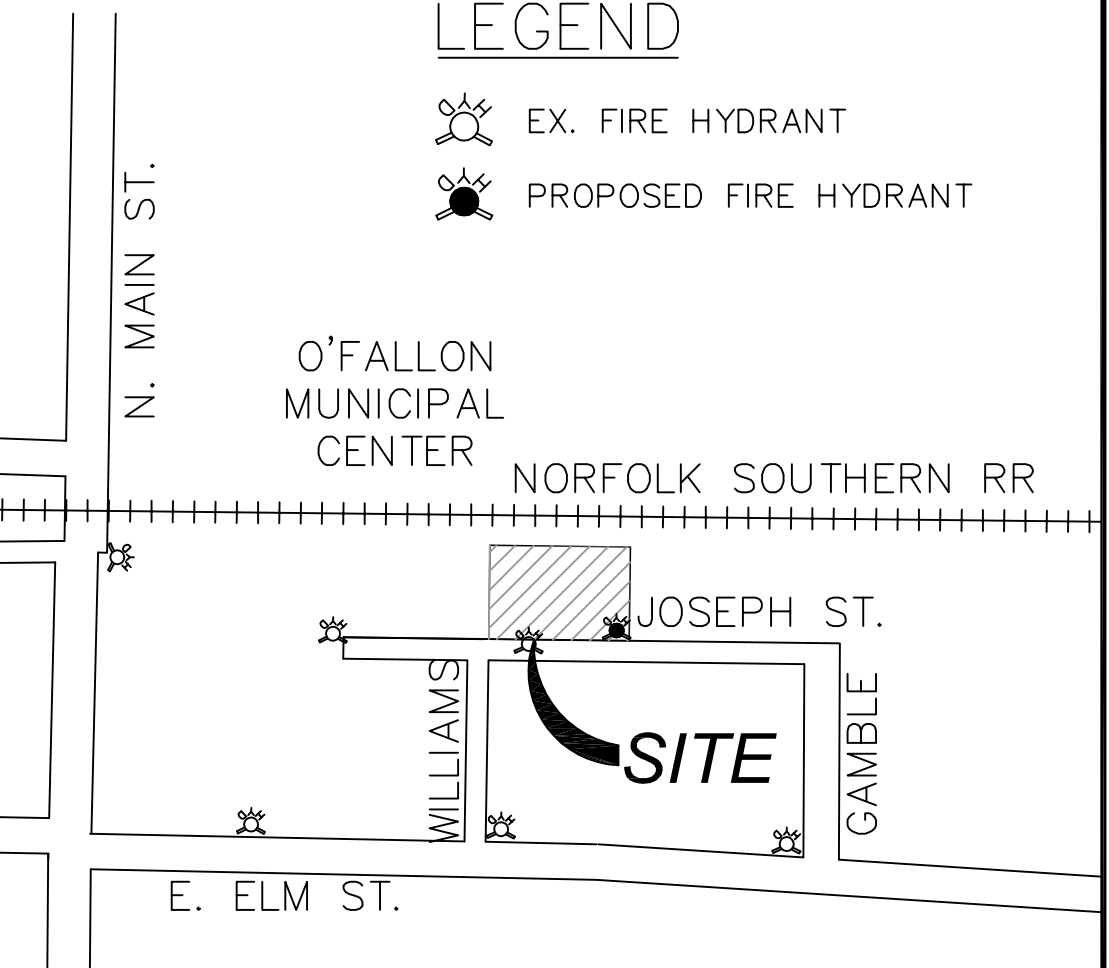


GENERAL NOTES:

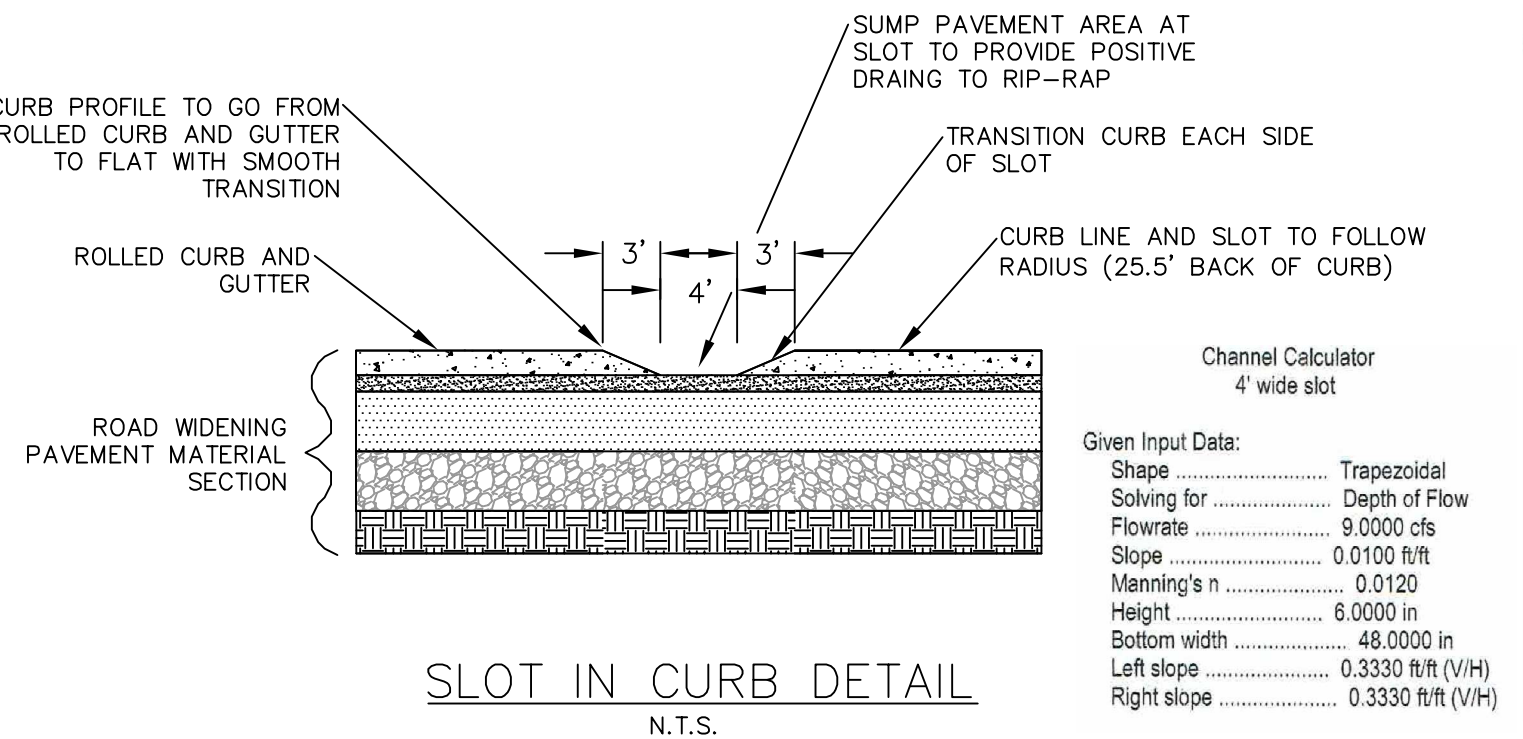
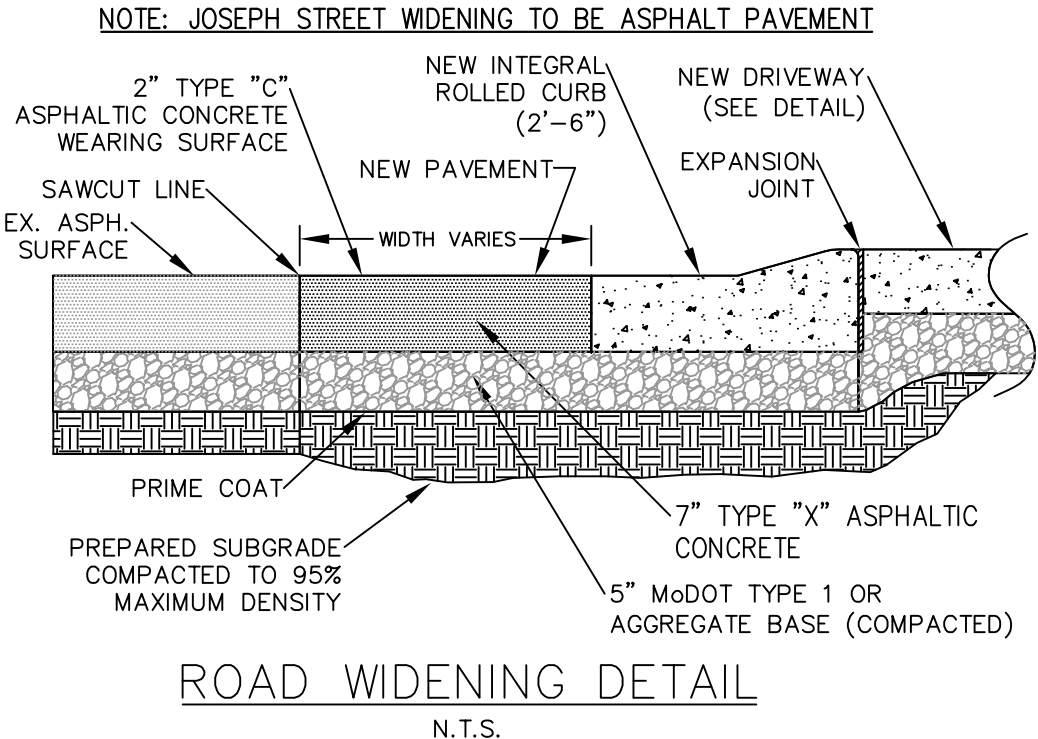
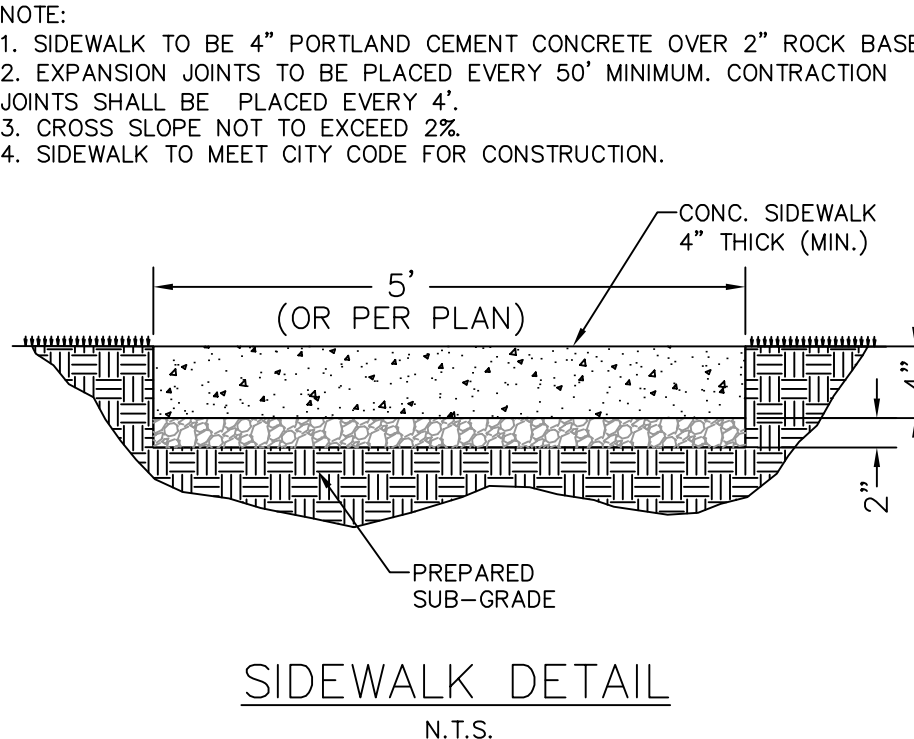
- ALL SIGN POST AND BACK OF SIGNS THAT ARE TO BE PAINTED BLACK SHALL USE A PAINT SYSTEM THAT PROVIDES A MINIMUM 7 YEAR LIFE EXPECTANCY. MAY USE:
 - "CARBOLINE RUSTON" BASE AT 1-2 MILS THICK, "CARBOLINE 893 SG" MID-LAYER AT 3-5 MILS THICK, "CARBOLINE 133 HB" TOP COAT OR APPROVED EQUAL, OR
 - ELECTROSTATIC APPLIED, BLACK POWDER COATED AND BAKED IN PAINT SYSTEM AT 2-3 MILS THICKNESS OR APPROVED EQUAL.
- ALL SIGN LOCATIONS AND SIZES MUST BE APPROVED BY THE ENGINEERING DIVISION PRIOR TO INSTALLATION.
- STREET NAME SIGN PLATES SHALL BE 9 INCHES WIDE FLAT, BOLT TOGETHER FOR ANY ARTERIAL INTERSECTIONS AND 6 INCHES