

CONSTRUCTION ENTRANCE

PHYSICAL DESCRIPTION:

A stabilized entrance to a construction site designed to minimize the amount of sediment tracked from the site on vehicles and equipment. Stabilization generally consists of aggregate over fabric. Mud and sediment fall off of tires as they travel along the stabilized entrance; however, additional measures in the form of a washdown area should also be included on site. The stabilized entrance also distributes the axle load of vehicles over a larger area, thereby mitigating the rutting impact vehicles normally have on unpaved areas.

WHERE BMP IS TO BE INSTALLED:

At locations where it is safe for construction vehicles and equipment to access existing streets - preferably at location of future streets or drives.

CONDITIONS FOR EFFECTIVE USE OF BMP:

Drainage: Ditches or pipes, if needed, sized for 15 year, 20 minute storm; HGL 6" below surface of entrance

WHEN BMP IS TO BE INSTALLED:

First order of work, along with washdown area, prior to vehicles or equipment accessing unpaved areas.

INSTALLATION/CONSTRUCTION PROCEDURES:

- Grade and compact area of construction entrance
- Install culvert under entrance if needed to maintain positive drainage
- Place fabric and cover with aggregate, forming diversion across entrance if needed to direct runoff away from roadway
- See Washdown Station BMP for additional steps

O&M PROCEDURES:

- Immediately remove any mud or debris tracked onto paved surfaces
- Remove sediment and clods of dirt from construction entrance continuously
- Replace rock if necessary to maintain clean surface
- Repair settled areas

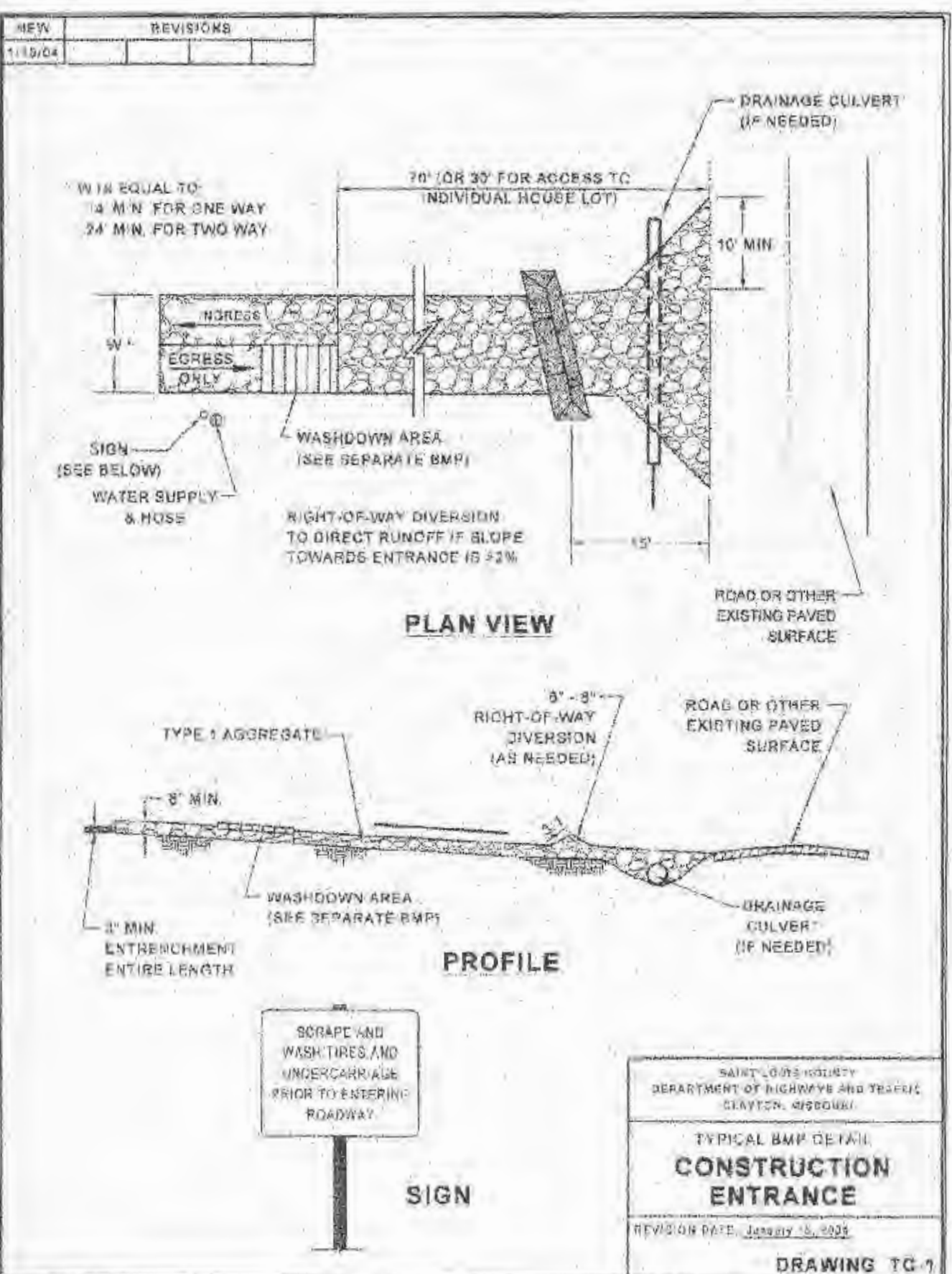
SITE CONDITIONS FOR REMOVAL:

