

DEFINITION
A TEMPORARY SEDIMENT CONTROL MEASURE CONSISTING OF FABRIC BURIED AT THE BOTTOM, STRETCHED, AND SUPPORTED BY POSTS.

PURPOSE
TO RETAIN SEDIMENT FROM SMALL DISTURBED AREAS BY REDUCING THE VELOCITY OF SHEET FLOWS TO ALLOW SEDIMENT DEPOSITION.

CONDITIONS WHERE PRACTICE APPLIES

- BELOW SMALL DISTURBED AREAS THAT ARE LESS THAN 1/4 ACRE OR 100 FEET OF FENCE.
- WHERE RUNOFF CAN BE STORED BEHIND THE SEDIMENT FENCE WITHOUT DAMAGING THE FENCE OR THE SUBMERGED AREA BEHIND THE FENCE.
- DO NOT INSTALL SEDIMENT FENCES ACROSS STREAMS, DITCHES, OR WATERWAYS, OR OTHER AREAS OF CONCENTRATED FLOW.
- SEDIMENT FENCE SHOULD BE PLACED ALONG TOPOGRAPHIC ELEVATION CONTOURS, WHERE IT CAN INTERCEPT STORMWATER RUNOFF THAT IS IN DISPersed SHEET FLOW. SEDIMENT FENCE SHOULD NOT BE USED ALONG SLOPE GRADIENTS GREATER THAN 10 FEET IN HEIGHT.

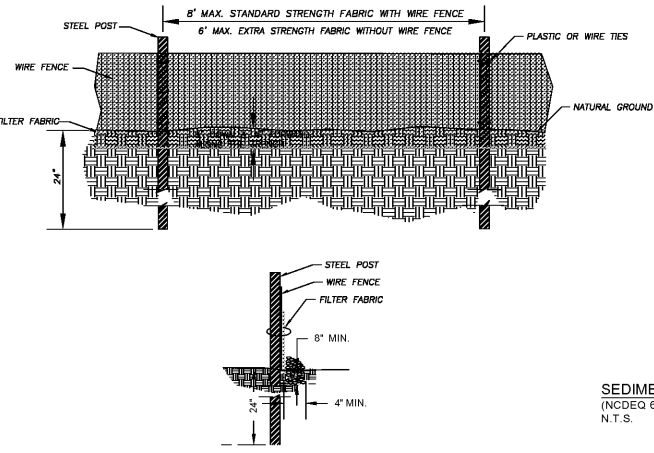
PLANNING CONSIDERATIONS
A SEDIMENT FENCE IS A SYSTEM TO RETAIN SEDIMENT ON THE CONSTRUCTION SITE. THE FENCE RETAINS SEDIMENT PRIMARILY BY RETARDING FLOW AND PROMOTING DEPOSITION. IN OPERATION, GENERALLY THE FENCE BECOMES CLOGGED WITH FINE PARTICLES WHICH REDUCE THE FLOW RATE. THIS CAUSES A POND TO DEVELOP BEHIND THE FENCE. THE DESIGNER SHOULD ANTICIPATE PONDING AND PROVIDE SUFFICIENT STORAGE AREAS AND OVERFLOW OUTLETS TO PREVENT FLOWS FROM OVERTOPPING THE FENCE. SINCE SEDIMENT FENCES ARE NOT DESIGNED TO WITHSTAND HIGH WATER LEVELS, LOCATE THEM SO THAT ONLY SHALLOW POUNDS CAN FORM. THE ENDS OF A SEDIMENT FENCE INTO HIGHER GROUND TO PREVENT FLOW AROUND THE END OF THE FENCE BEFORE THE POND REACHES DESIGN LEVEL. CARE IN EACH END OF THE FENCE, SPECIAL ATTENTION SHOULD BE GIVEN TO PREVENT FLOW AROUND THE ENDS. PROVIDE STABLE OUTLETS TO PREVENT THE FENCE SYSTEM AND RELEASE STORM FLOWS THAT EXCEED THE DESIGN STORM.