WIDE EXTRUDED ALUMINUM PANELS FOR ALL MINOR AND COLLECTOR ROADS. TYPICAL LENGTHS FOR MINOR AND COLLECTOR SIGNS SHALL BE 24, 30 & 36 INCH LENGTHS, OR LONGER AS NEEDED, TO ACCOMMODATE STREET NAME.
- SIGN LEGEND SHALL BE 7 INCH 3M ENGINEER GRADE SHEETING (OR APPROVED EQUAL) WHITE REFLECTIVE WITH THE CITY OF O'FALLON LOGO WITH 6 IN. BLACK NON-REFLECTIVE LETTERS FOR ARTERIALS AND 4 IN. SIGN LEGEND FOR MINOR AND COLLECTOR ROADS WITH 4 IN. LETTERS. ALL REFLECTIVE SHEETING SHALL MEET AND OR EXCEED ASTM D 4856 SPEC. TYPE 3 OR HIGHER (HIGH INTENSITY OR DIAMOND GRADE).
- SIGN POSTS SHALL BE HEAVY "U" CHANNEL (2 LBS/FT) PAINTED BLACK STEEL POSTS FOR COLLECTOR/MINOR STREETS. ARTERIAL STREETS SHALL HAVE 2" SQUARE POSTS WITH BREAKAWAY ASSEMBLY.
- SIGN POSTS SHALL EXTEND A MINIMUM OF 30 INCHES IN THE GROUND AND PLUM.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN OR NOT SHOWN. PLEASE CONTACT CITY FOR LOCATION OF CITY UTILITIES NOT FOUND BY BIG-RITE SERVICES.
- SIGNS SHALL NOT CREATE A SITE DISTANCE PROBLEM OR CONFLICT WITH PEDESTRIAN TRAFFIC.
- SPEED LIMIT SIGNS MUST BE AT EVERY ENTRANCE TO A SUBDIVISION ALONG THE LOT LINE BETWEEN FIRST AND SECOND LOT AND APPROXIMATELY EVERY TWO THOUSAND FEET THERE AFTER. ALSO, EVERY CONNECTING SIDE STREET MUST HAVE ONE SPEED LIMIT SIGN APPROXIMATELY FIFTY FEET FROM INTERSECTION AND APPROXIMATELY EVERY TWO THOUSAND FEET THERE AFTER.
- ALL SIGNS UNLESS OTHERWISE STATED, SHOULD BE CONSTRUCTED AND INSTALLED PER MUTCD.



