NOTE:
SURMOUNTABLE CURB & GUTTER TO
BE FORMED INTO A B618 TYPE AT
CATCH BASIN.

CATCHBASIN FRAME & COVER
NEENAH R-3067 OR EQUAL
WITH VANE GRATE.

NOTES:
CATCHBASIN TO BE DEPRESSED 2"
BELOW DESIGN GUTTER LINE GRADE.
1. PANEL WIDTH SHALL NOT EXCEED 10 FEET WITHOUT A CONTRACTION JOINT.
2. DRIVEWAY TO BE ONE COURSE CONCRETE PAVEMENT.
3. 7" THICK FOR RESIDENTIAL, 8" THICK FOR COMMERCIAL, AND ALLEY OR AS SPECIFIED.
4. DRIVEWAY WIDTH IS 24' WITH A 36' MAXIMUM UNLESS OTHERWISE NOTED.
5. MINIMUM DISTANCE FROM LOT LINE IS 5'.
6. NEENAH R-1914-A CASTING OR APPROVED EQUAL IS REQUIRED FOR CURB STOPS LOCATED IN DRIVEWAYS.
7. MAX. CROSS SLOPE OF SIDEWALK THROUGH DRIVEWAY IS 0.02 FT/FT. ADJUST APRON RUNNING SLOPE AS NEEDED.
NOTE:
B STYLE C & G TO ONLY BE USED UNDER EXISTING CONDITIONS OR AT CATCH BASINS.

RESIDENTIAL ADT 300-1000

RESIDENTIAL ADT UNDER 300
NOTE:
1. LOCATE HYDRANT AT LOT LINE ON THE BULB SIDE OF THE CUL-DE-SAC.
2. B STYLE C&G TO BE USED UNDER EXISTING CONDITIONS OR AT CATCH BASINS.
1. DETECTABLE WARNING SURFACE SHALL BE CAST IRON UNPAINTED PER MNDOT STANDARDS. USE RADIAL CURB LINES. WARNING SURFACES SHOULD BE PLACED AT THE BACK OF CURB WHEN THE WARNING SURFACE AND CURB ARE NOT PARALLEL. IN THIS CASE, HAND FORM THE CURB TO FILL THE GAP.

2. MAX. SLOPE 0.02 FT/FT ALL DIRECTIONS FOR LANDING.

3. MAX CROSS SLOPE 0.02 FT/FT FOR RAMP.

4. DESIGN STREET GRADE

5. 1/4" MAX. VERTICAL LIP AT FLOW LINE

6. 6" CONCRETE WALK

7. 6" CL. 5 AGGREGATE BASE

8. CONCRETE CURB & GUTTER MATCH TOP OF CURB FOR SURMOUNTABLE CURB

**STANDARD DETAILS**

PEDESTRIAN CURB RAMP

Revised: 1/2019

Standard Plate No.: STR-7
NOTE:
TEMPORARY TURN-A-ROUND SHALL NOT BE INSTALLED WITH CONCRETE CURB AND GUTTER.
TURN-A-ROUND SHALL CONTAIN EITHER BITUMINOUS CURB OR NO CURB.

OPTION #1 (CUL-DE-SAC)

END CONCRETE CURB

OPTION #2 (HAMMER HANDLE)

16' MIN

25' MIN

16' MIN

25' MIN

45° TO BIT. EDGE
NOTE:
1. CONTROL JOINTS IN CONCRETE CURB NOT TO EXCEED 10' SPACING THROUGH DRIVEWAY SECTION.
2. ALL DRIVEWAYS MUST BE AT LEAST 5 FEET FROM THE PROPERTY LINE AND AT LEAST 30 FEET FROM A STREET RIGHT -OF-WAY.
3. ONLY ONE DRIVEWAY ENTRANCE PER PARCEL UNLESS OTHERWISE APPROVED BY CITY.
4. NEENAH R-1914-A CASTING IS REQUIRED FOR CURB STOPS LOCATED IN DRIVEWAYS.
5. MAX. CROSS SLOPE OF SIDEWALK THROUGH DRIVEWAY IS 0.02 FT/FT. ADJUST APRON RUNNING SLOPE AS NEEDED.
MEASUREMENT FOR PAYMENT
METHOD OF PAYMENT BY SQUARE YARD

INTEGRAL CAST
EXPANSION JOINT

SECTION A-A THRU
B618 C & G

SECTION B-B
THRU CONCRETE GUTTER

STANDARD DETAILS
CONCRETE VALLEY GUTTER

Revised 1/2019
Standard Plate No. STR-10
NOTES:
1. THE BARRICADE BOARD FACE SURFACES SHALL BE FULLY REFLECTORIZED IN ALTERNATE SILVER-WHITE AND RED STRIPING, USING A REFLECTIVE SHEETING CONFORMING TO THE REQUIREMENTS OF SPEC 3352.2A2b, STANDARD NO. 2.

2. THE PLACEMENT OF THE BARRICADE SHALL BE 10'-0" FROM THE END OF THE BITUMINOUS ROAD WITH THE BARRICADE CENTERED ON THE ROADWAY FACING THE FLOW OF TRAFFIC.

3. THE BARRICADE SHALL BE HAVE REFLECTORIZED SHEETING APPLIED BEFORE BEING INSTALLED ON THE POSTS.

4. PLACE "FUTURE THRU STREET" SIGNAGE ON BARRICADE, IF DIRECTED BY THE CITY ENGINEER.
NOTE:
COUNTERSINKING, CLEANING AND SEALING OF RANDOM, TRANSVERSE AND LONGITUDINAL CRACKS IN BITUMINOUS PAVEMENTS.

= SEALANT

ROAD SURFACE

COUNTERSINK

CRACK ( < \(\frac{1}{2}\) in)

\(\frac{3}{4}\) in

\(\frac{3}{4}\) in

\(\frac{3}{4}\) in

\(\frac{1}{16}\) in MAX \(\frac{1}{8}\) in

\(\frac{3}{4}\) in OR - \(\frac{1}{16}\) in
1. ALL STREET SIGNS SHALL BE V.I.P. (VISUAL IMPACT PERFORMANCE) REFLECTIVE SHEETING PER 3M COMPANY - DIAMOND GRADE VIP REFLECTIVE SHEETING - SERIES 3390 OR APPROVED EQUAL.

2. STREET ID SIGNS SHALL BE 9" IN HEIGHT WITH 1 3/8" CORNER RADIUS, LONGITUDINALLY PUNCHED WITH TWO 3/32" HOLES. CENTER HOLES ON THE ID SIGN 1" FROM THE BOTTOM AND 1" FROM THE TOP TO THE CENTER HOLE. IN ADDITION, PLACE TWO 3/32" HOLES 7/8" FROM EACH END AND CENTER IN THE 9" BLANK.

3. STREET NAMES SHALL HAVE 6" UPPER AND LOWER CASE LETTERS. STREET SUFFIX AND ADDRESS SHALL BE 3" IN HEIGHT. FIRST LETTER OF THE SUFFIX SHALL BE UPPER CASE AND WITH ALL REMAINING LETTERS TO BE LOWER CASE.

4. FONT SHALL BE CLEARVIEW ONE FONT VC 35 (ULTRA CONDENSED 35 MPH).

5. STREET ID SHEETING SHALL BE SINGLE FACED WITH 3M DIAMOND GRADE VIP REFLECTIVE SHEETING SERIES 3390 OR AN APPROVED EQUAL. SHEETING WILL BE GREEN IN COLOR AND WHITE LETTERS AND NUMBERS. SIGNS SHALL HAVE A 3/8" WHITE BORDER.

6. SIGN LENGTH SHALL BE SIZED TO FIT THE LETTERING. SIGNS SHALL ALL BE A MINIMUM OF 24" AND A MAXIMUM OR 48".

7. ADDRESS NUMBERS FOR STREET ID SIGNS SHALL BE PROVIDED BY THE CITY'S ENGINEER OR PUBLIC WORKS DEPARTMENT.

8. CONTRACTOR SHALL SUBMIT TO THE CITY/ENGINEER SHOP DRAWINGS FOR STREET ID SIGNS FOR APPROVAL PRIOR TO FABRICATION AND/OR INSTALLATION.


10. LOGO SHALL BE PLACED IN THE LEFT 7" OF THE SIGN, CENTERED.

11. ALL STREET IDENTIFICATION SIGNS SHALL CONSIST OF TWO SIGN BLANKS.

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**STANDARD STREET ABBREVIATIONS FOR STREET I.D. SIGNS**

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<td>Blvd</td>
<td>BOULEVARD</td>
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STANDARD DETAILS

STREET SIGN LETTERING

STREET IDENTIFICATION (ID) SIGNS

Revised Date: 1/2019

Standard Plate No.: STR-13
NOTES:
1. DRIVEWAY WIDTH (W): 12' MIN., 36' MAX.
2. RADIUS AT CONNECTION TO STREET (R): 5' MIN., 15' MAX.
3. CULVERT UNDER DRIVEWAY: MIN. 15" DIA., CMP OR RCP
4. DRIVEWAY SLOPES GREATER THAN 6% SHALL BE PAVED TO PREVENT EROSION.
5. MAINTAIN 60' MIN. CLEARANCE FROM EDGE OF DRIVEWAY TO R/W LINE OF ADJACENT STREET INTERSECTION.
6. CULVERT FLARED ENDS ARE REQUIRED.
7. MINIMUM 1% GRADE ON CULVERTS.
8. HOMEOWNER IS RESPONSIBLE FOR CULVERT INSTALLATION AND ESTABLISHMENT OF VEGETATION ALONG DRIVEWAY.
NOTE:
14’ MINIMUM WIDTH FOR ALL STREETS UNDER 300 ADT.
16’ MINIMUM WIDTH FOR ALL OTHER STREETS.

3" BITUMINOUS WEAR COURSE-SPWEA230B.
6" CLASS 5 - 100% CRUSHED ROCK BASE, MEETING MNDOT CLASS 5
GRADATION. (ADDITIONAL MATERIAL MAY BE REQUIRED AS
DETERMINED AND SPECIFIED BY CITY ENGINEER)

COMPACTED SUBGRADE

VARIEST W/TRAIL OR SIDEWALK
30’ MIN. W/O TRAIL OR SIDEWALK

NOTE: SEE MNDOT AND
PROJECT SPECIFICATIONS
FOR MIX DESIGN
INFORMATION

1.5" SP 9.5 BITUMINOUS WEAR COURSE SPWEA330C
TACK COAT BETWEEN ALL BITUMINOUS LAYERS
2.5" SP 12.5 BITUMINOUS WEAR COURSE SPWEB330C
10" CLASS 5 AGGREGATE BASE
24" SELECT GRANULAR MATERIAL
COMPACT SUBGRADE TO 100% OF THE
STANDARD PROCTOR MAXIMUM DRY DENSITY

NOTE: STREET SECTIONS VARY DUE TO DESIGN
AND A.D.T. COUNTS

4" CONCRETE SIDEWALK (6" CROSSING RES. DRWYS) - (MIX TYPE 3F52A)
(8" CROSSING COM. DRWYS) - (MIX TYPE 3F52A)
10" CLASS 5 - 100% CRUSHED ROCK BASE, MEETING MNDOT CLASS 5
GRADATION. (ADDITIONAL MATERIAL MAY BE REQUIRED AS DIRECTED BY
CITY ENGINEER)
NOTE:
14' MINIMUM WIDTH FOR ALL STREETS UNDER 300 ADT.
16' MINIMUM WIDTH FOR ALL OTHER STREETS.

3" BITUMINOUS WEAR COURSE-MIX SPWEA230B
6" CLASS 5 - 100% CRUSHED ROCK BASE, MEETING MNDOT CLASS 5 GRADATION. (ADDITIONAL MATERIAL MAY BE REQUIRED AS DETERMINED AND SPECIFIED BY CITY ENGINEER)

COMPACTED SUBGRADE

VARIATES W/TRAIL OR SIDEWALK
25' MIN. W/O TRAIL OR SIDEWALK

14' OR 16' MINIMUM
(SEE ABOVE NOTE)

0.03'/FT. (3%)

MIN. 4" CLASS 5 UNDER CURB

4" DRAINTILE (SEE STANDARD PLATE STR-25)

4.5" SP 9.5 BITUMINOUS WEAR COURSE SPWEA330C
TACK COAT BETWEEN ALL BITUMINOUS LAYERS
2.5" SP 12.5 BITUMINOUS WEAR COURSE SPWEB330C
10" CLASS 5 AGGREGATE BASE
24" SELECT GRANULAR MATERIAL
COMPACT SUBGRADE TO 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY

NOTE: STREET SECTIONS VARY DUE TO DESIGN AND A.D.T. COUNTS
(6" CROSSING RES. DRWYS) - (MIX TYPE 3F52A)
(8" CROSSING COM. DRWYS) - (MIX TYPE 3F52A)
10" CLASS 5 - 100% CRUSHED ROCK BASE, MEETING MNDOT CLASS 5 GRADATION. (ADDITIONAL MATERIAL MAY BE REQUIRED AS DIRECTED BY CITY ENGINEER)

STANDARD DETAILS
TYPICAL SECTIONS
STREETS, TRAILS AND WALKS

1/2019

CHISAGO CITY
Gateway to the Lakes

Revised
Standard Plate No.

STR-16
NOTE:
1. NO DRIVEWAYS TO CONNECT TO ENDS OF EITHER LEG.
2. ALL TURNAROUNDS SHALL BE TO THE LEFT, AS SHOWN.
3" BITUMINOUS WEAR - SPWEA230B
6" CL. 5 AGGREGATE BASE

FINISHED TRAIL TO BE 1" ABOVE FINISHED SOD

0.02'/FT (MAX.)

10'

12'

TYPICAL TRAIL SECTION

FINISHED WALK TO BE 1" ABOVE FINISHED SOD

0.02'/FT (MAX.)

7'

6'

CONCRETE SIDEWALK

NOTE:
INSIDE EDGE OF WALK TO BE 0.4 FEET ABOVE TOP OF CURB. OUTSIDE EDGE TO BE 0.52 FEET ABOVE TOP OF CURB.

6" CONCRETE - 3F52A
6" CL. 5 AGGREGATE BASE

6" CONCRETE - 3F52A
6" CL. 5 AGGREGATE BASE

STANDARDDETAILS
TYPICAL BITUMINOUS TRAIL
AND CONCRETE SIDEWALK

CHISAGO CITY
Gateway to the Lakes

STANDARD Plate No.

Revised

1/2019

STR-18
NOTES:
1. **ALL ORGANIC OR OTHER UNSUITABLE MATERIAL SHALL BE REMOVED FROM BENEATH THE ROADWAY.**
2. **A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION AND GRANULAR BORROW, OR ELIMINATE THE STABILIZATION FABRIC AND GRANULAR BORROW.**
3. **DRAINTILE IS REQUIRED BEHIND CURB, MINIMUM 50' EACH WAY FROM CATCH BASINS.**
SIGN PANELS AS SPECIFIED OR AS SHOWN ON THE PLANS OR SIGN LEGEND.

3/8" DRIVE RIVETS W/ NYLON WASHERS TLXDR (3878-05)

2" INCH SQUARE TELESPAR SIGN POST, 12 FEET LONG FOR STREET SIGNS

STREET SIGNS
1. BREAK OFF TO BE SET AT FINISH GRADE.

2. ANCHOR SLEEVE TO BE SET WITH TWO BOLT HOLES EXPOSED AND ACCESSIBLE ABOVE FINISH GRADE.

3. SEE STREET SIGN DETAIL SHEET STR-13 FOR STREET SIGN INSTALLATION.

NOTES:
1. SIGN POST TO BE A MINIMUM OF 3 FT BEHIND BACK OF CURB. THE CITY ENGINEER SHALL STAKE THE APPROXIMATE LOCATION FOR SIGN PLACEMENT. THE CONTRACTOR SHALL INSTALL SIGNS IN THESE LOCATIONS AND IN ACCORDANCE WITH (MMUTCD). IF THERE IS A CONFLICT WITH THE PROPOSED LOCATION, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER IMMEDIATELY.

2" RAIN CAP, (TLARC 200)

5 15/16" CORNER BOLT W/ NYLON LOCK NUT (TLCB 516M)

OPTIONAL
2-1/2 INCH SQUARE, 18 INCH LONG OMNI SLEEVE

TELESPAR ANCHOR ASSEMBLY
2 1/4 INCH SQUARE, 4 FEET LONG, 12 GA

STANDARD DETAILS
TYPICAL TRAFFIC SIGN INSTALLATION BOULEVARD

Revised 1/2019
Standard Plate No. STR-22