

CITY OF RAMSEY

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS

CITY IMPROVEMENT PROJECT NO. 25-07

GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

THE 2023 EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA "STANDARD SPECIFICATIONS" SHALL GOVERN FOR UTILITY INSTALLATIONS.

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 MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

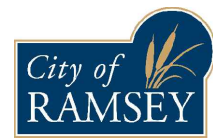
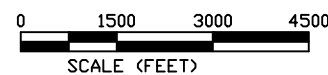
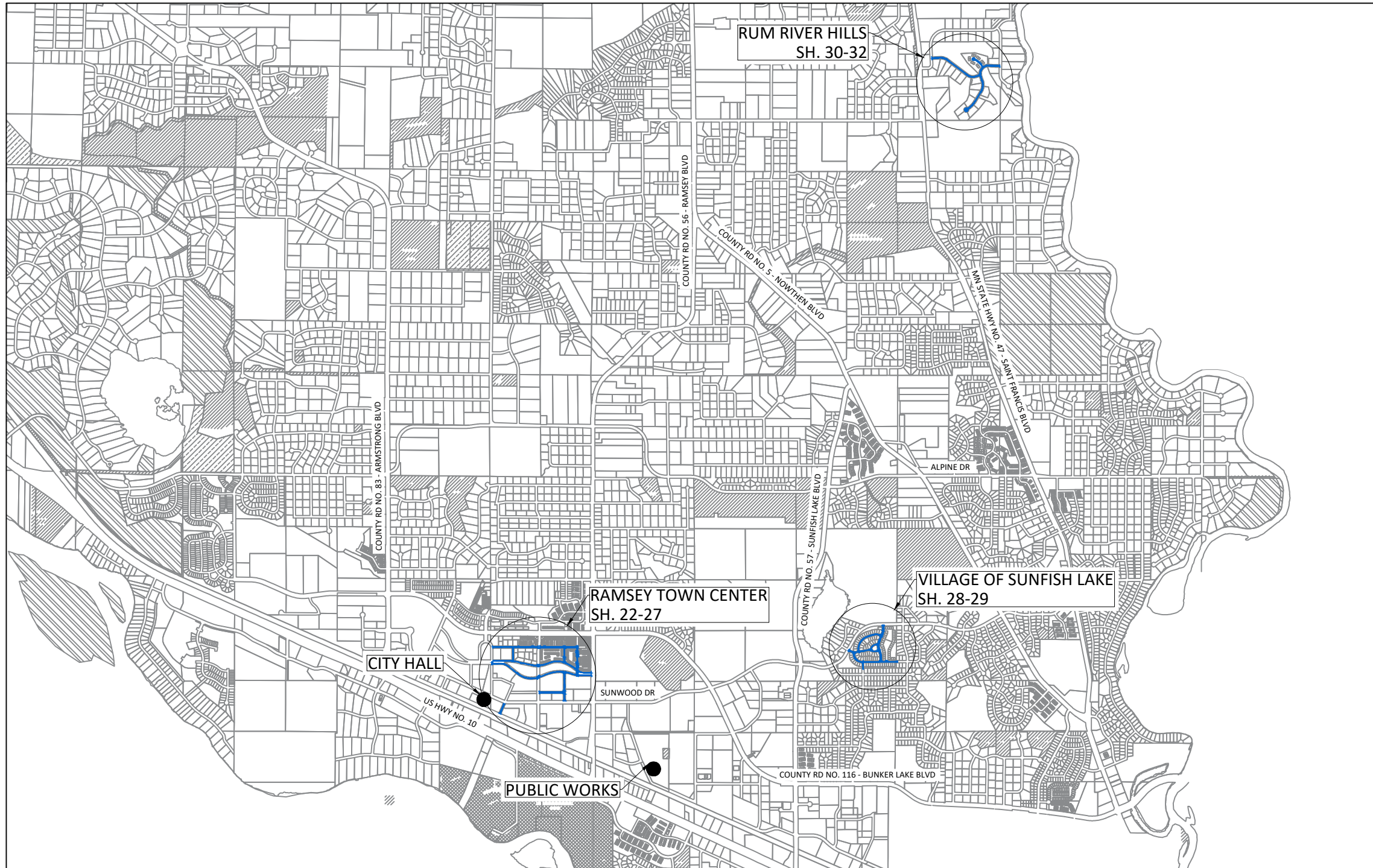
SHEET INDEX

THIS PLAN CONTAINS 32 SHEETS

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02	STATEMENT OF ESTIMATED QUANTITIES
03 - 05	TYPICAL SECTION
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28 - 29	MILL & OVERLAY - VILLAGE OF SUNFISH LAKE
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LEGEND

	SANITARY MANHOLE		EASEMENT - DRAINAGE & UTILITY
	STORM SEWER MANHOLE		SECTION LINE
	CATCH BASIN MANHOLE		LOT LINE
	CATCH BASIN		ELECTRIC LINE
	CULVERT END SECTION		ELECTRIC LINE - BURIED
	HYDRANT		ELECTRIC LINE - OVERHEAD
	VALVE		GAS LINE
	TREE - CONIFEROUS		TELECOMMUNICATION LINE
	TREE - DECIDUOUS		TELECOMM - OVERHEAD
	SHRUB		FIBER OPTIC LINE
	LIGHT POLE		TREE LINE
	SIGN		LANDSCAPE
	MAILBOX		RETAINING WALL
	PEDESTAL - TELECOM		TREE SAVE FENCE
	PEDESTAL - ELECTRIC		SILT FENCE
	HAND HOLE		WATERMAIN
	DRIVE - BITUMINOUS		SANITARY SEWER
	DRIVE - CONCRETE		STORM SEWER
	DRIVE - GRAVEL		DRAIN TILE
	CONCRETE WALK		LANDSCAPE - ROCK
	BITUMINOUS TRAIL		LANDSCAPE - MULCH
	RESTORATION AREA		LANDSCAPE - RIP RAP
	MILL & OVERLAY BITUMINOUS PAVEMENT		
	FULL-DEPTH PAVEMENT SECTION		
	VALLEY GUTTER		
	BITUMINOUS PATCH		
	REMOVE CONCRETE WALK		
	REMOVE BITUMINOUS TRAIL		
	REMOVE BITUMINOUS FLUME		
	REMOVE & REPLACE CONCRETE CURB & GUTTER		
	REMOVE & REPLACE BITUMINOUS CURB		
	SAWCUT FULL DEPTH		



CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS 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."

NOTE: EXISTING UTILITY INFORMATION SHOWN ON THIS PLAN HAS BEEN PROVIDED BY THE UTILITY OWNER. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS PRIOR TO COMMENCING CONSTRUCTION AS REQUIRED BY STATE LAW. NOTIFY GOPHER STATE ONE CALL 1-800-252-1166 OR 651-454-0002



Call before you dig
 811
 651 454-0002 Metro
 800 252-1166 Outstate
 www.gopherstateonecall.org

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.

Joe Feriancek
 JOE FERIANCEK, P.E.
 ASSISTANT CITY ENGINEER

57095 DATE **05/05/25**
LIC. NO.

DATE	REVISION

May 05, 2025 - 4:08pm
 G:\Engineering\AutoCad Dwg\Projects N-Z\Overlays\25-07 2025 Neighborhood Overlay Plan Drawings\25-07 Title & SEQ.dwg

IP 25-07 2025 Neighborhood Overlay Improvements					
Statement of Estimated Quantities					
Item No.	MnDOT No.	Note	Item Description	Unit	Quantity
1	2021.501		MOBILIZATION	LS	1
2	2104.503	1	REMOVE CONCRETE CURB AND GUTTER	LF	2,720
3	2104.503	1	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LF	2,220
4	2104.503	1	SAWING CONCRETE (FULL DEPTH)	LF	1,370
5	2104.503	12	CONCRETE CURB & GUTTER PREPARATION	EA	80
6	2104.503	1	REMOVE & REPLACE BITUMINOUS FLUME	SY	3
7	2104.503		REMOVE CONCRETE BULL NOSE	SY	65
8	2104.503	11	REMOVE CENTER MEDIAN LANDSCAPING	LS	1
9	2104.503	1	REMOVE WATER MAIN	LF	240
10	2104.503	1	REMOVE VALVE BOX	EA	8
11	2104.504	1	REMOVE BITUMINOUS PAVEMENT (TRAIL)	SY	59
12	2104.504	1	REMOVE CONCRETE WALK	SY	1,010
13	2104.504	1	REMOVE CONCRETE VALLEY GUTTER	SY	19
14	2105.607	1	COMMON EXCAVATION	CY	80
15	2105.607	13	SUBSOIL EXCAVATION	CY	180
15	2106.607	1	HAUL & STOCKPILE RECLAIM MATERIAL (LV)	CY	330
16	2112.519		SUBGRADE PREPARATION	RDST	15
17	2123.610		STREET SWEEPER (WITH PICKUP BROOM)	HOURL	5
18	2130.523		WATER	MGAL	10
19	2211.507	2	AGGREGATE BASE CLASS 5 MODIFIED (CV)	CY	420
20	2215.504		FULL DEPTH RECLAMATION	SY	4,700
21	2231.603	8	SAWED & SEALED JOINT	EA	192
22	2231.604	10	BITUMINOUS PATCH	SY	1,000
23	2232.504		MILL BITUMINOUS SURFACE (2.0")	SY	47,100
24	2357.506	3	BITUMINOUS MATERIAL FOR TACK COAT	GAL	3,630
25	2360.509	4	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,C) 2.0"	TON	535
26	2360.509	4	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) 2.0"	TON	5,850
27	2360.509	4	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) 2.0" TRAIL	TON	4
28	2503.602		GROUT CATCH BASIN	EA	109
29	2504.602		ADJUST VALVE BOX	EA	38
30	2506.502		ADJUST FRAME AND RING CASTING	EA	18
31	2506.502		REPLACE FRAME & RING CASTING	EA	17
32	2521.504	6	6" CONCRETE WALK	SY	990
33	2521.602		DRILL & GROUT REINF BAR (EPOXY COATED)	EA	850
34	2531.503	6	CONCRETE CURB & GUTTER DESIGN B618	LF	1,435
35	2531.503	6	CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	LF	12
36	2531.604	6	7" CONCRETE VALLEY GUTTER	SY	39
37	2531.618		TRUNCATED DOMES	SF	1,320
38	2563.601	5	TRAFFIC CONTROL	LS	1
39	2563.601		ALTERNATIVE PEDESTRIAN ROUTE	LS	1
40	2573.602		STABILIZED CONSTRUCTION ENTRANCE	EA	3
41	2573.502		STORM DRAIN INLET PROTECTION	EA	26
42	2574.507	7	TOPSOIL (LV)	CY	90
43	2575.501	9	TURF ESTABLISHMENT	ACRE	0.10

IP 25-07 2025 Neighborhood Overlay Improvements					
Statement of Estimated Quantities - Alternate					
Item No.	MnDOT No.	Note	Item Description	Unit	Quantity
1	2232.504		MILL BITUMINOUS SURFACE (2.5") TRAIL	SY	3,225
2	2360.509	4	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) 1.5" TRAIL	TON	225
3	2360.509	4	TYPE SP 9.5 WEARING COURSE MIXTURE (3,C) 2.5" TRAIL	TON	455
4	2506.502		ADJUST FRAME AND RING CASTING	EA	4
5	2574.507	7	TOPSOIL (LV)	CY	32
6	2575.501	9	TURF ESTABLISHMENT	ACRE	0.15

PAY ITEM NOTES:

1. REMOVAL LIMITS SHALL BE MARKED IN THE FIELD BY CITY STAFF.
2. EV TO CV CONVERSION FACTOR = 1.25.
3. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 0.07 GAL/SY.
4. ESTIMATED QUANTITY BASED ON APPLICATION RATE OF 113 LB/SY-IN.
5. LUMP SUM QUANTITY SHALL INCLUDE ALL COST REQUIRED FOR MAINTAINING ALL FLAGGING OPERATIONS AS NECESSARY, MAINTAINING PEDESTRIAN ACCESS ROUTES, ANY SIGNAGE AND BARRICADES AS NECESSARY.
6. FINISH WITH CLEAR CURING COMPOUND.
7. CV TO LV CONVERSION FACTOR = 1.3.
8. SAW AND SEAL NUMBERS ARE FOR FULL-DEPTH CONCRETE CURB & GUTTER FOR ENTIRE CURB & GUTTER WIDTH. SEAL WITH POLYURETHANE CAULK. NOT INCLUDED IN SAWING CONCRETE PAY ITEM.
9. TURF ESTABLISHMENT INCLUDES SEEDING, SEED MIXTURES, FERTILIZER, AND OTHER SOIL AMENDMENTS. SEED MIXTURE SHALL BE 25-151. FOLLOW MNDOT SEEDING MANUAL GUIDELINES FOR APPLICATION RATES.
10. BITUMINOUS PATCH QUANTITIES INCLUDE AREAS SHOWN ON PLAN SHEETS AS WELL AS AN ESTIMATED 2% OF MILLING AREA.
11. REMOVAL OF TREES, VEGETATION, LANDSCAPING ROCK, BASE MATERIAL, AS WELL AS IRRIGATION LINES ARE INCIDENTAL TO THE REMOVE CENTER MEDIAN LANDSCAPING PAY ITEM.
12. THOROUGHLY CLEAN ALL JOINTS AND CRACKS BY WATER FLUSHING THAT ARE MARKED ON 145TH AVE IN THE RAMSEY TOWN CENTER DEVELOPMENT. AFTER JOINT HAS DRIED, SANDBLAST THEN AIR BLAST. ASSURE THAT THE JOINTS OR CRACKS ARE CLEAN, DRY, AND FREE OF ALL INCOMPRESSIBLE MATERIAL BEFORE FILLING WITH BITUMINOUS MIXTURE.
13. SUBSOIL EXCAVATION ITEM INCLUDES ANY TOPSOIL MATERIAL THAT SHALL BE REMOVED IN THE LANDSCAPED CENTER MEDIAN AREA.

GENERAL NOTES:

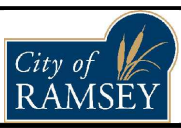
1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT CONSTRUCTION LIMITS BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO IRRIGATION SYSTEMS WHERE POSSIBLE.

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

Joe Feriancek
JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

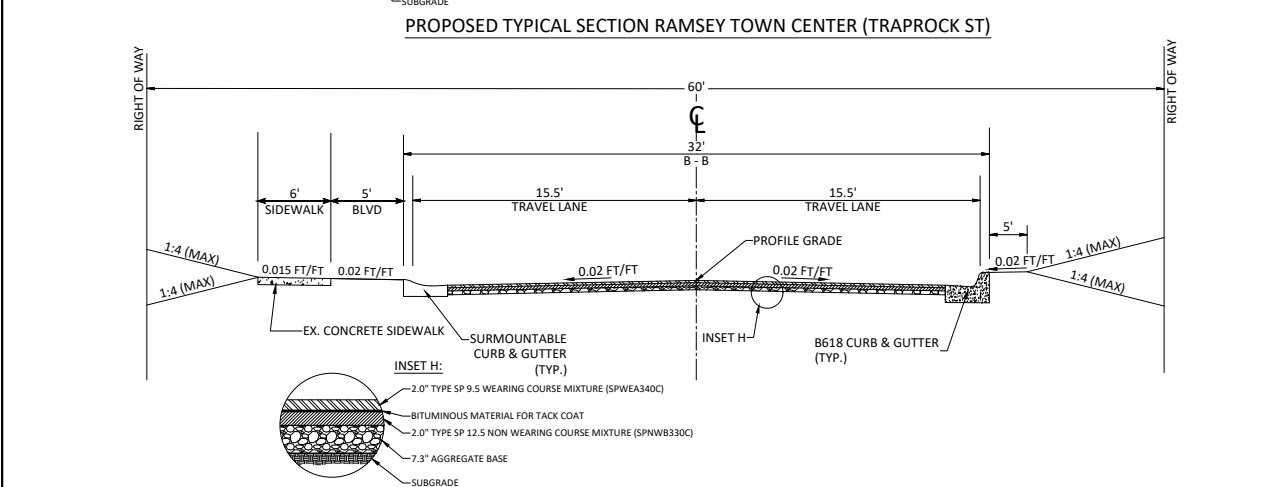
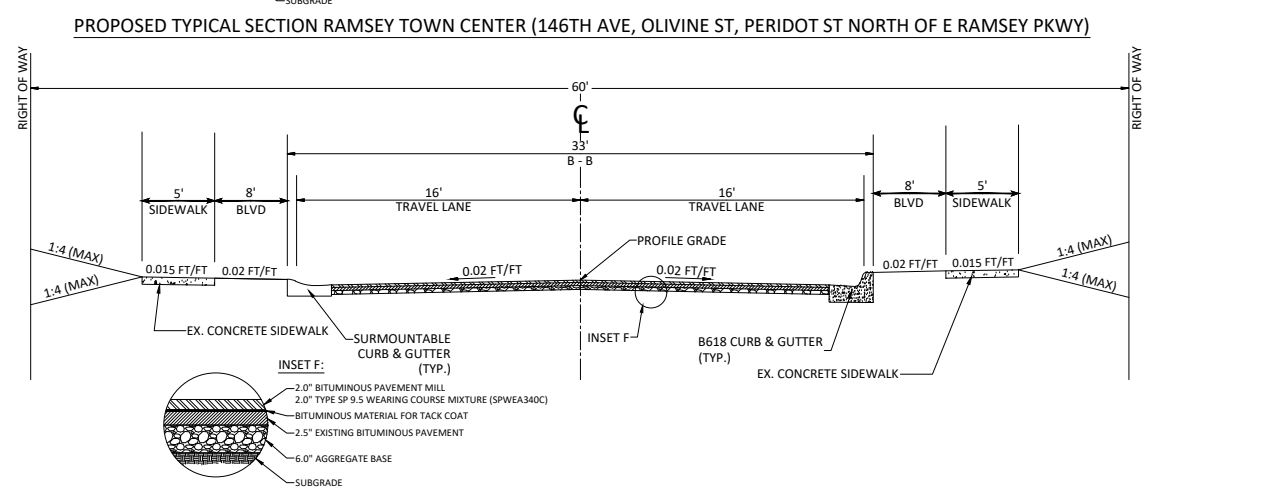
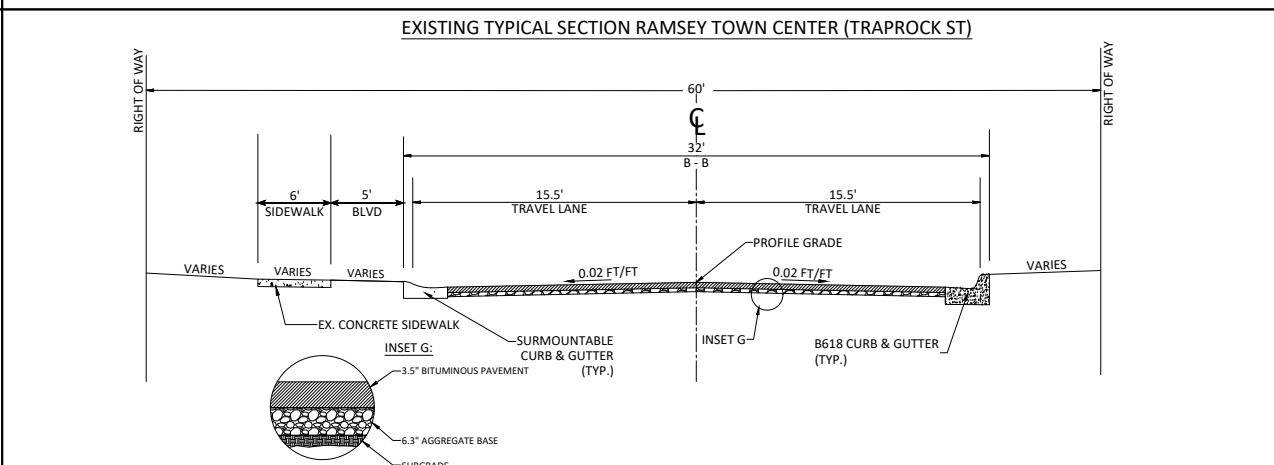
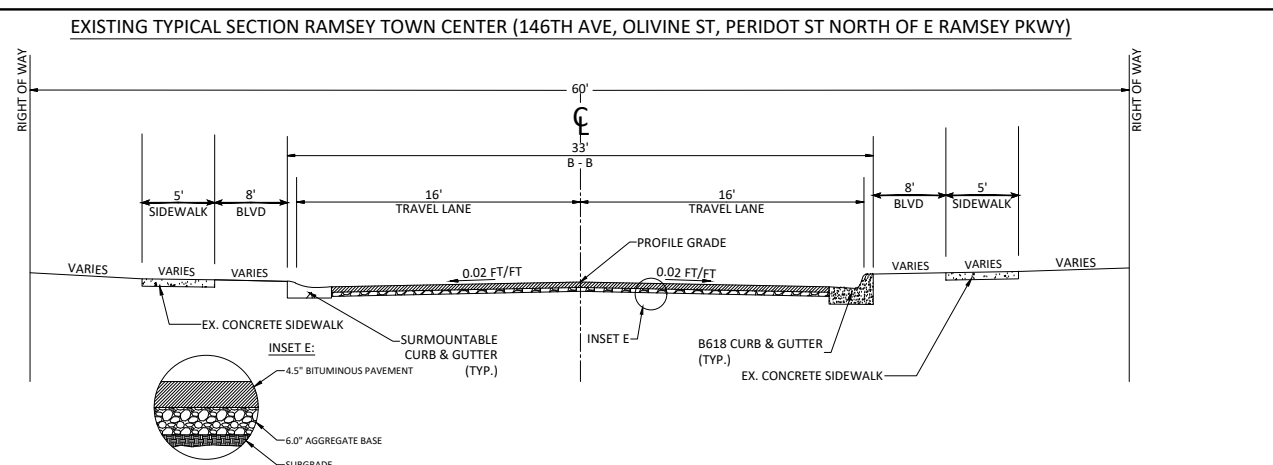
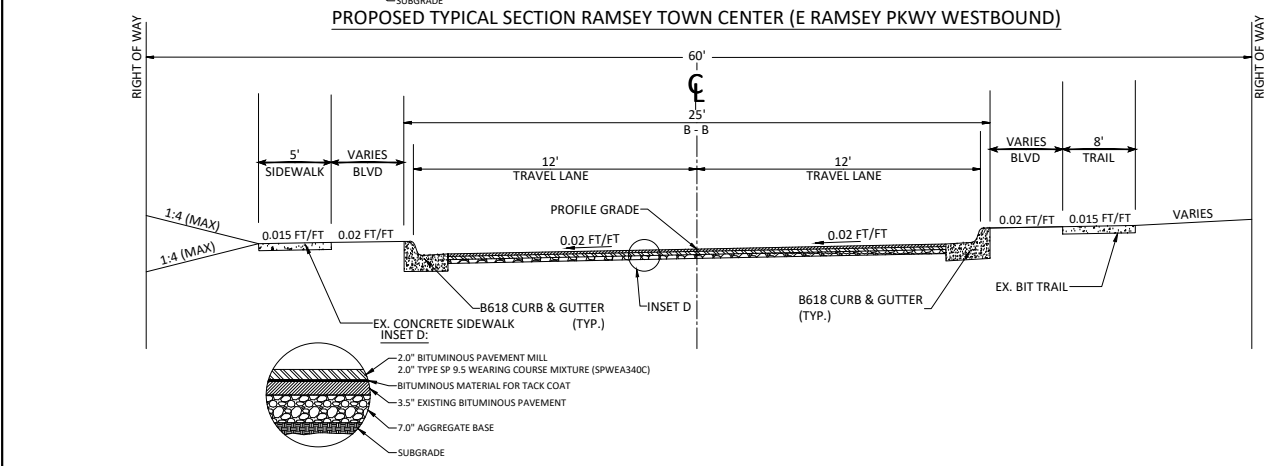
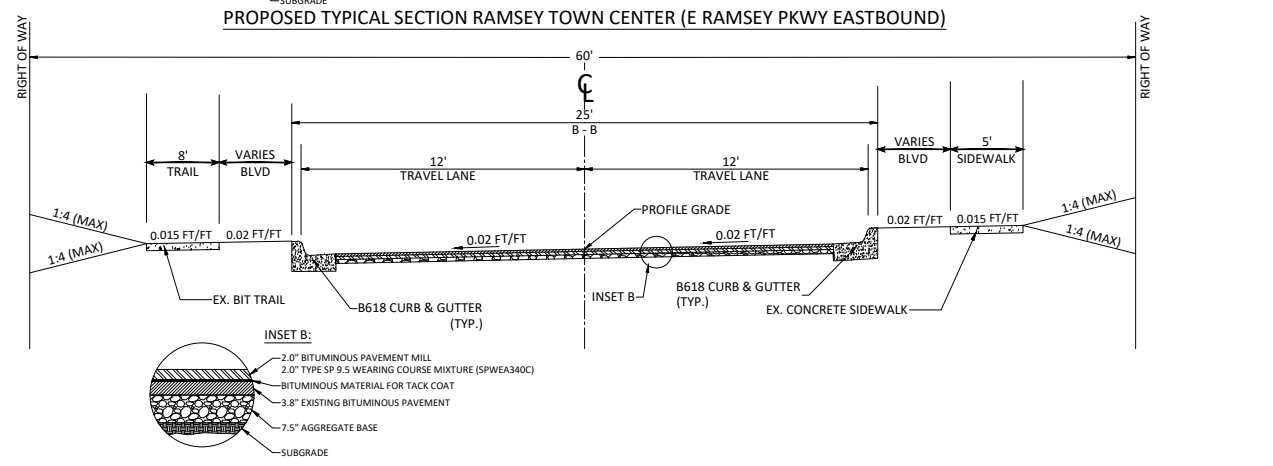
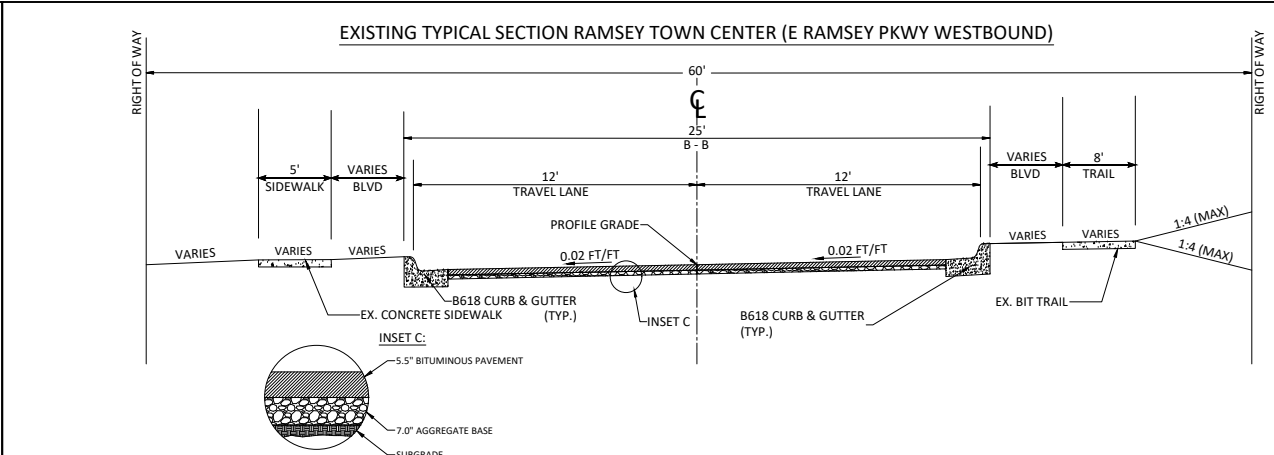
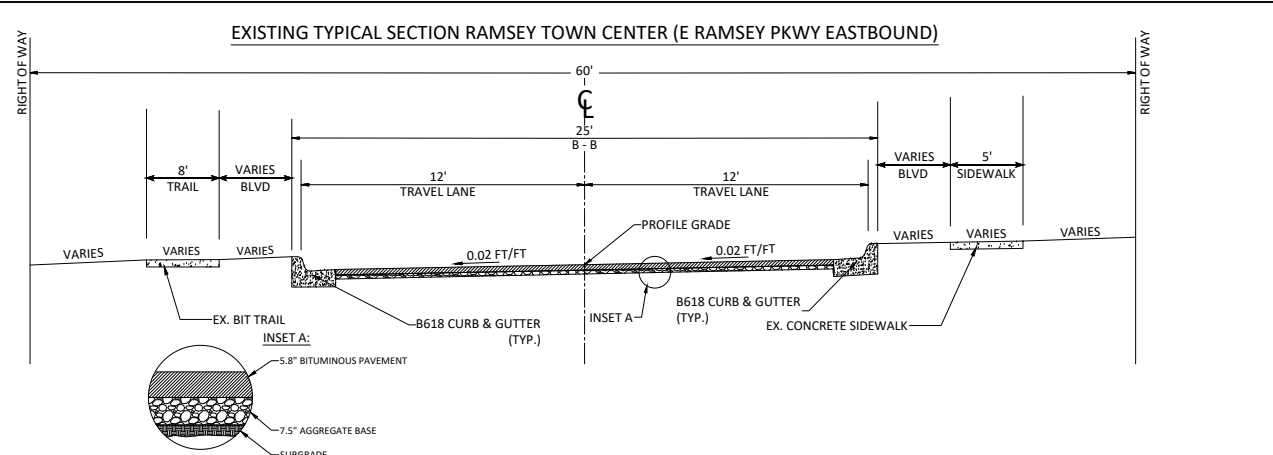
DESIGNED BY:	LWC	DATE:	05/05/25
DRAWN BY:	LWC	FILE:	25-07
CHECKED BY:	JJF		



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STATEMENT OF ESTIMATED QUANTITIES

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



NOT TO SCALE

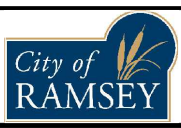
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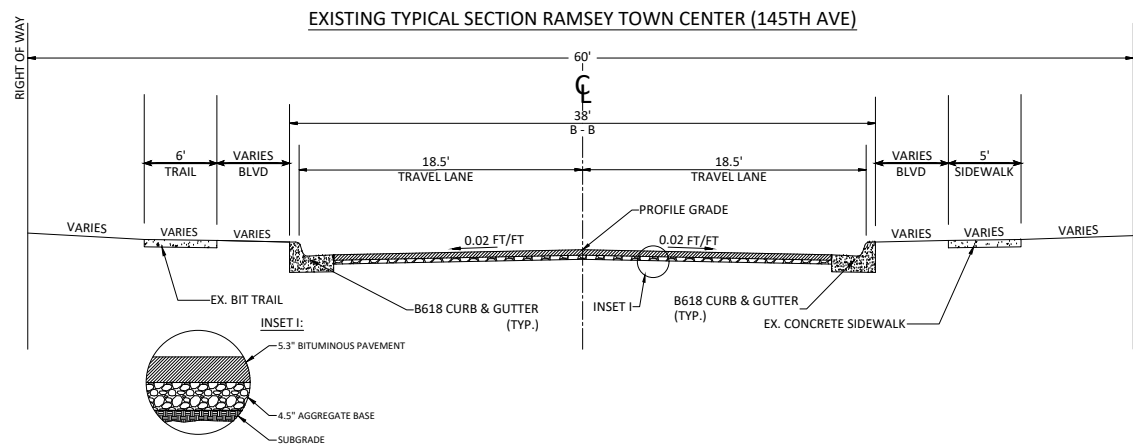


