



ANOKA COUNTY TRANSPORTATION DIVISION

1440 BUNKER LAKE BLVD NW

ANDOVER, MN 55304

763-324-3176

highwaypermits@co.anoka.mn.us

**RIGHT OF WAY
PERMIT NUMBER**

23-043

CSAH

CR

**APPLICATION FOR PERMIT FOR INSTALLATION OF UTILITIES OR PLACING OBSTRUCTIONS ON THE COUNTY HIGHWAY SYSTEM
ALL APPLICANTS MUST BE REGISTERED PRIOR TO PERMIT APPROVAL**

WORK TO START ON

WORK TO BE COMPLETED ON

DURATION OF JOB

ARE YOU BEING ASKED TO RELOCATE DUE TO A COUNTY PROJECT?

ANOKA COUNTY PROJECT NUMBER

APPLICANT NAME

CONTACT PERSON

ADDRESS

CITY

PHONE NUMBER

EMAIL

COMPANY OR INDIVIDUAL PERFORMING WORK

CONTACT PERSON

PHONE NUMBER

EMAIL

ADDRESS OF WORK SITE

CITY

NATURE OF WORK

METHOD OF INSTALLATION/CONSTRUCTION

SURFACE TO BE DISTURBED

SITE PLAN

WILL TRAFFIC BE OBSTRUCTED?

TRAFFIC CONTROL PLAN

DITCH

TO BE
SUBMITTED
VIA EMAIL

TO BE
SUBMITTED
VIA EMAIL

GRAVEL

BITUMINOUS

CONCRETE

NONE

DEPTH FROM SURFACE

SIZE AND KIND OF PIPE/CABLE

NUMBER OF EXCAVATIONS

SIZE OF EXCAVATIONS

LOCATION OF EXCAVATIONS

ADDITIONAL DOCUMENTS

TO BE SUBMITTED VIA EMAIL - CITY/MNDOT PERMITS, PHOTOS OF AREA, ETC.

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GENERAL INFORMATION	
ONE PERMIT MUST BE APPROVED FOR EACH COUNTY ROAD ON WHICH WORK WILL BE PERFORMED PRIOR TO ANY WORK WITHIN THE RIGHT OF WAY BY ANY UTILITY/CONTRACTOR. EMERGENCY CONDITIONS WHICH THREATEN THE SAFETY OF THE PUBLIC AND REQUIRE IMMEDIATE REPAIR ARE EXCEPTIONS TO THIS RULE. UNDER THOSE CIRCUMSTANCES, THE UTILITY/CONTRACTOR, IS PERMITTED TO BEGIN AND/OR COMPLETE THE NECESSARY REPAIRS. ACTD SHALL BE NOTIFIED OF EMERGENCY REPAIRS AS SOON AS FEASIBLE AND A WRITTEN PERMIT IS TO BE COMPLETED WITHIN TWO BUSINESS DAYS OF OCCURRENCE.	
A LICENSE-PERMIT BOND IS GENERALLY REQUIRED OF THE CONTRACTOR AS PART OF THE REGISTRATION PROCESS. THE AMOUNT OF WHICH WILL BE DETERMINED BY THE NATURE OF THE UTILITY WORK.	
A SKETCH OR DRAWING SHALL ACCOMPANY EACH PERMIT APPLICATION WHICH WILL SHOW THE LOCATION OF THE PROPOSED WORK/UTILITY WITH REFERENCE TO THE COUNTY HIGHWAY CENTER LINE AND RIGHT OF WAY LINE. A COMPLETE SET OF PLANS IS REQUIRED FOR ALL SEWER/WATER PROJECTS.	
IT SHALL BE THE RESPONSIBILITY OF THE APPLICANT TO DETERMINE WHICH OF THE SPECIAL CONDITIONS APPLY TO EACH PERMIT.	
THE ANOKA COUNTY TRANSPORTATION DIVISION (ACTD) RESERVES THE RIGHT TO REVOKE ANY UTILITY PERMIT AND HALT WORK, IF, UPON INSPECTION OF ANY JOB SITE, THE SPECIAL CONDITIONS ARE NOT MET, AND/OR A HAZARD EXISTS FOR THE APPLICANT OR PUBLIC SAFETY IS THREATENED. THE FAILURE TO COMPLY WITH THE TERMS AND CONDITIONS OF ANY APPLICABLE FEDERAL, STATE, REGIONAL, AND LOCAL LAWS, RULES AND REGULATIONS, INCLUDING ANY PROVISION OF ANOKA COUNTY'S RIGHT-OF-WAY ORDINANCE SHALL BE CAUSE FOR IMMEDIATE REVOCATION OF A PERMIT.	
THE APPLICANT SHALL NOTIFY ACTD IMMEDIATELY UPON COMPLETION OF PROJECT SO THAT THE ACTD CAN INSPECT THE SITE TO DETERMINE WHETHER OR NOT RESTORATION HAS BEEN SATISFACTORILY COMPLETED.	
THE UNDERSIGNED, HEREBY ACCEPTS THE TERMS AND CONDITIONS OF THIS PERMIT AND THE REGULATIONS OF ANOKA COUNTY, AND AGREES TO FULLY COMPLY THEREWITH TO THE SATISFACTION OF THE ACTD. THE COUNTY OF ANOKA, ITS OFFICIALS, EMPLOYEES, AND AGENTS, SHALL BE HELD HARMLESS, BY THE APPLICANT/PERMITTEE, FROM ANY DEMANDS, CLAIMS, LAWSUITS, OR DAMAGES RELATING TO THE WORK DESCRIBED IN THIS PERMIT.	
APPLICANT'S SIGNATURE <i>Poubiabo</i>	DATE

AUTHORIZATION OF PERMIT	
IN CONSIDERATION OF THE APPLICANT'S AGREEMENT TO COMPLY IN ALL RESPECTS WITH THE REGULATIONS OF THE ACTD COVERING SUCH OPERATIONS, PERMISSION IS HEREBY GRANTED FOR THE WORK TO BE DONE AS DESCRIBED IN THE ABOVE APPLICATION. SAID WORK TO BE DONE IN ACCORDANCE WITH THE GENERAL CONDITIONS LISTED ABOVE AND THE SPECIAL CONDITIONS REQUIRED AS HEREBY STATED. IT IS EXPRESSLY UNDERSTOOD THAT THIS PERMIT IS CONDITIONED UPON REPLACEMENT OR RESTORATION OF THE COUNTY HIGHWAY AND ITS RIGHT OF WAY TO THEIR ORIGINAL OR TO A SATISFACTORY CONDITION. IT IS FURTHER UNDERSTOOD THAT THIS PERMIT IS ISSUED SUBJECT TO THE APPROVAL OF LOCAL CITY OR TOWNSHIP AUTHORITIES HAVING JOINT SUPERVISION OVER SAID STREET OR HIGHWAY.	
APPROVED BY: <i>Susan Burgmeier</i> TITLE: <i>Associate Traffic Technician</i>	DATE <i>02/23/2023</i>

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SPECIAL CONDITIONS

TRAFFIC CONTROL

- 1) DETOURS
 - a) DETAILED DETOUR LAYOUTS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEER FOR APPROVAL.
 - b) NO DETOURS SHALL BE PERMITTED WITHOUT PRIOR APPROVAL OF THE ANOKA COUNTY TRAFFIC ENGINEER.
 - c) TEN DAYS NOTICE MUST BE GIVEN PRIOR TO THE INSTALLATION OF ANY DETOUR.
 - d) IT SHALL BE THE RESPONSIBILITY OF THE APPLICANT TO NOTIFY ANOKA COUNTY CENTRAL COMMUNICATIONS, LOCAL GOVERNMENT BODIES, AND ANY AFFECTED BUS COMPANIES TEN DAYS PRIOR TO ANY ROAD CLOSURES/DETOURS.
 - e) IMMEDIATELY UPON COMPLETION OF WORK AND/OR DETOURS, ALL POSTS, BARRICADES, AND SIGNS SHALL BE REMOVED FROM THE RIGHT OF WAY.
- 2) TRAFFIC CONTROL DEVICES
 - a) ALL TRAFFIC CONTROL DEVICES, BARRICADES, FLASHERS, ETC., SHALL BE FURNISHED BY THE APPLICANT AND 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.

CONSTRUCTION REQUIREMENTS

- 1) OPEN CUTTING OF BITUMINOUS OR CONCRETE SURFACED ROADS WILL BE ALLOWED ONLY AT THE DISCRETION OF THE COUNTY ENGINEER.
- 2) NEITHER SUPPLIES NOR EXCAVATION MATERIALS SHALL BE PLACED ON THE BITUMINOUS OR CONCRETE SURFACE AT ANY TIME.
- 3) NO TRENCHES WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT.
- 4) MATERIALS REMOVED FROM THE TRENCH SHALL BE USED AS BACKFILL INSOFAR AS THEY ARE SUITABLE. ALL BACKFILL MATERIAL SHALL CONFORM TO MNDOT SPECIFICATIONS FOR COMPACTION. THE USE OF HEAVY EQUIPMENT ON TOP OF TRENCH, SLAPPING WITH BACKHOE BUCKET AND/OR BACKCASTING TO ACHIEVE COMPACTION IS PROHIBITED. ANY ADDITIONAL MATERIAL REQUIRED TO BACK FILL TO THE ORIGINAL GRADE SHALL BE FURNISHED BY THE APPLICANT AT NO EXPENSE TO THE ACTD. ALL THE BASE AND SURFACE COURSES DAMAGED DURING CONSTRUCTION OPERATIONS SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN BEFORE OPERATIONS BEGAN. THE APPLICANT SHALL BE RESPONSIBLE FOR AND RESTORE ANY SETTLEMENT.
- 5) ALL CULVERTS, DITCHES, SHOULDERS, AND BACKSLOPES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UNLESS OTHERWISE DIRECTED BY THE ACTD. SHOULDERS WHICH HAVE BEEN PREVIOUSLY CONSTRUCTED OR RECONSTRUCTED WITH SPECIAL MATERIALS SHALL BE REPLACED IN KIND. RESTORATION OF SIGNS, GUARDRAILS, GUARDPOSTS, ETC., ARE THE SOLE RESPONSIBILITY OF THE APPLICANT AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.
- 6) ALL ROADWAY MAINTENANCE REQUIRED WITHIN THE LIMITS OF THE UTILITY PROJECT THAT IS RELATED TO THE APPLICANT'S ACTIVITIES SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT FOR ONE YEAR AFTER COMPLETION OF THE PROJECT. UPON COMPLETION OF THE RESTORATION WORK, THE APPLICANT SHALL REQUEST A FINAL INSPECTION BY THE ACTD. THE ACTD'S APPROVED COMPLETION DATE SHALL BE THE STARTING DATE OF THE APPLICANT'S ONE YEAR RESPONSIBILITY.

HORIZONTAL BORING AND JACKING

- 1) ALL HARD SURFACE ROADWAYS SHALL BE JACKED OR BORED.
- 2) ALL CROSSINGS OF ANOKA COUNTY MAINTAINED ROADBEDS SHALL BE MADE BY BORING INSIDE A CASING OR CARRIER PIPE, OR BY JACKING UNLESS OTHERWISE DIRECTED BY THE ANOKA COUNTY ENGINEER. THE AUGER SHALL LAD THE CASING OR CARRIER PIPE BY AT LEAST SIX INCHES WHENEVER POSSIBLE AND NEVER LEAD THE CARRIER PIPE BY MORE THAN ONE INCH.
- 3) THE USE OF PNEUMATIC DEVICES TO FACILITATE THE ROADBED CROSSINGS WILL BE ALLOWED IN MOST CASES WITH PRIOR APPROVAL. IN THE EVENT APPROVAL IS NOT GRANTED AND APPLICANT USES A PNEUMATIC DEVICE TO CROSS A ROADBED AND ENCOUNTERS AN OBSTRUCTION AND/OR UNSTABLE SUBBASE MATERIAL WHICH MAKES FORWARD OR REVERSE MOTION OF PNEUMATIC DEVICE IMPOSSIBLE, SAID PNEUMATIC DEVICE THEN BECOMES PART OF THE ROADWAY SUBBASE AND PERMISSION TO EXCAVATE TO RETRIEVE DEVICE WILL NOT BE GRANTED.
- 4) IF A PNEUMATIC DEVICE IS USED FOR THE WORK PERMITTED HEREIN, THE INSTALLATION MUST BE KEPT TO A MINIMUM OF FOUR FEET BELOW THE SURFACE OF THE ROADWAY IF THE PNEUMATIC DEVICE IS LESS THAN TWO INCHES IN DIAMETER, AND A MINIMUM OF FIVE FEET BELOW THE SURFACE OF THE ROADWAY IF THE PNEUMATIC DEVICE IS TWO INCHES IN DIAMETER OR LARGER.

BITUMINOUS RESTORATION

- 1) THE LOCATIONS AND DIMENSIONS OF ALL OPENINGS TO BE MADE IN THE BITUNINOUS SUFACE SHALL BE APPROVED BY THE ACTD PRIOR TO ANY CUTTING OR ANY SURFACE OPENING OPERATIONS.
- 2) ALL OPENINGS IN BITUMINOUS SURFACES SHALL BE CUT IN A STRAIGHT LINE WITH THE SIDES SMOOTH AND VERTICAL. NO RAGGED EDGES WILL BE PERMITTED. CUTTING SHALL BE DONE WITH A CONCRETE SAW.
- 3) ALL NECESSARY DUST CONTROL OPERATIONS SHALL BE CARRIED OUT BY THE APPLICANT AT NO EXPENSE TO ANOKA COUNTY.
- 4) THE MINIMUM REQUIREMENT FOR SUBGRADE REPLACEMENT SHALL BE THE UPPER TWELVE INCHES OF MATERIAL AND SHALL MEET MNDOT SPECIFICATIONS FOR CLASS FIVE PLACED IN SIX INCH LAYERS COMPACTED TO ONE HUNDRED PERCENT OF OPTIMUM DENSITY.
- 5) ALL MANHOLE CASINGS, GATE VALVES, AND OTHER UTILITY STRUCTURES SHALL BE SET ONE QUARTER INCH BELOW THE TOP OF THE FINISHED SURFACE.
- 6) BITUMINOUS TACK COAT MATERIALS AND APPLICATION THEREOF SHALL CONFORM TO MNDOT SPECIFICATION 2357.
- 7) ALL BITUMINOUS SURFACING SHALL BE REPLACED AS SOON AS PRACTICAL AFTER THE BASE CONSTRUCTION. ALL BITUMINOUS SURFACING SHALL BE MACHINE LAID. ANY EXCEPTIONS MUST BE APPROVED BY THE ACTD. BITUMINOUS SURFACING SHALL BE REPLACED TO ORIGINAL PAVEMENT DEPTH OR TO A MINIMUM OF SIX INCHES OF BITUMINOUS MIXTURE (2360), WHICHEVER IS GREATER. BITUMINOUS MIXTURES MUST BE PLACED IN LIFTS NOT EXCEEDING THREE INCHES IN THICKNESS FOR BASE AND BINDER COURSES AND NOT EXCEEDING TWO INCHES FOR THE WEAR COURSE.
- 8) ALL SURFACE RESTORATION REGARDLESS OF SIZE SHALL CONFORM TO EXISTING GRADES.
- 9) ANY UNNECESSARY OR NEGLIGENT DAMAGE TO BITUMINOUS SURFACE IN CONJUNCTION WITH THE INSTALLATION AND/OR REPAIR OF A UTILITY SHALL BE CUT OUT AND REPLACED IN KIND AS DIRECTED BY THE ACTD.

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CONCRETE RESTORATION

- 1) CURB AND GUTTER, SIDEWALKS, AND DRIVEWAYS SHALL BE RESTORED IN ACCORDANCE WITH MNDOT SPECIFICATIONS 2531 AND 2521.

UTILITY LINES

- 1) THERE SHALL BE ONLY A SINGLE POLE LINE ON THE COUNTY RIGHT OF WAY ON EITHER SIDE OF THE CENTER LINE THEREOF.
- 2) EXACT LOCATIONS OF LONGITUDINAL INSTALLATIONS ON COUNTY HIGHWAYS SHALL BE LOCATED AS DIRECTED BY THE ACTD.

SECTION CORNER MONUMENTS

- 1) UTILITY LOCATIONS SHALL NOT INTERFERE WITH THE LOCATION OF ANY SECTION, QUARTER, WITNESS, OR RIGHT OF WAY MONUMENTS. FOR ASSISTANCE IN LOCATIONS, CONTACT THE ANOKA COUNTY SURVEYOR’S OFFICE.
- 2) THE APPLICANT SHALL BE RESPONSIBLE FOR REPLACEMENT OF ANY EXISTING PROPERTY IRONS DISTURBED DURING CONSTRUCTION.
- 3) THE APPLICANT SHALL NOTIFY THE ANOKA COUNTY SURVEYOR’S OFFICE THREE WORKING DAYS IN ADVANCE OF ANY ANTICIPATED DISTURBANCE OF ANY SECTION, QUARTER, WITNESS, OR RIGHT OF WAY MONUMENTS.
- 4) ANY MONUMENT DISTURBED DURING THE COURSE OF CONSTRUCTION SHALL BE RESET BY THE ANOKA COUNTY SURVEYOR’S OFFICE AT THE EXPENSE OF THE APPLICANT.

ATTACHING TO BRIDGES/STRUCTURES

- 1) NO UTILITY IS PERMITTED TO BE HUNG FROM, OR OTHERWISE ATTACHED TO ANY BRIDGE OR STRUCTURE WITHOUT HAVING DETAILED PLANS APPROVED BY THE ANOKA COUNTY ENGINEER. THESE PLANS ARE TO SHOW APPROACHES TO THE STRUCTURE, METHOD OF INSTALLATION, TYPE, AND DIMENSION OF HOUSING FOR THE UTILITY.

INITIAL	PO
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SPECIAL CONDITIONS FOR ADVANCE NOTIFICATION FOR COMMENCEMENT & COMPLETION OF WORK

PERMIT HOLDER:

PERMIT NUMBER:

ROAD NUMBER:

CONTRACTOR CONTACT:

PERMIT ACTIVE DATE:

PERMIT EXPIRE DATE:

ALL SUBCONTRACTORS, INSTALLERS, AND CREW SHALL POSSESS A COPY OF ALL DOCUMENTS IN RELATION TO THE APPROVED PERMIT PRIOR TO THE COMMENCEMENT OF WORK AND BE KEPT ON SITE. THIS INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- APPROVED PERMIT
- NOTIFICATION SHEET
- ANY/ALL TRAFFIC CONTROL LAYOUTS/PLANS

SPECIAL CONDITIONS

- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE MNDOT TEMPORARY TRAFFIC CONTROL FIELD MANUAL
- SHALL USE A SHOULDER CLOSURE (LAYOUT 8) IF ANY PORTION OF THE SHOULDER IS ENCROACHED
- SHALL USE A RTL CLOSURE (LAYOUT 33), 9AM-3PM ONLY, IF ANY PORTION OF THE ROAD IS ENCROACHED
- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, SIGNS TURNED, LAID DOWN, OR COVERED AT THE END OF EACH WORK DAY, OR WHEN NO WORK IS TAKING PLACE UNLESS WRITTEN APPROVAL STATING OTHERWISE
- SHALL NOTIFY ANDREA SCHMID (andrea.schmid@co.anoka.mn.us or 763-324-3128) 48 HOURS PRIOR TO THE COMMENCEMENT OF WORK WITH THE PERMIT NUMBER, THE DATE/TIME WORK IS TO BE PERFORMED, AND THE ESTIMATED DURATION OF WORK
- SHALL NOTIFY ANDREA SCHMID (andrea.schmid@co.anoka.mn.us or 763-324-3128) WHEN WORK IS COMPLETE
- NO WORK DURING INCLEMENT WEATHER AND/OR WHEN PLOWS ARE OUT IN ANY CAPACITY
- **SHALL COORDINATE CONSTRUCTION TIMELINE WITH CHRIS OSTERHUS 651-233-3168**
- **SHALL HAVE ALL CONFLICTS MOVED BEFORE START OF CONSTRUCTION**

PLANS PREPARED FOR

LUMEN®

LUMEN ENGINEER:
 EMAIL:
 PHONE:
 LUMEN CONSTRUCTION CONTACT:
 EMAIL:
 PHONE:
 WIRECENTER:

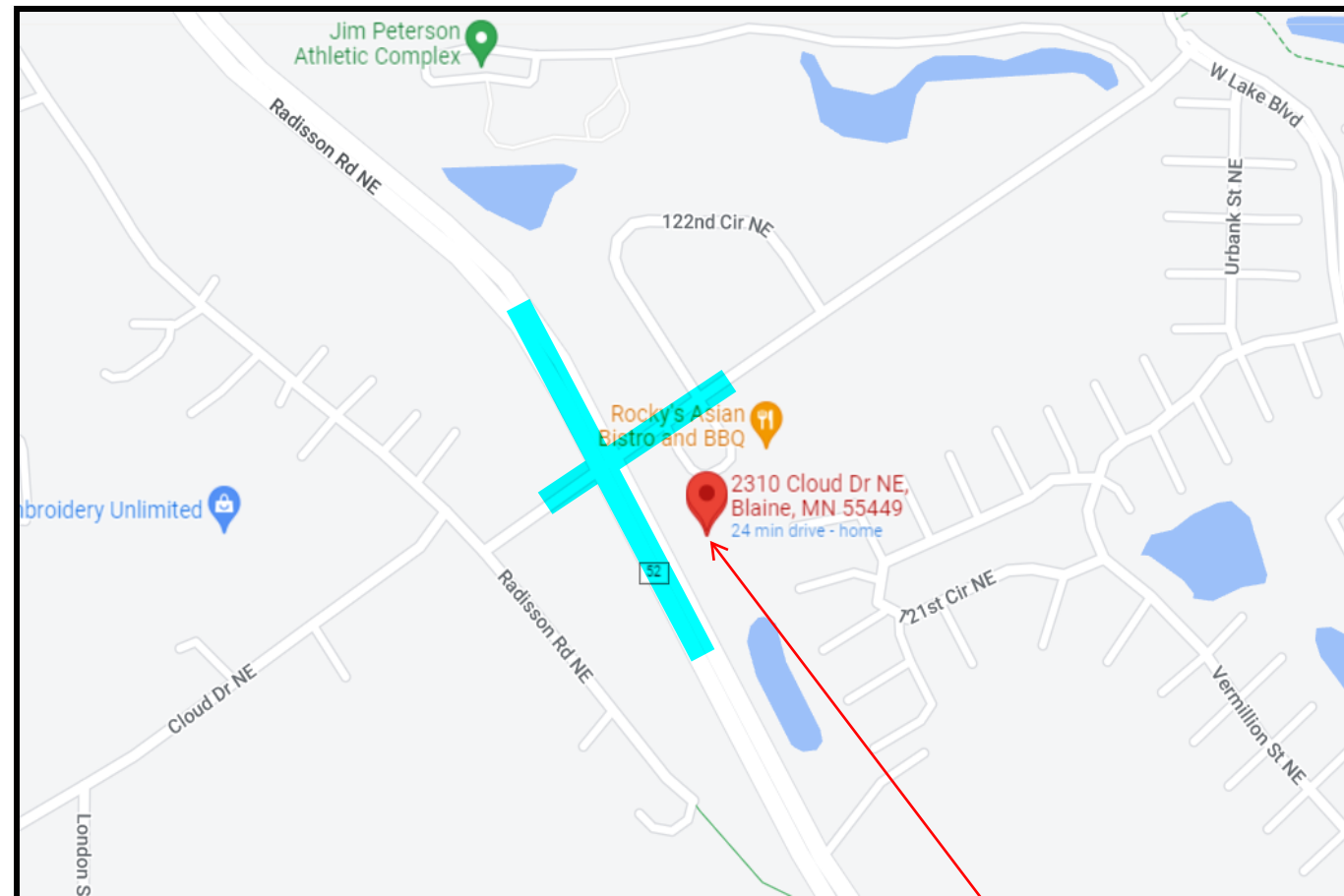
PLANS PREPARED BY



TT ENGINEER:
 PHONE:
 EMAIL:

PROJECT CONTACT

OWNER:
 PHONE:
 EMAIL:
 PROJECT ENGINEER:
 PHONE:
 EMAIL:
 SURVEY/STAKING:
 PHONE:
 EMAIL:
 ROAD CONTRACTOR:
 PHONE:
 EMAIL:



LOCATION MAP
 NOT TO SCALE

FOR REFERENCE ONLY

PERMITS REQUIRED: YES NO

CITY:
 COUNTY:
 STATE:
 RAILROAD:
 PIPELINE:
 DNR:
 MISCELLANEOUS:

CUTS REQUIRED: YES NO

FIBER OPTIC
 COPPER

MIGRATIONS REQUIRED: YES NO

PRECONSTRUCTION MEETING DATE:
 EXPECTED ROADWAY CONSTRUCTION START DATE:

LOCAL ADDRESS:
 2310 CLOUD DR NE
 BLAINE, MN 55449

NOTES:
 ALL EXISTING AND PROPOSED CONDITIONS ARE BASED ON INFORMATION PROVIDED BY OTHERS. LUMEN CANNOT BE RESPONSIBLE FOR THE ACCURACY OF INFORMATION AND/OR PLANS PROVIDED BY OUTSIDE PARTIES. FACILITY LOCATIONS, DEPTHS AND ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
 PROPOSED DESIGN MODIFICATIONS ARE RECOMMENDATIONS ONLY AND SHOULD BE VERIFIED PRIOR TO CONSTRUCTION.

REVISION	DATE



PLAN SYMBOLS

- COUNTY LINE _____
- TOWNSHIP OR RANGE LINE _____
- SECTION LINE _____
- QUARTER LINE _____
- SIXTEENTH LINE _____
- RIGHT OF WAY LINE _____
- SLOPE EASEMENT _____
- EXISTING RIGHT OF WAY _____
- PROPERTY LINE _____
- CORPORATE OR CITY LIMITS
- RETAINING WALL
- RAILROAD
- RAILROAD RIGHT OF WAY _____
- RIVER OR CREEK
- DRAINAGE DITCH _____
- CULVERT _____
- DROP INLET _____
- GUARD RAIL _____
- BARBED WIRE FENCE _____
- WOVEN WIRE FENCE _____
- CHAIN LINK FENCE _____
- WOOD FENCE _____
- STONE WALL OR FENCE _____
- HEDGE _____

- LOWLAND
- TIMBER ORCHARD BRUSH NURSERY

- CATTLE GUARD
- OVERPASS (Highway Over)
- UNDERPASS (Highway Under)
- BRIDGE

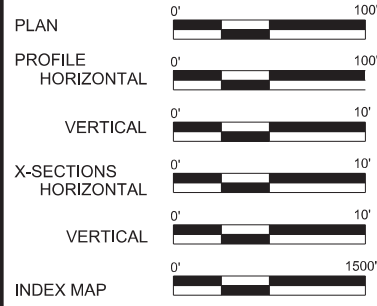
- BUILDING (One Story Frame)
- F-FRAME C-CONCRETE
- S-STONE T-TILE
- B-BRICK ST-STUCCO

- RAILROAD CROSSING BELL
- RAILROAD CROSSING GATE
- MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- CAST IRON MONUMENT
- IRON PIN
- GRAVEL PIT
- SAND PIT
- BORROW PIT
- ROCK QUARRY

UTILITY SYMBOLS

- POWER POLE LINE
- TELEPHONE OR TELEGRAPH POLE LINE
- JOINT TELEPHONE & POWER ON POWER POLES
- ON TELEPHONE POLES
- ANCHOR
- STEEL TOWER
- STREET LIGHT
- PEDESTAL (Cable Terminal)
- GAS MAIN
- WATERMAIN
- TELEPHONE CABLE IN CONDUIT
- ELECTRIC CABLE IN CONDUIT
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- BURIED TELEPHONE CABLE
- BURIED ELECTRIC CABLE
- OVERHEAD UTILITY CABLE
- SEWER (Sanitary or Storm)
- SEWER MANHOLE

SCALES



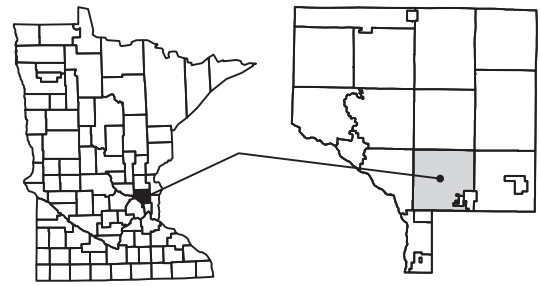
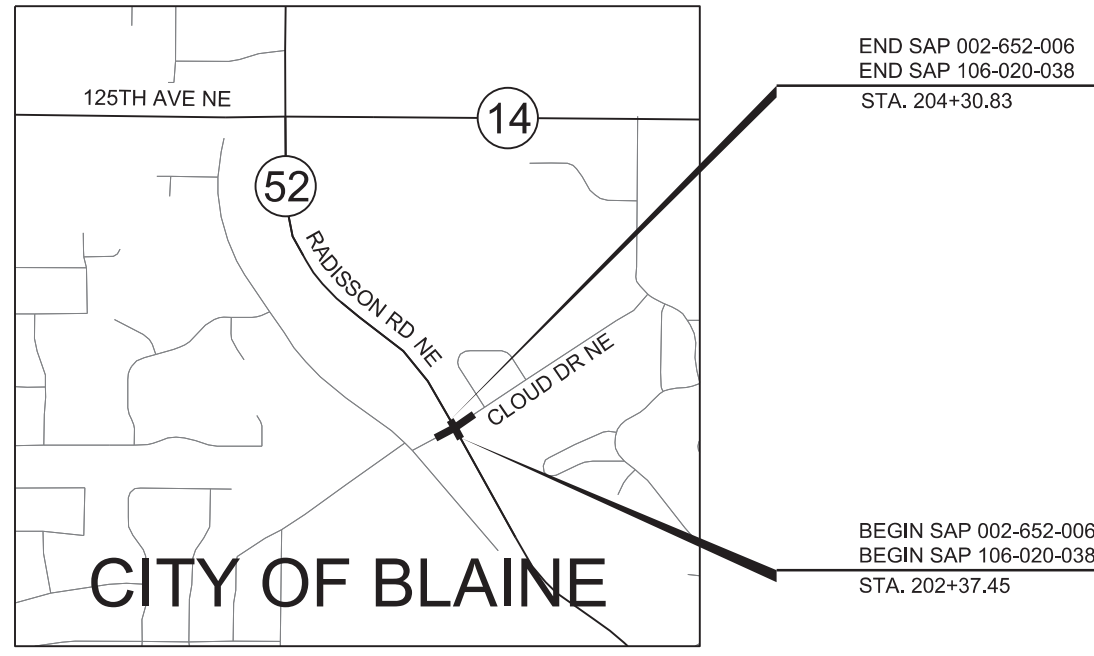
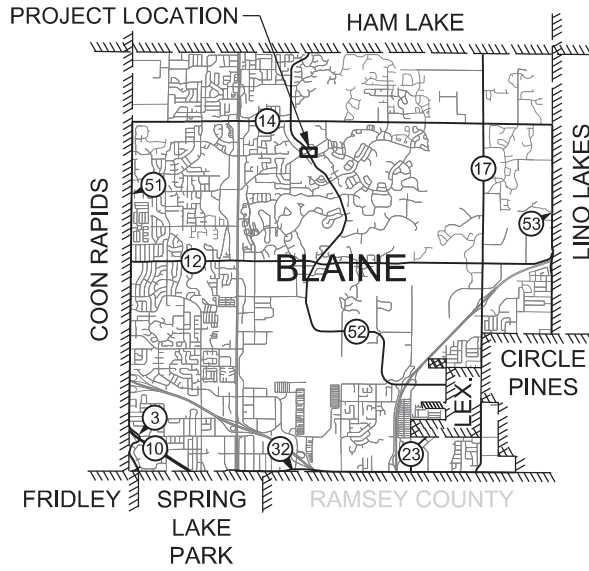
MINNESOTA DEPARTMENT OF TRANSPORTATION ANOKA COUNTY

CONSTRUCTION PLAN FOR GRADING, AGGREGATE BASE, BITUMINOUS SURFACING, CURB AND GUTTER, SIGNAL CONSTRUCTION

SAP 002-652-006 & 106-020-038 LOCATED AT CSAH 52 (RADISSON RD NE) AND CLOUD DR NE

STATE AID PROJ. NO. 002-652-006
106-020-038
CLOUD DR NE

GROSS LENGTH	460.76 FEET	0.087 MILES
BRIDGES-LENGTH	0.00 FEET	0.000 MILES
EXCEPTIONS-LENGTH	0.00 FEET	0.000 MILES
NET LENGTH	460.76 FEET	0.087 MILES



PROJECT LOCATION
CITY OF BLAINE
ANOKA COUNTY
MNDOT TRANSPORTATION DISTRICT - METRO
SECTION 9
TOWNSHIP 31
RANGE 23

GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND THE "SUPPLEMENTAL SPECIFICATIONS" DATED SEPTEMBER 2022 SHALL GOVERN

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.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	STATEMENT OF ESTIMATED QUANTITIES
3 - 4	STANDARD PLATES & BASIS OF QUANTITIES, INDEX TABS
5	SOILS AND CONSTRUCTION NOTES
6	EXISTING UTILITY PLAN
7 - 9	TYPICAL SECTIONS
10 - 23	STANDARD PLANS
24 - 25	CONSTRUCTION STAGING PLAN
26	ALIGNMENT TABULATION AND PLAN
27	REMOVAL PLAN
28	CONSTRUCTION PLAN & PROFILE
29	INTERSECTION DETAILS
30	TURF EST. & EROSION CONTROL PLAN & DETAILS
31 - 32	EXISTING SIGNING AND STRIPING
33 - 34	DETOUR PLAN
35 - 39	TRAFFIC CONTROL PLANS
41 - 44	SIGNING AND STRIPING PLANS
45 - 49	SIGNING AND STRIPING DETAILS
50 - 60	SIGNAL PLANS
61 - 62	CROSS SECTIONS

THIS PLAN CONTAINS 62 SHEETS

APPROVED Joseph MacPherson Digitally signed by Joseph MacPherson Date: 2022.12.13 12:27:10 -06'00' 12/13/2022
ANOKA COUNTY ENGINEER DATE

APPROVED Daniel Schluender 12.14.22
CITY OF BLAINE ENGINEER DATE

Julie Dresel For 12/14/2022
DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY DATE

Julie Dresel For 12/14/2022
STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING DATE

DESIGN DESIGNATION (CLOUD DR NE)

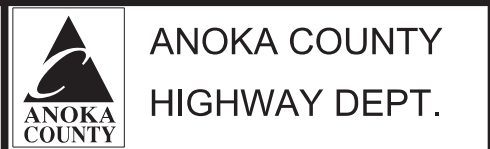
ESAL ₂₀	348,000	FUNCTIONAL CLASSIFICATION	LOCAL STREET
R VALUE	50	NO. OF TRAFFIC LANES	<u>2</u> NO. OF PARKING LANES <u>0</u>
ADT (2023)	2,600	DESIGN SPEED	<u>30</u> MPH
PROJ. ADT (2043)	3,550	BASED ON STOPPING SIGHT DISTANCE:	
PROJ. HCADT (2043)	140	HEIGHT OF EYE	<u>3.5'</u> HEIGHT OF OBJECT <u>2.0'</u>
SOIL FACTOR	NA	DESIGN SPEED NOT ACHIEVED AT:	
<u>10</u> TON DESIGN		STA. _____ TO STA. _____	MPH _____

UTILITY QUALITY LEVEL NOTE:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

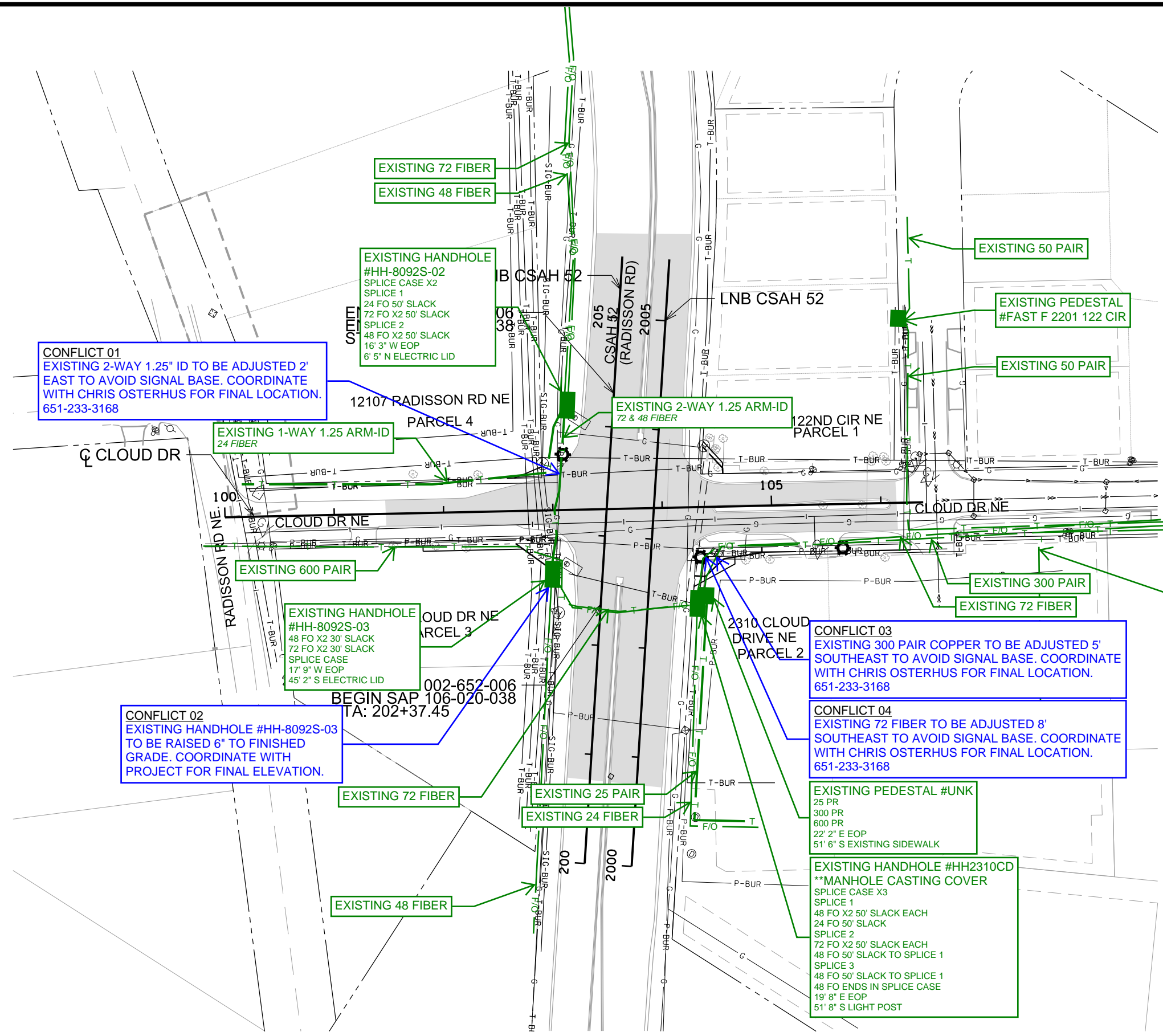
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: JORGE R. BERNAL DELGADO
SIGNATURE:

DRAWN BY APA DATE 12/09/22
DESIGN BY JRB DATE 12/09/22
CHECKED BY NJD DATE 12/09/22



SAP 002-652-006
SAP 106-020-038

TITLE SHEET
Sheet 1 of 62 Sheets



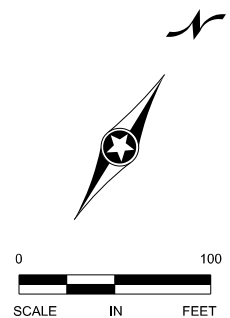
LEGEND	
TV-BUR	ACCESS/ COMCAST/ WINDSTREAM CABLE
P-BUR	ANOKA/ CONNEXUS ENERGY
G	CENTERPOINT ENERGY/ NORTHERN NATURAL GAS
T-BUR	QWEST CORPORATION
SIG-BUR	TRAFFIC SIGNAL
(thick line)	EXISTING STORM SEWER
(dashed line)	EXISTING SAN SEWER
(thin line)	EXISTING WATER MAIN
(dotted line)	PROPOSED STORM DRAIN
(circle with cross)	EXISTING LIGHT POLE
(dashed line)	EXISTING R/W
(dotted line)	PROPOSED R/W
(dotted line)	PROPOSED EASEMENTS
(thick grey line)	EXISTING ROADWAY

CONFLICT 01
 EXISTING 2-WAY 1.25" ID TO BE ADJUSTED 2' EAST TO AVOID SIGNAL BASE. COORDINATE WITH CHRIS OSTERHUS FOR FINAL LOCATION. 651-233-3168

CONFLICT 02
 EXISTING HANDHOLE #HH-8092S-03 TO BE RAISED 6" TO FINISHED GRADE. COORDINATE WITH PROJECT FOR FINAL ELEVATION.

CONFLICT 03
 EXISTING 300 PAIR COPPER TO BE ADJUSTED 5' SOUTHEAST TO AVOID SIGNAL BASE. COORDINATE WITH CHRIS OSTERHUS FOR FINAL LOCATION. 651-233-3168

CONFLICT 04
 EXISTING 72 FIBER TO BE ADJUSTED 8' SOUTHEAST TO AVOID SIGNAL BASE. COORDINATE WITH CHRIS OSTERHUS FOR FINAL LOCATION. 651-233-3168

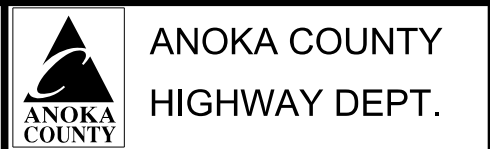


NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\002-652-006 Cloud Drive Signal\Plan\002652006_UT1_P1.dgn 12/09/2022 10:30:29 AM

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: JORGE R. BERNAL DELGADO
 SIGNATURE: *Jorge Bernal Delgado*
 DATE: 12-9-22 LICENSE NO. 57216

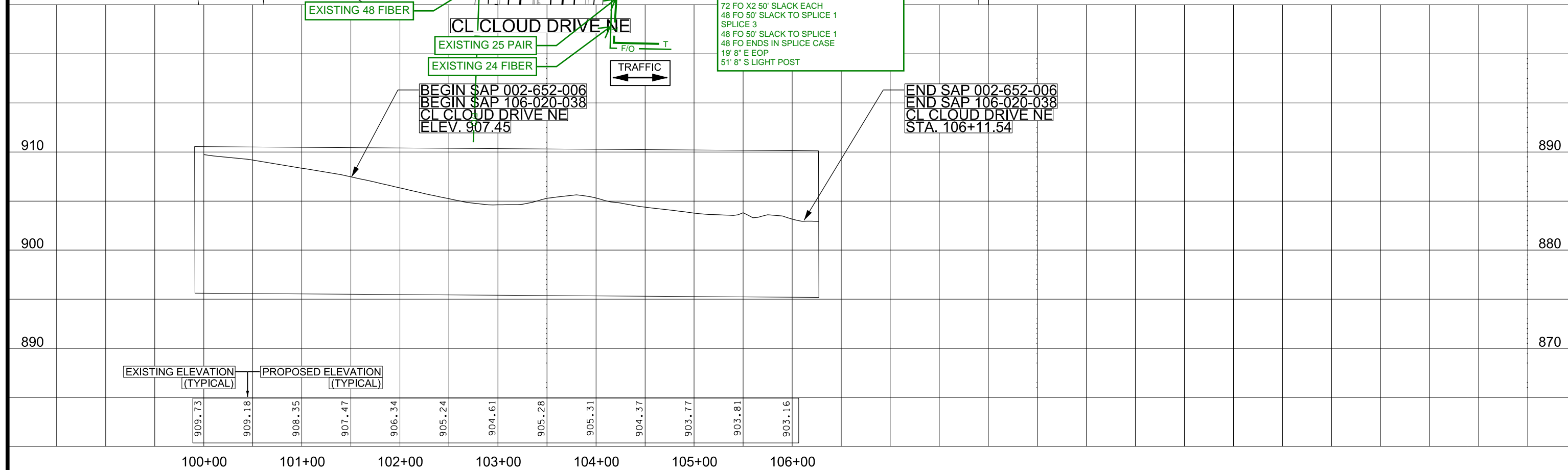
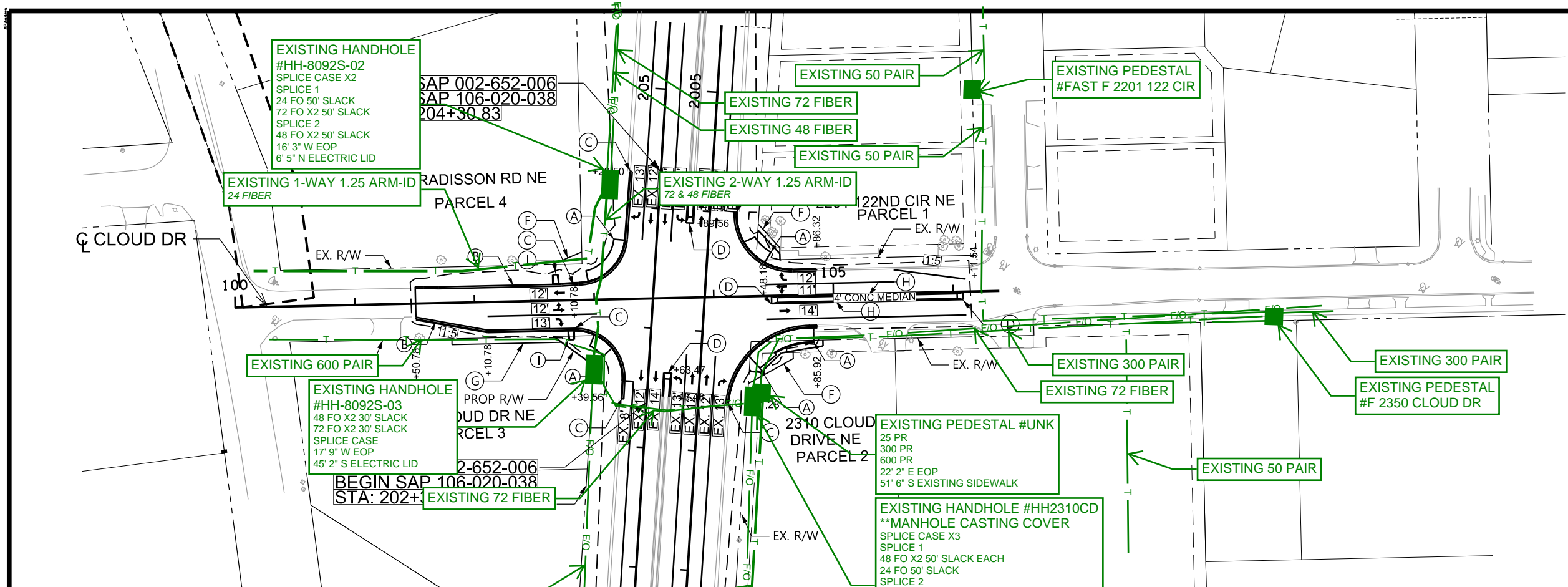
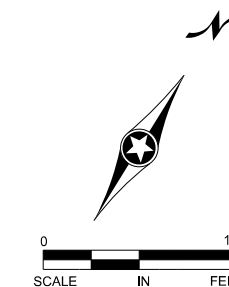
DRAWN BY: APA DATE: 12/09/22
 DESIGN BY: JRB DATE: 12/09/22
 CHECKED BY: NJD DATE: 12/09/22



SAP 002-652-006
 SAP 106-020-038

CONSTRUCTION NOTES

- (A) CONCRETE WALK
- (B) B618 CURB & GUTTER
- (C) B418 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) TEMPORARY EASEMENT
- (G) PERMANENT EASEMENT
- (H) B412 CURB & GUTTER
- (I) CONCRETE DRAINAGE FLUME



BEGIN SAP 002-652-006
 BEGIN SAP 106-020-038
 CL CLOUD DRIVE NE
 ELEV. 907.45

END SAP 002-652-006
 END SAP 106-020-038
 CL CLOUD DRIVE NE
 STA. 106+11.54

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\002-652-006 Cloud Drive Signal\Plan\002652006_PP1_P1.dgn 12/09/2022 10:48:49 AM

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: JORGE R. BERNAL DELGADO

SIGNATURE: *[Signature]*

DATE: 12-9-22 LICENSE NO. 57216

DRAWN BY: APA DATE: 12/09/22

DESIGN BY: JRB DATE: 12/09/22

CHECKED BY: NJD DATE: 12/09/22



SAP 002-652-006
 SAP 106-020-038

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
1	PUSH BUTTON	904.62	156706.182	513409.486
2	LANDING	905.04	156705.813	513411.670
3	LANDING	905.02	156700.764	513412.888
4	LANDING	905.09	156699.908	513407.961
5	LANDING	905.12	156704.782	513406.761
6	LANDING	904.98	156683.325	513406.007
7	LANDING	904.91	156681.318	513410.591
8	LANDING	904.87	156675.509	513407.480
9	LANDING	904.94	156678.196	513403.290
10	SIGNAL POLE	904.53	156675.668	513405.192
11	PUSH BUTTON	903.34	156626.317	513436.008
12	LANDING	904.33	156628.909	513446.187
13	LANDING	904.43	156621.997	513445.070
14	LANDING	904.29	156622.367	513436.758
15	LANDING	904.19	156629.370	513436.314
16	SIGNAL POLE	903.45	156624.833	513446.189
17	PUSH BUTTON	903.81	156686.672	513558.767
18	LANDING	904.30	156695.245	513570.237
19	LANDING	904.36	156685.187	513566.868
20	LANDING	904.20	156687.175	513556.535
21	LANDING	904.14	156699.075	513560.156
22	SIGNAL POLE	904.24	156695.362	513565.596
23	PUSH BUTTON	904.71	156765.032	513520.470
24	LANDING	904.77	156769.024	513520.119
25	LANDING	904.67	156762.024	513520.176
26	LANDING	904.85	156763.777	513507.742
27	LANDING	904.96	156770.488	513509.736
28	SIGNAL POLE	904.94	156768.102	513507.349

SEE REMOVALS SHEET FOR ESTIMATED QUANTITIES BY QUADRANT

NOTE:
 1. LANDINGS - AN INITIAL LANDING IS THE FIRST REQUIRED LANDING OF A PEDESTRIAN RAMP. ALL INITIAL LANDINGS REQUIRED AT THE TOP OF A RAMPED SLOPED SURFACE (>2% LONGITUDINAL SLOPE), SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. THIS DOES NOT INCLUDE INITIAL LANDINGS PLACED AT ROADWAY GRADE SUCH AS DEPRESSED CORNERS, PARALLEL RAMP, OR RURAL FLAT LANDINGS. SECONDARY LANDINGS CONSIST OF ALL LANDINGS BEYOND THE INITIAL LANDING. THESE SECONDARY LANDINGS DO NOT REQUIRE A SEPARATE LANDING POUR. ALL LANDINGS ADJACENT TO PUSH BUTTONS SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR, REGARDLESS OF RAMP TYPE.

EXISTING 1-WAY 1.25 ARM-ID
24 FIBER

EXISTING 72 FIBER
EXISTING 48 FIBER

EXISTING HANDHOLE #HH-8092S-02
 SPLICE CASE X2
 SPLICE 1
 24 FO 50' SLACK
 72 FO X2 50' SLACK
 SPLICE 2
 48 FO X2 50' SLACK
 16' 3" W EOP
 6' 5" N ELECTRIC LID

EXISTING 2-WAY 1.25 ARM-ID
72 & 48 FIBER

48/72 FO
3' 7" DEEP
2' 10" W EOP

EXISTING 72 FIBER
EXISTING 300 PAIR

B612 CURB & GUTTER FOR MEDIAN

EXISTING PEDESTAL #UNK
 25 PR
 300 PR
 600 PR
 22' 2" E EOP
 51' 6" S EXISTING SIDEWALK

EXISTING HANDHOLE #HH2310CD
 **MANHOLE CASTING COVER
 SPLICE CASE X3
 SPLICE 1
 48 FO X2 50' SLACK EACH
 24 FO 50' SLACK
 SPLICE 2
 72 FO X2 50' SLACK EACH
 48 FO 50' SLACK TO SPLICE 1
 SPLICE 3
 48 FO 50' SLACK TO SPLICE 1
 48 FO ENDS IN SPLICE CASE
 19' 8" E EOP
 51' 8" S LIGHT POST

EXISTING HANDHOLE #HH-8092S-03
 48 FO X2 30' SLACK
 72 FO X2 30' SLACK
 SPLICE CASE
 17' 9" W EOP
 45' 2" S ELECTRIC LID

EXISTING 25 PAIR

EXISTING 24 FIBER

EXISTING 48 FIBER

EXISTING 600 PAIR

EXISTING 72 FIBER



LEGEND

- LAND AREA- 4'X4' MIN. DIMS. MAX 2.0% SLOPE IN ALL DIRECTIONS
- TRUNCATED DOMES, SEE STANDARD PLATE 7038
- CONCRETE SIDEWALK/PAVEMENT
- BITUMINOUS PAVEMENT
- B418 CURB AND GUTTER
- FLOWLINE CONTROL POINTS
- INDICATES PEDESTRIAN RAMP- SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND 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%
- DRAINAGE FLOW ARROW
- PUSH BUTTON STATION
- PROPOSED SIGNAL POLE

Save: 12/19/2022 9:34 AM gwillibr Plot: 12/19/2022 9:35 AM S:\AE\A\Anoka\Common\signals\52-Cloud\2021 Design\cloud\dwg\sheet\AC163661_INT.dwg

SEH Project	ANOK 163661	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
Drawn By	JMG						
Designed By	JMG						
Checked By	JMG						

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.
 Name: John M. Gray, PE
 Date: November 17, 2022
 Lic. No. 22457

CSAH 52 AT CLOUD DRIVE NE
 ANOKA COUNTY, MINNESOTA
 CITY OF BLAINE

CURB RAMP INTERSECTION DETAILS

CSAH 52 (RADISSON RD NE) AT CLOUD DR NE

SAP 002-652-006
 SAP 106-020-038
 CITY PROJECT 22-08



**SAP 002-652-006 CSAH 52 & Cloud Dr Signal Project
Anoka County, MN
LUMEN Facilities
Review by Chuck Daher on 02/16/2023**

Below are the following LUMEN conflicts as part of the Anoka County CSAH 52 and Cloud Dr Intersection Improvements project. This project has direct bury facilities that are in conflict with the proposed trail construction project.

Project Contact: Aaron Anderson (763-274-8127) aaron.anderson@co.anoka.mn.us

Road Contractor: TBD

Terra Technologies: Chuck Daher (612-298-2825) cdaher@terratechllc.net

Construction Start: May 15th, 2023

Wire Center: Coon Rapids (CNRPMNND)

County: Anoka

Zip Code: 55449

1. CSAH 52 & Cloud Dr – NW Quadrant, Sheet 6 of 62
Conflict: Existing LUMEN 2-way 1.25" ID is in conflict with proposed signal base.
Solution: LUMEN to expose and adjust existing 2-way 1.25" ID 2' East to avoid proposed signal base. Coordinate with Chris Osterhus for final location. His contact info is 651-233-3168.
2. CSAH 52 & Cloud Dr – SW Quadrant, Sheet 6 of 62
Conflict: Existing LUMEN handhole #HH-8092S in conflict with proposed grading.
Solution: LUMEN to expose and adjust existing handhole #HH-8092S-03 to be raised 6" to finished grade. Coordinate with project for final elevation.
3. CSAH 52 & Cloud Dr – SE Quadrant, Sheet 6 of 62
Conflict: Existing LUMEN 300 pair copper cable is in conflict with proposed signal base.
Solution: LUMEN to expose and adjust existing 300 pair copper 5' Southeast to avoid proposed signal base. Coordinate with Chris Osterhus for final location. His contact info is 651-233-3168.
4. CSAH 52 & Cloud Dr – SE Quadrant, Sheet 6 of 62
Conflict: Existing LUMEN 2-way 72 fiber optic cable is in conflict with proposed signal base.
Solution: LUMEN to expose and adjust existing 72 fiber optic cable 8' Southeast to avoid proposed signal base. Coordinate with Chris Osterhus for final location. His contact info is 651-233-3168.