# CITY OF MOUND

CONSTRUCTION PLANS FOR

# 2025 STREET & UTILITY IMPROVEMENTS

CITY PROJECT NO. PW-25-01 & PW-25-02 & PW-25-15

MAY, 2025

RESOURCE LIST

CITY OF MOUND, MINNESOTA

City Hall
2415 WILLSHIRE BLVD
MOUND, MN 55364
952-472-0603

City Manager:
JESSE DICKSON

City Engineer:
MATTHEW BAUMAN, P.E.
Bolton & Menk, Inc.
2638 SHADOW LANE
CHASKA, MN 55318
952-448-8838

UTILITIES

GAS
CENTERPOINT ENERGY
PAUL JACKS, P.E.
P.O. BOX 1165
MINNEAPOLIS, MN
55440-1165
700 WEST LINDEN AVENUE
MINNEAPOLIS,MN 55403
612-321-5421
224-645-0474

TELEPHONE
FRONTIER COMMUNICATIONS
KEVIN STOCKING
62 WEST MINNESOTA STREET
LECENTER MN 56057
952-892-8700
651-395-9577

CABLE
MEDIACOM
THOMAS HEIMEL
1670 LAKE DR. W
CHANHASSEN, MN 55317
845-545-8863

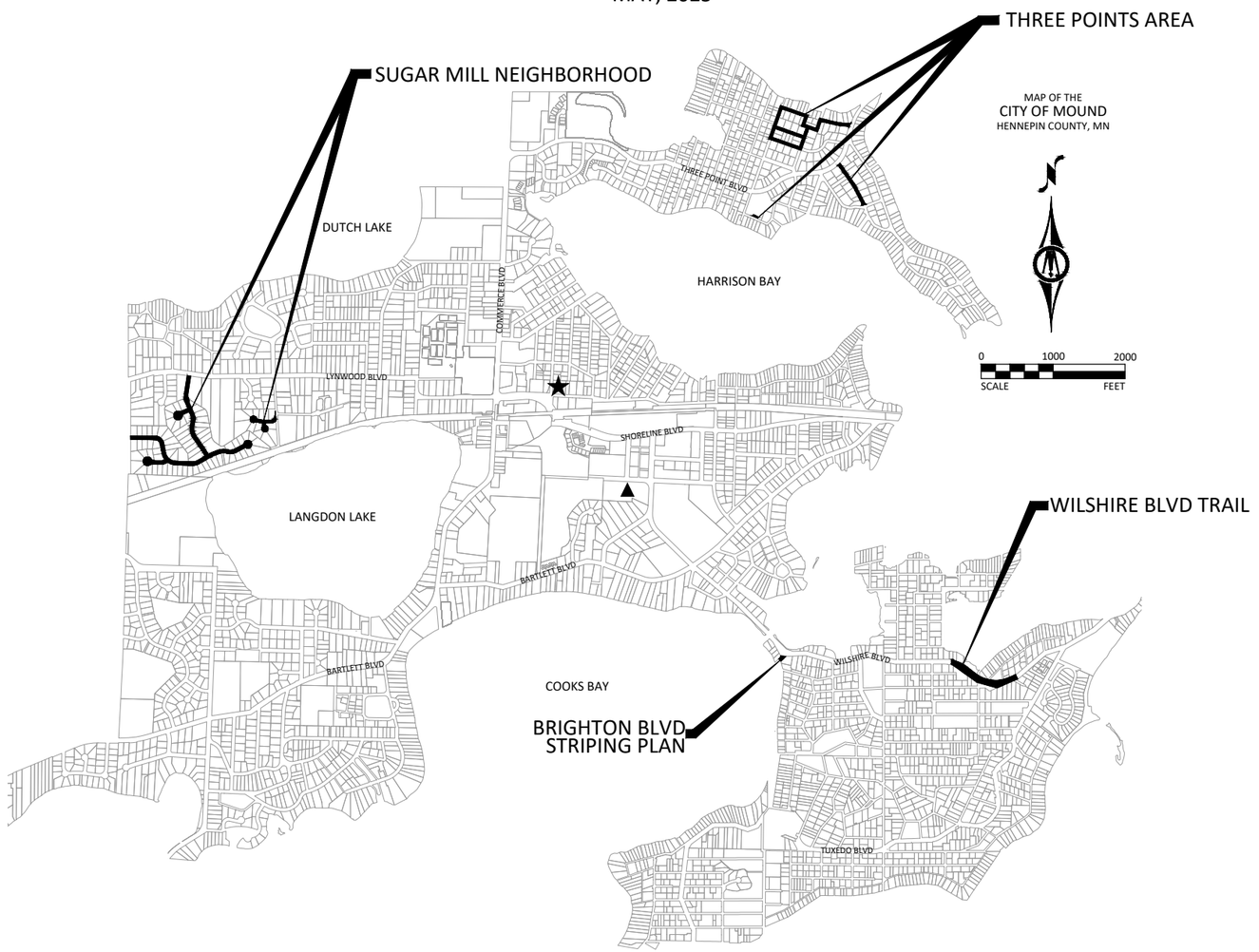
ELECTRIC
XCEL ENERGY
JEFF SCHEI
5505 MANAITOU ROAD
EXCELSIOR, MN 55331-8565
763-286-7036

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL, 1-800-252-1166 OR 651-454-0002.

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

## MAP LEGEND

- PROJECT LIMITS
- CITY HALL
- CITY SHOP




MAP OF THE
CITY OF MOUND
HENNEPIN COUNTY, MN

0 1000 2000
SCALE FEET

| SHEET NUMBER | SHEET TITLE |
|---|---|
| GENERAL | |
| G0.01 - G0.02 | TITLE SHEET - LEGEND |
| G0.03 | GENERAL NOTES |
| G1.01 - G1.04 | LOCATION PLAN |
| C1.01 - C1.04 | DETAILS |
| C1.05 - C1.10 | STANDARD DETAILS |
| THREE POINTS AREA - RECONSTRUCTION | |
| C2.01 - C2.03 | SWPPP |
| C2.04 | DRAINAGE PLAN |
| C3.01 | STORM SEWER REMOVALS PLAN |
| C3.02 | STORM WATER TREATMENT GRADING PLAN |
| C5.01 - C5.02 | STORM SEWER PLAN & PROFILE |
| C6.01 - C6.04 | STREET CONSTRUCTION PLAN |
| C6.05 - C6.06 | INTERSECTION DETAILS |
| C6.07 | THREE POINTS PARK PARKING LOT |
| SUGARMILL NEIGHBORHOOD - MILL & OVERLAY | |
| C6.08 - C6.12 | STREET CONSTRUCTION PLAN |
| C6.13 - C6.14 | PEDESTRIAN RAMP DETAILS |
| MISCELLANEOUS IMPROVEMENTS | |
| C7.01 | BRIGHTON BLVD STRIPING PLAN |
| C7.02 | WILSHIRE BLVD TRAIL |
| C8.01 - C8.03 | MANHOLE REHABILITATION |
| C8.04 | MANHOLE REHABILITATION SPREADSHEET |

THIS PLAN SET CONTAINS 44 SHEETS.

| REVISION | SHEETS | DATE |
|---|---|---|
| 1 | C1.01, C1.02, C8.04 | 05/16/2025 |
| 2 | C1.03, C1.04, C2.04, C3.01, C3.02, C5.01, C5.02, C6.03 | 6/2/2025 |
| | | |
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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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| KLB | | | |
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| BNM & EMD | | | |
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| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
TITLE SHEET

SHEET G0.01

## EXISTING TOPOGRAPHIC SYMBOLS

- ACCESS GRATE
- AIR CONDITION UNIT
- ANTENNA
- AUTO SPRINKLER CONNECTION
- BARRICADE PERMANENT
- BASKETBALL POST
- BENCH
- BIRD FEEDER
- BOLLARD
- BUSH
- CATCH BASIN RECTANGULAR CASTING
- CATCH BASIN CIRCULAR CASTING
- CURB STOP
- CLEAN OUT
- CULVERT END
- DRINKING FOUNTAIN
- DOWN SPOUT
- ELECTRIC CAR CHARGE STATION
- FILL PIPE
- FIRE HYDRANT
- FLAG POLE
- FLARED END / APRON
- FUEL PUMP
- GRILL
- GUY WIRE ANCHOR
- HANDHOLE
- HANDICAP SPACE
- IRRIGATION SPRINKLER HEAD
- IRRIGATION VALVE BOX
- LIFT STATION CONTROL PANEL
- LIFT STATION
- LIGHT POLE
- MAILBOX
- MANHOLE-COMMUNICATION
- MANHOLE-ELECTRIC
- MANHOLE-GAS
- MANHOLE-HEAT
- MANHOLE-RECLAIMED WATER
- MANHOLE-SANITARY SEWER
- MANHOLE-STORM SEWER
- MANHOLE-UTILITY
- MANHOLE-WATER
- METER
- DRIVE-THRU MICROPHONE
- PARKING METER
- PAVEMENT MARKING
- PEDESTAL-COMMUNICATION
- PEDESTAL-ELECTRIC
- PEDESTRIAN PUSH BUTTON
- PICNIC TABLE
- POLE-UTILITY
- POST
- RAILROAD SIGNAL POLE
- REGULATION STATION GAS
- SATELLITE DISH
- SIGN TRAFFIC
- SIGNAL CONTROL CABINET
- SOIL BORING
- SIREN
- TELEPHONE BOOTH
- TILE INLET
- TILE OUTLET
- TILE RISER
- TRANSFORMER-ELECTRIC
- TREE-CONIFEROUS
- TREE-DEAD
- TREE-DECIDUOUS
- TREE STUMP
- TRAFFIC ARM BARRIER
- TRAFFIC SIGNAL
- TRASH CAN
- UTILITY MARKER
- VALVE
- VALVE POST INDICATOR
- VALVE VAULT
- VAULT
- VENT PIPE
- WATER SPIGOT
- WELL
- WETLAND DELINEATED MARKER
- WETLAND
- WET WELL
- YARD HYDRANT

## PROPOSED TOPOGRAPHIC SYMBOLS

- CLEANOUT
- MANHOLE
- LIFT STATION
- STORM SEWER CIRCULAR CASTING
- STORM SEWER RECTANGULAR CASTING
- STORM SEWER FLARED END / APRON
- STORM SEWER OUTLET STRUCTURE
- STORM SEWER OVERFLOW STRUCTURE
- CURB BOX
- FIRE HYDRANT
- WATER VALVE
- WATER REDUCER
- WATER BEND
- WATER TEE
- WATER CROSS
- WATER SLEEVE
- WATER CAP / PLUG
- RIP RAP
- DRAINAGE FLOW
- TRAFFIC SIGNS

## SURVEY SYMBOLS

- BENCHMARK LOCATION
- CONTROL POINT
- MONUMENT FOUND
- CAST IRON MONUMENT
- STONE MONUMENT

## EXISTING TOPOGRAPHIC LINES

- RETAINING WALL
- FENCE
- FENCE-DECORATIVE
- GUARD RAIL
- TREE LINE
- BUSH LINE

## SURVEY LINES

- CONTROLLED ACCESS
- BOUNDARY
- CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- SETBACK LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- TEMPORARY EASEMENT

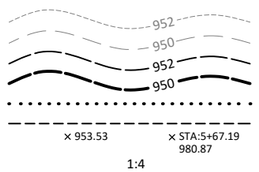
## EXISTING UTILITY LINES

- FORCEMAIN
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- WATERMAIN
- WATER SERVICE
- RECLAIMED WATER

## PROPOSED UTILITY LINES

- FORCEMAIN
- SANITARY SEWER
- SANITARY SERVICE
- STORM SEWER
- STORM SEWER DRAIN TILE
- WATERMAIN
- WATER SERVICE
- PIPE CASING
- TRENCHLESS PIPE (PLAN VIEW)
- TRENCHLESS PIPE (PROFILE VIEW)

## GRADING INFORMATION




- EXISTING CONTOUR MINOR
- EXISTING CONTOUR MAJOR
- PROPOSED CONTOUR MINOR
- PROPOSED CONTOUR MAJOR
- PROPOSED GRADING LIMITS / SLOPE LIMITS
- PROJECT LIMITS
- PROPOSED SPOT ELEVATION
- RISE:RUN (SLOPE)

## HATCH PATTERNS

- BITUMINOUS
- GRAVEL
- CONCRETE

## EXISTING PRIVATE UTILITY LINES

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- UNDERGROUND FIBER OPTIC
- UNDERGROUND ELECTRIC
- UNDERGROUND GAS
- UNDERGROUND COMMUNICATION
- OVERHEAD ELECTRIC
- OVERHEAD COMMUNICATION
- OVERHEAD UTILITY

UTILITIES IDENTIFIED WITH A QUALITY LEVEL :

LINE TYPES FOLLOW THE FORMAT: UTILITY TYPE - QUALITY LEVEL
EXAMPLE: G-A G-A UNDERGROUND GAS, QUALITY LEVEL A
UTILITY QUALITY LEVEL (A,B,C,D) DEFINITIONS CAN BE FOUND IN CI/ASCE 38-22.

UTILITY QUALITY LEVELS:

QUALITY LEVEL D: PROVIDES THE MOST BASIC LEVEL OF INFORMATION. IT INVOLVES COLLECTING DATA FROM EXISTING UTILITY RECORDS. RECORDS MAY INCLUDE AS-BUILT DRAWINGS, DISTRIBUTION AND SERVICES MAPS, EXISTING GEOGRAPHIC INFORMATION SYSTEM DATABASES, CONSTRUCTION PLANS, ETC.

QUALITY LEVEL C: INVOLVES SURVEYING VISIBLE SUBSURFACE UTILITY STRUCTURES SUCH AS MANHOLES, HAND-HOLES, UTILITY VALVES AND METERS, FIRE HYDRANTS, PEDESTALS AND UTILITY MARKERS, AND THEN CORRELATING THE INFORMATION WITH EXISTING UTILITY RECORDS TO CREATE COMPOSITE DRAWINGS. INCLUDES QUALITY LEVEL D ACTIVITIES.

QUALITY LEVEL B: INVOLVES DESIGNATING THE HORIZONTAL POSITION OF SUBSURFACE UTILITIES THROUGH SURFACE DETECTION METHODS AND COLLECTING THE INFORMATION THROUGH A SURVEY METHOD. INCLUDES QUALITY LEVEL C AND D TASKS.

QUALITY LEVEL A: PROVIDES THE HIGHEST LEVEL OF ACCURACY. IT INVOLVES LOCATING OR POTHOLING UTILITIES AS WELL AS ACTIVITIES IN QUALITY LEVELS B, C, AND D. THE LOCATED FACILITY INFORMATION IS SURVEYED AND MAPPED AND THE DATA PROVIDES PRECISE PLAN AND PROFILE INFORMATION.

## ABBREVIATIONS

| | | | | | |
|---|---|---|---|---|---|
| A | ALGEBRAIC DIFFERENCE | GRAV | GRAVEL | RSC | RIGID STEEL CONDUIT |
| ADJ | ADJUST | GU | GUTTER | RT | RIGHT |
| ALT | ALTERNATE | GV | GATE VALVE | SAN | SANITARY SEWER |
| B-B | BACK TO BACK | HDPE | HIGH DENSITY POLYETHYLENE | SCH | SCHEDULE |
| BIT | BITUMINOUS | HH | HANDHOLE | SERV | SERVICE |
| BLDG | BUILDING | HP | HIGH POINT | SHLD | SHOULDER |
| BMP | BEST MANAGEMENT PRACTICE | HWL | HIGH WATER LEVEL | STA | STATION |
| BR | BEGIN RADIUS | HYD | HYDRANT | STD | STANDARD |
| BV | BUTTERFLY VALVE | I | INVERT | STM | STORM SEWER |
| CB | CATCH BASIN | K | CURVE COEFFICIENT | TC | TOP OF CURB |
| C&G | CURB AND GUTTER | L | LENGTH | TE | TEMPORARY EASEMENT |
| CIP | CAST IRON PIPE | LO | LOWEST OPENING | TEMP | TEMPORARY |
| CIPP | CURED-IN-PLACE PIPE | LP | LOW POINT | TNH | TOP NUT HYDRANT |
| CL | CENTER LINE | LT | LEFT | TP | TOP OF PIPE |
| CL. | CLASS | MAX | MAXIMUM | TYP | TYPICAL |
| CLVT | CULVERT | MH | MANHOLE | VCP | VITRIFIED CLAY PIPE |
| CMP | CORRUGATED METAL PIPE | MIN | MINIMUM | VERT | VERTICAL |
| C.O. | CHANGE ORDER | MR | MID RADIUS | VPC | VERTICAL POINT OF CURVE |
| COMM | COMMUNICATION | NIC | NOT IN CONTRACT | VPI | VERTICAL POINT OF INTERSECTION |
| CON | CONCRETE | NMC | NON-METALLIC CONDUIT | VPT | VERTICAL POINT OF TANGENT |
| CSP | CORRUGATED STEEL PIPE | NTS | NOT TO SCALE | WM | WATERMAIN |
| DIA | DIAMETER | NWL | NORMAL WATER LEVEL | | |
| DIP | DUCTILE IRON PIPE | OHW | ORDINARY HIGH WATER LEVEL | | |
| DWY | DRIVEWAY | PC | POINT OF CURVE | AC | ACRES |
| E | EXTERNAL CURVE DISTANCE | PCC | POINT OF COMPOUND CURVE | CF | CUBIC FEET |
| ELEC | ELECTRIC | PE | PERMANENT EASEMENT | CV | COMPACTED VOLUME |
| ELEV | ELEVATION | PED | PEDESTRIAN, PEDESTAL | CY | CUBIC YARD |
| EOF | EMERGENCY OVERFLOW | PERF | PERFORATED PIPE | EA | EACH |
| ER | END RADIUS | PERM | PERMANENT | EV | EXCAVATED VOLUME |
| ESMT | EASEMENT | PI | POINT OF INTERSECTION | LB | POUND |
| EX | EXISTING | PL | PROPERTY LINE | LF | LINEAR FEET |
| FES | FLARED END SECTION | PRC | POINT OF REVERSE CURVE | LS | LUMP SUM |
| F-F | FACE TO FACE | PT | POINT OF TANGENT | LV | LOOSE VOLUME |
| FF | FINISHED FLOOR | PVC | POLYVINYL CHLORIDE PIPE | SF | SQUARE FEET |
| F&I | FURNISH AND INSTALL | PVMT | PAVEMENT | SV | STOCKPILE VOLUME |
| FM | FORCEMAIN | R | RADIUS | SY | SQUARE YARD |
| FO | FIBER OPTIC | R/W | RIGHT-OF-WAY | | |
| F.O. | FIELD ORDER | RCP | REINFORCED CONCRETE PIPE | | |
| GRAN | GRANULAR | RET | RETAINING | | |



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MATTHEW S. BAUMAN
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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
LEGEND

SHEET
G0.02

# CONSTRUCTION NOTES

## GENERAL

1. CONTRACTOR SHALL MAINTAIN LOCAL ACCESS TO ALL PROPERTIES DURING CONSTRUCTION. STREETS MAY BE CLOSED FOR CONSTRUCTION ACTIVITY DURING THE DAY. ALL TRENCHES SHALL BE BACKFILLED AT THE END OF EACH DAY TO ALLOW ACCESS. RESIDENTS SHALL BE PROVIDED 24 HOURS ADVANCE NOTICE ON ALL STREET CLOSURES.
2. EROSION CONTROL MEASURES SHALL BE INSTALLED AS INDICATED ON THE PLAN AND/OR AS DIRECTED BY THE ENGINEER DOWN GRADIENT FROM PROPOSED WORK PRIOR TO ANY DISTURBANCE.
3. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO THEIR PRECONSTRUCTION STATE, INCLUDING TURF RESTORATION.
4. ANY GARDEN, ROCK GARDEN OR LANDSCAPING DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION USING LIKE MATERIALS. THIS RESTORATION WILL BE PAID FOR UNDER THE LANDSCAPING ALLOWANCE SHOWN ON THE BID SCHEDULE. DRIVEWAYS, SOD AND OTHER LANDSCAPING HAVING SEPARATE BID ITEMS SHALL BE PAID FOR UNDER THE INDIVIDUAL BID ITEM.
5. THE CONTRACTOR SHALL REPAIR ANY EXISTING IRRIGATION SYSTEMS OR ELECTRIC FENCE SYSTEMS DISTURBED BY PROJECT CONSTRUCTION. SYSTEMS SHALL BE REPAIRED WITH SALVAGED MATERIALS AND/OR NEW IRRIGATION SYSTEM MATERIALS AS DIRECTED BY THE ENGINEER. IRRIGATION REPAIRS SHALL BE PAID FOR AS TIME AND MATERIALS. CARE SHOULD BE TAKEN TO MINIMIZE THE DISTURBANCE OF EXISTING SYSTEMS WHEN WORKING IN THESE AREAS.
6. CONTRACTOR SHALL PROTECT EXISTING FOLIAGE, CLEARING AND GRUBBING OF EXISTING FOLIAGE SHALL BE AS DIRECTED BY THE ENGINEER.
7. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION OF UTILITIES IN CONFLICT WITH PROPOSED CONSTRUCTION.
8. CONTRACTOR SHALL PROVIDE TEMPORARY MAIL BOXES AT THE ACCESS POINTS TO NEIGHBORHOODS AS REQUIRED TO ALLOW FOR CONTINUOUS MAIL DELIVERY DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO BRING GARBAGE CONTAINERS TO AN ACCESSIBLE COLLECTION POINT WHEN GARBAGE TRUCK ACCESS TO RESIDENCES IS NOT AVAILABLE. TEMPORARY MAIL BOXES AND GARBAGE CONTAINER ACCESS SHALL BE CONSIDERED INCIDENTAL FOR WHICH NO DIRECT COMPENSATION SHALL BE MADE.
9. FOR EXCESS MATERIAL, CONTRACTOR SHALL COORDINATE OFF-SITE LOCATION FOR DISPOSAL AND SUBMIT ANY PLACEMENT PLANS AND/OR PERMITTING NECESSARY TO CITY/COUNTY PRIOR TO EXPORTING MATERIAL FROM SITE (INCIDENTAL).
10. ALL EXCAVATION & EQUIPMENT SHALL REMAIN WITHIN, ROW, EASEMENTS, AND REMOVAL LIMITS SHOWN. TRENCH BOX OR SHEETING MAY BE REQUIRED.
11. CONTRACTOR SHALL PROTECT AND SUPPORT AS NECESSARY ALL TREES, BUILDINGS, LANDSCAPING, RETAINING WALLS, WALKWAYS, DRIVEWAYS, CURB & GUTTER, ETC. UNLESS NOTED OTHERWISE IN THE PLAN OR IN THE FIELD BY THE ENGINEER.
12. CONTRACTOR SHALL PROTECT & SUPPORT ALL EXISTING PUBLIC AND PRIVATE UTILITIES (GAS, TELEPHONE, ELECTRIC, CABLE, WATERMAIN, STORM, SANITARY, ETC) AS DIRECTED BY UTILITY OWNER UNLESS OTHERWISE NOTED.
13. DEWATERING MAY BE REQUIRED TO INSTALL UTILITIES. ALL DEWATERING SHALL REQUIRE PRETREATMENT PRIOR TO DISCHARGE FROM THE SITE.

## REMOVALS

1. CONTRACTOR SHALL PROTECT EXISTING CONCRETE CURB AND GUTTER AND CONCRETE SIDEWALK NOT DESIGNATED FOR REMOVAL UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN FIELD. ESTIMATED REMOVAL AND REPLACEMENT AREAS NECESSARY FOR UTILITY CONSTRUCTION ARE SHOWN IN THE PLANS. IF ADDITIONAL REMOVAL AND REPLACEMENT AREAS ARE DETERMINED TO BE NECESSARY BY THE ENGINEER, COMPENSATION TO THE CONTRACTOR SHALL BE AT THE UNIT PRICES BID.
2. CONTRACTOR SHALL SAWCUT BITUMINOUS WHEN PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT TO ENSURE A UNIFORM JOINT (INCIDENTAL). SAWCUTS SHALL BE LOCATED ALONG LANE LINES, AND ALL DRIVEWAY AND SIDEWALK REMOVAL LIMITS AS MARKED BY THE ENGINEER (INCIDENTAL).
3. CONTRACTOR SHALL REMOVE CONCRETE ALONG JOINT LINES TO THE MAXIMUM EXTENT POSSIBLE, REMOVAL LIMITS SHALL BE COORDINATED IN THE FIELD WITH ENGINEER.
4. CONTRACTOR SHALL PROVIDE FOR THE REMOVAL AND DISPOSAL OF ANY OTHER STRUCTURES OR DEBRIS THAT WOULD INTERFERE WITH CONSTRUCTION. ALL SUCH MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS OTHERWISE NOTED AND SHALL EITHER BE RECYCLED TO THE EXTENT ALLOWED OR DISPOSED OF OFFSITE.
5. THE CONTRACTOR SHALL INVESTIGATE AND MAKE HIS OWN DETERMINATION OF EXISTING PAVEMENT AND AGGREGATE BASE THICKNESS. IF THE CONTRACTOR ELECTS TO RECLAIM PAVEMENT AND AGGREGATE BASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY WORK OR MATERIALS NECESSARY TO MAKE THE RECLAIMED MATERIAL CONFORM TO THE SPECIFIED AGGREGATE BASE.
6. COMMON EXCAVATION QUANTITY WAS DETERMINED BY AVERAGING THE GEOTECH CORES FOR BITUMINOUS REMOVAL PRIOR TO EXCAVATION. COMMON EXCAVATION SHALL INCLUDE AGGREGATE & SUBSOIL DOWN TO THE PROPOSED ROAD SUBGRADE. COMMON X SHALL BE PAID AS PLAN QUANTITY.
7. UNLESS SPECIFICALLY NOTED FOR SALVAGE, ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE SUITABLY DISPOSED OF OFFSITE.

## STREET

1. CONTRACTOR MAY RECLAIM PAVEMENT MILLINGS AND EXISTING AGGREGATE BASE FOR REUSE AS AGGREGATE BASE ON THE RECONSTRUCTED STREETS AT ITS RECLAIMED AGGREGATE SHALL COMPLY WITH REQUIREMENTS OF MnDOT 3138. RECLAIM MATERIAL MIXED OR CONTAMINATED WITH UNDERLYING SOILS WILL NOT BE PERMITTED TO BE REUSED ON THE PROJECT.
2. NEW CLASS 5 AGGREGATE SHALL BE PLACED IN THE TOP 3 INCHES OF THE AGGREGATE BASE.
3. PAVEMENT MILLINGS MAY BE USED FOR MAINTAINING ACCESS TO RESIDENCES WHEN APPROVED BY THE ENGINEER.
4. TEST ROLLING SHALL BE REQUIRED ON SUBGRADE FOR ALL FULLY RECONSTRUCTED STREETS.
5. PROVIDE FOR A UNIFORM BITUMINOUS TACK COAT BETWEEN COURSES. THE TACK COAT SHALL BE APPLIED AT A UNIFORM RATE OF 0.05 GAL/SY BETWEEN BITUMINOUS LAYERS AND 0.10 GAL/SY ON BITUMINOUS SURFACES PRIOR TO BEING OVERLAID. THE APPLICATION RATES ARE FOR UNDILUTED EMULSIONS (AS SUPPLIED FROM THE REFINERY) OR CSS-1H LIQUID ASPHALTS. THE ASPHALT EMULSION MAY BE FURTHER DILUTED IN THE FIELD IN ACCORDANCE WITH SPEC. 2357.
6. STABILIZING AGGREGATE SHALL BE INCORPORATED INTO THE SUBGRADE TO ACHIEVE SATISFACTORY SURFACE STABILITY AT LOCATIONS DEEMED NECESSARY BY THE ENGINEER.

## STORM SEWER NOTES:

1. PIPE LENGTHS AND GRADES ARE CALCULATED FROM THE CENTER OF STRUCTURE FOR MANHOLES, BACK OF CURB CENTER OF CASTING FOR CATCH BASINS, AND CENTERLINE END OF STRUCTURE FOR APRONS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING LOCATION, DIAMETER, AND ELEVATION FOR ALL EXISTING STORM SEWER PRIOR TO CONSTRUCTION.
3. INLET PROTECTION SHALL BE REQUIRED ON ALL INLETS WITHIN PROJECT LIMITS. DIFFERENT TYPES OF PROTECTION WILL BE NECESSARY DEPENDING ON THE STAGING OF PROJECT. STAGING OF INLET PROTECTION WILL BE CONSIDERED INCIDENTAL.
4. TYPE "L" CASTINGS SHALL BE DIRECTED TOWARDS INCOMING FLOW. SAG AREAS WITH FLANKING CATCH BASINS SHALL BE POINTED IN OPPOSITE DIRECTIONS.
5. RIM ELEVATIONS SHALL BE SUMPED 0.05' FOR STRUCTURES IN BITUMINOUS PAVEMENT AND 0.10' FOR STRUCTURES IN CURB AND GUTTER. ELEVATIONS LISTED IN TABLE AND SHOWN ON PLANS REFLECT SUMPED CONDITION.

## MISCELLANEOUS

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MINNESOTA MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.
2. THE CONTRACTOR IS HEREBY REMINDED OF HIS RESPONSIBILITY UNDER STATE LAW TO CONTACT ALL UTILITIES THAT MAY HAVE FACILITIES IN THE AREA. CONTACT MUST BE MADE THROUGH GOPHER STATE ONE-CALL.
3. WHENEVER THE WORD “INCIDENTAL” IS USED IN THIS PLAN, IT SHALL MEAN THIS WORK WILL BE INCIDENTAL TO THE CONTRACT, FOR WHICH NO DIRECT COMPENSATION WILL BE MADE.



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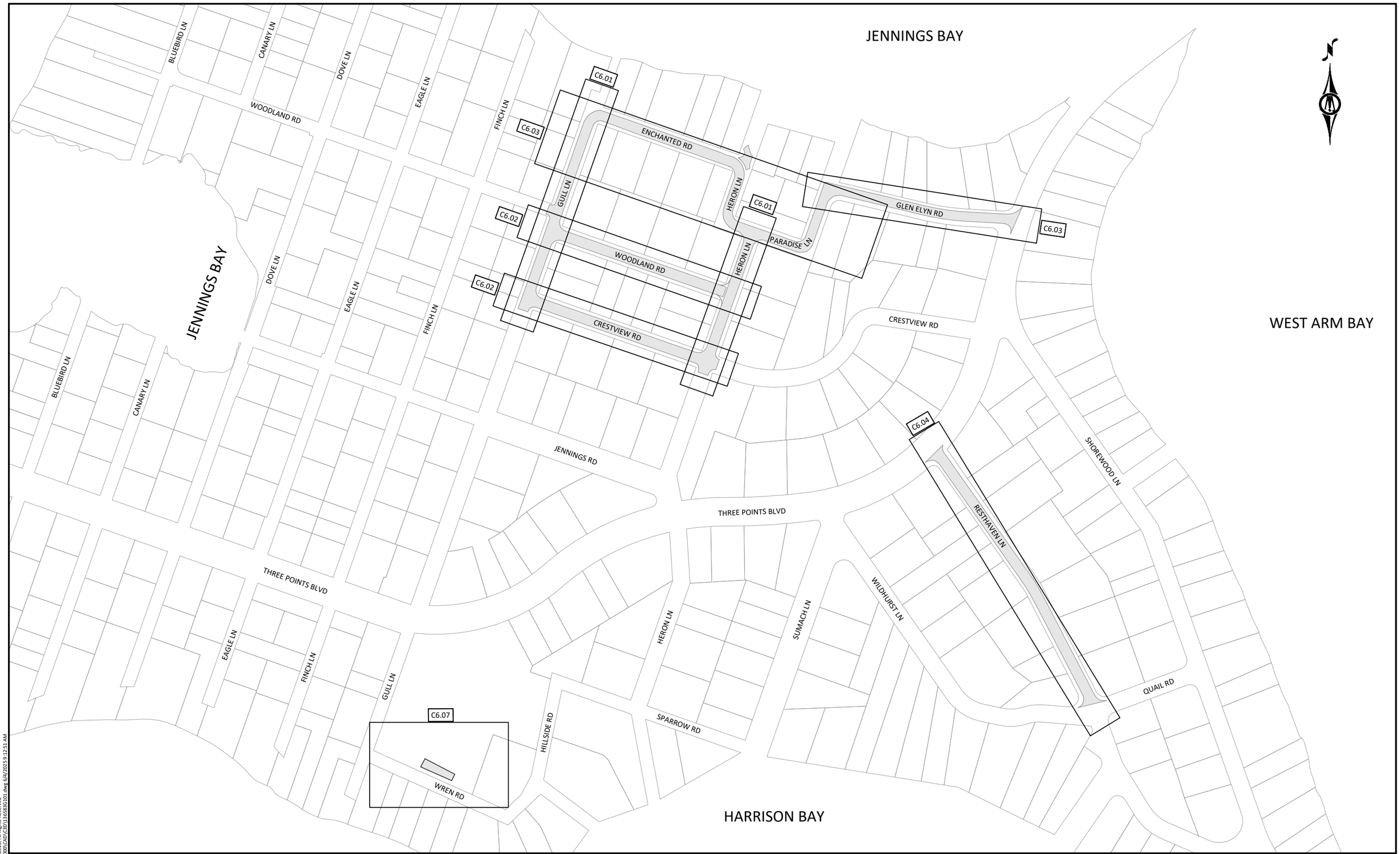
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GENERAL NOTES

SHEET G0.03






HORZ. SCALE 0 100 200 FEET

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MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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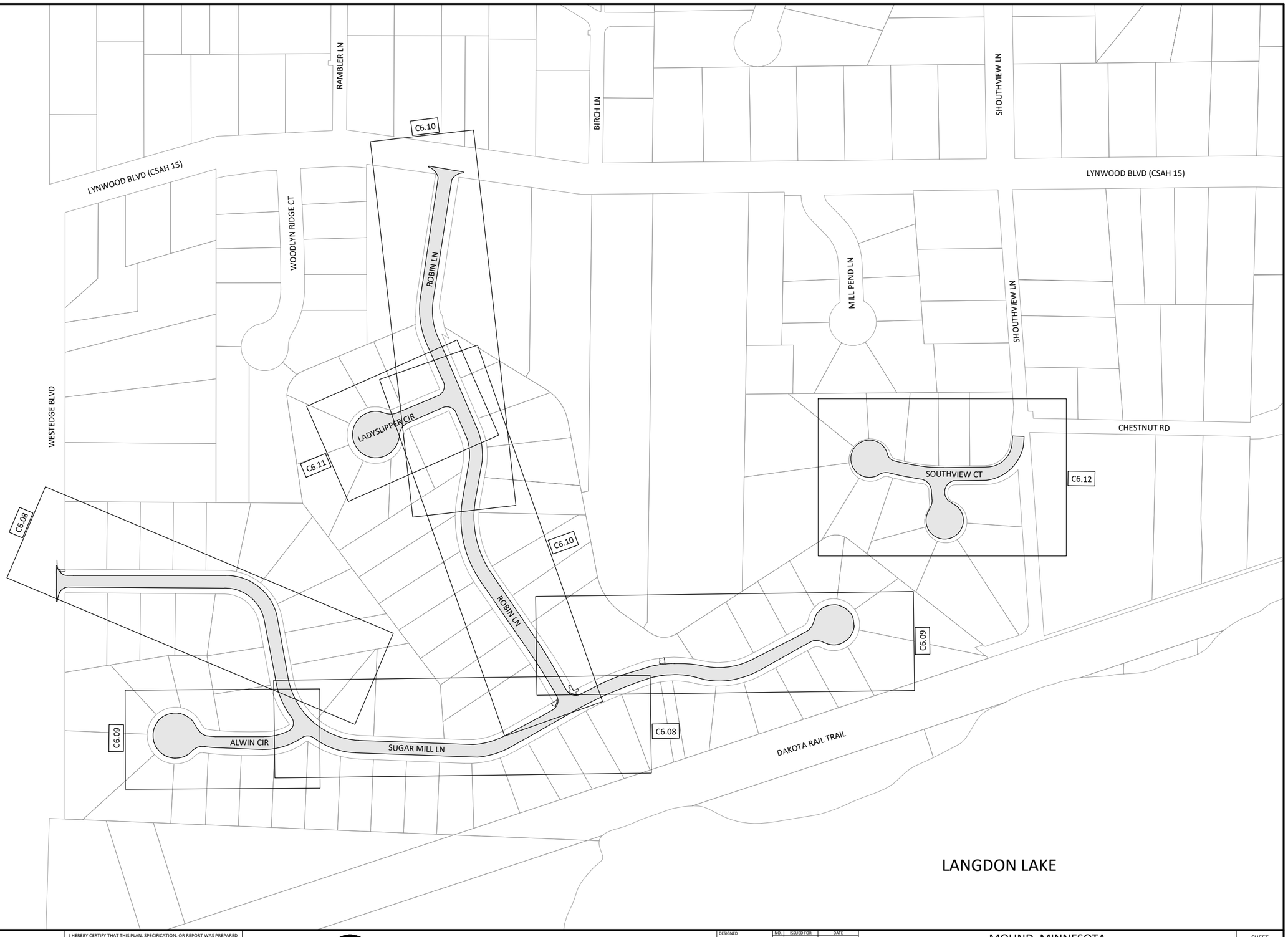
CHASKA, MN 55318
Phone: (952) 448-8838
Email: Chaska@bolton-menk.com
www.bolton-menk.com

| DESIGNED | NO. | ISSUED FOR | DATE |
|---|---|---|---|
| KLB | | | |
| DRAWN | | | |
| BNM & EMD | | | |
| CHECKED | | | |
| MSB | | | |
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GENERAL PLAN LAYOUT - THREE POINTS AREA

SHEET G1.01




HORZ. SCALE 0 100 200 FEET

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| CHECKED: MSB | | | |
| CLIENT PROJ. NO.: 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GENERAL PLAN LAYOUT - SUGARMILL MILL & OVERLAY

SHEET G1.02




HORZ. 0 150 300
SCALE FEET

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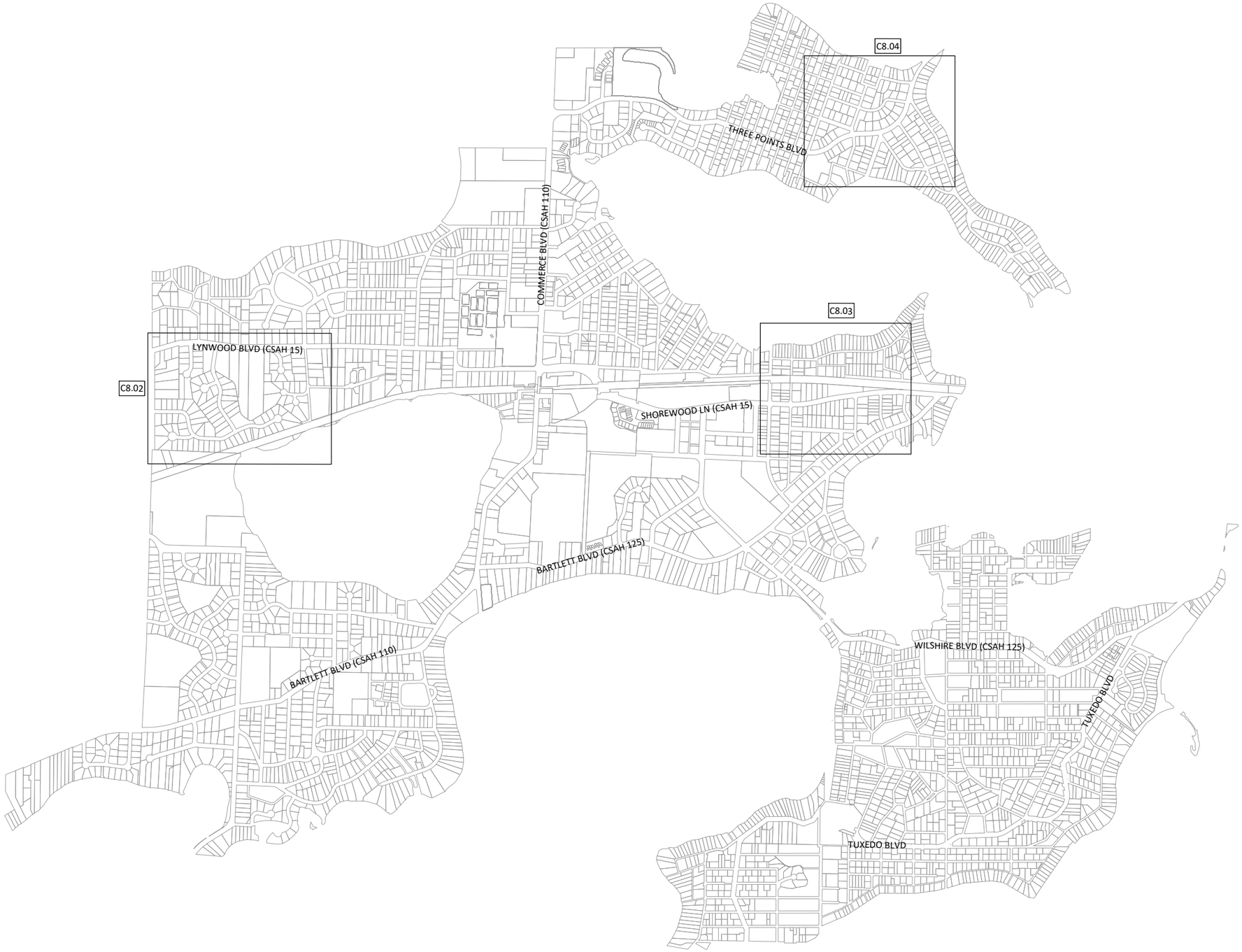
| | |
|---|---|
| DESIGNED | KLB |
| DRAWN | BNM & EMD |
| CHECKED | MSB |
| CLIENT PROJ. NO. | 24X.136583 |

| NO. | ISSUED FOR | DATE |
|---|---|---|
| | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GENERAL PLAN LAYOUT - MISCELLANEOUS STREET REPAIRS

SHEET
G1.03






HORZ. 0 700 1400
SCALE FEET

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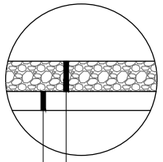
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

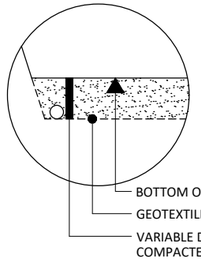
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GENERAL PLAN LAYOUT - MANHOLE REHABILITATION

SHEET
G1.04

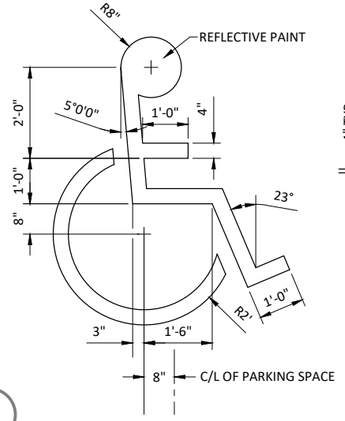


8" MIN, MODIFIED SUBBASE (100% CRUSHED) (2111)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

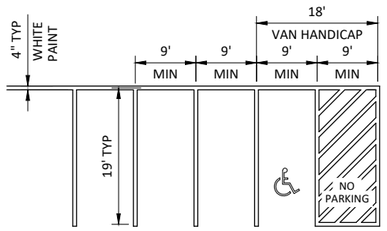
GRAVEL DRIVEWAY PAVEMENT
NOT TO SCALE




SUBGRADE CORRECTION
NOT TO SCALE

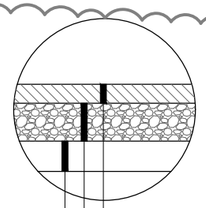



INTERNATIONAL HANDICAP SYMBOL
NOT TO SCALE



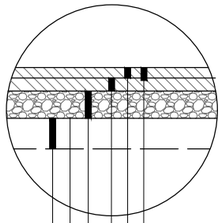

90° STALL

PARKING STRIPING
NOT TO SCALE



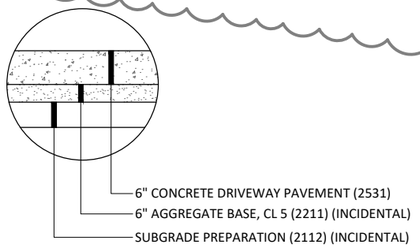
3" TYPE SP 9.5 WEARING COURSE (2,B) (SPWEA230B) (2360)
6" AGGREGATE BASE CL 5 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

BITUMINOUS TRAIL/DRIVEWAY/PARKING LOT
NOT TO SCALE



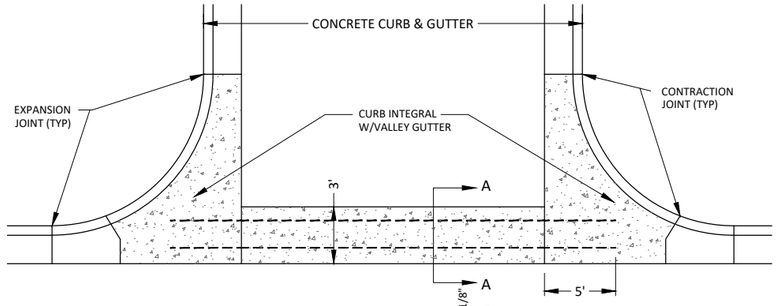
1.5" TYPE SP9.5 WEARING COURSE (SPWEA230C) (2360)
BITUMINOUS TACK COAT (2357) (INCIDENTAL)
2" TYPE SP12.5 NON-WEARING COURSE (SPNWB230C) (2360)
8" AGGREGATE BASE, CL 5 (2211) (SEE SPECIFICATIONS)
GEOTEXTILE FABRIC MnDOT TYPE V (3733)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

CITY STREET PATCH
NOT TO SCALE



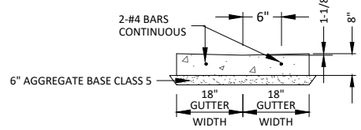
6" CONCRETE DRIVEWAY PAVEMENT (2531)
6" AGGREGATE BASE, CL 5 (2211) (INCIDENTAL)
SUBGRADE PREPARATION (2112) (INCIDENTAL)

CONCRETE DRIVEWAY PAVEMENT
NOT TO SCALE



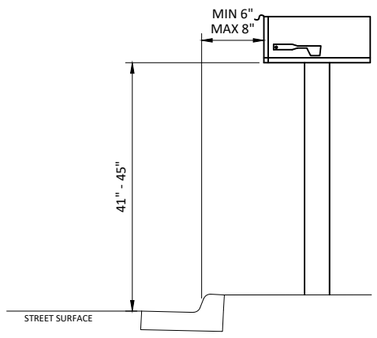

NOTE:

1. VALLEY GUTTER JOINTS: SAW OR SCORE 1/8" MINIMUM TO 3/8" MAXIMUM WIDTH JOINTS A MINIMUM OF 2" DEPTH AT APPROXIMATELY 10' INTERVALS. SEAL JOINTS IN ACCORDANCE TO MnDOT 2301.3.N.3
2. THE CONCRETE VALLEY GUTTER SHALL BE CONSTRUCTED ON 6" AGGREGATE BASE, CLASS 5
3. BARS SHALL BE INCIDENTAL TO THE VALLEY GUTTER




SECTION A

CONCRETE VALLEY GUTTER
NOT TO SCALE




MAILBOX INSTALLATION
NOT TO SCALE

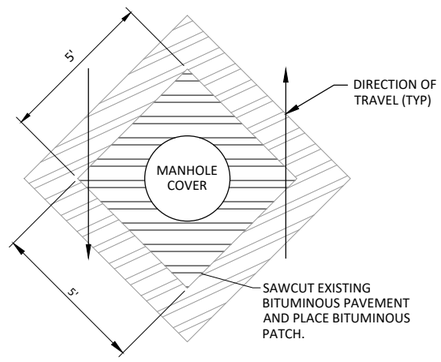
STRIPING KEY

CIRCLE-MULTI COMP
BOX-PREF TAPE
TRIANGLE - PAINT
OCTOGON-PREF THERMO

| 1ST DIGIT WIDTH | 2ND DIGIT PATTERN | 3RD DIGIT COLOR |
|---|---|---|
| 4", 8", ETC. | S - SOLID | W - WHITE |
| | B - BROKEN | Y - YELLOW |
| | T - DOTTED | B - BLACK |
| | D - DOUBLE SOLID | |
| | K - DOUBLE BROKEN | |
| | H - DOUBLE DOTTED | |

G = GROUND IN
C = CONTRAST
W = WET REFLECTIVE
E = ENHANCED SKID RESISTANCE

EXAMPLE: 4SW GCW = 4" SOLID LINE WHITE PREF THERMO GROUND IN, CONTRAST, WET REFLECTIVE




PLAN VIEW

SANITARY MANHOLE - REMOVE & REPLACE CASTING
NOT TO SCALE



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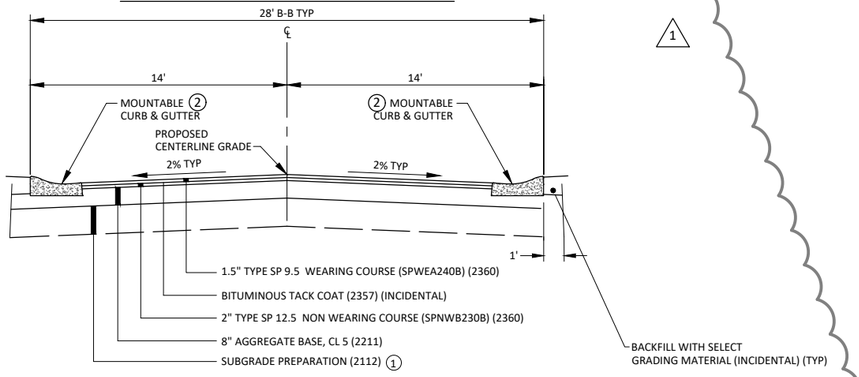
| MSB | | | |
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
DETAILS

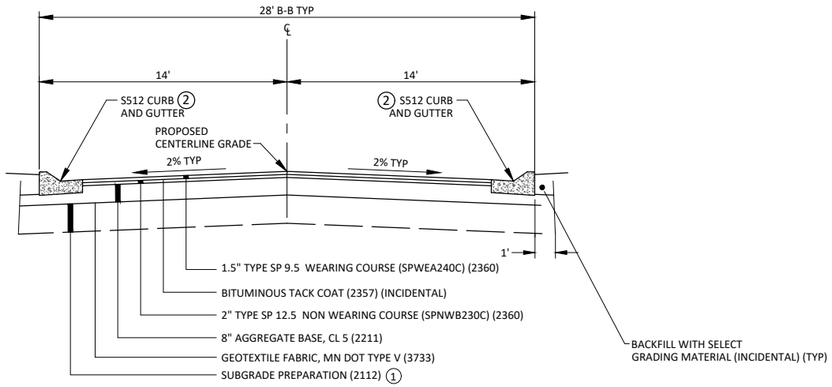
SHEET
C1.01

## TYPICAL SECTION - SUGAR MILL NEIGHBORHOOD



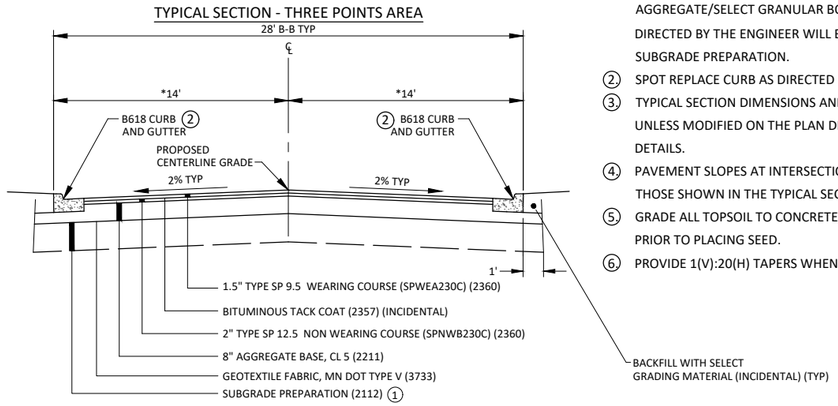

TYPICAL SECTION - MILL & OVERLAY
NOT TO SCALE

## TYPICAL SECTION - RESTHAVEN LN




TYPICAL SECTION - RECONSTRUCTION
NOT TO SCALE

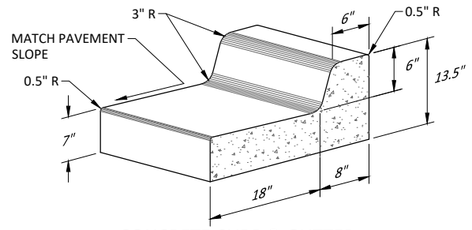
## TYPICAL SECTION - THREE POINTS AREA



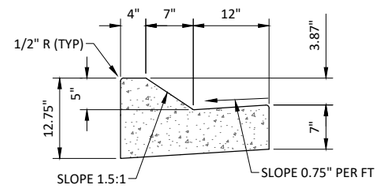

TYPICAL SECTION - RECONSTRUCT
NOT TO SCALE
* 13' ON GLEN FLYN ROAD & PARADISE LANE

GENERAL NOTES:

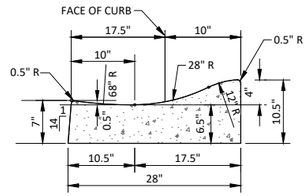
1. WHERE SUBGRADE CORRECTION IS REQUIRED, SUBGRADE EXCAVATION & REPLACEMENT WITH STABILIZING AGGREGATE/SELECT GRANULAR BORROW AND/OR FABRIC, AS DIRECTED BY THE ENGINEER WILL BE REQUIRED IN ADDITION TO SUBGRADE PREPARATION.
2. SPOT REPLACE CURB AS DIRECTED BY ENGINEER IN FIELD.
3. TYPICAL SECTION DIMENSIONS AND SLOPES ARE AS SHOWN UNLESS MODIFIED ON THE PLAN DRAWINGS, AND INTERSECTION DETAILS.
4. PAVEMENT SLOPES AT INTERSECTION LOCATION MAY VARY FROM THOSE SHOWN IN THE TYPICAL SECTIONS.
5. GRADE ALL TOPSOIL TO CONCRETE, BIT, OR AGGREGATE SURFACES PRIOR TO PLACING SEED.
6. PROVIDE 1(V):20(H) TAPERS WHEN CHANGING SUBCUT DEPTHS.



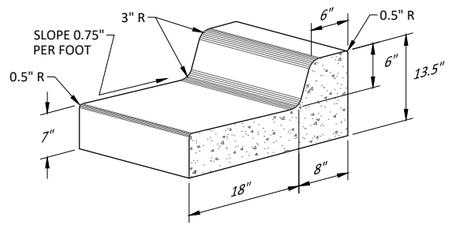

CONCRETE CURB & GUTTER
DESIGN B618, GUTTER OUT
NOT TO SCALE



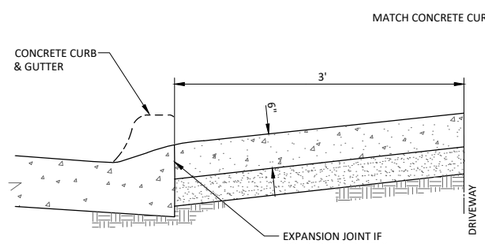

CONCRETE CURB & GUTTER
DESIGN S512
NOT TO SCALE



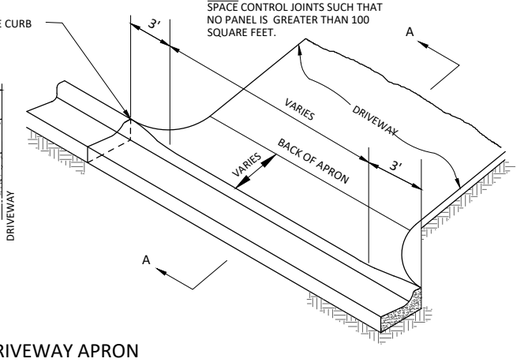

CONCRETE CURB & GUTTER
MOUNTABLE
NOT TO SCALE




CONCRETE CURB & GUTTER
DESIGN B618
NOT TO SCALE




SECTION A-A




CONCRETE DRIVEWAY APRON
NOT TO SCALE



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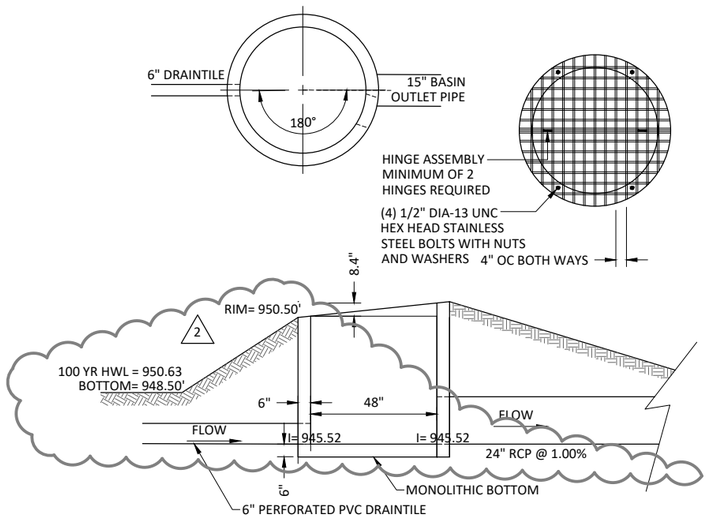
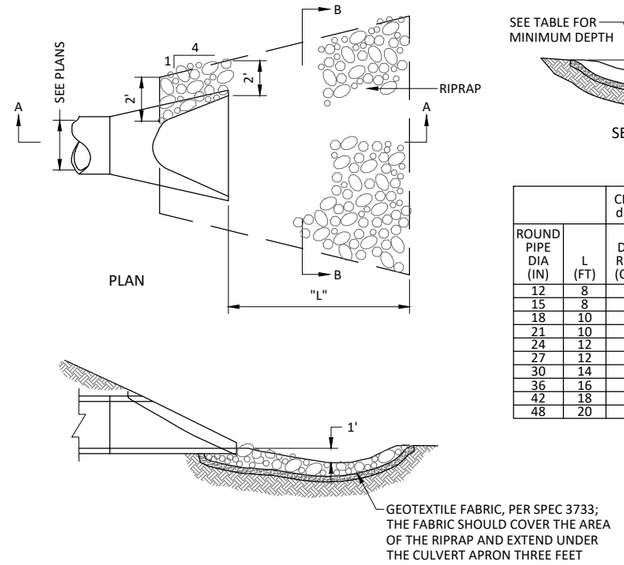
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
DETAILS

SHEET C1.02




## OUTLET CONTROL STRUCTURE

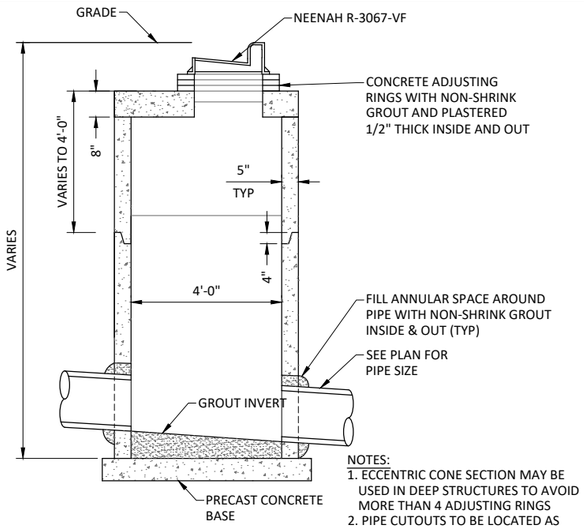
NOT TO SCALE




| ROUND PIPE DIA (IN) | L (FT) | CLASS II d50=6" 12" DEPTH RIPRAP (CU YD) | CLASS III d50=9" 18" DEPTH RIPRAP (CU YD) | CLASS IV d50=12" 24" DEPTH RIPRAP (CU YD) |
|---|---|---|---|---|
| 12 | 8 | 5 | 8 | 10 |
| 15 | 8 | 5 | 8 | 10 |
| 18 | 10 | 6 | 10 | 15 |
| 21 | 10 | 8 | 15 | 15 |
| 24 | 12 | 10 | 15 | 20 |
| 27 | 12 | 10 | 15 | 20 |
| 30 | 14 | 15 | 20 | 25 |
| 36 | 16 | 18 | 25 | 30 |
| 42 | 18 | 20 | 30 | 40 |
| 48 | 20 | 20 | 40 | 50 |

## RIPRAP AT RCP CULVERT END

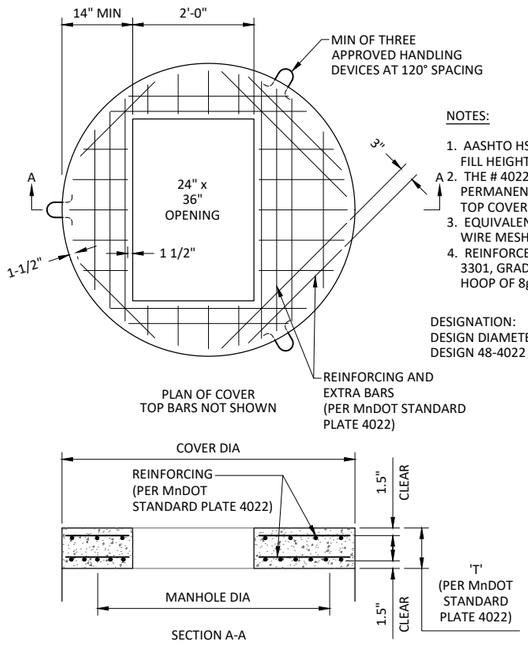
NOT TO SCALE




NOTES:
1. ECCENTRIC CONE SECTION MAY BE USED IN DEEP STRUCTURES TO AVOID MORE THAN 4 ADJUSTING RINGS
2. PIPE CUTOUTS TO BE LOCATED AS SPECIFIED
3. STEEL REINFORCED PLASTIC STEPS SHALL BE A POLYPROPYLENE PLASTIC REINFORCED WITH A NO 2 DEFORMED STEEL ROD GRADE 60

## DRAINAGE STRUCTURE - 4022

NOT TO SCALE



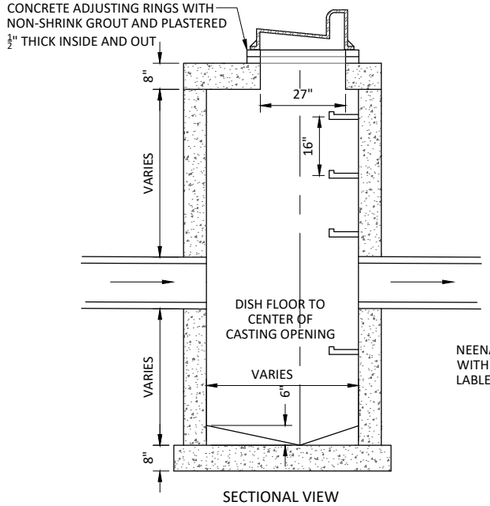

NOTES:
1. AASHTO HS 25 LOADING MAX FILL HEIGHT 15'
2. THE # 4022 SHALL BE PERMANENTLY MARKED ON THE TOP COVER
3. EQUIVALENT STEEL AREAS IN WIRE MESH MAY BE USED
4. REINFORCEMENT PER SPEC 3301, GRADE 60 A SINGLE HOOP OF 8ga STEEL WIRE

DESIGNATION:
DESIGN DIAMETER - STANDARD PLATE # DESIGN 48-4022

## STORM SEWER STRUCTURE DESIGN 4022

NOT TO SCALE

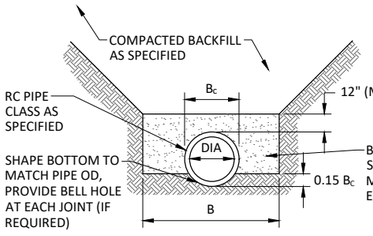
NOTES:
1. ECCENTRIC CONE SECTION MAY BE USED IN DEEP STRUCTURES TO AVOID MORE THAN 4 ADJUSTING RINGS
2. PIPE CUTOUTS TO BE LOCATED AS SPECIFIED
3. STEEL REINFORCED PLASTIC STEPS SHALL BE A POLYPROPYLENE PLASTIC REINFORCED WITH A NO 2 DEFORMED STEEL ROD GRADE 60




SECTIONAL VIEW

## STORM SEWER STRUCTURE DESIGN 4022 WITH SUMP

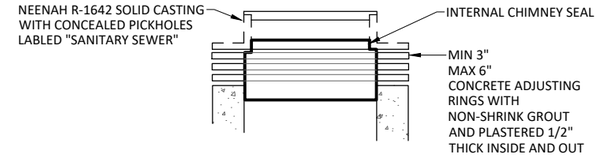
NOT TO SCALE




| PIPE DIA | B |
|---|---|
| 36" OR LESS | $B_C$ + 24" |
| 42" TO 54" | 1.5 x $B_C$ |
| 60" OR OVER | $B_C$ + 36" |

## RC PIPE CLASS "C" BEDDING

NOT TO SCALE




## SANITARY MANHOLE CASTING & RINGS

NOT TO SCALE



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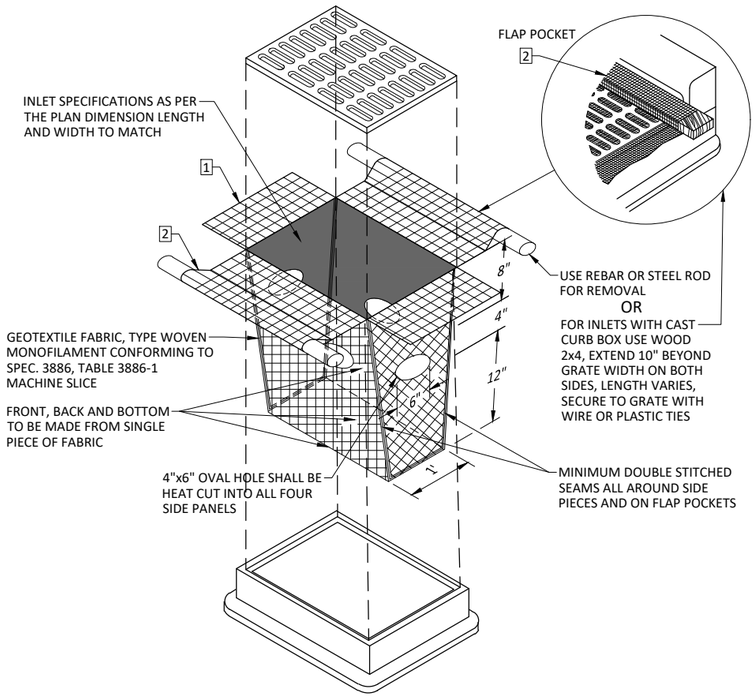
| DESIGNED | NO. | ISSUED FOR | DATE |
|---|---|---|---|
| KLB | 2 | PERMIT | 06/02/2025 |
| DRAWN | | | |
| BNM & EMD | | | |
| CHECKED | | | |
| MSB | | | |
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
DETAILS

SHEET C1.03




NOTES:

1 INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENTS EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL IN THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

2 FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2x4.

INSTALLATION NOTES:

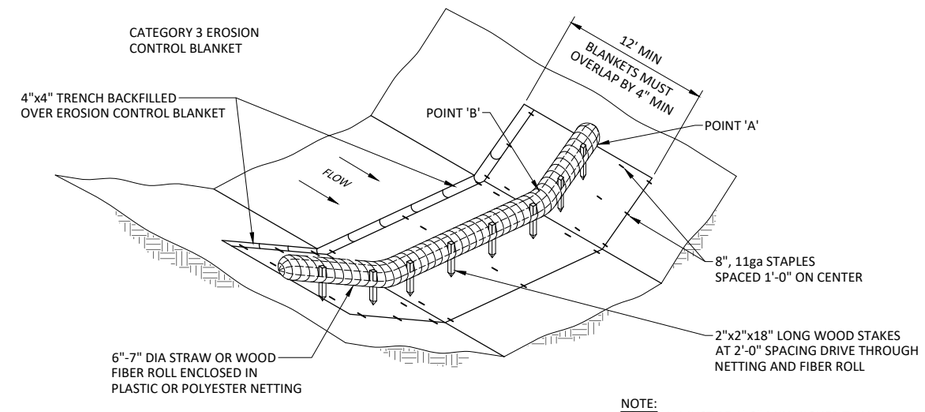
DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

## INLET PROTECTION GEOTEXTILE BAG

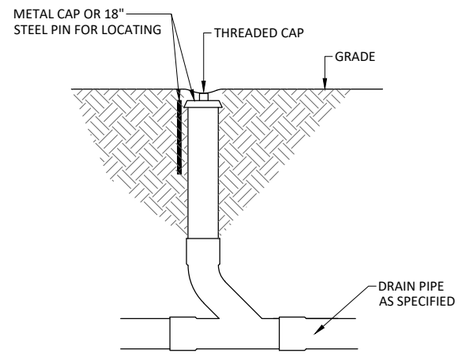
NOT TO SCALE




## DITCH CHECK - BIOROLL

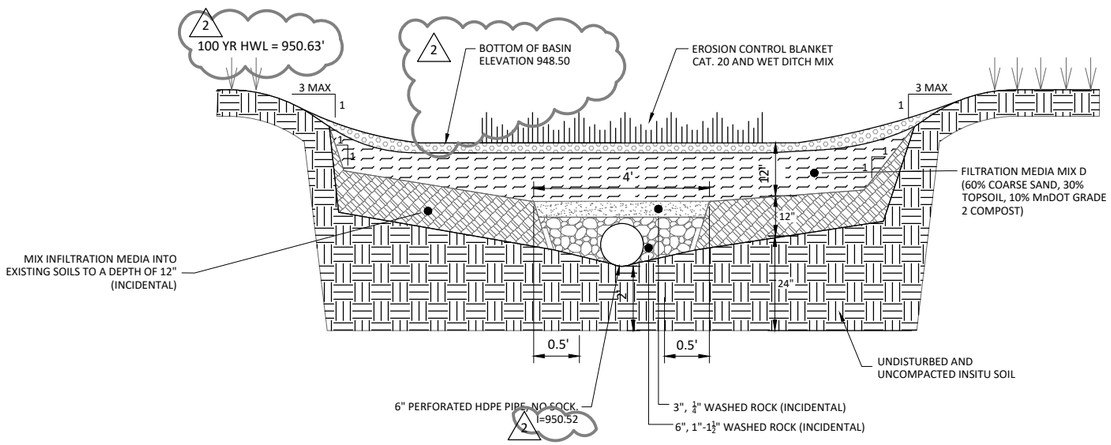
NOT TO SCALE

NOTE:
POINT 'A' MUST BE 1'-0" MIN HIGHER THAN POINT 'B' TO ENSURE THAT WATER FLOWS OVER THE DITCH CHECK AND NOT AROUND THE ENDS



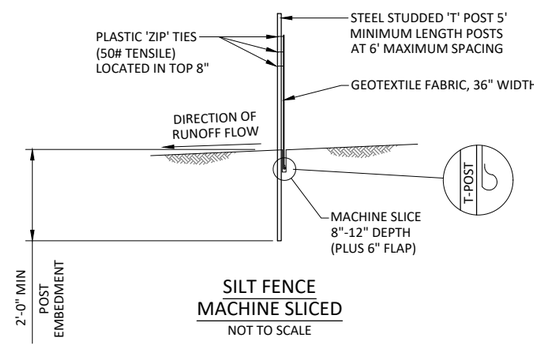

## SUBSURFACE DRAIN CLEANOUT

NOT TO SCALE



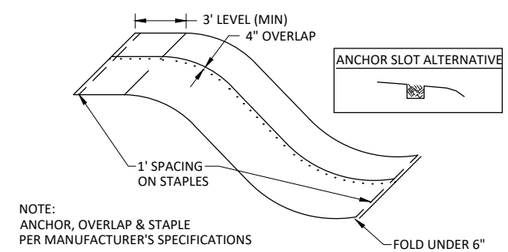

## FILTRATION BASIN CROSS-SECTION

NOT TO SCALE




## SILT FENCE MACHINE SLICED

NOT TO SCALE




NOTE:
ANCHOR, OVERLAP & STAPLE PER MANUFACTURER'S SPECIFICATIONS

## EROSION CONTROL BLANKET INSTALLATION

NOT TO SCALE



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

MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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| KLB | 2 | PERMIT | 06/02/2025 |
| DRAWN | | | |
| BNM & EMD | | | |
| CHECKED | | | |
| MSB | | | |
| CLIENT PROJ. NO. | | | |
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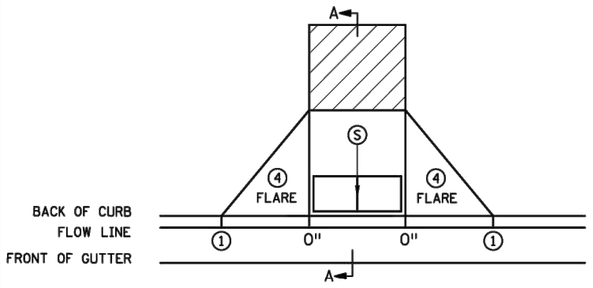
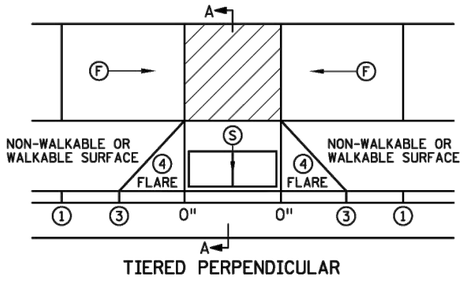
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
DETAILS

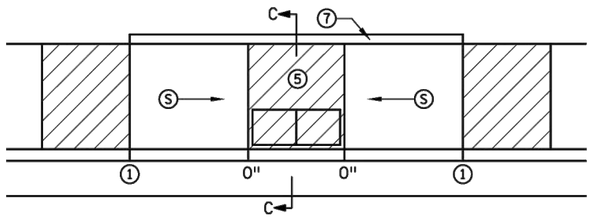
SHEET C1.04



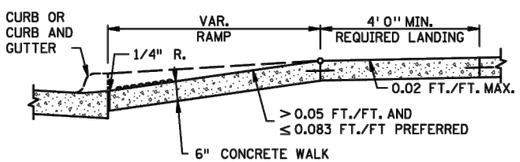

PERPENDICULAR




TIERED PERPENDICULAR

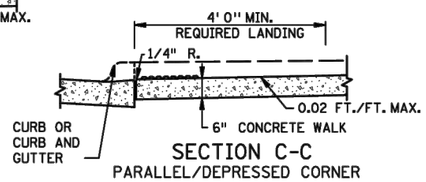



PARALLEL



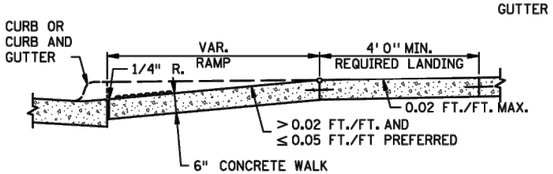

SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



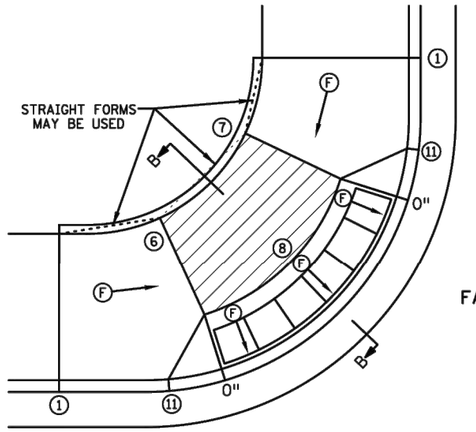

SECTION C-C

PARALLEL/DEPRESSED CORNER

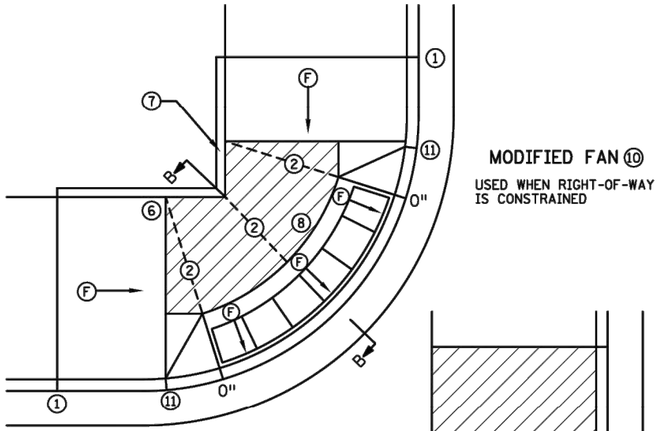



SECTION B-B

FAN

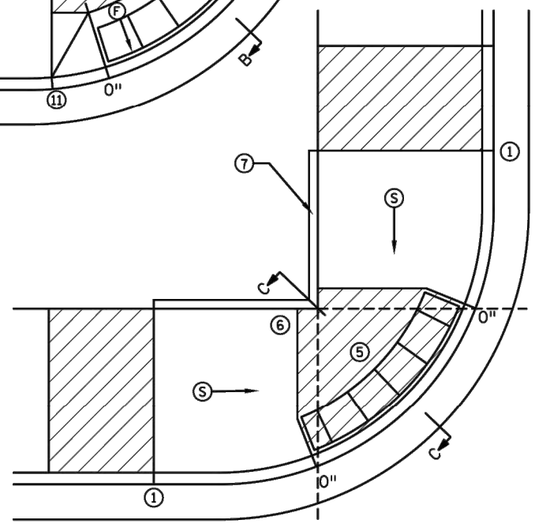



FAN ⑩

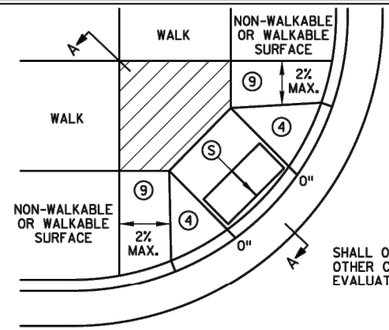



MODIFIED FAN ⑩

USED WHEN RIGHT-OF-WAY IS CONSTRAINED




DEPRESSED CORNER




**DIAGONAL**

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

**NOTES:**

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

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

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

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

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

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

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

MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.

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

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

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

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

① MATCH FULL HEIGHT CURB.

② 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.

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

④ SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.

⑤ DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.

⑥ THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)

⑦ WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS LESS THAN 5% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.

⑧ A 7' MIN TOP RADIUS GRADE BREAK IS REQUIRED TO BE CONSTRUCTIBLE.

⑨ PAVE FULL WALK WIDTH.

⑩ "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

⑪ INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

**LEGEND**

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

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

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

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

X" CURB HEIGHT

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



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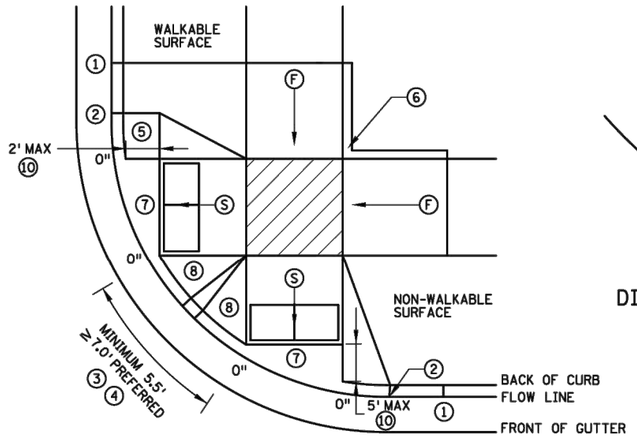
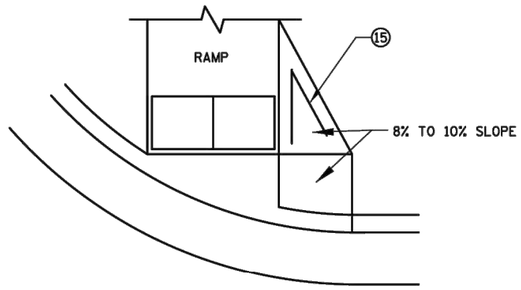
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

SHEET C1.05

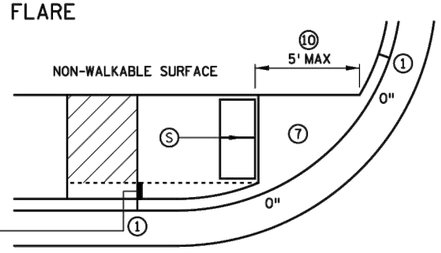



COMBINED DIRECTIONAL

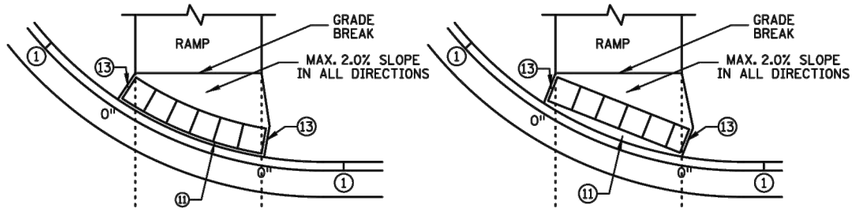



DIRECTIONAL RAMP WALKABLE FLARE

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

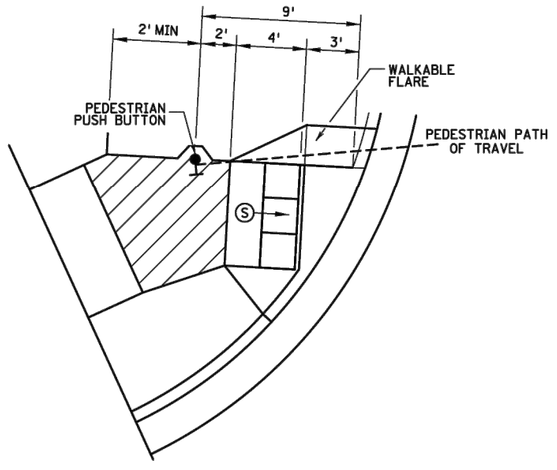



STANDARD ONE-WAY DIRECTIONAL ⑨




DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

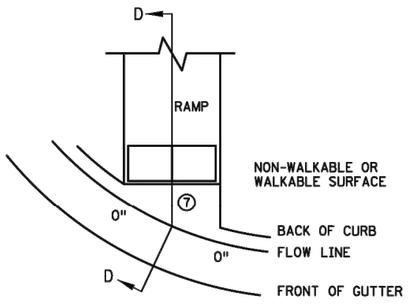
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

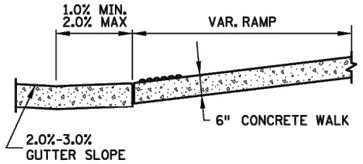



SEMI-DIRECTIONAL RAMP ③④⑨

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

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




SECTION D-D

CURB FOR DIRECTIONAL RAMPS ⑭

## NOTES:

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

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.

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

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

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

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

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

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

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

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

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

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

① MATCH FULL CURB HEIGHT.

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

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

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

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

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

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

⑧ 8% TO 10% WALKABLE FLARE.

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

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

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

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

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

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

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

### LEGEND

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

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

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

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

X" CURB HEIGHT

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



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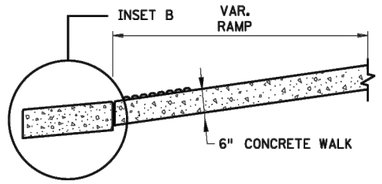
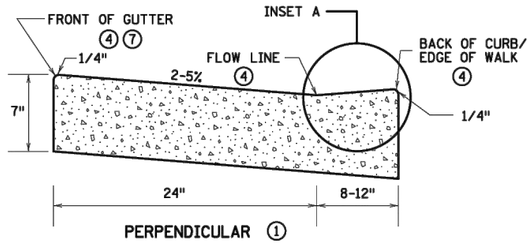
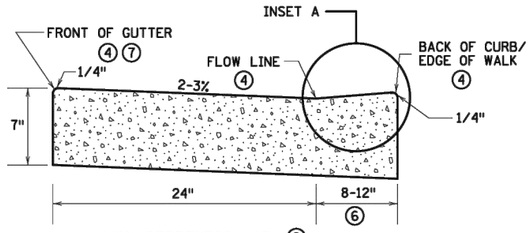
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

SHEET C1.06

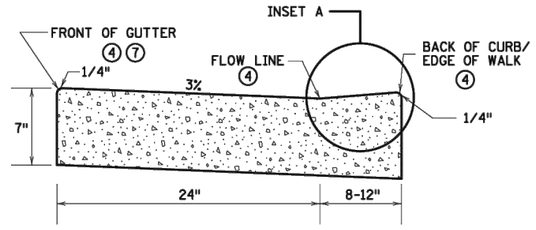



PERPENDICULAR ①

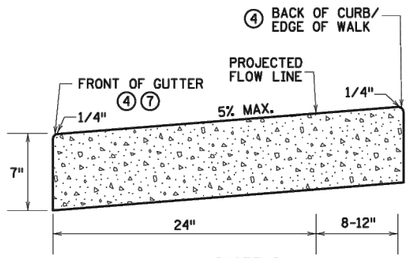



NON PERPENDICULAR ②

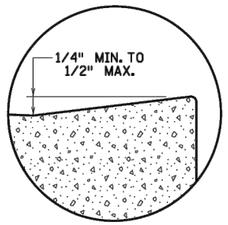



FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)

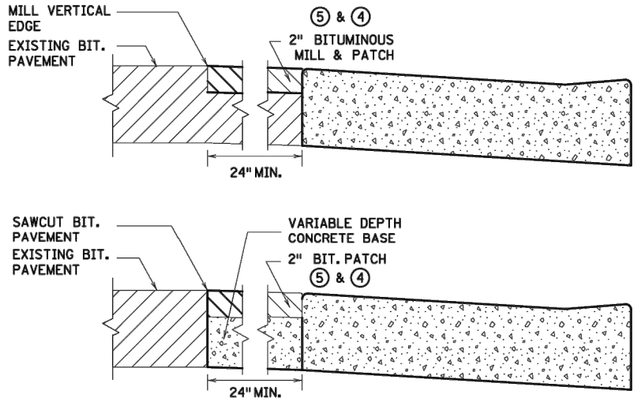
## PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL




INSET B
OUTFLOW GUTTER ⑧



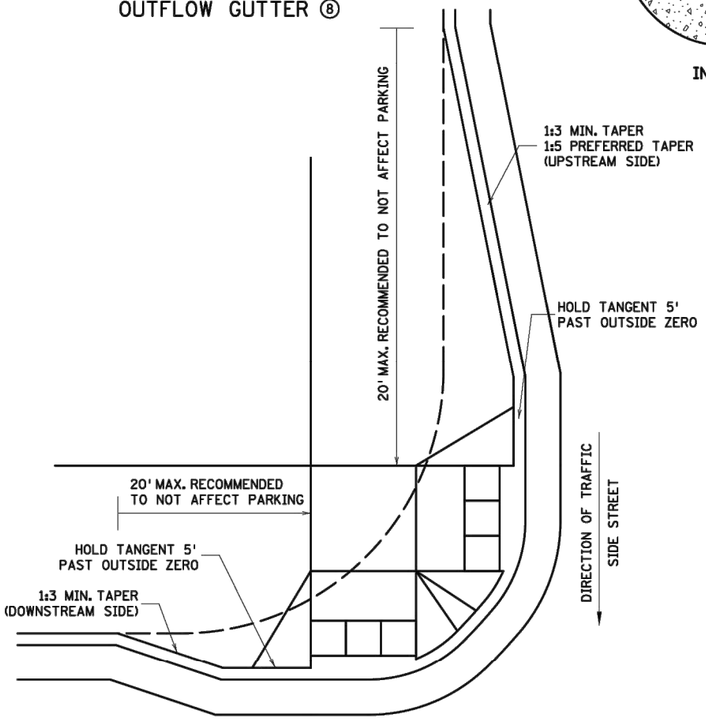

INSET A



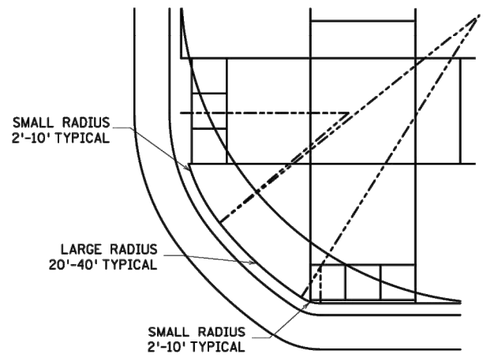

ONLY ALLOWED PER ENGINEER'S APPROVAL

## PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS




ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪




COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

**NOTES:**

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.

NO PONDING SHALL BE PRESENT IN THE PAR.

ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

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

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

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

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

⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.

⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.

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

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

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

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

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

| | | | | | | |
|---|---|---|---|---|---|---|
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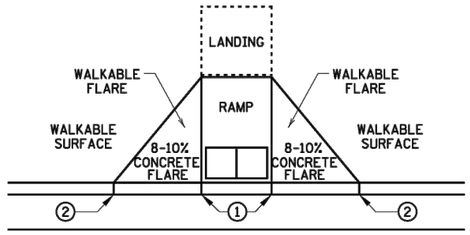
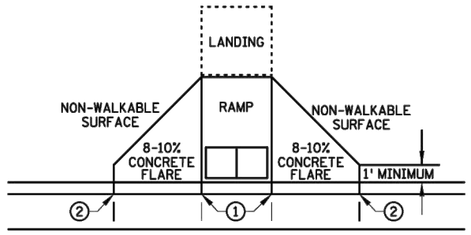
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

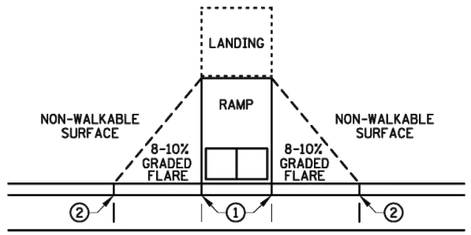
SHEET C1.07



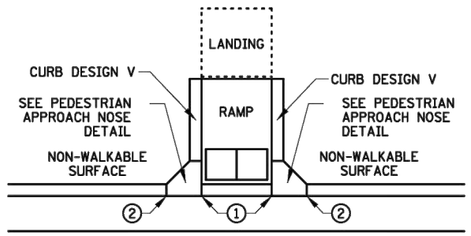

PAVED FLARES
ADJACENT TO WALKABLE SURFACE




PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

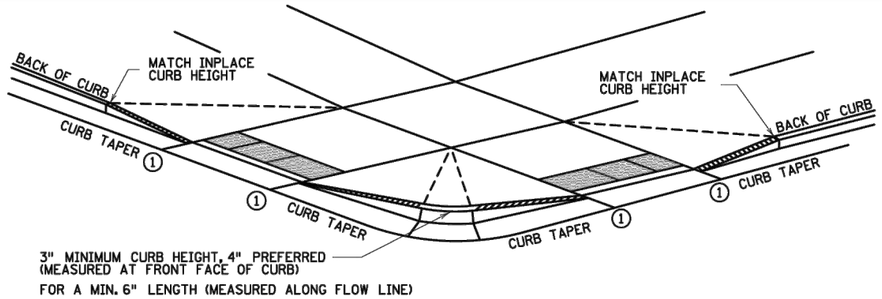



GRADED FLARES

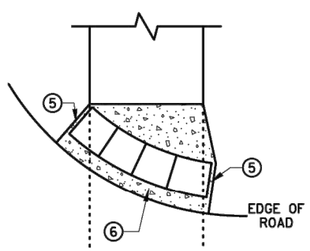



RETURNED CURB ④

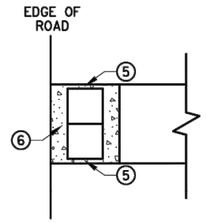
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩




DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

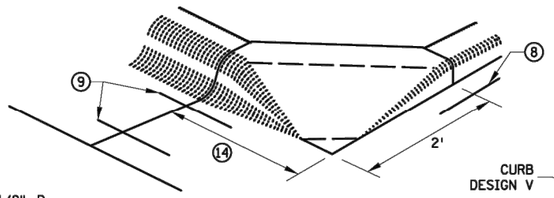


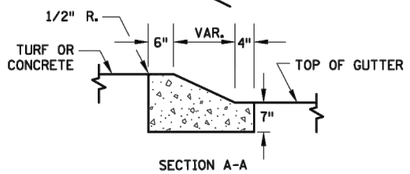

RADIAL DETECTABLE WARNING



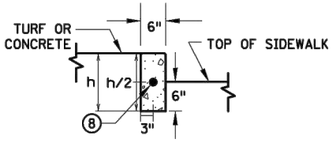

RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

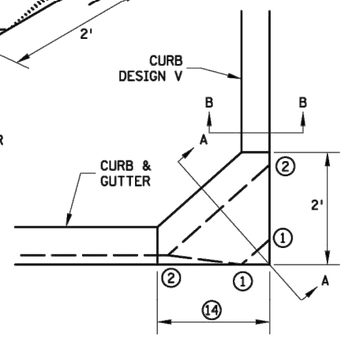


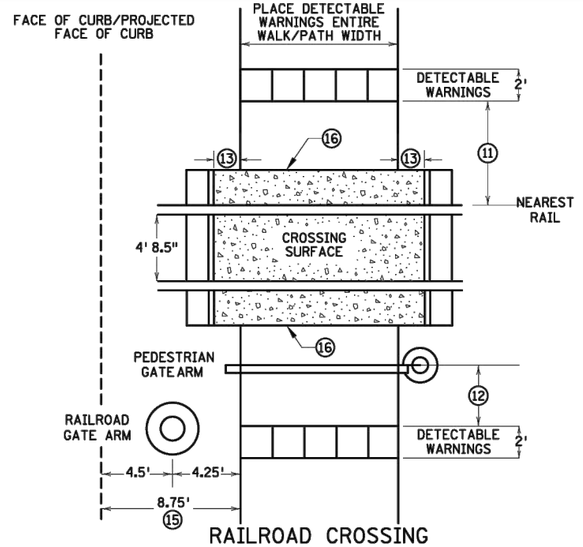

SECTION A-A




SECTION B-B




PEDESTRIAN APPROACH
NOSE DETAIL
(FOR RETURNED CURB
SIDE TREATMENT)




RAILROAD CROSSING
PLAN VIEW

**NOTES:**

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

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

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

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

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

② FULL CURB HEIGHT.

③ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.

④ TYPICALLY USED FOR MEDIANS AND ISLANDS.

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

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

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

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

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

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

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

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

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

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

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

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

| | | | | | |
|---|---|---|---|---|---|
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MOUND, MINNESOTA
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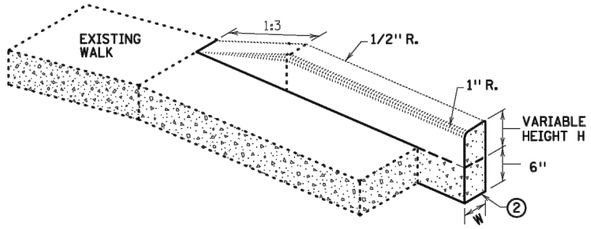
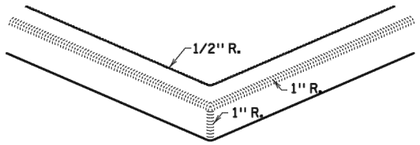
PEDESTRIAN RAMP DETAILS

SHEET C1.08



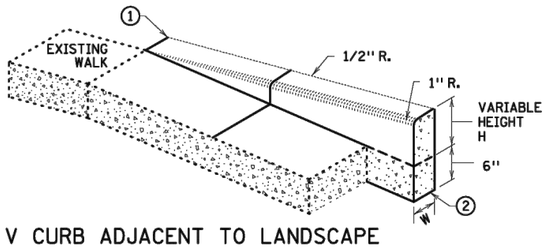

V CURB ADJACENT TO LANDSCAPE

CURB WITHIN SIDEWALK LIMITS



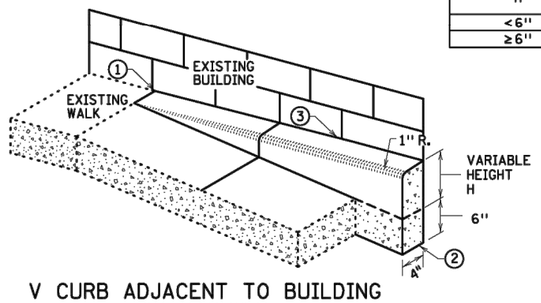

V CURB INTERSECTION

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

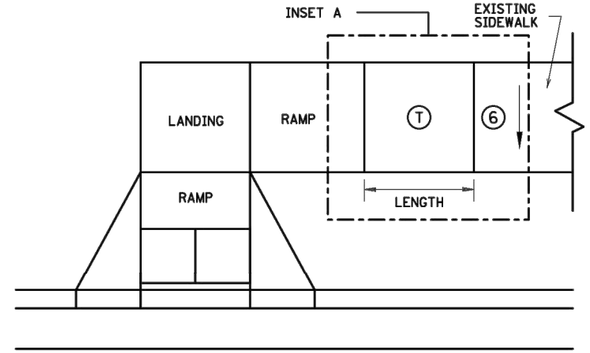



V CURB ADJACENT TO LANDSCAPE

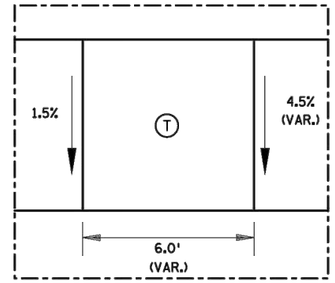
CURB OUTSIDE SIDEWALK LIMITS



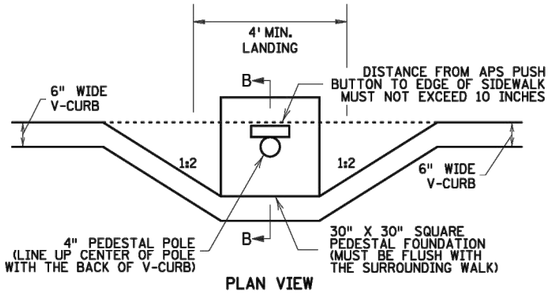

V CURB ADJACENT TO BUILDING OR BARRIER



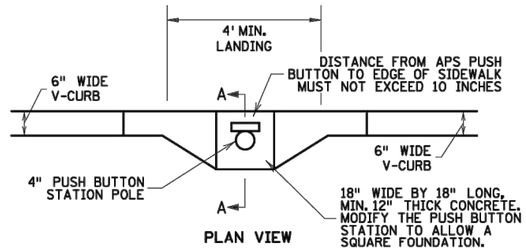

TRANSITION PANEL ④⑤



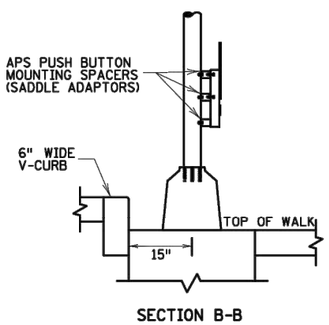

INSET A




PLAN VIEW

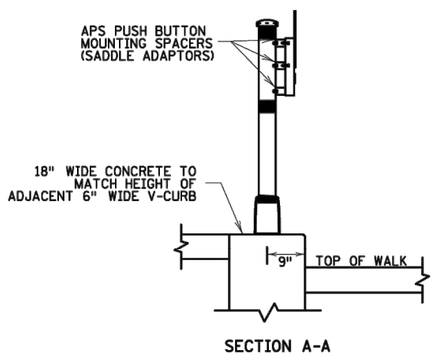



PLAN VIEW




SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)




SECTION A-A

PUSH BUTTON STATION (V-CURB)

**NOTES:**

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

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

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

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.

V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.

① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.

② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.

③ CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM ½" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.

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

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

⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

**LEGEND**

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

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

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

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

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



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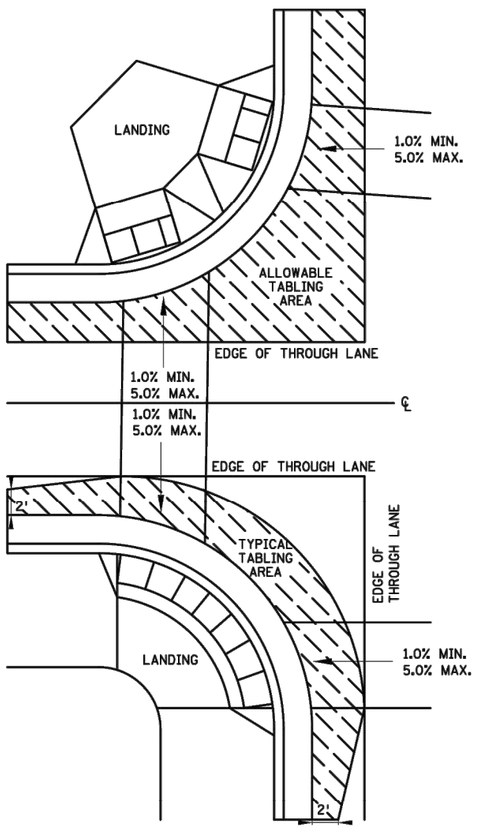
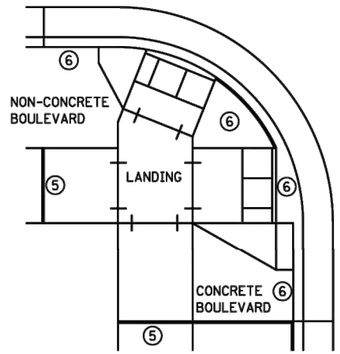
| CLIENT PROJ. NO. 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

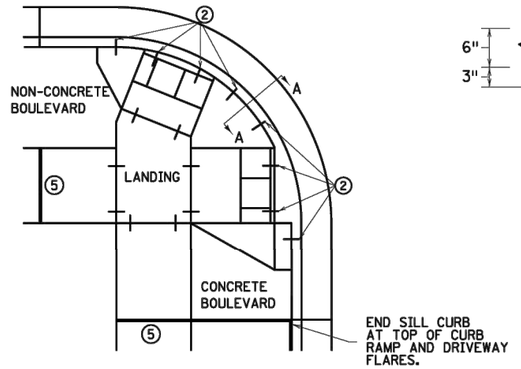
SHEET C1.09



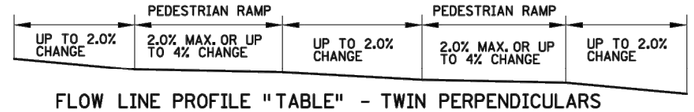

CURB LINE AND ROAD CROSSING ADJUSTMENTS



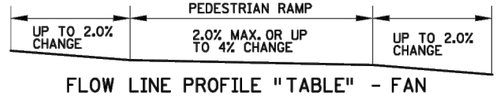

EXPANSION MATERIAL PLACEMENT
FOR CONCRETE ROADWAYS



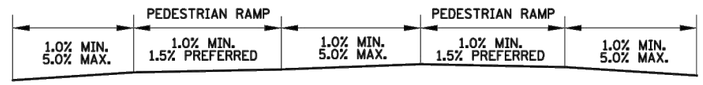

CURB LINE REINFORCEMENT ④
PLACEMENT ON BITUMINOUS ROADWAYS



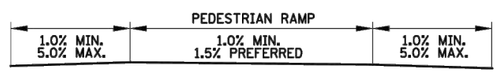

FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



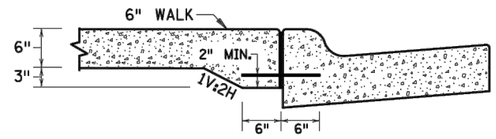

FLOW LINE PROFILE "TABLE" - FAN



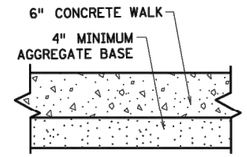

FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



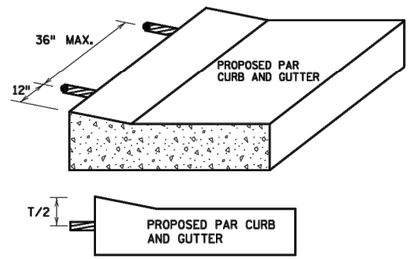

FLOW LINE PROFILE RAISE - FAN



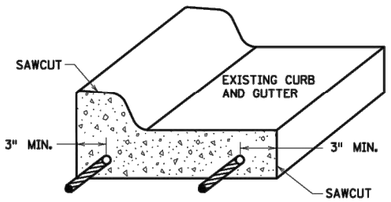

SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



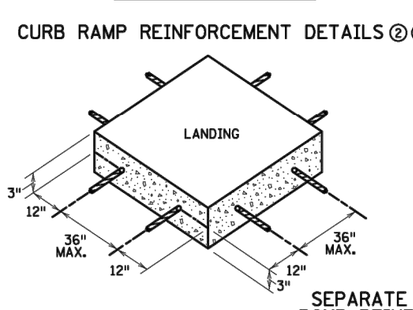

TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

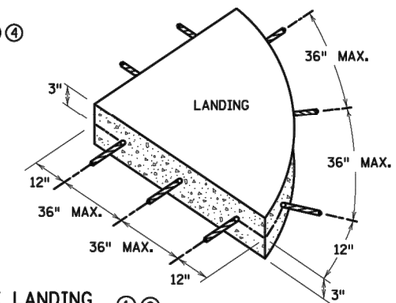



CURB RAMP REINFORCEMENT DETAILS ②④




CURB AND GUTTER
REINFORCEMENT ③




SEPARATE LANDING
POUR REINFORCEMENT ①②

**GENERAL NOTES:**

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

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

MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

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

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

1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

**NOTES:**

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

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

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

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

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

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

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

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| CLIENT PROJ. NO. 24X.136583 | | | |

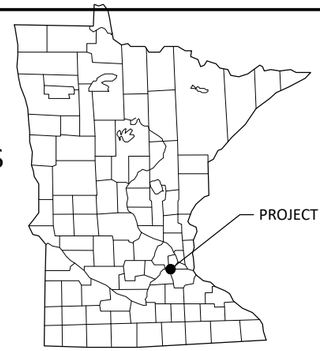
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

SHEET C1.10

# STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

## MOUND 2025 STREET IMPROVEMENTS 2025

CITY OF MOUND
HENNEPIN COUNTY, MINNESOTA




LEGEND

- 1-MILE BOUNDARY
- PROJECT BOUNDARY
- OR — SPECIAL OR PROTECTED WATERS
- OR — IMPAIRED WATERS
- NATIONAL WETLANDS INVENTORY
- RECEIVING WATERS

RESPONSIBLE PARTIES:
The Contractor and Owner will be joint applicants under the MPCA's General Stormwater Permit for Construction Activity as required by the National Pollutant Discharge Elimination System (NPDES) Phase II program.

The Contractor shall provide one or more trained Construction SWPPP Manager(s) knowledgeable and experienced in the application of erosion prevention and sediment control BMPs that will oversee the implementation of the SWPPP, and the installation, inspection and maintenance of the erosion prevention and sediment control BMPs.

A Construction SWPPP Manager must be available for an on-site inspection within 72 hours upon request by the MPCA.

| | COMPANY | CONTACT PERSON | PHONE |
|---|---|---|---|
| OWNER: | CITY OF MOUND, MN | RYAN PRICH | 952-472-0614 |
| SWPPP DESIGNER: | Bolton & Menk, Inc. | Paul Strong | 612-515-9149 |
| CONTRACTOR: | TBD | TBD | TBD |
| CONSTRUCTION SWPPP MANAGER: | TBD | TBD | TBD |
| PARTY RESPONSIBLE FOR LONG TERM O&M: | CITY OF MOUND, MN | RYAN PRICH | 952-472-0614 |

The SWPPP Designer, Construction SWPPP Manager, and BMP Installer must have appropriate training. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Training documentation for the SWPPP Designer is included on the Narrative sheet. The Contractor shall attach training documentation to this SWPPP for the Construction SWPPP Manager and BMP Installer prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

ADDITIONAL COMPENSATION
Payment for all work associated with Erosion and Sediment Control shall be as described in the Project Manual. Unless otherwise authorized by the Owner no additional payment shall be made for any work required to administer and maintain the site erosion and sediment control in compliance with the Minnesota Pollution Control Agency (MPCA) - General Stormwater Permit for Construction Activity (MN R100001) including but not limited to inspection, maintenance, and removal of BMPs or addition of BMPs to accommodate Contractor phasing.

DOCUMENT RETENTION
Permittees must make the SWPPP, including all inspection reports, maintenance records, training records and other information required by this permit, available to federal, state, and local officials within three (3) days upon request for the duration of the permit and for three (3) years following the NOT.

GENERAL STORMWATER DISCHARGE REQUIREMENTS
All requirements listed in Section 5.1 of the Permit for the design of the permanent stormwater management system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:

1. The expected amount, frequency, intensity, and duration of precipitation.
2. The nature of stormwater runoff and run-on at the site
3. Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
4. The range of soil particle sizes expected to be present on the site.

Permanent stormwater treatment systems for this project have been designed in accordance with the guidance in the MN Stormwater Manual in place at the time of bidding. Copies of the design information and calculations are part of this SWPPP and will be provided in digital format upon written request to the Engineer.

IMPLEMENTATION SCHEDULE AND PHASING: The Contractor is required to provide an updated schedule and site management plan meeting the minimum requirements of Section 1717 of the Minnesota Standard Specifications for Construction.

1) Submit SWPPP Updates to Engineer. Submittal shall include any requested changes to the SWPPP, including but not limited to: Trained Personnel, Locations for Stockpiles, Concrete Washout, Sanitation Facilities, Types and Locations of Erosion & Sediment Control. Failure to submit updates shall be considered acceptance of the SWPPP as designed with no changes.
2) Install perimeter sediment control, inlet protection, and construction exit.
3) Add additional temporary BMPs as necessary during construction based on inspection reports.
4) Ensure final stabilization measures are complete.
5) Provide digital copy of all Field SWPPP Documentation including Inspection Reports and SWPPP Revisions to the Owner.
6) Submit Notice of Termination (NOT) to MPCA. NOTE: The NOT must be submitted to MPCA before Final Stabilization is considered complete.

PROJECT AREAS:

| | | |
|---|---|---|
| Total Project Size (disturbed area) = | 2.2 | ACRES |
| Existing area of impervious surface = | 1.95 | ACRES |
| Post construction area of impervious surface = | 1.95 | ACRES |
| Total new impervious surface area created = | 0.0 | ACRES |

| | |
|---|---|
| Planned Construction Start Date: | 06/15/2025 |
| Estimated Construction Completion Date: | 05/31/2026 |

PERMANENT STORMWATER MANAGEMENT SYSTEM:
Type of storm water management used if more than 1 acre of new impervious surface is created:

| | |
|---|---|
| | Wet Sedimentation Basin |
| X | Infiltration/Filtration |
| | Regional Pond |
| | Permanent Stormwater Management Not Required |

PROJECT LOCATION:

| COUNTY | TOWNSHIP | RANGE | SECTION | LATITUDE | LONGITUDE |
|---|---|---|---|---|---|
| HENNEPIN | T117N | R24W | 13 | 44.948214° | -93.649675° |
| | | | | | |

| BMP SUMMARY | QUANTITY | UNIT |
|---|---|---|
| Inlet protection | 12 | EA |
| Biologs | 300 | LF |
| Silt Fence | 175 | LF |
| | | |
| | | |
| | | |
| | | |
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| | | |
| | | |
| | | |

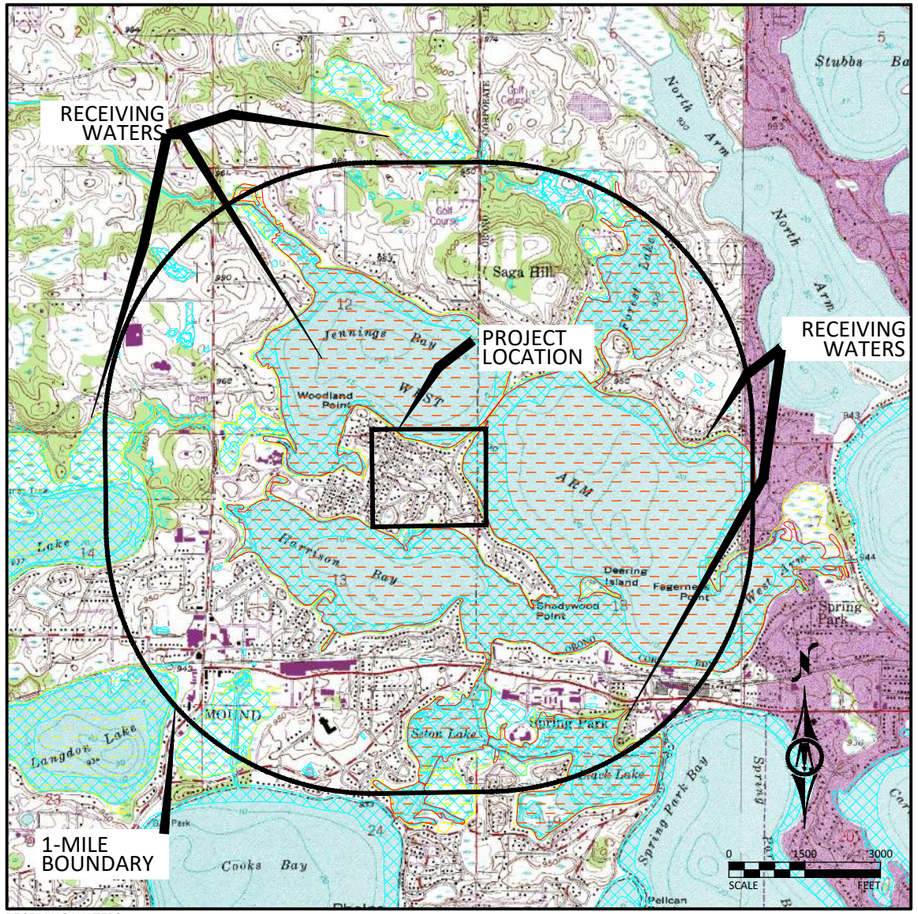
DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:
Construction activities include: Site grading, sanitary sewer and water main extensions, temporary erosion and sediment control, and permanent stabilization.

Stormwater generally flows from the southwest to the northeast on site and into Jennings Bay. There is a variety of stormwater infrastructure, catch basins, culvert pipes, and manholes on site that help convey the water to the Lake discharge point. There are three discharge points on site, one north of Gull Lane, one north of Heron Lane and Enchanted Road, and one east of Resthaven Lane.

After construction is complete stormwater will follow the same general drainage patterns, with the same outfall areas, but there will be a filtration BMP constructed southwest of Enchanted road. This BMP will filter and treat as much impervious surface as practicable, including the reconstructed impervious and the surrounding residential impervious.

This project includes the following storm water management BMPs .

A filtration BMP located at the southwest intersection of Enchanted Rd and Heron Ln. This BMP will have 1.5 feet of filter media and a 6 inch drain tile to treat the impervious surface runoff from as much areas as practicable on the project site.




RECEIVING WATERS:
Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds, within 1-mile of the project boundary are identified on the USGS 7.5 min quad map above. Receiving waters that are impaired, the impairment, and WLA are listed as follows. All specific BMPs relative to construction activities listed in the permit for special, prohibited, restricted, or impaired have been incorporated into this plan. All specific BMPs listed in approved TMDLs and those BMPs listed for construction related waste load allocations have also been incorporated.

| NAME OF WATER BODY | TYPE (ditch, pond, wetland, lake, etc.) | Special, Prohibited, Restricted Water [1] | Flows to Impaired Water Within 1-Mile [2] | USEPA Approved Construction Related TMDL [3] |
|---|---|---|---|---|
| MInnetonka - Jennings Bay | Lake | No | Yes | Mercury in fish tissue |
| Minnetonka - West Arm | Lake | No | Yes | Mercury in fish tissue |
| Forest | Lake | No | Yes | Nutrients |
| Dutch | Lake | No | Yes | Nutrients |
| Langdon | Lake | No | Yes | Nutrients |
| Minnetionka-Black Lake | Lake | No | Yes | Mercury in fish tissue |
| Minnetonka-Seton Lake | Lake | No | Yes | Mercury in fish tissue |
| Painter Creek | Creek | No | Yes | Benthic macroinvertebrates bioassessments; Dissolved oxygen; Escherichia cloi (E. coli) |

[1] Special, prohibited, and restricted waters are listed in Section 23 of the MN Construction Stormwater General Permit (MNR100001).
[2] Identified as impaired under section 303 (d) of the federal Clean Water Act for phosphorus, turbidity, TSS, dissolved oxygen, and/or aquatic biota.
[3] Construction Related TMDLs include those related to: phosphorus, turbidity, TSS, dissolved oxygen, and/or aquatic biota.



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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DESIGNED KLB
DRAWN BNM & EMD
CHECKED MSB
CLIENT PROJ. NO. 24X.136583

| NO. | ISSUED FOR | DATE |
|---|---|---|

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
SWPPP PLAN

SHEET C2.01

Information contained in this SWPPP narrative sheet summarizes requirements of the GENERAL PERMIT AUTHORIZATION TO DISCHARGE STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM PROGRAM - Permit No: MN Rl0000l (Permit) as they apply to this project. All provisions of the Permit including those not specifically cited herein shall apply to this project. The Contractor is responsible to be familiar with and comply with all conditions of the permit. The full text of the Permit is available at: https://www.pca.state.mn.us/sites/default/files/wq-strm2-80a.pdf

## SWPPP AMENDMENTS AND SUBMITTALS

Contractor must prepare and submit to the Engineer a SWPPP amendment as necessary to include additional Best Management Practices (BMPs) to correct problems identified or address the following situations.

1. Contact information and training documentation for Construction SWPPP Manager and BMP Installer,
2. There is a change in construction method of phasing, operation, maintenance, weather or seasonal conditions not anticipated during the design of the SWPPP including but not limited to:
   a. Types and/or Locations of BMPs
   b. Material Storage and Spill Response
   c. Fueling Plans
   d. Locations for Stockpiles, Concrete Washout, and Sanitation Facilities and
   e. Project Phasing
3. It is determined that the SWPPP is not achieving objectives of minimizing pollutants in stormwater discharges associated with construction activity, or
4. The SWPPP is not consistent with the terms and conditions of the permit.

The Contractor may implement SWPPP amendments immediately and is not required to wait for Engineer review of the submittal. The responsibility for completeness of SWPPP amendments and compliance with the Permit lies with the Contractor. Review, comment, or lack of comment by the Engineer on a SWPPP amendment shall not absolve the responsibilities of the Contractor in any way.

If a change order is issued for a design change the SWPPP amendment will be prepared by the Engineer and included in the change order.

In addition to SWPPP amendments, the Contractor shall submit to the Engineer Weekly Erosion and Sediment Control Schedule meeting the requirements of MnDOT 1717.

The Contractor shall keep copies of all SWPPP amendments, Weekly Erosion and Sediment Control Schedules, inspection logs, and maintenance logs with the field copy of the SWPPP. A PDF copy of these documents will be provided along with a copy of the final Field Copy of the SWPPP to the Engineer along with the signed Notice of Termination when final stabilization is complete.

## EROSION PREVENTION PRACTICES

Stormwater conveyance channels shall be routed around unstabilized areas. Erosion controls and velocity dissipation devices shall be used at outlets within and along the length of any constructed conveyance channel.

The normal wetted perimeter of all ditches or swales, including storm water management pond slopes, that drain waters from the site must be stabilized within 200' of any property edge or discharge point, including storm sewer inlets, within 24 hours of connection.

Temporary or permanent ditches or swales used as sediment containment during construction do not need to be stabilized during temporary period of use and shall be stabilized within 24 hours after no longer used as sediment containment.

Mulch, hydromulch, tackifier, or similar practice shall not be used in any portion of the wetted perimeter of a temporary or permanent drainage ditch or swale section with a continuous slope of greater than 2 percent.

Energy dissipation shall be installed at all temporary or permanent pipe outlets within 24 hours of connection to a surface water or permanent stormwater treatment system.

The Contractor shall phase construction and use construction methods to the extent practical to minimize exposed soils. The project phasing shall be documented in the Weekly Erosion and Sediment Control Schedule.

## SEDIMENT CONTROL PRACTICES

Down gradient BMPs including perimeter BMPs must be in place before up gradient land- disturbing activities begin and shall remain in place until final stabilization.

All BMPs that have been adjusted or removed to accommodate short-term activities shall be re-installed or replaced the earlier of the end of the work day or before the next precipitation event even if the activity is not complete.

Inlet BMPs may be removed for specific safety concerns. The BMPs shall be replaced as soon as the safety concern is resolved. The removal shall be documented in the SWPPP as a SWPPP amendment.

Temporary stockpiles must have sediment control BMPs. The Contractor shall prepare and submit to the Engineer a SWPPP amendment showing the location of temporary stockpiles and the BMPs for each stockpile. The SWPPP amendment must meet the minimum requirements of Section 9 of the Permit.

Soil compaction shall be minimized and topsoil shall be preserved, unless infeasible or if construction activities dictate soil compaction or topsoil stripping.

The use of polymers, flocculants, or other sedimentation treatment chemicals are not proposed as part of this SWPPP as designed by the Engineer. If methods or phasing of construction require the use of any of these chemicals, the Contractor shall prepare and submit to the Engineer a SWPPP amendment that meets the minimum requirements of Section 9 of the Permit.

## TEMPORARY SEDIMENTATION BASINS

A temporary sedimentation basin has not been included in this SWPPP as designed by the Engineer. If a basin is later determined to be desirable or necessary the Contractor shall prepare and submit to the Engineer a SWPPP amendment. Temporary sedimentation basins shall meet or exceed the minimum requirements of Section 14 of the Permit and shall include a basin draining plan meeting or exceeding the minimum requirements of Section 10 of the Permit. Where the site discharges to Special and/or Impaired Waters the SWPPP amendment shall also meet or exceed the minimum requirements of Section 23 of the permit.

## DEWATERING

A dewatering plan has not been included in this SWPPP as designed by the Engineer. If dewatering is required for this project, the Contractor shall prepare and submit to the Engineer a SWPPP amendment. All dewatering shall meet or exceed the minimum requirements of Section 10 of the Permit.

## POLLUTION PREVENTION

Products and materials that have the potential to leach pollutants that are stored on the site must be stored in a manner designed to minimize contact with stormwater. Materials that are not a source of potential contamination to stormwater or that are designed for exposure to stormwater are not required to be covered.

Hazardous materials including but not limited to pesticides, fertilizer, petroleum products, curing compounds and toxic waste must be properly stored and protected from stormwater exposure as recommended by the manufacturer in an access restricted area.

Solid waste must be stored, collected and disposed of in compliance with Minnesota Administrative Rules Chapter 7035.

Portable toilets must be positioned so that they are secure and will not be tipped or knocked over. Sanitary waste must be disposed of properly in accordance with Minn. R. CH 7041.

Exterior vehicle or equipment washing on the project site shall be limited to a defined area of the site. No engine degreasing is allowed on site. A sign must be installed adjacent to each washout facility that requires site personnel to utilize the proper facilities for disposal of concrete and other washout wastes.

The Contractor shall prepare and submit a SWPPP amendment detailing the location and BMPs proposed for storage of materials, solid waste, portable toilets, and exterior vehicle or equipment washing on the site. The SWPPP amendment shall include a spill prevention and response plan that is appropriate for the materials proposed to be on the site. The SWPPP amendment shall meet or exceed the minimum requirements of Section 12 of the Permit.

## INSPECTION & MAINTENANCE

A trained person shall routinely inspect the entire construction site at the time interval indicated on this sheet of the SWPPP during active construction and within 24-hours after a rainfall event greater than 0.5 inches in 24 hours. Following an inspection that occurs within 24-hours after a rainfall event, the next inspection must be conducted at the time interval indicated in the Receiving Waters Table found on the SITE PLAN AND INFORMATION SHEET of the SWPPP.

All inspections and maintenance conducted during construction must be recorded on the day it is completed and must be retained with the SWPPP. Inspection report forms are available in the Project Specifications. Inspection report forms other than those provided shall be approved by the engineer.

The Contractor may request a change in inspection schedule for the following conditions:

a. Inspections of areas with permanent cover to be reduced to once per month,
b. Inspections of areas that have permanent cover and have had no construction activity for 12 months to be suspended until construction resumes,
c. Inspections of areas where construction is suspended due to frozen ground conditions, inspections to be suspended until the earlier of within 24 hours of runoff occurring, or upon resuming construction.

No change in inspection schedule shall occur until authorized by the Engineer.

Inspections must include:

1. All erosion prevention and sediment control BMPs and Pollution Prevention Management Measures to ensure integrity and effectiveness.
2. Surface waters, including drainage ditches and conveyance systems for evidence of erosion and sediment deposition.
3. Construction site vehicle exit locations, streets and curb and gutter systems within and adjacent to the project for sedimentation from erosion or tracked sediment from vehicles.
4. Infiltration areas to ensure that no sediment from ongoing construction activity is reaching the infiltration area and that equipment is not being driven across the infiltration area.

All non-functioning BMPs and those BMPs where sediment reaches one-half (1/2) of the depth of the BMP, or in the case of sediment basins one-half (1/2) of the storage volume, must be repaired, replaced, or supplemented by the end of the next business day after discovery, or as soon as field conditions allow.

Permittees must repair, replace or supplement all nonfunctional BMPs with functional BMPs by the end of the next business day after discovery, or as soon as field conditions allow.

Any sediment that escapes the site must be removed and the area stabilized within 7 calendar days of discovery unless precluded by legal, regulatory, or physical access in which case the work shall be completed within 7 calendar days of authorization. Paved surfaces such as streets shall have any escaped or tracked sediment removed by the end of the day that it is discovered. Sediment release, other than paved surfaces that can be cleaned up with street sweeping shall be reported immediately upon discovery to the Engineer.

## PUBLIC WATER RESTRICTIONS:

For public waters that have been promulgated "work in water restrictions" during fish spawning time frames, all exposed soil areas that are within 200 feet of the water's edge, and drain to these waters must complete stabilization within 24-hours during the time period. MN DNR permits are not valid for work in waters that are designated as infested waters unless accompanied by an Infested Waters Permit or written notification has been obtained from MN DNR stating that such permit is not required. There is no exception for pre-existing permits. If a MN DNR Permit has been issued for the project and the water is later designated as infested, the Contractor shall halt all work covered by the MN DNR Permit until an Infested Waters Permit is obtained or that written notification is obtained stating that such permit is not required.

## FINAL STABILIZATION

Final Stabilization is not complete until all the following requirements have been met:

1. Substantial Completion has been reached and no ground disturbing activities are anticipated.
2. Permanent cover has been installed with an established minimum uniform perennial vegetation density of 70 percent of its expected final growth. Vegetation is not required in areas where no vegetation is proposed by this project such as impervious surfaces or the base of a sand filter.
3. Accumulated sediment has been removed from all permanent stormwater treatment systems as necessary to ensure the system is operating as designed.
4. All sediment has been removed from conveyance systems
5. All temporary synthetic erosion prevention and sediment control BMPs have been removed. BMPs designated on the SWPPP to remain to decompose on-site may remain.
6. For residential construction only, permit coverage terminates on individual lots if the structures are finished and temporary erosion prevention and downgradient perimeter control is complete, the residence sells to the homeowner, and the permittee distributes the MPCA's "Homeowner Fact Sheet" to the homeowner.
7. For agricultural land only (e.g., pipelines across cropland), the disturbed land must be returned to its preconstruction agricultural use prior to submitting the NOT.

## SITE STABILIZATION COMPLETION:

| | |
|---|---|
| Stabilization of exposed soils shall begin immediately and shall be completed after the construction activity has temporarily or permanently ceased no later than: | 7 calendar days |

## SITE INSPECTION INTERVAL:

| | |
|---|---|
| A trained person shall routinely inspect the entire construction site during active construction at an interval of no more than: | 7 calendar days |

## SPECIAL ENVIRONMENTAL CONSIDERATIONS AND PERMITS:

| | | |
|---|---|---|
| 1) | Was an environmental review required for this project or any part of a common plan of development or sale that includes all or any portion of this project? | NO |
| 2) | Does any portion of the site have the potential to affect threatened or endangered species or their critical habitat? | NO |
| 3) | Does any portion of this site discharge to a Calcareous fen. | NO |
| 4) | Will any portion of the site potentially affect properties listed on the National Register of Historic Places or a known or discovered archeological site? | NO |
| 5) | Have any Karst features have been identified in the project vicinity? | NO |
| 6) | Is compliance with temporary or permanent stormwater management design requirements infeasible for this project? | NO |
| 7) | Has the MN DNR promulgated "work in water restrictions" for any Public Water this site disharges to during fish spawning? | NO |

| TYPE OF PERMIT | PERMITTING AGENCY | PERMIT STATUS AND CONDITIONS |
|---|---|---|
| Construction Stormwater NPDES | MPCA | Submitted |
| Watershed Permit | MCWD | In Progress |
| | | |
| | | |

## SWPPP DESIGNER TRAINING DOCUMENTATION:

UNIVERSITY OF MINNESOTA

**Paul Strong**

Design Construction of SWPPP (May 31 2026)



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MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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CHECKED MSB
CLIENT PROJ. NO. 24X.136583

| NO. | ISSUED FOR | DATE |
|---|---|---|
| | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
SWPPP NARRATIVE

SHEET C2.02


## LEGEND

- PROJECT BOUNDARY
- SOIL TYPE
- DWSMA, LOW VULNERABILITY
- STEEP SLOPES (>33.3%)
- RECEIVING WATERS
- SPECIAL OR PROTECTED WATERS
- NATIONAL WETLANDS INVENTORY
- IMPAIRED WATERS

N

0 200 400
SCALE FEET

## SOIL TYPE SUMMARY

| Map Unit Symbol | Soil Name | Hyd. Soil Group |
|---|---|---|
| L16A | Muskego, Blue Earth, and Houghton soils, ponded, 0-1 percent slopes | B/D |
| L24A | Glencoe clay loam, 0-1 percent slopes | C/D |
| L36A | Hamel, overwash-Hamel complex, 0-3 percent slopes | C/D |
| L40B | Angus-Kilkenny complex, 2-6 percent slopes | C/D |
| L41C2 | Lester-Kilkenny complex, 6-10 percent slopes, moderately eroded | C |
| L41D2 | Lester-Kilkenny complex, 10-16 percent slopes, moderately eroded | C |
| L41E | Lester-Kilkenny complex, 16-22 percent slopes | C |
| L64A | Tadkee-Tadkee, depressional, complex, 0-2 percent sloeps | B/D |
| U1A | Urban land-Udorthents, wet substratum, complex, 0-2 percent slopes | |
| U2A | Udorthents, wet substratum, 0-2 percent slopes | |
| W | Water | |

## LOCATION OF SWPPP REQUIREMENTS IN PROJECT PLAN

| DESCRIPTION | SHEET NO. |
|---|---|
| SITE MAP | C2.01 |
| DIRECTION OF FLOW | C3.02 |
| FINAL STABILIZATION | C6.03 |
| SOILS | C2.03 |
| DRAINAGE STRUCTURES | C1.03 |
| DRAINAGE TABULATION | C5.01 - C5.02 |
| STORM SEWER PLAN & PROFILE SHEETS | C5.01 - C5.02 |
| EROSION & SEDIMENT CONTROL DETAILS | C3.02 |
| EROSION CONTROL TABULATION | C2.01 |
| TURF ESTABLISHMENT TABULATION | C2.01 |
| NARRATIVE & NOTES | C2.01 - C2.02 |



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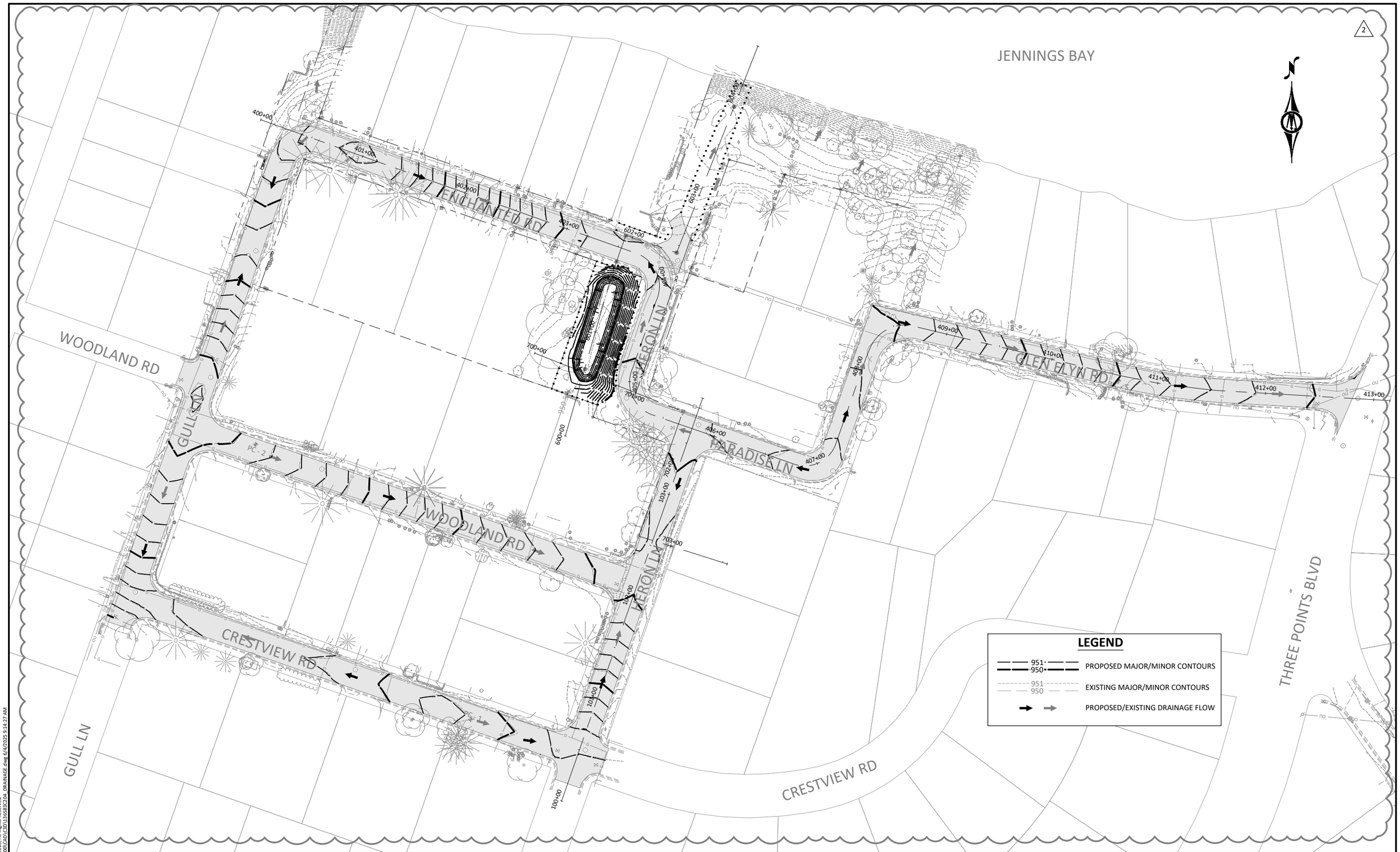
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
SWPPP SOILS

SHEET C2.03



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SCALE FEET

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| BNM & EMD | | | |
| CHECKED | | | |
| MSB | | | |
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
DRAINAGE PLAN

SHEET C2.04

## LEGEND

- REMOVE STORM SEWER PIPE
- ABANDON STORM SEWER PIPE
- CLEAR & GRUB TREE

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PAMELA K KORING
5018 WOODLAND

LUKE THOMAS WEIERKE
5019 ENCHANTED

THOMAS M AUNE
5011 ENCHANTED

N C HOLT & S R HOLT
5028 ENCHANTED

J P KELLNER & D L KELLNER
5016 ENCHANTED

B T KLASSY & B A KLASSY
5018 WOODLAND

C J RICE & J L RICE
5008 ENCHANTED

CITY OF MOUND
95 ADDRESS UNASSIGNED

PAIGE ESTERKIN
5000 ENCHANTED

KEVIN WILDES
1643 HERON

N STEINKE & J E STEINKE
1659 HERON

EMILY NYBERG/GREGORY POWELL
5010 WOODLAND

MATTHEW GORMAN
1600 HERON

R T DARNELL/P D DARNELL TRST
1580 HERON

K R KORDIAK/M J KORDIAK
1617 PARADISE

MATTHEW GORMAN
1601 PARADISE

STEVE & JOYCE MATHESON
1642 HERON

STEVE & JOYCE MATHESON
1636 HERON

STEVE & JOYCE MATHESON
1628 HERON

N R JAWORSKI & S BACON
1609 PARADISE

G G SELTZ & J A SELTZ
1601 PARADISE

REMOVE WOOD DOCK (INCIDENTAL)

REMOVE & REPLACE DRAINAGE STRUCTURE

REMOVE RETAINING WALL

REMOVE & REPLACE DRAINAGE STRUCTURE

PROTECT SAN MH

PROTECT & SUPPORT HYD & GV

REMOVE DRAINAGE STRUCTURE

SALVAGE & REINSTALL SIGN (INCIDENTAL)

BULKHEAD PIPE (INCIDENTAL)

BULKHEAD PIPE NORTH OF DRIVEWAY (INCIDENTAL)

ABANDON DRAINAGE STRUCTURE

REMOVE DRAINAGE STRUCTURE

PROTECT GV

REMOVE & REPLACE DRAINAGE STRUCTURE

EDGE OF WATER

304+00 305+00 101+00 102+00 103+00 403+00 404+00 405+00 406+00 407+00 408+00

PC - 4

HORZ. SCALE 0 20 40 FEET

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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
STORM SEWER REMOVALS PLAN

SHEET C3.01

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## LEGEND

- PROPOSED MAJOR/MINOR CONTOURS (951 / 950)
- EXISTING MAJOR/MINOR CONTOURS (951 / 950)
- PROPOSED/EXISTING DRAINAGE FLOW
- SILT FENCE (MS)
- GRADING LIMITS
- DRAINTILE CLEANOUT
- RIP RAP

GRADE AREA TO DRAIN

8 CY CL 3 RIPRAP

FF=952.88

950.58

TILE

700+00

601+00

404+00

THOMAS M AUNE
5011 ENCHANTED

CITY OF MOUND
85 ADDRESS UNASSIGNED

B T KLASSY & B A KLASSY
5018 WOODLAND

EMILY NYBERG/GREGORY POWELL
5010 WOODLAND

ENCHANTED RD

HERON LN

HORZ. SCALE 0 5 10 FEET

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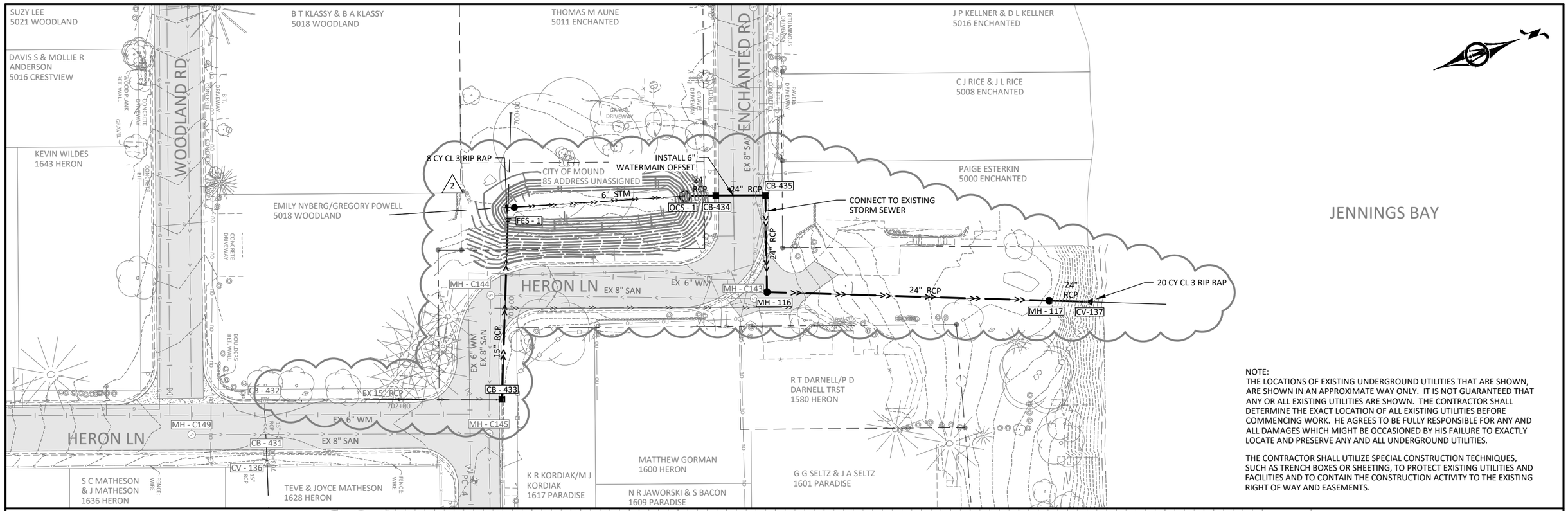
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
STORM WATER TREATMENT GRADING PLAN

SHEET C3.02

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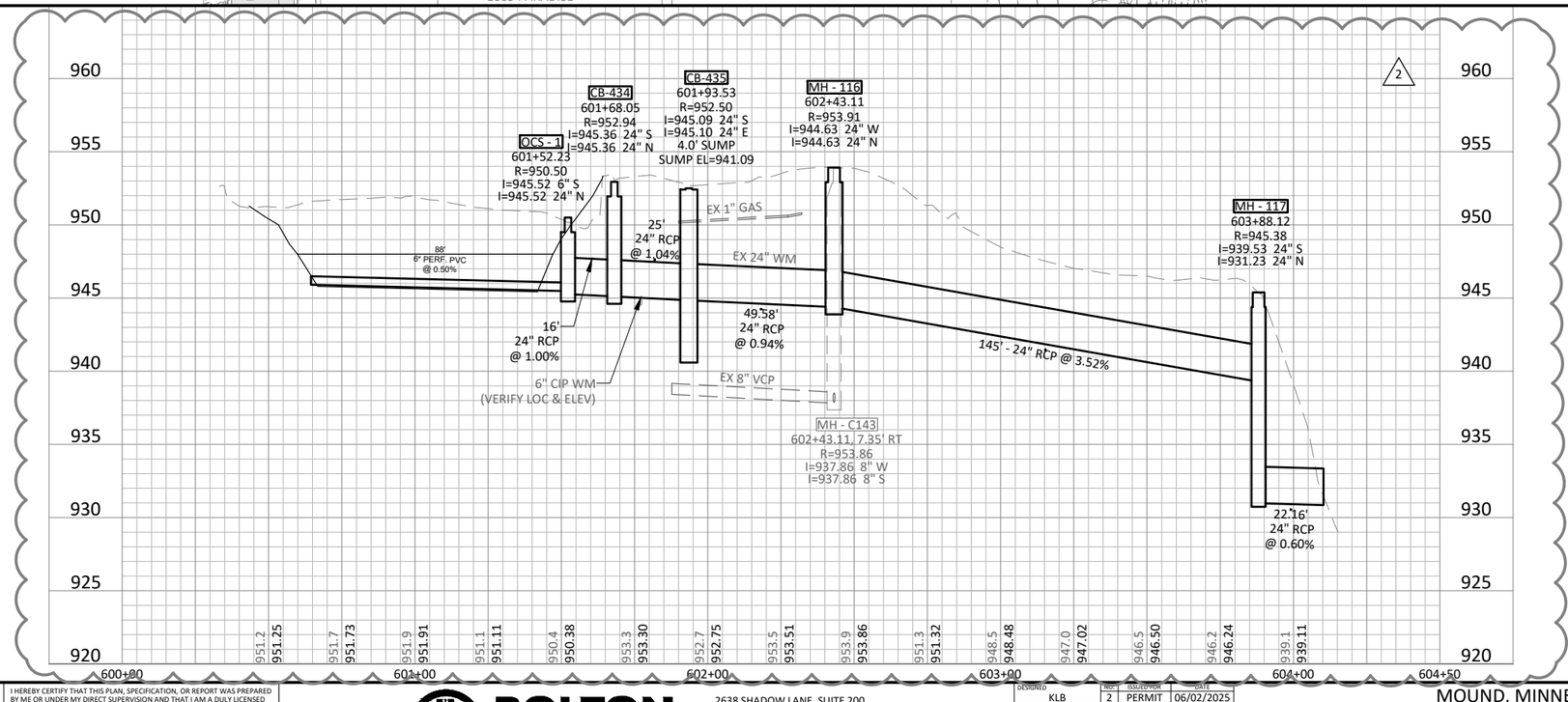


HORZ. SCALE 0 25 50 FEET
VERT. SCALE 0 5 10 FEET

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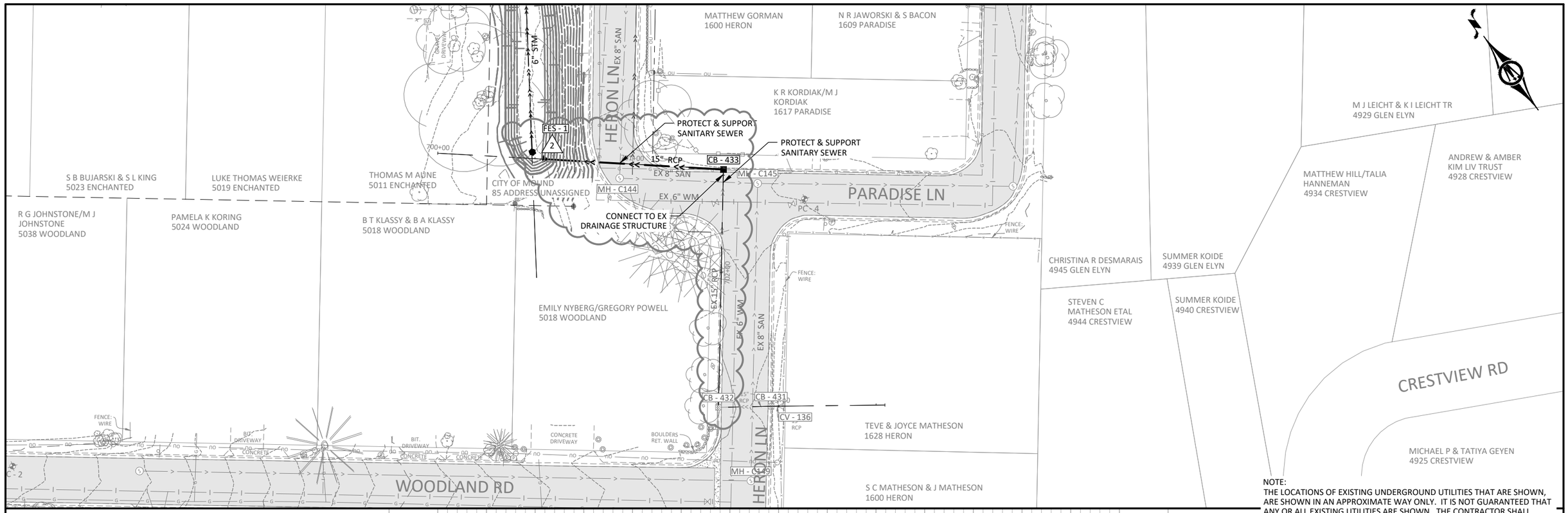
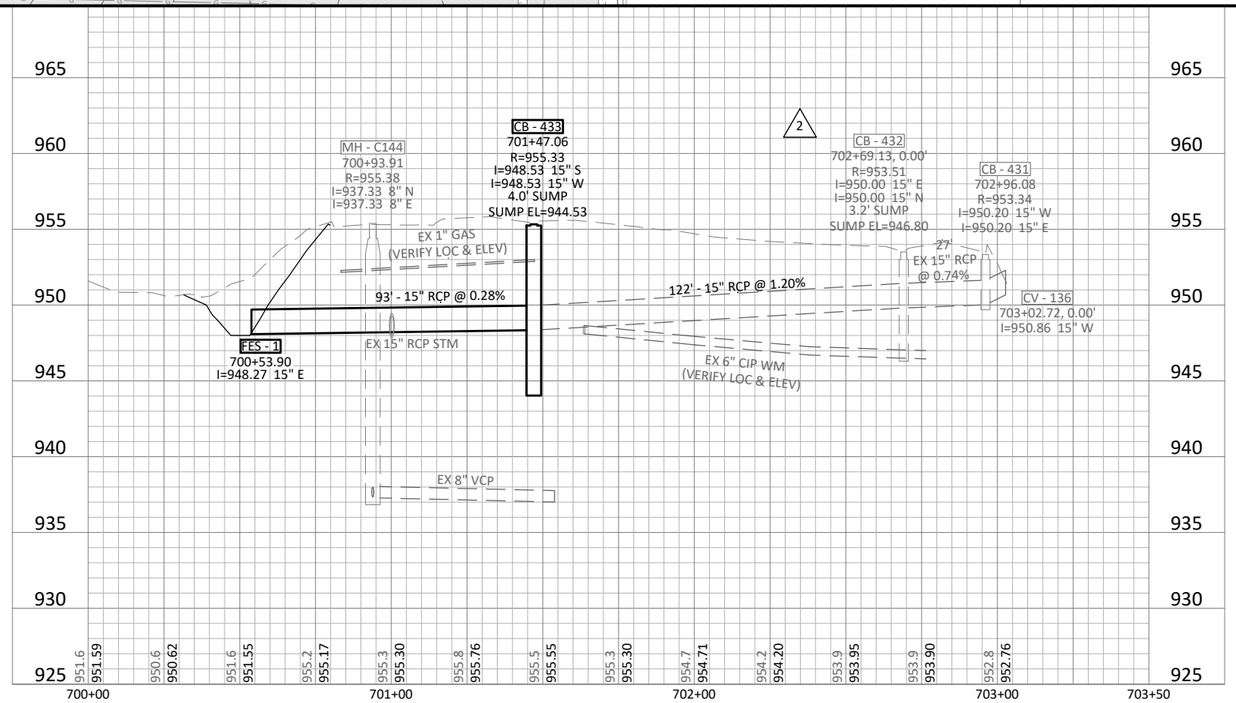
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
STORM SEWER PLAN & PROFILE

SHEET C5.01

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HORZ. 0 25 50 SCALE FEET
VERT. 0 5 10 SCALE FEET

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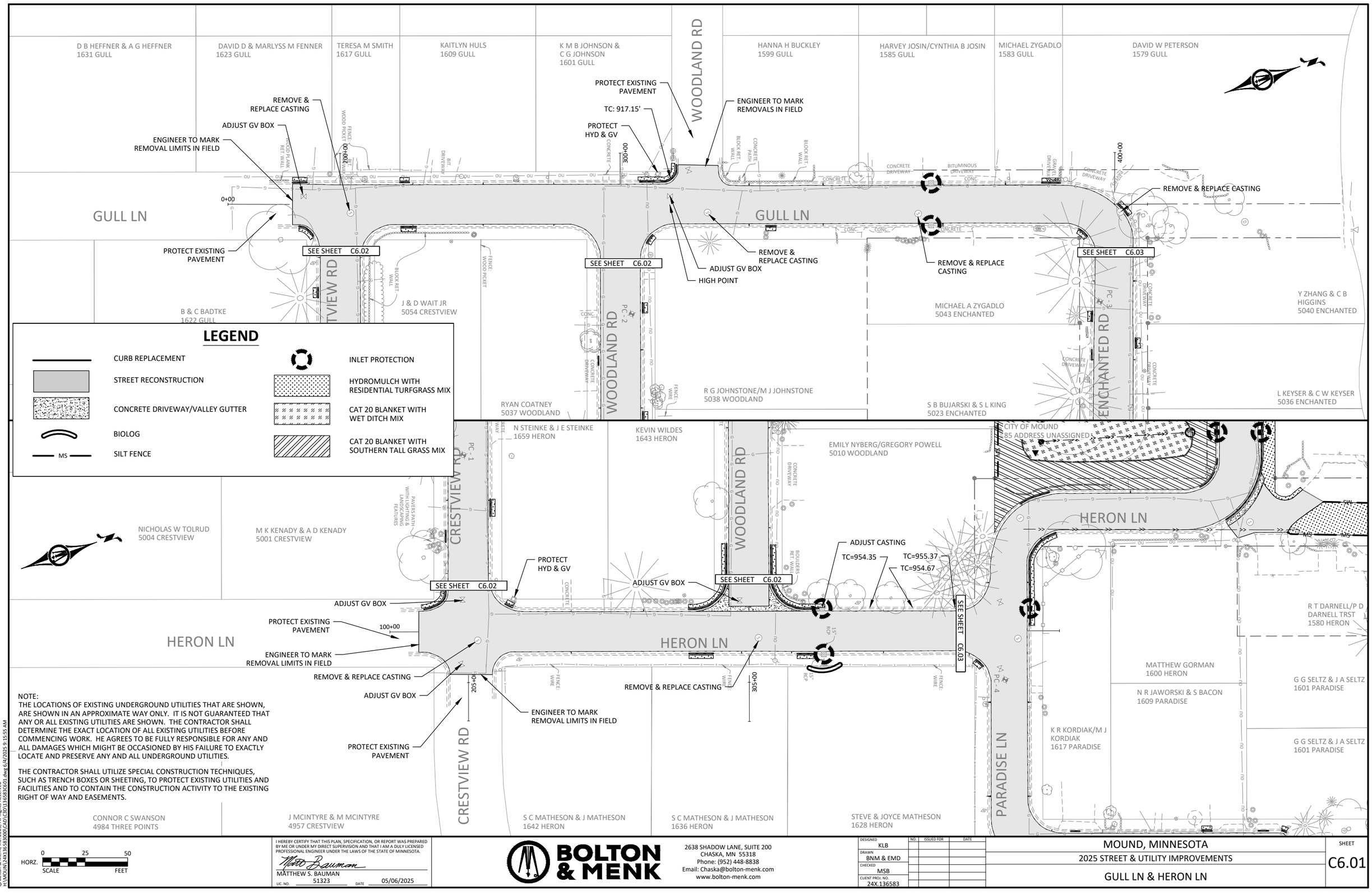
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
STORM SEWER PLAN & PROFILE

SHEET C5.02




## LEGEND

- CURB REPLACEMENT
- STREET RECONSTRUCTION
- CONCRETE DRIVEWAY/VALLEY GUTTER
- BIOLOG
- MS — SILT FENCE
- INLET PROTECTION
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- CAT 20 BLANKET WITH WET DITCH MIX
- CAT 20 BLANKET WITH SOUTHERN TALL GRASS MIX

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www.bolton-menk.com

| DESIGNED | KLB |
|---|---|
| DRAWN | BNM & EMD |
| CHECKED | MSB |
| CLIENT PROJ. NO. | 24X.136583 |

| NO. | ISSUED FOR | DATE |
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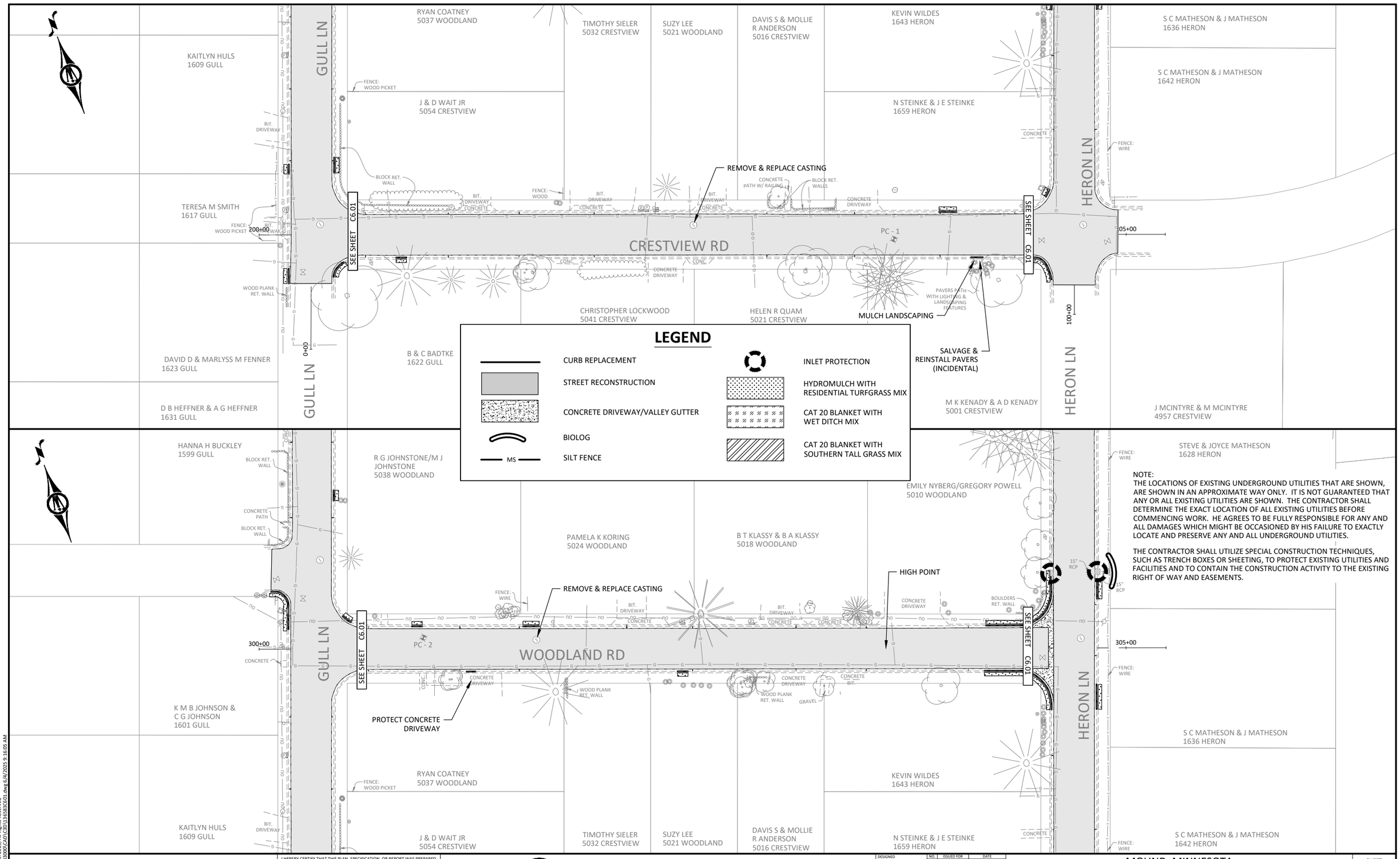
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GULL LN & HERON LN

SHEET C6.01






HORZ. SCALE 0 25 50 FEET

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MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

BOLTON & MENK
2638 SHADOW LANE, SUITE 200
CHASKA, MN 55318
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| DRAWN | | | |
| BNM & EMD | | | |
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| MSB | | | |
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
CRESTVIEW RD & WOODLAND RD

SHEET C6.02

DAVID W PETERSON
1579 GULL

Y ZHANG & C B HIGGINS
5040 ENCHANTED

L KEYSER & C W KEYSER
5036 ENCHANTED

N C HOLT & S R HOLT
5028 ENCHANTED

J P KELLNER & D L KELLNER
5016 ENCHANTED

C J RICE & J L RICE
5008 ENCHANTED

PAIGE ESTERKIN
5000 ENCHANTED

R T DARNELL/P D DARNELL TRST
1580 HERON

G G SELTZ & J A SELTZ
1601 PARADISE

G G SELTZ & J A SELTZ
1601 PARADISE

ARTHUR W HEFTE & WIFE
4940 GLEN ELYN

MICHAEL ZYGADLO
1583 GULL

HARVEY JOSIN/CYNTHIA B JOSIN
1585 GULL

HANNA H BUCKLEY
1599 GULL

MICHAEL A ZYGADLO
5043 ENCHANTED

S B BUJARSKI & S L KING
5023 ENCHANTED

LUKE THOMAS WEIERKE
5019 ENCHANTED

THOMAS M AUNE
5011 ENCHANTED

MATTHEW GORMAN
1600 HERON

N R JAWORSKI & S BACON
1609 PARADISE

K R KORDIAK/M J KORDIAK
1617 PARADISE

CITY OF MOUND
85 ADDRESS
UNASSIGNED

CHRISTINA R DESMARAIS
4945 GLEN ELYN

SUMMER KOIDE
4939 GLEN ELYN

ENCHANTED RD

GULL LN

HERON LN

PARADISE LN

GLEN ELYN RD

SEE SHEET C6.01

SEE BELOW

SEE ABOVE

400+00

PC - 3

PC - 4

HIGH POINT

PROTECT POWER POLE

REMOVE & REPLACE CASTING

PROTECT CONCRETE DRIVEWAY

TC = 958.48'

TC=955.62

PROTECT DRAIN

PROTECT MH

ADJUST GV BOX

REMOVE & REPLACE CASTING

## LEGEND

- CURB REPLACEMENT
- STREET RECONSTRUCTION
- CONCRETE DRIVEWAY/VALLEY GUTTER
- BIOLOG
- MS — SILT FENCE
- INLET PROTECTION
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- CAT 20 BLANKET WITH WET DITCH MIX
- CAT 20 BLANKET WITH SOUTHERN TALL GRASS MIX

F S BURRIS JR & R L BURRIS
4924 GLEN ELYN

ALNESS FAMILY TRUST
4920 GLEN ELYN

T ASHENFELTER & K JOHNSON
4916 GLEN ELYN

BARBARA E SAMPSON REV TRUST
4929 THREE POINTS

VIKI SURPRISE/ GREGORY WILEY
4936 GLEN ELYN

BRADLEY G ETHERINGTON
4932 GLEN ELYN

M PAULSON & K PAULSON
4933 THREE POINTS

DOUGLAS V ROEPKE
4941 THREE POINTS

GERALD TASA
4924 GLEN ELYN

M J LEICHT & K I LEICHT TR
4929 GLEN ELYN

M P & S J ORINSTIEN
4925 GLEN ELYN

THREE POINTS BLVD

413+00

ADJUST CASTING

PROTECT MH

PROTECT EXISTING PAVEMENT

ENGINEER TO MARK REMOVAL LIMITS IN FIELD

ADJUST GV BOX

ADJUST CASTING

PROTECT WOOD PATH

REMOVE & REPLACE CASTING

PROTECT CONCRETE DRIVEWAY

PROTECT MAILBOX

TC=949.49

TC=944.64

PROTECT POWER POLE

PROTECT MAILBOX

PROTECT MAILBOX

PROTECT POWER POLE

PROTECT CONCRETE DRIVEWAY

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HORZ. SCALE 0 25 50 FEET

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MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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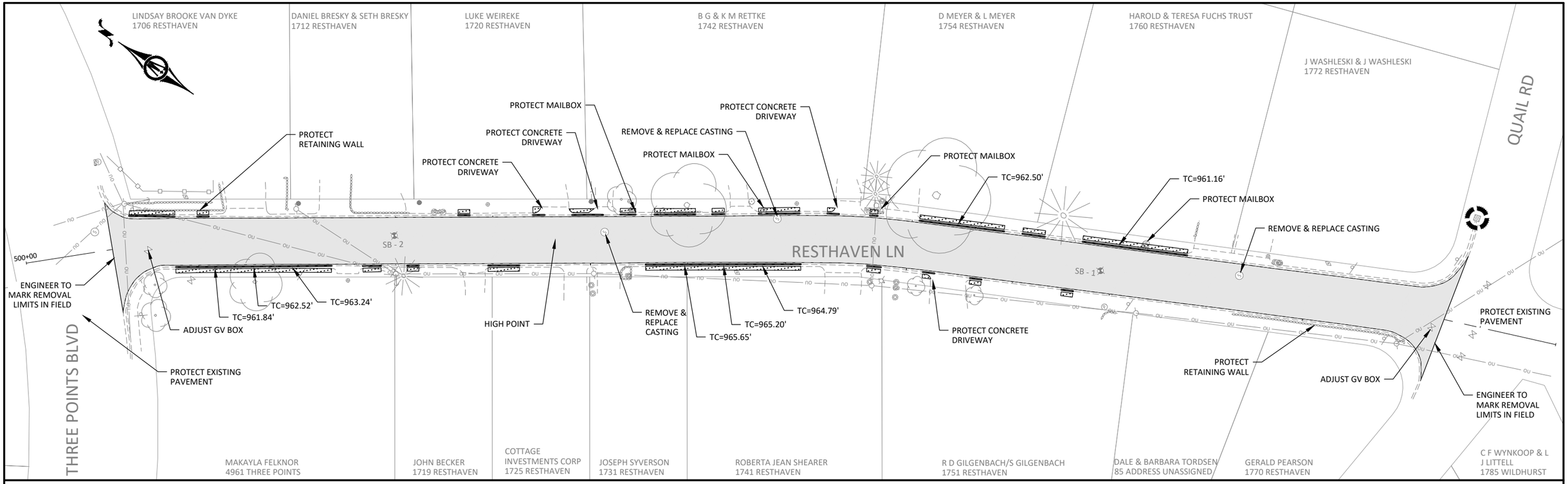
| DESIGNED | NO. | ISSUED FOR | DATE |
|---|---|---|---|
| KLB | 2 | PERMIT | 06/02/2025 |
| DRAWN: BNM & EMD | | | |
| CHECKED: MSB | | | |
| CLIENT PROJ. NO.: 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
ENCHANTED RD & GLEN ELYN RD

SHEET C6.03

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## LEGEND

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- CONCRETE DRIVEWAY/VALLEY GUTTER
- BIOLOG
- MS — SILT FENCE
- INLET PROTECTION
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- CAT 20 BLANKET WITH WET DITCH MIX
- CAT 20 BLANKET WITH SOUTHERN TALL GRASS MIX

HORZ. SCALE 0 25 50 FEET

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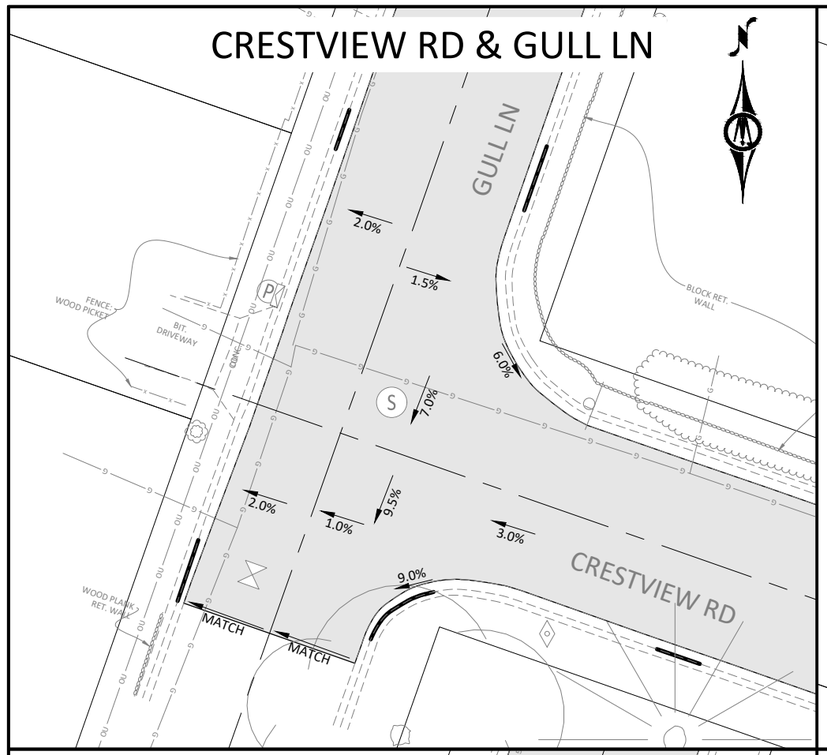
| 24X.136583 | | | |

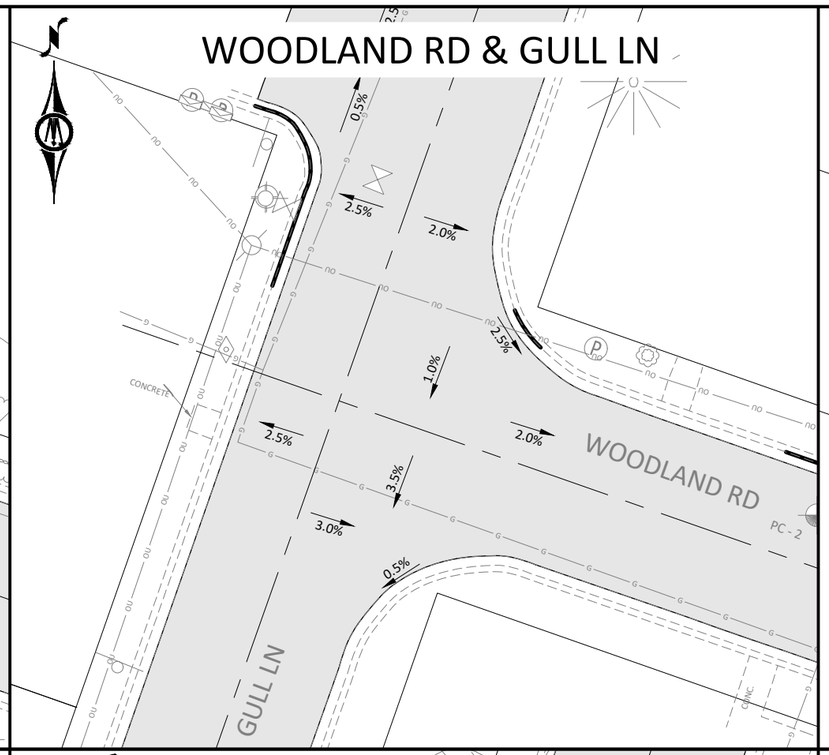
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
RESTHAVEN LN

SHEET C6.04

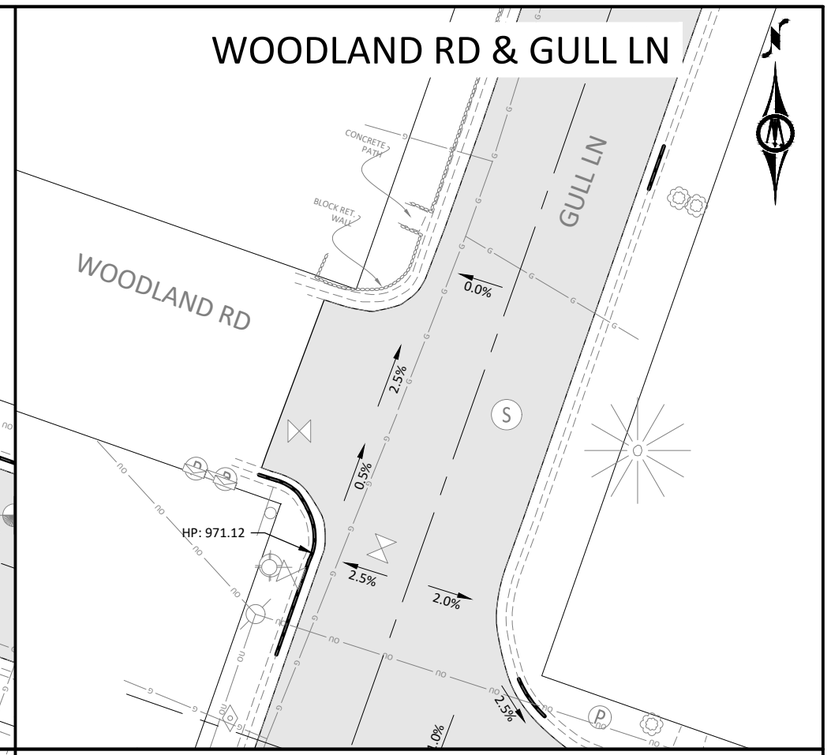
## CRESTVIEW RD & GULL LN



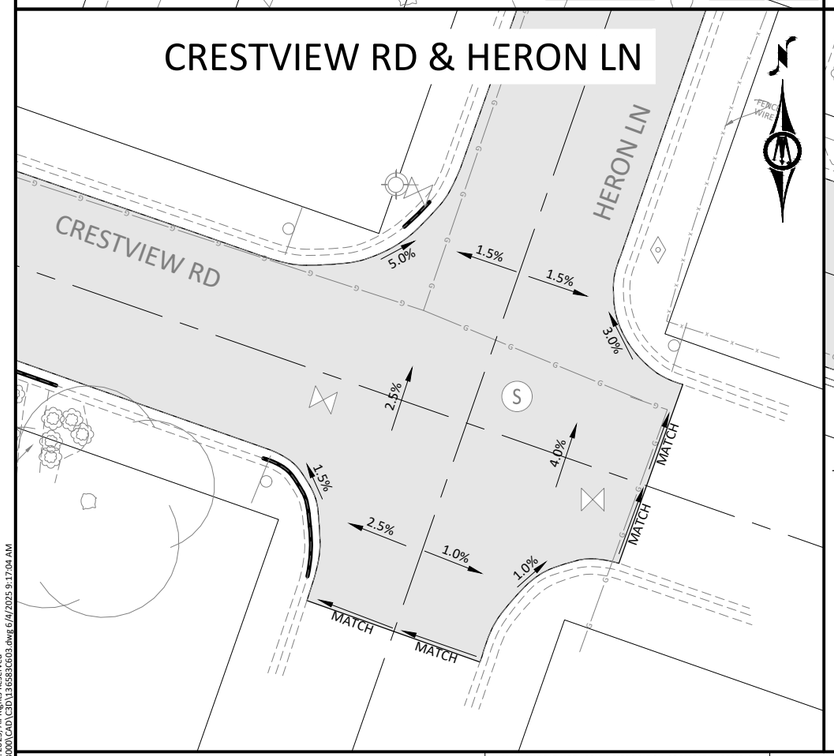

## WOODLAND RD & GULL LN



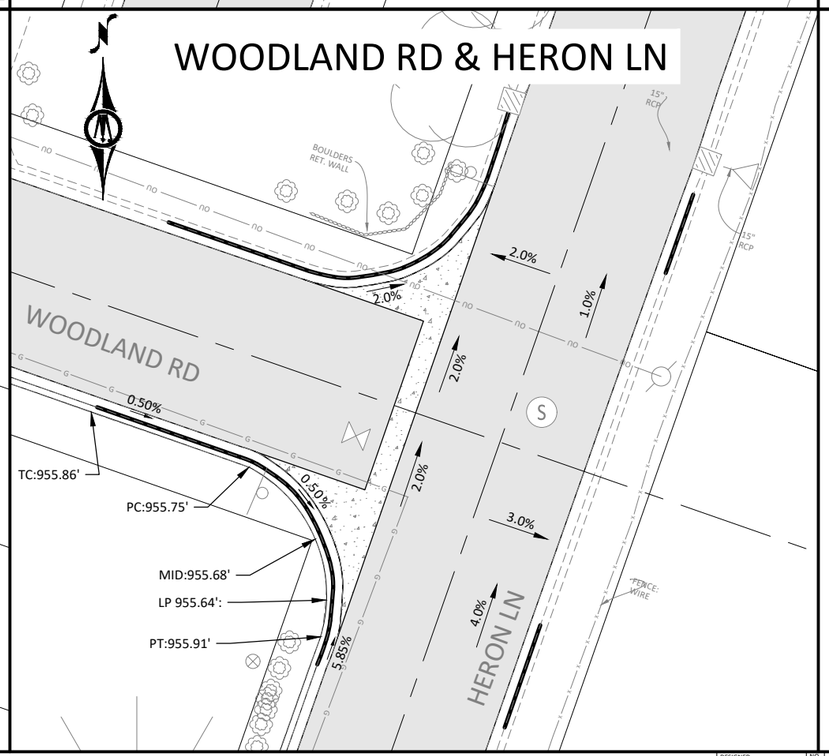

## WOODLAND RD & GULL LN




## CRESTVIEW RD & HERON LN




## WOODLAND RD & HERON LN






HORZ. 0 10 20
SCALE FEET

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LIC. NO. 51323 DATE 05/06/2025

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www.bolton-menk.com

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| DRAWN | BNM & EMD |
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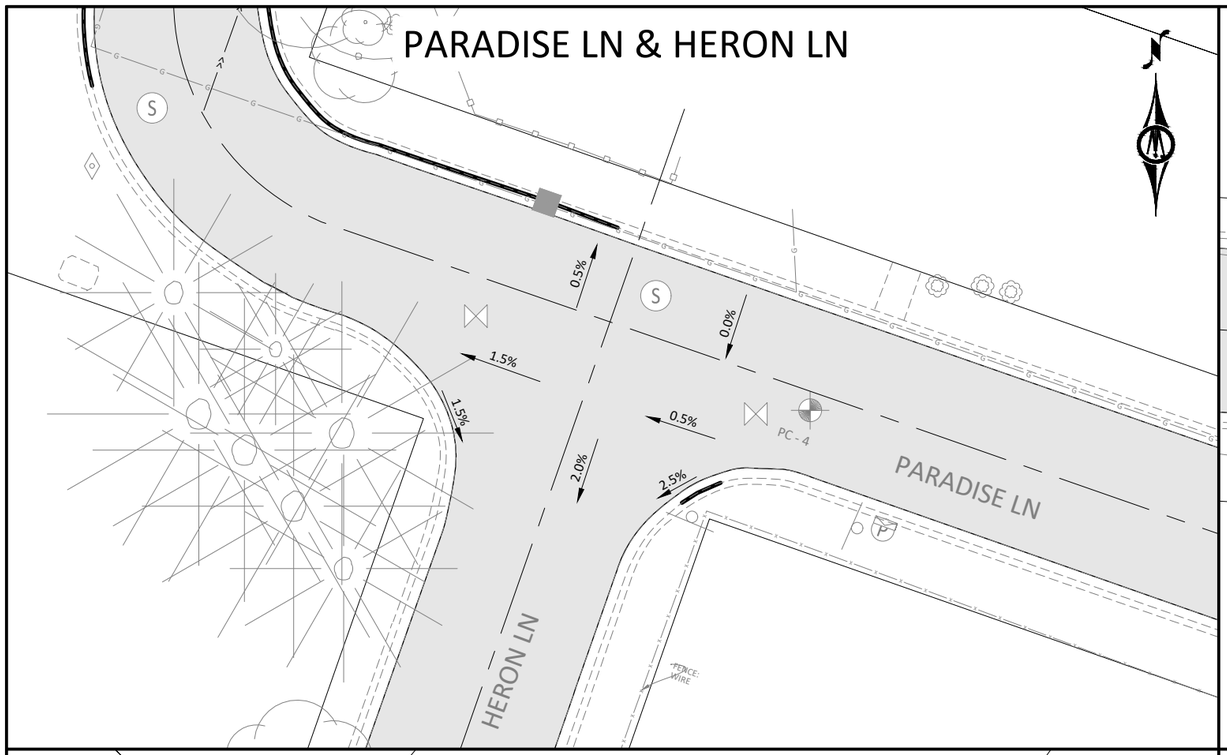
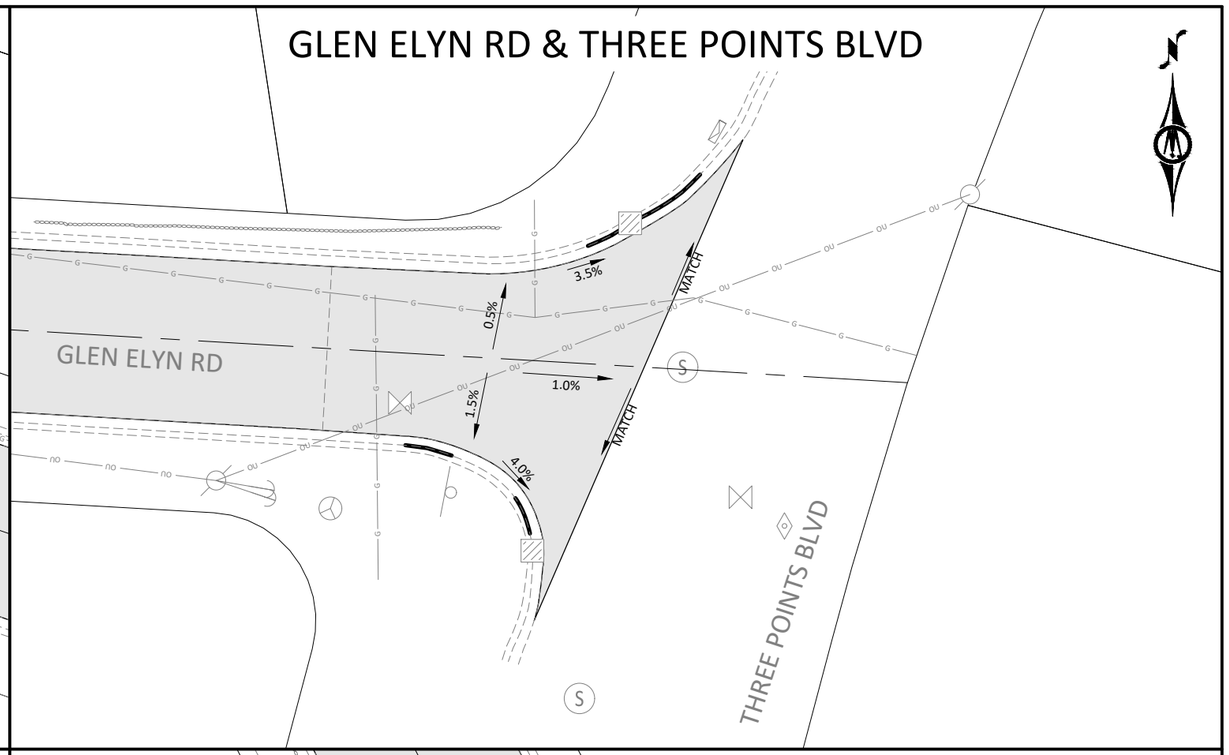
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
INTERSECTION DETAILS

SHEET C6.05

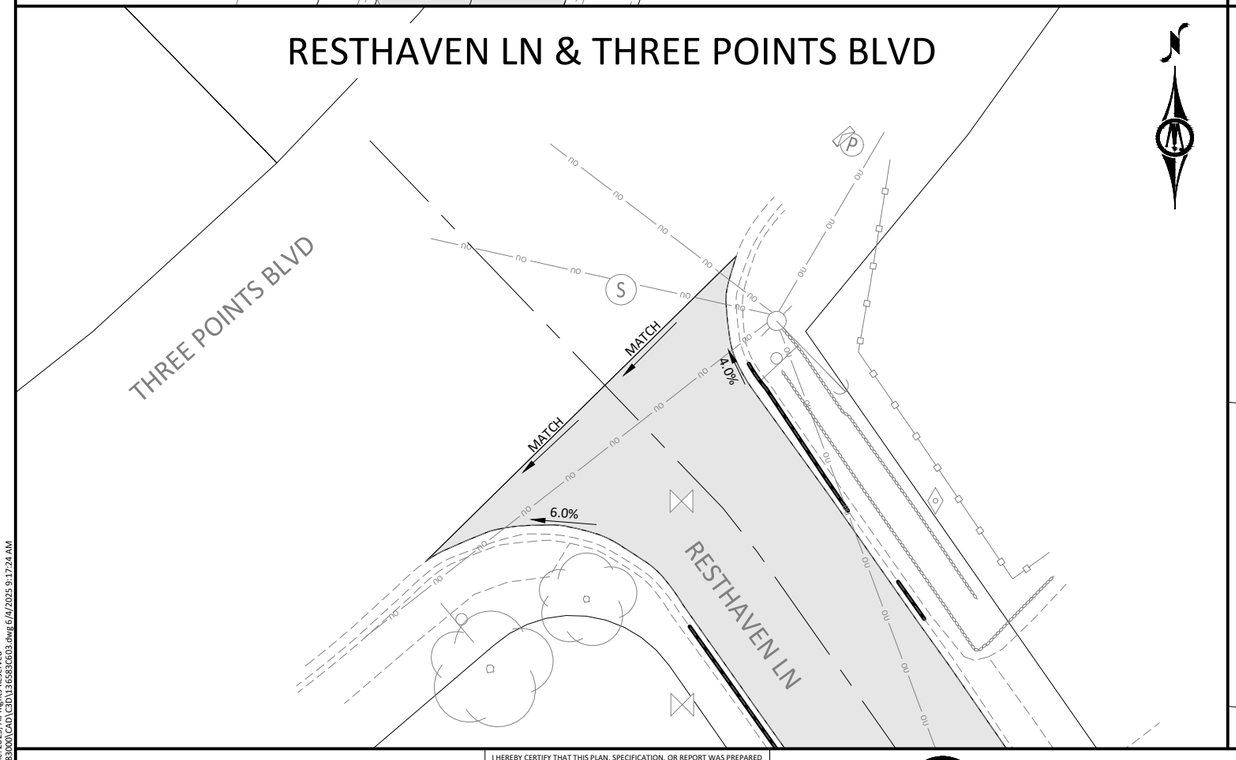
## PARADISE LN & HERON LN



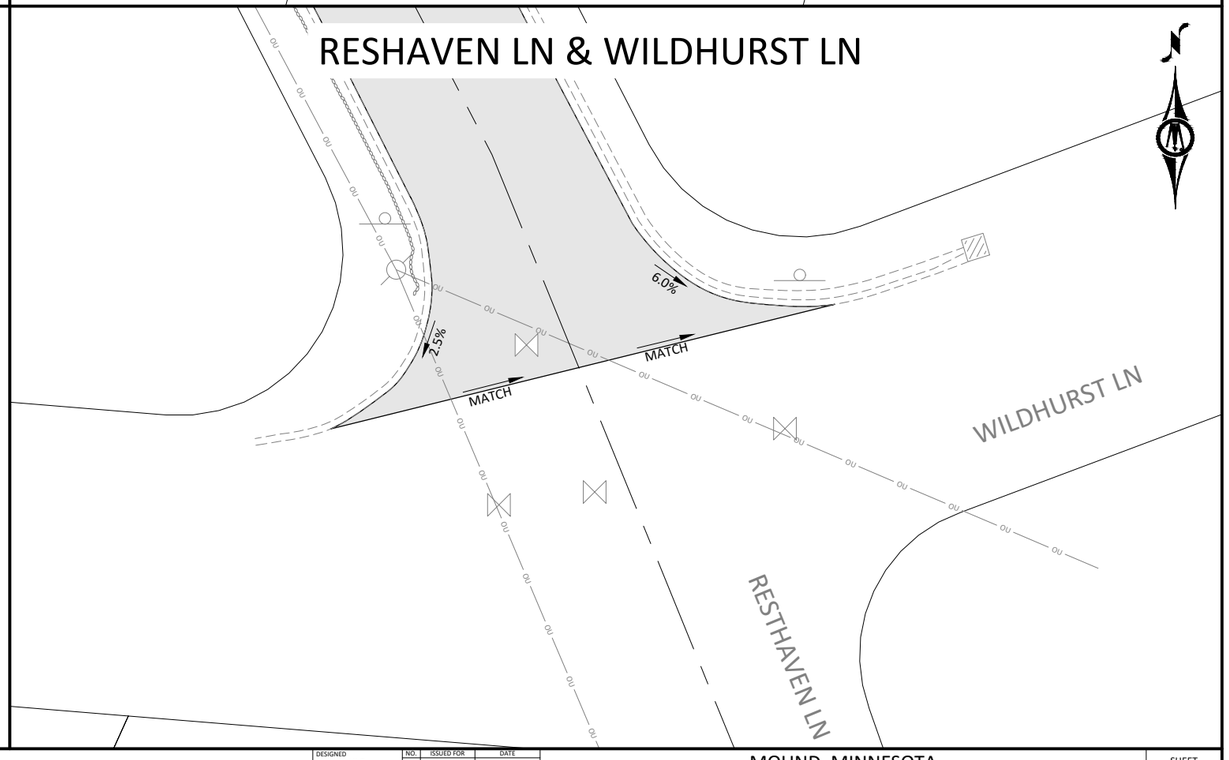

## GLEN ELYN RD & THREE POINTS BLVD




## RESTHAVEN LN & THREE POINTS BLVD




## RESHAVEN LN & WILDHURST LN




HORZ. SCALE 0 10 20 FEET

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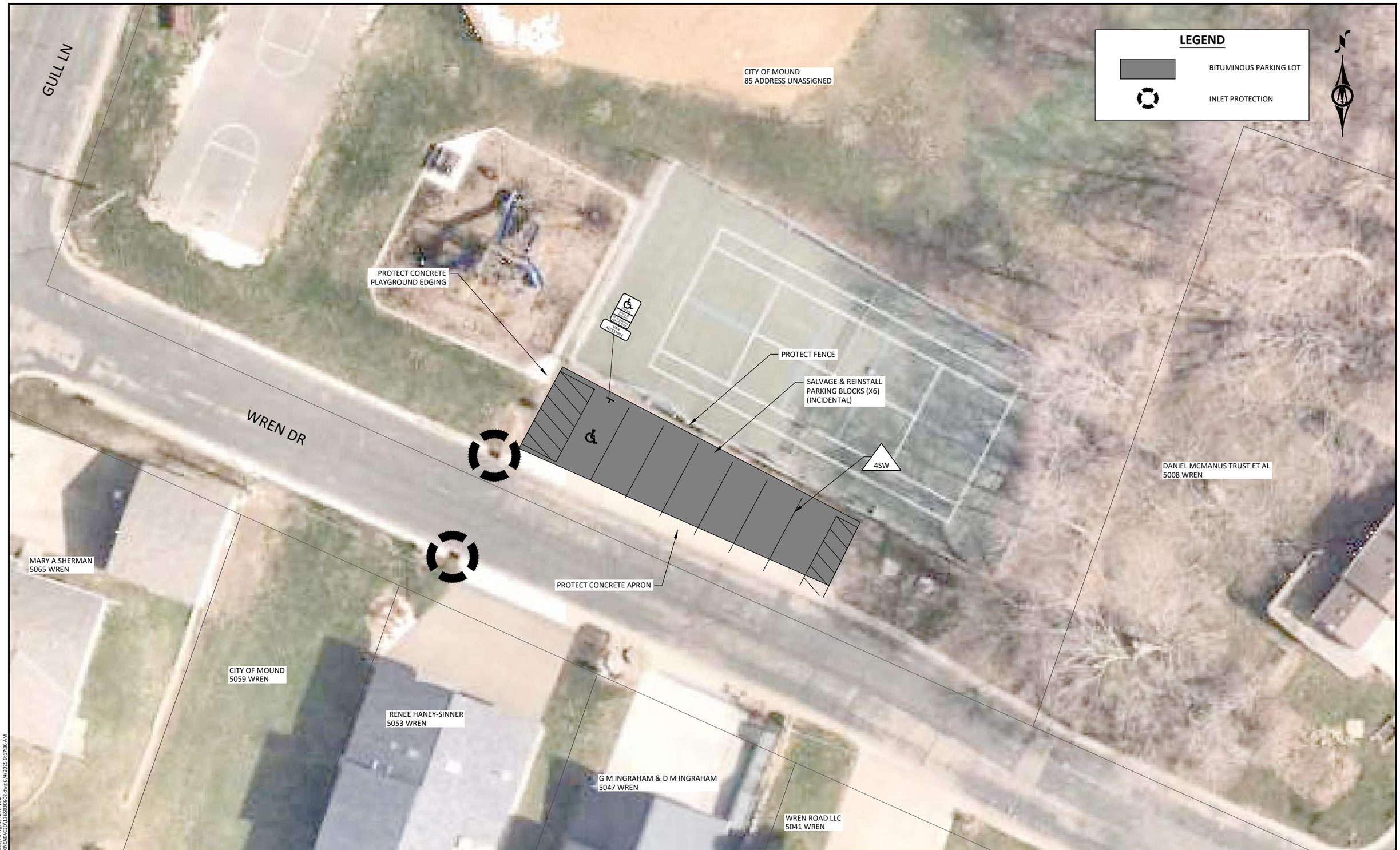
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
INTERSECTION DETAILS

SHEET C6.06






HORZ. 0 10 20
SCALE FEET

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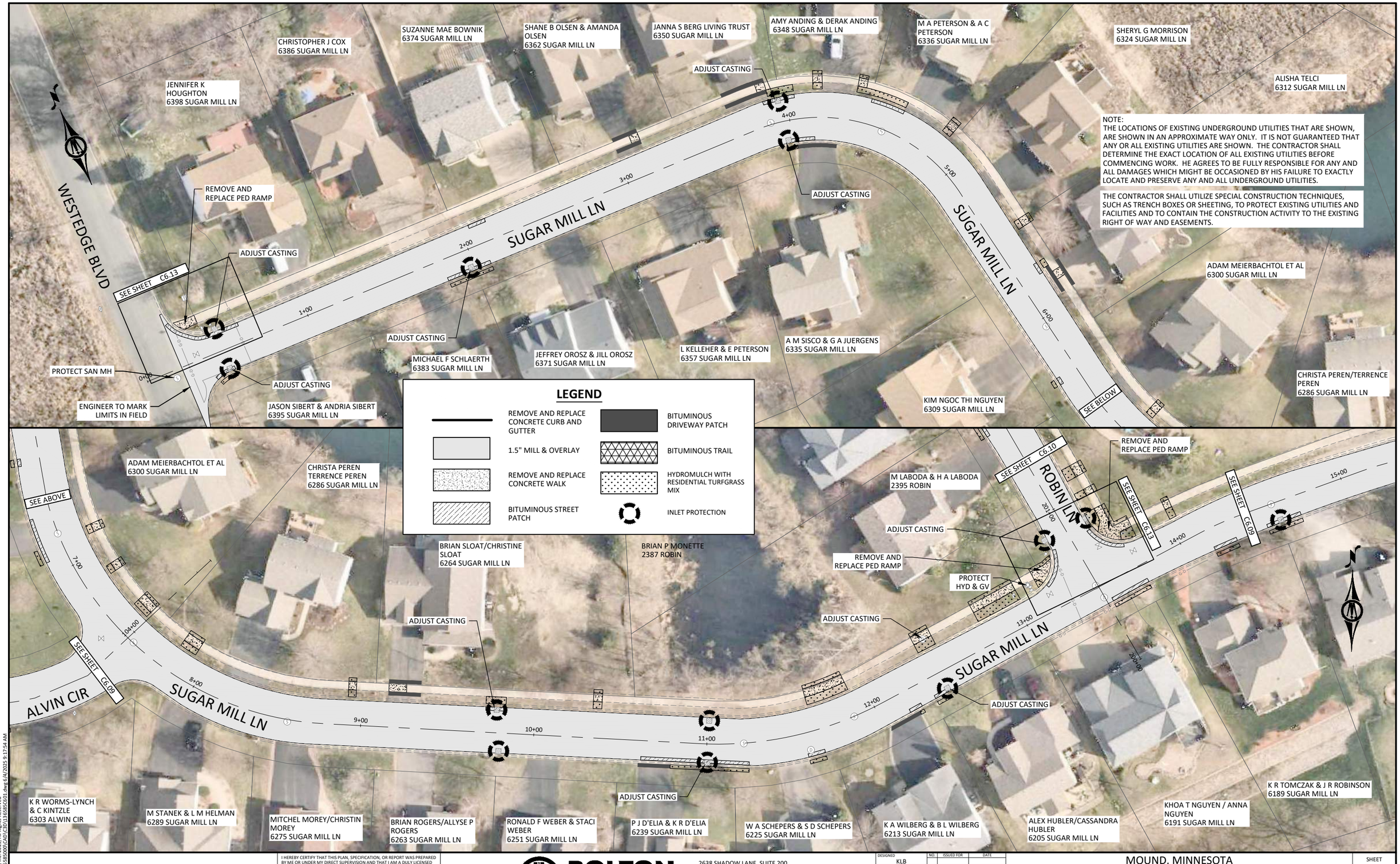
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
THREE POINTS PARK PARKING LOT

SHEET
C6.07

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| DRAWN BNM & EMD | | | |
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| CLIENT PROJ. NO. 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
SUGAR MILL LN

SHEET C6.08

KENT L BORG ETAL
6221 LYNWOOD

KENT L BORG ETAL
6221 LYNWOOD

CITY OF MOUND
85 ADDRESS UNASSIGNED

J M WILLIAMSON/A WILLIAMSON
6126 SUGAR MILL LN

WILLIAM M MESSMER
6112 SUGAR MILL LN

LUCAS BREY
6100 SUGAR MILL LN

M J BOUTS & E F BOUTS
6107 SUGAR MILL LN

KAYDIA D NOVACK/JOE A NOVACK
6142 SUGAR MILL LN

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ANDRE R LEMIRE & KARA LEMIRE
6154 SUGAR MILL LN

SEE SHEET C6.14

REMOVE AND REPLACE PED RAMP

ADJUST CASTING

ADJUST CASTING

NEW PED RAMP

SEE SHEET C6.08

ROBIN LN

SUGAR MILL LN

14+00

15+00

16+00

17+00

18+00

19+00

20+00

20+00

ADJUST CASTING

TAISHIRO & ALEXIS M TEZUKA
6177 SUGAR MILL LN

CHAD HAIDER & AMANDA HAIDER
6165 SUGAR MILL LN

G BALAN JR & K CONROY
6153 SUGAR MILL LN

N J LARSEN & G A LARSEN
6149 SUGAR MILL LN

G R MEIER & M B MEIER
6137 SUGAR MILL LN

CARLEY OLSEM/BENJAMIN OLSEM
6125 SUGAR MILL LN

C L WICKLAND & G A WICKLAND
6113 SUGAR MILL LN

L L GUZMAN & A A I LEYVA
6340 ALWIN CIR

C ANDERSON REV TR ETAL
6330 ALWIN CIR

D L FUHRMANN ETAL JT RV LV T
6320 ALWIN CIR

JUSTIN ABENS & MORGAN ABENS
6301 SUGAR MILL LN

ADAM MEIERBACHTOL ET AL
6300 SUGAR MILL LN

CHRISTA PEREN
TERRENCE PEREN
6286 SUGAR MILL LN

100+00

101+00

102+00

103+00

104+00

7+00

8+00

9+00

SEE SHEET C6.08

ALVIN CIR

SUGAR MILL LN

H OVERCASH & J D LARSON
6341 ALWIN CIR

T BRECKHEIMER/B BRECKHEIMER
6333 ALWIN CIR

SHAWN & HEATHER GOETZ
6325 ALWIN CIR

SHAWN USRY & LYNETTE USRY
6313 ALWIN CIR

TIMOTHY J & KAREN T KING
6307 ALWIN CIR

K R WORMS-LYNCH & C KINTZLE
6303 ALWIN CIR

M STANEK & L M HELMAN
6289 SUGAR MILL LN

MITCHEL MOREY/CHRISTIN MOREY
6275 SUGAR MILL LN

BRIAN ROGERS/ALLYSE P ROGERS
6263 SUGAR MILL LN

## LEGEND

- REMOVE AND REPLACE CONCRETE CURB AND GUTTER
- 1.5" MILL & OVERLAY
- REMOVE AND REPLACE CONCRETE WALK
- BITUMINOUS STREET PATCH
- BITUMINOUS DRIVEWAY PATCH
- BITUMINOUS TRAIL
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- INLET PROTECTION

HORZ. SCALE 0 25 50 FEET

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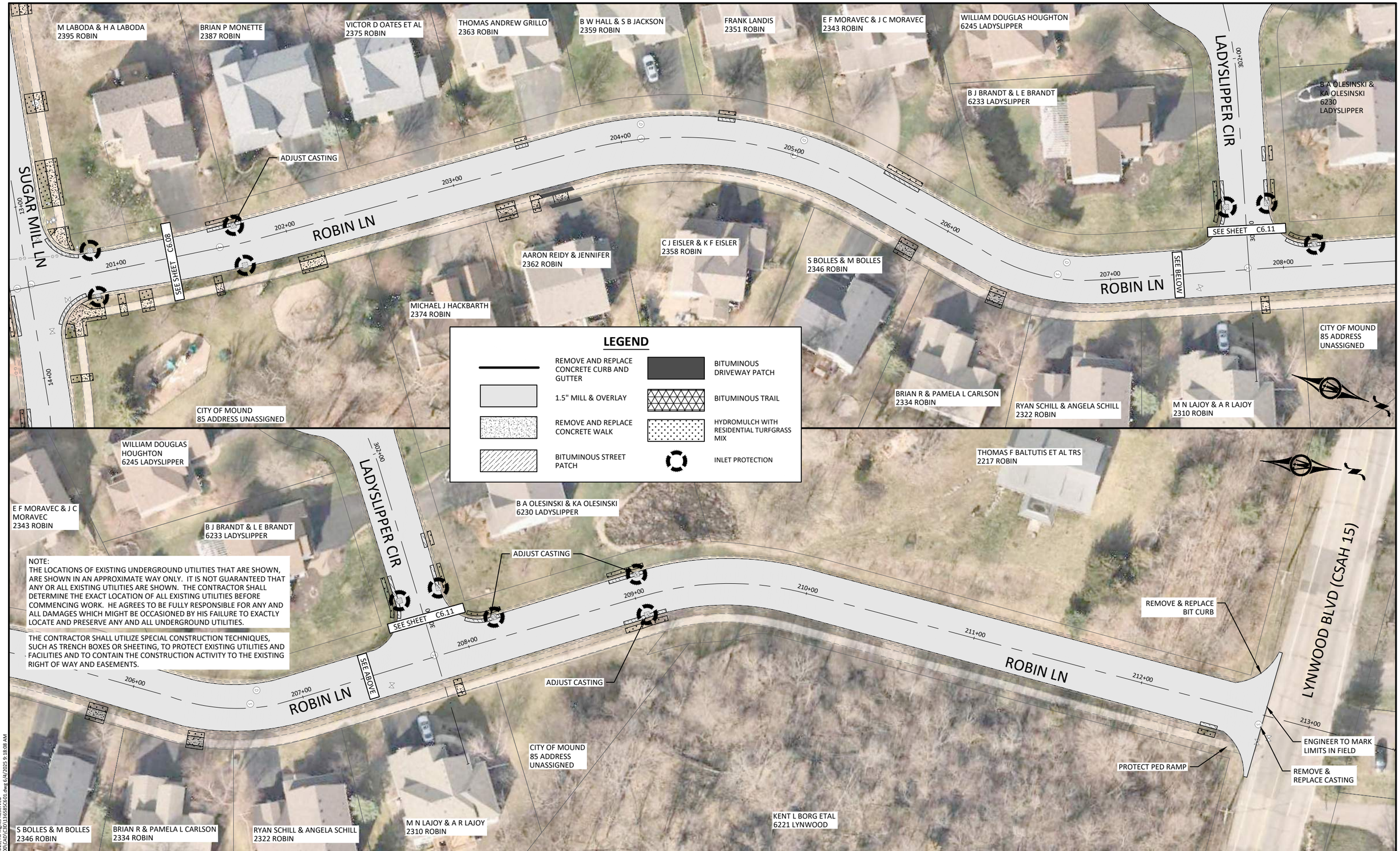
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
SUGAR MILL LN

SHEET C6.09




## LEGEND

- REMOVE AND REPLACE CONCRETE CURB AND GUTTER
- 1.5" MILL & OVERLAY
- REMOVE AND REPLACE CONCRETE WALK
- BITUMINOUS STREET PATCH
- BITUMINOUS DRIVEWAY PATCH
- BITUMINOUS TRAIL
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- INLET PROTECTION

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| DRAWN | | | |
| BNM & EMD | | | |
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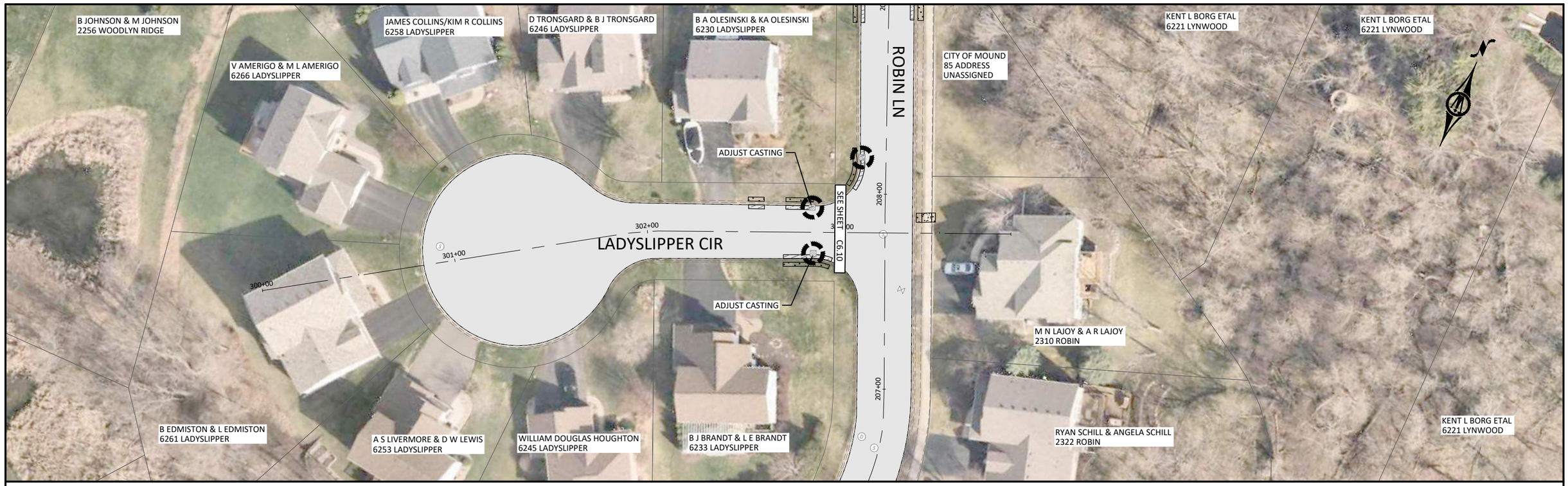
| 24X.136583 | | | |

MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
ROBIN LN

SHEET C6.10




## LEGEND

- REMOVE AND REPLACE CONCRETE CURB AND GUTTER
- 1.5" MILL & OVERLAY
- REMOVE AND REPLACE CONCRETE WALK
- BITUMINOUS STREET PATCH
- BITUMINOUS DRIVEWAY PATCH
- BITUMINOUS TRAIL
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- INLET PROTECTION

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES THAT ARE SHOWN, ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED THAT ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

THE CONTRACTOR SHALL UTILIZE SPECIAL CONSTRUCTION TECHNIQUES, SUCH AS TRENCH BOXES OR SHEETING, TO PROTECT EXISTING UTILITIES AND FACILITIES AND TO CONTAIN THE CONSTRUCTION ACTIVITY TO THE EXISTING RIGHT OF WAY AND EASEMENTS.



HORZ. 0 25 50
SCALE FEET

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

BOLTON & MENK
2638 SHADOW LANE, SUITE 200
CHASKA, MN 55318
Phone: (952) 448-8838
Email: Chaska@bolton-menk.com
www.bolton-menk.com

| DESIGNED | NO. | ISSUED FOR | DATE |
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| KLB | | | |
| DRAWN | | | |
| BNM & EMD | | | |
| CHECKED | | | |
| MSB | | | |
| CLIENT PROJ. NO. | | | |
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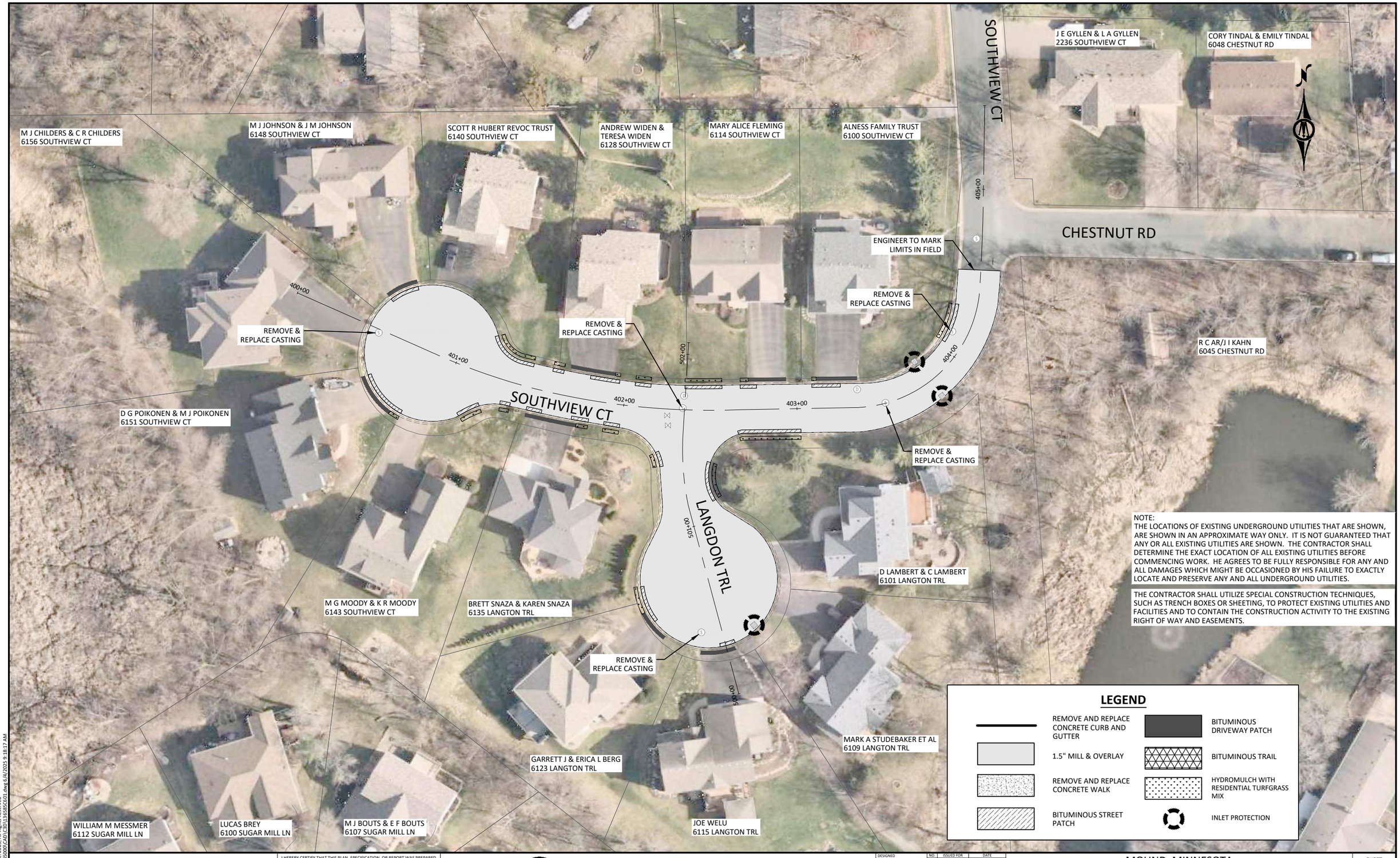
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
LADYSLIPPER CIR

SHEET
C6.11

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## LEGEND

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- 1.5" MILL & OVERLAY
- REMOVE AND REPLACE CONCRETE WALK
- BITUMINOUS STREET PATCH
- BITUMINOUS DRIVEWAY PATCH
- BITUMINOUS TRAIL
- HYDROMULCH WITH RESIDENTIAL TURFGRASS MIX
- INLET PROTECTION

HORZ. SCALE 0 25 50 FEET

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| CLIENT PROJ. NO. | 24X.136583 |

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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
SOUTHVIEW CT & LANGDON TR

SHEET C6.12

| PEDESTRIAN RAMP LEGEND | |
|---|---|
| | LANDING AREA - 4' X 4' MIN. DIMENSIONS AND 1.0% OPTIMUM (2.0% MAXIMUM) SLOPE IN ALL DIRECTIONS |
| (F) | PEDESTRIAN RAMP SLOPE SHALL BE 4.0% OPTIMUM (2.0% MIN. AND 5.0% MAX.) IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL BE 1.5% OPTIMUM (2.0% MAX.) |
| (S) | PEDESTRIAN RAMP SLOPE SHALL BE 7.0% OPTIMUM (5.0% MIN. AND 8.3% MAX.) IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL BE 1.5% OPTIMUM (2.0% MAX.) |
| X" | CURB HEIGHT |
| | TRUNCATED DOMES (SEE MnDOT STANDARD PLATE 7038) |
| | 6" CONCRETE WALK |
| | 4" CONCRETE WALK |
| | REMOVE AND REPLACE CONCRETE CURB & GUTTER |
| | BITUMINOUS STREET PATCH |
| | BITUMINOUS TRAIL |

JENNIFER K HOUGHTON
6398 SUGAR MILL LN

WESTEDGE BLVD

E

ONE-WAY DIRECTIONAL RAMP

6"
0"
966.25
966.73
5' CONCRETE WALK
0"
6"

SUGAR MILL LN

M LABODA & H A LABODA
2395 ROBIN

ROBIN LN

CITY OF MOUND
85 ADDRESS UNASSIGNED

TE WALK

975.08

974.26
6"
0"
974.20
5' CONCRETE WALK

974.79
6"
0"
974.48
5' CONCRETE WALK
0"
6"

ONE-WAY DIRECTIONAL RAMP

DEPRESSED CORNER RAMP

0"
6"

SUGAR MILL LN

SUGAR MILL LN

S

HORZ. SCALE 0 5 10 FEET

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| CHECKED | MSB |
| CLIENT PROJ. NO. | 24X.136583 |

| NO. | ISSUED FOR | DATE |
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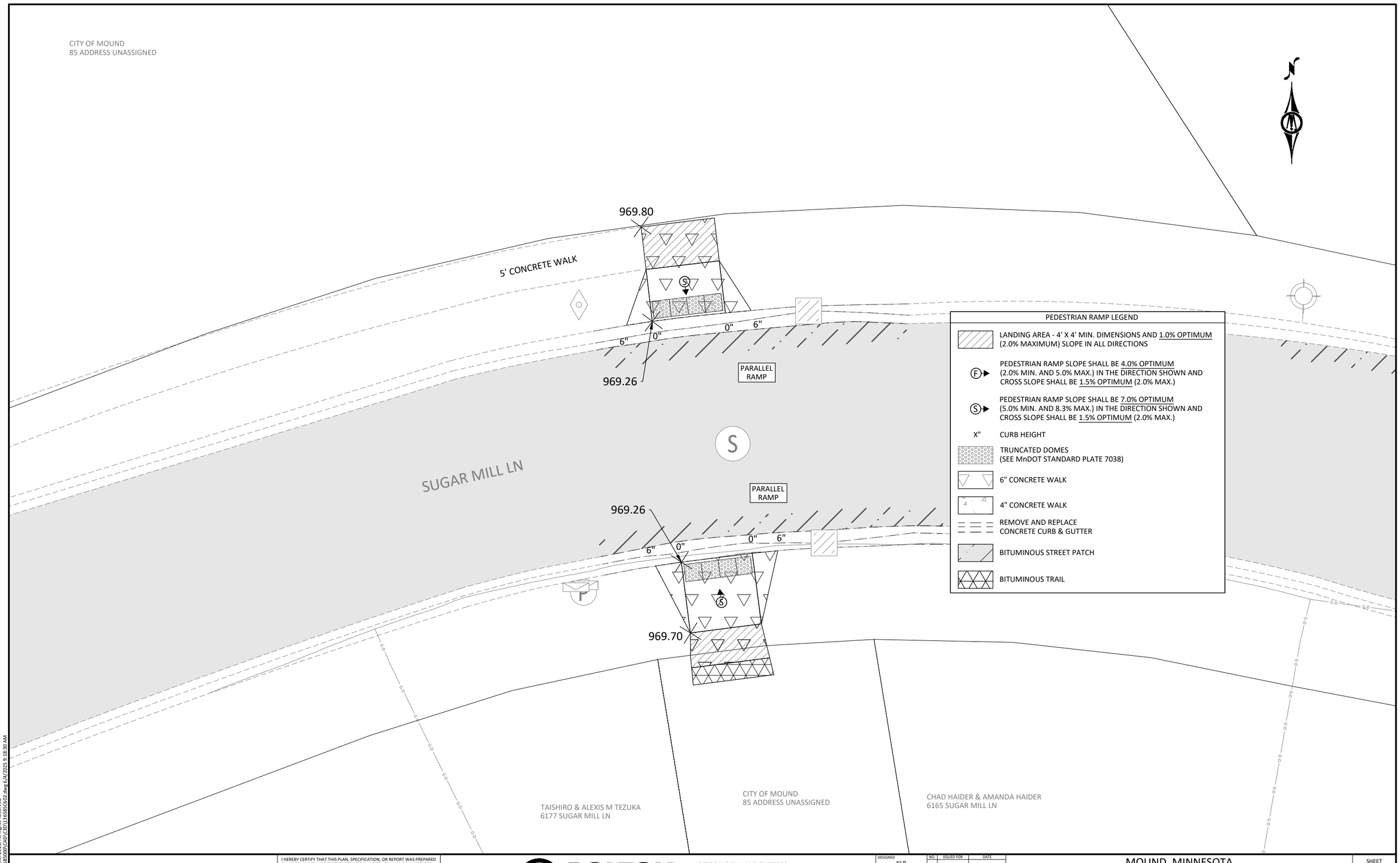
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

SHEET C6.13

CITY OF MOUND
85 ADDRESS UNASSIGNED




PEDESTRIAN RAMP LEGEND

- LANDING AREA - 4' X 4' MIN. DIMENSIONS AND 1.0% OPTIMUM (2.0% MAXIMUM) SLOPE IN ALL DIRECTIONS
- (F)▶ PEDESTRIAN RAMP SLOPE SHALL BE 4.0% OPTIMUM (2.0% MIN. AND 5.0% MAX.) IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL BE 1.5% OPTIMUM (2.0% MAX.)
- (S)▶ PEDESTRIAN RAMP SLOPE SHALL BE 7.0% OPTIMUM (5.0% MIN. AND 8.3% MAX.) IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL BE 1.5% OPTIMUM (2.0% MAX.)
- X" CURB HEIGHT
- TRUNCATED DOMES (SEE MnDOT STANDARD PLATE 7038)
- 6" CONCRETE WALK
- 4" CONCRETE WALK
- REMOVE AND REPLACE CONCRETE CURB & GUTTER
- BITUMINOUS STREET PATCH
- BITUMINOUS TRAIL



HORZ. SCALE 0 5 10 FEET

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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
PEDESTRIAN RAMP DETAILS

SHEET C6.14




HORZ. SCALE 0 20 40 FEET

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| NO. | ISSUED FOR | DATE |
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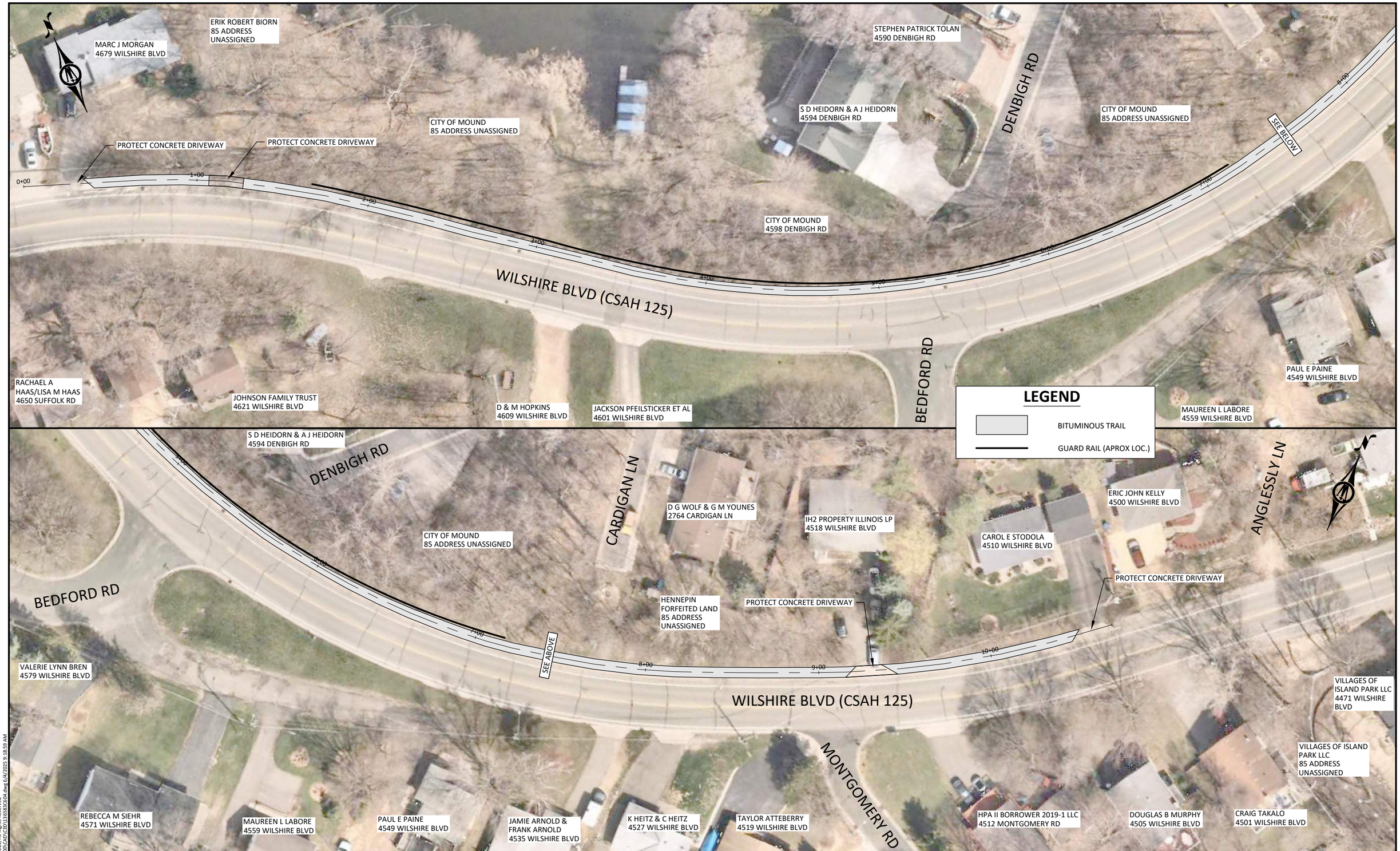
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
BRIGHTON BLVD STRIPING PLAN

SHEET C7.01




0 25 50
HORZ. SCALE FEET

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| CLIENT PROJ. NO. | | | |
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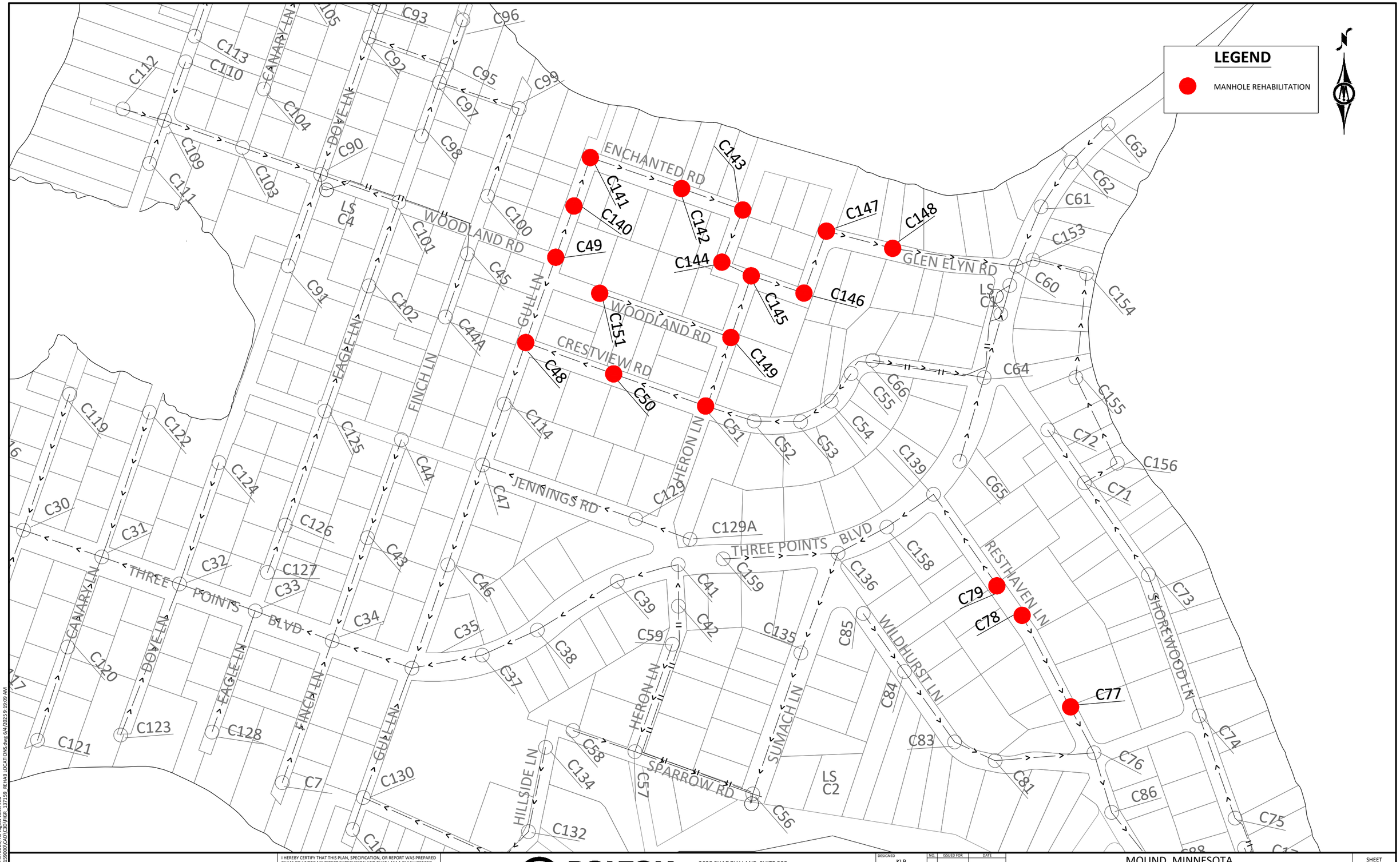
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
WILSHIRE BLVD TRAIL

SHEET
C7.02






HORZ. SCALE 0 100 200 FEET

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| CLIENT PROJ. NO. | | | |
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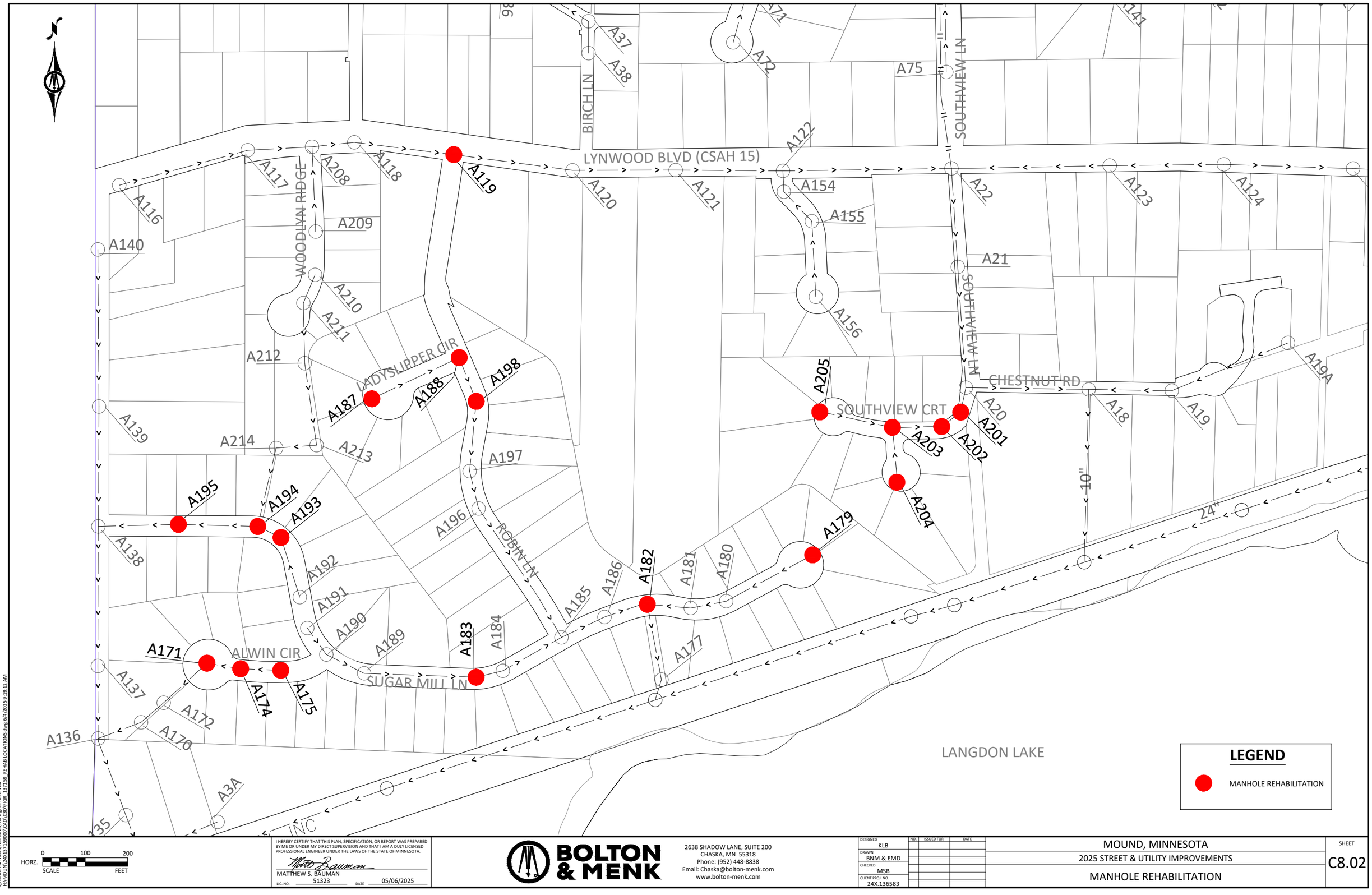
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
MANHOLE REHABILITATION

SHEET C8.01




**LEGEND**

MANHOLE REHABILITATION

HORZ. SCALE 0 100 200 FEET

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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
MANHOLE REHABILITATION

SHEET C8.02

HARRISON BAY

DAKOTA RAIL INC

SHORELINE DR

ROSEDALE RD

EDGEWATER DR

WOODRIDGE RD

EDEN RD

MAXWOOD RD

BAYPORT RD

BARTLETT BLVD (CSAH 125)

SETON LAKE

APPLE LN

CHATEAU LN

FAIRVIEW LN

FERNSIDE LN

NORWOOD LN

MONTCALM DR

D90 D89 D99 D100 D55 D57 D58 D59 D60 D61 D45 D44 D43 D42 D41 D40 D32 D38 D37 D36 D35

D2 D49-3 D49-2 D101 D62 D56 D91 D92 D93 D54 D53 D95 D94 D52

D27 D49 D49-1 D50 D51 D73 E82

E83 D74 E43A E42A E41A E41 E42 E43 E14 E13 E12 E11 E10 E9 E40 E47 E46 E45 E32 E27 E25A E46A E39 E26 E35 E34 E33 E36

E89 E88 E86 E72 E78 E77 E76 E38 E71 E37 E79 E22 E23 E24 E25 E115 E2

E19A E94 E92 E93 E20A E20 E90 E91 E87 E85 E84A E70 E80 E81 E69 E68A E116 E117

12" 15"

## LEGEND

MANHOLE REHABILITATION

HORZ. SCALE 0 100 200 FEET

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| CLIENT PROJ. NO. | | | |
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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
MANHOLE REHABILITATION

SHEET C8.03


H:\MOUN\24X\137159000\CAD\C3D\FIGR_137159_REHAB LOCATIONS.dwg 6/4/2025 9:19:15 AM

**Manhole Rehabilitation Spreadsheet**

**2025 Manhole Rehabilitation Project**

**City of Mound**

**BMI Project No: 24X.137159**

| ID Number | Location | Manhole Lining (VF) | Manhole Joint Sealing (EA) | Install/ Replace Chimney Seal (EA) | Grout Rings/ Seal Chimney Seal & Cone (EA) | Manhole Bench/ Invert Reconstruction (EA) | Remove & Replace Casting Assembly (EA) | Miscellaneous Grouting (GAL) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| A171 | Alwin Circle | | 1 | | | | | | |
| A174 | Alwin Circle | | 2 | | | | | | |
| A175 | Alwin Circle | | 1 | | | | | | |
| C48 | Crestview Road | | | | | | 1 | | |
| C50 | Crestview Road | | | | | | 1 | | |
| C141 | Enchanted Road | | 2 | | | | 1 | | |
| C142 | Enchanted Road | | | | | | 1 | | |
| C143 | Enchanted Road | | 1 | | 1 | | 1 | 1 | Grout Picking Hole |
| C144 | Enchanted Road | | 1 | | | | 1 | | |
| C188 | Glen Elyn Road | | | 1 | 1 | | 1 | | re-grout rings install chiminey seal |
| C148 | Glen Elyn Road | | 3 | 1 | | | 1 | | |
| C147 | Glen Elyn Road | | 3 | 1 | | 1 | 1 | | |
| C49 | Gull Lane | | | | 1 | | 1 | 1 | Grout inverts |
| C140 | Gull Lane | | 2 | | | | 1 | | |
| C149 | Heron Lane | | 3 | 1 | | | 1 | | |
| C51 | Heron Lane | | | | | 1 | 1 | | re-construct trough |
| A187 | Ladyslipper Ci | | 2 | | | | | | |
| A188 | Ladyslipper Ci | | 1 | | | | | | |
| C146 | Paradise Lane | | 6 | | | | 1 | | |
| C145 | Paradise Lane | | 4 | 1 | | | 1 | | |
| C79 | Resthaven Ln | | | | | | 1 | | |
| C78 | Resthaven Ln | | | | | | 1 | | |
| C77 | Resthaven Ln | | | | | | 1 | | |
| A119 | Robin Ln | | 2 | 1 | 1 | | | | |
| A198 | Robin Ln | | | | 1 | | | | |
| E41A | Shoreline Dr | | 3 | | 1 | | 1 | | |
| E42A | Shoreline Dr | | 1 | 1 | 1 | | | | |
| E43A | Shoreline Dr | 9.9 | | 1 | | | | | |
| A201 | Southview Court | | 3 | | | | 1 | | |
| A202 | Southview Court | | 2 | | | | 1 | | |
| A203 | Southview Court | | 2 | 1 | | | 1 | | |
| A204 | Southview Court | | 2 | | | | 1 | | |
| A205 | Southview Court | | 2 | | | | 1 | | |
| A179 | Sugar Mill Lane | | | | 1 | | | | |
| A182 | Sugar Mill Lane | | 1 | | | | | | |
| A183 | Sugar Mill Lane | | 1 | | | | | | |
| A193 | Sugar Mill Lane | | 1 | | | | | 1 | Cut Stairs out and grout holes- leaking through steps |
| A194 | Sugar Mill Lane | | 1 | | | | | | |
| A195 | Sugar Mill Lane | | 1 | | | | | | |
| C151 | Woodland Road | | | 1 | 1 | | 1 | | |
| C151 | Woodland Road | | 1 | 1 | 1 | | 1 | | |
| TOTALS | | 9.9 | 55 | 11 | 10 | 2 | 25 | 3 | |

**Contruction Note: Contractor shall field verify with Engineer all rehab work required prior to completing.**



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| DESIGNED | NO. | ISSUED FOR | DATE |
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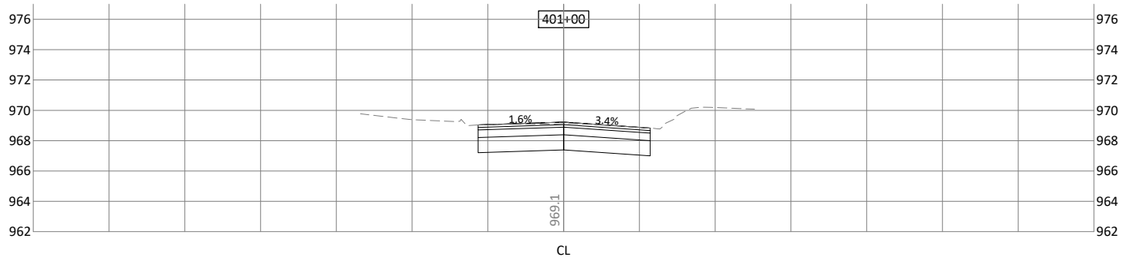
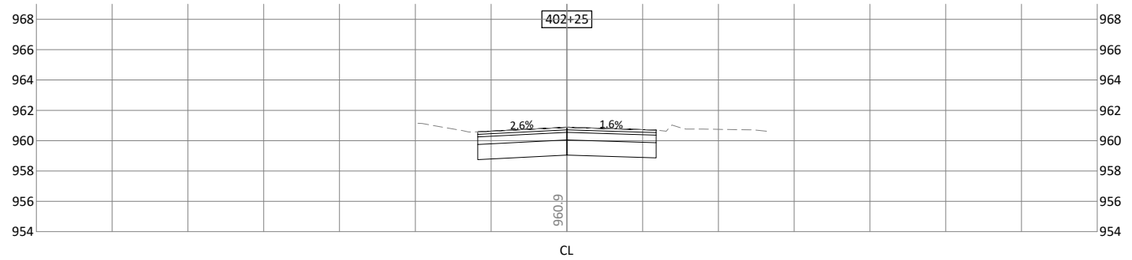
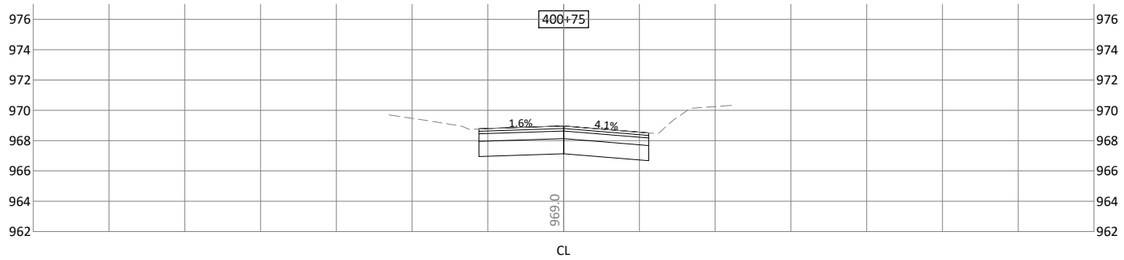
| KLB | 1 | ADD 1 | 05/16/2025 |
| DRAWN | | | |
| BNM & EMD | | | |
| CHECKED | | | |
| MSB | | | |
| CLIENT PROJ. NO. | | | |
| 24X.136583 | | | |

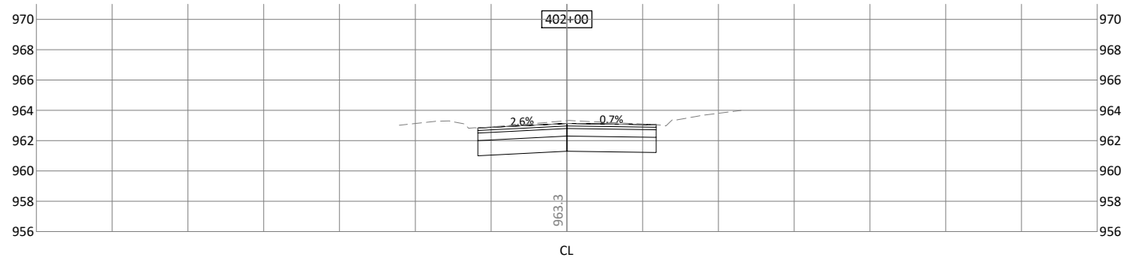
MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
MANHOLE REHABILITATION SPREADSHEET

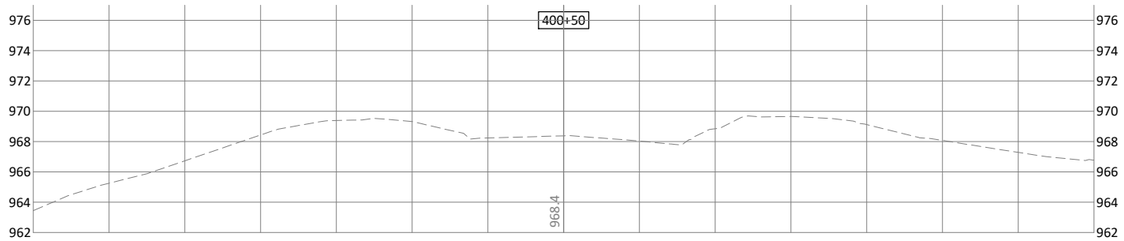
SHEET C8.04

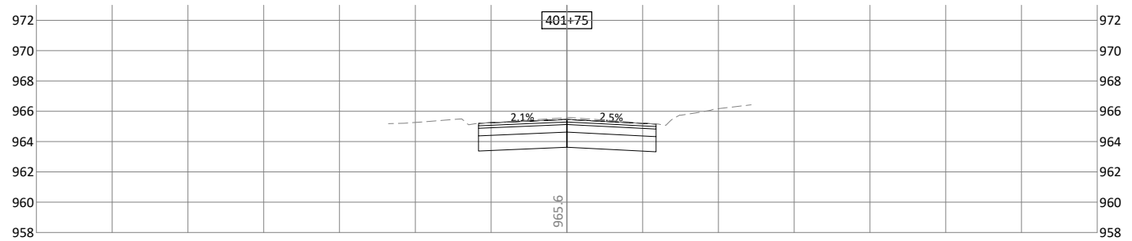


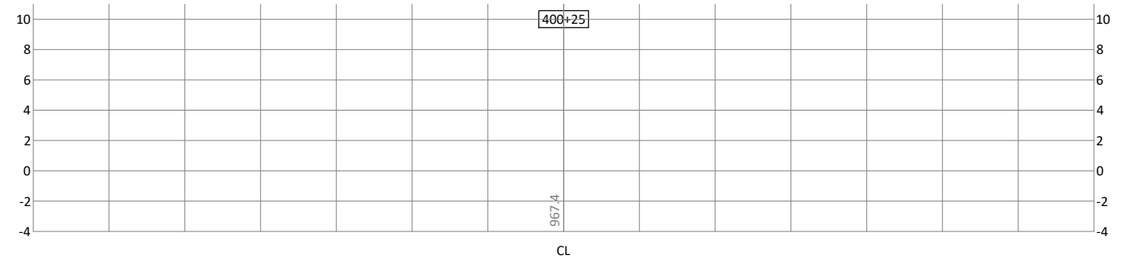



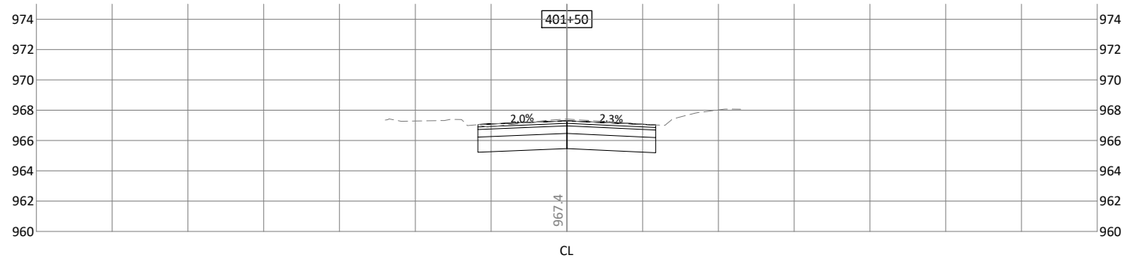



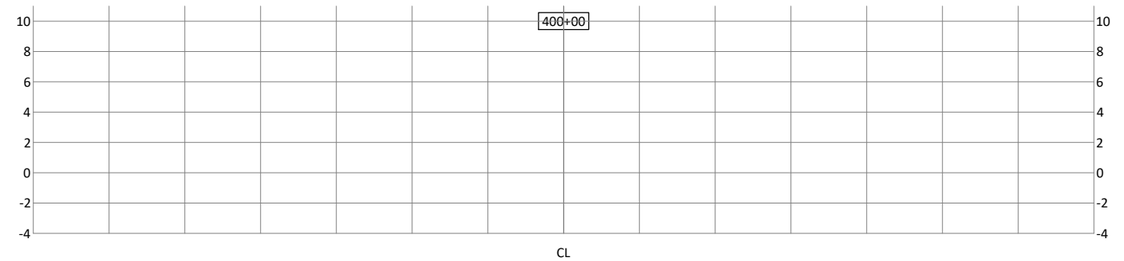



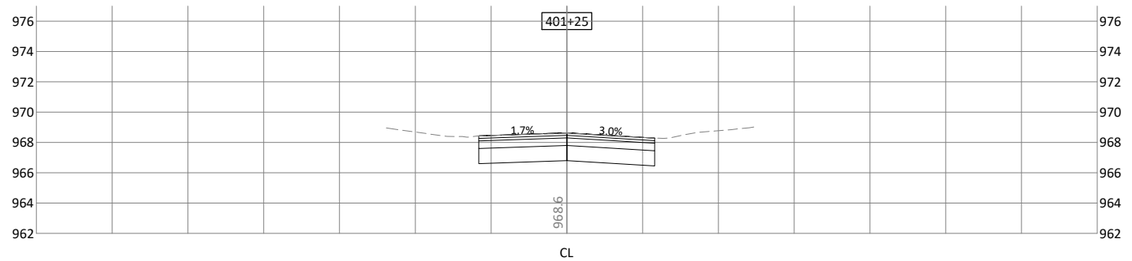



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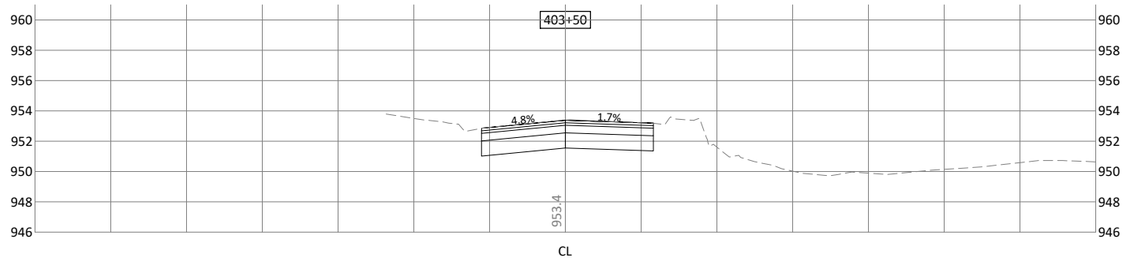


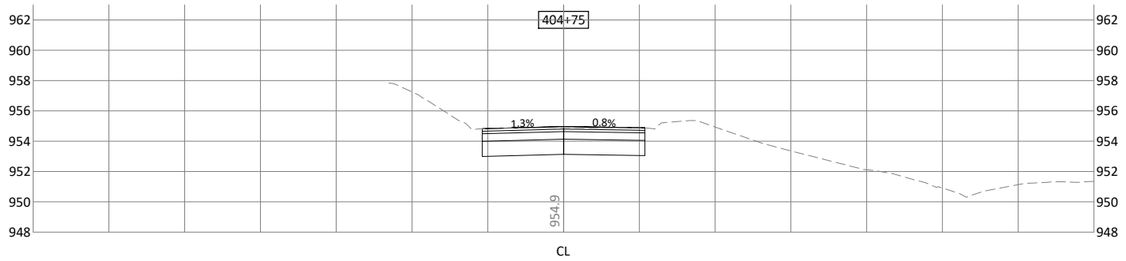


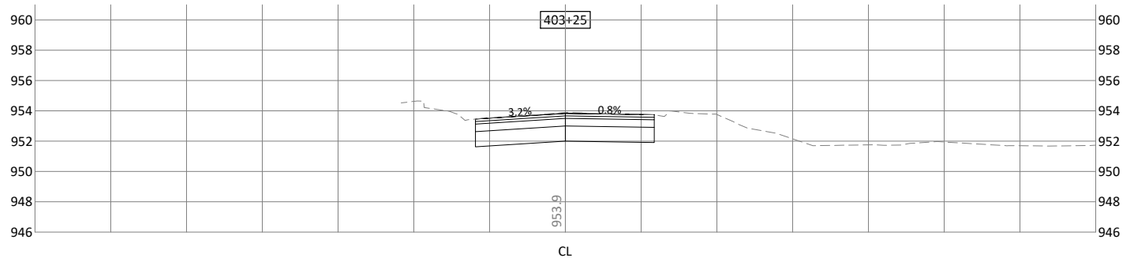


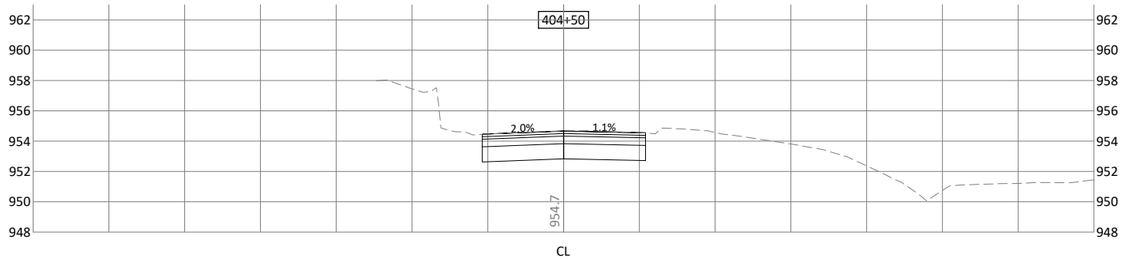


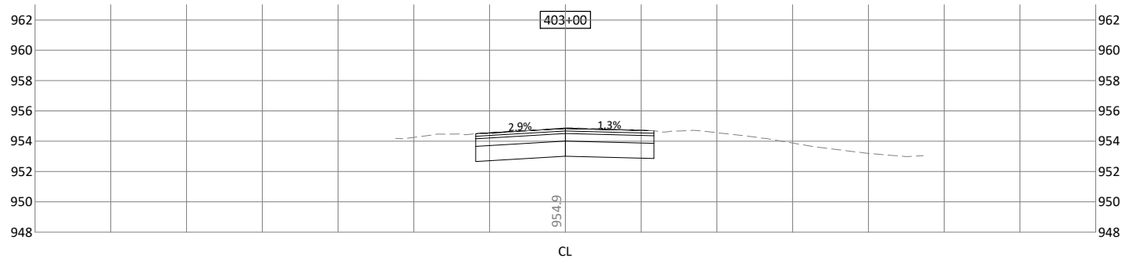


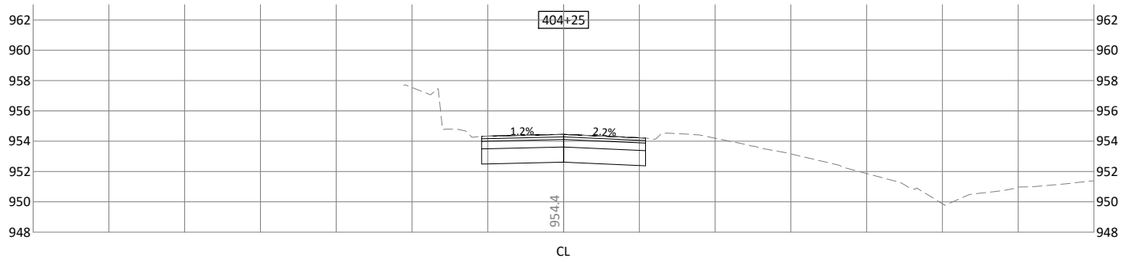


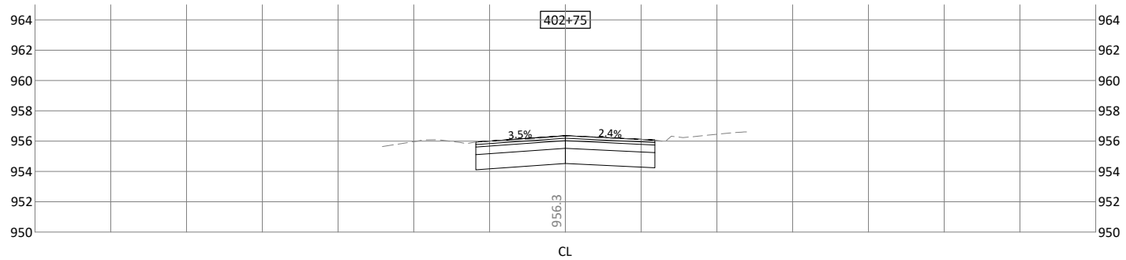


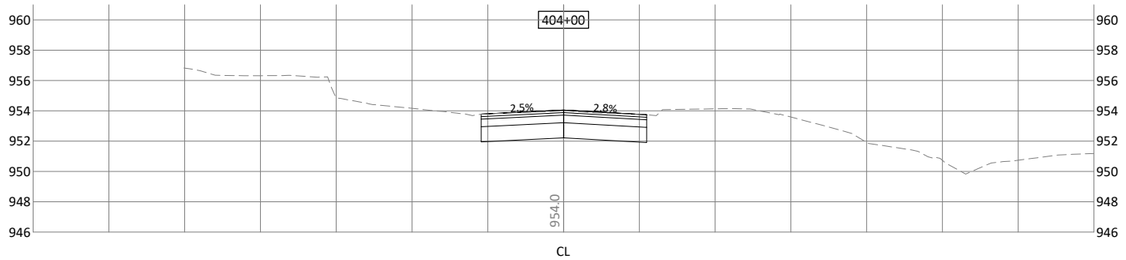


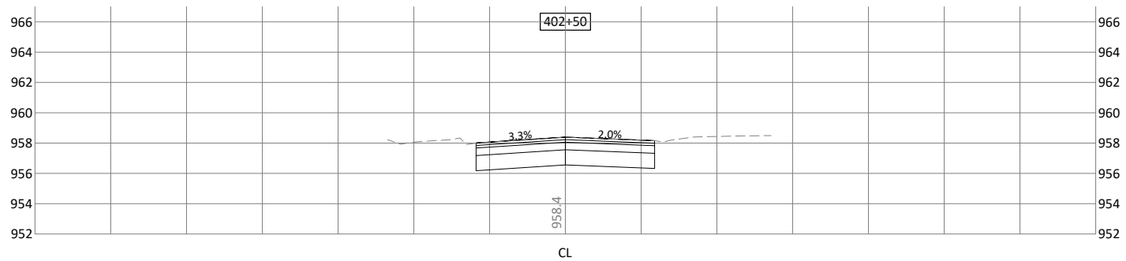


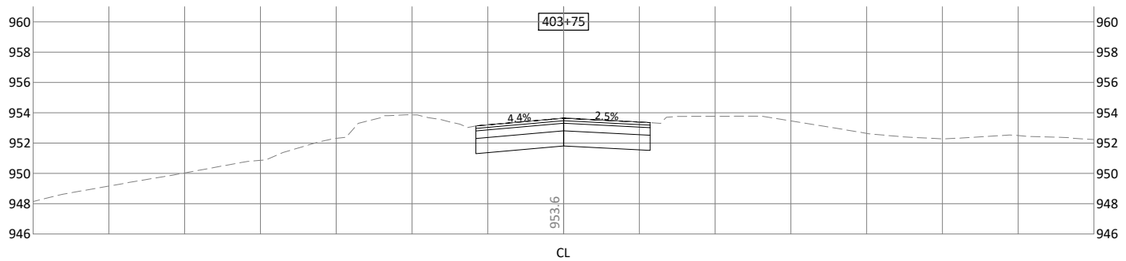




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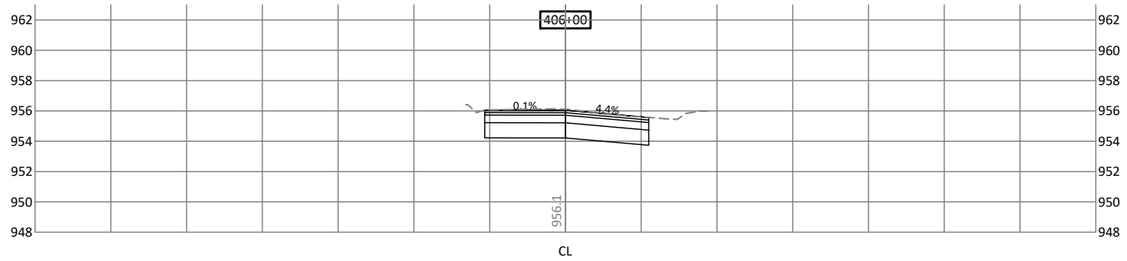


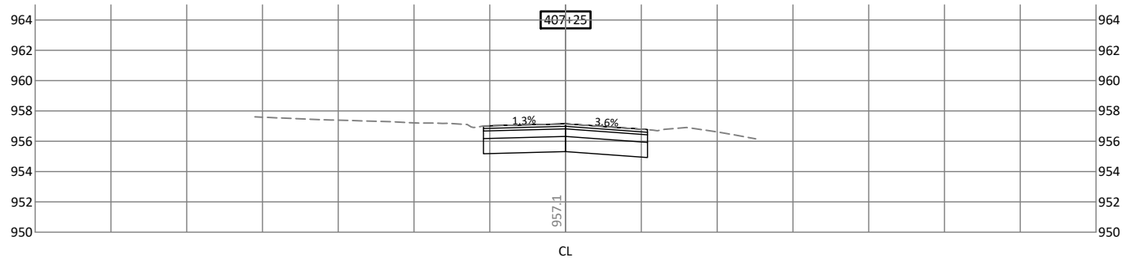


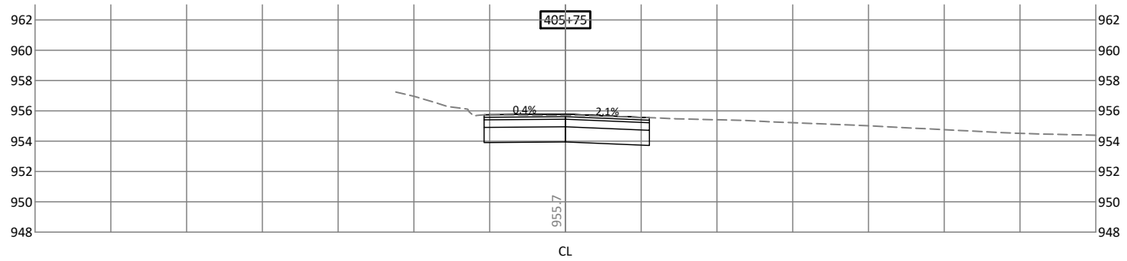


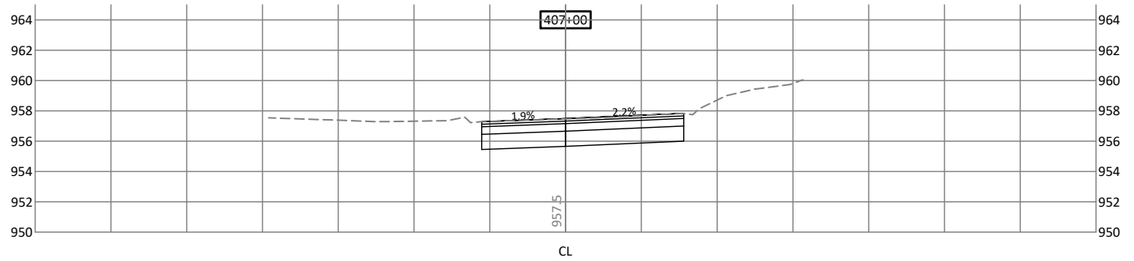


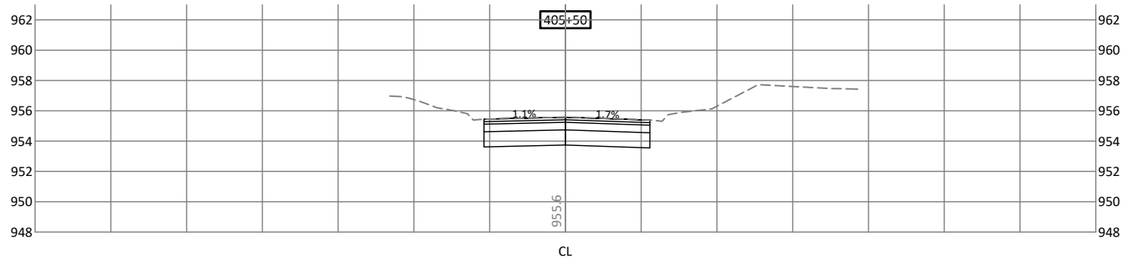


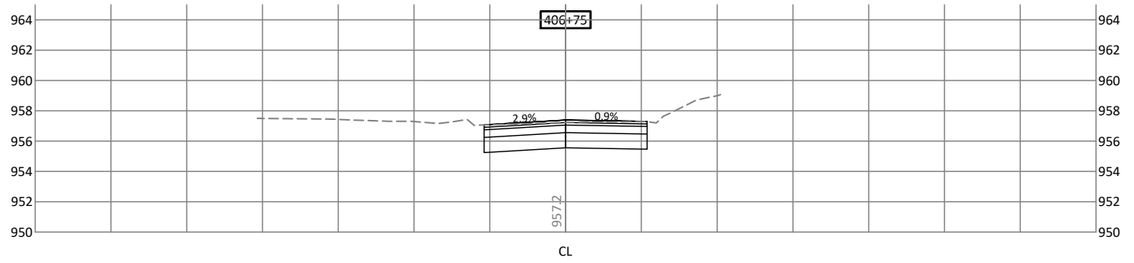


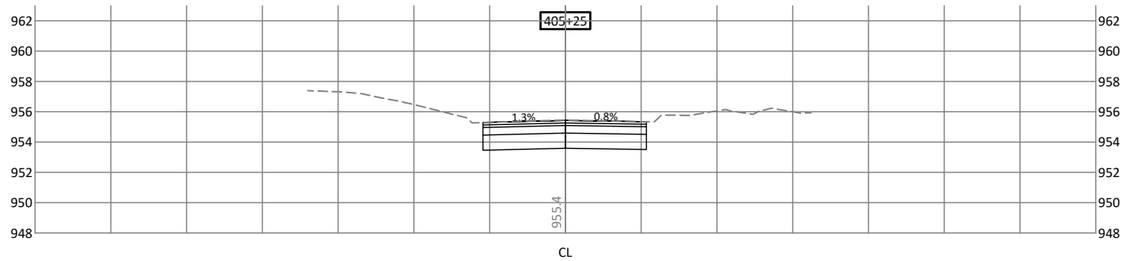


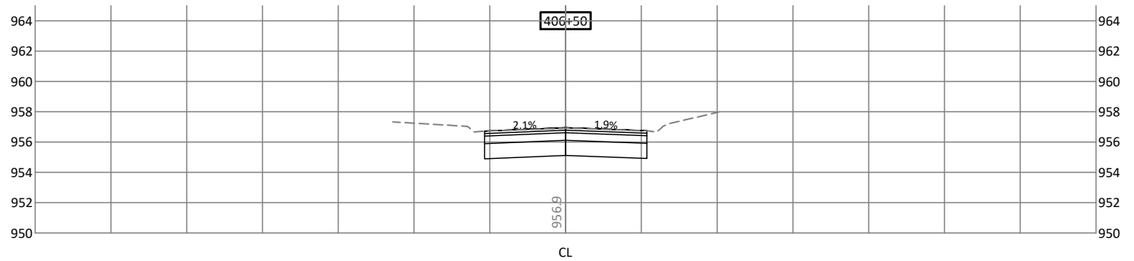


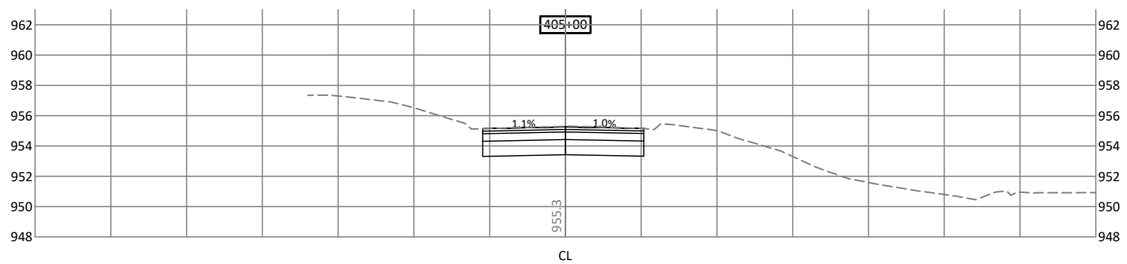


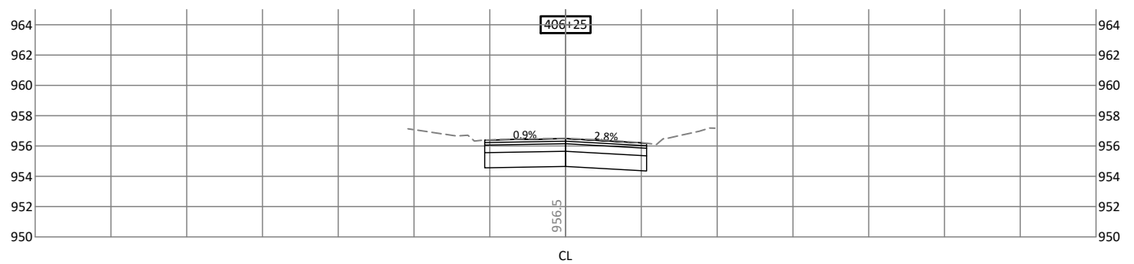




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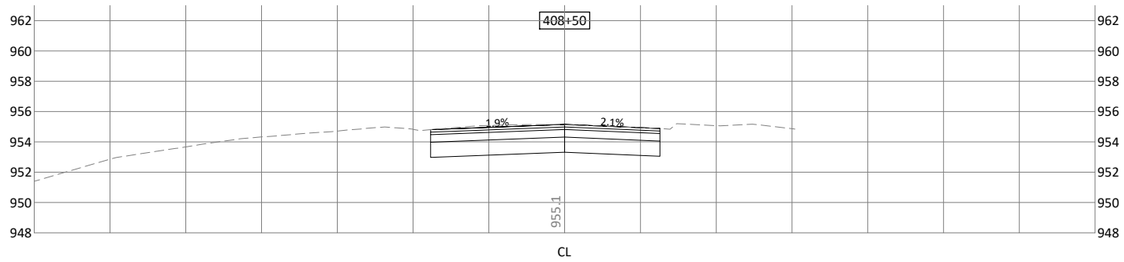


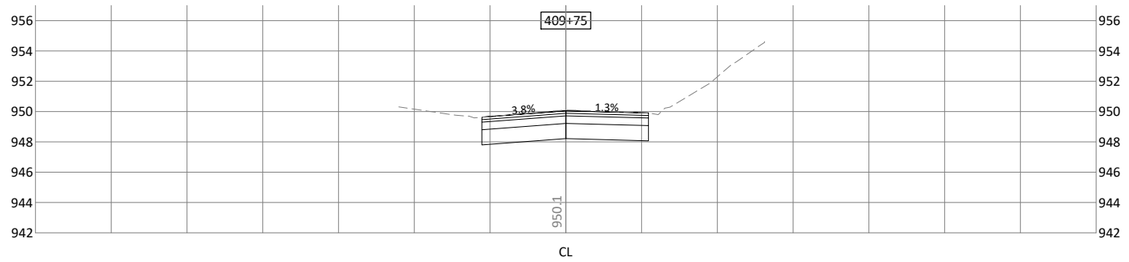


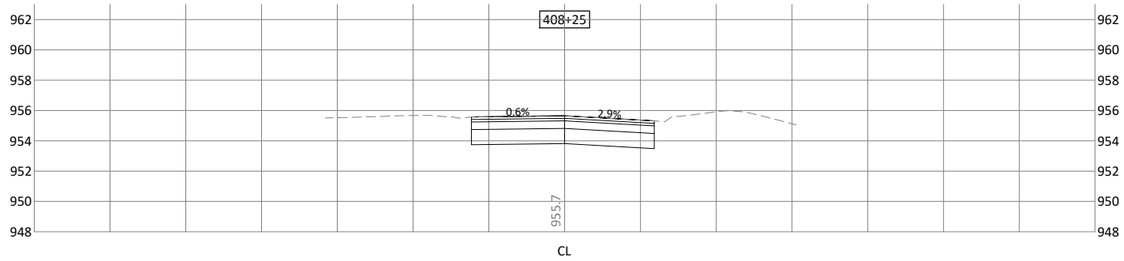


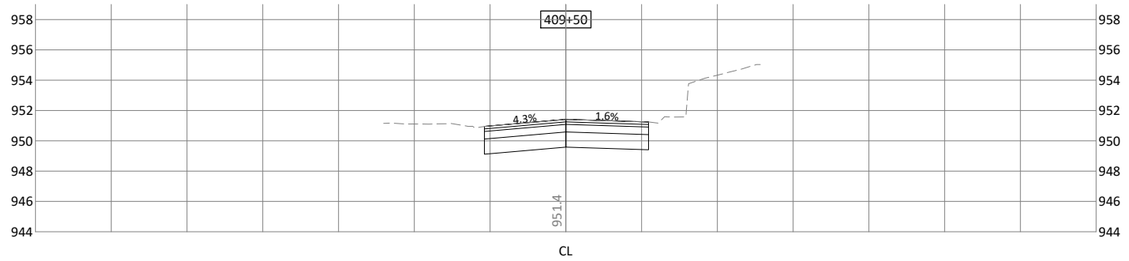


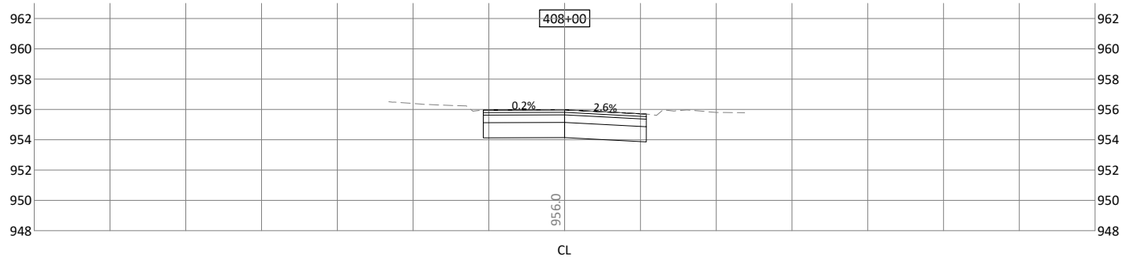


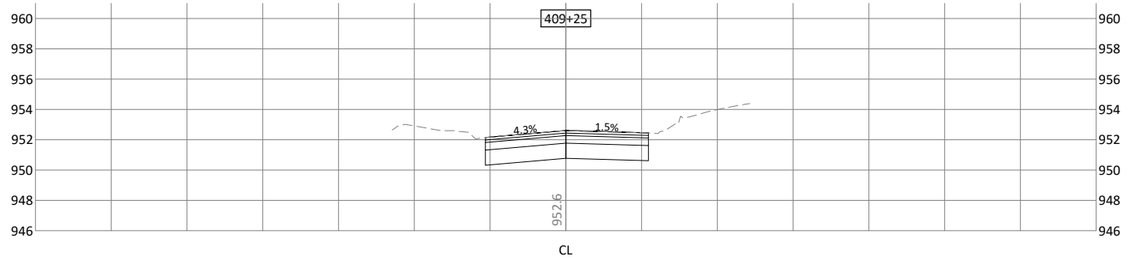


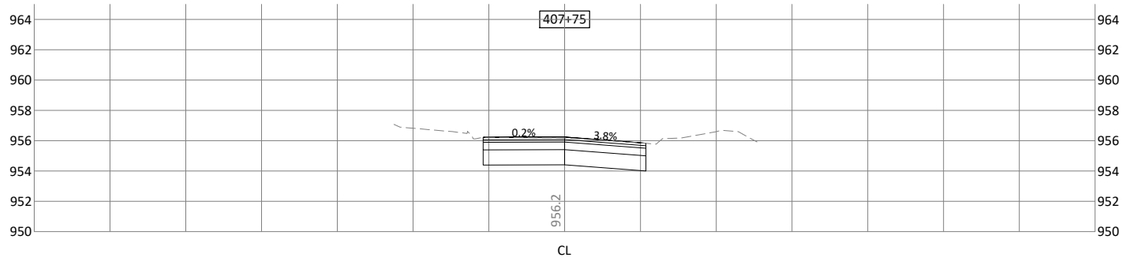


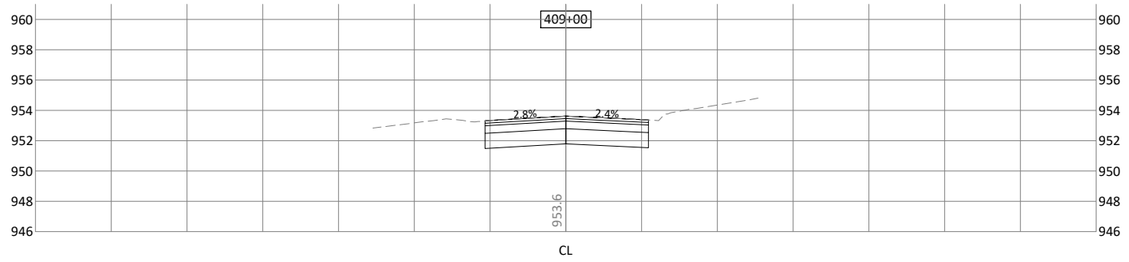


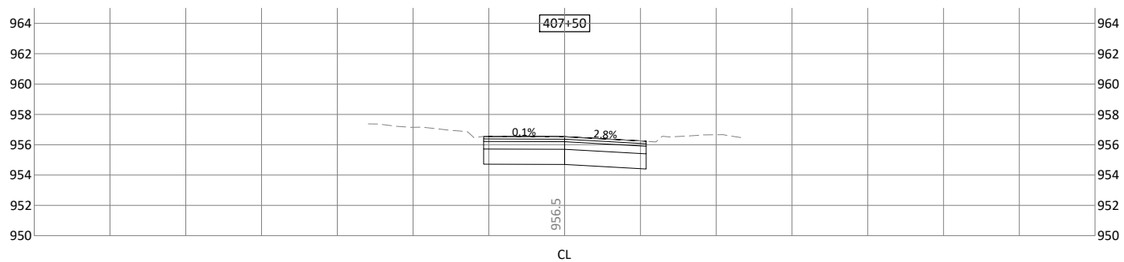


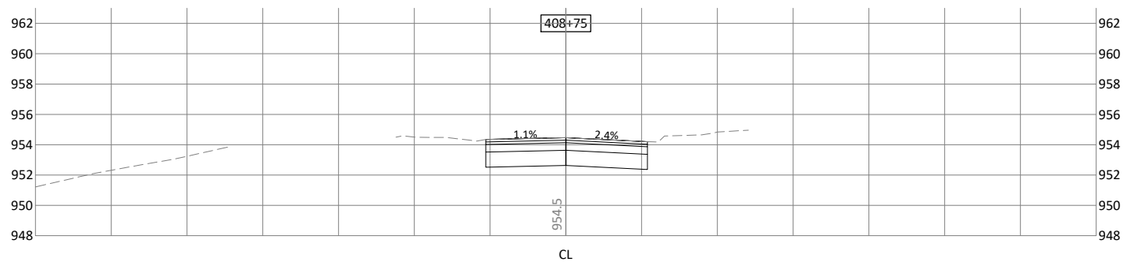




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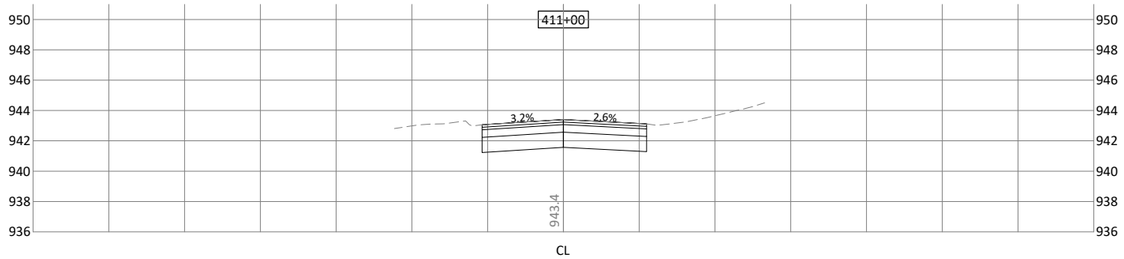


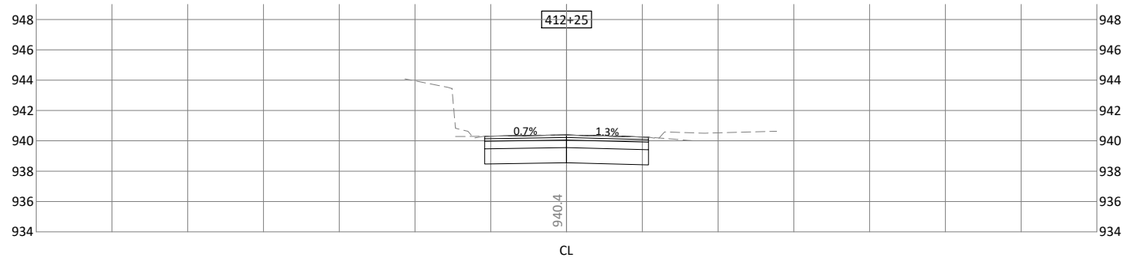


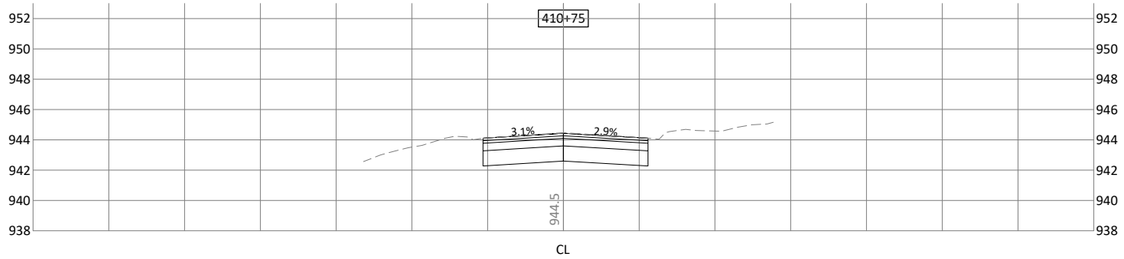


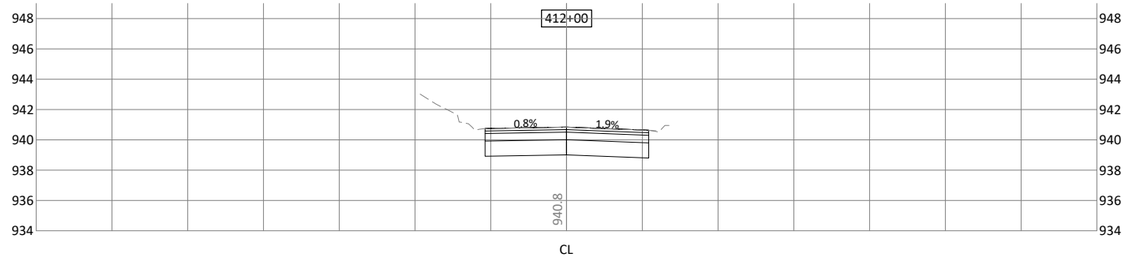


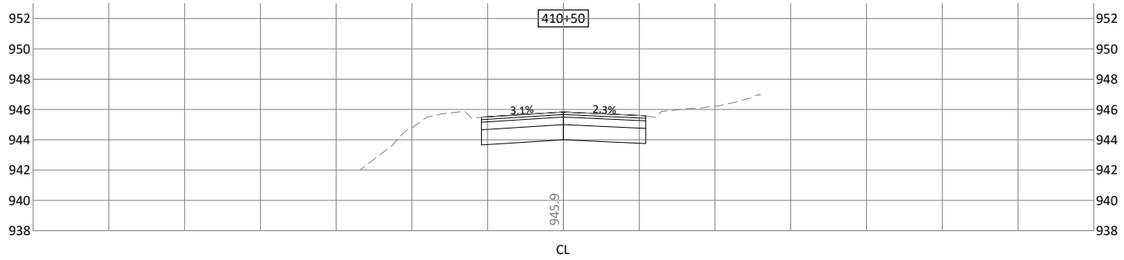


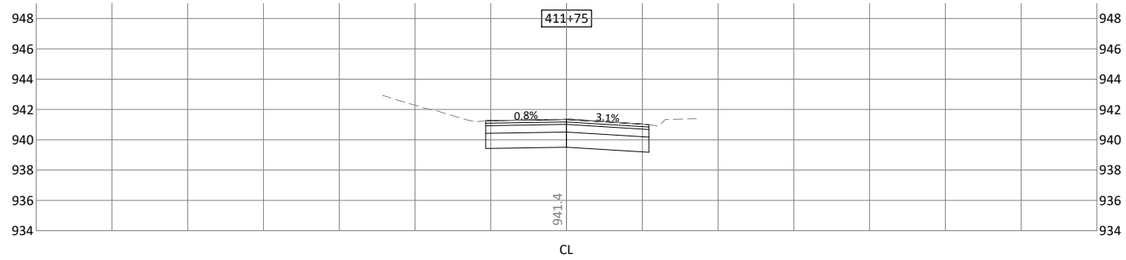


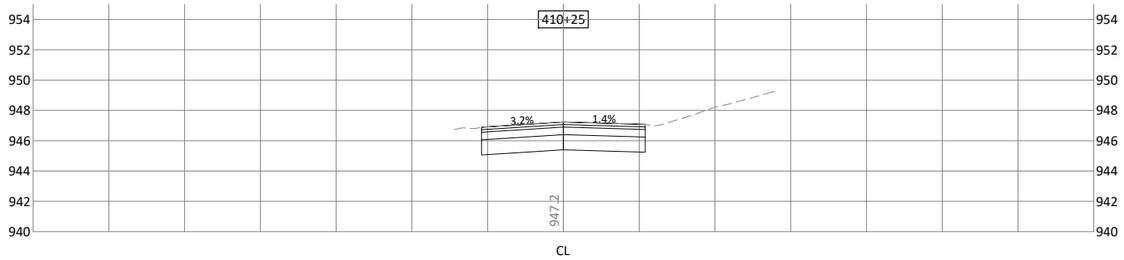


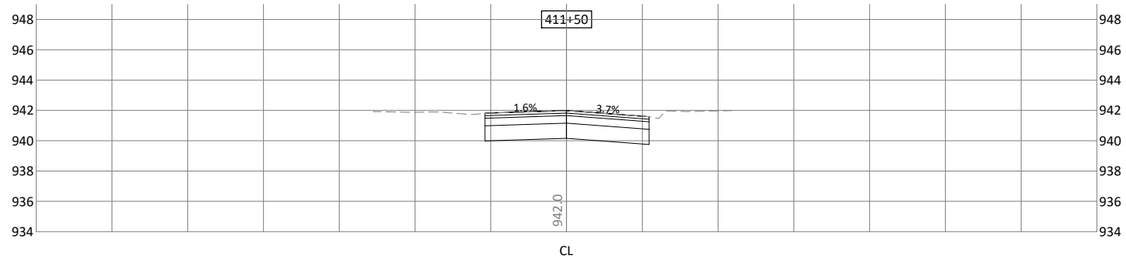


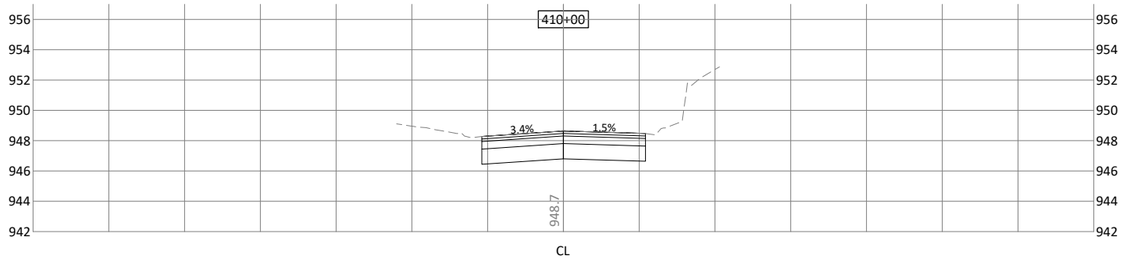


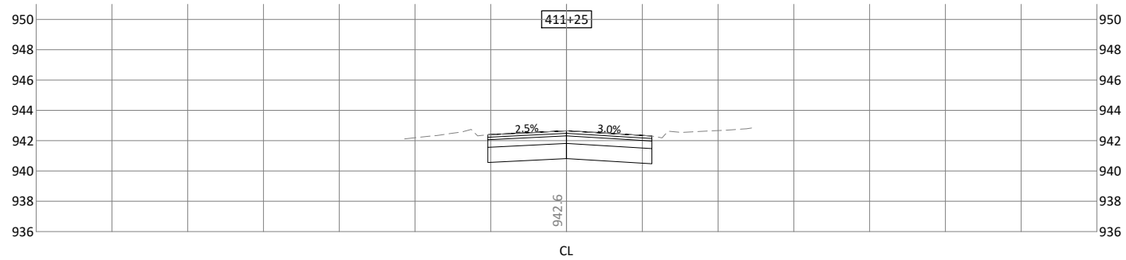




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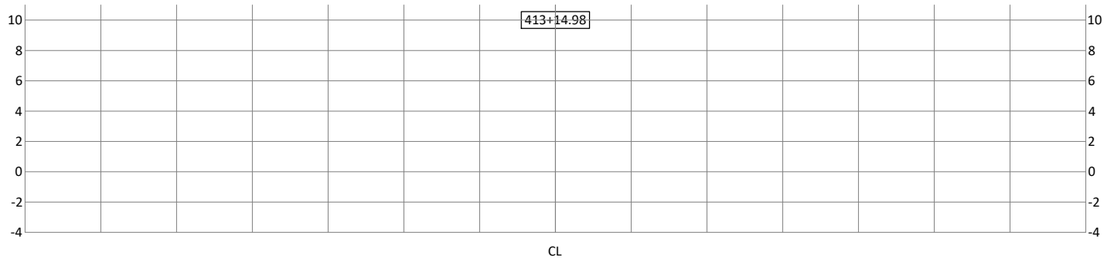


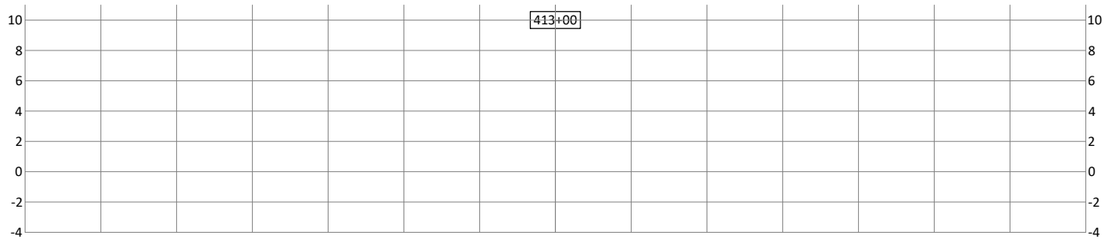


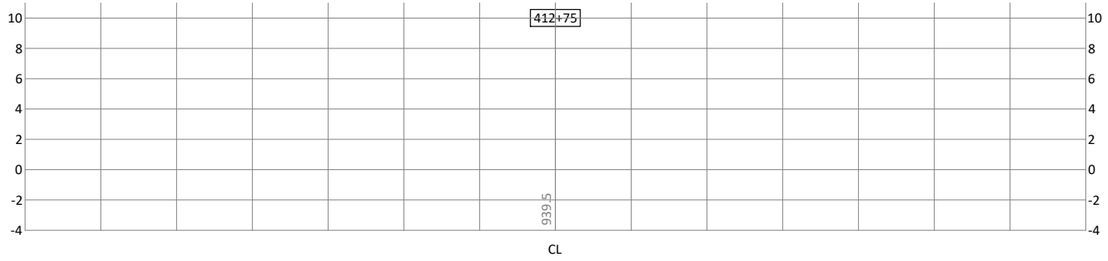


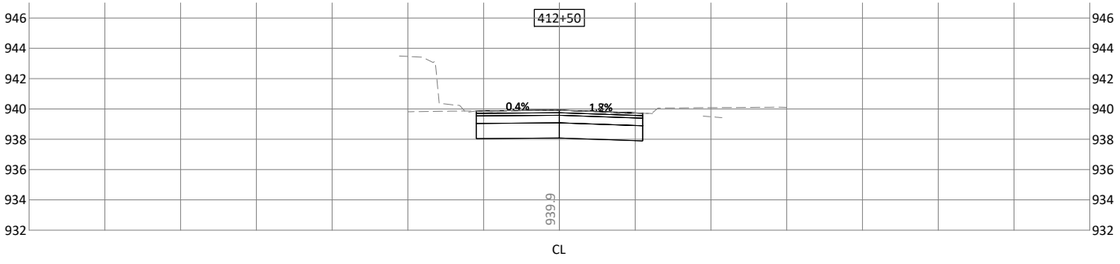




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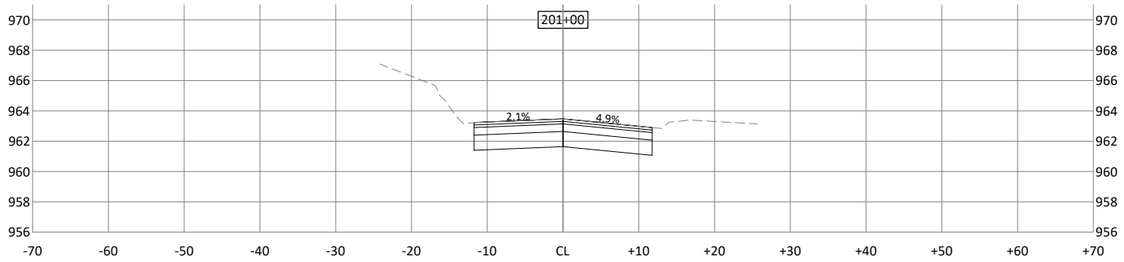


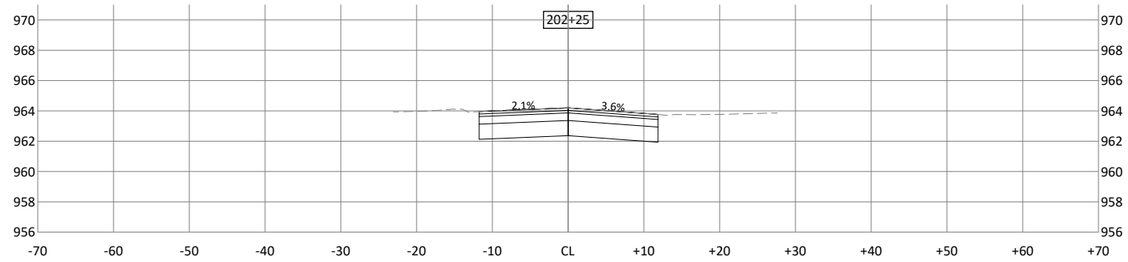


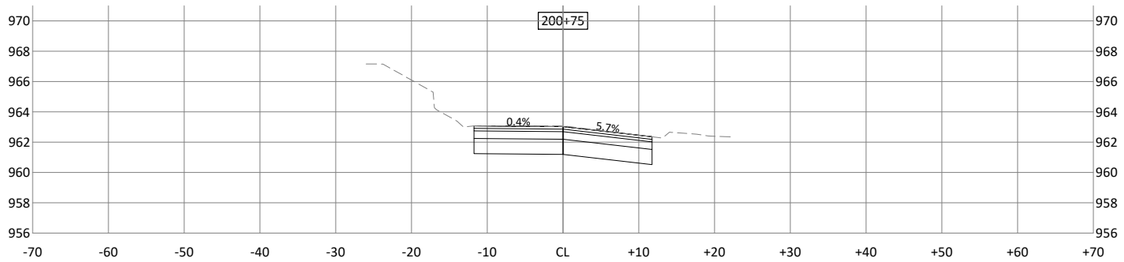


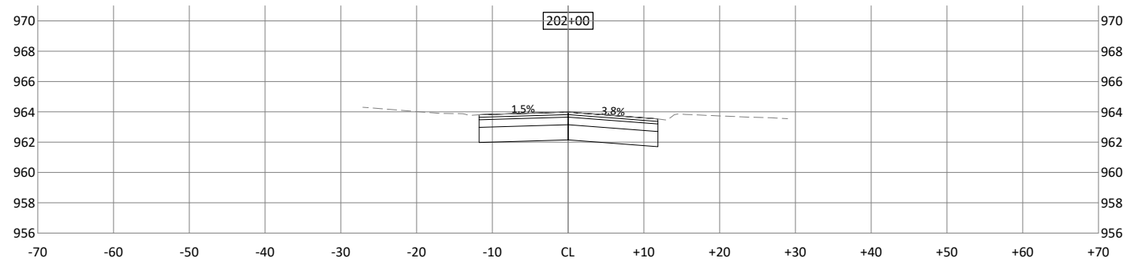


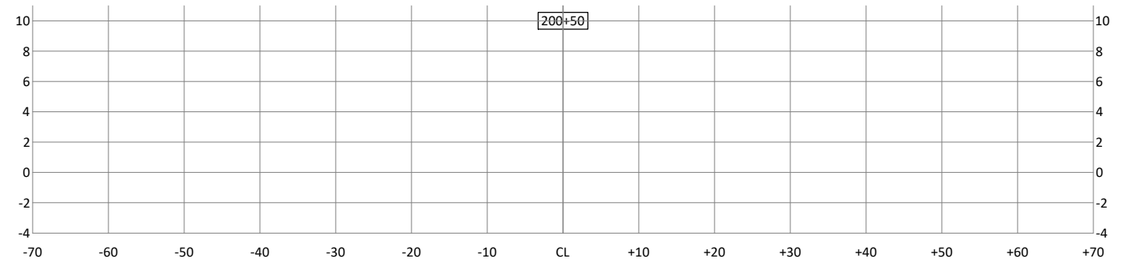


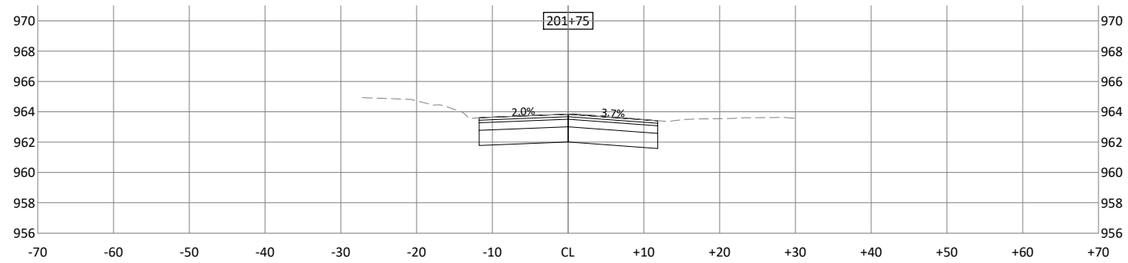


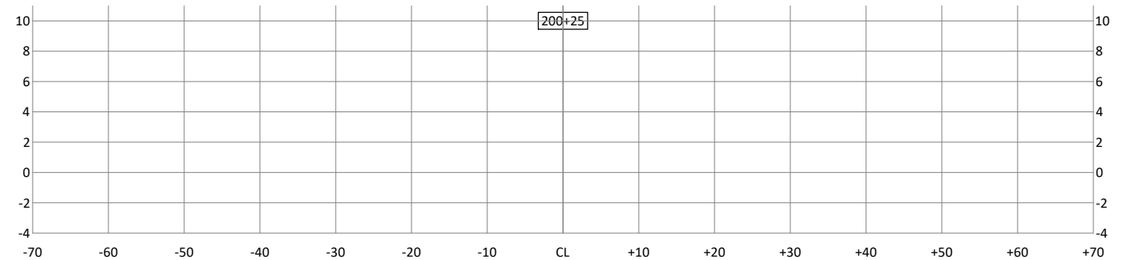


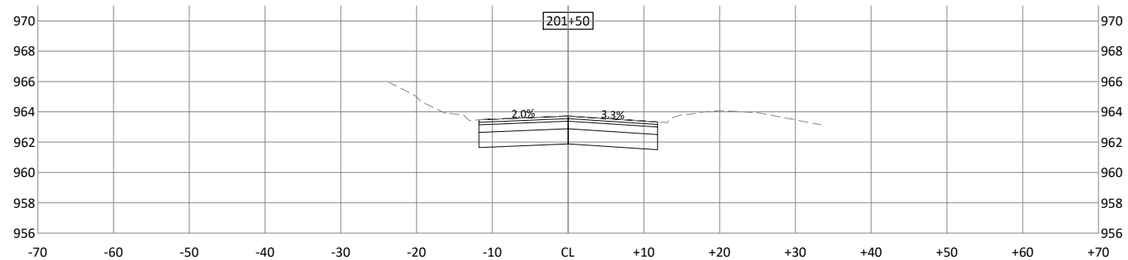


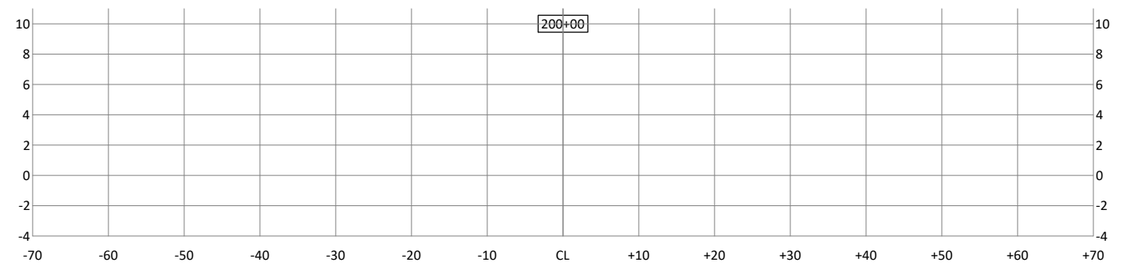


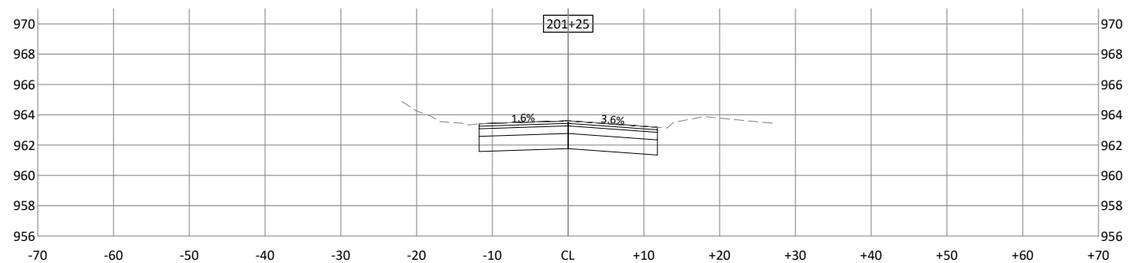




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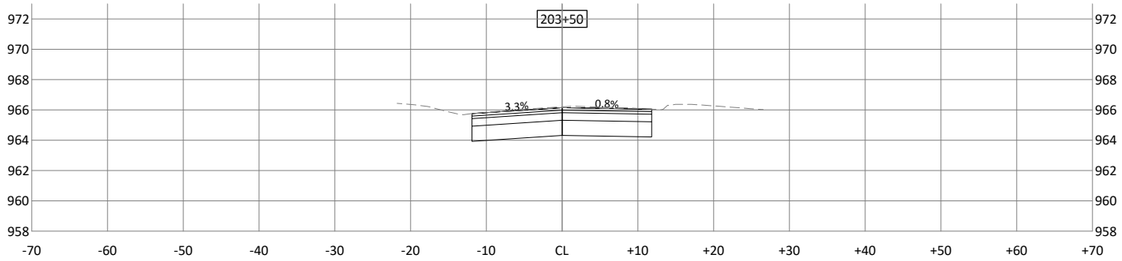


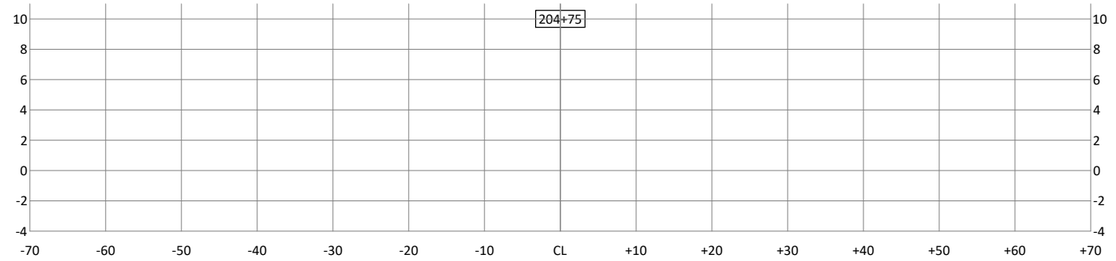


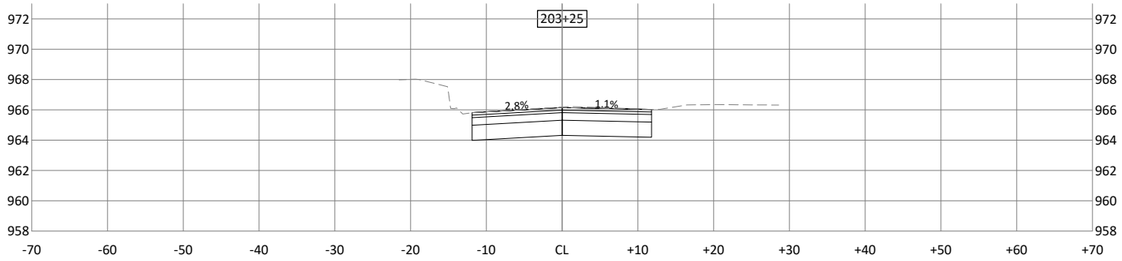


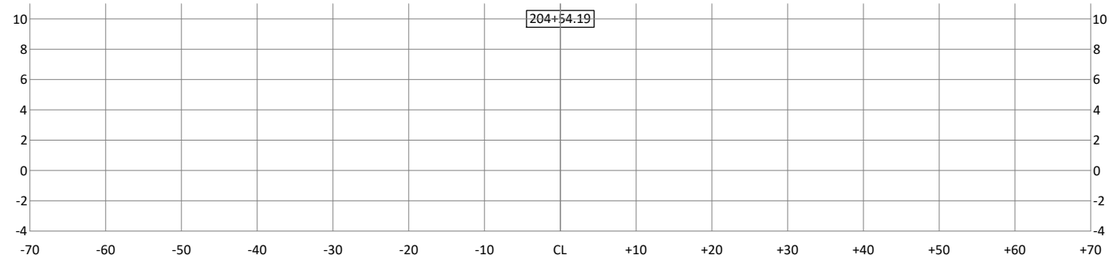


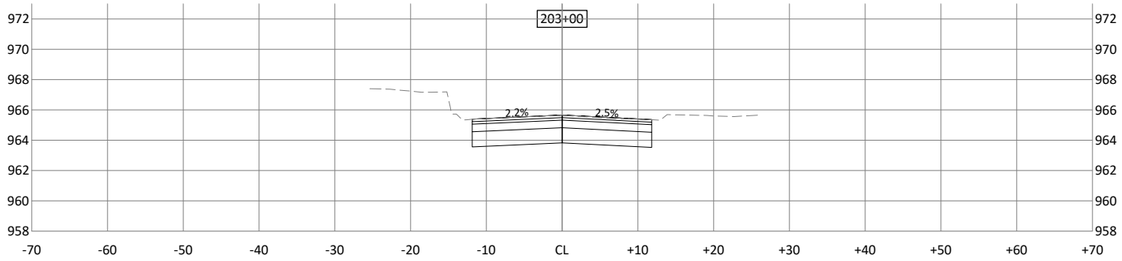


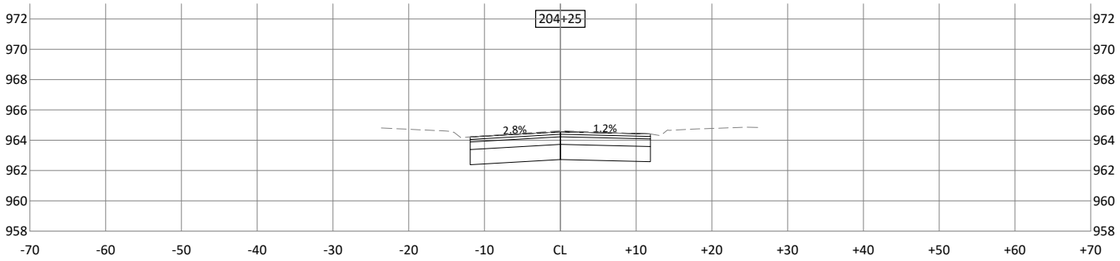


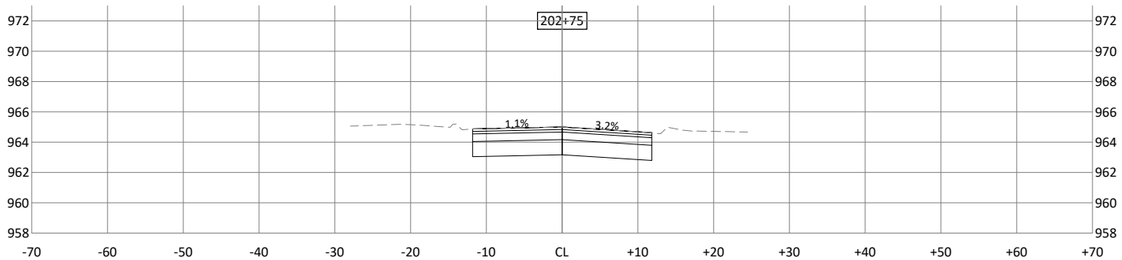


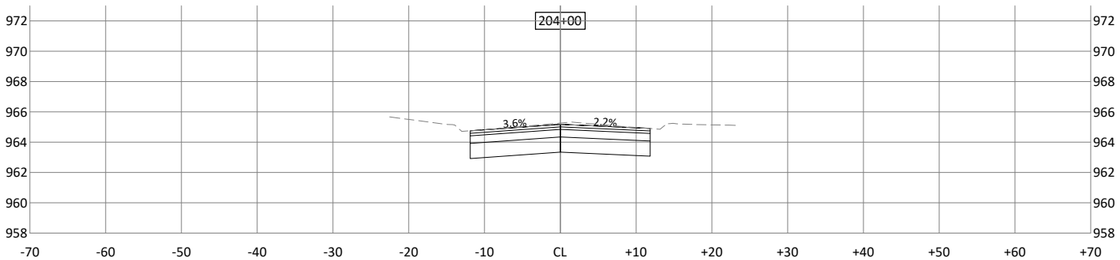


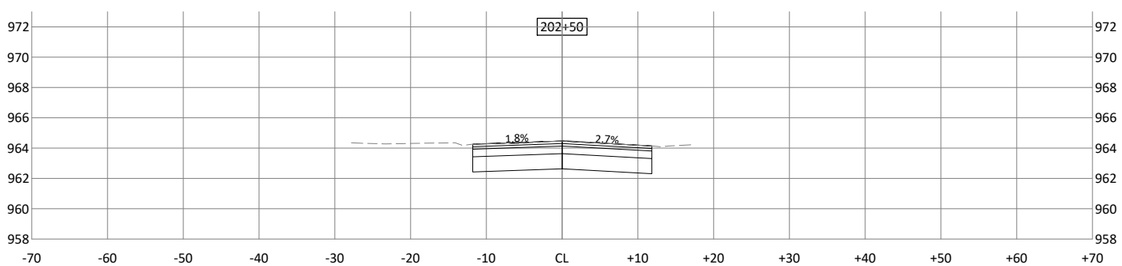


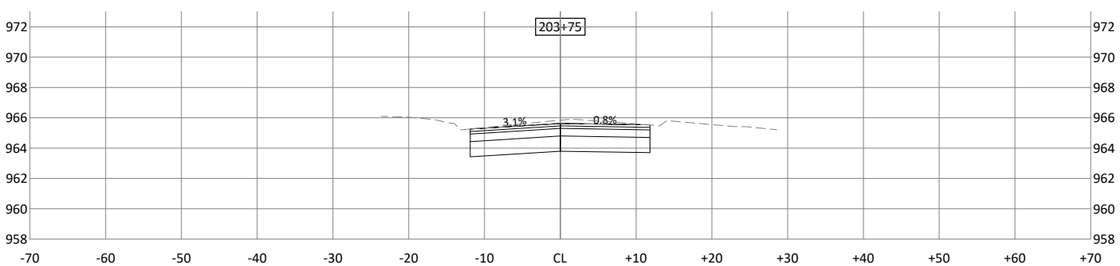




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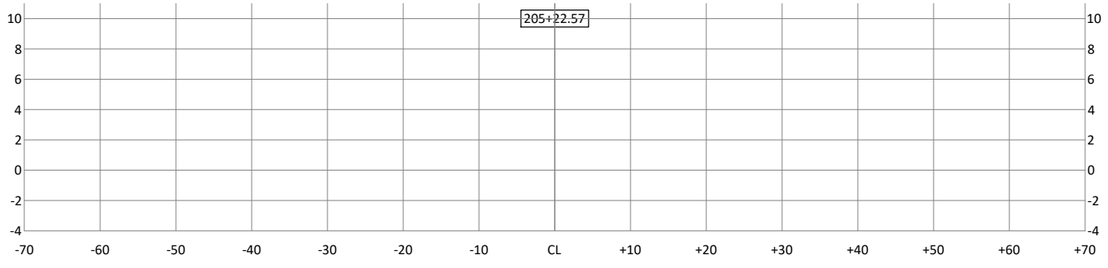


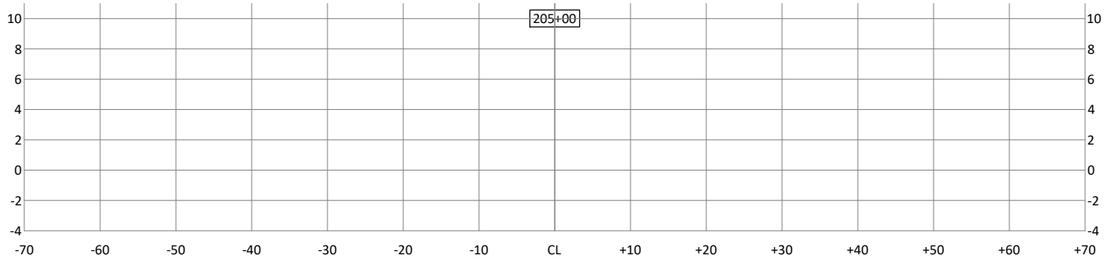




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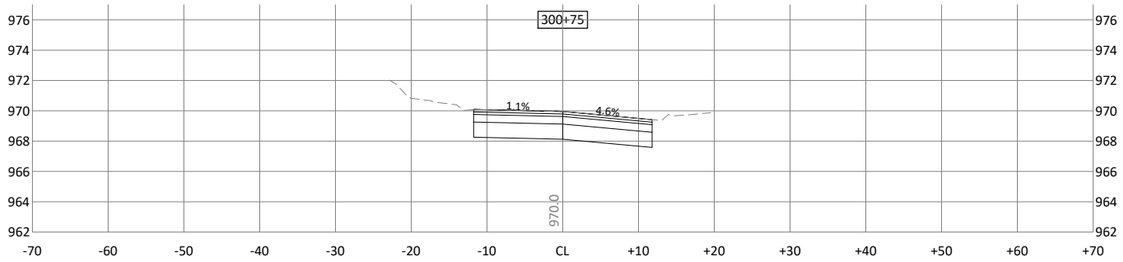


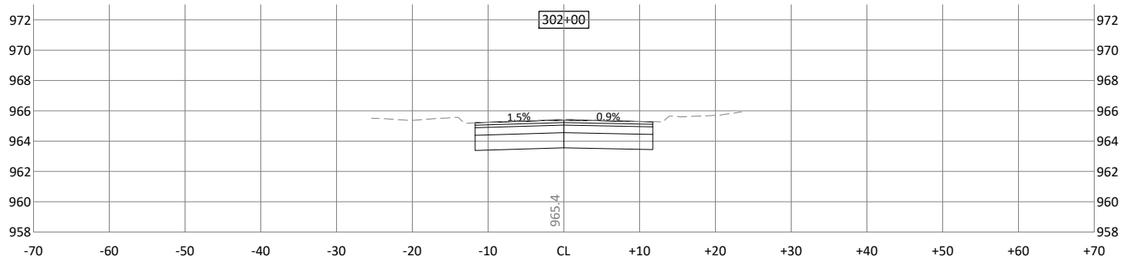


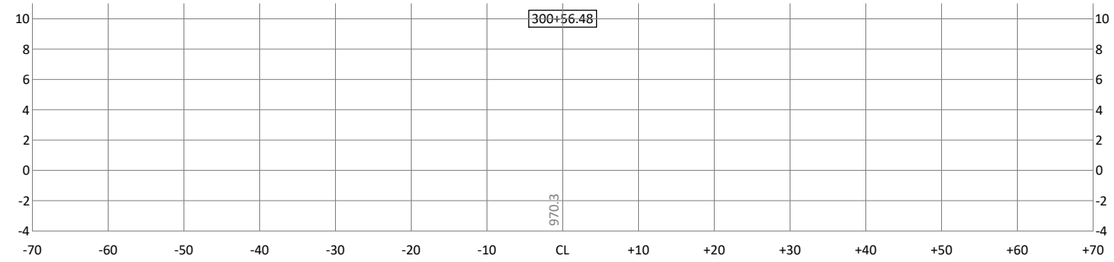


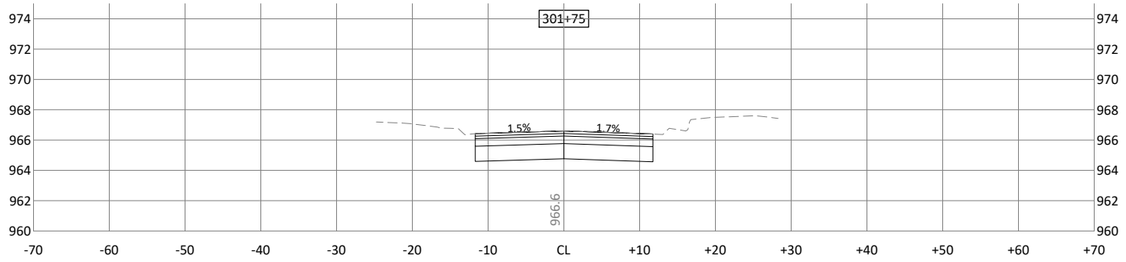


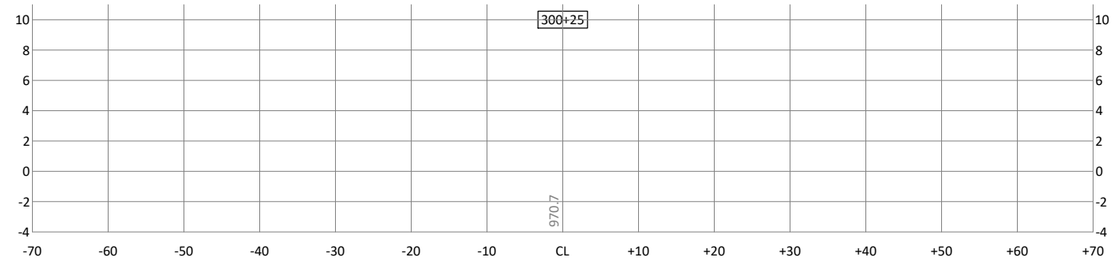


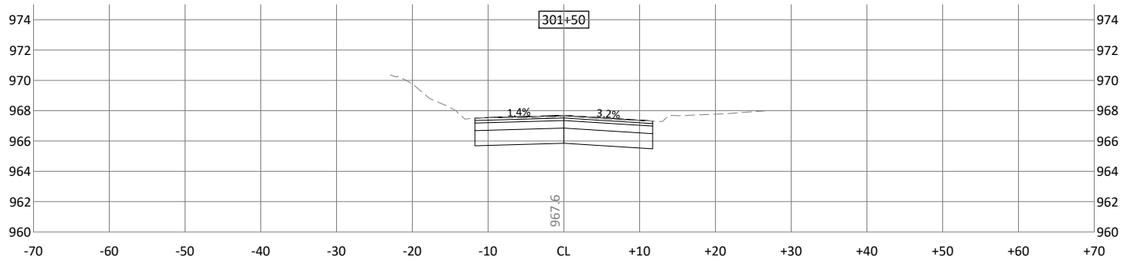


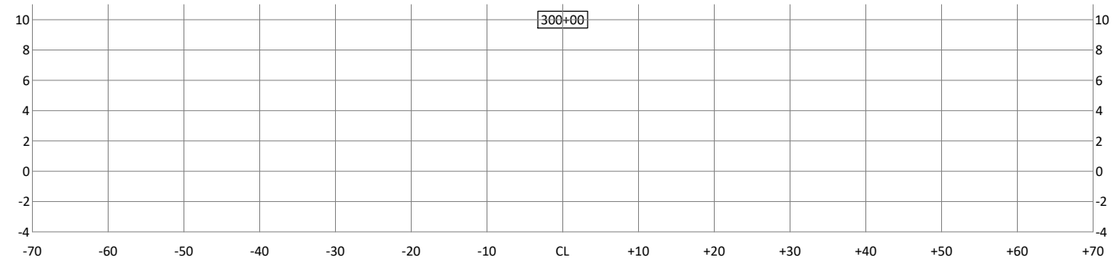


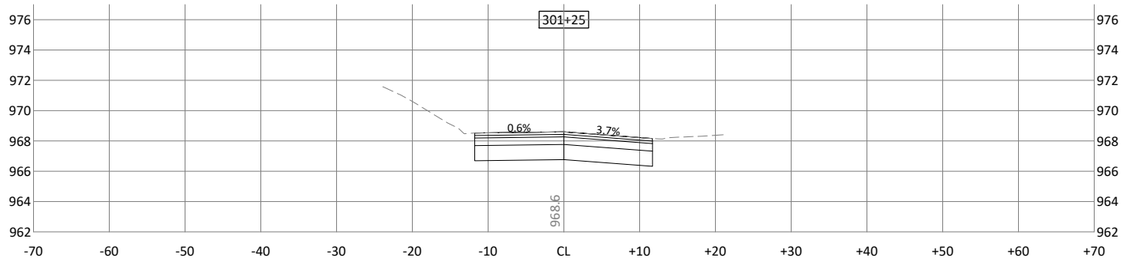


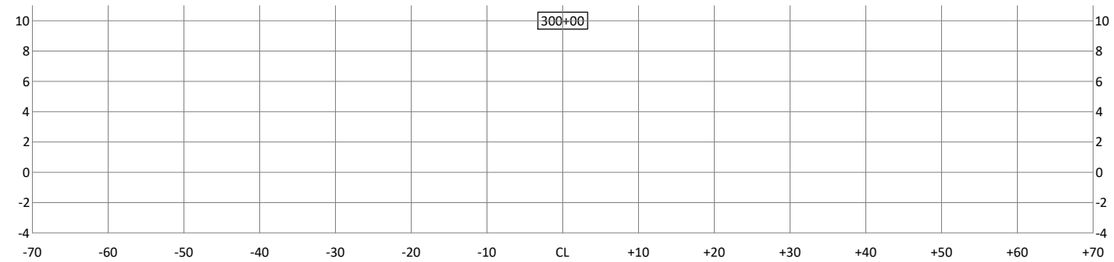


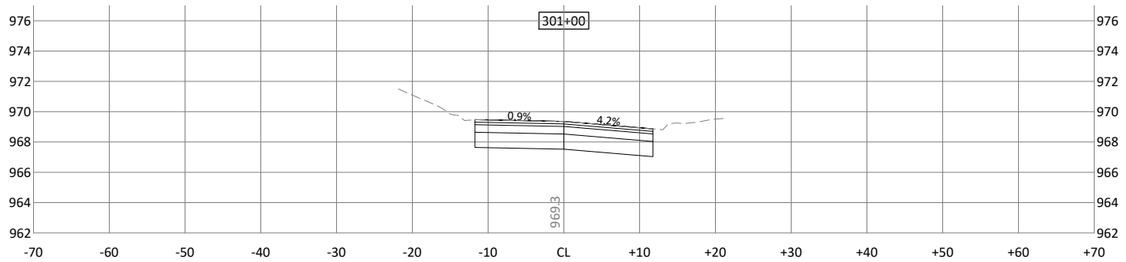


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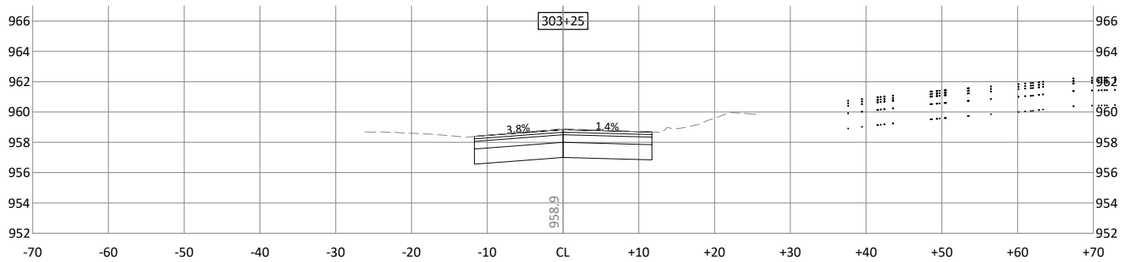


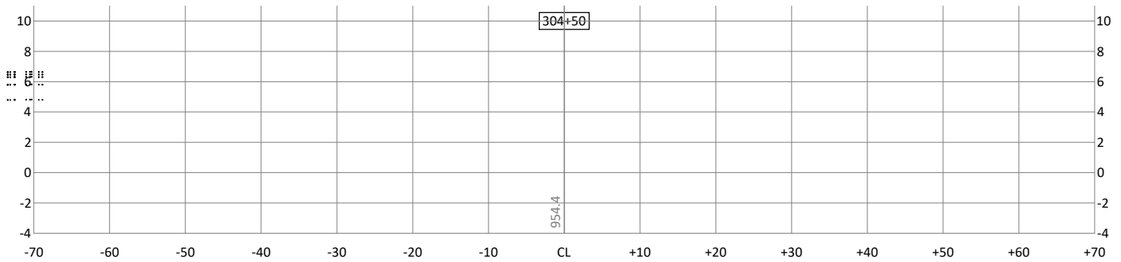


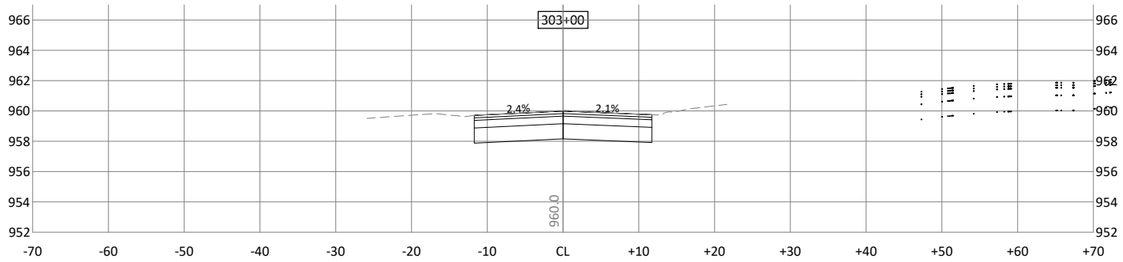


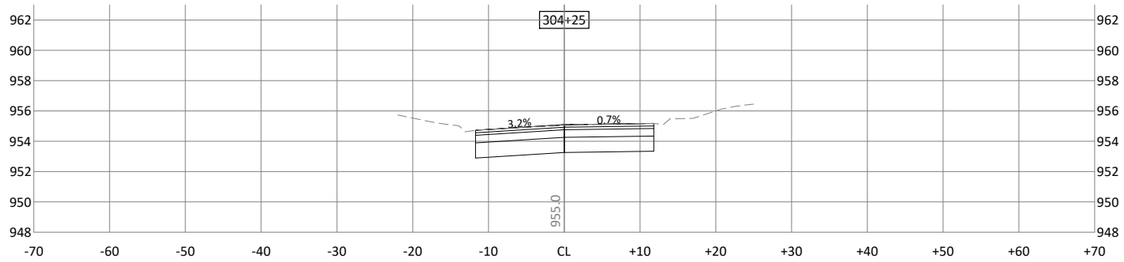


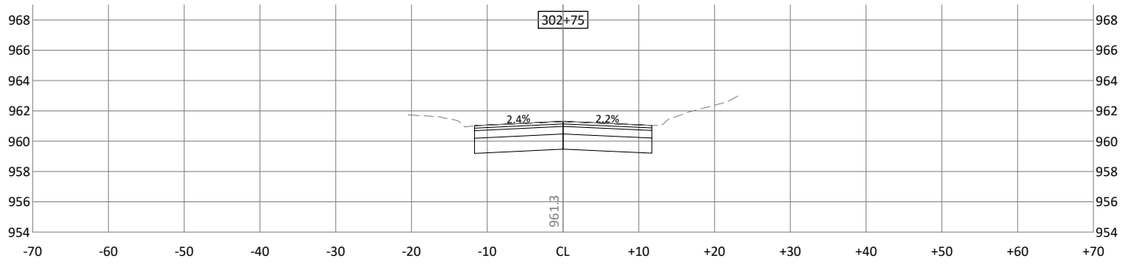


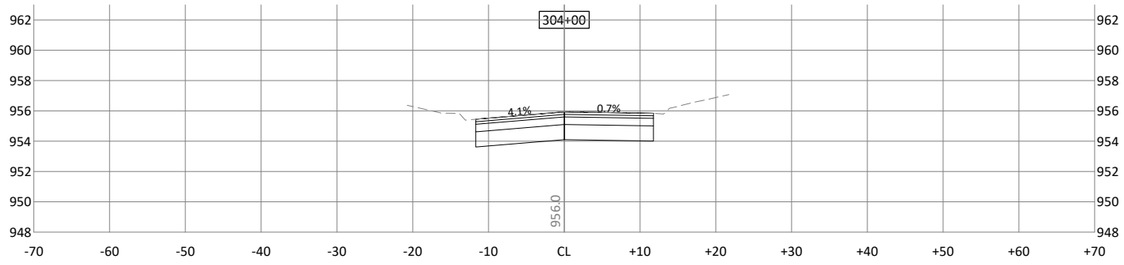


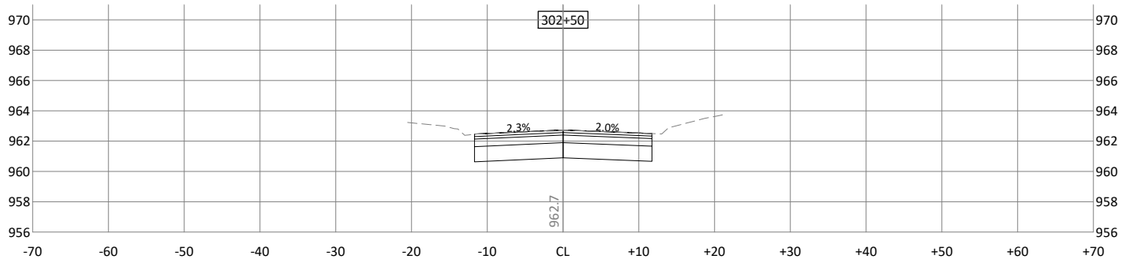


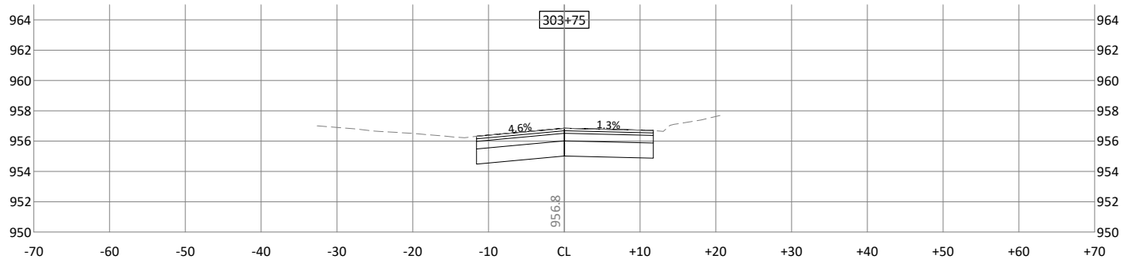


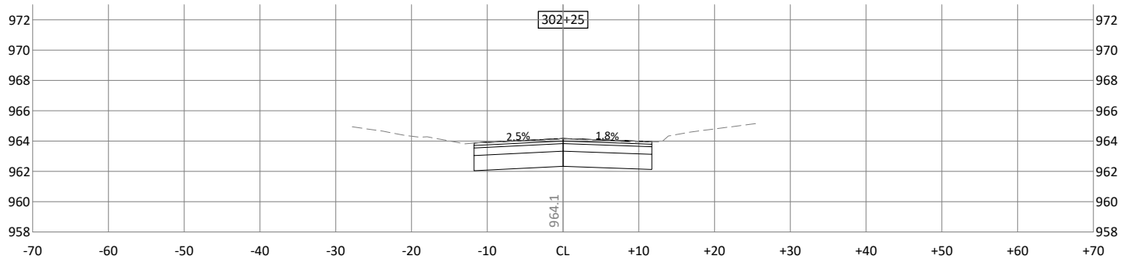


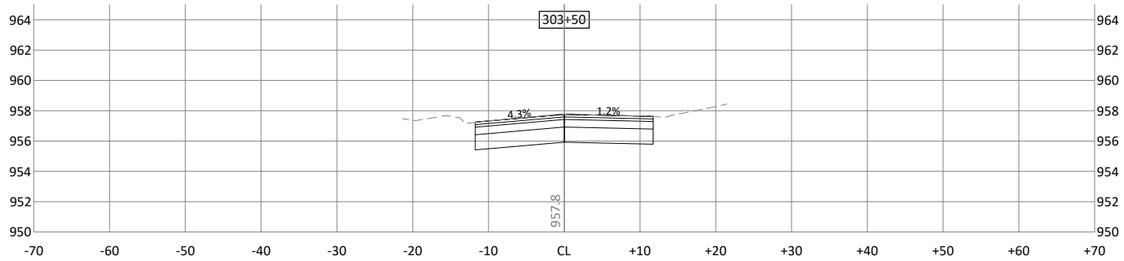




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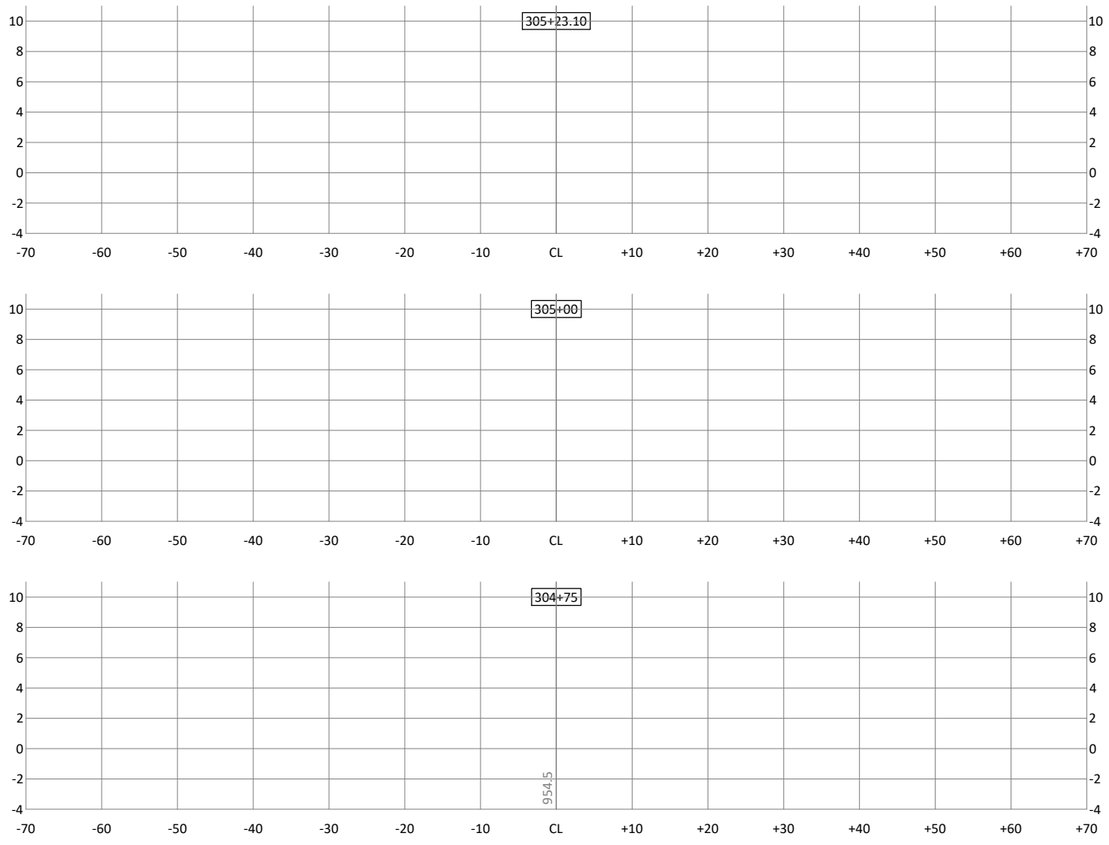




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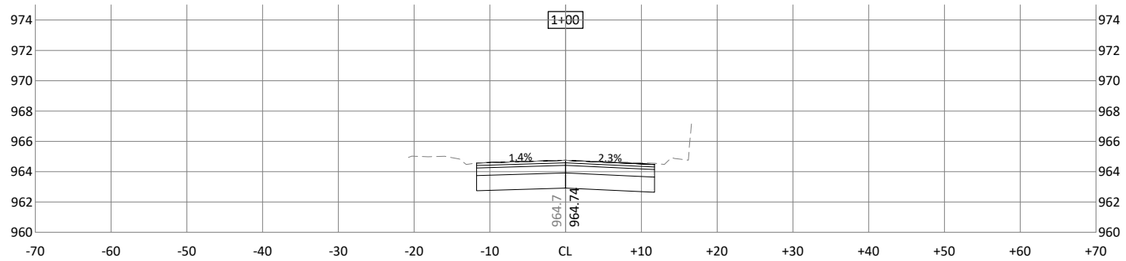


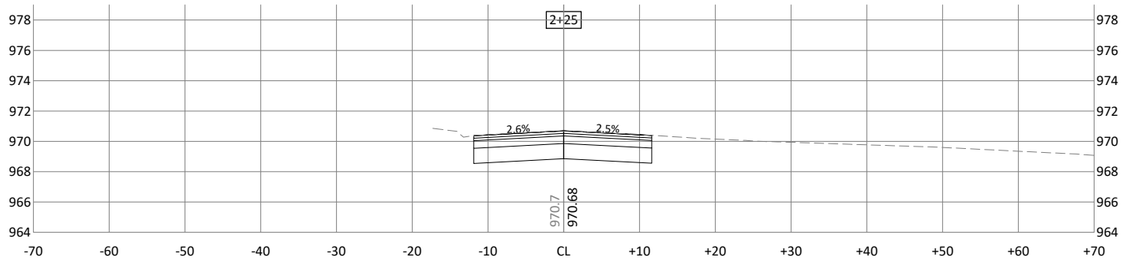


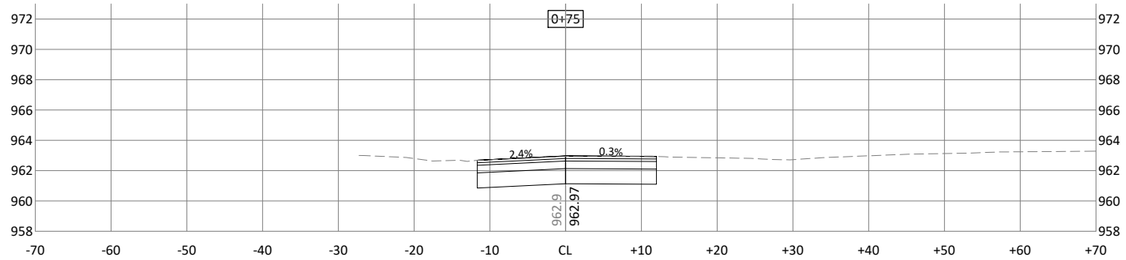


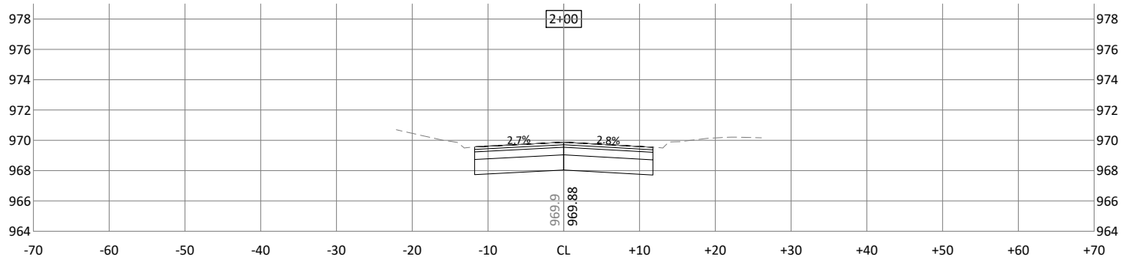


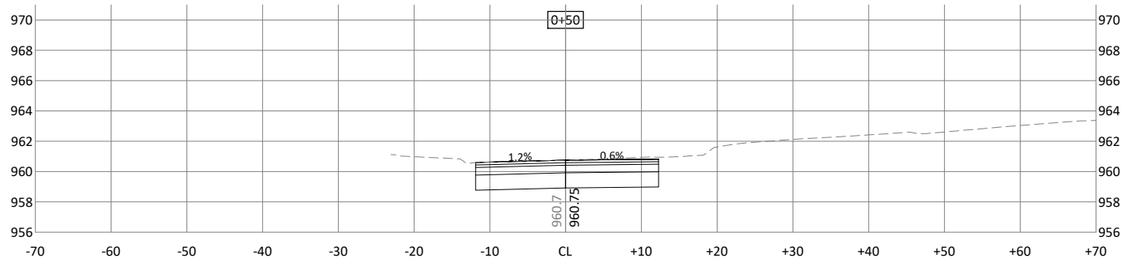


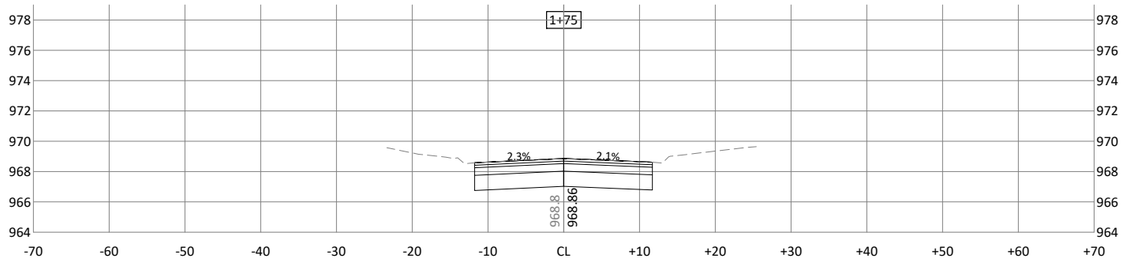


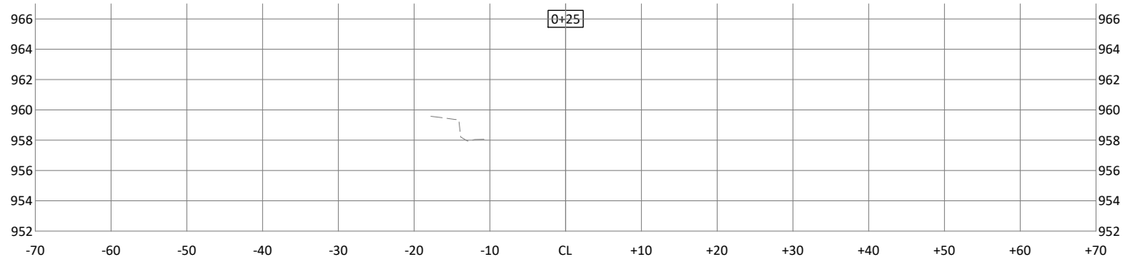


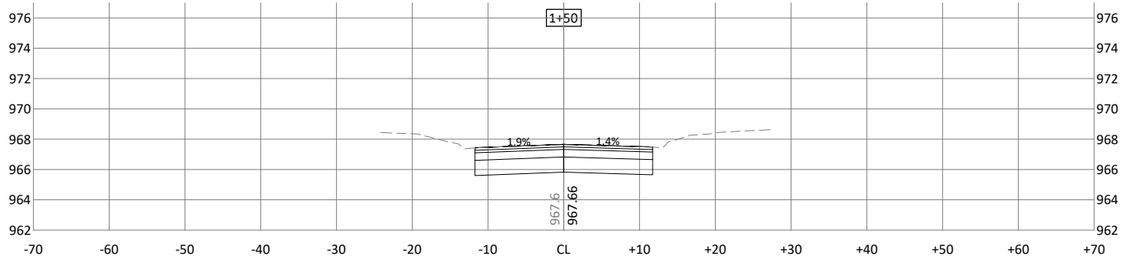


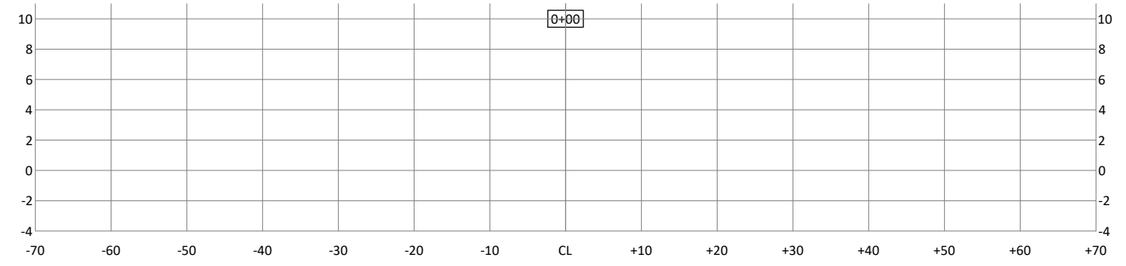


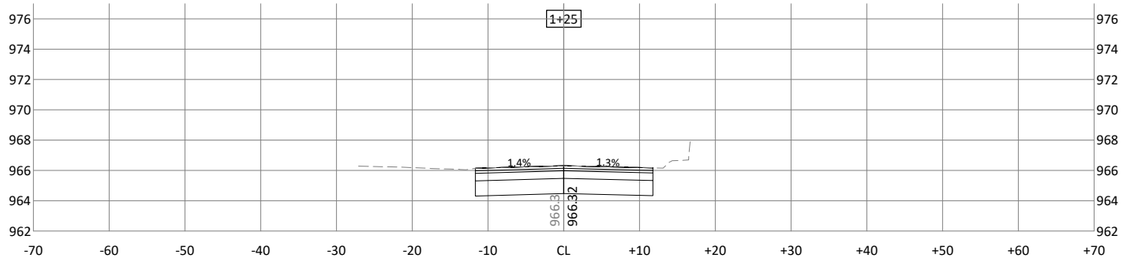




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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
GULL

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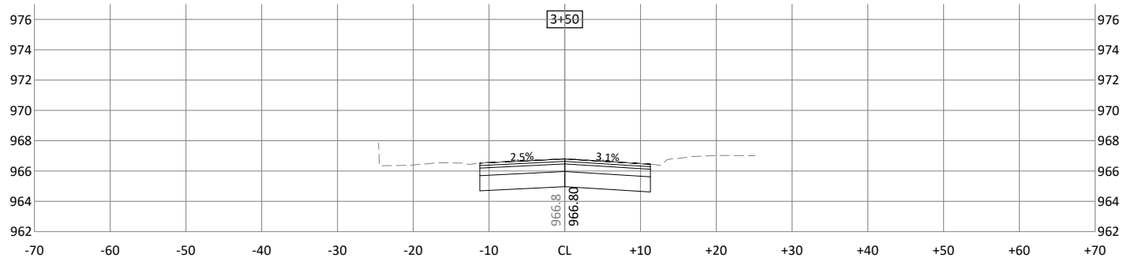


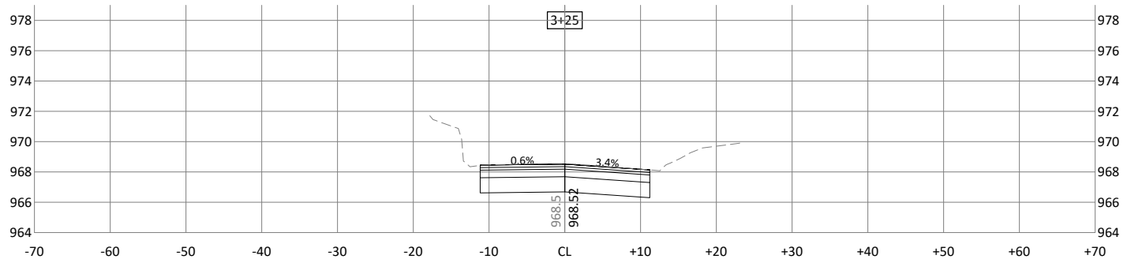


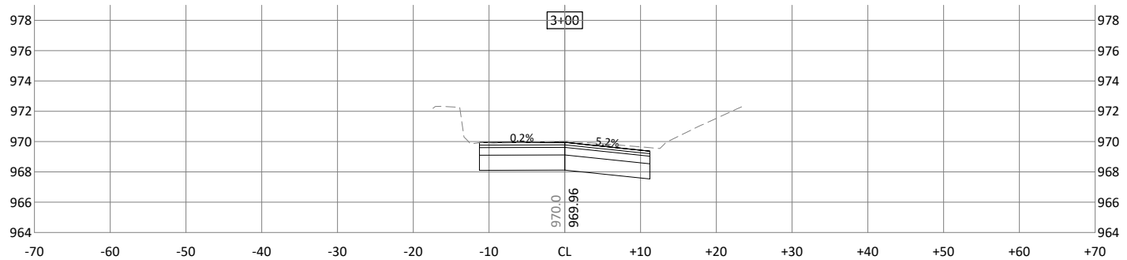


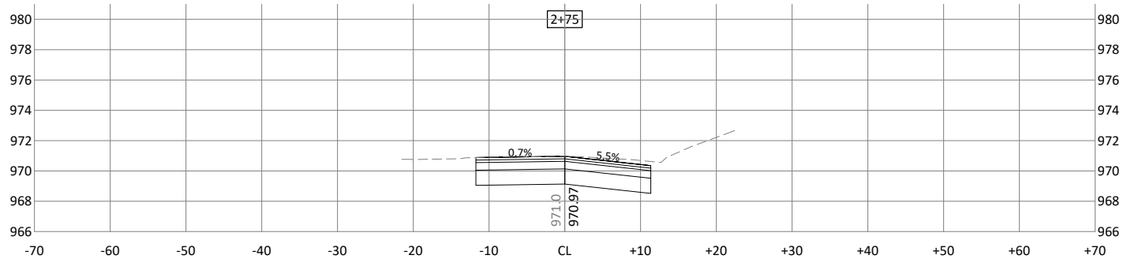


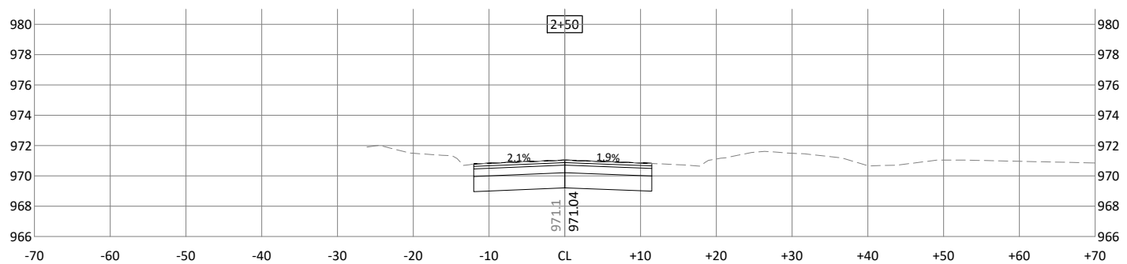


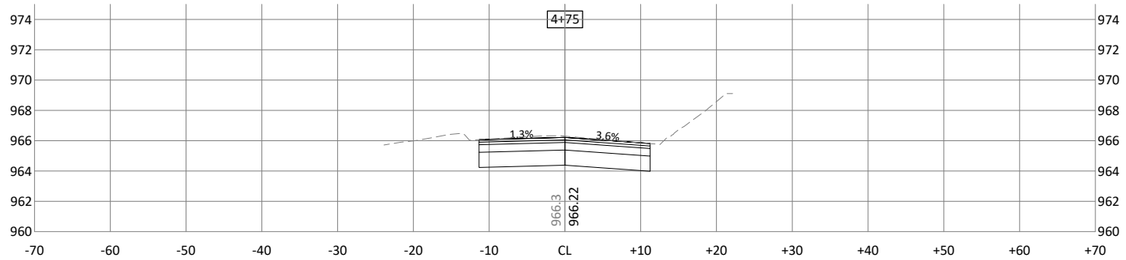


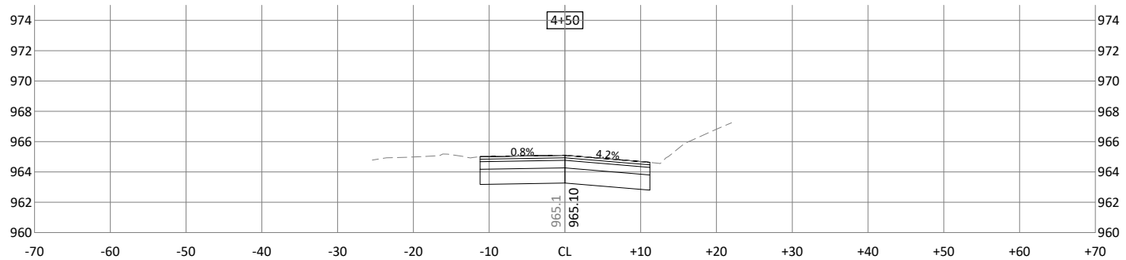


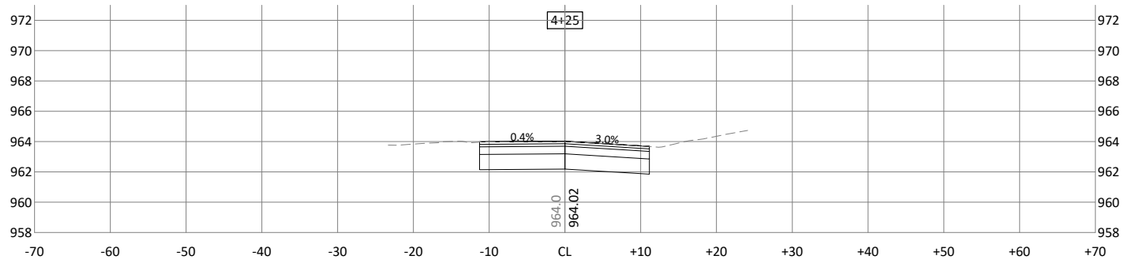


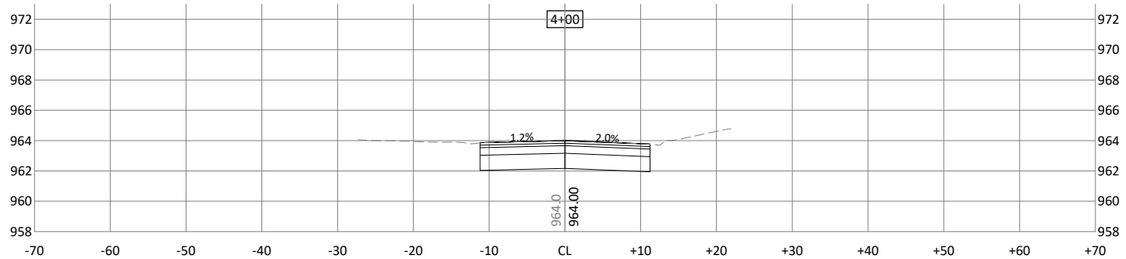


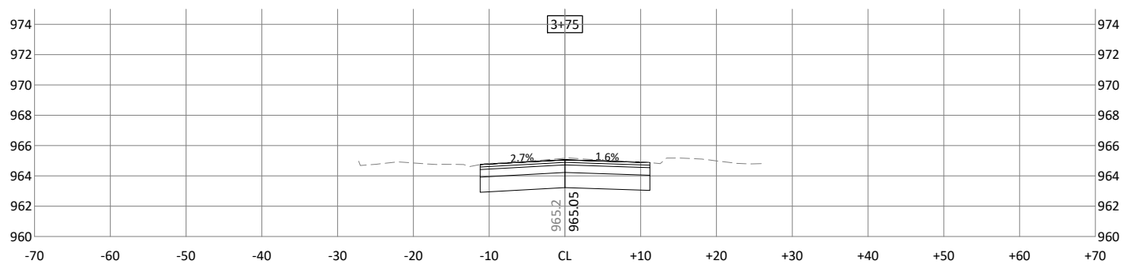




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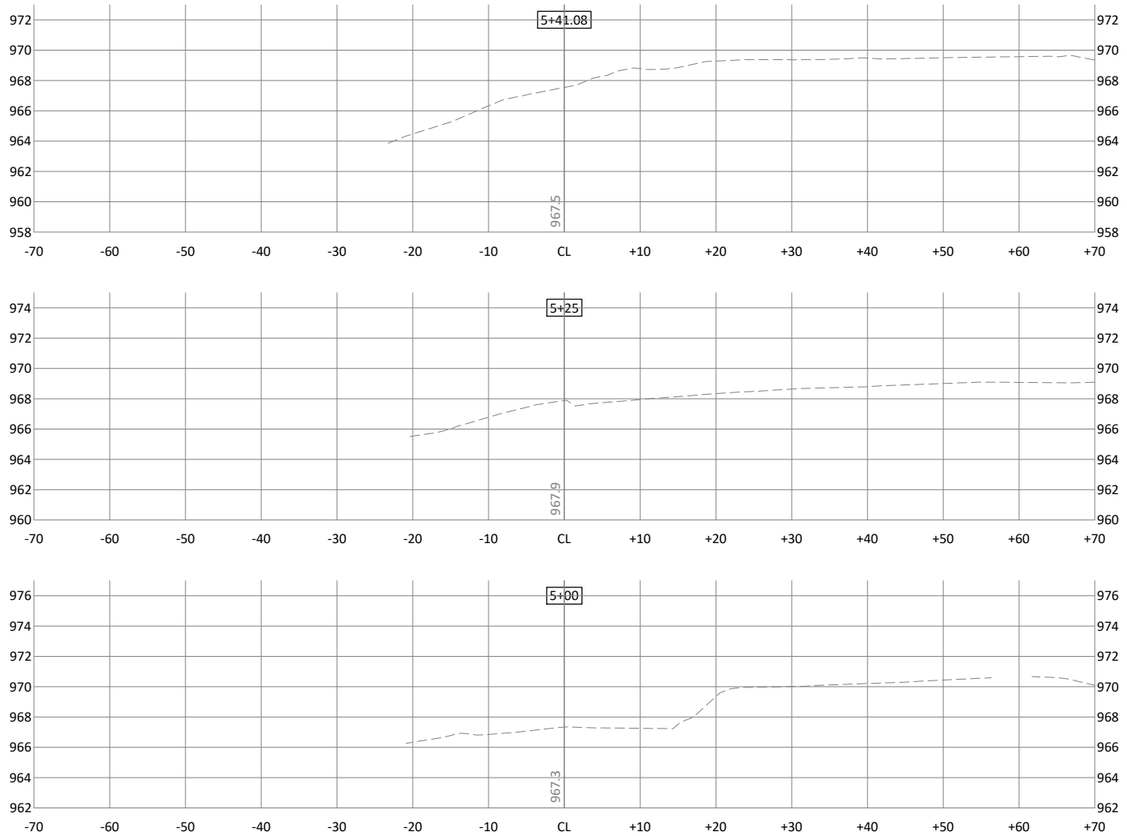




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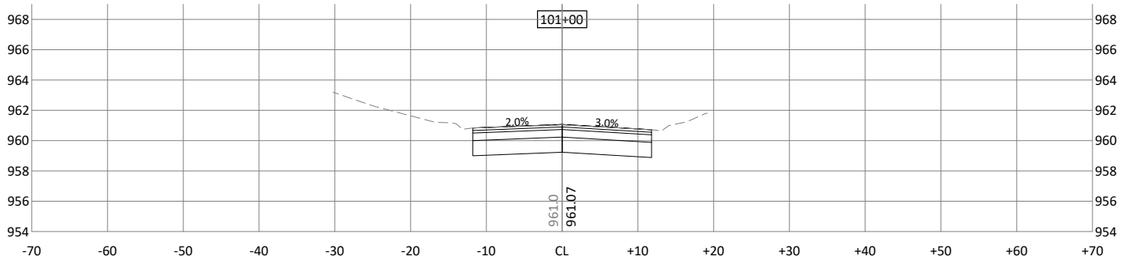


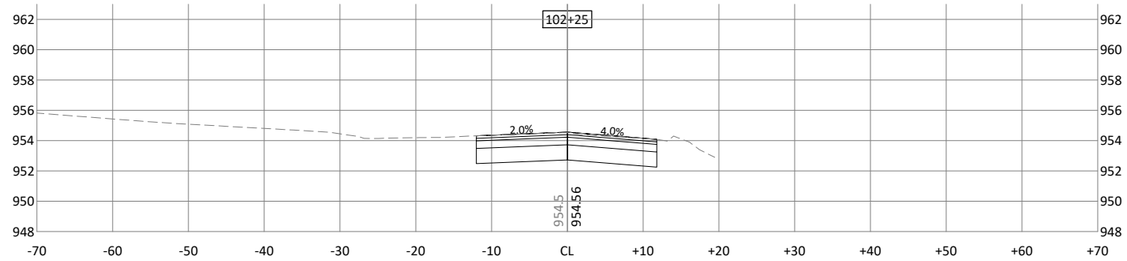


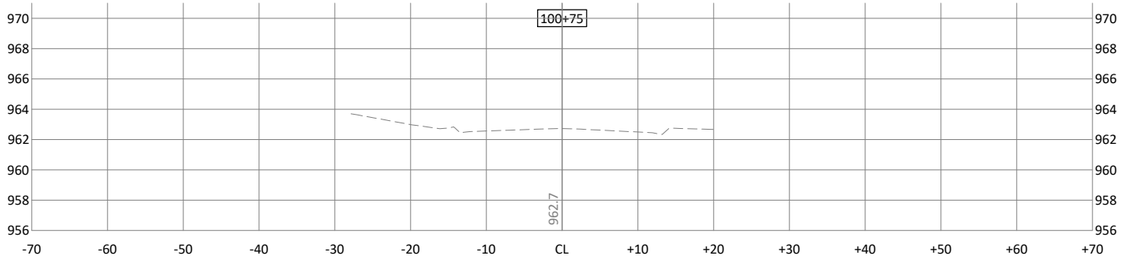


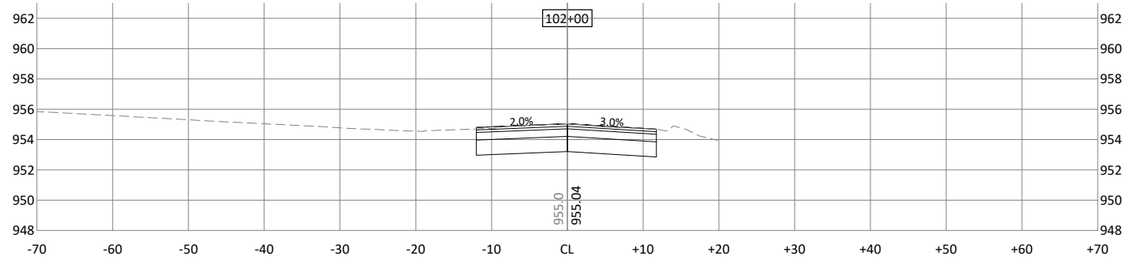


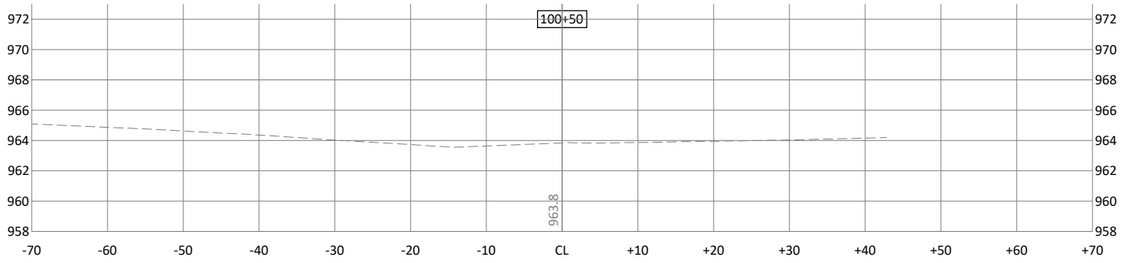


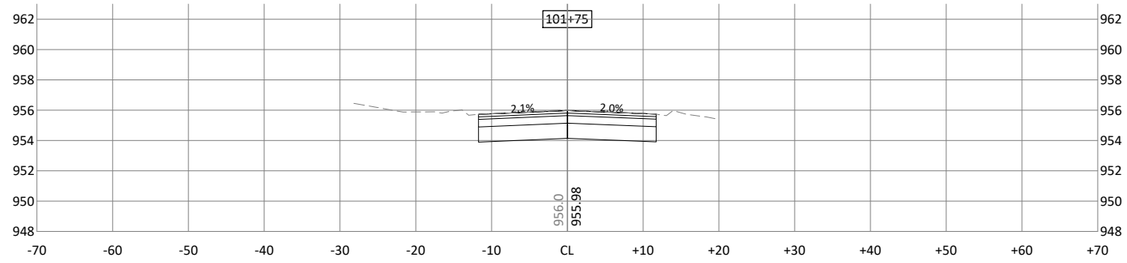


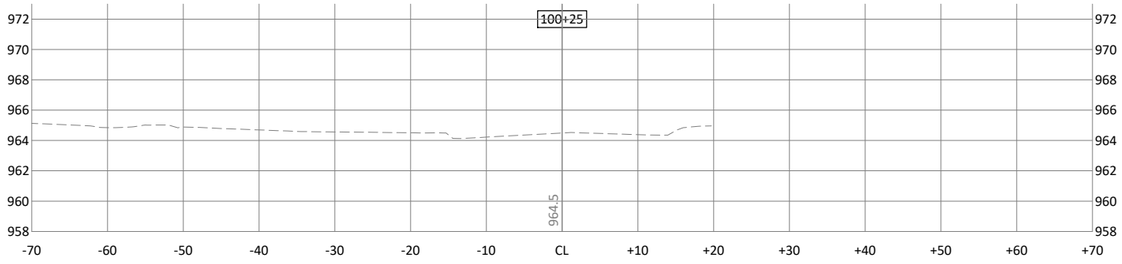


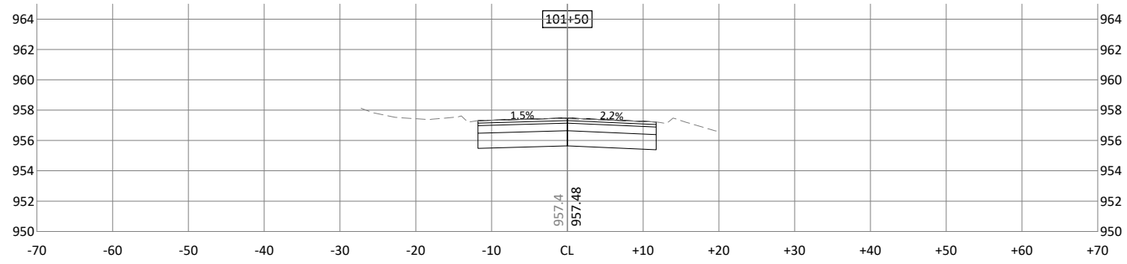


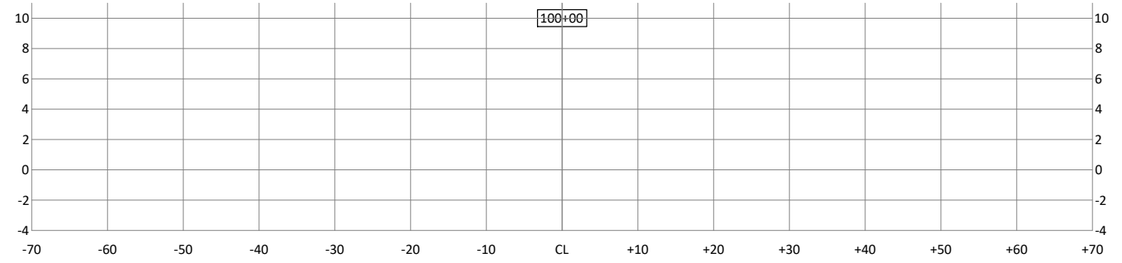


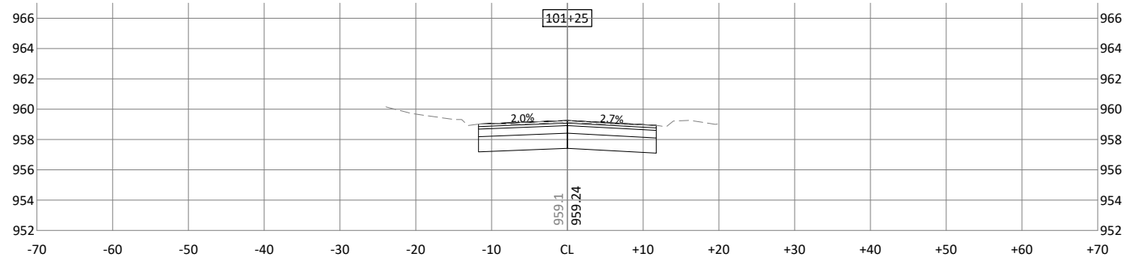




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MOUND, MINNESOTA
2025 STREET & UTILITY IMPROVEMENTS
HERON

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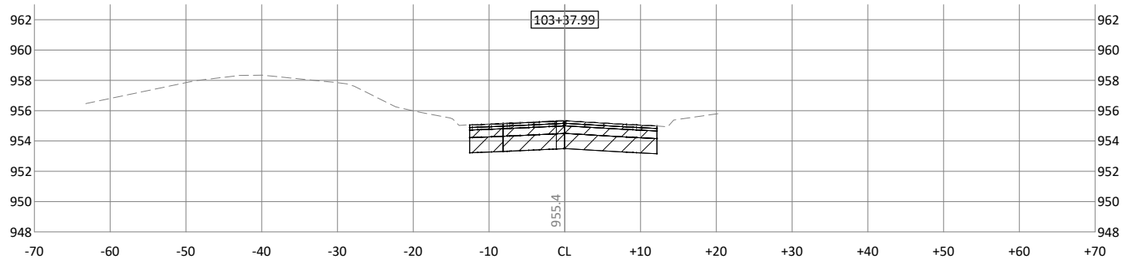


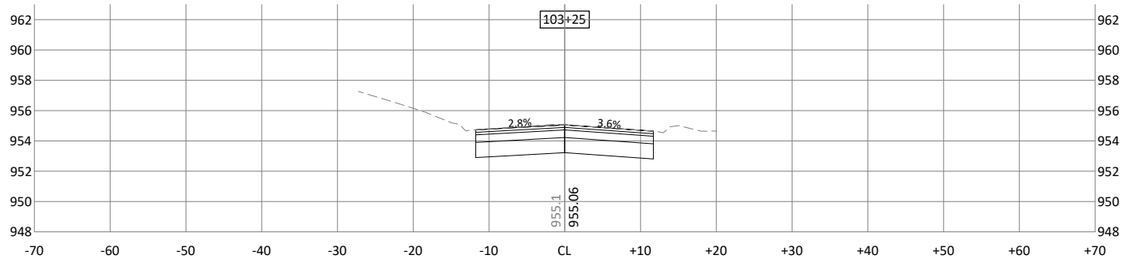


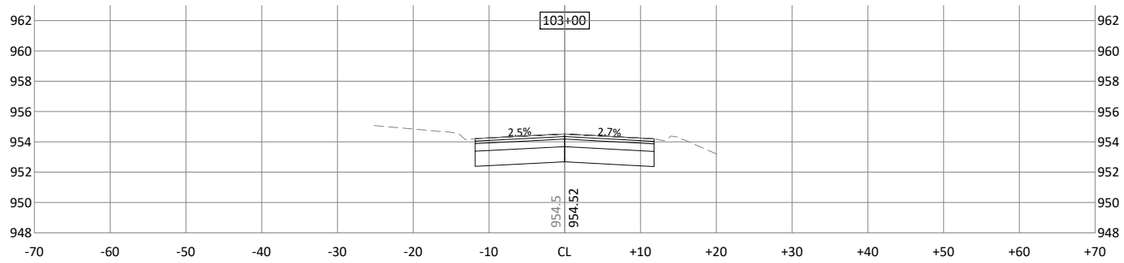


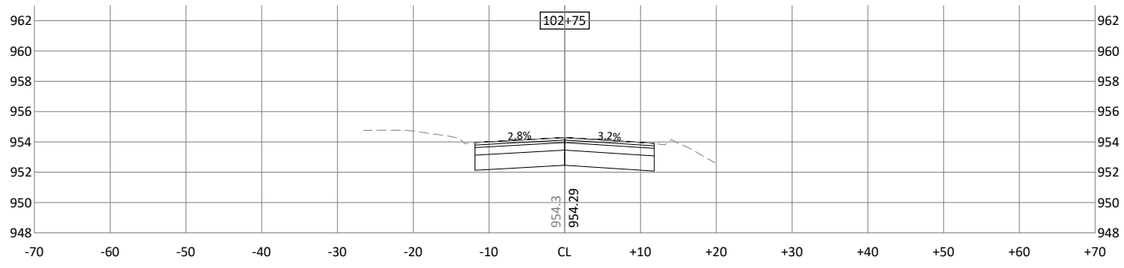


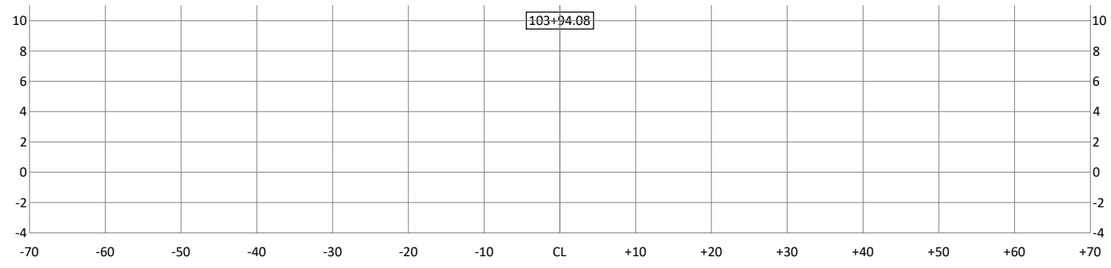


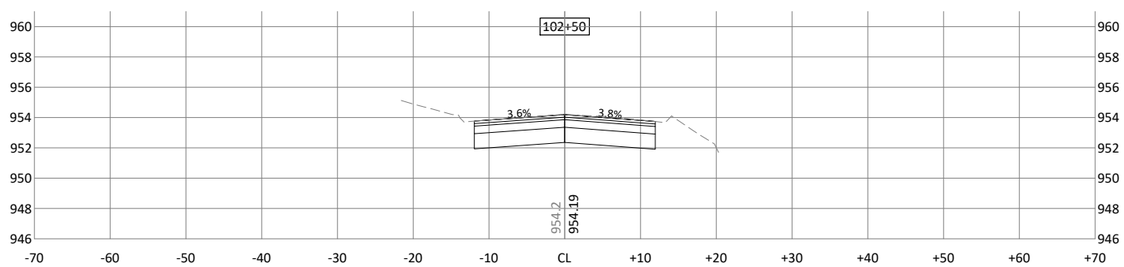


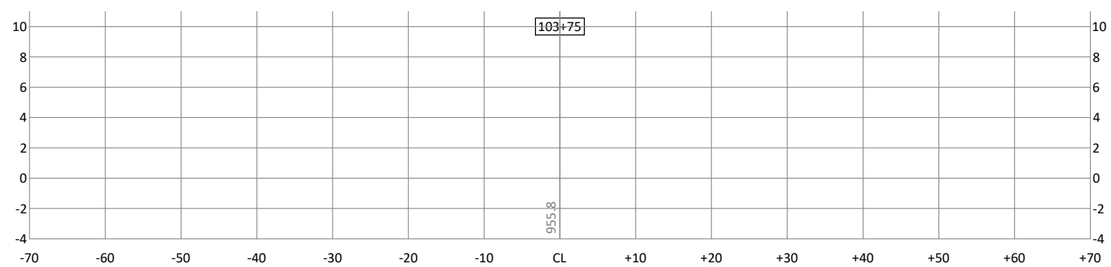




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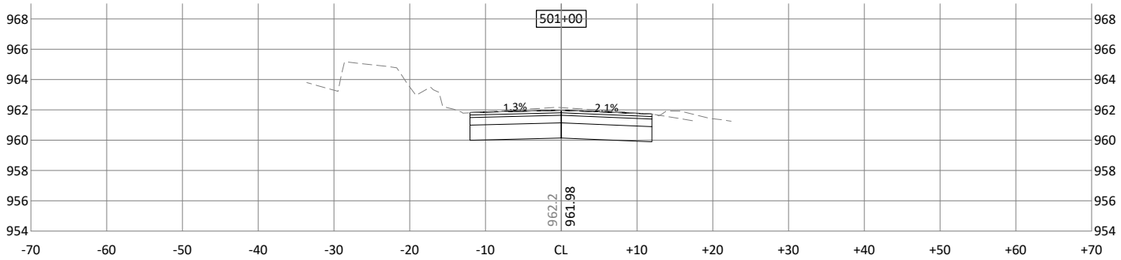


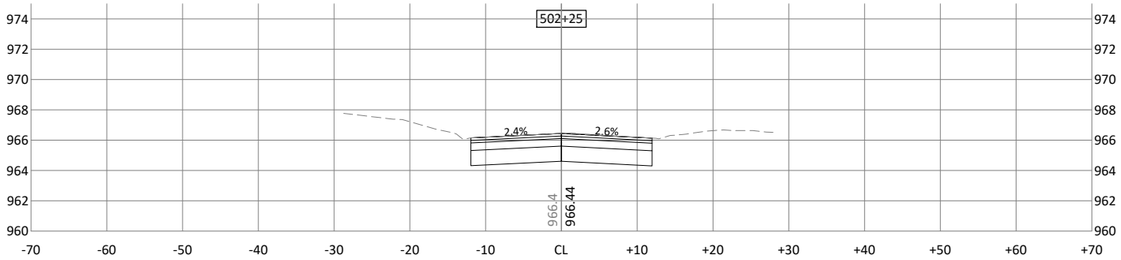


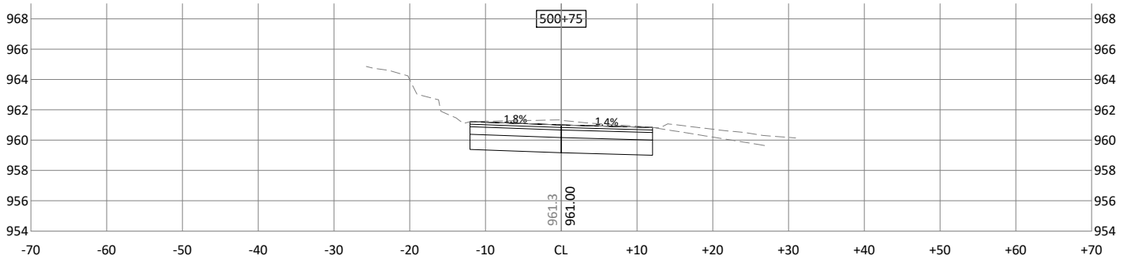


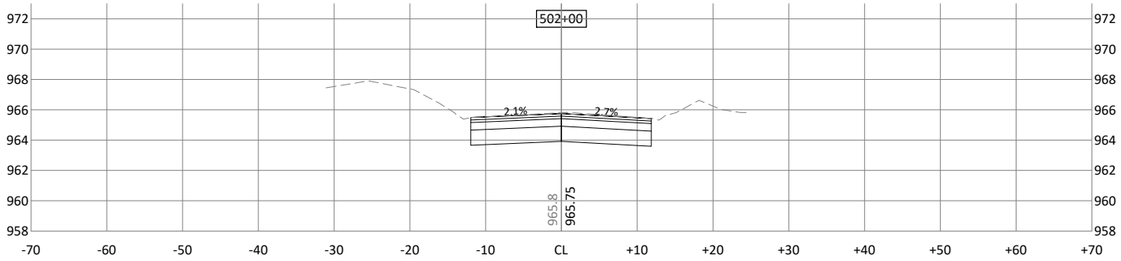


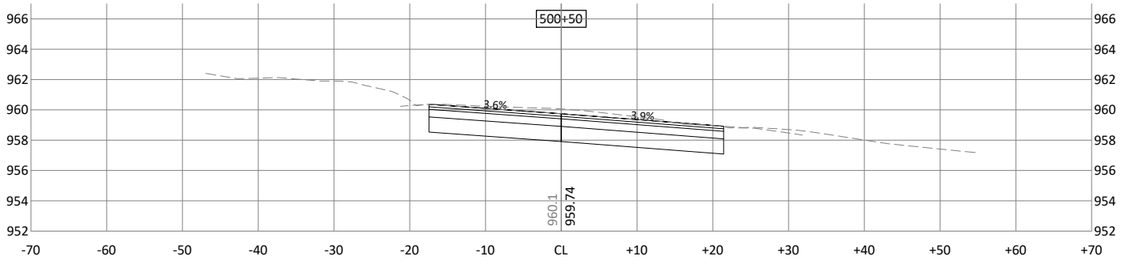


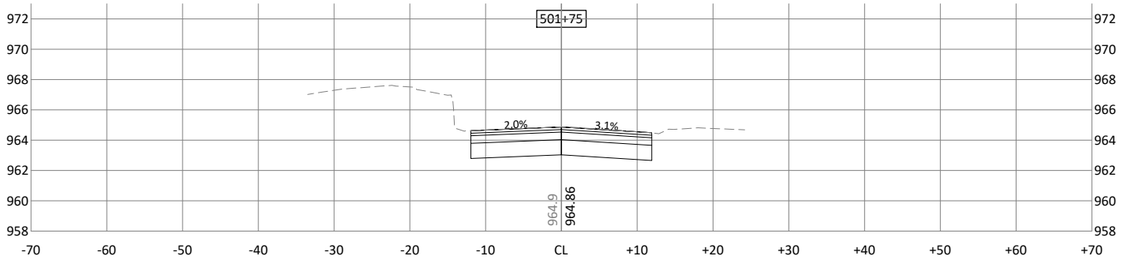


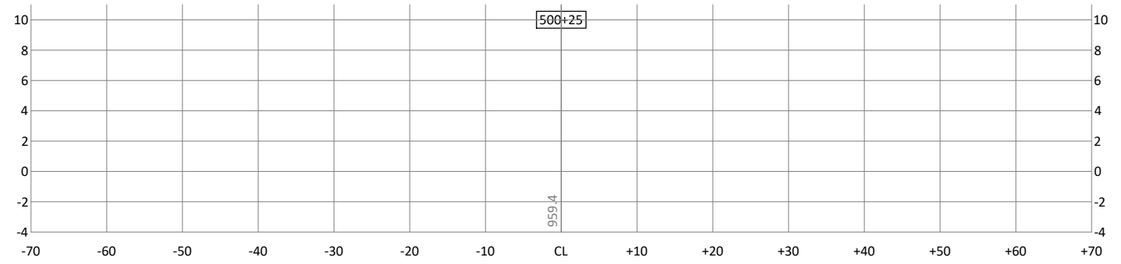


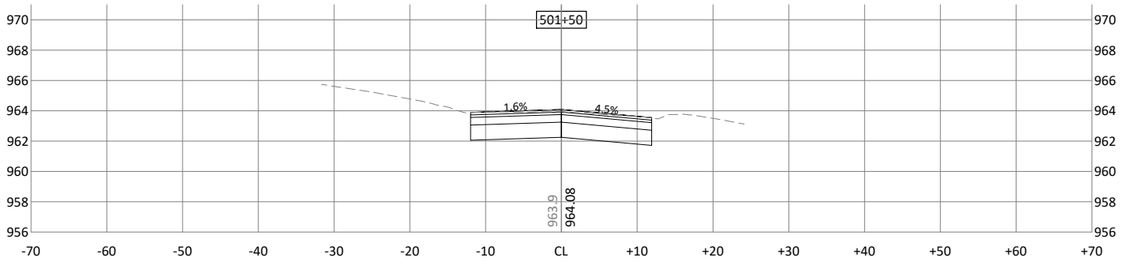


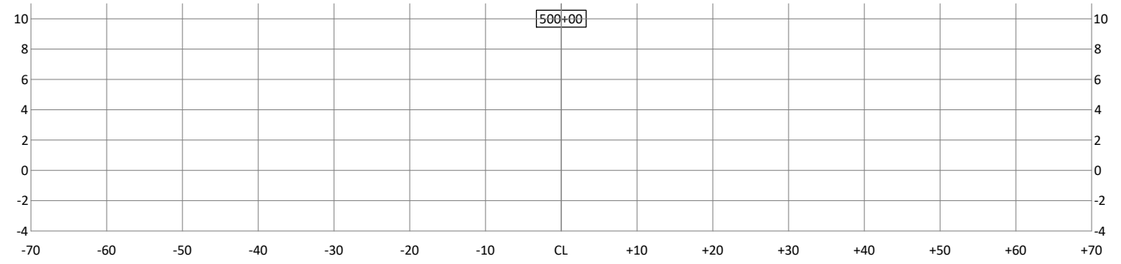


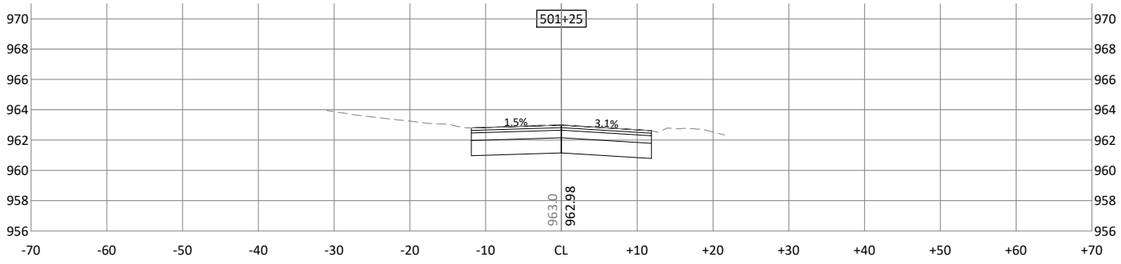




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MOUND, MINNESOTA
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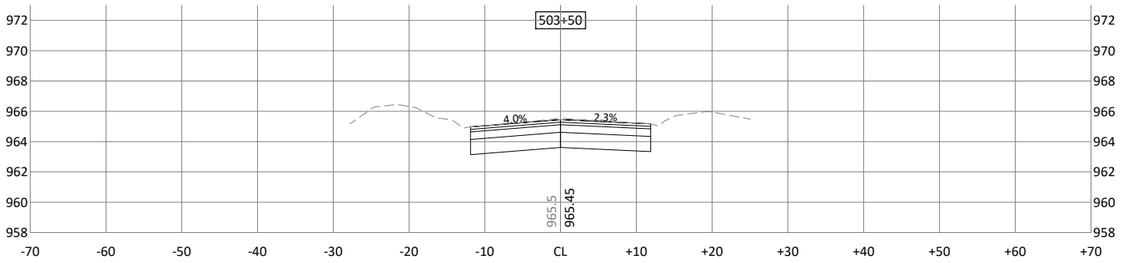


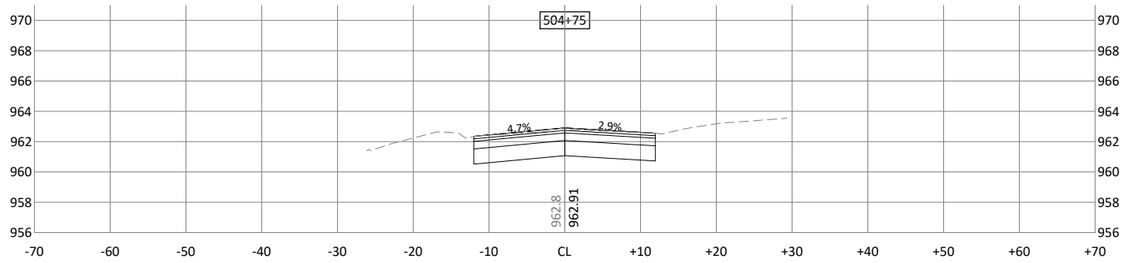


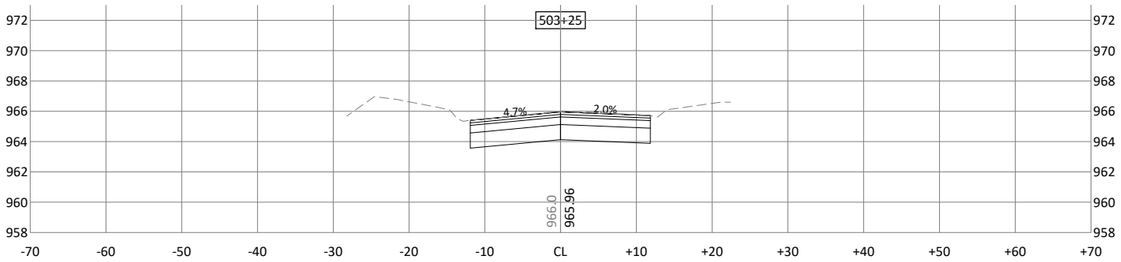


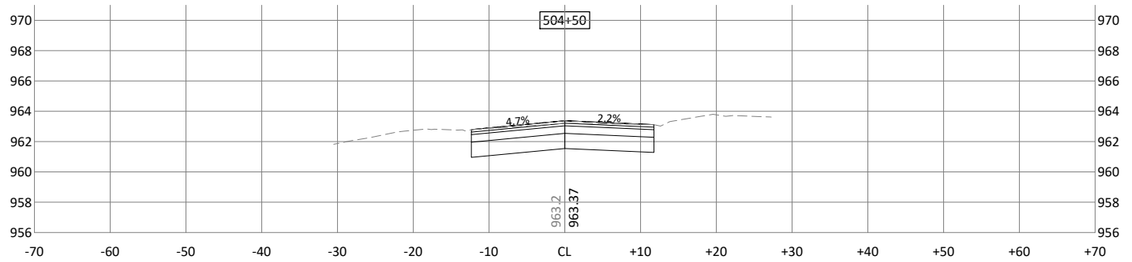


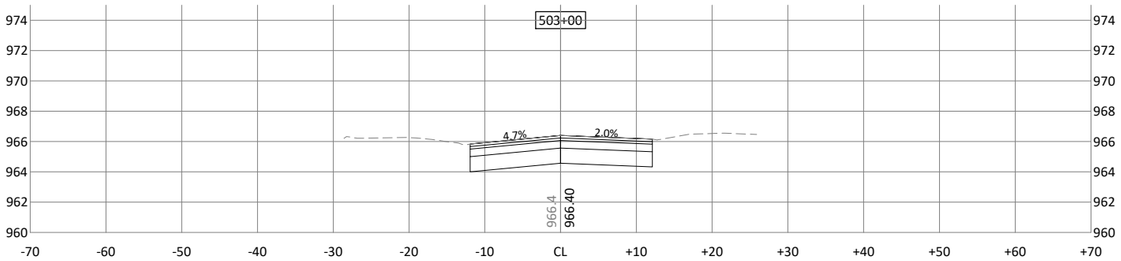


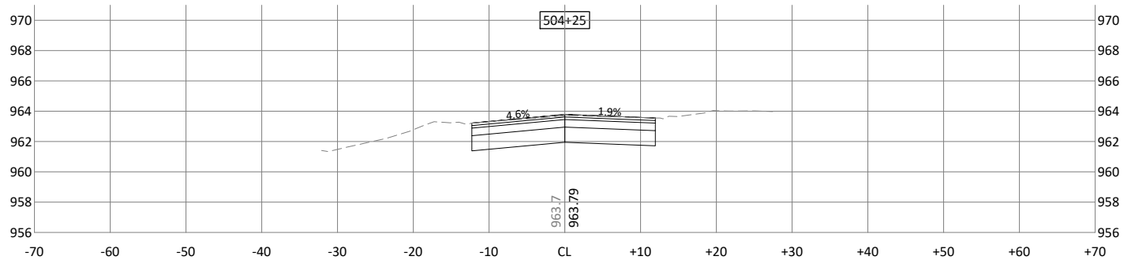


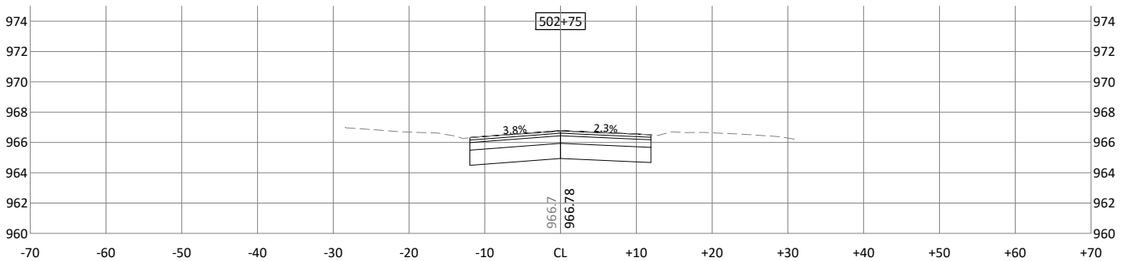


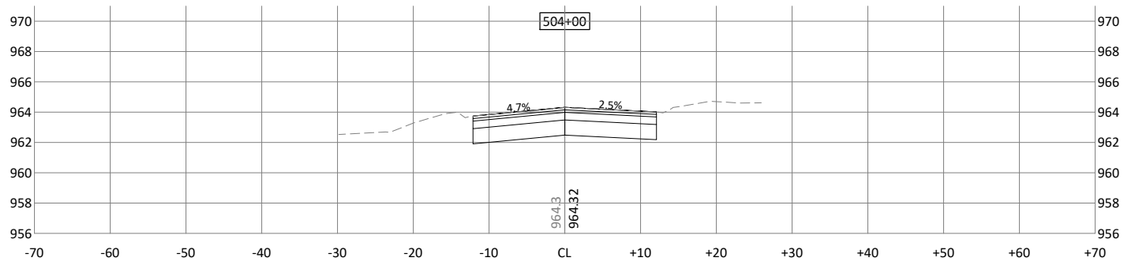


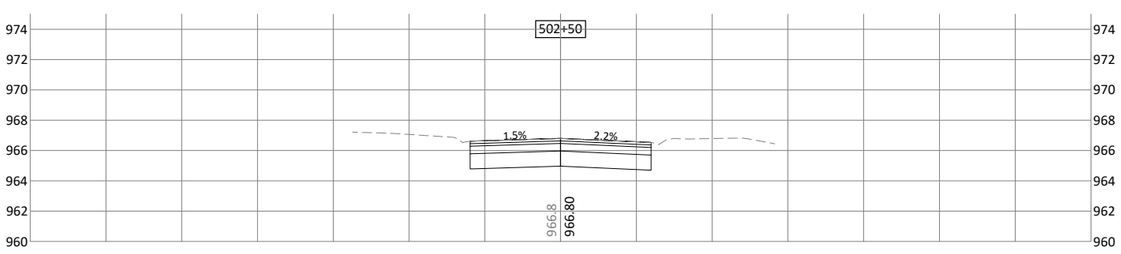


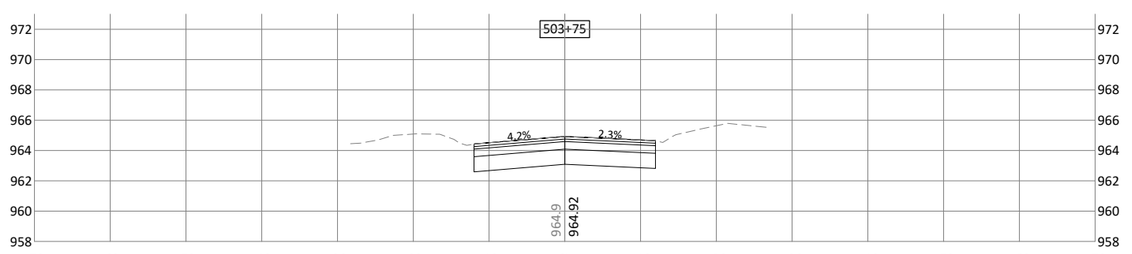




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MATTHEW S. BAUMAN
LIC. NO. 51323 DATE 05/06/2025

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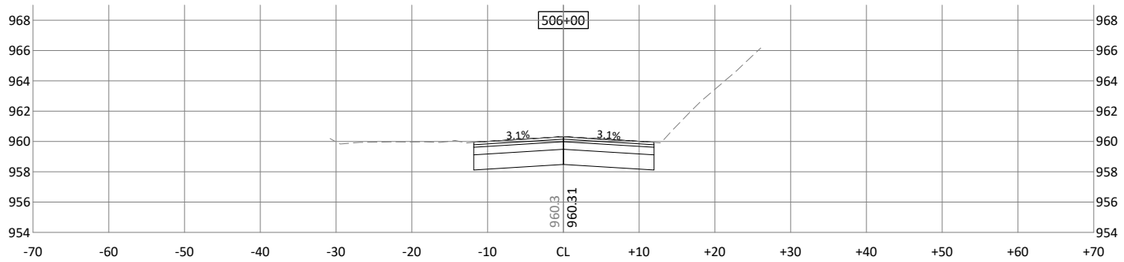


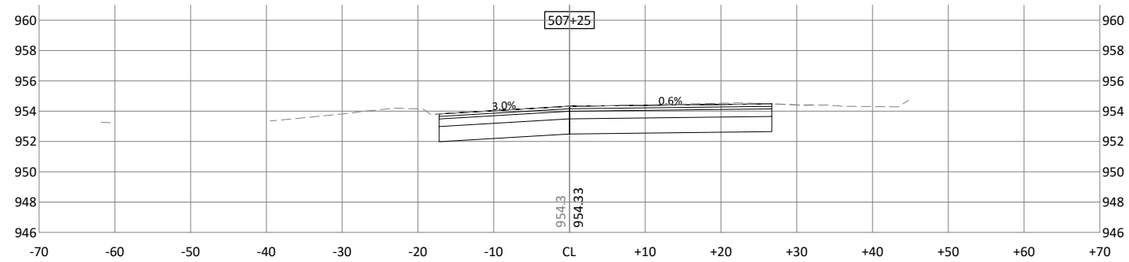


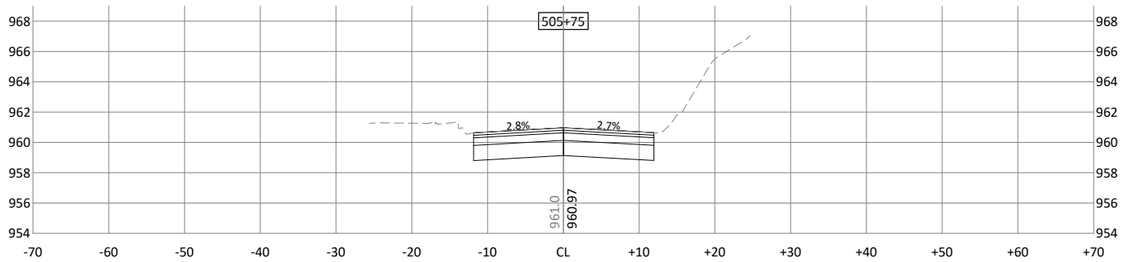


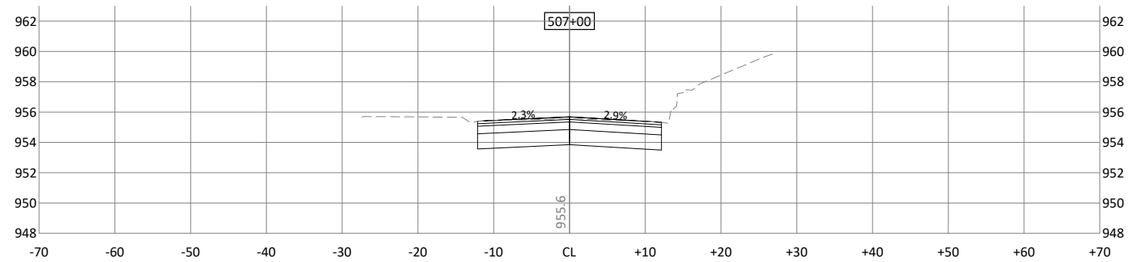


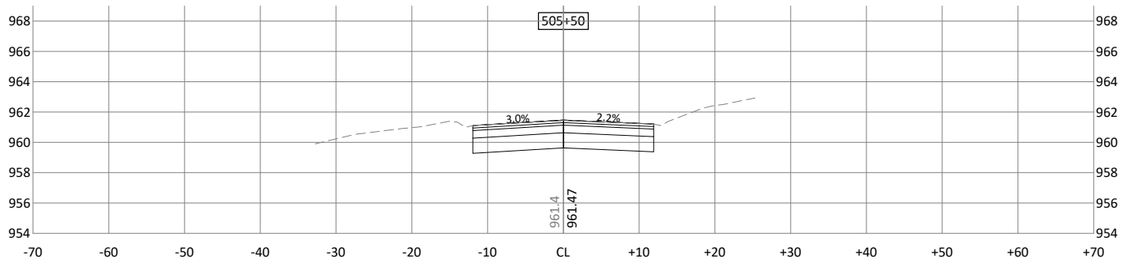


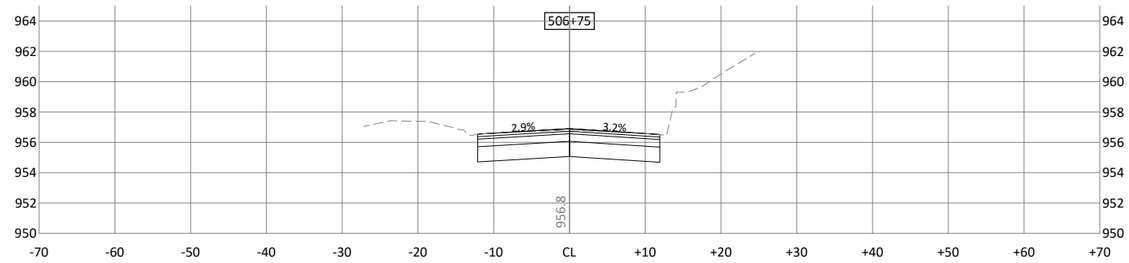


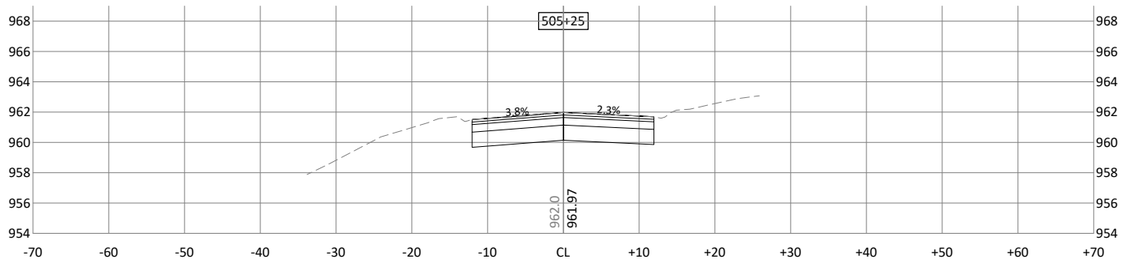


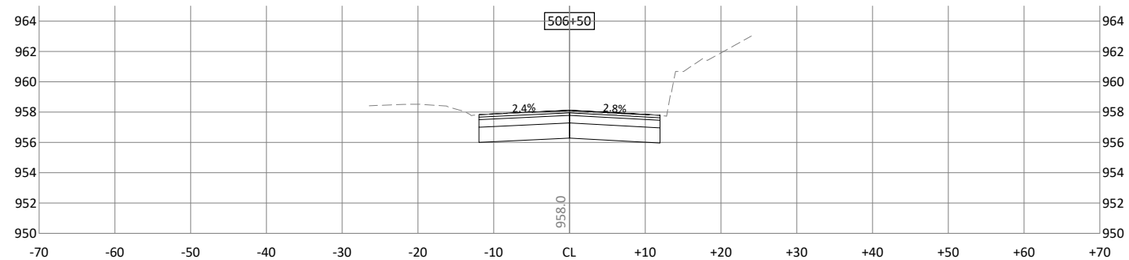


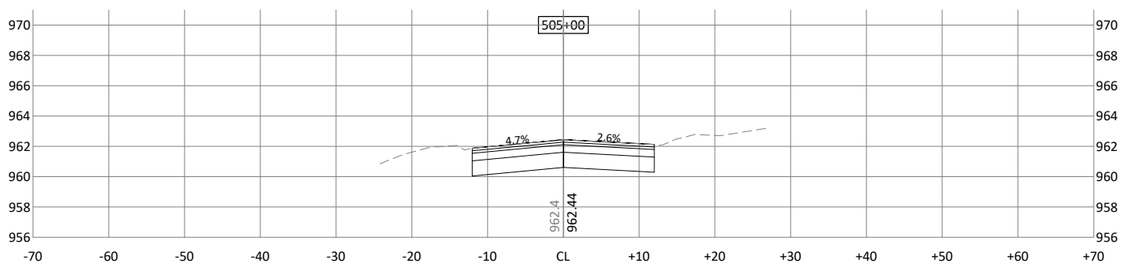


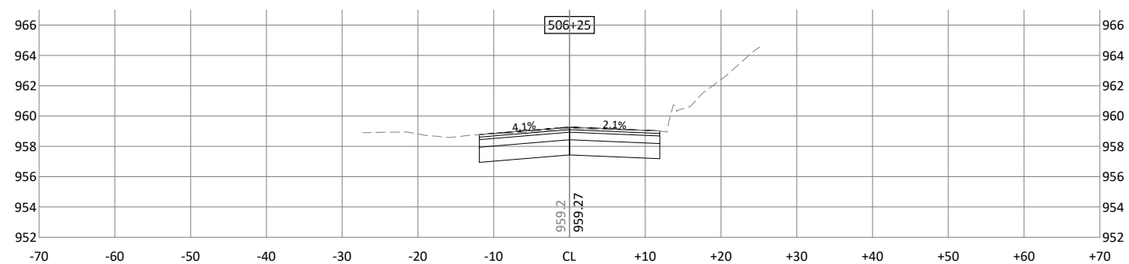




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