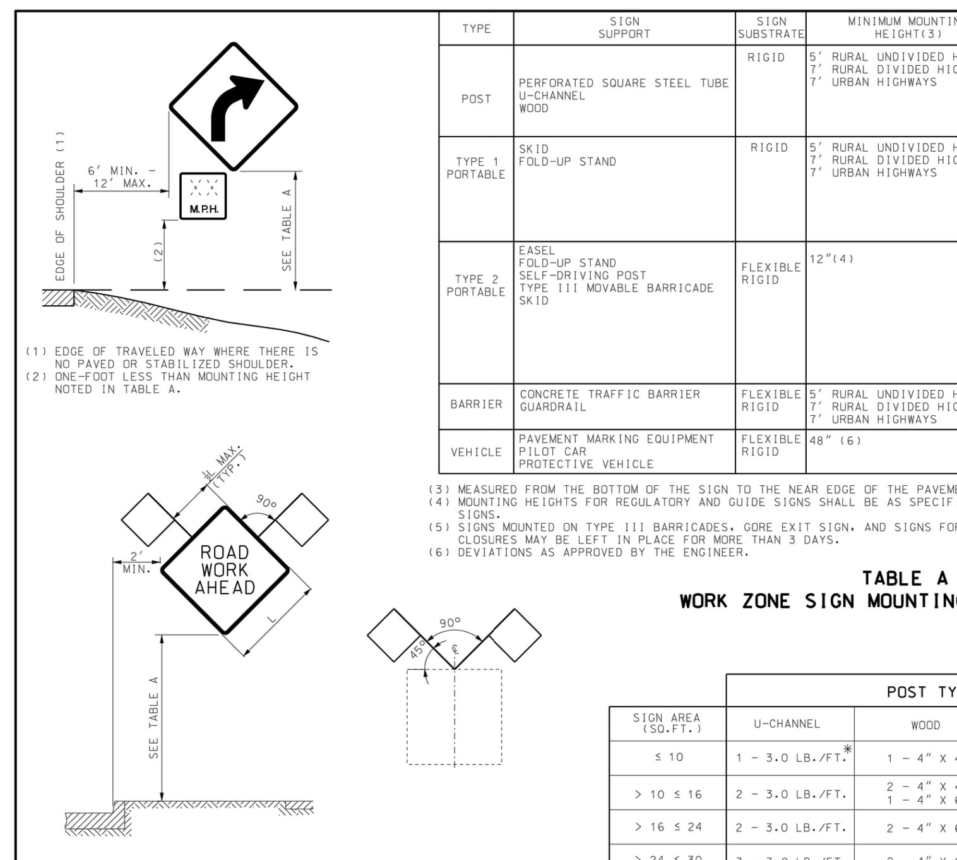
TYPE	SIGN SUPPORT	SIGN SUBSTRATE	MINIMUM MOUNTING HEIGHT(3)	USAGE LIMITATIONS	COMMENTS
POST	PERFORATED SQUARE STEEL TUBE U-CHANNEL WOOD	RIGID	5' RURAL UNDIVIDED HIGHWAYS 7' RURAL DIVIDED HIGHWAYS 7' URBAN HIGHWAYS	NONE	POSTS SHALL BE FREE OF ANY BRACING AND EXTEND NO FURTHER ABOVE THE SIGN EXCEPT AS NEEDED FOR WARNING LIGHT ATTACHMENT. SEE STANDARD PLAN 903.03 FOR POST INSTALLATION DETAILS. GALVANIZATION OF POSTS WILL NOT BE REQUIRED.
TYPE 1 PORTABLE	SKID FOLD-UP STAND	RIGID	5' RURAL UNDIVIDED HIGHWAYS 7' RURAL DIVIDED HIGHWAYS 7' URBAN HIGHWAYS	PERMITTED ONLY WHERE POST MOUNTING IS NOT FEASIBLE.	SYSTEMS SHALL COMPLY WITH CRASH TEST REQUIREMENTS OF NCHRP 350 TEST LEVEL 3 AND MAY BE PLACED ADJACENT TO OR WITHIN THE ROADWAY PROVIDED A MINIMUM LATERAL CLEARANCE OF 3 FEET, MEASURED HORIZONTALLY FROM THE EDGE OF THE SIGN TO THE EDGE OF DESIGNATED TRAVELED WAY, IS MAINTAINED.
TYPE 2 PORTABLE	EASEL FOLD-UP STAND SELF-DRIVING POST TYPE III MOVABLE BARRICADE SKID	FLEXIBLE RIGID	12"(4)	PERMITTED ONLY FOR INSTALLATION UP TO 3 DAYS(5). WHERE SIGNS ARE OBSCURED BY OTHER OBJECTS (I.E., TRAFFIC CONTROL DEVICES, PARKED VEHICLES, BARRIER, VEGETATION, ETC.) OR INSTALLED ON MULTI-LANE UNDIVIDED FACILITIES OR MULTI-LANE DIVIDED FACILITIES WITH 3 OR MORE LANES IN ONE DIRECTION, MOUNTING HEIGHTS SHALL BE AS SPECIFIED FOR POST-MOUNTED SIGNS.	SYSTEMS SHALL COMPLY WITH CRASH TEST REQUIREMENTS OF NCHRP 350 TEST LEVEL 3 AND MAY BE PLACE ADJACENT TO OR WITHIN ROADWAY PROVIDED A MINIMUM LATERAL CLEARANCE OF 3 FEET, MEASURED HORIZONTALLY FROM THE EDGE OF THE SIGN TO THE EDGE OF THE DESIGNATED TRAVELED WAY, IS MAINTAINED.
BARRIER	CONCRETE TRAFFIC BARRIER GUARDRAIL	FLEXIBLE RIGID	5' RURAL UNDIVIDED HIGHWAYS 7' RURAL DIVIDED HIGHWAYS 7' URBAN HIGHWAYS	PERMITTED ONLY WHERE LONGITUDINAL BARRIER IS PRESENT.	SYSTEMS SHALL PROVIDE POSITIVE CONNECTION TO THE BARRIER AND MINIMIZE POTENTIAL FOR VEHICLE SNAGGING.
VEHICLE	PAVEMENT MARKING EQUIPMENT PILOT CAR PROTECTIVE VEHICLE	FLEXIBLE RIGID	48" (6)	PERMITTED ONLY IN PILOT CAR OR MOVING OPERATIONS.	

(3) MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAR EDGE OF THE PAVEMENT.
(4) MOUNTING HEIGHTS FOR REGULATORY AND GUIDE SIGNS SHALL BE AS SPECIFIED FOR POST-MOUNTED SIGNS.
(5) SIGNS MOUNTED ON TYPE III BARRICADES, GORE EXIT SIGN, AND SIGNS FOR CROSWALK/SIDEWALK CLOSURES MAY BE LEFT IN PLACE FOR MORE THAN 3 DAYS.
(6) DEVIATIONS AS APPROVED BY THE ENGINEER.

TABLE A
WORK ZONE SIGN MOUNTING REQUIREMENTS



(1) EDGE OF TRAVELED WAY WHERE THERE IS NO PAVED OR STABILIZED SHOULDER.
(2) ONE-FOOT LESS THAN MOUNTING HEIGHT NOTED IN TABLE A.

HEIGHT AND LATERAL LOCATIONS FOR POST AND PORTABLE SIGN MOUNTING

SIGN AREA (SQ.FT.)	POST TYPE: U-CHANNEL	WOOD	PERF. SQUARE STEEL TUBING
≤ 10	1 - 3.0 LB./FT.*	1 - 4" X 4"*	1 - 2" 12 GA.*
> 10 ≤ 16	2 - 3.0 LB./FT.	2 - 4" X 4" 1 - 4" X 6"*	2 - 2" 12 GA.
> 16 ≤ 24	2 - 3.0 LB./FT.	2 - 4" X 6"	3 - 2" 12 GA.**
> 24 ≤ 30	3 - 3.0 LB./FT.	2 - 4" X 6"	N/A
> 30 ≤ 50	N/A	2 - 6" X 6"	N/A

* SIGNS GREATER THAN 4 FEET IN WIDTH, EXCEPT DIAMOND SHAPE SIGNS, REQUIRE TWO POSTS.
** REQUIRES SLIP BASE PER MANUFACTURER'S RECOMMENDATION.

TABLE B
POST SIZE REQUIREMENTS

GENERAL NOTES:

LONGITUDINAL SPACING OF SIGNS SHOWN IN THE PLANS ARE PREFERRED MINIMUMS, BUT MAY BE ADJUSTED TO MEET EXISTING FIELD CONDITIONS WITH APPROVAL FROM THE ENGINEER.

SIGNS SHALL NOT BE MOUNTED IN OR ON CHANNELIZERS.

ALL POSTS AND SIGNS SHALL BE INSTALLED AND MAINTAINED IN A PLUMB POSITION.

CONSTRUCTION SIGNS SHALL NOT BE LOCATED ON SIDEWALKS, BICYCLE LANES, OR AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE TRAFFIC.

ALL BATTERY PACKS SEPARATE FROM WARNING LIGHT SHALL BE MOUNTED ON A SUPPORT POST NO HIGHER THAN 18" ABOVE GROUND LINE. IF USED, WARNING LIGHTS SHALL NOT COVER ANY PORTION OF THE SIGN FACE.

