EXISTING

- RIGHT OF WAY
- PERMANENT EASEMENT
- PROPERTY LINE
- HORIZONTAL CONTROL POINT
- BENCHMARK
- SURVEY MARKER
- SOIL BORING
- SANITARY SEWER AND MANHOLE
- FORCE MAIN AND LIFT STATION
- SANITARY SEWER SERVICE & CLEANOUT
- WATER MAIN, HYDRANT, VALVE AND MANHOLE
- WATER SERVICE AND CURB STOP BOX
- STORM SEWER, MANHOLE AND CATCH BASIN
- CULVERT AND APRON ENDWALL
- GAS MAIN, VALVE, VENT AND METER
- HANDHOLE
- BURIED FIBER OPTIC CABLE AND MANHOLE
- BURIED PHONE CABLE, PEDESTAL AND MANHOLE
- BURIED TV CABLE, PEDESTAL AND MANHOLE
- BURIED ELECTRIC CABLE, PEDESTAL, MANHOLE, TRANSFORMER AND METER
- OVERHEAD WIRE, POLE AND GUY WIRE
- LIGHT POLE
- TRAFFIC SIGNAL
- STREET NAME SIGN
- SIGN (NON STREET NAME)
- RAILROAD TRACKS
- DECIDUOUS AND CONIFEROUS TREE
- BUSH / SHRUB AND STUMP
- EDGE OF WOODED AREA
- WETLAND
- BUILDING
- FENCE (UNIDENTIFIED)
- BARBED WIRE FENCE
- CHAIN LINK FENCE
- ELECTRIC WIRE FENCE
- WOOD FENCE
- WOVEN WIRE FENCE
- PLATE BEAM GUARDRAIL
- CABLE GUARDRAIL
- POST / BOLLARD
- RETAINING WALL

PROPOSED

- STREET CENTERLINE
- RIGHT-OF-WAY
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- CONSTRUCTION LIMITS
- SANITARY SEWER, BULKHEAD AND MANHOLE
- FORCE MAIN
- SANITARY SERVICE AND CLEANOUT
- WATER MAIN, TEE, HYDRANT, BULKHEAD AND VALVE
- WATER VALVE MANHOLE, REDUCER, BEND AND CROSS
- WATER SERVICE AND CURB STOP BOX
- STORM SEWER, MANHOLE AND CATCH BASIN
- CULVERT AND APRON ENDWALL
- DRAIN TILE
- DITCH / SWALE
- RIPRAP
- STREET NAME SIGN
- SIGN (NON STREET NAME)
- RETAINING WALL

90% PLANS

CITY OF NORTHFIELD, MINNESOTA

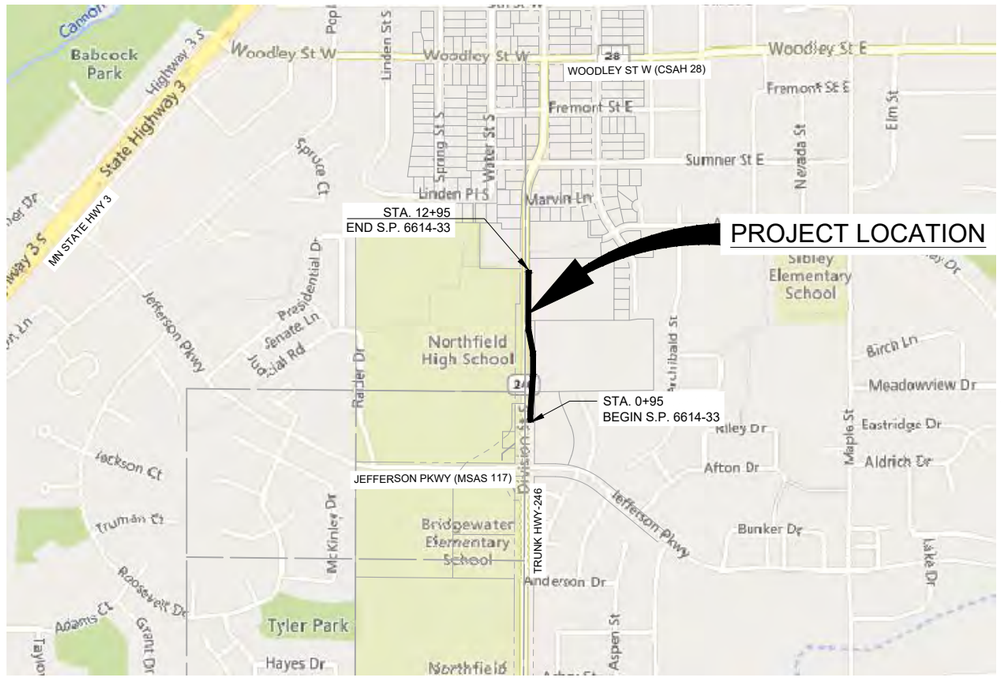
CONSTRUCTION PLANS FOR

GRADING, TRAIL PAVING, STORM SEWER & RETAINING WALL

TRUNK HIGHWAY 246 TRAIL

CITY PROJECT NO. STRT2024-A79

SP 6614-33



N

N.T.S.

PROJECT LOCATION

CITY OF NORTHFIELD, RICE COUNTY

RANGE: 19
TOWNSHIP: 111
SECTION: 6

NOTE:
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22 ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."

THE CONTRACTOR SHALL CALL THE ONE CALL SYSTEM AT 811 BEFORE COMMENCING EXCAVATION.

811 Know what's below. Call before you dig.

GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN EXCEPT AS MODIFIED BY THE SPECIFICATIONS FOR THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

INDEX

THIS PLAN CONTAINS 42 SHEETS.

DESIGN DESIGNATION

STOPPING SIGHT DISTANCE BASED ON:
3.5' HEIGHT OF EYE — 2' HEIGHT OF OBJECT

STREET NAME
SP 6614-33

GROSS LENGTH	1200 FEET 0.227 MILES
NET LENGTH	1200 FEET 0.227 MILES
DESIGN SPEED	20 M.P.H.

LOCAL AGENCY SIGNATURE:

APPROVED: CITY ENGINEER OF NORTHFIELD — DATE

STATE APPROVALS:

DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY — DATE

APPROVED FOR STATE AID FUNDING
STATE AID ENGINEER — DATE

NORTHFIELD, MINNESOTA

SEH
PHONE: 952.912.2600
10650 RED CIRCLE DRIVE,
SUITE 500
MINNETONKA, MN 55343
www.sehinc.com

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

WILLIAM BAUER, PE
Signature

Date: XX-XX-XX Lic. No. 55680

PROJECT NO. 176070

1 of 42

SP 6614-33

Save: 4/23/2024 4:28 PM nbonanno Plot: 4/26/2024 11:58 AM X:\KO\NINFIELL\176070\5-final-dsgn\51-drawings\10-Civil\cad\dwg\sheetNF176070_TL.dwg

PLACEHOLDER FOR STATEMENT
OF ESTIMATED QUANTITIES

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date
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Rev.#	Revision Issue Description	Date
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SEH

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90% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

STATEMENT OF ESTIMATED QUANTITIES

SP 6614-33

GENERAL GRADING AND DRAINAGE NOTES:

1. WORKING HOURS SHALL COMPLY WITH THE CITY OF NORTHFIELD ORDINANCE OF 7 A.M. TO 7 P.M., MONDAY THROUGH FRIDAY. WORKING ON SATURDAYS WILL BE PERMITTED WITH PERMISSION FROM THE ENGINEER. CONTRACTOR MUST PROVIDE 48 HOUR NOTICE TO THE ENGINEER OF THEIR INTENT TO WORK ON SATURDAY. UNLESS WRITTEN AUTHORIZATION IS GRANTED BY THE CITY OF NORTHFIELD, THE START-UP OF MACHINERY SHALL NOT OCCUR OUTSIDE THIS TIME FRAME. NO WORK WILL BE ALLOWED ON SUNDAYS OR HOLIDAYS.
2. (P) DENOTES A PLAN QUANTITY ITEM.
3. THE CONTRACTOR SHALL CALL THE GOPHER STATE ONE CALL SYSTEM AT 811 BEFORE COMMENCING EXCAVATION.
4. THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHICAL FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN. THE CONTRACTOR SHALL GIVE 48 HOURS NOTICE TO THE OWNERS OF ALL KNOWN UTILITIES BEFORE STARTING ANY OPERATIONS AFFECTING THOSE PROPERTIES, OR BEGINNING EXCAVATION IN THE VICINITY OF THOSE PROPERTIES.
5. SOME UTILITY COMPANIES MAY RELOCATE THEIR FACILITIES CONCURRENTLY WITH THE CONSTRUCTION OPERATIONS UNDER THIS CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES AND SCHEDULE RELOCATION.
6. CONTRACTOR TO CONTACT UTILITY COMPANIES AND COORDINATE RELOCATION OF UTILITIES AS REQUIRED.
7. BACKFILLING OF CURBS WITH ON-SITE MATERIAL IS INCIDENTAL.
8. ANY USE OF SHORING, OR OTHER METHODS OR MEANS OF CONSTRUCTION NECESSARY TO COMPLETE CONSTRUCTION WITHIN THE CONSTRUCTION LIMITS OR SLOPE EASEMENTS SHOWN WILL BE CONSIDERED INCIDENTAL, AND NO DIRECT COMPENSATION WILL BE MADE THEREOF.
9. ALL USES OF THE WORD "INCIDENTAL" IN THESE CONSTRUCTION DOCUMENTS SHALL BE CONSTRUED TO MEAN INCIDENTAL WORK FOR WHICH NO DIRECT COMPENSATION WILL BE MADE.
10. TRAFFIC CONTROL SHALL COMPLY WITH MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
11. THE CONTRACTOR SHALL COORDINATE UTILITY AND TRAIL WORK WITHIN THE PROJECT LIMITS. CONTRACTOR SHALL PROVIDE ACCESS TO ALL PROPERTIES UNLESS ALTERNATE PROVISIONS ARE MADE WITH THE PROPERTY OWNER.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DISPOSE OF DEBRIS OFF-SITE THAT EXISTS WITHIN THE CONSTRUCTION AREAS.
13. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
14. PROTECT ALL FACILITIES (INCLUDING PRIVATE UTILITIES) NOT DESIGNATED FOR REMOVAL.
15. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
16. SAWCUT BITUMINOUS AND CONCRETE AS DIRECTED BY THE ENGINEER PRIOR TO REMOVAL. THE CONTRACTOR SHALL SAWCUT PAVEMENT, CURB AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED SAW. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR SO AS NOT TO DAMAGE THE REMAINING MATERIALS DIRECTLY ADJACENT TO THE MATERIALS TO BE REMOVED. ANY DAMAGE TO THE EXISTING MATERIAL RESULTING FROM THE MATERIAL REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
17. CONSTRUCT ALL RADII AS PER PLANS. ALL RADII SHOWN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED. ALL ELEVATIONS SHOWN ARE AT FLOWLINE UNLESS OTHERWISE NOTED.
18. COMPACTION OF TRAIL AGGREGATE BASE SHALL BE ACCOMPLISHED BY THE "DYNAMIC CONE PENETRATION (DCP) METHOD".

BASIS OF ESTIMATED QUANTITIES	
WEARING COURSE MIXTURE	113#/SQ YD/INCH
SEED MIX 35-241	36.5#/ACRE
SEED MIX 25-131	220#/ACRE

GENERAL EROSION CONTROL NOTES:

1. ALL PERMITEES, CONTRACTORS, AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PLAN AND THE STATE OF MINNESOTA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES PHASE II) PERMIT AND BECOME FAMILIAR WITH THEIR CONTENTS AND IS RESPONSIBLE TO COMPLY WITH ALL REQUIREMENTS STATED WITHIN.
2. THE BMPS' SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES, THE PERMITEE/ CONTRACTOR SHALL PROVIDE ADDITIONAL BMP'S TO MEET APPLICABLE REQUIREMENTS.
3. ALL WORK AND MATERIALS SHALL BE CONSTRUCTED ACCORDING TO THE APPROVED PLANS AND SWPPP. ANY DEVIATION FROM THE APPROVED PLANS SHALL REQUIRE WRITTEN APPROVAL FROM THE OWNER.
4. CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL EROSION CONTROL MEASURES AS SHOWN ON THESE PLANS AND SPECIFICATION, AND SHALL IMPLEMENT ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY, OR AS DIRECTED BY ENGINEER, IN ORDER TO PROTECT ADJACENT PROPERTY.

PROJECT CONTROL NOTES:

1. ALL COORDINATES ARE RICE COUNTY COORDINATE SYSTEM.
2. HORIZONTAL COORDINATES ARE BASED ON GEODETIC POSITION NAD 83 (1986).
3. VERTICAL ELEVATIONS ARE BASED ON NAVD (1988).

SUITABLE MATERIALS

SUITABLE MATERIALS SHALL BE ALL GRANULAR SOILS ENCOUNTERED ON THE PROJECT NOT DEFINED AS BEING UNSUITABLE BY THE ENGINEER.

UNSUITABLE MATERIALS

UNSUITABLE MATERIALS ARE ALL MATERIALS DETERMINED BY THE ENGINEER AS BEING UNSUITABLE FOR GRANULAR BORROW OR STRUCTURAL BACKFILL FOR TRAIL OR ROAD CONSTRUCTION.

PROVIDE FOR THE REMOVAL & DISPOSAL, OUTSIDE THE CONSTRUCTION ZONE, OF ANY INPLACE SURFACING OR OTHER STRUCTURES THAT WOULD INTERFERE WITH CONSTRUCTION. ALL SUCH MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR & SHALL EITHER BE RECYCLED TO THE EXTENT ALLOWED OR DISPOSED OF OFFSITE IN ACCORDANCE WITH SPECIFICATION 2104.3D. PROVIDE FOR SAWCUTTING AS DEEMED NECESSARY BY THE ENGINEER.

EXCESS GRADING MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND IMMEDIATELY HAULED OFFSITE FOR DISPOSAL.

TOPSOIL STRIPPING WILL BE CONSIDERED "COMMON EXCAVATION".

IN FILL SECTIONS, TOPSOIL AND OTHER UNSUITABLE MATERIALS SHALL BE ELIMINATED FROM THE "GRADING GRADE" BENEATH THE TRAIL.

THE FOLLOWING STANDARD PLATES APPROVED BY THE DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION SHALL APPLY ON THIS PROJECT:

STANDARD PLATES	
7038A	DETECTABLE WARNING SURFACE TRUNCATED DOMES
3000L	REINFORCED CONCRETE PIPE
3006G	GASKET JOINT FOR RC PIPE
3007E	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3100G	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
3113D	RIPRAP AT RCP OUTLETS
4101D	RING CASTING FOR MANHOLE OR CATCH BASIN
4108F	ADJUSTING RINGS FOR CATCH BASINS AND MANHOLES
7100H	CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)
8000J	CHANNELIZERS

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date
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Rev.#	Revision Issue Description	Date
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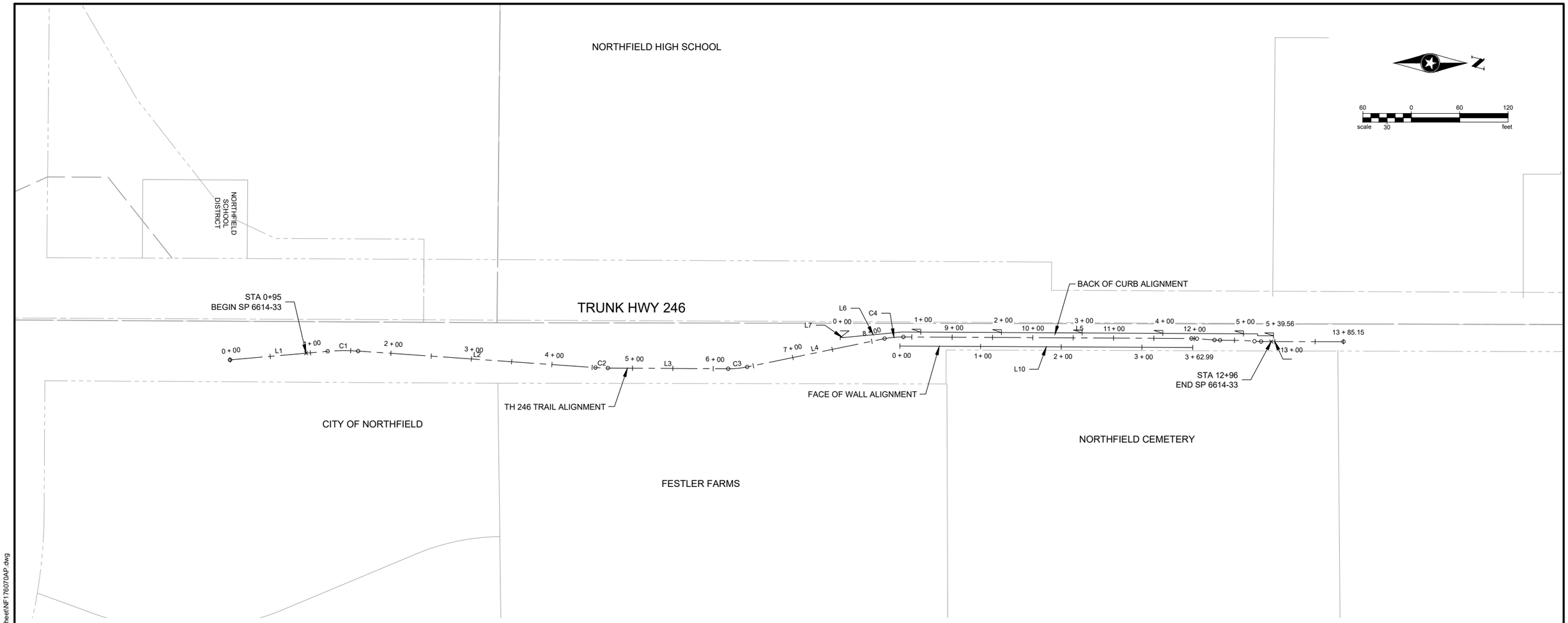
90% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

CONSTRUCTION NOTES

SP 6614-33



ALIGNMENT TABULATION - TH-246 TRAIL ALIGNMENT

POINT ID	RADIUS	STATION	DELTA	TANGENT	LENGTH	NORTHING	EASTING	BEARING
L1		0+00.00			121.59	189946.2455	492896.3720	N 05° 01' 18" W
C1	240.00	1+21.59	009° 00' 49"	18.92	37.76	190067.3700	492885.7290	
L2		1+59.35			294.78	190105.0858	492885.3902	N 03° 59' 32" E
C2	240.00	4+54.13	003° 41' 03"	7.72	15.43	190399.1512	492905.9125	
L3		4+69.56			149.08	190414.5702	492906.4913	N 00° 18' 28" E
C3	120.00	6+18.64	011° 15' 43"	11.83	23.59	190563.6511	492907.2923	
L4		6+42.23			173.86	190587.0986	492905.1076	N 11° 38' 35" W
C4	120.00	8+16.09	011° 14' 55"	11.82	23.56	190757.3836	492870.0196	

ALIGNMENT TABULATION - BACK OF CURB

LINE	LENGTH	STATION	NORTHING	EASTING	BEARING
L5	440.73'	0+76.76	190779.0134	492861.7857	N00° 18' 01"E
L6	71.73'	0+05.03	190707.6056	492868.5489	N05° 24' 38"W
L7	5.03'	0+00.00	190702.5715	492868.5107	N00° 26' 07"E

ALIGNMENT TABULATION - FRONT OF WALL

LINE	LENGTH	STATION	NORTHING	EASTING	BEARING
L10	362.99'	0+00.00	190776.3801	492879.2248	N00° 17' 22"E

SEH Project 176070
Drawn By ACB
Designed By ACB
Checked By WB

Rev.#	Revision Issue Description	Date
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Rev.#	Revision Issue Description	Date
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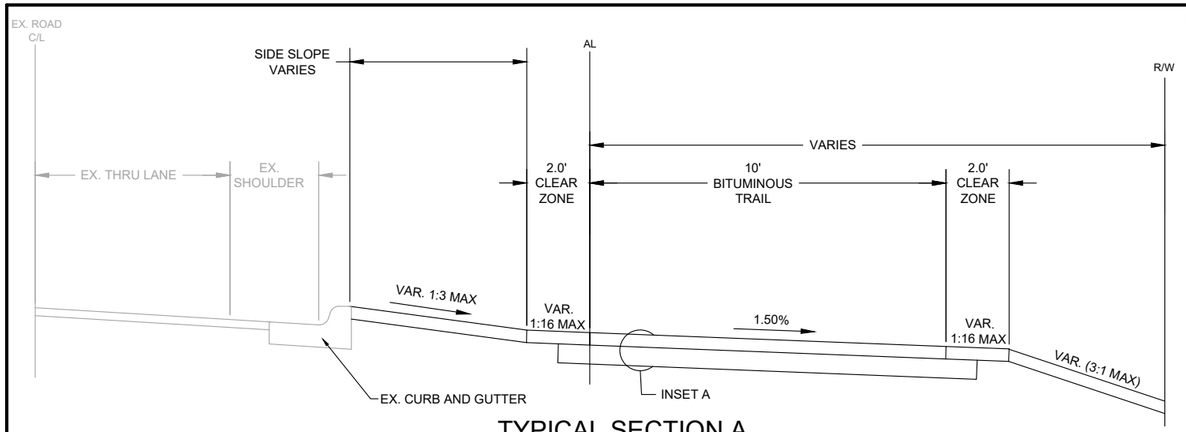
90% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

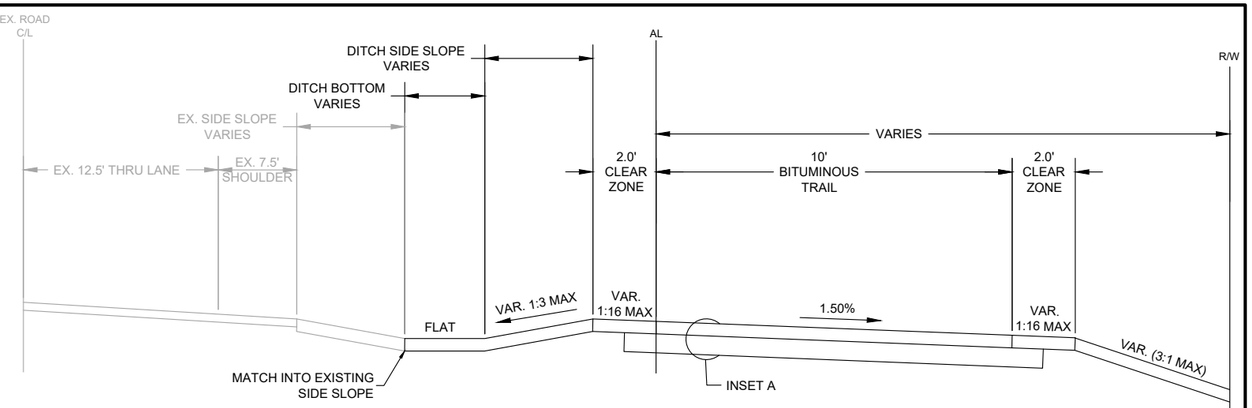
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

ALIGNMENT PLAN

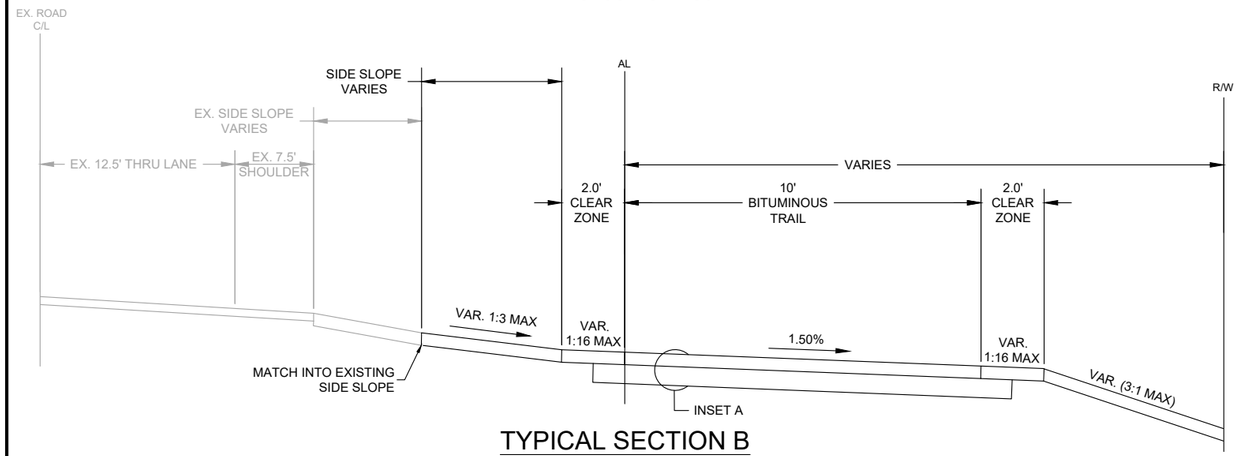
4
SP 6614-33
of 42



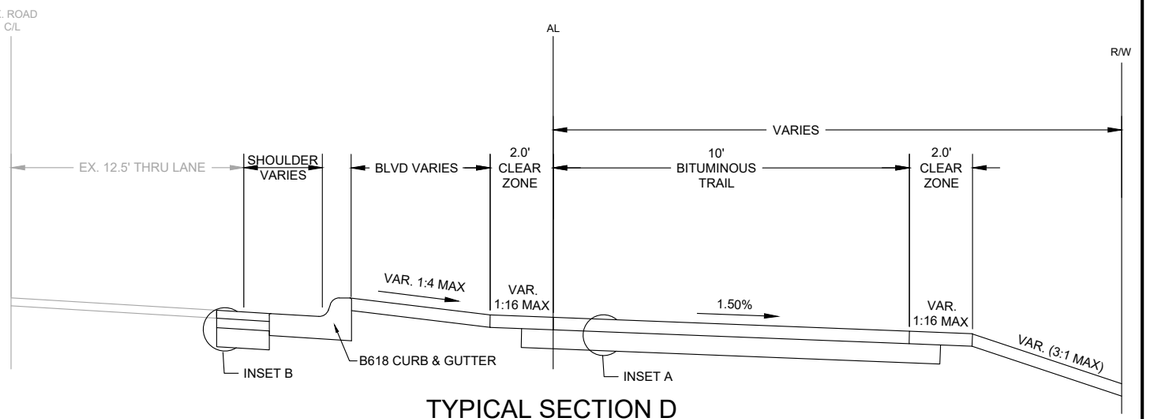
TYPICAL SECTION A
TH-246 TRAIL ALIGNMENT
STA 0+95 TO 1+65



TYPICAL SECTION C
TH-246 TRAIL ALIGNMENT
STA 3+83 TO 7+62

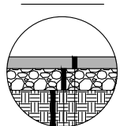


TYPICAL SECTION B
TH-246 TRAIL ALIGNMENT
STA 1+65 TO 3+83



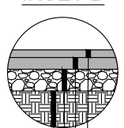
TYPICAL SECTION D
TH-246 TRAIL ALIGNMENT
STA 7+62 TO 8+46

INSET A



- 3" TYPE SP 9.5 WEAR COURSE (SPWEA230B)
- 8" AGGREGATE BASE (CV) CLASS 5
- COMPACTED SUBGRADE
  - SCARIFY, BLEND, AND RECOMPACT UPPER 12 INCHES OF SUBGRADE (INCIDENTAL).

INSET B



- 2" TYPE SP 9.5 WEAR COURSE (SPWEA330C)
- 3" TYPE 12.5 NON-WEAR COURSE (SPNWB330C)
- 8" AGGREGATE BASE (CV) CLASS 5
- COMPACTED SUBGRADE

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

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90% PLANS

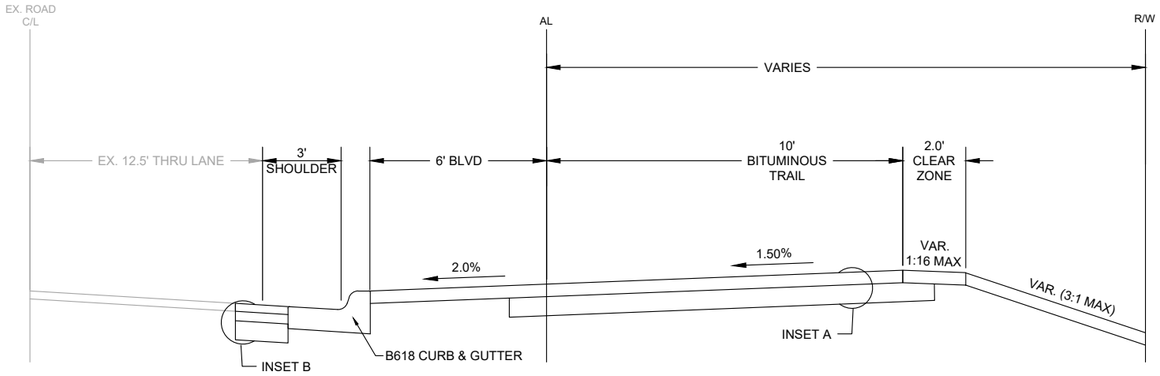
WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

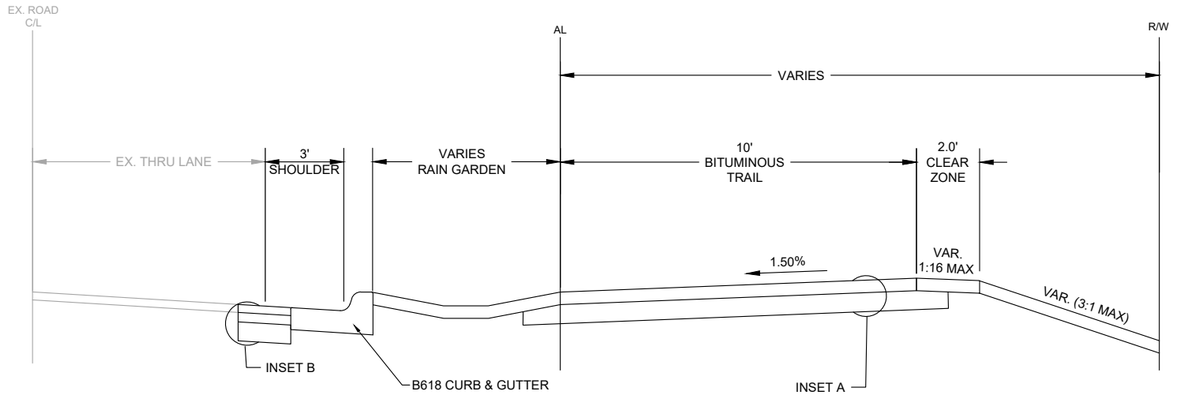
TYPICAL SECTIONS

5

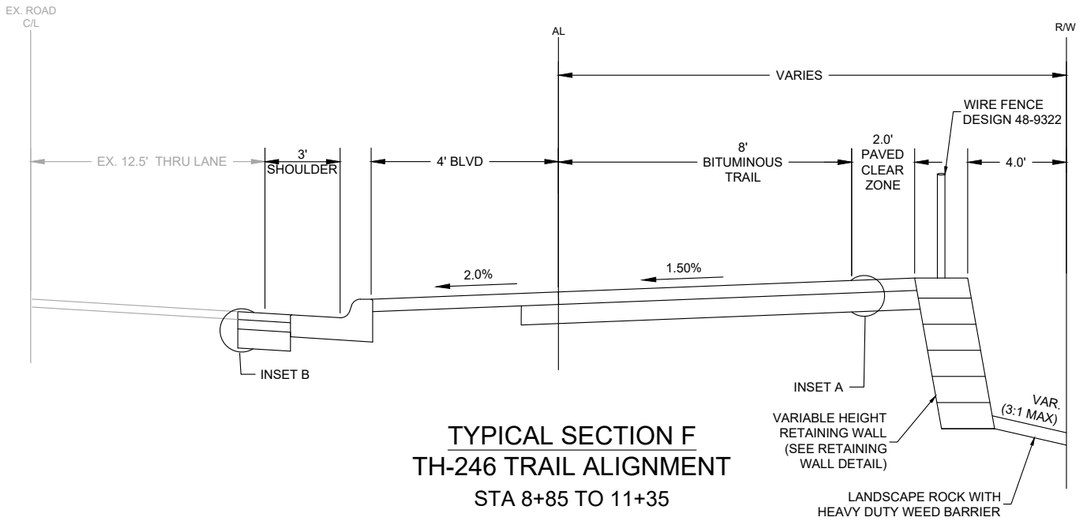
SP 6614-33



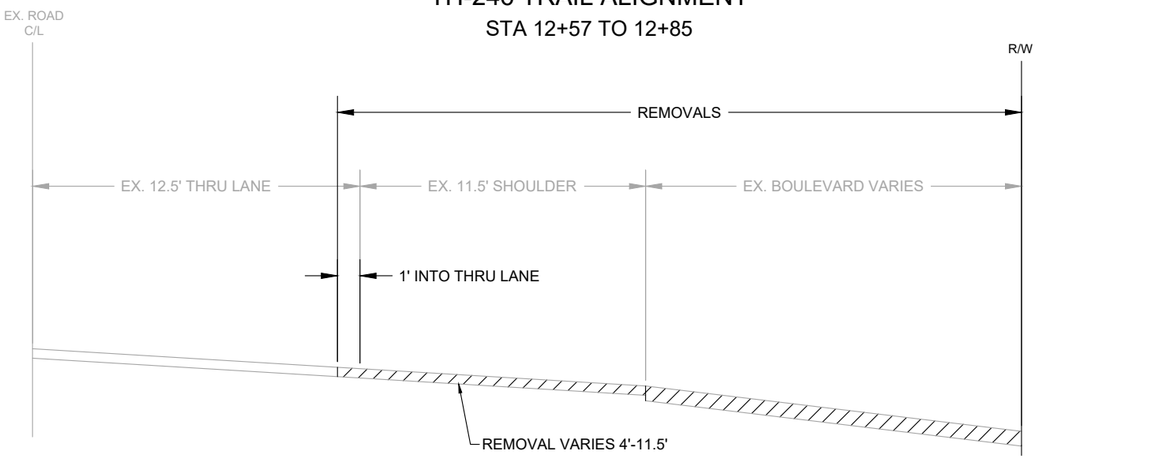
TYPICAL SECTION E
TH-246 TRAIL ALIGNMENT
STA 8+46 TO 8+85
STA 11+35 TO 12+57



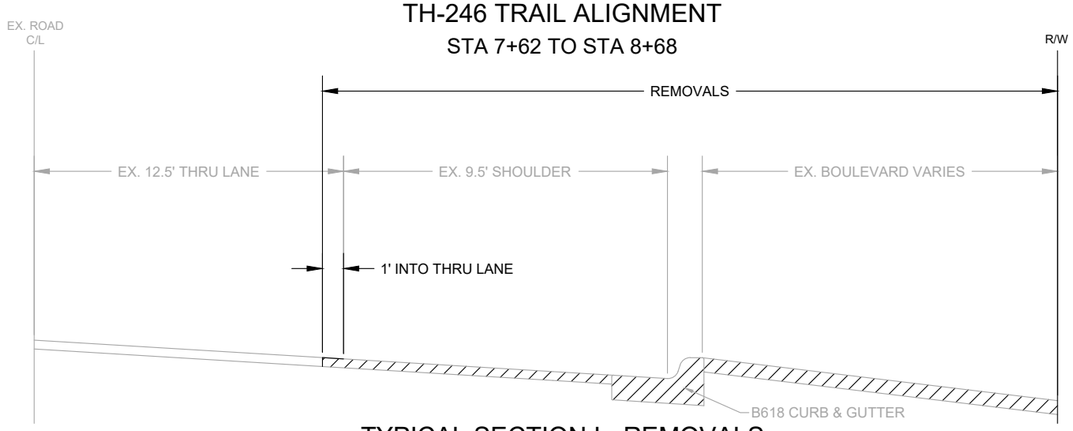
TYPICAL SECTION G
TH-246 TRAIL ALIGNMENT
STA 12+57 TO 12+85



TYPICAL SECTION F
TH-246 TRAIL ALIGNMENT
STA 8+85 TO 11+35

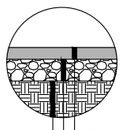


TYPICAL SECTION H - REMOVALS
TH-246 TRAIL ALIGNMENT
STA 7+62 TO STA 8+68



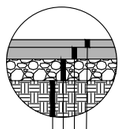
TYPICAL SECTION I - REMOVALS
TH-246 TRAIL ALIGNMENT
STA 8+68 TO STA 12+78

INSET A



- 3" TYPE SP 9.5 WEAR COURSE (SPWEA230B)
- 8" AGGREGATE BASE (CV) CLASS 5
- COMPACTED SUBGRADE
  - SCARIFY, BLEND, AND RECOMPACT UPPER 12 INCHES OF SUBGRADE (INCIDENTAL).

