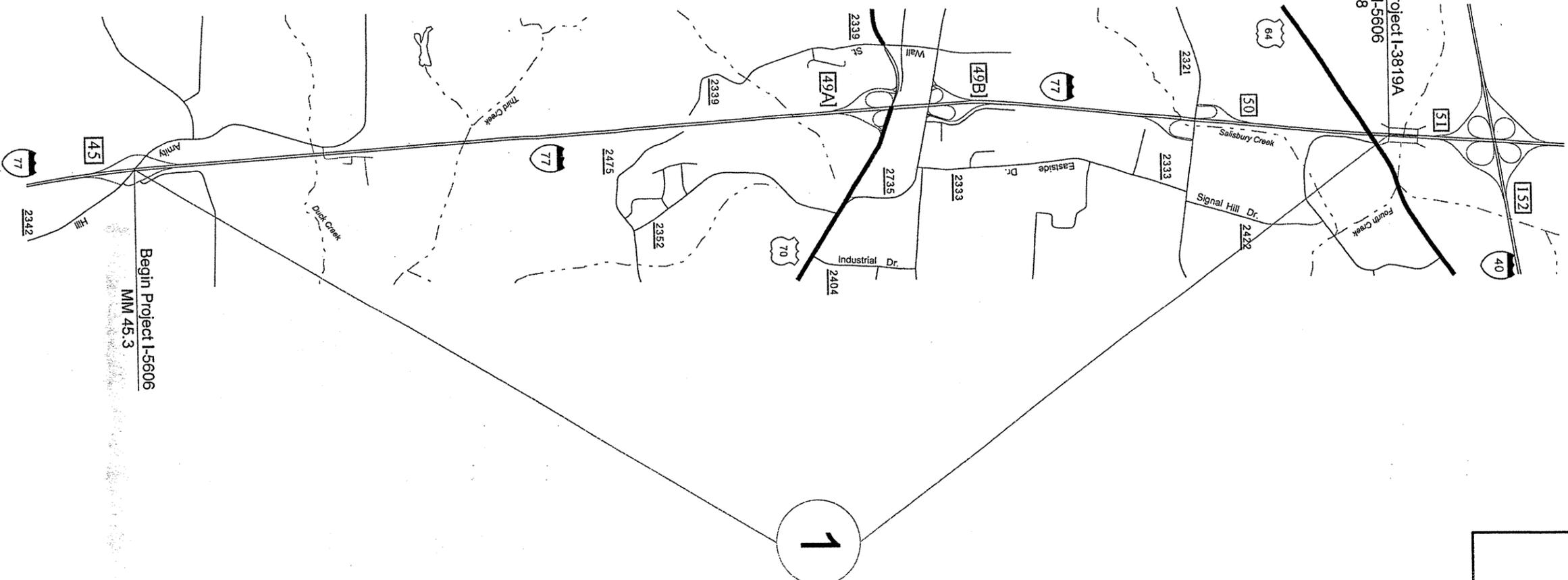


Iredell County North Carolina

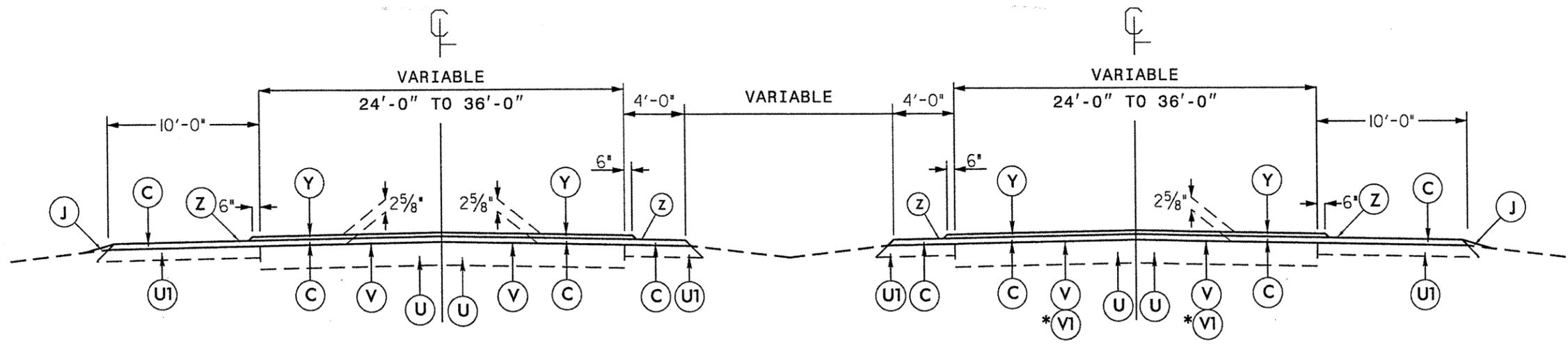
Map #1: I-77

5.5 miles

Begin TIP Project I-3819A
End Project I-5606
MM 50.8



PROJECT REFERENCE NO.		SHEET NO.	1
I-5606			
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HIDPAULICS ENGINEER	



TYPICAL SECTION NO. 1

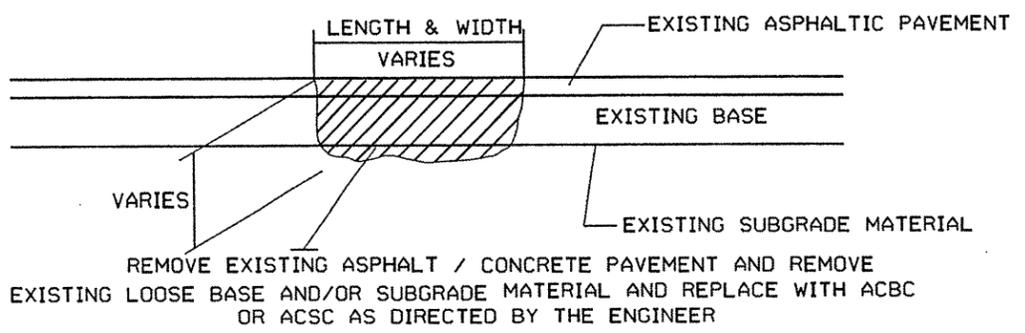
USE TYPICAL SECTION NO. 1 AS FOLLOWS

- FROM MM 45.5 TO MM 48.5
- FROM MM 49.0 TO MM 50.8 (BEGIN PROJECT I-3819A)
- FROM MM 52.0 (END PROJECT I-3819A) TO MM 53.7 (END PROJECT)

***NOTES FOR ALL TYPICALS:**

- SEE BRIDGE APPROACH AND DEPARTURE DETAIL FOR PAVEMENT TRANSITIONS AT BRIDGE UNDERPASSES & OVERPASSES.
- INTENT OF MILLING IS TO REMOVE EXISTING ASPHALT PAVEMENT DOWN TO EXISTING CONCRETE PAVEMENT LAYER, EXCEPT FOR AREAS OTHERWISE NOTED ON PLANS.
- USE MILLING "V1" IN ADDITION TO MILLING "V" NORTH BOUND LANES ONLY FROM MM 45.3 TO MM 48.5 (EXIT 49A).

PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD
E	PROP. APPROX. 5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YARD
J	AGGREGATE SHOULDER BORROW
T	EARTH MATERIAL
U	EXISTING CONCRETE PAVEMENT.
U1	EXISTING ASPHALT PAVEMENT.
V	MILLING ASPHALT PAVEMENT 5/8" DEPTH
V1	MILLING ASPHALT PAVEMENT 2" DEPTH
Y	PROP. APPROX. 5/8" ULTRA-THIN BONDED WEARING COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD. PER 5/8" DEPTH
Z	MILLED RUMBLE STRIPS

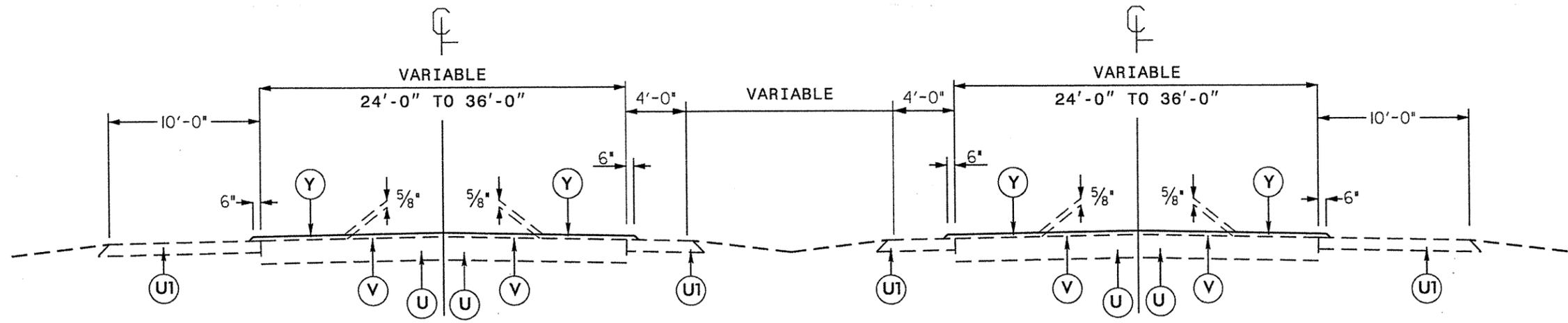


SHOULDER PATCHING EXISTING PAVEMENT

USE WITH TYPICALS NO. 1 & 2 WHERE SHOULDER PATCHING MAY BE NECESSARY

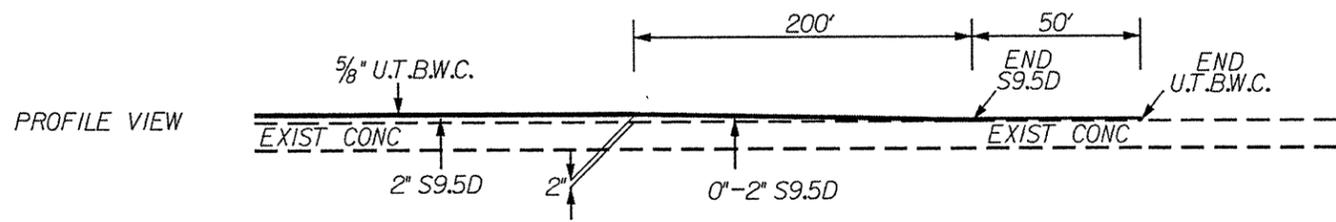
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