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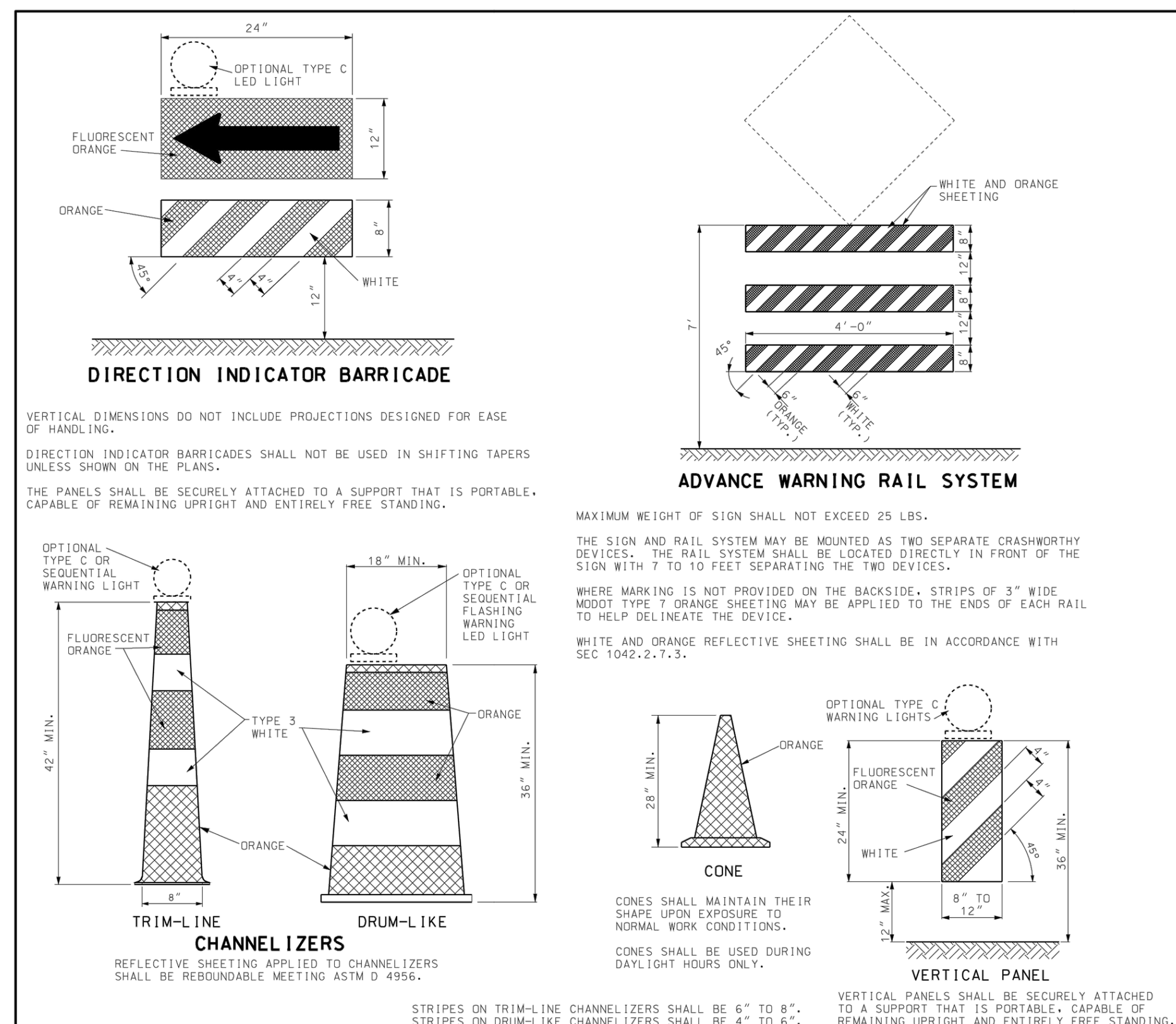
TEMPORARY TRAFFIC CONTROL DEVICES
SIGN MOUNTING REQUIREMENTS

DATE EFFECTIVE: 08/01/2012 DATE PREPARED: 8/15/2012 616.10AO SHEET NO. 1 OF 8



VERTICAL DIMENSIONS DO NOT INCLUDE PROJECTIONS DESIGNED FOR EASE OF HANDLING.

DIRECTION INDICATOR BARRICADES SHALL NOT BE USED IN SHIFTING TAPERS UNLESS SHOWN ON THE PLANS.

THE PANELS SHALL BE SECURELY ATTACHED TO A SUPPORT THAT IS PORTABLE, CAPABLE OF REMAINING UPRIGHT AND ENTIRELY FREE STANDING.

MAXIMUM WEIGHT OF SIGN SHALL NOT EXCEED 25 LBS.

THE SIGN AND RAIL SYSTEM MAY BE MOUNTED AS TWO SEPARATE CRASHWORTHY DEVICES. THE RAIL SYSTEM SHALL BE LOCATED DIRECTLY IN FRONT OF THE SIGN WITH 7 TO 10 FEET SEPARATING THE TWO DEVICES.

WHERE MARKING IS NOT PROVIDED ON THE BACKSIDE, STRIPS OF 3" WIDE MODOT TYPE 7 ORANGE SHEETING MAY BE APPLIED TO THE ENDS OF EACH RAIL TO HELP DELINEATE THE DEVICE.

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.3.

REFLECTIVE SHEETING APPLIED TO CHANNELIZERS SHALL BE REBOUNDABLE MEETING ASTM D 4956.

CONES SHALL MAINTAIN THEIR SHAPE UPON EXPOSURE TO NORMAL WORK CONDITIONS.

CONES SHALL BE USED DURING DAYLIGHT HOURS ONLY.

VERTICAL PANELS SHALL BE SECURELY ATTACHED TO A SUPPORT THAT IS PORTABLE, CAPABLE OF REMAINING UPRIGHT AND ENTIRELY FREE STANDING.

STRIPES ON TRIM-LINE CHANNELIZERS SHALL BE 6" TO 8". STRIPES ON DRUM-LIKE CHANNELIZERS SHALL BE 4" TO 6".

GENERAL NOTES:

FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL IN ACCORDANCE WITH SEC 1042.2.7.3.

BALLAST FOR TRAFFIC CONTROL DEVICES SHALL CONFORM TO MANUFACTURERS' RECOMMENDATION FOR FIELD CONDITIONS WHEN APPLICABLE.

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.2.

IF REQUIRED BY THE ENGINEER OR SPECIFIED ON THE PLANS, EACH DIRECTION INDICATOR BARRICADE, CHANNELIZER, AND VERTICAL PANEL SHALL BE EQUIPPED WITH ONE TYPE C OR SEQUENTIAL FLASHING WARNING PORTABLE LIGHT UNIT. IF USED, THE LIGHT UNIT AND BATTERY COMPARTMENT SHALL BE FURNISHED BY THE DEVICE MANUFACTURER OR OTHERWISE MEET THE MANUFACTURER'S RECOMMENDATIONS FOR DESIGN AND WILL BE REQUIRED ON ALL DEVICES IN THE SERIES.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DRUM-LIKE CHANNELIZERS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA WHERE NO RAMPS, INTERSECTIONS OR LIMITED LATERAL CLEARANCE EXISTS.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DIRECTION INDICATOR BARRICADES IN LIEU OF TRIM-LINE CHANNELIZERS IN MERGING TAPERS.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE VERTICAL PANELS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE CONES IN LIEU OF TRIM-LINE CHANNELIZERS DURING DAYTIME OPERATIONS ON MINOR ROUTES.

PANEL AND RAIL MARKINGS FOR TRAFFIC DELINEATION SHALL SLOPE DOWNWARD TOWARD THE INTENDED DIRECTION OF TRAVEL. ILLUSTRATIONS SHOWN ARE FOR INSTANCES WHERE TRAFFIC MOVES TO THE LEFT. REVERSE CONFIGURATIONS SHALL BE USED FOR TRAFFIC MOVEMENTS TO THE RIGHT. MARKINGS SHALL ONLY BE APPLIED TO THE FRONT OF EACH RAIL OR PANEL, OR MAY BE APPLIED TO BOTH THE FRONT AND BACK PROVIDING THE MARKING ON THE BACK DOES NOT CONFLICT WITH INTENDED OPPOSING TRAFFIC MOVEMENT.

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TEMPORARY TRAFFIC CONTROL DEVICES
CHANNELIZERS AND DIRECTION INDICATOR BARRICADE

DATE EFFECTIVE: 08/01/2012 DATE PREPARED: 7/19/2012 616.10AO SHEET NO. 2 OF 8

Table 60-7 Temporary Fall Seeding

Plant Species	Rate[1] (lb/acre)	Seeding Times
Side-Oats	65	8/16 – 9/30
Winter Rye	50	8/01 – 10/15
Winter Wheat	60	8/01 – 10/15
Orchard Grass	120	8/01 – 10/15
Perennial Ryegrass	80	8/01 – 10/15
Tall fescue, Smooth Brome	80	8/01 – 10/15
K-31 Fescue	120	9/01 – 11/15
Ladino Clover	2 [2]	8/15 – 9/15
Crimson Clover	6 [2]	8/15 – 9/15
Orchard Grass and Oats or Rye	15 [2] 40 [2]	8/15 – 9/15

[1]If using aerial seeding or other broadcast method to apply seed without rolling or culti-packing, increase seeding rates by 50 percent.

