CITY OF EDINA, MINNESOTA
2020 PEDESTRIAN AND BICYCLE IMPROVEMENTS

CONSTRUCTION PLAN FOR: MULTI-USE BITUMINOUS TRAIL, CONCRETE SIDEWALK, INTERSECTION IMPROVEMENTS

LOCATED ON: TRACY AVE BETWEEN VALLEY LN AND VALLEY VIEW RD AND AT CREEK VALLEY RD TO TRACY AVE ROUNDABOUT AND THE INTERSECTION OF GLEASON RD AND MCCALLEY TR

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN EXCEPT AS MODIFIED BY THE CITY OF EDINA SPECIFICATIONS FOR THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE INSTALLED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE "MINNESOTA MANUAL FOR TEMPORARY TRAFFIC CONTROL DEVICES".

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS OF INADEQUATE QUALITY. TO CONFIRM THE LOCATION OF UTILITIES, YOU MAY CONTACT THE LOCAL UTILITIES DIRECTLY.

LOCAL AGENCY SIGNATURES

DATE: 06/22/20  LICENSE NO: 42204

Amorela
Contractor

EDINA IMP. NO. S-166, AND S-171

EDINA CONTRACT NO. ENG 20-13

1 of 32
### STATEMENT OF ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>LN. NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>PROJECT TOTAL QUANTITY</th>
<th>VALLEY VIEW RD</th>
<th>TRACY AVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MORTARIZATION</td>
<td>LG</td>
<td>1</td>
<td>0.35</td>
<td>0.95</td>
</tr>
<tr>
<td>2</td>
<td>TRAFFIC CONTROL</td>
<td>LG</td>
<td>1</td>
<td>0.25</td>
<td>0.75</td>
</tr>
<tr>
<td>3</td>
<td>CLEANING</td>
<td>ACRE</td>
<td>0.09</td>
<td>0.09</td>
<td>0.09</td>
</tr>
<tr>
<td>4</td>
<td>GROBING</td>
<td>ACRE</td>
<td>0.09</td>
<td>0.09</td>
<td>0.09</td>
</tr>
<tr>
<td>5</td>
<td>PAVEMENT MARKING REMOVAL</td>
<td>LF</td>
<td>2,413</td>
<td>2,413</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>PAVEMENT SILENT REMOVAL</td>
<td>EA</td>
<td>4</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>TREE TRIMMING</td>
<td>H/A</td>
<td>3</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>8</td>
<td>MAINTENANCE TYPE C</td>
<td>EA</td>
<td>10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>REMOVE ENERGY ABSORBING TERMINAL</td>
<td>EA</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>SAVINGS RETURNABLE PAVER STIRLING TYPE</td>
<td>LF</td>
<td>1,076</td>
<td>300</td>
<td>904</td>
</tr>
<tr>
<td>11</td>
<td>REMOVE CONCRETE PAVEMENT (FULL DEPTH)</td>
<td>LF</td>
<td>210</td>
<td>210</td>
<td>420</td>
</tr>
<tr>
<td>12</td>
<td>REMOVE STEEL EWER PIPE</td>
<td>LF</td>
<td>4</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>13</td>
<td>REMOVE MANHOLE OR CATCH BASIN</td>
<td>EA</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>REMOVE CASTING</td>
<td>EA</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>15</td>
<td>REMOVE CURB &amp; GUTTER</td>
<td>LF</td>
<td>1,332</td>
<td>240</td>
<td>872</td>
</tr>
<tr>
<td>16</td>
<td>REMOVE GUARDIAN PLATE SEAM</td>
<td>LF</td>
<td>129</td>
<td>129</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>REMOVE BITUMINOUS DRIVEWAY PAVEMENT</td>
<td>LF</td>
<td>55</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>REMOVE BITUMINOUS ROADWAY PAVEMENT</td>
<td>LF</td>
<td>1,156</td>
<td>260</td>
<td>896</td>
</tr>
<tr>
<td>19</td>
<td>REMOVE CONCRETE ROADWAY PAVEMENT</td>
<td>LF</td>
<td>247</td>
<td>252</td>
<td>15</td>
</tr>
<tr>
<td>20</td>
<td>REMOVE CONCRETE DRIVEWAY PAVEMENT</td>
<td>LF</td>