5/14/99 I-77 M445 TO M453 TO M455 Project Design Files\proj\177_rdy_ttypicals.dgn



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 AS FOLLOWS
 -FROM MM 45.3 (BEGIN PROJECT) TO MM 45.5
 -FROM MM 48.5 TO MM 49.0



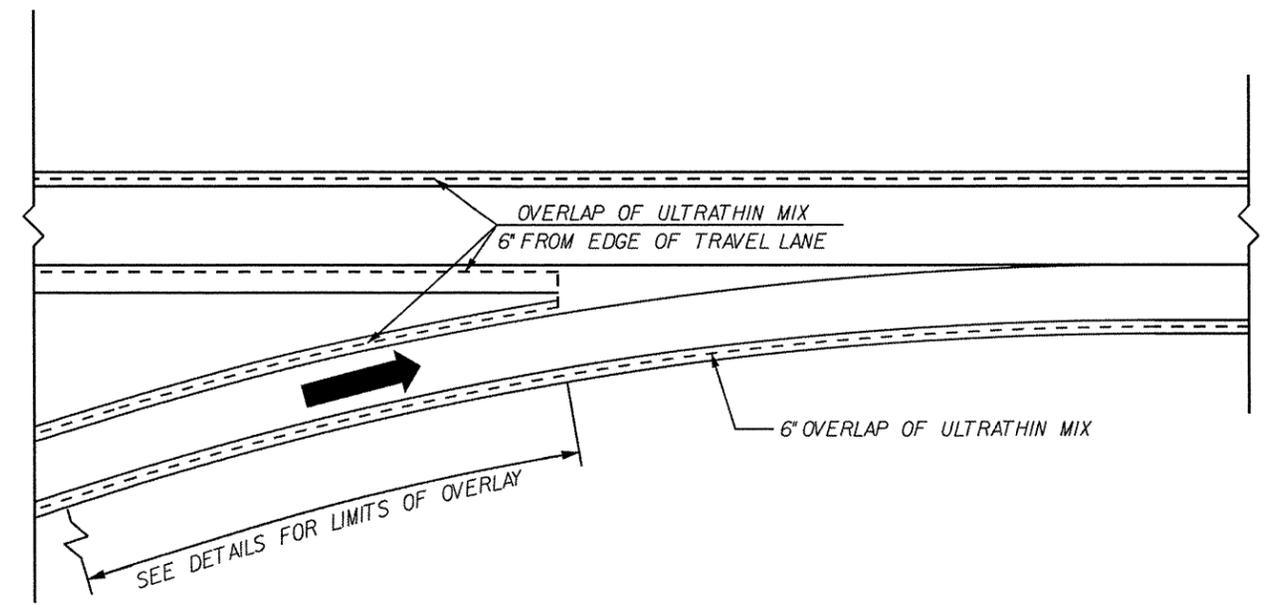
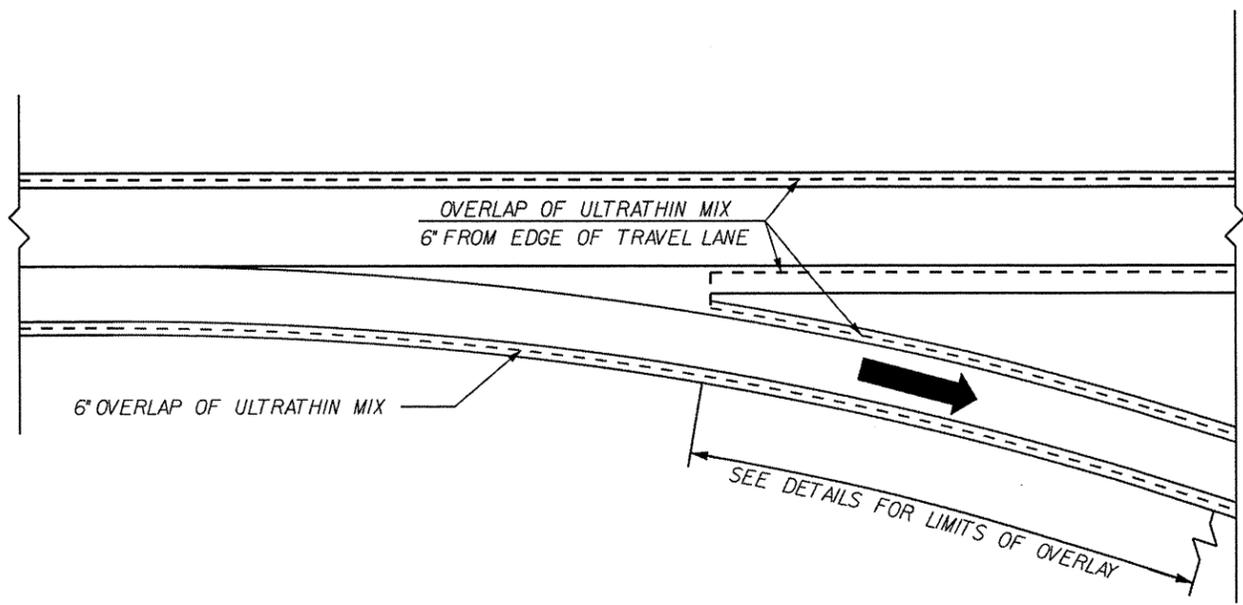
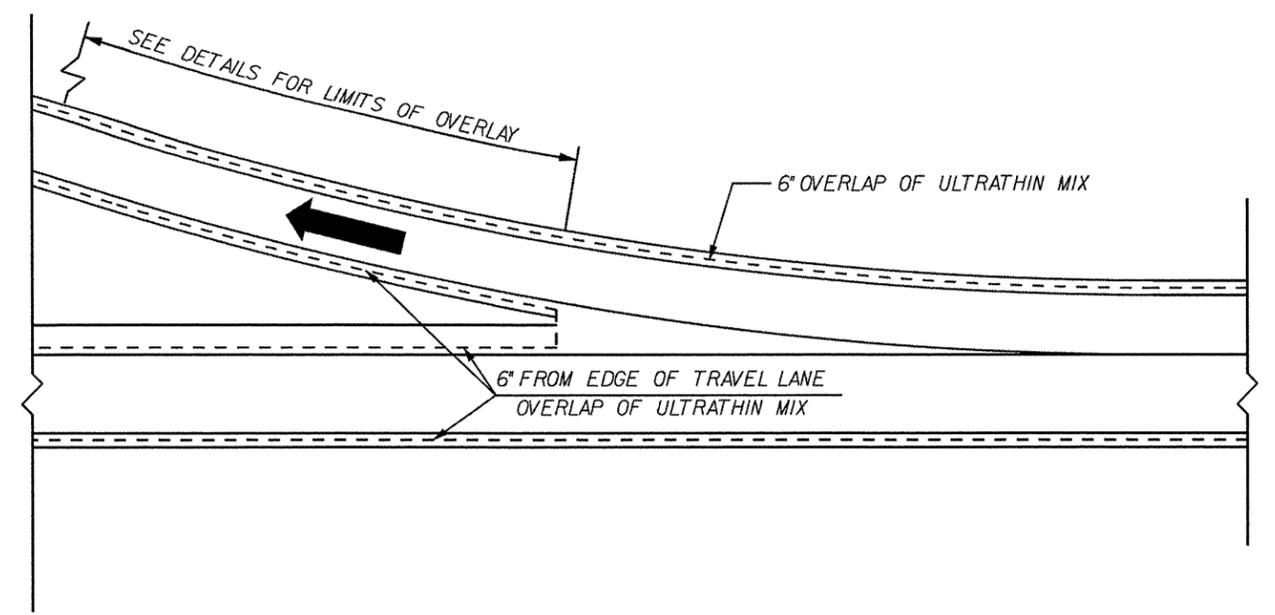
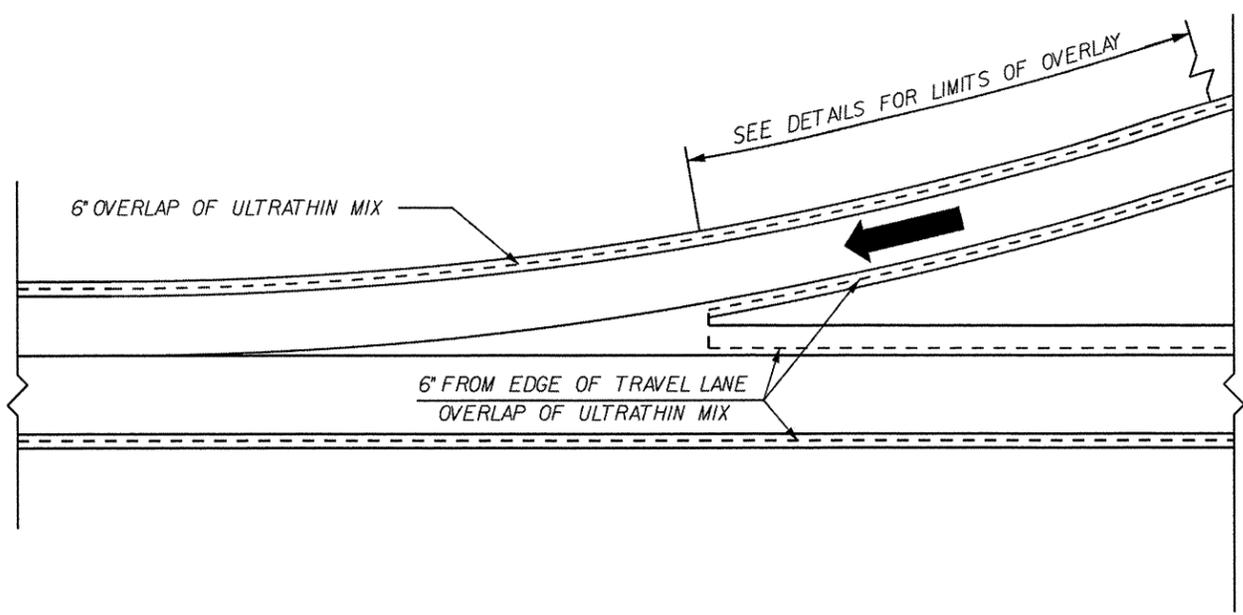
TIE-IN DETAIL AT MM 53.7 NB & SB