[2]Pure live seed (PLS)

Table 60-8 Temporary Spring Seeding

Plant Species	Rate[1] (lb/acre)	Seeding Dates
Winter Rye	50	3/15 – 5/31
Spring Oats	65	3/15 – 5/31
Annual Ryegrass	4 [2]	3/15 – 6/15
Sudangrass	16 [2]	4/15 – 6/15
K-31 Fescue	30 [2]	3/15 – 5/31
Red Clover & Oats	2 [2] 30 [2]	3/15 – 5/31

[1]If using aerial seeding or other broadcast method to apply seed without rolling or culti-packing, increase seeding rates by 50 percent.

[2]Pure live seed (PLS)

Table 60-5 Soil Stabilization Schedule

Soil Disturbance Activity or Condition	Required Stabilization Time
Soil disturbance has ceased in areas greater than 2,000 square feet.	14 days
After construction of dikes, swales, diversions, and other concentrated flow areas	5 days
When slopes are steeper than 3 horizontal to1 vertical	7 days
When slopes are greater than 3% and longer than 150 feet.	14 days
Perimeter controls around soil stockpiles.	End of workday
Stabilization or covering of inactive stockpiles.	30 days
When land disturbance is completed, permanent soil stabilization must be installed.	30 days

HANES GEO COMPONENTS A Leggett & Platt COMPANY

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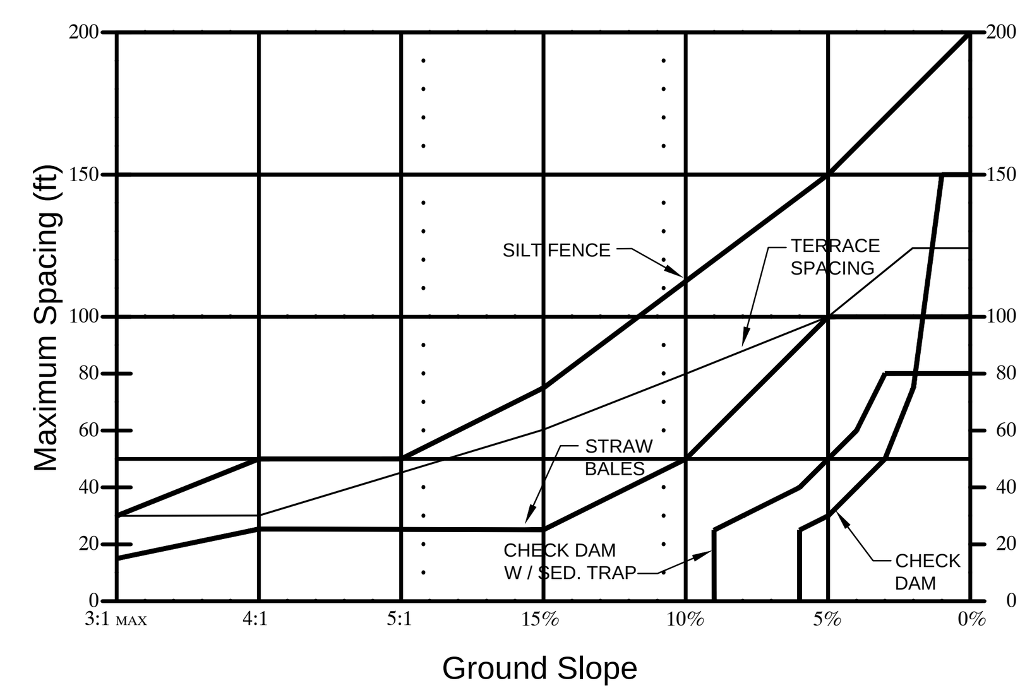
ScourStop® Transition Mats

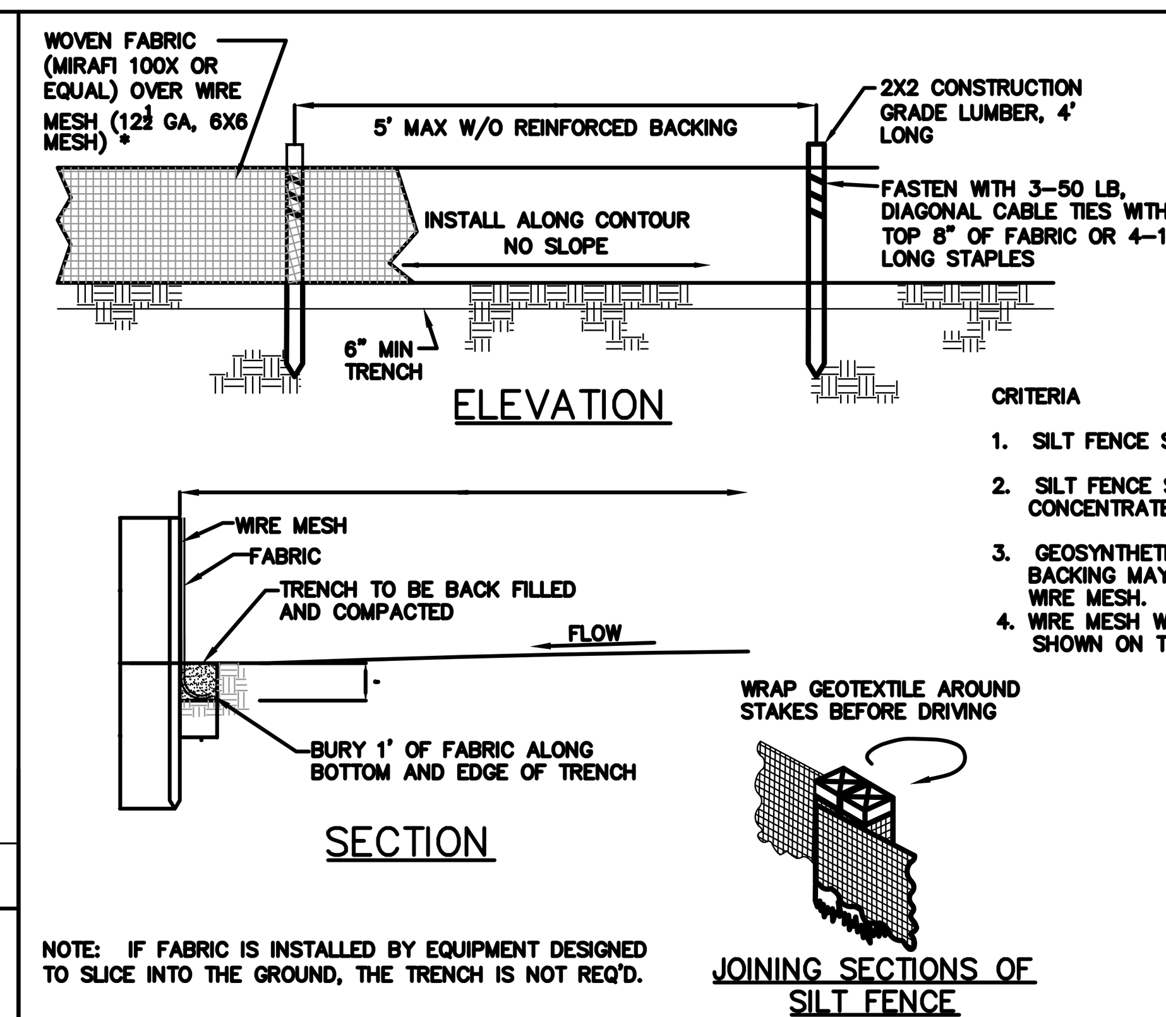
ScourStop® Transition Mats are an engineered, proven, bio-technical alternative to traditional hard-armor systems. ScourStop® Transition Mats are manufactured of a semi-rigid HDPE. When combined with soft-armor soil cover and deep-soil earth anchors, the ScourStop® system mechanically protects soil from severe scour and erosion. The ScourStop® system offers greater protection than vegetation alone or rip rap and is lab-tested and field-proven to protect against considerably higher shear stresses and velocities. ScourStop® Transition Mats provide a permanent, low-maintenance solution with immediate, day-one protection and impact resistance over highly erosive areas such as stormwater outfalls, curb outfalls, overflow structures, drainage channels, levees, and shorelines. ScourStop® Transition Mats conform to the property values listed below:

PROPERTY	TEST METHOD	ENGLISH	METRIC
Properties			
Mass/Unit Area	ASTM D6566	0.942 lbs/ft²	4.599 kg/m²
Thickness	ASTM D6525	0.463 in	11.735 mm
Wide Width Tensile Strength	ASTM D4595	3053 lbs/ft	4.139 kN/m
Percent Open Area	Calculated	50 %	50 %
UV Stability	ASTM D4355	87 %	87 %
Manning's n	Calculated	0.039	0.039
Culvert Outfall Test Exit Velocity Discharge	Prototype	16 ft/sec	4.877 m/sec
Velocity Day 1 Performance Fully Vegetated	Flume Testing ASTM D6460	19 ft/sec	5.791 m/sec
Shear Day 1 Performance Fully Vegetated	Flume Testing ASTM D6460	13 lbs/ft²	63.472 kg/m²



DESIGN CRITERIA
1. SILT FENCE FOR SHEET FLOW SHALL HAVE A MAXIMUM DRAINAGE AREA OF 1/4 ACRE PER 100 LF.
2. STRAW BALE BARRIERS FOR SHEET FLOW SHALL HAVE A MAXIMUM DRAINAGE AREA OF 1/4 ACRE PER 100 LF.
3. REFER TO INDIVIDUAL ESC FIGURE FOR INSTALLATION.
4. TERRACING INCLUDES LOGS, WATTLES & FILTER SOCKS.

