

LEGAL DESCRIPTION

Lot C-1 of Progress Point Village

A tract of land being part of Lot C of Progress Point, a subdivision according to the Plat thereof recorded in Plat Book 38, Pages 310 thru 313 of the records of the Recorder of Deeds Office in St. Charles County, Missouri and being located in U.S. Survey 1669, Township 46 North, Range 3 East of the Fifth Principal Meridian, City of O'Fallon, St. Charles County, Missouri and being more particularly described as follows:

Commencing at the Southwesterly corner of above said Lot C, said point also being located at the point of intersection of the Northern line of Missouri State Highway 40TR, (US Route 40-61), variable width, as established by instrument recorded in Book 2740, Page 1733 of the above said records with the Easterly line of Progress Point Parkway, variable width, thence along said Easterly line the following courses and distances: North 12 degrees 23 minutes 06 seconds East 225.38 feet to a point of curvature to the left for which the radius point bears North 77 degrees 36 minutes 54 seconds West 1035.00 feet; thence along said curve with a chord which bears North 11 degrees 38 minutes 51 seconds East 26.65 feet, an arc length of 26.65 feet to a point on a non-tangent curve to the left for which the radius point bears North 80 degrees 22 minutes 47 seconds West 1029.00 feet; thence along said curve with a chord which bears North 03 degrees 53 minutes 42 seconds East 217.21 feet, an arc length of 217.61 feet to a point on a non-tangent curve to the left for which the radius point bears South 88 degrees 50 minutes 13 seconds West 1030.00 feet; thence along said curve with a chord which bears North 02 degrees 19 minutes 06 seconds West 65.44 feet, an arc length of 65.45 feet to a point of tangency; North 04 degrees 48 minutes 14 seconds West 210.51 feet to the POINT OF BEGINNING of the herein described tract; thence continuing along last said Easterly line the following courses and distances: North 04 degrees 48 minutes 14 seconds West 210.51 feet to a point of curvature to the right for which the radius point bears North 85 degrees 11 minutes 46 seconds East 570.00 feet; thence along said curve with a chord which bears North 19 degrees 20 minutes 34 seconds East 466.34 feet, an arc length of 480.44 feet to a point on a non-tangent curve to the right for which the radius point bears South 38 degrees 34 minutes 05 seconds East 254.50 feet; thence along said curve with a chord which bears North 37 degrees 16 minutes 54 seconds East 189.00 feet; thence along said curve with a compound curve to the right for which the radius point bears North 22 degrees 17 minutes 42 seconds East 121.00 feet; thence along said curve with a chord which bears South 74 degrees 59 minutes 31 seconds East 82.23 feet, an arc length of 83.90 feet to a point of compound curve to the right for which the radius point bears South 34 degrees 52 minutes 23 seconds West 189.00 feet; thence along said curve with a chord which bears South 45 degrees 26 minutes 21 seconds East 63.61 feet, an arc length of 63.91 feet to a point of tangency, said point also being located on the Southerly line of Technology Drive, variable width; thence along said Southerly line the following courses and distances: South 35 degrees 45 minutes 09 seconds East 128.17 feet; South 30 degrees 06 minutes 50 seconds East 35.32 feet and South 27 degrees 15 minutes 18 seconds East 34.00 feet; thence departing last said Southerly line the following courses and distances: South 62 degrees 44 minutes 38 seconds West 30.34 feet to a point on a non-tangent curve to the left for which the radius point bears South 32 degrees 56 minutes 08 seconds East 69.90 feet; thence along said curve with a chord which bears North 19 degrees 20 minutes 34 seconds West 39.30 feet, an arc length of 39.84 feet to a point on a non-tangent curve to the right for which the radius point bears North 63 degrees 57 minutes 48 seconds West 297.03 feet; thence along said curve with a chord which bears South 47 degrees 16 minutes 33 seconds West 215.20 feet, an arc length of 220.21 feet to a point on a non-tangent curve for which the radius point bears North 22 degrees 17 minutes 29 seconds West 251.66 feet; thence along said curve with a chord which bears South 74 degrees 20 minutes 45 seconds West 60.35 feet, an arc length of 60.50 feet to a point on a non-tangent curve to the right for which the radius point bears North 09 degrees 50 minutes 07 seconds West 293.08 feet; thence along said curve with a chord which bears South 82 degrees 01 minutes 31 seconds West 19.03 feet, an arc length of 19.03 feet to a point on a non-tangent curve to the right for which the radius point bears North 04 degrees 52 minutes 24 seconds West 351.53 feet; thence along said curve with a chord which bears North 05 degrees 10 minutes 47 seconds West 348.27 feet, an arc length of 364.36 feet; thence along said curve with a chord which bears North 26 degrees 06 minutes 36 seconds West 217.61 feet to a point of curvature to the left for which the radius point bears South 53 degrees 01 minutes 04 seconds West 50.50 feet; thence along said curve with a chord which bears North 60 degrees 38 minutes 10 seconds East 41.06 feet, an arc length of 42.28 feet to a point of tangency; North 84 degrees 57 minutes 57 seconds East 66.31 feet to the POINT OF BEGINNING and containing 258,195 square feet or 8,233 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. on October 30, 2007.

