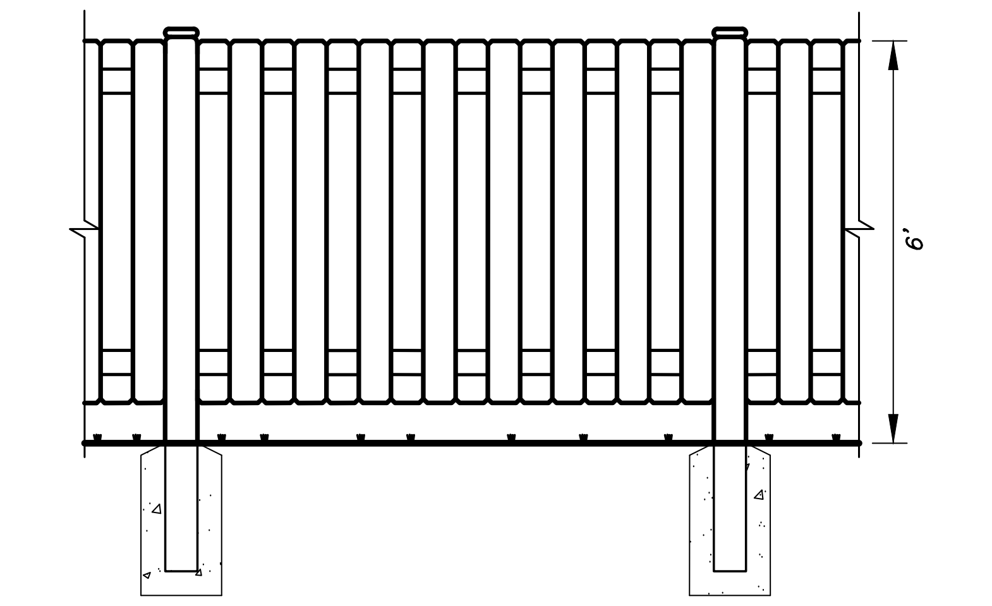
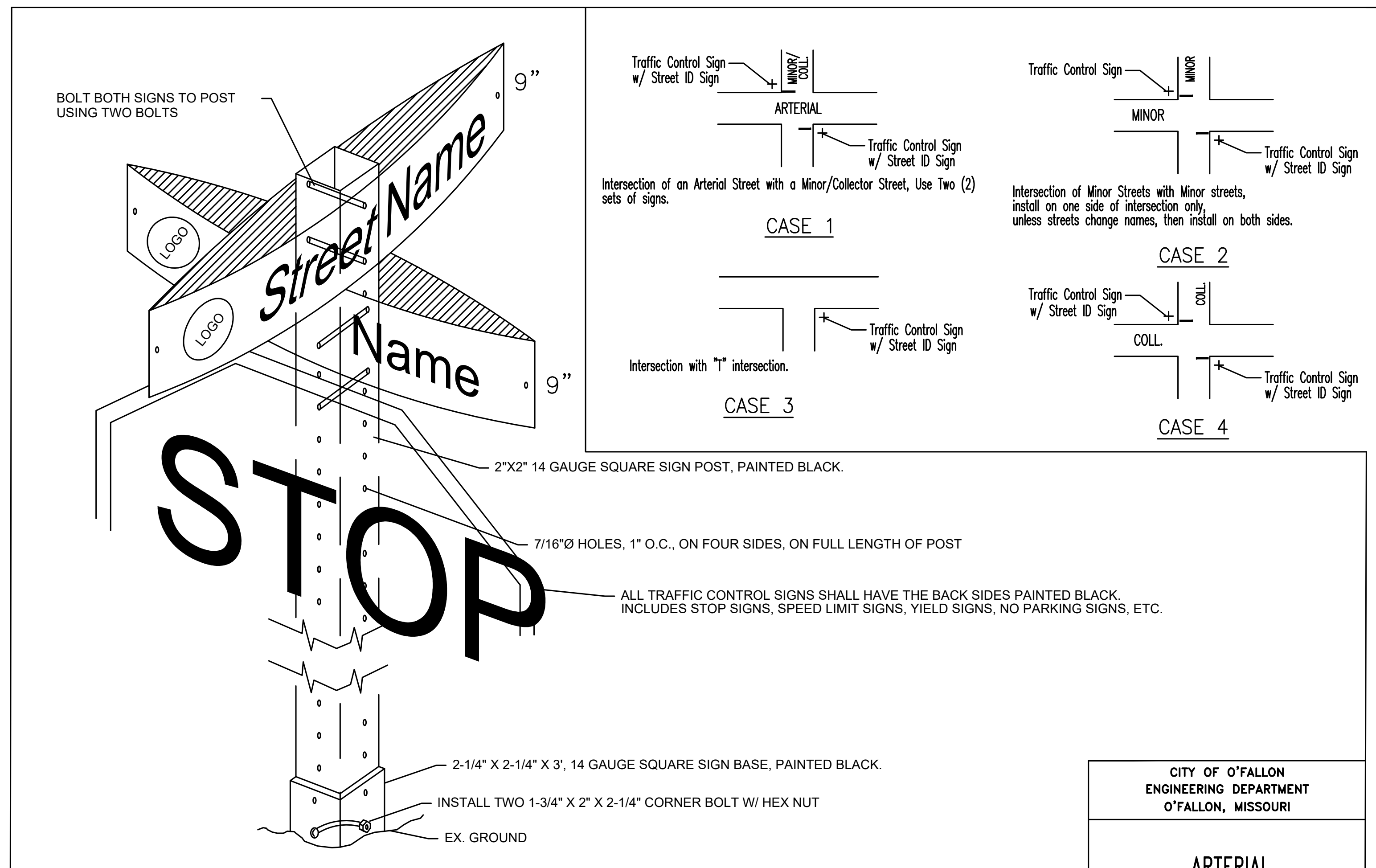