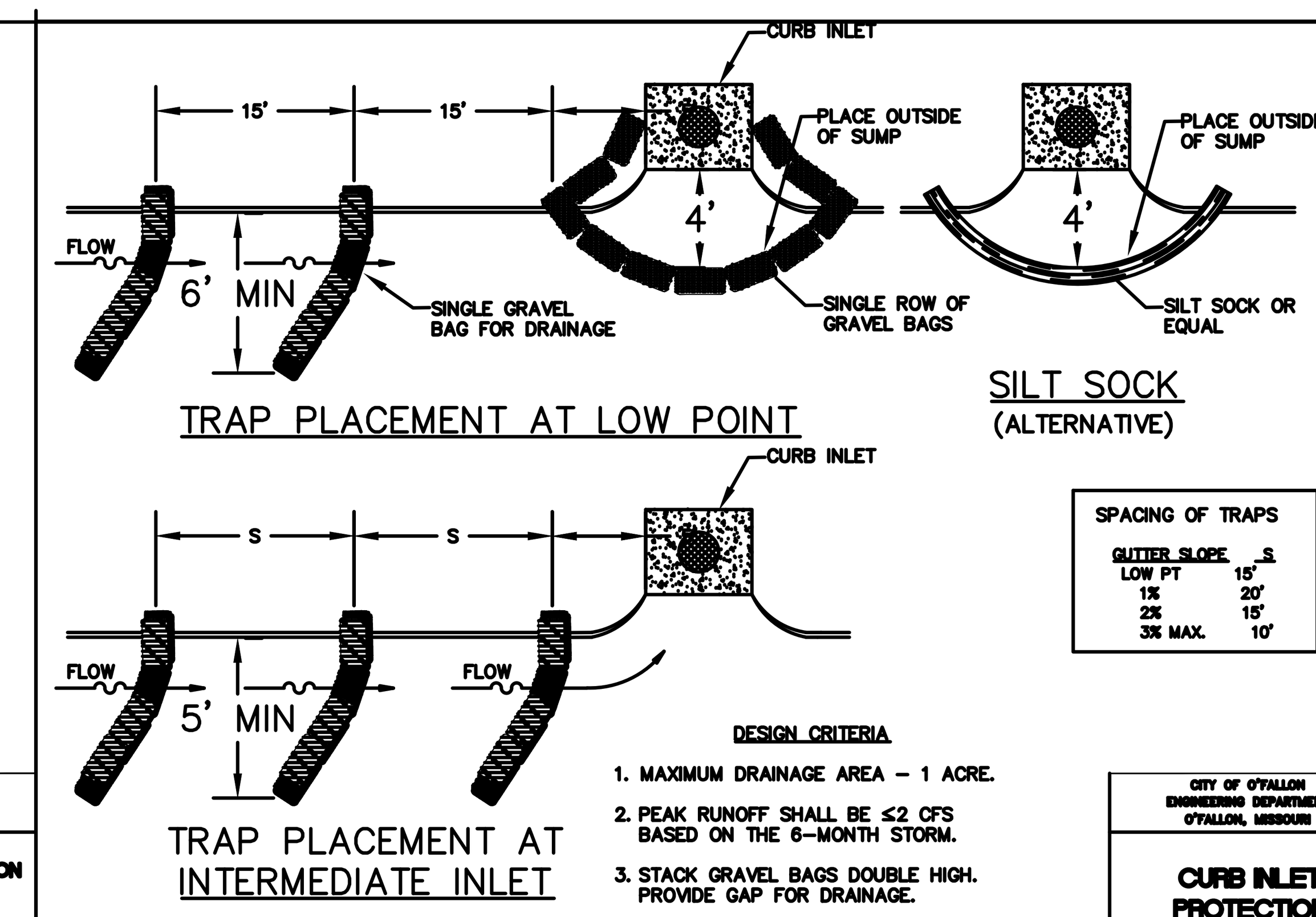
CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
SPACING CHART FOR ESC DEVICES



CRITERIA
1. SILT FENCE SHALL BE 24 INCHES HIGH.
2. SILT FENCE SHALL NOT BE USED FOR CONCENTRATED FLOWS.
3. GEOSYNTHETIC REINFORCED SILT FENCE BACKING MAY BE USED IN LIEU OF WIRE MESH.
4. WIRE MESH WILL BE USED AT LOCATIONS SHOWN ON THE APPROVED SWPPP.

NOTE: IF FABRIC IS INSTALLED BY EQUIPMENT DESIGNED TO SLICE INTO THE GROUND, THE TRENCH IS NOT REQ'D.

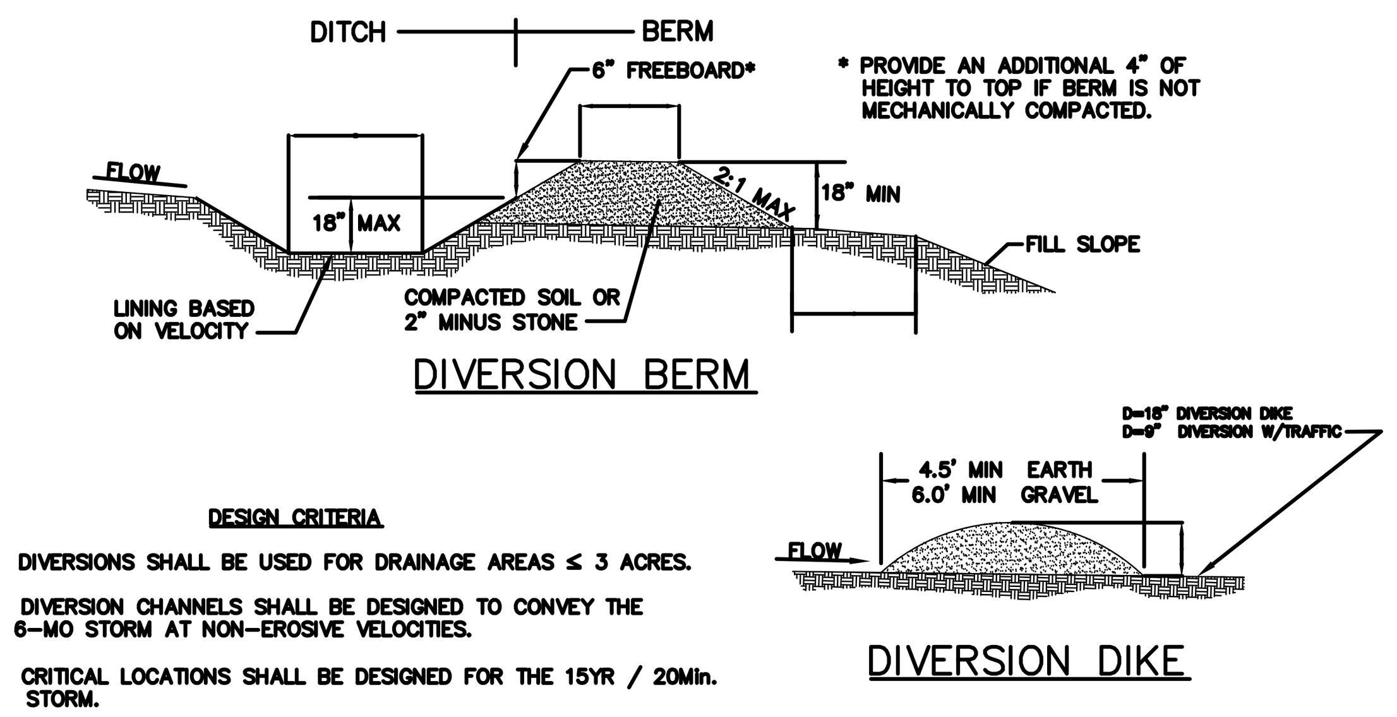
CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
SILT FENCE INSTALLATION SHEET FLOW (ONLY)



SPACING OF TRAPS GUTTER SLOPE	S
LOW PT	15'
1%	20'
2%	15'
3% MAX.	10'

DESIGN CRITERIA
1. MAXIMUM DRAINAGE AREA – 1 ACRE.
2. PEAK RUNOFF SHALL BE ≤2 CFS BASED ON THE 6-MONTH STORM.
3. STACK GRAVEL BAGS DOUBLE HIGH. PROVIDE GAP FOR DRAINAGE.

