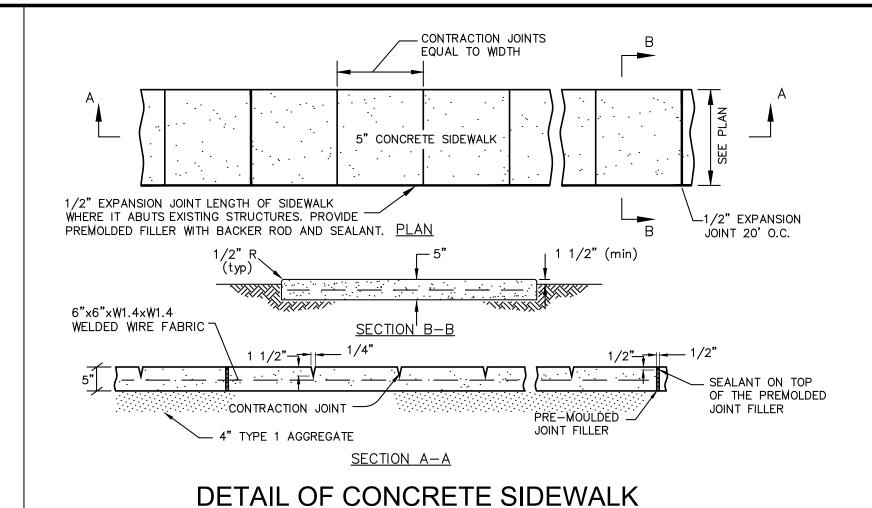
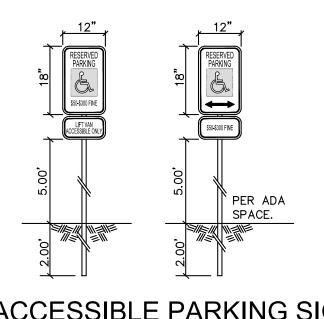


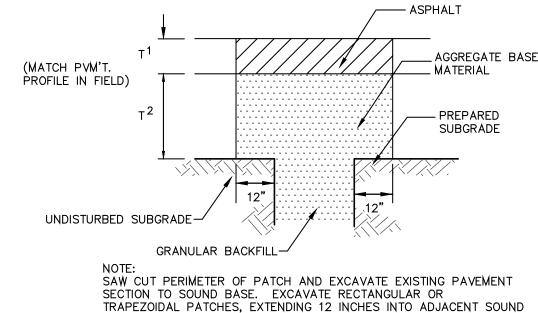
CONCRETE PAVEMENT DETAIL (NOT FOR USE IN RIGHT-OF-WAY)





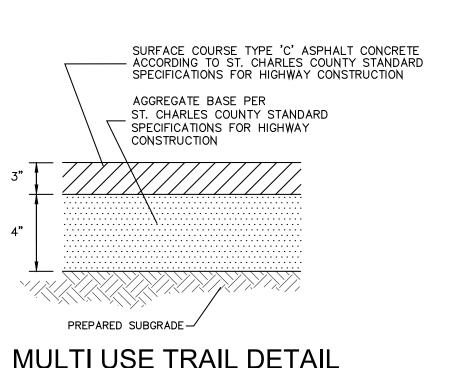
ACCESSIBLE PARKING SIGN

- STANDARD SIGN FACE, STANDARD HIGHWAY DEPARTMENT OR CITY STREET DEPARTMENT GAUGE
 LETTERS AND BORDERS ARE GREEN
 HANDICAP LOGO SQUARE IS BLUE AND THE BACKGROUND IS WHITE
- GALVANIZED U CHANNEL POST 7'-0" LONG, SET
- 3'-0" INTO GRADE SET BOTTOM OF "FINE" SIGN 60" A.F.G.

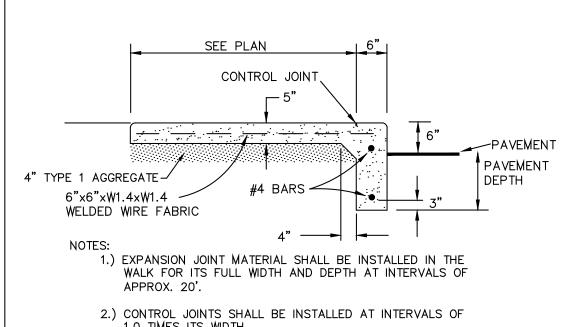


SAW CUT PERIMETER OF PATCH AND EXCAVATE EXISTING PAVEMENT TRAPEZOIDAL PATCHES, EXTENDING 12 INCHES INTO ADJACENT SOUND PAVEMENT, UNLESS OTHERWISE INDICATED. CUT EXCAVATION FACES VERTICALLY. REMOVE EXCAVATED MATERIAL. RECOMPACT EXISTING UNBOUND AGGREGATE BASE COURSE TO FORM NEW SUBGRADE. NEW PAVEMENT SHALL MATCH THE EXISTING PAVEMENT TYPE AND

> PATCHING ASPHALT TRENCH/PAVEMENT (N.T.S.)



