2N. Consideration of approving plans and specifications and authorization to bid for the Monticello Public Library Site Improvements project

Prepared by: Public Works Director/City Engineer	**Meeting Date:** 1/12/2026	☒ **Consent Agenda Item** ☐ **Regular Agenda Item**
Reviewed by: Assistant City Engineer, Finance Director	**Approved by:** City Clerk	

ACTION REQUESTED

Motion to approve plans and specifications and authorization to bid for the Monticello Public Library Site Improvements project.

PREVIOUS COUNCIL ACTION

September 22, 2025: Council approved a contract with Hakanson Anderson for engineering services for the Monticello Public Library Site Improvements project in the amount of $32,700.

October 13, 2025: Council accepted the bid from Davis Mechanical for the replacement of HVAC Controls at the Monticello Library in the amount of $34,220.

October 27, 2025: Council accepted the bid from WH Security for the replacement of the fire monitoring system at the Monticello Library in the amount of $10,565.

REFERENCE AND BACKGROUND

The City has been awarded a $500,000 Community Facility Projects Grant from the Minnesota Department of Education to fund improvements at the Monticello Public Library, with no local match anticipated. The grant will support the following projects:

- HVAC system controls upgrade (completed in 2025)
- Fire monitoring system installation (completed in 2025)
- Site improvements, including ADA upgrades and parking lot rehabilitation

The parking lot improvements will include:

- Reclaiming and repaving the parking lot surface
- Replacing driveway aprons onto Walnut Street and 6th Street
- Spot replacement of concrete curb, gutter and sidewalk

- Re-striping the parking lot
- Turf restoration

Bid alternates are proposed for the replacement of additional sidewalks and for concrete paving of ADA stalls as an alternative to bituminous pavement.

Approval of bids is being requested from the Minnesota Department of Education with a bid opening planned for early February 2026. City Council consideration of the bid award is anticipated at the February 9, 2026 meeting.

To minimize disruption to library operations, the parking lot will be reconstructed in sections, with a proposed construction timeline of 21 calendar days and a target completion date by August 1, 2026. Coordination with the Parks, Arts, and Recreation Department will ensure minimal impact on the Farmers Market.

I. **Budget Impact:** The construction estimate for the project is $306,613 with a 10% contingency. Design and construction engineering, fire system improvements, and HVAC Control upgrades previously approved are $79,485 resulting in a total project estimate of $386,071 for the overall project. This project is anticipated to be 100% reimbursed from the $500,000 in grant funds received.

II. **Staff Workload Impact:** Staff time administering bids and final approval is anticipated to be approximately 10 hours.

III. **Comprehensive Plan Impact:** The Monticello 2040 Comprehensive Plan outlines several chapters that directly support ADA upgrades and site improvements for the Monticello Public Library. Chapter 4: Mobility and Connectivity emphasizes the importance of accessible pedestrian infrastructure, including sidewalks and pathways that comply with ADA standards, ensuring equitable access to public facilities like the library. Chapter 8: Community Facilities and Infrastructure identifies the need for maintaining and upgrading public buildings to meet modern accessibility standards, directly supporting ADA improvements at the library. These chapters collectively guide the city's commitment to inclusivity and accessibility in public infrastructure through 2040.

STAFF RECOMMENDED ACTION

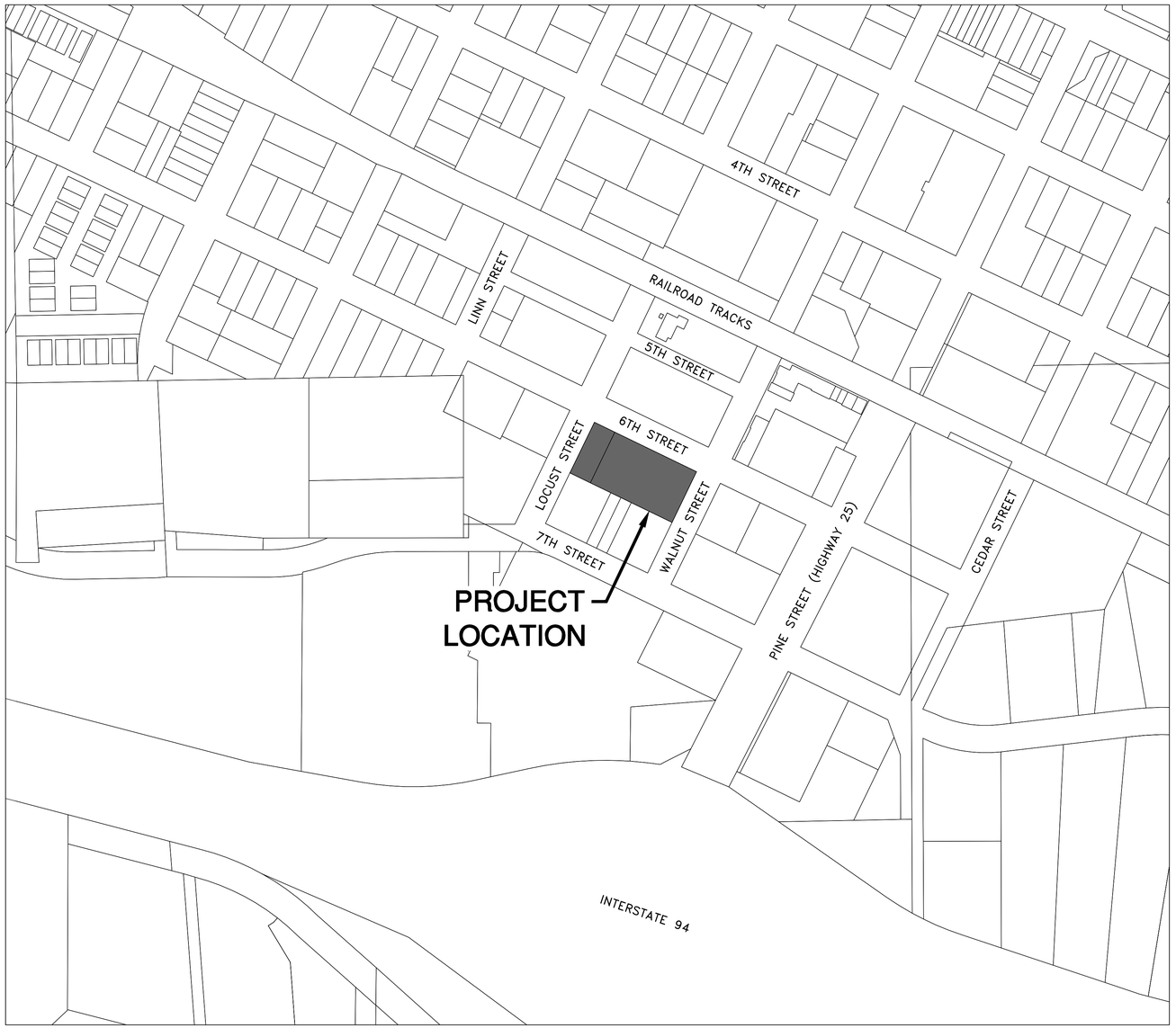
City staff recommend approval of plans and specifications and authorization to bid.

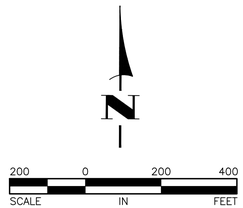
SUPPORTING DATA

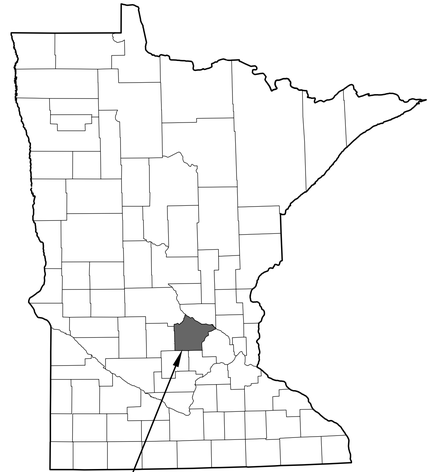
A. Plans
B. Engineer's Estimate

MONTICELLO PUBLIC LIBRARY PARKING LOT IMPROVEMENTS

CONSTRUCTION PLANS FOR BITUMINOUS PAVEMENT REPLACEMENT, CURB AND GUTTER, CONCRETE SIDEWALK, CURB RAMPS AND MISCELLANEOUS CONSTRUCTION IN THE CITY OF MONTICELLO







CITY OF MONTICELLO,
WRIGHT COUNTY,
MINNESOTA

GOVERNING SPECIFICATIONS

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE 2025 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION".

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING 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.

SHEET INDEX

THIS PLAN CONTAINS 16 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	CONSTRUCTION NOTES, PROJECT LEGEND AND ESTIMATED QUANTITIES
3	DETAILS
4	PAVEMENT MARKING NOTES, STRIPING KEY AND DETAILS
5–10	PEDESTRIAN CURB RAMP DETAILS
11	EXISTING TOPOGRAPHY AND REMOVALS PLAN
12	CONSTRUCTION PLAN
13–15	STAKING PLAN
16	RESTORATION, STRIPING AND PAVING PLAN

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

CRAIG W. ODDEN, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

23461
LIC. NO.

DATE XX/XX/25

DATE	REVISION

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-2, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

PROJECT BENCHMARK:
IN MONTICELLO, 0.15 MILES NORTHEAST ALONG TRUNK HIGHWAY 25 FROM THE JUNCTION OF TRUNK HIGHWAY 25 AND INTERSTATE HIGHWAY 94 IN MONTICELLO, AT TRUNK HIGHWAY 25 MILEPOINT 68.3, 36.0 FEET WEST OF SOUTHBOUND TRUNK HIGHWAY 25, 77.0 FEET SOUTH OF 7TH STREET, 51.1 FEET SOUTHEAST OF A CABLE BOX, 1.1 FEET SOUTH OF A WITNESS POST. (MN/DOT NAME 8605 T)
ELEV=951.19 (NAVD 88)

GENERAL CONSTRUCTION AND SOILS NOTES:

1. STRIP ALL INPLACE TOPSOIL IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. IN AREAS OF PARKING LOT AND BUILDING CONSTRUCTION, THE EXPOSED SAND SHALL BE SURFACE COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY, ASTM D698, IN AT LEAST THE UPPER 3 FEET.
2. UNLESS OTHERWISE RECOMMENDED IN THESE PLANS, THE GRADING SUBGRADE SHALL BE CONSTRUCTED OF SUITABLE GRADING MATERIAL. THE FILL SHALL BE PLACED IN 8'' TO 10'' LOOSE LIFTS, AND COMPACTED TO 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY.
3. SUITABLE GRADING MATERIAL FOR THIS PROJECT SHALL CONSIST OF ALL SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, SILT, DEBRIS, ORGANIC MATERIAL AND OTHER UNSTABLE MATERIAL.
4. CONTRACTOR SHALL REVIEW THE REPORT OF GEOTECHNICAL EXPLORATION FOR ADDITIONAL SITE PREPARATION REQUIREMENTS.
5. PROVIDE A SAW CUT WHEN PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT AND AT TERMINI OF CONSTRUCTION TO ENSURE A UNIFORM JOINT.
6. BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH MN/DOT SPEC. 2104.
7. USE TACK COAT BETWEEN ALL BITUMINOUS MIXTURES. THE BITUMINOUS TACK COAT MATERIAL SHALL BE APPLIED AT A UNIFORM RATE OF 0.04 GAL/SY TO 0.06 GAL/SY BETWEEN BITUMINOUS LAYERS. FIELD DILUTION IS NOT ALLOWED.
8. THE BITUMINOUS MIXTURES SHALL MEET THE REQUIREMENTS OF SPECIFICATIONS 2360 AND 3139.
9. CONTRACTOR SHALL ACQUIRE AN ANOKA COUNTY HIGHWAY DEPARTMENT PERMIT PRIOR TO WORKING IN THE CSAH 116 RIGHT-OF-WAY.
10. CONTRACTOR SHALL ACQUIRE A DEPARTMENT OF LABOR AND INDUSTRY PERMIT PRIOR TO CONSTRUCTING ANY UNDERGROUND UTILITIES SHOWN ON THESE PLANS.

