

OBLITERATION OF EXISTING PAVEMENT MARKINGS

This work consists of removing all existing or temporary pavement marking which is conflicting or might mislead traffic. The exception is short term marking tape which should be in place two weeks or less.

During the process of detouring traffic around construction and maintenance areas and incorporating changes in traffic movements, it may be necessary to remove or obliterate inappropriate pavement markings on the roadway. If this is not done properly the original markings can misdirect traffic, resulting in possible conflicts for both motorists and workers.

STANDARD. The use of asphalt or black point to cover conflicting markings shall not be allowed. All removal methods must comply with EPA and MDR regulations concerning air quality and material disposal.

GUIDANCE. Provisions should be made on the TCP for the removal of all conflicting or misleading markings. Pay items should be provided for removal of pavement markings when required.

Removal or obliteration of inappropriate pavement markings should be performed by one of the following procedures:

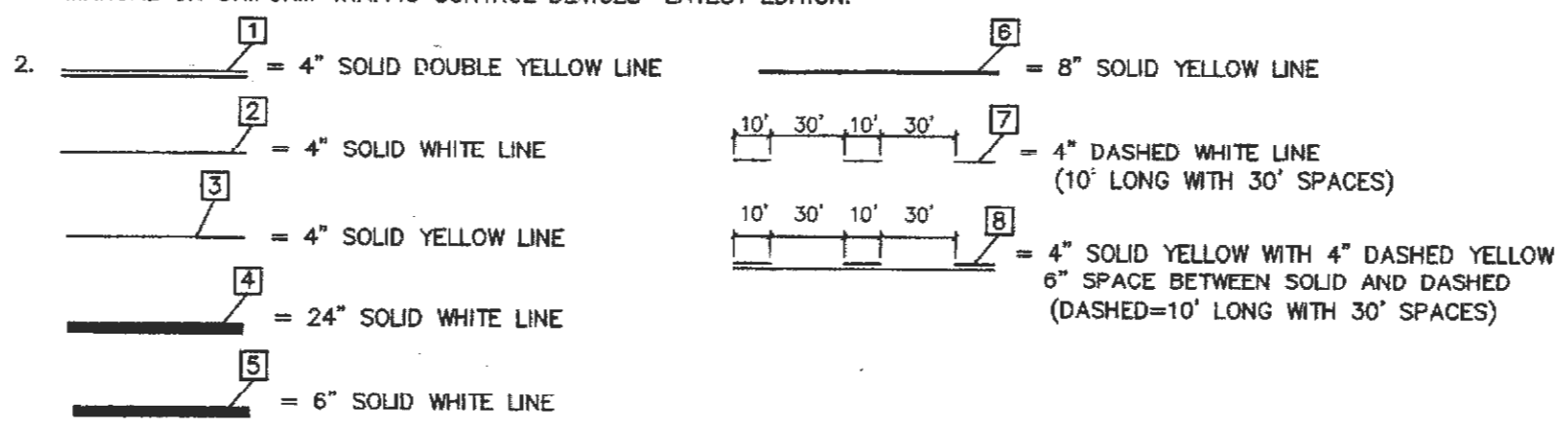
- Mechanical devices, such as grinders, sanders, scrapers, wire brushes or shot blasters.
- High temperature burning with excess oxygen.
- Sandblasting.

Where pavement markings have been obliterated, nighttime inspections should be made to verify that the marking is no longer visible and does not interfere with the new pavement markings.

NOTES. Where mechanical means of marking removal have been employed to completely remove the pavement marking, point of a color matching the pavement surface or liquid asphalt materials may be used as a temporary means of covering contrasting pavement texture.