INSET B



- 2" TYPE SP 9.5 WEAR COURSE (SPWEA330C)
- 3" TYPE 12.5 NON-WEAR COURSE (SPNWB330C)
- 8" AGGREGATE BASE (CV) CLASS 5
- COMPACTED SUBGRADE

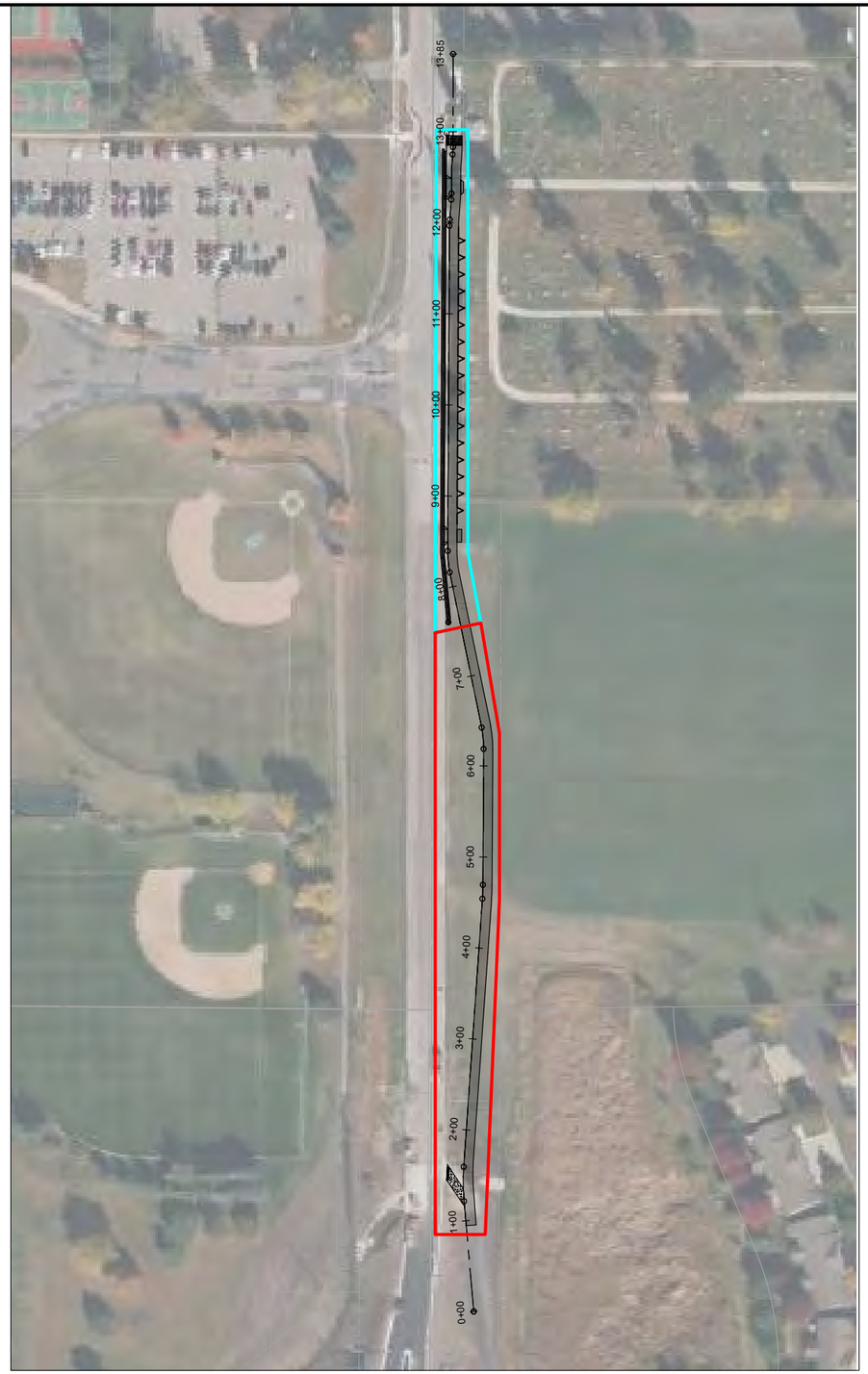
SEH Project	176070	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date	SEH	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFFESIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
Drawn By	ACB	.			.				
Designed By	ACB	.			.				WILLIAM BAUER, PE
Checked By	WB	.			.				DATE XX-XX-XX LICENSE NO. 55680

90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

TYPICAL SECTIONS

SP 6614-33



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80 0 80 160
scale 40 feet

PHASE 1: STA 7+50 TO STA 12+95

PHASE 2: STA 0+00 TO STA 7+50

PHASE 1:

1. CLOSE SHOULDER AND SHIFT TRAFFIC USING MINNESOTA TEMPORARY TRAFFIC CONTROL FIELD MANUAL LAYOUT 29.
2. REMOVE PAVEMENT AND CURB AND GUTTER.
3. INSTALL RETAINING WALL.
4. COMPLETE STORM SEWER, DRAIN TILE, GRADING, CLASS 5, CURB AND GUTTER, AND BITUMINOUS PAVING.

PHASE 2:

1. CLOSE SHOULDER USING MINNESOTA TEMPORARY TRAFFIC CONTROL FIELD MANUAL LAYOUT 8.
2. COMPLETE STORM SEWER, GRADING, CLASS 5, AND BITUMINOUS PAVING.
3. COMPLETE PERMANENT RESTORATION, SEEDING, AND RAIN GARDEN PLANTINGS.

NOTES:

1. IMPACTS TO TRAVEL LANES WILL NOT BE PERMITTED AFTER AUGUST 23, 2024. ONLY SHOULDER CLOSURES WILL BE PERMITTED AFTER THIS DATE.
2. WORK IN PHASES 1 AND 2 MAY BE COMPLETED CONCURRENTLY.

TH 246 TRAIL

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		Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
SEH Project	176070	.			.		
Drawn By	ACB	.			.		
Designed By	ACB	.			.		
Checked By	WB	.			.		

SEH

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

90% PLANS

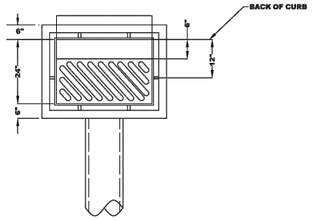
WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

CONSTRUCTION PHASING

SP 6614-33

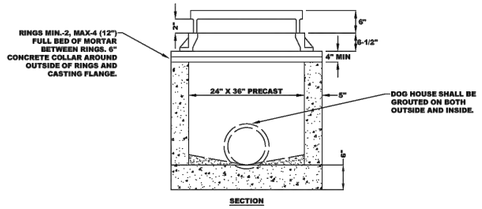
NOTES:
1. PROVIDE INVERTS FOR 4" PE TILE 30" BELOW T.C. WHERE NEEDED.
2. LOCATIONS TO BE VERIFIED DURING SHOP DRAWING REVIEW.



PLAN

CATCH BASIN CASTING: NEENAH R-3067 OR EQUAL, WITH TYPE "R" GRATE FOR STREET GRADES UP TO 5%. STREET GRADES 5% OR GREATER, USE A TYPE "V" GRATE.

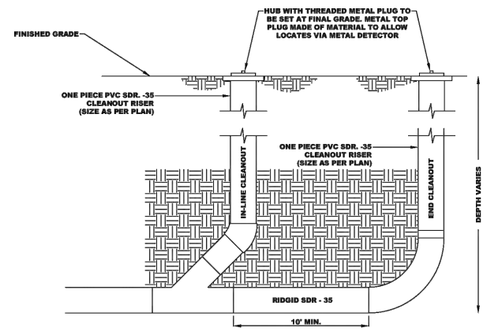
GRATE TO BE 0.1' BELOW GUTTER GRADE. SLOPE GUTTER 3" EACH SIDE OF CATCH BASIN. 5' BOXOUT REQUIRED EACH SIDE OF CATCH BASIN WITH EXPANSION MATERIAL.



SECTION

DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DEPARTMENT | PLATE NO: STM-3 | DRAINAGE STRUCTURE DESIGN SPECIAL

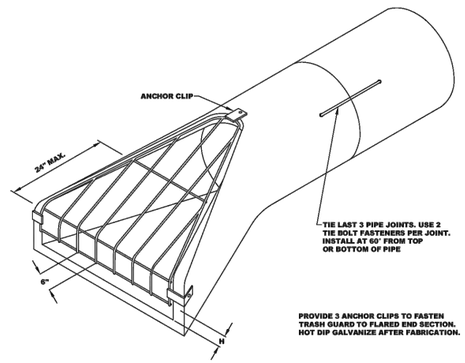


NOTE:
1. SOLVENT WELD ALL JOINTS ON CLEAN OUT (NON GASKETED).
2. CLEAN OUTS SHALL BE SPACED AT 300' INTERVALS (MAXIMUM).
3. BENDS AND RISER TO BE SAME SIZE AS DRAINTILE MAIN.
4. ALL DRAINTILE MUST HAVE TRACER WIRE TAPED TO THE TOP OF THE PIPE AND BE BROUGHT UP TO THE SURFACE AT EACH STRUCTURE OR CLEAN OUT. TRACER WIRE AS PER SPECIFICATIONS. FOLLOWING COMPLETION, THE CONTRACTOR WILL BE REQUIRED TO PASS A LOW VOLTAGE CONDUCTIVITY TEST.

DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STM-7 | DRAIN TILE CLEANOUT

SEE PLATE NO. STM-9 FOR RIPRAP PLACEMENT.



ISOMETRIC

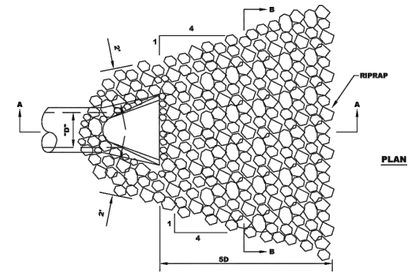
PROVIDE 3 ANCHOR CLIPS TO FASTEN TRASH GUARD TO FLARED END SECTION. HOT DIP GALVANIZE AFTER FABRICATION.

TRASH GUARD SIZING

PIPE SIZE	BARS	'H'	BOLTS
12"	3/4"Ø	2 1/2"	5/8"
15"	3/4"Ø	3"	5/8"
18"	3/4"Ø	4"	5/8"
21"-24"	1"Ø	4"	3/4"
27"-30"	1"Ø	5"	3/4"
42"	1"Ø	6"	3/4"
48"-54"	1 1/4 "Ø	6"	1"
60"-72"	1 1/4 "Ø	7"	1"
78"-90"	1 1/4 "Ø	8"	1"

DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STM-8 | FLARED END SECTION WITH TRASH GUARD

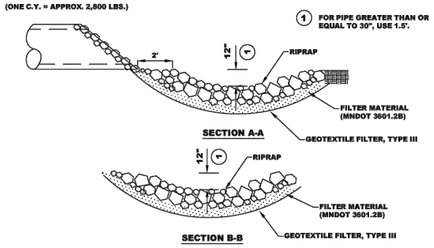


PLAN

RIP RAP AND FILTER BLANKET REQUIREMENTS

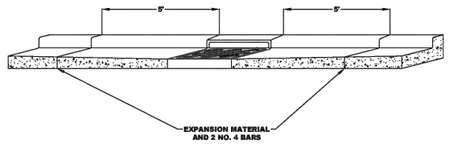
PIPE "D"	RIPRAP	FILTER BLANKET (MNDOT 3733)
12" TO 24"	8 TO 12 C.Y. CL.2	8 TO 12 S.Y., TYPE III
27" TO 33"	14 TO 20 C.Y. CL.3	14 TO 20 S.Y., TYPE IV
36" TO 48"	2 TO 38 C.Y. CL.3	23 TO 38 S.Y., TYPE IV
54" AND UP	62 C.Y. AND UP CL.4	40 S.Y. AND UP, TYPE IV

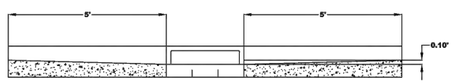
(ONE C.Y. = APPROX. 2,800 LBS.)



DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STM-9 | RIPRAP AT OUTLETS

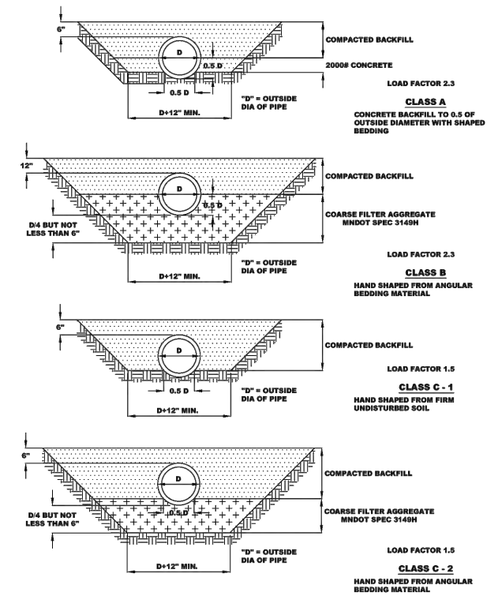




NOTES:
1. 6" CONCRETE COLLAR SHALL BE POURED AROUND OUTSIDE OF RINGS AND CASTING FLANGE.
2. BOXOUTS SHALL HAVE 0.10' DROP TO CASTING
3. DRILL AND GROUT 2 NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) 3" MINIMUM FROM CURB EDGE ON FRONT AND BACK

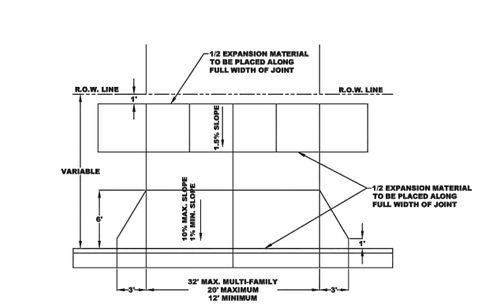
DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STM-10 | CATCH BASIN BOXOUT



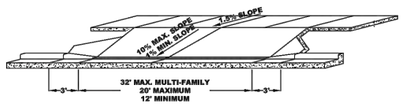
DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: BED-1 | BEDDING METHODS FOR RCP OR DIP



TYPICAL SECTION
CONCRETE SIDEWALK & DRIVEWAY

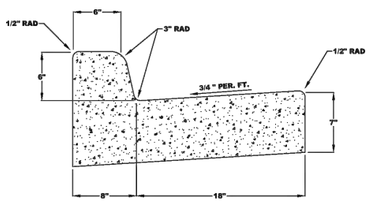
NOTES:
1. AT THE JOINTS WHERE SIDEWALK TRANSITIONS FROM 6" TO 4", EXPANSION MATERIAL SHALL BE INSTALLED.
2. CURBS SHALL HAVE A MAXIMUM OF 10' BETWEEN JOINTS.
3. DRIVEWAY SHALL BE JOINTED SO THAT PANELS DO NOT EXCEED 100 SF.
4. CONCRETE JOINTS SHALL BE AS SHOWN, ANY DEVIATIONS MUST BE APPROVED BY THE CITY ENGINEERING DIVISION.
5. IF IT IS NECESSARY TO REMOVE CURB AND GUTTER, EXPANSION MATERIAL SHALL BE PLACED WHERE THE NEW CURB AND GUTTER ABUTS THE EXISTING CURB AND GUTTER.



DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STR-1 | RESIDENTIAL AND MULTI-FAMILY DRIVEWAY ENTRANCE WITH BOULEVARD SIDEWALK

MnDOT B618
CONCRETE CURB AND GUTTER



DRAWN BY: B.D.H. NOT TO SCALE UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STR-6 | B618 CURB SECTION

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		Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
SEH Project	176070	.			.		
Drawn By	ACB	.			.		
Designed By	ACB	.			.		
Checked By	WB	.			.		

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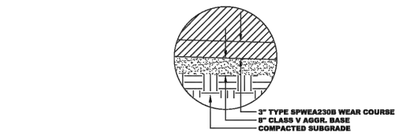
90% PLANS

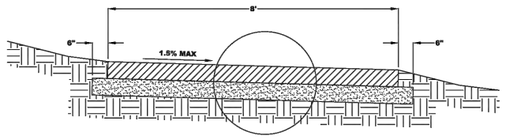
WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

CITY DETAILS

SP 6614-33





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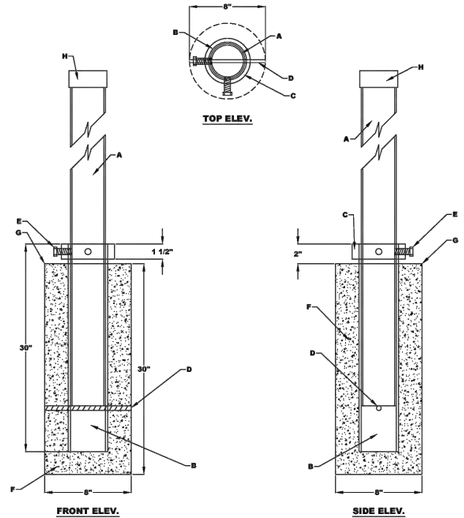
City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STR-9

BITUMINOUS PATHWAY



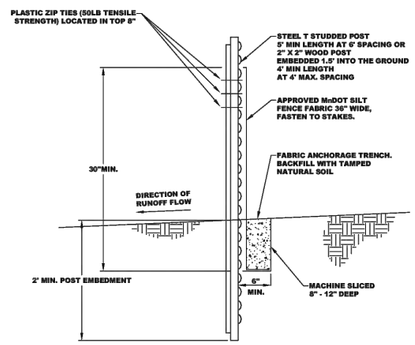
NOTES:

A. GALV. STEEL POST 2" I.D. X 2.38" O.D. X VAR. LENGTH
B. GALV. STEEL PIPE SLEEVE 2.5" I.D. X 2.9" O.D. X 30" LENGTH W/ TWO HOLES 3/4" Ø @ 90°, HOLES 3/4" FROM TOP OF PIPE W/ TWO HOLES 3/4" Ø, HOLES 6" FROM BOTTOM FOR RE-BAR
C. CAST STEEL RETAINING RING 3" I.D. X 4" O.D. X 1.5" DEPTH THREADED FOR 5/8" Ø MACHINE SCREW
D. STEEL RE-BAR #4 Ø X 8" LENGTH
E. MACHINE SCREW (PLATED) 5/8" X 1-1/2 "
F. CONCRETE FOOTING 8"Ø X 30" DEPTH
G. FINISHED GRADE
H. EARL F. ANDERSON PART NUMBER EC-2 FLAT POST CAPS FOR 2 3/8" PIPE POSTS

DRAWN BY: B.D.H. | NOT TO SCALE | UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: STR-11

SIGN POST EMBEDMENT ASSEMBLY



DRAWN BY: B.D.H. | NOT TO SCALE | UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: ERO-2

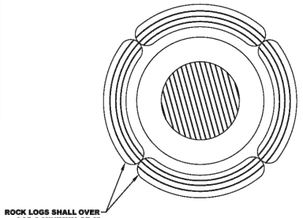
SILT FENCE INSTALLATION

FILL ROCK LOG WITH 45 LBS. OF OPEN GRADED AGGREGATE CONSISTING OF SOUND, DURABLE PARTICLES OF CRUSHED QUARRY ROCK OR GRAVEL CONFORMING TO THE FOLLOWING GRADATION.

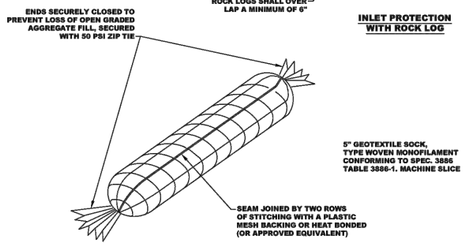
GRADATION	
SIEVE SIZE	PERCENT PASSING
1 1/2"	100
1"	95-100
3/4"	65-90
3/8"	30-65
NO. 4	10-35
NO. 10	3-20
NO. 40	0-8
NO. 200	0-3

NOTE:
CRUSHED CONCRETE OR BITUMINOUS SHALL NOT BE USED FOR OPEN GRADED AGGREGATE.

PAYMENT SHALL INCLUDE ALL MATERIALS, FILLING OF LOG, PLACEMENT, MAINTENANCE & REMOVAL. 80% OF BID PRICE SHALL BE PAID UPON PROPER PLACEMENT WITH THE FINAL 20% PAID UPON REMOVAL.



INLET PROTECTION WITH ROCK LOG

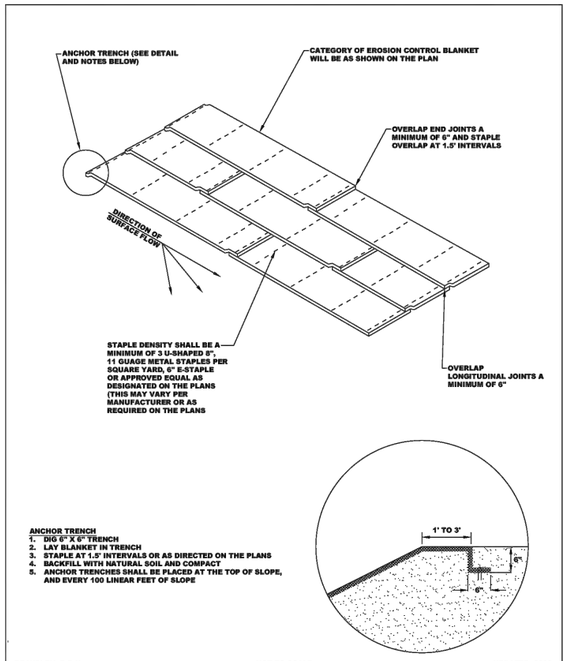


INLET PROTECTION - ROCK BAG

DRAWN BY: B.D.H. | NOT TO SCALE | UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: ERO-3

INLET PROTECTION ROCK BAG

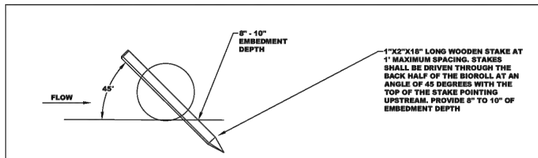


ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS OR AS DIRECTED ON THE PLANS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. ANCHOR TRENCHES SHALL BE PLACED AT THE TOP OF SLOPE, AND EVERY 100 LINEAR FEET OF SLOPE

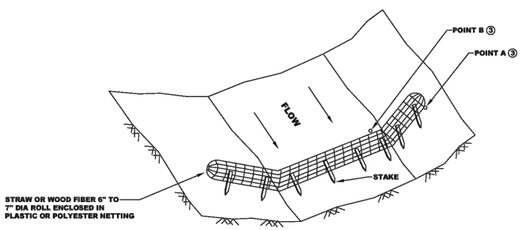
DRAWN BY: B.D.H. | NOT TO SCALE | UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: ERO-6

EROSION CONTROL BLANKET INSTALLATION



BIOROLL STAKE DETAIL



BIOROLL DITCH CHECK
(USE ON ROUGH GRADED AREAS)

NOTES:
1. SEE MNDOT SPECS 2573, AND 3897
2. APPROXIMATE SPACING OF DITCH CHECK (FT)=Y= $\frac{\text{DITCH CHECK HEIGHT (FT)}}{\text{\% CHANNEL SLOPE}}$ X 100
3. POINT "A" MUST BE A MINIMUM OF 6 INCHES HIGHER THAN POINTS "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS

DRAWN BY: B.D.H. | NOT TO SCALE | UPDATED: 2022

City Of Northfield Minnesota | ENGINEERING DIVISION | PLATE NO: ERO-7

BIOROLL DITCH CHECK TEMPORARY SEDIMENT CONTROL

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date
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Rev.#	Revision Issue Description	Date
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SEH

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TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

CITY DETAILS

SP 6614-33

9 of 42

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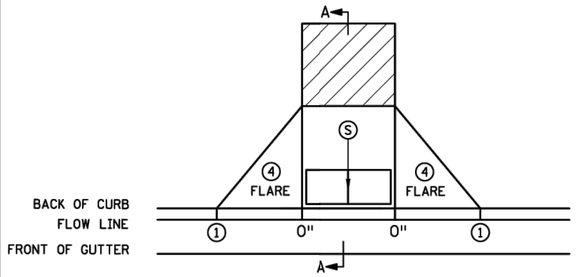

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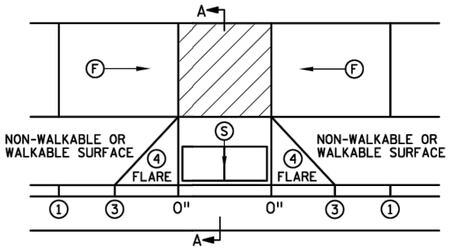
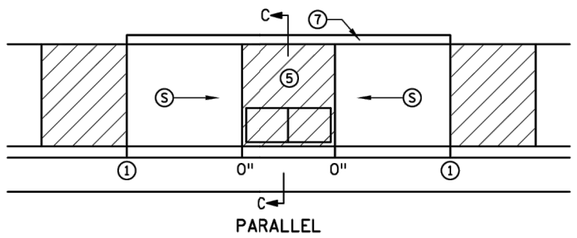
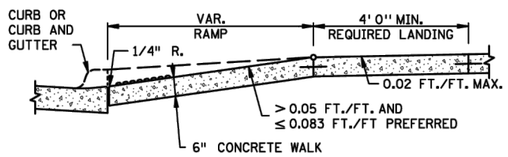


TIERED PERPENDICULAR

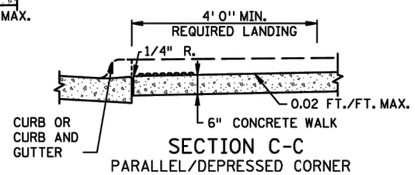


PARALLEL



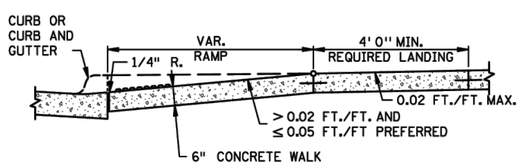
SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



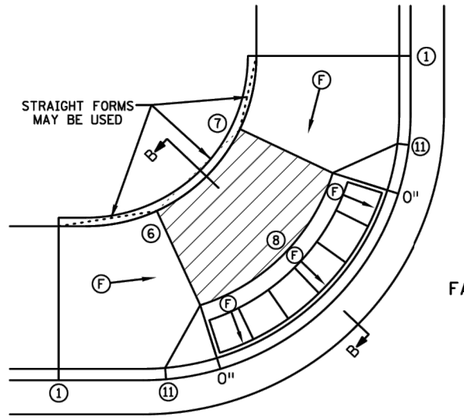
SECTION C-C

PARALLEL/DEPRESSED CORNER

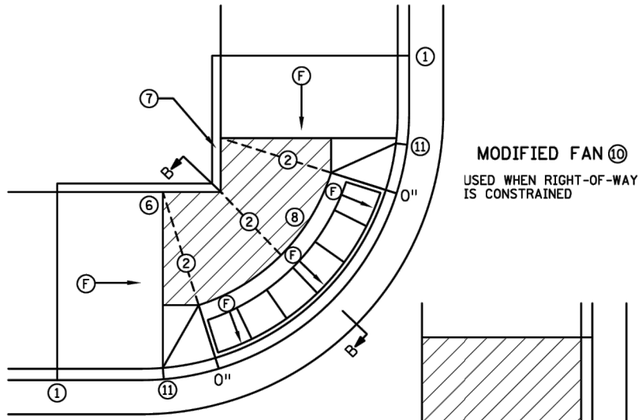


SECTION B-B

FAN

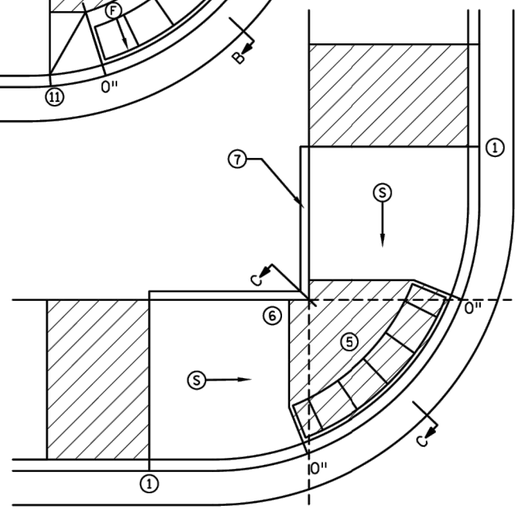


FAN (10)

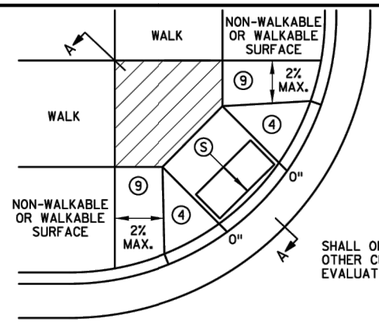


MODIFIED FAN (10)

USED WHEN RIGHT-OF-WAY
IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL

SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE GREATER THAN 2%.

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, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH. (EXCEPT AS STATED IN (6) BELOW.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 OF 6 FOR ALL SEPARATELY POURED INITIAL LANDINGS.

WHEN SIDEWALK IS AT BACK OF CURB, TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.

(1) MATCH FULL HEIGHT CURB.
(2) 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
(3) 3" HIGH CURB WHEN USING A 3' LONG RAMP, 4" HIGH CURB WHEN USING A 4' LONG RAMP.
(4) SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
(5) DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
(6) THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)
(7) WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS LESS THAN 5% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
(8) A 7' MIN TOP RADIUS GRADE BREAK IS REQUIRED TO BE CONSTRUCTIBLE.
(9) PAVE FULL WALK WIDTH.
(10) "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.
(11) INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

X" CURB HEIGHT

REVISION:

APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

THOMAS STYRBICKI
STATE DESIGN ENGINEER

STANDARD PLAN 5-297.250 | 1 OF 6

APPROVED: 11-04-2021
REVISED:

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. | (TH) | SHEET NO. OF SHEETS

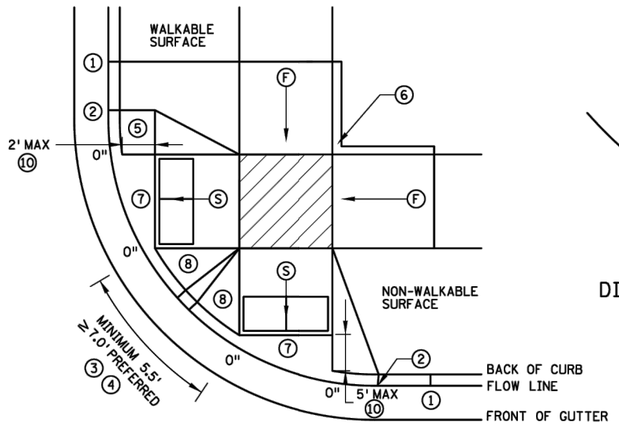
		Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
SEH Project	176070	.			.		
Drawn By	ACB	.			.		
Designed By	ACB	.			.		
Checked By	WB	.			.		

90% PLANS

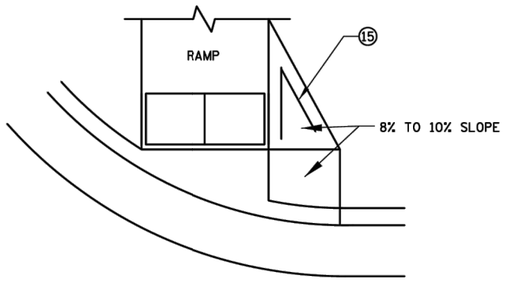
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

MNDOT STANDARD PLANS

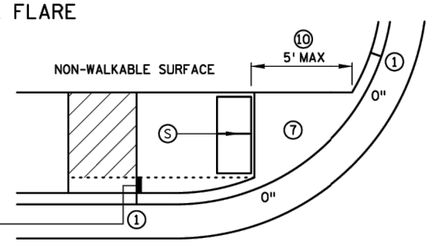
SP 6614-33



COMBINED DIRECTIONAL

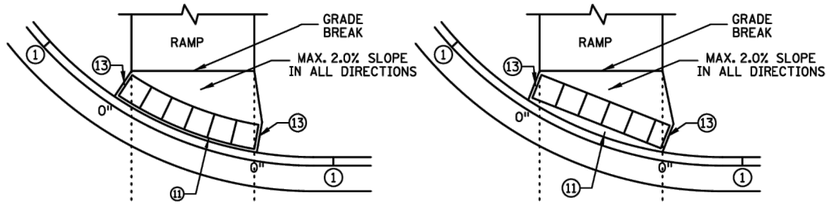


DIRECTIONAL RAMP WALKABLE FLARE



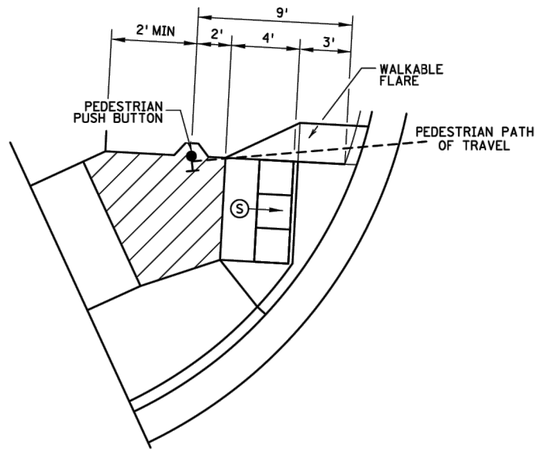
IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 2' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.

STANDARD ONE-WAY DIRECTIONAL ⑨



DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

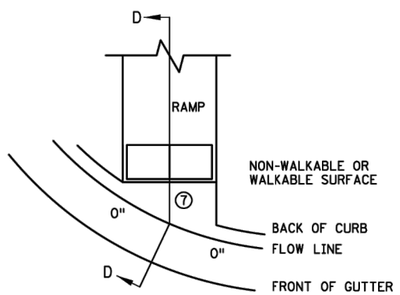
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

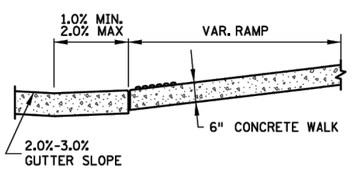


SEMI-DIRECTIONAL RAMP ③④⑨

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)





SECTION D-D

CURB FOR DIRECTIONAL RAMPS ⑭

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

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, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP GRADE BREAK OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.

TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROSECUTION OF WORK).

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.

ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.

WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.

RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑩ & ⑪ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

① MATCH FULL CURB HEIGHT.

② 3" HIGH CURB WHEN USING A 3' LONG RAMP
4" HIGH CURB WHEN USING A 4' LONG RAMP.

③ 3" MINIMUM CURB HEIGHT (5.5' MIN. DISTANCE REQUIRED BETWEEN DOMES)
4" PREFERRED (7' MIN. DISTANCE REQUIRED BETWEEN DOMES).

④ THE "BUMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.

⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHALL BE USED. SEE THE DETAIL ON THIS SHEET.

⑥ GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.

⑦ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.

⑧ 8% TO 10% WALKABLE FLARE.

⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.

⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.

⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.

⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.

⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.

⑮ PLACE 2 NO. 4 BARS 4 INCHES FROM SIDE OF FORMS WITH A MINIMUM 2 INCHES OF CONCRETE COVER ALONG EACH SIDE OF FLARE (INCIDENTAL).