GENERAL EROSION CONTROL NOTES:

1. EROSION CONTROL SHALL CONFORM TO THE MN/DOT EROSION CONTROL HANDBOOK.
2. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ACQUIRE THE MPCA CONSTRUCTION STORMWATER GENERAL PERMIT. A COPY OF THE PERMIT SHALL BE SUBMITTED TO THE CITY PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) PRIOR TO GRADING AND REMOVAL ACTIVITIES. BMP'S SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND POTENTIAL FOR EROSION HAS PASSED.
4. THE CONTRACTOR SHALL SCHEDULE HIS OPERATION TO MINIMIZE THE AMOUNT OF DISTURBED AREA AT ANY GIVEN TIME.
5. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EROSION AND SEDIMENT CONTROL MEASURES WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION.

LEGEND

- PROPERTY LINE
- EXISTING CONTOUR (XXX)
- PROPOSED CONTOUR (XXX)
- EXISTING CONCRETE CURB
- PROPOSED CONCRETE CURB
- GAS MAIN (G)
- BURIED ELECTRIC LINE (P-BUR)
- BURIED TELEPHONE LINE (T-BUR)
- OVERHEAD UTILITY LINE (P-OH)
- EXISTING STORM SEWER (>>)
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE WALK/PAVEMENT
- UTILITY PEDESTALS (E T)
- UTILITY POLE
- HANDHOLE (HH)
- LIGHT POLE
- EXISTING SANITARY SEWER MANHOLE (S)
- EXISTING STORM SEWER MANHOLE (D)
- EXISTING CATCH BASIN
- MAILBOX (M)
- SIGNS
- IRRIGATION VALVE BOX (IRR)
- DECIDUOUS TREE
- DETAIL NUMBER (X / X)
- SHEET NUMBER

ESTIMATED QUANTITIES

ITEM NO.	REF. NOTES	SPEC. REF.	DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY
1		2021.501	MOBILIZATION	LUMP SUM	1
2		2102.518	PAVEMENT MARKING REMOVAL	SQ FT	504
3		2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	169
4		2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	214
5		2104.503	REMOVE CURB AND GUTTER	LIN FT	324
6		2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	44
7		2104.518	REMOVE CONCRETE PAVEMENT	SQ FT	3564
8		2106.507	EXCAVATION - COMMON	CU YD	542
9		2106.607	EXCAVATION - SPECIAL (CV)	CU YD	16
10		2112.604	SUBGRADE PREPARATION	SQ YD	3254
11		2211.509	AGGREGATE BASE CLASS 5	TON	100
12		2215.504	FULL DEPTH RECLAMATION	SQ YD	3254
13		2215.507	HAUL FULL DEPTH RECLAMATION (LV)	CU YD	705
14		2232.504	MILL BITUMINOUS SURFACE	SQ YD	24
15		2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	179
16		2360.504	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) 2.5" THICK	SQ YD	88
17		2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	412
18		2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,B)	TON	515
19		2521.518	4" CONCRETE WALK	SQ FT	1384
20		2521.518	6" CONCRETE WALK	SQ FT	1224
21		2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	50
22		2531.503	CONCRETE CURB AND GUTTER DESIGN B418	LIN FT	55
23		2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	359
24		2531.518	8" CONCRETE DRIVEWAY PAVEMENT	SQ FT	1007
25		2531.618	TRUNCATED DOMES	SQ FT	67
26		2563.601	TRAFFIC CONTROL	LUMP SUM	1
27		2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	1
28		2564.518	SIGN PANEL	SQ FT	6
29		2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	1
30		2573.502	STORM DRAIN INLET PROTECTION	EACH	4
31		2573.503	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	600
32		2574.507	COMMON TOPSOIL BORROW	CU YD	108
33		2574.508	FERTILIZER TYPE 1	POUND	52
34		2575.504	SODDING TYPE LAWN	SQ YD	500
35		2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	1681
36		2582.518	PAVEMENT MESSAGE MULTI-COMPONENT	SQ FT	23
37		2582.518	CROSSWALK MULTI-COMPONENT	SQ FT	504

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

Date XX/XX/25 C. J. JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: TAE
CHECKED BY: TAE

Hakanson Anderson
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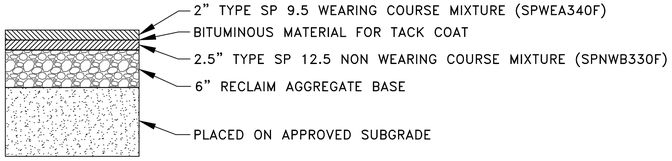
MONTICELLO PUBLIC LIBRARY
PARKING LOT IMPROVEMENTS

CONSTRUCTION NOTES, PROJECT LEGEND AND ESTIMATED QUANTITIES

CITY OF MONTICELLO, MINNESOTA

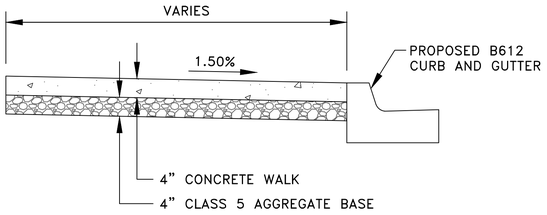
SHEET 2 OF 16 SHEETS

MO306



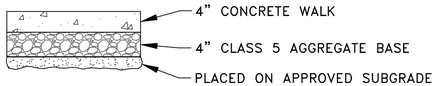
1/3 BITUMINOUS PAVEMENT SECTION

NO SCALE



2/3 CONCRETE SIDEWALK SECTION

NO SCALE

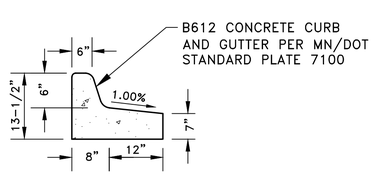


3/3 CONCRETE SIDEWALK SECTION

NO SCALE

4/3 CONCRETE DRIVEWAY PAVEMENT SECTION

NO SCALE



5/3 TIPOUT CURB DETAILS

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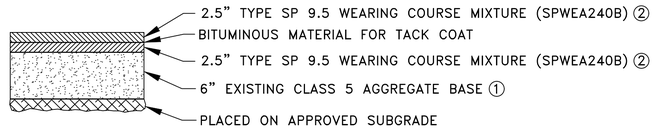
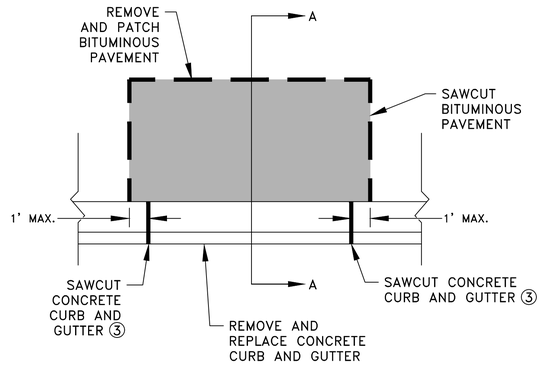
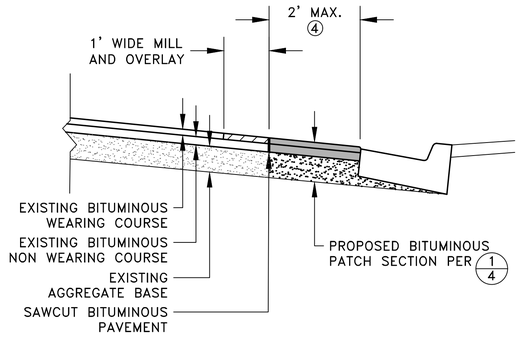


6/3 BITUMINOUS PATCHING SECTION

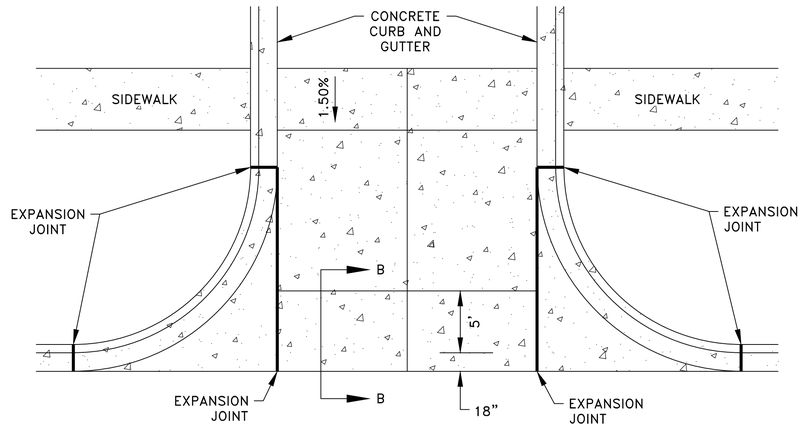
NOT TO SCALE



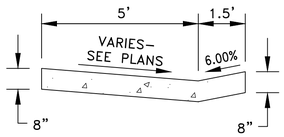


SECTION A–A

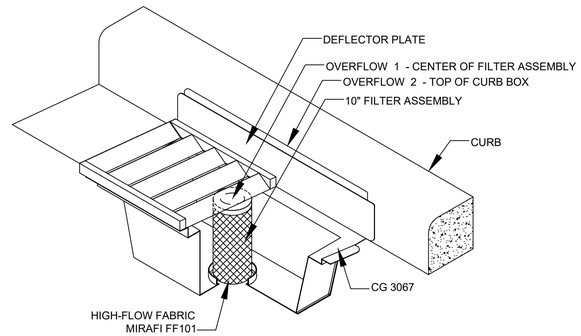
7/3 CURB REMOVAL DETAIL–6TH STREET AND WALNUT STREET



8/3 COMMERCIAL DRIVEWAY ENTRANCE

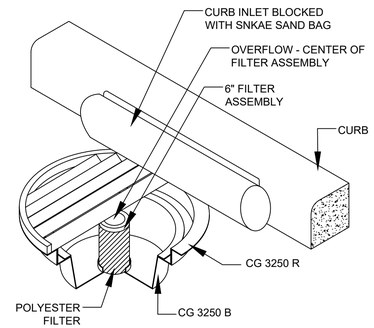


SECTION B–B



9/3 STORM DRAIN INLET PROTECTION

POST–CURB



10/3 STORM DRAIN INLET PROTECTION

POST–CURB

REFERENCE NOTES:

① CONTRACTOR SHALL SALVAGE AND REPLACE EXISTING AGGREGATE BASE TO COMPLETE CURB CONSTRUCTION (INCIDENTAL).

② SHALL BE PAID PER ITEM 2360–TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) 2.5" THICK.

③ SAWCUTTING CURB AND GUTTER SHALL BE PAID PER ITEM 2104–SAWING CONCRETE PAVEMENT.

④ IF THE CONTRACTOR REMOVES PAVEMENT BEYOND THE 2' ALL LABOR, MATERIAL, AND WORK REQUIRED TO RESTORE THE PAVEMENT SHALL BE INCIDENTAL BEYOND THE DIMENSIONS SHOWN.

