

MINNESOTA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLAN FOR ADA IMPROVEMENTS

LOCATED ON T.H. 57 IN KASSON FROM 5TH ST. S.E. TO 16TH ST. N.E.
 LOCATED ON T.H. 30 IN HAYFIELD FROM 1ST AVE. N.W. TO COUNTY HWY T
 LOCATED ON T.H. 251 IN HOLLANDALE FROM ROTTERDAM AVE. N. TO CENTRAL AVE. N.
 LOCATED ON T.H. 65 IN GLENVILLE AT WEST MAIN ST.

GOVERNING SPECIFICATIONS

THE 2005 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION
 'STANDARD SPECIFICATIONS FOR CONSTRUCTION', SHALL GOVERN.

INDEX

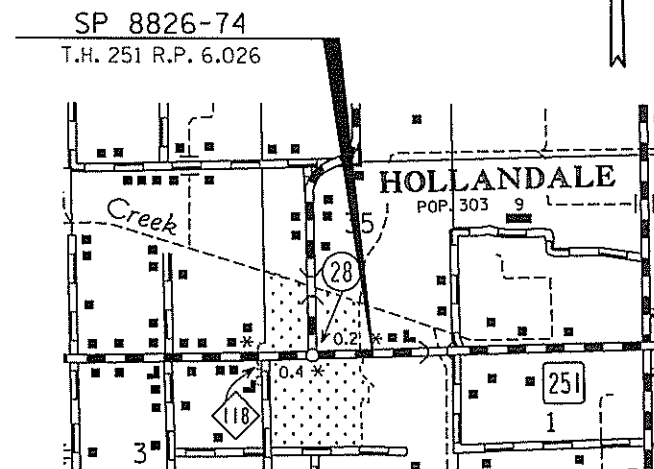
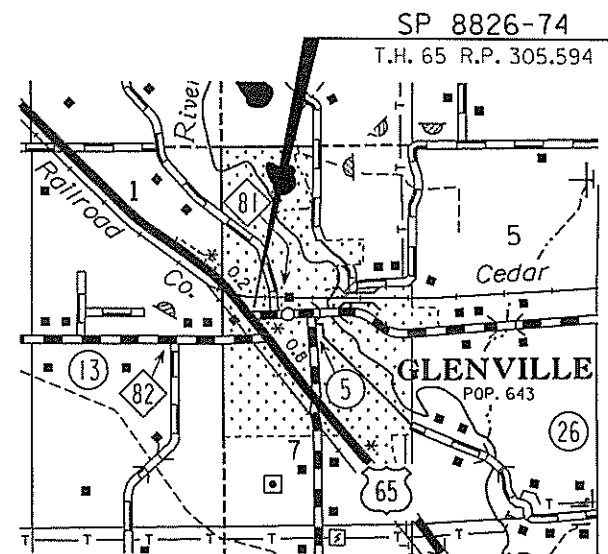
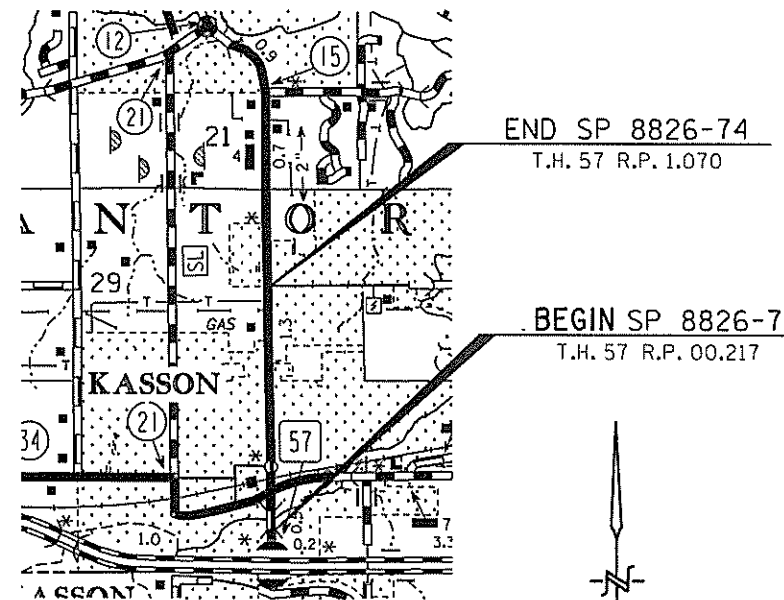
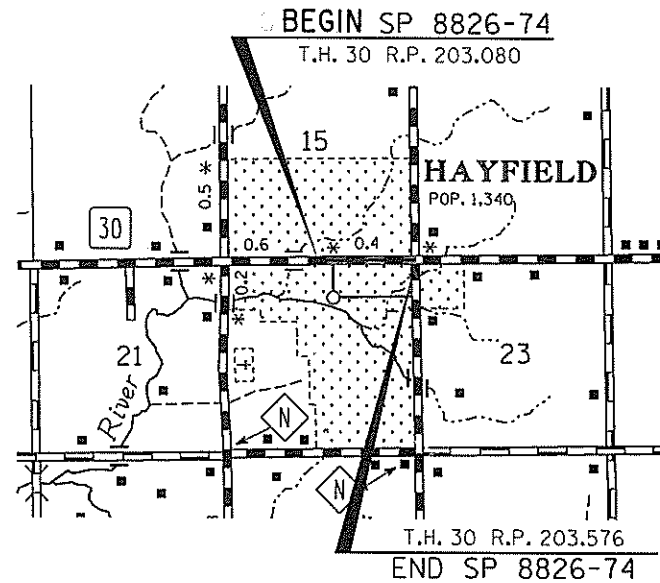
1	TITLE SHEET
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STATE PROJ. NO. 8826-74 (T.H. 57)
 GROSS LENGTH 7000 FEET 1.33 MILES
 BRIDGES-LENGTH N/A FEET N/A MILES
 EXCEPTIONS-LENGTH N/A FEET N/A MILES
 NET LENGTH 7000 FEET 1.33 MILES
 REF. POINT 00+00.217 TO REF. POINT 1+00.070

STATE PROJ. NO. 8826-74 (T.H. 30)
 GROSS LENGTH 2640 FEET 0.50 MILES
 BRIDGES-LENGTH N/A FEET N/A MILES
 EXCEPTIONS-LENGTH N/A FEET N/A MILES
 NET LENGTH 2640 FEET 0.50 MILES
 REF. POINT 203+00.080 TO REF. POINT 203+00.576

STATE PROJ. NO. 8826-74 (T.H. 65)
 GROSS LENGTH 50 FEET 0.01 MILES
 BRIDGES-LENGTH N/A FEET N/A MILES
 EXCEPTIONS-LENGTH N/A FEET N/A MILES
 NET LENGTH 50 FEET 0.01 MILES
 REF. POINT 305+00.594 TO REF. POINT 305+00.594

STATE PROJ. NO. 8826-74 (T.H. 251)
 GROSS LENGTH 50 FEET 0.01 MILES
 BRIDGES-LENGTH N/A FEET N/A MILES
 EXCEPTIONS-LENGTH N/A FEET N/A MILES
 NET LENGTH 50 FEET 0.01 MILES
 REF. POINT 6+00.026 TO REF. POINT 6+00.026



THIS PLAN CONTAINS 47 SHEETS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: MICHAEL DUPONT LICENSE # 43375
 DATE: 3/8/2012 SIGNATURE: *Michael Dupont*
 DESIGN SQUAD BLOOM COMPANIES, LLC

RECOMMENDED FOR APPROVAL *Debra Succio 3/13/2012*
 DISTRICT TRANSPORTATION ENGINEER
 RECOMMENDED FOR APPROVAL *Th. R. Mat 3/12/2012*
 DISTRICT MATERIALS ENGINEER
 RECOMMENDED FOR APPROVAL *Oh. S. Wil 3/19/2012*
 DISTRICT TRAFFIC ENGINEER
 RECOMMENDED FOR APPROVAL *Valerie A. Swanson 4/9/2012*
 STATE PRE-LITTING ENGINEER
 OFFICE OF LAND MANAGEMENT APPROVAL *M. J. Jensen 4/11/2012*
 DIRECTOR OF LAND MANAGEMENT
 APPROVED *4/11/2012* *Michael Dupont*
 STATE DESIGN ENGINEER

I HEREBY CERTIFY THAT THE FINAL FIELD REVISIONS, IF ANY, WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: LICENSE #
 DATE: SIGNATURE:

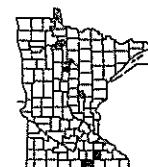
SCALES

PLAN	10'
INDEX MAP	5280'
GENERAL LAYOUT	

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

FOR PLANS AND UTILITIES SYMBOLS SEE TECHNICAL MANUAL

STATE PROJ. NO. CHARGE IDENTIFIER
 8826-74



PROJECT LOCATION
 COUNTY : DODGE, FREEBORN
 DISTRICT : 6

PLOTTED/REVISED: 3/8/2012

LOT NAME: MnDOT-nf-bw1b1
 PATH & FILENAME: F:\BM2-1366 MnDOT Ped Ramps\roads\Cds\CP8826-74_11filedgn

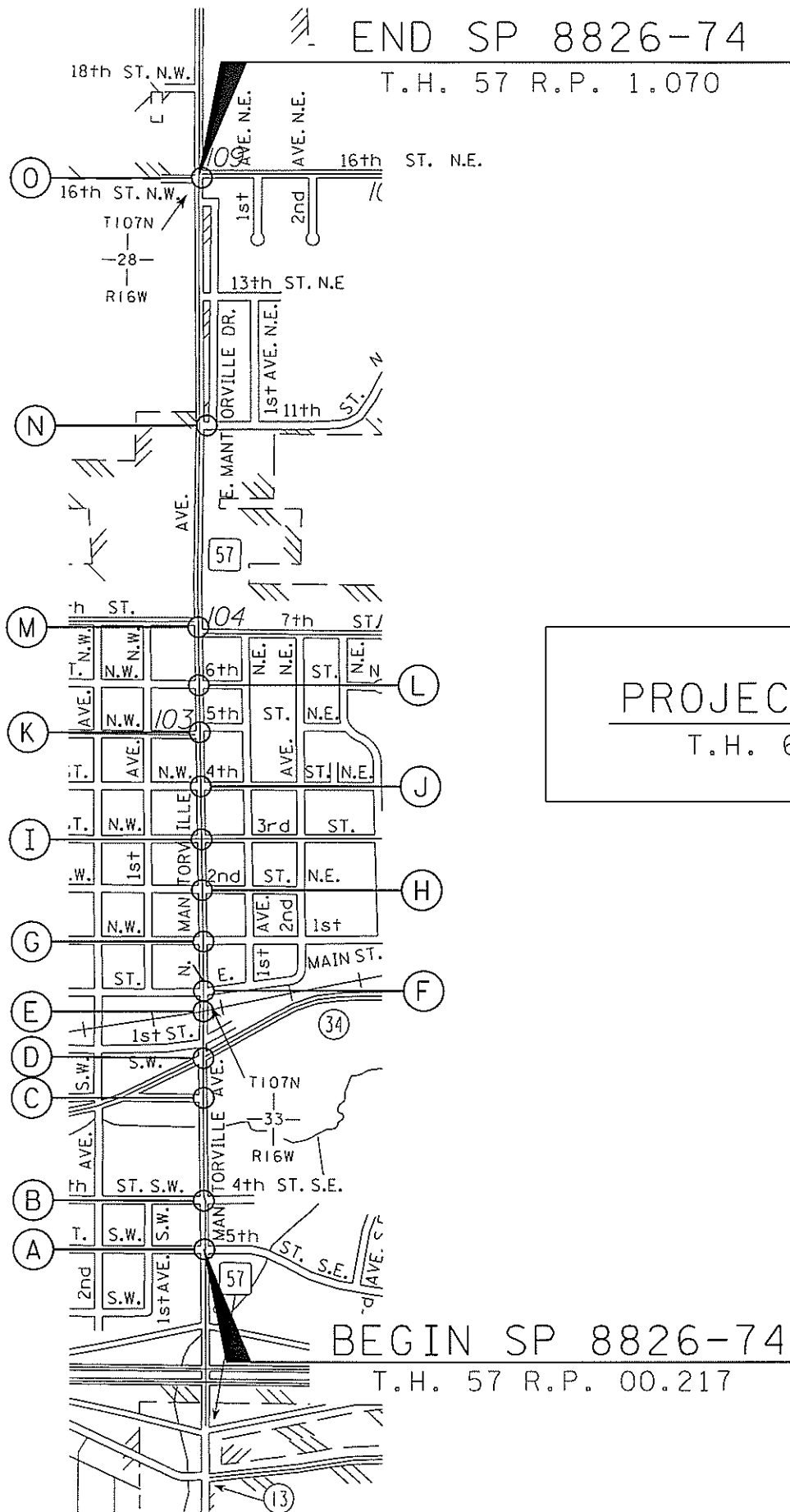
PLOTTED/REVISED: 4/6/2012

IPLOT NAME: MnDOT-nf-bwtbl
PATH & FILENAME: F:\BM2-1366 MnDOT Fed Ramps\roads\Cas\P882374_gll.dgn

KASSON
DODGE COUNTY



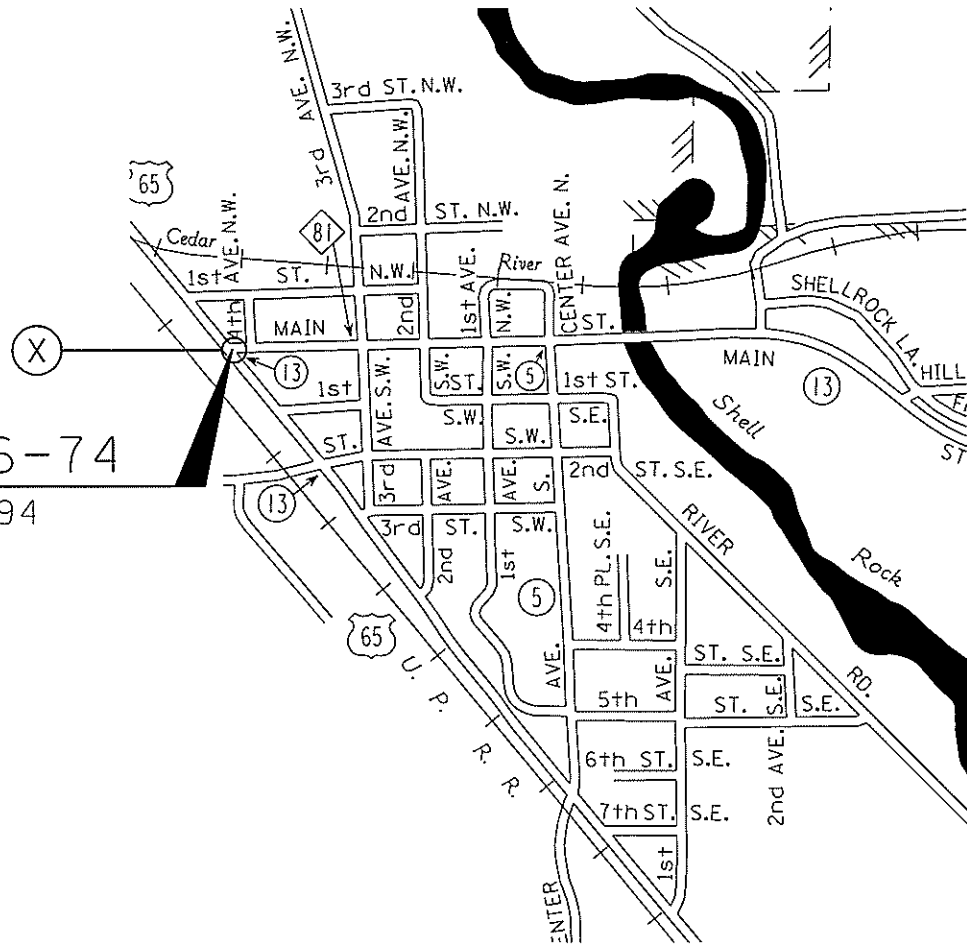
1000
SCALE IN FEET



GLENVILLE
FREEBORN COUNTY



300
SCALE IN FEET



PROJECT SP 8826-74
T.H. 65 R.P. 305.594

LEGEND:

(A) ○ PROJECT INTERSECTION

DRAWN BY: NRA
CHECKED BY: MHD



I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER Michael D. Dyment LIC. NO. 43375

GENERAL LAYOUT

STATE PROJ. NO. 8826-74 SHEET NO. 2 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012

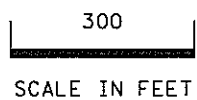
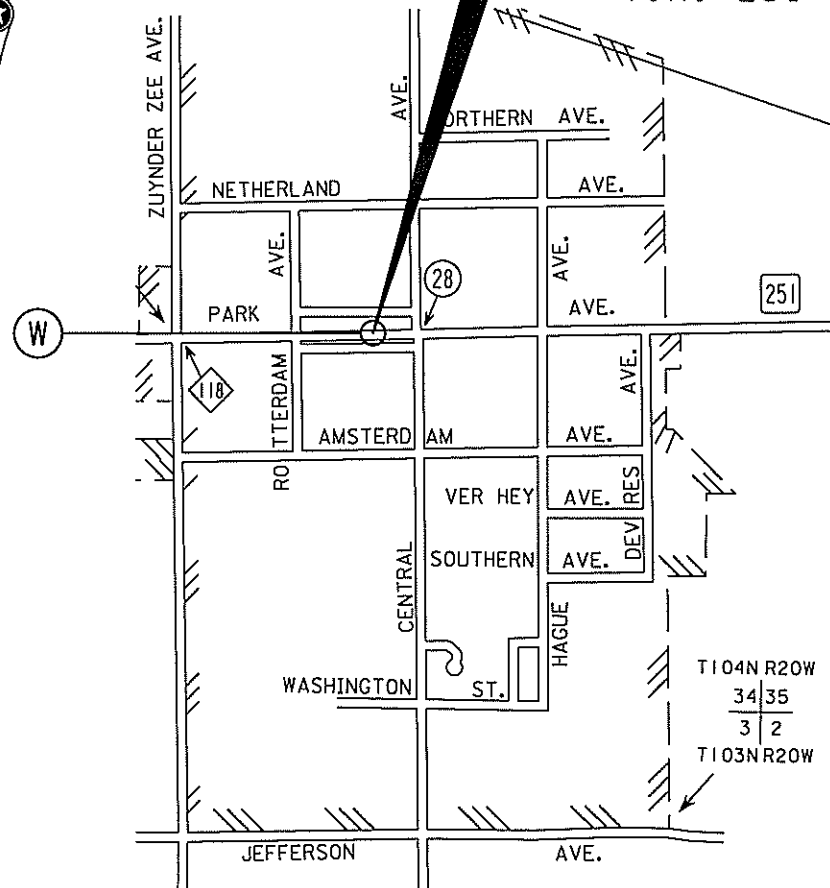
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PATH & FILENAME: F:\BME2-1366 Mndot Ped Ramps\roads\Cds\8826-74_g12.dgn

HOLLANDALE

FREEBORN COUNTY

PROJECT SP 8826-74

T.H. 251 R.P. 6.026



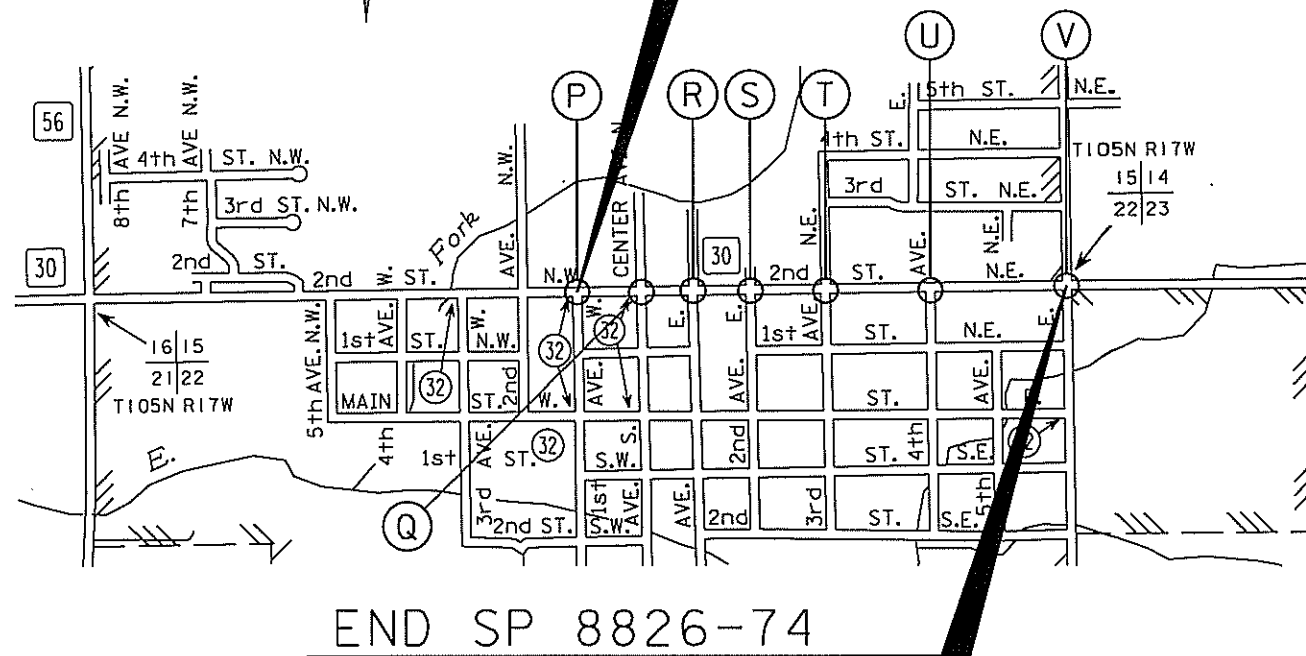
SCALE IN FEET

HAYFIELD

DODGE COUNTY

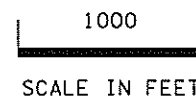
BEGIN SP 8826-74

T.H. 30 R.P. 203.080



END SP 8826-74

T.H. 30 R.P. 203.576



SCALE IN FEET

LEGEND:

(A) - O PROJECT INTERSECTION

DRAWN BY: NRA
CHECKED BY: MHD



BLOOM
COMPANIES, LLC
Infrastructure Innovation and Ingenuity

I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael D. [Signature]* L.I.C. NO. 43375

GENERAL LAYOUT
STATE PROJ. NO. 8826-74 SHEET NO. 3 OF 47 SHEETS

PLOTTED/REVISED: 4/15/2012

IPILOT NAME: MNDOT-HF-bw3bl
PATH & FILENAME: F:\BM2-1366 Mndot Ped Ramps\roads\Cds\CP882674_est.dgn

STATEMENT OF ESTIMATED QUANTITIES

TAB	NOTES	ITEM NUMBER	ITEM	UNITS	TOTAL ESTIMATED QUANTITIES
		2011.601	CONSTRUCTION SURVEYING	LUMP SUM	1
		2021.501	MOBILIZATION	LUMP SUM	1
		2051.501	MAINT & RESTORATION OF HAUL ROADS	LUMP SUM	1
A		2102.501	PAVEMENT MARKING REMOVAL - PERMANENT	SQ FT	416
A	(1)	2104.501	REMOVE CURB AND GUTTER	LIN FT	1692
A	(1)	2104.503	REMOVE CONCRETE WALK	SQ FT	11256
A	(1)(7)	2104.503	REMOVE CONCRETE PAVEMENT	SQ FT	1179
A		2104.509	REMOVE CURB BOX	EACH	12
A	(1)(6)	2104.603	REMOVE AND REPLACE BITUMINOUS PAVEMENT	LIN FT	1421
A	(8)	2301.501	CONCRETE PAVEMENT	SQ YD	21
A		2301.602	DRILL & GROUT REINFORCEMENT BAR (EPOXY COATED)	EACH	182
	(4)	2302.618	SPOT FULL DEPTH REPAIR (TYPE C1-LV)	SQ FT	100
A		2521.618	CONCRETE WALK	SQ FT	12201
A		2531.603	CONCRETE CURB & GUTTER	LIN FT	1684
A	(3)	2531.603	CONCRETE CURB DESIGN V	LIN FT	144
A		2531.618	TRUNCATED DOMES	SQ FT	1269
		2563.601	TRAFFIC CONTROL	LUMP SUM	1
A		2565.602	ADJUST HANDHOLE	EACH	6
		2565.616	REVISE SIGNAL SYSTEM	SYSTEM	1
A		2573.530	STORM DRAIN INLET PROTECTION	EACH	44
	(2)	2575.555	TURF ESTABLISHMENT	LUMP SUM	1
A	(5)	2582.503	CROSSWALK MARKING-EPOXY	SQ FT	416

NOTES:

- (1) SAWCUTS SHALL BE PROVIDED AT ALL REMOVAL LIMITS, THIS WORK SHALL BE INCIDENTAL.
- (2) PERMANENT TURF ESTABLISHMENT SHALL BE COMPLETED USING SOD TYPE SALT RESISTANT. 4" MINIMUM TOP SOIL SHALL BE PLACED AT ALL AREAS REQUIRING TURF ESTABLISHMENT. TURF ESTABLISHMENT SHALL BE PROVIDED AT ALL AREAS DISTURBED AS A RESULT OF CONSTRUCTION.
- (3) TO BE USED AS DIRECTED BY THE ENGINEER. SEE DETAIL SHEET 12.
- (4) USE FOR REPAIR OF CONCRETE PAVEMENT IN POOR CONDITION AS DIRECTED BY THE ENGINEER.
- (5) TO BE USED FOR NEW CROSSWALKS AT INTERSECTION OF MAIN ST AND TH57 AND AS DIRECTED BY ENGINEER.
- (6) TYPE SP 12.5 WEARING COURSE MIXTURE (SPWEB340B) TO BE USED FOR REPLACEMENT. INPLACE PAVEMENT VARIES IN THICKNESS BETWEEN 6"-9".
- (7) CONSISTS OF 8.0" NON-REINFORCED CONCRETE PAVEMENT.
- (8) CONCRETE PAVEMENT THICKNESS 8.0". ANY NECESSARY CLASS 5 AGGREGATE BASE SHALL BE INCIDENTAL.

SOIL AND CONSTRUCTION NOTES:

- (1) ALL SIGN RELOCATION IS INCIDENTAL.
- (2) PROVIDE BITUMINOUS TACK COAT (MNDOT SPECIFICATION 2357) FOR ALL BITUMINOUS PATCHING MIXTURE. THE TACK COAT SHALL BE INCIDENTAL.
- (3) STAKING COORDINATES FOR THE TOWNS OF KASSON AND HAYFIELD ARE DODGE COUNTY COORDINATES. STAKING COORDINATES SHOWN IN THE TOWNS OF GLENNVILLE AND HOLLANDALE ARE FREEBORN COUNTY COORDINATES.
- (4) ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FIELD MANUAL - TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS, DATED FEBRUARY 2011). SEE CHAPTER 6D - "PEDESTRIAN AND WORKER SAFETY" OF THE MMUTCD AND THE SPECIAL PROVISIONS, (1404) MAINTENANCE OF TRAFFIC CONTROL AND (2563) TRAFFIC CONTROL.
- (5) CONCRETE WALK SHALL BE CONSTRUCTED WITH 6.0" OF CONCRETE WALK AND 3.0" OF CLASS 5 AGGREGATE BASE.

PERMANENT PAVEMENT MARKING NOTES:

- (1) **GENERAL:**
THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING AND TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
- (2) EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT THE MARKED STOP LINES OR CROSSWALKS.
- (3) A TOLERANCE OF 1/4 INCH UNDER OR 1/4 INCH OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO ONE- HALF FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
- (4) **EPOXY:**
THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. NEW PORTLAND CEMENT CONCRETE SURFACES SHALL BE SANDBLAST CLEANED TO REMOVE ANY SURFACE TREATMENTS AND/OR LAITANCE. ON LOW SPEED (SPEED LIMIT 35 OR LESS) URBAN PORTLAND CEMENT CONCRETE ROADWAYS, SANDBLAST CLEANING SHALL BE USED FOR ALL EPOXY PAVEMENT MARKINGS.
- (5) THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
- (6) FOR 15 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE "NO-TRACKING" CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPECIFIED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.
- (7) OPERATION SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.
- (8) PERMANENT PAVEMENT MARKING SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

INDEX OF STANDARD PLATES

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY TO THIS PROJECT.

PLATE NO.	DESCRIPTION
7038A	DETECTABLE WARNING SURFACE (TRUNCATED DOMES)
7100H	CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)
7105C	CONCRETE MEDIAN (MOUNTABLE TYPE)
7111J	INSTALLATION OF CATCH BASIN CASTINGS (CONCRETE CURB & GUTTER)
7112C	INSTALLATION & REINFORCEMENT OF CATCH BASIN & MANHOLE CASTINGS (CONCRETE INTEGRANT CURBS)
7113A	CONCRETE APPROACH NOSE DETAILS
8000I	STANDARD BARRICADES

DRAWN BY: NRA
CHECKED BY: MHD



I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael D. Dent* LIC. NO. 43375

STATEMENT OF ESTIMATED QUANTITIES AND NOTES
STATE PROJ. NO. 8826-74 SHEET NO. 4 OF 47 SHEETS

QUANTITY TABULATIONS

A

CROSS STREET	REFERENCE POINT	CORNER LOCATION	PAVEMENT MARKING REMOVAL	REMOVE CURB AND GUTTER	REMOVE CONCRETE WALK	REMOVE CONCRETE PAVEMENT	REMOVE CURB BOX	REMOVE AND REPLACE BITUMINOUS PAVEMENT	DRILL AND GROUT REINF. BAR (EPOXY COATED)	CONCRETE PAVEMENT	CONCRETE WALK	CONCRETE CURB AND GUTTER	CONCRETE CURB DESIGN V	TRUNCATED DOMES	ADJUST HANDHOLE	STORM DRAIN INLET PROTECTION	CROSSWALK MARKING - EPOXY	CURB RAMP DESIGN (1)	REMARKS (2)
			SQ FT	LIN FT	SQ FT	SQ FT	EACH	LIN FT	EACH	SQ YD	SQ FT	LIN FT	LIN FT	SQ FT	EACH	EACH	SQ FT		
	T.H. 57 (KASSON)																		
5TH ST S	00.217	SW		10	80	30			5		123	10		10		1		TYPE 4	RAMP A4
	00.217	SE		14	58	42			7		58	14		10		1		TYPE 1	RAMP A3
	00.217	NW		22	83	76			11		113	22		20				TYPE 2	RAMPS A5 & A6
	00.217	NE		23	104	79			12		143	23		20				TYPE 2	RAMPS A1 & A2
4TH ST S	00.280	SW		11	99	33			6		99	11		10		1		TYPE 1	RAMP B3
	00.280	SE		10	124	30			5		116	10		10		2		TYPE 1	RAMP B2
	00.280	NW		21	152	73			11		150	21		26		1		TYPE 6	RAMP B4
2ND ST S	00.280	NE		19	168	67			10		160	19		23		1		TYPE 6	RAMP B1
	00.405	SW		22	111	76			11		146	22		20		1		TYPE 2	RAMPS C4 & C5
	00.405	SE		22	121	76			11		158	22		20		1		TYPE 2	RAMPS C2 & C3
CO RD 34	00.405	NW		10	140	30			5		140	10		10		2		TYPE 1	RAMP C6
	00.405	NE		10	78	30			5		78	10		10		1		TYPE 1	RAMP C1
	00.455	SW		38	156	183			24	8	145	25		10				TYPE 1	RAMP D3
	00.455	SE		11	106	33			6		103	11		10				TYPE 1	RAMP D2
RR XING	00.455	NW		43	248	129			22	13	225	43	18	23				TYPE 5	RAMP D4
	00.455	NE		64	287	192			31		325	69		12				TYPE 1	RAMP D1
	00.513	SW			30			6		30				12				TYPE 8	RAMP E3
	00.513	SE			34			5		34				10				TYPE 8	RAMP E2
MAIN ST	00.513	NW			53			6		53				12				TYPE 8	RAMP E4
	00.513	NE			31			5		31				10				TYPE 8	RAMP E1
	00.532	SW	200	46	375		1	56		361	46	31	29	4	2	200		TYPE 7	RAMP F3
	00.532	SE	216	30	185			52		213	30		27	1		216		TYPE 7	RAMP F2
1ST ST N	00.532	NW		35	241		2	35		231	35	21	25	1	2			TYPE 7	RAMP F4
	00.532	NE		29	201		2	29		201	29	17	25		2			TYPE 7	RAMP F1
	00.593	SW		42	358			42		345	42	25	21		1			TYPE 6	RAMP G3
	00.593	SE		29	212			29		205	29	15	28					TYPE 6	RAMP G2
2ND ST N	00.593	NW		20	198		1	20		198	20		18		1			TYPE 2	RAMPS G4 & G5
	00.593	NE		19	171		1	19		174	19		18		1			TYPE 6	RAMP G1
	00.652	SW		20	188			20		188	20		18					TYPE 2	RAMPS H6 & H5
	00.652	SE		25	154			25		176	25		18			1		TYPE 2	RAMPS H3 & H4
3RD ST N	00.652	NW		23	174		1	23		174	23		18			1		TYPE 2	RAMPS H7 & H8
	00.652	NE		20	169		1	20		169	20		18		1			TYPE 2	RAMPS H1 & H2
	00.711	SW		18	152			18		86	18		10					TYPE 1	RAMP I4
	00.711	SE		16	100			16		63	16		10					TYPE 1	RAMP I3
4TH ST N	00.711	NW		23	310		1	23		310	23		18		1			TYPE 2	RAMPS I5 & I6
	00.711	NE		19	122			19		122	19		18					TYPE 2	RAMPS I1 & I2
	00.780	SW		24	152			24		129	24	17	18					TYPE 2	RAMPS J5 & J6
	00.780	SE		24	166			24		166	24		18					TYPE 2	RAMPS J3 & J4
5TH ST N	00.780	NW		22	186		1	22		186	22		18		1			TYPE 2	RAMPS J7 & J8
	00.780	NE		21	145			21		145	21		18					TYPE 2	RAMPS J1 & J2
	00.844	SW		17	126			17		75	17		10		1			TYPE 1	RAMP K4
	00.844	SE		16	112			16		79	16		10					TYPE 1	RAMP K3
6TH ST N	00.849	NW		37	254			37		244	37		20		1			TYPE 1 & 4	RAMPS K5 & K6
	00.849	NE		22	116			22		116	22		20					TYPE 2	RAMPS K1 & K2
	00.908	SW		17	124			17		69	17		10		1			TYPE 1	RAMP L4
	00.908	SE		17	113			17		80	17		10					TYPE 1	RAMP L3
7TH ST N	00.908	NW		24	190			24		190	24		18		1			TYPE 2	RAMPS L5 & L6
	00.908	NE		26	130			26		151	26		18					TYPE 2	RAMPS L1 & L2
	00.967	SE		16	121			16		82	16		10					TYPE 1	RAMP M3
	00.967	NE		23	185			23		189	23		20					TYPE 2	RAMPS M1 & M2
11TH ST N	00.977	SW		21	178			21		167	21		20					TYPE 2	RAMPS M4 & M5
	00.977	NW		22	201			22		155	22		10					TYPE 2	RAMP M6
	00.977	NE		9	24			9			9								REMOVAL
16TH ST N	01.214	SE		9	182			9		166	9		8					TYPE 1	RAMP N1
	01.070	SE		21	134			21		90	21		10					TYPE 4	RAMP O1
SUBTOTAL			416	1152	8412	1179	11	856	182	21	8125	1144	144	873	6	29	416		

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NOTES:
 (1) SEE SHEETS 8-9 FOR PEDESTRIAN RAMP CONSTRUCTION DETAILS FOR RAMP TYPES
 (2) SEE SHEETS 15-44 FOR CONSTRUCTION PLANS

DRAWN BY: NRA
 CHECKED BY: MHD



I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 ENGINEER *Michael D. Dent* LIC. NO. 43375

TABULATIONS
 STATE PROJ. NO. 8826-74 SHEET NO. 5 OF 47 SHEETS

QUANTITY TABULATIONS

A

CROSS STREET	REFERENCE POINT	CORNER LOCATION	PAVEMENT MARKING REMOVAL	REMOVE CURB AND GUTTER	REMOVE CONCRETE WALK	REMOVE CONCRETE PAVEMENT	REMOVE CURB BOX	REMOVE AND REPLACE BITUMINOUS PAVEMENT	DRILL AND GROUT REINF. BAR (EPOXY COATED)	CONCRETE PAVEMENT	CONCRETE WALK	CONCRETE CURB AND GUTTER	CONCRETE CURB DESIGN V	TRUNCATED DOMES	ADJUST HANDHOLE	STORM DRAIN INLET PROTECTION	CROSSWALK MARKING - EPOXY	CURB RAMP DESIGN (1)	REMARKS (2)
			SQ FT	LIN FT	SQ FT	SQ FT	EACH	LIN FT	EACH	SQ YD	SQ FT	LIN FT	LIN FT	SQ FT	EACH	EACH	SQ FT		
	T.H. 30 (HAYFIELD)																		
1ST AVE NW	203.080	SE		14	129			14			106	14		10		1		TYPE 1	RAMP P1
	203.141	SW		17	170			17			145	17		10				TYPE 1	RAMP Q5
CENTER AVE	203.141	SE		30	243			30			360	30		20		1		TYPE 2	RAMPS Q3 & Q4
	203.141	NE		43	160			43			198	43		20		1		TYPE 1 & 4	RAMPS Q1 & Q2
	203.200	SW		26	158			26			186	26		35				TYPE 6	RAMP R4
1ST AVE NE	203.200	SE		36	171			36			266	36		41		1		TYPE 6	RAMP R3
	203.200	NW		30	195			55			255	30		20				TYPE 2	RAMPS R5 & R6
	203.200	NE		31	115			31			240	31		20		1		TYPE 2	RAMPS R1 & R2
	203.256	SW		35	173			35			310	35		20		1		TYPE 2	RAMPS S3 & S4
2ND AVE NE	203.256	SE		9	73			9			66	9		10		1		TYPE 1	RAMP S2
	203.256	NW		10	100			10			87	10		10				TYPE 1	RAMP S5
	203.256	NE		10	80			10			70	10		10		1		TYPE 1	RAMP S1
	203.331	SW		31	108			31			215	31		18		1		TYPE 2	RAMPS T5 & T6
3RD AVE NE	203.331	SE		33	96			33			282	33		18		1		TYPE 2	RAMPS T3 & T4
	203.331	NW		29	76			29			182	29		18				TYPE 2	RAMPS T7 & T8
	203.331	NE		33	128			33			269	33		18		1		TYPE 2	RAMPS T1 & T2
4TH AVE NE	203.438	SW		13	88			13			68	13		10		1		TYPE 1	RAMP U2
	203.438	SE		9	70			9			70	9		10				TYPE 1	RAMP U1
	203.576	SW		22	122			22			209	22		20		1		TYPE 1 & 1	RAMPS V2 & V3
6TH AVE NE	203.576	SE		17	90			17			90	17		10				TYPE 5	RAMP V1
	203.576	NW		29	146			29			245	29		20		1		TYPE 2	RAMPS V4 & V5
SUBTOTAL				507	2691			532			3919	507		368		14			
	T.H. 251 (HOLLANDALE)																		
MIDBLOCK	6.026	N			17						17			10				TYPE 1	PANEL W1
	6.026	S			17						17			10				TYPE 1	PANEL W2
SUBTOTAL					34						34			20					
	T.H. 65 (GLENVILLE)																		
MAIN ST	305.594	NE		33	119			1	33		123	33		8		1		TYPE 5	RAMP X1
SUBTOTAL				33	119			1	33		123	33		8		1			
TOTAL				416	1692	11256	1179	12	1421	182	21	12201	1684	144	1269	6	44	416	

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 I/PLOT NAME: MnDOT-Inf-bw.tbl
 PATH & FILENAME: F:\BDM2-1366 MnDOT Ped Ramps\roads\Cds\CP882674_1\02.dgn

- NOTES:**
- (1) SEE SHEETS 8-9 FOR PEDESTRIAN RAMP CONSTRUCTION DETAILS FOR RAMP TYPES
 - (2) SEE SHEETS 15-44 FOR CONSTRUCTION PLANS

DRAWN BY: NRA
 CHECKED BY: MHD



I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 ENGINEER *Michael D. [Signature]* LIC. NO. 43375

TABULATIONS
 STATE PROJ. NO. 8826-74 SHEET NO. 6 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: MNDOT-hf-bw1d
PATH & FILENAME: F:\BM2-1366 MNDOT Ped Ramps\roads\Cds\Cp882574_1.dgn

GENERAL NOTES:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY STANDARD QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

ALL UTILITY WORK SHOWN ON THESE SHEETS SHALL BE COMPLETED BY OTHERS UNLESS SPECIFICALLY NOTED.

