WHEN PLACING ASPHALT AGAINST EXISTING SURFACES, A STRAIGHT EDGE SHALL BE USED TO PREVENT "HUMPING" AT THAT LOCATION.

STONE SHALL BE PRIMED IF PAVING IS NOT COMPLETE WITHIN SEVEN DAYS FOLLOWING STONE BASE APPROVAL.

SURFACES SHALL BE TACKED WHEN ASPHALT IS BEING PLACED OVER EXISTING ASPHALT STREETS OR ADJOINING CONCRETE, STORM-DRAIN AND SANITARY SEWER STRUCTURES.

IN ROLLING AND HILLY TERRAINS. SWEEPING OF THE STONE BASE AND/OR APPLICATION OF A TACK COAT MAY BE REQUIRED NEAR INTERSECTIONS. THESE REQUIREMENTS WILL BE ESTABLISHED BY THE CITY ENGINEER BASED ON FIELD CONDITIONS.

THE CONTRACTOR/DEVELOPER SHALL PROVIDE CORE SAMPLING, AND TEST OF ASPHALT BY A CERTIFIED INDEPENDENT TESTING LAB AT NO COST TO THE CITY. CORE SAMPLES SHALL BE TAKEN AT A FREQUENCY AND LOCATION ESTABLISHED BY THE INSPECTOR BUT NO LESS THAN THREE (3) SAMPLES. ALL ASPHALT SHALL HAVE A MINIMUM IN-PLACE DENSITY OF 95% USING MARSHALL METHOD.

ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS. THE CONTRACTOR SHALL PREPARE CONCRETE TEST CYLINDERS IN ACCORDANCE WITH SECTION 1000 OF THE NCDOT STANDARD SPECIFICATIONS AT THE DIRECTION OF THE PROJECT INSPECTOR. ALL EQUIPMENT AND CYLINDER MOLDS SHALL BE FURNISHED BY THE CONTRACTOR. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT THE CYLINDERS UNTIL SUCH TIME AS THEY ARE TRANSPORTED FOR TESTING. TESTING FOR PROJECTS SHALL BE PERFORMED BY AN INDEPENDENT TESTING LAB, AT NO COST TO THE CITY. THE CONTRACTOR SHALL PROVIDE EQUIPMENT AND PERFORM TESTS ON CONCRETE FOR A MAXIMUM SLUMP AND AIR CONTENT AS DEFINED IN SECTION 1000 OF THE NCDOT STANDARD SPECIFICATIONS. THESE RESULTS SHALL BE PERFORMED AT A FREQUENCY ESTABLISHED BY THE INSPECTOR. MATERIALS FAILING TO MEET SPECIFICATIONS SHALL BE REMOVED BY THE CONTRACTOR.

ALL CONCRETE SHALL BE CURED WITH 100% RESIN BASE, WHITE PIGMENTED CURING COMPOUND WHICH MEETS A.S.T.M. SPECIFICATIONS C-309, TYPE 1, APPLIED AT A UNIFORM RATE OF ONE (1) GALLON TO 400 SQUARE FEET WITHIN 24 HOURS OF PLACEMENT OF THE CONCRETE.

STRAIGHT FORMS SHALL NOT BE USED FOR FORMING CURB AND GUTTER IN CURVES.

ALL EXCESS CONCRETE ON THE FRONT EDGE (LIP) OF GUTTER SHALL BE REMOVED WHEN CURB AND GUTTER IS POURED WITH A MACHINE.

ALL CURB AND GUTTER SHALL BE BACKFILLED WITH SOIL APPROVED BY THE INSPECTOR WITHIN 72 HOURS AFTER CONSTRUCTION TO PREVENT EROSION.

ALL BACKFILL SHALL BE NON-PLASTIC IN NATURE, FREE FROM ROOTS, VEGETATIVE MATTER, WASTE, CONSTRUCTION MATERIAL OR OTHER OBJECTIONABLE MATERIAL. SAID MATERIAL SHALL BE CAPABLE OF BEING COMPACTED BY MECHANICAL MEANS AND THE MATERIAL SHALL HAVE NO TENDENCY TO FLOW OR BEHAVE IN A PLASTIC MANNER UNDER TAMPING BLOWS OR PROOF ROLLING.

MATERIALS DEEMED BY THE INSPECTOR AS UNSUITABLE FOR BACKFILL PURPOSES SHALL BE REMOVED AND REPLACED WITH SELECT BACKFILL MATERIAL.

COMPACTION REQUIREMENTS SHALL BE ATTAINED BY THE USE OF MECHANICAL COMPACTION METHODS. EACH SIX (6) INCH LAYER OF BACKFILL SHALL BE PLACED LOOSE AND THOROUGHLY COMPACTED INTO PLACE.

ALL SUB GRADE SHALL BE COMPACTED TO 100% OF THE MAXIMUM DENSITY OBTAINED WITH THE STANDARD PROCTOR TEST DEPTH OF EIGHT (8) INCHES, AND A DENSITY OF 95% STANDARD PROCTOR FOR DEPTHS GREATER THAN EIGHT (8) INCHES. ALL TESTS SHALL BE PERFORMED BY THE CONTRACTOR AT NO COST TO THE CITY.

A CANVAS COVER OR OTHER SUITABLE COVER SHALL BE REQUIRED FOR TRANSPORTING PLANT MIX ASPHALT DURING COOL WEATHER WHEN THE FOLLOWING CONDITIONS ARE PRESENT. AIR TEMPERATURE IS BELOW 60° F.

LENGTH OF HAUL FROM PLANT TO JOB IS GREATER THAN FIVE (5) MILES. OTHER OCCASIONS AT THE INSPECTOR'S DISCRETION WHEN A COMBINATION OF FACTORS INDICATE THAT MATERIAL SHOULD BE COVERED IN ORDER TO ASSURE PROPER PLACEMENT TEMPERATURE.

CONCRETE OR ASPHALT SHALL NOT BE PLACED UNTIL THE AIR TEMPERATURE MEASURED AT THE LOCATION OF THE CONCRETING OPERATION IS 35° F AND RISING BY 10:00 A.M. CONCRETE OR PAVING OPERATIONS SHOULD BE SUSPENDED WHEN THE AIR TEMPERATURE IS 40° F AND DESCENDING. THE CONTRACTOR SHALL PROTECT FRESHLY PLACED CONCRETE IN ACCORDANCE WITH SECTION 420 OF THE NCDOT STANDARD SPECIFICATIONS WHEN THE AIR TEMPERATURE IS AT OR BELOW 35° F AND THE CONCRETE HAS NOT OBTAINED AN AGE OF 72 HOURS.

THE CONTRACTOR SHALL DO THAT WHICH IS NECESSARY TO CONTROL EROSION AND TO PREVENT

SEDIMENTATION DAMAGE TO ALL ADJACENT PROPERTIES AND STREAMS IN ACCORDANCE WITH THE APPROPRIATE CITY/COUNTY SOIL EROSION AND SEDIMENTATION CONTROL ORDINANCE. WATER STANDING WITHIN THE PROJECT SHALL BE PREVENTED.

ALL SOIL/MUD STAINS ON CONCRETE SHALL BE REMOVED BY CONTRACTOR AFTER BACKFILLING, SEEDING AND STRAWING IS FINISHED.

CONCRETE WASTED DURING TRUCK OR MIXER WASHING SHALL BE PLACED IN A LOCATION APPROVED BY THE CITY INSPECTOR. IN NO CASE SHALL WASTE BE DUMPED IN OR AROUND STORM DRAINAGE STRUCTURES, CREEKS, UTILITY APPURTENANCES OR ON ASPHALT SURFACES.

ALL TRUCKS SHALL BE PROPERLY COVERED PER NCDMV REGULATIONS.

DESIGN CRITERIA FOR ARTERIAL STREETS SHALL BE ESTABLISHED BY THE CITY ENGINEER ON A CASE BY CASE BASIS USING THE LATEST EDITION OF AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS AND/OR NCDOT ROADWAY DESIGN MANUAL.

INTERSECTION CORNER - 10' X 70' SIGHT TRIANGLE SHALL BE PROVIDED AT INTERSECTIONS. ADDITIONAL SIGHT DISTANCE REQUIREMENTS MAY BE REQUIRED BY THE NCDOT OR THE CITY OF MORGANTON DEVELOPMENT AND DESIGN DEPARTMENT.

GRADING:

PROPOSED STREET RIGHT-OF-WAY SHALL BE GRADED TO THEIR FULL WIDTH AS SHOWN ON CROSS SECTIONS.

FILL EMBANKMENTS SHALL BE FORMED OF SUITABLE MATERIAL PLACED IN SUCCESSIVE LAYERS NOT TO EXCEED MORE THAN SIX (6) INCHES IN DEPTH FOR THE FULL WIDTH OF THE CROSS-SECTION INCLUDING THE WIDTH OF THE SLOPE AREA. NO STUMPS, TREES, BRUSH, RUBBISH OR OTHER UNSUITABLE MATERIALS OR SUBSTANCES SHALL BE PLACED IN THE EMBANKMENT. EACH SUCCESSIVE SIX (6) INCH LAYER SHALL BE THOROUGHLY COMPACTED BY A SHEEP'S FOOT TAMPING ROLLER, 10-TON POWER ROLLER, PNEUMATIC-TIRED ROLLER, OR OTHER METHODS APPROVED BY THE CITY ENGINEER. EMBANKMENTS OVER AND AROUND ALL PIPE CULVERTS SHALL BE OF SELECT MATERIAL, PLACED AND THOROUGHLY TAMPED AND COMPACTED AS DIRECTED BY THE CITY ENGINEER OR HIS REPRESENTATIVE.

ROADWAY BASE:

ALL ROADWAYS SHALL BE IMPROVED WITH A BASE COURSE TO THE REQUIRED WIDTH OF THE ROADWAY.

THE MATERIAL FOR STONE BASE COURSE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1010 OF THE NCDOT STANDARD SPECIFICATIONS. CONSTRUCTION METHODS SHALL CONFORM TO SECTION 520.

THE STONE BASE SHALL BE COMPACTED TO 100% OF THE MAXIMUM DENSITY OBTAINABLE WITH THE MODIFIED PROCTOR TEST BY ROLLING WITH RING OR TAMPING ROLLER OR WITH A PNEUMATIC TIRED ROLLER WITH A MINIMUM WEIGHT OF TEN TONS. WHEN COMPLETED, THE BASE COURSE SHALL BE SMOOTH, HARD, DENSE, UNYIELDING AND WELL BONDED.

IN LIEU OF A STONE BASE COURSE. A BITUMINOUS CONCRETE BASE COURSE. TYPE HB MAY BE SUBSTITUTED. CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF SECTION 640 OF THE NCDOT STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE BASE COURSE, TYPE HB, SHALL BE USED IN WIDENING STRIPS LESS THAN FIVE (5) FEET IN WIDTH.

ROADWAY SURFACE:

ALL ROADWAYS SHALL BE IMPROVED WITH A SURFACE COURSE TO THE REQUIRED WIDTH OF THE ROADWAY.

PLANT MIXED ASPHALT SHALL CONFORM IN ALL ASPECTS OF THE NCDOT STANDARD PAVING SPECIFICATIONS. THE COMPACTED SURFACE SHALL NOT BE LESS THAN ONE AND ONE-HALF $(1\frac{1}{2})$ INCHES THICK.

INSPECTOR SHALL BE NOTIFIED PRIOR TO USE OF RECYCLED ASPHALT.

CURB RAMPS:

CURB RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS. CONSTRUCT ALL CURB RAMPS IN ACCORDANCE WITH STD 849.05 AND/OR 848.06.

UTILITIES: ALL EXISTING UTILITIES ARE TO REMAIN IN SERVICE DURING ALL PHASES OF CONSTRUCTION.

UNDERGROUND UTILITY LOCATIONS WERE PROVIDED BY NC1CALL OR OTHERS AND WERE SURVEYED AND SHOWN ON THE DRAWINGS PLAN VIEW BY THE CITY OF MORGANTON PERSONNEL.

UTILITY CROSSINGS SHOWN ON THE PROFILE ARE AT APPROXIMATE ELEVATIONS.

THE CITY OF MORGANTON ASSUMES NO LIABILITY AS TO THE ACCURACY OF THE LOCATION WORK.

ALL UTILITY COMPANIES ARE TO BE CONTACTED BY THE CONTRACTOR FOR MORE EXACT LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO BID AND AGAIN BEFORE CONSTRUCTION.

ALL EXTRA WORK CAUSED BY LOCATION ERRORS OR OMISSION OF UNDERGROUND UTILITIES SHALL BE CONSIDERED INCIDENTAL AND NO COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR ANY REASON.

THE CONTRACTOR IS URGED TO PERFORM INVESTIGATIVE EXCAVATIONS PRIOR TO THE BID DATE IF HE DEEMS PRUDENT



SHEET NUMBER 1A **1**B 1C-1 2A-1 2C-1 THRU 2C-3 3D-1 3P-1 4 THRU 5 TMP - 1 PMP - 1 **GRA-1** DEM - 1 SIG-1 THRU SIG-7 EC-1 THRU EC-5 X-1 THRU X-6



2018 ROADWAY ENGLISH STANDARD DRAWINGS EFFECTIVE: 01-16-2018 **REVISED:**

Design Br	anch - N. applicable ns:
STD.NO.	
DIVISION	2 - EARTHW
200.02 225.06	Method of Method of
DIVISION	3 - PIPE (
300.01	Method of
DIVISION	8 - INCIDE
840.01 840.02 840.33 840.31 840.32 848.05 848.06 852.01	Brick Cate Concrete Frame, Gra Concrete Brick Jun Curb Ramp Curb Ramp Concrete
CITY OF M	
402 403.2	Concrete Concrete

501

PROJECT REFERENCE NO		SHEET NO.
U-6057	IA	
		OADWAY DESIGN ENGINEER WWW.GARO SEAL 028476 SEAL 028476

DOCUMENT NOT CONSIDERED FINAL **UNLESS ALL SIGNATURES COMPLETED**

INDEX OF SHEETS

INDEX OF SHEETS SHEET

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SPECIAL DETAILS

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TRAFFIC MANAGEMENT PLANS

PAVEMENT MARKING PLANS

GRADING PLANS

DEMOLITION PLANS

SIGNAL PLANS

EROSION CONTROL

CROSS-SECTIONS

STANDARD DRAWINGS

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

TITLE

WORK

Clearing - Method II Grading Sight Distance at Intersections

CULVERTS

Pipe Installation

DENTALS

tch Basin - 12" thru 54" Pipe Catch Basin - 12" thru 54" Pipe rates and Hood - for Use on Standard Catch Basin Junction Box - 12" thru 66" Pipe nction Box - 12" thru 66" Pipe - Proposed Curb & Gutter - Existing Curb & Gutter Islands

Curb, Gutter And Curb & Gutter Sidewalk General Notes For Streets

BOUNDARIES AND PROPERTY:

County Line	
Township Line	
City Line	
Reservation Line	
Property Line	
Existing Iron Pin	
Computed Property Corner	>
Property Monument	ECM
Parcel / Sequence Number	
Existing Fence Line	
Proposed Woven Wire Fence	
Proposed Chain Link Fence	
Proposed Barbed Wire Fence	
Existing Wetland Boundary	WLB
Proposed Wetland Boundary	WLB
Existing Endangered Animal Boundary	EAB
Existing Endangered Plant Boundary	EPB
Existing Historic Property Boundary	нрв
Known Contamination Area: Soil	— - 😿 — s — 😿 -
Potential Contamination Area: Soil	—- X — s — X -
Known Contamination Area: Water	— - 💓 — W — 💓 -
Potential Contamination Area: Water	— - XX — w — XX -
Contaminated Site: Known or Potential	- 11 12
BUILDINGS AND OTHER CULTU	
Gas Pump Vent or U/G Tank Cap	— 0
Sign	😳
Well	O W
Small Mine	- 🛠
Foundation	—
Area Outline	
Cemetery	— †
Building	
School	
Church	
Dam	
HYDROLOGY:	
Stream or Body of Water	
Hydro, Pool or Reservoir	
Jurisdictional Stream	S
Buffer Zone 1	— — BZ 1 —
Buffer Zone 2	
Flow Arrow	-
Disappearing Stream	
Spring	
Wetland	
Proposed Lateral, Tail, Head Ditch	< FLOW
False Sump	\rightarrow

State Line

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Standard Gauge **RR Signal Milepost** Switch **RR** Abandoned **RR** Dismantled

RIGHT OF WAY & PROJECT CONTROL:

Secondar Primary H Primary H Exist Perm New Pern Vertical Benchmark

New Temporary Utility Easement New Aerial Utility Easement

Existing Ed Existing Cu Proposed Proposed Proposed Existing M Proposed Existing Co Proposed Equality Sy Pavement VEGET

Single Tree Single Shi

1/2019 10:29:37 AM 200\morganton\910_C no. Andrew .21

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STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS **CONVENTIONAL PLAN SHEET SYMBOLS** *S.U.E. = Subsurface Utility Engineering Note: Not to Scale CSX TRANSPORTATION Hedge \odot MILEPOST 35 SWITCH

ry Horiz and Vert Control Point	
Horiz Control Point	$\dot{\bigcirc}$
Horiz and Vert Control Point	
manent Easment Pin and Cap ———	\diamond
manent Easement Pin and Cap ——	\diamond
Benchmark	

Existing Right of Way Marker \triangle Existing Right of Way Line New Right of Way Line R/W New Right of Way Line with Pin and Cap New Right of Way Line with Concrete or Granite R/W Marker New Control of Access Line with Concrete C/A Marker AJ. Existing Control of Access New Control of Access **Existing Easement Line** New Temporary Construction Easement New Temporary Drainage Easement _____ TDE ____ New Permanent Drainage Easement _____ PDE_____ New Permanent Utility Easement _____ PUE _____

_____ TUE _____

______AUE_____

ROADS AND RELATED FEATURES:

dge of Pavement	
Curb	
I Slope Stakes Cut	<u>C</u>
l Slope Stakes Fill	<u>F</u>
I Curb Ramp	CR
Aetal Guardrail	TT
l Guardrail ————	<u> </u>
Cable Guiderail	0
Cable Guiderail	
Symbol	$igodoldsymbol{\Theta}$
t Removal	
ΓΑΤΙΟΝ:	
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irub	- ŝ

Woods Line	
Orchard	හි හි හි හි
Vineyard	Vineyard
EXISTING STRUCTURES:	
MAJOR:	
Bridge, Tunnel or Box Culvert	CONC
Bridge Wing Wall, Head Wall and End Wall $-$) CONC WW (
MINOR: Head and End Wall	CONC HW
Pipe Culvert	
Footbridge ————————————————————————————————————	
Drainage Box: Catch Basin, DI or JB ———	СВ
Paved Ditch Gutter	
Storm Sewer Manhole	S
Storm Sewer	s

UTILITIES:

POWER:		
Existing Power Pole	(
Proposed Power Pole	d	5
Existing Joint Use Pole		
Proposed Joint Use Pole	-	5-
Power Manhole		Ð
Power Line Tower		\leq
Power Transformer		
U/G Power Cable Hand Hole $-$		
H-Frame Pole	•	-•
U/G Power Line LOS B (S.U.E.*)		P — —
U/G Power Line LOS C (S.U.E.*)		P — —
U/G Power Line LOS D (S.U.E.*)	I	Ρ

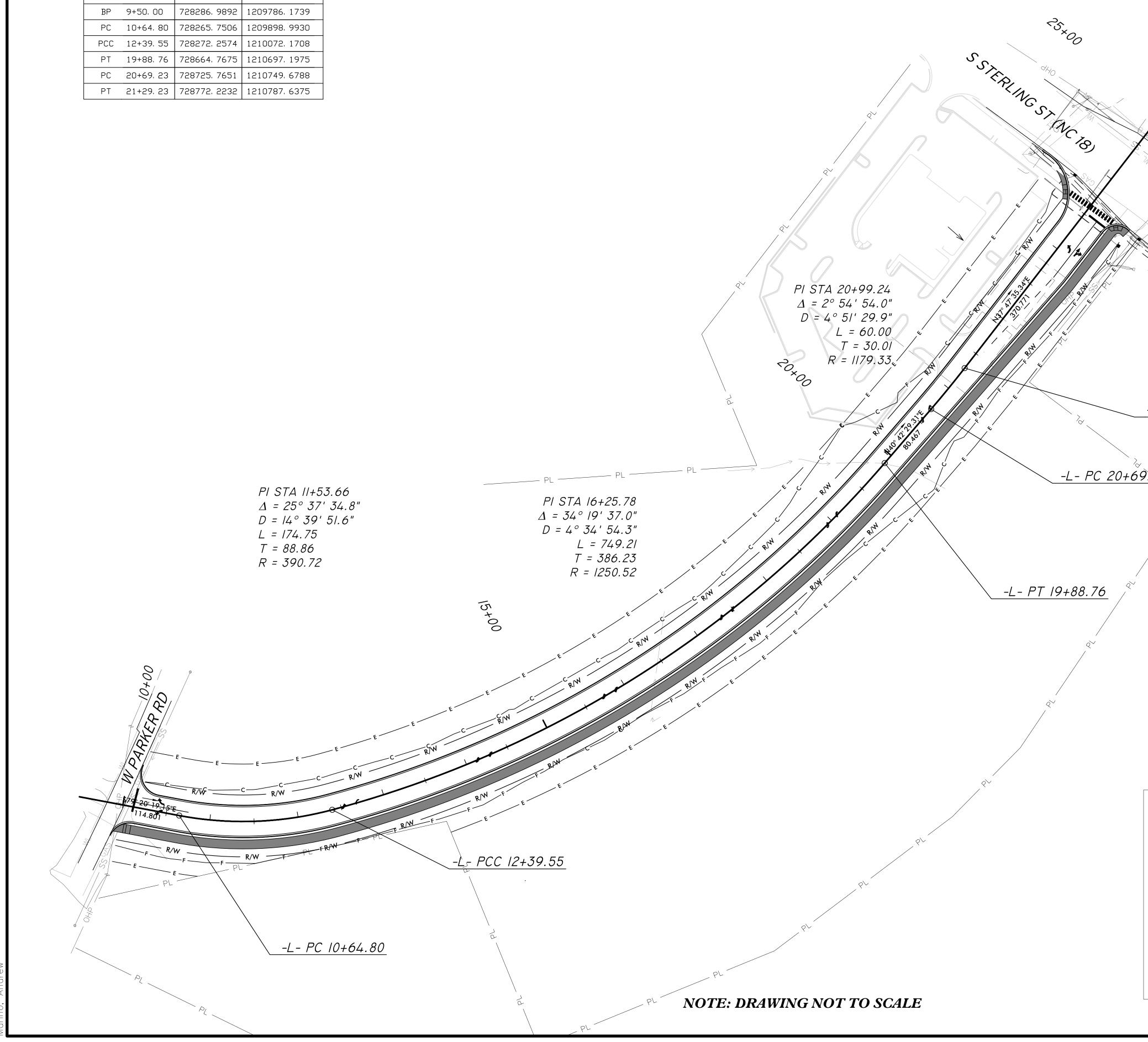
TELEPHONE:

Existing Telephone Pole	-•-
Proposed Telephone Pole	-0-
Telephone Manhole	\bigcirc
Telephone Pedestal	\Box
Telephone Cell Tower	, T
U/G Telephone Cable Hand Hole	HH
U/G Telephone Cable LOS B (S.U.E.*)	T
U/G Telephone Cable LOS C (S.U.E.*)	T
U/G Telephone Cable LOS D (S.U.E.*)	T
U/G Telephone Conduit LOS B (S.U.E.*)	— — — TC — — —
U/G Telephone Conduit LOS C (S.U.E.*) ——	TC
U/G Telephone Conduit LOS D (S.U.E.*) ——	TC
U/G Fiber Optics Cable LOS B (S.U.E.*) ——	— — — T FO — — —
U/G Fiber Optics Cable LOS C (S.U.E.*) ——	T FO
U/G Fiber Optics Cable LOS D (S.U.E.*) ——	T FO

	PROJECT REFERENCE NO.	SHEET NO.
	U-6057	IB
WATER:		
Water Manhole		(W)
Water Meter		\Box
Water Valve		\otimes
Water Hydrant		÷
U/G Water Line LOS B (S.U.E*)		w
U/G Water Line LOS C (S.U.E*)		
U/G Water Line LOS D (S.U.E*)		
Above Ground Water Line		A/G Water
TV: TV Pedestal		
TV Tower		(\times)
U/G TV Cable Hand Hole		HH
U/G TV Cable LOS B (S.U.E.*)		- — TV — — — —
U/G TV Cable LOS C (S.U.E.*)		- — TV — — —
U/G TV Cable LOS D (S.U.E.*)		TV
U/G Fiber Optic Cable LOS B (S.	U.E.*) —— - – –	— TV FO — — —
U/G Fiber Optic Cable LOS C (S.	U.E.*) — — –	— TV FO — ——
U/G Fiber Optic Cable LOS D (S.	U.E.*) ——	— TV FO ———
GAS:		
Gas Valve		\Diamond
Gas Meter		\Diamond
U/G Gas Line LOS B (S.U.E.*) -		— — G — — — — —
U/G Gas Line LOS C (S.U.E.*) -		— — G — — — —
U/G Gas Line LOS D (S.U.E.*) -		G
SANITARY SEWER:		
Sanitary Sewer Manhole		\oplus
Sanitary Sewer Cleanout		(+)
, U/G Sanitary Sewer Line		~
Above Ground Sanitary Sewer		
SS Forced Main Line LOS B (S.U.		
SS Forced Main Line LOS C (S.U.	,	
SS Forced Main Line LOS C (S.U. SS Forced Main Line LOS D (S.U.	1	
3310100 Main Line LO3 D (3.0.	L.) ——— ——	——FSS ———
MISCELLANEOUS:		
Utility Pole		
Utility Pole with Base		• •
Utility Located Object		\bigcirc
Utility Traffic Signal Box		0
, •		S
Utility Unknown U/G Line LOS B	. ,	?UTL
U/G Tank; Water, Gas, Oil	L	
Underground Storage Tank, App		(UST)
A/G Tank; Water, Gas, Oil	L	
Geoenvironmental Boring		
U/G Test Hole LOS A (S.U.E.*)		
Abandoned According to Utility R	Records	AATUR
		E.O.I.