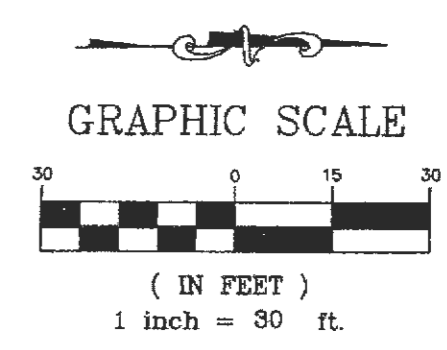
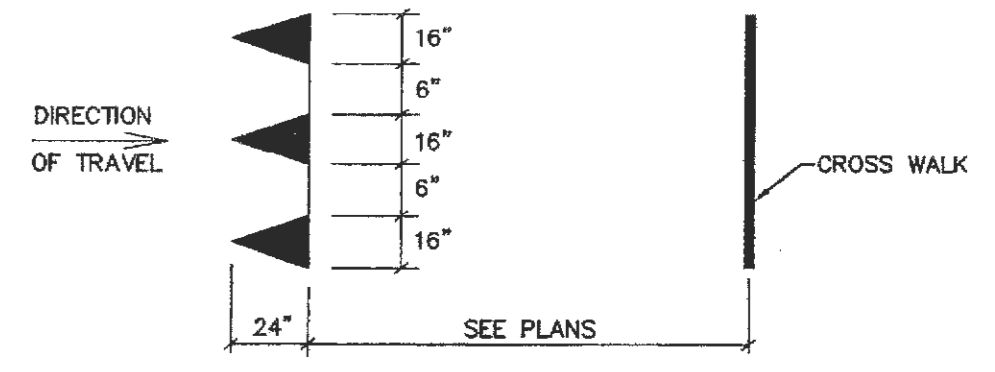
NOTES

1. ALL PAVEMENT MARKINGS AND SIGNS SHALL CONFORM TO THE COLORS STANDARDS AND SPECIFICATIONS REFERENCED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" LATEST EDITION.



NOTES:

- ALL PERMANENT STRIPING FOR CONCRETE PAVEMENT SHALL BE STANDARD REFLECTORIZED WATERBORNE TRAFFIC PAINT.
- ALL PERMANENT STRIPING FOR BITUMINOUS PAVEMENT SHALL BE STANDARD REFLECTORIZED WATERBORNE TRAFFIC PAINT.
- ALL STOP BARS, DIRECTIONAL SYMBOLS, WORDING, YIELD LINE TRIANGLES AND CROSSWALKS SHALL BE STANDARD REFLECTORIZED WATERBORNE TRAFFIC PAINT.
- ALL SIGNS SHALL BE MOUNTED AT A HEIGHT OF 7 FEET MEASURED FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB, OR TO THE TOP OF THE ROADWAY AT EDGE OF PAVEMENT. ALL SIGNS SHALL HAVE DIAMOND GRADE SELECTIVITY.
- ALL PROPOSED SIGNS SHALL HAVE BACK SIDES PAINTED BLACK.
- MINIMUM 4' BETWEEN CROSSWALK STRIPING AND STOP BAR.
- MINIMUM WIDTH OF CROSSWALK SHALL BE 6' WIDE.



Scott O. Kalkmeyer
CIVIL ENGINEER
MO 024744
Copyright 2014
Bax Engineering Company, Inc.
Authority No. 000655
All Rights Reserved

DATE		BY		DESCRIPTION	
6-27-13		ERB		REVISED PER CITY COMMENTS	
7-17-13		ERB		REVISED PER CITY COMMENTS	
8-24-13		ERB		REVISED PER MODOT & CITY COMMENTS	

BAX ENGINEERING CO., INC.

221 Point West Blvd.
St. Charles, MO 63301
Phone: 636-928-5552
Fax: 636-928-1718

PREPARED FOR:
CITY OF O'FALLON

PROJECT NAME:
ELAINE DRIVE IMPROVEMENTS

PROJECT NO.: 10-15142 DATE: 5/20/2014

STRIPING, SIGNAGE & MAILBOX PLANS

DISCLAIMER OF RESPONSIBILITY
I hereby disclaim any responsibility for all other drawings, specifications, estimates, reports or other documents or instruments relating to or intended to be used for any part or parts of the architectural or engineering project or survey other than those authenticated by my seal.