INSTALL PER MANUFACTURERS RECOMMENDATIONS
HTTP://WWW.AMERIFENCECORPORATION.COM/VINYL

VINTAGE WHITE VINYL SIGHT PROOF FENCE

NOT TO SCALE



Intersection of an Arterial Street with a Minor/Collector Street, Use Two (2) sets of signs.

CASE 1

Intersection of Minor Streets with Minor streets, install on one side of intersection only, unless streets change names, then install on both sides.

CASE 2

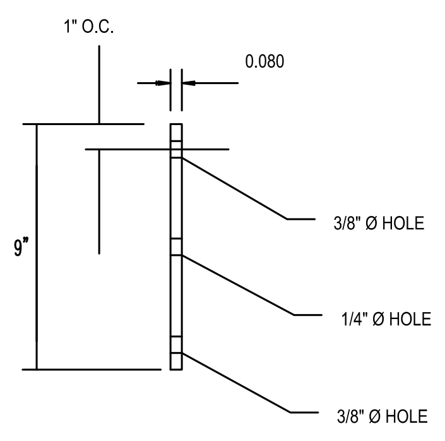
Intersection with "T" intersection.

CASE 3

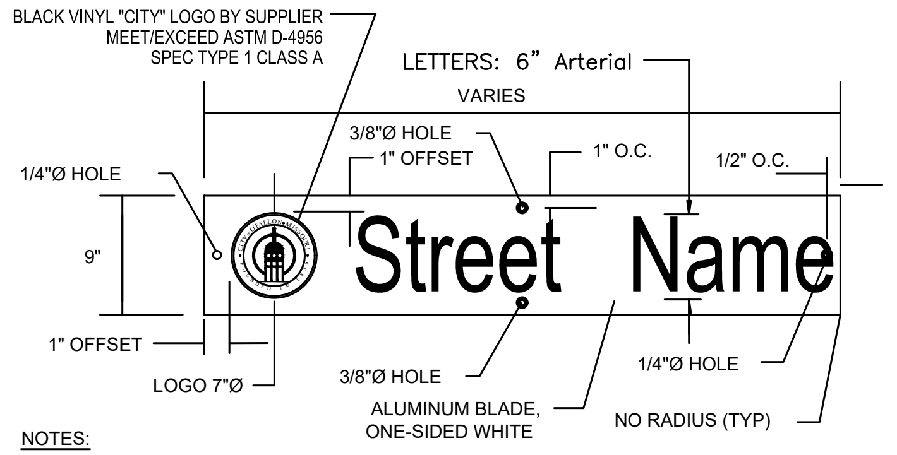
CASE 4

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

ARTERIAL
SIGNS

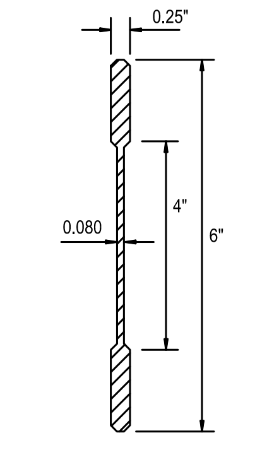


CROSS SECTION
FLAT SIGN BLADE
(ARTERIAL)