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

Date XX/XX/2025 C. JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
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MONTICELLO PUBLIC LIBRARY
PARKING LOT IMPROVEMENTS

DETAILS

CITY OF MONTICELLO, MINNESOTA

SHEET 3 OF 16 SHEETS

MO306

Dec. 15, 2025 – 7:03am
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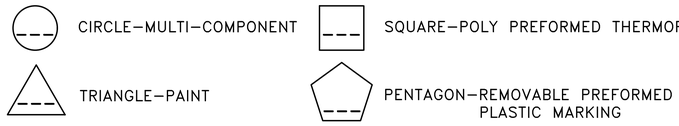
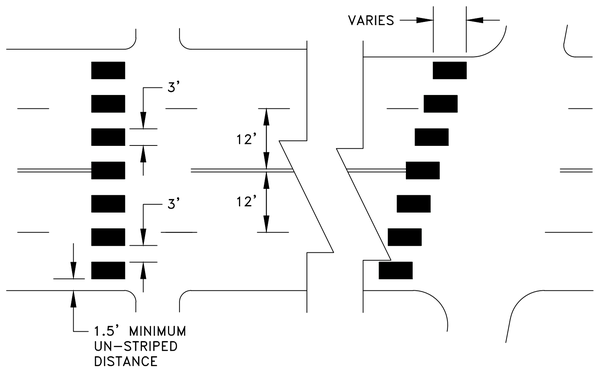
PERMANENT PAVEMENT MARKING GENERAL NOTES AND GUIDELINES:

1. THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND OBSERVATION. ENGINEER WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING AND TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.
2. EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.
3. A TOLERANCE OF 1/4 INCH UNDER OR 1/4 INCH OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO ONE-HALF FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.
4. THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. NEW PORTLAND CEMENT CONCRETE SURFACES SHALL BE SANDBLAST CLEANED TO REMOVE ANY SURFACE TREATMENT AND/OR LAITANCE ON LOW SPEED (SPEED LIMIT 35 MPH OR LESS) URBAN PORTLAND CEMENT CONCRETE ROADWAYS. SANDBLAST CLEANING SHALL BE USED FOR ALL MULTI-COMPONENT PAVEMENT MARKINGS.
5. THE MULTI-COMPONENT MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE MULTI-COMPONENT LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.
6. MULTI-COMPONENT MARKINGS SHALL BE APPLIED PER MN/DOT STANDARD SPECIFICATIONS 2582 AND THE SPECIAL PROVISIONS. GLASS BEADS SHALL BE APPLIED AT A MINIMUM RATE OF 25 LBS POUNDS PER GALLON. THE APPLICATION RATE SHALL BE SUFFICIENT TO ACHIEVE AN ACCEPTABLE NO-TRACK SYSTEM.
7. WET REFLECTIVE MARKINGS SHALL BE APPLIED PER MN/DOT STANDARD SPECIFICATIONS 2582 AND THE SPECIAL PROVISIONS.
8. OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES FAHRENHEIT OR GREATER.
9. PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

STRIPING KEY



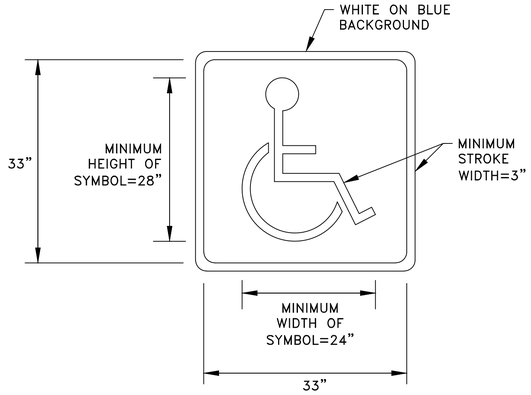
EXAMPLE: (4SW) = 4" SOLID LINE WHITE–MULTI–COMPONENT



GENERAL CROSSWALK NOTES:

1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB. IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. ON TWO LANE TWO WAY STREETS, USE SPACING SHOWN FOR AN 11 FT. INSIDE LANE.
4. FOR DIVIDED ROADWAYS, ADJUSTMENTS IN SPACING OF THE BLOCKS SHOULD BE MADE IN THE MEDIAN SO THAT THE BLOCKS ARE MAINTAINED IN THEIR PROPER LOCATION ACROSS THE TRAVELED PORTION OF THE ROADWAY.
5. AT SKEWED CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.
6. THE BLOCKS SHALL BE PLACED SO THAT THEY ARE NOT LOCATED IN THE WHEEL PATH OF THE VEHICLES

1/4 PEDESTRIAN CROSSWALK MARKINGS



2/4 ACCESSIBLE PARKING SYMBOL

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

Date XX/XX/25 CHRISTOPHER A. JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: TAE
CHECKED BY: TAE

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

MONTICELLO PUBLIC LIBRARY
PARKING LOT IMPROVEMENTS

PAVEMENT MARKING NOTES, STRIPING KEY AND DETAILS

CITY OF MONTICELLO, MINNESOTA

SHEET 4 OF 16 SHEETS

MO306

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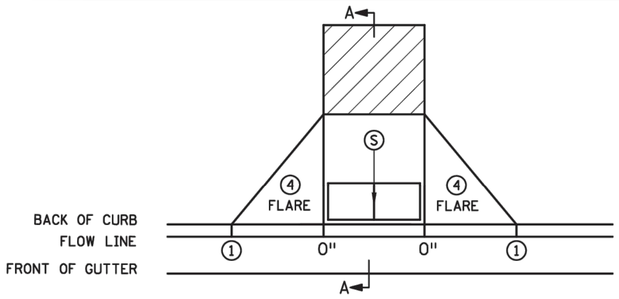

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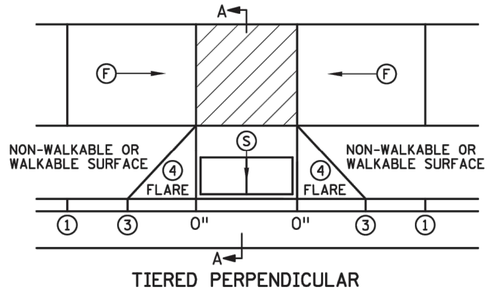

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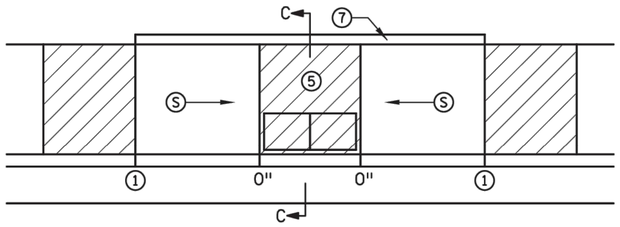
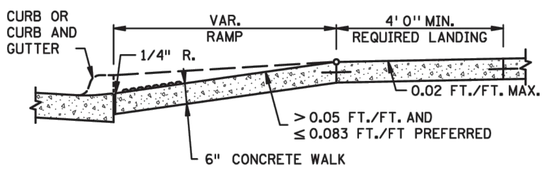
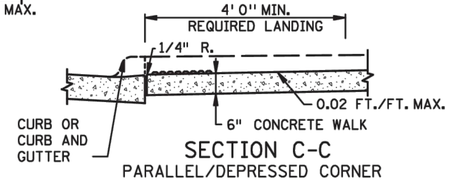


PARALLEL



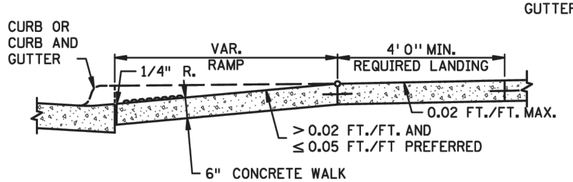
SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



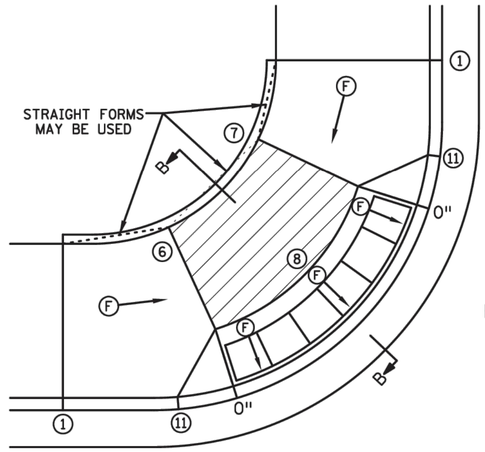
SECTION C-C

PARALLEL/DEPRESSED CORNER

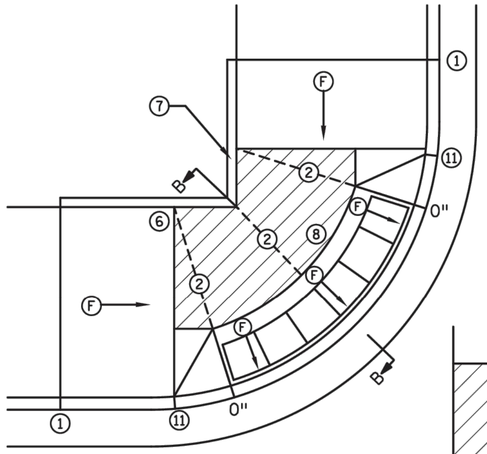


SECTION B-B

FAN

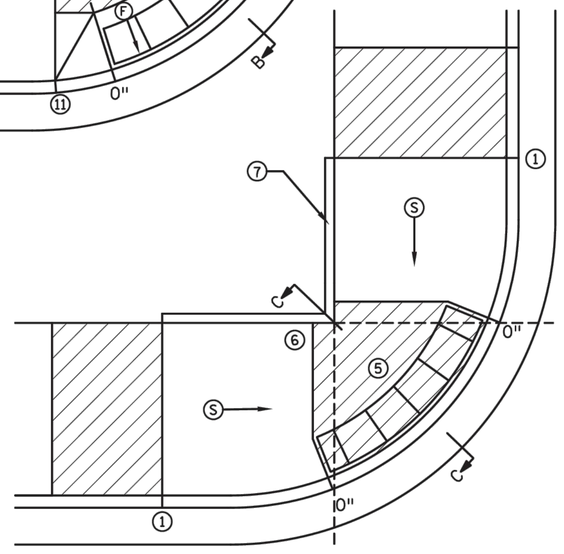


FAN ⑩



MODIFIED FAN ⑩

USED WHEN RIGHT-OF-WAY
IS CONSTRAINED



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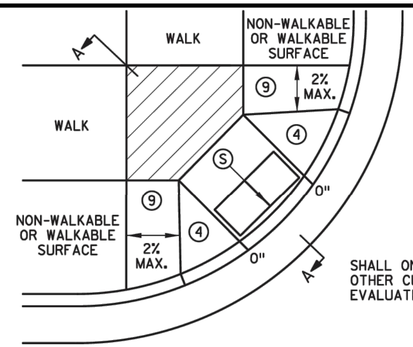

DIAGONAL

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

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	1 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO. 5	
				TRUNK HWY.		TOTAL SHEETS 16	

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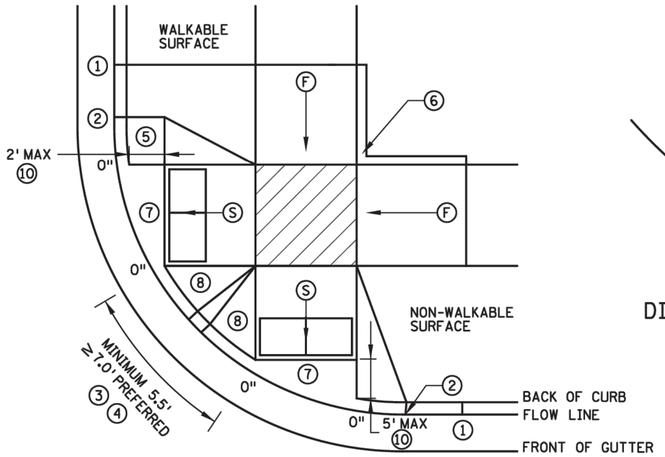
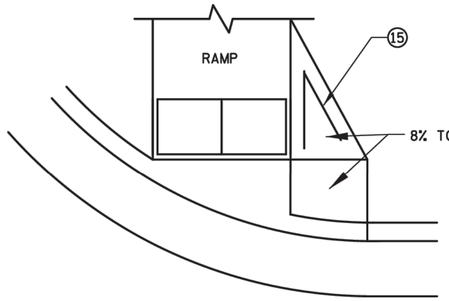
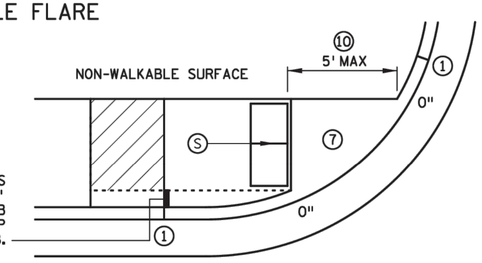


COMBINED DIRECTIONAL

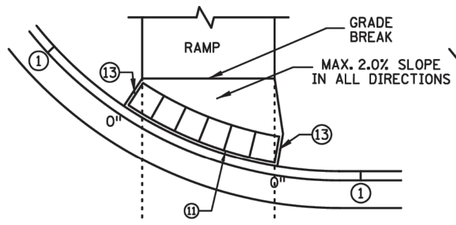


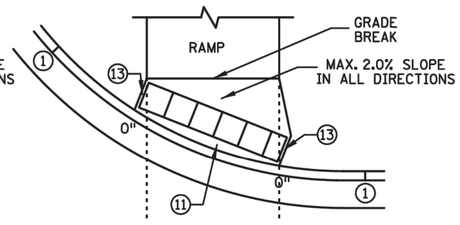
DIRECTIONAL RAMP WALKABLE FLARE

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.