Remove when vehicles and equipment will no longer access unpaved areas

TYPICAL DETAIL: TC-1

1/12/2004

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WASHDOWN STATION

PHYSICAL DESCRIPTION:

An area located at construction entrances designed to wash sediment from the tires and undercarriage of exiting vehicles and prevent sediment from being tracked onto existing roadways.

WHERE BMP IS TO BE INSTALLED:

Across or immediately adjacent to exit paths from unpaved construction sites.

CONDITIONS FOR EFFECTIVE USE OF BMP:

Drainage: Downstream BMP sized to treat dirty runoff from washdown station

WHEN BMP IS TO BE INSTALLED:

First order of work, along with construction entrance, prior to vehicles or equipment accessing unpaved areas.

INSTALLATION/CONSTRUCTION PROCEDURES:

- Grade and compact area for drainage under washdown pad
- Install steel-ribbed plate on frame or other support to allow a 2" drain space
- Grade and vegetate downstream BMP (v-ditch shown on detail)
- Install water supply and hose
- Post sign in advance of station indicating that all exiting vehicles and equipment must use station prior to exiting site

O&M PROCEDURES:

- Remove sediment daily
- Repair settled areas
- Replace rock if necessary to maintain clean surface

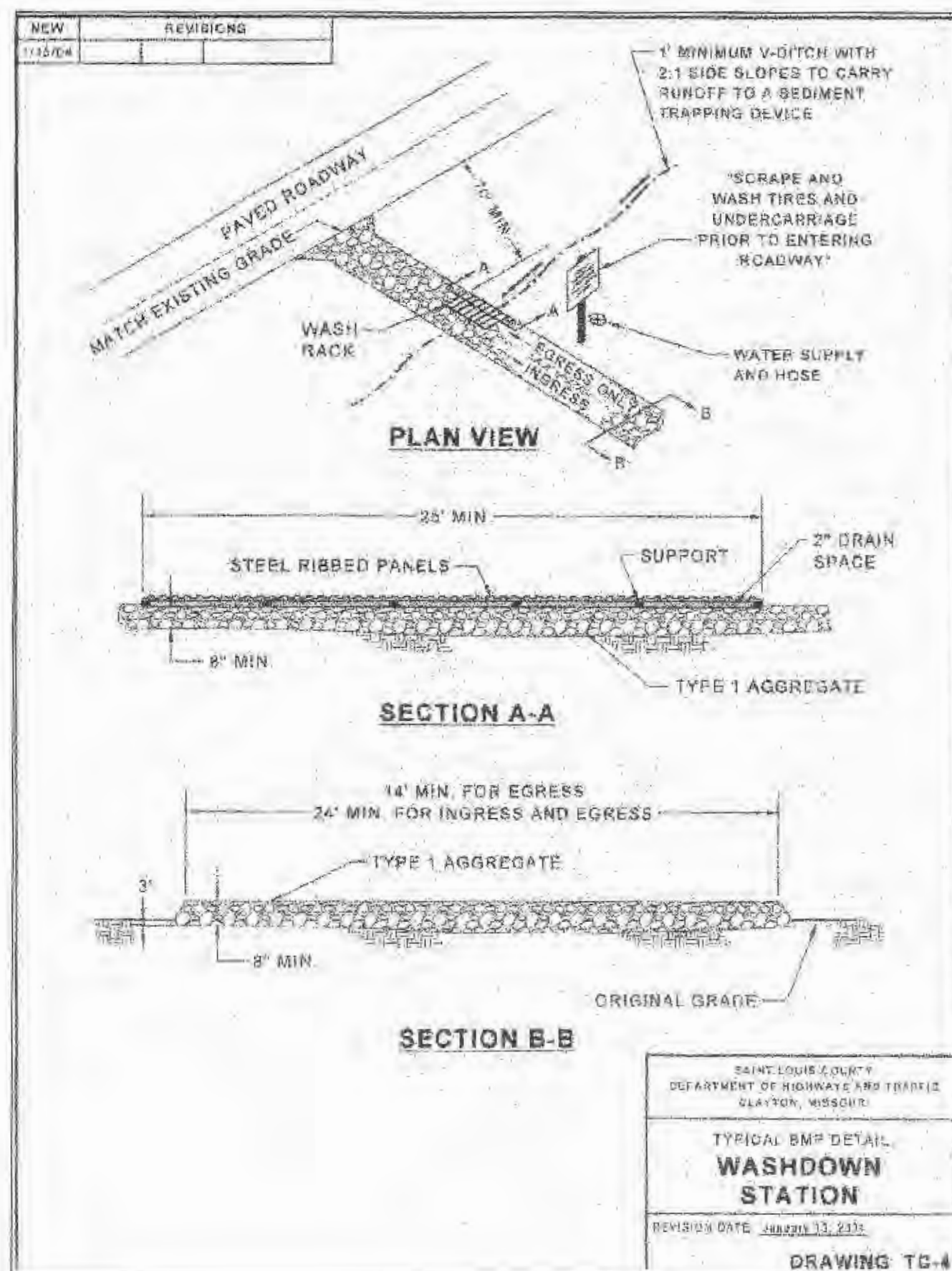
SITE CONDITIONS FOR REMOVAL:

Remove when vehicles and equipment will no longer access unpaved areas

TYPICAL DETAIL: TC-4

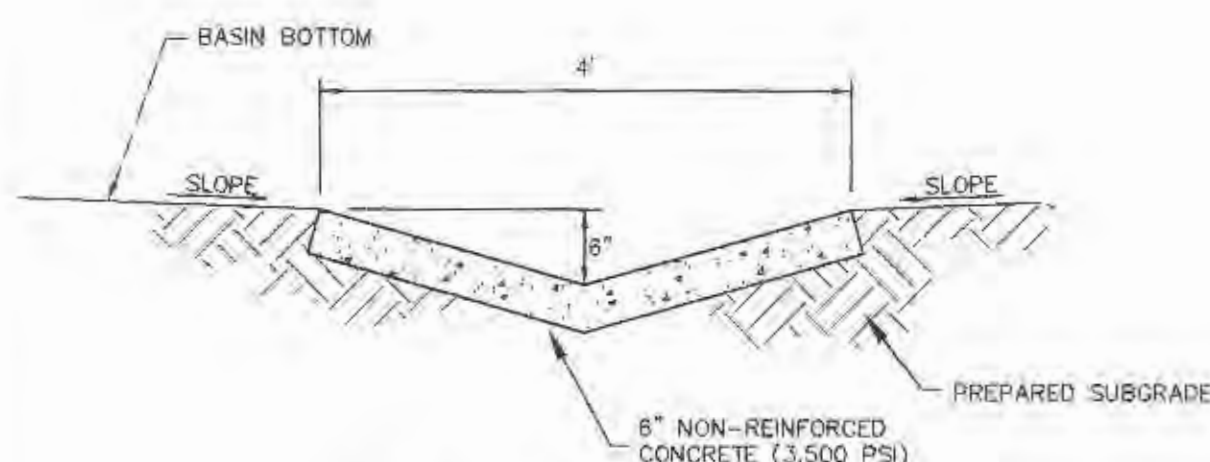
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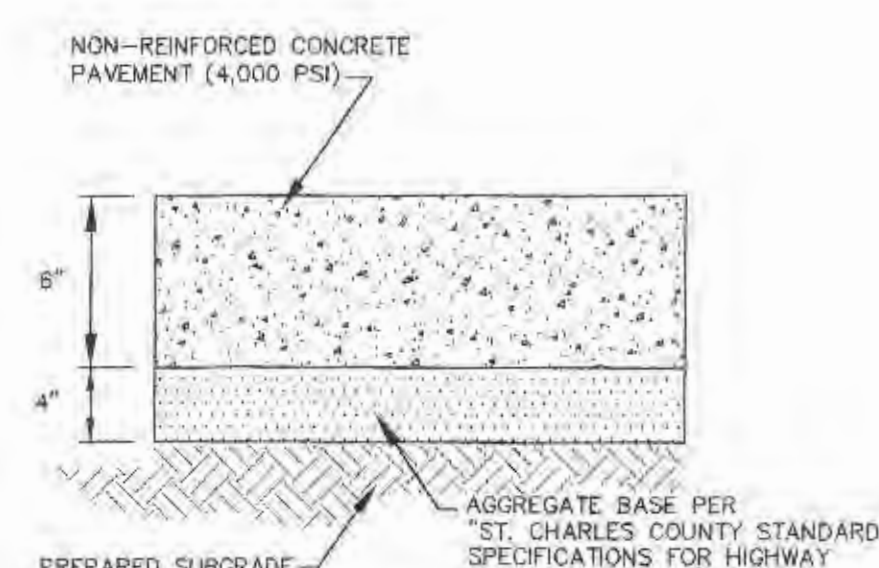
CONCRETE SWALE

(SWALE IN DETENTION BASIN)