DEPOSITION OCCURS AS THE STORAGE POOL FORMS BEHIND THE FENCE. THE DESIGNER CAN DIRECT FLOWS TO SPECIFIED DEPOSITION AREAS THROUGH APPROPRIATE POSITIONING OF THE FENCE OR BY PROVIDING AN EXCAVATED AREA BEHIND THE FENCE. PLAN DEPOSITION AREAS AT ACCESSIBLE POINTS TO PROMOTE ROUTINE CLEANOUT AND MAINTENANCE. SHOW DEPOSITION AREAS IN THE EROSION AND SEDIMENTATION CONTROL PLAN. A SEDIMENT FENCE ACTS AS A DIVERSION IF PLACED SLIGHTLY OFF THE CONTOUR. A MAXIMUM SLOPE OF 2 PERCENT IS RECOMMENDED. THIS TECHNIQUE MAY BE USED TO CONTROL SHALLOW LINE FLOW FLOWS FROM SMALL DISTURBED AREAS AND TO DELIVER SEDIMENT-LADEN WATER TO DEPOSITION AREAS. THE ANCHORING OF THE TOE OF THE FENCE SHOULD BE REINFORCED WITH 12 INCHES OF NCDOT #5 OR #7 WASHED STONE WHEN FLOW WILL RUN PARALLEL TO THE TOE OF THE FENCE.

SEDIMENT FENCES SERVE NO FUNCTION ALONG RIDGES OR NEAR DRAINAGE DIVIDES WHERE THERE IS LITTLE MOVEMENT OF WATER. CORRECTING OR DIVERTING RUNOFF UNNECESSARILY MAY CREATE EROSION AND SEDIMENTATION PROBLEMS THAT WOULD NOT OTHERWISE OCCUR.

STRAW BARRIERS HAVE ONLY A 20% TRAPPING EFFICIENCY AND ARE INEFFECTIVE. STRAW BALES MAY NOT BE USED IN PLACE OF SEDIMENT FENCE. PREFABRICATED SEDIMENT FENCE WITH THE FABRIC ALREADY STAPLED TO THIN WOODEN POSTS DOES NOT MEET THE MINIMUM STANDARDS SPECIFIED LATER IN THIS SECTION.

ANCHORING OF SEDIMENT FENCE IS CRITICAL. THE TOE OF THE FABRIC MUST BE ANCHORED IN A TRENCH BACKFILLED WITH COMPACTED EARTH. MECHANICAL COMPACTION MUST BE PROVIDED IN ORDER FOR THE FENCE TO EFFECTIVELY POND RUNOFF.



CONSTRUCTION SPECIFICATIONS

MATERIALS

1. USE A SYNTHETIC FILTER FABRIC OF AT LEAST 95% BY WEIGHT OF POLYOLEFINS OR POLYESTER, WHICH IS CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE REQUIREMENTS IN ASTM D661, WHICH IS SHOWN IN PART IN TABLE 6.62a.
2. SYNTHETIC FILTER FABRIC SHOULD CONTAIN ULTRAVIOLET RAY INHIBITORS AND STABILIZERS TO PROVIDE A MINIMUM OF 6 MONTHS OF EXPECTED USABLE CONSTRUCTION LIFE AT A TEMPERATURE RANGE OF 0° TO 107° F.
3. ENSURE THAT POSTS FOR SEDIMENT FENCES ARE 1.50 LBS/NEAR FT. STEEL WITH A MINIMUM LENGTH OF 5 FEET. MAKE SURE THAT STEEL POSTS HAVE PROJECTIONS TO FACILITATE FASTENING THE FABRIC.
4. FOR REINFORCEMENT OF STANDARD STRENGTH FILTER FABRIC, USE WIRE FENCE WITH A MINIMUM 1/4 GAUGE AND A MAXIMUM MESH SPACING OF 6 INCHES.