NOTE:

- THE EXISTING FIRE HYDRANT IN FRONT OF THE PROJECT SITE IS TO BE RELOCATED AT THE EASTERN PROPERTY LINE.
- CONTRACTOR TO ENSURE THE EXISTING FIRE HYDRANT TO BE RELOCATED IS IN GOOD WORKING CONDITION AND MEETS CURRENT CITY AND FIRE DEPARTMENT STANDARDS.

FIRE HYDRANT LOCATIONS
N.T.S.

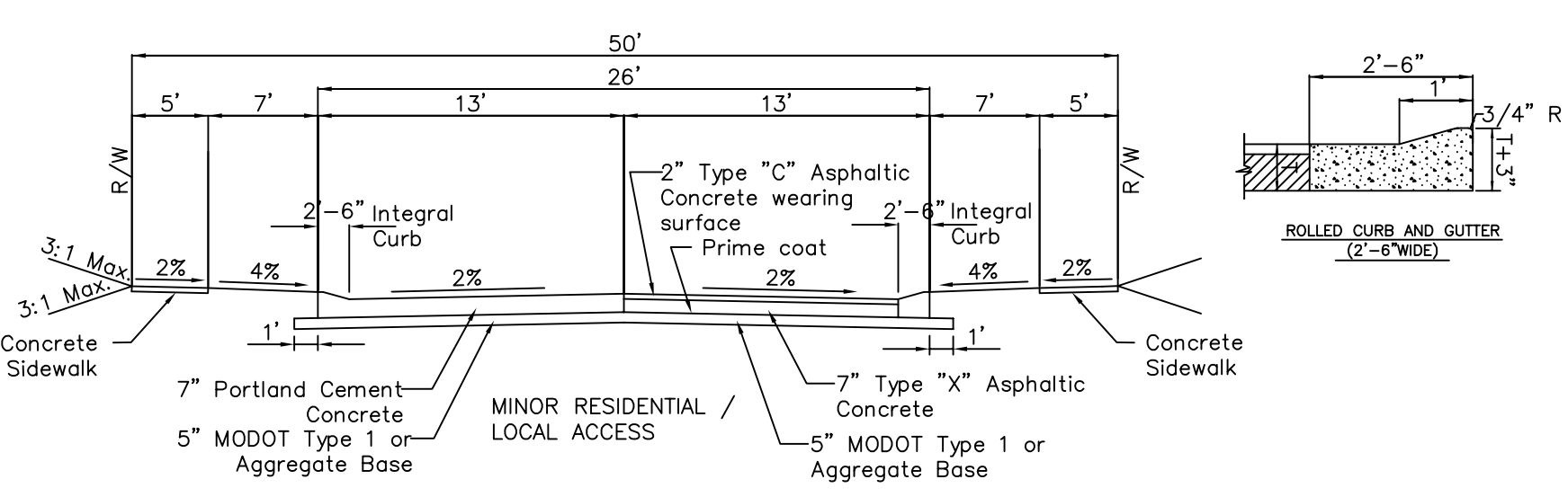
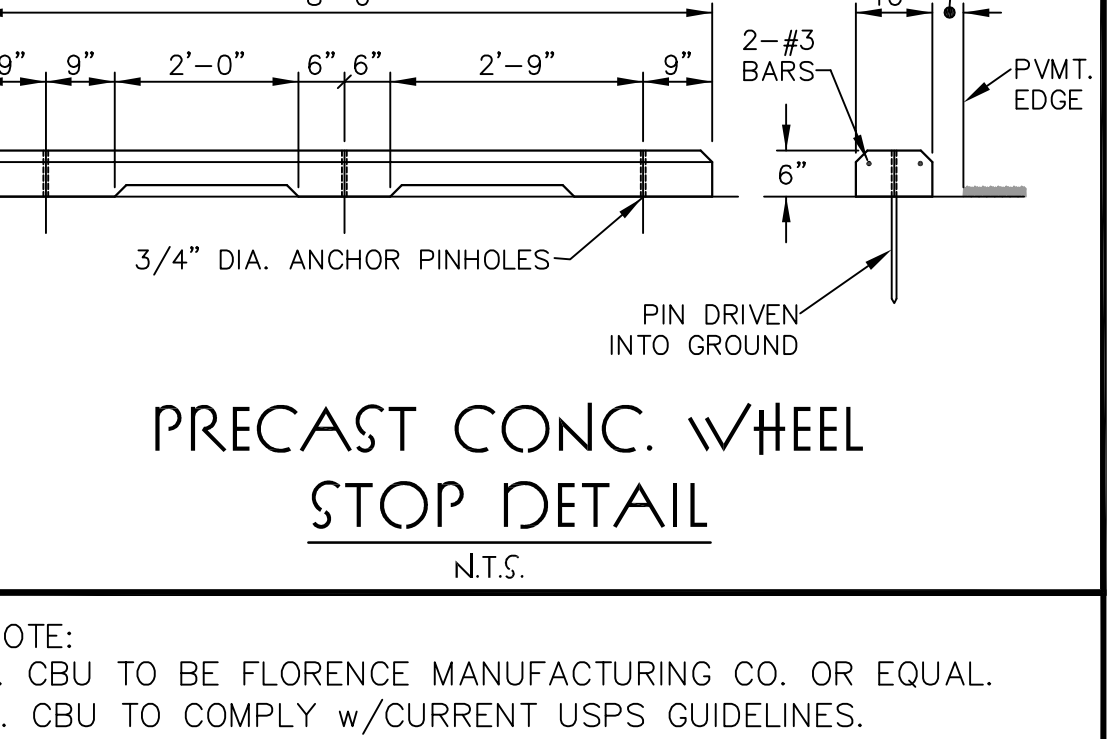
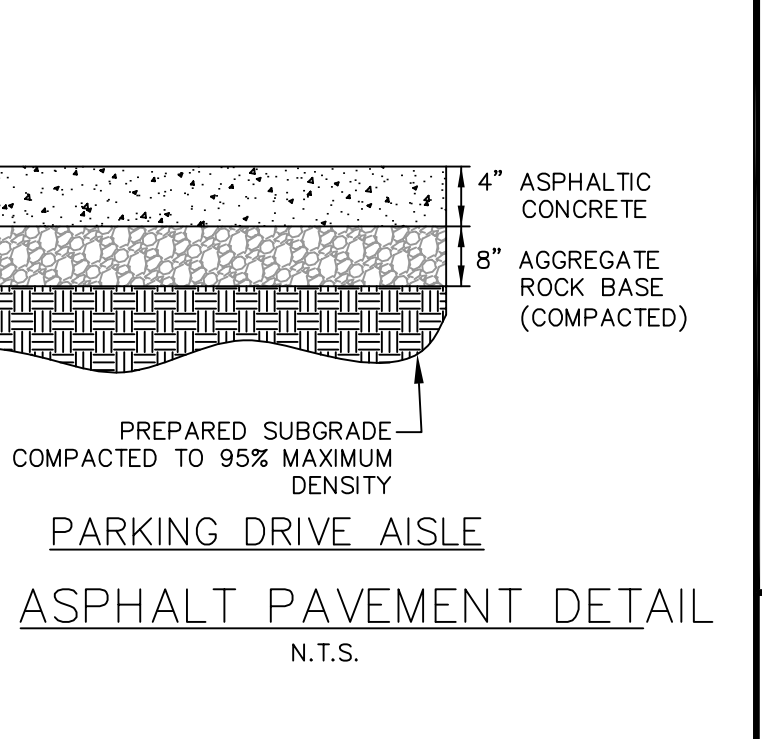