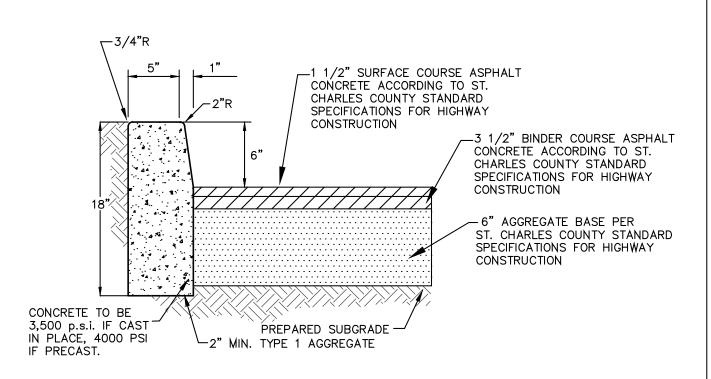
NOT TO SCALE



1.0 TIMES ITS WIDTH.

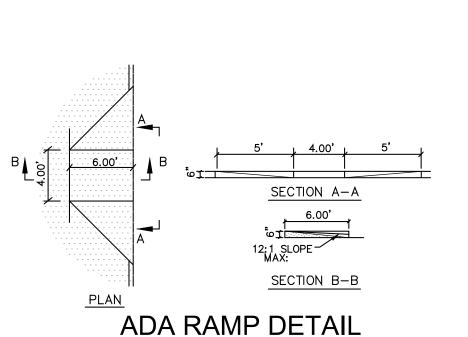
MONOLITHIC SIDEWALK/CURB DETAIL

3.) JOINTS TO BE SEALED WITH LIMESTONE COLORED SEALANT.



(N.T.S.)

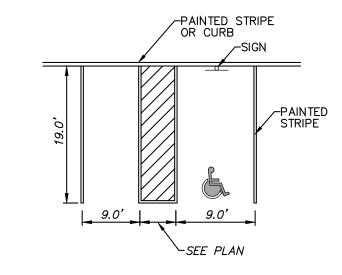




(N.T.S.)

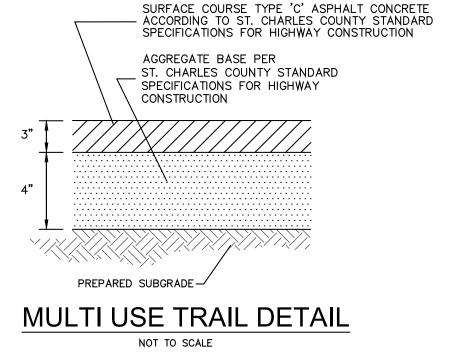


(n.t.s.) ADA GRAPHIC SHALL BE BLUE OR PER LOCAL CODE



TYPICAL PARKING STALLS (n.t.s.)

> ADA STRIPING & GRAPHIC SHALL BE BLUE PER LOCAL CODE



Mat Shall Be Full Width of Ramp

—— 1.6 in. to 2.4 in.

Dark Red "Brick" Color on

on Dark Surfaces, only

Concrete (Safety Yellow Color

with Approval of Engineer) ———

<u>Detectable Warning Surface (DWS)</u>

(Mat, Tile or Panel)

Square Pattern, Parallel Alignment

0.65 in. Min.

— Base to Base

Spacing

NEW REVISIONS 7-24-03 7-31-07 10-22-08 3-1-10 7-6-11

Anchors (Installed

Per Manufacturer's

Instructions)

Dark Red "Brick"

Color on Concrete

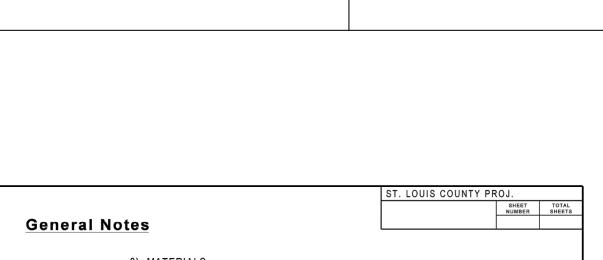
on Dark Surfaces,

only with Approval

of Engineer) —

(Safety Yellow Color





Cast-in-place composite tiles or mats shall be made of polyester/vinyl ester

reinforced compression molded material or similar approved material, throughout

the thickness of the dectectable warning surface. Colors shall be dark red "Brick"

color (on concrete surface) and Safety Yellow (on dark surfaces with the approval

of the engineer). DWS shall meet the Federal standard colors for tactile panels.