CONSTRUCTION

1. CONSTRUCT THE SEDIMENT BARRIER OF STANDARD STRENGTH OR EXTRA STRENGTH SYNTHETIC FILTER FABRICS.
2. ENSURE THAT THE HEIGHT OF THE SEDIMENT FENCE DOES NOT EXCEED 24 INCHES ABOVE THE GROUND SURFACE. (HEIGHT FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE.)
3. CONSTRUCT THE FILTER FABRIC FROM A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID JOINTS. WHEN JOINTS ARE NECESSARY, SECURELY FASTEN THE FILTER FABRIC TO A SUPPORT POST WITH 4 FEET MINIMUM OVERLAP TO THE NEXT POST.
4. SUPPORT STANDARD STRENGTH FILTER FABRIC BY WIRE MESH FASTENED SECURELY TO THE UPSIDE SIDE OF THE POSTS. JOIN THE WIRE MESH SUPPORT TO THE BOTTOM OF THE TRENCH. FASTEN THE WIRE MESH REINFORCEMENT, THEN FABRIC ON THE UPSIDE SIDE OF THE FENCE POST. WIRE OR PLASTIC ZIP TIES SHOULD HAVE MINIMUM TENSILE STRENGTH:
5. WHEN A WIRE MESH SUPPORT FENCE IS USED, SPACE POSTS A MAXIMUM OF 8 FEET APART. SUPPORT POSTS SHOULD BE DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 24 INCHES.
6. EXTRA STRENGTH FILTER FABRIC WITH 6 FEET POST SPACING DOES NOT REQUIRE WIRE MESH SUPPORT FENCE. SECURELY FASTEN THE FILTER FABRIC DIRECTLY TO POSTS. WIRE OR PLASTIC ZIP TIES SHOULD HAVE A MINIMUM 50 POUND TENSILE STRENGTH.
7. EXCAVATE A TRENCH APPROXIMATELY 4 INCHES WIDE BY 1 INCH DEEP ALONG THE PROPOSED LINE OF POSTS AND UPSIDE FROM THE BARRIER (FIG. 6.62a).
8. PLACE 12 INCHES OF THE FABRIC ALONG THE BOTTOM AND SIDE OF THE TRENCH.
9. BACKFILL THE TRENCH WITH SOIL PLACED OVER THE FILTER FABRIC AND COMPACT. THOROUGH COMPACTION OF THE BACKFILL IS CRITICAL TO SILT FENCE PERFORMANCE.
10. DO NOT ATTACH FILTER FABRIC TO EXISTING TREES.

INSTEAD OF EXCAVATING A TRENCH, PLACING FABRIC AND THEN BACKFILLING TRENCH, SEDIMENT FENCE MAY BE INSTALLED USING SPECIALLY DESIGNED EQUIPMENT THAT INSERTS THE FABRIC INTO A CUT SLICED IN THE GROUND WITH A DISC (FIG. 6.62b).

INSTALLATION SPECIFICATIONS

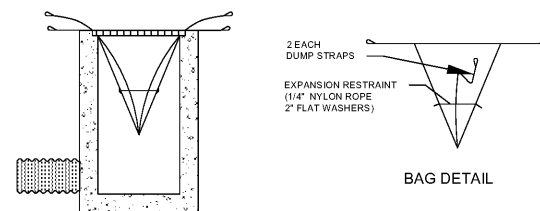
1. THE BASE OF BOTH END POSTS SHOULD BE AT LEAST ONE FOOT HIGHER THAN THE MIDDLE OF THE FENCE. CHECK WITH A LEVEL IF NECESSARY.
2. INSTALL POSTS 4 FEET APART IN CRITICAL AREAS AND 6 FEET APART ON STANDARD APPLICATIONS.
3. INSTALL POSTS 2 FEET DEEP ON THE DOWNSTREAM SIDE OF THE SILT FENCE, AND AS CLOSE AS POSSIBLE TO THE FABRIC.
4. INSTALL POSTS WITH THE NIPPLES FACING AWAY FROM THE SILT FABRIC.
5. ATTACH THE FABRIC TO EACH POST WITH THREE TIES, ALL SPACED WITHIN THE TOP 8 INCHES OF THE FABRIC. ATTACH EACH TIE DIAGONALLY 45 DEGREES THROUGH THE FABRIC, WITH EACH PUNCTURE AT LEAST 1 INCH VERTICALLY APART. ALSO, EACH TIE SHOULD BE POSITIONED TO HANG ON A POST NIPPLE WHEN TIGHTENED TO PREVENT SAGGING.
6. WRAP APPROXIMATELY 6 INCHES OF FABRIC AROUND THE END POSTS AND SECURE WITH 3 TIES.
7. NO MORE THAN 24 INCHES OF A 36 INCH FABRIC IS ALLOWED ABOVE GROUND LEVEL.
8. THE INSTALLATION SHOULD BE CHECKED AND CORRECTED FOR ANY DEVIATIONS BEFORE GREY COMPACTION.
9. COMPACTION IS VITALLY IMPORTANT FOR EFFECTIVE RESULTS. COMPACT THE SOIL IMMEDIATELY NEXT TO THE SILT FENCE FABRIC WITH THE FRONT WHEEL OF THE TRACTOR, SIDE STICKER, OR ROLLER EXERTING AT LEAST 60 POUNDS PER SQUARE INCH. COMPACT THE UPSIDE SIDE FIRST, AND THEN EACH SIDE TWICE FOR A TOTAL OF 4 TRIPS.