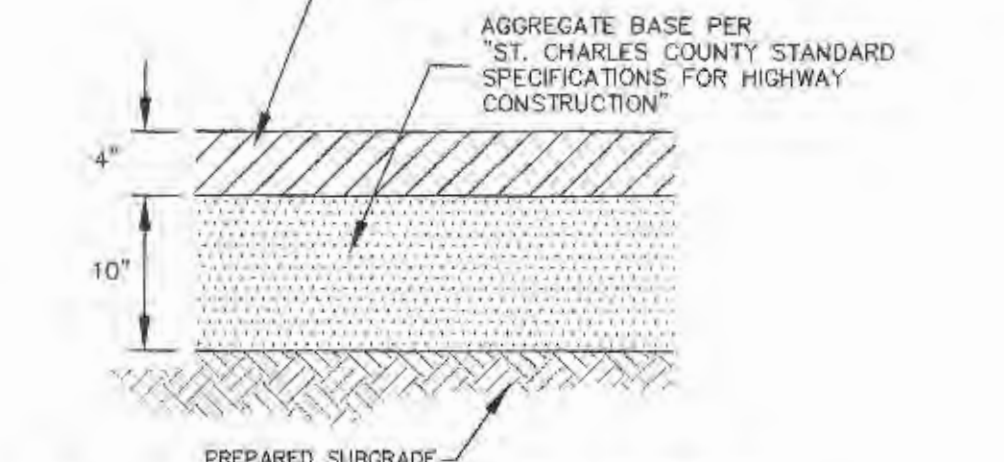
CONCRETE PAVEMENT

TRASH PAD



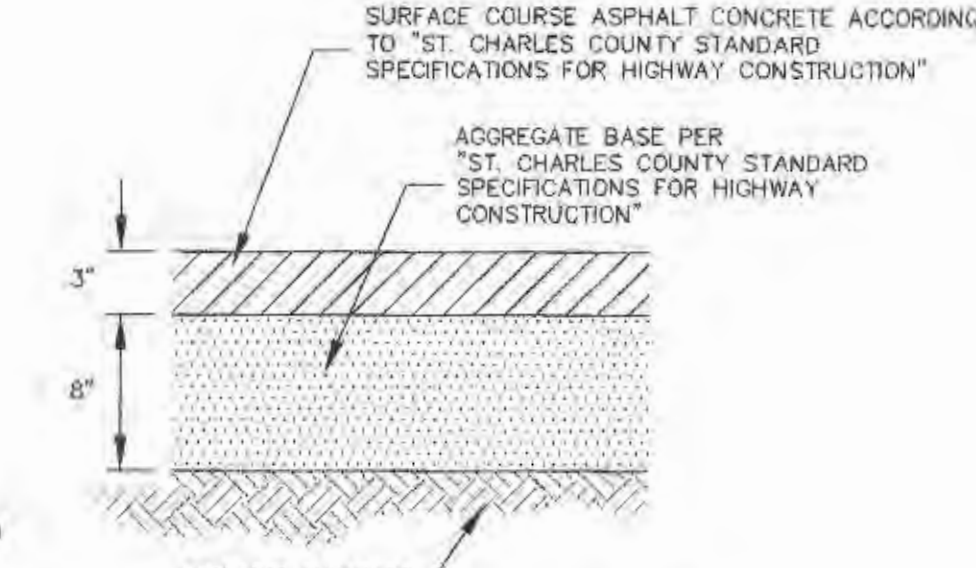
ASPHALT PAVEMENT DETAIL

(HEAVY-DUTY)



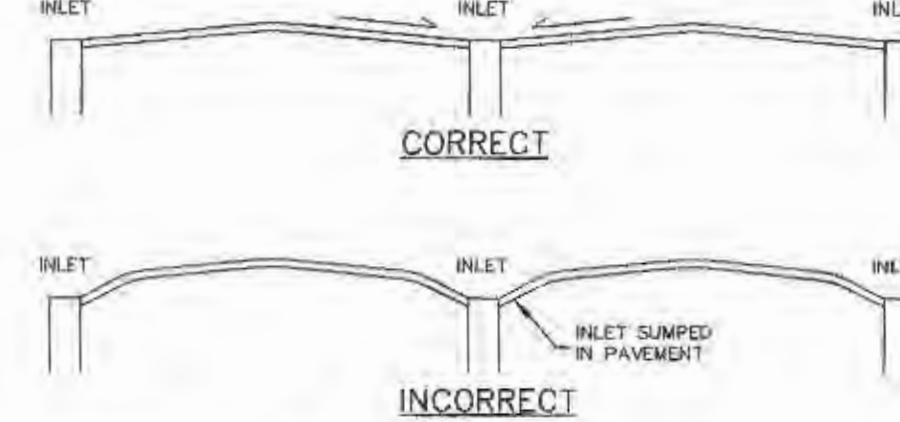
ASPHALT PAVEMENT DETAIL

(LIGHT-DUTY)