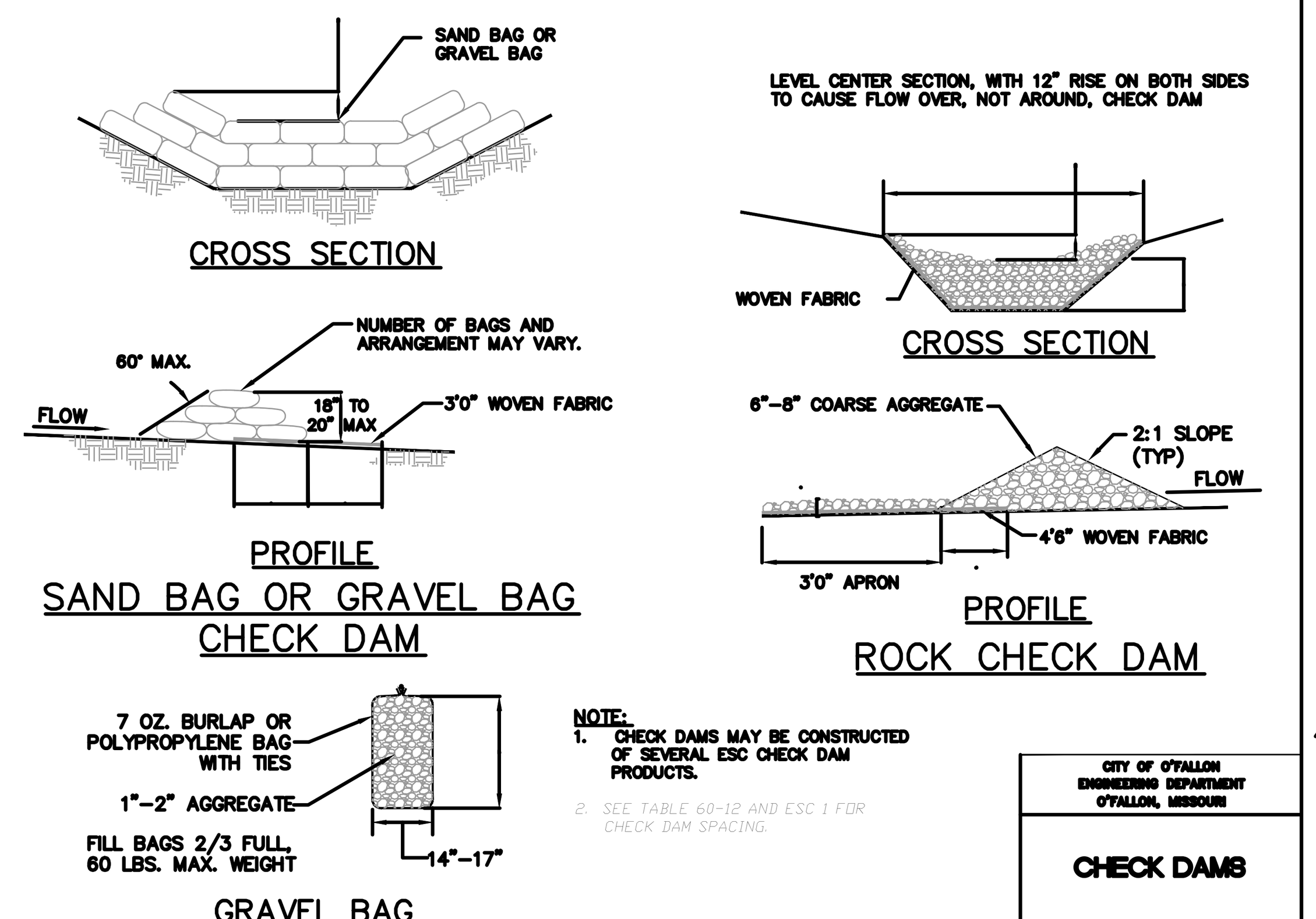
CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
CURB INLET PROTECTION



* PROVIDE AN ADDITIONAL 4" OF HEIGHT TO TOP IF BERM IS NOT MECHANICALLY COMPACTED.

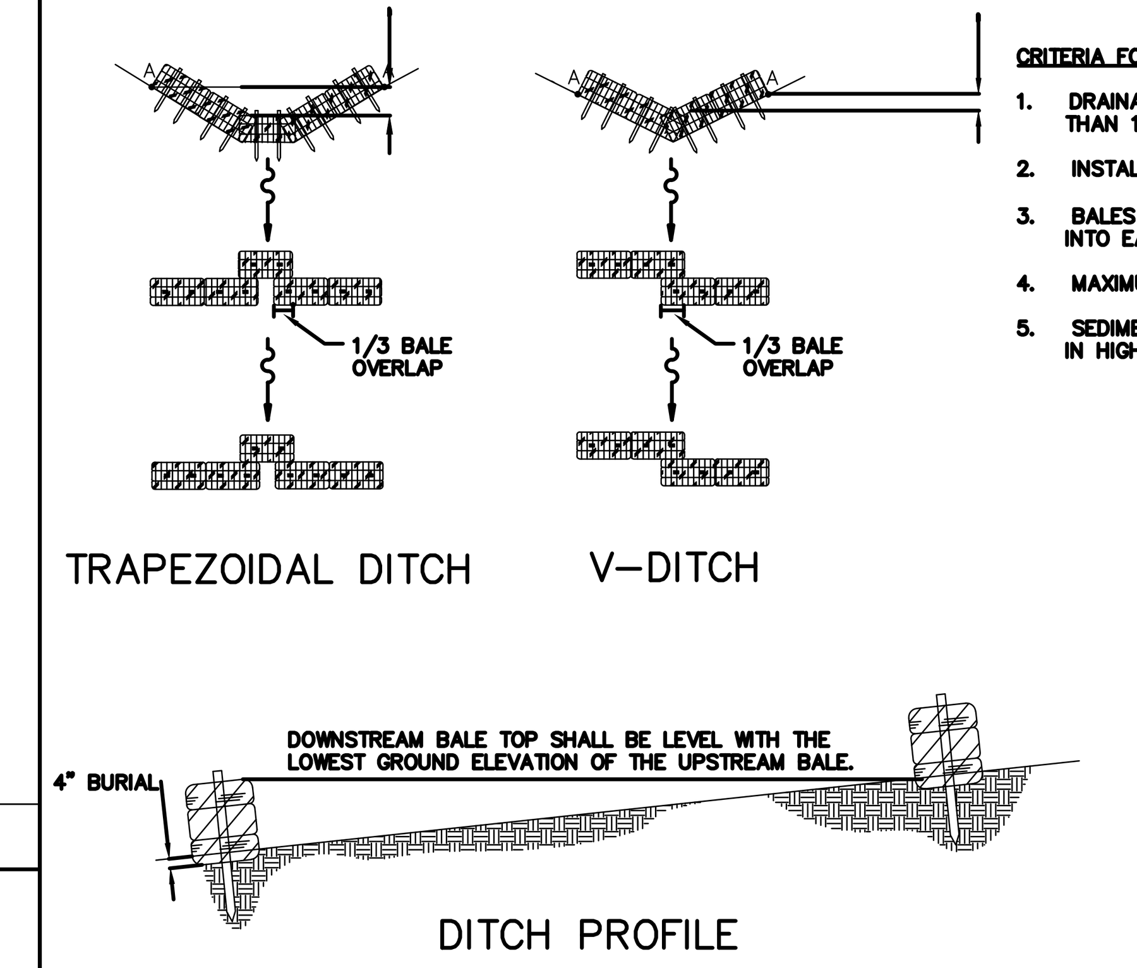
DESIGN CRITERIA
1. DIVERSIONS SHALL BE USED FOR DRAINAGE AREAS ≤ 3 ACRES.
2. DIVERSION CHANNELS SHALL BE DESIGNED TO CONVEY THE 6-MO STORM AT NON-EROSIVE VELOCITIES.
3. CRITICAL LOCATIONS SHALL BE DESIGNED FOR THE 15YR / 20Min. STORM.
4. MAXIMUM CHANNEL SLOPE OF 3% WITHOUT CHECK DAMS.
5. SWALE SEDIMENT TRAPS ARE TO BE USED IN HIGHLY EROSIVE AREAS.
6. CHANNELS SHALL BE PROTECTED USING APPROPRIATE CHANNEL LINERS.
7. CHANNEL OUTLETS MUST BE STABILIZED.
8. STORM SEWERS MAY BE USED IN LIEU OF OPEN CHANNELS.

CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
DIVERSION BERMS + DIKES



NOTE:
1. CHECK DAMS MAY BE CONSTRUCTED OF SEVERAL ESC CHECK DAM PRODUCTS.
2. SEE TABLE 60-12 AND ESC 1 FOR CHECK DAM SPACING.

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

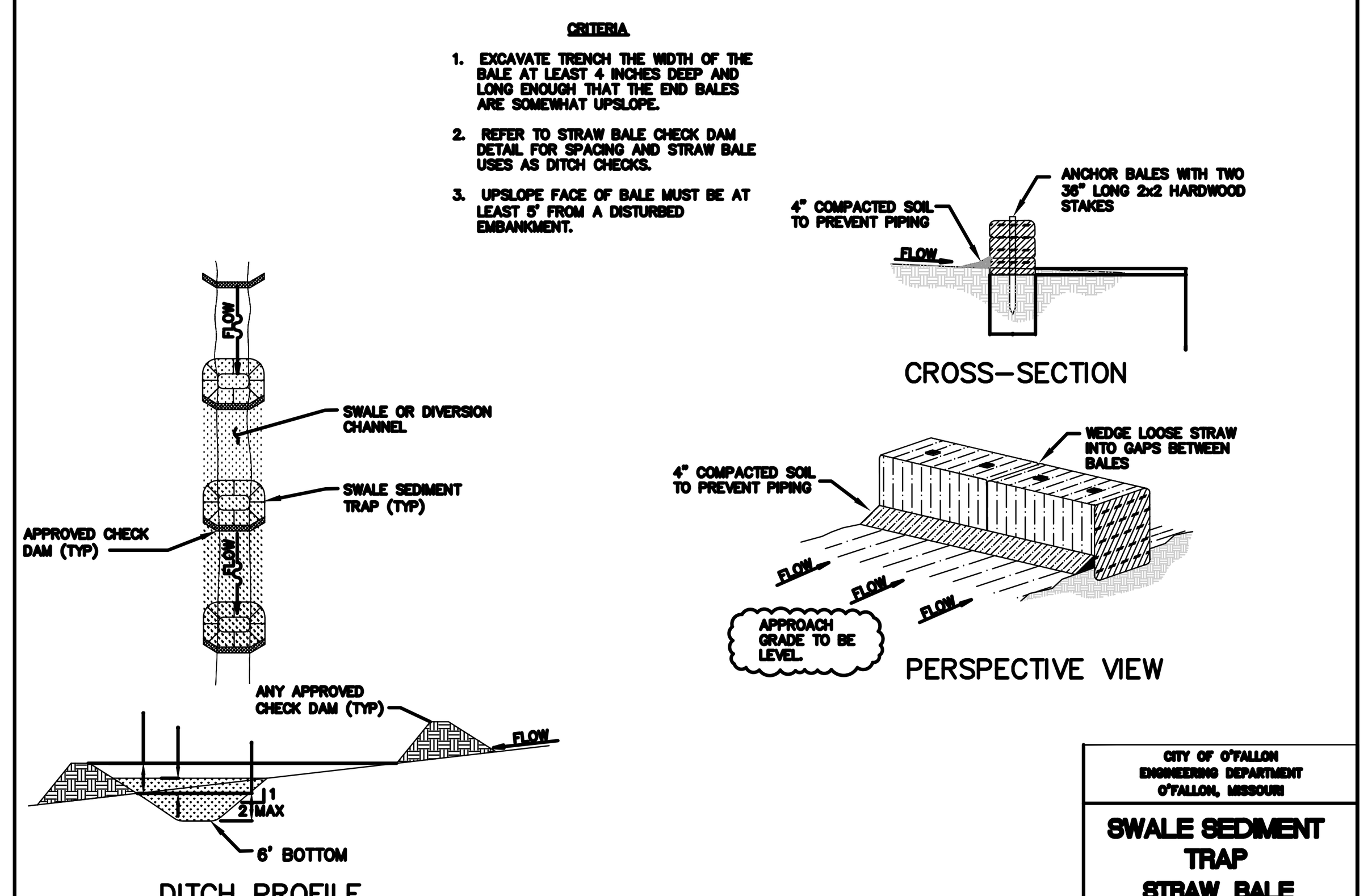


CRITERIA FOR LOW CONCENTRATED FLOWS
1. DRAINAGE AREAS SHALL BE LESS THAN 1 ACRE.
2. INSTALL TWO STAKES PER BALE.
3. BALES WILL BE TRENCHED 4" DEEP INTO EARTH.
4. MAXIMUM CHANNEL SLOPE OF 3%.
5. SEDIMENTATION TRAPS TO BE USED IN HIGHLY EROSIVE AREAS.

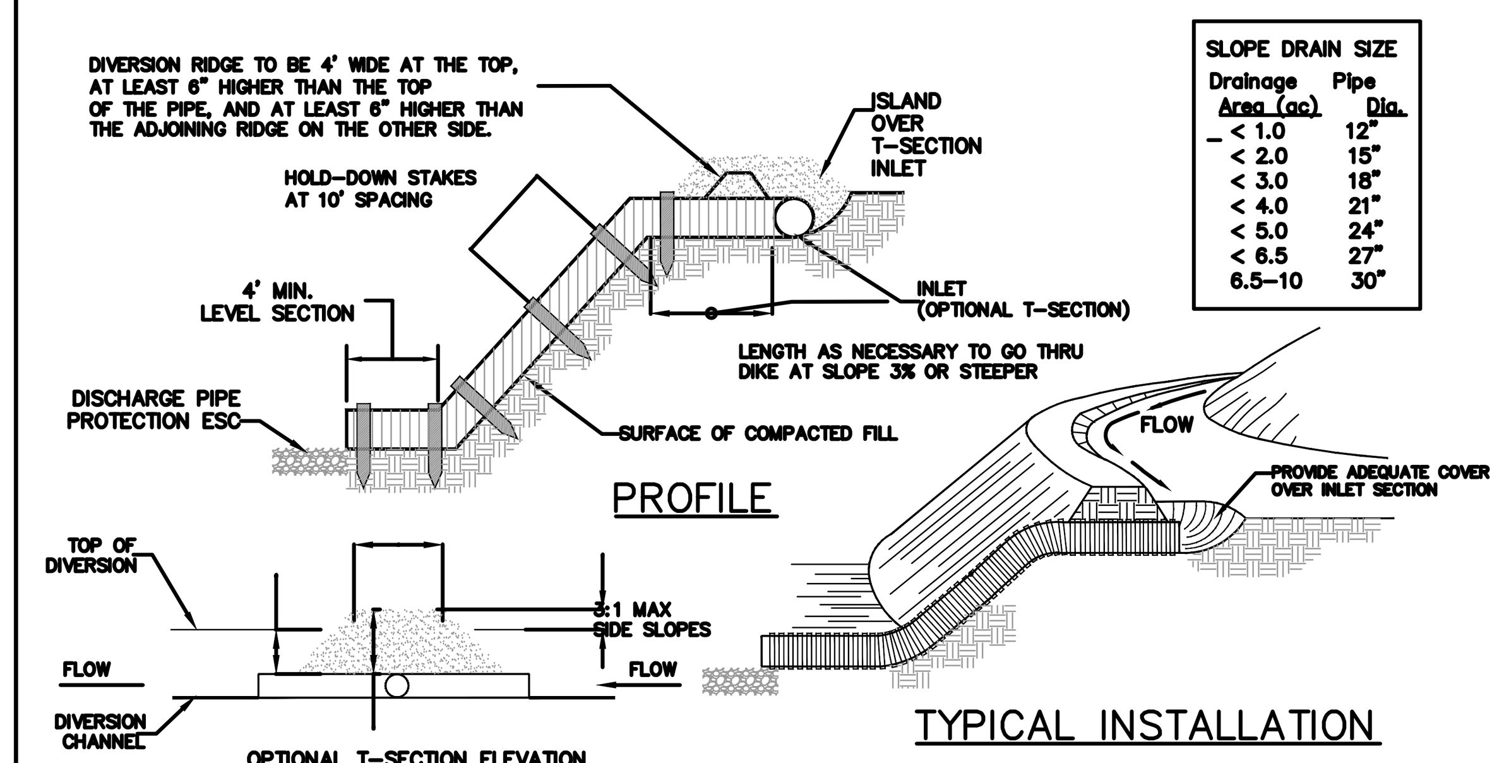
CHECK DAM SPACING Ditch Slope	Maximum Spacing
3%	50%
2%	75%

CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
STRAW BALE CHECK DAM

CRITERIA
1. EXCAVATE TRENCH THE WIDTH OF THE BALE AT LEAST 4 INCHES DEEP AND LONG ENOUGH THAT THE END BALES ARE SOMEWHAT UPSLOPE.
2. REFER TO STRAW BALE CHECK DAM DETAIL FOR SPACING AND STRAW BALE USES AS DITCH CHECKS.
3. UPSLOPE FACE OF BALE MUST BE AT LEAST 5' FROM A DISTURBED EMBANKMENT.



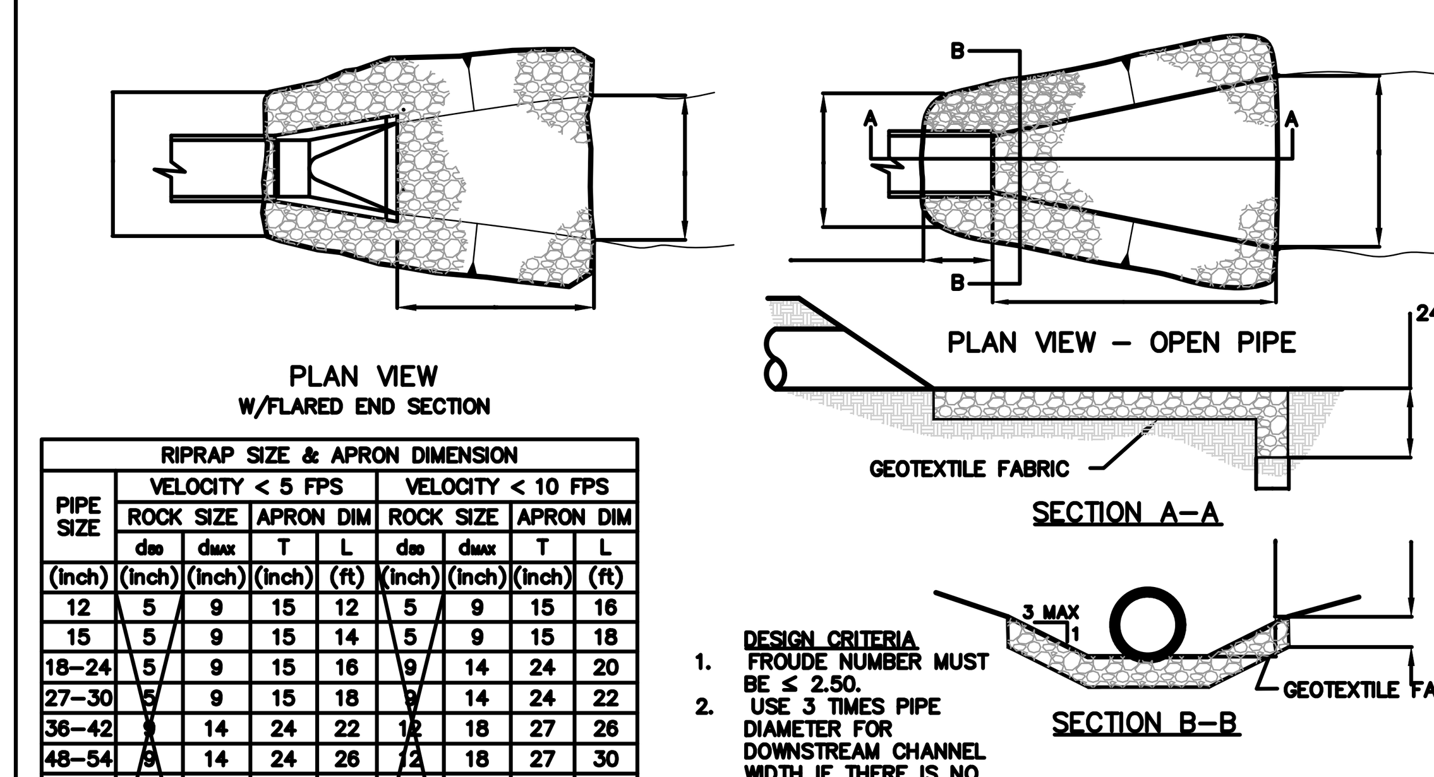
CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
SWALE SEDIMENT TRAP STRAW BALE BARRIER INSTALLATION