MAINTENANCE

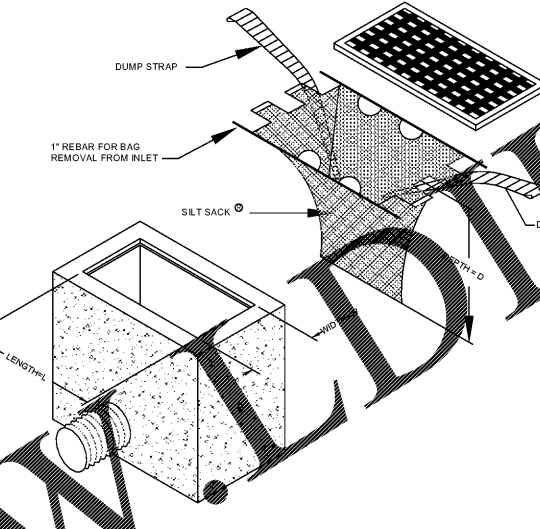
INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY. REMOVE SEDIMENT DEPOSITS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. TAKE CARE TO AVOID UNDERMINING THE FENCE DURING CLEANOUT.

REMOVE ALL FENCING MATERIAL AND UNSTABLE SEDIMENT DEPOSITS AND BRING THE AREA TO GRADE AND STABILIZE IT AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.

NOTE: CURB INLETS FITTED WITH SILTSACK WILL HAVE THE THROAT BLOCKED IN ORDER TO FORCE WATER THROUGH THE GRATE AND INTO THE SILTSACK.



INSTALLATION DETAIL



SILTSACK

SPECIFICATIONS

NOTE: THE SILTSACK WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

REGULAR FLOW SILTSACK
(FOR AREAS OF LOW TO MODERATE PRECIPITATION AND RUN-OFF)

PROPERTY	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4832	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4832	20%
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4255	80%
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC-1

HI-FLOW SILTSACK
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

PROPERTY	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4832	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4832	20%
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4255	90%
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC-1

ABSORBANT SILTSACK
(FOR AREAS WHERE THERE IS A CONCERN FOR OIL RUN-OFF OR SPILLS)
DESIGNED ON YIELDING PARTICULAR APPLICATION, THE SILTSACK CAN BE MADE FROM OTHER TYPES OF FABRICS WITH AN OIL-ABSORBANT PILLLOW INSIDE. IT MUST BE COMPLETELY FROM AN OIL-ABSORBANT SILTSACK WITH A WOVEN FELLOW MAT.

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT

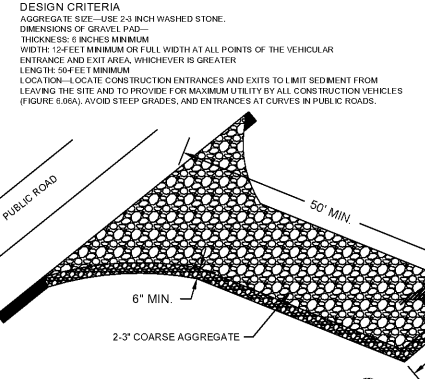
(NCDOT 6.66)
N.T.S.

DEFINITION
A GRAVEL AREA OR PAD LOCATED AT POINTS WHERE VEHICLES ENTER AND LEAVE A CONSTRUCTION SITE.

PURPOSE
TO PROVIDE A BUFFER AREA WHERE VEHICLES CAN DROP THEIR MUD AND SEDIMENT TO AVOID TRANSPORTING IT ONTO PUBLIC ROADS, TO CONTROL EROSION FROM SURFACE RUNOFF, AND TO HELP CONTROL DUST.

CONDITIONS WHERE PRACTICE APPLIES
WHEREVER TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE AND MOVING DIRECTLY ONTO A PUBLIC ROAD OR OTHER PAVED OFF-SITE AREA, CONSTRUCTION PLANS SHOULD LIMIT TRAFFIC TO PROPERLY CONSTRUCTED ENTRANCES.

DESIGN CRITERIA
AGGREGATE SIZE—USE 2-3/8 INCH WASHED STONE.
DIMENSIONS OF GRAVEL PAD—
THICKNESS—6 INCHES MINIMUM
WIDTH—12 FEET MINIMUM OR FULL WIDTH AT ALL POINTS OF THE VEHICULAR ENTRANCE AND EXIT AREA, WHICHEVER IS GREATER
LENGTH—SUITABLE MINIMUM
LOCATION—LOCATE CONSTRUCTION ENTRANCES AND EXITS TO LIMIT SEDIMENT FROM LEAVING THE SITE AND TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES (FIGURE 6.66). AVOID STEEP GRADES, AND ENTRANCES AT CURVES IN PUBLIC ROADS.



WASHING—IF CONDITIONS AT THE SITE ARE SUCH THAT MOST OF THE MUD AND SEDIMENT CAN NOT BE REMOVED BY VEHICLES TRAVELING OVER THE GRAVEL, THE TRUCKS SHOULD BE WASHED. WASHING SHOULD BE DONE ON AN AREA STABILIZED WITH CURB OR OTHER MEANS THAT DRAINS INTO A SEDIMENT TRAP OR OTHER SUITABLE DEPOSITION AREA. A WASH RACK MAY ALSO BE USED TO MAKE WASHING MORE CONVENIENT.

CONSTRUCTION SPECIFICATIONS

1. CLEAR THE ENTRANCE AND EXIT AREAS OF ALL VEGETATION, ROCKS, AND OTHER OBJECTIONABLE MATERIAL, AND PROTECT THEM.
2. PLACE THE GRAVEL TO THE SPECIFIC DESIGN THICKNESS SHOWN ON THE PLAN AND SMOOTH IT.
3. PROVIDE DRAINAGE TO CARRY OFF ALL SEDIMENT AND OTHER SUITABLE MATERIAL TO AN OUTLET.
4. USE GEOTEXTILE FABRICS BEHIND THE GRAVEL STABILIZATION FOUNDATION IN LOCATIONS SUBJECT TO OVERFLOW.

MAINTENANCE
MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. AFTER RAINFALL, THE GRAVEL MAY REQUIRE PERIODIC TOPDRESSING WITH 2-INCH THICK GRAVEL. PERIODIC TOPDRESSING WITH 2-INCH THICK GRAVEL IS NECESSARY TO MAINTAIN THE GRAVEL'S CAPABILITY TO TRAP SEDIMENT AND TO PREVENT MUD FROM BEING TRACKED ONTO PUBLIC ROADWAYS.

TEMPORARY DIVERSIONS

(NCDOT 6.20)
N.T.S.

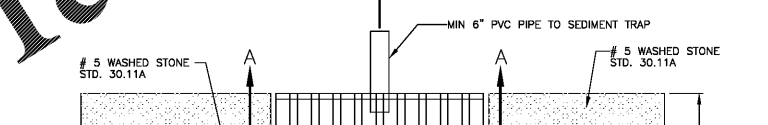
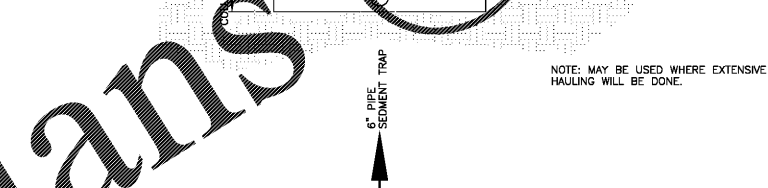
DEFINITION
A TEMPORARY RIDGE OR EXCAVATED CHANNEL, OR COMBINATION RIDGE AND CHANNEL CONSTRUCTED ACROSS SLOPING LAND ON A DETERMINED GRADE.

PURPOSE
TO PROTECT WORK AREAS FROM UPSIDE RUNOFF, AND TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.

CONDITIONS WHERE PRACTICE APPLIES
THIS PRACTICE APPLIES TO CONSTRUCTION AREAS WHERE RUNOFF CAN BE DIVERTED AND DISPOSED OF PROPERLY TO CONTROL EROSION, SEDIMENTATION, OR FLOOD DAMAGE. SPECIFIC LOCATIONS AND CONDITIONS INCLUDE:

- ABOVE DISTURBED EXISTING SLOPES, AND ABOVE CUT OR FILL SLOPES TO PREVENT RUNOFF OVER THE SLOPE;
- ACROSS UNPROTECTED SLOPES, AS SLOPE BREAKS, TO REDUCE SLOPE LENGTH;
- BELOW SLOPES TO DIVERT EXCESS RUNOFF TO STABLE OUTLETS;
- WHERE NEEDED TO DIVERT SEDIMENT-LADEN WATER TO SEDIMENT TRAPS;
- AT OR NEAR THE PERMETER OF THE CONSTRUCTION AREA TO KEEP SEDIMENT FROM LEAVING THE SITE; AND
- ABOVE DISTURBED AREAS BEFORE STABILIZATION TO PREVENT EROSION, AND MAINTAIN ACCEPTABLE WORKING CONDITIONS.

TEMPORARY DIVERSIONS MAY ALSO SERVE AS SEDIMENT TRAPS WHEN THE SITE HAS BEEN OVEREXCAVATED ON A FLAT GRADE; THIS MAY ALSO BE USED IN CONJUNCTION WITH A SEDIMENT FENCE.



PLANNING CONSIDERATIONS
IT IS IMPORTANT THAT DIVERSIONS ARE PROPERLY DESIGNED, CONSTRUCTED AND MAINTAINED SINCE THEY CONCENTRATE WATER FLOW AND INCREASE EROSION POTENTIAL (FIGURE 6.20a). PARTICULAR CARE MUST BE TAKEN IN PLANNING DIVERSION GRADES. TOO MUCH SLOPE CAN RESULT IN EXCESSIVE VELOCITY IN THE DIVERSION CHANNEL OR AT THE OUTLET. A CHANGE OF SLOPE FROM A STEEPER GRADE TO FLATTER MAY CAUSE DEPOSITION TO OCCUR. THE DEPOSITION REDUCES CARRYING CAPACITY, AND MAY CAUSE OVERTOPPING AND FAILURE. FREQUENT INSPECTION AND TIMELY MAINTENANCE ARE ESSENTIAL TO THE PROPER FUNCTIONING OF DIVERSIONS. SUFFICIENT AREA MUST BE AVAILABLE TO CONSTRUCT AND PROPERLY MAINTAIN DIVERSIONS. IT IS USUALLY LESS COSTLY TO EXCAVATE A CHANNEL AND FORM A RIDGE OR DIKE ON THE DOWNHILL SIDE WITH THE SPOIL THAN TO BUILD DIVERSIONS BY OTHER METHODS. WHERE SPACE IS LIMITED, IT MAY BE NECESSARY TO BUILD THE RIDGE BY HAULING IN DIRT MATERIAL, OR USING A SILT FENCE TO DIVERT THE FLOW. USE GRAVEL TO FORM THE DIVERSION DIKE WHEN VEHICLES MUST CROSS FREQUENTLY (FIGURE 6.20b).

CONSTRUCTION SPECIFICATIONS

1. REMOVE AND PROPERLY DISPOSE OF ALL TREES, BRUSH, STUMPS, AND OTHER OBJECTIONABLE MATERIAL.
2. ENSURE THAT THE MINIMUM CONSTRUCTED CROSS SECTION MEETS ALL DESIGN REQUIREMENTS.
3. ENSURE THAT THE TOP OF THE DIKE IS NOT LOWER AT ANY POINT THAN THE DESIGN ELEVATION PLUS THE SPECIFIED SETTLEMENT.
4. PROVIDE SUFFICIENT ROOM AROUND DIVERSIONS TO PERMIT MACHINE REGRADING AND CLEANOUT.
5. VEGETATE THE RIDGE IMMEDIATELY AFTER CONSTRUCTION, UNLESS IT WILL REMAIN IN PLACE LESS THAN 30 WORKING DAYS.

MAINTENANCE
INSPECT TEMPORARY DIVERSIONS ONCE A WEEK AND AFTER EVERY RAINFALL. IMMEDIATELY REMOVE SEDIMENT FROM THE FLOW AREA AND REPAIR THE DIVERSION RIDGE. CAREFULLY CHECK OUTLETS AND MAKE TIMELY REPAIRS AS NEEDED. WHEN THE AREA PROTECTED IS PERMANENTLY STABILIZED, REMOVE THE RIDGE AND THE CHANNEL, TO BLEND WITH THE NATURAL GROUND LEVEL AND APPROPRIATELY STABILIZE IT.

CONSTRUCTION ENTRANCE TRUCK TIRE WASH
(IF REQUIRED BY TOWN ENGINEER)

ENGINEERING

FIRM LICENSE # C-0873
P.O. BOX 551
Indian Trail, NC 28079
(704) 882-4222
(704) 339-0640
www.eplonline.net

SEAL
14959

NO. DATE BY INSR

NO.	DATE	BY	INSR

TRUCK WASH

SAM'S XPRESS CAR WASH
TECHNOLOGY DRIVE
INDIAN TRAIL, NC

SAM'S REAL ESTATE
7935 COUNCIL PLACE, SUITE 102
MATTHEWS, NC 28105

DETAILS

DESIGNED BY	JLR	CHECKED BY	JHR
DRAWN BY	JAR	DATE	07/05/17
SCALE	AS SHOWN	JOB NUMBER	5658

Sheet
C-6.0