CITY OF BRANSON

DESIGN CRITERIA

FOR PUBLIC IMPROVEMENT PROJECTS

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DESIGN CRITERIA

TABLE OF CONTENTS

SECTION I.	PROCEDURE FOR PUBLIC IMPROVEMENT PROJECT PLAN SUBMITTAL	1
SECTION II.	GENERAL PLAN REQUIREMENTS FOR PUBLIC IMPROVEMENT PROJECTS	3
	General	3
	Required Notes	3
	Water Mains	3
	Sanitary Sewers	4
	Streets & Storm Drainage	5
	Approval Block	6
	Private Improvements	7
SECTION III.	REQUIREMENTS FOR PUBLIC IMPROVEMENT PROJECT PLAN PREPARATION	8
	Introduction	8
	General	8
	Title Sheet	9
	General Layout Sheet	10
	Streets	10
	Storm Drainage	10
	Sanitary Sewer & Water Lines	10
	Site Grading Plan	11
	Plan & Profile Sheets	11
	Streets	11
	Storm Drainage	12
	Sanitary Sewers/Water Lines	13
	Cross-Section Sheets	14
	Standard & Special Detail Sheets	14
	Construction Record Drawings	14
SECTION IV.	DESIGN CRITERIA FOR SANITARY SEWERS & APPURTENANCES	16
	Design Factors	16
	Sewer Design	16
	Maximum Size	16
	Minimum Size	16
	Materials of Construction	16
	Minimum Slope	17
	Increasing Pipe Size	17
	High Velocity Protection	17
	Alignment	17
	Manhole Construction	18
	Manholes	18
	Sewer Locations	18
	Cleanouts & Lampholes	19
	Protection of Water Supplies	19
	Aerial Crossings	19
SECTION V.	DESIGN CRITERIA FOR WATER LINE CONSTRUCTION	20
	General	20
	Location of Water Mains & Appurtenances	20
	Depth	20

	Material of Construction	20
	Fire Hydrants	21
	Line Valves	21
	Tapping Sleeves & Valves	21
	Connections to Existing Water Mains	22
	Provisions for Future Extensions of Water Mains	22
	Thrust Blocking	22
	Highway & Railroad Crossings	22
	Street Crossings	22
	Fire Flow Requirements	22
SECTION VI.	DESIGN CRITERIA FOR STREET IMPROVEMENTS	24
	General	24
	Functional Classification of Streets	24
	Local Streets	24
	Collector/Commercial Streets	24
	Arterial Streets	24
	Street Design Standards	25
	Off-Center Street Intersections	25
	Intersection Vertical Alignment	25
	Minimum Angle of Intersection	25
	Maximum Gradient	26
	Grading Gradients	26
	Tangent Length	26
	Sight Distance	26
	Connections to Existing Pavements	26
	Storm Drainage	26
	Cul-de-Sacs	26
	Temporary Turn-Arounds	26
	Monument Boxes	26
	Other Design Criteria	26
	Driveway Elevations	27
SECTION VII.	DESIGN CRITERIA FOR STORM DRAINAGE FACILITIES	28
	General	28
	Minimum Standards of Analysis	28
	Methodology of Analysis	28
	Criteria for Drainage System	28
	Stormwater Conveyance Minimum Standards of Design	29
	Open Channels	29
	Enclosed Systems	29
	Design Storm Frequencies	30
	Runoff Computation	30
	Antecedent Precipitation	32
	Pipe Sizing	33
	Depth	33
	Curb Inlet, Junction Boxes & Other Points of Entry	33
	Open Channels	34
	Natural Channels	36
	Culvert	36
	Stormwater Detention Minimum Standards of Design	37
	Easements	39
	Storm Sewer	39
	Improved Open Channel	39
	Natural Open Channel	39

SECTION VIII. DESIGN CRITERIA FOR SANITARY SEWER LIFT STATIONS 40
General 40
Site Improvements-Station Compound and Access Road 40
Mechanical-Pumps and Related Equipment 41
Electrical Controls and Related Equipment 42
Additional Electrical Requirements 46
Warranty 47

SECTION IX. DESIGN CRITERIA FOR SEDIMENT AND EROSION CONTROL 48
Definition of Terms 48
Design Guidance 51
Design Principles and Practices 53
Planning 53
Suitability of Development to Existing Site Conditions 53
Final Design 53
Minimization of Area and Time of Exposure 53
Diversion of Clean Water 53
Stabilization of Concentrated Flows Before Disturbance Occurs 53
Application of Erosion Control as a First Line of Defense Against On-Site Damage 54
Sediment Retention on Construction Sites 54
Encroachment on Watercourses 54
Inspection and Maintenance of Control Measures 55
Installation of Construction Entrances 55
Site Preparation 55
Temporary Construction Entrance 55
Slope Breaks 56
Surface Roughening 57
Topsoiling 58
Vegetative Buffers (Filter Strips) 58
Vegetated Stream Buffers 59
Surface Stabilization (Erosion Controls) 60
Temporary Seeding 60
Permanent Seeding 60
Sodding 60
Mulching and Hydro Mulch 61
Tackifiers, Soil Binders and Bonded Fiber Matrix 61
Rolled Erosion Control Products 62
Sediment Control 63
Straw Bale Barrier 63
Compost Berm or Tubes 64
Sediment Fence 64
Log or Wattle Products 65
Check Dams 65
Drop or Curb Inlet Protection 66
Triangular Silt Dike™ 67
Grass-Lined Channels with Sod or Seed and TRM 68

LIST OF DESIGN AIDS

1	Typical Sections Local Street	69
2	Typical Sections Collector Street Two and Three Lane	70
3	Typical Sections Arterial Street	71
4	Typical Sections Arterial Street with Median	72
5	Street Pavement Types	73
6	Minimum Stopping Sight Distance for Crest & Sag Vertical Curves	74
7	A – Intersection Clear Sight Triangle	75
	B – Intersection Vertical Alignment	76
8	Rainfall Duration-Intensity Curves	77
9	Rainfall Intensity Kansas City Metro Area	78
10	Overland Flow (Inlet) Time Nomogram	79
11	Channel Flow Time Nomogram	80
12	Manning's Roughness Coefficient n	81
13	Head Loss Coefficient k	82
14	Rainfall Time of Concentration Nomograph	83
15	Nomograph for Flow in Round pipe Manning's Formula	84
16	Headwater Depth for C.M. Pipe Culverts with Inlet Control	85
17	Headwater Depth For C.M. Pipe-Arch Culverts With Inlet Control	86
18	Head for Stand. C.M. Pipe Culverts Flowing Full n = 0.024	87
19	Head for Stand. C.M. Pipe-Arch Culverts Flowing Full n = 0.024	88
20	Head for Structural Plate Corr. Metal Pipe Culverts Flowing Full n = 0.0328 to 0.0302	89
21	Head for Structural Plate C.M. Pipe-Arch Culverts 18 inch Corner Rad. Flowing Full n = 0.0327 to 0.0306	90
22	Headwater Depth for Concrete Pipe Culverts with Inlet Control	91
23	Headwater Depth for Oval Concrete Pipe Culverts Long Axis Horizontal with Inlet Control	92
24	Headwater Depth for Oval Concrete Pipe Culverts Long Axis Vertical with Inlet Control	93
25	Headwater Depth for Circular Pipe Culverts with Bevelled Ring Inlet Control	94
26	Head for Concrete Pipe Culverts Flowing Full n = 0.012	95
27	Head for Oval Conc. Pipe Culverts Long Axis Horizontal or Vertical Flowing Full n = 0.012	96
28	Head for Concrete Box Culverts Flowing Full n = 0.012	97
29	Headwater Depth for Box Culverts with Inlet Control	98
30	Nomograph for Flow in Triangular Channels	99
31	Capacity of Curb Opening Inlet at Low Point in Grade	100
32	Inlet Capacity Curves with L = 5'-0"	101
33	Inlet Capacity Curves with L = 8'-0"	102
34	Inlet Capacity Curves with L = 11'-0"	103
35	Hydraulic Elements of Circular Conduits	104

SECTION I. PROCEDURE FOR PUBLIC IMPROVEMENT PROJECT PLAN SUBMITTAL

All developers and engineering consultants submitting plans for public improvement projects to the City for review are required to follow the procedures outlined in the following. No public improvement projects may be constructed in the City of Branson without the prior approval of the office of the City engineer.

1. Three complete sets of prints of the project plans shall be submitted to the office of the City engineer for review.

2. Upon receipt by the city, the checkprints will be date stamped and recorded in the project submittal status log.

3. The normal time for review shall be 10 working days. In the case of abnormally large sets of prints (greater than 20 sheets) or of extremely complicated drawings, a longer time may be required for review.

4. The checkprints will be routed through appropriate city departments and/or divisions to obtain a complete review of all facilities that may be affected by the proposed construction. In each review, comments and necessary revisions will be noted on the checkprints.

5. The consultant will be required to make all necessary corrections or revisions as noted on the checksets. Upon completion of the revisions and/or corrections the plans will again be submitted to the city engineer's office for further review. Revised sheets submitted shall contain a revision block with identifying notations and date of revisions. All previous checksets must accompany each re-submittal. If the checksets are not submitted with the revised drawings, the plans shall be returned to the consultant without action until such time as they are included with the submittal.

6. Plans will not receive final approval until all associated plats and required easements have been accepted by the City Council.

Additionally, and in conjunction with submittal of final plans, all permits and/or application for permits, shall be submitted to the appropriate agency for approval prior to final approval of the plans by the city engineer (i.e., State Highway Department, Department of Natural Resources, etc.).

7. The length of time for final plan approval will normally be within 5 working days. Upon notification of final approval of the plans by the city engineer, the number of sets of plans as specified in the appropriate section of the Design Criteria Manual shall be submitted for signing and distribution.

8. A title sheet of the plans shall be submitted for final approval by the city engineer. The city engineer shall sign and date the cover sheet serving as the city's approval. This cover

sheet shall be returned to the consultant and shall be utilized for all further cover sheets in bid documents sent out for proposals.

9. Public improvement plans and engineering reports are approved initially for one (1) year after the date noted on the returned cover sheet. After one (1) year, the plans or report shall become null and void and must be resubmitted prior to approval of construction of that project. Such plans and/or reports shall be resubmitted to the office of the city engineer in accordance with the foregoing outlined procedures and requirements.

10. The design engineer shall send one set of plans to each of the private and public utility companies having territorial jurisdiction in the area of the improvement upon notification that the drawings have been approved.

SECTION II. GENERAL PLAN REQUIREMENTS FOR PUBLIC IMPROVEMENT PROJECTS

A. *GENERAL.* All plans and reports submitted shall be prepared by, or under the direction of, a professional engineer, licensed in the State of Missouri, and shall be reviewed by the city for compliance with the minimum design requirements as established in the Design Criteria Manual for Public Improvement Projects of the City of Branson and with all other applicable city codes and standards.

Attention is directed to the design engineer that whenever extraordinary or unusual problems are encountered in conjunction with a proposed project, additional information and analysis beyond the minimum requirements of these standards and criteria will be required.

The City of Branson is not responsible for the accuracy and adequacy of the design or dimensions and elevations as depicted on the plans (which shall be confirmed and correlated at the site of the work). The City of Branson, through the approval of the plans and/or report, assumes no responsibility for the completeness and/or accuracy of the public improvement plan or report.

B. *REQUIRED NOTES.* The following general notes will be required as a minimum on all plan submittals for public improvement projects. These notes are not meant to be all-inclusive, and in certain situations the city engineer may require the use of additional notes.

WATER MAINS

1. Development plans are approved initially for one (1) year after which they automatically become void and must be updated and re-approved by the city engineer before any construction will be permitted.

2. The City of Branson plan review is only for general conformance with City of Branson Design Criteria and the City Code. The city is not responsible for the accuracy and adequacy of the design, or dimensions and elevations that shall be confirmed and correlated at the job site. The City of Branson through approval of this document assumes no responsibility other than that as stated above for the completeness and/or accuracy of this document.

3. The contractor shall have one (1) signed copy of the plans (approved by the City of Branson) and one (1) copy of the appropriate Construction Standards and Specifications at the job site at all times.

4. Construction of the improvements shown or implied by this set of drawings shall not be initiated or any part thereof undertaken until the city engineer is notified of such intent, and all required and properly executed bonds and permit fees are received and approved by the city engineer.

5. The City of Branson Technical Specifications, latest edition, shall govern construction of this project.

6. All existing utilities indicated on the drawings are according to the best information available to the Engineer; however, all utilities actually existing may not be shown. Utilities damaged through the negligence of the contractor to obtain the location of same shall be repaired or replaced by the contractor at his expense.

7. All backfill shall be tamped.

8. Contractor shall not be allowed to work on Sundays. Holiday or Saturday work shall be as approved in advance by the city engineer.

9. All materials and workmanship associated with this project shall be subject to inspection by the City of Branson. The City of Branson reserves the right to accept or reject any such materials and workmanship that does not conform to the City of Branson Technical Specifications.

The contractor shall notify the City of Branson Engineering Department twenty-four (24) hours prior to the beginning of construction.

10. Relocation of any water line, sewer line or service line thereof required for the construction of this project shall be the responsibility of the contractor at his expense.

11. The proposed water line improvements shown by this set of drawings have been designed to provide the following fire flow requirements as determined by the City of Branson: _____GPM (Note to be placed on development drawings that contain areas zoned for higher densities than R-2).

SANITARY SEWERS

1. Development plans are approved initially for one (1) year, after which they automatically become void and must be updated and re-approved by the city engineer before any construction will be permitted.

2. The City of Branson plan review is only for general conformance with City of Branson Design Criteria and the City Code. The city is not responsible for the accuracy and adequacy of the design, or dimensions and elevations that shall be confirmed and correlated at the job site. The City of Branson through approval of this document assumes no responsibility other than as stated above for the completeness and/or accuracy of this document.

3. The contractor shall have (1) signed copy of the plans (approved by the City of Branson) and one (1) copy of the appropriate Construction Standards and Specifications at the job site at all times.

4. Construction of the improvements shown or implied by this set of drawings shall not be initiated or any part thereof undertaken until the city engineer is notified of such intent and all required and properly executed bonds and permit fees are received and approved by the city engineer.

5. The City of Branson Technical Specifications latest edition shall govern construction of this project.

6. All existing utilities indicated on the drawings are according to the best information available to the engineer; however, all utilities actually existing may not be shown. Utilities damaged through the negligence of the contractor to obtain the location of same shall be repaired or replaced by the contractor at his expense.

7. All backfill shall be tamped.

8. All stublines shall be laid on 1.00% grade unless approved otherwise.

9. _____ denotes Minimum Basement Floor Elevation.

10. All materials and workmanship associated with this project shall be subject to inspection by the City of Branson. The City of Branson reserves the right to accept or reject any such materials and workmanship that does not conform to the City of Branson Technical Specifications.

The contractor shall notify the City of Branson Engineering Department twenty-four (24) hours prior to the beginning of construction.

11. Contractor shall not be allowed to work Sundays. Holiday or Saturday work shall be as approved in advance by the city engineer.

12. Relocation of any water line, sewer line or service line thereof required for the construction of this project shall be the responsibility of the contractor and shall be at his expense.

13. The Contractor shall install and properly maintain a mechanical plug at all connection points with existing lines until such time that the new line is tested and approved.

STREETS AND STORM DRAINAGE

1. Development plans and drainage reports are approved initially for one (1) year, after which they automatically become void and must be updated and re-approved by the city engineer before any construction will be permitted.

2. The City of Branson plan review is only for general conformance with City of Branson Design Criteria and the City Code. The city is not responsible for the accuracy and adequacy of the design, or dimensions and elevations that shall be confirmed and correlated at the job site. The City of Branson through approval of this document assumes no responsibility other than as stated above for the completeness and/or accuracy of this document.

3. The contractor shall have one (1) signed copy of the plans (approved by the City of Branson) and one (1) copy of the appropriate Construction Standards and Specifications at the job site at all times.

4. Construction of the improvements shown or implied by this set of drawings shall not be initiated or any part thereof undertaken until the city engineer is notified of such intent, and all required and properly executed bonds and permit fees are received and approved by the city engineer.

5. The City of Branson Technical Specifications latest edition shall govern construction of this project.

6. All existing utilities indicated on the drawings are according to the best information available to the engineer; however, all utilities actually existing may not be shown. Utilities damaged through negligence of the contractor to obtain the location of same shall be repaired or replaced by the contractor at his expense.

7. All backfill shall be tamped.

8. A minimum of one (1) compaction test and a maximum of two (2) compaction tests shall be performed by a qualified testing laboratory for every 1,000 feet of street construction. Soil samples for such tests shall be collected by laboratory technicians. All testing laboratory expenses shall be paid for by the contractor.

9. All materials and workmanship associated with this project shall be subject to inspection by the City of Branson. The City of Branson reserves the right to accept or reject any such materials and workmanship that does not conform to the City of Branson Technical Specifications.

The Contractor shall notify the City of Branson Engineering Department twenty-four (24) hours prior to the beginning of construction.

10. Contractor shall not be allowed to work Sundays. Holiday or Saturday work shall be as approved in advance by the city engineer.

11. Relocation of any water line, sewer line or service line thereof required for the construction of this project shall be the responsibility of the contractor and shall be at his expense.

C. APPROVAL BLOCK. A signature block shall be required on the cover sheet of all plans and reports submitted for review and approval. All plans require the signature of the city engineer and the date of such signing for formal approval by the city.

The general form of the approval block shall be as follows:

APPROVED

_____ _____

City Engineer Date

APPROVED FOR ONE YEAR FROM THIS DATE

D. *PRIVATE IMPROVEMENTS.* Private improvements, if any, shown on public improvement plans, shall be clearly defined and marked as such. These improvements will not be maintained by the City of Branson and, as such, an appropriate note shall be included on the drawings.

SECTION III. REQUIREMENTS FOR PUBLIC IMPROVEMENT PROJECT PLAN PREPARATION

A. INTRODUCTION. The following criteria are being established to provide a uniform system of plan preparation that will aid the engineer in preparing plans for work within the City of Branson. It is not intended that the criteria be an iron-clad set of rules that would restrict the engineer from utilizing imaginative design; however, all items as described below shall be shown on the plans in some manner.

B. GENERAL. All plans and specification for public improvement construction within either publicly-financed or privately-financed developments shall be prepared by a professional engineer licensed in the State of Missouri and submitted to the office of the city engineer for review. Subsequent to the review, the engineer will be notified of approval of the plans as submitted, or of any necessary changes. (Refer to the section "Public Improvement Project Plan Submittal" for plan review procedures.)

Upon completion of the review and approval of the plans by the city engineer, four (4) sets of plans (as approved) must be submitted for signing and distribution.

In addition, one set of approved plans shall be sent to each of the utility companies providing service in the proposed construction area.

The suggested plan sheet size is 24" X 36" with all sheets in a given set of plans being of the same size. Plan and profile views shall be drawn on double or single plan and profile sheets to minimum scales of one (1) inch equals fifty (50) feet horizontal by one (1) inch equals ten (10) feet vertical, unless otherwise approved by the city engineer for special cases.

The plans shall consist of:

1. Title Sheet
2. General Layout Sheet
3. Grading Plan (Street and/or storm drainage improvement plans only unless otherwise required by the city engineer)
4. Plan and Profile Sheets
5. Cross-Section Sheets (Street improvement plans only unless otherwise required by the city engineer)
6. Standard and Special Detail Sheets

Each sheet should contain a sheet number, including the individual sheet number and total number of sheets, the engineer's seal, revision block, proper project identification and date.

Each respective type of development project (i.e. sanitary sewer, streets, water mains, etc.) shall be submitted on a separate set of plans unless otherwise allowed by the city engineer.

When required by the city engineer, plans depicting the location of the street lights and all related appurtenances shall be submitted with the street improvement drawings for review.

Such review shall be for the purpose of verifying easement locations to be indicated on the final plat. Plans for street light installation shall conform to all applicable standards of the power company having jurisdiction over the work.

Where feasible, storm sewer construction details should be incorporated into street construction drawings.

C. TITLE SHEET. The following items shall be included on the title sheet.

1. Name of project
2. City project number (if available)
3. Index of sheets included in plans
4. A location map adequately showing project location in relation to major streets (minimum scale of 1" = 2000')
5. General description of project area (by Township, Range, and Section)
6. A summary of plan quantities of principal items, such as:

   * Pipe size and material, lengths, number of manholes, etc.. (sanitary sewers)
   * Length of curb and gutter, square yardage or tonnage of asphaltic concrete pavement, etc.. (streets)
   * Pipe sizes and material, lengths, number of inlets, etc.. (storm sewers)
   * Pipe sizes and material, lengths, number of valves, etc.. (water lines)

Additionally, a separate column shall be provided for listing of "as-built" quantities once the project has been completed and accepted by the city.

7. The project control bench mark shall be identified as to location and elevation; USGS datum. (Not required on Water Line Plans.)
8. Name, address and telephone number of consulting engineer and owner/developer.
9. List containing name and telephone number of each utility company and public agency listed below;
   Electric Power
   Telephone
   Cable television
   Gas
   Highway Department (Local Office)
   Water & Sewer
   City Engineering Department
10. Approval block (see paragraph C of General Plan Requirements)
11. Project engineer's name and seal.
12. Revision schedule.

D. GENERAL LAYOUT SHEET. The following items shall be included on the general layout sheet for all improvement projects.

1. A legend of symbols and abbreviations shall be shown which shall apply to all sheets.
2. North arrow and graphic scale. Scale of the general layout map shall be one (1) inch equals one hundred (100) feet, unless otherwise approved.
3. Layout shall include names of subdivision, block designation, if any, lot designation, or proposed block and lots, all street names, and an accurate tie to at least one-quarter section corner. An unplatted tract shall have an accurate tie to at least one (1) quarter section corner.
4. Boundary line of project area.
5. A list of general notes to the contractor that include at least those notes indicated in the "Procedure For Public Improvement Project Plan Submittal" section of this manual.

In addition, the following items shall be included on the general layout sheet for the particular type of improvement stated below.

Streets

1. Location of all existing and proposed streets and roadways within and adjacent to the project area (list City project name and number if available).
2. Location of all existing and proposed drainage system improvements (list city project name and number if available).

Storm Drainage

1. Drainage calculation summary table containing the following information.
    * Pipe size and slope
    * Pipe capacity
    * Velocity (design and at capacity)
    * Time of concentration
    * Runoff coefficient
    * "K" factor (antecedent precipitation)
    * Design storm (return frequency)
    * Incremental tributary acreage
    * Accumulative acreage
    * Rainfall intensity
    * Rainfall runoff

Sanitary Sewer and Water Lines

1. Location of all existing (water or sewer) lines properly designated within or adjacent to the project area (list City project name and number if available).

2. Connection point or points to existing facilities (tied to a known point on existing facility) and the type of connection to be utilized.
3. Location of all proposed (water or sewer) lines and appurtenances with designation and sheet number on which they appear in plan and profile.

E. SITE GRADING PLAN. The following items shall be included on the general layout sheet for all street and/or drainage improvement projects.

1. Property lines identified as to existing or proposed lot and block number.
2. Elevation and location of nearest bench mark (U.S.G.S. datum)
3. One-hundred year flood plain line.
4. Existing and final grading contours drawn at intervals not to exceed five (5) feet. Intervals of less than five (5) feet may be required by the city engineer dependent on the character of the topography.

F. PLAN AND PROFILE SHEETS. The following items shall be included on the plan and profile sheets for all improvement projects.

1. North arrows and graphic scale.
2. Elevation and location of all applicable bench marks (USGS datum).
3. Existing and proposed streets with names and widths.
4. Property lines properly identified as to existing or proposed lot, block and subdivision.
5. All existing and proposed utilities such as power, gas, oil, water, telephone, sewer, cable television, and other items shall be properly located in conformance with the best information available (from the records of the owner of such facilities or field location) and identified as to size, material, and type of construction.
6. All existing and known proposed improvements within seventy-five (75) feet each side of center line shall be shown at their proper locations. This shall include such existing items as paved streets, curbs and gutters, driveways, culverts, fire hydrants, utility poles, trees, shrubs, fences, walls, houses, and other such items, and shall be identified as to type, size, material, etc., as may be applicable. In case of new developments, some irrelevant items may be omitted.
7. All existing easement and right-of-way information recorded with the county.
8. All proposed easement and right-of-way information.
9. Minor construction notes shall appear on the proper plan and profile sheets.
10. Locations and widths of existing and proposed sidewalks.

In addition, the following items shall be included on the plan and profile sheets for the particular type of improvement stated below.

Streets

1. Station and critical elevation (flowline, invert of pipe, etc.) of all utility or drainage appurtenances, existing and proposed.

2. Flow direction arrows, particularly at intersections.
3. Match lines and consecutive sheet number, beginning with cover sheet.
4. Station and elevation of all curb returns (at 1/5 points); horizontal P.C.'s, P.T.'s, etc.; high or low point of all vertical curves; existing and proposed.
5. Curb return radii, existing and proposed.
6. Complete horizontal curve data. (R, L, Tan)
7. Centerline stations of all non-single family residential driveways and all intersecting roadways.
8. Basis of plan view and profile elevations shall be the same, i.e., flowline and flowline, top of curb and top of curb, etc.
9. Existing grades or established street grades shown as a solid line.
10. All design elevations shall be centerline, top of curb, lip of gutter, or flowline (preferred) for 6" vertical curb and gutter; or lip of gutter, or flowline (preferred) for combination curb, gutter and walk. The basis for as-built information shall be the same as the design (both flowline or both top of curb, etc.).
11. Stationing continuous for the entire portion of the roadway shown in the plan view (100 feet minimum stationing), with the centerline station of all non-single family residential driveways and all intersecting roadways clearly labeled.
12. All existing curbs, gutters, sidewalks, and pavement adjacent to the proposed design (minimum distance of 100 feet). Basis for existing grades shall be "as-built" or field verified elevations at intervals not to exceed fifty (50) feet. Previously approved designs are not an acceptable means of establishing existing grades.
13. Station and elevation of all P.C.R.'s, horizontal P.C.'s, P.C.C.'s, etc; existing and proposed.
14. Station and elevation of all vertical grade breaks, existing (as-built) and proposed. (The use of grade breaks with proposed construction is discouraged.)
15. Distance and grade or slope between grade breaks.
16. Vertical curves, where necessary, with VPI, VPC, and VPT, high or low point (if applicable) stations and elevations. All vertical curves shall be labeled with length of curve (L) and K (=L/A). All vertical curves shall be symmetrical.
17. Design speeds and stopping sight distances for all vertical and horizontal curves.
18. Existing and proposed utilities. Field verified elevations and locations are required to be indicated on the plans for all utilities (existing or proposed) which will potentially affect the design and construction of the improvement.

Storm Drainage

1. Detailed alignment of the storm sewer along with all appurtenances, sizes of lines, conduit material and wall thickness, and other details relating to the storm drainage system including inlet and junction box (manhole) stations and top and invert elevations.
2. All existing drainage facilities and structures such as, but not limited to, irrigation ditches, roadside ditches, improved or unimproved drainage channels, gutter flow directions, culverts, etc. All pertinent information such as size, shape, slope,

location, etc. of such facilities shall be included to facilitate review and approval of the plans.

3. Roadway section and grade including type of curb and gutter and gutter flow directions.
4. Erosion control and energy dissipation devices.
5. Proposed outfall point for runoff from the project area along with required easement information.
6. Routing and cumulative flows at various critical points along storm runoff.
7. Critical minimum finished floor elevations of all buildings adjacent to the project for protection from major storm runoff.
8. Distances between storm sewer system components and other existing or proposed utilities within the right-of-way or drainage easement.

Sanitary Sewers/Water Lines

1. Existing water distribution facilities including, but not limited to, pipe size and location, valves, fire hydrants, blowoffs, etc.
2. Existing sanitary sewer facilities including, but not limited to size, slope, location, hydraulic capacity, and all pertinent information regarding which trunk line will ultimately receive the wastewater collected by the proposed system.
3. Proposed piping with all appurtenances plainly labeled.
4. Existing or proposed easements and/or tracts through offsite areas.
5. Estimated average quantity of wastewater generated offsite that would be tributary to the proposed development, naturally as developed. The "Land Use Plan", which is a part of the Comprehensive Plan for the City of Branson shall be the basis for determining the future use of offsite undeveloped land.
6. Proposed minimum, maximum, and average design flows at all junction manholes. (Manholes where two (2) or more branches have peak flows in excess of three (3) c.f.s.)
7. All design elevations shall be invert of pipe. Top of pipe is acceptable for existing utilities.
8. Stationing continuous for the entire length of the utility beginning at the downstream end of the project. Center line of roadway shall be the basis for stationing whenever possible.
9. Existing utilities, particularly where crossed, with "as-built" elevations and stations.
10. Detailed alignment of the proposed sewer with the manhole designation, either by station and angle shown at each manhole or dimensioned ties to property lines at reasonably frequent control points to provide unquestionable locations of the sewer within street right-of-way or on private property.
11. The channel center line of waterways within fifty (50) feet either side of center line of sewer shall be shown.
12. All manholes shall be shown with manhole designation station and invert elevations. Drop manholes shall be designated as such. Invert elevations shown shall be the invert of the pipe in and out of the manhole. Proposed finish grade

elevation of top of manhole shall be shown. Distance between manholes shall be shown as well as the gradient, pipe size, and type of material.

13. Results of all rock borings shall be shown at the proper locations.
14. Accurate elevations of either the first-floor surface or the basement floor surface shall be shown, and identified, for all existing and/or proposed structures for all building sites to be served by the proposed sewer system.
15. A uniform system of line and manhole designation shall be used subject to the approval of the city engineer's office.
16. Station, length, and size of each subline.
17. Profile view shall show existing grade above center line as a dashed line, proposed finish grades or established street grades by solid lines, and shall show the flow line of any drainage channel, either improved or unimproved, within fifty (50) feet either side of center line. Each line shall be properly identified. The proposed sewer shall be shown as double solid lines properly showing the height of the pipe.
18. Alignment of the proposed water line dimensioned from curb lines or right-of-way lines.
19. Designation by station of all fire hydrants and line valves.