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

(S) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

(F) INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

X" CURB HEIGHT

REVISION:
APPROVED: 11-04-2021
JEFFREY PERKINS OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250	2 OF 6	PEDESTRIAN CURB RAMP DETAILS
APPROVED: 11-04-2021		
REVISED:		
THOMAS STYRBICKI STATE DESIGN ENGINEER		
STATE PROJ. NO.	(T.H.)	SHEET NO. OF SHEETS

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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SEH

90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

MNDOT STANDARD PLANS

SP 6614-33

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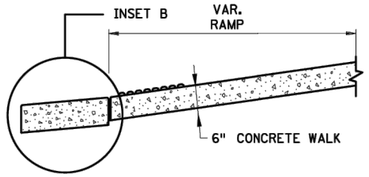
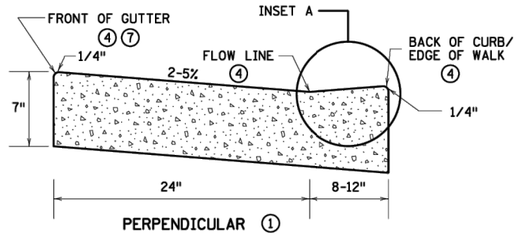
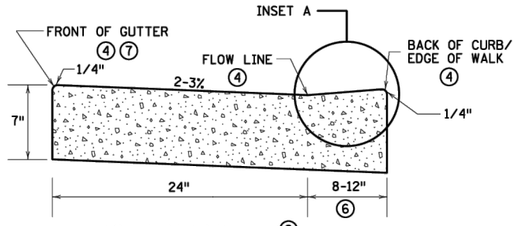
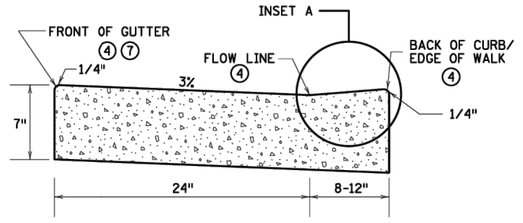




PERPENDICULAR ①

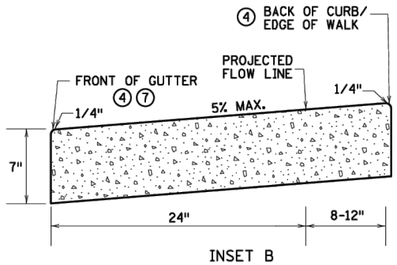


NON PERPENDICULAR ②



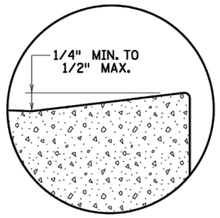
FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)

PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL

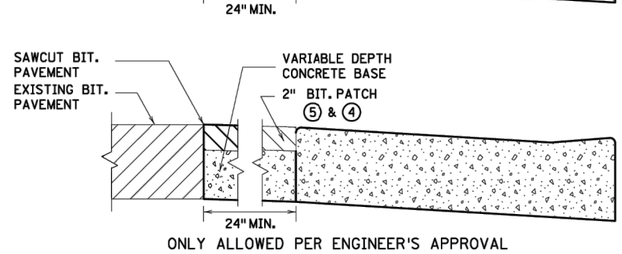


INSET B

OUTFLOW GUTTER ⑧

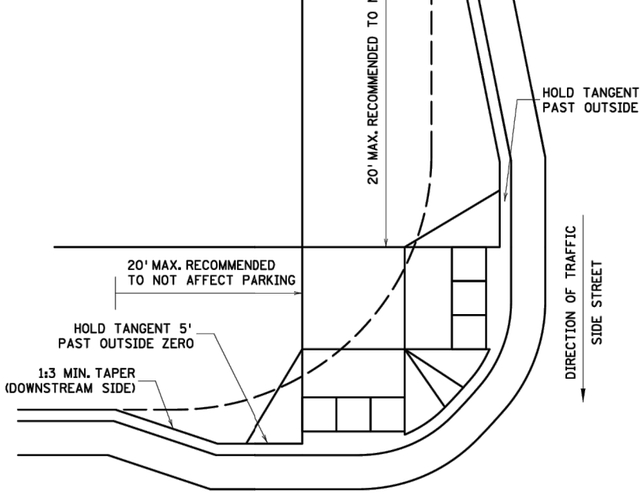


INSET A

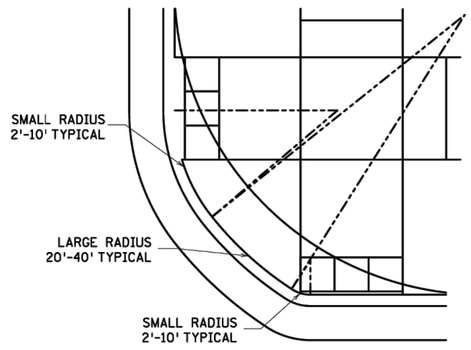


ONLY ALLOWED PER ENGINEER'S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROFITS



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.

② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.

③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.

④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".

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. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.

⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.

⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.

⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.

⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.

⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED.
PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

REVISION:
APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 3 OF 6

APPROVED: 11-04-2021
REVISED:

THOMAS STYBRICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date
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Rev.#	Revision Issue Description	Date
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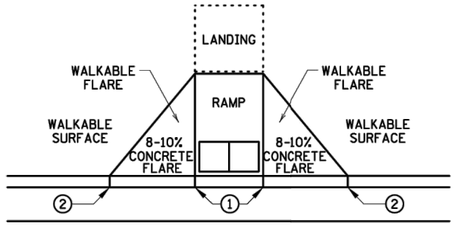
SEH

90% PLANS

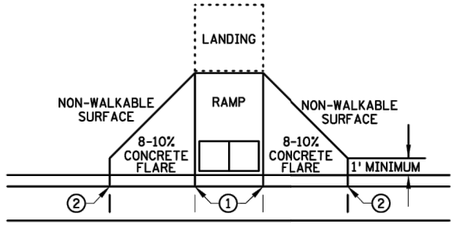
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

MNDOT STANDARD PLANS

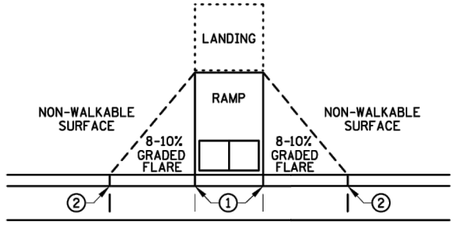
SP 6614-33



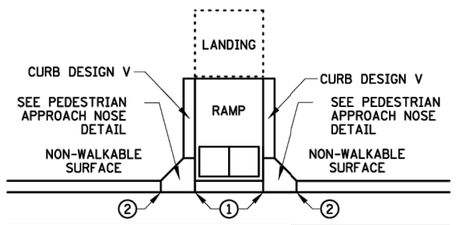
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

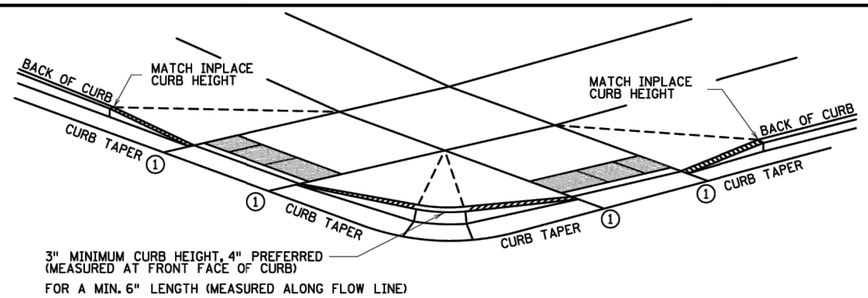


GRADED FLARES

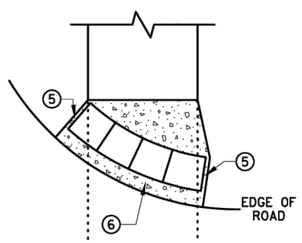


RETURNED CURB ④

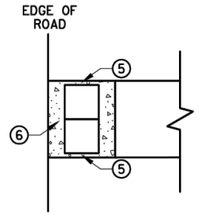
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

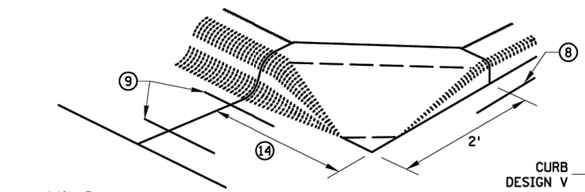


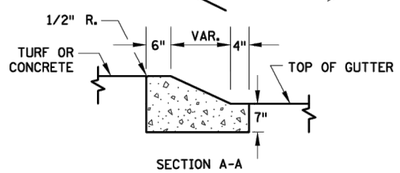
RADIAL DETECTABLE WARNING



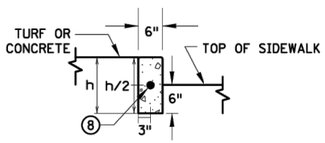
RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

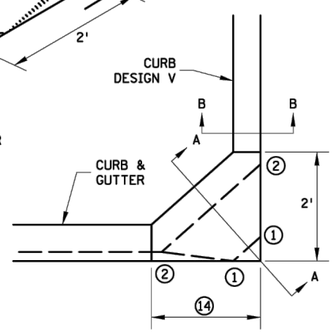




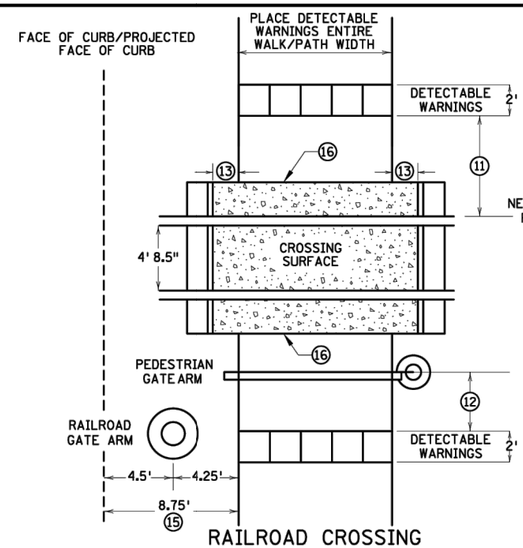
SECTION A-A



SECTION B-B



PEDESTRIAN APPROACH
NOSE DETAIL
(FOR RETURNED CURB
SIDE TREATMENT)



RAILROAD CROSSING
PLAN VIEW

NOTES:

INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT. INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.

② FULL CURB HEIGHT.

③ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED 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.

④ TYPICALLY USED FOR MEDIANS AND ISLANDS.

⑤ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.

⑥ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.

⑦ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS. AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

⑧ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.

⑨ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.

⑩ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6' LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE. CONSTRUCT THESE TAPERS AT 0"-3" AT 8-10%, THEN LESS THAN 5% FROM 3" CURB TO FULL CURB HEIGHT.

⑪ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.

⑫ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑪.

⑬ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.

⑭ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.

⑮ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.

⑯ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

REVISION:

APPROVED: 11-04-2021
JEFFREY J. PERKINS
OPERATIONS DIVISION

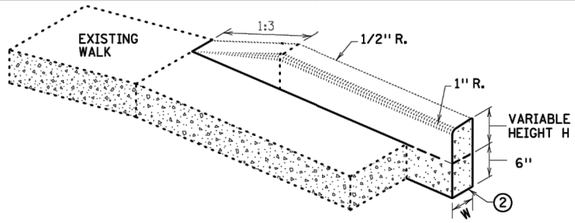
MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 4 OF 6

APPROVED: 11-04-2021
REVISED:
THOMAS STYRBICKI
STATE DESIGN ENGINEER

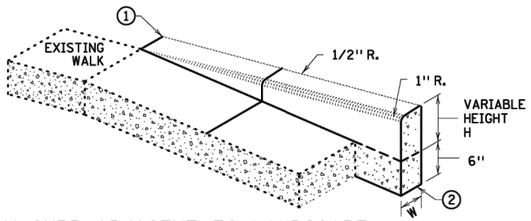
PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS



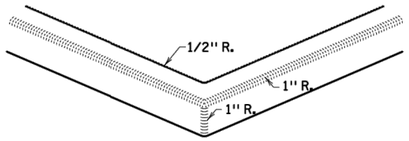
V CURB ADJACENT TO LANDSCAPE

CURB WITHIN SIDEWALK LIMITS



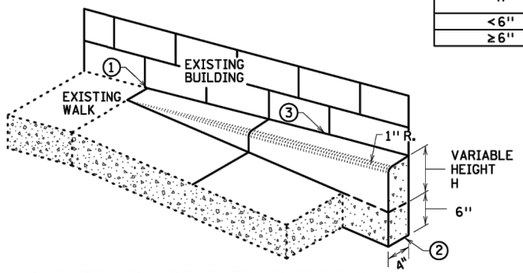
V CURB ADJACENT TO LANDSCAPE

CURB OUTSIDE SIDEWALK LIMITS

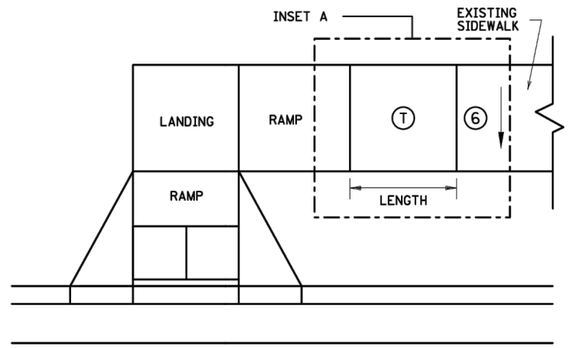


V CURB INTERSECTION

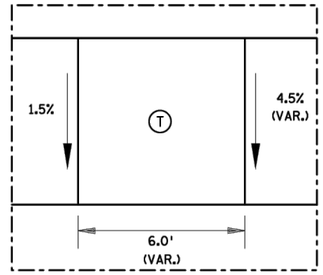
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"



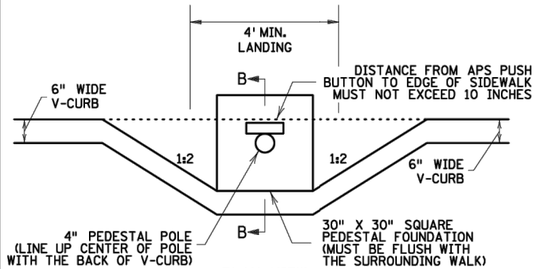
V CURB ADJACENT TO BUILDING OR BARRIER



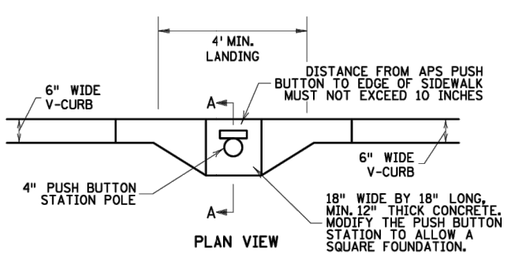
TRANSITION PANEL ④⑤



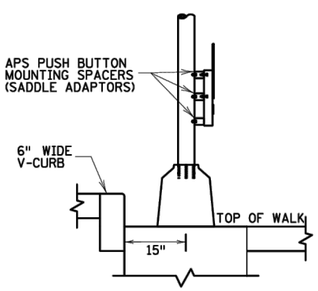
INSET A



PLAN VIEW

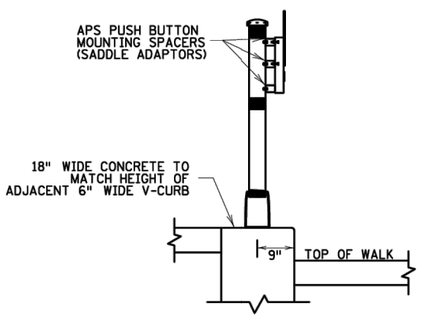


PLAN VIEW



SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A

PUSH BUTTON STATION (V-CURB)

NOTES:

A WALKABLE FLARE IS AN 8-10% CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH BUTTON TRAVERSES THE FLARE.

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY 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 CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM ½" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.

④ THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1' LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.

⑤ TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).

⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

Ⓣ TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

REVISION:

APPROVED: 11-04-2021

JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 | 5 OF 6

APPROVED: 11-04-2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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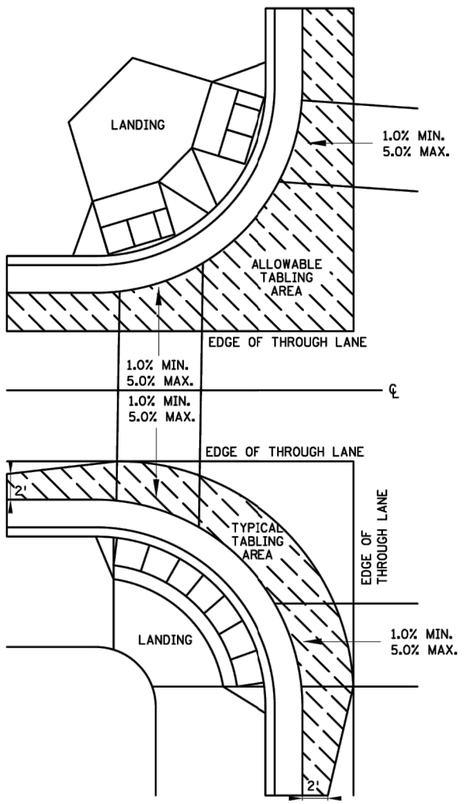
90% PLANS

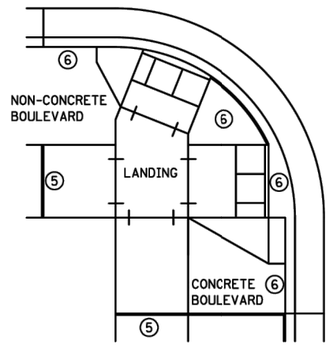
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

MNDOT STANDARD PLANS

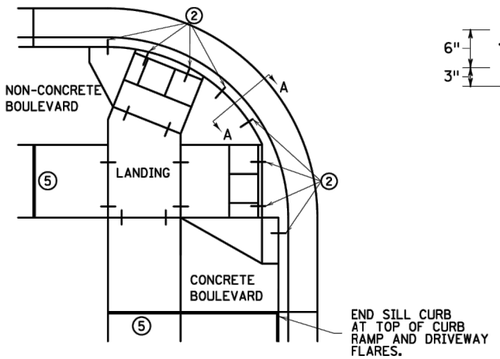
SP 6614-33



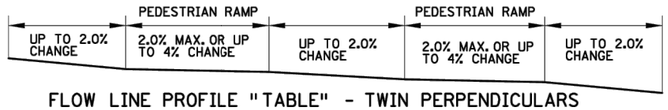
CURB LINE AND ROAD CROSSING ADJUSTMENTS



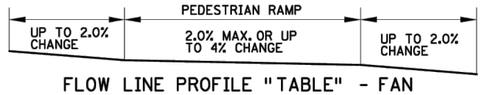
EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS



CURB LINE REINFORCEMENT ④ PLACEMENT ON BITUMINOUS ROADWAYS

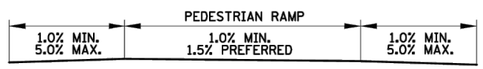


FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS

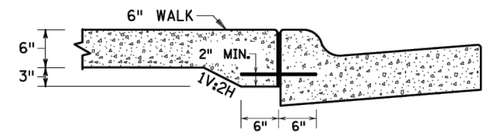


FLOW LINE PROFILE "TABLE" - FAN

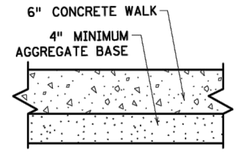
FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



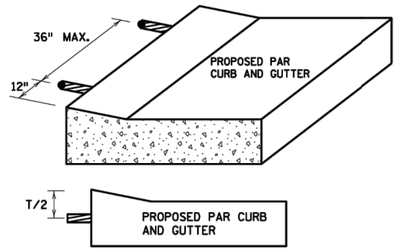
FLOW LINE PROFILE RAISE - FAN



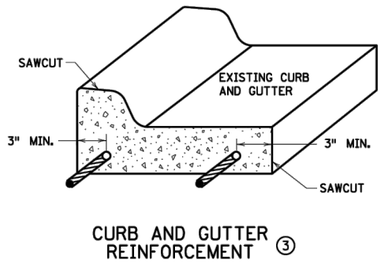
SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



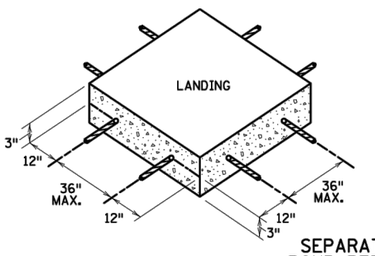
TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

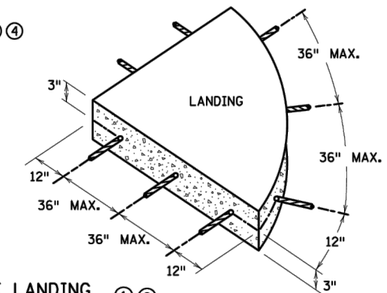


CURB RAMP REINFORCEMENT DETAILS ②④



CURB AND GUTTER REINFORCEMENT ③





SEPARATE LANDING POUR REINFORCEMENT ①②

GENERAL NOTES:

"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

RECONSTRUCTION PROJECTS: ON FULL PAVEMENT REPLACEMENT PROJECTS "TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:
1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

NOTES:

① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.

② DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) AT 36" MAXIMUM CENTER TO CENTER MINIMUM 12" SPACING FROM CONSTRUCTION JOINTS. BARS TO BE ADJUSTED TO MATCH RAMP GRADE. BARS TO BE PAID BY EACH.

③ DRILL AND GROUT 2 - NO. 4 X 12" LONG (6" EMBEDDED) REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.

④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.

⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

REVISION:

APPROVED: 11-04-2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

THOMAS STYRBICKI
STATE DESIGN ENGINEER

STANDARD PLAN 5-297.250	6 OF 6
APPROVED: 11-04-2021	
REVISED:	

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

MNDOT STANDARD PLANS

SP 6614-33

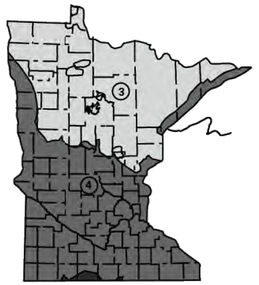
GENERAL NOTES

SEE SPECIAL PROVISIONS FOR SPECIFIC PROJECT REQUIREMENTS.	
REFER TO MnDOT SPECIFICATIONS 2571, 2572, 3861, FOR GENERAL REQUIREMENTS.	
COMPLETE PREPARATORY WORK BEFORE STARTING INITIAL PLANTING OPERATIONS.	
ACCEPT ALL PLANT STOCK IN ACCORDANCE WITH (MnDOT 3861) PRIOR TO PLANTING.	
THE CONTRACTOR WILL DEMONSTRATE COMPETENCY FOR SOIL CULTIVATION OPERATIONS IN ACCORDANCE WITH (MnDOT 2571.3D.2)	
THE CONTRACTOR WILL DEMONSTRATE COMPETENCY FOR ALL PLANT INSTALLATION OPERATIONS IN ACCORDANCE WITH (MnDOT 2571.3F1)	
RODENT PROTECTION	SEE SPECIAL PROVISIONS AND STANDARD PLANTING DETAILS (3 OF 3)
FERTILIZER	SEE SPECIAL PROVISIONS
COMPOST	MnDOT 3890 COMPOST GRADE 2 UNLESS OTHERWISE SPECIFIED.
MULCH MATERIAL	MnDOT 3882 MULCH MATERIAL TYPE 6 UNLESS OTHERWISE SPECIFIED.
MASS PLANTING BEDS	PREPARE MASS PLANTING BEDS FOR PLANTS PLACED AT 15' OR LESS, UNLESS OTHERWISE SPECIFIED ON SHEETS. PLANT BEDS IN STAGGERED ROWS ON THE PERIMETER FIRST, THEN UNIFORMLY FILL IN WITH REMAINING PLANTS. USE TRIANGULAR SPACING, UNLESS SPECIFIED OTHERWISE. PROVIDE 5' RADIUS CLEAR OF SHRUBS AROUND EACH DECIDUOUS TREE AND 8' CLEAR RADIUS AROUND EACH CONIFER TREE. RADIUS WILL BE MEASURED FROM THE CENTER OF THE TREE TO THE CENTER OF THE SHRUB. NOTIFY ENGINEER OF GROSS PLANT QUANTITY SURPLUS OR DEFICIENCY IMMEDIATELY. MULCH ENTIRE MASS PLANTING BED. SEE STANDARD PLANTING DETAILS (3 OF 3)
TREE PAINTING (FROST CRACK PREVENTION)	PAINT OAK, LINDEN, LOCUST, MAPLE, CRABAPPLE AND MOUNTAIN ASH. ONLY UNDILUTED EXTERIOR WHITE LATEX PAINT IS ACCEPTABLE. PAINT TREE CIRCUMFERENCE FROM GROUND LINE TO FIRST MAJOR BRANCH.
PLANTING PLAN DIMENSIONS	STATED DIMENSIONS SUPERCEDE SCALING FROM PLAN.

WATERING GUIDELINES (MnDOT 2571.3G)

PLANT TYPE	AVERAGE GALLONS OF WATER PER APPLICATION
MACHINE TRANSPLANTED TREES	50–100
BALLED AND BURLAPPED TREES	20
BARE ROOT AND CONTAINER TREES	15
BALLED AND BURLAPPED SHRUBS	10
BARE ROOT AND CONTAINER SHRUBS	7
WOODY SEEDLINGS	4
PERENNIALS AND VINES	3

IT IS THE CONTRACTOR'S RESPONSIBILITY TO MONITOR AND MAINTAIN SOIL MOISTURE AT ADEQUATE BUT NOT EXCESSIVE LEVELS. THE AMOUNTS LISTED ABOVE ARE GUIDELINES, NOT REQUIREMENTS.

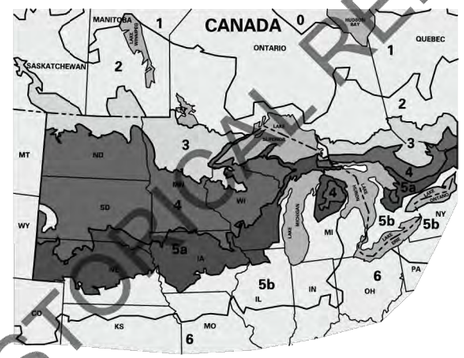


1. BARE ROOT PERENNIALS MUST BE PLACED IN THE SPRING NO LATER THAN JUNE 1ST OR FOLLOW THE FALL DECIDUOUS PLANTING DATES.
2. ACTUAL DATES MAY CHANGE DEPENDING UPON SEASONAL CONDITIONS, AS DETERMINED BY THE ENGINEER.
3. FALL PLANTING IS NOT ALLOWED FOR BARE ROOT FORM OF THE FOLLOWING SPECIES: HAWTHORN, DOGWOOD, POPLAR, HACKBERRY, LINDEN, IRONWOOD, HONEYLOCUST, BIRCH, MOUNTAIN ASH, MAPLE, WILLOW, CRABAPPLE, PLUM/CHERRY, OAKS, AND SUMAC.
4. ALL REPLACEMENT PLANTS MUST BE PLACED DURING THE MONTH OF MAY (SPRING PLANTING) AND SEPTEMBER (FALL PLANTING) DURING THE FIRST YEAR OF THE PLANT ESTABLISHMENT PERIOD.
5. MACHINE MOVED PLANTING DATES WILL BE SPECIFIED IN THE SPECIAL PROVISIONS.

PLANTING DATES BY ZONE

			③	④
SPRING	DECIDUOUS	BARE ROOT	APRIL 21 TO JUNE 1	APRIL 7 TO JUNE 1
		CONTAINER B&B	APRIL 21 TO JUNE 30	APRIL 7 TO JUNE 30
	CONIFEROUS		APRIL 21 TO JUNE 1	APRIL 7 TO MAY 17
	PERENNIALS		MAY 1 TO JUNE 30	MAY 1 TO JUNE 30
	SEEDLINGS		APRIL 21 TO JUNE 1	APRIL 7 TO JUNE 1
FALL	DECIDUOUS	BARE ROOT	OCT. 1 TO NOV. 1	OCT. 10 TO NOV. 15
		CONTAINER B&B	AUG. 25 TO OCT. 15	AUG. 25 TO NOV. 1
	CONIFEROUS		AUG. 25 TO SEPT. 15	AUG. 25 TO SEPT. 15
	PERENNIALS		AUG. 25 TO SEPT. 15	AUG. 25 TO SEPT. 15

PLANT INSTALLATION PERIOD



ACCEPTABLE ZONES		
ZONES	LEGEND	MIN. TEMP.
3		–34.4° TO –40 F
4		–28.9° TO –34.4 F
5a		–26.1° TO –28.9 F

UNACCEPTABLE ZONES	
ZONES	LEGEND
0, 1, 2, 5b and 6	

FOR ALL PLANT STOCK, DOCUMENT ACCEPTABILITY FOR HARDINESS IN THE MINNESOTA ZONE WHERE THE PROJECT SITE IS LOCATED, AS FOLLOWS:

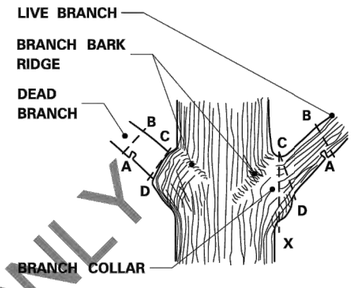
A. PLANT STOCK CONTINUOUSLY GROWN FOR AT LEAST THE LAST TWO YEARS WITHIN THE ACCEPTABLE LIMITS SHOWN.

OR

B. PLANT STOCK, GROWN OUTSIDE THE ACCEPTABLE GROWING RANGE LIMITS, HAVING SEED SOURCE OR ROOT AND GRAFT STOCK ORIGINATING FROM THE ACCEPTABLE LIMITS SHOWN.

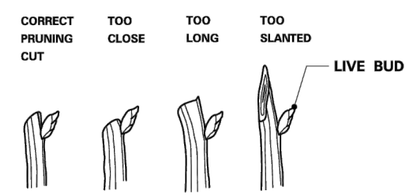
ACCEPTABLE PLANT STOCK GROWING RANGE LIMITS

SOURCE: USDA PLANT HARDINESS ZONE MAP (MnDOT 3861.2C)



BRANCHES PRUNED AT TRUNK

(SHIGO METHOD)



BRANCHES PRUNED TO LIVE BUD

PRUNING

(MnDOT 2571.3E.1 and 2571.3K.2.a(9))

STEPS TO PRUNING WITH PRUNING SAW:

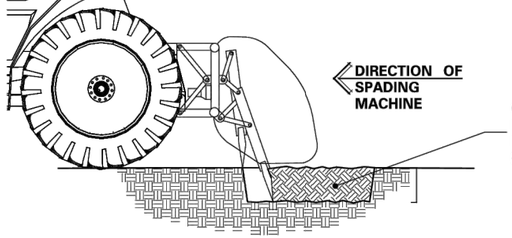
1. CUT PART WAY THROUGH THE BRANCH AT POINT A.
2. CUT COMPLETELY THROUGH BRANCH FROM POINT B TO A.
3. AT BRANCH COLLAR CUT FROM POINT C TO D.

INCORRECT CUT FROM POINT C TO X (TOO CLOSE) WILL RESULT IN DISCONTINUOUS CALLUS FORMATION AFTER ONE SEASON OF GROWTH.

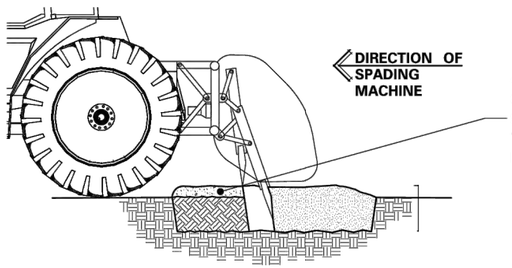
CORRECT CUT FROM POINT C TO D (LEAVING BRANCH COLLAR BUT NOT THE STUB FROM POINT B TO A) WILL RESULT IN CONTINUOUS DOUGHNUT SHAPED CALLUS FORMATION AFTER ONE SEASON OF GROWTH.

PRUNING NOTES:

1. PRUNE USING CLEAN AND SHARP SCISSOR–TYPE PRUNER OR PRUNING SAW.
2. THE BEST TIME TO PRUNE IS LATE DORMANT SEASON OR EARLY SPRING.
3. AVOID PRUNING OAKS IN APRIL, MAY, JUNE OR JULY.
4. IF PRUNING IS NECESSARY OR IF WOUNDS OCCUR TO OAK TREES IN APRIL, MAY, JUNE OR JULY, IMMEDIATELY PAINT CUT SURFACE OR WOUND WITH LATEX PAINT OR SHELLAC.



PRIMARY TILLAGE – PASS 1



INCORPORATION TILLAGE – PASS 2

PLANTING SOIL

(MnDOT 2571.3D)

REVISION:
APPROVED: DECEMBER 11, 2015
CHIEF ENVIRONMENTAL OFFICER

MINNESOTA DEPARTMENT OF TRANSPORTATION

STATE DESIGN ENGINEER

STANDARD PLAN 5–297.301 | 1 OF 3

APPROVED: 12-11-2015

REVISED:

STANDARD PLANTING DETAILS

STATE PROJ. NO. (T.H.) SHEET NO. OF SHEETS

PLOTTED/REVISED: 4-APR-2018
IPLOT NAME: s30l_l_spn
PATH & FILENAME: OTS\DesignStandards\Development\New Border\300_Series\s30l_l_spndgn
Save: 3/18/2024 6:01 PM nbonanno Plot: 4/26/2024 12:00 PM X:\KONINFEL\176070\5-final-dsgn\51-drawings\10-Civil\cad\dwg\sheet\NF176070DT-MNDOT.dwg

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

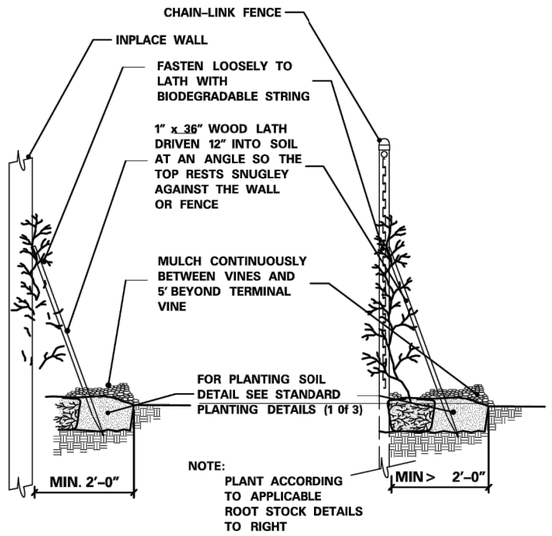
MNDOT STANDARD PLANS

SP 6614-33

PLANTING HOLE DIMENSIONS

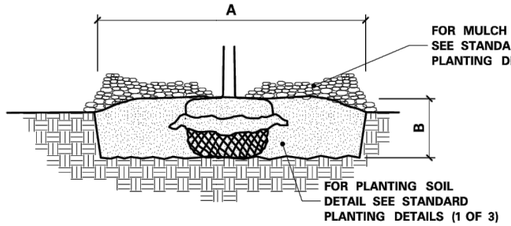
HOLE DEPTH FOR B&B AND CONTAINER PLANTS SHALL NOT EXCEED MEASUREMENT FROM ROOT FLARE TO BOTTOM OF SOIL BALL.