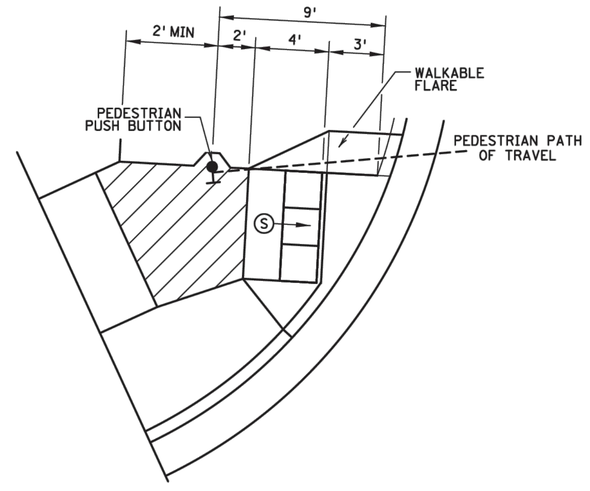
STANDARD ONE-WAY DIRECTIONAL ⑨





DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

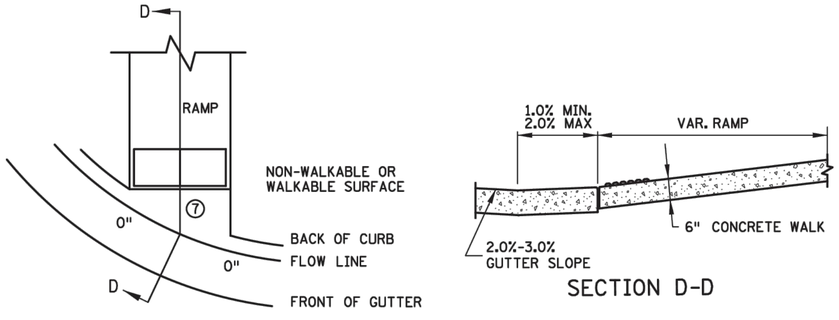
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB



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.

Ⓢ 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%.

Ⓕ 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

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	2 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	6	
				TRUNK HWY.	TOTAL SHEETS	16	

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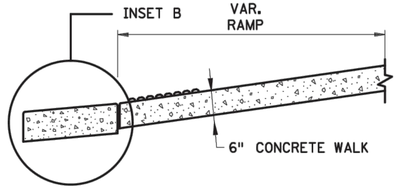
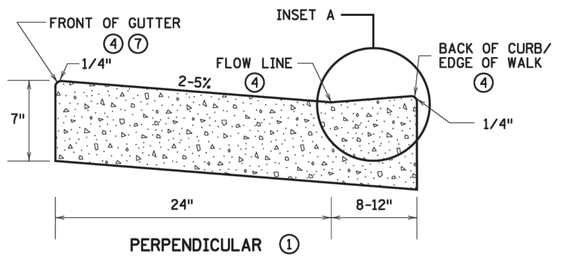
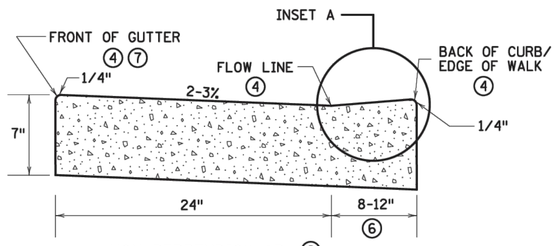
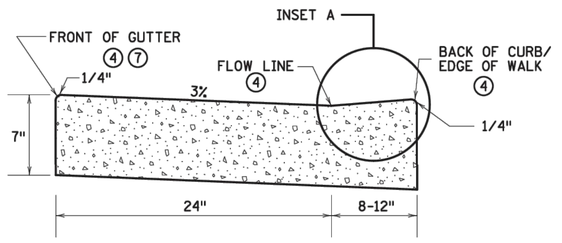




PERPENDICULAR ①

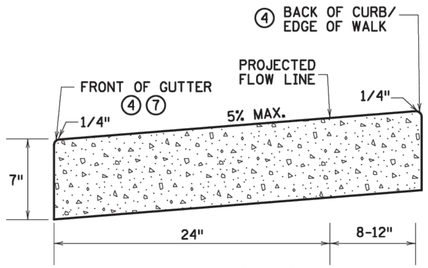


NON PERPENDICULAR ②

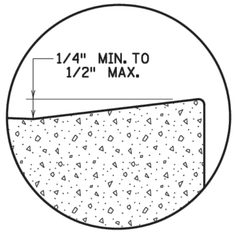


FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)

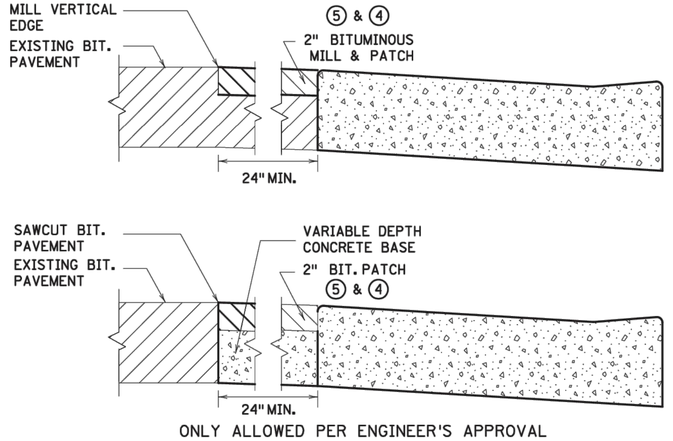
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



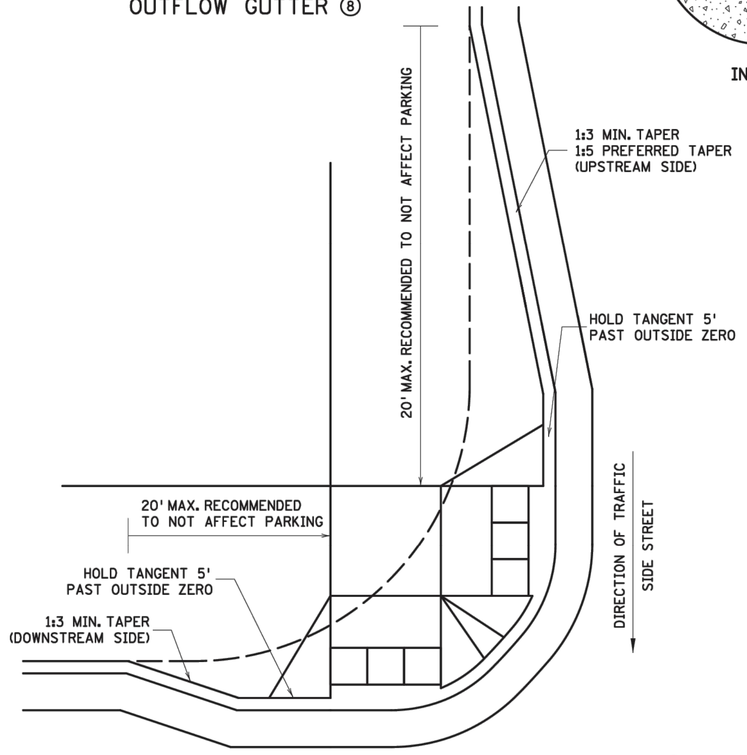
INSET B
OUTFLOW GUTTER ⑧



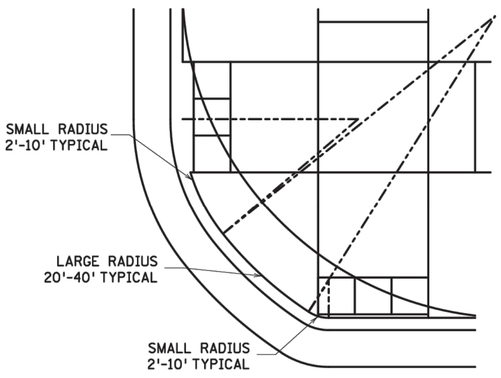
INSET A



ONLY ALLOWED PER ENGINEER'S APPROVAL



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS

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.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	3 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO.	7
				TRUNK HWY.		TOTAL SHEETS	16

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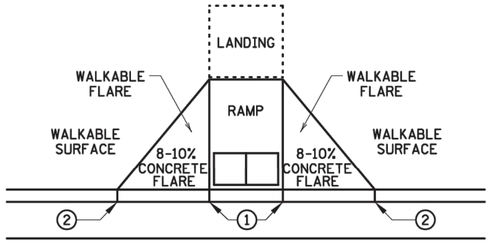
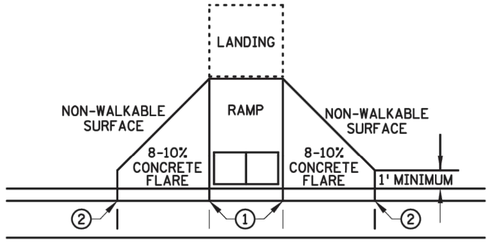


PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
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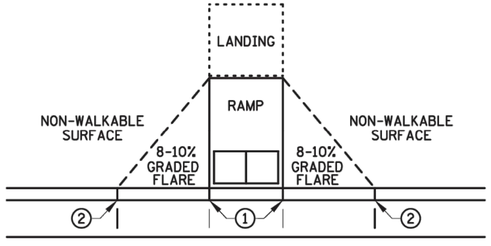
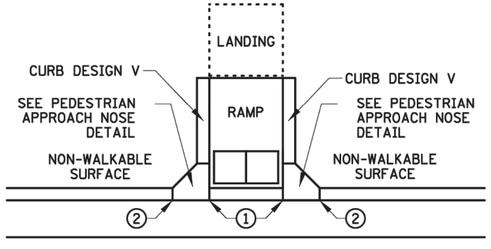
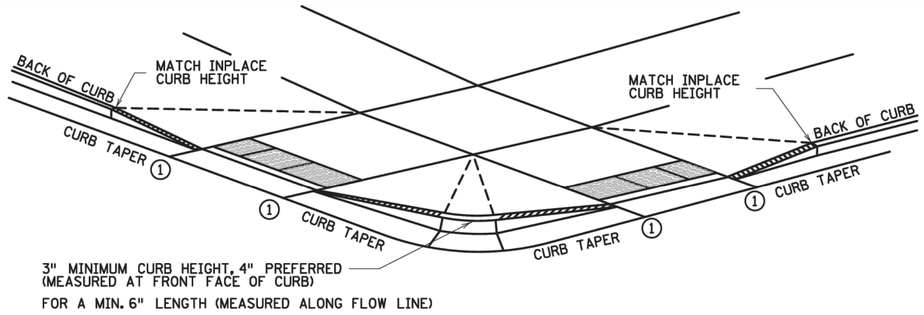


GRADED FLARES

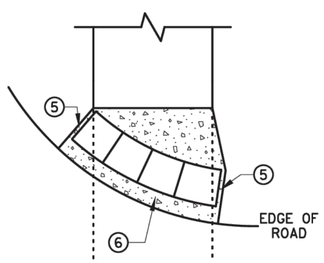


RETURNED CURB ④

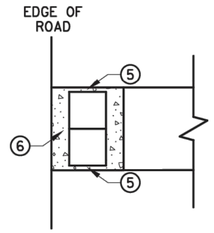
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

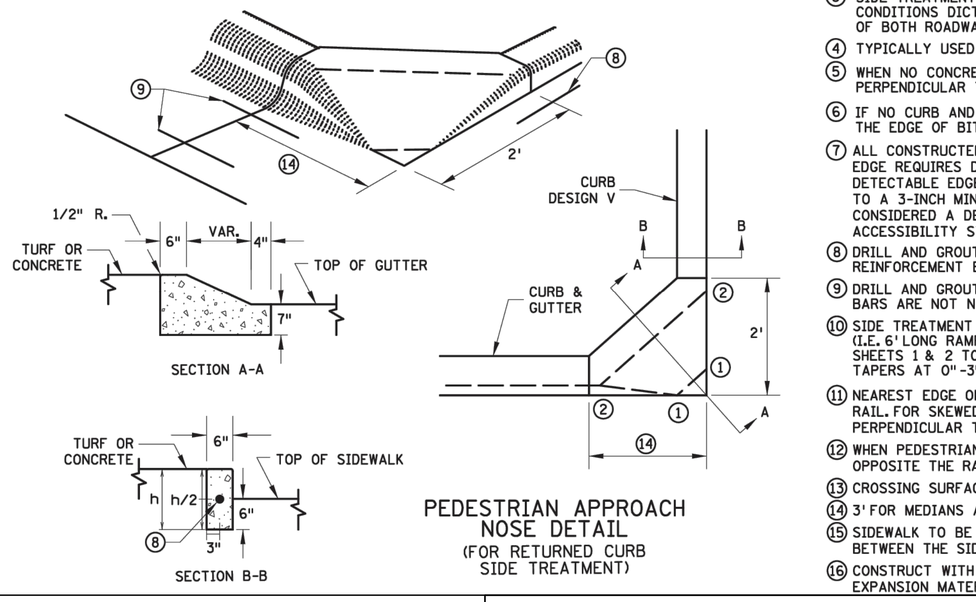


RADIAL DETECTABLE WARNING

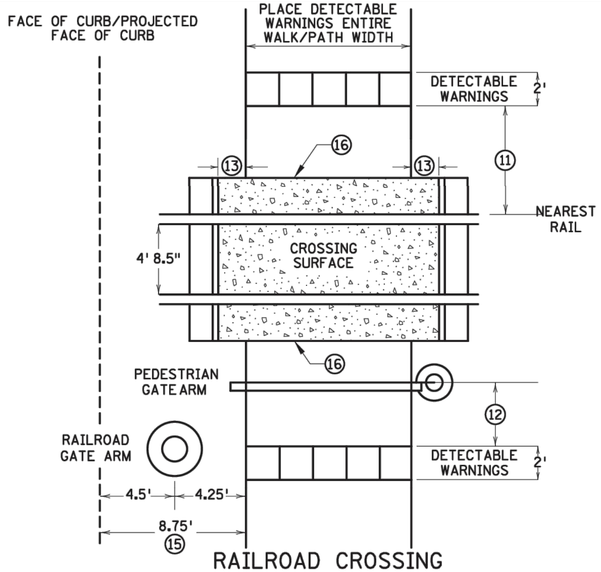


RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER



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.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	4 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.	SHEET NO. 8		
				TRUNK HWY.	TOTAL SHEETS 16		

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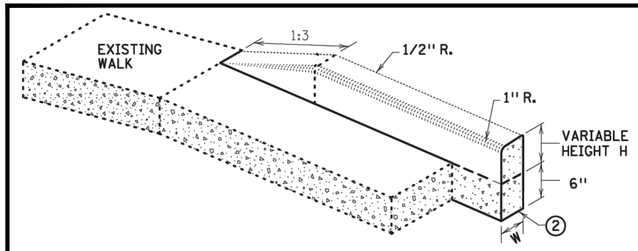
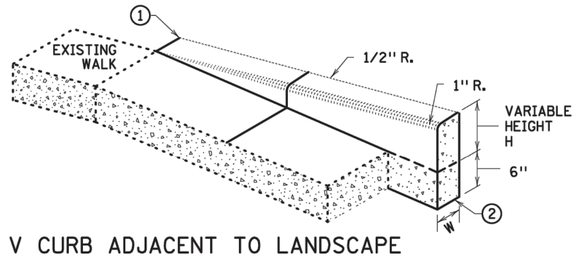
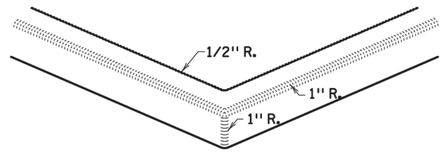


V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

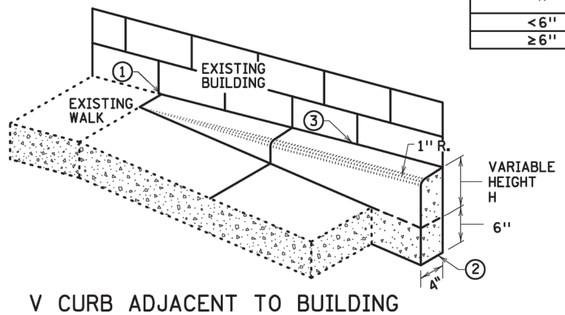


V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

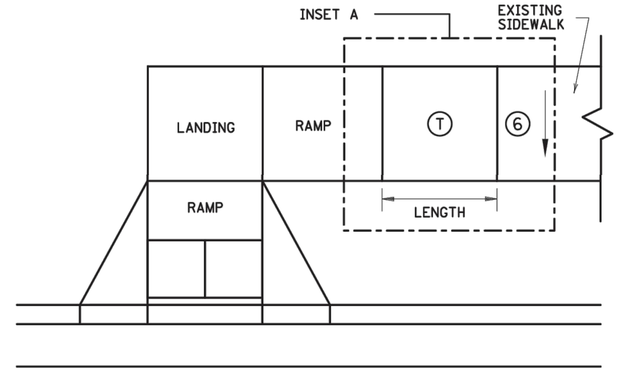


V CURB INTERSECTION

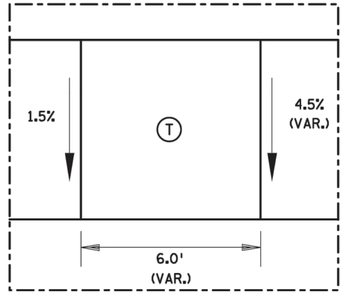
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



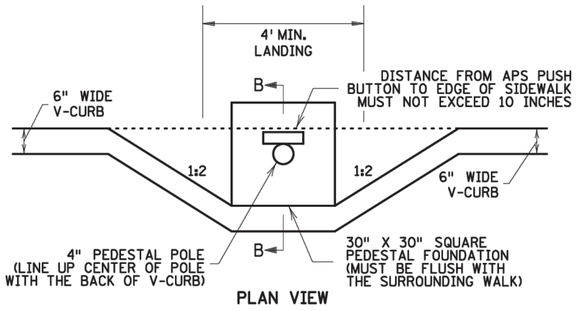
V CURB ADJACENT TO BUILDING OR BARRIER



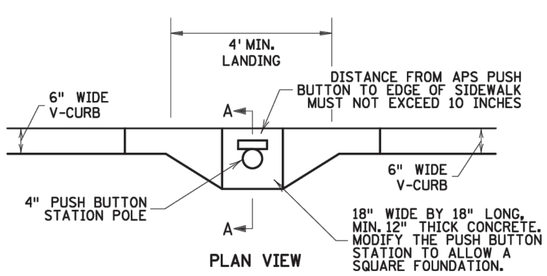
TRANSITION PANEL ④⑤



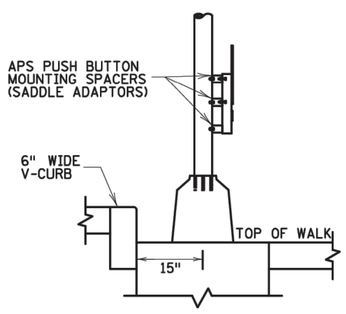
INSET A



PLAN VIEW

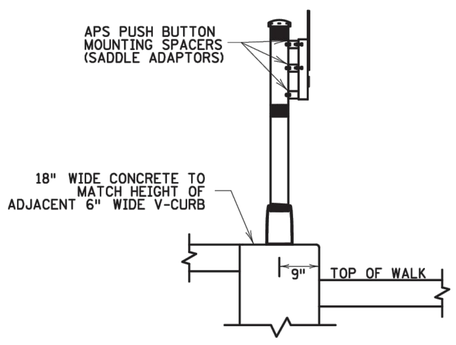


PLAN VIEW



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.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	5 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO.	9
				TRUNK HWY.		TOTAL SHEETS	16

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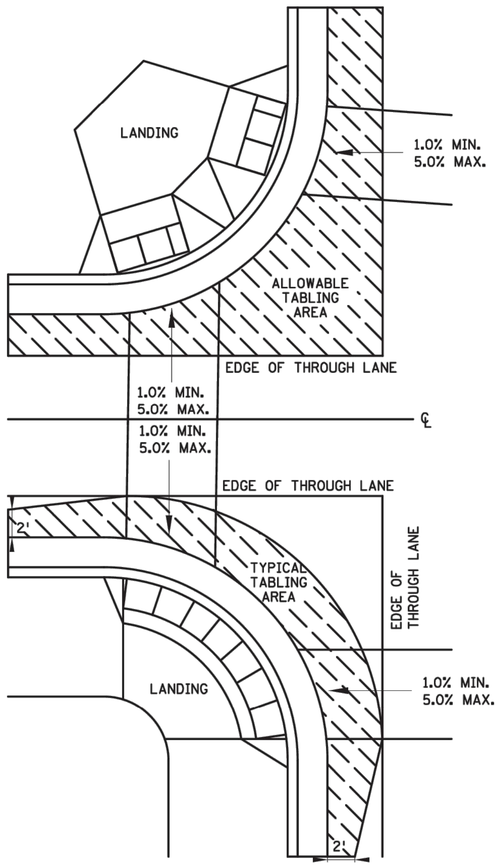
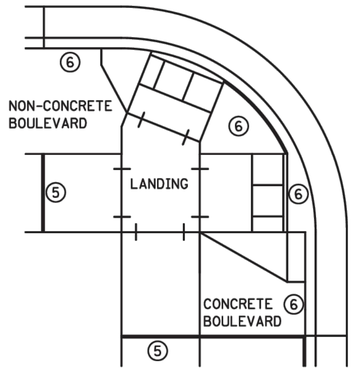
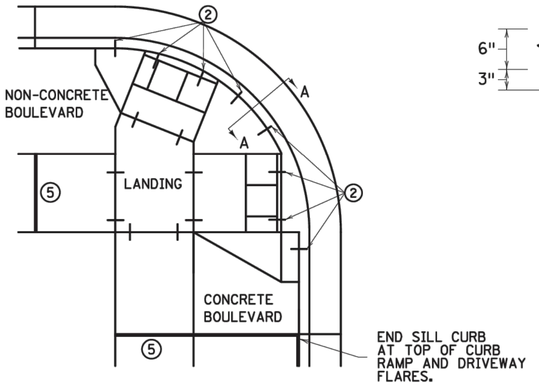


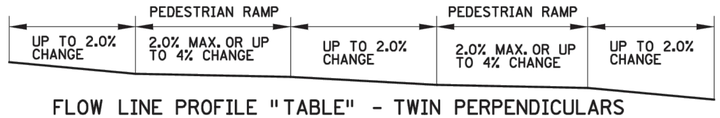
CURB LINE AND ROAD CROSSING ADJUSTMENTS



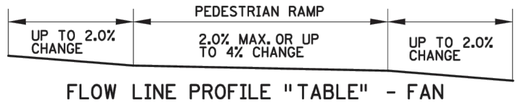
EXPANSION MATERIAL PLACEMENT
FOR CONCRETE ROADWAYS



CURB LINE REINFORCEMENT ④
PLACEMENT ON BITUMINOUS ROADWAYS



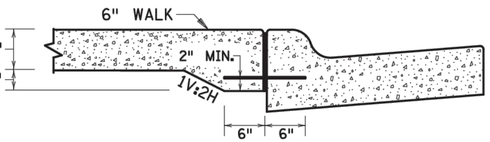
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



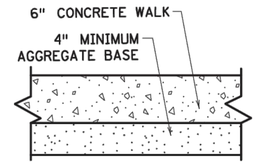
FLOW LINE PROFILE "TABLE" - FAN

FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

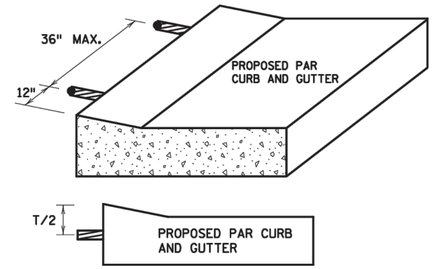
FLOW LINE PROFILE RAISE - FAN

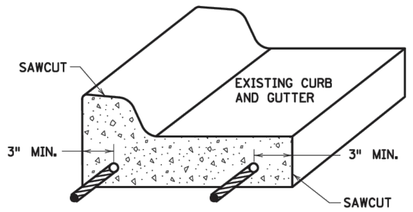


SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



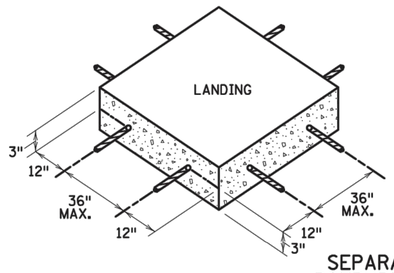
TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

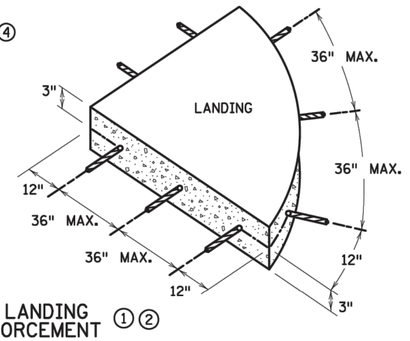




CURB AND GUTTER
REINFORCEMENT ③

CURB RAMP REINFORCEMENT DETAILS ②④





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.

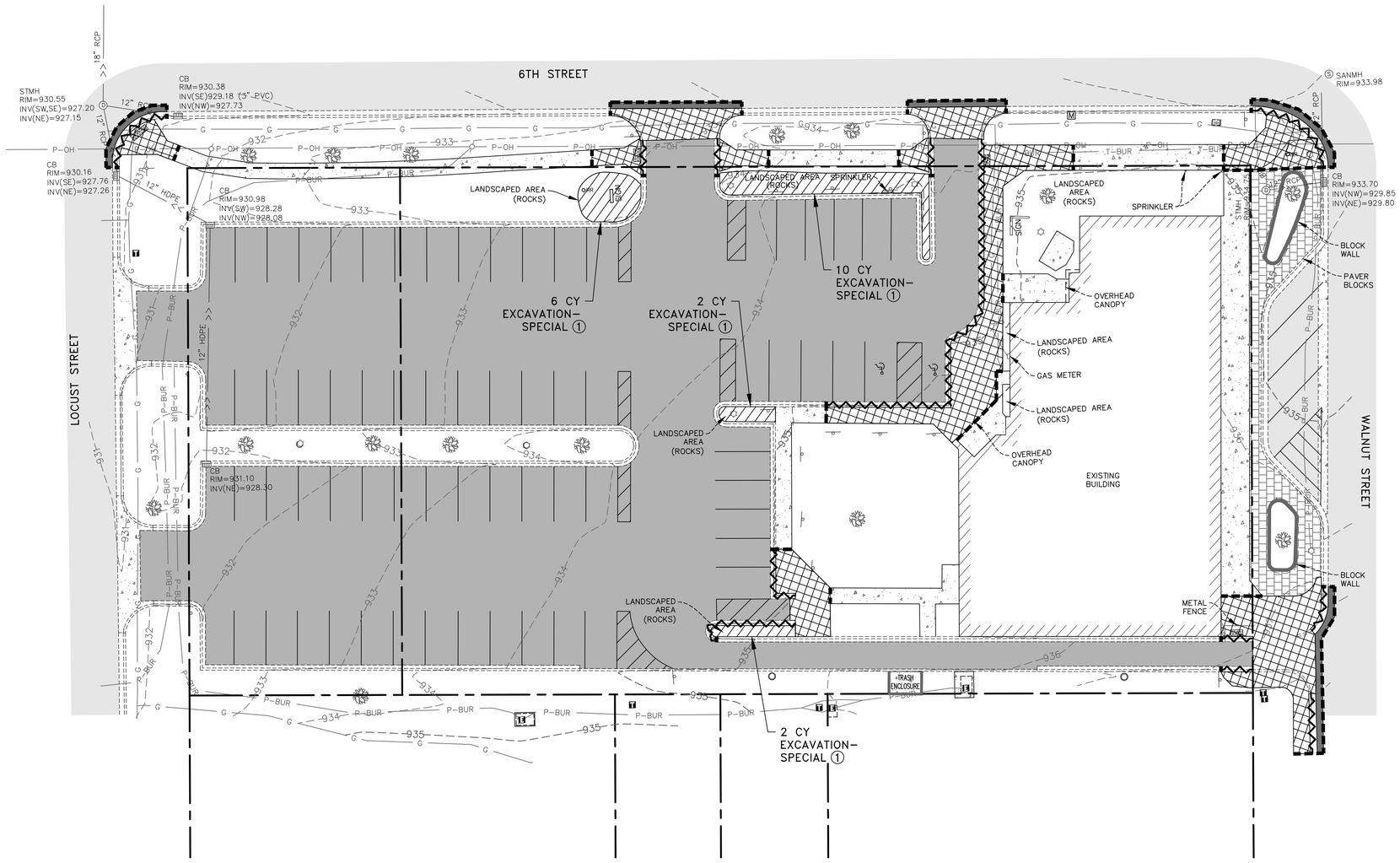
④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.

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.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	6 OF 6
	DEPARTMENT OF TRANSPORTATION		STANDARD PLAN	STATE PROJ. NO.		SHEET NO.	10
				TRUNK HWY.		TOTAL SHEETS	16

MO306



LEGEND

- BITUMINOUS PAVEMENT RECLAMATION AREA
- BITUMINOUS PAVEMENT REMOVAL AREA
- CONCRETE WALK/PAVEMENT REMOVAL AREA
- CURB REMOVAL
- SAWCUT BITUMINOUS OR CONCRETE PAVEMENT

GENERAL NOTES:

1. CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR THE WORK IN LOCUST STREET, 6TH AVENUE AND WALNUT STREET. PLAN SHALL BE SUBMITTED TO THE CITY OF MONTICELLO A MINIMUM OF 7 DAYS PRIOR TO CONSTRUCTION.

REFERENCE NOTES:

(1) CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL SHRUBS AND OTHER VEGETATION. THIS WORK SHALL BE INCIDENTAL. CONTRACTOR SHALL EXCAVATE AND DISPOSE OF ALL SOIL, SHRUBS, MULCH, LANDSCAPE ROCK, FABRIC AND OTHER MISCELLANEOUS ITEMS IN THESE AREAS TO AN ELEVATION 6" BELOW THE TOP OF THE CURB. THIS WORK SHALL BE PAID PER ITEM 2106–EXCAVATION–SPECIAL.

SCALE: 20 0 20 40 IN FEET

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY

Date XX/XX/25 TAE JOCHUM, P.E. Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: TAE
CHECKED BY: TAE

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EXISTING TOPOGRAPHY AND REMOVALS PLAN

CITY OF MONTICELLO, MINNESOTA

SHEET 11 OF 16 SHEETS

MO306

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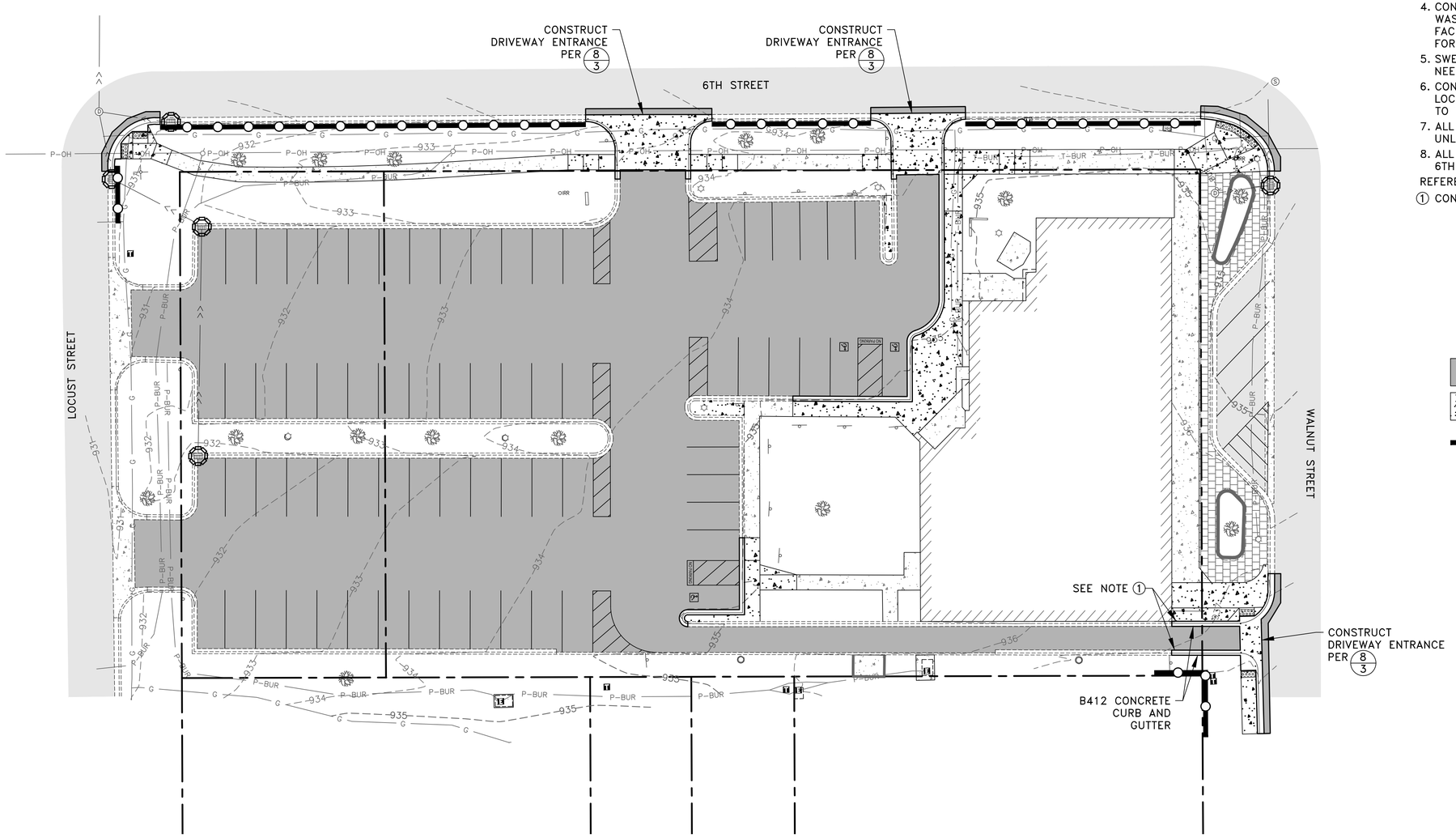
GENERAL NOTES:

1. ALL SEDIMENT CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
2. SEE SHEETS 13–15 FOR THE STAKING PLANS AND ADDITIONAL DETAIL.
3. SEE SHEET 16 FOR THE RESTORATION, STRIPING AND PAVING PLAN.
4. CONTRACTOR SHALL DETERMINE A LOCATION FOR CONCRETE AND OTHER WASHOUT WASTE. A SIGN SHALL BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY THAT REQUIRES SITE PERSONNEL TO UTILIZE THE PROPER FACILITIES FOR DISPOSAL OF CONCRETE AND OTHER WASTES.
5. SWEEPING OF ALL ADJACENT IMPERVIOUS SURFACES WILL BE REQUIRED AS NEEDED AND AS DIRECTED BY THE CITY ENGINEER.
6. CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR THE WORK IN LOCUST STREET, 6TH AVENUE AND WALNUT STREET. PLAN SHALL BE SUBMITTED TO THE CITY OF MONTICELLO A MINIMUM OF 7 DAYS PRIOR TO CONSTRUCTION.
7. ALL CONCRETE CURB AND GUTTER IN THE PARKING LOT SHALL BE B612, UNLESS NOTED OTHERWISE.
8. ALL CONCRETE CURB AND GUTTER ON LOCUST STREET, WALNUT STREET AND 6TH STREET SHALL BE B618.

REFERENCE NOTES:

(1) CONSTRUCT A 3' TAPER TO MATCH EXISTING B612 CURB HEIGHT.