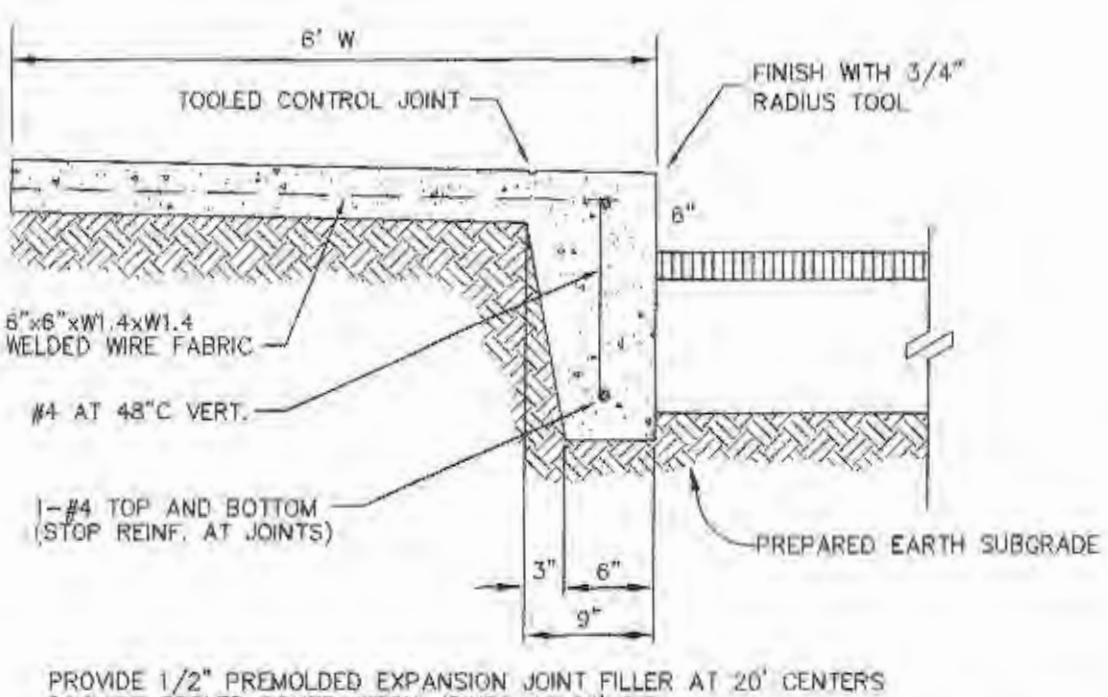


PAVEMENT SECTIONS REFERENCED IN THESE PLANS HAVE NOT BEEN DESIGNED BY CEDC, INC. FOR THIS PROJECT. THEY REPRESENT PAVEMENT SECTIONS USED ON SIMILAR PROJECTS. HOWEVER, EACH PROJECT IS UNIQUE AND REQUIRES ITS OWN ANALYSIS BY A GEOTECHNICAL ENGINEER. THEREFORE, CEDC, INC. RECOMMENDS A GEOTECHNICAL ENGINEER DESIGN THE PROPOSED PAVEMENT SECTIONS FOR THIS PROJECT.

PARKING / PAVEMENT AREAS SHALL BE PAVED WITH UNIFORMLY SMOOTH TRANSITIONS BETWEEN HIGH POINTS (OR DRAINAGE BREAK POINTS) IN THE PARKING LOTS TO THE LOW POINTS WHERE THE INLETS ARE LOCATED. THE CONDITION WHERE INLETS ARE SHOWN "SUMPED" IN THE PARKING LOT WITH LARGE ELEVATION DIFFERENCES IN THE PAVEMENT BEING CONSTRUCTED WITHIN THE IMMEDIATE PROXIMITY OF THE INLET SHALL BE AVOIDED.

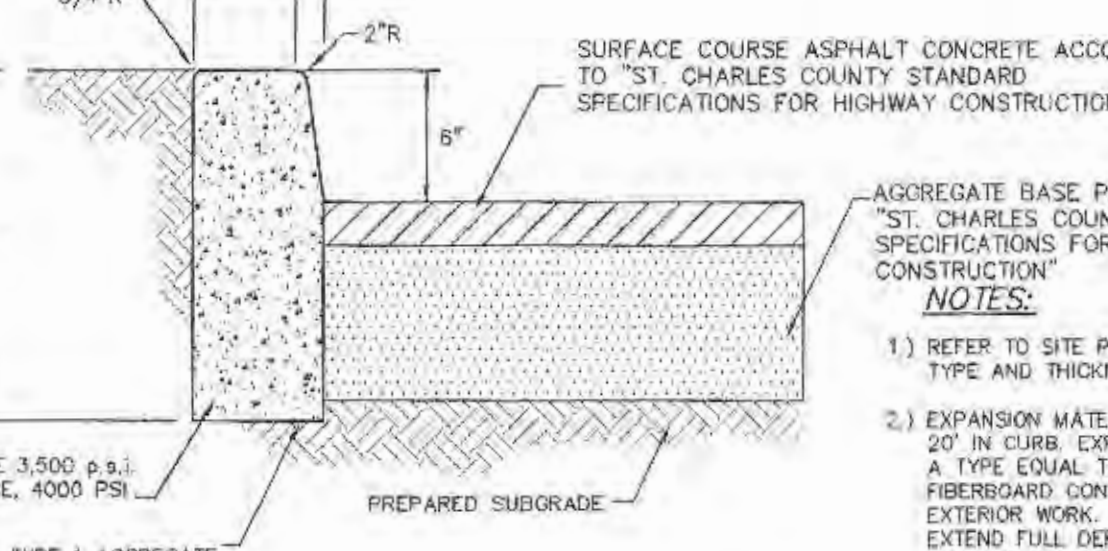


NOTE TO PAVEMENT CONTRACTOR



MONOLITHIC CONCRETE CURB + WALK

NOT TO SCALE



CONCRETE VERTICAL CURB AND PAVEMENT SECTION

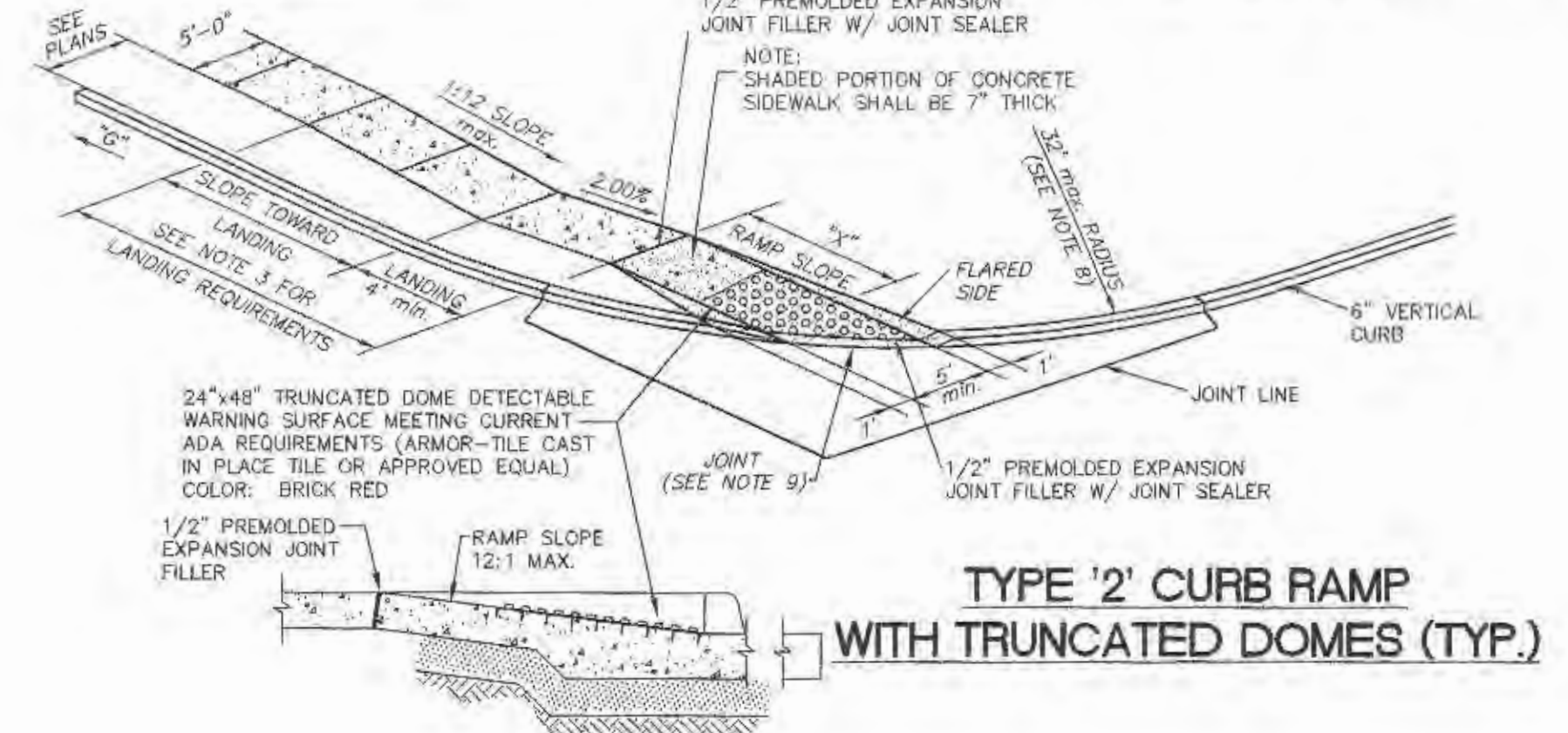
NOT TO SCALE

- REFER TO SITE PLAN FOR AREAS OF PAVEMENT TYPE AND THICKNESS.
- EXPANSION MATERIAL SHALL BE INSTALLED EVERY 20' IN CURB. EXPANSION MATERIAL SHALL BE OF A TYPE EQUAL TO THE ASPHALT IMPREGNATED FIBERBOARD CONFORMING TO ASTM C 175 FOR EXTERIOR WORK. EXPANSION MATERIAL SHALL EXTEND FULL DEPTH OF CURB AND OUTER, LESS 1/4" AT TOP OF CONCRETE.
- CURBS TO BE PROVIDED WITH SAW CUT OR TOOLED JOINT AT 10' INTERVALS.
- JOINTS AND SAW CUTS TO BE SEALED WITH LIMESTONE COLORED SEALANT.
- DOWELED ON CURBS ARE NOT ALLOWED.

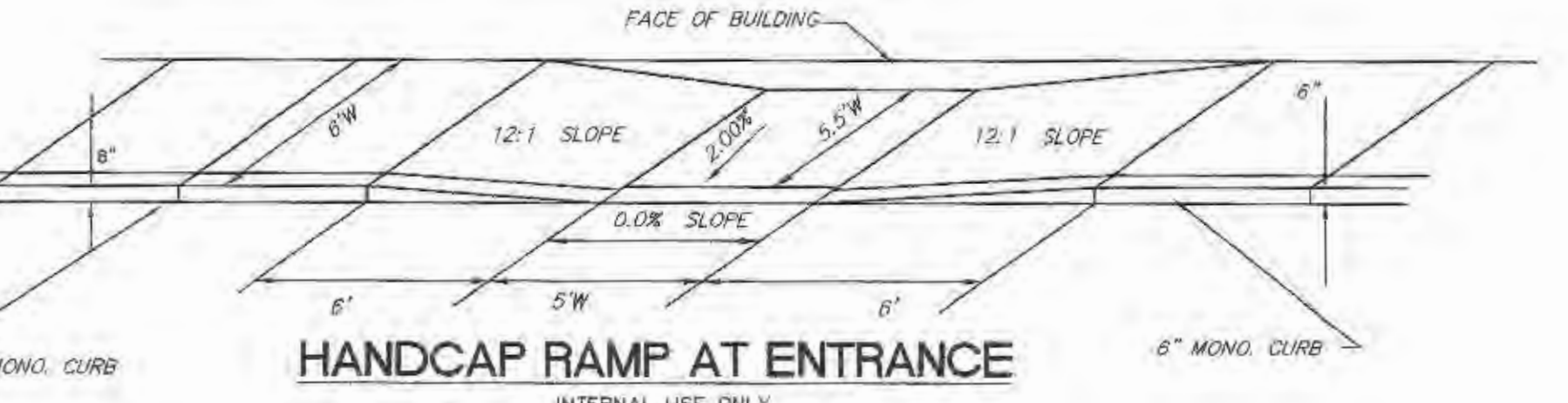
- DO NOT SCALE DRAWING. FOLLOW DIMENSIONS.
- SIDEWALKS AND SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE DETAILS AND THE CURRENT APPROVED "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES" (ADAAG).
- PROVIDE A LANDING AT THE TOP OF EACH STRAIGHT RAMP WHEN THE GRADE ALONG CURB ("G") IS GREATER THAN +2% AND LESS THAN +7% FOR OTHER VALUES OF "G", INCLUDING ALL NEGATIVE (-) VALUES, NO LANDING IS REQUIRED.
- MINIMUM SIDEWALK WIDTH ALONG 6" VERTICAL CURB SHALL BE 5 FEET. MINIMUM SIDEWALK WIDTH ALONG 3" ROLLED CURB SHALL BE 4 FEET.
- MAXIMUM SIDEWALK CROSS SLOPE 0.02'/FT.
- ALL SIDEWALK SECTIONS SHALL BE 4" THICK, EXCEPT WHERE INDICATED OTHERWISE BY SHADED PORTIONS SHOWN ON DETAILS.
- WHERE CURB RAMP MEETS PAVEMENT, BULLNOSE WILL NOT BE PERMITTED.
- CONSTRUCT A DIAGONAL RAMP WHEN THE MAXIMUM CORNER RADIUS ALLOWED FOR A STRAIGHT RAMP IS EXCEEDED.
- IF INTEGRAL CONCRETE CURB IS CONSTRUCTED, STRIKE A DUMMY JOINT ACROSS BOTTOM OF RAMP AT CURB LINE. IF CONCRETE CURB IS DOWELED-ON, BLOCK OUT PAVEMENT TO PROVIDE FULL DEPTH CURB ACROSS RAMP FROM OUTER POINT OF CURB TAPER TO OUTER POINT OF CURB TAPER.
- FOR PAVEMENT LONGITUDINAL AND TRANSVERSE JOINTS AND DOWEL AND THE BAR REQUIREMENTS AND DIMENSIONS, REFER TO THE PAVEMENT CONSTRUCTION DETAILS FOR "JOINTS AND CURBS", ST. LOUIS COUNTY STANDARD DRAWING C502.03.

"G" GRADE ALONG CURB (G)	"X" MIN. LENGTH OF RAMP SLOPE (L.F.)
NEGATIVE (-) VALUES	8
0 TO +1	7
+1.01 TO +2	8
+2.01 TO +3	10
+3.01 TO +4	12
GREATER THAN +4	15

NOTE: POSITIVE (+) "G" - PROCEEDING AWAY FROM INTERSECTION AND UP A GRADE. NEGATIVE (-) "G" - PROCEEDING AWAY FROM INTERSECTION AND DOWN A GRADE.



TYPE '2' CURB RAMP WITH TRUNCATED DOMES (TYP.)



HANDICAP RAMP AT ENTRANCE

INTERNAL USE ONLY

RETAINING WALL NO. 1

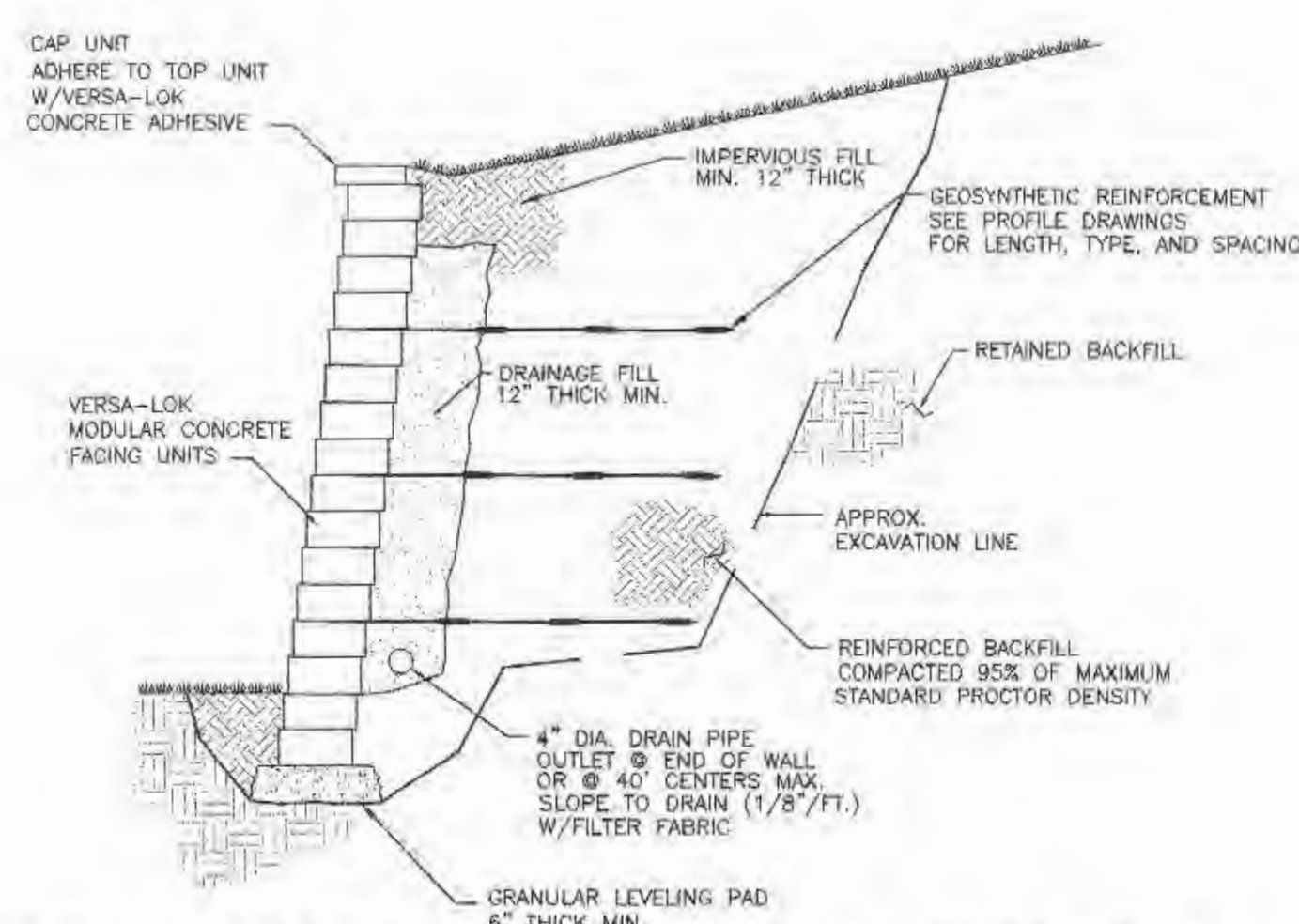
RETAINING WALL PROFILES

SCALE: HORIZONTAL: 1"=20' VERTICAL: 1"=5'

LEGEND: GTW = GRADE AT TOP OF WALL GBW = GRADE AT BOTTOM OF WALL

- NOTES:
- REFER TO THIS DRAWING FOR WALL PROFILE AND HEIGHT ONLY. DESIGN OF WALL SHALL BE BY OTHERS.
 - TYPE OF WALL TO BE DETERMINED BY OWNER AND ARCHITECT. HAND RAIL COLOR/STYLE, ETC. TO BE COORDINATED WITH ARCHITECT.
 - STRUCTURAL CALCULATIONS TO BE PROVIDED BY WALL MANUFACTURER OR STRUCTURAL ENGINEER.
 - PERMITS FOR WALL TO BE OBTAINED BY CONTRACTOR.

RETAINING WALL NO. 2



TYPICAL SECTION-REINFORCED RETAINING WALL

MODULAR CONCRETE UNIT SCALE: NONE

ISSUE FOR PERMIT & BIDDING