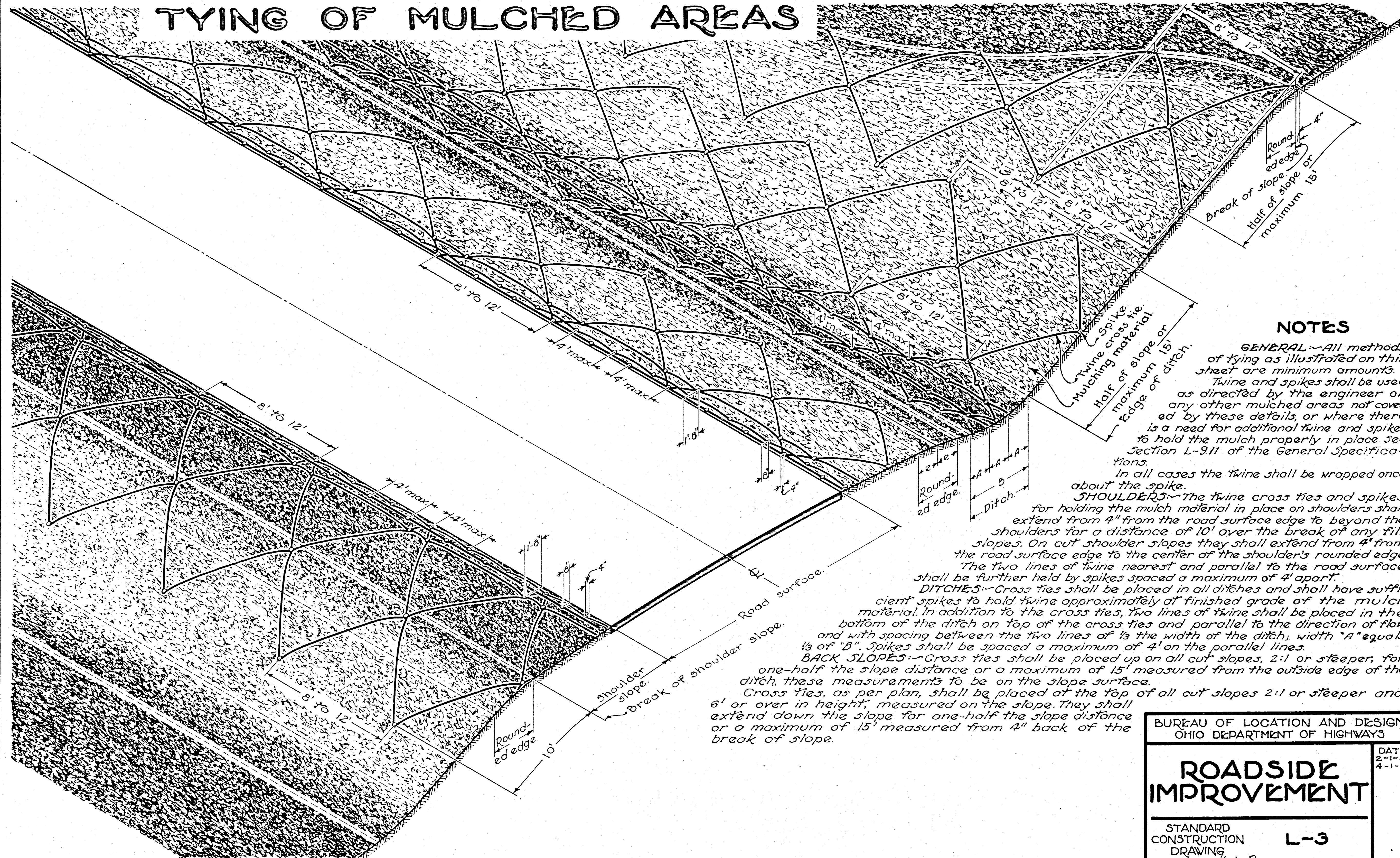


TYING OF MULCHED AREAS

1
5



NOTES

GENERAL: All methods of tying as illustrated on this sheet are minimum amounts. Twine and spikes shall be used as directed by the engineer on any other mulched areas not covered by these details, or where there is a need for additional twine and spikes to hold the mulch properly in place. See Section L-9.11 of the General Specifications.

In all cases the twine shall be wrapped once about the spike.

SHOULDERS: The twine cross ties and spikes for holding the mulch material in place on shoulders shall extend from 4" from the road surface edge to beyond the shoulders for a distance of 10' over the break of any fill slopes. On cut shoulder slopes they shall extend from 4" from the road surface edge to the center of the shoulder's rounded edge. The two lines of twine nearest and parallel to the road surface shall be further held by spikes spaced a maximum of 4' apart.

DITCHES: Cross ties shall be placed in all ditches and shall have sufficient spikes to hold twine approximately at finished grade of the mulch material. In addition to the cross ties, two lines of twine shall be placed in the bottom of the ditch on top of the cross ties and parallel to the direction of flow and with spacing between the two lines of $\frac{1}{3}$ the width of the ditch; width "A" equals $\frac{1}{3}$ of "B". Spikes shall be spaced a maximum of 4' on the parallel lines.

BACK SLOPES: Cross ties shall be placed up on all cut slopes 2:1 or steeper, for one-half the slope distance or a maximum of 15' measured from the outside edge of the ditch, these measurements to be on the slope surface.

Cross ties, as per plan, shall be placed at the top of all cut slopes 2:1 or steeper and 6' or over in height, measured on the slope. They shall extend down the slope for one-half the slope distance or a maximum of 15' measured from 4" back of the break of slope.

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

**ROADSIDE
IMPROVEMENT**

DATE
2-1-47
4-1-50

STANDARD
CONSTRUCTION
DRAWING

L-3

APPROVED *K.L.R.* CHIEF ENGINEER

For information Only

U. S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.

DRAWN BY:		LICKING RIVER DILLON RESERVOIR PROJECT	
TRACED BY:		RELOCATION OF MUSKINGUM COUNTY RD. NO. 8	
CHECKED BY: <i>F.H.S.</i>		MC-8-4 & MT-408-1	
SUBMITTED BY: <i>Elmer S. Barrett</i>		MC-8-1 & MC-408-1	
RECOMMENDED BY: <i>James W. Garner</i>		APPROVED: <i>Steven Malenich</i> DATE: NOVEMBER 1959	
ELMER S. BARRETT ASSOCIATES CONSULTING ENGINEERS CHILLICOTHE, OHIO		COL. C.E. DISTRICT ENGINEER	
SCALE:		SPEC. NO.	
DRAWING NUMBER		027f - UD14-68/	
SHEET 1 of 5			

WORK AS CONSTRUCTED