



Department of Public Works and Parks

6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 863-9146

RIGHT-OF-WAY MANAGEMENT RULES & REGULATIONS

Any work within the right-of-way which disturbs or occupies the pavement, curb and gutter, driveway entrances, sidewalk, landscaping or grassed areas, requires a permit. This also includes new construction projects where heavy equipments may damage the Right-of-Way during construction.

Emergency work requires that a permit be obtained as soon as possible but not later than 24 hours after the onset of work. The Director of the Department of Public Works and Parks shall be notified on the same day of any required emergency work.

To apply for a permit, the contractor shall be registered with the City of University City.

Required Information for Registration:

The information required for registration includes the following:

1. Applicant Name, Business name, mailing and physical address, telephone number, fax number and e-mail address of applicant responsible for the accuracy of the registration statement.
2. Proof of any necessary business license registration and expiration date.
3. Certificate of *Liability Insurance* with an insurance company licensed to do business in Missouri. The amount will be not less than one million dollars (\$1,000,000.00) per occurrence and two million dollars (\$2,000,000.00) in the aggregate. If the permittee is self-insured, it shall provide the City proof of compliance regarding its ability to self-insure and proof of its ability to provide coverage in the above amounts. No liability insurance will be required of any governmental entity, or of any residential property owner working in the right-of-way adjacent to his/her residence, who does not utilize a contractor to perform the excavation.
4. Such other information as may be required by the City to complete the registration process.

Once applicants are registered, a right-of-way permit can be issued.

- Permits are generally issued for thirty days. However, when situations warrant, the permit expiration date may be extended when prior notification is received.
- If work on an existing permit has not been started by the expiration date, the permit will be cancelled and a new permit will then be required to initiate the work.
- The permit holder is responsible for the work performed and the City will contact the permit holder for required adjustments or corrections regardless of whether the applicant performed the work or subcontracted and assigned the work.



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- The permit holder shall ensure that a copy of the permit is on the job site at all times. The permit holder shall be responsible for ensuring any right-of-way repairs are completed to the satisfaction of the Director of Public Works and Parks.
- The permit holder shall submit:
 - A written description of its planned improvement
 - *drawings* showing the location and area of the proposed project and the location of all existing and proposed facilities at such locations, and any other project relevant to issue the permit;
 - a traffic control plan;
 - payment of all money due to the City for permit fees and costs, according to the Permit fee schedule
- *Permitted Work Hours.* The permittee shall comply with all the rules and regulations set forth by the Director of Public Works and Parks. Work is permitted **Monday through Friday from 7:00 A.M. until 8:00 P.M.**, unless permission is granted by the Director of Public Works and Parks for other work hours.

Quality Assurance/Quality Control/Inspection:

- Quality control is the responsibility of the permit holder.
- The applicant is expected to be familiar with the applicable standards referenced herein and to employ qualified subcontractors who utilize these standards in the restoration of the right-of-way.
- The applicant or its subcontractors who fail to comply with these standards risk exclusion from performing future right-of-way work.
- All work in the City right-of-way is subject to City inspection and approval.
- The right-of-way user shall coordinate the placement of facilities in a manner that minimizes adverse impact on any public improvement, as determined by the Director of Public Works and Parks.



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RIGHT-OF-WAY PERMIT FEE SCHEDULE

<u>Right-of-Way Permit Filing Fee</u>	\$50.00
<i>This is a nonrefundable administration fee</i> for all right-of-way permits. This fee covers the cost of issuing, processing and verifying right-of-way permit applications, except for Banners which the City shall charge \$25.00 per application, plus \$10 per banner. Additional fees may apply, see below schedule of fees.	
<u>Excavation Fee</u>	\$1.50/sq.ft.area
For excavations only, each permit applicant is required to pay a minimum fee per square foot of right-of-way excavated to cover inspections, site visits, and administration, management and restoration costs.	
<u>Additional Right-of-Way Management Permit Fees</u>	
In addition to the Right-of-Way Permit filing fee, for each permit, the City charges certain fees to cover the costs associated with managing its public right-of-ways, as follows:	
• Expedited Application Fee	\$40.00/hr
Permit applications require 30 days to review. Requests to issue a permit without 30 days of review time are considered expedited.	
A fee is applied per hour of review.	
• Permit Time Extension before (30) day Expiration	\$25.00
Permits are valid for 30 days, unless additional time is requested at the time of filing. Permit time extensions are subject to a fee.	
• Permits Time Extension after (30) day Expiration	\$50.00
Permits are valid for 30 days, unless additional time is requested at the time of filing. Permit time extensions are subject to a fee.	
• Review of Project/Site Plans	\$1.00/per page
Up to 5 pages are included in the permit application fee.	
For any plan over 5 pages, this fee is applied per page	
• Traffic Control Plans	\$1.00/per page
Up to 5 pages are included in the permit application fee.	
For any plan over 5 pages, this fee is applied per page	
• Inspection/Job Site Visit Fee Per Occurrence	\$25.00
For all permits, other than excavation permits, the permit applicant is required to pay a minimum Inspection/site visit fee per occurrence.	
Includes inspections Monday – Friday from 8am – 5pm only	
• Overtime Inspection/Job Site Visit Fee	
For any inspection performed beyond normal work hours,	\$40.00/hr
For any inspection performed on weekends/holidays	\$70.00/hr



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Right-of-Way Permit Deposits & Bonds:

To ensure that right-of-way is restored to the City's specifications, the following deposit and bond amounts are required:

Occupation/Blockage of right-of-way: Minimum Deposit - \$250.00/Minimum Bond - \$3,000.00

Includes placing any of the following on right-of-way - construction dumpsters, equipment and materials (i.e. trucks, back hoe, cranes, dirt/gravel) or blockage of right-of-way for (4) hours or longer. Also includes new construction projects where heavy equipments may damage the Right-of-Way during construction.

Excavation or borings in right-of-way: Deposit and Bond – varies on case by case basis. The deposit and bond amounts are based on the City's estimate to restore the area(s) disturbed. The exact fee will depend on the total volume and type(s) of area(s) disturbed.

Improvements to sidewalks, driveways, and curbs – Minimum Deposit \$250.00/Minimum Bond \$1000.

The individual **permit bond** requirement may be waived for applicants having on file with the City an unexpired annual bond of ten thousand dollars (\$10,000.00) for work requiring right-of-way permits in University City, with good and sufficient sureties payable to the City. Utility companies with twenty-five million dollars (\$25,000,000.00) in net assets and who do not have a history of permitting non-compliance within the City as defined by the Director of Public Works and Parks shall not be required to provide construction performance bonds or liability insurance coverage.



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RECONSTRUCTION AND RESTORATION STANDARDS

Every right-of-way user to whom a right-of-way permit has been granted shall guarantee for a period of four (4) years the restoration of the right-of-way in the area where such right-of-way user conducted excavation and performed the restoration. In the event the restoration is not completed within the time established by the Director of Public Works and Parks, the permittee shall pay to the City the sum of one hundred dollars (\$100.00) per day as liquidated damages, and not as a penalty, to be deducted from the deposit of the permittee, if sufficient.

Sidewalks:

- Sidewalks damaged by facilities work shall be removed and replaced in full sections. The removal of three (3) or more linear feet of curb or twelve (12) or more square feet of the sidewalk at an intersection will require installation of up to date ADA standard curb ramps. (Refer to Attachment A.) A section's size will be determined by the adjacent sections or the City inspector. All sidewalk excavations shall have fill material soil compacted in (8) inch lifts; rigid concrete forms are to be used for sidewalk area pouring; wearing surface material of (4" of 6) sack; Meramec sand and gravel to match the adjacent pavement;
- Aprons: Driveway aprons will not be "patched" following utility work. In any event, all edges of concrete restoration shall be saw-cut and the property owner's access to his property shall not be unreasonably denied.
- Curb and Gutter: When curb and gutter is replaced, it will be restored in full ten foot (10') sections or joint to joint. Match existing curb elevations and ensure constant grade and positive drainage. Curb and gutter is to be installed over 6" crush stone base and match adjacent curb sections materials, i.
- ADA ramps: All sidewalks and curb ramps disturbed within the City's right-of-way or easement shall be constructed in accordance with St Louis County Standard Specifications and the current approved American with Disabilities

Street/Road Crossings:

- The approved method of crossing a street in the City of University City will be by boring the new pipe, service line or system extension under the street crossed. In some cases, the Public Works Director may determine that a street can be crossed with an open cut to the pavement. However, in these cases, specific restoration standards and time constraints can be imposed.
- These standards may include the use of road plating and a controlled density fill material to ensure uniform compaction as well as the ability to re-open the street to traffic at the earliest possible time. At no time should the permittee assume that the City will permit an open pavement cut; these may be permitted but only as considered on a case-by-case basis.
- Bridge Attachments: Any proposed attachments require the submittal of detailed plans and specifications with the permit application for approval on a case-by-case basis.



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- New pavement shall not be cut for at least five (5) years following the finishing of the paving, or for any street with a PASER rating greater than 8, as documented on the City's most recent street condition rating chart, except in an emergency as defined by the Director of Public Works and Parks, or to provide new service from an existing in-place line, or at the discretion of the Director of Public Works and Parks.
- Repairs to the pavement, sidewalk, curb and gutter, trenches, etc shall be warranted for a period of one (1) year after the pavement restoration is completed.
- When pavement is removed, the remaining edge shall be neat, straight, and perpendicular to the base. Cuts shall be parallel and perpendicular to the centerline of the roadway.
- Damage of the pavement or adjoining areas will require its full replacement at the expense of the permit holder.
- All pavement cuts shall be straight and uniform in shape whether square or rectangle.
- When it is necessary to use cold patch in an opening due to the unavailability of plant mix material, the cold patch will be applied in one lift, approximately 2 inches thick.

Grass areas:

- All areas covered with grass prior to construction shall be reseeded or sodded after construction. Special care shall be taken to ensure suitable topsoil is used as the final cover over an excavation either by stockpiling existing topsoil separately during excavation or by using sifted topsoil brought to the site. Contractors will plant grass seed to match that existing at the site; fescue with fescue, Bermuda with Bermuda, etc., (no more than 10% annual rye allowed in any case).

Pavement Marking:

Lane striping or other painted and affixed delineators which are removed shall be replaced before the restoration will be considered complete.

Tree and Tree Root Protection

- Trees will not be removed or heavily pruned in the course of work without prior approval from the City's Forester. Contact the Parks Department at 314-505-8560 to schedule an appointment with the City Forester. The following outlines the City's policy with regard to tree and tree root protection. For more details contact the City Forester.
- Tree Protection Zone: The contractor shall keep construction equipment and materials off this area entirely. This zone is defined as a circular area around the tree. The area has a radius of 3 x trunk diameter, measured at breast height (4 feet from ground). Trunk diameter measured in feet.