-L-

TYPE	STATION	NORTH	EAST
BP	9+50,00	728286, 9892	1209786, 1739
PC	10+64, 80	728265, 7506	1209898, 9930
PCC	12+39, 55	728272, 2574	1210072, 1708
PT	19+88, 76	728664, 7675	1210697, 1975
PC	20+69, 23	728725, 7651	1210749, 6788
PT	21+29, 23	728772, 2232	1210787. 6375



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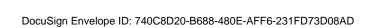
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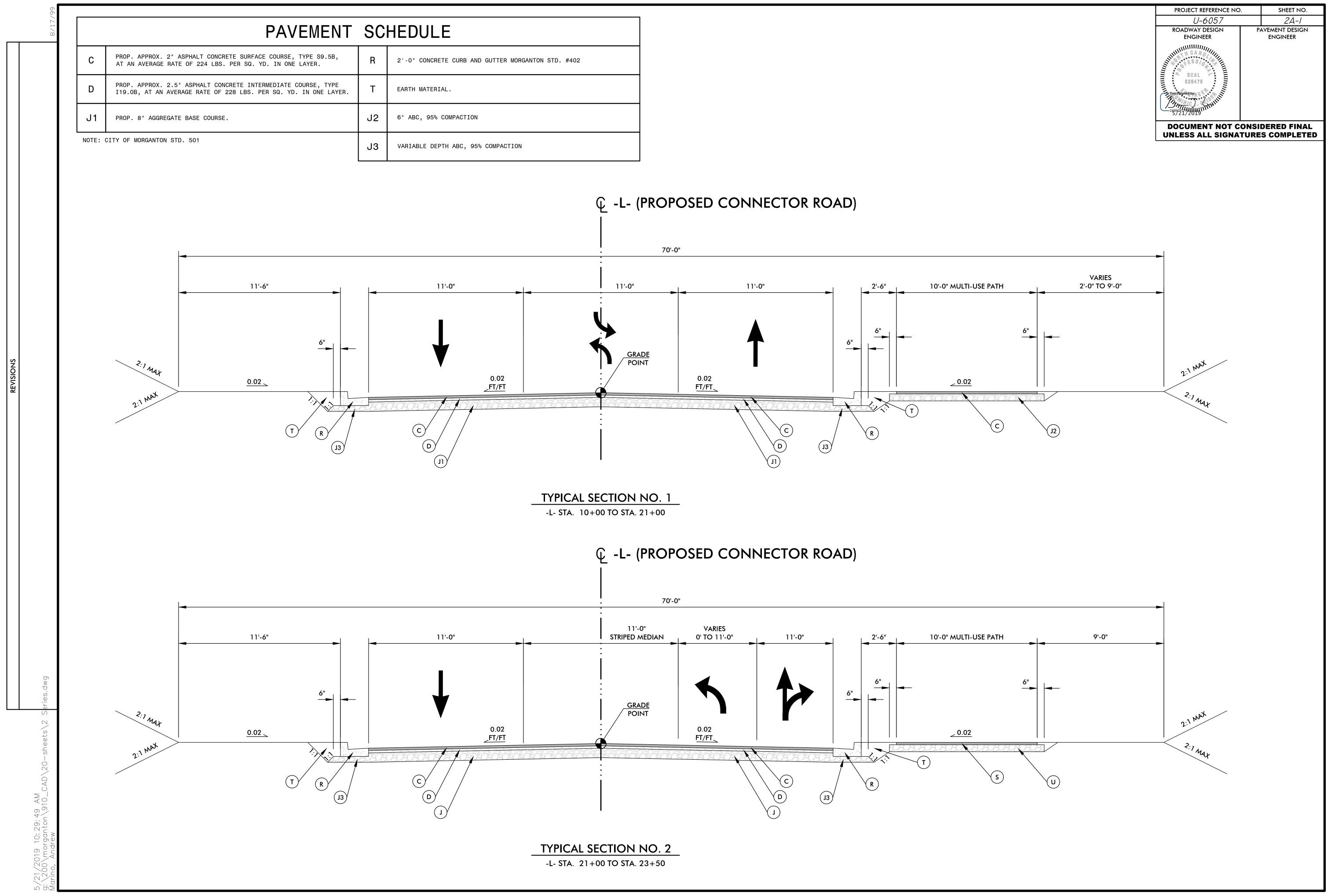
SURVEY CONTROL SHEET U-6057

	PROJECT REFERENCE NO.	SHEET NO.
	U-6057	1C-1
	Location and	ourveys
- PT 21+29.25		
DATUM DESCRIPTION THE LOCALIZED COORDINATE SYSTEM DEVELOPED FO IS BASED ON THE STATE PLANE COORDINATES ES NCDOT FOR MONUMENT "U225B-I" (NCDOT PROJECT NO; TIP NO. WITH NAD 83 STATE PLANE GRID COORDINA NORTHING: N 729,040.8615' EASTING: E 1,21 THE AVERAGE COMBINED GRID FACTOR USED ON	OR THIS PROJECT STABLISHED BY U-6057) ATES OF 0,831.1512'	

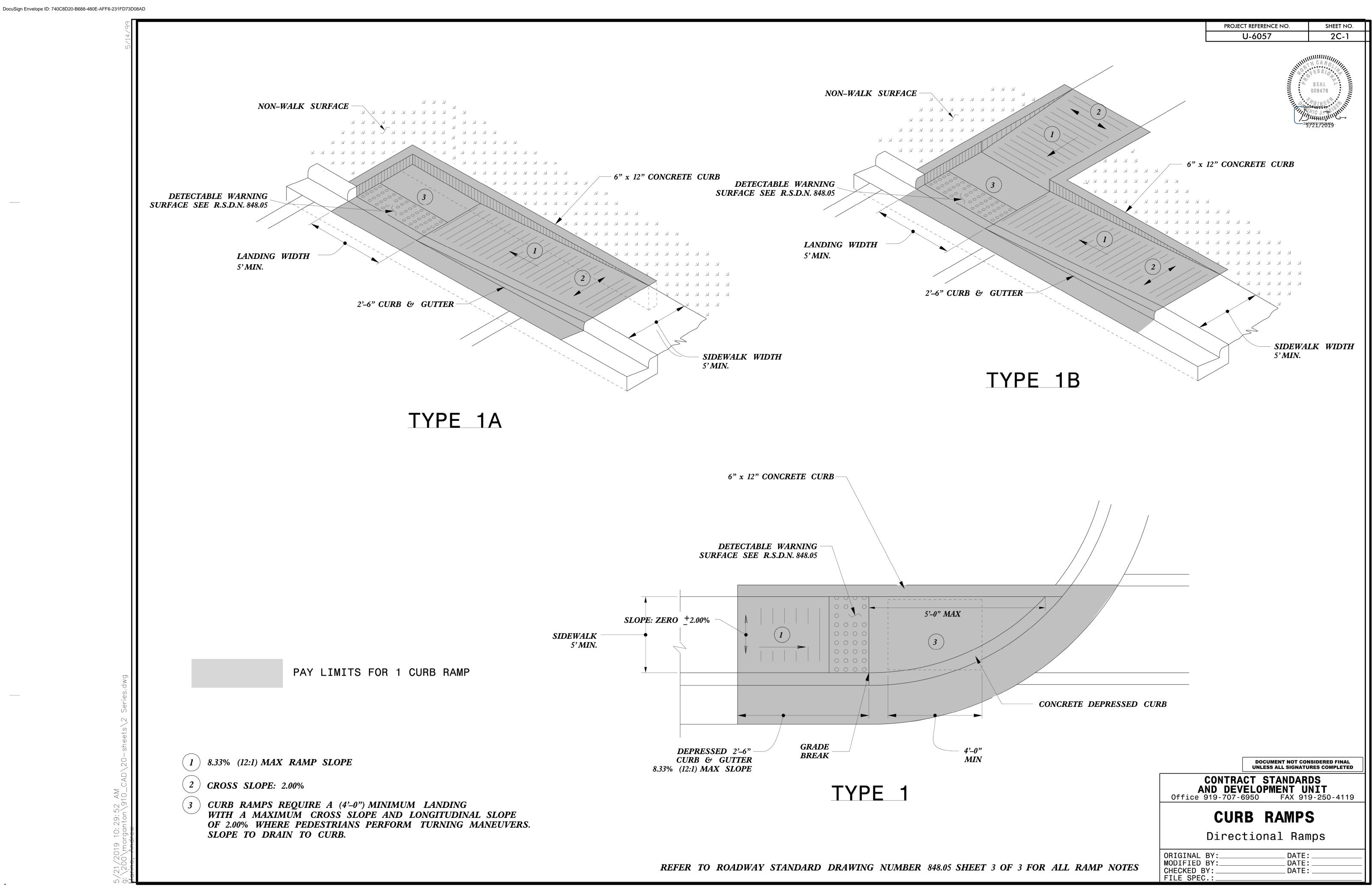
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99985642 THE N.C. LAMBERT GRID BEARING AND

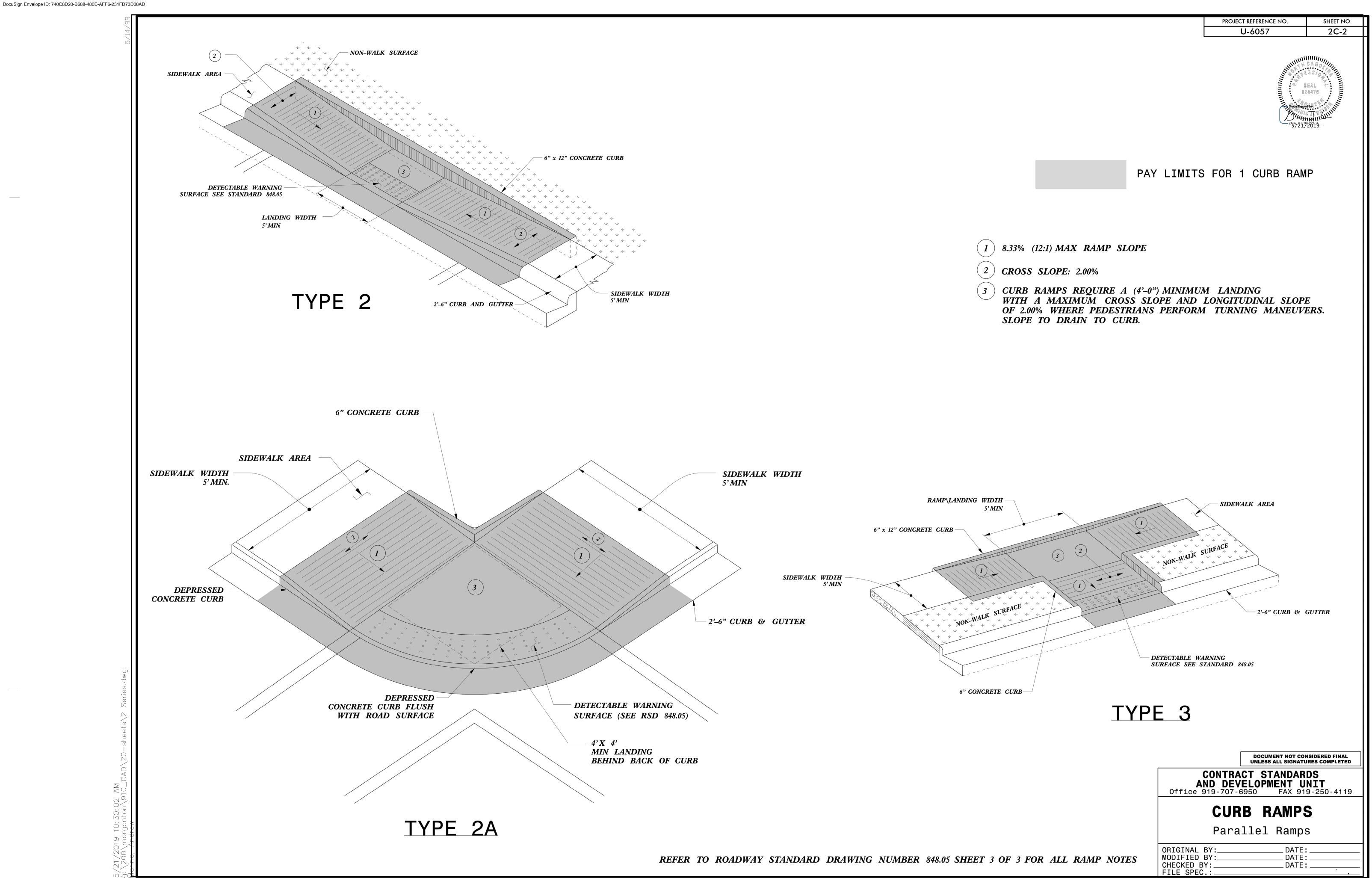
LOCALIZED HORIZONTAL GROUND DISTANCE FROM "U255B-I" TO -L- STATION 10+00.00 IS S 52° 32' 12.09" W 1254.61' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

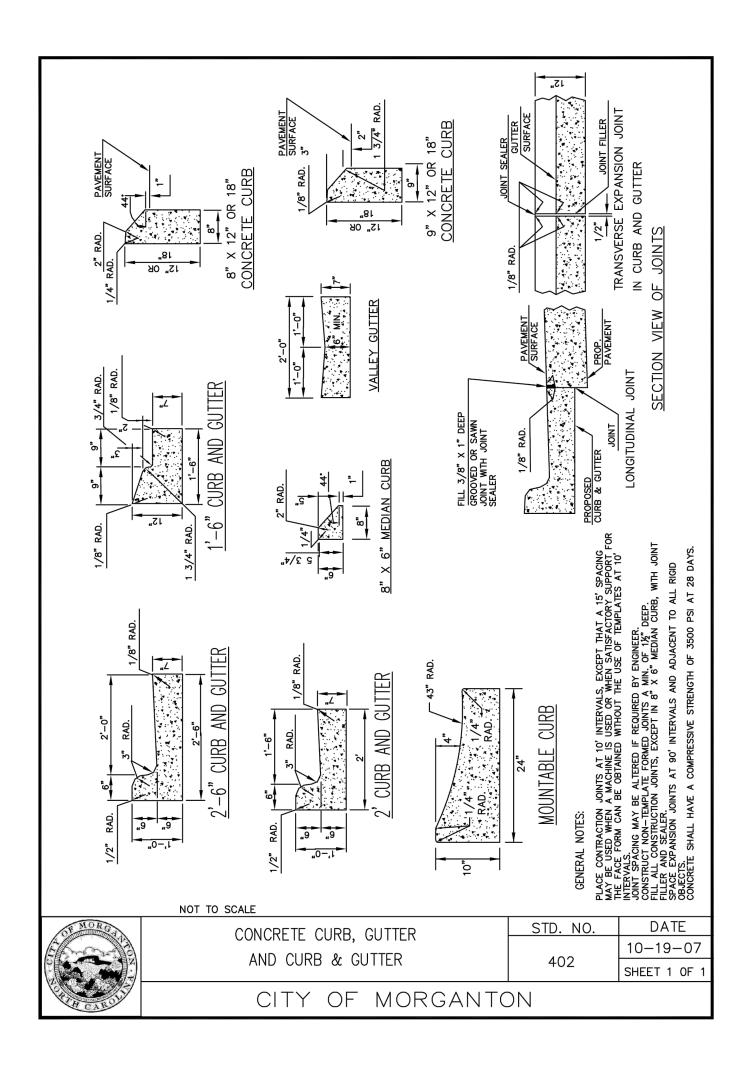


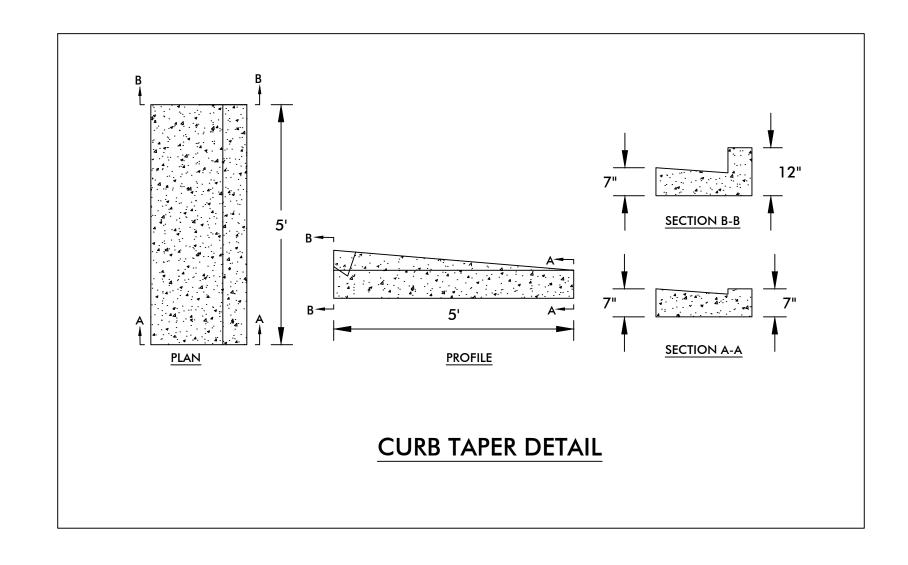


-E
RETE CURB AND GUTTER MORGANTON STD. #402
RIAL.
6 COMPACTION
EPTH ABC, 95% COMPACTION

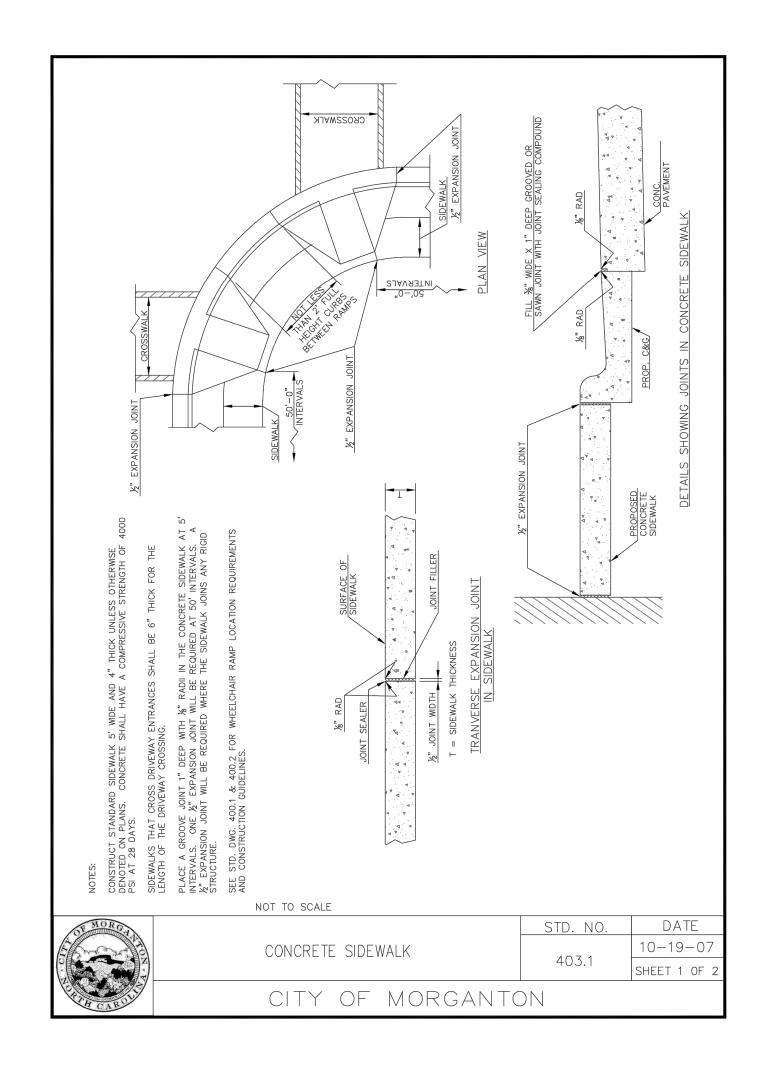


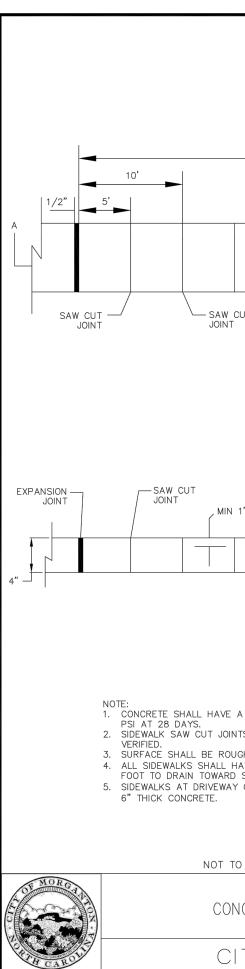






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I	PROJECT REFERENCE NO.	SHEET NO.
	U-6057	2C-3
	AECOM TECHNICAL SERVICES OF N NC FIRM LICENSE NC 6000 FAIRVIEW ROAD, CHARLOTTE, NC (704) 522-0330 - (704) 5	NORTH CAROLINA INC
50' 1/2" A CUT	()Š	SEAL 028476 SEAL 028476 SEAL 028476 SEAL 028476 SEAL 028476
N 1"		
SECTION A-A COMPACTED SOIL OR COMPACTED ABC STONE BASE		
E A COMPRESSIVE STRENGTH OF 4000 NINTS ARE TYPICAL AND SHALL BE FIELD DUGH NON-SKID TYPE. HAVE CROSS-SLOPE OF 1/4" PER RD STREET. AY CUTS/ENTRANCES SHALL BE MINIMUM		
TO SCALE STD. NO. DATE		
NCRETE SIDEWALK 403.2 10-19-07 SHEET 2 OF 2 2		

ed by: <u>name</u> d by: <u>name</u>			DATE DATE							$\leq \top$		_	\bigcap	-	$ \cap F$	$ \top \vdash$		Δ F	$\sim \sim$		\triangle										PROJECT REFERENCE	NO.
											$ \begin{array}{c c} & & & \\ \hline \\ \hline \\ \end{array} \end{array} $	$\overline{r} \mid \subset$	$ \sum_{i=1}^{i} i i i i i i i i i $		N O R O F			$\frac{1}{2} \times \frac{1}{2} \times \frac{1}$	$ \land \bigcup $		/ \										0-0037	
				only and shall not be u ds and Structures, Sectio			construction stakeout.											IVV	/ \	\bigcirc												
								~	~ —	-			 -		STATE					•												
							LIS	ST (DF	PIPE	ES, E	N	DW	4 L	LS, ET	Γ C .	(FO)	R PI	PE.	S 48'	' &)	UNI)ER,									
										Q	UANTITIES							G.D.	<u>م</u>	G.D	A		TE							8	ABBREVIATIONS C.A.A. CORRUGATE	
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LINE &		RUCTI			C. S. PIP	E	R. C. PIPE			AINAG			FRAM GRAT	ΛE, (ES	RETE RETE	9.D.I.	G.D.I.	S. FL.	. (N.S. N.S. S.	(N.S. FL	ME W/								NCR		C.S. CORRUGATEI) STEEL
STATION							CLASS IV	STD. 83	REINF		NOTE: OTAL LIN. FT.		AND H	OOD		D.I. F	TYPE	AT) F	AG) F	AT) F	IE GF			D. 840					AND B		G.D.I. GRATED DRO	
	о Р							8.01 O	ORCED	Ϊ	FOR PAY QUANTITY SHALL BE	C.B.	STD. 84	40.03	DGE /	D.I.	"B" (rame	RAME	RAME	J.B. :			-51, S	CONVERT CONVERT CONVERT	CON					H.D.P.E. HIGH DENSIT	
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								<u> </u>		MA O	UI I	01 OF			4 OR 4 OR	4 OR	19 OR 18 OF	RATE RATES	ATES	TES	1 OR			M.H. FRAME AND COVER STD. 840.54 STD. 840.51, STD. 840.52, OR STD. 840.53	EXISTING EXISTING (EXISTING C	TING	15" 0	OW AE	STI		R.C. REINFORCED T.B.D.I. TRAFFIC BEA	
THICKNESS OR GAUGE			EVATI	.064 .064 .064 .064	.079					SONR			GRA ⁻ TYP	ΓE ′E	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	DRA STD.	STD.	C.B.		С.S. Е		D. 840		T.B.J.B. TRAFFIC BEA W.S. WIDE SLOT	RING JUNCTION
		FROM	0 N							~ [ບັ		0V⊑			. 840.13 . 840.05 . 852.05 . 852.06	840.2 840.1 840.1	840.2 840.2	840.2 840.2	840.2 840.2 840.2	840.3 840.2 840.2	840.3 840.3 840.3	840.3 840.3 840.3	INAG 840.3	840.5	TO J.E TO J.E	ST D.I ST C.B TO D.I	LBOV		0.71		W.S. WIDE SLOT	
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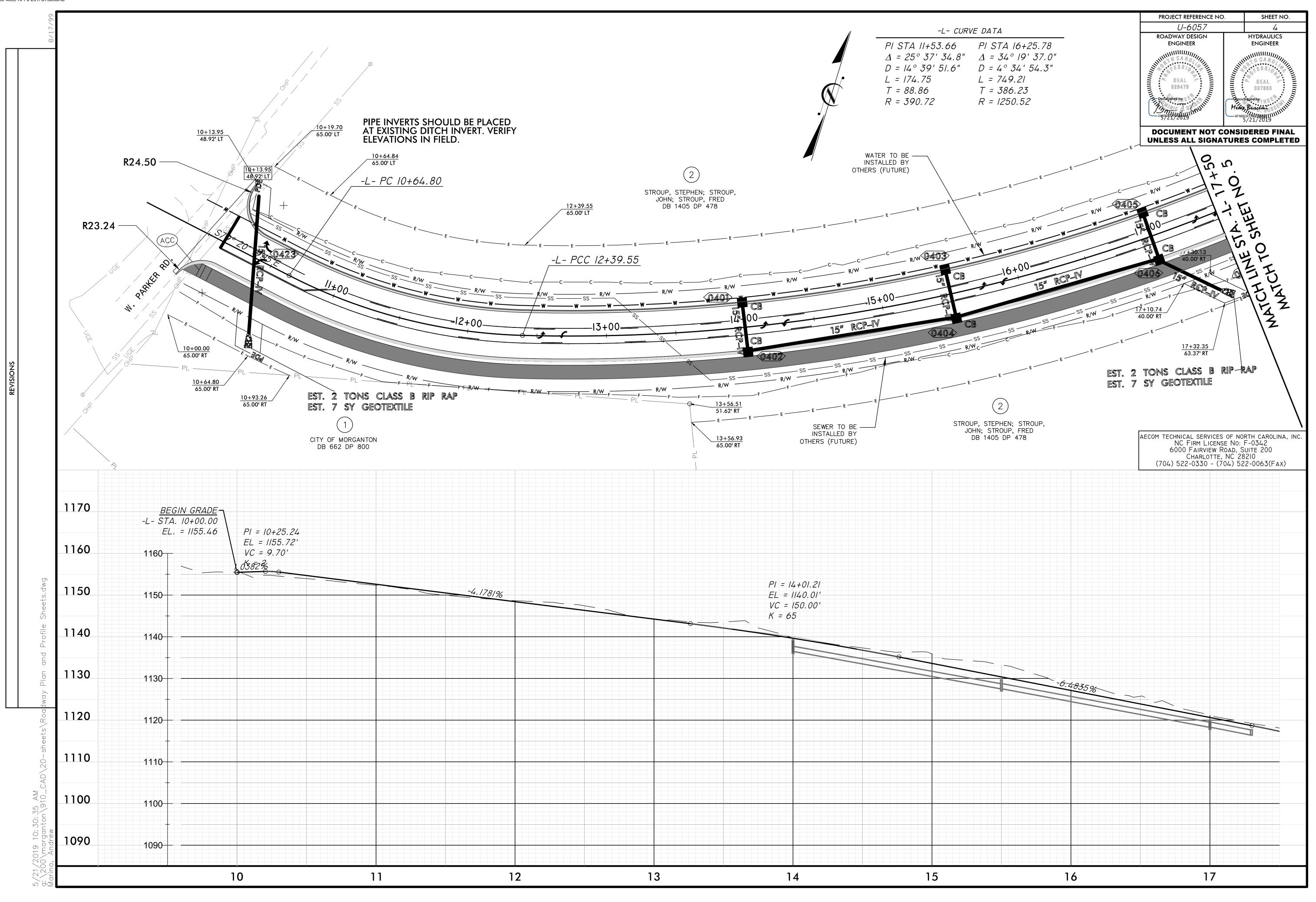
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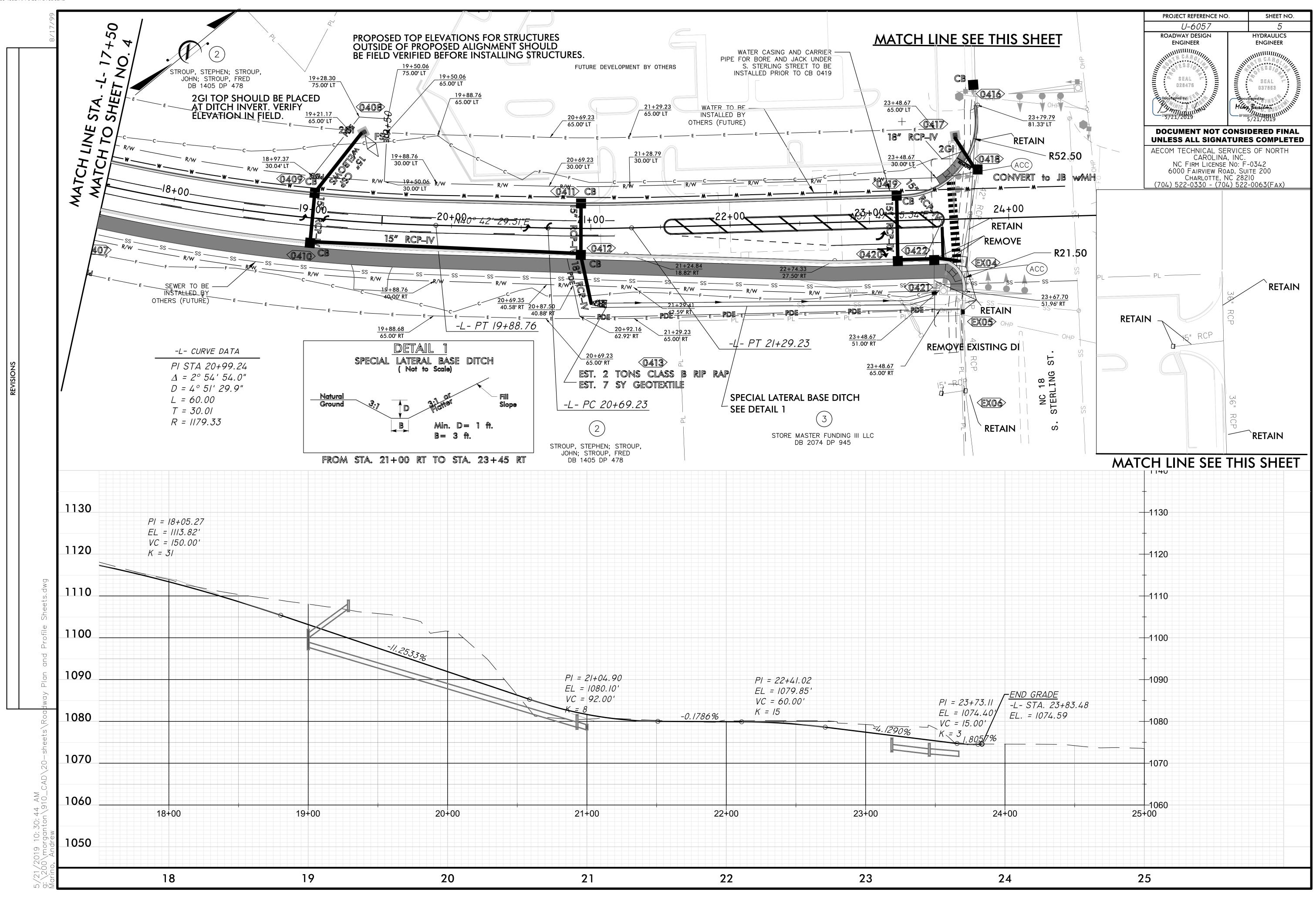
STATE OF NORTH CAROLINA Division of Highways

PARCEL INDEX SHEET

PARCEL NO.	SHEET NO.	PROPERTY OWNER NAME
1	4	CITY OF MORGANTON
2	4 & 5	STROUP, STEPHEN; STROUP, JOHN; STROUP, FRED
3 5		STORE MASTER FUNDING III LLC

	
PROJECT REFERENCE NO. U-6057	SHEET NO. 3P-1





ROADWAY STANDARD DRAWING

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD D - PROJECT SERVICES UNIT - N. C. DEPARTMENT OF TRANSPORTATION - F N. C., DATED JANUARY, 2018 ARE APPLICABLE TO THIS PROJECT AND B REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.