<td>30</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>21</td>
<td>REMOVE CONCRETE WALK</td>
<td>LF</td>
<td>820</td>
<td>820</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>REMOVE MAN BOX AND SUPPORT</td>
<td>EA</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>SALVAGE AND INSTALL MAN BOX AND SUPPORT</td>
<td>EA</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>COMMON DIVORCATION (C/D)</td>
<td>CY</td>
<td>1,194</td>
<td>134</td>
<td>936</td>
</tr>
<tr>
<td>25</td>
<td>DRIP LINES REMOVAL (DLP)</td>
<td>CY</td>
<td>1,194</td>
<td>134</td>
<td>936</td>
</tr>
<tr>
<td>26</td>
<td>COMMON DRAINAGE (C/D)</td>
<td>CY</td>
<td>1,194</td>
<td>134</td>
<td>936</td>
</tr>
<tr>
<td>27</td>
<td>COMMON DRAINAGE</td>
<td>CY</td>
<td>1,194</td>
<td>134</td>
<td>936</td>
</tr>
<tr>
<td>28</td>
<td>STREET SWEEPERS (INCLUDE PICK-UP GASKET)</td>
<td>EA</td>
<td>25</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>29</td>
<td>AGGREGATE BASE, BALL &amp; DIRT</td>
<td>CF</td>
<td>528</td>
<td>235</td>
<td>309</td>
</tr>
<tr>
<td>30</td>
<td>TYP SP WI8 WASHING COARSE MEDIUM - TRAIL (16&quot;X16&quot;X16&quot;)</td>
<td>CF</td>
<td>182</td>
<td>182</td>
<td>364</td>
</tr>
<tr>
<td>31</td>
<td>TYP SP WI8 WASHING COARSE MEDIUM - ROADWAY (8&quot;X8&quot;X8&quot;)</td>
<td>CF</td>
<td>182</td>
<td>182</td>
<td>364</td>
</tr>
<tr>
<td>32</td>
<td>36&quot; RC PIPE SEWER DSE DOWNSPOUT</td>
<td>LF</td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>36&quot; RC PIPE DOWNSPOUT (SR)</td>
<td>LF</td>
<td>65</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>8&quot; PVC DOWNSPOUT (HR)</td>
<td>LF</td>
<td>25</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>COMMON DRAINAGE STRUCTURE (C/D)</td>
<td>EA</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>COMMON DRAINAGE STRUCTURE (C/D)</td>
<td>EA</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>CASTING ASSEMBLY (175G)</td>
<td>EA</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>CASTING ASSEMBLY (175G)</td>
<td>EA</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>AGGREGATE TRASH CANS</td>
<td>EA</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>40&quot; CONCRETE PAVEMENT</td>
<td>LF</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

### CITY OF EDINA STANDARD PLATES

<table>
<thead>
<tr>
<th>PLATE NO.</th>
<th>PLATE TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>220</td>
<td>TYPE B CONCRETE BARRIER</td>
<td></td>
</tr>
<tr>
<td>380</td>
<td>PIPE REPAIR DETAIL</td>
<td></td>
</tr>
<tr>
<td>400</td>
<td>RESIDENTIAL DRAINAGE</td>
<td></td>
</tr>
<tr>
<td>420</td>
<td>CONCRETE WALKWAY MOLDING PATH</td>
<td></td>
</tr>
<tr>
<td>540</td>
<td>CONCRETE CURB AND GUTTER</td>
<td></td>
</tr>
<tr>
<td>545</td>
<td>B/B CURB AND GUTTER TRANSITION</td>
<td></td>
</tr>
<tr>
<td>550</td>
<td>NATURAL STONE RETAINING WALL</td>
<td></td>
</tr>
<tr>
<td>560</td>
<td>BIFURCATION ROADWAY REPAIR</td>
<td></td>
</tr>
<tr>
<td>700</td>
<td>ROADWAY ISLANDS</td>
<td></td>
</tr>
<tr>
<td>710</td>
<td>GROINFIELD PAVEMENT MARKINGS</td>
<td></td>
</tr>
<tr>
<td>720</td>
<td>B/B LINE MARKERS &amp; B/B LOCATIONS</td>
<td></td>
</tr>
<tr>
<td>725</td>
<td>B/B LINE PAVEMENT MARKING (16&quot;X16&quot;)</td>
<td></td>
</tr>
</tbody>
</table>