SLOPE DRAIN SIZE Drainage Area (ac)	Pipe Dia.
< 1.0	12"
< 2.0	15"
< 3.0	18"
< 4.0	21"
< 5.0	24"
< 6.5	27"
6.5–10	30"

NOTE:
1. PIPE CAN BE CMP, PVC, FLEXIBLE TUBING, OR SIMILAR.
2. THIS METHOD MUST BE USED IN CONJUNCTION WITH OTHER ESC DEVICES. THIS IS NOT A STAND ALONE CONTROL DEVICE.

CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
TEMPORARY SLOPE DRAIN



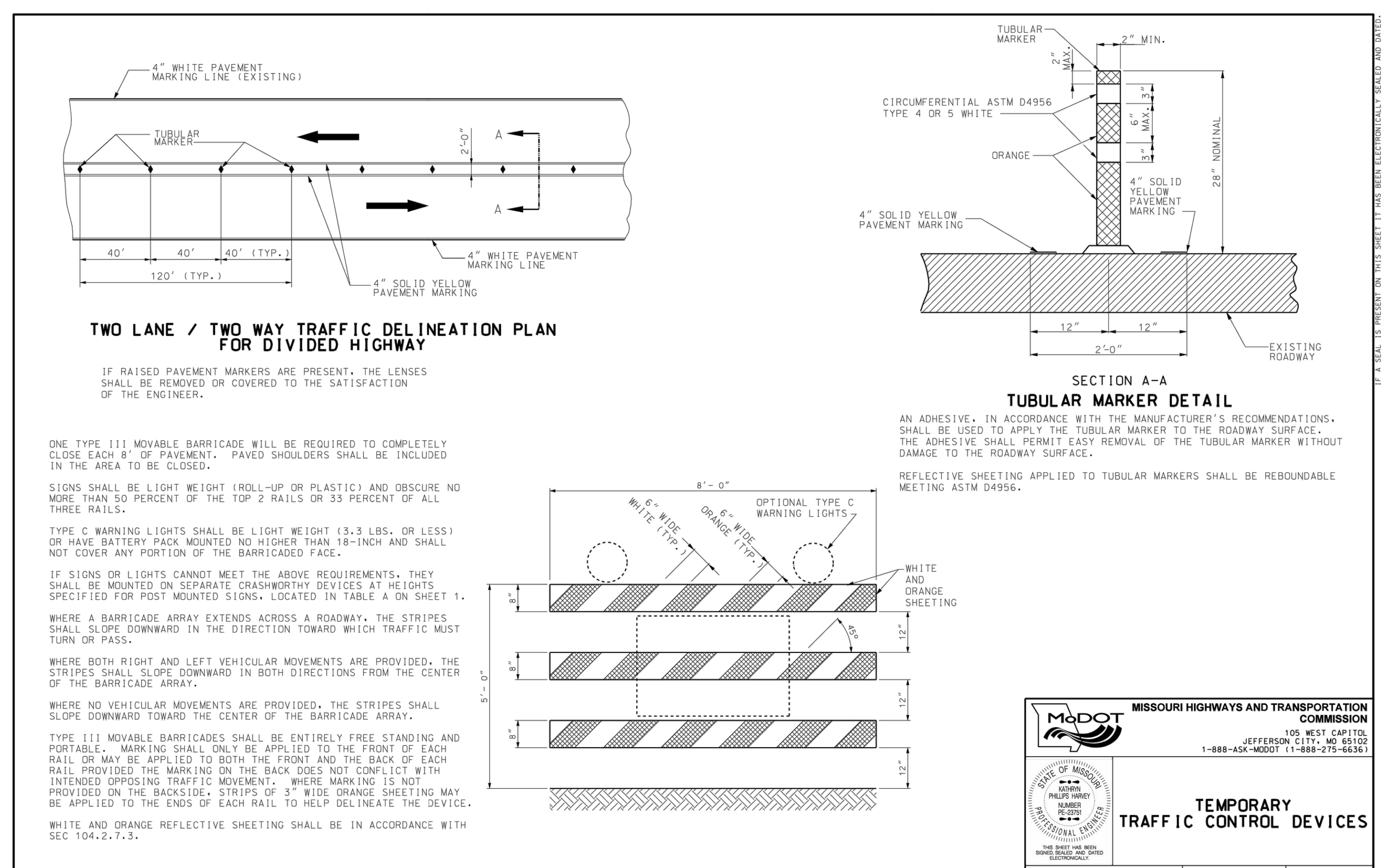
RIPRAP SIZE & APRON DIMENSION

PIPE SIZE	VELOCITY < 5 FPS ROCK SIZE d_{50}	d_{MAX}	APRON DIM T	L	VELOCITY < 10 FPS ROCK SIZE d_{50}	d_{MAX}	APRON DIM T	L
(inch)	(inch)	(inch)	(inch)	(ft)	(inch)	(inch)	(inch)	(ft)
12	5	9	15	12	5	9	15	16
15	5	9	15	14	5	9	15	18
18–24	5	9	15	16	9	14	24	20
27–30	5	9	15	18	9	14	24	22
36–42	9	14	24	22	12	18	27	26
48–54	9	14	24	26	12	18	27	30
60–66	12	18	27	34	15	24	30	38
72–84	15	24	30	42	15	24	30	46
96	18	27	30	50	18	27	30	54

d_{50} – NOMINAL DIAMETER
d_{MAX} – MAXIMUM DIAMETER
T – THICKNESS
L – LENGTH

DESIGN CRITERIA
1. FROUDE NUMBER MUST BE ≤ 2.50.
2. USE 3 TIMES PIPE DIAMETER FOR DOWNSTREAM CHANNEL WIDTH IF THERE IS NO DEFINED CHANNEL.
3. BANK PROTECTION HEIGHT TO BE 2/3 TIMES PIPE DIAMETER.
4. ROCK SLOPES SHALL BE NO STEEPER THAN 3:1.

CITY OF O'FALLON ENGINEERING DEPARTMENT O'FALLON, MISSOURI
TEMPORARY OUTLET PIPE DISCHARGE PROTECTION



IF RAISED PAVEMENT MARKERS ARE PRESENT, THE LENSES SHALL BE REMOVED OR COVERED TO THE SATISFACTION OF THE ENGINEER.

AN ADHESIVE, IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, SHALL BE USED TO APPLY THE TUBULAR MARKER TO THE ROADWAY SURFACE. THE ADHESIVE SHALL PERMIT EASY REMOVAL OF THE TUBULAR MARKER WITHOUT DAMAGE TO THE ROADWAY SURFACE.

REFLECTIVE SHEETING APPLIED TO TUBULAR MARKERS SHALL BE REBOUNDABLE MEETING ASTM D4956.

ONE TYPE III MOVABLE BARRICADE WILL BE REQUIRED TO COMPLETELY CLOSE EACH 8' OF PAVEMENT. PAVED SHOULDERS SHALL BE INCLUDED IN THE AREA TO BE CLOSED.

SIGNS SHALL BE LIGHT WEIGHT (ROLL-UP OR PLASTIC) AND OBSCURE NO MORE THAN 50 PERCENT OF THE TOP 2 RAILS OR 33 PERCENT OF ALL THREE RAILS.

TYPE C WARNING LIGHTS SHALL BE LIGHT WEIGHT (3.3 LBS. OR LESS) OR HAVE BATTERY PACK MOUNTED NO HIGHER THAN 18-INCH AND SHALL NOT COVER ANY PORTION OF THE BARRICADED FACE.

IF SIGNS OR LIGHTS CANNOT MEET THE ABOVE REQUIREMENTS, THEY SHALL BE MOUNTED ON SEPARATE CRASHWORTHY DEVICES AT HEIGHTS SPECIFIED FOR POST MOUNTED SIGNS, LOCATED IN TABLE A ON SHEET 1.

WHERE A BARRICADE ARRAY EXTENDS ACROSS A ROADWAY, THE STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN OR PASS.

WHERE BOTH RIGHT AND LEFT VEHICULAR MOVEMENTS ARE PROVIDED, THE STRIPES SHALL SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE ARRAY.

WHERE NO VEHICULAR MOVEMENTS ARE PROVIDED, THE STRIPES SHALL SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE ARRAY.

TYPE III MOVABLE BARRICADES SHALL BE ENTIRELY FREE STANDING AND PORTABLE. MARKING SHALL ONLY BE APPLIED TO THE FRONT OF EACH RAIL OR MAY BE APPLIED TO BOTH THE FRONT AND THE BACK OF EACH RAIL PROVIDED THE MARKING ON THE BACK DOES NOT CONFLICT WITH INTENDED OPPOSING TRAFFIC MOVEMENT. WHERE MARKING IS NOT PROVIDED ON THE BACKSIDE, STRIPS OF 3" WIDE ORANGE SHEETING MAY BE APPLIED TO THE ENDS OF EACH RAIL TO HELP DELINEATE THE DEVICE.

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 104.2.7.3.

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TEMPORARY TRAFFIC CONTROL DEVICES

DATE EFFECTIVE: 08/01/2012 DATE PREPARED: 8/15/2012 616.10AO SHEET NO. 3 OF 8

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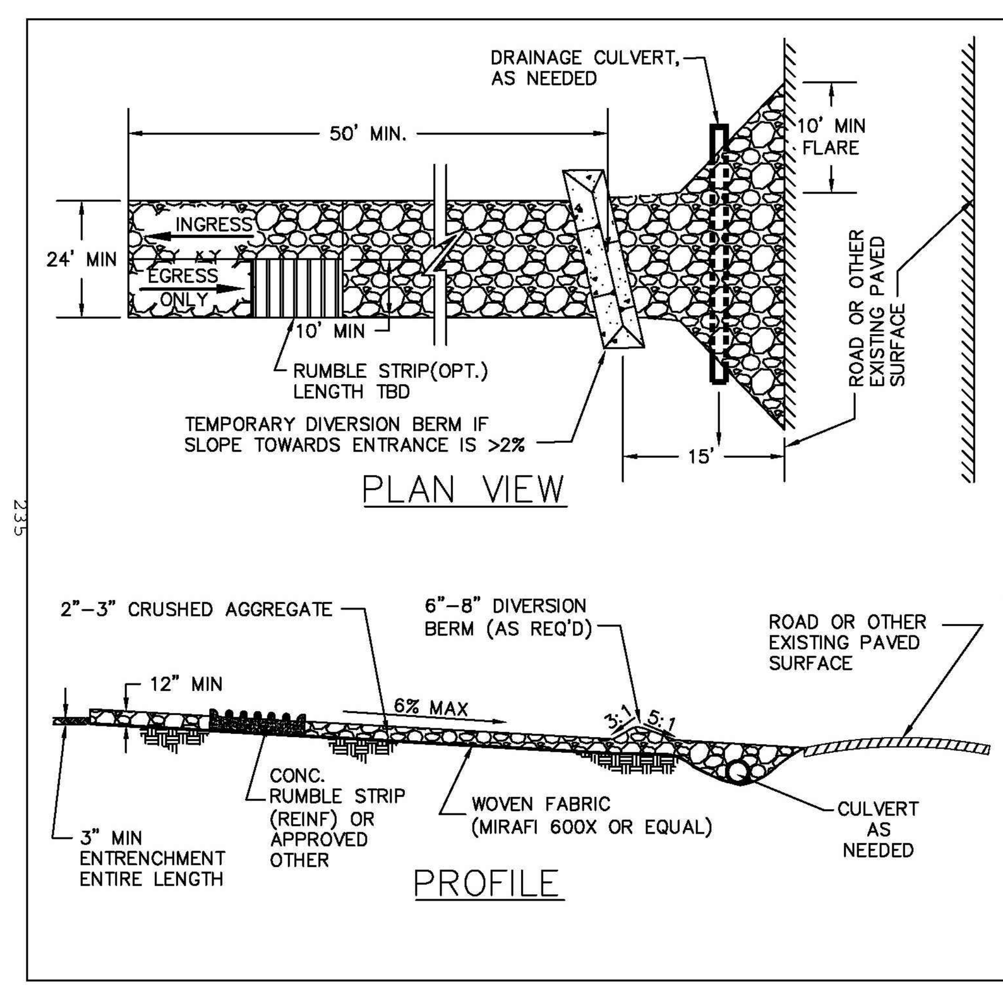

NOTE:
A SPECIAL USE PERMIT IS REQ'D FOR THE ENTRANCE.

DESIGN NOTES
1. DIVERT ALL RUNOFF TO A SEDIMENTATION CONTROL DEVICE.
2. PROVIDE WATER SUPPLY FOR WASHDOWN.

St. Charles County
Erosion & Sediment Controls
Standard Drawings
CONSTRUCTION TRAFFIC WASH-OFF PAD
DATE: APRIL 2008 DRAWING ESC-4

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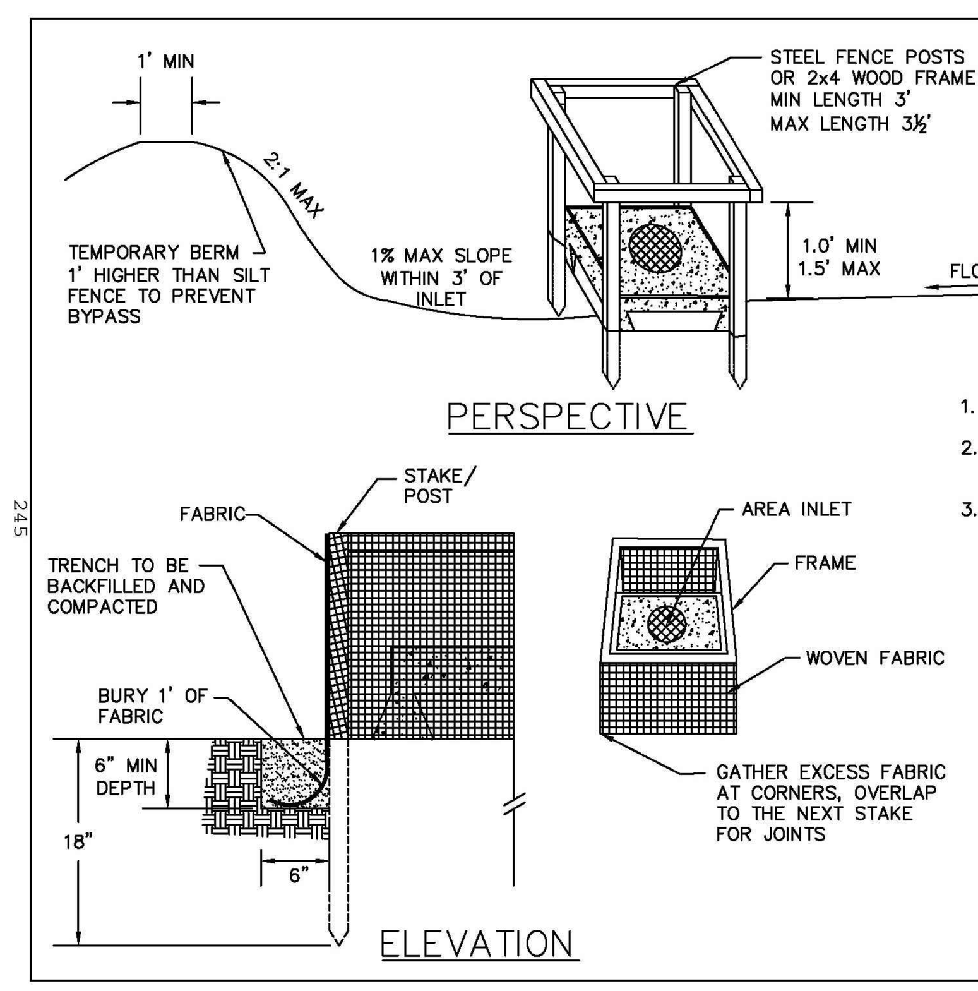

DESIGN CRITERIA
1. MAXIMUM DRAINAGE AREA – 1 ACRE.
2. PEAK RUNOFF SHALL NOT EXCEED 2 CFS BASED ON A 6-MONTH STORM EVENT.
3. OTHER SEDIMENT PROTECTION PRODUCTS MAY BE USED, SUCH AS FILtR FENCE™.

St. Charles County
Erosion & Sediment Controls
Standard Drawings
AREA INLET PROTECTION FABRIC DROP
DATE: MARCH 2008 DRAWING ESC-14

ST DOMINIC HIGH SCHOOL

SEVERAL TRACTS OF LAND BEING U.S. SURVEY 55, TOWNSHIP 47 NORTH, RANGE 3 EAST, CITY OF O'FALLON, ST. CHARLES COUNTY, MISSOURI

IMPROVEMENT PLANS

PRS PROJECT NO: 19002.SDHS.00R

St. Peters
22 Richmond Center Court
St. Peters, MO 63376
Phone (636) 397-1211
Fax (636) 397-1104
www.prs3.com

Pickett Ray & Silver
Civil Engineering & Land Surveying
Beyond Standard

ENGINEERS AUTHENTICATION
The responsibility for professional engineering liability on this project is hereby limited to the set of plans authenticated by the seal, signature, and date hereunder attached. Responsibility is disclaimed for all other engineering plans involved in this project and specifically excludes revisions after this date unless reauthenticated.
PICKETT, RAY & SILVER, INC

WILLIAM SCHEIDT, P.E.
PE-2018007869

*** 08/13/19 IMPROVEMENT PLANS SUBMITTAL ***

Details

Owner Information:
Archdiocese of St. Louis
20 Archbishop May Dr
St. Louis, MO 63119

City of O'Fallon Improvement Plans

P+Z No.: SP19-000018
Approval Date: 6/6/2019
City No.: 19-005347

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