CITY OF O'FALLON STANDARD NOTES:

GENERAL NOTES

GN #1 Driveway locations shall not interfere with the sidewalk handicap ramps, or curb inlet sumps

GN #2 Sidewalks, curb ramps, ramps and accessible parking spaces shall be constructed in accordance with the current approved "American with Disabilities Act Accessibility Guidelines" (ADAAG) along with the required grades, construction materials, specifications and signage. If any conflict occurs between the above information and the plans, the ADAAG guidelines shall take precedence and the contractor prior to any construction shall notify the Project Engineer.

GN #3 Truncated domes for curb ramps located in public right of way shall meet ADA requirements and shall be constructed using red pre cast truncated domes per pavement details.

GN #4 Any proposed pavilions or playground areas will need a separate permit from the Building Division.

GN #5 The Contractor is responsible to call Missouri One Call and The City of O'Fallon for the location of utilities. Contact the City of O'Fallon at (636) 379-3814 for the location of City maintained cable for street lights and traffic signals. Call Missouri One Call at 1-800-DIG-RITE (1-800-344-7483) for all other utilities.

GN #6 All proposed utilities and/or utility relocations shall be located underground.

GN #7 All proposed fencing requires a separate permit through the Building Division.

GN #8 All construction operations and work zone traffic control within the right of way will follow MoDOT or M.U.T.C.D. standards whichever is more stringent.

GN #9 All free standing signs shall be located a minimum of ten (10) feet away from any right of way line and/or property line and a minimum of three (3) feet from the back of curbing or sidewalk. All signs shall abide by the regulations for visibility at corners, including corners from driveways and the street it intersects per Section 400.260 of the O'Fallon Zoning Code.

GN #10 All subdivision identification or directional sign(s) must have the locations and sizes approved and permitted separately through the Planning and Development Division.

GN #11 Materials such as trees, organic debris, rubble, foundations and other deleterious material that are not to be reused, shall be removed from the site and disposed of in compliance with all applicable laws and regulations. If the material listed previously are reused, a letter from a soil Engineer must clarify amount, location, depth. ect. and must be approved with the construction plans. Landfill tickets for such disposal shall be maintained on file by the developer. Burning on site shall be allowed only by permit from the local fire district. If a burn pit is proposed, the location and mitigation shall be shown on the grading plan and documented by the soils engineer.

GN #12 Twenty-four (24) hours prior to starting any of the work covered by the above plans and after approval thereof, the developer shall make arrangements with the Construction Inspection Office to provide for inspection of the work, sufficient in the opinion of the City Engineer, to assure compliance with the plans and specifications as approved.

GN #13 The City Engineer or their duly authorized representative shall make all necessary inspections of City infrastructure, escrow items or infrastructure located on the approved plans.

Erosion Control Notes

EN #1 The Permittee shall assume complete responsibility for controlling all siltation and erosion of the project area. The Permittee 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 the clearing operations and be maintained throughout the project until acceptance of the work by City of O'Fallon and as needed by MoDOT. The Permittee's responsibilities 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 Permittee 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 and/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."

EN #2 All erosion control systems are to be inspected and corrected weekly, especially within 48 hours of any rain storm resulting in one-half inch of rain or more. Any silt or debris leaving the site and affecting public right of way or storm water drainage facilities shall be cleaned up within 24 hours after the end of the storm.

EN #3 Erosion control devices (silt fence, sediment basin, etc.) shall be in accordance with St. Charles County Soil and Water Conservation District Erosion and Sediment Control guidelines.