LEGEND

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- SEDIMENT CONTROL LOG
- DRAINAGE ARROW
- INLET PROTECTION DEVICE PER 9/3 AND 10/3

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PRELIMINARY

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CONSTRUCTION PLAN

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SHEET 12 OF 16 SHEETS

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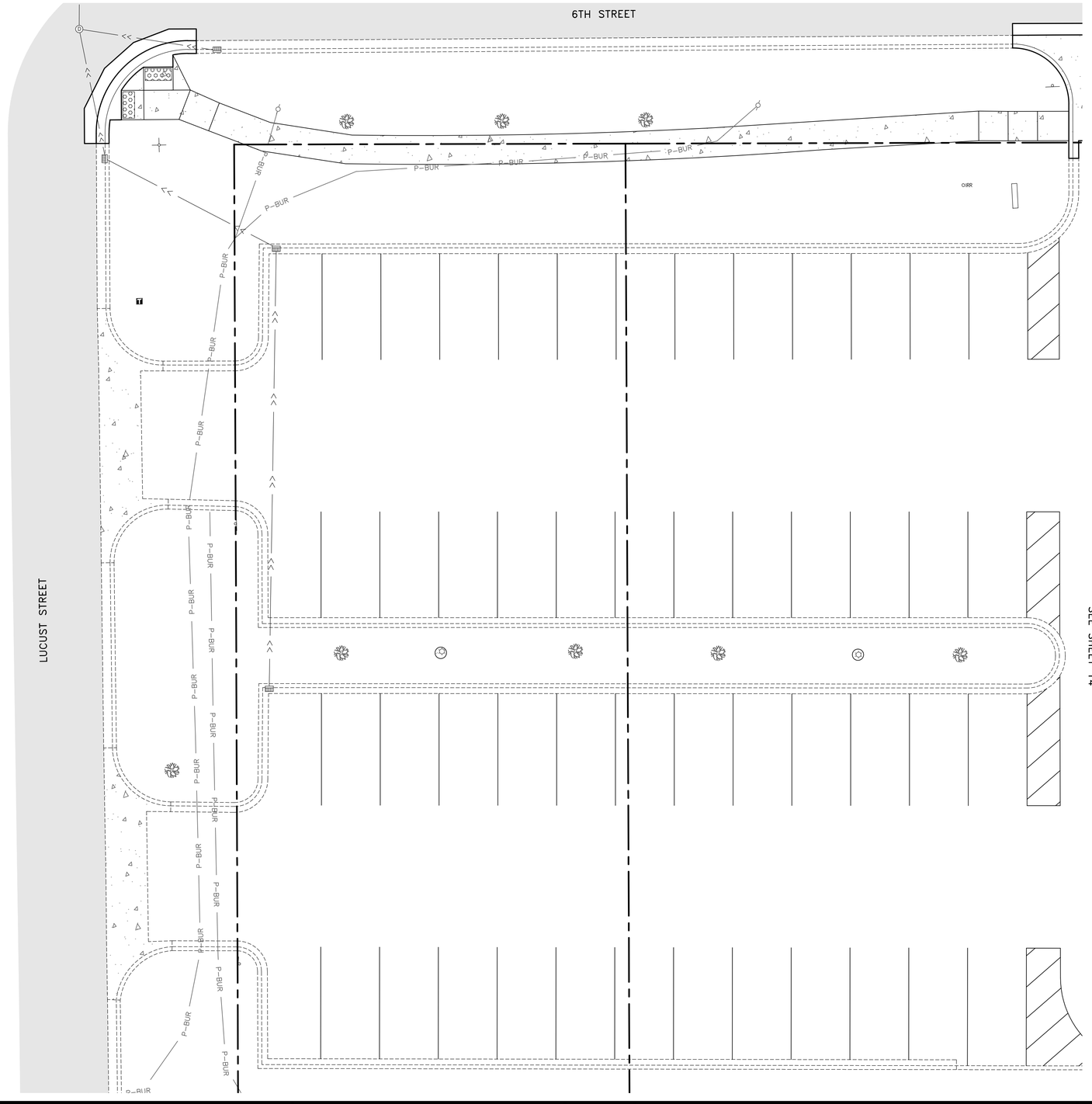

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STAKING PLAN

CITY OF MONTICELLO, MINNESOTA

SHEET 13 OF 16 SHEETS

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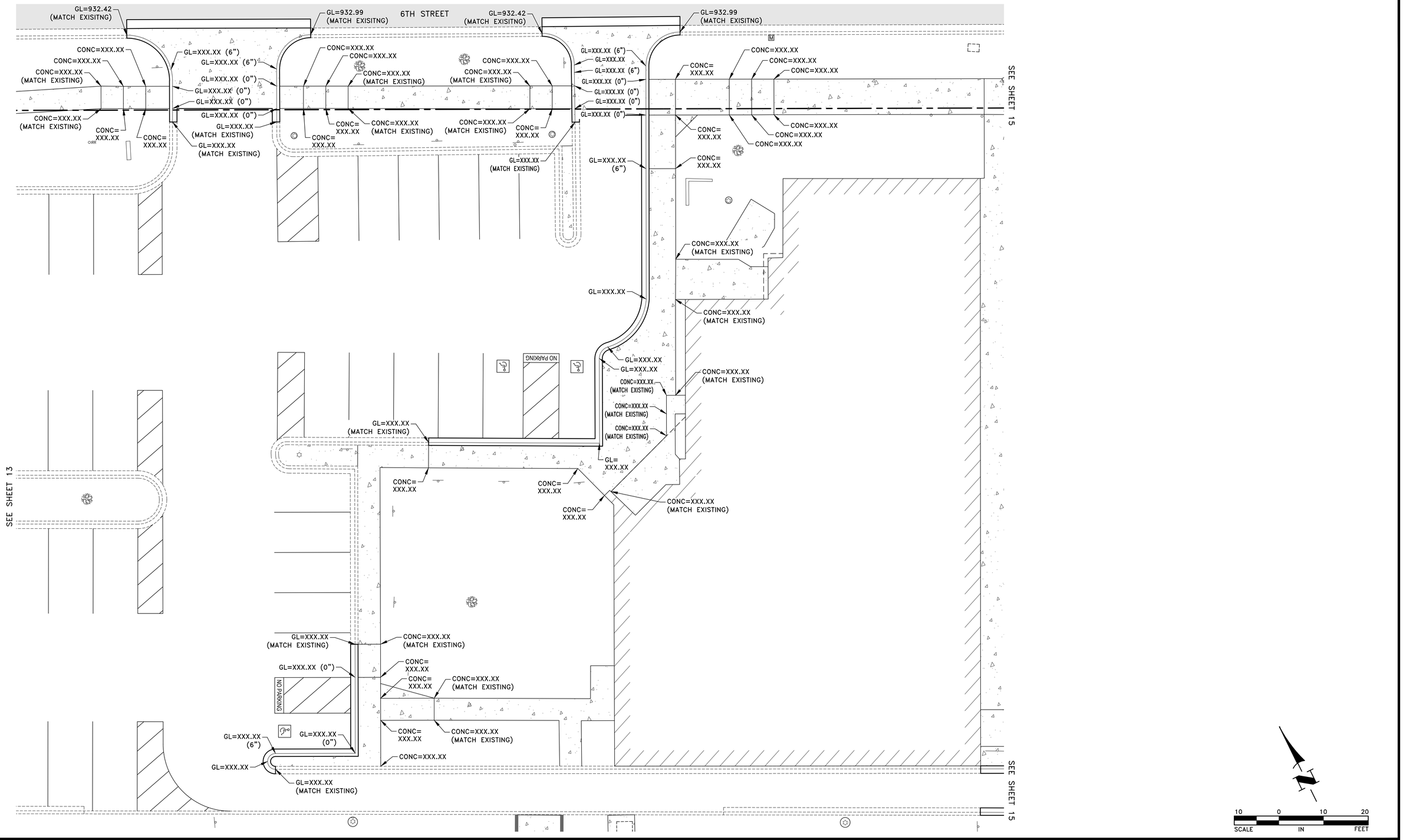

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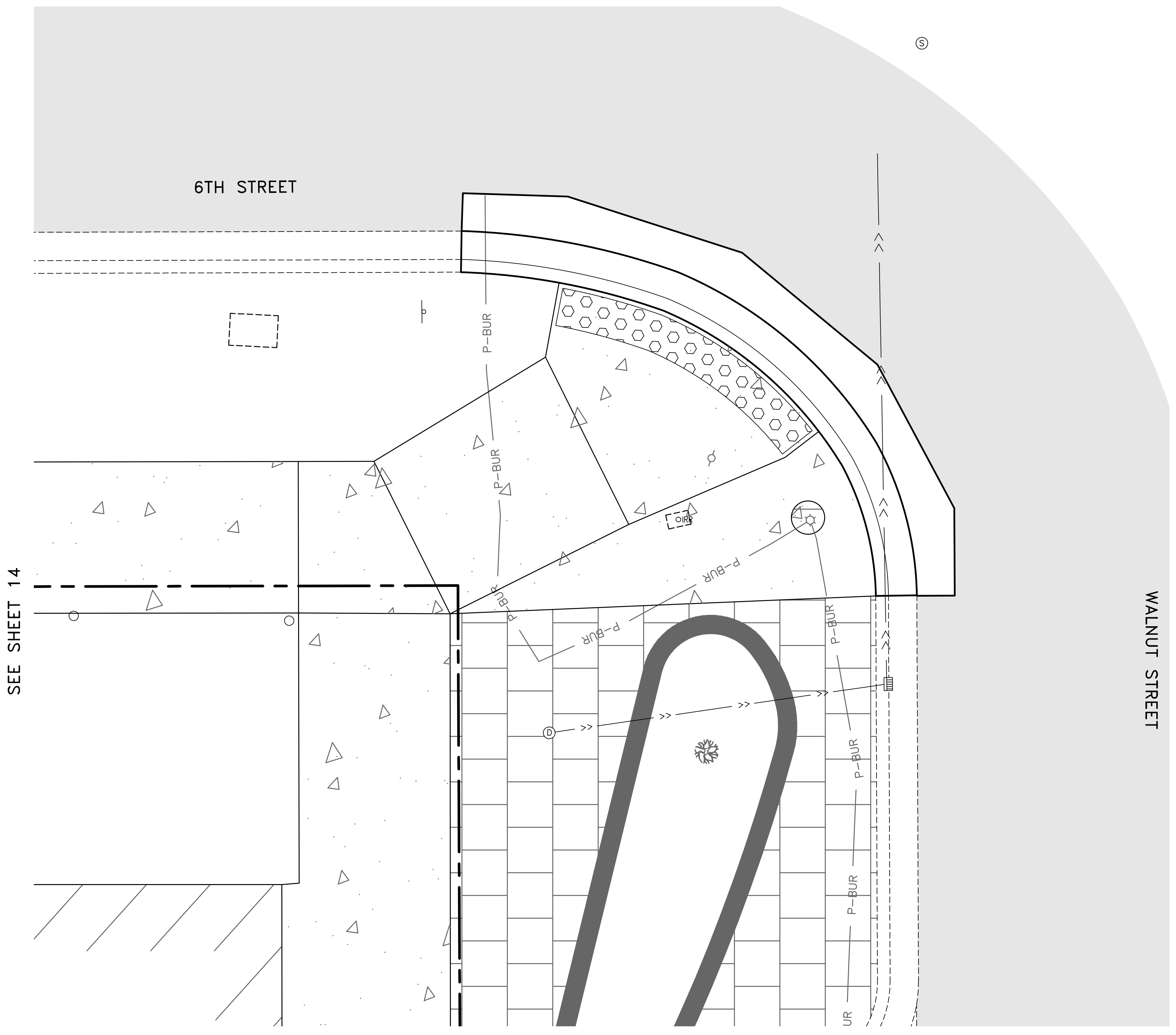

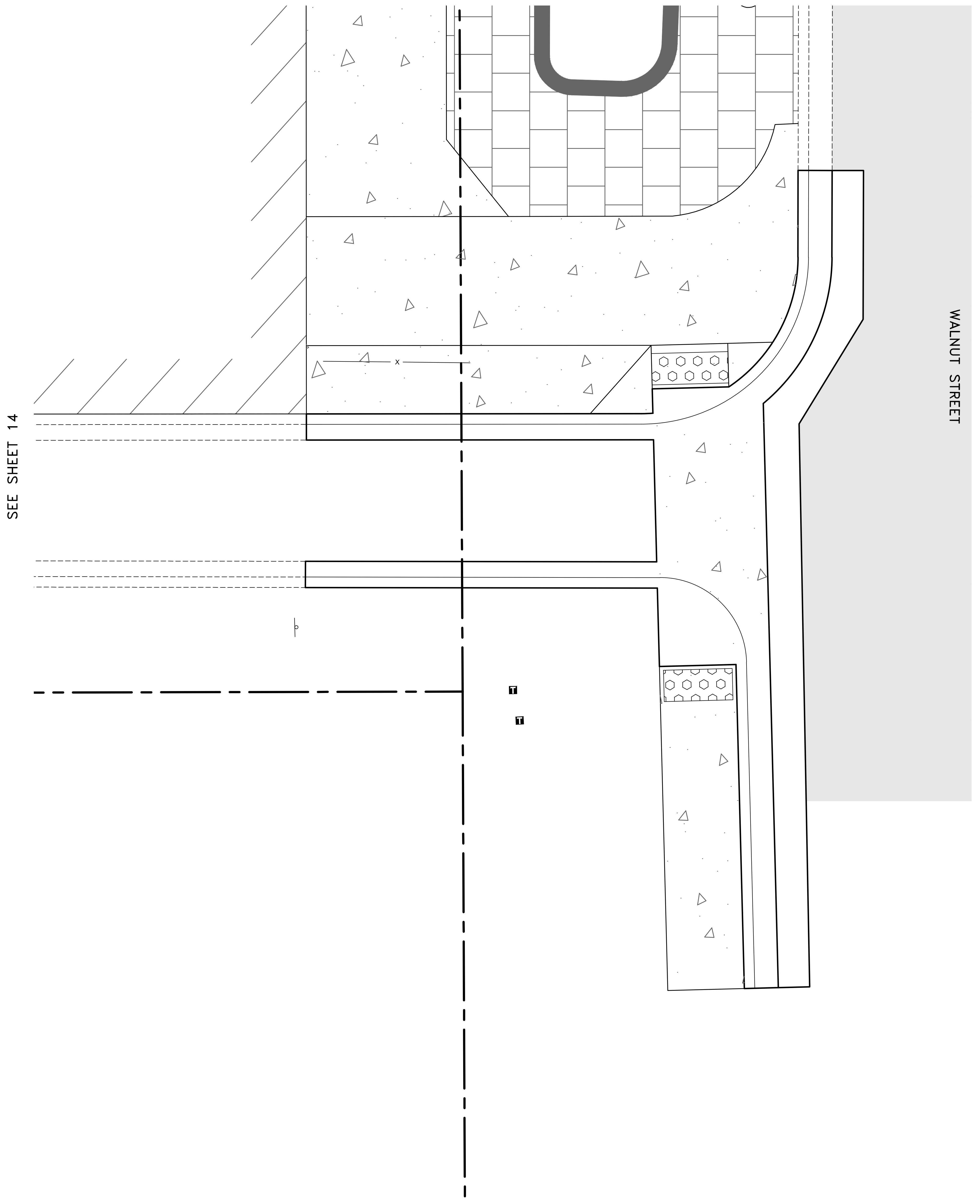

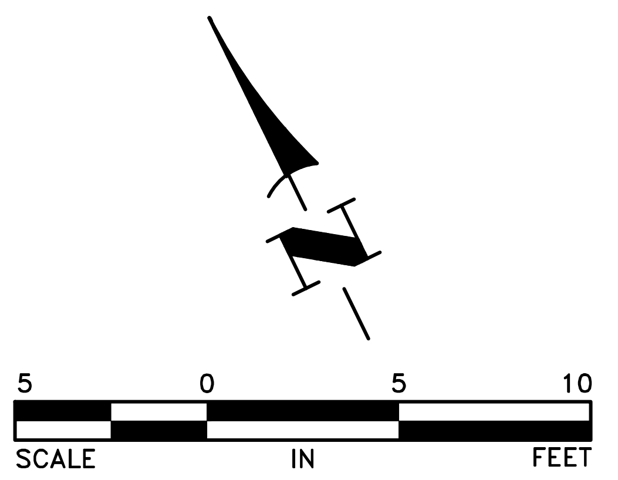

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DATE	REVISION

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PRELIMINARY

Date XX/XX/25 CRAIG J. JOCHUM, P.E.
Lic. No. 23461

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DRAWN BY: TAE
CHECKED BY: TAE

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CITY OF MONTICELLO, MINNESOTA

SHEET 15 OF 16 SHEETS

M0306

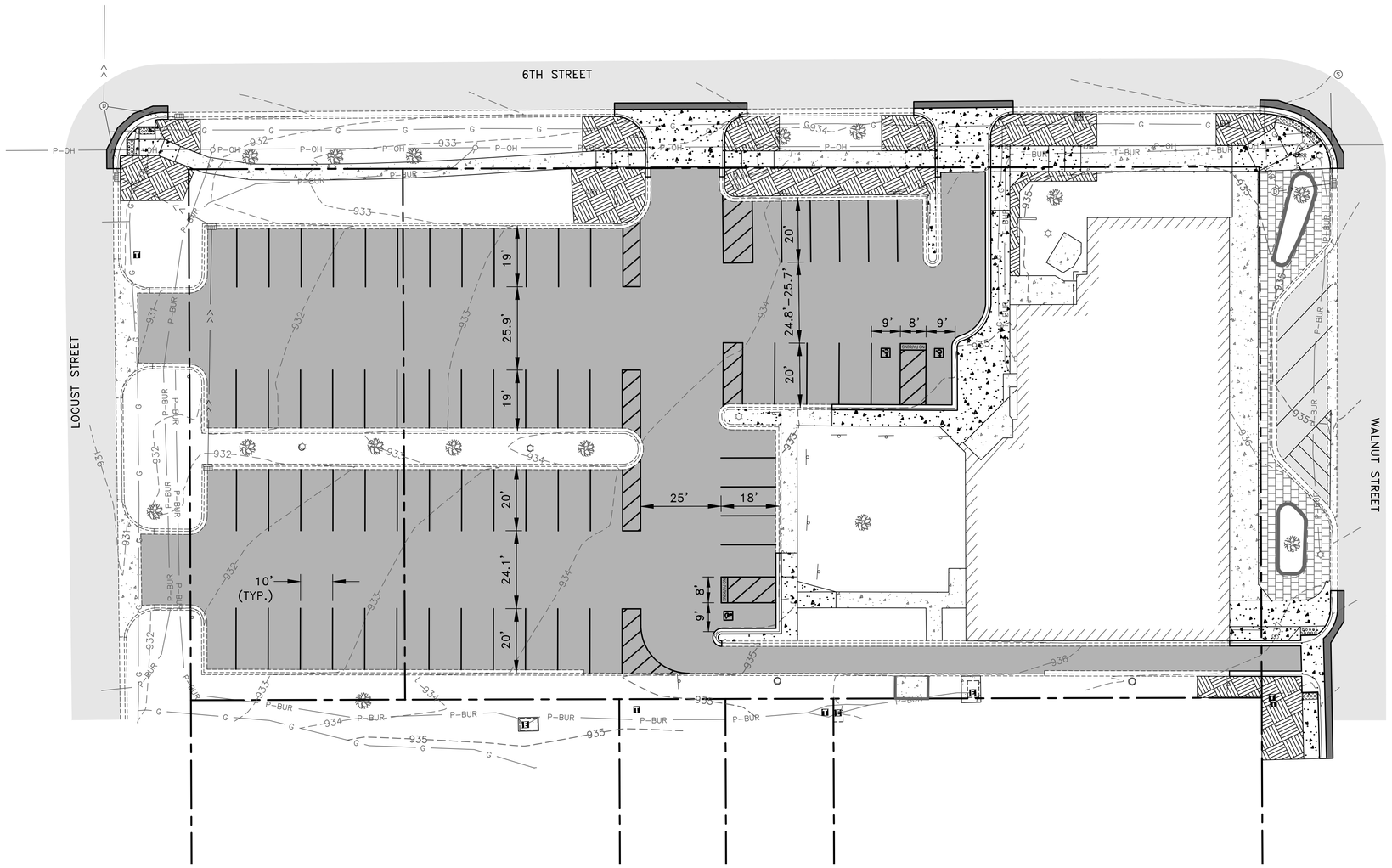
LEGEND

PROPOSED BITUMINOUS PAVEMENT PER 1/3

PROPOSED BITUMINOUS PATCHING PER 6/3

SOD
TYPE 1 FERTILIZER (300 POUNDS/ACRE)

ACCESSIBLE PARKING SYMBOL PER 2/4



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PRELIMINARY

Date XX/XX/25 CHRISTOPHER J. JOCHUM, P.E. Lic. No. 23461

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CHECKED BY: TAE

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RESTORATION, STRIPING AND PAVING PLAN

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SHEET 16 OF 16 SHEETS

MO306

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ENGINEER'S ESTIMATE

ITEM NO.	SPEC. REF.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	2021.501	MOBILIZATION	LUMP SUM	$30,000.00	1	$30,000
2	2102.518	PAVEMENT MARKING REMOVAL	SQ FT	$5.00	504	$2,520
3	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	$6.00	169	$1,014
4	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	214	$642
5	2104.503	REMOVE CURB AND GUTTER	LIN FT	$10.00	324	$3,240
6	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	$18.00	44	$792
7	2104.518	REMOVE CONCRETE PAVEMENT	SQ FT	$3.50	3564	$12,474
8	2106.507	EXCAVATION - COMMON	CU YD	$20.00	542	$10,840
9	2106.607	EXCAVATION - SPECIAL (CV)	CU YD	$50.00	16	$800
10	2112.604	SUBGRADE PREPARATION	SQ YD	$2.00	3254	$6,508
11	2211.509	AGGREGATE BASE CLASS 5	TON	$35.00	100	$3,500
12	2215.504	FULL DEPTH RECLAMATION	SQ YD	$3.00	3254	$9,762
13	2215.507	HAUL FULL DEPTH RECLAMATION (LV)	CU YD	$13.00	705	$9,165
14	2232.504	MILL BITUMINOUS SURFACE	SQ YD	$15.00	24	$360
15	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	$7.00	179	$1,253
16	2360.504	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B) 2.5" THICK	SQ YD	$75.00	88	$6,600
17	2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	$95.00	412	$39,140
18	2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,B)	TON	$93.00	515	$47,895
19	2521.518	4" CONCRETE WALK	SQ FT	$10.00	1384	$13,840
20	2521.518	6" CONCRETE WALK	SQ FT	$16.00	1224	$19,584
21	2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	$25.00	50	$1,250
22	2531.503	CONCRETE CURB AND GUTTER DESIGN B418	LIN FT	$25.00	55	$1,375
23	2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	$26.00	359	$9,334
24	2531.518	8" CONCRETE DRIVEWAY PAVEMENT	SQ FT	$10.00	1007	$10,070
25	2531.618	TRUNCATED DOMES	SQ FT	$75.00	67	$5,025
26	2563.601	TRAFFIC CONTROL	LUMP SUM	$3,500.00	1	$3,500
27	2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	$2,500.00	1	$2,500
28	2564.518	SIGN PANEL	SQ FT	$90.00	6	$540
29	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	$1,500.00	1	$1,500
30	2573.502	STORM DRAIN INLET PROTECTION	EACH	$250.00	4	$1,000
31	2573.503	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	$4.00	600	$2,400
32	2574.507	COMMON TOPSOIL BORROW	CU YD	$60.00	108	$6,480
33	2574.508	FERTILIZER TYPE 1	POUND	$2.00	52	$104
34	2575.504	SODDING TYPE LAWN	SQ YD	$10.00	500	$5,000
35	2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	$3.00	1681	$5,043
36	2582.518	PAVEMENT MESSAGE MULTI-COMPONENT	SQ FT	$7.00	23	$161
37	2582.518	CROSSWALK MULTI-COMPONENT	SQ FT	$7.00	504	$3,528
						$278,739