UTILITIES	
UTILITY COMPANIES INVOLVED IN THIS PROJECT BY LOCATION.	
KASSON	GLENVILLE
KMTELECOM KASSON PUBLIC UTILITIES CHARTER COMMUNICATIONS MINNESOTA ENERGY RESOURCES CORP. MINNESOTA DEPARTMENT OF TRANSPORTATION QWEST CORP. ZAYO BANDWIDTH	INTERSTATE POWER & LIGHT CO. CITY OF GLENVILLE PASTEC BUSINESS SERVICES QWEST CORP. QWEST COMMUNICATIONS CORP. MIDCONTINENT COMMUNICATIONS WINNEBAGO COOP TELEPHONE ASSN.
HOLLANDALE	HAYFIELD
INTERSTATE POWER & LIGHT CO. CITY OF HOLLANDALE FRONTIER COMMUNICATIONS OF MINNESOTA, INC. MIDCONTINENT COMMUNICATIONS	CITY OF HAYFIELD FRONTIER COMMUNICATIONS OF MINNESOTA, INC. JAGUAR COMMUNICATIONS MEDIACOM MINNESOTA ENERGY RESOURCES CORP. XCEL ENERGY

UTILITY ADJUSTMENTS AND RELOCATES						
R.P.	LOCATION (QUADRANT)	CITY (ROADWAY)	CROSS STREET	ITEM INPLACE	REMARKS	OWNER
00.532	NE	KASSON (TH 57)	MAIN ST E	HANDHOLE	RELOCATE ①②	MNDOT
00.532	NW	KASSON (TH 57)	MAIN ST E	HANDHOLE	ADJUST ①	MNDOT
00.532	SW	KASSON (TH 57)	MAIN ST W	HANDHOLE	ADJUST ①	CITY OF KASSON
00.532	SW	KASSON (TH 57)	MAIN ST W	HANDHOLE	ADJUST ①	MNDOT
00.532	SW	KASSON (TH 57)	MAIN ST W	HANDHOLE	ADJUST ①	MNDOT
00.532	SW	KASSON (TH 57)	MAIN ST W	HANDHOLE	ADJUST ①	MNDOT
00.532	SE	KASSON (TH 57)	MAIN ST W	HANDHOLE	ADJUST ①	MNDOT
203.576	SW	HAYFIELD (TH 30)	6TH AVE CTH T	GUY WIRE	RELOCATE (BY OTHERS)	XCEL
203.576	SW	HAYFIELD (TH 30)	6TH AVE CTH T	POWER POLE	RELOCATE (BY OTHERS)	XCEL

NOTE:

① INCLUDED IN THIS CONTRACT.

② INCLUDED IN PAVEMENT FOR REVISED SIGNAL SYSTEM.

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CHECKED BY: MHD

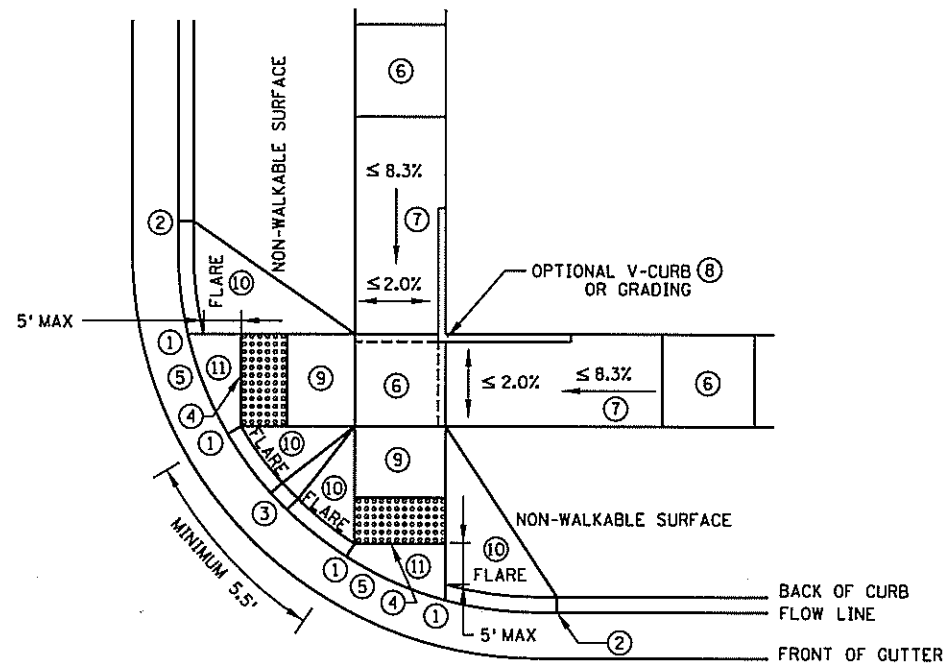


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ENGINEER Michael D. Dyment LIC. NO. 43375

INPLACE UTILITY TABULATIONS
STATE PROJ. NO. 8826-74 SHEET NO. 7 OF 47 SHEETS

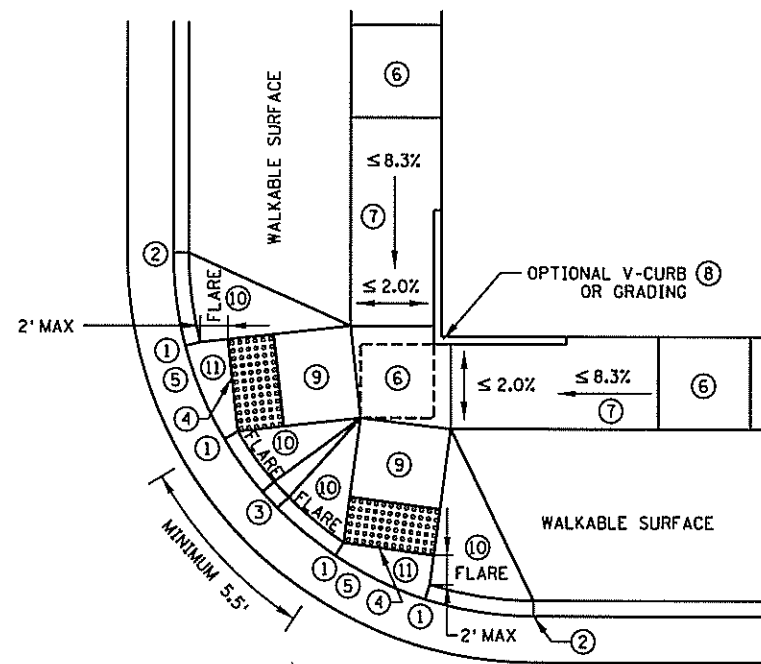
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I/PLOT NAME: Mndot-hf-bw3db
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(ADJACENT TO NON-WALKABLE SURFACE)

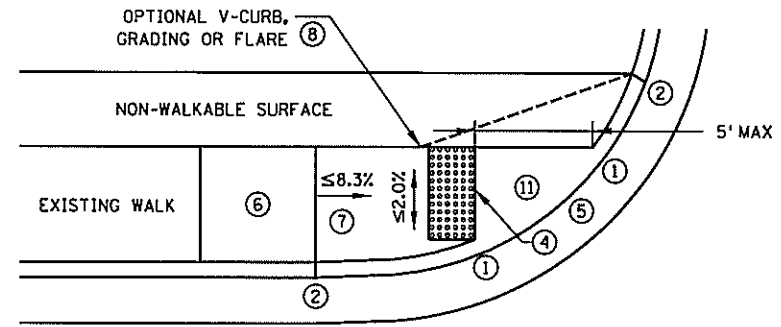
TYPE 2



(ADJACENT TO WALKABLE SURFACE)

TYPE 3

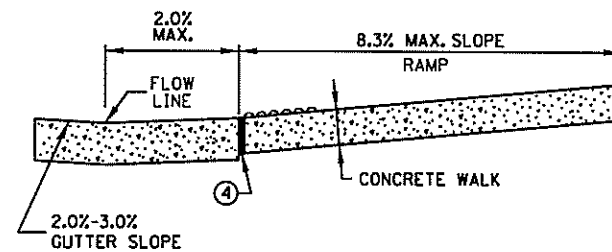
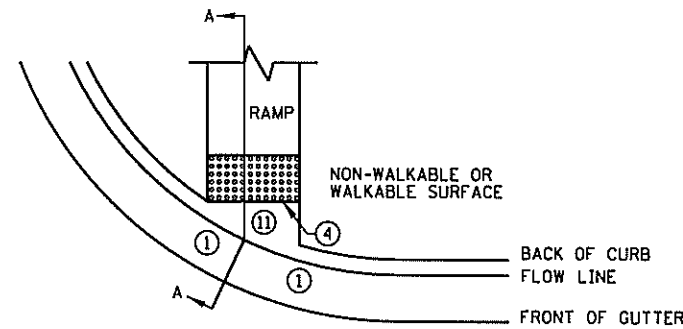
COMBINED DIRECTIONAL RAMPS



IF NON-WALKABLE BLVD. IS LESS THAN 4' CONSTRUCT CONCRETE WALK ADJACENT TO CURB TO TOP OF TRANSITION.

ONE WAY DIRECTIONAL RAMPS

TYPE 1



SECTION A-A

DIRECTIONAL CURB

(SHALL BE USED FOR ALL DIRECTIONAL RAMPS)

NOTES:

- SEE STANDARD PLATE 7038, SPECIAL PROVISIONS AND SHEET 4 OF 5 FOR DETAILS ON DETECTABLE WARNING.
- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AND AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5%.
- INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.
- SECONDARY CURB RAMP LANDINGS ARE REQUIRED EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.
- TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
- USE 6" CONCRETE WALK UP TO EXISTING SIDEWALK GRADES FOR ALL RAMP AND LANDING AREAS.
- CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.
- ① 0" CURB HEIGHT.
- ② FULL CURB HEIGHT.
- ③ 3" MINIMUM CURB HEIGHT.
- ④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS.
- ⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3.
- ⑥ 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.
- ⑦ IF RAMP SLOPE IS LESS THAN 5% NO LANDING IS REQUIRED.
- ⑧ V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN ROW ALLOWS.
- ⑨ RUNNING SLOPE LESS THAN OR EQUAL TO 8.3% & CROSS SLOPE LESS THAN OR EQUAL TO 2%.
- ⑩ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
- ⑪ MAX. 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER (SEE DIRECTIONAL CURB DETAIL ON THIS SHEET).

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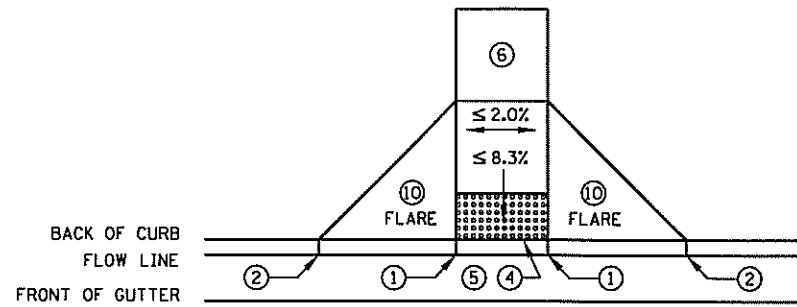


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 ENGINEER *Michael Dwyer* L.I.C. NO. 43375

CONSTRUCTION DETAILS
 STATE PROJ. NO. 8826-74 SHEET NO. 8 OF 47 SHEETS

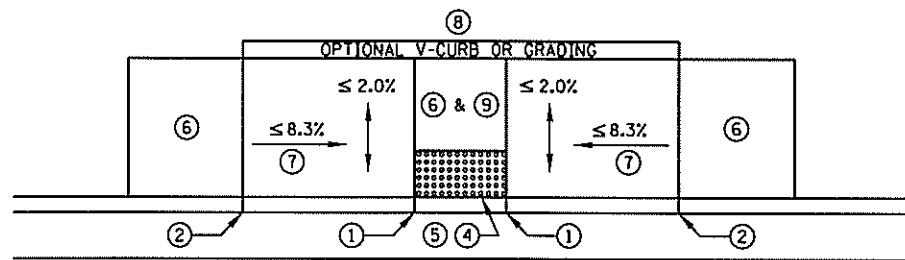
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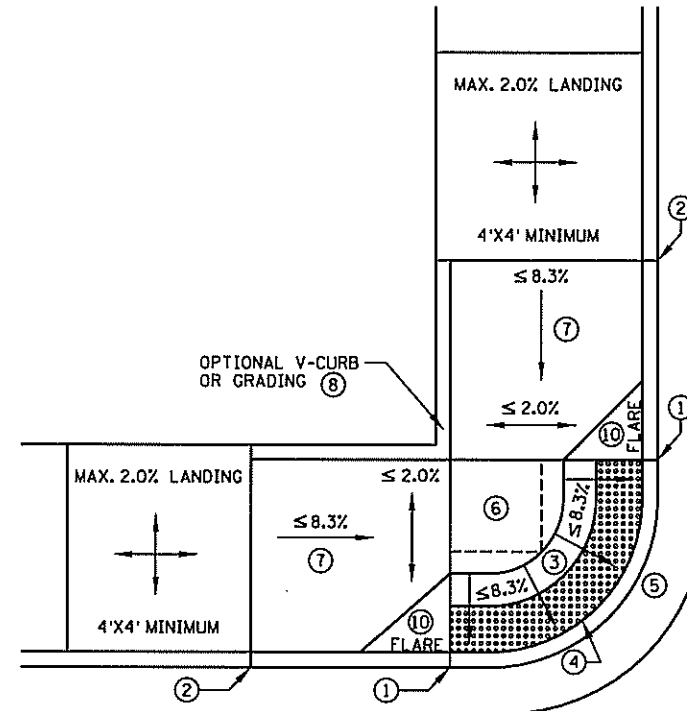
PERPENDICULAR RAMP

TYPE 4



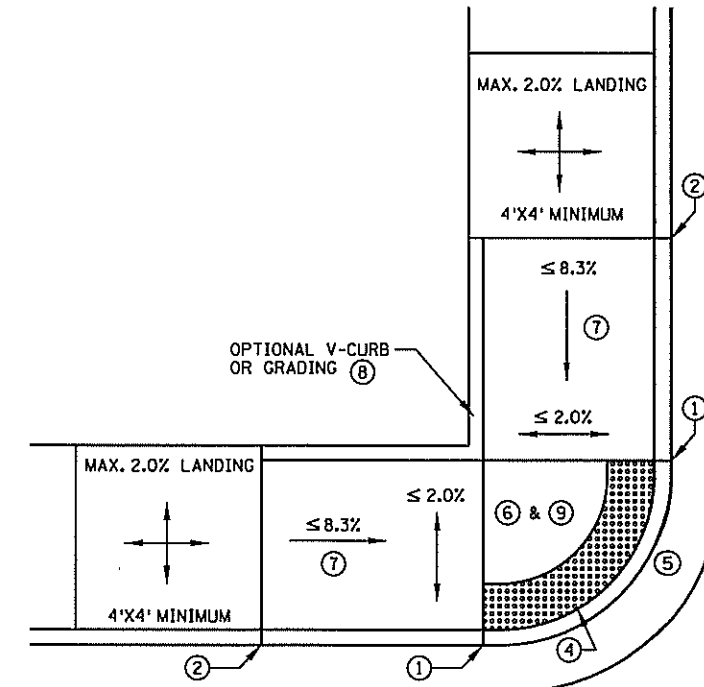
PARALLEL RAMP

TYPE 5



FAN RAMP

TYPE 6



DEPRESSED CORNER RAMP

TYPE 7

NOTES:

- SEE STANDARD PLATE 703B, SPECIAL PROVISIONS AND SHEET 4 OF 5 FOR DETAILS ON DETECTABLE WARNING.
- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AND AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5%.
- INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.
- SECONDARY CURB RAMP LANDINGS ARE REQUIRED EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.
- TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
- USE 6" CONCRETE WALK UP TO EXISTING SIDEWALK GRADES FOR ALL RAMP AND LANDING AREAS.
- CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.
- ① 0" CURB HEIGHT.
- ② FULL CURB HEIGHT.
- ③ LESS THAN 5% PREFERRED, 5-8.3% SHOULD ONLY BE USED AFTER ALL OTHER SLOPES HAVE BEEN CONSIDERED AND DEEMED IMPRACTICAL.
- ④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS.
- ⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3.
- ⑥ 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.
- ⑦ IF RUNNING SLOPE IS LESS THAN 5.0% NO LANDING IS REQUIRED.
- ⑧ V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN ROW ALLOWS.
- ⑨ DETECTABLE WARNINGS MAY BE PART OF 4' X 4' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
- ⑩ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.

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 CHECKED BY: MHD

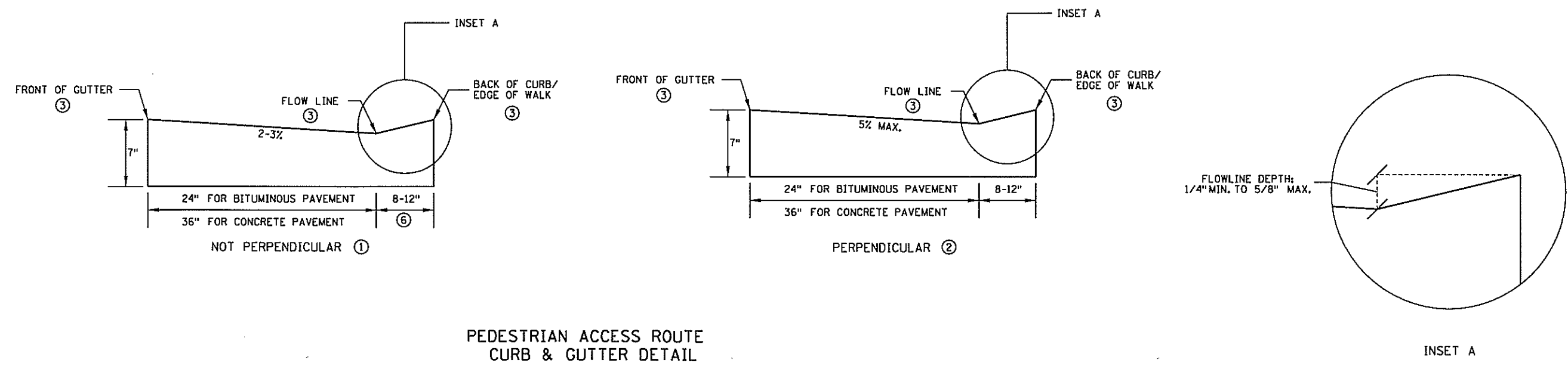


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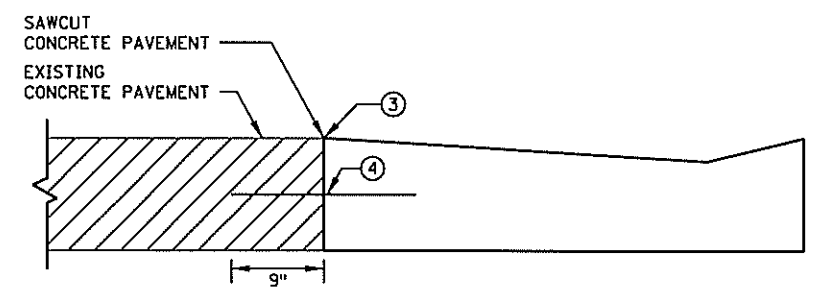
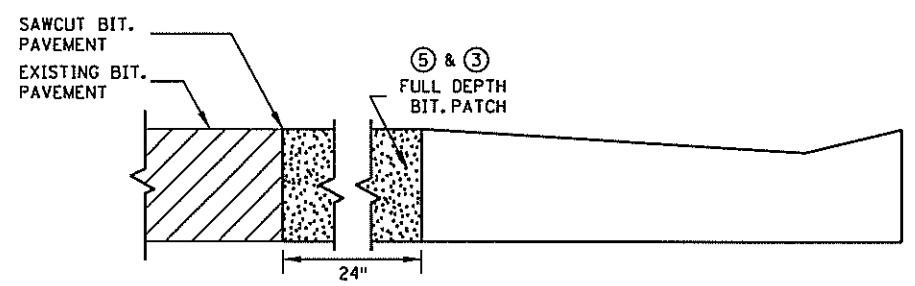
CONSTRUCTION DETAILS
 STATE PROJ. NO. 8826-74 SHEET NO. 9 OF 47 SHEETS

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PEDESTRIAN ACCESS ROUTE
 CURB & GUTTER DETAIL



PAVEMENT TREATMENT OPTIONS
 IN FRONT OF CURB & GUTTER
 (USE ON STAND ALONE CURB RAMP RETROFITS)

- NOTES:
- ADEQUATE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
 - NO PONDING SHALL BE PRESENT IN THE PAR.
 - ① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS NOT PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.
 - ② FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, PARALLEL AND DIAGONAL RAMPS.
 - ③ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
 - ④ DRILL AND GROUT NO. 13 EPOXY COATED 18" LONG BARS AT 2' CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.
 - ⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
 - ⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.

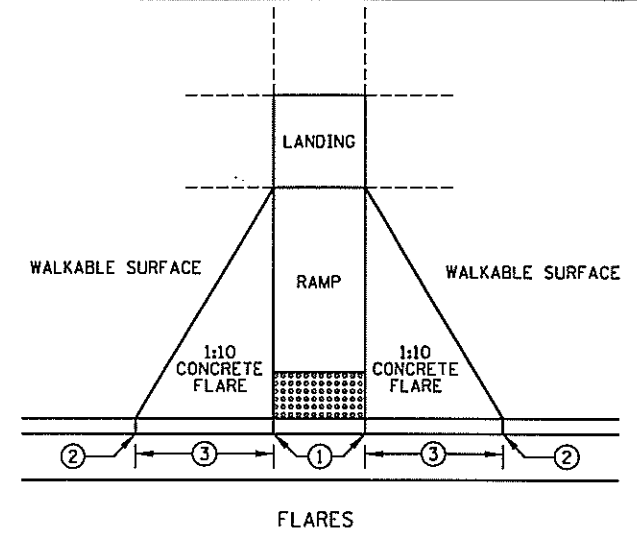
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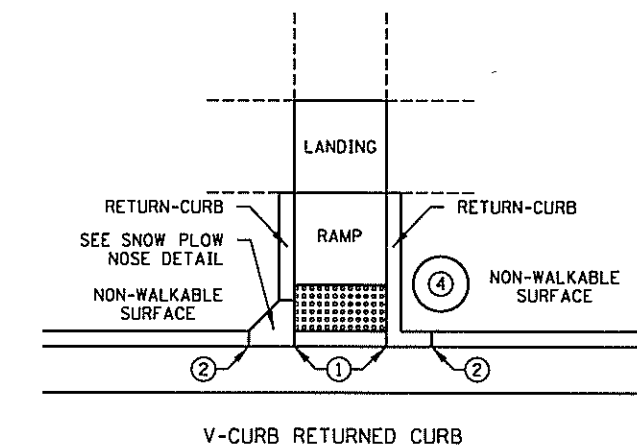
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 ENGINEER: *Michael D. Dyment* LIC. NO. 43375

CONSTRUCTION DETAILS
 STATE PROJ. NO. 8826-74 SHEET NO. 10 OF 47 SHEETS

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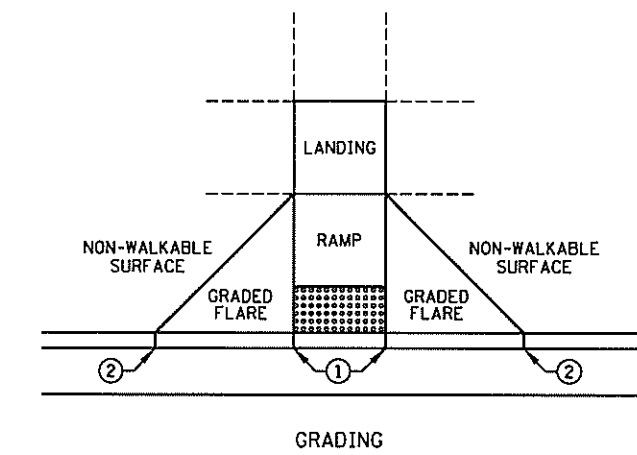


FLARES



V-CURB RETURNED CURB

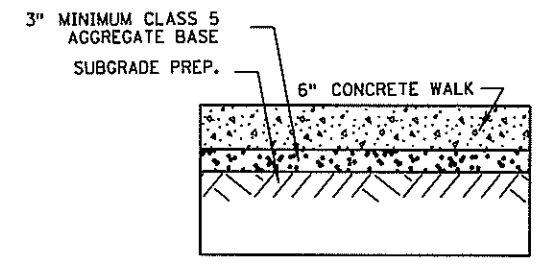
← DIRECTION OF TRAFFIC



GRADING

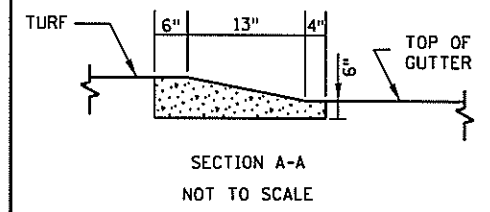
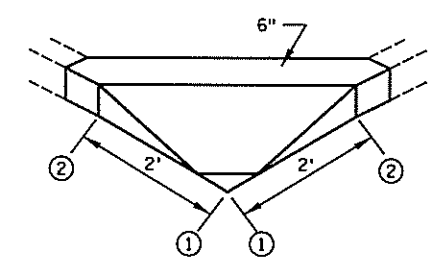
TYPICAL SIDE TREATMENT OPTIONS

SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED ON ALL RAMPS AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.



CONSTRUCT PER SPEC. 2521.3

TYPICAL SIDEWALK SECTION AT QUADRANT

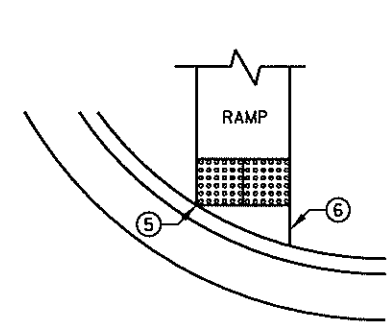


SECTION A-A
NOT TO SCALE

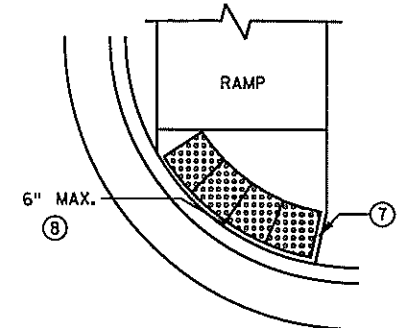
SNOW PLOW NOSE DETAIL

(SHALL BE USED ON DOWNSTREAM SIDE OF TRAFFIC)

SNOW PLOW NOSE SHALL BE PAID FOR AS 2' V-CURB AND 2' CURB AND GUTTER.



DETECTABLE WARNING
SETBACK CRITERIA

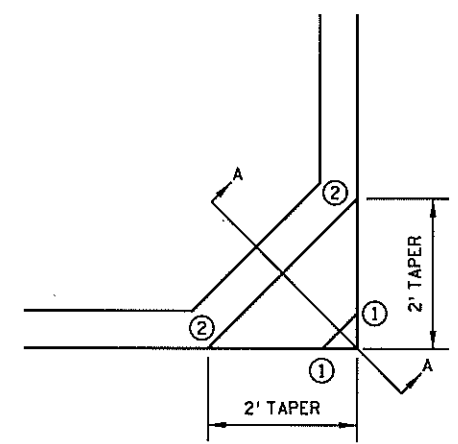


RADIAL DETECTABLE
WARNING AT RADIUS

DETECTABLE WARNING SHOULD BE PLACED AT AN UNIFORM OFFSET DISTANCE FROM 3" TO 6" FROM THE BACK OF CURB.

DETECTABLE WARNING PLACEMENT

- NOTES:
SEE STANDARD PLATE 703B, SPECIAL PROVISIONS AND THIS SHEET FOR DETAILS ON DETECTABLE WARNING.
- USE 6" CONCRETE WALK UP TO EXISTING SIDEWALK GRADES FOR ALL RAMP AND LANDING AREAS.
- WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER.
- ① 0" CURB HEIGHT.
 - ② FULL CURB HEIGHT.
 - ③ SHALL BE 1:10 WHEN ADJACENT TO WALKABLE SURFACES & SHOULD BE 2' WHEN ADJACENT TO NON-WALKABLE SURFACES.
 - ④ IMMOVABLE OBJECT OR OBSTRUCTION.
 - ⑤ DETECTABLE WARNING SHALL HAVE ONE CORNER 3" FROM THE BACK OF CURB.
 - ⑥ SHALL BE 2' MAXIMUM OFFSET WHEN ADJACENT TO WALKABLE SURFACE AND 5' MAXIMUM OFFSET WHEN ADJACENT TO NON-WALKABLE SURFACE.
 - ⑦ CONCRETE EDGE SHALL BE CONSTRUCTED 3" PARALLEL TO THE DETECTABLE WARNING EDGE WHEN PLACED IN A RADIAL FASHION, WITHOUT FLARES.
 - ⑧ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS DETECTABLE WARNING SHOULD BE PLACED 1' FROM THE EDGE OF ROADWAY TO PROVIDE CONCRETE BORDER.



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CHECKED BY: MHD

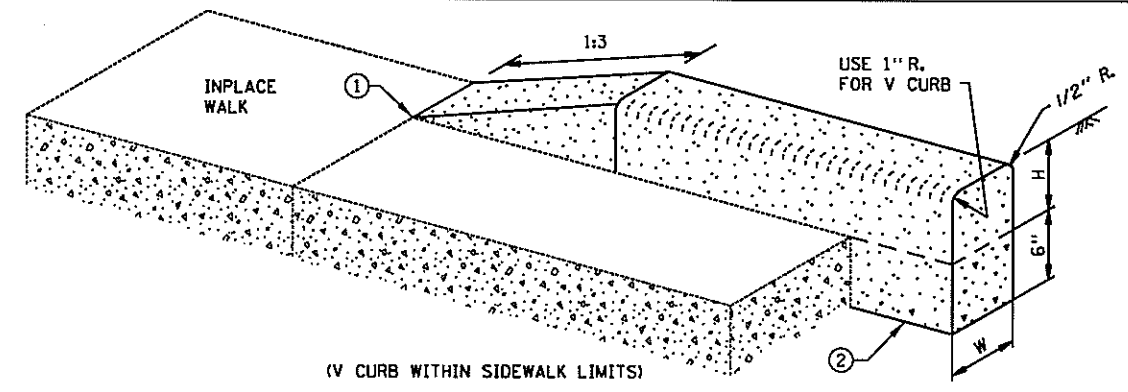


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ENGINEER *Michael D. Dent* LIC. NO. 43375

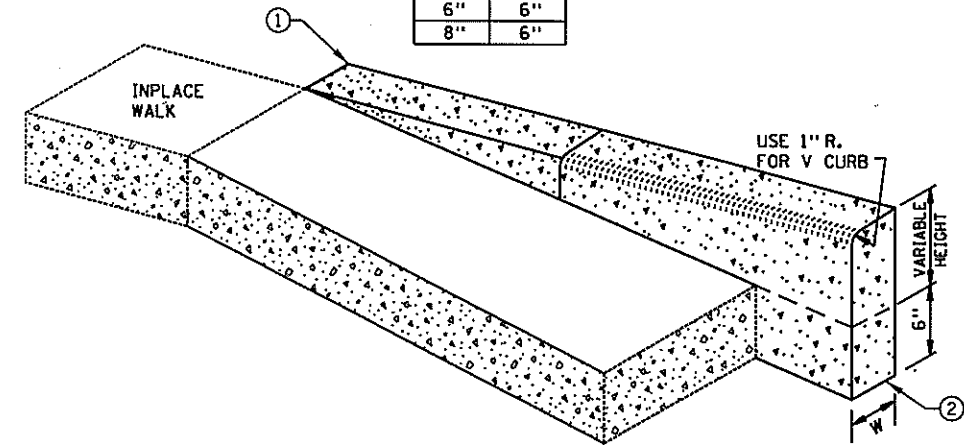
CONSTRUCTION DETAILS
STATE PROJ. NO. 8826-74 SHEET NO. 11 OF 47 SHEETS

PLOTTED/REVISED: 3/14/2012

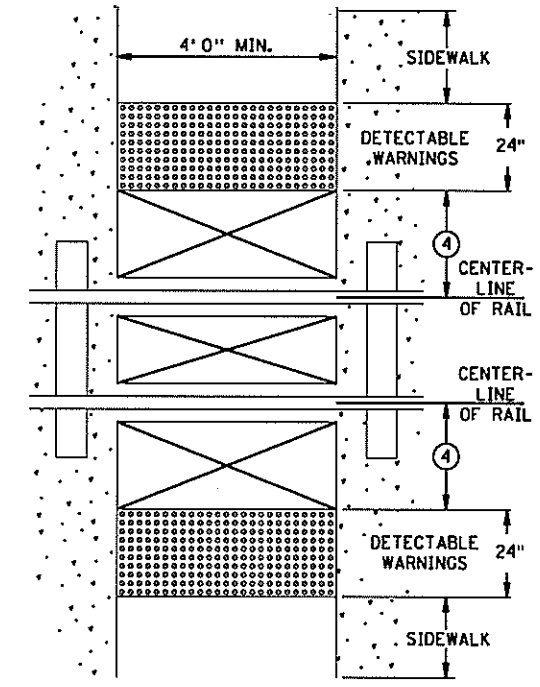
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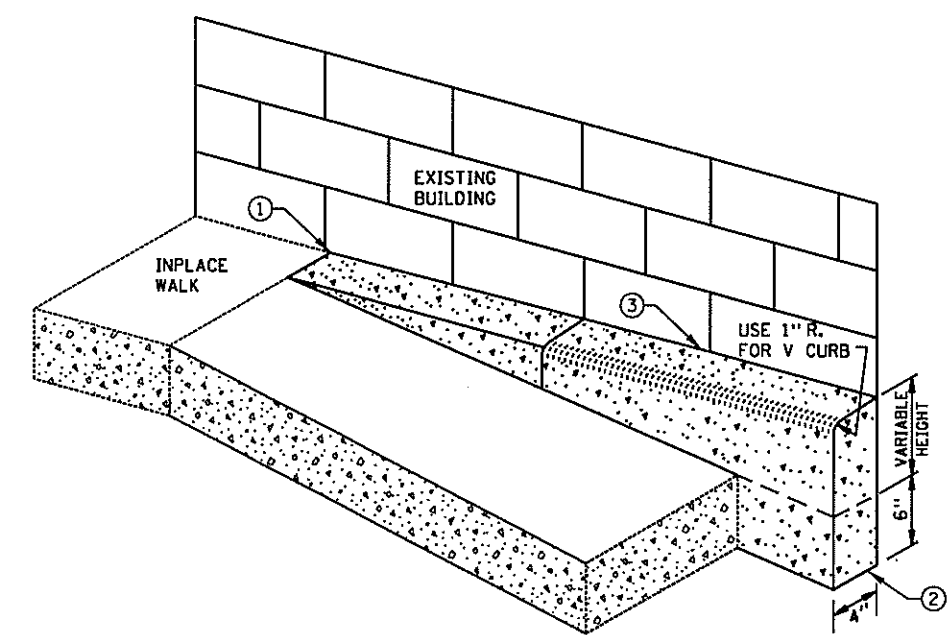
CURB HEIGHT H	CURB WIDTH W
< 4"	4"
4"	4"
6"	6"
8"	6"



V CURB ADJACENT TO LANDSCAPE



RAILROAD CROSSING
PLAN VIEW
TYPE 8



V CURB ADJACENT TO BUILDING

- NOTES:
- ALL V-CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.
 - V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN ROW ALLOWS.
 - V-CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.
 - ① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
 - ② ALL V-CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
 - ③ EDGE BETWEEN NEW V-CURB AND INPLACE STRUCTURE SHALL BE SEALED AND BOND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
 - ④ EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 6' MINIMUM TO 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL.