G. CROSS-SECTION SHEETS. The following items shall be included on the cross-section sheets.

1. Typical roadway cross-section for all roadways, existing or proposed, within and adjacent to the proposed development. These cross sections shall appear on the detail sheet. They shall indicate type of roadway (s), profile grade design point (centerline, flowline, top curb, lip of gutter, etc.), roadway width, right-of-way, type of curb, gutter, and walk, pavement cross slope, etc.. Cross-sections to show existing grade lines a minimum of ten (10) feet beyond right-of-way lines.
2. Cross-sections shall be shown at all intersecting streets and driveways.
3. Channel cross-sections shall be shown for all drainage channel improvements.
4. Additional cross-sections shall be shown as required by the city engineer to clearly describe the extent of the grading operations.

H. STANDARD AND SPECIAL DETAIL SHEETS. Detail sheets shall be included to show all details of appurtenances, material, and construction whether or not covered y the Technical Specifications of Branson, Missouri. Details shall conform to the City of Branson Technical Specifications and are to be drawn clearly and neatly with proper identifications, dimensions, materials, and other information necessary to insure the desired construction.

I. CONSTRUCTION RECORD DRAWINGS. The design engineer shall submit construction record (as-built) drawings to the city engineer upon completion of the project and prior to final acceptance of the project. The design engineer shall provide the city with one (1) set of prints for all public improvement projects corrected to show the project as constructed and shall accurately and completely denote all changes made during the course of the work. Each sheet within the plans shall be clearly marked as "Conforming to construction Records" and shall include the date of revision and certifications by the engineer. The design engineer shall also

provide as built record drawings in digital format. Acceptable formats are: ARCINFO/ARCVIEW shapefile or geodatabase; AUTOCAD DXF, DWG. Digital data must be provided in Missouri Central state plane coordinate system NAD83 NADV88 (vertical) units – U.S. feet.

SECTION IV. DESIGN CRITERIA FOR SANITARY SEWERS AND APPURTENANCES

A. DESIGN FACTORS. Sanitary sewers should be designed for the ultimate tributary population. Due consideration should be given to current zoning regulations and approved planning and zoning reports where applicable. Sewer capacities should be adequate to handle the anticipated maximum hourly quantities of sewerage and industrial waste together with reasonable consideration given to infiltration/inflow. Sewer depth shall be adequate to provide service to the tributary area.

B. SEWER DESIGN. Sewers shall be designed for the total tributary areas using the following minimum criteria:

Interceptors and trunk lines	0.01 CFS/Acre
Laterals and sub-mains	0.02 CFS/Acre

Using this criteria all pipes are to be sized flowing full.

C. MAXIMUM SIZE. The diameter of sewers proposed shall not exceed the diameter of the existing or proposed outlet, whichever is applicable, unless otherwise approved by the city engineer.

D. MINIMUM SIZE. No public sewer shall be less than eight (8) inches in diameter. Stub lines for service connections shall not be less than four (4) inches in diameter and shall be extended at a 90-degree angle to the main sewer line.

E. MATERIALS OF CONSTRUCTION. Sanitary sewers shall be constructed of pipe material resistant to or protected from bacterial degradation, acid and alkaline solutions, normal sewer temperature variation, abrasion, and industrial wastes or other material, which may be transmitted by the collection system.

The following types of commercial pipe are approved for gravity sanitary sewer systems constructed in the City of Branson:

Vitrified Clay Pipe	ASTM C700 extra strength
Reinforced Concrete Pipe	ASTM C76, Class II (Wall B or C)
PVC Composite Wall Pipe	ASTM D2680, Minimum pipe stiffness shall be 200 psi.
Ductile Iron Pipe	ASTM A21.51; ASTM A536, Grade 60-42-10; thickness Class 50, unless otherwise required by the City engineer.

PVC Pipe, less than 15' cover	ASTM D3034, Type PSM Polyvinyl (Chloride), SDR 35; PVC Material shall conform to ASTM D and shall have a cell classification of 12454-B, 12454-C, or 13364-B. The minimum pipe stiffness for pipe used for stublines shall be SDR 26.
PVC Pipe, 15' or more cover	Polyvinyl Chloride Pipe meeting the Requirements of AWWA C-900.

The use of thermoplastic pipe shall be limited to residential or commercial areas as approved by the city engineer and shall not be used for pipelines exceeding 15 inches in diameter unless otherwise approved.

F. MINIMUM SLOPE. All sewers shall be designed to give mean velocities when flowing full of not less than 2.0 feet per second.

All velocity and flow calculations shall be based on the Manning Formula using an "n" value of 0.013. The following slopes shall be minimum for the size indicated.

SEWER SIZE	MINIMUM SLOPE IN PERCENT FULL AND HALF FULL FLOW
8"	0.40
10"	0.28
12"	0.22
15"	0.15
18"	0.12
21"	0.10
24"	0.08

Exceptions to these minimum slopes shall be made at the upper end of the lateral sewers serving under thirty houses. Said sewers shall have a minimum slope of 0.76%.

Where lateral sewers serve less than ten (10) houses, the minimum slope shall not be less than 1% unless otherwise approved by the City engineer.

G. INCREASING PIPE SIZE. When a sewer joins a larger one, the invert of the larger sewer should be lowered sufficiently to maintain a continuous energy gradient.

H. HIGH VELOCITY PROTECTION. In situations where flow is continuous and grit is a problem, and where velocities greater than 10 feet per second are possible, special provisions shall be made to protect against abrasion damage to the pipe. Such protection may be attained utilizing ductile iron pipe.

I. ALIGNMENT. All sewers shall be laid with straight alignment between manholes.

J. MANHOLE CONSTRUCTION. Manholes shall be installed at the end of each line; at all changes in grade, size, or alignment; at all intersections; and at a distance not greater than four hundred (400) feet for sewers fifteen (15) inches or less in diameter and not greater than five hundred (500) feet for larger sewers.

K. MANHOLES. The construction of all manholes shall conform to the details shown on the Standard Drawings.

The minimum horizontal clear distance within the barrel of standard manholes shall not be less than four (4) feet. Manholes with connecting pipe diameters greater than 24 inches shall have a minimum inside clear dimension of five (5) feet.

Drop manholes should be avoided as much as possible. However, inside drop pipe shall be provided for a sewer entering a manhole at an elevation of twenty-four (24) inches or more above the manhole invert. The drop pipe shall have the same nominal diameter as that of the incoming sewer. The minimum diameter of an in-side drop type manhole must be increased to five (5) feet. Outside drop manholes will not be allowed.

Without utilizing drop manholes, the difference in elevation between the invert of any incoming sewer and the invert of the outgoing sewer should not exceed twenty-four (24) inches except where required to match crowns. When a sewer joins a larger one, the crown of the smaller sewer shall not be lower than the crown of the larger one. The minimum drop through manholes shall be 0.2 feet.

Where manholes are to be built in close proximity to streets, the top of manhole elevation shall be set within the following limits:

Minimum Elevation	1/4" per foot rise above top back of curb
Maximum Elevation	1/2" per foot rise above top back of curb

All other sanitary sewer lines (sewer lines across unplatted land, etc.) shall have the tops of manholes set flush with the existing ground elevation. Manholes subject to inundation shall be bolt-down rubber gasketed. The top of all manholes shall be located above the 100-year flood plain.

Any variation from the above top of manhole criteria will require a letter of explanation to be submitted with the drawings and be subject to approval by the city engineer.

L. SEWER LOCATIONS. Sanitary sewers shall be located within street or alley rights-of-way unless topography dictates otherwise. When located in easements on private property, access shall be provided to all manholes. A manhole shall be provided at each street or alley crossing.

End lines shall be extended to provide access from street or alley rights-of-way where possible. Imposed loading shall be considered in all locations.

Not less than five (5) feet of cover shall be provided over top of pipe in street and alley rights-of-way and four (4) feet in all other areas unless otherwise approved by the city engineer.

M. CLEANOUTS AND LAMPHOLES. Cleanouts and lampholes will not be permitted.

N. PROTECTION OF WATER SUPPLIES. There shall be no physical connection between a public or private potable water supply system and a sewer, or appurtenance thereto, which would permit the passage of any wastewater or polluted water into the potable water supply.

1. Horizontal Separation: Sewer mains shall be laid at least 10 feet horizontally from any existing or proposed water main. The distances shall be measured edge to edge. In cases where it is not practical to maintain a 10-foot separation, the engineer may allow deviation on a case-by-case sewer closer to a water main, provided that the water main is in a separate trench or on an undisturbed earth shelf located on one side of the sewer at such an elevation that the bottom of the water main is at least 18 inches above the top of the sewer.

2. Crossings: Sewers crossing water mains shall be laid to provide a minimum vertical distance of 18 inches between the outside of the water main and the outside of the sewer. This shall be the case where the water main is either above or below the sewer. The crossing shall be arranged so that the sewer joints will be equidistant and as far as possible from the water main joints. Where a water main crosses under a sewer, adequate structural support shall be provided for the sewer to prevent damage to the water main.

3. Special Conditions: When it is impossible to obtain proper horizontal and vertical separation as stipulated above, the sewer shall be designed and constructed equal to water pipe, and shall be pressure tested to assure watertightness prior to backfilling.

   No water pipe shall pass through, or come in contact with, any part of a sewer or a sewer manhole.

O. AERIAL CROSSINGS. Adequate support shall be provided at all joints in pipes utilized for aerial crossings. Only ductile-iron pipe with restrained joints shall be used unless otherwise approved by the city engineer.

SECTION V. DESIGN CRITERIA FOR WATER LINE CONSTRUCTION

A. GENERAL. Proposed extensions of the water distribution system shall, in general, follow the pattern established in the Water Facilities Plan as adopted by the City of Branson. Deviations from this general policy may be deemed necessary by the city engineer should the provision of adequate service to prospective customer or fire protection needs, existing or anticipated, in the area to be served warrant said deviations.

No public water line shall be constructed less than size (6) inches in diameter (except for 2 inch PVC lines permitted on cul-de-sacs).

B. LOCATION OF WATER MAINS AND APPURTENANCES. Proposed water mains shall be so located within street right-of-way to provide the least interference with the location of other utility lines. Street grades and elevations of proposed main shall be taken into consideration so that once constructed they will not require regrading or relocation.

C. DEPTH. All water mains shall have a minimum cover of forty-two (42) inches and a maximum cover of sixty (60) inches.

D. MATERIAL OF CONSTRUCTION. Ductile iron pipes or PVC shall be used for all mains constructed in the City of Branson.

The ductile iron shall conform to ANSI A21.51; ASTM A536, Grade 60-42-10; AWWA C151. The minimum nominal thickness class for ductile iron pipe shall be 50, unless otherwise designated by the city engineer.

Joints, unless otherwise specified, shall be of the push-on type conforming to ANSI A21.11/AWWA C111, except gaskets shall be synthetic rubber. Natural rubber will not be acceptable. The pipe shall be cement mortar lined, conforming to ANSI A21.4/AWWA C104 and shall be coated inside and out with a bituminous coating.

Ductile-iron fittings shall be complete with all accessories and shall be ASTM A536, Grade 70-50-05, conforming to ANSI A21.10 AWWA C110, 350 PSI pressure rating. Joints shall be of the standard mechanical joint type conforming to ANSI A21.10/AWWA C104, and shall be coated inside and out with a bituminous coating.

PVC pressure pipe shall be designed to carry potable water at pressures (including surge) up to the maximum class rating. Materials from which the pipe, couplings, and fittings are manufactured shall conform to ASTM D1784, Type 1, Grade 1, 2,000 psi design stress. The minimum wall thickness for the pipe shall be SCR 21 (Class 200). 2" PVC pressure pipe shall have a minimum wall thickness for the pipe. Pipe shall be DR 17 (Class 250) or Schedule 40 (Class 270).

All PVC pipe shall conform to the latest revisions of ASTM D2241, Department of Commerce PS22-70 (SDR-PR) pressure rated pipe, and National Sanitation Foundation Testing

Laboratories (NSF). Pipe ends shall be tapered to accept gasketed couplings. Flexible elastomeric gaskets, meeting the requirements of ASTM F477, shall be synthetic rubber. Natural rubber will not be acceptable.

The couplings and fittings shall accommodate the pipe for which they are used. The minimum pressure ratings shall be 235 psi for couplings and 250 psi for the fittings.

E. FIRE HYDRANTS. Fire hydrants shall conform to AWWA C502, and shall be Mueller A423 Super Centurion 250 or Clou Model 2545 Medallion.

Hydrants shall be traffic models with breakaway flanges and shall have one 4 1/2 inch pumper nozzle and two 2 1/2 inch nozzles. All hydrants shall be furnished with auxiliary gates valves.

Hydrants should be placed at or near street intersections and at intermediate points when block lengths become long. Under no circumstances shall the spacing of fire hydrants exceed five hundred (500) feet in residential areas or three hundred (300) feet in commercial areas.

Fire Hydrant installations shall conform to the Standard Drawings.

F. LINE VALVES. Gate valves shall be of the resilient-seated configuration and shall conform to the applicable requirements of AWWA C509.

Resilient-seat gate valves shall be American-80 "CRS" or Mueller A-2370-20 or approved equal.

Gate valves shall be used in all water mains twelve (12) inches in diameter and smaller.

Butterfly valves shall conform to AWWA C504 and shall be American (Class 150B), Mueller "Line Seal III", or approved equal. Butterfly valves shall be used in mains larger than twelve (12) inches in diameter or where otherwise approved by the city engineer.

Valves shall be placed in all straight runs of pipe at intervals not to exceed 800 feet. Where two lines intersect, a valve should be placed in each pipe on each side of the intersection. All valves shall be restrained to the tee. Valves should be so placed that any pipe two (2) blocks long can be cut out of the general circulation without interrupting service in the rest of the system.

Extension stems shall be provided for buried valves when the operating nut is more than three feet below finished grade. Each extension stem for a buried valve shall extend to within three feet of the ground surface, shall be provided with spacers which will center the stem in the valve box, and shall be equipped with a wrench nut.

G. TAPPING SLEEVES AND VALVES. Tapping sleeves and valves shall be used where required to connect to existing in-service mains.

The valves shall be 200 psi, resilient-seated, cast iron body, nonrising stem gate valves conforming with all applicable requirements of AWWA C509 and shall be Mueller "No. A-2307-16" or an approved equal. Each tapping valve shall be provided with a flanged inlet end designed, faced and drilled for connection to the outlet end of the tapping sleeve. The outlet end of the tapping valve shall be provided with a tapping flange for attachment of a standard drilling machine and also with a mechanical joint-type bell end for connection of the branch main.

Tapping sleeves shall be of the flanged-outlet type designed for attachment to the flanged inlet end of the tapping valve, and shall be provided with mechanical joint ends at each end of the run and shall be Mueller "No. H-615" for ductile iron pipe or approved equal.

H. CONNECTIONS TO EXISTING WATER MAINS. Connections to existing water mains shall be made in such a manner as to provide the least amount of interruption to water service. In the event closing of valves to make a connection will affect a customer who cannot be without service, provisions shall be made on the plans for a temporary service.

I. PROVISIONS FOR FUTURE EXTENSIONS OF WATER MAINS. At the termination of all water mains or at locations as specified by the city engineer, a dead end assembly in accordance with the Standard Drawings of the Technical Specifications of the City of Branson shall be provided to allow for future water main extensions.

Flushing assemblies shall be used at locations as required to provide for thorough flushing of all water mains in the project area. Whenever practical, water mains five hundred (500) feet and longer shall be provided with a fire hydrant for flushing.

J. THRUST BLOCKING. Reaction blocking of adequate size shall be provided at all tees, elbows and bends to resist all resultant thrusts due to hydrostatic pressure. All blocking shall conform to the Standard Drawings.

K. HIGHWAY AND RAILROAD CROSSINGS. All crossings of highways or railroads shall be made by boring or tunneling. The work shall be in conformity with all requirements and regulations and be under the control of the authority owning or having jurisdiction over and control of the right-of-way in each case.

L. STREET CROSSINGS. Open cutting of streets shall be allowed only where permitted by the City engineer. At locations where open cutting is not permitted, the crossing shall be made by boring or tunneling. Crossings made by boring or tunneling shall require a casing pipe unless otherwise approved by the city engineer. All work and materials shall be in conformity with all requirements of the Technical Specifications of the City of Branson. The diameter and length of the casing pipe to be used shall be as determined by the city engineer.

M. FIRE FLOW REQUIREMENTS. Public improvement plans for water line projects serving development sites other than single family or duplex subdivisions shall be reviewed for fire protection sufficiency. The Chief Building Official shall determine the amount of water that is required for fire protection based on I.S.O. guidelines for the proposed type of structures to be

built within the development. The design engineer shall obtain the flow requirement and then determine if the existing operating conditions. Calculations verifying that the required flows can be met shall accompany the drawings when submitted for approval.

SECTION VI. DESIGN CRITERIA FOR STREET IMPROVEMENTS

A. GENERAL. Proposed street improvements within the city shall conform to the pattern established in the Major Street Plan as adopted by the City of Branson.

Street improvements shall be designed to conform to applicable codes, regulations, ordinances, and the provisions set forth in these criteria as established by the City of Branson. Plans for said improvements shall be submitted to the city engineer for approval and shall include all information as may be required or described hereinafter.

B. FUNCTIONAL CLASSIFICATION OF STREETS. The classification of streets shall be generally defined as follows:

1. *Local Streets.* A street designed to provide access to abutting property from collector and arterial streets.

2. *Collector/Commercial Streets.* Streets, which, in addition to serving abutting properties, intercept local streets, connect with community facilities and carry neighborhood traffic to the arterial street systems. Commercial streets serve areas predominately zoned for commercial or industrial uses.

3. *Arterial Streets.* A street or road of considerable continuity which serves or is intended to serve as a principal trafficway between separated areas or districts and which is the main means of access to the collector street system, highways, or expressways.

   Typical cross-sections of these classifications are shown on Design Aids No. 1 and No. 2.

C. STREET DESIGN STANDARDS

	MAJOR	MINOR	COLLECTOR 2 – Lane *	LOCAL 2-Lane
Right-of-way Width (ft)	120	100	60	50
Street Width (ft)	(86'-70')	52	36	28
Median Width (ft)	(14'-30')	-0-	-0-	-0-
Minimum Pavement Depth (Asphaltic Concrete) inches	11	11	9.5	5.5
Design Volume (VPD) Range	24,000-36,000	12,000-24,000	1,500-12,000	Less than 1,500
**Design Speed (MPH)	50	35-45	30-35	25-30
Maximum Grade	8%	8%	12%	15%
Minimum Grade	0.5%	0.5%	0.5%	0.5%
Curb Return Radius	50'	50'	30'	25'
Minimum Radii Horizontal Curves	1300'	700'	300'	185'
Minimum Private Curb Cut Spacing (ft)	350	One per property	One per property	One per property
Minimum Distance from Intersection of R.O.W. to curb cut (ft)	250	200	150	25
***Sidewalk width (ft)	4	4	4	4
Parking Permitted	No	No	One Side	One Side Only
Storm Sewers	Yes	Yes	Yes	Yes
Curb & Gutter	Barrier	Barrier	Barrier	Barrier or Roll Back

* Also applicable to commercial streets.

** Design Speed criteria for horizontal and vertical alignment should meet the requirements of the current edition of "A Policy on Geometric Design of Highways and Streets, AASHTO".

*** Both sides of roadway.

D. OFF-CENTER STREET INTERSECTIONS. Off-center street intersections shall be separated by a minimum centerline to centerline dimension of one hundred and fifty feet.

E. INTERSECTION VERTICAL ALIGNMENT. In all cases where a higher functional street intersect with a lower functional street, normal street crown shall be maintained on the higher functional street. Where streets of equal function intersect, street grades shall coincide in the center of the intersection with reduced rideability for both streets, or a warping of the cross slope for both streets. (Design Aid No. 5)

F. MINIMUM ANGLE OF INTERSECTION. It is desirable for all intersections to meet at approximately a 90 degree angle. Skewed intersections should be avoided, and in no case should the angle be less than 60 degrees.

G. MAXIMUM GRADIENT. The maximum gradient for streets as noted in Section C may be exceeded only upon written approval of the city engineer. Such approval will only be granted in unusual cases where grades within the acceptable limits cannot be obtained.

H. GRADING GRADIENTS. The finished grade within the limits of the right- of-way shall slope from one-quarter (1/4) inch vertical to one (1) foot horizontal minimum, to one-half (1/2) inch vertical to one (1) foot horizontal maximum measured above the back of the curb. The grading gradients may be varied only upon written approval of the city engineer.

I. TANGENT LENGTH. The minimum tangent length between reverse curves shall be fifty feet for local streets and one hundred feet for collector/commercial and arterial streets, except that no tangent will be required for radii longer than five hundred feet.

J. SIGHT DISTANCE. Street intersection sight distance shall be in accordance with the requirements of the current edition of "A policy on Geometric Design of Highways and Streets, AASHTO". Driveway intersections sight distance with arterial and collector/commercial streets shall meet the recommendation of the Missouri Department of Transportation.

K. CONNECTIONS TO EXISTING PAVEMENTS. Where a new street is to connect to an existing street, all deteriorated or cracked asphalt within five (5) feet of the connection point shall be removed to a point where sound material is found. If full-depth pavement removal is required the sub-grade will be recompacted to 95% to standard density.

L. STORM DRAINAGE. All storm drainage works constructed in connection with street improvements shall be designed in accordance with the City of Branson Design Criteria for Storm Sewers and Appurtenances.

M. CUL-DE-SACS. At locations where streets are to be terminated and a vehicular connection between adjacent streets is not required a cul-de-sac may be permitted. Such cul-de-sac shall be constructed with a minimum radius of thirty-nine (39) feet to the back of the curb.

N. TEMPORARY TURN-AROUNDS. At locations where streets are to be temporarily terminated which will be extended at a later date, and said street extends beyond the intersection of an adjacent street more than five (5) lots, a temporary cul-de-sac shall be constructed with a minimum radius of thirty-five (35) feet. The temporary cul-de-sac shall be constructed of asphaltic concrete with a minimum depth of six (6) inches. Curb and gutter will not be required. The cul-de-sac shall be constructed within the limits of a permanent construction easement.

O. MONUMENT BOXES. Monument boxes conforming to the Standard Drawings shall be installed at all quarter section corners as involved in the street construction.

P. OTHER DESIGN CRITERIA. All other street design elements not contained within this criteria shall be in accordance with the most current edition of "A Policy on Geometric Design of Highways and Streets" authored by the American Association of State Highway and Transportation Officials (AASHTO) or other applicable AASHTO design guides.

Q. DRIVEWAY ELEVATIONS. Driveways shall attain top of curb elevation within the right-of-way. Driveway grades within right-of-way shall be 8% maximum until curb height is reached. Breakover grades for crest drives shall be 8% maximum and sag drives shall be 12% maximum. Driveway elevation shall not be more than 6" above or below the normal shoulder elevation at the right-of-way line, to allow for a smooth sidewalk profile.

SECTION VII. DESIGN CRITERIA FOR STORM DRAINAGE FACILITIES

A. GENERAL**.** This section sets forth the minimum technical criteria for the analysis and design of drainage systems. All development plans submitted for approval to the City of Branson must be accompanied by an adequate storm drainage system analysis and design in accordance with the criteria as hereinafter described and shall be performed by a licensed professional engineer in the State of Missouri.

The criteria set forth in this section shall apply primarily to that element of the drainage system outside the limits of the 100-year regulatory flood-plain unless otherwise noted. Improvements within the limits of the 100-year floodplain shall conform to requirements set forth in applicable city codes and ordinances and the regulations of any other agency having jurisdiction over such area.

B. MINIMUM STANDARDS OF ANALYSIS. Unless otherwise approved by the city engineer, the following criteria will be utilized to determine the adequacy of any storm drainage facility design submitted for approval.

1. Methodology of Analysis. In determining the amount of stormwater runoff resulting from a development and the amount of flow at various points throughout the drainage system, it is important for the designer to relate the methodology to be utilized in his calculations to the proportionate size of the tributary watershed areas. In developments where the area contributing runoff is one hundred (100) acres or less, the Rational Method of calculating the quantity of runoff may be utilized. Developments where the area contributing runoff exceeds one hundred (100) acres shall be designed using the unit hydrograph method (SCS) or other methodologies approved by the city engineer.

2. Criteria for Drainage System. All calculations relating to runoff analysis shall be based upon the proposed land use and shall take into consideration any contributing runoff from areas adjacent to the development site. Storm water runoff analysis from adjacent existing developed areas shall be based upon current land usage and topographical features. Property adjacent to the study area which is undeveloped shall be considered as fully developed in accordance with the most probable anticipated future land use. Such land use shall be determined from the City Comprehensive Plan and the City zoning map. In the event that the future land use of a specific undeveloped property cannot be adequately projected from available information, the average runoff coefficient (C) to be used shall not be less than 0.65 for use in the Rational Method or an appropriate equivalent value as approved by the city engineer for any other method. The most likely flow pattern to be utilized for an undeveloped area shall be based upon existing natural topographical features.

   Average land slopes in both developed and undeveloped areas may be utilized to calculate runoff rates. The exception to this shall be in areas with existing well-defined drainage patterns and slopes; in which case the actual slope shall be used.

Existing runoff flow rates and velocities at location of discharge from adjacent upstream developments shall be utilized in drainage system design. Drainage facilities shall be designed to minimize the velocity of overland flow so as not to cause erosion damage. In areas where excessive velocities exist, adequate dissipating structures shall be provided as required to result in velocities appropriate for the type of erosion control to be utilized or as specified in this criteria.

The primary function of roadways within a development shall be reserved for the conveyance of traffic. The use of these facilities as a storm runoff facility shall be restricted to the requirements established and set forth in these design criteria.

The utilization of onsite or on stream detention and natural drainage ways is recommended and encouraged where feasible. Relocation of existing natural drainage ways will not be approved unless such relocation has been substantiated as a result of a thorough and complete analysis of the resultant consequences.

The designer shall consider all problem areas of his design and analysis to prevent the transfer of these problems from one location to another. All points of drainage outfall shall be designed to preclude creation of downstream flooding problems and hazards to the public. Approval will not be given to any project, which involves the construction of any structure or the placement of fill material which will hinder or impair surface or subsurface drainage from surrounding areas.

C. STORMWATER CONVEYANCE MINIMUM STANDARDS OF DESIGN. Storm water runoff shall be carried by enclosed systems or open channels on the basis of criteria established in this section and subject to the final determination and approval of the city engineer.

1. Open Channels: Open channels, natural or improved, may be placed to the rear or side of properties upon approval of the city engineer where the design provides adequate protection to the adjacent property and structures. Such protection shall be through the provision of a 50-year flood plain setback and a minimum clearance from the top of bank to any building of 30 feet.

2. Enclosed Systems: Runoff from drainage areas outside of established or proposed right-of-ways greater than 3 acres in size shall be collected and transported in an enclosed system. Enclosed systems shall also be utilized within the limits of established or proposed right-of-way for roadways and streets. The drainage system shall remain enclosed until the flow rate is such that the runoff from the design storm for a development can no longer be contained within a 72-inch R.C.P. equivalent conduit and an open channel can be entered without negative impact. Additionally, the receiving open channel shall be capable of meeting the appropriate clearances to adjacent buildings as indicated above for open channels.

All storm sewers and culverts crossing under street pavement shall be reinforced concrete pipe unless a specific waiver is granted from the city engineer. Storm sewers outside of pavement areas may be corrugated metal pipe (CMP) or corrugated high density polyethylene (HDPE) pipe. Flared end sections are required on all CMP, HDPE and RCP concrete aprons and wing walls are required on all concrete box culverts.

At the point of intersection and discharge with the receiving open channel, an energy dissipating structure acceptable to the city engineer shall be provided to limit the discharge velocity from the enclosed system to not more than 5 fps.

Where storm drainage facilities are located along side property lines, such systems shall be enclosed to a point at least 30 feet beyond the rear corner of adjacent buildings unless otherwise directed or approved by the city engineer. A surface swale shall be designed over this area to contain additional run-off from a 50-year storm.

Complete side and rear drainage systems meeting the criteria established previously shall be provided along the boundaries of new subdivisions or developments by the developer or property owner.

a. Design Storm Frequencies. The minimum rainfall event to be utilized in determining the intensity of rainfall for storm flow calculations shall be based on the following:

Land Use/Zoning	**Storm Return Frequency**
Residential	10 year
Commercial	25 year
Industrial	25 year
Parks, Greenbelts, etc.	10 year
Open Channels	25 year
Flood Plains	100 year
Crossing Arterial Streets and with 40 acres or more Tributary	50 year

Storm drainage systems having more than one land use or zoning classification tributary to the system, shall be designed on the basis of the highest runoff producing land use comprising thirty (30) percent or more of the total tributary area.

b. Runoff Computation. The rational method of calculating storm water quantities, Q = KCiA, shall be used with the following definitions of terms and arbitrary values:

Q is the quantity of runoff in cubic feet per second and is the basis for design of the storm drainage system.

K is a dimensionless coefficient to account for antecedent precipitation.

C is the weighted coefficient of runoff from the tributary area and shall have the following values where applicable:

Land Use/Zoning	"C"	Average Surface Use Percent Impervious	Percent Pervious
Business			
Downtown Area	0.90	95	5
Neighborhood Areas	0.80	85	15
Residential			
Single-Family Areas	0.50	35	65
Multi-Family Areas	0.65	60	40
Churches & Schools	0.75	75	25
Industrial			
Light Areas	0.65	60	40
Heavy Areas	0.80	80	20
Parks, Cemeteries	0.35	10	90
Playgrounds	0.35	10	90
Railroad Yard Areas	0.45	25	75
Undeveloped Areas			
Permanent Unimproved Areas, Greenbelts, etc...	0.30	0	100
Temporary Unimproved Areas which can be considered as fully developed in the future	0.65		

As an alternate to the above coefficients or for areas not specifically listed above planned building groups, shopping centers, trailer parks, etc.), a composite runoff coefficient based on the percentage of the different types of surfaces involved shall be used.