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TITLE

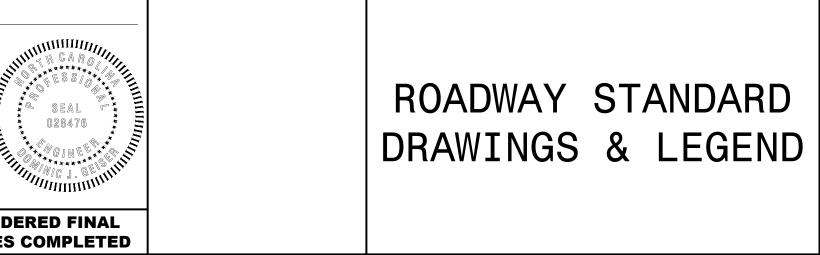
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1160.01 1170.01	TEMPORARY CASH CUSHION POSITIVE PROTECTION
1180.01	SKINNY-DRUM

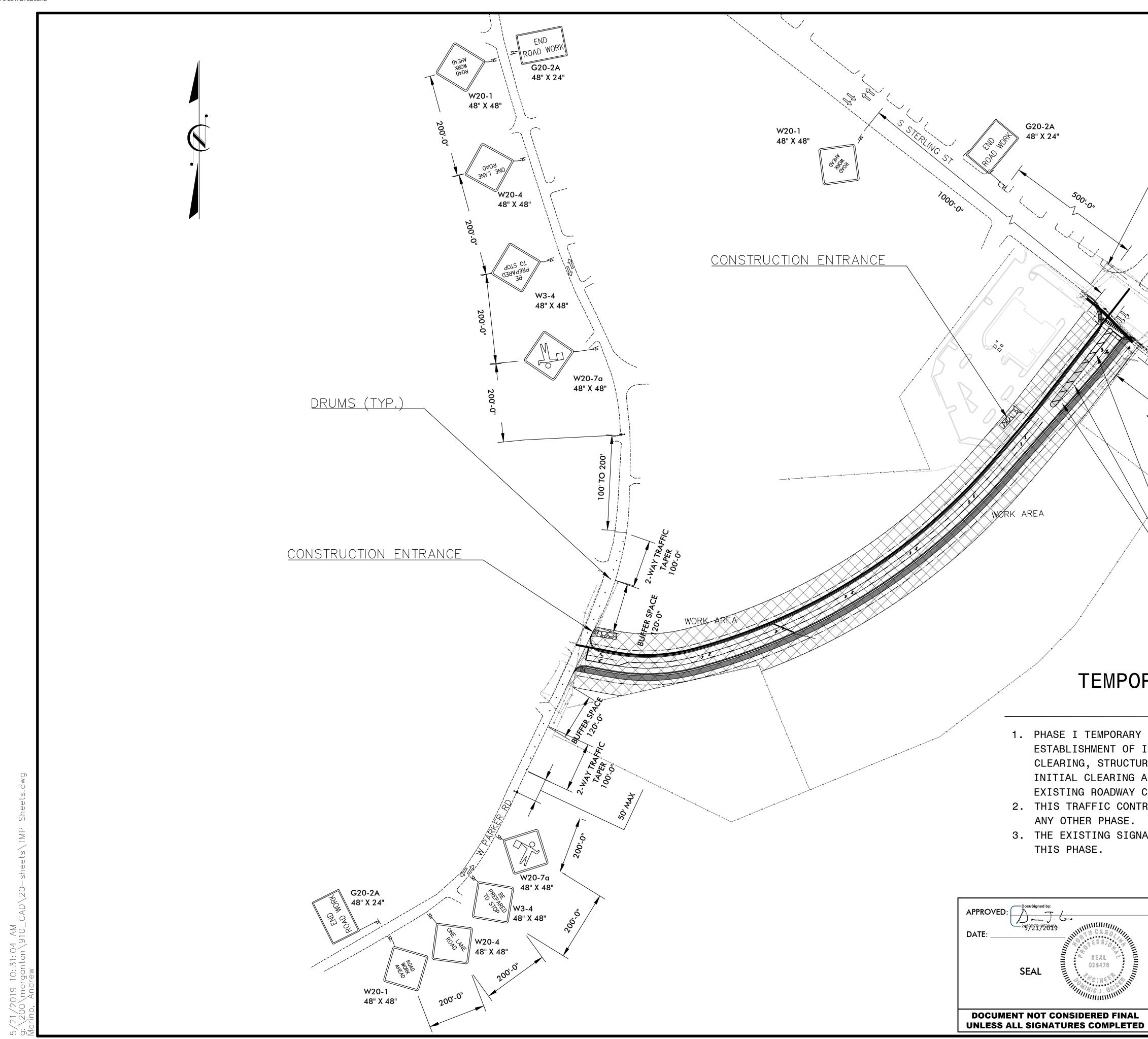
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	LEGEND
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DIRECTION OF TRAFFIC FLOW	
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	APPROVED:
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	WORK AREA SIGNALS PROPOSED

	F	PROJ. REFERENCE NO. U - 6057	SHEET NO. TMP - 1A
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TRAFFIC CONTROL DEVICE			
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CONE			
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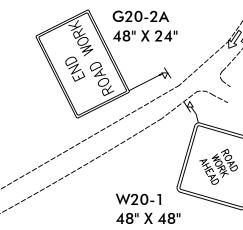
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ROADWAY CLEAR ZON				
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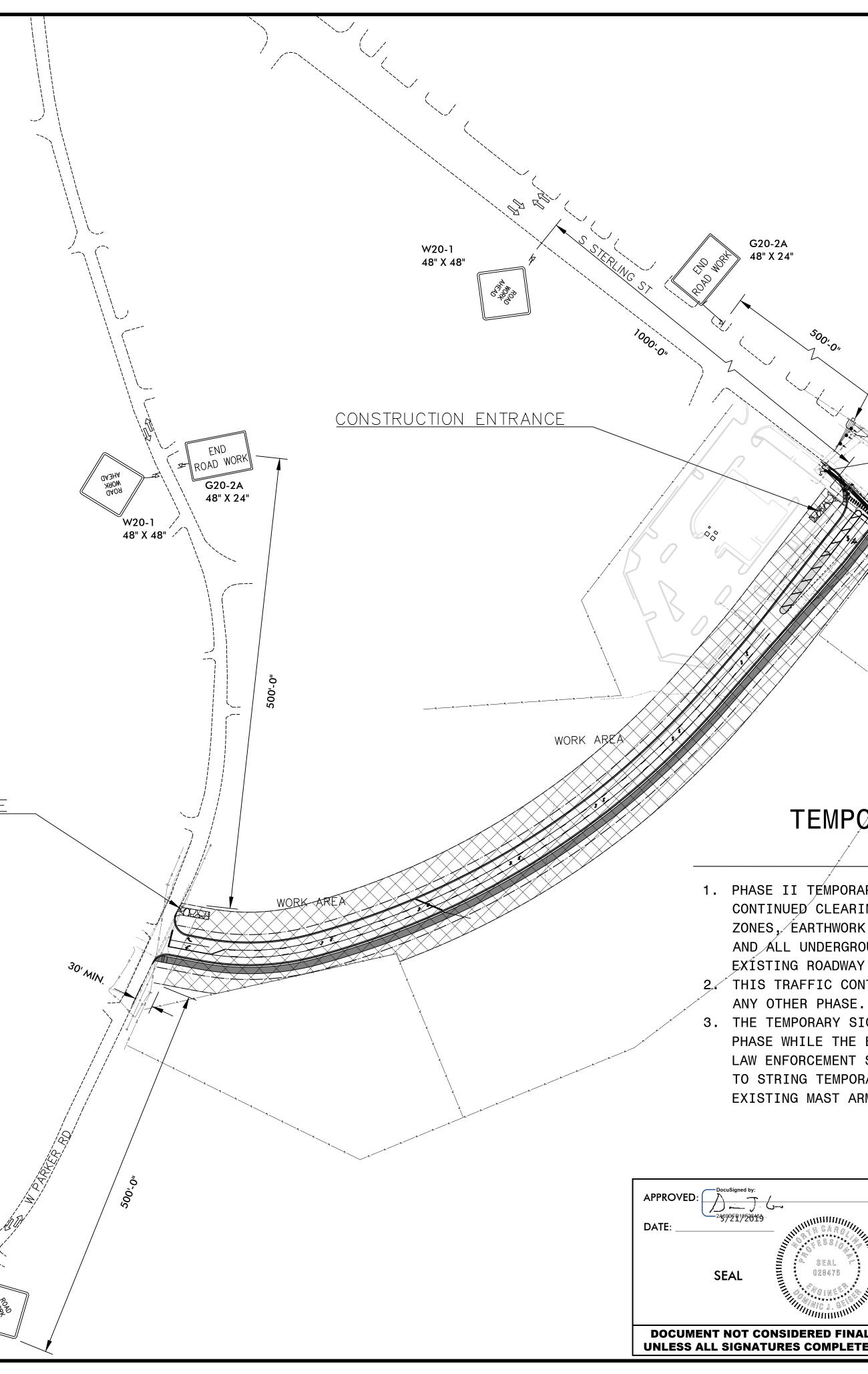
TEMPORARY TRAFFIC CONTROL PHASE I





CONSTRUCTION ENTRANCE





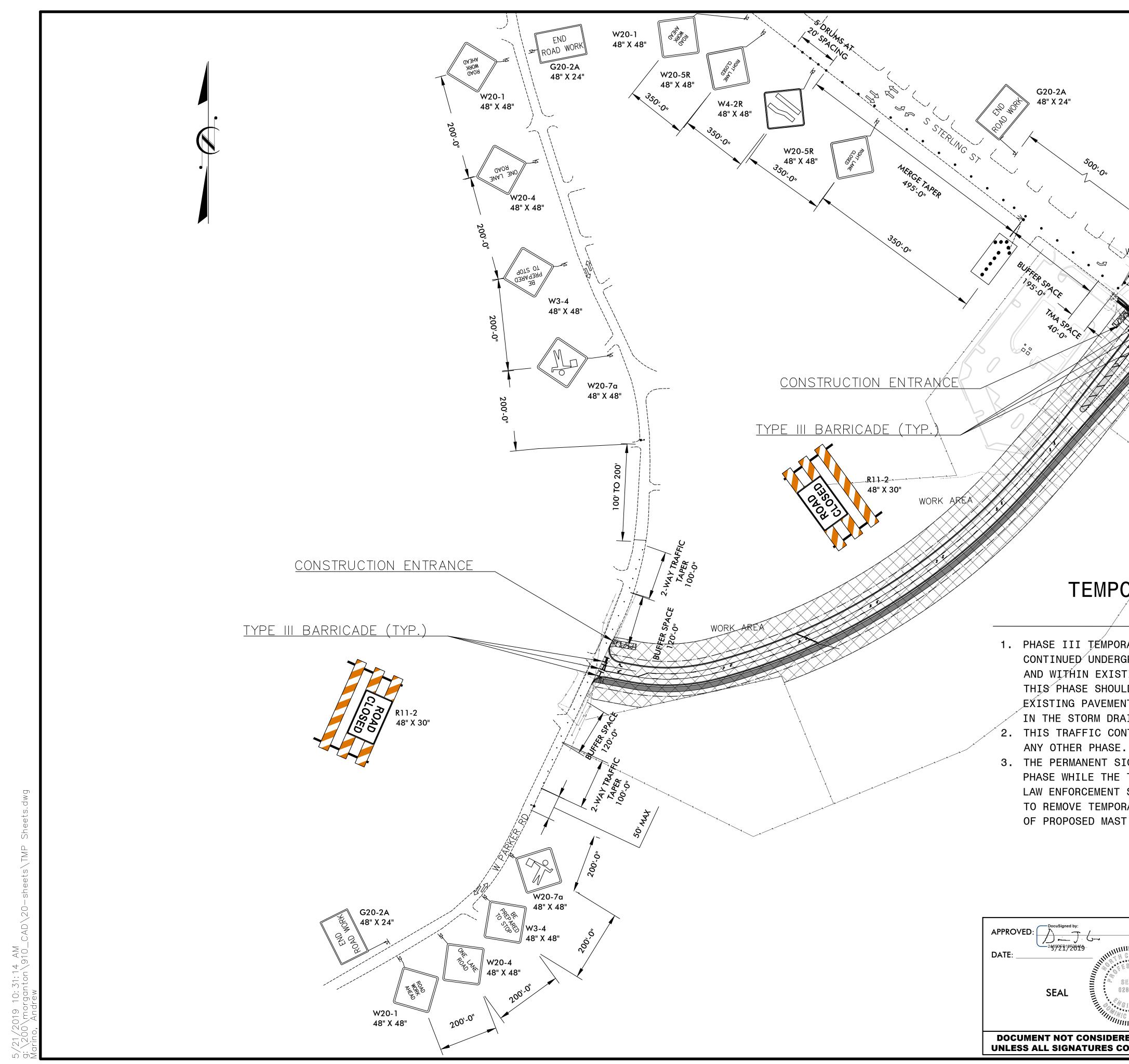
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TEMPØRARY TRAFFIC CON	IIKUL	
/ PHASE II NOTES		
		``
TEMPORARY TRAFFIC CONTROL PHASING TO BE	USED DURING	

CONTINUED CLEARING AND GRUBBING OUTSIDE EXISTING ROADWAY CLEAR ZONES, EARTHWORK ACTIVITIES OUTSIDE EXISTING ROADWAY CLEAR ZONES, AND ALL UNDERGROUND AND SURFACE CONSTRUCTION ACTIVITIES OUTSIDE EXISTING ROADWAY CLEAR ZONES.

2. THIS TRAFFIC CONTROL PHASE SHOULD NOT BE USED CONCURRENTLY WITH ANY OTHER PHASE.

3. THE TEMPORARY SIGNAL IS ANTICIPATED TO BE CONSTRUCTED IN THIS PHASE WHILE THE EXISTING SIGNAL REMAINS IN OPERATION. OFF-DUTY LAW ENFORCEMENT SHALL BE UTILIZED DURING SHORT-TERM LANE CLOSURES TO STRING TEMPORARY OVERHEAD SIGNAL CABLES AND/OR TO REMOVE EXISTING MAST ARMS AND TO ADJUST AND/OR BAG EXISTING SIGNALS.

SEAL CAROLINI SEAL COMPANY SEAL COMPANY SEAL SEAL COMPANY SEAL	TEMPORARY TRAFFIC CONTROL PHASE II
ERED FINAL COMPLETED	



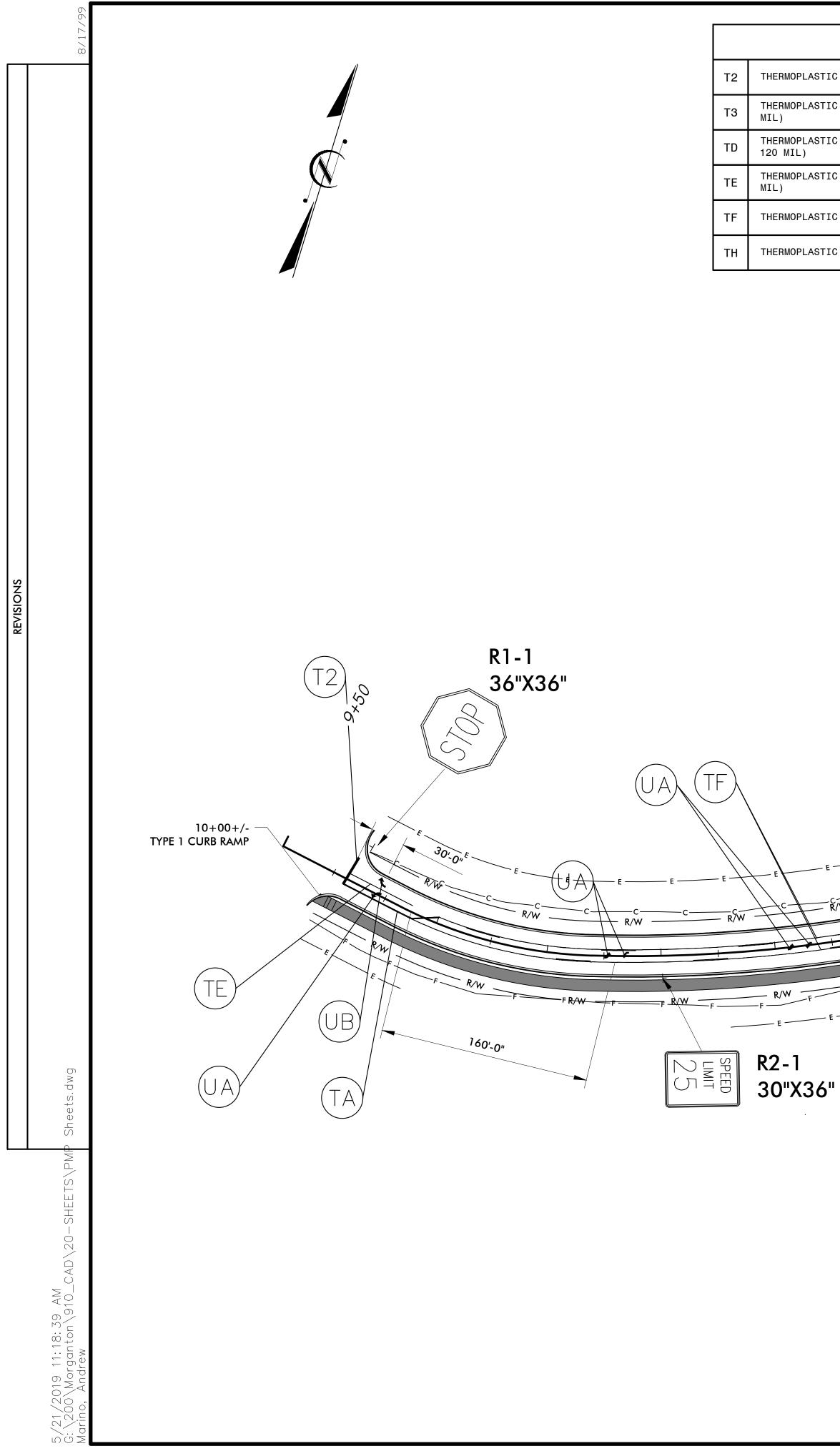
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TEMPORARY TRAFFIC CONTROL PHASE III NOTES

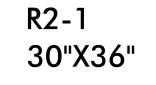
1. PHASE III TEMPORARY TRAFFIC CONTROL PHASING TO BE USED DURING CONTINUED UNDERGROUND AND SURFACE CONSTRUCTION ACTIVITIES OUTSIDE AND WITHIN EXISTING ROADWAY CLEAR ZONES. IT IS ANTICIPATED THAT THIS PHASE SHOULD BE USED TO TIE IN THE PROPOSED ROADWAY WITH EXISTING PAVEMENT AND DURING PAVING OPERATIONS AS WELL AS TO TIE IN THE STORM DRAINAGE TRUNK LINE AT S. STERLING ST. 2. THIS TRAFFIC CONTROL PHASE SHOULD NOT BE USED CONCURRENTLY WITH

3. THE PERMANENT SIGNAL IS ANTICIPATED TO BE CONSTRUCTED IN THIS PHASE WHILE THE TEMPORARY SIGNAL REMAINS IN OPERATION. OFF-DUTY LAW ENFORCEMENT SHALL BE UTILIZED DURING SHORT-TERM LANE CLOSURES TO REMOVE TEMPORARY OVERHEAD SIGNAL CABLES AND/OR TO INSTALLATION OF PROPOSED MAST ARMS AND TO ADJUST SIGNALS.

SEAL	TEMPORARY TRAFFIC PHASE III	CONTROL
ERED FINAL COMPLETED		



	PAVEMENT MAR	RKI	NG LEGEND
T2	THERMOPLASTIC WHITE STOPBAR (24", 120 MIL)	TI	THERMOPLASTIC YELLOW DOUBLE CENTER (4", 90 MIL)
Т3	THERMOPLASTIC WHITE CROSSWALK LINE (24", 120 MIL)	τv	THERMOPLASTIC YELLOW DIAGONAL (12", 90 MIL)
TD	THERMOPLASTIC 3 FT9 FT./SP WHITE MINISKIP (4", 120 MIL)	UA	THERMOPLASTIC LEFT TURN ARROW (90 MIL)
TE	THERMOPLASTIC WHITE SOLID LANE LINE (4", 120 MIL)	UB	THERMOPLASTIC RIGHT ARROW (90 MIL)
TF	THERMOPLASTIC 10 FT. YELLOW SKIP (4", 90 MIL)	UE	THERMOPLASTIC COMBO. RIGHT/STRAIGHT ARROW (90 MIL)
тн	THERMOPLASTIC YELLOW SINGLE CENTER (4", 90 MIL)		



