

GENERAL NOTES

- 1. DRIVEWAY LOCATIONS SHALL NOT INTERFERE WITH THE SIDEWALK HANDICAP RAMPS, OR CURB INLET SUMPS
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)...

GRADING NOTES

- 1. DEVELOPER MUST SUPPLY CITY CONSTRUCTION INSPECTORS WITH AN ENGINEER'S SOIL REPORTS PRIOR TO AND DURING SITE GRADING. THE SOIL REPORT WILL BE REQUIRED TO CONTAIN THE FOLLOWING INFORMATION ON SOIL TEST CURVES (PROCTOR REPORTS) FOR PROJECTS WITHIN THE CITY.
1.1. MAXIMUM DRY DENSITY
1.2. OPTIMUM MOISTURE CONTENT
1.3. MAXIMUM AND MINIMUM ALLOWABLE MOISTURE CONTENT
1.4. CURVE MUST BE PLOTTED TO SHOW DENSITY FROM A MINIMUM OF 90% COMPACTION AND ABOVE AS DETERMINED BY THE 'MODIFIED' ASHTO T-99 COMPACTOR TEST (A.S.T.M.-D-1557) OR FROM A MINIMUM OF 95% AS DETERMINED BY THE 'STANDARD PROCTOR TEST' (A.S.T.M.-D-99) (A.S.T.M.-D-698) PROCTOR TYPE MUST BE DESIGNATED ON DOCUMENT.

EROSION CONTROL NOTES

- 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 THE CITY OF O'FALLON AND AS NEEDED BY MDOOT.
2. ALL EROSION CONTROL SYSTEMS ARE TO BE INSPECTED AND CORRECTED WEEKLY, ESPECIALLY WITHIN 48 HOURS OF ANY RAIN STORM

RESULTING IN ONE-QUARTER 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.

- 3. EROSION CONTROL DEVICES (SILT FENCE, SEDIMENT BASIN, ETC.) SHALL BE IN ACCORDANCE WITH MISSOURI DEPARTMENT OF NATURAL RESOURCES PROTECTING WATER QUALITY - A FIELD GUIDE TO EROSION, SEDIMENT AND STORMWATER BEST MANAGEMENT PRACTICES FOR DEVELOPMENT SITES IN MISSOURI AND KANSAS.
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 MAXIMUM EXTENT PRACTICAL IN COMPLIANCE WITH PHASE II ILLICIT STORM WATER DISCHARGE GUIDELINES. (ORD. 5082, SECTION 405.245)
5. GRADED AREAS SHALL BE SEEDED AND MULCHED (STRAWED) 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.

SANITARY SEWER NOTES

- 1. ALL SANITARY SEWER INSTALLATION IS TO BE IN ACCORDANCE WITH DUCKETT CREEK SANITARY DISTRICT STANDARDS AND SPECIFICATIONS EXCEPT AS MODIFIED BY THE CITY OF O'FALLON ORDINANCES.
2. BRICK SHALL NOT BE USED IN THE CONSTRUCTION OF SANITARY SEWER STRUCTURES. PRE CAST CONCRETE STRUCTURES ARE TO BE USED UNLESS OTHERWISE APPROVED BY THE CITY OF O'FALLON.
3. CONNECTIONS AT ALL SANITARY STRUCTURES ARE TO BE MADE WITH A-LOCK JOINT OR EQUAL.
4. ALL SANITARY LATERALS SHALL BE A MINIMUM OF 4" RESIDENTIAL, 6" COMMERCIAL DIAMETER PIPE.
5. ALL SANITARY MAINS SHALL BE A MINIMUM OF 8" DIAMETER PIPE.
6. ALL SANITARY SEWER LINE WITH A SLOPE GREATER THAN 20% WILL REQUIRE CONCRETE CRADLE OR CONCRETE COLLAR AT EACH PIPE JOINT. SANITARY LINE WITH A SLOPE GREATER THAN 50% WILL REQUIRE A SPECIAL APPROVED DESIGN AS SHOWN ON DETAIL SHEET.