Computed Results:

Depth	4.0816 in
Velocity	5.2894 fps
Full Flowrate	17.9931 cfs
Flow area	1.7080 ft ²
Flow perimeter	73.8379 in
Hydraulic radius	3.3309 in
Top width	72.5144 in
Area	2.7658 ft ²
Perimeter	85.9815 in
Percent full	88.0275 %

Critical Information:

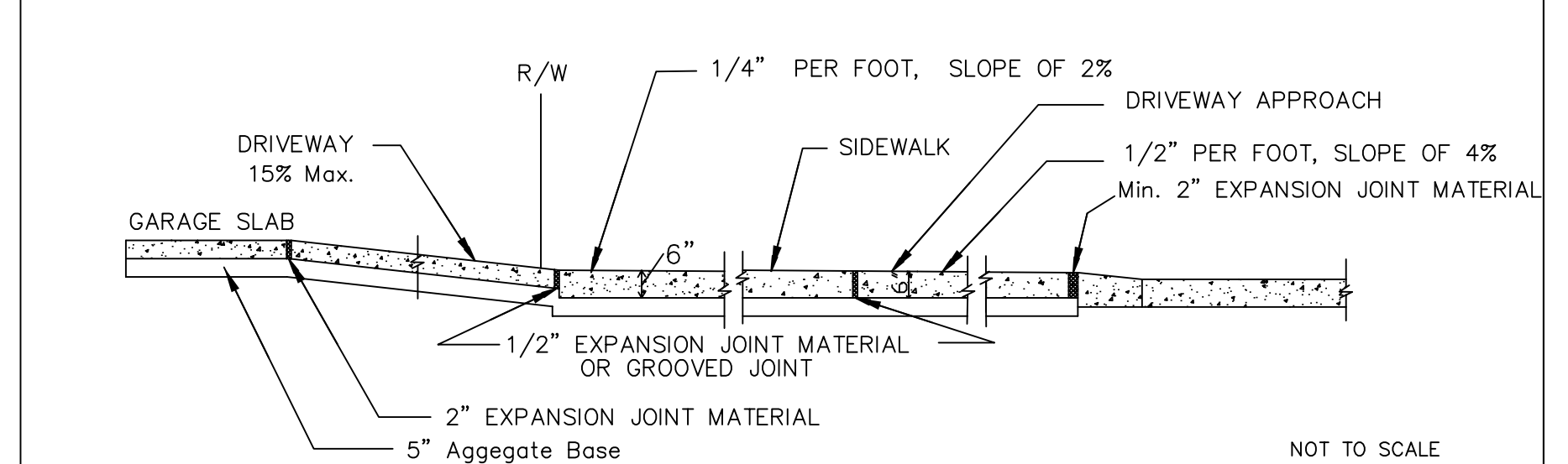
Critical depth	5.7126 in
Critical slope	0.0030 ft/ft
Critical velocity	3.4820 fps
Critical area	2.6847 ft ²
Critical perimeter	84.1221 in
Critical hydraulic radius	4.4224 in
Critical top width	82.3096 in
Specific energy	0.7716 ft
Minimum energy	0.7141 ft
Froude number	1.7474
Flow condition	Supercritical