PLANT TYPE	PLANT SIZE UP TO AND INCLUDING	(A) MINIMUM HOLE WIDTH	(B) APPROXIMATE HOLE DEPTH
DECIDUOUS & ORNAMENTAL TREES	3' B.R.	46"	13"
	4' B.R	46"	14"
	5' B.R.	48"	14"
	6' B.R.	54"	15"
	7' B.R	60"	16"
	8' B.R.	66"	19"
	0.75" B.R.	48'	12"
	1" B.R.	54"	14"
	1.25" B.R.	60"	14"
	1.5 B.R.	66"	15"
	1.75" B.R	72"	16"
	2" B.R.	84"	19"
	4' B.B.	42"	11"
	5' B.B.	48"	12"
	6' B.B.	52"	14"
	8' B.B.	66"	16"
	10' B.B.	66"	16"
	12' B.B.	48"	16"
	1" B.B.	54"	14"
	1.25" B.B.	56"	15"
	1.5" B.B.	61"	15"
	1.75" B.B.	66"	16"
	2" B.B.	72"	16"
	2.5" B.B.	84"	19"
	3" B.B.	96"	20"
	3.5" B.B.	114"	23"
	4" B.B.	126"	25"
DECIDUOUS SHRUBS, ROSES AND PERENNIALS	12" B.R.	24"	7"
	15" B.R.	28"	8"
	18" B.R.	30"	8"
	2' B.R.	33"	9"
	3' B.R.	42"	11"
	4' B.B.	48"	12"
	5' B.R.	54"	14"
	6' B.R.	60"	14"
PERENNIAL HOLE DEPTH AND WIDTH SHALL BE BASED UPON ON-CENTER SPACING IN A CONTINUOUS TRENCH.	18" B.B.	27"	7"
	2' B.B.	30"	8"
	3' B.B.	36"	9"
	4' B.B.	42"	11"
	5' B.B.	48"	12"
	6' B.B.	54"	14"



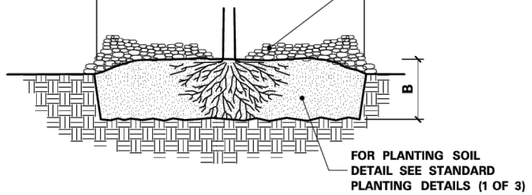
WALL INSTALLATION **FENCE INSTALLATION**

INSTALLATION OF VINES



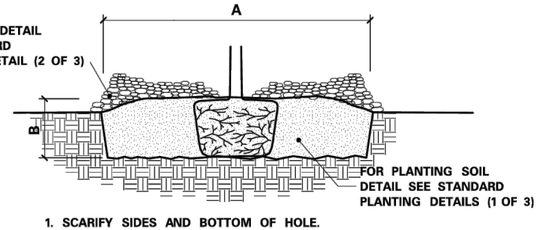
1. SCARIFY SIDES AND BOTTOM OF HOLE.
2. PROCEED WITH CORRECTIVE PRUNING.
3. SET PLANT ON UNDISTURBED NATIVE SOIL OR THOROUGHLY COMPACTED PLANTING SOIL. PLACE PLANT SO THE ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE WITH BURLAP AND WIRE BASKET, (IF USED), INTACT.
4. SLIT REMAINING TREATED BURLAP AT 6" INTERVALS.
5. BACKFILL TO WITHIN APPROXIMATELY 12" OF THE TOP OF THE ROOTBALL, THEN WATER PLANT.
6. REMOVE THE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS WHICHEVER IS GREATER. REMOVE ALL BURLAP AND NAILS FROM THE TOP 1/3 OF THE BALL. REMOVE ALL TWINE. REMOVE OR CORRECT STEM GIRDLING ROOTS.
7. PLUMB AND BACKFILL WITH PLANTING SOIL.
8. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
9. BACK FILL VOIDS AND WATER A SECOND TIME.
10. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

BALLED & BURLAPPED STOCK



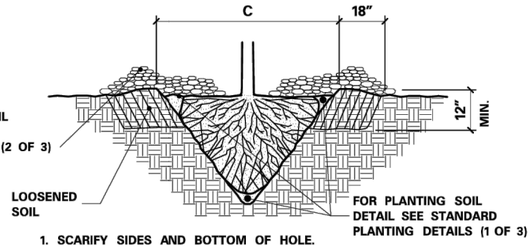
1. SOAK ROOTS IN WATER FOR AT LEAST ONE HOUR BUT NOT MORE THAN 24 HOURS PRIOR TO PLANTING.
2. SCARIFY SIDES AND BOTTOM OF HOLE.
3. PROCEED WITH CORRECTIVE PRUNING OF THE TOP AND ROOTS.
4. TRANSFER PLANT DIRECTLY FROM WATER TO HOLE. SET PLANT SO THE ROOT FLARE IS AT THE FINISHED SOIL ELEVATION. SPREAD ROOTS OUT EVENLY. PLUMB AND IMMEDIATELY BACKFILL WITH PLANTING SOIL.
5. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
6. BACK FILL VOIDS AND WATER A SECOND TIME.
7. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

BARE ROOT STOCK



1. SCARIFY SIDES AND BOTTOM OF HOLE.
2. PROCEED WITH CORRECTIVE PRUNING OF TOP AND ROOT.
3. REMOVE CONTAINER AND SCORE OUTSIDE OF SOIL MASS TO REDIRECT AND PREVENT CIRCLING FIBROUS ROOTS. REMOVE OR CORRECT STEM GIRDLING ROOTS.
4. SET PLANT ON UNDISTURBED NATIVE SOIL OR THOROUGHLY COMPACTED PLANTING SOIL. INSTALL PLANT SO THE TOP OF THE ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE.
5. PLUMB AND BACKFILL WITH PLANTING SOIL.
6. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANT AND FILL VOIDS.
7. BACK FILL VOIDS AND WATER A SECOND TIME.
8. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

CONTAINER STOCK



1. SCARIFY SIDES AND BOTTOM OF HOLE.
2. PROCEED WITH CORRECTIVE PRUNING.
3. SET PLANT ON NATIVE SOIL AT SAME DEPTH AS IT WAS PREVIOUSLY GROWN.
4. PLUMB AND BACKFILL WITH PLANTING SOIL.
5. AFTER PLANTING, LOOSEN THE SOIL IMMEDIATELY ADJACENT TO THE ROOT BALL TO A MINIMUM DISTANCE OF 18" AND A MINIMUM DEPTH OF 12".
6. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANT AND FILL VOIDS.
7. BACK FILL VOIDS AND WATER A SECOND TIME.
8. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

MINIMUM TREE SPADE SIZE REQUIREMENTS

(C) SPADE DIAMETER SIZE	OAK TREE, CALIPER	DECIDUOUS / ORNAMENTAL TREE,CALIPER	CONIFEROUS TREE, HEIGHT
42"	1" to 1.5"	2" to 3"	5' to 7'
60"	1.5" to 2.5"	3" to 4"	7' to 9'
78"	2.5" to 3.5"	4" to 6"	9' to 14'
85"	3.5" to 5"	6" to 8"	14' to 18'

MACHINE MOVED STOCK

INSTALLATION OF PLANTS

(MnDOT 2571.3F)

PLANTING HOLE DIMENSIONS

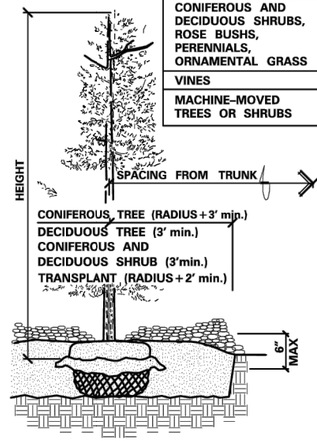
HOLE DEPTH FOR B&B AND CONTAINER PLANTS SHALL NOT EXCEED MEASUREMENT FROM ROOT FLARE TO BOTTOM OF SOIL BALL.

PLANT TYPE	PLANT SIZE UP TO AND INCLUDING	(A) MINIMUM HOLE WIDTH	(B) APPROXIMATE HOLE DEPTH
CONIFEROUS TREES AT LEAST 2/3 OF ALL CONIFER BRANCHES WILL CONTAIN TERMINAL BUDS	2' B.B	36"	10"
	3' B.B	42"	11"
	4' B.B	51"	13"
	5' B.B	60"	13"
	6' B.B	66"	15"
	7' B.B	72"	16"
	8' B.B	81"	18"
	9' B.B	90"	20"
	10' B.B	102"	21"
	12' B.B	114"	24"
CONIFEROUS SHRUBS (UPRIGHT)	18" B.B.	24"	7"
	3' B.B.	48"	12"
CONIFEROUS SHRUBS (SPREADING)	18" SPR B.B.	30"	8"
	2' SPR B.B.	36"	9"
CONTAINER GROWN PLANTS	CELLPACKS / PLUGS	6"	2.5"
	2.25" CONT.	7"	3"
	3.5" CONT.	10"	3"
	4" CONT.	11"	4"
	4.5" CONT.	13"	4"
	6"/1 QT CONT.	15"	5.5"
	1# CONT.	18"	6"
	2# CONT.	23"	7.5"
	3# CONT.	29"	8.5"
	5# CONT.	30"	11"
	7# CONT.	37"	11"
	15# CONT.	44"	14"
	10# CONT.	45"	15"
	20# CONT.	60"	16"
	25# CONT.	72"	17"
SEEDLINGS	6" SEEDLING	15"	14"
	9" SEEDLING	18"	14"
	12" SEEDLING	23"	16"
	18" SEEDLING	30"	16"
	2' SEEDLING	36"	18"
VINES	1 YR. MED B.R.	15"	11"
	1 YR. NO. 1 B.R.	17"	14'
	2 YR. MED. B.R.	33"	12"
	2 YR. NO. 1 B.R.	42"	15"

MULCH AREA CALCULATOR

TYPE OF PLANT	SQ. FT. PER PLANT
CONIFEROUS TREES	$\left[\left(\frac{3/5 \times \text{HEIGHT}}{2}\right)+3\right]^2 \times \pi$
DECIDUOUS AND ORNAMENTAL TREES	$3^2 \times \pi$
CONIFEROUS AND DECIDUOUS SHRUBS, ROSE BUSHS, PERENNIALS, ORNAMENTAL GRASS	SPACING x SPACING
VINES	SPACING x 2
MACHINE-MOVED TREES OR SHRUBS	$\left[\left(\frac{\text{SPADE DIAMETER}}{2}\right)+1\right]^2 \times \pi$

$\pi = 3.1416$



1. PULL MULCH BACK NO LESS THAN 3" AND NO MORE THAN 6" FROM TREES AND SHRUBS AT THE TRUNK OR MAIN STEM.
2. SUBSIDING OR DETERIORATING MULCH IS ACCEPTABLE THROUGHOUT THE ESTABLISHED PERIOD IF THE MULCH DEPTH IS MAINTAINED AT A MINIMUM 3" DEPTH.
3. ADD MULCH WHEN BELOW THE 3" MINIMUM DEPTH; DO NOT EXCEED THE 6" MAXIMUM DEPTH.
4. MULCH CONTAMINATED WITH SOIL MUST BE REMOVED AND REPLACED.

MULCH

(MnDOT 2571.3H)

REVISION:
APPROVED: DECEMBER 11, 2015
CHIEF ENVIRONMENTAL OFFICER

MINNESOTA DEPARTMENT OF TRANSPORTATION
STATE DESIGN ENGINEER

STANDARD PLAN 5-297.301 | 2 OF 3
APPROVED: 12-11-2015
REVISED:

STANDARD PLANTING DETAILS

STATE PROJ. NO. (T.H.) SHEET NO. OF SHEETS

SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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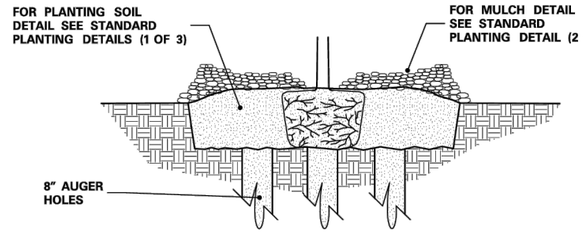
90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

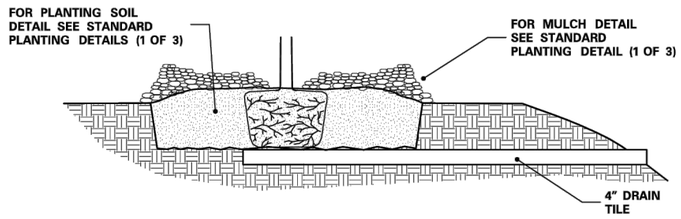
MNDOT STANDARD PLANS

SP 6614-33



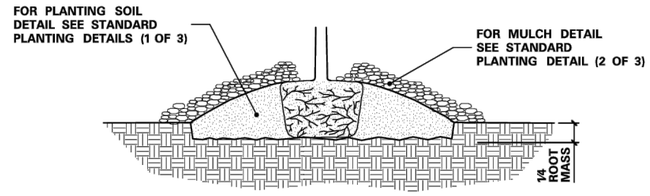
1. EXCAVATE HOLE OR BED TO ALLOW PLACING THE TOP OF ROOT MASS 1"–3" HIGHER THAN FINISHED GRADE.
2. AUGER 8" DIAMETER HOLES ENTIRELY THROUGH IMPERVIOUS OR POORLY DRAINED HARD PAN SOIL LAYER TO ADEQUATELY DRAIN SUBSOIL.
3. TEST FOR POSITIVE DRAINAGE. RE-AUGER AN ADDITIONAL 8" IF NECESSARY FOR POSITIVE DRAINAGE.
4. THOROUGHLY BACKFILL AUGER HOLES WITH A UNIFORM INCORPORATED MIXTURE OF 50% SAND AND 50% INPLACE SOIL.
5. COMPLETE PLANTING ACCORDING TO ROOT TYPE. SEE STANDARD PLANTING DETAILS (2 OF 3).

GRANULAR FILTER



1. EXCAVATE HOLE OR BED TO ALLOW PLACING THE TOP OF THE ROOT MASS 1"–3" HIGHER THAN FINISHED GRADE.
2. INSTALL 4" MINIMUM DIAMETER DRAIN TILE DAYLIGHTING AT A LOWER GRADE.
3. COMPLETE PLANTING ACCORDING TO ROOT TYPE. SEE STANDARD PLANTING DETAILS (2 OF 3).

TILE DRAINAGE



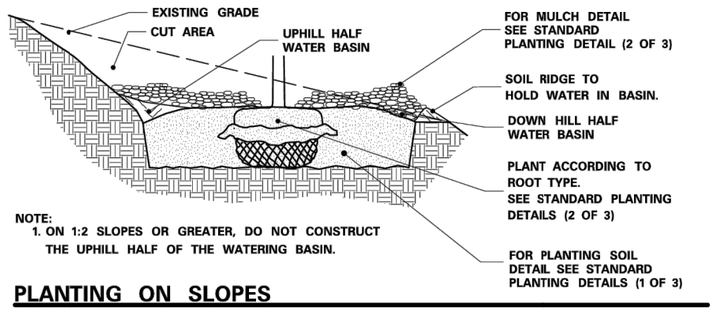
1. EXCAVATE HOLE OR BED ¼ THE DEPTH OF THE ROOT MASS.
2. SET ROOT MASS IN HOLE.
3. CONSTRUCT BERM WITH PLANTING SOIL. EXTEND THE BERM BASE TO A WIDTH OF 3 TIMES THE BERM HEIGHT.
4. COMPLETE PLANTING ACCORDING ROOT TYPE. SEE STANDARD PLANTING DETAILS (2 OF 3).

MINI-BERM

NOTE:
1. THE NEED FOR USING PLANTING DETAILS FOR POORLY DRAINED SOILS AND WHICH TYPE TO USE ARE DETERMINED BY THE CONTRACTOR, SUBJECT TO ENGINEER APPROVAL.

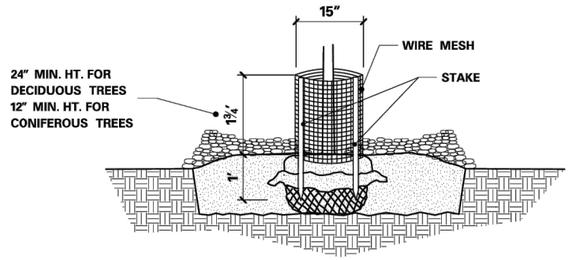
PLANTING DETAIL FOR POORLY DRAINED SOILS

(MnDOT 2571.3D.2(8))



NOTE:
1. ON 1:2 SLOPES OR GREATER, DO NOT CONSTRUCT THE UPHILL HALF OF THE WATERING BASIN.

PLANTING ON SLOPES

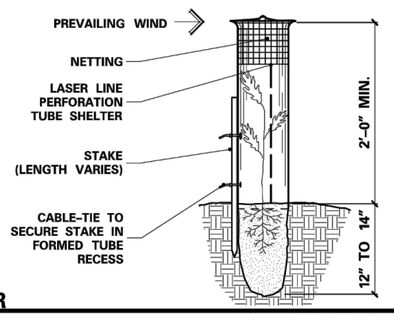


1. FORM A DOUBLE-LAYERED CYLINDER USING 0.25" GRID GALVANIZED WELDED WIRE MESH (HARDWARE CLOTH). OVERLAP THE CUT END 2".
2. DRIVE TWO 1" x 1" OPPOSING HEARTWOOD WHITE OAK STAKES INTO THE GROUND, 7" FROM THE CENTER OF THE TREE STEM.
3. SECURE THE MESH CYLINDER TO THE OUTSIDE OF THE STAKES USING EITHER, SCREWS AND WASHERS OR CABLE-TIES ALONG THE OVERLAP. SPACE APPROXIMATELY 4" ON CENTER ALONG THE OVERLAP.
   a. SCREWS SHALL BE ROUND HEAD GALVANIZED 1/8" DIA. x 3/4" LONG WITH WASHERS.
   OR
   b. CABLE-TIES SHALL BE NYLON, AT LEAST 8" LONG AND BETWEEN 75LB TO 120LB TENSILE STRENGTH.
4. EMBED THE LOWER EDGE OF THE MESH CYLINDER 1" BELOW THE SOIL SURFACE WITHOUT DISTURBING THE TREE ROOTS.
5. CUT EDGES WILL NOT BE PERMITTED AT THE TOP OF THE CYLINDER. STAKE WILL BE FLUSH WITH THE TOP OF THE CYLINDER.
6. MULCH WITHIN THE CYLINDER SHALL NOT EXCEED 3" DEPTH AND SHALL BE PULLED BACK FROM THE TRUNK AS SPECIFIED IN MULCH PLACEMENT DETAIL.
7. THE BOTTOM WHORL OF PINE AND LARCH BRANCHES MAY HAVE TO BE REMOVED TO PERMIT INSTALLATION OF 12" MIN. HEIGHT RODENT GUARDS.
8. INSTALL ON ALL DECIDUOUS, PINE AND LARCH TREES, DO NOT PLACE ON SPRUCE TREES.

RODENT PROTECTION

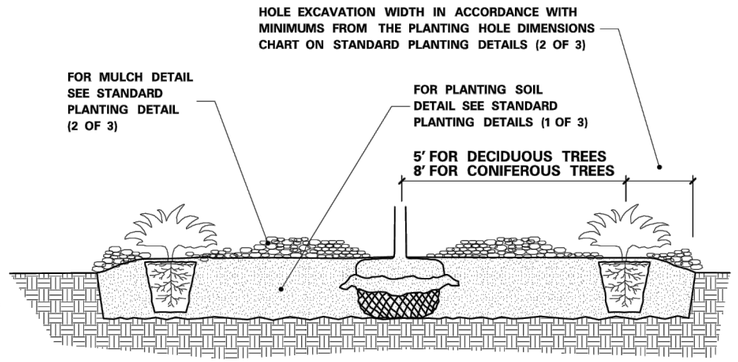
(MnDOT 2571.3I.2)

1. USE SEAMLESS, EXTRUDED, TWIN-WALL, RIGID AND SEMI TRANSLUCENT POLYPROPYLENE TUBES WITH A LASER LINE PERFORATION AND AN OUTWARD-FLARED TOP RIM.
2. SECURE SHELTER WITH NYLON CABLE-TIES ATTACHED TO A 1" x 1" WHITE OAK STAKE TO PREVENT DISLODGING OR TWISTING.
3. EMBED THE BOTTOM OF THE TUBE A MINIMUM OF 1" BELOW THE SOIL SURFACE WITHOUT DISTURBING THE TREE ROOTS.
4. PLACE A PLASTIC PHOTODEGRADABLE NETTING COVER AND SLEEVE OVER THE TOP OF THE TUBE. PULL NETTING DOWN AS SHOWN.

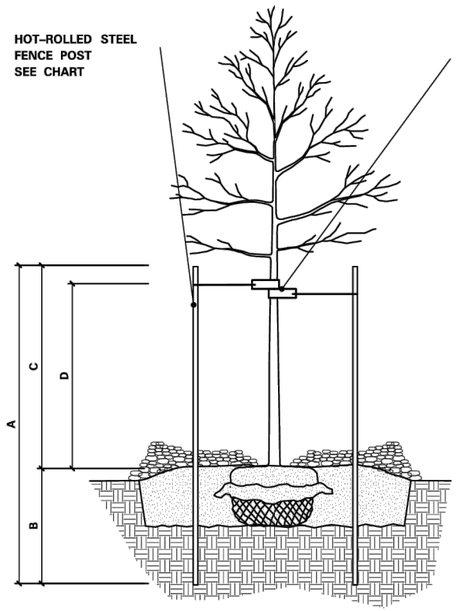


SEEDLING TREE SHELTER

(MnDOT 2571.3I.4)



PLANT SPACING IN MASS BEDS



1. STEEL POSTS TO BE NOTCHED OR DRILLED TO RETAIN GUY WIRES. PLACE OUTSIDE OF ROOT BALL. DRIVE PLUMB REGARDLESS OF GROUND SLOPE.
2. REQUESTS TO SUBSTITUTE RUBBER HOSE AND WIRE GUYING SYSTEMS WILL NOT BE APPROVED.
3. TREE STAKING IS NOT REQUIRED UNLESS SPECIFIED OR NECESSARY TO MAINTAIN TREES IN A PLUMB CONDITION WHERE VANDALISM, SOIL, OR WIND CONDITIONS ARE A PROBLEM, OR AS DIRECTED BY THE ENGINEER.
4. REMOVE WITHIN ONE YEAR.

STEEL POST SIZING					
CALIPER	STEEL POST TYPE	A	B	C	D
LESS THAN 4 INCHES	HOT-ROLLED STEEL FENCE POST (MnDOT 3403) OR APPROVED EQUAL.	7'-0"	3'-0" MIN.	4'-0"	3'-0"
GREATER THAN 4 INCHES	10', 2.2 LB. FLANGED CHANNEL SIGN POST (MnDOT 3401) OR APPROVED EQUAL.	10'-0"	4'-0" MIN.	6'-0"	5'-0"

STAKING AND GUYING

(MnDOT 2571.3I.1)

REVISION:

APPROVED: DECEMBER 11, 2015
CHIEF ENVIRONMENTAL OFFICER

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.301 | 3 OF 3

APPROVED: 12-11-2015
REVISED:

STATE DESIGN ENGINEER

STANDARD PLANTING DETAILS

STATE PROJ. NO. | (T.H.) | SHEET NO. OF SHEETS

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SEH Project	176070
Drawn By	ACB
Designed By	ACB
Checked By	WB

Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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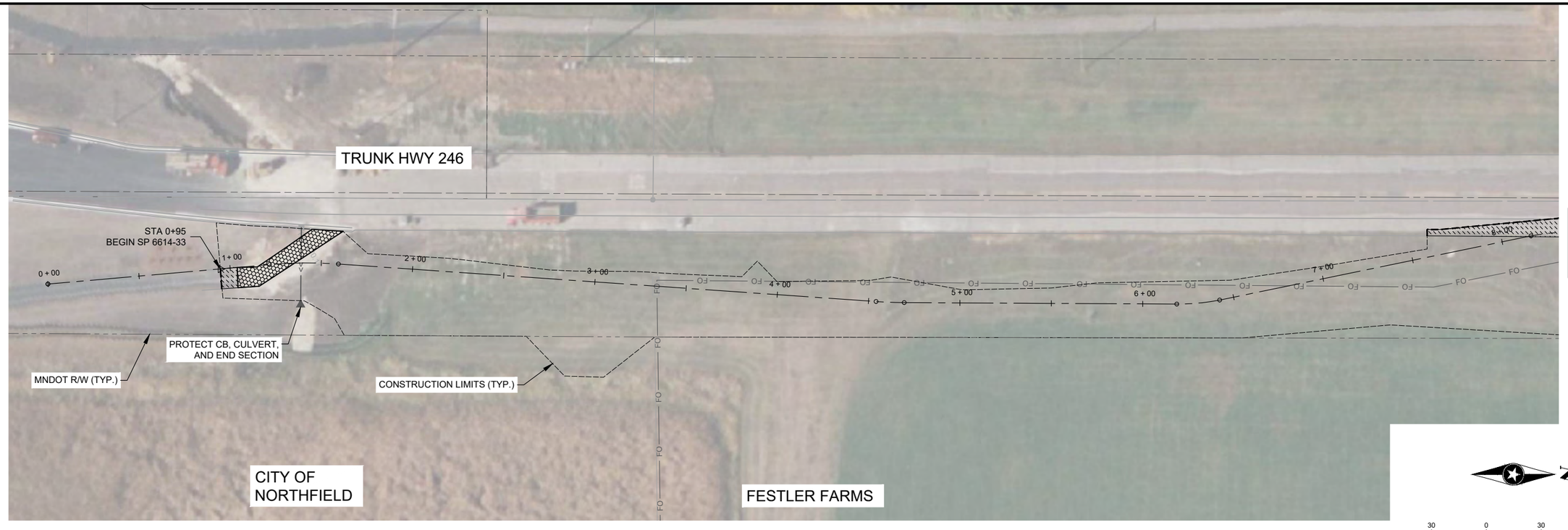
SEH

90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

MNDOT STANDARD PLANS

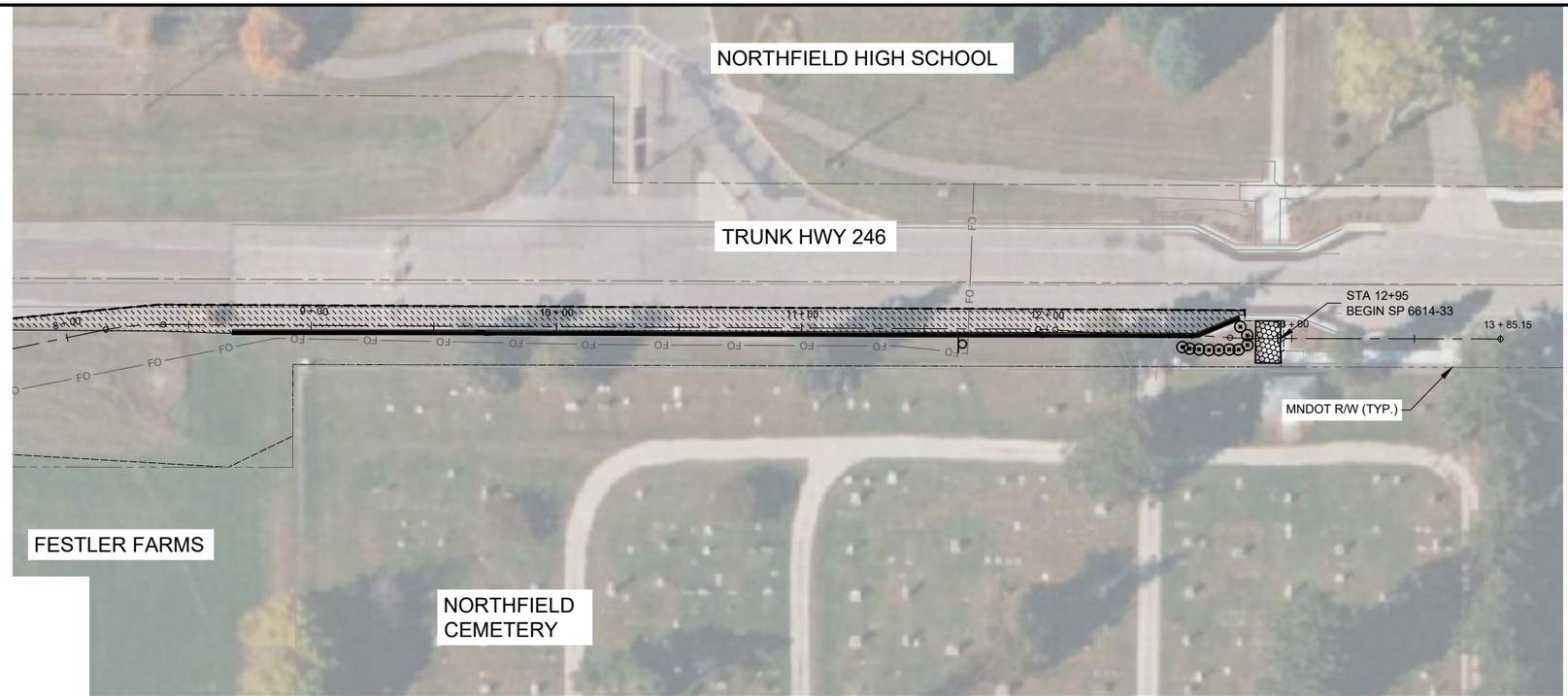
SP 6614-33



TRUNK HIGHWAY 246 TRAIL

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE WALK
- REMOVE CURB AND GUTTER
- FULL DEPTH SAW CUT
- SALVAGE SIGN
- REMOVE LANDSCAPING



GENERAL NOTES

		Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
SEH Project	176070	.			.		
Drawn By	ACB	.			.		
Designed By	ACB	.			.		
Checked By	WB	.			.		

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WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

REMOVAL PLAN

SP 6614-33

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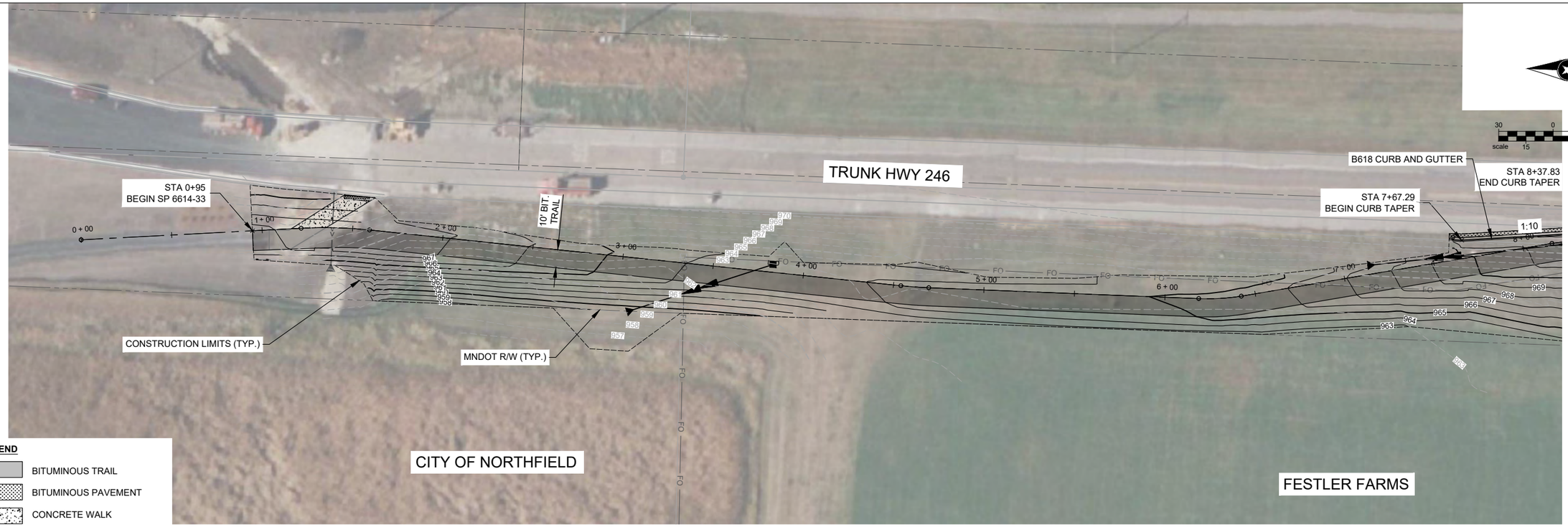

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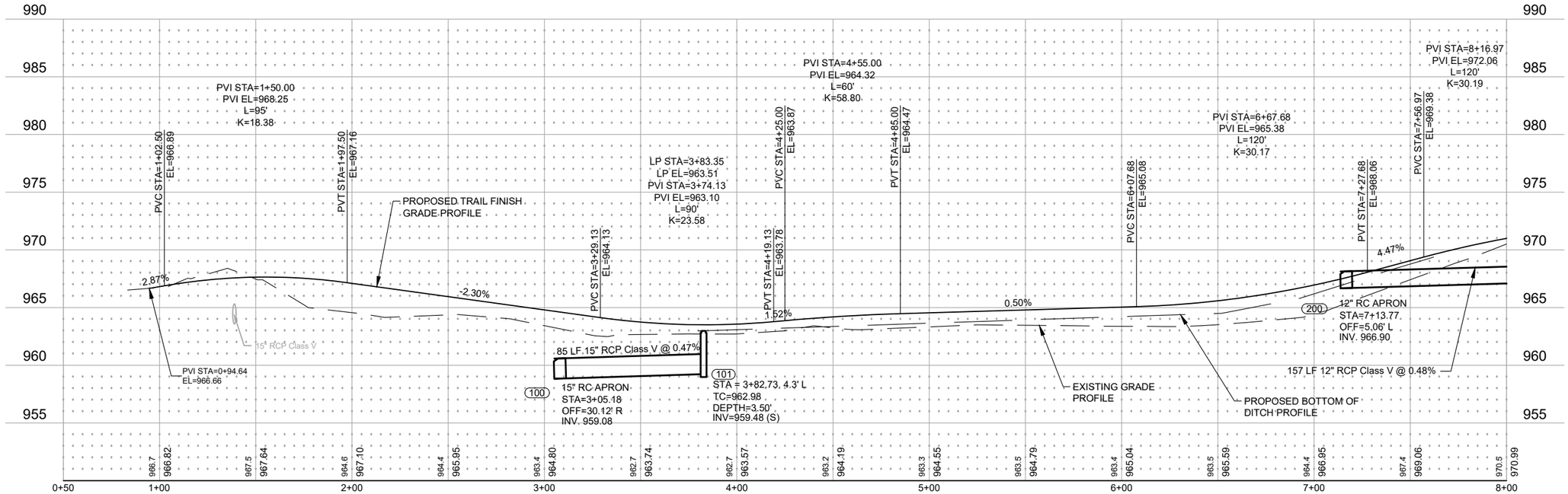

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TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

TRAIL AND STORM SEWER PLAN AND PROFILE

SP 6614-33

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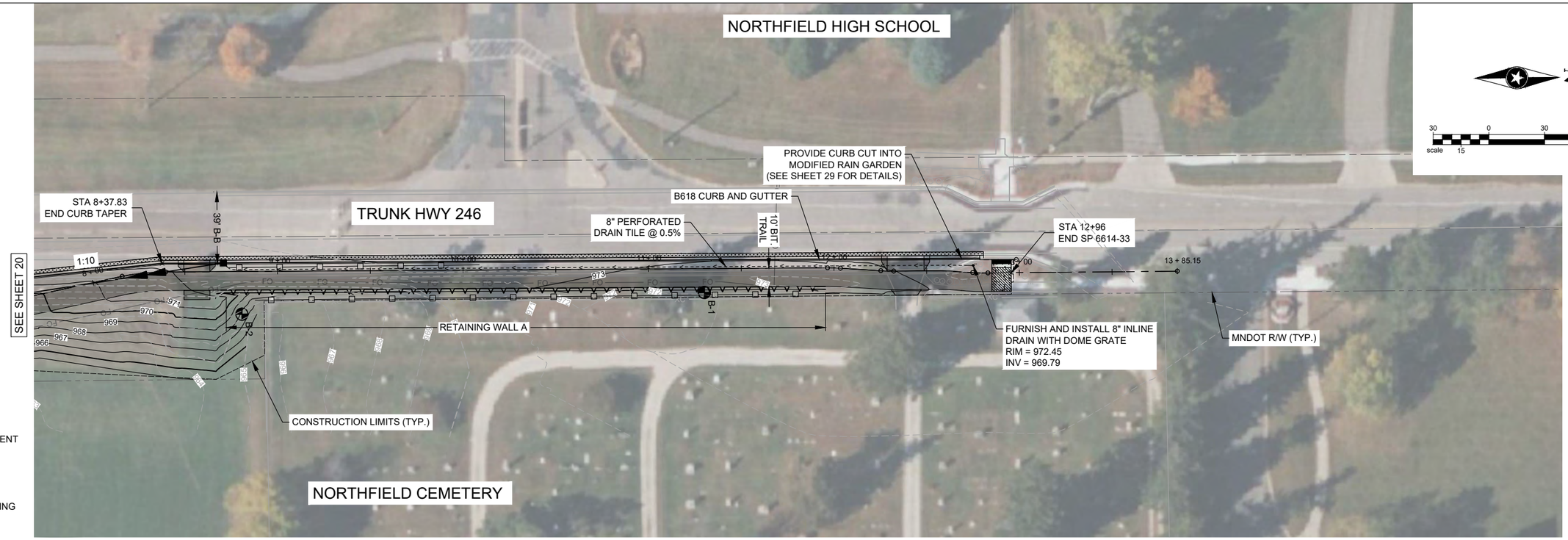
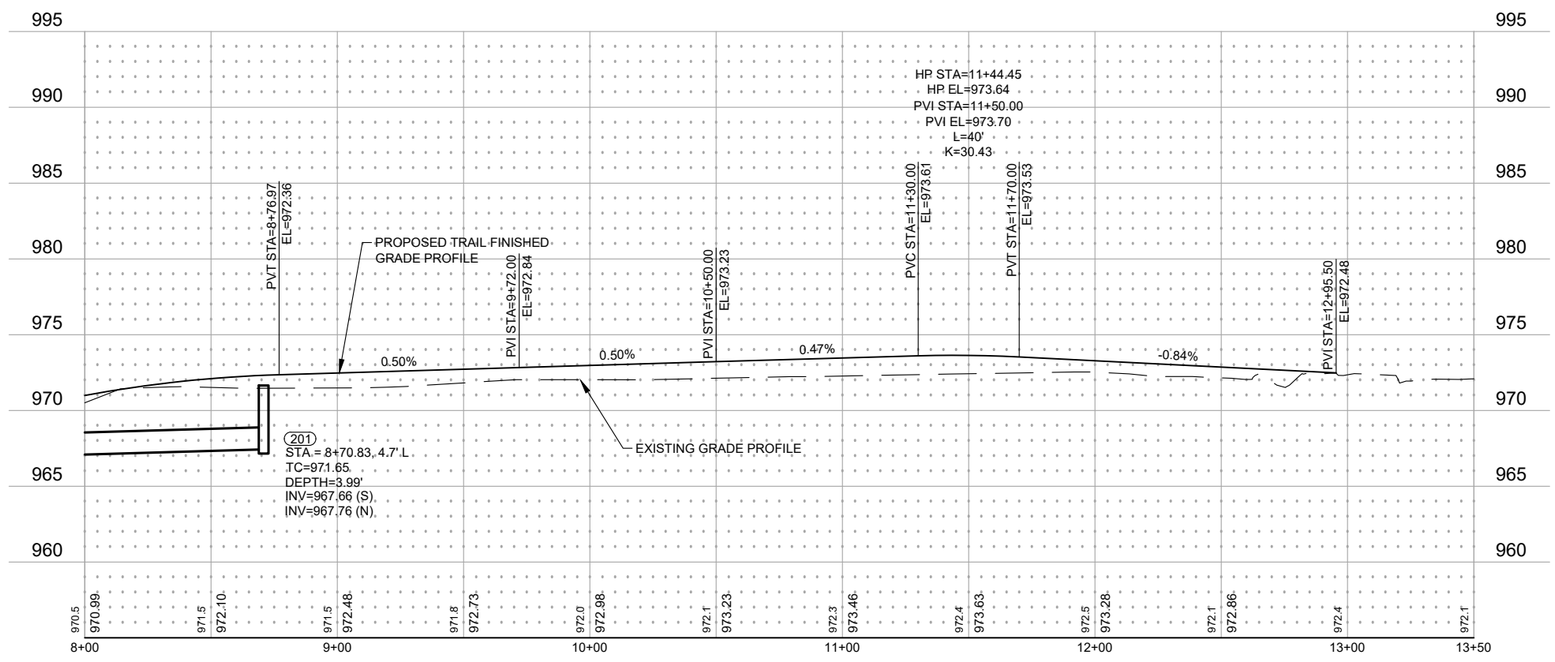


TRUNK HIGHWAY 246 TRAIL

LEGEND

- BITUMINOUS TRAIL
- BITUMINOUS PAVEMENT
- CONCRETE WALK
- RETAINING WALL
- TEMPORARY SHEETING



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TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

TRAIL AND STORM SEWER PLAN AND PROFILE

SP 6614-33

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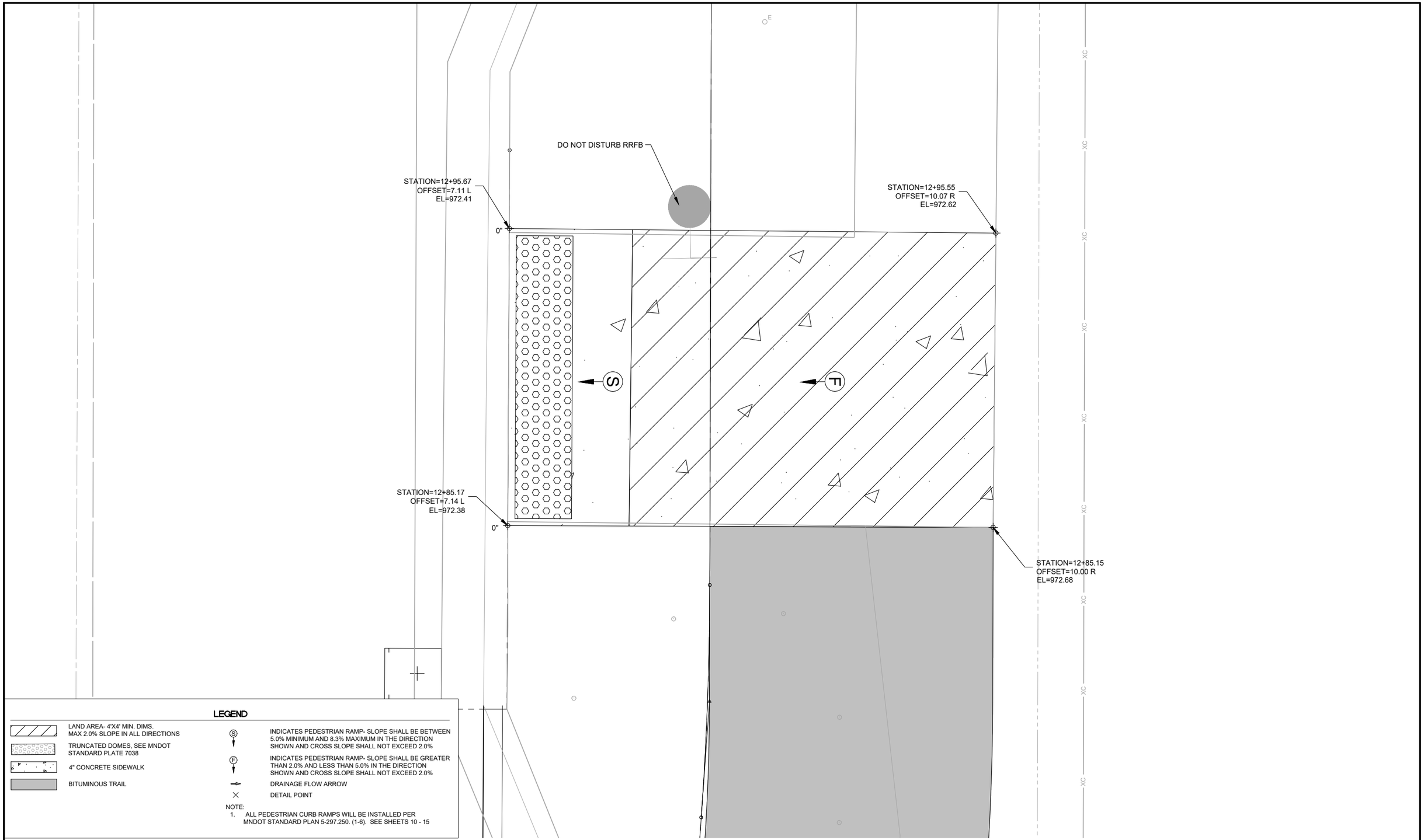

LEGEND

- LAND AREA- 4'X4' MIN. DIMS. MAX 2.0% SLOPE IN ALL DIRECTIONS
- TRUNCATED DOMES, SEE MNDOT STANDARD PLATE 7038
- 4" CONCRETE SIDEWALK
- BITUMINOUS TRAIL
- (S) INDICATES PEDESTRIAN RAMP- SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%
- (F) INDICATES PEDESTRIAN RAMP- SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%
- DRAINAGE FLOW ARROW
- DETAIL POINT

NOTE:
1. ALL PEDESTRIAN CURB RAMPS WILL BE INSTALLED PER MNDOT STANDARD PLAN 5-297.250. (1-6). SEE SHEETS 10 - 15

TH 246 TRAIL

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WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

INTERSECTION DETAIL

SP 6614-33

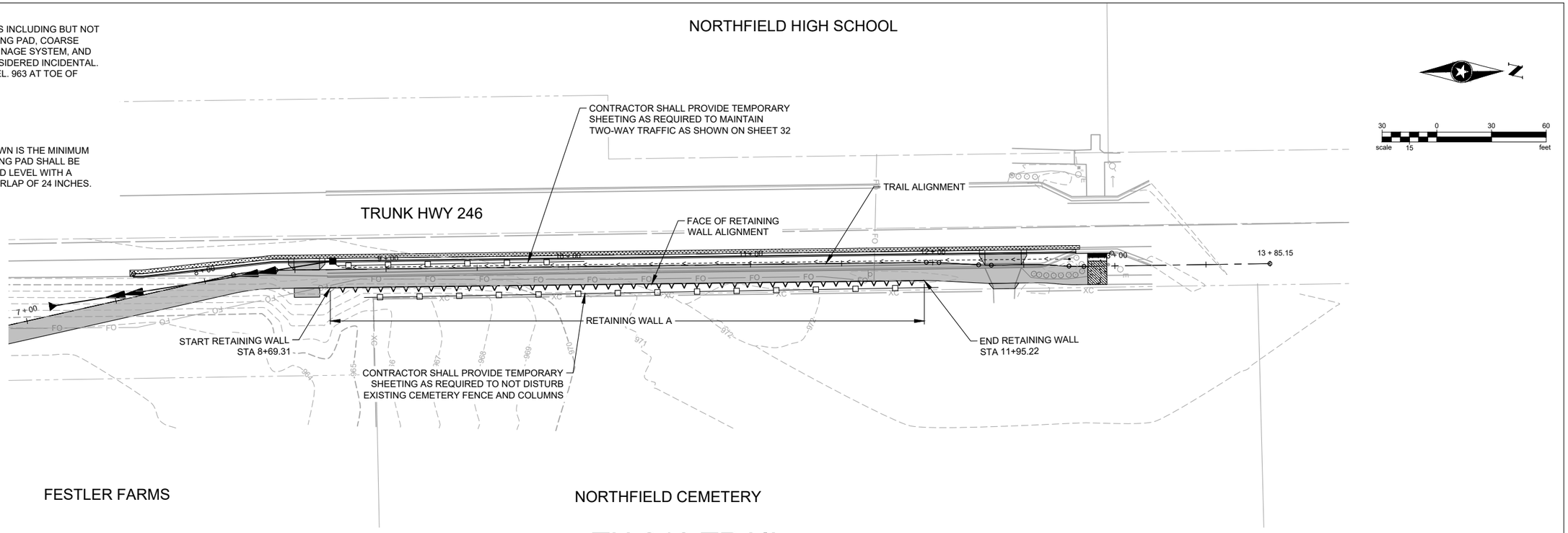
GENERAL NOTES:

1. ALL RETAINING WALL MATERIALS INCLUDING BUT NOT LIMITED TO, BLOCK, CAP, LEVELING PAD, COARSE AGGREGATE, GEOTEXTILE, DRAINAGE SYSTEM, AND SURFACE FINISH SHALL BE CONSIDERED INCIDENTAL.
2. DAYLIGHT WALL DRAIN TILE AT EL. 963 AT TOE OF EMBANKMENT NEAR ST 7+00.

KEYED NOTES:

(1.) BLOCK BURY MINIMUM 2 FEET.

(2.) BOTTOM OF LEVELING PAD SHOWN IS THE MINIMUM BURY DEPTH REQUIRED. LEVELING PAD SHALL BE CONSTRUCTED HORIZONTAL AND LEVEL WITH A MINIMUM STEP TRANSITION OVERLAP OF 24 INCHES. SEE LEVELING PAD DETAIL.



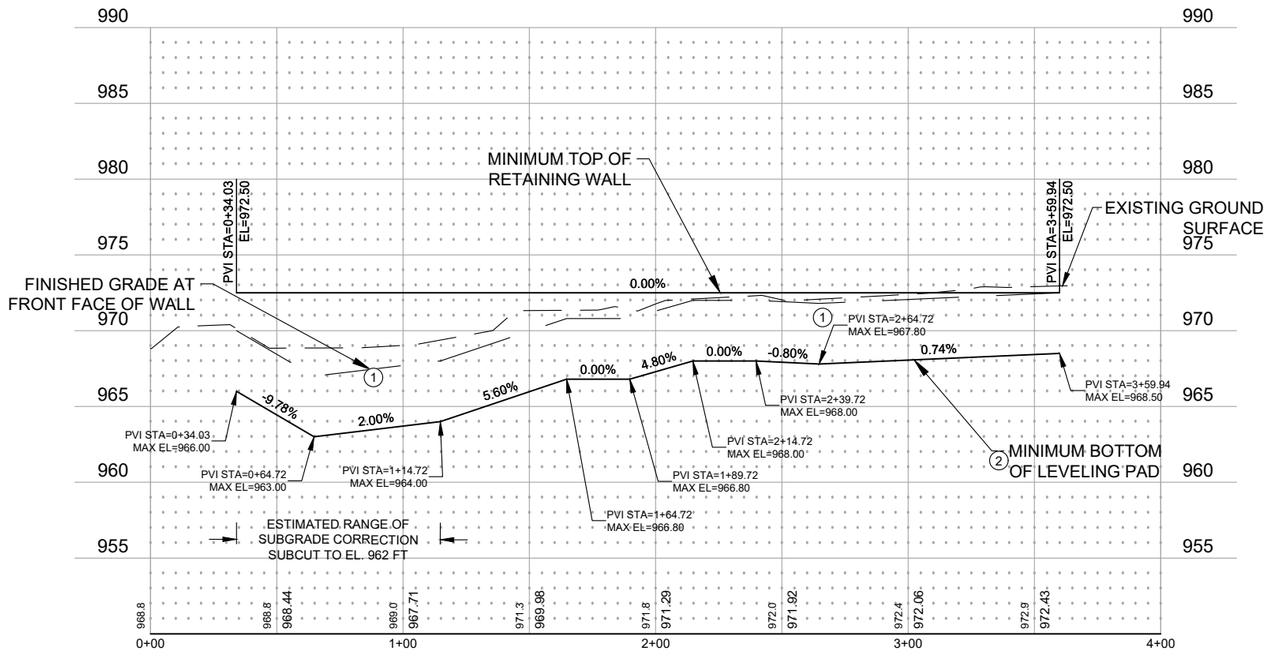
TH 246 TRAIL

LEGEND

- BITUMINOUS TRAIL
- BITUMINOUS PAVEMENT
- CONCRETE WALK
- RETAINING WALL
- TEMPORARY SHEETING

STATION EQUATION:

WALL STA + 835.28 = TRAIL STA



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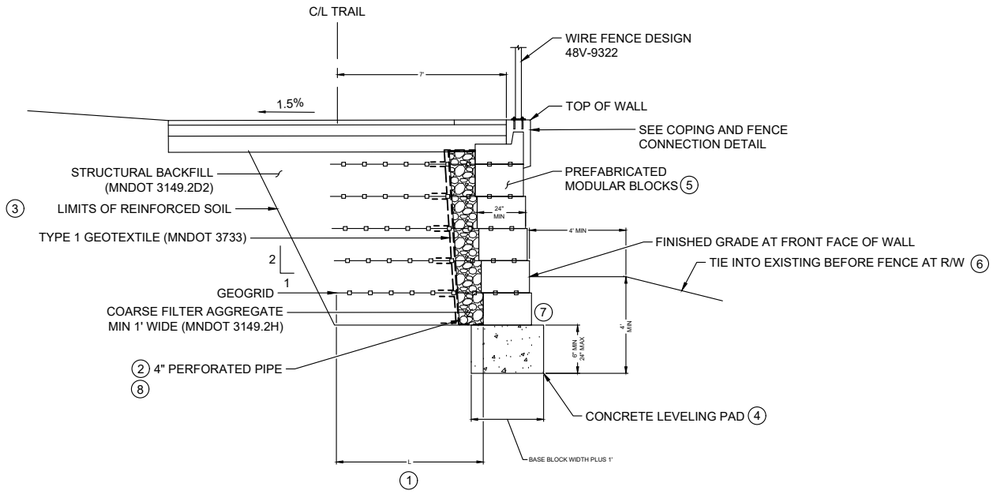
90% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

RETAINING WALL PLAN AND PROFILE

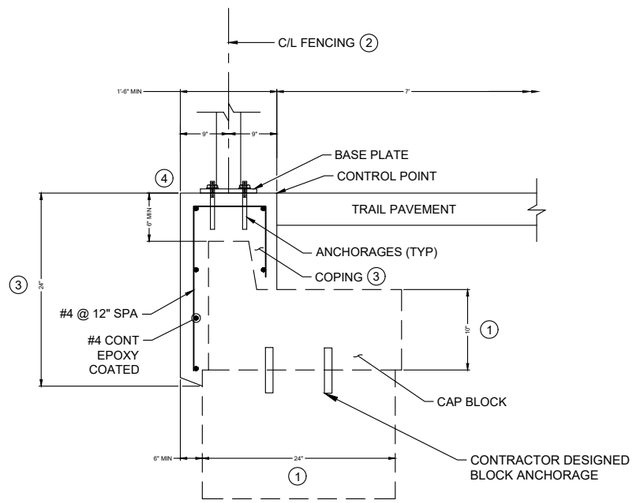
SP 6614-33



ELEVATION
REINFORCED SECTION (TYP)
NOT TO SCALE

PREFABRICATED MODULAR BLOCK WALL

WALL C - STA. 8+90 TO STA. 12+19



COPING AND FENCING CONNECTION DETAIL

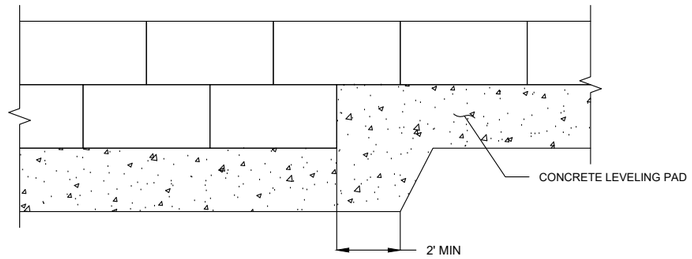
NOT TO SCALE

KEYNOTES: ◯

1. VERIFY WITH BLOCK MANUFACTURER FOR RETAINING WALL UNIT DIMENSIONS.
2. WIRE FENCE DESIGN 48V-9322.
3. CONCRETE SHALL BE MIX 3B52 (MNDOT 2461). REINFORCEMENT SHALL BE EPOXY COATED.
4. PMBW DESIGN ENGINEER TO PROVIDE REQUIREMENTS FOR RAILING AND BLOCK ANCHORAGES AND ENSURE COPING AND BLOCK SYSTEM PROVIDE REQUIRED RESISTANCE FOR PEDESTRIAN AND BICYCLIST RAILING.

PREFABRICATED MODULAR BLOCK WALL NOTES:

1. MINIMUM REINFORCEMENT LENGTH MEASURED FROM THE BACK FACE OF THE BLOCK. L = 8' MIN
2. 4" NOMINAL DIAMETER PERFORATED PIPE IN ACCORDANCE WITH SPEC. 3245.2 MEETING ASTM D1785. WRAP WITH TYPE 1 GEOTEXTILE IN ACCORDANCE WITH SPEC. 3733. INSTALLATION IN ACCORDANCE WITH SPEC. 2502.
3. PAY LIMITS. ACTUAL EXCAVATION SLOPE IS DETERMINED BY OSHA REGULATIONS AND IN-SITU SOILS: EXCAVATION BEYOND THESE LIMITS AT CONTRACTORS EXPENSE.
4. SCARIFY SOILS BELOW CONCRETE LEVELING PAD TO A DEPTH OF 6" AND RECOMPACT TO 100% OF STANDARD PROCTOR MAXIMUM DENSITY.
5. PREFABRICATED MODULAR BLOCKS UNITS SHALL CONSIST OF WET CAST CONCRETE UNITS AS REQUIRED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
6. PLACE 6" TOPSOIL AND PROVIDE TURF ESTABLISHMENT ACCORDING TO THE EROSION CONTROL AND TURF ESTABLISHMENT SHEETS.
7. DUE TO WALL BATTER AND VERTICAL GRADE CHANGE ALONG THE LENGTH OF THE WALL, ADJUST BASE BLOCK ALIGNMENT AS NEEDED TO MAINTAIN THE TRAIL.
8. DRAIN TILE TO BE DAYLIGHTED AT ELEVATION 963 FEET AT TOE OF EMBANKMENT NEAR TRAIL STA 7+00. DRAIN TILE FROM END OF WALL TO DAYLIGHT TO BE 6IN NON-PERFORATED T.P.IN ACCORDANCE WITH THE SPECIAL PROVISIONS.



LEVELING PAD DETAIL

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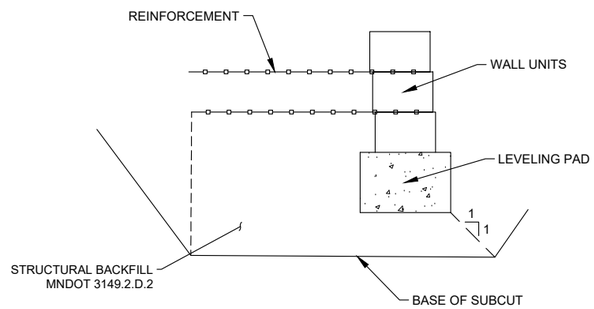

SUBCUT DETAIL

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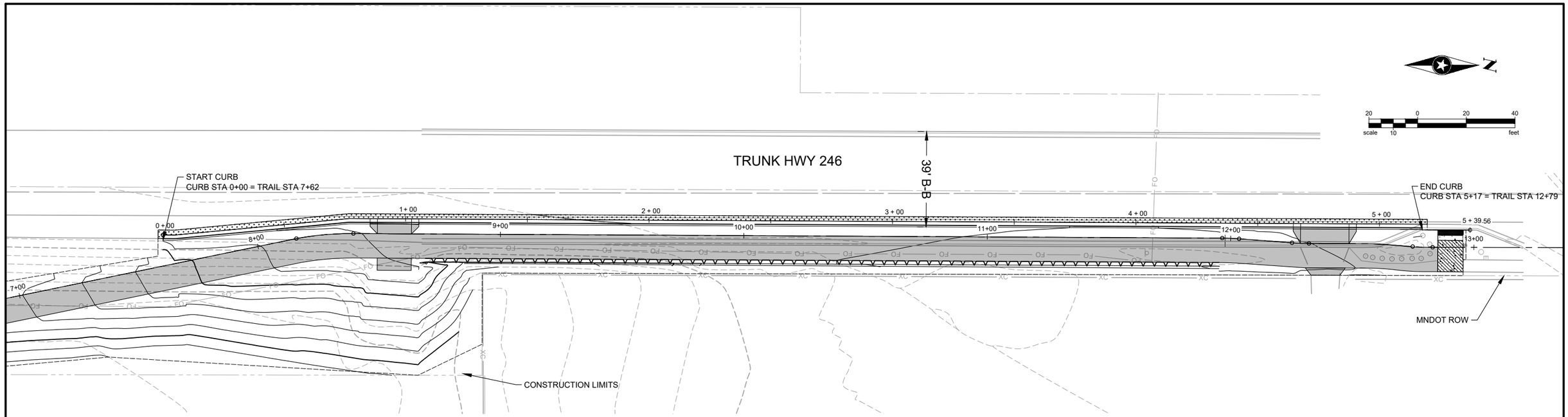
90% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

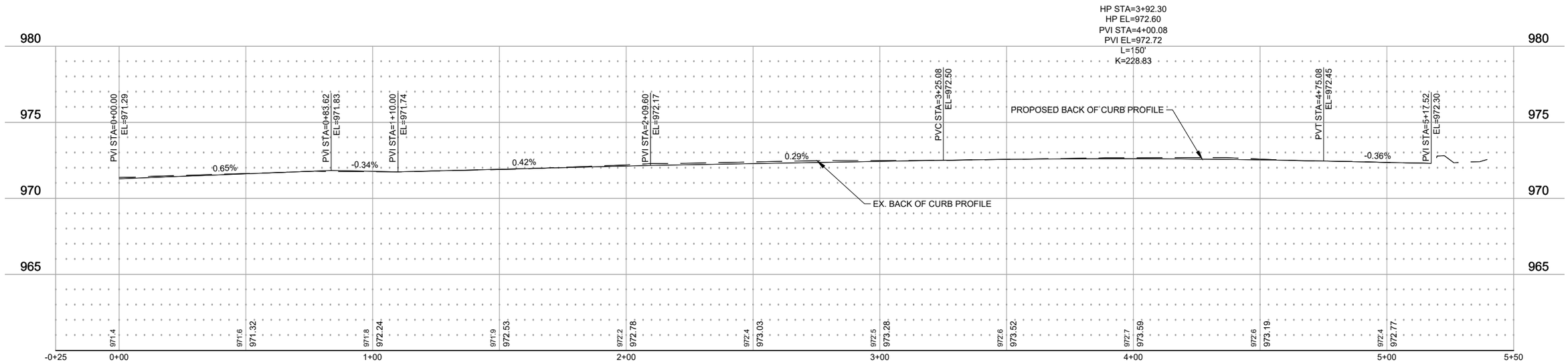
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

RETAINING WALL DETAILS

SP 6614-33



TH 246 TRAIL



SEH Project	176070	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFFESIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	TRUNK HIGHWAY 246 TRAIL	PROPOSED CURB PLAN AND PROFILE	25
Drawn By	ACB	.			.			90% PLANS	NORTHFIELD, MINNESOTA		
Designed By	ACB	.			.			WILLIAM BAUER, PE			SP 6614-33 of 42
Checked By	WB	.			.			DATE XX-XX-XX LICENSE NO. 55680			

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SWPPP SUMMARY/OVERVIEW:
THIS STORM WATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN DEVELOPED TO ADDRESS THE REQUIREMENTS OF NPDES PERMIT MN R100001. THIS SWPPP INCLUDES A COMBINATION OF NARRATIVE AND PLAN SHEETS THAT DESCRIBE THE TEMPORARY AND PERMANENT STORM WATER MANAGEMENT PLAN FOR THE PROJECT.

PROJECT INFORMATION:

LOCATION:	NORTHFIELD, MINNESOTA
LATITUDE/LONGITUDE:	44.4431, -93.1605
PROJECT DESCRIPTION:	TRAIL EXPANSION
SOIL DISTURBING ACTIVITIES:	GRADING, STORM SEWER AND RETAINING WALL INSTALLATION

CONTACTS:

OWNER:	CITY OF NORTHFIELD
CONTACT:	SEAN SIMONSON
ADDRESS:	801 WASHINGTON ST, NORTHFIELD, MN 55057
PHONE:	507.645.3049
EMAIL:	SEAN.SIMONSON@NORTHFIELDMN.GOV

ENGINEER:	SHORT ELLIOTT HENDRICKSON INC. (SEH)
CONTACT:	WILLIAM BAUER, PE
PHONE:	952.912.2629
EMAIL:	wbauer@sehinc.com
PROJECT NO.:	NF176070

KNOWLEDGEABLE PERSON/CHAIN OF RESPONSIBILITY
THE CONTRACTOR SHALL IDENTIFY A PERSON KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMPS WHO WILL COORDINATE WITH ALL CONTRACTORS, SUBCONTRACTORS, AND OPERATORS ON-SITE TO OVERSEE THE IMPLEMENTATION OF THE SWPPP.

CONTRACTOR	X
CONTACT	X
PHONE	X
EMAIL	X

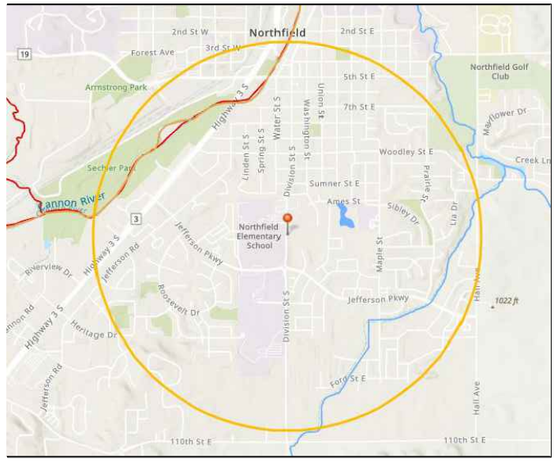
THE CONTRACTOR SHALL ESTABLISH A CHAIN OF RESPONSIBILITY FOR ALL CONTRACTORS AND SUB-CONTRACTORS ON SITE TO ENSURE THE SWPPP IS BEING PROPERLY IMPLEMENTED AND MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE CHAIN OF RESPONSIBILITY TO THE OWNER AND ATTACH TO THE SWPPP PRIOR TO ANY CONSTRUCTION ACTIVITY.

GENERAL SWPPP RESPONSIBILITIES:
THE CONTRACTOR SHALL KEEP THE SWPPP, INCLUDING ALL AMENDMENTS AND INSPECTION AND MAINTENANCE RECORDS ON SITE DURING CONSTRUCTION.

THE SWPPP WILL BE AMENDED AS NEEDED AND/OR AS REQUIRED BY PROVISIONS OF THE PERMIT. PERMITTEES MUST AMEND THE SWPPP TO INCLUDE ADDITIONAL OR MODIFIED BMPS AS NECESSARY TO CORRECT PROBLEMS IDENTIFIED OR ADDRESS SITUATIONS WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS HAVING A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS OR GROUNDWATER. AMENDMENTS WILL BE APPROVED BY BOTH THE OWNER AND CONTRACTOR AND WILL BE ATTACHED OR OTHERWISE INCLUDED WITH THE SWPPP DOCUMENTS. THE SWPPP AMENDMENTS SHALL BE INITIATED, FACILITATED, AND PROCESSED BY THE CONTRACTOR.

ALL SWPPP CHANGES MUST BE DONE BY AN INDIVIDUAL TRAINED IN ACCORDANCE WITH SECTION 21.2. CHANGES INVOLVING THE USE OF A LESS STRINGENT BMP MUST INCLUDE A JUSTIFICATION DESCRIBING HOW THE REPLACEMENT BMP IS EFFECTIVE FOR THE SITE CHARACTERISTICS.

BOTH THE OWNER AND CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER TERMINATION AND/OR TRANSFER OF THE PERMIT.



TRAINING DOCUMENTATION:

PREPARER/DESIGNER OF SWPPP:	MATHEW STEELY
EMPLOYER:	SHORT ELLIOTT HENDERICKSON INC. (SEH®)
DATE OBTAINED / REFRESHED	REFRESHED JANUARY 2024
INSTRUCTOR(S)/ENTITY PROVIDING TRAINING:	UNIVERSITY OF MINNESOTA

CONTENT OF TRAINING AVAILABLE UPON REQUEST.

THE CONTRACTOR (OPERATOR) SHALL ADD TO THE SWPPP TRAINING RECORDS FOR THE FOLLOWING PERSONNEL:

-INDIVIDUALS OVERSEEING THE IMPLEMENTATION OF, REVISING, AND AMENDING THE SWPPP
-INDIVIDUALS PERFORMING INSPECTIONS
-INDIVIDUALS PERFORMING OR SUPERVISING THE INSTALLATION, MAINTENANCE AND REPAIR OF BMPS

TRAINING MUST RELATE TO THE INDIVIDUAL'S JOB DUTIES AND RESPONSIBILITIES AND SHALL INCLUDE:

1) DATES OF TRAINING
2) NAME OF INSTRUCTORS
3) CONTENT AND ENTITY PROVIDING TRAINING

THE CONTRACTOR SHALL ENSURE THAT THE INDIVIDUALS ARE TRAINED BY LOCAL, STATE, FEDERAL AGENCIES, PROFESSIONAL ORGANIZATIONS, OR OTHER ENTITIES WITH EXPERTISE IN EROSION PREVENTION, SEDIMENT CONTROL, PERMANENT STORMWATER MANAGEMENT AND THE MINNESOTA NPDES/SDS CONSTRUCTION STORMWATER PERMIT.

PROJECT SUMMARY:

TOTAL DISTURBED AREA:	0.86 AC
PRE-CONSTRUCTION IMPERVIOUS AREA:	0.15 AC
POST-CONSTRUCTION IMPERVIOUS AREA:	0.29 AC
IMPERVIOUS AREA ADDED:	0.14 AC

ID	NAME	TYPE	SPECIAL WATER?	IMPAIRED WATER?	CONSTRUCTION RELATED IMPAIRMENT OR SPECIAL WATER CLASSIFICATION	TMDL
	CANNON RIVER	RIVER	N	Y	Impairment(s) are considered to be construction related parameters and require the additional best management practices (BMPs) found in items 23.9 and 23.10 o	
	NO NAME	CREEK	N	N		
ADDITIONAL BMPS AND/OR ACTIONS REQUIRED:						
SEE SECTION 23 OF THE PERMIT AND APPLICABLE TMDL WLA'S						

WATERBODY	NO WORK DURING
LAKES	APRIL 1 - JUNE 30
NON-TROUT STREAMS	MARCH 15 - JUNE 15
TROUT STREAMS	SEPTEMBER 1 - APRIL 1

SEE DNR PERMIT FOR MORE INFORMATION

SITE SOIL INFORMATION: (http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx)
(SOIL INFORMATION PROVIDED IS FOR NPDES PERMIT INFORMATION ONLY. SOIL INFORMATION WAS OBTAINED FROM THE USGS WEBSITE. THE CONTRACTOR SHALL NOT RELY ON THIS SOIL INFORMATION FOR CONSTRUCTION PURPOSES.)

SOIL NAME:	HYDROLOGIC CLASSIFICATION:
ESTHERVILLE SANDY LOAM, 41A	A
URBAN LAND ESTHERVILLECOMPLEX, 849B	A
ANTICIPATED RANGE OF PARTICLE SIZES	

RELATED REVIEWS & PERMITS:
ENVIRONMENTAL, WETLAND, ENDANGERED OR THREATENED SPECIES, ARCHEOLOGICAL, LOCAL, STATE, AND/OF FEDERAL REVIEWS/PERMITS:

AGENCY:	TYPE OF PERMIT:
EPA	NPDES PERMIT
MnDOT	LIMITED USE PERMIT
MnDOT	MISCELLANEOUS WORK PERMIT

LONG TERM OPERATION AND MAINTENANCE
THE OWNER WILL BE RESPONSIBLE OR WILL OTHERWISE IDENTIFY WHO WILL BE RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM(S).

THE OWNER WILL PREPARE AND IMPLEMENT A PERMANENT STORMWATER TREATMENT SYSTEM(S) MAINTENANCE PLAN.

IMPLEMENTATION SEQUENCE:
THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING SEQUENCE.
THE ENGINEER MAY APPROVE ADJUSTMENTS TO THE SEQUENCE AS NEEDED.

1.	INSTALL ROCK CONSTRUCTION ENTRANCE(S)
2.	INSTALL PERIMETER CONTROL AND STABILIZE DOWN GRADIENT BOUNDARIES
3.	INSTALL INLET PROTECTION ON EXISTING CATCH BASINS
4.	COMPLETE SITE GRADING
5.	INSTALL UTILITIES, STORM SEWER, INLET PROTECTION, CURB & GUTTER, PAVING
6.	COMPLETE FINAL GRADING AND STABILIZE DISTURBED AREAS
7.	AFTER CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED, REMOVE ACCUMULATED SEDIMENT, REMOVE BMPS, AND RE-STABILIZE ANY AREAS DISTURBED BY THEIR REMOVAL.
8.	INSTALL FILTRATION MEDIA

PROJECT SPECIFIC NOTES:

THE FOLLOWING DOCUMENTS ARE CONSIDERED PART OF THE SWPPP:
PLAN AND PROFILE PLAN SHEETS:
EROSION AND SEDIMENT CONTROL PLAN SHEETS:
TURF ESTABLISHMENT PLAN SHEETS:
STORM SEWER PLAN & PROFILE PLAN SHEETS:
GRADING PLAN SHEETS:
DETAIL PLAN SHEETS:
SWPPP NOTE AND DETAIL SHEETS:
PROJECT SPECIFICATIONS:
PROJECT BID FORM:

TEMPORARY BMP DESIGN FACTORS:
EROSION PREVENTION AND SEDIMENT CONTROL BMP'S MUST BE DESIGNED TO ACCOUNT FOR:

THE EXPECTED AMOUNT, FREQUENCY, INTENSITY, AND DURATION OF PRECIPITATION

THE NATURE OF STORMWATER RUNOFF AND RON-ON AT THE SITE, INCLUDING FACTORS SUCH AS EXPECTED FLOW FROM IMPERVIOUS SURFACES, SLOPES, AND SITE DRAINAGE FEATURES

THE STORMWATER VOLUME, VELOCITY, AND PEAK FLOW RATES TO MINIMIZE DISCHARGE OF POLLUTANTS IN STORMWATER AND TO MINIMIZE CHANNEL AND STREAMBANK EROSION AND SCOUR IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS

THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT.

