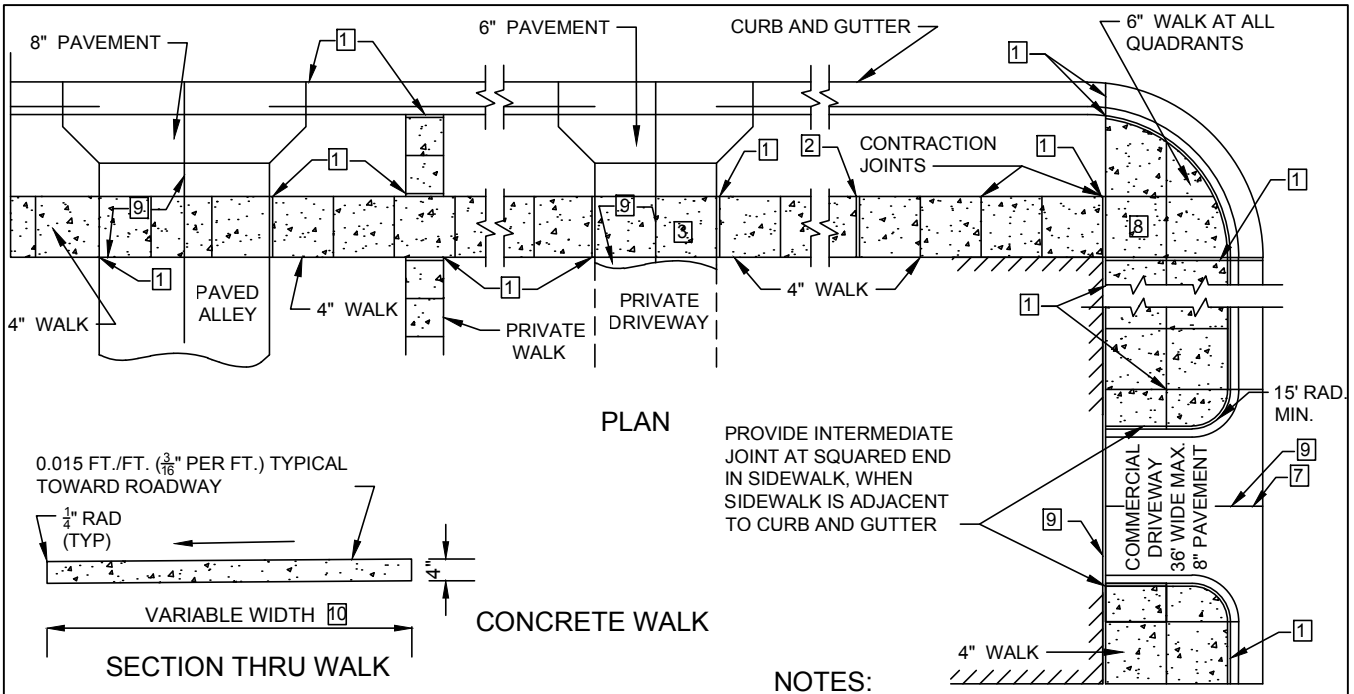
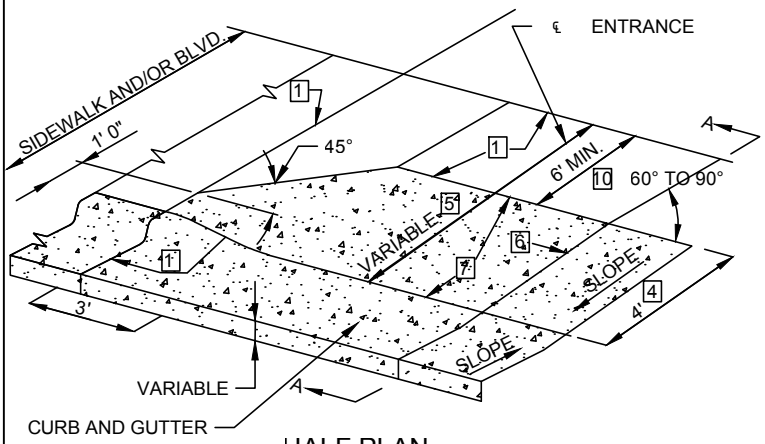