LEGAL DESCRIPTION

Lot C-2 of Progress Point Village

A tract of land being part of Lot C of Progress Point, a subdivision according to the Plat thereof recorded in Plat Book 38, Pages 310 thru 313 of the records of the Recorder of Deeds Office in St. Charles County, Missouri and being located in U.S. Survey 1669, Township 46 North, Range 3 East of the Fifth Principal Meridian, City of O'Fallon, St. Charles County, Missouri and being more particularly described as follows:

Beginning at the Southwesterly corner of above said Lot C, said point also being located at the point of intersection of the Northern line of Missouri State Highway 40TR, (US Route 40-61), variable width, as established by instrument recorded in Book 2740, Page 1733 of the above said records with the Easterly line of Progress Point Parkway, variable width, thence along said Easterly line the following courses and distances: North 12 degrees 23 minutes 06 seconds East 225.38 feet to a point of curvature to the left for which the radius point bears North 77 degrees 36 minutes 54 seconds West 1035.00 feet; thence along said curve with a chord which bears North 11 degrees 38 minutes 51 seconds East 26.65 feet, an arc length of 26.65 feet to a point on a non-tangent curve to the left for which the radius point bears North 80 degrees 22 minutes 47 seconds West 1029.00 feet; thence along said curve with a chord which bears North 03 degrees 53 minutes 42 seconds East 217.21 feet, an arc length of 217.61 feet to a point on a non-tangent curve to the left for which the radius point bears South 88 degrees 50 minutes 13 seconds West 1030.00 feet; thence along said curve with a chord which bears North 02 degrees 19 minutes 06 seconds West 65.44 feet, an arc length of 65.45 feet to a point of tangency; North 04 degrees 48 minutes 14 seconds West 210.51 feet to the POINT OF BEGINNING of the herein described tract; thence continuing along last said Easterly line the following courses and distances: North 04 degrees 48 minutes 14 seconds West 210.51 feet to a point of curvature to the right for which the radius point bears North 85 degrees 11 minutes 46 seconds East 570.00 feet; thence along said curve with a chord which bears North 19 degrees 20 minutes 34 seconds East 466.34 feet, an arc length of 480.44 feet to a point on a non-tangent curve to the right for which the radius point bears South 38 degrees 34 minutes 05 seconds East 254.50 feet; thence along said curve with a chord which bears North 37 degrees 16 minutes 54 seconds East 189.00 feet; thence along said curve with a compound curve to the right for which the radius point bears North 22 degrees 17 minutes 42 seconds East 121.00 feet; thence along said curve with a chord which bears South 74 degrees 59 minutes 31 seconds East 82.23 feet, an arc length of 83.90 feet to a point of compound curve to the right for which the radius point bears South 34 degrees 52 minutes 23 seconds West 189.00 feet; thence along said curve with a chord which bears South 45 degrees 26 minutes 21 seconds East 63.61 feet, an arc length of 63.91 feet to a point of tangency, said point also being located on the Southerly line of Technology Drive, variable width; thence along