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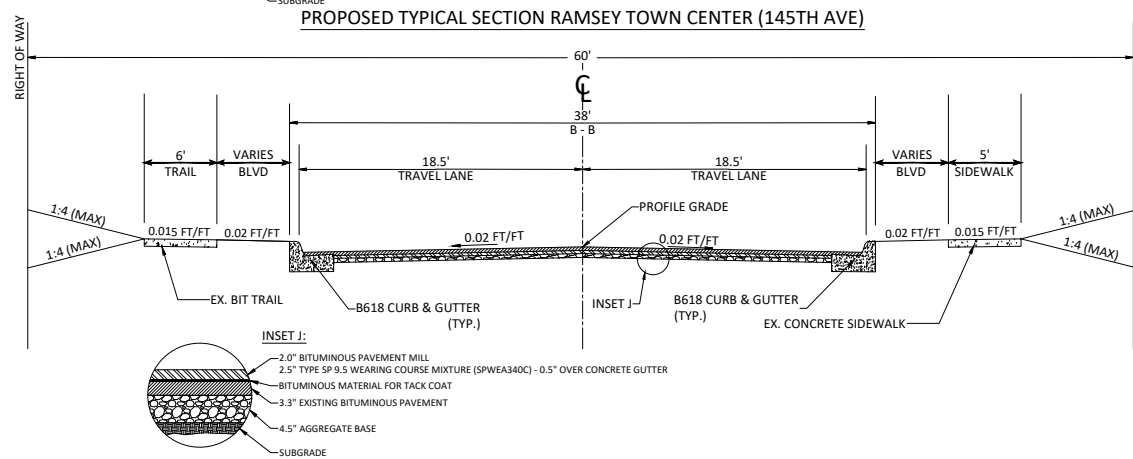
TYPICAL SECTIONS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA

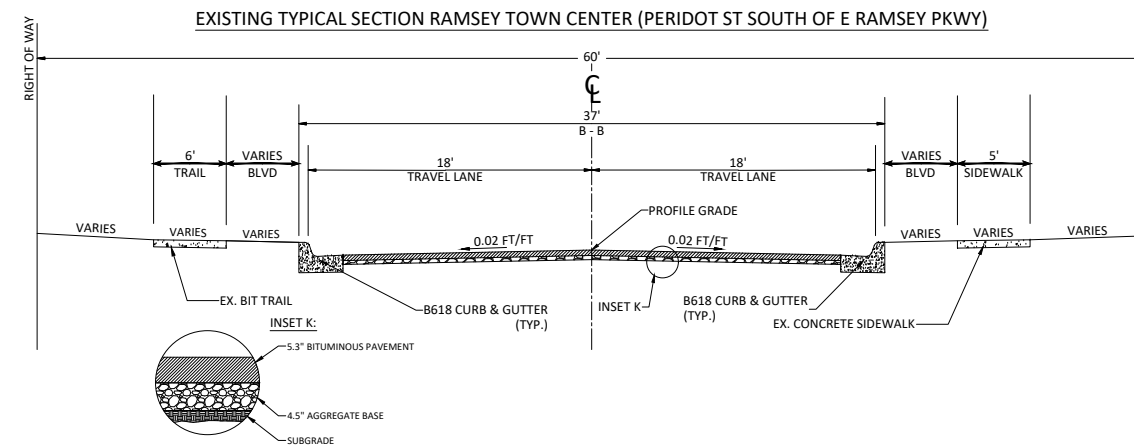
EXISTING TYPICAL SECTION RAMSEY TOWN CENTER (145TH AVE)



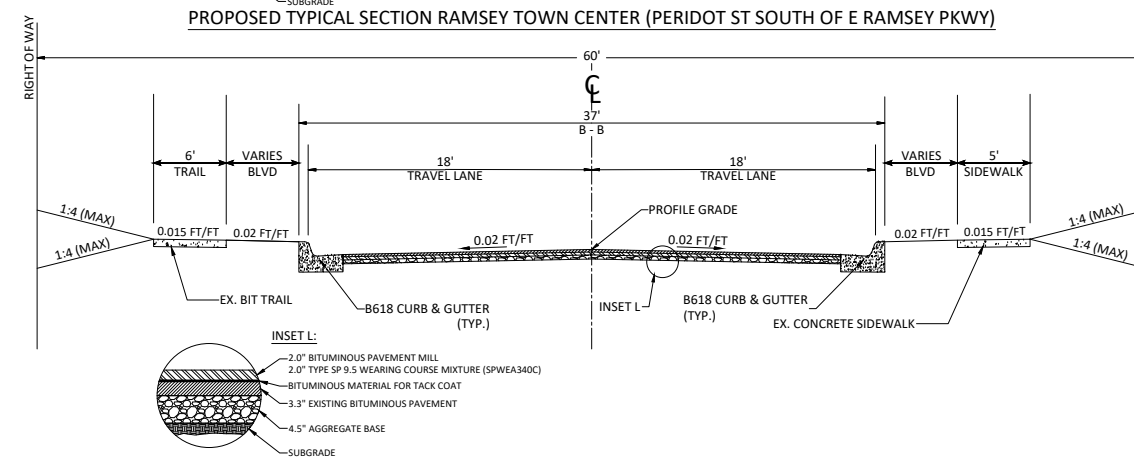
PROPOSED TYPICAL SECTION RAMSEY TOWN CENTER (145TH AVE)



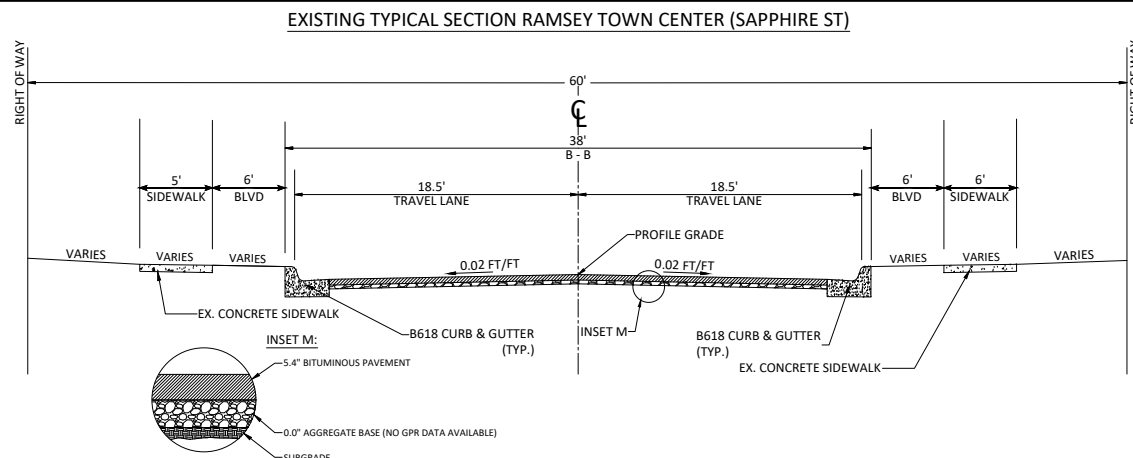
EXISTING TYPICAL SECTION RAMSEY TOWN CENTER (PERIDOT ST SOUTH OF E RAMSEY PKWY)



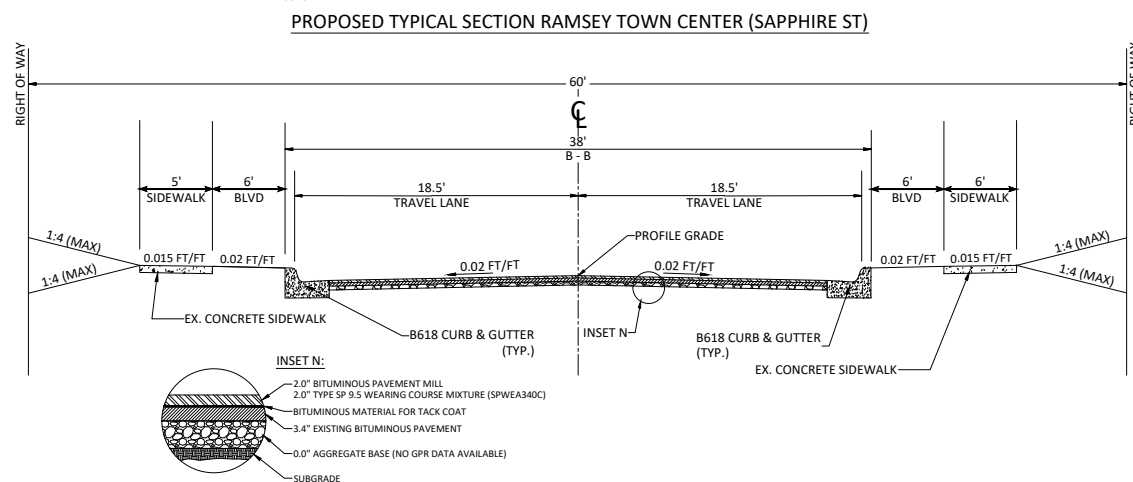
PROPOSED TYPICAL SECTION RAMSEY TOWN CENTER (PERIDOT ST SOUTH OF E RAMSEY PKWY)



EXISTING TYPICAL SECTION RAMSEY TOWN CENTER (SAPPHIRE ST)



PROPOSED TYPICAL SECTION RAMSEY TOWN CENTER (SAPPHIRE ST)



NOT TO SCALE

DATE	REVISION

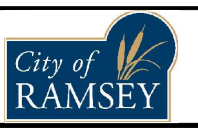
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Joe Feriancek

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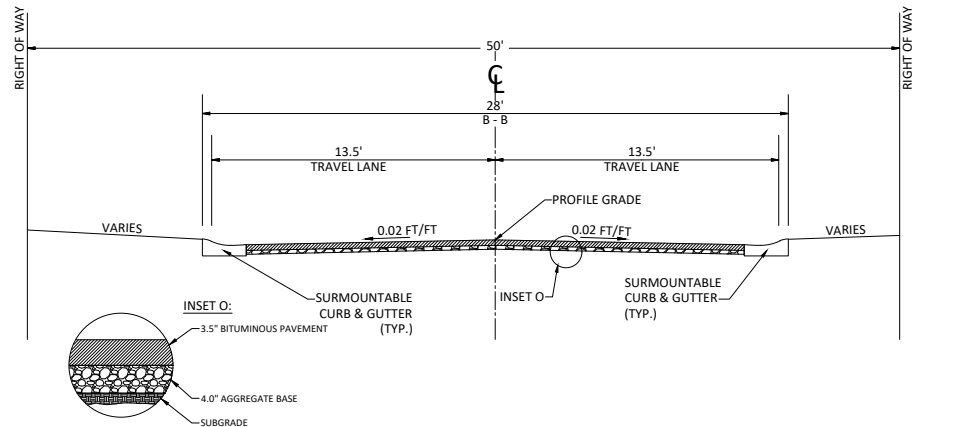


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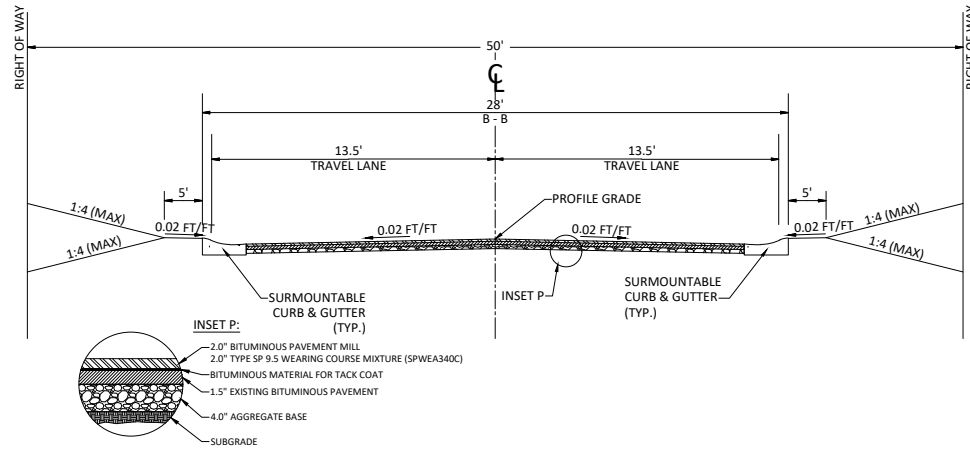
TYPICAL SECTIONS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA

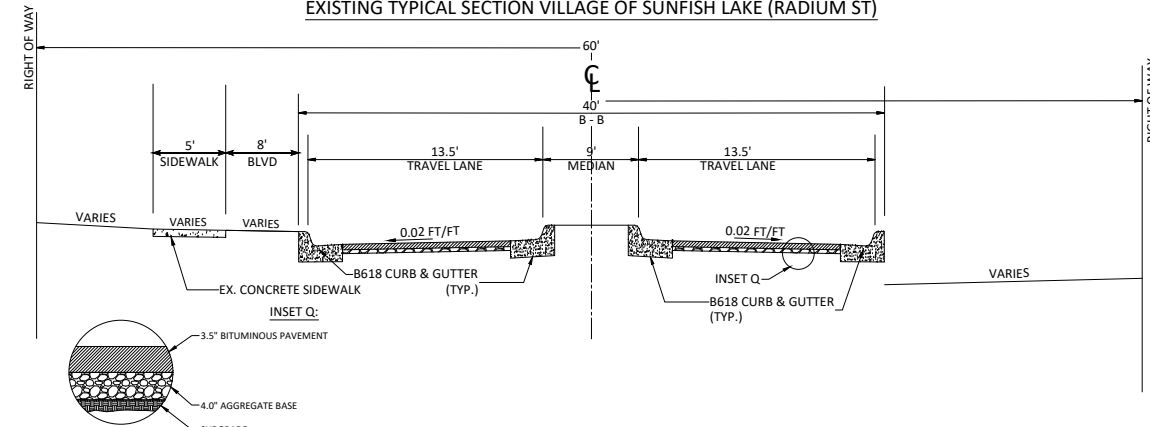
EXISTING TYPICAL SECTION VILLAGE OF SUNFISH LAKE (146TH LN, 146TH AVE, SODIUM ST, TUNGSTEN WAY)



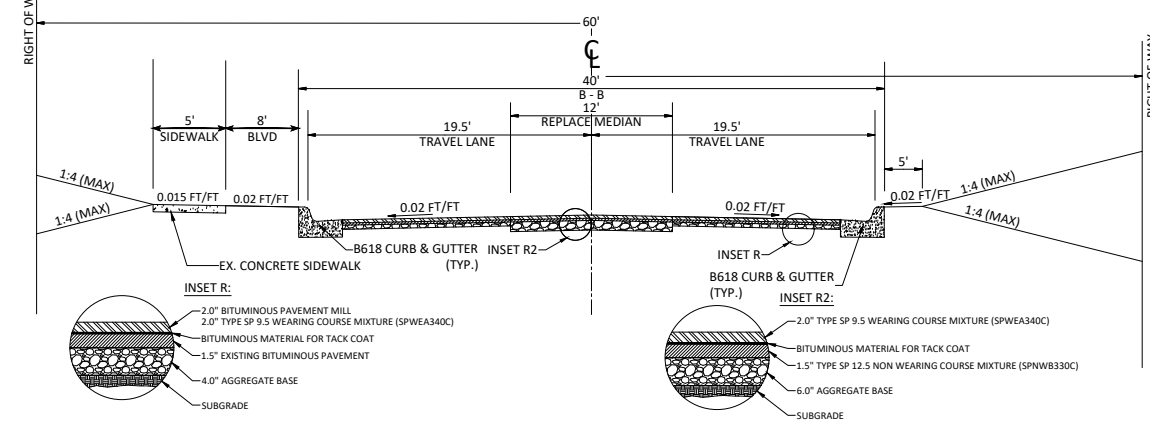
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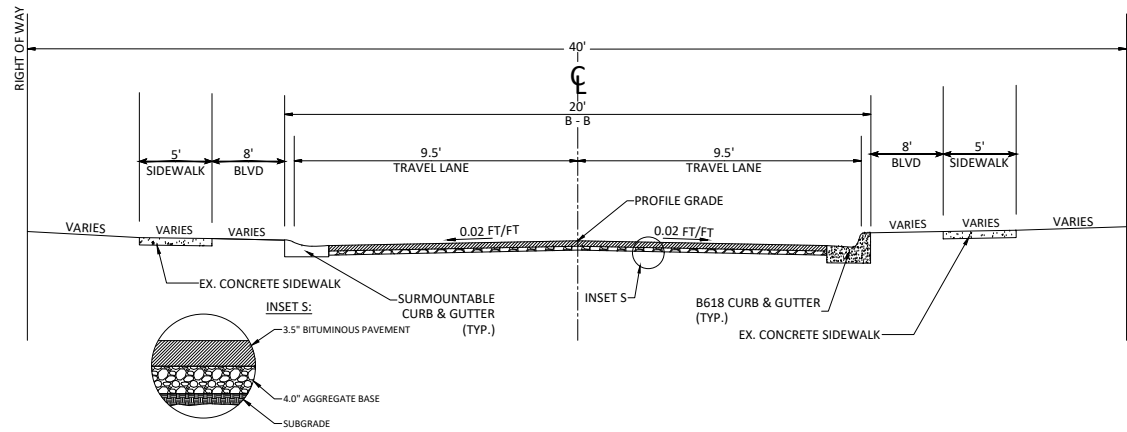
EXISTING TYPICAL SECTION VILLAGE OF SUNFISH LAKE (RADIUM ST)



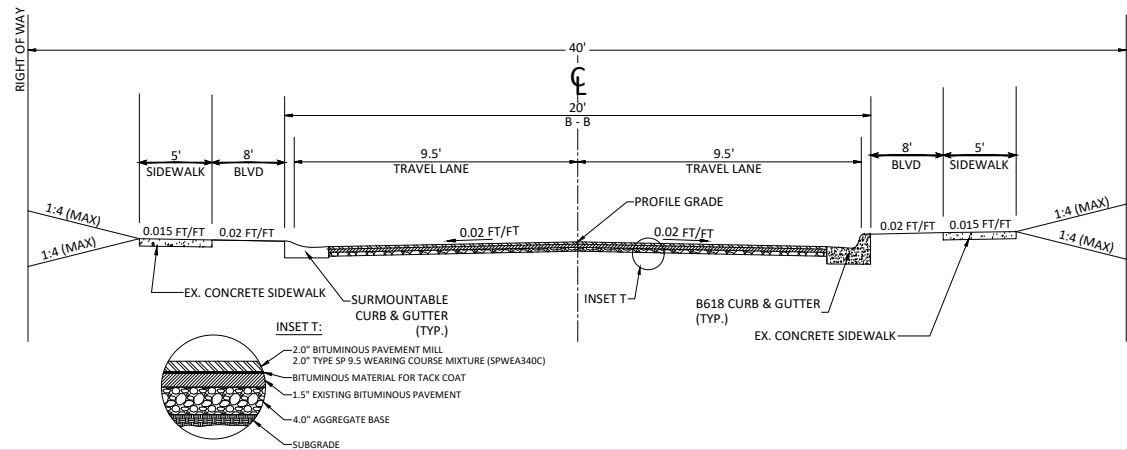
PROPOSED TYPICAL SECTION VILLAGE OF SUNFISH LAKE (RADIUM ST)



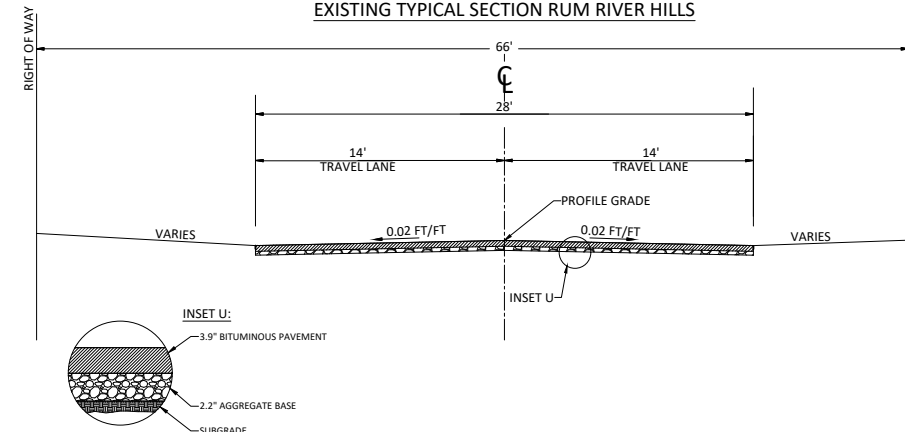
EXISTING TYPICAL SECTION VILLAGE OF SUNFISH LAKE (146TH LN AROUND PARK)



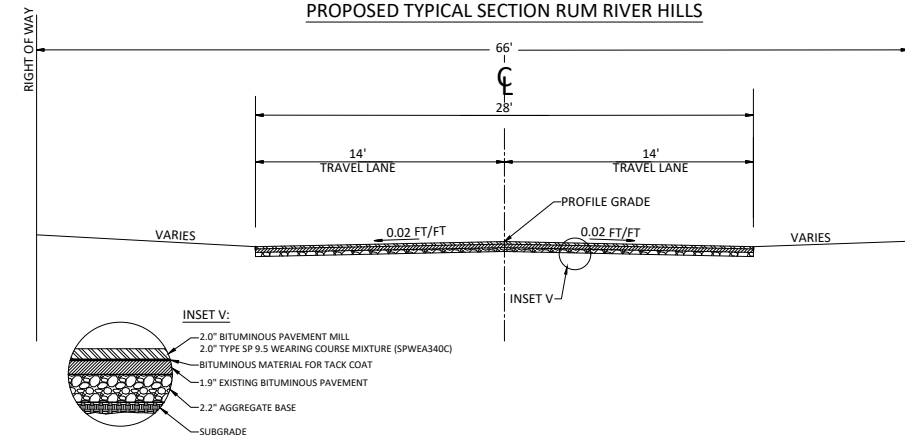
PROPOSED TYPICAL SECTION VILLAGE OF SUNFISH LAKE (146TH LN AROUND PARK)



EXISTING TYPICAL SECTION RUM RIVER HILLS



PROPOSED TYPICAL SECTION RUM RIVER HILLS



NOT TO SCALE

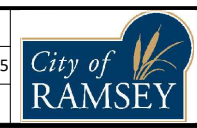
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TYPICAL SECTIONS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA

INLET PROTECTION - WIMCO OR EQUAL
N.T.S.

NOTE:
THIS INLET PROTECTION SHALL BE USED IMMEDIATELY FOLLOWING CURB & GUTTER CONSTRUCTION. INLET PROTECTION SHALL REMAIN INSTALLED AND MAINTAINED UNTIL ALL HOME CONSTRUCTION IS COMPLETE.

APPROVED: 1 - 2016

City of RAMSEY

STANDARD DETAILS:
INLET PROTECTION
CITY PLATE No. ERO-2

NOTE:
1. MINIMUM CONSTRUCTION ENTRANCE WIDTH EQUAL TO PROPOSED ROADWAY WIDTH.
2. WIDTH OF RADIUS AS REQUIRED TO ENSURE VEHICLES DO NOT TRACK ONTO PUBLIC ROAD.
3. MAINTENANCE AS REQUIRED TO PREVENT TRACKING ONTO PUBLIC ROADS. THIS MAY REQUIRE TOP DRESSING WITH ADDITIONAL ROCK OR REMOVAL AND REINSTALLATION OF THE ENTRANCE AS NEEDED.

APPROVED: 1 - 2016

City of RAMSEY

STANDARD DETAILS:
ROCK CONSTRUCTION ENTRANCE
CITY PLATE No. ERO-5

Notes:
1. INSTALLATION OF 4" OF TOPSOIL REQUIRED ACROSS ALL DISTURBED AREAS.
2. TOPSOIL IS DEFINED AS BLACK DIRT COMPOSED OF UNCONSOLIDATED MATERIAL, LARGELY UNDECOMPOSED ORGANIC MATTER WHICH IS SUITABLE FOUNDATION FOR VEGETATIVE GROWTH.
3. THE COMPOSITION OF TOPSOIL SHOULD CONTAIN NO MORE THAN THIRTY-FIVE PERCENT (35%) SAND CONTENT.

APPROVED: 7 - 2019

City of RAMSEY

STANDARD DETAILS:
TOPSOIL REQUIREMENTS
CITY PLATE No. ERO-6

NOTE: SURMOUNTABLE CURB & GUTTER
1. CATCH BASIN CASTING SHALL BE NEENAH R-3501TB (BICYCLE SAFE) OR APPROVED EQUAL.
2. FOR CATCH BASINS ADJACENT TO RADIUS, USE NEENAH R-3246AL OR APPROVED EQUAL.

NOTE: 618 CURB & GUTTER
1. CATCH BASIN CASTING SHALL BE NEENAH R-3246AL (BICYCLE SAFE) OR APPROVED EQUAL.

APPROVED: 4 - 2024

City of RAMSEY

STANDARD DETAILS:
STORMWATER CASTING
CITY PLATE No. STO-4

Ø MH	"X"
48"	0.73
54"	0.98
60"	1.23
66"	1.48
72"	1.73
78"	1.98
84"	2.23
90"	2.48
96"	2.73
102"	2.98
108"	3.23
120"	3.73
132"	4.23
144"	4.73
168"	5.73

APPROVED: 4 - 2005

City of RAMSEY

STANDARD DETAILS:
SLAB TOP MANHOLE COVER
CITY PLATE No. STO-5

DRIVEWAY FOR B618

SURMOUNTABLE

DRIVEWAY FOR SURMOUNTABLE

NOTES:
1. ON WEAR COURSE MILL THE EXISTING BITUMINOUS 1.5" BY 24" IN FRONT OF THE REPLACEMENT CURB. (INCIDENTAL TO CURB REPLACEMENT)
2. ON BASE COURSE SAW CUT AND REMOVE EXISTING BITUMINOUS 18" IN FRONT OF THE REPLACEMENT CURB. (INCIDENTAL TO CURB REPLACEMENT)

APPROVED: 10 - 2024

City of RAMSEY

STANDARD DETAILS:
CURB AND GUTTER
CITY PLATE No. STR-1

PLAN

SECTION A-A

NOTES:
1. WITH REMOVAL OF EXISTING CURB AT A STREET, MILL BITUMINOUS TO A DEPTH OF 1.5" AND A WIDTH OF 18" IN EXISTING STREET.
2. TO BE USED WHENEVER CROSS DRAINAGE IS < 2%.
3. CONCRETE CURB AND GUTTER SHALL BE CAST INTEGRAL WITH CONCRETE CROSS GUTTER AREA.
4. CONCRETE CURB AND GUTTER SHALL BE PAID SEPARATELY FROM CONCRETE CROSS GUTTER AREA.

APPROVED: 3 - 2017

City of RAMSEY

STANDARD DETAILS:
CROSS GUTTER
CITY PLATE No. STR-2

PLAN

SECTION A-A

NOTES:
① BROOM FINISH CONCRETE WALK SURFACE
② MAXIMUM 100 FOOT SPACING BETWEEN EXPANSION JOINTS
③ 1/2" EXPANSION JOINT MEETING MNDOT SPEC 3702. PROVIDE ONE PIECE OF FILLER FOR THE ENTIRE DEPTH AND WIDTH OF THE JOINT

APPROVED: 10 - 2015

City of RAMSEY

STANDARD DETAILS:
CONCRETE SIDEWALK
CITY PLATE No. STR-3

NOTES:
1. BITUMINOUS SHALL BE SAWCUT AND REMOVED AFTER CURB IS REPLACED.
2. CLASS 5 AND BITUMINOUS COURSES SHALL BE MECHANICALLY COMPACTED.
3. SEE CITY PLATE STR-26 FOR MODIFIED CLASS 5 SPECIFICATIONS.

APPROVED: 3 - 2022

City of RAMSEY

STANDARD DETAILS:
STREET PATCHING STANDARDS
CITY PLATE No. STR-25

TABLE A
MODIFIED CLASS 5
SPECIFICATIONS

% PASSING

1"	100
3/4"	90 - 100
3/8"	50 - 80
No.4	35 - 70
No.10	20 - 60
No.40	10 - 35
No.200	5 - 10

NOTES:
1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED: 2 - 2003

City of RAMSEY

STANDARD DETAILS:
MODIFIED CLASS 5 SPECIFICATIONS
CITY PLATE No. STR-26

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.

Joe Feriancek
JOE FERIANCEK
Date 05/05/25 Lic. No. 57095

DESIGNED BY: LWC
DRAWN BY: LWC
CHECKED BY: JIF

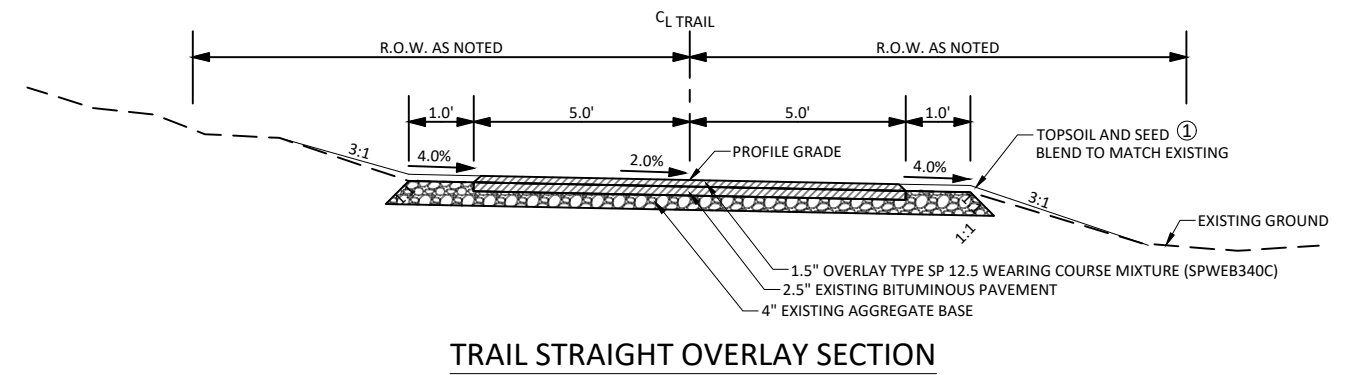
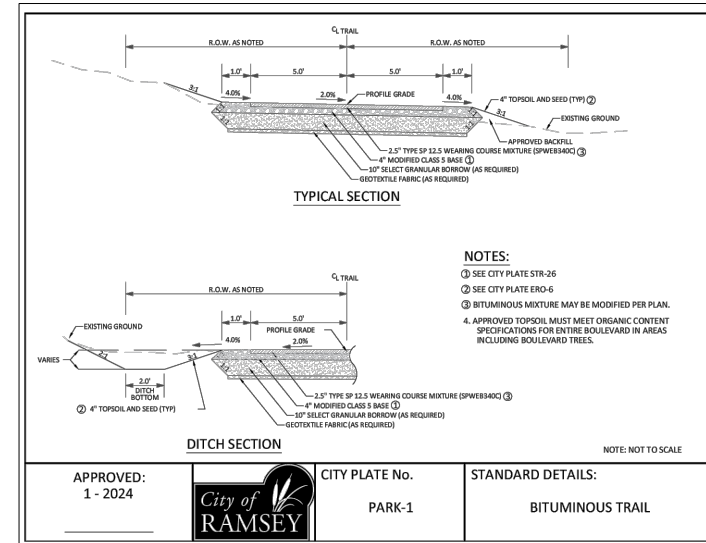
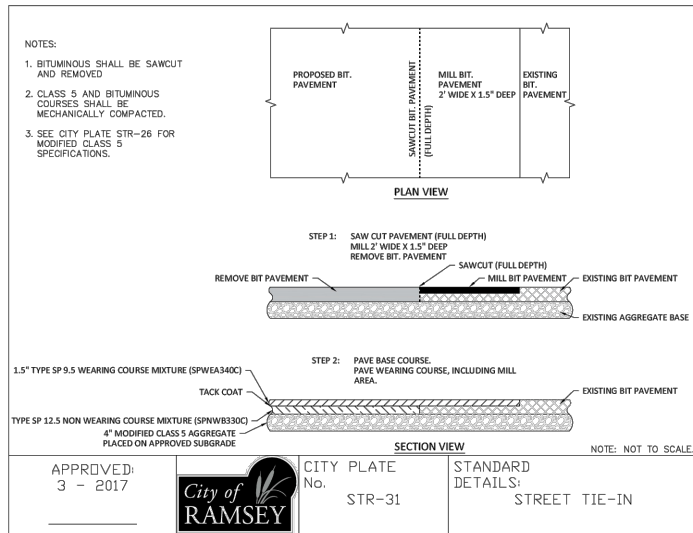
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FILE: 25-07

City of RAMSEY

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

CITY DETAILS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



NOTES:

- ① SEE CITY PLATE ERO-6
2. APPROVED TOPSOIL MUST MEET ORGANIC CONTENT SPECIFICATIONS FOR ENTIRE BOULEVARD IN AREAS INCLUDING BOULEVARD TREES.
3. 7' TAPERED MILL REQUIRED AT CONCRETE MATCH POINTS SEE PLAN SHEETS FOR LOCATIONS.