### MIDTOWN STANDARD PLATES

<table>
<thead>
<tr>
<th>PLATE NO.</th>
<th>PLATE TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>10000</td>
<td>REINFORCED CONCRETE PIPE</td>
<td></td>
</tr>
<tr>
<td>40100</td>
<td>PRECAST CONCRETE PIPE</td>
<td></td>
</tr>
<tr>
<td>50000</td>
<td>MAINTENANCE ON CATCH BASIN</td>
<td>WITH OR WITHOUT TRAFFIC LANE</td>
</tr>
<tr>
<td>50200</td>
<td>ADJUSTING RINGS FOR CATCH BASIN &amp; MAINTENANCE</td>
<td></td>
</tr>
<tr>
<td>50400</td>
<td>DETECTABLE WARNING SURFACE TRAFFIC</td>
<td>200</td>
</tr>
<tr>
<td>50600</td>
<td>CONCRETE CLARK AND MINTER SOLUTION (16&quot;X16&quot;)</td>
<td></td>
</tr>
<tr>
<td>52100</td>
<td>INSTALLATION OF CATCH BASIN CASTINGS (CONCRETE CURB &amp; GUTTER)</td>
<td></td>
</tr>
<tr>
<td>80700</td>
<td>CHANNEL LINER</td>
<td></td>
</tr>
<tr>
<td>80900</td>
<td>SE/BEAM GUARDIAN &amp; END ENCLOSURES</td>
<td>4 SHEETS</td>
</tr>
<tr>
<td>82500</td>
<td>CVAR LINE FENCE</td>
<td>2 SHEETS</td>
</tr>
</tbody>
</table>
2020 PEDESTRIAN AND BICYCLE IMPROVEMENTS

PEDESTRIAN CURB RAMP DETAILS

1-23-2017
STANDARD PLAN 5-291.250
5 OF 6

CONCRETE CURB DESIGN V
CURB HEIGHT
CURB WIDTH

V CURB INTERSECTION
EXISTING CURB
VARIABLE HEIGHT
4" 6"

V CURB ADJACENT TO LANDSCAPE CURB WITHIN SIDEWALK LIMITS
EXISTING CURB
VARIABLE HEIGHT
4" 6"

V CURB ADJACENT TO LANDSCAPE CURB OUTSIDE SIDEWALK LIMITS
EXISTING CURB
VARIABLE HEIGHT
4" 6"

V CURB ADJACENT TO BUILDING OR BARRIER
EXISTING CURB
VARIABLE HEIGHT
4" 6"

Semi-Directional Ramp (3,4,9)
3-Tone Setback, 4'-Long Ramp and Push Button D' from the Back of Curb
Primarily used for APS Applications
Where the Pad Does Not Continue Past the Push Button Dead-On Sidewalk

NOTES:
A V CURB CONTRACTION JOINTS shall watch concrete walk joints.
WHERE RIGHT-OF-WAY ALLOWANCE OF V CURB SHOULD BE MINIMIZED, DIAGRAMS ADJACENT TO CURB OF SLAB ARE SHOWN WITH PAVEMENT IN PROGRESS.
V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL WATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

LEGEND
The following fabrication details shall be a minimum height of 8" Grip Strips are not specified and may be required as determined by the Lining Area.