PAVEMENT SCHEDULE	
U	EXISTING CONCRETE PAVEMENT.
U1	EXISTING ASPHALT PAVEMENT.
V	MILLING ASPHALT PAVEMENT 5/8" DEPTH
Y	PROP. APPROX. 5/8" ULTRA-THIN BONDED WEARING COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD. PER 5/8" DEPTH

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

5/14/99
 1-18-DEC-2013 15:30
 I-75 MM45 TO MM49 TO MM54\1-5606 Project Design Files\proj\177.rdy-typicals.dgn

5/14/99
I:\99-DEC-2013 10:50 AM\1-5606 Project Design Files\proj\177_rdy_ttypicals.dgn



DETAIL GORE AND RAMP RESURFACING

USE DETAIL IN CONJUNCTION WITH TYPICAL SECTIONS

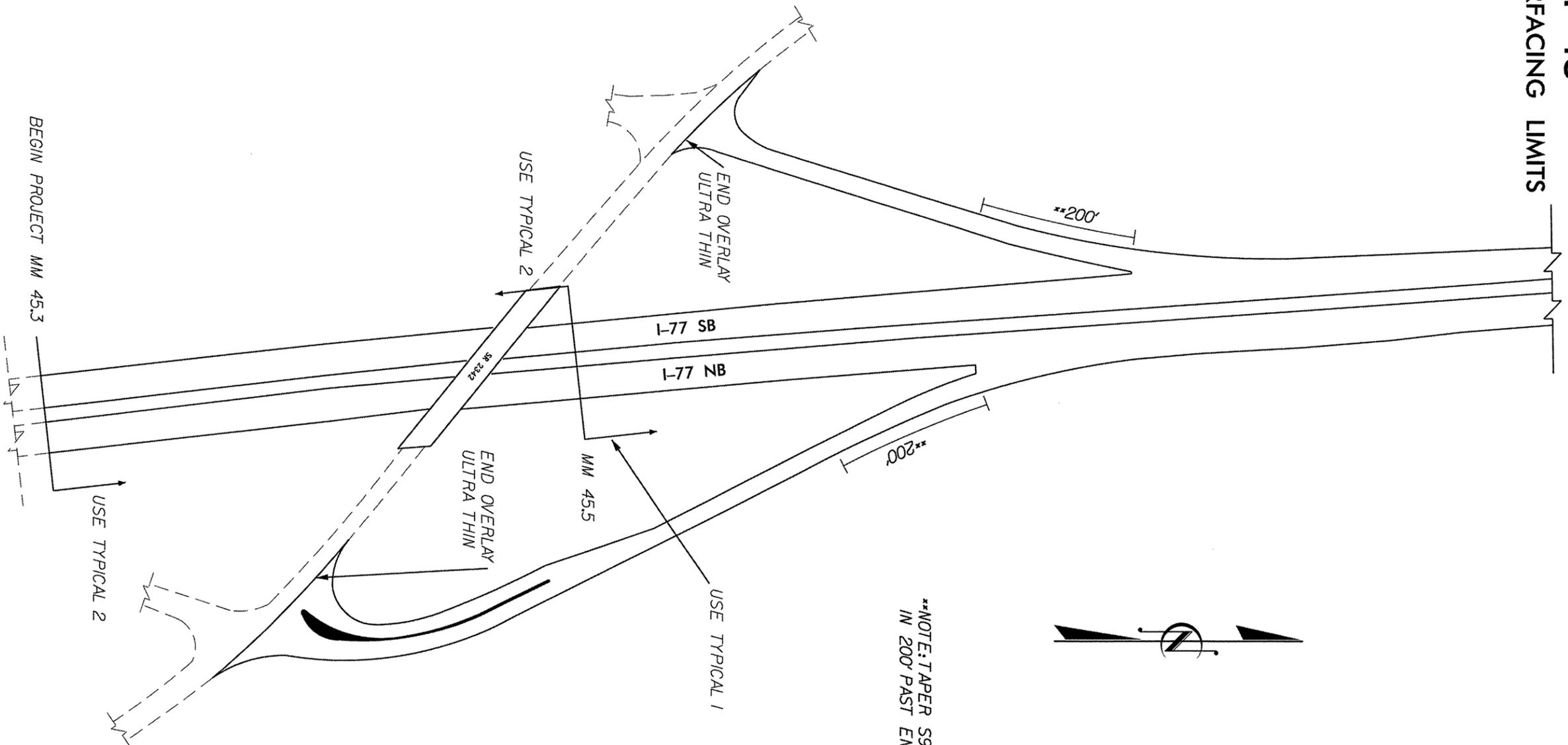
EXIT 45

RAMP RESURFACING LIMITS

PROJECT REFERENCE NO.	SHEET NO.
1-5606	7
R/W SHEET NO.	HYDRAULICS
ROADWAY DESIGN ENGINEER	ENGINEER

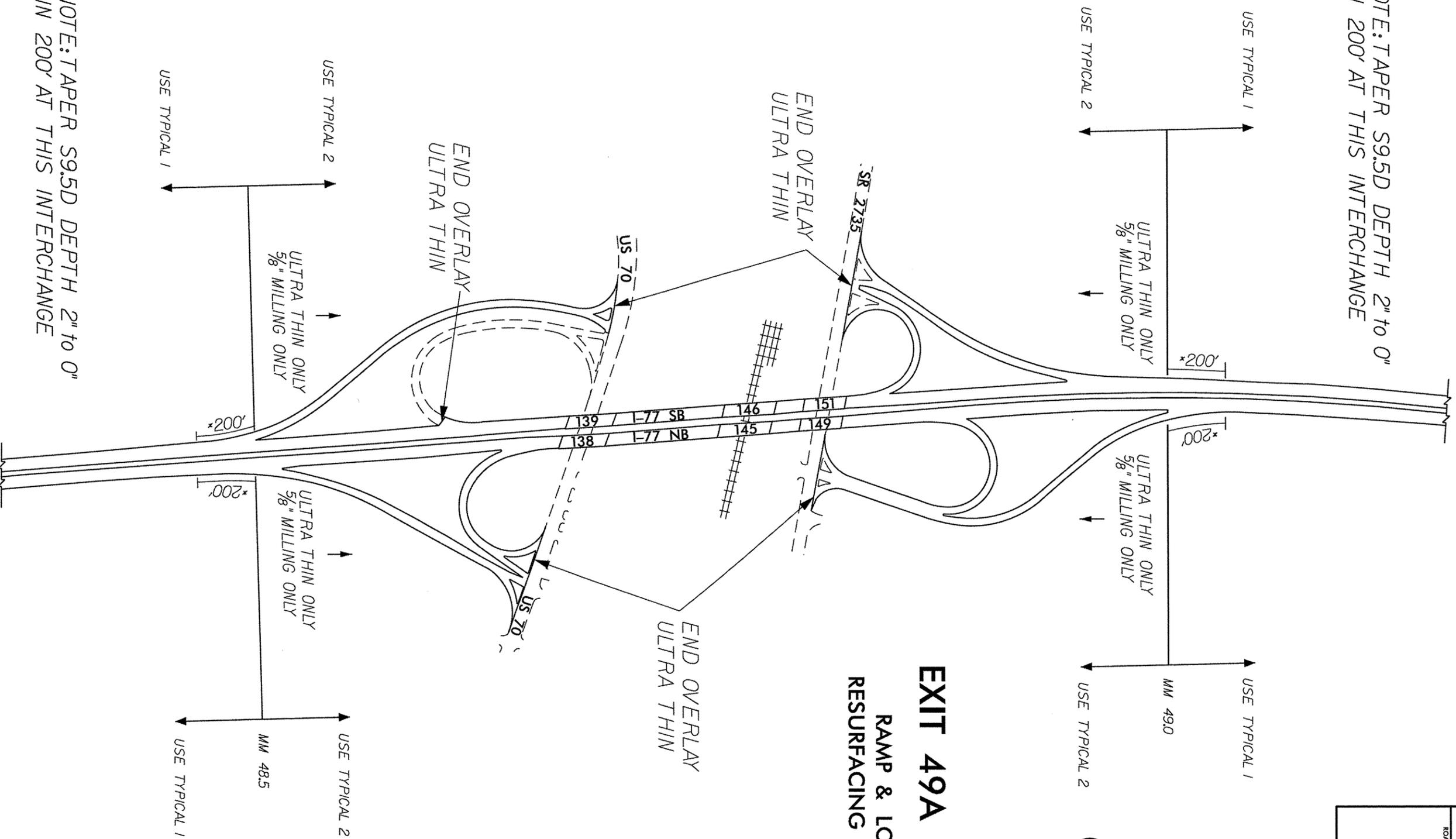


**NOTE: TAPER S9.5D DEPTH 2' to 0'
IN 200' PAST END OF GORE TYPICAL



PROJECT REFERENCE NO.	SHEET NO.
I-5606	3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

