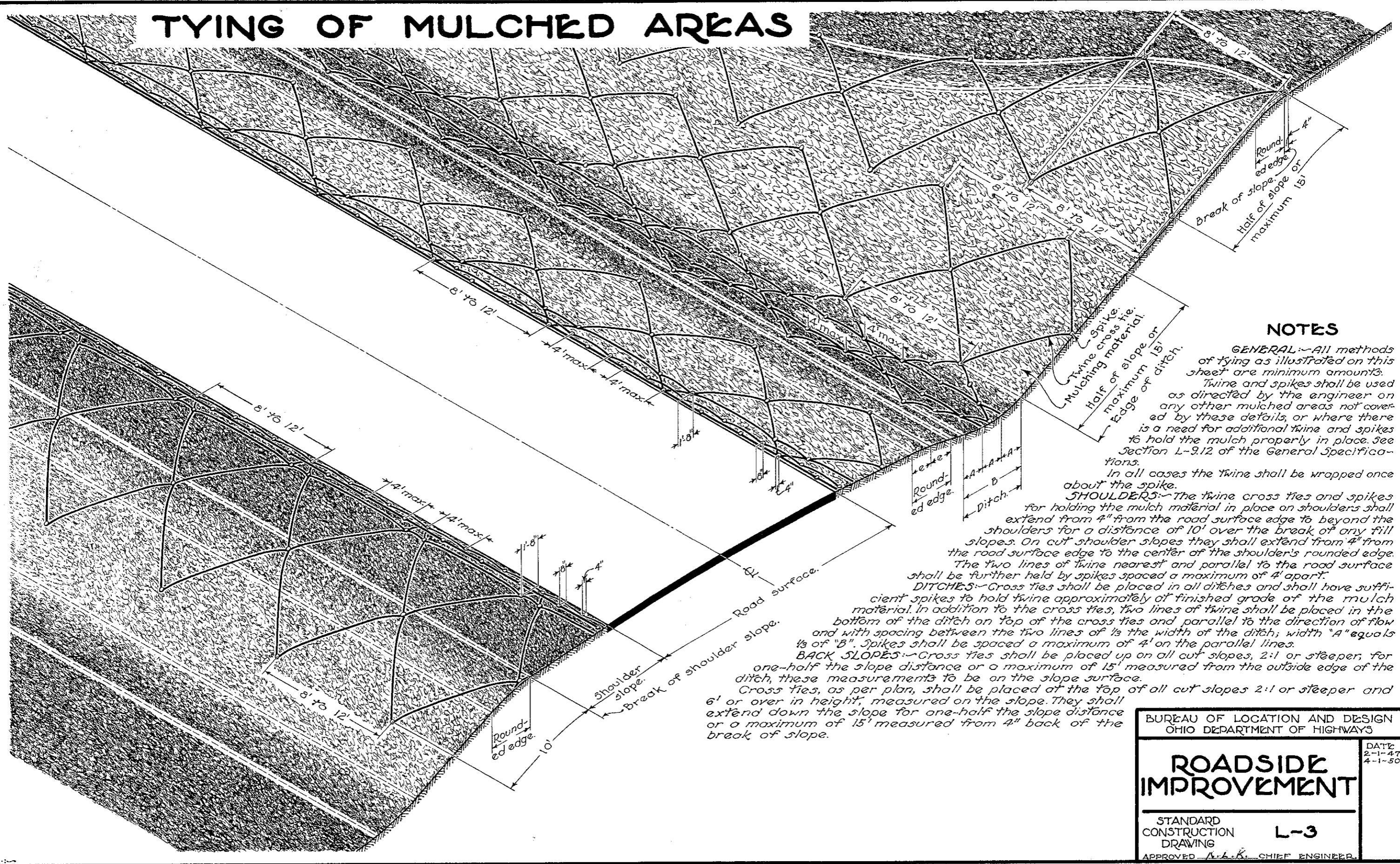


The twine cross ties and pegs for holding mulching material in place on shoulders shall extend from 4 inches from the pavement edge to beyond the shoulders for a distance of 10 feet over the break of any fill slopes. On cut shoulder slopes they shall extend from 4 inches from the pavement edge to the center of the shoulder's rounded edge. The two lines of twine nearest and parallel to the pavement shall be further held by pegs spaced 4 feet apart. Cross ties shall be placed in all ditches and up on all cut slopes, 2:1 or steeper, for one-half the slope distance or a maximum of 15 feet measured from the outside edge of the ditch, these measurements to be on the slope surface. Cross ties in ditches shall have sufficient pegs to hold twine approximately at finished grade of mulching 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. Pegs shall be spaced 4 feet on the parallel lines. Cross ties, as per plan, shall be placed at the top of all cut slopes 2:1 or steeper and 6 feet 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 feet measured from 4 inches back of the break of slope.