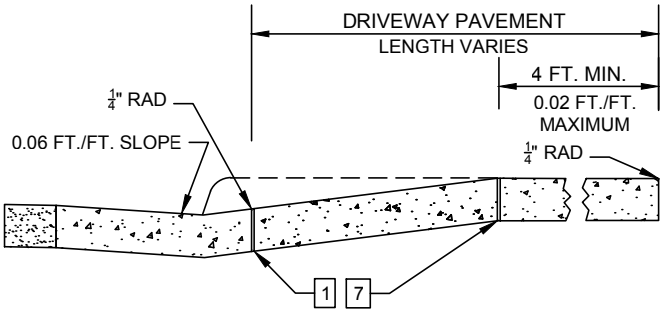
PLAN

SECTION THRU WALK

CONCRETE WALK



HALF PLAN PERSPECTIVE



SECTION AA
CURB RETURN

NOTES:

SEE ROAD DESIGN MANUAL, CHAPTER 5, FOR GEOMETRIC DESIGN OF ENTRANCES.

WHERE THE MAX. ALLOWABLE ENTRANCE GRADIENT WOULD BE EXCEEDED, DUE TO THE POSITION OF EXISTING WALK, THE WALK SHALL BE REMOVED AND REPLACED, OR THE PAVEMENT WARPED TO PROVIDE THE REQUIRED ENTRANCE SLOPE.

SEE PLANS FOR PLACEMENT OF WALK AND DIMENSIONS FOR CONSTRUCTION OF DRIVEWAYS.

NO DEDUCTION SHALL BE MADE IN CURB AND GUTTER FOR ENTRANCE.

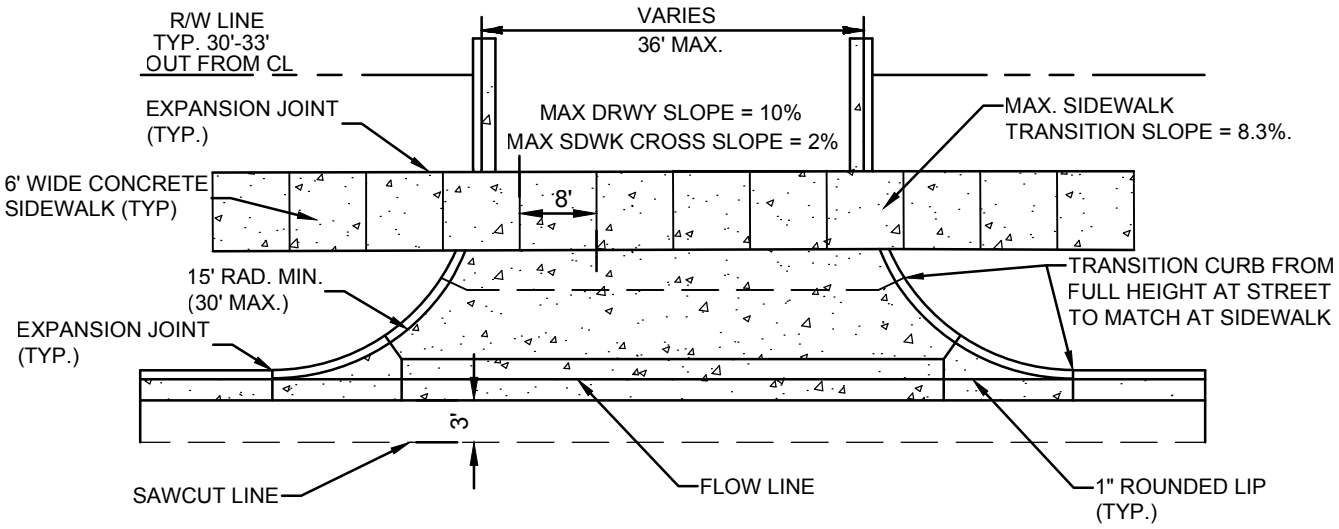
1. 1/2" EXPANSION JOINT. 1/2" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2" CONCRETE AREAS ARE POURED SEPARATELY).
2. 1/2" EXPANSION JOINTS AT 60' (APPROX.) MAXIMUM INTERVALS.
3. MATCH IN PLACE DRIVEWAY THICKNESS (6" MIN.).
4. WITHOUT SIDEWALK, PAVE ONLY TO THE ENDS OF CURB RETURN WHEN ENTRANCE IS UNSURFACED OR CONSTRUCTION IS NOT NEEDED BEYOND THIS POINT.
5. WITH SIDEWALK, PAVE TO THE BACK OF THE SIDEWALK. PAID FOR AS CONCRETE DRIVEWAY PAVEMENT.
6. CONTRACTION JOINT (FORMED OR SAWED).
7. EXPANSION JOINT NOT REQUIRED IF ADJACENT SECTIONS ARE POURED MONOLITHICALLY. SEE SECTION A-A.
8. SEE PLANS FOR PLACEMENT OF PED. CURB RAMP.
9. FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS (MAXIMUM WIDTH 15' BETWEEN JOINTS).
10. THE MINIMUM CONTINUOUS AND UNOBSTRUCTED CLEAR WIDTH OF A PEDESTRIAN ACCESS ROUTE SHALL BE 4'.
11. SEE PLANS FOR PROPOSED CROSS SLOPEOF THE PEDESTRIAN ACCESS ROUTE, WHICH MAY NOT EXCEED 0.02'/FT. AS CONSTRUCTED.