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- **Tree Damage Notification:** The Contractor shall notify the Director of Public Works and the City Forester immediately when damage occurs.
- **Root Cutting:** Root cutting is prohibited when construction alternatives exist that make root cutting unnecessary. No buttress roots (collar roots) are allowed to be removed.
- **Paving Excavation:** At the discretion of the Director of Public Works, sometimes narrowing or arching sidewalks around trees will be required to avoid cutting major roots. Any sidewalk narrowing should widen the tree lawn. At the back of the curb, excavation shall be the minimum required to set forms..

Traffic Control:

- All traffic control around construction sites shall be in accordance with the "Manual for Uniform Traffic Control Devices" (MUTCD).
- At least a single lane shall be provided for two-way traffic with a flagman available for traffic control.
- The contractor is responsible for the maintenance and condition of all signs and their appurtenances, 24 hours a day, seven days a week.
- Prior to large construction activities a traffic control plan must be submitted to the Public Works and Parks Department for pre-approval.
- Both vehicular and pedestrian traffic shall be redirected if necessary.

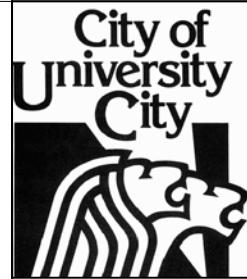
Before final approval the City reserves the right to perform any additional inspections as it deems necessary and apply any additional requirements meeting the codes and standards customarily applicable to the type of permitted work in the public right-of-way.



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SCHEDULE OF ATTACHMENTS

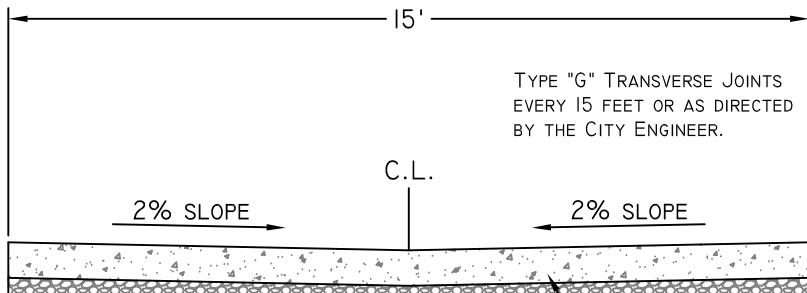
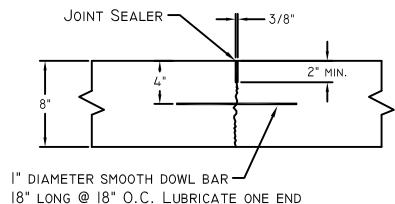
- SD – 1 Alley Specification
- SD – 2 Asphalt Repair with Utility Trench
- SD – 3 Asphalt Repair without Utility Trench
- SD – 4 Driveway Approach and Sidewalk (no tree lawn)
- SD – 5 Driveway Approach and Sidewalk (with tree lawn)
- SD – 6 Driveway Approach (no sidewalk)
- SD – 7 Driveway Approach Profile
- SD – 8 Curb & Gutter (overlay)
- SD – 9 Curb & Gutter (general)
- SD – 10 Vertical Curb
- SD – 11 Rolled Curb
- SD – 12 Granite Curb
- SD – 13 Sidewalks
- SD – 14 ADA Specs
- SD – 15 Grass & Landscape
- SD – 16 Tree & Tree Root Protection



**CITY OF UNIVERSITY CITY
STANDARD DETAILS
ALLEY SPECIFICATIONS**

CROSS SECTION OF 15' ALLEY

TYPE "G" JOINT

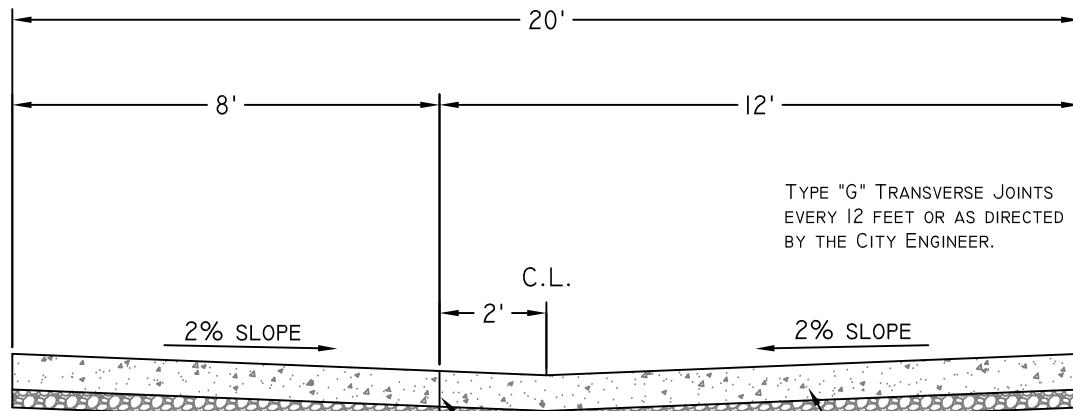


INSTALL 4" TYPE I AGG. BASE
COMPACTED TO NO LESS THAN
STANDARD MAX. DENSITY

TYPE "G" TRANSVERSE JOINTS
EVERY 15 FEET OR AS DIRECTED
BY THE CITY ENGINEER.

CROSS SECTION OF 20' ALLEY

INSTALL 4" TYPE I AGG. BASE
COMPACTED TO NO LESS THAN
STANDARD MAX. DENSITY



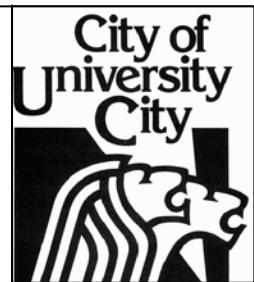
INSTALL 8" CONCRETE PAVEMENT

TYPE "G" LONGITUDINAL JOINT

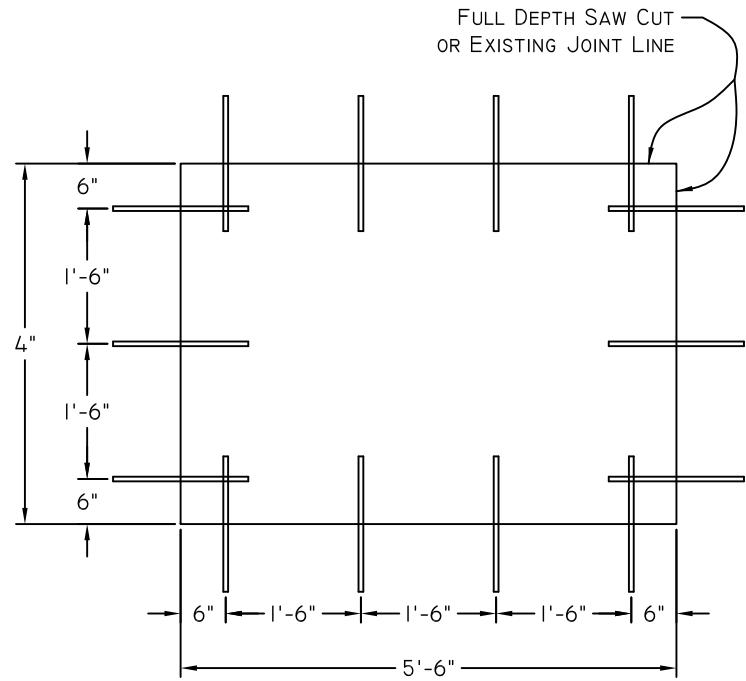
SPECIFICATIONS:

1. CONCRETE SHALL BE SAW CUT FULL DEPTH WITH BASE MATERIAL OF 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; $3.5" \pm 0.5"$ SLUMP PERMITTED; 5%-8% AIR ENTRAINED.
2. APPROACHES SHALL BE 8" THICK OVER 4" OF COMPACTED LIMESTONE (1" MINUS)
3. CURING SHALL BE ACCOMPLISHED BY SPRAYING TYPE 2 CURING COMPOUND AT THE RATE OF 200 S.F PER GALLON.
4. IF EXCAVATION OCCUPIES MORE THAN 50% OF A CONCRETE SLAB, THE ENTIRE SLAB MUST BE REPLACED.

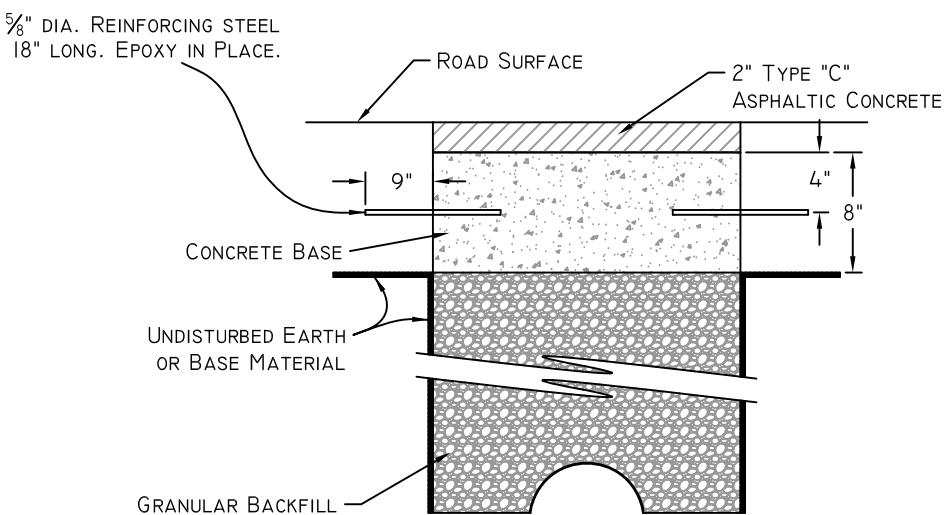
REVISIONS	NAME	DATE	STANDARD DETAILS
		05/18/2012	
CHECKED BY:			
DRAWN BY: MRF			
SCALE: NTS			
DRAWINGS NUMBER:			
SD-1			



PAVEMENT CUT



CUT SECTION



CITY OF UNIVERSITY CITY

STANDARD DETAILS

ASPHALT PAVEMENT EXCAVATION REPAIR WITH UTILITY TRENCH

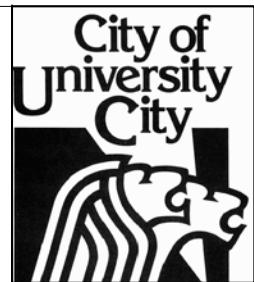
REVISIONS		NAME	STANDARD DETAILS		
DATE	REVISION				
05/18/2012					
CHECKED BY:					
DRAWN BY: MRF					
SCALE: NTS					
DRAWINGS NUMBER:					
SD-2					

SPECIFICATIONS:

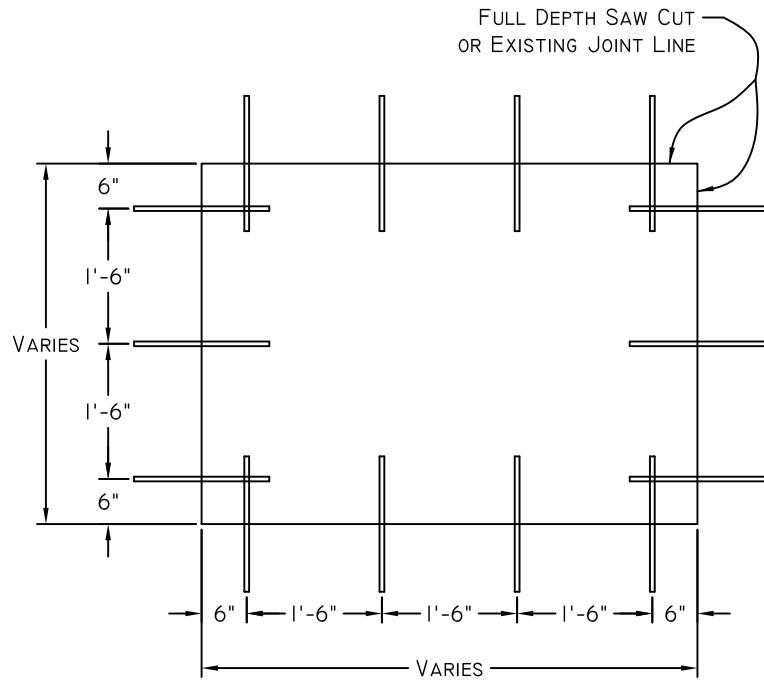
1. CONCRETE SHALL BE SAW CUT FULL DEPTH WITH BASE MATERIAL OF 6" SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; 3.5" +/- 0.5" SLUMP PERMITTED; 5%-8% AIR ENTRAINED.
2. WEARING SURFACE MATERIAL SHALL BE AN OVERLAY OF 2" THICK TYPE "C" ASPHALTIC CONCRETE; BOTH AIR TEMPERATURE AND SURFACE TEMPERATURES SHALL BE ABOVE 40 DEGREES F. MINIMUM TEMPERATURE FOR ASPHALT DURING INSTALLATION SHALL BE 225 DEGREES F. MINIMUM 98% COMPACTION REQUIRED.
3. EDGES OF PATCH SHALL BE SEALED WITH SSIH EMULSIFIED ASPHALT.
4. ASPHALT DEPTHS WILL BE GOVERNED BY THE EXISTING CROSS SECTION OF THE STREET.
5. CONCRETE SHALL BE USED TO REPLACE CONCRETE PAVEMENT WHEREVER IT OCCURS.

Page 10 of 10

SD-2

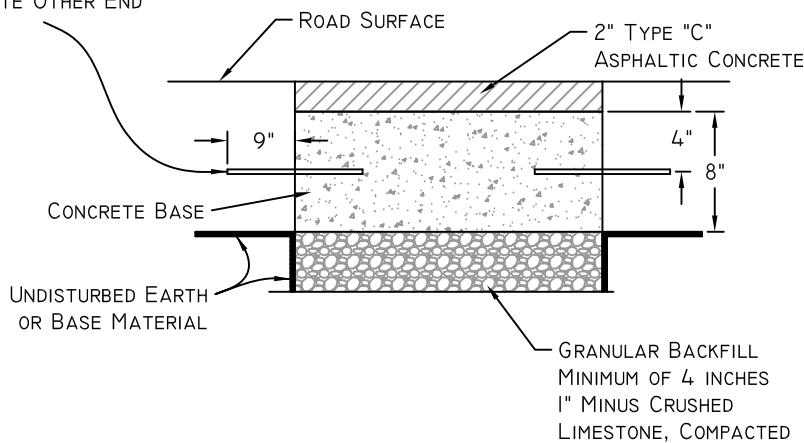


PAVEMENT CUT



5/8" DIA. REINFORCING STEEL
18" LONG. EPOXY IN PLACE
AND LUBRICATE OTHER END

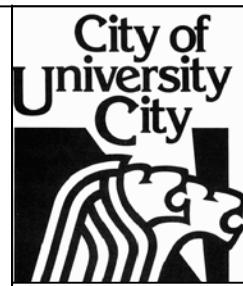
CUT SECTION



SPECIFICATIONS:

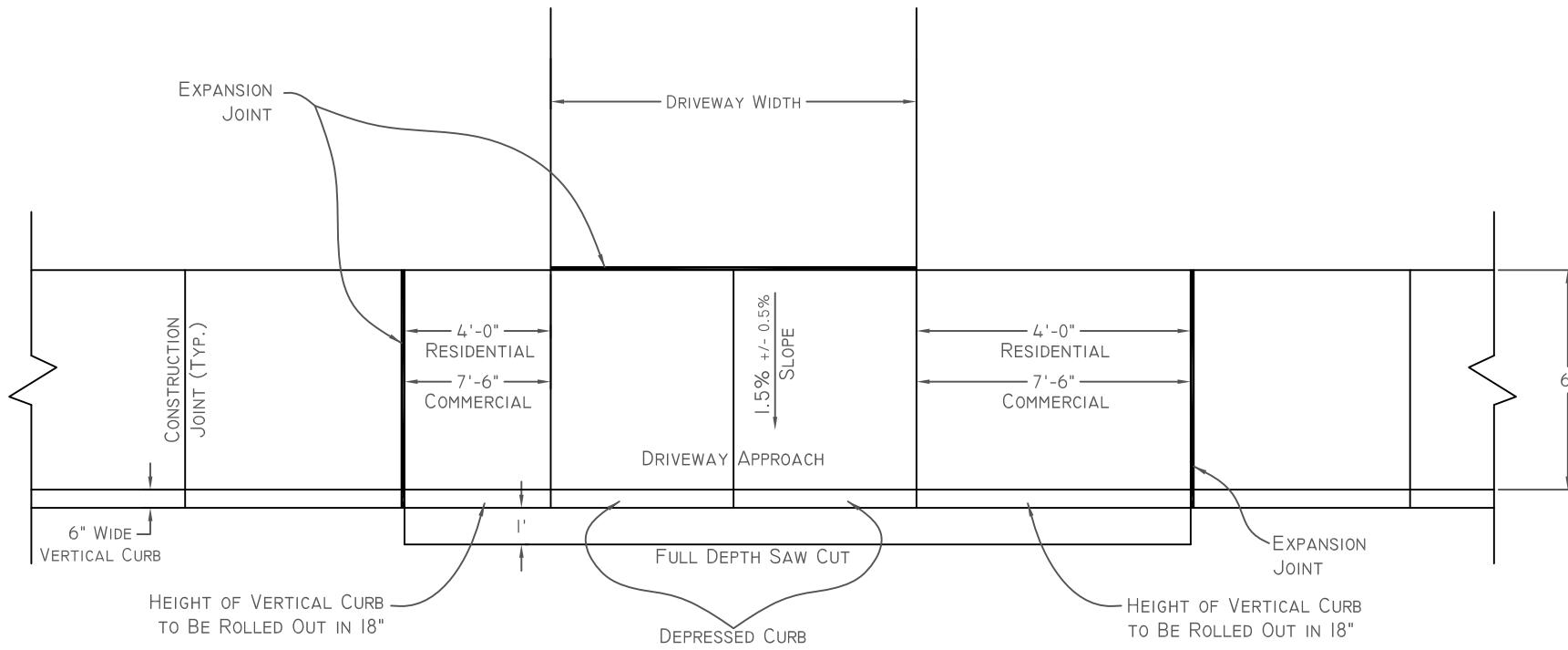
1. CONCRETE SHALL BE SAW CUT FULL DEPTH WITH BASE MATERIAL OF 6" SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; 3.5" +/- 0.5" SLUMP PERMITTED; 5%-8% AIR ENTRAINED.
2. WEARING SURFACE MATERIAL SHALL BE AN OVERLAY OF 2" THICK TYPE "C" ASPHALTIC CONCRETE; BOTH AIR TEMPERATURE AND SURFACE TEMPERATURES SHALL BE ABOVE 40 DEGREES F. MINIMUM TEMPERATURE FOR ASPHALT DURING INSTALLATION SHALL BE 225 DEGREES F. MINIMUM 98% COMPACTION REQUIRED.
3. EDGES OF PATCH SHALL BE SEALED WITH SSIH EMULSIFIED ASPHALT.
4. ASPHALT DEPTHS WILL BE GOVERNED BY THE EXISTING CROSS SECTION OF THE STREET.
5. CONCRETE SHALL BE USED TO REPLACE CONCRETE PAVEMENT WHEREVER IT OCCURS.

REVISIONS	DATE	NAME	STANDARD DETAILS
	05/8/2012		
CHECKED BY:			
DRAWN BY: MRF			
SCALE: NTS			
DRAWINGS NUMBER:			
SD-3			



CITY OF UNIVERSITY CITY STANDARD DETAILS

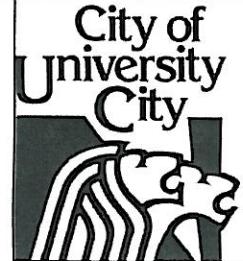
DRIVEWAY APPROACH & SIDEWALK (NO TREE LAWN)



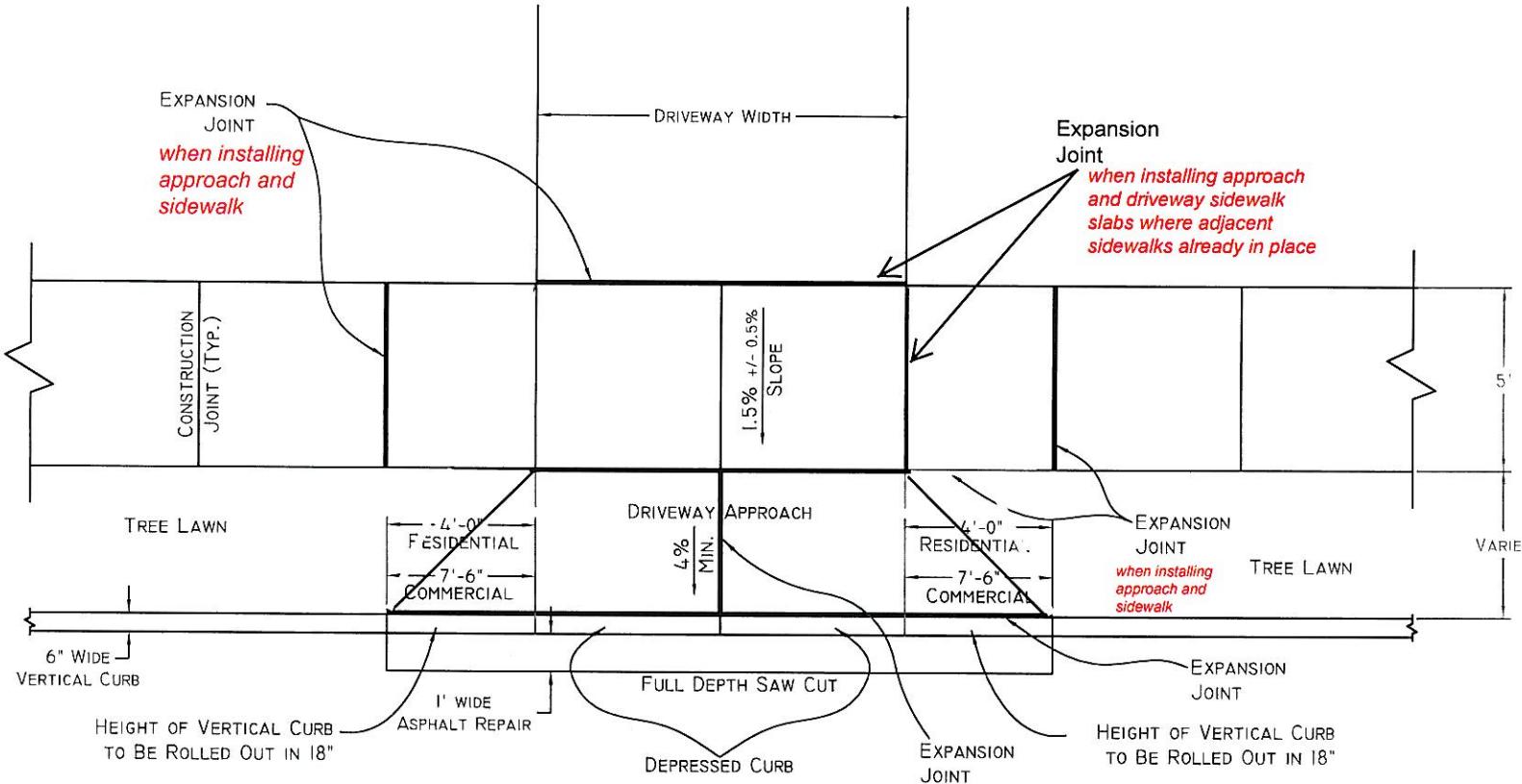
SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE DRIVEWAY APPROACHES AND SIDEWALKS SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; 3.5" +/- 0.5" SLUMP PERMITTED; 5%-8% AIR ENTRAINED. COLOR SHALL MATCH EXISTING.
2. SIDEWALKS SHALL BE A MINIMUM OF 5" THICK
3. DRIVEWAY APPROACHES SHALL BE 6" THICK (RESIDENTIAL) PORTLAND CEMENT CONCRETE OR 7" THICK (COMMERCIAL) CONCRETE OVER 4 INCH THICK LAYER OF COMPACTED CA-6.
4. THE THICKNESS OF THE FIRST SECTION OF SIDEWALK ON EACH SIDE OF THE ENTRANCE SHALL BE INCREASED TO MATCH THE DRIVEWAY APPROACH PAVEMENT THICKNESS (6")
5. EXPANSION JOINTS SHALL BE PLACED AT NOT MORE THAN 20 FOOT INTERVALS. EXPANSION MATERIAL SHALL CONSIST OF $\frac{1}{2}$ " PREFORMED EXPANSION MATERIAL AND SEALANT. CONTROL JOINTS SHALL BE PLACED AT 5 FOOT INTERVALS.
6. STREET SIDE FACE OF APPROACH SHALL BE APPROXIMATELY $\frac{3}{4}$ " ABOVE FINISHED PAVEMENT GRADE.
7. SIDEWALK FINISH SHALL BE BRUSHED AND/OR WASHED TO EXPOSE A MERAMEC GRAVEL SURFACE OR APPROVED EQUAL GRAVEL SURFACE IN AN EFFORT TO MATCH THE EXISTING SIDEWALK TO THE SATISFACTION OF THE CITY
8. CURING SHALL BE ACCOMPLISHED BY USING MEMBRANE-FORMING CURING AND SEALING COMPOUND APPLIED AT A MINIMUM OF ONE GALLON PER 150 SQUARE FEET. APPLY AFTER THE FREE WATER HAS LEFT PAVEMENT SURFACE BUT NOT MORE THAN $\frac{1}{2}$ HOUR AFTER PLACEMENT OF CONCRETE.

SD-4



**CITY OF UNIVERSITY CITY
STANDARD DETAILS
DRIVEWAY APPROACH & SIDEWALK
(WITH TREE LAWN)**

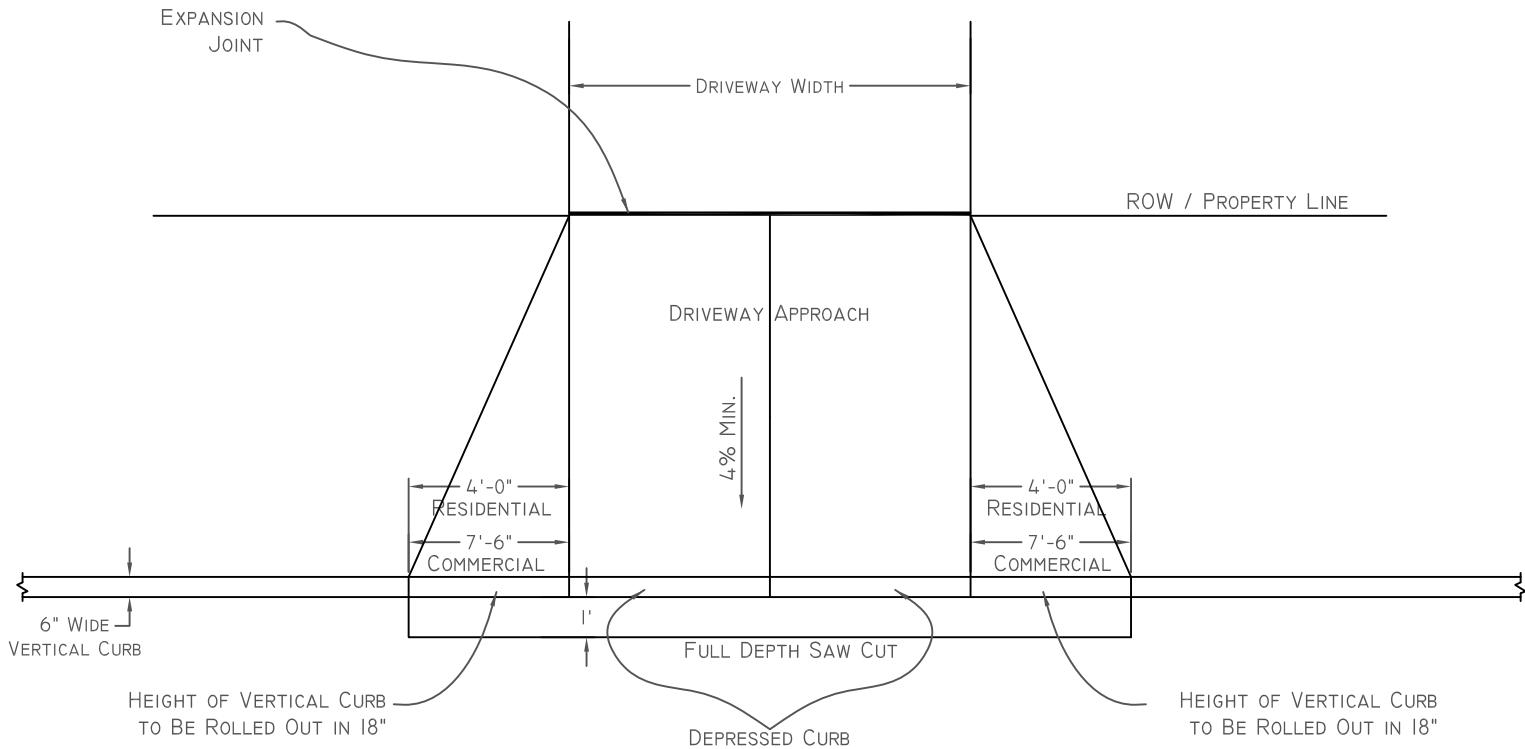


SPECIFICATIONS:

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2. SIDEWALKS SHALL BE A MINIMUM OF 5" THICK.
3. DRIVEWAY APPROACHES SHALL BE 6" THICK (RESIDENTIAL) PORTLAND CEMENT CONCRETE OR 7" THICK (COMMERCIAL) CONCRETE OVER 4 INCH THICK LAYER OF COMPACTED LIMESTONE (1" MINUS).
4. THE THICKNESS OF THE FIRST SECTION OF SIDEWALK ON EACH SIDE OF THE ENTRANCE SHALL BE INCREASED TO MATCH THE DRIVEWAY APPROACH PAVEMENT THICKNESS (6")
5. EXPANSION JOINTS SHALL BE PLACED AT NOT MORE THAN 20 FOOT INTERVALS. EXPANSION MATERIAL SHALL CONSIST OF $\frac{1}{2}$ " PREFORMED EXPANSION MATERIAL AND SEALANT. GROOVED CONSTRUCTION JOINTS SHALL BE PLACED AT 5 FOOT INTERVALS.
6. STREET SIDE FACE OF APPROACH SHALL BE APPROXIMATELY $\frac{3}{4}$ " ABOVE FINISHED PAVEMENT GRADE.
7. SIDEWALK FINISH SHALL BE BRUSHED AND/OR WASHED TO EXPOSE A MERAMEC GRAVEL SURFACE OR APPROVED EQUAL GRAVEL SURFACE IN AN EFFORT TO MATCH THE EXISTING SIDEWALK TO THE SATISFACTION OF THE CITY
8. CURING SHALL BE ACCOMPLISHED BY USING MEMBRANE-FORMING CURING AND SEALING COMPOUND APPLIED AT A MINIMUM OF ONE GALLON PER 150 SQUARE FEET. APPLY AFTER THE FREE WATER HAS LEFT PAVEMENT SURFACE BUT NOT MORE THAN $\frac{1}{2}$ HOUR AFTER PLACEMENT OF CONCRETE.
9. IF CURB & GUTTER SECTION EXISTS ON STREET AT EACH SIDE OF APPROACH, THE SAME SECTION WITH DEPRESSED CURB SHALL BE CONTINUED ACROSS STREET SIDE FACE OF APPROACH.

REVISIONS	DATE	NAME	STANDARD DETAILS
	05/21/2012		
CHECKED BY:			
DRAWN BY: MRF			
SCALE: NTS			
DRAWINGS NUMBER:			
SD-5			

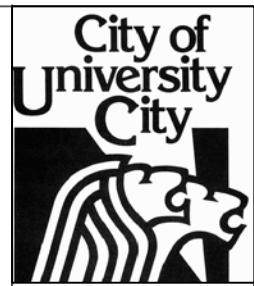
**CITY OF UNIVERSITY CITY
STANDARD DETAILS
DRIVEWAY APPROACH
(NO SIDEWALK)**



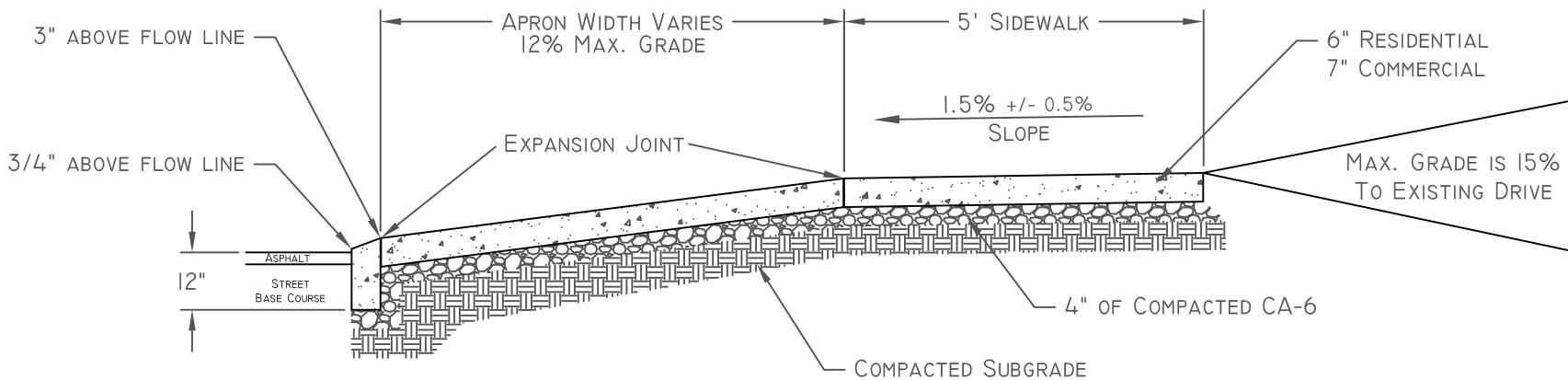
SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE DRIVEWAY APPROACHES SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; $3.5" \pm 0.5"$ SLUMP PERMITTED; 5%-8% AIR ENTRAINED.
2. DRIVEWAY APPROACHES SHALL BE 6" THICK (RESIDENTIAL) PORTLAND CEMENT CONCRETE OR 7" THICK (COMMERCIAL) CONCRETE OVER 4 INCH THICK LAYER OF COMPACTED CA-6.
3. EXPANSION JOINTS SHALL CONSIST OF $\frac{1}{2}$ " PREFORMED EXPANSION MATERIAL AND SEALANT.
4. STREET SIDE FACE OF APPROACH SHALL BE APPROXIMATELY $\frac{3}{4}$ " ABOVE FINISHED PAVEMENT GRADE.
5. CURING SHALL BE ACCOMPLISHED BY USING MEMBRANE-FORMING CURING AND SEALING COMPOUND APPLIED AT A MINIMUM OF ONE GALLON PER 150 SQUARE FEET. APPLY AFTER THE FREE WATER HAS LEFT PAVEMENT SURFACE BUT NOT MORE THAN $\frac{1}{2}$ HOUR AFTER PLACEMENT OF CONCRETE.

REVISIONS	NAME	DATE	STANDARD DETAILS
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SCALE: NTS			
DRAWINGS NUMBER:			
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CITY OF UNIVERSITY CITY STANDARD DETAILS DRIVEWAY APPROACH PROFILE

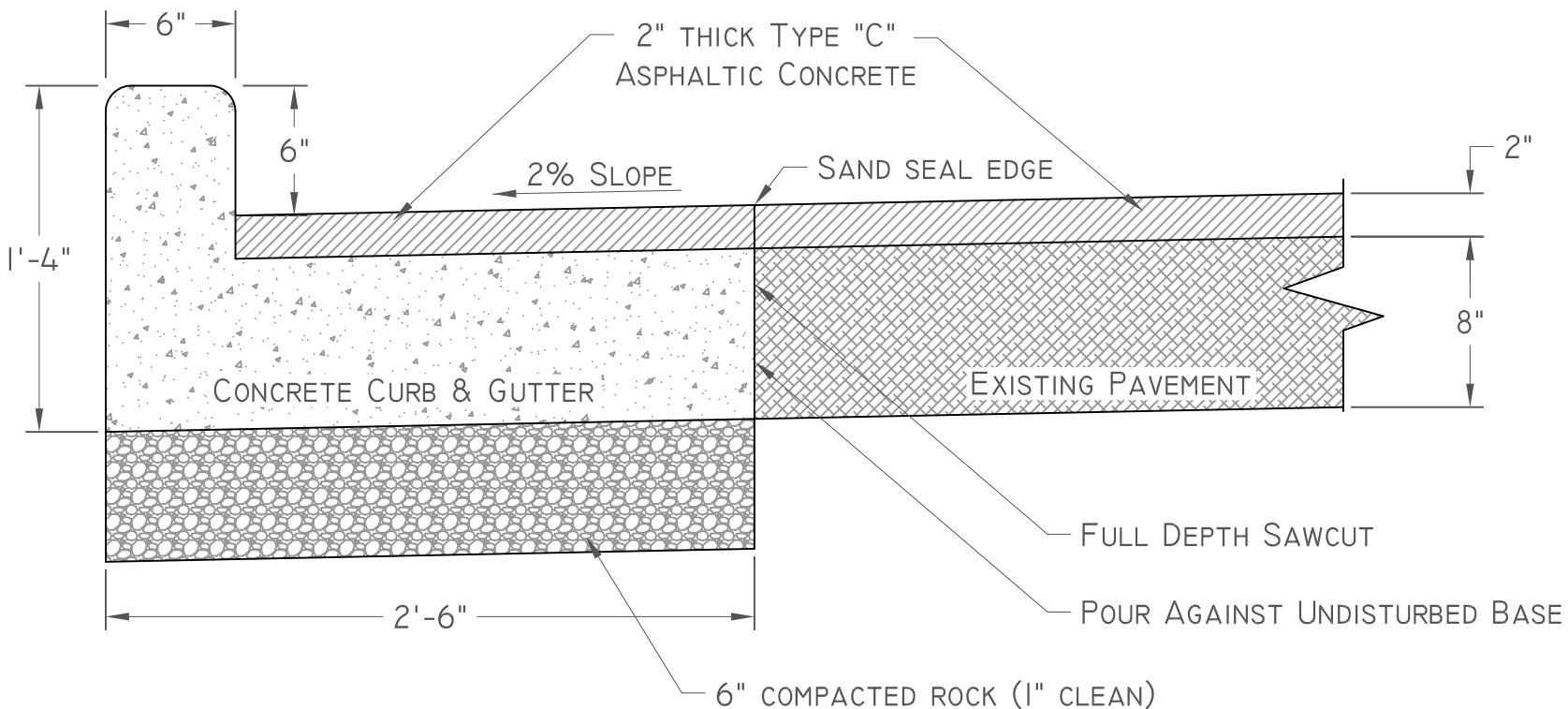


SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE DRIVEWAY APPROACHES SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; 3.5" +/- 0.5" SLUMP PERMITTED; 5%-8% AIR ENTRAINED.
2. DRIVEWAY APPROACHES SHALL BE 6" THICK (RESIDENTIAL) PORTLAND CEMENT CONCRETE OR 7" THICK (COMMERCIAL) CONCRETE OVER 4 INCH THICK LAYER OF COMPACTED CA-6.
3. EXPANSION JOINTS SHALL CONSIST OF $\frac{1}{2}$ " PREFORMED EXPANSION MATERIAL AND SEALANT.
4. STREET SIDE FACE OF APPROACH SHALL BE APPROXIMATELY $\frac{3}{4}$ " ABOVE FINISHED PAVEMENT GRADE.
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**CITY OF UNIVERSITY CITY
STANDARD DETAILS
CURB & GUTTER
(2" ASPHALT OVERLAY)**



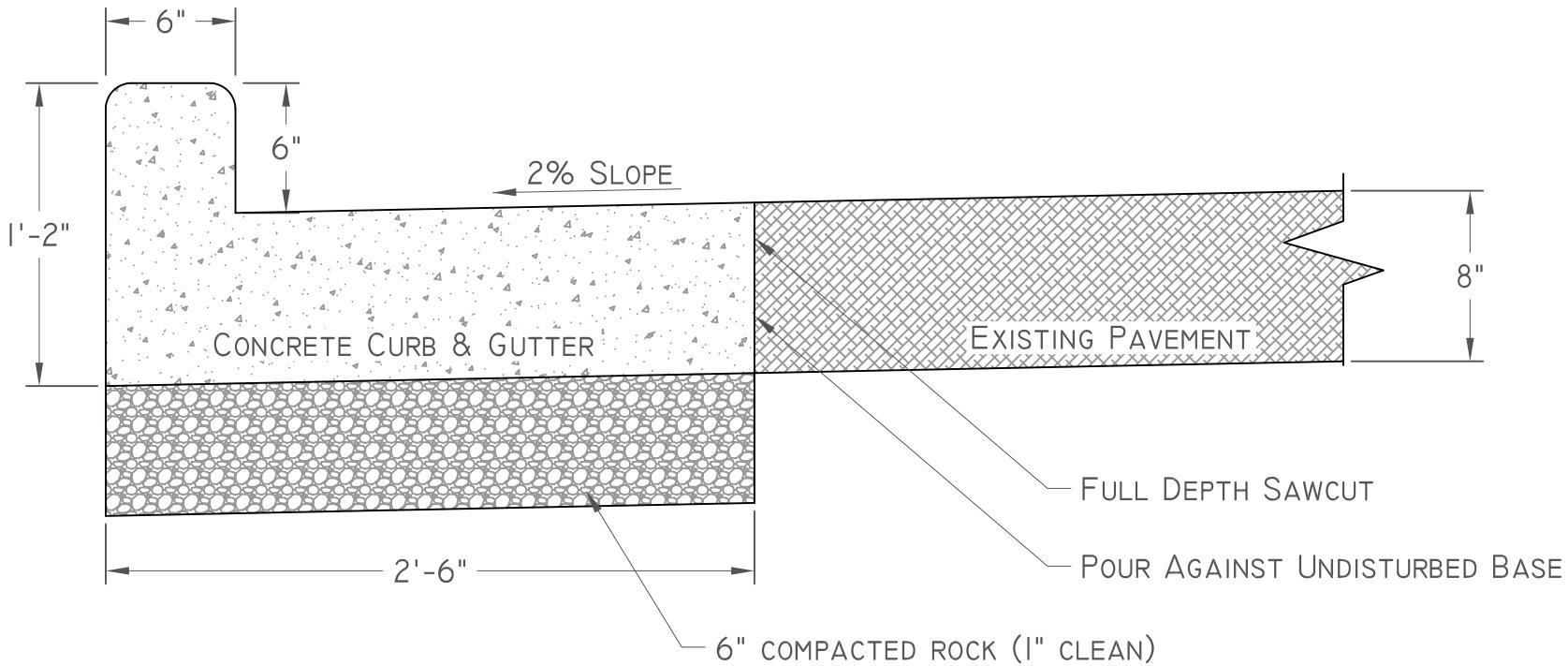
SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE CURB AND GUTTER SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 3,000 PSI IN 28 DAYS; 4" SLUMP PERMITTED; 4%-7% AIR ENTRAINED. COLOR OF CURB SHALL MATCH EXISTING.
2. EXPANSION JOINTS EVERY 20 FEET, SAW CUT JOINT EVERY 10 FEET.
3. CURING SHALL BE ACCOMPLISHED BY USING MEMBRANE-FORMING CURING AND SEALING COMPOUND APPLIED AT A MINIMUM OF ONE GALLON PER 150 SQUARE FEET. APPLY AFTER THE FREE WATER HAS LEFT PAVEMENT SURFACE BUT NOT MORE THAN $\frac{1}{2}$ HOUR AFTER PLACEMENT OF CONCRETE.
4. NEW CURB/GUTTER SHALL MATCH EXISTING CURB ELEVATIONS AND ENSURE CONSTANT GRADE AND POSITIVE DRAINAGE.
5. CURB AND GUTTER IS TO BE INSTALLED OVER 6" OF 1" CLEAN ROCK.
6. FOR C/G WITH ASPHALT OVERLAY STREET, A 2" THICK TYPE "C" ASPHALTIC CONCRETE SHALL BE OVERLAI; BOTH AIR TEMPERATURE AND SURFACE TEMPERATURES SHALL BE ABOVE 40 DEGREES F. MINIMUM TEMPERATURE FOR ASPHALT DURING INSTALLATION SHALL BE 225 DEGREES F. MINIMUM 98% COMPACTION REQUIRED.
7. FOR GRANITE C/G, TUCK-POINT JOINTS BETWEEN GRANITE CURB SECTIONS. ALL GRANITE CURB IS OWNED BY THE CITY OF UNIVERSITY CITY. IT IS TO BE SALVAGED AND REUSED. UNUSED, SALVAGED GRANITE CURB ARE TO BE RETURNED TO THE CITY'S DEPARTMENT OF PUBLIC WORKS AND PARKS FACILITIES.

REVISIONS	DATE	NAME
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**CITY OF UNIVERSITY CITY
STANDARD DETAILS
CURB & GUTTER
(GENERAL)**

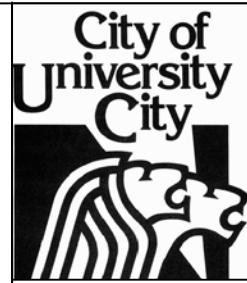


SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE CURB AND GUTTER SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 3,000 PSI IN 28 DAYS; 4" SLUMP PERMITTED; 4%-7% AIR ENTRAINED. COLOR OF CURB SHALL MATCH EXISTING.
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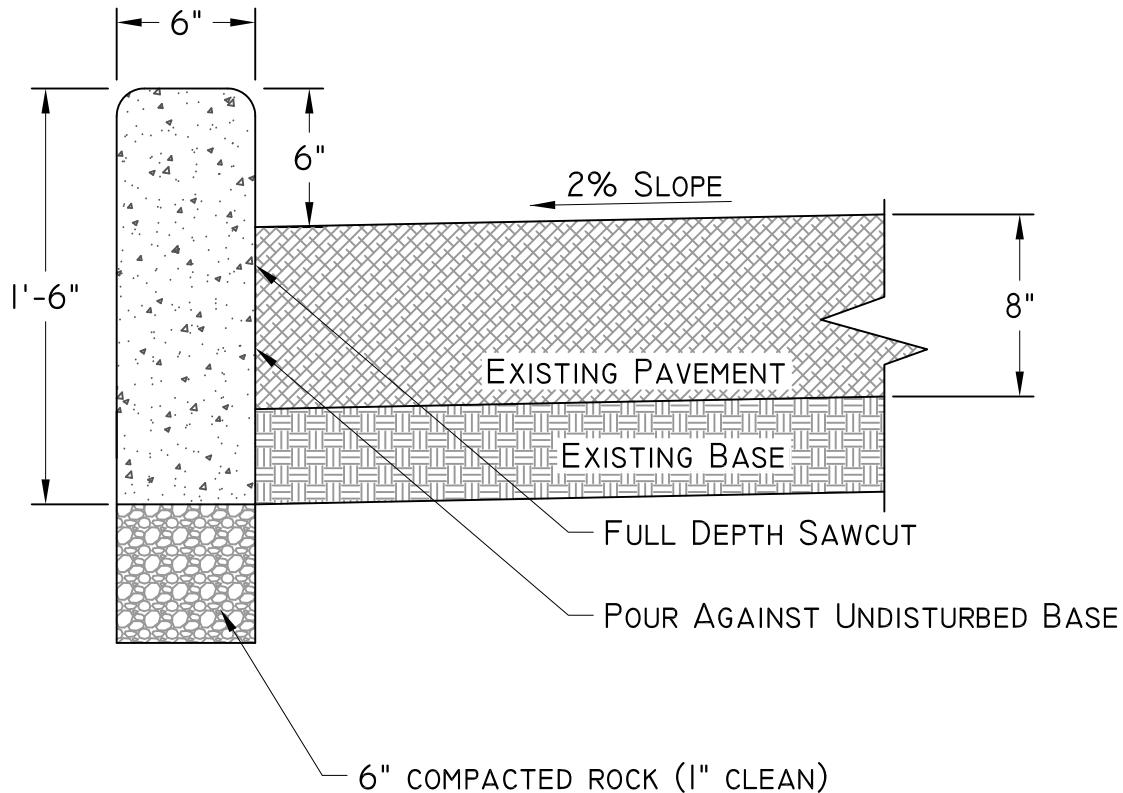
REVISIONS	NAME
DATE	05/21/2012
STANDARD DETAILS	

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SCALE: NTS
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**CITY OF UNIVERSITY CITY
STANDARD DETAILS**

VERTICAL CURB



SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE CURB AND GUTTER SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 3,000 PSI IN 28 DAYS; 4" SLUMP PERMITTED; 4%-7% AIR ENTRAINED. COLOR OF CURB SHALL MATCH EXISTING.
2. EXPANSION JOINTS EVERY 20 FEET, SAW CUT JOINT EVERY 10 FEET.
3. CURING SHALL BE ACCOMPLISHED BY USING MEMBRANE-FORMING CURING AND SEALING COMPOUND APPLIED AT A MINIMUM OF ONE GALLON PER 150 SQUARE FEET. APPLY AFTER THE FREE WATER HAS LEFT PAVEMENT SURFACE BUT NOT MORE THAN $\frac{1}{2}$ HOUR AFTER PLACEMENT OF CONCRETE.
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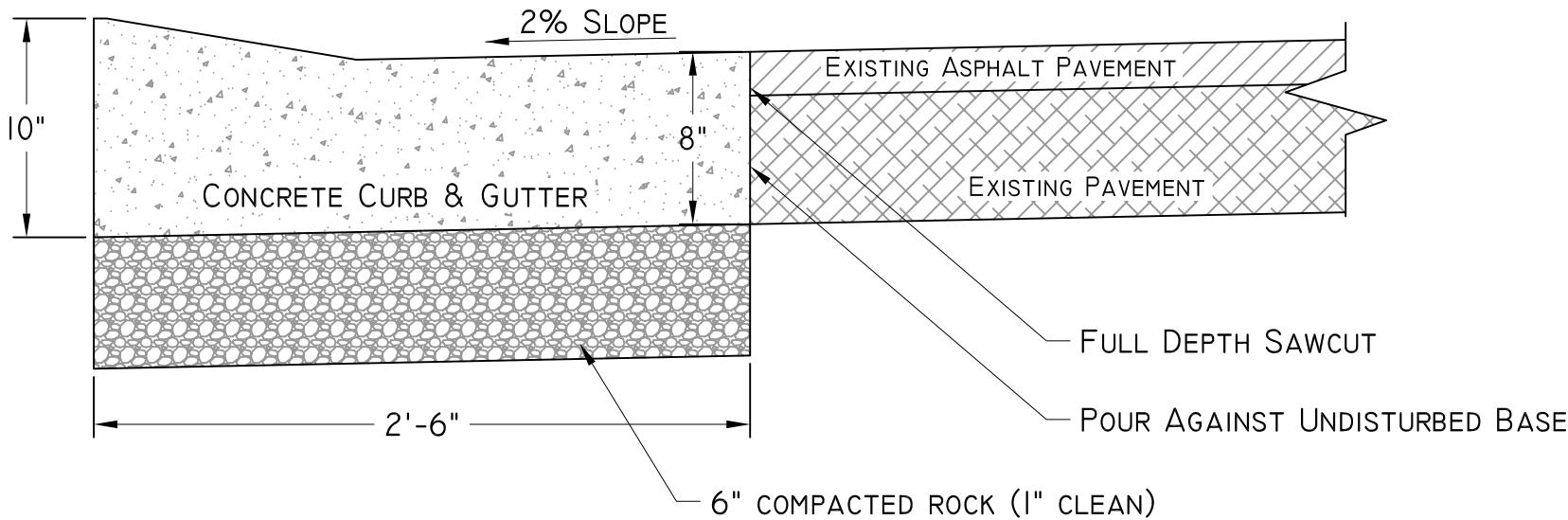
REVISIONS	DATE	NAME
	05/21/2012	STANDARD DETAILS

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SCALE: NTS
DRAWINGS NUMBER:

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**CITY OF UNIVERSITY CITY
STANDARD DETAILS**

ROLLED CURB



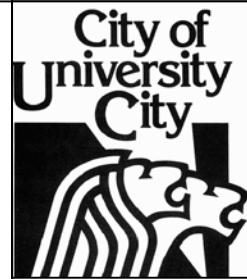
SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE CURB AND GUTTER SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 3,000 PSI IN 28 DAYS; 4" SLUMP PERMITTED; 4%-7% AIR ENTRAINED. COLOR OF CURB SHALL MATCH EXISTING.
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	05/22/2012	STANDARD DETAILS

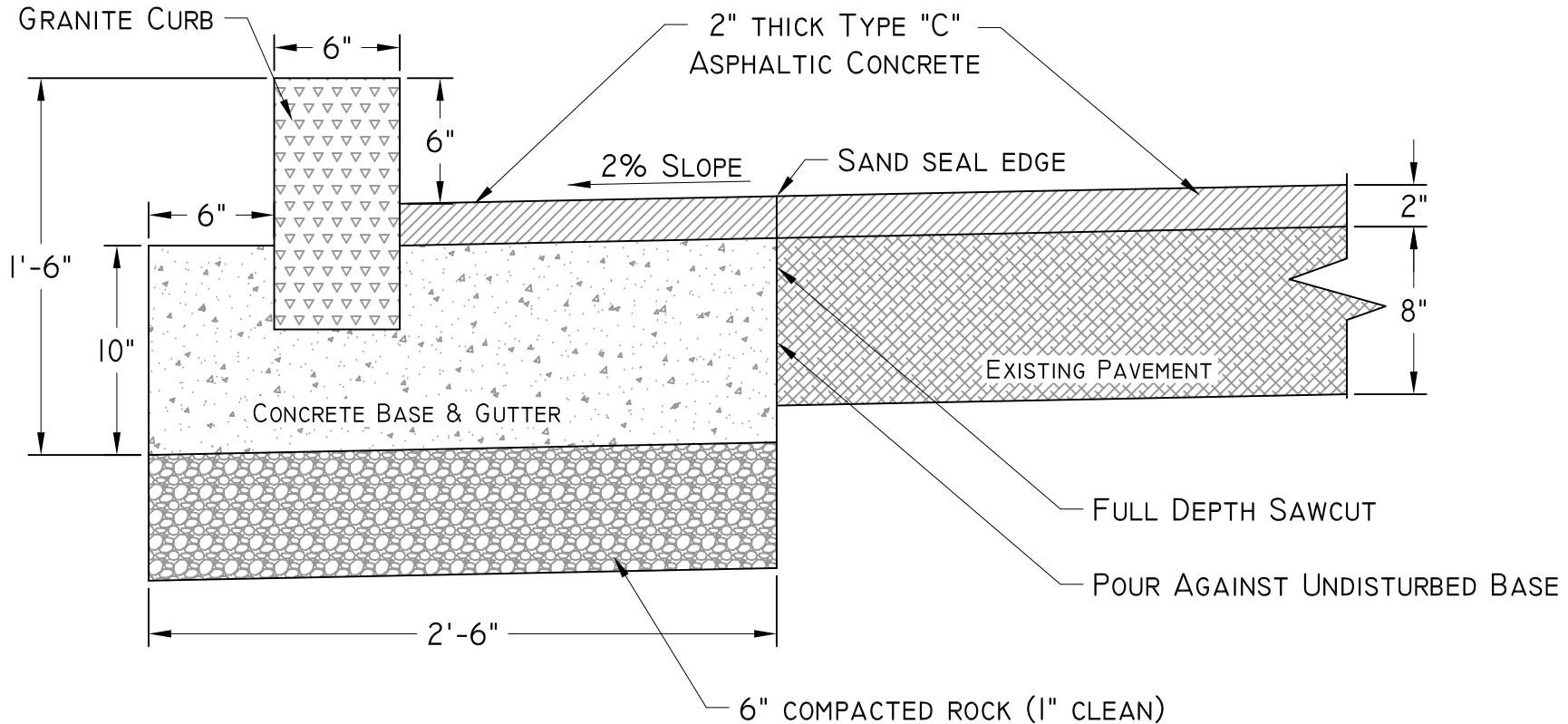
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**CITY OF UNIVERSITY CITY
STANDARD DETAILS**

GRANITE CURB



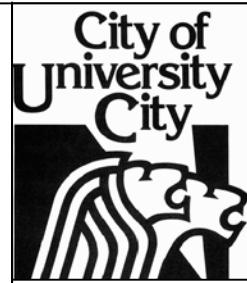
SPECIFICATIONS:

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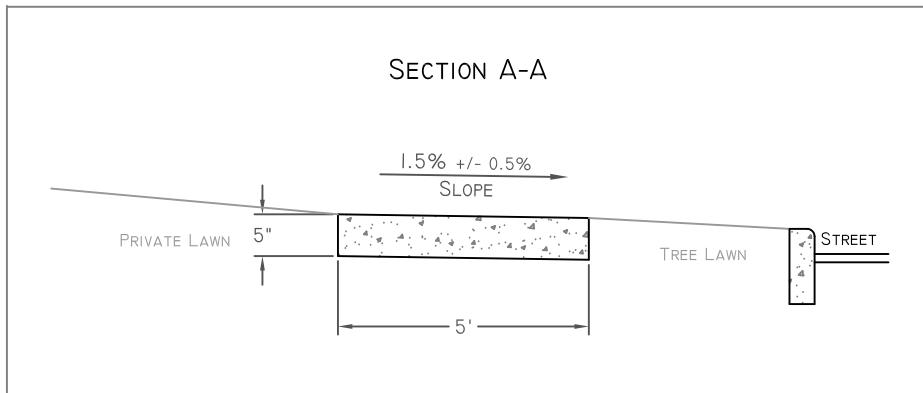
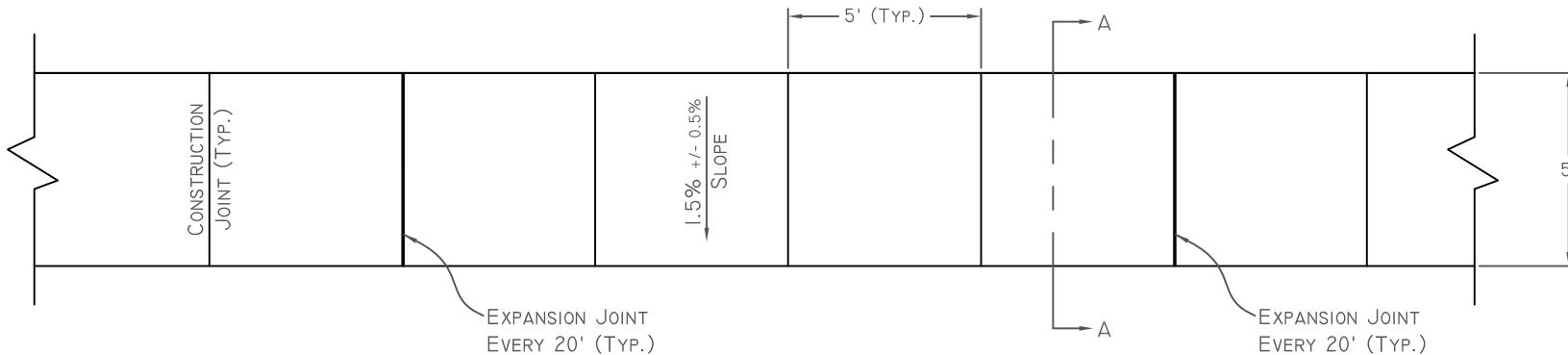
REVISIONS	DATE	NAME
	05/22/2012	STANDARD DETAILS

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SCALE: NTS
DRAWINGS NUMBER:

SD-12



**CITY OF UNIVERSITY CITY
STANDARD DETAILS
SIDEWALK**

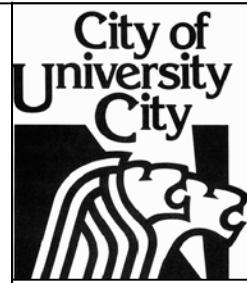


SPECIFICATIONS:

1. PORTLAND CEMENT CONCRETE SIDEWALKS SHALL BE 6-SACK PCC MIX WITH MERAMEC SAND AND GRAVEL (MAXIMUM AGGREGATE SIZE $\frac{3}{4}$ INCH NOMINAL), STRENGTH OF 4,000 PSI IN 28 DAYS; 3.5" +/- 0.5" SLUMP PERMITTED; 5%-8% AIR ENTRAINED. COLOR AND TEXTURE OF THE SIDEWALK SHALL MATCH EXISTING.
2. SIDEWALKS SHALL BE A MINIMUM OF 5" THICK, OVER 2" OF $\frac{3}{4}$ " CLEAN ROCK.
3. EXPANSION JOINTS SHALL BE PLACED AT NOT MORE THAN 20 FOOT INTERVALS. EXPANSION MATERIAL SHALL CONSIST OF $\frac{1}{2}$ " PREFORMED EXPANSION MATERIAL AND SEALANT. CONTROL JOINTS SHALL BE PLACED AT 5 FOOT INTERVALS.
4. SIDEWALK FINISH SHALL BE BRUSHED AND/OR WASHED TO EXPOSE A MERAMEC GRAVEL SURFACE OR APPROVED EQUAL GRAVEL SURFACE IN AN EFFORT TO MATCH THE EXISTING SIDEWALK TO THE SATISFACTION OF THE CITY.
5. CURING SHALL BE ACCOMPLISHED BY USING MEMBRANE-FORMING CURING AND SEALING COMPOUND APPLIED AT A MINIMUM OF ONE GALLON PER 150 SQUARE FEET. APPLY AFTER THE FREE WATER HAS LEFT PAVEMENT SURFACE BUT NOT MORE THAN $\frac{1}{2}$ HOUR AFTER PLACEMENT OF CONCRETE.

REVISIONS	NAME
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SD-13



**CITY OF UNIVERSITY CITY
STANDARD DETAILS
AMERICAN WITH DISABILITIES ACT
COMPLIANCE AND CURB RAMPS**

SPECIFICATIONS:

ALL SIDEWALKS AND CURB RAMPS WITHIN THE CITY'S RIGHT-OF-WAY OR EASEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH ST LOUIS COUNTY STANDARD SPECIFICATIONS AND THE CURRENT APPROVED AMERICAN WITH DISABILITIES ACT (ADA). THE MoDOT ADA POST CONSTRUCTION CHECKLIST SHALL BE UTILIZED BY THE CONTRACTOR FOR VERIFYING COMPLIANCE WITH THE ADA LAW.

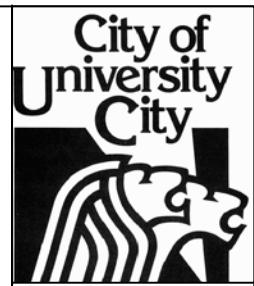
CURB RAMP REQUIREMENTS ARE SHOWN ON ST. LOUIS COUNTY STANDARD DETAIL DRAWINGS C608.40 THROUGH C680.51. CURB RAMPS WITH DETECTABLE WARNING SURFACES (TRUNCATED DOMES) ACROSS THE FULL WIDTH OF THE RAMP SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSSES A CURB.

THE CONTRACTOR CAN LOCATE THE ADA Post Construction Checklist FORM ON THE MISSOURI DEPARTMENT OF TRANSPORTATION WEBSITE: HTTP://WWW.MODOT.MO.GOV/BUSINESS/CONTRACTOR_RESOURCES/FORMS.HTM. THE CHECKLIST IS INTENDED TO BE A HELPFUL TOOL FOR THE CONTRACTOR TO USE DURING THE CONSTRUCTION OF THE PEDESTRIAN FACILITIES AND A BASIS FOR THE CITY'S ACCEPTANCE OF WORK. PRIOR TO WORK BEING PERFORMED, THE CONTRACTOR SHALL BRING TO THE CITY'S ATTENTION ANY PLANNED WORK THAT IS IN CONFLICT WITH THE REQUIREMENT SHOWN IN THE CHECKLIST. SITUATIONS MAY ARISE WHERE THE CHECKLIST MAY NOT FULLY ADDRESS ALL REQUIREMENTS NEEDED TO CONSTRUCT A FACILITY TO THE FULL REQUIREMENTS OF CURRENT ADA LAW. IN THOSE SITUATIONS, THE CONTRACTOR SHALL PROPOSE A SOLUTION TO THE CITY THAT IS COMPLIANT WITH CURRENT ADA LAW USING THE FOLLOWING HIERARCHY OF RESOURCES: AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG), DRAFT PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES (PROWAG), MoDOT'S ENGINEERING POLICY GUIDELINES (EPG), OR A SOLUTION APPROVED BY THE ACCESS BOARD.

THE CONTRACTOR SHALL PROVIDE THE COMPLETED ADA Post Construction Checklist TO THE CITY AT THE FINAL INSPECTION FOR PROJECT ACCEPTANCE. ADA IMPROVEMENTS REQUIRE FINAL INSPECTION AND COMPLIANCE WITH THE ADA Post Construction Checklist. EACH ITEM LISTED IN THE CHECKLIST MUST RECEIVE EITHER A "YES" OR AN "N/A" SCORE. ANY ITEM RECEIVING A "NO" WILL BE DEEMED NON-COMPLIANT AND SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE UNLESS DEEMED OTHERWISE BY THE CITY.

REVISIONS	NAME
DATE	STANDARD DETAILS
07/06/2012	

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SD-14



CITY OF UNIVERSITY CITY STANDARD DETAILS GRASS & LANDSCAPE AREAS

SPECIFICATIONS:

ALL AREAS COVERED WITH GRASS, OR LANDSCAPING ELEMENTS, PRIOR TO CONSTRUCTION SHALL BE RESEEDED OR SODDED OR RESTORED TO THE ORIGINAL LANDSCAPED CONDITION OR BETTER AFTER WORK IS COMPLETED. THE PERFORMANCE BOND/DEPOSIT SHALL NOT BE RELEASED UNTIL GRASS IS ADEQUATELY ESTABLISHED. ALL TREELAWN AREA EXCAVATIONS SHALL USE FILL MATERIAL SOIL COMPAKTED IN (8) INCH LIFTS; UTILITY DISTURBED SHALL BE COVERED WITH CLEAN ROCK 8 INCHES BELOW GRADE, THEN FABRIC PLACED OVER ROCK FILL, AND 8 INCHES OF CLEAN TOPSOIL SEEDED AND STRAW APPLIES, AREA SHOULD BE SLIGHTLY ELEVATED ABOVE TOP OF CURB FOR SETTLING, AND EXCESS DIRT SHALL BE HAULED AWAY.

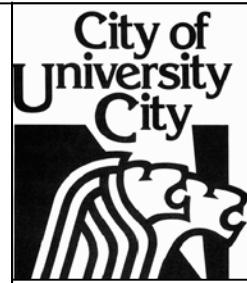
SPECIAL CARE SHALL BE TAKEN TO ENSURE SUITABLE TOPSOIL IS USED AS THE FINAL COVER OVER AN EXCAVATION EITHER BY STOCKPILING EXISTING TOPSOIL SEPARATELY DURING EXCAVATION OR BY USING SIFTED TOPSOIL BROUGHT TO THE SITE.

CONTRACTORS WILL MINIMIZE ANY EQUIPMENT PARKING ON TURF AREAS. IN THE EVENT THIS IS UNAVOIDABLE AND RESULTS IN RUTTING OF THE TURF AND SOIL, RESTORATION WILL NOT BE CONSIDERED COMPLETE UNTIL ANY RUTS HAVE BEEN LEVELED OUT AND GRASS SEED IS ADEQUATELY ESTABLISHED.

CONTRACTORS WILL PLANT GRASS SEED TO MATCH THAT EXISTING AT THE SITE; FESCUE WITH FESCUE, BERMUDA WITH BERMUDA, ETC., (NO MORE THAN 10% ANNUAL RYE ALLOWED IN ANY CASE). SEED PLACED AFTER JUNE 15TH CANNOT BE EXPECTED TO SHOW A SUBSTANTIAL RE-GROWTH AND MUST BE RE-SEEDED IN THE FALL.

IN THE AREAS WHICH HAVE BEEN PREVIOUSLY SODDED BY THE CITY, SOD WILL BE CONSIDERED THE APPROPRIATE RESTORATION.

IN CASES WHERE ABOVE GROUND WORK NEEDS TO BE SCREENED OR WHERE EXISTING PLANT MATERIALS MUST BE REPLACED, THE PERMIT HOLDER WILL INSTALL LANDSCAPING MATERIALS IN ACCORDANCE WITH A LANDSCAPE PLAN PROVIDED BY THE CITY.



**CITY OF UNIVERSITY CITY
STANDARD DETAILS
TREE & TREE ROOT PROTECTION**

SPECIFICATIONS:

TREES WILL NOT BE REMOVED OR HEAVILY PRUNED IN THE COURSE OF WORK WITHOUT PRIOR APPROVAL FROM THE CITY'S FORESTER. CONTACT THE CITY FORESTER AT 314-505-8519 TO SCHEDULE AN APPOINTMENT WITH THE CITY FORESTER. THE FOLLOWING OUTLINES THE CITY'S POLICY WITH REGARD TO TREE AND TREE ROOT PROTECTION. FOR MORE DETAILS CONTACT THE CITY FORESTER.

TREE PROTECTION ZONE: THE CONTRACTOR SHALL KEEP CONSTRUCTION EQUIPMENT AND MATERIALS OFF THIS AREA ENTIRELY. THIS ZONE IS DEFINED AS A CIRCULAR AREA AROUND THE TREE. THE AREA HAS A RADIUS OF 3 X TRUNK DIAMETER, MEASURED AT BREAST HEIGHT (4 FEET FROM GROUND). TRUNK DIAMETER MEASURED IN FEET.

JOB START NOTIFICATION: THE APPLICANT MUST NOTIFY THE CITY FORESTER PRIOR TO THE START OF ACTUAL WORK PERFORMED IF TREES OR TREE ROOTS ARE PRESENT.

TREE DAMAGE NOTIFICATION: THE CONTRACTOR SHALL NOTIFY THE DIRECTOR OF PUBLIC WORKS AND THE CITY FORESTER IMMEDIATELY WHEN DAMAGE OCCURS.

ROOT CUTTING: ROOT CUTTING IS PROHIBITED WHEN CONSTRUCTION ALTERNATIVES EXIST THAT MAKE ROOT CUTTING UNNECESSARY. NO BUTTRESS ROOTS (COLLAR ROOTS) ARE ALLOWED TO BE REMOVED.

PAVING EXCAVATION: AT THE DISCRETION OF THE DIRECTOR OF PUBLIC WORKS, SOMETIMES NARROWING OR ARCHING SIDEWALKS AROUND TREES WILL BE REQUIRED TO AVOID CUTTING MAJOR ROOTS. ANY SIDEWALK NARROWING SHOULD WIDEN THE TREE LAWN. AT THE BACK OF THE CURB, EXCAVATION SHALL BE THE MINIMUM REQUIRED TO SET FORMS.

TREE LAWN RESTORATION: TREE LAWNS SHALL BE RESTORED TO A "BETTER THAN" PRE-CONSTRUCTION CONDITION. TOPSOIL OR ORGANIC MULCH IS THE ONLY ACCEPTABLE FILL MATERIAL.

WORK SITE INSPECTION: THE CITY FORESTER WILL MAKE PERIODIC INSPECTIONS OF THE WORK. ONLY THE CITY'S FORESTRY PERSONNEL ARE AUTHORIZED TO PERFORM TREE CARE ACTIVITIES.

POST-CONSTRUCTION INSPECTION: WHEN THE PROJECT IS COMPLETE, THE CITY FORESTER WILL MAKE A FINAL INSPECTION OF THE SITE. ANY DAMAGE WILL BE NOTED. THE APPLICANT IS RESPONSIBLE FOR PAYING FOR THE ASSESSED DAMAGE. THE DETERMINATION OF COSTS WILL BE A COMPILED OF THE FOLLOWING:

- A)PERSONNEL, EQUIPMENT, AND MATERIAL COSTS FOR REMEDIAL ACTION.
- B)THE VALUE LOST WHEN TREES SUFFER EXCESSIVE ROOT, CAMBIVUM AND/OR CROWN LOSS.
- C)THE VALUE OF TREES LOST ENTIRELY.
- D)COST OF REPLACEMENT PLANTINGS.
- E)CHARGES FOR INSPECTION TIME.
- F)OPERATING AND ADMINISTRATIVE EXPENSES RELATED TO ALL THE COSTS LISTED

REVISIONS	NAME
DATE	STANDARD DETAILS
07/06/2012	

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