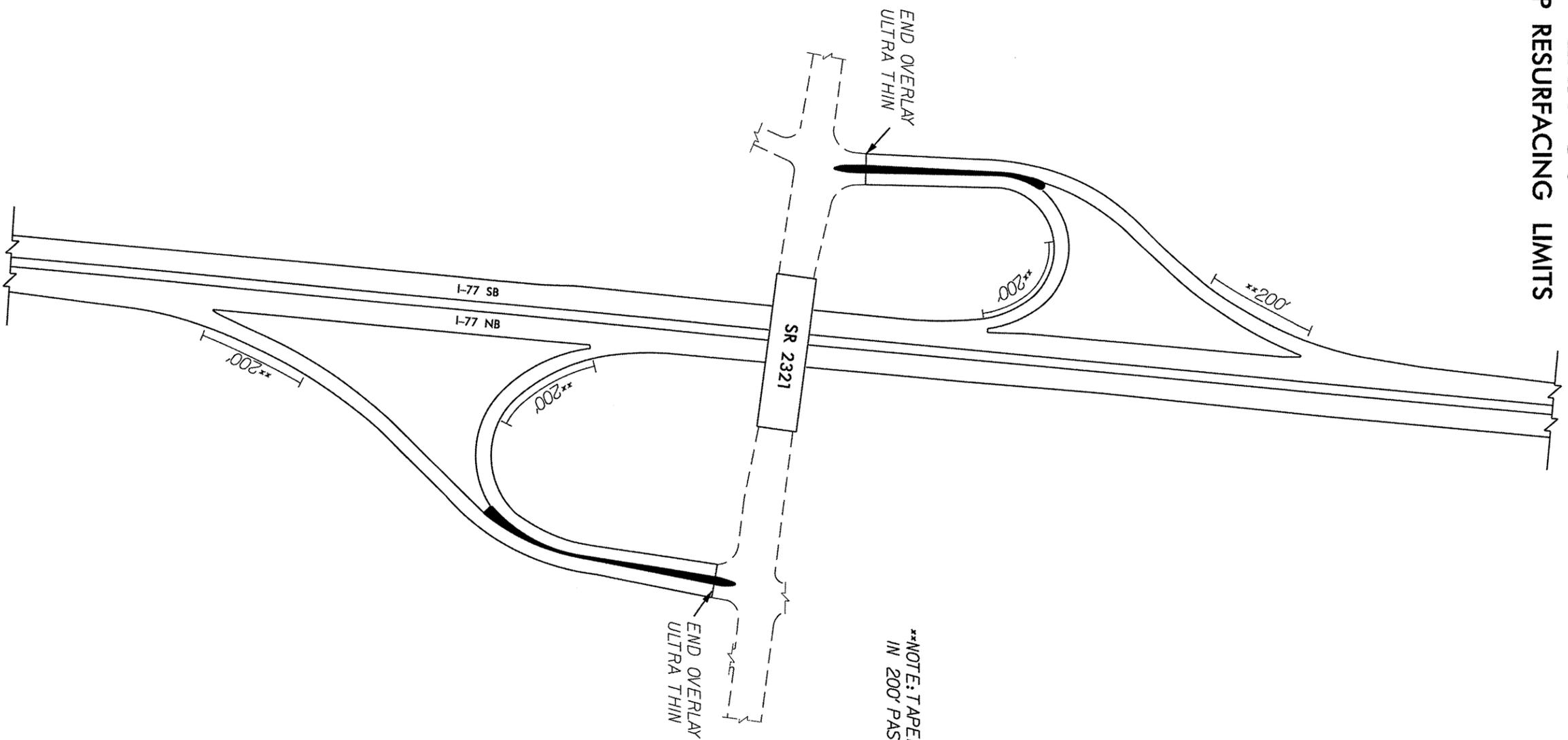
*NOTE: TAPER S9.5D DEPT^H 2" TO 0" IN 200' AT THIS INTERCHANGE



EXIT 49A & 49B
RAMP & LOOP
RESURFACING LIMITS

*NOTE: TAPER S9.5D DEPT^H 2" TO 0" IN 200' AT THIS INTERCHANGE

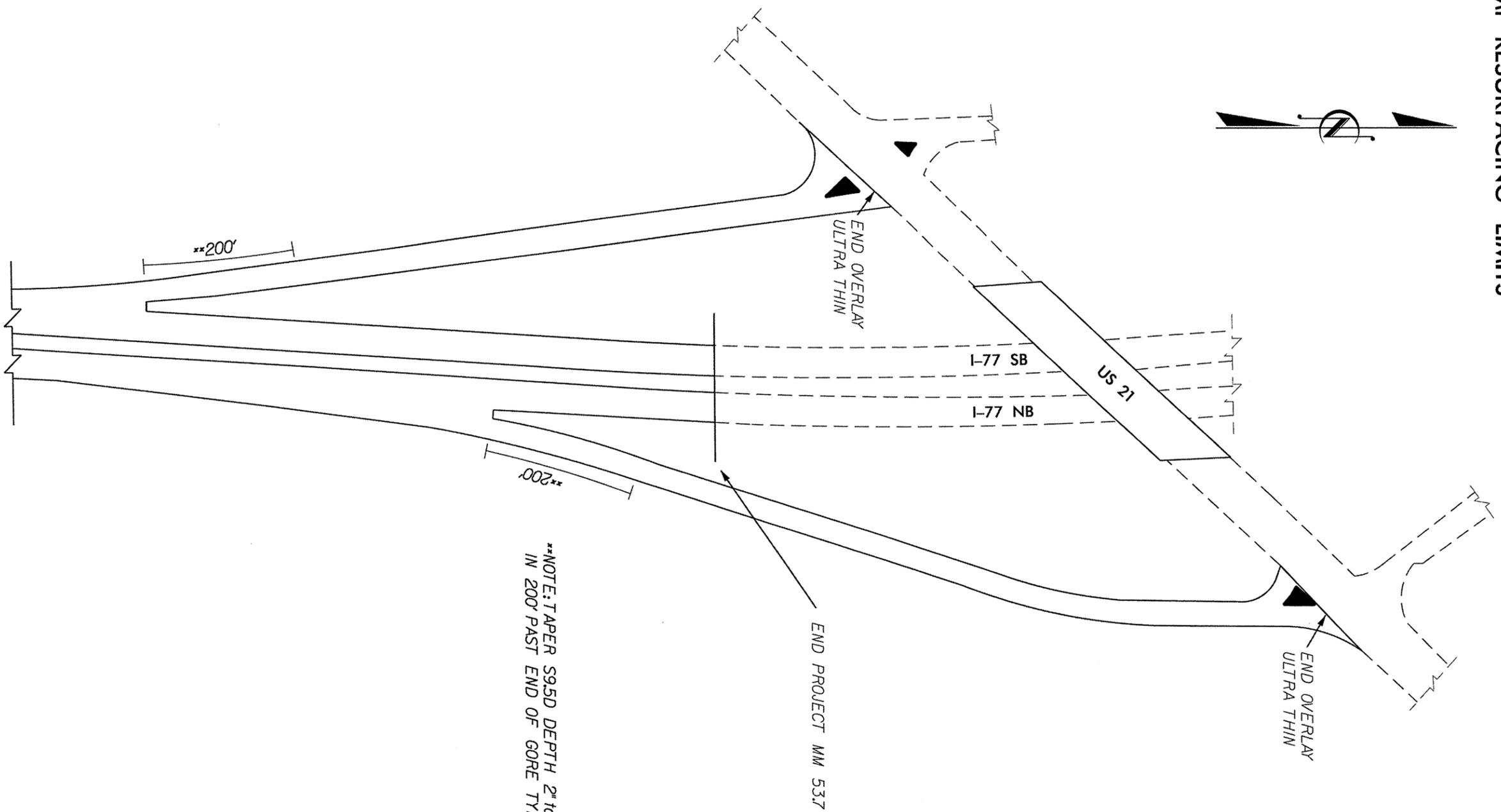
EXIT 50 RAMP RESURFACING LIMITS



**NOTE: TAPER S95D DEPTH 2" TO 0" IN 200' PAST END OF GORE TYPICAL

PROJECT REFERENCE NO.	SHEET NO.
I-5606	9
RAW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

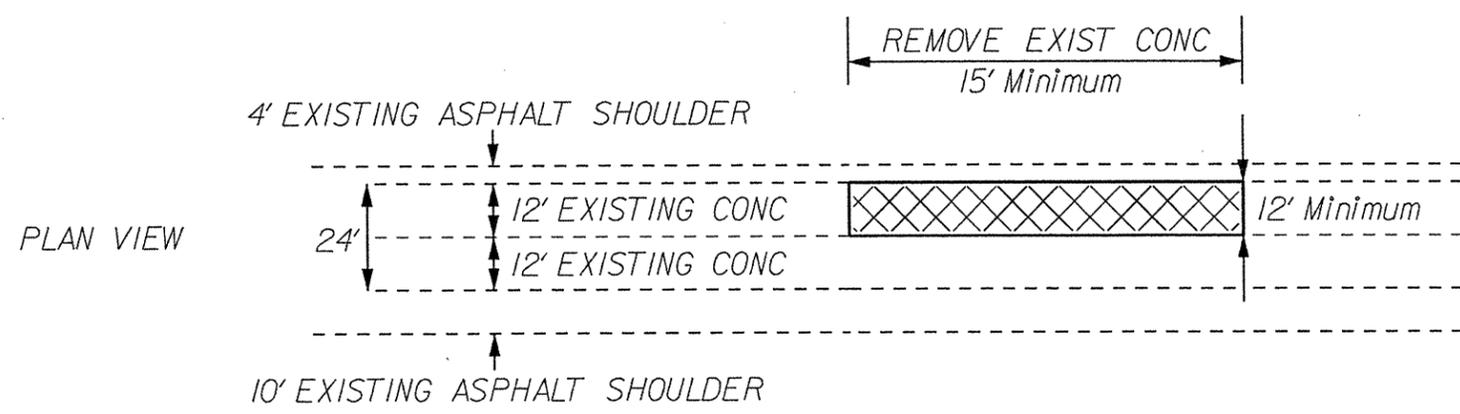
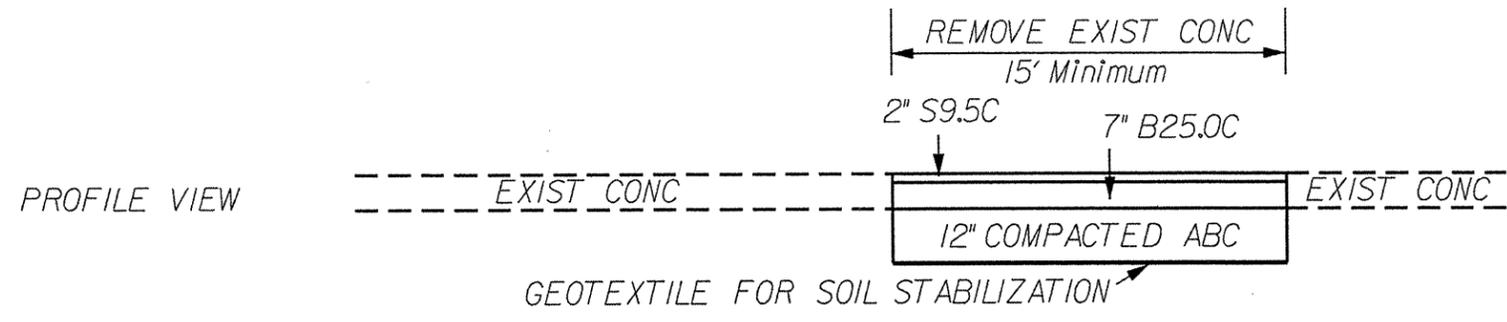
EXIT 54 RAMP RESURFACING LIMITS