STORM SEWER NOTES

- 1. ALL STORM SEWER INSTALLATION IS TO BE IN ACCORDANCE WITH M.S.D. STANDARDS AND SPECIFICATIONS EXCEPT AS MODIFIED BY THE CITY OF O'FALLON ORDINANCES.
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.
3. A 5/8" TRASH BAR SHALL BE INSTALLED HORIZONTALLY IN THE CENTER OF THE OPENING(S) IN ALL CURB INLETS AND AREA INLETS.
4. (INTENTIONALLY OMITTED)
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 FLEXIBLE STORM SEWER WHEN IT IS MORE THAN 18 INCHES ABOVE SANITARY LINE. SHOW ON PROFILE SHEET.
6. THE STORM SEWERS SHOULD RUN DIAGONALLY THROUGH THE SIDE YARDS TO MINIMIZE ANY ADDITIONAL UTILITY EASEMENTS REQUIRED.
7. ALL CONCRETE PIPES WILL BE INSTALLED WITH O-RING RUBBER TYPE GASKETS.
8. CONNECTIONS AT ALL STORM STRUCTURES ARE TO BE MADE WITH A-LOCK JOINT OR EQUAL.
9. PRE CAST CONCRETE INLET COVERS ARE NOT TO BE USED.
10. THE SLOPE IN THE DETENTION BASINS SHALL HAVE A MINIMUM 2% LONGITUDINAL SLOPE AND BE LINED WITH A PERMANENT EROSION CONTROL BLANKET THAT WILL ALLOW INFILTRATION OF STORM WATER.

FLOOD PLAIN INFORMATION

1. REFER TO SECTION 415 FOR FLOODPLAIN DEVELOPMENT INFORMATION

RETAINING WALLS: TERRACED AND VERTICAL

- 1. A PERMIT IS REQUIRED FOR ALL RETAINING WALLS THAT ARE 48 INCHES OR TALLER IN HEIGHT, MEASURED FROM THE TOP OF THE FOOTING TO THE TOP OF THE WALL OR FOR WALLS THAT SUPPORT A SURCHARGE LOAD OR THAT ALTERS THE CHANNELIZED DRAINAGE OF ANY LOT OR DRAINAGE AREA.
2. RETAINING WALLS WILL NOT BE ALLOWED IN PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN APPROVAL FROM THE CITY ENGINEER.
3. ANY RETAINING WALL MORE THAN THIRTY (30) INCHES TALL WHICH SUPPORTS A WALKING SURFACE THAT IS WITHIN TWO (2) FEET OF THE WALL WILL REQUIRE A GUARD ON THE RETAINING WALL.
4. RETAINING WALLS THAT ALTER THE CHANNELLED DRAINAGE OF ANY LOT OR DRAINAGE AREA SHALL NOT BE CONSTRUCTED WITHOUT PRIOR APPROVAL AND PERMITTING FROM THE CITY OF O'FALLON ENGINEERING DEPARTMENT REGARDLESS OF THE HEIGHT OF THE WALL.
5. SEE SECTION 405.275 OF THE CITY CODE FOR ADDITIONAL DESIGN REQUIREMENTS.