DESIGN:	DATE: 3-08-07	ROSEVILLE ENGINEERING DEPARTMENT	PLATE NUMBER
DRAWN:		DRIVEWAYS, SIDEWALKS AND TRAILS	P-1
REVISIONS			

DRIVEWAYS SIDEWALKS AND TRAILS.dwg

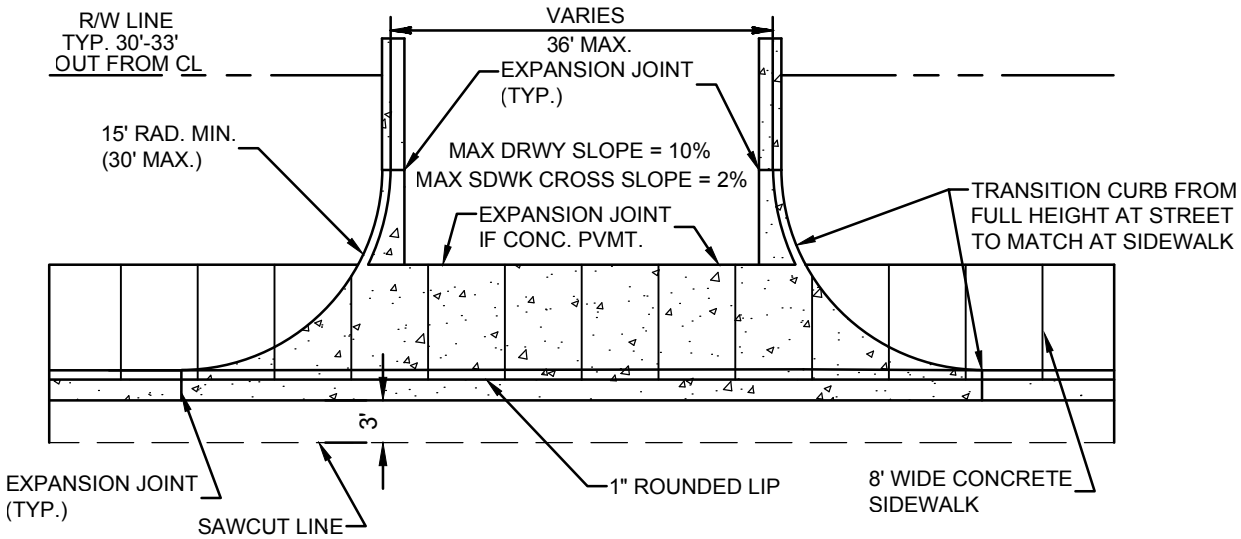
COMMERCIAL DRIVEWAY WITH BOULEVARD SIDEWALK

NOTES:
1. CONSTRUCT DRIVEWAY WITH 8" CONCRETE AND 6" AGGREGATE BASE.
2. IF BITUMINOUS, CONSTRUCT DRIVEWAY IN 2-2" LIFTS.