Coefficients with respect to surface type shall not be less than those listed in the following table:

Asphalt Surfaces	0.90
Concrete Surfaces	0.90
Roof Areas	0.90
Turf	0.30

i is intensity of rainfall in inches per hour and shall be determined for the yearly frequency stipulated previously and as derived from the intensity duration curves included as a part of this criteria.

Time of concentration (TC) equals the overload flow time to the most upstream inlet or other point of entry to the system plus the time of flow in the system upstream from the point under construction. (TC = Ti + Tt)

1) Inlet time (Ti) shall be calculated utilizing the following formula or determined graphically from Design Aid No. 10, but shall not be less than 5.0 minutes or greater than 15.0 minutes:

$$Ti = \frac{1.8\ (1.1 - C)\ \ D\ 1/2}{S\ 1/3} \text{ minutes}$$

C is the Rational Method runoff coefficient.

D is the overland flow distance parallel to slope.

S is the slope of the tributary area surface perpendicular to contour in percent.

2) Travel time (Tt) shall be calculated as the length of travel in the channelized system divided by the velocity of flow. Velocity shall be calculated by Manning's equation, assuming all system elements are flowing full without surcharge. Travel time may be determined graphically from Design Aid No. 11, in lieu of calculation.

When the upstream channel is unimproved, it shall be assumed that future construction of drainage system improvements will increase the velocity of flow. Velocity used for calculating Tt shall be:

Average Channel Slope (Percent)	Velocity (fps)
<2	7
2 to 5	10
>5	15

A is the area in acres contributing to the drainage system. All upstream tributary areas are to be considered as fully developed as zoned or planned at the time of design.

c. Antecedent Precipitation. "K" represents the frequency factor used to account for antecedent precipitation and shall have the following values:

Storm Return Period (Years)	K*
10	1.0
25	1.1
50	1.2
100	1.25

*The product of K x C shall not exceed 1.0.

d. Pipe Sizing. Pipe sizes in integrated underground systems shall be determined in accordance with the Manning Formula = $Q = \frac{A\ (1.486)}{n}$

Values of "n" to be used in the Manning Formula shall be as shown in Design Aid No. 12. Manning's "n" for HDPE pipe shall be 0.013. (Revised 8-13-08)

The minimum size storm sewer size shall be twelve (12) inches in diameter (fifteen (15) inches for CMP).

Storm sewers and inlets shall be of sufficient capacity to adequately carry the anticipated runoff from the design storm. Capacity shall be rated at either inlet or outlet control, whichever condition indicates the least capacity. The drainage system and appurtenant storm inlets shall commence at all locations where the allowable street capacity for the conveyance of storm water runoff is exceeded or where there is a possibility of ponding.

All storm drainage systems shall be designed so as to maintain a minimum velocity of flow of two (2) feet per second and a maximum velocity of fifteen (15) feet per second when flowing full. All systems discharging at a velocity in excess of five (5) feet per second shall be designed with an acceptable energy dissipating structure.

e. Depth. All storm drainage lines shall have a minimum cover of eighteen (18) inches where practical. Cover may be decreased to avoid conflicts or on short laterals, as approved by the city engineer. Special bedding and backfill may be required where cover is less than eighteen (18) inches.

f. Curb Inlet, Junction Boxes and Other Points of Entry. In general, curb inlets shall be installed at intersections and as required at intermediate points to limit gutter flow width during runoff occurring from the design peak discharge from the tributary watershed area to that which will not encroach on the following center width of streets:

Thoroughfare Streets	24 feet
Collector/Service Streets	14 feet
Local Streets	10 feet

Because of the potential for street debris to clog inlets and to reflect potential cross section changes due to resurfacing, inlet capacity shall be rated at 80 percent of the theoretical inlet capacity unless otherwise approved by the city engineer.

Design shall provide that the hydraulic gradient at any opening through which surface water may enter (or backflow from) the system is 0.5 foot or greater below the opening elevation. The hydraulic gradient elevation is defined as:

1) Invert elevation of the outlet channel (pipe) of the structure;

2) Plus depth (diameter) of outlet channel (pipe);

3) Plus "h" calculated in accordance with Design Aid No. 13, except for structures where 50 percent or more of the discharge enters the structure from the surface "h" shall be calculated as = V /64.

The hydraulic gradient elevation shall be calculated at the entrance to the outlet line of each structure.

The crown(s) of pipe(s) entering a structure shall be at or above the crown of the pipe exiting from the structure to provide a minimum fall of the invert in the structure of 0.2 feet for straight flow through the structure or 0.5 feet fall for all other types of flow (bends more than 22.5 degrees deflection angle, multiple lines entering, enlargement transition,....etc.) through the structure.

g. Open Channels. Unless in a 100-year designated floodplain or a critical area as determined by the city engineer, open channels shall be designed for the 25-year frequency storm. Open channels shall be sized to adequately carry the design rate of flow without damage. Whenever practical, the channel shall be characterized as slow flowing, be wide and shallow, and be natural in its appearance and functioning.

Channel capacities shall be computed using the Manning Formula for uniform flow.

Design flow rates shall be carried within the confines of the open channel with a minimum allowable freeboard of 1.0 foot measured from the water surface to the top of bank.

Pipe culverts, box culverts, and other structures entering channels shall not project into the normal waterway area.

Channel design shall include lining or treatment of the invert and sides as required to minimize erosion. Minimum treatment shall include seeding.

Channel inverts and sides shall be lined in accordance with the following table:

Mean Flow Velocity	Type of Lining
Less than 3 F.P.S.	Seeded
3 to 5 F.P.S.	Sod, staked
5 to 10 F.P.S.	Stone riprap (15"Min. thickness)
10 to 15 F.P.S.	Grouted stone riprap, gabion revetment or concrete
over 15 F.P.S.	Concrete paved or sound in-situ rock

Lining materials having equivalent erosion control properties to those shown in the foregoing table may be used in lieu thereof with the approval of the city engineer.

Channel sections shall be compatible with the type of lining and maintenance practical to be used. Side slopes shall be as flat as practical. Side slopes of 3:1 shall be considered a normal maximum. Under special circumstances where acceptable lining material is to be utilized, slopes of 2:1 may be considered. Such use in the channel design shall be only where approved the City engineer. Friction factors used in design shall consider the type of lining and are list in Design Aid No. 12.

Alignment changes shall be achieved by curves having a minimum radius of:

$$R = \frac{V\,W}{8D}$$

R = Minimum radius of centerline in feet.

V = Average velocity of flow in feet/sec.

D = Depth of flow in feet.

Lining height on the outside (concave) side of curves shall be increased by:

$$y = \frac{D}{4}$$

y = Increased vertical height of lining in feet.

Increased lining height shall be transitioned from y to zero feet over a minimum distance of:

1) 30 (y) feet downstream from the point of tangency (p.t.)
2) 10 (y) feet upstream from the point of curvature (p.c.)

h. Natural Channels. Shall conform to the criteria for improved channels except:

1) Mean flow velocity may be 5 feet/sec without lining.
2) Freeboard requirements may be satisfied by dedication of an easement to the freeboard elevation plus 1.0 foot vertically.

i. Culvert. Culverts under major and minor arterials shall have sufficient capacity to pass the runoff from the appropriate design storm considering 20% of the inlet opening plugged.

The following design criteria shall be utilized for all culvert design:

1) The culvert including inlet and outlet structures shall properly take care of water, bed-load and debris at all stages of flow.

2) Inlet. Culvert inlets shall be designed to minimize entrance and friction losses. Inlets shall be provide with either flared-end sections or headwalls with wingwalls. Projecting ends will not be acceptable. For large structures, provisions shall be made to resist possible structural failure due to hydrostatic uplift forces.

3) Outlets. Culvert outlets shall be designed to avoid sedimentation, undermining of the culvert, and erosion of the downstream channel. Outlets shall be provided with either flared-end sections or headwalls with wingwalls. Projecting outlets will not be acceptable. Additional outlet control in the form of riprap, channel shaping, etc., may be required where excessively high discharge velocities occur.

4) Slopes. Culvert slopes should be such that neither silting nor excessive velocities and scour occur. Generally, the minimum slope of culverts shall be limited to 0.005.

5) Headwater. Generally, the headwater to diameter ratio (HW/D) should not exceed those recommended as follows:

Storm Frequency	HW/D
10 year	$\leq$ 1.0
25 year	$\leq$ 1.2
50 year	$\leq$ 1.5
100year	$\leq$ 1.5

6) Tailwater. The depth of tailwater at the outlet shall be subject to the criteria set forth for headwater.

7) Hydraulic Design. Culverts shall be analyzed to determine whether discharge is controlled by inlet or outlet conditions for design storm discharge. The value of the roughness coefficient (n) used shall not be less than those specified in Design Aid No. 12.

8) Structural Design. The structural design of culverts, whether pipe or concrete box, shall be sufficient for the situation anticipated to be encountered at the site of the proposed work. Such design shall conform fully to all requirements set forth in this criteria and in the Technical Specifications of the City of Branson and shall be as approved by the city engineer.

D. STORMWATER DETENTION MINIMUM STANDARDS OF DESIGN. Storm water detention shall be designed on the basis of criteria established in this section and subject to the final determination and approval of the city engineer.

1. Commercial and multi-family residential areas shall be designed based on a 2, 10 and 25 year storm. Single family residential areas shall be designed based on a 2 and 10 year storm. (Revised 7-02-08)

2. Stormwater shall be retained such that the rate of run-off leaving the post-developed site is no greater than the pre-development run-off rate. The difference between the two run-off rates is the amount that should be detained.

3. Generally accepted formulas may be used – HEC-1, etc. or Rational equation, etc. Developments over 100 acres must use the unit hydrograph (SCS) or similar method.

4. Calculations must be submitted to the city engineer for review. Calculations shall include a summary sheet which indicates pre-development flows and the post-development flows exiting the detention basin. The summary sheet shall also be shown on the detention basin drawings.

5. Detention may be accomplished in nearly any method viable on the project site. This can include detention ponds, tanks, below ground systems or even parking lot or landscape island detention. Open basins must be soil lined and have soil placed on interior and exterior side slopes. Soil must be seeded and mulched. Rip-rap or rock lined basins and berms will only be allowable under unusual circumstances and with special permission from the city.

6. Discharge may be by use of V-notch walls, slotted weir, or small pipe. Innovative solutions are usually acceptable depending upon city staff review. All detention basin discharge facilities (i.e. orifices and weirs) must be visible for routine inspection and maintenance.

7. The minimum size of an orifice (small pipe) shall be 4" in diameter and the minimum width of a slotted weir shall be 4".

8. A drainage area map must be submitted for detention basins that serve more than one parcel. The map shall utilize the city's GIS mapping as a base.

9. Discharge velocities must not be erosive. The follow channel linings are required:

Velocity	Lining Type
<3 fps	seeded
3 to 5 fps	staked sod
5 to 10 fps	15" thick stone rip-rap
10 to 15 fps	grouted stone rip-rap, gabion revetment or concrete paved
Over 15 fps	concrete paved or bedrock

Velocities must be reduced prior to exiting the appropriate lining.

10. Any disturbance of land over 1 acre in size requires a permit from the Missouri Department of Natural Resources.

11. A sediment and erosion control plan must be developed and implemented prior to beginning any land disturbance. The plan shall conform to the requirements set forth in Section IX – Design Criteria for Sediment and Erosion Control.

12. The design engineer shall confirm the adequacy of storm water conveyance downstream of the detention basin outlet. This is of particular importance in areas where the predeveloped characteristics of storm water flow are primarily sheet flow. Storm water downstream of the detention basin discharge shall be conveyed in a well defined channel and shall not negatively impact downstream properties.

E. Easements. Permanent drainage easements are required to provide adequate access for construction, inspection, and maintenance of all storm drainage system components. All easements shall be dedicated to the city. For new subdivisions, all required easements and setbacks shall be shown on the final plat recorded with the Recorder of Deeds.

Drainage easements shall have minimum widths as described below. A wider easement width may be required at structures or if the easement is shared with other utilities or as determined by the city engineer.

1. Storm Sewer. Easements for storm sewers shall be either 15-feet wide or the outside dimension of the conduit plus 10-feet (centered on the conduit), which ever is greater. A wider easement may be required if the depth of cover exceeds 4 feet.

2. Improved Open Channel. Easements for improved open channels shall be as wide as the top bank width plus 10 feet on each side, and shall be continuous to the end of the channel.

3. Natural Open Channel. Easements for natural open channels shall be the areas between the high bank lines of the channel, plus additional width on each side of the channel as deemed necessary by the city to allow access for maintenance equipment. The minimum width for a natural open channel easement is 30 feet.

SECTION VIII. DESIGN CRITERIA FOR SANITARY SEWER LIFT STATIONS

GENERAL: The intent of these criteria is to provide guidance to design engineers regarding minimum requirements of equipment and appurtenances for new construction or upgrades of existing sanitary sewer lift stations **owned and operated by the City of Branson.** Other conditions and requirements for construction will apply including the City of Branson Technical Specifications For Public Works Improvements, National Electrical Code, (latest edition), and City of Branson Planning and Development Department requirements. Design plans and specifications for lift stations must be approved by all applicable City of Branson departments prior to issuance of continuing authority by the Missouri Department of Natural Resources.

All requirements in this document must be described in full detail on the plans and specifications of the lift station. The plans shall include a plan and profile view of all wetwells, drywells, valve vaults, piping and appurtenances. Electrical drawings shall include line diagrams that show all electrical components such as electrical service, motor control center, standby generator, transfer switch, PLC, radio, etc. Also included in the drawings shall be a method of operation for the lift station.

The following requirements are intended to establish a baseline minimum for a standard sanitary sewer lift station owned, operated, and maintained by the City of Branson. Individual lift stations may require site-specific special conditions and/or equipment for proper performance and operation. In such cases design engineers shall coordinate with the required city departments to guarantee proper construction and operation.

A. SITE IMPROVEMENTS - STATION COMPOUND AND ACCESS ROAD

Minimum requirements include the following:

1. Compound fencing including 6-foot high chain link fence with 3-strand barbwire top and a 16-foot wide vehicle gate (2 - 8 ft panels). Vehicle gate shall be located at the access road entrance to the compound providing access to station wet well and dry well. Provide a 3-foot wide man gate next to the vehicle gate.
2. A 12-foot wide (minimum) service road with 6 inches of 0 to 6-inch crushed limestone material for road base and 3 inches of 1-inch limestone base material for road surface. (3-inch thick asphaltic concrete pavement is required on roads having a grade greater exceeding 7 percent.) Roadbeds are to be crowned with necessary ditch lines sloping to storm water crossings for proper storm water drainage.
3. Culverts of appropriate size and length at large water crossings and/or low water concrete crossings at smaller water crossings.
4. Turn around area at front of lift station large enough to turn pump trucks around. Surfacing shall be the same as for the service road.
5. The ground shall slope away from the wet and dry wells at a slope of 3% in all directions, toward the boundaries of the lift station compound. Interceptor ditches shall be installed, as required, to convey surface drainage away from the lift station compound.

6. Ground cover consisting of 3 inches of 1-inch clean gravel for inside lift station compound.
7. Dusk to dawn area lighting to illuminate entire compound (to be operated and maintained by City of Branson). Lighting to be shielded to minimize light spill onto adjacent properties.
8. Potable water to frost-free hydrant within lift station compound (if water is accessible within immediate vicinity).

B. MECHANICAL - PUMPS AND RELATED EQUIPMENT

Minimum requirements include the following:

1. Submersible duplex pumping system manufactured by Flygt, or approved equal. Pumps shall be non-clog type impeller capable of passing 3-inch solids. Mounting and installation shall be per manufacturer's specifications. Any variance to this pump specification must be approved by city staff. Grinder pumps will not be acceptable.
2. Dual rail stainless steel pump slide rail system.
3. Aluminum hatch covers and necessary handrails. Covers to be rated for 300 pounds per square foot live load. Spring cylinders to be provided to prevent accidental hatch cover closing.
4. Stainless steel pump lifting chains.
5. Swing arm jib crane and hoist at stations where access is not possible with existing city-owned truck mounted hoist equipment.
6. Concrete wet well with capacity for 2-hour storage during peak flow. (Stations without standby generator)
7. A 4-inch diameter emergency suction pipe (PVC) to extend from 16 inches above top of wet well to within 24 inches of bottom of wet well with male quick coupler (mounted in a horizontal position with cap) at top to match existing City pump truck hoses.
8. 6 inch diameter coupling, pipe and gate valve to be installed downstream of all forcemain valves for connection of discharge end of portable emergency bypass pump.
9. Separate concrete dry well valve vault for necessary check and isolation valves. Drywell structure to be an 8-foot minimum diameter, round reinforced concrete structure. Minimum height of structure shall be 60 inches. Actual diameter and height may be greater to accommodate minimum clearances from piping. (No confined space applications.)
10. Sump pump installed in 24” x 24” x 6” sump in valve vault floor with float control and alarm circuit signal back to control panel. Discharge line to wet well to be equipped with check valve and isolation gate valve located inside valve vault. (No gravity drains between lift station dry well and wet well allowed.)
11. All valve vaults to be equipped with an electrically powered exhaust fan.
12. Standard swing check valve with spring control exterior lever on each wet well pump discharge line with a gate type valve upstream and downstream of each check valve. Check valve to operate with spring controlled exterior levers. Where

the pump station design includes a flow control valve, the check valve shall be installed downstream of the flow control valve.

13. Force main isolation valve to be located at point just before force main exits valve vault.
14. Emergency portable pump force main connection located in force main between force main isolation valve and the point where pump discharge lines combine to the force main. Connection to consist of isolation gate valve connected to tee in force main, horizontal mounted swing check valve with spring control exterior lever, and 6 inch male quick coupler mounted in vertical position with access from hatch in top of valve vault.
15. All discharge piping, valves, and fittings in valve vault to have minimum 24 inch clearance from walls and 12 inches from floor for removal and maintenance.
16. Wet well and dry well to be equipped with hot dipped galvanized vent pipe, with exterior end screened, located as not to cause trip hazards. Vents shall be installed horizontally through the wall as high in the well as possible. Location of these pipes shall be coordinated with the city. Vent discharge to be directed away from all electrical and mechanical equipment.
17. All pump discharge piping in dry well and wet well to be class 53 ductile iron pipe and fittings with stainless steel bolts.

C. ELECTRICAL CONTROLS AND RELATED EQUIPMENT

Minimum requirements include the following:

1. Variable frequency drives are required for pumps in excess of 1,000 gpm. (if applicable under hydraulic design conditions).
2. Cost comparisons of VFD and soft start equipment should be performed on smaller stations to determine the best options. If VFD is not applicable, soft start or reduced voltage starters may be required depending on horsepower and head conditions. (Coordination with city electrical department is required.)
3. Individual conduit shall be provided for each of the following: submersible motor lead power/control cable, level transducer cable, and backup float switch cables, with entrance into wet well that provides accessibility without wet well entry for cable removal.
4. Power/control cable hangers and strain relief cable grips shall be stainless steel.
5. No splices or plug connections in motor lead power/control cables, level transducer cable, or backup float switch cables, between internal unit connections and control panel. In locations where the wetwell is unusually deep or distant from the control panel, a junction box may be required within the conduit run. This junction box shall be stainless steel, located just outside of the wet well and installed with proper conduit seals as described in the NEC for hazardous locations. Wire connections shall be made on terminal block style connectors with a corrosion-retarding compound applied.
6. A lift station exterior control panel shall be provided consisting of a NEMA 4X stainless steel enclosure with gasketed hinged outer door having a single handle operator and a door within door configuration for the mounting of all controls.

7. Control panel shall have interior steel mounting panel.
8. Items to be mounted on interior control panel door to prevent weather damage include the following: hand-off-auto switches for operation and control of each pump, pump alternator selector switch labeled Pump 1 – Alternate – Pump 2, hour meters, reset buttons, indication lamps, digital display of wet well level, etc.
9. The control panel interior must be sized to house individual pump disconnect switches, motor starters, relays, pump alternator, DC power supply, PLC, level sensor equipment, UPS, radio transmitter, and all other necessary control equipment.
10. The control panel must be mounted on a heavy-duty rigid mounting rack in a manner not to allow movement in any direction. The rigid mounting rack must be sized to adequately hold the control panel, main disconnect switches and any additional electrical equipment required for a complete control system.
11. All connections to the control panel must have watertight fittings entering the enclosure.
12. The control panel shall be furnished with a Chromalox 150 watt type S strip heater and a Chromalox WR-90 thermostat wired to a power supply terminal block through a 5A-cartridge fuse.
13. The control panel shall be provided with 120-volt single-phase service receptacle minimum 20-amp capacity mounted on exterior with weatherproof box cover. (GFI not required.)
14. The control panel shall be equipped with a UPS system of sufficient size and capacity to operate the PLC, radio transmitter, level sensor, and local alarm strobe and buzzer for a minimum of 2 hours in the event of a power outage. (10 min UPS required for stations with standby generator.)
15. Valve vault to be equipped with exhaust fan where applicable, incandescent light (on separate switches) and weatherproof ground fault protected outlet for sump pump.
16. Valve vault to be equipped with float to indicate to local and radio alarm of high water level should sump pump fail.
17. Wet well pump control shall be accomplished through the use of an Allen Bradley Micro 1100 processor, or approved equal that is compatible with software currently used by the City of Branson (RS LINX & RS LOGICS), both of which are Rockwell software.
18. Electrical contractor shall provide no less than 2 hard copies including labels and descriptions in loose-leaf binder and 2 electronic copies including labels and descriptions of the lift station PLC programming.
19. The PLC shall control pump operations and alarm functions by receiving a signal supplied from a level sensor installed in the station's wet well.
20. The wet well level sensor shall be a submerged pressure transducer (KPSI Transducer series 750 with digital display model 3019 or approved equal) suitable for the environment that it is located in and shall deliver an analog type signal to the PLC. (Installation to be in standpipe per manufacturer's specifications)
21. Pumps shall normally operate in lead/lag configuration.

22. Minimum pump controls of the PLC shall include the following: lead pump on, lag pump on, high wet well alarm, pump off, and analog speed signal with level set points (stations with VFD controls).
23. The PLC shall at a minimum monitor and indicate to the computer radio monitoring system and control panel: pump off, pump run, utility power, run on battery, generator run, force main pressure normal, force main pressure low, pump run hours (indicate and store), wet well level, pump seal failure (when pumps are so equipped).
24. The PLC shall at a minimum indicate alarms for these conditions: low wet well level, high wet well level, wet well level clear, pump fail to run, force main low pressure, power out, power restored, generator fail to start (stations with standby generator only), low battery level, transducer fail.
25. 2 float switches, independent of the pressure transducer, shall be installed in the stations wet well as backup to the pressure transducer. One at low level set 1 foot below normal pump shut off elevation by pressure transducer, to shut off pumps and indicate computer and local alarm should pressure transducer fail to function. One set at high level 1 foot above normal high level elevation of pressure transducer, to indicate computer and local alarms if transducer fails to function.
26. All operator interfaces shall be processed through the PLC with exception of the redundant high wet well float switch and low wet well level cutout float switch.
27. All operator annunciations shall be processed through the PLC except the redundant high wet well level float switch and the low wet well level cutout float switch.
28. Redundant float switches shall deliver alarms both locally and to the PLC. The low level redundant float switch shall be wired into the control and alarm circuit as required so that the pumps will shut down regardless of the status of the PLC during a wetwell low level situation. The High-level redundant float will deliver a signal to PLC and also deliver a signal directly to the local alarm and activate the local alarm regardless of PLC output.
29. High wet well alarm indication from the level transducer shall be annunciated by means of a PLC output and the use of a local flashing strobe (red in color) and a horn or buzzer that delivers a minimum of 90 db at a radius of 15 feet from the control panel. Computer alarm status and station monitoring shall be transmitted via wireless radios as specified in City of Branson Radio Path Study by Micro-Comm (project # 04-159, November 2005). The system shall include the following components: Line of sight remote radio, one radio relay, if necessary, to accomplish communication with existing City radio system, battery backup, up to two directional antennas as necessary, antenna support masts as necessary, antenna coax cable and antenna lightning arrestors.
30. 95% data reliability of radio communications is required. Line of sight radios are preferred however UHF radios may be allowed at the discretion of the City if line of sight communications cannot be obtained.
31. The contractor shall obtain site identification from the City of Branson for programming of radio communications. The radio system shall be programmed and placed into service by the contractor at a mutually agreed upon time with the Branson Public Works Department.

32. Force main pressure sensing shall be incorporated on the force main down line of the pump discharge isolation valves and prior to the force main isolation valve to monitor line pressure. The switch shall be non-intrusive pressure type with an adjustable pressure point setting. Isolation valves shall be installed to provide the ability to flush, exorcise and check proper operation.
33. Low force main pressure that exists longer than one minute shall cause the PLC to shut down pumps while in automatic mode should a force main break occur. A time delay relay shall be provided to latch all pumps off and require a manual reset in order to restart the pumps. A push button reset shall be installed on the control panel interior door to allow reset of the low-pressure alarm and time delay relay.
34. Hour meters for each pump shall be wired to an output of the PLC in conjunction with the hour counters within the program of the PLC for each respective pump. Hour meters displaying tenths of hours will be sufficient.
35. Incoming electrical power shall be equipped with lightening surge protection device with field replaceable modules, integral disconnect switch, redundant receptacle modules, red and green LED indicator lights for power and protection status, audible alarm with silence switch to indicate when protection has failed and one set of dry contacts rated at 5A, 250VAC, for remote monitoring of protection status. Peak surge current rating shall be 160ka per phase. Surge protection shall be installed immediately after main service disconnect.
36. All electrical equipment to be mounted a minimum 30 inches above finished grade.
37. All lights, switches, buzzers etc. used in the assembly of lift station shall be labeled and identified as to its purpose with minimum ¾ inch lettering.
38. All electrical wiring shall be identified on each end where terminated with suitable identification making each wire unique among all other wires.
39. All electrical equipment used in the construction of lift station shall be properly marked and identified with equipment name, voltage applied and current or fuse size for that piece of equipment and/or circuit number where applicable. Lettering shall be 2 inches, of reflective material and visible on outside of panel.
40. Standby generator with automatic transfer switch is required at higher flow stations (to be determined by city staff) and stations which receive flow from another lift station. Generator to be sized to start and run all lift station pumps and equipment at a maximum starting current for each pump no higher than 350% of nameplate for a duration of no more than 2 seconds. Generator to be equipped with manual gages displaying oil pressure, volts, amps, temperature, and run hours.
41. Stations without standby generation will be equipped with manual double throw transfer switch and quick coupler connections for portable generator operation.
42. The quick coupler connection equipment shall be Meltric Corp brand type DS2/ metal Cat #37-28043 with additional boot cover to match existing city equipment.
43. Indication lamps shall be mounted in exterior of transfer switch to indicate utility power is available to each incoming phase.

D. ADDITIONAL ELECTRICAL REQUIREMENTS

Minimum requirements include the following:

1. All electrical work shall comply with the 2002 N.E.C.
2. All wiring shall be in conduit. Exterior conduit shall be (IMC) Intermediate Metallic Conduit or (RGS) Rigid Metallic Conduit. Size all conduits per N.E.C.
3. Contractor shall arrange for all permits required. Contractor is responsible for coordination with electric supplier for proper installation of meter loop, buried service conduits, and service connections. Coordinate the exact requirements with the control provider. Verify location of all existing utilities prior to excavation. Contractor shall field determine exact routing of conduit etc.
4. The grounding electrode conductor shall be continuous with connections and/or splices being made at equipment ground bar or with irreversible splices or exothermic welds acceptable by N.E.C. Buried metallic force mains shall be bonded to the station grounding system per NEC requirements.
5. All conductors shall be copper. Branch circuit wiring shall be minimum #12 stranded copper, 600V THHN/THWN insulation. Feeder conductors shall be copper, stranded, 600V THHN/THWN insulation.
6. When contractor chooses to pull more than three current-carrying conductors in a single raceway, the conductor allowable amp capacities shall be reduced, in accordance with N.E.C.
7. Contractor shall increase the size of the branch circuit conductors for loads that are greater than 75 feet from the panel at least one size and shall increase the grounding conductor size proportionally.
8. Contractor shall provide typed circuit directory for all panels.
9. All devices shall be equal to the following:

Duplex Receptacle	'Hubble' CR5362 Series or approved equal
GFCI Duplex Receptacle	'Hubble' GF5352 Series or approved equal

10. An equipment-grounding conductor shall be installed in the same conduit as all circuit conductors. The equipment-grounding conductor shall have green insulation and be sized per N.E.C. Table 250.66.
11. Product Manufacturers

    Panelboards, Transfer Switches, and Disconnects:

    Square D, Seimens, Cutler Hammer, or approved equal

    Devices:

    Hubble, Leviton, Pass & Seymour, or approved equal

Soft Starter:

Square D, Cutler Hammer, Allen Bradley, or approved equal

Variable Frequency Drives:

Yaskawa, or approved equal

12. Electrical contractor shall provide a minimum of three as-built drawings and documents listing all parts, specs and electrical schematics in the construction of the lift station to be presented to the city in the form of a loose-leaf binder.
13. The wet well shall be treated as Hazardous Class 1, Division 2. Devices mounted inside the wet well shall be explosion proof. Conduits containing power or control wiring that are routed between the wet well and the control power panel shall be RMC. All entries into wet well or into valve vault by conduits and/or cables shall comply with N.E.C. 501.5 and be sealed by means of a sealing fitting located near the control panel or as noted earlier with junction box by wet well in order to prevent the migration of sewer gases beyond the boundaries of the wet well or valve vault. An approved duct sealant shall be used and installed firmly in seal fitting to provide a gas tight seal.
14. Electrical service transformer shall be located outside of the lift station compound per electrical company requirements.

E. WARRANTY

The General Contractor shall provide a two (2) year warranty on all parts and labor.

SECTION IX. DESIGN CRITERIA FOR EROSION AND SEDIMENT CONTROL MEASURES

A. DEFINITION OF TERMS.

Aggregate: Sand, gravel, crushed stone, or slag usually having a known range of particle sizes. Used with a cementing medium to form concrete or alone as in a roadway bed or railroad ballast.

Berm:

1. A ridge of earth constructed to direct the flow of surface water.
2. A shelf that breaks the continuity of a slope.
3. The embankment of a pit or pond which may be wide and solid enough for vehicular traffic.

Binder: (Emulsion, Tackifier) Natural or synthetic additive that causes an otherwise noncohesive material to become bound into a cohesive matrix.

Blanket: Rolled erosion control materials consisting of coir, jute, straw, wood fiber, or various synthetic materials used to prevent erosion, trap sediment, protect seed, and promote the growth of vegetation. They can be either degradable or permanent.

BMP: Best Management Practice. The preferred methods and products that will correct or control erosion, sedimentation, or water quality degradation on a specific site for particular site conditions.

Catch Basin: A receptacle for diverting surface water to a sewer or subdrain, and having at its base a sediment bowl to prevent the admission of coarse material into a sewer or stream.

Channel: A natural stream or excavated ditch that conveys water.

Channel Stabilization: Protection of the sides and bed of a channel from erosion by controlling flow velocities and directions or by lining the channel with vegetation, rip-rap, concrete, or other material.

Check Dam: Small dam constructed in a gully or other small channel to decrease the flow velocity, minimize channel scour, and promote deposition of sediment.

Coir: Organic fiber from the outer shell of the coconut used as mulch and in the manufacture of erosion control blankets, geotextiles, and tubes.

Compost: Organic residue or a mixture of organic residues and soil that has undergone biological decomposition until it has become relatively stable humus.

Concentrated Flow Path: Depressed areas where overland stormwater flows toward and concentrates thereby increasing volume and velocity as it moves down slope.

Detention: Managing stormwater runoff or sewer flows through temporary holding and controlled release.

Dike: A structure designed either to reduce the water velocity as stream flow passes through so that sediment deposition occurs instead of erosion, or to deflect erosive currents away from the stream bank.

Diversion: A channel and adjacent ridge of earth constructed to redirect surface runoff water from one area to another for disposal at a non-erosive velocity.

Erosion: The process by which soil particles are detached, transported, and deposited by wind, water, ice, or gravity. The following terms are used to describe different types of erosion:

1. Accelerated Erosion: Erosion much more rapid than natural or geologic erosion, primarily as a result of human activities.
2. Channel Erosion: The erosion process whereby a concentrated flow wears away the bed and banks of a well-defined channel.
3. Geological Erosion: The normal or natural erosion caused by geological processes acting over long geologic periods and resulting in the wearing away of mountains, the building up of floodplains, coastal plans, etc.
4. Gully Erosion: The process whereby runoff water accumulates in narrow channels and over relatively short time periods removes the soil to considerable depths.
5. Natural Erosion: Wearing away of the earth's surface by water, ice, or other natural agents under natural environmental conditions of climate and vegetation. Erosion not caused by human activity.
6. Rill Erosion: The process whereby numerous small channels only several inches deep are formed. Commonly occurs on recently disturbed and exposed soils.

Erosion Control: The prevention or reduction of soil particle movement. Erosion control reduces soil detachment, transport, and deposition.

Filter: Layer of fabric, sand, gravel, or graded rock placed between the bank revetment or channel lining and soil for one or more of three purposes:

1. To prevent the soil from moving through the revetment.
2. To prevent the revetment from sinking into the soil.
3. To permit natural seepage from the stream bank preventing buildup of excessive ground water pressure.

Filter Strip: A long, narrow vegetative planting used to retard or collect sediment for the protection of watercourses, diversions, drainage basins, or adjacent properties.

Geotextile: A woven or non-woven water permeable material either natural or synthetic used to filter liquids, prevent the movement of sediment, and separate reinforce, or strengthen different materials.

Gravel: Rock particles ranging from 1/5 inch to 3 inches in diameter.

Infiltration: The portion of rainfall or surface runoff that moves downward into the subsurface rock and soil.

Land-Disturbing Activities: Activities that destroy or remove the vegetation that covers the soil at a construction site. These activities include clearing, grubbing, and grading.

Landscaping: The placement of sod, seed, trees, and other vegetation after final grading is complete.

Moisture Content: The percentage by weight of water contained in the pore space of a solid material with respect to the total weight of the material.

Mulch: A natural or artificial layer of plant residue or other materials covering the land surface which conserves moisture, reduces erosion, and aids in the establishment of plant cover.

Open Channel: A drainage course which has no restrictive top; it is open to the atmosphere and may or may not permit surface flow to pass over its edge and into another channel in an unrestricted manner.

Outlet: The point of water disposal from a stream, river, lake, or artificial drain.

Permanent Seeding: The establishment of perennial vegetation on disturbed areas for periods longer than 12 months.

Riprap: A layer, facing, or protective mound of stones randomly placed to prevent erosion or scour at a structure or embankment.

Runoff: That portion of precipitation that flows on the land surface, in open channels, or in stormwater conveyance systems.

Sand: Soil particles ranging from 0.05 to 2.0 mm in diameter; individual particles are visible to the unaided human eye.

Scour: The clearing and digging action of flowing air or water; especially the downward erosion caused by water in sweeping away mud and silt from the outside bank of a curved channel or during a flood.

Sediment: Solid material, both mineral and organic, that is in suspension, is being transported, or has been moved from its site of origin by air, water, gravity or ice and has come to rest on the earth's surface either above or below sea level.

Sediment Basin: Depressions, formed from the construction of a barrier or dam, created to retain runoff long enough to allow excess sediment to settle out.

Sediment Fence: Temporary sediment barrier consisting of filter fabric, sometimes backed with wire mesh, attached to supporting posts and partially buried.

Silt: Soil particles ranging from 0.05 and 0.002 mm in equivalent diameter.

Straw Bales: Temporary barriers made of straw bales sometimes installed across a slope or around the perimeter of a construction site to intercept, detain, and filter sediment transported by runoff.

Subsurface Drain: Underdrain; a perforated pipe used for subsurface drainage, usually surrounded by aggregate or wrapped in a geotextile filter fabric to prevent the migration of soil particles.

Swale: An elongated depression in the land surface that is at least seasonally wet, is usually heavily vegetated, and is normally without flowing water.

Tackifiers: Material sprayed onto a soil surface to bind soil particles and prevent erosion.

Terrace: An embankment or combination of embankments and channels across a slope to control erosion by diverting or storing surface runoff instead of permitting it to flow uninterrupted down the slope.

Topsoil: Surface soil usually containing organic matter; the soil most capable of growing vegetation and crops.

Turf Reinforcement Mat (TRM): Permanent synthetic erosion control blanket that resists erosion and reinforces the root zone of vegetation. TRM's increase the ability of vegetation to resist the erosive force of flowing water.

B. DESIGN GUIDANCE. Design guidance aids the designer with choosing the best management practices to use for erosion and sediment control. A series of questions lead the designer to specific erosion and sediment control practices.

1. ***General Criteria 1.*** Diversion of Upland Water: Is there any upland area? If yes, use diversions as much as practicable to divert stormwater runoff from above the construction site around the disturbed area to decrease volume of runoff treated.

2. ***General Criteria 2.*** Concentrated Flow Paths: Are dikes, swales and diversions planned for the site? If yes, those areas must be seeded and mulched or sodded within 24 hours of construction.

3. ***General Criteria 3***. Phasing Disturbance: If utility construction or the grading operation can be phased, the plan should indicate the anticipated schedule.

4. ***General Criteria 4***. Surface Stabilization for Slopes: Are there slopes of 0-6% that are longer than 200 feet? Are there slopes 6-12% and longer than 100 feet? Are

there slopes >12% and longer than 50 feet? If yes, use surface stabilization best management practices such as mulch with tackifier, rolled erosion control products, and sodding along with measures to reduce slope length to reduce the potential for surface runoff that produces rills and gullies.
*Note: all slopes that are 3H:1V or steeper must be fully and permanently stabilized within 2 weeks of final grading.

Are concentrated stormwater flows expected over cut and fill slopes? If yes, divert stormwater around cut and fill slopes as much as practicable until the slopes are fully stabilized with vegetation.

5. ***General Criteria 5***. Perimeter Control: Is the drainage area less than 2 acres, sheet flow anticipated, or the slope length less than 150 feet? If yes, use perimeter controls such as sediment fence and triangular silt dike, along those perimeter areas where surface runoff leaves the site.

   Is the drainage area less than 5 acres? If yes, use a temporary sediment trap or similar sediment control.
   *Note: if the drainage area is greater than 10 acres, use a temporary sediment basin. Construction sites draining between 5 & 10 acres must have a temporary storm detention structure designed for the appropriate runoff from the site.

6. ***General Criteria 6***. Runoff Control and Conveyance: Does runoff concentrate in a swale or channel? If yes, the channel must be fully stabilized with sod or seed and erosion control blankets within 48 hours after channel is constructed.

   Does the channel velocity range from 10-20 feet per second or the shear stress range from 6-10 pounds per square foot? If yes, use Turf Reinforcement Mats (TRMs).

   Is the channel velocity more than 20 feet per second or the shear stress greater than 10 pounds per square foot? If yes, use riprap, bioengineering or concrete.
   *Note: to reduce velocity in channel and provide sediment control, install check dams.

7. ***General Criteria 7***. Sediment Controls: Does the design include concentrated stormwater flow through pipes? If yes, use inlet and outlet protection for the pipes.

8. ***General Criteria 8***. Other Related Practices. Whenever a construction entrance intersects a paved public road, provisions must be made to minimize the transport of sediment by runoff or vehicle tracking onto the paved surface. Where sediment is transported onto a public road surface, the road should be cleaned thoroughly at the end of each day. Sediment should be removed from roads by shoveling or sweeping and be transported to a controlled sediment disposal area. Street washing should be allowed only after sediment is removed in this manner. The plan must show on a detailed drawing where the construction entrance(s) will be located.

C. DESIGN PRINCIPLES AND PRACTICES

1. Planning. Planning is the critical process in which land disturbing activities are formulated and presents the opportune time to plan to minimize impacts. To be successful, the construction plan must include control measures for efficient scheduling and coordination of construction activities and provisions for the construction and maintenance of erosion and sediment control practices. Stormwater management facilities should be utilized to reduce the impact of stormwater runoff, both during and after construction. Land disturbing activities normally will result in an increase in runoff from the site. Stormwater management structures will reduce the impact of increased runoff on downstream facilities. Permanent stormwater management controls are found in the Design Criteria manual.

2. Suitability of Development to Existing Site Conditions. Review and evaluate all existing conditions in the initial site selection for the project. Choose a site that is suitable rather than force the terrain to conform to development's needs. Ensure that the development's features follow natural contours. Steep slopes, areas subject to flooding, and highly erodible soils severely limit a site's use, while level, well-drained areas offer few restrictions. Any modification of a site's drainage features or topography requires protection from erosion and sedimentation.

3. Final Design. Final designs should be based on detailed engineering surveys, field investigations, sound conservation, professional erosion and sediment control assessment, and engineering principles. Stormwater flow from above the site should be directed away from the site to decrease the additional potential for soil movement and limit the quantity of stormwater to be controlled and treated.

4. Minimization of Area and Time of Exposure. When natural vegetation is removed and soil disturbances occur, the extent and duration of exposure should be minimized. Plan the phases or stages of development so that only the areas that are actively being developed are exposed. All other areas should have a good cover of temporary or permanent vegetation or mulch. Grading should be completed as soon as possible after it is initiated. As slopes are cut and as fill slopes are brought to grade, the areas should be revegetated as the work progresses.

5. Diversion of Clean Water. Runoff from the area upland of the development should be diverted around the construction site. This can be accomplished by using perimeter controls or diversions. This will limit the quantity of stormwater to be controlled and treated on the disturbed construction site.

6. Stabilization of Concentrated Flows Before Disturbance Occurs. Runoff from the development should be safely conveyed to a stable outlet using storm drains, diversions, stable waterways, or similar sediment control measures. Temporary

facilities for conveyance of stormwater should be designed to withstand the velocities of projected peak discharges. These facilities should be operational as soon as possible after the start of construction and, if possible, before the disturbance of the surrounding areas.

7. Application of Erosion Control as a First Line of Defense Against On-Site Damage. Implementing practices that prevent or minimize erosion on a construction site is called erosion control. Erosion control strategies attempt to prevent or minimize the problem of erosion on development sites.

   The following guidelines apply to erosion control strategies:

   a. Clear only what is required for construction. Where possible, large projects should be cleared and graded as construction progresses, and mass clearing and grading should be avoided.

   b. Reestablish with vegetation as soon as possible after construction is completed. Certain sections of large construction projects may be completed before others and be ready for stabilization before the total project is completed. Waiting until the end of the project to commence all site stabilization may leave areas exposed for an unnecessarily long duration.

   c. Areas that have been cleared and graded, but will not be constructed on for more than 14 days (7 days for steep slopes), must be stabilized with mulch or temporary vegetation.

   d. Extraneous runoff should be diverted from critical areas, such as highly erodible soils and steep slopes, and conveyed to stable areas.

   e. The formation of a large drainage area and the concentrating of surface runoff flow patterns should be avoided where possible.

8. Sediment Retention on Construction Sites. Even with careful planning, some erosion is unavoidable. Minimize the amount of sediment leaving the site by using proper Best Management Practices (BMPs). Plan the location where sediment deposition will occur, and maintain access for clean out. Protect low points below disturbed areas by building barriers to reduce sediment loss. Whenever possible, plan and construct sediment traps and basins before other land-disturbing activities.

9. Encroachment on Watercourses. Permanent buildings should not be subjected to flooding, sediment damages, or erosion hazards. Earth fills that adversely obstruct water flows or increase downstream velocity of water flows should not be constructed in flood-prone areas. When necessary to span a flood-prone area or watercourse, bridge and culvert openings should be sized to permit passage of

peak discharges without causing undue restrictions in water flows and without creating excessive damages from flooding, scour, and sediment. Temporary bridges or culverts should be employed when it is necessary for construction equipment to cross natural or constructed channels.

10. Inspection and Maintenance of Control Measures. Inspection and maintenance is vital to the performance of erosion and sediment control measures. If not properly maintained, some practices may cause more damage than they prevent. Always evaluate the consequences of a control measure failing when considering which control measure to use since failure of a practice may be hazardous to both people and property. For example, a large sediment basin failure can have disastrous results, and low points in dikes can cause major gullies to form on a fill slope. It is essential to inspect all practices to determine that they are working properly and to ensure that problems are corrected as soon as they develop.

11. Installation of Construction Entrances. Before construction begins on a project, a construction entrance must be built for equipment and materials to enter and exit the site from a public road. A temporary entrance will help reduce the sediment that could potentially leave the site.

D. SITE PREPARATION

1. Temporary Construction Entrance. A temporary construction entrance is a stabilized layer of large aggregate that is located at any point where traffic leaves a construction site and move directly onto a public road or other paved area.

   a. Application. A temporary construction entrance is a stone base pad designed to provide a buffer area where construction vehicles can drop their mud to avoid transporting it onto public roads.

   b. Planning Considerations. Areas that are graded for construction vehicle transport and parking purposes are especially susceptible to erosion. The exposed soil surface is continually disturbed, leaving no opportunity for vegetative stabilization. During wet weather, they often become muddy quagmires that generate significant quantities of sediment which may pollute nearby streams or be transported off site on the wheels of construction vehicles. Dirt on roads can become so unstable during wet weather that they are virtually unusable and unsafe.

   c. Design Criteria.

      Stone: 2 to 3 inch crushed aggregate or recycled concrete equivalent shall be placed at least 6 inches deep over the length and width of the entrance.

      Location: A stabilized construction entrance shall be located at every point where construction traffic enters or leaves a construction site.

Vehicles leaving the site must travel over the entire length of the stabilized construction entrance.

2. Slope Breaks. Slope breaks consist of reshaping the ground surface to provide suitable topography for buildings, facilities, and other land uses. Measures such as slope breaks can be installed during land grading to control surface runoff and to minimize soil erosion and sedimentation both during and after construction.

   a. Application. Slope break can be applied to sites where the existing topography must be modified to prepare for another land use or where adapting proposed development to the existing landscape can reduce the erosion potential of the site and the cost of installing erosion and sediment control measures.

   b. Planning Considerations. Prior to start of construction, the site grading plan should be designed by a qualified design professional. The grading plan should show disturbed areas, cuts, fills and finished elevations for graded areas. Plans and specifications should be referred to by field personnel throughout the construction process.

   c. Design Criteria.

      1) Scheduling Construction Activities. Schedule construction activities in such a way that the least area is disturbed at one time.

      2) Slope Breaks. Use slope breaks, such as diversions, sediment fence, compost berms, or other devices as appropriate to reduce the length of cut and fill slope to limit sheet and rill erosion and prevent gullying.

      3) Surface Runoff. Avoid disturbing natural drainage ways, if possible. At each slope break, intercept runoff and channel to storm drains or stabilized watercourses. If runoff is laden with sediment, protect drain inlets with a filter or divert water to a sediment trap or basin according to the site grading plan.

      4) Erosion Control. Graded areas should be stabilized with mulch, vegetation, crushed stone, riprap or other measures, as soon as work is completed or if work is interrupted for 30 or more working days.

      5) Slopes to be Vegetated. Vegetation shall be placed on slopes of 2H:1V or flatter especially where it is to be maintained by tractor or other equipment. Slopes should be roughened during grading operations to retain water, increase infiltration, and promote

vegetative growth. Slopes should be protected from surface runoff while vegetation is being established.

6) Borrow and Disposal Areas. Borrow and disposal areas shall be shown on the grading plan and no closer than 50 feet to a stream bank. Sediment control devices must be used on the down slope side of these areas.

7) Outlet. Stable channels and waterways should be provided for runoff from the disturbed area to retain sediment on site.

3. Surface Roughening. This practice provides a rough soil surface with horizontal depressions to aid in the establishment of vegetation, reduce runoff, increase infiltration, reduce erosion and provide for sediment trapping.

a. Application. Slopes steeper than 3H:1V may need surface roughening if not covered by a rolled erosion control product. Stair-step grading, grooving, harrowing or tracking accomplishes this if the slopes are to be stabilized with vegetation. If the slope is designed for a rolled erosion control product, it should be fine graded. Areas with grades of 3H:1V or flatter should have the soil surface lightly roughened and loosened to a depth of 2 to 4 inches prior to seeding. Areas that have been graded and will not be stabilized immediately may be roughened to reduce runoff velocity until seeding takes place. Slopes with a stable rock face do not require roughening or stabilization.

b. Planning Considerations. There are different methods for achieving a roughened soil surface on a slope, and the selection of an appropriate method depends upon the type of slope. Roughening methods include stair-step grading, grooving, and tracking. Factors to be considered in choosing a method are slope steepness, mowing requirements, and whether the slope is formed by cutting or filling. Disturbed area that will not require mowing may be stair-step graded, grooved, or left rough after filling. Stair-step grading is particularly appropriate in soils containing large amounts of soft rock. Each “step” catches material that sloughs from above, and provides a level site where vegetation can become established. Areas flatter than 3H:1V that will be mowed may have small furrows left by discing, harrowing, raking or seed-planting machinery operated on the contour. It is important to avoid excessive compacting of the soil surface when scarifying. Tracking with bulldozer treads is preferable to not roughening at all but is not as effective as other forms of roughening because the soil surface is severely compacted and runoff is increased.

c. Design Criteria. No formal design is required.

4. Topsoiling. This is a method of preserving and using the surface layer of undisturbed soil, often enriched in organic matter, to obtain a more desirable planting and growth medium.

a. Application. Conditions where topsoiling is applicable.

1) Where the preservation or importation of topsoil is determined to be the most effective method of providing a suitable growth medium.

2) Where the subsoil or existing soil presents the following problems:

A) Texture, pH, or nutrient balance of available soil cannot be modified by reasonable means to provide adequate growth medium.
B) The soil is too shallow to provide an adequate root zone and to supply necessary moisture and nutrients for plant growth.
C) The soil contains substances potentially toxic to plant growth.

3) Where high quality turf is desirable to withstand intense use or meet aesthetic requirements.

4) Where ornamental plants will be established.

5) Only on slopes that are 2H:1V or flatter, unless other measures are taken to prevent erosion and sloughing.

b. Planning Considerations. Measure whether an adequate volume of topsoil exists on the site. Topsoil will be spread at a compacted depth of 4 to 6 inches. Locate the topsoil stockpile so that it does not interfere with work on the site and stabilize it. Allow sufficient time in scheduling for topsoil to be spread and bonded prior to seeding, sodding or planting. Care must be taken not to apply topsoil to subsoil if the two have contrasting textures. Clay topsoil over sandy subsoil or vice versa is a particularly poor combination. Water may creep along the junction between the soil layers, causing the topsoil to slough. If topsoil and subsoil are not properly bonded, water will not infiltrate the soil profile evenly and it will be difficult to establish vegetation. Topsoiling of steep slopes should be discouraged unless good bonding of soils can be achieved.

c. Design Criteria. No formal design is required.

5. Vegetative Buffers (Filter Strips). These are wide strips of undisturbed existing vegetation or constructed vegetation areas consisting of grass, woody vegetation,

or other erosion resistant plants surrounding the disturbed site. They provide infiltration, intercept sediment and other pollutants, and reduce stormwater flow and velocity. They can also act as a screen for visual pollution and reduce construction noise.

a. Application. They can be used as perimeter control for sites less than 5 acres on ground with slopes less than 15 percent. They can also be used in conjunction with infiltration basins or infiltration trenches.

b. Planning Considerations. Natural wooded strips or grass strips should be fenced off prior to construction. Avoid storing debris from clearing and grubbing and other construction waste material on these strips during construction. Wooded or grass strips should be constructed along the perimeter of a site immediately after the area for the filter strip is graded. This area should be fenced off and protected from traffic. The constructed vegetative buffer should be planted with trees, shrubs or grasses with a more fibrous or seed-forming root system. Avoid using trees or shrubs with top roots or clump forming grasses.

c. Design Criteria. The minimum length of strip must be at least as long as the contributing runoff area but no less than 50 feet plus 4 feet for each one percent increase in slope.

6. Vegetated Stream Buffers. Buffers bordering streams are critical due to the invaluable protection of streams from sediment. Stream buffers are also useful in cooling rivers and streams and providing food and cover for wildlife.

a. Application. This practice is intended to protect the banks of a natural stream from damage due to development, lessen the risk of flooding in developed areas, and provide a buffer between the developed area and the stream. A properly maintained stream bank buffer will help maintain channel capacity and stability, reduce sediment load in the channel, and reduce movement of pollutants into the stream.

b. Planning Considerations. A vegetated stream buffer of 50 feet or greater can protect water from excess sedimentation. The buffer should be increased to 2 feet in width for every one percent slope. Ensure the channel is stable before determining the width of stream bank setback.

c. Design Criteria. The buffer shall either extend beyond the 100-year built-out floodplain or a minimum of 50 feet from the top of the stream bank. Larger buffers will be needed where channels are downcutting, where hydrology is shifting, and in large drainage areas.

E. SURFACE STABILIZATION (EROSION CONTROLS)

1. Temporary Seeding. Temporary seeding is the establishment of fast-growing annual vegetation to provide economical erosion control for up to 12 months and reduce the amount of sediment moving off the site. Annual plants which sprout rapidly and survive for only one growing season are suitable for establishing temporary vegetative cover.

   a. Application. This practice applies where short-lived vegetation can be established before final grading or in a season not suitable for permanent seeding. It helps prevent costly maintenance operations on other erosion control systems such as sediment basin clean-out. Temporary or permanent seeding is necessary to protect earthen structures as dikes, diversions, and the banks and dams of sediment basins.

   b. Planning Considerations. Prior to the start of construction, plant materials, seeding rates, and times should be specified by a qualified professional. Plans and specifications should be referred to by field personnel throughout the construction process. To ensure emergence, vigorous growth of seedlings, and continued plant growth, prepare seedbed, add lime and fertilizer according to soil tests, mulch all but the most ideal sites and follow seeding dates.

2. Permanent Seeding. Permanent seeding is the establishment of perennial vegetation on disturbed areas for periods longer than 12 months. Permanent vegetation provides economical, long-term erosion control and helps prevent sediment from leaving the site.

   a. Application. This practice is used when vegetation is designed to permanently stabilize the soil. It is necessary to protect earthen structures such as dikes, channels, and embankments. Particular care is required to establish a thick cover of permanent grass.

   b. Planning Considerations. Prior to the start of construction, plant materials, seeding rates, and times should be specified by a qualified professional. Plans and specifications should be referred to by field personnel throughout the construction process. To ensure germination and growth, prepare seedbed, add lime and fertilizer according to soil tests, mulch all but the most ideal sites, and follow seeding dates.

3. Sodding. Sodding is the use of a vegetative cover to provide immediate erosion control in disturbed areas.

   a. Application. Sodding is well suited for stabilizing erodible areas such as grass-lined channels, stormwater detention basins, diversions, swales,

slopes, and filter strips because it provides an instant vegetative cover with an established root system.

b. Planning Considerations. Prior to installation, plant materials and amendments should be specified by a qualified professional. Plans and specifications should be referred to by field personnel throughout the installation process.

4. Mulching and Hydro Mulch. Mulching and hydro mulch are the application of plant residues such as straw or other suitable materials to the soil surface. Mulch protects the soil surface from the erosive force of raindrop impact and reduces the velocity of overland flow. It helps seedlings germinate and grow by conserving moisture, protecting against temperature extremes, and controlling weeds. Mulch also maintains the infiltration capacity of the soil.

a. Application. Mulch can be applied to seeded areas to help establish plant cover. It can also be used as temporary cover in unseeded areas to protect against erosion over the winter or until final grading and shaping can be accomplished.

b. Planning Considerations. Prior to the construction, mulch requirements should be designed by a qualified professional. Plans and specifications should be referred to by field personnel throughout the construction process.

5. Tackifiers, Soil Binders, and Bonded Fiber Matrix. Tackifiers, binders and bonded fiber matrix (BFM) can increase the performance of mulch material.

a. Polyacrylamide (PAM). The land application of a product containing anionic polyacrylamide as a temporary soil binding agent to reduce soil erosion.

b. Tackifiers and Binders. Substances used to anchor straw, hay, paper or wood mulch by causing the organic material to bind together.

c. Bonded Fiber Matrix (BFM). A classification of erosion control products that are designed to stay in place on steep slopes. A BFM is a continuous layer of elongated fiber strands held together by a binding agent that is water-resistant. Once dry, the BFM forms a water absorbent protective cover that is porous and breathable and secures soil and seed while enhancing establishment of vegetation.

d. Application. Due to many different types of products available on the market, it is best to consult with the manufacturer for proper application rates and procedures.

e. Planning Considerations. Tackifiers and binders must be applied to organic mulch to reduce the potential of mulch movement by water or wind and increase the performance of the material. Binders and BFM can be directly applied to the bare soil to provide binding of the soil particles and reduce the erosion potential of the bare soil.

6. Rolled Erosion Control Products. Rolled erosion control products (RECP) are protective covering netting, blankets or turf reinforcement mats (TRMs) installed on a prepared planting area of a steep slope, channel or shoreline. They aid in controlling erosion on critical areas by absorbing the energy from raindrop impacts and providing a microclimate which protects young vegetation and promotes its establishment. TRMs are also used to raise the maximum permissible velocity and shear stress of turf grass stands in channelized areas by enabling the turf to resist the forces of erosion during storm events.

a. Application. Netting, blankets, and TRMs will aid in controlling erosion on slopes steeper than 8 percent and of highly erodible soils by providing a protective cover made of straw, jute, wood, or other organic plant fiber with cotton string or polypropylene netting to hold the product in a flat form. Netting can be used alone over blown straw as an alternative to crimping or use of a tackifier. These products can be used on short, steep slopes where erosion hazard is high and planting is likely to be too slow in providing adequate protective cover; in vegetated channels where the design velocity and shear stress of design flow exceed allowable on stream banks where moving water is likely to wash out new plantings; or in areas where the forces of wind prevent standard mulching practices from remaining in place until vegetation becomes established. Rolled erosion control products provide protection from raindrop impact and offer additional soil stabilization on prepared planting areas. TRMs also raise the maximum permissible velocity and shear stress of turfgrass stands in channelized areas by reinforcing the vegetation to resist the forces of erosion during storm events. Before installation of these products, the area should be final graded to a smooth and uniform surface, free of debris. Topsoil should be incorporated if needed. Seed and fertilize as shown on the plan. The erosion control netting, blankets, and mats should be installed in accordance with the manufacturer's recommendations and specifications. All products should be anchored firmly with continuous contact to the soil surface. Product should be anchored following the manufacturer's recommended stapling pattern for each specific application. Some important factors in the choice of netting, blanket, or TRMs are soil conditions, steepness of slope, length of slope, type and duration of protection required to establish desired vegetation, and probable sheer stress. Consult the manufacturer's product specifications to determine the correct product for each specific application required.

b. Planning Considerations. Rolled erosion control blankets and mats can be applied to problem areas to supplement vegetation in its initial establishment and to provide a safe and more natural conveyance for high velocity stormwater runoff. They are used in many applications where a structural lining would previously have been required. Care must be taken to choose the blanket or matting which is most appropriate for the specific needs of a project. Two general types of blankets and mats are discussed within this section. However, with the abundance of soil stabilization products available today, it is impossible to cover all of the advantages, disadvantages, and specifications of all manufactured blankets and mats. Therefore, there is no substitute for a thorough understanding of the manufacturer's recommendations and a site visit by a designer or plan reviewer to verify a product's appropriateness. Blankets should be used to help establish vegetation on previously disturbed slopes of 3H:1V or steeper. Since the materials which compose the soil stabilization blankets will deteriorate over time, they should be used in permanent conveyance channels with the realization that resistance to erosion will ultimately be based on the type of vegetation planted and the existing soil characteristics. During the establishment of vegetation, blankets should not be subjected to velocities greater than 4 feet per second. TRMs consist of a non-degradable, three-dimensional polypropylene structure which may also have coconut or other organic fiber layers within it so long as the nondegradable portion of the blanket will withstand design velocities and shear stresses after the organic fibers degrade. The matting becomes entangled and penetrated by roots forming continuous anchorage for surface growth and promoting enhanced energy dissipation. They should be used on slopes 2H:1V or steeper, and in stormwater conveyance channels.

F. SEDIMENT CONTROL

1. Straw Bale Barrier. A straw bale barrier is a temporary sediment barrier consisting of a row of entrenched and anchored straw bales.

a. Application.

1) To intercept and detain small amounts of sediment from disturbed areas of less than one acre in order to prevent sediment from leaving the construction site.

2) To decrease the velocity of sheet flows.

b. Planning Considerations. Prior to the start of construction, straw bale sediment barriers should be designed by a qualified professional. Plans and specifications should be referred to by field personnel throughout the

construction process. The straw bale sediment barriers should be built according to planned grades and dimensions.

c. Design Criteria. Straw bale barriers shall be used for sheet flow only with less than ¼ acre drainage area per 100 linear feet of barrier. An effort should be made to locate the straw bale barrier as well as other perimeter controls at least 5 to 7 feet from the base of disturbed slopes with grades steeper than 7 percent. This will help prevent the measure from being rendered useless following the initial movement of soil. Straw bale barriers should be installed on the contour to be most effective.

2. Compost Berm or Tubes. Compost berm and tubes consist of organic mulch or composted material blown in place and used as erosion and sediment control devices.

a. Application. These berms can be designed as perimeter controls for surface runoff areas less than 0.5 acres. They can also be designed as diversions above the disturbed area to bypass stormwater around the site that does not need to be treated with Best Management Practices.

b. Planning Considerations. Berms should be placed on the contour prior to the start of construction and are very effective if used in combination with vegetation buffers or filter strips.

3. Sediment Fence. Sediment fence is a temporary sediment barrier consisting of synthetic fabric stretched across and attached to supporting posts and entrenched or sliced in place.

a. Application.

1) To intercept and detain small amounts of sediment from disturbed areas of limited extent in order to prevent sediment from leaving the construction site.

2) To decrease the velocity of sheet flows.

b. Planning Considerations. Prior to start of construction, sediment fence placement should be designed by a qualified professional. Plans and specifications should be referred to by field personnel throughout the construction process.

c. Design Criteria.

1) Drainage Area: Limited to ¼ acre per 100 feet of fence. Area may be further restricted by slope steepness.

2) Location: Fence should be built on a nearly level grade and at least 10 feet from the toe of the slope to provide a broad shallow sediment pool. Install on the contour where fence can intercept runoff as a sheet flow, not in channels, waterways or other concentrated flow paths and not attached to existing trees.

3) Length: Maximum of 600 feet. Flare ends of fence uphill to temporarily impound water.

4) Spacing of Support Posts: 10 feet maximum for fence supported by wire; 6 feet maximum for high strength fabric without supportive wire backing.

5) Trench: Bottom 1 foot of fence must be buried minimum of 6 inches deep or slice into place.

6) Impounded Water Depth: Not to exceed 1..5 feet at any point along the fence.

7) Support Posts:

4-inch diameter wood or 1.33 lb./linear foot steel, buried or driven to a depth of 24 inches with support wire;
2-inch square wood or 1.0 lb/linear foot steel without support wire.
Steel posts should have projections for fastening fabric.

8) Synthetic Geotextile Fabric: Containing ultraviolet light inhibitors and stabilizers. Minimum design life of 6 months.

4. Log or Wattle Products. Log or wattle products are tubes of open weave containment material filled with straw, rice or wheat straw, excelsior, coir, or coconut. They come in a variety of diameters and lengths.

a. Application. Logs or wattles can be used as perimeter control for disturbed areas of one quarter acre or less, along contours as slope breaks, for inlet protection, for ditch checks and for stream bank protection.

b. Planning Considerations. This type of sediment barrier is designed for surface flows not exceeding 1 cfs, slopes 1H:1V or flatter, and areas where sediment fence is not practicable.

5. Check Dams. Check dams are small temporary dams constructed across a swale or drainage ditch. These can be constructed of rock, Triangular Silt Dike™, Geo-Ridge® or super sediment fence under low flow conditions.

a. Application. Check dams reduce the velocity of concentrated stormwater flows, thereby reducing erosion of the swale or ditch. They also trap sediment generated from adjacent areas or the ditch itself, mainly by ponding the stormwater runoff.

b. Planning Considerations. Check dams are effective in reducing flow velocity and thereby the potential for channel erosion. It is usually better to establish a protective vegetative lining before flow is confined or to install channel lining in addition to installing check dams. Check dams installed in grass-lined channels may kill the vegetative lining if submergence after rain is too long or sedimentation is excessive. If check dams are used in grass-lined channels which will be moved, care should be taken to remove all the stone when the dam is removed, including any stone which has washed downstream. A geotextile fabric may be used under the rock for easier removal.

6. Drop or Curb Inlet Protection. Inlet protection consists of a sediment barrier or an excavated impounding area with free-draining material such as gravel around a storm drain drop inlet or curb inlet.

a. Application. Inlet protection prevents sediment from entering storm drainage systems prior to permanent stabilization of the disturbed area.

b. Planning Considerations. Prior to the start of construction, inlet protection structures should be designed by a qualified design professional. Plans and specifications should be referred to be field personnel throughout the construction process.

1) Storm sewers which are made operational prior to stabilization of the associated drainage areas can convey large amounts of sediment to natural drainage ways. In case of extreme sediment loading, the storm sewer itself may clog and lose its capacity. To avoid these problems it is necessary to prevent sediment from entering the system at the inlets.

2) There are several types of inlet protection and traps which have different applications depending on site conditions and type of inlet. Other innovative techniques for accomplishing the same purpose are encouraged, but only after specific plans and details are submitted to and approved by the appropriate authority.

3) Care should be taken when choosing a specific type of inlet protection. Inlet protection which causes excessive ponding in an area of high construction activity may become so inconvenient that it is removed or bypassed, thus transmitting sediment-laden flows

unchecked. In such situations, a structure with an adequate overflow mechanism should be utilized.

7. Triangular Silt Dike™. Triangular Silt Dike™ is triangular shaped having a height of at least eight to ten inches. The triangular shaped inner material shall be urethane foam. The outer cover shall be a woven geotextile fabric placed around the inner material and allowed to extend beyond both sides of the triangle by two to three feet.

   a. Application. Triangular Silt Dike™ should be used to contain sediment along the contoured terraces, at the perimeter of a site, or as a ditch check to minimize erosion and contain sediment.

   b. Planning Considerations. The dike shall be used either as a continuous line barrier just off the toe of slope or right-of-way line to contain sediment or as a ditch check placed perpendicular to the flow of water in a defined drainage ditch to minimize erosion and contain sediment.

8. Grass-Lined Channels with Sod or Seed and TRM. Grass-lined channels are constructed for the purpose of handling concentrated surface runoff in such a way as to prevent damage from erosion and sedimentation.

   a. Application. This practice applies to sites where:

      1) Concentrated runoff will cause erosion damage
      2) A vegetative lining provides sufficient stability for the channel as designated
      3) Channel grades are less than 5 percent
      4) Space is available for a relatively large cross section.

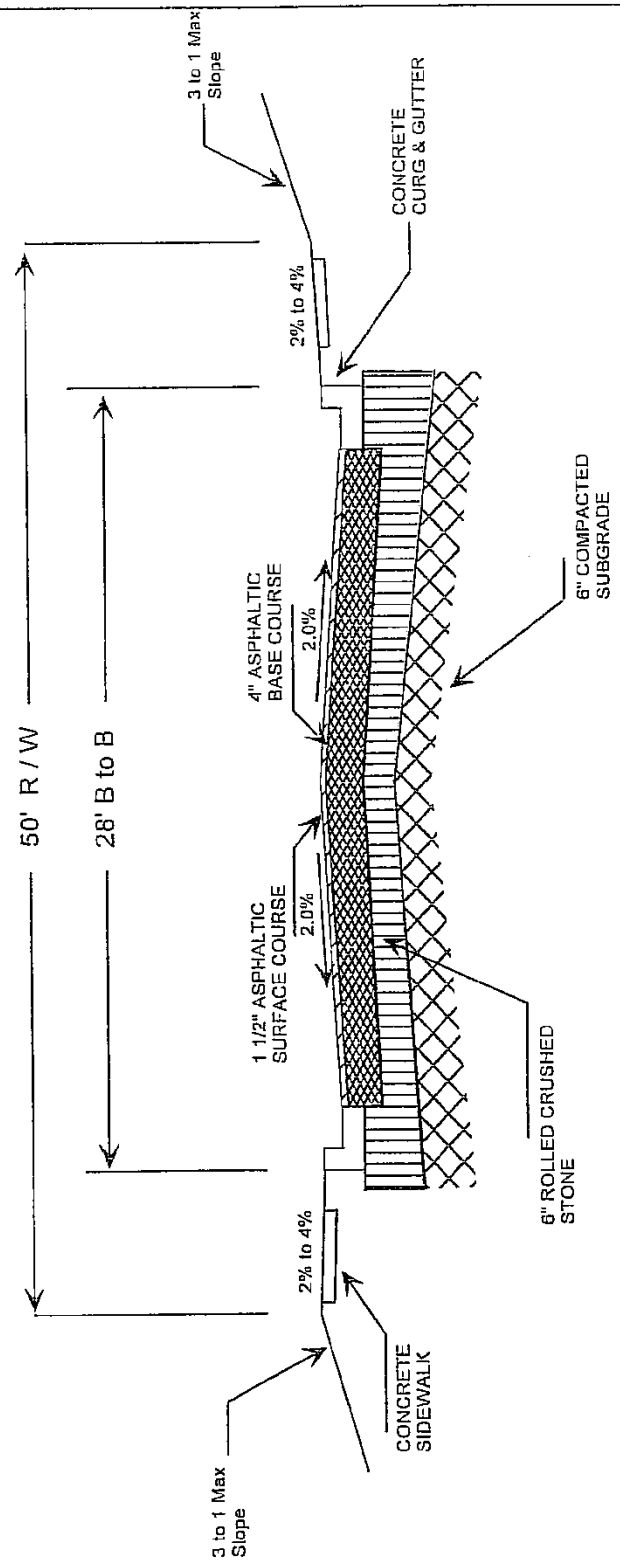
      Typical uses include roadside ditches, channels at property boundaries, outlets for diversion and other areas requiring stabilization of concentrated flow.

   b. Planning Considerations. Prior to the start of construction, grass-lined channels should be designed by a qualified design professional. Plans and specifications should be referred to by field personnel throughout the construction process. The channel should be built according to planned alignment, grade, and cross section.

   c. Design Criteria.

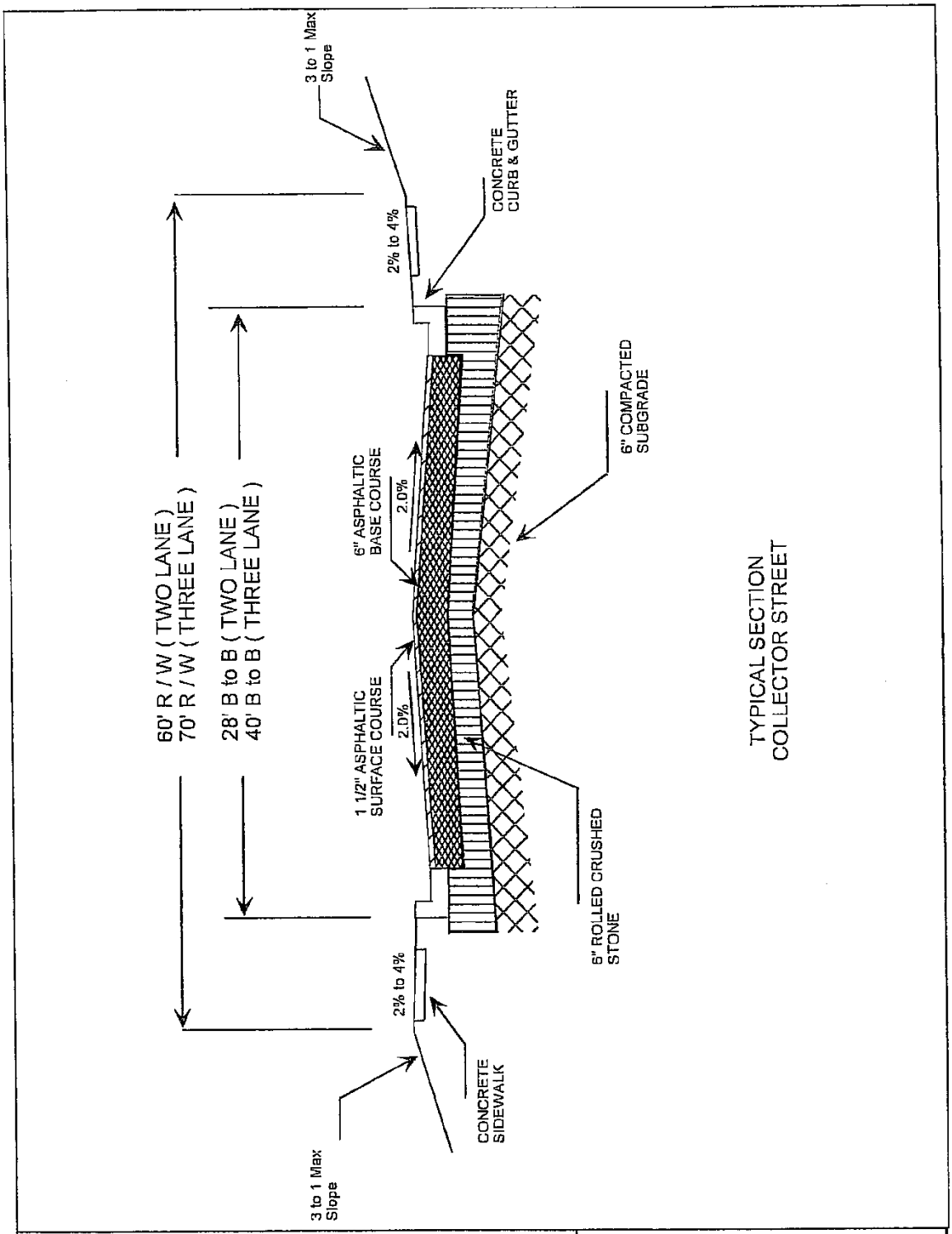
      1) Cross Section: Trapezoidal or parabolic.
      2) Side Slopes: 3H:1V or flatter for trapezoidal channels.

3) Channel Stabilization: Use mulch, erosion control blankets, turf reinforcement mats or other appropriate practices as specified in the design plan.
4) Outlet: Channels should empty into sediment traps, detention or retention basins or stable outlets.
5) Subsurface Drain: Use in areas with seasonally high water tables or seepage problems.

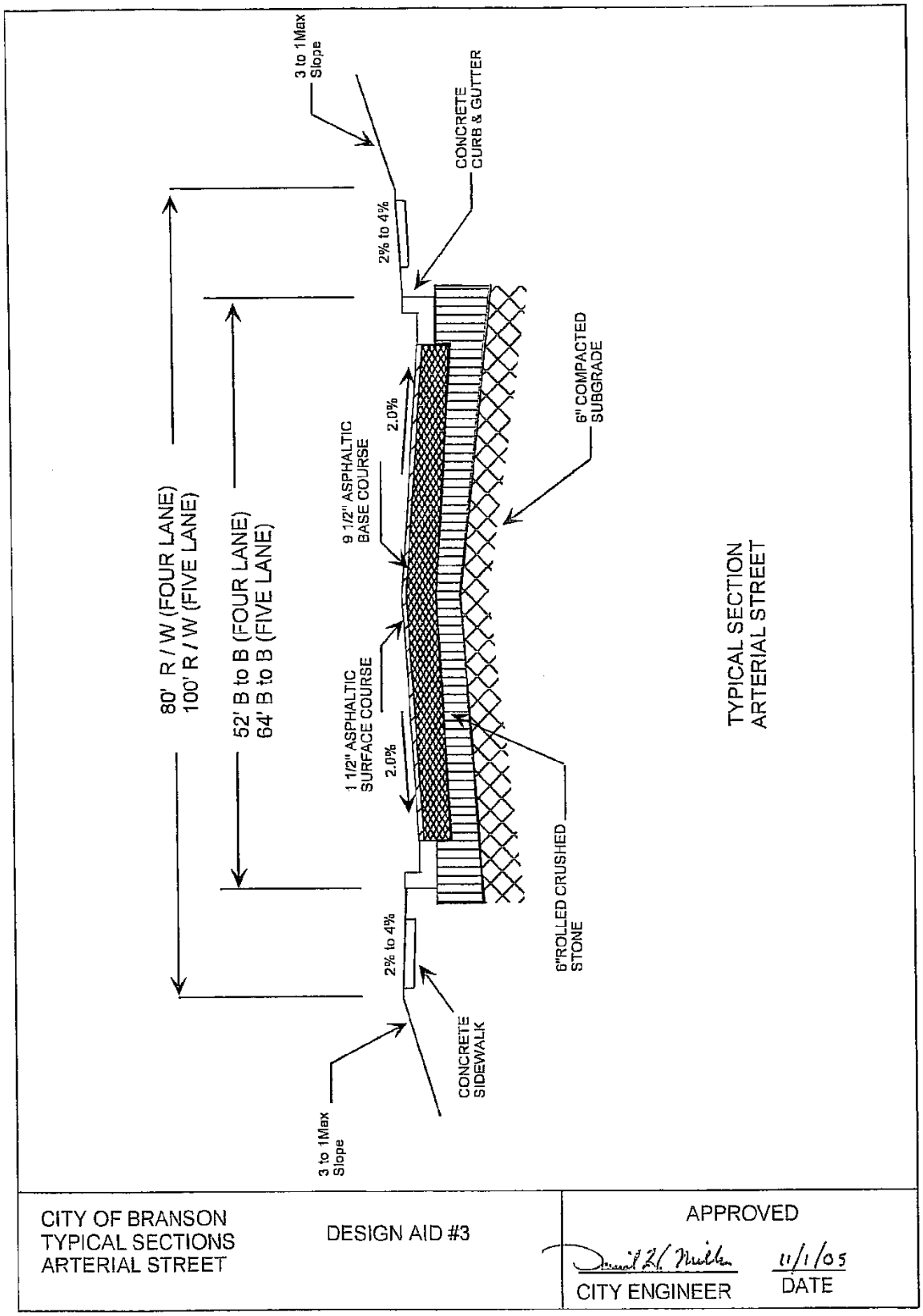


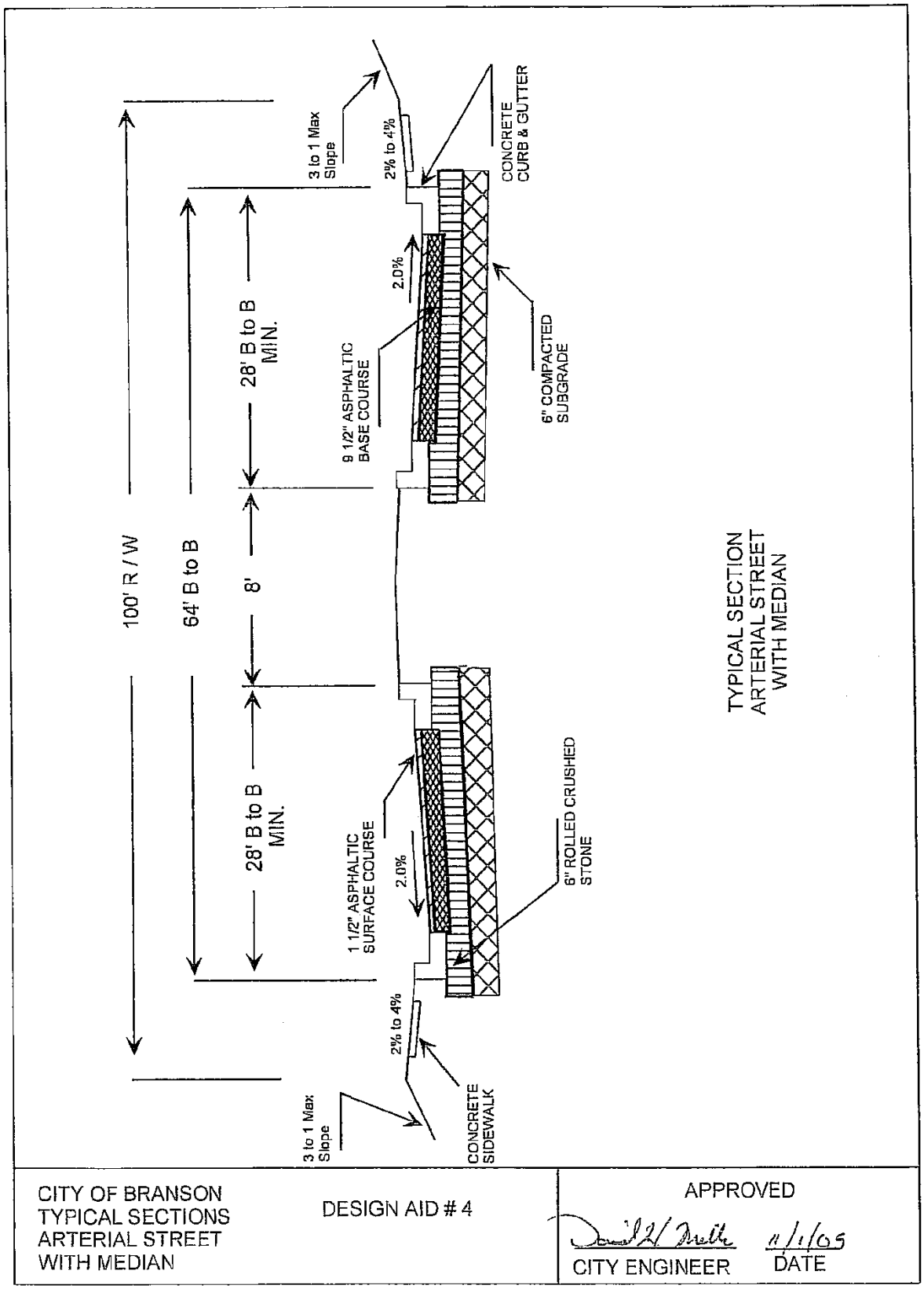
TYPICAL SECTION
LOCAL STREET

CITY OF BRANSON TYPICAL SECTIONS LOCAL STREET	DESIGN AID #1	APPROVED David W. Miller 11/1/05 CITY ENGINEER DATE



CITY OF BRANSON TYPICAL SECTIONS COLLECTOR STREET TWO AND THREE LANE	DESIGN AID # 2	APPROVED CITY ENGINEER 11/1/05 DATE


3 to 1Max Slope
CONCRETE CURB & GUTTER
2% to 4%
6" COMPACTED SUBGRADE
2.0%
9 1/2" ASPHALTIC BASE COURSE
80' R / W (FOUR LANE)
100' R / W (FIVE LANE)
52' B to B (FOUR LANE)
64' B to B (FIVE LANE)
1 1/2" ASPHALTIC SURFACE COURSE
2.0%
TYPICAL SECTION
ARTERIAL STREET
6"ROLLED CRUSHED STONE
2% to 4%
CONCRETE SIDEWALK
3 to 1Max Slope
CITY OF BRANSON
TYPICAL SECTIONS
ARTERIAL STREET
DESIGN AID #3
APPROVED
CITY ENGINEER
11/1/05
DATE


100' R / W
64' B to B
28' B to B MIN.
8'
28' B to B MIN.
3 to 1 Max Slope
2% to 4%
CONCRETE CURB & GUTTER
2.0%
9 1/2" ASPHALTIC BASE COURSE
6" COMPACTED SUBGRADE
1 1/2" ASPHALTIC SURFACE COURSE
2.0%
6" ROLLED CRUSHED STONE
2% to 4%
3 to 1 Max Slope
CONCRETE SIDEWALK
TYPICAL SECTION
ARTERIAL STREET
WITH MEDIAN
CITY OF BRANSON
TYPICAL SECTIONS
ARTERIAL STREET
WITH MEDIAN
DESIGN AID # 4
APPROVED
CITY ENGINEER
DATE

CITY OF BRANSON
STREET PAVEMENT
TYPES

DESIGN AID # 5

APPROVED

CITY ENGINEER

DATE 11/1/05

Street Classification	PAVEMENT TYPES	
	OPTION #1	OPTION #2
Local	1 1/2" TYPE 3 ASPHALTIC CONCRETE SURFACE 4" MIN. ASPHALTIC CONCRETE BASE COURSE (TYPE 1 OR 2) 6" ROLLED CRUSHED STONE BASE 6" MIN. COMPACTED SUB-GRADE 95% OF STANDARD MAX. DENSITY	6" MIN. PORTLAND CEMENT CONCRETE PAVEMENT 6" MIN. COMPACTED SUBGRADE 95% OF STANDARD MAX. DENSITY
Collector	1 1/2" TYPE 3 ASPHALTIC CONCRETE SURFACE 6" MIN. ASPHALTIC CONCRETE BASE COURSE (TYPE 1 OR 2) 6" ROLLED CRUSHED STONE BASE 6" MIN. COMPACTED SUB-GRADE 95% OF STANDARD MAX. DENSITY	7" MIN. PORTLAND CEMENT CONCRETE PAVEMENT 6" MIN. COMPACTED SUBGRADE 95% OF STANDARD MAX. DENSITY
Arterial	1 1/2" TYPE 3 ASPHALTIC CONCRETE SURFACE 9 1/2" MIN. ASPHALTIC CONCRETE BASE COURSE (TYPE 1 OR 2) 6" ROLLED CRUSHED STONE BASE 6" MIN. COMPACTED SUB-GRADE 95% OF STANDARD MAX. DENSITY	9" MIN. PORTLAND CEMENT CONCRETE PAVEMENT 6" MIN. COMPACTED SUBGRADE 95% OF STANDARD MAX. DENSITY

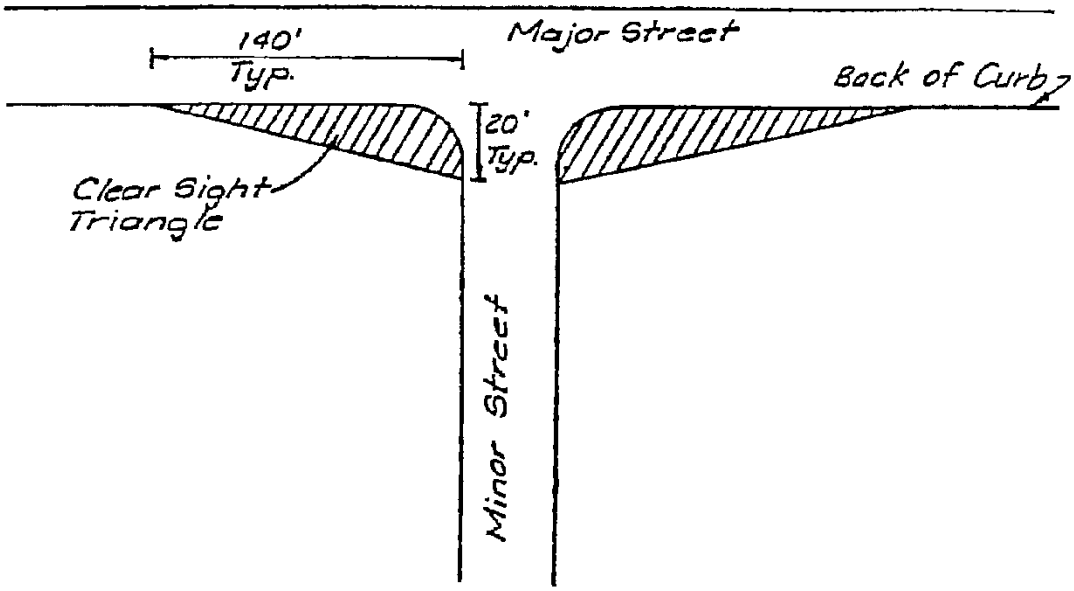
NOTE: Pavement type options to be considered shall be submitted to the City Engineer for approval.

DESIGN CONTROLES FOR STOPPING SIGHT DISTANCE FOR CREST AND SAG VERTICAL CURVES

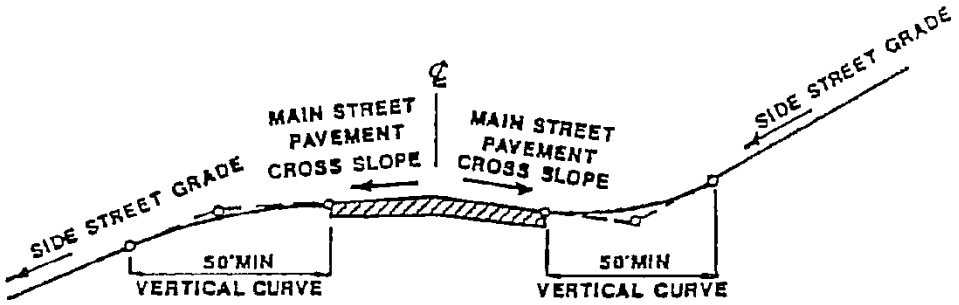
Design Speed (mph)	US Customary Design stopping sight distance (ft)	Rate of vertical curvature, K (ft/%) Crest	Sag
15	80	3	10
20	115	7	17
25	155	12	26
30	200	19	37
35	250	29	49
40	305	44	64
45	360	61	79
50	425	84	96
55	495	114	115

Source: AASHTO

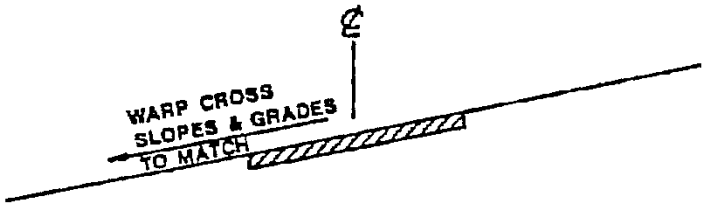
CITY OF BRANSON Minimum Stopping Distance for Crest and Sag Vertical Curves	DESIGN AID # 6	APPROVED CITY ENGINEER 11/1/05 DATE



CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	INTERSECTION CLEAR SIGHT TRIANGLE	**DESIGN AID #7A**



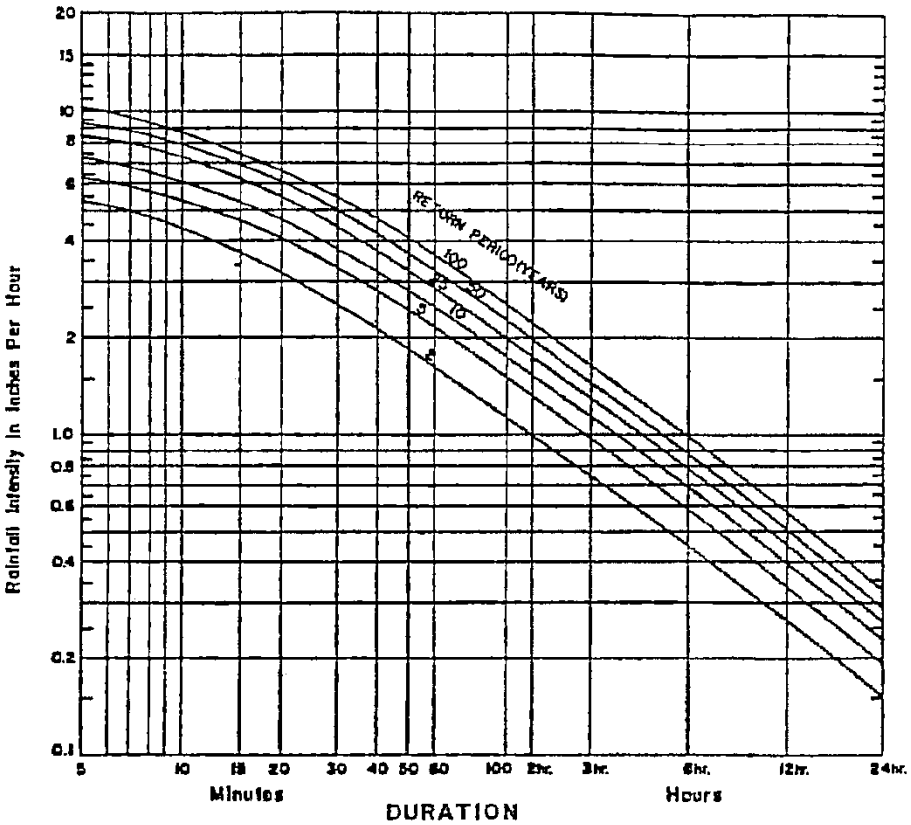
MAIN STREET SECTION & SIDE STREET PROFILE
INTERSECTION OF LESSER WITH A GREATER FUNCTION STREET



THRU STREET SECTION AND PERPENDICULAR STREET PROFILE
INTERSECTION OF EQUAL FUNCTION STREETS

CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	INTERSECTION VERTICAL ALIGNMENT	DESIGN AID #7B

INTENSITY-DURATION-FREQUENCY



REFERENCES

1. NOAA Technical Memorandum NWS HYDRO-35 National Oceanic and Atmospheric Administration Of The National Weather Service, Department Of Commerce Silver Spring, Md., June 1977.

2. Technical Paper No. 40, Rainfall Frequency Atlas For Durations From 30 Minutes To 24 Hours And Return Periods From 1yr To 100 Yrs. U.S. Weather Bureau, Department Of Commerce, Washington, D.C., January 1963.

3. Design Of Urban Highway Drainage-State Of The Art FHWA-TS-79-225 U.S. Department Of Transportation Federal Highway Administration, Washington, D.C., August 1979.

CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	RAINFALL DURATION-INTENSITY CURVES	**DESIGN AID NO. 8**

DESIGN AID FOR CALCULATING RAINFALL INTENSITY

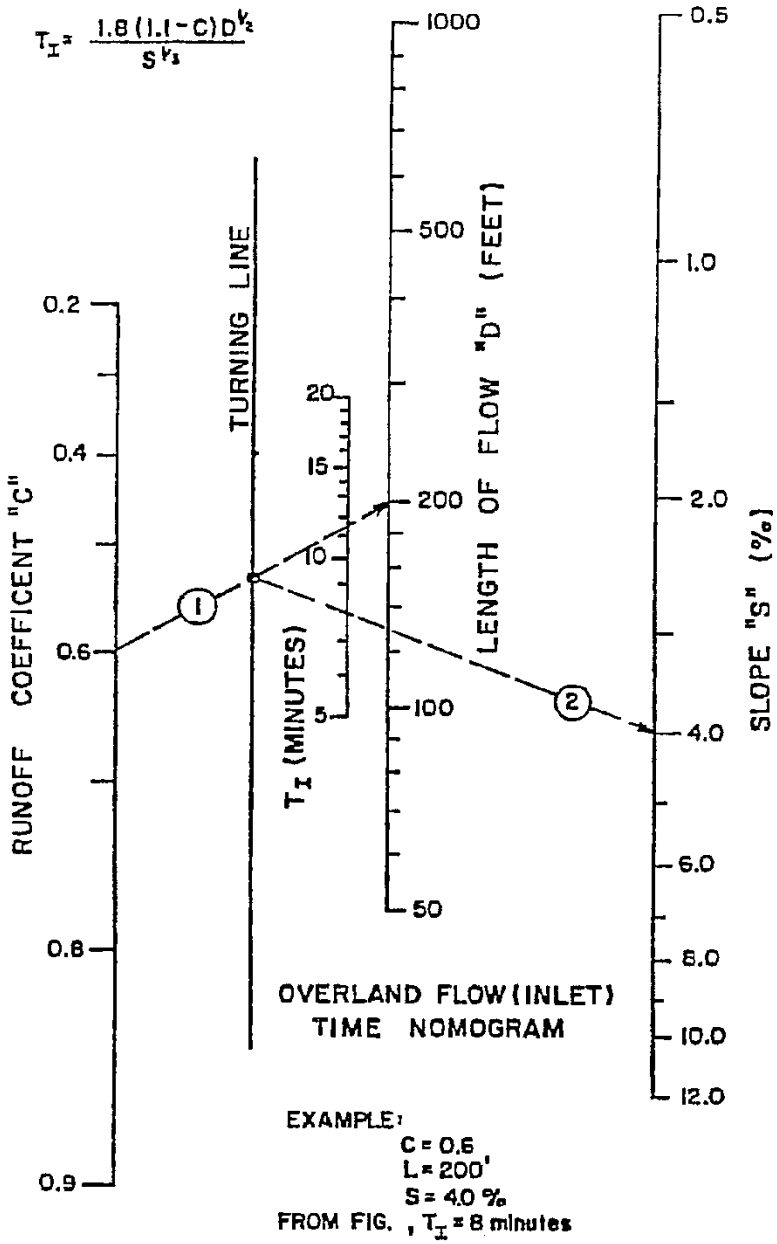
Return Period	Equation 1 $5 \leq Tc \leq 15$	Equation 2 $15 < Tc \leq 60$
2 yr.	$i = \frac{119}{Tc + 17}$	$i = \frac{134}{Tc + 21.4}$
5 yr.	$i = \frac{154}{Tc + 18.8}$	$i = \frac{182}{Tc + 25}$
10 yr.	$i = \frac{175}{Tc + 18.8}$	$i = \frac{214}{Tc + 26.7}$
25 yr.	$i = \frac{203}{Tc + 18.8}$	$i = \frac{262}{Tc + 28.8}$
50 yr.	$i = \frac{233}{Tc + 19.8}$	$i = \frac{296}{Tc + 29.6}$
100 yr.	$i = \frac{256}{Tc + 19.8}$	$i = \frac{331}{Tc + 30}$

i = Rainfall intensity in inches per hour.

Tc = Time of concentration in minutes.

Note: Table is a design aid for use with computers to calculate rainfall intensity using the Steel Formula.

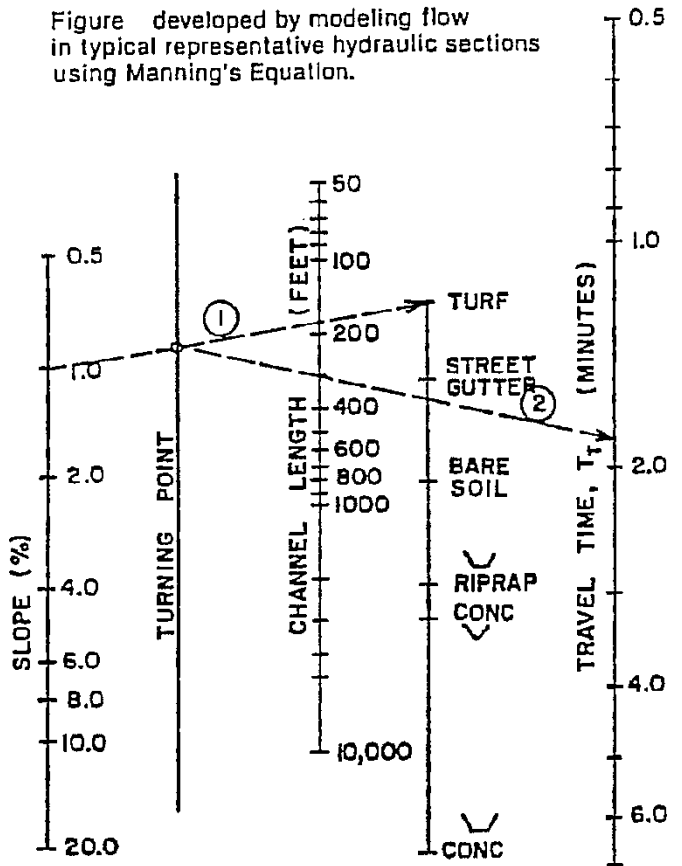
CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	RAINFALL INTENSITY **KANSAS CITY METRO AREA**	**DESIGN AID NO. 9**



CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	OVERLAND FLOW (INLET) TIME NOMOGRAM	**DESIGN AID NO. 10**

CHANNEL FLOW TIME NOMOGRAM

Figure developed by modeling flow in typical representative hydraulic sections using Manning's Equation.



EXAMPLE:

300' GRASS CHANNEL
1% SLOPE
T_T = 1.85 MIN.

1. Connect Slope & Channel Condition to locate point on Turning Line
2. Extend line from Turning Line through Channel Length, Read T_T

ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616 CITY OF BRANSON	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE	
CHANNEL FLOW TIME NOMOGRAM	**DESIGN AID NO. 11**	

MANNING'S ROUGHNESS COEFFICIENT n

Type of Channel

Closed Conduits	n
Reinforced Concrete Pipe	0.013
Reinforced Concrete Elliptical Pipe	0.013
Corrugated Metal Pipe:	
2⅔x½ in Annular Corrugations unpaved - plain	0.024
2⅔x½ in Annular Corrugations paved invert	0.021
3 x 1 in Annular Corrugations unpaved - plain	0.027
3 x 1 in Annular Corrugations paved invert	0.023
6 x 2 in Corrugations unpaved - plain	0.033
6 x 2 in Corrugations paved invert	0.028
Vitrified Clay Pipe	0.013
Asbestos Cement Pipe	0.012
Open Channels (Lined)	
Gabions	0.025
Concrete	
Trowel Finish	0.013
Float Finish	0.015
Unfinished	0.017
Concrete, bottom float finished, with sides of	
Dressed Stone	0.017
Random Stone	0.020
Cement Rubble masonry	0.025
Dry Rubble or Riprap	0.030
Gravel bottom, side of	
Random Stone	0.023
Riprap	0.033
Grass (Sod)	0.030
Riprap	0.035
Open Channels (Unlined) Excavated or Dredged	
Earth, straight and uniform	0.027
Earth, winding and sluggish	0.035
Channels, not maintained, weeds & brush uncut	0.090
Natural Stream	
Clean stream, straight	0.030
Stream with pools, sluggish reaches, heavy underbrush	0.100
Flood Plains	
Grass, no brush	0.030
With some brush	0.090
Street Curbing	0.014

CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	MANNING'S ROUGHNESS COEFFICIENT n	**DESIGN AID NO. 12**

Minor losses shall be calculated by

$h = k\,(V^2/2g)$ where:

h = Head loss in feet.
V = Velocity of flow in feet per second at point of interest.
2g = 64.4 feet per second per second.
k = Coefficient as shown

HEAD LOSS COEFFICIENT k

Condition	k
Manhole, junction boxes and inlets with shaped inverts:	
Thru flow	0.15
Junction	0.4
Contraction Transition	0.1
Expansion Transition	0.2
90 degree bend	0.4
45 degree and less bends	0.3
Culvert outlet	1.0
Culvert inlets:	
Pipe, Concrete	
Projecting from fill, socket end (groove end)	0.2
Projecting from fill, sq cut end	0.5
Headwall or headwall and wingwalls	
Socket end of pipe (groove end)	0.2
Square edge	0.5
Rounded (radius = 1/12D)	0.2
Mitered to conform to fill slope	0.7
Standard end section	0.5
Beveled edges, 33.7° or 45° bevels	0.2
Side-or-slope-tapered inlet	0.2
Pipe, or Pipe-Arch, Corrugated Metal	
Projecting from fill (no headwall)	0.9
Headwall or headwall and wingwalls square edge	0.5
Mitered to conform to fill slope, paved or unpaved slope	0.7
Standard end section	0.5
Beveled edges, 33.7° or 45° bevels	0.2
Side-or-slope-tapered inlet	0.2
Box, Reinforced Concrete	
Headwall parallel to embankment (no wingwalls)	
Square edged on 3 edges	0.5
Rounded on 3 edges to radius of 1/12 barrel dimension, or beveled edges on 3 sides	0.2
Wingwalls at 30° to 75° to barrel	
Square edged at crown	0.4
Crown edge rounded to radius of 1/12 barrel dimension, or beveled top edge	0.20
Wingwall at 10° to 25° to barrel	
Square edged at crown	0.5
Wingwalls parallel (extension of sides)	
Square edged at crown	0.7
Side-or-slope-tapered inlet	0.2

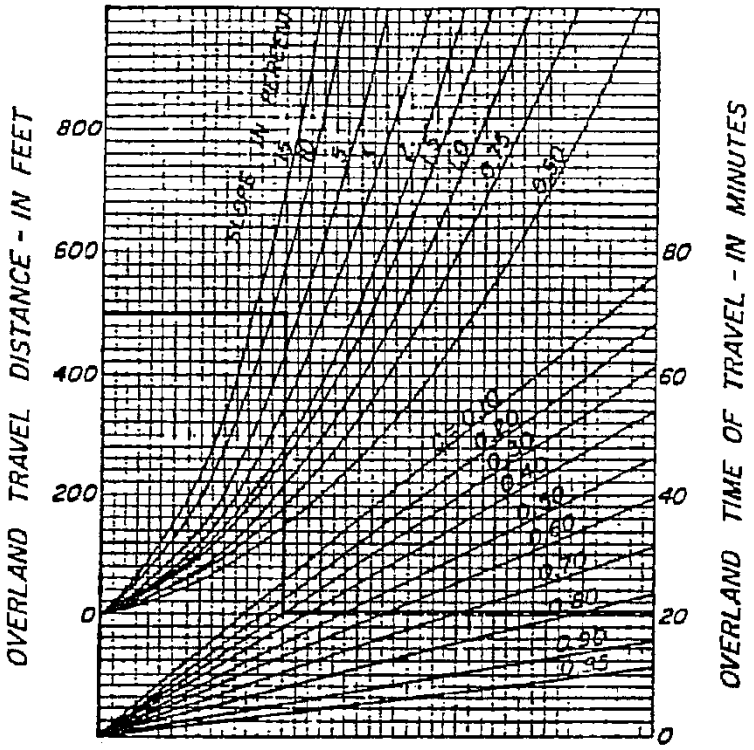
ENGINEERING DEPARTMENT
COMMERCIAL & MADDUX, BRANSON, MO 65616

CITY OF BRANSON

HEAD LOSS
COEFFICIENT k

APPROVED
David L. Miller 8/13/90
CITY ENGINEER DATE

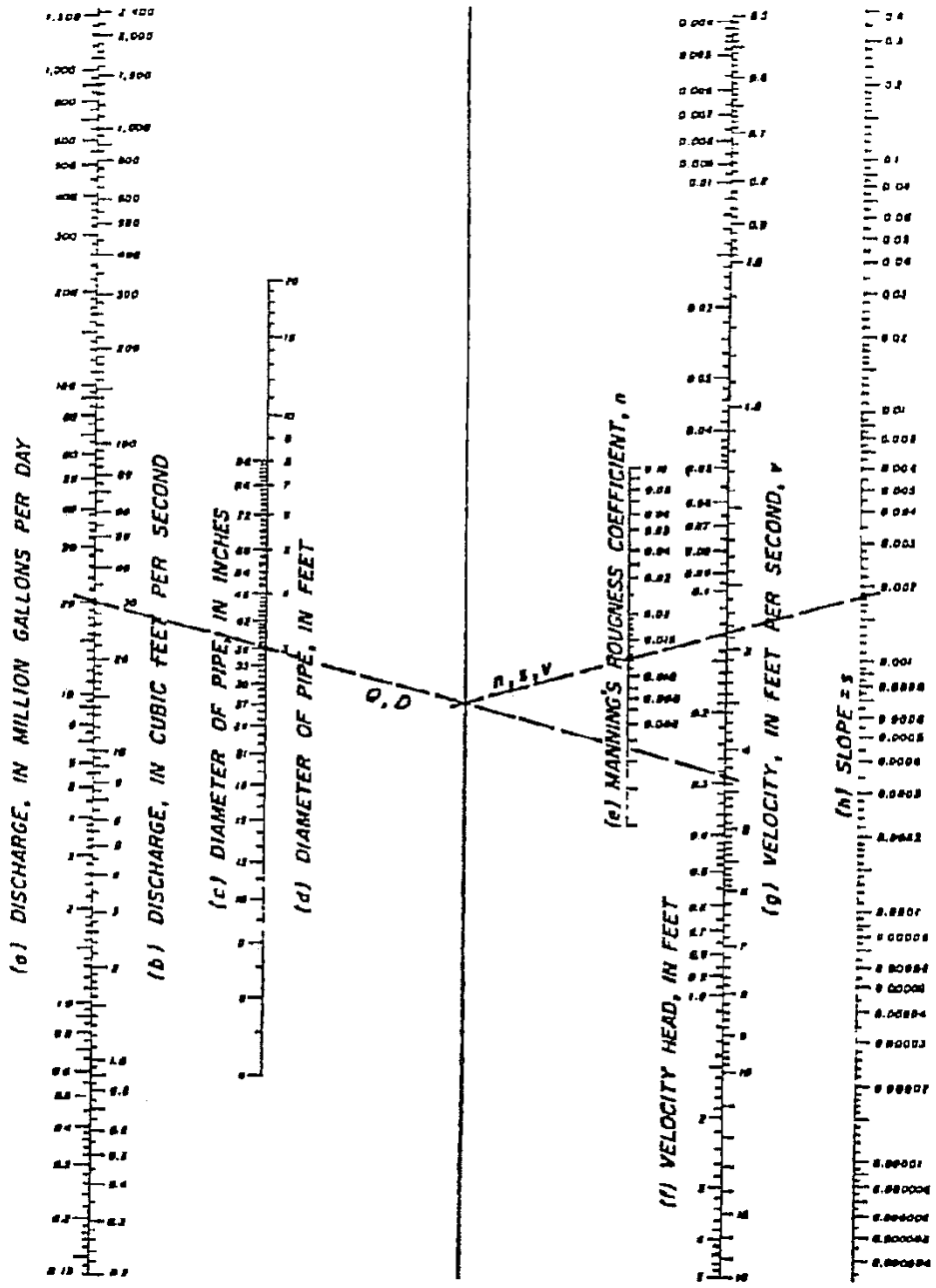
DESIGN AID NO. 13



Relation of overland time of travel to overland travel distance, average overland slope, and coefficient C, for use in Rational Method.

SOURCE: WRIGHT-McLAUGHLIN ENG. / "AIRPORT DRAINAGE"
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 1965

CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	RAINFALL **TIME OF CONCENTRATION** **NOMOGRAPH**	**DESIGN AID NO. 14**



ENGINEERING DEPARTMENT
COMMERCIAL & MADDUX, BRANSON, MO 65616

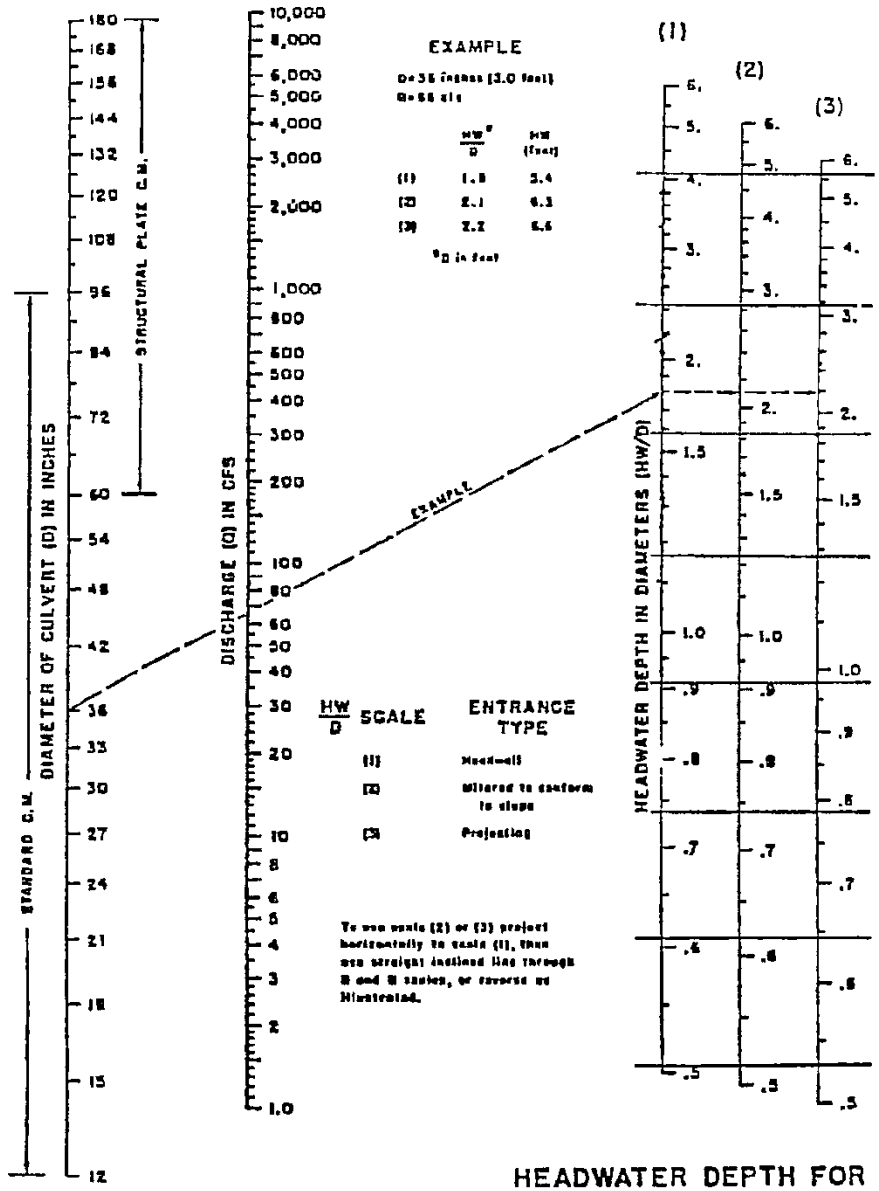
CITY OF BRANSON

NOMOGRAPH FOR FLOW IN ROUND PIPE MANNING'S FORMULA

APPROVED

David H. Miller 8/13/90
CITY ENGINEER DATE

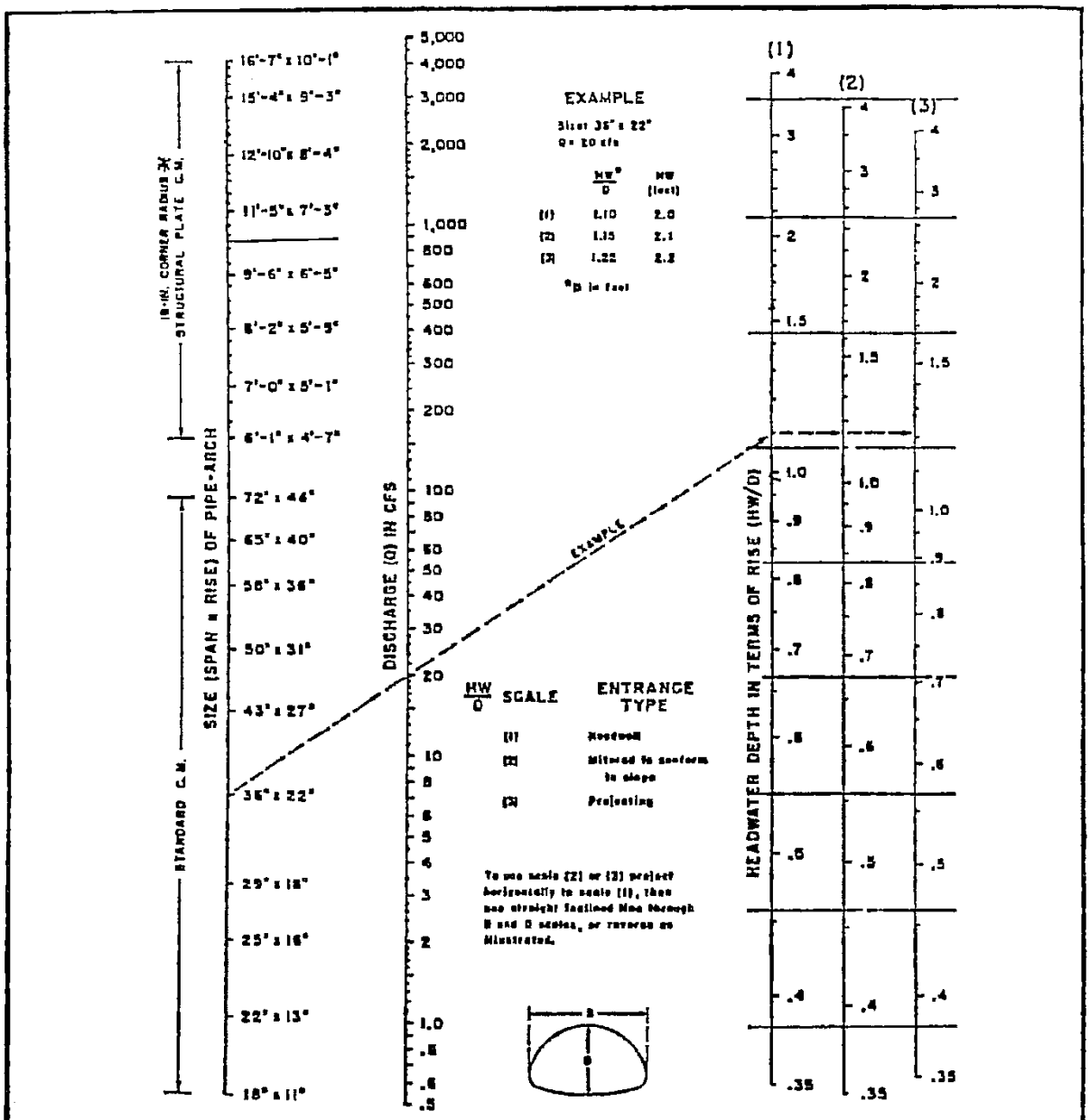
DESIGN AID NO. 15



HEADWATER DEPTH FOR
C. M. PIPE CULVERTS
WITH INLET CONTROL

BUREAU OF PUBLIC ROADS JAN. 1963

CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	HEADWATER DEPTH FOR C.M. PIPE CULVERTS WITH INLET CONTROL	DESIGN AID NO. 16

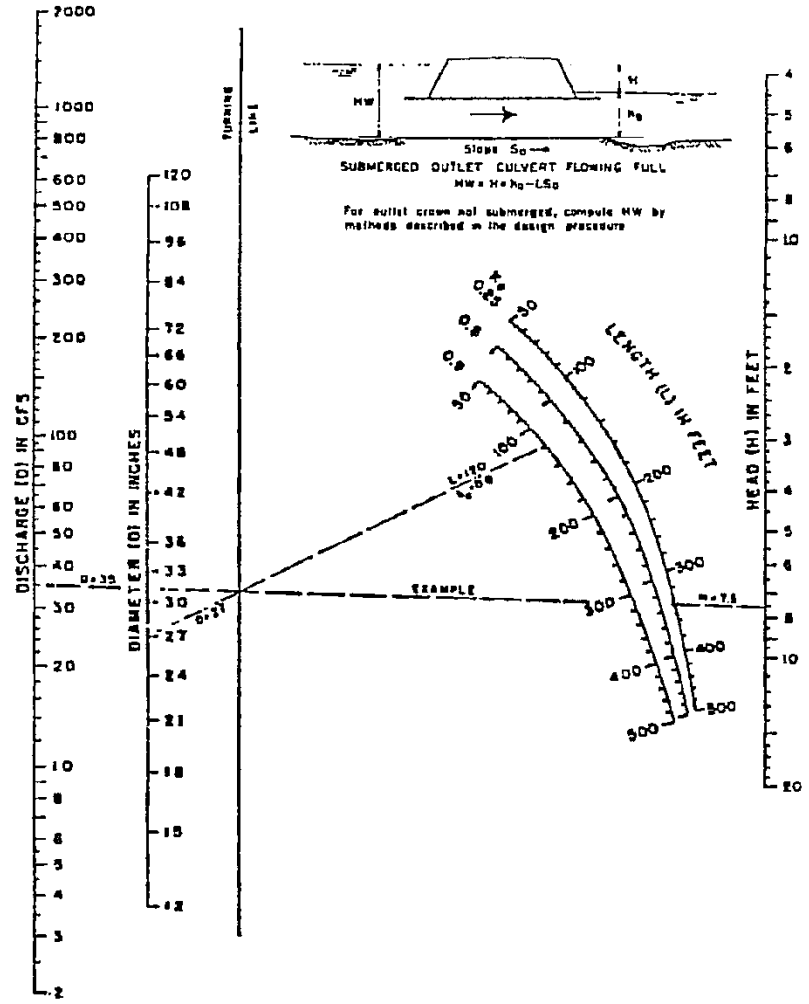


* ADDITIONAL SIZES NOT DIMENSIONED ARE LISTED IN FABRICATOR'S CATALOG

BUREAU OF PUBLIC ROADS JAN. 1963

HEADWATER DEPTH FOR C. M. PIPE-ARCH CULVERTS WITH INLET CONTROL

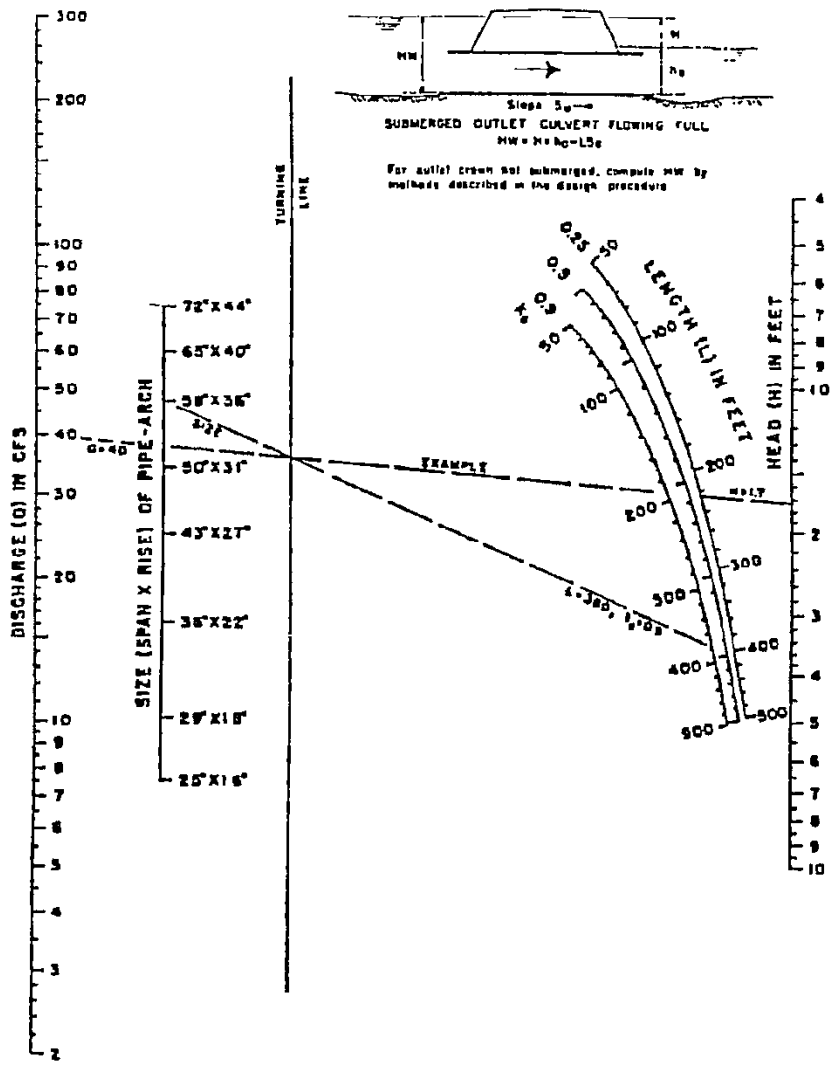
CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David W. Miller 8/13/90 CITY ENGINEER DATE
	HEADWATER DEPTH FOR C.M. PIPE-ARCH CULVERTS WITH INLET CONTROL	DESIGN AID NO. 17



HEAD FOR
STANDARD
C. M. PIPE CULVERTS
FLOWING FULL
n = 0.024

BUREAU OF PUBLIC ROADS JAN 1963

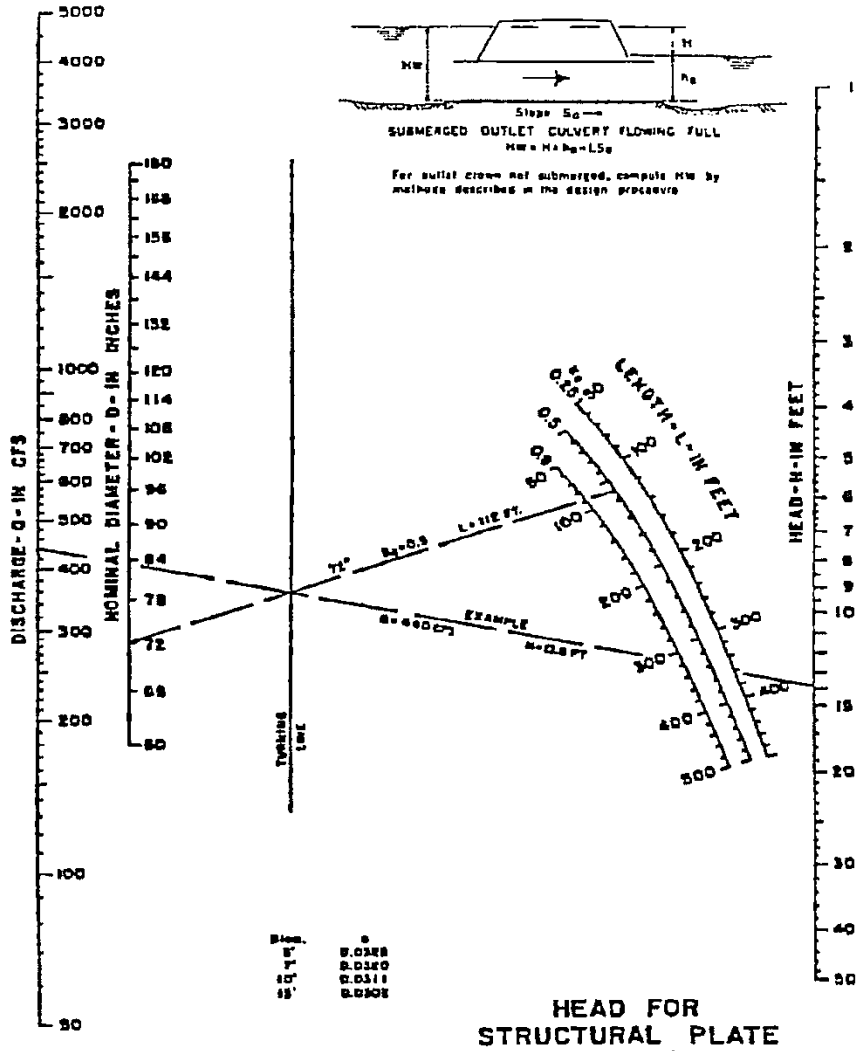
CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Mills 8/13/90 CITY ENGINEER DATE
	HEAD FOR STAND. C.M. PIPE CULVERTS FLOWING FULL n=0.024	**DESIGN AID NO. 18**



HEAD FOR
STANDARD C. M. PIPE-ARCH CULVERTS
FLOWING FULL
n=0.024

BUREAU OF PUBLIC ROADS JAN. 1963

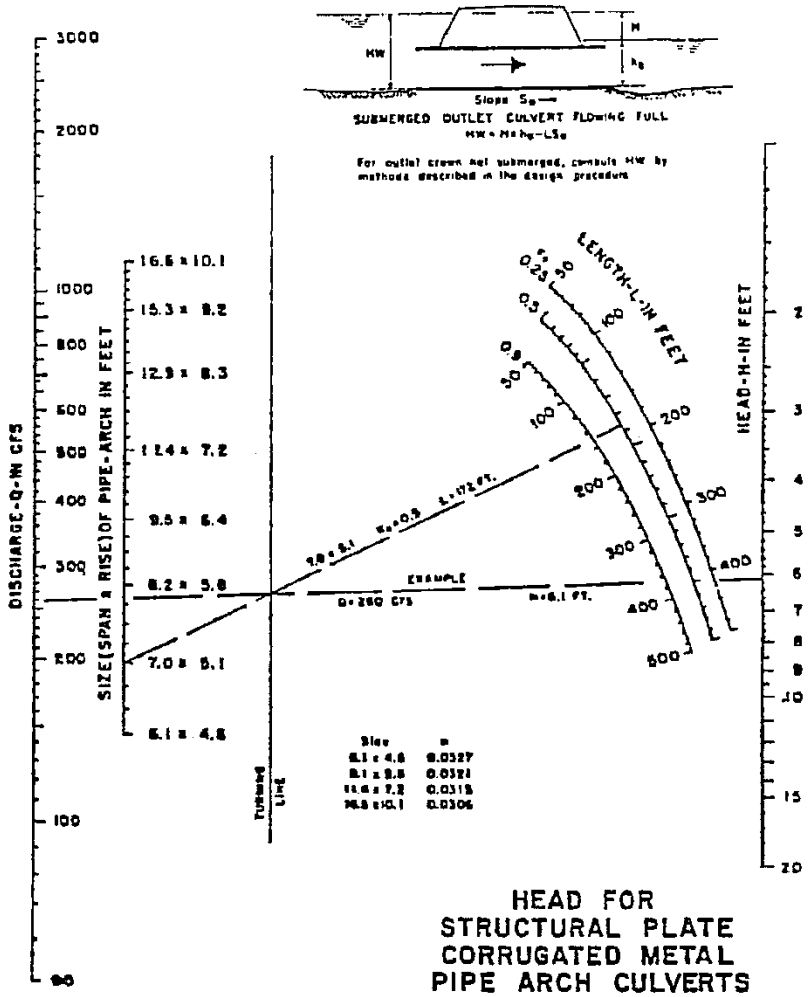
CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	HEAD FOR **STAND. C.M. PIPE-ARCH CULVERTS** **FLOWING FULL** **n=0.024**	**DESIGN AID NO. 19**



HEAD FOR
STRUCTURAL PLATE
CORR. METAL PIPE CULVERTS
FLOWING FULL
n = 0.0328 TO 0.0302

BUREAU OF PUBLIC ROADS JAN. 1963

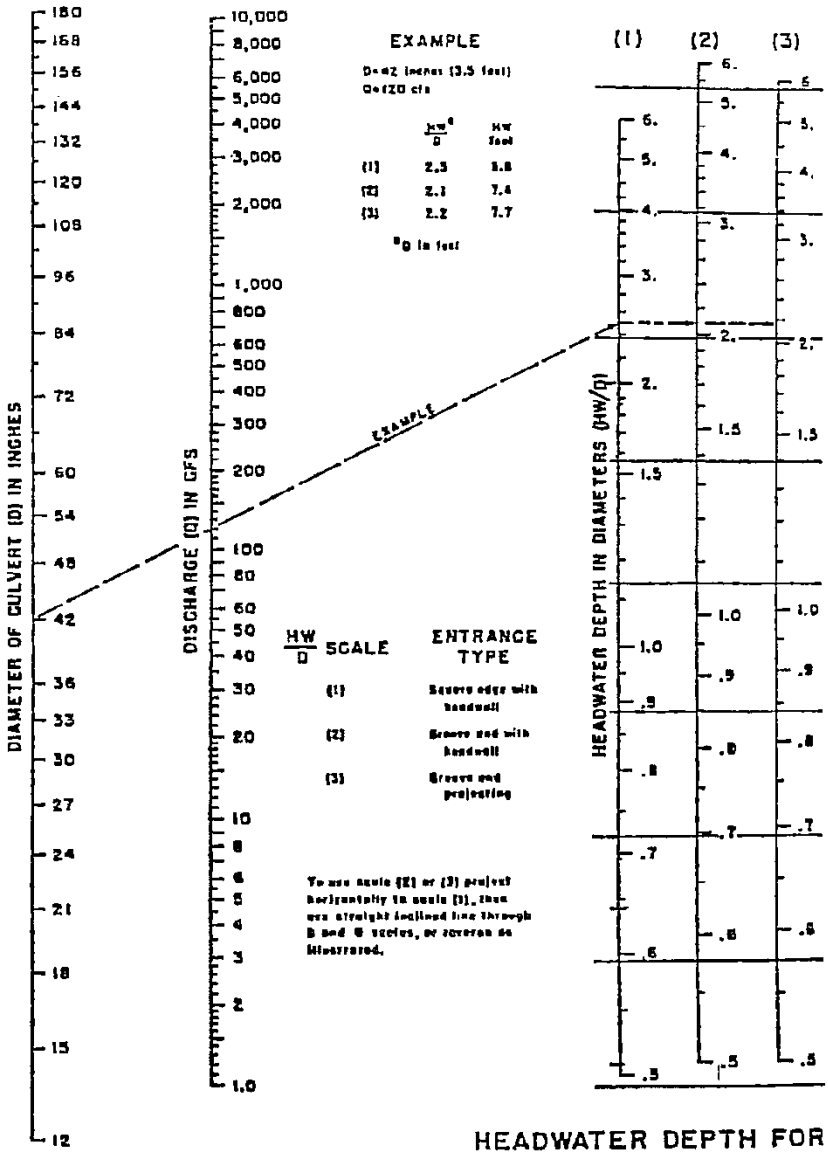
CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	HEAD FOR STRUCTURAL PLATE CORR. METAL PIPE CULVERTS FLOWING FULL n=0.0328 to 0.0302	**DESIGN AID NO. 20**



HEAD FOR
STRUCTURAL PLATE
CORRUGATED METAL
PIPE ARCH CULVERTS
18 IN. CORNER RADIUS
FLOWING FULL
n=0.0327 TO 0.0306

BUREAU OF PUBLIC ROADS JAN. 1963

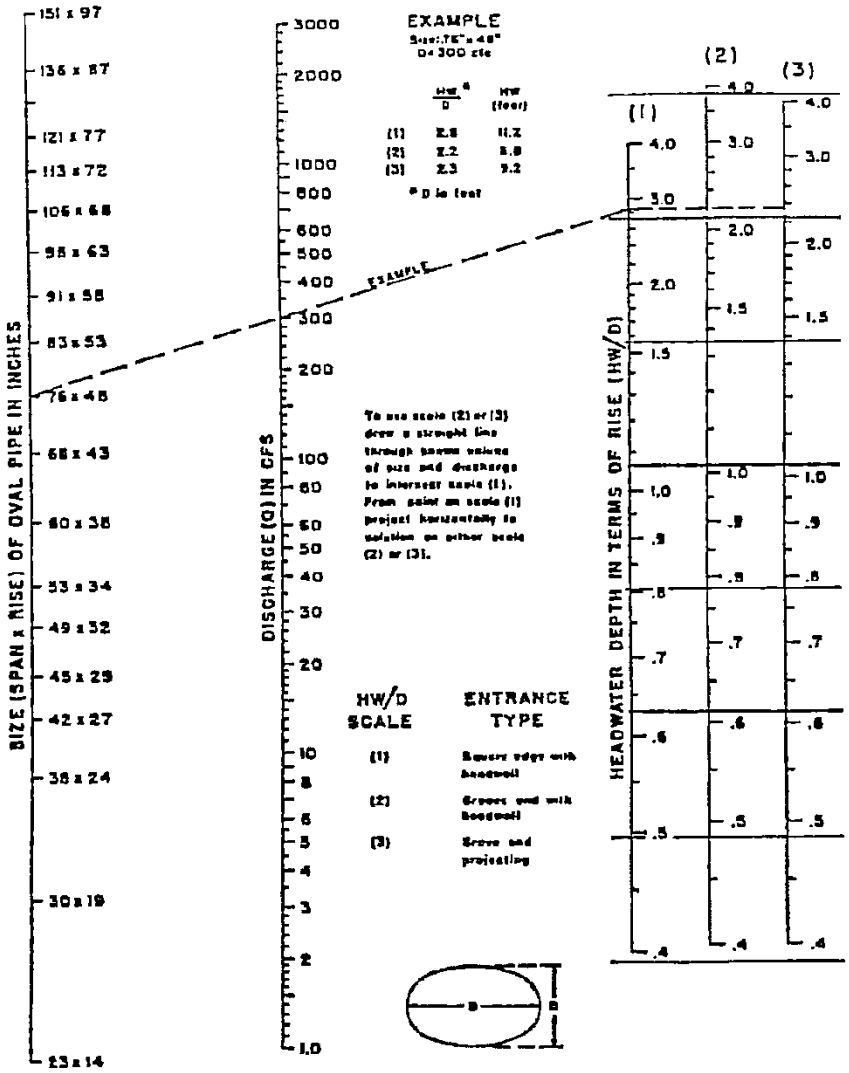
CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	HEAD FOR STRUCTURAL PLATE C.M. PIPE-ARCH CULVERTS 18 IN. CORNER RAD. FLOWING FULL n=0.0327 to 0.0306	**DESIGN AID NO. 21**



HEADWATER DEPTH FOR CONCRETE PIPE CULVERTS WITH INLET CONTROL

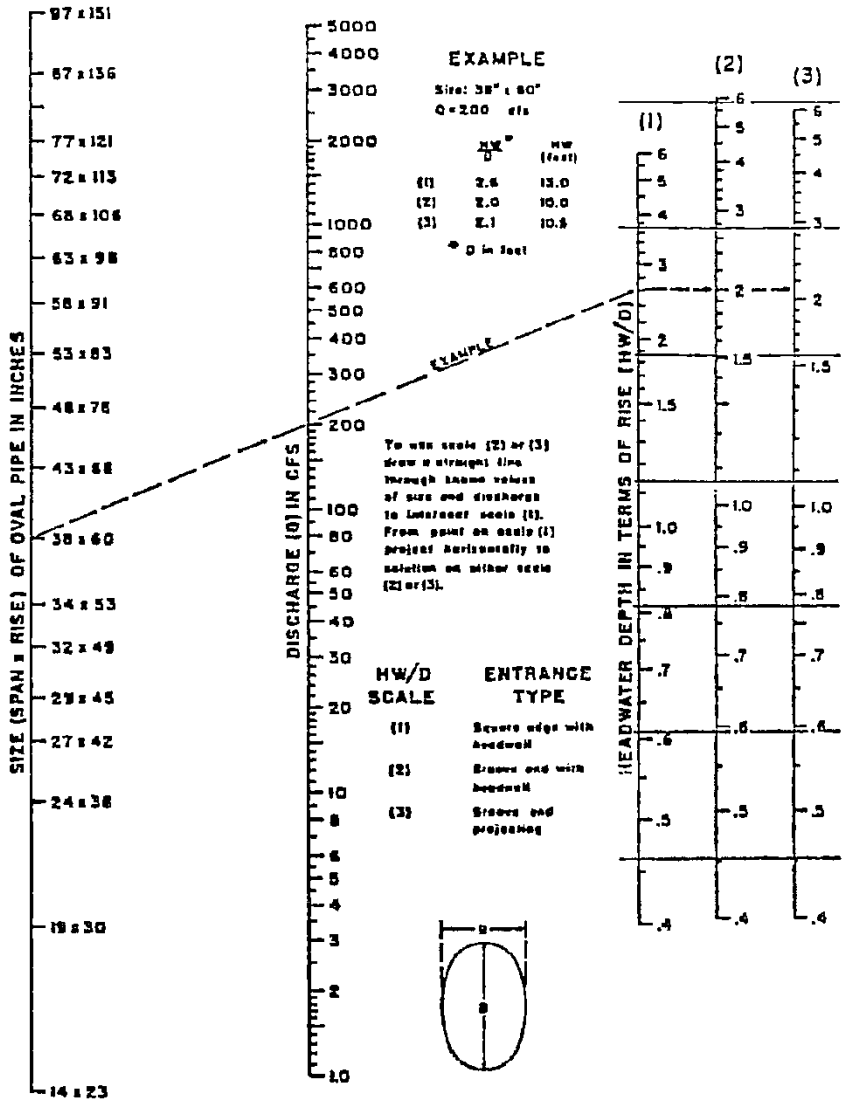
BUREAU OF PUBLIC ROADS JAN. 1963

CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	HEADWATER DEPTH FOR CONCRETE PIPE CULVERTS WITH INLET CONTROL	DESIGN AID NO. 22



HEADWATER DEPTH FOR
OVAL CONCRETE PIPE CULVERTS
LONG AXIS HORIZONTAL
WITH INLET CONTROL

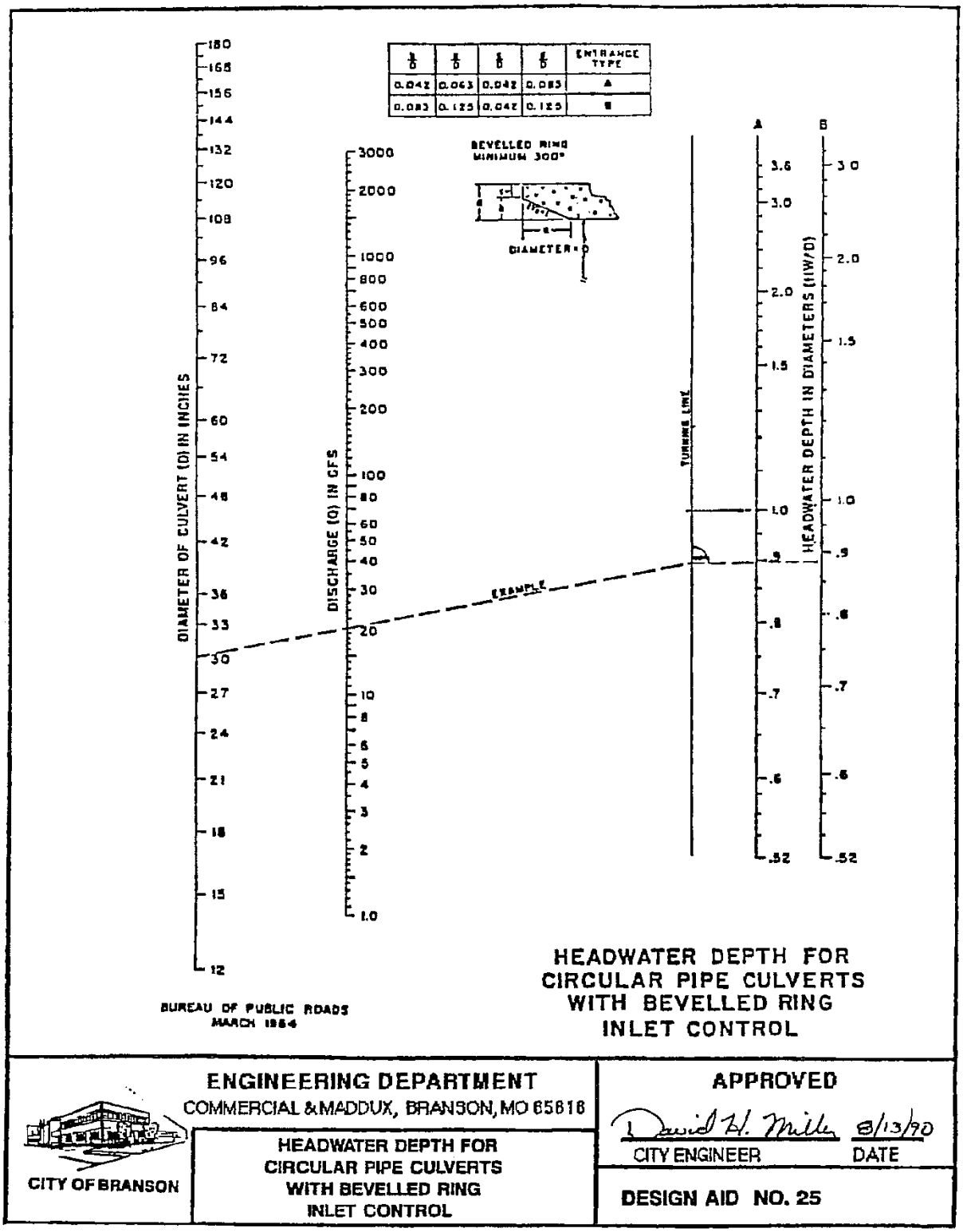
CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	HEADWATER DEPTH FOR OVAL CONCRETE PIPE CULVERTS LONG AXIS HORIZONTAL WITH INLET CONTROL	DESIGN AID NO. 23



HEADWATER DEPTH FOR
OVAL CONCRETE PIPE CULVERTS
LONG AXIS VERTICAL
WITH INLET CONTROL

BUREAU OF PUBLIC ROADS JAN. 1963

CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED
	HEADWATER DEPTH FOR OVAL CONCRETE PIPE CULVERTS LONG AXIS VERTICAL WITH INLET CONTROL	David H. Miller 8/13/90 CITY ENGINEER DATE
		DESIGN AID NO. 24



ENGINEERING DEPARTMENT
COMMERCIAL & MADDUX, BRANSON, MO 65616

CITY OF BRANSON

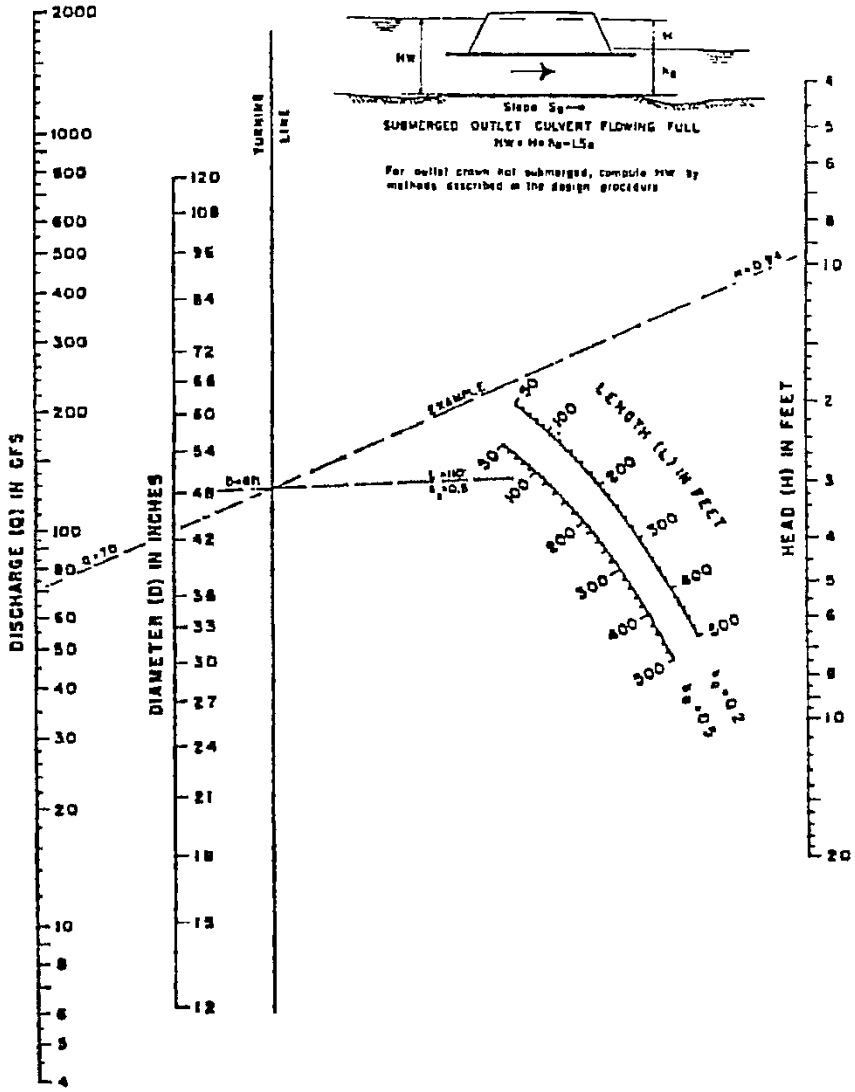
HEADWATER DEPTH FOR CIRCULAR PIPE CULVERTS WITH BEVELLED RING INLET CONTROL

APPROVED

David H. Mills 8/13/90

CITY ENGINEER DATE

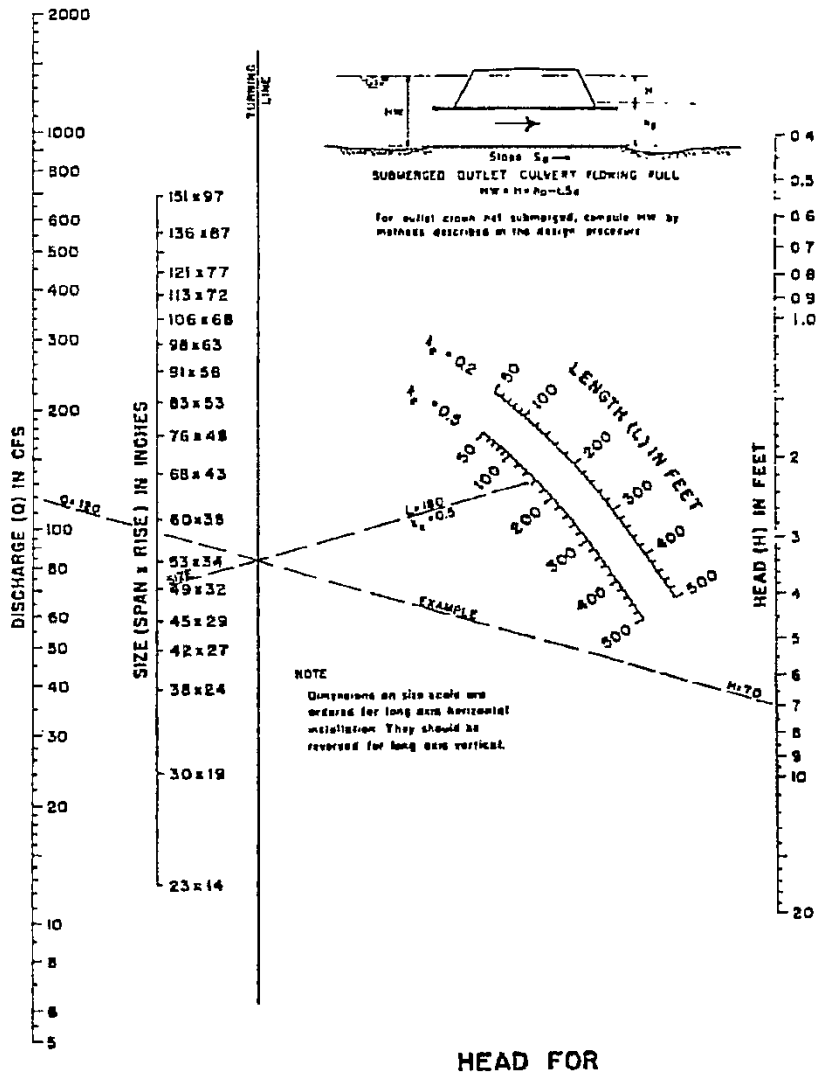
DESIGN AID NO. 25



HEAD FOR
CONCRETE PIPE CULVERTS
FLOWING FULL
n = 0.012

BUREAU OF PUBLIC ROADS JAN. 1963

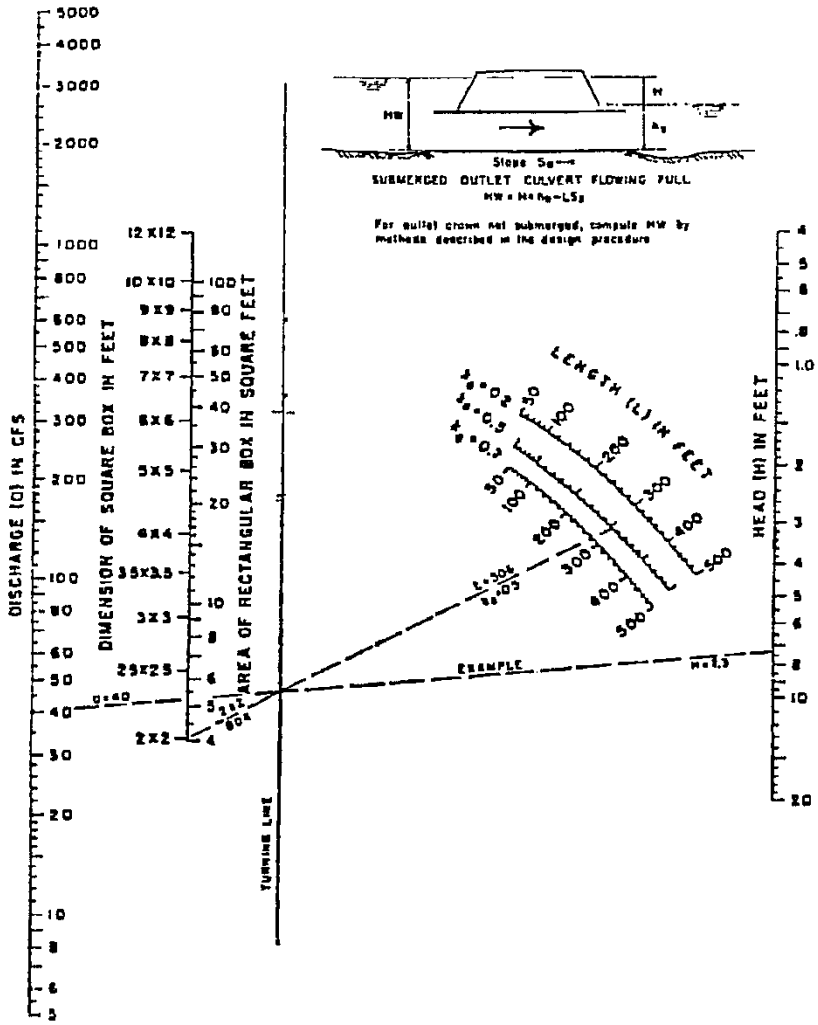
CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	HEAD FOR CONCRETE PIPE CULVERTS FLOWING FULL n=0.012	DESIGN AID NO. 26



HEAD FOR
OVAL CONCRETE PIPE CULVERTS
LONG AXIS HORIZONTAL OR VERTICAL
FLOWING FULL
n = 0.012

BUREAU OF PUBLIC ROADS JAN. 1963

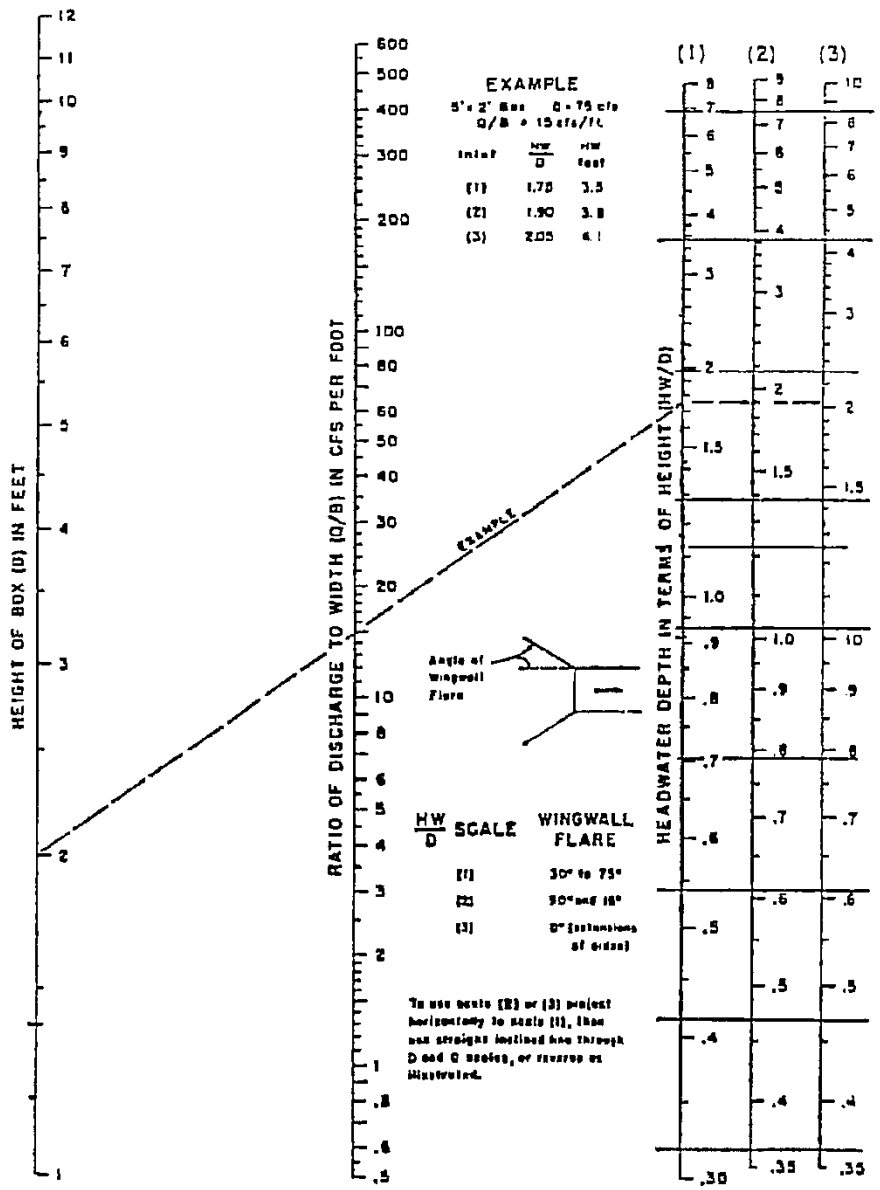
CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	HEAD FOR OVAL CONC. PIPE CULVERTS LONG AXIS HORIZONTAL OR VERTICAL FLOWING FULL n=0.012	**DESIGN AID NO. 27**



HEAD FOR
CONCRETE BOX CULVERTS
FLOWING FULL
n = 0.012

BUREAU OF PUBLIC ROADS JAN. 1963

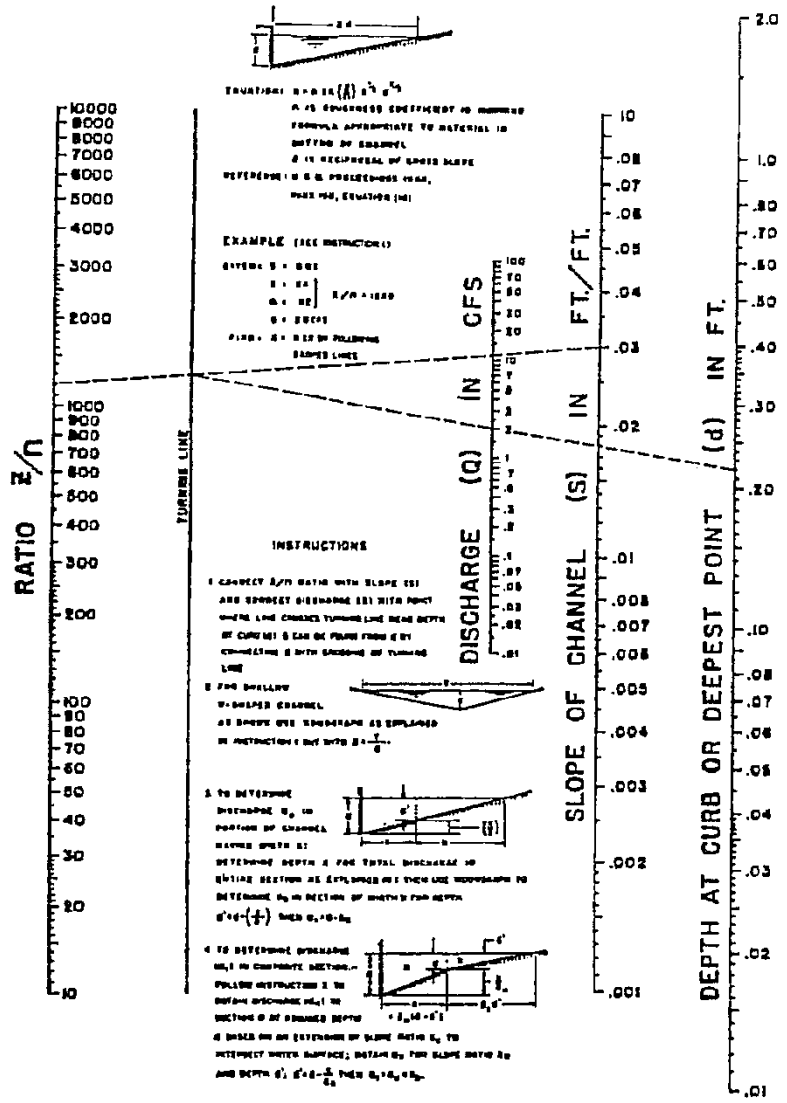
ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616		APPROVED David L. Miller 8/13/90 CITY ENGINEER DATE
CITY OF BRANSON	HEAD FOR CONCRETE BOX CULVERTS FLOWING FULL n=0.012	DESIGN AID NO. 28



HEADWATER DEPTH
FOR BOX CULVERTS
WITH INLET CONTROL

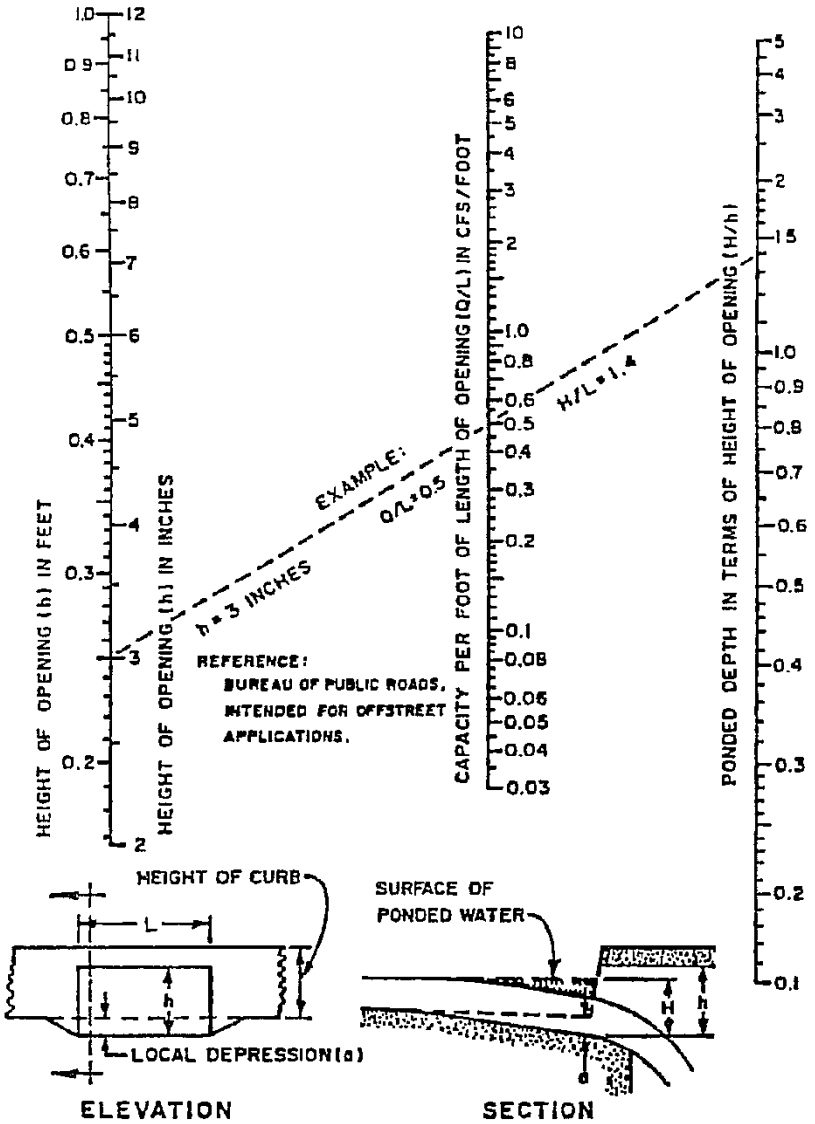
BUREAU OF PUBLIC ROADS JAN. 1963

CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	HEADWATER DEPTH FOR BOX CULVERTS WITH INLET CONTROL	DESIGN AID NO. 29



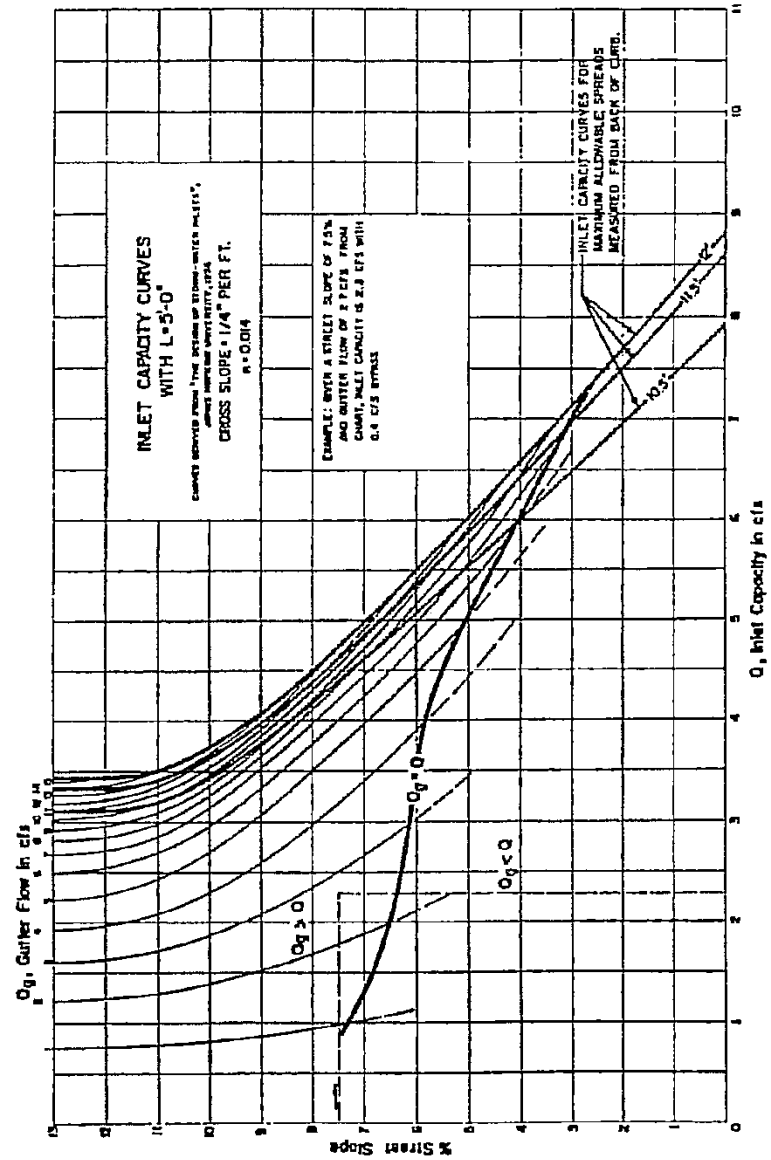
Conversion factors:
one cfs = 0.028 cu m
one ft = 0.305 m

CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Mills 8/13/90 CITY ENGINEER DATE
	NOMOGRAPH FOR FLOW IN TRIANGULAR CHANNELS	**DESIGN AID NO. 30**

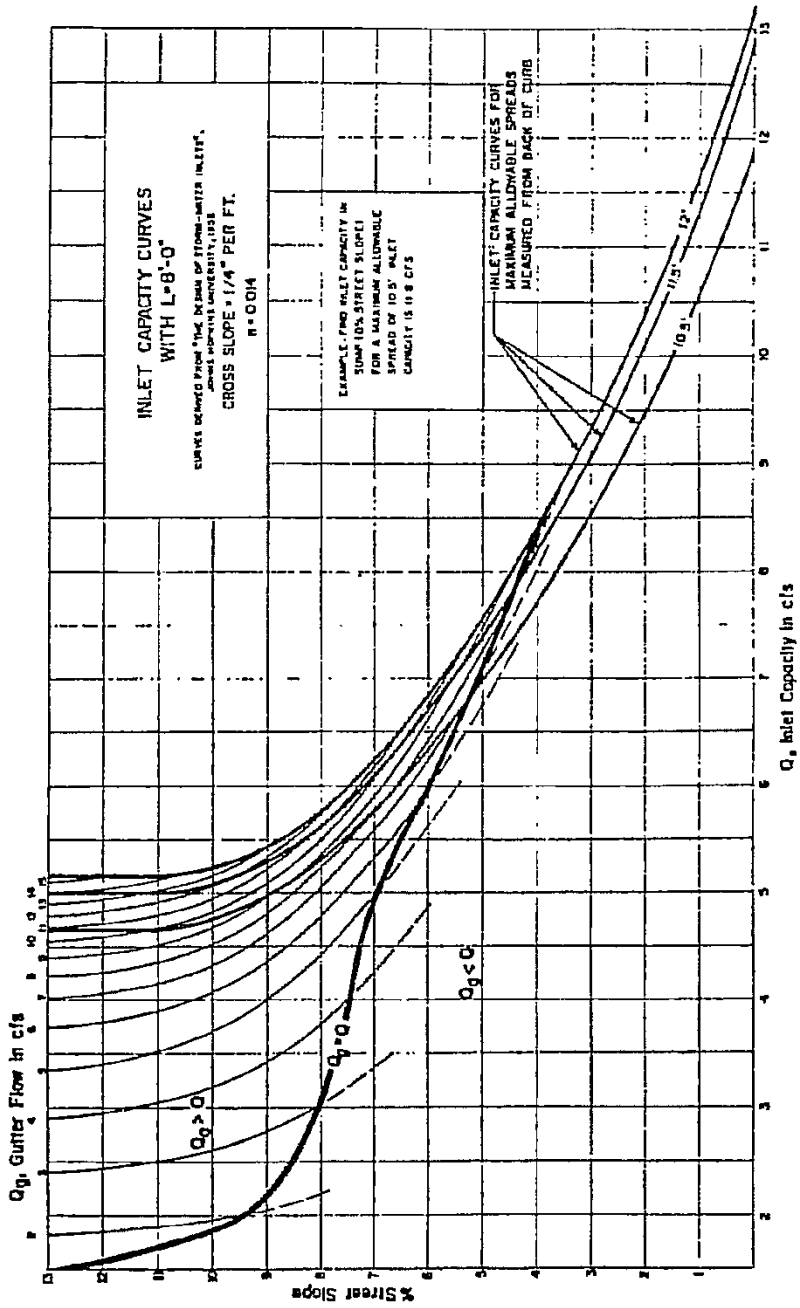


CAPACITY OF CURB OPENING INLET
AT LOW POINT IN GRADE.

CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	CAPACITY OF CURB OPENING INLET AT LOW POINT IN GRADE	**DESIGN AID NO. 31**



CITY OF BRANSON	**ENGINEERING DEPARTMENT** COMMERCIAL & MADDUX, BRANSON, MO 65616	**APPROVED** David H. Miller 8/13/90 CITY ENGINEER DATE
	INLET CAPACITY CURVES WITH L=5'-0"	**DESIGN AID NO. 32**



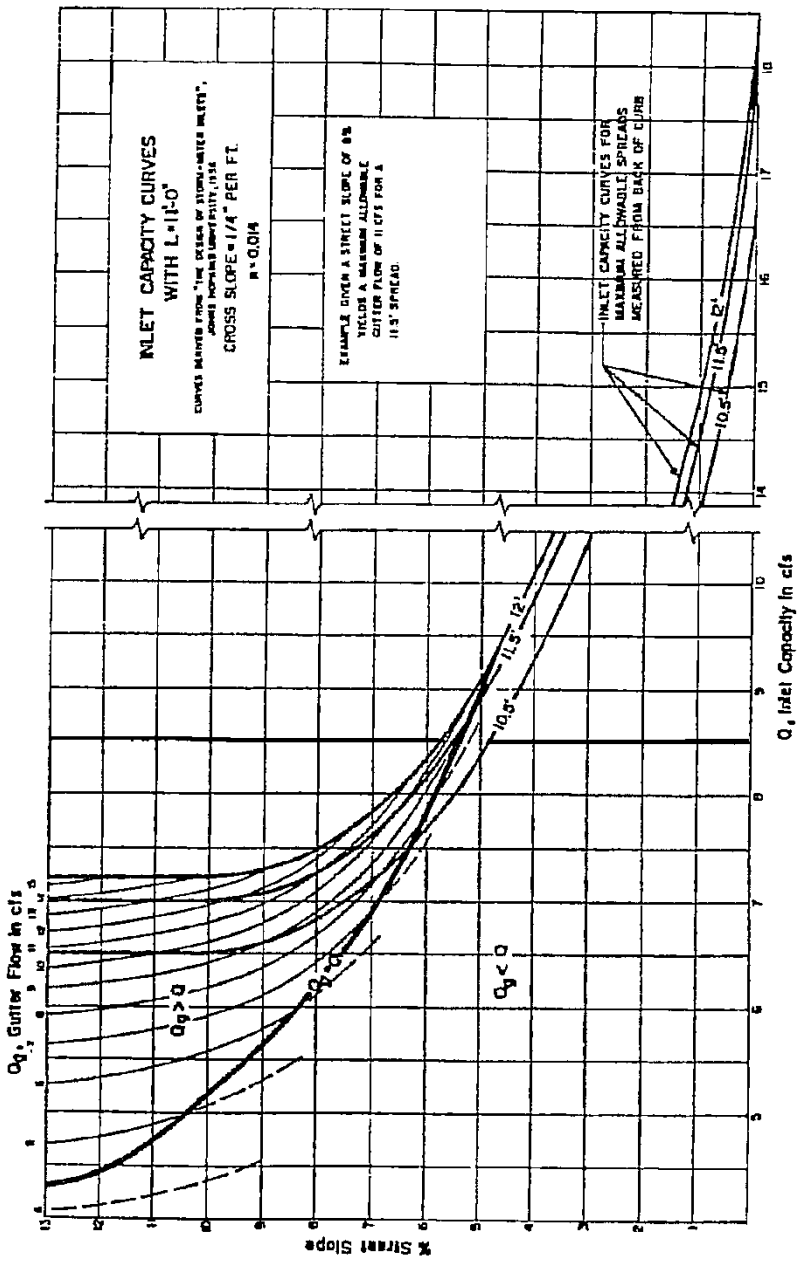
ENGINEERING DEPARTMENT
COMMERCIAL & MADDUX, BRANSON, MO 65616

CITY OF BRANSON

INLET CAPACITY CURVES WITH L=8'-0"

APPROVED
David H. Miller 8/13/90
CITY ENGINEER DATE

DESIGN AID NO. 33



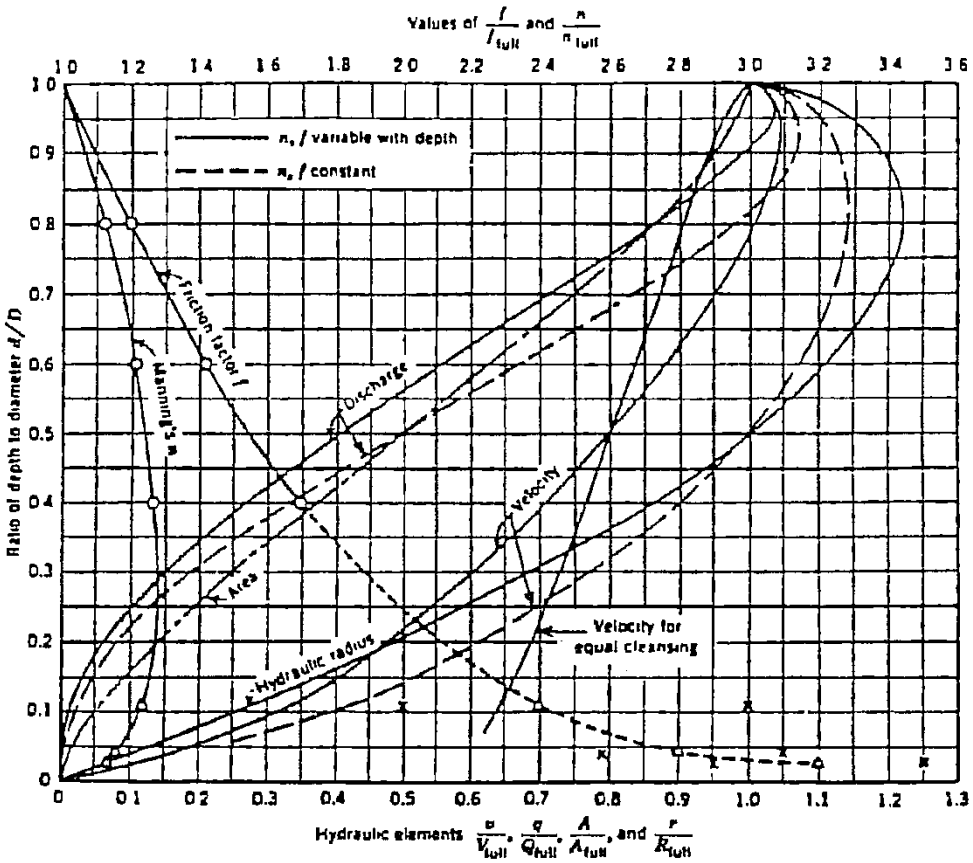
ENGINEERING DEPARTMENT
COMMERCIAL & MADDUX, BRANSON, MO 65616

CITY OF BRANSON

INLET CAPACITY CURVES WITH L=11'-0"

APPROVED
David L. Miller 8/13/90
CITY ENGINEER DATE

DESIGN AID NO. 34



v = Actual velocity of flow (fps)

V_{full} = Velocity flowing full (fps)

q = Actual quantity of flow (cfs)

Q_{full} = Capacity flowing full (cfs)

A = Area occupied by flow ($ft.^2$)

A_{full} = Area of pipe ($ft.^2$)

r = Actual hydraulic radius (ft.)

R_{full} = Hydraulic radius of full pipe (ft.)

HYDRAULIC ELEMENTS OF CIRCULAR CONDUITS

CITY OF BRANSON	ENGINEERING DEPARTMENT COMMERCIAL & MADDUX, BRANSON, MO 65616	APPROVED David H. Miller 8/13/90 CITY ENGINEER DATE
	HYDRAULIC ELEMENTS OF CIRCULAR CONDUITS	DESIGN AID NO. 35