WATER NOTES

- 1. FIRE HYDRANTS SHALL BE A MAXIMUM OF 600' APART. LOCAL FIRE DISTRICT APPROVAL IS REQUIRED.
2. COORDINATE WITH THE WATER COMPANY ON THE LOCATION OF WATER METERS. FOR METERS IN THE CITY'S DISTRICT, METERS SHALL BE IN THE RIGHT-OF-WAY, OTHERWISE AN ACCESS EASEMENT FROM THE RIGHT-OF-WAY SHALL BE PROVIDED.
3. ALL WATER MAIN MUST HAVE A MINIMUM OF 42" OF COVER. (CITY WATER MAINS)
4. PROVIDE WATER VALVES TO ISOLATE THE SYSTEM.
5. ALL WATER MAINS SHALL BE CLASS 200 SDR 21 OR EQUAL WITH LOCATOR/TRACER WIRES
6. IF THE EXCAVATIONS ARE MADE IN THE IMPROVED PORTION OF THE RIGHT-OF-WAY, TWELVE INCHES OF GRANULAR BACKFILL WILL BE PLACED OVER EXPOSED FACILITIES AND CONTROLLED LOW STRENGTH MATERIAL (CLSM) AKA FLOWABLE FILL WILL FILL THE HOLE WITH EIGHT INCHES OF THE FINISHED SURFACE FOR CONCRETE PAVEMENT. THERE WILL BE A PLASTIC MEMBRANE PLACED BETWEEN THE ROCK BASE AND THE CLSM TO PREVENT THE MATERIAL FROM BLEEDING INTO THE ROCK BASE. THE REMAINING EIGHT INCHES WILL BE RESTORED BY PLACING A 28 DAY, 4,000 PSI CONCRETE MIX.
7. DISINFECTING: DISINFECTING SHALL BE ACCOMPLISHED BY PLACING SUFFICIENT HYPO CHLORITE GRANULE (HTH) IN EACH SECTION OF PIPE TO ACHIEVE A CHLORINE RESIDUAL IN THE PIPELINE, UPON INITIAL FILLING, OF 50 MG/L (PPM), HT, TABLETS WILL NOT BE ALLOWED. FOLLOWING COMPLETION OF THE PIPELINE, IT SHALL BE SLOWLY FILLED WITH WATER AND A SAMPLE WILL BE TAKEN IMMEDIATELY AND THE CHLORINE RESIDUAL MUST BE 50 MG/L OR GREATER. THE SOLUTION SHALL BE ALLOWED TO STAND FOR 24 HOURS AND A SAMPLE SHALL THEN BE TAKEN. THE CHLORINE RESIDUAL AFTER 24 HOURS SHALL BE 30 MG/L OR GREATER. IF THE PIPING SHOWS INSUFFICIENT CHLORINE RESIDUALS IN EITHER TEST, THE PIPING SHALL BE RE-CHLORINATED BY THE INJECTION OF HYPO CHLORITE SOLUTION UNTIL SATISFACTORY RESULTS ARE ACHIEVED. ALL DISINFECTING SHALL BE DONE BY THE CONTRACTOR. ONLY THE TESTING TO DETERMINE THE CHLORINE RESIDUAL WILL BE DONE BY THE CITY.
8. PRESSURE TESTING: IMMEDIATELY FOLLOWING DISINFECTION, THE PIPING SHALL BE PUMPED TO A PRESSURE (AT THE HIGHEST POINT IN THE PROJECT) OF 150 PSI OR HIGHER WHERE THE WORKING PRESSURE IS 150 PSI AS DETERMINED BY THE CITY IN SUCH CASES, THE PRESSURE SHALL BE AS SPECIFIED BY THE CITY AND TWO PRESSURE TESTS SHALL BE CONDUCTED. THE FIRST TEST SHALL BE WITH THE FIRE HYDRANT AUXILIARY VALVE OPEN AND BE TO 50 PSI. THE SECOND TEST SHALL BE WITH THE FIRE HYDRANT AUXILIARY VALVE CLOSED AND BE TO THE HIGHER PRESSURE AS DIRECTED BY THE CITY. ALL PUMPING EQUIPMENT AND PRESSURE GAUGES SHALL BE PROVIDED BY THE CONTRACTOR. AFTER ACHIEVING THE TEST PRESSURE, THE PIPING SHALL BE LEFT CLOSED FOR A PERIOD OF TWO (2) HOURS. AT THE END OF THIS TIME THE PRESSURE DROP SHALL NOT EXCEED 2 PSI. IN ADDITION, IF THE PRESSURE APPEARS, IN JUDGMENT OF THE CITY'S REPRESENTATIVE, TO BE CONTINUING TO DROP, THE TEST SHALL BE CONTINUED FOR ANOTHER TWO (2) HOURS AND IF ANY FURTHER DROPS OCCUR, THE TEST SHALL BE CONSIDERED A FAILURE. IF THE PRESSURE TEST FAILS, THE CONTRACTOR WILL BE REQUIRED TO FIND AND CORRECT THE SOURCE OF THE LEAKAGE. IF THIS REQUIRES DRAINING OF THE PIPELINE, WHEN THE LEAKAGE IS CORRECTED, THE PIPELINE MUST BE RE-DISINFECTED AND THE PRESSURE TESTED

AGAIN UNTIL SATISFACTORY RESULT ARE ACHIEVED. ANY MDRR REQUIRED DECHLORINATION WILL BE PERFORMED BY THE CONTRACTOR.