TEMPORARY SEDIMENT BASINS:
THE CONTRACTOR SHALL INSTALL TEMPORARY SEDIMENT BASIN(S) INDICATED ON PLANS AND REQUIRED BY THE NPDES CONSTRUCTION PERMIT.

THE TEMPORARY BASIN MUST PROVIDE LIVE STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A TWO (2)-YEAR, 24-HOUR STORM FROM EACH ACRE DRAINED TO THE BASIN OR 1,800 CUBIC FEET OF LIVE STORAGE PER ACRE DRAINED, WHICHEVER IS GREATER.

TEMPORARY SEDIMENT BASIN OUTLETS SHALL BE CONSTRUCTED TO PREVENT SHORT-CIRCUITING AND PREVENT THE DISCHARGE OF FLOATING DEBRIS.

OUTLET STRUCTURES MUST BE DESIGNED TO WITHDRAW WATER FROM THE SURFACE TO MINIMIZE THE DISCHARGE OF POLLUTANTS.

BASINS MUST INCLUDE A STABILIZED EMERGENCY OVERFLOW, WITHDRAW WATER FROM THE SURFACE, AND PROVIDE ENERGY DISSIPATION AT THE OUTLET.

TEMPORARY SEDIMENT BASINS SHALL BE PROVIDED WITH ENERGY DISSIPATION AT ANY BASIN OUTLET TO PREVENT SOIL EROSION.

SEDIMENT BASINS MUST BE SITUATED OUTSIDE OF SURFACE WATERS AND ANY BUFFER ZONES, AND MUST BE DESIGNED TO AVOID THE DRAINING WATER FROM WETLANDS.

PERMANENT STORMWATER MANAGEMENT SYSTEM

PERMANENT STORMWATER MANAGEMENT SYSTEM IS DESIGNED TO MEET THE REQUIREMENTS OF NPDES GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY.

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

50% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

STORM WATER POLLUTION PREVENTION PLAN

EROSION PREVENTION MEASURES AND TIMING:
THE CONTRACTOR IS RESPONSIBLE FOR ALL EROSION PREVENTION MEASURES FOR THE PROJECT.

EROSION PREVENTION MEASURES SHOWN ON PLANS ARE THE ABSOLUTE MINIMUM REQUIREMENTS. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL EROSION PREVENTION MEASURES AS NECESSARY TO PROPERLY MANAGE THE PROJECT AREA.

THE CONTRACTOR SHALL PLAN AND IMPLEMENT APPROPRIATE CONSTRUCTION PRACTICES AND CONSTRUCTION PHASING TO MINIMIZE EROSION AND RETAIN VEGETATION WHENEVER POSSIBLE.

THE PERMITTEE SHALL DELINEATE AREAS NOT TO BE DISTURBED. PERMITTEE(S) MUST MINIMIZE THE NEED FOR DISTURBANCE OF PORTIONS OF THE PROJECT WITH STEEP SLOPES. WHEN STEEP SLOPES MUST BE DISTURBED, PERMITTEES MUST USE TECHNIQUES SUCH AS PHASING AND STABILIZATION PRACTICES DESIGNED FOR STEEP SLOPES.

THE CONTRACTOR SHALL STABILIZE OF ALL EXPOSED SOILS IMMEDIATELY TO LIMIT SOIL EROSION. IN NO CASE SHALL ANY EXPOSED AREAS, INCLUDING STOCK PILES, HAVE EXPOSED SOILS FOR MORE THAN 7 DAYS WITHOUT PROVIDING TEMPORARY OR PERMANENT STABILIZATION. STABILIZATION MUST BE COMPLETED WITHIN 7 DAYS AFTER CONSTRUCTION ACTIVITY HAS CEASED. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT CLAY, SILT, OR ORGANIC COMPONENTS DO NOT REQUIRE STABILIZATION.

DRAINAGE PATHS, DITCHES, AND/OR SWALES SHALL HAVE TEMPORARY OR PERMANENT STABILIZATION WITHIN 24 HOURS OF CONNECTING TO A SURFACE WATER OR 24 HOURS AFTER CONSTRUCTION ACTIVITY IN THE DITCH/SWALE HAS TEMPORARILY OR PERMANENTLY CEASED.

THE CONTRACTOR SHALL COMPLETE THE STABILIZATION OF ALL EXPOSED SOILS WITHIN 24 HOURS THAT LIE WITHIN 200 FEET OF PUBLIC WATERS PROMULGATED "WORK IN WATER RESTRICTIONS" BY THE MN DNR DURING SPECIFIED FISH SPAWNING TIMES.

THE CONTRACTOR SHALL IMPLEMENT EROSION CONTROL BMPS AND VELOCITY DISSIPATION DEVICES ALONG CONSTRUCTED STORMWATER CONVEYANCE CHANNELS AND OUTLETS.

THE CONTRACTOR SHALL STABILIZE TEMPORARY AND/OR PERMANENT DRAINAGE DITCHES OR SWALES WITHIN 200 LINEAL FEET FROM PROPERTY EDGE, OR DISCHARGE POINT(S) WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE.

TEMPORARY OR PERMANENT DITCHES OR SWALES USED AS A SEDIMENT CONTAINMENT SYSTEM DURING CONSTRUCTION MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM.

THE CONTRACTOR SHALL NOT UTILIZE HYDROMULCH, TACKIFIER, POLYACRYLAMIDE OR SIMILAR EROSION PREVENTION PRACTICES AS A FORM OF STABILIZATION FOR TEMPORARY OR PERMANENT DRAINAGE DITCHES OR SWALE SECTION WITH A CONTINUOUS SLOPE OF GREATER THAN 2 PERCENT.

THE CONTRACTOR SHALL ENSURE PIPE OUTLETS HAVE TEMPORARY OR PERMANENT ENERGY DISSIPATION WITH IN 24 HOURS OF CONNECTION TO A SURFACE WATER.

THE CONTRACTOR SHALL DIRECT DISCHARGES FROM BMPS TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORMWATER INFILTRATION. VELOCITY DISSIPATION DEVICES MUST BE USED TO PREVENT EROSION WHEN DIRECTING STORMWATER TO VEGETATED AREAS.

SEDIMENT CONTROL MEASURES AND TIMING:
THE CONTRACTOR IS RESPONSIBLE FOR ALL SEDIMENT CONTROL MEASURES FOR THE PROJECT.

SEDIMENT CONTROL MEASURES SHOWN ON PLANS ARE THE ABSOLUTE MINIMUM REQUIREMENTS. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL SEDIMENT CONTROL MEASURES AS NECESSARY TO PROPERLY MANAGE THE PROJECT AREA.

THE CONTRACTOR SHALL ENSURE SEDIMENT CONTROL MEASURES ARE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE MEASURES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED.

A FLOATING SILT CURTAIN PLACED IN THE WATER IS NOT A SEDIMENT CONTROL BMP EXCEPT WHEN WORKING ON A SHORELINE OR BELOW THE WATERLINE. IMMEDIATELY AFTER THE SHORT TERM CONSTRUCTION ACTIVITY IS COMPLETE, PERMITTEE(S) MUST INSTALL AN UPLAND PERIMETER CONTROL PRACTICE IF EXPOSED SOILS STILL DRAIN TO A SURFACE WATER.

THE CONTRACTOR SHALL ENSURE SEDIMENT CONTROL PRACTICES REMOVED OR ADJUSTED FOR SHORT-TERM ACTIVITIES BE RE-INSTALLED IMMEDIATELY AFTER THE SHORT-TERM ACTIVITY HAS BEEN COMPLETED. SEDIMENT CONTROL PRACTICES MUST BE REINSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE SHORT-TERM ACTIVITY IS NOT COMPLETE.

THE CONTRACTOR SHALL ENSURE STORM DRAIN INLETS ARE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED.

THE CONTRACTOR SHALL PROVIDE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROL AT THE BASE OF THE STOCKPILES.

THE CONTRACTOR SHALL INSTALL PERIMETER CONTROL AROUND ALL STAGING AREAS, BORROW PITS, AND AREAS CONSIDERED ENVIRONMENTALLY SENSITIVE.

THE CONTRACTOR SHALL ENSURE VEHICLE TRACKING BE MINIMIZED WITH EFFECTIVE BMPS. WHERE THE BMPS FAIL TO PREVENT SEDIMENT FROM TRACKING ONTO STREETS THE CONTRACTOR SHALL CONDUCT STREET SWEEPING TO REMOVE ALL TRACKED SEDIMENT.

THE CONTRACTOR SHALL IMPLEMENT CONSTRUCTION PRACTICES TO MINIMIZE SOIL COMPACTION.

THE CONTRACTOR SHALL ENSURE ALL CONSTRUCTION ACTIVITY REMAIN WITHIN PROJECT LIMITS AND THAT ALL IDENTIFIED RECEIVING WATER BUFFERS ARE MAINTAINED.

RECEIVING WATER	NATURAL BUFFER	IS THE BUFFER BEING ENCROACHED ON?	REASON FOR BUFFER ENCROACHMENT
CANNON RIVER	3900 FT	NO	
UNNAMED CREEK	3000 FT	NO	

A 50 FOOT NATURAL BUFFER MUST BE PRESERVED OR PROVIDE REDUNDANT (DOUBLE) PERIMETER SEDIMENT CONTROLS IF NATURAL BUFFER IS INFEASIBLE.

THE CONTRACTOR SHALL NOT UTILIZE SEDIMENT CONTROL CHEMICALS ON SITE.

INSPECTION AND MAINTENANCE:
ALL INSPECTIONS, MAINTENANCE, REPAIRS, REPLACEMENTS, AND REMOVAL OF BMPS IS TO BE CONSIDERED INCIDENTAL TO THE BMP BID ITEMS.

THE PERMITTEE(S) IS RESPONSIBLE FOR COMPLETING SITE INSPECTIONS, AND BMP MAINTENANCE TO ENSURE COMPLIANCE WITH THE PERMIT REQUIREMENTS.

THE PERMITTEE(S) SHALL INSPECT THE CONSTRUCTION SITE ONCE EVERY 7 DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS.

THE PERMITTEE(S) SHALL DOCUMENT A WRITTEN SUMMARY OF ALL INSPECTIONS AND MAINTENANCE ACTIVITIES CONDUCTED WITHIN 24 HOURS OF OCCURRENCE. RECORDS OF EACH ACTIVITY SHALL INCLUDE THE FOLLOWING:

-DATE AND TIME OF INSPECTIONS;
-NAME OF PERSON(S) CONDUCTING INSPECTION;
-FINDINGS AND RECOMMENDATIONS FOR CORRECTIVE ACTIONS IF NECESSARY;
-CORRECTIVE ACTIONS TAKEN;
-DATE AND AMOUNT OF RAINFALL EVENTS;
-POINTS OF DISCHARGE OBSERVED DURING INSPECTION AND DESCRIPTION OF THE DISCHARGE
-AMENDMENTS MADE TO THE SWPPP.

THE PERMITTEE(S) SHALL SUBMIT A COPY OF THE WRITTEN INSPECTIONS TO THE ENGINEER AND OWNER ON A MONTHLY BASIS. IF MONTHLY INSPECTION REPORTS ARE NOT SUBMITTED, MONTHLY PAYMENTS MAY BE HELD.

THE CONTRACTOR SHALL DOCUMENT AMENDMENTS TO THE SWPPP AS A RESULT OF INSPECTION(S) WITHIN 7 DAYS.

THE CONTRACTOR SHALL KEEP THE SWPPP, ALL INSPECTION REPORTS, AND AMENDMENTS ONSITE. THE CONTRACTOR SHALL DESIGNATE A SPECIFIC ONSITE LOCATION TO KEEP THE RECORDS

THE CONTRACTOR IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY BMP'S, AS WELL AS EROSION AND SEDIMENT CONTROL BMP'S.

THE CONTRACTOR SHALL INSPECT EROSION PREVENTION AND SEDIMENTATION CONTROL BMPS TO ENSURE INTEGRITY AND EFFECTIVENESS. ALL NONFUNCTIONAL BMPS SHALL BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS WITHIN 24 HOURS OF FINDING. THE CONTRACTOR SHALL INVESTIGATE AND COMPLY WITH THE FOLLOWING INSPECTION AND MAINTENANCE REQUIREMENTS:

PERIMETER CONTROL DEVICES, INCLUDING SILT FENCE SHALL BE REPAIRED, OR REPLACED, WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE DEVICE HEIGHT. THESE REPAIRS SHALL BE MADE WITHIN 24 HOURS OF DISCOVERY.

TEMPORARY AND PERMANENT SEDIMENT BASINS SHALL BE DRAINED AND THE SEDIMENT REMOVED WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 THE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS OF DISCOVERY.

SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS, MUST BE INSPECTED FOR EVIDENCE OF EROSION AND SEDIMENT DEPOSITION. THE CONTRACTOR SHALL REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS. THE CONTRACTOR SHALL RE-STABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL. REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN 7 DAYS OF DISCOVERY, UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL CONSTRAINTS. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AUTHORITIES AND OBTAIN ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK IN SURFACE WATERS.

CONSTRUCTION SITE VEHICLE EXIT LOCATIONS SHALL BE INSPECTED DAILY FOR EVIDENCE OF SEDIMENT TRACKING ONTO PAVED SURFACES. TRACKED SEDIMENT MUST BE REMOVED FROM ALL PAVED SURFACES WITHIN 24 HOURS OF DISCOVERY.

IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT MUST BE REMOVED IN A MANOR AND AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS.

EROSION PREVENTION BMP SUMMARY:
SEE EROSION AND SEDIMENT CONTROL PLAN SHEET AND BID FORM FOR TYPE, LOCATION, AND QUANTITY OF EROSION PREVENTION BMPS.

SEDIMENT CONTROL BMP SUMMARY:
SEE EROSION AND SEDIMENT CONTROL PLAN SHEETS AND BID FORM FOR TYPE, LOCATION, AND QUANTITY OF SEDIMENT CONTROL BMPS.

DEWATERING AND BASIN DRAINING ACTIVITIES:
THE CONTRACTOR IS RESPONSIBLE FOR ADHERING TO ALL DEWATERING AND SURFACE DRAINAGE REGULATIONS.

WATER FROM DEWATERING ACTIVITIES SHALL DISCHARGE TO A TEMPORARY AND/OR PERMANENT SEDIMENT BASIN.

IF WATER CANNOT BE DISCHARGED TO A SEDIMENTATION BASIN, IT SHALL BE TREATED WITH OTHER APPROPRIATE BMPS, TO EFFECTIVELY REMOVE SEDIMENT.

DISCHARGE THAT CONTAINS OIL OR GREASE MUST BE TREATED WITH AN OIL-WATER SEPARATOR OR SUITABLE FILTRATION DEVICE PRIOR TO DISCHARGE.

WATER FROM DEWATERING SHALL BE DISCHARGED IN A MANNER THAN DOES NOT CAUSE NUISANCE CONDITIONS, EROSION, OR INUNDATION OF WETLANDS.

BACKWASH WATER USED FOR FILTERING SHALL BE HAULED AWAY FOR DISPOSAL, RETURNED TO THE BEGINNING OF TREATMENT PROCESS, OR INCORPORATED INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION. THE CONTRACTOR SHALL REPLACE AND CLEAN FILTER MEDIAS USED IN DEWATERING DEVICES WHEN REQUIRED TO MAINTAIN ADEQUATE FUNCTION.

POLLUTION PREVENTION MANAGEMENT MEASURES:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL POLLUTION PREVENTION MANAGEMENT MEASURES.

ALL POLLUTION PREVENTION MEASURES ARE CONSIDERED INCIDENTAL TO THE MOBILIZATION BID ITEM, UNLESS OTHERWISE NOTED.

THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER DISPOSAL, IN COMPLIANCE WITH MPCA DISPOSAL REQUIREMENTS, OF ALL HAZARDOUS MATERIALS, SOLID WASTE, AND PRODUCTS ON-SITE.

THE CONTRACTOR SHALL ENSURE BUILDING PRODUCTS THAT HAVE THE POTENTIAL TO LEAK POLLUTANTS ARE KEPT UNDER COVER TO PREVENT THE DISCHARGE OF POLLUTANTS.

THE CONTRACTOR SHALL ENSURE PESTICIDES, HERBICIDES, INSECTICIDES, FERTILIZERS, TREATMENT CHEMICALS, AND LANDSCAPE MATERIALS ARE COVERED TO PREVENT THE DISCHARGE OF POLLUTANTS.

THE CONTRACTOR SHALL ENSURE HAZARDOUS MATERIALS AND TOXIC WASTE IS PROPERLY STORED IN SEALED CONTAINERS TO PREVENT SPILLS, LEAKS, OR OTHER DISCHARGE. STORAGE AND DISPOSAL OF HAZARDOUS WASTE OR HAZARDOUS MATERIALS MUST BE IN COMPLIANCE WITH MINN. R. CH. 7045 INCLUDING SECONDARY CONTAINMENT AS APPLICABLE.

THE CONTRACTOR SHALL ENSURE ASPHALT SUBSTANCES USED ON-SITE SHALL ARE APPLIED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

THE CONTRACTOR SHALL ENSURE PAINT CONTAINERS AND CURING COMPOUNDS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT AND/OR CURING COMPOUNDS SHALL NOT BE DISCHARGED INTO THE STORM SEWER SYSTEM AND SHALL BE PROPERLY DISPOSED OF ACCORDING TO MANUFACTURE'S INSTRUCTION.

THE CONTRACTOR SHALL ENSURE SOLID WASTE BE STORED, COLLECTED AND DISPOSED OF PROPERLY IN COMPLIANCE WITH MINN. R. CH. 7035.

THE CONTRACTOR SHALL ENSURE POTABLE TOILETS ARE POSITIONED SO THAT THEY ARE SECURE AND WILL NOT BE TIPPED OR KNOCKED OVER. SANITARY WASTE MUST BE DISPOSED OF PROPERLY IN ACCORDANCE WITH MINN. R, CH. 7041.

THE CONTRACTOR SHALL MONITOR ALL VEHICLES ON-SITE FOR LEAKS AND RECEIVE REGULAR PREVENTION MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE.

THE CONTRACTOR SHALL ENSURE WASHOUT WASTE MUST CONTACT THE GROUND AND BE PROPERLY DISPOSED OF IN COMPLIANCE WITH MPCA RULES.

THE CONTRACTOR SHALL INCLUDE SPILL KITS WITH ALL FUELING SOURCES AND MAINTENANCE ACTIVITIES. SECONDARY CONTAINMENT MEASURES SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR.

THE CONTRACTOR SHALL ENSURE SPILLS ARE CONTAINED AND CLEANED UP IMMEDIATELY UPON DISCOVERY. SPILLS LARGE ENOUGH TO REACH THE STORM WATER CONVEYANCE SYSTEM SHALL BE REPORTED TO THE MINNESOTA DUTY OFFICER AT 1.800.422.0798.

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SEH Project	176070
Drawn By	ACB
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Checked By	WB

Rev.#	Revision Issue Description	Date
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Rev.#	Revision Issue Description	Date
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I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFFESIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

90% PLANS

WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

STORM WATER POLLUTION PREVENTION PLAN

SP 6614-33

CONTAMINATION SCREENING CHECKLIST		
This checklist addresses mobilization of contaminants by stormwater infiltration. See Part III.D of the Construction Stormwater permit for additional prohibitions.		
If the site being investigated receives discharges from vehicle fueling or maintenance facilities, STOP - Infiltration is prohibited under the CSW permit		
Box	**Question**	**Criteria or check box**
1	Is the project located in a well head protection area	
2	Is the project located in a Drinking Water Supply Management Area (DWSMA)	
3	Is the project located in a Karst area	
4	If any of the above are checked, what measures will be implemented to ensure protection of drinking water supply	
	Assess the site and proposed location of the BMP	
1	Is the site contaminated or does it have a history of soil or groundwater contamination at levels of concern? If Yes, proceed to Box 2; if No, proceed to Box 3.	
2	If the answer to Box 1 is yes, has the contaminated soil or groundwater been remediated to acceptable levels? NOTE: closure letters sent by the MPCA do not assure that a site is not contaminated. Click on the link in Cell E8 for more information. If yes, proceed to Box 3.	If no or unknown, Stop. There is sufficient information to suggest that contaminants may be mobilized by infiltration. For Construction Stormwater permittees, infiltration is prohibited when the infiltration system will be constructed in areas where high levels of contaminants in soil or groundwater will be mobilized by the infiltrating stormwater. SEE FOOTNOTE
3	For Boxes 4 through 12, check each box in which the item occurs on the site with the proposed BMP?	
4	Underground storage tank vent(s) or fill port(s)	
5	Monitoring well(s)	
6	Soil pile(s) covered with plastic sheeting or tarp(s)	
7	Staining of soil(s) and/or dead vegetation	
8	Unusual odor(s)	
9	Mismanaged drum(s) or chemical container(s)	
10	Excavation(s) that is/are not backfilled with clean material	
11	Presence of debris that may indicate presence of structure(s) or activity(ies) that could result in contamination	
12	Site is a confirmed stormwater hotspot	
13	Are there any potential sources identified (checked) in Boxes 4 through 12? If Yes, proceed to Box 14; if no proceed to Box 15.	
14	For all potential sources identified (checked) in Boxes 5 through 13, can adequate separation be achieved? If yes, proceed to Box 16.	If no, Stop. There is sufficient information to suggest that contaminants may be mobilized by infiltration. For Construction Stormwater permittees, infiltration is prohibited when the infiltration system will be constructed in areas where high levels of contaminants in soil or groundwater will be mobilized by the infiltrating stormwater. SEE FOOTNOTE
	Assessing adjacent properties	
15	For Boxes 16 through 25, check each box in which the item occurs within the influence zone of the site property. See Influence zone worksheet (click on tab at bottom of this spreadsheet).	
16	Known groundwater or soil contamination on adjacent property	
17	Underground storage tank vents or fill ports	
18	Monitoring wells	
19	Soil piles covered with plastic sheeting or tarps	
20	Staining of soils and/or dead vegetation	
21	Unusual odors	
22	Mismanaged drums or chemical containers	
23	Excavations that are not backfilled with clean material	
24	Presence of debris that may indicate presence of structures or activities that could result in contamination	
25	Site is a confirmed stormwater hotspot	
26	Are any potential sources identified (checked) in Boxes 16 through 25? If yes, proceed to Box 27	If no, Stop - Infiltration is appropriate
27	For all potential sources identified (checked) in Boxes 16 through 25, can adequate separation be achieved? If no, proceed to Box 28.	If yes, Stop - Infiltration is appropriate
28	If Box 27 is no, Stop. There is sufficient information to suggest that contaminants may be mobilized by infiltration. For Construction Stormwater permittees, infiltration is prohibited when the infiltration system will be constructed in areas where high levels of contaminants in soil or groundwater will be mobilized by the infiltrating stormwater. SEE FOOTNOTE	
FOOTNOTE: If infiltration is pursued, additional investigation, such as a Phase 1 or Phase 2 Environmental Site Assessment, is highly recommended. For more information, see Stormwater management guidelines for sites with on-site contamination or Stormwater management guidelines for sites with off-site contamination at http://stormwater.pca.state.mn.us/index.php/Stormwater_infiltration_and_contaminated_soils_and_groundwater.		

PERMIT TERMINATION CONDITIONS:
THE CONTRACTOR IS RESPONSIBLE FOR ENSURING FINAL STABILIZATION OF THE ENTIRE SITE. PERMIT TERMINATION CONDITIONS INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:

ALL SOIL DISTURBING ACTIVITIES HAVE BEEN COMPLETED.

ALL EXPOSED SOILS HAVE BEEN UNIFORMLY STABILIZED WITH AT LEAST 70% VEGETATION COVERAGE.

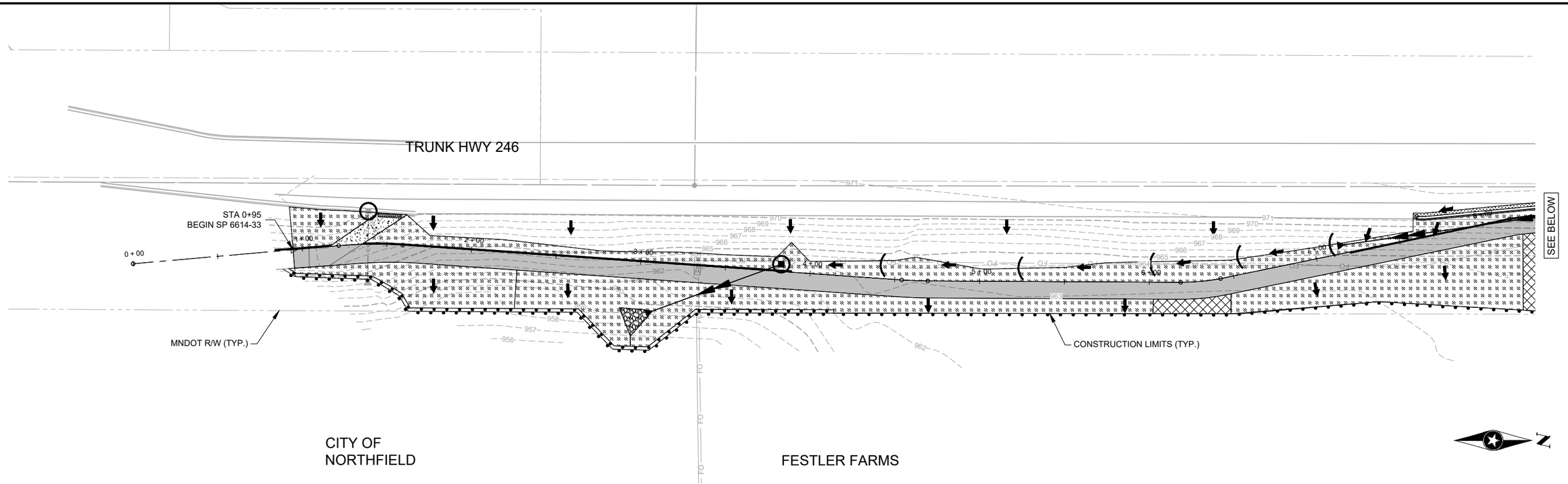
PERMANENT STORM WATER MANAGEMENT SYSTEM(S) ARE CONSTRUCTED AND ARE OPERATING AS DESIGNED.

ALL DRAINAGE DITCHES, PONDS, AND ALL STORM WATER CONVEYANCE SYSTEMS HAVE BEEN CLEARED OF SEDIMENT AND STABILIZED WITH PERMANENT COVER TO PRECLUDE EROSION.

ALL TEMPORARY SYNTHETIC BMPS HAVE BEEN REMOVED AND PROPERLY DISPOSED OF.

IN RESIDENTIAL CONSTRUCTION, INDIVIDUAL LOTS ARE CONSIDERED FINALLY STABILIZED IF THE STRUCTURE(S) ARE FINISHED AND TEMPORARY EROSION PROTECTION AND DOWNGRADIENT PERIMETER CONTROL HAS BEEN COMPLETED, THE RESIDENCE HAS BEEN SOLD TO THE HOMEOWNER, AND THE HOMEOWNER HAS BEEN PROVIDED A "HOMEOWNER FACT SHEET" BY THE CONTRACTOR.

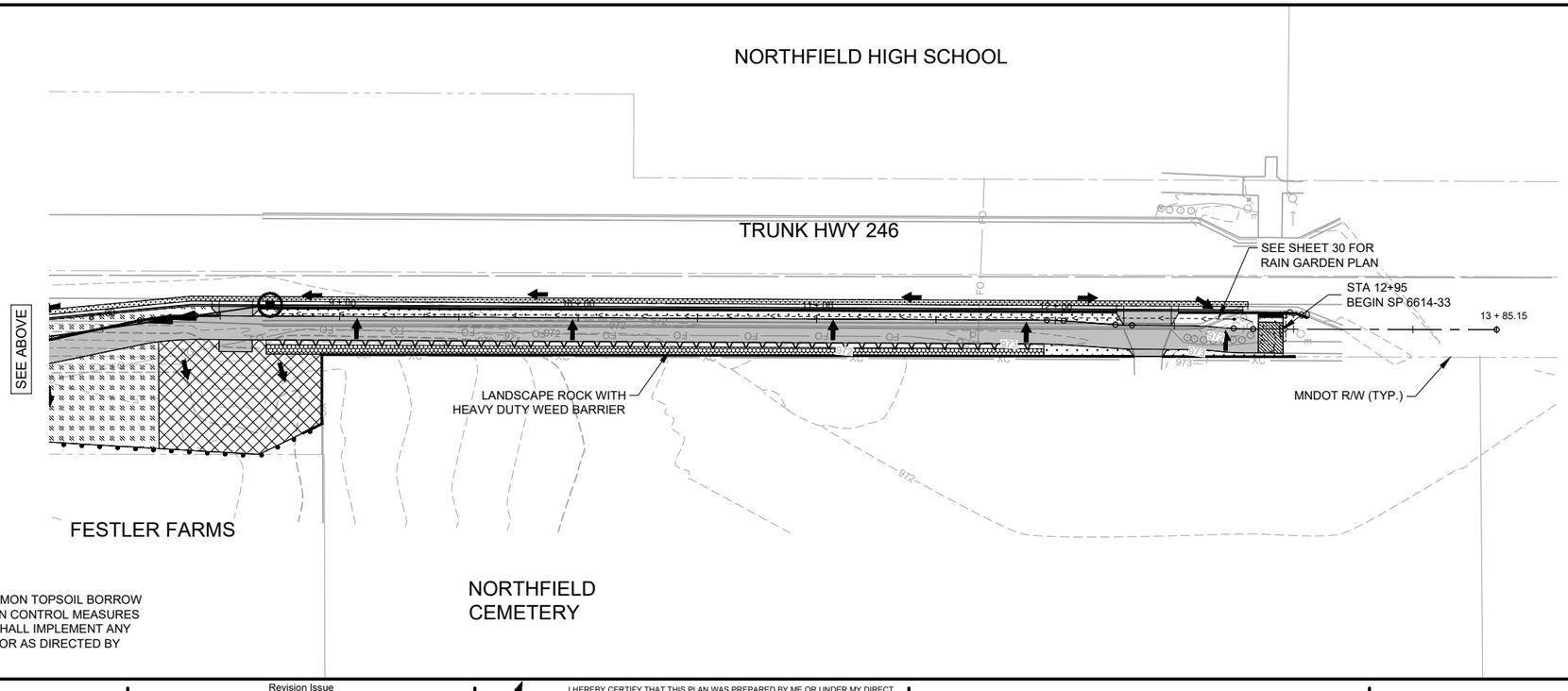
AGRICULTURAL LAND DISTURBED HAS BEEN RETURNED TO ITS PRECONSTRUCTION AGRICULTURAL USE.



TRUNK HIGHWAY 246 TRAIL

LEGEND

- DRAINAGE DIRECTIONAL FLOW ARROW
- STORM DRAIN INLET PROTECTION
- EROSION CONTROL BLANKET, CAT. 20 WITH SEED MIXTURE 35-221
- SEED MIXTURE 35-221
- SEED MIXTURE 25-131
- SILT FENCE
- SEDIMENT CONTROL LOG, TYPE WOOD FIBER
- RANDOM RIP-RAP CLASS III WITH GEOTEXTILE FILTER TYPE 4
- CONSTRUCTION LIMITS



GENERAL NOTES

1. ALL AREAS DISTURBED SHALL BE RESTORED WITH 4" COMMON TOPSOIL BORROW
2. CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL EROSION CONTROL MEASURES AS SHOWN ON THESE PLANS AND SPECIFICATIONS, AND SHALL IMPLEMENT ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY, OR AS DIRECTED BY ENGINEER, IN ORDER TO PROTECT ADJACENT PROPERTY

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Designed By	ACB
Checked By	WB

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90% PLANS

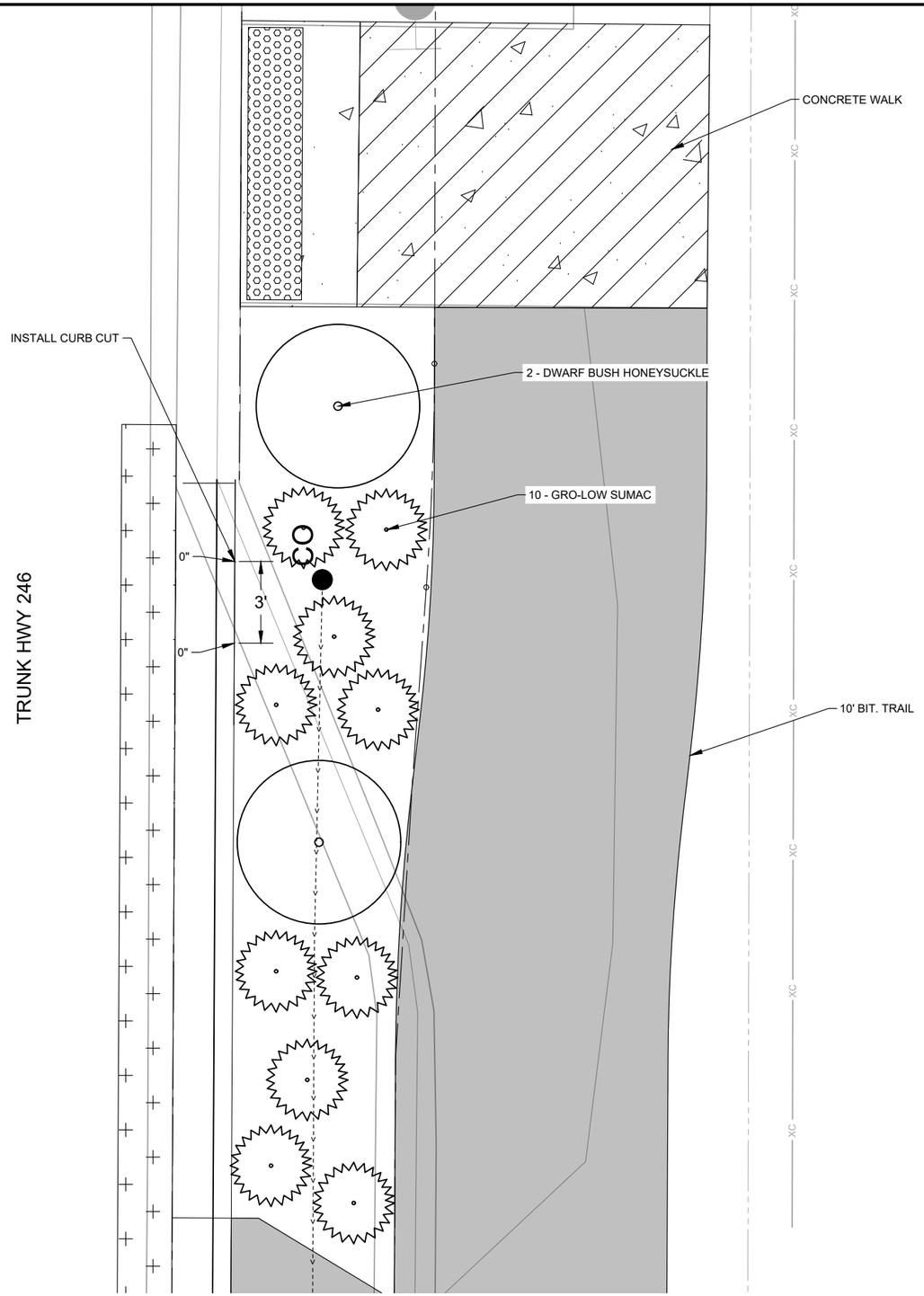
WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

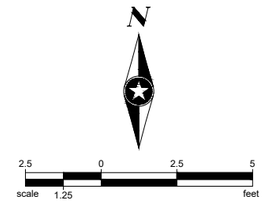
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

EROSION CONTROL AND RESTORATION PLAN

SP 6614-33

29 of 42





PLANT SCHEDULE				
COMMON NAME	BOTANICAL NAME	QTY	SIZE	REMARKS
2571 DECIDUOUS SHRUB NO 2 COUNT				
DWARF BUSH HONEYSUCKLE	Dievilla lonicera	2	#2 CONT	16' O.C.
GRO-LOW SUMAC	Rhus aromatica 'Gro-Low'	10	#2 CONT	3' O.C.

NOTES
1. SPREAD PLANTING AREA WITH MULCH TYPE 6 AT 4" DEPTH.

TH 246 TRAIL

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WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

LANDSCAPING AND PLANTINGS PLAN

SP 6614-33

GENERAL INFORMATION

1. ALL DISTANCES ARE APPROXIMATE.
2. MAINTAIN MINIMUM 11' TRAVEL LANES THROUGHOUT CONSTRUCTION

SIGNING

1. ALL TEMPORARY SIGNS ARE REQUIRED TO BE CRASHWORTHY PER THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE 2016 (MASH-2016). TEMPORARY SIGN STRUCTURES THAT ARE CRASHWORTHY UNDER THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP-350) MAY BE USED PROVIDED THE DEVICES WERE ACQUIRED BY THE CONTRACTOR PRIOR TO DECEMBER 31ST, 2019. THE MINNESOTA TYPE "C" AND "D" BRACED LEG U-CHANNEL (KNEE BRACE) SIGN SUPPORT IS NOT ALLOWED.
2. WHEN MULTIPLE GROUND MOUNTED SIGN STRUCTURES ARE PLACED ADJACENT TO EACH OTHER THERE SHOULD BE NO MORE THAN 2 POSTS WITHIN 84" OF EACH OTHER. WHEN THIS SPACING CAN NOT BE MAINTAINED, THEN SIGN STRUCTURES SHALL BE OFFSET, AND STAGGERED WITH A MINIMUM OF 4' BETWEEN SIGN STRUCTURES.
3. WHEN A SIGN OR BARRICADE IS ORIENTED SUCH THAT VISIBILITY TO ROAD USERS INCLUDING BIKES AND PEDESTRIANS IS REDUCED ENOUGH TO CAUSE A HAZARD, DELINEATE THE SIGN/BARRICADE WITH APPROPRIATE DEVICES.
4. TEMPORARY SIGNS SHALL BE PLACED SUCH THAT OBSTACLES DO NOT BLOCK THEM FROM BEING VIEWED BY APPROACHING ROAD USERS. OBSTACLES MAY INCLUDE, BUT ARE NOT LIMITED TO, LIGHT POLES, TREES, SIGNS, AND BUILDINGS.
5. TEMPORARY SIGNS SHALL BE PLACED AND ORIENTED APPROXIMATELY AS SHOWN IN THE PLAN, AT RIGHT ANGLES TO DIRECTION OF FACING THE TRAFFIC THEY ARE INTENDED TO SERVE, UNLESS OTHERWISE SPECIFIED.
6. LONGITUDINAL DROPOFFS SHALL BE SIGNED AS SHOWN IN THE "MINNESOTA TEMPORARY TRAFFIC CONTROL FIELD MANUAL" PAGES (6K-aj) THRU (6K-al) UNLESS OTHERWISE SPECIFIED IN THESE PLANS.

"W" SERIES

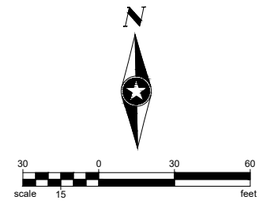
SIGN	SIGN NO.	COLOR	SIZE (IN.)
	W1-4 (L,R)	BLACK ON ORANGE	36 X 36
	W20-1	BLACK ON ORANGE	36 X 36
	W20-X17	BLACK ON ORANGE	36 X 36
	W20-X5a	BLACK ON ORANGE	36 X 36

"G" SERIES

SIGN	SIGN NO.	COLOR	SIZE (IN.)
	G20-2	BLACK ON ORANGE	36 X 18

"R" SERIES

SIGN	SIGN NO.	COLOR	SIZE (IN.)
	R9-9	BLACK ON WHITE	24 X 12
	R9-9 W/ OVERLAY	BLACK ON WHITE	24 X 12 20 X 5
	R9-11R	BLACK ON WHITE	24 X 12



LEGEND

- SIGN ASSEMBLY
- BARRICADE ASSEMBLY
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE (25' SPACING)

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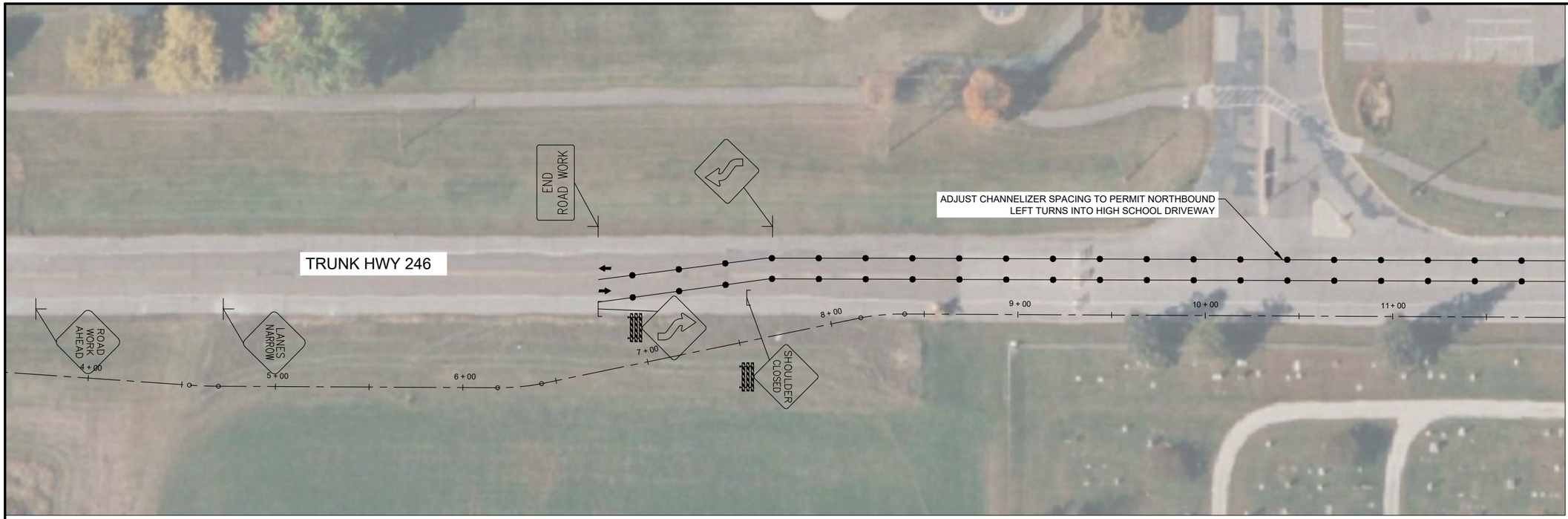
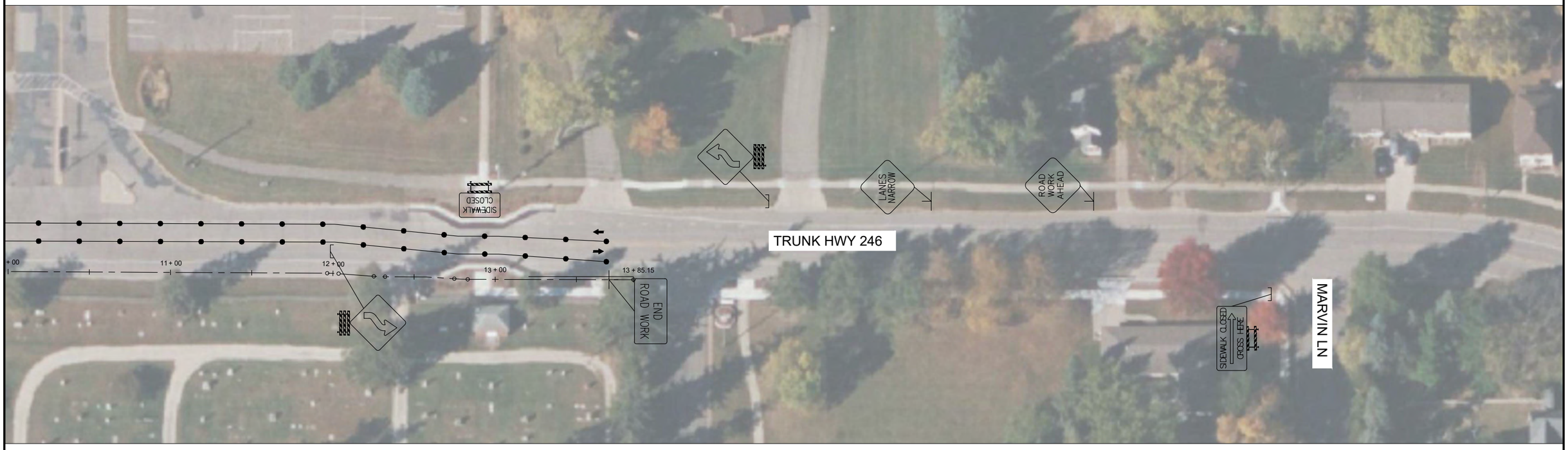
WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

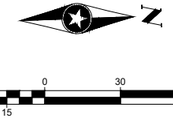
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

TRAFFIC CONTROL NOTES AND SIGNS

SP 6614-33







GENERAL NOTES:

1. CONTRACTOR TO PLACE ADEQUATE NUMBER OF BARRICADES TO CLOSE THE ROAD WHERE APPLICABLE. BARRICADES SHALL BE IN ACCORDANCE WITH THE MUTCD.

TH 246 TRAIL

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WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

PHASE 1
TRAFFIC CONTROL LAYOUT

SP 6614-33

32 of 42

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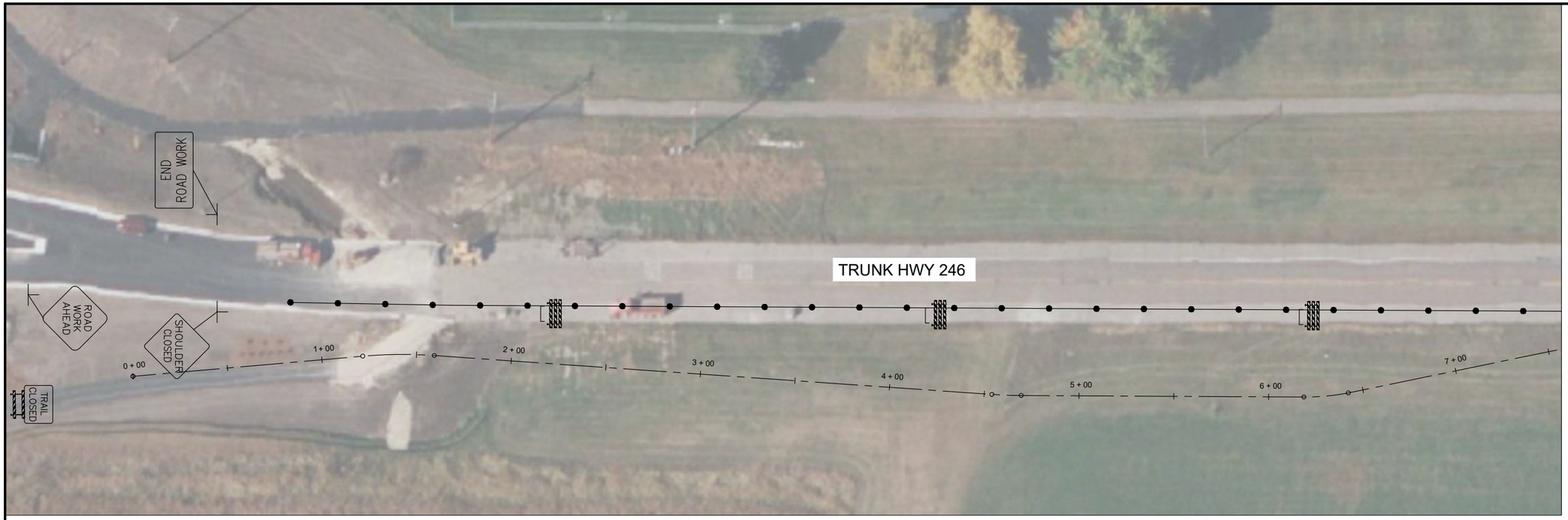

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GENERAL NOTES:

1. CONTRACTOR TO PLACE ADEQUATE NUMBER OF BARRICADES TO CLOSE THE ROAD WHERE APPLICABLE. BARRICADES SHALL BE IN ACCORDANCE WITH THE MUTCD.

TH 246 TRAIL

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WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

PHASE 2
TRAFFIC CONTROL LAYOUT

SP 6614-33

33 of 42

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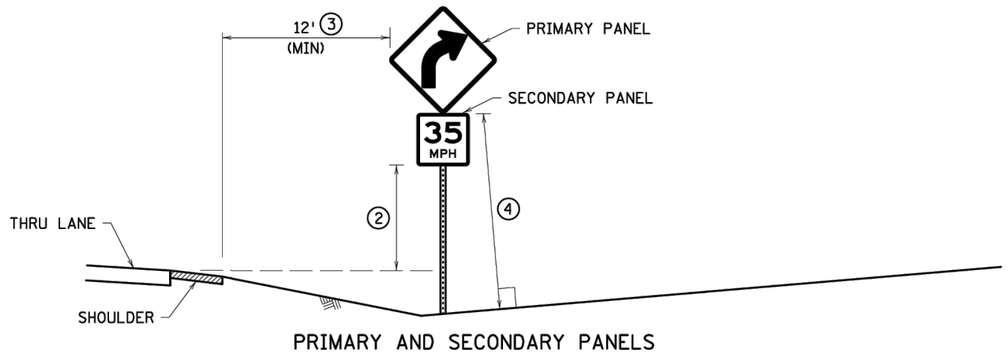
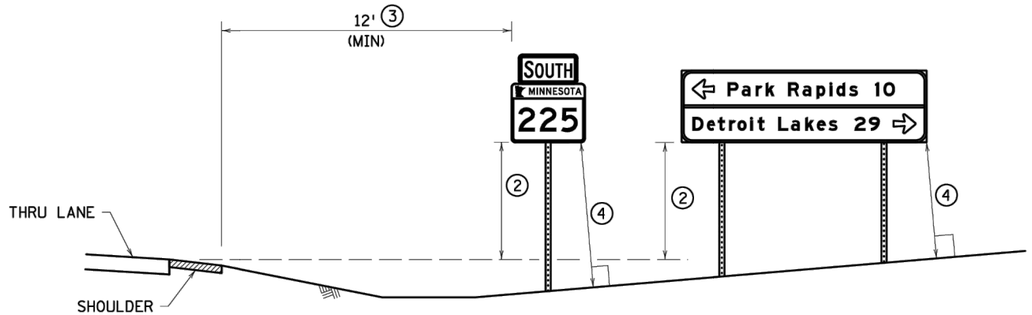
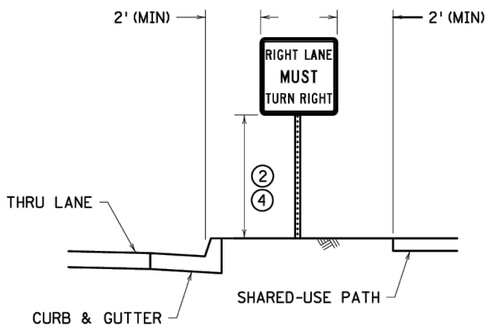


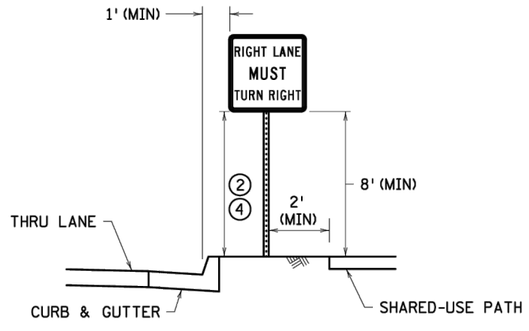
PRIMARY AND SECONDARY PANELS



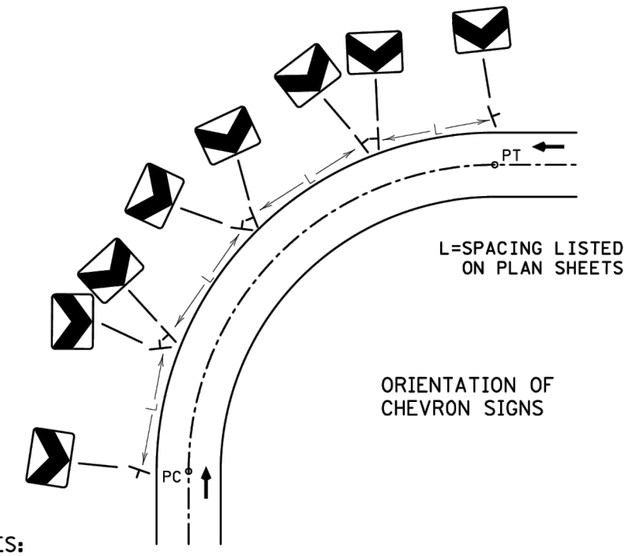
STANDARD LOCATIONS



BOULEVARD LOCATIONS
6' TO 12' WIDE



BOULEVARD LOCATIONS (1)
LESS THAN 6' WIDE



ORIENTATION OF
CHEVRON SIGNS

NOTES:

PLACE SIGNS AND ORIENT THEM APPROXIMATELY AS SHOWN IN THE PLAN, AT RIGHT ANGLES TO THE DIRECTION OF, AND FACING THE TRAFFIC THEY ARE INTENDED TO SERVE, UNLESS OTHERWISE SPECIFIED. TO AVOID SPECULAR GLARE, TURN SIGNS APPROXIMATELY THREE DEGREES AWAY FROM APPROACHING TRAFFIC.

IF A SIGN NEEDS TO BE REPOSITIONED FROM THE PROPOSED PLAN LOCATION IN ORDER TO AVOID CONFLICTS WITH UTILITIES OR OBSTACLES, CONTACT THE PROJECT ENGINEER.

MOUNT SIGN FACES PLUMB.

LATERAL CLEARANCES GIVEN APPLY TO RIGHT AND/OR LEFT SIDE INSTALLATION.

ERECT OR CONSTRUCT SIGN SUPPORT SO THAT NO PORTION OF THE SIGN PANEL IS WITHIN 15' OF THE RAIL OF A RAILROAD TRACK.

PLACE SIGNS SUCH THAT OBSTACLES DO NOT BLOCK THEM FROM BEING VIEWED BY THE APPROACHING TRAFFIC.

PLACE SIGNS A MINIMUM OF 10' FROM THE NEAREST OBSTACLE. OBSTACLES MAY INCLUDE, BUT ARE NOT LIMITED TO, LIGHT POLES, TREES, SIGNS, AND BUILDINGS. SIGNS MAY BE PLACED CLOSER TO SIGNS IN TIGHT AREAS, BUT NO MORE THAN TWO POSTS IN A 7' DIAMETER CIRCLE.

AVOID PLACING SIGNS IN DITCH BOTTOMS.

(1) ONLY USE WHEN BOULEVARD IS TOO NARROW TO OBTAIN ADEQUATE CURBED LOCATION SIGN OFFSETS.

(2) ALL SIGN MOUNTING HEIGHTS ARE MEASURED VERTICALLY FROM THE BOTTOM OF THE LOWEST SIGN PANEL TO THE TOP OF THE CURB, OR IN ABSENCE OF CURB, TO THE NEAR EDGE OF THE THRU-LANE PAVEMENT. SEE SIGN TABULATIONS.

(3) MINIMUM OFFSET MAY BE REDUCED TO AT LEAST 6' FROM SHOULDER AND AT LEAST 12' FROM THRU LANE IF SITE CONDITIONS PROHIBIT A 12' OFFSET FROM SHOULDER.

(4) CRASHWORTHY HEIGHT IS AT LEAST 7' FOR BREAKAWAY STRUCTURES AND AT LEAST 4' FOR BENDABLE STRUCTURES. SEE SPECIFIC SQUARE TUBE BASE STRUCTURE PLAN FOR CRASH RESPONSE TYPE. THE CRASHWORTHY HEIGHT IS MEASURED TO THE BOTTOM OF THE PRIMARY SIGN PANEL EXCLUDING ANY SECONDARY SIGN PANELS, MARKERS, DELINEATORS, AND REFERENCE LOCATION SIGN PANELS. ANY SECONDARY SIGN PANELS MOUNTED TO MORE THAN ONE POST ARE CONSIDERED PRIMARY SIGN PANELS FOR CRASHWORTHY PURPOSES.

LEAD EXPERT OFFICE

BRIAN SORENSON
STATE TRAFFIC ENGINEER
OFFICE OF TRAFFIC ENGINEERING

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.701 | **1 OF 1**

APPROVED: 08-09-2023
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

STANDARD SIGN PLACEMENT

STATE PROJ. NO. | (T.H.) | SHEET NO. OF SHEETS

		Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
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90% PLANS

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

SIGNING DETAILS

34
SP 6614-33 of 42

PERMANENT PAVEMENT MARKING PLAN

NOTES & GUIDELINES

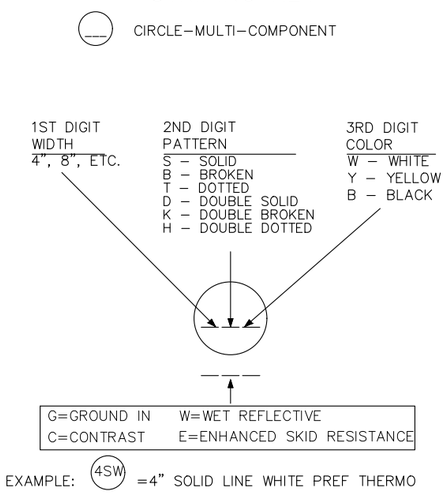
NOTES & GUIDELINES

GENERAL INFORMATION:

1. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS, AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY AN AGENCY PLACED YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE MAINLINE RADIUS.
2. DO NOT APPLY THE PAVEMENT MARKINGS WHEN WEATHER AND OTHER CONDITIONS CAUSE A FILM OF DUST OR DEBRIS TO BE DEPOSITED ON THE PAVEMENT SURFACE AFTER CLEANING AND BEFORE THE MARKING MATERIAL IS APPLIED.
3. THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.

PERMANENT PAVEMENT MARKING PLAN INDEX

STRIPING KEY



PERMANENT PAVEMENT MARKING TITLE SHEET

SP 6614–33

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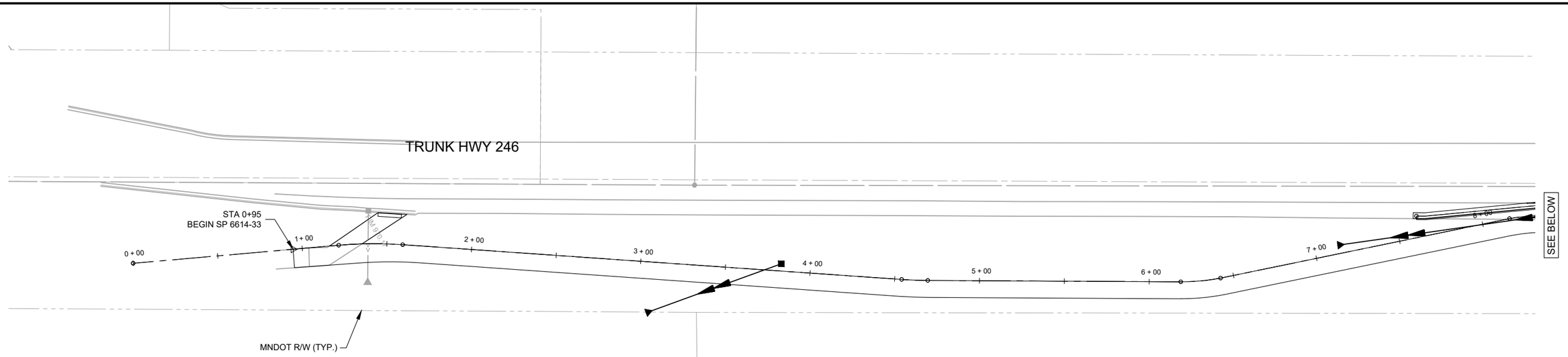
WILLIAM BAUER, PE
DATE XX-XX-XX LICENSE NO. 55680

TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

STRIPING DETAILS



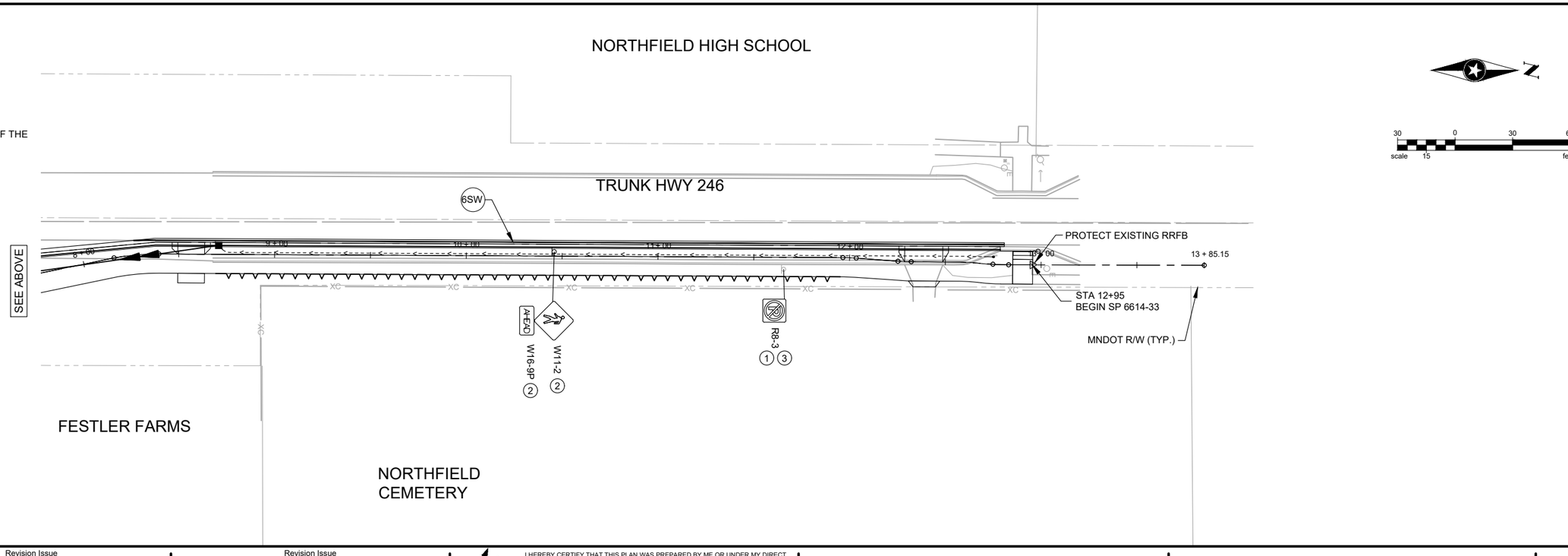
TH 246 TRAIL

KEYED NOTES

1. SALVAGE
2. FURNISH AND INSTALL
3. INSTALL

GENERAL NOTES:

1. PAVEMENT MARKING SHALL BE PLACED 6" OFF THE EDGE OF THE GUTTER PAN.



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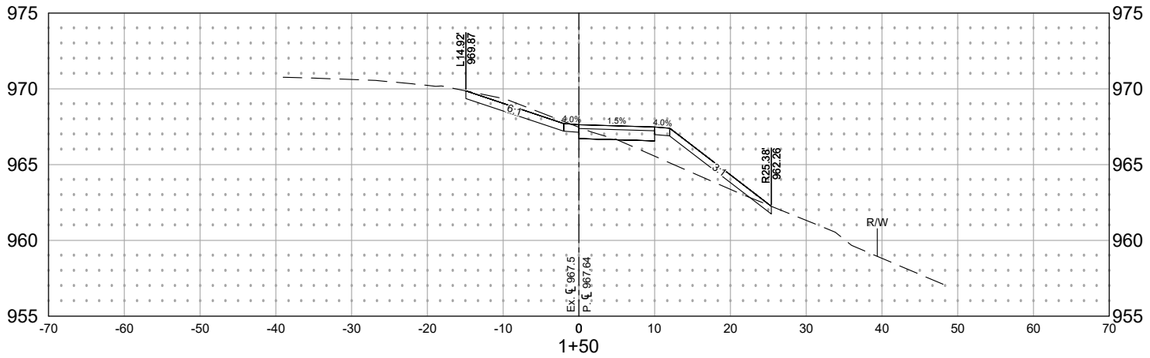
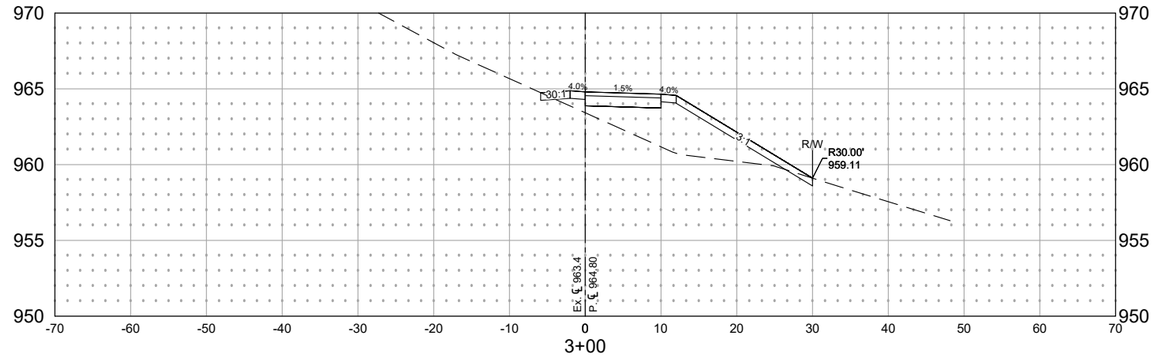
Designed By	ACB								WILLIAM BAUER, PE
Checked By	WB								DATE XX-XX-XX LICENSE NO. 55680

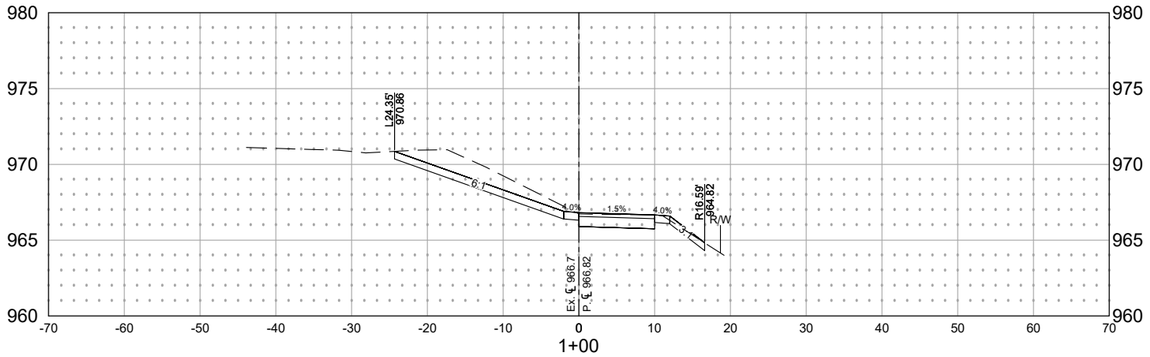
TRUNK HIGHWAY 246 TRAIL
NORTHFIELD, MINNESOTA

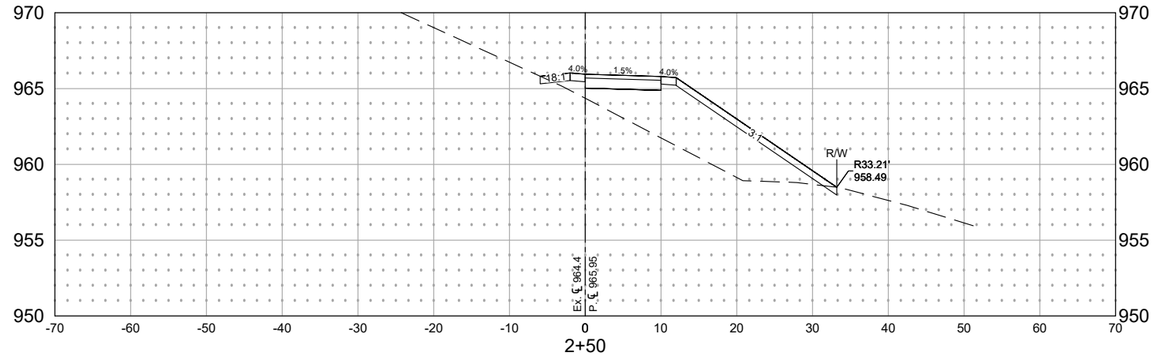
SIGNING AND STRIPING PLAN

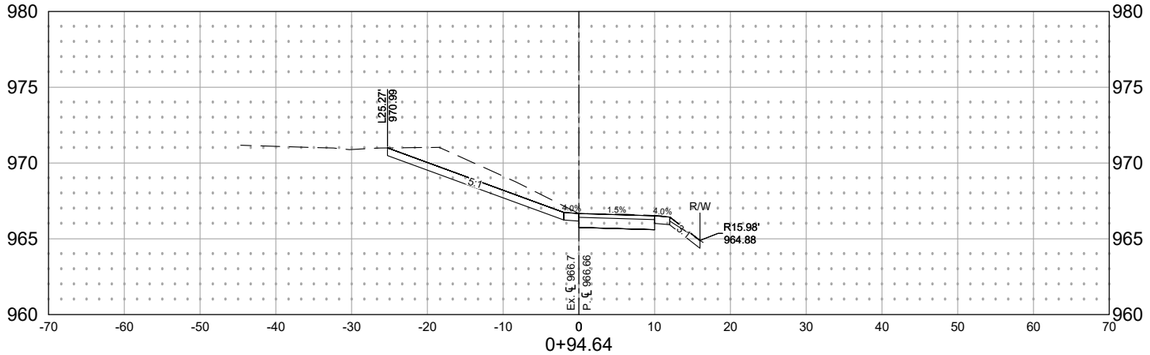
SP 6614-33

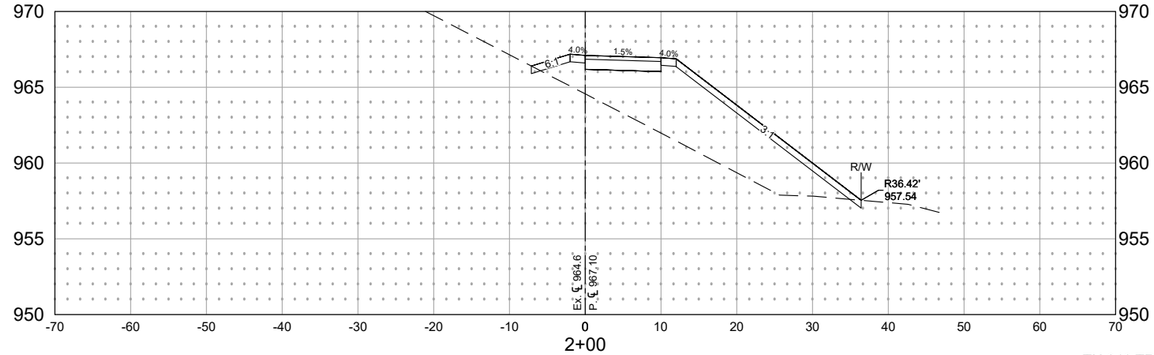












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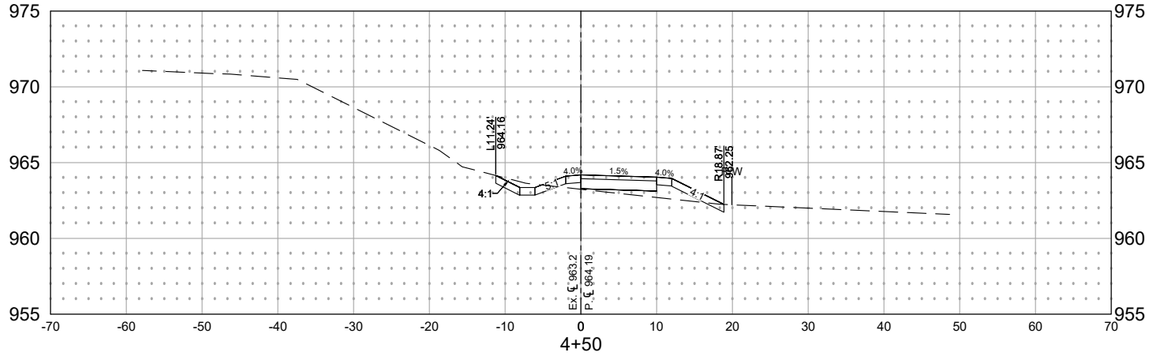
Sheet No. 37 Of 42 Sheets