said Southerly line the following courses and distances: South 35 degrees 45 minutes 09 seconds East 128.17 feet; South 30 degrees 06 minutes 50 seconds East 35.32 feet and South 27 degrees 15 minutes 18 seconds East 34.00 feet; thence departing last said Southerly line the following courses and distances: South 62 degrees 44 minutes 38 seconds West 30.34 feet to a point on a non-tangent curve to the left for which the radius point bears South 32 degrees 56 minutes 08 seconds East 69.90 feet; thence along said curve with a chord which bears North 19 degrees 20 minutes 34 seconds West 39.30 feet, an arc length of 39.84 feet to a point on a non-tangent curve to the right for which the radius point bears North 63 degrees 57 minutes 48 seconds West 297.03 feet; thence along said curve with a chord which bears South 47 degrees 16 minutes 33 seconds West 215.20 feet, an arc length of 220.21 feet to a point on a non-tangent curve for which the radius point bears North 22 degrees 17 minutes 29 seconds West 251.66 feet; thence along said curve with a chord which bears South 74 degrees 20 minutes 45 seconds West 60.35 feet, an arc length of 60.50 feet to a point on a non-tangent curve to the right for which the radius point bears North 09 degrees 50 minutes 07 seconds West 293.08 feet; thence along said curve with a chord which bears South 82 degrees 01 minutes 31 seconds West 19.03 feet, an arc length of 19.03 feet to a point on a non-tangent curve to the right for which the radius point bears North 04 degrees 52 minutes 24 seconds West 351.53 feet; thence along said curve with a chord which bears North 05 degrees 10 minutes 47 seconds West 348.27 feet, an arc length of 364.36 feet; thence along said curve with a chord which bears North 26 degrees 06 minutes 36 seconds West 217.61 feet to a point of curvature to the left for which the radius point bears South 53 degrees 01 minutes 04 seconds West 50.50 feet; thence along said curve with a chord which bears North 60 degrees 38 minutes 10 seconds East 41.06 feet, an arc length of 42.28 feet to a point of tangency; North 84 degrees 57 minutes 57 seconds East 66.31 feet to the POINT OF BEGINNING and containing 258,195 square feet or 8,233 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. on October 30, 2007.

VEGETATION ESTABLISHMENT

TILLAGE PREPARATIONS

\*TILL TOP 4" OF SOIL

FERTILIZER

\* PER SOIL TEST OR FOLLOWING TABLE:

Table with columns for N, P, K, LIME and rows for TEMPORARY SEEDING and PERMANENT.

+ SOIL TEST RESULTS TAKE PRECEDENCE, DUE TO HIGHLY VARIABLE SOIL PH.

SEEDING RATES

Table with columns for TEMPORARY, WHEAT OR RYE, PERMANENT, FESCUES, KENTUCKY BLUEGRASS, PERENNIAL RYEGRASS, FINE FESCUE, SEEDING PERIODS, LISTED LEGUMES/GRASSES, WHEAT/RYE.

STORMWATER DETENTION

THE PROPOSED SITE IS LOCATED WITHIN TWO EXISTING WATERSHEDS. STORMWATER DETENTION BASINS WERE CONSTRUCTED FOR BOTH OF THESE WATERSHEDS AS PART OF PHASE I AND II OF THE PROGRESS POINT DEVELOPMENT. THE DETENTION BASIN CALCULATIONS INCLUDED CONSIDERATIONS FOR FUTURE DEVELOPMENT OF LOT "C". THEREFORE, NO ADDITIONAL DETENTION IS REQUIRED.

TRAFFIC CONTROL

TRAFFIC CONTROL IS TO BE PER MOODT AND/OR MUTCD STANDARDS, WHICHEVER IS MOST STRINGENT.

EROSION AND SEDIMENT CONTROL NOTES

- 1. Installation of perimeter sediment control shall be implemented as the first step of grading and within seven (7) days of grubbing the site.
2. Inspection of siltation control devices shall take place every seven days and within 24 hours of any 0.5"/24 hour rain event.
3. Any disturbed areas which will remain unworked for 14 days or more shall be stabilized with seeding and mulching per specifications within 7 days.
4. All slopes or drainage channels, once constructed to final grade, shall be seeded and mulched per specifications within seven (7) days.
5. Silt fences shall be installed immediately around each storm sewer structure once final construction of each individual structure is complete.
6. All siltation control devices shall remain in place until upslope areas have been permanently stabilized.
7. The Contractor shall assume complete responsibility for controlling all siltation and erosion of the project area.
8. Erosion control shall not be limited to what is shown on the plan.
9. When deemed necessary, positive steps should be exercised to prevent this soil from damaging adjacent property and silted up oil storm drainage systems.
10. LOCATIONS AND DETAILS FOR ALL SILTATION CONTROL DEVICES SHALL FOLLOW "ST. CHARLES COUNTY SOIL AND WATER CONSERVATION DISTRICT EROSION AND SEDIMENT CONTROL" GUIDELINES.

Siltation Control Schedule Implementation

- 1. Perimeter siltation control and construction entrances to be installed.
2. Begin placing aggregate base in parking areas once area has reached final grade to prevent erosion.
3. Place silt fence around each storm sewer structure as it is completed.
4. Immediately seed areas upon reaching final grade that are to be permanently seeded.

Temporary Access Roads and Parking Areas Specifications

- 1. Temporary roads shall follow the contour of the natural terrain to the extent possible.
2. Grades should be sufficient to provide drainage, but should not exceed 10 percent.
3. Roadbeds shall be at least 24" wide.
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.
7. A 10"-inch course of 2" MINUS aggregate shall be applied immediately after grading or the completion of utility installation within the right-of-way.

Vegetation

All roadside ditches, cuts, fills and disturbed areas adjacent to parking areas and roads shall be stabilized with appropriate temporary or permanent vegetation according to the applicable standards and specifications.

Maintenance

Both temporary and permanent roads and parking areas may require periodic top dressing with new gravel. Seeded areas adjacent to the roads and parking areas should be checked periodically to ensure that a vigorous stand of vegetation is maintained.

All erosion control systems shall be inspected and necessary corrections made within 24 hours of any rainstorm resulting in 1/2 inch of rain or more.

STORM SEWER NOTES

- 1. ALL CONCRETE SHALL BE REINFORCED, AND CONFORM TO A.S.T.M. DESIGNATION C78-80 CLASS II UNLESS NOTED.
2. ALL STORM SEWER STRUCTURES WITHIN PROJECT SITE TO BE CONSTRUCTED IN ACCORDANCE WITH ST. CHARLES COUNTY HIGHWAY DEPARTMENT.
3. TYPE "C" BEDDING IS REQUIRED FOR PIPES IN ROCK.
4. ALL TRENCH BACKFILLS UNDER PAVEMENT SHALL BE GRANULAR BACKFILLED.
5. ALL CURB INLETS AND AREA INLETS TO HAVE 5/8" TRASH BAR ACROSS INLET OPENINGS.
6. "O" RING PIPE TO BE USED ON ALL STORM SEWERS.
7. GRANULAR BACKFILL TO BE PLACED WITH A MINIMUM OF 1H:1V SLOPE FROM EDGE OF PAVEMENT.
8. BRICK SHALL NOT BE USED IN THE CONSTRUCTION OF STORM SEWER STRUCTURES.
9. PROVIDE 36" MINIMUM COVER FOR STORM SEWERS
10. PROVIDE CONCRETE CRADLES FOR RCP AND CONCRETE ENCASEMENTS FOR HDPE AT CROSSING WITH SANITARY SEWER.
11. COMPACTED ROCK BACKFILL IS REQUIRED IN THE DISTURBED GROUND AROUND THE STRUCTURE OF ALL DROP STRUCTURES.
12. ALL STORM SEWERS ARE TO BE CONSIDERED PRIVATE, UNLESS OTHERWISE NOTED.
13. CONTRACTORS TO PROVIDE ALTERNATE BID FOR ADS N-12 ULTRA WT OR EQUAL (SMOOTH INTERIOR) AASHTO TYPE "S" (N-12 ULTRA WT).
14. ALL STRUCTURES AND MANHOLES SHALL HAVE POSITIVE DRAINAGE THROUGH THE STRUCTURE.
15. CONNECTIONS AT ALL STORM OR SANITARY STRUCTURES TO BE MADE WITH "A-LOCK" JOINT OR EQUAL.

GENERAL NOTES

- 1. BOUNDARY AND TOPOGRAPHIC SURVEY BY STOCK & ASSOCIATES.
2. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY SURVEY AND RECORD INFORMATION. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED.
3. NO SLOPE SHALL BE STEEPER THAN 3:1.
4. FEMA MAP 29183C0430 E DATED 8/2/96 ZONE "X" AND OTHER AREAS.
5. ALL SLOPES TO BE STABILIZED IMMEDIATELY AFTER GRADING.
6. ALL UTILITIES SERVING SITE ARE UNDERGROUND.
7. ALL OUTSIDE TRASH CONTAINERS, HVAC UNITS, ELECTRIC, TELEPHONE AND GAS METERS, SATELLITE DISHES, AND ROOFTOP MECHANICAL APPARATUS SHALL BE THOROUGHLY SCREENED WITH MATERIALS AND/OR LANDSCAPING TO CONCEAL THE VISIBILITY OF SUCH ITEMS FROM THE VIEW OF RIGHTS-OF-WAY AND/OR ADJACENT PROPERTIES AS APPROVED BY THE PLANNING AND ZONING COMMISSION.
8. ALL CONSTRUCTION AND MATERIALS USED SHALL CONFORM TO CURRENT CITY OF O'FALLON STANDARDS.
9. SEE ARCHITECTURAL DRAWINGS FOR ALL BUILDING DIMENSIONS AND DETAILS.
10. HANDICAP STALL LOCATIONS ARE TO BE DETERMINED AND COORDINATED WITH THE CITY OF O'FALLON.
11. ALL PROPOSED BUILDINGS LOCATED ON THE PROPERTY AND ARE DESIGNATED "FUTURE DEVELOPMENT", SHALL REQUIRE THE SUBMISSION AND APPROVAL OF A COMPLETED SITE PLAN THAT INDICATES THAT ALL SITE REQUIREMENTS HAVE BEEN MET OR EXCEEDED, PRIOR TO CONSTRUCTION.
12. ROOF TOP MECHANICAL EQUIPMENT ARE SHOWN BY PARAPET WALL AND GROUND MOUNTED MECHANICAL EQUIPMENT MUST BE FULLY SCREENED WITH LANDSCAPING OR SOLID MATERIALS.
13. ALL FILL PLACED UNDER PROPOSED STORM AND SANITARY SEWER, PROPOSED ROADS, AND/OR PAVED AREAS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO 1-180 COMPACTION TEST OR 100% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST ASHTO T-99. ALL FILL PLACED IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP. ALL TESTS SHALL BE VERIFIED BY A SOIL ENGINEER CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS.
14. DEVELOPER MUST SUPPLY CITY CONSTRUCTION INSPECTORS WITH SOIL REPORTS PRIOR TO OR DURING SITE SOIL TESTING.
15. ALL PAVED ROADWAYS GOING ON AND OFFSITE WILL BE KEPT FREE OF DIRT, ROCKS, GRAVEL OR OTHER MATERIALS DURING CONSTRUCTION.
16. RIP RAP SHOWN AT FLARED ENDS WILL BE EVALUATED IN THE FIELD AFTER INSTALLATION FOR EFFECTIVENESS AND FIELD MODIFIED IF NECESSARY TO REDUCE EROSION ON AND OFF SITE.
17. ALL PAVING TO BE IN ACCORDANCE WITH ST. CHARLES COUNTY STANDARDS AND SPECIFICATIONS EXCEPT AS MODIFIED BY THE CITY OF O'FALLON ORDINANCES.
18. ALL PROPOSED WATER LINE SHALL BE C900 PVC OR BETTER.
19. BRICK SHALL NOT BE USED IN THE CONSTRUCTION OF STORM SEWER STRUCTURES.
20. ALL PROPOSED FENCING REQUIRES A SEPARATE PERMIT THROUGH THE PLANNING DIVISION.
21. ALL SIGN LOCATIONS AND SIZES MUST BE APPROVED SEPARATELY THROUGH THE PLANNING DIVISION.
22. ALL SIGN POSTS AND BACKS AND BRACKET ARMS SHALL BE PAINTED BLACK USING CARBOLINE FLUORIBOND PENETRATING SEALER 5G AND CARBOLINE 133 HB PAINT.
23. CONTRACTOR TO FOLLOW GEOTECHNICAL ENGINEER RECOMMENDATIONS PREPARED BY MIDWEST TESTING; REPORTS DATED SEPTEMBER 11, 2007 (MT #11507)
24. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ANY ROCK ENCOUNTERED. CONTRACTOR SHOULD FAMILIARIZE THEMSELVES WITH ALL THE GEOTECHNICAL REPORTS LISTED ABOVE AND REVIEW THE RECOMMENDATIONS OF THE GEOTECH ENGINEER.
25. SITE COVER CALCULATIONS: LOT C-1 = 8,233 Acres +/- (100%) BUILDING AREA = 0.99 Acres +/- (12.00%) PAVEMENT AREA = 0.30 Acres +/- (66.60%) GREEN SPACE = 1.75 Acres +/- (21.20%)
26. PRESENT ZONING: "HTCD" (HIGH TECH CORRIDOR DISTRICT) BUILDING SETBACK REQUIREMENTS PER ZONING: (A) FRONT YARD - THIRTY FEET (30') (B) SIDE YARD - TWENTY FEET (20') (C) REAR YARD - THIRTY FIVE FEET (35')
27. O'Fallon P&Z Parking Requirements: Offices: +/- 1 space per 300 square feet of floor area. Required Spaces = 1 per 128,000/300 SF Required: 427 Total Parking Spaces Provided: 614 Total Parking Spaces Handicapped Spaces: \* 500-1000: 2% of Total \* Over 1000: 20 plus 1 per 100 Required Spaces = 0.02 x 614 total spaces Required: 13 Total Parking Spaces Provided: 13 Total Parking Spaces Required Bicycle Parking: - One (1) space per fifteen required automobile parking spaces - Required automobile parking spaces is 427 spaces. - Required bicycle parking is 29 spaces.
28. IMPROVEMENTS ARE TO BE MADE TO THE ADJACENT RIGHT OF WAY OF ALL DEVELOPMENTS TO MEET CITY OF O'FALLON STANDARDS AND SPECIFICATION. ANY ADJUSTMENTS IN THE GRADING OF RIGHT OF WAY WHETHER IT BE EXISTING CONDITIONS OR CAUSED BY THE CONSTRUCTION OF THE DEVELOPMENT SHALL BE APPROVED BY THE CITY OF O'FALLON UPON INSPECTION OF THE SITE.
29. ENGINEER ASSUMES 2 INCHES OF TOPSOIL, TO BE TREATED ON SITE.
30. TREE PRESERVATION CALCULATIONS: SEE LANDSCAPE PLAN.
31. DRIVEWAYS AND ENTRANCES PER ST. CHARLES COUNTY STANDARDS, AND THE CITY OF O'FALLON.
32. HDPE PIPE IS TO BE N-12WT OR EQUAL AND TO MEET ASTM F1417, WATER TIGHT FIELD TEST.
33. ALL PLANNING AND ZONING COMMISSION REQUIREMENTS HAVE BEEN ADDRESSED IN THIS PLAN SET.
34. ALL PUBLIC ROADWAYS SHALL BE KEPT FREE OF DIRT, ROCK, SILT, OR OTHER DEBRIS. MUC, DIRT, OR OTHER MATERIALS DEPOSITED ON THE ROADWAY BY VEHICLES ENTERING OR LEAVING THE SITE WILL BE REMOVED WITHIN A REASONABLE TIME FRAME.
35. THE DEVELOPER IS TO POST A FINANCIAL GUARANTEE OF PERFORMANCE (PER APPROVED COST ESTIMATE) AS REQUIRED BY ARTICLE 405 OF THE SUBDIVISION ORDINANCE.

DUCKETT CREEK SANITARY DISTRICT CONSTRUCTION NOTES

- 1. Underground utilities have been plotted from available information and therefore location shall be considered approximate. The vertical location of the location of all underground utilities, either shown or not shown on these plans, shall be the responsibility of the contractor and shall be located prior to any grading or construction of improvements.
2. Gas, water and other underground utilities shall not conflict with the depth or horizontal location of existing or proposed sanitary and storm sewers, including house laterals.
3. All existing site improvements disturbed, damaged or destroyed shall be repaired or replaced to closely match preconstruction conditions.
4. All fill including places under proposed storm and sanitary sewer lines and paved areas including trench backfills within and off the road right-of-way shall be compacted to 90 percent of maximum density as determined by the Modified AASHTO 1-180 Compaction Test (ASTM D1557). All tests shall be verified by a Soils Engineer concurrent with the grading and backfilling operations. The compacted fill shall be free of rutting and shall be non-yielding and non-pumping during proofrolling and compaction.
5. The contractor shall prevent all storm, surface water, mud and construction debris from entering the existing sanitary sewer system.
6. All sanitary sewer flowlines and tops built without elevations furnished by the engineer will be the responsibility of the sewer contractor.
7. Easements shall be provided for all sanitary sewers, storm sewers and all utilities on the record plat.
8. All construction and materials shall conform to the current construction standards of the Duckett Creek Sanitary District.
9. The Duckett Creek Sanitary District shall be notified at least 48 hours prior to construction for coordination of inspection.
10. All sanitary sewer building connections shall be designed so that the minimum vertical distance from the low point of the basement to the flowline of a sanitary sewer at the corresponding building connection shall not be less than the diameter of the pipe plus the vertical distance of 2'-1/2' feet.
11. All sanitary sewer manholes shall be waterproofed on the exterior in accordance with Missouri Dept. of Natural Resources specification 10 CSR-8.120(7)(E).
12. All PVC sanitary sewer pipe shall conform to the requirements of ASTM D-3034 Standard Specification for PSM Polyvinyl Chloride Sewer Pipe, SDR-35 or equal, with clean 1/2 inch to 1 inch granular stone bedding uniformly graded. This bedding shall extend from 4 inches below the pipe to springline of pipe. Immediate backfill over pipe shall consist of some size clean or "minus" stone from springline of pipe to 6 inches above the top of pipe.
13. All sanitary and storm sewer trench backfills shall be water jetted. Granular backfill will be used under pavement areas.
14. All pipes shall have positive drainage through manholes. No flap invert structures are allowed.
15. All creek crossings shall be grouted rip-rap as directed by District inspectors. (All grout shall be high slump ready-mix concrete).
16. Brick shall not be used on sanitary sewer manholes.
17. Existing sanitary sewer service shall not be interrupted.
18. Maintain access to existing residential driveways and streets.
19. Pre-manufactured adapters shall be used at all PVC to DIP connections. Rubber boot / Mission-type couplings will not be allowed.
20. Any permits, licenses, easements, or approvals required to work on public or private properties or roadways are the responsibility of the developer.
21. Type N' Lock-Type Cover and Locking Device (Lock-Lug) shall be used where lock-type covers are required.
22. It is the responsibility of the Contractor to adjust all sanitary sewer manholes (that are affected by the development) to finish grade.