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

Joe Feriancek
 JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

DESIGNED BY:	LWC
DRAWN BY:	LWC
CHECKED BY:	JJF

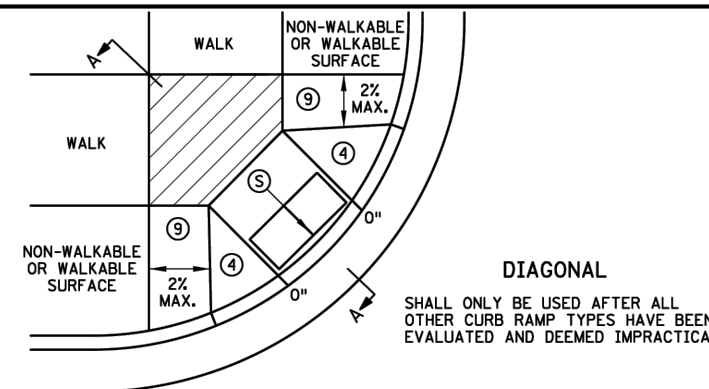
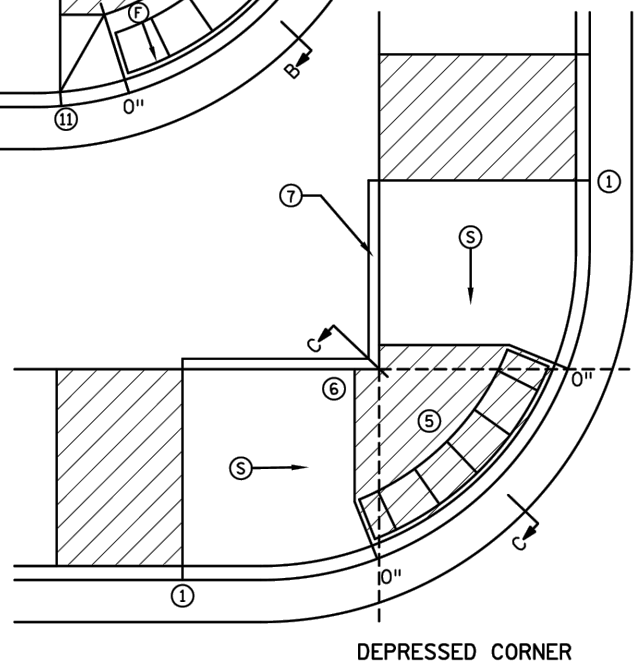
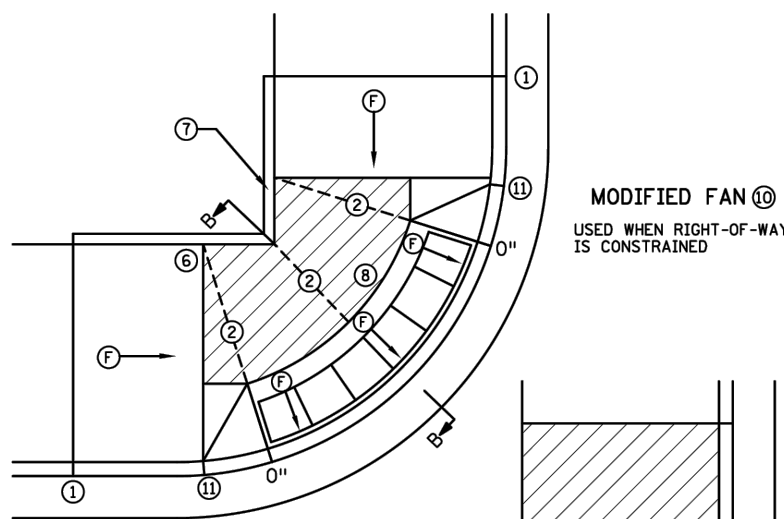
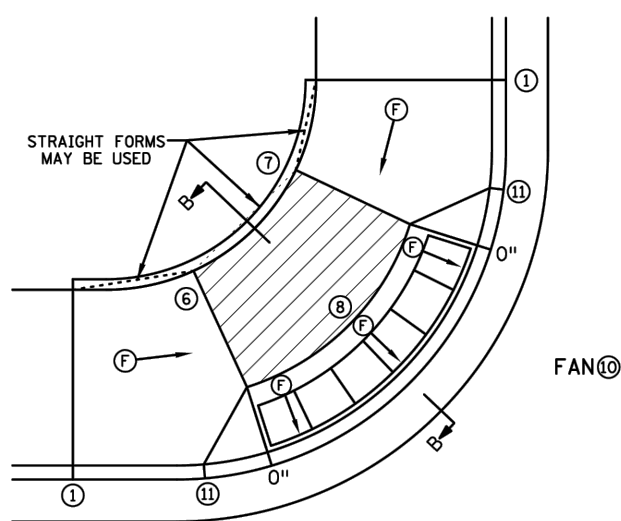
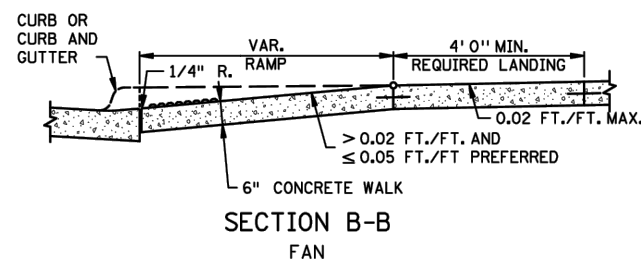
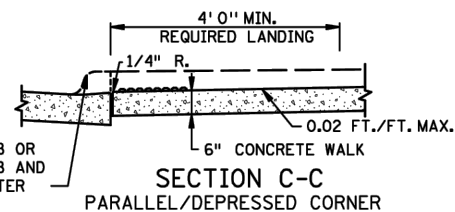
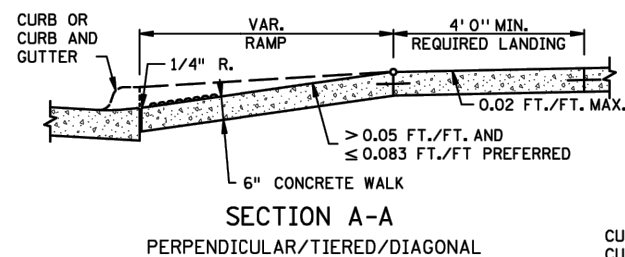
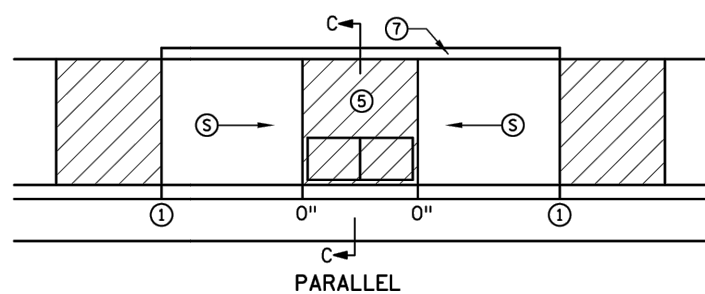
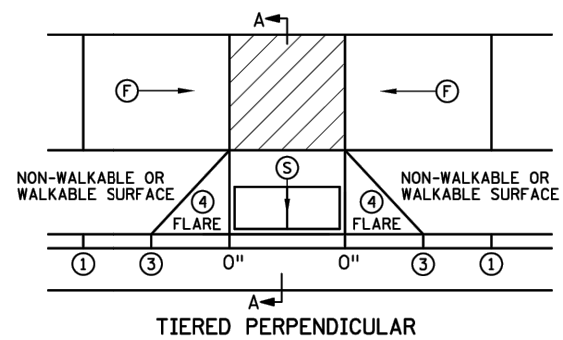
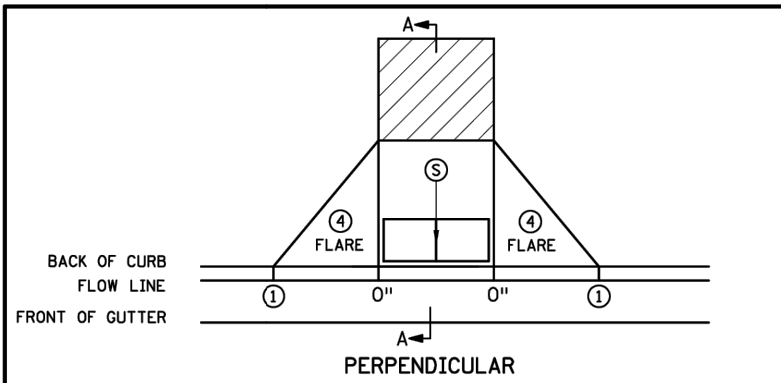
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 FILE: 25-07

City of RAMSEY

CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

CITY DETAILS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



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	
(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%.
(Hatched Area)	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.
(X)	CURB HEIGHT

REVISION:
 APPROVED: 11-04-2021
 Jeff J. Perkins
 OPERATIONS DIVISION

m MINNESOTA DEPARTMENT OF TRANSPORTATION
 STANDARD PLAN 5-297.250 1 OF 6
 APPROVED: 11-04-2021
 THOMAS STUBRICKI
 STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
 STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

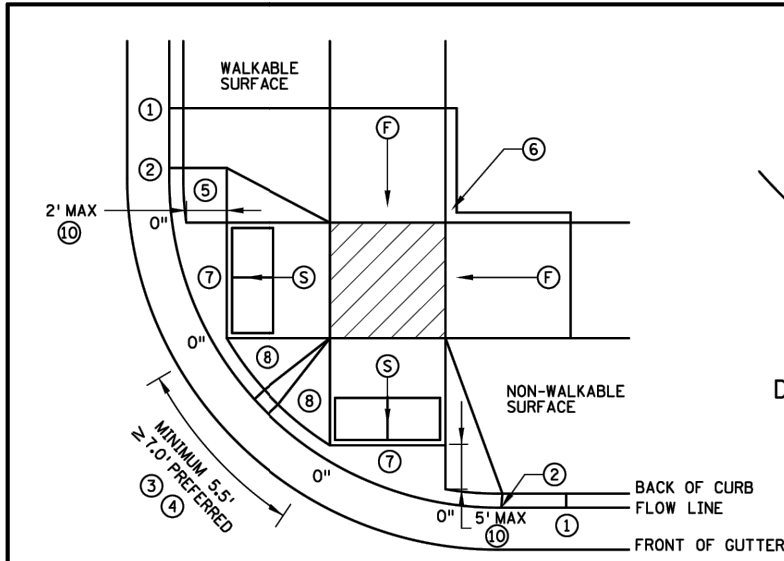
DATE	REVISION

DESIGNED BY: ---	DATE: ---
DRAWN BY: ---	FILE: 25-07
CHECKED BY: ---	

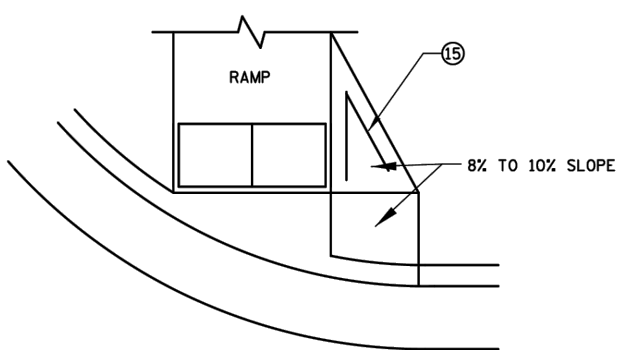
CITY OF RAMSEY
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MNDOT PEDESTRIAN RAMP DETAILS

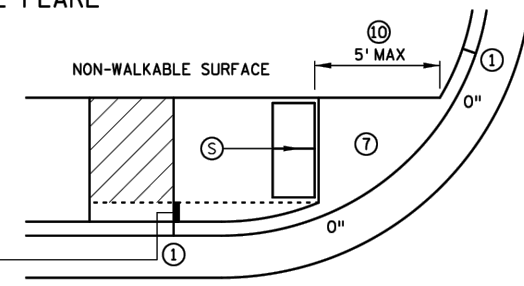
2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



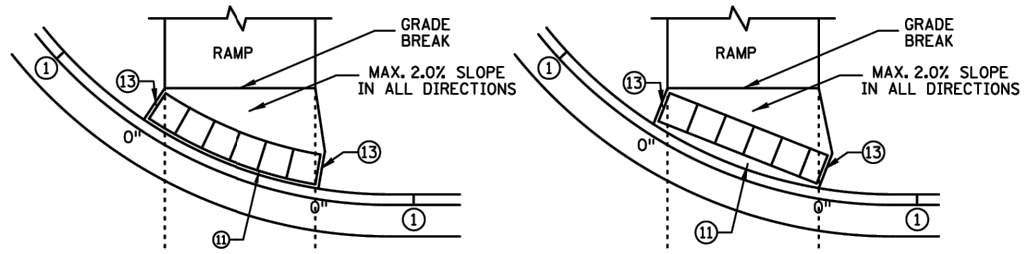
COMBINED DIRECTIONAL



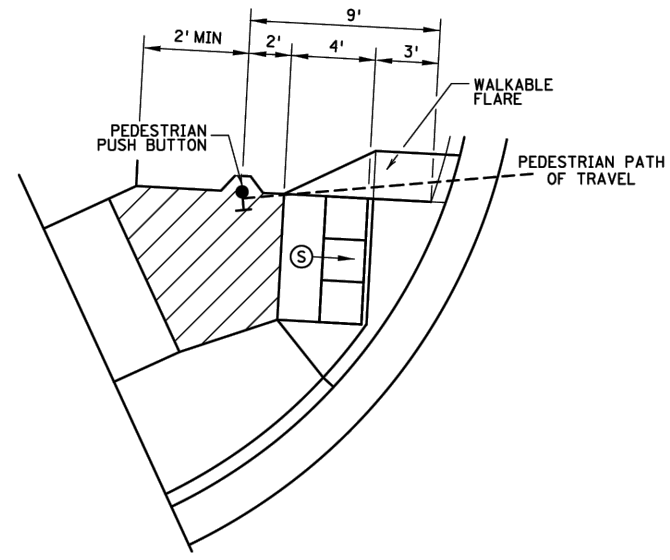
DIRECTIONAL RAMP WALKABLE FLARE



STANDARD ONE-WAY DIRECTIONAL ③

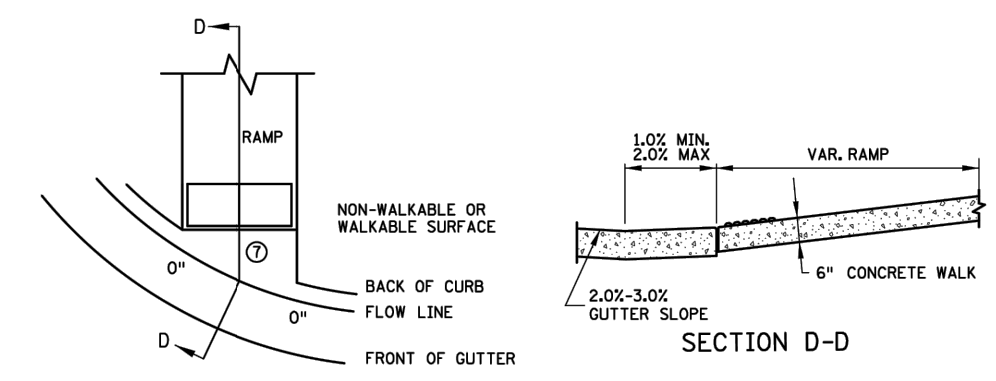


DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB



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

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%.
⑬	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

REVISION:
APPROVED: 11-04-2021
Jeffrey Perkins
JEFFREY PERKINS
OPERATIONS DIVISION

m MINNESOTA
DEPARTMENT OF TRANSPORTATION
STANDARD PLAN 5-297.250 2 OF 6
APPROVED: 11-04-2021
REVISOR:
Tom Strubicki
THOMAS STRUBICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
STATE PROJ. NO. (T.H.) SHEET NO. OF SHEETS

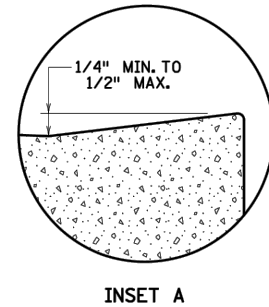
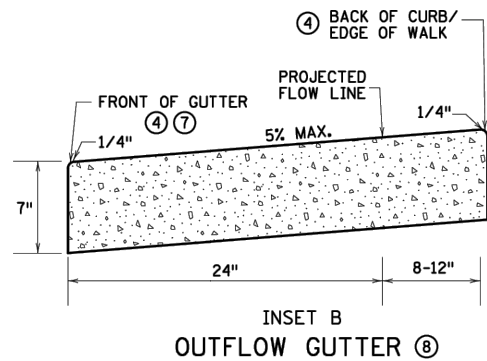
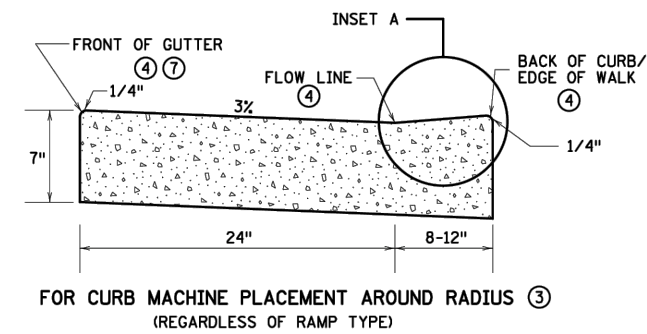
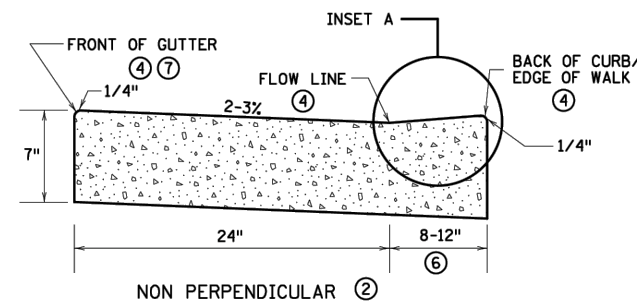
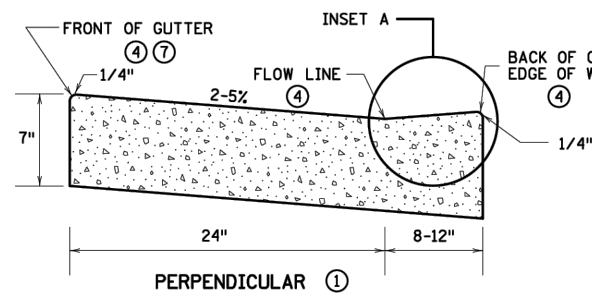
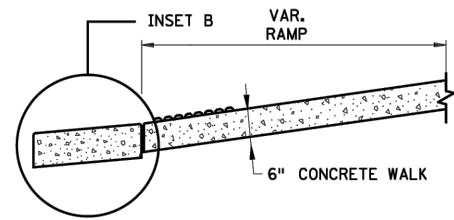
DATE	REVISION

DESIGNED BY: ---
DRAWN BY: ---
CHECKED BY: ---
DATE: 25-07

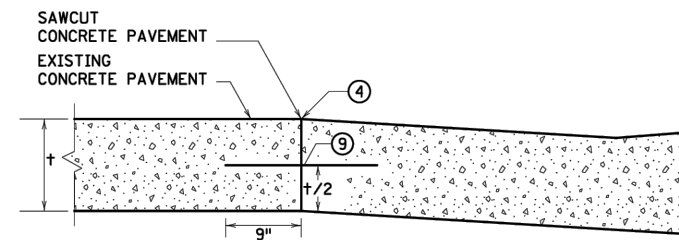
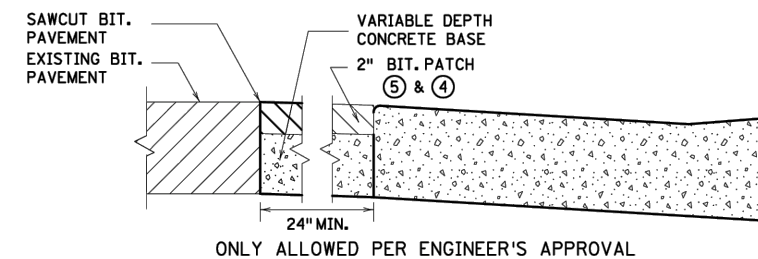
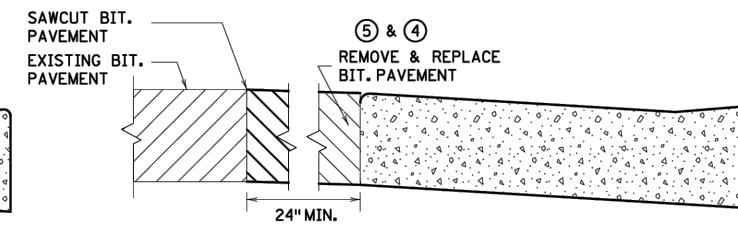
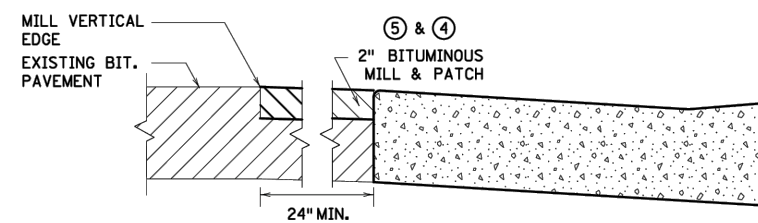
CITY OF RAMSEY
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MNDOT PEDESTRIAN RAMP DETAILS

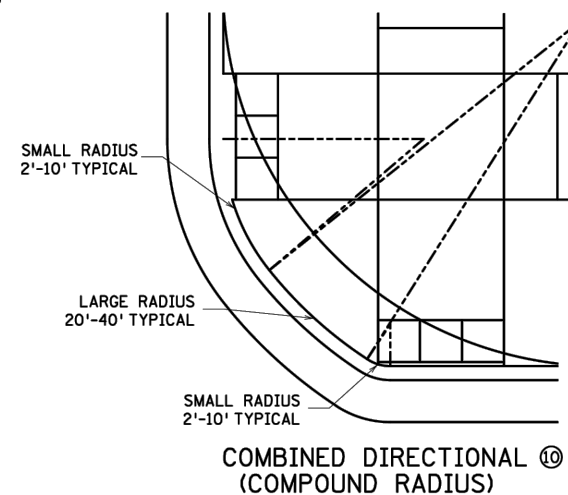
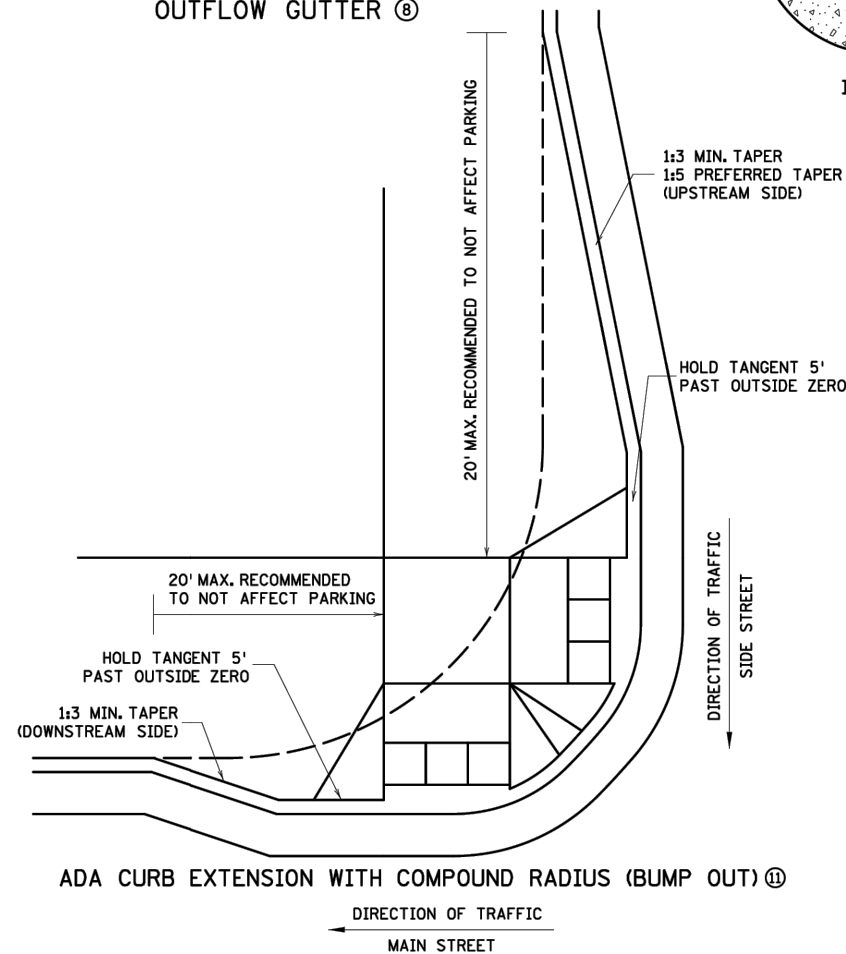
2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER FOR USE ON CURB RAMP RETROFITS



NOTES:

- POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM. NO PONDING SHALL BE PRESENT IN THE PAR.
- ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.
- ① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
- ② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
- ③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
- ④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
- ⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
- ⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
- ⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.
- ⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
- ⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
- ⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
- ⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED. PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

REVISIONS:
 APPROVED: 11-04-2021
 Jeff J. Perkins
 OPERATIONS DIVISION

MINNESOTA
 DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5-297.250 3 OF 6
 APPROVED: 11-04-2021
 THOMAS STYBRICKI
 STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
 STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

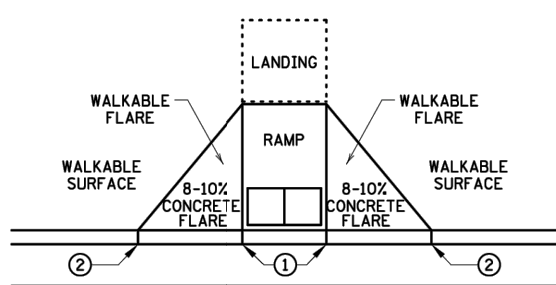
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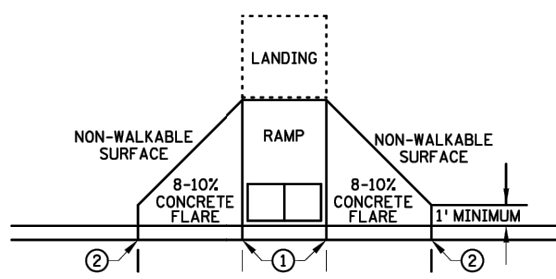
CITY OF RAMSEY
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MNDOT PEDESTRIAN RAMP DETAILS

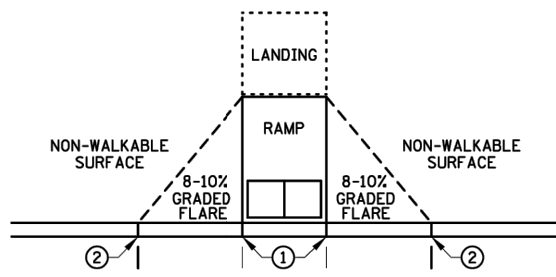
2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



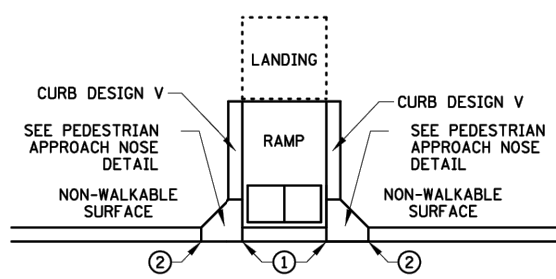
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

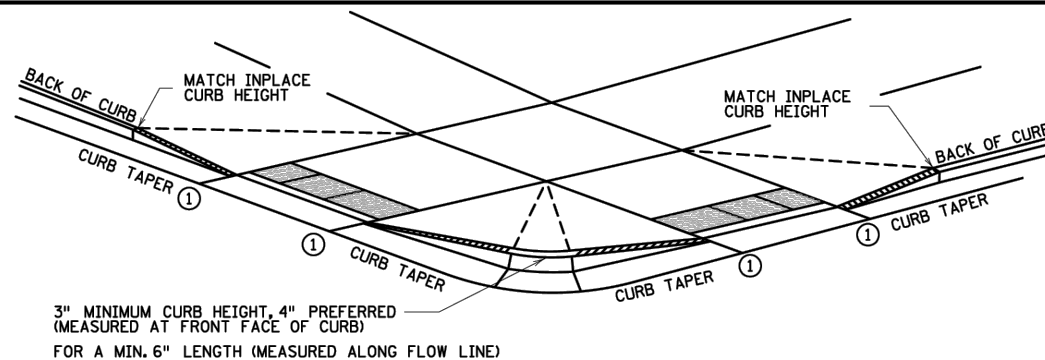


GRADED FLARES

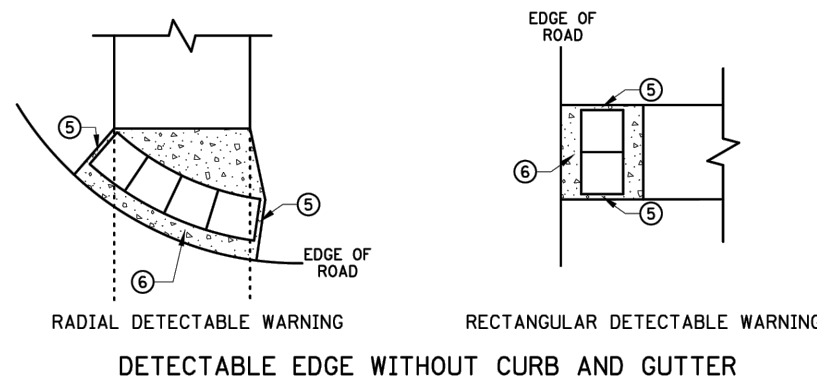


RETURNED CURB ④

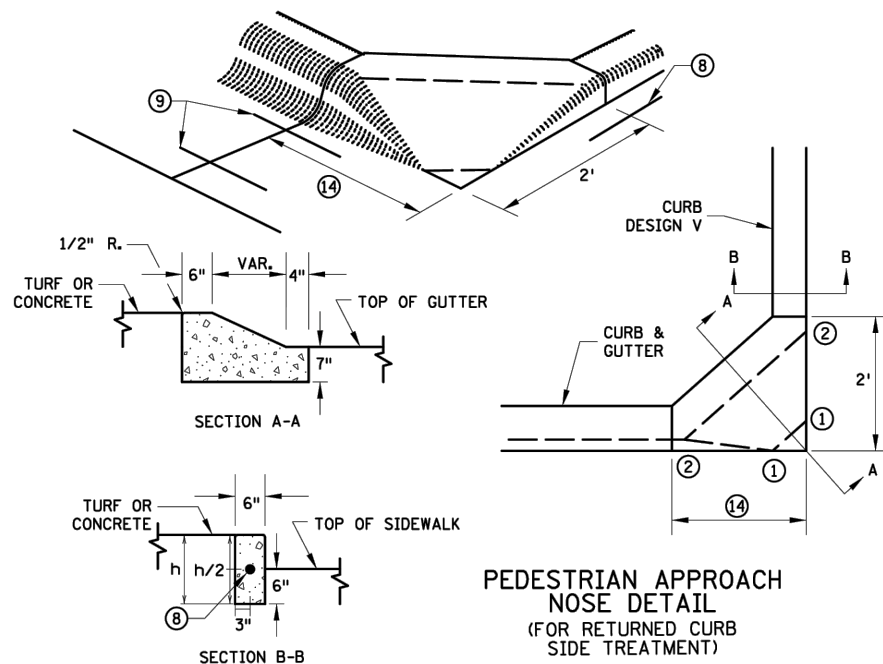
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



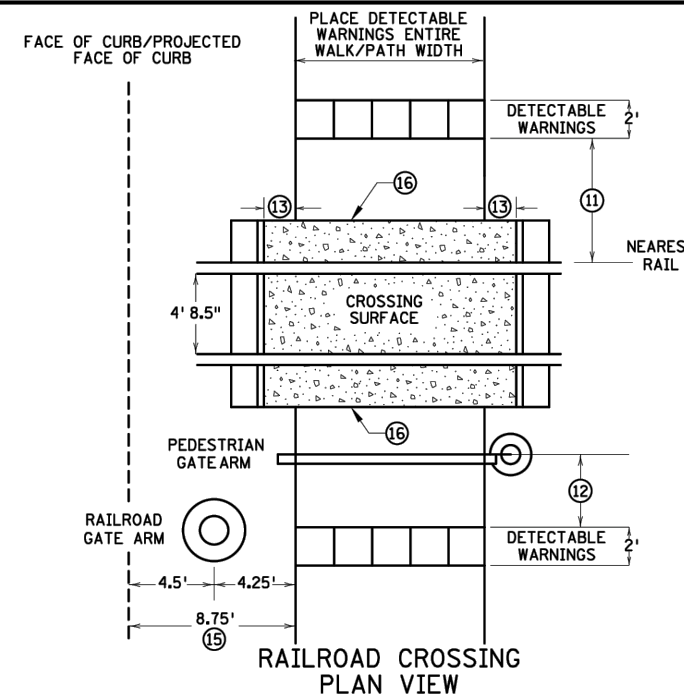
DETECTABLE EDGE WITH ⑦
CURB AND GUTTER



DETECTABLE EDGE WITHOUT CURB AND GUTTER



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.

