

PAVEMENT NOTES

RN # 1 ALL PAVING (PUBLIC AND PRIVATE) TO BE IN ACCORDANCE WITH 2006 ST. CHARLES COUNTY STANDARDS AND SPECIFICATIONS.
RN # 2 IF THE INTERSECTING ROAD DOES NOT HAVE A CURB, THEN THE CURB ON THE NEW ENTRANCE SHALL BEGIN 10' FROM THE EDGE OF THE EXISTING ROAD.
RN # 3 PROVIDE 6" OF CONCRETE OVER 4" OF MODOT TYPE 1 OR TYPE 5 AGGREGATE ROCK OR ASPHALT EQUIVALENT FOR MINOR RESIDENTIAL STREETS PER CITY CODE 405.370.
RN # 4 MULTI-USE TRAIL (WHEN REQUIRED) SHALL HAVE A MINIMUM OF 3" TYPE "C" ASPHALT OVER 4" AGGREGATE BASE PER CITY REQUIREMENTS.
RN # 5 TYPE C (BP-1) COMPACTION REQUIREMENTS SHALL BE 98% MINIMUM DENSITY ACCORDING TO ST. CHARLES CO. STANDARD SPECIFICATIONS.
RN # 6 PROVIDE PAVEMENT STRIPING AT ANY POINT WHERE THE MULTI-USE TRAIL CROSSES EXISTING OR PROPOSED PAVEMENT.
RN # 7 ALL STREET STUB-OUTS OVER 250' IN LENGTH WILL REQUIRE A TEMPORARY TURNAROUND.
RN # 8 ALL SUB GRADE IN CUT OR FILL WILL NEED TO CONFORM TO THE CITY OF O'FALLON COMPACTION REQUIREMENTS.
RN # 9 MATERIAL TESTING AND FREQUENCY. MATERIALS FOR CONSTRUCTION SHALL BE TESTED AND INSPECTED PER THE APPROPRIATE ASTM CODE OR AT THE CITY ENGINEER'S DISCRETION. THE DEVELOPER'S ENGINEER SHALL PERFORM THE FOLLOWING QUALITY CONTROL GUIDELINES:
1. CONCRETE
A. CYLINDERS/COMPRESSIVE STRENGTH. ONE (1) SET OF FOUR (4) WITHIN THE FIRST FIFTY (50) CUBIC YARDS AND ONE (1) SET PER ONE HUNDRED (100) CUBIC YARDS THEREAFTER. ONE (1) CYLINDER MUST BE TESTED AT SEVEN (7) DAYS, ONE (1) AT FOURTEEN (14) DAYS AND TWO (2) AT TWENTY-EIGHT (28) DAYS. IF THE FIRST (1ST) CYLINDER DOES NOT MEET SPECIFICATIONS AT TWENTY-EIGHT (28) DAYS, THEN THE SECOND (2ND) CYLINDER MUST BE HELD AND TESTED AT DAY FIFTY-SIX (56).
B. PERCENT AIR AND TEMPERATURE. FIRST (1ST) TRUCK BATCH EACH DAY AND TWO (2) THEREAFTER UNTIL A CONSISTENCY IS ENCOUNTERED. ONCE A CONSISTENCY IS ENCOUNTERED, THEN TESTS WILL BE PERFORMED IN CONJUNCTION WITH THE CONCRETE CYLINDERS.
C. SLUMP. FIRST (1ST) TRUCK BATCH EACH DAY AND TWO (2) THEREAFTER UNTIL A CONSISTENCY IS ENCOUNTERED. ONCE A CONSISTENCY IS ENCOUNTERED, THEN TEST WILL BE PERFORMED IN CONJUNCTION WITH THE CONCRETE CYLINDERS.
D. IF CONCRETE IS BATCHED FROM MORE THAN ONE (1) PLANT, THEN THE AFOREMENTIONED GUIDELINES WILL BE APPLICABLE TO EACH PLANT.
2. SUB GRADE AND BASE
A. PROOF ROLL AS DESCRIBED IN SECTION 405.210(0).
B. ONE (1) COMPACTION TEST PER TWO HUNDRED FIFTY (250) FEET OF MAINLINE PAVING, THREE (3) TEST PER INTERSECTION, FIVE (5) TESTS WITHIN CUL-DE-SACS AND ONE (1) TEST PER REPAIR SLAB.
C. GRANULATION TEST FOR SUB BASE MATERIAL.
3. ASPHALT
A. ONE (1) SET OF COMPACTION TESTS PER TWO HUNDRED FIFTY (250) FEET OF MAINLINE. ONE (1) SET INCLUDES THREE (3) TESTS ACROSS THE PAVED LANE AT THE SAME STATION.
B. ONE (1) BULK DENSITY TEST PER PAVING OPERATION.

RN #10 APPROVAL OF SUB GRADE AND BASE (SUB BASE). THE CITY ENGINEER OR REPRESENTATIVE SHALL APPROVE THE SUB GRADE BEFORE ANY BASE IS PLACED THEREON AND SHALL APPROVE THE BASE BEFORE CONCRETE OR SURFACE COURSE IS PLACED. THE SUB GRADE AND BASE SHALL BE SO CONSTRUCTED THAT IT WILL BE UNIFORM IN DENSITY THROUGHOUT.

RN #11 IN ALL FILL AREAS IN THE ROADWAYS, SOIL TESTS SHALL BE SUBMITTED AND APPROVED BY THE CITY ENGINEER FOR EACH FOOT OF FILL AND AT LEAST ONE (1) TEST AND AN AVERAGE OF ONE (1) TEST WITHIN EVERY TWO HUNDRED FIFTY (250) FEET.

RN #12 NO TRAFFIC WILL BE ALLOWED ON NEW CONCRETE PAVEMENT UNTIL IT HAS CURED FOR SEVEN (7) DAYS AND IT REACHES THREE THOUSAND FIVE HUNDRED (3,500) PSI WITHIN 28 DAYS. CONCRETE PAVEMENTS SHALL NOT BE APPROVED UNLESS IT REACHES A STRENGTH OF FOUR THOUSAND (4,000) PSI CYLINDERS/COMPRESSIVE STRENGTH. ONE (1) SET OF FOUR (4) CYLINDERS WITHIN THE FIRST FIFTY (50) CUBIC YARDS AND ONE (1) SET PER ONE HUNDRED (100) CUBIC YARDS THEREAFTER. ONE (1) CYLINDER MUST BE TESTED AT SEVEN (7) DAYS, ONE (1) AT FOURTEEN (14) DAYS AND TWO (2) AT TWENTY-EIGHT (28) DAYS. IF THE FIRST (1ST) CYLINDER DOES NOT MEET SPECIFICATIONS AT TWENTY-EIGHT (28) DAYS, THEN THE SECOND (2ND) CYLINDER MUST BE HELD AND TESTED AT DAY FIFTY-SIX (56).

RN #13 PRIOR TO PLACEMENT OF AGGREGATE BASE MATERIAL ON SUB GRADE AND PRIOR TO PLACEMENT OF PAVEMENT ON BASE MATERIAL, THE SUB GRADE AND BASE MUST BE PROOF-ROLLED WITH A FULLY LOADED TEN (10) TON LOAD TANDUM TRUCK OR EQUIVALENT TIRE VEHICLE WITH ONE (1) PASS DOWN EACH DRIVING LANE NO FASTER THAN THREE (3) MILES PER HOUR. IF SOFT SPOTS ARE DETECTED, OR PUMPING, RUTTING OR HEAVING OCCURS GREATER THAN ONE (1) INCH AT THE SUB GRADE, THE ROADBED SHALL BE CONSIDERED UNSATISFACTORY AND THE SOIL IN THESE AREAS SHALL BE REMEDIATED TO THE DEPTH INDICATED BY THE CONTRACTOR'S TESTING FIRM AND APPROVED BY A REPRESENTATIVE OF THE CITY ENGINEER.

RN #14 SUB GRADE AND BASE BENEATH PAVEMENTS SHALL BE COMPACTED TO ST. CHARLES COUNTY HIGHWAY DEPARTMENT SPECIFICATIONS. THE MOISTURE RANGE SHALL BE DETERMINED BY THE STANDARD OR MODIFIED PROCTOR DENSITY METHOD AASHTO T-99 AND WITHIN -2/+4 PERCENTAGE POINTS OF THE OPTIMUM MOISTURE CONTENT.

RN #15 THE ENTIRE WIDTH AND LENGTH WILL CONFORM TO LINE, GRADE AND CROSS SECTION SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER. IF ANY SETTLING OR WASHING OCCURS, OR WHERE HAULING RESULTS IN RUTS OR OTHER OBJECTIONABLE IRREGULARITIES, THE CONTRACTOR SHALL IMPROVE THE SUB GRADE OR BASE TO THE SATISFACTION OF THE CITY BEFORE THE PAVEMENT IS PLACED. ADDITIONAL ROLLING OR METHODS TO VERIFY COMPACTION SHALL BE AT THE DISCRETION OF THE CITY ENGINEER. TOLERANCE ALLOWED ON ALL LINES, GRADES AND CROSS SECTIONS SHALL BE PLUS OR MINUS FOUR-HUNDREDTHS (+0.04) FEET.

RN #16 UTILITY WORK PRIOR TO BASE CONSTRUCTION. NO BASE COURSE WORK MAY PROCEED ON ANY STREET UNTIL ALL UTILITY EXCAVATIONS (STORM AND SANITARY SEWERS, WATER, GAS, ELECTRIC, ETC.) HAVE BEEN PROPERLY BACK FILLED WITH GRANULAR MATERIAL, CRUSHED STONE OR GRAVEL MECHANICALLY TAMPED IN TEN (10) INCH LIFTS. UTILITIES INSTALLED AFTER SUB GRADE PREPARATION SHALL BE BORED. COMPACTION REQUIREMENTS SHALL FOLLOW ST. CHARLES COUNTY STANDARDS (2006).

RN #17 EQUIPMENT CALIBRATION. THE DEVELOPER'S CONTRACTORS AND SUBCONTRACTORS MUST HAVE THEIR EQUIPMENT CALIBRATED BY THE FOLLOWING MINIMUM STANDARDS.
A. AIR METER--WEEKLY.
B. CYLINDER COMPRESSION--ANNUALLY BY INDEPENDENT CALIBRATION SERVICE.
C. BATCH SCALES--MONTHLY.
D. NUCLEAR TESTING DEVICES--EVERY SIX (6) MONTHS.
E. PROCTOR EQUIPMENT--EVERY SIX (6) MONTHS.
F. SLUMP CONE--MONTHLY.

RN #18 ALL PERMANENT TRAFFIC CONTROL WILL BE PER M.U.T.C.D. OR MODOT STANDARDS (WHICHEVER IS MORE STRINGENT), S1-1 FROM THE M.U.T.C.D. MANUAL WILL BE USED AT ALL CROSSWALK LOCATIONS ACCOMPANIED WITH EITHER W16-9P OR W16-7P SIGNS.

RN #19 ALL TRAFFIC SIGNALS, STREET SIGNS, SIGN POST, BACKS AND BRACKET ARMS SHALL BE PAINTED BLACK USING CARBOLINE RUST BOND PENETRATING SEALER S6 AND CARBOLINE 133 HB PAINT (OR EQUIVALENT AS APPROVED BY CITY OF O'FALLON).

RN #20 USE TYPE "A" JOINT TO CONNECT THE NEW PAVEMENT TO EXISTING PAVEMENT STUB PREVIOUSLY CONSTRUCTED. IF THE EXISTING PAVEMENT CONSTRUCTED DOES NOT HAVE A SMOOTH FACE FOR THE JOINT CONNECTION, A SAWCUT SHALL BE REQUIRED TO ACHIEVE A CLEAN JOINT.

GRADING/SEDIMENT & EROSION CONTROL NOTES

1) SEDIMENT AND EROSION CONTROL SHALL NOT BE LIMITED TO THE MEASURES SHOWN ON THE PLANS. THE CONTRACTOR, WITH THE APPROVAL OF THE CITY INSPECTOR, SHALL UTILIZE BEST MANAGEMENT PRACTICES TO PREVENT SEDIMENT FROM ENTERING ADJACENT PROPERTIES, ROADWAYS, STORM SEWERS, AND DRAINAGEWAYS.

2) ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS INCLUDING TRENCH BACKFILLS WITHIN AND OFF THE ROAD RIGHT-OF-WAY SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM DENSITY AS DETERMINED BY THE "MODIFIED AASHTO T-180 COMPACTION TEST" (ASTM D-1557). ALL TESTS SHALL BE VERIFIED BY A SOILS ENGINEER CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. ALL TESTS SHALL BE SUPPLIED TO THE CITY OF O'FALLON IN A TIMELY MANNER.

3) ALL FILLED PLACES IN PROPOSED ROADS (HIGHWAYS) SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 95 PERCENT MAXIMUM DENSITY AS DETERMINED BY THE "MODIFIED AASHTO T-180 COMPACTION TEST" (ASTM D-1557). PAVED AREAS IN CUTS SHALL MEET THE SAME COMPACTION REQUIREMENTS. ALL TESTS SHALL BE VERIFIED BY A SOILS ENGINEER CONCURRENT WITH GRADING OPERATIONS. ALL TESTS SHALL BE SUPPLIED TO THE CITY OF O'FALLON IN A TIMELY MANNER.

4) ANY WELLS AND/OR SPRINGS WHICH MAY EXIST ON THIS PROPERTY SHOULD BE LOCATED AND SEALED IN A MANNER ACCEPTABLE TO CITY OF O'FALLON CONSTRUCTION INSPECTION DEPARTMENT.

5) ALL TRASH AND DEBRIS ON-SITE, EITHER EXISTING CONSTRUCTION, MUST BE REMOVED AND PROPERLY DISPOSED OF OFF-SITE.

6) DEBRIS AND FOUNDATION MATERIAL FROM ANY EXISTING ON-SITE BUILDING OR STRUCTURE WHICH IS SCHEDULED TO BE RAZED FOR THIS DEVELOPMENT MUST BE PROPERLY DISPOSED OF OFF-SITE.

7) SOFT SOILS IN THE BOTTOM AND BANKS OF ANY EXISTING OR FORMER POND SITES OR TRIBUTARIES OR ANY SEDIMENT BASINS OR TRAPS SHOULD BE REMOVED, SPREAD OUT AND PERMITTED TO DRY SUFFICIENTLY TO BE USED AS FILL. NONE OF THIS MATERIAL SHOULD BE PLACED IN PROPOSED PUBLIC RIGHT-OF-WAY LOCATIONS OR ON ANY STORM SEWER LOCATION.

8) A PRE-CONSTRUCTION CONFERENCE MUST BE SCHEDULED WITH THE CONSTRUCTION INSPECTION MANAGER PRIOR TO THE START OF EACH CONSTRUCTION PHASE OF LAND DISTURBANCE ACTIVITY. THE PERMITEE WILL BE RESPONSIBLE FOR NOTIFYING ALL CONTRACTORS, UTILITY CREWS, AND OTHER ENTITIES THAT WILL PERFORM WORK AT THE SITE TO BE IN ATTENDANCE.

9) PLEASE NOTIFY THE CITY A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF CLEARING, GRADING, AND/OR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION TO ARRANGE FOR AN INSPECTION OF THE SITE.

10) ALL EXCAVATIONS, GRADING OR FILLING SHALL HAVE FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE, OR AS APPROVED BY THE GEOTECHNICAL ENGINEER.

11) TEMPORARY SILTATION CONTROL MEASURES (STRUCTURAL) SHALL BE MAINTAINED UNTIL VEGETATIVE COVER IS ESTABLISHED AT A SUFFICIENT DENSITY TO PROVIDE EROSION CONTROL ON THE SITE.

12) UPON COMPLETION OF STORM SEWERS, SILTATION CONTROL SHALL BE PROVIDED AROUND ALL OPEN SEWER INLETS AND SHALL REMAIN UNTIL THE DISTRIBUTED DRAINAGE AREAS HAVE BEEN PROPERLY STABILIZED.

13) WHERE NATURAL VEGETATION IS REMOVED DURING GRADING, VEGETATION SHALL BE REESTABLISHED IN SUCH A DENSITY AS TO PREVENT EROSION.

14) GRADED AREAS SHALL BE SEEDED AND MULCHED (STRAWED) WITHIN 2 WEEKS OF STOPPING LAND DISTURBANCE ACTIVITIES. VEGETATION GROWTH SHALL BE ESTABLISHED WITHIN 6 WEEKS OF GRADING WORK BEING STOPPED OR COMPLETED IN ANY AREA VEGETATION GROWTH SHALL BE SUFFICIENT TO PREVENT EROSION (70% COVERAGE PER SQUARE FOOT) AS REQUIRED BY MDNR AND EPA. (ORDINANCE #5242-SECTION 405.070)

15) ALL FINISHED GRADES (AREAS NOT TO BE DISTURBED BY FUTURE IMPROVEMENT) IN EXCESS OF 20% SLOPES (5:1) SHALL BE MULCHED AND TACKED AT THE RATE OF 100 POUNDS PER 1,000 SQUARE FEET WHEN SEEDED.

16) ALL LOTS SHALL BE SEEDED AND MULCHED AT THE MINIMUM RATES DEFINED IN THE ST. CHARLES COUNTY SOIL AND WATER CONSERVATION DISTRICT GUIDELINES, OR SOODED, BEFORE AN OCCUPANCY PERMIT MAY BE ISSUED, EXCEPT THAT A TEMPORARY OCCUPANCY PERMIT MAY BE ISSUED BY THE BUILDING DEPARTMENT IN CASES OF UNDUE HARDSHIP BECAUSE OF UNFAVORABLE GROUND CONDITIONS.

17) THE PERMITEE SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE PERMITEE SHALL USE WHATEVER MEANS NECESSARY TO CONTROL EROSION AND SILTATION INCLUDING, BUT NOT LIMITED TO, STAKED STRAW BALES AND/OR SILTATION FABRIC FENCES (POSSIBLE METHODS OF CONTROL ARE DETAILED IN THE PLAN). CONTROL SHALL COMMENCE WITH CLEARING OPERATIONS AND BE MAINTAINED THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE CITY OF O'FALLON AND AS NECESSARY BY MODOT. THE PERMITEE'S RESPONSIBILITIES SHALL INCLUDE ALL DESIGN AND IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE CITY OF O'FALLON AND AS REQUIRED BY MODOT MAY AT THEIR OPTION DIRECT THE PERMITEE IN HIS METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITING OF SILT OR MUD ON NEW OR EXISTING PAVEMENT SHALL BE REMOVED IMMEDIATELY. ANY DEPOSITING OF SILTS OR MUD IN NEW OR EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN AND AFFECTED AREAS CLEANED TO THE SATISFACTION OF THE CITY OF O'FALLON AND AS REQUIRED BY MODOT.

18) ALL EROSION CONTROL SYSTEMS ARE INSPECTED AND CORRECTED WEEKLY, ESPECIALLY WITHIN 48 HOURS OF ANY RAINSTORM RESULTING IN ONE-HALF INCH OF RAIN OR MORE. ANY SILT OR DEBRIS LEAVING THE SITE AND AFFECTING PUBLIC RIGHTS-OF-WAYS OR STORM WATER DRAINAGE FACILITIES SHALL BE CLEANED UP WITHIN 24 HOURS AFTER THE END OF THE STORM.

SILTATION CONTROL SPECIFICATIONS

SILTATION CONTROL GENERAL NOTES
1. INSTALLATION OF ALL PERIMETER SEDIMENT CONTROL SHALL BE IMPLEMENTED PRIOR TO CLEARING, GRUBBING, OR GRADING.
2. INSPECTION OF SILTATION CONTROL DEVICES SHALL TAKE PLACE ONCE EVERY SEVEN (7) DAYS AND WITHIN 24 HOURS OF ANY RAIN EVENT. ANY SILTATION CONTROL IN NEED OF REPAIR SHALL BE ADDRESSED A COPY OF THE INSPECTION REPORT SHALL BE KEPT ON THE CONSTRUCTION SITE.
3. ALL SWALES OR DRAINAGE CHANNELS, WITHIN 80 DAYS OF ESTABLISHMENT, SHALL BE SOODED 12" ABOVE 100-YR STORM EVENT OR OVERFLOW ELEVATION, WITHIN AN ADDITIONAL SEVEN (7) DAYS. THE REMAINDER OF THE SITE SHALL BE SEEDED AND MULCHED PER SPECIFICATIONS.
4. INLET PROTECTION SHALL BE INSTALLED AROUND EACH OPEN STORM SEWER AS SOON AS STRUCTURE CONSTRUCTION IS COMPLETED AND AS DIRECTED BY CITY OF O'FALLON.
5. ALL SILTATION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL UPLOUSE AREAS HAVE BEEN PERMANENTLY STABILIZED WITH VEGETATION.

SILTATION CONTROL SCHEDULE IMPLEMENTATION
1. CONTRACTOR SHALL INSTALL PERMETER SILTATION CONTROL DEVICES AS SHOWN ON THE PLAN, PER ATTACHED SPECIFICATIONS.
2. AFTER ALL CLEARING, GRUBBING, AND EROSION CONTROL MEASURES ARE IN PLACE, GRADING AND UTILITY INSTALLATION CAN BEGIN.
3. CONTRACTOR SHALL INSTALL INLET PROTECTION, AS IDENTIFIED IN THE PLANS, AROUND EACH STORM SEWER STRUCTURE AS IT IS COMPLETED.
4. AREAS THAT ARE TO BE PERMANENTLY SEEDED SHALL RECEIVE STABILIZATION WITHIN 48 HOURS OF REACHING FINAL GRADE.
5. SEDIMENT SHALL BE REMOVED FROM THE DETENTION BASINS WHEN APPROXIMATELY ONE-HALF OF THE STORAGE VOLUME HAS BEEN FILLED, BUT IN NO CASE LESS THAN ONCE EVERY WEEK.
6. SEDIMENT SHALL BE REMOVED FROM BEHIND SEDIMENT CONTROL DEVICES WHEN THE DEPTH OF SEDIMENT REACHES HALF THE HEIGHT OF THE SILTATION CONTROL DEVICE OR 12", WHICHEVER IS LESS, AS MEASURED FROM THE NATURAL GROUND. THE SEDIMENT CONTROL DEVICES SHALL BE REPAIRED, AS REQUIRED.

INLET PROTECTION
1. INLET PROTECTION SHALL CONSIST OF FURNISHING, PLACING, MAINTAINING, AND REMOVING THE GUTTERBOODY SEDIMENT CONTROL DEVICE OR APPROVED EQUAL AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE GRADING/SWPPP DRAWINGS.
2. THE GUTTERBOODY SHALL BE SYNTHETIC FILTER MATERIAL MANUFACTURED FROM RECYCLED SYNTHETIC FIBERS.
3. THE GUTTERBOODY WILL BE MANUFACTURED TO BE 9" IN DIAMETER AND ARE AVAILABLE IN 4', 6', 8', 10', 12', 14', AND 16' LENGTHS AND A MINIMUM OF 24 INCHES LONGER THAN THE CURB INLET OPENING. THIS WILL ALLOW FOR SUFFICIENT LENGTH TO COVER THE INLET WITH 12 INCHES BEYONDO THE INLET ON BOTH ENDS.
4. INSTALL THE GUTTERBOODY IN FRONT OF THE CURB INLET OPENING. EACH END OF THE GUTTERBOODY SHOULD OVERLAP THE CURB INLET APPROXIMATELY 12".
5. THE GUTTERBOODY SHOULD BE CLEANED IF A VISUAL INSPECTION SHOWS SILT AND DEBRIS BUILD UP AROUND THE GUTTERBOODY.

CHANNEL FLOW APPLICATIONS:
1. CHECK DAMS ARE TO BE CONSTRUCTED OF ROCK, SAND BAGS, OR GRAVEL BAGS.
2. THE TOP OF THE DOWNSTREAM CHECK DAM SHOULD BE LEVEL WITH THE BASE OF THE UPSTREAM CHECK DAM.
3. CONSTRUCT CHECK DAMS IN ACCORDANCE WITH THE DETAILS PROVIDED AND CITY OF O'FALLON REQUIREMENTS.

SHEET FLOW APPLICATIONS:
1. SILT FENCES SHALL BE USED ON ALL SHEET FLOW CONDITIONS.
2. SILT FENCE TO BE WOVEN GEOTEXTILE FABRIC MIRAFL 100X OR EQUAL OVER 9 GAUGE, 6"x6" WIRE MESH.
3. FABRIC TO BE SUPPORTED 2"x2" CONSTRUCTION GRADE LUMBER, 4' LONG, ON 10' CENTERS.
4. FABRIC SHALL BE ENTRENCHED AND BACKFILLED. A TRENCH SHALL BE EXCAVATED A MINIMUM OF 6 INCHES DEEP FOR THE LENGTH OF THE FENCE. THE EXCAVATED SOIL SHALL BE BACKFILLED AGAINST THE FENCE.
5. FENCE HEIGHT SHALL BE A MINIMUM OF 2 FEET IN HEIGHT, WITH THE FABRIC INSTALLED ON THE FENCE ON THE UPSTREAM SIDE.

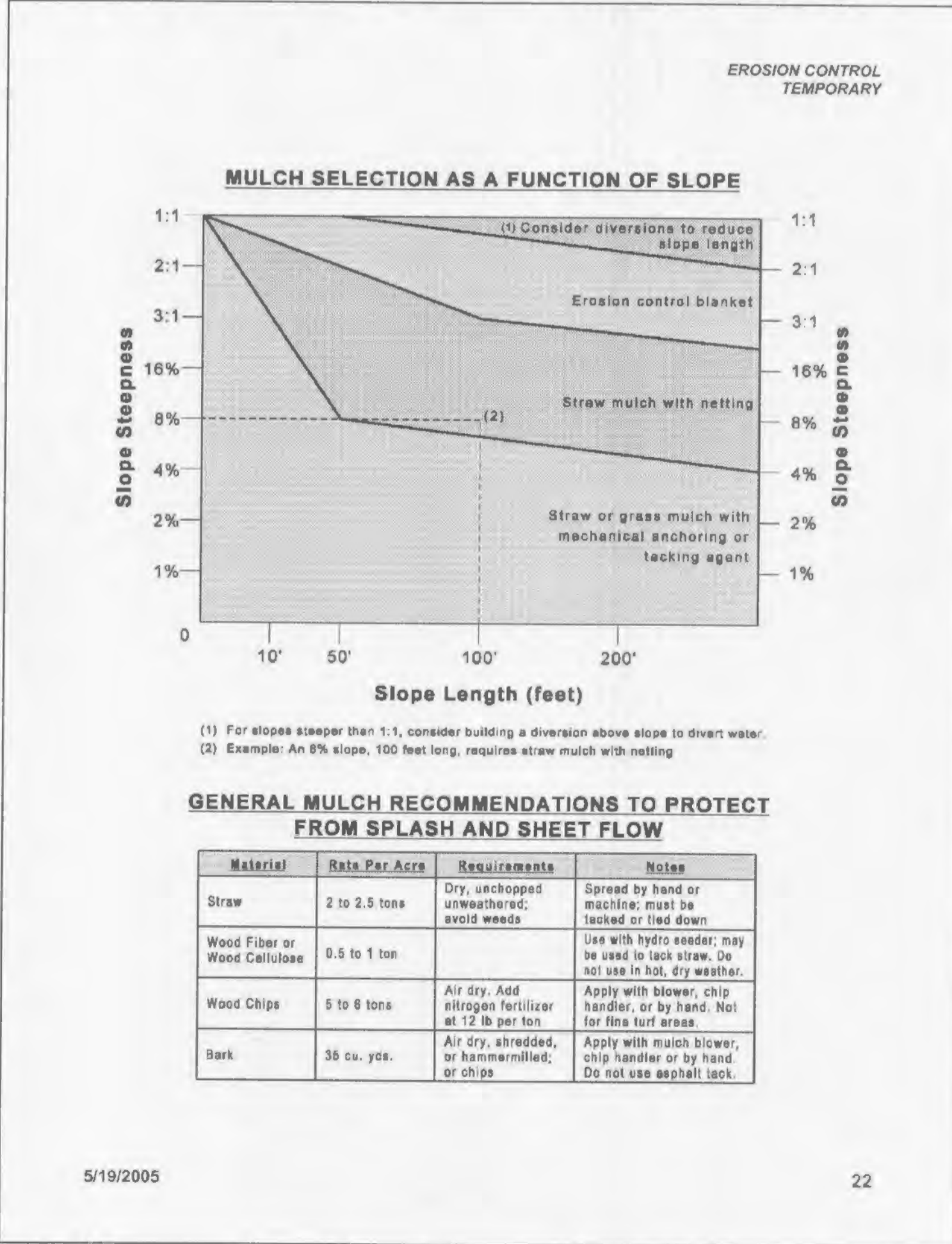
TEMPORARY ACCESS ROADS AND PARKING AREAS SPECIFICATIONS
1. TEMPORARY ROADS SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE. SLOPES SHOULD NOT EXCEED 10 PERCENT.
2. PARKING AREA GRADES SHOULD BE SUFFICIENT TO PROVIDE DRAINAGE, BUT SHOULD NOT EXCEED 4 PERCENT.
3. ROADBEDS SHALL BE AT LEAST 14 FEET WIDE FOR ONE-WAY TRAFFIC AND 24 FEET WIDE FOR TWO-WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4 FEET FOR TRAILER TRAFFIC, DEPENDING ON THE TYPE OF VEHICLES OR EQUIPMENT, SPEED, LOADS, CLIMATIC, AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTH MAY BE REQUIRED BY CITY OF O'FALLON.
4. ALL CUTS AND FILLS SHALL BE 3:1 OR FLATTER TO THE EXTENT POSSIBLE.
5. DRAINAGE DITCHES SHALL BE PROVIDED AS NEEDED.
6. THE ROADBED OR PARKING SURFACE SHALL BE CLEARED OF ALL VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL.

MAINTENANCE
SEEDED AREAS ADJACENT TO THE ROADS AND PARKING AREAS SHOULD BE CHECKED PERIODICALLY TO ENSURE THAT A VIGOROUS STAND OF VEGETATION IS MAINTAINED. ROADSIDE DITCHES SHALL BE SOODED AND OTHER DRAINAGE STRUCTURES SHOULD BE CHECKED REGULARLY TO ENSURE THAT THEY DO NOT BECOME CLOGGED WITH SILT OR OTHER DEBRIS.

SILT FENCE SPECIFICATIONS
1. SILT FENCE TO BE WOVEN GEOTEXTILE FABRIC MIRAFL 100X OR EQUAL.
2. FABRIC TO BE SUPPORTED BY METAL TEE POST WITH SPADLE BASE. SPACED ON 5' CENTERS WITH W6 X W6/10 X 10 GAUGE WELDED WIRE FENCE.
3. FABRIC SHALL BE ENTRENCHED AND BACKFILLED. A TRENCH SHALL BE EXCAVATED A MINIMUM OF 6 INCHES DEEP FOR THE LENGTH OF THE FENCE. THE EXCAVATED SOIL SHALL BE BACKFILLED AGAINST THE FENCE. SEE DETAIL SHEET C10.110.
4. FENCE HEIGHT SHALL BE A MINIMUM OF 4 FEET IN HEIGHT, WITH THE FABRIC INSTALLED ON THE FENCE ON THE UPSTREAM SIDE.
5. SILT FENCES SHALL BE USED ONLY ON SHEET FLOW CONDITIONS.
6. SILT FENCES SHALL BE INSTALLED AROUND ALL STORM SEWER STRUCTURES.

MAINTENANCE
1. SILT FENCE BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
2. CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED BALES, END RUNS AND UNDERCUTTING BENEATH BALES.
3. NECESSARY REPAIRS TO BARRIERS OR REPLACEMENT OF BALES SHALL BE ACCOMPLISHED PROMPTLY.
4. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
5. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

TABLE 1: VEGETATION/SEEDING RATES AND MIXTURES



(1) For slopes steeper than 1:1, consider building a diversion above slope to divert water. (2) Example: An 8% slope, 100 feet long, requires straw mulch with netting.

TABLE 2: MULCH SCHEDULE

Table with columns for Seeding Requirements and Minimum Fertilizer and Seeding Rates. Includes monthly seeding schedules for Permanent and Temporary seeding, and fertilizer application rates for various soil conditions.

EMM = Effective neutralizing material per State evaluation of quarried rock.

Professional Engineer Seal for John F. Harshbarger, No. 29716, State of Missouri. Includes contact information for FULTE GROUP and PRESTON WOODS PHASE 7 IMPROVEMENT PLANS.

PRESTON WOODS PHASE 7 IMPROVEMENT PLANS PRESTON WOODS, LANE O'FALLON, MO 63366 SPECIFICATIONS

COLE Engineering logo and project information including Design/Calc by MTS, Drawn by MTS, Checked by JFH, Drawing Scale, Date 01/07/2013, Job Number 13-0109, and Sheet Number C2.2.