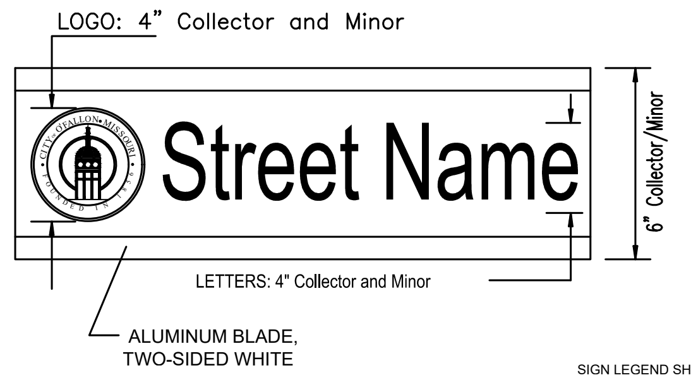


NOTES:
FOR ALL BOLT-TOGETHER SIGNS, DO NOT PAINT THE BACK SIDE BLACK.

ELEVATION VIEW
FLAT SIGN BLADE



CROSS SECTION
EXTRUDED SIGN BLADE
(COLLECTOR/MINOR)



ELEVATION VIEW
EXTRUDED SIGN BLADE

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 4956 SPEC, TYPE 3 OR HIGHER (HIGH INTENSITY OR DIAMOND GRADE).

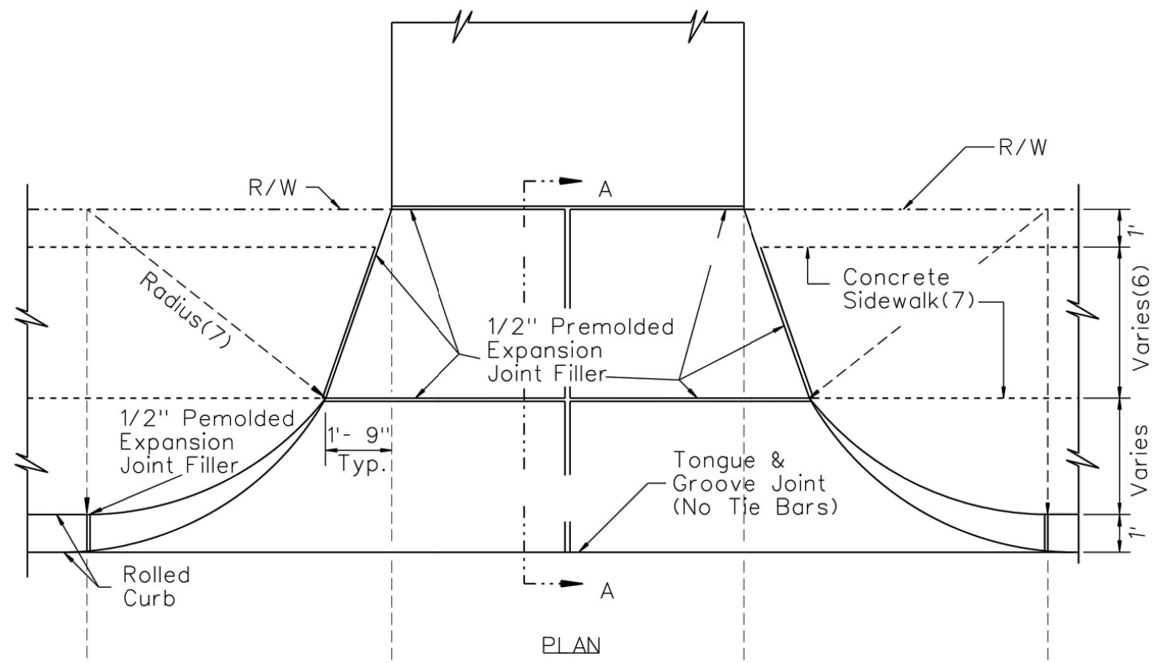
GENERAL NOTES:

1. 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:
   a) "CARBOLINE RUSTBOND" BASE AT 1-2 MILS THICK, "CARBOLINE 893 SG" MID-LAYER AT 3-5 MILS THICK, "CARBOLINE 133 HB" TOP COAT, OR
   b) ELECTROSTATIC APPLIED, BLACK POWDER COATED AND BAKED ON PAINT SYSTEM AT 2-3 MILS THICKNESS, OR c) APPROVED EQUAL.
2. ALL SIGN LOCATIONS AND SIZES MUST BE APPROVED BY THE ENGINEERING DIVISION PRIOR TO INSTALLATION.
3. 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 ACCOMODATE STREET NAME.
4. 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 4956 SPEC, TYPE 3 OR HIGHER (HIGH INTENSITY OR DIAMOND GRADE).
5. "CLEARVIEW" FONT SHALL BE USED ON ALL STREET SIGNS.
6. 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.
7. SIGN POSTS SHALL EXTEND A MINIMUM OF 30 INCHES IN THE GROUND AND PLUM
8. 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 DIG-RITE SERVICES.
9. SIGNS SHALL NOT CREATE A SITE DISTANCE PROBLEM OR CONFLICT WITH PEDESTRIAN TRAFFIC.
10. 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 (2,000) 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 (2,000) THERE AFTER.
11. ALL SIGNS UNLESS OTHERWISE STATED, SHOULD BE CONSTRUCTED AND INSTALLED PER MUTCD.