1. Indicated pedestrian ramp - Slope shall be between 5% maximum and 2% minimum, except on the transition zones.
2. Lining area - 4' x 4' min. of 8" min. unless otherwise specified and may be required as determined by the transition zone.
3. Transition panels are to be only used after the ramp or if needed, landing min. 3' x 1' shall provide min. 1' transition zone.
4. Existing curb slope greater than 4:12.

SECTION A-B
PUSH BUTTON STATION (V-CURB)

SECTION B-A
PUSH BUTTON STATION (V-CURB)
PEDESTRIAN CURB RAMPS WILL BE CONSTRUCTED IN ACCORDANCE WITH MDOT STANDARD PLANS.
INLET PROTECTION SHALL BE USED IN ALL OR, MH, and DI FOR THE DURATION OF THE PROJECT IN ACCORDANCE WITH MNDOT SPEC. 2573.

INLET PROTECTION DEVICES MAY NEED TO BE PLACED MULTIPLE TIMES IN THE SAME LOCATION THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR MAY NEED TO USE SPECIFIC DEVICES FOR APPROPRIATE PHASES OF CONSTRUCTION. THESE CHANGES ARE CONSIDERED INCIDENTAL.

PROTECT ALL DOWNSTREAM INLET STRUCTURES OUTSIDE PROJECT LIMITS AS DIRECTED BY THE ENGINEER IN THE FIELD.

LOCATIONS OF CONCRETE WASHOUT SITES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND THE ENGINEER.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE 6" OF TOPSOIL AND BE SEeded WITHIN 14 DAYS OF COMPLETING THE WORK NECESSARY TO PROCEED WITH FINAL GRADING. TOPSOIL AND SEEDING TO BE COMPLETED BY OTHERS.

PARCEL SIZE = N/A
DISTURBED AREA = 8,800 SQFT
VOLUME OF EXCAVATION/FILL = 120 CY
EXISTING IMPERVIOUS = 4,200 SQFT
PROPOSED IMPERVIOUS = 2,330 SQFT
LENGTH OF SHORELINE AFFECTED = 80 FT
WATERBODY = NINE MILE CREEK

LEGEND
INLET PROTECTION
Drainage Direction

AGENCY CONTACTS:
NINE MILE CREEK WATERSHED DISTRICT
12900 GERARD DRIVE
EDEN PRAIRIE, MN 55347
PHONE: 952-693-2078

MINNESOTA POLLUTION CONTROL AGENCY
520 LAFAYETTE ROAD
ST. PAUL, MN 55102-1904
PHONE: 651-296-6300
MPCA DUTY OFFICER: 651-649-6461

CITY OF EDINA
2020 PEDESTRIAN AND BIKE IMPROVEMENTS
VALLEY VIEW ROAD
STORMWATER POLLUTION PREVENTION PLAN

APPROVED BY:

D. BECKER
Chief Engineer

DATE APPROVED: 4/17/00
KEYED NOTES

1. WIDTH IS 7' FROM STA. 0+00 TO STA. 1+43.63 TRANSITION FROM 7' TO 10' FROM STA. 1+43.63 TO STA. 1+91.86.

TYPICAL SECTION - SOUTH OF TH-62
TRACY AVE SHARED USE PATH
STA. 0+00 TO STA. 6+25

TYPICAL SECTION - SOUTH OF TH-62
TRACY AVE SHARED USE PATH
STA. 6+25 TO STA. 7+41.86

TYPICAL SECTION - NORTH OF TH-62
TRACY AVE SHARED USE PATH
STA. 0+00 TO STA. 2+18.96

1.5" TYPE SP 9.5 WEARING COURSE (3,C) (SPWEA340B) MNDOT SPEC 2360
BITUMINOUS TACK COAT, MNDOT SPEC 2380 (INCIDENTAL)
2.5" TYPE SP 9.5 WEARING COURSE (3,B) (SPWEA230B) MNDOT SPEC 2360
6" COMPACTED AGG BASE (CV) CLASS 5 MNDOT SPEC 2211
COMPACTED SUBGRADE

