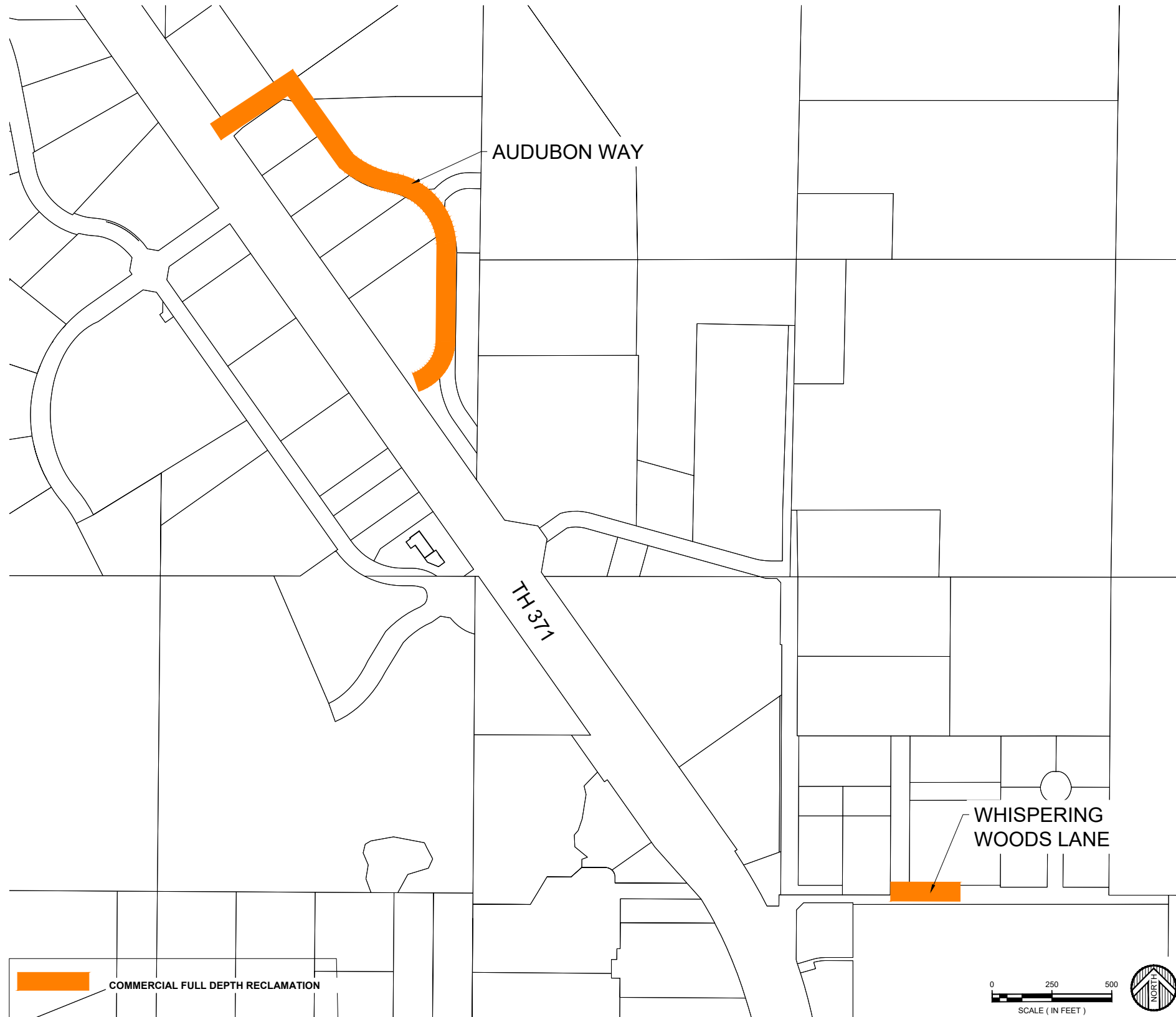
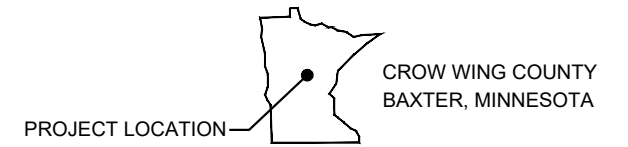


2025 COMMERCIAL FULL DEPTH RECLAMATION IMPROVEMENTS PROJECT BAXTER, MINNESOTA MUNICIPAL PROJECT NO. 4425



GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PLAN LEGEND
3	STATEMENT OF ESTIMATED QUANTITIES
4	NOTES
5	TYPICAL SECTIONS
6-11	PEDESTRIAN RAMP DETAILS
12-15	CONSTRUCTION DETAILS
16-18	TRAFFIC CONTROL PLANS
19-21	EROSION CONTROL AND REMOVALS - COMMERCIAL FULL DEPTH RECLAMATION
22-26	PLAN AND PROFILE - COMMERCIAL FULL DEPTH RECLAMATION
27	SWPPP NARRATIVE
28-29	SWPPP MAPS
30-32	TURF ESTABLISHMENT PLANS - COMMERCIAL FULL DEPTH RECLAMATION
33-35	SIGNAGE & PAVEMENT MARKING PLANS - COMMERCIAL FULL DEPTH RECLAMATION

CITY OFFICIALS

MAYOR:	DARREL OLSON
CITY COUNCIL:	MARK CROSS CONNIE LYSCIO ZACH TABATT PATRICK SUNDBERG
UTILITIES COMMISSION:	ROCK YLINIEMI - CHAIR JACK CHRISTOFFERSON DOUGLAS STENBERG JOHN BRENNY
CITY ADMINISTRATOR:	BRADLEY CHAPULIS
PUBLIC WORKS DIRECTOR / CITY ENGINEER:	TREVOR WALTER

APPROVALS

RECOMMENDED FOR APPROVAL _____ DATE _____
CITY CONSULTING ENGINEER

RECOMMENDED FOR APPROVAL _____ DATE _____
PUBLIC WORKS DIRECTOR / CITY ENGINEER

WIDSETH

ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

MEMBER 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.

DATE: DECEMBER, 2024
 AS SHOWN: C/S
 DRAWN BY: C/S
 CHECKED BY: A/B
 JOB NUMBER: 2024-10233

DATE: MM/DD/YYYY/BC, NO. 5774
 ALEX D. BITTER

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA

TITLE SHEET

1

SURVEY MONUMENTS

- BENCH MARK
- FOUND CIM
- FOUND CPNT.
- FOUND JLM
- FOUND LATH
- FOUND PIPE
- FOUND READING
- STAKED CIM
- STAKED CPNT.
- STAKED JLM
- STAKED PIPE

EXISTING TOPO SYMBOLS

- AC UNIT
- FENCE POST
- FLAG POLE
- GUARD POST
- GUY ANCHOR
- GUY POLE
- HANDICAP SYMBOL
- MAILBOX
- SHRUB
- SIGN DOUBLE POST
- SIGN SINGLE POST
- SIGN FIRE NUMBER
- TREE CONIFER
- TREE DECIDUOUS
- TREE STUMP
- TV DISH
- WETLAND SYMBOL
- YARD LIGHT

EXISTING UTILITY MUNICIPAL SYMBOLS

- APRON
- LIFT STATION
- SANITARY CLEANOUT
- SANITARY MANHOLE
- STORM CATCH BASIN
- STORM INLET

EXISTING UTILITY MUNICIPAL SYMBOLS (cont.)

- STORM MANHOLE
- WATER CURB STOP
- WATER HANDHOLE
- WATER HYDRANT
- WATER MANHOLE
- WATER METER
- WATER VALVE
- WATER WELL
- UTILITY** UTILITY SIZE & TYPE

EXISTING UTILITY PRIVATE SYMBOLS

- ELEC GROUND LIGHT
- ELEC HANDHOLE
- ELEC LIGHT POLE
- ELEC MANHOLE
- ELEC METER
- ELEC PEDESTAL
- ELEC POLE
- ELEC SIGNAL
- ELEC TRANSFORMER BOX
- GAS METER
- GAS VALVE
- LP TANK
- TELE HANDHOLE
- TELE MANHOLE
- TELE PEDESTAL
- TELE POLE
- TV HANDHOLE
- TV PEDESTAL

SOIL BORING SYMBOLS

- LASER-INDUCED FLUORESCENCE BORING
- LYSIMETER
- MONITOR WELL
- PERC TEST
- PIEZOMETER
- RECOVERY WELL
- SOIL BORING
- SOIL VAPOR POINT
- VAPOR SURVEY POINT

PROPOSED UTILITY MUNICIPAL SYMBOLS

- APRON PROPOSED
- SANITARY CLEANOUT PROPOSED
- SANITARY LIFT STATION PROPOSED
- SANITARY LIFT STATION VALVE MANHOLE PROPOSED
- SANITARY MANHOLE PROPOSED
- SANITARY PLUG PROPOSED
- STORM CATCH BASIN PROPOSED
- STORM MANHOLE PROPOSED
- WATER 11 1/4° BEND PROPOSED
- WATER 22 1/2° BEND PROPOSED

PROPOSED UTILITY PRIVATE SYMBOLS

- WATER 45° BEND PROPOSED
- WATER 90° BEND PROPOSED
- WATER CAP PROPOSED
- WATER CROSS PROPOSED
- WATER CURB STOP PROPOSED
- WATER HYDRANT PROPOSED
- WATER REDUCER PROPOSED
- WATER SLEEVE PROPOSED
- WATER TEE PROPOSED
- WATER VALVE PROPOSED

PROPOSED UTILITY PRIVATE SYMBOLS

- ELEC LIGHT POLE PROPOSED

EROSION CONTROL SYMBOLS

- SURFACE DRAINAGE ARROW
- STORM DRAIN INLET PROTECTION

TRAFFIC CONTROL DEVICES & SYMBOLS

- TRAFFIC CONTROL SIGN (1 POST)
- TRAFFIC CONTROL SIGN (2 POST)
- TYPE III BARRICADE
- DRUM CHANNELIZER
- FLASHING ARROW OR MESSAGE BOARD

EXISTING TOPOGRAPHIC LINES

- CENTER LINE
- EDGE OF WOODS
- FENCE BARB WIRE
- FENCE CHAIN LINK
- FENCE WOOD
- FORCEMAIN
- OVERHEAD CABLE TV
- OVERHEAD ELECTRIC
- OVERHEAD TELE
- RAILROAD
- RETAINING WALL
- SANITARY SEWER
- SANITARY SEWER SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- UNDERGROUND CABLE TV
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UNDERGROUND GAS
- UNDERGROUND TELE
- WATERMAIN
- WATERMAIN SERVICE
- WETLAND EDGE

R/W, LOT & EASEMENTS LINES

- BUILDING SETBACK LINE
- LOT LINE PROPOSED
- EASEMENT LINE
- EASEMENT LINE PROPOSED
- LOT LINE
- MNDOT CONTROLLED ACCESS LINE
- RIGHT OF WAY EXISTING
- RIGHT OF WAY PROPOSED

PROPOSED CONSTRUCTION LINES

- FENCE CHAIN LINK PROPOSED
- FENCE WOOD PROPOSED
- FENCE BARB WIRE PROPOSED
- FORCEMAIN PROPOSED
- SANITARY SEWER PROPOSED
- SANITARY SERVICE PROPOSED
- STORM SEWER PROPOSED
- STORM SEWER DRAIN TILE PROPOSED
- WATERMAIN PROPOSED
- WATERMAIN SERVICE PROPOSED

EROSION CONTROL LINES

- BALE CHECK
- BIO ROLL
- SILT FENCE
- SILT FENCE TYPE HEAVY DUTY
- SILT FENCE TYPE MACHINE SLICED
- SILT FENCE TYPE PREASSEMBLED
- FLOTATION SILT CURTAIN

HATCH PATTERN AND SHADING LEGEND

- RANDOM RIPRAP
- SOD
- SEED
- HYDRAULIC STABILIZER
- EROSION CONTROL BLANKET
- TEMP. ROCK CONSTRUCTION ENTRANCE
- BUILDING WALL HATCH
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- EASEMENT PATTERN

DOCUMENTATION SYMBOLS

- SECTION ARROW - SECTION NUMBER TOP; PAGE OF SECTION BOTTOM

REVISIONS DESCRIPTION	DATE	REV#

DATE: DECEMBER, 2024	AS SHOWN	C/S/B	2024-10233
SCALE:	DRAWN BY:	CHECKED BY:	JOB NUMBER:

ITEM NO.	NOTES	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY
1		2021.501	MOBILIZATION	LUMP SUM	1
2		2104.502	REMOVE CASTING (SANITARY)	EACH	9
3		2104.502	REMOVE CASTING (STORM)	EACH	8
4		2104.502	REMOVE GATE VALVE BOX TOP	EACH	8
5	1	2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	3
6	2	2104.502	REMOVE MAIL BOX SUPORT	EACH	7
7		2104.502	REMOVE CURB STOP & BOX	EACH	1
8	3	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	124
9	3	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	457
10		2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	88
11		2104.503	REMOVE CURB & GUTTER	LIN FT	4157
12		2104.503	REMOVE WATER SERVICE PIPE	LIN FT	23
13		2104.503	REMOVE SANITARY SERVIC PIPE	LIN FT	32
14		2104.504	REMOVE CONCRETE MEDIAN	SQ YD	131
15	4	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	335
16	5	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	558
17	6	2104.601	SALVAGE AGGREGATE (LV)	CU YD	2863
18	7	2105.507	COMMON EXCAVATION	CU YD	1238
19		2105.507	COMMON EMBANKMENT	CU YD	256
20		2106.601	DEWATERING	LUMP SUM	1
21	8	2106.609	INSTALL SALVAGED AGGREGATE (CV)	CU YD	1705
22		2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	23
23		2123.510	COMMON LABORERS	HOURL	6
24		2123.610	SKID LOADER	HOURL	6
25		2123.610	STREET SWEEPER (WITH PICKUP BROOM AND WATER)	HOURL	10
26	9	2211.607	AGGREGATE BASE SPECIAL (CV)	CU YD	170
27		2215.504	FULL DEPTH RECLAMATION 8.5"	SQ YD	1250
28		2215.504	FULL DEPTH RECLAMATION 9.5"	SQ YD	8057
29	11, 12	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT (COMMERCIAL)	SQ YD	355
30	12	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	1129
31		2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	1129
32		2360.509	TYPE SP 12.5 NON-WEARING COURSE MIX (3,B)	TON	1129
33		2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	2
34		2503.602	CONSTRUCT DRAINAGE STRUCTURE 48-4020	EACH	1
35		2503.603	8" PIPE SEWER	LIN FT	86
36		2503.603	CLEAN AND VIDEO TAPE STORM SEWER PIPE	LIN FT	1298
37		2503.603	CLEAN AND VIDEO TAPE SEWER	LIN FT	1648
38	13,16	2504.602	ADJUST CRUB STOP	EACH	3
39	14, 16	2504.602	INSTALL GATE VALVE BOX TOP	EACH	9
40	15	2504.602	VALVE BOX MID SECTION	EACH	5
41	16, 17, 18	2506.502	CASTING ASSEMBLY (SANITARY 700-7)	EACH	9
42	16,18, 19	2506.502	CASTING ASSEMBLY (STORM NEENAH R-3250-DVSP)	EACH	8
43		2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	8
44		2506.603	SANITARY MANHOLE EXCESS DEPTH	LIN FT	3
45		2521.518	4" CONCRETE WALK	SQ FT	538
46		2521.518	6" CONCRETE WALK	SQ FT	202
47		2521.603	WOOD CHIP WALK	LIN FT	10
48	21	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	4149
49		2531.504	CONCRETE MEDIAN	SQ YD	125
50	20	2531.504	6" CONCRETE DRIVEWAY PAVEMENT (COMMERCIAL)	SQ YD	62
51	10, 21	2531.504	8" CONCRETE PAVEMENT	SQ YD	100
52	21	2531.604	8" CONCRETE VALLEY GUTTER	SQ YD	337
53		2531.618	TRUNCATED DOMES	SQ FT	20

54		2540.602	MAIL BOX SUPPORT	EACH	7
55		2550.602	CORE DRILL SANITARY SEWER STRUCTURE	EACH	
56		2563.601	TRAFFIC CONTROL	LUMP SUM	1
57		2564.602	INSTALL SIGN TYPE SPECIAL	EACH	6
58		2573.502	STORM DRAIN INLET PROTECTION	EACH	8
59		2573.503	SILT FENCE, TYPE MS	LIN FT	2702
60		2573.503	BIOROLL	LIN FT	3275
61		2573.501	STABILIZED CONSTRUCTION EXIT	EACH	4
62		2574.505	SOIL BED PREPARATION	ACRE	0.5
63		2574.507	SCREENED TOPSOIL BORROW	CU YD	128
64		2574.508	FERTILIZER TYPE 3	POUND	144
65		2575.505	SEEDING	ACRE	0.5
66		2575.505	HYDRAULIC ORGANIC MATRIX	ACRE	0.5
67		2575.508	SEED MIXTURE 22-111	POUND	48
68		2575.508	SEED MIXTURE 25-151	POUND	235
69		2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	1872
70		2575.523	WATER	MGAL	16
71		2582.503	4" BROKEN LINE PAINT	LIN FT	300
72		2582.503	4" DOUBLE SOLID LINE PAINT	LIN FT	1411
73		2582.518	PAVEMENT MESSAGE	EACH	2
74	22	2504.603	SPRINKLER REPAIR - ALLOWANCE	LUMP SUM	1

NOTES

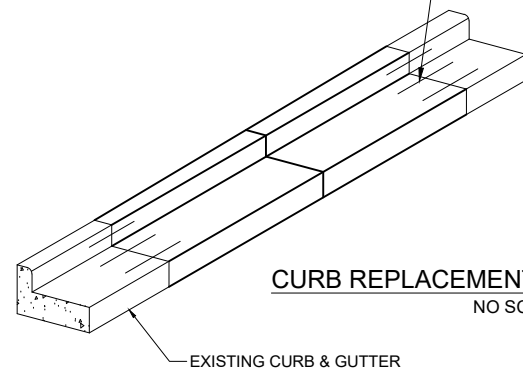
- TEMPORARILY RE-INSTALL OUTSIDE OF CONSTRUCTION LIMITS AND PROTECT FROM DAMAGE
- INCLUDES REMOVAL OF EXISTING MAIL BOX SUPPORT AND SALVAGE OF EXISTING MAILBOX. COORDINATE STORAGE OF MAILBOX WITH PROPERTY OWNER. PROVIDE AND COORDINATE TEMPORARY MAIL SERVICE WITH POST OFFICE.
- INCLUDES SAW CUTTING OF PAVEMENT, DRIVEWAYS AND CURB & GUTTER. SAWCUT (FULL DEPTH) PRIOR TO REMOVAL.
- INCLUDES REMOVAL OF CONCRETE DRIVEWAY PAVEMENT AND VALLEY GUTTER.
- INCLUDES REMOVAL OF BITUMINOUS ROADWAY AND DRIVEWAY PAVEMENT REMOVALS AS INDICATED IN THE PLAN.
- INCLUDES REMOVING AND STOCKPILING RECLAIM MATERIAL
- SOIL REMOVAL WITHIN WORK AREA TO A DEPTH OF 6", TOPSOIL FOR REPLACEMENT AFTER CONSTRUCTION ASSUMED TO BE 4" IN DEPTH. ALSO INCLUDE REMOVAL OF MATERIAL FOR SUB CUT IN THE COMMERCIAL ROADWAYS
- INCLUDES HAULING, PLACING AND COMPACTING RECLAIM MATERIAL.
- IMPORTED CLASS 5 MATERIAL TO BE USED FOR RAMPING DRIVEWAYS AND OTHER MISCELLANEOUS AREAS AS DIRECTED BY THE ENGINEER. GRADATION MUST BE PROVIDED
- INCLUDES CONCRETE PAVEMENT LOCATED BETWEEN THE VALLEY GUTTER AND CURB & GUTTER AT DRIVEWAYS.
- INSTALL #4 REBAR 18" ON CENTER AND TIE INTO GUTTER AND VALLEY GUTTER. INSTALL 3 - #5 X 12" REINFORCEMENT
- INCLUDES EXCAVATION OF AGGREGATE BASE AND SUBGRADE, SHAPING AND COMPACTION OF SUBGRADE, AGGREGATE BASE AND BITUMINOUS COURSES IN ACCORDANCE WITH THE APPLICABLE TYPICAL SECTION.
- NO RAP IN THE TOP LIFT ON ROADS AND DRIVEWAYS.
- INCLUDES ONLY RAISING AND LOWERING OF CURB STOP. IF THE CURB STOP IS LOCATED WITHIN PAVEMENT, IT SHALL HAVE A FORD METER BOX MODEL FORA1 OR APPROVED EQUAL
- INCLUDES REMOVAL AND REPLACEMENT OF THE UPPER SECTION.
- AS DIRECTED BY ENGINEER
- ADJUST TO WITHIN 3/4" TO 1/2" BELOW FINISHED GRADE.
- MnDOT CASTING 700-7 (NEENAH R-1733) WITH SELF-SEALING SOLID COVER AND CONCEALED PICK HOLES.
- ITEM SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO SEAL DRAINAGE STRUCTURE
- CURB & GUTTER INLET BY NEENAH R-3250-DVSP COMBINATION INLETS WITH CURB BOX.
- INCLUDES AGGREGATE BASE PREPARATION AND INSTALLING 6" CONCRETE DRIVEWAY AT COMMERCIAL DRIVEWAYS OR APPROACHES, SEE TYPICAL RESIDENTIAL CONCRETE DRIVEWAY SECTION
- INSTALL 3 - #5 X 12" REINFORCEMENT DOWELS AT EACH CONNECTION TO EXISTING CURB. DRILL/CORE AND EPOXY DOWELS 6" (MIN.) INTO EXISTING CURB (SEE CURB REPLACEMENT DETAIL).
- FOR REPAIR OF PRIVATE IRRIGATION SYSTEMS DAMAGED DURING CONSTRUCTION ACTIVITIES.

EARTH WORK						
ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	Whispering Woods Lane	Audubon Way	TOTAL ESTIMATED QUANTITY
16	2104.601	SALVAGE AGGREGATE (LV*)	CU YD	248	2615	2863
17	2105.507	COMMON EXCAVATION	CU YD	142	1096	1238
18	2105.507	COMMON EMBANKMENT	CU YD	24	232	256
20	2106.609	INSTALL SALVAGED AGGREGATE (CV)	CU YD	164	1541	1705

* LV CALCULATED WITH A FACTOR OF 1.23

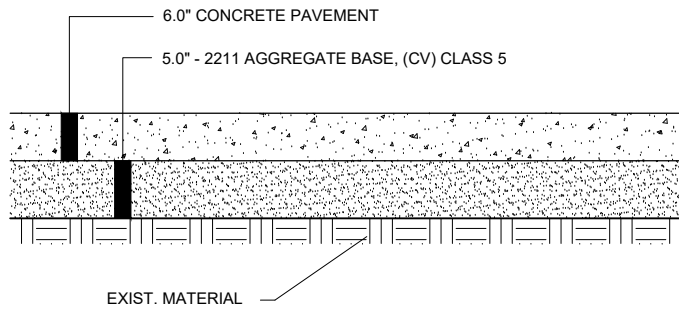
WIDSETH
 ARCHITECTS - ENGINEERS - SCIENTISTS - SURVEYORS
 MEMBER COMPANY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 ALEX.D. BITTER DATE: MM/DD/YYYY/BC, NO. 57744
 DECEMBER, 2024 AS SHOWN C/S
 DRAWN BY: C/S CHECKED BY: ADB
 JOB NUMBER: 2024-10233
 2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA
 STATEMENT OF ESTIMATED QUANTITIES
 SHEET NO. 3

DOWEL INTO EXISTING CURB & GUTTER WITH 3 EACH - #5 REBAR

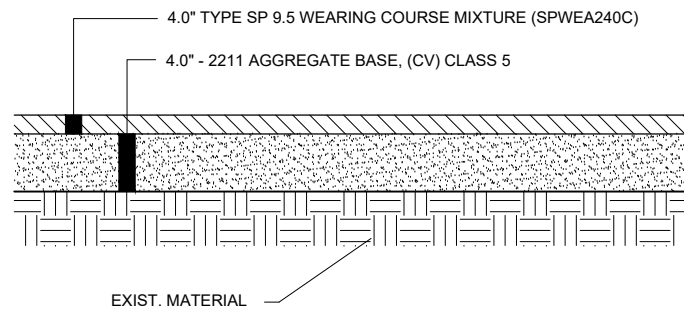


CURB REPLACEMENT DETAIL
NO SCALE

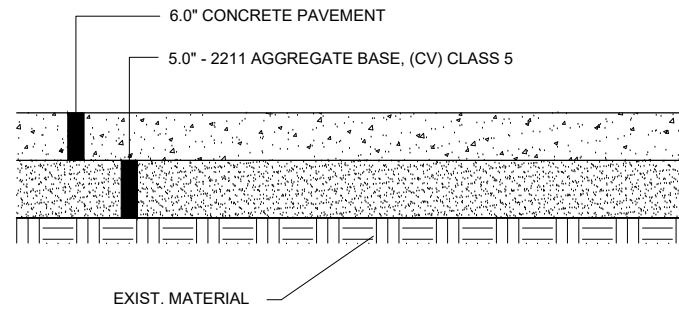
EXISTING CURB & GUTTER



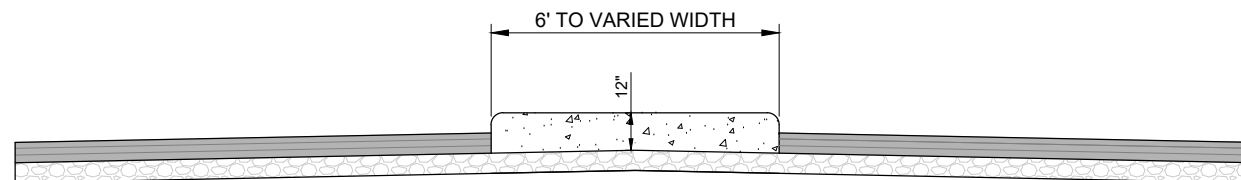
TYPICAL 6" CONCRETE WALK SECTION



TYPICAL COMMERCIAL BITUMINOUS DRIVEWAY SECTION



TYPICAL COMMERCIAL CONCRETE DRIVEWAY SECTION



CONCRETE MEDIAN DETAIL

AUDUBON WAY

UTILITY OWNERS:

BRAINERD PUBLIC UTILITIES	218-829-2193
CITY OF BAXTER	218-454-5116
MNDOT	651-366-5750
ELECTRICAL -	
CROW WING COOP	218-821-7672
COMMUNICATIONS	
CHARTER COMMUNICATIONS	833-493-4939
CONSOLIDATED COMMUNICATIONS	888-608-7822
CONSOLIDATED TELEPHONE	218-454-1504
CENTURY LINK	800-778-9140
SAVAGE COMMUNICATIONS	320-384-7442
TDS TELECOM	218-821-7672
NATURAL GAS -	
XCEL ENERGY	888-968-9235
CENTER POINT ENERGY	612-321-5200

UTILITY QUALITY LEVEL DEFINITIONS:

Utility quality level A: Precise horizontal and vertical location of utilities obtained by the actual exposure (or verification of previously exposed and surveyed utilities) and subsequent measurement of subsurface utilities, usually at a specific point. Minimally intrusive excavation equipment is typically used to minimize the potential for utility damage. A precise horizontal and vertical location, as well as other utility attributes, is shown on plan documents. Accuracy is typically set to 15-mm vertical and to applicable horizontal survey and mapping accuracy as defined or expected by the project engineer.

Utility quality level B: Information obtained through the application of appropriate surface geophysical methods to determine the existence and approximate horizontal position of subsurface utilities. Quality level B data should be reproducible by surface geophysics at any point of their depiction. This information is surveyed to applicable tolerances defined by the project and reduced onto plan documents.

Utility quality level C: Information obtained by surveying and plotting visible above-ground utility features and by using professional judgment in correlating this information to quality level D information.

Utility quality level D: Information derived from existing records or oral recollections.

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

MnDOT STANDARD PLATES	
THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.	
PLATE NO.	DESCRIPTION
4020J	MANHOLE OR CATCH BASIN FOR USE WITH OR WITHOUT TRAFFIC LOADS
4108F	ADJUSTING RINGS FOR MANHOLES
4154B	CATCH BASIN GRATE CASTING - CASTING NO. 816
4160D	CURB BOX CASTING FOR CATCH BASIN - CASTING NO.823A
7100H	CONCRETE CURB & GUTTER
7111J	INSTALLATION OF CATCH BASIN CASTINGS (CONCRETE CURB & GUTTER)
9350B	MAILBOX SUPPORT (SWING-AWAY TYPE)

GENERAL UTILITY NOTES:

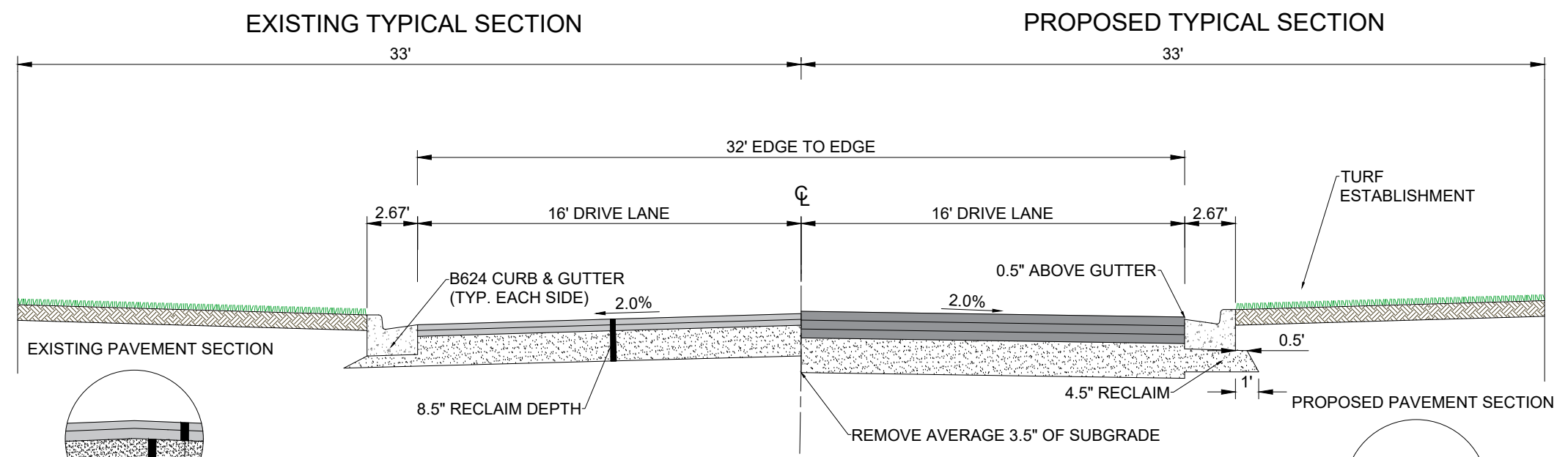
- THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR INCONSISTENCIES WITH THE PLAN.
- THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.
- THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE38-02, ENTITLED STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA.
- ALL CATCH BASINS, MANHOLES AND GATE VALVES ARE TO BE ADJUSTED PRIOR TO BEGINNING PAVING OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE THE REMOVAL AND REINSTALLATION OF ALL MISCELLANEOUS STRUCTURES WITHIN THE PROJECT LIMITS, SUCH AS PRIVATE SIGNS, GARBAGE PICKUPS, MAIL BOXES, ETC...THIS WORK SHALL BE INCIDENTAL.
- ALL SAWCUT EDGES IN CONCRETE PAVEMENT AND BITUMINOUS PAVEMENT SHALL BE PROTECTED AFTER REMOVALS THROUGH THE DURATION OF THE PROJECT. PAYMENT FOR SAWCUTTING WILL BE MADE ONLY ONCE. ADDITIONAL SAWCUTTING TO MAINTAIN A CLEAN SAWCUT EDGE WILL BE AT THE EXPENSE OF THE CONTRACTOR.
- PLACEMENT OF TACK COAT SHALL BE ACCORDANCE WITH SPECIFICATION 2357. ALL COSTS OF FURNISHING AND APPLYING BITUMINOUS TACK COAT MATERIAL WILL BE INCIDENTAL WITH NO DIRECT COMPENSATION BEING MADE THEREFORE.

BASIS FOR ESTIMATED QUANTITIES

BITUMINOUS WEARING COURSE	
BITUMINOUS MIXTURE	115 LBS./SQ.YD./INCH THICKNESS
AGGREGATE	
AGGREGATE BASE - CLASS 5	110 LBS./SQ.YD./INCH THICKNESS
TURF ESTABLISHMENT	
SEED - 22-111	100 LBS/ACRE
SEED - 25-151	400 LBS/ACRE
HYDRAULIC ORGANIC MATRIX	3500 LBS/ACRE
HYDRAULIC REINFORCED FIBER MATRIX	3900 LBS/ACRE
FERTILIZER TYPE 3 (10-10-20) (SEEDING)	300 LBS/ACRE

REVISION	DESCRIPTION	DATE

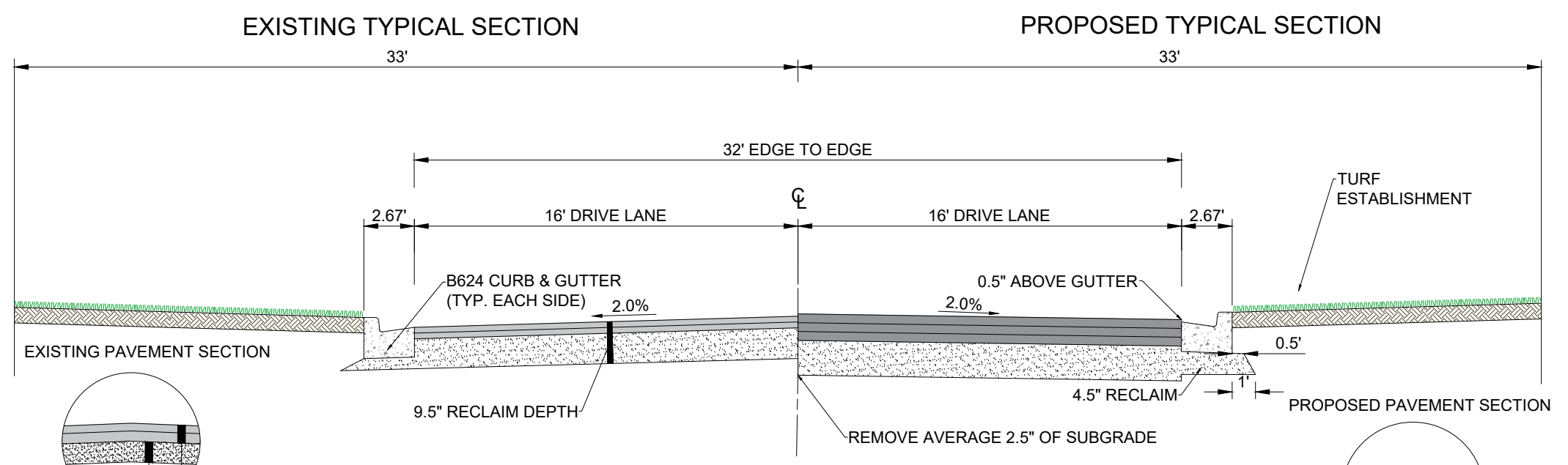
DATE: DECEMBER, 2024	AS SHOWN
SCALE: DRAWN BY: C/S	CHECKED BY: ADB
JOB NUMBER: 2024-10233	



TYPICAL SECTION FULL DEPTH RECLAMATION (NTS)

WHISPERING WOODS LANE

- 2.0" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (NO RAP)
- 2.0" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C)
- 2.0" TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330B)
- 6.0" COMPACTED RECLAIM BASE CLASS 5 GRADE REQUIRED



TYPICAL SECTION FULL DEPTH RECLAMATION (NTS)

AUDUBON WAY

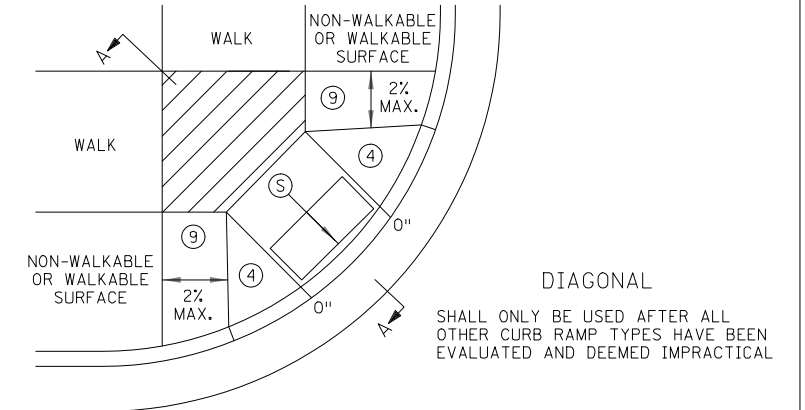
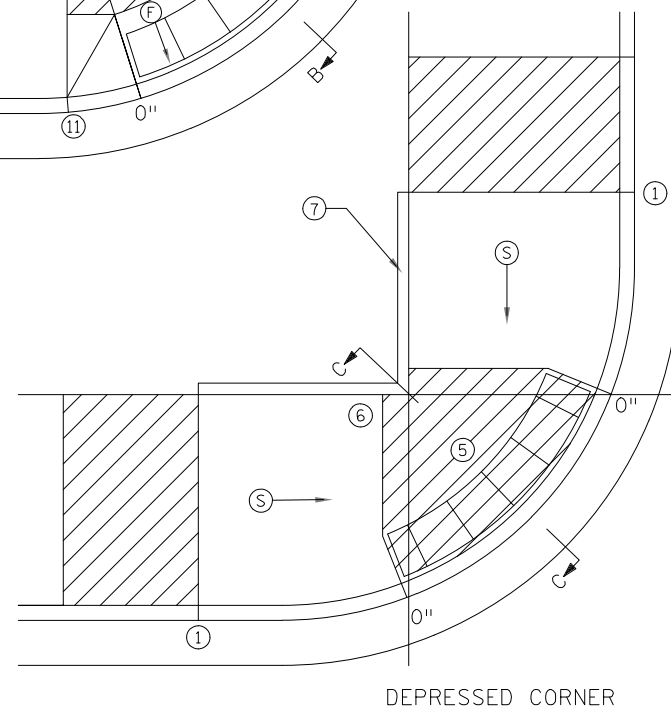
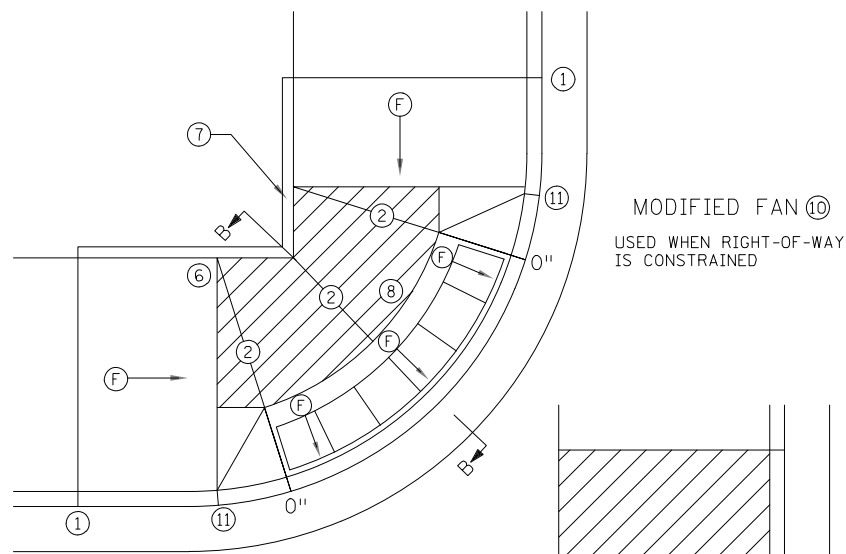
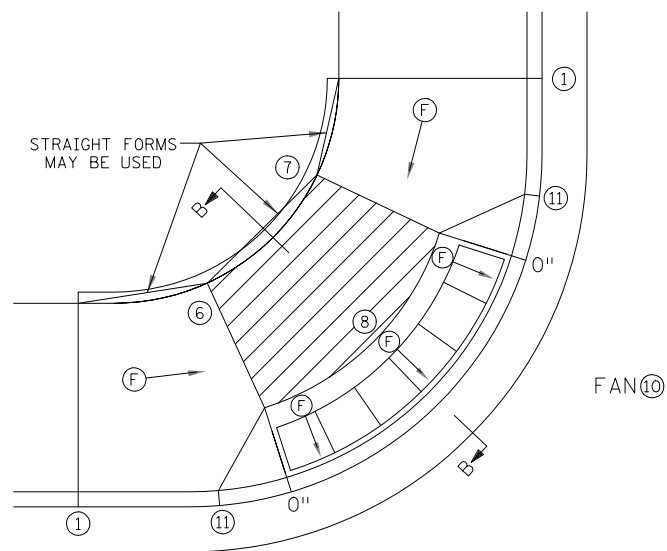
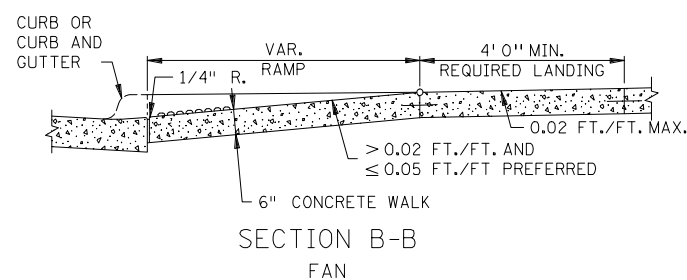
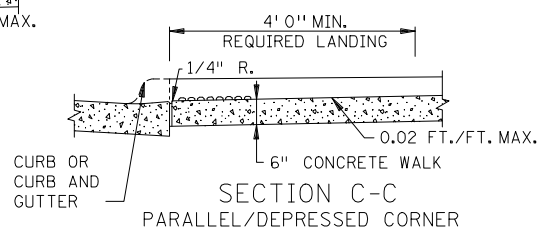
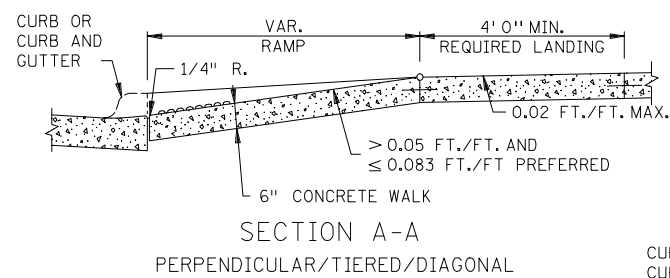
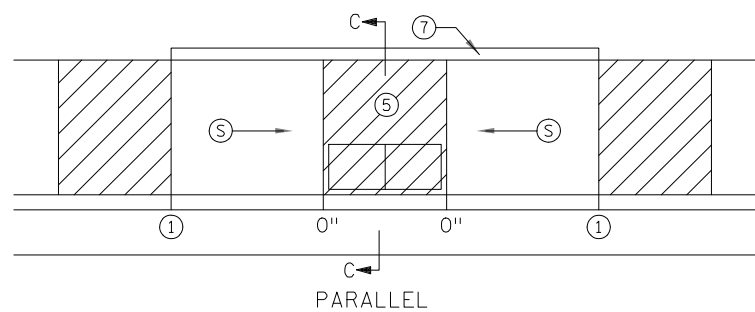
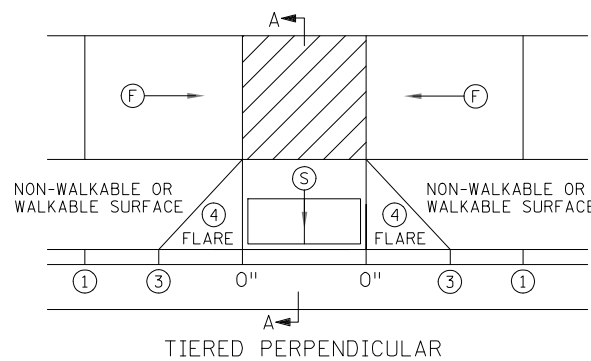
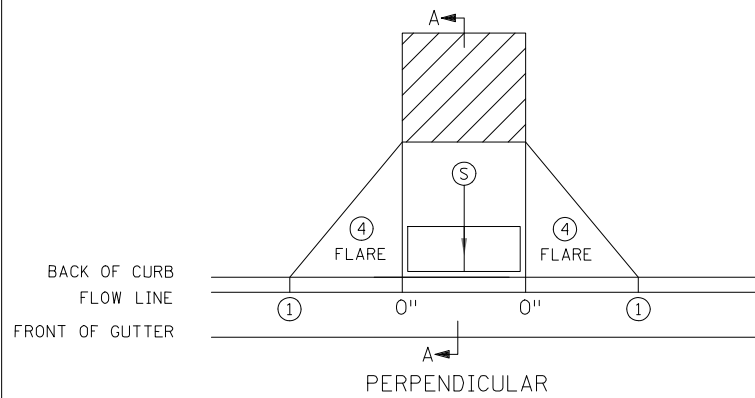
- 2.0" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C) (NO RAP)
- 2.0" TYPE SP 9.5 WEARING COURSE MIXTURE (SPWEA340C)
- 2.0" TYPE SP 12.5 NON-WEARING COURSE MIXTURE (SPNWB330B)
- 6.0" COMPACTED RECLAIM BASE CLASS 5 GRADE REQUIRED

MEMBER CERTIFY THAT THIS IS AN ORIGINAL WORK REPORT THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ALEX.D. BITTER DATE: MM/DD/YYYY/BC, NO. 5774

REVISIONS DESCRIPTION	DATE	BY

DATE: DECEMBER, 2024	SCALE: AS SHOWN
DRAWN BY: C/S	CHECKED BY: A/B
JOB NUMBER: 2024-10233	

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
TYPICAL SECTIONS



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	
(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%.
(Hatched Area)	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 PAR.
X"	CURB HEIGHT

REVISION:
 APPROVED: 11-04-2021
 Jeff J. Perkins
 OPERATIONS DIVISION



STANDARD PLAN 5-297.250 1 OF 6
 APPROVED: 11-04-2021
 REVISIONS:
 STATE PROJ. NO.

PEDESTRIAN CURB RAMP DETAILS

(TH) SHEET NO. OF SHEETS

MEMBER CERTIFIED 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.
 ALEX.D. BITTER DATE: MM/DD/YYYY/BC, NO. 57744

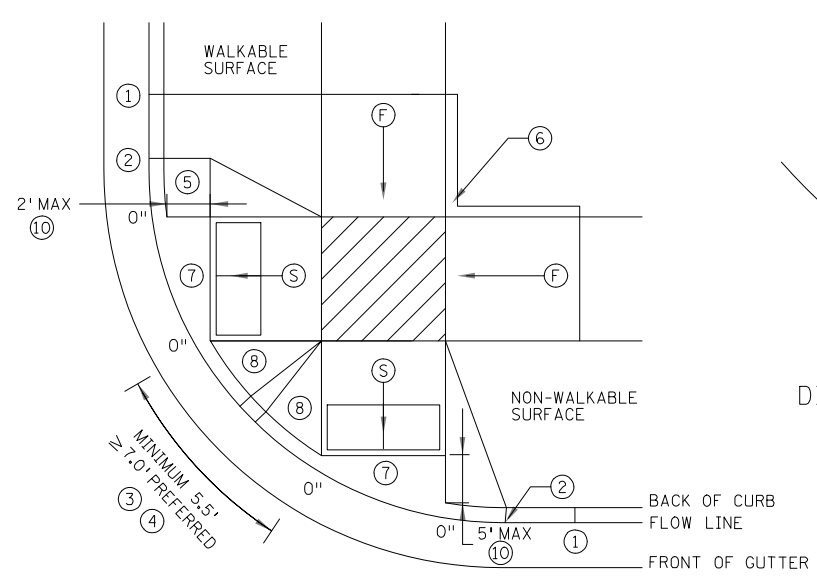
REVISION DESCRIPTION	DATE	BY

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA
 PEDESTRIAN CURB RAMP DETAILS
 SHEET NO. 6

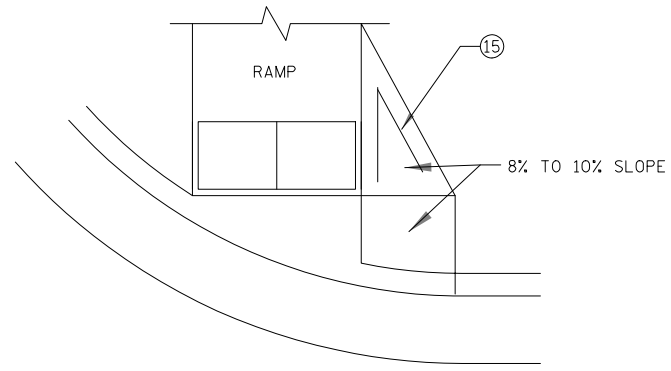
REVISION DESCRIPTION	DATE	REV#

DATE: DECEMBER, 2024	SCALE: AS SHOWN	DRAWN BY: C/S	CHECKED BY: A/B	JOB NUMBER: 2024-10233
----------------------	-----------------	---------------	-----------------	------------------------

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT	PEDESTRIAN CURB RAMP DETAILS
CITY OF BAXTER	
BAXTER, MINNESOTA	
SHEET NO. 7	

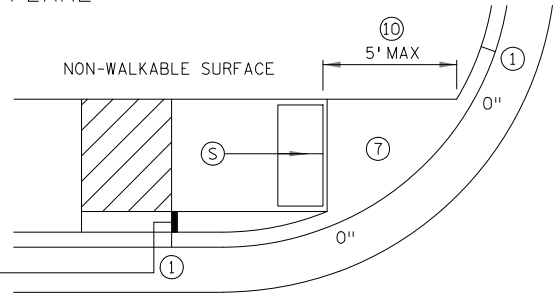


COMBINED DIRECTIONAL

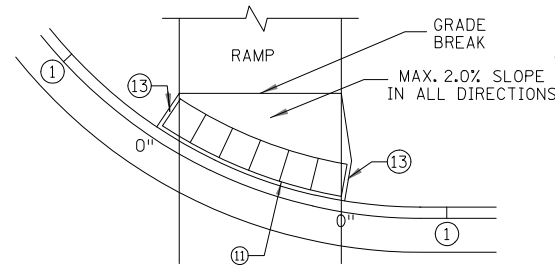


DIRECTIONAL RAMP WALKABLE FLARE

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.

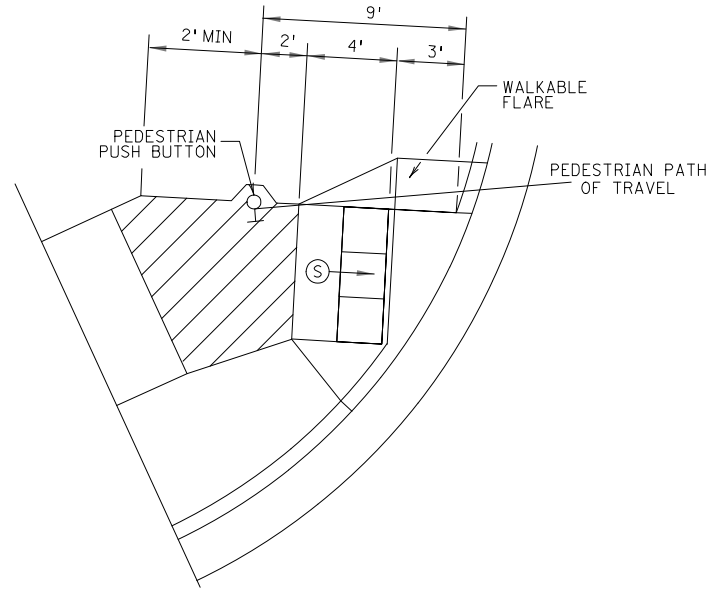
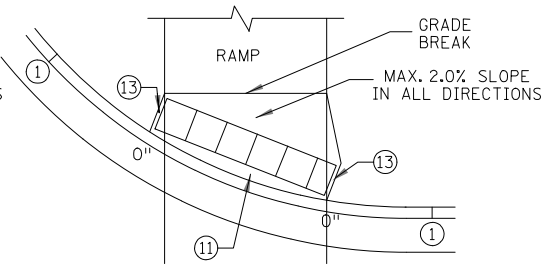


STANDARD ONE-WAY DIRECTIONAL 9



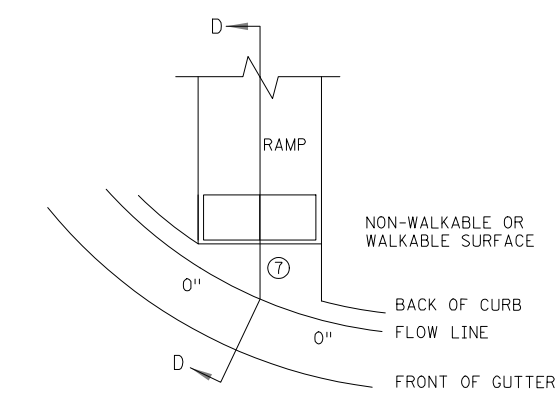
DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED 12

ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

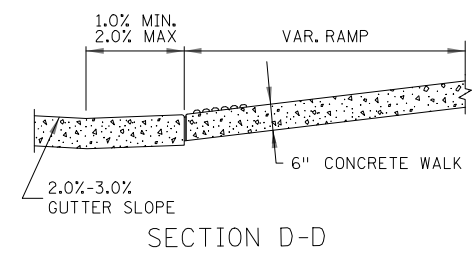


SEMI-DIRECTIONAL RAMP 3 4 9

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB
PRIMARYLY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)



CURB FOR DIRECTIONAL RAMPS 14



SECTION D-D

NOTES:

- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.
- INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.
- SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP GRADE BREAK OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.
- ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.
- TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY, FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROSECUTION OF WORK).
- TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
- WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.
- ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.
- 4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.
- WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.
- RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES 10 & 11 FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.

- 1 MATCH FULL CURB HEIGHT.
- 2 3" HIGH CURB WHEN USING A 3' LONG RAMP
4" HIGH CURB WHEN USING A 4' LONG RAMP.
- 3 3" MINIMUM CURB HEIGHT (5.5' MIN. DISTANCE REQUIRED BETWEEN DOMES)
4" PREFERRED (7' MIN. DISTANCE REQUIRED BETWEEN DOMES).
- 4 THE "BUMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.
- 5 WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHALL BE USED. SEE THE DETAIL ON THIS SHEET.
- 6 GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
- 7 MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
- 8 8% TO 10% WALKABLE FLARE.
- 9 PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
- 10 FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
- 11 RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
- 12 FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.
- 13 THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
- 14 TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.
- 15 PLACE 2 NO. 4 BARS 4 INCHES FROM SIDE OF FORMS WITH A MINIMUM 2 INCHES OF CONCRETE COVER ALONG EACH SIDE OF FLARE (INCIDENTAL).

LEGEND

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

- S INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- F INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PAR.
- X" CURB HEIGHT

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

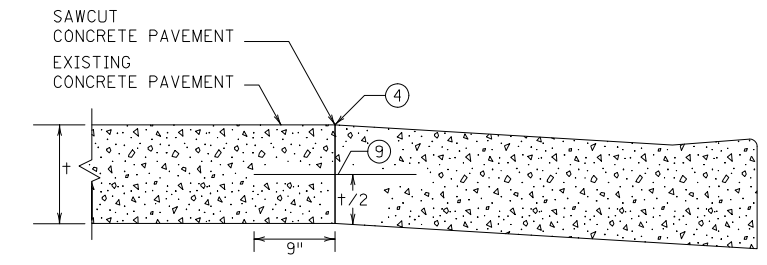
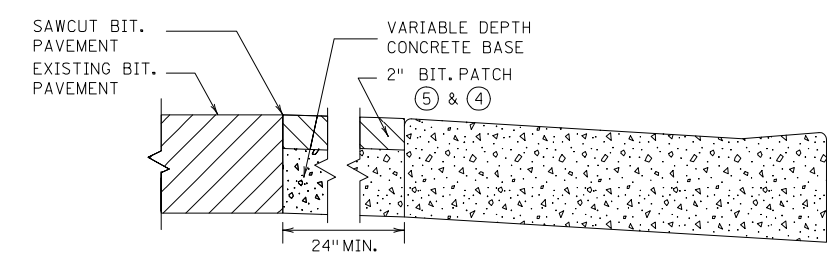
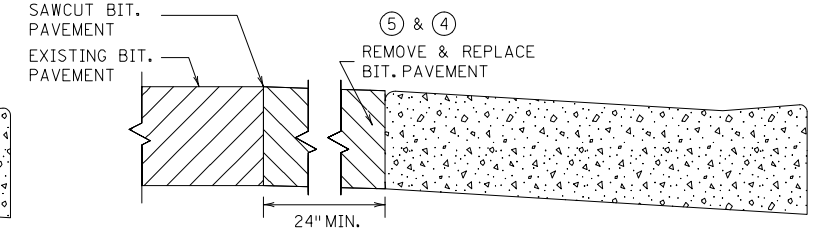
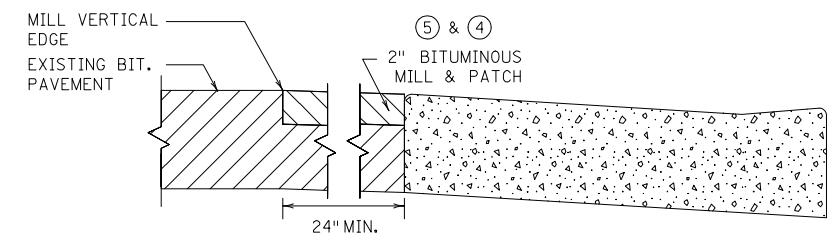
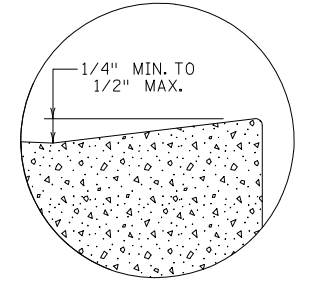
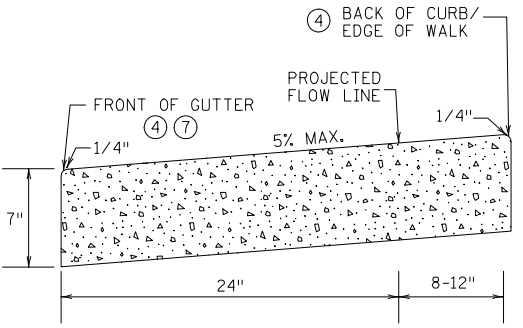
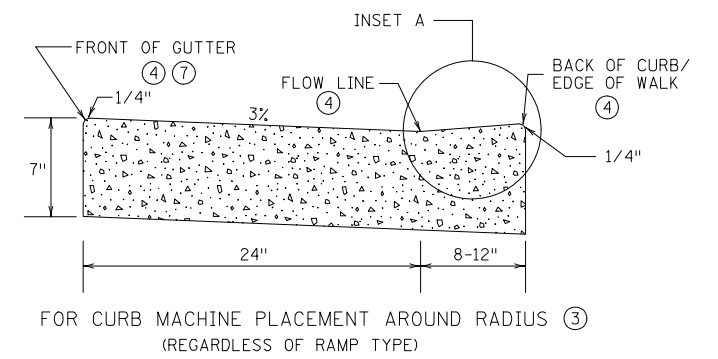
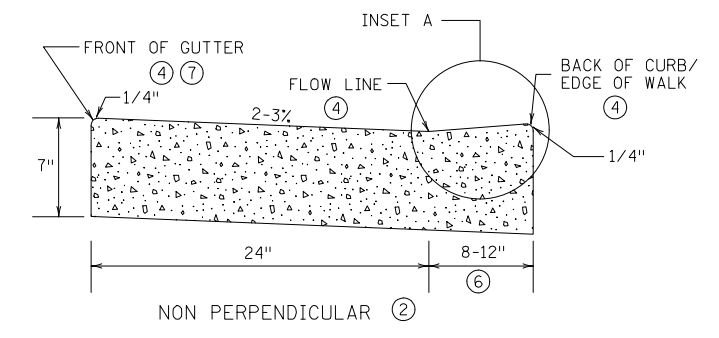
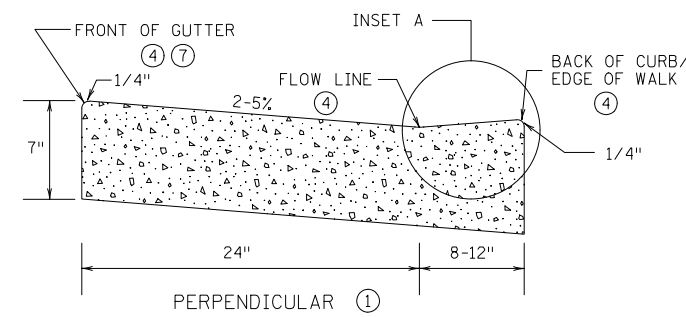
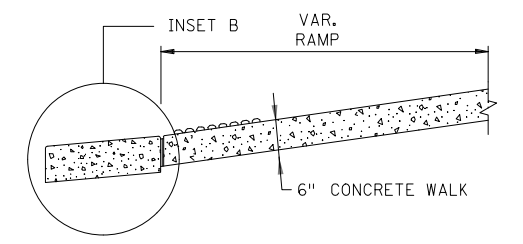
MINNESOTA
DEPARTMENT OF TRANSPORTATION
STANDARD PLAN 5-297.250 2 OF 6
Tom Strycki
THOMAS STRYCKI
STATE DESIGN ENGINEER
APPROVED: 11-04-2021
REVISED:
STATE PROJ. NO.

PEDESTRIAN CURB RAMP DETAILS

(T.H.) SHEET NO. OF SHEETS

REVISION DESCRIPTION	DATE	BY

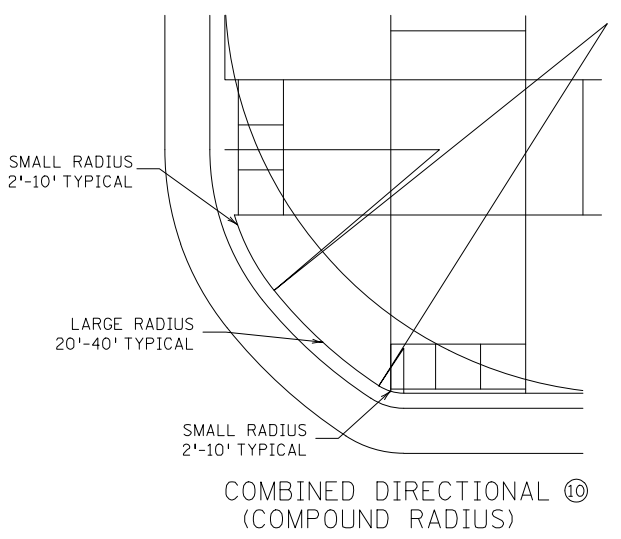
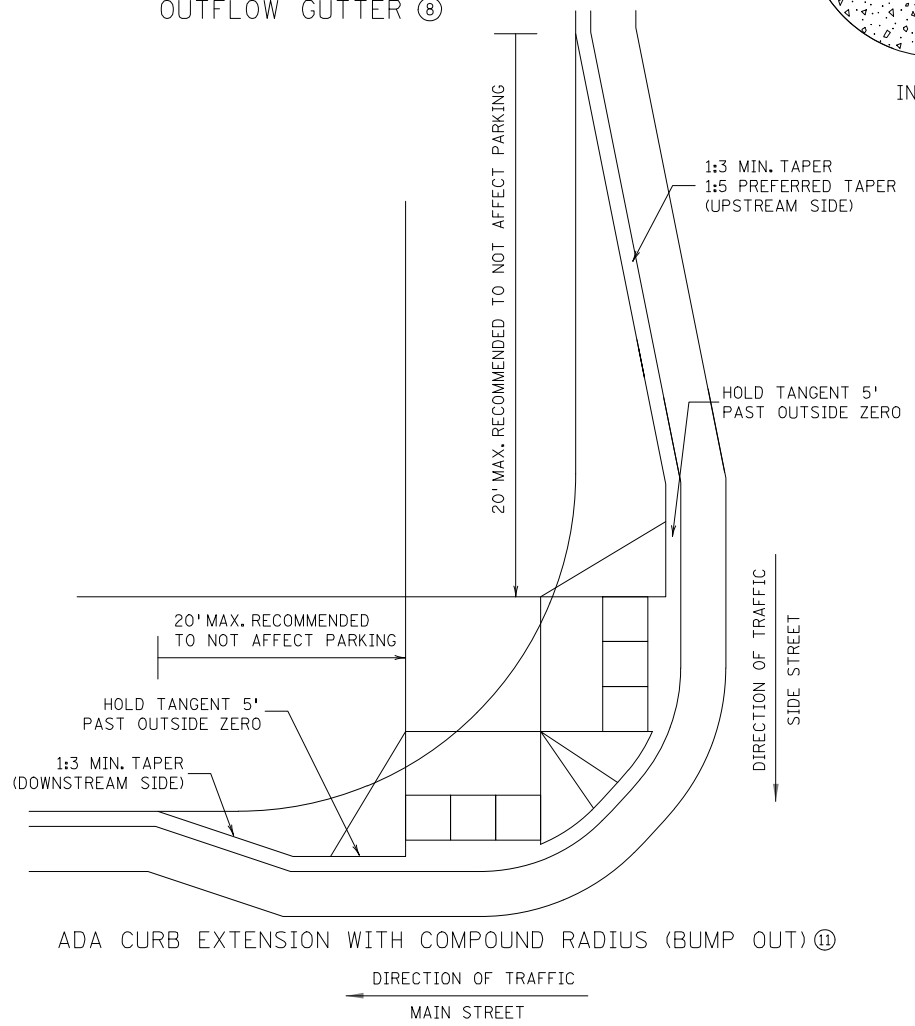
2025 COMMERCIAL FDR IMPROVEMENTS PROJECT	DATE: DECEMBER, 2024	SCALE: AS SHOWN	CHECKED BY: ADB	JOB NUMBER: 2024-10233
CITY OF BAXTER	DRAWN BY: C/S	C/S		
BAXTER, MINNESOTA				
PEDESTRIAN CURB RAMP DETAILS				



ONLY ALLOWED PER ENGINEER'S APPROVAL

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.
- 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 RAMP.
 - FOR USE AT CURB RAMP WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
 - BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMP.
 - THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
 - 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.
 - VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
 - 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.
 - SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
 - 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.
 - 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.
 - CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED. PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

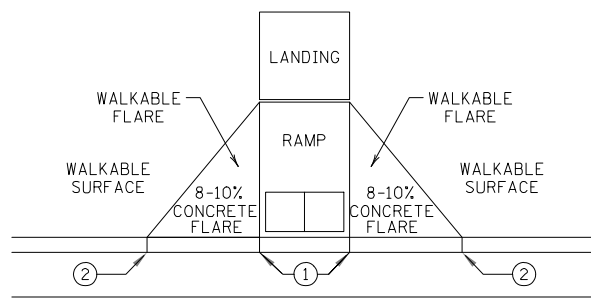


REVISION:
 APPROVED: 11-04-2021
 Jeff J. Pel...
 JEFFREY PERKINS
 OPERATIONS DIVISION

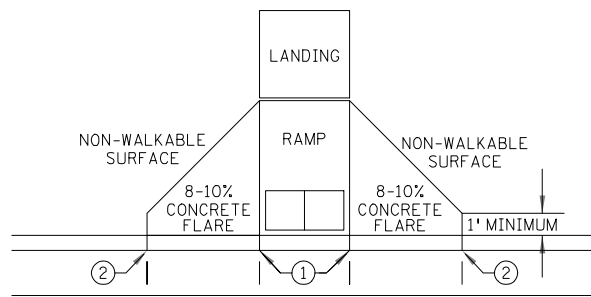
MINNESOTA DEPARTMENT OF TRANSPORTATION
 STANDARD PLAN 5-297.250 3 OF 6
 APPROVED: 11-04-2021
 REVISOR:
 STATE PROJ. NO.

PEDESTRIAN CURB RAMP DETAILS

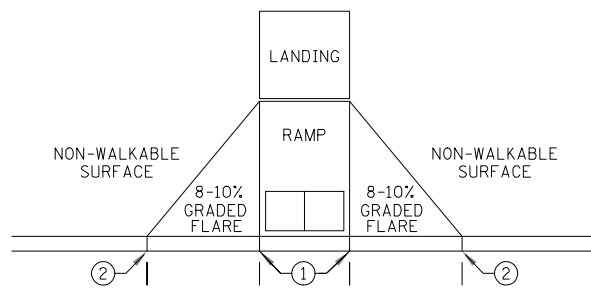
(TH) SHEET NO. OF SHEETS



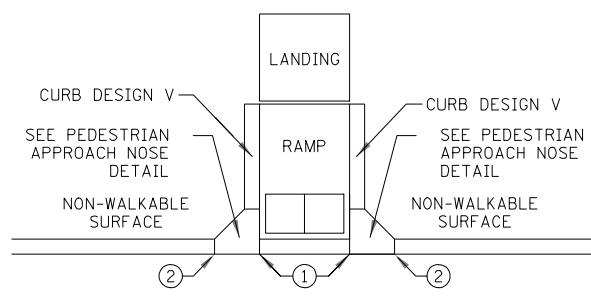
PAVED FLARES ADJACENT TO WALKABLE SURFACE



PAVED FLARES ADJACENT TO NON-WALKABLE SURFACE

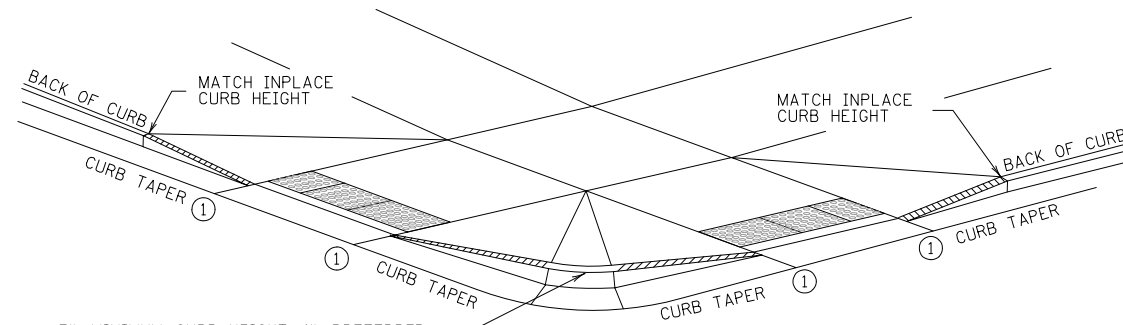


GRADED FLARES



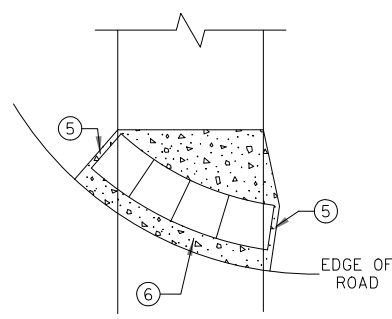
RETURNED CURB ④

TYPICAL SIDE TREATMENT OPTIONS ③ ⑩

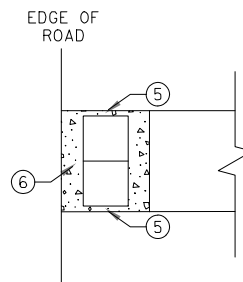


3" MINIMUM CURB HEIGHT, 4" PREFERRED (MEASURED AT FRONT FACE OF CURB)
FOR A MIN. 6" LENGTH (MEASURED ALONG FLOW LINE)

DETECTABLE EDGE WITH CURB AND GUTTER ⑦

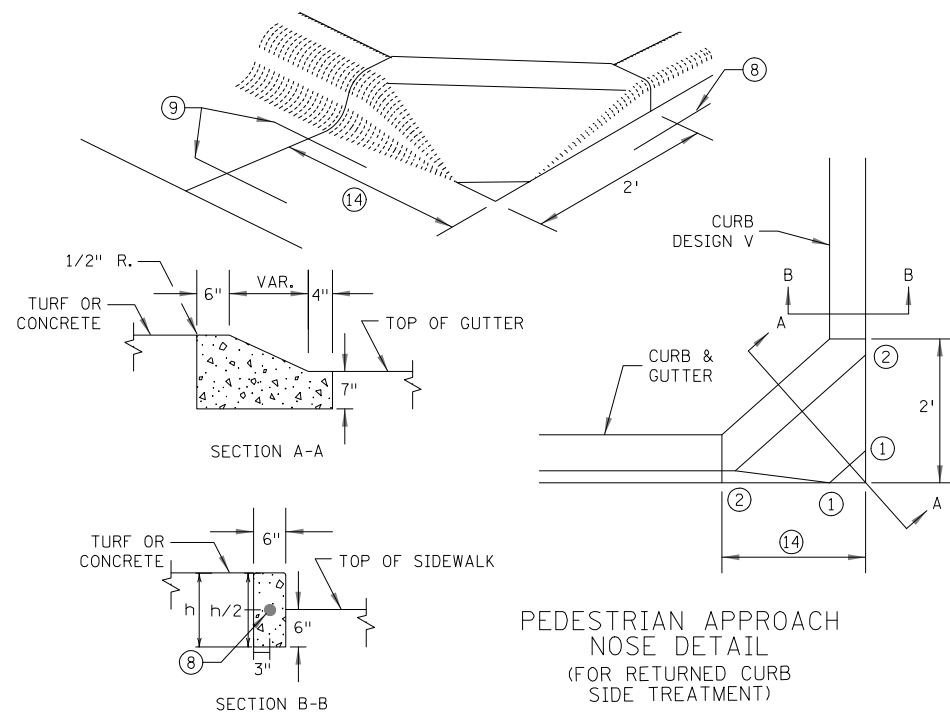


RADIAL DETECTABLE WARNING



RECTANGULAR DETECTABLE WARNING

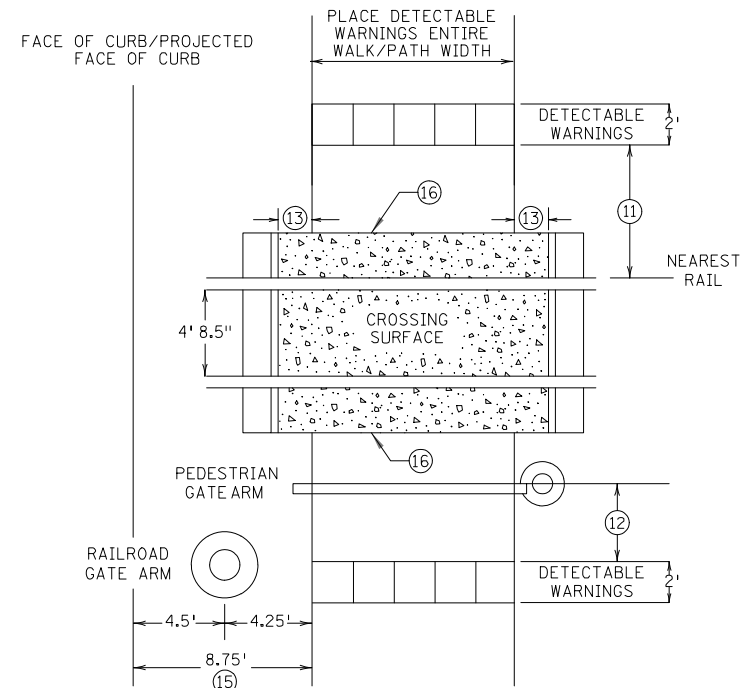
DETECTABLE EDGE WITHOUT CURB AND GUTTER



SECTION A-A

SECTION B-B

PEDESTRIAN APPROACH NOSE DETAIL (FOR RETURNED CURB SIDE TREATMENT)



RAILROAD CROSSING PLAN VIEW

- NOTES:
- INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT. INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.
 - SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.
 - A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
 - CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMP FROM THE BACK OF CURB.
 - 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.
 - FULL CURB HEIGHT.
 - 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.
 - TYPICALLY USED FOR MEDIANS AND ISLANDS.
 - 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 CURB.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.
 - 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.
 - 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.
 - CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

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

STANDARD PLAN 5-297.250 4 OF 6
APPROVED: 11-04-2021
REVISED:
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

PEDESTRIAN CURB RAMP DETAILS

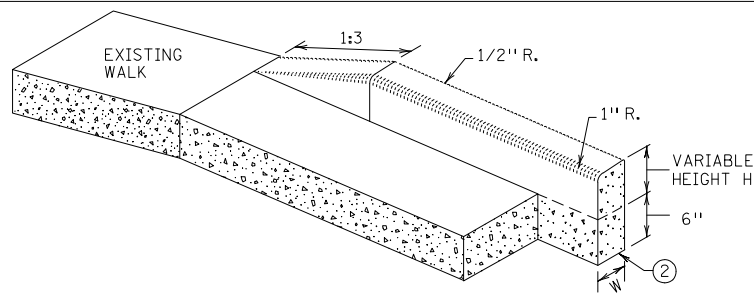
WIDSETH
ARCHITECTS - ENGINEERS - SCIENTISTS - SURVEYORS

MEMBER COMPANY HAS THIS PLAN, SPECIFICATION, OR REPORT 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.

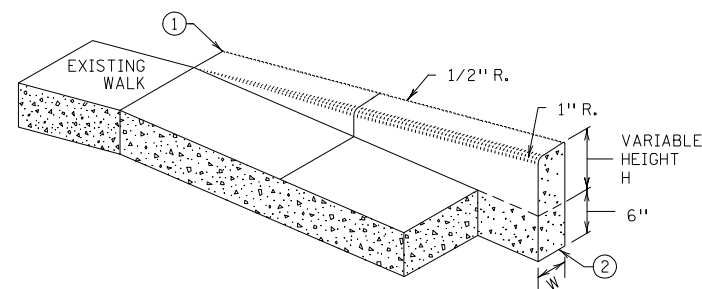
DATE: DECEMBER, 2024
SCALE: AS SHOWN
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
PEDESTRIAN CURB RAMP DETAILS

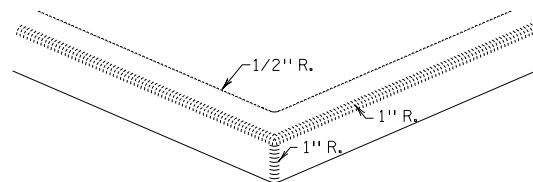
SHEET NO. 9



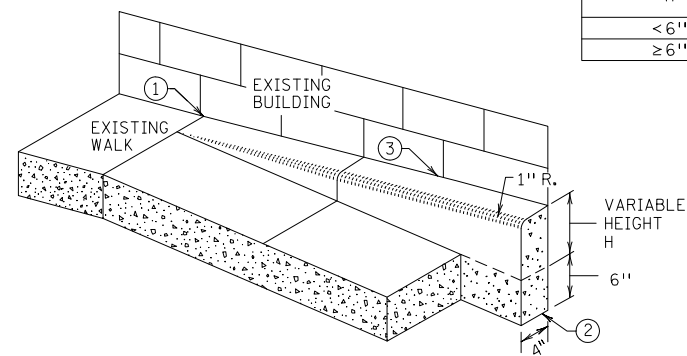
V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS



V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

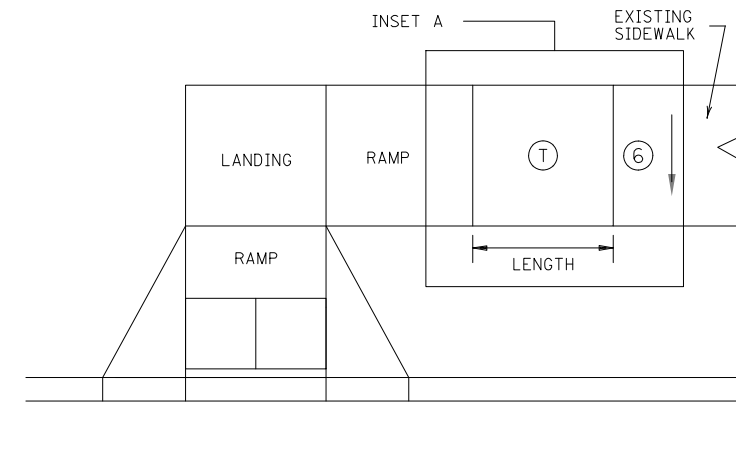


V CURB INTERSECTION

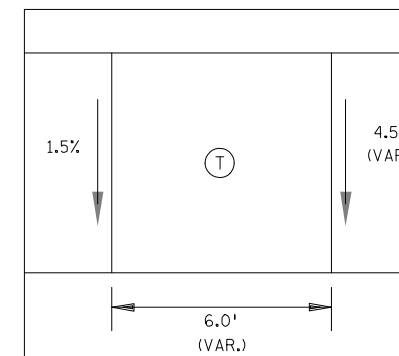


V CURB ADJACENT TO BUILDING
OR BARRIER

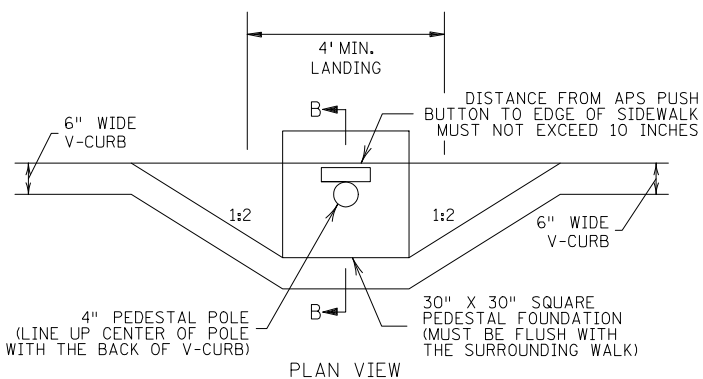
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"



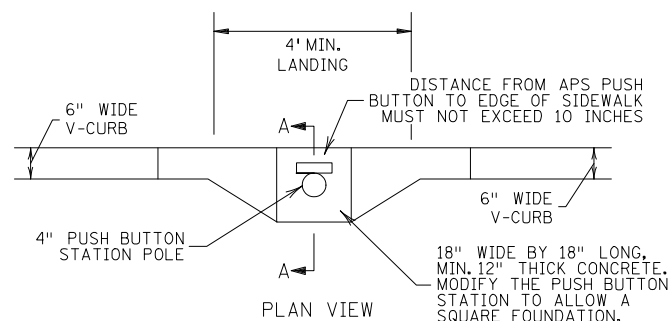
TRANSITION PANEL ④ ⑤



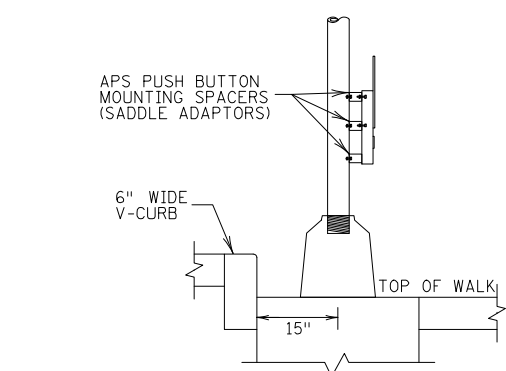
INSET A



PLAN VIEW

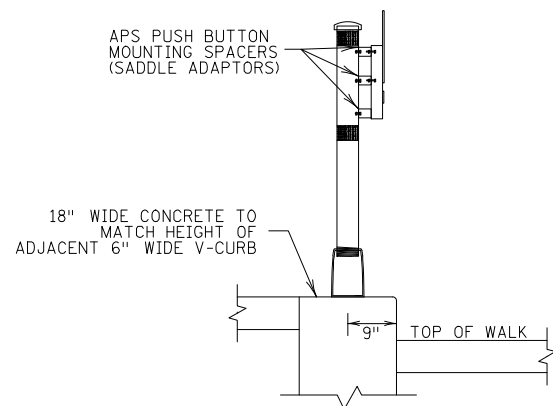


PLAN VIEW



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 1/2" 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.

- ⑤ 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.
- ① TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1' LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

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

MINNESOTA
DEPARTMENT
OF
TRANSPORTATION

STANDARD PLAN 5-297.250 5 OF 6

Tom S.
THOMAS STYBRICKI
STATE DESIGN ENGINEER

APPROVED: 11-04-2021
REVISED:

STATE PROJ. NO.

PEDESTRIAN CURB RAMP DETAILS

(TH) SHEET NO. OF SHEETS

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
PEDESTRIAN CURB RAMP DETAILS

SHEET NO.
10

MEMBER 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.
ALEX D. BITTER DATE: MM/DD/YYYY/BC. NO. 5774

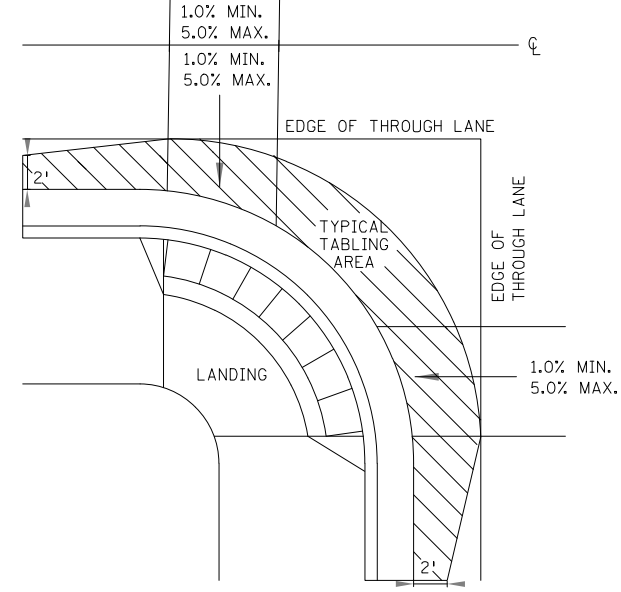
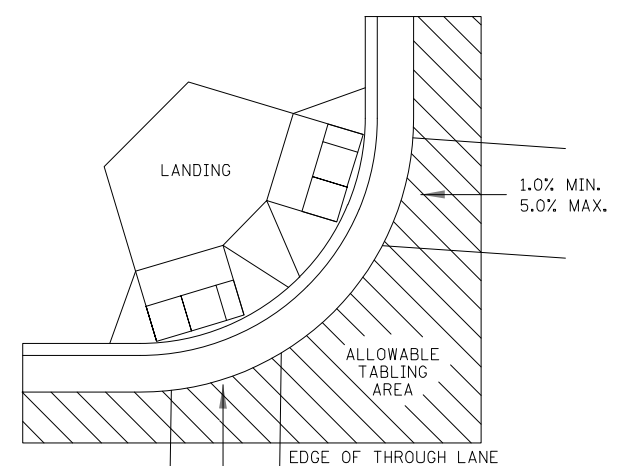
REVISION DESCRIPTION	DATE	BY

DATE: DECEMBER, 2024
SCALE: AS SHOWN
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

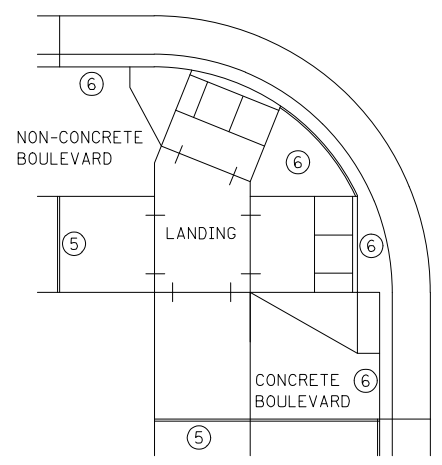
REVISIONS	DESCRIPTION	DATE	REV

DATE: DECEMBER, 2024	SCALE: AS SHOWN
DRAWN BY: C/S	CHECKED BY: A/B
JOB NUMBER: 2024-10233	

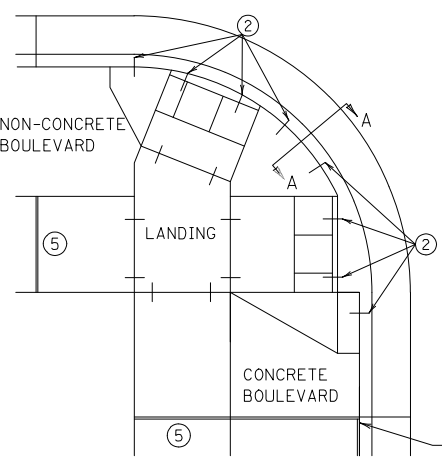
2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
PEDESTRIAN CURB RAMP DETAILS



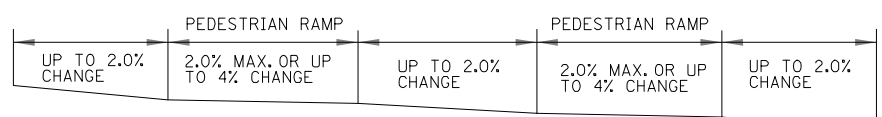
CURB LINE AND ROAD CROSSING ADJUSTMENTS



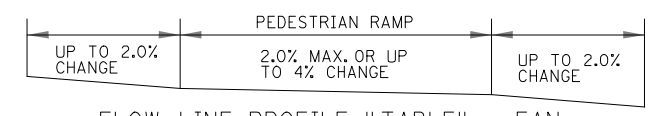
EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS



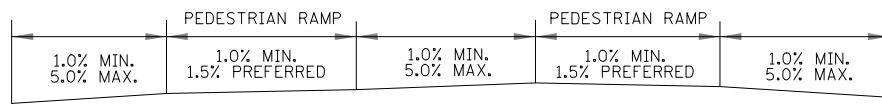
CURB LINE REINFORCEMENT PLACEMENT ON BITUMINOUS ROADWAYS



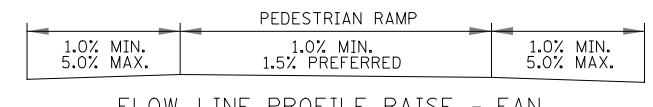
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



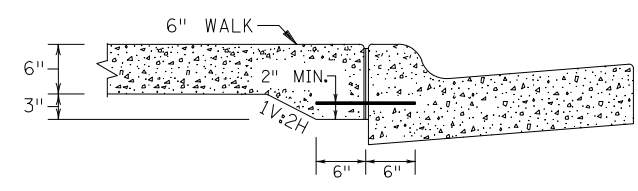
FLOW LINE PROFILE "TABLE" - FAN



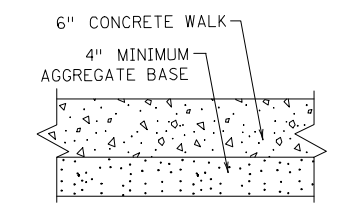
FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



FLOW LINE PROFILE RAISE - FAN

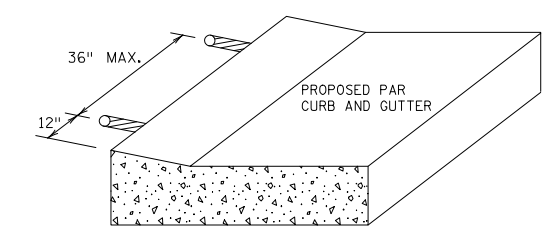


SECTION VIEW A-A THICKENED SECTION THROUGH CURB RAMP FLARES

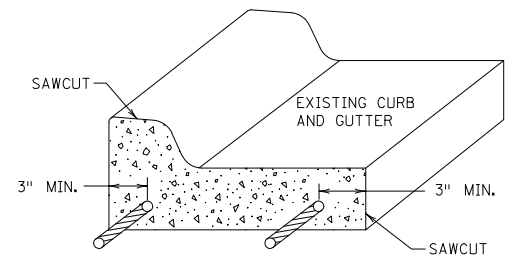


TYPICAL SIDEWALK SECTION WITHIN INTERSECTION CORNER

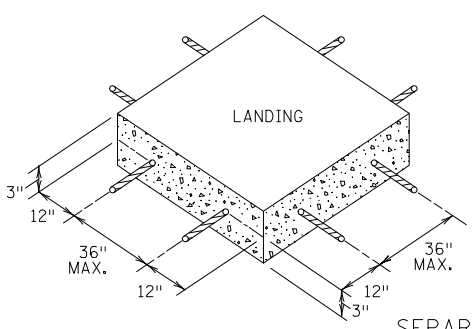
END SILL CURB AT TOP OF CURB RAMP AND DRIVEWAY FLARES.



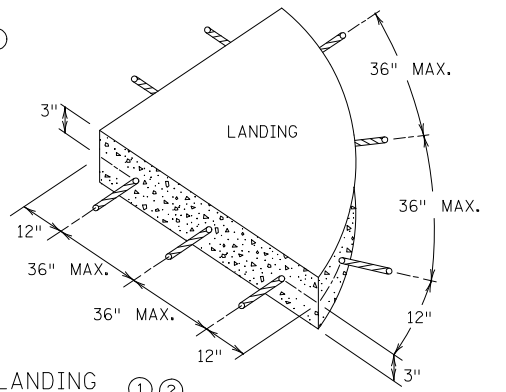
CURB RAMP REINFORCEMENT DETAILS



CURB AND GUTTER REINFORCEMENT



SEPARATE LANDING POUR REINFORCEMENT



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:

- 1.0% MIN. CROSS-SLOPE OF THE ROAD
- 5.0% MAX. CROSS-SLOPE OF THE ROAD
- "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
- 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.

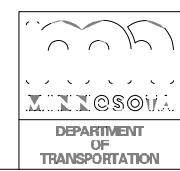
RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

- 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
- 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
- 5.0% RECOMMENDED MAX. FLOW LINE
- LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

NOTES:

- 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.
- 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.
- 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.
- THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.
- CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.
- USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

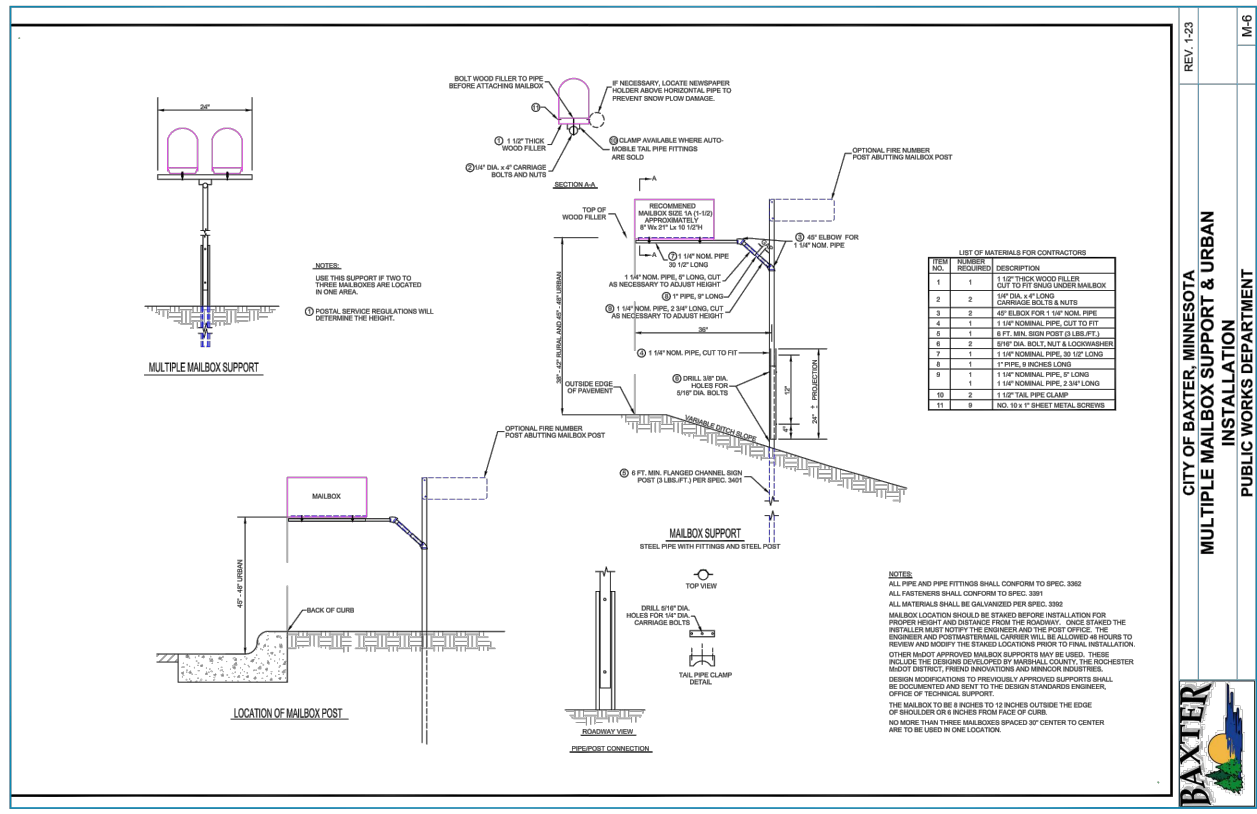
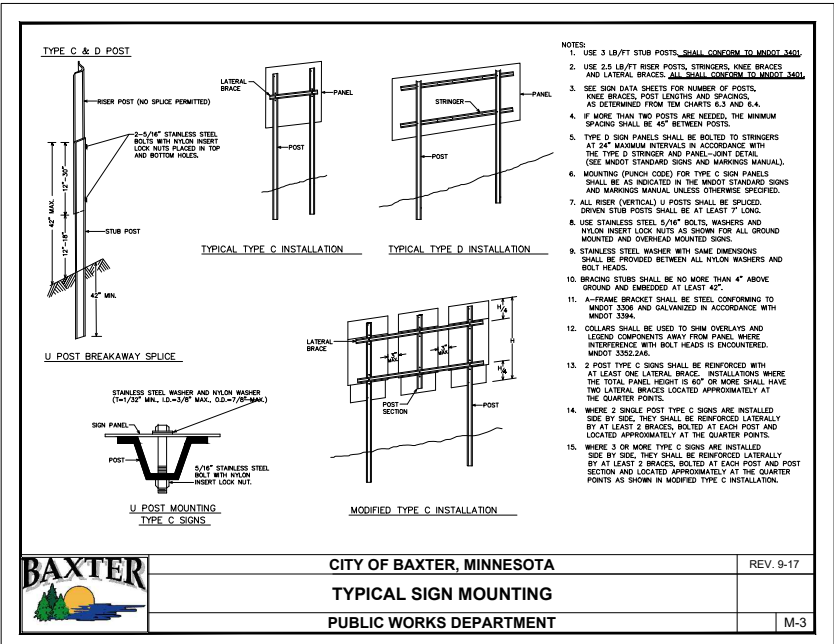
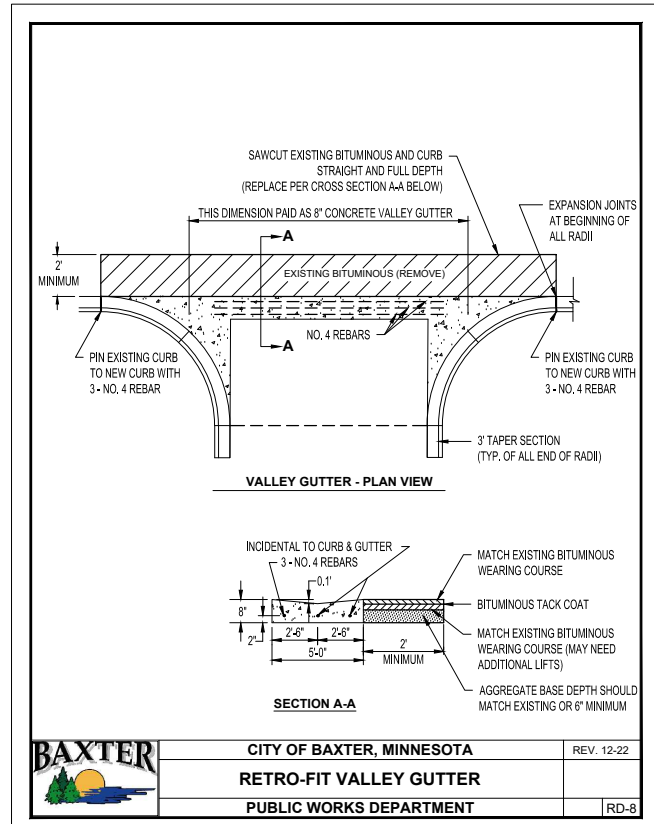
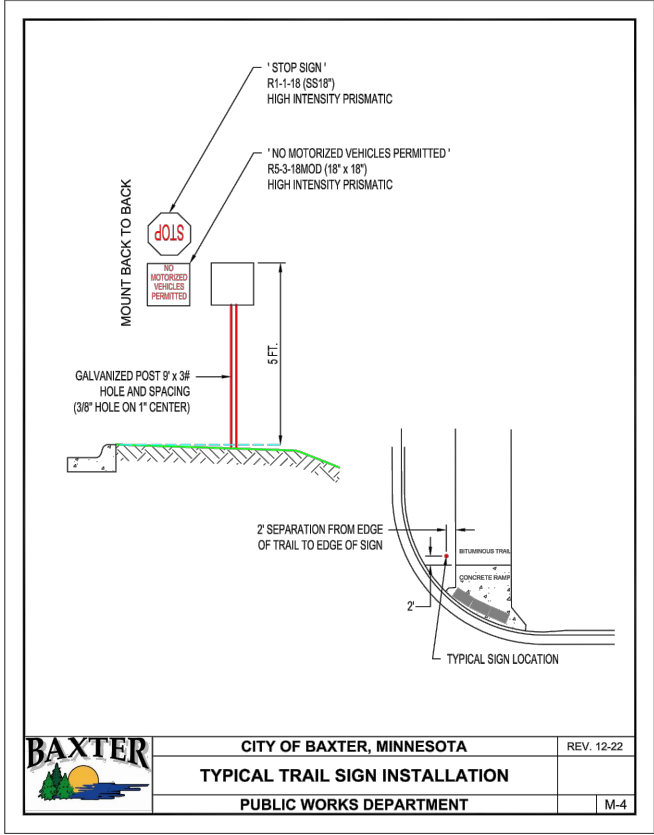
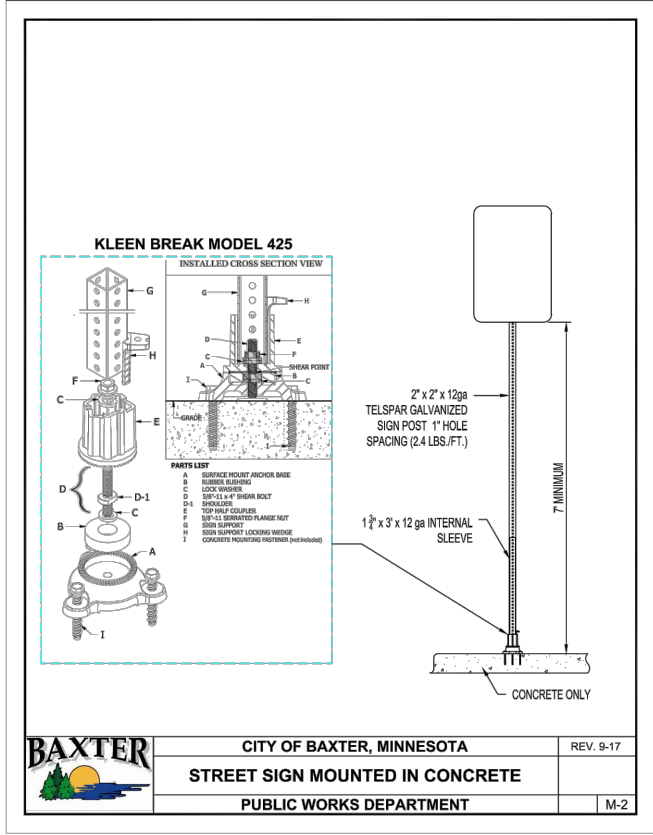
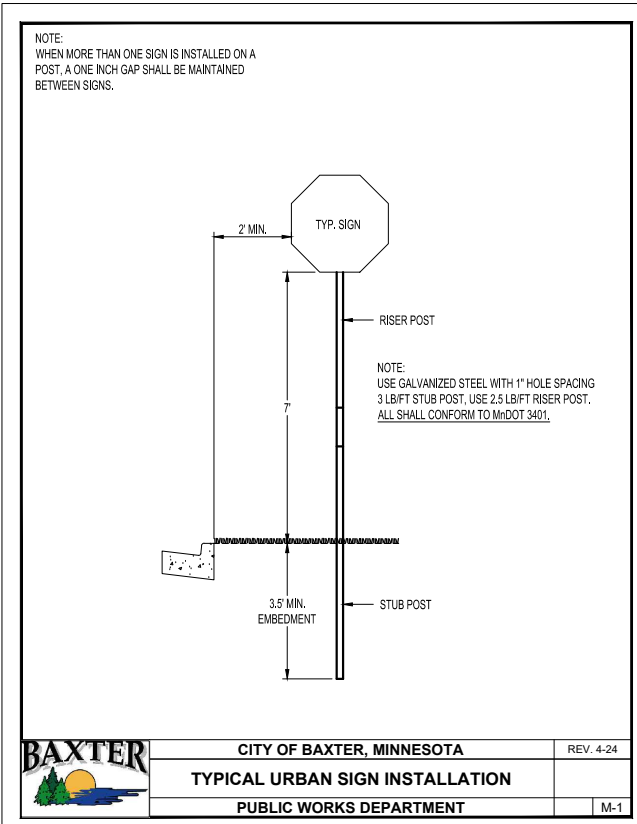
REVISION:
APPROVED: 11-04-2021
Jeff J. Pel
JEFFREY PERKINS
OPERATIONS DIVISION



STANDARD PLAN 5-297.250 6 OF 6
APPROVED: 11-04-2021
REVISED:
STATE PROJ. NO.

PEDESTRIAN CURB RAMP DETAILS

(TH) SHEET NO. OF SHEETS



NO.	REVISIONS DESCRIPTION	DATE	REV.

DATE:	DECEMBER, 2024
SCALE:	AS SHOWN
DRAWN BY:	C/S
CHECKED BY:	A/B
JOB NUMBER:	2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT	REV. 11-23	I-5
CITY OF BAXTER, MINNESOTA	CONFORMING MAILBOX SUPPORT REQUIREMENTS & INSTALLATION	
CITY OF BAXTER	PUBLIC WORKS DEPARTMENT	
BAXTER, MINNESOTA	CONSTRUCTION DETAILS	

NOTE:
WHEN RINGS ARE BEING RAISED, THE CONTRACTOR SHALL BACKFILL AROUND MANHOLE WITH CL5 AGGREGATE BASE MATERIAL AND TAMPED TO SPECIFIED DENSITY.

ADJUST CASTING TO 1/2" - 3/4" BELOW FINISHED GRADE. TYPICAL FOR ALL CASTINGS IN PAVEMENT

GRADE RINGS AND CASTING SHALL BE SEALED WITH AN EXTERNAL RUBBER SEALING SLEEVE WITH INSPECTION TAB. THE SEAL SHALL BE MADE OF EPDM RUBBER WITH A MINIMUM THICKNESS OF 60 MILS. AND SEALED WITH NON-HARDENING BUTYL RUBBER MASTIC (INFI-SHIELD OR EQUAL). INTERNAL SEALING PRODUCT SHALL BE EULL'S MANHOLE SHIELD OR APPROVED EQUAL.

BAXTER CITY OF BAXTER, MINNESOTA REV. 11-19
SANITARY SEWER CASTING SEALING
PUBLIC WORKS DEPARTMENT S-8

BAXTER CITY OF BAXTER, MINNESOTA REV. 1-20
SANITARY SEWER CLEANOUT (HARD SURFACE)
PUBLIC WORKS DEPARTMENT S-9

BAXTER CITY OF BAXTER, MINNESOTA REV. 1-20
STANDARD SANITARY MANHOLE
PUBLIC WORKS DEPARTMENT S-1

HYDRANTS SHALL BE WATEROUS WB-67-250 #5 PENTAGON OP. NUT (LEFT, C.C.W. TO OPEN) DDP NOZZLE CONFIGURATION, 4-1/2" NST (40524) 2-1/2" HOSE NST (7532) W/STEEL CHAINS 9'-0" BURY DEPTH, 22" UPPER STANDPIPE LENGTH 8" MJ CONNECTION, COLOR RED

BAXTER CITY OF BAXTER, MINNESOTA REV. 1-20
TYPICAL HYDRANT AND GATE VALVE
PUBLIC WORKS DEPARTMENT W-3

BAXTER CITY OF BAXTER, MINNESOTA REV. 4-24
SEWER PIPE BEDDING
PUBLIC WORKS DEPARTMENT S-5

CONFORMING MAILBOX SUPPORT REQUIREMENTS AND INSTALLATION - EXHIBIT B

NOTE:
MAILBOX LOCATION SHOULD BE STAKED BEFORE INSTALLATION FOR PROPER HEIGHT AND DISTANCE FROM THE ROADWAY. ONCE STAKED THE INSTALLER MUST NOTIFY THE ENGINEER AND THE POST OFFICE. THE ENGINEER AND POSTMASTER/TERMINAL CARRIER WILL BE ALLOWED 48 HOURS TO REVIEW AND ACCEPT THE STAKED LOCATIONS PRIOR TO FINAL INSTALLATION. THE MAILBOX TO BE 8 INCHES TO 12 INCHES OUTSIDE THE EDGE OF SHOULDER OR 8 INCHES FROM FACE OF CURB. NO MORE THAN THREE MAILBOXES SPACED 35' CENTER TO CENTER ARE TO BE USED IN ONE LOCATION.

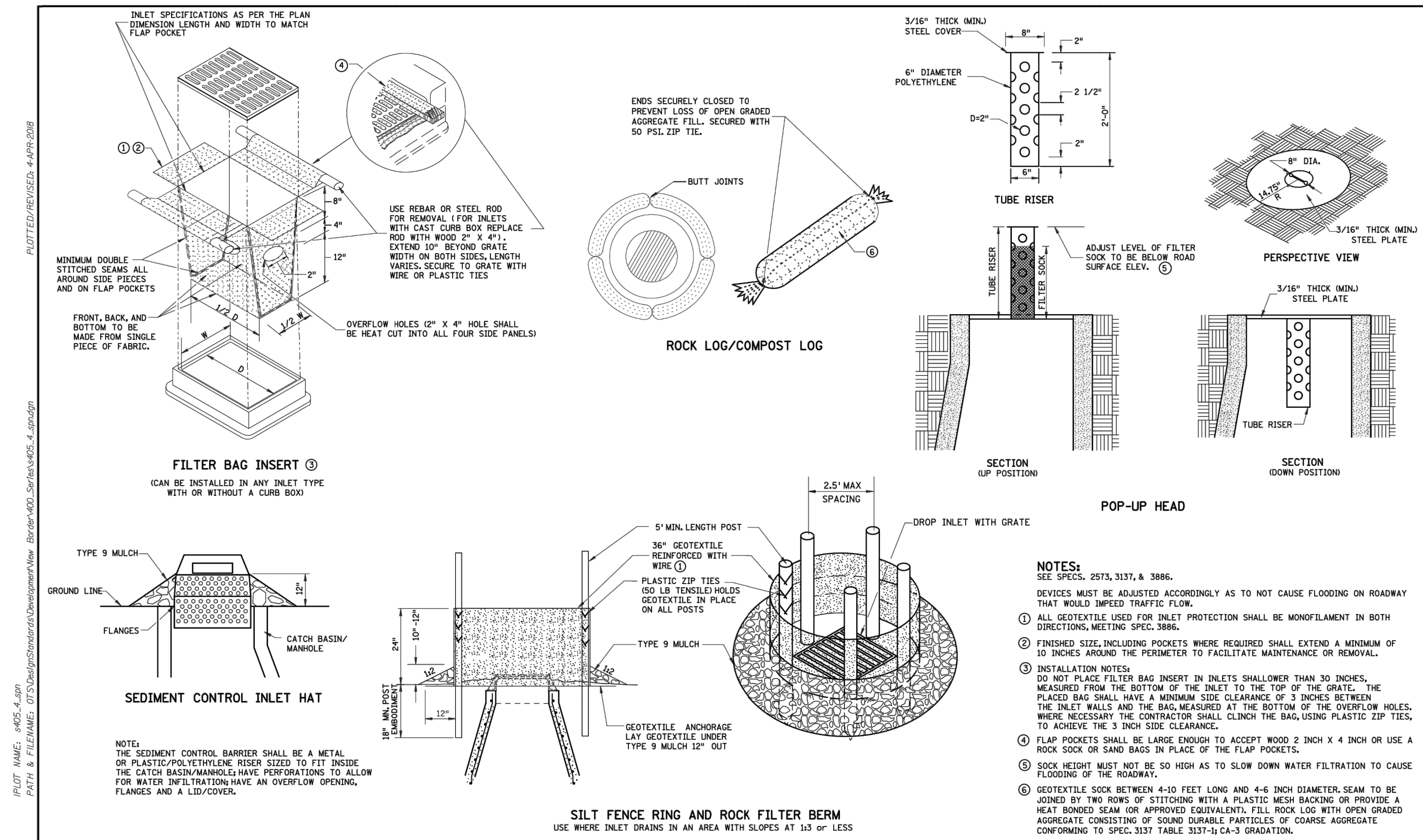
ITEM NO.	NUMBER REQUIRED	DESCRIPTION
1	1	1 1/2" THICK WOOD FILLER CUT TO FIT SNAUG UNDER MAILBOX
2	2	1 1/4" DIA. x 4" LONG CARRIAGE BOLTS & NUTS
3	2	45° ELBOW FOR 1 1/4" NOM. PIPE
4	1	1 1/4" NOMINAL PIPE, CUT TO FIT
5	1	6 FT. MIN. SIGN POST (3 LBS./FT.)
6	2	5/16" DIA. BOLT, NUT & LOCKWASHER
7	1	1 1/4" NOMINAL PIPE, 30 1/2" LONG
8	1	1" PIPE, 9 INCHES LONG
9	1	1 1/4" NOMINAL PIPE, 5" LONG
10	1	1 1/4" NOMINAL PIPE, 2 3/4" LONG
11	9	1 1/2" TAIL PIPE CLAMP

BAXTER CITY OF BAXTER, MINNESOTA REV. 11-23
CONFORMING MAILBOX SUPPORT REQUIREMENTS & INSTALLATION
PUBLIC WORKS DEPARTMENT I-5

REVISIONS	DESCRIPTION	DATE	BY

DATE: DECEMBER, 2024	SCALE: AS SHOWN	C/S
DRAWN BY: C/S	CHECKED BY: A/B	JOB NUMBER: 2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
CONSTRUCTION DETAILS



PLOT NAME: s405_4_spn
PATH & FILENAME: OTS\DesignStandards\Development\New Border\400_Series\s405_4_spn.dgn
PLOTTED/REVISED: 4-APR-2018

REVISION:
APPROVED: 2-28-2017
<i>[Signature]</i> CHIEF ENVIRONMENTAL OFFICER

	STANDARD PLAN 5-297.405	4 OF 8	TEMPORARY SEDIMENT CONTROL STORM DRAIN INLET PROTECTION	
		APPROVED: 2-28-2017		
STATE PROJ. NO.	(T.H.)	SHEET NO.	OF	SHEETS



WIDSETH
ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
TRAFFIC CONTROL

DATE: DECEMBER, 2024
SCALE: AS SHOWN
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

REVISIONS DESCRIPTION

REV#	DATE	DESCRIPTION

BY: _____
MEMBER 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.

ALEX D. BITTER DATE: MM/DD/YYYY BC. NO. 5774

SHEET NO. 17



WIDSETH
ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
TRAFFIC CONTROL

DATE: DECEMBER, 2024
AS SHOWN
SCALE: C/S
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

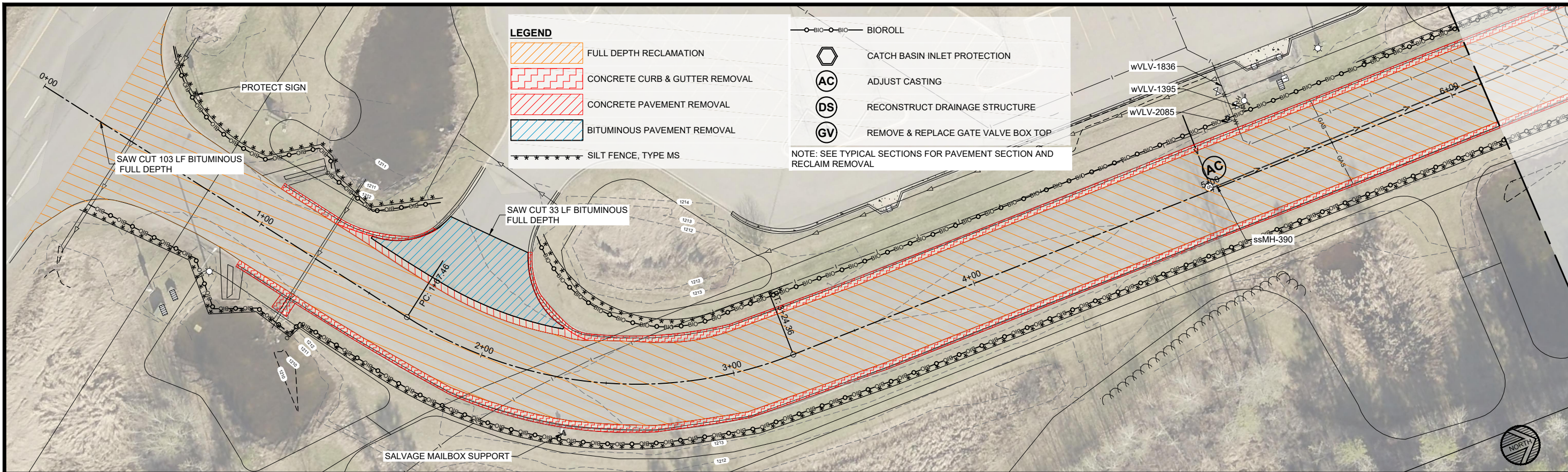
BY: [REVISIONS DESCRIPTION]

DATE	REVISION	DESCRIPTION

MEMBER 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.

ALEX D. BITTER DATE: MM/DD/YYYY BC. NO. 5774

SHEET NO.
18



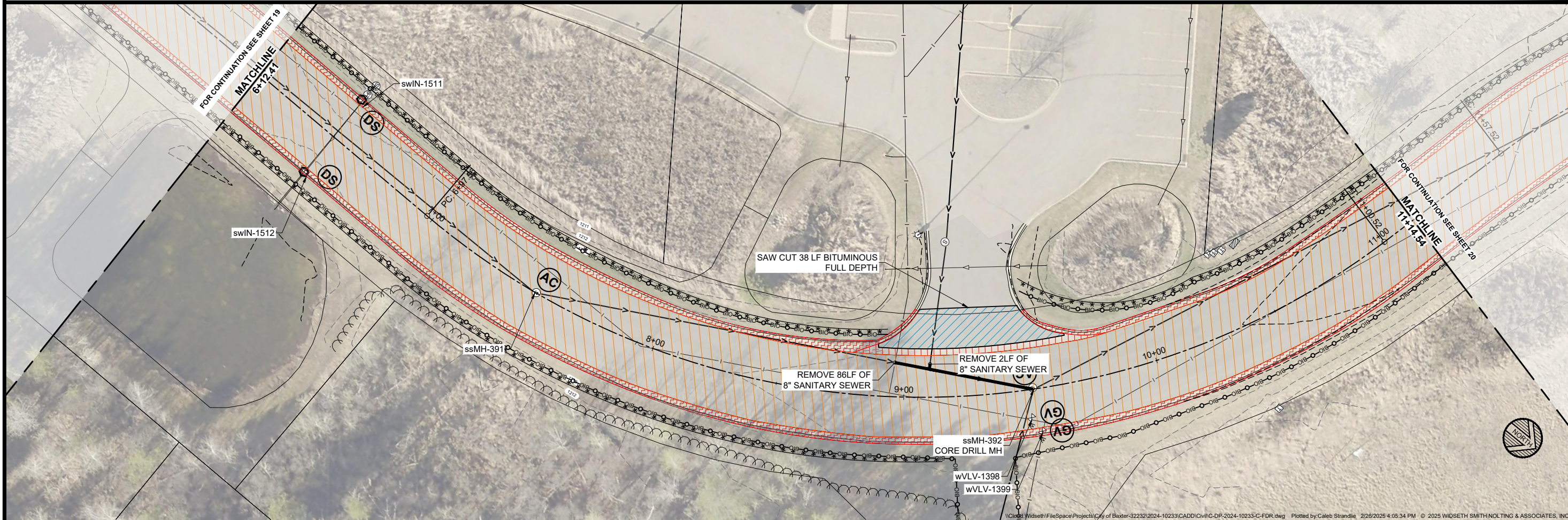
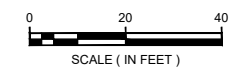
LEGEND

- FULL DEPTH RECLAMATION
- CONCRETE CURB & GUTTER REMOVAL
- CONCRETE PAVEMENT REMOVAL
- BITUMINOUS PAVEMENT REMOVAL
- SILT FENCE, TYPE MS
- BIOROLL
- CATCH BASIN INLET PROTECTION
- ADJUST CASTING
- RECONSTRUCT DRAINAGE STRUCTURE
- REMOVE & REPLACE GATE VALVE BOX TOP

NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT SECTION AND RECLAIM REMOVAL

SUBSURFACE UTILITY NOTE
 THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."
 CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATION OF ALL UTILITIES.

AUDUBON WAY



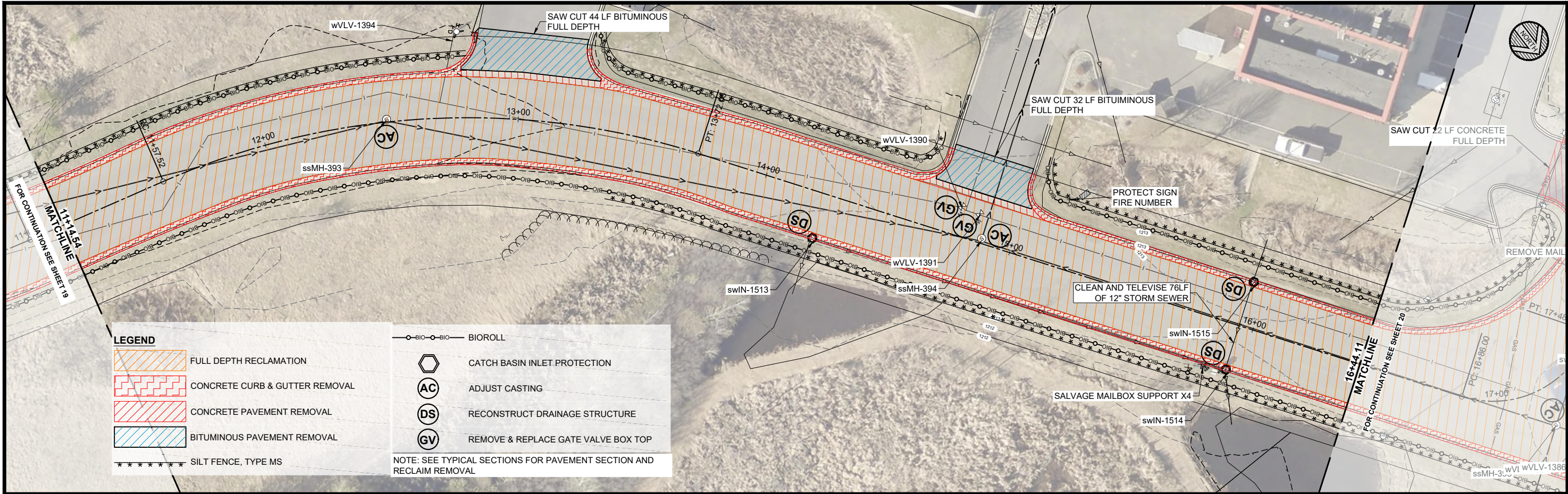
WIDSETH
 ARCHITECTS - ENGINEERS - SCIENTISTS - SURVEYORS

DATE: DECEMBER, 2024
 AS SHOWN
 DRAWN BY: C/S
 CHECKED BY: A/B
 JOB NUMBER: 2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA
 EROSION CONTROL & REMOVALS - COMMERCIAL FDR

SHEET NO. 19

BY: ALEX D. BITTER
 DATE: 11/01/2024
 I HEREBY CERTIFY THAT THIS IS AN ORIGINAL AND TRUE COPY OF THE REPORT AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

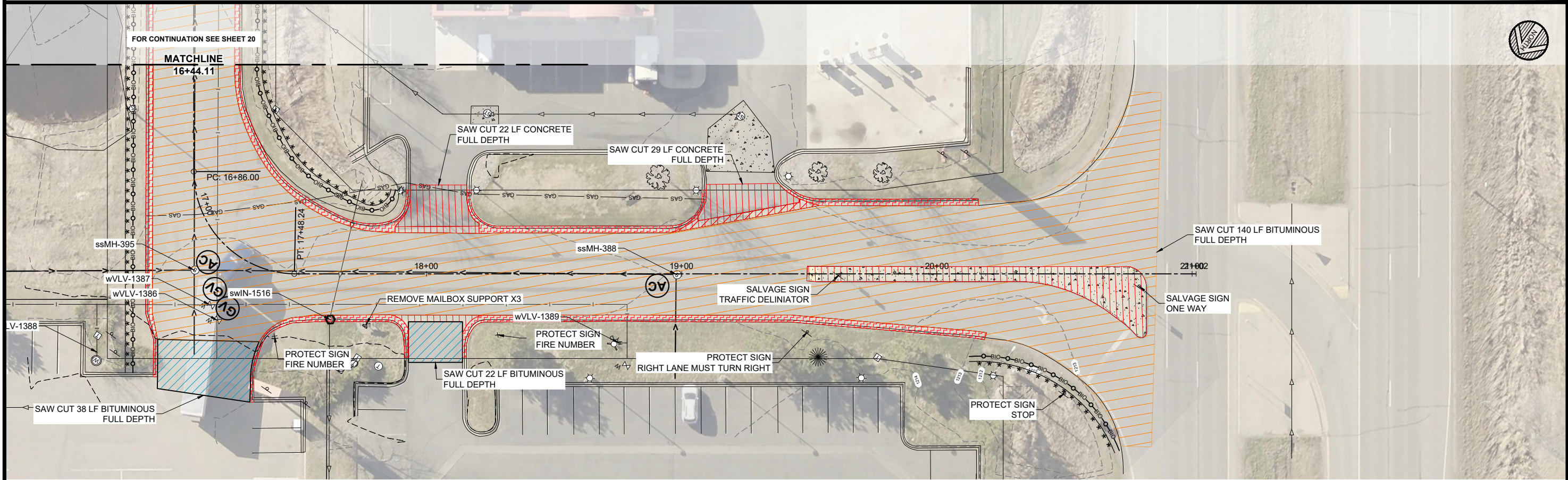


LEGEND

- | | | | |
|--|--------------------------------|--|-------------------------------------|
| | FULL DEPTH RECLAMATION | | BIOROLL |
| | CONCRETE CURB & GUTTER REMOVAL | | CATCH BASIN INLET PROTECTION |
| | CONCRETE PAVEMENT REMOVAL | | ADJUST CASTING |
| | BITUMINOUS PAVEMENT REMOVAL | | RECONSTRUCT DRAINAGE STRUCTURE |
| | SILT FENCE, TYPE MS | | REMOVE & REPLACE GATE VALVE BOX TOP |
- NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT SECTION AND RECLAIM REMOVAL

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

AUDUBON WAY

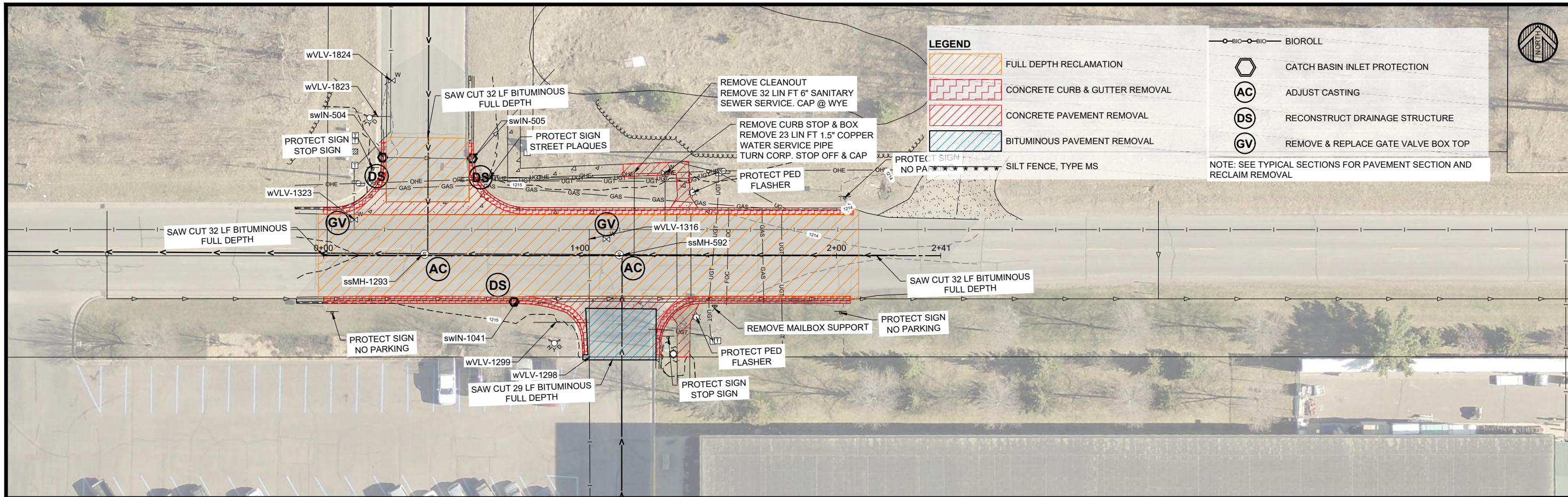


MEMBER CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 ALEX D. BITTER DATE: MM/DD/YYYY/BC, NO. 57744

REVISIONS DESCRIPTION	DATE	REV

DATE: DECEMBER, 2024	SCALE: AS SHOWN	DRAWN BY: C/S	CHECKED BY: A/B
JOB NUMBER: 2024-10233			

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA
 EROSION CONTROL & REMOVALS - COMMERCIAL FDR



- LEGEND**
- FULL DEPTH RECLAMATION
 - CONCRETE CURB & GUTTER REMOVAL
 - CONCRETE PAVEMENT REMOVAL
 - BITUMINOUS PAVEMENT REMOVAL

- BIOROLL
 - CATCH BASIN INLET PROTECTION
 - ADJUST CASTING
 - RECONSTRUCT DRAINAGE STRUCTURE
 - REMOVE & REPLACE GATE VALVE BOX TOP
- NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT SECTION AND RECLAIM REMOVAL

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

WHISPERING WOODS LANE



ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

MEMBER 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.	DATE: MM/DD/YYYY/BC, NO. 57744 ALEX D. BITTER
BY: _____ REVISIONS: DESCRIPTION	DATE: _____ REV: _____
DATE: DECEMBER, 2024 SCALE: AS SHOWN DRAWN BY: C/S CHECKED BY: A/B	JOB NUMBER: 2024-10233

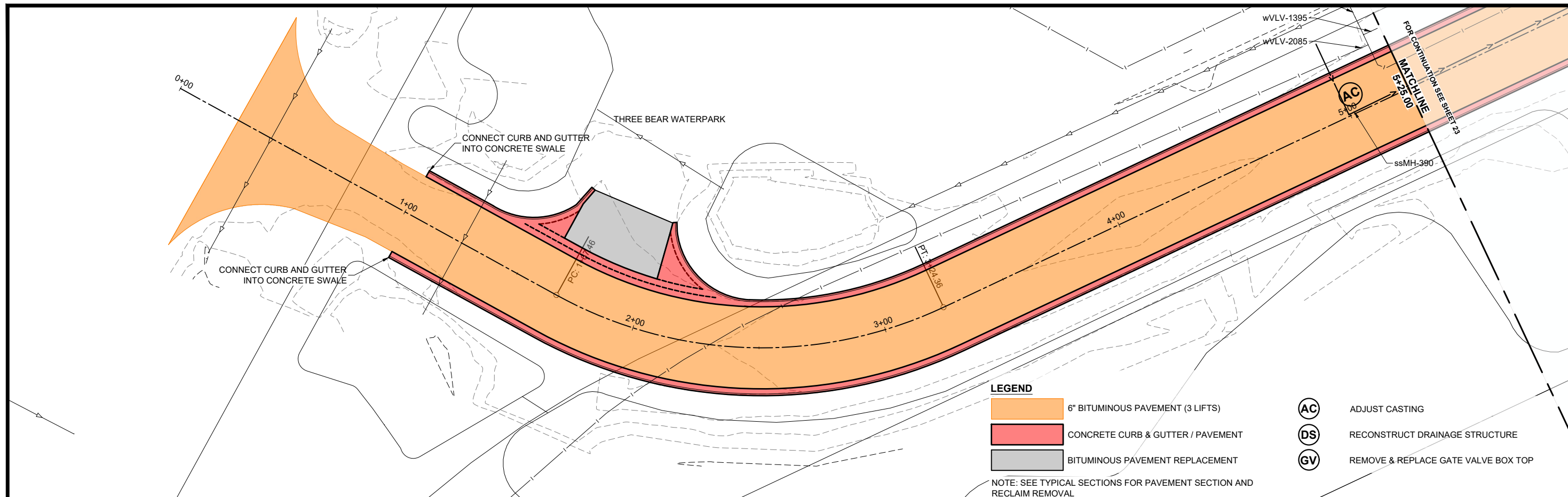
2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA

EROSION CONTROL & REMOVALS - COMMERCIAL FDR

SHEET NO.
21

1:\Cloud\Widseth\Filespace\Projects\City of Baxter-32232\2024-10233\CADD\Civil\CP-2024-10233-C-FDR.dwg Plotted by:Caleb Strandlie 2/26/2025 4:06:02 PM © 2025 WIDSETH SMITH NOLTING & ASSOCIATES, INC.

MEMBER 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.
ALEX D. BITTER DATE: MM/DD/YYYY/BC, NO. 5774

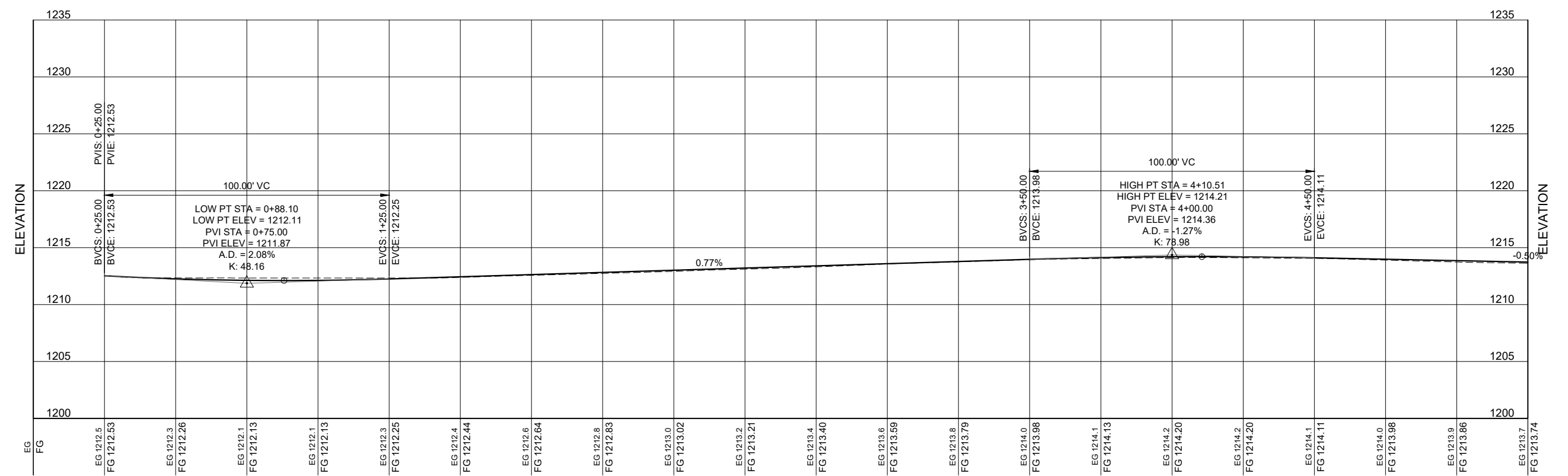
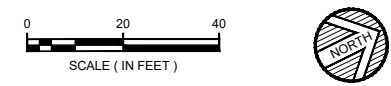


- LEGEND**
- 6" BITUMINOUS PAVEMENT (3 LIFTS)
 - CONCRETE CURB & GUTTER / PAVEMENT
 - BITUMINOUS PAVEMENT REPLACEMENT
 - AC ADJUST CASTING
 - DS RECONSTRUCT DRAINAGE STRUCTURE
 - GV REMOVE & REPLACE GATE VALVE BOX TOP

NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT SECTION AND RECLAIM REMOVAL

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

AUDUBON WAY



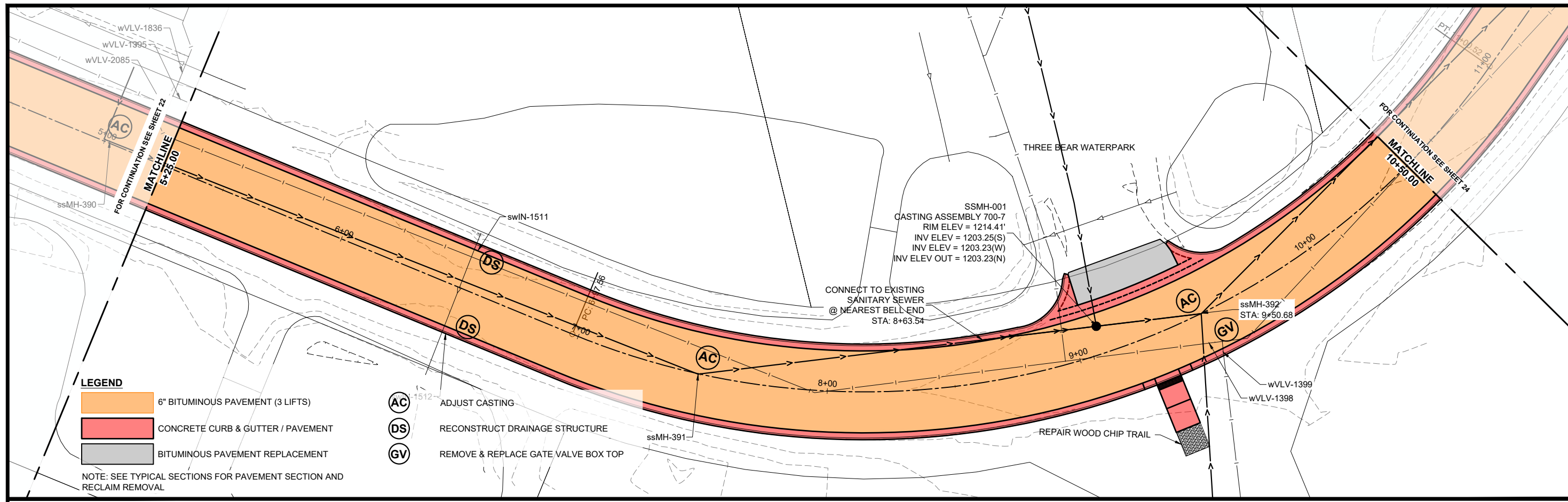
REVISIONS	DESCRIPTION	DATE	REV

DATE:	DECEMBER, 2024
SCALE:	AS SHOWN
DRAWN BY:	C/S
CHECKED BY:	A/B
JOB NUMBER:	2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
PLAN & PROFILE - COMMERCIAL FDR

SHEET NO.
22

MEMBER 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.
ALEX D. BITTER DATE: MM/DD/YYYY/CC, NO. 5714



LEGEND

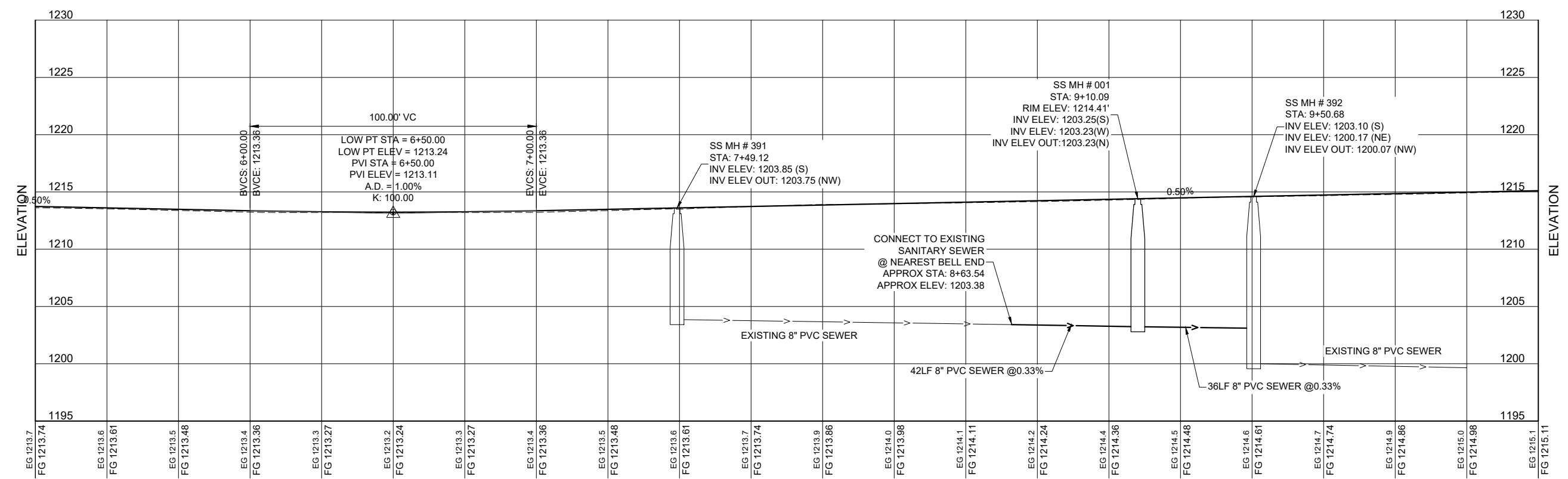
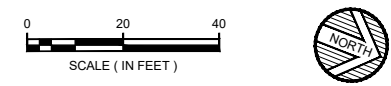
- 6" BITUMINOUS PAVEMENT (3 LIFTS)
- CONCRETE CURB & GUTTER / PAVEMENT
- BITUMINOUS PAVEMENT REPLACEMENT

- AC ADJUST CASTING
- DS RECONSTRUCT DRAINAGE STRUCTURE
- GV REMOVE & REPLACE GATE VALVE BOX TOP

NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT SECTION AND RECLAIM REMOVAL

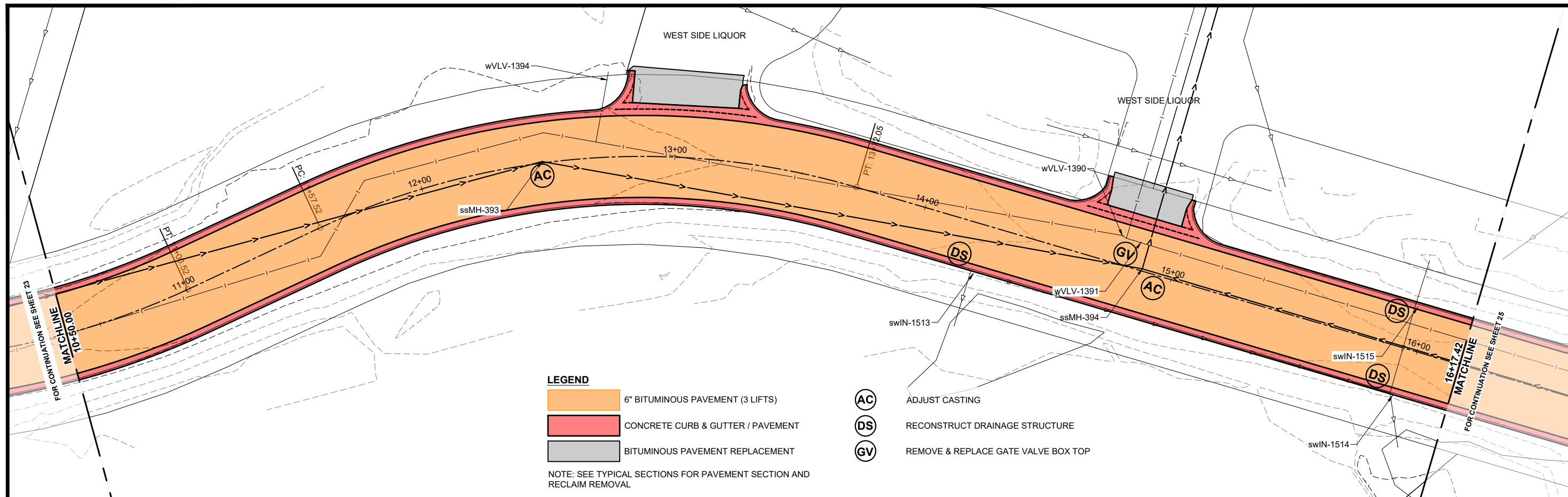
SUBSURFACE UTILITY NOTE
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."
CONTRACTOR IS RESPONSIBLE FOR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

AUDUBON WAY



REVISIONS DESCRIPTION	DATE	REV

DATE: DECEMBER, 2024	SCALE: AS SHOWN	DRAWN BY: C/S	CHECKED BY: ADB
JOB NUMBER: 2024-10233		PROJECT: 2025 COMMERCIAL FDR IMPROVEMENTS PROJECT	
CITY OF BAXTER		BAXTER, MINNESOTA	
PLAN & PROFILE - COMMERCIAL FDR		SHEET NO. 23	

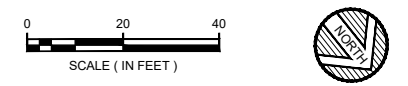


- LEGEND**
- 6" BITUMINOUS PAVEMENT (3 LIFTS)
 - CONCRETE CURB & GUTTER / PAVEMENT
 - BITUMINOUS PAVEMENT REPLACEMENT
 - AC ADJUST CASTING
 - DS RECONSTRUCT DRAINAGE STRUCTURE
 - GV REMOVE & REPLACE GATE VALVE BOX TOP

NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT SECTION AND RECLAIM REMOVAL

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

AUDUBON WAY

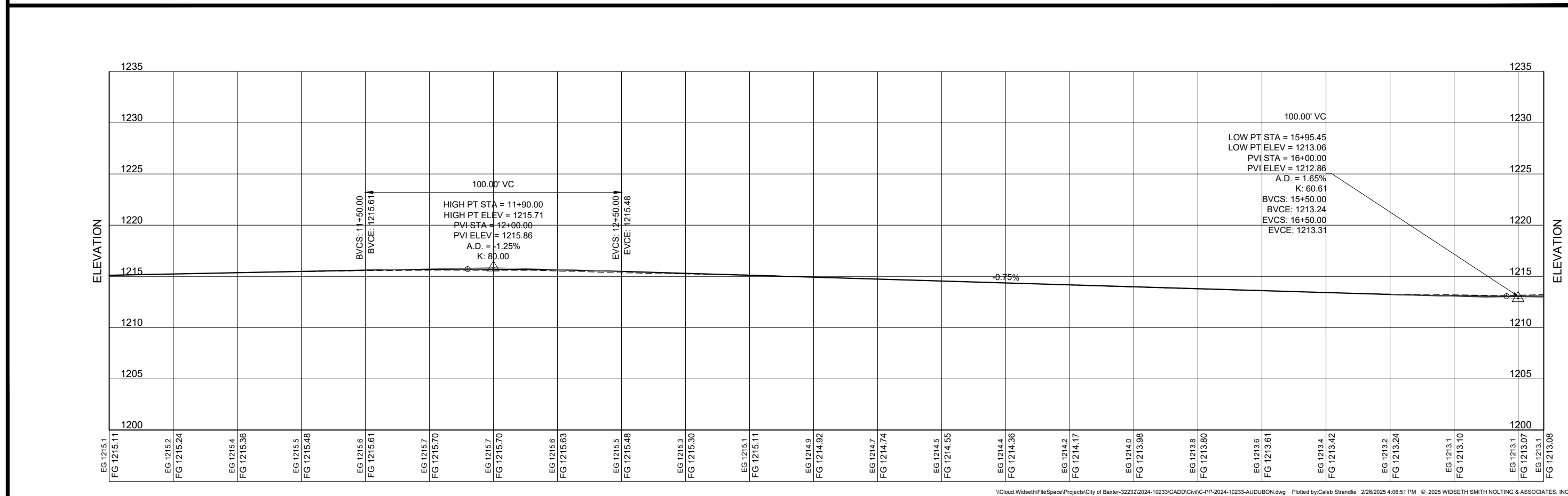


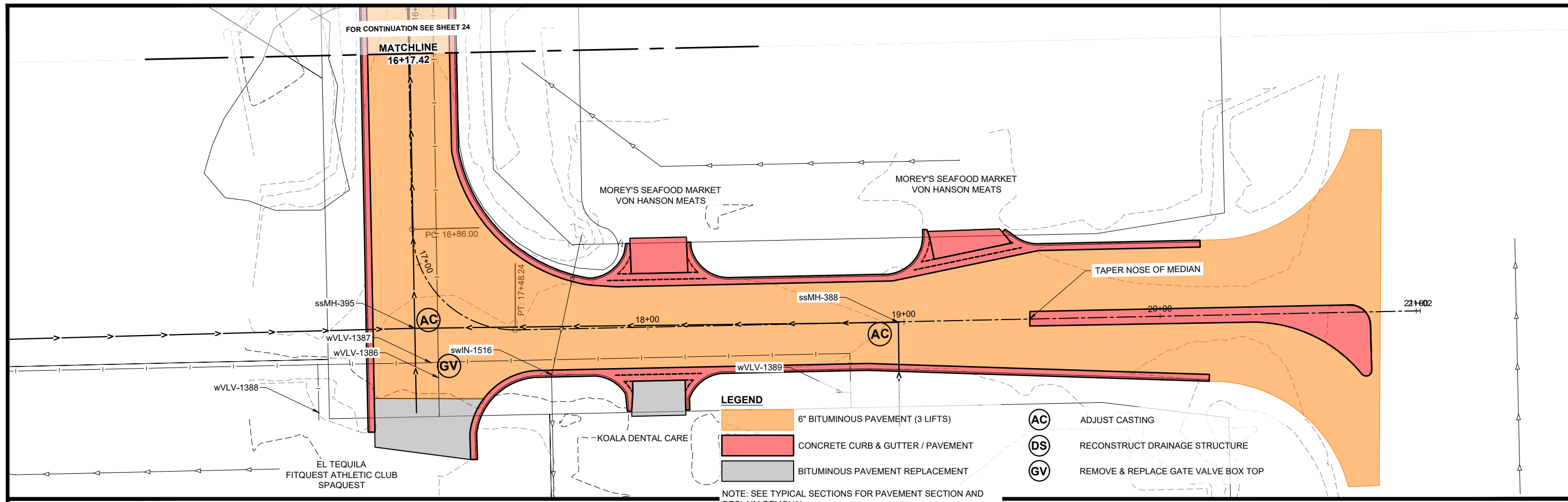
BY: MEMBER CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ALEX D. BITTER DATE: MM/DD/YYYY/BC, NO. 57744

REVISION DESCRIPTION	DATE	REV

DATE: DECEMBER, 2024
AS SHOWN
SCALE: C/S
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

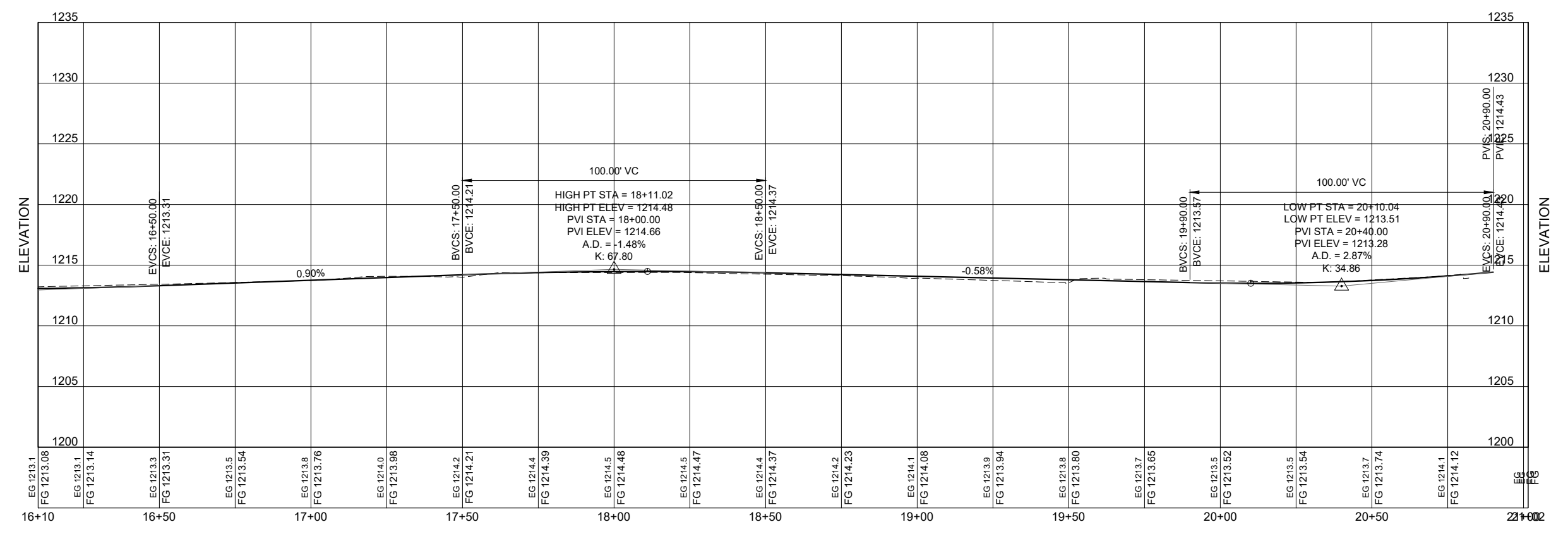
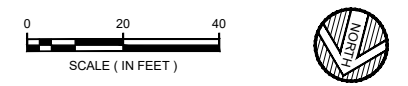
2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
PLAN & PROFILE - COMMERCIAL FDR





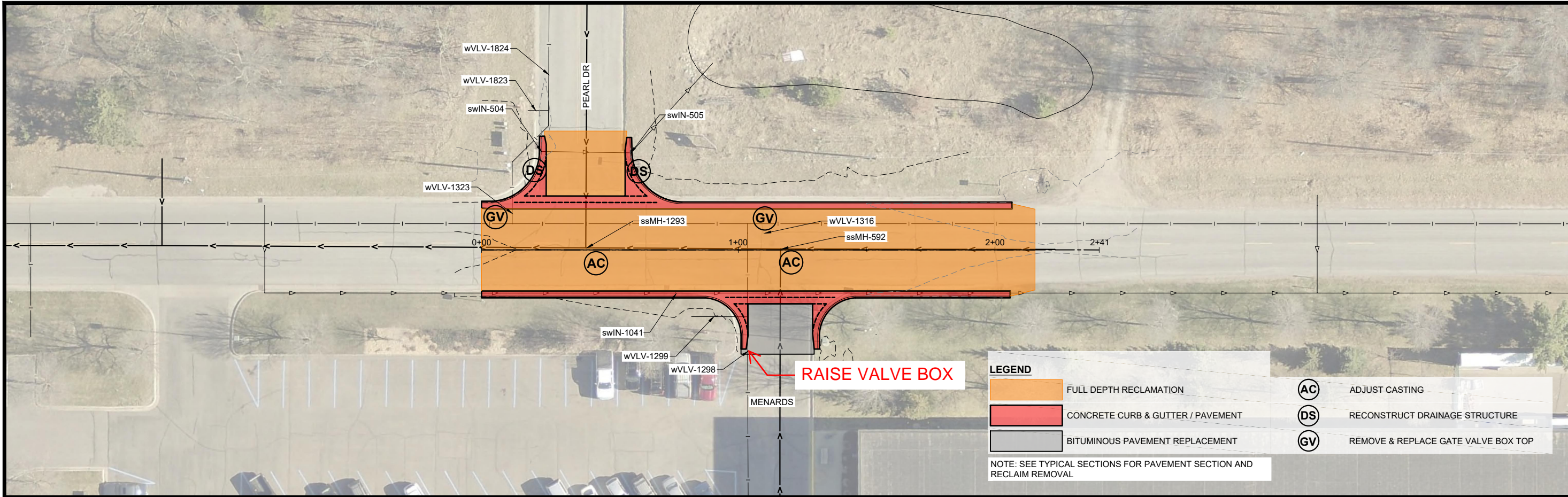
SUBSURFACE UTILITY NOTE
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."
CONTRACTOR IS RESPONSIBLE FOR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

AUDUBON WAY



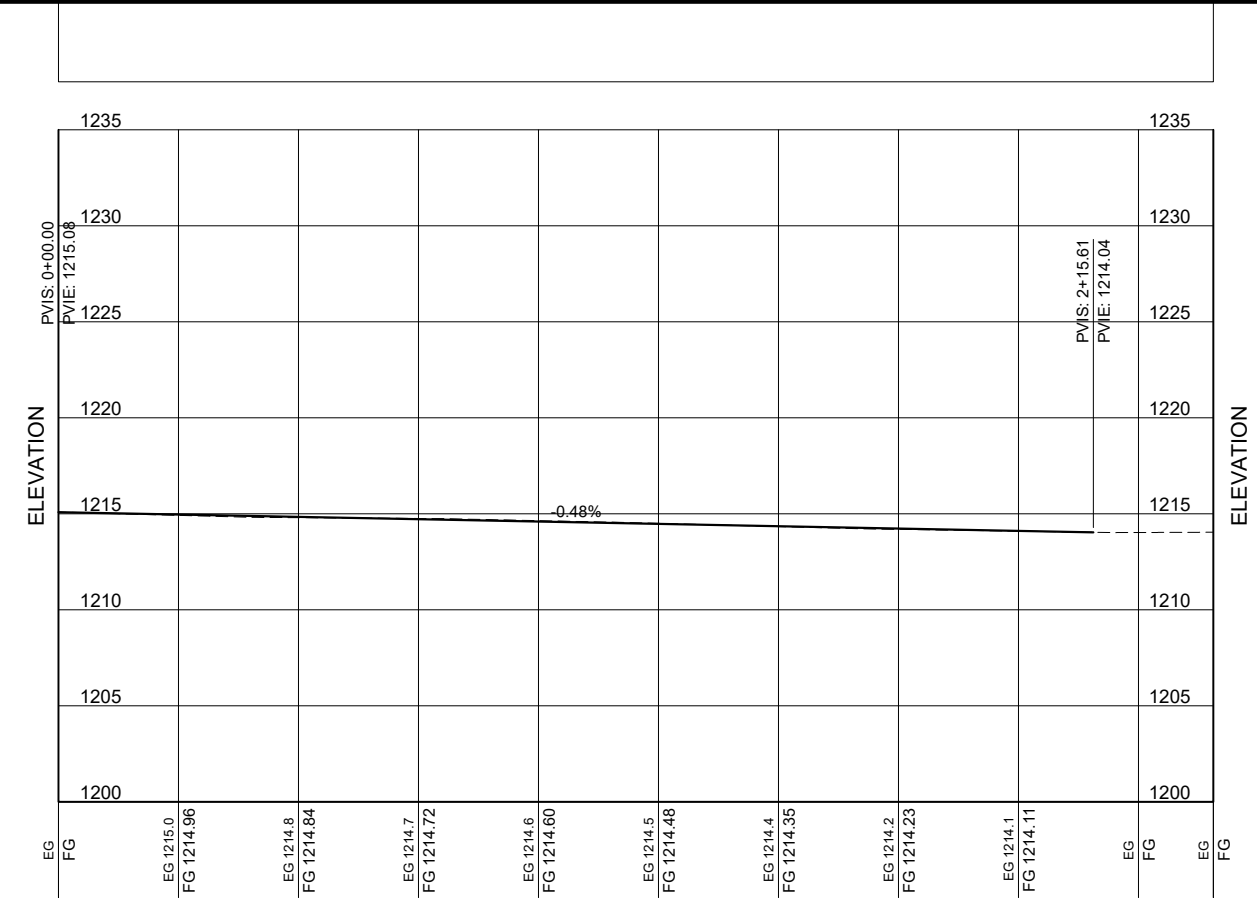
REVISIONS DESCRIPTION	DATE	REV#

DATE: DECEMBER, 2024	AS SHOWN
SCALE: C/S	C/S
DRAWN BY: ADB	C/S
CHECKED BY: ADB	C/S
JOB NUMBER: 2024-10233	



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

WHISPERING WOODS LANE



BY: MEMBER 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.
ALEX.D. BITTER DATE: MM/DD/YYYY/BC, NO. 57744

REVISIONS DESCRIPTION	DATE	REV#

DATE: DECEMBER, 2024	AS SHOWN
SCALE: C/S	C/S
DRAWN BY: ADB	ADB
CHECKED BY: ADB	ADB
JOB NUMBER: 2024-10233	

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
PLAN & PROFILE - COMMERCIAL FDR

STORM WATER POLLUTION PREVENTION PLAN NARRATIVE:

Project Location:

The City of Baxter is completing construction activities on 2 roadway segments. The roadway segments to receive improvements include Audubon way and Whispering Woods Lane.

Existing Site Description:

Audubon Way and Whispering Woods Lane are existing bituminous roadway with concrete curb and gutter. These roadways have storm sewer piping and a mixture of wet sedimentation basins and infiltration basins.

Proposed Site Description:

Audubon Way and Whispering Woods Lane will be reclaimed full depth and will have curb and gutter replacement.

Soils on the proposed roadways include Udipsamments-highway complex, Lougee-Barber-Guida complex, and Barber-Urban land complex. These soils exhibit characteristics of hydrologic group "A" soils.

Receiving Waters:

Water Body ID	Water Body Name	Type	Special Water	Impaired Water
18-0371-00	Perch Lake	Lake	Yes	Yes
18-0386-00	Red Sand Lake	Lake	Yes	Yes

Dates of Construction:

The project will be started April 2025, with construction being completed in September 2025.

Contact Information:

Owner:

City of Baxter
Contact: Trevor Walter
Address: 13190 Memorywood Drive
Baxter, MN 56425
Email: cityhall@baxtermn.gov
Phone: (218) 454-5100

Contractor:

TBD

Estimated Erosion Prevention and Sediment Control Quantities

Item	Estimated Quantity
Temporary Seeding	0.48 AC
Permanent Seeding	0.48 AC
Bioroll	3275 LF
Silt Fence	2702 LF

Dewatering:

It is anticipated that dewatering will be not required for this project. If dewatering is required, the discharge for dewatering can be directed to the infiltration basin, or onsite wetlands, but measures shall be taken so that erosion does not occur at the discharge of the dewater pipe. The water shall be conveyed to the receiving water in a non-erosive manner and shall have minimal potential for erosion.

Total disturbed area within project areas are as follows:

Project Disturbed Area =	2.78 AC
Existing Impervious =	2.31 AC
Proposed Impervious Area =	2.31 AC

Unique Storm Water Management Features

There are special or impaired waters within one mile of the project site will receive stormwater runoff. Perch Lake and Red Sand Lake have been recently added to the impaired waters list, and are within 1 mile of the project area. To prevent runoff into these areas, the plan includes redundant silt fence behind filter berms. No discharge from construction activities drains directly into Red Sand Lake.

TMDL Implementation Plans Containing Storm Water Requirements

No TMDL Implementation Plans currently exist for the receiving waters on this project.

Long Term Maintenance

Long term maintenance of the permanent storm water management system will be by the City of Baxter. Infiltration basins/ditches shall be inspected annually. The ditching shall be cleaned and restored to designed grade after one half of the storage volume has been filled with sediment.

Erosion Control Supervisor Requirements

The Contractor must identify an Erosion Control Supervisor (ECS) who is knowledgeable and experienced in the application of erosion and sediment control Best Management Practices (BMP's). The ECS must work with the Contractor to oversee and implement the SWPPP, and the installation, inspection, and maintenance of erosion and sediment control BMP's before, during and after construction. The Contractor/ECS is required to comply with the training requirements in 2018 Permit Reference 21 of the NPDES Permit. The permittee(s) shall ensure that employees are properly trained in the following areas with certification proof provided at the pre-construction conference.

SWPPP Preparation:

Name: Alex Bitter

Dates of instruction and training specifics are on file at Widseth Smith Nolting and are available upon request.

Site Manager:

Name: _____
 Dates of Training: _____
 Instructors Name providing Training: _____
 Content of Training (incl. hours): _____

BMP Installer:
 Name: _____
 Dates of Training: _____
 Instructors Name providing Training: _____
 Content of Training (incl. hours): _____

The Contractor/ECS shall develop a chain of responsibility with all operators on the site to ensure that the SWPPP will be implemented and stay in effect until the project site has undergone Permit Termination Conditions in accordance with 2018 Permit Reference 13 of the NPDES Permit and a Notice of Termination (NOT) has been submitted to the MPCA in accordance with 2018 Permit Reference 4 of the NPDES Permit. The Contractor/ECS must routinely inspect the entire construction site at least once every seven days during active construction and within 24 hours after a rainfall event greater than 0.5 inch in 24 hours. The Contractor shall take action to eliminate any deficiencies found during these inspections. The Contractor must provide 2 rain gauges to be installed on the construction site. Inspections, maintenance and documentation must be in accordance with the NPDES Permit 2018 Permit Reference 11. See 2018 Permit Reference 24.5 of the NPDES Permit for record retention requirements. Copies of the inspection records are to be submitted to the Engineer.

The Contractor/ECS must amend the SWPPP as necessary to include additional requirements, such as additional or modified BMP's, designed to correct problems or address situations in accordance with 2018 Permit Reference 6 of the NPDES Permit.

Individual Site Plans will be required by the E.C. Supervisor as deemed necessary. Refer to MnDot 1717.

A daily inspection log will be required by the E.C. Supervisor of all sediment, erosion and materials on site (ie: chemicals, etc.). This log shall be kept current.

The E.C. Supervisor shall provide an inlet staging schedule and protection plan for the entire project. This plan and schedule shall be presented to the engineer at the pre-construction conference. Minimum requirements of the plan and schedule shall include:

- date of proposed inlet protection device installation
- protection device utilized
- estimated duration of device in operation
- schedule of subsequent devices that will be utilized for inlet protection

The contractor shall have a petroleum release plan and shall have all necessary materials on hand to implement the plan. All employees shall be trained in implementation of the plan. The MPCA shall be informed of any petroleum spills greater than 5 gallons.

STORM WATER POLLUTION PREVENTION PLAN NOTES:

Construction Practices to Minimize Storm Water Contamination

- Stockpiles should be constructed away from slopes and natural drainage ways and have sediment controls at the base.
- Collected solid waste, sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with MPCA disposal requirements.
- No construction materials can be buried on site.
- Licensed sanitary waste management handler must dispose of sanitary waste.
- Fertilizers must be stored in covered locations.
- Restricted access to chemical storage areas must be provided to prevent vandalism.
- All chemicals must be stored in locked containers when not in use.
- Oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge.
- Storage and disposal of hazardous waste must be in compliance with MPCA regulations.
- Vehicles must be monitored for leaks and preventative maintenance scheduled.
- Spill kits must be available during equipment fueling and maintenance operations.
- External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.
- Asphalt substances must be applied according to manufactures recommendations.
- Spray guns must be cleaned on removable surfaces such as tarpsaulins.
- Contractor/Erosion Control Supervisor must make a spill response plan before the application of any chemical that may be harmful to the environment.
- All spills must be reported immediately. Spill cleanup materials must be available on site. Material shall include but not limited to brooms, mops, rags, gloves, absorbent material, sand plastic and metal containers. Spills that reach storm water conveyance systems connected to a Water of the State must be immediately reported to the MPCA State Duty Officer.
- Contractor must control weeds on the entire project site.
- Form release oil must be applied over a pallet covered with absorbent material to collect excess fluid. The absorbent material shall be replaced when saturated.
- Dust control must be provided as conditions warrant.
- If this project is not stabilized before winter conditions stop construction activities, it shall be the contractor's responsibility to ensure sediment does not reach a water of the state. A written plan of this activity shall be presented to the engineer 1 month before expected project shut down for the season occurs. This plan shall include but not be limited to:
 - o date of proposed bmp employment
 - o duration of bmp's employed
 - o schedule of subsequent bmp's employed

Temporary and Permanent Erosion Control Practices

BMP's proposed for temporary and permanent erosion control are shown on the erosion control plan sheets and are further identified as follows:

Temporary Erosion Control Methods

All disturbed soil areas shall be temporarily mulched with Type 1 mulch within 7 days if the area is not being actively worked. Temporary seed mix 22-111 at a rate of 31 lbs/ac of Pure Live Seed will be used only in cases where disturbed soil areas are anticipated to remain unworked in excess of 7 days prior to placement of Type 1 mulch.

Permanent Erosion Control Methods

Permanent erosion control will be achieved by using Seed Mixture 25-151 at a rate of 400 lbs/ac of Pure Live Seed, Type 3 Fertilizer with a composition of 22-5-10 at a rate of 250 lbs/ac, and Hydraulic Reinforced Fiber Matrix, Type 5 at a rate of 3900 lbs/ac on all disturbed construction areas.

Temporary Sediment Control Methods

Bioroll will be used as the primary control.

Secondary control will be silt fence redundant to bioroll in areas of high velocity runoff and in areas with impaired waters in the discharge area from construction activity.

Rock construction entrances shall be placed at all locations construction vehicles will be exiting the project area.

Unique Environmental Concerns

There are wetlands that are adjacent to the project. Special care shall be taken to minimize impacts to the surrounding wetlands.

Timing of BMP Installation

Erosion and sediment control BMP's must be installed as necessary to minimize erosion from disturbed surfaces and capture sediment onsite. All BMP's must conform to 2018 Permit Reference 8 and 9 of the NPDES Permit.

Erosion Prevention Practices

The Contractor/ECS is responsible for the Erosion Prevention Practices contained in 2018 Permit Reference 8 of the NPDES Permit. The Contractor/ECS must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading and other construction practices that minimize erosion. The location of areas not to be disturbed must be delineated (marked) on the development site before work begins.

All exposed soil areas must be stabilized as soon as possible to limit soil erosion but in no case later than 14 days after the construction activity in that portion of the site has temporarily or permanently ceased.

The normal wetted perimeter of any temporary or permanent drainage ditch or swale that drains water from any portion of the construction site, or diverts water around the construction site, must be stabilized within 200 lineal feet from the property edge, or from the discharge into any surface water. Stabilization must be complete within 24 hours after connecting to surface water.

Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours after connection to a surface water.

Sediment Control Practices

The Contractor/ECS is responsible for the Sediment Control Practices contained in 2018 Permit Reference 9 of the NPDES Permit. Sediment Control Practices must be installed on all down gradient perimeters before any upgradient land disturbing activities begin. There shall be no unbroken slope length greater than 75 feet for slopes with a grade of 3:1 or steeper. These practices must remain in place until Permit Termination Conditions have been established in accordance with 2018 Permit Reference 13 of the NPDES Permit.

The timing of installation of Sediment Control Practices may be adjusted to accommodate short-term activities such as clearing or grubbing, or passage of vehicles. Short-term activities must be completed as quickly as possible and the practices must be installed immediately after the activity is completed. However, the Sediment Control Practices must be installed before the next precipitation event even if the activity is not complete.

All storm drain inlets must be protected by appropriate BMP's during construction until all sources with potential for discharging to the inlet have been stabilized. Inlet protection may be removed if a specific safety concern has been identified and the procedure in 2018 Permit Reference 9.8 of the NPDES Permit is followed.

Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including stormwater conveyances such as curb and gutter systems, or conduit and ditches unless there is a bypass for stormwater.

Vehicle tracking of sediment from the construction site must be minimized by BMP's such as stone or wood chip pads, concrete or steel wash racks, or equivalent systems. Street sweeping with collection must be used if such BMP's are not adequate to prevent sediment from being tracked onto the street (see 2018 Permit Reference 9.12 of the NPDES Permit).

Dewatering related to the construction activity must comply with 2018 Permit Reference 10 of the NPDES Permit. Dewatering discharge that may have turbid or sediment laden discharge must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible and BMP's must be implemented to prevent water containing sediment or other pollutants from being discharged to surface waters or downstream properties.

Contractor may construct temporary sedimentation basins in accordance with 2018 Permit Reference 14 of the NPDES Permit.

Pollution Prevention:

Each contractor on site is individually responsible for maintaining a clean and safe work site. The person responsible shall dispose of all solid waste properly and in compliance with the MPCA disposal requirements. Solid waste includes but is not limited to: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris. The person responsible shall be responsible for all hazardous materials during construction. Oil, gasoline, grease, paint and other hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks and unwanted discharges. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in accordance with the MPCA regulations. External washing of trucks and other construction equipment is prohibited on this project site.

Concrete washout site: all liquid and solid wastes generated by concrete washout operations must be contained in a leak proof containment facility or impermeable liner. The liquid and solid wastes must not contact the ground, and there must not be runoff from the concrete washout operations or areas. Liquid and solid wastes must be disposed of properly and in compliance with the MPCA regulations. A sign must be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities.

The following telephone numbers are provided for assistance to the contractors and are not necessarily comprehensive; it is the responsibility of the individual contractor to make sure of proper notification.

Poison Control (800) 222-1222
24 Hour Spill Emergency (800) 422-0798

Payment

Cost for permanent and temporary erosion and sediment control measures shown on the plans will be paid per unit bid prices. The costs to maintain and remove these devices shall be incidental to the bid items. The cost for temporary seeding, soil stabilization, or any additional temporary erosion and sediment control devices shall be paid according to MN/DOT Spec. 2573.5 or 2575.5 as applicable. All costs for documentation required by the Permit shall be incidental to other items unless a specific bid item is established.

Contacts

Agency	Permit	Name	Phone Number
MPCA	NPDES	Dale Sovo	218-316-3934
City of Baxter	City	Trevor Walter	218-454-5110
SWPPP Design	Widseth	Alex Bitter	218-316-3627
EC Supervisor		TBD	

Amendments to the SWPPP:

Date:

- 1.
- 2.
- 3.
- 4.
- 5.



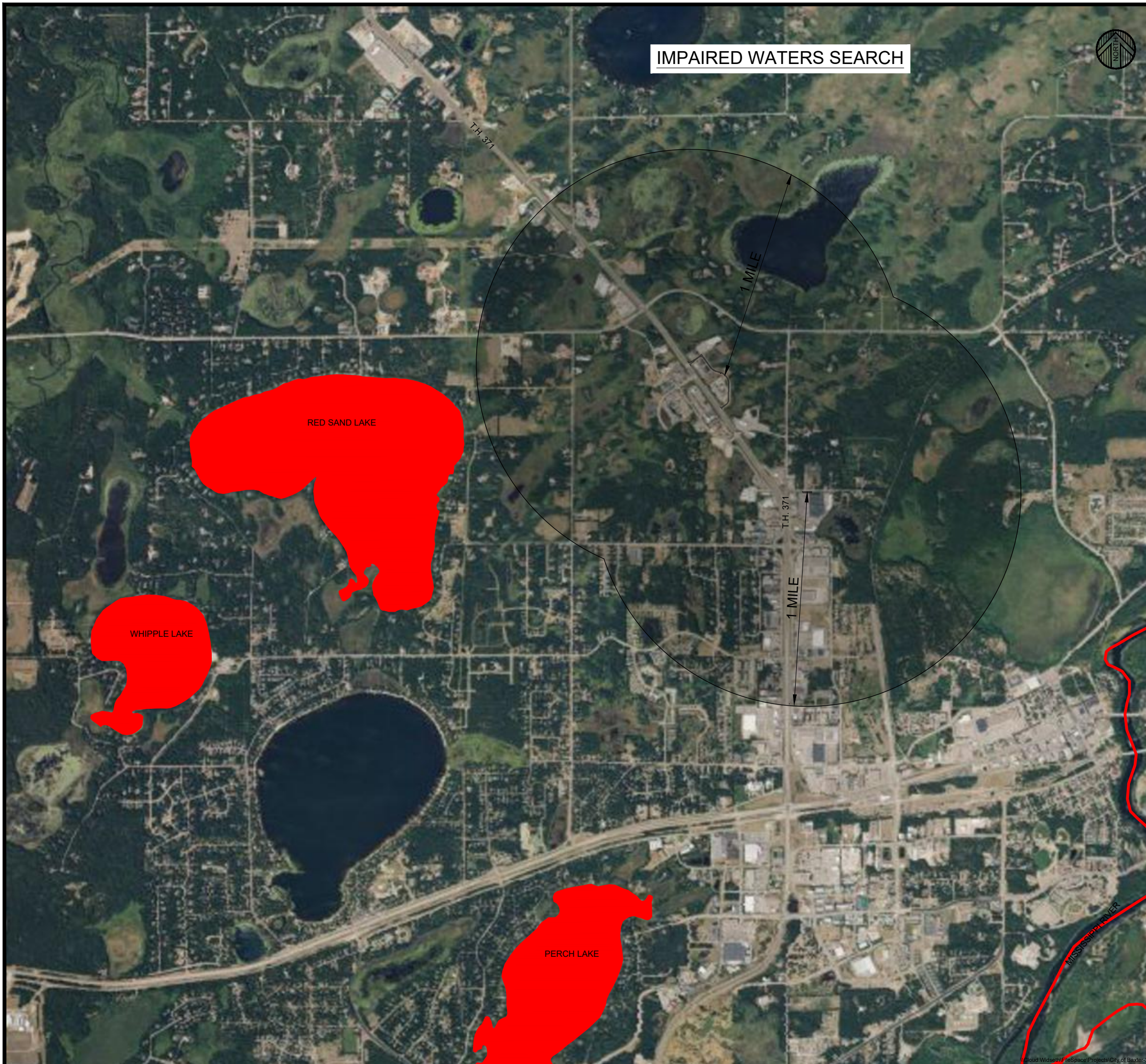
MEMBER: CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
ALEX D. BITTER DATE: MM/DD/YYYY (i.e., 01/27/14)

DATE	REV#	REVISION DESCRIPTION	BY

DATE: DECEMBER, 2024
SCALE: AS SHOWN
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
SWPPP NARRATIVE

IMPAIRED WATERS SEARCH



Legend

- Mississippi River
- Scenic and Recreational River Segments
- Trout Stream
- Trout Stream Tributary
- Scientific and Natural Area
- Trout Lake
- Lake Trout Lake
- Trout Lake and Lake Trout Lake
- Lake Superior ORVW - Restricted Discharge
- Lake Superior ORVW - Prohibited Discharge
- Impaired Streams with additional construction requirements
- Impaired Streams without additional construction requirements
- Impaired Wetlands with additional construction requirements
- Impaired Wetlands without additional construction requirements
- Impaired Lakes with additional construction requirements
- Impaired Lakes without additional construction requirements
- Waterbodies
 - Waterbody Units - Streams (1)
 - Waterbody Units - Lakes (1)

ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

MEMBER CERTIFY THAT THIS IS AN ACCURATE AND COMPLETE REPORT THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: MM/DD/YYYY/BC, NO. 57744

REVISIONS DESCRIPTION	DATE	REV#	BY	DATE	AS SHOWN	JOB NUMBER

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA

SWPPP MAPS

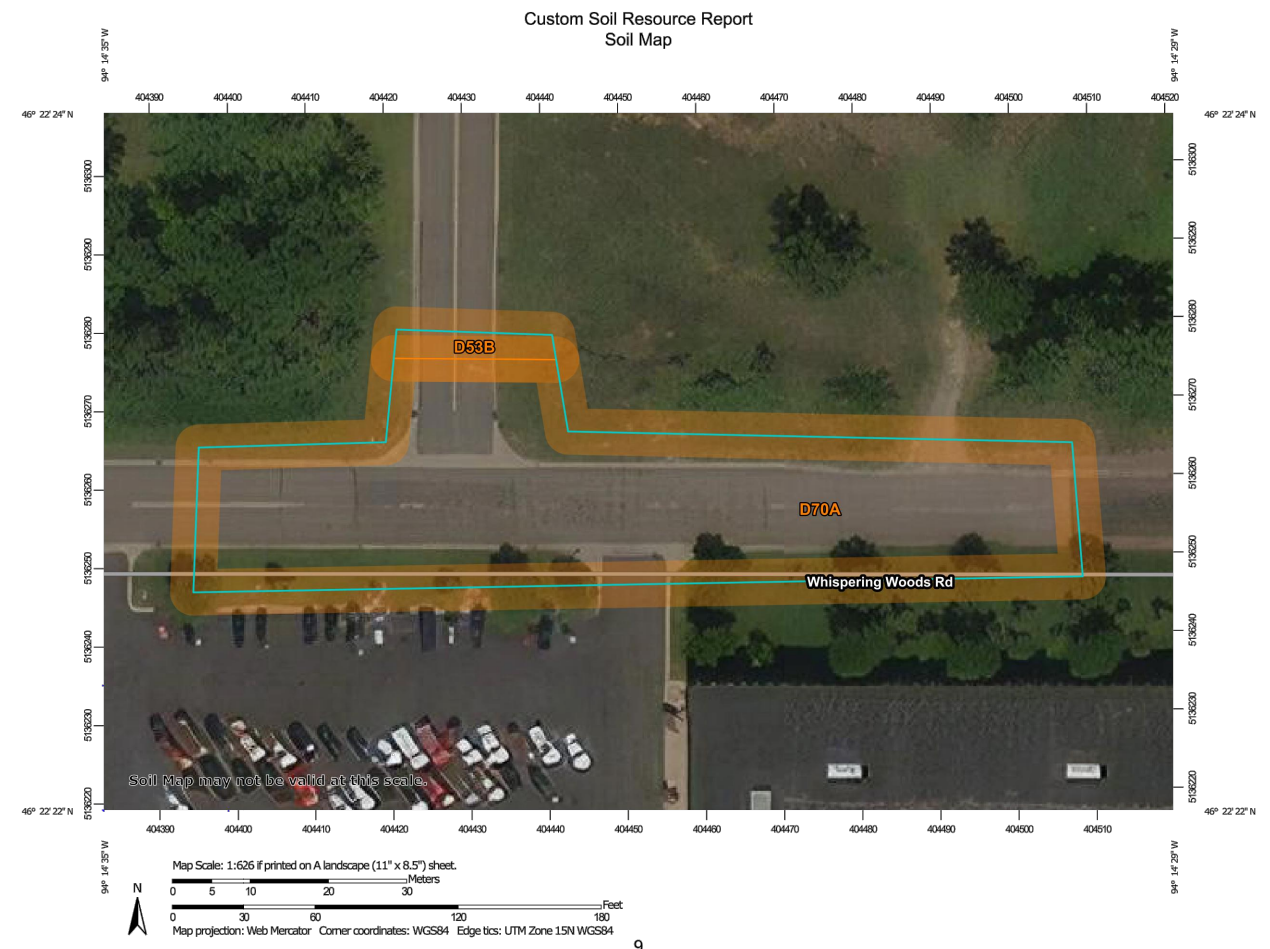
SHEET NO.

28



Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
1061	Udipsammments-Highway complex, 0 to 35 percent slopes	0.4	7.2%
D53B	Lougee-Barber-Guida complex, 0 to 6 percent slopes	5.5	92.8%
Totals for Area of Interest		5.9	100.0%



Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
D53B	Lougee-Barber-Guida complex, 0 to 6 percent slopes	0.0	2.9%
D70A	Barber-Urban land complex, 0 to 3 percent slopes	0.6	97.1%
Totals for Area of Interest		0.6	100.0%

WIDSETH
ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

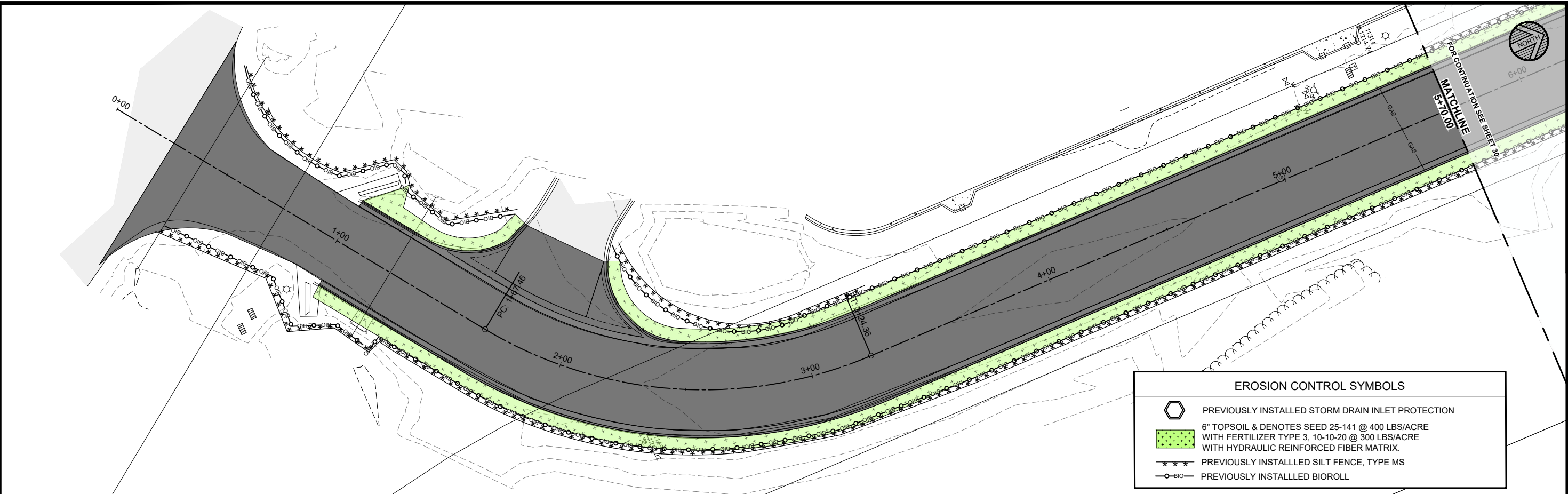
MEMBER COMPANY HAS THIS PLAN SURVEYED FOR A REPORT THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: DECEMBER, 2024
SCALE: AS SHOWN
DRAWN BY: C/S
CHECKED BY: A/B
JOB NUMBER: 2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
SWPPP MAPS

SHEET NO.
29

DATE: MM/DD/YYYY/BC, NC, 5774
ALEX.D. BITTER

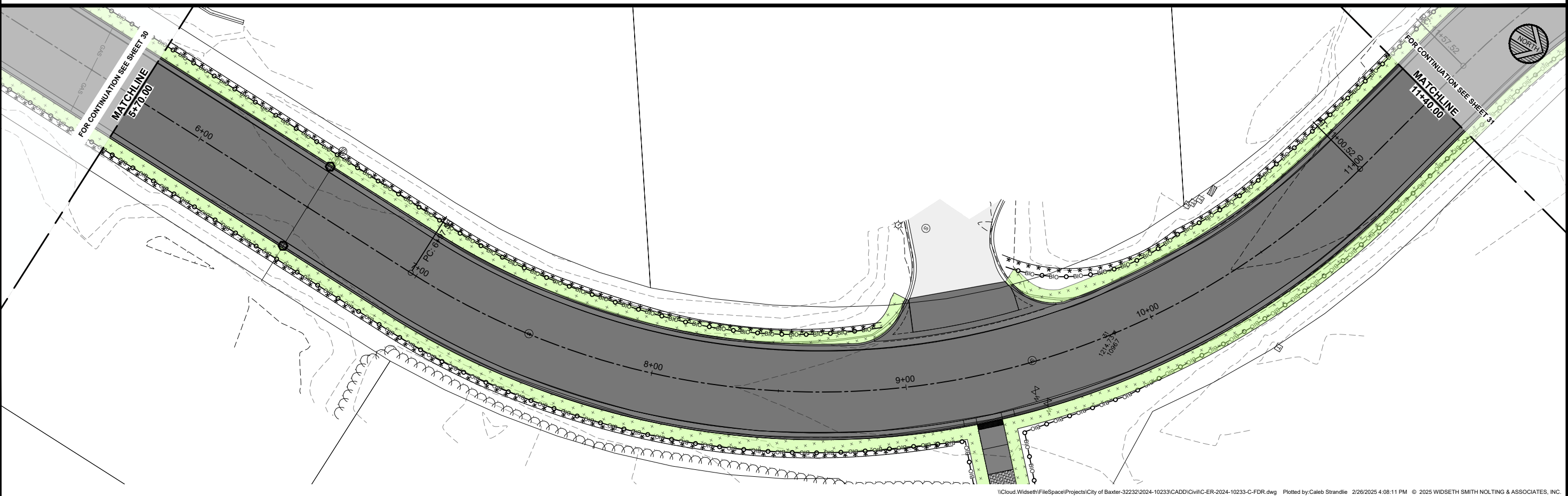
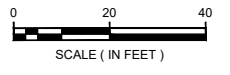


EROSION CONTROL SYMBOLS

- PREVIOUSLY INSTALLED STORM DRAIN INLET PROTECTION
- 6" TOPSOIL & DENOTES SEED 25-141 @ 400 LBS/ACRE WITH FERTILIZER TYPE 3, 10-10-20 @ 300 LBS/ACRE WITH HYDRAULIC REINFORCED FIBER MATRIX.
- PREVIOUSLY INSTALLED SILT FENCE, TYPE MS
- PREVIOUSLY INSTALLED BIOROLL

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

AUDUBON WAY



ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

MEMBER 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.

DATE: MM/DD/YYYY/BC, NO. 5774

NO.	DATE	BY	REVISION DESCRIPTION

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA

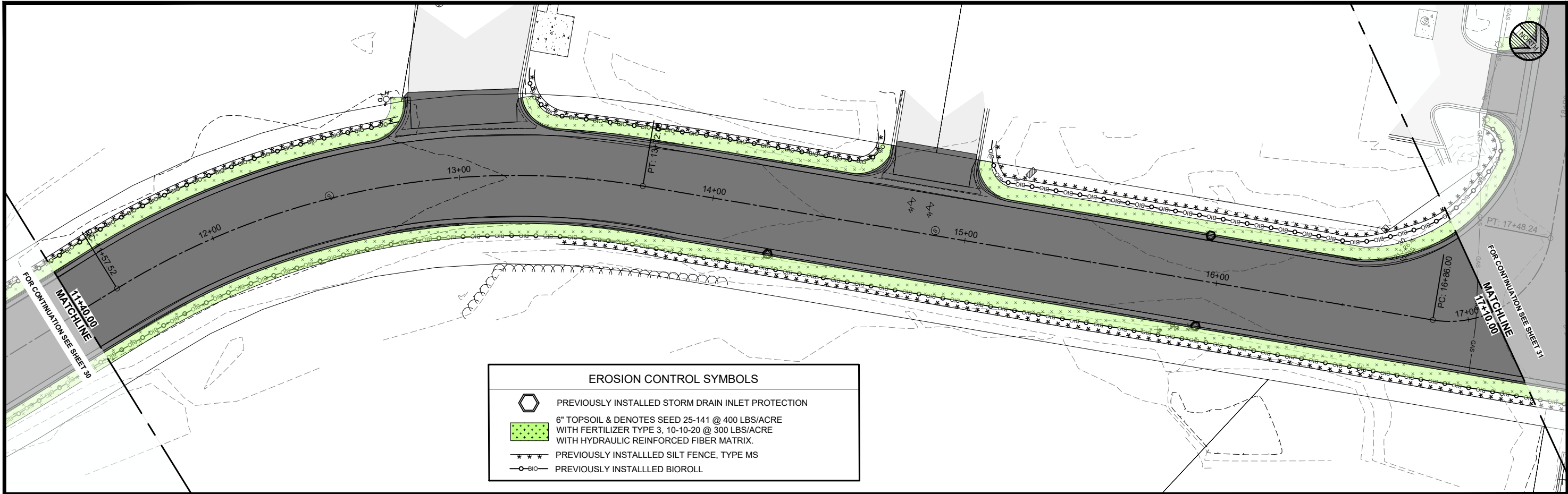
DATE: DECEMBER, 2024
 SCALE: AS SHOWN
 DRAWN BY: C/SB
 CHECKED BY: ADB

TURF ESTABLISHMENT PLANS - COMMERCIAL FDR

JOB NUMBER: 2024-10233

SHEET NO.

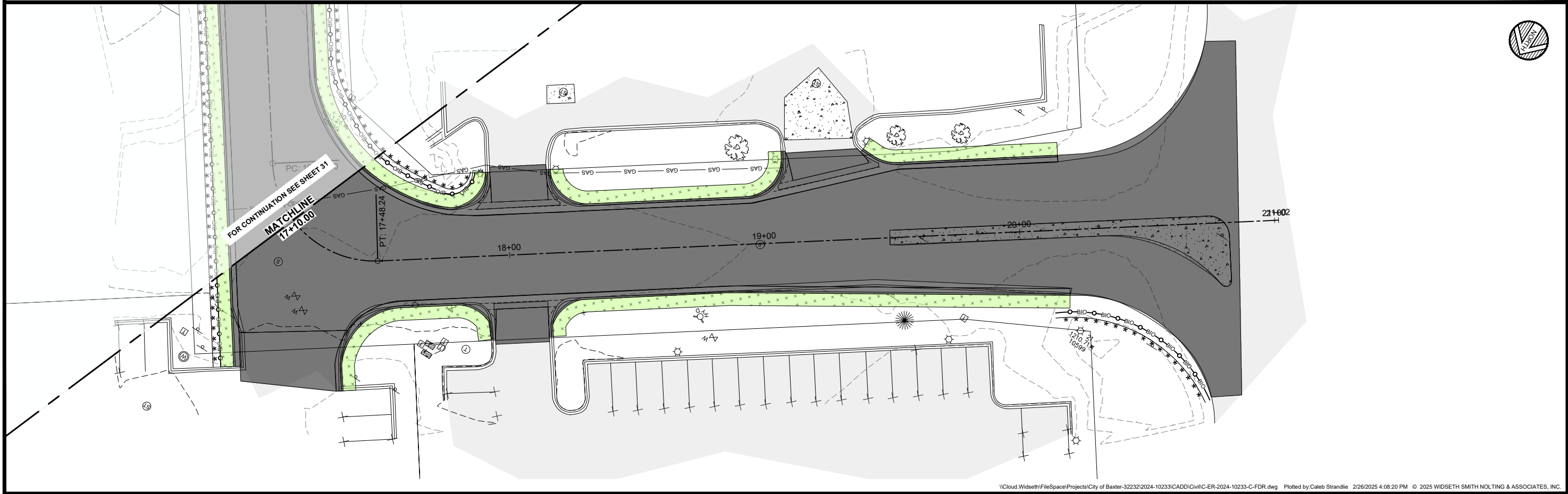
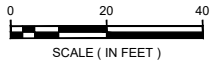
30



EROSION CONTROL SYMBOLS	
	PREVIOUSLY INSTALLED STORM DRAIN INLET PROTECTION
	6" TOPSOIL & DENOTES SEED 25-141 @ 400 LBS/ACRE WITH FERTILIZER TYPE 3, 10-10-20 @ 300 LBS/ACRE WITH HYDRAULIC REINFORCED FIBER MATRIX.
	PREVIOUSLY INSTALLED SILT FENCE, TYPE MS
	PREVIOUSLY INSTALLED BIOROLL

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

AUDUBON WAY

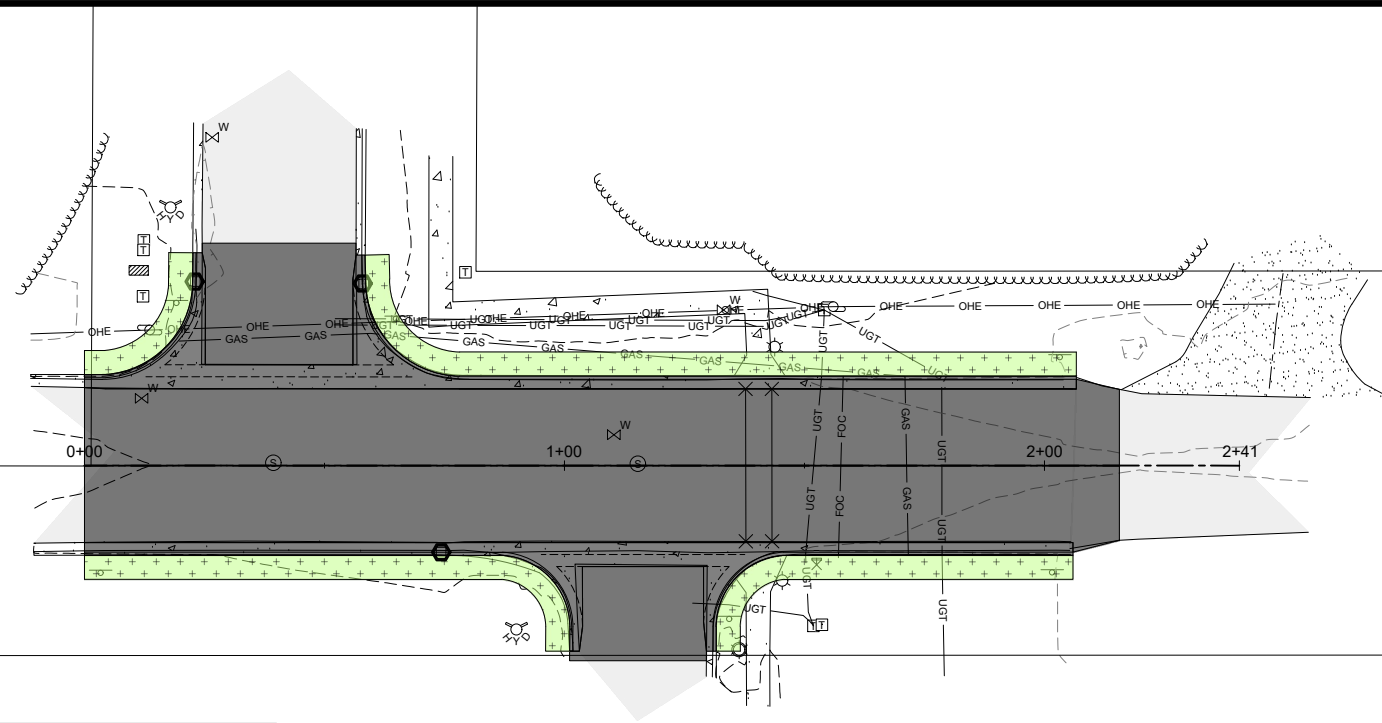


BY: ALEX D. BITTER
 DATE: 12/10/24
 PROJECT: 2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER, MINNESOTA
 TURF ESTABLISHMENT PLANS - COMMERCIAL FDR

REVISIONS	DESCRIPTION

DATE	REV	DESCRIPTION

I:\Cloud\Widseth\Projects\City of Baxter-32232\2024-10233\CADD\Civil\ER-2024-10233-C-FDR.dwg Plotted by:Caleb Strandlie 2/26/2025 4:08:20 PM © 2025 WIDSETH SMITH NOLTING & ASSOCIATES, INC.

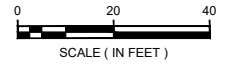


EROSION CONTROL SYMBOLS	
	PREVIOUSLY INSTALLED STORM DRAIN INLET PROTECTION
	6" TOPSOIL & DENOTES SEED 25-141 @ 400 LBS/ACRE WITH FERTILIZER TYPE 3, 10-10-20 @ 300 LBS/ACRE WITH HYDRAULIC REINFORCED FIBER MATRIX.

SUBSURFACE UTILITY NOTE

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES." *CONTRACTOR IS RESPONSIBLE* FOR VERIFYING LOCATION OF ALL UTILITIES.

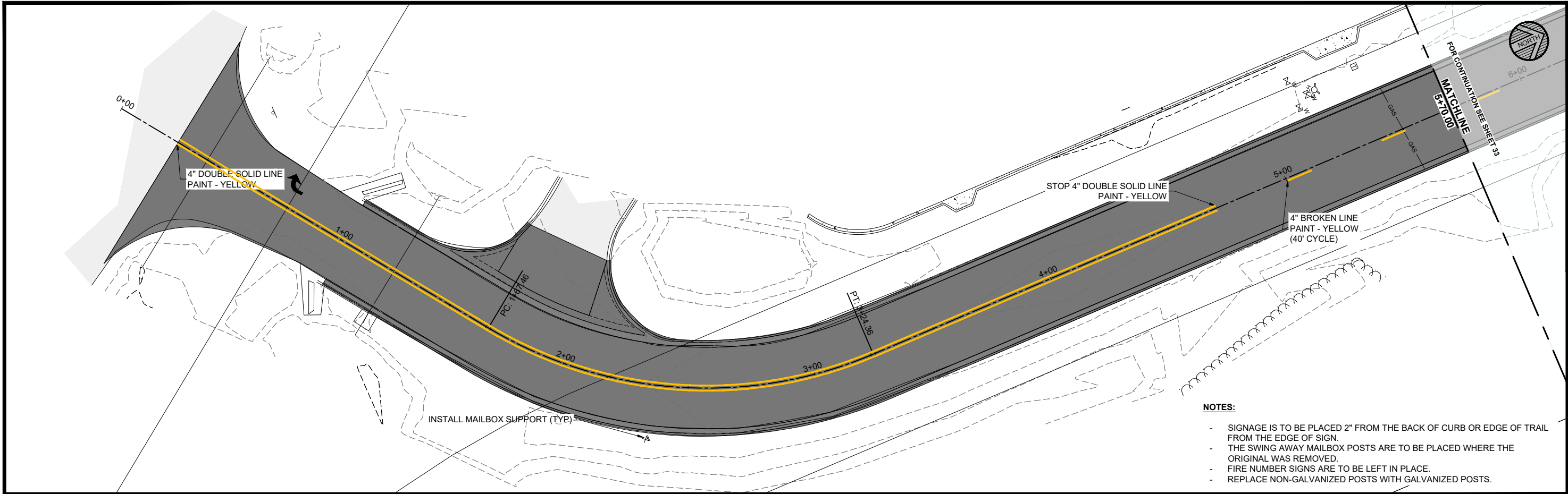
WHISPERING WOODS LANE



REVISIONS DESCRIPTION	DATE	REV#

DATE	SCALE	AS SHOWN	DATE	JOB NUMBER
DECEMBER, 2024	C/S	C/S	2024-10233	
DRAWN BY:	C/S	C/S		
CHECKED BY:				

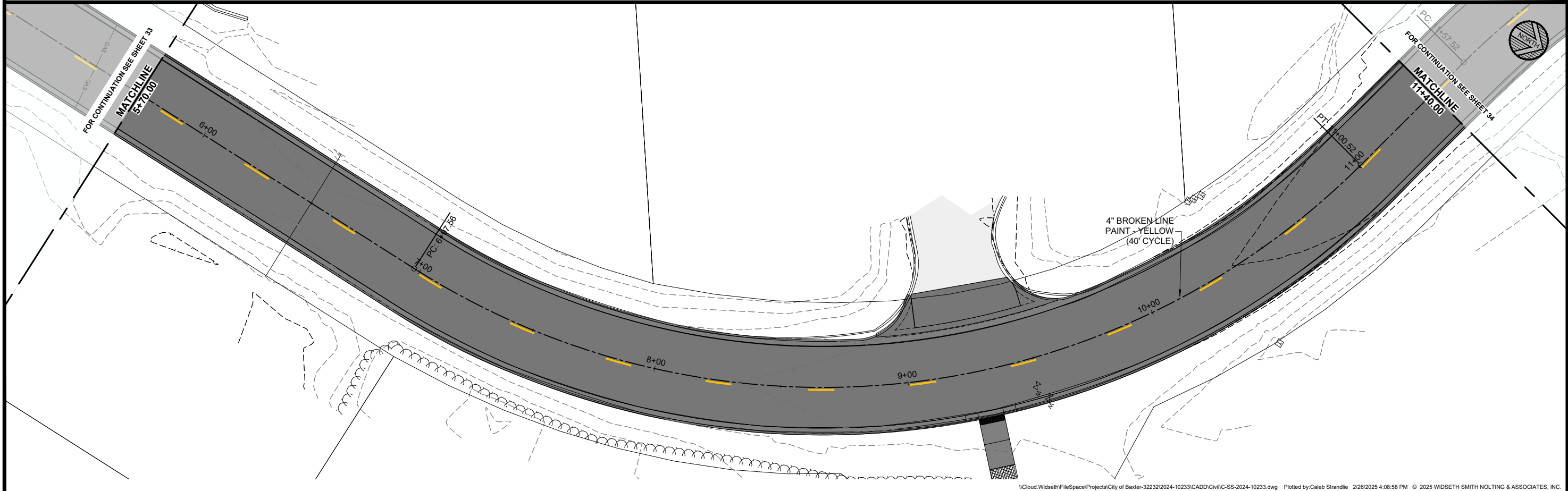
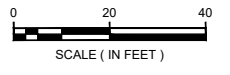
2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
CITY OF BAXTER
BAXTER, MINNESOTA
TURF ESTABLISHMENT PLANS - COMMERCIAL FDR



- NOTES:**
- SIGNAGE IS TO BE PLACED 2" FROM THE BACK OF CURB OR EDGE OF TRAIL FROM THE EDGE OF SIGN.
 - THE SWING AWAY MAILBOX POSTS ARE TO BE PLACED WHERE THE ORIGINAL WAS REMOVED.
 - FIRE NUMBER SIGNS ARE TO BE LEFT IN PLACE.
 - REPLACE NON-GALVANIZED POSTS WITH GALVANIZED POSTS.

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

AUDUBON WAY

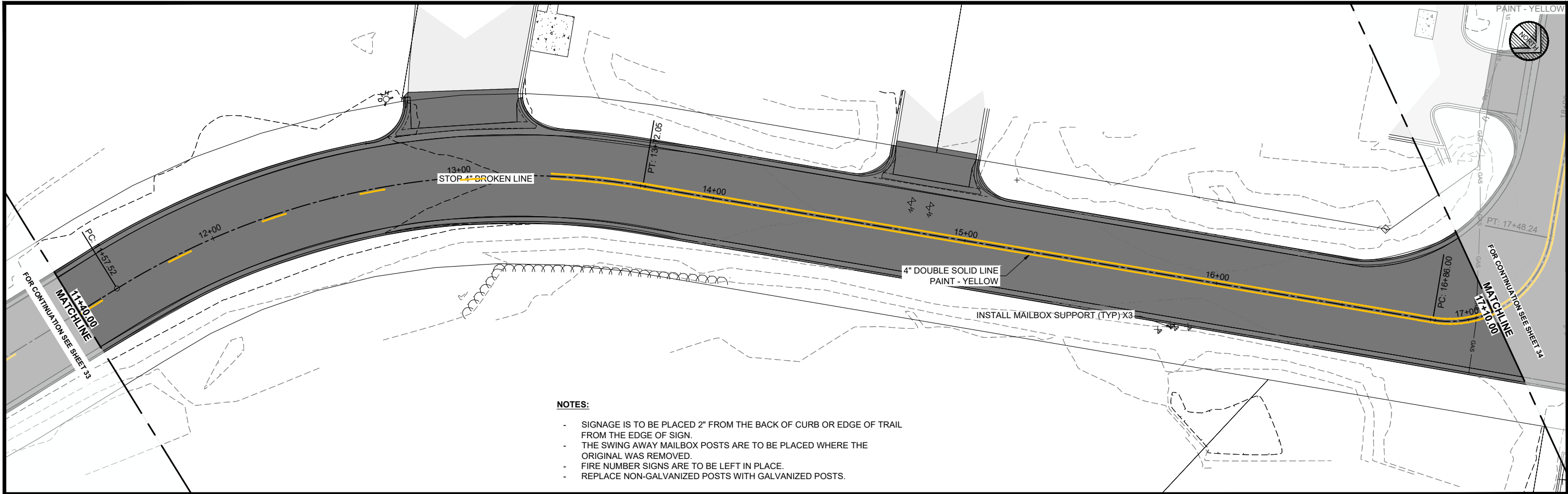


MEMBER COUNTY AND STATE SURVEYORS ASSOCIATION OF MINNESOTA
 THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 ALEX D. BITTER DATE: MM/DD/YYYY/BC, NO. 5774

REVISIONS	DESCRIPTION

DATE	REVISION	DESCRIPTION
DECEMBER, 2024 <td>AS SHOWN <td> </td> </td>	AS SHOWN <td> </td>	
	C/S <td> </td>	
	DOB <td> </td>	

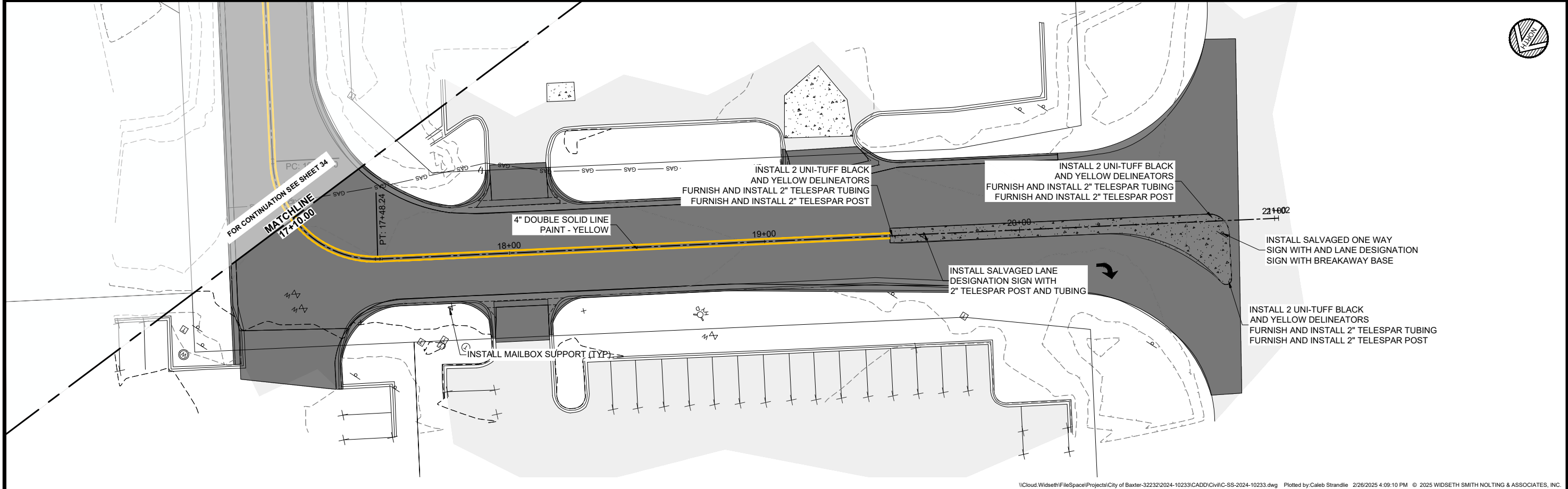
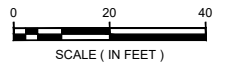
2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA
SIGNAGE & PAVEMENT MARKING PLANS



- NOTES:**
- SIGNAGE IS TO BE PLACED 2" FROM THE BACK OF CURB OR EDGE OF TRAIL FROM THE EDGE OF SIGN.
 - THE SWING AWAY MAILBOX POSTS ARE TO BE PLACED WHERE THE ORIGINAL WAS REMOVED.
 - FIRE NUMBER SIGNS ARE TO BE LEFT IN PLACE.
 - REPLACE NON-GALVANIZED POSTS WITH GALVANIZED POSTS.

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

AUDUBON WAY

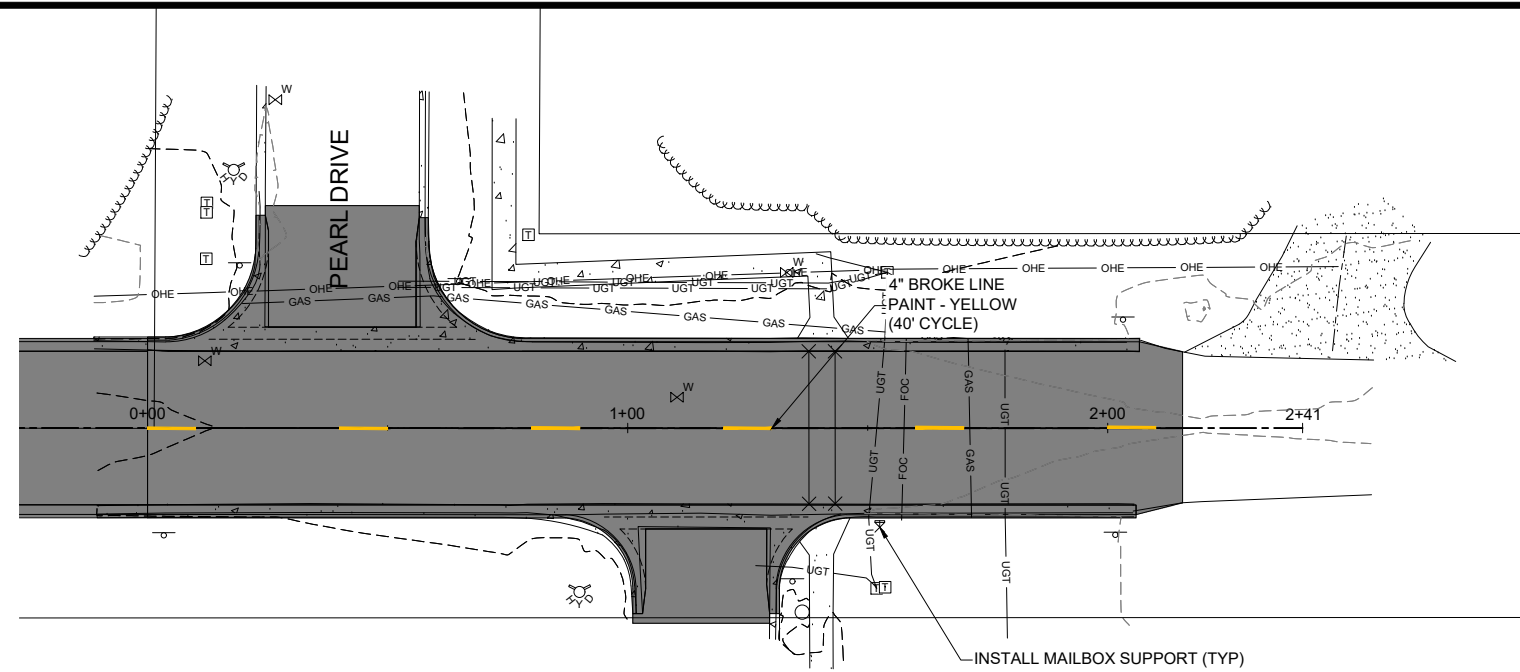


WIDSETH
 ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

DATE: DECEMBER, 2024
 AS SHOWN
 DRAWN BY: C/S
 CHECKED BY: A/B
 JOB NUMBER: 2024-10233

2025 COMMERCIAL FDR IMPROVEMENTS PROJECT
 CITY OF BAXTER
 BAXTER, MINNESOTA
 SIGNAGE & PAVEMENT MARKING PLANS

SHEET NO. 34



MENARDS

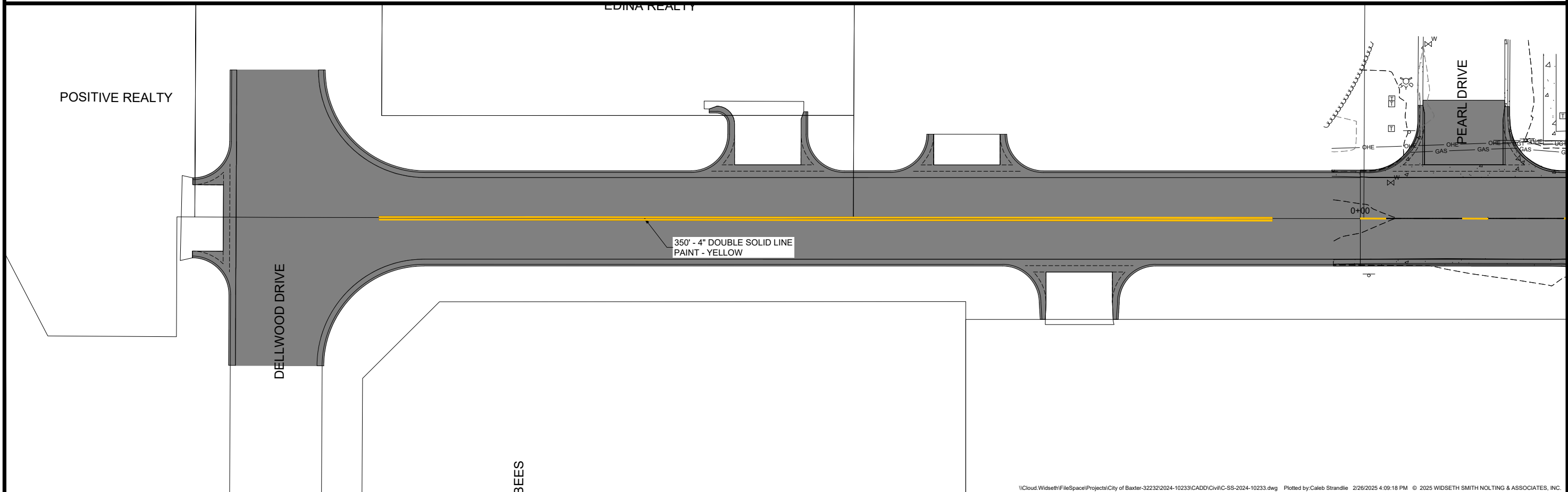
NOTES:

- SIGNAGE IS TO BE PLACED 2" FROM THE BACK OF CURB OR EDGE OF TRAIL FROM THE EDGE OF SIGN.
- THE SWING AWAY MAILBOX POSTS ARE TO BE PLACED WHERE THE ORIGINAL WAS REMOVED.
- FIRE NUMBER SIGNS ARE TO BE LEFT IN PLACE.
- REPLACE NON-GALVANIZED POSTS WITH GALVANIZED POSTS.

SUBSURFACE UTILITY NOTE

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

WHISPERING WOODS LANE



ARCHITECTS • ENGINEERS • SCIENTISTS • SURVEYORS

<p>MEMBER 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.</p> <p>DATE: MM/DD/YYYY/BC, NO. 57744</p> <p>ALEX D. BITTER</p>	<p>BY: _____</p> <p>REVISIONS: _____</p> <p>DATE: _____</p> <p>DATE: DECEMBER, 2024</p> <p>SCALE: AS SHOWN</p> <p>DRAWN BY: C/S</p> <p>CHECKED BY: A/B</p> <p>JOB NUMBER: 2024-10233</p>
<p>2025 COMMERCIAL FDR IMPROVEMENTS PROJECT</p> <p>CITY OF BAXTER</p> <p>BAXTER, MINNESOTA</p> <p>SIGNAGE & PAVEMENT MARKING PLANS</p>	
<p>SHEET NO.</p> <p>35</p>	

\\Cloud.Widseth\Filespace\Projects\City of Baxter-32232\2024-10233\CADD\Civil\SS-2024-10233.dwg Plotted by:Caleb Strandlie 2/26/2025 4:09:18 PM © 2025 WIDSETH SMITH NOLTING & ASSOCIATES, INC.