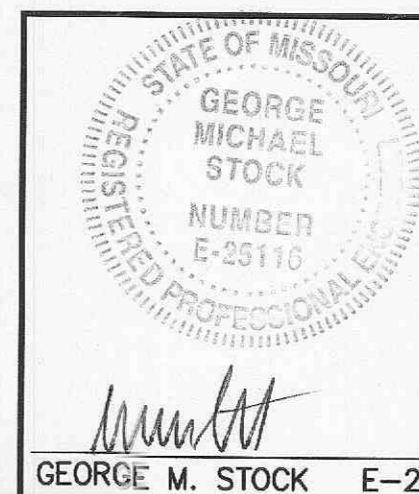
H.D.P.E. (STORM SEWER) NOTES:

- 1) STORM SEWER PIPE DESIGNATED AS HIGH DENSITY POLYETHYLENE (H.D.P.E.) SHALL HAVE WATER TIGHT GASKETED JOINTS WITH RUBBER O-RING GASKETS MEETING ASTM #477. O-RING GASKET SHALL BE INSTALLED ON THE SPIGOT END OF PIPE.
2) 12" TO 36" PIPE SHALL CONFORM TO THE AASHTO M294 CLASSIFICATION "TYPE S" AND 42" SHALL CONFORM TO AASHTO M294 CLASSIFICATION "TYPE S".
3) ALL PIPE JOINTS SHALL CONSIST OF BELL AND SPIGOT JOINTING SYSTEM WITH THE BELL COVERING TWO PIPE CORRUGATIONS AS RECOMMENDED IN AASHTO M294.
4) PIPE MANUFACTURED FOR THIS SPECIFICATION SHALL COMPLY WITH THE REQUIREMENTS FOR TEST METHODS, DIMENSIONS AND MARKINGS FOUND IN AASHTO DESIGNATIONS M292 AND M294. PIPE AND FITTINGS SHALL BE MADE FROM VIRGIN PE COMPOUNDS WHICH CONFORM WITH THE REQUIREMENTS OF CELL CLASS 335420C AS DEFINED AND DESCRIBED IN ASTM D3350.
5) FITTINGS MAY BE EITHER MOLDED OR FABRICATED AND SHALL CONFORM TO THE REQUIREMENTS AASHTO M292 AND M294. THE FITTINGS SHALL NOT REDUCE OR IMPAIR THE OVERALL INTEGRITY OR FUNCTION OF THE PIPE LINE. ONLY FITTINGS SUPPLIED OR RECOMMENDED BY THE PIPE MANUFACTURER SHALL BE USED.
6) INSTALLATION OF THE PIPE SPECIFIED ABOVE SHALL BE IN ACCORDANCE WITH THE ASTM RECOMMENDED PRACTICE D3221.
7) BOTH BELL AND SPIGOT (WITH O-RING GASKET) ENDS OF THE PIPE SHALL BE LUBRICATED AS RECOMMENDED BY MANUFACTURER AND INSERTED TO THE HOUSING MARK ON THE SPIGOT END OF THE PIPE.
8) MINIMUM RECOMMENDED TRENCH WIDTH SHALL BE NOT LESS THAN THE GREATER OF EITHER PIPE OUTSIDE DIAMETER PLUS 18 INCHES OR THE PIPE OUTSIDE DIAMETER TIMES 1.25, PLUS 12 INCHES AS OUTLINED HEREIN:

Table with columns for NOMINAL PIPE DIAMETER and MINIMUM TRENCH WIDTH, listing values for 12, 15, 18, 24, 30, 36, 42, 48, and 60 inch diameters.

- 1 - 11/28/07 FOR APPROVAL
2 - 11/21/07 REVISED PER CITY COMMENTS
3 - 11/06/07 REVISED PER CITY AND UTILITY COMMENTS

PROGRESS POINT OFFICE BUILDING SPECIFICATION SHEET



Stock & Associates Consulting Engineers, Inc. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9130 e-mail: general@stockassoc.com Web: www.stockassoc.com

Table with columns for DRAWN BY, DATE, CHECKED BY, DATE, JOB NUMBER, SHEET, containing project details like J.M.B., 09/21/07, D.P.B., 09/21/07, 206-4032.1, C12 of 16.