REVISION:
 APPROVED: 11-04-2021
Jeffrey Perkins
 JEFFREY PERKINS
 OPERATIONS DIVISION

m
 MINNESOTA
 DEPARTMENT
 OF
 TRANSPORTATION

STANDARD PLAN 5-297.250 4 OF 6
 APPROVED: 11-04-2021
 REVISED:
 THOMAS STYBRICKI
 STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS
 STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

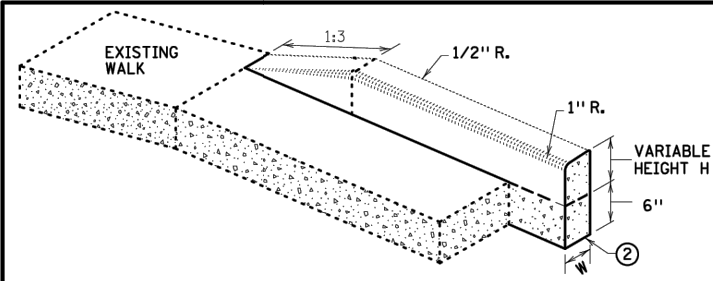
DATE	REVISION

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DRAWN BY: ---	FILE: 25-07
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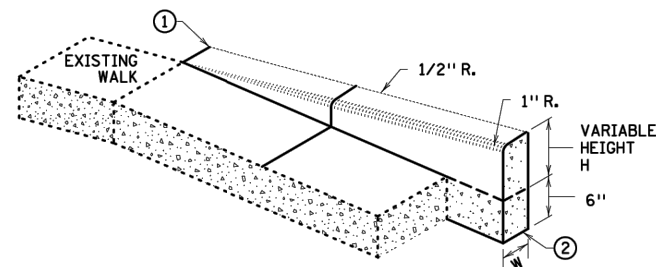
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MNDOT PEDESTRIAN RAMP DETAILS

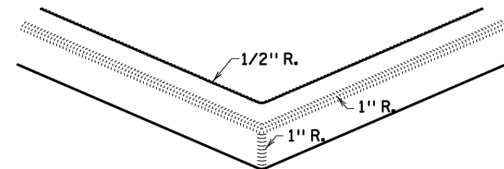
2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA
 SHEET 11 OF 32 SHEETS



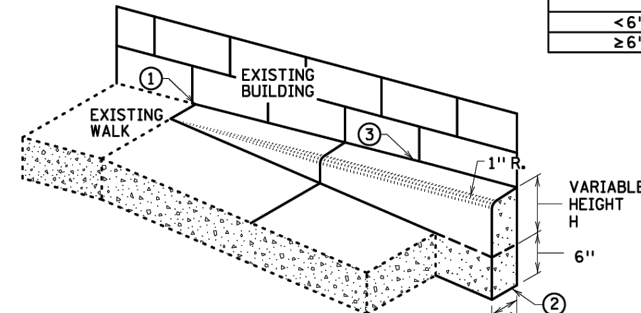
V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS



V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

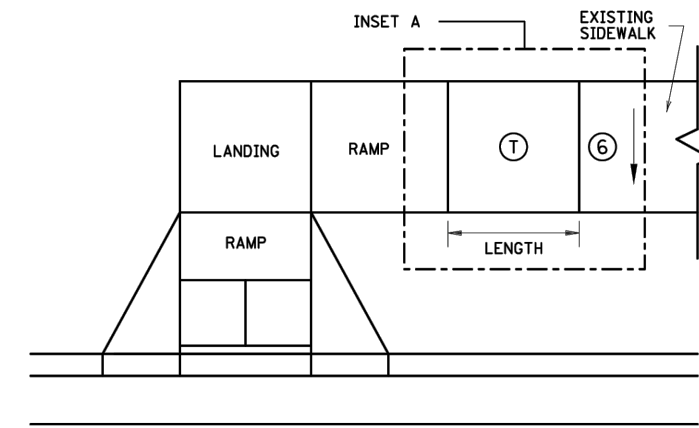


V CURB INTERSECTION

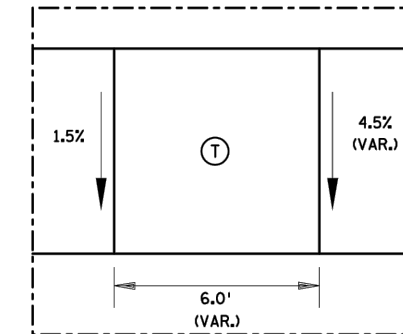


V CURB ADJACENT TO BUILDING
OR BARRIER

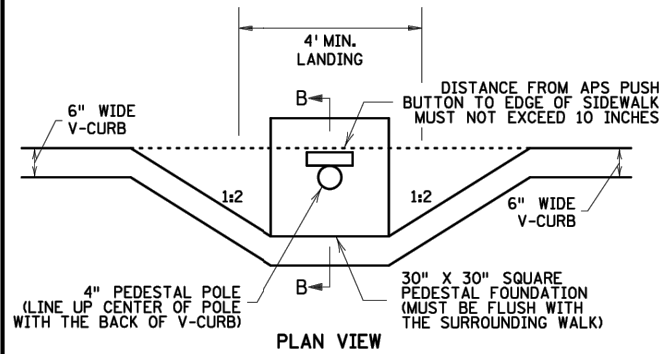
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



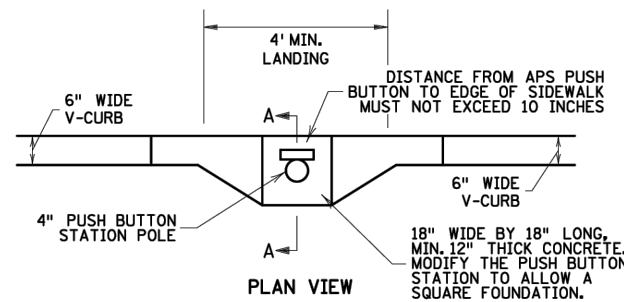
TRANSITION PANEL ④ ⑤



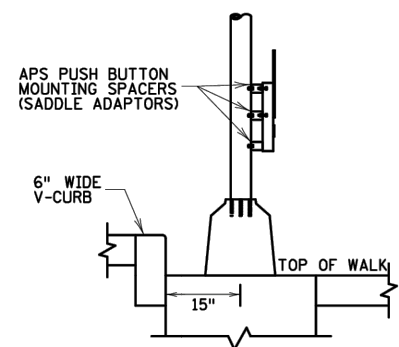
INSET A



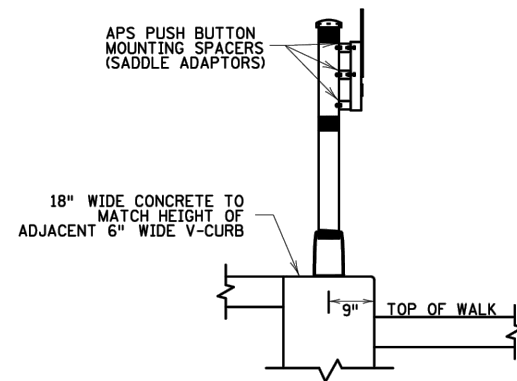
PLAN VIEW



PLAN VIEW



SECTION B-B
SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A
PUSH BUTTON STATION (V-CURB)

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 PANELS ARE TO ONLY 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%.
- ④ 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.

REVISION:
APPROVED: 11-04-2021
Jeffrey Perkins
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OPERATIONS DIVISION



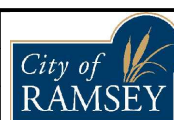
STANDARD PLAN 5-297.250 5 OF 6
APPROVED: 11-04-2021
REVISED:
THOMAS STYBRICKI
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

DATE	REVISION

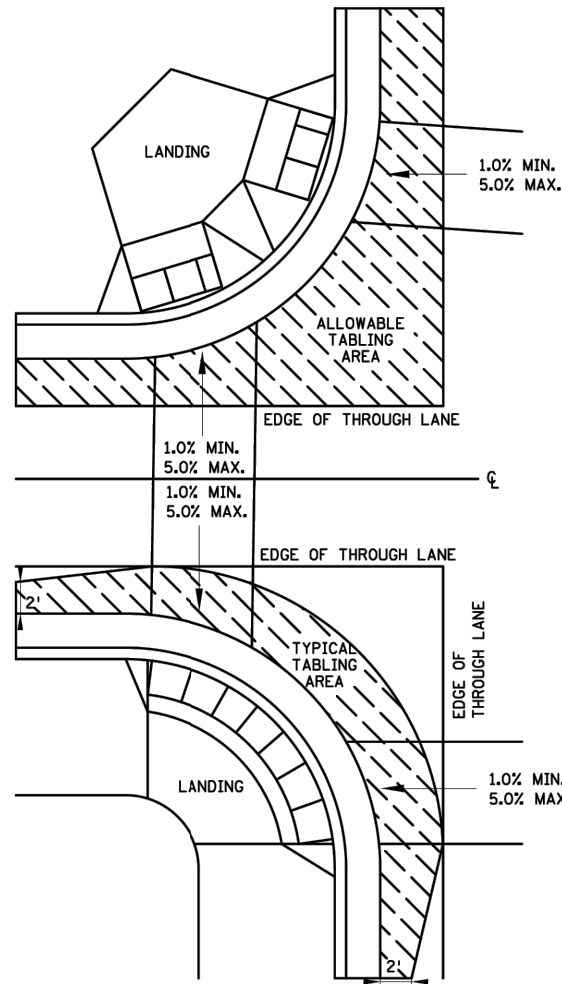
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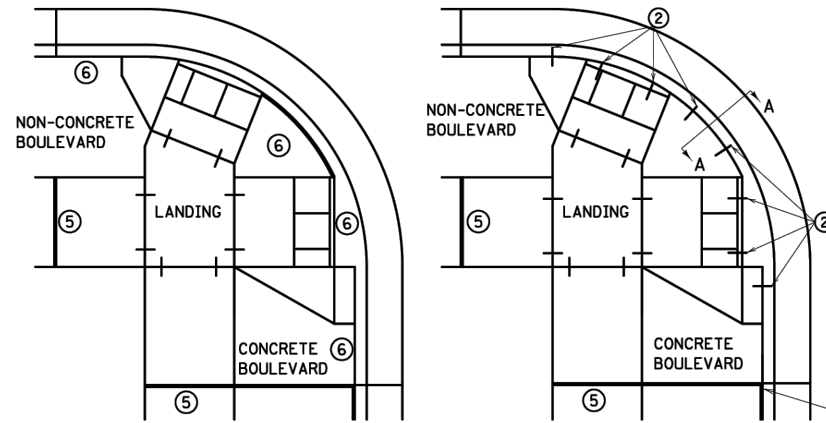
CITY OF RAMSEY
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MNDOT PEDESTRIAN RAMP DETAILS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA

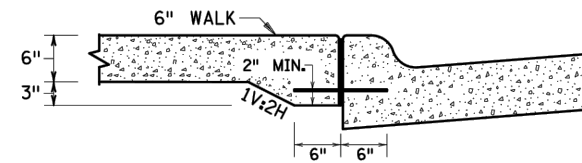


CURB LINE AND ROAD CROSSING ADJUSTMENTS

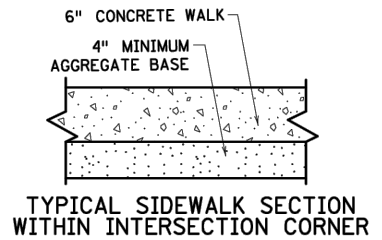


EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS

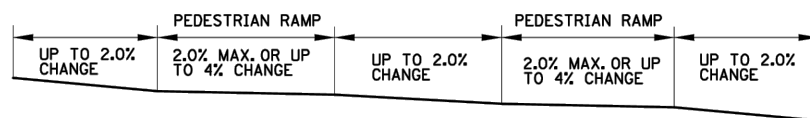
CURB LINE REINFORCEMENT PLACEMENT ON BITUMINOUS ROADWAYS



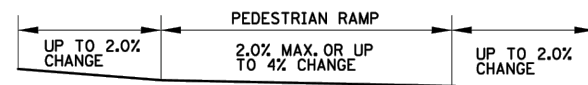
SECTION VIEW A-A THICKENED SECTION THROUGH CURB RAMP FLARES



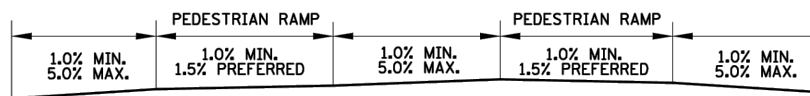
TYPICAL SIDEWALK SECTION WITHIN INTERSECTION CORNER



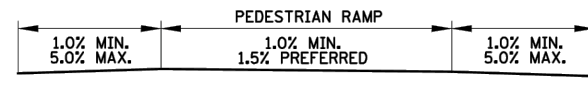
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



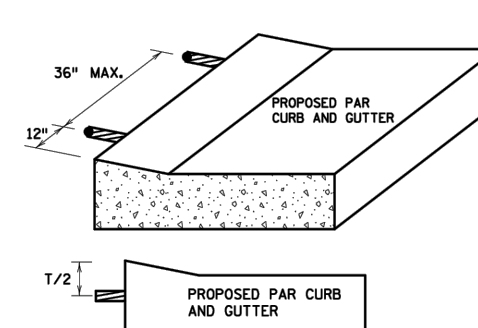
FLOW LINE PROFILE "TABLE" - FAN



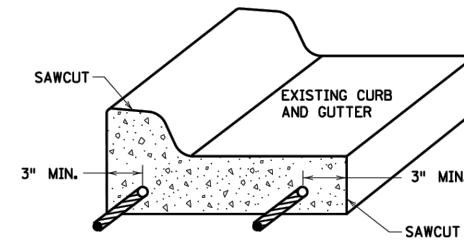
FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS



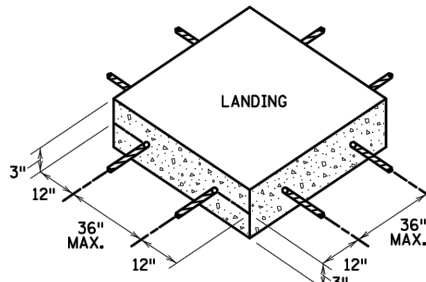
FLOW LINE PROFILE RAISE - FAN



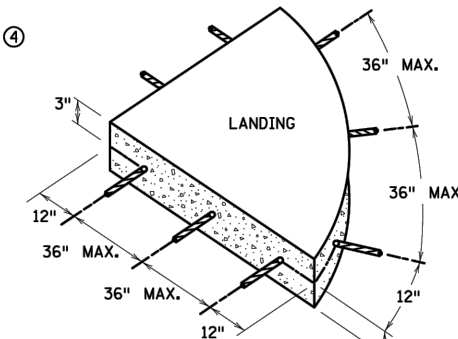
CURB RAMP REINFORCEMENT DETAILS



CURB AND GUTTER REINFORCEMENT



SEPARATE LANDING POUR REINFORCEMENT



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

NOTES:

- 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.
- 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.
- 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.
- THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.
- CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.
- USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

REVISION:
APPROVED: 11-04-2021
<i>Jeffrey Perkins</i> JEFFREY PERKINS OPERATIONS DIVISION

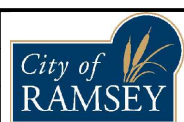


STANDARD PLAN 5-297.250	6 OF 6
APPROVED: 11-04-2021	REVISOR:
STATE PROJ. NO.	(TH) SHEET NO. OF SHEETS

PEDESTRIAN CURB RAMP DETAILS

DATE	REVISION

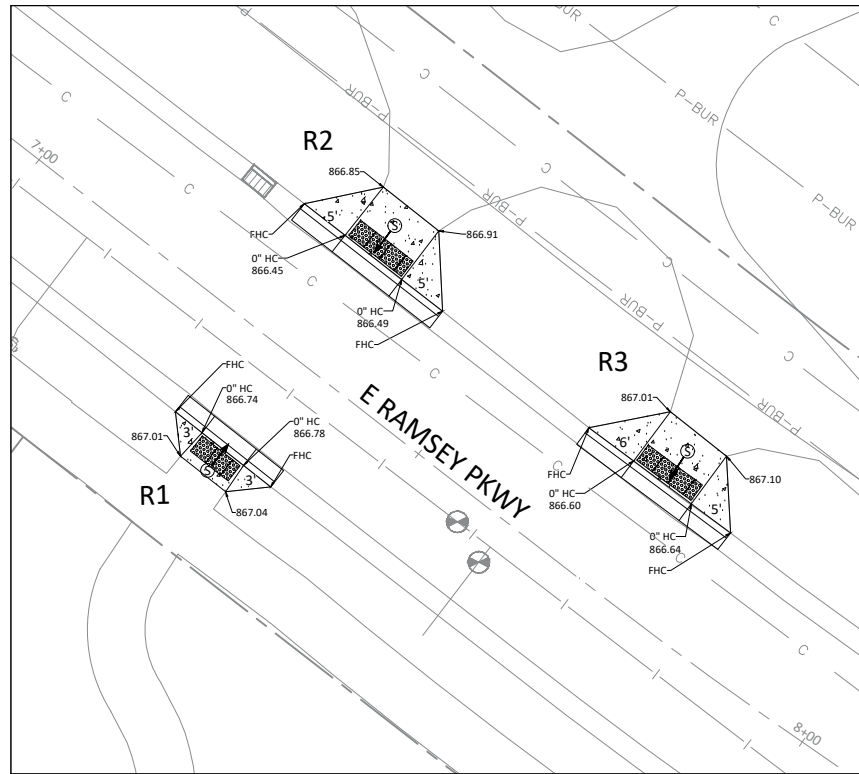
DESIGNED BY: ---	DATE: ---
DRAWN BY: ---	FILE: 25-07
CHECKED BY: ---	



CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

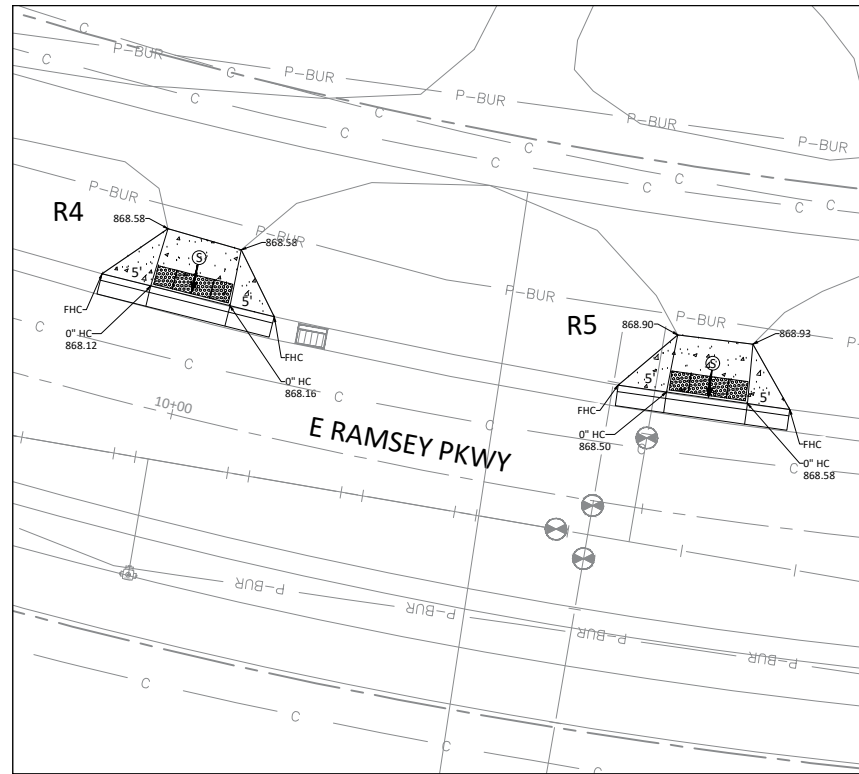
MNDOT PEDESTRIAN RAMP DETAILS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



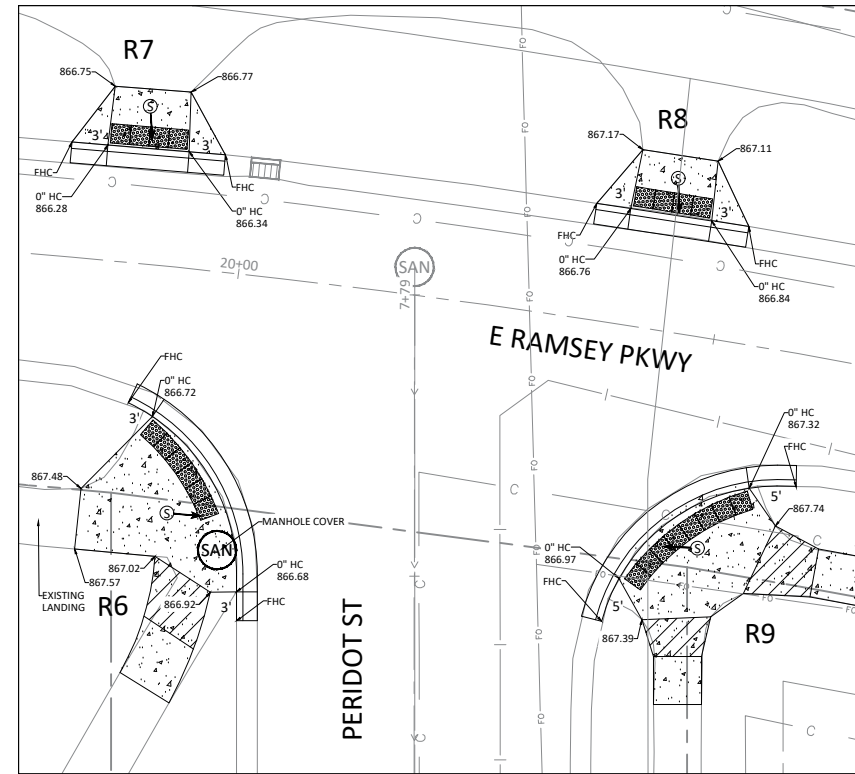
R1, R2, R3: E RAMSEY PKWY

SCALE 1" = 20'



R4, R5: E RAMSEY PKWY

SCALE 1" = 20'

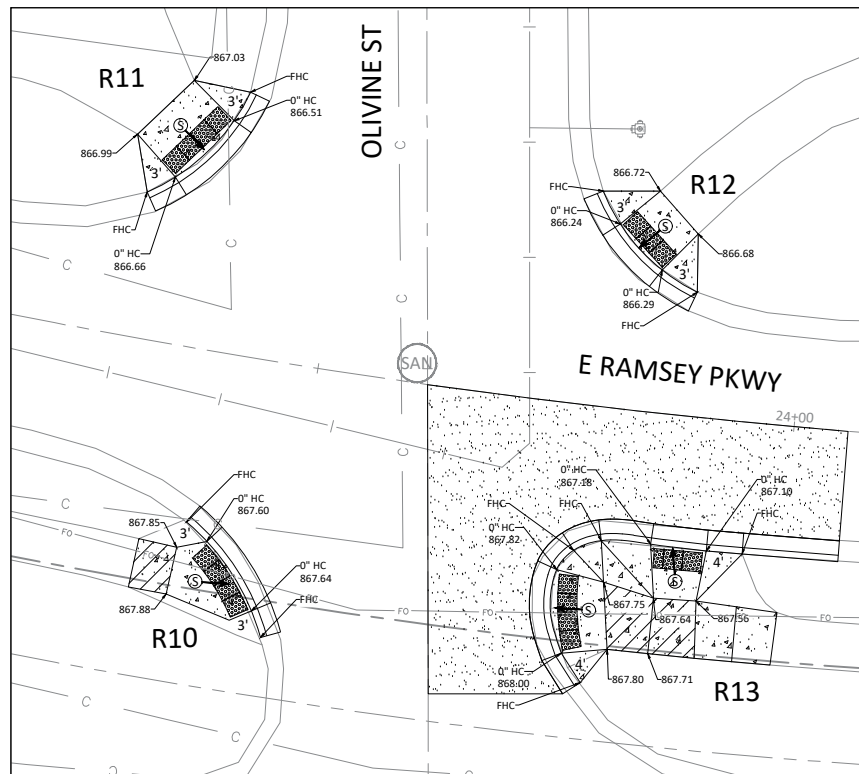


R6, R7, R8, R9: E RAMSEY PKWY & PERIDOT ST

SCALE 1" = 20'

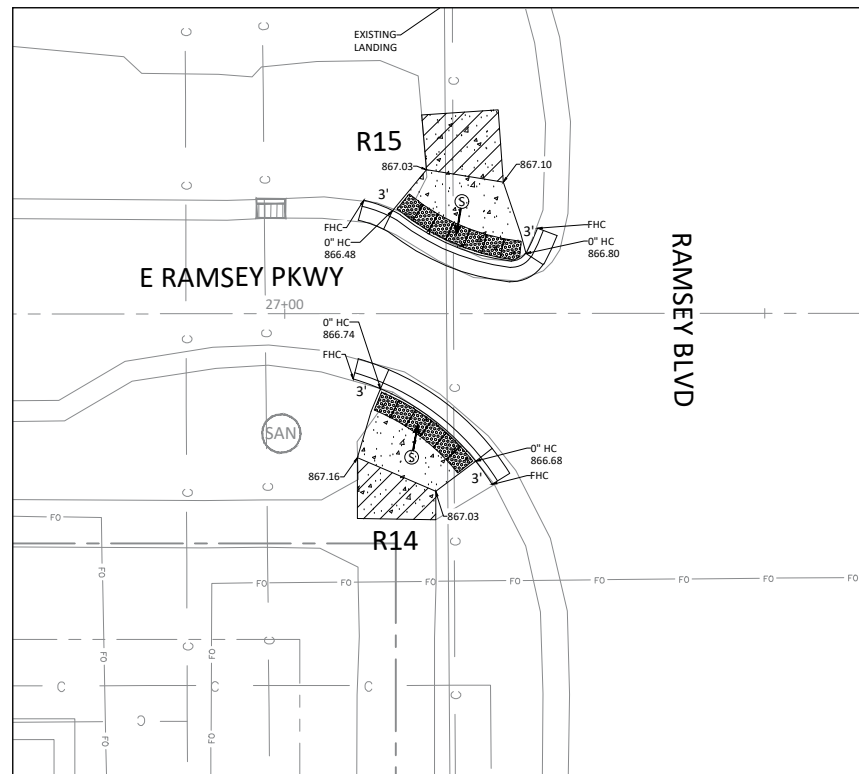
LEGEND

- 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%.
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- CONCRETE WALK
- BITUMINOUS PAVEMENT
- CONCRETE VALLEY GUTTER
- TRUNCATED DOMES
- DRAINAGE FLOW ARROW
- BURIED POWER
- BURIED COMMUNICATIONS
- BURIED FIBRE OPTIC
- BURIED GAS
- WATERMAIN
- SANITARY SEWER
- STORM SEWER



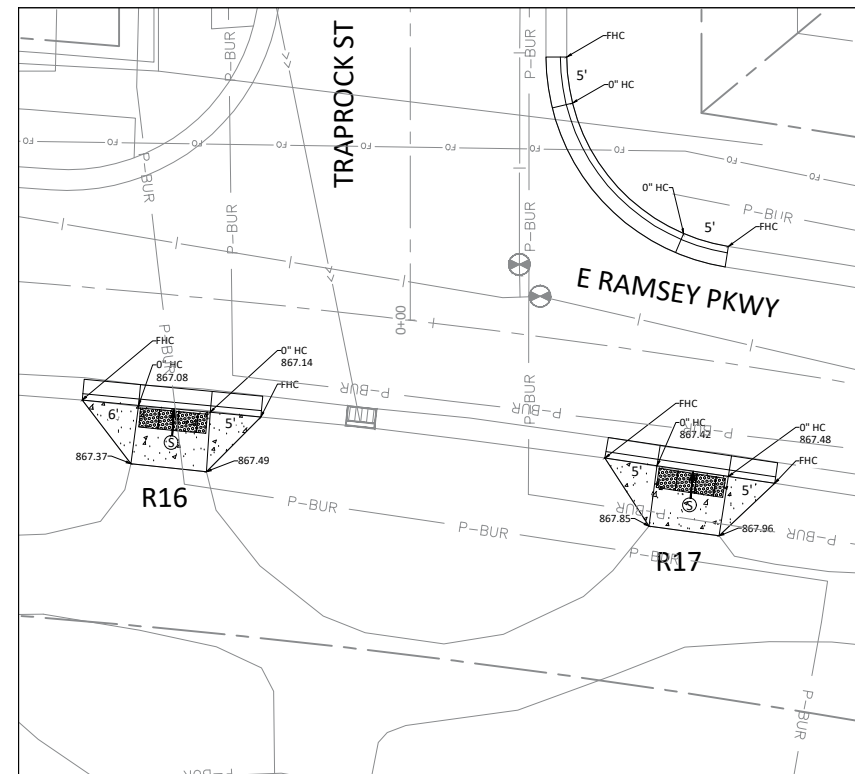
R10, R11, R12, R13: E RAMSEY PKWY & OLIVINE ST

SCALE 1" = 20'



R14, R15: E RAMSEY PKWY & RAMSEY BLVD

SCALE 1" = 20'



R16, R17: E RAMSEY PKWY & TRAPROCK ST

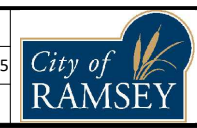
SCALE 1" = 20'

DATE	REVISION

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Joe Feriancek
 JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

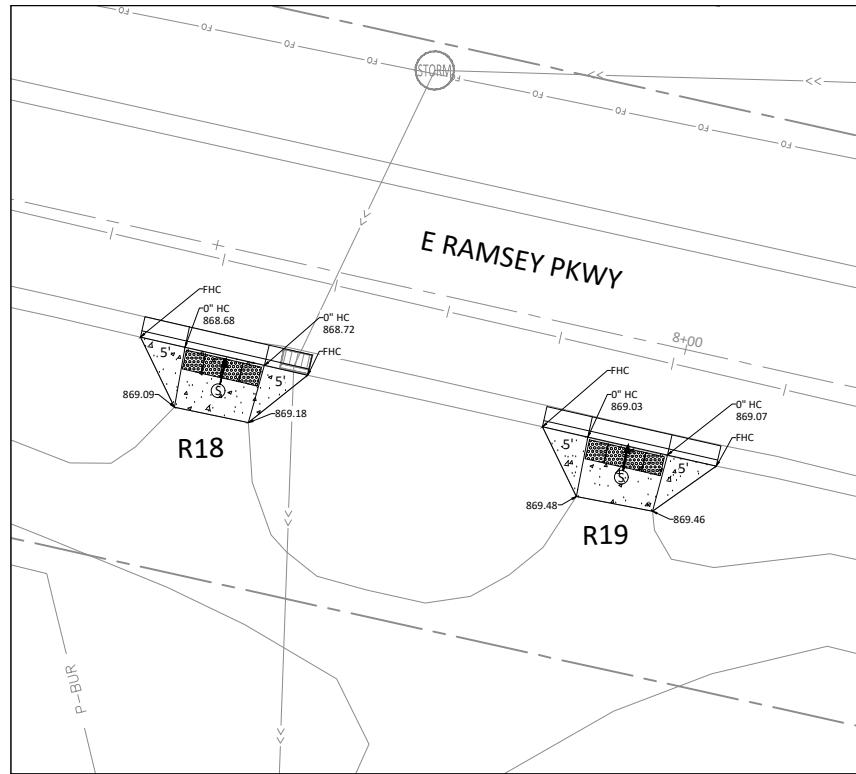
DESIGNED BY: LWC
 DRAWN BY: LWC DATE: 05/05/25
 CHECKED BY: JJF FILE: 25-07



CITY OF RAMSEY
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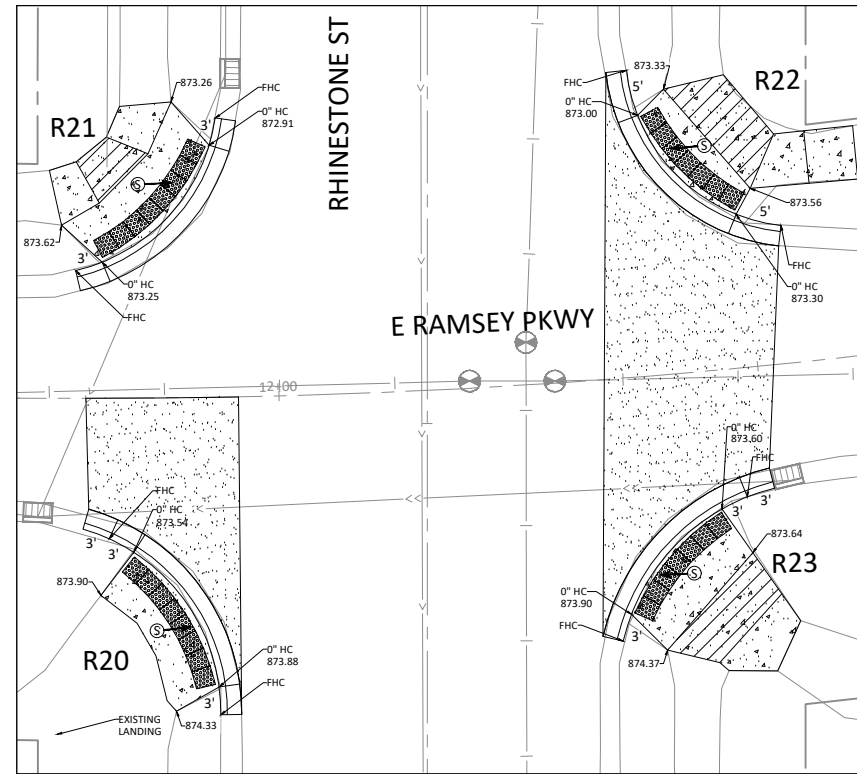
PEDESTRIAN RAMP DETAILS RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



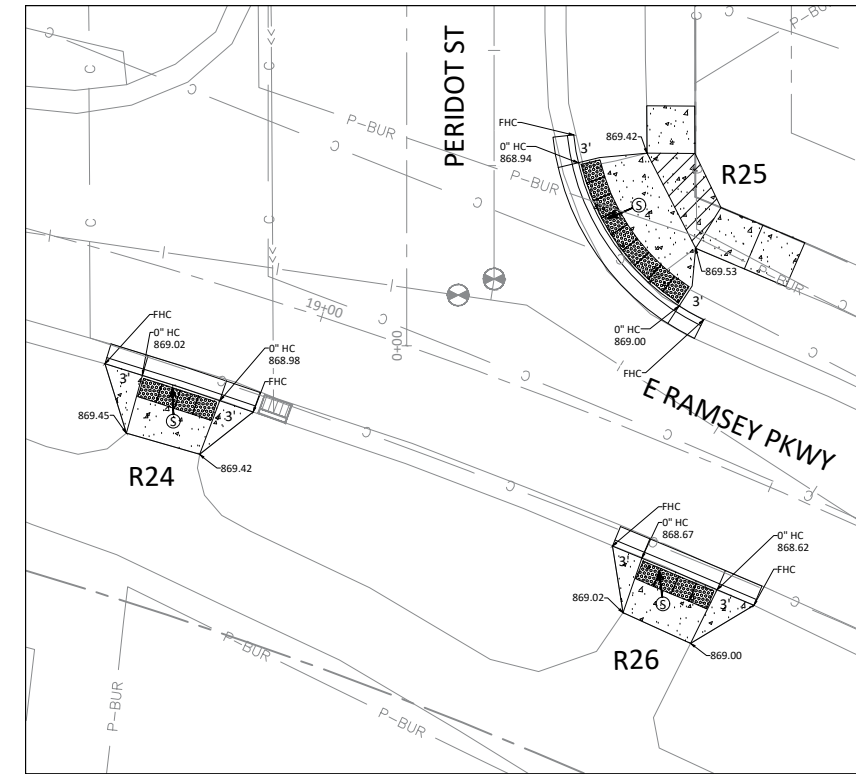
R18, R19: E RAMSEY PKWY

SCALE 1" = 20'



R20, R21, R22, R23: E RAMSEY PKWY & RHINESTONE ST

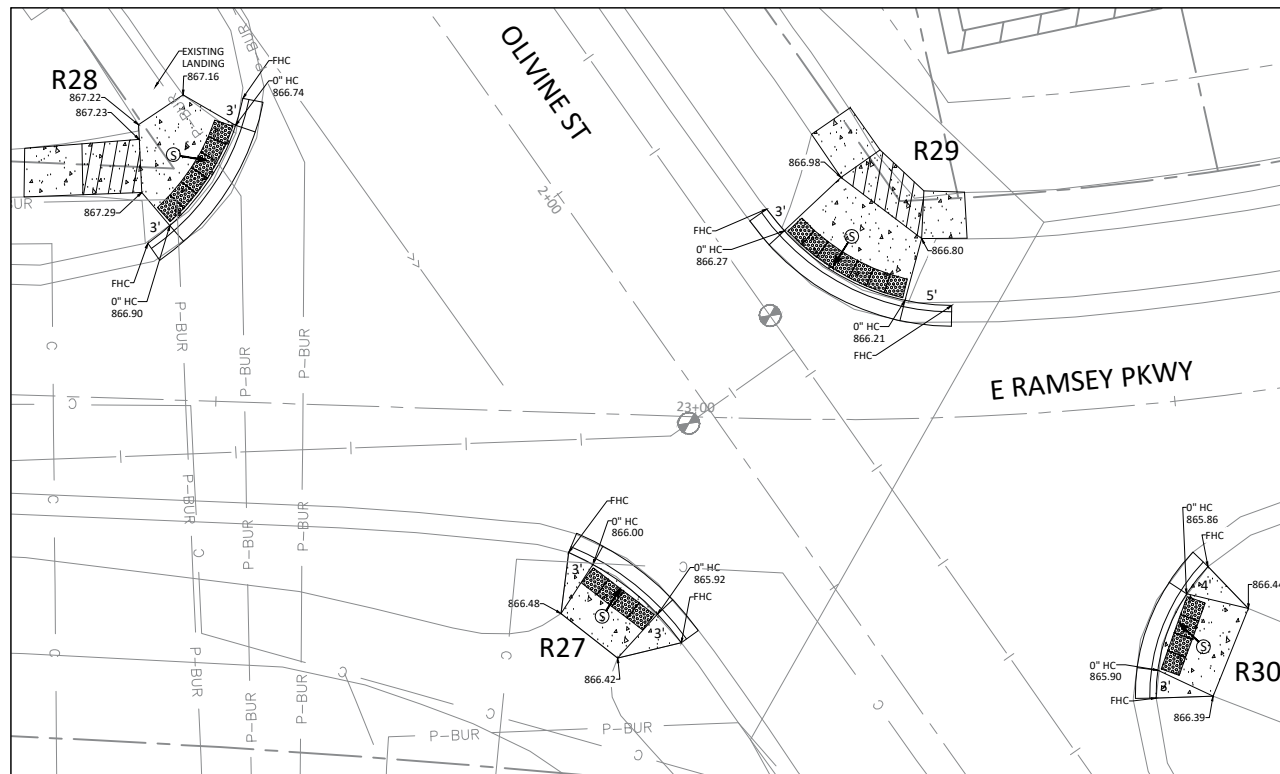
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R24, R25, R26: E RAMSEY PKWY & PERIDOT ST

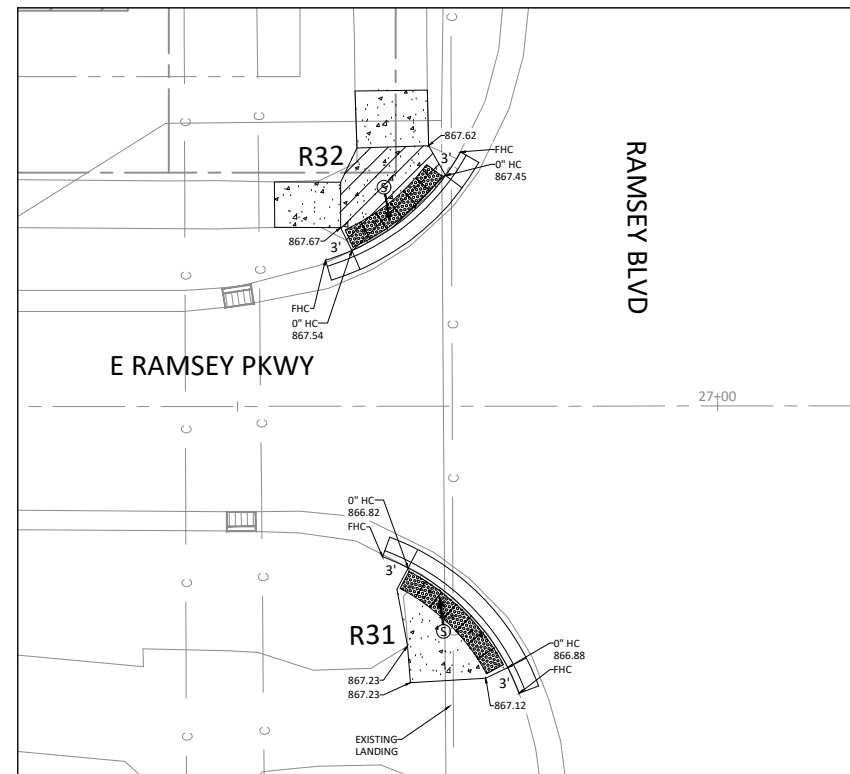
SCALE 1" = 20'

- LEGEND**
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 - [Hatched Box] LANDING AREA - 4'x4' MIN. DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS.
 - [Dotted Box] CONCRETE WALK
 - [Stippled Box] BITUMINOUS PAVEMENT
 - [Cross-hatched Box] CONCRETE VALLEY GUTTER
 - [Square with Dots] TRUNCATED DOMES
 - ← DRAINAGE FLOW ARROW
 - BURIED POWER
 - BURIED COMMUNICATIONS
 - BURIED FIBRE OPTIC
 - BURIED GAS
 - WATERMAIN
 - SANITARY SEWER
 - STORM SEWER



R27, R28, R29, R30: E RAMSEY PKWY & OLIVINE ST

SCALE 1" = 20'



R31, R32: E RAMSEY PKWY & RAMSEY BLVD

SCALE 1" = 20'

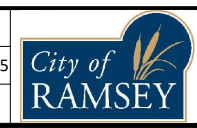
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Joe Feriancek
 JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

DESIGNED BY: LWC
 DRAWN BY: LWC
 CHECKED BY: JIF

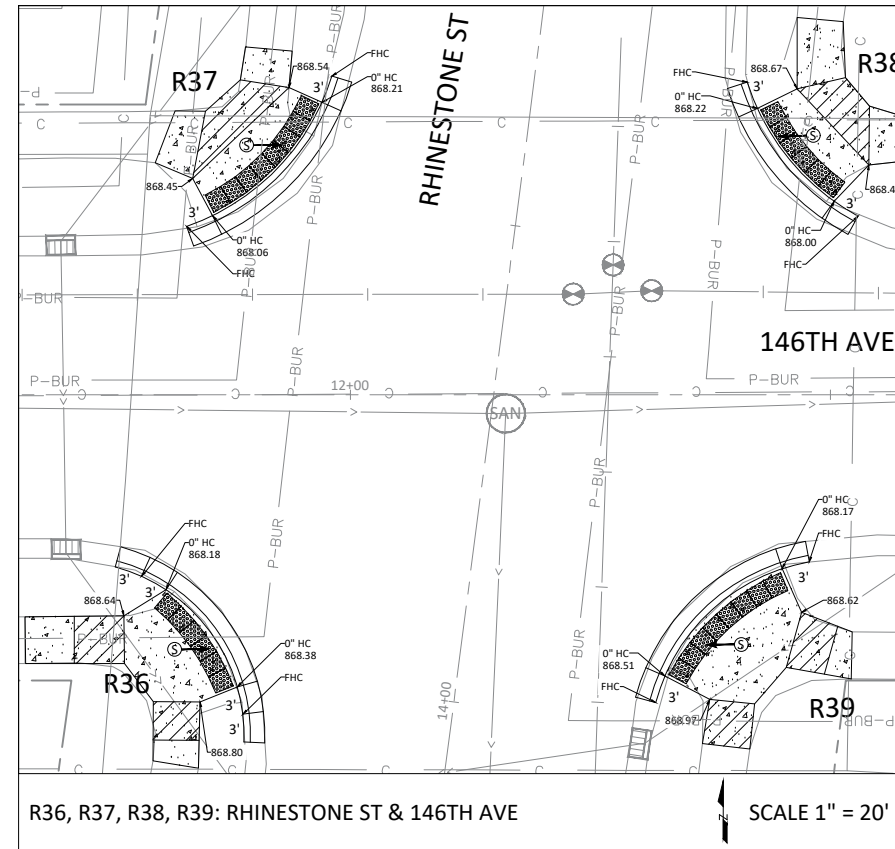
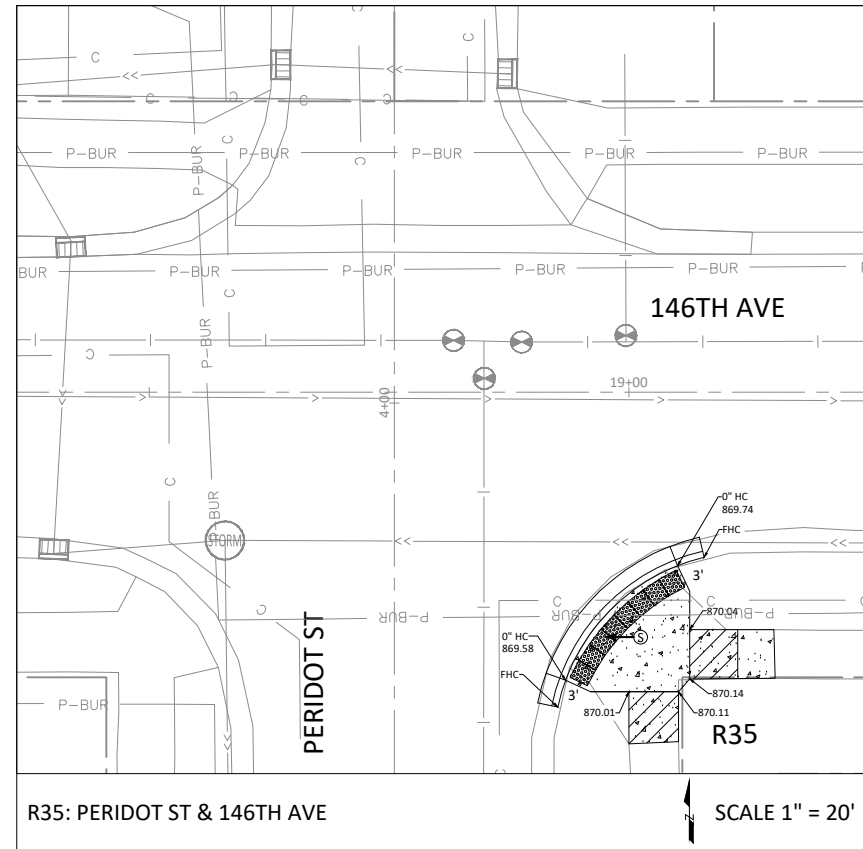
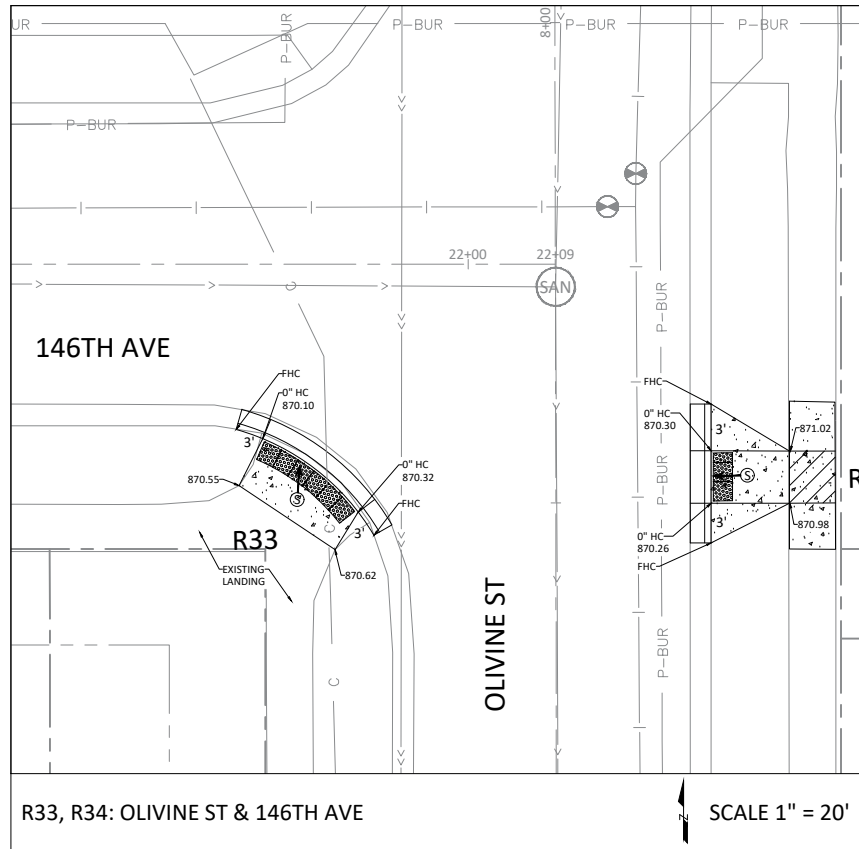
DATE: 05/05/25
 FILE: 25-07



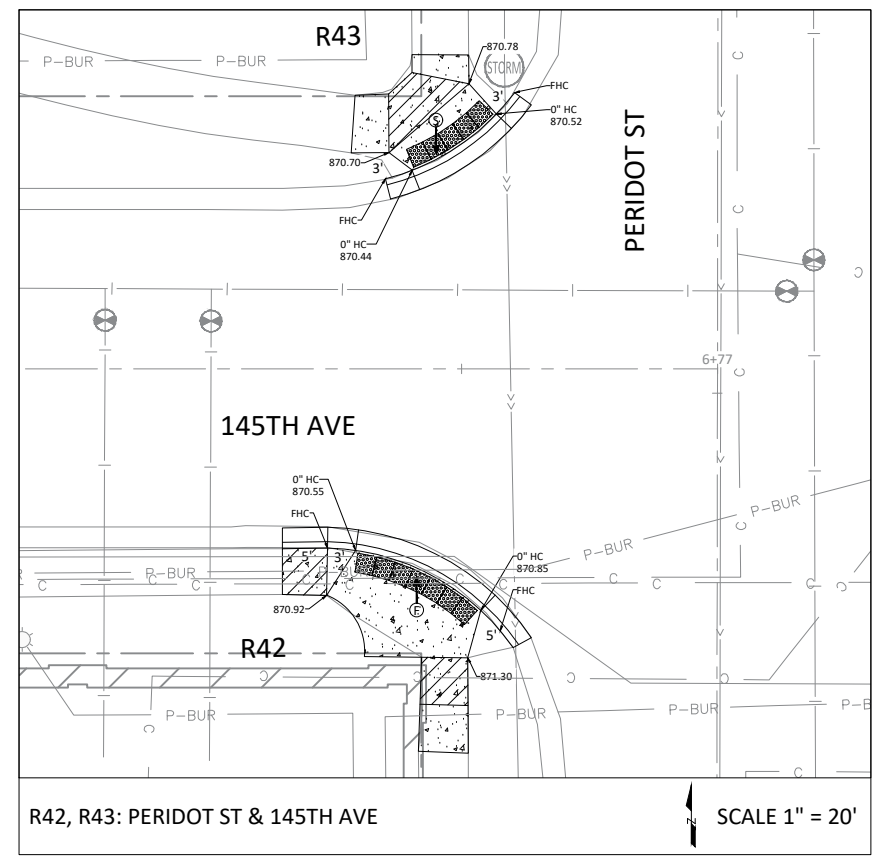
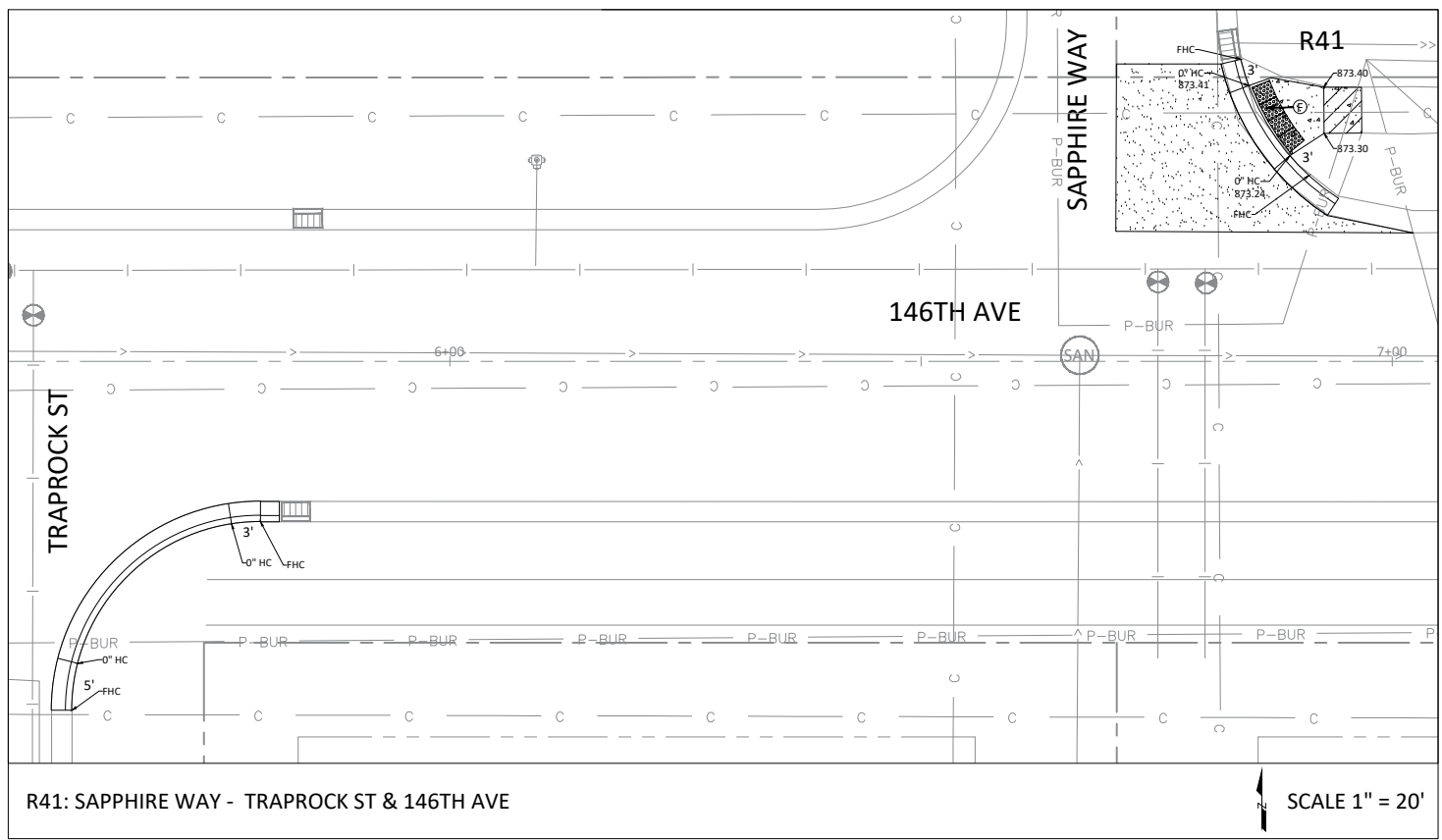
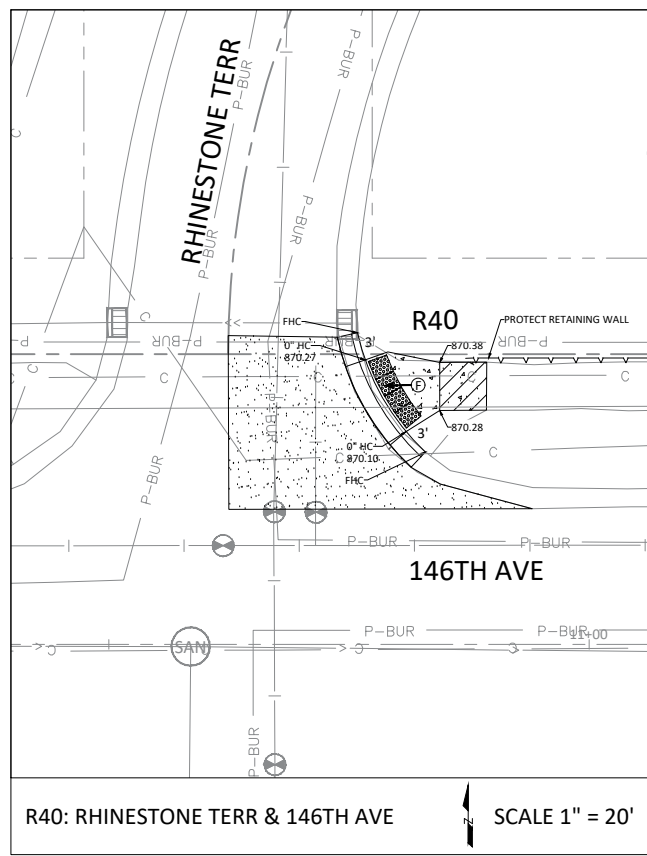
CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

PEDESTRIAN RAMP DETAILS RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



- LEGEND**
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 - ▩ CONCRETE WALK
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 - ▩ CONCRETE VALLEY GUTTER
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 - BURIED POWER
 - BURIED COMMUNICATIONS
 - BURIED FIBRE OPTIC
 - BURIED GAS
 - WATERMAIN
 - SANITARY SEWER
 - STORM SEWER

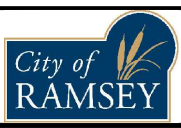


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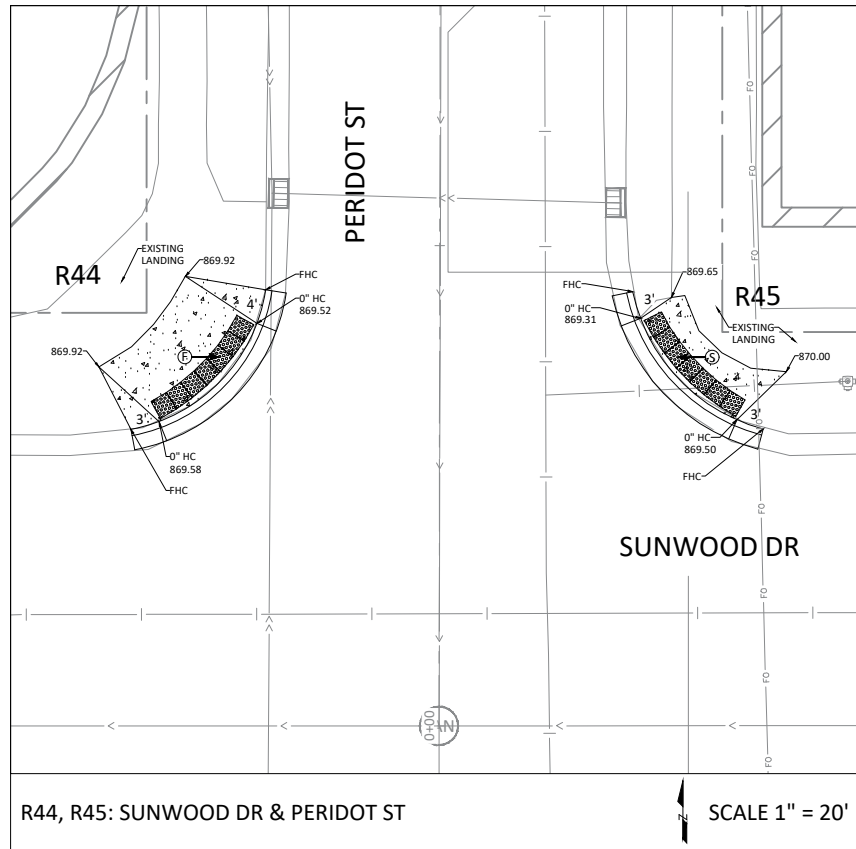
DESIGNED BY: LWC
 DRAWN BY: LWC DATE: 05/05/25
 CHECKED BY: JJF FILE: 25-07


















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PEDESTRIAN RAMP DETAILS RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND

- 
 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%.
- 
 LANDING AREA - 4'x4' MIN. DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS.
- 
 CONCRETE WALK
- 
 BITUMINOUS PAVEMENT
- 
 CONCRETE VALLEY GUTTER
- 
 TRUNCATED DOMES
- 
 DRAINAGE FLOW ARROW
- 
 BURIED POWER
- 
 BURIED COMMUNICATIONS
- 
 BURIED FIBRE OPTIC
- 
 BURIED GAS
- 
 WATERMAIN
- 
 SANITARY SEWER
- 
 STORM SEWER

R44, R45: SUNWOOD DR & PERIDOT ST

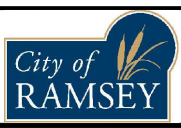
SCALE 1" = 20'

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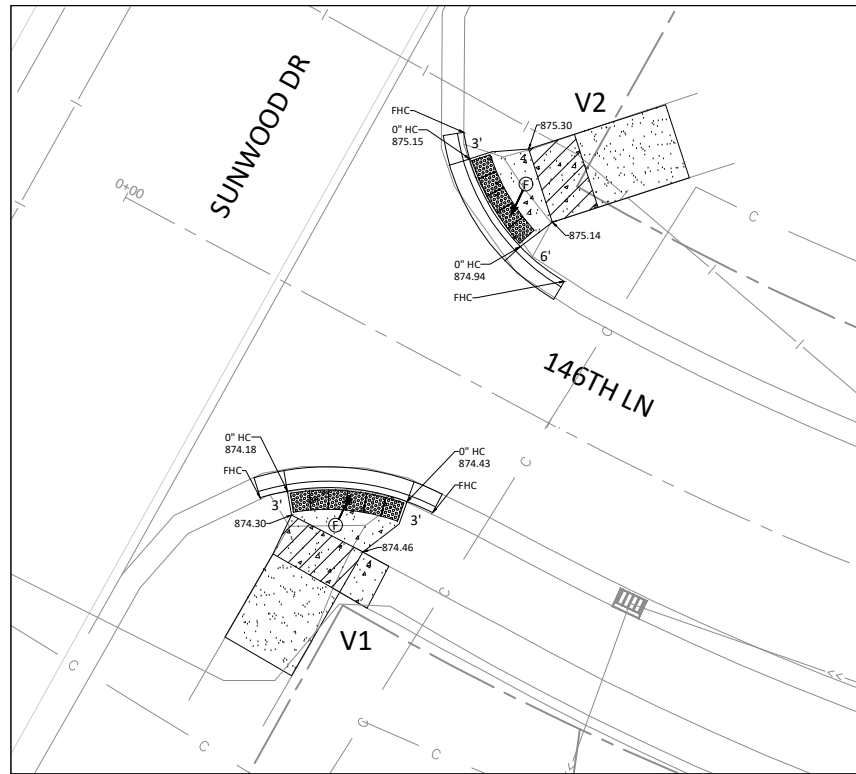
DESIGNED BY:	LWC	DATE:	05/05/25
DRAWN BY:	LWC	FILE:	25-07
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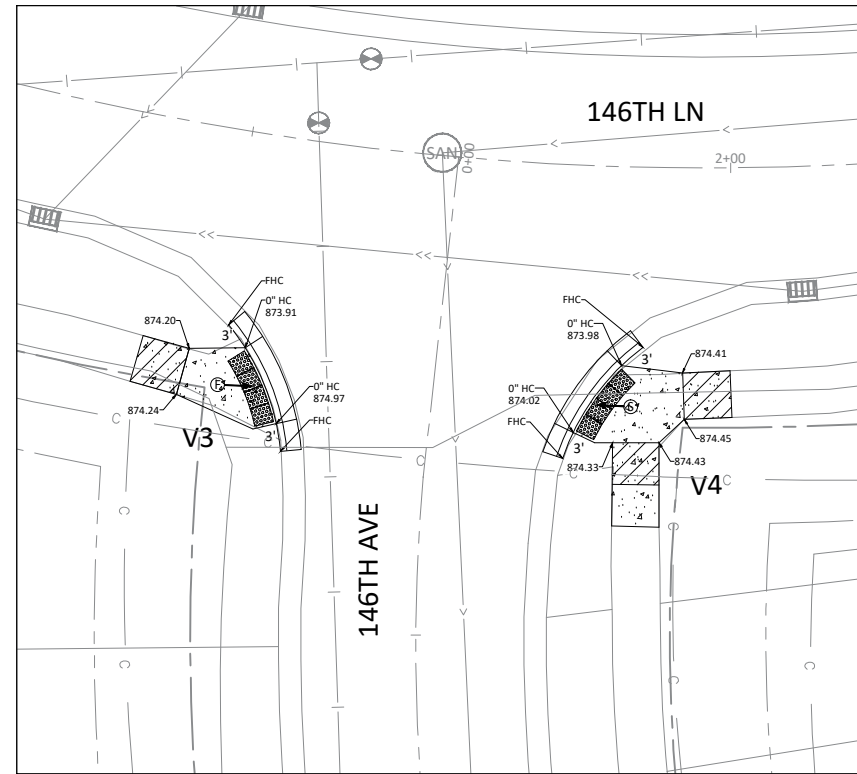
PEDESTRIAN RAMP DETAILS RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



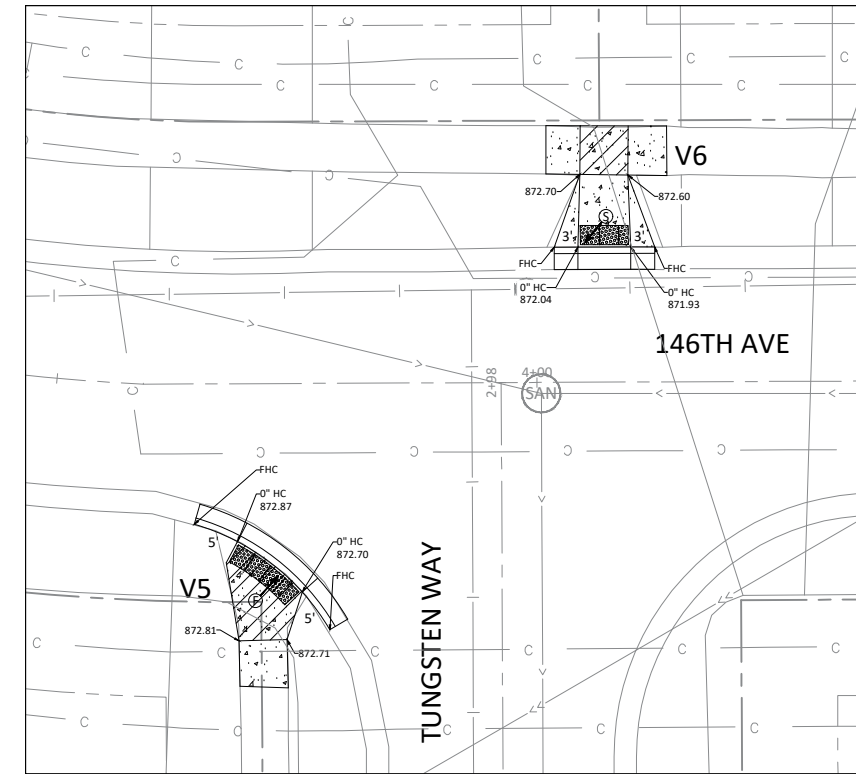
V1, V2: SUNWOOD DR & 146TH LN

SCALE 1" = 20'



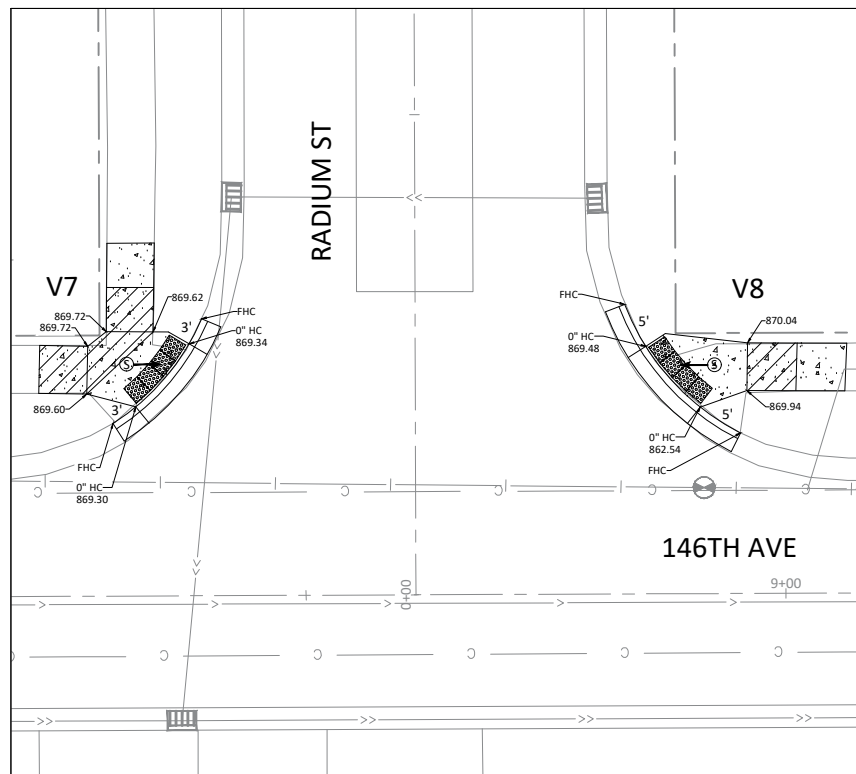
V3, V4: 146TH LN & 146TH AVE

SCALE 1" = 20'



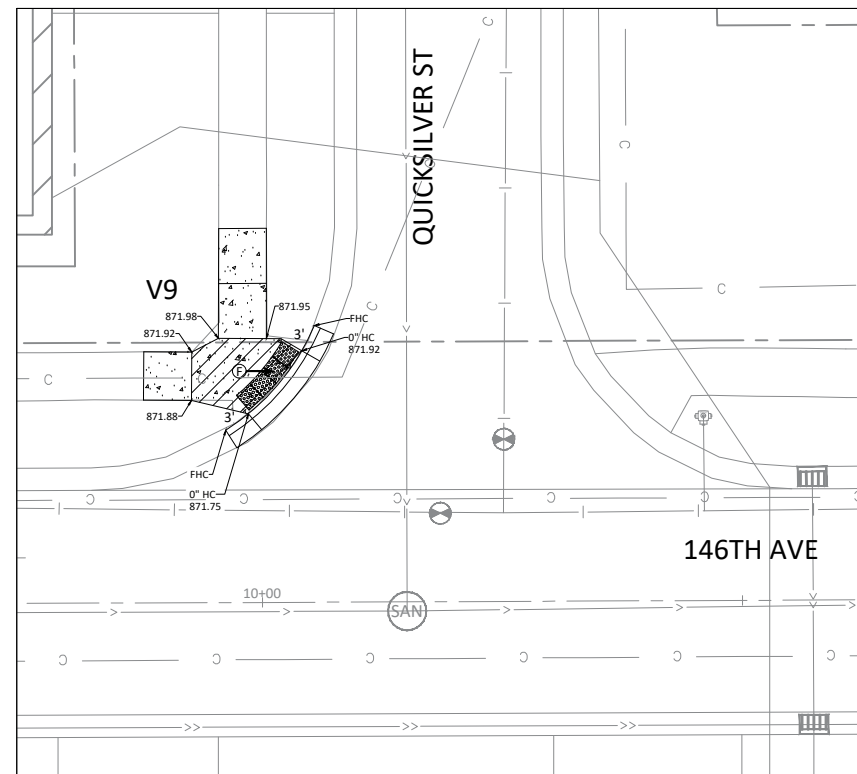
V5, V6: TUNGSTEN WAY & 146TH AVE

SCALE 1" = 20'



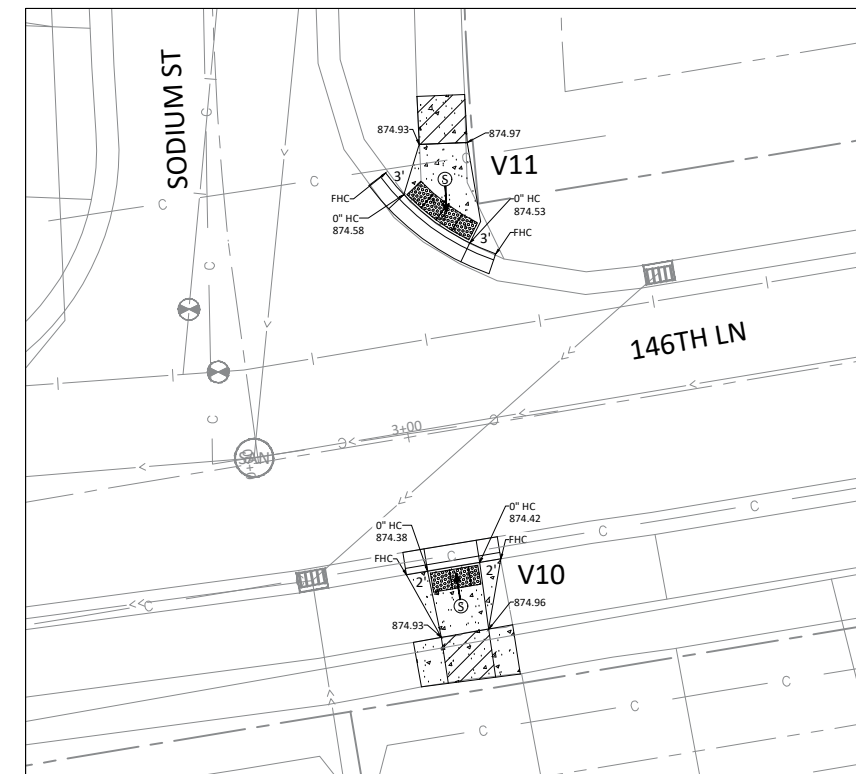
V7, V8: RADIUM ST & 146TH AVE

SCALE 1" = 20'



V9: QUICKSILVER ST & 146TH AVE

SCALE 1" = 20'



V10, V11: SODIUM ST & 146TH LN

SCALE 1" = 20'

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 - BITUMINOUS PAVEMENT
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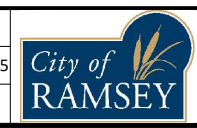
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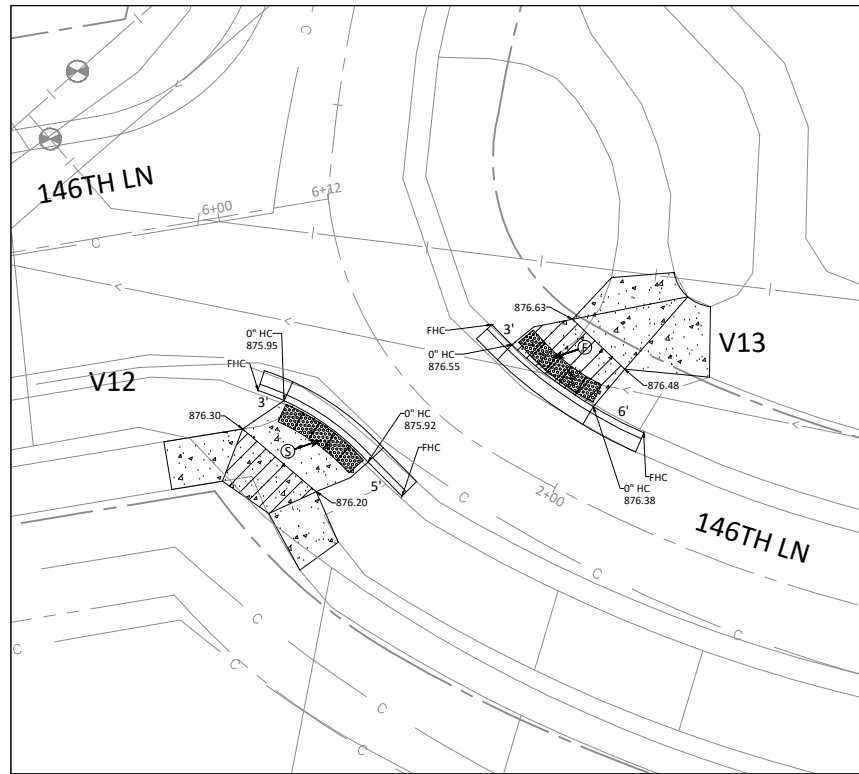
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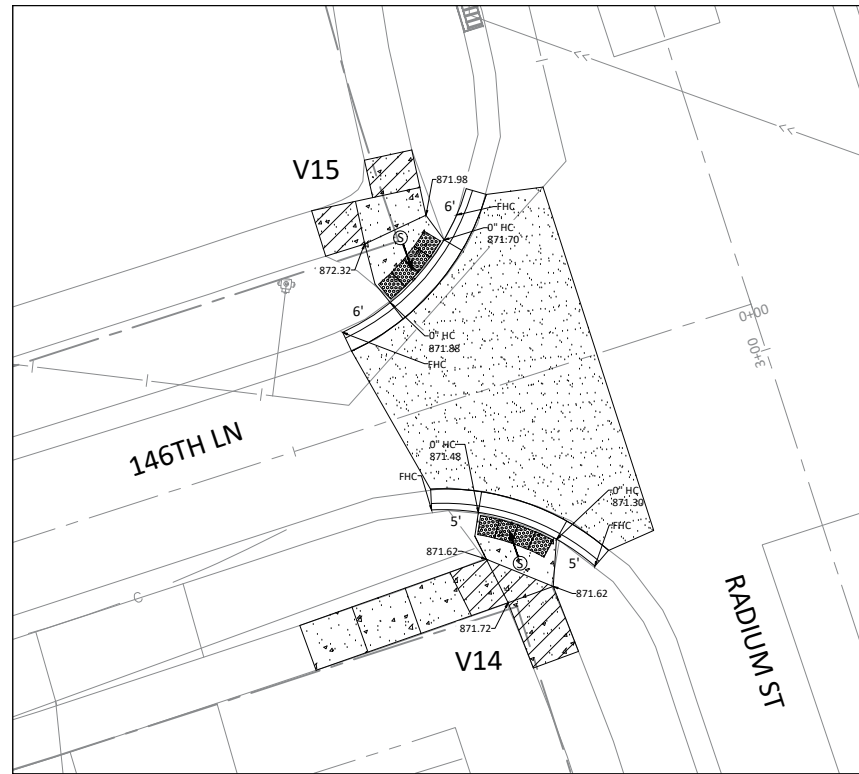
CITY OF RAMSEY
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PEDESTRIAN RAMP DETAILS VILLAGE OF SUNFISH LAKE

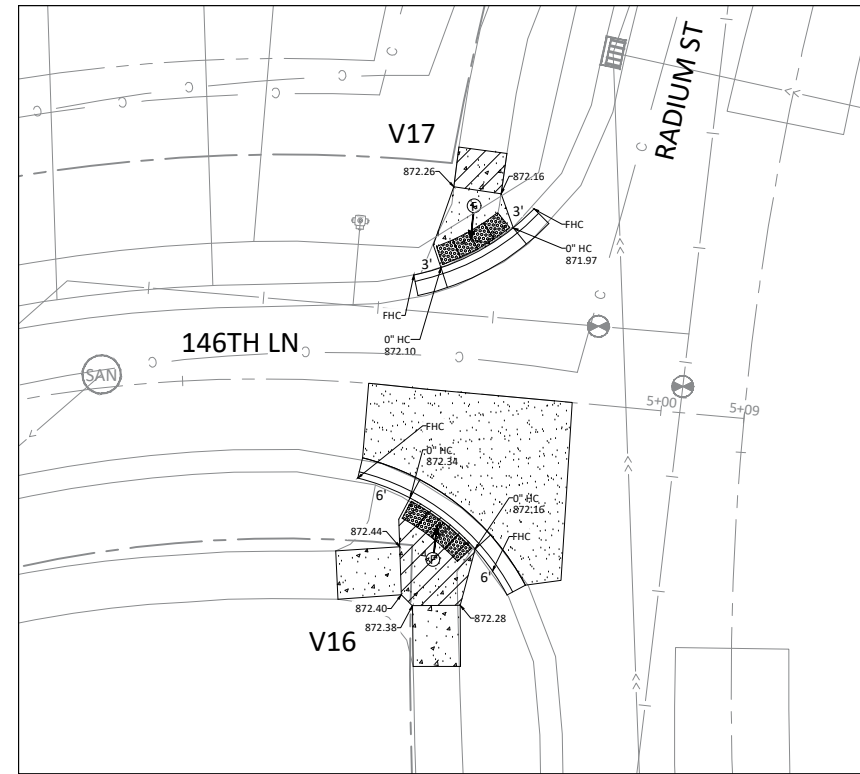
2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



V12, V13: 146TH LN SCALE 1" = 20'

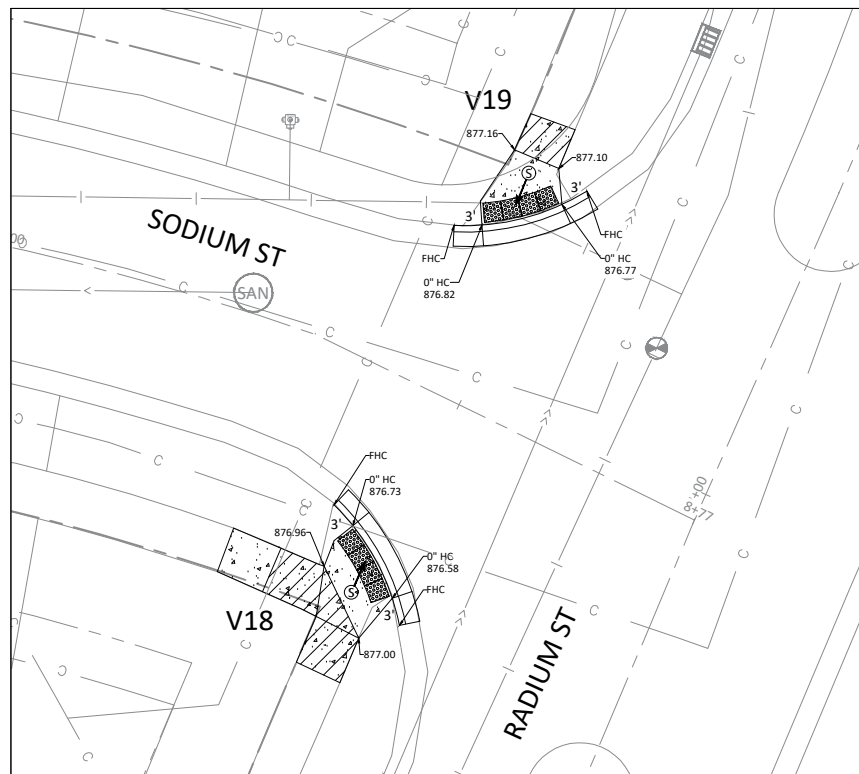


V14, V15: RADIUM ST & 146TH LN SCALE 1" = 20'

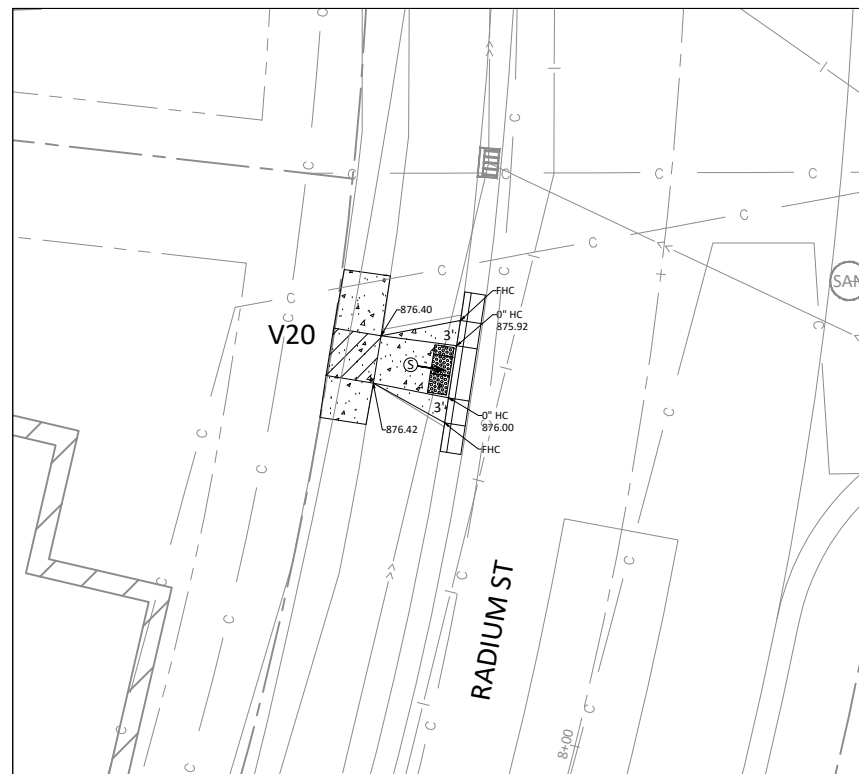


V16, V17: RADIUM ST & 146TH LN SCALE 1" = 20'

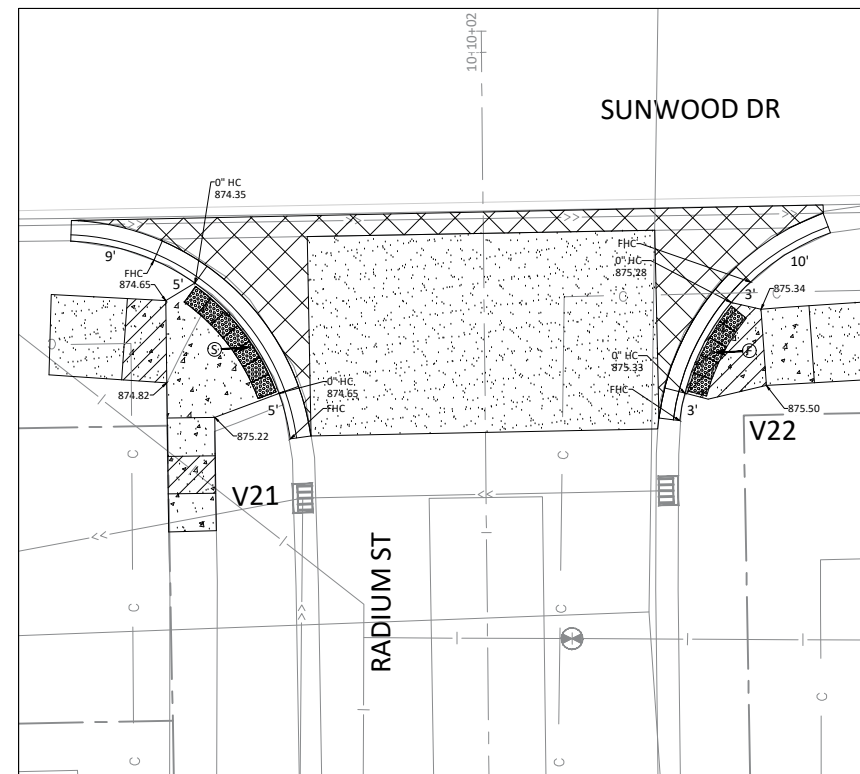
- LEGEND**
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 - [Hatched Box] LANDING AREA - 4'x4' MIN. DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS.
 - [Dotted Box] CONCRETE WALK
 - [Stippled Box] BITUMINOUS PAVEMENT
 - [Cross-hatched Box] CONCRETE VALLEY GUTTER
 - [Square with Dots] TRUNCATED DOMES
 - [Arrow] DRAINAGE FLOW ARROW
 - [Dashed Line] BURIED POWER
 - [Dotted Line] BURIED COMMUNICATIONS
 - [Dashed Line] BURIED FIBRE OPTIC
 - [Line with 'G'] BURIED GAS
 - [Line with 'W'] WATERMAIN
 - [Line with 'S'] SANITARY SEWER
 - [Line with 'ST'] STORM SEWER



V18, V19: RADIUM ST & SODIUM ST SCALE 1" = 20'



V20: RADIUM ST & QUICKSILVER ST SCALE 1" = 20'



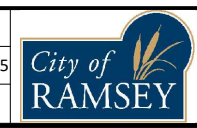
V21, V22: SUNWOOD DR & RADIUM ST SCALE 1" = 20'

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Joe Feriancek
 JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

DESIGNED BY: LWC
 DRAWN BY: LWC DATE: 05/05/25
 CHECKED BY: JJF FILE: 25-07



CITY OF RAMSEY
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 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

PEDESTRIAN RAMP DETAILS VILLAGE OF SUNFISH LAKE

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS

CITY OF RAMSEY ANOKA COUNTY, MINNESOTA

DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:

Construction activities include; Site Grading, Temporary Erosion and Sediment Control, Roadway Construction, and Permanent Stabilization.

Project Description: This project consists of milling and overlaying 3.22 miles of existing urban bituminous streets as well as reclamation and reconstruction of 0.29 miles of existing urban bituminous streets. The streets are spread across the Ramsey Town Center, Village of Sunfish Lake, and Rum River Hills developments. Outfall locations will remain the same.

RESPONSIBLE PARTIES:

The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollution Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. (Longer time frames will apply to areas disturbing 50 acres or discharge within 1 mile of a special water).

	COMPANY	CONTACT PERSON	PHONE
OWNER:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825
SWPPP DESIGNER:	CITY OF RAMSEY	LOGAN CZECH	763-453-2531
CONTRACTOR:			
SITE MANAGER:			
PARTY RESPONSIBLE FOR LONG TERM O&M:	CITY OF RAMSEY	BRUCE WESTBY, PE	763-433-9825

Individuals listed above, including the SWPPP preparer, individual overseeing implementation of, revising and amending the SWPPP, individuals performing or supervising the installation, maintenance and repair of BMP's must be trained. At least one individual present on the permitted project, or available within 72 hours shall be trained in the applicable job duties. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Copies of the SWPPP preparer information is included in the Project Manual. The Contractor shall provide information for the individual(s) overseeing implementation, supervising installation, maintenance, and repair of BMP's to be included in the Project Manual prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

Documentation shall include:

- Names of trained personnel associated with this project.
- Dates of training, names of instructor(s) and entity providing training.
- Content of training course or workshop including the number of hours trained.
- As an alternative to a, b, and c listed above, a photocopy of the current Erosion and Stormwater Management card issued by the University of Minnesota can be attached to the SWPPP as suitable documentation of training.

DOCUMENTATION RETENTION:

The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT.

- The final SWPPP.
- Copies of all stormwater related permits required for the project.
- Records of all inspection and maintenance conducted during construction.
- Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance.
- All required calculations for design of temporary and permanent BMP's.

IMPLEMENTATION SCHEDULE AND PHASING:

- Furnish & Install sediment control and inlet protection.
- Reclamation of existing bituminous pavement, milling of existing bituminous pavement
- Rough grade site.
- Furnish & install curb & gutter.
- Furnish & install bituminous pavement.
- Add additional temporary BMP's as necessary during construction based on inspection reports.
- Submit Notice of Termination (NOT) to MPCA within 30 days of final stabilization.

FINAL STABILIZATION:

The permittee(s) must ensure final stabilization of the site. The permittee(s) must submit a NOT within 30 days after final stabilization is complete, or another owner/operator (permittee) has assumed control over all areas of the site which have not undergone final stabilization. Final stabilization can be achieved in one of the following ways:

- All soil disturbing activities at the site have been completed and all soils must be stabilized by a uniform perennial vegetative cover with a density of 70 percent over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions and;
 - All drainage ditches, constructed to drain water from the site after construction is complete, must be stabilized to preclude erosion;
 - All temporary synthetic, and structural erosion prevention and sediment control BMP's (such as silt fence) must be removed as part of the site final stabilization; and
 - The permittee(s) must clean out all sediment from conveyances and from temporary sedimentation basins to be used as permanent water quality management basins. Sediment must be stabilized to prevent it from being washed back into the basin, conveyances or drainage ways discharging off-site or to surface waters. The cleanout of permanent basins must be sufficient to return the basin to design capacity.
- Final vegetation cover shall be in the Project Specifications.
- For residential construction only, final stabilization has been achieved when temporary erosion protection and down gradient perimeter control for individual lots has been completed and the residence has been transferred to the homeowner. Additionally, the permittee must distribute the MPCA "Homeowner fact sheet" to the homeowner to inform the homeowner of the need for, and benefits of, final stabilization.

SPECIAL ENVIRONMENTAL CONSIDERATIONS:

Was an environmental review required for this project or any part of a common plan of development or sale that includes all or any portion of this project?	NO
Does any portion of the site have the potential to affect threatened or endangered species?	NO
Does any portion of this site discharge to a Calcareous Fen and the letter of approval from the DNR is located in the Project Manual?	NO
Will any portion of this site potentially affect properties listed on the National Register of Historic Places or a Known or Discovered Archeological site?	NO
Have any Karst features been identified in the project vicinity?	NO
Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?	NO

POLLUTION PREVENTION MANAGEMENT MEASURES:

The permittee(s) shall implement the following pollution prevention management measures on the site:

- Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with MPCA disposal regulations.
- Hazardous materials: oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with MPCA regulations.
- External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.

GENERAL STORMWATER DISCHARGE REQUIREMENTS:

All requirements listed in Part 15 of the permit for the design of permanent stormwater treatment system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:

- The expected amount, frequency, intensity and duration of precipitation.
- The nature of stormwater runoff and run-on at the site.
- Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
- The range of soil particle sizes expected to be present on the site.

RECEIVING WATERS:

Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds are identified on the USGS 7.5min quad map within 1 mile of the project boundary. Receiving waters that are impaired, the impairment and WLA are listed as follows. All specific BMP's relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMP's listed in approved TMDLs and those BMP's listed for construction related waste load allocations have also been incorporated.

NAME OF WATER BODY	TYPE (DITCH, POND, WETLAND, LAKE, ETC.)	APPENDIX A SPECIAL WATER?	FLOWS TO IMPAIRED WATER WITHIN 1 MILE?	USEPA APPROVED TMDL?
MISSISSIPPI RIVER	RIVER	YES	YES	YES
Hg-F; Nutrients				

PROJECT AREAS:

Total project size (disturbed area) =	11.02 acres
Existing area of impervious surface =	10.93 acres
Post construction area of impervious surface =	10.93 acres
Impervious surface area increased =	0.00 acres
Planned construction start date:	June 2025
Planned construction completion date:	September 2025

PROJECT LOCATION:

County: ANOKA Township: 32 Range: 25 Section: 28 Latitude: 45.236256 Longitude: -93.457777

PERMANENT STORMWATER MANAGEMENT SYSTEM:

Type of storm water management used if more than 1 acre of new impervious surface is created:

- Wet Sedimentation Pond
- Infiltration / Filtration
- Regional Pond
- Permanent Stormwater Management Not Required

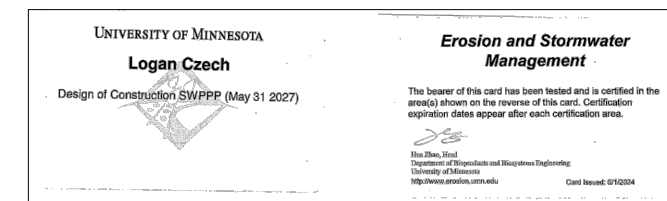
LOCATION OF SWPPP REQUIREMENTS IN PROJECT PLAN:

DESCRIPTION	LOCATION
TEMPORARY EROSION CONTROL MEASURES	SHEETS No. 22 - 32
EROSION AND SEDIMENT CONTROL DETAILS	SHEET No. 06

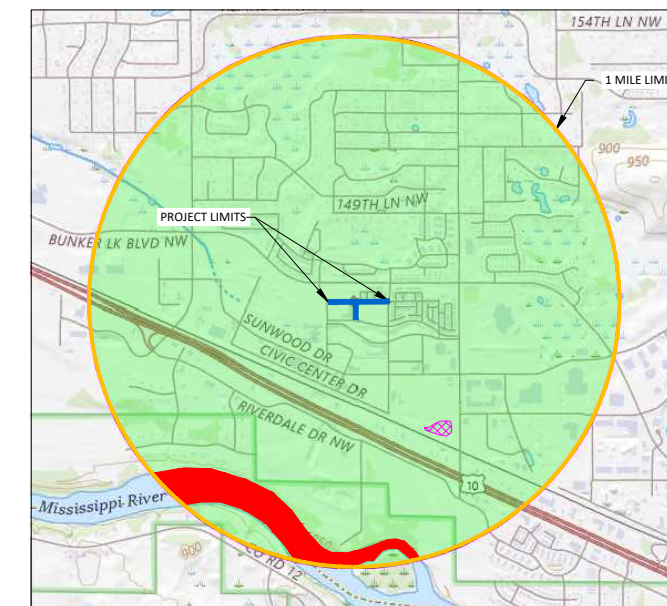
EROSION AND SEDIMENT CONTROL QUANTITIES:

STABILIZED CONSTRUCTION ENTRANCE	EA	3
STORM DRAIN INLET PROTECTION	EA	26

CERTIFICATION:



LEGEND	
	PROJECT LIMITS
	1 MILE LIMIT
	RECEIVING WATER
	IMPAIRED WATER



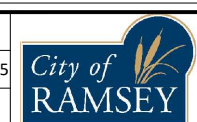
NOTE: PROJECT LIMITS AND 1 MILE RADIUS ARE ONLY DISPLAYED FOR RECLAMATION AREA. OVERLAY STREETS REQUIRE MINIMAL EROSION CONTROL.

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

Joe Feriancek
JOE FERIANCEK
Date 05/05/25 Lic. No. 57095

DESIGNED BY:	LWC
DRAWN BY:	LWC
CHECKED BY:	JJF



CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

SWPPP

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA

SHEET	20
OF	32
SHEETS	

SEQUENCE OF CONSTRUCTION:

Construction shall proceed in the following sequence:

1. Contractor shall schedule and conduct a pre-construction meeting with the City.
2. Contractor shall secure all necessary permits and licenses.
3. Furnish & install erosion control measures.
4. Maintain erosion control measures, i.e. construction exit, inlet protection.
5. Reclaim existing bituminous pavement, mill existing bituminous pavement.
6. Haul-off excess reclamation material.
8. Place aggregate base.
9. Grade and compact reclamation material.
10. Furnish & install curb & gutter
11. Furnish & install base course of bituminous pavement
12. Complete restoration per plan.
13. Furnish & install wear course of bituminous pavement
14. Remove erosion control after vegetation is established.

ADDITIONAL STORMWATER POLLUTION PREVENTION, GRADING PLAN, AND SCHEDULE NOTES:

1. All slopes to be 1:4 unless approved by the city engineer.
2. Below grade structures shall be protected and meet drainage requirements per the city engineer.
3. Construction operation hours are from 7:00 a.m. - 10:00 p.m. Monday through Saturday.
4. Call Gopher State One Call for utility locations prior to any work at 1-800-252-1166.
5. Permittee may need to modify SWPPP if the general objectives of controlling pollutants is not being met.
6. Operator shall implement these and any other BMP's that may be required to meet the general permit requirements.
7. Site is not in karst area or pollution or remediation site.
8. Silt fence to be installed downhill from any grading activity.
9. If tracking onto adjacent streets occurs a street sweeper shall be used to clean streets within 8 hours or as directed by the engineer.
10. Dust control may be necessary during rough grading. No grading can take place if wind speed exceeds 25 mph.
11. Solid waste shall be collected and disposed of properly and must comply with MPCA disposal requirements.
12. Hazardous materials shall be stored properly to prevent spills and vandalism.
13. No engine degreasing is allowed on site. External washing of vehicles shall be limited to a defined area (bone yard) on site.
14. Permittee(s) shall adhere to all SWPPP specifications on the plan and other MPCA permit requirements.

EROSION PREVENTION PRACTICES:

1. The permittee(s) must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion, so that the inspection and maintenance requirements are complied with. The location of areas not to be disturbed must be delineated (e.g. with flags, stakes, signs, silt fence, etc.) on the development site before work begins.
2. All exposed soil areas must be stabilized as soon as practical, but in no case later than 7 days after the construction area has temporarily or permanently ceased.
These areas include constructed stormwater management pond side slopes, and any exposed soil areas with a positive slope to a stormwater conveyance system, such as a curb and gutter system, storm sewer inlet, temporary or permanent drainage ditch or other natural or man made systems that discharge to a surface water.
3. The normal wetted perimeter of any temporary or permanent drainage ditch that drains water from a construction site, or diverts water around a site, must be stabilized within 200 lineal feet from the property edge, or from the point of discharge to any surface water. Stabilization must be completed within 24 hours of connecting to a surface water.
4. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours of connection to a surface water.
5. All disturbed areas, except roadways, building areas, parking areas, islands and sidewalk, shall be restored with minimum 4 inches topsoil, seeded and mulched within 7 days of completion of site grading. Seeding shall be in accordance with MnDOT Specification 2575. Where side slopes exceed or equal 1:3 and running slope is greater than 1:50, a polypropylene netting or wood fiber blanket shall be provided and staked over the mulched area. Seed and mulch types and applications rates are per plan and specification.
6. Refer to restoration plan for areas to be seeded or sodded for erosion control.

DEWATERING AND BASIN DRAINING:

1. Dewatering or basin draining (e.g. pumped discharges, trench/ditch cuts for drainage) related to the construction activity that may have turbid or sediment laden discharge water must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate BMP's, such that the discharge does not adversely affect the receiving water or downstream landowners. The permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock rip rap, sand bags, plastic sheeting or other accepted energy dissipation measures. Adequate sedimentation control measures are required for discharge water that contains suspended solids.
2. All water from dewatering or basin draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

SEDIMENT CONTROL PRACTICES:

1. Sediment control practices must minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.
 - a. Temporary or permanent drainage ditches and sediment basins that are designed as part of a treatment system (e.g. ditches with rock check dams) require sediment control practices only as appropriate for site conditions.
 - b. If the down gradient treatment system is overloaded, additional upgradient sediment control practices must be installed to eliminate the overloading, and the SWPPP must be amended to identify these additional practices.
 - c. In order to maintain sheet flow and minimize rills and/or gullies, there shall be no unbroken slope length of greater than 75 feet for slopes with a grade of 1:3 or steeper.
2. Sediment control practices must be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established.
3. The timing of the installation of sediment control practices may be adjusted to accommodate short-term activities such as clearing or grubbing, or passage of vehicles. Any short-term activity must be completed as quickly as possible and the sediment control practices must be installed immediately after the activity is completed. However, sediment control practices must be installed before the next precipitation event even if the activity is not complete.
4. All storm drain inlets must be protected by appropriate BMP's during construction until all sources with potential for discharging to the inlet have been stabilized.
5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including stormwater conveyances such as curb and gutter systems, or conduits and ditches.
6. Stockpile areas which remain on the site for more than seven days shall be seeded, mulched, and surrounded by silt fence.
7. Vehicle tracking of sediment from the construction site must be minimized by BMP's such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such BMPs are not adequate to prevent sediment from being tracked onto the street.
8. The permittee must install temporary sedimentation basins as required.

INSPECTIONS AND MAINTENANCE:

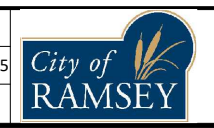
1. The permittee(s) (either the owner or operator, whoever is identified in the SWPPP) must routinely inspect the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5-inches in 24 hours. Following an inspection that occurs within 24 hours after a rainfall event, the next inspection must be conducted within 7 days.
2. All inspections and maintenance conducted during construction must be recorded in writing and these records must be retained with the SWPPP. Records of each inspection and maintenance activity shall include:
 - a. Date and time of inspections;
 - b. Name of persons conducting inspections;
 - c. Accurate findings of inspections, including the specific location where corrective actions are needed;
 - d. Corrective actions taken (including dates, times, and party completing maintenance activities);
 - e. Date of all rainfall events greater than ½ inches in 24 hours, and the amount of rainfall for each event. Permittee(s) must obtain rainfall amounts by either a properly maintained rain gauge installed onsite, a weather station that is within one (1) mile of your location, or a weather reporting system that provides site specific rainfall data from radar summaries;
 - f. If permittee(s) observe a discharge (i.e., color, odor, settled or suspended solids, oil sheen, and other obvious indicators of pollutant(s));
 - g. Any amendments to the SWPPP proposed as a result of the inspection must be documented as required in Section 6 of the general permit within seven (7) calendar days.
3. Where parts of the construction site have undergone final stabilization, but work remains on other parts of the site, inspections of the stabilized areas may be reduced to once per month. Where work has been suspended due to frozen ground conditions, the required inspections and maintenance must take place within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever occurs first.
4. All erosion prevention and sediment control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced, or supplemented with functional BMP's. The permittee(s) must investigate and comply with the following inspection and maintenance requirements:
 - a. All silt fence must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches ½ of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.
 - b. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches ½ the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access.
 - c. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of sediment being deposited by erosion. The permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The permittee shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The permittee is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.
 - d. Construction site vehicle exit locations must be inspected for evidence of off-site sediment tracking onto paved surfaces. Tracked sediment must be removed from all paved surfaces within 3 hours after notification by the City that sweeping is required.
 - e. The permittee(s) are responsible for the operation and maintenance of temporary and permanent water quality management BMP's as well as all erosion prevention and sediment control BMP's, for the duration of the construction work at the site. The permittee(s) are responsible until another permittee has assumed control over all areas of the site that have not been finally stabilized or the site has undergone final stabilization, and a NOT has been submitted to the MPCA.
 - f. If sediment escapes the construction site, off-site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off-site impacts (e.g. fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).
5. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activities is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.
6. Storm sewer pipes and structures to be inspected and cleaned out.

DATE	REVISION

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Joe Feriancek
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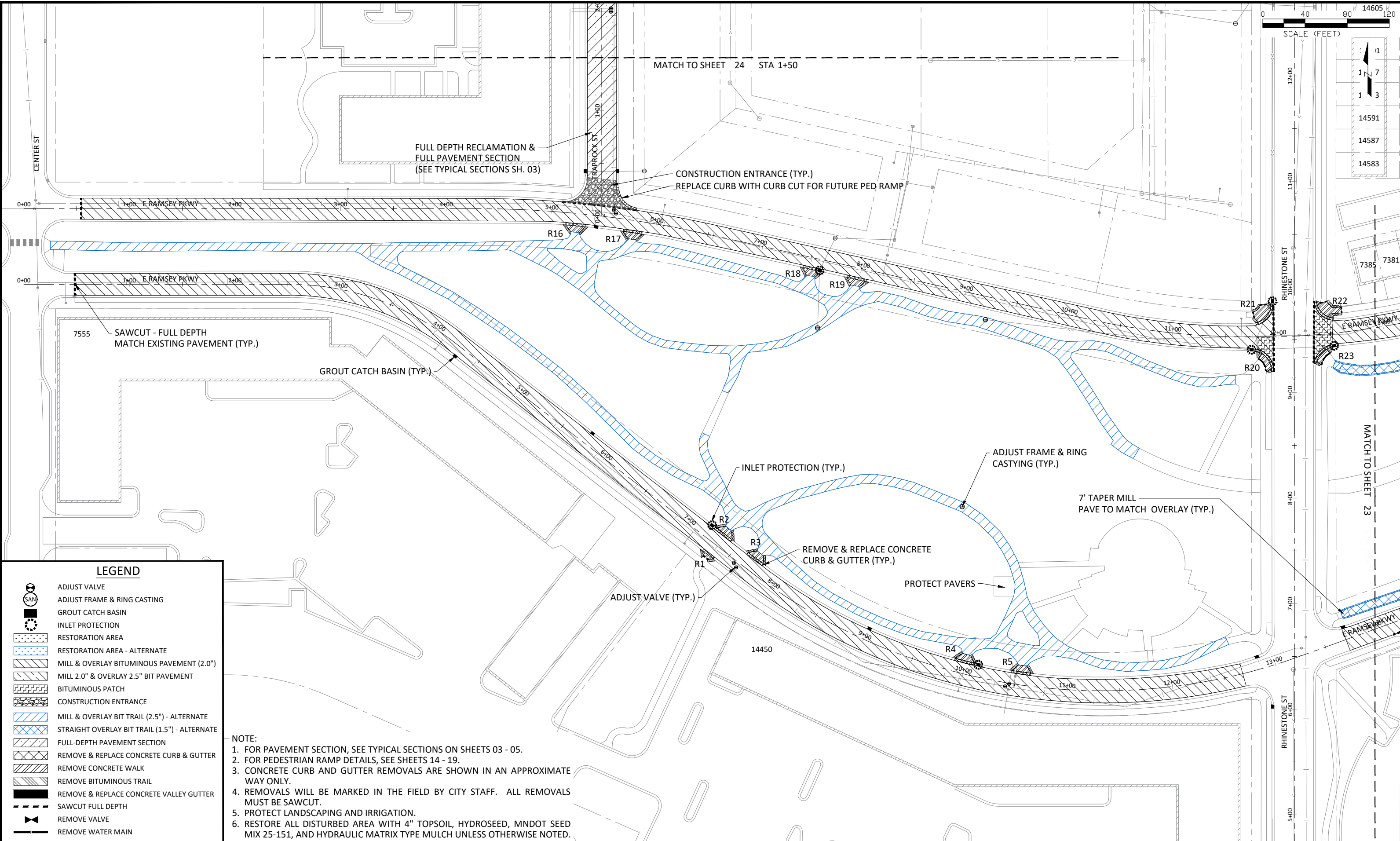
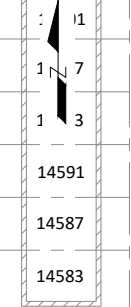
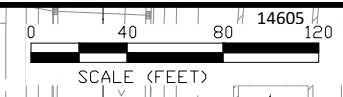
DESIGNED BY:	LWC
DRAWN BY:	LWC
CHECKED BY:	JJF



CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

SWPPP

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND

	ADJUST VALVE
	ADJUST FRAME & RING CASTING
	GROUT CATCH BASIN
	INLET PROTECTION
	RESTORATION AREA
	RESTORATION AREA - ALTERNATE
	MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
	MILL 2.0" & OVERLAY 2.5" BIT PAVEMENT
	BITUMINOUS PATCH
	CONSTRUCTION ENTRANCE
	MILL & OVERLAY BIT TRAIL (2.5") - ALTERNATE
	STRAIGHT OVERLAY BIT TRAIL (1.5") - ALTERNATE
	FULL-DEPTH PAVEMENT SECTION
	REMOVE & REPLACE CONCRETE CURB & GUTTER
	REMOVE CONCRETE WALK
	REMOVE BITUMINOUS TRAIL
	REMOVE & REPLACE CONCRETE VALLEY GUTTER
	SAWCUT FULL DEPTH
	REMOVE VALVE
	REMOVE WATER MAIN

NOTE:

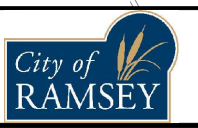
1. FOR PAVEMENT SECTION, SEE TYPICAL SECTIONS ON SHEETS 03 - 05.
2. FOR PEDESTRIAN RAMP DETAILS, SEE SHEETS 14 - 19.
3. CONCRETE CURB AND GUTTER REMOVALS ARE SHOWN IN AN APPROXIMATE WAY ONLY.
4. REMOVALS WILL BE MARKED IN THE FIELD BY CITY STAFF. ALL REMOVALS MUST BE SAWCUT.
5. PROTECT LANDSCAPING AND IRRIGATION.
6. RESTORE ALL DISTURBED AREA WITH 4" TOPSOIL, HYDROSEED, MNDOT SEED MIX 25-151, AND HYDRAULIC MATRIX TYPE MULCH UNLESS OTHERWISE NOTED.

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

Joe Feriancek
 JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

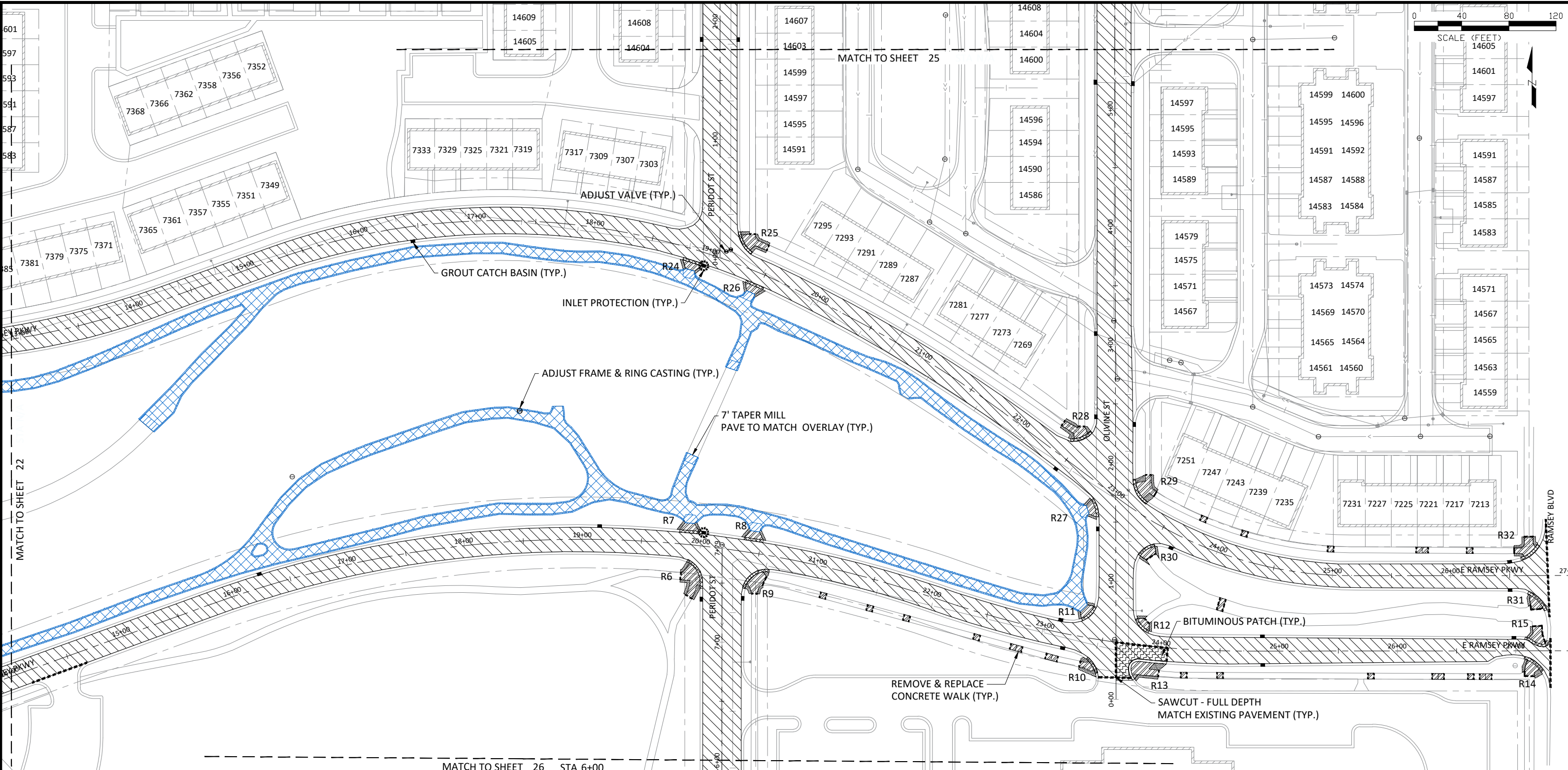
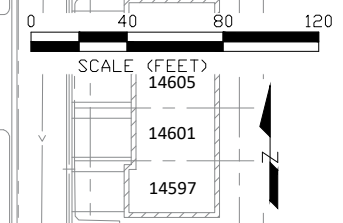
DESIGNED BY: LWC
 DRAWN BY: LWC DATE: 05/05/25
 CHECKED BY: JIF FILE: 25-07



CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
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MILL & OVERLAY - RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND	
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	ADJUST FRAME & RING CASTING
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	SAWCUT FULL DEPTH
	REMOVE VALVE
	REMOVE WATER MAIN

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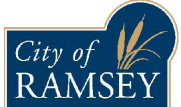
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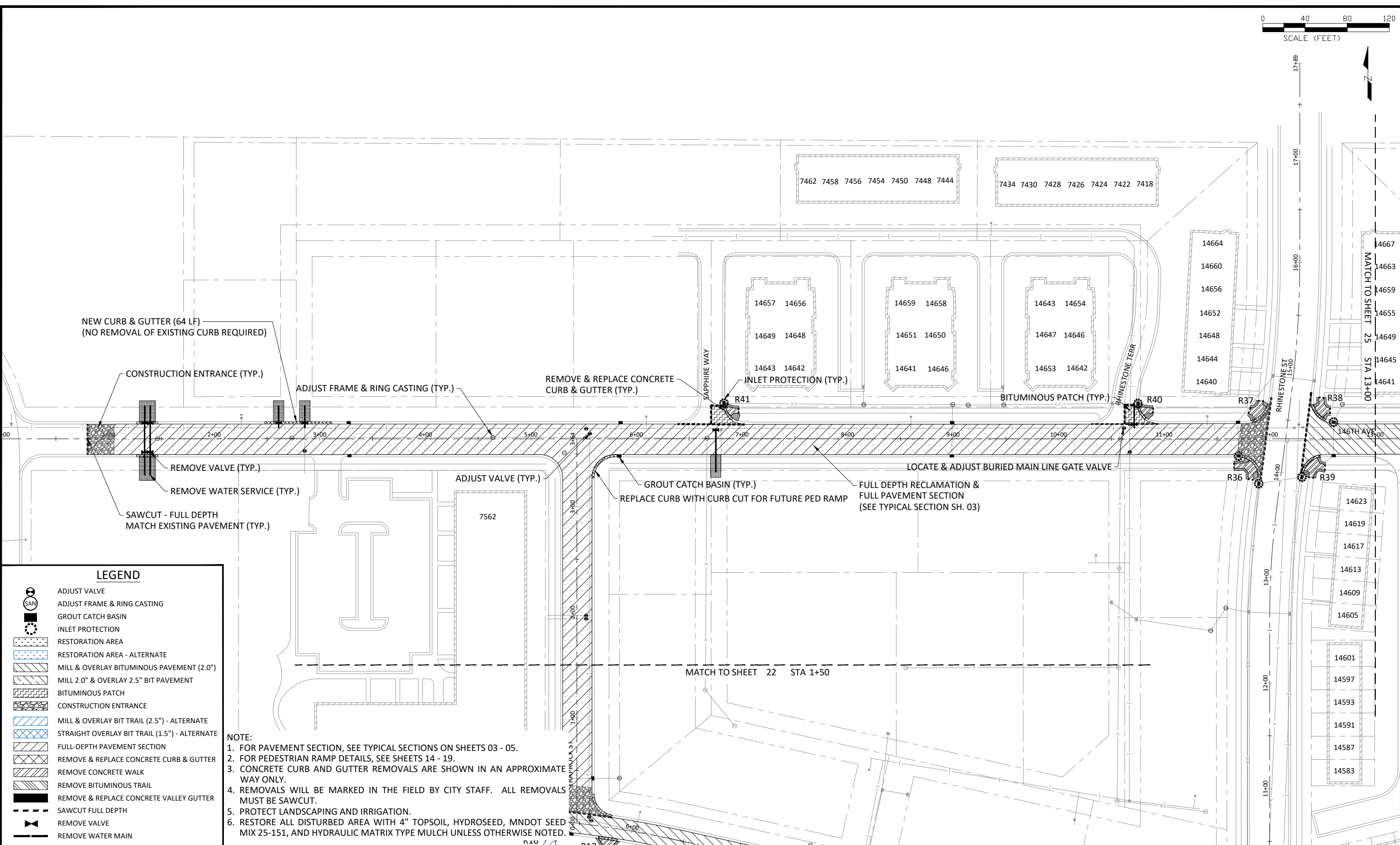
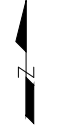
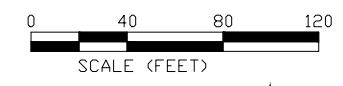
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MILL & OVERLAY - RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND	
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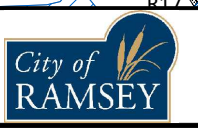
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6. RESTORE ALL DISTURBED AREA WITH 4" TOPSOIL, HYDROSEED, MNDOT SEED MIX 25-151, AND HYDRAULIC MATRIX TYPE MULCH UNLESS OTHERWISE NOTED.

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Joe Feriancek
 JOE FERIANCEK
 Date 05/05/25 Lic. No. 57095

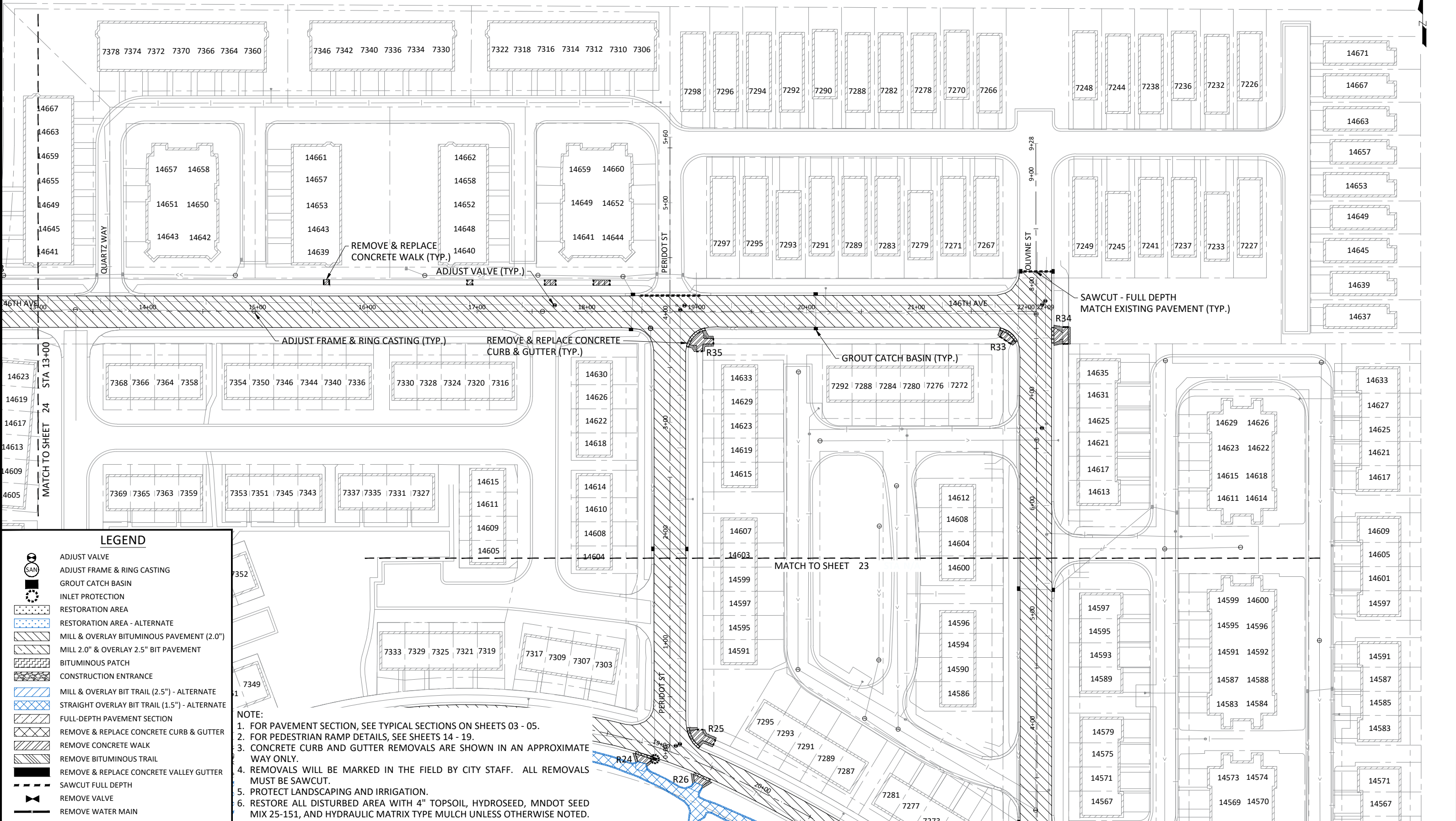
DESIGNED BY:	LWC
DRAWN BY:	LWC
CHECKED BY:	JJF



CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

MILL & OVERLAY - RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND

- ADJUST VALVE
- ADJUST FRAME & RING CASTING
- GROUT CATCH BASIN
- INLET PROTECTION
- RESTORATION AREA
- RESTORATION AREA - ALTERNATE
- MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
- MILL 2.0" & OVERLAY 2.5" BIT PAVEMENT
- BITUMINOUS PATCH
- CONSTRUCTION ENTRANCE
- MILL & OVERLAY BIT TRAIL (2.5") - ALTERNATE
- STRAIGHT OVERLAY BIT TRAIL (1.5") - ALTERNATE
- FULL-DEPTH PAVEMENT SECTION
- REMOVE & REPLACE CONCRETE CURB & GUTTER
- REMOVE CONCRETE WALK
- REMOVE BITUMINOUS TRAIL
- REMOVE & REPLACE CONCRETE VALLEY GUTTER
- SAWCUT FULL DEPTH
- REMOVE VALVE
- REMOVE WATER MAIN

NOTE:

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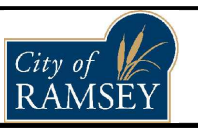
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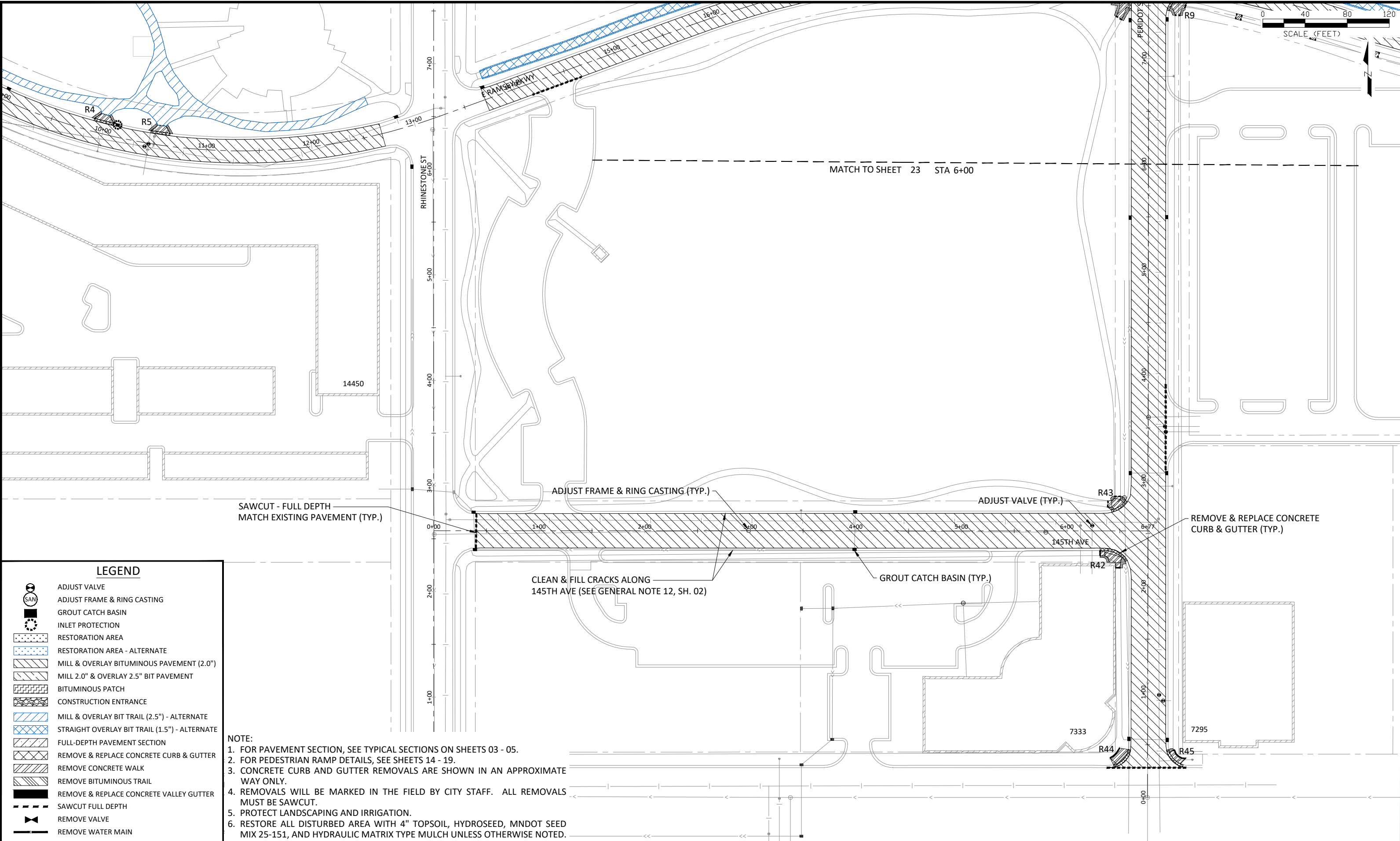
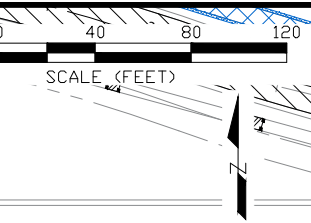
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MILL & OVERLAY - RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



LEGEND	
	ADJUST VALVE
	ADJUST FRAME & RING CASTING
	GROUT CATCH BASIN
	INLET PROTECTION
	RESTORATION AREA
	RESTORATION AREA - ALTERNATE
	MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
	MILL 2.0" & OVERLAY 2.5" BIT PAVEMENT
	BITUMINOUS PATCH
	CONSTRUCTION ENTRANCE
	MILL & OVERLAY BIT TRAIL (2.5") - ALTERNATE
	STRAIGHT OVERLAY BIT TRAIL (1.5") - ALTERNATE
	FULL-DEPTH PAVEMENT SECTION
	REMOVE & REPLACE CONCRETE CURB & GUTTER
	REMOVE CONCRETE WALK
	REMOVE BITUMINOUS TRAIL
	REMOVE & REPLACE CONCRETE VALLEY GUTTER
	SAWCUT FULL DEPTH
	REMOVE VALVE
	REMOVE WATER MAIN

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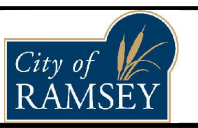
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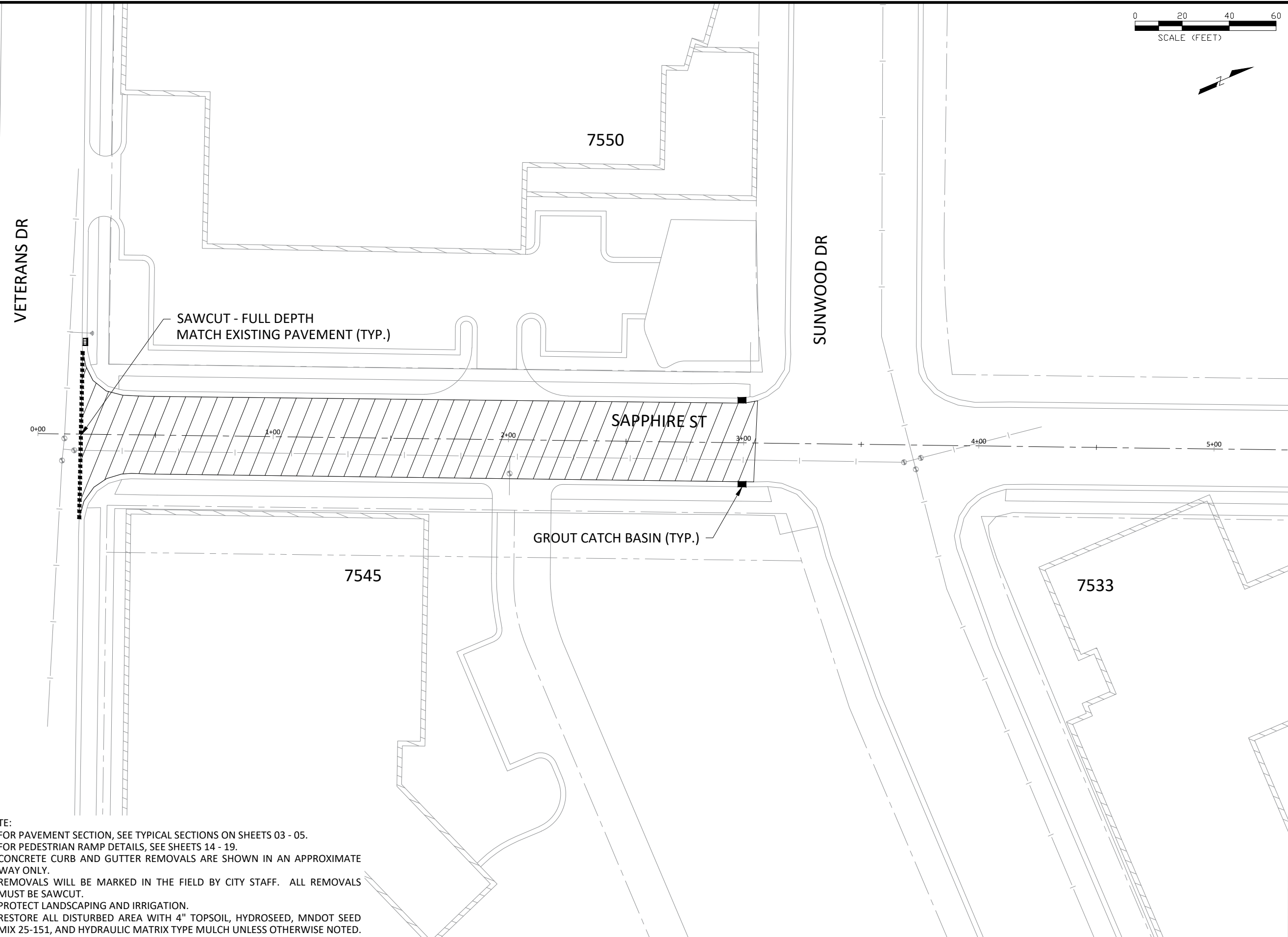
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 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND

	ADJUST VALVE
	ADJUST FRAME & RING CASTING
	GROUT CATCH BASIN
	INLET PROTECTION
	RESTORATION AREA
	RESTORATION AREA - ALTERNATE
	MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
	MILL 2.0" & OVERLAY 2.5" BIT PAVEMENT
	BITUMINOUS PATCH
	CONSTRUCTION ENTRANCE
	MILL & OVERLAY BIT TRAIL (2.5") - ALTERNATE
	STRAIGHT OVERLAY BIT TRAIL (1.5") - ALTERNATE
	FULL-DEPTH PAVEMENT SECTION
	REMOVE & REPLACE CONCRETE CURB & GUTTER
	REMOVE CONCRETE WALK
	REMOVE BITUMINOUS TRAIL
	REMOVE & REPLACE CONCRETE VALLEY GUTTER
	SAWCUT FULL DEPTH
	REMOVE VALVE
	REMOVE WATER MAIN

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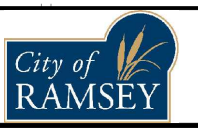
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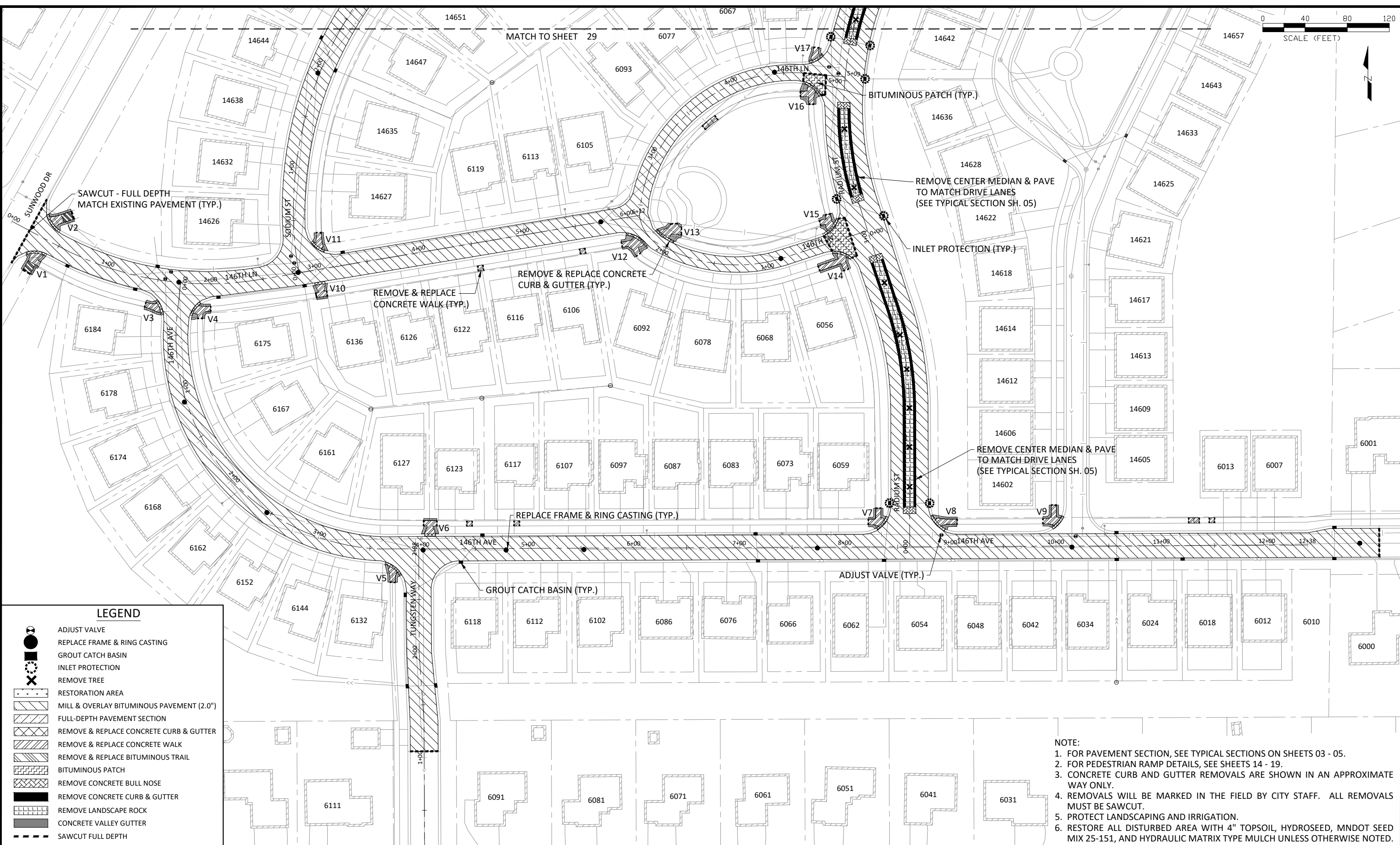
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MILL & OVERLAY - RAMSEY TOWN CENTER

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



LEGEND

	ADJUST VALVE
	REPLACE FRAME & RING CASTING
	GROUT CATCH BASIN (TYP.)
	INLET PROTECTION (TYP.)
	REMOVE TREE
	RESTORATION AREA
	MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
	FULL-DEPTH PAVEMENT SECTION
	REMOVE & REPLACE CONCRETE CURB & GUTTER (TYP.)
	REMOVE & REPLACE CONCRETE WALK (TYP.)
	REMOVE & REPLACE BITUMINOUS TRAIL
	BITUMINOUS PATCH (TYP.)
	REMOVE CONCRETE BULL NOSE
	REMOVE CONCRETE CURB & GUTTER
	REMOVE LANDSCAPE ROCK
	CONCRETE VALLEY GUTTER
	SAWCUT FULL DEPTH

- NOTE:**
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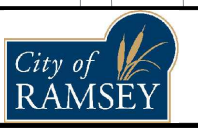
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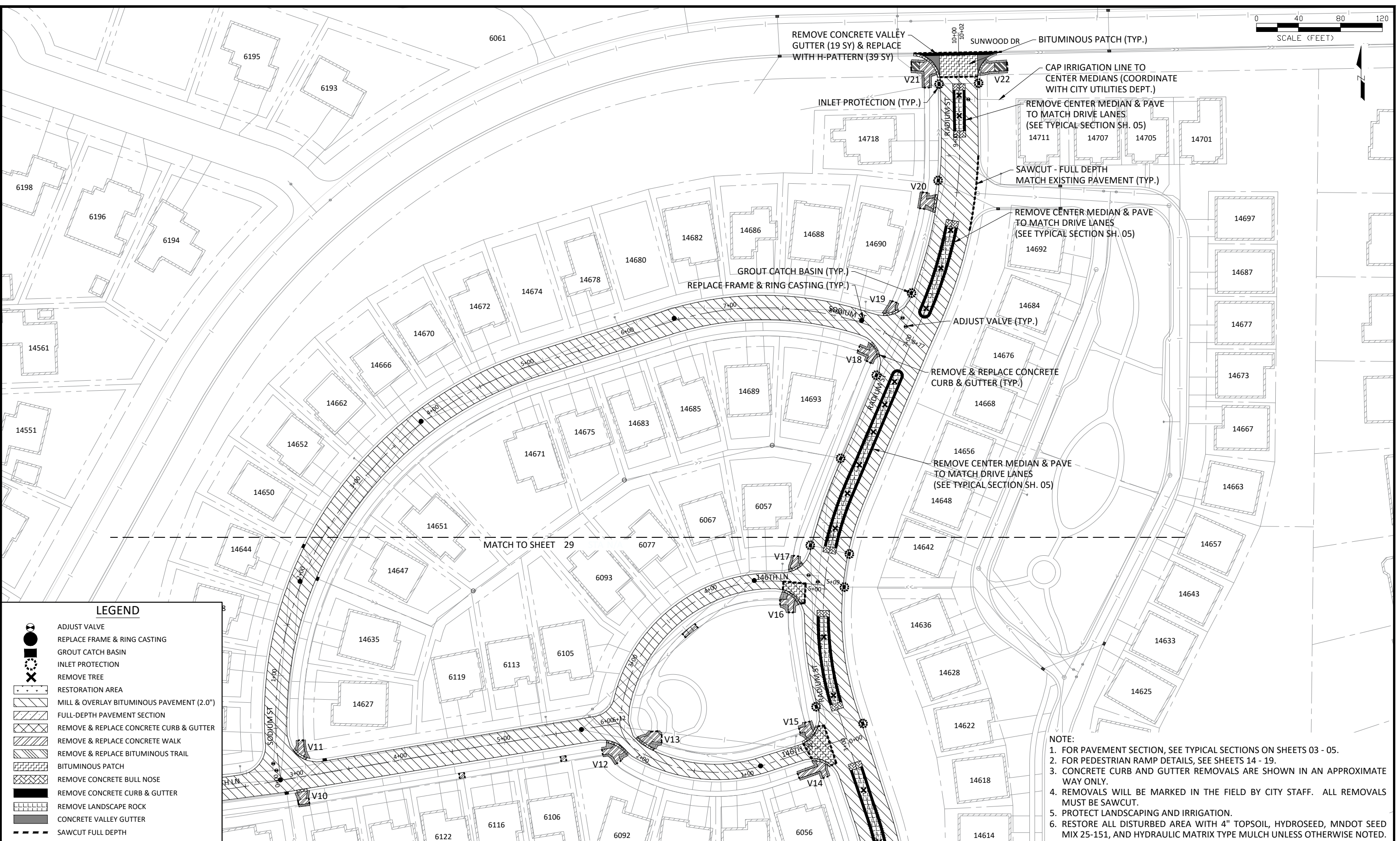
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CITY OF RAMSEY
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MILL & OVERLAY - VILLAGE OF SUNFISH LAKE

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



LEGEND

- ADJUST VALVE
- REPLACE FRAME & RING CASTING
- GROUT CATCH BASIN
- INLET PROTECTION
- REMOVE TREE
- RESTORATION AREA
- MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
- FULL-DEPTH PAVEMENT SECTION
- REMOVE & REPLACE CONCRETE CURB & GUTTER
- REMOVE & REPLACE CONCRETE WALK
- REMOVE & REPLACE BITUMINOUS TRAIL
- BITUMINOUS PATCH
- REMOVE CONCRETE BULL NOSE
- REMOVE CONCRETE CURB & GUTTER
- REMOVE LANDSCAPE ROCK
- CONCRETE VALLEY GUTTER
- SAWCUT FULL DEPTH

NOTE:

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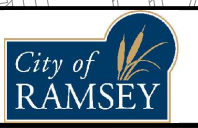
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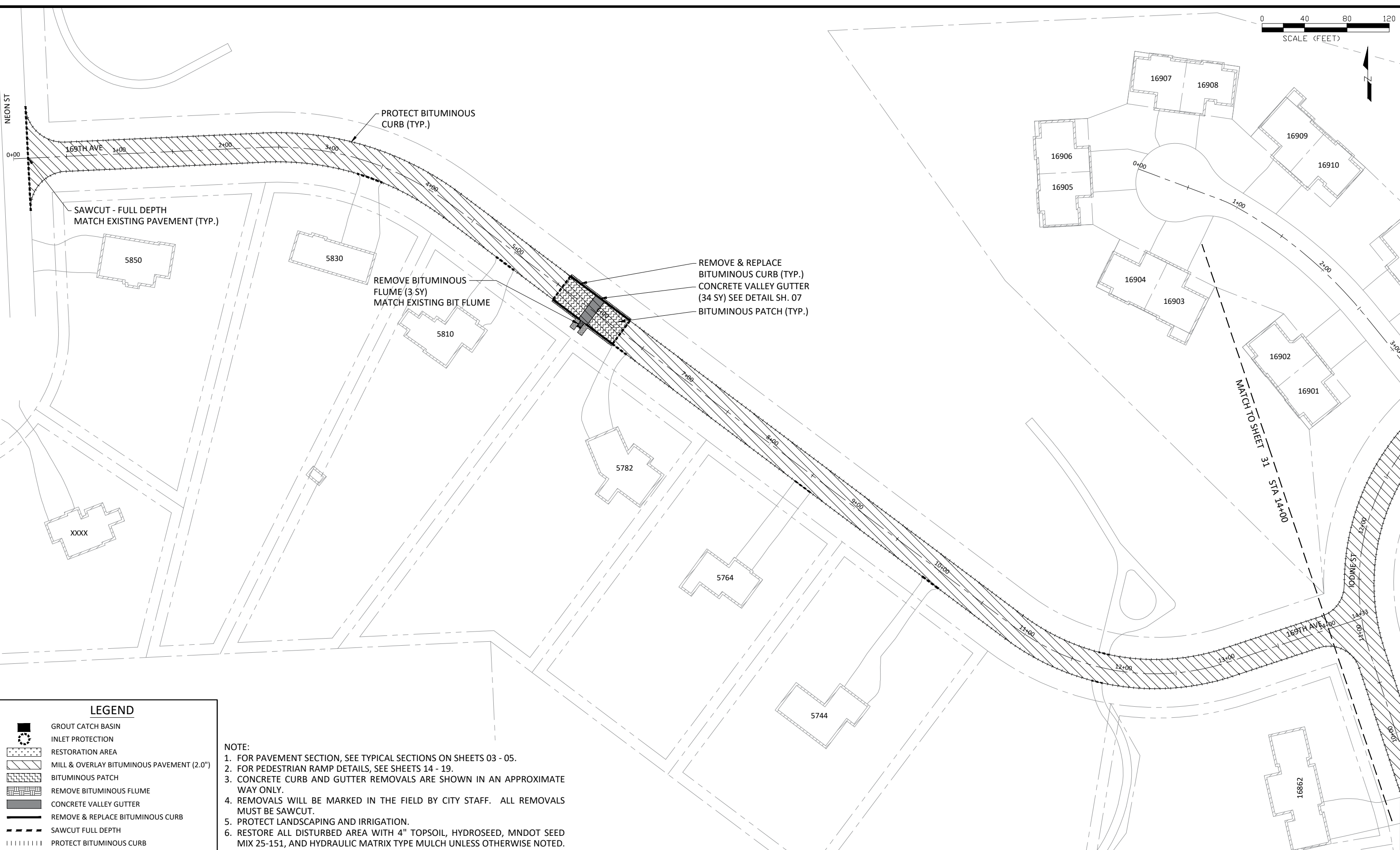
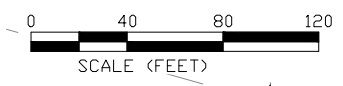
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MILL & OVERLAY - VILLAGE OF SUNFISH LAKE

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
CITY PROJECT NO. 25-07
CITY OF RAMSEY, MINNESOTA



LEGEND

- GROUT CATCH BASIN
- INLET PROTECTION
- RESTORATION AREA
- MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
- BITUMINOUS PATCH
- REMOVE BITUMINOUS FLUME
- CONCRETE VALLEY GUTTER
- REMOVE & REPLACE BITUMINOUS CURB
- SAWCUT FULL DEPTH
- PROTECT BITUMINOUS CURB

NOTE:

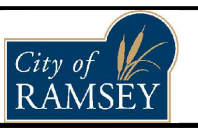
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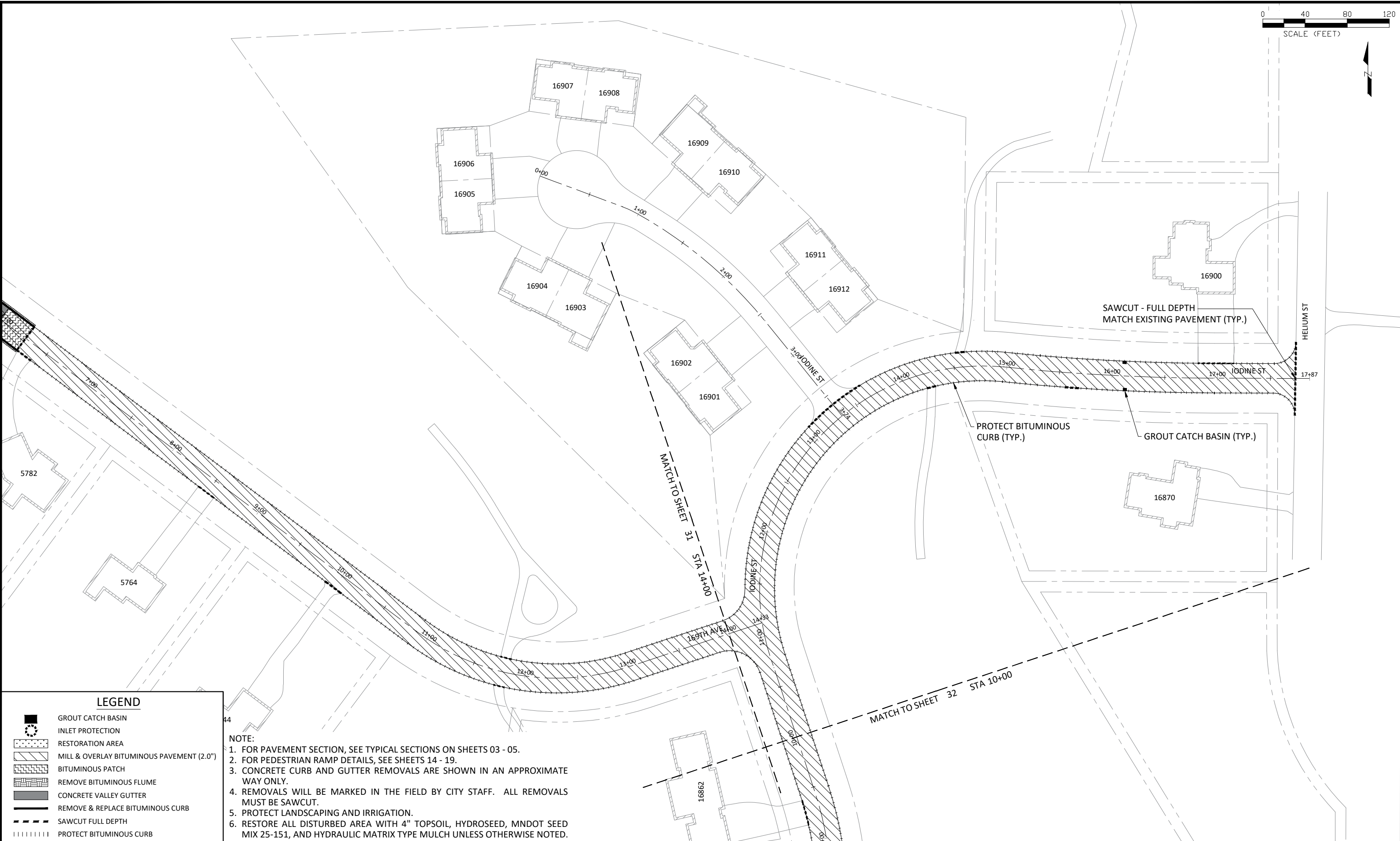
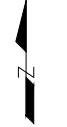
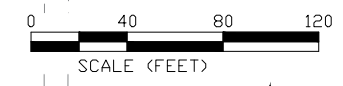
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MILL & OVERLAY - RUM RIVER HILLS

2025 NEIGHBORHOOD OVERLAY IMPROVEMENTS
 CITY PROJECT NO. 25-07
 CITY OF RAMSEY, MINNESOTA



LEGEND	
	GROUT CATCH BASIN
	INLET PROTECTION
	RESTORATION AREA
	MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
	BITUMINOUS PATCH
	REMOVE BITUMINOUS FLUME
	CONCRETE VALLEY GUTTER
	REMOVE & REPLACE BITUMINOUS CURB
	SAWCUT FULL DEPTH
	PROTECT BITUMINOUS CURB

NOTE:

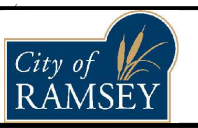
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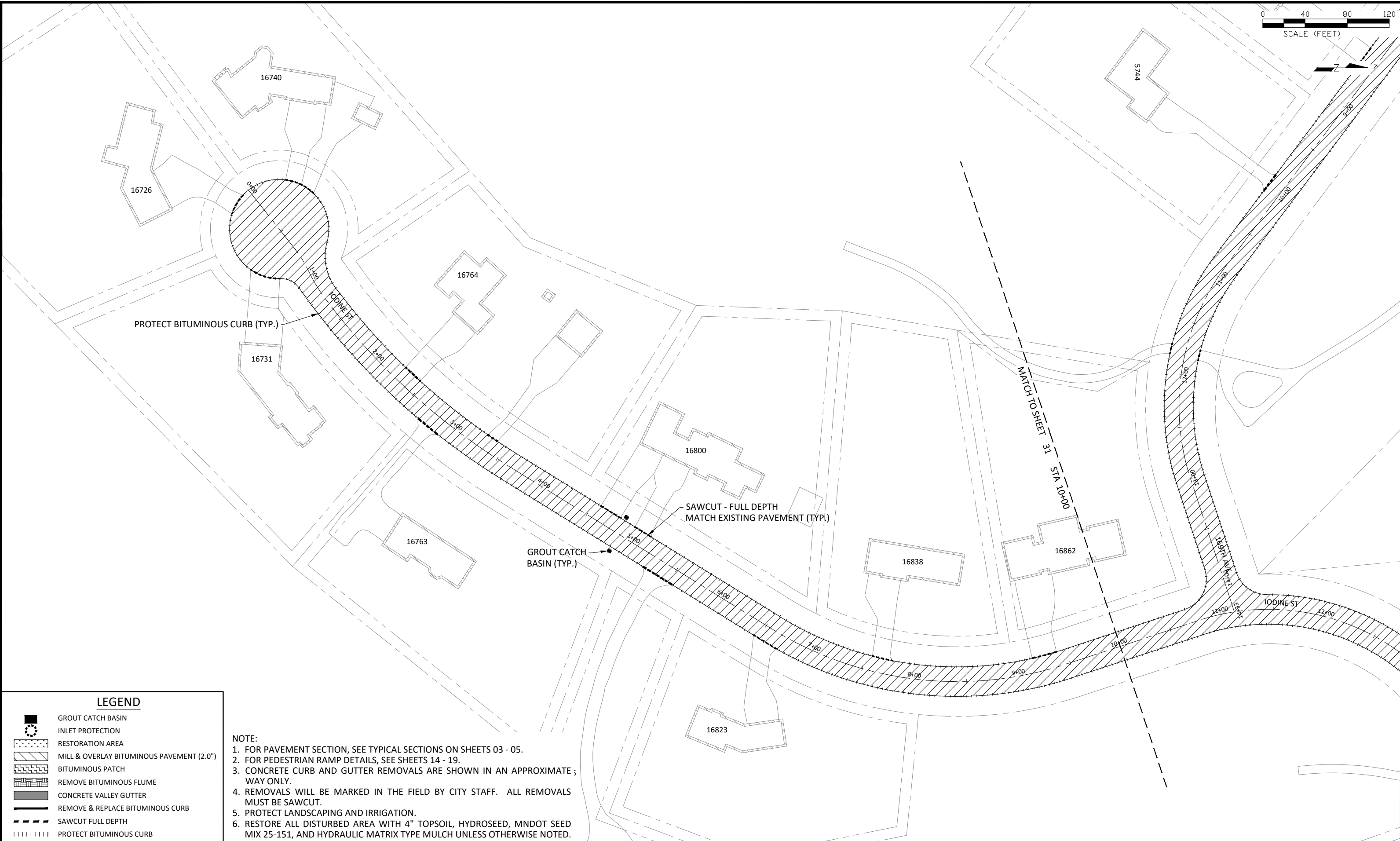
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 CITY OF RAMSEY, MINNESOTA



LEGEND

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- MILL & OVERLAY BITUMINOUS PAVEMENT (2.0")
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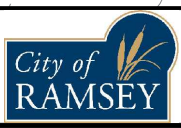
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