BUREAU OF LOCATION AND DESIGN OHIO DEPARTMENT OF HIGHWAYS	
ROADSIDE IMPROVEMENT	
DATE 2-1-47	
STANDARD CONSTRUCTION DRAWING	L-3
APPROVED <i>U.S.J.</i>	CHIEF ENGINEER

TYING OF MULCHED AREAS



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-9.12 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.

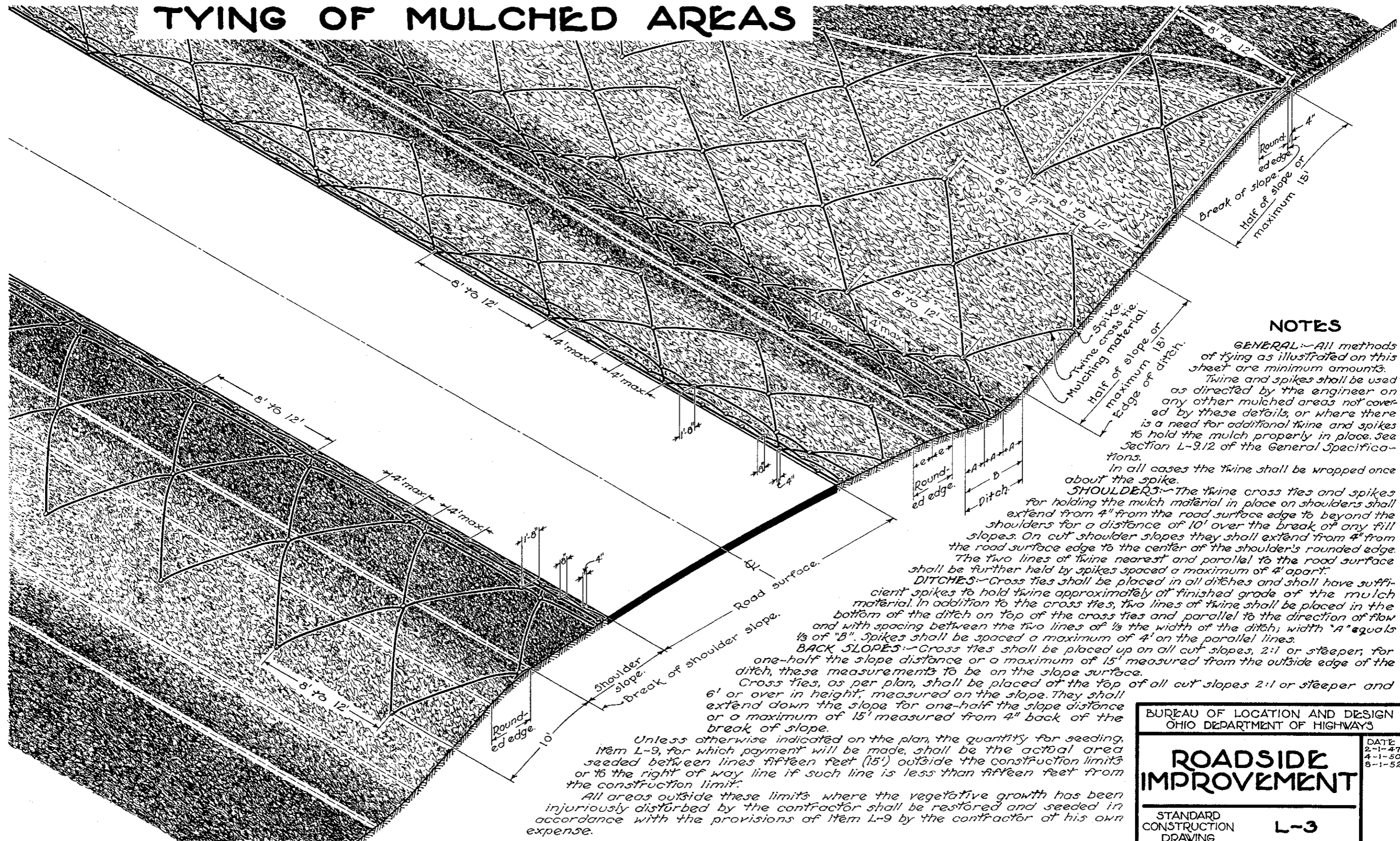
BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

ROADSIDE IMPROVEMENT

STANDARD CONSTRUCTION DRAWING
L-3
APPROVED A. L. K. CHIEF ENGINEER

DATE:
2-1-47
4-1-50

TYING OF MULCHED AREAS



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-9.12 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.

Unless otherwise indicated on the plan, the quantity for seeding, Item L-9, for which payment will be made, shall be the actual area seeded between lines fifteen feet (15') outside the construction limits or to the right of way line if such line is less than fifteen feet from the construction limit.

All areas outside these limits where the vegetative growth has been injuriously disturbed by the contractor shall be restored and seeded in accordance with the provisions of Item L-9 by the contractor at his own expense.

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

ROADSIDE IMPROVEMENT

STANDARD CONSTRUCTION DRAWING **L-3**

APPROVED *K.L.B.* CHIEF ENGINEER

DATE
2-1-47
4-1-50
8-1-52