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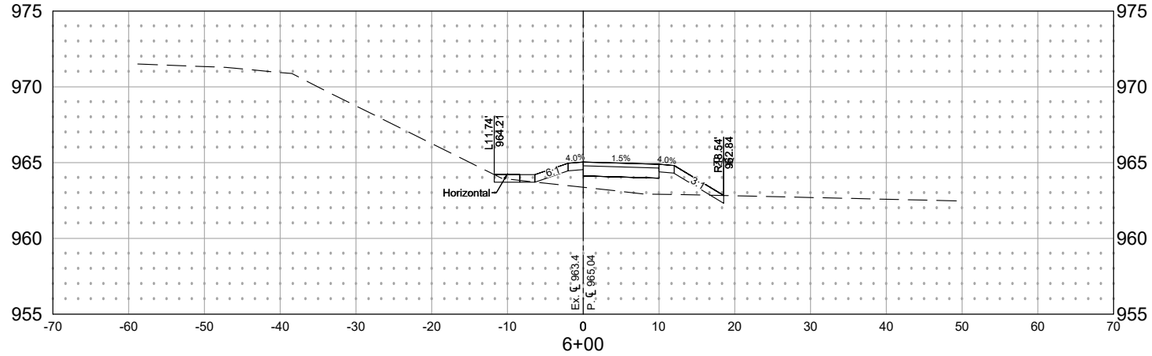
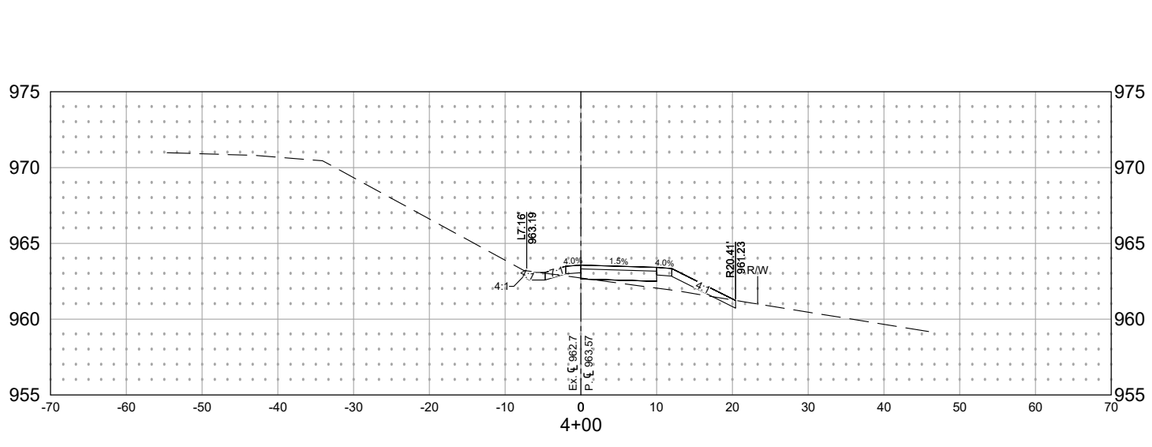
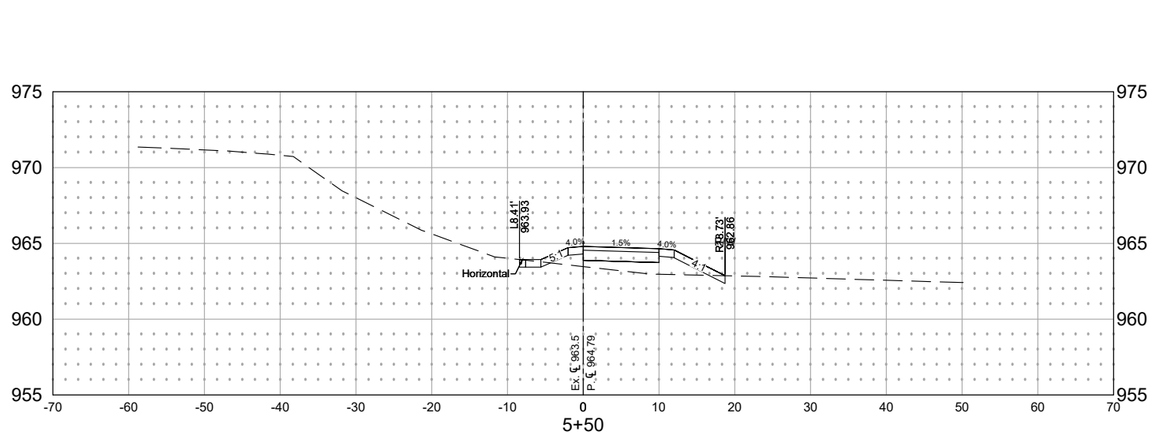


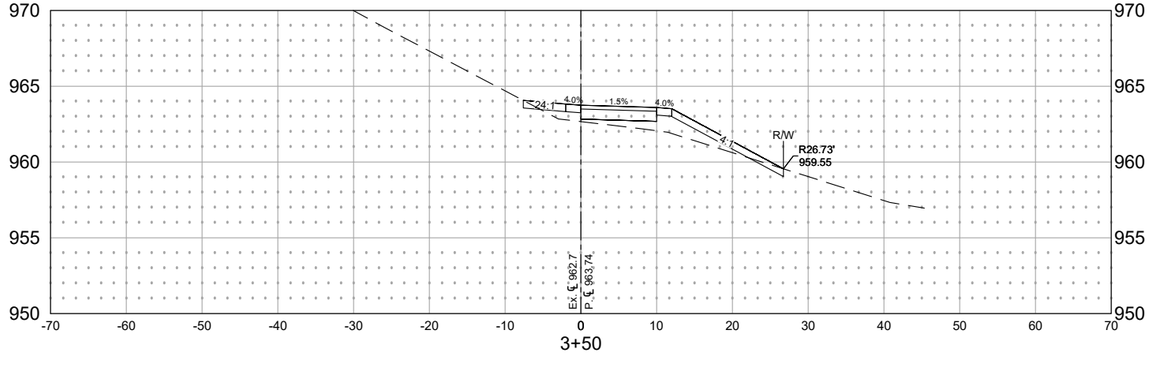
6+00



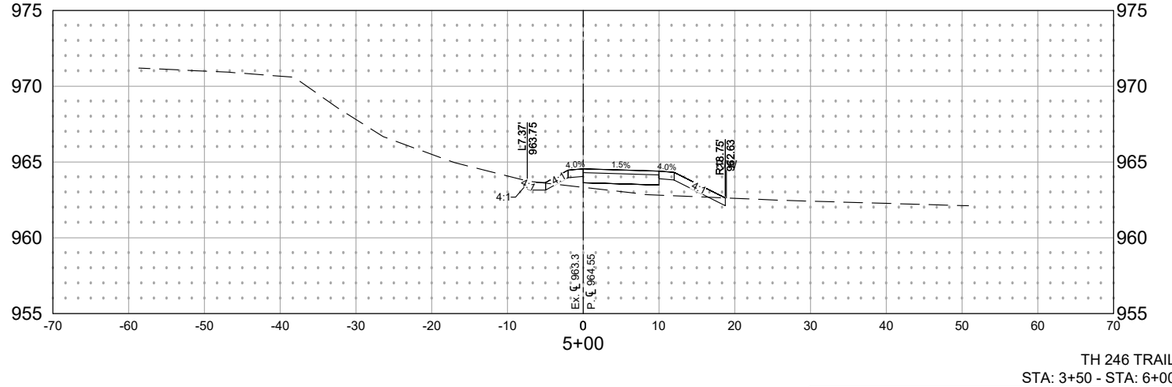
4+00



5+50

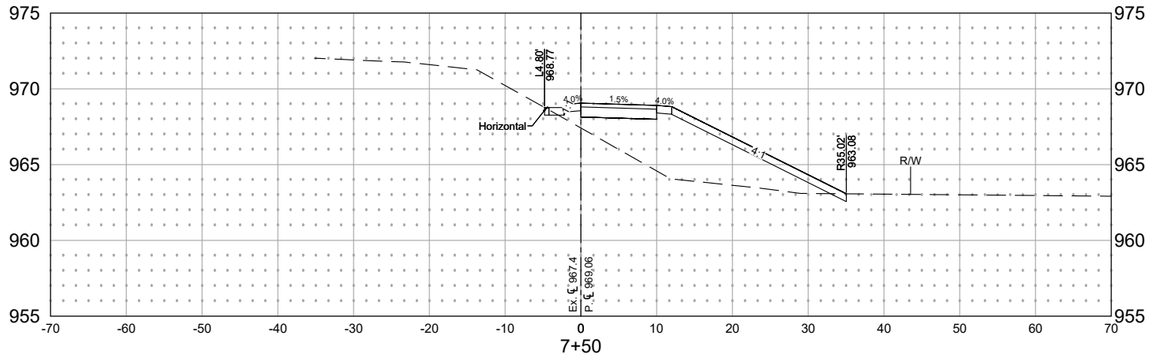


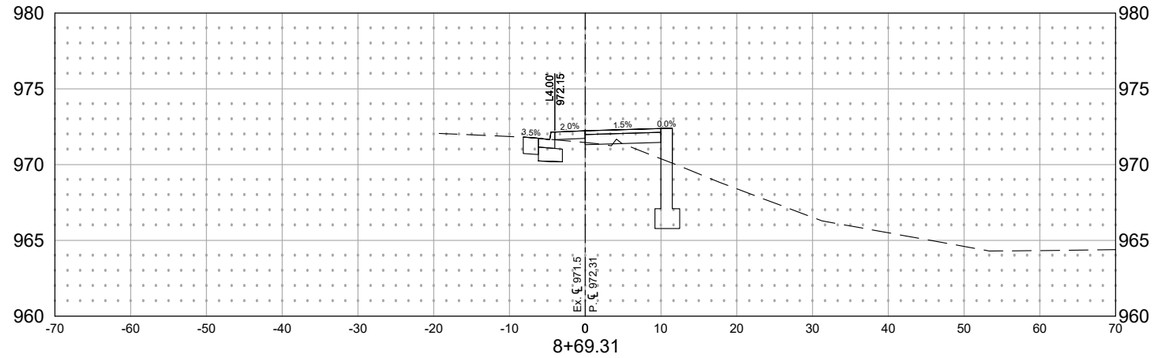
3+50

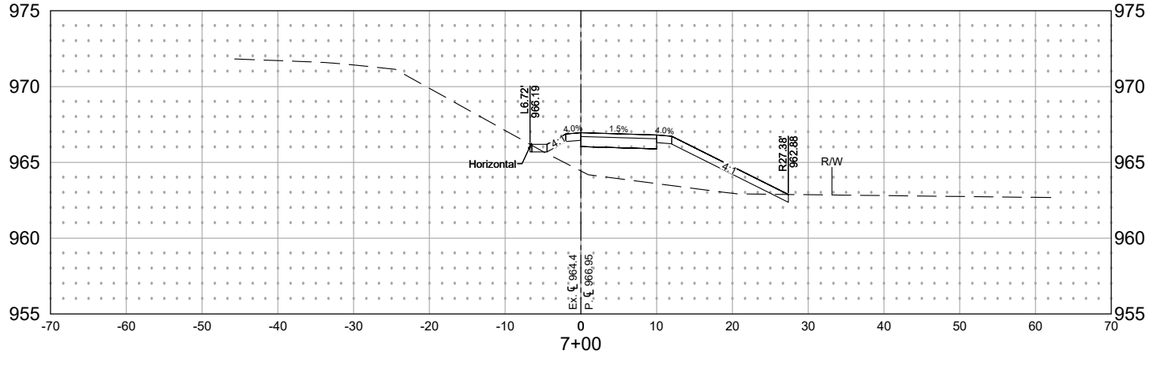


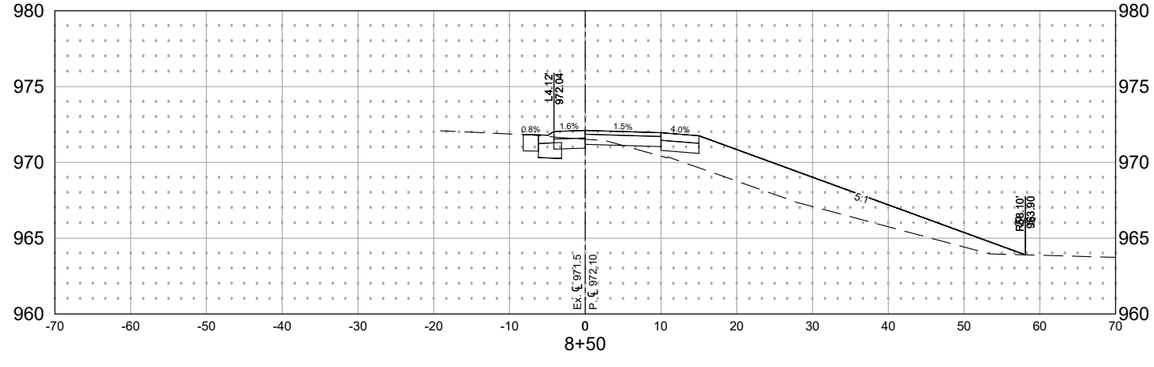
5+00

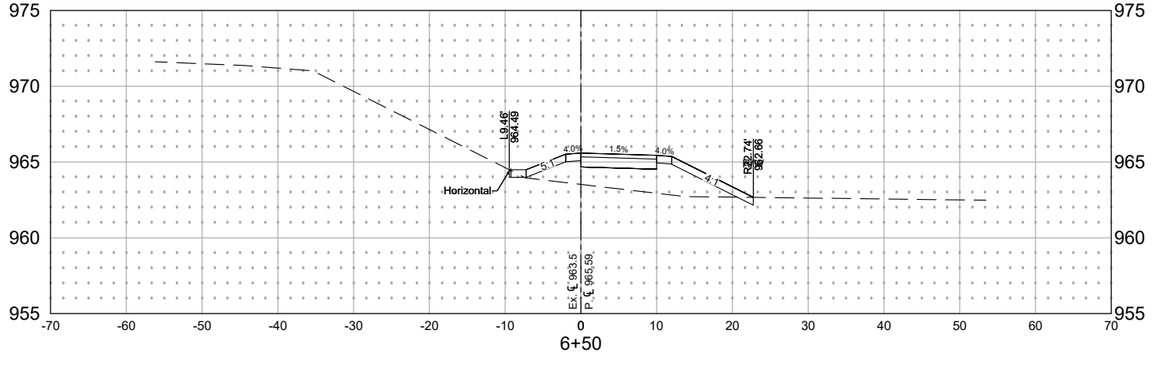
TH 246 TRAIL
STA: 3+50 - STA: 6+00

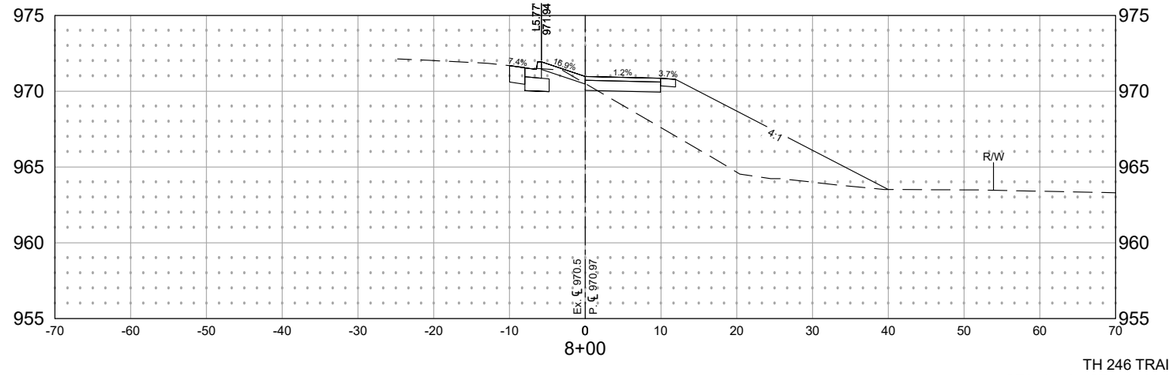




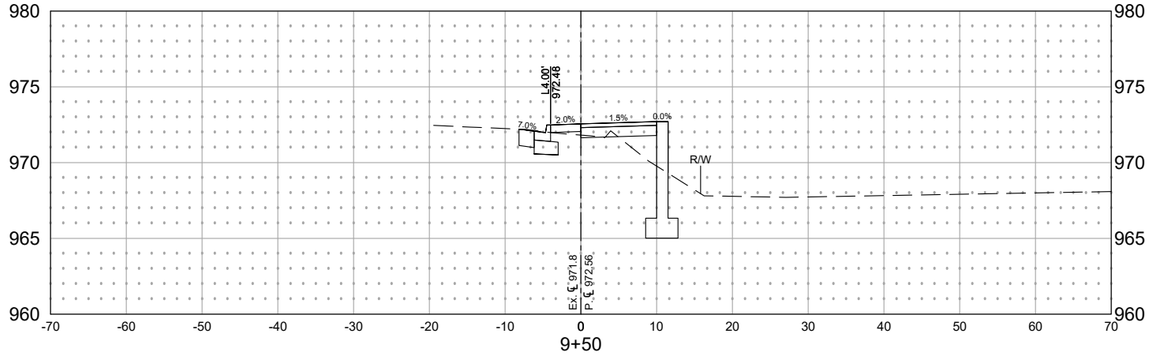




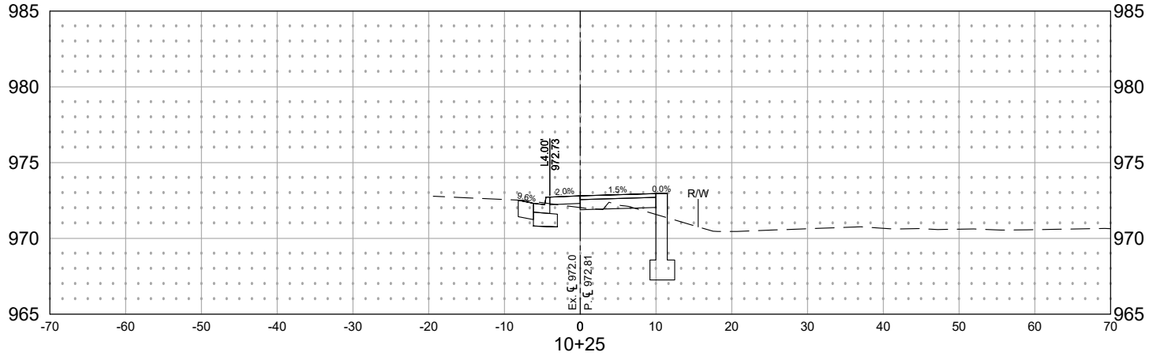




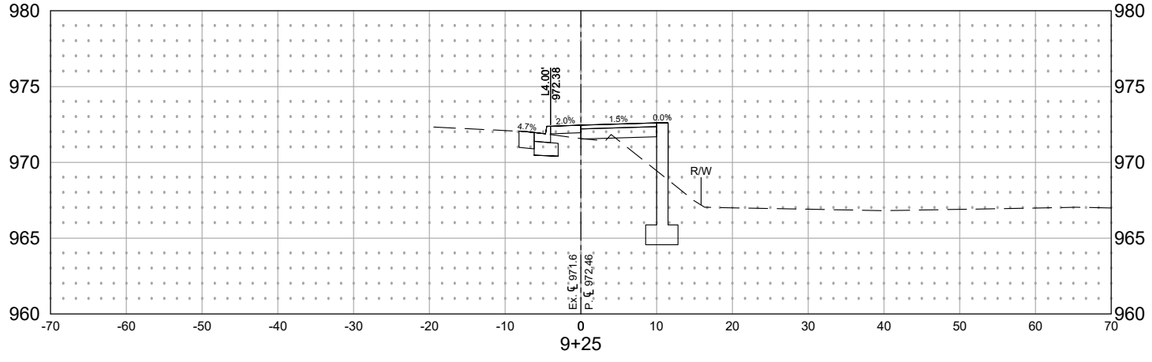
TH 246 TRAIL
STA: 6+50 - STA: 8+69.31



9+50



10+25



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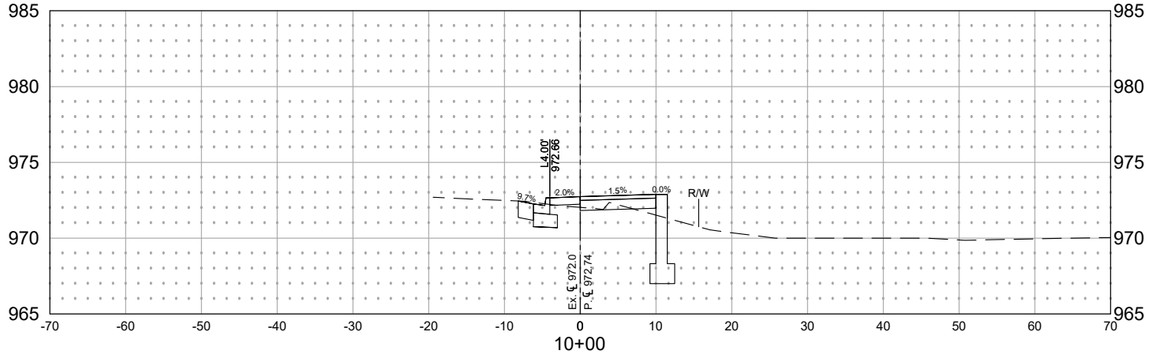
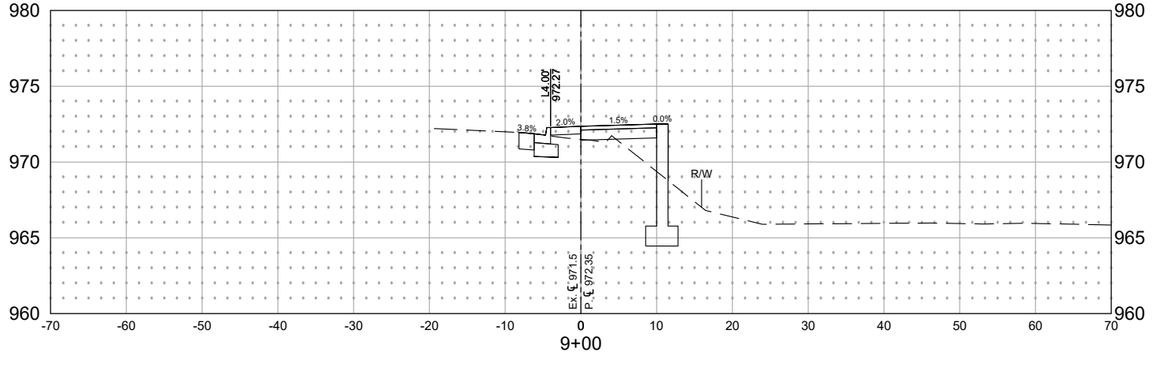
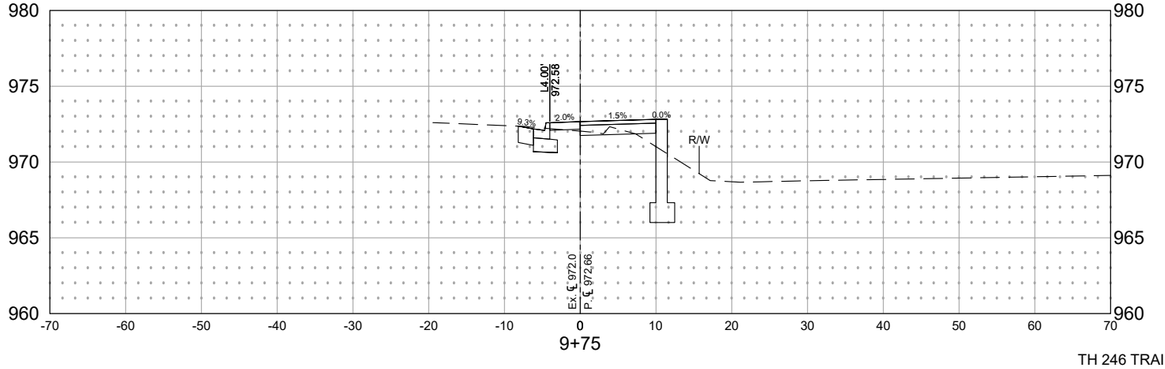


10+00



9+00



9+75

TH 246 TRAIL
STA: 9+00 - STA: 10+25

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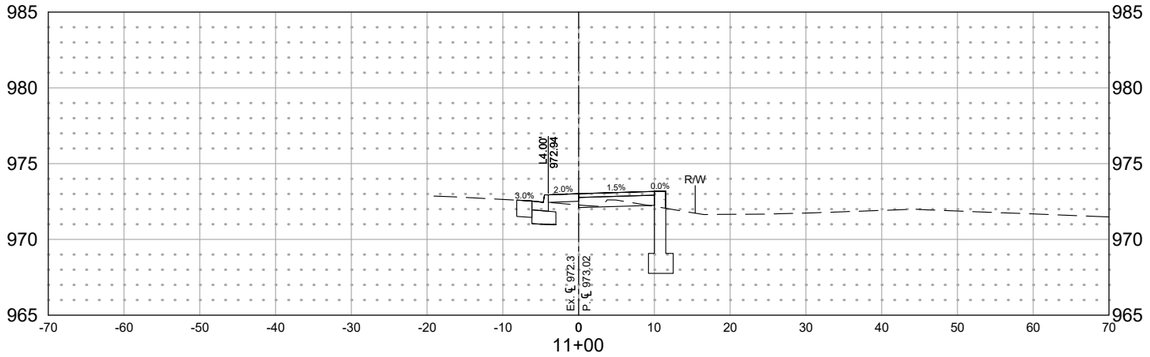
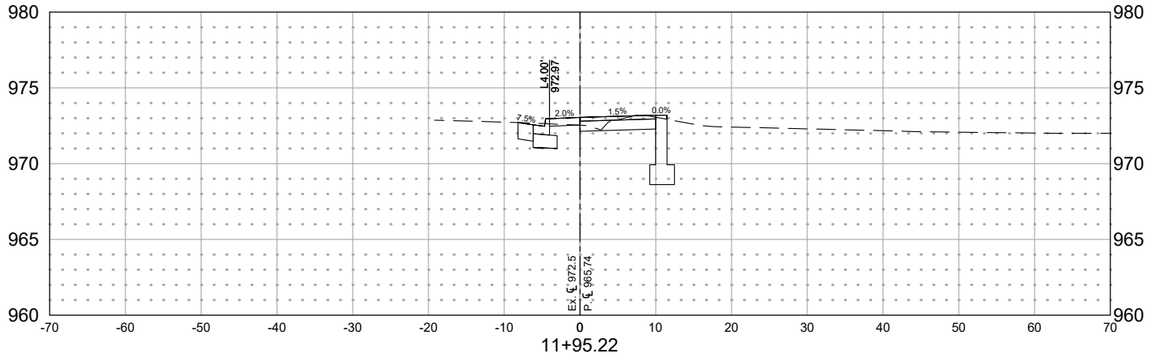
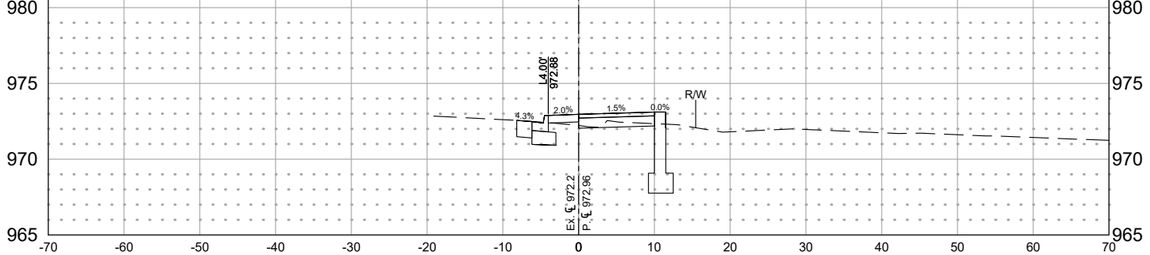


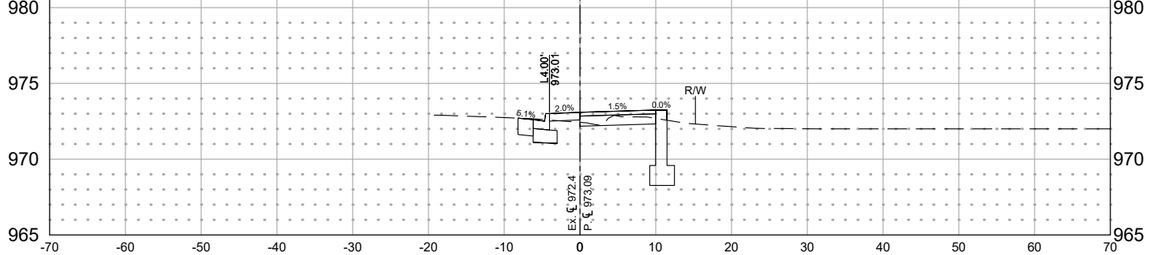
11+00



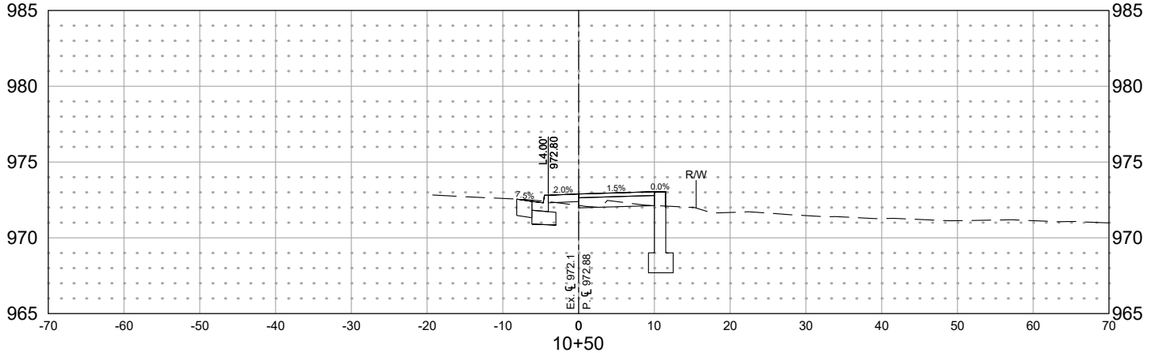
11+95.22



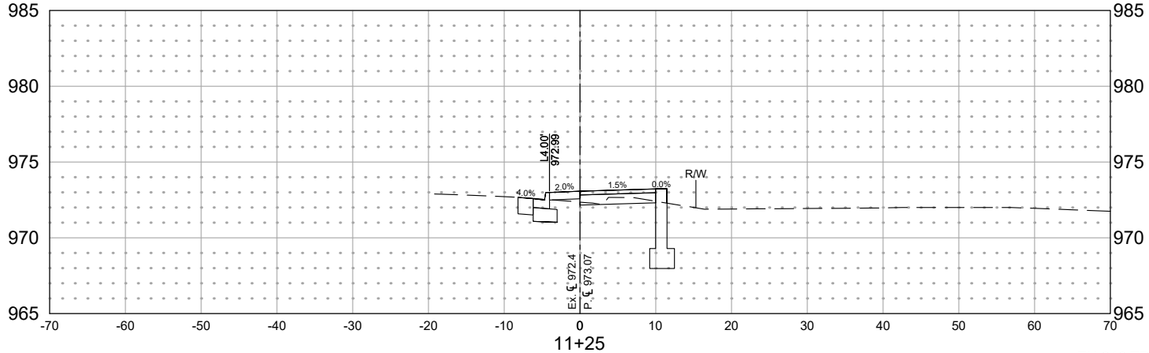
10+75



11+50



10+50



11+25

TH 246 TRAIL
STA: 10+50 - STA: 11+95.22

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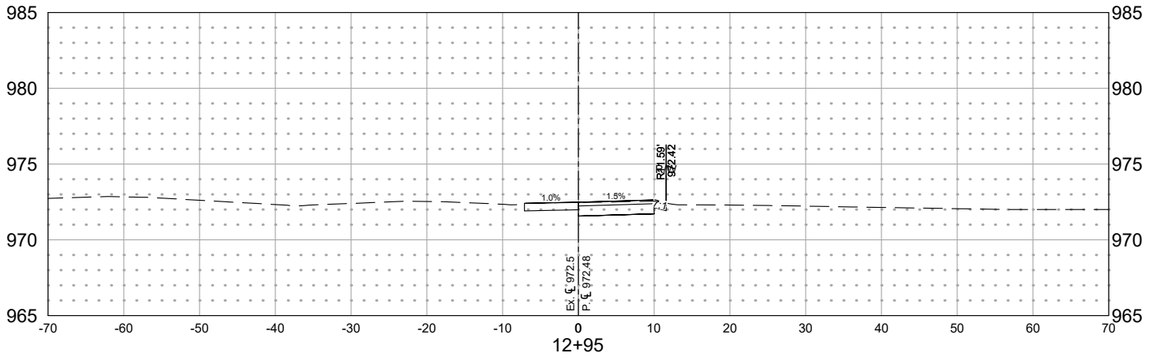

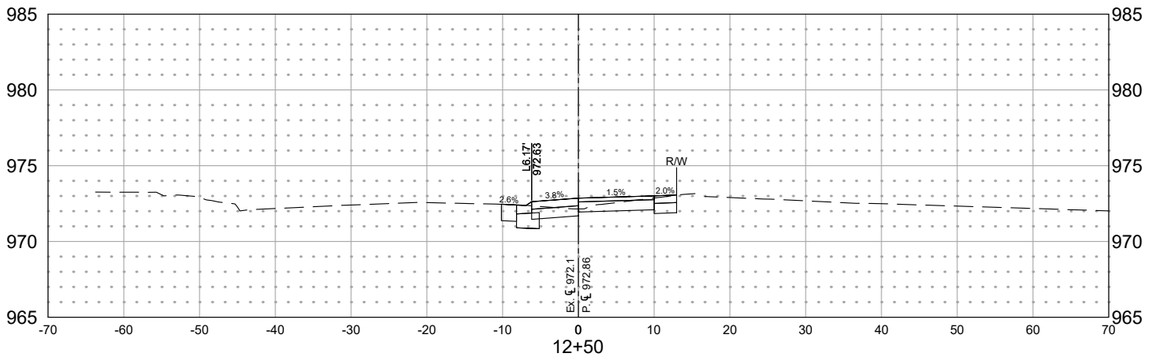

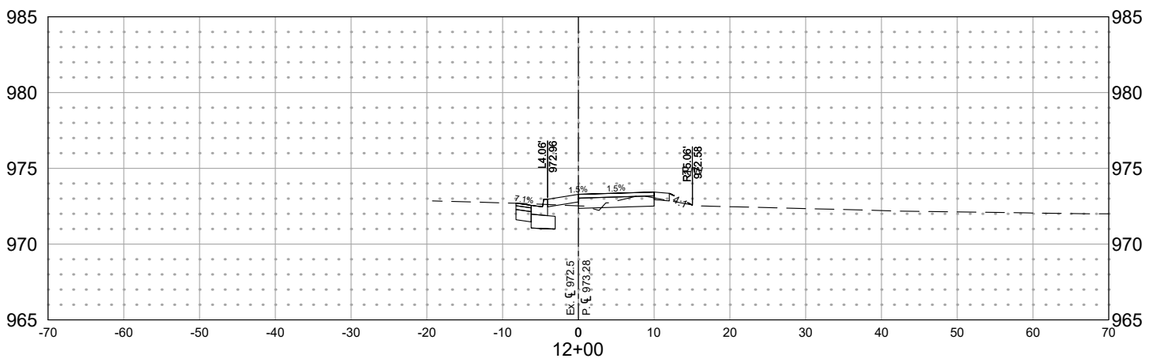

TH 246 TRAIL
STA:12+00 - STA: 12+95

Sheet No. 42 Of 42 Sheets

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