- 9. ALL TOPS FOR VALVES, METERS, AND MANHOLES ARE TO BE CONSTRUCTED TO WITHIN 1 INCH (0.08") OF FINISH GRADE. GRADING AROUND STRUCTURE TOPS ON SLOPES NEED TO BE ACCOUNTED FOR.
10. BACTERIOLOGICAL TESTING: AFTER SATISFACTORY DISINFECTION AND PRESSURE TESTING, A SAMPLE SHALL BE TAKEN BY THE CONTRACTOR IN THE PRESENCE OF A CITY REPRESENTATIVE AND SUBMITTED TO A LABORATORY APPROVED BY THE MISSOURI DEPARTMENT OF NATURAL RESOURCES AND THE CITY FOR BACTERIOLOGICAL ANALYSIS. AFTER 24 HOURS, A SECOND SAMPLE SHALL BE TAKEN IN A LIKE MANNER AND SUBMITTED FOR ANALYSIS. THE TWO SAMPLES TAKEN ON CONSECUTIVE DAYS A MINIMUM OF 24 HOURS APART, MUST BE FOUND TO BE "SAFE" BY THE TESTING LABORATORY, AND COPIES OF THE TEST RESULTS MUST BE SUPPLIED TO THE CITY. IF THE SAMPLES ARE NOT FOUND TO BE "SAFE" FURTHER FLUSHING AND/OR DISINFECTION AS DIRECTED BY THE CITY SHALL BE CONDUCTED BY THE CONTRACTOR UNTIL "SAFE" SAMPLES ON TWO CONSECUTIVE TEST DAYS ARE ACHIEVED. FOLLOWING SUCCESSFUL BACTERIOLOGICAL TESTING AND A DETERMINATION BY THE CITY THAT THE SAMPLES ARE "SAFE", THE MAINS MAY BE PLACED INTO SERVICE.

