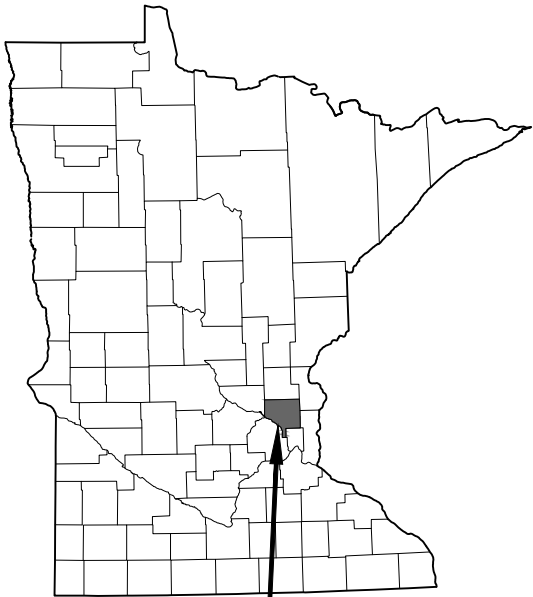
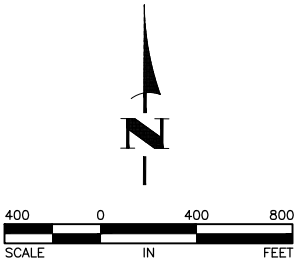


2026 STREET OVERLAY PROJECT
CONSTRUCTION PLANS FOR BITUMINOUS MILL & OVERLAY, CURB & GUTTER,
STRIPING, CONCRETE SIDEWALK AND CURB RAMPS
CITY OF ANOKA



LEGEND
PROJECT LOCATION



CITY OF ANOKA,
ANOKA COUNTY,
MINNESOTA

GOVERNING SPECIFICATIONS

THE 2025 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL APPLY.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS, AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

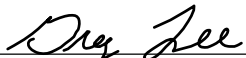
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE 2026 STREET OVERLAY PROJECT.

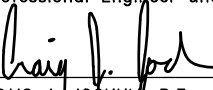
SHEET INDEX

THIS PLAN CONTAINS 30 SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES AND TABULATIONS
3	CONSTRUCTION NOTES AND PROJECT LEGEND
4	TYPICAL SECTIONS
5-7	DETAILS
8-13	PEDESTRIAN CURB RAMP DETAILS
14	TRAFFIC CONTROL PLAN-WEST PROJECT AREA
15	TRAFFIC CONTROL PLAN-SOUTH PROJECT AREA
16	TRAFFIC CONTROL PLAN-NORTH PROJECT AREA
17-21	CONSTRUCTION PLAN-WEST PROJECT AREA
22-23	CONSTRUCTION PLANS-SOUTH PROJECT AREA
24-27	CONSTRUCTION PLANS-NORTH PROJECT AREA
28	PEDESTRIAN RAMP CONSTRUCTION PLAN
29	CONSTRUCTION PLAN-WATER STREET
30	CONSTRUCTION PLAN-MILL AVENUE

APPROVED:  DATE 3/13/26
ANOKA CITY MANAGER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

 23461 DATE 3/13/26
CRAIG J. JOCHUM, P.E. LIC. NO.
HAKANSON ANDERSON
DESIGN ENGINEER

DATE	REVISION
3/31/26	ADDENDUM NO. 1



Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

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

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ESTIMATED QUANTITIES								
ITEM NO.	REF. NOTES	Mn/DOT SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	WEST PROJECT AREA	SOUTH PROJECT AREA	NORTH PROJECT AREA
						ESTIMATED QUANTITIES	ESTIMATED QUANTITIES	ESTIMATED QUANTITIES
1		2021.501	MOBILIZATION	LUMP SUM	1	0.39	0.21	0.40
2		2104.502	SALVAGE CASTING	EACH	62	27	15	20
3	3	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	517	187	140	190
4	3	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	2611	802	420	1389
5	3	2104.503	REMOVE CURB AND GUTTER	LIN FT	436	174	80	182
6	3	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	642	115	60	467
7	3	2104.518	REMOVE CONCRETE WALK	SQ FT	1768	510	550	708
8		2112.604	SUBGRADE PREPRATION 6"-12"	SQ YD	317			317
9		2211.509	AGGREGATE BASE CLASS 5	TON	201	31	17	153
10		2232.604	MILL BITUMINOUS PAVEMENT (SPECIAL)	SQ YD	57592	22687	11785	23120
11		2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	4726	1815	943	1968
12	1, 3	2360.504	TYPE SP 9.5 WEARING COURSE MIXTURE (2;B) 2.5" THICK	SQ YD	611	115	60	436
13		2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2;B)	TON	7474	2870	1491	3113
14		2433.603	SAW AND SEAL JOINT	LIN FT	150	50	50	50
15	2	2504.602	VALVE BOX	EACH	5	2	1	2
16	5	2504.602	ADJUST VALVE BOX - WATER	EACH	81	32	19	30
17		2506.502	INSTALL CASTING	EACH	62	27	15	20
18		2506.502	ADJUST FRAME AND RING CASTING	EACH	58	23	9	26
19	3	2521.518	4" CONCRETE WALK	SQ FT	1399	400	440	559
20	3	2521.518	6" CONCRETE WALK	SQ FT	332	110	110	112
21	3	2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	75	25	25	25
22	3, 4	2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	24	24		
23	3	2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	412	150	80	182
24	3	2531.618	TRUNCATED DOMES	SQ FT	60	20	20	20
25		2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1	0.39	0.21	0.40
26		2563.601	TRAFFIC CONTROL	LUMP SUM	1	0.39	0.21	0.40
27		2565.602	RIGID PVC LOOP DETECTOR 6'X6'	EACH	3			3
28		2573.502	STORM DRAIN INLET PROTECTION	EACH	26	11	5	10
29	6	2574.507	LOAM TOPSOIL BORROW	CU YD	50			50
30	3	2575.604	SITE RESTORATION	SQ YD	455	127	70	258
31		2575.607	COLORLED WOOD MULCH	CU YD	5			5
32		2582.503	24" SOLID LINE MULTI-COMPONENT	LIN FT	30			30
33		2582.503	4" BROKEN LINE MULTI-COMPONENT	LIN FT	160			160
34		2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT	LIN FT	140			140
35		2582.503	24" SOLID LINE PERFORM THERMO GROUND IN	LIN FT	120		30	90
36		2582.518	CROSSWALK MULTI-COMPONENT	SQ FT	450	162		288
37		2582.518	CROSSWALK PREFORM THERMOPLASTIC GROUND IN	SQ FT	756		180	576

REFERENCE NOTES:

- ① PATCH DEPTH ASSUMES THAT THE WORK WILL BE COMPLETED AFTER THE BITUMINOUS MILLING. IF THE CONTRACTOR CHOOSES TO COMPLETE THE PATCHING WORK PRIOR TO THE BITUMINOUS MILLING, THE PATCH DEPTH SHALL BE 4.5". IT IS THE CONTRACTOR'S OPTION TO COMPLETE THE PATCH BEFORE OR AFTER THE MILLING, HOWEVER, PAYMENT WILL ONLY BE PAID FOR 2.5" THICK PAVEMENT. CURB REMOVAL AREAS SHALL BE PROTECTED WITH BARRIERS PER $\frac{4}{6}$ UNTIL PATCHING IS COMPLETE.
- ② ITEM WILL ONLY BE USED IF THE EXISTING VALVE BOX IS DAMAGED AND CANNOT BE ADJUSTED BY ROTATING THE TOP SECTION OF THE VALVE BOX. THE CONTRACTOR SHALL REMOVE THE TOP SECTION OF THE VALVE BOX AND FURNISH AND INSTALL A NEW VALVE BOX TOP SECTION.
- ③ ADDITIONAL CURB AND SIDEWALK REMOVAL MAY BE DETERMINED IN THE FIELD. THE QUANTITIES SHOWN INCLUDE THE QUANTITIES NOTED IN THE PLANS PLUS ADDITIONAL ESTIMATED QUANTITIES. THE MINIMUM LENGTH OF CURB AND SIDEWALK REMOVAL SHALL BE 5'.
- ④ B612 CONCRETE CURB AND GUTTER SHALL BE PLACED IN FRANKLIN LANE.
- ⑤ THIS ITEM WILL NOT BE PAID IF A NEW TOP VALVE BOX SECTION IS CONSTRUCTED UNDER ITEM 2504-VALVE BOX.
- ⑥ TOPSOIL SHALL ONLY BE IMPORTED FOR USE ON WATER STREET AND MILL AVENUE, BETWEEN POLK STREET AND TAYLOR STREET. TOPSOIL ADJACENT TO CURB AND SIDEWALK REMOVAL AREAS SHALL BE SALVAGED AND REPLACED PER $\frac{1}{5}$ AND $\frac{2}{5}$.

STANDARD PLATES	
THE FOLLOWING STANDARD PLATES APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION SHALL APPLY ON THIS PROJECT	
PLATE NO.	DESCRIPTION
4010I	CONCRETE ADJUSTING RINGS
4026B	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
7038A	DETECTABLE WARNING SURFACE TRUNCATED DOMES
	CONCRETE CURB AND GUTTER (DESIGN B AND DESIGN V)
8000K	TEMPORARY CHANNELIZERS (3 SHEETS)

BASIS OF ESTIMATED QUANTITIES	
NON WEARING BITUMINOUS COURSE MIXTURE	110 lbs/yd ² /in
WEARING COURSE BITUMINOUS MIXTURE	110 lbs/yd ² /in
BITUMINOUS MATERIAL FOR TACK COAT	0.08 gal/yd ²
SOUTHERN BOULEVARD SEED MIX	160 lbs/acre
HYDRAULIC BONDED FIBER MATRIX	3500 lbs/acre
TYPE 3, SLOW RELEASE FERTILIZER	400 lbs/acre

DATE	REVISION
3/31/26	ADDENDUM NO. 1

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Date 3/13/26 Craig J. JOCHUM, P.E.
Lic. No. 23461

DESIGNED BY:
TAE

DRAWN BY:
TAE

CHECKED BY:
CJJ



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2026 STREET OVERLAY PROJECT

ESTIMATED QUANTITIES AND TABULATIONS

CITY OF ANOKA, MINNESOTA

SHEET
2
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SHEETS

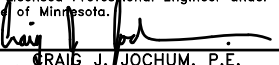
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- GENERAL CONSTRUCTION NOTES:
1. SALVAGING AND INSTALLING MAILBOXES OR SIGNS, IF REQUIRED FOR CONSTRUCTION, SHALL BE INCIDENTAL.
 2. FINAL CURB AND SIDEWALK REPLACEMENT AREAS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. CONTRACTOR WILL BE PAID TO SAWCUT SIDEWALK OR CONCRETE CURB AND GUTTER PER ITEM 2104-SAWING CONCRETE PAVEMENT (FULL DEPTH). BITUMINOUS REMOVAL ADJACENT TO CURB REMOVAL SHALL BE PER $\frac{3}{6}$. RESTORATION ADJACENT TO CURB AND SIDEWALK REMOVAL AREAS SHALL BE PER $\frac{1}{5}$ AND $\frac{2}{5}$.
 3. IN ALL DISTURBED AREAS ADJACENT TO CURB AND SIDEWALK REMOVAL AREAS, THE CONTRACTOR SHALL SALVAGE AND REPLACE ALL EXISTING TOPSOIL. DISTURBED AREAS SHALL BE RESTORED WITH SOUTHERN BOULEVARD SEED MIX AT A RATE OF 160 LBS/ACRE, TYPE 3 FERTILIZER AT A RATE OF 400 LBS/ACRE AND HYDRAULIC BONDED FIBER MATRIX AT A RATE OF 3500 LBS/ACRE. ALL RESTORATION WORK SHALL BE MEASURED BY THE SQUARE YARD AND BE PAID PER ITEM 2575-SITE RESTORATION.
 4. THE CONTRACTOR SHALL SHALL PROTECT THE CURB REMOVAL AND REPLACEMENT AREAS PER $\frac{4}{6}$.
 5. RECONSTRUCT CONCRETE WALK IN REPLACEMENT AREAS PER $\frac{3}{4}$.
 6. CONTRACTOR SHALL PREPARE THE SUBGRADE UNDER CONCRETE CURB AND WALK WITH SUITABLE GRADING MATERIAL. PREPARATION OF THE SUBGRADE SHALL BE INCIDENTAL.
 7. ALL ITEMS SALVAGED FOR RE-USE SHALL BE STORED AND PROTECTED BY THE CONTRACTOR. ANY ITEMS DAMAGED OR LOST DURING THE STORAGE PERIOD SHALL BECOME THE CONTRACTOR'S RESPONSIBILITY TO REPLACE WITH NO ADDITIONAL COST.
 8. PAVEMENT TOLERANCES AT THE CURB, CASTINGS AND VALVE BOXES SHALL BE PER $\frac{1}{6}$.
 9. ALL EXCESS SOIL MATERIAL SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL.
 10. IN PEDESTRIAN CURB RAMP RECONSTRUCTION LOCATIONS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE PEDESTRIAN RAMPS MEET ALL ADA REQUIREMENTS AND CONFORM TO MN/DOT STANDARD PLAN 5-297.250, WHICH ARE INCLUDED AS SHEETS 8-13 OF THIS PLAN SET.

- LEGEND
- PROPERTY LINE/RIGHT-OF-WAY
 - EXISTING CONCRETE CURB AND GUTTER
 - UTILITY MANHOLE-TELEPHONE
 - EXISTING CATCH BASIN
 - EXISTING STORM MANHOLE
 - EXISTING SANITARY MANHOLE
 - EXISTING WATERMAIN VALVE
 - EXISTING HYDRANT
 - BITUMINOUS CORING LOCATION
 - PROPERTY ADDRESS
 - DETAIL NUMBER
 - SHEET NUMBER

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Lic. No. 23461

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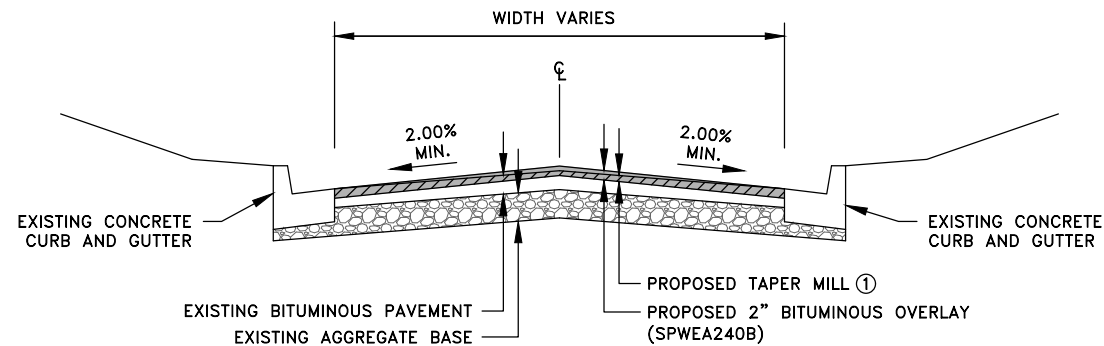
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2026 STREET OVERLAY PROJECT

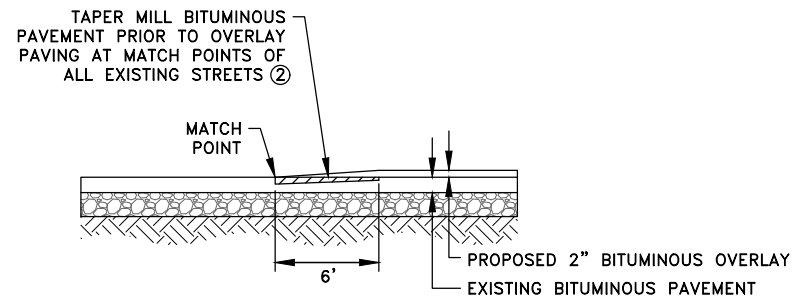
CONSTRUCTION NOTES AND PROJECT LEGEND

CITY OF ANOKA, MINNESOTA

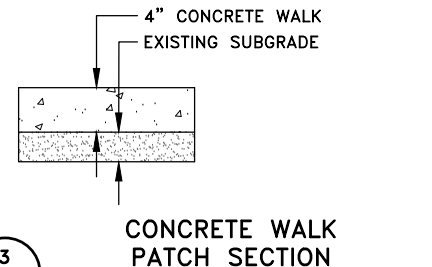
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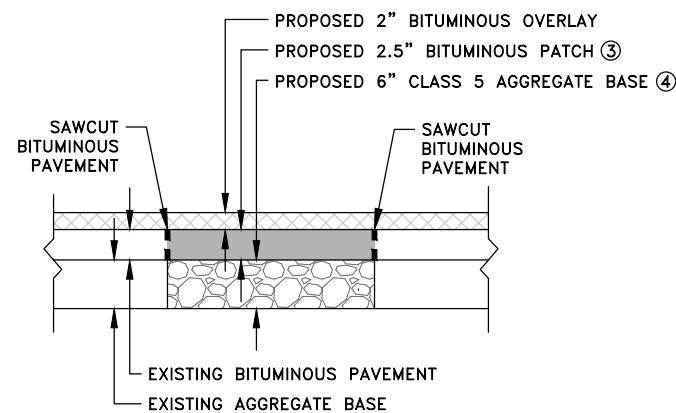
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4
TYPICAL SECTION



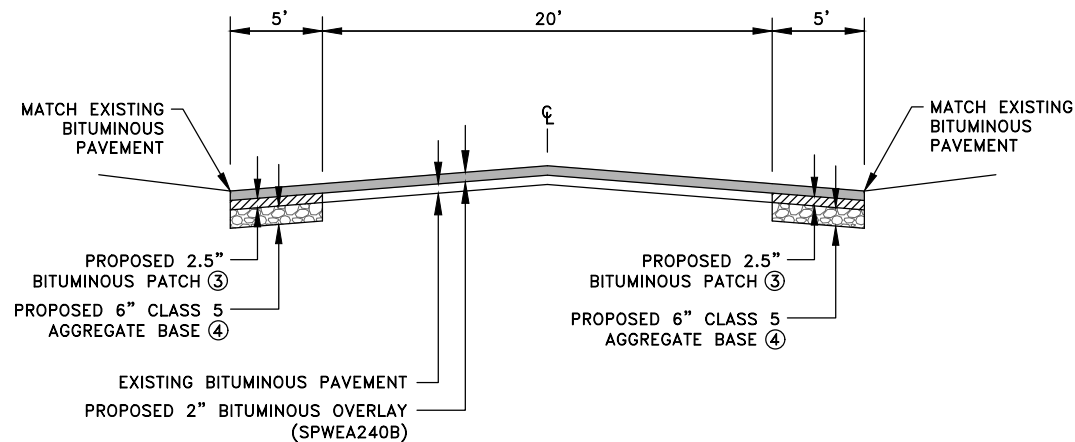
2
4
MILL DETAIL



3
4
CONCRETE WALK
PATCH SECTION



4
4
MILL AVENUE PATCH SECTION



5
4
TYPICAL PATCH SECTION
WATER STREET

REFERENCE NOTES:

- ① MILL DEPTH SHALL BE 1" AT THE ROAD CENTERLINE AND 2" AT THE TOE OF THE CURB. THIS WORK SHALL BE PAID PER ITEM 2232-MILL BITUMINOUS SURFACE (SPECIAL).
- ② MILL DEPTH SHALL BE 2" AT THE MATCH POINT AND 1", 6' FROM THE MATCH POINT. THIS WORK SHALL BE PAID PER ITEM 2232-MILL BITUMINOUS SURFACE (SPECIAL).
- ③ BITUMINOUS MIXTURE FOR PATCHING SHALL BE PAID BY THE SQUARE YARD PER ITEM 2360-TYPE SP 9.5 WEARING COURSE MIXTURE (2;B) 2.5" THICK.
- ④ AGGREGATE BASE SHALL BE PAID PER ITEM 2211-AGGREGATE BASE CLASS 5.

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DATE	REVISION

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Graig J. Jochum
Graig J. JOCHUM, P.E.
Date 3/13/26 Lic. No. 23461

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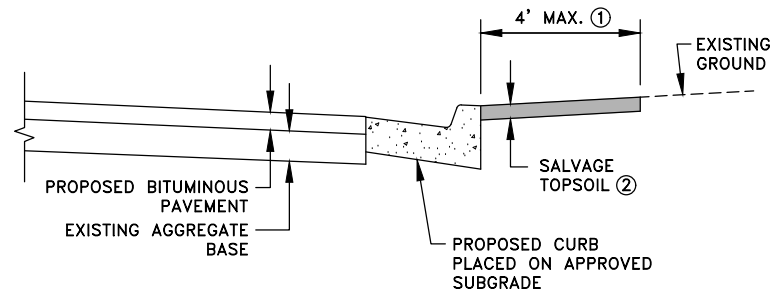
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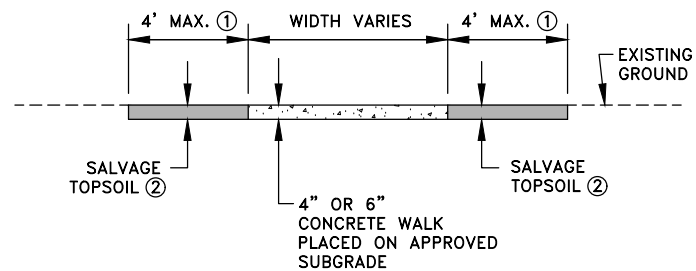
TYPICAL SECTIONS

CITY OF ANOKA, MINNESOTA

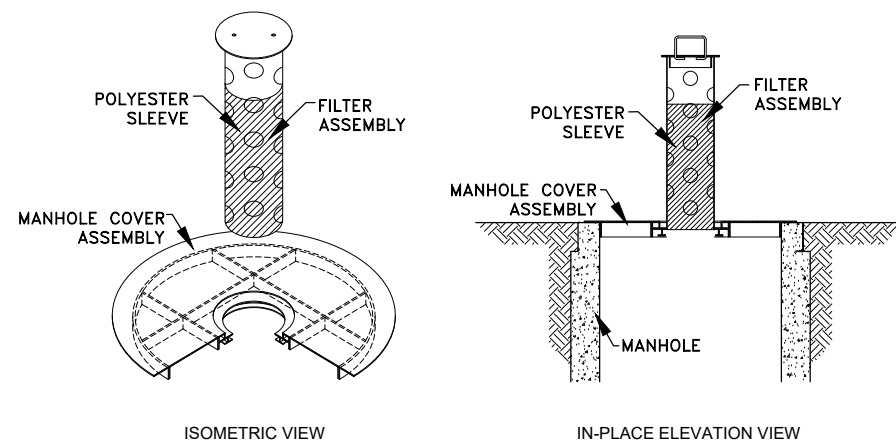
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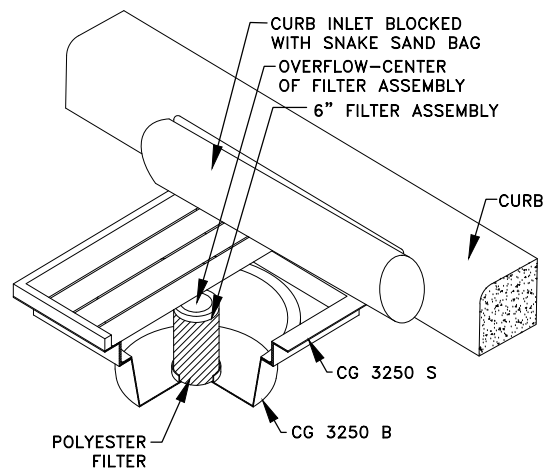
1
5 RESTORATION AT CURB AND CATCH BASIN REPLACEMENT LOCATIONS
NO SCALE



2
5 RESTORATION AT SIDEWALK AND CURB REPLACEMENT LOCATIONS
NO SCALE



3
5 STORM DRAIN INLET PROTECTION ③



4
5 STORM DRAIN INLET PROTECTION ③

REFERENCE NOTES:

- ① SEE SHEET 3 FOR RESTORATION REQUIREMENTS. THE CONTRACTOR WILL BE PAID FOR SITE RESTORATION UP TO THE MAXIMUM DISTANCES SHOWN. ALL RESTORATION BEYOND THIS DISTANCE SHALL BE INCIDENTAL.
- ② CONTRACTOR SHALL SALVAGE AND REPLACE EXISTING TOPSOIL. THIS WORK SHALL BE INCIDENTAL.
- ③ LOCATION OF INLET PROTECTION DEVICES WILL BE DETERMINED BY THE ENGINEER AFTER THE CURB REMOVAL AREAS ARE DETERMINED. IT IS NOT THE INTENT TO PLACE INLET PROTECTION DEVICES IN ALL CATCH BASINS.

DATE	REVISION

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Craig J. Jochum
CRAG J. JOCHUM, P.E.
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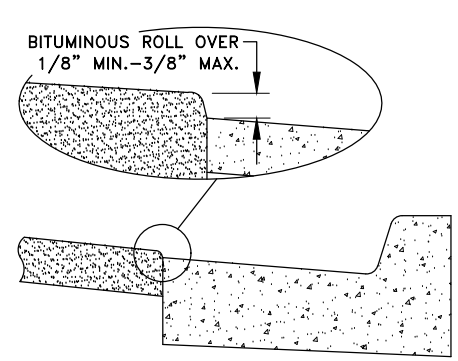
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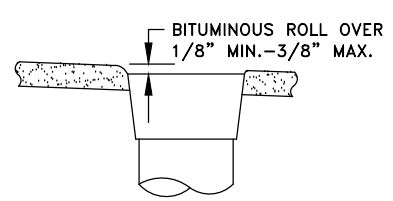
DETAILS

CITY OF ANOKA, MINNESOTA

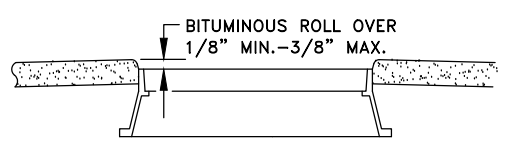
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PAVING AT CURB



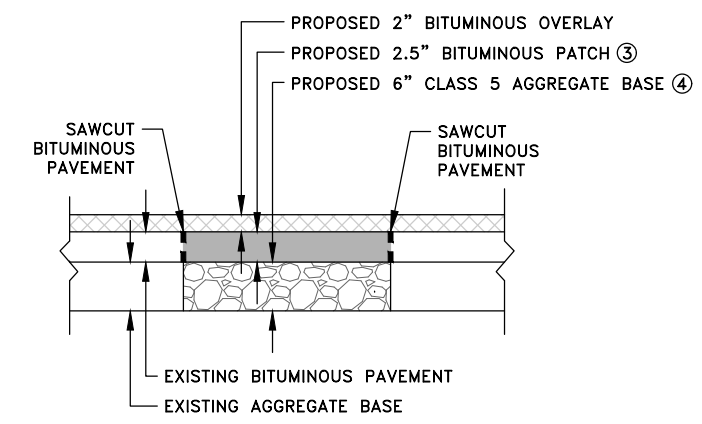
PAVING AT VALVE BOX



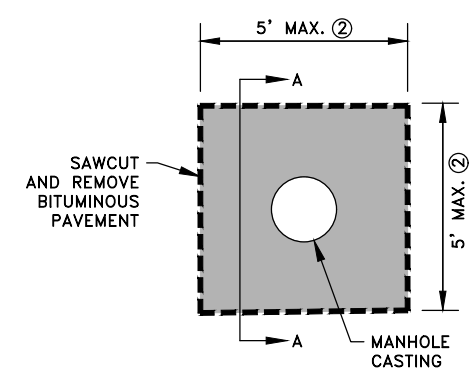
PAVING AT MANHOLE

1
6

PAVING DETAILS



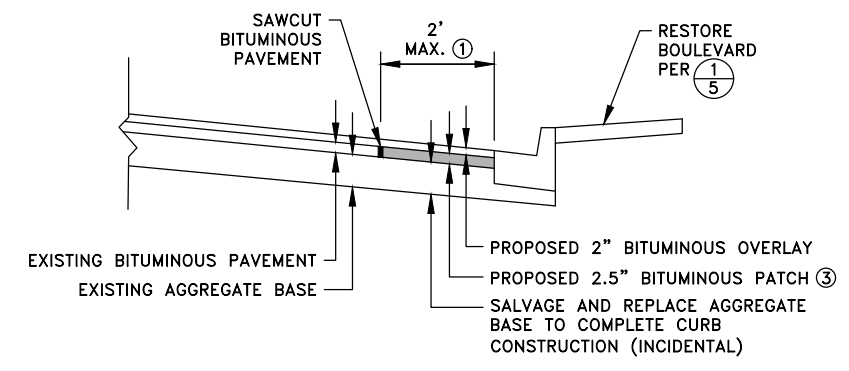
SECTION A-A



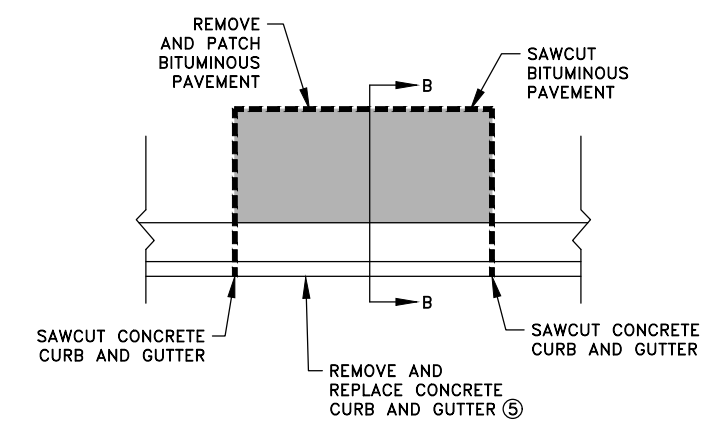
2
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BITUMINOUS PATCHING
AT MANHOLE CASTINGS

N.T.S.

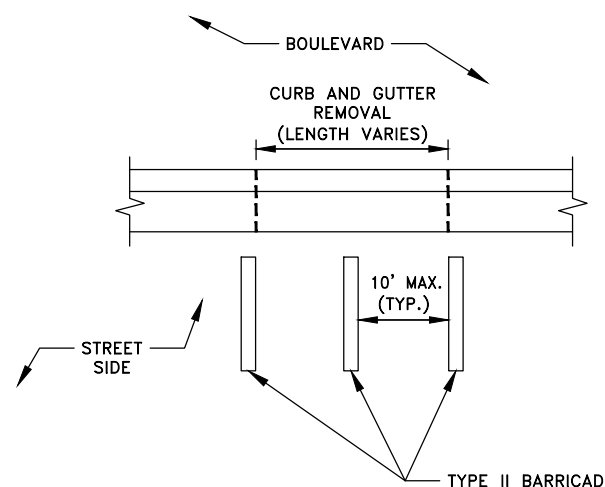


SECTION B-B



3
6

CURB REMOVAL DETAIL



4
6

CURB AND GUTTER REPLACEMENT
PROTECTION DETAIL

N.T.S.

REFERENCE NOTES:

- ① ALL LABOR, MATERIAL, AND WORK REQUIRED TO RESTORE THE PAVEMENT BEYOND THE DIMENSIONS SHOWN SHALL BE INCIDENTAL.
- ② IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AN OSHA SAFE TRENCH FOR MANHOLE ADJUSTMENT. THE 5' DIMENSION SHOWN IS ONLY FOR MEASUREMENT AND PAYMENT. THE CONTRACTOR CAN MAKE THE EXCAVATION LARGER, HOWEVER, ALL LABOR, MATERIAL, AND WORK REQUIRED TO RESTORE THE PAVEMENT, BEYOND THE DIMENSIONS SHOWN, SHALL BE INCIDENTAL. CONTRACTOR SHALL USE FLAGGERS, BARRICADES, AND ADDITIONAL TRAFFIC CONTROL TO MAINTAIN THE PROPER SEPARATION OF TRAFFIC FROM THE EXCAVATION PER THE MMUTCD.
- ③ BITUMINOUS MIXTURE FOR PATCHING SHALL BE PAID BY THE SQUARE YARD PER ITEM 2360-TYPE SP 9.5 WEARING COURSE MIXTURE (2;B) 2.5" THICK.
- ④ AGGREGATE BASE SHALL BE PAID PER ITEM 2211-AGGREGATE BASE CLASS 5.
- ⑤ THE MINIMUM LENGTH OF CURB REMOVAL SHALL BE 5'.

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DATE	REVISION

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Raig J. Jochum
RAIG J. JOCHUM, P.E.
Date 3/13/26 Lic. No. 23461

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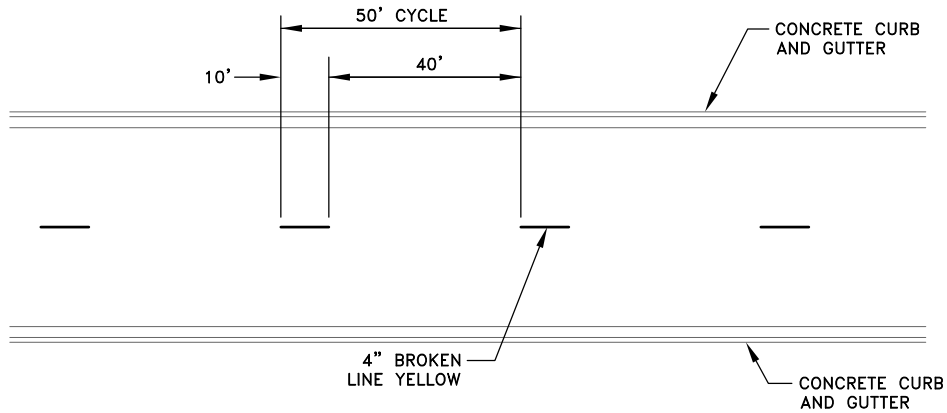
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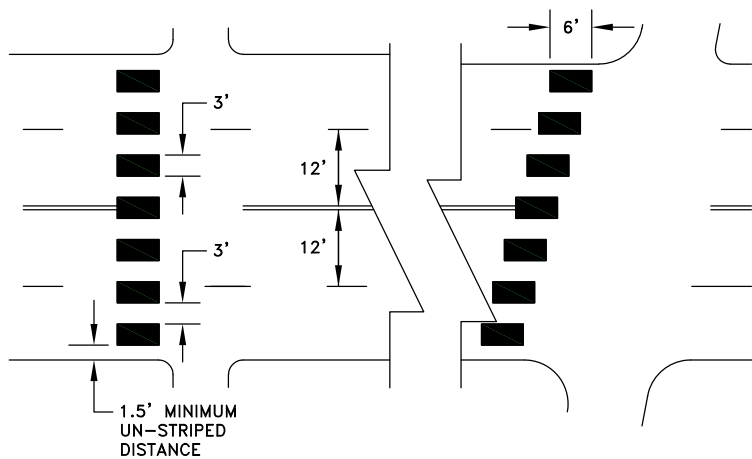
DETAILS
CITY OF ANOKA, MINNESOTA

SHEET
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OF
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SHEETS
AN3103

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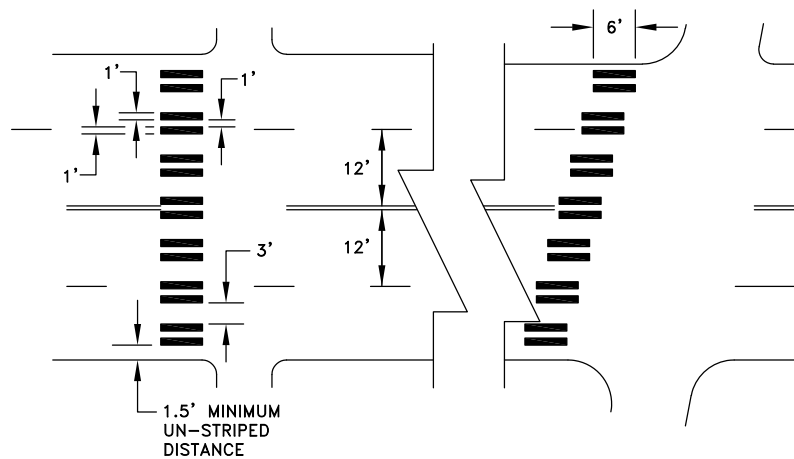
1
7
BROKEN LINE SPACING DETAIL



GENERAL CROSSWALK NOTES:

1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB FACE. IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. FOR DIVIDED ROADWAYS, ADJUSTMENTS IN SPACING OF THE BLOCKS SHOULD BE MADE IN THE MEDIAN SO THAT THE BLOCKS ARE MAINTAINED IN THEIR PROPER LOCATION ACROSS THE TRAVELED PORTION OF THE ROADWAY.
4. AT SKEWED CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.
5. THE BLOCKS SHALL BE PLACED SO THAT THEY ARE NOT LOCATED IN THE WHEEL PATH OF THE VEHICLES.
6. CROSSWALK MARKINGS SHALL BE WHITE MULTI-COMPONENT LIQUID.
7. CROSSWALK MARKINGS SHALL BE PLACED AT CITY MAINTAINED CROSSINGS.

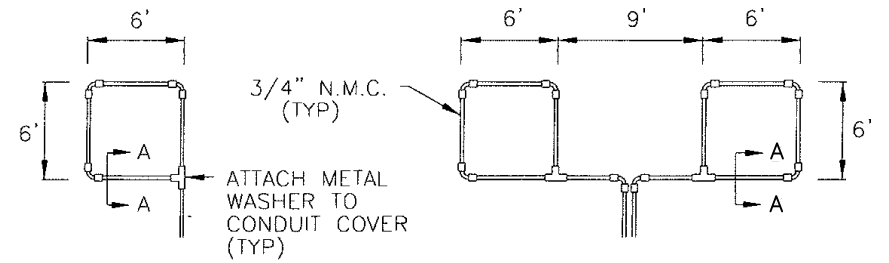
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7
PEDESTRIAN CROSSWALK MARKINGS



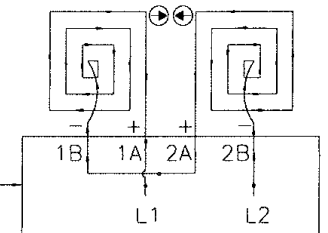
GENERAL CROSSWALK NOTES:

1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB FACE. IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. FOR DIVIDED ROADWAYS, ADJUSTMENTS IN SPACING OF THE BLOCKS SHOULD BE MADE IN THE MEDIAN SO THAT THE BLOCKS ARE MAINTAINED IN THEIR PROPER LOCATION ACROSS THE TRAVELED PORTION OF THE ROADWAY.
4. AT SKEWED CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.
5. THE BLOCKS SHALL BE PLACED SO THAT THEY ARE NOT LOCATED IN THE WHEEL PATH OF THE VEHICLES.
6. CROSSWALK MARKINGS SHALL BE WHITE PREFORM THERMOPLASTIC GROUND IN.
7. DOUBLE PAIRED CROSSWALK MARKINGS SHALL BE PLACED AT ANOKA COUNTY MAINTAINED CROSSINGS.

3
7
DOUBLE PAIRED PEDESTRIAN CROSSWALK MARKINGS



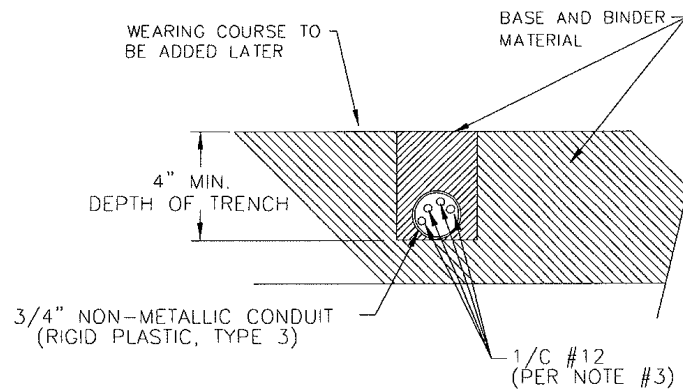
LOOP DETECTOR
DETAIL 'A'
(LOOP PHASING FOR
SINGLE CONNECTION)



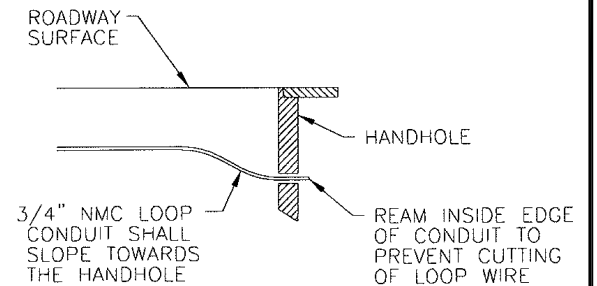
LOOP CONNECTIONS SHALL BE
LABELED AND SPLICED IN THE
HANDHOLE AS FOLLOWS:

L1 TO 1A
1B TO 2A
2B TO L2

LOOP DETECTOR
DETAIL 'B'
(LOOP PHASING FOR
SERIES CONNECTION)



SECTION A-A
DETAIL FOR LOOP INSTALLATION
IN NEW ROADWAY



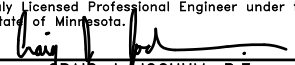
DRAINAGE DETAIL

LOOP DETECTOR WIRING

- 1) ALL CORNERS SHALL BE 90° CONDUIT BENDS.
- 2) CONNECT WIRES IN HANDHOLES USING SPLICE KIT METHOD DESCRIBED IN THE SPECIAL PROVISIONS.
- 3) LOOP DETECTOR WIRES SHALL BE #12 AWG CROSSED LINKED POLYETHYLENE (XLP). SEE SPECIAL PROVISIONS.
- 4) LOOP LEAD IN WIRES SHALL BE TWISTED A MIN. OF (5) TURNS PER FOOT THROUGH THE CONDUIT TO THE HANDHOLE.
- 5) NMC DESIGNATES NON-METALLIC CONDUIT (SPEC. 3803)
- 6) LOOPS 6' x 6' THRU 6' x 14' SHALL HAVE (4) TURNS.
- 7) LOOPS 6' x 15' AND LARGER SHALL HAVE (2) TURNS.

DATE	REVISION
3/31/26	ADDENDUM NO. 1
4/22/26	PLAN REVISIONS PER COUNTY REVIEW

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.


Date 3/13/26
Craig J. JOCHUM, P.E.
Lic. No. 23461

DESIGNED BY:
TAE
DRAWN BY:
TAE
CHECKED BY:
CJJ



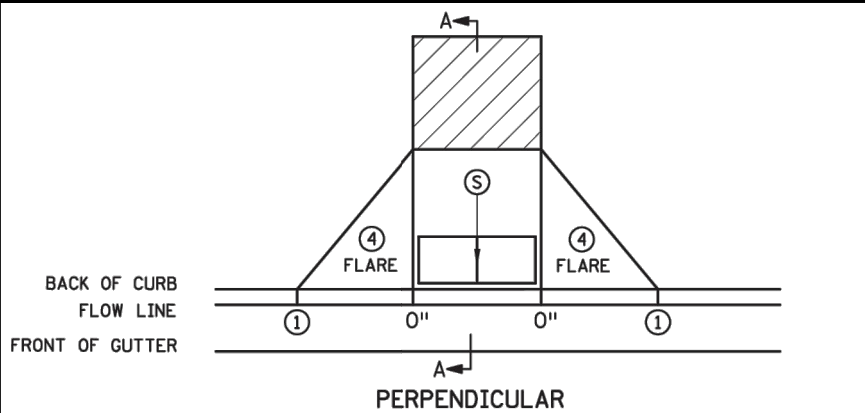
Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

2026 STREET OVERLAY PROJECT

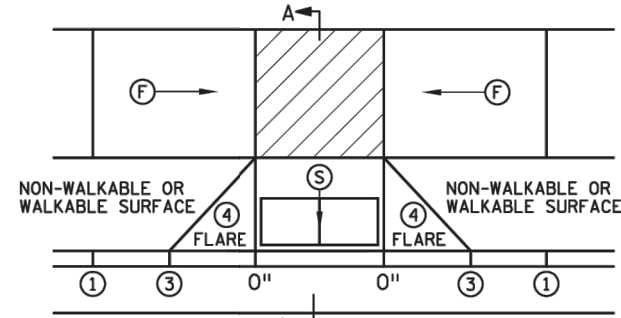
DETAILS
CITY OF ANOKA, MINNESOTA

SHEET
7
OF
30
SHEETS
AN3103

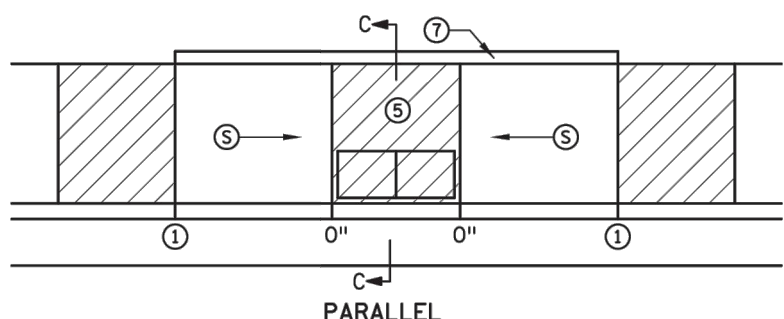
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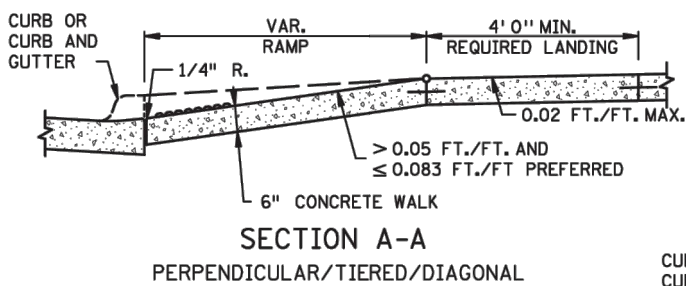
PERPENDICULAR



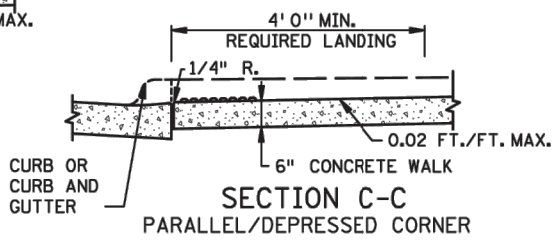
TIERED PERPENDICULAR



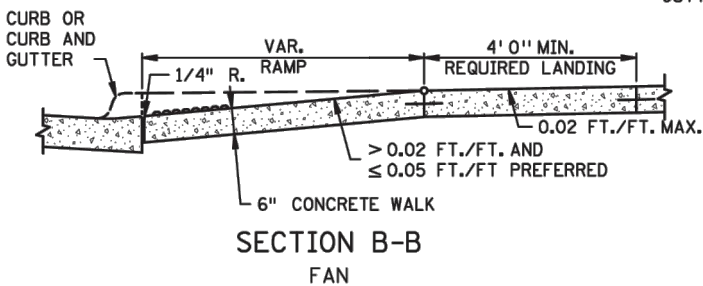
PARALLEL



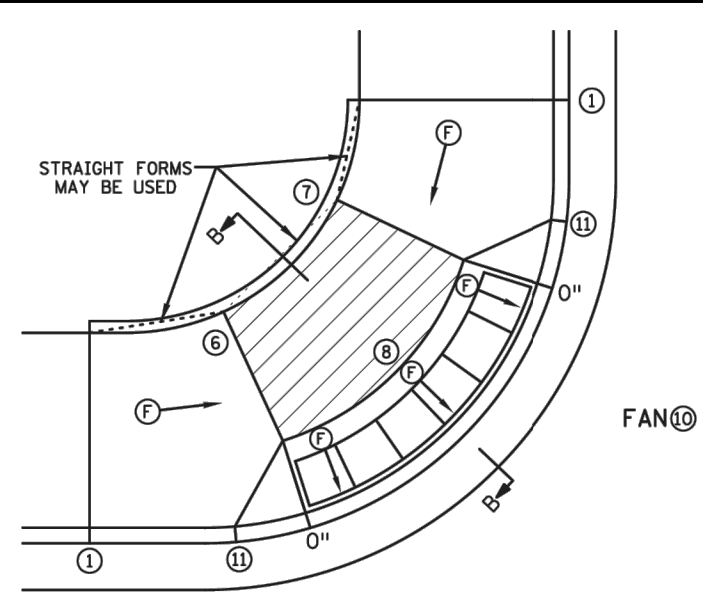
SECTION A-A
PERPENDICULAR/TIERED/DIAGONAL



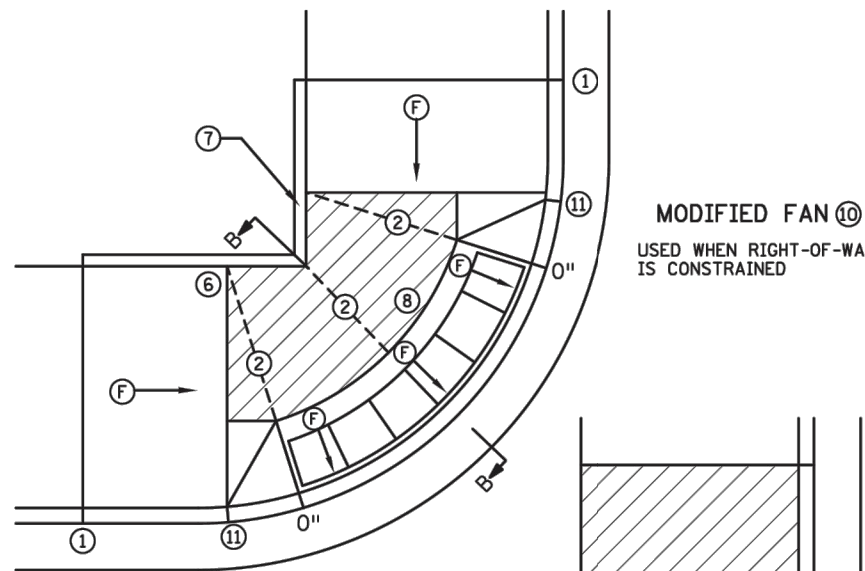
SECTION C-C
PARALLEL/DEPRESSED CORNER



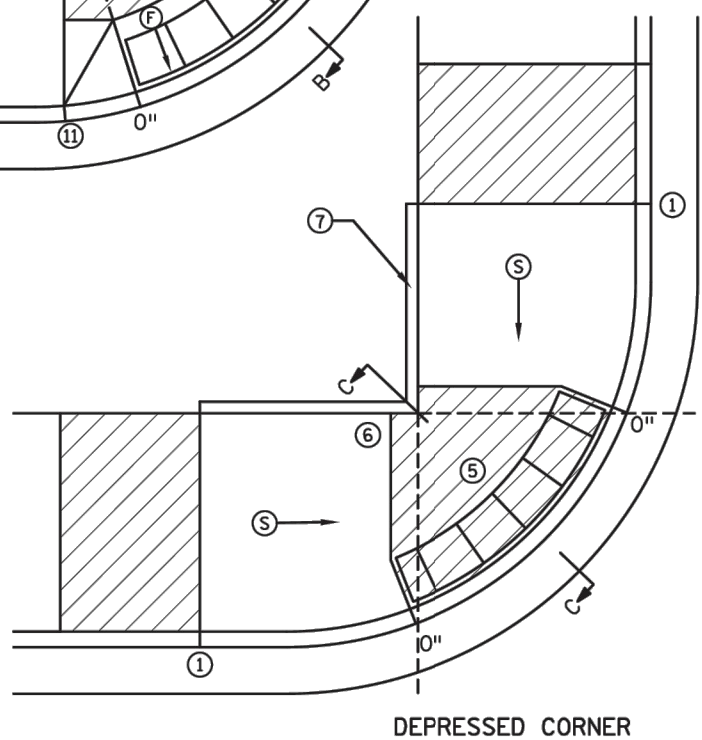
SECTION B-B
FAN



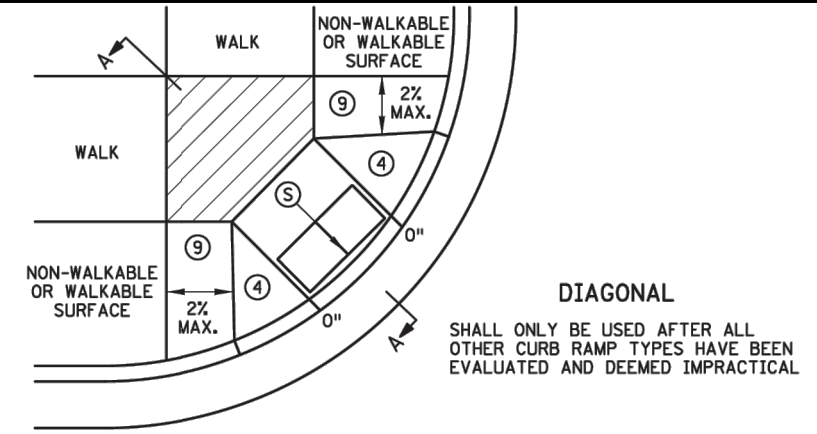
FAN 10



MODIFIED FAN 10
USED WHEN RIGHT-OF-WAY
IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL

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

NOTES:

- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE GREATER THAN 2%.
- INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.
- SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30' OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR, 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.
- ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL, THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH, EXCEPT AS STATED IN (6) BELOW.
- TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR, FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 OF 6 FOR ALL SEPARATELY POURED INITIAL LANDINGS.
- WHEN SIDEWALK IS AT BACK OF CURB, TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE. MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.
- ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.
- 4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.
- WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.
- RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.

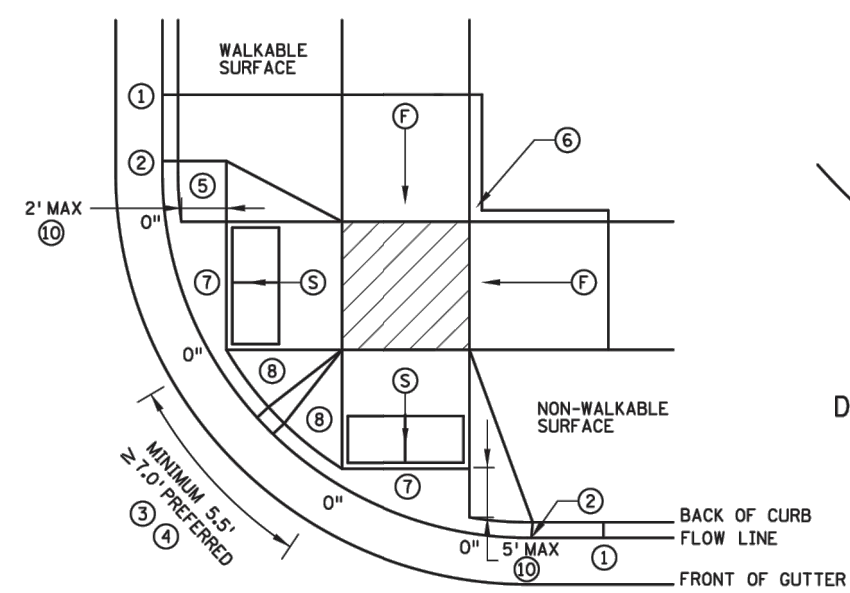
- 1 MATCH FULL HEIGHT CURB.
- 2 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
- 3 3" HIGH CURB WHEN USING A 3' LONG RAMP, 4" HIGH CURB WHEN USING A 4' LONG RAMP.
- 4 SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
- 5 DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
- 6 THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)
- 7 WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS LESS THAN 5% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
- 8 A 7' MIN TOP RADIUS GRADE BREAK IS REQUIRED TO BE CONSTRUCTIBLE.
- 9 PAVE FULL WALK WIDTH.
- 10 "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.
- 11 INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

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

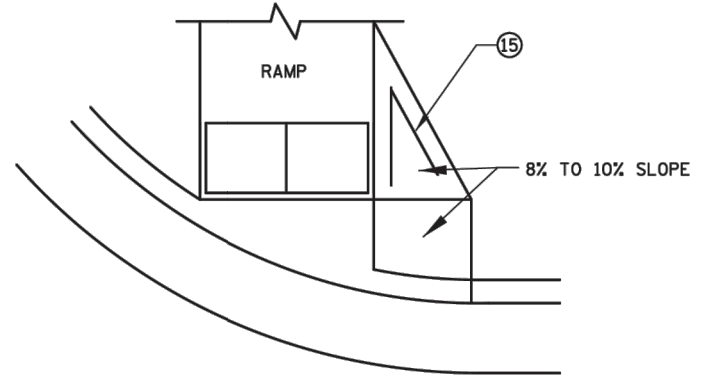
LEAD EXPERT OFFICE		JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS		APPROVED: 11-04-2021 REVISED:		THOMAS STYRBECKI STATE DESIGN ENGINEER		STANDARD PLAN 5-297.250		1 OF 6	
						STANDARD PLAN		STATE PROJ. NO.		SHEET NO. 8			
								TRUNK HWY.		TOTAL SHEETS 30			



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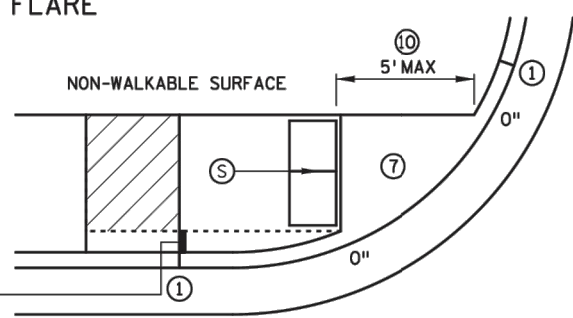


COMBINED DIRECTIONAL

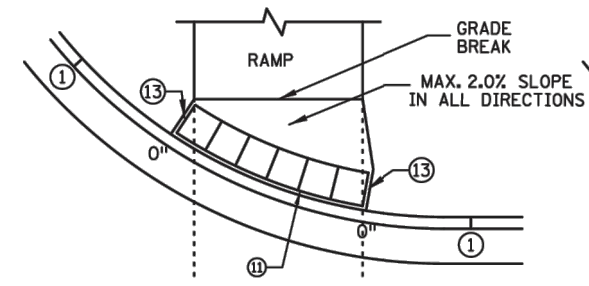


DIRECTIONAL RAMP WALKABLE FLARE

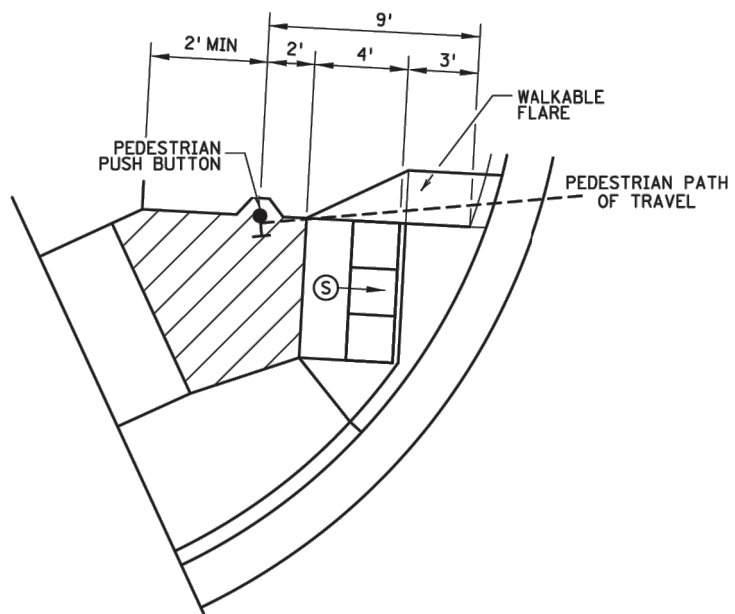
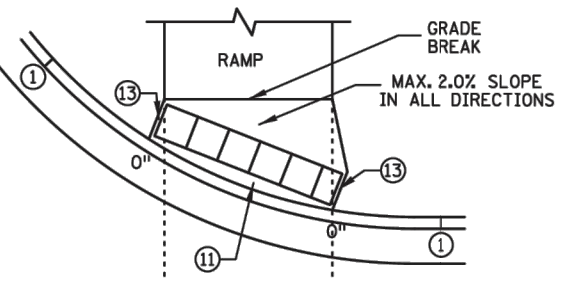
IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 2' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.



STANDARD ONE-WAY DIRECTIONAL ⑨

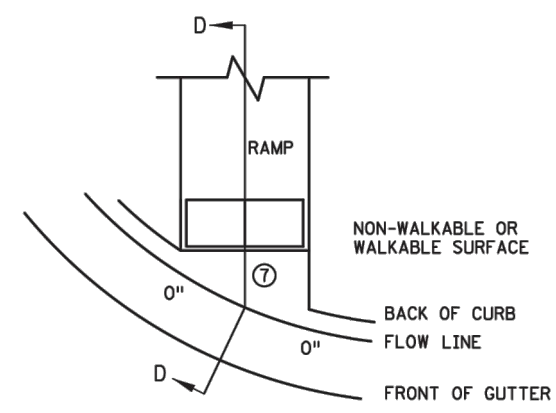


ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

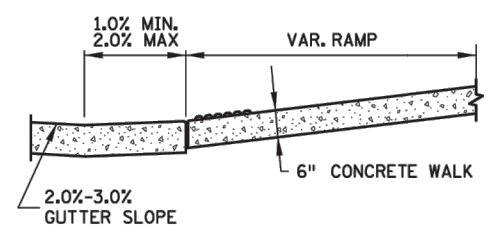


SEMI-DIRECTIONAL RAMP ③④⑨

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



CURB FOR DIRECTIONAL RAMPS ⑭



SECTION D-D

NOTES:

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

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

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

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

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

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

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

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

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

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

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

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

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

LEGEND

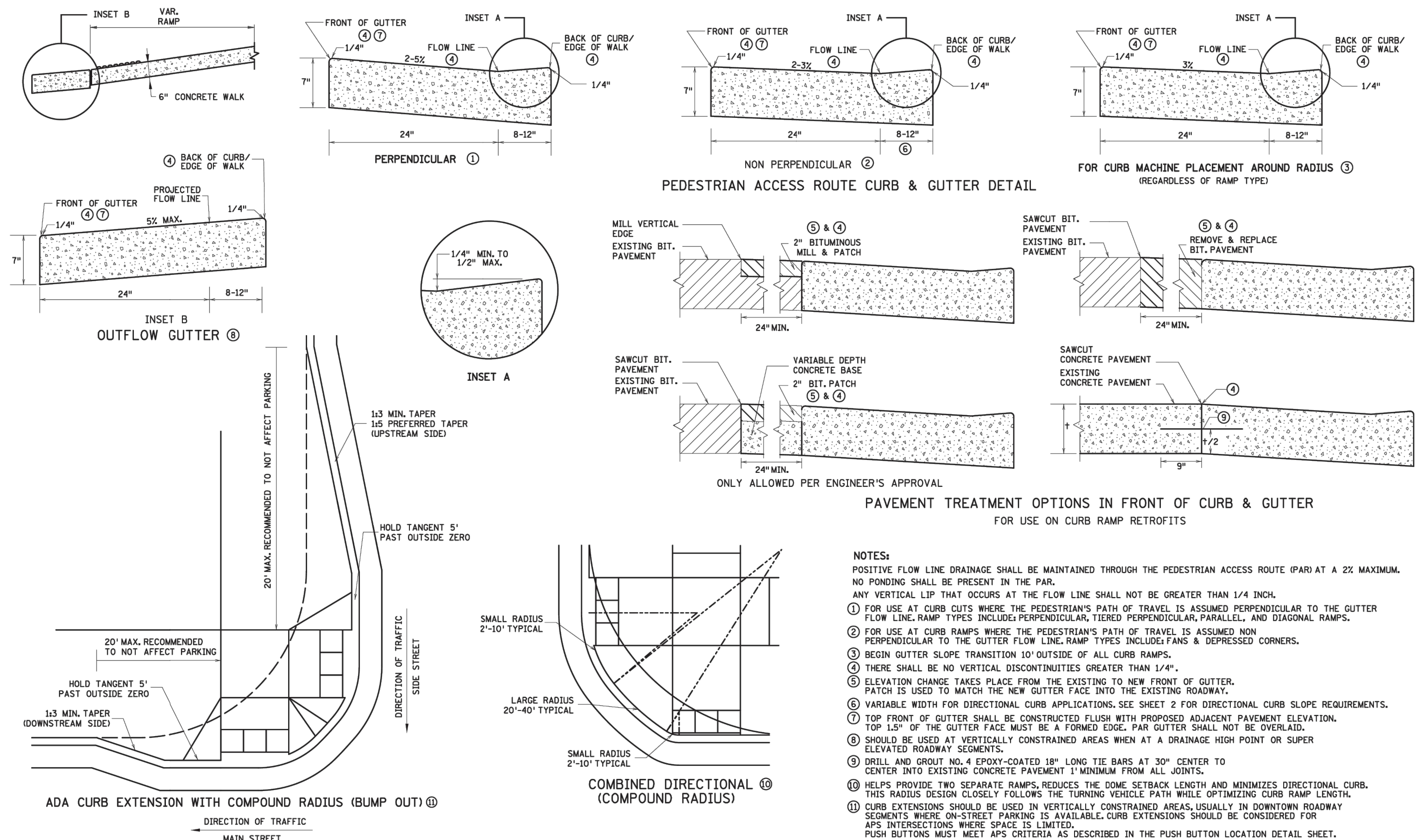
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

- ⑤ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- ⑥ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.
- LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PAR.
- X" CURB HEIGHT

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	2 OF 6
				STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	9
					TRUNK HWY.	TOTAL SHEETS	30

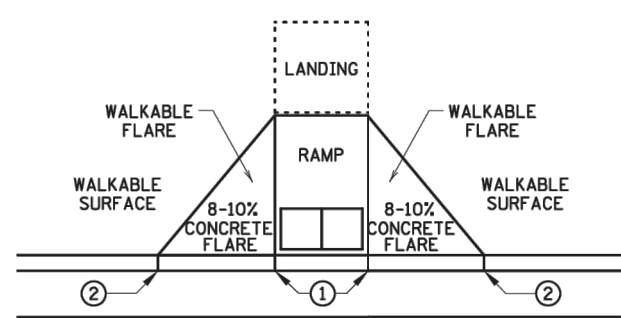


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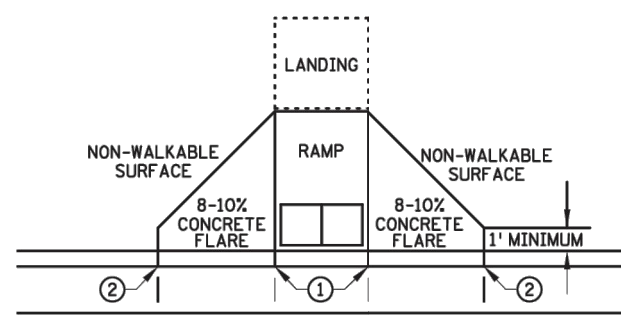


LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION	PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	 THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	3 OF 6
STANDARD PLAN			STATE PROJ. NO.		SHEET NO.	10
			TRUNK HWY.		TOTAL SHEETS	30

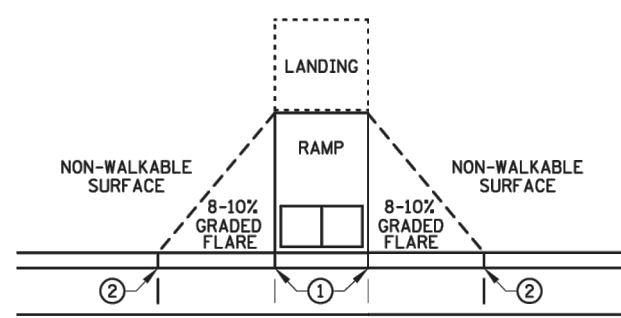
Mar 17, 2026 - 12:55pm
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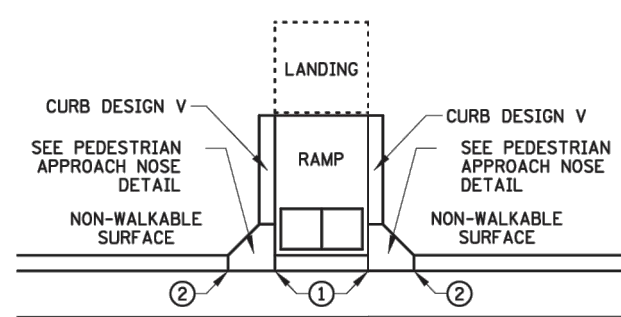
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



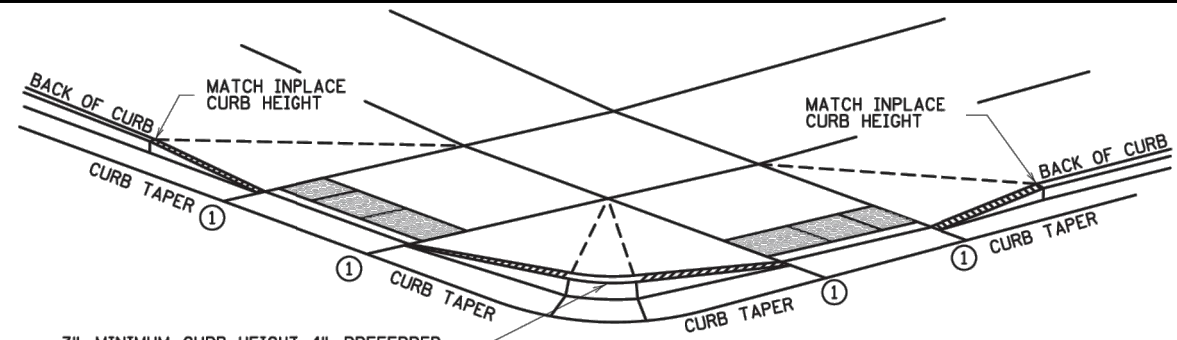
PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE



GRADED FLARES

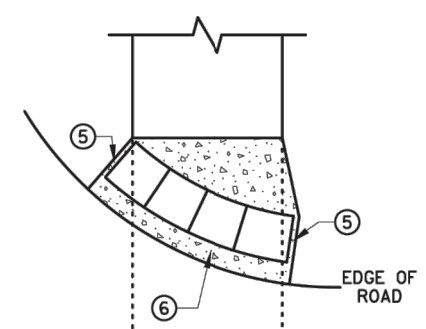


RETURNED CURB ④
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩

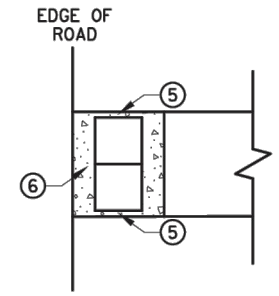


3" MINIMUM CURB HEIGHT, 4" PREFERRED
(MEASURED AT FRONT FACE OF CURB)
FOR A MIN. 6" LENGTH (MEASURED ALONG FLOW LINE)

DETECTABLE EDGE WITH CURB AND GUTTER ⑦

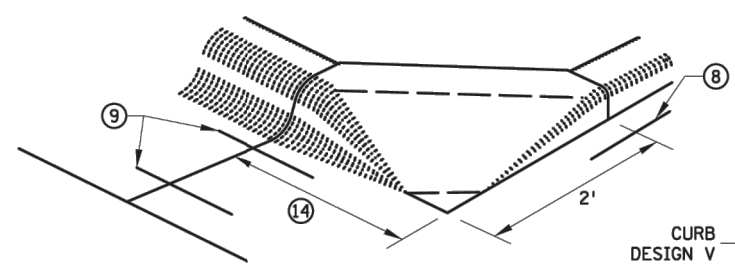


RADIAL DETECTABLE WARNING

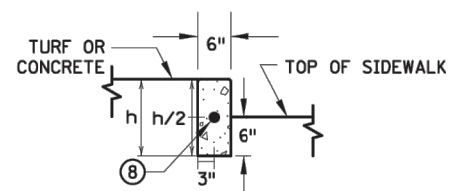


RECTANGULAR DETECTABLE WARNING

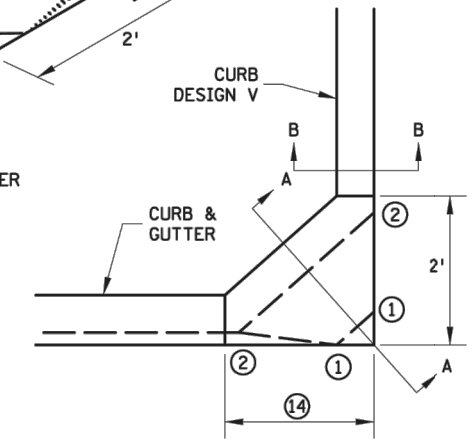
DETECTABLE EDGE WITHOUT CURB AND GUTTER



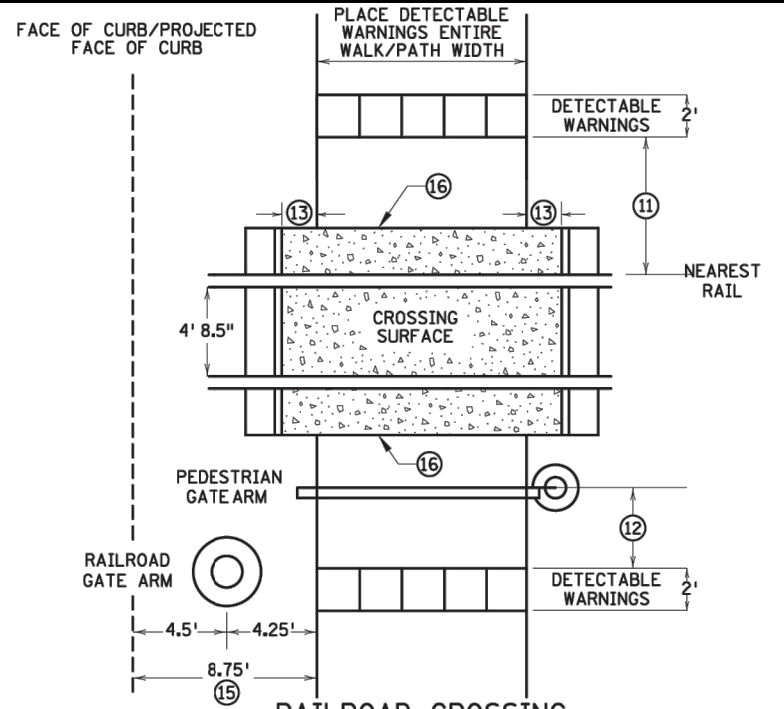
SECTION A-A



SECTION B-B



PEDESTRIAN APPROACH
NOSE DETAIL
(FOR RETURNED CURB
SIDE TREATMENT)



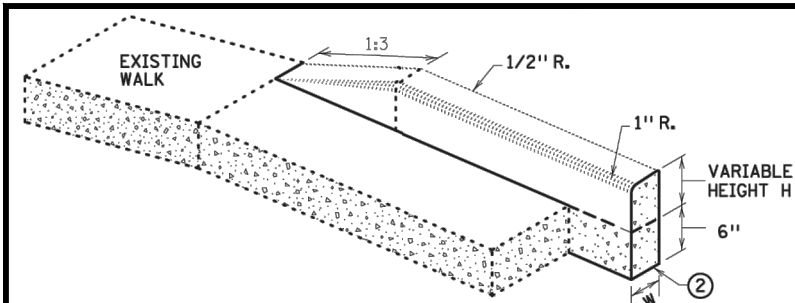
RAILROAD CROSSING
PLAN VIEW

NOTES:

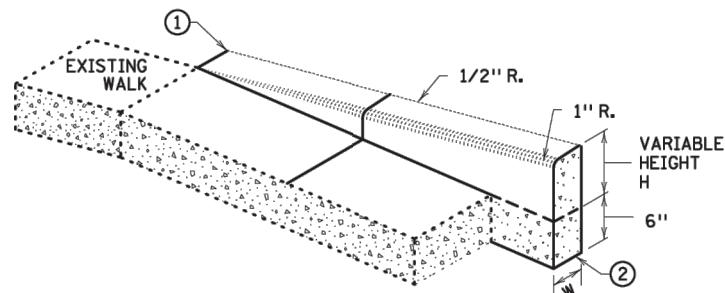
- INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT, INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.
- SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.
- A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
- CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.
- ① 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.
- ② FULL CURB HEIGHT.
- ③ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
- ④ TYPICALLY USED FOR MEDIANS AND ISLANDS.
- ⑤ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
- ⑥ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.
- ⑦ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS, AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.
- ⑧ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.
- ⑨ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.
- ⑩ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6' LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE. CONSTRUCT THESE TAPERS AT 0"-3" AT 8-10%, THEN LESS THAN 5% FROM 3" CURB TO FULL CURB HEIGHT.
- ⑪ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.
- ⑫ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑪.
- ⑬ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.
- ⑭ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.
- ⑮ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.
- ⑯ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION	PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	4 OF 6
STANDARD PLAN			STATE PROJ. NO.		SHEET NO. 11	
			TRUNK HWY.		TOTAL SHEETS 30	

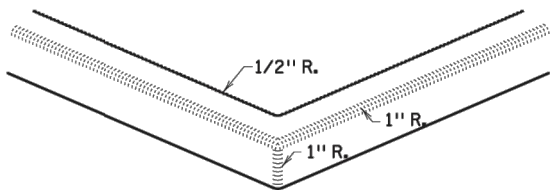




V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

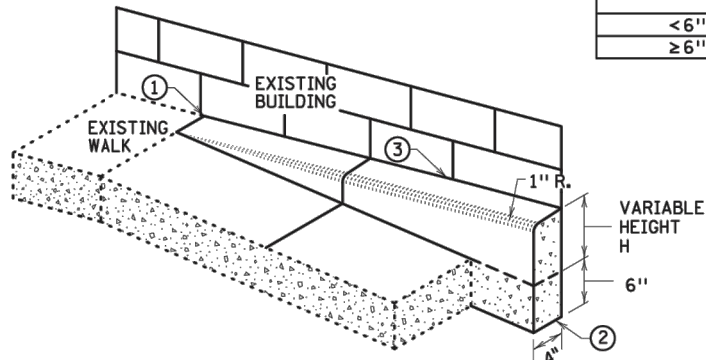


V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

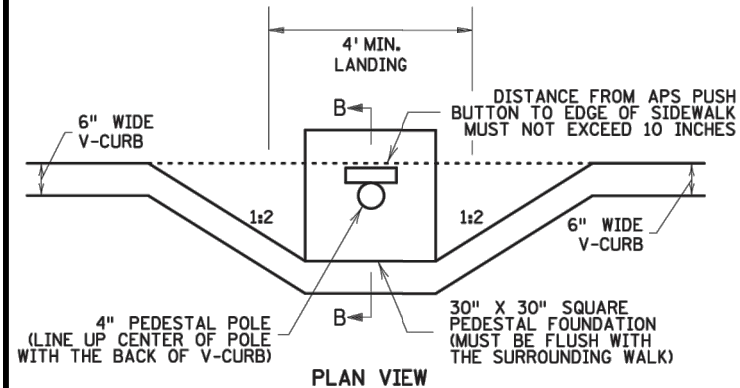


V CURB INTERSECTION

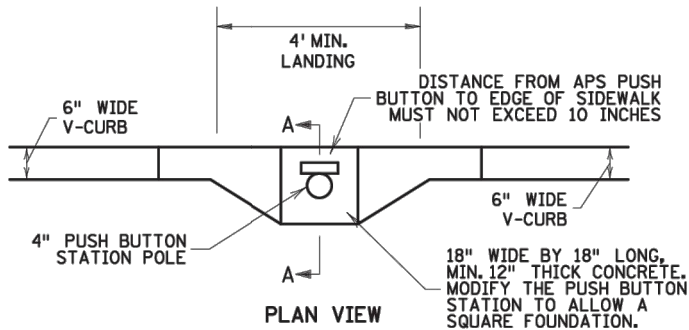
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"



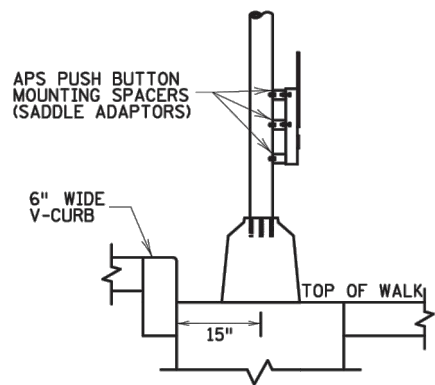
V CURB ADJACENT TO BUILDING
OR BARRIER



PLAN VIEW

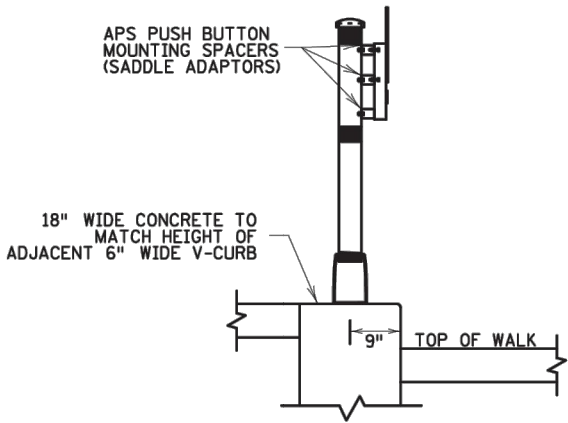


PLAN VIEW



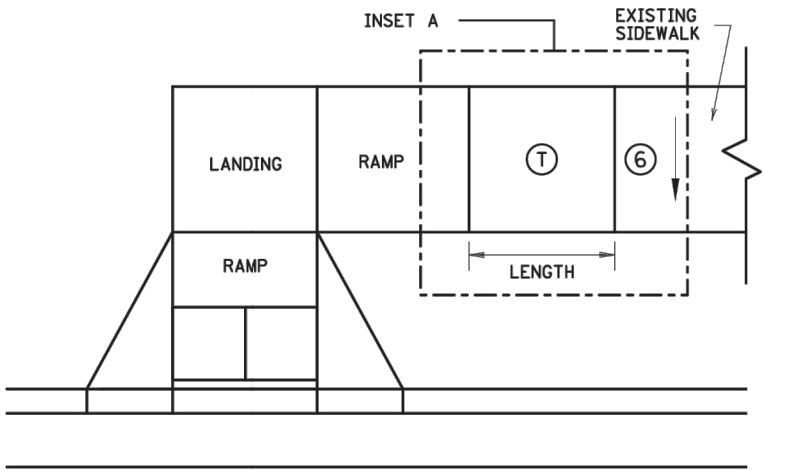
SECTION B-B

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)

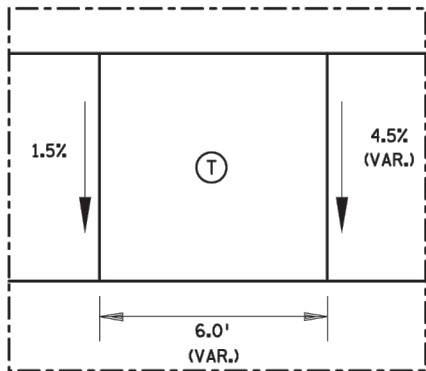


SECTION A-A

PUSH BUTTON STATION (V-CURB)



TRANSITION PANEL ④ ⑤



INSET A

NOTES:

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

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.

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

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

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

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

② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.

③ CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM 1/2" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.

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

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

⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

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

⑤ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

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

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

LEAD
EXPERT
OFFICE

JEFFREY PERKINS
OPERATIONS DIVISION

PEDESTRIAN CURB RAMP DETAILS

APPROVED: 11-04-2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

STANDARD
PLAN
5-297.250

5 OF 6



STANDARD PLAN

STATE PROJ. NO.

SHEET NO.

12

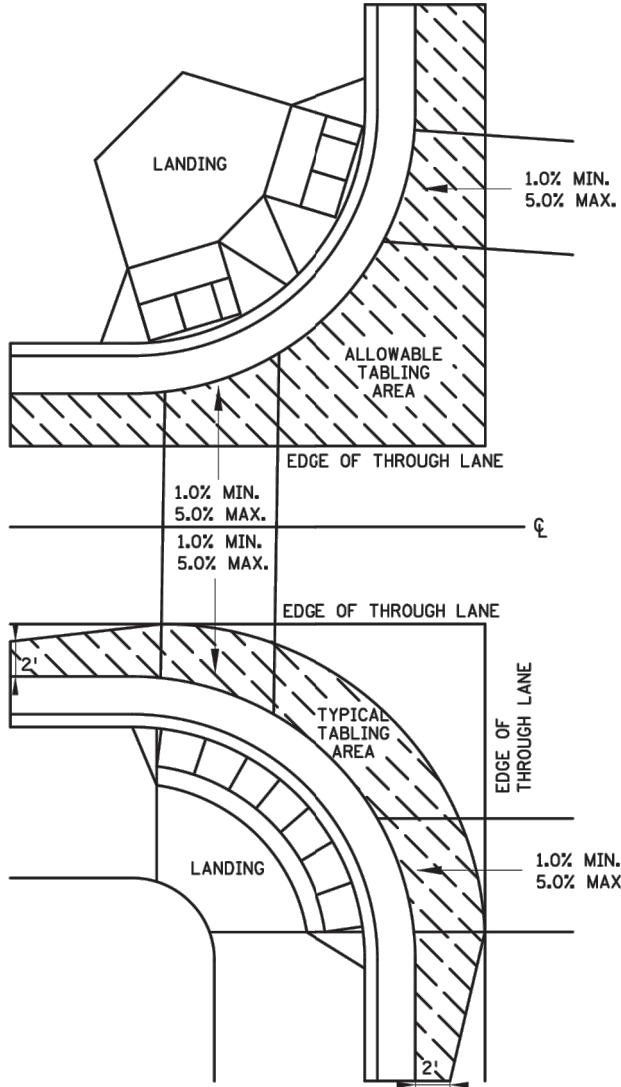
TRUNK HWY.

TOTAL SHEETS

30

AN3103

Mar 17, 2026 - 12:55pm
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CURB LINE AND ROAD CROSSING ADJUSTMENTS

GENERAL NOTES:

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

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

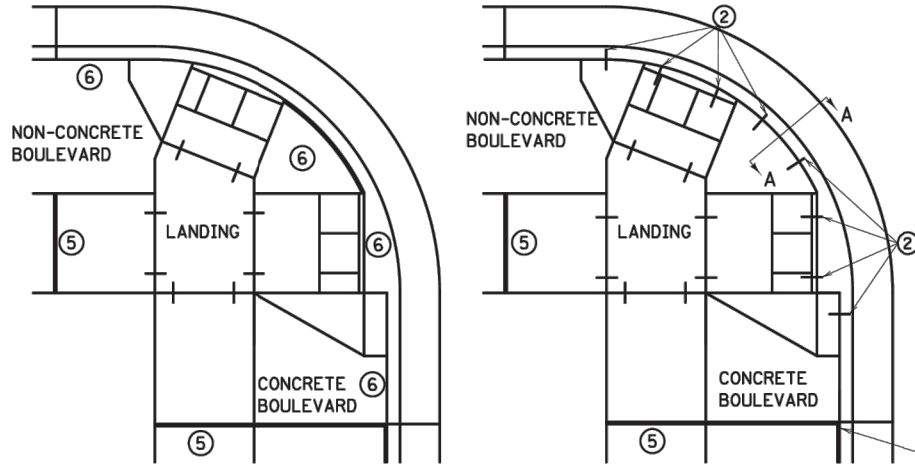
MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

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

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

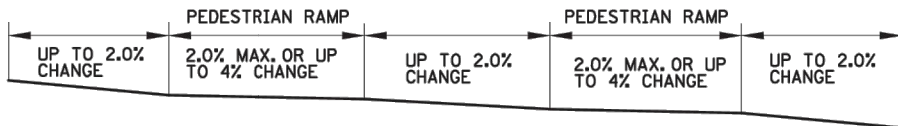
RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

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

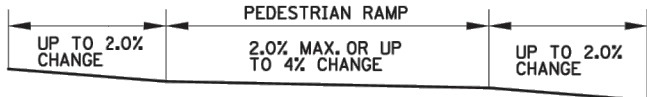


EXPANSION MATERIAL PLACEMENT
FOR CONCRETE ROADWAYS

CURB LINE REINFORCEMENT ④
PLACEMENT ON BITUMINOUS ROADWAYS



FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



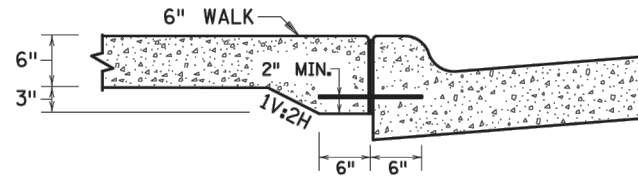
FLOW LINE PROFILE "TABLE" - FAN



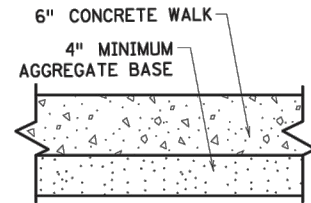
FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



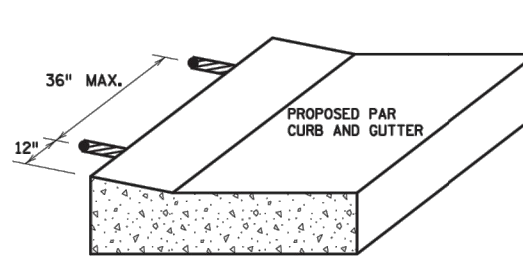
FLOW LINE PROFILE RAISE - FAN



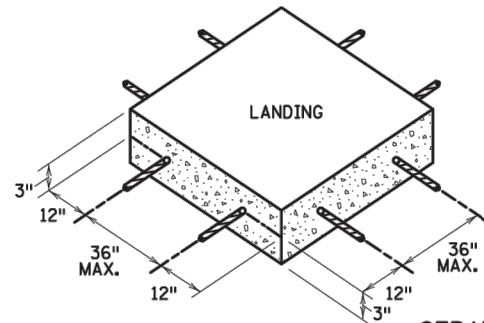
SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



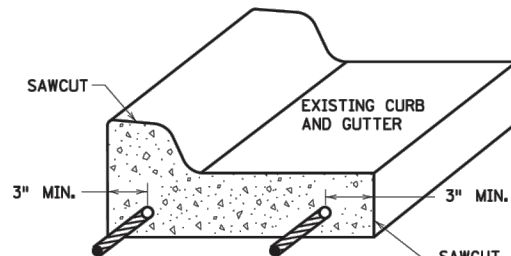
TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER



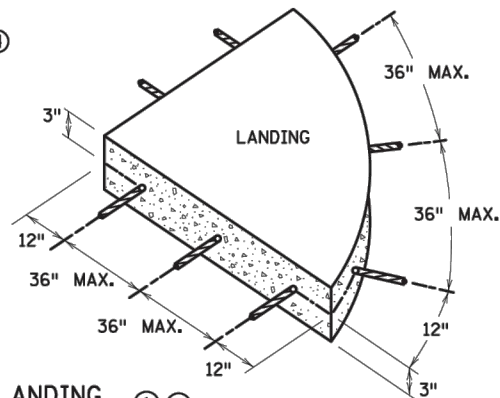
CURB RAMP REINFORCEMENT DETAILS ② ④



SEPARATE LANDING
POUR REINFORCEMENT ① ②



CURB AND GUTTER
REINFORCEMENT ③



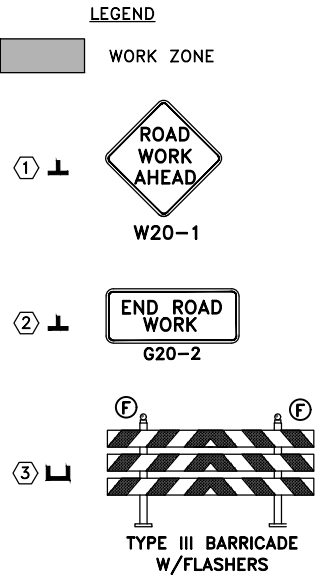
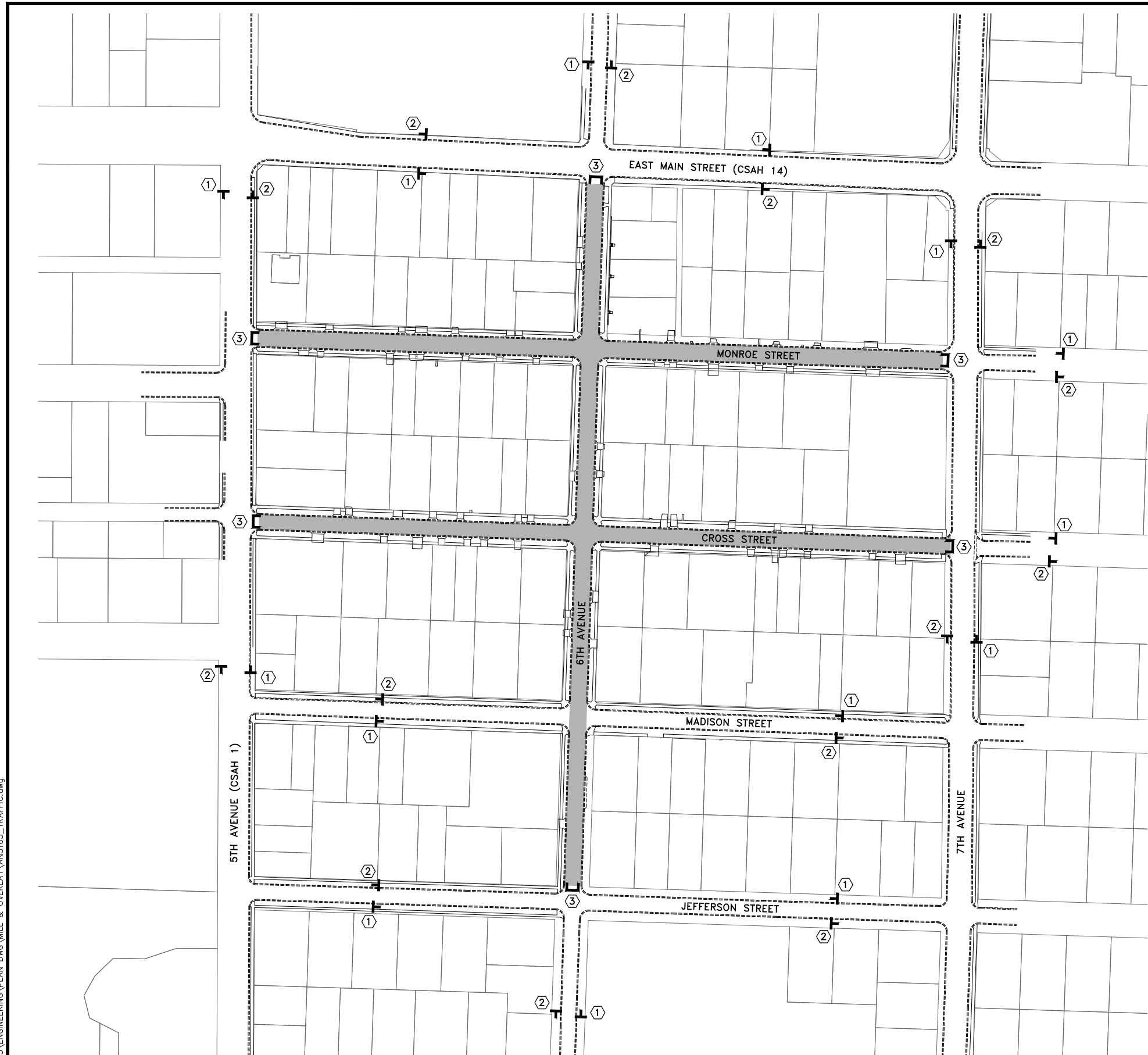
NOTES:

- ① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.
- ② DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) AT 36" MAXIMUM CENTER TO CENTER MINIMUM 12" SPACING FROM CONSTRUCTION JOINTS. BARS TO BE ADJUSTED TO MATCH RAMP GRADE. BARS TO BE PAID BY EACH.
- ③ DRILL AND GROUT 2 - NO. 4 X 12" LONG (6" EMBEDDED) REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.
- ④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.
- ⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.
- ⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	 THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	6 OF 6
				STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	13
					TRUNK HWY.	TOTAL SHEETS	30

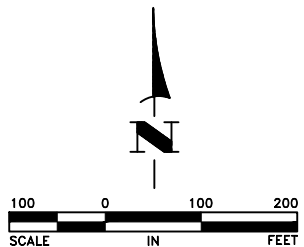


Mar 31, 2026 -- 7:36am
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GENERAL NOTES:

1. ALL CONTRACTOR TRAFFIC WITHIN THE CITY OF ANOKA SHALL BE LIMITED TO THE PROJECT AREA, DESIGNATED HAUL ROUTES, APPROVED CITY COLLECTOR STREETS OR COUNTY AND STATE HIGHWAYS.
2. THE TRAFFIC CONTROL DEPICTED IS CONSIDERED THE MINIMUM TRAFFIC CONTROL REQUIRED TO COMPLETE THE CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE A SAFE WORK ZONE AT ALL TIMES. THE TRAFFIC CONTROL SHOWN DOES NOT DEPICT TRAFFIC CONTROL THAT IS REQUIRED FOR CONSTRUCTION OF THE BITUMINOUS WEAR COURSE. CONTRACTOR SHALL PROVIDE LAYOUTS FOR APPROVAL BY THE ENGINEER FOR THIS WORK ITEM. ALL TRAFFIC CONTROL REQUIRED TO COMPLETE THIS PROJECT SHALL BE PAID PER ITEM 2563-TRAFFIC CONTROL.
3. ALL NON STANDARD TRAFFIC CONTROL SIGNS SHALL HAVE 6" SERIES C LETTERING.
4. ALL TEMPORARY TRAFFIC CONTROL SIGNS, UNLESS OTHERWISE NOTED, SHALL BE CONSTRUCTED ON TWO PERMANENT POSTS. POSTS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT, OR UNTIL NO LONGER NEEDED, AND ALL DISTURBED AREAS SHALL BE RESTORED.
5. ANY WORK REQUIRED IN THE RIGHT-OF-WAY OF HIGHWAY 169 WILL REQUIRE A PERMIT FROM MN/DOT. IF ANY LANE CLOSURES ARE REQUIRED, THEY WILL ONLY BE ALLOWED DURING THE HOURS OF 9:00 A.M. AND 3:00 P.M. THE CONTRACTOR SHALL COMPLETELY REMOVE ALL TRAFFIC CONTROL, FOR THE LANE CLOSURE, IN THE MN/DOT RIGHT-OF-WAY BETWEEN THE HOURS OF 3:00 P.M. AND 9:00 A.M. NO ADDITIONAL PAYMENT WILL BE MADE IF TRAFFIC CONTROL LAYOUTS ARE NEEDED TO COMPLETE THE WORK.
6. REFER TO THE MINNESOTA TEMPORARY TRAFFIC CONTROL FIELD MANUAL FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
7. CONTRACTOR SHALL PROVIDE ACCESS TO RESIDENTS AT ALL TIMES. WHEN TEMPORARY OBSTRUCTION OF THE DRIVEWAYS IS REQUIRED FOR PAVING AND OTHER WORK THE CONTRACTOR SHALL PROVIDE THE IMPACTED RESIDENTS WITH 24 HOURS NOTICE.
8. ALL DROP OFFS GREATER THAN 2" (CURB REMOVAL) SHALL BE MARKED WITH A MINIMUM OF TWO TYPE B CHANNELIZERS, TYPE DRUM. DRUM SPACING SHALL BE A MAXIMUM OF 10-FEET.
9. CONTRACTOR MAY TEMPORARILY CLOSE THE RIGHT, EASTBOUND LANE ON EAST MAIN STREET AND THE RIGHT, NORTHBOUND LANE ON 5TH AVENUE FOR PAVEMENT TIE-INS. TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION 33 (SHORT TERM) OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SHALL BE USED. CONTRACTOR SHALL NOTIFY THE ANOKA COUNTY HIGHWAY DEPARTMENT A MINIMUM OF 3 BUSINESS DAYS PRIOR TO CLOSING ANY LANES. NO ADDITIONAL PAYMENT WILL BE MADE FOR CLOSING LANES.
10. CONTRACTOR MAY TEMPORARILY CLOSE THE SOUTHBOUND SHOULDER ON 7TH AVENUE AND THE WESTBOUND SHOULDER ON JEFFERSON STREET FOR PAVEMENT TIE-INS. TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION 4 OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SHALL BE USED. NO ADDITIONAL PAYMENT WILL BE MADE FOR CLOSING SHOULDERS.
11. ALL TRAFFIC CONTROL MUST BE REMOVED WITHIN 24 HOURS OF SUBSTANTIAL COMPLETION OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE ASSESSED A CHARGE OF \$500 PER DAY IF ALL TRAFFIC CONTROL IS NOT REMOVED WITHIN 24 HOURS AS DESCRIBED ABOVE.
12. SEE SECTION 01 35 00 OF THE PROJECT MANUAL FOR ADDITIONAL INFORMATION REGARDING NO PARKING SIGNS.



DATE	REVISION
3/31/26	ADDENDUM NO. 1

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Raig J. Jochum
RAIG J. JOCHUM, P.E.
Date 3/13/26 Lic. No. 23461

DESIGNED BY:
TAE

DRAWN BY:
TAE

CHECKED BY:
CJJ



Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

2026 STREET OVERLAY PROJECT

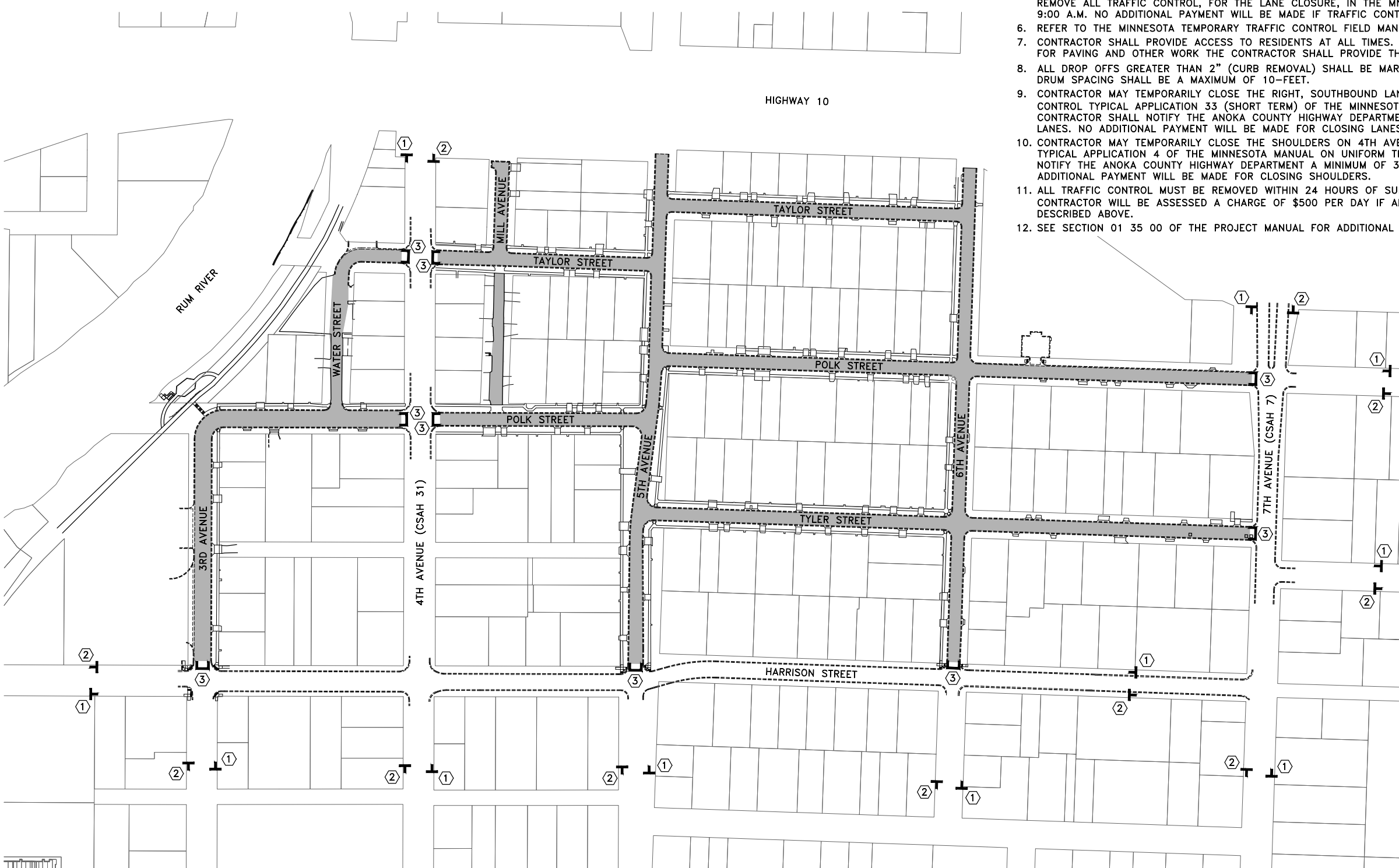
TRAFFIC CONTROL PLAN

SOUTH PROJECT AREA
CITY OF ANOKA, MINNESOTA

SHEET
15
OF
30
SHEETS

AN3103

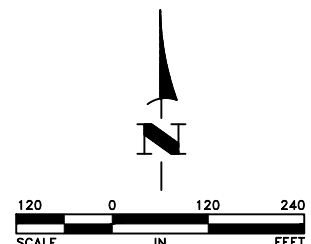
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- GENERAL NOTES:
1. ALL CONTRACTOR TRAFFIC WITHIN THE CITY OF ANOKA SHALL BE LIMITED TO THE PROJECT AREA, DESIGNATED HAUL ROUTES, APPROVED CITY COLLECTOR STREETS OR COUNTY AND STATE HIGHWAYS.
 2. THE TRAFFIC CONTROL DEPICTED IS CONSIDERED THE MINIMUM TRAFFIC CONTROL REQUIRED TO COMPLETE THE CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE A SAFE WORK ZONE AT ALL TIMES. THE TRAFFIC CONTROL SHOWN DOES NOT DEPICT TRAFFIC CONTROL THAT IS REQUIRED FOR CONSTRUCTION OF THE BITUMINOUS WEAR COURSE. CONTRACTOR SHALL PROVIDE LAYOUTS FOR APPROVAL BY THE ENGINEER FOR THIS WORK ITEM. ALL TRAFFIC CONTROL REQUIRED TO COMPLETE THIS PROJECT SHALL BE PAID PER ITEM 2563-TRAFFIC CONTROL.
 3. ALL NON STANDARD TRAFFIC CONTROL SIGNS SHALL HAVE 6" SERIES C LETTERING.
 4. ALL TEMPORARY TRAFFIC CONTROL SIGNS, UNLESS OTHERWISE NOTED, SHALL BE CONSTRUCTED ON TWO PERMANENT POSTS. POSTS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT, OR UNTIL NO LONGER NEEDED, AND ALL DISTURBED AREAS SHALL BE RESTORED.
 5. ANY WORK REQUIRED IN THE RIGHT-OF-WAY OF HIGHWAY 169 WILL REQUIRE A PERMIT FROM MN/DOT. IF ANY LANE CLOSURES ARE REQUIRED, THEY WILL ONLY BE ALLOWED DURING THE HOURS OF 9:00 A.M. AND 3:00 P.M. THE CONTRACTOR SHALL COMPLETELY REMOVE ALL TRAFFIC CONTROL, FOR THE LANE CLOSURE, IN THE MN/DOT RIGHT-OF-WAY BETWEEN THE HOURS OF 3:00 P.M. AND 9:00 A.M. NO ADDITIONAL PAYMENT WILL BE MADE IF TRAFFIC CONTROL LAYOUTS ARE NEEDED TO COMPLETE THE WORK.
 6. REFER TO THE MINNESOTA TEMPORARY TRAFFIC CONTROL FIELD MANUAL FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
 7. CONTRACTOR SHALL PROVIDE ACCESS TO RESIDENTS AT ALL TIMES. WHEN TEMPORARY OBSTRUCTION OF THE DRIVEWAYS IS REQUIRED FOR PAVING AND OTHER WORK THE CONTRACTOR SHALL PROVIDE THE IMPACTED RESIDENTS WITH 24 HOURS NOTICE.
 8. ALL DROP OFFS GREATER THAN 2" (CURB REMOVAL) SHALL BE MARKED WITH A MINIMUM OF TWO TYPE B CHANNELIZERS, TYPE DRUM. DRUM SPACING SHALL BE A MAXIMUM OF 10-FEET.
 9. CONTRACTOR MAY TEMPORARILY CLOSE THE RIGHT, SOUTHBOUND LANE ON 7TH AVENUE FOR PAVEMENT TIE-INS. TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION 33 (SHORT TERM) OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SHALL BE USED. CONTRACTOR SHALL NOTIFY THE ANOKA COUNTY HIGHWAY DEPARTMENT A MINIMUM OF 3 BUSINESS DAYS PRIOR TO CLOSING ANY LANES. NO ADDITIONAL PAYMENT WILL BE MADE FOR CLOSING LANES.
 10. CONTRACTOR MAY TEMPORARILY CLOSE THE SHOULDERS ON 4TH AVENUE FOR PAVEMENT TIE-INS. TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION 4 OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SHALL BE USED. CONTRACTOR SHALL NOTIFY THE ANOKA COUNTY HIGHWAY DEPARTMENT A MINIMUM OF 3 BUSINESS DAYS PRIOR TO CLOSING ANY SHOULDERS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CLOSING SHOULDERS.
 11. ALL TRAFFIC CONTROL MUST BE REMOVED WITHIN 24 HOURS OF SUBSTANTIAL COMPLETION OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE ASSESSED A CHARGE OF \$500 PER DAY IF ALL TRAFFIC CONTROL IS NOT REMOVED WITHIN 24 HOURS AS DESCRIBED ABOVE.
 12. SEE SECTION 01 35 00 OF THE PROJECT MANUAL FOR ADDITIONAL INFORMATION REGARDING NO PARKING SIGNS.

LEGEND

- WORK ZONE
- 1 ROAD WORK AHEAD W20-1
- 2 END ROAD WORK G20-2
- 3 TYPE III BARRICADE W/FLASHERS



DATE	REVISION
3/31/26	ADDENDUM NO. 1

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Date 3/13/26 CRAIG J. JOCHUM, P.E.
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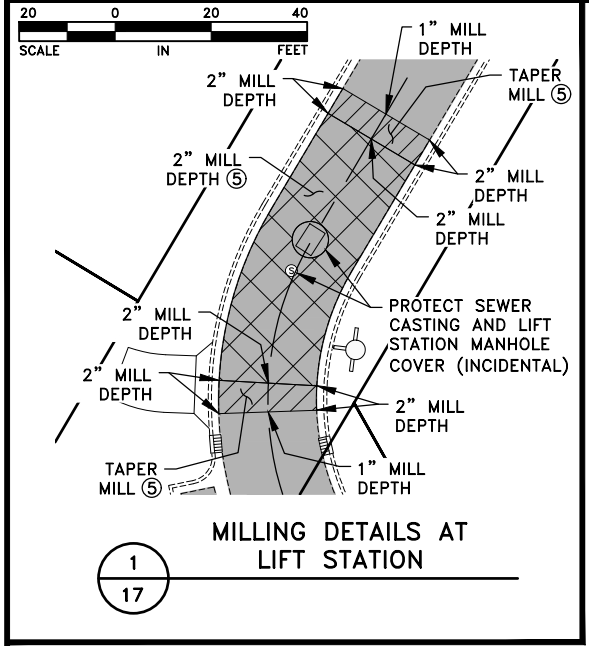
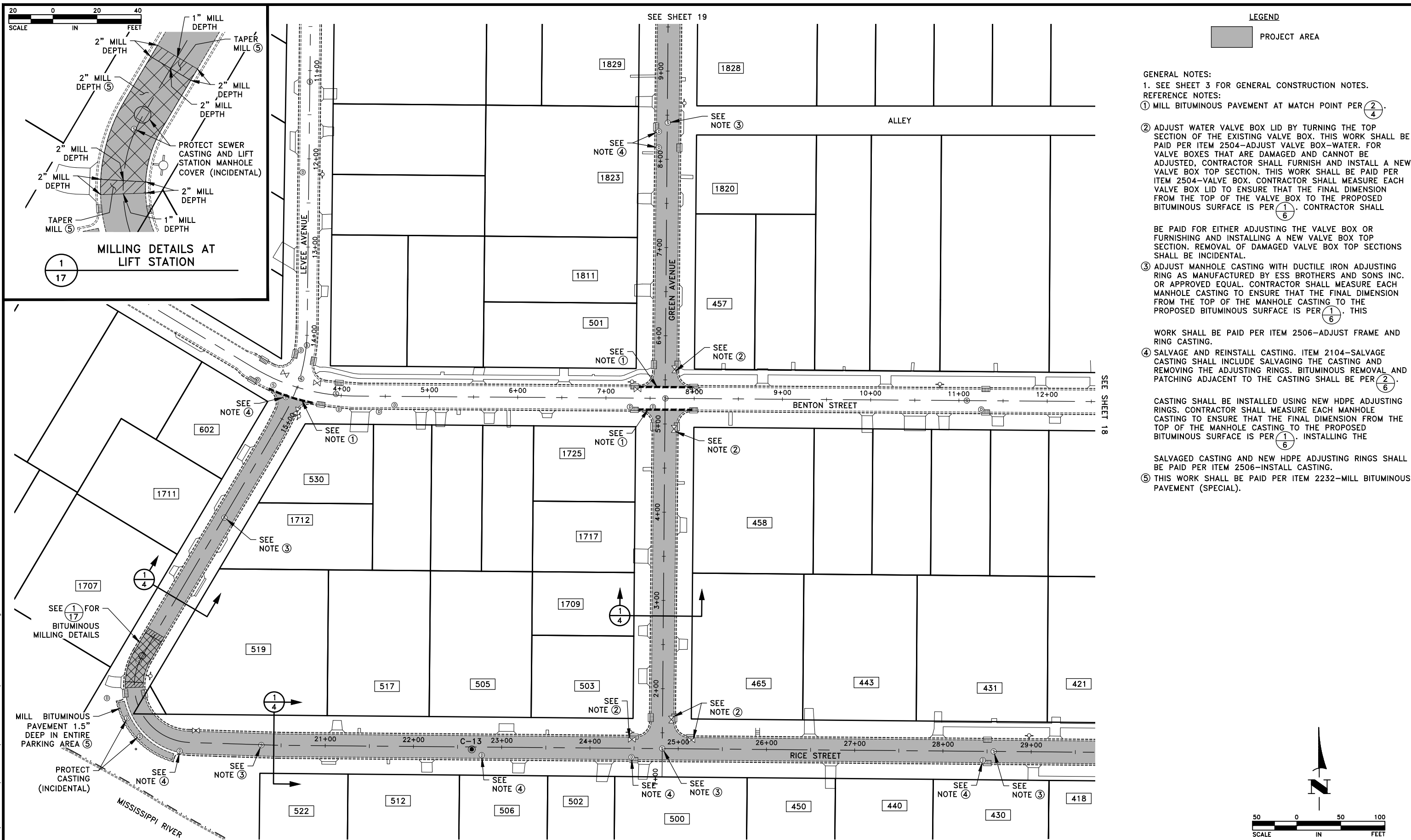
2026 STREET OVERLAY PROJECT

TRAFFIC CONTROL PLAN

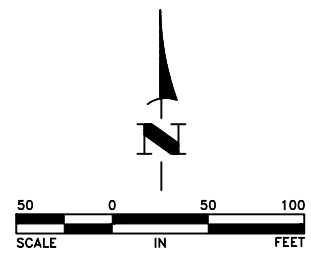
NORTH PROJECT AREA
CITY OF ANOKA, MINNESOTA

SHEET 16 OF 30 SHEETS

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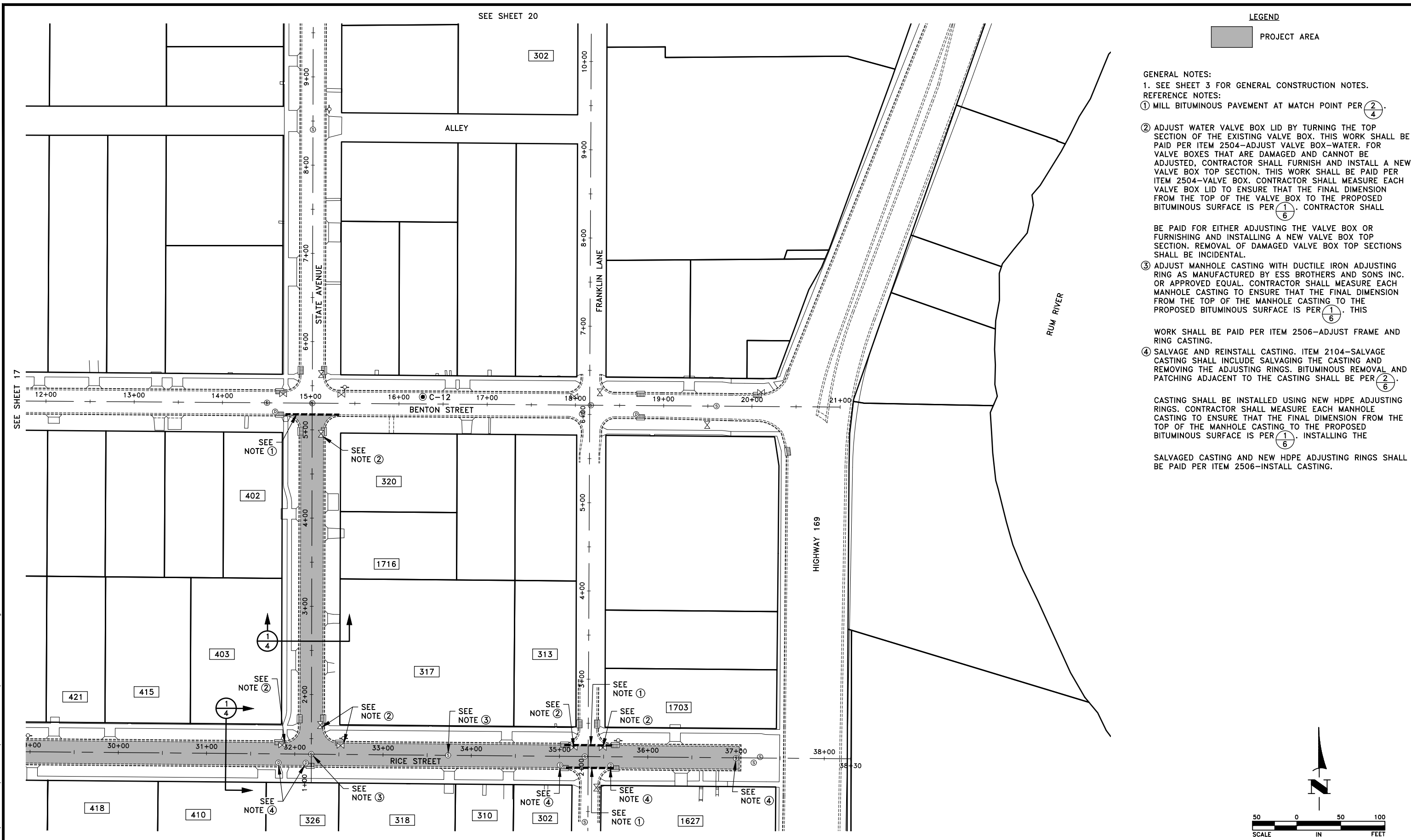


- LEGEND
- PROJECT AREA
- GENERAL NOTES:
1. SEE SHEET 3 FOR GENERAL CONSTRUCTION NOTES.
- REFERENCE NOTES:
- ① MILL BITUMINOUS PAVEMENT AT MATCH POINT PER ②/④.
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- ⑤ THIS WORK SHALL BE PAID PER ITEM 2232-MILL BITUMINOUS PAVEMENT (SPECIAL).



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2026 STREET OVERLAY PROJECT

CONSTRUCTION PLAN
WEST PROJECT AREA
CITY OF ANOKA, MINNESOTA

SHEET
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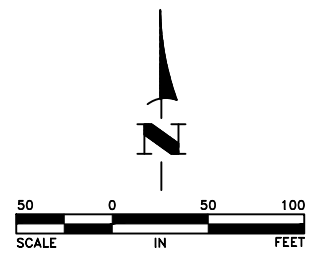
LEGEND

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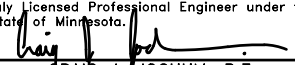
SEE SHEET 20

SEE SHEET 17



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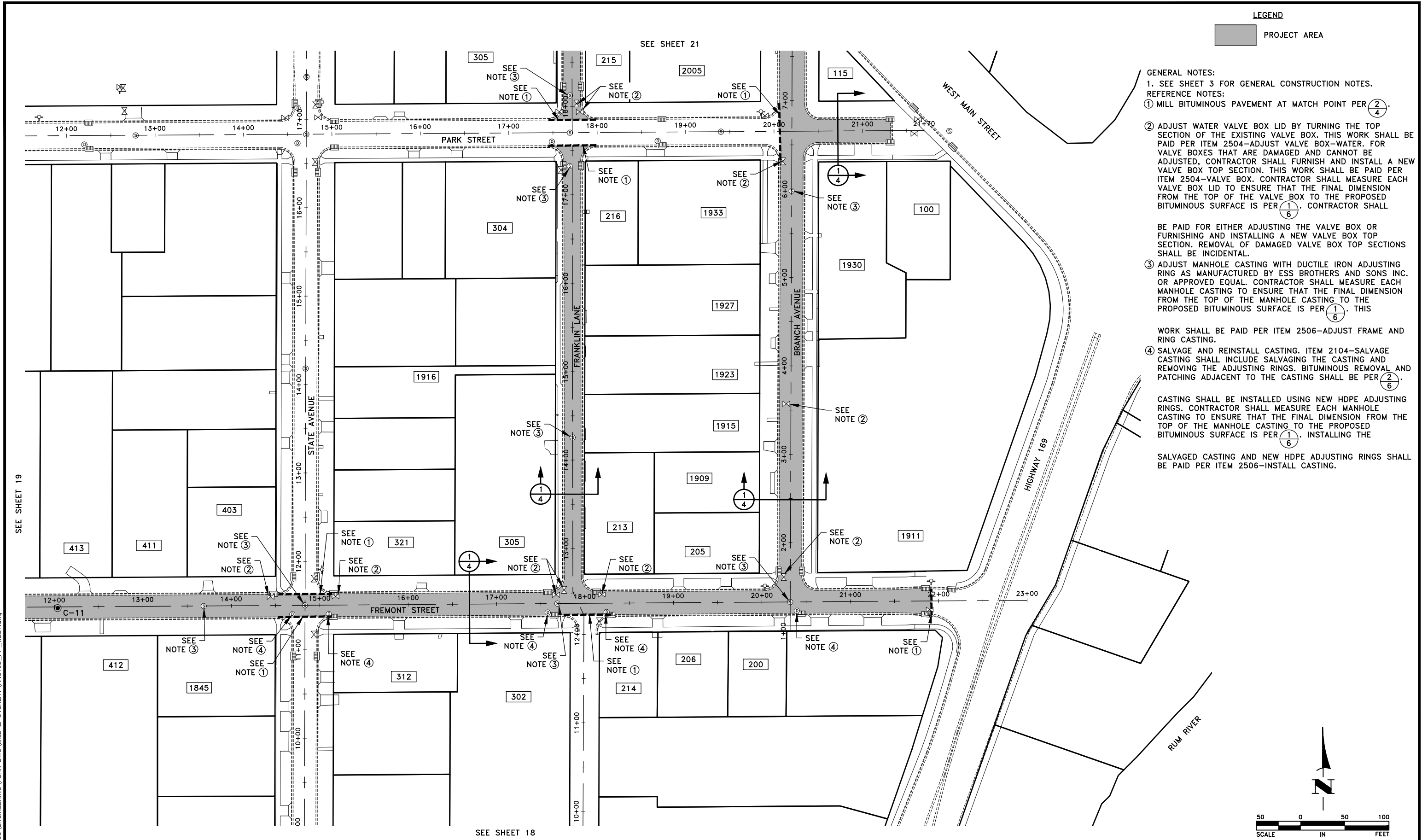
2026 STREET OVERLAY PROJECT

CONSTRUCTION PLAN

WEST PROJECT AREA
CITY OF ANOKA, MINNESOTA

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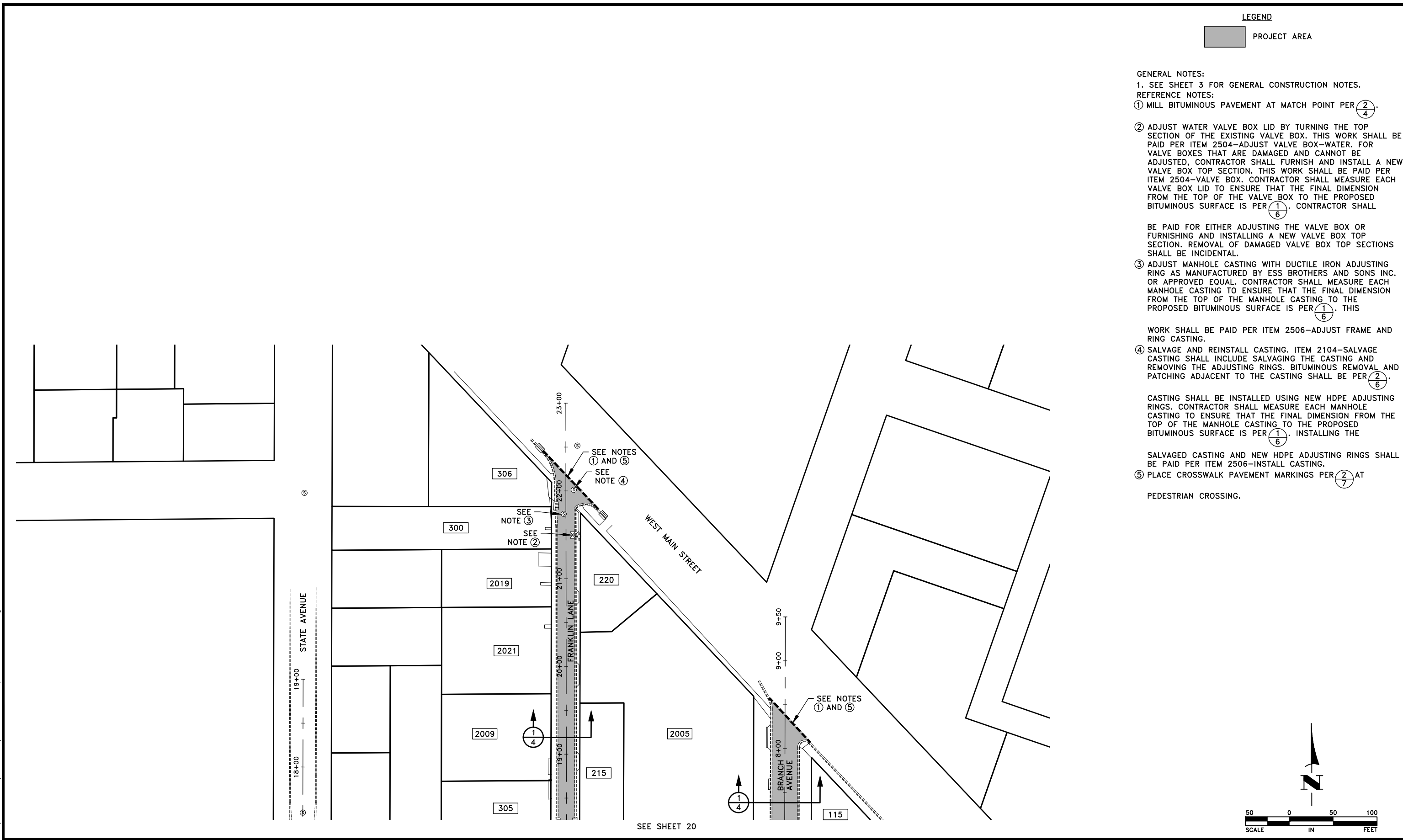
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2026 STREET OVERLAY PROJECT

CONSTRUCTION PLAN
WEST PROJECT AREA
CITY OF ANOKA, MINNESOTA

SHEET 20 OF 30 SHEETS
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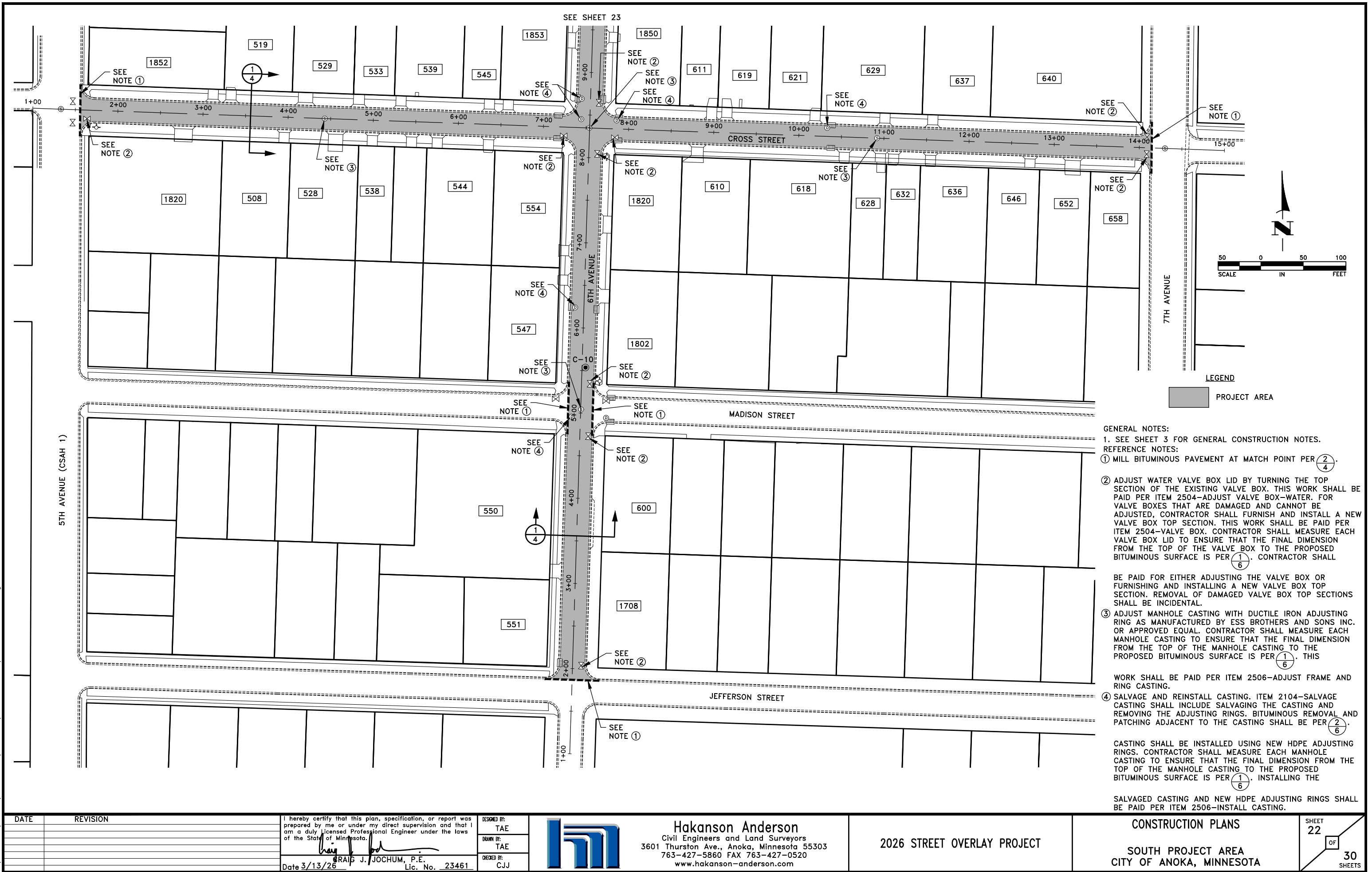
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PROJECT AREA

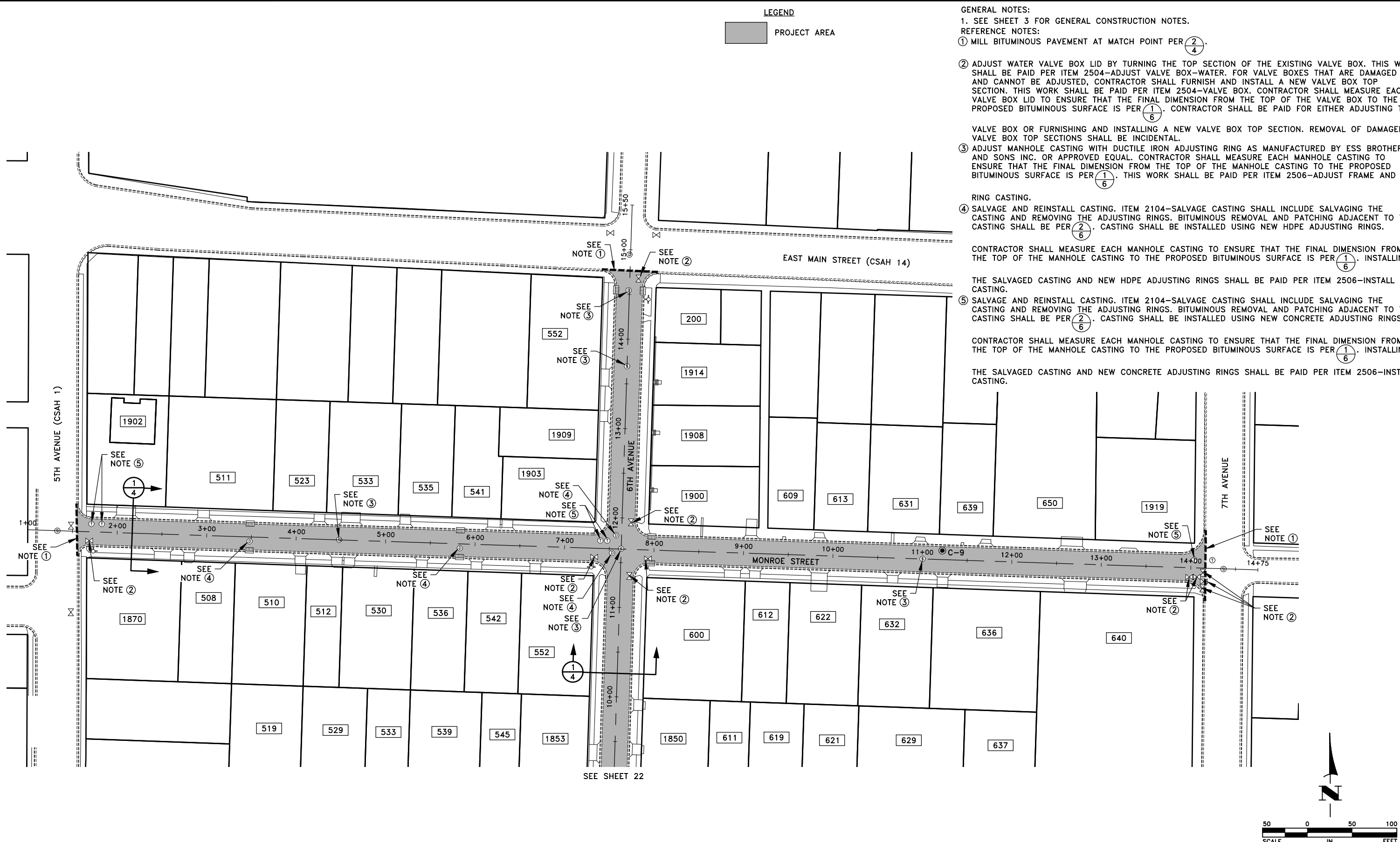
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- ⑤ PLACE CROSSWALK PAVEMENT MARKINGS PER ②/⑦ AT PEDESTRIAN CROSSING.

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			DRAWN BY: TAE						
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LEGEND

PROJECT AREA

GENERAL NOTES:

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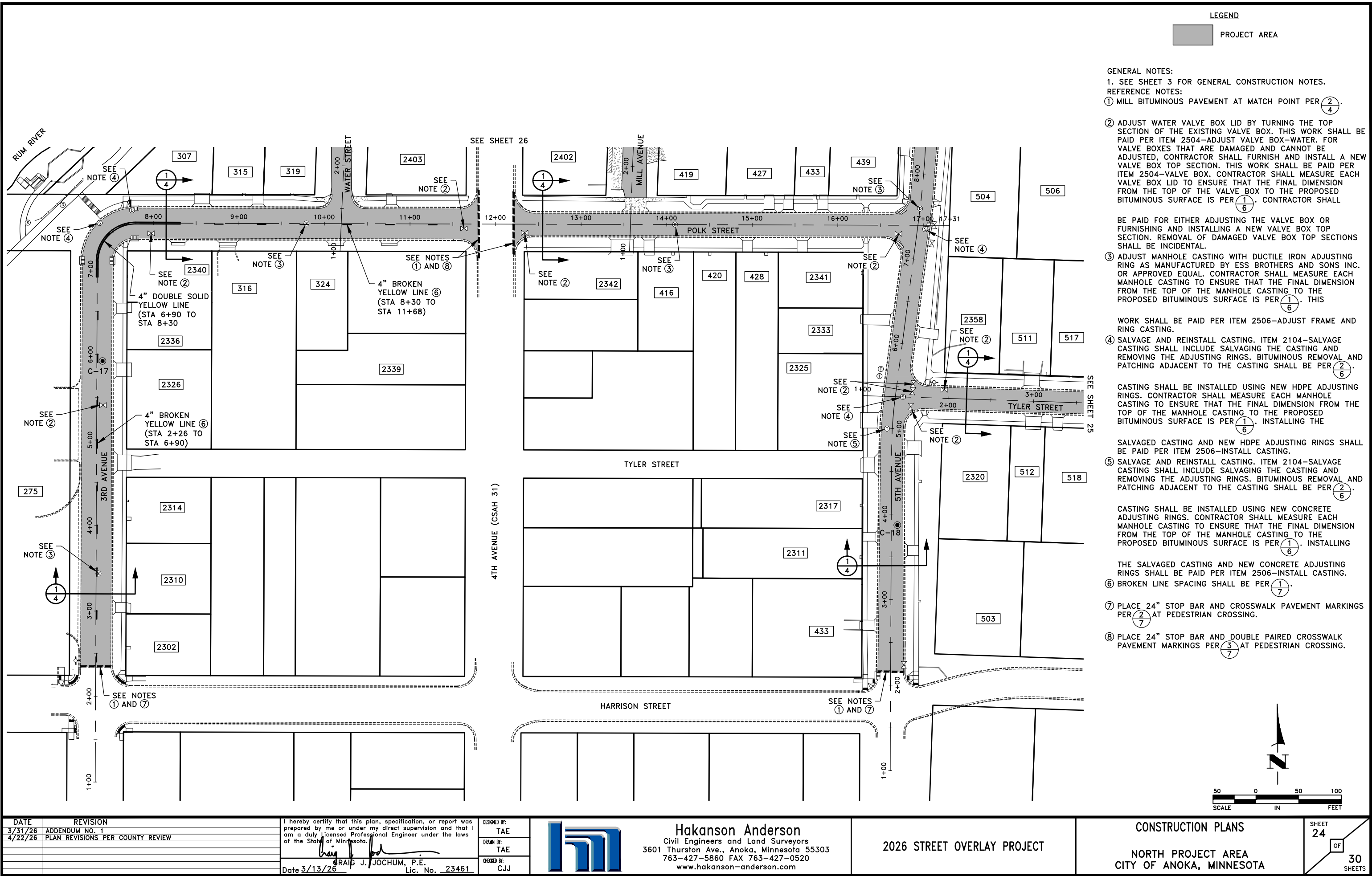
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2026 STREET OVERLAY PROJECT

CONSTRUCTION PLANS
SOUTH PROJECT AREA
CITY OF ANOKA, MINNESOTA

SHEET 23 OF 30 SHEETS
AN3103

Apr 22, 2026 - 3:15pm
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DATE	REVISION
3/31/26	ADDENDUM NO. 1
4/22/26	PLAN REVISIONS PER COUNTY REVIEW

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Raig J. Jochum
RAIG J. JOCHUM, P.E.
Date 3/13/26 Lic. No. 23461

DESIGNED BY:
TAE

DRAWN BY:
TAE

CHECKED BY:
CJJ



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2026 STREET OVERLAY PROJECT

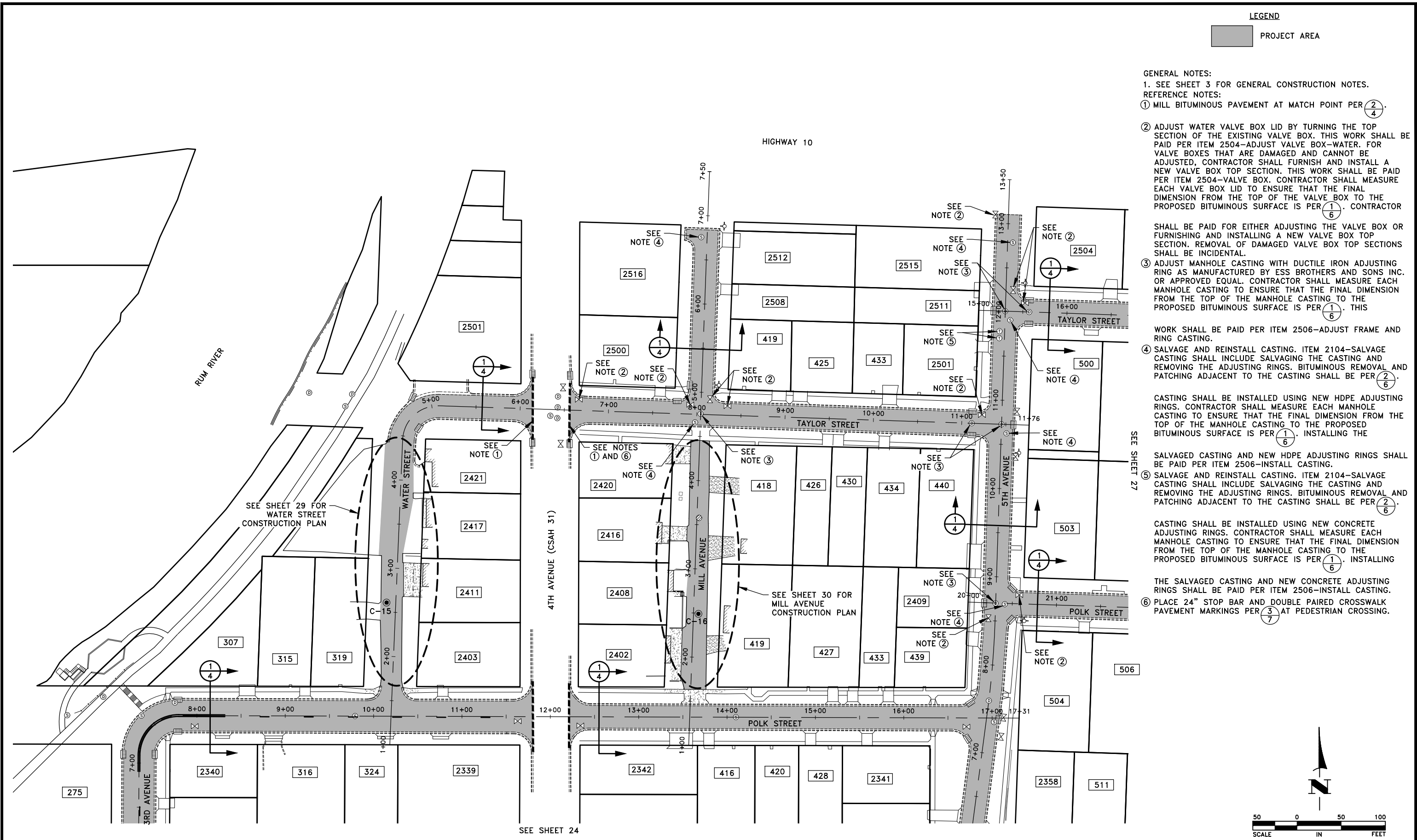
CONSTRUCTION PLANS

NORTH PROJECT AREA

CITY OF ANOKA, MINNESOTA

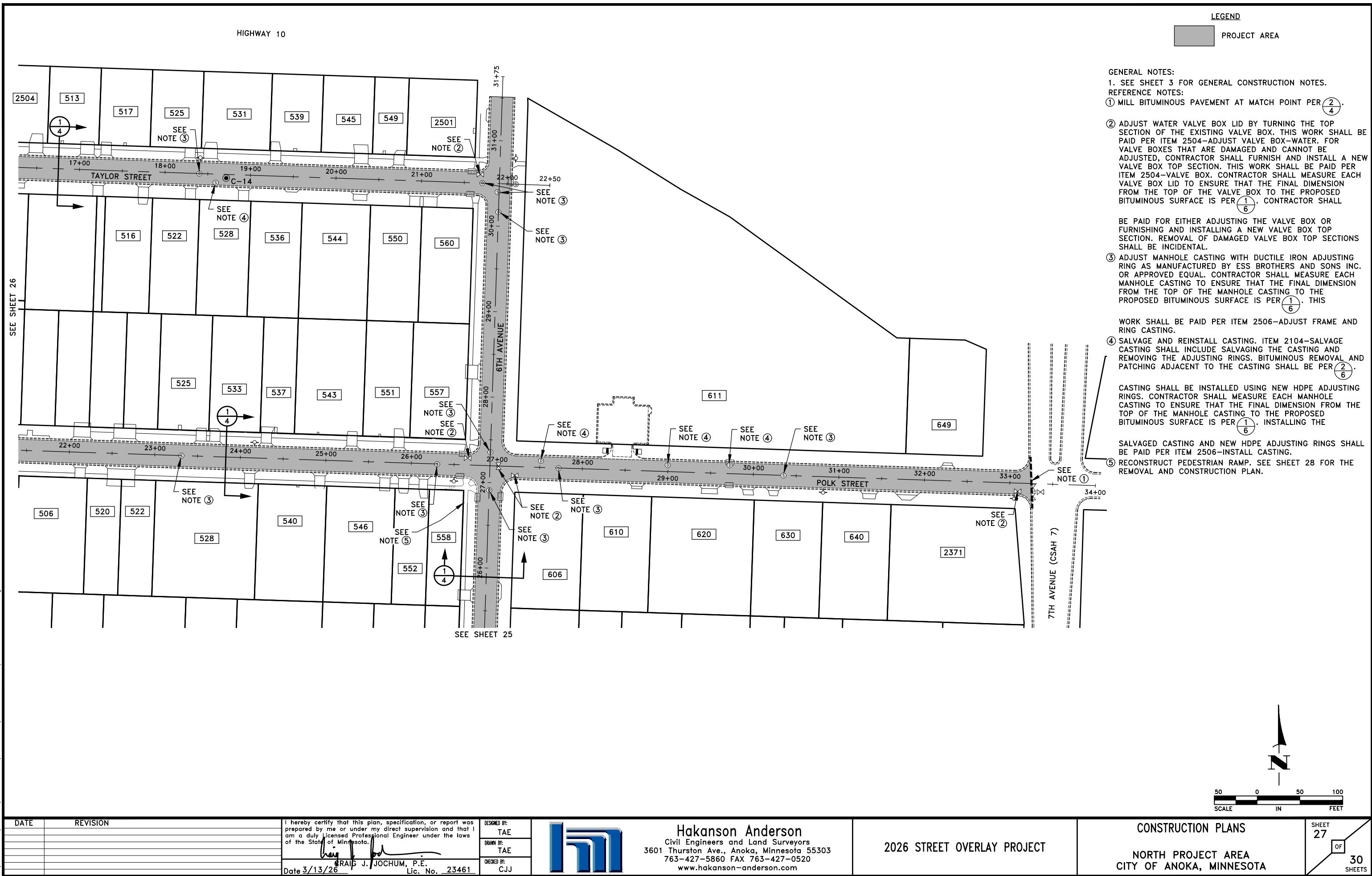
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SHEETS
AN3103

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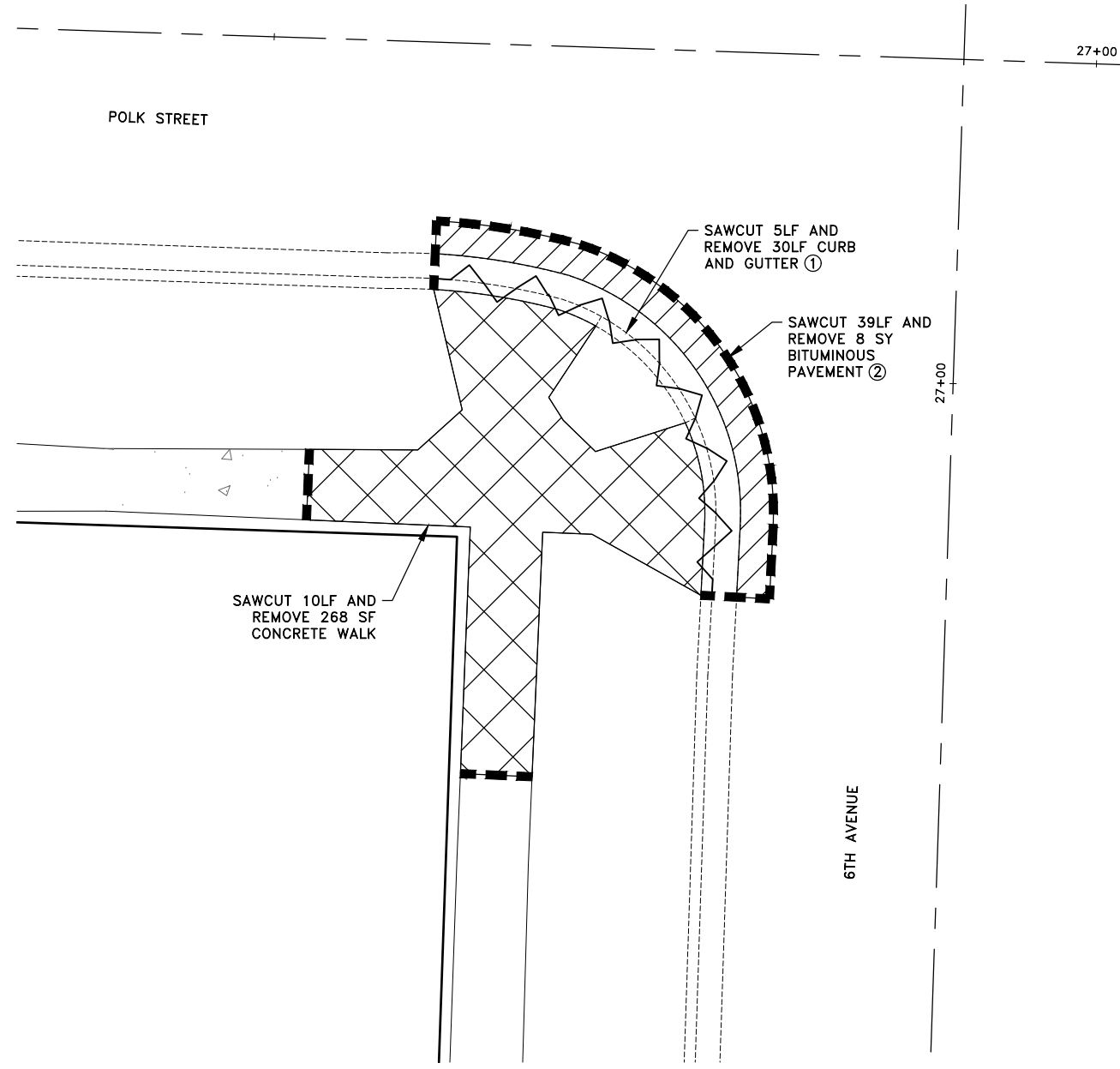


DATE	REVISION	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota. Date 3/13/26 GREG J. JOCHUM, P.E. Lic. No. 23461		DESIGNED BY: TAE	DRAWN BY: TAE	CHECKED BY: CJJ		Hakanson Anderson Civil Engineers and Land Surveyors 3601 Thurston Ave., Anoka, Minnesota 55303 763-427-5860 FAX 763-427-0520 www.hakanson-anderson.com	2026 STREET OVERLAY PROJECT	CONSTRUCTION PLANS NORTH PROJECT AREA CITY OF ANOKA, MINNESOTA	SHEET 26 OF 30 SHEETS AN3103
3/31/26	ADDENDUM NO. 1										
4/22/26	PLAN REVISIONS PER COUNTY REVIEW										

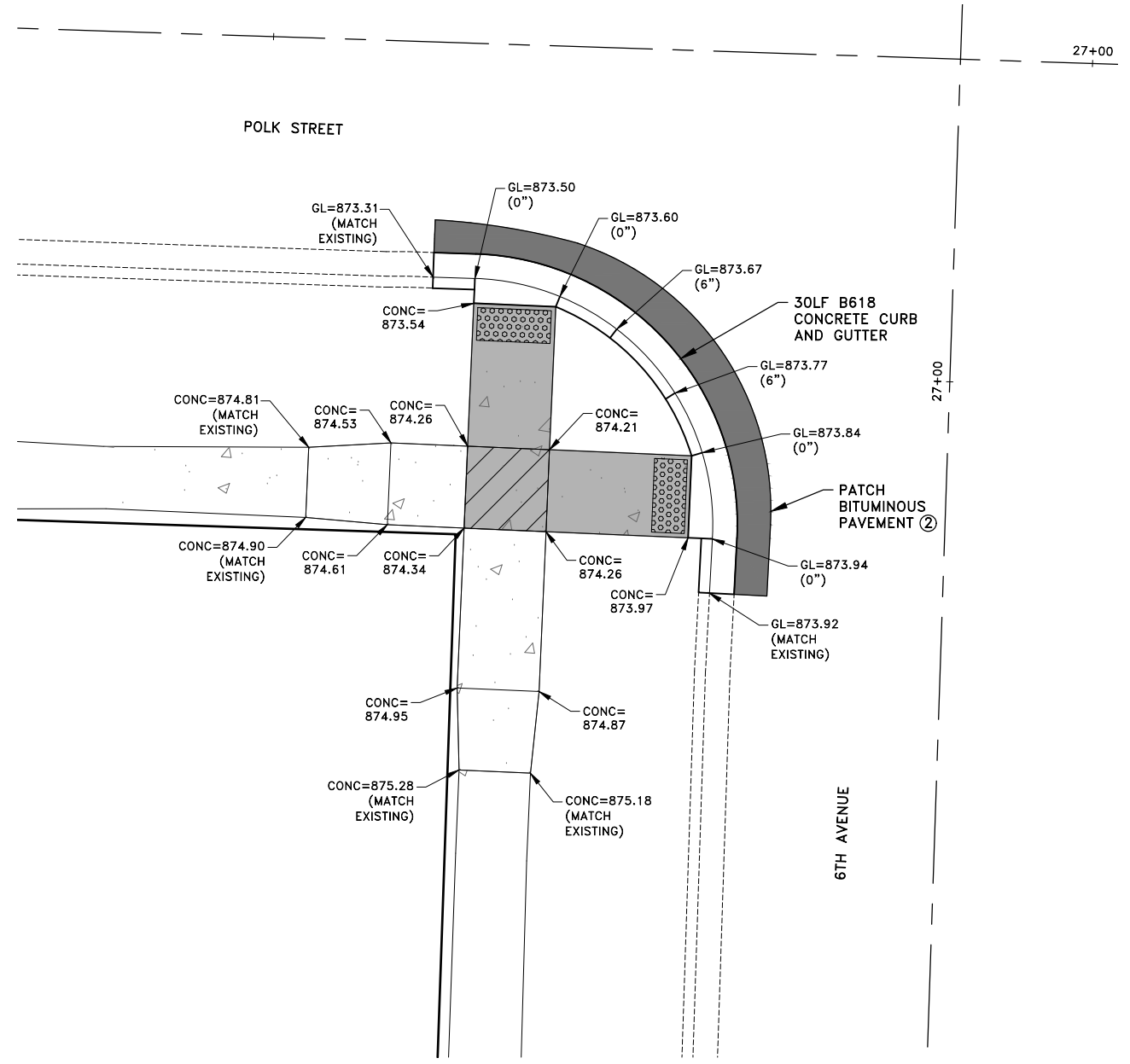
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Mar 17, 2026 - 1:06pm
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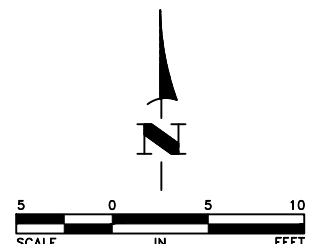
EXISTING CONDITIONS AND REMOVALS PLAN



CONSTRUCTION PLAN

- GENERAL NOTES:
- SEE SHEETS 8 THROUGH 13 FOR ADDITIONAL PEDESTRIAN CURB RAMP DETAILS.
 - UNLESS NOTED OTHERWISE, PROPOSED CONCRETE WALK SHALL HAVE A 4" DEPTH.
 - SIDEWALK AND CURB MATCH POINT ELEVATIONS SHALL BE VERIFIED PRIOR TO CONSTRUCTION. MAJOR DISCREPANCIES BETWEEN THE PLAN AND FIELD ELEVATIONS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION.
- REFERENCE NOTES:
- SAWCUTTING CURB AND GUTTER SHALL BE PAID PER ITEM 2104-SAWING CONCRETE PAVEMENT (FULL DEPTH).
 - REMOVAL AND PATCHING OF BITUMINOUS PAVEMENT ADJACENT TO CURB SHALL BE PER (3/6).

- LEGEND
- LANDING AREA-MAXIMUM 2% SLOPE IN ALL DIRECTIONS
 - 6" CONCRETE WALK
 - TRUNCATED DOMES
 - CONC=XXX.XX PROPOSED CONCRETE WALK ELEVATION
 - GL=XXX.XX PROPOSED GUTTER LINE ELEVATION



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Craig J. Jochum
Date 3/13/26 CRAIG J. JOCHUM, P.E.
Lic. No. 23461

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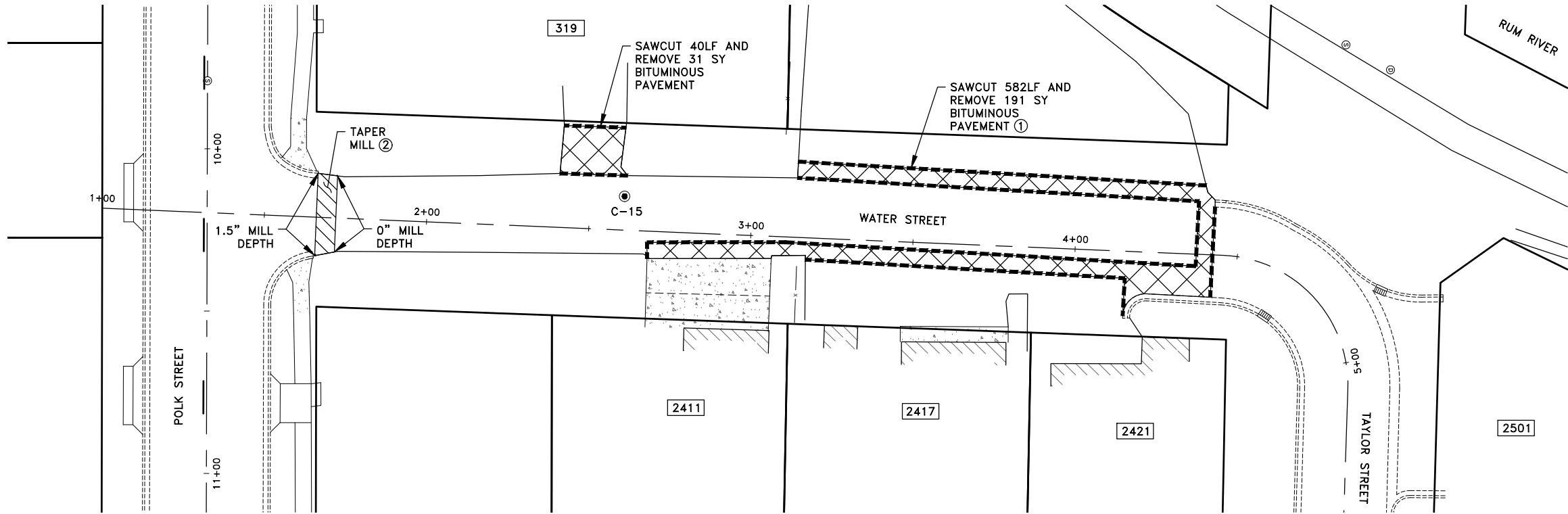
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2026 STREET OVERLAY PROJECT

PEDESTRIAN RAMP CONSTRUCTION PLAN
NORTH PROJECT AREA
CITY OF ANOKA, MINNESOTA

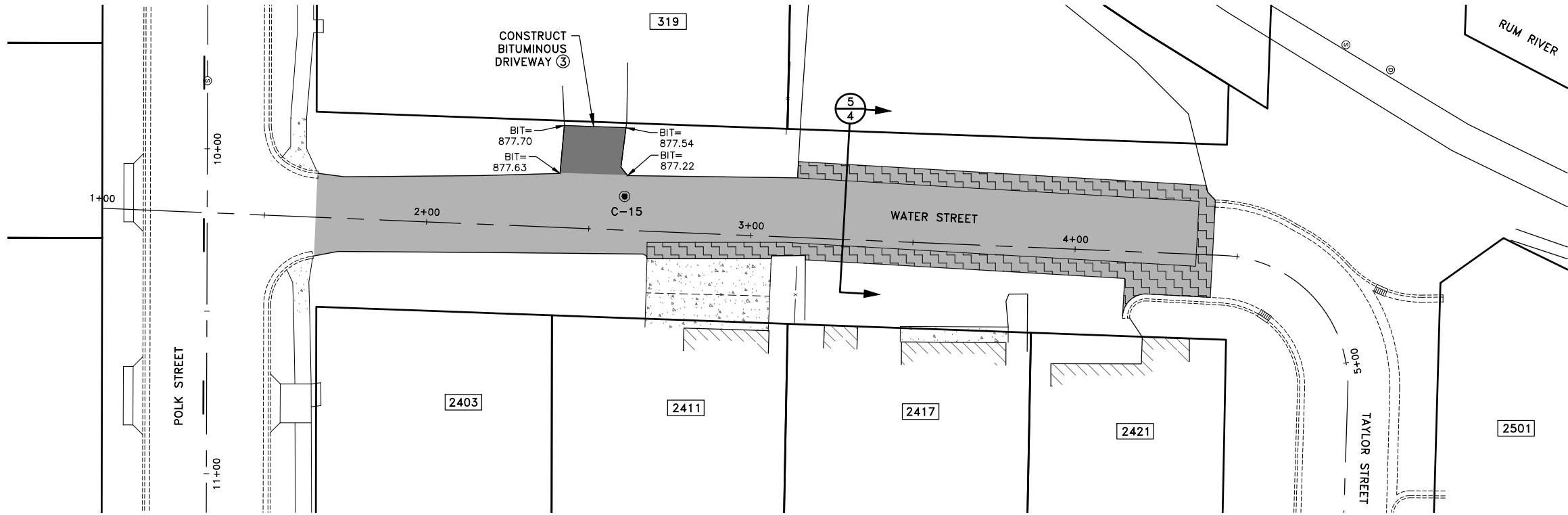
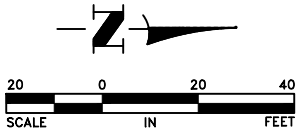
SHEET 28
OF 30
SHEETS

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REMOVALS PLAN

- LEGEND
- TAPER MILL AREA
 - BITUMINOUS PAVEMENT REMOVAL AREA
 - PROPOSED 2" BITUMINOUS OVERLAY
 - PROPOSED BITUMINOUS PATCH PER 4/4
 - SAWCUT BITUMINOUS PAVEMENT
 - BIT= XXX.XX PROPOSED BITUMINOUS PAVEMENT ELEVATION (AFTER OVERLAY)

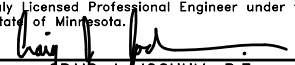


CONSTRUCTION PLAN

- GENERAL NOTES:
- CONTRACTOR SHALL PLACE TOPSOIL ADJACENT TO THE BITUMINOUS OVERLAY, 5- FEET WIDE, AND SEED, FERTILIZE AND MULCH THE AREA. TOPSOIL SHALL BE PAID PER ITEM 2574-LOAM TOPSOIL BORROW. THE SEED, FERTILIZER AND MULCH SHALL BE PAID PER ITEM 2575-SITE RESTORATION AS DESCRIBED IN GENERAL CONSTRUCTION NOTE 3 ON SHEET 3.
 - BITUMINOUS OVERLAY SHALL BE 1.5" THICK AT THE MATCH POINTS IN AREAS THAT HAVE A PROPOSED 1.5" MILL DEPTH.
- REFERENCE NOTES:
- CONTRACTOR SHALL REMOVE EXISTING AGGREGATE BASE AND SUBGRADE SOILS TO MATCH THE PROPOSED GRADES SHOWN IN THE CONSTRUCTION PLAN VIEW. THIS WORK SHALL BE PAID BY THE SQUARE YARD PAID PER ITEM 2112-SUBGRADE PREPARATION 6"-12". HAULING AND DISPOSING OF THE EXISTING AGGREGATE BASE AND SUBGRADE SOILS SHALL BE INCIDENTAL.
 - THIS WORK SHALL BE PAID PER ITEM 2232-MILL BITUMINOUS PAVEMENT (SPECIAL).
 - THE DEPTH OF THE PROPOSED BITUMINOUS DRIVEWAY PAVEMENT SHALL MATCH THE EXISTING PAVEMENT DEPTH, WITH A MINIMUM THICKNESS OF 2". CONTRACTOR SHALL PLACE CLASS 5 AGGREGATE BASE TO MATCH THE NEW OVERLAY. BITUMINOUS DRIVEWAY PAVEMENT SHALL BE PAID BY THE TON PER ITEM 2360-TYPE SP 9.5 WEARING COURSE MIXTURE (2:B) AND THE CLASS 5 AGGREGATE BASE SHALL BE PAID BY THE TON PER ITEM 2211-AGGREGATE BASE CLASS 5.

DATE	REVISION

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Date 3/13/26 CRAIG J. JOCHUM, P.E.
Lic. No. 23461

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CJJ



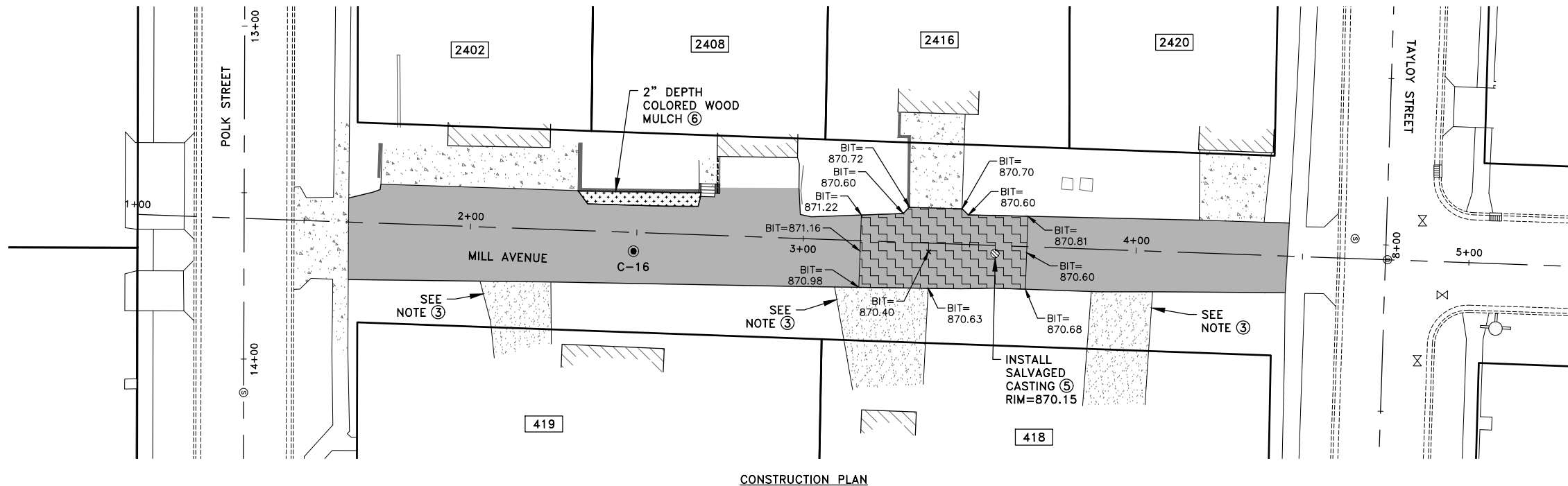
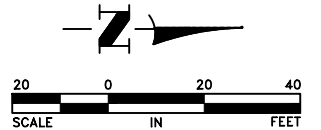
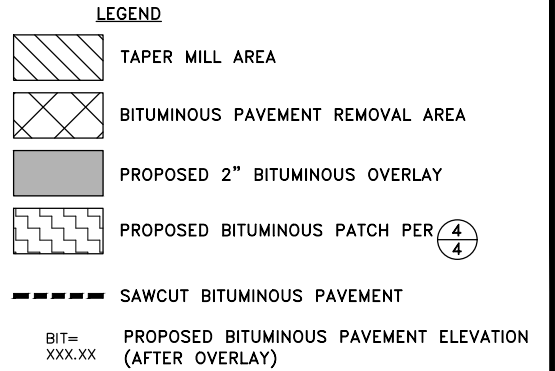
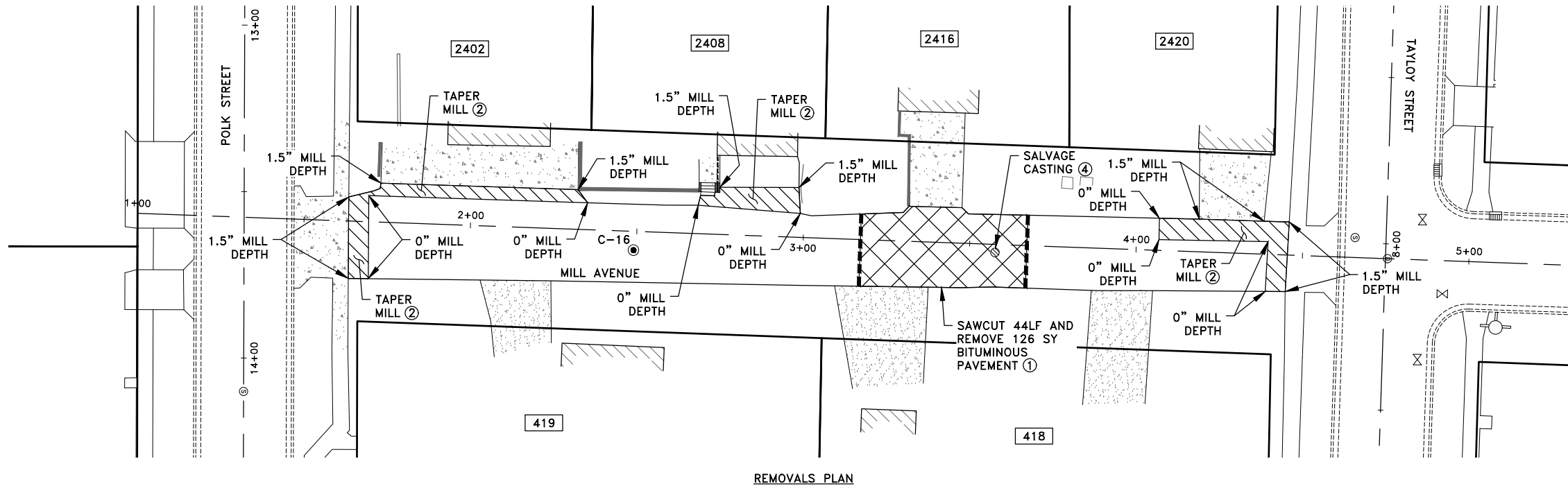
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2026 STREET OVERLAY PROJECT

CONSTRUCTION PLAN
WATER STREET
CITY OF ANOKA, MINNESOTA

SHEET
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OF
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SHEETS
AN3103

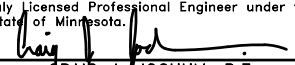
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- GENERAL NOTES:
- CONTRACTOR SHALL PLACE TOPSOIL ADJACENT TO THE BITUMINOUS OVERLAY, 5- FEET WIDE, AND SEED, FERTILIZE AND MULCH THE AREA. TOPSOIL SHALL BE PAID PER ITEM 2574-LOAM TOPSOIL BORROW. THE SEED, FERTILIZER AND MULCH SHALL BE PAID PER ITEM 2575-SITE RESTORATION AS DESCRIBED IN GENERAL CONSTRUCTION NOTE 3 ON SHEET 3.
 - BITUMINOUS OVERLAY SHALL BE 1.5" THICK AT THE MATCH POINTS IN AREAS THAT HAVE A PROPOSED 1.5" MILL DEPTH.
- REFERENCE NOTES:
- CONTRACTOR SHALL REMOVE EXISTING AGGREGATE BASE AND SUBGRADE SOILS TO MATCH THE PROPOSED GRADES SHOWN IN THE CONSTRUCTION PLAN VIEW. THIS WORK SHALL BE PAID BY THE SQUARE YARD PAID PER ITEM 2112-SUBGRADE PREPARATION 6"-12". HAULING AND DISPOSING OF THE EXISTING AGGREGATE BASE AND SUBGRADE SOILS SHALL BE INCIDENTAL.
 - THIS WORK SHALL BE PAID PER ITEM 2232-MILL BITUMINOUS PAVEMENT (SPECIAL).
 - CONTRACTOR SHALL MATCH EXISTING GRAVEL DRIVEWAY WITH AGGREGATE BASE CLASS 5. THIS WORK SHALL BE PAID PER ITEM 2211-AGGREGATE BASE CLASS 5.
 - PAY ITEM 2104-SALVAGE CASTING SHALL INCLUDE SALVAGING THE CASTING AND REMOVING THE ADJUSTING RINGS.
 - CASTING SHALL BE INSTALLED USING NEW CONCRETE ADJUSTING RINGS. CONTRACTOR SHALL MEASURE THE CASTING TO ENSURE THAT THE FINAL DIMENSION FROM THE TOP OF THE CASTING TO THE PROPOSED BITUMINOUS SURFACE IS PER ①. INSTALLING THE SALVAGED CASTING AND NEW CONCRETE ADJUSTING RINGS SHALL BE PAID PER ITEM 2506-INSTALL CASTING.
 - COLOR TO BE DETERMINED BY THE ENGINEER.

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2026 STREET OVERLAY PROJECT

CONSTRUCTION PLAN

MILL AVENUE
CITY OF ANOKA, MINNESOTA

SHEET
30
OF
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SHEETS
AN3103