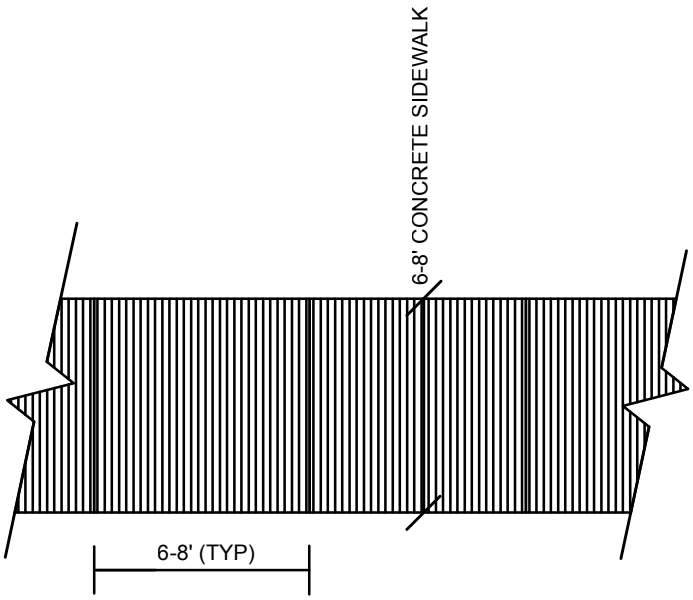
COMMERCIAL DRIVEWAY WITH SIDEWALK

NOTES:
1. CONSTRUCT DRIVEWAY WITH 8" CONCRETE AND 6" CLASS 5 AGGREGATE BASE.
2. IF BITUMINOUS, CONSTRUCT DRIVEWAY IN 2-2" LIFTS.



DESIGN:	DATE: 3-08-07	ROSEVILLE ENGINEERING DEPARTMENT	PLATE NUMBER
DRAWN:			
REVISIONS		COMMERCIAL DRIVEWAY	P-2

COMMERCIAL DRIVEWAY.dwg

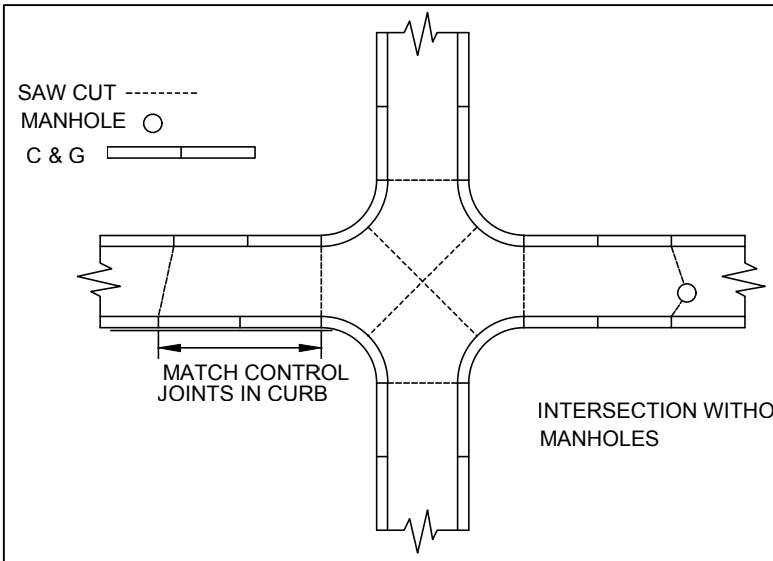


NOTES:

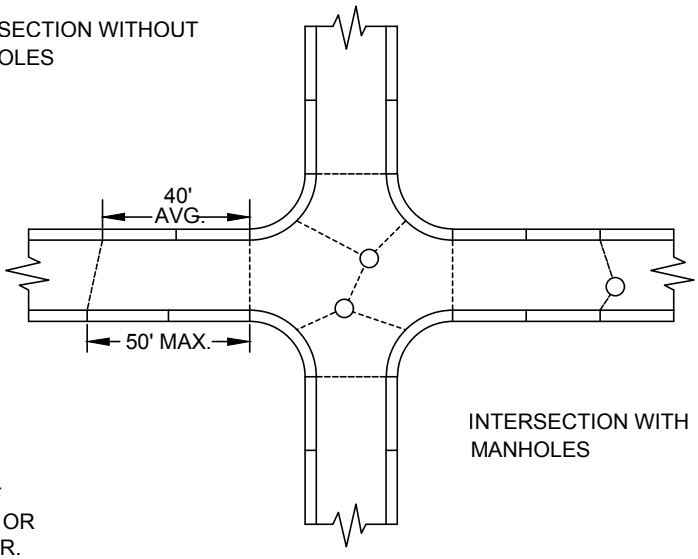
- NO GREATER THAN 2% CROSS SLOPE IN DIRECTION OF POSITIVE DRAINAGE FLOW ON ALL WALKS UNLESS OTHERWISE NOTED.
- FINISH AND JOINT CONSTRUCTION SHAL BE AS DESCRIBED IN THE MINNESOTA CONCRETE FLATWORK SPECIFICATIONS FOR LOCAL GOVERNMENT AGENCIES.

DESIGN:	DATE:3-08-07	ROSEVILLE ENGINEERING DEPARTMENT	PLATE NUMBER
DRAWN:		CONCRETE SIDEWALK JOINT PATTERN	P-3
REVISIONS			

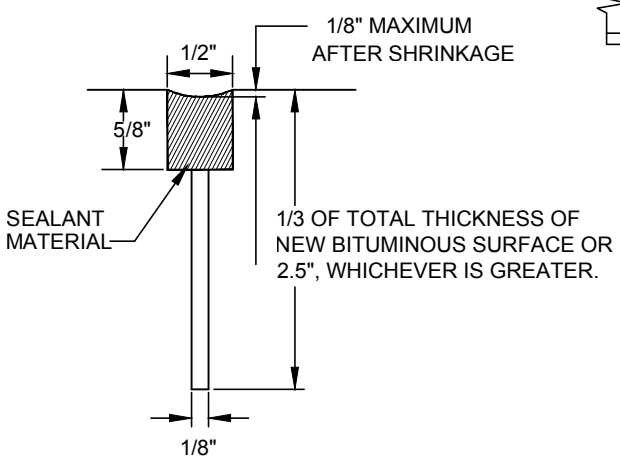
CONCRETE SIDEWALK JOINT PATTERN.dwg



INTERSECTION WITHOUT MANHOLES



INTERSECTION WITH MANHOLES

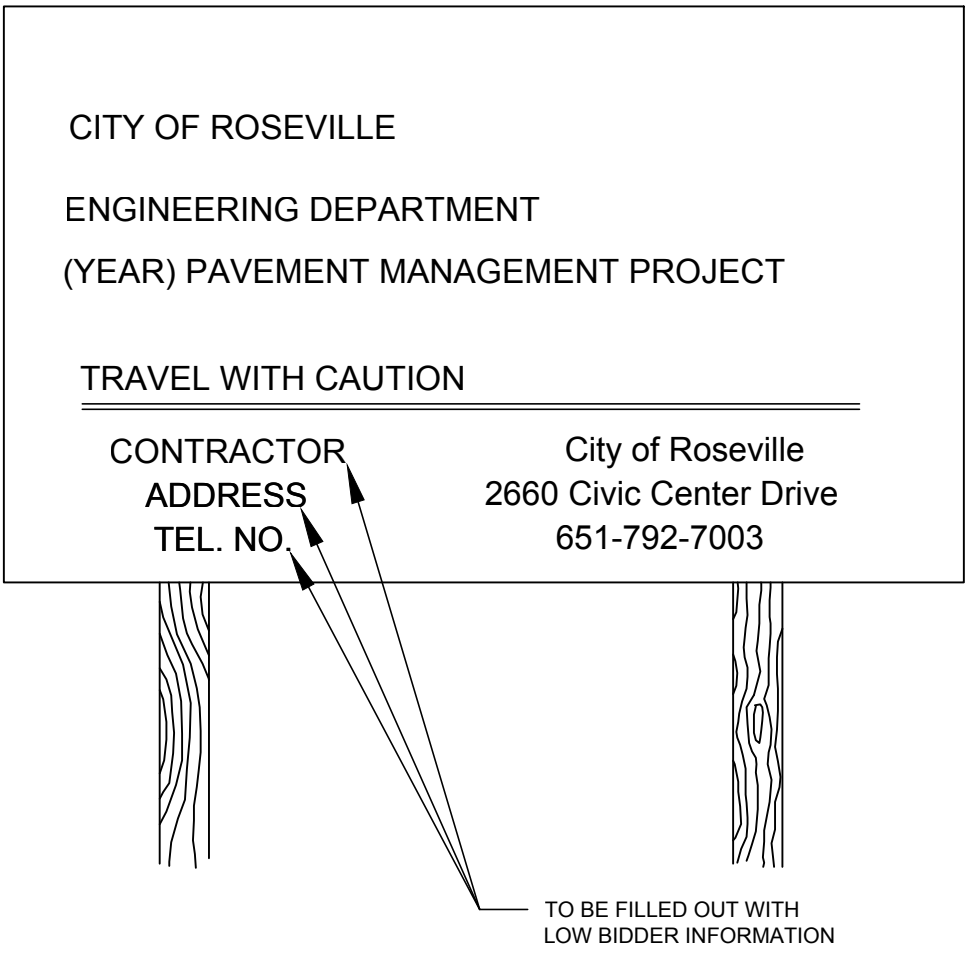


NOTES:

A. THE CUT LOCATIONS SHALL BE AT MANHOLES AND SPACED BETWEEN 40 AND 50 FEET APART OR AS DIRECTED BY PROJECT ENGINEER.
B. THE CUT SHALL FOLLOW A STRAIGHT LINE OBTAINED BY THE USE OF A SNAP LINE.
C. TRANSVERSE CRACK CONTROL JOINTS SHALL START AND STOP AT CONTROL JOINTS IN CURB & GUTTER.
D. THE CUT SHALL BE A WET CUT BY A PAVEMENT SAW AT A WIDTH OF 1/8" AND A DEPTH 1/3 OF PAVEMENT THICKNESS OR 2.5", WHICHEVER IS GREATER.
E. DIRECTLY FOLLOWING THE CUTTING, THE CUT SHALL BE WASHED WITH A PRESSURE HOSE UNTIL THE WATER IS CLEAR, FROM THE CUT.
F. THE CUT SHALL THEN BE DRIED WITH COMPRESSED AIR.
G. THE FINAL STEP SHALL BE TO FILL WITH CRACK FILLER MEETING MN/DOT SPECIFICATION 3723.

DESIGN:	DATE: 3-08-07	ROSEVILLE ENGINEERING DEPARTMENT	PLATE NUMBER
DRAWN:		TRANSVERSE CRACK CONTROL JOINTS	P-4
REVISIONS			

TRANSVERSE CRACK CONTROL JOINTS.dwg

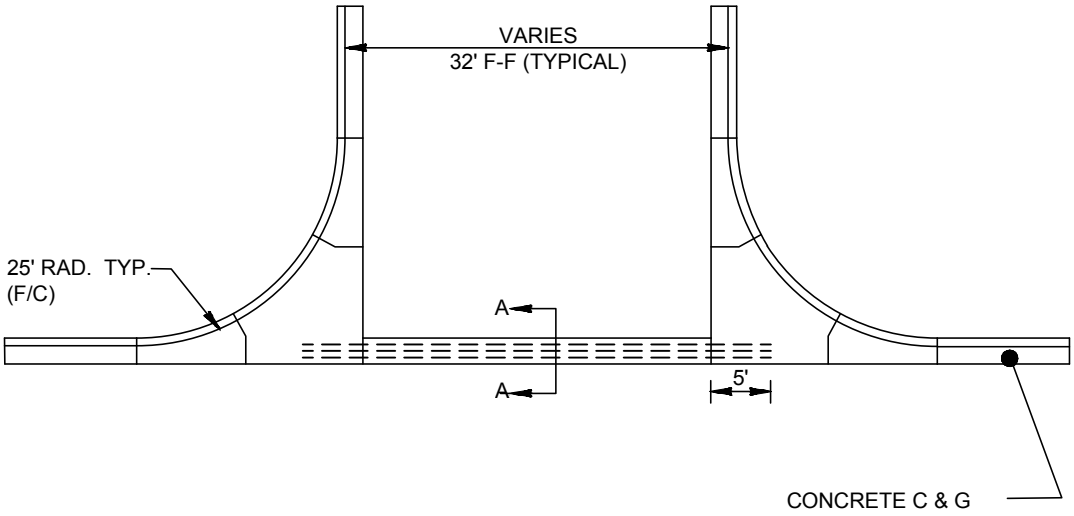


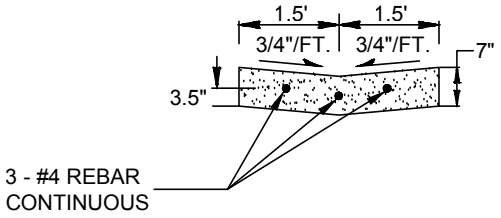
3' X 5'

1 SIGN AT INTERSECTION OF (ROAD NAME) AND (ROAD NAME)

DESIGN:	DATE: 3-08-07	ROSEVILLE ENGINEERING DEPARTMENT	PLATE NUMBER
DRAWN:		CONSTRUCTION SIGN	P-5
REVISIONS			

CONSTRUCTION SIGN.dwg





SECTION A - A

NOTES:
1. NO CONTRACTION JOINTS IN VALLEY GUTTER.
2. THE CONCRETE VALLEY GUTTER SHALL BE CONSTRUCTED ON 8" AGGREGATE BASE, CLASS 5.

DESIGN:	DATE: 3-08-07	ROSEVILLE	ENGINEERING DEPARTMENT	PLATE NUMBER	
DRAWN:		CONCRETE VALLEY GUTTER		P-6	
REVISIONS					

CONCRETE VALLEY GUTTER.dwg