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

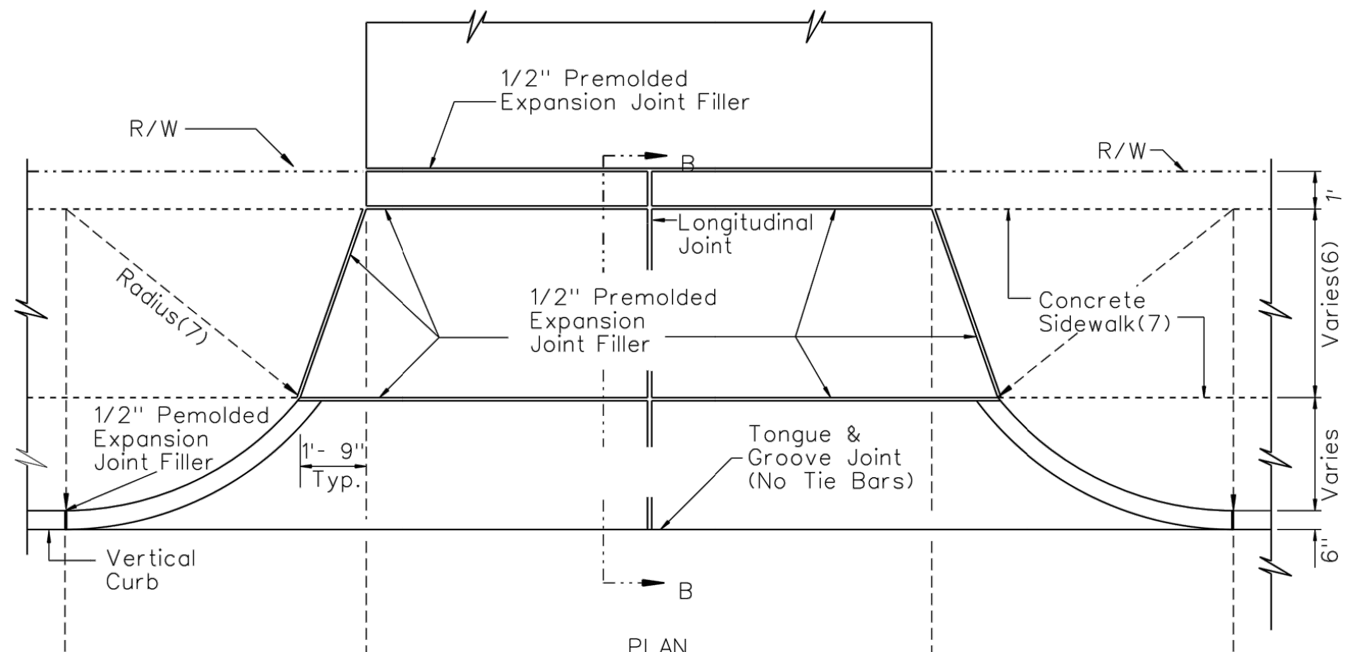
SIGNS,
DETAILS AND LOCATIONS

City of O'Fallon Standard Notes and Details – July 2019



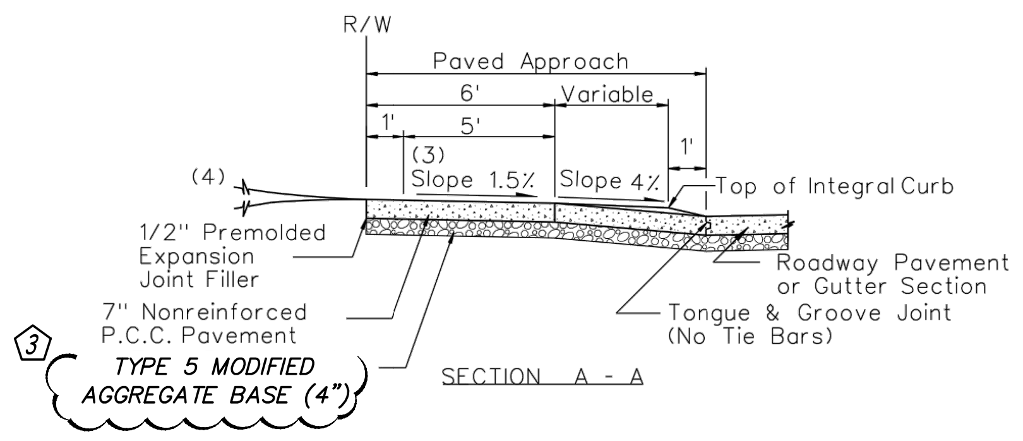
PLAN

Variable | Entrance Width - See Plans | Variable

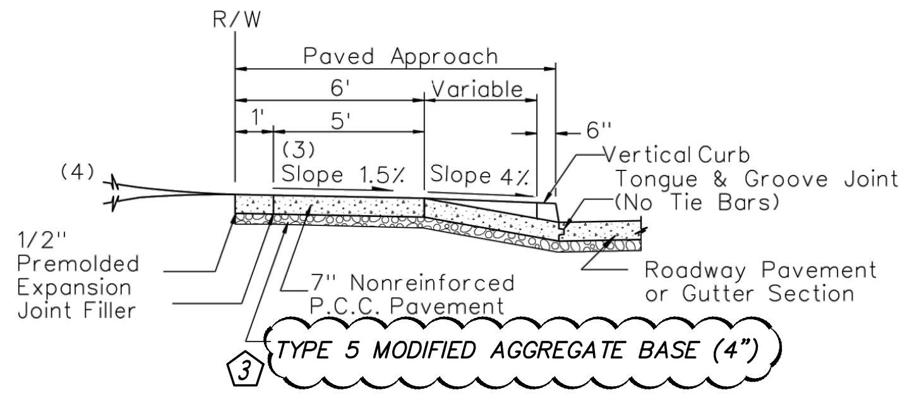


PLAN

Variable | Entrance Width - See Plans | Variable



SECTION A - A

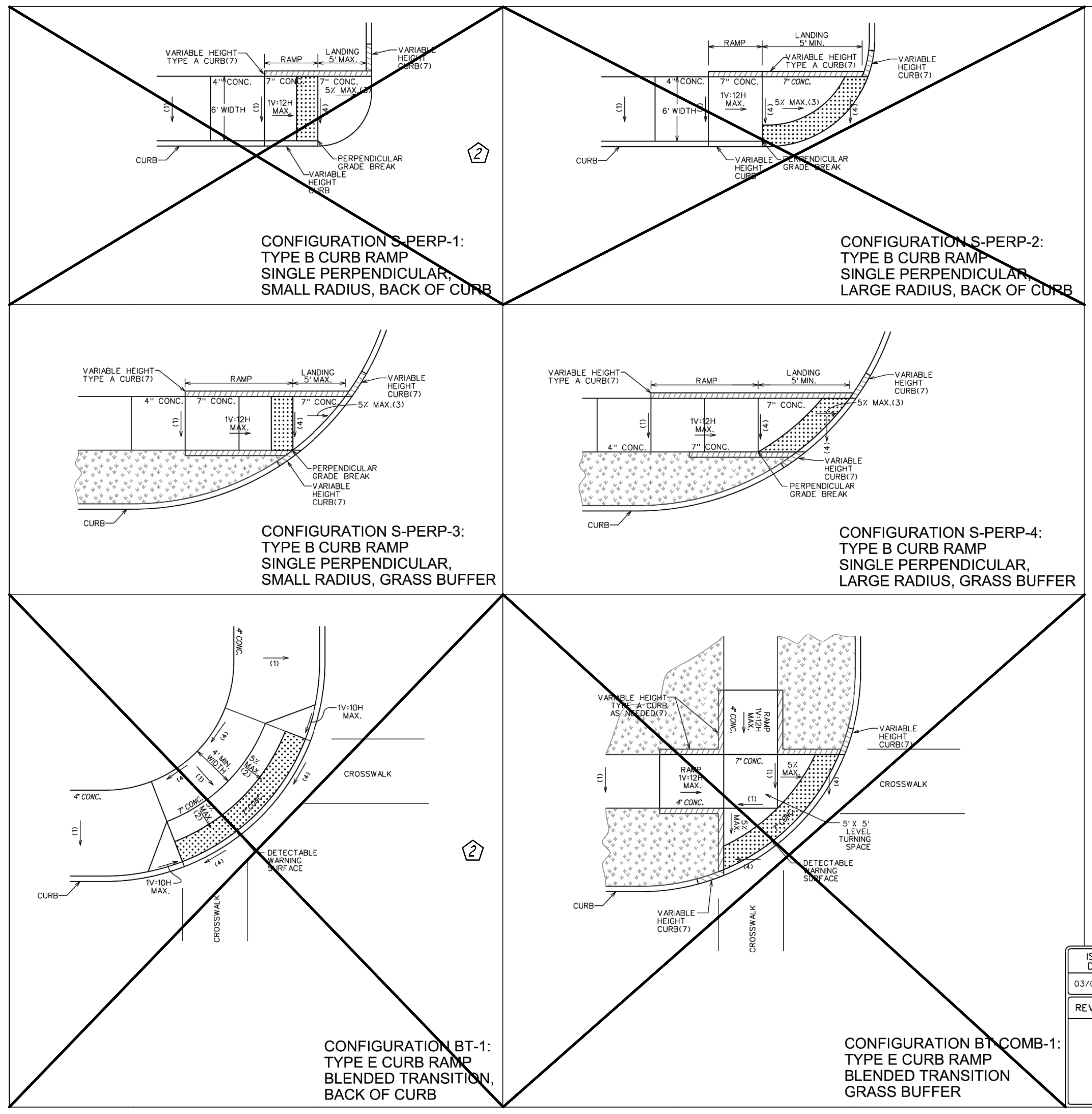


SECTION B - B

GENERAL NOTES

1) Do not scale drawing, follow dimensions.
2) The thickness of the first section of sidewalk on each side of the entrance shall be increased to match the driveway approach pavement thickness (7").
3) Cross slopes 1.5% (+/- 0.5%)
4) See Design Criteria For The Preparation of Improvement Plans, Saint Louis County Transportation.
5) Approach slab shall be platformed to accommodate future sidewalk where new sidewalk will not be constructed adjacent to the entrance.
6) Minimum sidewalk width shall be as defined by the sidewalk master plan. Sidewalk width shall be a minimum of 5 feet where not defined by the sidewalk master plan.
7) See approved plan.
8) Additional construction requirements apply for driveways opposite "T" intersections or on outside of a curve, refer to "Entrance Construction Details Guidelines for Joint Filler Installation", Std. Dwg. C608.10.
9) This detail is not applicable where sidewalk is installed at the back of curb.

ISSUE DATE		Saint Louis COUNTY TRANSPORTATION	ENTRANCE CONSTRUCTION DETAIL		
03/09/2020	THIS IS NOT A CERTIFIED DOCUMENT	1050 NORTH LINDBERGH BLVD. ST. LOUIS, MISSOURI 63132	COMMERICAL CONCRETE ① ENTRANCE		
REVISIONS			EFFECTIVE 05/01/2020	SHEET 1 OF 1	DRAWING C608.01