UV stabilization protection (fade resistance) shall be homogeneous throughout

the composite material and not rely on any type of painted or coated surface to

corrosion resistant anchors with color coordinated corrosion resistant fasteners.

direction of travel and span the full width of the curb ramp (exclusive of flares),

landing or blended transition. The DWS shall contrast visually with the ramp or

surface or pattern (comply with ADA and ADAAG guidelines). Truncated domes

shall be aligned parallel to the running slope of a ramp, in a square grid, when

installed in the direction of pedestrian travel, to permit wheels to roll between

of the ramp (max. of 2 in. from each side of the ramp or landing - see Detail "A"

aligned with the face of the cut-through island curb (see Std. Dwg. C608.49).

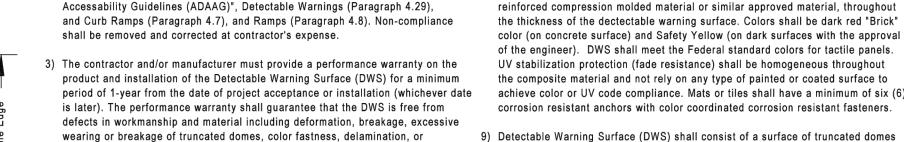
on Std. Dwg. C608.40). DWS in a cut-through island, shall be installed full width,

achieve color or UV code compliance. Mats or tiles shall have a minimum of six (6)

aligned in a square or radial grid pattern. The pattern shall be aligned with the edge of pavement in the direction of travel. The DWS shall extend 24 inches in the

landing surface (dark-on-light surface, or light-on-dark surface), with a slip resistant

the domes. DWS shall be installed 6 in. to 8 in. from the face of curb, the full width



2) The surface shall be compliant with the "Americans with Disabilities Act

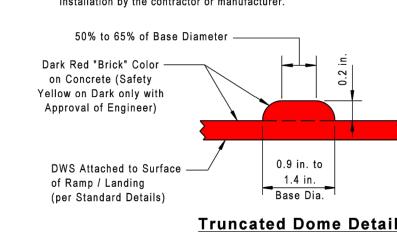
Do not scale drawings, follow dimensions.

attachment to pavement surface. 4) The Detectable Warning Surface (DWS) type shall be "Cast-in-Place with Screw Anchoring" (both new and retrofit applications) or "Surface Applied with Adhesive" (retrofit only), with the approved manufacturers listed on the "MoDOT Qualified Lists, Qualified Truncated Domes, FS-1067 Table 1" (also see MoDOT Std. Dwg. C608.10N). The MoDOT "Qualified Lists" are located on the Internet at: www.modot.org/business/materials/pdf/main/tables.pdf

5) Refer to St. Louis County Standard Drawings C608.40 through C608.50 for sidewalk and curb ramp details and typical configurations. Truncated dome mats, tiles or panels are required on all raised concrete channelization islands with curb ramps (see Standard Drawing C608.49).

6) SAFETY MEASURES - Using barricades, cones or other safety devices, block off work area to pedestrian and vehicle traffic during installation process. Have work crew be prepared to offer alternate accessible pathway to disabled pedestrians during the time work is being performed and adhesive is curing.

7) Contractors or manufacturers shall at the request of this Department, provide product literature, installation procedures, maintenance instructions, detectable warning (truncated dome) samples (minimum 12 in. x 12 in.), and if necessary current test reports in accordance with ASTM guidelines, and possible test installation by the contractor or manufacturer.



10) The DWS, truncated dome mats, tiles or panels used, shall be consistent throughout the project and are required to be installed on all curb ramps at public and private street intersections; signalized entrances; and at all channelized and raised islands where a curb ramp or cut-through is provided. DWS shall be omitted on curb ramps adjacent to private entrances. The DWS type and location shall be approved by the Engineer prior to installation. No direct payment will be made for detectable warning surfaces. 11) Truncated dome mats, tiles or panels shall be a cast-in-place product (new construction) or surface applied (retrofit applications), and approved by the project engineer prior to usage. Tiles or mats shall be pre-formed or pre-cast and installed per manufacturer's recommendations and instructions. Stamped concrete

truncated domes or grooves will not be accepted.

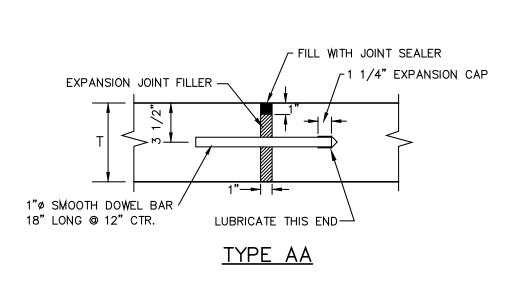
TRUNCATED DOMES FOR CURB RAMPS LOCATED IN PUBLIC RIGHT OF WAY SHALL MEET ADA REQUIREMENTS AND SHALL BE CONSTRUCTED USING RED PRE CAST TRUNCATED DOMES SUCH AS THOSE MANUFACTURED BY ARMOR TILE OR APPROVED EQUAL.

SAINT LOUIS COUNTY PEPARTMENT OF HIGHWAYS AND TRAFFIC CLAYTON, MISSOURI SIDEWALK & CURB RAMP DETAILS DETECTABLE WARNING SURFACE FOR NEW CONSTRUCTION AND RETROFITTING OF CURB RAMPS REVISION DATE: July 6, 2011 C608.51

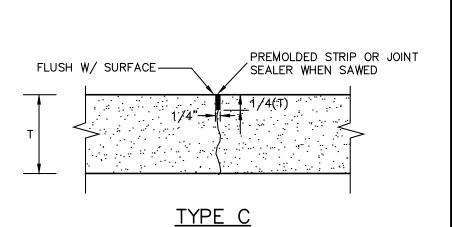


Product Specifications LENGTH INCHES **DEPTH INCHES HEIGHT INCHES COLOR FINISH** Assembled **ASSEMBLY** CONSTRUCTION **MOUNT TYPE** Below Grade 2-Bike Post & Ring Rack **TYPE WEIGHT LBS**

BIKE RACK DETAIL



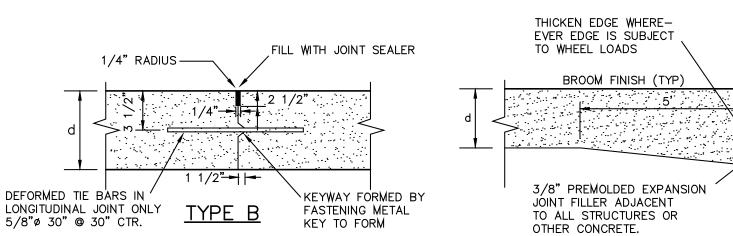
EXPANSION JOINT (NOT FOR USE IN O'FALLON RIGHT-OF-WAY)



CONTRACTION JOINT (NOT FOR USE IN O'FALLON RIGHT-OF-WAY)

1. CONSTRUCTION JOINTS ARE REQUIRED BETWEEN ALL POURS SEPARATED BY

- MORE THAN 30 MINUTES TIME. 2. PLACE LONGITUDINAL CONSTRUCTION JOINT AT CENTERLINE OF ROADWAYS
- WHEN PAVEMENT IS WIDER THAN 12'.
- 3. MAXIMUM OF SIXTEEN FEET (16) SPACING BETWEEN CONTROL JOINTS FOR 8" THICK PAVEMENT, TWELVE FEET (12) FOR 6" THICK PAVEMENT. 4. FILL JOINTS TO WITHIN 1/8" OF SURFACE WITH JOINT SEALER.
- 5. JOINTS TO BE SEALED WITH LIMESTONE COLORED SEALANT.
- 6. WHEN A JOINT FALLS WITHIN 5' OF A MANHOLE, LIGHT POLE BASE, OR OTHER STRUCTURE, SHORTEN ONE OR MORE PANELS ON EITHER SIDE OF STRUCTURE
- TO ALLOW CONTROL JOINTS TO FALL AT STRUCTURE 7. CONTRACTOR MAY SUBMIT ALTERNATE JOINTING PLAN TO ENGINEER FOR REVIEW.



CONSTRUCTION JOINT (NOT FOR USE IN O'FALLON RIGHT-OF-WAY)

ISOLATION JOINT (NOT FOR USE IN O'FALLON RIGHT-OF-WAY)



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BRANDON A. HARP, P.E. E-28650

EDC LICENSE NO.: 2003004674

PROFESSIONAL ENGINEER

	Proj. #	1776
Ю.	Description	Date
	To Utilities	05/22/18
	Bid Set	05/30/18
	To City	06/21/18
	To City	07/17/18
	To City	08/03/18

SITE DETAILS

STRUCTURE

OR CASTING