DRAWN BY: NRA
CHECKED BY: MHD

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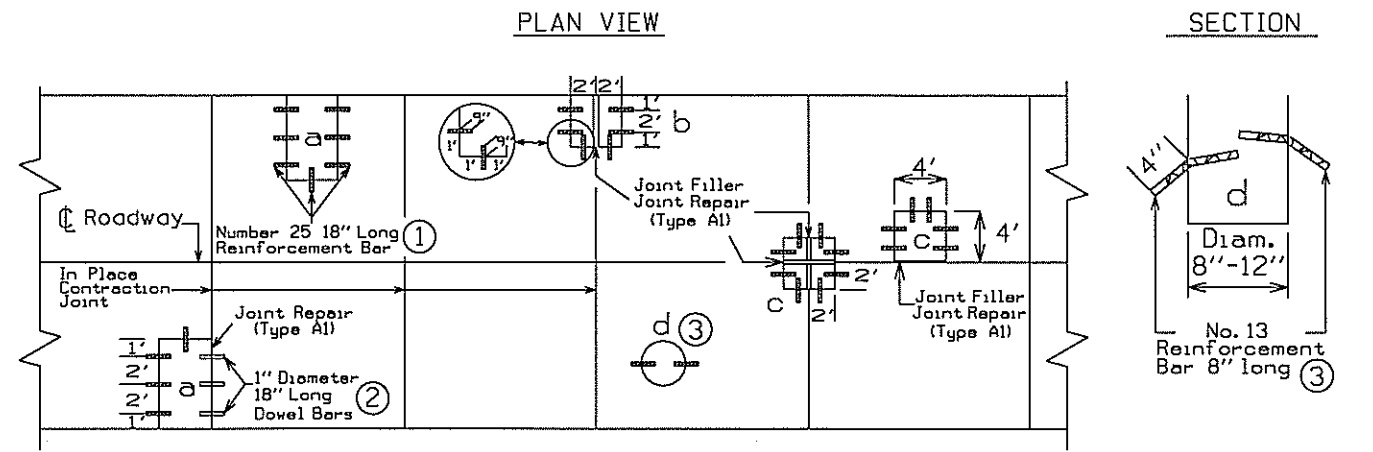
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael D. Dent* LIC. NO. 43375

PLOTTED/REVISED: 3/14/2012

PLOT NAME: Mndot-hf-bw.tbl
PATH & FILENAME: F:\BM2-1366 Mndot Ped Ramps\roads\Cds\CP882674_d006.dgn

SPOT FULL DEPTH REPAIR TYPE (C1-LV)

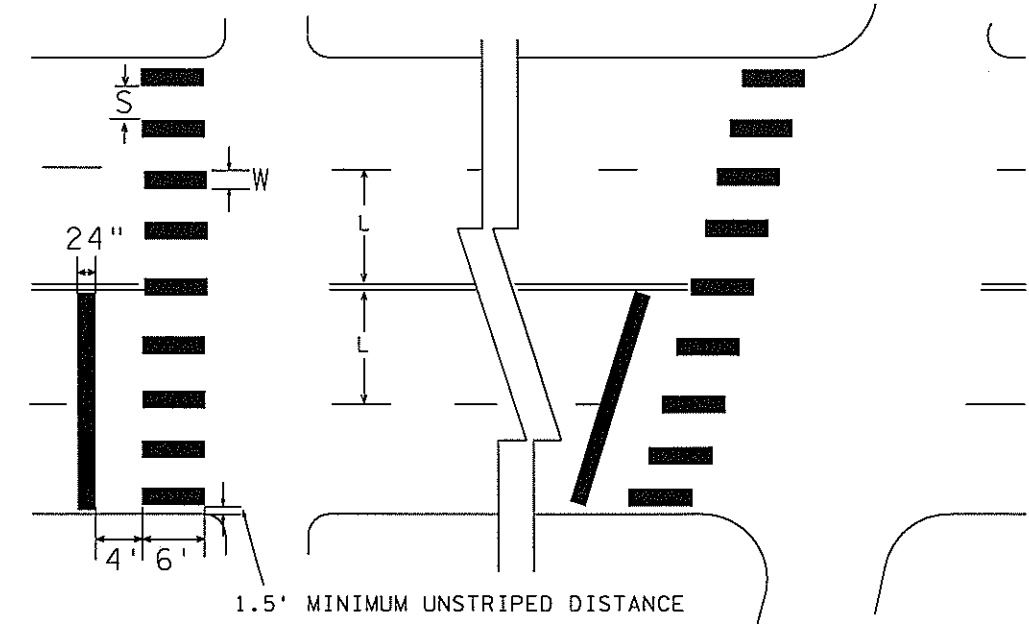
DESCRIPTION: SAW CONCRETE, REMOVE CONCRETE. PLACE REINFORCING AND DOWELS AS REQUIRED. FURNISH AND PLACE CONCRETE, SAW AND SEAL JOINTS.



Repair Dimensions

□ AREA TO BE REMOVED

- A) Exterior Edge, 3' 6" x 6' min. for a one half lane repair.
- B) Exterior edge at a joint location, 4' x 4' min. size.
- C) Interior edge at centerline, 4' x 4' min. size.
- D) Gas line or exploratory core hole 4" diameter minimum size and 12" diameter maximum size.



TYPICAL CROSSWALK

NOTES:

1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB. IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. FOR DIVIDED ROADWAYS, ADJUSTMENTS IN SPACING OF THE BLOCKS SHOULD BE MADE IN THE MEDIAN SO THAT THE BLOCKS ARE MAINTAINED IN THEIR PROPER LOCATION ACROSS THE TRAVELED PORTION OF THE ROADWAY.
4. AT SKEWED CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.
5. S AND W SHALL BOTH BE 3'.

CROSSWALKS SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
-TH 57 AND MAIN ST- S.B. APPROACH AND E.B. APPROACH
(INCLUDE STOP BAR FOR BOTH APPROACHES)

-ANY DISTURBED X-WALK BLOCKS SHALL BE REPAINTED.

PEDESTRIAN CROSSWALK MARKINGS

WORK TO BE DONE

BASIS OF PAYMENT

1. Saw cut to full depth and remove concrete pavement. Restore and compact in place base.
2. Drill in place concrete at 2' C. to C.: for No. 25 epoxy coated reinforcement bars ①, 1" dowel bar ② or, No. 13 epoxy coated reinforcement bars. ③
3. Furnish and install epoxy coated reinforcement bars or dowel bars. Secure the reinforcement bars or dowel bars to the in place concrete by using an approved nonshrink grout or epoxy. Coat free end of dowel bars with a coating material meeting Specification 3902.
4. Clean the vertical surfaces of the in place concrete.
5. Furnish and install joint filler.
6. Furnish and place Concrete Mix Number 3A32 or furnish and place 3U18 for core hole "d" repairs.
7. Vibrate, finish to grade and slope, edge, texture, and apply cure.
8. Saw and seal joints in accordance with Joint Repair (Type A1) detail. (Incidental)

2302 Spot Full Depth Repair (Type C1-LV) (Sq. Ft.)

DRAWN BY: NRA
CHECKED BY: MHD



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ENGINEER: *Michael Dejeant* L.I.C. NO. 43375

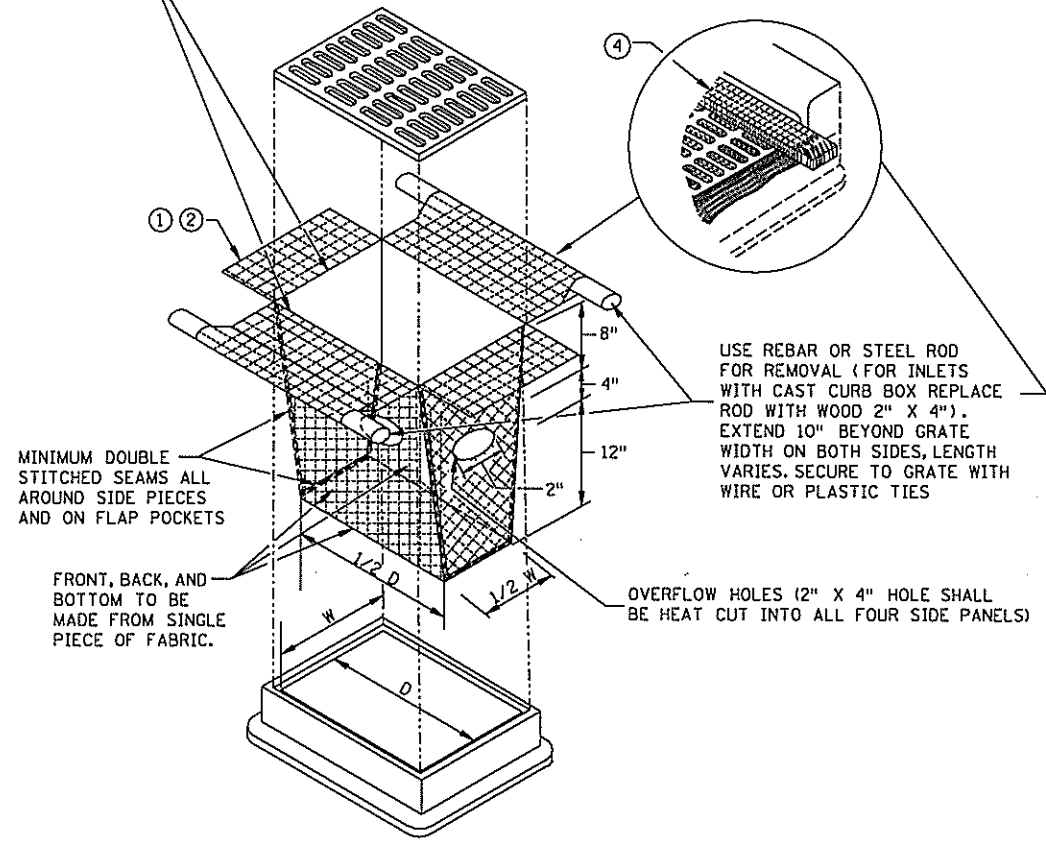
CONSTRUCTION DETAILS
STATE PROJ. NO. 8826-74 SHEET NO. 13 OF 47 SHEETS

PLOTTED/REVISED:
12/21/2011

FILE NAME:
MnDOT-HF-bwjb1

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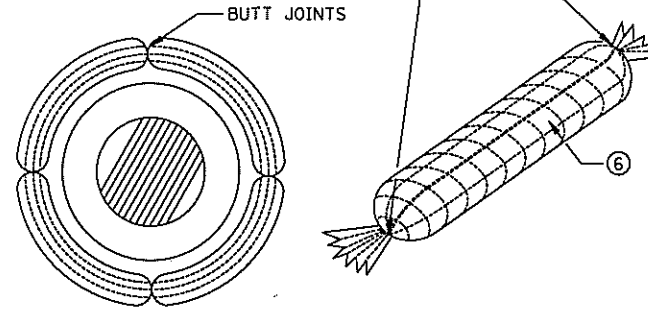
INLET SPECIFICATIONS AS PER THE PLAN
DIMENSION LENGTH AND WIDTH TO MATCH
FLAP POCKET



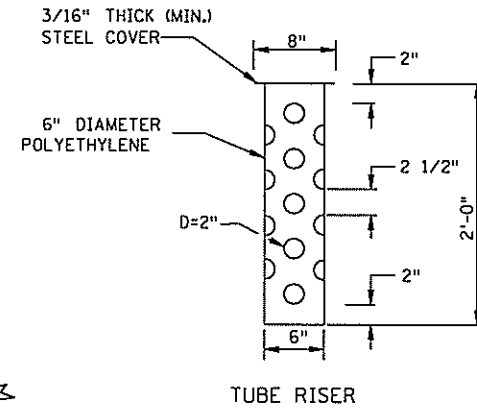
FILTER BAG INSERT ③

(CAN BE INSTALLED IN ANY INLET TYPE
WITH OR WITHOUT A CURB BOX)

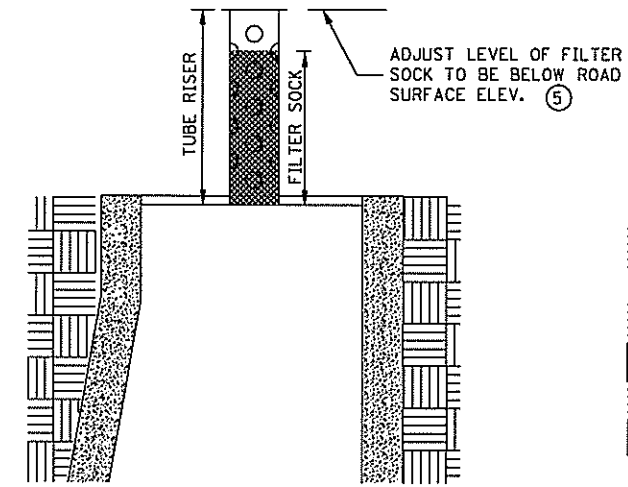
ENDS SECURELY CLOSED TO
PREVENT LOSS OF OPEN GRADED
AGGREGATE FILL. SECURED WITH
50 PSI. ZIP TIE.



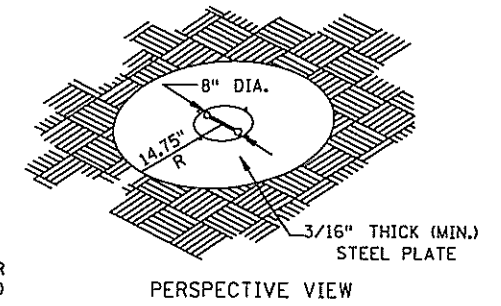
ROCK LOG/COMPOST LOG



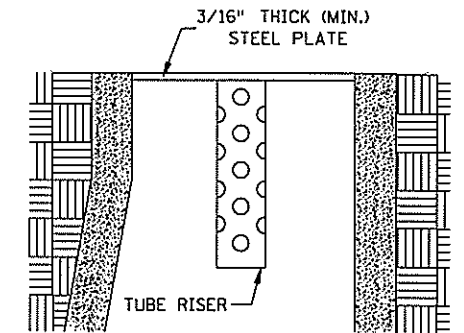
TUBE RISER



**SECTION
(UP POSITION)**

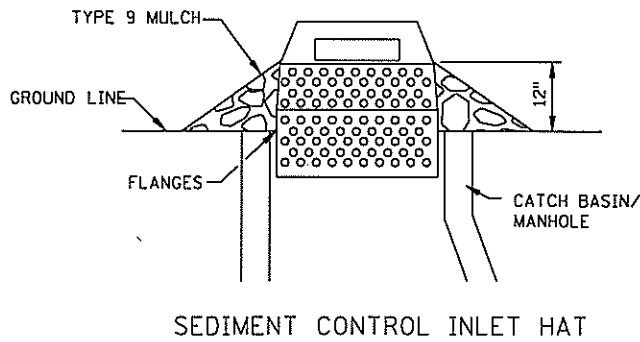


PERSPECTIVE VIEW



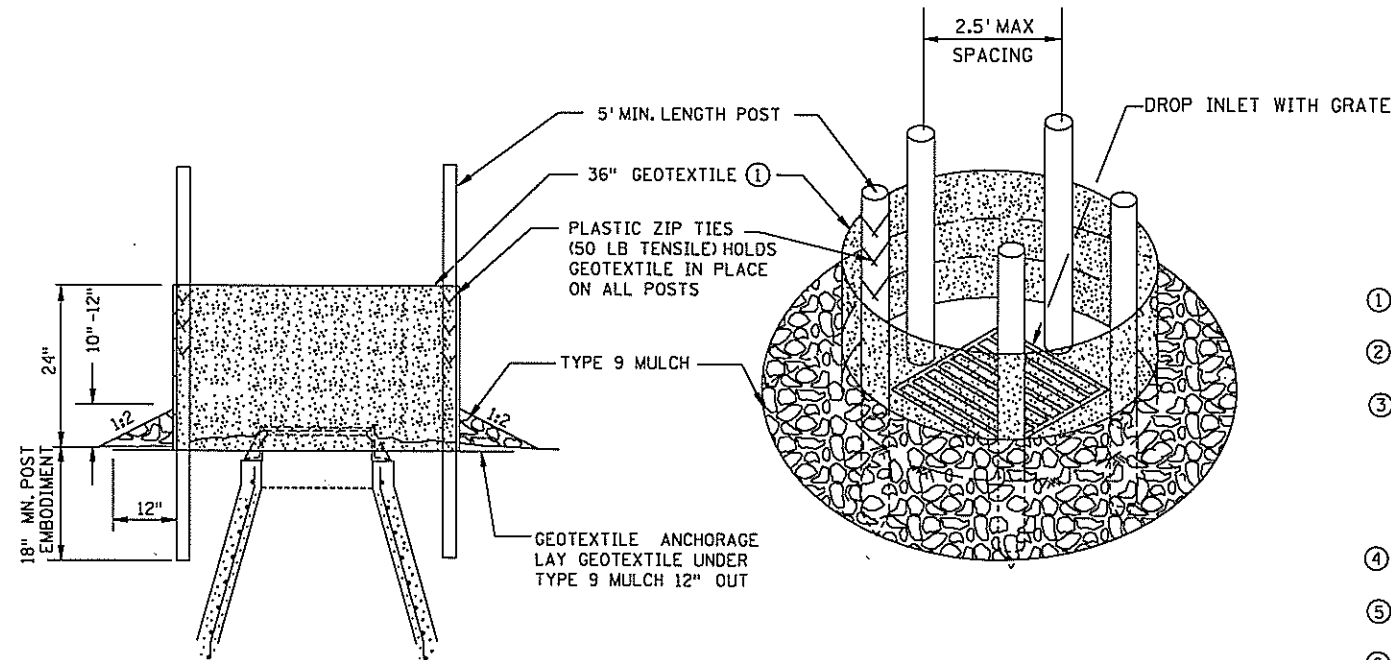
**SECTION
(DOWN POSITION)**

POP-UP HEAD



SEDIMENT CONTROL INLET HAT

NOTE:
THE SEDIMENT CONTROL BARRIER SHALL BE A METAL
OR PLASTIC/POLYETHYLENE RISER SIZED TO FIT INSIDE
THE CATCH BASIN/MANHOLE; HAVE PERFORATIONS TO ALLOW
FOR WATER INFILTRATION; HAVE AN OVERFLOW OPENING,
FLANGES AND A LID/COVER.



SILT FENCE RING AND ROCK FILTER BERM
USE WHERE INLET DRAINS IN AN AREA WITH SLOPES AT 1:3 OR LESS

NOTES:
SEE SPECS. 2573, 3137, 3886 & 3891.

MANUFACTURED ALTERNATIVES LISTED ON Mn/DOT'S APPROVED PRODUCTS LIST
MAY BE SUBSTITUTED.

- ① ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS, MEETING SPEC. 3886.
- ② FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED SHALL EXTEND A MINIMUM OF 10 INCHES AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ③ INSTALLATION NOTES:
DO NOT INSTALL FILTER BAG INSERT IN INLETS SHALLower THAN 30 INCHES, MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE OF 3 INCHES BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES. WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3 INCH SIDE CLEARANCE.
- ④ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2 INCH X 4 INCH OR USE A ROCK SOCK OR SAND BAGS IN PLACE OF THE FLAP POCKETS.
- ⑤ SOCK HEIGHT MUST NOT BE SO HIGH AS TO SLOW DOWN WATER FILTRATION TO CAUSE FLOODING OF THE ROADWAY.
- ⑥ GEOTEXTILE SOCK BETWEEN 4-10 FEET LONG AND 4-6 INCH DIAMETER. SEAM TO BE JOINED BY TWO ROWS OF STITCHING WITH A PLASTIC MESH BACKING OR PROVIDE A HEAT BONDED SEAM (OR APPROVED EQUIVALENT). FILL ROCK LOG WITH OPEN GRADED AGGREGATE CONSISTING OF SOUND DURABLE PARTICLES OF COARSE AGGREGATE CONFORMING TO SPEC. 3137 TABLE 3137-1; CA-3 GRADATION.

STANDARD SHEET NO.
297.405 (4 OF 4)
STANDARD APPROVED:
SEPTEMBER 27, 2006

TITLE:
**TEMPORARY SEDIMENT CONTROL
STORM DRAIN INLET PROTECTION**

STATE PROJ. NO. 8826-74

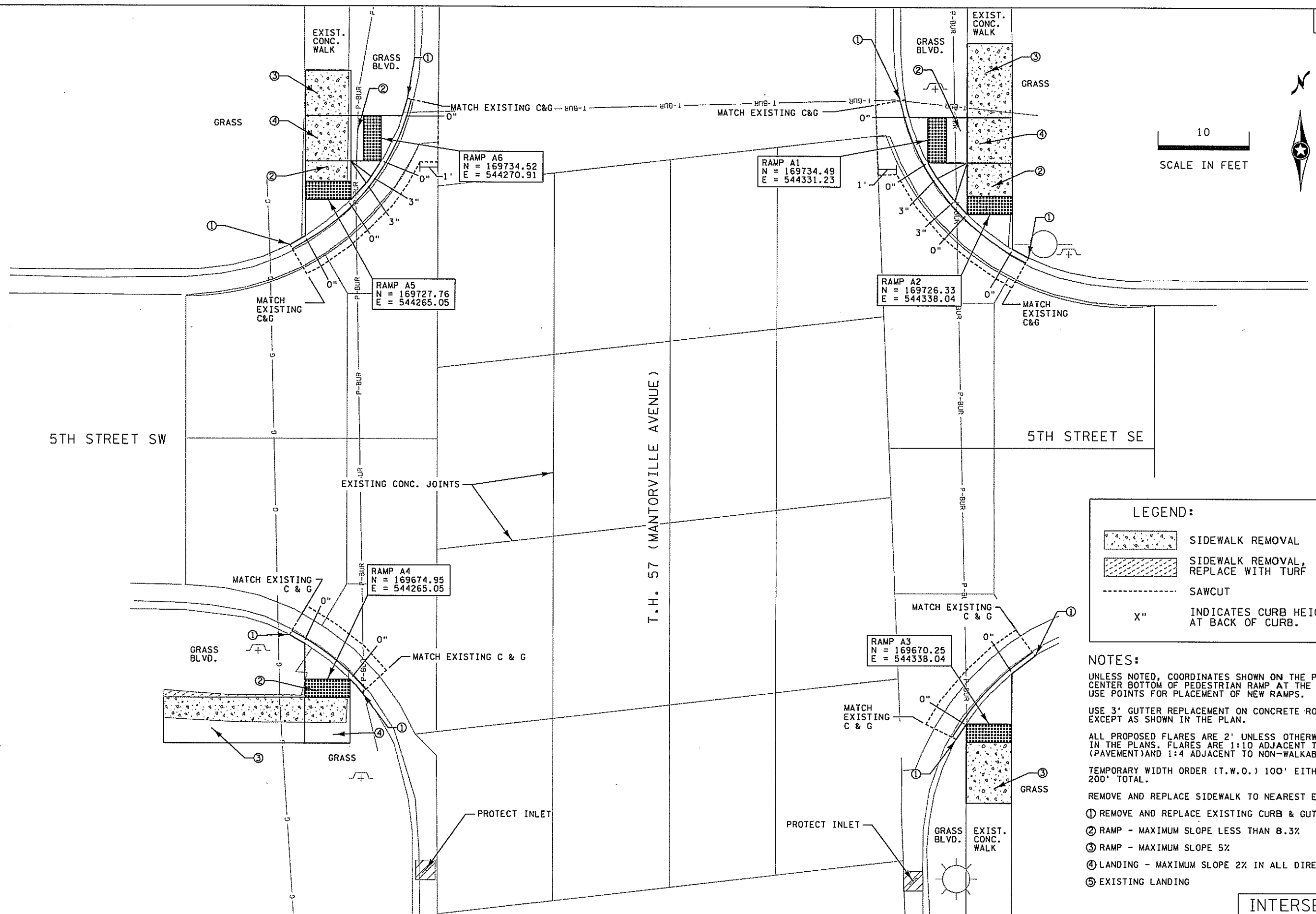
SHEET NO. 14 OF 47 SHEETS




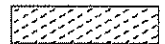


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SCALE IN FEET

PLOTTED/REVISED: 3/14/2012

IPLLOT NAME: MnDOT-Inf-bw7bt
PATH & FILENAME: F:\NM2\1366 MnDOT Ped Ramps\roads\Cds\CP882674_cpl01.dgn



LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
-  INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - USE 3' GUTTER REPLACEMENT ON CONCRETE ROADWAY, EXCEPT AS SHOWN IN THE PLAN.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
CHECKED BY: MHD

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COMPANIES, LLC
Infrastructure Innovation and Ingenuity

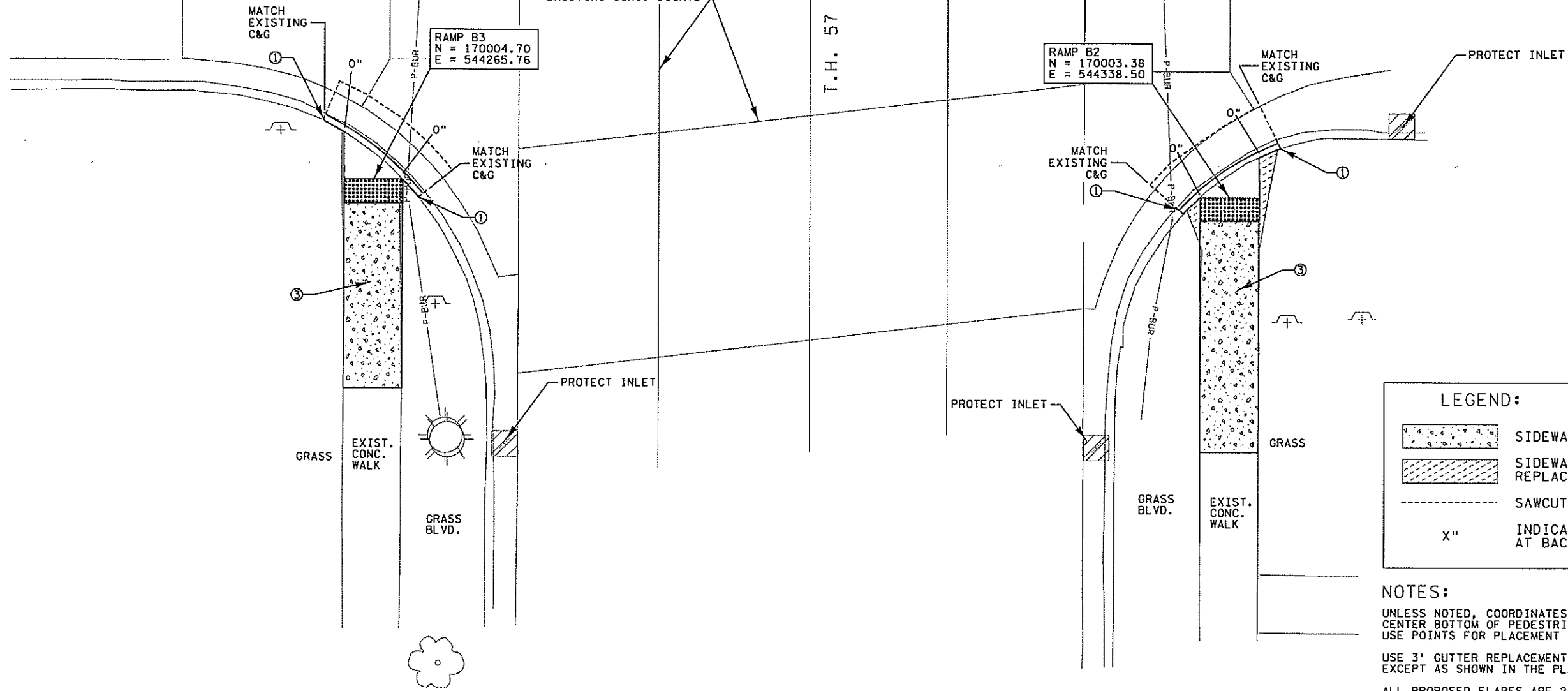
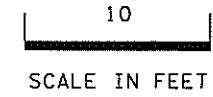
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael Deppert* L.I.C. NO. 43375

INTERSECTION A
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 15 OF 47 SHEETS

4TH STREET SW

4TH STREET SE

T.H. 57 (MANTORVILLE AVENUE)



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- "X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ③ RAMP - MAXIMUM SLOPE 5%
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 - ⑤ EXISTING LANDING

PLOT NAME: MndOT-hf-bw1bl
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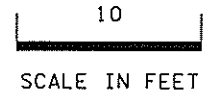
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ENGINEER *Michael Deput* L.I.C. NO. 43375

INTERSECTION B

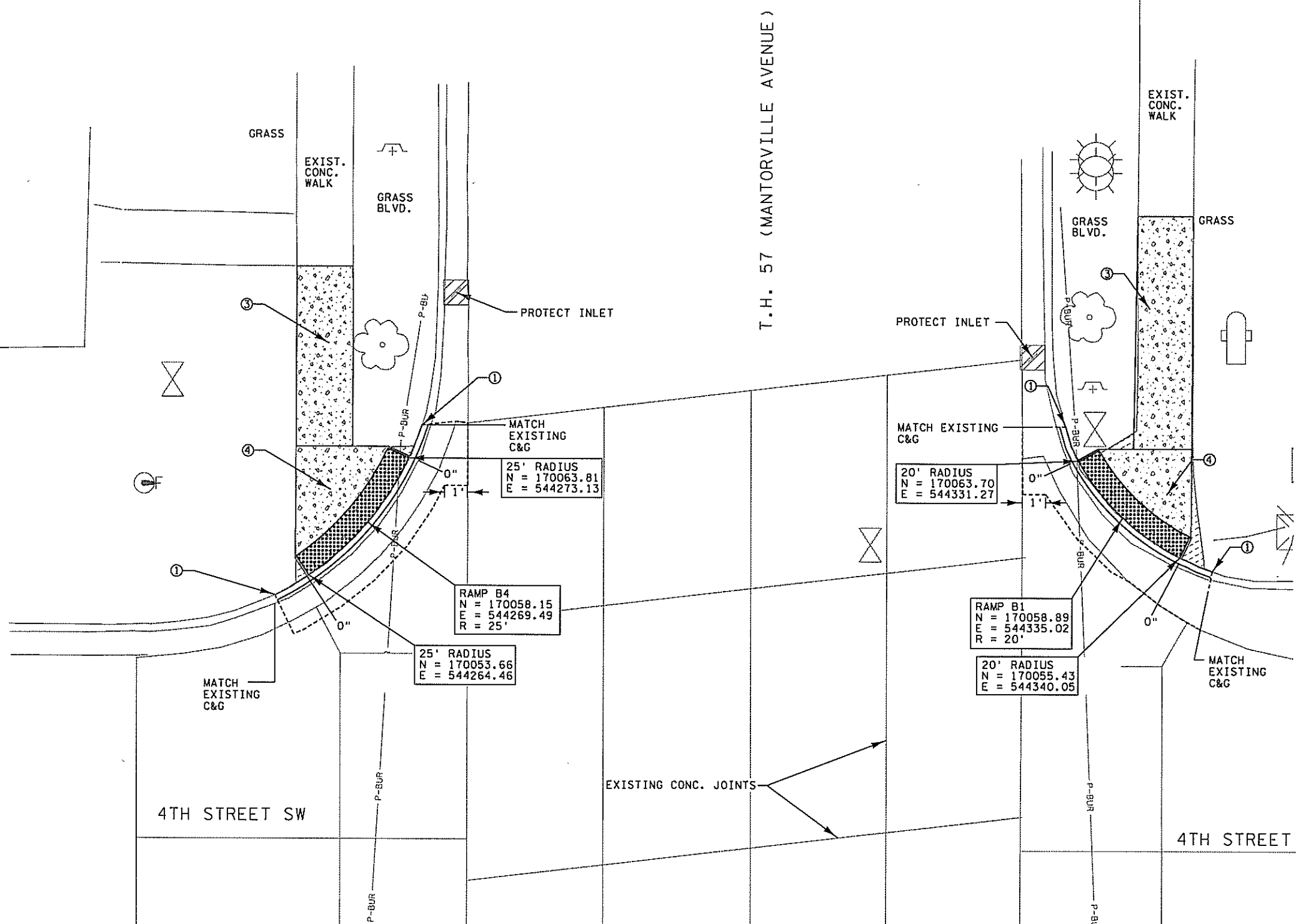
CONSTRUCTION PLANS

STATE PROJ. NO. 8826-74 SHEET NO. 16 OF 47 SHEETS



PLOTTED/REVISED: 3/14/2012

IPLOT NAME: MnDOT-Inf-bw1b1
PATH & FILENAME: F:\BM2\1366 MnDOT Ped Ramps\roads\Cds\CP886674_sp03.dgn



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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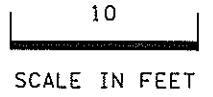
DRAWN BY: NRA
CHECKED BY: MHD

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ENGINEER *Michael D. [Signature]* LIC. NO. 43375

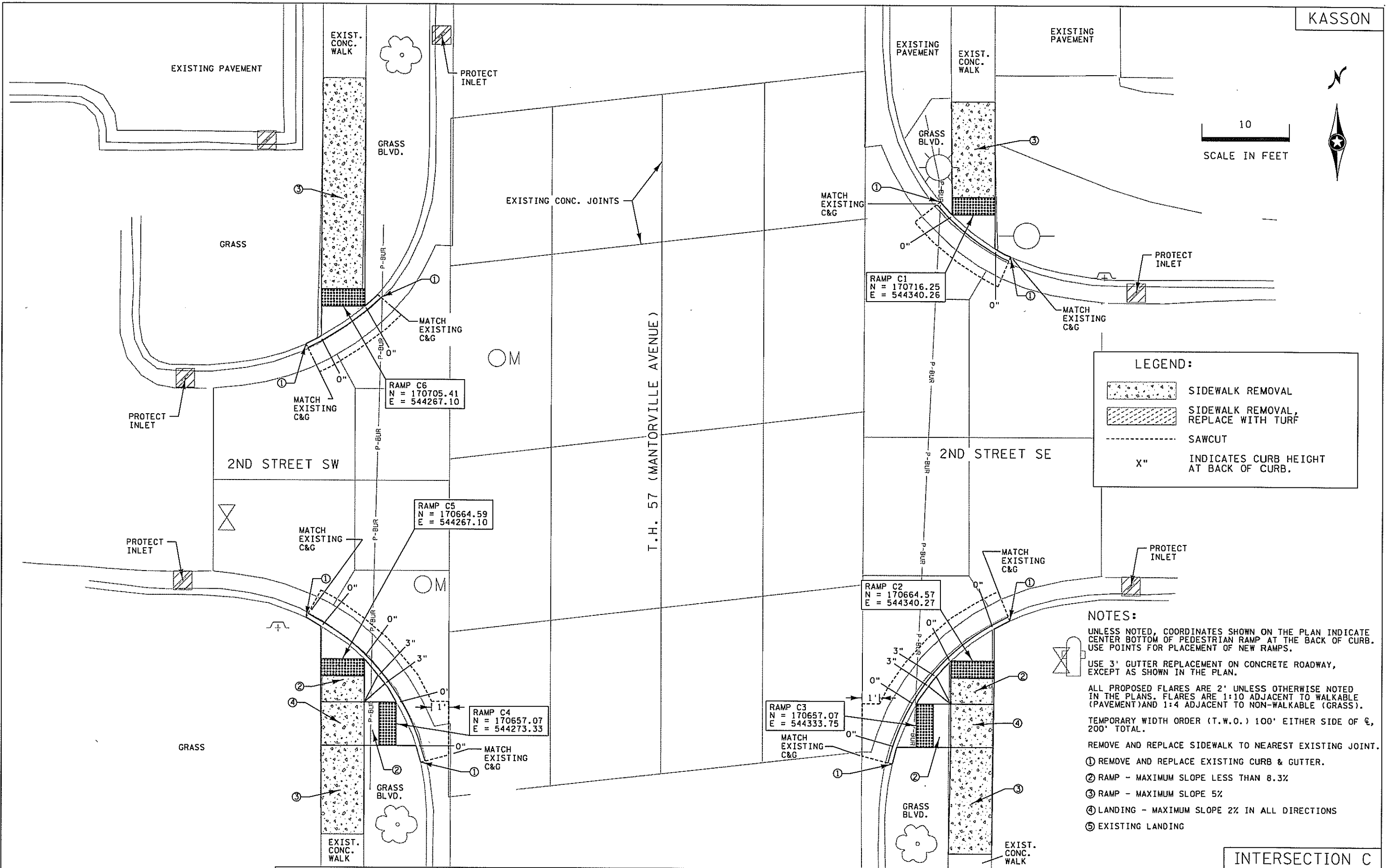
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 17 OF 47 SHEETS

INTERSECTION B



PLOTTED/REVISED: 3/14/2012

IPLOT NAME: MnDOT-1f-bw1bl
PATH & FILENAME: F:\BM2-1366 MnDOT Ped Ramps\roads\Cds\CP882674_sp04.dgn



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
CHECKED BY: MHD

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity

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ENGINEER *Michael Dwyer* L.I.C. NO. 43375

INTERSECTION C
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 18 OF 47 SHEETS

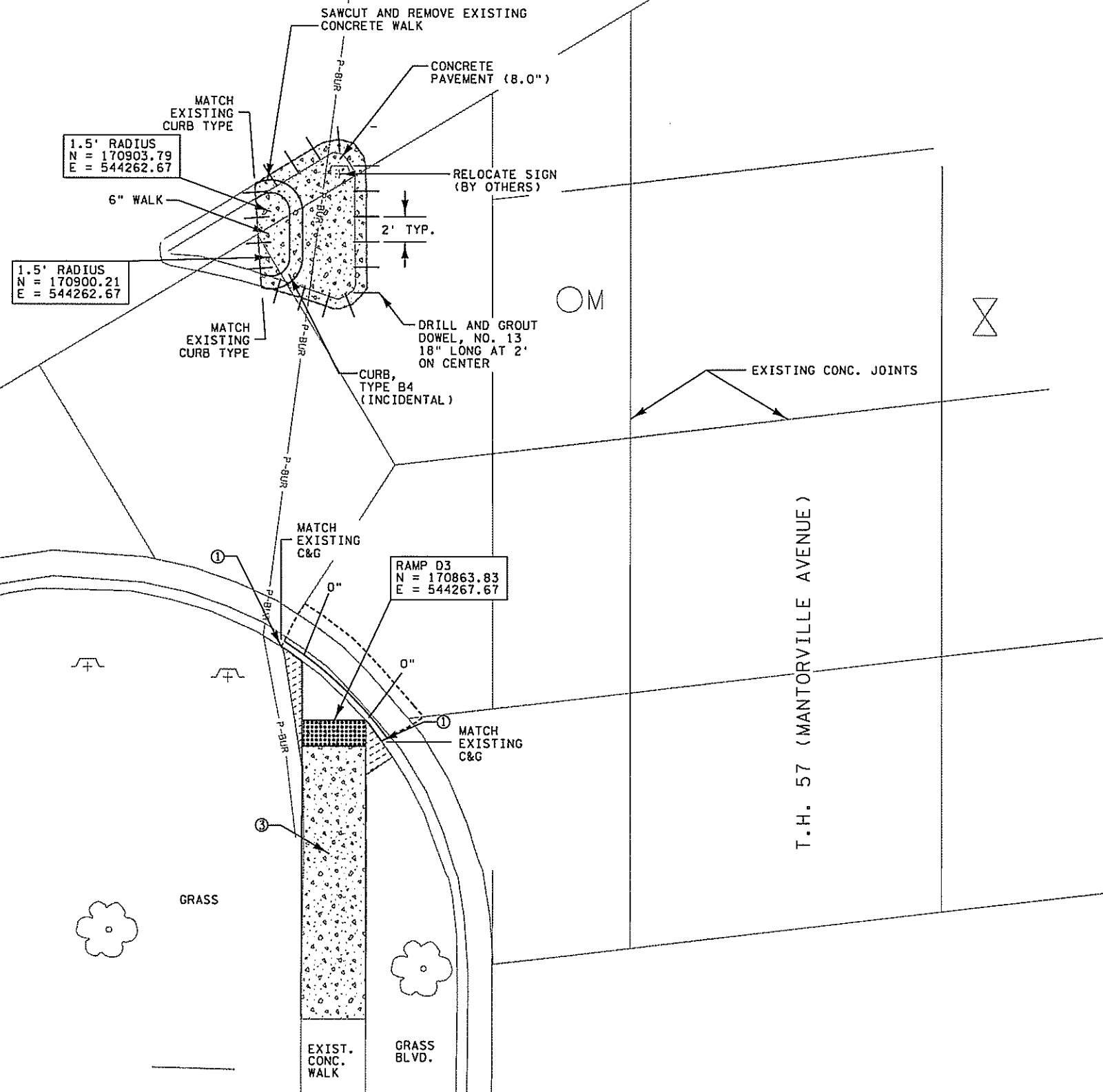


10
SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

IPLOT NAME: M:\DOT-IT-bwz\bi
PATH & FILENAME: F:\BIM2\366 MndOT Ped Ramps\roads\Cds\CP882674_cp05.dgn

CO. RD. 34



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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ENGINEER *Michael DeFent* LIC. NO. 43375

INTERSECTION D

CONSTRUCTION PLANS

STATE PROJ. NO. 8826-74 SHEET NO. 19 OF 47 SHEETS



10
SCALE IN FEET

CO. RD. 34

T.H. 57 (MANTORVILLE AVENUE)

RAMP D2
N = 170930.62
E = 544340.55

MATCH EXISTING C&G

MATCH EXISTING C&G

GRASS BLVD.

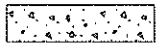
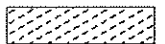
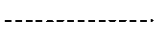

EXIST. CONC. WALK

GRASS

OM

EXISTING CONC. JOINTS

LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
-  INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION D

DRAWN BY: NRA
CHECKED BY: MHD



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COMPANIES, LLC
Infrastructure Innovation and Ingenuity

I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER *Michael D. [Signature]* LIC. NO. 43375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 20 OF 47 SHEETS

PLOTTED/REVISED: 3/14/2012
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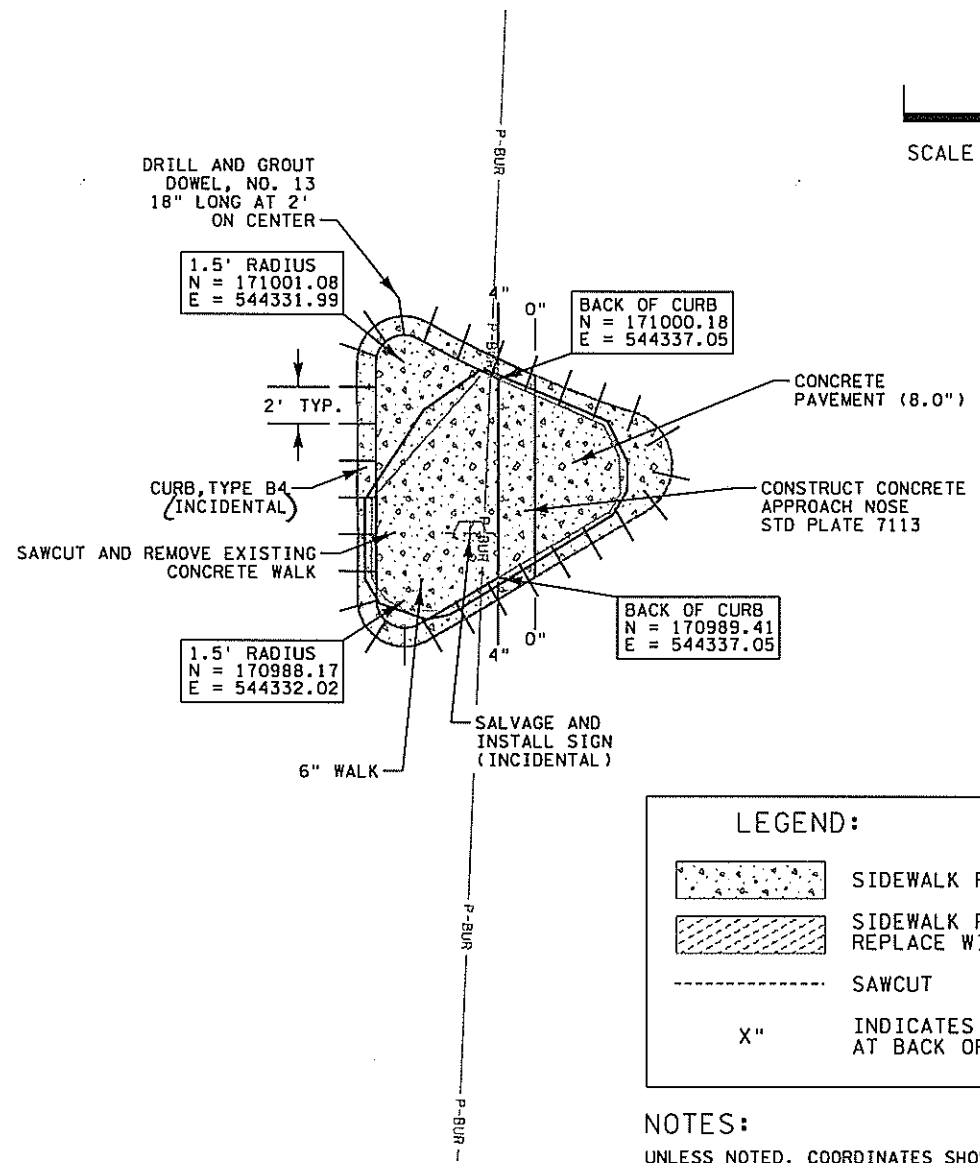
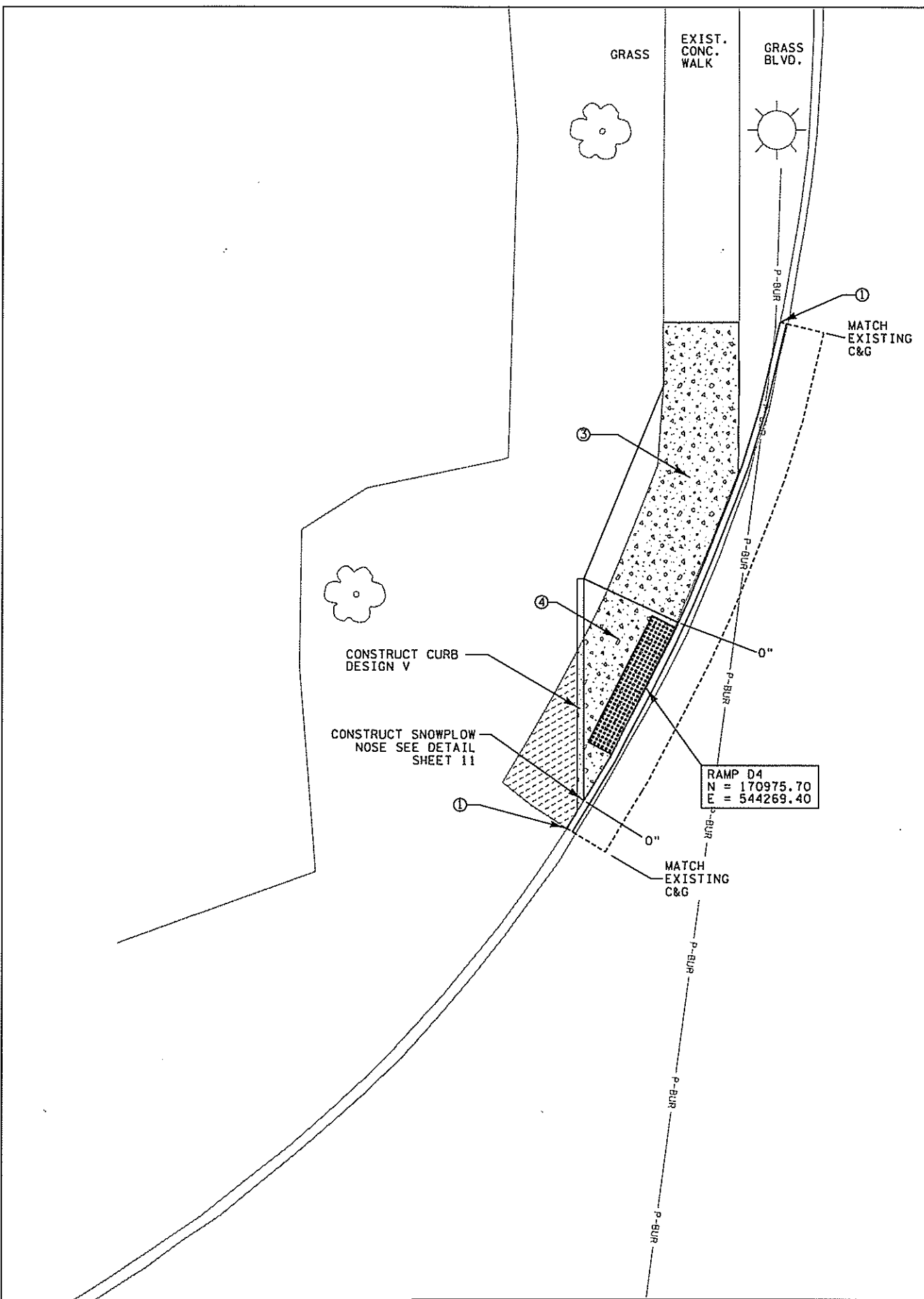


10
SCALE IN FEET

T.H. 57 (MANTORVILLE AVENUE)

PLOTTED/REVISED: 4/5/2012

IPLOT NAME: M:\DOT-Inf-bw\tbl
PATH & FILENAME: F:\GIM2\366 MndOT Ped Ramps\roads\Cds\CP882674_cpo7.dgn



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - USE 3' GUTTER REPLACEMENT ON CONCRETE ROADWAY, EXCEPT AS SHOWN IN THE PLAN.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
 - TEMPORARY WIDTH ORDER (T.W.O.) 100' EITHER SIDE OF E, 200' TOTAL.
 - REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.
 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

CO.RD. 34

DRAWN BY: NRA
CHECKED BY: MHD


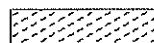
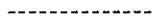
BLOOM
COMPANIES, LLC
Infrastructure Innovation and Ingenuity

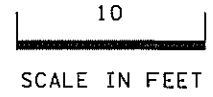
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael D. Dent* LIC. NO. 43375

INTERSECTION D
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 21 OF 47 SHEETS

T.H. 57 (MANTORVILLE AVENUE)

LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.



NOTES:

UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.

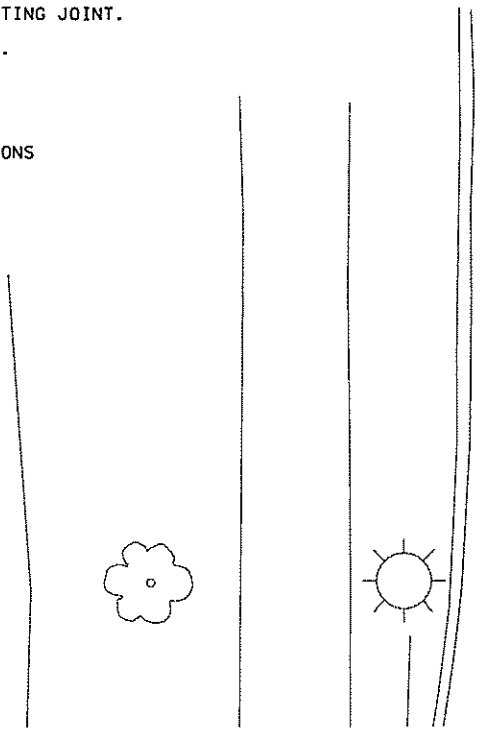
ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).

USE 3' CUTTER REPLACEMENT ON CONCRETE ROADWAY, EXCEPT AS SHOWN IN THE PLAN.

TEMPORARY WIDTH ORDER (T.W.O.) 100' EITHER SIDE OF C, 200' TOTAL.

REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.

- ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
- ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
- ③ RAMP - MAXIMUM SLOPE 5%
- ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
- ⑤ EXISTING LANDING



REMOVE AND REPLACE EXISTING CURB AND GUTTER TO END OF EXISTING FLARE

MATCH EXISTING C&G

RAMP D1
N = 171029.99
E = 544340.04

EXIST. CONC. WALK

GRASS BLVD.

GRASS

INPLACE GUY ANCHOR

MATCH EXISTING C&G

CO. RD. 34

INTERSECTION D

DRAWN BY: NRA
CHECKED BY: MHD



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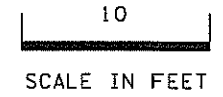
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ENGINEER Michael DeFent L.I.C. NO. 43375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 22 OF 47 SHEETS

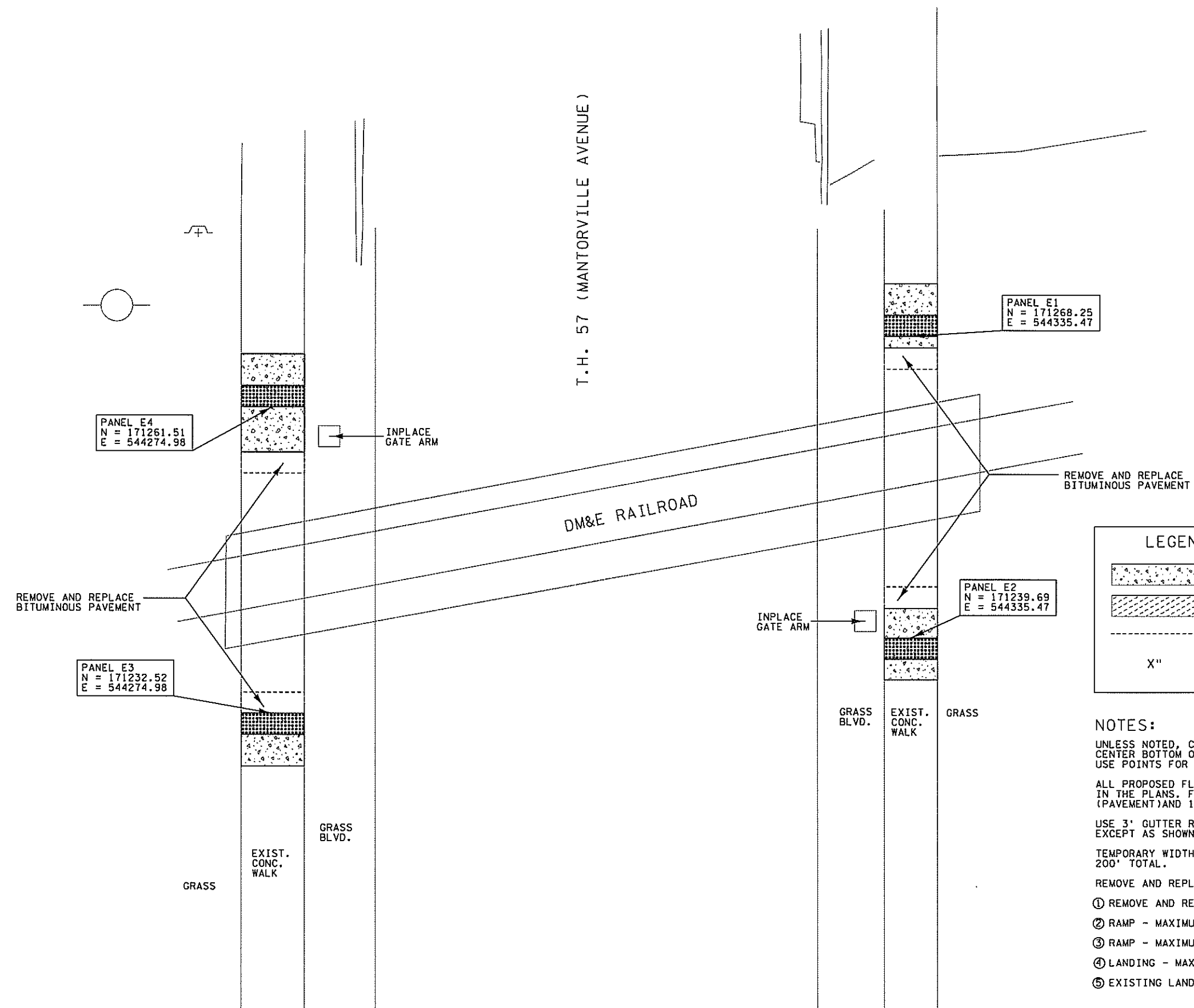
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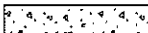
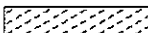




PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: Mndot-hf-bw.tbl
PATH & FILENAME: F:\BGM2\1366 Mndot Ped Ramps\roads\cds\CP882674_cp09.dgn



LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
-  INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
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 - REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.
 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
CHECKED BY: MHD

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ENGINEER *Michael D. Doynt* LIC. NO. 43375

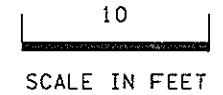
INTERSECTION E

CONSTRUCTION PLANS

STATE PROJ. NO. 8826-74 SHEET NO. 23 OF 47 SHEETS

OM

MAIN STREET E

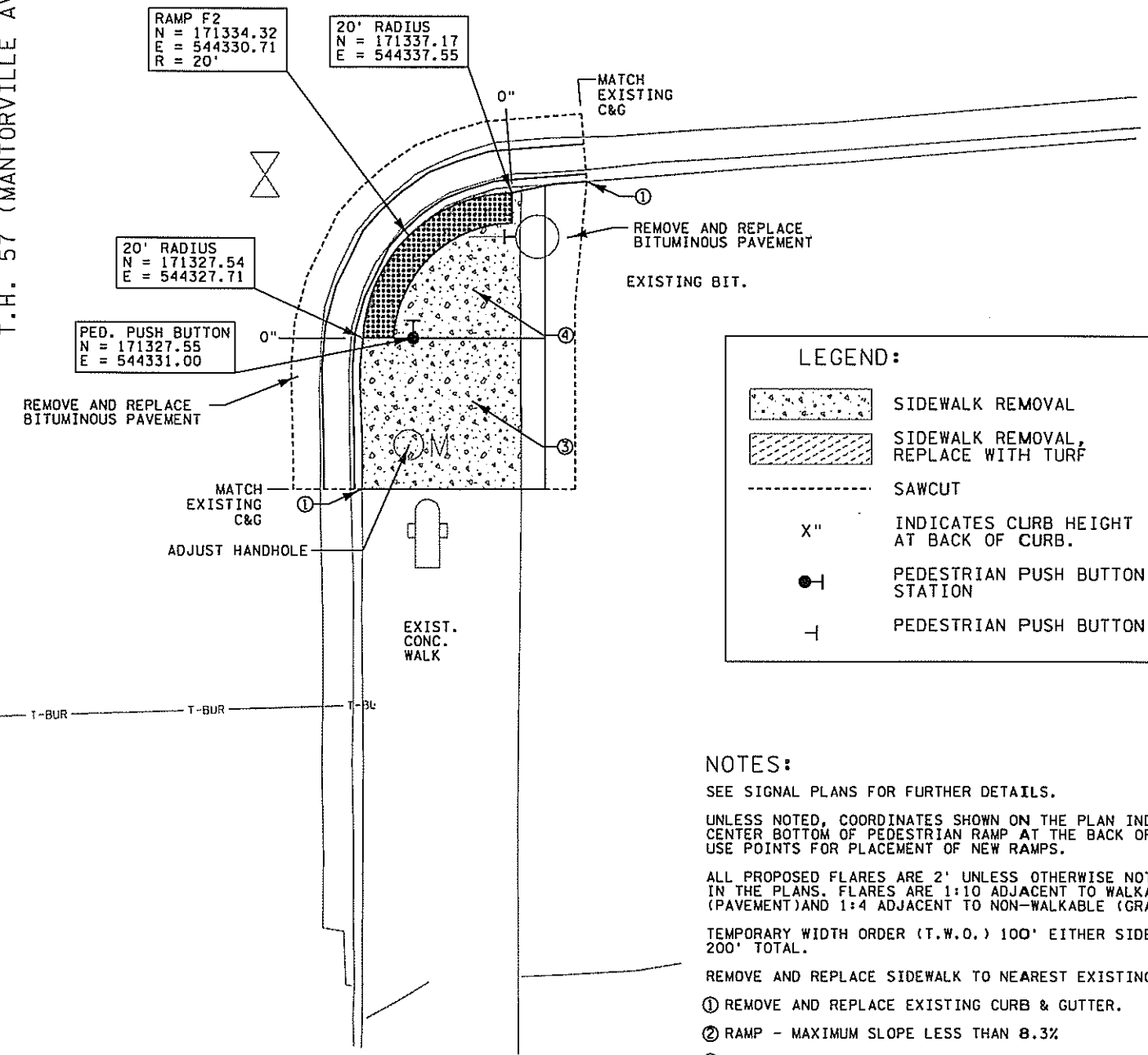
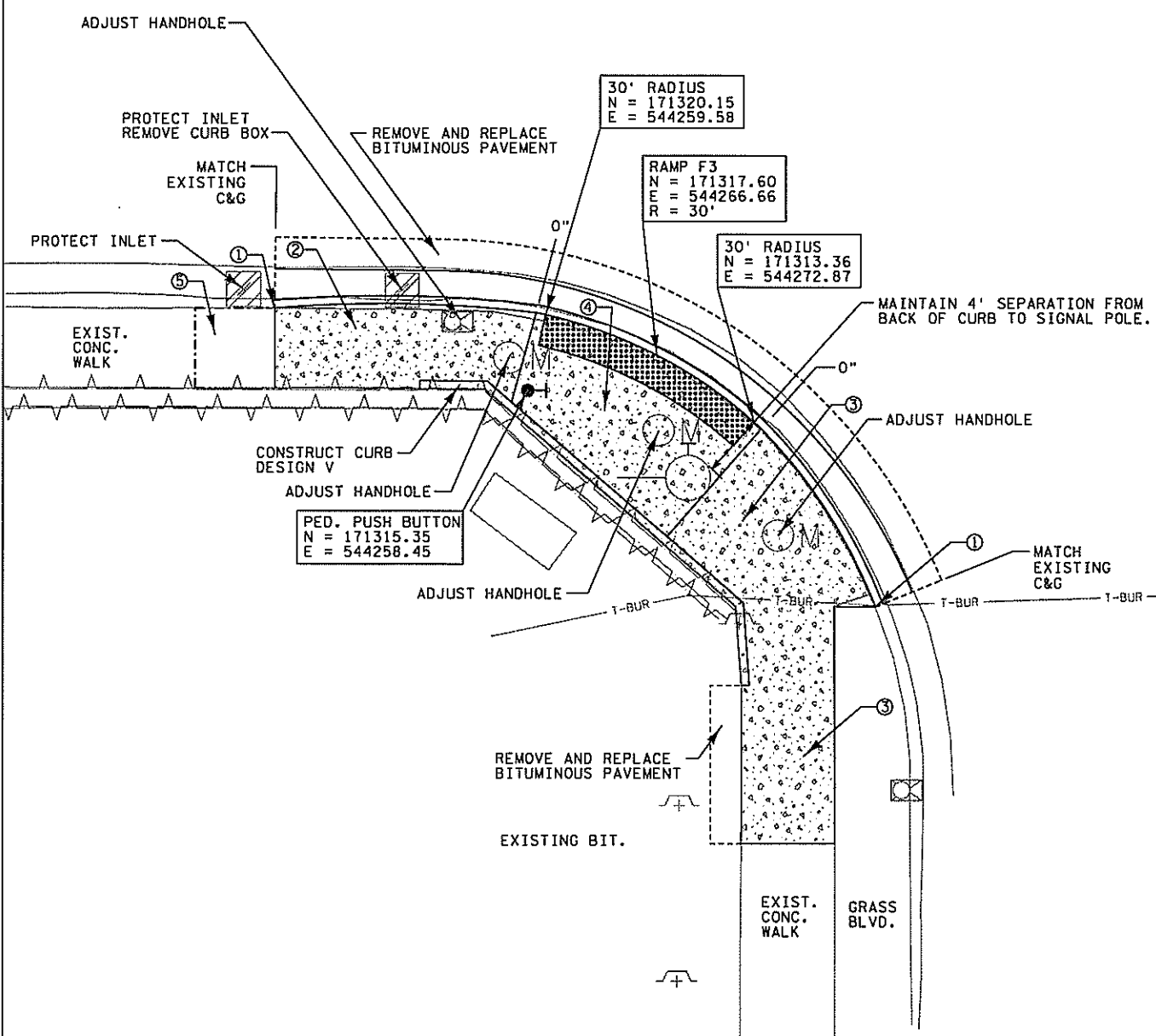


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MAIN STREET W

T.H. 57 (MANTORVILLE AVENUE)



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.
- PEDESTRIAN PUSH BUTTON STATION
- PEDESTRIAN PUSH BUTTON

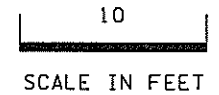
- NOTES:**
- SEE SIGNAL PLANS FOR FURTHER DETAILS.
 - UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
CHECKED BY: MHD

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Infrastructure Innovation and Ingenuity

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ENGINEER *Michael DeFent* LIC. NO. 43375

INTERSECTION F
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 24 OF 47 SHEETS

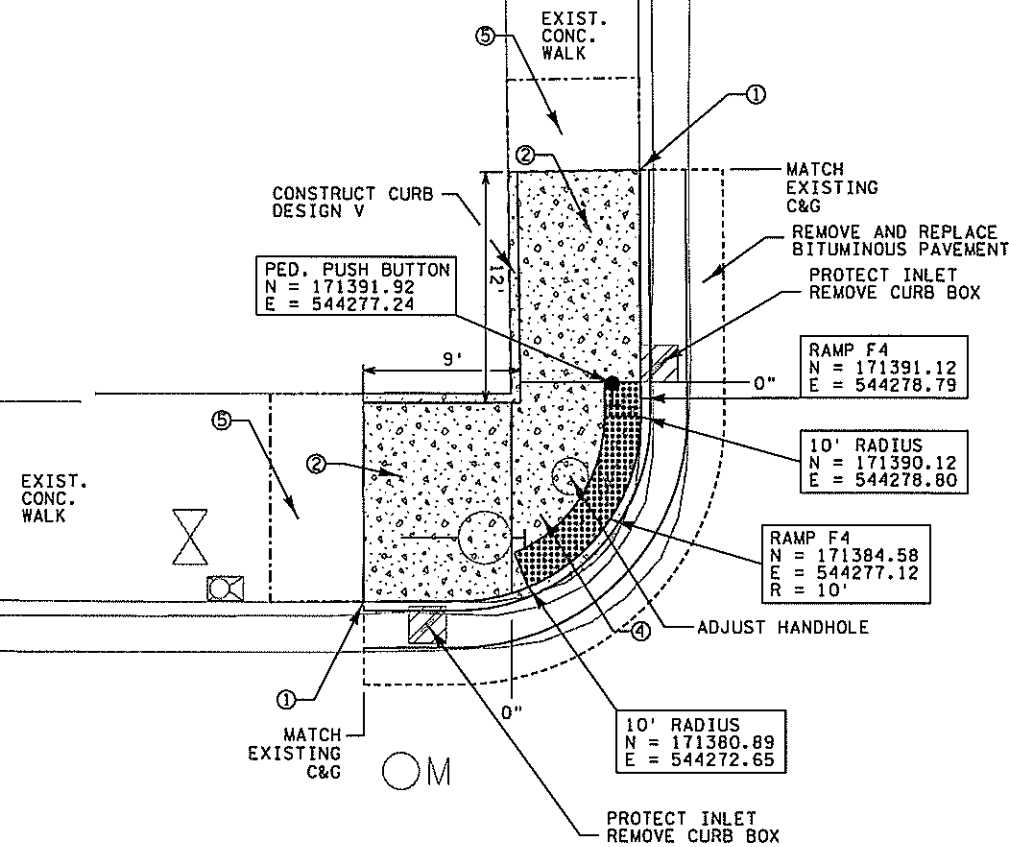


T.H. 57 (MANTORVILLE AVENUE)

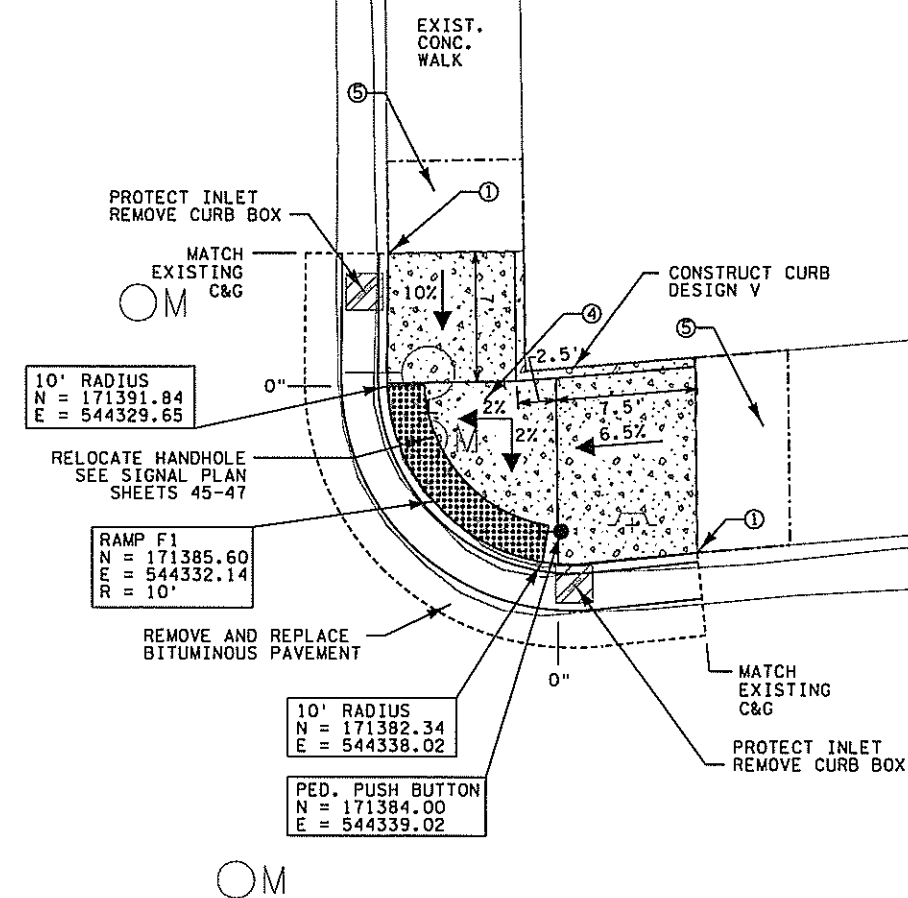
PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: MnDOT-hf-bw4b
PATH & FILENAME: F:\BIM2-1366 MnDOT Ped Ramps\roads\Cds\CP882574.cpl\dgn

MAIN STREET W



MAIN STREET E



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.
- PEDESTRIAN PUSH BUTTON STATION
- PEDESTRIAN PUSH BUTTON

- NOTES:**
- SEE SIGNAL PLANS FOR FURTHER DETAILS.
 - UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ⑤ EXISTING LANDING

INTERSECTION F

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CHECKED BY: MHD

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ENGINEER *Michael Dwyer* LIC. NO. 43375

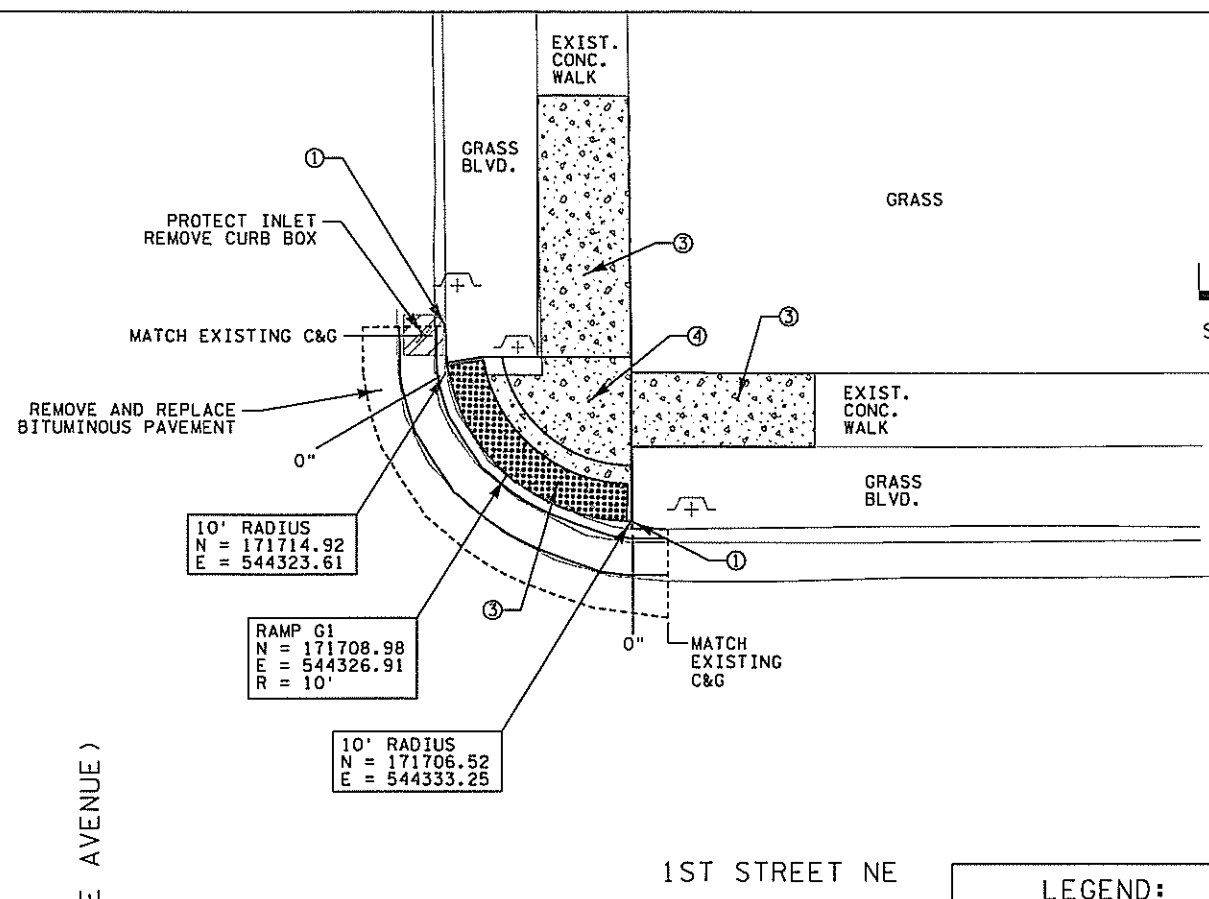
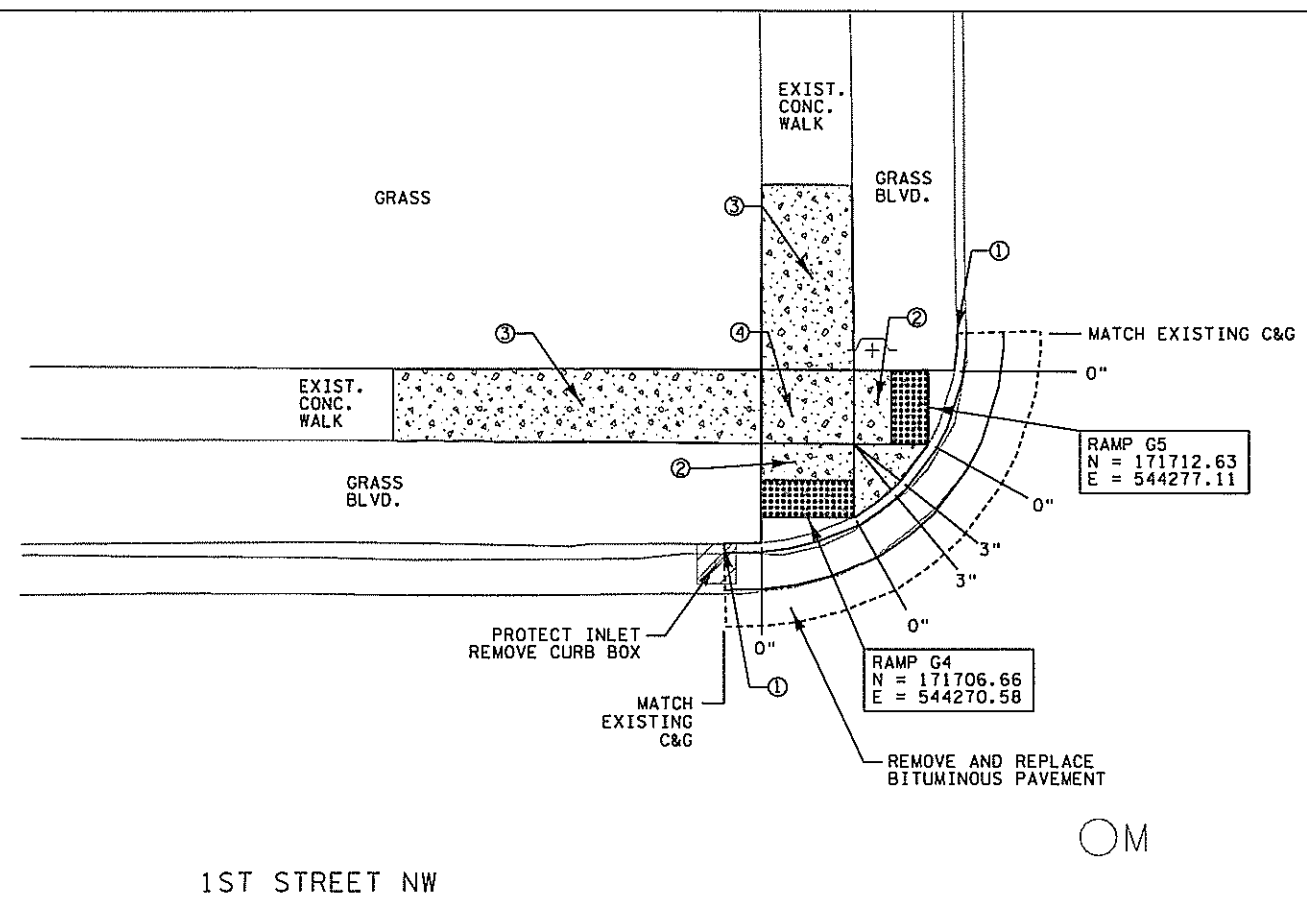
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 25 OF 47 SHEETS



10
SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

I PLOT NAME: MNDOT-11-bw1b1
PATH & FILENAME: F:\BIM2-1366 MndOT Ped Ramps\roads\Cds\CP882674_cpl2.dgn



1ST STREET NW

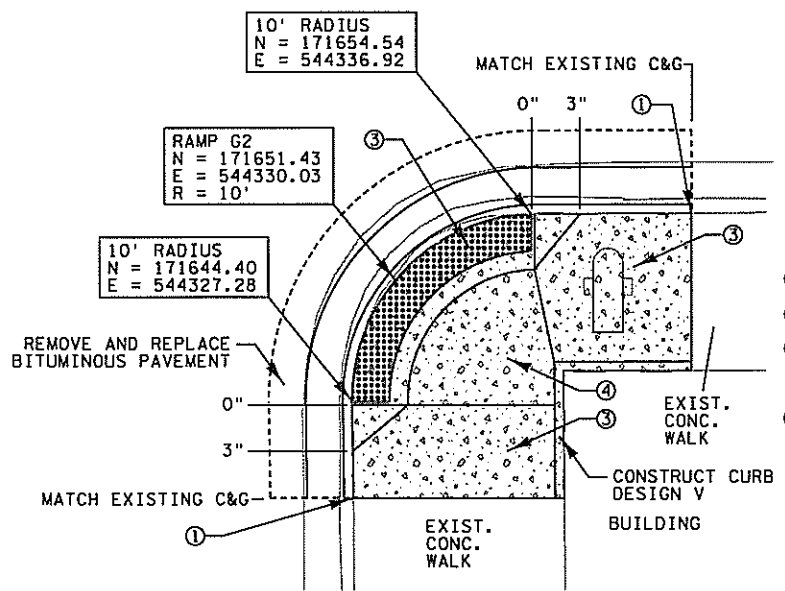
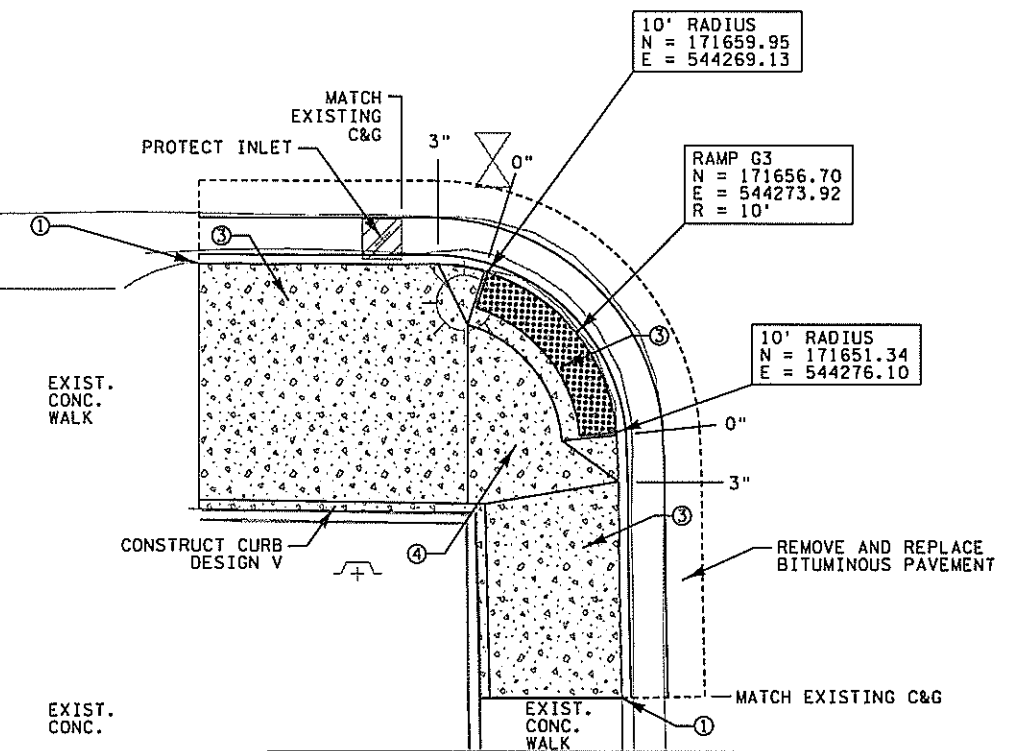
1ST STREET NE

T.H. 57 (MANTORVILLE AVENUE)

LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - USE 3" GUTTER REPLACEMENT ON CONCRETE ROADWAY, EXCEPT AS SHOWN IN PLAN.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING



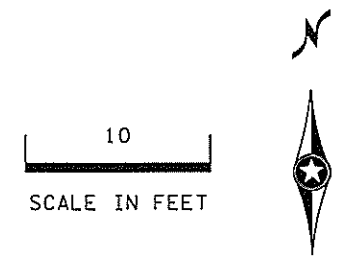
INTERSECTION G

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CHECKED BY: MHD

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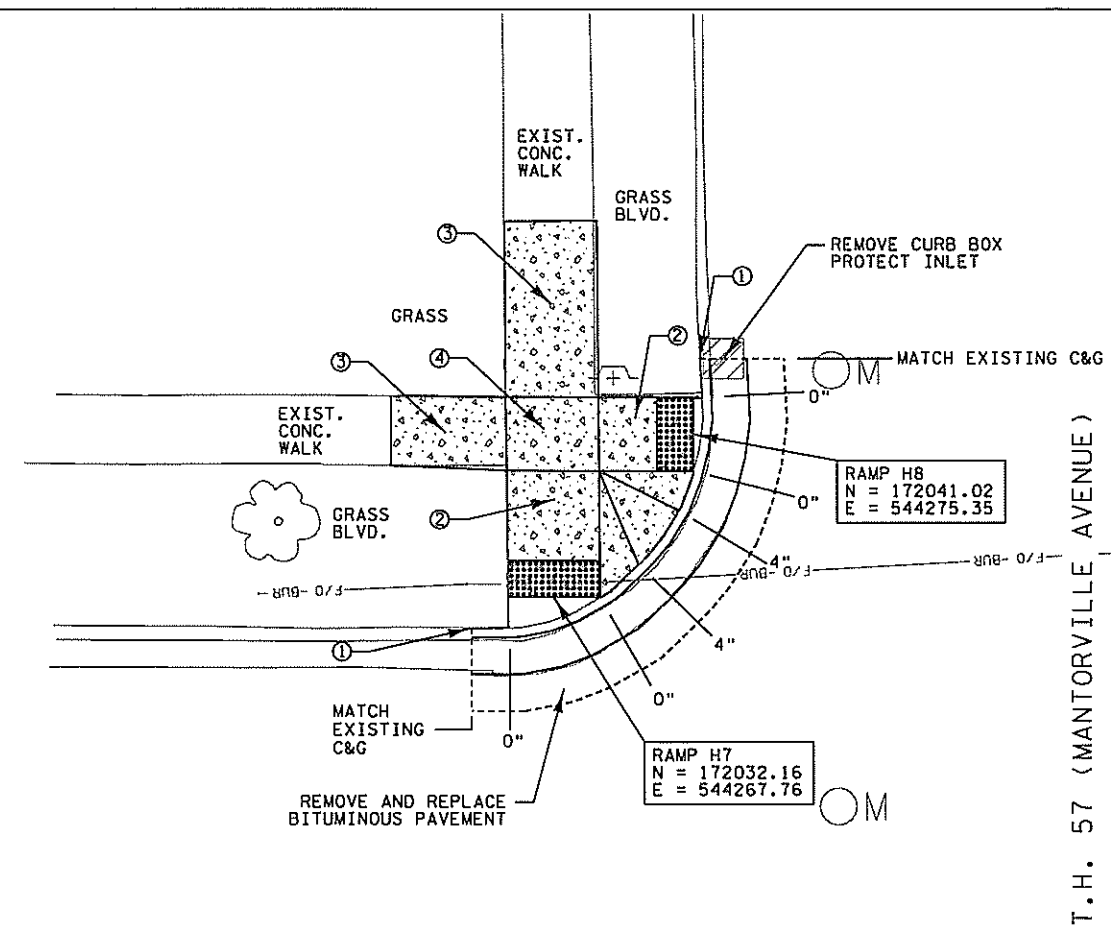
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ENGINEER *Michael Dwyer* LIC. NO. 43375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 26 OF 47 SHEETS

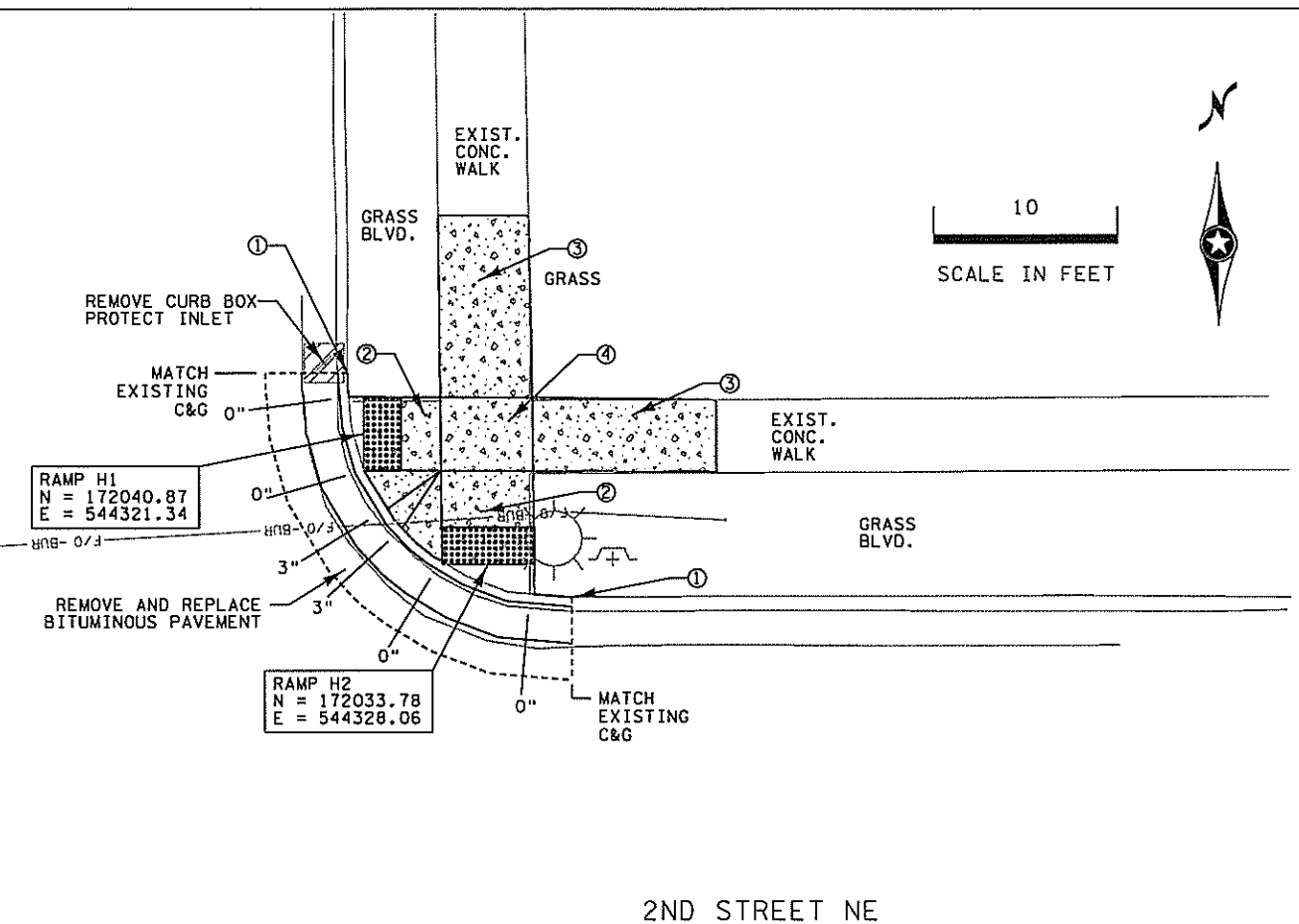


PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: MnDOT-Inf-bwrtbl
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T.H. 57 (MANTORVILLE AVENUE)

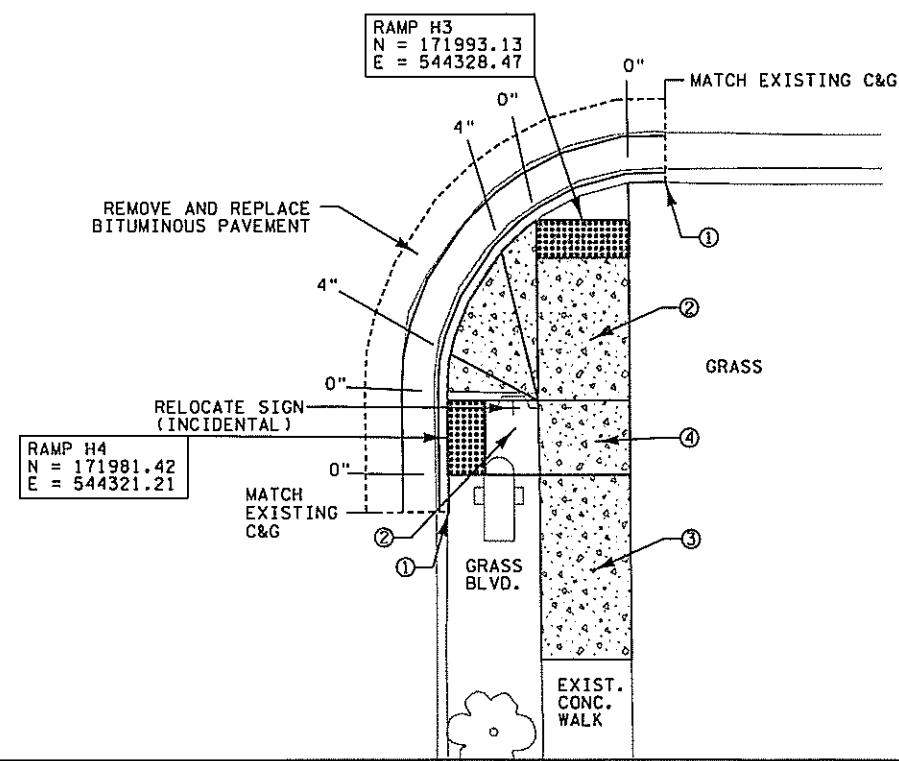
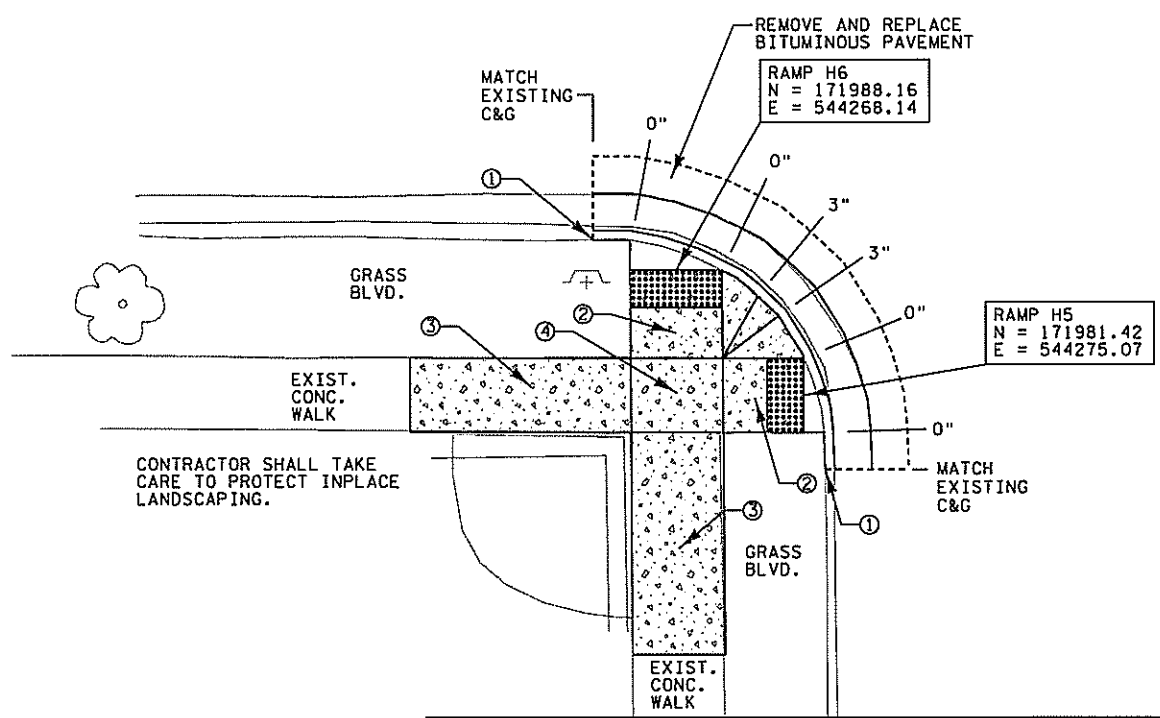


2ND STREET NE

2ND STREET NW

LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.



- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - USE 3' GUTTER REPLACEMENT ON CONCRETE ROADWAY, EXCEPT AS SHOWN IN PLAN.
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
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 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION H

DRAWN BY: NRA
CHECKED BY: MHD

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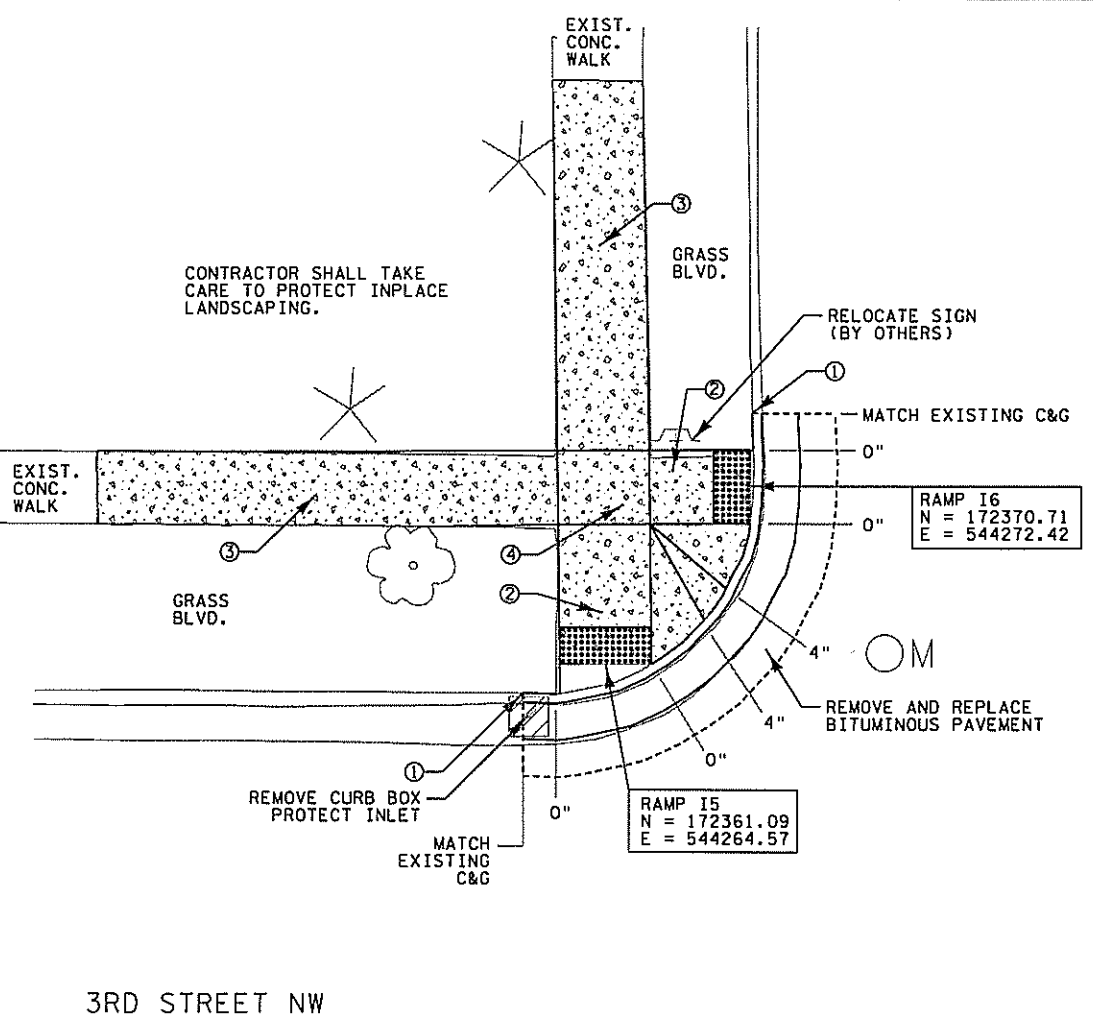
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 27 OF 47 SHEETS



10
SCALE IN FEET

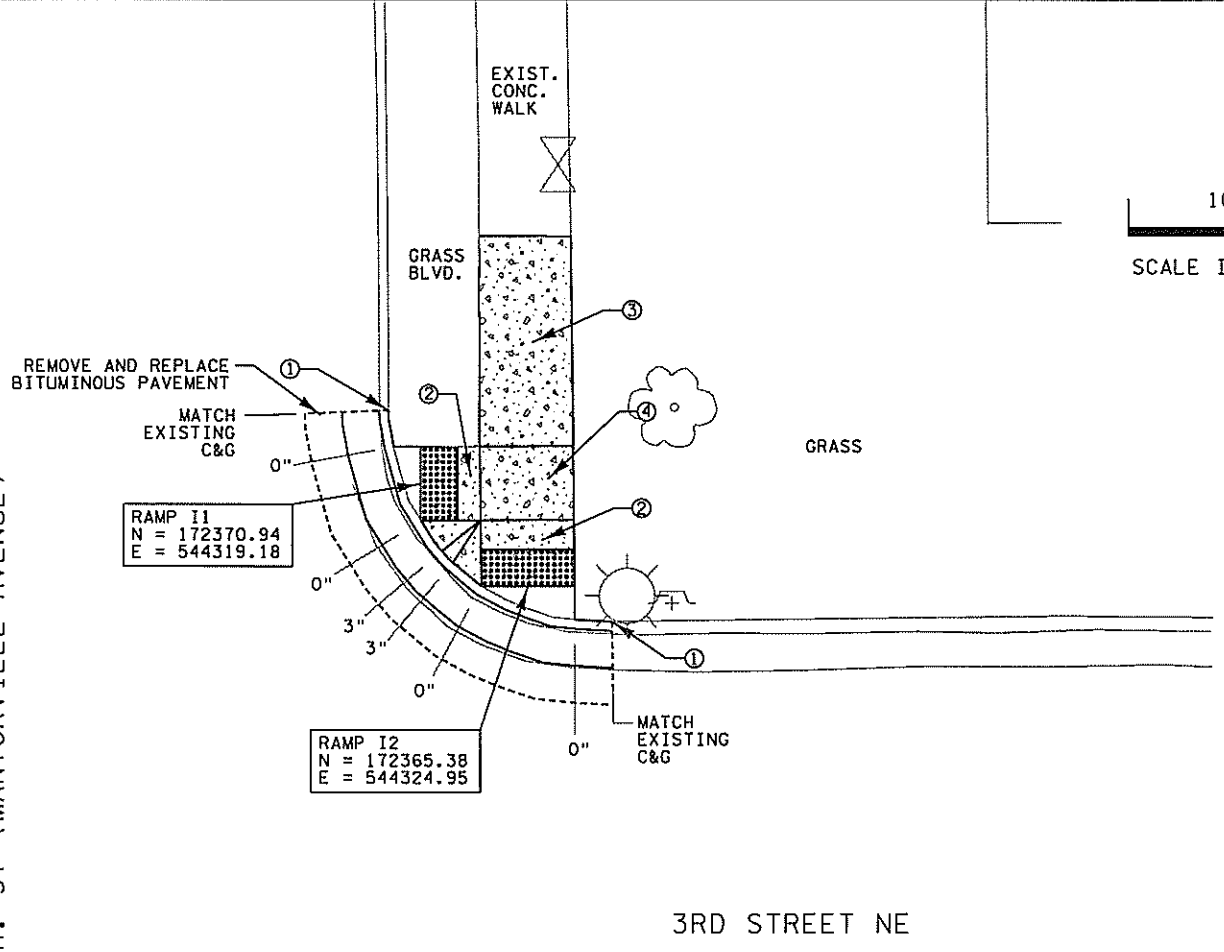
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T.H. 57 (MANTORVILLE AVENUE)

3RD STREET NW

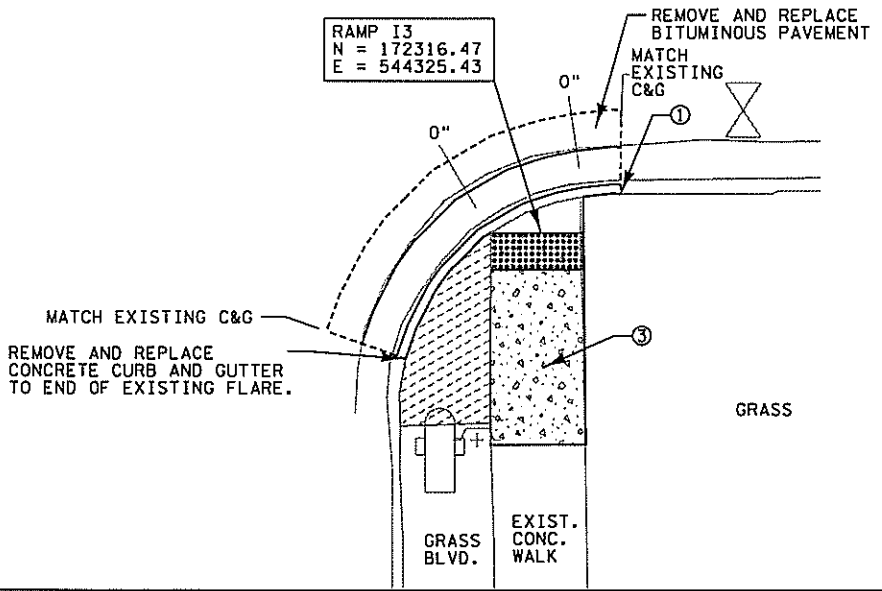
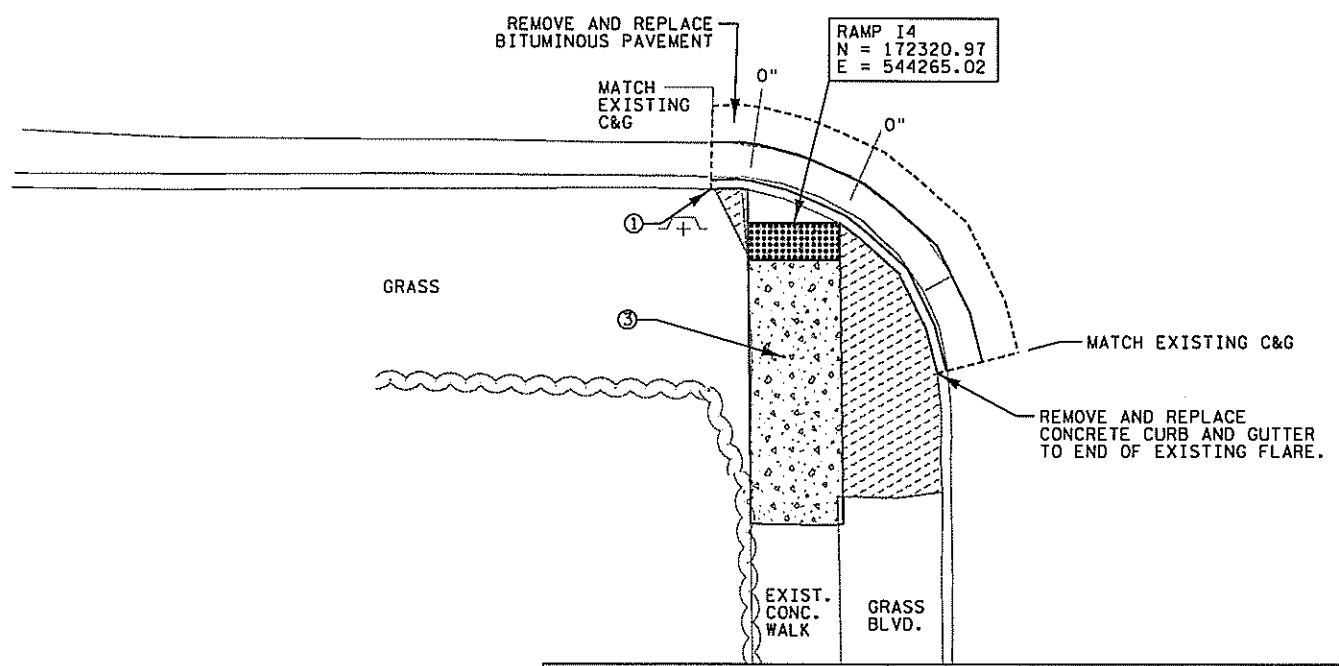


3RD STREET NE

LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING



INTERSECTION I

DRAWN BY: NRA
CHECKED BY: MHD

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Infrastructure Innovation and Ingenuity

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ENGINEER *Michael D. [Signature]* LIC. NO. 43375

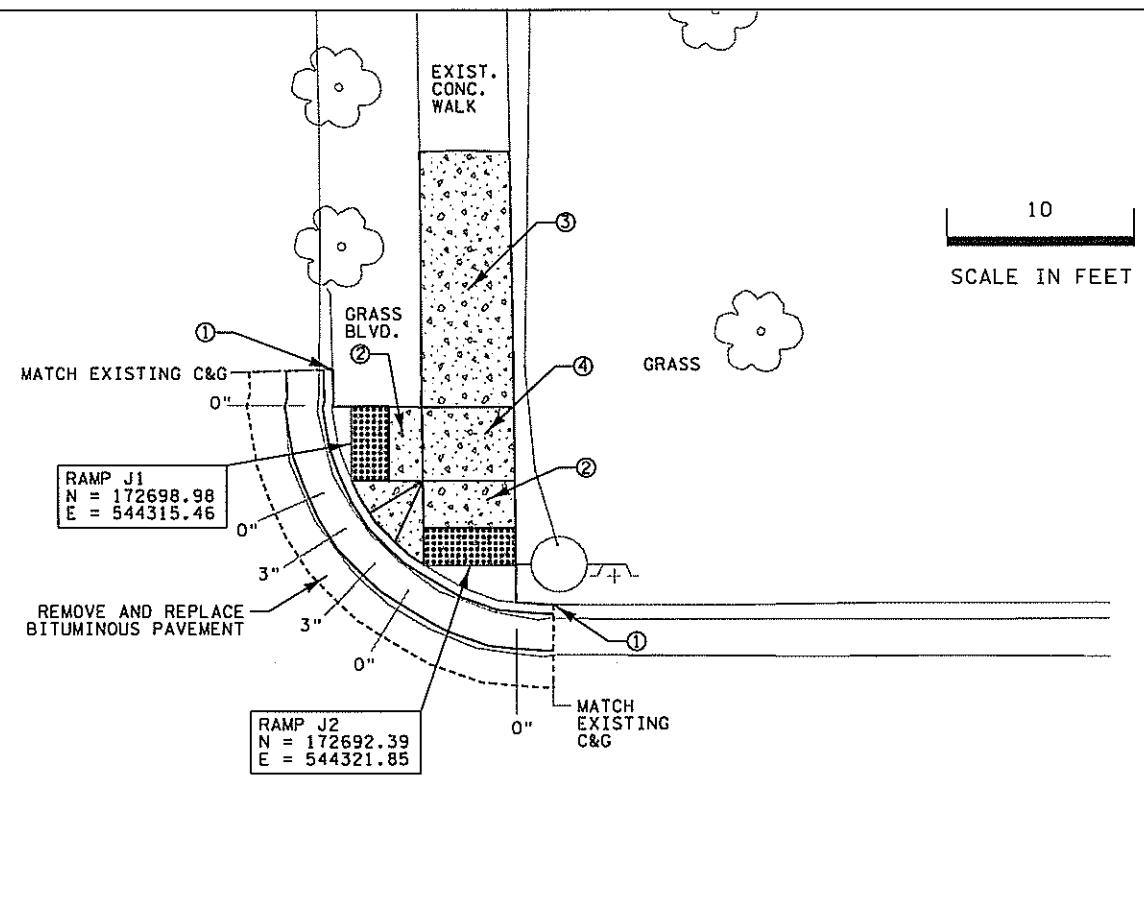
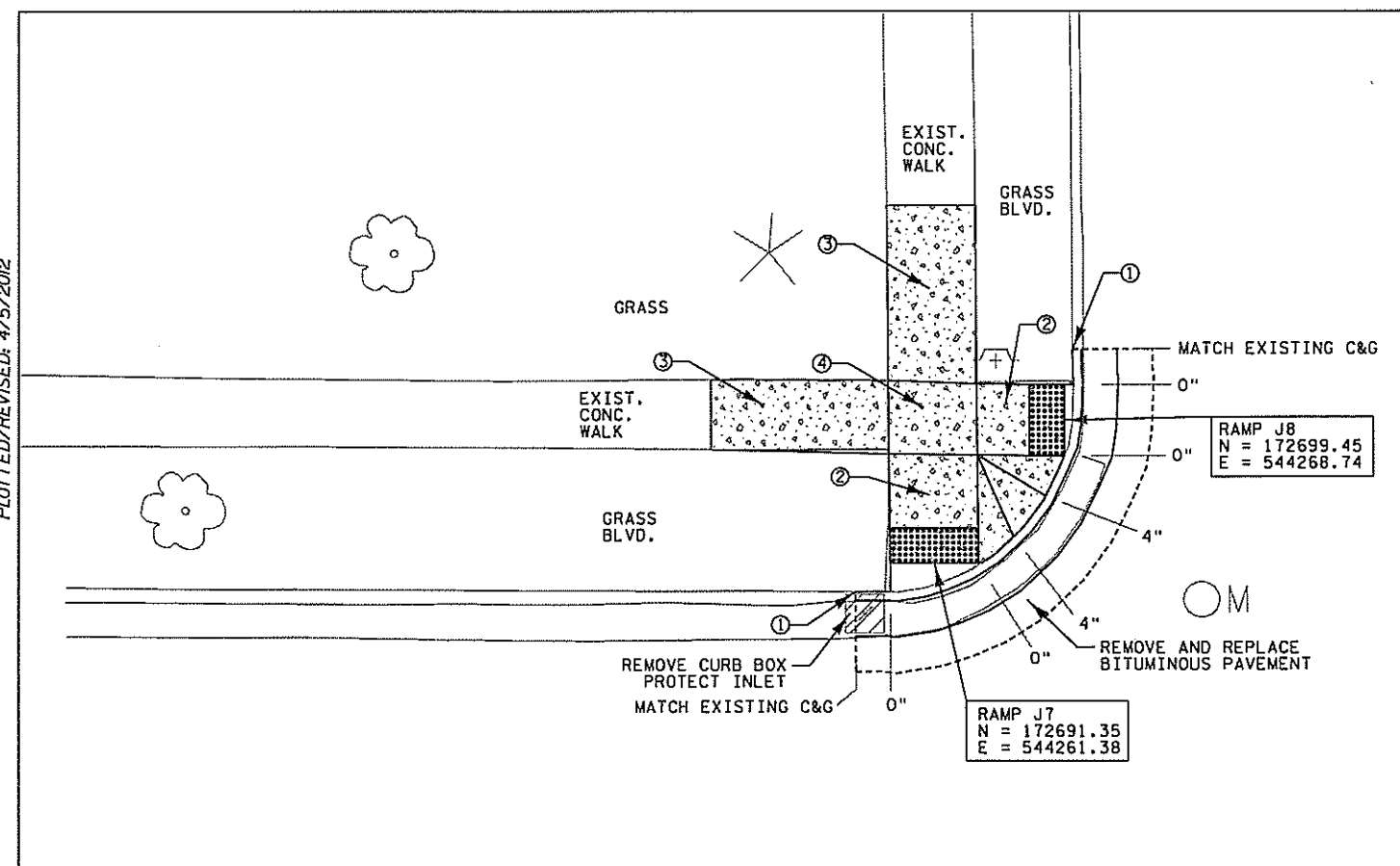
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 28 OF 47 SHEETS



10
SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

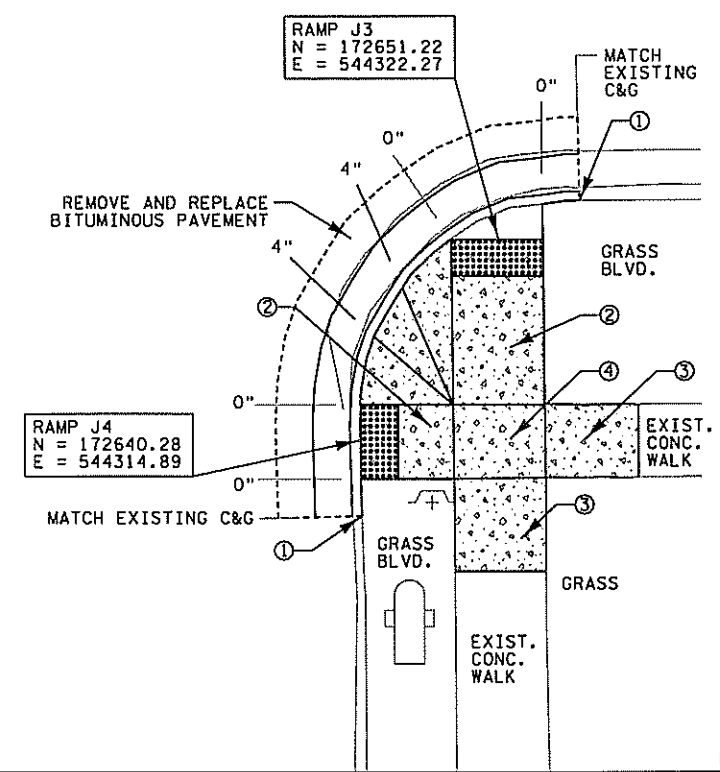
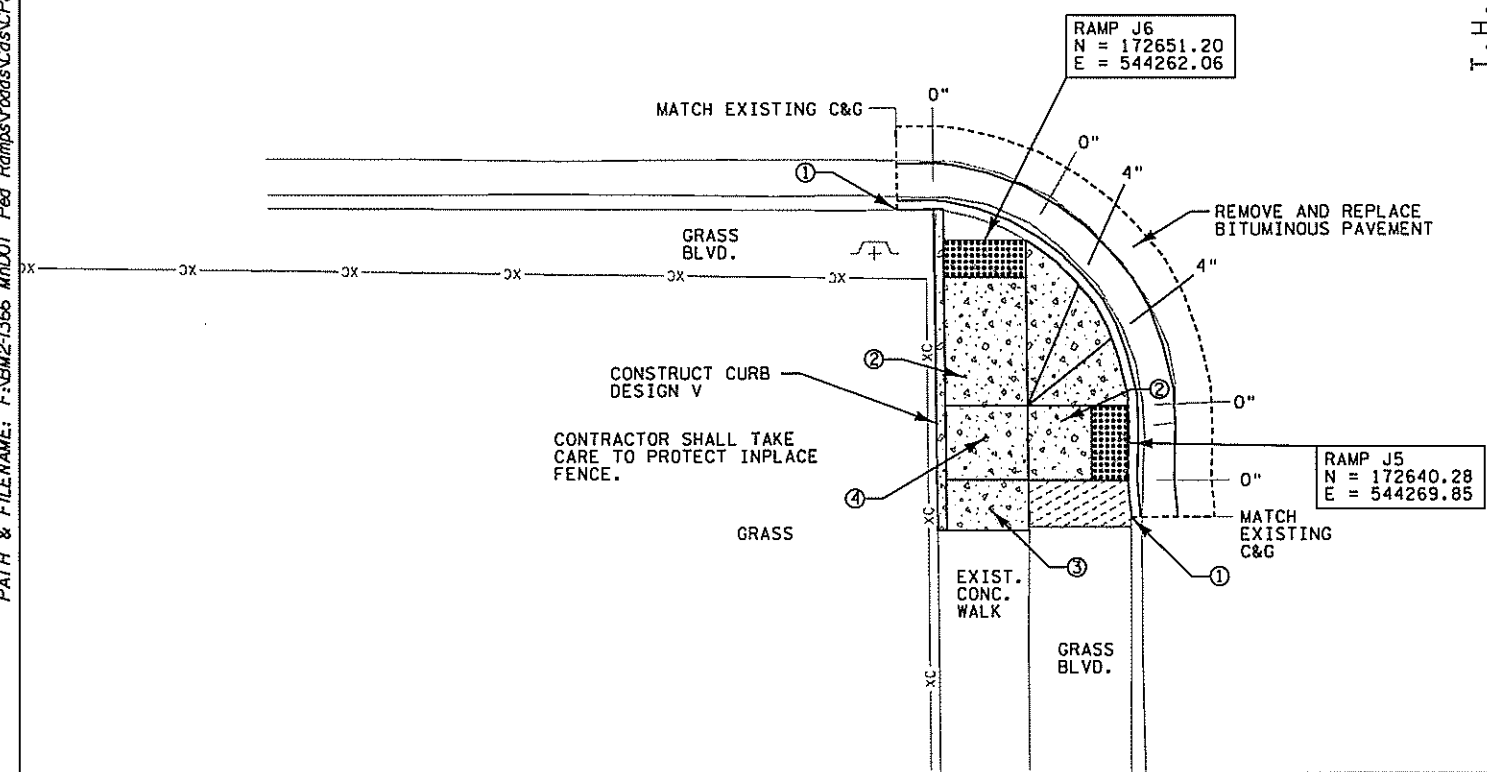
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T.H. 57 (MANTORVILLE AVENUE)

4TH STREET NW

4TH STREET NE



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - USE 3' GUTTER REPLACEMENT ON CONCRETE ROADWAY, EXCEPT AS SHOWN IN PLAN.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
 - TEMPORARY WIDTH ORDER (T.W.O.) 100' EITHER SIDE OF C, 200' TOTAL.
 - REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.
 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
CHECKED BY: MHD

BLOOM
COMPANIES, LLC
Infrastructure Innovation and Ingenuity

I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael Deyant* L.I.C. NO. 43375

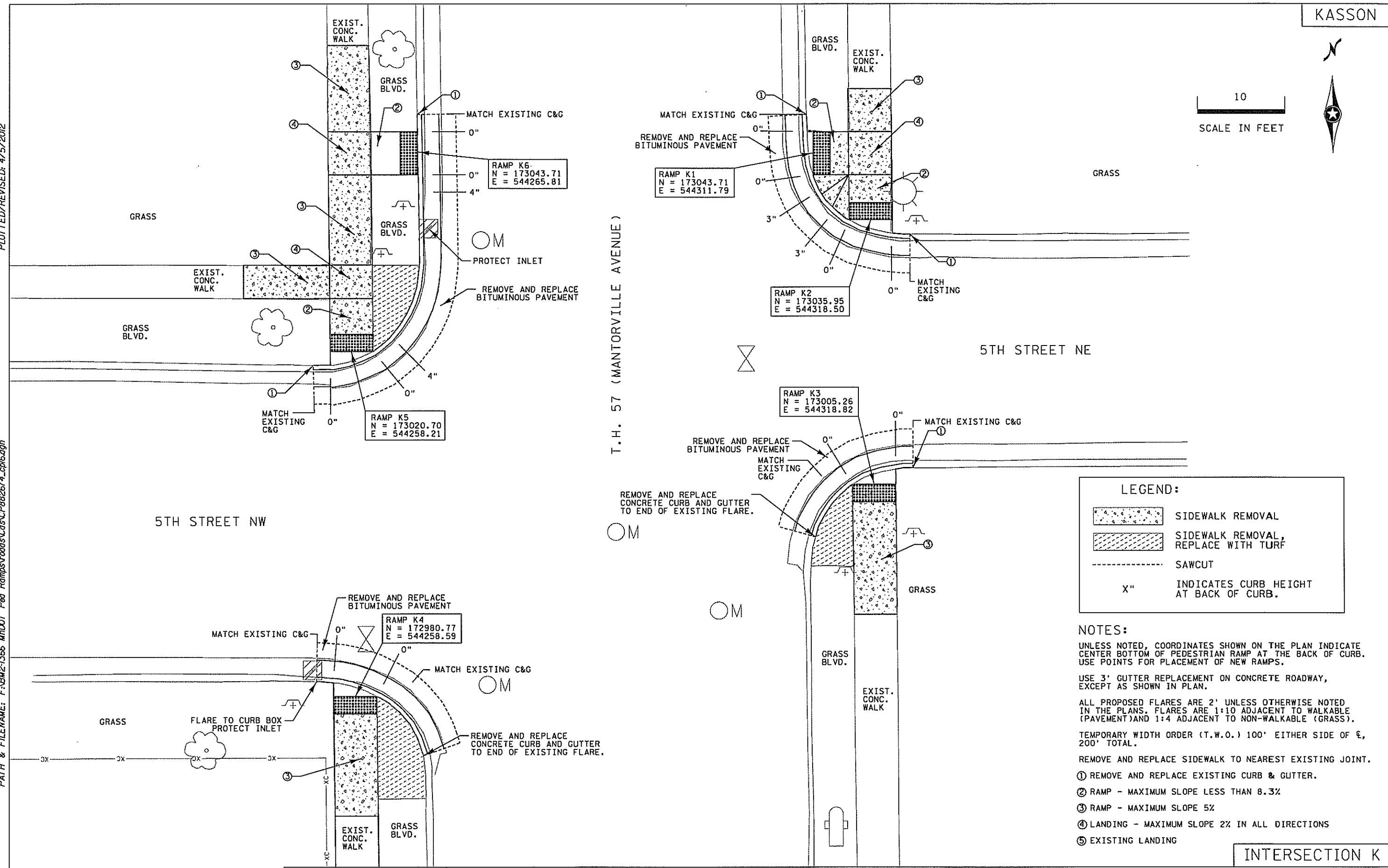
INTERSECTION J
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 29 OF 47 SHEETS



10
SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

IPLOT NAME: MnDOT-Hf-bw.tbl
PATH & FILENAME: F:\BM2\1366 MnDOT Ped Ramps\roads\Cds\CP882674_cpl6.dgn



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION K

DRAWN BY: NRA
CHECKED BY: MHD

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Infrastructure Innovation and Ingenuity

I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER *Michael D. Dyment* LIC. NO. 43375

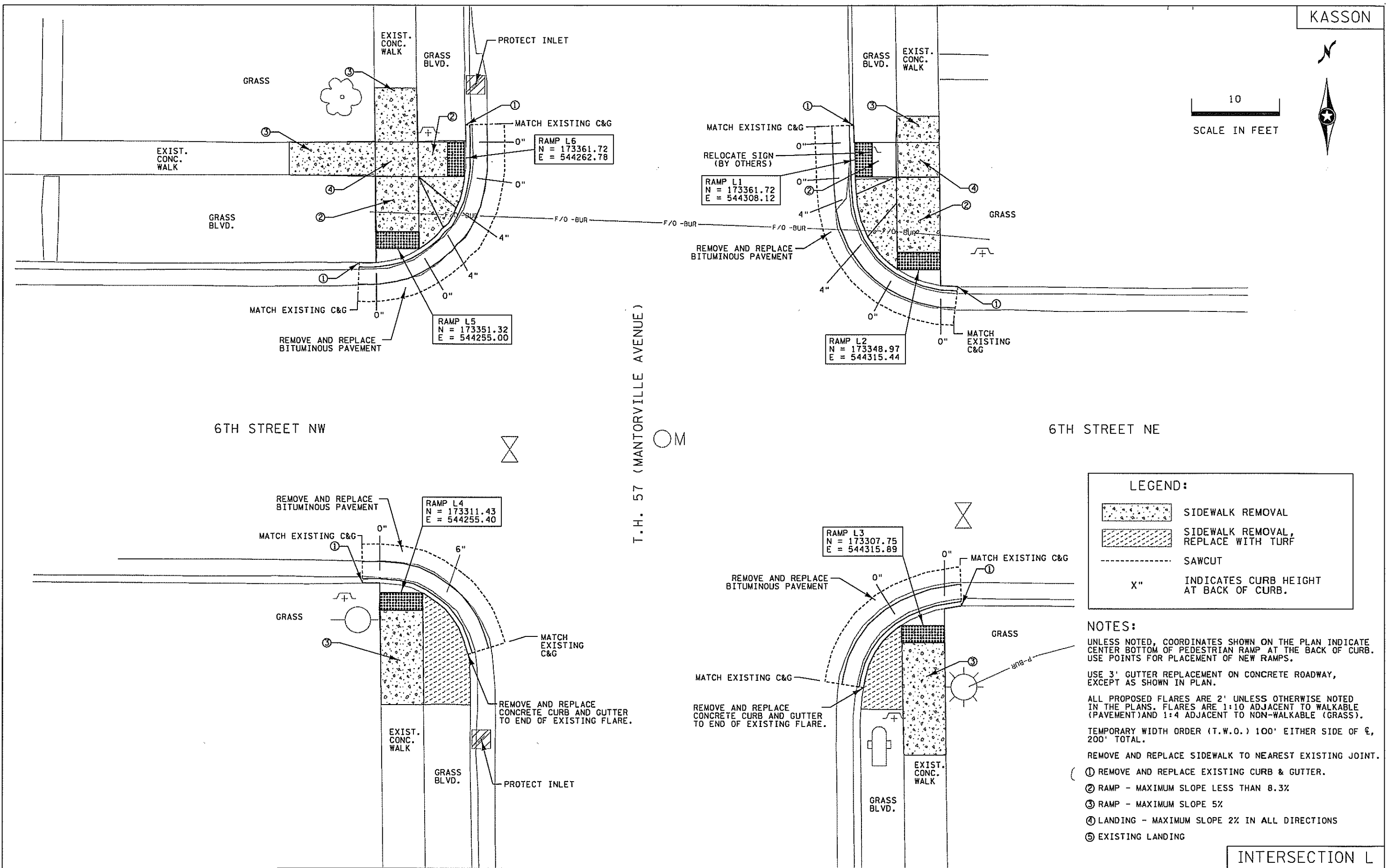
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 30 OF 47 SHEETS



10
SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

IPLOT NAME: MNDOT-HF-bw1b1
PATH & FILENAME: F:\BIM2\1366 MndOT Ped Ramps\roads\Cds\CP882674_cpl7.dgn



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
CHECKED BY: MHD

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COMPANIES, LLC
Infrastructure. Innovation and Ingenuity

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ENGINEER *Michael Dwyer* LIC. NO. 43375

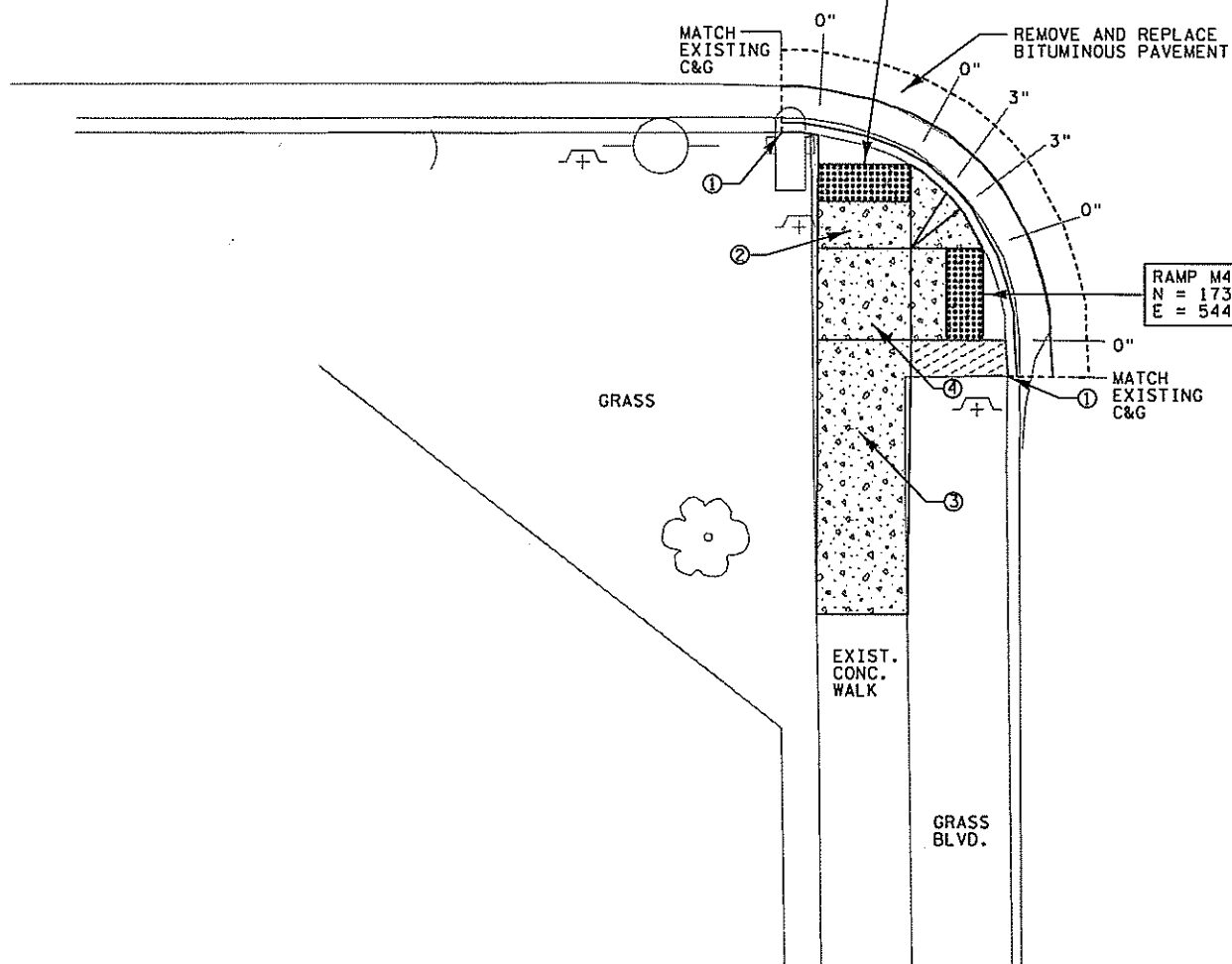
INTERSECTION L
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 31 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012
 IPLOT NAME: M:\DOT-IT-bw\bi PATH & FILENAME: F:\BIM2\366 MndOT Ped Ramps\roads\Cds\CP882674_cplB.dgn

7TH STREET NW

RAMP M5
 N = 173696.26
 E = 544252.02

RAMP M4
 N = 173689.20
 E = 544258.48



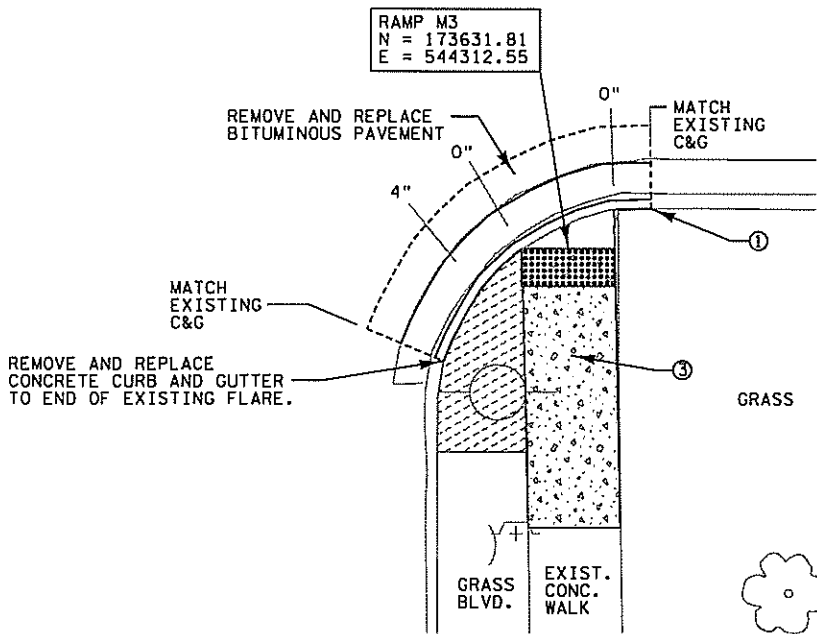
KASSON



10
 SCALE IN FEET

T.H. 57 (MANTORVILLE AVENUE)

7TH STREET NE



RAMP M3
 N = 173631.81
 E = 544312.55

LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: NRA
 CHECKED BY: MHD

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Infrastructure Innovation and Ingenuity

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ENGINEER Michael Deyant LIC. NO. 45375

CONSTRUCTION PLANS
 STATE PROJ. NO. 8826-74 SHEET NO. 32 OF 47 SHEETS

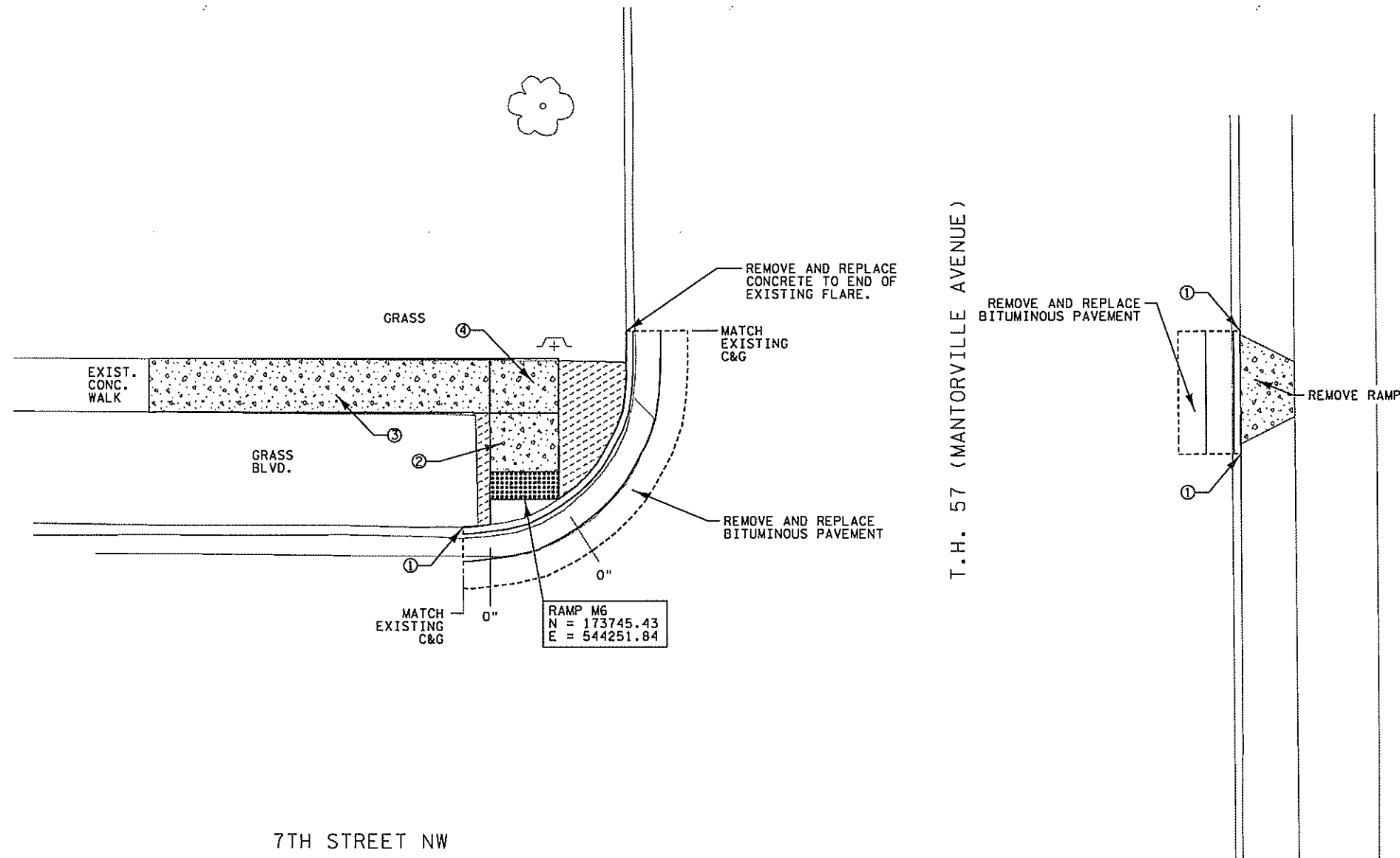
INTERSECTION M



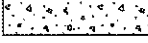



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SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: M:\DOT-IT\bwj\bi
PATH & FILENAME: F:\NIM2\1366 MnDOT Ped Ramps\roads\Cds\CP882674_cpl9.dgn



LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
-  INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

7TH STREET NW

T.H. 57 (MANTORVILLE AVENUE)

INTERSECTION M

DRAWN BY: NRA
 CHECKED BY: MHD

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Infrastructure Innovation and Ingenuity

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 ENGINEER *Michael D. [Signature]* LIC. NO. 43375

CONSTRUCTION PLANS
 STATE PROJ. NO. 8826-74 SHEET NO. 33 OF 47 SHEETS



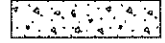

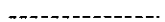
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SCALE IN FEET

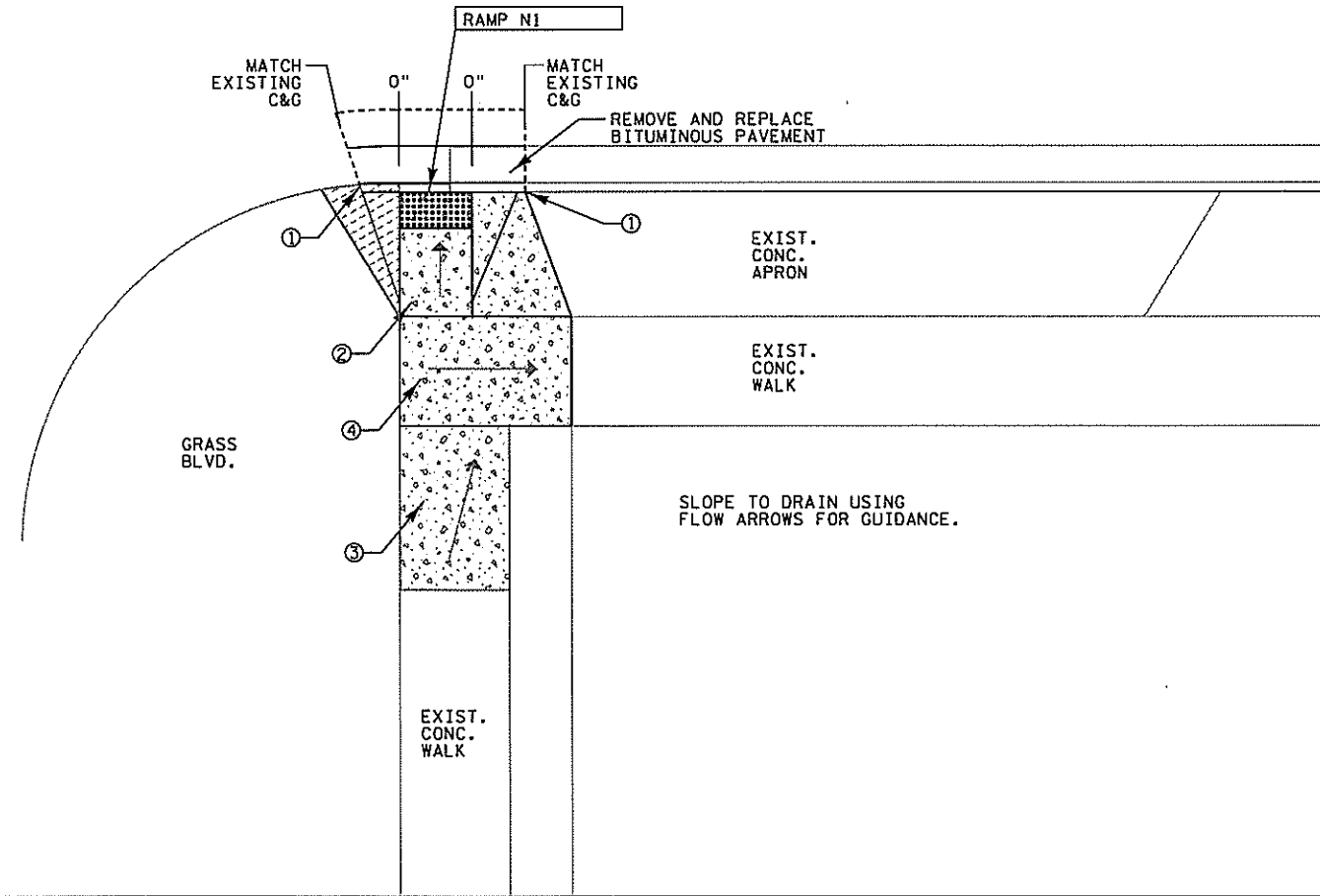
EAST MANTORVILLE DRIVE

T.H.H. 57 (MANTORVILLE AVENUE)

11TH ST NE

LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.



- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ⑤ EXISTING LANDING

INTERSECTION N

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 CHECKED BY: MHD

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 ENGINEER *Michael D. [Signature]* LIC. NO. 43375

CONSTRUCTION PLANS
 STATE PROJ. NO. 8826-74 SHEET NO. 34 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012

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SCALE IN FEET

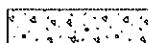
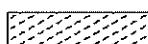

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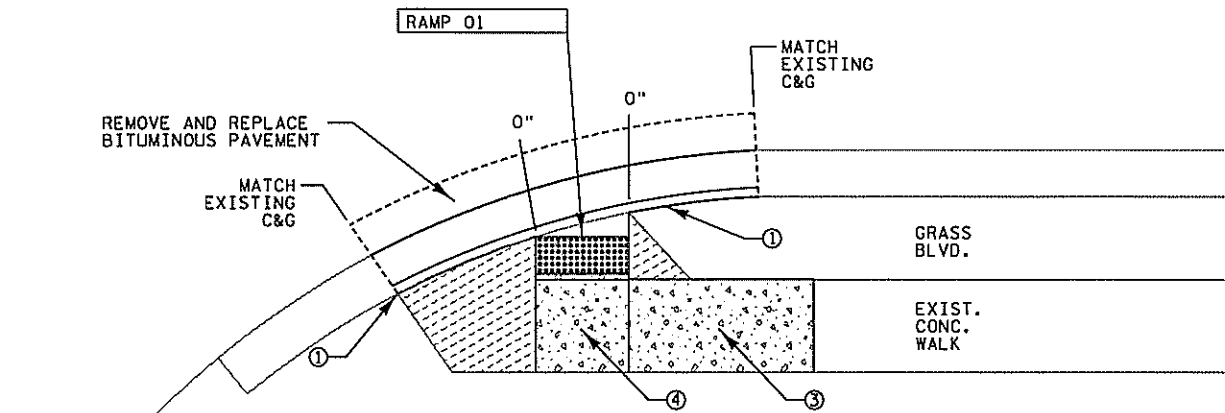
T.H. 57 (MANTORVILLE AVENUE)

16TH AVENUE NE

LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING



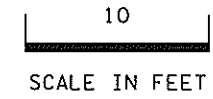
INTERSECTION 0

DRAWN BY: NRA
CHECKED BY: MHD

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Infrastructure Innovation and Ingenuity

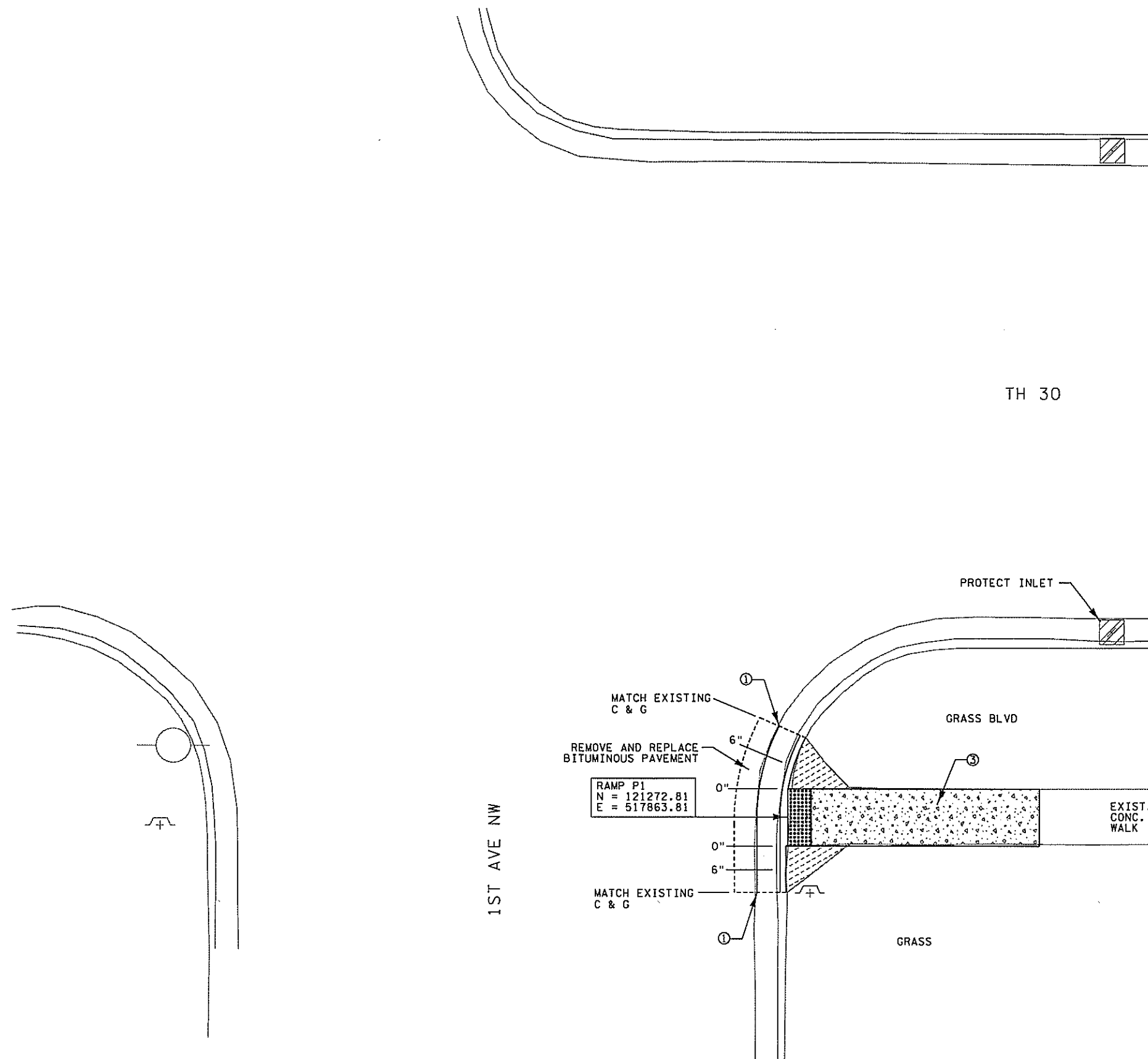
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ENGINEER *Michael D. [Signature]* LIC. NO. 45375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 35 OF 47 SHEETS

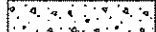
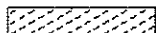




PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: M:\DOT\inf-bw\411 PATH & FILENAME: F:\BIM2\1366 M\DOT Ped Ramps\roads\Cds\CP882674_cp2.dgn



LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
-  INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION P

DRAWN BY: CJP
CHECKED BY: MHD



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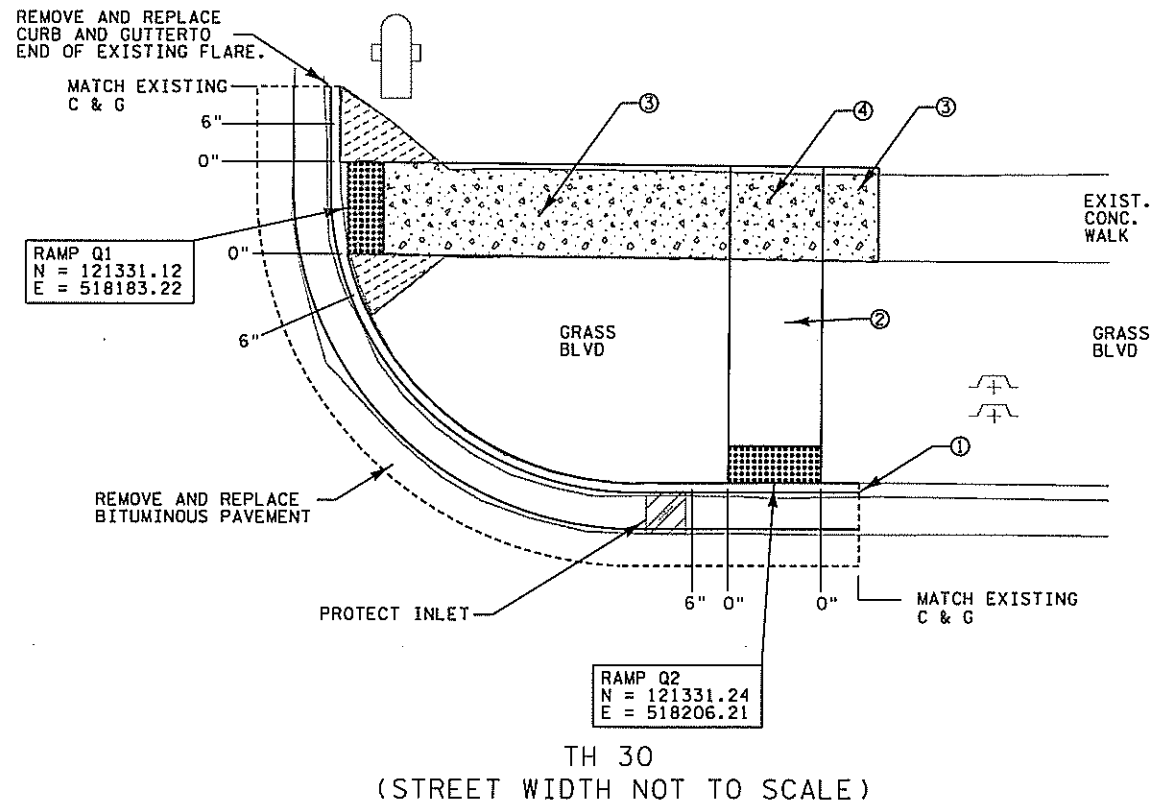
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER *Michael D'Agostino* LIC. NO. 43375

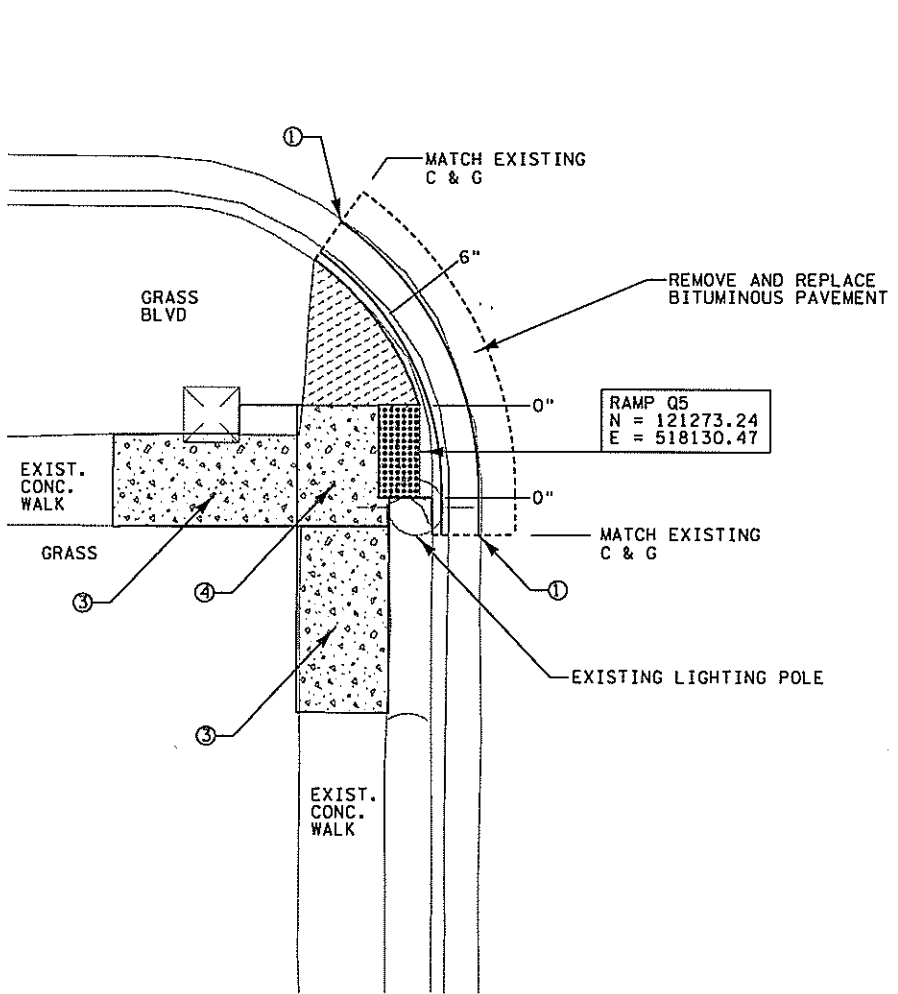
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 36 OF 47 SHEETS



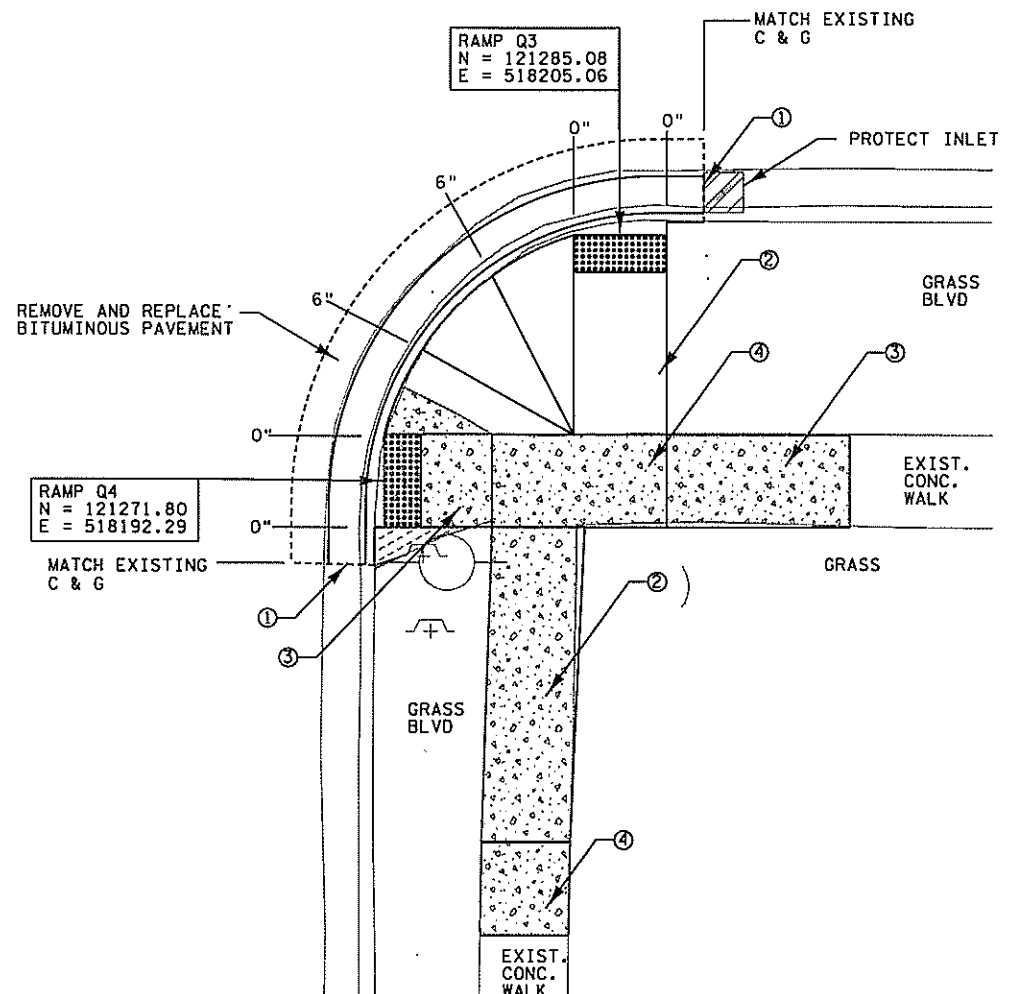
10
SCALE IN FEET



TH 30
(STREET WIDTH NOT TO SCALE)



CENTER AVE



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
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 - ⑤ EXISTING LANDING

INTERSECTION Q

DRAWN BY: CJP
CHECKED BY: MHD



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ENGINEER *Michael D. [Signature]* L.T.C. NO. 43375

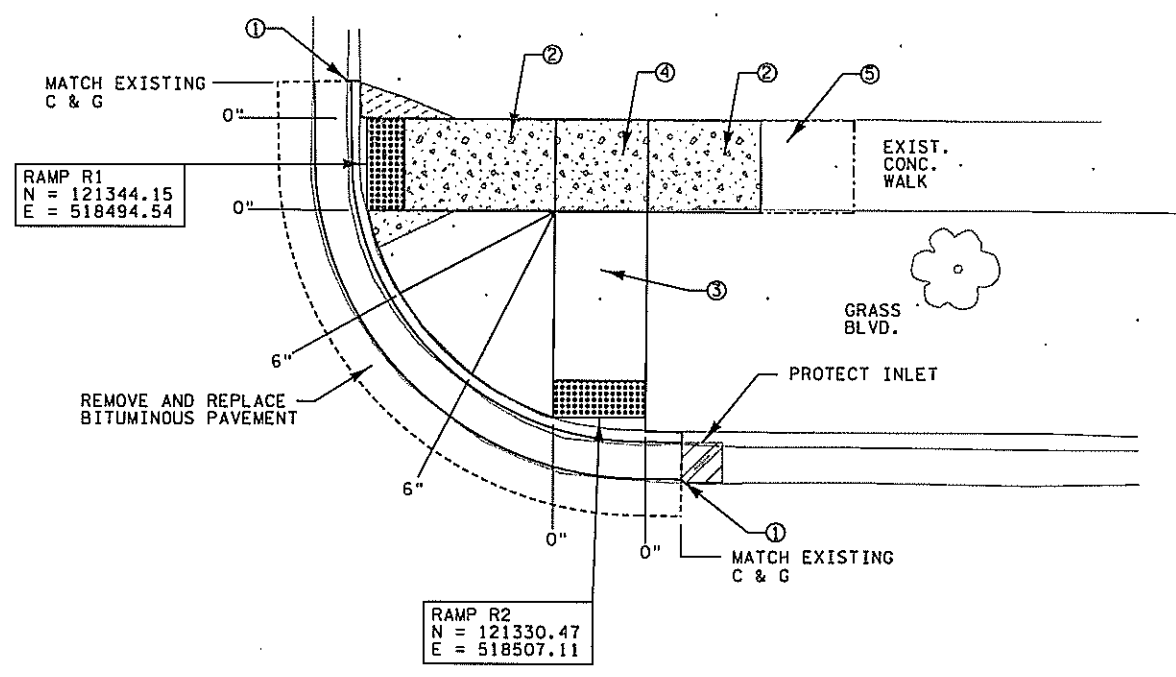
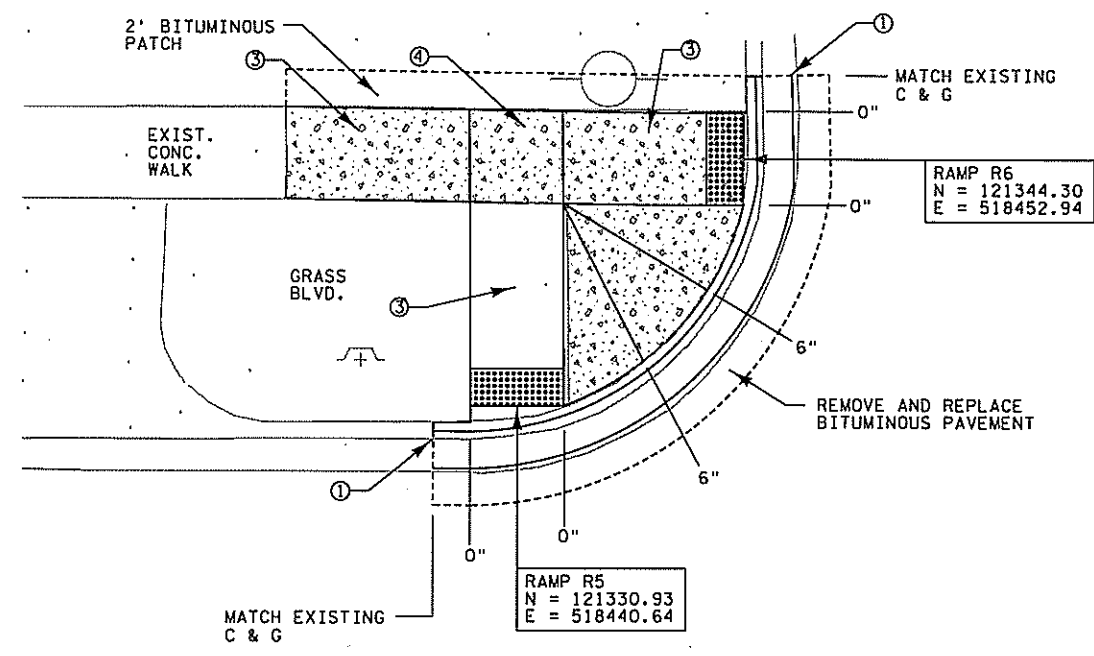
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 37 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012

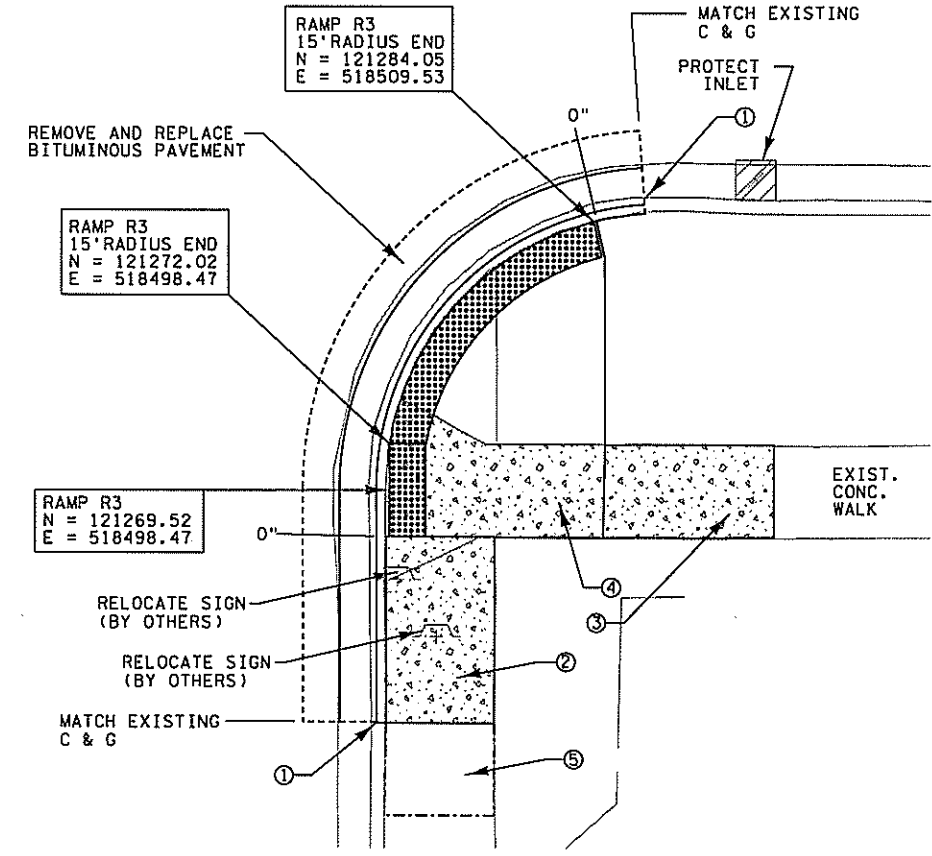
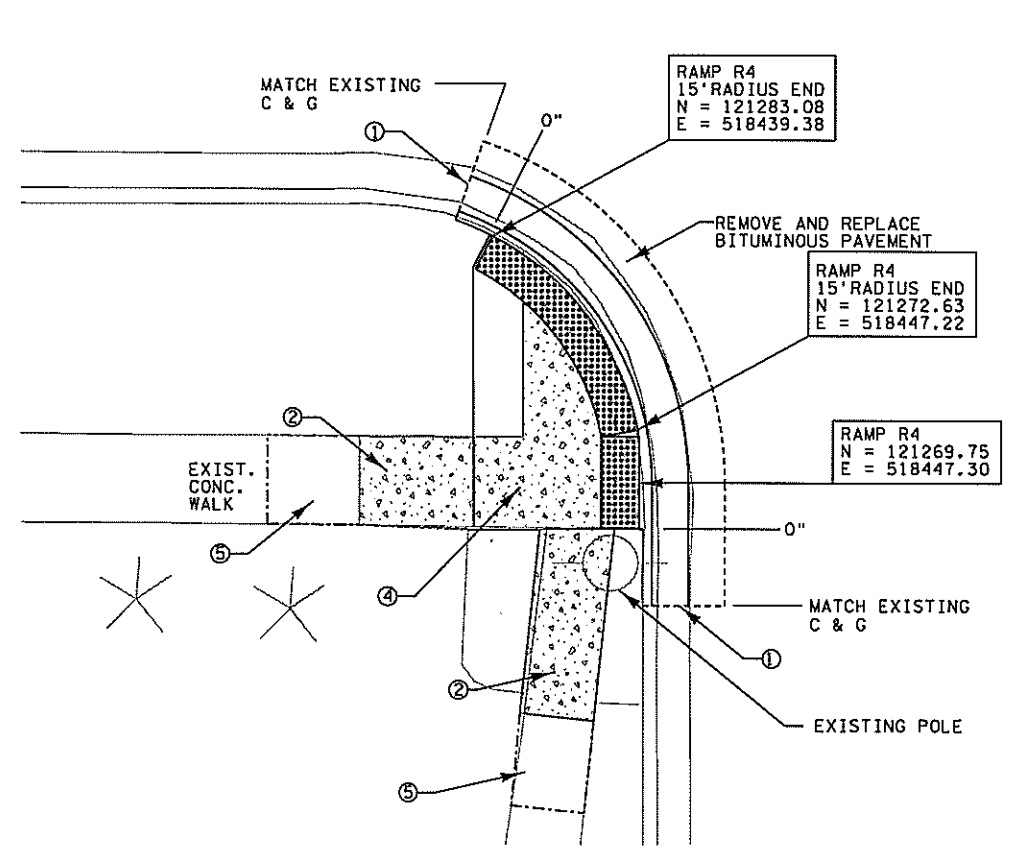
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10
SCALE IN FEET



TH 30
(STREET WIDTH NOT TO SCALE)



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

1ST AVE N.E.

DRAWN BY: CJP
CHECKED BY: MHD

BLOOM
COMPANIES, LLC
Infrastructure Innovation and Ingenuity

I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER *Michael D. [Signature]* LIC. NO. 43375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 38 OF 47 SHEETS

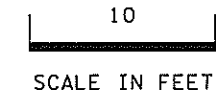
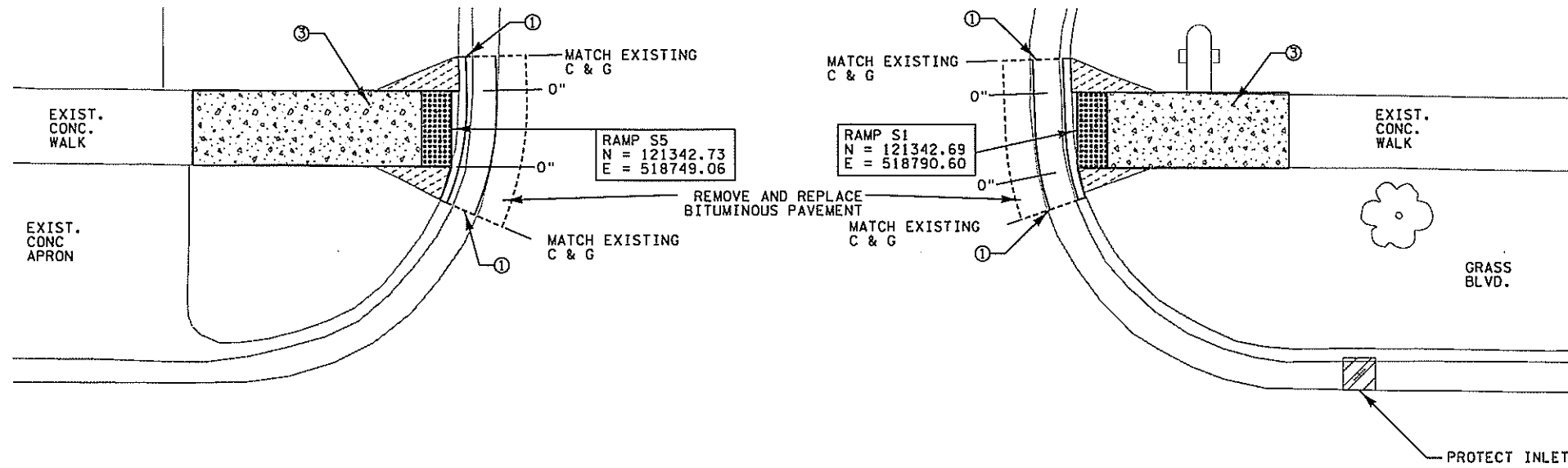
INTERSECTION R

PLOTTED/REVISED: 4/5/2012

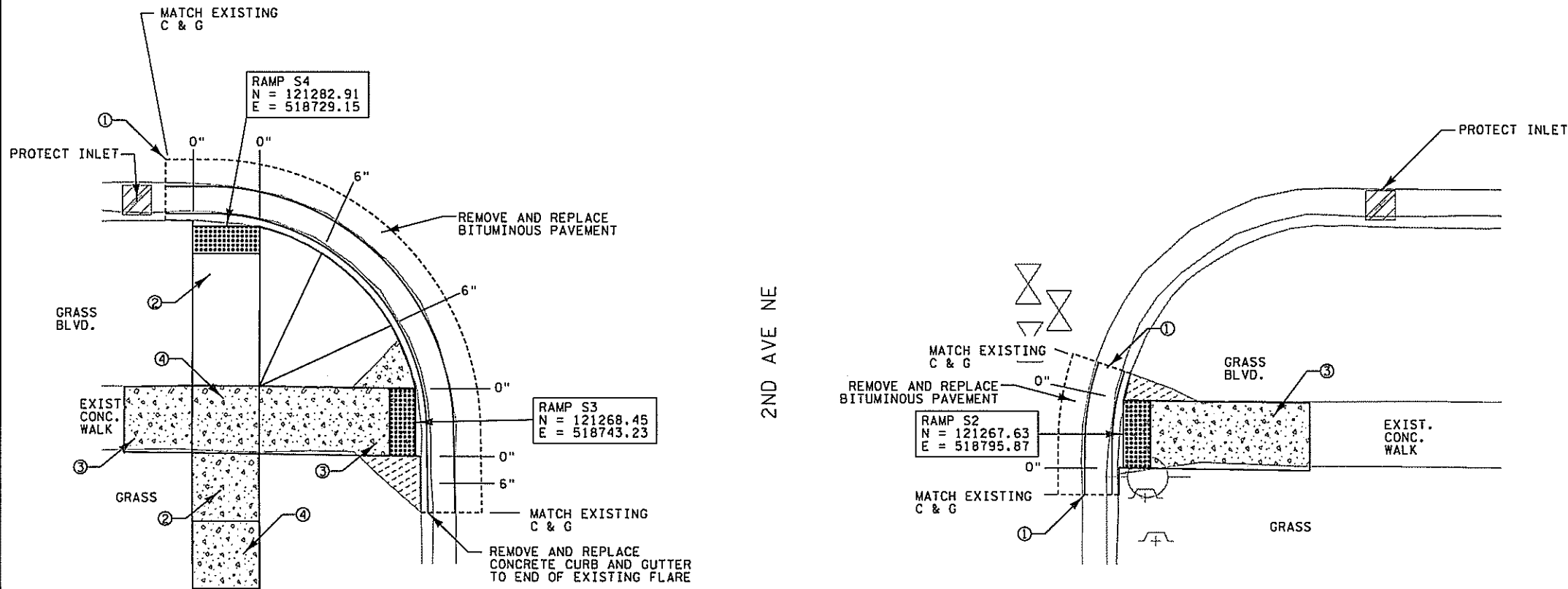
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PLOTTED/REVISED: 4/5/2012

IPILOT NAME: MnDOT-Inf-bw2bl
PATH & FILENAME: F:\BME2-1366 MnDOT Ped Ramps\roads\Cds\CP882674_cp25.dgn



TH 30



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
 - TEMPORARY WIDTH ORDER (T.W.O.) 100' EITHER SIDE OF E, 200' TOTAL.
 - REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.
 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

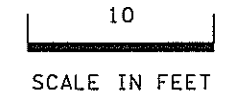
INTERSECTION S

DRAWN BY: CJP
CHECKED BY: MHD



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ENGINEER *Michael DeFina* LIC. NO. 43375

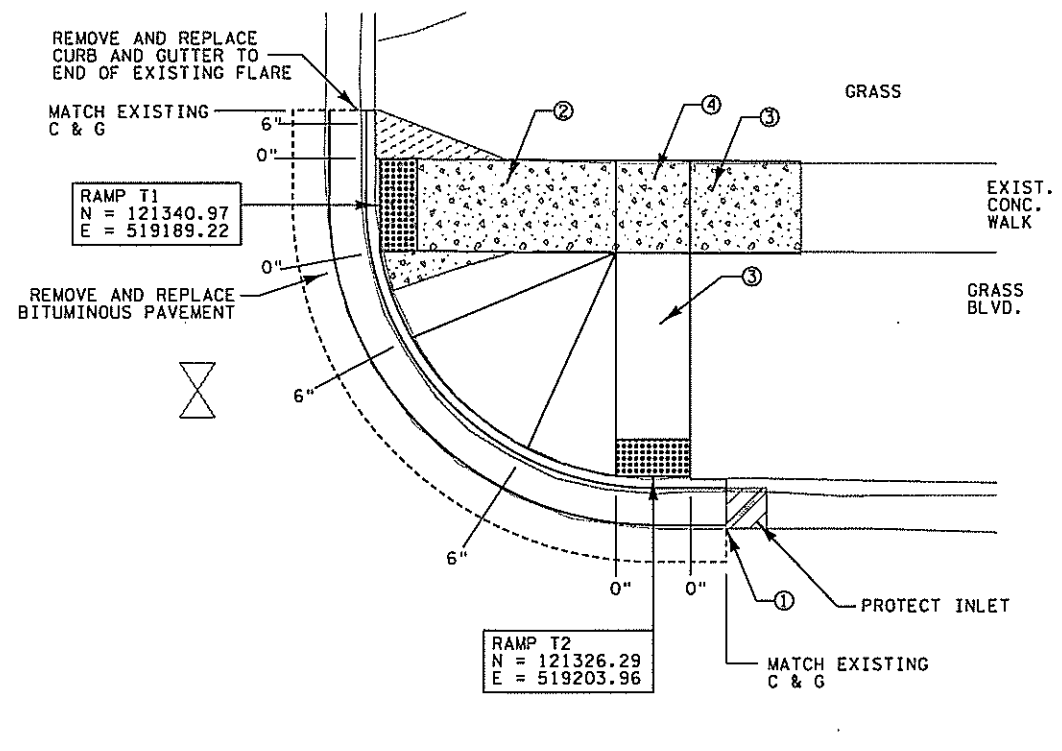
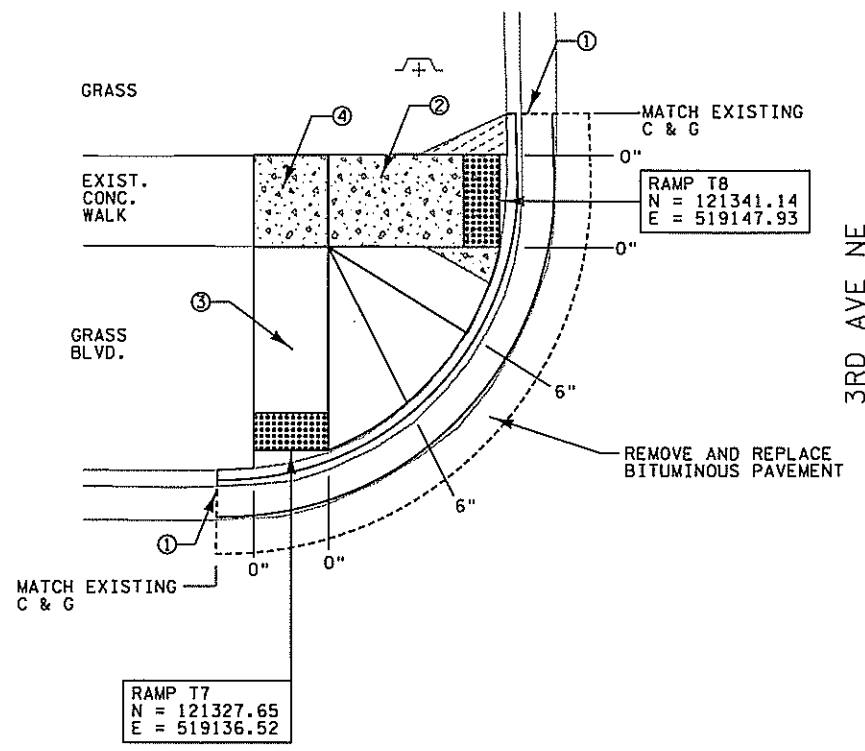
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 39 OF 47 SHEETS



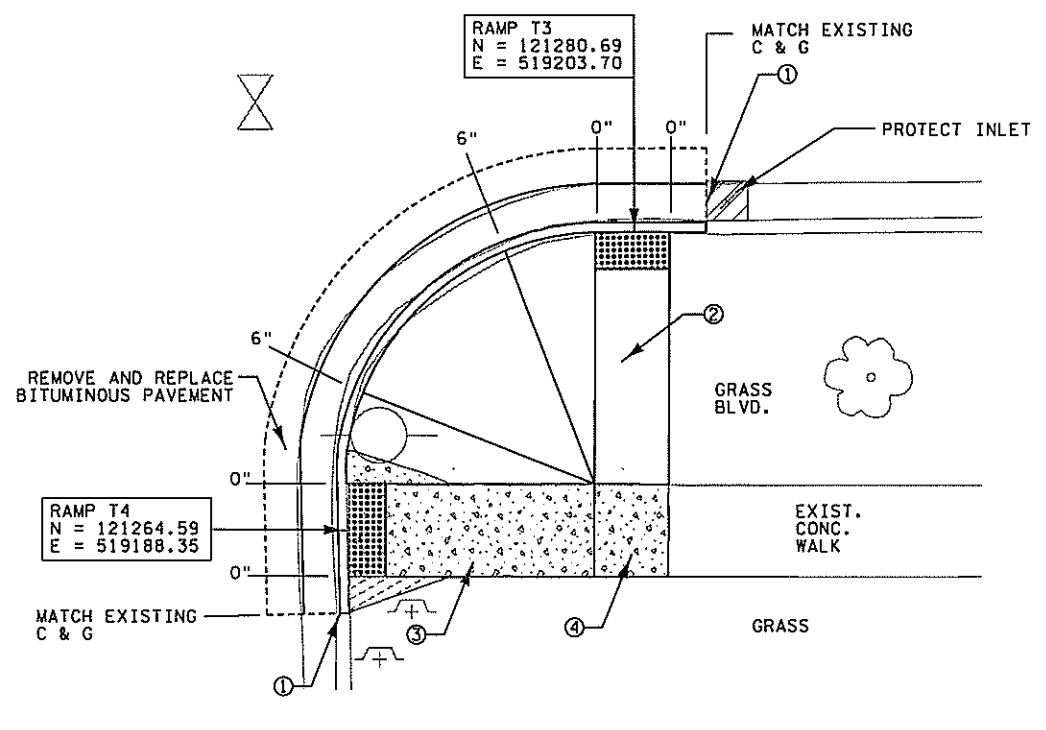
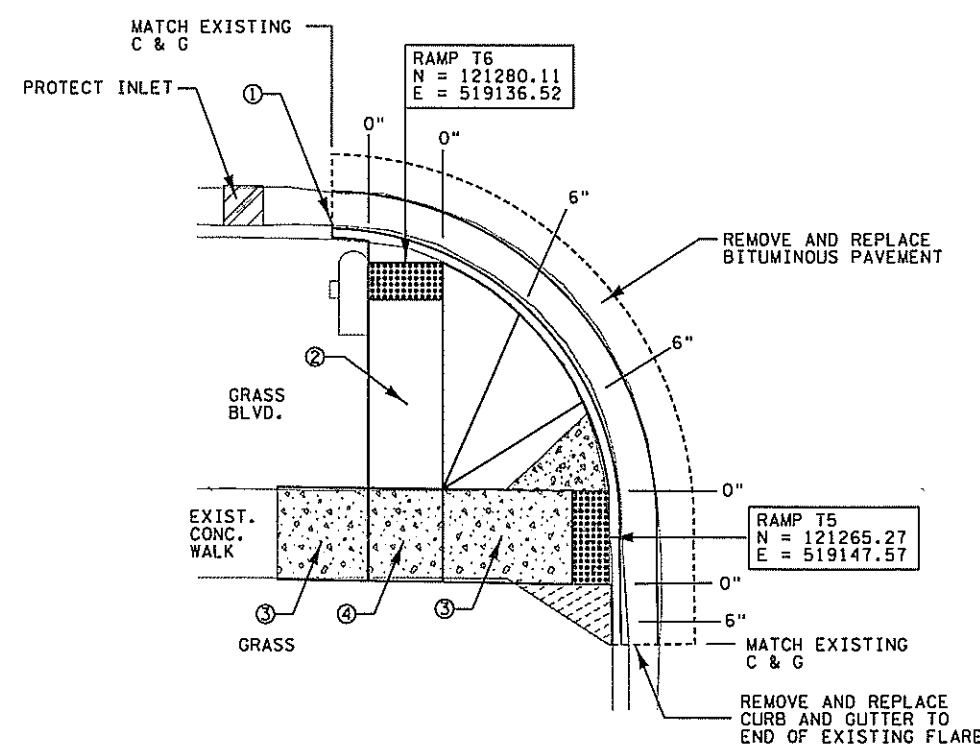
SCALE IN FEET

PLOTTED/REVISED: 4/5/2012

IPLOT NAME: MnDOT-hf-bw7bl
PATH & FILENAME: F:\BME2-1366 MnDOT Ped Ramps\roads\Cds\CP882674_cp26.dgn



TH 30



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
 - ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).
 - TEMPORARY WIDTH ORDER (T.W.O.) 100' EITHER SIDE OF C, 200' TOTAL.
 - REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.
 - ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

DRAWN BY: CJP
CHECKED BY: MHD

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COMPANIES, LLC
Infrastructure Innovation and Ingenuity

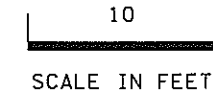
I HEREBY CERTIFY THAT THIS PLAN SHEET WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

ENGINEER *Michael D. [Signature]* L.I.C. NO. 43375

INTERSECTION T
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 40 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012

I/PLOT NAME: MndOT-Inf-bw31b1
PATH & FILENAME: F:\BME-1366 MndOT Ped Ramps\roads\Cds\CPBB2674_cp27.dgn



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

NOTES:

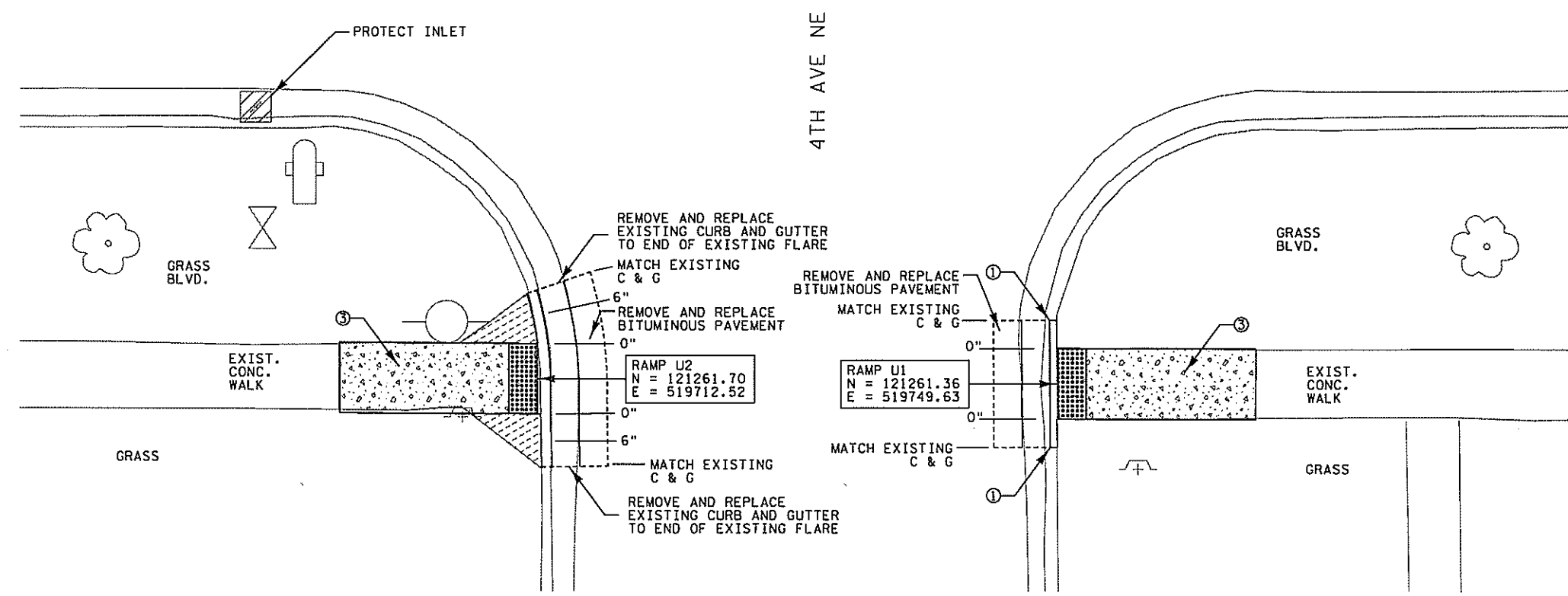
UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.

ALL PROPOSED FLARES ARE 2' UNLESS OTHERWISE NOTED IN THE PLANS. FLARES ARE 1:10 ADJACENT TO WALKABLE (PAVEMENT) AND 1:4 ADJACENT TO NON-WALKABLE (GRASS).

TEMPORARY WIDTH ORDER (T.W.O.) 100' EITHER SIDE OF C, 200' TOTAL.

REMOVE AND REPLACE SIDEWALK TO NEAREST EXISTING JOINT.

- ① REMOVE AND REPLACE EXISTING CURB & GUTTER.
- ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
- ③ RAMP - MAXIMUM SLOPE 5%
- ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
- ⑤ EXISTING LANDING



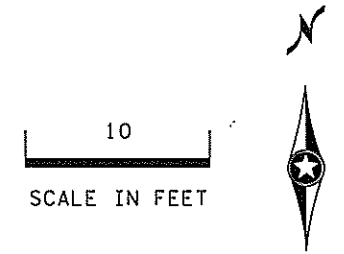
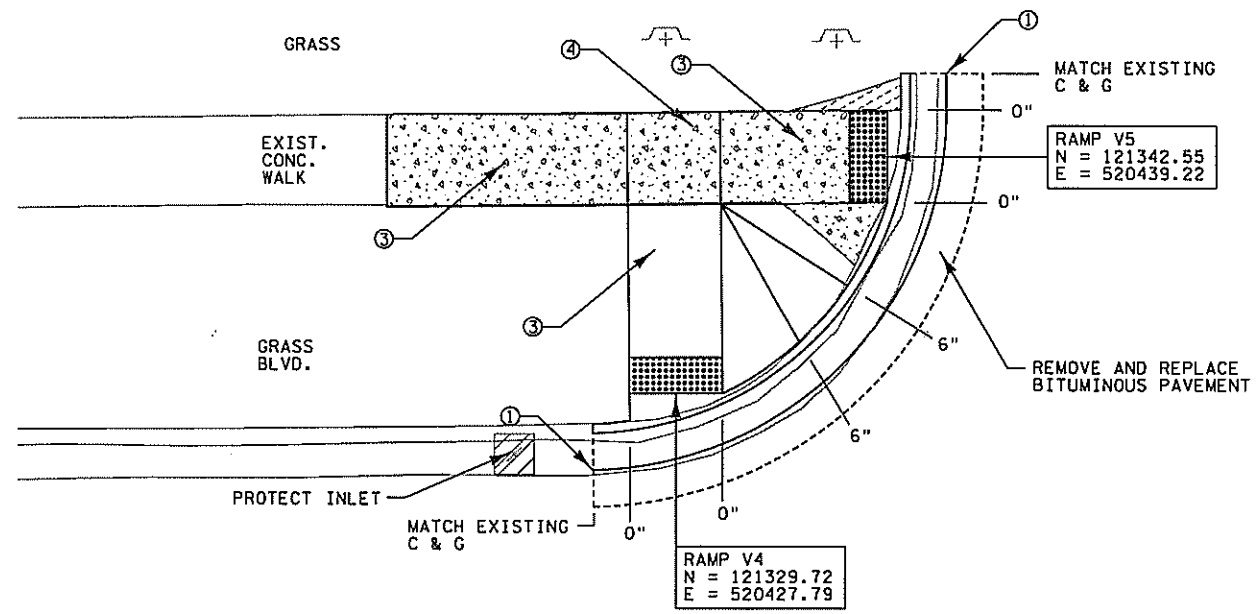
INTERSECTION U

DRAWN BY: CJP
CHECKED BY: MHD

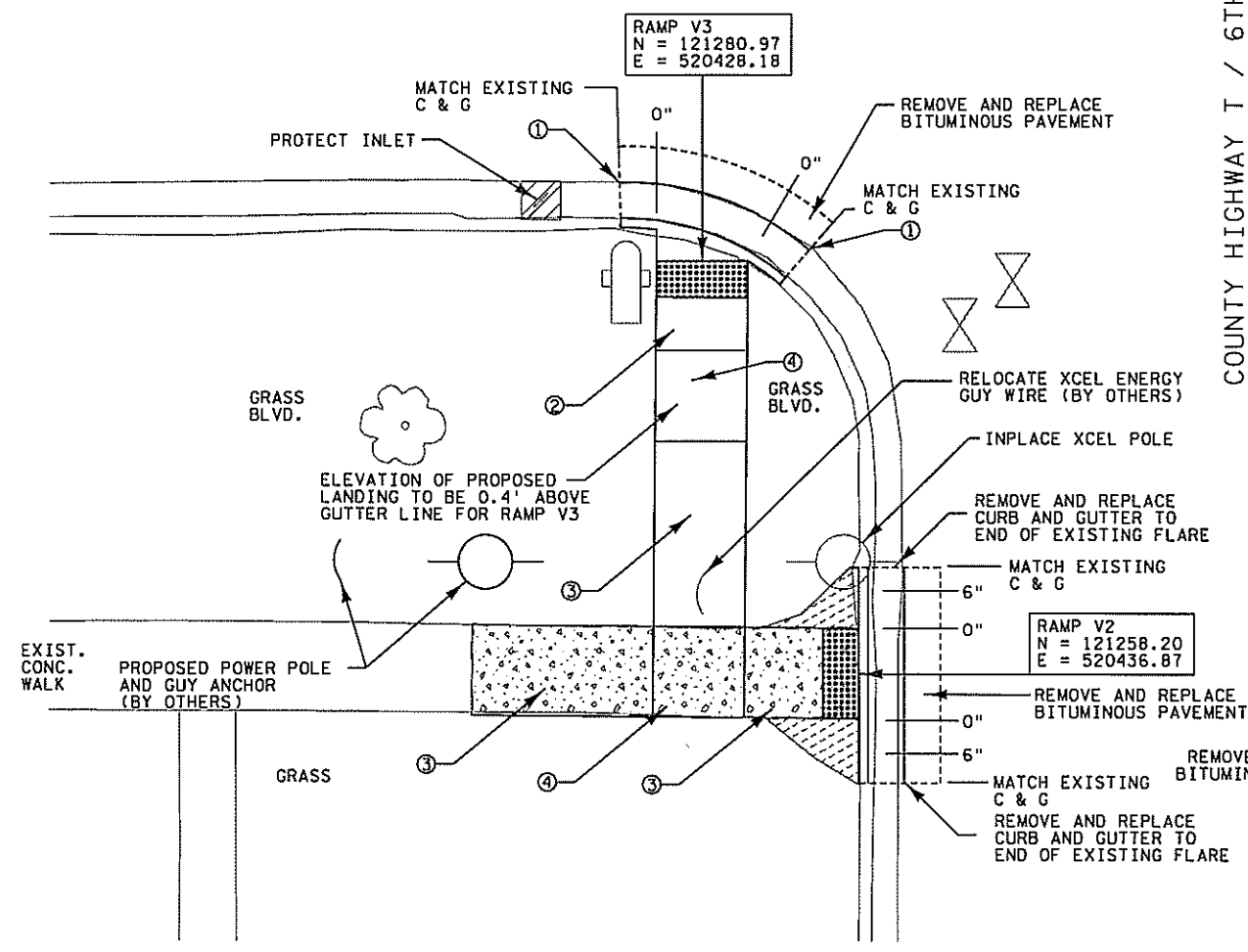
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Infrastructure Innovation and Ingenuity

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ENGINEER *Michael D. [Signature]* LIC. NO. 43375

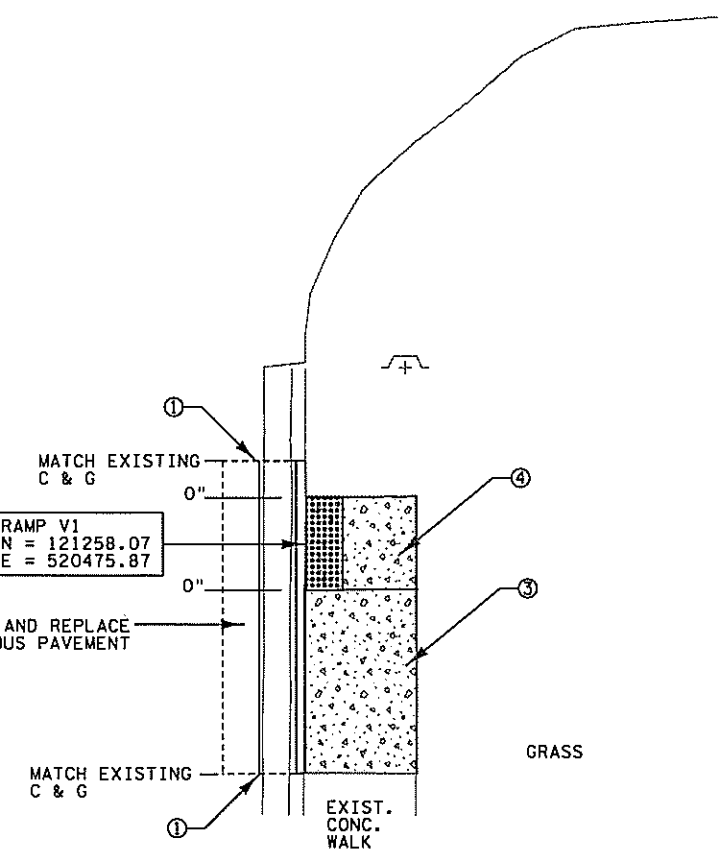
CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 41 OF 47 SHEETS



TH 30
STREET WIDTH IS NOT TO SCALE



COUNTY HIGHWAY T / 6TH AVE N.E.



LEGEND:

- SIDEWALK REMOVAL
- SIDEWALK REMOVAL, REPLACE WITH TURF
- SAWCUT
- INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
 - ③ RAMP - MAXIMUM SLOPE 5%
 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION V

DRAWN BY: CJP
 CHECKED BY: MHD

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 Infrastructure Innovation and Ingenuity

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 ENGINEER *Michael D. Dent* LIC. NO. 43375

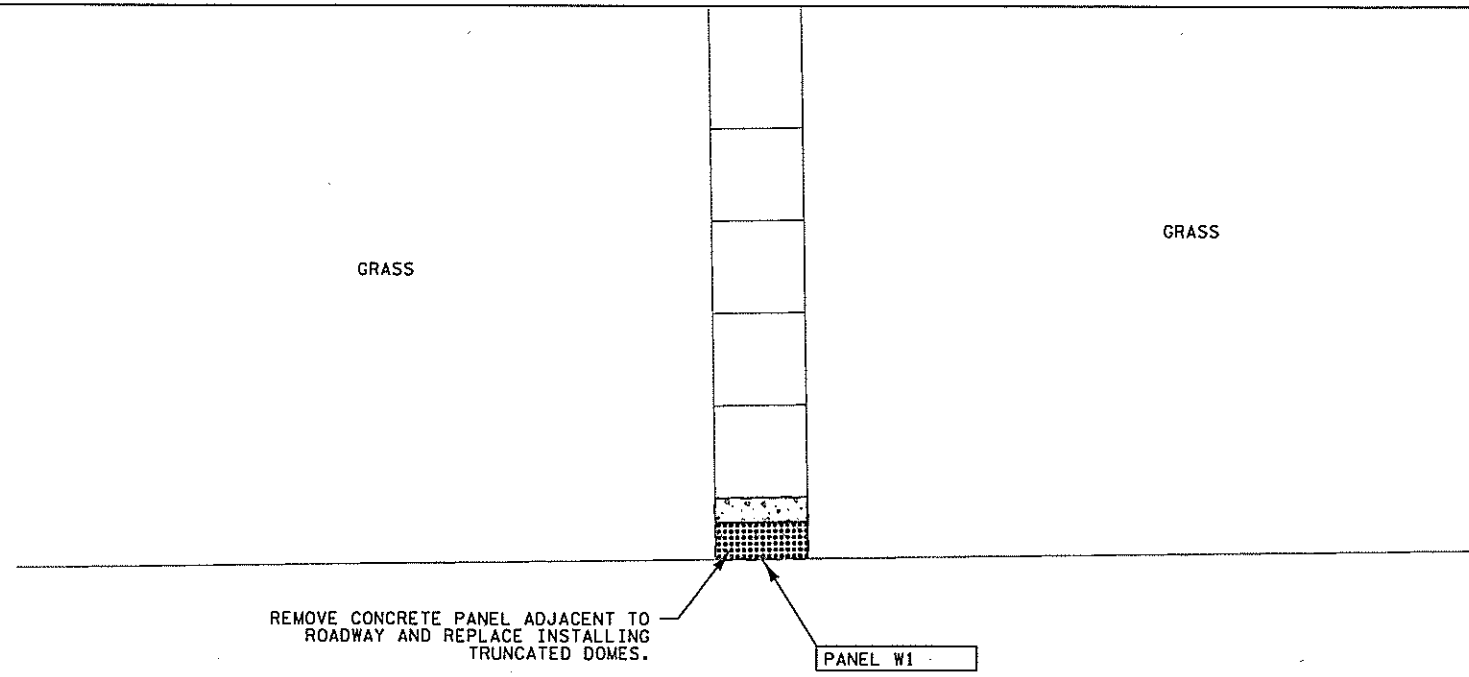
CONSTRUCTION PLANS
 STATE PROJ. NO. 8826-74 SHEET NO. 42 OF 47 SHEETS

PLOTTED/REVISED: 4/5/2012

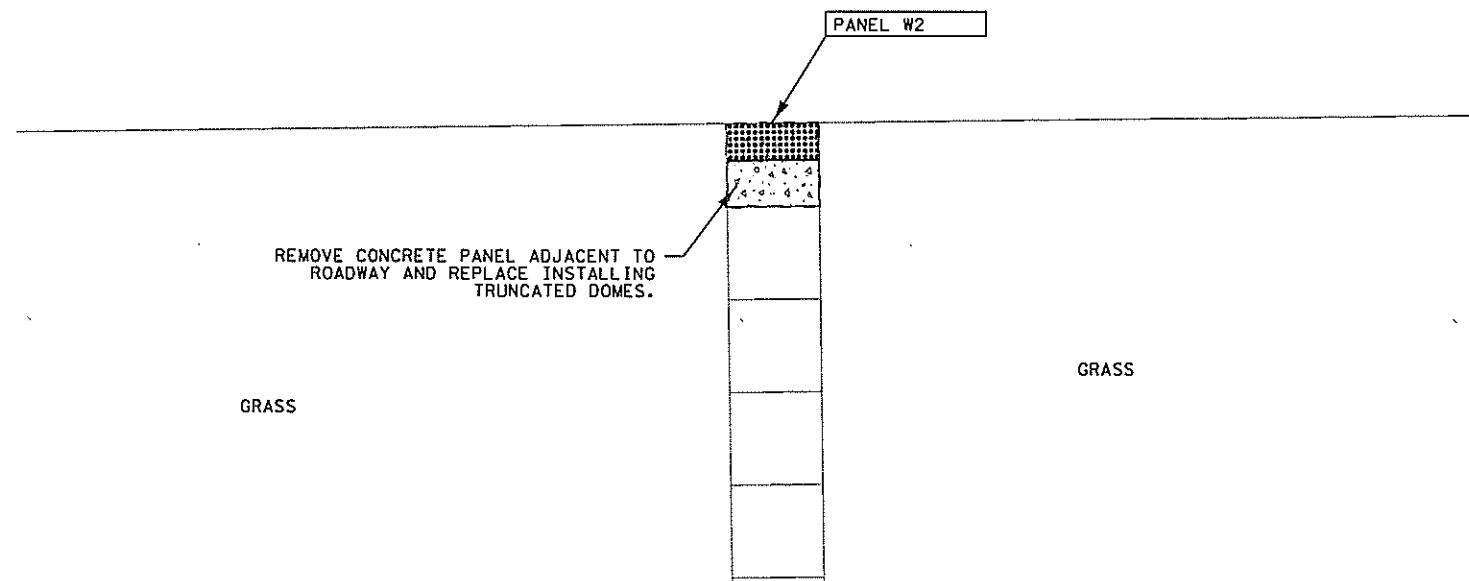
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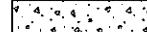
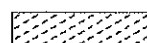


10
SCALE IN FEET



T.H. 251



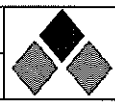
LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
-  " INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
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 - ② RAMP - MAXIMUM SLOPE LESS THAN 8.3%
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 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION W

DRAWN BY: NRA
CHECKED BY: MHD



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COMPANIES, LLC
Infrastructure Innovation and Ingenuity

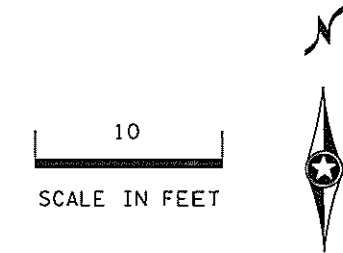
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ENGINEER *Michael D. [Signature]* LIC. NO. 43375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 43 OF 47 SHEETS

PLOTTED/REVISED: 3/14/2012

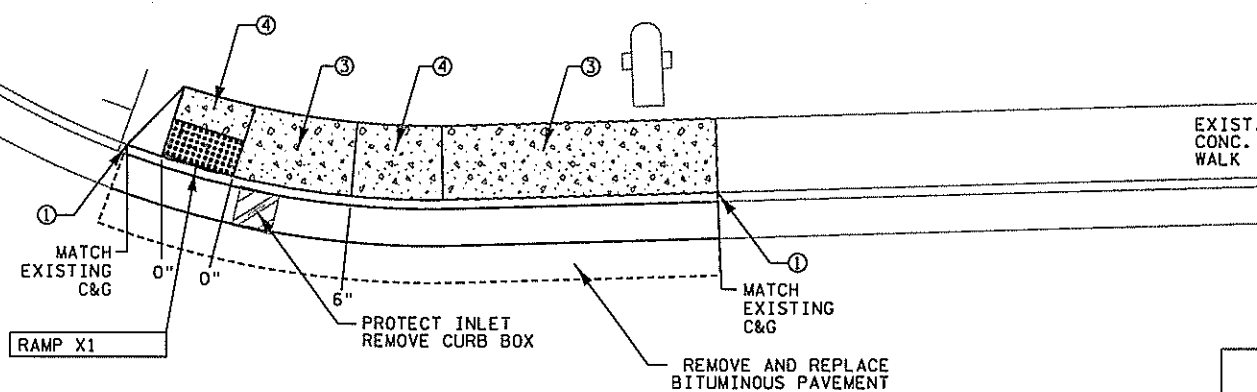
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PLOTTED/REVISED: 4/5/2012

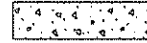


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PATH & FILENAME: F:\BME2-1366 M\DOT Ped Ramps\roads\Cds\CP882674.ep30.dgn

T.H. 65



W MAIN STREET

LEGEND:

-  SIDEWALK REMOVAL
-  SIDEWALK REMOVAL, REPLACE WITH TURF
-  SAWCUT
- X" INDICATES CURB HEIGHT AT BACK OF CURB.

- NOTES:**
- UNLESS NOTED, COORDINATES SHOWN ON THE PLAN INDICATE CENTER BOTTOM OF PEDESTRIAN RAMP AT THE BACK OF CURB. USE POINTS FOR PLACEMENT OF NEW RAMPS.
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 - ④ LANDING - MAXIMUM SLOPE 2% IN ALL DIRECTIONS
 - ⑤ EXISTING LANDING

INTERSECTION X

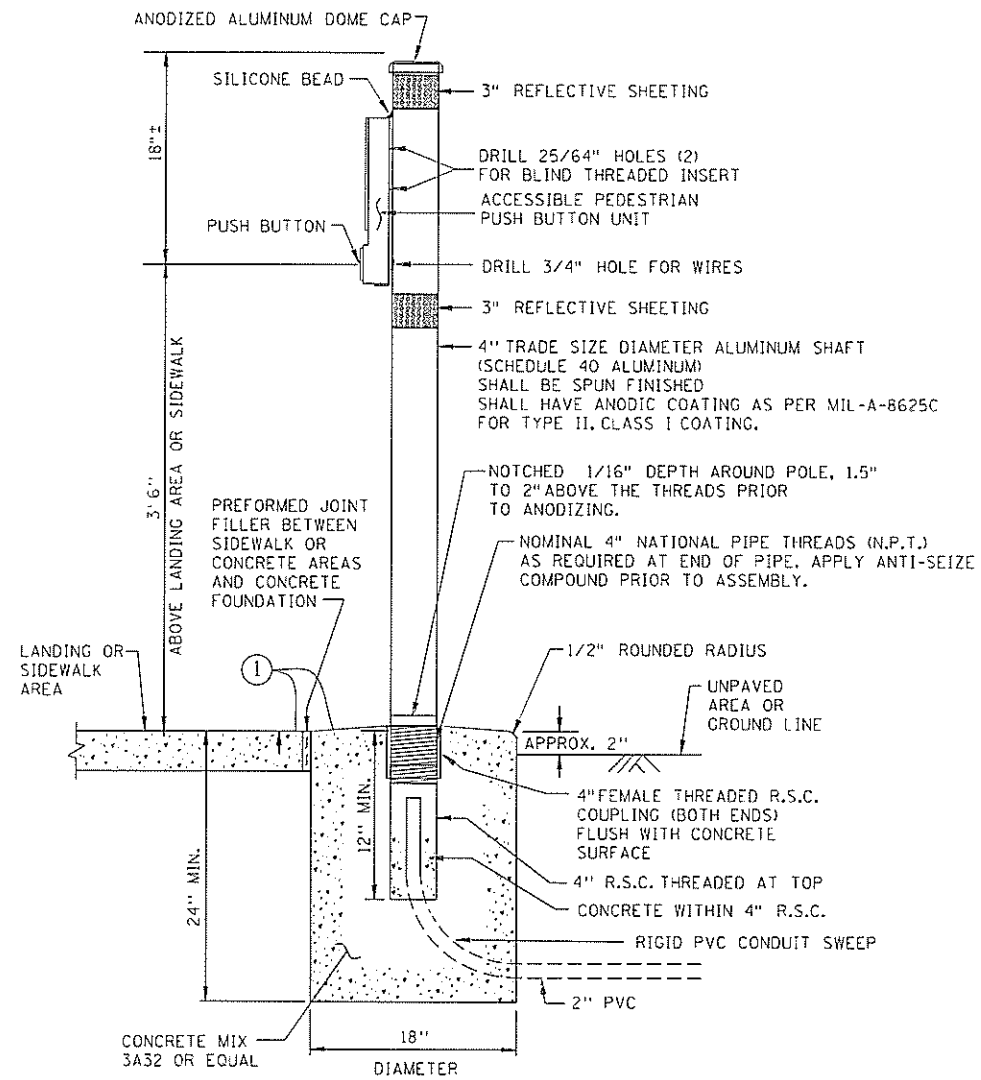
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CHECKED BY: MHD

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COMPANIES, LLC
Infrastructure Innovation and Ingenuity

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ENGINEER *Michael D. Dent* LIC. NO. 43375

CONSTRUCTION PLANS
STATE PROJ. NO. 8826-74 SHEET NO. 44 OF 47 SHEETS

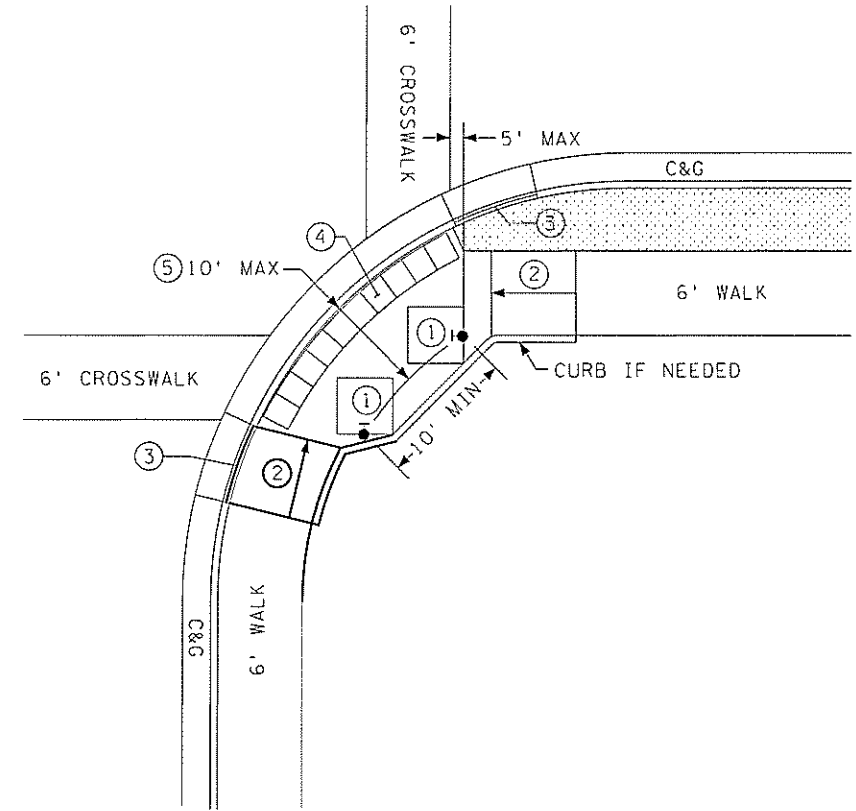
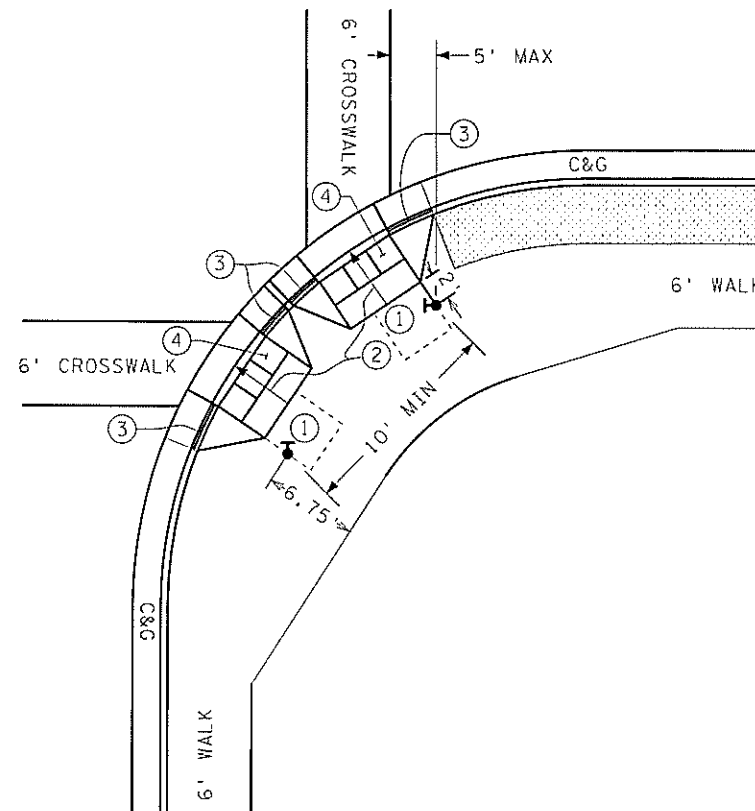
PEDESTRIAN PUSH BUTTON STATION



① THE CONCRETE FOUNDATION SHALL BE CAST INPLACE AND CONSTRUCTED FLUSH WITH THE SURROUNDING SIDEWALK.

GUIDELINES FOR LOCATING APS PUSH BUTTONS:

- THIS IS A GENERAL DETAIL INTENDED TO SHOW THE REQUIREMENTS OF APS PUSH BUTTON LOCATION. FOR PROJECT SPECIFIC DETAILS REGARDING PEDESTRIAN RAMP LAYOUT, SEE THE PEDESTRIAN CURB RAMP AND SIDEWALK DETAILS.
- BUTTONS SHALL BE WITHIN 5' OF THE OUTSIDE EDGE OF THE CROSSWALK.
- THE FACE OF THE BUTTON SHALL BE PARALLEL WITH THE CROSSWALK.
- A MIN. 4'X4' LANDING AREA SHALL BE PROVIDED ADJACENT TO EACH BUTTON.
- BUTTONS SHALL BE WITHIN 10' OF THE BACK OF CURB OR EDGE OF ROADWAY.
- BUTTONS SHALL BE AT LEAST 10' APART.



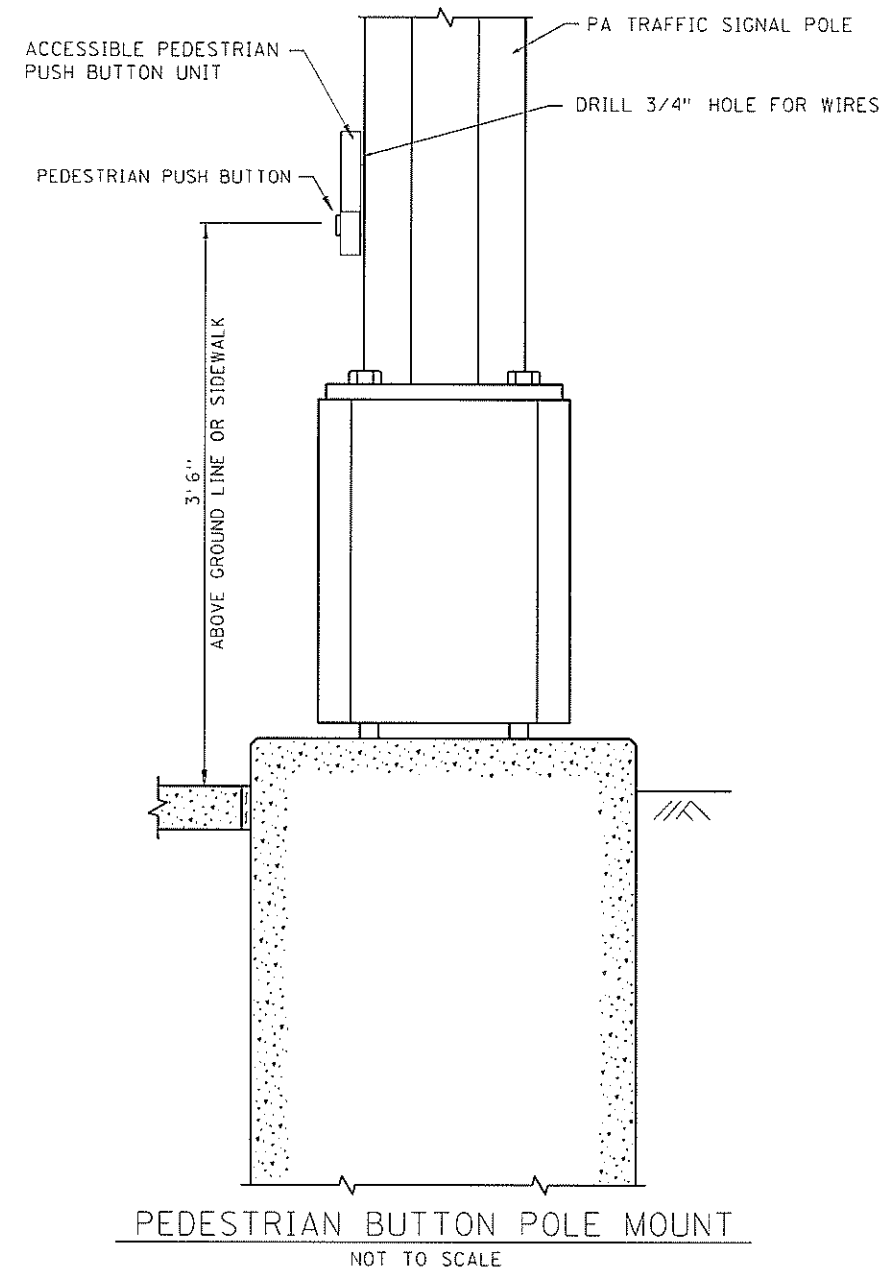
- ① 4'X4' MINIMUM LANDING AREA ADJACENT TO PUSH BUTTON. (2% SLOPE MAX.)
- ② RAMP - SLOPE (5% PREFERRED 8% MAX).
- ③ CURB TAPER SECTION AT 1:10 (10%) (HEIGHT OF CURB IS TAPERED TO 0").
- ④ DETECTABLE WARNING SURFACE (TRUNCATED DOMES) - RADIUS SECTIONS WHERE SPECIFIED.
- ⑤ DISTANCE FROM THE BACK OF CURB TO PUSH BUTTON STATION.

TYPICAL APS PEDESTRIAN PUSH BUTTON LOCATION

CERTIFIED BY: Thomas E. Miles LIC. NO. 41685 DATE 08-MAR-2012
 LICENSED PROFESSIONAL ENGINEER - THOMAS E. MILES

PEDESTRIAN PUSH BUTTON STATION MOUNTING NOTES

- PLACEMENT AND ORIENTATION OF THE PUSH BUTTON STATION IS CRITICAL. MOUNT THE BUTTON SO THAT THE FACE IS PARALLEL WITH THE ASSOCIATED CROSSWALK. SCREW IN POST TO A TIGHTENED POSITION BEFORE MOUNTING ACCESSIBLE PEDESTRIAN PUSH BUTTON UNIT TO THE POST.
- BLIND THREADED INSERTS (RIVET NUT) MUST BE INSERTED USING MANUFACTURERS SPECIFIC INSTALLATION TOOL. NO OTHER METHOD OF INSTALLATION IS ACCEPTABLE.
- BLIND THREADED INSERTS SHALL BE ZINC PLATED STEEL WITH 1/4 - 20 UNC THREADS. INSERT SHALL BE SUITABLE FOR USE ON A MOUNTING SURFACE WALL THICKNESS OF .337". APPROVED BLIND THREADED INSERTS CAN BE FOUND ON THE MN/DOT QUALIFIED PRODUCTS LIST.
- MOUNTING BOLTS SHALL BE 1/4 - 20 STAINLESS STEEL. APPLY BRUSH ON ANTI SEIZE COMPOUND TO BOLTS PRIOR TO ASSEMBLY.
- APPLY A BEAD OF 100% SILICONE SEALANT ALONG THE TOP OF THE PUSH BUTTON UNIT WHERE IT COMES IN CONTACT WITH THE 4" POST.
- THE REFLECTIVE SHEETING SHALL BE WHITE AT INTERSECTION CORNERS AND SHALL BE YELLOW WHEN USED IN CENTER MEDIANS. SEE MN/DOT SIGNING QUALIFIED PRODUCTS LIST (OPL) FOR APPROVED TUBE DELINEATOR SHEETING.
- ANTI-SEIZE COMPOUND MUST BE USED ON THE MOUNTING BOLTS WHEN THE PEDESTRIAN SIGN IS MOUNTED.

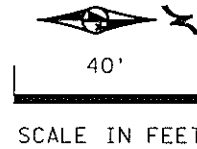


CERTIFIED BY : Thomas E. Miles LIC. NO. 41685 DATE 08-MAR-2012
 LICENSED PROFESSIONAL ENGINEER - THOMAS E. MILES

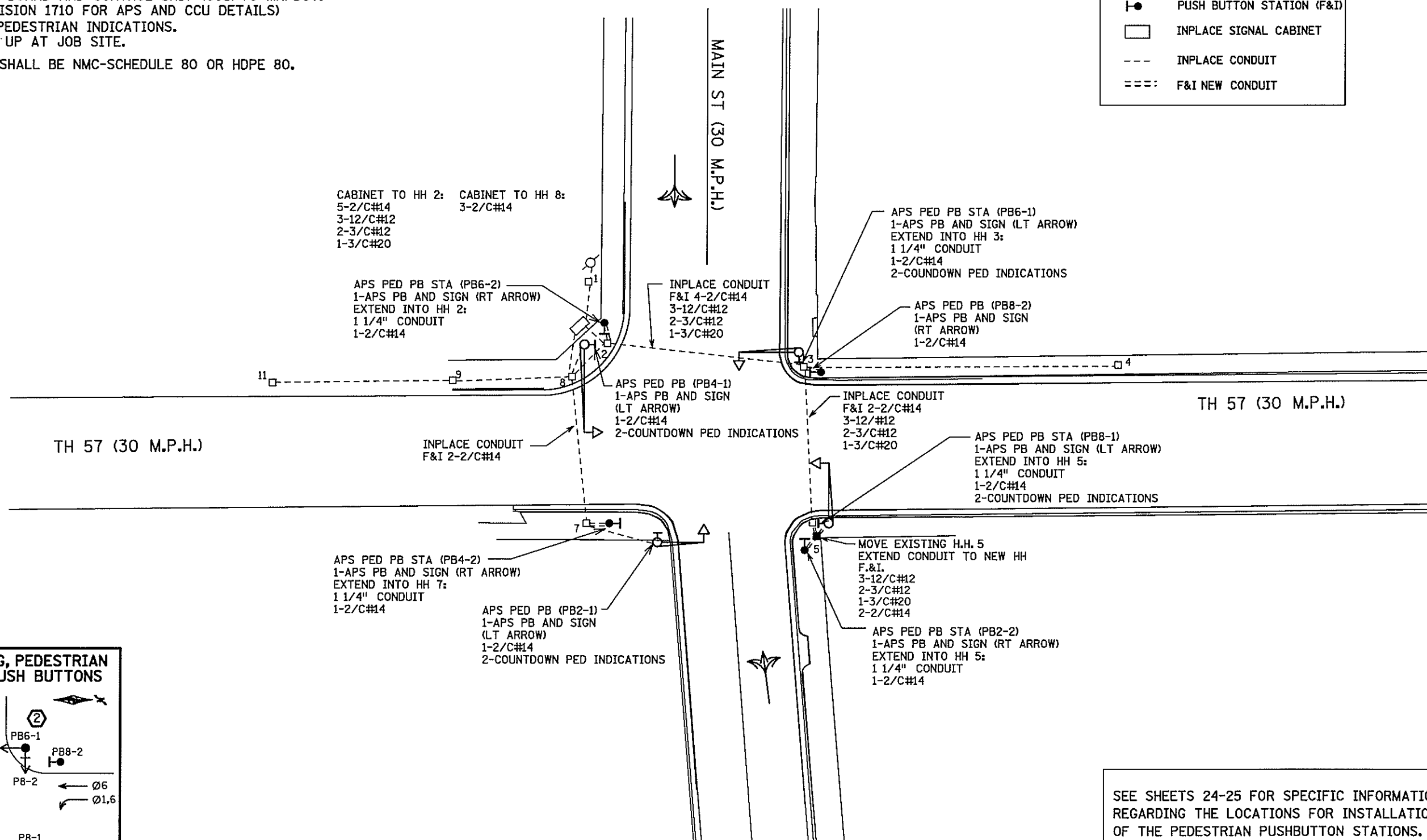
PEDESTRIAN PUSH BUTTON DETAILS
 STATE PROJ. NO. 8826-74 SHEET NO. 46 OF 47 SHEETS

NOTES:

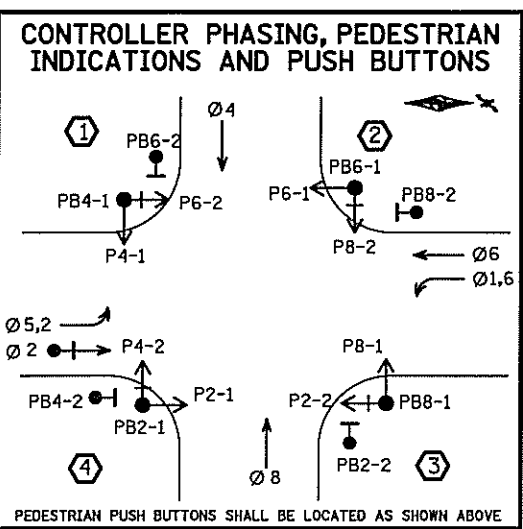
1. SALVAGE INPLACE PUSH BUTTONS. MN/DOT WILL PICK UP AT JOB SITE.
2. PULL NEW 2/C#14 FOR APS PUSH BUTTONS.
3. NEW SIGNAL WIRING SHALL BE CONTINUOUS WITHOUT SPLICES FROM INPLACE SIGNAL CABINET TO PEDESTRIAN PUSH BUTTONS.
4. FURNISH INTERFACE BOARD AND CONTROL UNIT (CCU) TO MN/DOT. (SEE SPECIAL PROVISION 1710 FOR APS AND CCU DETAILS)
5. SALVAGE INPLACE PEDESTRIAN INDICATIONS. MN/DOT WILL PICK UP AT JOB SITE.
6. ALL NEW CONDUIT SHALL BE NMC-SCHEDULE 80 OR HDPE 80.



LEGEND:	
□	INPLACE HANDHOLE
●	PUSH BUTTON STATION (F&I)
□	INPLACE SIGNAL CABINET
---	INPLACE CONDUIT
---	F&I NEW CONDUIT



SEE SHEETS 24-25 FOR SPECIFIC INFORMATION REGARDING THE LOCATIONS FOR INSTALLATION OF THE PEDESTRIAN PUSHBUTTON STATIONS.



DISTRICT #: INSERT DISTRICT NAME HERE
 PLOT NAME: signallayout
 PATH & FILENAME: IP_PWP-d\33987\signallayout.dgn
 PLOTTED/REVISED: 05-APR-2012

CERTIFIED BY : *Thomas E. Miles* LIC. NO. 41685 DATE 05-APR-2012
 LICENSED PROFESSIONAL ENGINEER - THOMAS E. MILES

SIGNAL LAYOUT
 STATE PROJ. NO. 8826-74 SHEET NO. 47 OF 47 SHEETS