~~CONFIGURATION S-PERP-1:
TYPE B CURB RAMP
SINGLE PERPENDICULAR,
SMALL RADIUS, BACK OF CURB~~

~~CONFIGURATION S-PERP-2:
TYPE B CURB RAMP
SINGLE PERPENDICULAR,
LARGE RADIUS, BACK OF CURB~~

CONFIGURATION S-PERP-3:
TYPE B CURB RAMP
SINGLE PERPENDICULAR,
SMALL RADIUS, GRASS BUFFER

CONFIGURATION S-PERP-4:
TYPE B CURB RAMP
SINGLE PERPENDICULAR,
LARGE RADIUS, GRASS BUFFER

~~CONFIGURATION BT-1:
TYPE E CURB RAMP
BLENDED TRANSITION,
BACK OF CURB~~

~~CONFIGURATION BT-COMB-1:
TYPE E CURB RAMP
BLENDED TRANSITION
GRASS BUFFER~~

NOTES:

(1) CROSS SLOPE SHALL BE SUFFICIENT TO PREVENT PONDING UP TO A MAXIMUM OF 2% UNLESS OTHERWISE NOTED. 1.5% (+/-)0.5% CROSS SLOPE RECOMMENDED.
(2) THE RUNNING SLOPE OF A BLENDED TRANSITION MAY BE WARPED TO MEET ROAD GRADE UP TO 5% MAXIMUM.
(3) ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT OR GUTTER SLOPE IN THE DIRECTION OF PEDESTRIAN TRAVEL AND CURB RAMP SLOPE SHALL NOT EXCEED 13.0%. PROVIDE A 24" LEVEL LANDING IF ALGEBRAIC DIFFERENCE EXCEEDS 13.0%
(4) CROSS SLOPE SHALL BE A MIN OF 1.0% AND A MAX OF 2.0% AT INTERSECTIONS WITH STOP OR YIELD CONTROL. CROSS SLOPE SHALL BE A MAX OF 5.0% AT INTERSECTIONS WITHOUT STOP OR YIELD CONTROL.
(5) CURB RAMP RUNNING SLOPE SHALL BE 8.3% MAX.
(6) TRAVERSABLE FLARE RUNNING SLOPE SHALL BE 10% MAX
(7) IN ORDER TO PREVENT TRIPPING HAZARDS, RETURN CURBS AND NON-TRAVERSIBLE FLARES MAY BE USED ONLY WHEN NECESSARY. IF GRADING CAN BE PERFORMED TO SURROUNDING VEGETATIVE AREAS THAT IS SIMILAR TO ADJOINING SLOPES, VERTICAL CURBS ADJACENT TO THE PEDESTRIAN ACCESS ROUTE SHALL BE AVOIDED

GENERAL NOTES:

THE CONTRACTOR SHALL COMPLY WITH ALL LAWS PERTAINING TO THE AMERICANS WITH DISABILITIES ACT ON PUBLIC RIGHTS OF WAY. EXCEPTIONS MUST BE APPROVED BY THE ENGINEER. ALL AREAS OF NON-COMPLIANCE SHALL BE REMOVED AND CORRECTED AT THE CONTRACTOR'S EXPENSE.

SIDEWALK AND RAMP WIDTH SHALL BE 5' MIN FOR ARTERIAL (ARS), COLLECTOR (CRS-2), AND NONRESIDENTIAL (CRS)ROADS; 4' MIN WIDTH FOR RESIDENTIAL (CRS) STREETS; 6' MIN WIDTH IN ALL CASES WHEN SIDEWALK IS CONSTRUCTED AT THE BACK OF CURB.

FINISHED SIDEWALK SHALL BE STABLE, SLIP RESISTANT, AND SURFACE SHALL NOT POND WATER.

THE RUNNING GRADE OF A SIDEWALK SHALL NOT EXCEED 5.0% EXCEPT WHEN MATCHING THE GRADE OF AN ADJACENT ROADWAY.

A DIAGONAL RAMP IS A SINGLE CURB RAMP WHICH SERVES TWO CROSSINGS. DIAGONAL RAMPS SHALL NOT BE PERMITTED FOR NEW CONSTRUCTION OR REDEVELOPMENT PROJECTS. DIAGONAL RAMPS MAY ONLY BE USED FOR ALTERATION TYPE PROJECTS WHERE CONSTRUCTION OF SPLIT RAMPS IS NOT PRACTICABLE AS DETERMINED BY THE ENGINEER.

LANDINGS, TURNING SPACES, AND CLEAR SPACES LOCATED IN THE ROADWAY MUST BE COMPLETELY CONTAINED WITHIN THE CROSSWALK.

TRANSITIONS FROM SIDEWALK TO GUTTER TO ROADWAY MUST BE FLUSH.

