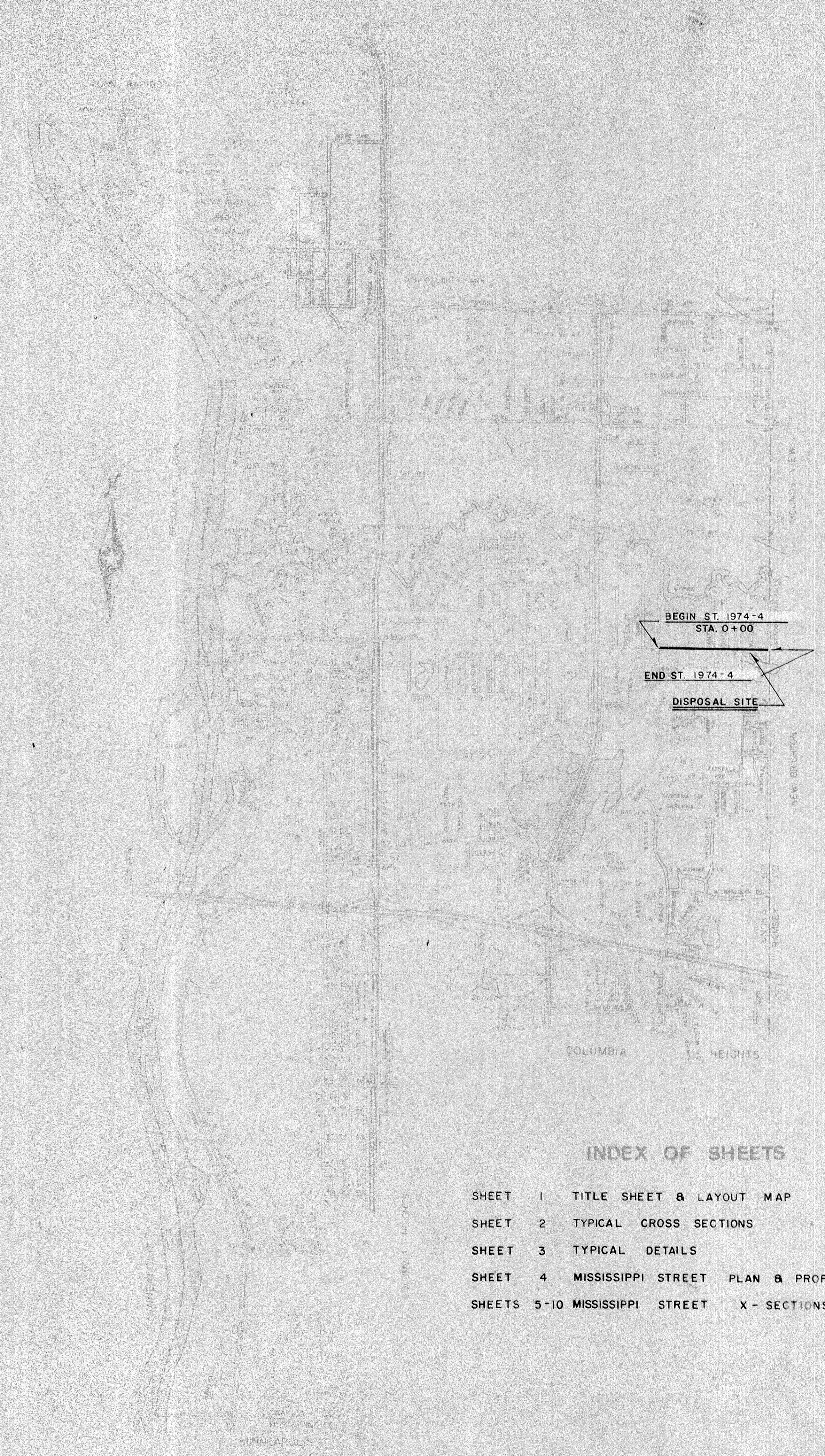


CITY OF FRIDLEY

DEPARTMENT OF ENGINEERING

STREET IMPROVEMENT PROJECT

NO. 1974 - 4



LEGEND

	EXISTING	PROPOSED
TELEPHONE CABLE (UNDERGROUND)	-T-T-	-T-T-
POWER CABLE (UNDERGROUND)	-P-P-	-P-P-
GAS MAIN	-G-G-	-G-G-
WATER LINE	-I-I-	-I-I-
SANITARY SEWER LINE	-S-S-	-S-S-
STORM SEWER LINE	-<-<-	-<-<-
CATCH BASIN	□	■
MANHOLE	○	●
GATE VALVE	⊙	⊙
HYDRANT	⊙	⊙
CURB STOP	●	●
POWER POLE	○	○
FENCE	—	—
DRIVEWAYS ASPHALT	▨	▨
CONCRETE	▩	▩
CRUSHED ROCK OR DIRT	▧	▧
TREES	⊙	⊙

SPECIFICATIONS

THE STATE OF MINNESOTA DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, DATED JAN. 17, 1972, SHALL GOVERN, WITH THE EXCEPTION OF ANY AMENDMENTS APPLICABLE HERETO.

SCALES

PLAN	1" = 50'
PROFILE	1" = 50'
INDEX MAP	1" = 10'
	1" = 1600'

INDEX OF SHEETS

- SHEET 1 TITLE SHEET & LAYOUT MAP
- SHEET 2 TYPICAL CROSS SECTIONS
- SHEET 3 TYPICAL DETAILS
- SHEET 4 MISSISSIPPI STREET PLAN & PROFILE
- SHEETS 5-10 MISSISSIPPI STREET X-SECTIONS

ANOKA COUNTY ENGINEER

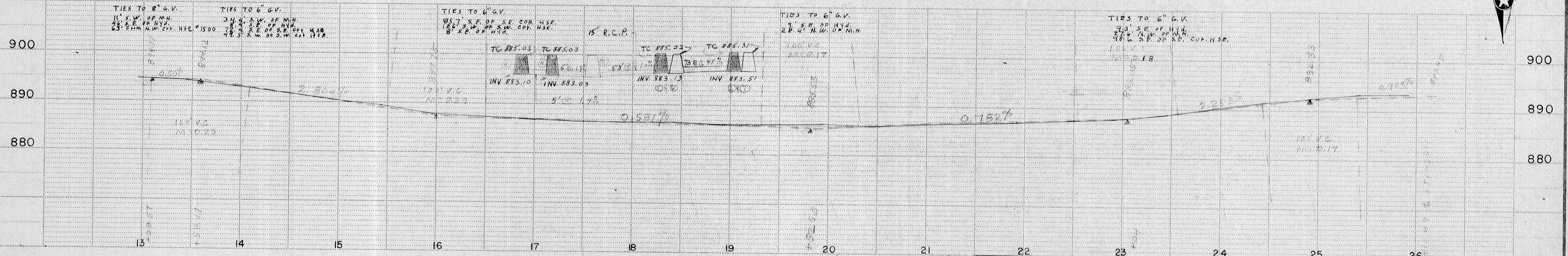
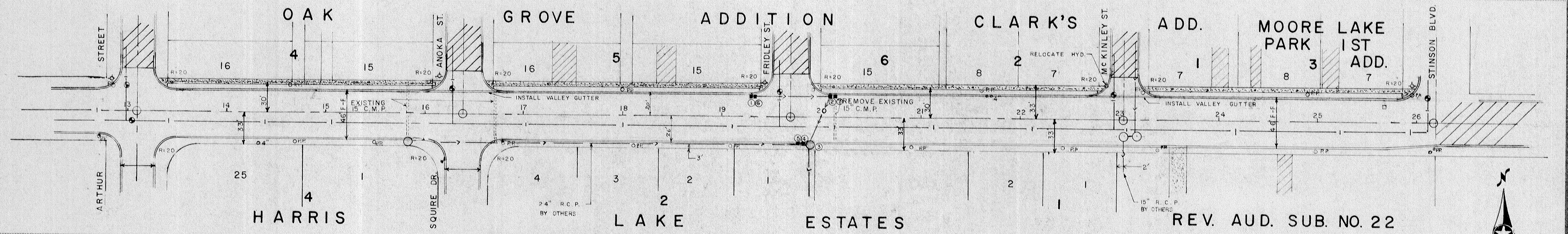
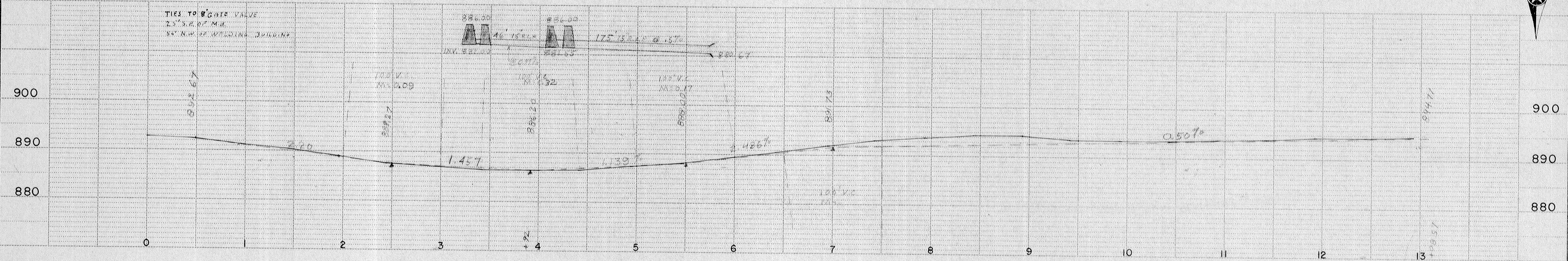
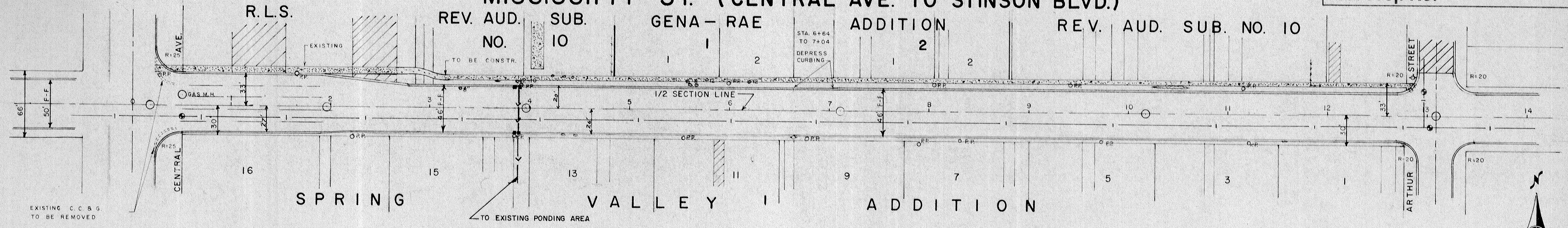
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER WITH THE ENGINEERS OF THE STATE OF MINNESOTA, AND ALL STATE AND LOCAL LAWS WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

FRIDLEY CITY ENGINEER: WALTER W. BURESH, P.E. DATE: _____

MISSISSIPPI ST. (CENTRAL AVE. TO STINSON BLVD.)

Fed. Proj. No.

REV. AUD. SUB. NO. 10 GENA - RAE ADDITION REV. AUD. SUB. NO. 10



St. Imp. Proj. ST.1974-4

State Proj. No. MISSISSIPPI ST.

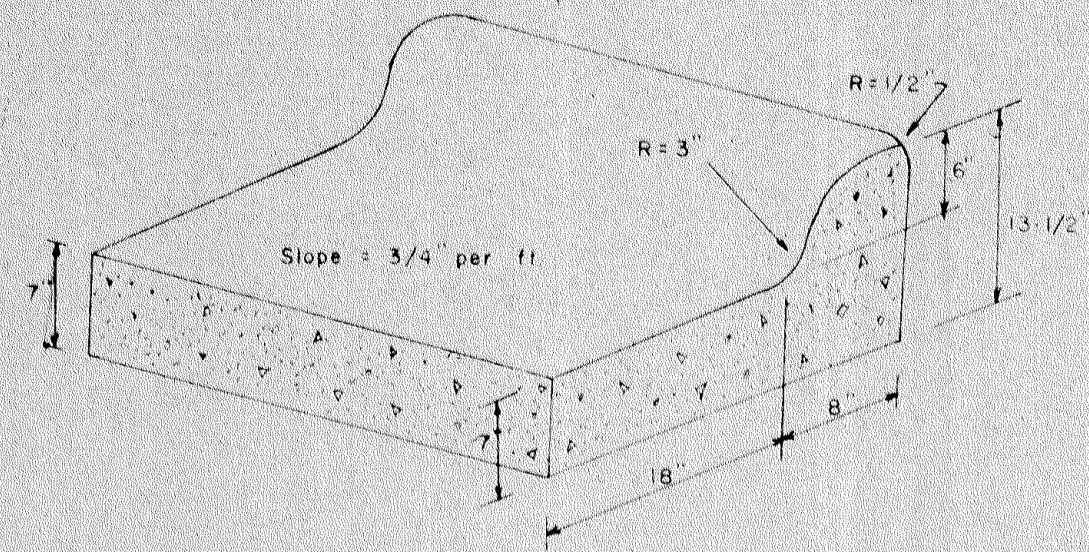
Sheet No. 4 of 10 Sheets

No. 106 ST. PAUL, MINNAPOLIS, MINNESOTA

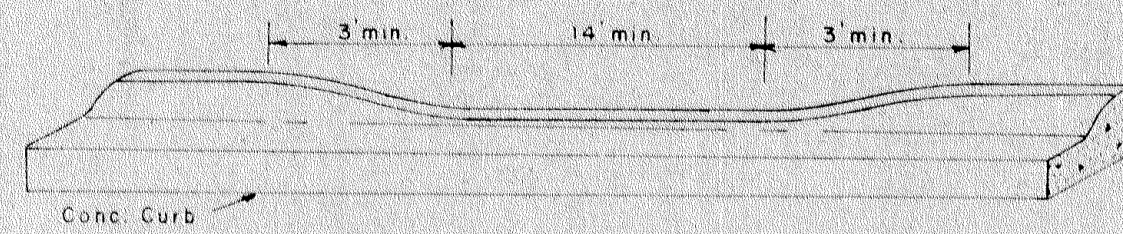
TYPICAL DETAILS

CURBING DETAILS

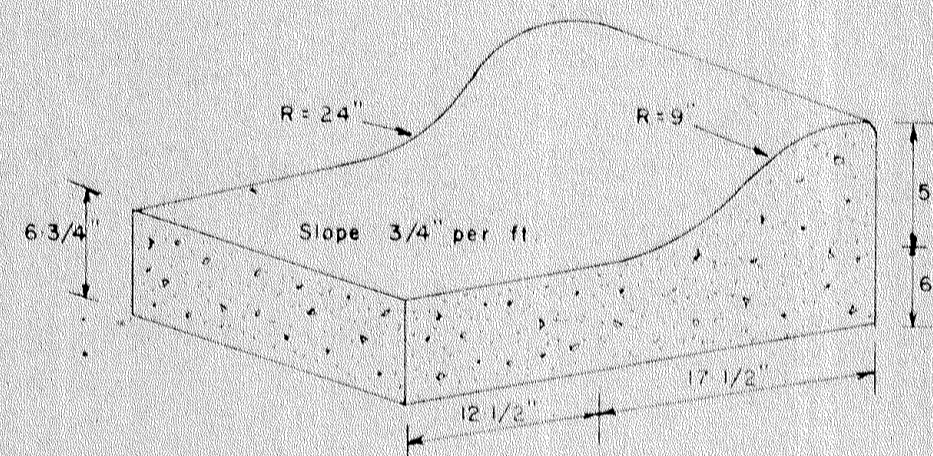
B 618



CURB OPENINGS AT ENTRANCES



S 518 (MODIFIED)

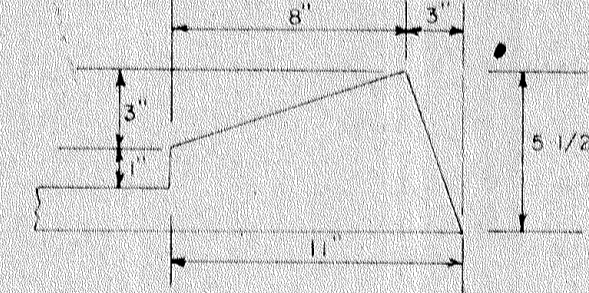


VALLEY GUTTER AT RADIUS

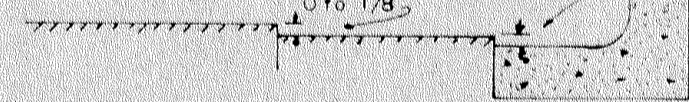


FINISHING DETAILS

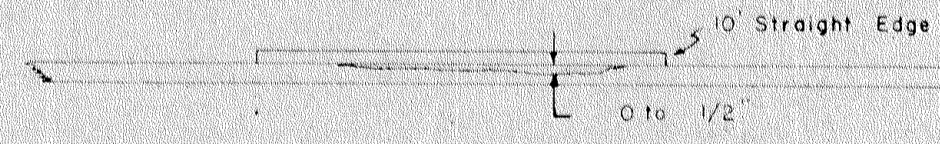
TYPICAL MACHINE LAID ASPHALT BERM



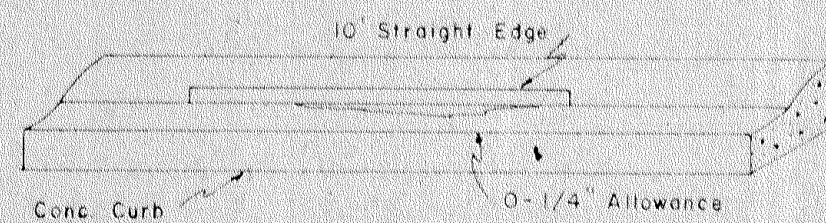
LONGITUDINAL JOINTS WHEN THE ADJOINING SURFACE IS LAID, SHALL AFTER COMPACTION BE HIGHER, BUT NOT TO EXCEED 1/8", THAN THE PREVIOUSLY PLACED PASS.



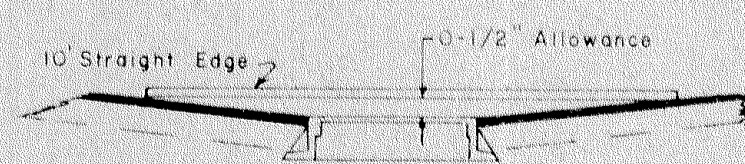
SURFACE FINISH IS TO BE WITHIN 1/2" FROM THE 10' STRAIGHT EDGE LAID PARALLEL



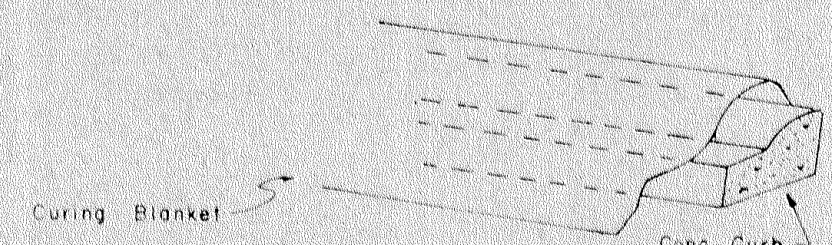
SURFACE NOT TO VARY MORE THAN 1/4" WHEN MEASURED PAR TO GUTTER LINE



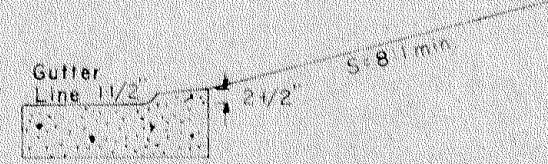
GATE VALVES & MANHOLE CASTINGS TO BE WITHIN 1/2" OF FINISHED MAT



CURBING TO BE COVERED WITH A 4' WIDE CURING BLANKET FOR 72 HOURS

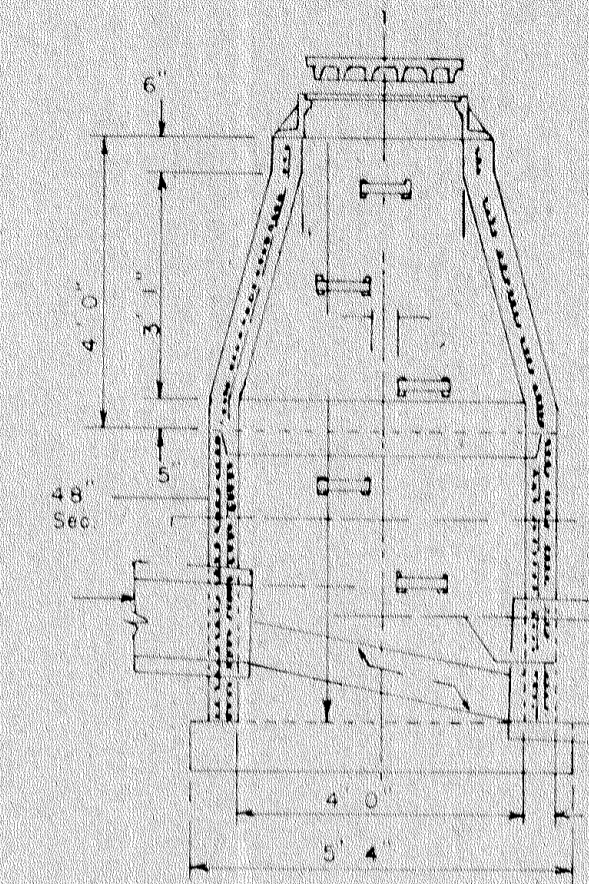


DRIVEWAY APPROACH

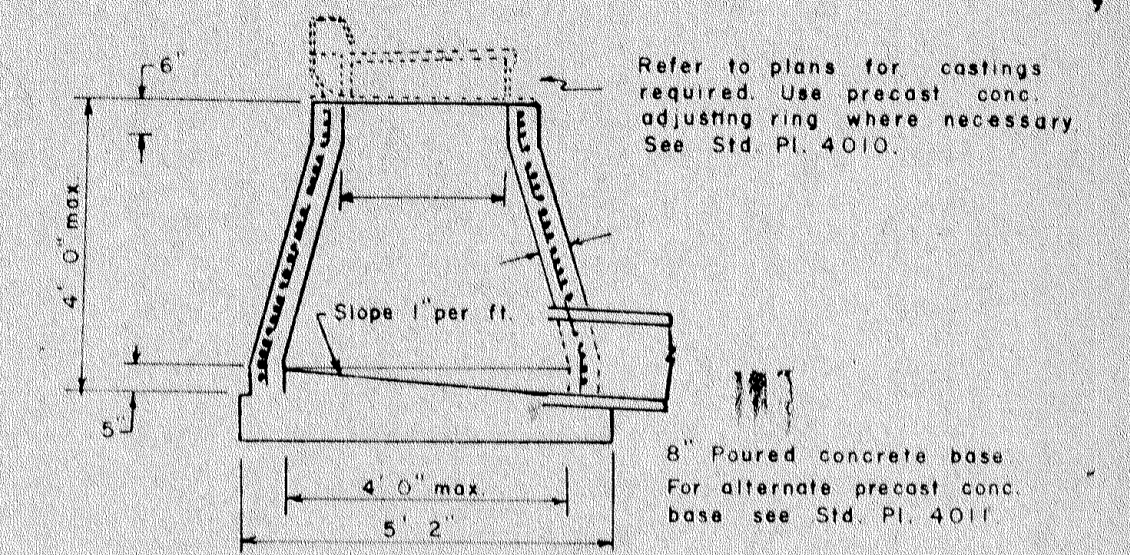


MH. & CB. DETAILS

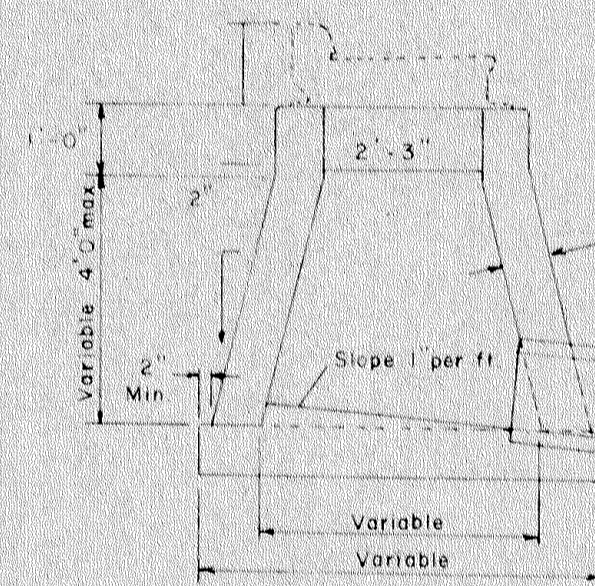
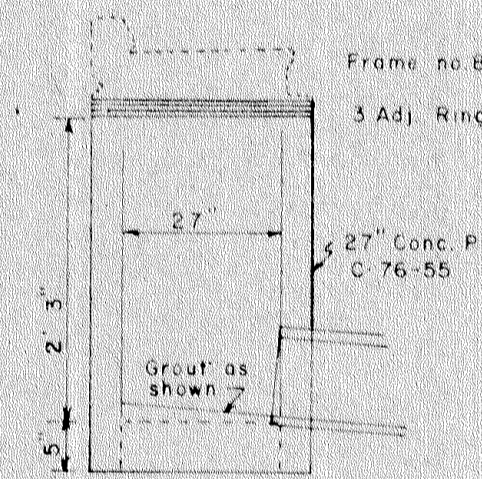
DESIGN F



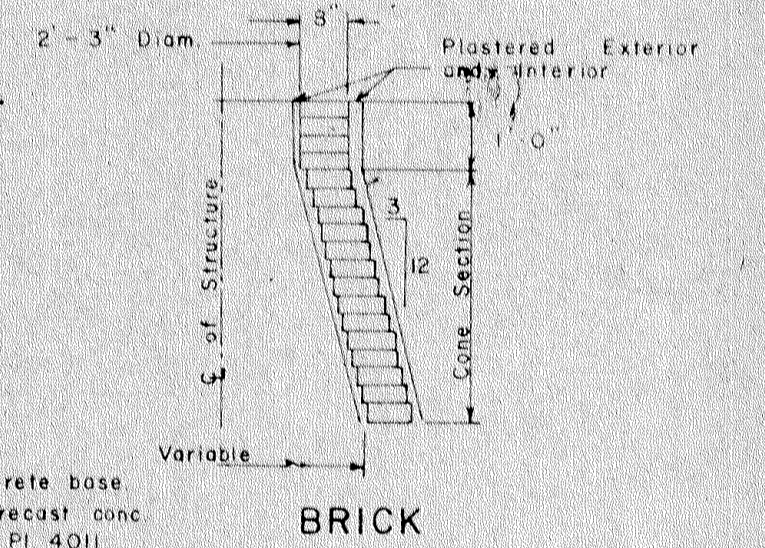
DESIGN G



SPECIAL DESIGN



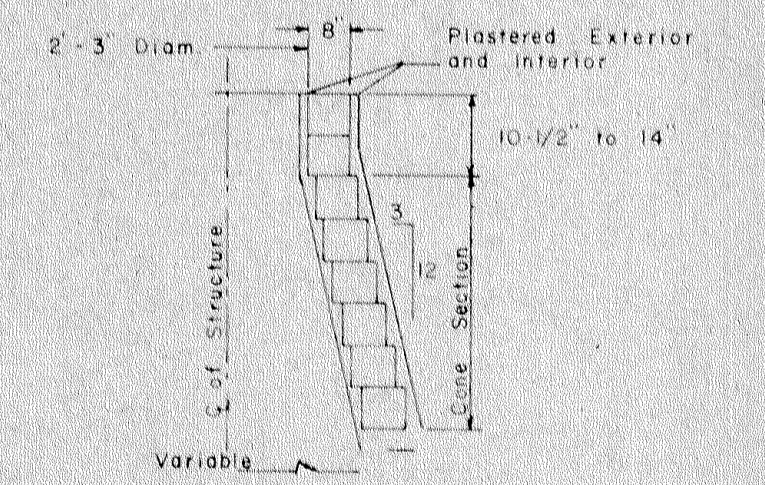
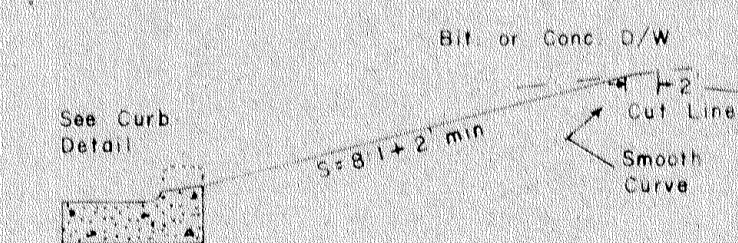
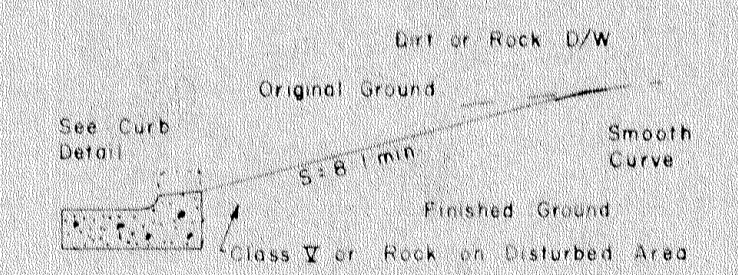
DESIGN C



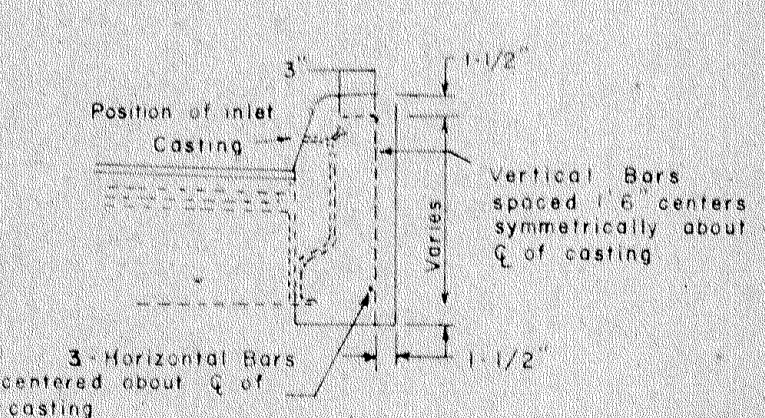
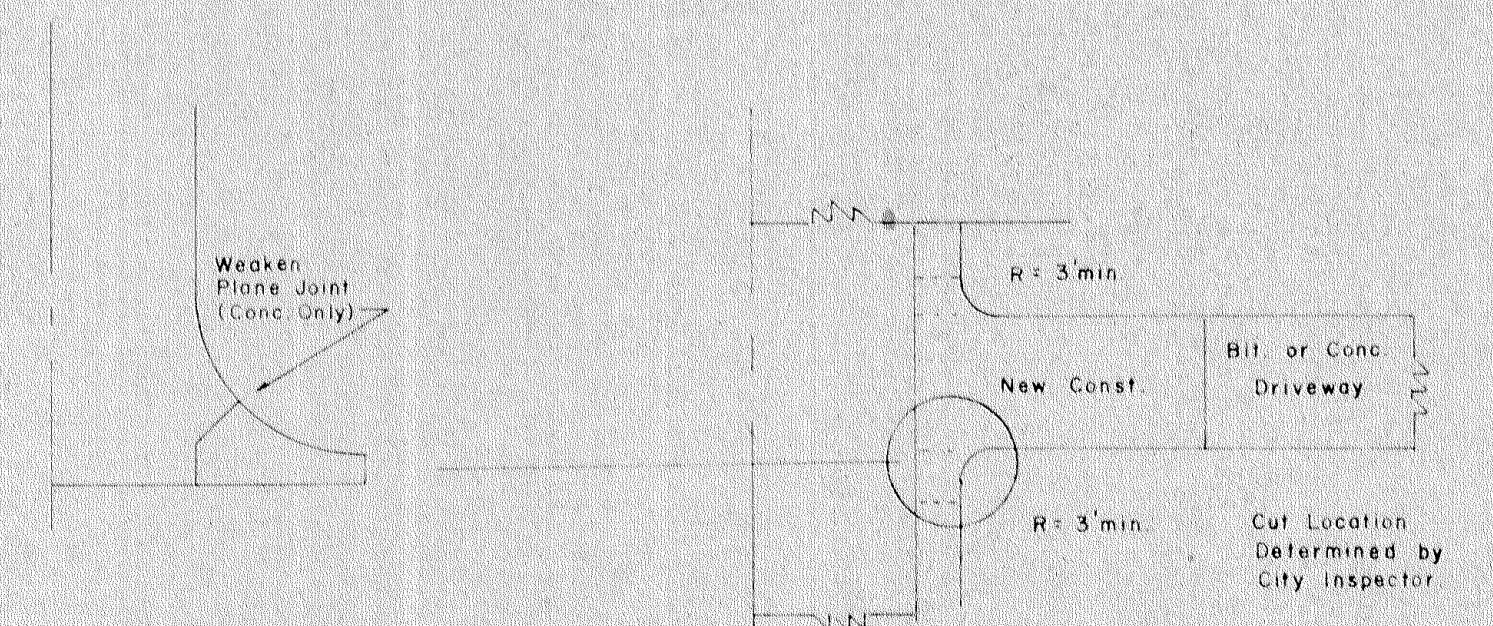
DRIVEWAY DETAILS

D/W TYPE = MATERIAL TO BE USED ON DISTURBED PORTION OF D/W APPROACH

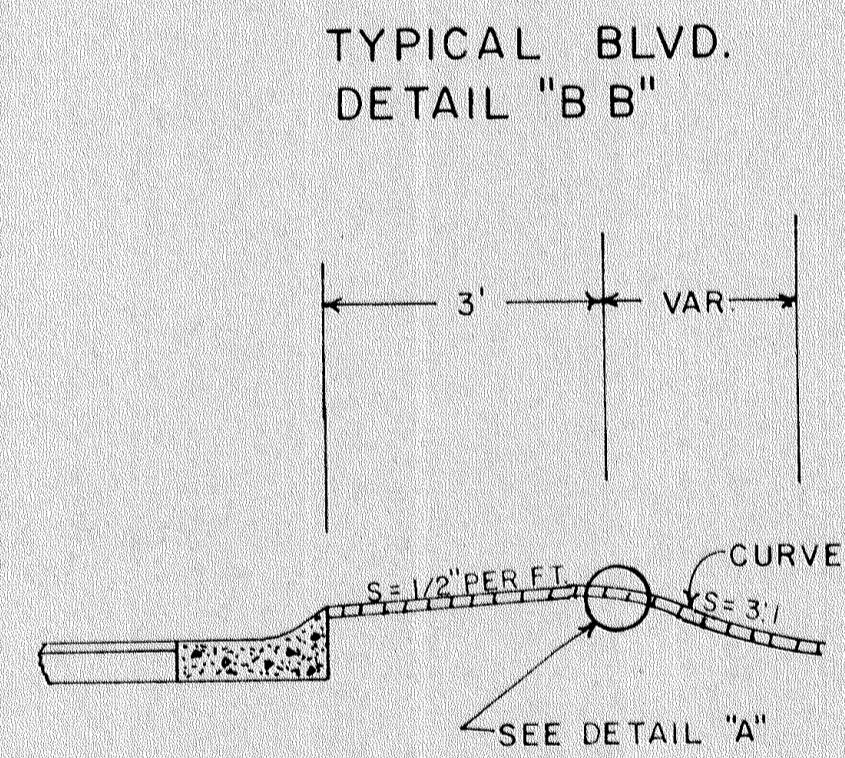
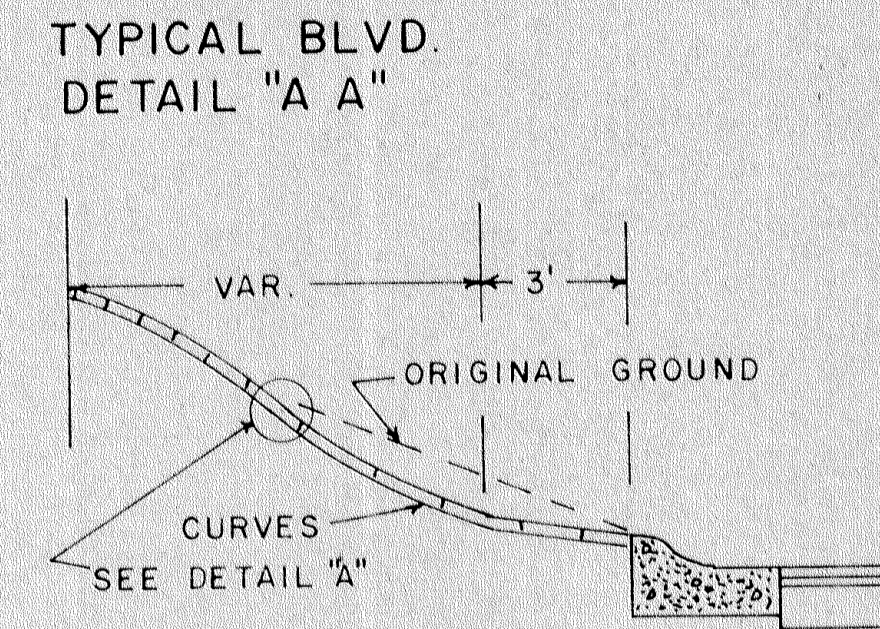
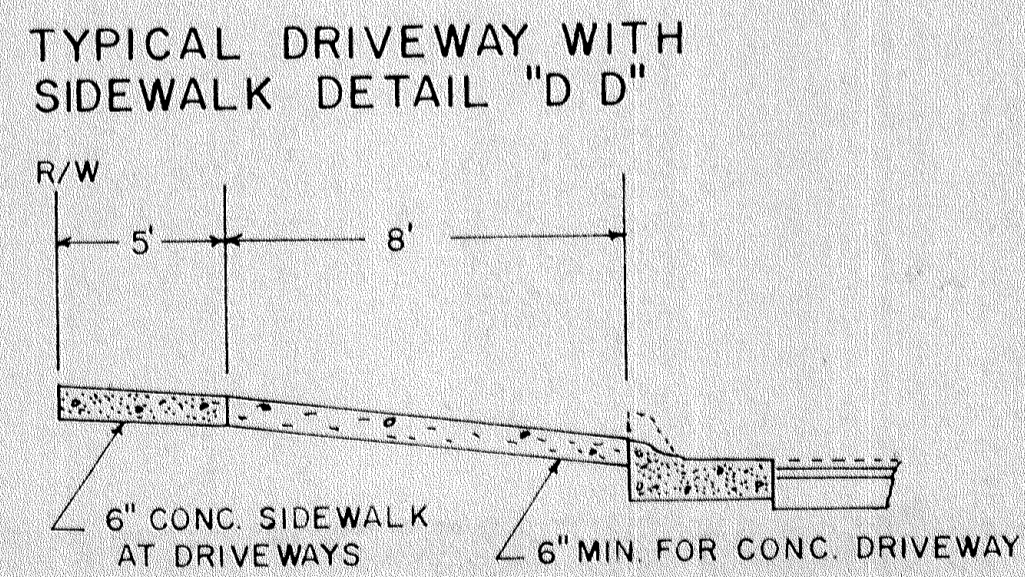
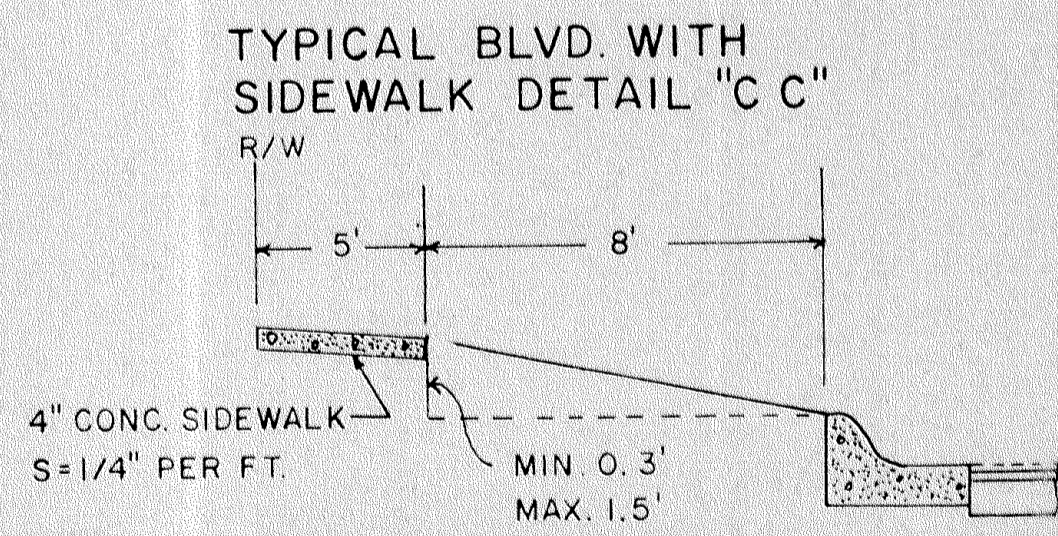
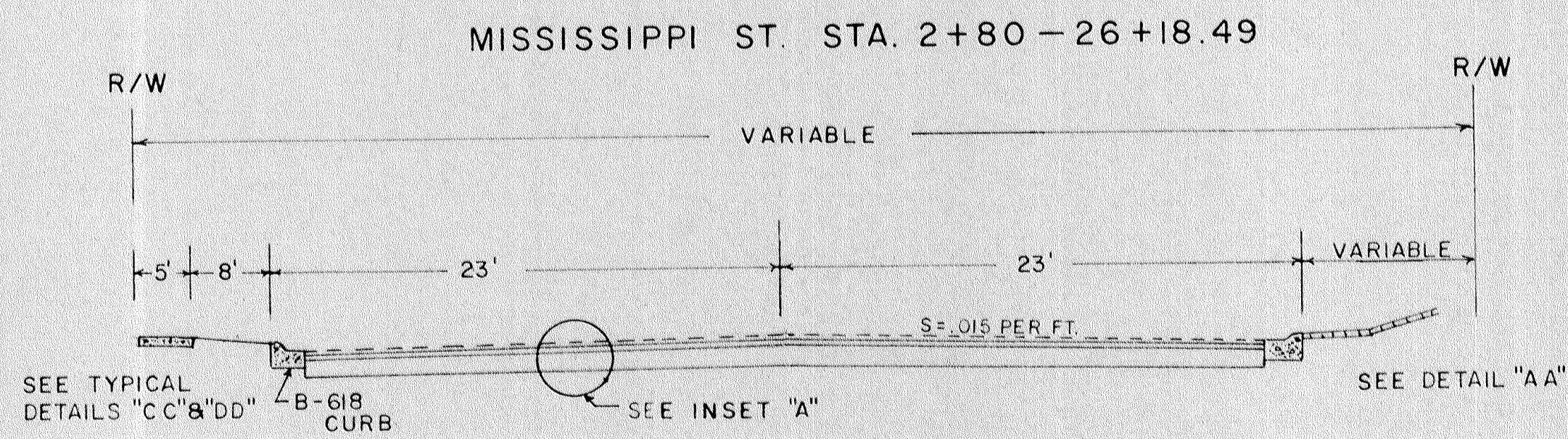
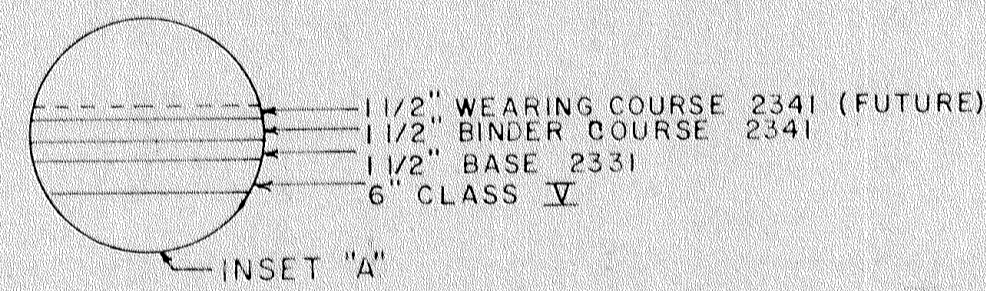
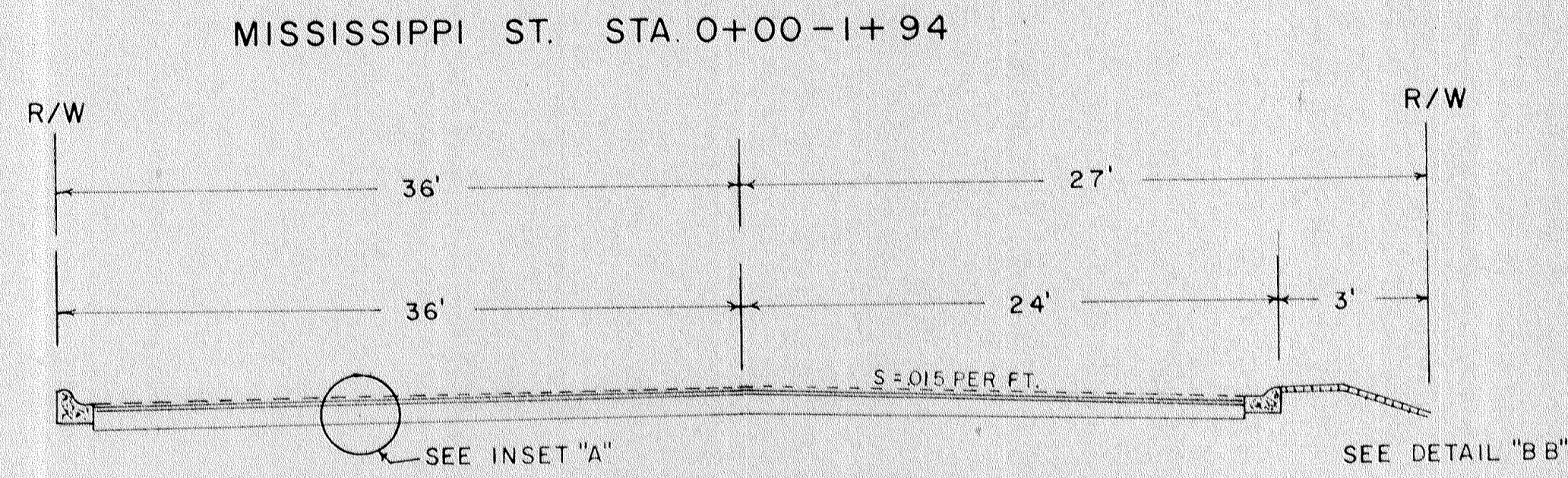
Dirt	2" Class V
Rock	2" Rock
Blacktop	2" Bit Mat With 3" Class V Base
Concrete	Concrete Slab Same As Existing



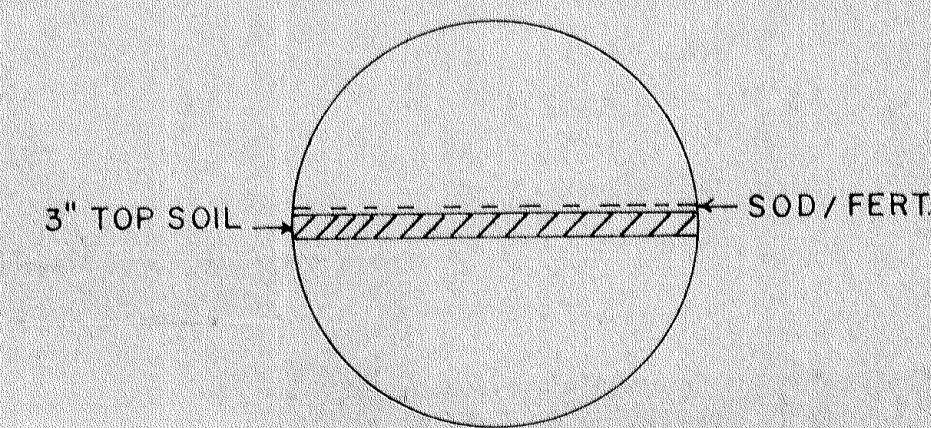
BLOCK



TYPICAL X-SECTIONS



DETAIL "A" PLANTING SOIL



CITY OF ERIN