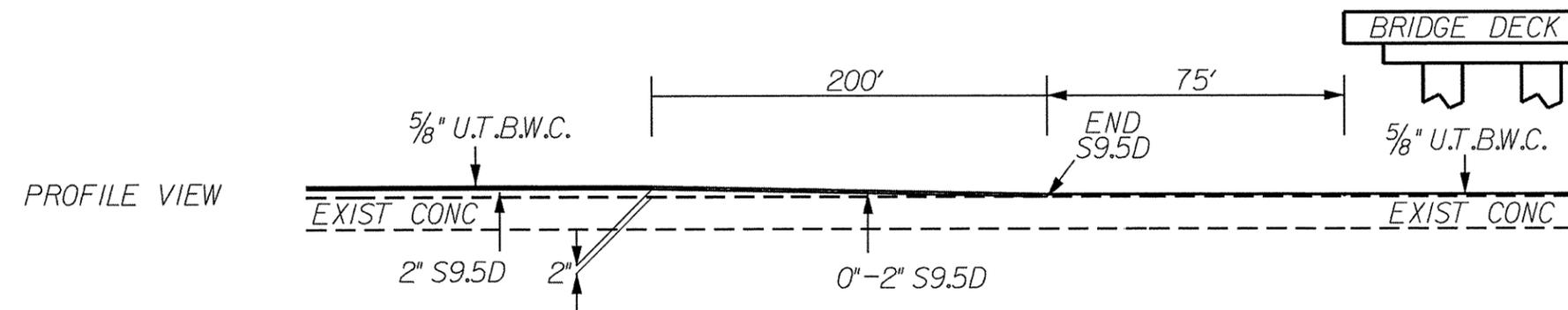
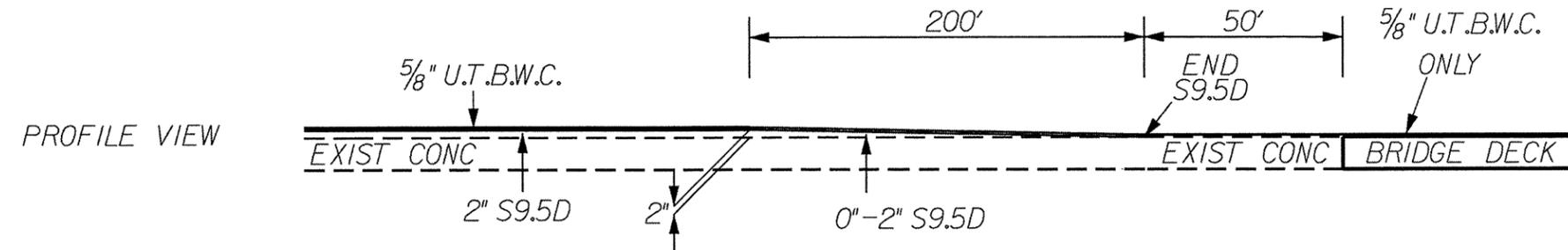
**NOTE: TAPER S9.5D DEPTH 2" TO 0" IN 200' PAST END OF GORE TYPICAL

END PROJECT MM 537

PROJECT REFERENCE NO.	SHEET NO.
I-5606	10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



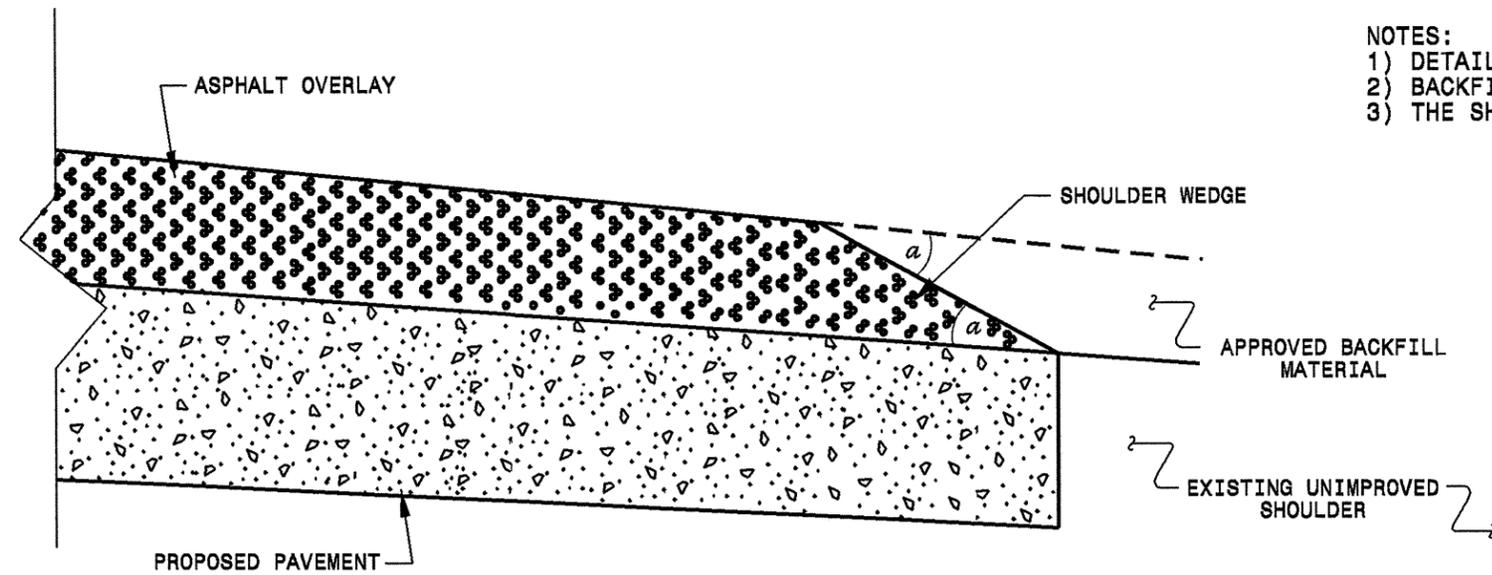
Concrete Removal and Asphalt Replacement Detail



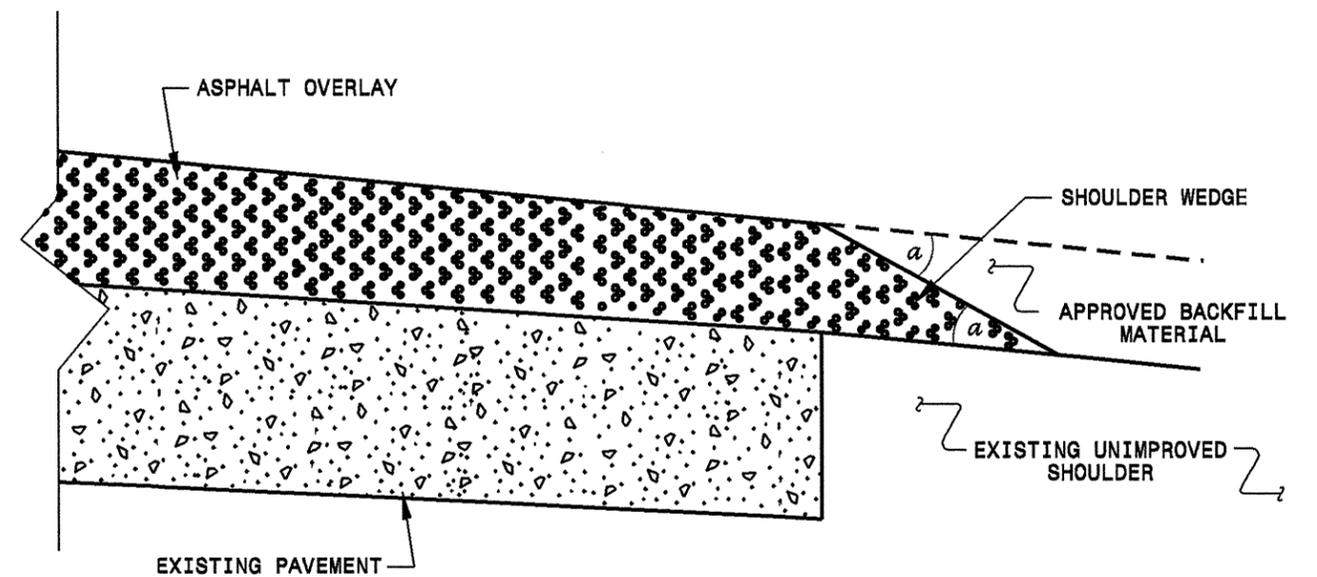
Bridge Approach And Departure Detail

USE DETAIL AT BRIDGE OVERPASS & UNDERPASS LOCATIONS

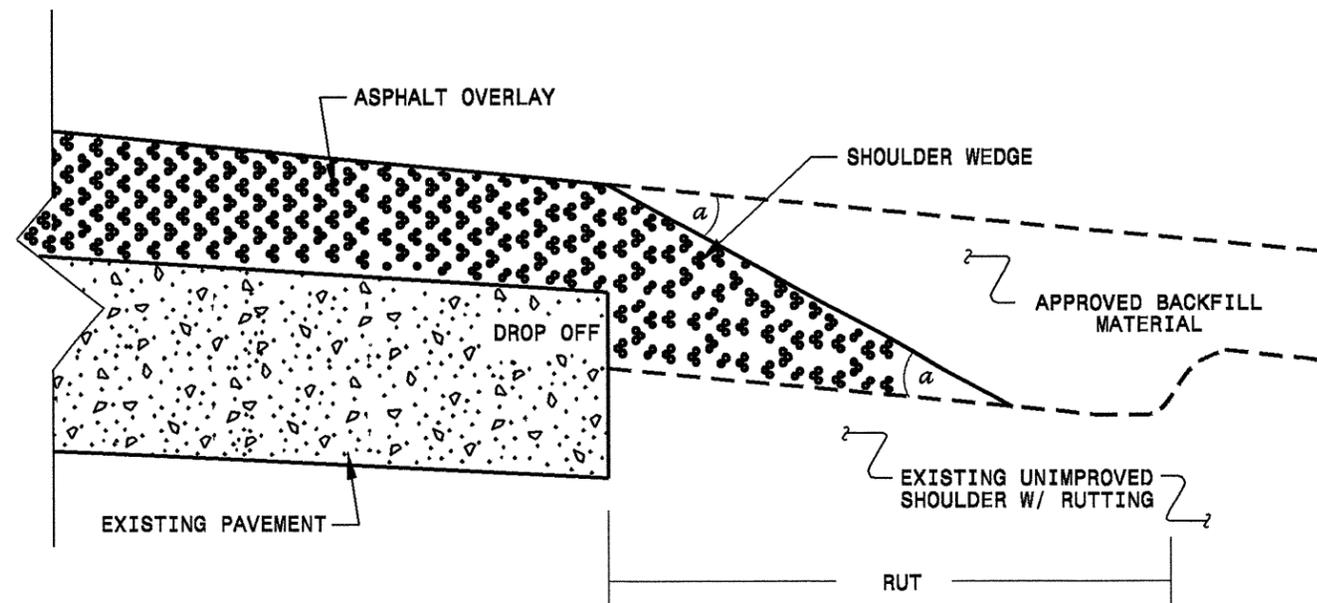
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/18/12		
CHECKED BY:	DATE:		
FILE SPEC: s:\user\details\stand\shoulderwedge\detail.dgn			