DETECTABLE WARNING DEVICES ARE REQUIRED AT PUBLIC STREETS AND SIGNALIZED ENTRANCES. FOR DETECTABLE WARNING SURFACE REQUIREMENTS SEE STANDARD DRAWING C608.51

RUNNING SLOPE OF CURVED SIDEWALKS AND RAMPS SHALL BE MEASURED ON THE INSIDE EDGE OF THE CURVE.

15 FOOT RULE: THE RUNNING SLOPE FOR A CURB RAMP IS NOT LIMITED TO 8.33% MAXIMUM IF THE CONSTRUCTED CURB RAMP EXCEEDS 15 FEET IN LENGTH. THIS EXCEPTION DOES NOT APPLY TO SIDEWALK RAMPS.

GRADE BREAK BETWEEN RAMP AND ADJACENT SIDEWALK MUST BE PERPENDICULAR TO THE DIRECTION OF TRAVEL.

TYPE A CURB IS INCIDENTAL TO CURB RAMP CONSTRUCTION. NO ADDITIONAL PAY WILL BE PROVIDED.

A CLEAR SPACE SHALL BE PROVIDED BEYOND THE BOTTOM GRADE BREAK OF ALL CURB RAMPS. THE CLEAR SPACE SHALL BE A MINIMUM OF 4 FT BY 4 FT AND RESIDE WHOLLY OUTSIDE OF THE PARALLEL VEHICLE TRAVEL LANE.

A 4' BY 4' MINIMUM TURNING SPACE SHALL BE PROVIDED AT THE BOTTOM OF ANY SINGLE RAMP WHICH SERVES MORE THAN ONE DIRECTION, REGARDLESS OF CONFIGURATION. TURNING SPACE SHALL RESIDE WHOLLY OUTSIDE OF BOTH PARALLEL VEHICLE TRAVEL LANES.

A SEGMENTAL TRANSITION SHALL BE PROVIDED WHEN CONNECTING NEW PEDESTRIAN FACILITIES TO AN EXISTING ROADWAY.

ALL SLOPES AND GRADES SHALL BE MEASURED WITH A CALIBRATED 2 FOOT LONG DIGITAL LEVEL.

PERMEABLE PAVEMENT SHALL NOT BE PERMITTED FOR THE CONSTRUCTION OF CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACES. ALL PROPOSED PERMEABLE PAVEMENT INSTALLATIONS SHALL REQUIRE DEPARTMENTAL APPROVAL.

ISSUE DATE		Saint Louis COUNTY TRANSPORTATION	① CURB RAMP CONFIGURATIONS FOR USE WITHIN PUBLIC RIGHT-OF-WAY		
03/09/2020	THIS IS NOT A CERTIFIED DOCUMENT	1050 NORTH LINDBERGH BLVD. ST. LOUIS, MISSOURI 63132			
REVISIONS			EFFECTIVE 05/01/2020	SHEET 1 OF 7	DRAWING C608.41

PLANNING & ZONING #22–005740 APPROVED JULY 7, 2022

P:\GENERAL PROJECTS\15511-JES-MEADOWOOD_II-SITEPLAN\CAD\15511 COVER & DETAILS.DWG 10/27/2022

ES&S
1113 Fay Street, Columbia, MO 65201
573 - 449 - 2646
802 El Dorado Drive, Jefferson City, MO 65101
573-636-3303
1775 West Main Street, Sedalia, MO 65301
660-826-8618
www.ess-inc.com
MO Engineering Corp. # 2004005018

MEADOWOOD ESTATES II, LP
MEADOWOOD ESTATES - PHASE II
LOT 4 - MEADOWOOD ESTATES SUBDIVISION
O'FALLON, ST. CHARLES COUNTY, MISSOURI

10/27/2022

KELLY A. LOHSANDT
NUMBER
PE-2021032813

Kelly Lohsandt

KELLY A. LOHSANDT
PROFESSIONAL ENGINEER
PE-2021032813

IF ORIGINAL SIGNATURE OR DIGITAL AUTHENTICATION IS NOT PRESENT THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT.

Date
JULY 27, 2022

Revised
① CITY COMMENTS OCT. 5, 2022
② CITY COMMENTS OCT. 20, 2022
③ CITY COMMENTS OCT. 27, 2022

Design: KAL Drawn: BR

SITE DETAILS

Sheet
C10.03

ES&S PROJECT NO. 15511