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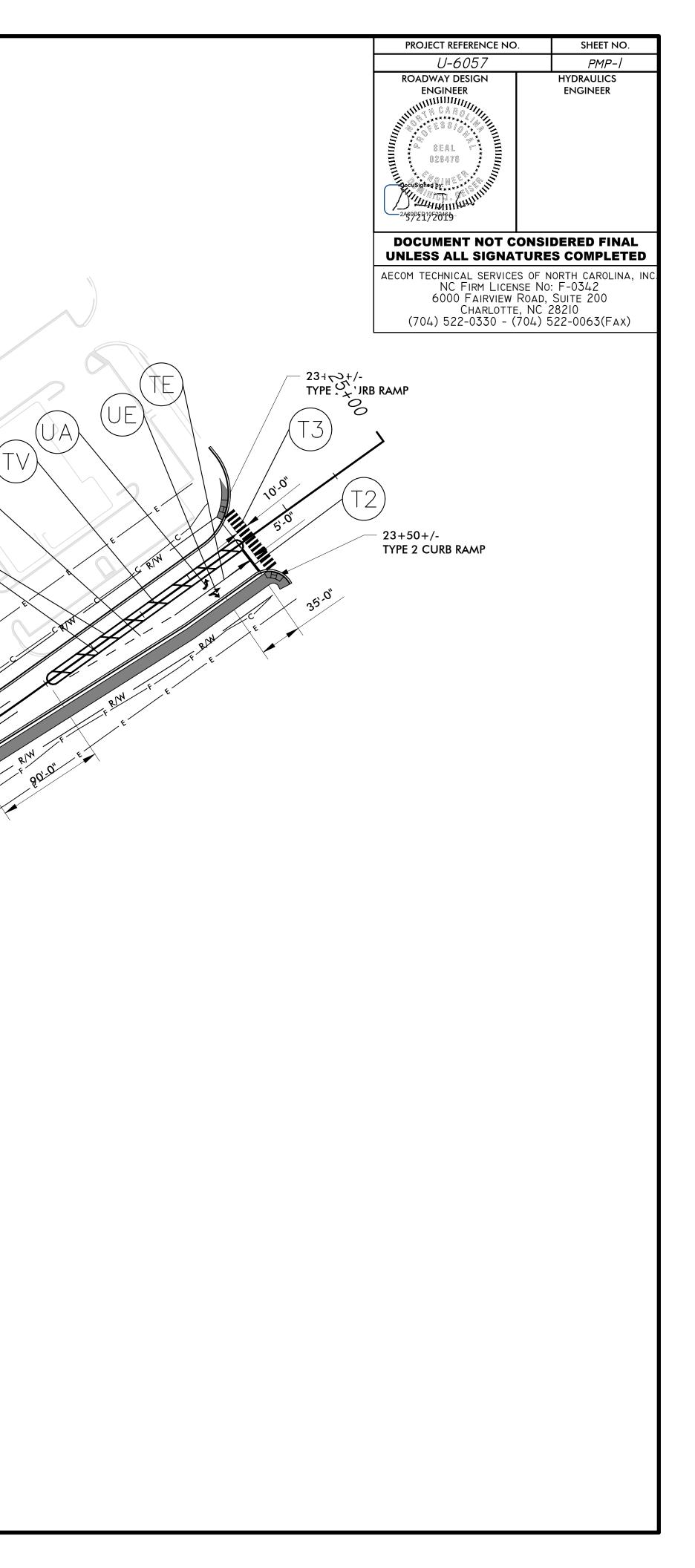
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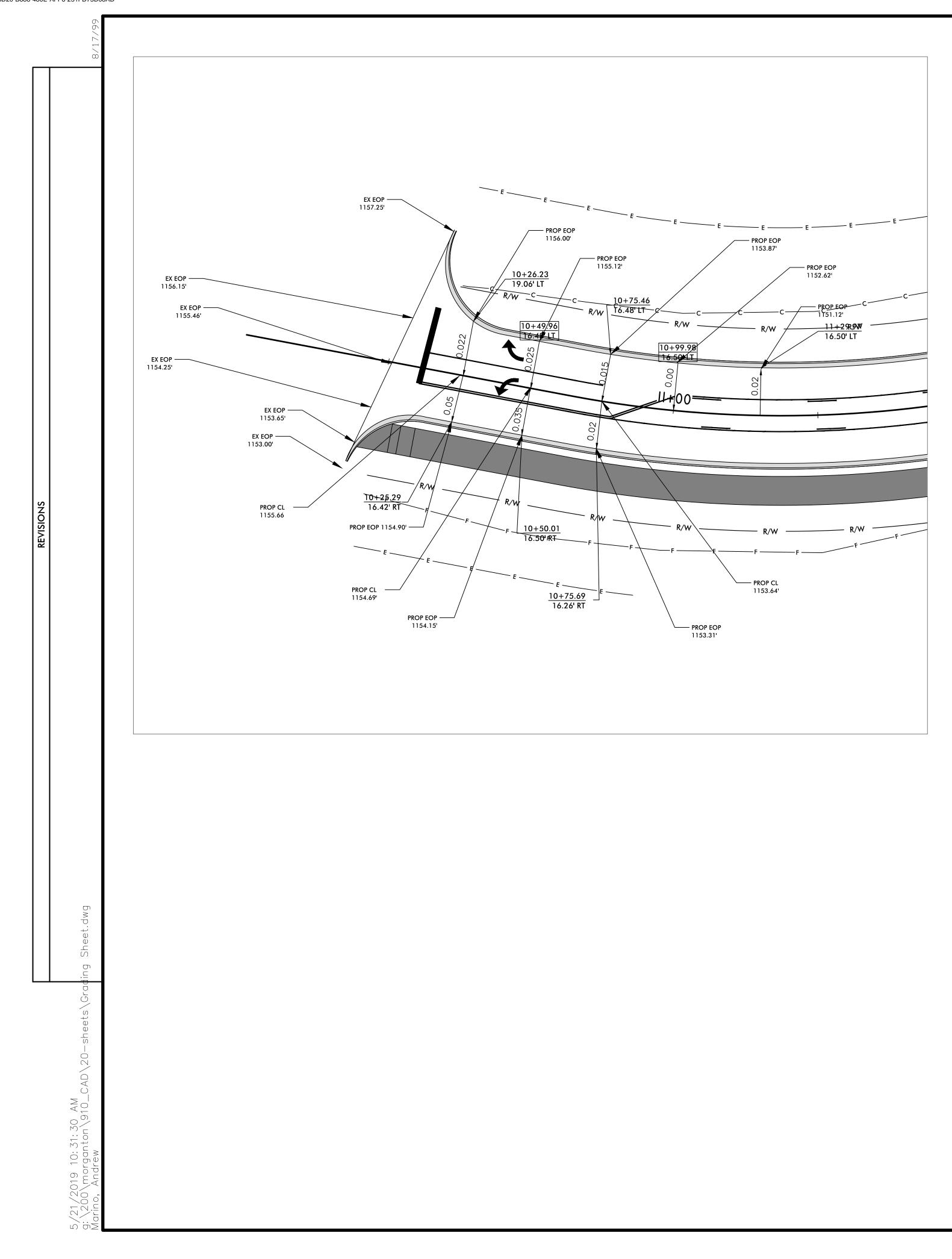
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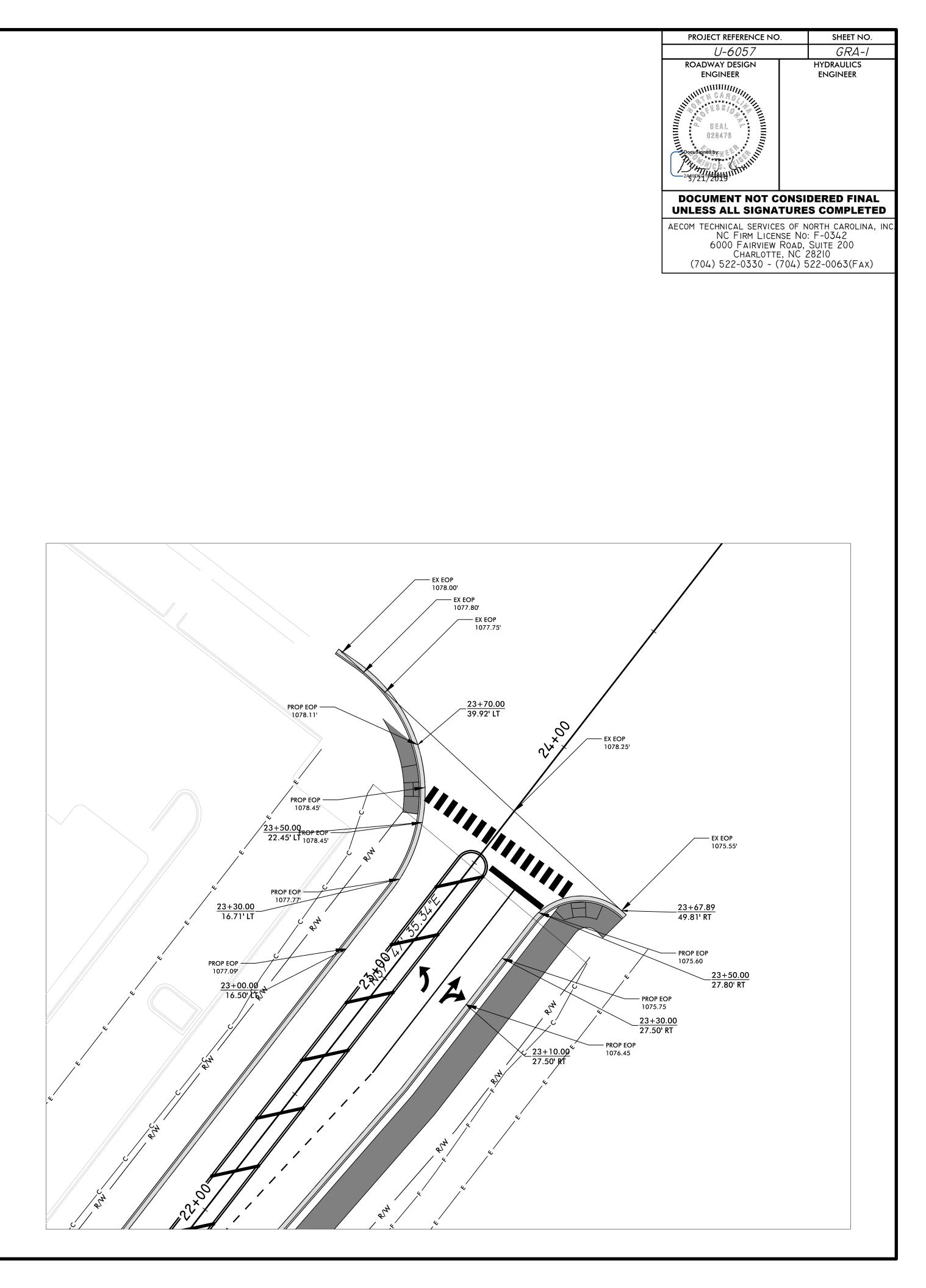
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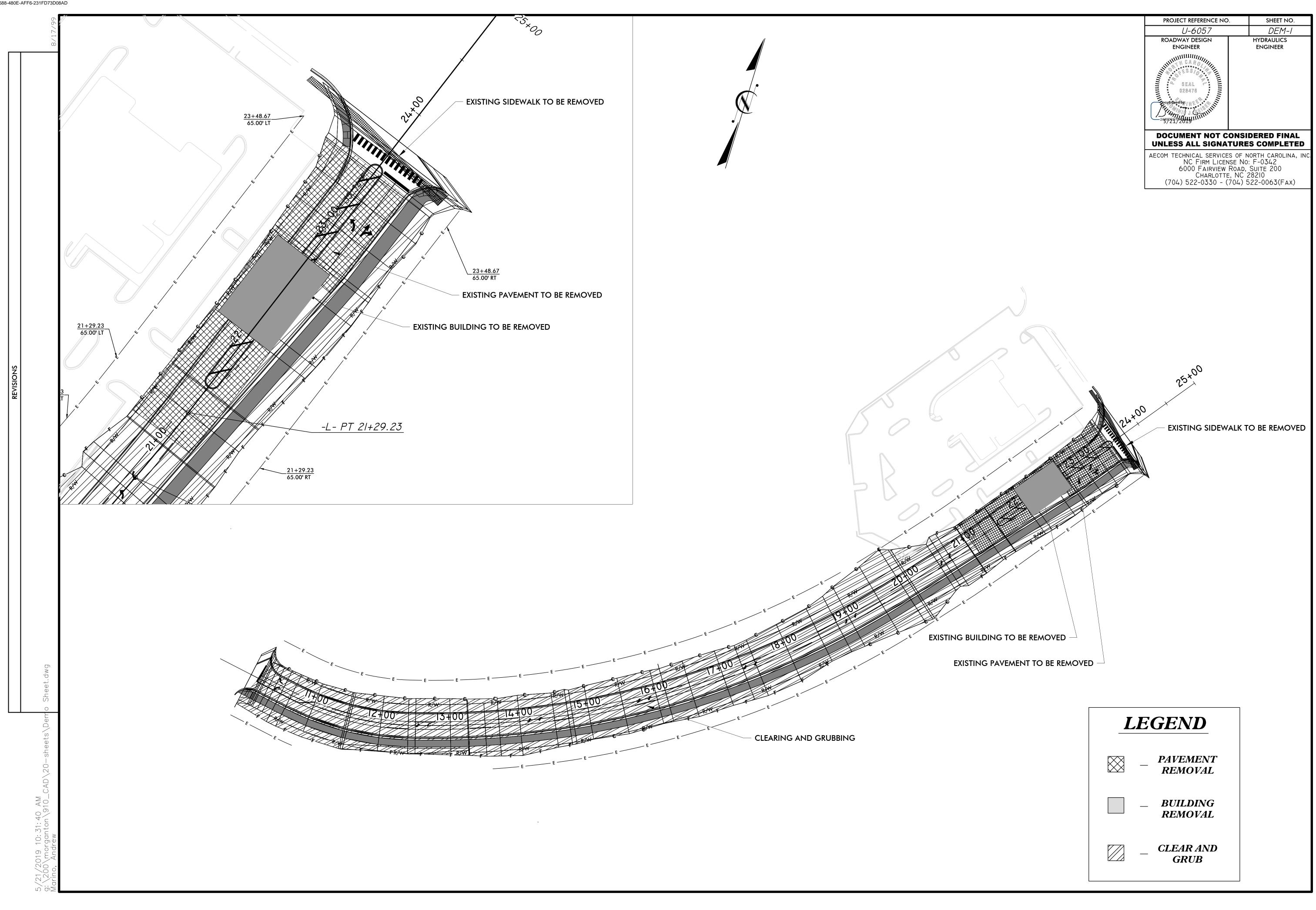
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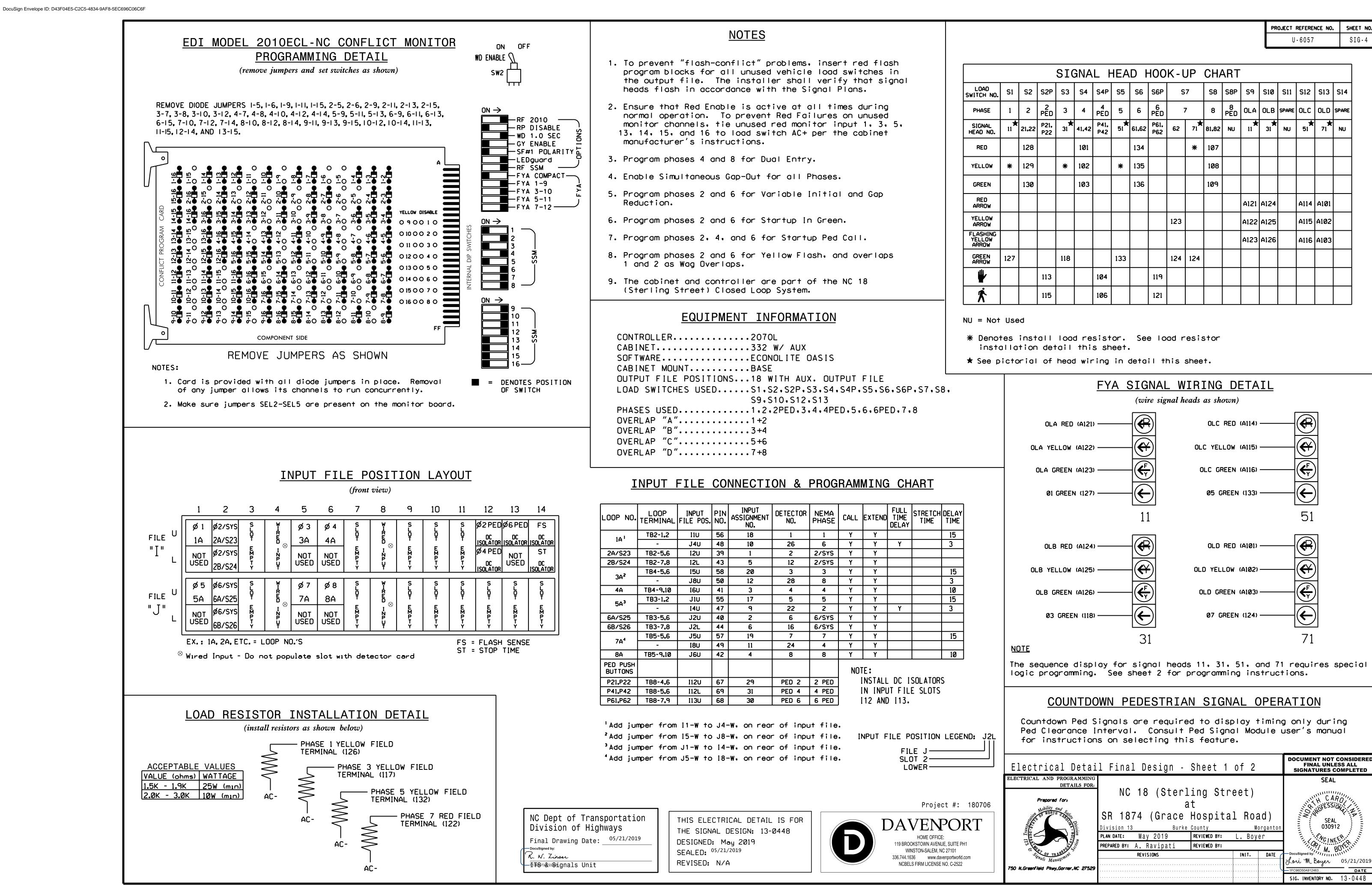
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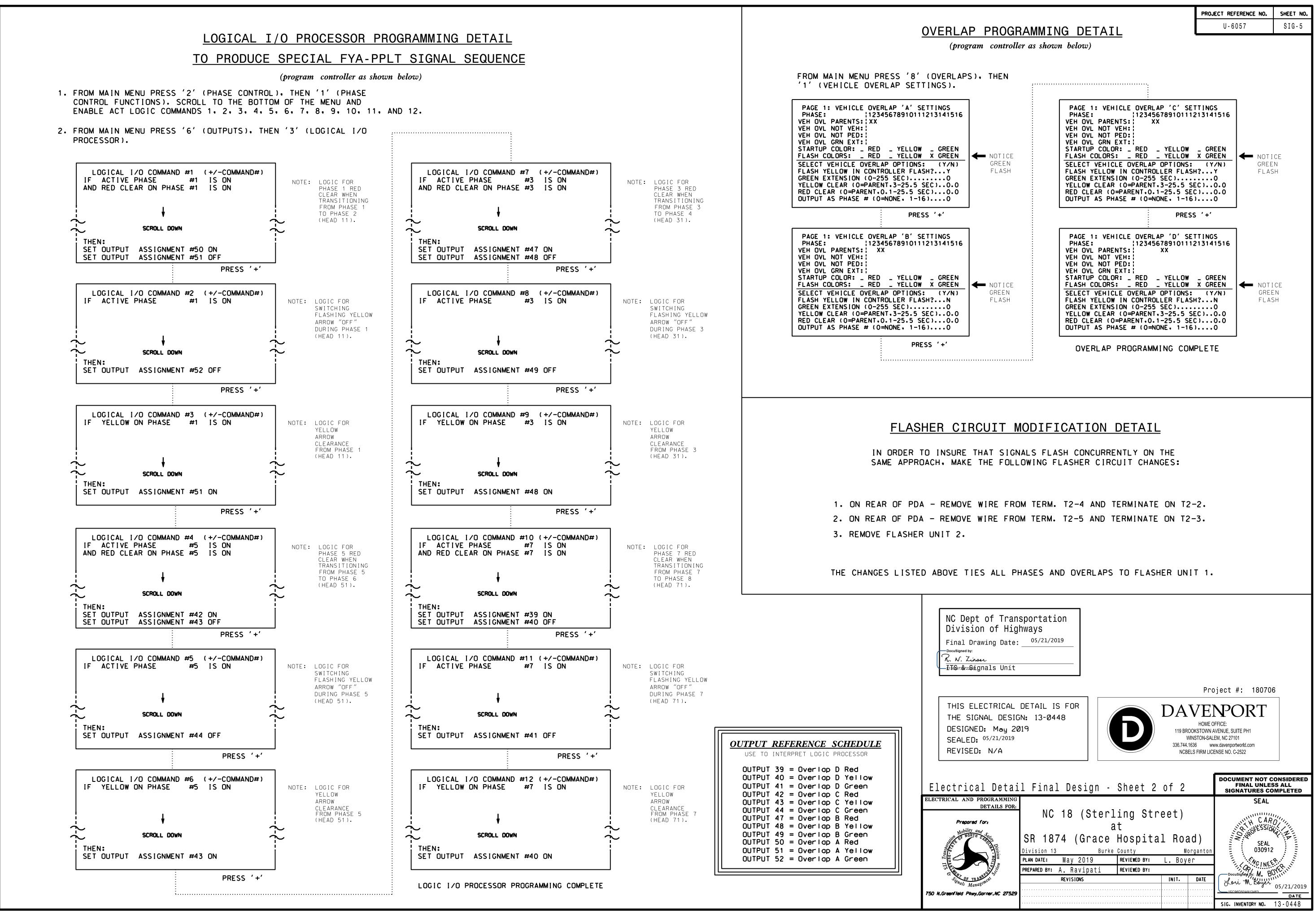




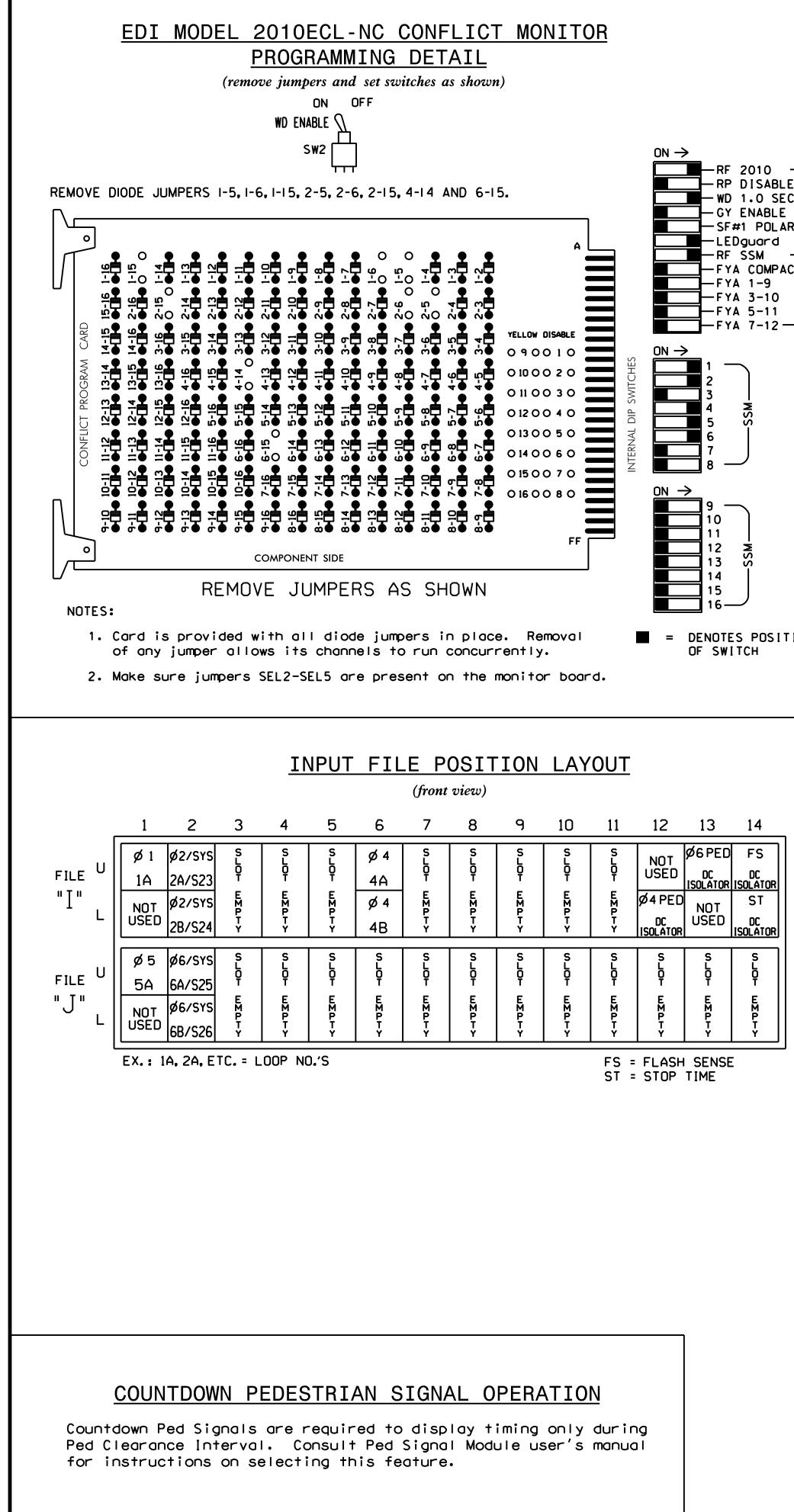
SIG-4

	S2	S2P	S 3	S4	S4P	S5	S6	S6P	S	7	S8	S8P	59	S10	S11	S12	S13	S14
	2	2 PED	3	4	4 PED	5	6	6 PED		7	8	8 PED	OLA	OLB	SPARE	OLC		SPARE
٢	21,22	P21 . P22	★ 31	41,42	P41, P42	5 1	61,62	P61 . P62	62	71 ★	81,82	NU	11	★ 31	NU	★ 51	71 ★	NU
	128			101			134			*	107							
	129		*	102		*	135				108							
	130			103			136				109							
													A121	A124		A114	A101	
									123				A122	A125		A115	A102	
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			118			133			124	124								
		113			104			119										
		115			106			121										

lectrical Detai	l Final Design -	Sheet 1 of 2		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
CTRICAL AND PROGRAMMING DETAILS FOR:				SEAL
Prepared for:	NC 18 (Sterl a SR 1874 (Grace Division 13 Burke PLAN DATE: May 2019	t Hospital Roa	rganton	SEAL 030912
G STATE OF TRADE OF TRADE	PREPARED BY: A. Ravipati REVISIONS	REVIEWED BY:	DATE	DocuSigned by:
N.Greenfield Pkwy.Garner.NC 27529				Lori M Boyer 05/21/2019
				SIG. INVENTORY NO. 13-0448



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																PRO	JECT RE	EFERENCE	NO.	SHEET N
	NOTES																U - (6057		SIG-2
	 To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans. Ensure that Red Enable is active at all times during 	LOAD					GNAL		1											
	normal operation. To prevent Red Failures on unused	SWITCH NO.	S1		S2P	S3	S4	S4F		65			S7			S9 S				
- RP DISABLE 0 WD 1.0 SEC 2	monitor channels, tie unused red monitor inputs 3,7,8, 9,10,11,12,13,14,15 & 16 to load switch AC+ per the	PHASE	1	2	2 PED	3	4	PEC	-	5		6 PED	7	8 F	PED		LB SP			D SPARE
GY ENABLE	cabinet manufacturer's instructions.	SIGNAL HEAD NO.	11	21,22	NU	NU	41,42 62	P41, P42	42	51	61,62	P61 . P62	NU	NU	NU	NU I	NU N		NU	NU
- LEDguard	3. Enable Simultaneous Gap-Out for all Phases.	RED		128			101				134									
FYA COMPACT FYA 1-9 FYA 3-10	4. Program phases 2 and 6 for Variable Initial and Gap Reduction.	YELLOW		129			102				135									
-FYA 5-11	5. Program phases 2 and 6 for Startup In Green.	GREEN		130			103				136									
	6. Program phases 4 and 6 for Startup Ped Call.	RED ARROW	125							131										
2	7. Program phases 2 and 6 for Yellow Flash.	YELLOW ARROW	126				10	2	132	132										
5 I 4 X 5 S 5 I	8. The cabinet and controller are part of the NC 18 (Sterling Street) Closed Loop System.	GREEN ARROW	127				10	3	133	133										
		₩						104				119								
o —	EQUIPMENT INFORMATION	K						106				121								
9 10 11 12 13 14 15 16 PENOTES POSITION F SWITCH	CONTROLLER	NU = Not	Use	d																

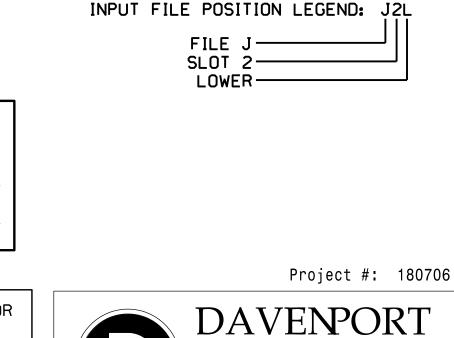
INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO. LOOP TERMINAL FILE POS. NO. INPUT ASSIGNMENT NO. DETECTOR NO. NEMA PHASE CALL EXTEND EXTEND ELAY DELAY TB2-1,2 IIU 56 18 Y Y 1A 1 1 I2U 39 2/SYS Y 2A/S23 TB2-5**,**6 2 Y 1 2B/S24 I2L 43 5 2/SYS Y Y TB2-7**,**8 12 4A TB4-9,10 I6U 41 3 Y Y 4 4 45 TB4-11,12 I6L 14 4 Y 4B 7 Y 5A TB3-1**,**2 J1U 55 17 5 5 Y | Y J2U 40 2 6/SYS Y 6A/S25 TB3-5**,**6 Y 6 TB3-7,8 J2L 44 6 6/SYS Y Y 6B/S26 16 PED PUSH BUTTONS NOTE: P41,P42 TB8-5,6 I12L 69 31 PED 4 4 PED P61,P62 TB8-7,9 I13U 68 30 PED 6 6 PED

INSTALL DC ISOLATORS IN INPUT FILE SLOTS 112 AND 113.

15

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HOME OFFICE:

119 BROOKSTOWN AVENUE, SUITE PH1

WINSTON-SALEM, NC 27101

336.744.1636 www.davenportworld.com

NCBELS FIRM LICENSE NO. C-2522

NC Dept of Transportation Division of Highways 05/21/2019 Final Drawing Date: R. N. Zinser I1789734722485gnals Unit

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 13-0448 DESIGNED: May 2019 SEALED: 05/21/2019 REVISED: N/A

CONVERT PED 3 TO PED 8 PROGRAMMING DETAIL

(program controller as shown below)

CHANGING OUTPUT ASSIGNMENTS

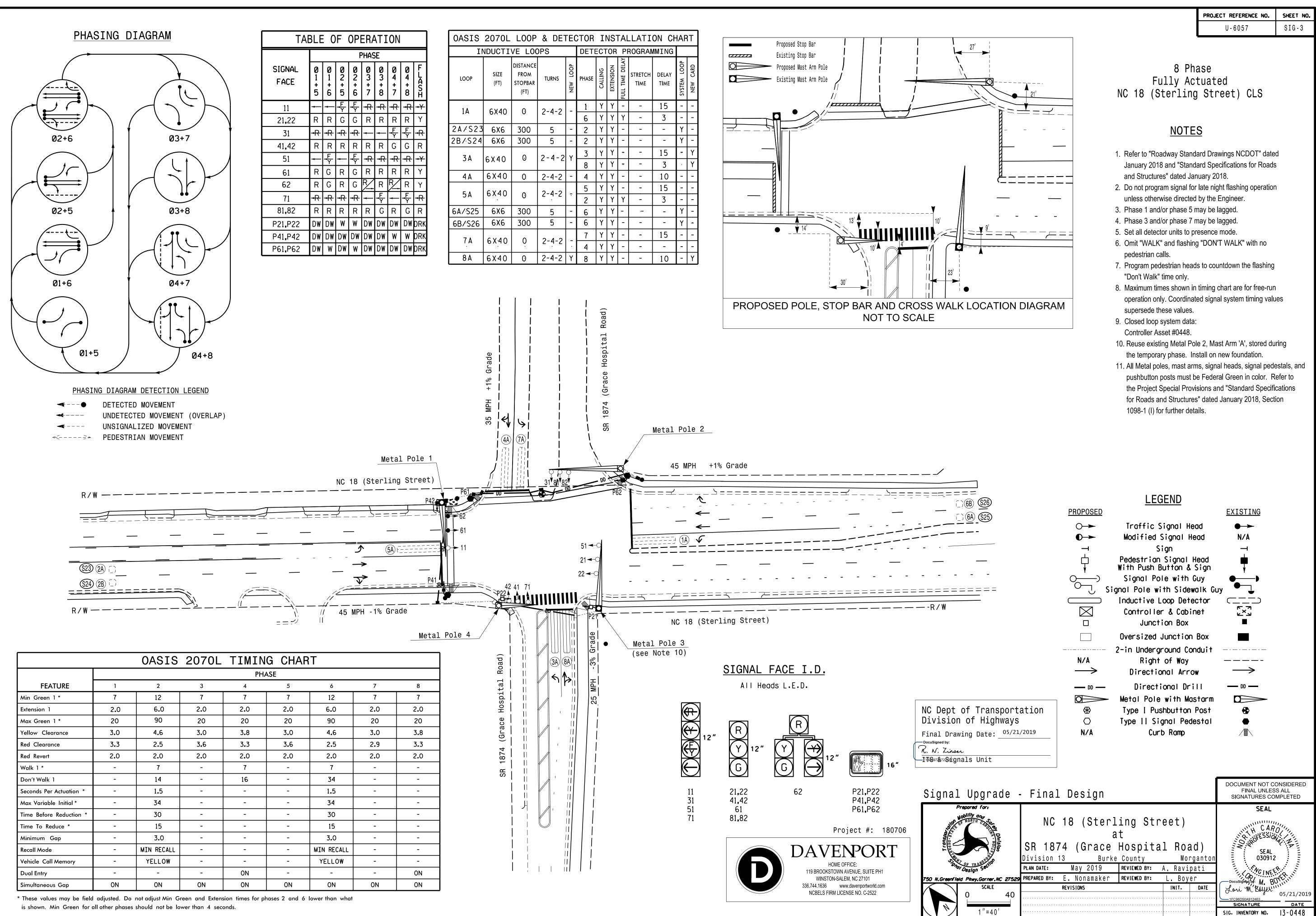
- 1. FROM MAIN MENU SELECT '6' (OUTPUTS), THEN '1' (OUTPUT ASSIGNMENTS)
- 2. ENTER 17 (PHASE 3 DW) FOR OUTPUT ASSIGNMENT #.
- 3. SCROLL DOWN TO 'PEDESTRIAN PHASE' AND ENTER 'Y' REGARDLESS OF DEFAULT PROGRAMMING!
- 4. ENTER '8' FOR 'SELECT PEDESTRIAN PHASE'. NO CHANGE NEEDED FOR 'SELECT COLOR'
- 5. BACKUP TO 'OUTPUT ASSIGNMENTS AND SETTINGS MENU:' BY PRESSING THE 'ESC' BUTTON ON KEYBOARD.
- 6. SELECT '1' (OUTPUT ASSIGNMENTS)
- 7. ENTER 18 (PHASE 3 W) FOR OUTPUT ASSIGNMENT #.
- 8. REPEAT STEPS # 3 AND # 4.

CHANGING INPUT ASSIGNMENTS

- 1. FROM MAIN MENU SELECT '7' (DETECTORS), THEN '2' (PEDESTRIAN DETECTOR ASSIGNMENTS)
- 2. CYCLE TO PED DETECTOR #8 BY REPEATEDLY DEPRESSING '+' KEY
- 3. MODIFY PHASE ASSIGNED TO PED DETECTOR # 8 FROM PHASE 3 TO PHASE 8

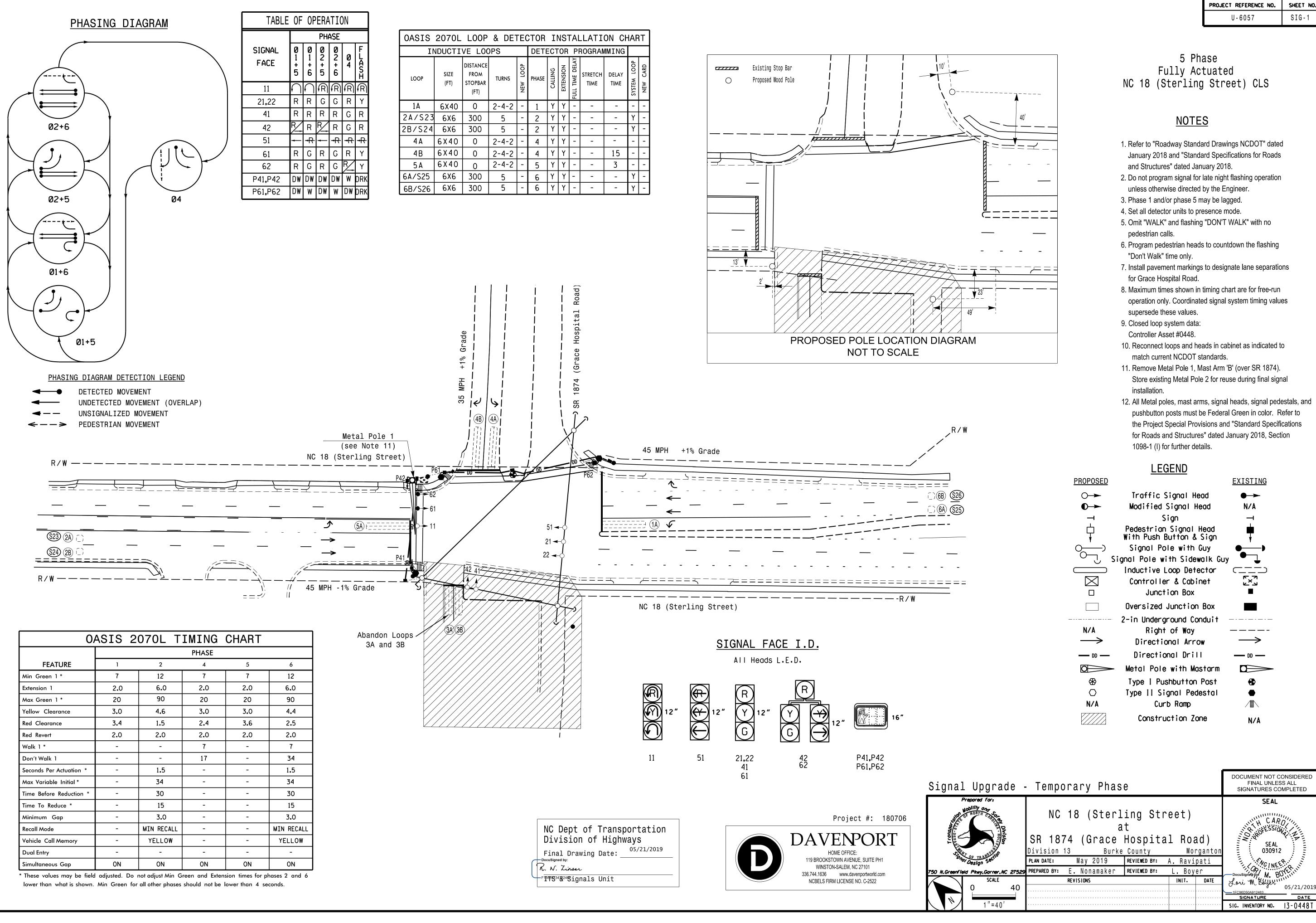
PROGRAMMING COMPLETE

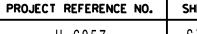
Electrical Det	ail - Temporary	Phase		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
ELECTRICAL AND PROGRAMMING DETAILS FOR:				SEAL
Prepared for:		at Hospital Roa	organton	SEAL 030912
Fight of TRANSPORT	PREPARED BY: A. Ravipati REVISIONS	REVIEWED BY:	DATE	Docusignée by: M. BOULT
750 N.Greenfield Pkwy.Garner.NC 27529		· · · · · · · · · · · · · · · · · · ·		SIG. INVENTORY NO. 13-0448T



Extension 1	2.0	6.0	2.0	2.0	2.0	6.0	2.0	
Max Green 1 *	20	90	20	20	20	90	20	
Yellow Clearance	3.0	4.6	3.0	3.8	3.0	4.6	3.0	
Red Clearance	3.3	2.5	3.6	3.3	3.6	2.5	2.9	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	7	-	7	-	7	-	
Don't Walk 1	-	14	-	16	-	34	-	
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	
Max Variable Initial *	-	34	-	-	-	34	-	
Time Before Reduction *	-	30	-	-	-	30	-	
Time To Reduce *	-	15	-	-	-	15	-	
Minimum Gap	-	3.0	-	-	-	3.0	-	
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	
Dual Entry	-	-	-	ON	-	-	-	
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	
* These values may be field	adiusted. Do	not adiust Min G	reen and Exten	sion times for pl	nases 2 and 6	lower than what		

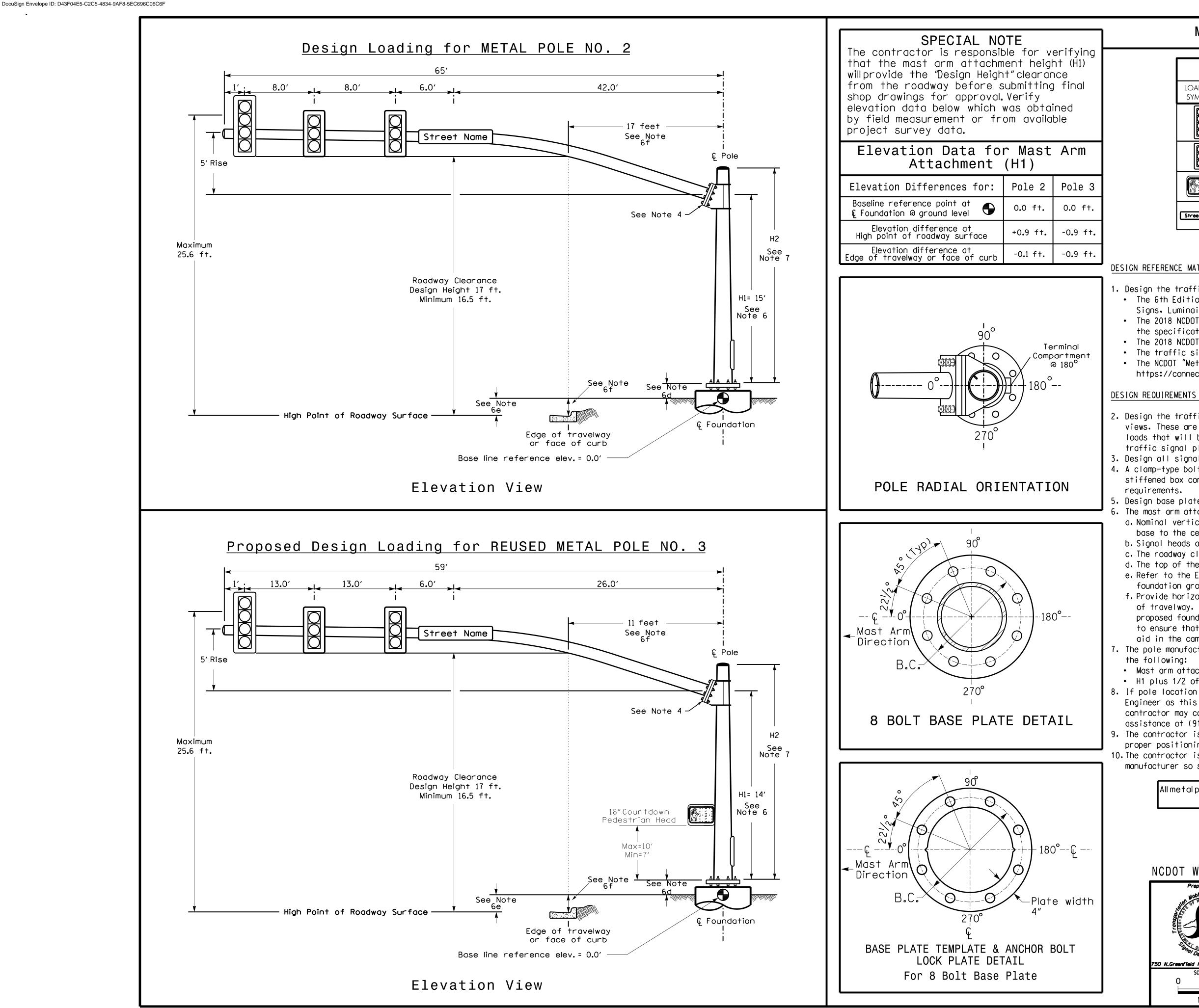
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- 12. All Metal poles, mast arms, signal heads, signal pedestals, and

DOCUMENT NOT CONSIDERED SIGNATURES COMPLETED 05/21/2019 DATE



METAL POLE No. 2 and 3

MAST ARM LOADING SCHEDULE

loading Symbol	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25 . 5″W X 66 . 0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25 . 5″W X 52 . 5″L	60 LBS
	PEDESTRIAN SIGNAL HEAD WITH MOUNTING HARDWARE	2.2 S.F.	18 . 5″ W X 17 . 0″ L	21 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

<u>NOTES</u>

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with: • The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions. • The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions. • The 2018 NCDOT Roadway Standard Drawings.

• The traffic signal project plans and special provisions.

• The NCDOT "Metal Pole Standards" located at the following NCDOT website:

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation. 3. Design all signal supports using stress ratios that do not exceed 0.9. 4. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design 5. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts. 6. The mast arm attachment height (H1) shown is based on the following design assumptions: a. Nominal vertical rise in mast arm is 5 feet as measured from the centerline of the arm base to the centerline of the free end of the arm. b. Signal heads are rigidly mounted and vertically centered on the mast arm. c. The roadway clearance height for design is as shown in the elevation views. d. The top of the pole base plate is 0.75 feet above the ground elevation. e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway. f. Provide horizontal distance from the proposed centerline of the foundation to the edge of travelway. Refer to the Elevation Data Chart for elevation difference between the proposed foundation ground level and the edge of travelway. This information is necessary to ensure that the roadway clearance is maintained at the edge of the travelway and to aid in the camber design of the arm. 7. The pole manufacturer will determine the total height (H2) of each pole using the greater of • Mast arm attachment height (H1) plus 2 feet, or • H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot. 8. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000. 9. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway. 10. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed. All metalpoles and arms should be Federal Green in color as specified in the project special provisions. NC Dept of Transportation Division of Highways Final Drawing Date: 05/21/2019 R. N. Zinser

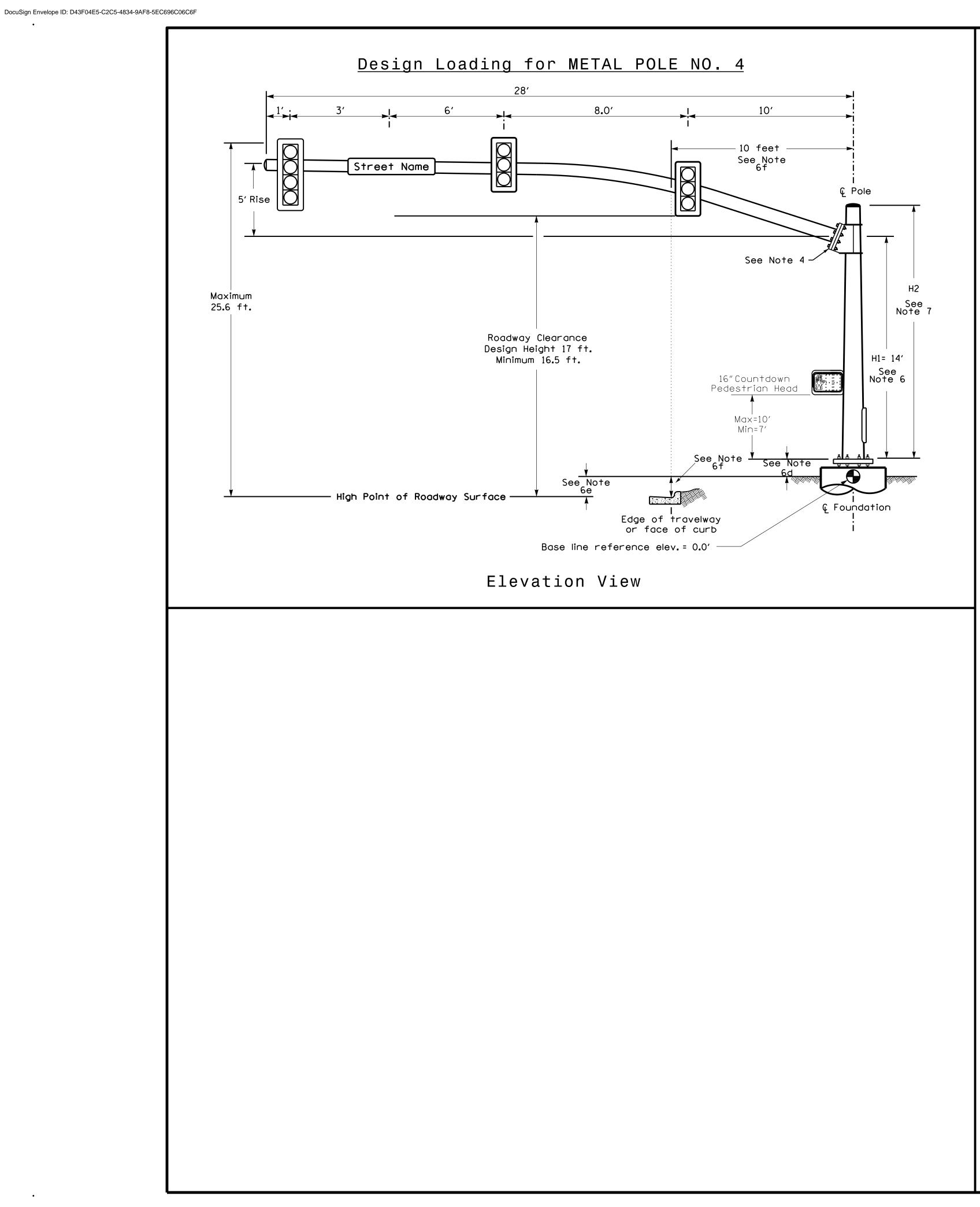
NCDOT Wind Zone 4 (90 mph)

Prepared for:				SEAL
NODIFIC CARD DIVISION	NC 18 (Sterl a SR 1874 (Grace	ing Street) t Hospital Ro		SEAL
	Division 13 Burke	County N	lorganton	
Onoi Design Section	PLAN DATE: May 2019	REVIEWED BY: L. B	oyer	NGINEER 3
Greenfield Pkwy.Garner.NC 27529	PREPARED BY: E. Nonamaker	REVIEWED BY: A. Ray	vipati	Docusianed by M BOY
SCALE	REVISIONS	INIT.	DATE	Lori M. Bouer
O N/A				05/21/2019
				SIGNATURE DATE
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IT-S38607Siignals Unit

PROJECT REFERENCE NO. SHEET NO. SIG-6

U-6057

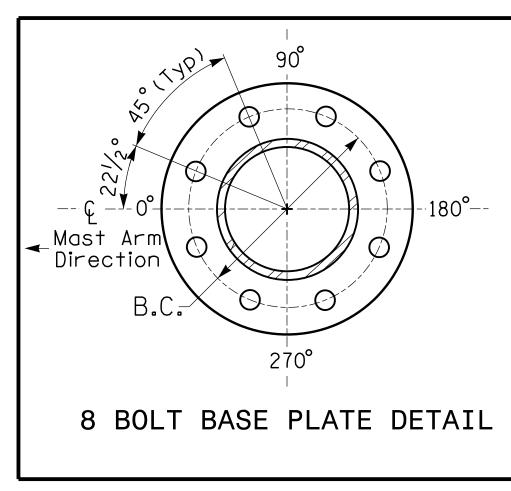


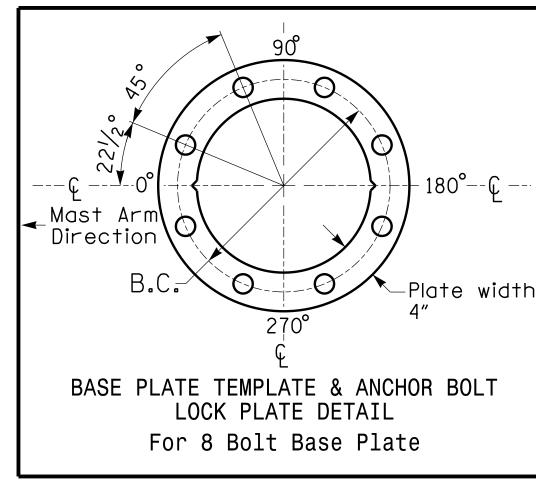
SPECIAL NOTE The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data. Elevation Data for Mast Arm Attachment (H1) Elevation Differences for: Pole 4 Baseline reference point at © Foundation @ ground level 0.0 ft.

Elevation difference at High point of roadway surface -0.5 ft. Elevation difference at Edge of travelway or face of curb -0.8 ft.

Terminal Compartment ์ @ 180° 180[°]--

POLE RADIAL ORIENTATION





DESIGN REFEREN

1. Design the

- The 6th Signs, |
- The 2018
- the spec
- The 2018 The traf
- The NCDC
- https://

DESIGN REQUIRE

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- 3. Design all
- 4. A clamp-ty stiffened
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- 5. Design base 6. The mast a
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- proper pos 10. The contra
- manufactur



750 N.Greenfield Phwy.Gorner.NC 27529 PREPARED BY: E. Nonamaker

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N / A

N/A

METAL POLE No. 4

PROJECT REFERENCE NO. SHEET NO.

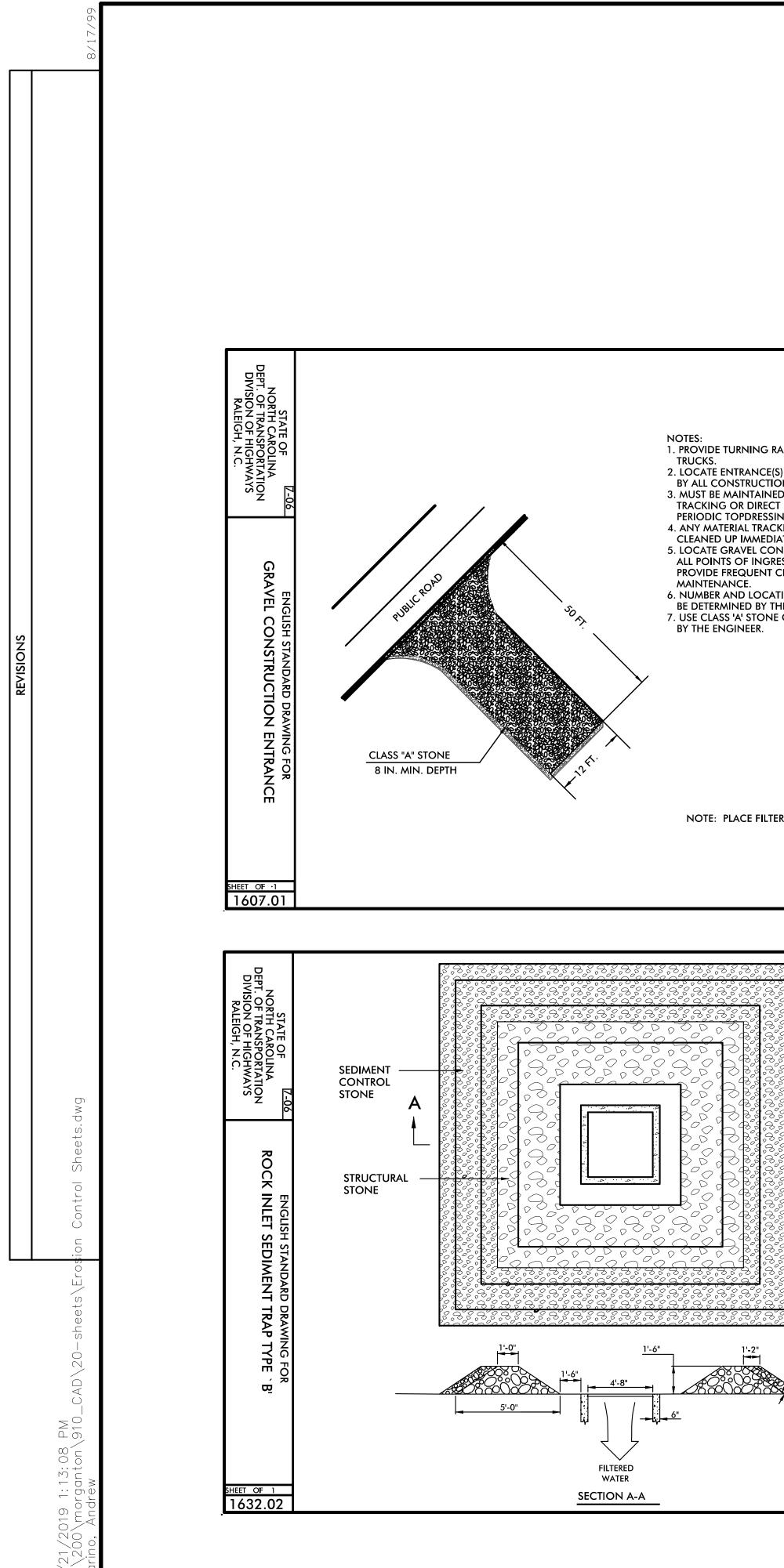
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		MAS	ST ARM	LOADIN	G SCI	HEDU	LE			
	loading Symbol		DESC	CRIPTION		AREA	SIZE	WEIGHT		
				ED SIGNAL HE -WITH BACKPL		11.5 S.F.	25.5″W X 66.0″L	74 LBS		
				ED SIGNAL HE -WITH BACKPL		9.3 S.F.	25 . 5″W X 52 . 5″L	60 LBS		
				N SIGNAL HEAD ING HARDWAR		2.2 S.F.	18 . 5″W X 17 . 0″L	21 LBS		
2	Street Name			NAME SIGN MOUNTED		16.0 S.F.	24.0″W X 96.0″L	36 LBS		
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e traffic signal structure using the loading conditions shown in the elevation ese are anticipated worst case "design loads" and may not represent the actual t will be applied at the time of the installation. The contractor should refer to the ignal plans for the actual loads that will be applied at the time of the installation. I signal supports using stress ratios that do not exceed 0.9. ype bolted mast arm-to-pole connection may be used instead of the welded ring box connection shown as long as the connection meets all of the design nts. se plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts. arm attachment height (H1) shown is based on the following design assumptions: I vertical rise in mast arm is 5 feet as measured from the centerline of the arm of the centerline of the free end of the arm. heads are rigidly mounted and vertically centered on the mast arm. adway clearance height for design is as shown in the elevation views. So of the pole base plate is 0.75 feet above the ground elevation. to the Elevation Data Chart for the elevation differences between the proposed tion ground level and the high point of the roadway. e horizontal distance from the proposed centerline of the foundation to the edge velway. Refer to the Elevation Data Chart for elevation difference between the ed foundation ground level and the edge of travelway. This information is necessary ure that the roadway clearance is maintained at the edge of the travelway and to the camber design of the arm. manufacturer will determine the total height (H2) of each pole using the greater of								tion.		
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To sup I Long and the second s	Prepared for: Wobility one NORTH CARE NORTH CARE N	.NC 27529	SR 1874 Division 13 PLAN DATE: PREPARED BY: E	8 (Sterl a (Grace Burke May 2019 Nonamaker EVISIONS	t	tal R	Ó ad) Morganto Boyer vipati		SEAL C A A C E SSIO SEAL 030912 WC INES M. B M. B	Wat N H

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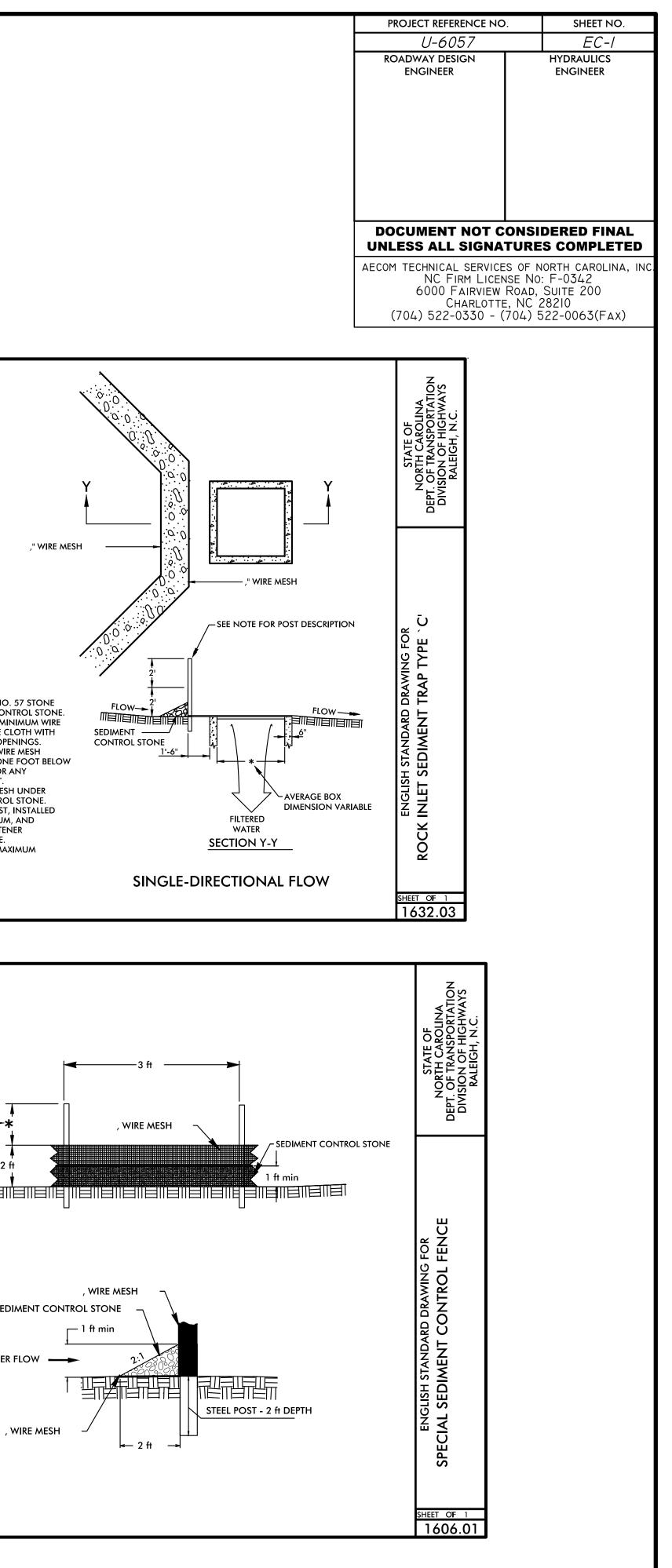
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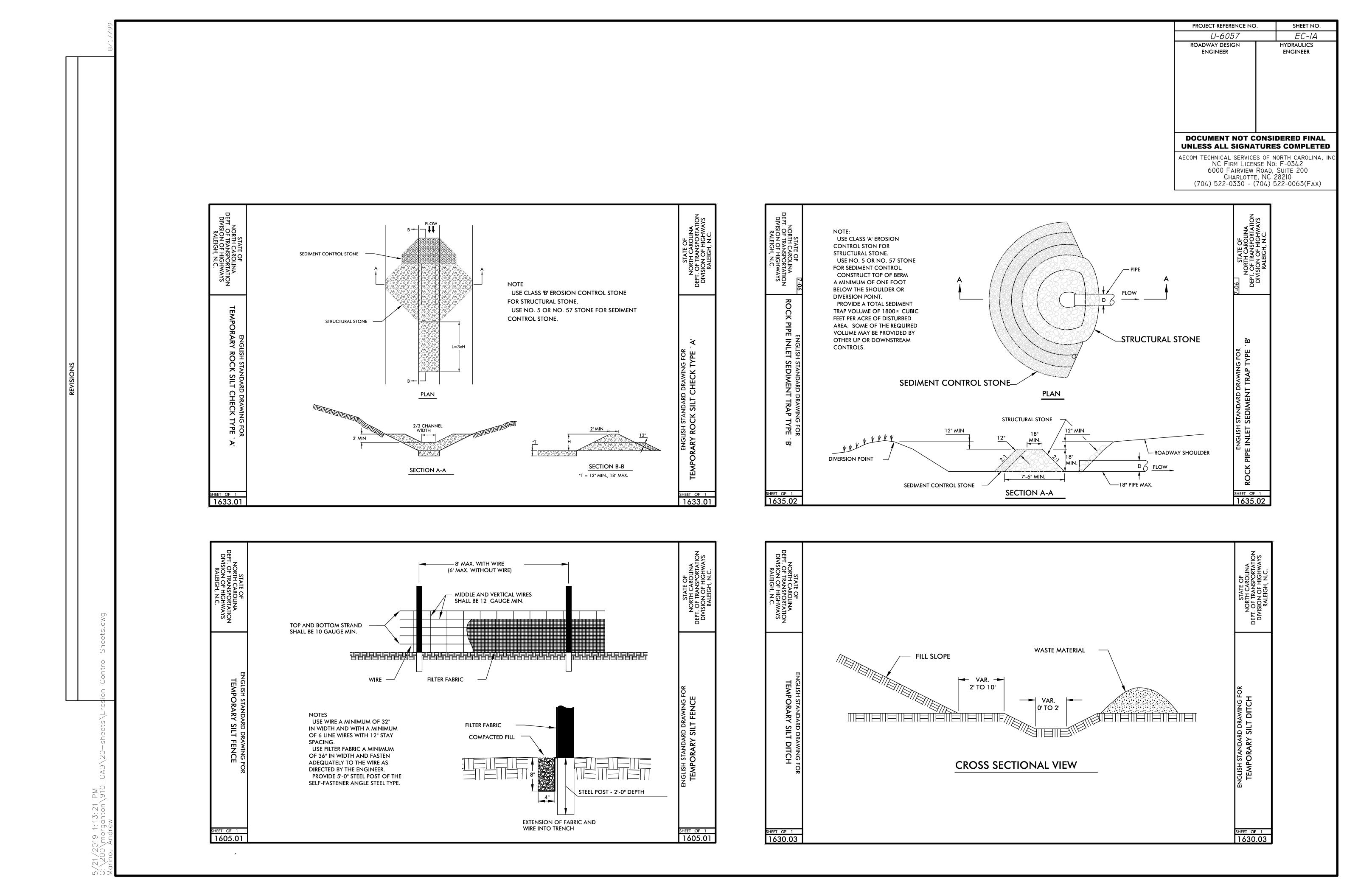
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	FRADIUS SUFFICIENT TO ACCOMMODATE LARGE E(S) TO PROVIDE FOR UTILIZATION TION VEHICLES. NED IN A CONDITION WHICH WILL PREVENT CT FLOW OF MUD ONTO STREETS. SSING WITH STONE WILL BE NECESSARY.	L STATE NORTH C, NORTH C, EPT. OF TRAN BIVISION TRAN RALEIGH	STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.		
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NOTE: USE CLASS /A STONE FOR STRUCTURAL STONE. USE NO. 5 OR NO. 35 STONE FOR SEDMENT CONTROL. DIMENSION SHOWN ARE MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY THE ENGINERE CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY THE SHOULDER OR ANY DIVERSION FOINT. B B B CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY THE SHOULDER OR ANY DIVERSION FOINT. B CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY THE SHOULDER OR ANY DIVERSION FOINT. B CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY THE SHOULDER OR ANY DIVERSION FOINT. CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY A CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY A A CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY A A CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY A A CONSTRUCT TOP OF BERWA MINIMUM ACCEPTABLE UNLESS OTHERWISE SPECIFIED BY A A A A A A A A A A A A A				MULTI-DIRECTIONAL FLOW	
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	PROJECT NARRATIV
	THE CITY OF MORGANTON PROPOSED PROJECT U-6057, A CONNECTOR ROAD BETWEEN SOUTH STERLING STR WILL PROMOTE DEVELOPMENT AND CONNECTIVITY IN THE AREA AROUND THE HOSPITAL. THE NEW ROADWAY DIRECT CONNECTION TO WEST PARKER ROAD FROM S. STERLING STREET.
	THE PROJECT OCCURS IN THE CATAWBA RIVER BASIN. THE WATERSHED IS NOT SUBJECT TO RIPARIAN BUFFER PR
	ACCORDING TO NRCS SOIL MAPS, THE PREDOMINANT SOIL ON THE SITE IS FAIRVIEW SANDY CLAY LOAM, 8 TO
	CONSTRUCTION ACTIVITIES SHALL INCLUDE (BUT NOT LIMITED TO) PAVEMENT, CURB AND GUTTER, GRADING, I
	EROSION AND SED
	THE SEDIMENTATION AND EROSION CONTROL PLAN USES SEVERAL PRACTICES TO PREVENT EROSION AND OFF DIVERSION, SPECIAL SEDIMENT CONTROL FENCE, TEMPORARY SILT DITCH, CHECK DAMS, ROCK SILT CHECKS TY THE 2018 NCDOT ROADWAY STANDARD DRAWINGS. THE PRIMARY EROSION CONTROL DEVICES WILL BE THE SI SPECIFICATIONS FOR THESE DEVICES ARE PER THE NORTH CAROLINA STANDARD SPECIFICATIONS FOR ROADS /
	DESIGN STANDARI
	EROSION CONTROL DEVICES HAVE BEEN DESIGNED TO PROVIDE PROTECTION FROM RUNNOFF FROM 25 YEAR AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL HAVE BEEN USED TO DESIGN THE EROSION CONT DRAINAGE DEVICES WILL BE CHECKED FOR FUNCTIONALITY AND CLEANED OUT AS NEEDED.
	CONSTRUCTION 1. INSTALL TREE PROTECTION FENCING IN AREAS WHERE APPROPRIATE ON ENTIRE PROJECT. TREE PROTECTION 2. SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE EROSION CONTROL INSPECTOR. OBTAIN GRADING PR 3. CONSTRUCT TEADORARY CONSTRUCTION ENTRANCES (EVITS AS NEEDED OR AS DIRECTED BY THE ENCINEER
	 CONSTRUCT TEMPORARY CONSTRUCTION ENTRANCES /EXITS AS NEEDED OR AS DIRECTED BY THE ENGINEER CONTROL MEASURES ARE TO BE INSTALLED AT ANY AREAS USED AS CONTRACTOR EQUIPMENT STAGING, MAT PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL TEMPORARY PERIMETER F
	EXISTING PIPE INLET, WATTLES, AND ROCK CHECKS) PROTECTION AS SHOWN ON PLAN SHEETS. CLEAR ONLY A
	 5. BEGIN CLEARING AND GRUBBING. MAINTAIN DEVICES AS NEEDED. 6. COMPLETE THE CLEARING AND GRUBBING PHASE.
	7. FOLLOWING THE COMPLETION OF THE CLEARING AND GRUBBING PHASE AND AFTER ALL PERIMETER EROSION THE PROPOSED DRAINAGE NETWORK. INSTALL ALL REMAINING EROSION CONTROL DEVICES DURING THE GRA THROUGHOUT CONSTRUCTION. STOCKPILE LOCATIONS SHALL REMAIN MORE THAN 50 FEET FROM STORM DR THE CONTRACTOR SHALL PROVIDE GROUND COVER ON EXPOSED SLOPES OR OTHER AREAS WITHIN THE TIME
	8. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT THE
	9. ONCE PERMANENT STABILIZATION HAS OCCURRED, TEMPORARY SEDIMENT CONTROL MEASURES MAY BE RE/ CONTROL MEASURES SHALL BE RETURNED TO THE ORIGINAL, OR BETTER, CONDITION BEFORE SEEDED, MULCH
	Roadway Standard Drawings The following roadway english standard Unit - N. C. Department of Transportat revison thereto are applicable to this pr these plans.
	1604.01Railroad Erosion Control Detain1604.01Railroad Erosion Control Detain1605.01Temporary Silt Fence1606.01Special Sediment Control Fence1607.01Gravel Construction Entrance1622.01Temporary Berms and Slope D1630.02Silt Basin Type B1630.03Temporary Silt Ditch1630.04Stilling Basin1630.05Temporary Diversion1630.06Special Stilling Basin1631.01Matting Installation

21

/E REET (NC 18) AND WEST PARKER ROAD IN MORGANTON, NORTH CAROLINA ON NEW LOCATION. THE PROJECT Y WILL PROVIDE ACCESS TO A RESTAURANT AND FUTURE HOTEL SITE, AS WELL AS PROVIDE A MORE PROTECTION REGULATIONS. IMPACTS SHALL BE AVOIDED AND MINIMIZED TO THE GREATEST EXTENT POSSIBLE. DENUDEI D 15 PERCENT SLOPES, MODERATELY ERODED (FaC2) DRAINAGE, AND SIGNALS. ABOUT 4.3 ACRES WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES. De \mathbb{C} DIMENTATION MEASURES Sta F SITE SEDIMENTATION. THESE INCLUDE BUT ARE NOT LIMITED TO TEMPORARY SEEDING, PERMANENT SEEDING, CLEAN WATER YPE A, WATTLES WITH PAM, PIPE INLET PROTECTION AND STANDARD INLET PROTECTION. THESE MEASURES SHALL BE BUILT PER Spe (St PECIAL SEDIMENT CONTROL FENCE, ROCK CHECK DAMS, WATTLES AND THE TEMPORARY ROCK SILT CHECKS TYPE A. AND STRUCTURES (JANUARY 2018), LATEST REVISION. T Te DS W RAINFALL EVENT. THE METHODS AND PROCEDURES OUTLINED IN THE EROSION IN THE NORTH CAROLINA EROSION wi TROL DEVICES. AT THE END OF THE PROJECT WHEN EROSION CONTROL DEVICES ARE BEING REMOVED, ALL PERMANENT Ste Еx Sta SEQUENCE I FENCE MUST BE INSTALLED AND INSPECTED PRIOR TO ISSUANCE OF THE GRADING PERMIT. \mathbb{L} ERMIT. ER. TEMPORARY CONSTRUCTION ENTRANCES /EXITS MUST BE PLACED WITHIN THE DISTURBED FOOTPRINT OF THE PROJECT. EROSION TERIAL LAYDOWN, SPOIL OR WASTE AREAS. EROSION AND SEDIMENT CONTROL MEASURES (SPECIAL SEDIMENT FENCE, CLEAN WATER DIVERSIONS TEMPORARY SILT DITCHES, AS NECESSARY TO INSTALL MEASURES. N CONTROL MEASURES HAVE BEEN INSTALLED, THE CONTRACTOR MAY BEGIN EARTHWORK OPERATIONS AND INSTALLATION OF ADING / FINAL PHASE. MAINTAIN AND ADJUST DEVICES AS NEEDED. TEMPORARY SEEDING MEASURES SHOULD BE EMPLOYED DRAINS AND/OR STREAMS. EARTHWORK, STORAGE OF MATERIAL, ETC. IS PROHIBITED OUTSIDE THE DESIGNATED LIMITS OF DISTURBANCE. FRAME SPECIFIED IN THE STABILIZATION TABLE OR SOONER UPON COMPLETION OF ANY PHASE OF GRADING. E LIFE OF THE PROJECT. MOVED UPON APPROVAL FROM NCDEQ LAND QUALITY AND THE ENGINEER. ANY AREAS DISTURBED BY THE REMOVAL OF EROSION HED, AND FERTILIZED. rds as appear in "Roadway Standard Drawings"- Roadway Design ation - Raleigh, N. C., dated January 2012 and the latest project and by reference hereby are considered a part of 1632.01 Rock Inlet Sediment Trap Type A 1632.02 Rock Inlet Sediment Trap Type B 1632.03 Rock Inlet Sediment Trap Type C nce 1633.01 Temporary Rock Silt Check Type A 1633.02 Temporary Rock Silt Check Type B Drains 1634.01 Temporary Rock Sediment Dam Type A 1634.02 Temporary Rock Sediment Dam Type B 1635.01 Rock Pipe Inlet Sediment Trap Type A 1635.02 Rock Pipe Inlet Sediment Trap Type B 1640.01 Coir Fiber Baffle 1645.01 Temporary Stream Crossing

	PROJECT REFERENCE NO.	SHEET NO.
	U-6057	EC-2
	DOCUMENT NOT CONSI UNLESS ALL SIGNATURE	
	AECOM TECHNICAL SERVICES OF N NC FIRM LICENSE NO 6000 FAIRVIEW ROAD, CHARLOTTE, NC (704) 522-0330 - (704) 5	: F-0342 SUITE 200 28210
D AREA = 4.30 ACRES + 0.2	25 ACRES = 4.55 AC	RES
EROSION AND SEDIMENT CON	NTROL LEGEND Symbol	
ean Water Diversion	CWD	
andard Tree Protection Fence		
ecial Sediment Control Fence andard Silt Fence Outlet)	///	
emporary Rock Silt Check Type B		
emporary Rock Silt Check Type A		
attle//Coir Fiber Wattle th Polyacrylamide (PAM)		
andard Catch Basin/Yard Inlet Prot	ection _	
isting Drainage Pattern		
andard Construction Entrance		
mits of Disturbance		



8	
	EROSION AND SEDIMENT CONTROL
	1. A PRE CONSTRUCTION MEETING MAY BE REQUIRED FOR THIS PROJECT.
	2. THE CONTRACTOR SHALL SIGN AND IMPLEMENT REQUIREMENTS OF THE APPROVED EROSION AND SEDIMEN OF LAND QUALITY AT LEAST TWO (2) WEEKS BEFORE CONSTRUCTION ACTIVITIES BEGIN ((919) 791-4200). THE O OF THE NORTH CAROLINA GENERAL PERMIT FOR STORMWATER DISCHARGES, NPDES GENERAL PERMIT NCG010 UP TO DATE AND MAINTAINED IN A SAFE LOCATION ON-SITE AT ALL TIMES DURING CONSTRUCTION.
	3. TREE PROTECTION FENCING SHALL BE INSTALLED AND INSPECTED PRIOR TO THE ISSUANCE OF A GRADING PL
	4. THE CONTRACTOR SHALL POST EROSION & SEDIMENT CONTROL PERMIT ON JOB SITE, AS REQUIRED.
	5. CONTRACTOR SHALL CONFINE ALL CONSTRUCTION WITHIN THE RIGHT-OF-WAY, EASEMENTS OR CONSTRUCT MEASURES ARE TO BE INSTALLED AT ANY AREAS USED FOR CONTRACTOR EQUIPMENT STAGING, MATERIAL LAYI
	6. THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL DEVICES SUFFICIENT TO CONTAIN SED
	7. THE CONTRACTOR SHALL LIMIT DISTURBANCES TO THE LENGTH THAN CAN BE STABILIZED AT THE END OF THE
	8. AT THE END OF EACH WORKING DAY, THE CONTRACTOR SHALL INSTALL OR RE-ESTABLISH TEMPORARY DIVERS TO DIRECT RUNOFF INTO SEDIMENT DEVICES. SILT FENCE SECTIONS THAT ARE TEMPORARILY REMOVED SHALL E END OF EACH WORKING DAY.
	9. THE CONTRACTOR IS ENCOURAGED TO PHASE CONSTRUCTION TO MINIMIZE EXPOSED SOIL AREAS THROUG DIVERSION DITCHES AS NECESSARY TO ENSURE ALL SEDIMENT IS DIRECTED INTO EROSION CONTROL MEASURE
	10. ALL ON SITE ACTIVITIES SHALL BE MANAGED TO MINIMIZE IMPACTS TO WATER QUALITY DURING AND AFTER THROUGHOUT THE CONSTRUCTION AND DEVELOPMENT PROCESS TO ASSURE THAT ALL WATER QUALITY STAN
	11. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY EROSION AND SEDIMENT CONTROL MEASU PROTECT ADJACENT CREEKS, ROADWAYS, ETC. FROM SILTATION AND EROSION.
	12. EACH EROSION AND SEDIMENT CONTROL MEASURE SHALL BE INSPECTED ON A WEEKLY BASIS AND WITHIN THAN ONE-HALF INCH. EACH MEASURE SHALL BE MAINTAINED PER THE REQUIREMENTS OF THE NORTH CAROL
REVISIONS	13. ALL EXCESS SOIL RESULTING FROM EARTHWORK OPERATIONS SHALL BE STOCKPILED IN DESIGNATED STOCK OF ALL STOCKPILE AREAS SHALL BE EMPLOYED THROUGHOUT CONSTRUCTION. STOCKPILE LOCATIONS SHALL STREAMS AND SHALL REMAIN WITHIN THE DESIGNATED LIMITS OF DISTURBANCE. THE CONTRACTOR SHALL REM MATERIALS WITHIN THIRTY (30) CONSECUTIVE DAYS AFTER NOTICE TO PROCEED, THE CONTRACTOR SHALL SUE OF DISPOSAL SITES FOR THE EXCESS/UNSUITABLE MATERIAL.
	14. ALL PIPE WORK SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD CONSTRUCTION TECHNIQUES. ONL IN ONE DAY'S TIME SHALL BE OPEN AT ANY TIME, WITH SPOIL MATERIAL PLACED ON THE UPHILL SIDE OF THE TH EACH WORK DAY TO PREVENT SEDIMENT FROM ENTERING PIPE. TRENCH SHALL BE BACKFILLED AT END OF EACH SEEDING MEASURES, AS APPROPRIATE.
	15. THE NORTH CAROLINA SEDIMENT POLLUTION CONTROL ACT REQUIRES PERSONS RESPONSIBLE FOR LAND D OF CONSTRUCTION TO MAKE SURE THE APPROVED EROSION AND SEDIMENT CONTROL PLAN IS BEING FOLLOW SEPARATE FROM THE WEEKLY SELF-MONITORING PROGRAM OF THE NPDES STORMWATER PERMIT FOR CONSTRUCT THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROL MEASURES ACCORDING AVAILABLE AS AN EXCEL SPREADSHEET FROM https://deq.nc.gov/docement/self-inspection-report-workbook-rev-1 CONTACT NCDEQ AT (919) 791-4200.
	16. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COM AREAS AND APPROVAL BY NCDEQ LAND QUALITY AND ENGINEER IS GIVEN. AREAS WHERE EROSION AND SEDI/ AND SEEDED TO MATCH ORIGINAL SITE CONDITIONS.
	17. ANY AREAS THAT WILL NOT BE FURTHER GRADED WITHIN A 14-DAY PERIOD, OR WHICH HAVE NOT BEEN GR. WITH THE SEEDING SCHEDULE ON THIS SHEET.
	18. ALL CUT AND FILL SLOPES 2:1 OR STEEPER SHALL BE STABILIZED WITH PERMANENT SLOPE RETENTION DEVICES SLOPES 3:1 AND FLATTER SHALL NOT BE STABILIZED WITH TURF GRASS BUT MUST BE STABILIZED WITH VEGETATI
ts.dwg	TEMPORARY SEEDING, SEEDING AND MULCHING TEMPORARY SEEDING IS THE USE OF RAPID GROWING ANNUAL GRASSES, SMALL GRAINS OR LEGUMES TO PR ON DISTURBED AREAS FOR LESS THAN 12 MONTHS. SEED BED PREPARATIONS AND SOIL TOWN OF CARY SPEC AMENDMENTS SHALL BE IN ACCORDANCE WITH THE METHOD DESCRIBED UNDER "SEEDING AND MULCHING
Sheets.	SEEDING AND MULCHING SHALL BE DONE IMMEDIATELY FOLLOWING CONSTRUCTION. ALL DISTURBED AREA 3 INCHES SHALL BE PULVERIZED TO PROVIDE A UNIFORM SEEDBED. AGRICULTURAL LIME SHALL BE APPLIED AT BEFORE PLOWING.
Control	GRASS SEED SHALL BE APPLIED AT THE RATES OUTLINED IN TABLES #1 AND #2. IN AREAS WHERE MAINTENAN VEHICULAR TRAFFIC SITUATIONS (I.E. RIGHT OF WAYS, MEDIANS) CONSULTATION SHALL BE MADE WITH THE ALTERNATE GRASS.
	ON PROJECTS THAT WILL BE MAINTAINED BY THE CITY, VERIFICATION OF SOIL AMENDMENTS AND SEEDING F REQUESTED BY THE CITY DURING THE PLAN REVIEW PROCESS. REUSE OF TOPSOIL AND/OR OTHER MEASURES ESTABLISHMENT OF VEGETATION COVER IS REQUIRED.
sheets	10-20-20 FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AT A RATE AS OUTLINED IN TABLES #1 AND APPLIED AT A RATE OF 70 LB./1000 SQ. FT. MULCHED AREAS SHALL BE TACKED WITH ASPHALT AT A RATE OF 2 SUFFICIENT TO HOLD THE STRAW IN PLACE.
- 50-	IF ACTIVE CONSTRUCTION CEASES, MEANING NO SUBSTANTIAL OR SIGNIFICANT PROGRESS IS MADE IN ANY MULCHED, AND TACKED UNLESS WRITTEN APPROVAL IS GRANTED BY THE EROSION CONTROL OFFICER. INCI PROGRESS IN CONSTRUCTION ACTIVITY.
2:18 AM con\910_CAD\	PERMANENT GROUND COVER IS THE ESTABLISHMENT OF PERENNIAL VEGETATION COVER FOR PERIODS LONG GROUND COVER. PERMANENT SEEDING AND TEMPORARY SEEDING DIFFER ONLY IN THE TYPE OF SEED TO BE SOIL AMENDMENTS SHALL BE IN ACCORDANCE WITH SECTION 1660 "SEEDING AND MULCHING" OF THE NC PART OF PERMANENT SEEDING, MAINTENANCE MAY BE REQUIRED TO MAINTAIN VEGETATION FOR 12 MONT CONSIDERED A PART OF ESTABLISHING PERMANENT GROUND COVER.

NOTES

NT CONTROL PLAN AND CONTACT NCDEQ DIVISION CONTRACTOR SHALL ABIDE BY ALL REQUIREMENTS 0000. ALL REQUIRED DOCUMENTATION SHALL BE KEPT

PERMIT.

CTION LIMITS, WHICHEVER IS GREATER. EROSION CONTROL DOWN, SPOIL OR WASTE AREAS.

DIMENT AROUND ANY ERODIBLE STOCKPILE AS DIRECTED.

E WORK DAY.

SIONS OR EARTH BERMS ACROSS ACCESS/HAUL ROADS BE REINSTALLED ACROSS ACCESS/HAUL ROADS AT THE

HOUT THE PROJECT. CONTRACTOR SHALL CONSTRUCT ES.

CONSTRUCTION. ALL ACTIVITIES REQUIRE OVERSIGHT NDARDS ARE PROTECTED.

SURES, WHETHER OR NOT SHOWN ON THE PLANS, TO

24 HOURS FOLLOWING A STORM EVENT GREATER LINA SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

KPILE AREAS OR HAULED OFF SITE. TEMPORARY SEEDING . REMAIN MORE THAN 50 FEET FROM STORM DRAINS AND/OR MOVE AND DISPOSE OFF SITE, ALL EXCESS AND UNSUITABLE BMIT TO THE ENGINEER ALL REQUIRED PERMITS AND A LIST

LY THE LENGTH OF TRENCH IN WHICH PIPE CAN BE INSTALLED RENCH. PIPING SHALL BE CAPPED AT THE END OF TH WORK DAY AND DISTURBED AREA SEEDED WITH TEMPORARY

DISTURBING ACTIVITIES TO INSPECT THE PROJECT AFTER EACH PHASE WED, AS ORIGINALLY APPROVED. THE SELF-INSPECTION PROGRAM IS UCTION ACTIVITIES. THE FOCUS OF THE SELF-INSPECTION REPORT IS G TO THE APPROVED PLAN. THE SELF-INSPECTION REPORT FORM IS 0212010 IF YOU HAVE QUESTIONS OR CANNOT ACCESS THE FORM, PLEASE

APLETE, PERMANENT VEGETATION IS ESTABLISHED ON ALL DISTURBED MENT CONTROL MEASURES ARE REMOVED SHALL BE RE-GRADED

RADED WITHIN 14 DAYS, SHALL BE SEEDED IN ACCORDANCE

S OR SUITABLE COMBINATION OF PLANTING AND RETENTION DEVICES. ION THAT REQUIRES MINIMAL MAINTENANCE.

G AND PERMANENT SEEDING

ROVIDE INITIAL, TEMPORARY COVER FOR EROSION CONTROL ECIFICATIONS AND DETAILS: ADOPTED DECEMBER 10, 2009

AS SHALL BE DRESSED TO A DEPTH OF 8 INCHES. THE TOP T THE RATE OUTLINED ON TABLES #1 AND #2 IMMEDIATELY

NCE WILL EVENTUALLY BE ASSUMED BY THE CITY UNDER HEAVY EROSION CONTROL OFFICER AS TO THE REQUIREMENTS AND USE OF

RATES MAY BE REQUIRED, AND CHANGES TO THESE RATES MAY BE S TO ASSURE FINAL SOIL CONDITIONS ARE CONDUCIVE TO RAPID

#2, AND MULCHING SHALL CONSIST OF SMALL GRAIN STRAW 200 TO 400 GALLONS PER ACRE, OR OTHER APPROVED METHOD

AREA FOR MORE THAN 15 DAYS, ALL DISTURBED AREAS MUST BE SEEDED, IDENTAL GRADING SHALL NOT CONSTITUTE SUBSTANTIAL OR SIGNIFICANT

GER THAN 12 MONTHS. ALL DISTURBED AREAS SHALL RECEIVE A PERMANENT E USED (I.E. ANNUAL VERSUS PERENNIAL). SEED BED PREPARATIONS AND CDOT 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. AS A THS (INCLUDING MOWING AND WATERING). THIS MAINTENANCE SHALL BE

TEMPORARY AND PERMANENT SEEDING SCHEDULES

TABLE #1

SHOULDERS, SIDE DITCHES, SLOPES

DATE	ТҮРЕ	PLANTING RATE
AUGUST 1 - JUNE 1	KENTUCKY BLUEGRASS HARD FESCUE RYE GRAIN FERTILIZER LIMESTONE	20 LBS. / ACRE 75 LBS. / ACRE 25 LBS. / ACRE 500 LBS. / ACRE 4000 LBS. / ACRE
MAY 1 - SEPTEMBER 1	KENTUCKY BLUEGRASS HARD FESCUE GERMAN OR BROWNTOP MILLET FERTILIZER LIMESTONE	20 LBS. / ACRE 75 LBS. / ACRE 10 LBS. / ACRE 500 LBS. / ACRE 4000 LBS. / ACRE

AREAS BEYOND MOWING PATTERN, WASTE AND BORROW AREAS					
DATE	ТҮРЕ	PLANTING RATE			
AUGUST 1 - JUNE 1	TALL FESCUE KENTUCKY BLUEGRASS HARD FESCUE RYE GRAIN FERTILIZER LIMESTONE	100 LBS. / ACRE 15 LBS. / ACRE 30 LBS. / ACRE 25 LBS. / ACRE 500 LBS. / ACRE 4000 LBS. / ACRE			
MAY 1 - SEPTEMBER 1	TALL FESCUE KENTUCKY BLUEGRASS HARD FESCUE GERMAN OR BROWNTOP MILLET FERTILIZER LIMESTONE	100 LBS. / ACRE 15 LBS. / ACRE 30 LBS. / ACRE 10 LBS. / ACRE 500 LBS. / ACRE 4000 LBS. / ACRE			

SOIL STABILIZATION TIME FRAMES

SITE DESCRIPTION

PERIMETER DIKES, SWALES, DITCHES AND SLOPES

HIGH QUALITY WATER (HQW) ZONES

SLOPES STEEPER THAN 3:1

SLOPES 3:1 OR FLATTER

ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1

PROJECT REFERENCE NO.	SHEET NO.
U-6057	EC-2A
DOCUMENT NOT CONSI UNLESS ALL SIGNATURE	
AECOM TECHNICAL SERVICES OF N NC FIRM LICENSE NO 6000 FAIRVIEW ROAD, CHARLOTTE, NC 2 (704) 522-0330 - (704) 5	EF-0342 SUITE 200 28210
L	

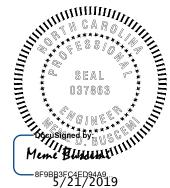
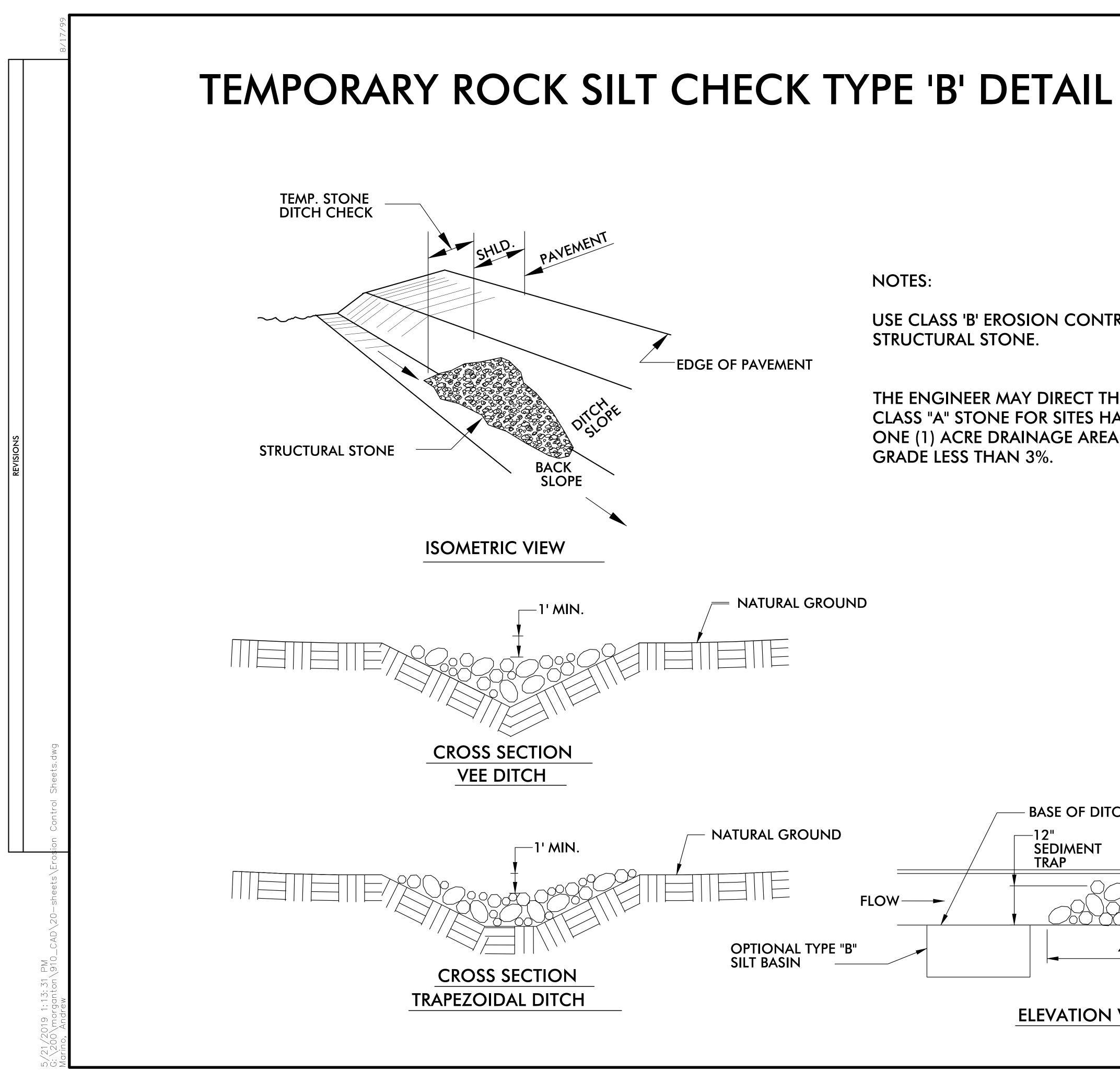


TABLE #2

STABILIZATION TIME	TIMEFRAME EXCEPTIONS
7 DAYS	NONE
7 DAYS	NONE
7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH
14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

	MAINTEN	ANCE PLAN
	THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL PRACTICES FOR STABILITY AND OPERATION WITHIN 24 HOURS FOLLOWING EVERY RUNOFF PRODUCING 0.5" RAINFALL OR MORE (IN A 24 HOUR PEROID) BUT IN NO CASE LESS THAN ONCE EVERY WEEK. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY BY THE CONTRACTOR TO MAINTAIN ALL PRACTICES AS DESIGNED. ALSO, PER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL STORMWATER PERMIT, A RAIN GAUGE MUST BE INSTALLED ON SITE. THE RAIN GAUGE MUST BE KEPT ONSITE AND INSPECTIONS BY THE CONTRACTOR MUST BE MADE AND LOGGED AFTER EVERY HALF INCH OR MORE OF RAINFALL AND ONCE A WEEK.	
	THE CONTRACTOR SHALL PROVIDE GROUND COVER ON EXPOSED SLOPES OR OTHER AREAS WITHIN THE TIME FRAME SPECIFIED IN THE STABILIZATION TABLE OR SOONER UPON COMPLETION OF ANY PHASE OF GRADING.	
	THE CONTRACTOR MUST INSPECT ALL OUTLETS WHERE STORMWATER RUNOFF LEAVES THE SITE AND EVALUATE THE EFFECT ON NEARBY STREAMS AND WETLANDS. CORRECTIVE ACTION MUST BE TAKEN IF SEDIMENT IS DEPOSITED OFF SITE OR INTO STREAM OR WETLAND, OR CAUSES A VISIBLE INCREASE IN TURBIDITY OF ANY WATERBODY.	
	STANDARD CONSTRUCTION ENTRANCE MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH 2-INCH STONE. AFTER EACH RAINFALL, INSPECT ANY STRUCTURE USED TO TRAP SEDIMENT AND CLEAN IT OUT AS NECESSARY. IMMEDIATELY REMOVE ALL OBJECTIONABLE MATERIALS SPILLED, WASHED, OR TRACKED ONTO PUBLIC ROADWAYS.	TEMPORARY ROCK SILT CHECK INSPECT CHECK DAMS AND CHANNELS AT LEASTWEEKLY AND AFTER EACH SIGNIFICANT (1/2INCH STRAW, LIMBS, OR OTHER DEBRIS THAT COULD CLOG THE CHANNEL WHEN NEEDED. ANTICIPATE S HIGH FLOWS AROUND THE EDGES OF THE DAM. CORRECT ALL DAMAGE IMMEDIATELY. IF SIGNIFIC SUCH AS, INSTALLING A PROTECTIVE RIPRAP LINER IN THAT PORTION OF THE CHANNEL (PRACTICE THE DAMS AS NEEDED TO PREVENT DAMAGE TO CHANNEL VEGETATION, ALLOW THE CHANNEL TO CARRYING SEDIMENT OVER THE DAM. ADD STONES TO DAMS AS NEEDED TO MAINTAIN DESIGN H
	STANDARD TEMPORARY SILT FENCE & SPECIAL SPECIAL SEDIMENT FENCE INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY. REMOVE SEDIMENT DEPOSITS AS NECESSARY TOPROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. TAKE CARE TO AVOID UNDERMINING THEFENCE DURING CLEANOUT. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS AND BRING THE AREA TO GRADE AND STABILIZE IT AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.	WATTLES INSPECT WATTLES WEEKLY AND AFTER EACHSIGNIFICANT RAINFALL EVENT (1/2 INCH OR GREATER). IF CLOGGED OR TORN. IF PONDING BECOMES EXCESSIVE, THE WATTLE MAY NEED TO BE REPLACED REINSTALLED IF UNDERMINED OR DISLODGED. THE WATTLE SHALL BE INSPECTED UNTIL LAND DISTU STABILIZED.
	CLEAN WATER DIVERSION	FLOCCULANTS (PAM)
	PERIODICALLY INSPECT CLEAN WATER DIVERSIONS FOR WEAR AND AFTER EVERY HEAVY RAINFALL FOR EROSION DAMAGE. IMMEDIATELY REMOVE SEDIMENT FROM THE FLOW AREA, AND REPAIR THE DIVERSION DITCH. CHECK OUTLET AREAS, AND MAKE TIMELY REPAIRS AS NEEDED. WHEN PERMANENT ROAD DRAINAGE IS ESTABLISHED AND THE AREA ABOVE THE TEMPORARY RIGHT-OF-WAY DIVERSIONS IS PERMANENTLY STABILIZED, REMOVE THE DIKE, AND FILL THE CHANNEL TO BLEND WITH THE NATURAL GROUND, AND APPROPRIATELY STABILIZE THE DISTURBED AREA.	 DOSING SYSTEMS USING PUMPS SHOULD BE CHECKED DAILY. FLOC LOGS SHOULD BE CHECKED AT LEAST WEEKLY OR AFTER A RAINFALL EVENT OF ¹/₂INCH OF AND ARE NOT COVERED IN SEDIMENT.
	STANDARD PIPE INLET PROTECTION	STANDARD TREE PROTECTION
	INSPECT ROCK PIPE INLET PROTECTION AT LEAST WEEKLY AND AFTER EACH SIGNIFICANT (½IN OR GREATER) RAINFALL EVENT AND REPAIR IMMEDIATELY. REMOVE SEDIMENT AND RESTORE THE SEDIMENT STORAGE AREA TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF THE DESIGN DEPTH OF THE TRAP. PLACE THE SEDIMENT THAT IS REMOVED IN THE DESIGNATED DISPOSAL AREA AND REPLACE THE CONTAMINATED PART OF THE GRAVEL FACING. CHECK THE STRUCTURE FOR DAMAGE. ANY RIPRAP DISPLACED FROM THE STONE HORSESHOE MUST BE REPLACED IMMEDIATELY. AFTER ALL THE SEDIMENT-PRODUCING AREAS HAVE BEEN PERMANENTLY STABILIZED, REMOVE THE STRUCTURE AND ALL THE UNSTABLE SEDIMENT. SMOOTH THE AREA TO BLEND WITH THE ADJOINING AREAS AND PROVIDE PERMANENT GROUND COVER.	TAKE THESE STEPS AFTER ALL MATERIALS AND EQUIPMENT HAVE BEEN REMOVED FROM THE SITE: REMOVE TREE PROTECTION ZONE FENCES. PRUNE ANY DAMAGED TREES. IN SPITE OF PRECAUTIONS, SOME DAMAGE TO PROTECTED TREES TRUNK, OR ROOT SYSTEM IMMEDIATELY.
		CONTINUE MAINTENANCE CARE. PAY SPECIAL ATTENTION TO ANY STRESSED, DISEASED, OR IN DAMAGE BY OPTIMIZING PLANT CARE WITH WATER, MULCH, AND FERTILIZER WHERE APPROPRIA
	OUTLET STABILIZATION STRUCTURE	
	INSPECT RIPRAP OUTLET STRUCTURES WEEKLY AND AFTER SIGNIFICANT (1/2 INCH OR GREATER) RAINFALL EVENTS TO SEE IF ANY EROSION AROUND OR BELOW THE RIPRAP HAS TAKEN PLACE, OR IF STONES HAVE BEEN DISLODGED. IMMEDIATELY MAKE ALL NEEDED REPAIRS TO PREVENT FURTHER DAMAGE.	
	GRASS LINED CHANNEL	
	DURING THE ESTABLISHMENT PERIOD, CHECK GRASS-LINED CHANNELS AFTER EVERY RAINFALL. AFTER GRASS IS ESTABLISHED, PERIODICALLY CHECK THE CHANNEL; CHECK IT AFTER EVERY HEAVY RAINFALL EVENT. IMMEDIATELY MAKE REPAIRS. IT IS PARTICULARLY IMPORTANT TO CHECK THE CHANNEL OUTLET AND ALL ROAD CROSSINGS FOR BANK STABILITY AND EVIDENCE OF PIPING OR SCOUR HOLES. REMOVE ALL SIGNIFICANT SEDIMENT ACCUMULATIONS TO MAINTAIN THE DESIGNED CARRYING CAPACITY. KEEP THE GRASS IN A HEALTHY, VIGOROUS CONDITION AT ALL TIMES, SINCE IT IS THE PRIMARY EROSION PROTECTION FOR THE CHANNEL.	
	GRADING	
	PERIODICALLY, CHECK ALL GRADED AREAS AND THE SUPPORTING EROSION AND SEDIMENTATION CONTROL PRACTICES, ESPECIALLY AFTER HEAVY RAINFALLS. PROMPTLY REMOVE ALL SEDIMENT FROM DIVERSIONS AND OTHER WATER-DISPOSAL PRACTICES. IF WASHOUTS OR BREAKS OCCUR, REPAIR THEM IMMEDIATELY. PROMPT MAINTENANCE OF SMALL ERODED AREAS BEFORE THEY BECOME SIGNIFICANT GULLIES IS AN ESSENTIAL PART OF AN EFFECTIVE EROSION AND SEDIMENTATION CONTROL PLAN.	
	SEEDING AND MULCHING	
1	INSPECT ALL MULCHES PERIODICALLY, AND AFTER RAINSTORMS TO CHECK FOR RILL EROSION, DISLOCATION OR FAILURE. WHERE EROSION IS OBSERVED, APPLY ADDITIONAL MULCH. IF WASHOUT OCCURS, REPAIR THE SLOPE GRADE, RESEED AND REINSTALL MULCH. CONTINUE INSPECTIONS UNTIL VEGETATION IS FIRMLY ESTABLISHED.	
) – she	CONCRETE WASHOUT	
	MAINTAIN THE CONCRETE WASHOUT STRUCTURE(S) TO PROVIDE ADEQUATE HOLDING CAPACITY PLUS A MINIMUM FREEBOARD OF 12 INCHES. REMOVE AND DISPOSE OF HARDENED CONCRETE AND RETURN THE STRUCTURE TO A FUNCTIONAL CONDITION AFTER REACHING 75% CAPACITY. INSPECT CONCRETE WASHOUT STRUCTURES FOR DAMAGE AND MAINTAIN FOR EFFECTIVENESS. REMOVE THE CONCRETE WASHOUT STRUCTURES AND SIGN UPON PROJECT COMPLETION. GRADE THE EARTH MATERIAL TO MATCH THE EXISTING CONTOURS AND PERMANENTLY SEED AND MULCH AREA.	

	PROJECT REFERENCE NO	
	U-6057 ROADWAY DESIGN	EC-2B HYDRAULICS
	ENGINEER	
		SEAL 037863 Doorgejanea DY: BUSCONNIN Meme Busconnin SF9BB3FC4ED94A9 5/21/2019
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	UNLESS ALL SIGNA	
	NC FIRM LICEN	S OF NORTH CAROLINA, INC. NSE NO: F-0342
	Charlotti	Road, Suite 200 E, NC 28210 704) 522-0063(Fax)
R GREATER) RAINFALL EVENT AND REPAIR IMMEDIATELY. CLEAN O MERGENCE AND DEPOSITION ABOVE THE CHECK DAM AND ERO TEROSION OCCURS BETWEEN DAMS, ADDITIONAL MEASURES O 31, RIPRAP-LINE AND PAVED CHANNELS).REMOVE SEDIMENT ACC RAIN THROUGH THE STONE CHECK DAM, AND PREVENT LARGE GHT AND CROSS SECTION.	DSION FROM CAN BE TAKEN CUMULATED BEHIND FLOWS FROM	
GREATER TO MAKE SURE THE LOGS REMAIN IN PLACE, ARE MOIST	- ,	
MAY OCCUR. IN SUCH CASES, REPAIR ANY DAMAGE TO THE CRO ECT-INFESTED TREES. REDUCE TREE STRESS CAUSED BY UNINTEN E. CONSULT YOUR TREE EXPERT IF NEEDED.		



USE CLASS 'B' EROSION CONTROL STONE FOR STRUCTURAL STONE.

THE ENGINEER MAY DIRECT THE OPTION OF CLASS "A" STONE FOR SITES HAVING LESS THAN ONE (1) ACRE DRAINAGE AREA AND A DITCH GRADE LESS THAN 3%.

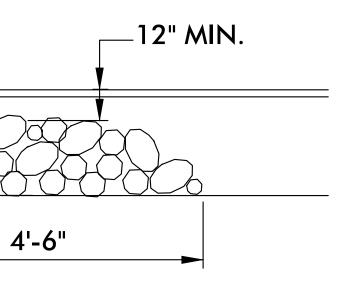


BASE OF DITCH

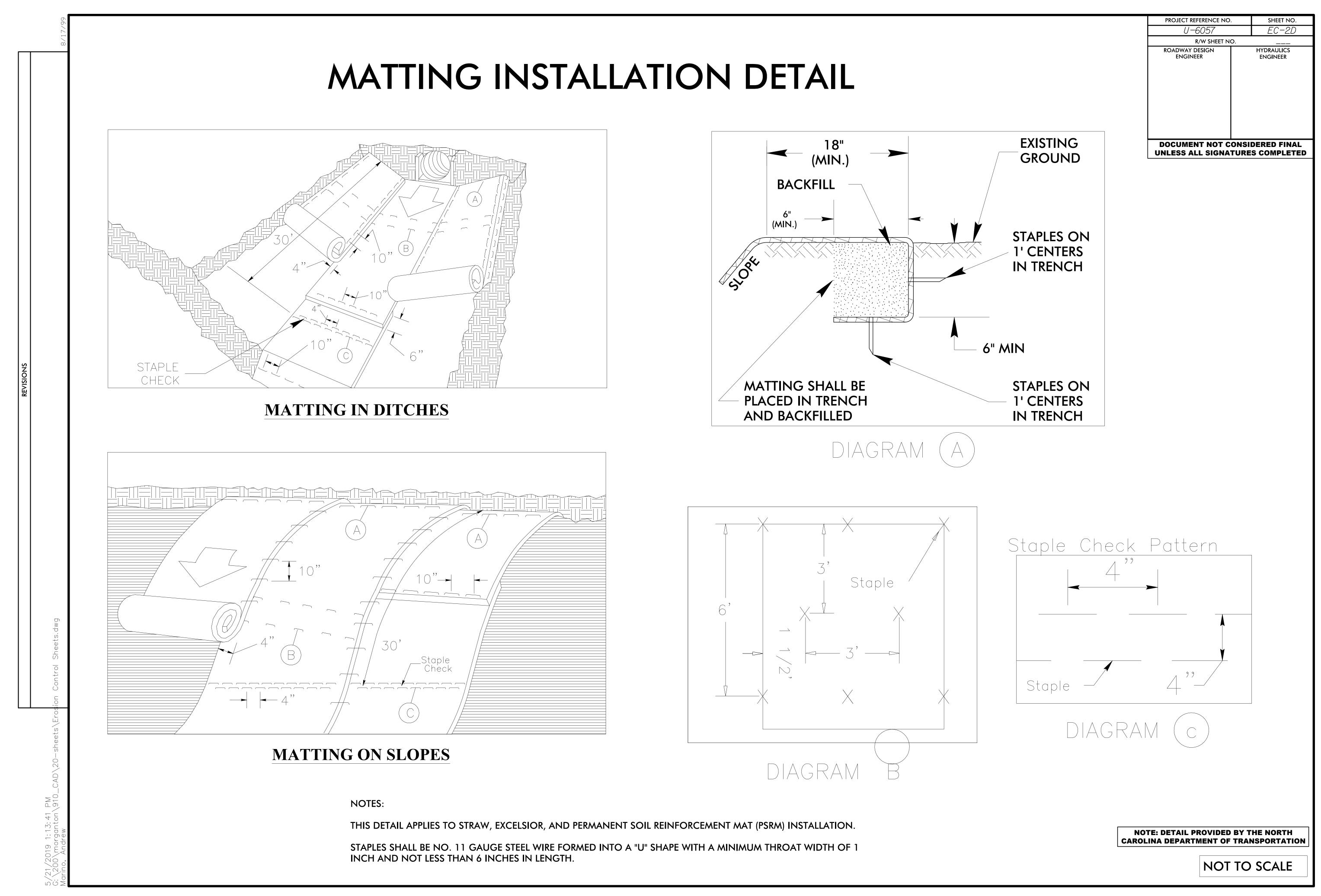
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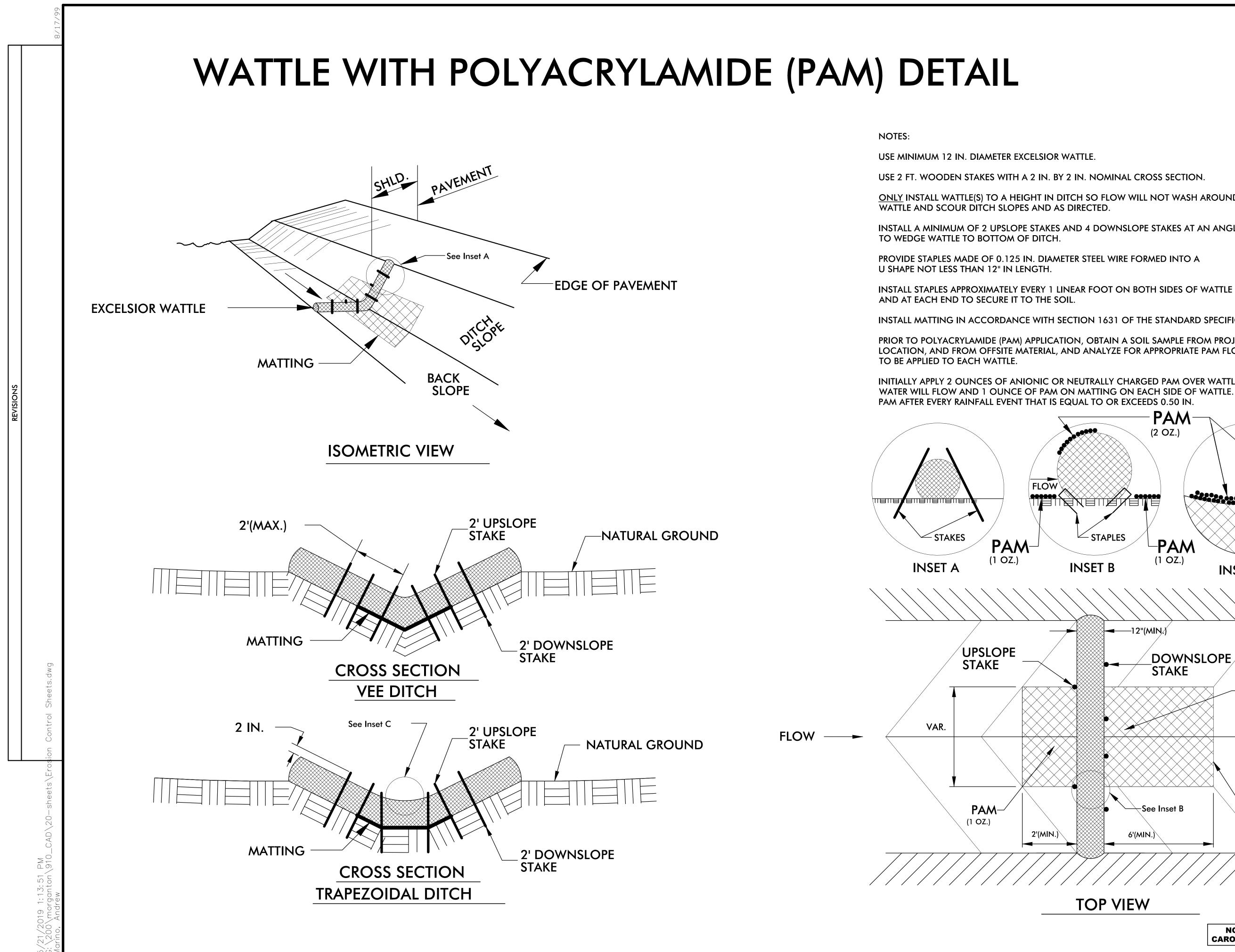
TRAP

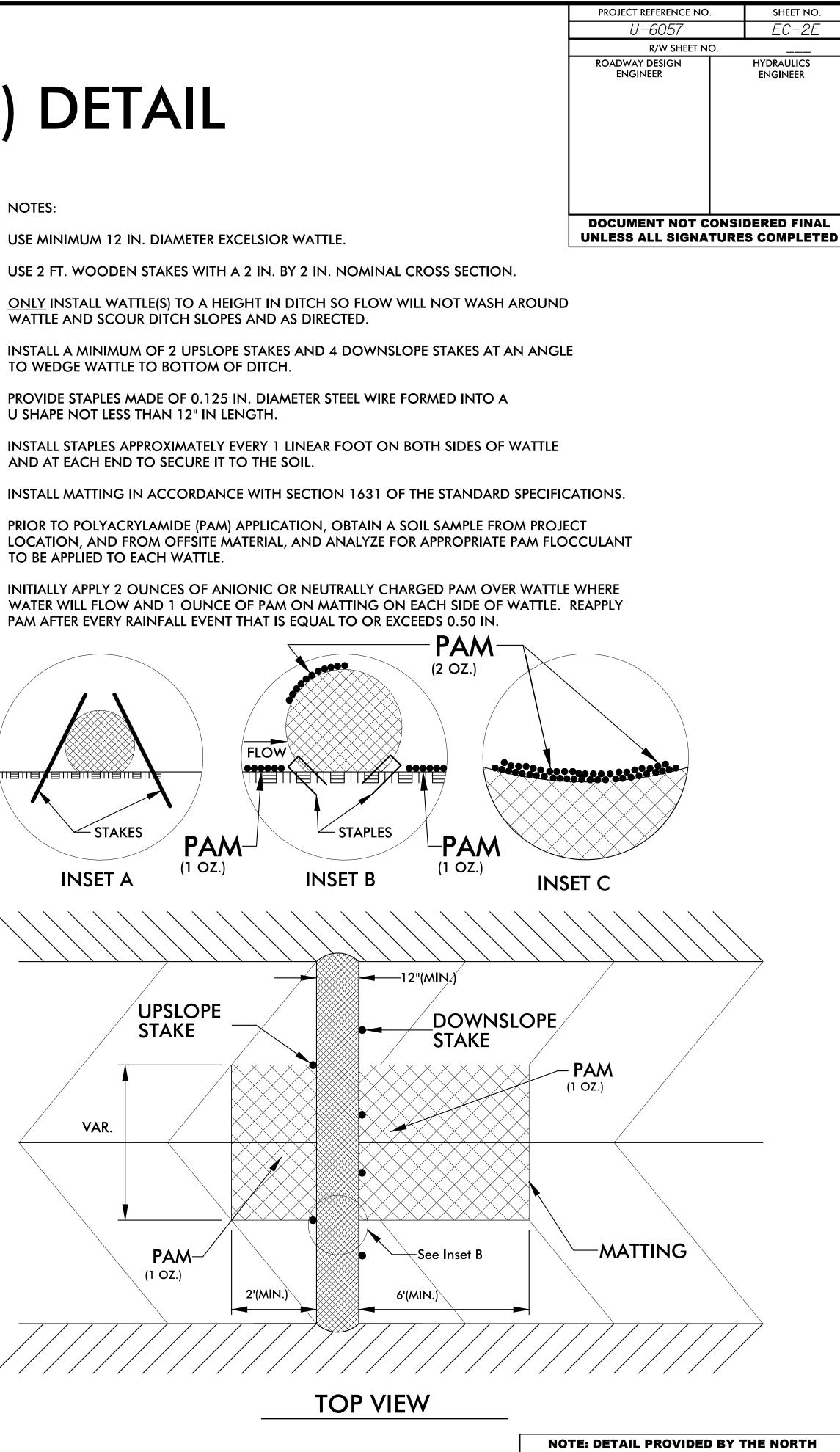
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U <i>-</i> 6057	EC-2C
R/W SHEET N	0
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	ONSIDERED FINAL



NOTE: DETAIL PROVIDED BY THE NORTH **CAROLINA DEPARTMENT OF TRANSPORTATION**







CAROLINA DEPARTMENT OF TRANSPORTATION

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)	CONST SHEET NO.	LINE	FRC STATI
4	- / -	12+38	19+40	LT	425	4	- / -	21+
			SUI	BTOTAL	425			
MISCELLANEOUS	MATTING TO BE IN	STALLED AS DIRE	CTED BY THE	ENGINEER	40			ADDITI
				TOTAL	465			
				SAY	465			

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DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

SOIL STABILIZATION SUMMARY SHEET

PERMANENT SOIL RE

			PROJECT REFERENCE NO	
			ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
			DOCUMENT NOT C UNLESS ALL SIGNA	ONSIDERED FINAL
REINFO	ORCEMEN		-	
FROM TATION	TO STATION	SIDE	ESTIMAT	E (SY)
1 + 00	23+45	RT	405	5
	SUE	BTOTAL	405	5
PITIONAL	PSRM TO BE I	NSTALLED	45	
		TOTAL		
		SAY	450	

	8/17/99	
		SOL
REVISIONS		SITE DESCRIPTION
		PERIMETER DIKES, SWALES, DITCHES AND
		HIGH QUALITY WATER (HQW) ZONES
		SLOPES STEEPER THAN 3:
		SLOPES 3:1 OR FLATTER
	b w p	ALL OTHER AREAS WITH SLOPES FLATTE
	ion Control Sheets.	
	5/21/2019 1:14:01 PM G: \200\morganton\910_CAD\20-sheets\Erosion Control Sheets.dwg Marino, Andrew	

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

STABILIZATION TIMEFRAMES

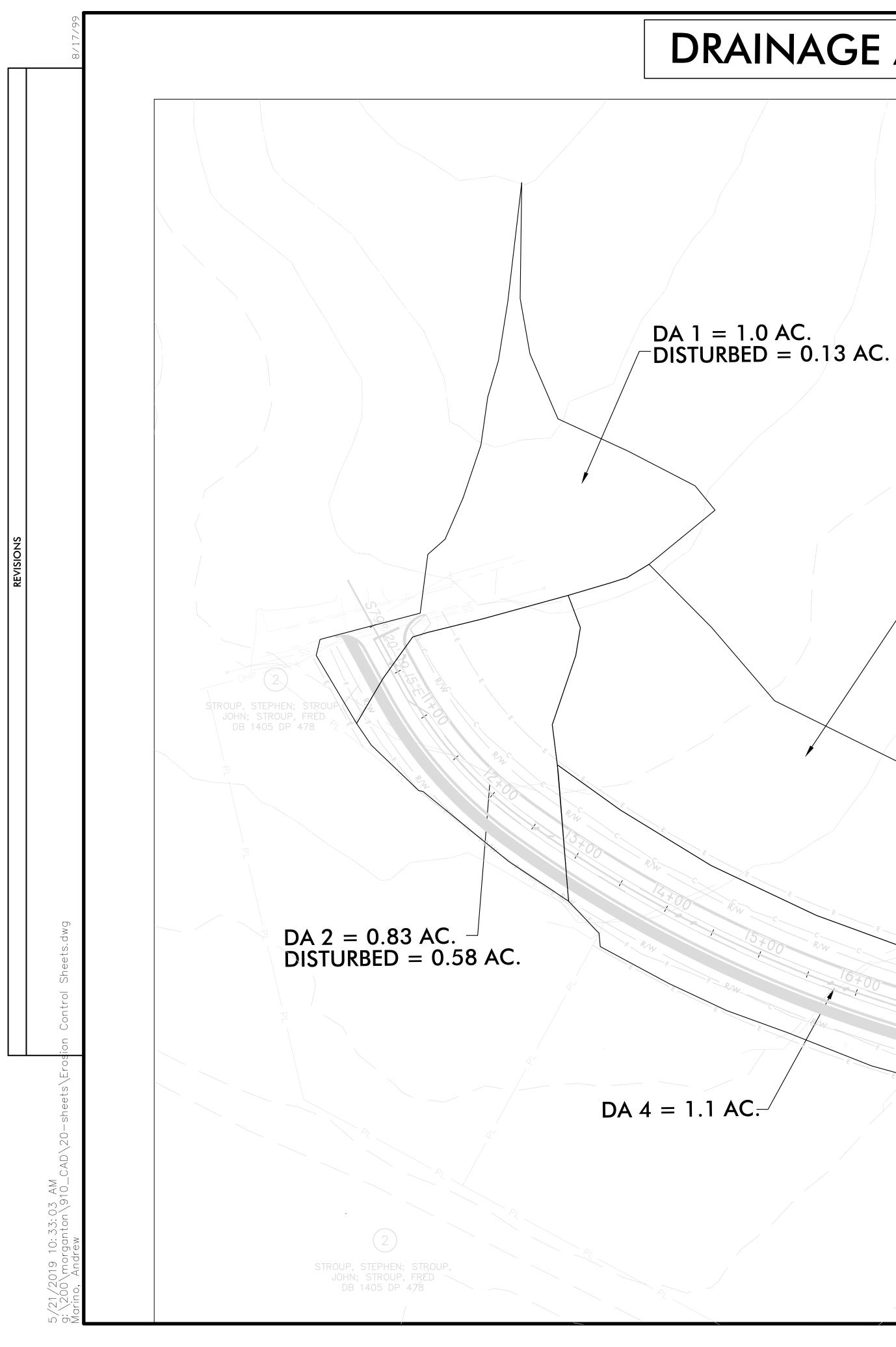
	STABILIZATION TIME	7 / /
SLOPES	7 DAYS	NONE
	7 DAYS	NONE
	7 DAYS	IF SLOPES NOT STEE
	14 DAYS	7 DAYS F Length.
ER THAN 4:I	14 DAYS	NONE, EXC

PROJECT REFERENCE NO	D. SHEET NO.
U <i>–</i> 6057	EC-3A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
UNLESS ALL SIGNA	TURES COMPLETED

IMEFRAME EXCEPTIONS

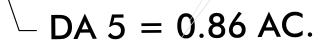
IS ARE IO' OR LESS IN LENGTH AND ARE EPER THAN 2:I, I4 DAYS ARE ALLOWED. FOR SLOPES GREATER THAN 50' IN

KCEPT FOR PERIMETERS AND HQW ZONES.