INSET A

1.5:" TYPE SP 9.5 WEARING COURSE (3,C) (SPWEA340B) MNDOT SPEC 2360
BITUMINOUS TACK COAT, MNDOT SPEC 2380 (INCIDENTAL)
2.5" TYPE SP 9.5 WEARING COURSE (3,B) (SPWEA230B) MNDOT SPEC 2360
6" COMPACTED AGG BASE (CV) CLASS 5 MNDOT SPEC 2211
COMPACTED SUBGRADE

INSET B

1.5% 10' BITUMINOUS SHARED USE PATH
5:1 2' TURF SHOULDER
6:1 5.5' BITUMINOUS PATCH
1:1 MAX
VARIES

SEE INSET A

SEE INSET B

SEE INSET A

SEE INSET B

SEE INSET B

SEE INSET A

SEE INSET B

SEE INSET B

SEE INSET B

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A

SEE INSET A
TRACY AVE.

LEGEND

REMOVE CURB AND GUTTER
REMOVE CASTING
REMOVE STORM SEWER PIPE
SAWCUT (FULL DEPTH)
REMOVE PAVEMENT LANE LINE
REMOVE PAVEMENT MARKING SYMBOL
CLEAR AND GRUB

REMOVE PLATE BEAM GUARDRAIL
REMOVE BITUMINOUS PAVEMENT
REMOVE CONCRETE PAVEMENT
REMOVE CONCRETE SIDEWALK

REMOVE CURB AND GUTTER
REMOVE CASTING
REMOVE STORM SEWER PIPE
SAWCUT (FULL DEPTH)
REMOVE PAVEMENT LANE LINE
REMOVE PAVEMENT MARKING SYMBOL
CLEAR AND GRUB

REMOVE PLATE BEAM GUARDRAIL
REMOVE BITUMINOUS PAVEMENT
REMOVE CONCRETE PAVEMENT
REMOVE CONCRETE SIDEWALK

INPLACE TOPO AND REMOVALS - TRACY AVE.
LEGEND

- REMOVE CURB AND GUTTER
- REMOVE CASTING
- REMOVE STORM SEWER PIPE
- SAWCUT (FULL DEPTH)
- REMOVE PAVEMENT LANE LINE
- REMOVE PAVEMENT MARKING SYMBOL
- CLEAR AND GRUB
- REMOVE PLATE BEAM GUARDRAIL
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE SIDEWALK

INPLACE TOPO AND REMOVALS - TRACY AVE.
NOTES:
1. TURF RESTORATION TYPE A USE SEED MIXTURE 25-151.
2. TURF RESTORATION TYPE B USE SEED MIXTURE 32-241.

LEGEND
- STORM INLET PROTECTION
- SILT FENCE
- EROSION CONTROL BLANKET AND TURF RESTORATION (TYPE A)
- EROSION CONTROL BLANKET AND TURF RESTORATION (TYPE B)

EROSION CONTROL, TURF
ESTABLISHMENT, AND SWPPP
STORMWATER POLLUTION PREVENTION PLAN

INLET PROTECTION SHALL BE USED IN All CBs, MHs, AND SN FOR THE DURATION OF THE PROJECT IN ACCORDANCE WITH MnDOT SPEC. 2573.

INLET PROTECTION DEVICES MAY NEED TO BE PLACED MULTIPLE TIMES IN THE SAME LOCATION THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR MAY NEED TO USE SPECIFIC DEVICES FOR APPROPRIATE PHASES OF CONSTRUCTION. THESE CHANGES ARE CONSIDERED INCIDENTAL.

PROJECT ALL DOWNSTREAM INLET STRUCTURES OUTSIDE PROJECT LIMITS AS DIRECTED BY THE ENGINEER IN THE FIELD.

LOCATIONS OF CONCRETE WASHOUT SITES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND THE ENGINEER.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE 6" OF TOPSOIL AND BE SEEDED WITHIN 14 DAYS OF COMPLETING THE WORK NECESSARY TO PROCEED WITH FINAL GRADING. TOPSOIL AND SEEING TO BE COMPLETED BY OTHERS.

TOTAL DISTURBED AREA = 0.56 ACRES
TOTAL NEW IMPERVIOUS = 0.14 ACRES

AGENCY CONTACTS:
NINE MILE CREEK WATERSHED DISTRICT
12800 GERARD DRIVE
EDEN PRAIRIE, MN 55346
PHONE: 952-836-5079

MINNESOTA POLLUTION CONTROL AGENCY
520 LAFAYETTE ROAD
ST. PAUL, MN 55155-4194
PHONE: 651-296-6300
MPCA DUTY OFFICER: 651-649-5451

NOTES:
1. TURF RESTORATION TYPE A USE SEED MIXTURE 29-151.
2. TURF RESTORATION TYPE B USE SEED MIXTURE 32-241.

18.96" 21.18"

TOTAL NEW IMPERVIOUS = 0.14 ACRES
STAGE 1

STAGES 1A/1B NOTES:

1. PLACE TRAFFIC CONTROL SIGNAGE, CHANNELIZERS AND TEMPORARY PAVEMENT MARKINGS ALONG TRACY AVE FROM VALLEY LANE ROUNDABOUT TO VALLEY VIEW ROAD. BIKE TRAFFIC SHALL BE ALLOWED TO USE THE FULL LANE FOR TRAVEL.

2. COMPLETE PAVEMENT SUB-BASE, CURB AND GUTTER, BITUMINOUS PAVING, SECTIONS OF FENCING, COMPLETE SEEDING, REINSTALL ALL SIGNAGE. COMPLETE FINAL RESTORATION AND WARRANTY WORK.

3. MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION ON VALLEY VIEW RD THROUGHOUT CONSTRUCTION.

4. RE-OPEN TRACY AVE. TO ALL TRAFFIC FROM VALLEY VIEW ROAD ROUNDABOUT SOUTH OF TH62 TO VALLEY VIEW ROAD TO THE NORTH OF TH62.

GENERAL STAGING NOTES:

1. THE CONTRACTOR SHALL PROTECT ALL WORK AREAS AT ALL TIMES TO PROVIDE FOR SAFE MOVEMENT OF LOCAL TRAFFIC TO THE SATISFACTION OF THE ENGINEER.

2. MAINTAIN MINIMUM 11' TRAVEL LANES AT ALL TIMES.

COVER TURN LANE ARROW WITH BLACK PREFORM TAPE.

TYPE B CHANNELIZERS (DRUM)

LOADING ZONE

TRAFFIC CONTROL - TRACY AVE.

VALLEY VIEW RD

VALLEY LN

TEMPORARY DOUBLE YELLOW CENTERLINE PREFORM PAVEMENT MARKING TAPE

MATCHLINE - SEE ABOVE

MATCHLINE - SEE BELOW

COVER TURN LANE ARROW WITH BLACK PREFORM TAPE.

PHONE: 952.912.2600
10901 RED CIRCLE DRIVE,
SUITE 300
MINNETONKA, MN 55343
www.sehinc.com
PERMANENT PAVEMENT MARKING PLAN
NOTES & GUIDELINES

GENERAL INFORMATION:

THE ENGINEERS INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY SPOTTING AT INTERSECTIONS WHERE PRUDENCE AND NECESSARY STARTING AND CUT-OFF POINTS, LONGITUDINAL JOINTS, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL. WHEN SO DIRECTED.

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 SIGN. THE BREAK POINT IS TO BE AT THE START OF THE RANGE FOR THE INTERSECTION OR AT MARKED STOP OR CROSSLINES.

A TOLERANCE OF 1/16 INCH OR 1/8 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 3 INCHES FROM THE SPECIFIED LENGTH. 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.

JUST PRIOR TO THE PLACEMENT OF PAVEMENT MARKINGS THE ROAD SURFACE MUST BE CLEANED AND FREE OF CONTAMINATION AS RECOMMENDED BY THE MATERIAL MANUFACTURER. APPLICABLE TO THE ENGINEER. PORTLAND CEMENT CONCRETE SURFACES SHALL BE SANDBLASTED CLEARED TO REMOVE ANY SURFACES TREATMENTS AND OR LAINANCE.

APPLY ALL PAVEMENT MARKINGS AS RECOMMENDED BY THE MATERIAL MANUFACTURER.

PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

THE PULLING OF TAPE, 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.

PAVEMENT MARKING TABULATION:

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAVEMENT MARKING</th>
<th>UNIT</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2587.053</td>
<td>REMOVABLE PREFORM PAVEMENT MARKING TAB - YELLOW</td>
<td>LIN FT</td>
<td>1,850</td>
</tr>
<tr>
<td>2587.150</td>
<td>INCH DOUBLE SOLID LINE YELLOW MULTI-COMP GR IN (WR)</td>
<td>SQ FT</td>
<td>225</td>
</tr>
<tr>
<td>2582.020</td>
<td>3 INCH DOUBLE SOLID LINE 36 METER OR IN (WR)</td>
<td>LIN FT</td>
<td>1,850</td>
</tr>
<tr>
<td>2582.100</td>
<td>3 INCH SOLID LINE WHITE MULTI-COMP GR IN (WR)</td>
<td>LIN FT</td>
<td>1,100</td>
</tr>
<tr>
<td>2582.500</td>
<td>3 INCH SOLID LINE WHITE MULTI-COMP GR IN (WR)</td>
<td>LIN FT</td>
<td>1,150</td>
</tr>
<tr>
<td>2582.515</td>
<td>CROSSWALK PREFORM THERMOPLASTIC GROUND IN</td>
<td>SQ FT</td>
<td>25</td>
</tr>
<tr>
<td>2582.600</td>
<td>PAVEMENT MESSAGE BIKE LANE WITH ARROW</td>
<td>EACH</td>
<td>6</td>
</tr>
</tbody>
</table>

PREFORMED MARKINGS:

MANUFACTURER CERTIFICATIONS ARE REQUIRED FOR INSTALLERS AND WRITTEN CERTIFICATION SHALL BE PRESENTED AT ANYTIME UPON THE REQUEST OF ENGINEER OR OTHER STATE PERSONNEL.

DO NOT USE LINE MATERIAL TO PIECE TOGETHER INDIVIDUAL LETTERS, SYMBOLS OR CROSSWALK BLOCKS. UTILIZE PRECUT KITS PROVIDED BY THE MANUFACTURER. TWO STRIPS OF 16 IN LINE MATERIAL MAY BE USED TO FORM CROSSWALK BLOCKS OF 20 IN WIDTH.

DO NOT USE NEWER LINE MATERIAL TO PIECE TOGETHER WIDER LINES.

IF THERE IS A CRACK OR JOINT IN ROAD SURFACE (TAPE LAY OVER CRACK OR JOINT THEN CUT TAPE 1/8 INCH SIDE OF CRACK OR JOINT). FOR THEORETICAL MAKE A DEEP SCORE IN THE MATERIAL ONCE IT HAS SET UP BUT NOT ENTIRELY COOLED DOWN.

PREFORMED MARKINGS GROUND IN APPLICATION:

CONCRETE PAVEMENT SURFACES AND BITUMINOUS PAVEMENT SURFACES WHERE PAVEMENT MARKINGS CANNOT BE MADE IN THE HOT HINT, SHALL HAVE A DEEP GROOVE INTO THE PLACEMENT OF DURABLE REFLECTORIZED PAVEMENT MARKINGS. SEE CONSTRUCTION SPECIFICATIONS.

PRINT:

GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 8 LB/SG. IMMEDIATELY AFTER APPLICATION OF THE PAINT LINE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE. TEMPERATURES IS 50°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.

PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR AND PAVEMENT SURFACE TEMPERATURES IS 40°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE.