



ESTIMATE OF EARTHWORK

BULK CUT (TO SUBGRADE).....10643 CY
 BULK FILL * (TO SUBGRADE).....551 CY
 *11% ASSUMED FILL FACTOR

THE ENGINEER HAS CALCULATED THE ABOVE QUANTITIES OF EARTHWORK TO BE REGARDED AS AN ESTIMATE OF THE BULK MOVEMENT OR REDISTRIBUTION OF SOILS ON THIS PROJECT. AS AN ESTIMATE, THESE QUANTITIES ARE INTENDED FOR GENERAL USE, AND THE ENGINEER ASSUMES NO LIABILITY FOR COST OVERRUNS DUE TO EXCAVATED MATERIALS OR SHORTAGES OF FILL.

THE QUANTITIES ESTIMATED FOR EACH OF THE IMPROVEMENT ITEMS LISTED ABOVE ARE BASED UPON THE HORIZONTAL AND VERTICAL LOCATION OF THE IMPROVEMENTS AS PROPOSED ON THE SITE ENGINEERING PLANS PREPARED BY HEIDEMAN + ASSOCIATES, INC.

THE ENGINEER'S EARTHWORK ESTIMATE INCLUDES ONLY THOSE IMPROVEMENT ITEMS LISTED ABOVE. UNLISTED ITEMS REQUIRING EARTHWORK THAT MAY BE NECESSARY FOR COMPLETION OF THE PROJECT INCLUDE, BUT ARE NOT LIMITED TO, MISCELLANEOUS UNDERGROUND CONDUITS INCLUDING SEWER LINES AND WATER MAINS, STANDARD MANHOLES, PROCESS OR TRANSFER PIPING, ELECTRICAL OR TELEPHONE CONDUITS, BASES FOR LIGHT STANDARDS, BUILDINGS FOOTINGS AND FOUNDATIONS, ETC.

THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACTUAL SIZE OF THE FIELD EXCAVATIONS MADE FOR THE INSTALLATION OF UNDERGROUND STRUCTURES, AND AS SUCH, THE ACTUAL QUANTITIES OF EARTHWORK FROM SUCH ITEM MAY VARY FROM THE ESTIMATE SHOWN ABOVE.

THE ESTIMATED QUANTITY OF UNSUITABLE MATERIALS TO BE REMOVED FROM THE SITE IS SHOWN ABOVE, AND IS BASED UPON SITE CONDITIONS READILY APPARENT TO THE ENGINEER. ACTUAL QUANTITIES REMOVED IN THE FIELD MAY VARY, AND THE ENGINEER ASSUMES NO RESPONSIBILITY FOR COSTS INCURRED DUE TO THE VARIANCE.

FILL FACTOR USED TO DETERMINE THE REQUIRED BULK FILL WILL VARY ON EACH PROJECT DUE TO SPECIFIC SOIL CHARACTERISTICS. THE FILL FACTOR USED FOR THIS PROJECT IN PARTICULAR IS AS INDICATED ABOVE, AND MAY BE ONLY AN ASSUMED VALUE IN THE ABSENCE OF A DETAILED SOILS INVESTIGATION.

PROJECT SPECIFIC GRADING NOTES:

BENCHMARK: SC-13 ELEV=499.34 LOCATED 2.70 MILES NWN OF THE INTERSECTION OF HIGHWAY 44 AND HIGHWAY D ON THE NORTH SIDE OF WESTBOUND LANES OF HIGHWAY 40 NEAR A FIELD ENTRANCE GOING NORTH FOR THE WESTBOUND LANES OF HIGHWAY 40. IT IS 24.55 FEET NE OF A P.K. NAIL IN THE CENTER LINE OF WESTBOUND HWY 40, 34.2 FEET SW OF THE CENTER OF THE TOP OF THE NORTHWEST END OF A CORRUGATED METAL PIPE.

GRADING AND COMPACTION SHALL BE DONE IN ACCORDANCE WITH THE SOILS REPORT PREPARED BY GEOTECHNOLOGY, INC., DATED AUGUST 6, 2012, TITLED "SUBSURFACE EXPLORATION, PROPOSED PRIMARY CARE CLINIC, WINGHAVEN AND MASTERCARD BOULEVARDS, OF FALLON, MISSOURI", AS WELL AS THE CITY OF OF FALLON'S STANDARDS, UNLESS OTHERWISE SPECIFIED.

CONSTRUCTION SITE RUNOFF SHALL NOT FLOW INTO THE WATER QUALITY BMP(S). ALL STORMWATER FLOW TO THE WATER QUALITY BMP(S) SHALL BE DIVERTED, PLUGGED, OR DISCONNECTED UNTIL THE CONSTRUCTION SITE IS STABLE AND THE CITY OF OF FALLON'S INSPECTOR PROVIDES APPROVAL TO PLACE THE BMP(S) ONLINE.

PROPOSED CONTOURS ARE SHOWN TO FINISHED TOPSOIL AND FINISHED PAVEMENT GRADES. CONTRACTOR SHALL GRADE PAVEMENT AREAS TO SUBGRADE.

CONTRACTOR SHALL GRADE AND CONSTRUCT IMPROVEMENTS TO PROVIDE POSITIVE DRAINAGE TO STORM STRUCTURES, SHALES OR OFF-SITE. FLOODING OF STORM WATER WILL NOT BE PERMITTED DURING OR AFTER CONSTRUCTION.

NO EXCAVATION SHALL BE MADE SO CLOSE TO THE PROPERTY LINE AS TO ENDANGER ANY ADJOINING PROPERTY OR ANY PUBLIC OR PRIVATE STREET WITHOUT SUPPORTING AND PROTECTING SUCH PUBLIC OR PRIVATE STREET OR PROPERTY FROM SETTLING, CRACKING OR OTHER DAMAGE.

STORM WATER PIPES, INLETS, AREA DRAINS AND CHANNELS SHALL BE PROTECTED BY SILT BARRIERS AND KEPT FREE OF WASTE AND SILT AT ALL TIMES PRIOR TO FINAL SURFACE STABILIZATION AND/OR PAVING.

MATCH EXISTING GRADES WHERE NEW PAVEMENT ABUTS EXISTING PAVEMENT.

MERCY CLINIC - WINGHAVEN BLVD.
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 O'Fallon, Missouri 63366

HEIDEMAN ASSOCIATES, INC.
 A ZAC COMPANY
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Mercy
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 1510-153209-0521

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No.	Date	Revision
1	10/24/2012	CITY COMMENTS / ADDENDUM #1

BENCHMARK
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I-64 EXIT RAMP