Minor Residential Local Access	ROW Width	Pavement Width	Lane Width	No. of Drive Lanes	Utility Easement	Design Speed
	50'	26'	N/A	2	10'	25*

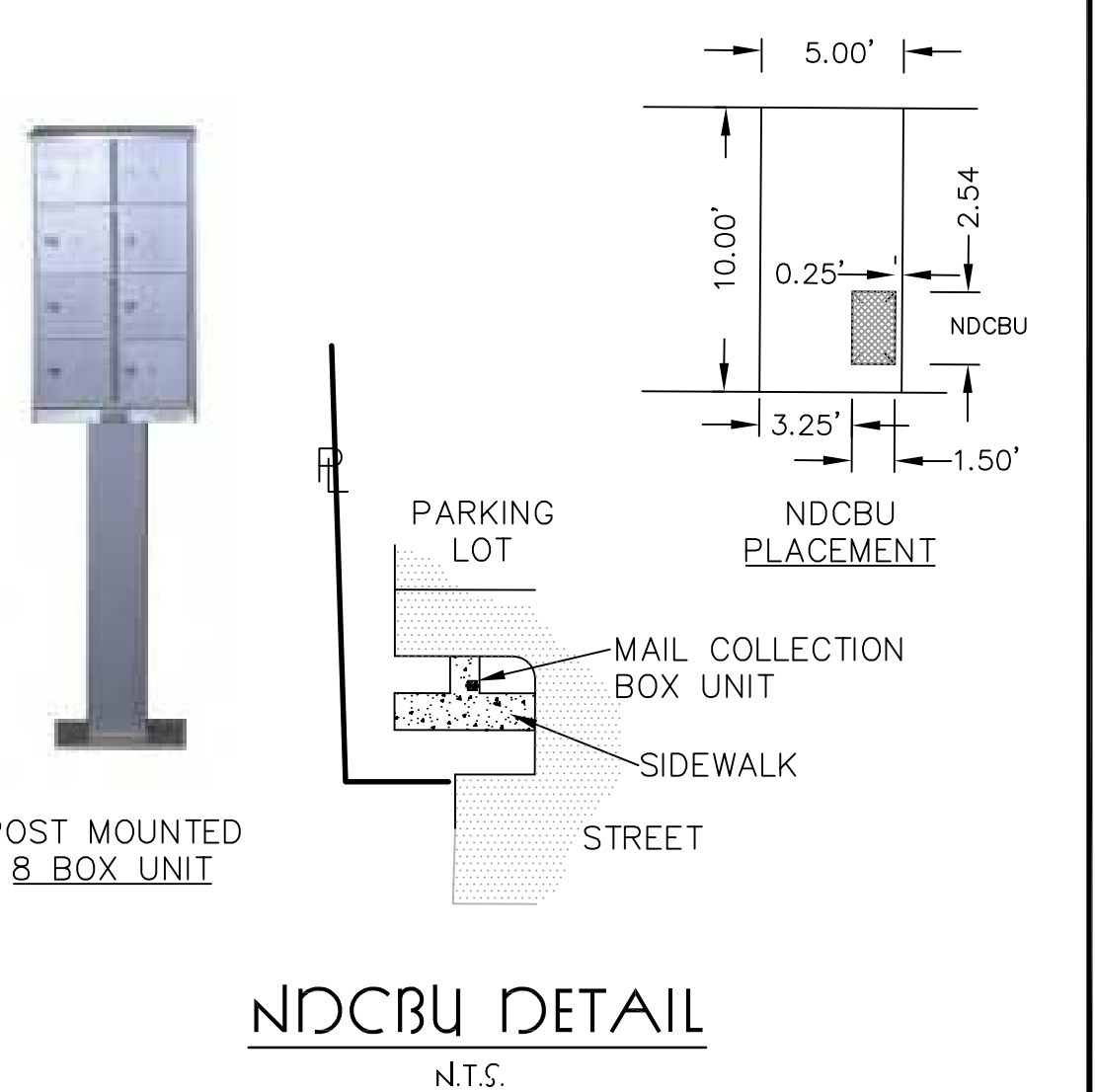
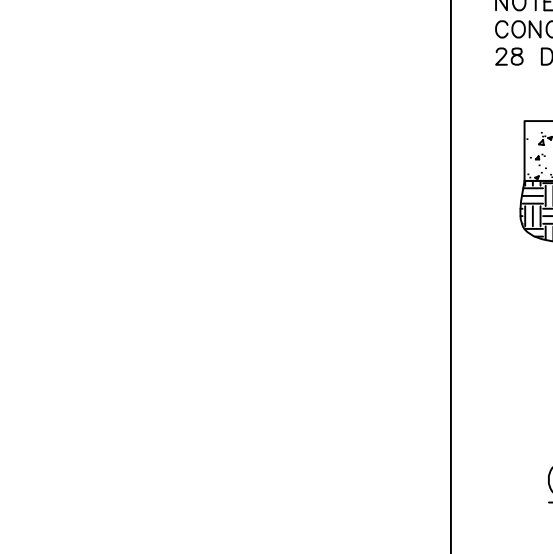
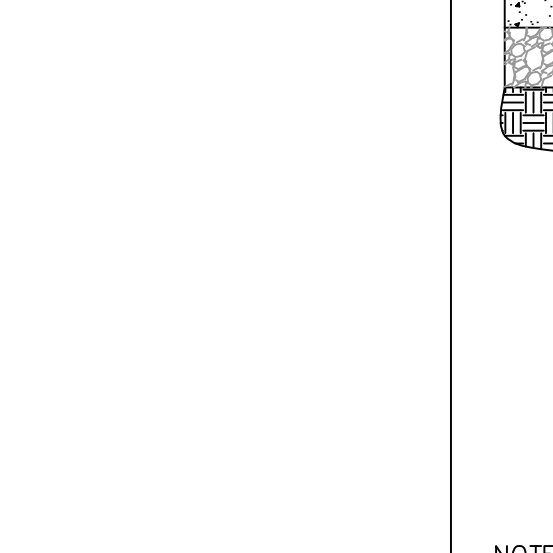
Notes:

- * = Can be varied with City Engineer's approval
- ** = Detail to match minor residential street with wider pavement - these requirements may be varied by other City ordinances
- these standards are minimum standards
- Parkway options can be provided as indicated above



NOTES:

- All driveway entrances shall be six (6) inches P.C.C. in depth from the curb to the property line.
- All driveway approaches constructed in conjunction with sidewalk shall give the appearance that the sidewalk is continuous. That portion of the driveway approach that doubles as a sidewalk shall have a one-fourth (1/4) inch per foot cross slope the same as the abutting sidewalk.
- A two (2) inch expansion joint is required between the street and driveway approach. One (1) additional two (2) inch expansion joint is required between the garage floor and the termination of the driveway.



Designer will provide roadway cross section and joint locations in a separate detail drawing.

CITY OF O'FALLON
ENGINEERING DEPARTMENT
O'FALLON, MISSOURI

Typical Pavement Design
SECTION NO. 405.370

CITY OF O'FALLON
ENGINEERING DEPARTMENT
O'FALLON, MISSOURI

Integral Curb Detail
"B" at Driveway
SECTION NO. 505.080

Client

125 Joseph Trust
1278 Jungermann Road, Suite F
St. Peters, MO 63376
636-262-4473
N/A
Mr. Paul James
paul@stcharlesrent.com

No.	Date	Revision/Issue
1	3-19-19	Rev. per City comments 02-26-19
2	4-17-19	Rev. per City comments 04-11-19

Joseph Street Townhomes Phase Two
Details

MUSLER ENGINEERING COMPANY
CIVIL ENGINEERING - PLANNING - LAND SURVEYING
32 PORTWEST COURT • SAINT CHARLES, MISSOURI 63303-5985
PHONE: 636-916-0444 • FAX: 636-916-3444

CITY OF O'FALLON
File #: 19-000810
Permit #: CSP19-000004
P & Z #: 18-012179
City Council #: 18-012331

City/County Job No:

Checked:

Proj. Manager:

Original Issue Date
Nov., 2018

Project No. 18-1492

Sheet 5

CITY OF O'FALLON
File #: 19-000810
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