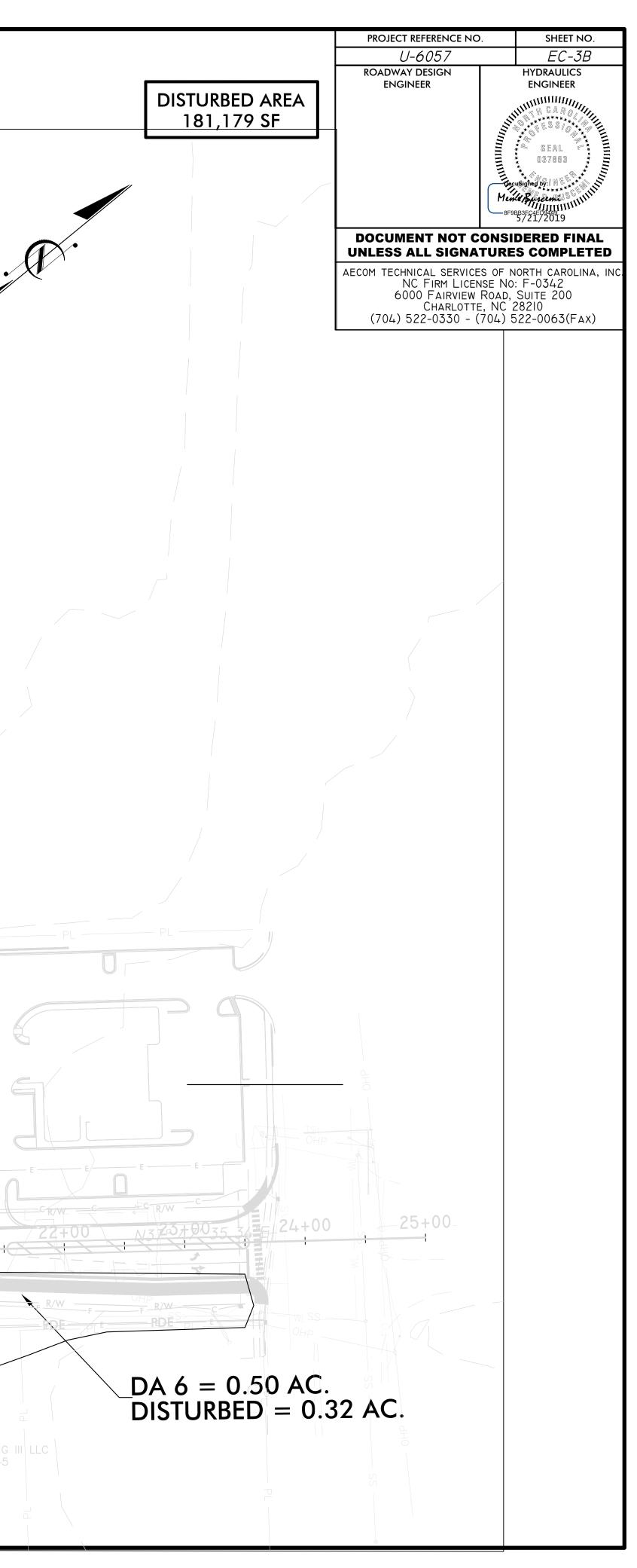


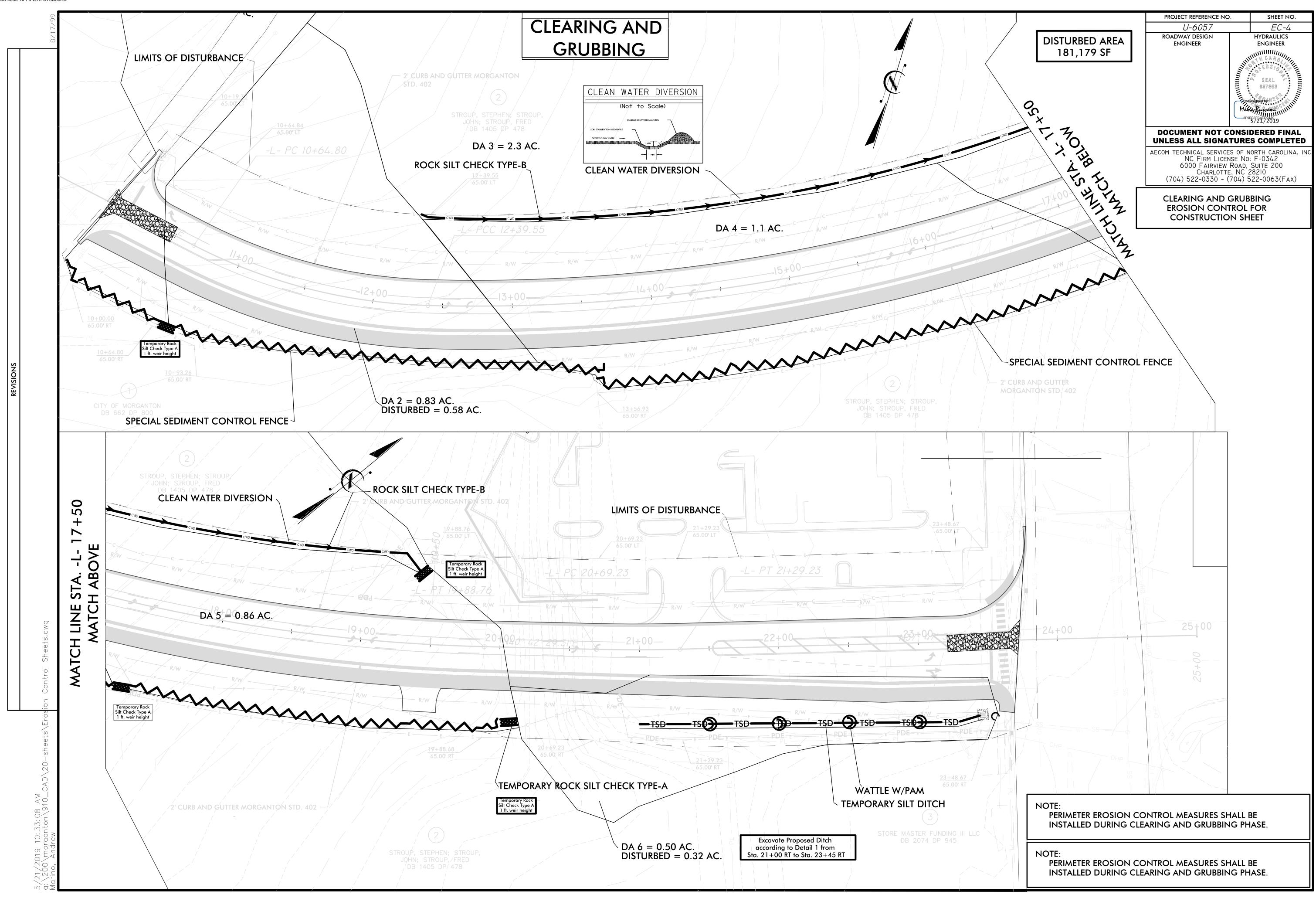
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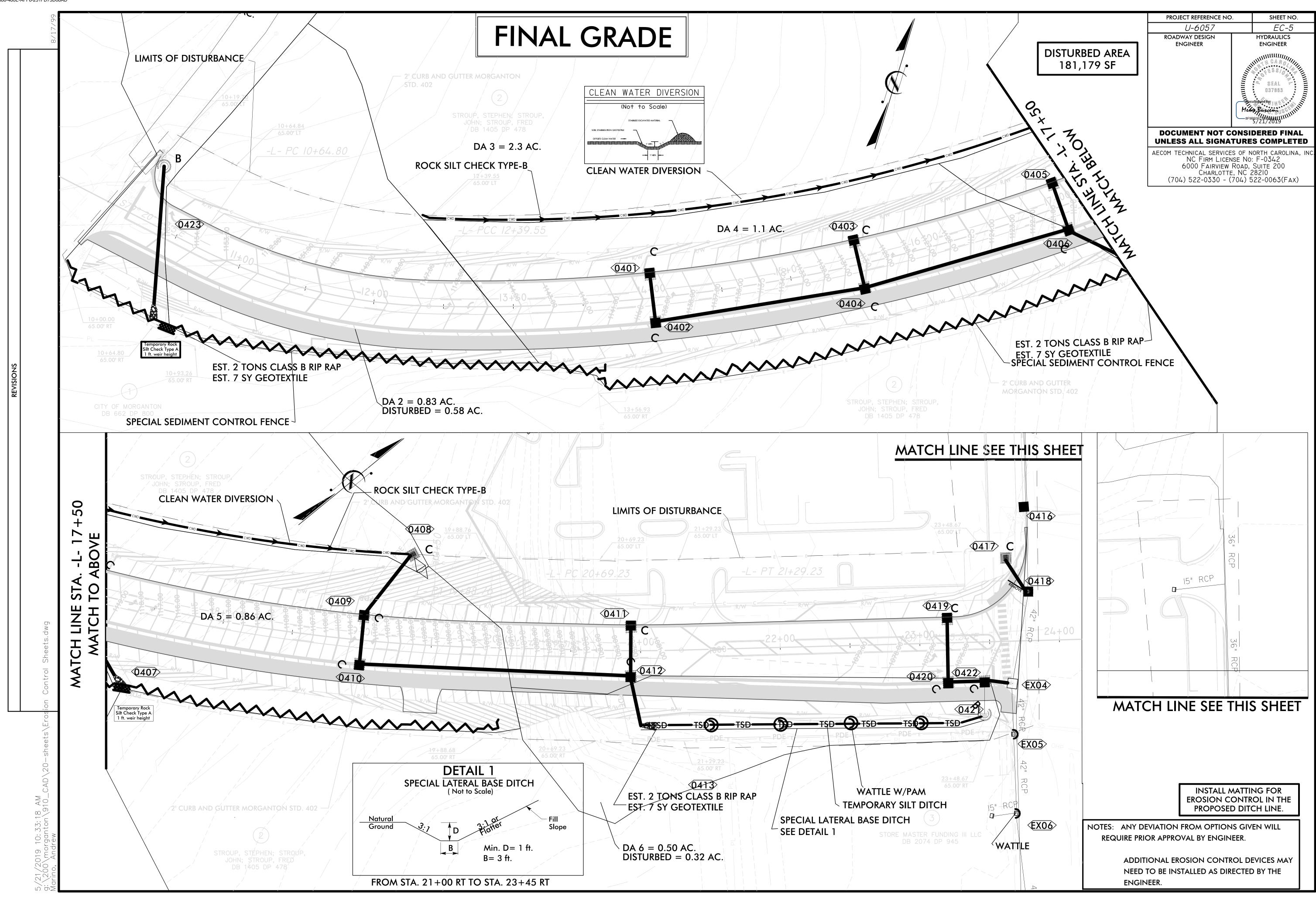
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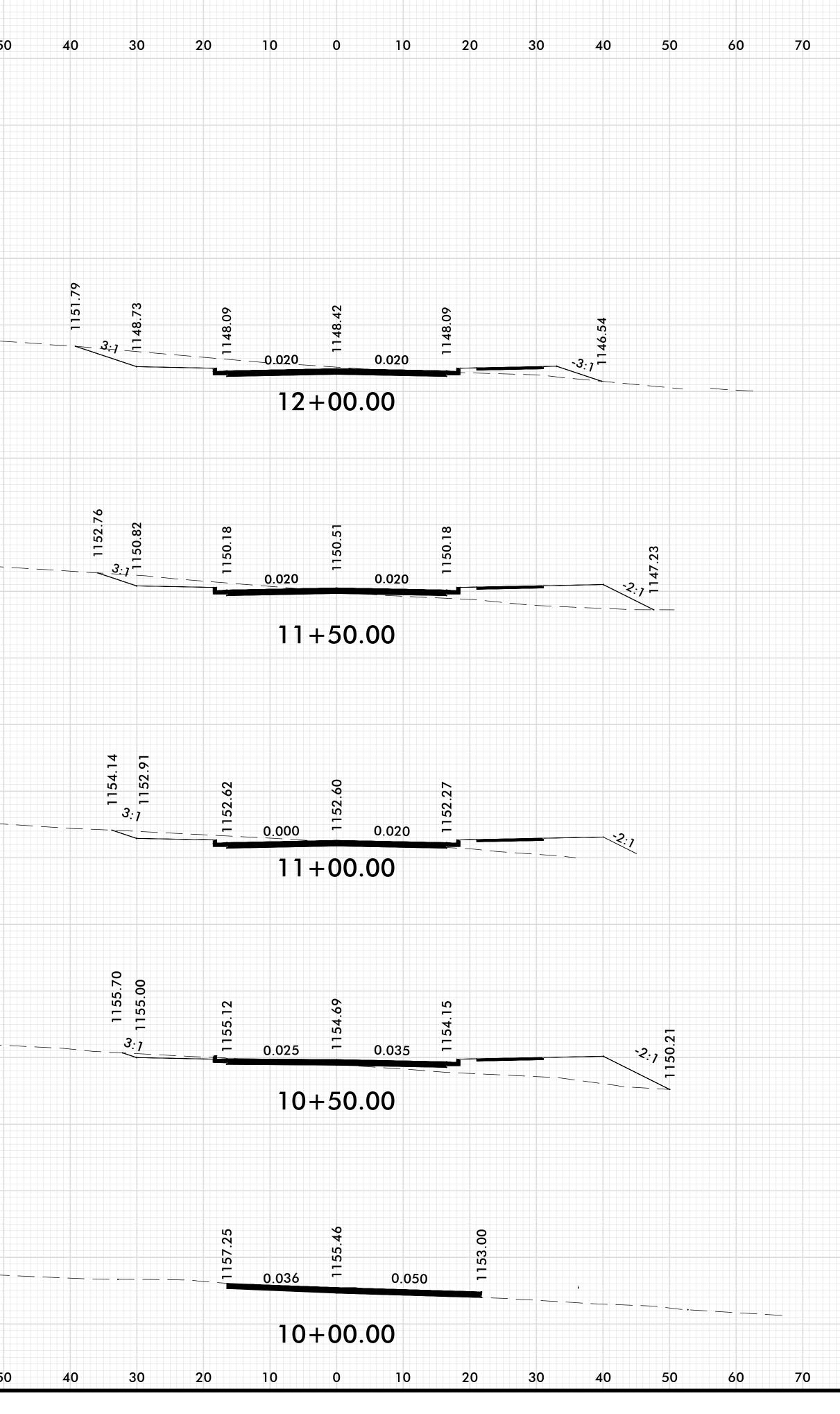




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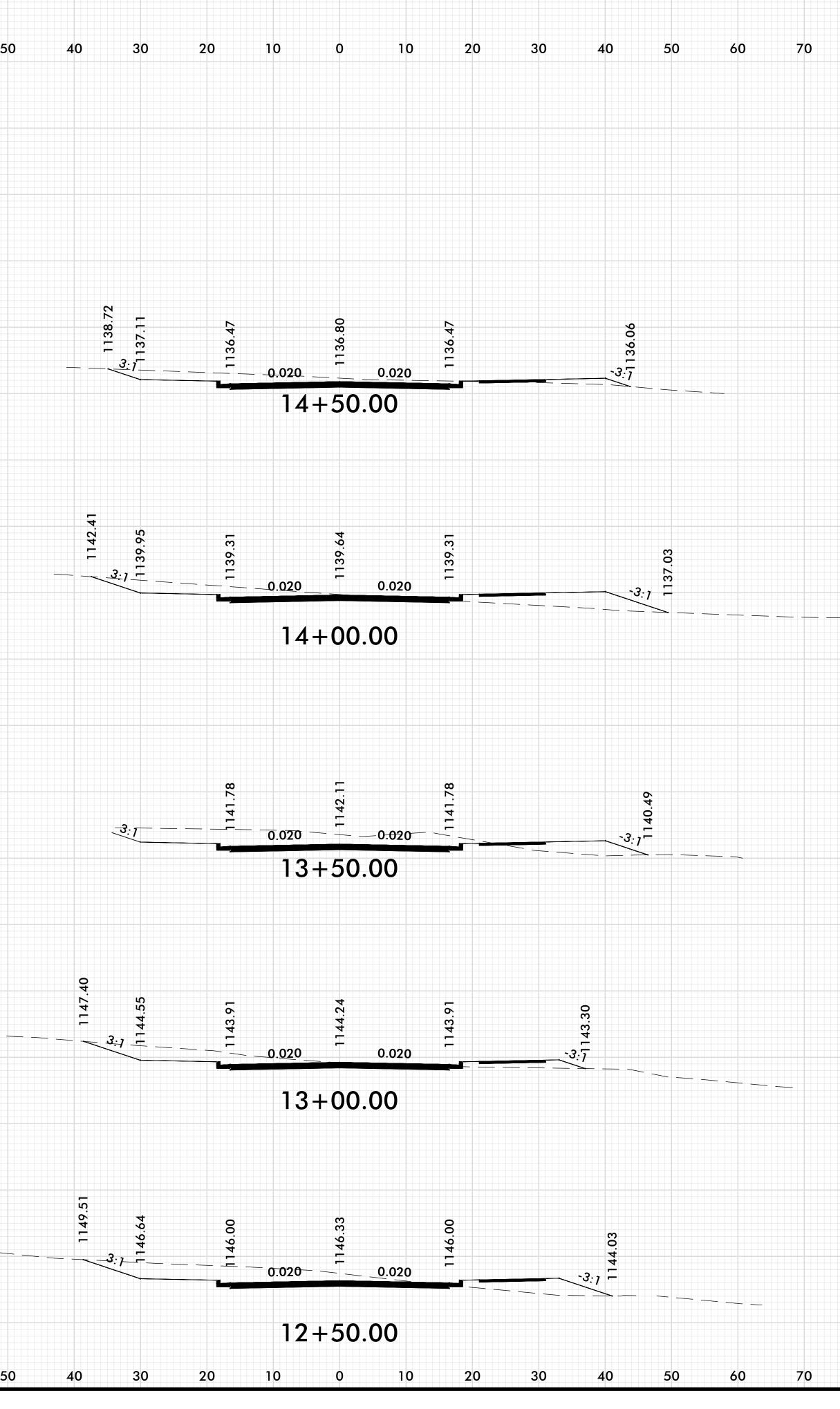


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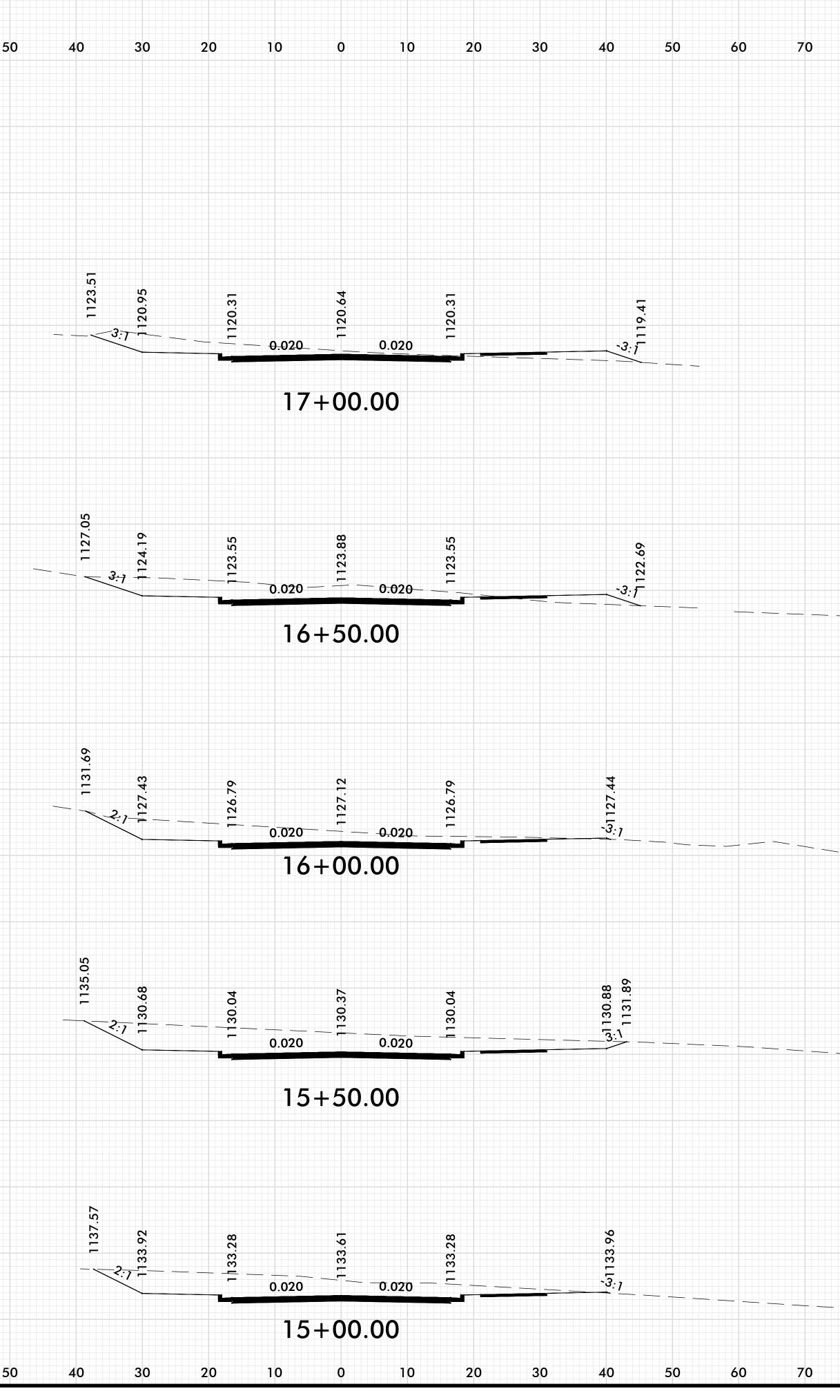


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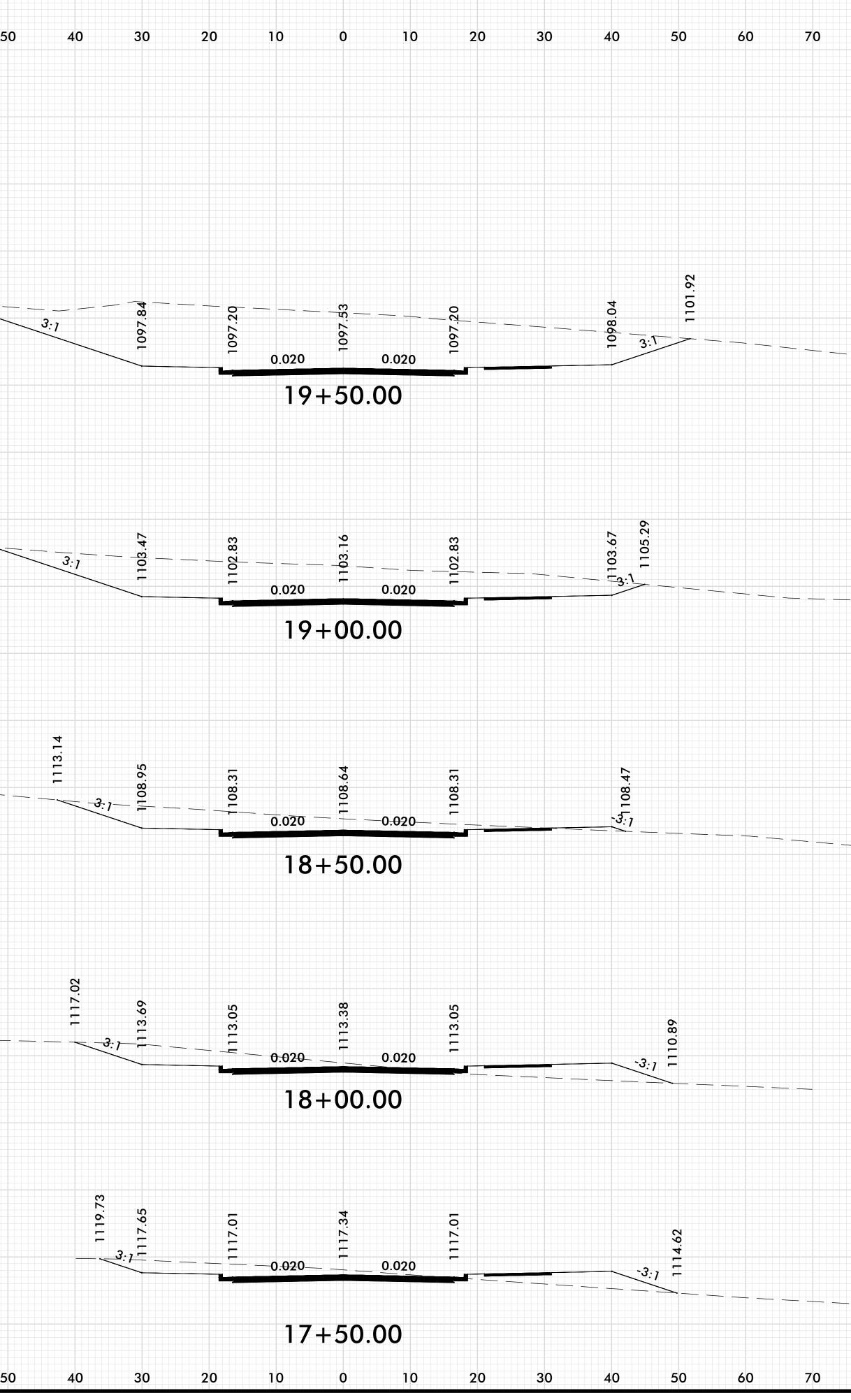


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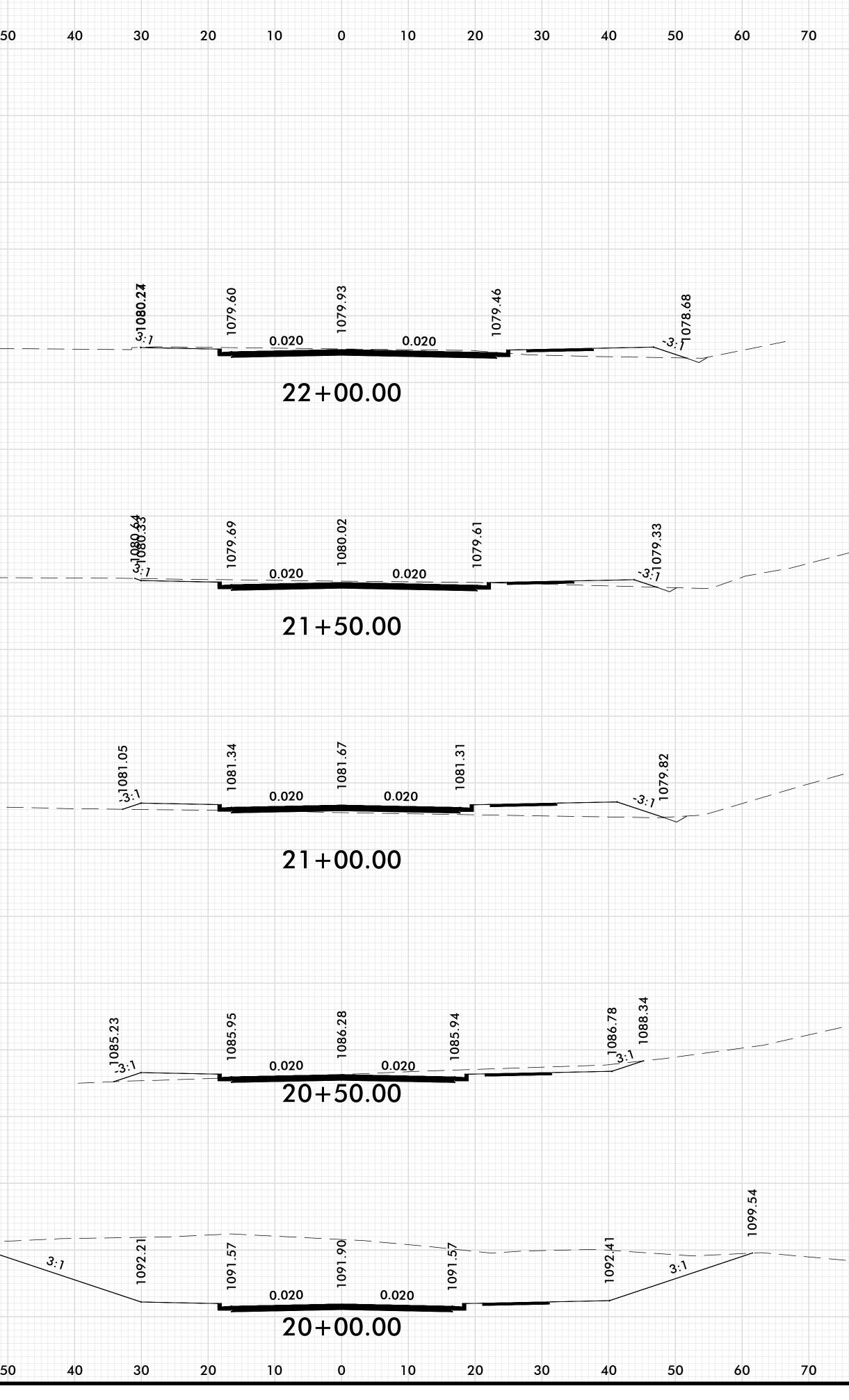


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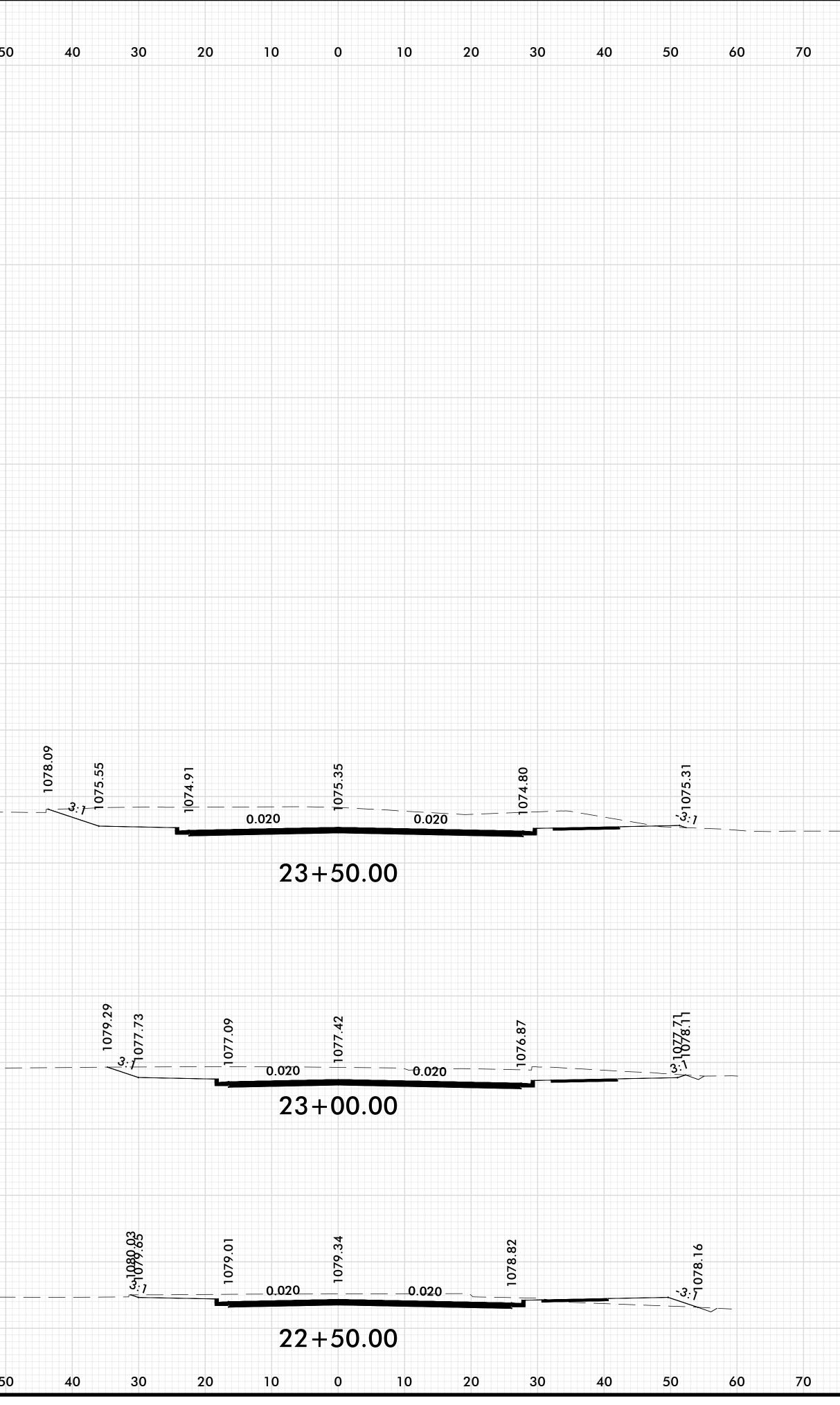
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