ROADWAY NOTES

- 1. ALL PAVING (PUBLIC AND PRIVATE) TO BE IN ACCORDANCE WITH ST. LOUIS COUNTY STANDARDS AND SPECIFICATIONS EXCEPT AS MODIFIED BY THE CITY OF O'FALLON ORDINANCES.
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.
3. PROVIDE 6" OF CONCRETE OVER 5" OF AGGREGATE BASE ROCK OR ASPHALT EQUIVALENT FOR MINOR RESIDENTIAL STREETS PER CITY CODE 405.370.
3.1. ROCK TO MEET THE ALL THE REQUIREMENTS OF MDOOT TYPE 5 ROCK WITH A TIGHTER RESTRICTION ON THE FINES BEING THAT NO MORE THAN TEN PERCENT (10%) FINES SHALL PASS A NO. 200 SIEVE. (CITY CODE 405.210.8.1) THE GRADATION OF THIS ROCK NEEDS TO BE SUBMITTED TO THE CITY FOR APPROVAL. ANY DELIVERIES MADE WITHOUT THE PROPER DELIVERY TICKET, INCLUDING SIGNATURE, WILL NOT BE ACCEPTED. THE DELIVERY TICKET MUST LIST THE PROJECT NAME OR JOBSITE LOCATION. A SEPARATE CERTIFICATION SHEET MAY BE PROVIDED ATTACHED TO THE DELIVERY TICKET WITH A SIGNATURE OF THE COMPANY'S QUALITY CONTROL MANAGER. THE QUALITY CONTROL CERTIFICATION MUST BE CURRENT AND DATED WITHIN 4 WEEKS OF THE DELIVERY. (CITY CODE 405.210.A.2.K)
4. MULTI-USE TRAIL (WHEN REQUIRED) SHALL HAVE A MINIMUM OF 3" TYPE "C" ASPHALT OVER 4" AGGREGATE BASE PER CITY REQUIREMENTS.
5. TYPE C (BP-1) COMPACTION REQUIREMENTS SHALL BE 98% MINIMUM DENSITY ACCORDING TO ST. LOUIS CO. STANDARD SPECIFICATIONS.
6. PROVIDE PAVEMENT STRIPING AT ANY POINT WHERE THE MULTI-USE TRAIL CROSSES EXISTING OR PROPOSED PAVEMENT
7. ALL STREET STUB-OUTS OVER 250' IN LENGTH WILL REQUIRE A TEMPORARY TURNAROUND.
8. ALL SUB GRADE IN CUT OR FILL WILL NEED TO CONFORM TO THE CITY OF O'FALLON COMPACTION REQUIREMENTS
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 QUALITY CONTROL GUIDELINES, IN ACCORDANCE WITH ST. LOUIS COUNTY REQUIREMENTS 501.3.1.
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.
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.
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.
12.1. 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 (5) 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, THREE (3) AT TWENTY-EIGHT (28) DAYS, AND ONE (1) HELD IN RESERVE.
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 DROWING 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.
14. SUB GRADE AND BASE BENEATH PAVEMENTS SHALL BE COMPACTED TO ST. LOUIS 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.
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-HUNDRETHS (+0.04) FEET.
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. LOUIS COUNTY STANDARDS.
17. EQUIPMENT CALIBRATION. THE DEVELOPER'S CONTRACTORS AND SUBCONTRACTORS MUST HAVE THEIR EQUIPMENT CALIBRATED BY THE FOLLOWING MINIMUM STANDARDS.
17.1. AIR METER---WEEKLY.
17.2. CYLINDER COMPRESSION---ANNUALLY BY INDEPENDENT CALIBRATION SERVICE.
17.3. BATCH SCALES---MONTHLY.
17.4. NUCLEAR TESTING DEVICES---EVERY SIX (6) MONTHS.
17.5. PROCTOR EQUIPMENT---EVERY SIX (6) MONTHS.
17.6. SLUMP CONE---MONTHLY.
18. ALL PERMANENT TRAFFIC CONTROL WILL BE PER M.U.T.C.D. OR MDOOT STANDARDS. 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.
19. ALL TRAFFIC SIGNALS, STREET SIGNS, SIGN POST, BACKS AND BRACKET ARMS SHALL BE PAINTED BLACK USING CARBOLINE RUST BOND PENETRATING SEALER SC AND CARBOLINE 133 HB PAINT (OR EQUIVALENT AS APPROVED BY CITY OF O'FALLON AND MDOOT)
20. IF THE EXCAVATIONS ARE MADE IN THE IMPROVED PORTION OF THE RIGHT-OF-WAY, TWELVE INCHES OF GRANULAR BACKFILL WILL BE PLACED OVER EXPOSED FACILITIES AND CONTROLLED LOW STRENGTH MATERIAL (CLSM) AKA FLOWABLE FILL WILL FILL THE HOLE WITH EIGHT INCHES OF THE FINISHED SURFACE FOR CONCRETE PAVEMENT. THERE WILL BE A PLASTIC MEMBRANE PLACED BETWEEN THE ROCK BASE AND THE CLSM TO PREVENT THE MATERIAL FROM BLEEDING INTO THE ROCK BASE. THE REMAINING EIGHT INCHES WILL BE RESTORED BY PLACING A 28 DAY, 4,000 PSI CONCRETE MIX.

Table with columns for REVISION, DATE, and NO. REVISION DESCRIPTION.

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BARRON SWIM SCHOOL CALEDONIA CENTER, LOT 9A O'FALLON, MO 63388 NOTES (O'FALLON)

ST. CHARLES 1520 S.Fifth Street Suite 307 St. Charles, MO 63035 CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE

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