

## GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN, ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE INSTALLED IN ACCORDANCE WITH THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MNMUTCD), AND PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS."

### THIS PLAN CONTAINS 69 SHEETS

## INDEV

	INL	JEX
SHEET NO.		DESCRIPTION
	TITLE SHEET	
2	STATEMENT C	OF ESTIMATED QUANTITIES
3	TABULATIONS	1
4-7	TYPICAL SECT	TIONS
8 - 10	DETAILS	
11 - 12	CONSTRUCTION	ON PLAN
13 - 18	PEDESTRIAN	CURB RAMP DETAILS
19	CONSTRUCT	ON NOTES
20 - 23	STAGING PLA	sN .
24 - 37	EXISTING SIG	NAL PLANS
38 - 62	TRAFFIC CON	TROL PLANS
63 - 69	SIGNING AND	STRIPING PLANS
TATE AID ENGINE		DATE
Approved	CITY OF AN	IDOVER ENGINEER ,20
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Approved	CITY OF COO	00 ,20 ,20 ,20 ,20 ,20 ,20 ,20 ,20 ,20 ,
Approved	ANOKA CO	3-25,20 2-
		TITLE SHEET
ECT 002-0	609-021	Sheet 1 of 69 Sheets

STATEMENT	OF ESTIMATE	
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				TOTAL PROJECT QUANTITIE
NOTES	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED
	2021.501		LUMP SUM	1
	2102.503 2104.502	PAVEMENT MARKING REMOVAL SALVAGE CASTING	LIN FT EACH	28568
3	2104.502	SALVAGE CASTING SALVAGE SIGN	EACH	17
5	2104.502	REMOVE DRAINAGE STRUCTURE	EACH	7
2	2104.502	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	731
1,2	2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	2778
1,2	2104.503	REMOVE CURB & GUTTER	LIN FT	2007
.,=	2104.503	REMOVE BITUMINOUS CURB	LIN FT	400
	2104.504	REMOVE BITUMINOUS MEDIAN	SQ YD	191
	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	834
2	2104.518	REMOVE CONCRETE WALK	SQ FT	392
2	2104.518	REMOVE CONCRETE MEDIAN	SQ FT	1722
	2105.507	COMMON EXCAVATION	CU YD	1882
4,5	2211.509	AGGREGATE BASE CLASS 5	TON	32
	2215.504	FULL DEPTH RECLAMATION	SQ YD	48246
6	2232.504	MILL BITUMINOUS SURFACE (6.0")	SQ YD	48246
7	2232.604	MILL BITUMINOUS PAVEMENT (SPECIAL)	SQ YD	3707
	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	5010
9	2360.509	TYPE SP 12.5 BIT MIXTURE FOR PATCHING	TON	81
_	2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (4;B)	TON	8322
8	2360.509	TYPE SP 12.5 WEARING COURSE MIX (4;C)	TON	853
10	2360.509	TYPE SP 12.5 WEARING COURSE MIX (4;F)	TON	11467
10	2504.602		EACH	9
12	2506.502	CASTING ASSEMBLY	EACH	65
44	2506.502		EACH	7
11	2506.503	CONST DRAINAGE STRUCTURE DESIGN H	LIN FT	4.65
11	2506.503	CONST DRAINAGE STRUCTURE DES 48-4020	LIN FT	22.35
13 5	2506.602		EACH	46
5	2521.518 2521.518	4" CONCRETE WALK 6" CONCRETE WALK	SQ FT SQ FT	<u> </u>
1	2531.503	CONCRETE WALK CONCRETE CURB & GUTTER DESIGN B618	LIN FT	792
	2531.503	CONCRETE CURB & GUTTER DESIGN B618 (MOD)	LIN FT	400
1	2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	1195
14	2531.504	CONCRETE MEDIAN	SQ YD	231
	2531.618	TRUNCATED DOMES	SQ FT	502
10	2545.602	ADJUST HANDHOLE	EACH	1
16	2550.602	LOOP DETECTOR DESIGN NMC 6'X6'	EACH	82
16	2550.602	LOOP DETECTOR DESIGN NMC 6'X10'	EACH	1
16	2550.602	LOOP DETECTOR DESIGN NMC 6'X12'	EACH	1
	2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1
7,18,26	2563.601	TRAFFIC CONTROL (STAGE 1)	LUMP SUM	1
7,18,27	2563.601	TRAFFIC CONTROL (STAGE 2)	LUMP SUM	1
7,18,28	2563.601	TRAFFIC CONTROL (STAGE 3A)	LUMP SUM	1
7,18,28	2563.601	TRAFFIC CONTROL (STAGE 3B)	LUMP SUM	1
7,18,29	2563.601	TRAFFIC CONTROL (STAGE 4A)	LUMP SUM	1
7,18,29	2563.601	TRAFFIC CONTROL (STAGE 4B)	LUMP SUM	1
	2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	1
	2563.602	RAISED PAVEMENT MARKER TEMPORARY	EACH	142
	2563.610	POLICE OFFICER	HOUR	120
19	2563.613	PORTABLE CHANGEABLE MESSAGE SIGN	UNIT DAY	140
3	2564.602		EACH	17.00
10	2565.602		EACH	16
20	2573.502 2574.507	STORM DRAIN INLET PROTECTION COMMON TOPSOIL BORROW	EACH CU YD	
21	2575.504	EROSION CONTROL BLANKETS CATEGORY 0	SQ YD	275
21	2575.504	REMOVABLE PREFORM PAVEMENT MARKING TAPE	LIN FT	4909
~~	2581.618	REMOVABLE PREFORMED PAVEMENT MESSAGE TAPE	SQ FT	16
	2582.503	4" SOLID LINE PAINT	LIN FT	3070
23	2582.503	4" SOLID LINE MULTI COMP	LIN FT	21570
23	2582.503	4" BROKEN LINE MULTI COMP	LIN FT	4178
23	2582.503	4" DOTTED LINE MULTI COMP	LIN FT	134
23	2582.503	8" DOTTED LINE MULTI COMP	LIN FT	120
23,24	2582.518	PAVT MSSG PREF THERMO	SQ FT	3993
23	2582.603	PAVEMENT MARKING SPECIAL	LIN FT	590

	CONSTRUCTION NOTES
	VCLUDES CURB REPLACEMENT QUANTITY OF 600 LIN FT NOT SHOWN ON THE PLAN, TO BE USED TO REPLACE SEGMENTS OF
	DETERIORATED CURB AS DIRECTED BY THE ENGINEER.
	REFERENCE DETAILS (PAGE 8) FOR REMOVAL DETAILS
	TEM USED FOR SIGNS IN MEDIAN AND/OR PEDESTRIAN RAMP REPLACEMENT AREAS. EXCAVATION AND DISPOSAL OF EXISTING GRADING MATERIAL IS INCIDENTAL TO AGGREGATE BASE CLASS 5.
	TEM TO BE USED FOR NEW CONCRETE WALK.
6 C	DETAIL MILLING AROUND MANHOLES, CATCH BASINS, GATE VALVES, AND ALONG CURB LINE IS INCIDENTAL TO THIS ITEM.
7 N	TEM USED FOR MILLING STREET APPROACHES AND/OR DETAIL MILLING AREAS AS IDENTIFIED IN THE PLAN. DETAIL MILLING AROUND MANHOLES, CATCH BASINS, GATE VALVES, AND ALONG CURB LINE IS INCIDENTAL TO THIS ITEM. SEE DETAILS (PAGE 9) FOR STREET MPROACH RAMP DETAIL.
	TREET APPROACHES SHALL BE PAVED AFTER MAINLINE PAVING BUT BEFORE FINAL STRIPING.
	TEM INCLUDES BITUMINOUS PATCHING AROUND NEW CURB, STORM STRUCTURE REPAIRS, AND ANY POTHOLES.
	TEM SHALL BE ADJUSTED ONLY AS NECESSARY AS DETERMINED BY THE ENGINEER.
11   F	AY HEIGHT IS MEASURED FROM INVERT OF OUTLET PIPE TO TOP OF PRECAST CONCRETE STRUCTURE PLUS AN ALLOWANCE OF 0.70 THE TOR THE DEPTH OF THE CONCRETE BASE, REGARDLESS OF ITS ACTUAL THICKNESS. CONCRETE ADJUSTMENT RINGS ARE INCIDENTAL. CONNECTIONS TO EXISTING STORM SEWER ARE INCIDENTAL.
	TEM INCLUDES FULL REPLACEMENT OF CASTING ADJUSTMENT RINGS. SEE STORM TABULATIONS FOR RING HEIGHTS.
	TEM INCLUDES GROUTING OF INVERTS, DOGHOUSES, RINGS, AND CASTINGS AS REQUIRED (SEE DRAINAGE TAB, PAGE 3).
	TEM USED FOR CONCRETE MEDIAN.
	ULL LOOP REPLACEMENT REQUIRED. CONTRACTOR SHALL CONTACT ANOKA COUNTY TO DETERMINE PLACEMENT. SIGNAL PLANS ARE
	VICLUDED AT THE END OF THIS PLAN. INCLUDES ADVANCE LOOPS ON SIDE STREETS (OUTSIDE OF MILL AREA, NOT SHOWN IN PLANS).
	CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN TEMPORARY SIGNAGE WHENEVER EXISTING SIGNAGE IS REMOVED. TEMPORARY
S	SIGNAGE SHALL BE INCIDENTAL TO TRAFFIC CONTROL.
	IL TRAFFIC CONTROL DEVICES SHALL CONFORM TO, AND BE INSTALLED IN ACCORDANCE WITH, THE MOST CURRENT REVISION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."DO NOT PASS, PASS WITH CARE, NO CENTER STRIPE, AND STOP
	IERE ON RED SIGNS SHALL BE INPLACE WHENEVER PERMANENT PAVEMENT MARKINGS ARE NOT PRESENT.
	MESSAGE BOARDS, ONE ON THE EACH END OF PROJECT, WILL BE INSTALLED 10 DAYS PRIOR TO ANY CONSTRUCTION. MESSAGE
B	IOARDS TO REMAIN IN PLACE FOR DURATION OF THE PROJECT AND MESSAGES ADJUSTED ACCORDINGLY; REFERENCE STRIPING PLAN
	YPE 1 FERTILIZER AND TYPE 25-121 SEED ARE INCIDENTAL TO THIS ITEM.
	ENTERLINE AND LANE DESIGNATION SKIPS TO BE APPLED AS SOON AS POSSIBLE ON EACH NEW LIFT OF PAVEMENT; SKIPS MUST BE
	NPLACE BEFORE THE CONTRACTOR LEAVES FOR THE DAY. CONTRACTOR IS TO REMOVE PRIOR TO FINAL PAINT STRIPING.
	INAL STRIPING SHALL BE INSTALLED WITHIN 72 HOURS OF COMPLETION OF MAINLINE WEAR COURSE PAVING.
<u> </u>	NCLUDES THERMOPLASTIC GORE AREA HATCHING, CROSSWALKS, LANE DESIGNATION ARROWS, AND PAVEMENT MESSAGES. STAGE 1 ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TURN AND RIGHT-THRU
	ARE I ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TORN AND RIGHT-THRU ANES (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, STORM SEWER REPAIR, WALK, SIGNAL LOOP DETECTOR
	REPLACEMENT, PATCHING, AND RESTORATION). REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC
	CONTROL MUST BE COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC
	CONTROL ZONE LAYOUTS FIELD MANUAL.
	TAGE 2 ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN ANES, AND SHOULDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEWER REPAIR, SIGNAL LOOP
	DETCECTOR REPLACEMENT, PATCHING, AND RESTORATION) REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL
	RAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY
т	RAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.
s	STAGE 3 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON
28 E	XCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.
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28 E C 29 S 20 E	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2. REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MINDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL. STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2. REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MINDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL. STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2. REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST
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28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         JURRENT REVISIONS OF BOTH THE MMUTCD AND THE MNDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MINDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         JURRENT REVISIONS OF BOTH THE MMUTCD AND THE MNDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         VEFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MINDOT TEMPORARY TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MINDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         IMNOOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.
28 F C 29 F	EXCAVATION, BİTUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         TAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       48" DIA. PRECAST SHALLOW DEPTH CATCH BASIN         40
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MVDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         TAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MVDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST CONCRETE BASE         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH BASIN         4024A       40° DIA. PRECAST SHALLOW DEPTH CATCH BASIN         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH BASIN         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EEFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MN/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         TAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         WILL APPLY ON THIS PROJECT.
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MVDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         TAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MVDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST CONCRETE BASE         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH BASIN         4024A       40° DIA. PRECAST SHALLOW DEPTH CATCH BASIN         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH BASIN         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         SUBRENT REVISIONS OF BOTH THE MMUTCD AND THE MNOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         TAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         XCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         CURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MV/DOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES       PLATE NO.         DESCRIPTION       SHELAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT: ALL TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         URRENT REVISIONS OF BOTH THE MUTCD AND THE MWDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         YURRENT REVISIONS OF BOTH THE MUTCD AND THE INDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STRENT REVISIONS OF BOTH THE MUTCD AND THE INDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         WINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         9 LATE NO.       DESCRIPTION         10001       SHORD         10002       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         40061       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         40061       MANHOLE OR CATCH BASIN FOR USE WITHOUT TRAFFIC LOADS) (2 SHEETS)         4026A       CONCRETE ENCASED CONCRETE BASIN
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         UURRENT REVISIONS OF BOTH THE MMUTCD AND THE MNDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         XCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         YURRENT REVISIONS OF BOTH THE MMUTCD AND THE MNDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STREET REVISIONS OF BOTH THE MMUTCD AND THE MNDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         WINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         9006L       MONDOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       CONCRETE ENCASED CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       CONCRETE ENCASED CONCRETE BASE
28 F C 29 F	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         URRENT REVISIONS OF BOTH THE MUNUTCD AND THE MYDORT TEMPFOR ACT TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XXXAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS ATAGINS AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS ATAGINS AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EVERFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS AND AND AND AND AND AND AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS AND AND THE MWUNCT ALL TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MWUTCD AND THE MWUNCT ALT TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MWUNCT AND THE PROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4008L       MANHOLE OR CA
28 F C 29 F	EXCAVATION, DITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         UNRENT REVISIONS OF BOTH THE MUNDT TEMPORARY TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         UNRENT REVISIONS OF BOTH THE MUNDT TEMPORARY TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XXXAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING AVOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         SURRENT REVISIONS OF BOTH THE MUTCD AND THE MUDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4008L       MANHOLE OR CATCH BASIN PERCAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN FOR MANHOLE OR CATCH BASIN         4020A       48° DIA PRECAST OCONCRETE BASE         4020J       MANHOLE OR CATCH BASIN OF CONCRETE BASE
28 F 28 S 29 F 24/2020	EXCAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLANT WITH THE MOST         URRENT REVISIONS OF BOTH THE MUNUTCD AND THE MYDORT TEMPFOR ACT TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         STAGE 4 (A & B) ENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         XXXAVATION, BITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS ATAGINS AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS ATAGINS AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EVERFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS AND AND AND AND AND AND AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         EFFERENCE THE TRAFFIC CONTROL PLANS FOR STAGINS AND AND THE MWUNCT ALL TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MWUTCD AND THE MWUNCT ALT TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         SURRENT REVISIONS OF BOTH THE MMUTCD AND THE MWUNCT AND THE PROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4008L       MANHOLE OR CA
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EXACIDES SHALL BE PAVED AFTER MAILINE PAVING BUT EFFORE FINAL STREPING.           BITUMINOUS AFTOR AROUND NEW CURB, STORM STRUCTURE REVEARS, XMD AWP POTHOLES.           ADJUSTED ONLY AS INCESSARY AS DETERMINED BY THE ENORMERER.           MERUIRED CONNINERT OF OULD TIPE PTO TO TO FO PRECAST CONCRETE STRUCTURE PLUS AN ALLOWANCE OF 0.70           DEPTH OF THE CONCRETE BASE, RECARADLESS OF FIS ACTUAL THICKNESS. CONCRETE ADJUSTMENT RINKS ARE           INVECTIONS TO CONTRACTING PROFENT OWNER AND AND COSTINGS AS REQUIRED FOR RANGE TAB FARE 3).           STORMERT OF CONTRACTING PROFENT OWNER AB HOUSS BEFORE STARTING OPERATION.           VALCEMENT CONTRACTING PROFENT OWNER AB HOUSS BEFORE STARTING OPERATION.           VALCEMENT REDUCT CONTRACTING PROFENT OWNER AB HOUSS BEFORE STARTING OPERATION.           VALCEMENT REDUCT CONTRACTING PROFENT OWNER AB HOUSS BEFORE STARTING OPERATION.           VALCEMENT AND OF THE PROLECT NOW DESTING AS REMEMENT BASIN TO STARTING OPERATION.           VALCEMENT AND OF THE PROLECT AND BERSTALED IN ACCORDANCE WITH, THE MOST GUIRRENT REVEICIN OF THE NAME ON UNIFORM TWAPPE CONTROL OWNERS TO NOT AND SERVICE TO AND THE PROLECT AND THE RESTALED TO THOSE THE STARTES AND ANY THE STARTE AND STORT TRALLING AND THE PROLECT MAIL DASK SHALL STARTES AND ANY TRAVENESS FOR THE DAY.           BEINED OF DURATION OF THE PROLECT MAIL DESTILLED THOSE AND SESSARD AND AND THE PROLECT AND RESTARDE AND AND THE PROLECT AND RESTARDE AND AND THE PROLECT MAIL DASK SHALL THE STARTE AND AND THE PROLECT MAIL DASK SHALL				
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SHALL FURNISH, NISTALL AND WINTAIN TEMPORARY SIGNAGE WHENEVER EXISTING SIGNAGE IS REMOVED. TEMPORARY BE INCORDATION TO TRAFFIC CONTROL. DIVISION DEVICES SHALL CONFORM TO, AND DE INSTALLED IN ACCORDANCE WITH, THE MOST CURRENT REVISION OF THE MANUA. ON UNIFORM TRAFFIC CONTROL DEVICES TO NOT PASS, PASS WITH CARE. NO CENTERS STRPE, AND STOP SIGNS SHALL BE NPLACE WHENEVER PERMANENT PAREMENT MARKINGS ARE NOT PRESSINT. ARDS, ONE ON THE EACH END OF PROJECT, WILL BE INSTALLED ID DAYS PROR TO YON YON STRUCTION. MESSAGE MAN IN PLACE FOR DURATION OF THE PROJECT MAIL BE INSTALLED ID DAYS PROR TO YON YON STRUCTION. MESSAGE STRUCTURES AFFECTED BY THE BOLGET. MIST THAVE, NLET PROJECTION. ERI AND TYPE 25-121 SEED ARE INCIDENTIAL TO THIS ITEM. DI LANE DESIGNATION SIGN TO DURAS OF COMPLETION OF WARK AND PAYEMENT MESSAGES. MANDALST CORE AREA HATCHING, CROSSWAKS, LANE DESIGNATION ARROWS, AND PAYEMENT MESSAGES. WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK AND THE RIGHT-TURN AND RIGHT-THRU INSBUT DOT LIMITED TO REPLACEMENT OF CURB. STORM SEVIER REPAR, WALK, SIGNAL LOOP DETECTOR THE COMPLIANT WITH THE MOST CURRENT REVER WEAK OWNER THE RIGHT-TURN AND RIGHT-THRU INSBUT DOT LIMITED TO REPLACEMENT OF CURB. STORM SEVIER REPAR, WALK, SIGNAL LOOP DETECTOR THE COMPLIANT WITH THE MOST CURRENT REVERING OF BOTH THE MANTED AND THE MISTOR AND THE MISTOR TO CUMPASES SALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK AND THE MISTOR AND THE PROTECT THEN INSBUT MANUEL. WEASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK AND THE MISTOR AND THE MISTOR THE DOTOL MANUEL. WEASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WURK AND SHEER REPAR, SIGNAL LOOP EPLACEMENT, PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LOOVIT ALL RAGING STANDARD PLATES. AND RESTORATION, AND MAY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2 EVATOR STANDARD PLATES. STANDARD PLATES THE TRAFFIC CONTROL DAND THE MINOTO THE CONTROL THE MOULTS SIGNAL TON AND ANY AND ALL REMAIN	PLACEMENT REQUIRED. CONTRAC	CTOR SHALL CONTACT ANOKA COU	JNTY TO DETERMINE PLACE	EMENT. SIGNAL PLANS ARE
LEE MCDENTAL TO TRAFFIC CONTROL  INTROL DEVCES STOLATION TO ADD BE INSTALLED IN ACCORDANCE WITH, THE MOST CURRENT REVENON OF THE MAULA ON UNIFORM TRAFFIC CONTROL DEVCES TO NOT PASS. PASS WITH CARE, NO SCIENTER STRIPE, AND STOP SKIENS SHALL BE INFLACE WHENCHTER PERMANENT PARKINGS ARE NOT PRESENT.  ARDS, ONE ON THE EACHEND OF PROJECT, WILL BE INSTALLED 10 DAYS PRIOR TO ANY CONSTRUCTION. RESEAGE MAIN IPLACE FOR DURATION OF THE PROJECT MUST HAVE NULLET PROTECTION.  ERAND TYPE 25:12 SEED ARE NODENTAL TO THIS TEM.  INTROL DEVCENTION THE PROJECT MUST HAVE NULLET PROTECTION.  ERAND TYPE 25:12 SEED ARE NODENTAL TO THIS TEM.  NOPLAST: GORGE AREA HATCING. CROSSWALKS, LAWE DESIGNATION ARROWS, AND PACHENT KESSAGES.  MORPLAST: GORTEOL REVENT OF CONTROL TOR THIS TEM.  INTROL DEVCENTION SHIPS TO BE APPLIED AS SOONAS POSSBILE ON EACH NEW LIFT OF PAVEMENT; SKIPS MUST BE RETHE CONTRUCTOR LEAVES FOR THE DAY. CONTRACT OR IS TO REMOVE PROTO TO INLINA PARTS RUST BE RETHE CONTRUCTOR LEAVES FOR THE DAY. CONTRACT OR IS TO REMOVE PROTO TO INLINA PARTS RUST BE RETHE CONTRUCT OR LEAVES FOR THE DAY. CONTRACT OR IS TO REMOVE PROTO TO INLINA PARTS RUST BE RETHE CONTRUCT REQURED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TURN AND RESTORATION, REFERENCE THE TRAFFIC CONTROL REAL MAKEL, NEW DESIGNATION ARROWS, AND PAVEMENT MESSAGES.  MYPASSES ALL TRAFFIC CONTROL REQURED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN UNDERSE NULLDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEVER REPAR, SUGAL LOOP ENCLOSENCE, NEATHER CONTROL REQURED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN UNDESSES ALL TRAFFIC CONTROL REQURED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN UNDERSES ALL TRAFFIC CONTROL REQURED FOR THE COMPLETION OF MULLING, RECLAMING, COMMON THE SOUNDS FELD MANUAL.  ENCOMPASSES ALL TRAFFIC CONTROL REQURED FOR THE COMPLETION OF MULLING, RECLAMING, COMMON THENDS STANDARD DE NEADEL AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 10 OZ.  ET TAFFIC CONTROL FLAWS FOR STAGING LAYO				
ANUAL ON UNIFORM TRAFFIC CONTROL DEVICES "DO NOT PASS, PASS WITH CARE, NO CENTER STRIPE, AND STOP         SIRS SHALL BE INFLACE WHENCHER PERMANENT PAVEMENT MARKINGS ARE NOT DO ANY CONSTRUCTION. MESSAGE         MANN N. PLACE FOR DURATION OF THE PROJECT MUST HAVE BULET PROTECTION.         ERAND TYPE 2-512 SEED ARE NODENTAL TO THIS ITEM.         VILL DESIGNATION SKIPS TO BE APPLED AS SOONAS POSSIBLE ON EACH NEW LIFT OF PAVEMENT, SKIPS MUST BE         RET HE CONTROL RECURSTON OF MAINLINE WEAR COURSE PAVING.         WOPLAST: GOAD RABEA HATCING, CROSSWAKES, LAND EDSIGNATION ARROWS, AND PAVEMENT MESSAGES.         WOPLAST: GOAD RABEA HATCING, CROSSWAKES, LAND EDSIGNATION ARROWS, AND PAVEMENT MESSAGES.         WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RIGHT. TURN AND ROMT. THRU NOBLY NOT LIMITED TO REPLACEMENT & CURRENT REPLAY, SIGNAL LOOD DETECTOR         PATCHING, AND RESTORATONI, REPERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LWOUT, ALL TRAFFIC TOR NORTH ATTARY THAT FILL THE TO THE CONTROL PLANS FOR STAGING LWOUT, ALL TRAFFIC THE COMPLETION OF WORK ALONG THE LIFT. THRU LANES, LEFT TURN ONLENG SIGNAL LOOD TIMED TO REPLACEMENT FOR CURRE REPAR. SIGNAL LOOD TEMPORARY TRAFFIC         LANDUTS FELD MANUAL.       MASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT. THRU LANES, LEFT TURN ONLENG, SALL TRAFFIC CONTROL PLANS FOR STAGING LWOUT, ALL TRAFFIC CONTROL PLANS FOR STAGING LWOUT, ALL TRAFFIC CONTROL MAINTON AND THE MANDOT TEMPORARY TRAFFIC         LANDUTS FELD MANUAL.       MANDED ECOMPLEND, AND RESTORATION, AND ANY AN	L BE INCIDENTAL TO TRAFFIC CON	ITROL.		
SISKES SHALL BE NPLACE WHENCYER PERMANENT PACHEMENT MARKINGS ARE NOT PRESENT. ARDS, ONE ON THE EACH FILM OF PROJECT AND MESSAGES ADJUSTED ACCORDINGLY, REFERENCE STRIPING PLAN STRUCTURES APPECTED BY THIS PROJECT MAY MESSAGES ADJUSTED ACCORDINGLY, REFERENCE STRIPING PLAN STRUCTURES APPECTED BY THIS PROJECT MAY MESSAGES ADJUSTED ACCORDINGLY, REFERENCE STRIPING PLAN STRUCTURES APPECTED BY THIS PROJECT MAY MAY MALE PROTECTION. ER AND TYPE 25-121 SEED ARE NOTBENTAL TO THIS ITEM. DI LANG DESIGNATION SKIPS TO DUES APPLE DA SI SOONAS POSSBILE ON EACH NEW LIFT OF PAKEMENT; SKIPS MUST BE RE THE CONTRACTOR LEWES FOR THE DAY. CONTRACTOR S TO REMOVE PROR TO FINAL PAINT STRIPING. SIMULE BIN STRUCTURES APPLICIES OF THE DAY. CONTRACTOR S TO REMOVE PROR TO FINAL PAINT STRIPING. SIMULE BIN STRATEC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RISKIT-TURN AND RIGHT-TURU NOBULT NOT LIMTED TO REPLACEMENT OF CURB, STORM SEWER REPAR, WAK, SIGNAL LOOP DETECTOR PACHEMA MAY. NOR DESTORATION. REFERENCE THE TARFC CONTROL PLANS FOR STAJONG UPOUT ALL TRAFFIC TE COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MANJTCD AND THE MINDT TURNER FOR AND AND MESSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RISKILLOOP ELACOMENT, PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FORM SEWER REPARS. SIGNAL LOOP ELACOMENT, PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL ROUMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE INFORMATION. SIGNAS OB OTH THE MANTED AND THE MINDTO AND AND AND AND AND THE MOST SIGNAS OB OTH THE MANTED AND THE MINDTO AND THE MANDTO TEMPORARY LONG DE ANNO, RESTORATION, REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, COMMON TUMMOUS PAYNER, RESTORATION, REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, COMMON LONG DE ANNELS. ETRAFFIC CONTROL, PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL ZONE LAYOUTS WITH THE MOST SIONS OB OTH THE MANTED AND THE MINDTO THE MEDATED ON THE COMPLETION OF MUNAL. ET				
IMMN IN PLACE FOR DURATION OF THE PROJECT AND MESSAGES ADJUSTED ACCORDINGLY, REFERENCE STRIPING PLAN STRUCTURES AFFECTED BY THIS PROJECT MAIN THAVE NUET PROTECTION.         ZER AND TYPE 25-121 SEED ARE NODENTIAL TO THIS IT HUM.         UD LAND EDSIGNATION SKIPS TO BE APPLE DAY. CONTRACTOR IS TO REMOVE PRIOR TO FNAL PAIN STREPING.         SIMUL BE INSTALLED WITHIN TO OBE APPLE DAY CONTRACTOR IS TO REMOVE PRIOR TO FNAL PAIN STREPING.         SIMUL BE INSTALLED WITHIN TO TO UNDER OF COMPLETION OF WMAININE WEAR COURSE PAINING.         WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE MORTHTURN AND RIGHT-THRU INSTALLED WITHIN THE INSTALL CAUSING OF BOTH THE MAILTCO AND THE MORTHTURN AND RIGHT-THRU INSTALLED WITHIN THE INSTALL CAUSING OF BOTH THE MAILTCO AND THE MORTHTURN AND RIGHT-THRU INSTALLED WITHIN THE MOST CURRENT REVENOING OF BOTH THE MAILTCO AND THE MORTHTURN AND RIGHT-THRU INSTALLED WITHIN THE MOST CURRENT REVENOING OF BOTH THE MAILTCO AND THE MONDOT TEMPORARY INSTALLED WITHIN THE MOST CURRENT REVENOING OF BOTH THE MAILTCO AND THE MUDOT TEMPORARY INSTALLED WITHIN THE MOST CURRENT REVENOING OF BOTH THE MAILTCO AND THE MUDOT TEMPORARY INSTALLED WITHIN THE MOST CURRENT REVENOING OF BOTH THE MAILTCO AND THE MUDOT TEMPORARY INSTALLED INSTALL         ULZ DEL LOVING RESTORATION ALD AND AND ALL REMAINING WORK THATE IS NOT INCLUDED IN STAGES IOR COMON INTIMIOUS PARAMENT.         UD ZOMEL CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING COMMON ILZ ZOME LOVING, RESTORATION ALD AND AND ALL REMAINING WORK THATE IS NOT INCLUDED IN STAGES IOR 2.         E TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING COMON ILZ ZOME LOVING, RESTORATION AND ALD REMAINING WORK THATE IS NOT INCLUDED IN STAGES IOR 2.	SIGNS SHALL BE INPLACE WHENE	VER PERMANENT PAVEMENT MARKI	INGS ARE NOT PRESENT.	
STRUCTURES AFFECTED BY THIS PROJECT MUST HAVE NLET PROTECTION.         ERAND TYPE 22-121 SEED ARE NOCIENTIAL TO THIS ITEM.         ND LAKE DESIGNATION SKIPS TO BE APPLIED AS SOONAS POSSIBLE ON EACH NEW LIFT OF PAVEMENT: SKIPS MUST BE         RET HE CONTRACTOR LEAVES FOR THE DAY. CONTRACTORY IS TO REMOVE PRIOR TO FMAN, PANT STRPING.         SHAL BE INSTALLED WITHIN 72 HOURS OF COMPLETION OF MAINLINE WEAR COURSE PAVING.         MOPLASTIC GORE AREA HATCHING, CROSSWALKS, LANE DESIGNATION ARROWS. AND PAVEMENT MESSAGES.         MYASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TURN AND RIGHT-THRU         ND DI JUNTED TO DEPLACEMENT OF CURB, STORM SEWER REPAR, WALK, SIGNAL LOOP DETECTOR         PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC         LIVOUTS FELD MANUAL.         WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN         NOLDERS INCLUDING BUT NOT LIMITED TO TARENT REVSIONS OF BOTH THE MAUTCD AND THE MODOT TEMPORARY TRAFFIC         LIVOUTS FELD MANUAL.         WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         NOLDERS INCLUDING BUT NOT THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         RUMONUS PAWING, RESTORATION, AND AVA AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 10 R2.         LENCOPHASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         INTOMUS PAWING, RESTORATION, AND AVA AND ALL REMAINING WORK T				
ND LANE DESIGNATION SKIPS TO BE APPLED AS SOONAS POSSIBLE ON EACH NEW LIFT OF PAVENENT, SKIPS MUST BE RETHE CONTRACTOR LEAVES FOR THE DAY, CONTRACTOR IS TO REMOVE PRIOR TO FMAL PANT STRPING. SHALL BE INSTALLED WITHIN 22 HOURS OF COMPLETION OF MAINLINE WEAR COURSE PAVING. MOPLASTIC GORE AREA HATCHING, CROSSWALKS, LANE DESIGNATIONA REVORTS AND APVEMENT MESSAGES. MPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TURN AND RIGHT-THRU NG BUT NOT LIMITE DTO REPLACEMENT OF CURB, STORM SEWER REPAR, WALK, SKOAL LOOP DETAIL PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT ALL TRAFFIC LE WOUTS FELLE MANUAL. WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN OLIDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEWER REPAR, SIGNAL LOOP EPIACEMENT, PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL ROULDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEWER REPAR, SIGNAL LOOP EPIACEMENT, PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL ROULDERS (INCLUDING BUT NOT HAT HE MOST SUPPRICED FOR THE COMPLETION OF MULLING, RECLAMING, GRADING, COMMON ITUMINOUS PAWING, RESTORATION, AND ANY AND ALL REWAINING WORK THAT S NOT INCLUDED IN STAGES 10 K2. IERCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MULLING, RECLAMING, GRADING, COMMON ITUMINOUS PAWING, RESTORATION, AND ANY AND ALL REWAINING WORK THAT S NOT INCLUDED IN STAGES 10 K2. ITUMINOUS PAWING, RESTORATION, AND ANY AND ALL REWAINING WORK THAT S NOT INCLUDED IN STAGES 10 K2. ITUMINOUS PAWING, RESTORATION, AND ANY AND ALL REWAINING WORK THAT IS NOT INCLUDED IN STAGES 10 K2. ITUMINOUS PAWING, RESTORATION, AND ANY AND ALL REWAINING WORK THAT IS NOT INCLUDED IN STAGES 10 K2. ITUMINOUS PAWING, RESTORATION, AND ANY AND ALL REWAINING WORK THAT IS NOT INCLUDED IN STAGES 10 K2. ITUMINOUS PAWING, RESTORATION, AND AUL AND THE MONOT TEMPORATY TRAFFIC CONTROL L	STRUCTURES AFFECTED BY THIS	PROJECT MUST HAVE INLET PROTE		
RETHE CONTRACTOR LEAVES FOR THE DAY. CONTRACTOR IS TO REMOVE PROR TO FINL PART STRIPPIG.         SIMUL DE WITNIY TO HOURS OF COMPLETION OF MANUNE WEAR COURSE PAYNO.         RMOPLASTIC GORE AREA HATCHING, CROSSWALKS, LANE DESIGNATION ARROWS, AND PAYEMENT MESSAGES.         WTASSES ALL TRAFFIC CONTROL REQURED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TURN AND RIGHT-THRU INSURT NOT UNIT DE NORTH ACEMENT OF OURB, STORM SEVER REPARK, WALK, SIGNAL LOOP DETECTOR         PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT, ALL TRAFFIC TER COMPLETION OF STORM SEVER REPARK, WALK, SIGNAL LOOP DETECTOR         PATCHING, AND RESTORATION, REPERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT, ALL TRAFFIC         RASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN OLDERS (INCLUDING NEETSORATION) REFERENCE THE TRAFFIC CONTROL SPORT STAGING LAYOUT, ALL TRAFFIC OLTONG PLANS FOR STAGING LAYOUT, ALL TRAFFIC OLTONG PLANS FOR STAGING LAYOUT, ALL TRAFFIC OLTONG PLANS FOR STAGING COMMON TRUMING WEST THE TRAFFIC OLTONG PLANS FOR STAGING COMMON TRUMING WORK THAT IS NOT INCLUDED IN STAGES 10 CM2.         VELZONE LAYOUT SELED MANUAL.       IENCOMPASSES ALL TRAFFIC CONTROL PLANS WAND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 10 CM2.         VELZONE LAYOUT SELED MANUAL.       IENCOMPLANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MONT INCLUDED INSTAGES 10 CM2.         VELZONE LAYOUT SELED MANUAL.       IENCOMPASSES ALL TRAFFIC CONTROL PLANS WAND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 10 CM2.         VELZONE LAYOUT SELED MANUAL.       IENCOMPASSES ALL TRAFFIC CONTROL CONTROL PORT TREPOCATION OF MILING.			ΟΝ ΕΔΩΉ ΝΕΊΜ ΠΕΤ ΟΕ ΡΔ	VEMENT: SKIPS MUST BE
NMOPLASTIC GORE AREA HATCHING, CROSSWALKS, LANE DESIGNATION ARROWS, AND PAVEMENT MESSAGES.         WRASES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE RIGHT-TURN AND RIGHT-THRU         NBUT NOT LIMITED TO REPLACEMENT OF CURB, STORM SEWER REPAR, WALK, SIGNAL LOOP DETECTOR         PATCHING, ADD RESTORATION), REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT, ALL TRAFFIC         1E COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MUNDOT TEMPORARY TRAFFIC         MASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN         OUDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURRE, MEDIAN, STORM SEWER REPAR, SIGNAL LOOP         PENACEMENT, TAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE EMODOT TEMPORARY TRAFFIC         OLZ ZONE LAYOUTS FEEL DMANUAL.         10 MORPASSES ALL TRAFFIC CONTROL RESIDENT REVISIONS OF BOTH THE MUTCD AND THE MUDOT TEMPORARY TRAFFIC         10 MONPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         10 MONPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAMING, GRADING, COMMON         10 MONPASSES ALL TRAFFIC CONTROL AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         10 THATE MUTCD AND THE MUDOT TEMPORARY TRAFFIC CONTROL AND FECLAMING, GRADING, COMMON         10 MOND STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINSTRATION,         10 THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINSTRATION,                    INDOT STANDARD PLATES, APPROVED BY THE	RE THE CONTRACTOR LEAVES FO	OR THE DAY. CONTRACTOR IS TO F	REMOVE PRIOR TO FINAL P	AINT STRIPING.
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THE COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE IMMUTCD AND THE MINDOT TEMPORARY TRAFFIC ELAYOUTS FELD MANUAL. WASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-THRU LANES, LEFT-TURN OULDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEWER REPAR, SIGNAL LOOP EPIACEMENT, PATCHING, AND RESTORATION, REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGMS LAYOUT. ALL ROL MUST BE COMPLIANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MAUTCD AND THE WINDOT TEMPORARY ROL 20NE LAYOUTS FELD MANUAL. DENCOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON ITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2. THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL PLANS FOR STAGING COMMON ITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2. THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL PLANS RECLAIMING, GRADING, COMMON ITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2. THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT ALL TRAFFIC CONTROL MUST BE COMPLEXINT WITH THE MOST SIONS OF BOTH THE MINDOT TEMPORARY TRAFFIC CONTROL PLANS FELD MANUAL.				
ELAYOUTS FELD MANUAL         WPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF WORK ALONG THE LEFT-TIRU LANES, LEFT-TURN         QUIDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEWER REPAIR, SIGNAL LOOP         EPACEMENT, PATCHING, AND RESTORATION) REFERENCE THE TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL         NOLDERS (INCLUDING BUT NOT LIMITED TO REPLACEMENT OF CURB, MEDIAN, STORM SEWER REPAIR, SIGNAL LOOP         PEACOMPLANT WITH THE MOST CURRENT REVISIONS OF BOTH THE MAUTCD AND THE MVDOT TEMPORARY         NOTE LAYOUTS FIELD MANUAL.         PEACOMPASSES ALL TRAFFIC CONTROL REQUIRED FOR THE COMPLETION OF MILLING, RECLAIMING, GRADING, COMMON         ITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         E TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL COME LAYOUTS FELD MANUAL.         INDINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         E TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL DINELING RECLAIMING, GRADING, COMMON         ITUMINOUS PAVING, RESTORATION, AND ANY AND ALL REMAINING WORK THAT IS NOT INCLUDED IN STAGES 1 OR 2.         INMODIT STANDARD PLATES.         INNODT STANDARD PLATES         INMODT STANDARD PLATES         INMODT STANDARD PLATES         INTO STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES       PLATE NO.         PL				
#E TRAFFIC CONTROL PLANS FOR STAGING LAYOUT. ALL TRAFFIC CONTROL MUST BE COMPLIANT WITH THE MOST         SIGNS OF BOTH THE MMUTCD AND THE MNUDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL.         THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT.         MINDOT STANDARD PLATES         VIELD STANDARD STANDARD PLATES         VIELD STANDARD PLATES         VIELD STANDARD PLATES         VIELD STANDARD STANDARD PLATES         VIELD STANDARD STANDARD PLATES         VIELD STANDARD STANDARD PLATES         VIELD STANDARD STANDARD STANDARD PLATES         VIELD STANDARD STANDARD STANDARD STANDARD STANDA	ROL ZONE LAYOUTS FIELD MANUA ENCOMPASSES ALL TRAFFIC CO ITUMINOUS PAVING, RESTORATION IE TRAFFIC CONTROL PLANS FOR SIONS OF BOTH THE MMUTCD ANI	NL. NTROL REQUIRED FOR THE COMPL N, AND ANY AND ALL REMAINING WO R STAGING LAYOUT. ALL TRAFFIC CO D THE MIVDOT TEMPORARY TRAFFI	LETION OF MILLING, RECLA NRK THAT IS NOT INCLUDED DNTROL MUST BE COMPLIA IC CONTROL ZONE LAYOUT	IMING, GRADING, COMMON ) IN STAGES 1 OR 2. INT WITH THE MOST IS FIELD MANUAL.
SHALL APPLY ON THIS PROJECT.         IMNDOT STANDARD PLATES         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       48" DIA. PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR CATCH BASIN (FOR DESIGN B CURBS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR CATCH BASIN (FOR DESIGN B CURBS) - CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7100H       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS	HE TRAFFIC CONTROL PLANS FOR	R STAGING LAYOUT. ALL TRAFFIC CO	ONTROL MUST BE COMPLIA	NT WITH THE MOST
SHALL APPLY ON THIS PROJECT.         IMNDOT STANDARD PLATES         PLATE NO.       DESCRIPTION         3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       48" DIA. PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR CATCH BASIN (FOR DESIGN B CURBS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR CATCH BASIN (FOR DESIGN B CURBS) - CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7100H       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS				
Image: Micro Micr	THE FOLLOWING STANDARD		AL HIGHWAY ADMINISTRATIO	Ν,
3007E       SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES         4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       48° DIA. PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE OR CATCH BASIN         4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) – CASTING NO. 715 AND 716         4134A       CURB BOX CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         STATEMENT OF ESTING QUANTITIES	N		S	<b>v</b>
4006L       MANHOLE OR CATCH BASIN PRECAST - DESIGNS G AND H         4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       48" DIA PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4024A       48" DIA PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4024A       48" DIA PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4110F       COVER CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS				_
4011E       PRECAST CONCRETE BASE         4020J       MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS) (2 SHEETS)         4024A       48" DIA. PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE OR CATCH BASIN         4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4134A       CURB BOX CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         STATEMENT OF ESTING QUANTITIES				
4024A       48" DIA. PRECAST SHALLOW DEPTH CATCH BASIN - DESIGN SD         4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE OR CATCH BASIN         4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) - CASTING NO. 715 AND 716         4134A       CURB BOX CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         STATEMENT OF ESTING QUANTITIES	4011E	PRECAST CONCRETE BAS	SE	
4026A       CONCRETE ENCASED CONCRETE ADJUSTING RINGS         4101D       RING CASTING FOR MANHOLE OR CATCH BASIN         4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) – CASTING NO. 715 AND 716 AND 716         4134A       CURB BOX CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825 4154B         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES 7100H         7113A       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V) 7113A         700KA       COUNTY         GHWAY DEPT.       STATEMENT OF ESTIN QUANTITIES				:15)
4110F       COVER CASTING FOR MANHOLE (FOR USE IN ALL TRAFFIC AREAS) – CASTING NO. 715 AND 716         4134A       CURB BOX CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825 4154B         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES 7100H         CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL 8000J         CHANNELIZERS         JOKA COUNTY         GHWAY DEPT.	4026A CC	DNCRETE ENCASED CONCRETE ADJ	IUSTING RINGS	
4110F       AND 716         4134A       CURB BOX CASTING FOR CATCH BASIN (FOR DESIGN B CURBS)- CASTING NO. 825         4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         STATEMENT OF ESTING QUANTITIES				715
4154B       CATCH BASIN GRATE CASTING - CASTING NO. 816         7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         STATEMENT OF ESTIN QUANTITIES	4110F	AND 716	,	
7038A       DETECTABLE WARNING SURFACE TRUNCATED DOMES         7100H       CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)         7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         STATEMENT OF ESTIN QUANTITIES         GHWAY DEPT.				5
7113A       CONCRETE APPROACH NOSE DETAIL         8000J       CHANNELIZERS         IOKA COUNTY       STATEMENT OF ESTIN QUANTITIES         GHWAY DEPT.       GHWAY DEPT.	7038A DET	TECTABLE WARNING SURFACE TRUN	VCATED DOMES	
8000J     CHANNELIZERS       IOKA COUNTY     STATEMENT OF ESTIM QUANTITIES       GHWAY DEPT.     GHWAY DEPT.				_
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GHWAY DEPT. STATE AID PROJECT 002-609-021 Sheet 2 of 69	NOKA COUNTY			
STATE AID PROJECT 002-609-021 Sheet 2 of 69				
	GHWAY DEPT.	STATE AID PROJECT	002-609-021	Sheet 2 of 69
		STATE AID PRUJECI_		Oneer _ 2 OT _ 09

	BASIS OF PLANNED QUANTITIES												
2357	BITUMINOUS MATERIAL FOR TACK COAT	0.05 GAL / SQ YD											
2211	AGGREGATE BASE CLASS 5	1.8 TONS / CU YD (CV)											
2360	ALL BITUMINOUS PAVEMENT	115 LBS / SQ YD / IN THICKNESS											
2581	REMOVABLE PREFORM PAVEMENT MARKING TAPE	2' AT 50' INTERVALS											
2575	SEED MIXTURE 25-121	61 LBS./ ACRE											
2574	FERTILIZER TYPE 3	350 LBS./ ACRE											

							I HEREBY CERTIFY THAT THIS PLAN 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.	DRAWN BY DATE DATE		ANOKA COUNTY	
							PRINT NAME:GERALD J. AUGE JR	DESIGN BYAPA DATE03/24/2020		HIGHWAY DEPT.	
NO NAME:	DATE P:\20-01-00\CSA	BY .H_09_(TH <sup>-</sup>	CKD 0-CSAH11	REVISION roposed\PROPOSE	03/24/2020 ED1.dgn	3:26:07 PM		CHECKED BY DATE DATE	ANOKA COUNTY		STATE AID P

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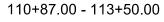
						S	TORM DR	AINAGE TA	АВ				
NUMBER	TYPE	ACTION	NEW CASTING TYPE	FURNISH AND INSTALL CASTING ASSEMBLY			RING HEIGHT -INCIDENTAL-	REMOVE DRAINAGE STRUCTURE	GROUT CATCH BASIN OR MANHOLE	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	CONNECT TO EXISTING STORM SEWER -INCIDENTAL-	NOTES
				EACH	EACH	EACH	LIN FT	EACH	EACH	LIN FT	LIN FT	EACH	
93	СВ	GROUT STRUCTURE							1				
95	СВ	GROUT STRUCTURE							1				
96	CB	RE-RING	A	1			1.2						
99	CB	GROUT STRUCTURE							1				
100	СВ	RE-RING	С	1			1.2						
101	CB	RE-RING	С	1			1.0						
103	СВ	RE-RING	С	1			0.8						
104	СВ	RE-RING	С	1			0.7						
105	СВ	GROUT STRUCTURE							1				
107	СВ	RE-RING	С	1			1.3						
108	СВ	OK											
109	СВ	RE-RING	A-7D	1			0.9						
110	СВ	RE-RING	A-7D	1			0.4						
111	СВ	RE-RING	A	1			1.2						
112	СВ	GROUT STRUCTURE							1				
113	CB	GROUT STRUCTURE							1				
114	CB	RE-RING	A-7D	1			0.8						SALVAGE CASTING GRATE
115	CB	RE-RING	С	1			0.9						GROUT STRUCTURE
116	CB	RE-RING	С	1			0.8						GROUT STRUCTURE
117	СВ	RE-RING	A	1			0.7						
118	CB	GROUT STRUCTURE							1				
119	CB	RE-RING	С	1			0.9						
120	CB	GROUT STRUCTURE							1				
121	CB	RE-RING	С	1			1.1						
122	СВ	GROUT STRUCTURE							1				
123	СВ	GROUT STRUCTURE							1				
124	CB	GROUT STRUCTURE							1				
125	CB	RE-RING	С	1			0.9						
126	CB	RE-RING	С	1			0.3		1				GROUT STRUCTURE
127	CB	RE-RING	A	1			0.4						
128	CB	RE-RING	С	1			0.6						
129	CB	RE-RING	В	1			0.5						
130	CB	RE-RING	A	1			1.1						
131	СВ	RE-RING	A	1			1.0						
132	СВ	GROUT STRUCTURE							1				GROUT RINGS
133	CB	GROUT STRUCTURE							1				GROUT RINGS
134	CB	RE-RING	A	1			1.0		1				
135	СВ	RE-RING	A	1			1.0		1				GROUT STRUCTURE
136	CB	RE-RING	В	1			1.1						GROUT STRUCTURE
137	CB	GROUT STRUCTURE							1				
138	СВ	RE-RING	В	1			0.4						
139	СВ	RE-RING	В	1			0.4						
140	CB	RE-RING	В	1			0.6						
141	СВ	RE-RING	В	1			0.8						

NUMBER	TYPE	ACTION	NEW CASTING TYPE	FURNISH AND INSTALL CASTING ASSEMBLY EACH			RING HEIGHT -INCIDENTAL-	REMOVE DRAINAGE STRUCTURE EACH	CATCH	CONSTRUCT DRAINAGE STRUCTURE DESIGN H LIN FT	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020 LIN FT	CONNECT TO EXISTING STORM SEWER -INCIDENTAL- EACH	NOTES
142	СВ	RE-RING	A	1	EAUN	EACH	0.7	EAUN		LINFI	LINFI	EACH	
143 144	CB CB	RE-RING GROUT STRUCTURE	A	1	<sup> </sup>	$\mid$	0.5	ļ!	1				GROUT STRUCTURE
147	CB	RE-RING	В	1			0.8		1				GROUT STRUCTURE
148 149	CB CB	GROUT STRUCTURE		<b> </b>				ļ	1				
149	CB	RE-RING	A	1			1.1						
151	CB	RE-RING	B	1			2.0						
152 153	CB CB	RE-RING RE-RING	A B	1			0.5		1				GROUT STRUCTURE
154	CB	GROUT STRUCTURE		[					1				
155 156	CB CB	GROUT STRUCTURE	В	1			0.0	1			2.95	2	
157 158	CB CB	NEW STRUCTURE RE-RING	A B	1			0.55 0.6	1	1	2.75		1	GROUT STRUCTURE
158	CB	GROUT STRUCTURE					0.6		1				CLEAN OUT
160 161	CB CB	RE-RING RE-RING	B A	1			0.3		1				GROUT STRUCTURE
162	CB	RE-RING	B	1			0.9						
163 164	CB CB	RE-RING RE-RING	A	1			0.6 0.8	<sup> </sup>	1				GROUT STRUCTURE GROUT STRUCTURE
165	СВ	RE-RING	В	1			0.6		1				GROUT STRUCTURE
166 167	CB CB	RE-RING NEW STRUCTURE	B	1			0.8	1		1.9		2	
168	СВ	RE-RING	A	1			0.4		1	1.0			GROUT STRUCTURE
169 170	CB CB	NEW STRUCTURE OK	A	1	<u> </u>		0.3	1	<sup> </sup>		3.2	2	
171	СВ	ОК											
172 173	CB CB	GROUT STRUCTURE	<sup> </sup>	<u> </u>				<sup> </sup>	1				
174	СВ	RE-RING	A	1			0.3						
175 176	CB CB	GROUT STRUCTURE RE-RING	В	1		]	0.8		1				GROUT STRUCTURE
177	СВ	RE-RING	A	1			0.4		1				GROUT STRUCTURE
200 201	MH	GROUT STRUCTURE RE-RING	A-7D	1		$\vdash$			1				
203	MH	RE-RING	A-7D	1			0.3		1				POUR INVERT
204 205	MH	NEW STRUCTURE RE-RING	A-7D A-7D	1		$\vdash$	1.1	1	<sup></sup>		8.3	3	
206	MH	RE-RING	A-7D	1					1				
207 208	MH	RE-RING RE-RING	A-7D A-7D	1		$\vdash$	1.4 1.0		1				GROUT STRUCTURE
209	MH	NEW STRUCTURE	A-7D	1			0.7	1			3.7	3	GROOTORICOTORIE
210 211	MH	RE-RING RE-RING	A-7D A-7D	1	<u> </u>		0.2	<sup> </sup>	1				
212	MH	RE-RING	A-7D	1			0.4						GROUT STRUCTURE
213 259	MH	NEW STRUCTURE RE-RING	A-7D A-7D	1	<u> </u>		0.2	1	1	<u>├</u> ┦	4.2	3	
260	MH	RE-RING	A-7D	1					1				
300 301	MH	RE-RING RE-RING			1	1	0.5		1				WRAP RINGS WITH INFI-SHIELD WRAP RINGS WITH INFI-SHIELD
302	MH	RE-RING			1	1	2.6						WRAP RINGS WITH INFI-SHIELD
303 304	MH	RE-RING RE-RING			1	1	2.6 1.2						WRAP RINGS WITH INFI-SHIELD WRAP RINGS WITH INFI-SHIELD
305	MH	RE-RING		[	1	1	1.5						WRAP RINGS WITH INFI-SHIELD
306	MH		L	65	1	1	1.5		46	E	22	16	WRAP RINGS WITH INFI-SHIELD
		TOTALS:		65	7	7	55.1	7	46	5	22	16	

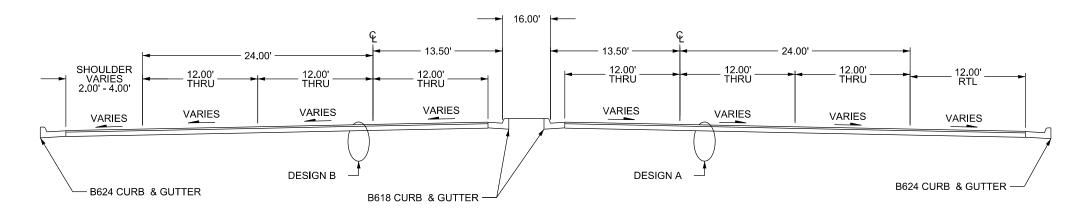
	CASTING ASSEMBLIES SUMMARY												
ASSEMBLY	CASTING CASTING BOX						QUANTITY						
A-7D	A-7D 700-7 715 STD. PLATE: 4101D, 4110F CASTING COVER STAMPED "STORM SEWER"												
A	A 24" SQUARE SEE DETAILS - SHEET 10												
В	18" MEDIAN			SEE DETAIL	.S - SHEET 10		17						
С	2X3 RECT.			NEENAH R-3067L	(OR EQUIVILENT)		12						
			ALL	CASTING HEIGHTS ARE TO	BE VERIFIED IN THE FIELD								
		ALL	MANHC	LE COVERS SHOULD BE LA	ABELED AS STORM OR SANITARY								
		NEW (	CASTIN	GS TO BE INSTALLED AFTE	R ASPHALT MILLING IS COMPLETED								
		MANH	IOLE C	ASTINGS TO BE RECESSED	) 1/4" FROM TOP OF FINISHED MAT								

								I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF	DRAWN BY	SPH DATE 03/24/2020		ANOKA COUNTY			TABULATIONS
								THE STATE OF MINNESOTA.							
								PRINT NAME:GERALD J. AUGE JR.	DESIGN BY	APA DATE 03/24/2020					
NO	DATE	BY	CKD	APPR	REVISION	03/24/2020	3:26:19 PM		CHECKED BY	PB DATE_03/24/2020	ANOKA	HIGHWAY DEPT.	STATE AID PROJECT	002-609-021	Sheet <u>3</u> of <u>69</u> Sheets
NAME:	P:\20-01-00\CSA	H_09_(TH10	0-CSAH11	6)\Base\Pro	oposed\PROPOSED1.dgn			DATE:02-21-2020 LICENSE NO26511			COUNTY		STATE AID FROJECT	002 000 021	

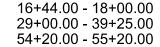
# CSAH 09 - Round Lake Blvd. EXISTING/PROPOSED SECTION



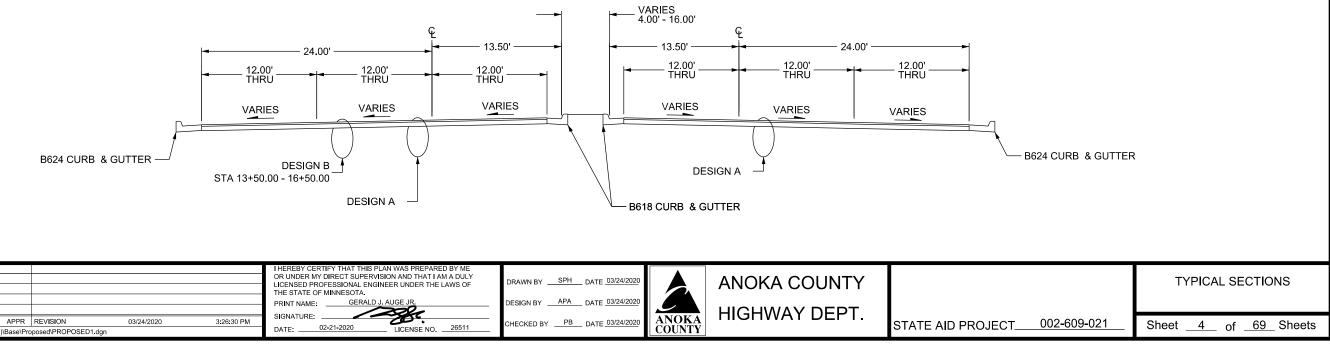
24+25.00 - 29+00.00







113+50.00 - 116+50.00 132+25.00 - 139+25.00 154+20.00 - 155+20.00



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NO	DATE	BY	CKD	APPR	REVISION	03/24/2020	3:26:30 PM		CHECKED BY PB DATE 03/24/2020	ANOKA		STATE AID PRO
									DESIGN BT DATE OULWEELD		HIGHWAY DEPT.	
								PRINT NAME: GERALD J. AUGE JR.	DESIGN BY APA DATE 03/24/2020			
								THE STATE OF MINNESOTA.				
								LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF	DRAWN BY DATE03/24/2020		ANOKA COUNTY	
								OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY	0.011			
								I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME				

CSAH 09 - Round Lake Blvd. EXISTING/PROPOSED SECTION 121+00.00 - 124+75.00 129+00.00 - 132+25.00 21+00.00 - 24+25.00 \_ VARIES 4.00' - 16.00' 14.00' - 24.00' -24.00 12.00' LTL 12.00' THRU 12.00' THRU 12.00' THRU 12<u>.</u>00' THRU 12.00' THRU 12.00' THRU 12.00' RTL VARIES VARIES VARIES VARIES VARIES VARIES VARIES VARIES DESIGN A DESIGN A B624 CURB & GUTTER ----B624 CURB & GUTTER B624 CURB & GUTTER CSAH 09 - Round Lake Blvd. **EXISTING/PROPOSED SECTION** 124+75.00 - 129+00.00 42+50.00 - 47+25.00 50+50.00 - 53+25.00 142+50.00 - 145+50.00 150+50.00 - 153+25.00 158+00.00 - 160+50.00 58+00.00 - 62+00.00 \_ VARIES 4.00' - 16.00' - 24.00' - 14.00' - 24.00' 12.00' LTL 12.00' THRU 12.00' THRU 12.00' THRU 12.00' THRU 12.00' THRU 12.00' THRU VARIES VARIES VARIES VARIES VARIES VARIES VARIES DESIGN A DESIGN A B624 CURB & GUTTER ------ B624 CURB & GUTTER B624 CURB & GUTTER

I HEREBY CERTIFY THAT THIS PLAN 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.

GERALD J. AUGE JF

/288.

LICENSE NO. \_\_\_\_\_26511

PRINT NAME:

DATE: \_\_\_\_\_02-21-2020

SIGNATURE:

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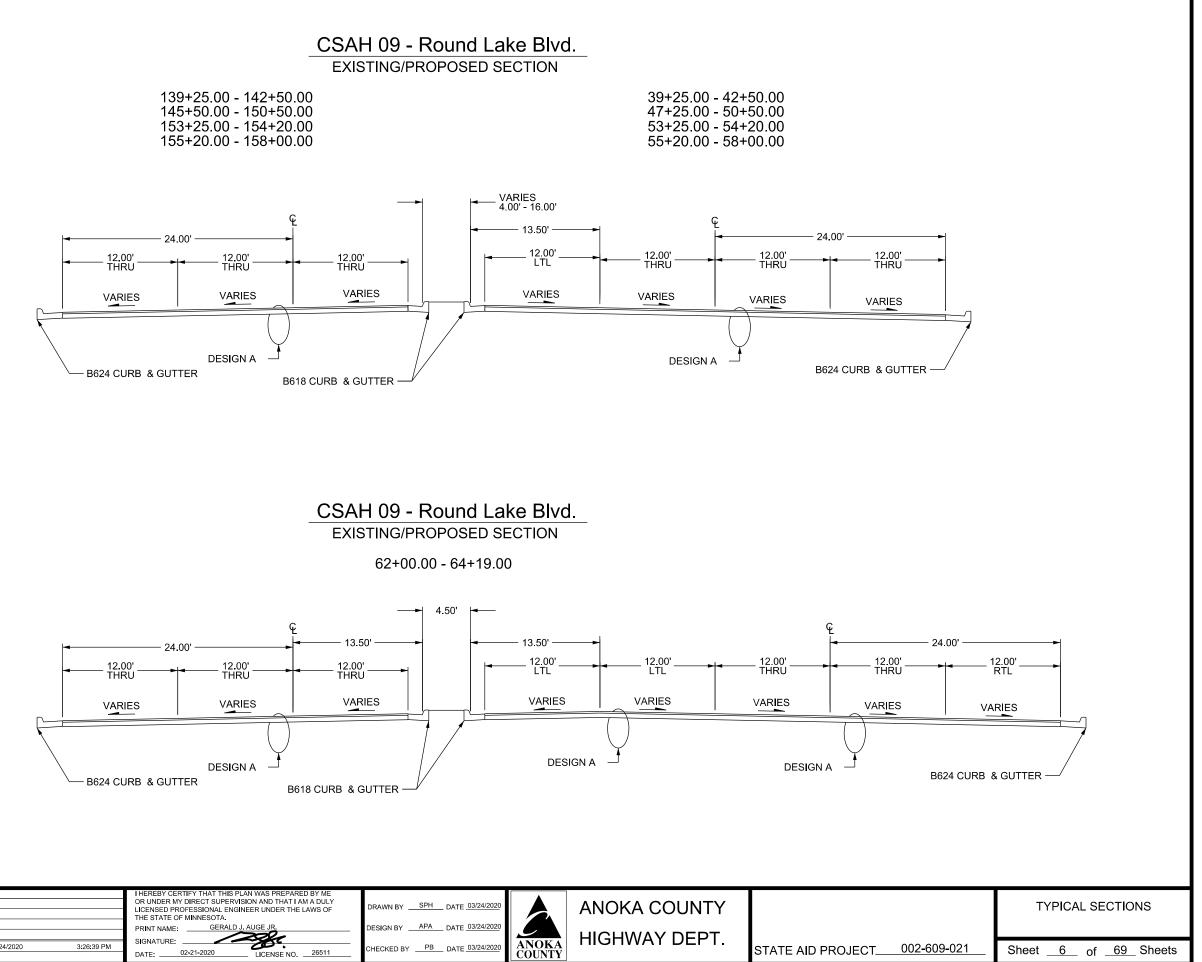
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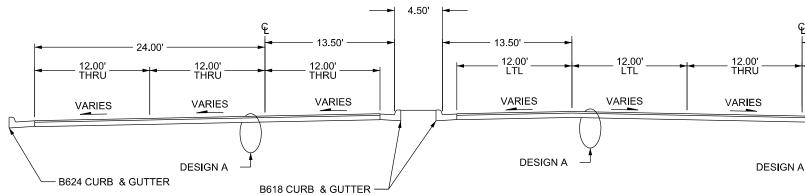
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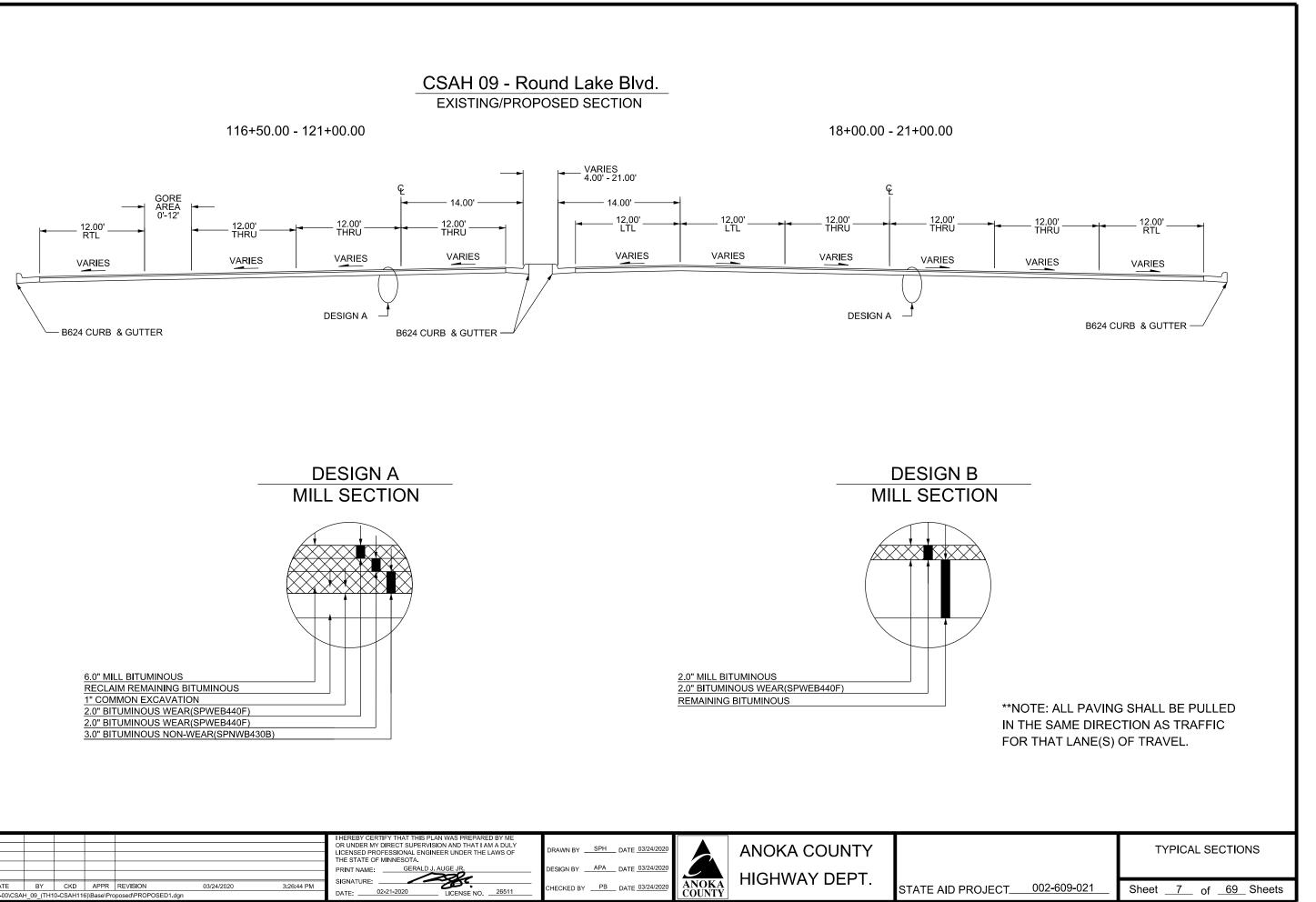
 002-609-021	TYPICAL SECTIONS
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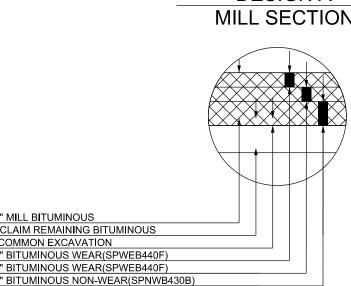


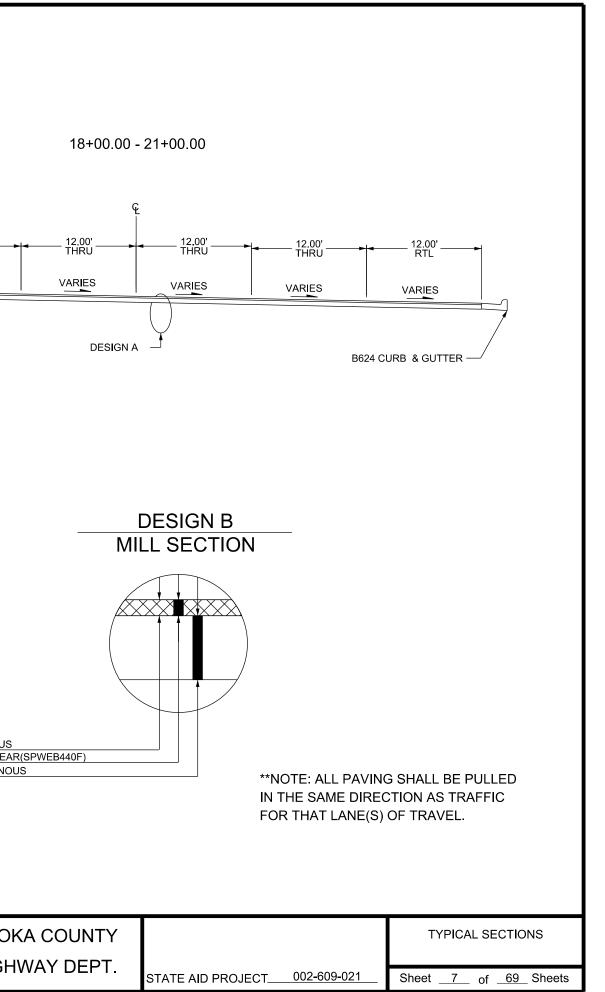




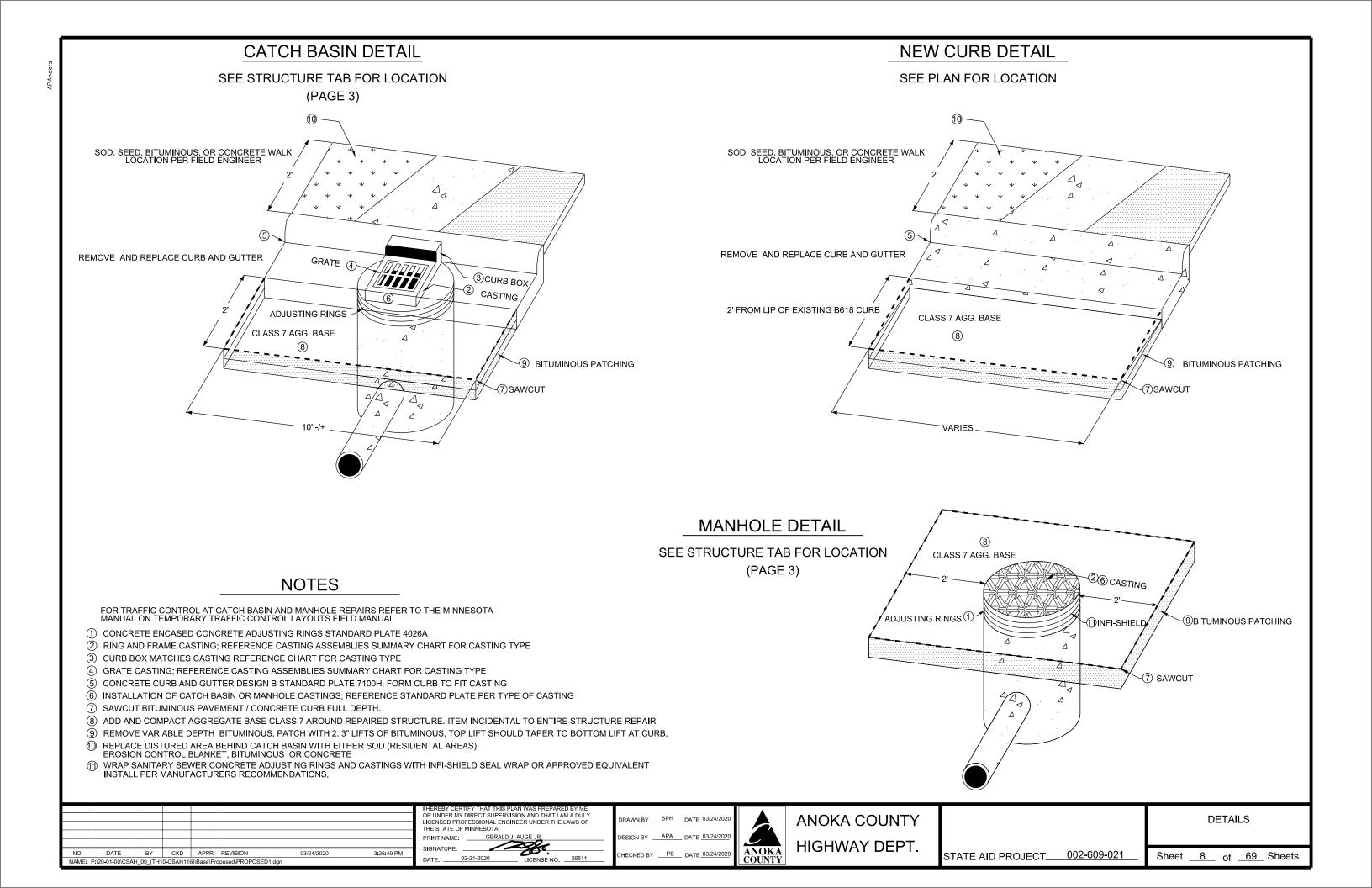
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_				-				PRINT NAME:GERALD J. AUGE JR.	DESIGN BY <u>APA</u> DATE <u>03/24/2020</u>			
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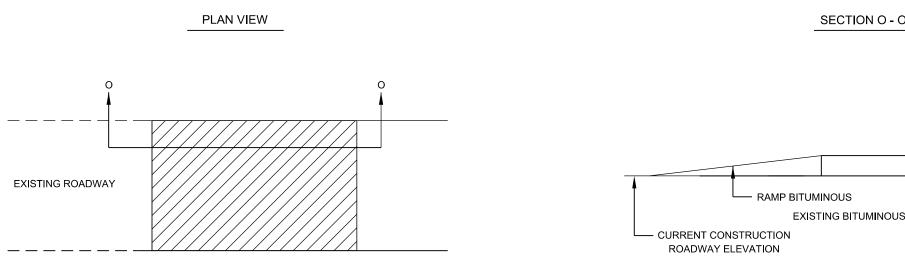




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NAME:	P:\20-01-00\CSA	H_09_(TH1	0-CSAH11	6)\Base\Pr	oposed\PROPOSED	1.dgn		DATE:02-21-2020 LICENSE NO26511		COUNTY	J	

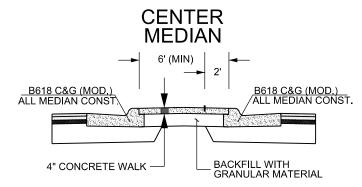


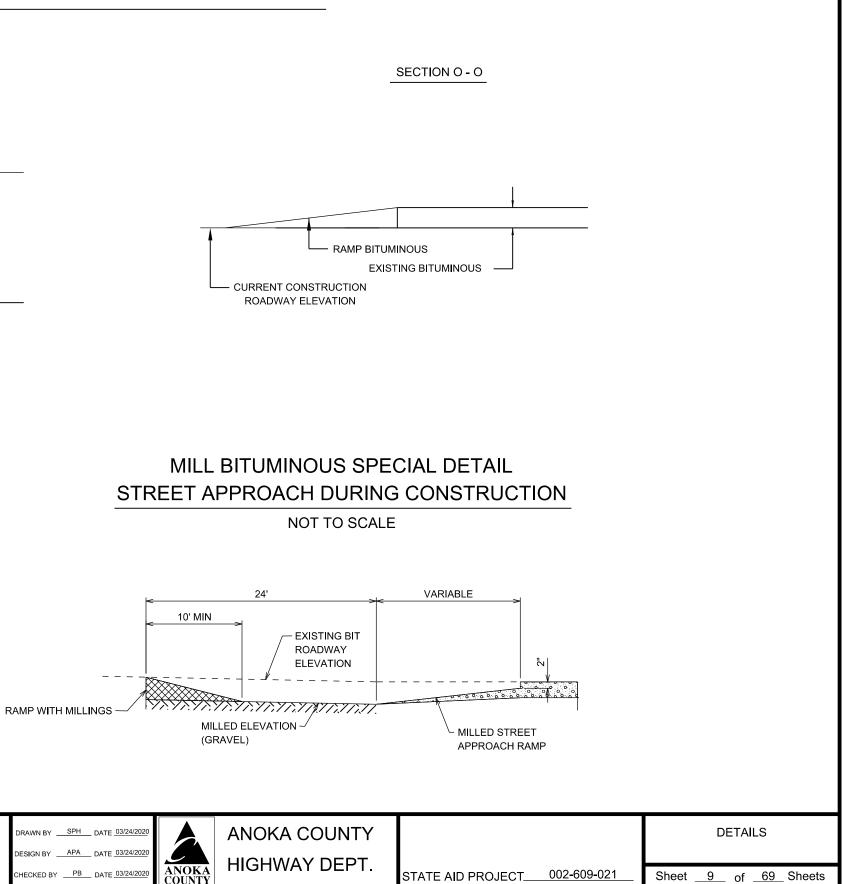
# MAINLINE RAMP DETAIL **DURING CONSTRUCTION**



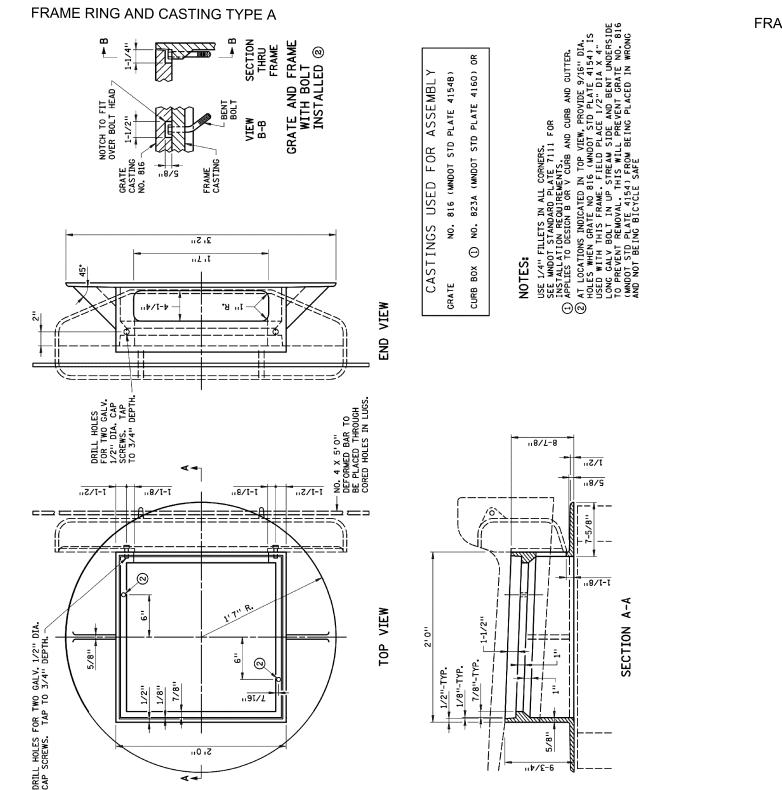
SAWCUT DETAIL

NOTE:SAWCUT IN CENTER MEDIAN WHERE DISTANCE BETWEEN BACK OF CURBLINES IS GREATER THAN SIX FEET.

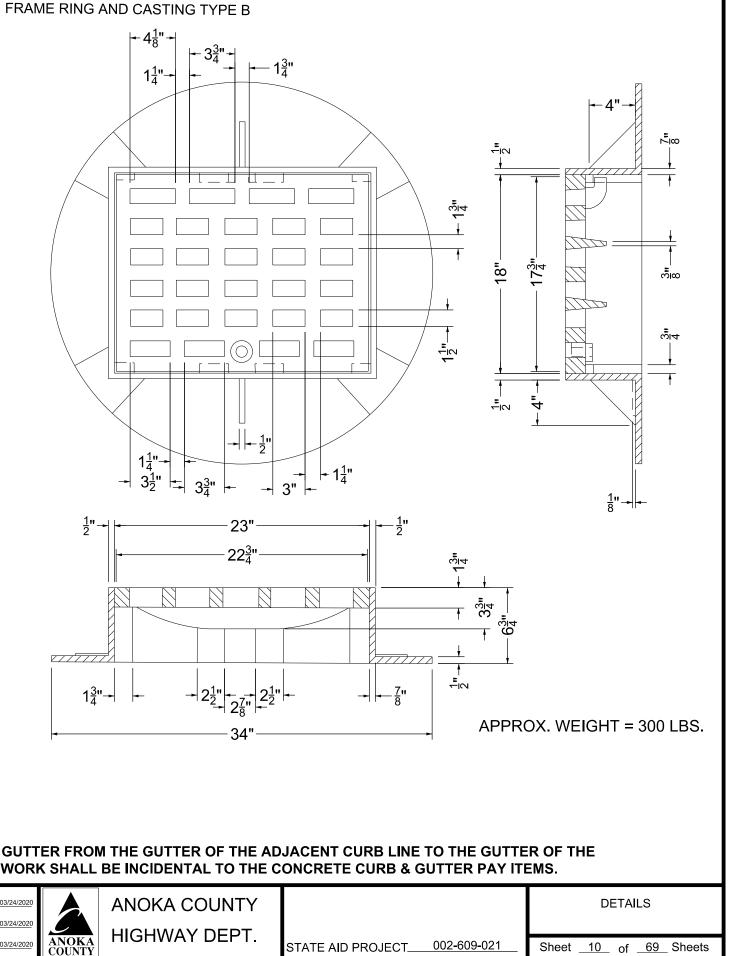


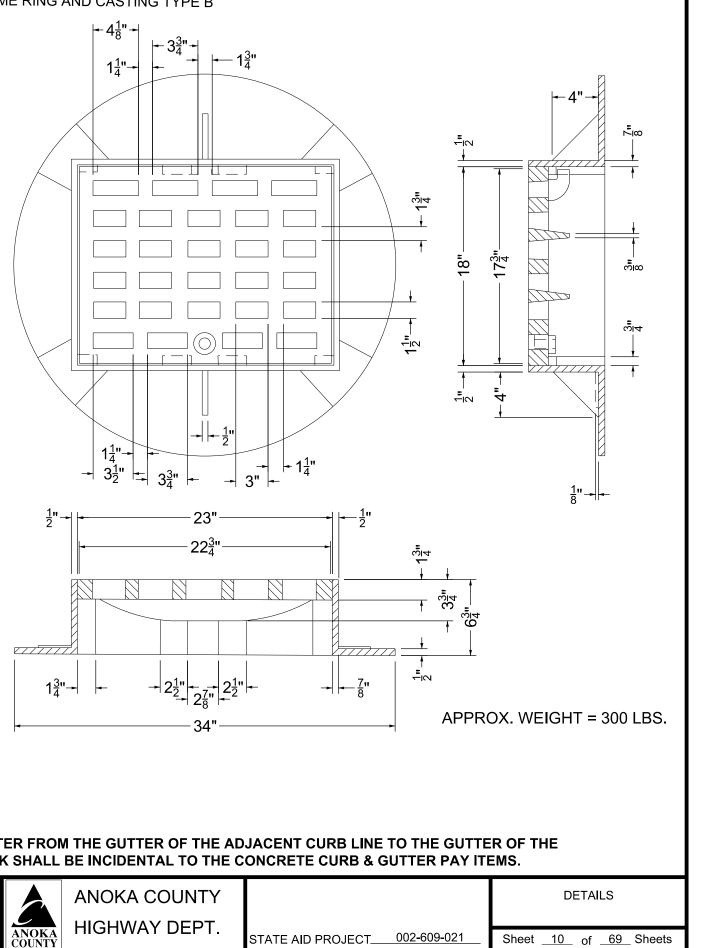


							I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	DRAWN BY DATE 03/24/2020		ANOKA COUNTY	
							PRINT NAME:GERALD J. AUGE JR.	DESIGN BY APA DATE03/24/2020		HIGHWAY DEPT.	
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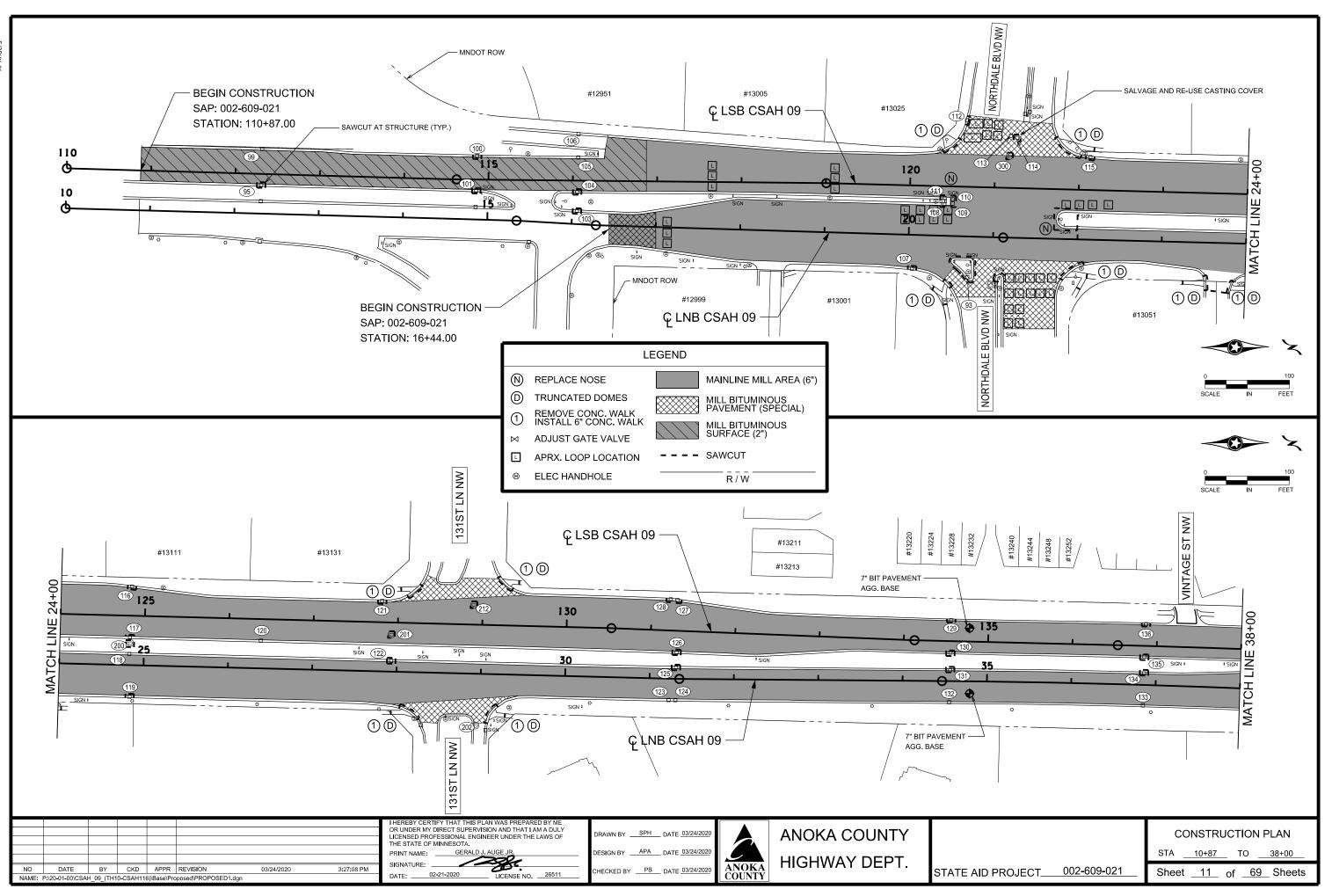
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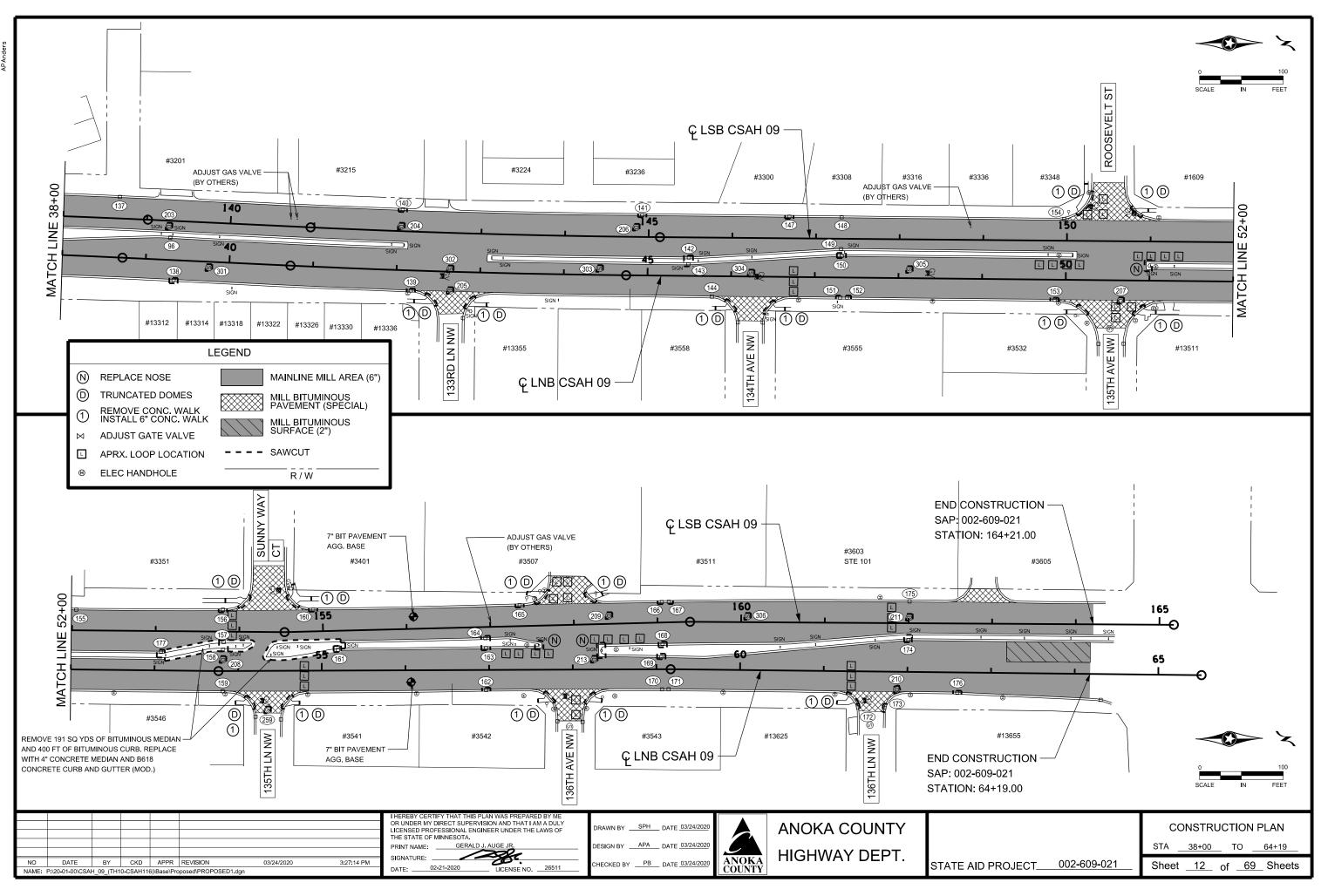


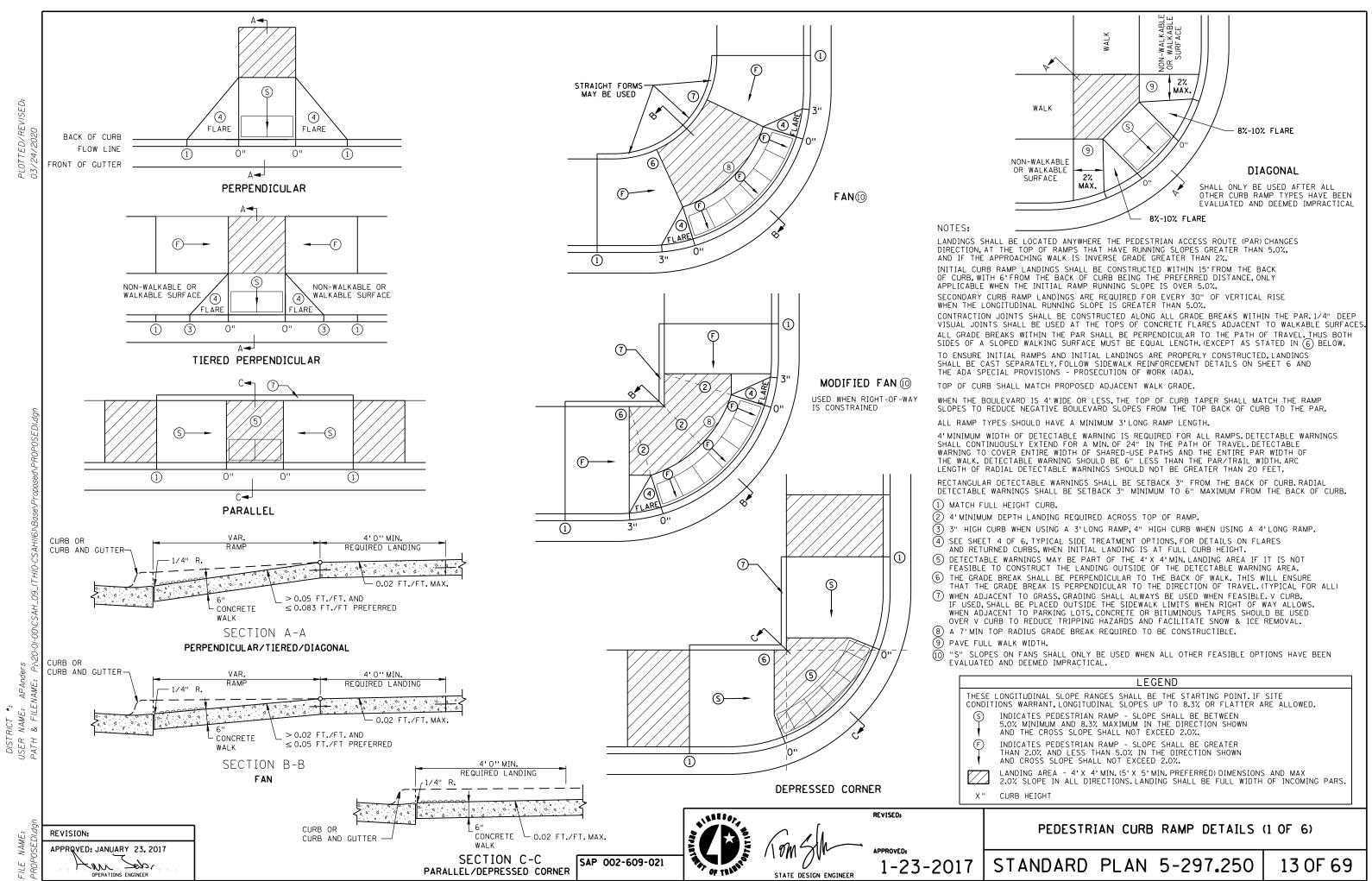
NOTE: THE CONTRATOR SHALL TAPER THE GUTTER OF CONCRETE CURB AND GUTTER FROM THE GUTTER OF THE ADJACENT CURB LINE TO THE GUTTER OF THE CASTING OVER A DISTANCE OF 3' (ON EACH SIDE OF THE CASTING). THIS WORK SHALL BE INCIDENTAL TO THE CONCRETE CURB & GUTTER PAY ITEMS.

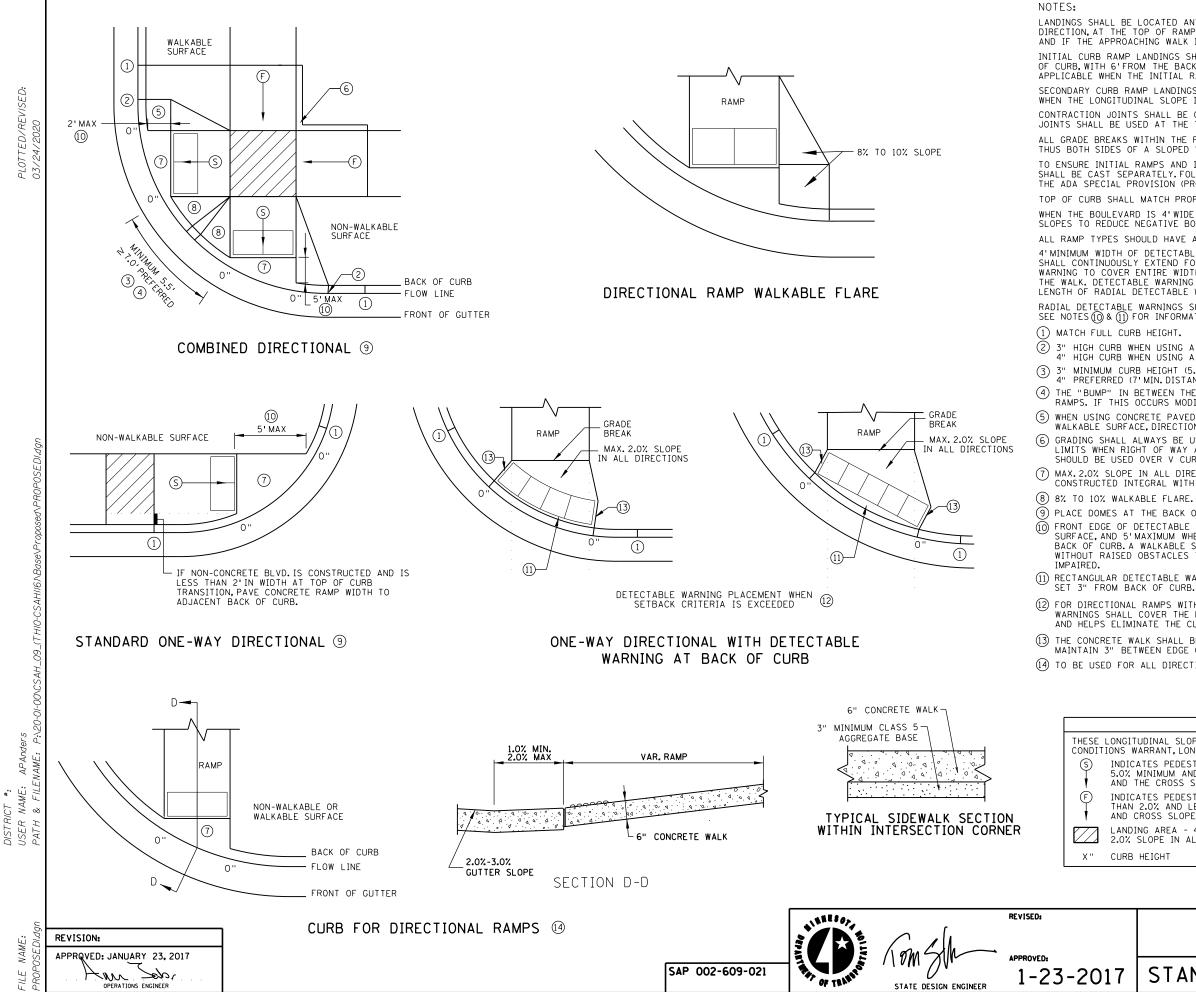
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							I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	DRAWN BY DATE DATE		ANOKA COUNTY	



AD Andore







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' ROM THE BACK OF CURB BEING THE PREFERED 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 ENTIRE WIDTH OF SHARED-USE PATH AND THE ENTIRE PAR WIDTH OF THE WALK. DETECTABLE WARNING SHOULD BE 6" LESS THAN THE PAR/PATH WIDTH.ARC LENGTH OF 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 0 & 1 For information regarding rectangular detectable warning placement. 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 should 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.  $\fbox{(7)}$  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.

X" CURB HEIGHT

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

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

(1) 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.

(4) to be used for all directional ramps, except where domes are placed along the back of curb.

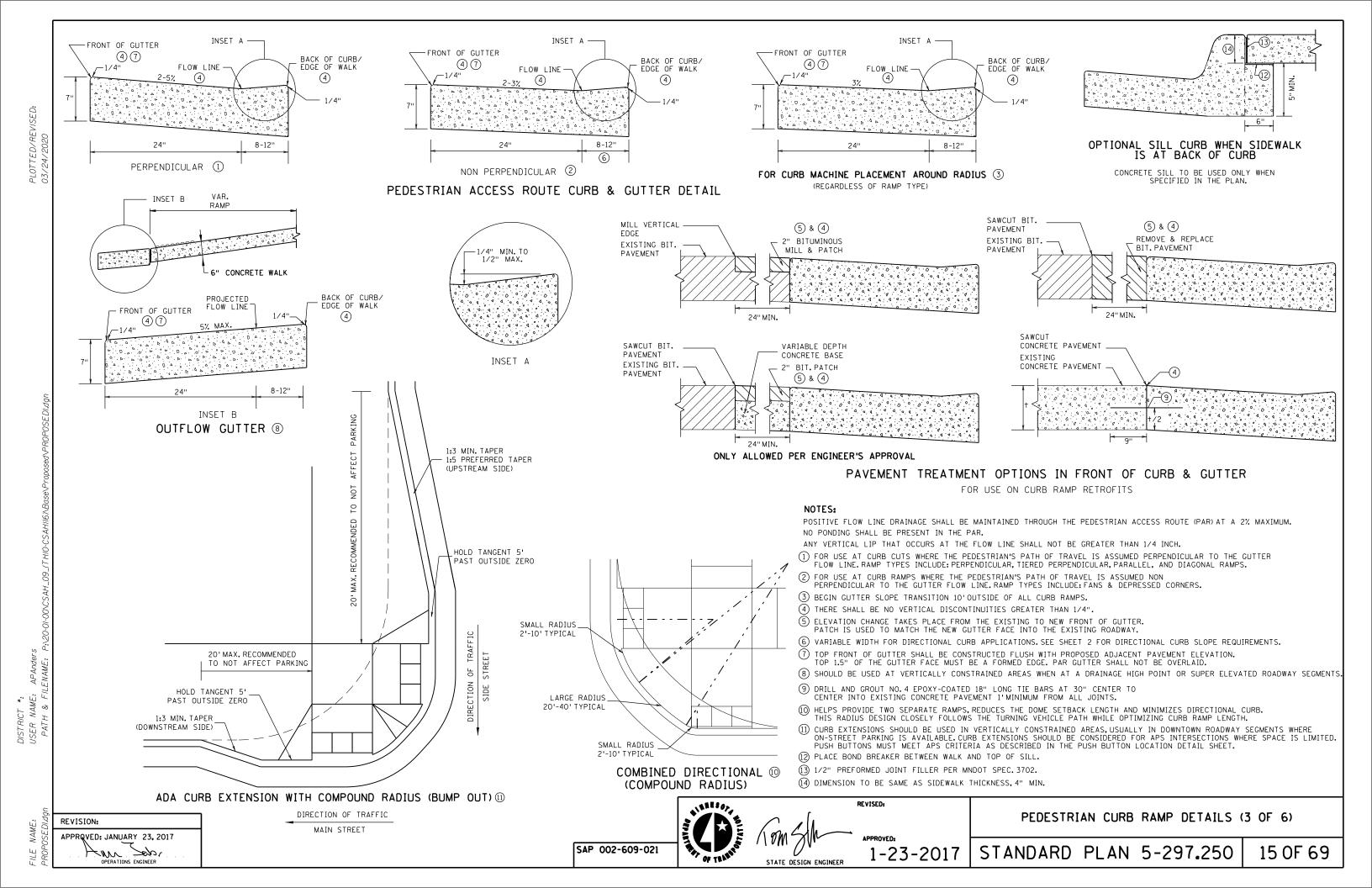
### LEGEND

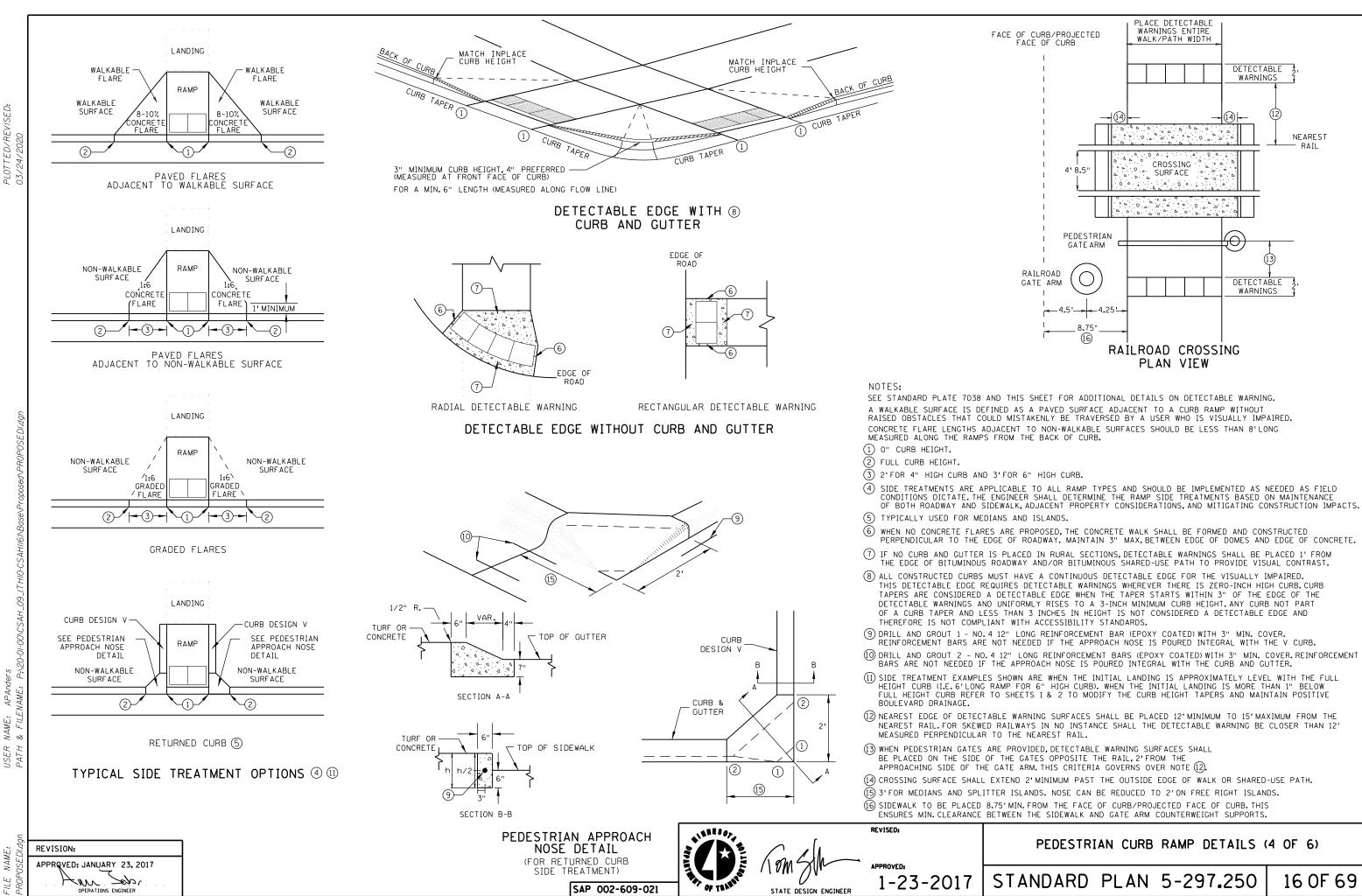
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED. INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%. INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%. LANDING AREA - 4'X 4'MIN. (5'X 5'MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

PEDESTRIAN CURB RAMP DETAILS (2 OF 6)

STANDARD PLAN 5-297.250

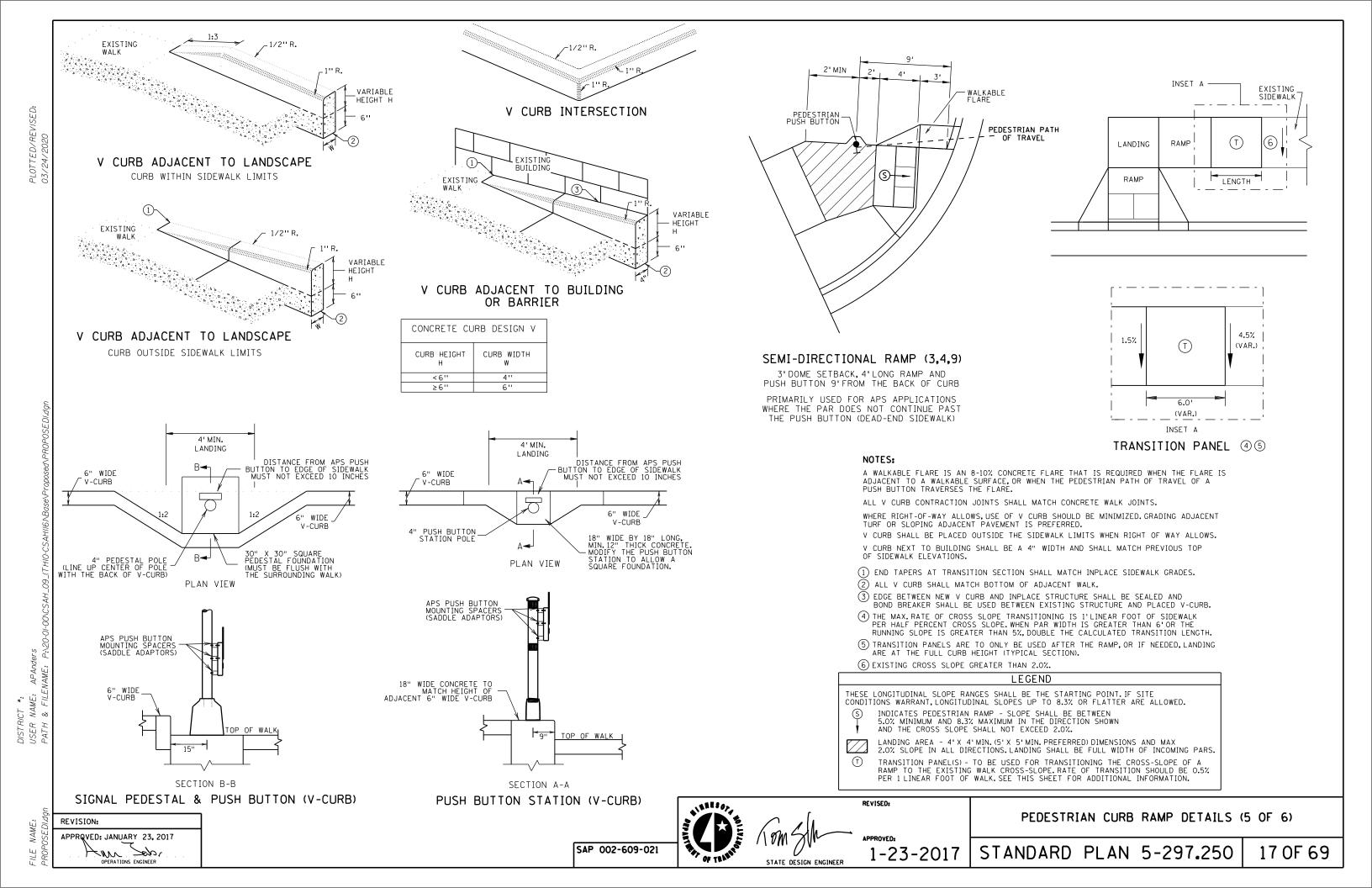
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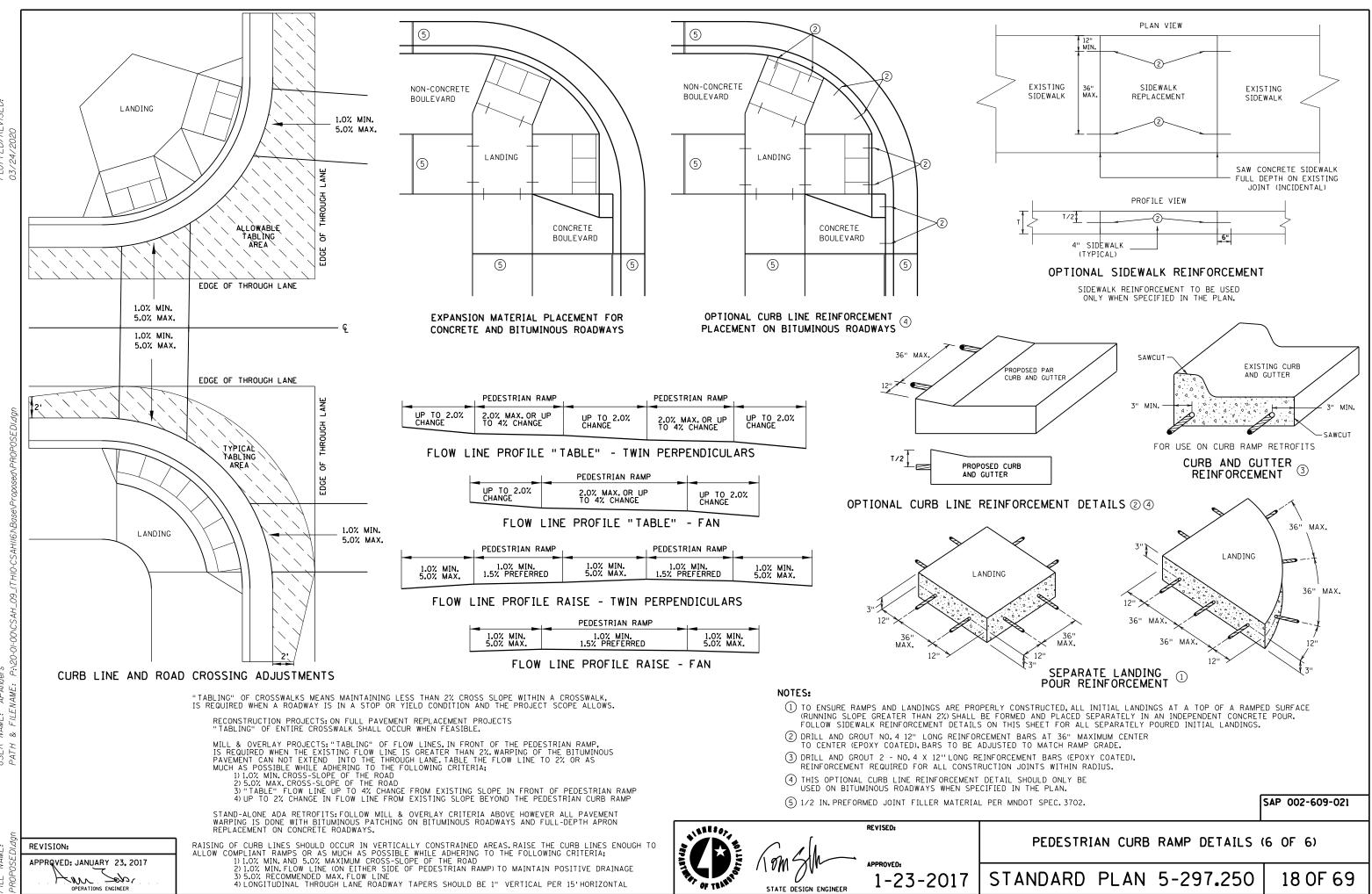




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APAnc NAME: DISTRICT **\*:** USER NAME: PATH & FILE





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, **\***: NAME: & <sup>r</sup> DISTRICT USER NAI

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## CONSTRUCTION NOTES:

- STAGE 1 AND STAGE 2, TO BEGIN IN JULY AND COMPLETED PRIOR TO AUGUST 3RD, 2020.

- STAGE 3A CANNOT BE STARTED UNTIL AFTER AUGUST 3RD. 2020.

- STAGE 3A, 3B, 4A, AND 4B, FINAL WEARING COURSE AND FINAL STRIPING NEED TO BE COMPLETED BY SEPTEMBER 4TH, 2020.

- RECLAMATION IN STAGE 3A, 3B, 4A, AND 4B ASSUMED TO BE 1" OF BITUMINOUS AND 5" OF AGGREGATE BASE.

- ONCE STAGE 3A HAS BEGUN, CONSTRUCTION TO OCCUR 24 HOURS A DAY UNTIL 3B IS COMPLETE. ONCE STAGE 4A HAS BEGUN, CONSTRUCTION TO OCCUR 24 HOURS A DAY UNTIL 4B IS COMPLETE. OPERATIONS INCLUDE MILLING, RECLAIMING, AND PAVING PERFORMED AT NIGHT AND GRADING, EXCAVATION, AND LOOP INSTALLATION TO BE PERFORMED DURING DAYTIME HOURS. NIGHT CONSTRUCTION IS CONSIDERED BETWEEN THE HOURS OF 8 PM AND 5 AM.

- FINAL WEARING COURSE TO BE PAVED UNDER TAFFIC, IN A MOVING WORKZONE TRAFFIC CONTROL LAYOUT.

STAGE 1: WORK IN THIS STAGE CONSISTS OF CONCRETE CURB AND GUTTER REPAIR, CATCH BASIN REPAIR, PEDESTRIAN RAMP IMPROVEMENTS, AND SIDE-STREET LOOP REPLACEMENTS ON THE OUTSIDE LANE OF BOTH NORTHBOUND AND SOUTHBOUND. LOOPS TO BE PLACED IN GRAVEL. EROSION CONTROL SHALL BE APPLIED BEFORE COMMENCING WITH STAGE 2

STAGE 2: WORK IN THIS STAGE CONSISTS OF CONCRETE CURB AND GUTTER REPAIR, CATCH BASIN REPAIR, AND MEDIAN WORK ON THE INSIDE LANE OF BOTH NORTHBOUND AND SOUTHBOUND.

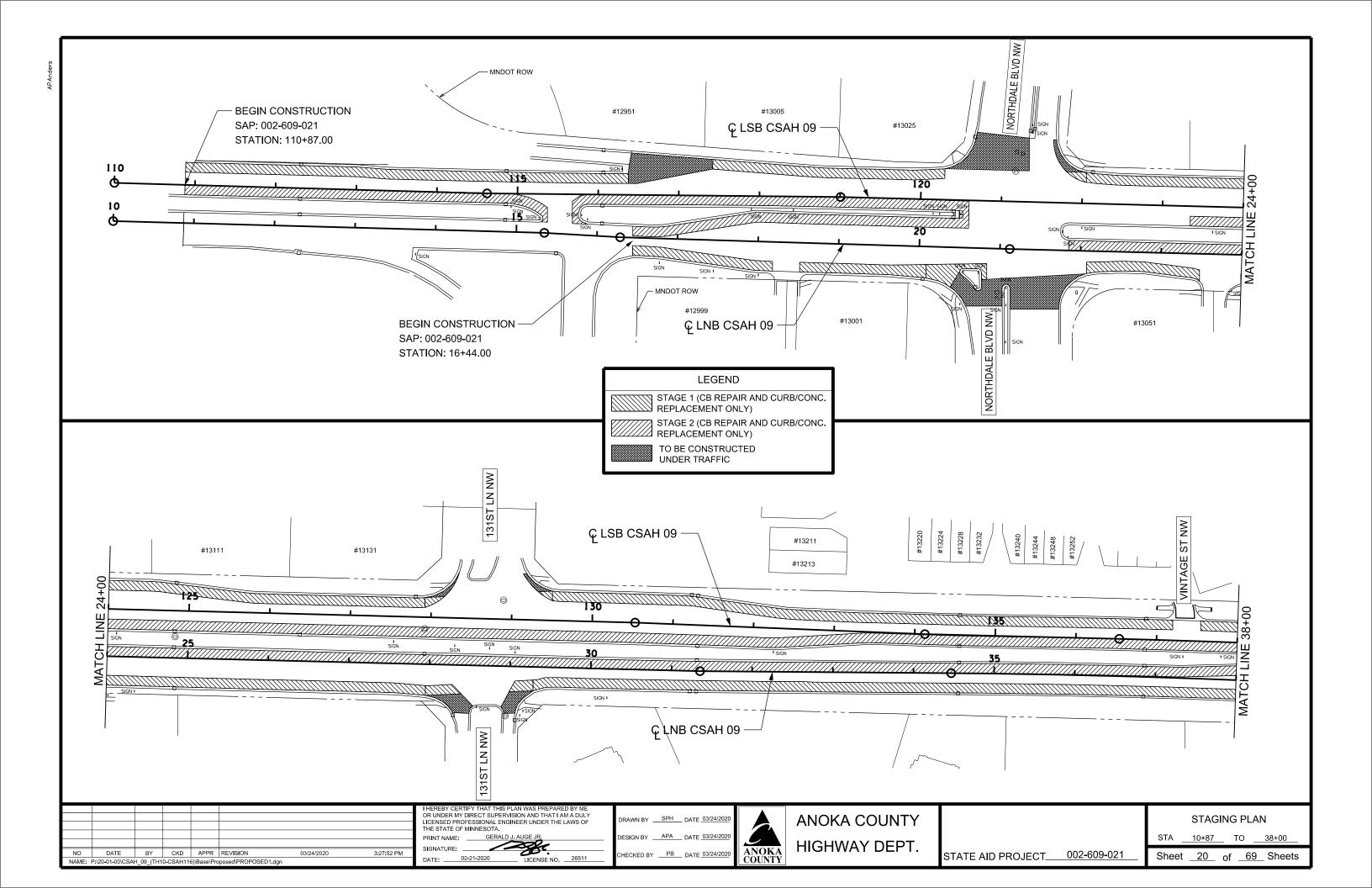
STAGE 3A: WORK IN THIS STAGE CONSISTS OF 6" BITUMINOUS MILL, RECLAMATION OF REMAINING BITUMINOUS, COMMON EXCAVATION TO ACHIEVE A 7" SECTION, GRADING OF GRAVEL BASE. LOOP REPLACEMENT, AND ONE LIFT OF BITUMINOUS BASE. LOOPS TO BE PLACED IN GRAVEL. THIS STAGE IS ON THE OUTSIDE 2 LANES OF SOUTHBOUND ONLY.

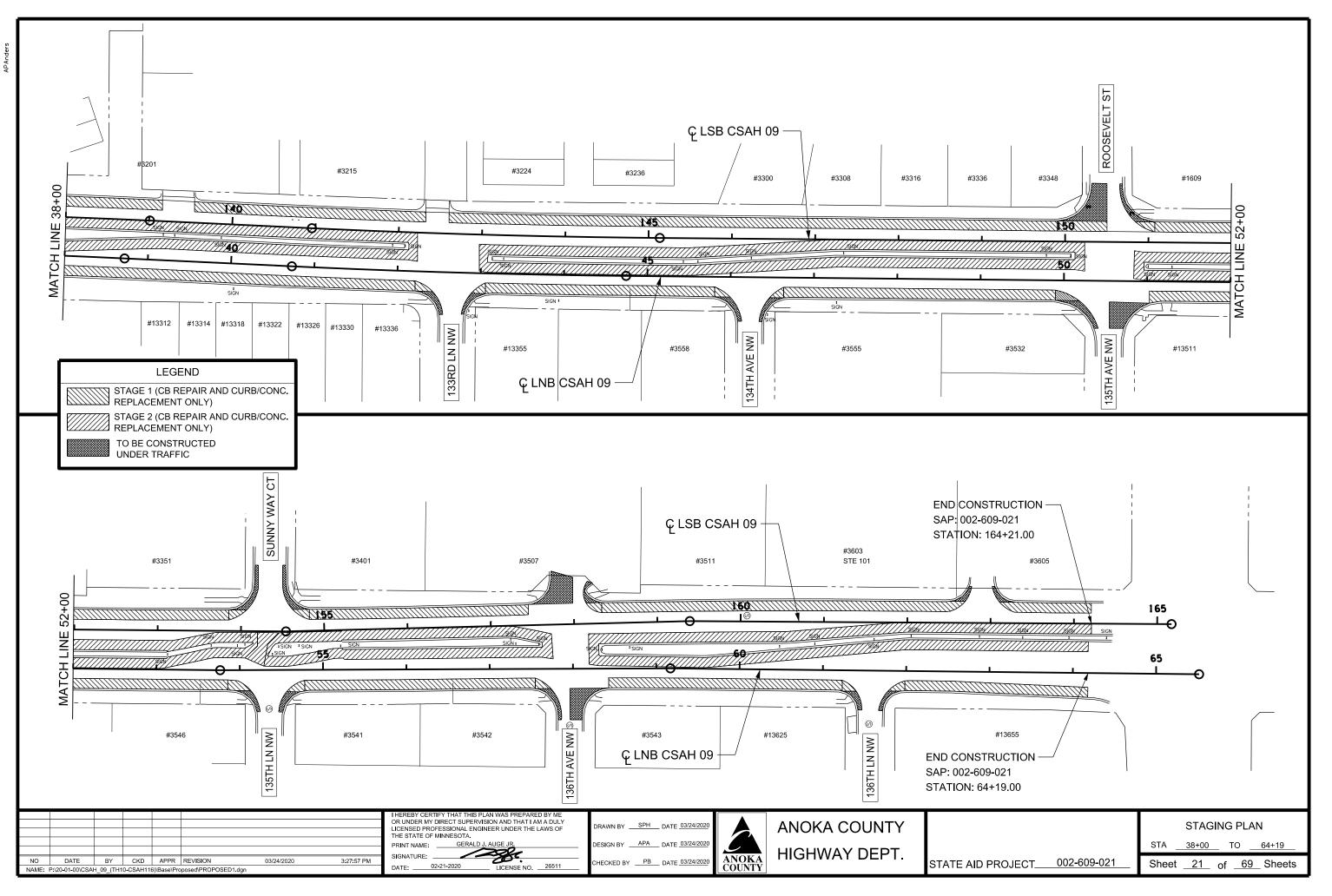
STAGE 3B: WORK IN THIS STAGE CONSISTS OF 6" BITUMINOUS MILL, RECLAMATION OF REMAINING BITUMINOUS, COMMON EXCAVATION TO ACHIEVE A 7" SECTION, GRADING OF GRAVEL BASE, LOOP REPLACEMENT. AND ONE LIFT OF BITUMINOUS BASE AND ONE LIFT OF BITUMINOUS BINDER. LOOPS TO BE PLACED IN GRAVEL. THIS STAGE IS THE INSIDE LANE OF SOUTHBOUND ONLY. THE MIDDLE SOUTHBOUND LANE MAY BE USED FOR SAFETY AND CONTRACTOR STAGING.

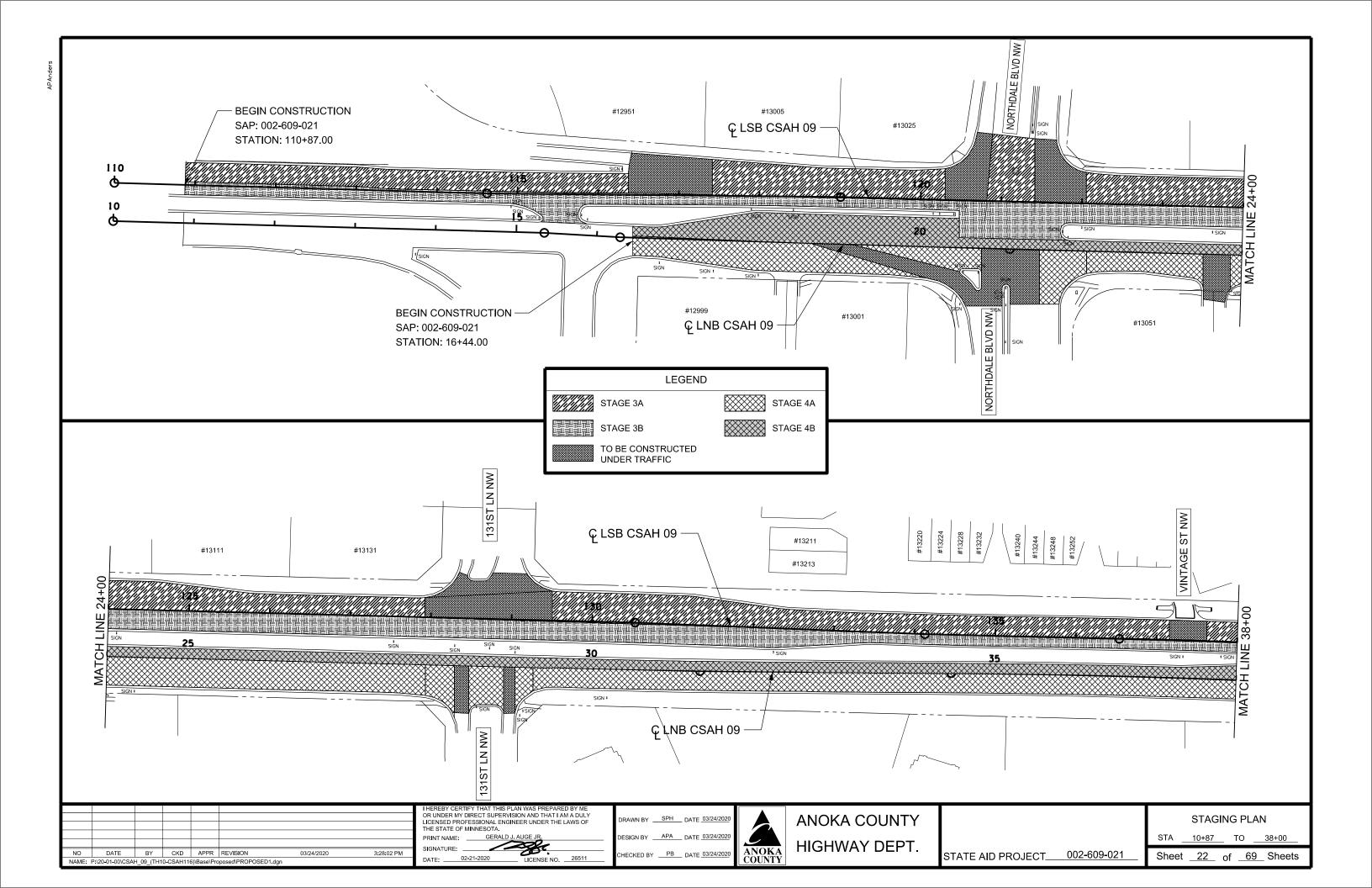
STAGE 4A: WORK IN THIS STAGE CONSISTS OF 6" BITUMINOUS MILL, RECLAMATION OF REMAINING BITUMINOUS, COMMON EXCAVATION TO ACHIEVE A 7" SECTION, GRADING OF GRAVEL BASE. LOOP REPLACEMENT, AND ONE LIFT OF BITUMINOUS BASE. LOOPS TO BE PLACED IN GRAVEL. THIS STAGE IS ON THE OUTSIDE 2 LANES OF NORTHBOUND ONLY.

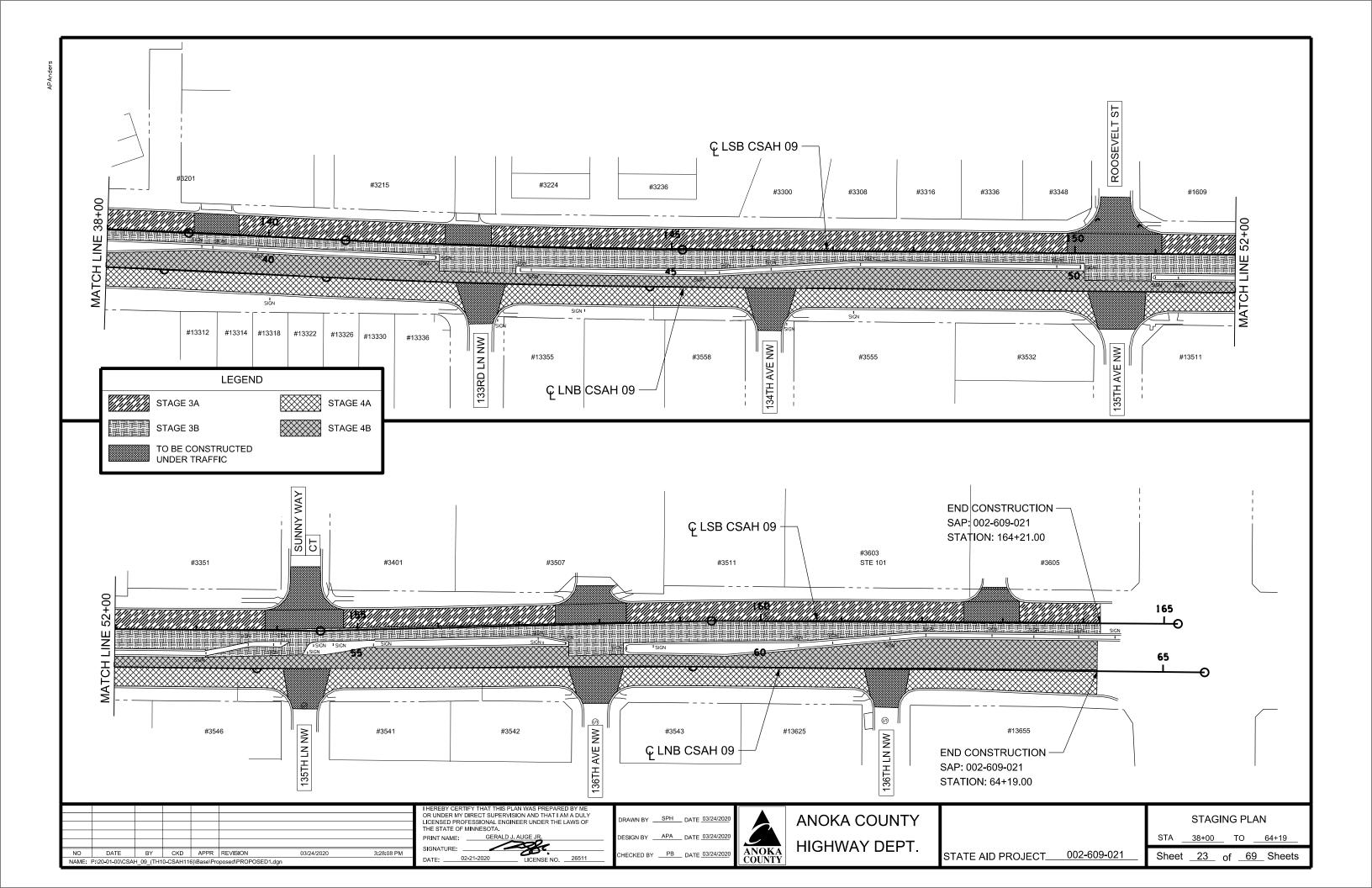
STAGE 4B: WORK IN THIS STAGE CONSISTS OF 6" BITUMINOUS MILL, RECLAMATION OF REMAINING BITUMINOUS, COMMON EXCAVATION TO ACHIEVE A 7" SECTION, GRADING OF GRAVEL BASE, LOOP REPLACEMENT, AND ONE LIFT OF BITUMINOUS BASE AND ONE LIFT OF BITUMINOUS BINDER. LOOPS TO BE PLACED IN GRAVEL. THIS STAGE IS THE INSIDE LANE OF NORTHBOUND ONLY. THE MIDDLE SOUTHBOUND LANE MAY BE USED FOR SAFETY AND CONTRACTOR STAGING.

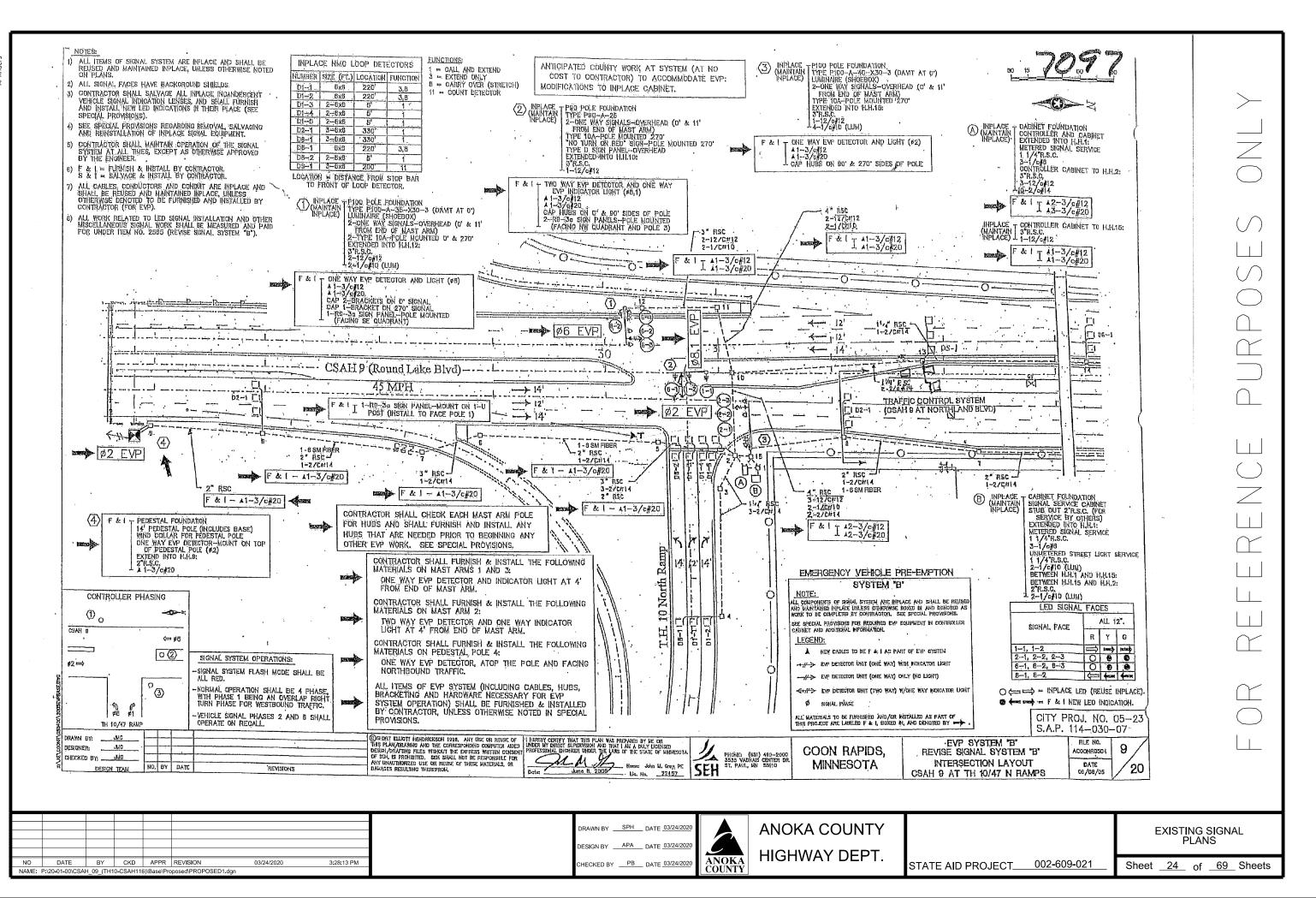
								THE STATE OF MINNESOTA.	DRAWN BY <u>SPH</u> DATE <u>03/24/2020</u> DESIGN BY <u>APA</u> DATE <u>03/24/2020</u>					CONSTRUCTION NOTES
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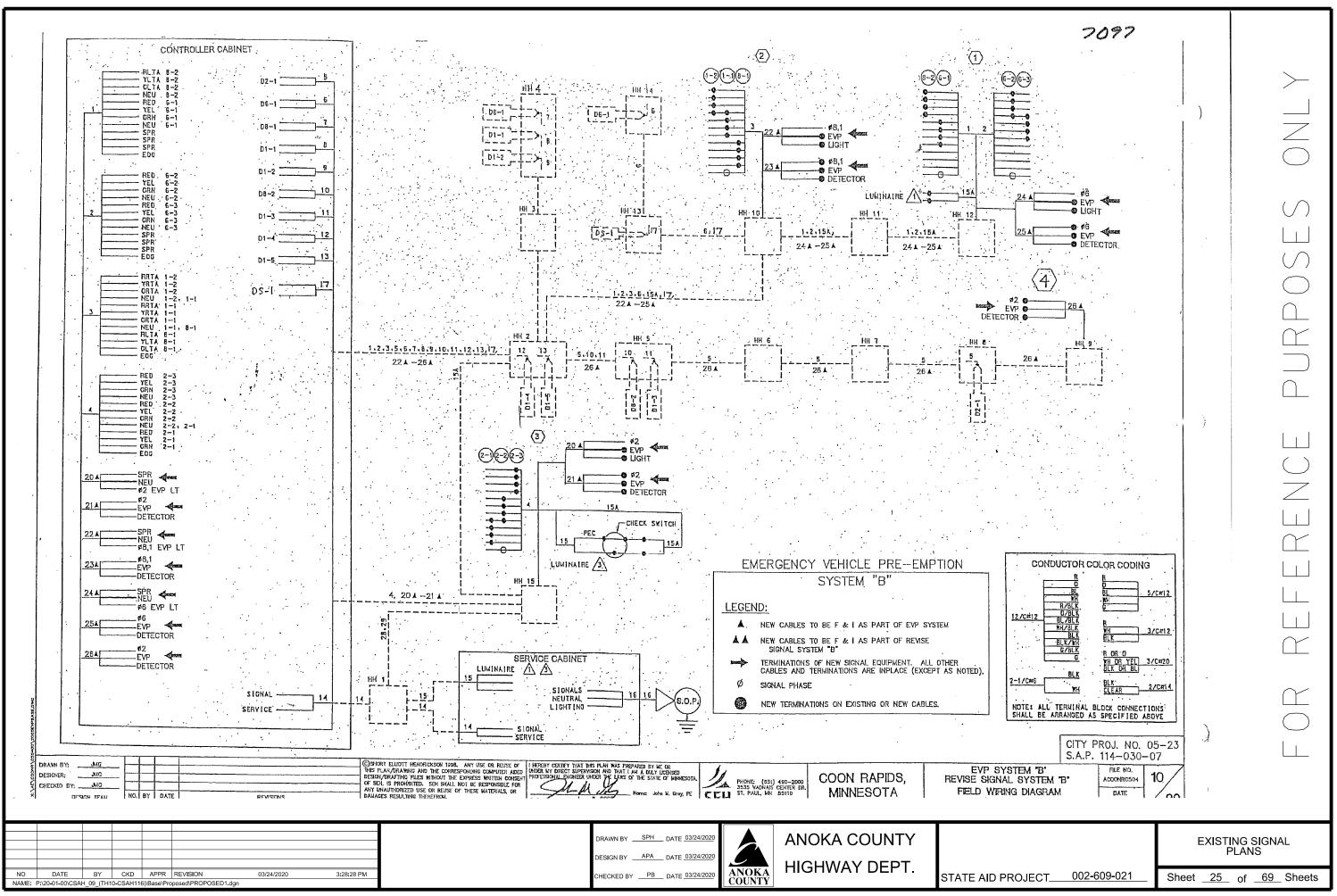


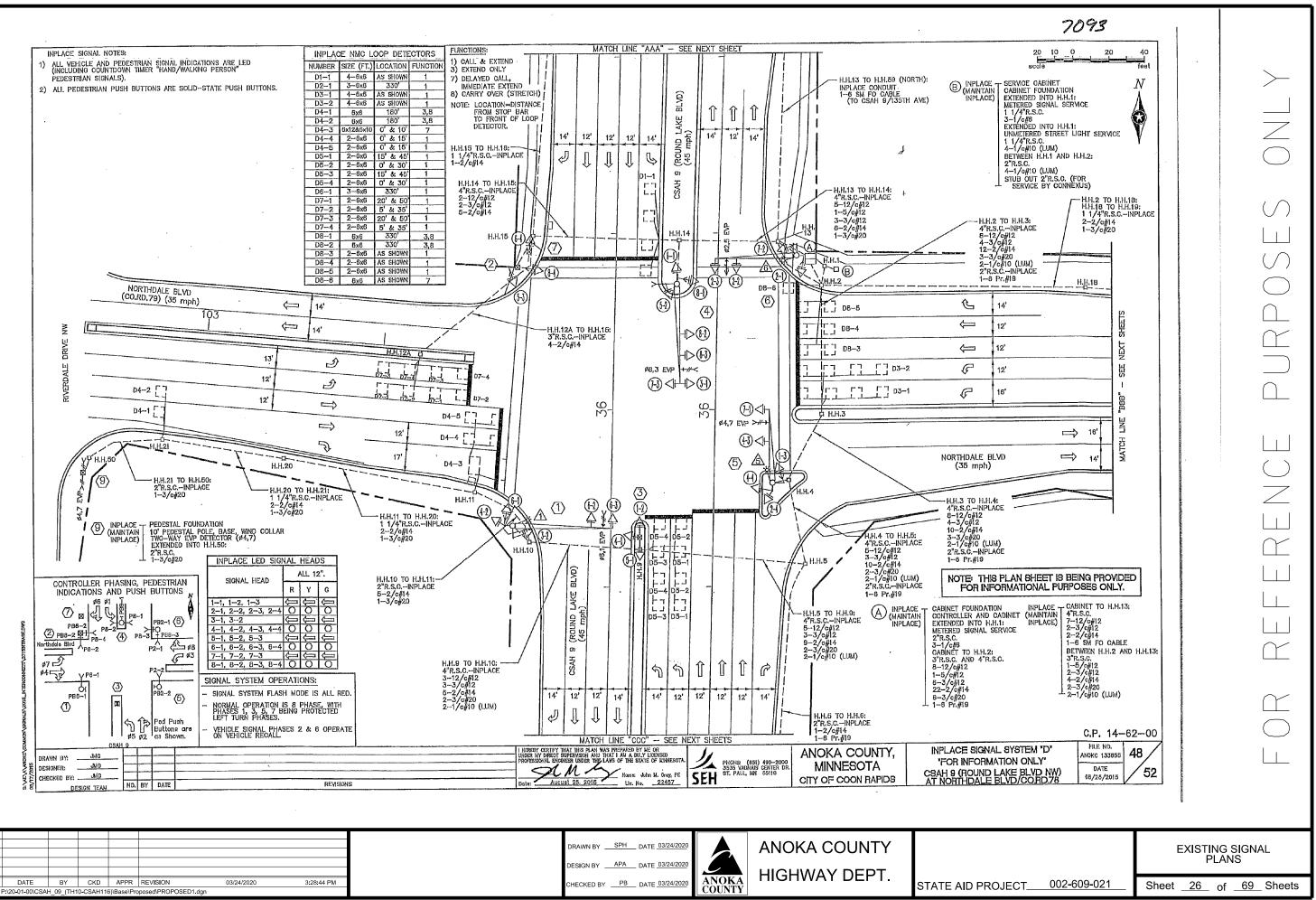






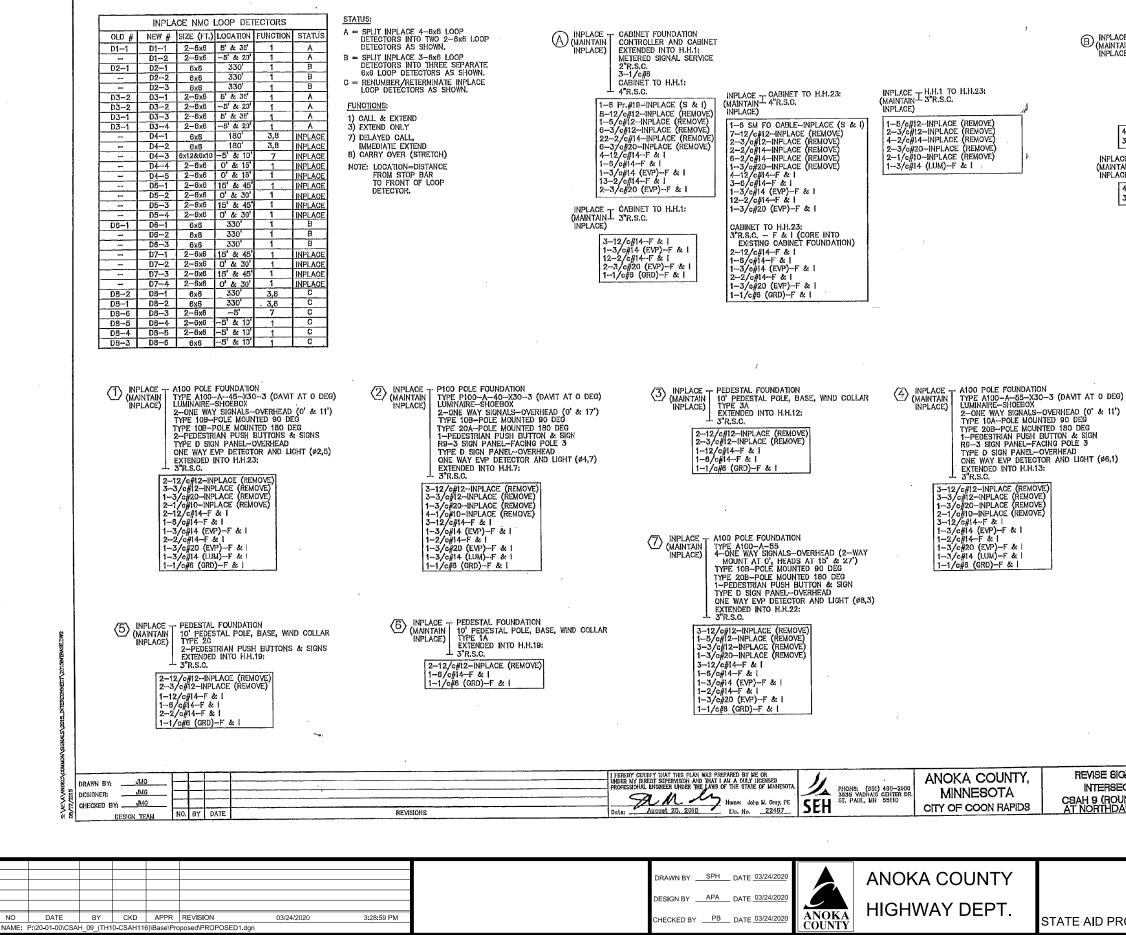






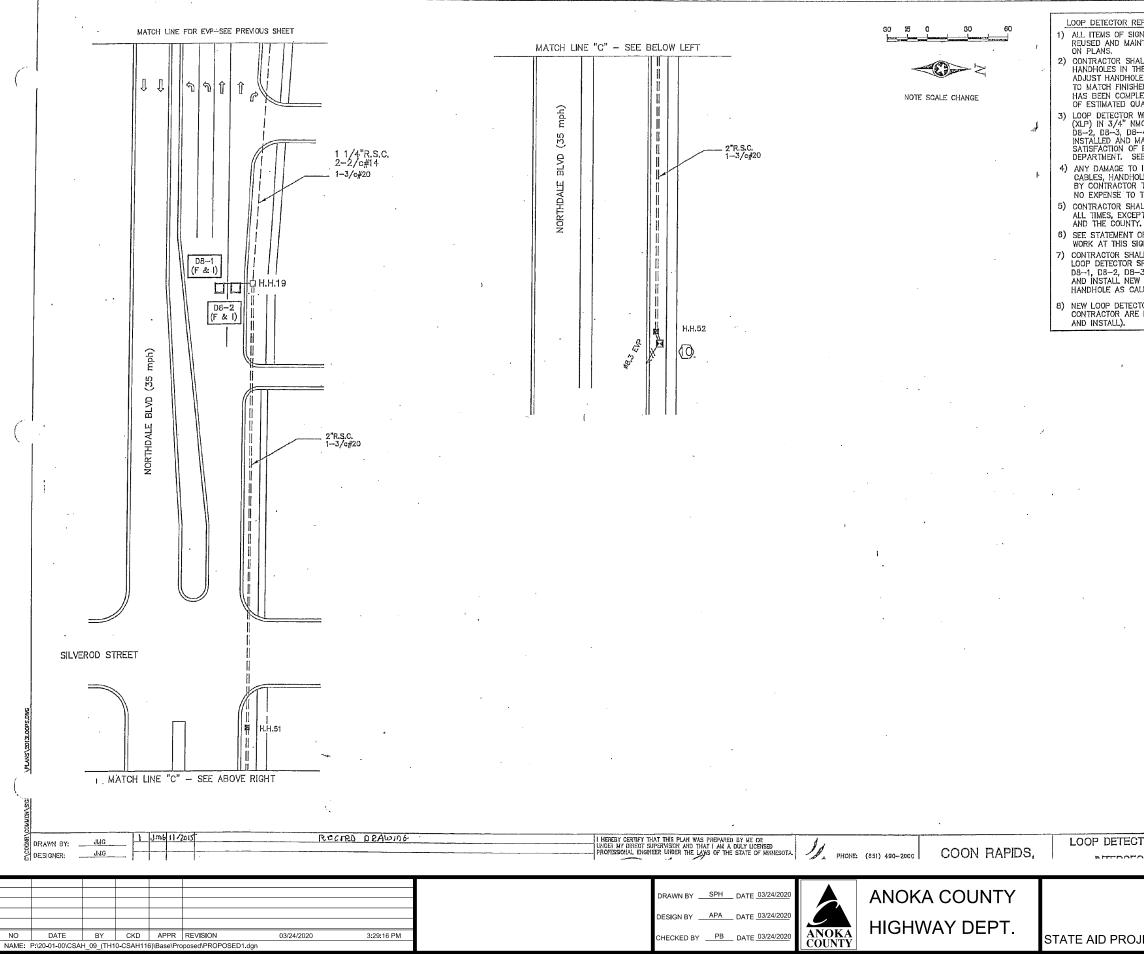
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ACE T SERVICE CABINET CABINET FOUNDATION STUB OUT 2'R.S.C. (FOR STUB OUT 2'R.S.C. (FOR STURED SINTO H.H.24: METERED SIGNAL SERVICE 1 1/4''R.S.C. 3-1/dB NTO H.H.24: UNMETERED SIREET LIGHT SERVICE 1 1/4''R.S.C. 4-1/dfIO-INPLACE (REMOVE) 3-3/df14 (UM)-F & 1 ACE T BETWEEN H.H.1 AND H.H.24: ITAIN 2''R.S.C. ACE) 4-1/dfIO-INPLACE (REMOVE) 3-3/df14 (UM)-F & 1 ACE 1 0LD HEAD NEW HEAD NUMBER NUMBER R Y - 1-1 $\Leftrightarrow$ $\Leftrightarrow$ - 1-2 $\Leftrightarrow$ $\Leftrightarrow$ - 1-3 $\Leftrightarrow$ $\Leftrightarrow$ - 1-4 $\Leftrightarrow$ $\Leftrightarrow$ - 1-3 $\Leftrightarrow$ $\Leftrightarrow$ - 1-4 $\Leftrightarrow$ $\Leftrightarrow$ - 1-5 $\diamond$ $\Leftrightarrow$ - 3-1 $\Leftrightarrow$ $\Leftrightarrow$ - 5-3 $\Leftrightarrow$ $\Rightarrow$ - 5-3 $\Leftrightarrow$ $\Leftrightarrow$ - 5-3 $\Leftrightarrow$ $\Rightarrow$ - 7-2 $\frown$ - 8-1 $\bigcirc$ - 8-4 $\bigcirc$ - 8-1 $\bigcirc$ - 8-4 $\bigcirc$ - 8-1 $\bigcirc$ - 8-4 $\bigcirc$	
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	EXISTING SIGNAL PLANS
ROJECT 002-609-021	Sheet <u>27</u> of <u>69</u> Sheets

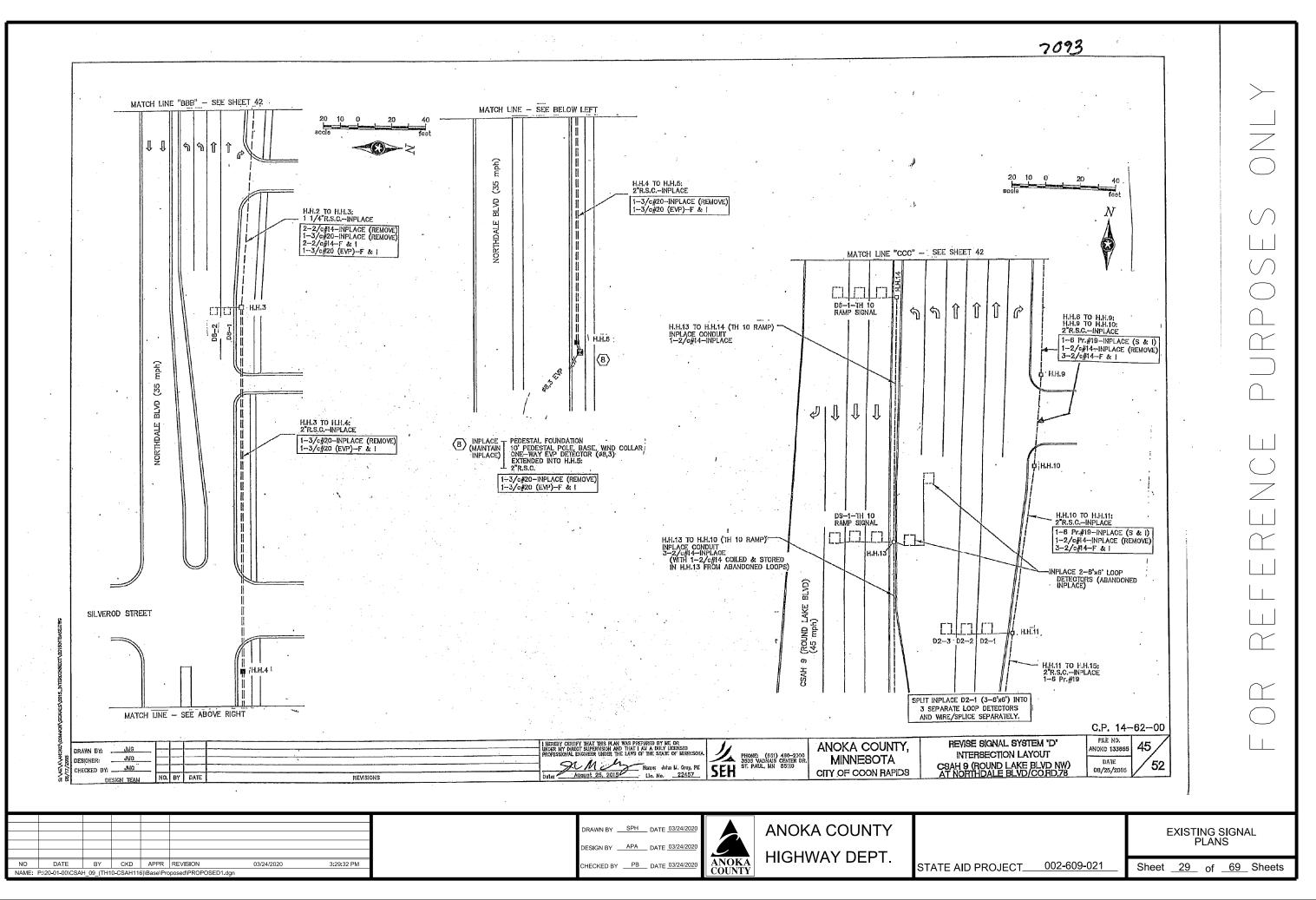




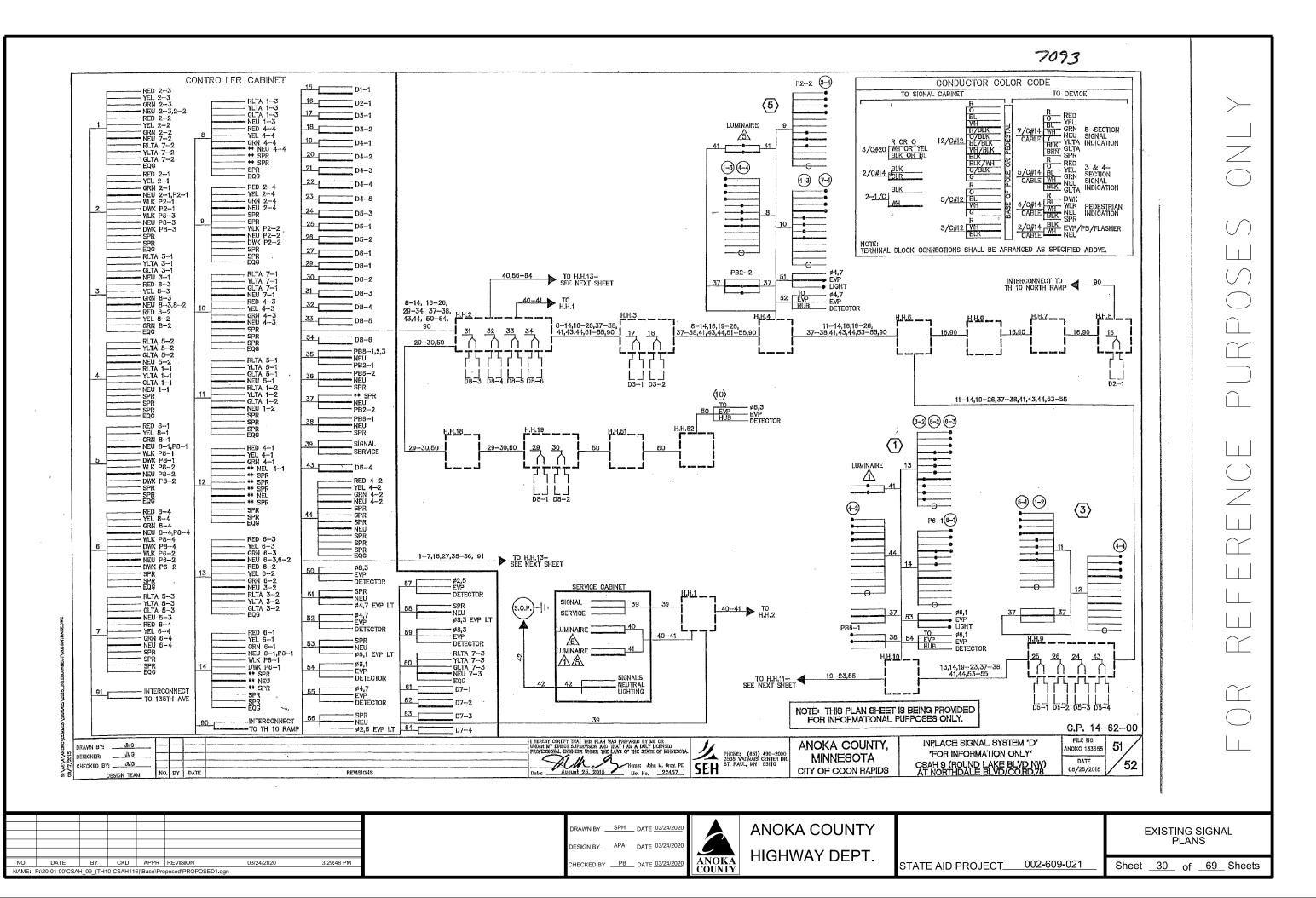
<u>ግ</u> ለ <i>ወ</i> ደ		
<b>ZOP33</b> DR REPLACEMENT NOTES: F SIGNAL SYSTEM ARE INPLACE AND SHALL BE MAINTAINED INPLACE, UNLESS OTHERWISE NOT SHALL PROTECT AND MAINTAIN ALL EXISTING IN THE WCINITY OF CONSTRUCTION, AND SHALL DHOLES 2, 3, 4, 5, 18, 19, 51, AND 52 AS NE INISHED SURROUNDING GRADE AFTER ROAD WOD OMPLETED. SEE SPECIAL PROVISIONS & STATE D QUANTITIES. TOR WRES SHALL BE CROSS-LINKED POLYETHY " MIC. NEW LOOP DETECTORS D3-1, D3-2, 1 DB-4, DB-5, AND DB-6 SHALL BE FURNISHE ND MADE OPERATIONAL BY CONTRACTOR TO TH OF ENGINEER AND DHE ANOKA COUNTY HIGH SEE DETAILS AND SPECIAL PROVISIONS, E TO INFLACE TRAFFIC SIGNAL FACILITIES (CON NDHOLES, SIGNAL POLES, ETC.) SHALL BE REPA TOR TO THE SATISFACTION OF THE ENGINEER, TO THE CITY. SHALL MAINTAIN OPERATION OF SIGNAL SYSTE SYCEPT AS OTHERWISE APPROVED BY THE ENGINE IS SIGNAL SYSTEM. SHALL REMOVE AND DISPOSE OF ALL EXISTING TOR 70 FLORE. MAD DISPOSE OF ALL EXISTING TOR 70 AL DB-4 DD BP OF CONS D3-1, DB-4, DD 6 DD RECORD DATES DATION	EDED RK MENT LENE D8-1, D, HE WAY UUIT, IRED AT EM AT NEER FOR	SES ONLY
DB-3, DB-4, DB-5, DB-B), AND SHALL FURN NEW DETECTOR SPLICE KITS IN THE ADJACENT S CALLED FOR IN THE SPECIAL PROVISIONS. ETECTORS TO BE FURNISHED AND INSTALLED B ARE BOXED IN AND DENOTED BY F & I (FURN ).	ISH Y THE	
S.A.P. 114–1 CITY PROJECT NO TECTOR REPLACEMENT FILE NO. COOMR 115823	D. 15-2	
	EXISTING PLAI	SIGNAL NS

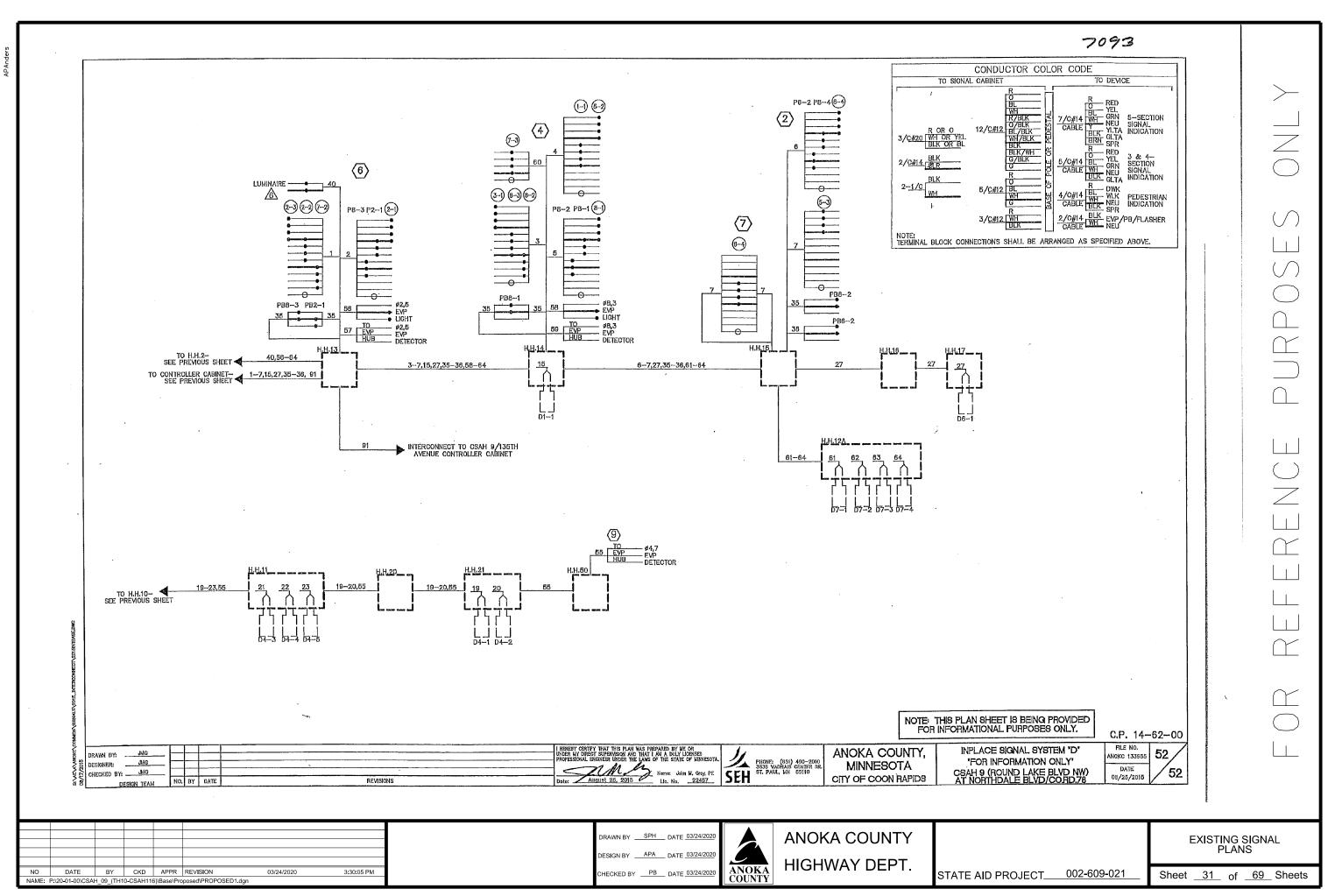
ECT 002-609-021	Sheet <u>28</u>	of <u>69</u> Sheets	



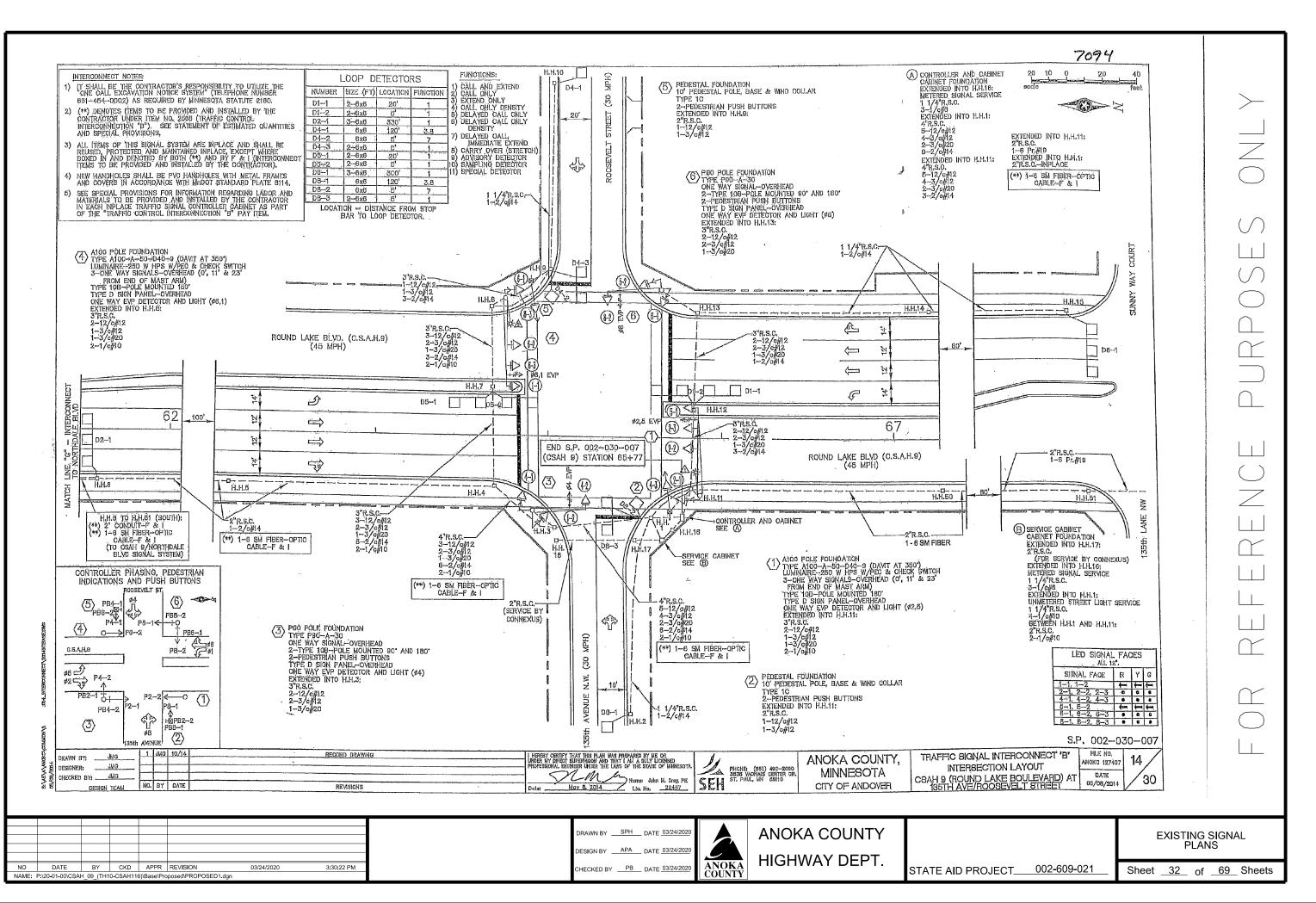


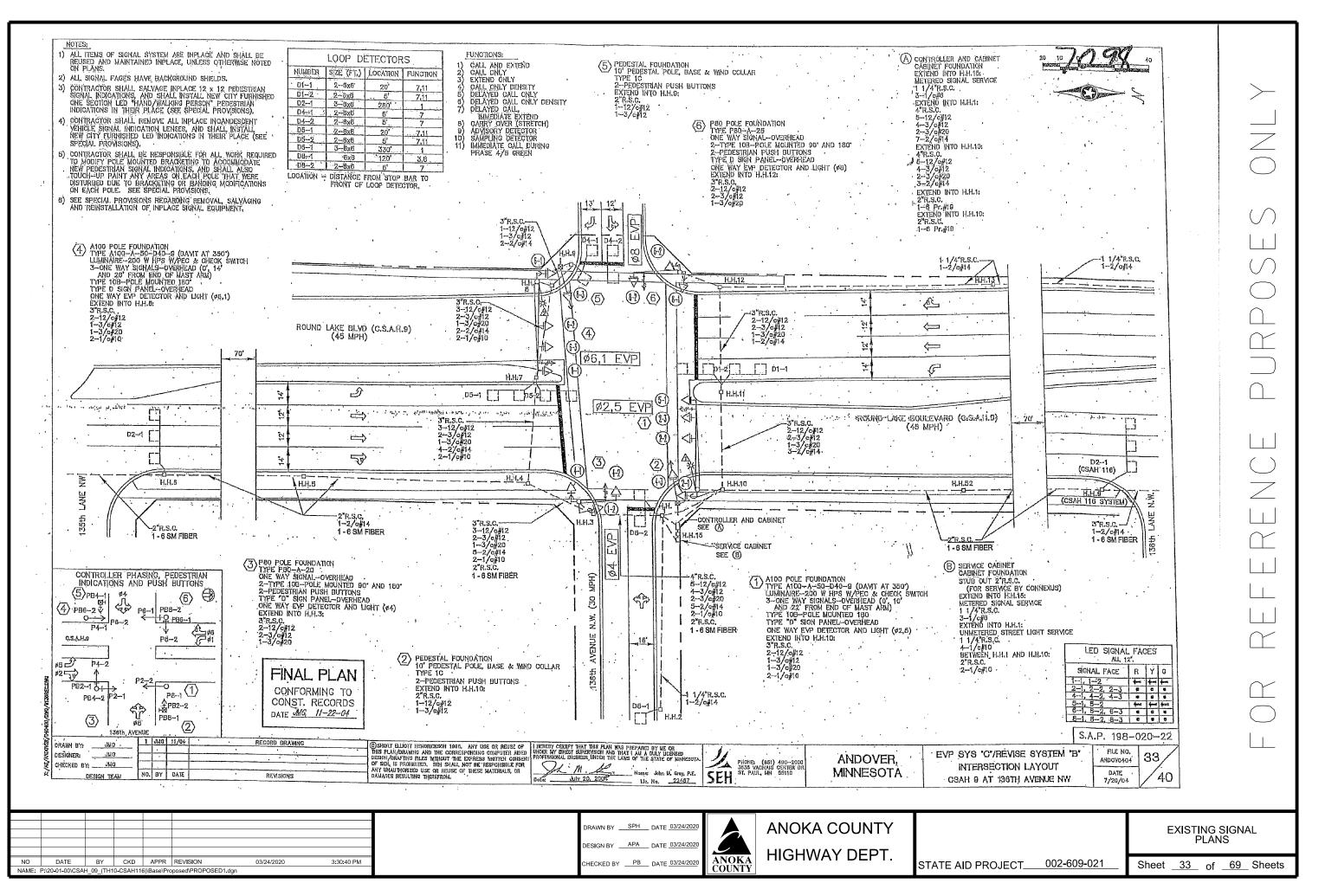




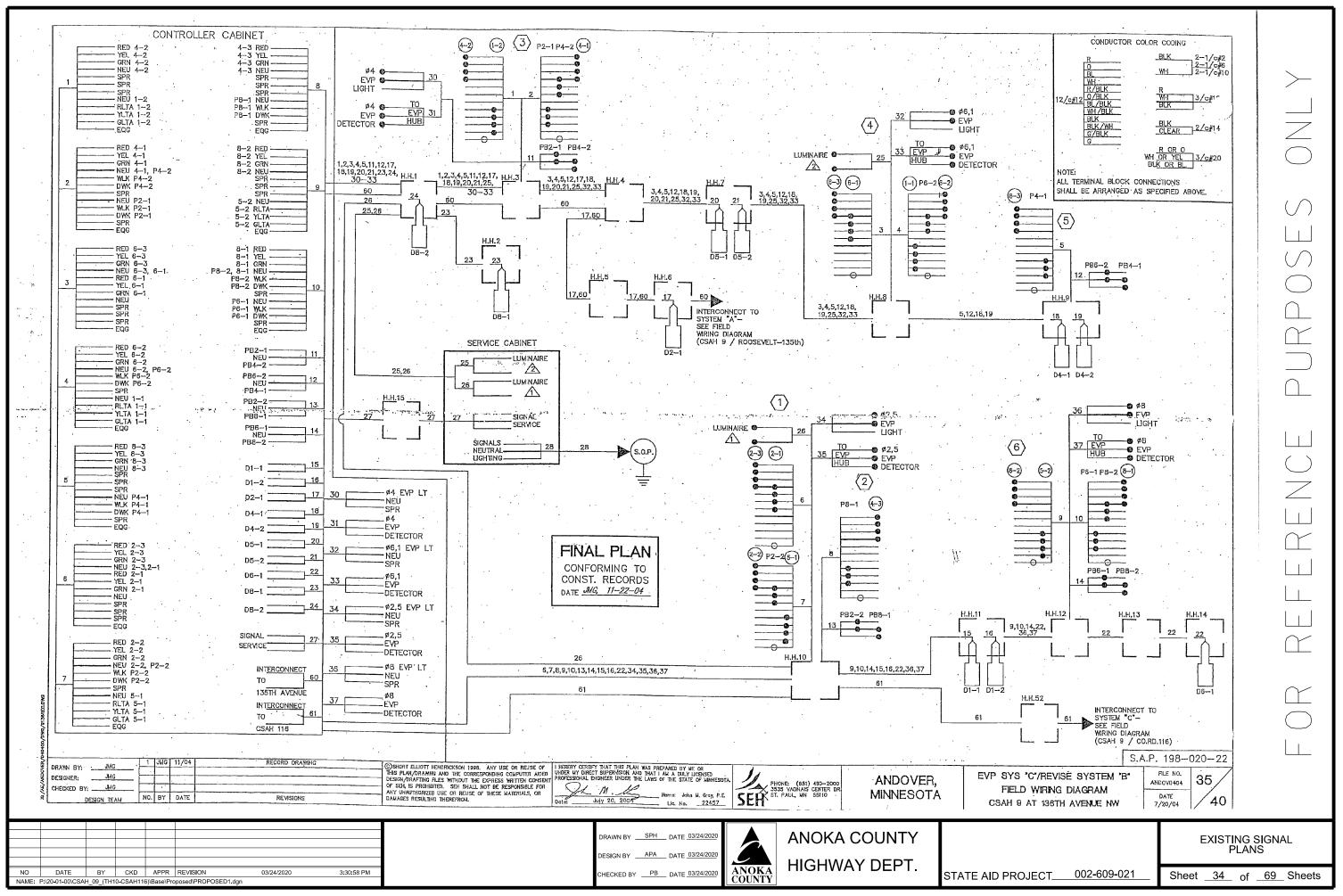




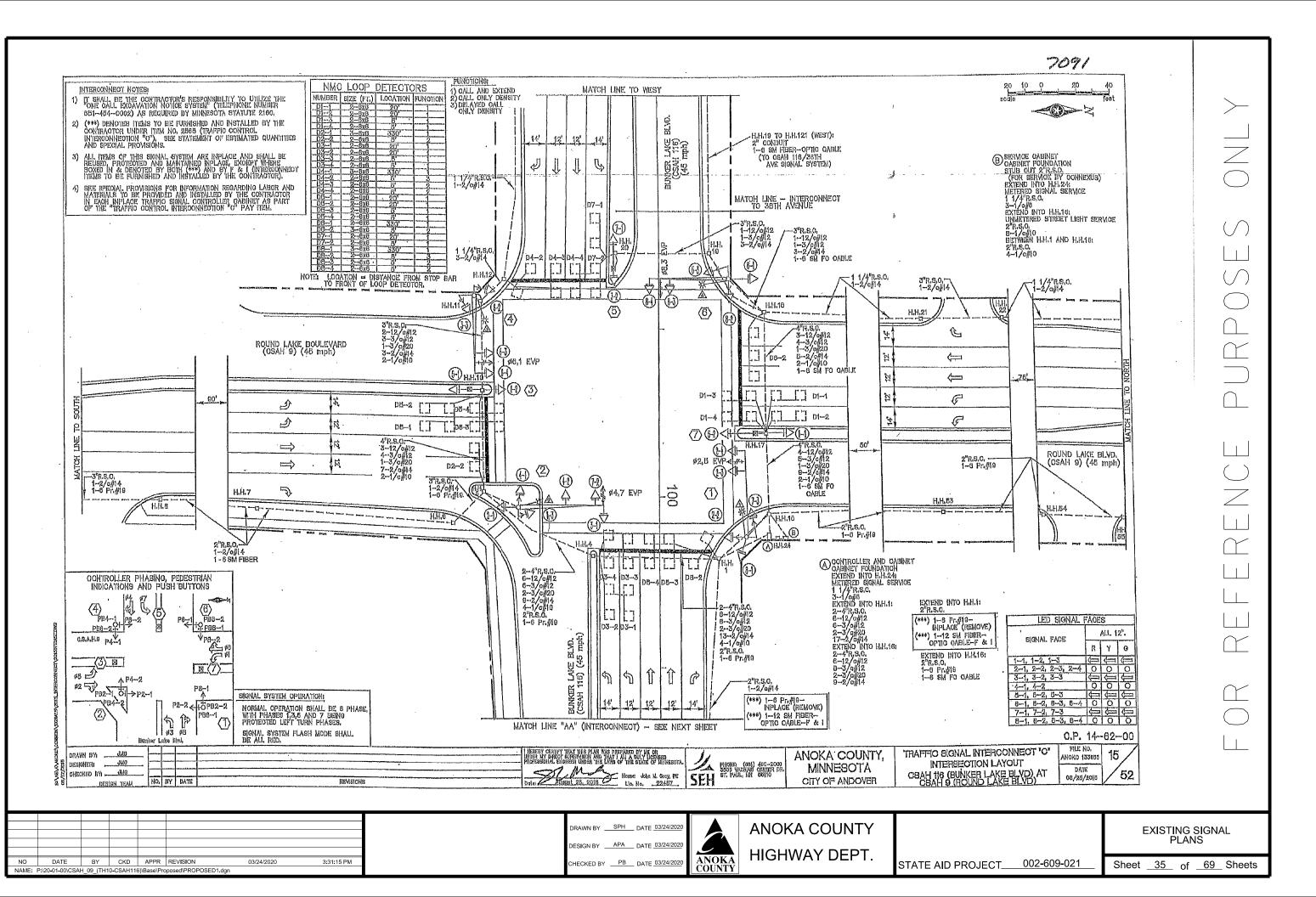




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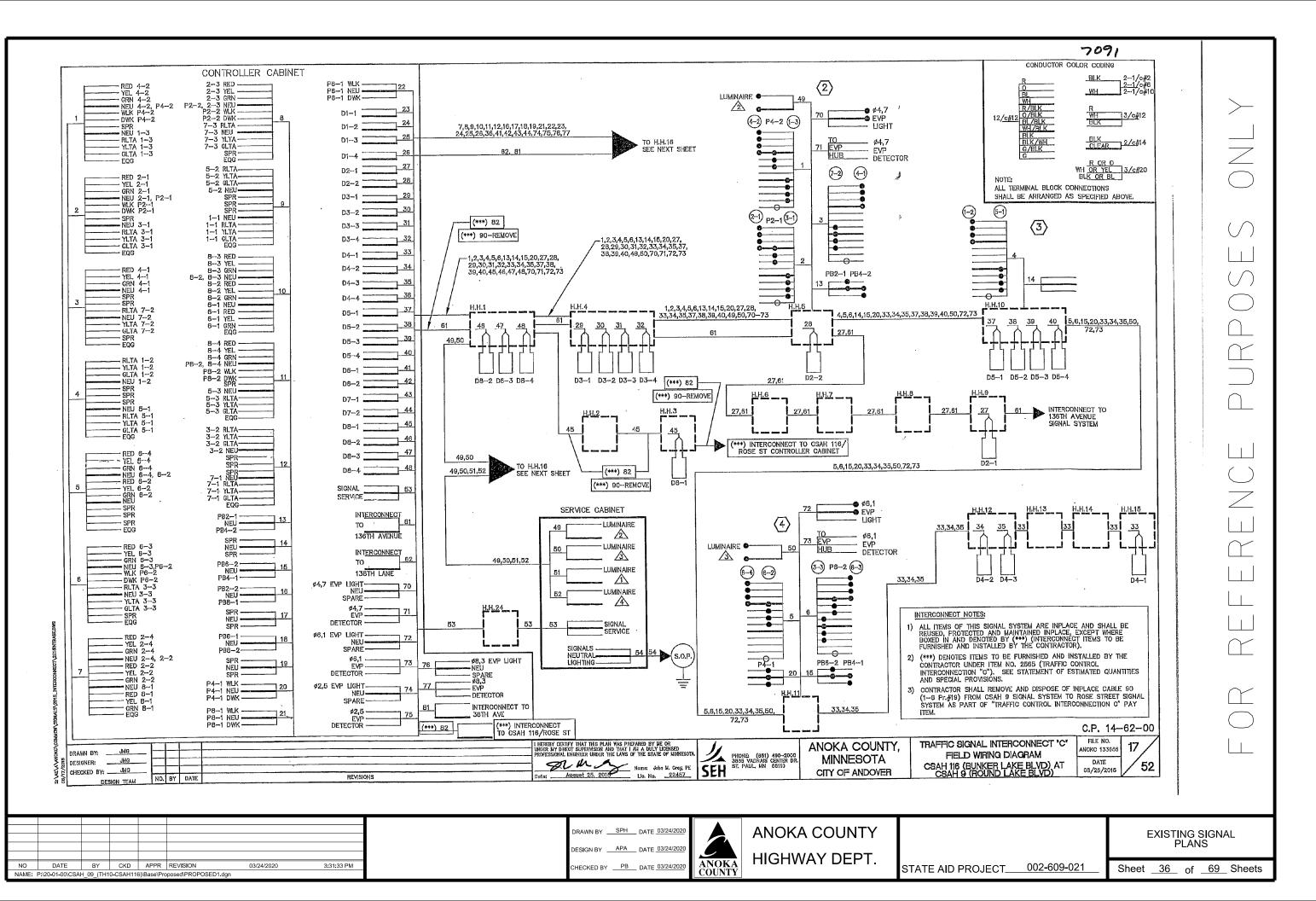


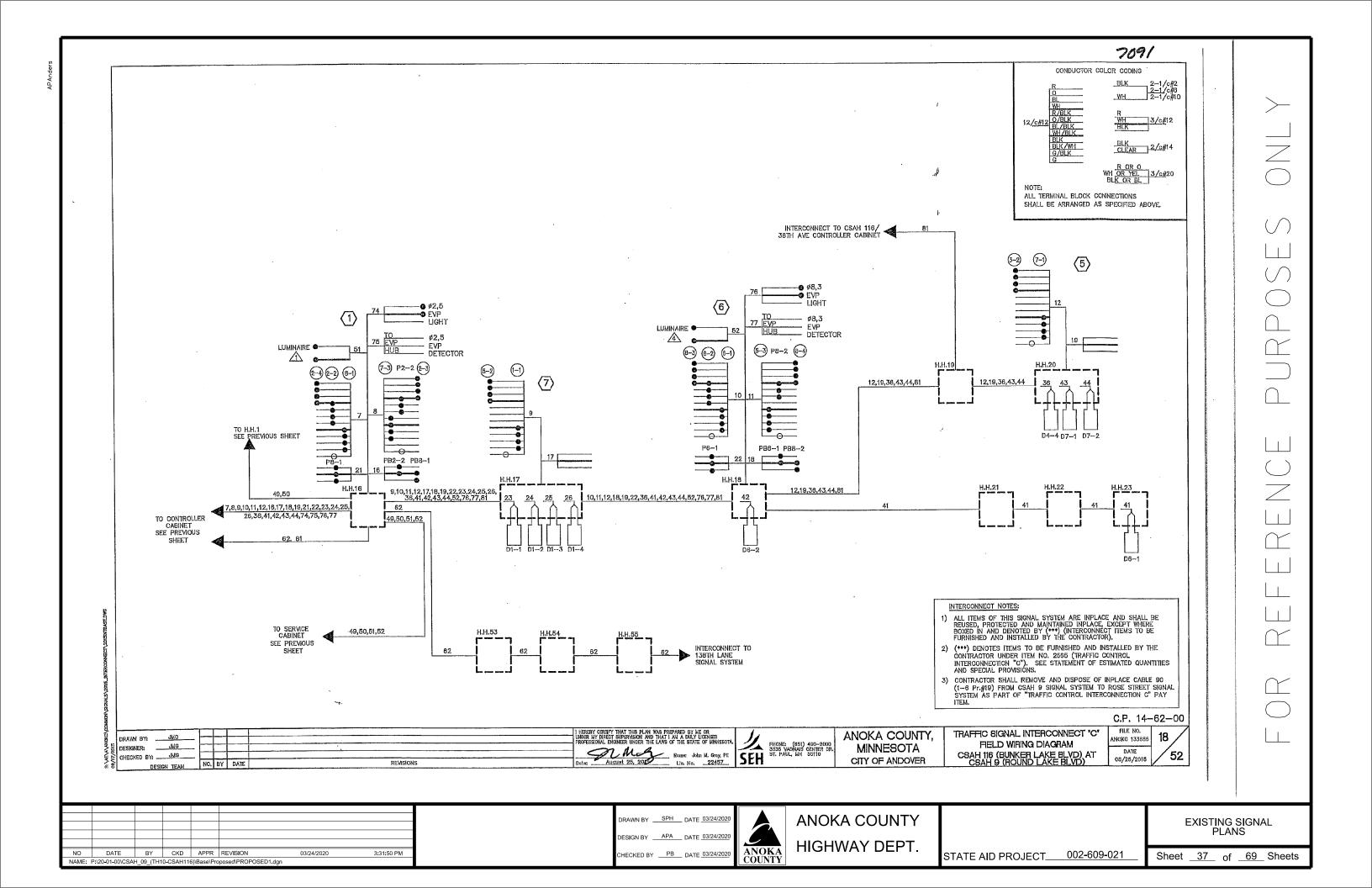
<sup>o</sup>Ander:



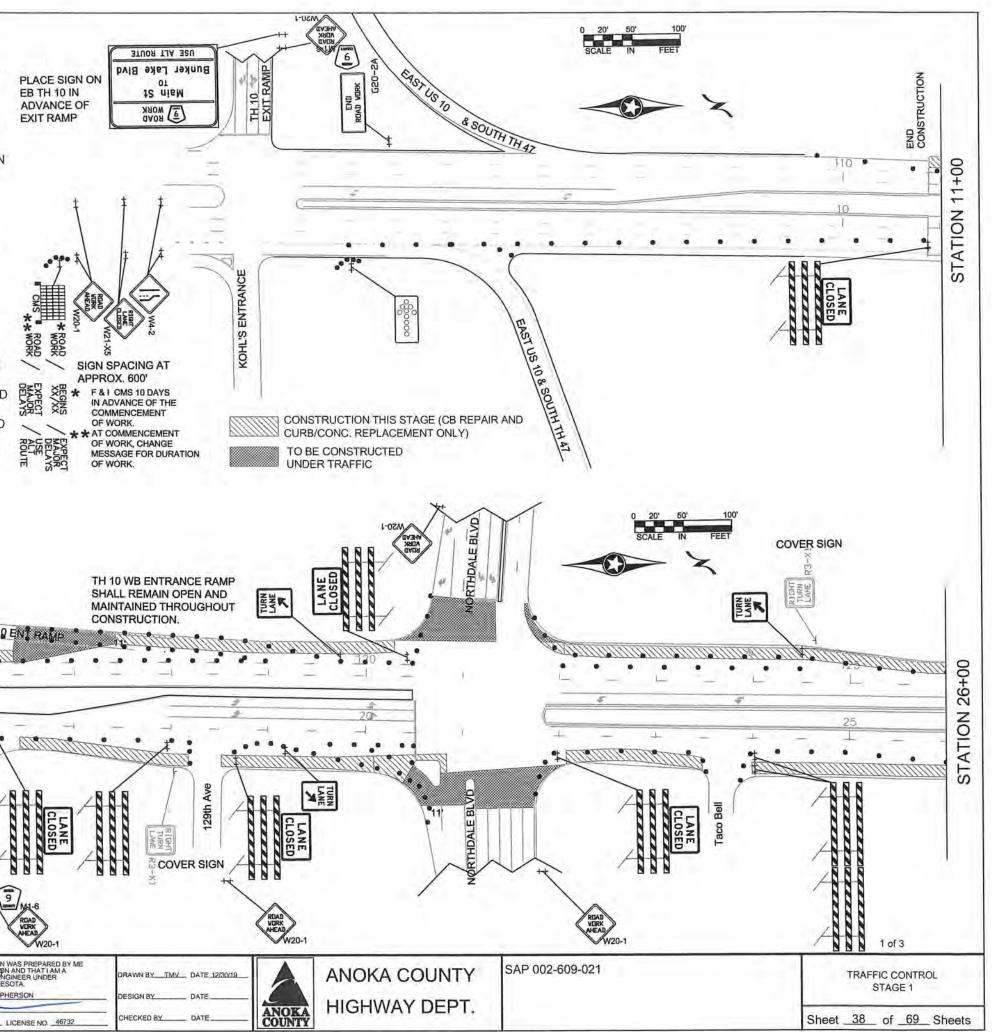
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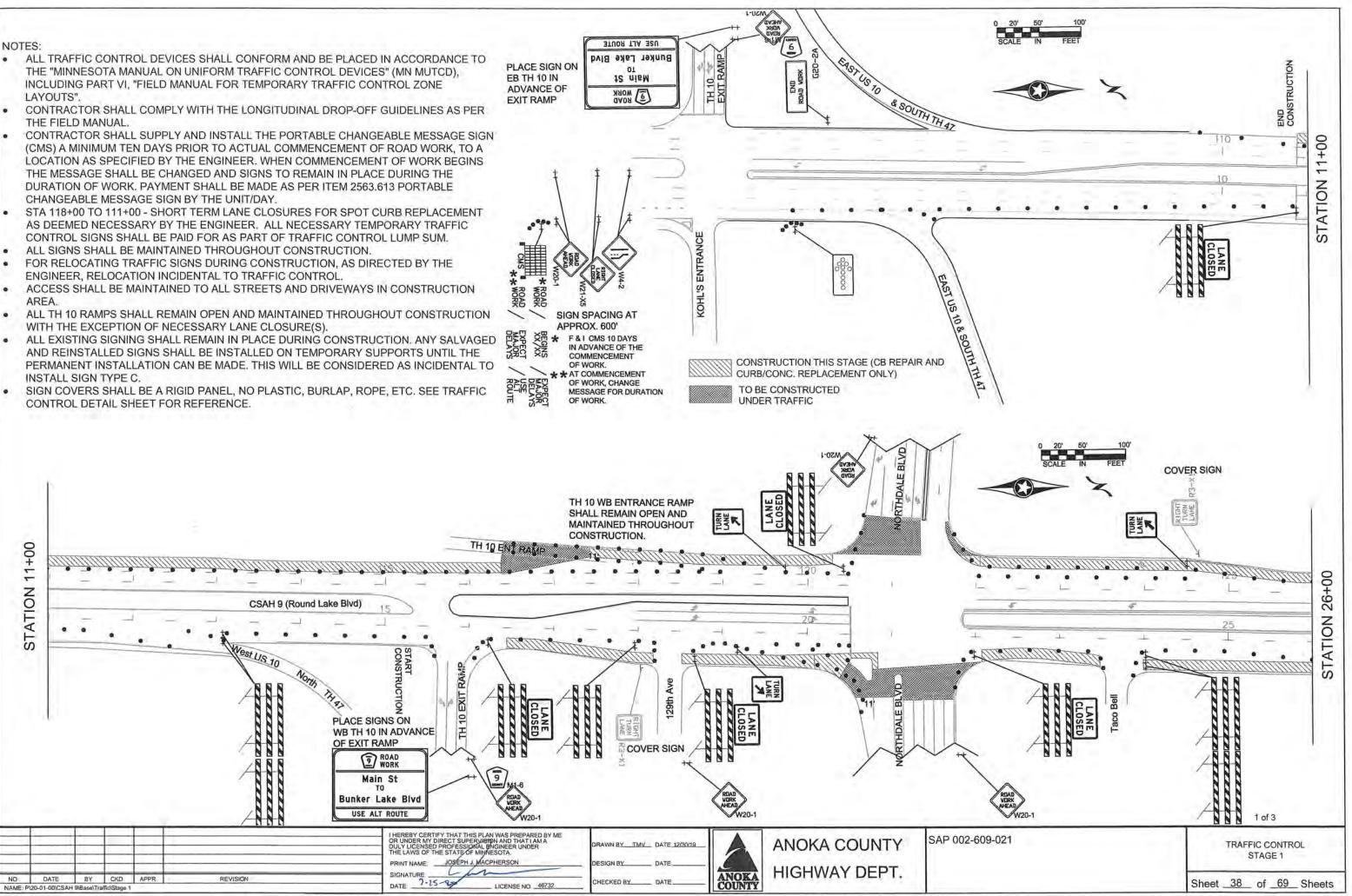
Anders

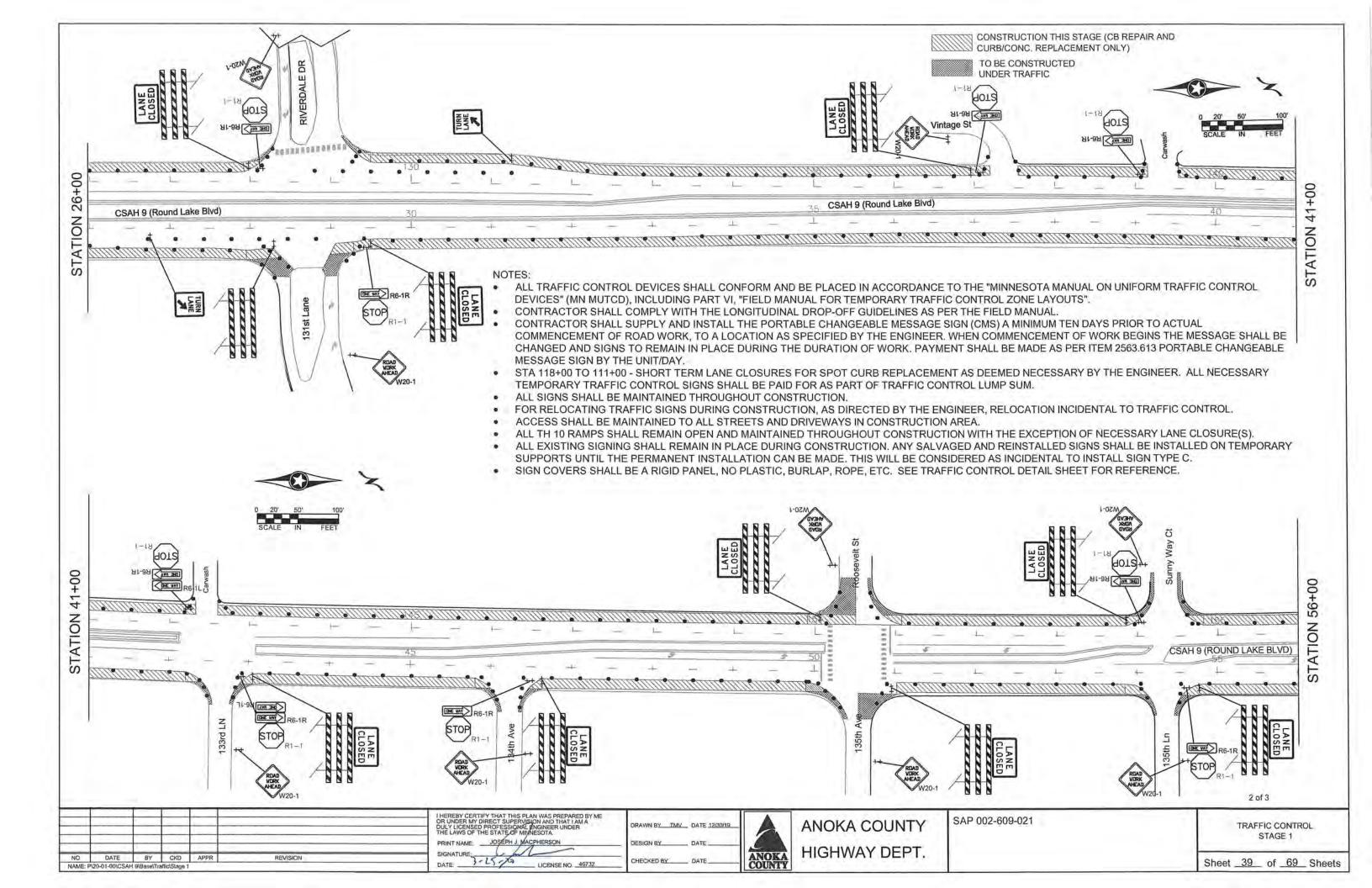


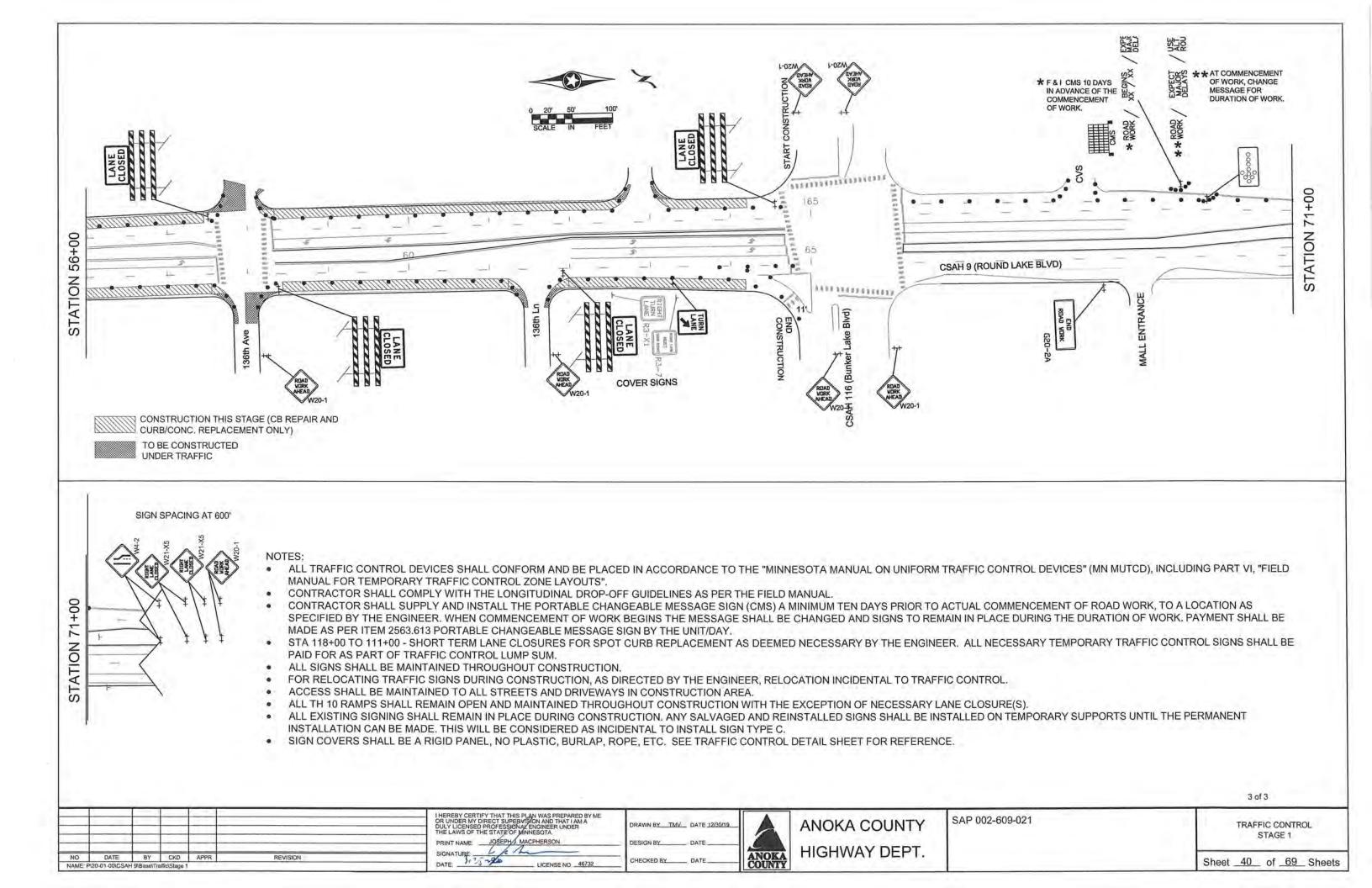


- THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), INCLUDING PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS"
- THE FIELD MANUAL.
- (CMS) A MINIMUM TEN DAYS PRIOR TO ACTUAL COMMENCEMENT OF ROAD WORK, TO A LOCATION AS SPECIFIED BY THE ENGINEER. WHEN COMMENCEMENT OF WORK BEGINS THE MESSAGE SHALL BE CHANGED AND SIGNS TO REMAIN IN PLACE DURING THE DURATION OF WORK. PAYMENT SHALL BE MADE AS PER ITEM 2563.613 PORTABLE CHANGEABLE MESSAGE SIGN BY THE UNIT/DAY.
- AS DEEMED NECESSARY BY THE ENGINEER. ALL NECESSARY TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE PAID FOR AS PART OF TRAFFIC CONTROL LUMP SUM.
- ENGINEER, RELOCATION INCIDENTAL TO TRAFFIC CONTROL
- AREA
- WITH THE EXCEPTION OF NECESSARY LANE CLOSURE(S)
- AND REINSTALLED SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS UNTIL THE PERMANENT INSTALLATION CAN BE MADE. THIS WILL BE CONSIDERED AS INCIDENTAL TO INSTALL SIGN TYPE C.
- SIGN COVERS SHALL BE A RIGID PANEL, NO PLASTIC, BURLAP, ROPE, ETC. SEE TRAFFIC CONTROL DETAIL SHEET FOR REFERENCE.











STATION 11+00

NO

DATE

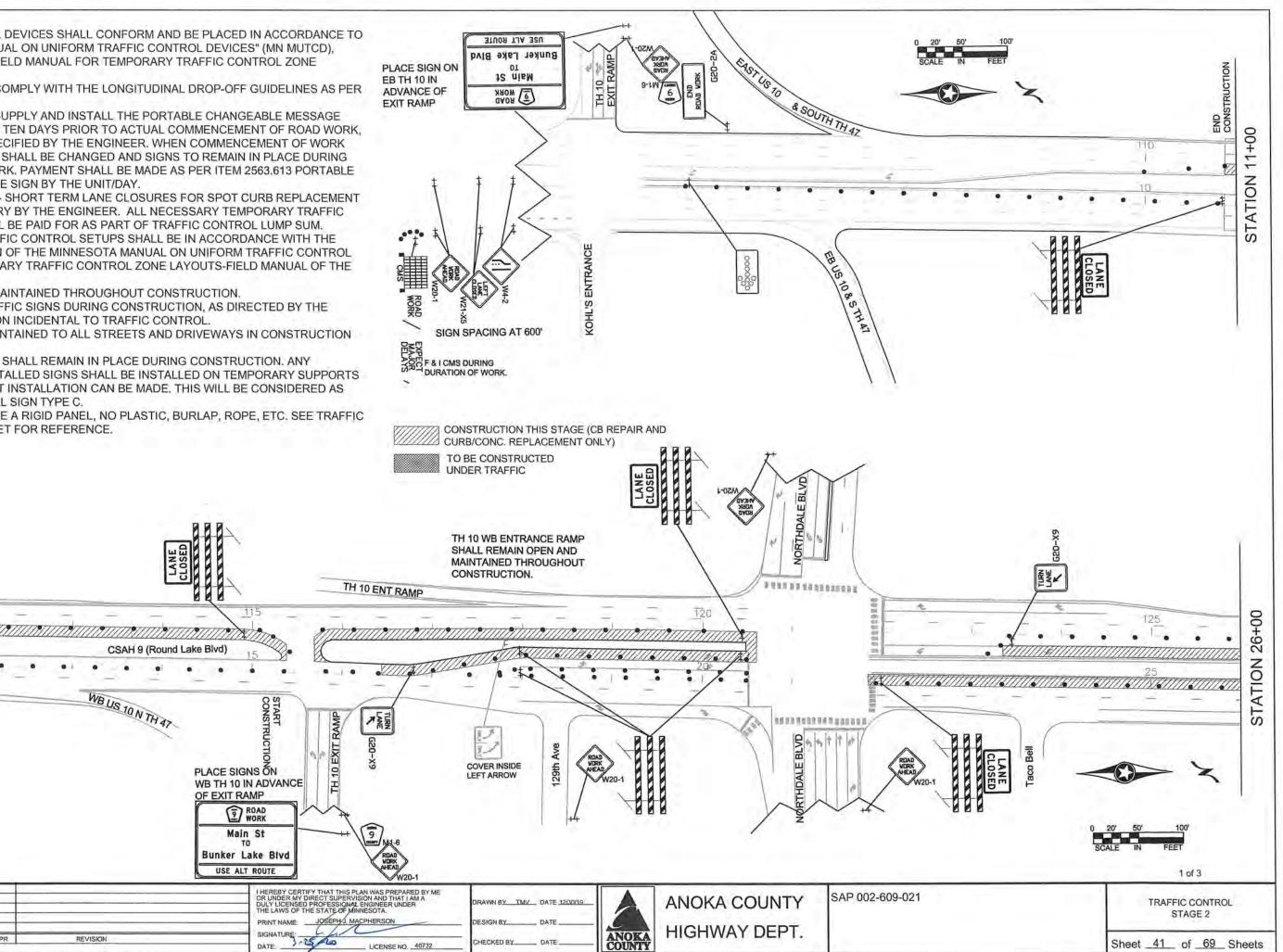
NAME: P\20-01-00\CSAH 9\Base\Traffic

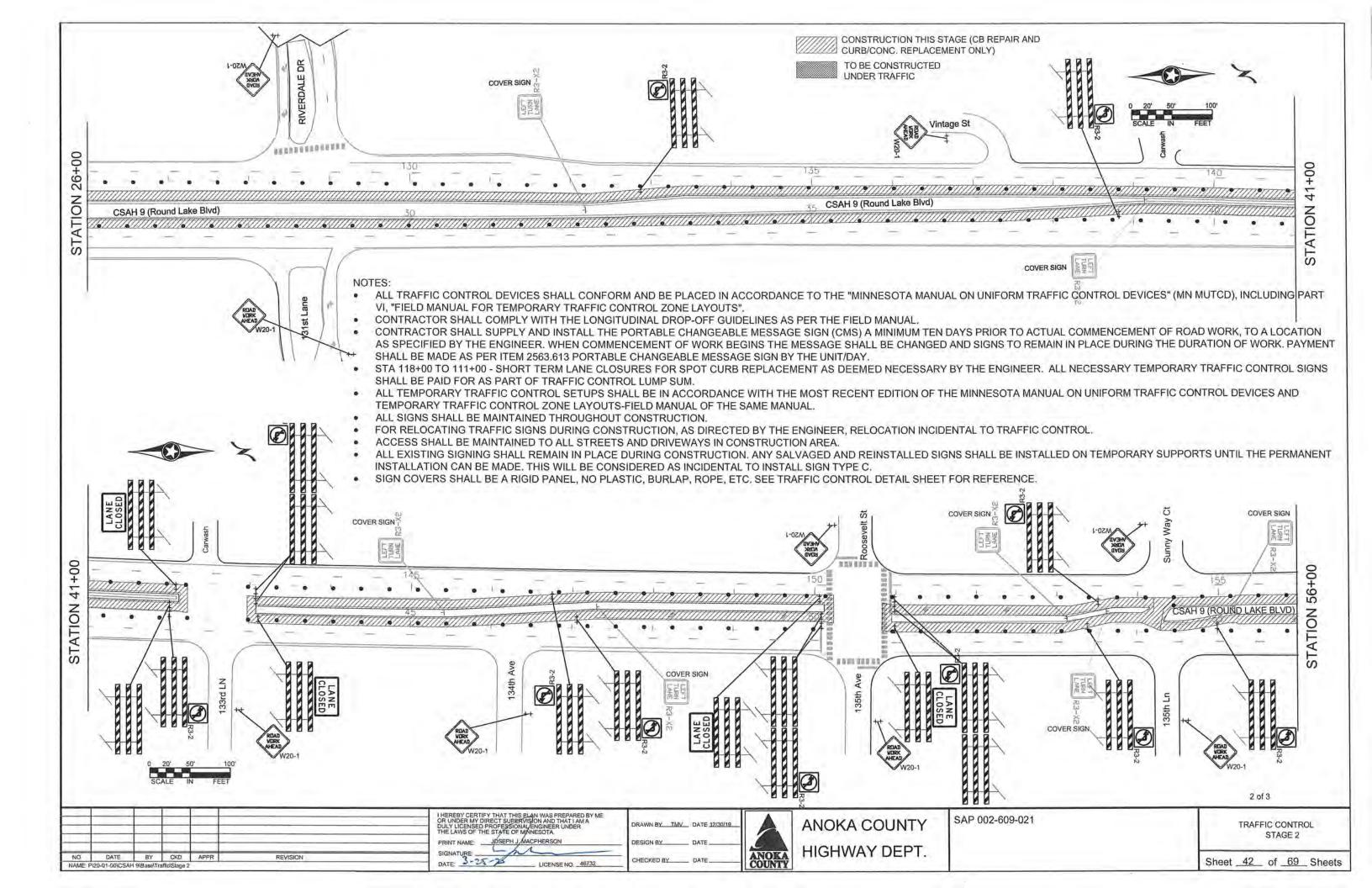
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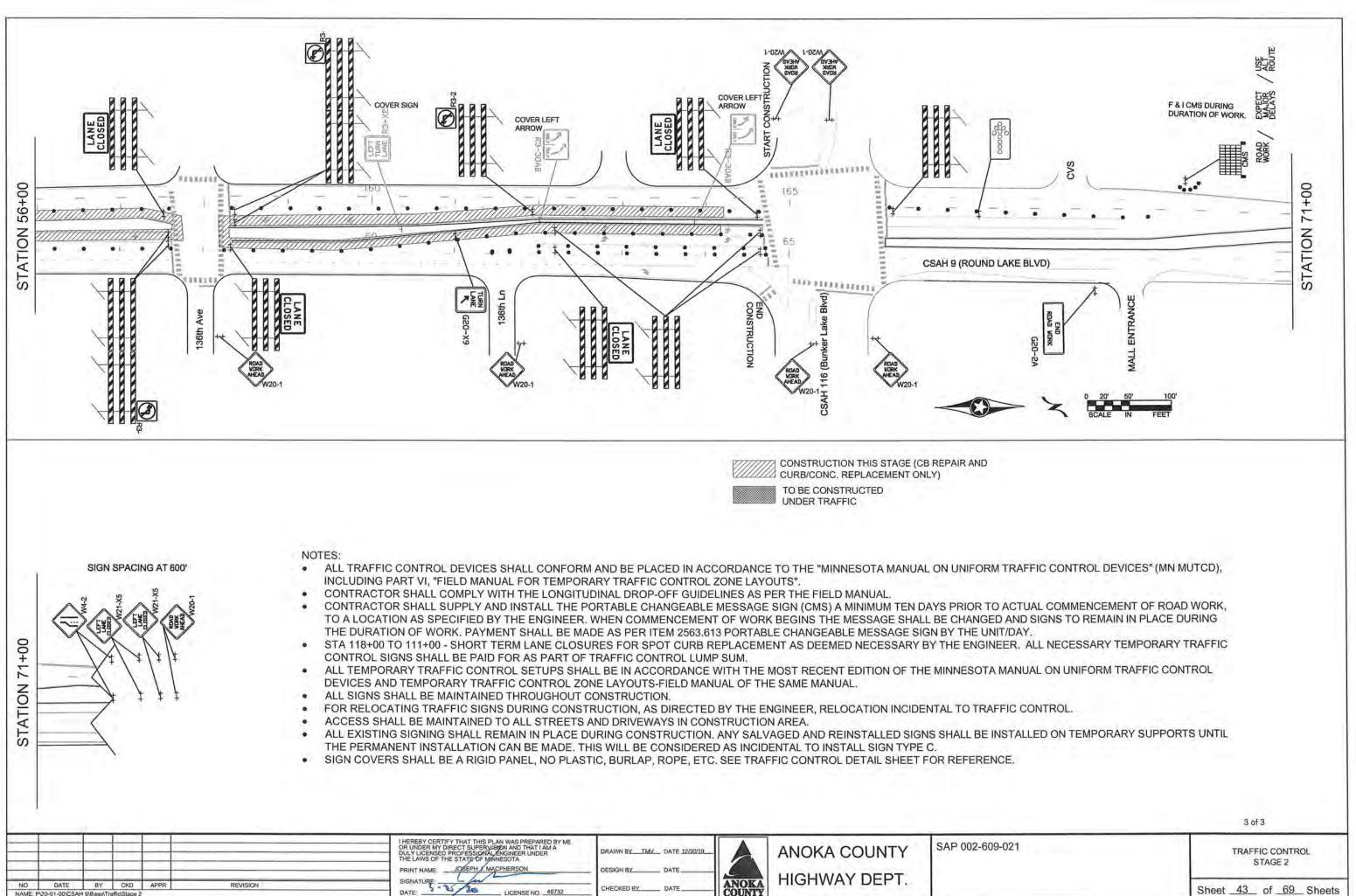
BY CKD APPR

Stage 2

- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE TO . THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), INCLUDING PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
- CONTRACTOR SHALL COMPLY WITH THE LONGITUDINAL DROP-OFF GUIDELINES AS PER . THE FIELD MANUAL.
- CONTRACTOR SHALL SUPPLY AND INSTALL THE PORTABLE CHANGEABLE MESSAGE . SIGN (CMS) A MINIMUM TEN DAYS PRIOR TO ACTUAL COMMENCEMENT OF ROAD WORK. TO A LOCATION AS SPECIFIED BY THE ENGINEER. WHEN COMMENCEMENT OF WORK BEGINS THE MESSAGE SHALL BE CHANGED AND SIGNS TO REMAIN IN PLACE DURING THE DURATION OF WORK. PAYMENT SHALL BE MADE AS PER ITEM 2563.613 PORTABLE CHANGEABLE MESSAGE SIGN BY THE UNIT/DAY.
- STA 118+00 TO 111+00 SHORT TERM LANE CLOSURES FOR SPOT CURB REPLACEMENT AS DEEMED NECESSARY BY THE ENGINEER. ALL NECESSARY TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE PAID FOR AS PART OF TRAFFIC CONTROL LUMP SUM.
- ALL TEMPORARY TRAFFIC CONTROL SETUPS SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL OF THE SAME MANUAL.
- ALL SIGNS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
- FOR RELOCATING TRAFFIC SIGNS DURING CONSTRUCTION, AS DIRECTED BY THE . ENGINEER, RELOCATION INCIDENTAL TO TRAFFIC CONTROL
- ACCESS SHALL BE MAINTAINED TO ALL STREETS AND DRIVEWAYS IN CONSTRUCTION AREA
- ALL EXISTING SIGNING SHALL REMAIN IN PLACE DURING CONSTRUCTION. ANY SALVAGED AND REINSTALLED SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS UNTIL THE PERMANENT INSTALLATION CAN BE MADE. THIS WILL BE CONSIDERED AS INCIDENTAL TO INSTALL SIGN TYPE C.
- SIGN COVERS SHALL BE A RIGID PANEL, NO PLASTIC, BURLAP, ROPE, ETC. SEE TRAFFIC CONTROL DETAIL SHEET FOR REFERENCE.







NAME: P\20-01-00\CSAH 9\Base\Traffic\Stage 2



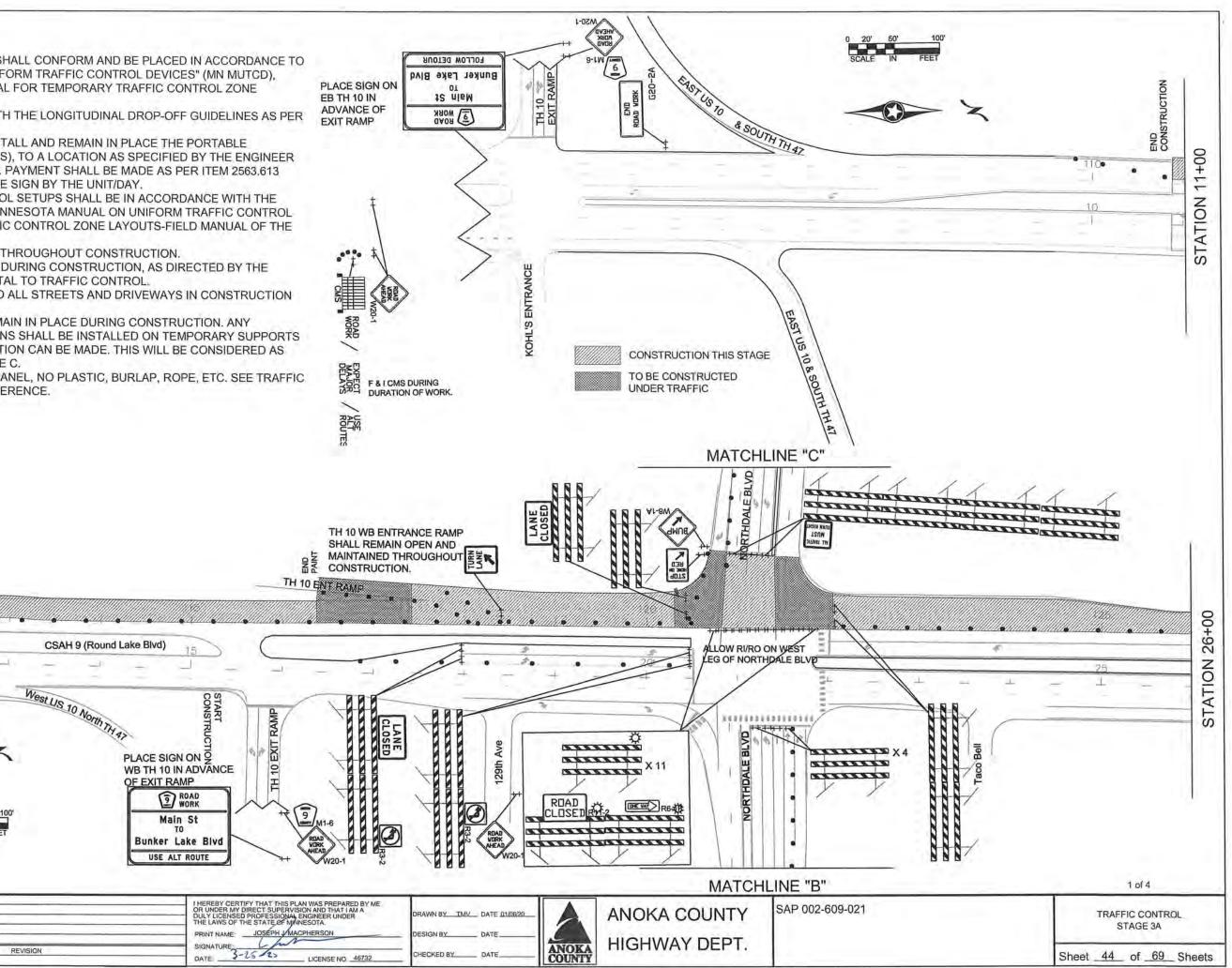
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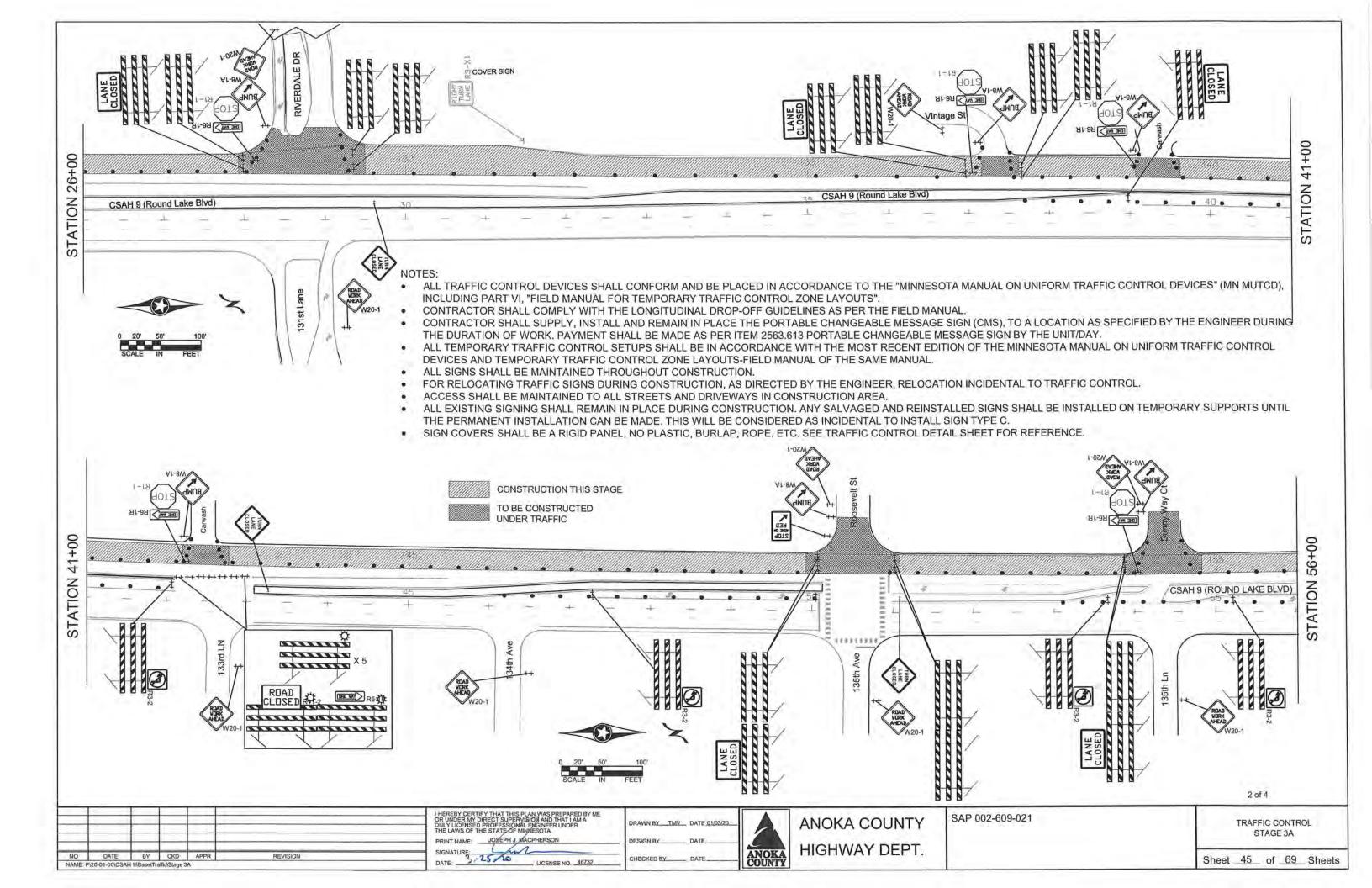
STATION

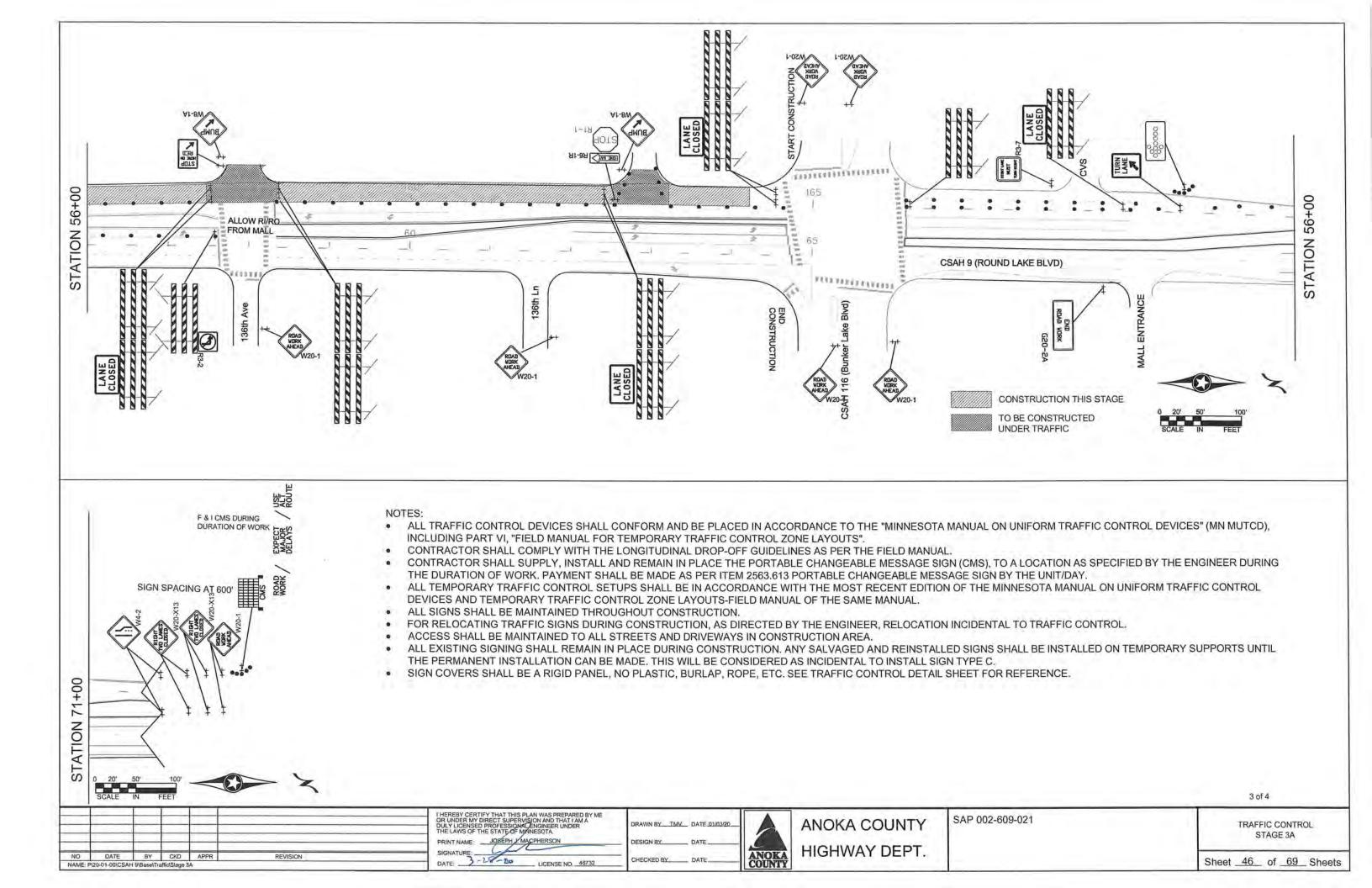
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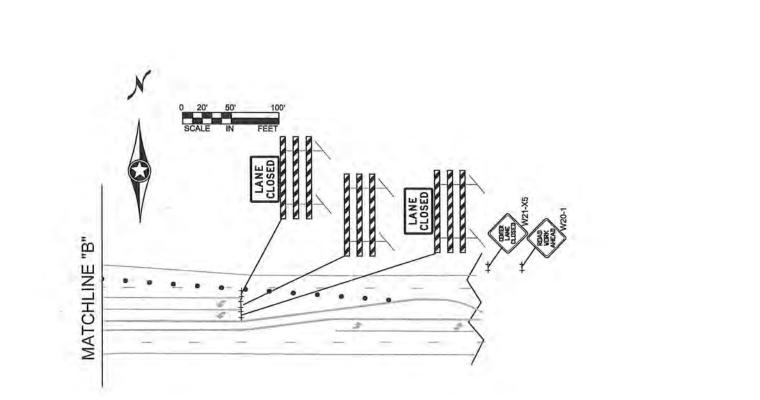
IAME: P\20-01-00\CSAH 9\Baso\Traffic\Stage 3A

- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE TO . THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD). INCLUDING PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
- CONTRACTOR SHALL COMPLY WITH THE LONGITUDINAL DROP-OFF GUIDELINES AS PER THE FIELD MANUAL.
- CONTRACTOR SHALL SUPPLY, INSTALL AND REMAIN IN PLACE THE PORTABLE . CHANGEABLE MESSAGE SIGN (CMS), TO A LOCATION AS SPECIFIED BY THE ENGINEER DURING THE DURATION OF WORK. PAYMENT SHALL BE MADE AS PER ITEM 2563.613 PORTABLE CHANGEABLE MESSAGE SIGN BY THE UNIT/DAY.
- ALL TEMPORARY TRAFFIC CONTROL SETUPS SHALL BE IN ACCORDANCE WITH THE . MOST RECENT EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL OF THE SAME MANUAL.
- ALL SIGNS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
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- ALL EXISTING SIGNING SHALL REMAIN IN PLACE DURING CONSTRUCTION, ANY SALVAGED AND REINSTALLED SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS UNTIL THE PERMANENT INSTALLATION CAN BE MADE. THIS WILL BE CONSIDERED AS INCIDENTAL TO INSTALL SIGN TYPE C.
- SIGN COVERS SHALL BE A RIGID PANEL, NO PLASTIC, BURLAP, ROPE, ETC. SEE TRAFFIC . CONTROL DETAIL SHEET FOR REFERENCE.









## NOTES:

- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), INCLUDING PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
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- SIGN COVERS SHALL BE A RIGID PANEL, NO PLASTIC, BURLAP, ROPE, ETC. SEE TRAFFIC CONTROL DETAIL SHEET FOR REFERENCE.

		-	-	1						1
		-				THE LAWS OF THE STATE OF MINNESOTA.	AWN BY TMY DATE 01/03/20	A	ANOKA COUNTY	SAP 002-60
128 I						PRINT NAME JOSEPH J. MACPHERSON DESI	SIGN BY DATE	ANOKA	HIGHWAY DEPT.	
NO NAME: F	DATE \20-01-00\CSAH	BY 9\Base\Tr	CKD affic\Stage 3	APPR APPR	REVISION		ECKED BY DATE	COUNTY		

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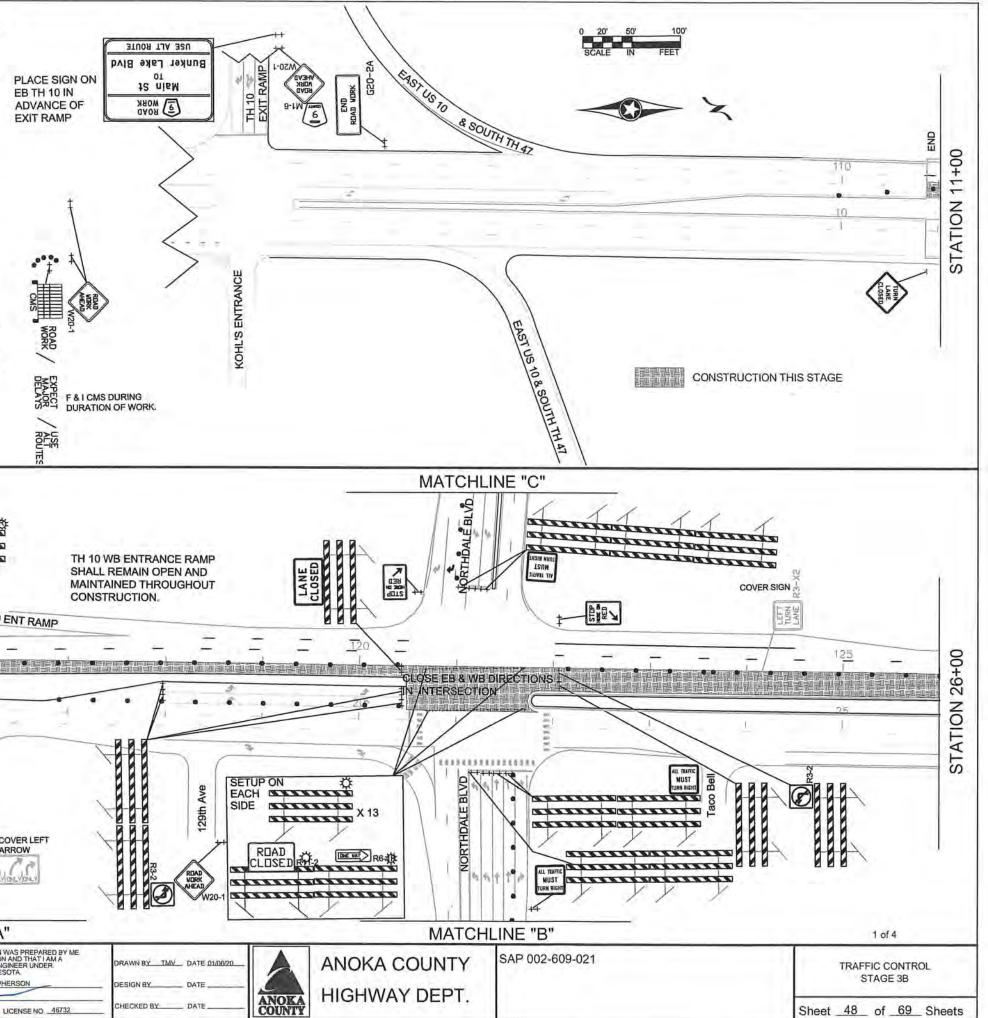
CONSTRUCTION THIS STAGE

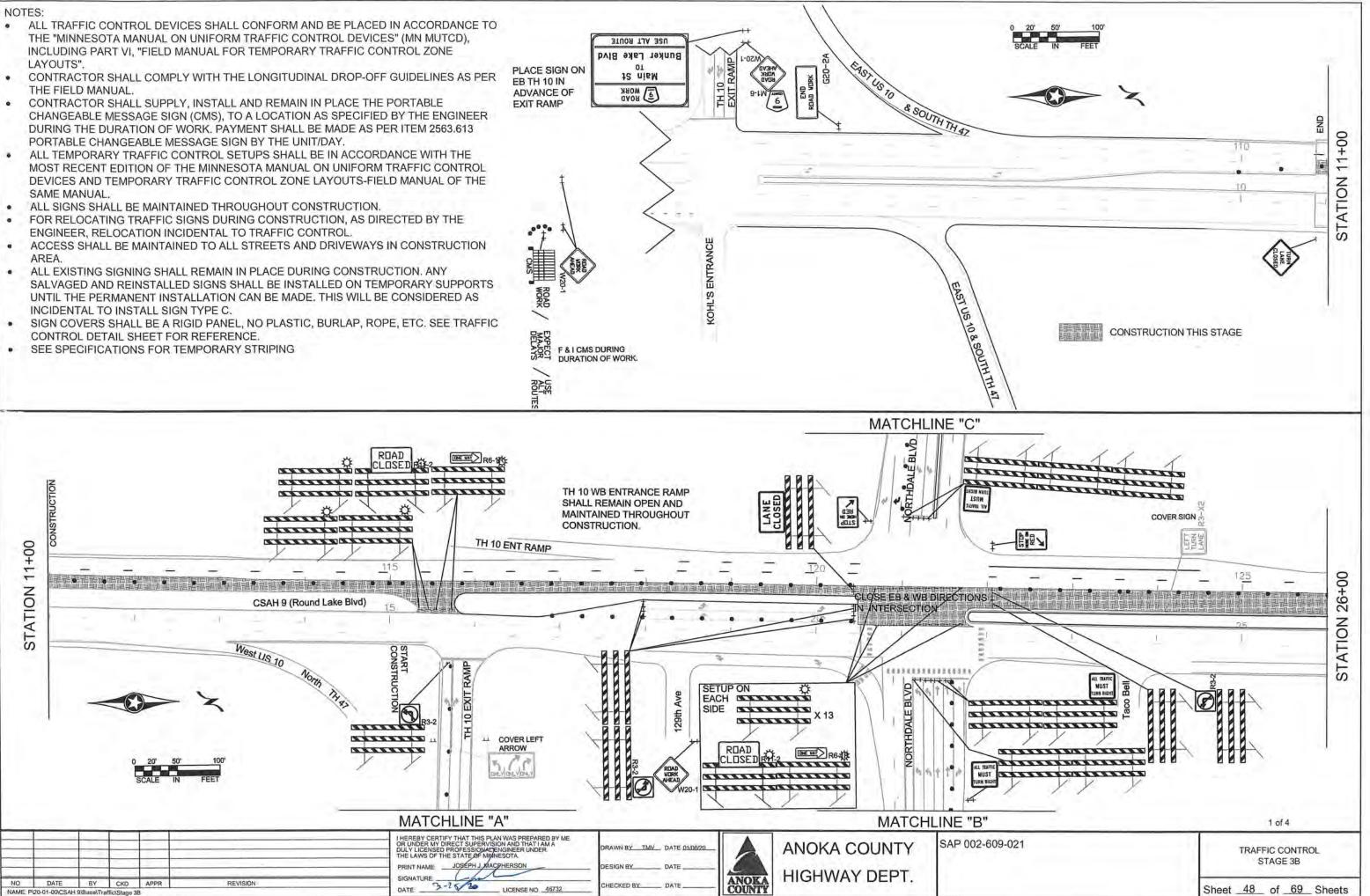
TO BE CONSTRUCTED UNDER TRAFFIC

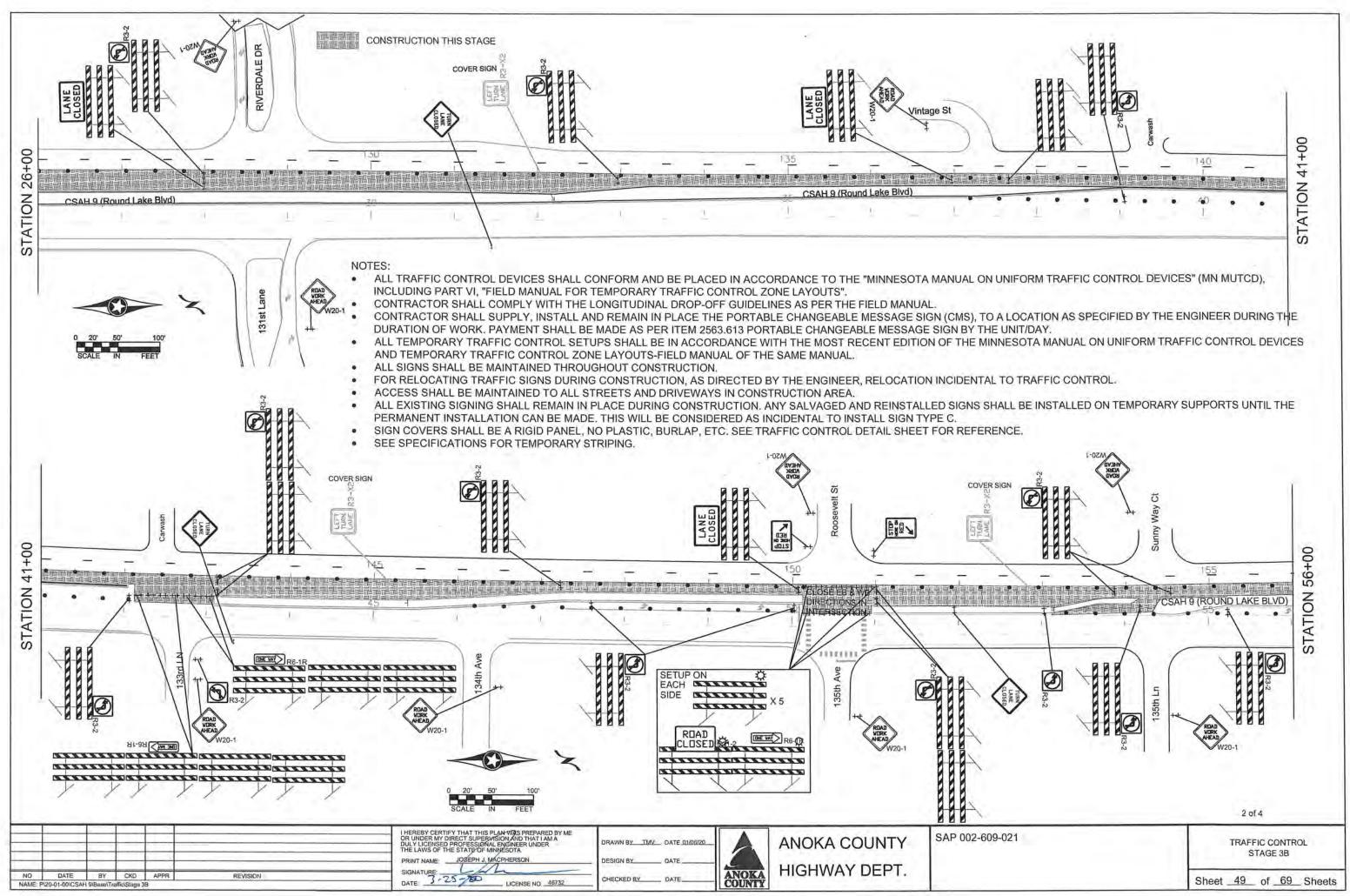
4 of 4 09-021 TRAFFIC CONTROL STAGE 3A Sheet \_47\_ of \_69\_ Sheets

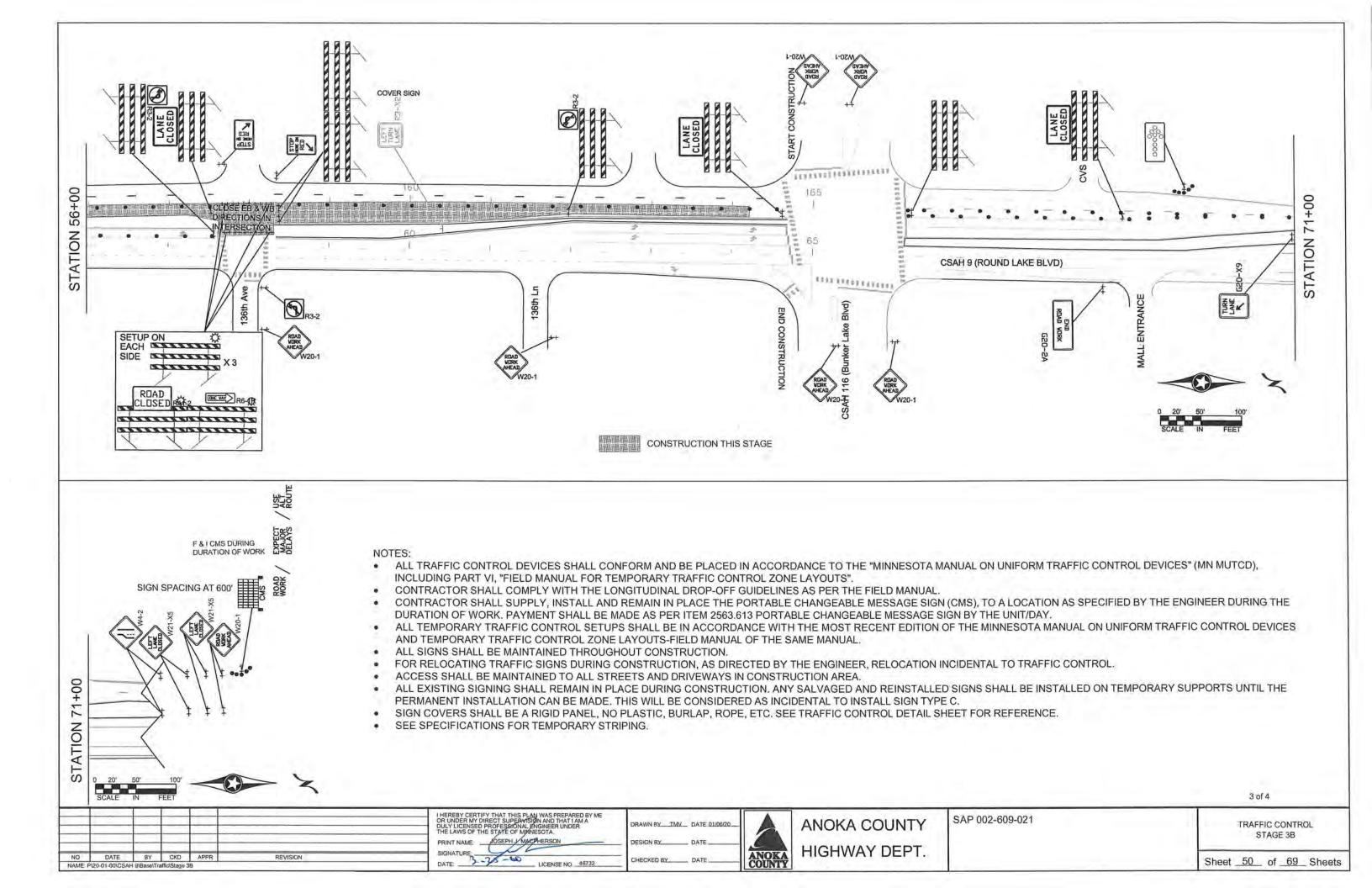


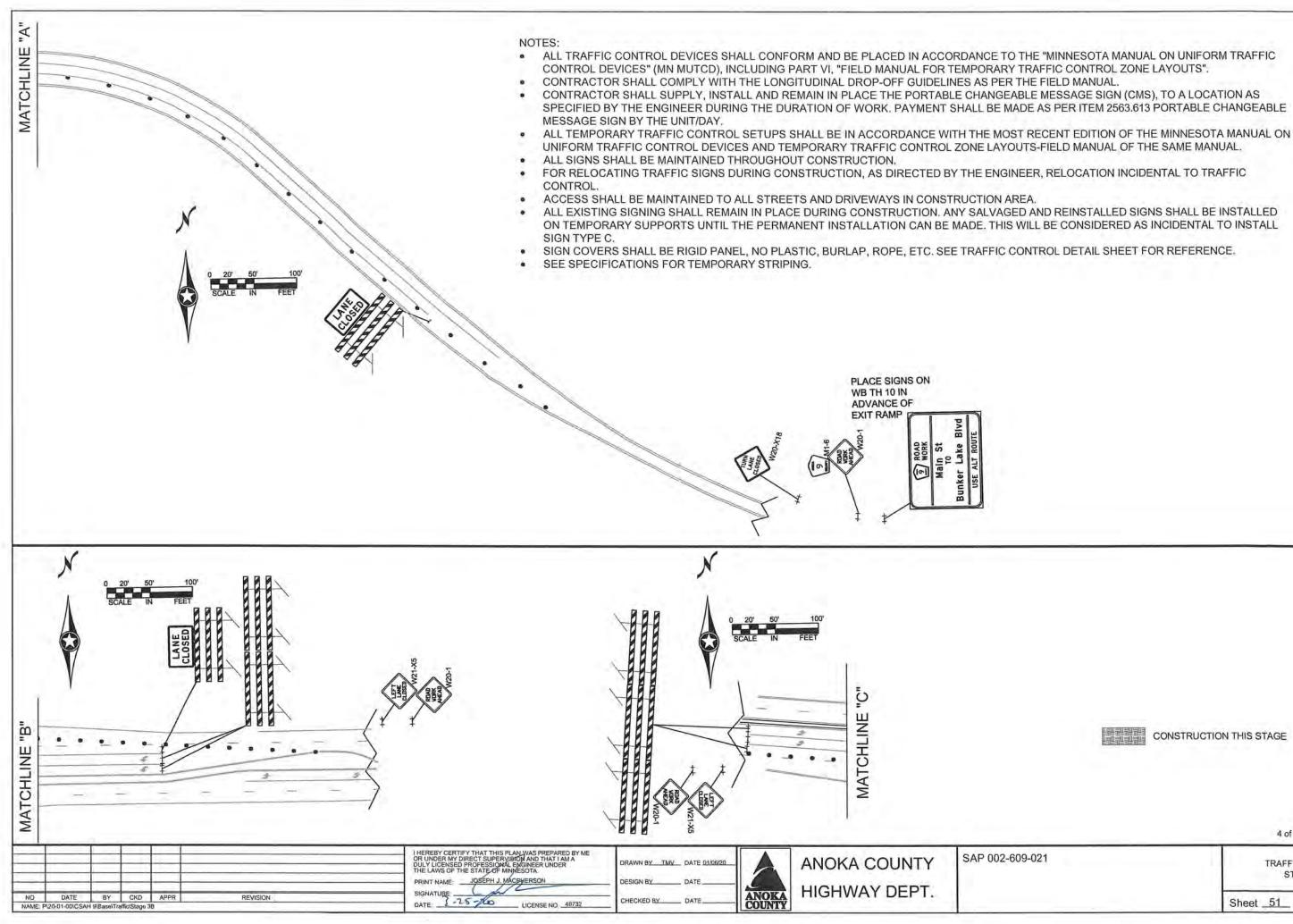
- THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), INCLUDING PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
- THE FIELD MANUAL.
- CONTRACTOR SHALL SUPPLY, INSTALL AND REMAIN IN PLACE THE PORTABLE DURING THE DURATION OF WORK. PAYMENT SHALL BE MADE AS PER ITEM 2563.613 PORTABLE CHANGEABLE MESSAGE SIGN BY THE UNIT/DAY.
- ALL TEMPORARY TRAFFIC CONTROL SETUPS SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL OF THE
- ALL SIGNS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
- FOR RELOCATING TRAFFIC SIGNS DURING CONSTRUCTION, AS DIRECTED BY THE ENGINEER, RELOCATION INCIDENTAL TO TRAFFIC CONTROL
- ACCESS SHALL BE MAINTAINED TO ALL STREETS AND DRIVEWAYS IN CONSTRUCTION AREA
- ALL EXISTING SIGNING SHALL REMAIN IN PLACE DURING CONSTRUCTION. ANY SALVAGED AND REINSTALLED SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS UNTIL THE PERMANENT INSTALLATION CAN BE MADE. THIS WILL BE CONSIDERED AS INCIDENTAL TO INSTALL SIGN TYPE C.
- CONTROL DETAIL SHEET FOR REFERENCE.
- SEE SPECIFICATIONS FOR TEMPORARY STRIPING



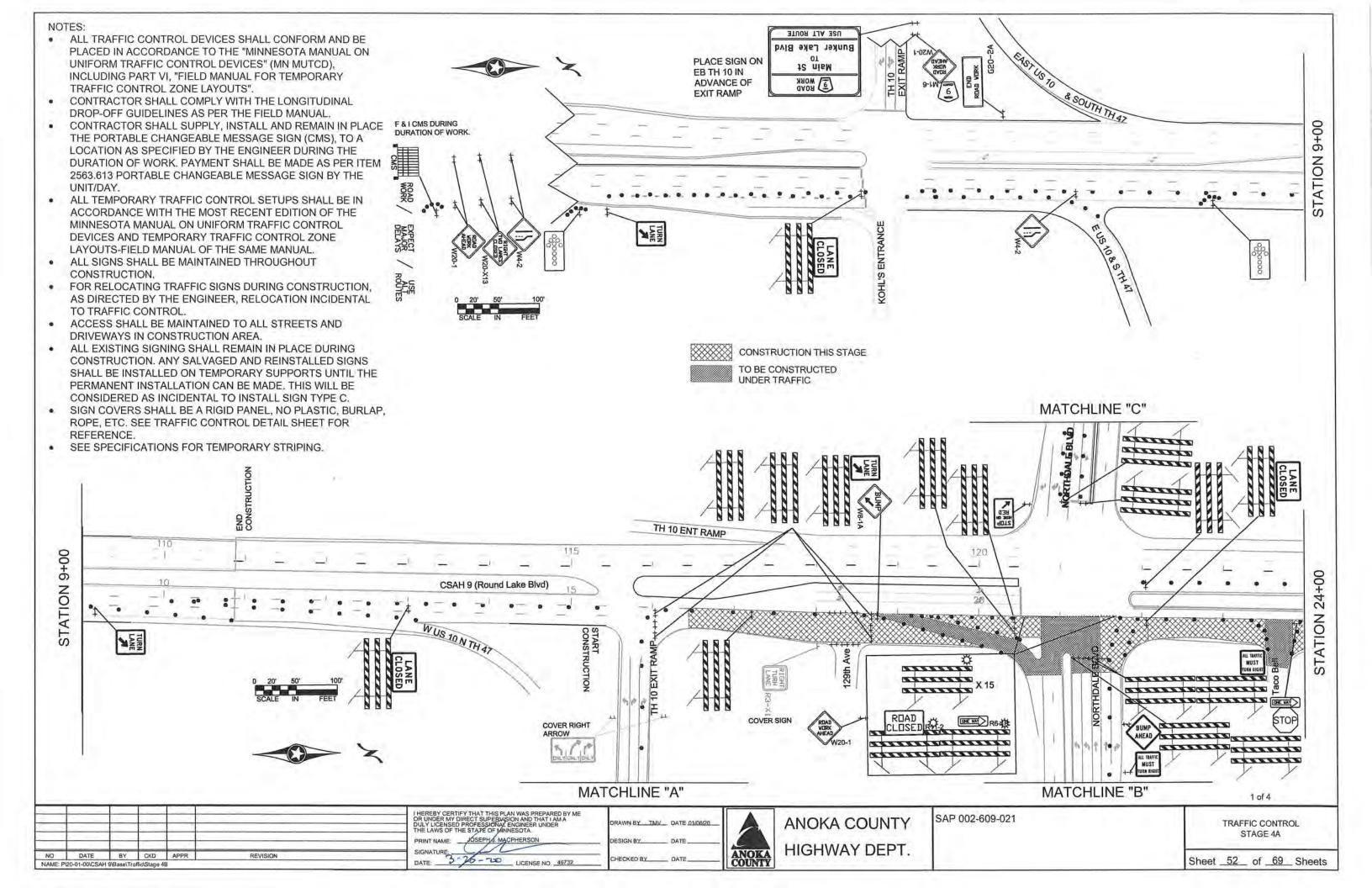


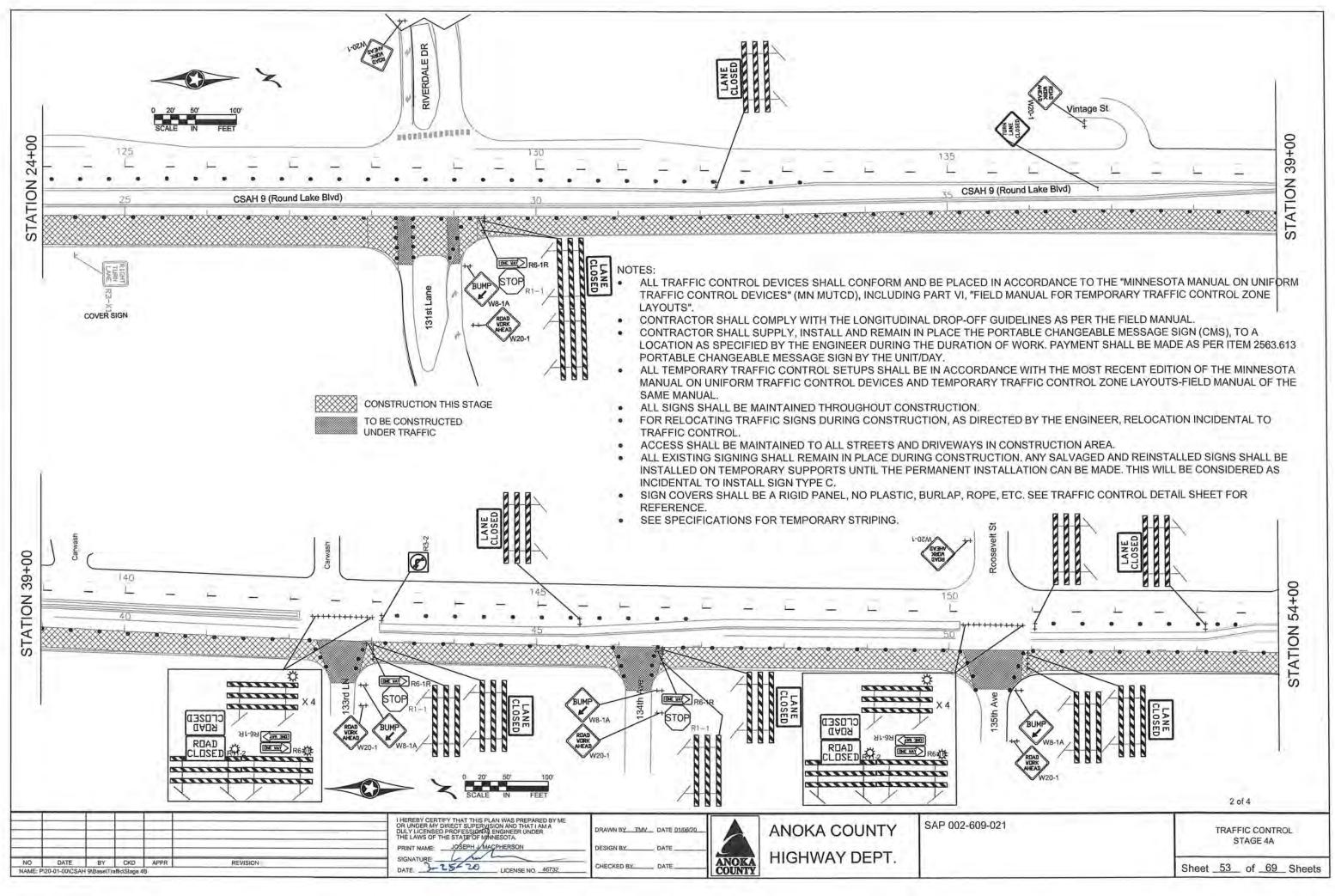


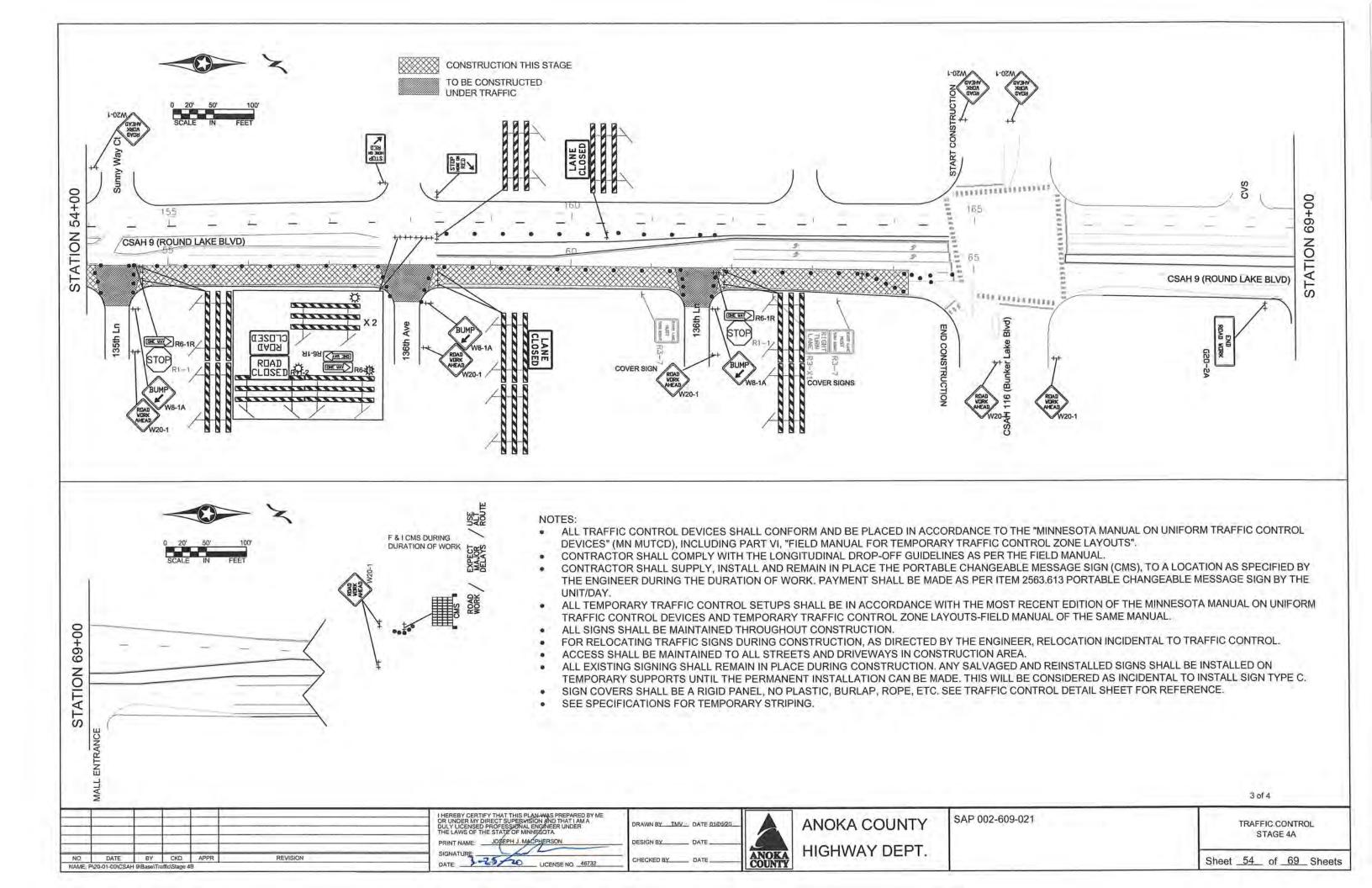


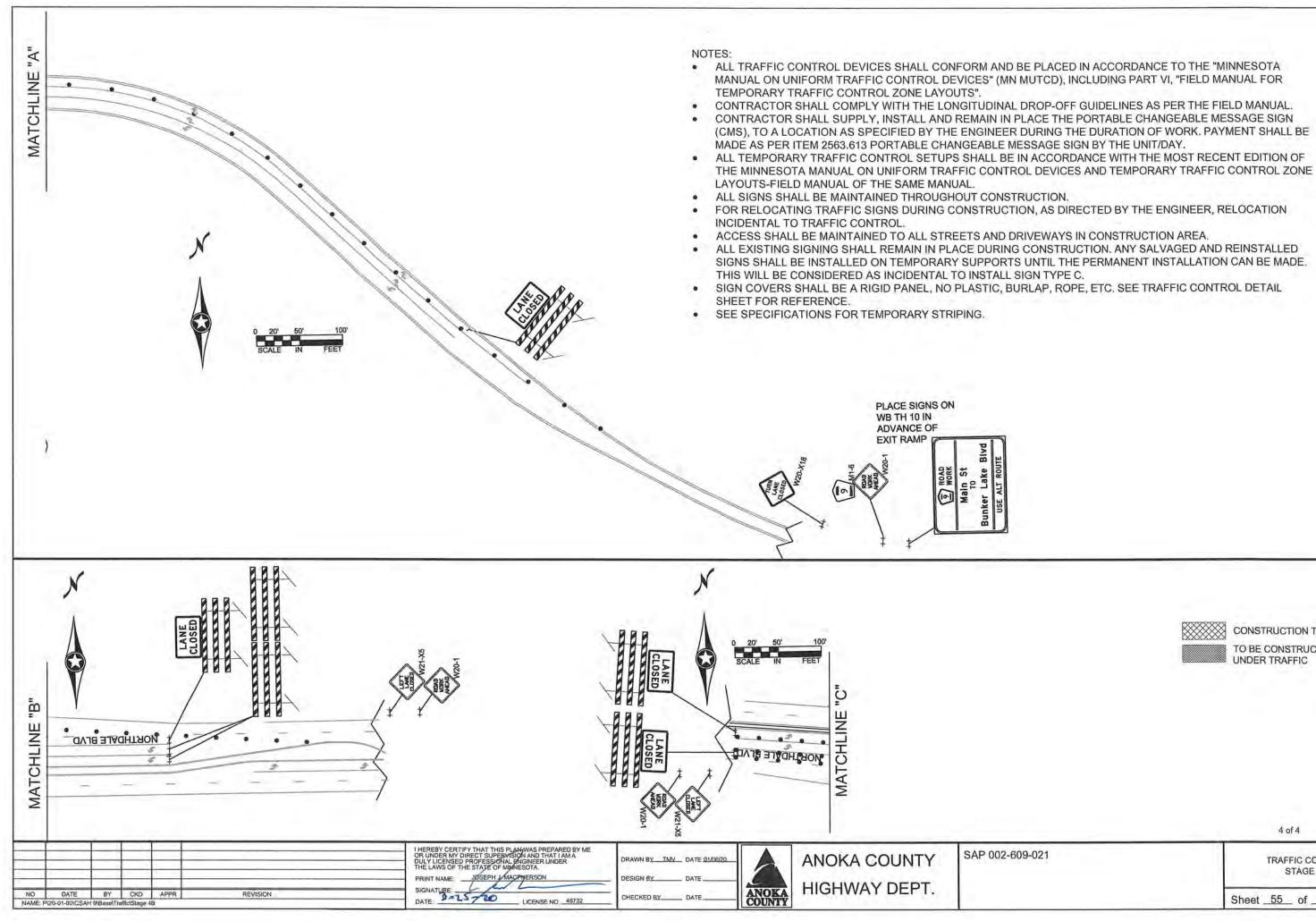


	CONSTRUCTION THIS STAGE
	4 of 4
09-021	TRAFFIC CONTROL STAGE 3B
	Sheet <u>51</u> of <u>69</u> Sheets









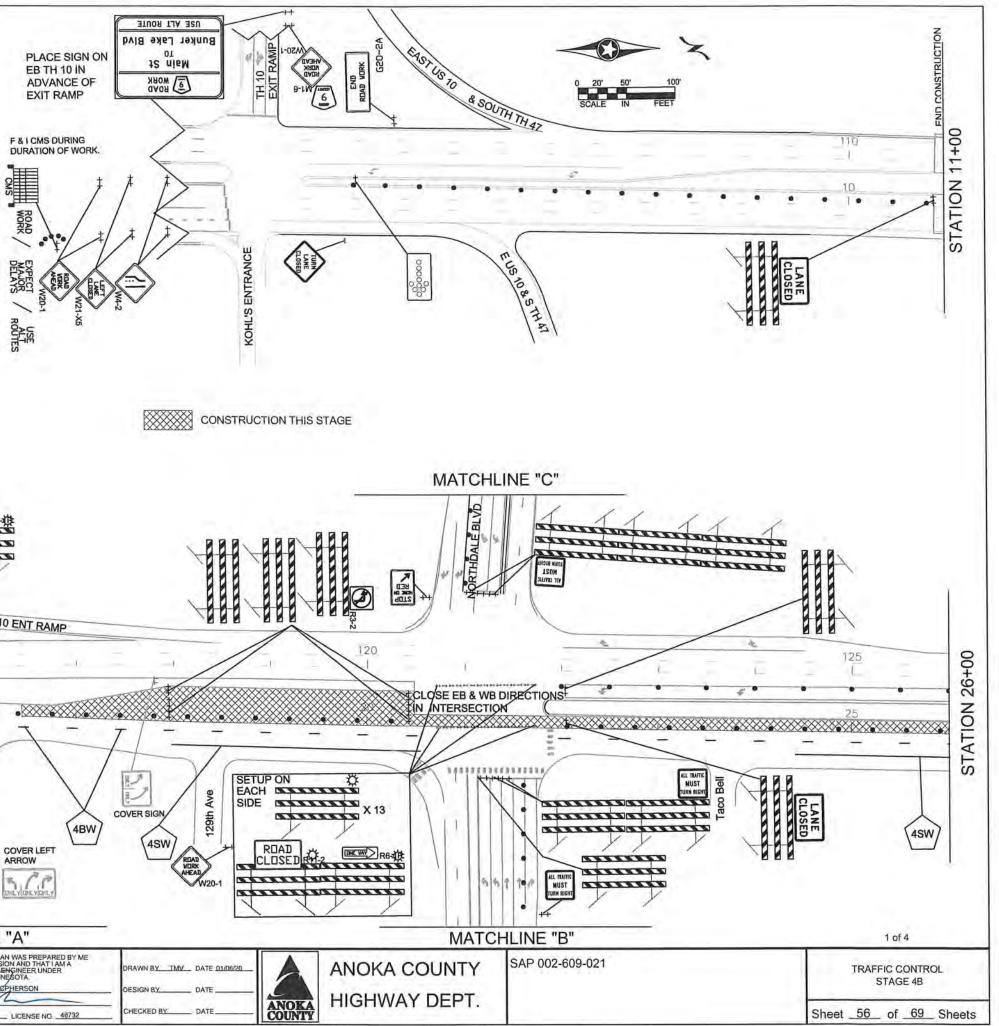


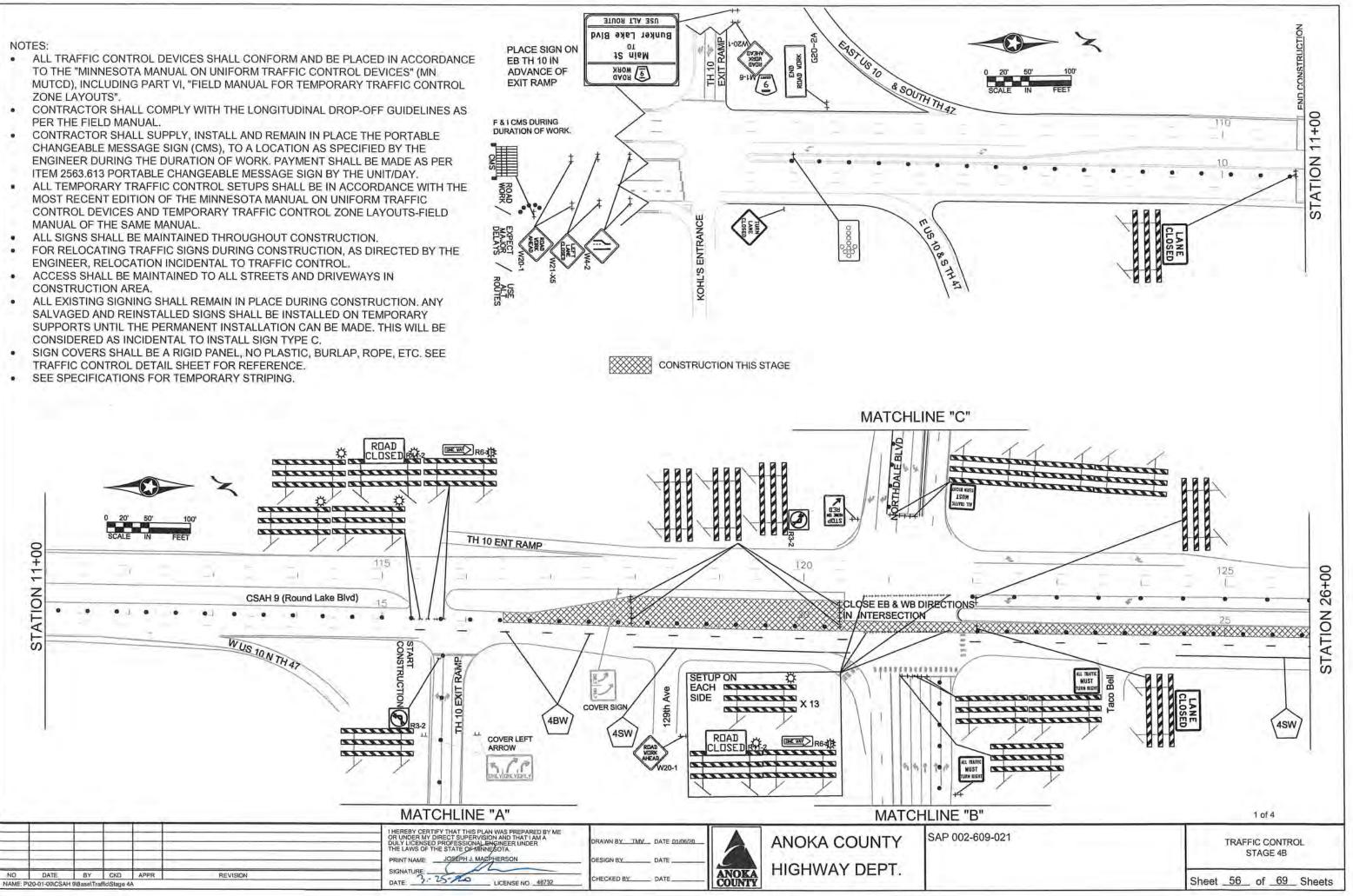
CONSTRUCTION THIS STAGE TO BE CONSTRUCTED UNDER TRAFFIC

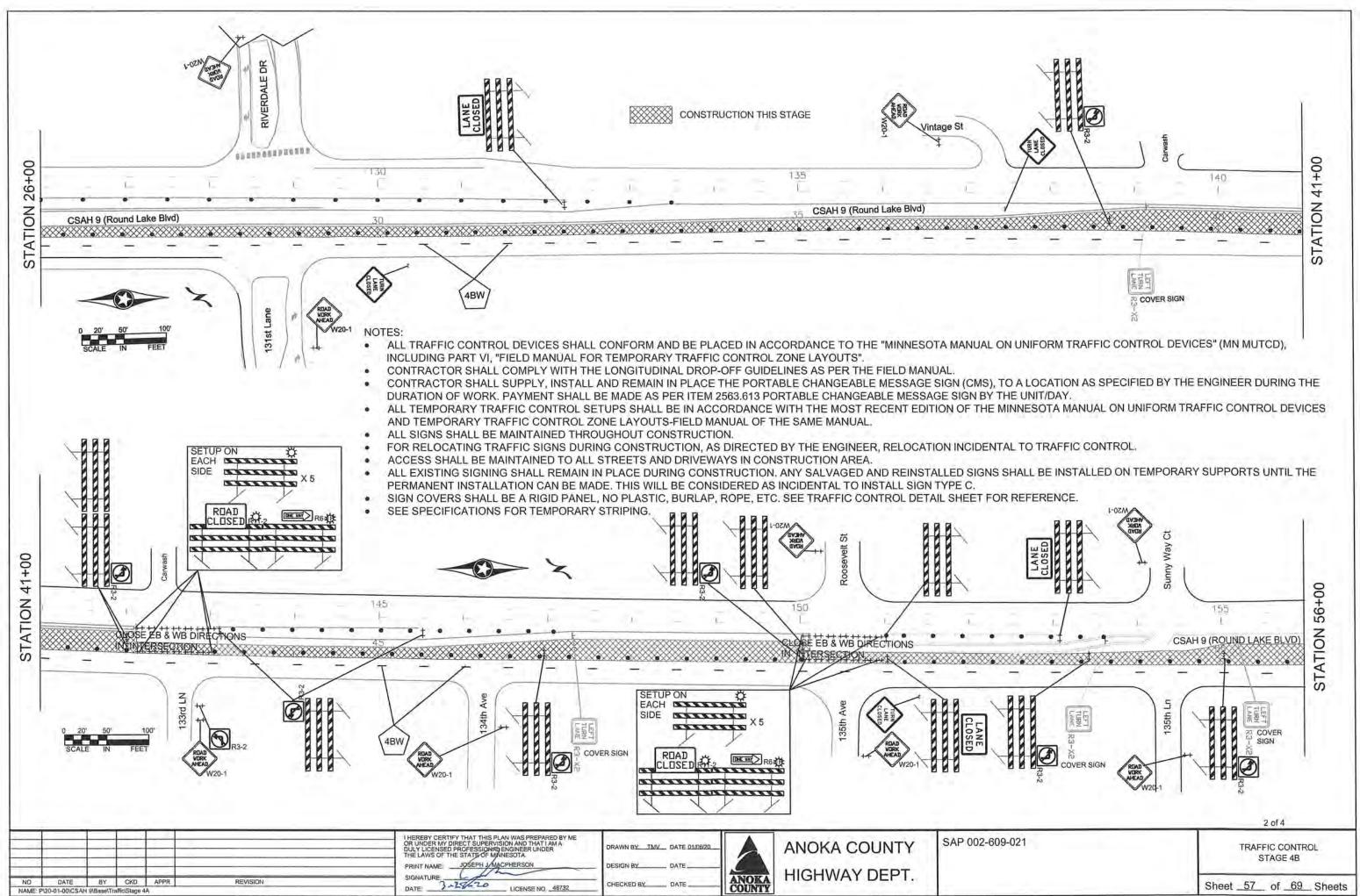
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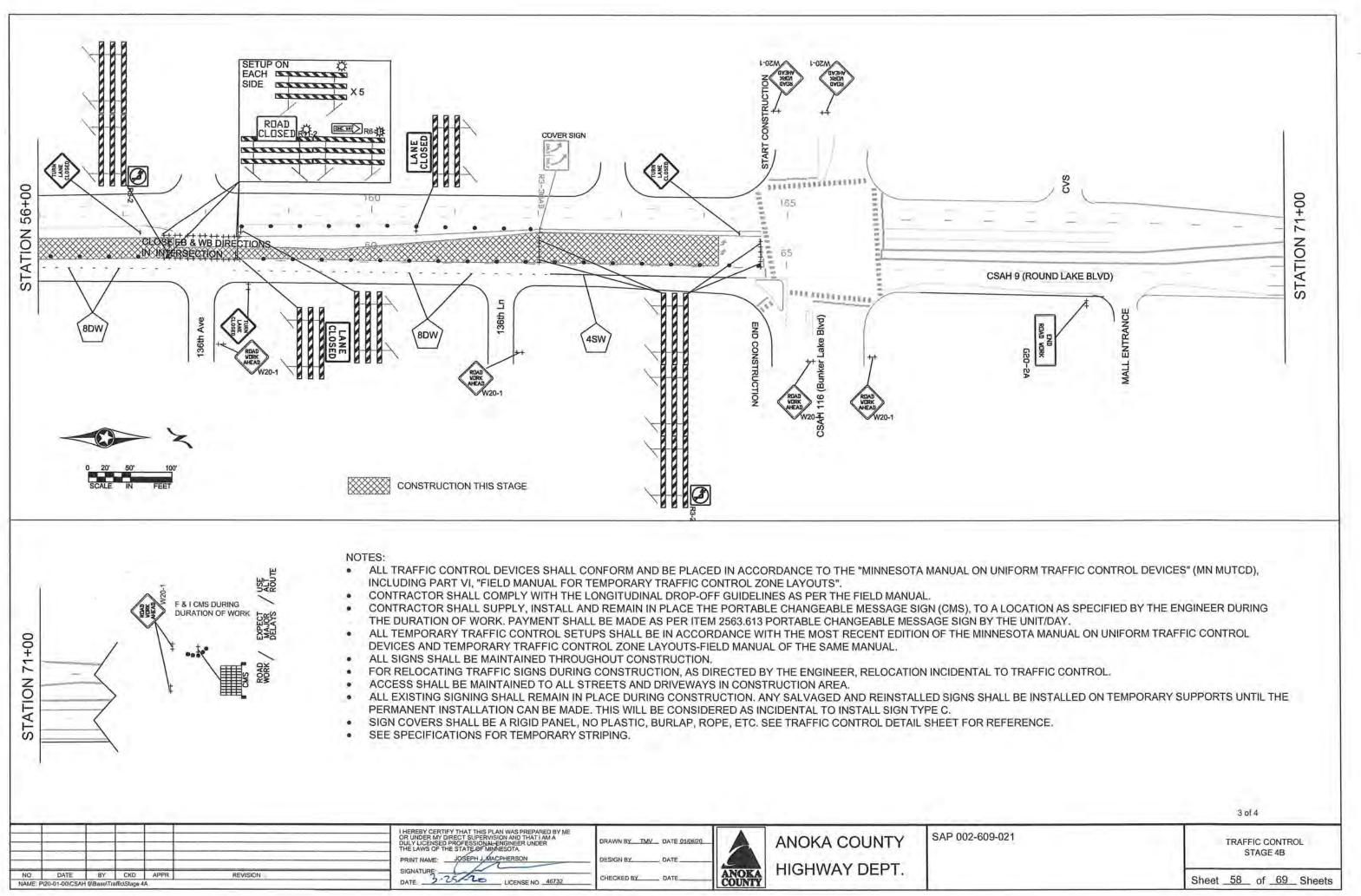
9-021	TRAFFIC CONTROL STAGE 4A
	Sheet 55 of 69 Sheets

- TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), INCLUDING PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
- PER THE FIELD MANUAL.
- CHANGEABLE MESSAGE SIGN (CMS), TO A LOCATION AS SPECIFIED BY THE ENGINEER DURING THE DURATION OF WORK. PAYMENT SHALL BE MADE AS PER ITEM 2563.613 PORTABLE CHANGEABLE MESSAGE SIGN BY THE UNIT/DAY.
- MOST RECENT EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL OF THE SAME MANUAL.
- ENGINEER, RELOCATION INCIDENTAL TO TRAFFIC CONTROL
- CONSTRUCTION AREA.
- ALL EXISTING SIGNING SHALL REMAIN IN PLACE DURING CONSTRUCTION, ANY SALVAGED AND REINSTALLED SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS UNTIL THE PERMANENT INSTALLATION CAN BE MADE. THIS WILL BE
- TRAFFIC CONTROL DETAIL SHEET FOR REFERENCE.

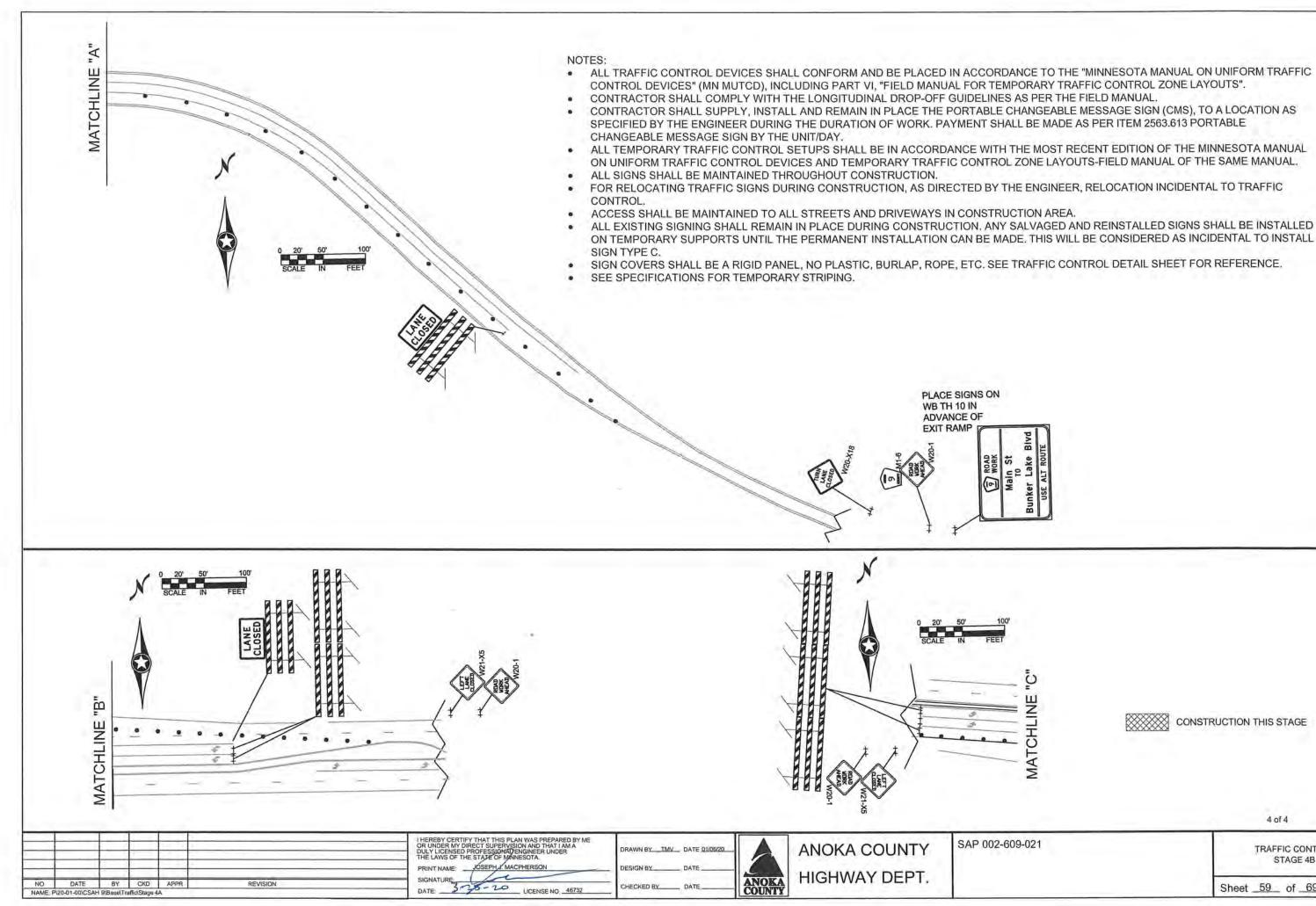








						I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL-ENGINEER UNDER THE LAWS OF THE STATE OF MINIESOTA. PRINT NAME: JOSEPH J_MACPHERSON	DRAWN BY DATE 01/06/20		ANOKA COUNTY	SAP 002-60
NO NAME: F	DATE 2\20-01-00\CSA	BY H 9\Base\Tr	CKD affic\Stage	APPR 4A	REVISION	DATE 3-25-20 LICENSE NO. 46732	CHECKED BY DATE	ANOKA	HIGHWAY DEPT.	

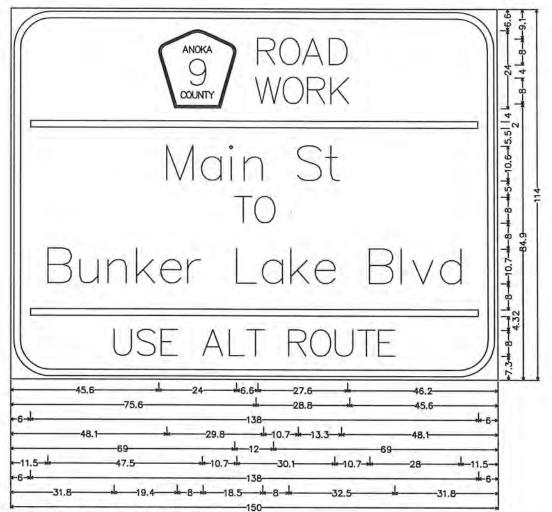


MATCHLINE "C"	CONSTRUCTION THIS STAGE
	4 of 4
9-021	TRAFFIC CONTROL STAGE 4B
	Sheet 59 of 69 Sheets

Murran Size	MoERT	10	or or	011 ores	017 01G 34	ar of	any STO	MULTCO	305	MoERT.	01,00	1.010	011, 010 2	ory of an	82 Jus	01. STO	912 CODE	Mergy	10	011, STe ,	011, 016, 2	ory or an	8: 01/ VO	100 to
R6-1R 36" x 12" R6-1R 36" x 12" R1-1 30" x 30"	CHERRY CHERRY TOP	9 2 9	0 0 0	6 0 6	0 0 0	6 0 6	0 0 0	W21-X5	48" x 48"		0	0	4	0	0	0	G20-X9 150" x 114"	Main St Bunker Lake Blvd	2	2	2	2	2	2
33-7 36" x 36"	RIGHT LAR HRIST TUH RIGHT	0	0	1	0	0	0	<u>R11</u>	48" x 30"	LANE	0	12	2	9	7	9				0	-		0	
R3-7AR 36" x 36"	ALL TIMER MUST TURNRGAT	0	0	0	1	1	1	R3-7AR	36" x 36"	ALL TRAFFIC MLST TURNINGHT	0	0	Ť	2	1	2	ARROWBOARD	- 0300000	2	2			2	1
R3-21 36" x 36"	- 0	0	0	0	3	1	1	R6-1R	54" x 18"		0.	0	2	9	7	9	REFLECTORIZED	A	524	372	307	292	431	264
R10-6 24" x 36"	STDP HEX BY RED	0	0	3	6	3	1	<u>R3-2</u>	36" x 36"	- 9	0	13	7	16	0	13	REBOUNDABLE DRUM		12					
V4-2L 48" x 48"	- 🕼	0	4	0	2	0	2	<u>R11-2</u>	48" X 30"		0	0	2	7	7	9	CMS sign to be installed a minimum of ten days prior actual commencement of work.	road	2	2	2	2	2	2
V4-2R 48" x 48"	- (1)	4	0	2	0	3	0	FLASHER TYPE III	8 FOOT	¢	0	0 38	20 42	59 111	33 51	77 122	At commencement of work signs to remain in place for the duration of work.	<b>ι</b> ,	_					
/8-1 48" x 48"	BUMP	0	0	9	0	8	0																	
/8-1A 48" x 48"	- BAP AFEAD	0	0	0	0	đ	0	R11	48" x 30"	LANE	18	0	8	0	9	0								
11-6 24" x 24"	- 9	2	2	2	2	2	2	R3-1	36" x 36"	- 🕅	o	o	0	0	0	0								
V20-1 48" x 48"	- RDAD VIDER NHEAD	24	24	24	24	24	24	G20-X9R	30" X 36"		0	0	0	0	1	0								
V20-X13 48" x 48"	- WRIGHT	0	0	4	0	2	0	TYPE III	8 FOOT		24	0	26	0	29	0								
W20-X18 48" x 48"		0	0	4	5	2	8	<u>G20-2A</u>	48" x 24"	END RDAD WORK	2	2	2	2	2	2								
W21-X5 48" x 48"	- RIGH	6	0	0	0	0	0	G20-X9L	30" x 36"		Ō	3	0	1	0	0								
V21-X5 48" x 48"	LEFT	0	6	1	6	2	4	G20-X9R	30" X 36"	TURN LANE	6	o	3	0	2	0								

NOTES:
 ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.
 ALL TYPE III BARRICADES SHALL BE REFLECTORIZED ON BOTH SIDES. BARRICADE MARKINGS SHALL BE SLANTED IN ACCORDANCE WITH THE M.U.T.C.D.

							1				
						I HEREBY CERTIFY THAT THIS PLAN 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 MININESOTA	DRAWN BY DATE1/13/20	A	ANOKA COUNTY	SAP 002-609-021	STAGING QUANTITIES
-		1	12.5			SIGNATURE	DESIGN BY DATE	ANOKA	HIGHWAY DEPT.		
NAME: P:\20	DATE	BY 9\Base\Tra	affic\Stage	APPR . Duantities	REVISION	DATE: 3-28-20 LICENSE NO. 46732		COUNTY	HIGHWAT DELT.		Sheet 60 of 69 Sheets



CHANGEABLE MESSAGE BOARD - MESSAGE SEQUENCE LAYOUT

1	R	0	А	D		
	W	0	R	к		
в	Е	G	1	N	S	

5	<	D	A	T	Е	>	
	E	X	Р	Е	С	Т	
	D	Е	L	А	Y	S	

work.

R	0	Α	D	
W	0	R	К	1
1.171.	1			

At commencement of work, change CMS sign message & remain inplace or at a location designated by the Engineer during the duration of project.

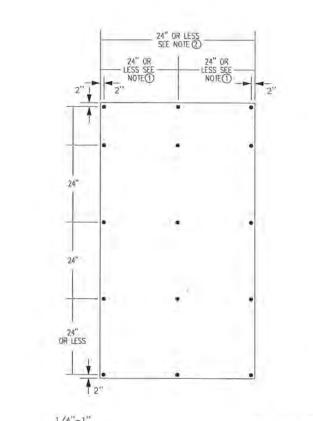
E	X	Ρ	Е	С	T
	M	Α	J	0	R
D	E	L	Α	Y	S

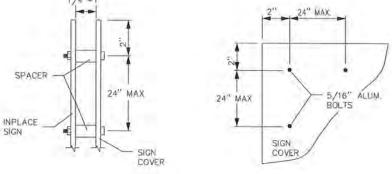
	U	S	Е		
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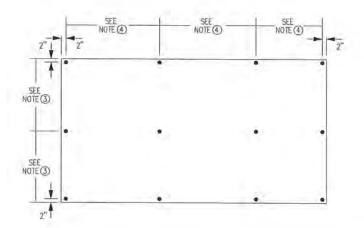
						I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. PRINT NAME: JOSEPH J. MACPHERSON, P.E.	DRAWN BY DATE DESIGN BY DATE		ANOKA COUNTY	SAP 002-609-021	STAGING QUANTITIES
NO NAME: P:V	DATE 0-01-00\CSAH	BY 9\Base\Tra	CKD uffic\Staging	APPR Quantities	REVISION	SIGNATURE	CHECKED BY DATE	ANOKA	HIGHWAY DEPT.		Sheet 61 of 69 Sheets

12.0" Radius, 2.0" Border, 1.0" Indent, Black on Orange; Pentagonal County 9 M1-6; [ROAD] D; [WORK] D; [Main St] D; [TO] D; [Bunker Lake Blvd] D; [USE ALT ROUTE] D;

CMS sign to be installed a minimum of ten days prior to actual commencement of road







## OVERLAY ASSEMBLY STEPS FOR COVERING COMPLETE OR PORTION OF EXTRUDED SIGN PANEL:

- 1) DRILL 1/4" HOLES ON THE SHEET ALUMINUM OVERLAYS IN ACCORDANCE WITH THE HOLE SPACING ON THE DIAGRAM. OUTSIDE HOLES SHALL NOT BE SPACED MORE THAN 24" APART.
- ATTACH PLASTIC SPACER(S) (1/4" MIN THICKNESS, 3/8" I.D. AND 7/8" O.D.) WITH DOUBLE FACED TAPE, CENTERED BEHIND EACH DRILLED HOLE.
- 3) POSITION THE FIRST OVERLAY PANEL'S BOTTOM EDGE FLUSH WITH THE BOTTOM OF THE INPLACE EXTRUDED SIGN PANEL AND THE OVERLAY PANEL'S LOWER LEFT EDGE FLUSH WITH THE LOWER LEFT EDGE OF THE BOTTOM INPLACE EXTRUDED PANEL SECTION.
- 4) DRILL ALL OF THE OUTSIDE HOLES THROUGH THE INPLACE EXTRUDED SIGN PANEL AND ATTACH THE OVERLAY PANEL WITH SHEET METAL SCREWS.
- 5) DRILL THE INNER HOLES THROUGH THE INPLACE EXTRUDED SIGN PANEL AND ATTACH WITH SHEET METAL SCREWS AS SPECIFIED IN STEP 4 ABOVE.
- 6) ABUT THE NEXT OVERLAY PANEL TO THE FIRST ATTACHED OVERLAY PANEL AND PERFORM THE SAME WORK AS SPECIFIED IN STEPS 4 AND 5 ABOVE.
- 7) PLACE EACH ADDITIONAL OVERLAY PANEL AS SPECIFIED IN STEP 6 ABOVE.

## NOTES FOR COVERING COMPLETE OR PORTION OF EXTRUDED SIGN PANEL;

- 1) THE CENTER SHEET METAL SCREWS SHALL BE SPACED AT 1/2 OF THE PANELS WIDTH.
- IF THE SHEET ALUMINUM PANEL IS GREATER THAN 48" WIDE, THE SHEET METAL SCREWS SPACING SHALL BE NO GREATER THAN 24". IF THE SHEET ALUMINUM PANEL IS LESS THAN 24" WIDE, THERE SHALL BE NO INNER HOLES. 2
- VERTICAL SPACING FOR THE MOUNTING HOLES IS 50% OF THE PANEL HEIGHT, IF THE PANEL IS LESS THAN 24" HIGH, THERE SHALL BE NO 3 INNER HOLES.
- HORIZONTAL SPACING FOR MOUNTING HOLES SHALL NOT BE (4) LESS THAN 15" NOR MORE THAN 24"

### GENERAL NOTES:

SIGN PANEL OVERLAYS SHALL BE MADE OF A RIGID MATERIAL. (SHEET ALUMINUM, PLYWOOD, CORRUGATED PLASTIC, OR OTHER MATERIAL AS APPROVED BY THE ENGINEER). THE INSTALLATION SHALL ALLOW ADEQUATE AIR FLOW BETWEEN THE OVERLAY PANEL AND THE INPLACE SIGN PANEL BY PROVIDING A MINIMUM SPACING OF 1/4" (1" MAXIMUM).

IF SHEET METAL SCREWS ARE USED WITH CORRUGATED PLASTIC, FENDER WASHERS SHALL BE PLACED BETWEEN SCREWS AND PANEL OVERLAY

SPACERS SHALL BE A MATERIAL THAT WILL NOT HARM THE SIGN SHEETING FACE (SUCH AS PLASTIC OR RUBBER).

ALL COVERING MATERIAL, MOUNTING HARDWARE AND FASTENERS SHALL BE REMOVED WHEN PANEL OVERLAY IS REMOVED.

SIGN PANEL OVERLAYS USED TO COVER ALL OR PART OF A SIGN. SHALL BE THE SAME COLOR AS THE BACKGROUND COLOR OF THE SIGN TO BE COVERED AND SHALL COVER ALL OF THE SIGN OR MESSAGE TO BE COVERED UNLESS SHOWN OTHERWISE IN THE PLAN.

TAPE SHALL NOT BE APPLIED TO THE SIGN SHEETING SURFACE. PRE-MASK OR APPLICATION TAPE SHALL BE REMOVED PRIOR TO EXPOSURE TO SUNLIGHT.

COVERED.

OF SIGN PANEL

INPLACE SIGN -

A SPACER IS REQUIRED IN AIR FLOW GAP BETWEEN THE SIGN FACE AND OVERLAY PANEL

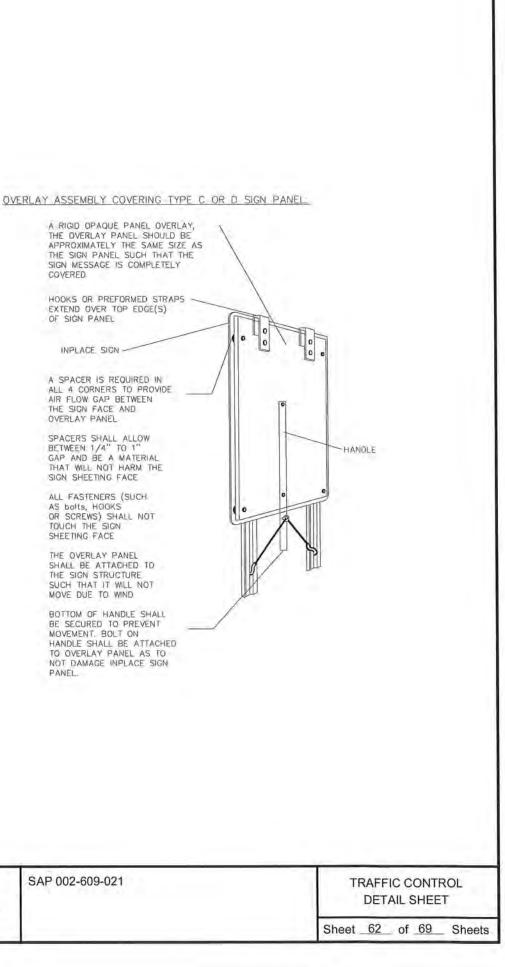
SPACERS SHALL ALLOW BETWEEN 1/4" TO 1" GAP AND BE A MATERIAL THAT WILL NOT HARM THE SIGN SHEETING FACE

ALL FASTENERS (SUCH AS bolts, HOOKS OR SCREWS) SHALL NOT TOUCH THE SIGN SHEETING FACE

THE OVERLAY PANEL SHALL BE ATTACHED TO THE SIGN STRUCTURE SUCH THAT IT WILL NOT MOVE DUE TO WIND

BOTTOM OF HANDLE SHALL BE SECURED TO PREVENT MOVEMENT. BOLT ON TO OVERLAY PANEL AS TO NOT DAMAGE INPLACE SIGN PANEL

NO	DATE	BY	СКД	APPR	REVISION	PRINT NAME OSEPH'J. MACPHERSON, P.E.	DESIGN BY DATE	ANOKA	HIGHWAY DEPT.	
-						I HEREBY CERTIFY THAT THIS PLAN 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	DRAWN BY DATE01/13/20		ANOKA COUNTY	SAP 002-609-02



# PERMANENT PAVEMENT MARKING PLAN NOTES AND GUIDELINES

## **GENERAL INFORMATION:**

THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND INSPECTION. ANOKA COUNTY HIGHWAY DEPARTMENT WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING AND TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS, LONGITUDINAL JOINTS, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.

EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.

A TOLERANCE OF <sup>1</sup>/<sub>4</sub> INCH UNDER OR <sup>1</sup>/<sub>4</sub> INCH OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO ONE-HALF FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS, ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.

## MULTI COMPONENT (MULTI COMP):

THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. NEW PORTLAND CEMENT CONCRETE SURFACES SHALL BE SANDBLAST CLEANED TO REMOVE ANY SURFACE TREATMENT AND/OR LAITANCE ON LOW SPEED (SPEED LIMIT 35 MPH OR LESS) URBAN PORTLAND CEMENT CONCRETE ROADWAYS. SANDBLAST CLEANING SHALL BE USED FOR ALL MULTI COMP PAVEMENT MARKINGS.

THE MULTI COMP MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEANS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE MULTI COMP RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.

A MULTI COMP RESIN LINE SHALL BE APPLIED WITH A MINIMUM THICKNESS OF 20 MILS (WET) AND 4" WIDE. GLASS BEADS SHALL BE APPLIED AT A MINIMUM RATE OF 25LBS POUNDS PER GALLON RATE SUFFICIENT TO ACHIEVE AN ACCEPTABLE NO-TRACK SYSTEM.

OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES FAHRENHEIT OR GREATER.

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

## PREFORMED THERMOPLASTIC:

THE PREFORMED THERMOPLASTIC MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS ON CLEAN AND DRY SURFACES. SEE SPECIAL PROVISIONS FOR PREFORMED THERMOPLASTIC MARKING SPECIFICATIONS.

## PAINT:

AT THE TIME OF APPLYING THE MARKING MATERIAL, THE APPLICATION AREA SHALL BE FREE OF CONTAMINATION. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE PRIOR TO THE LINE APPLICAITON IN A MANNER AND TO THE EXTENT REQUIRED BY THE ENGINEER.

GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE PAINT LINE.

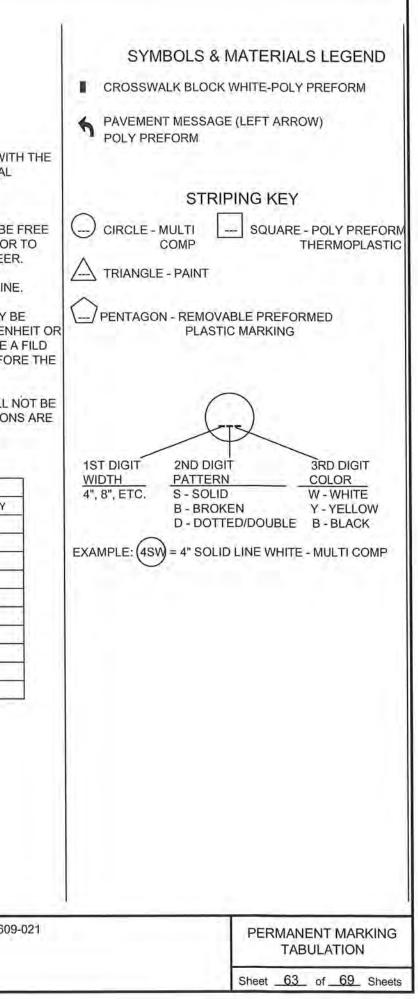
EXCEPT WHEN USED AS A TEMPORARY MARKING, PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR TEMPERATURE IS 50 DEGREES FARHENHEIT OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILD OR DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE AFTER CLEANING AND BEFORE THE MARKING MATERIAL CAN BE APPLIED.

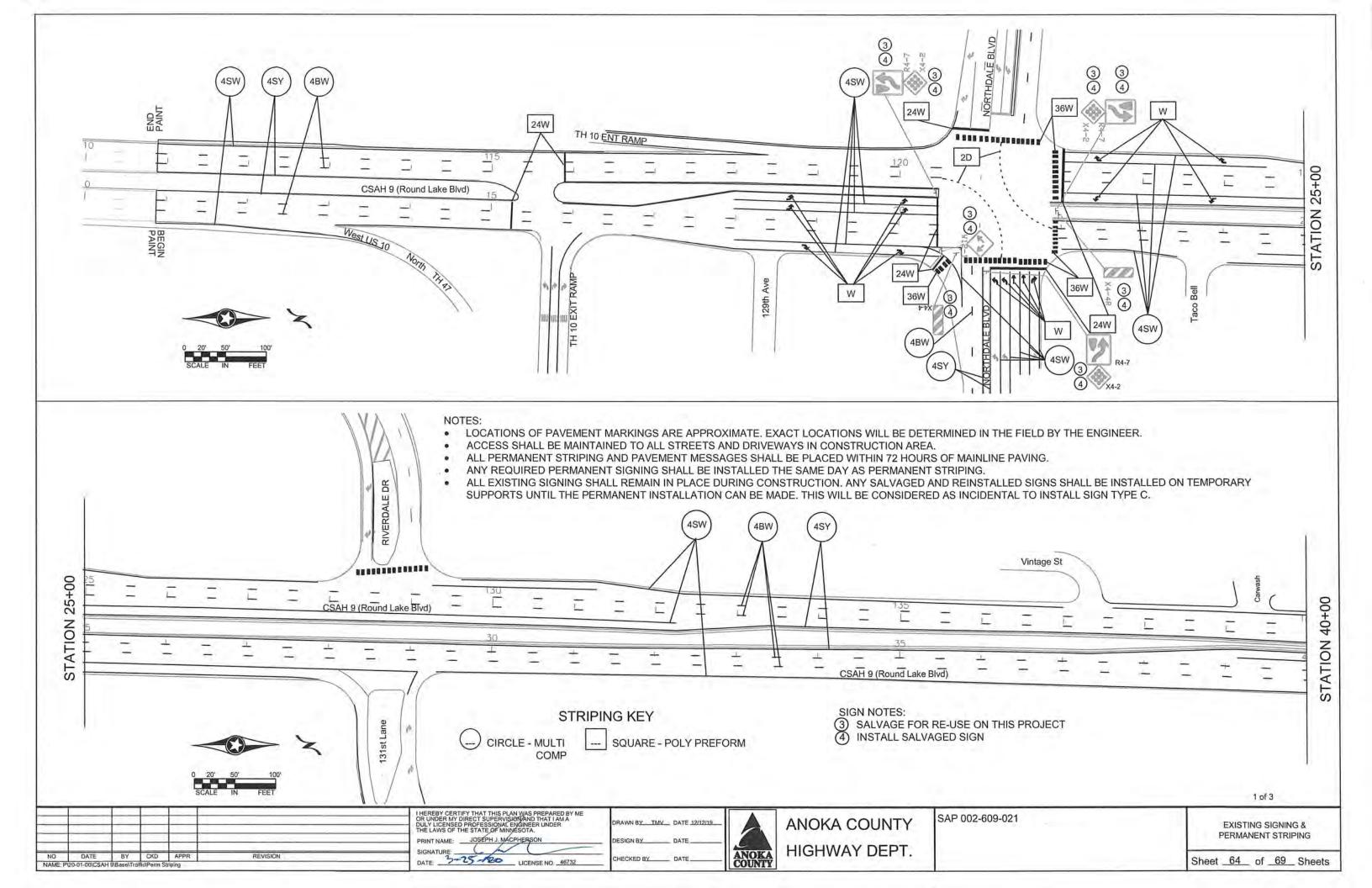
THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.

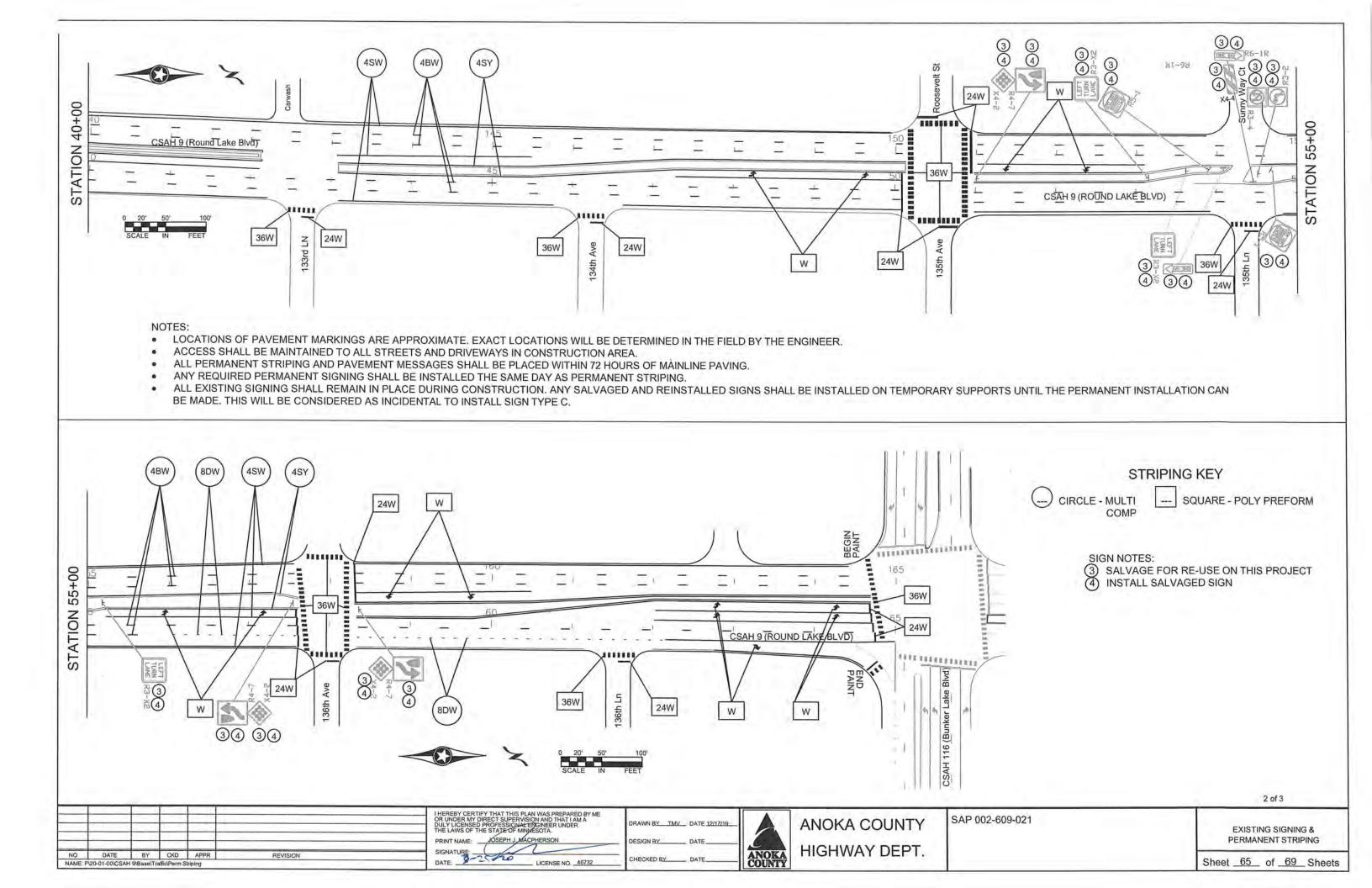
TEM	UNIT	TOTAL QUANTITY
4" SOLID LINE WHITE - MULTI COMP	LIN FT	15860
4" BROKEN LINE WHITE - MULTI COMP	LIN FT	4178
8" DOTTED LINE WHITE - MULTI COMP	LIN FT	120
4" DOTTED LINE WHITE - MULTI COMP	LIN FT	68
4" SOLID LINE Y ELLOW - MULTI COMP	LIN FT	5710
24" SOLID LINE WHITE - THERMOPLASTIC (PMS*)	LIN FT	590
3'x6' ZEBRA CROSSWALK - PREFORMED THERMOPLASTIC	SQ FT	3564
PAVEMENT MESSAGE (RT ARROW) - PREFORMED THERMOPLASTIC	SQ FT	94
PAVEMENT MESSAGE (LT ARROW) - PREFORMED THERMOPLASTIC	SQ FT	310
PAVEMENT MESSAGE (THRU ARROW) - PREFORMED THERMOPLASTIC	SQ FT	25

- 1 10' STRIPE, 40' GAP
- 2 3' STRIPE, 12' GAP
- 3 2' STRIPE, 6' GAP
- \* PAVEMENT MARKING SPECIAL

	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND DHATI AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER DULY LICENSED PROFESSIONAL ENGINEER THE LAWS OF THE STATE OF MINIESOTA PRINT NAME PRINT NAME	DRAWN BY DATE 12/20/19			SAP 002-
NO         DATE         BY         CKD         APPR         REVISION           NAME:         P:\20-01-00\CSAH 9\Base\Traffic\Perm Pvmt Mrkg Guide Notes.dwg	SIGNATURE 3-25-26 REG NO 46732	CHECKED BY DATE	ANOKA	HIGHWAY DEPT.	







		EXISTIN	G SIGN TAB		
STATION	ADDRESS/ DESCRIPTION	SALVAGE SIGN TYPE C	REINSTALL SIGN TYPE C	SIGN NUMBER	SIGN LEGEND
1	(NOTES)	EACH	EACH		1
20+50		1	1	R4-7	Keep Right
20+50	Median	· ·		X4-2	9 Button
20+51	Pork Chop Island	1	1	W12-1	Dble Down Arrow
20+75	Pork Chop Island	1	1	X4-4L	Marker
21+95	Median	1	1	R4-7	Keep Right
21+95	Wedian			X4-2	9 Button
22+00	Median	1	1	X4-4R	Marker
51+05	Median	1	1	R4-7	Keep Right
51105	weulan			X4-2	9 Button
53+00	Median	1	1	R3-X2	Left Turn Lane
53+70	Median	1	1	R3-X2	Left Turn Lane
53+90	Median	1	1	R5-1	Do Not Enter
54+20	Median	1	1	R6-1R	One Way
54+40	Median	1	1	R6-1R	One Way
04.40	Weulan	•		X4-4	Marker
54+50	Median	1	1	R3-2	No Left Turn
01100	Wearan	12 - 12 - 1		R3-4	No U Turn
54+45	Median	1	1	R5-1	Do Not Enter
55+20	Median	1	1	R3-X2	Left Turn Lane
57+55	Median	1	1	R4-7	Keep Right
1.257.25	(incutal)	17	P. CONTRACTOR I.	X4-2	9 Button
58+35	Median	1	1	R4-7	Keep Right
			-	X4-2	9 Button
WB Ndale	Median	1	1	R4-7	Keep Right
				X4-2	9 Button
1.	TOTAL	17	17		

	THE LAWS OF THE STATE OF MIMNESOTA.
NO DATE BY CKD APPR REVISION	DATE: 3-26120 LICENSE NO. 46732

DRAWN BY TMV DATE 12/17/19 DESIGN BY DATE \_\_\_\_\_ CHECKED BY DATE \_\_\_\_\_



ANOKA COUNTY HIGHWAY DEPT. SAP 002-60

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09-021	EXISTING SIGNING & PERMANENT STRIPING
	Sheet 66 of 69 Sheets