EN #4 This development is required to provide long term post construction BMP's such as; low impact design, source control and treatment controls that protects water quality and controls run off to the maximum extent practical in compliance with Phase II Illicit Storm Water Discharge Guidelines. (Ord. 5082, section 405.0245)

EN #5 Graded areas shall be seeded and mulched (strowed) within 14 days of stopping land disturbance activities. Unless it can be shown to the City Engineer that weather conditions are not favorable, vegetative growth is to be established within 6 weeks of stopping grading work on the project. The vegetative growth established shall be sufficient to prevent erosion and the standard shall be as required by EPA and DNR. (70% coverage per square foot) Ord. 5242, Section 405.070

Grading Notes

GRN #1 Developer must supply City construction inspectors with an Engineer's soils report prior to and during site grading. The soils report will be required to contain the following information on soil test curves (Proctor reports) for projects within the City:

1. Maximum dry density.
2. Optimum moisture content.
3. Maximum and minimum allowable moisture content.
4. Curve must be plotted to show density from a minimum of 90% compaction and above as determined by the "Modified AASHTO T-180 Compaction Test" (A.S.T.M.-D-1157) or from a minimum of 95% compaction and above as determined by the "Standard Proctor Test AASHTO T-99, Method C" (A.S.T.M.-D-698). Proctor type must be designated on document.
5. Curve must have at least 5 density points with moisture content and sample locations listed on document.
6. Specific gravity.
7. Natural moisture content.
8. Liquid limit.
9. Plastic limit.

Be advised that if this information is not provided to the City's Construction Inspector, the City will not allow grading or construction activities to proceed on any project site.

GRN #2 All fill placed in areas other than proposed storm sewers, sanitary sewers, proposed roads, and paved areas shall be compacted from the bottom of the fill up in 8" lifts and compacted to 90% maximum density as determined by Modified AASHTO T-180 compaction test or 95% of maximum density as determined by the Standard Proctor Test AASHTO T-99. Ensure the moisture content of the soil in fill areas corresponds to the compactive effort as defined by the Standard or Modified Proctor Test. Optimum moisture content shall be determined using the same test that was used for compaction. Soil compaction curves shall be submitted to the City of O'Fallon prior to the placement of fill.

GRN #3 The surface of the fill shall be finished so it will not impound water. If at the end of a days work it would appear that there may be rain prior to the next working day, the surface shall be finished smooth. If the surface has been finished smooth for any reason, it shall be scarified before proceeding with the placement of succeeding lifts. Fill shall not be placed on frozen ground, nor shall filling operations continue when the temperature is such as to permit the layer under placement to freeze.

GRN #4 All sediment and detention basins are to be constructed during the initial phase of the grading operation or in accordance with the approved SWPPP.

GRN #5 When grading operations are complete or suspended for more than 14 days, permanent grass must be established at sufficient density to provide erosion control on site. Between permanent grass seeding periods, temporary cover shall be provided according to St. Charles Soil and Water Conservation District - Model Sediment and Erosion Control Regulations. All finished grades (areas not to be disturbed by improvements) in excess of 20% slopes (5:1) shall be mulched and tacked at a rate of 100 pounds per 1000 square feet when seeded.

GRN #6 No slopes shall exceed 3 (horizontal): 1 (vertical) unless otherwise approved by the soils report and specifically located on the plans and approved by the City Engineer.

GRN #7 All low places whether on site or off shall be graded to provide drainage with temporary ditches.

GRN #8 All existing wells on site shall be capped per DNR standards.

Grading Notes Continued

GRN #10 All trench back fills under paved areas shall be granular back fill, and compacted mechanically. All other trench back fills may be earth material (free of large clods, or stones) and compacted using either mechanical or water jetting. Granular material and earth material associated with new construction outside of pavements may be jetted, taking care to avoid damage to newly laid sewers. The jetting shall be performed with a probe route on not greater than 7.5 foot centers with the jetting probe centered over and parallel with the direction of the pipe. Trench widths greater than 10 feet will require multiple probes every 7.5 foot centers.

a) Depth, Trench back fills less than 8 feet deep shall be probed to a depth extending half the depth of the trench back fill, but not less than 3 feet. Trench back fill greater than 8 feet in depth shall be probed to half the depth of the trench back fill but not greater than 8 feet.

b) Equipment, The jetting probe shall be a metal pipe with an interior diameter of 1.5 to 2 inches.

c) Method, Jetting shall be performed from the lowest surface topographic point and proceed toward the highest point, and from the bottom of the trench back fill toward the surface. The flooding of each jetting probe shall be started slowly allowing slow saturation of the soil. Water is not allowed to flow away from the trench without first saturating the trench.

d) Surface Bridging, The contractor shall identify the locations of the surface bridging (the tendency for the upper surface to crust and arch over the trench rather than collapse and consolidate during the jetting process). The contractor shall break down the bridged areas using an appropriate method such as wheels or bucket of a backhoe. When surface crust is collapsed, the void shall be back filled with the same material used as trench back fill and rejetted. Compaction of the materials within the sunken/jetted area shall be compacted such that no further surface subsidence occurs.

GRN #11 Site grading.

a. Within City right-of-way. Material is to be placed in eight (8) inch to twelve (12) inch loose lifts and compacted per the approved compaction requirements. One (1) compaction test will be performed every two hundred fifty (250) feet along the centerline for each lift.

b. Outside of City right-of-way. Material is to be placed in eight (8) inch to twelve (12) inch loose lifts and compacted per the approved compaction requirements. One (1) compaction test will be performed at two (2) foot vertical intervals and approximately every one thousand (1,000) cubic yards.

Storm Sewer Notes

STM # 1 All Storm Sewer installation is to be in accordance with M.S.D. 2007 standards and specifications except as modified by the City of O'Fallon ordinances.

STM # 2 Brick shall not be used in the construction of storm sewer structures. Pre cast concrete structures are to be used unless otherwise approved by the City of O'Fallon.

STM # 3 A 5/8" trash bar shall be installed horizontally in the center of the opening(s) in all curb inlets and area inlets.

STM # 4 HDPE pipe is to be N-12WT or equal and to meet ASTM F1417 water tight field test.

STM # 5 Encase with concrete both sanitary and storm sewer at crossing when storm sewer is within 18 inches above sanitary sewer. Add concrete cradle to only RCP storm sewer and encase HDPE storm sewer when it is more than 18 inches above sanitary line. Show on profile sheet.

STM # 6 The storm sewers should run diagonally through the side yards to minimize any additional utility easements required.

STM # 7 All concrete pipes will be installed with O-ring rubber type gaskets.

STM # 8 Connections at all storm structures are to be made with A-lock joint or equal.

STM # 9 Pre cast concrete inlet covers are not to be used.

STM #10 The swale in the detention basins shall have a minimum 1% longitudinal slope and be lined with a permanent erosion control blanket that will allow infiltration of storm water.

STM #11 All storm sewer shall be reinforced concrete pipe or H.D.P.E. pipe. All structures and flared end sections must be concrete. Manufacturing specifications must be followed and details provided for the installation of H.D.P.E. pipe. H.D.P.E. pipe will not be allowed for detention basin outflows, final pipe run to detention basins, creek discharge or other approved means.

STM #12 The discharge point of all flared end sections shall be protected by rip rap or other approved means.

STM #13 Rip rap shown at flared end sections will be evaluated in the field by the Engineer, Contractor, and City Inspectors after installation for effectiveness and field modified, if necessary to reduce erosion on and off site.

STM #14 Add 1" minus rock back fill to all storm sewer that lie within the 1:1 shear plane of the road.

AMEREN GENERAL CONSTRUCTION NOTES

1. CONTRACTOR/SUBCONTRACTOR SHALL CONFORM TO ANY AND ALL PERMIT REQUIREMENTS OF THE (ANY) VARIOUS AFFECTED UTILITY COMPANIES AND/OR REGULATORY AGENCIES WITH REGARD TO MAKING CONNECTIONS TO, OR CROSSING OF, THEIR FACILITIES; WORKING WITHIN THEIR RIGHTS-OF-WAY OR EASEMENTS; INSPECTIONS AND ASSOCIATED CHARGES; AND/OR SPECIAL BACKFILL REQUIREMENTS.

2. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS OR PROFILES ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR/ SUBCONTRACTOR TO VERIFY THE FIELD LOCATION(S), ANTICIPATED CLEARANCE(S), AND THE EXISTENCE OF ANY FACILITIES NOT SHOWN HERE.

3. TOPOGRAPHIC SURVEY BY CIVIL DESIGN INC..

4. ALL EXCAVATIONS SHALL BE IN ACCORDANCE WITH THE LATEST OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) "CONSTRUCTION STANDARDS FOR EXCAVATIONS".

5. PRIOR TO BEGINNING ANY WORK ON THE SITE, THE CONTRACTOR SHALL CONTACT THE OWNER FOR SPECIFIC INSTRUCTIONS RELEVANT TO THE SEQUENCING OF WORK.

6. REFERENCE LINES AND GRADES SHALL BE ESTABLISHED BY THE CONTRACTOR PRIOR TO STARTING THE WORK AND SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT.

7. THE CONTRACTOR SHALL RESTORE ALL DISTURBED PROPERTY AND SURFACES TO ORIGINAL CONDITION.

8. ALL WORK MUST BE PERFORMED WITHIN EXISTING OR ACQUIRED EASEMENTS. AGENCY APPROVAL OF THESE PLANS DOES NOT AUTHORIZE OR CONDONE WORK OUTSIDE OF THE EASEMENTS. ALL CONSTRUCTION METHODS AND MATERIALS SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF OFALLON, MO. IN THE ABSENCE OF ANY APPLICABLE LOCAL STANDARDS, THE REQUIREMENTS SET FORTH HEREON SHALL GOVERN.

9. CONSTRUCTION TO BE PERFORMED IN ACCORDANCE TO THE MOST CURRENT AMEREN STANDARD SPECIFICATIONS.

10. DO NOT SCALE THE DRAWINGS, FOLLOW DIMENSIONS.

11. NO AREAS OTHER THAN DRIVES SHOWN SHALL SUSTAIN PROLONGED VEHICULAR TRAFFIC.

12. ALL FILL MUST BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO R-180 COMPACTION TEST. FILL IN ROADWAYS SHALL BE COMPACTED TO 95%. ALL FILL MUST BE PLACED IN LIFTS TO ACHIEVE MAXIMUM COMPACTION. LIFT HEIGHTS SHALL BE 6". ALL TESTS MUST BE VERIFIED BY AN INDEPENDENT, CERTIFIED TESTING AGENCY.

13. ALL UTILITIES SHALL BE LOCATED BY "DIGRITE" OR APPROVED EQUAL PRIOR TO ANY EXCAVATION.

Roadway Notes

RN # 1 All paving (public and private) to be in accordance with 2006 St. Charles County Standards and Specifications except as modified by the City of O'Fallon ordinances.

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) 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).
   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 tests 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(B).
   b. One (1) compaction test per two hundred fifty (250) feet of mainline paving, three (3) tests per intersection, five (5) tests within cul-de-sacs and one (1) test per repair slab.
   c. Gradation 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) tandem 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. S1-1 from the M.U.T.C.D. manual will be used at all crosswalk locations accompanied with ether 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 SG and Carboline 133 HB paint (or equivalent as approved by City of O'Fallon and MoDOT).

Flood plain Information

FP #1 A flood plan development application from the City is required for any work within the flood plain limits.

REV	PROJ ID	DATE	DRWN	RVW	APPD
REV	PROJ ID	DATE	DRWN	RVW	APPD
0	JS44148	08/13/13	MSK	DML	MSK

STATE OF MISSOURI
MARK S. KELLER
NUMBER PE-2010000837
PROFESSIONAL ENGINEER
08/13/13
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

GENERAL NOTES

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Ameren MISSOURI

641294

REV 0

NOTICE OF LIMITED RESPONSIBILITY:
THE RESPONSIBILITY OF THE UNDERSIGNED ENGINEER IS LIMITED TO THE DESIGN WORK SHOWN ON PROJECT DRAWINGS AND DOCUMENTS BEARING HIS/HER SEAL SIGNATURE. OR INITIALS. HE/SHE DOES NOT HAVE AUTHORITY OVER THE PROJECT AS A WHOLE, NO LIABILITY DISCLAIMS ANY RESPONSIBILITY FOR WORK DONE UNDER SUBSEQUENT

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SCALE RATIO = 1"=20'

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