I:\DEC-2013_08\02
 S:\Contracts\Resurfacing Projects\Division 12\I-5606\Revised Files\I-5606 1-77 resurfacing 1\Revised Shoulder Wedge Detail.dgn
 \$\$\$USERNAME\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5606	15	16

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	UNDERCUT EXCAVATION CY	GRADING LS	REMOVAL OF EXISTING CONCRETE PAVEMENT SLABS SY	GEOTEXTILE FOR SOIL STABILIZATION SY	AGGREGATE SHOULDER BORROW TON	AGGREGATE BASE COURSE TONS	SHOULDER RECONSTRUCTION SMI	2" MILLING SY	5/8" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0C TONS	SURFACE COURSE, S9.5C TONS
45828.3.FS1	Iredell	1	I-77	MM 45.3 TO MM 50.8	1,2,1A,1B,1C	2	2WD	NO	NO	5.5	38	1,000	1.00	3,000.00	3,000.00	2,040	2,126	12.14	22,510	174,616		5,390	1,760
TOTAL FOR MAP NO. 1										5.5	38	1,000	1.00	3,000.00	3,000.00	2,040	2,126	12.14	22,510	174,616		5,390	1,760
45828.3.FS1	Iredell	2	I-77	MM 52.0 TO MM 53.7	1,1D	2	2WD	NO	NO	1.7	38	333		1,000.00	1,000.00	630	709	3.40		54,294	1,700	400	120
TOTAL FOR MAP NO. 2										1.7	38	333		1,000.00	1,000.00	630	709	3.40		54,294	1,700	400	120
TOTAL FOR PROJ NO. 45828.3.FS1										7.2	38	1,333	1.00	4,000.00	4,000.00	2,670	2,835	15.54	22,510	228,910	1,700	5,790	1,880
GRAND TOTAL										7.2	38	1,333	1.00	4,000.00	4,000.00	2,670	2,835	15.54	22,510	228,910	1,700	5,790	1,880

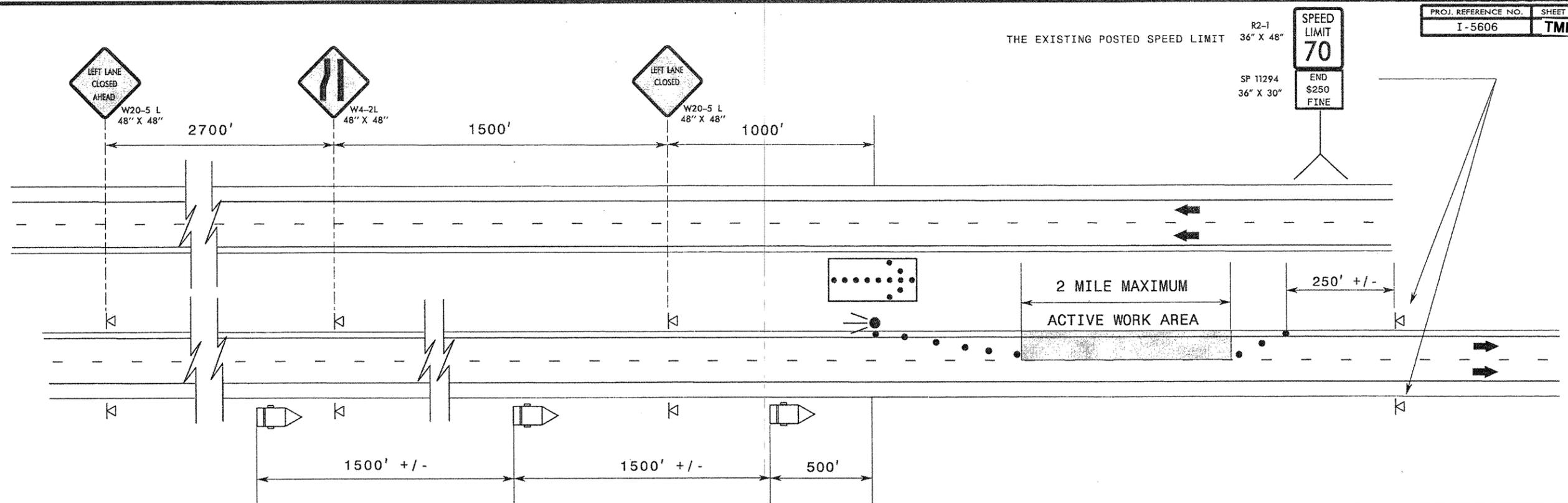
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	ASPHALT CONC SURFACE COURSE, TYPE S9.5D TON	ASPH. BINDER TONS	POLYMER MOD. BINDER TONS	PATCHING EXISTING PAVEMENT TONS	ULTRA-THIN BONDED WEARING COURSE TON	APPLICATION OF ULTRATHIN HOT MIX ASPHALT SY	MILLED RUMBLE STRIPS LF	STEEL BM GUARDRAIL LF	ADDITIONAL GUARDRAIL POSTS EA	GUARDRAIL ANCHOR UNITS, TYPE 350 EA	GUARDRAIL ANCHOR UNITS, CAT-1 EA	REMOVE EXISTING GUARDRAIL LF	PORTABLE LIGHTING LS	TEMPORARY SILT FENCE LF	WATTLE LF	SEEDING & MULCHING ACRE
45828.3.FS1	Iredell	1	I-77	MM 45.3 TO MM 50.8	1,2,1A,1B,1C	2	2WD	25,450	345	1,825	1,500	7,410	204,466	116,160	79,635.00	150.00	40.00	37.00	79,635.00	1.00	750	750	1.7
TOTAL FOR MAP NO. 1								25,450	345	1,825	1,500	7,410	204,466	116,160	79,635.00	150.00	40.00	37.00	79,635.00	1.00	750	750	1.7
45828.3.FS1	Iredell	2	I-77	MM 52.0 TO MM 53.7	1,1D	2	2WD	9,230	25	635	500	1,800	58,392	35,904	25,812.00	50.00	15.00	15.00	25,812.00	1.00	250	250	
TOTAL FOR MAP NO. 2								9,230	25	635	500	1,800	58,392	35,904	25,812.00	50.00	15.00	15.00	25,812.00	1.00	250	250	
TOTAL FOR PROJ NO. 45828.3.FS1								34,680	370	2,460	2,000	9,210	262,858	152,064	105,447.00	200.00	55.00	52.00	105,447.00	1.00	1,000	1,000	1.7
GRAND TOTAL								34,680	370	2,460	2,000	9,210	262,858	152,064	105,447.00	200.00	55.00	52.00	105,447.00	1.00	1,000	1,000	1.7*

* For Ramp Widening Areas Only

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5606	16	16

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4366000000-E	4399000000-N	4510000000-N	4725000000-E	4815000000-E		4825000000-E	4847100000-E		4847120000-E	4905000000-N
										WORK ZONE ADV / GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	LAW ENFORCEMENT HR	THERMO MERGE ARROW 90 M EA	6" WHITE PAINT LF	6" YELLOW PAINT LF	12" WHITE PAINT LF	6" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	6" YELLOW POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	12" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	SNOW PLOWABLE MARKERS EA
45828.3.FS1	Iredell	1	I-77	MM 45.3 TO MM 50.8	1A,1B	2	2WD	5.5	38	324	1	108.00	15	177,762	145,432	14,110	88,881	72,716	7,055	1,306
TOTAL FOR MAP NO. 1								5.5		324	1	108.00	15	177,762	145,432	14,110	88,881	72,716	7,055	1,306
45828.3.FS1	Iredell	2	I-77	MM 52.0 TO MM 53.7	1,1D	2	2WD	1.7	38	108	1	36.00	3	50,094	40,540	2,990	25,047	20,270	1,495	119
TOTAL FOR MAP NO. 2								1.7		108	1	36	3	50,094	40,540	2,990	25,047	20,270	1,495	119
TOTAL FOR PROJ NO. 45828.3.FS1								7.2		432	1	144	18	227,856	185,972	17,100	113,928	92,986	8,550	1,425
GRAND TOTAL								7.2		432	1	144	18	413,828	185,972	17,100	113,928	92,986	8,550	1,425



MESSAGE NO. 1	MESSAGE NO. 2
55 MPH ZONE AHEAD	\$250 FINE AHEAD

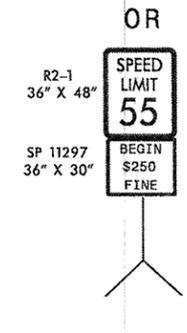
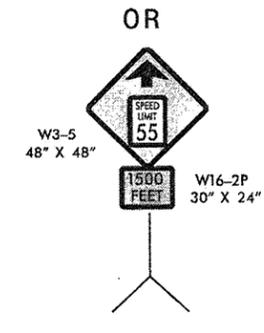
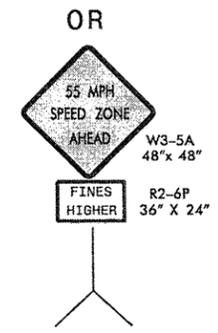
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
BEGIN 55 MPH 1500 FT	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 55	BEGIN \$250 FINE

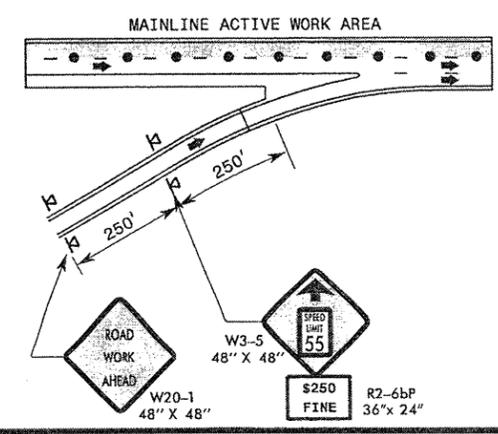
CHANGEABLE MESSAGE SIGN



GUIDELINES

1. THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE "VARIABLE" SPEED LIMIT IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE "VARIABLE" SPEED LIMIT GUIDELINES FOR CRITERIA.
2. THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION AND/OR \$250 SPEEDING FINE TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT MESSAGES/SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.
3. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
4. THE MAXIMUM LANE CLOSURE LENGTH IS 2 MILES UNLESS OTHERWISE SHOWN IN THE PLANS. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S/SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEEDING PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMP LOCATED WITHIN THE ACTIVE WORK AREA.
5. THE \$250 SPEEDING FINE PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.
6. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES SUCH AS LANE CLOSURES AND ROAD CLOSURES. THE WORK ZONE "VARIABLE" SPEED LIMIT SHALL NOT BE IN OPERATION CONTINUOUSLY (24/7) FOR A PERIOD EXCEEDING 30 CALENDAR DAYS. THE WORK ZONE "VARIABLE" SPEED LIMIT MESSAGING/SIGNAGE SHALL BE REMOVED AT THE COMPLETION OF THE ACTIVITY. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER TO RESCIND THE ORDINANCE.
7. WHEN WORK ZONE "VARIABLE" SPEED LIMIT REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.

ENTRANCE RAMP



NOTES

1. THE WORK ZONE "VARIABLE" SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION, AND THE WORK ZONE TRAFFIC CONTROL SECTION. THIS DRAWING SHOWS THE TYPICAL APPLICATION OF REDUCING THE SPEED LIMIT TO 55 MPH.
2. TYPICALLY THE WORK ZONE "VARIABLE" SPEED LIMIT APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT. THE WORK AREA AFFECTED BY THE SPEED REDUCTION SHOULD NOT EXCEED 2 MILES UNLESS THE MAXIMUM LENGTH OF LANE CLOSURE ALLOWED BY THE PLANS EXCEEDS THE 2 MILE MAXIMUM.
3. THE WORK ZONE "VARIABLE" SPEED LIMIT AND THE \$250 SPEEDING FINE IS TO BEGIN 500' IN ADVANCE OF THE FLASHING ARROW PANEL AT THE MERGE TAPER. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.
4. THE NEED AND LOCATION OF ADDITIONAL POSTED WORK ZONE "VARIABLE" SPEED LIMIT SIGNS WITHIN THE LANE CLOSURE IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

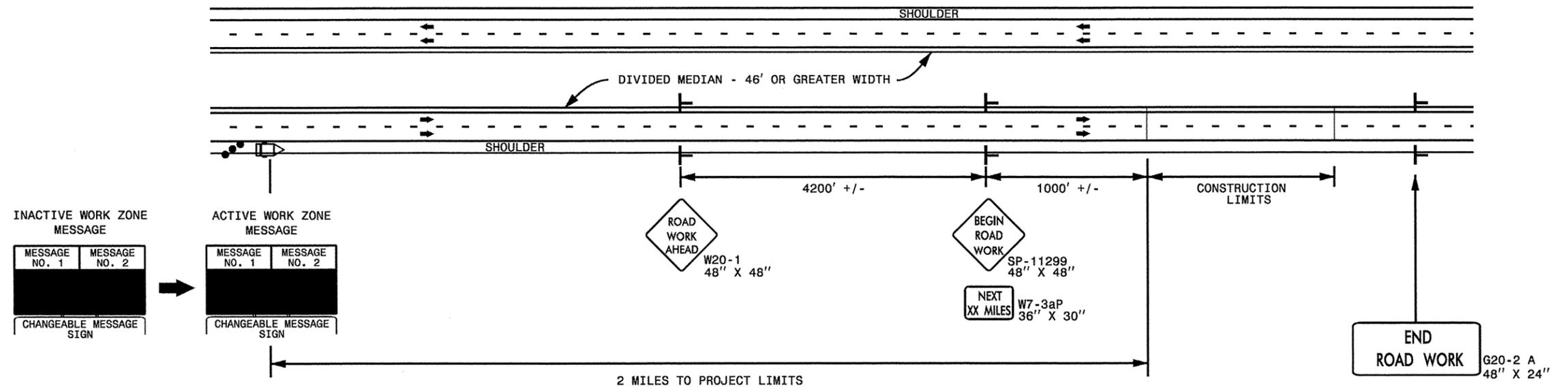
APPROVED: _____ DATE: 2 DEC 13

SEAL

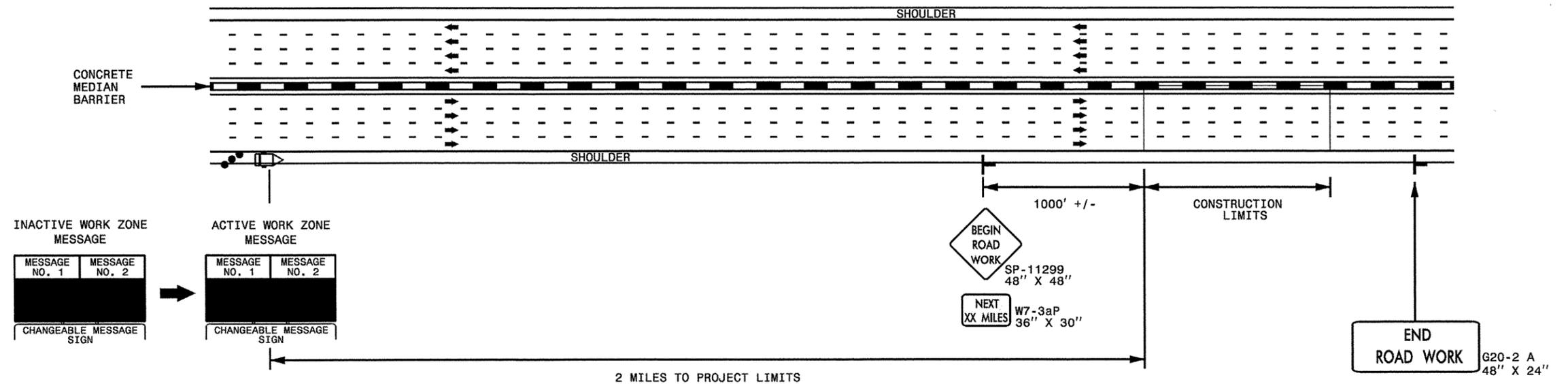


WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

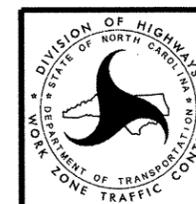


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

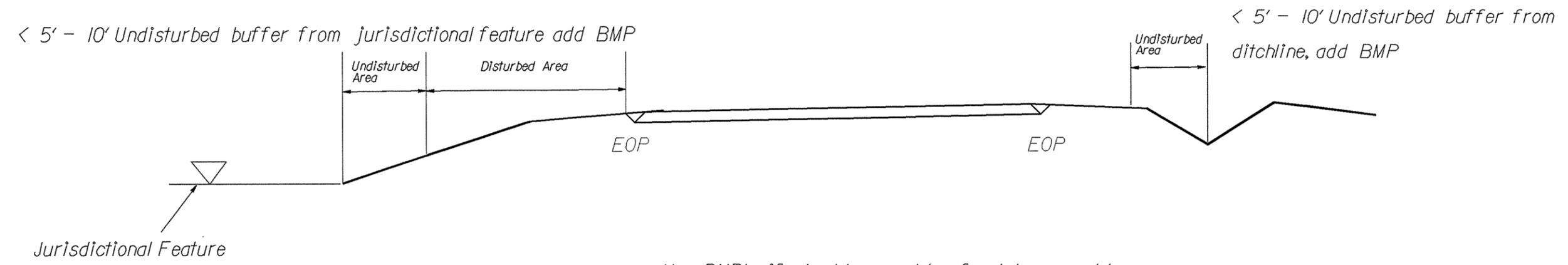
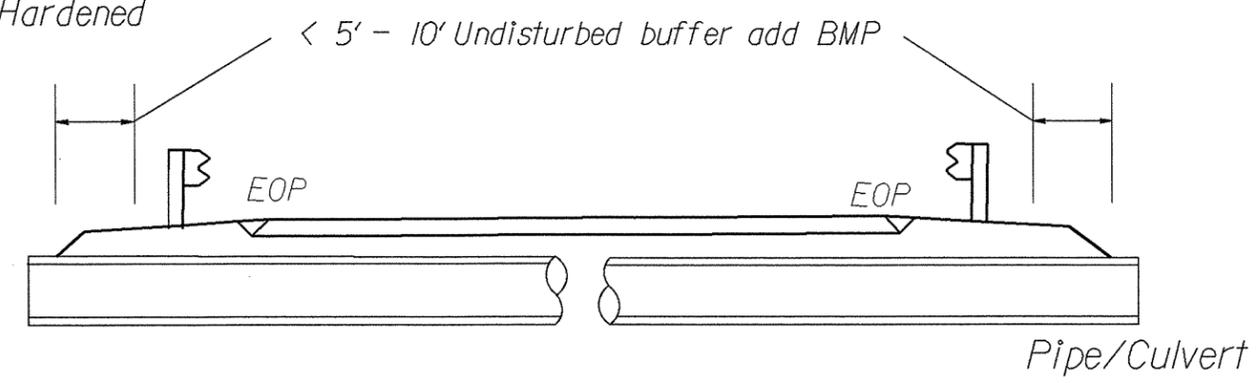


**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

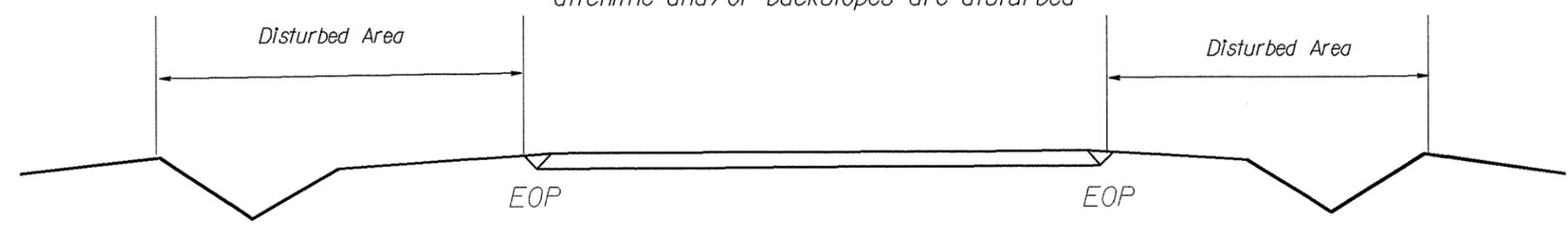
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

EROSION CONTROL DETAIL

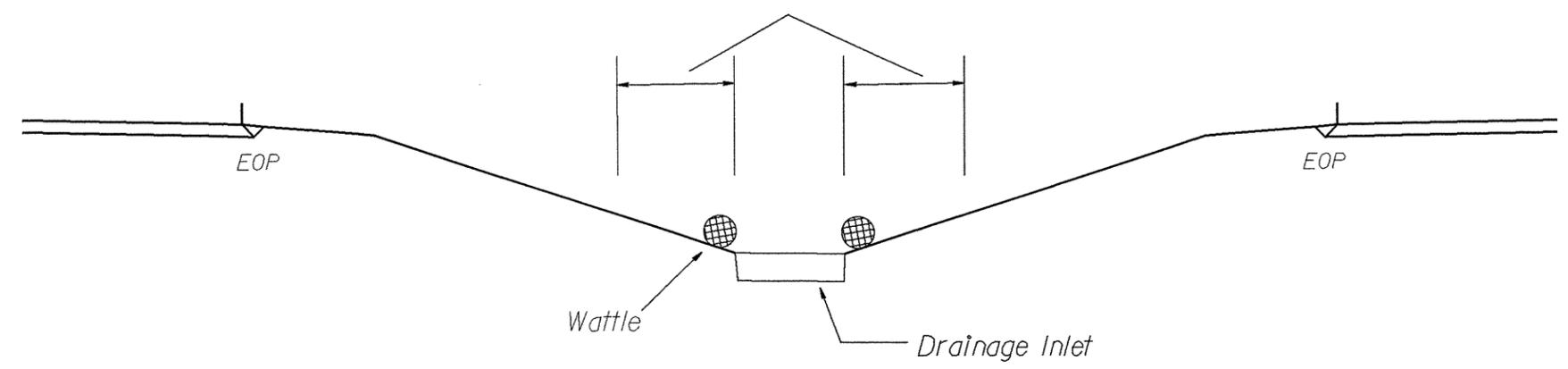
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

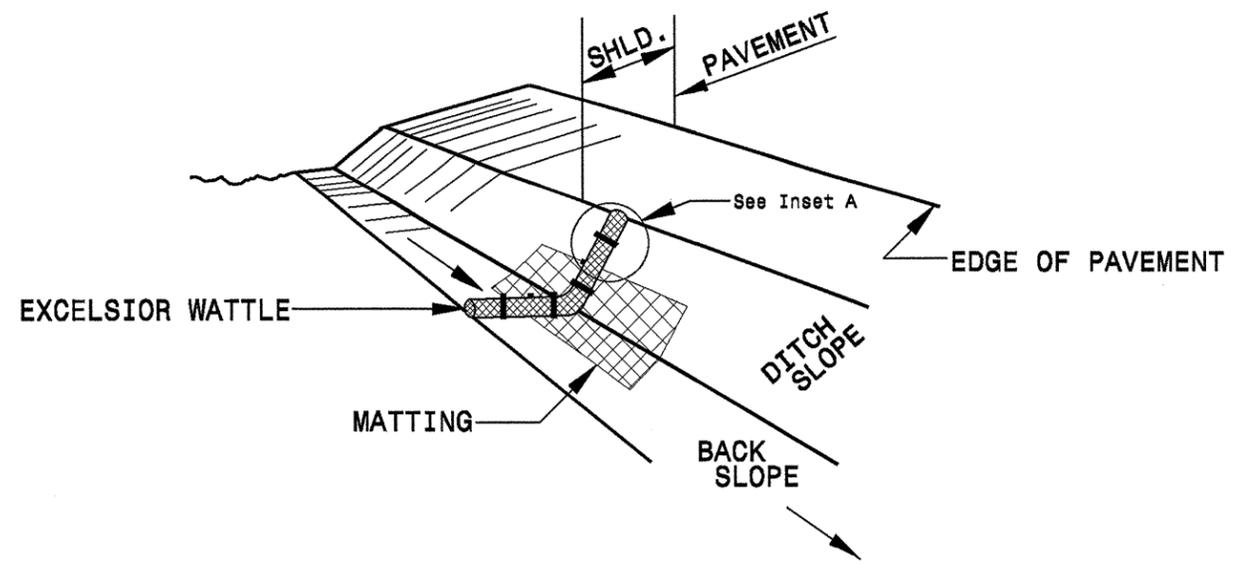


< 5' - 10' Undisturbed buffer from inlet, add wattle

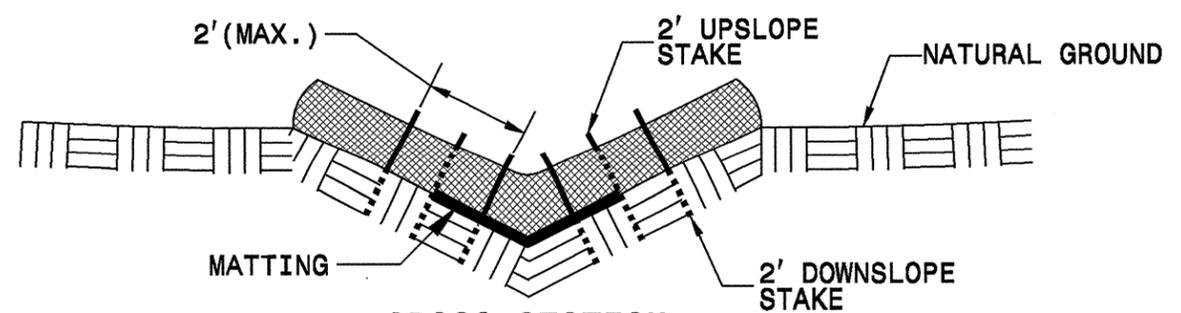


NOT TO SCALE

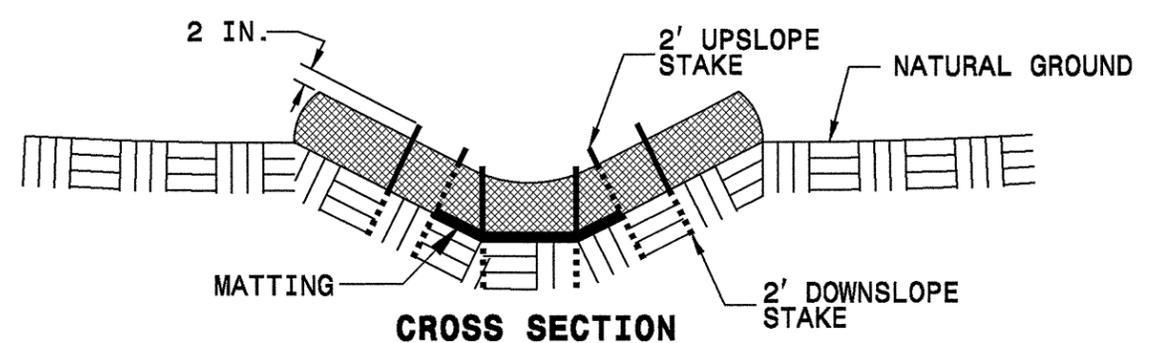
WATTLE DETAIL



ISOMETRIC VIEW



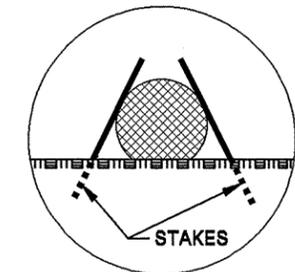
**CROSS SECTION
VEE DITCH**



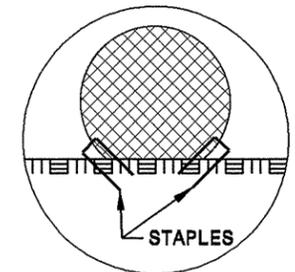
**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

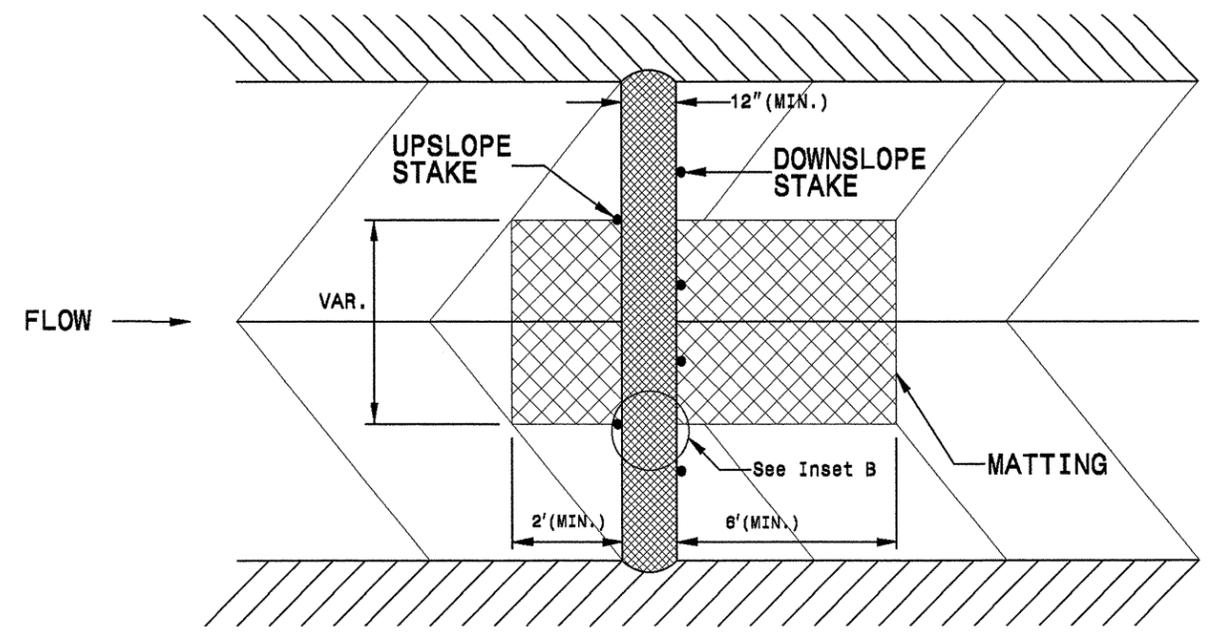
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
- PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
- INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
- INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW