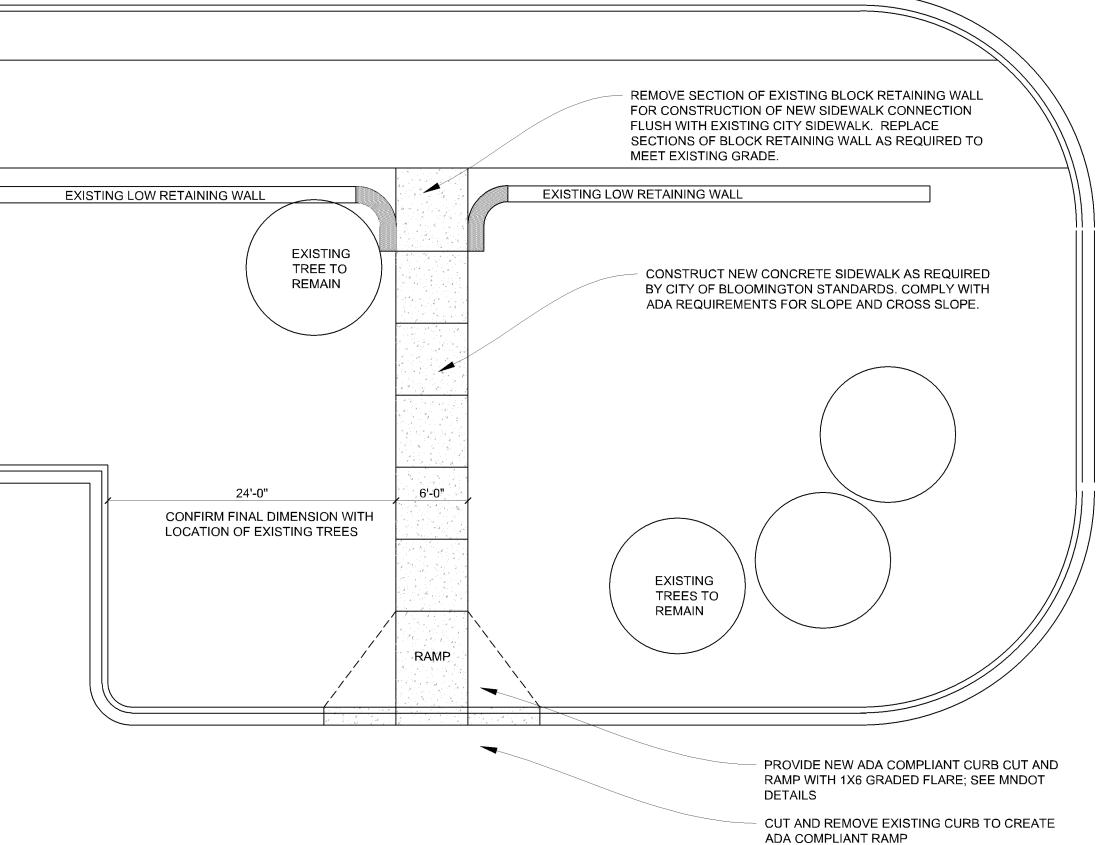


CASE #PL2021-256

SIDEWALK LAYOUT PLAN



APPROVED Zoning Review Only

06/29/2022 NMJ

EGRESS 5 LOOP BIKE RACK (7 BIKE CAPACITY; APPROX. 68" IN **EGRESS** ON NEW CONCRETE PAD DOOR ADJACENT TO EXISTING SIDEWALK COMPLY WITH CITY OF PLATE 710 FOR BIKE RACK REQUIREMENTS AND

I hereby certify this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of

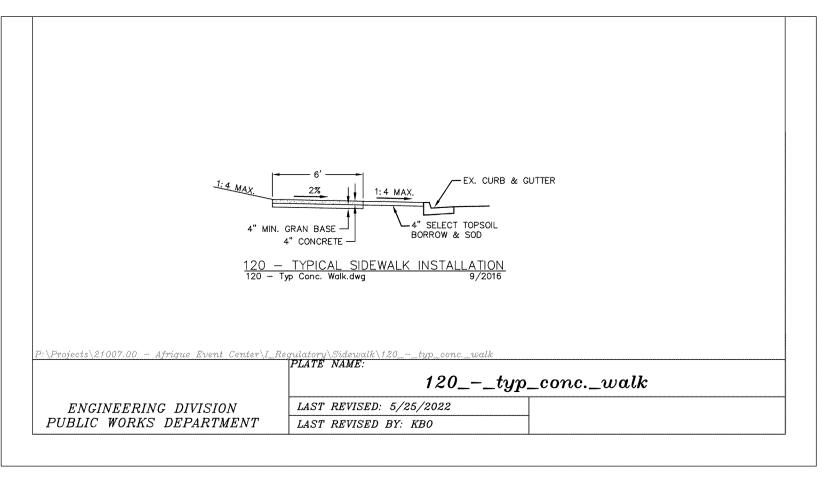
<u>Minnesota</u> MANAM

Pamela Bakken Anderson Date: 06/08/2022 Reg. No: 21241

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BICYCLE RACK LAYOUT PLAN

INSTALLATION



- 8%-10% FLARE

DIAGONAL

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

OR WALKABLE SURFACE

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

2) 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.

8 A 7'MIN TOP RADIUS GRADE BREAK REQUIRED TO BE CONSTRUCTIBLE.

1-23-2017 | STANDARD PLAN 5-297.250 |

1) MATCH FULL HEIGHT CURB.

9) PAVE FULL WALK WIDTH.

USED WHEN RIGHT-OF-WAY

DEPRESSED CORNER

7

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%.

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 SURFACE

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

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

4'MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS, DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL, DETECTABLE WARNING TO COVER ENTIRE WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK. DETECTABLE WARNING SHOULD BE 6" LESS THAN THE PAR/TRAIL WIDTH, ARC LENGTH OF 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.

3) 3" HIGH CURB WHEN USING A 3'LONG RAMP, 4" HIGH CURB WHEN USING A 4'LONG RAMP. SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS, WHEN INITIAL LANDING IS AT FULL CURB HEIGHT.

1 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 SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.

AND MELOTIONED CORDS, WHEN INITIAL LANDING IS AT FOLL CORD REIGHT.

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.

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)

"S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

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

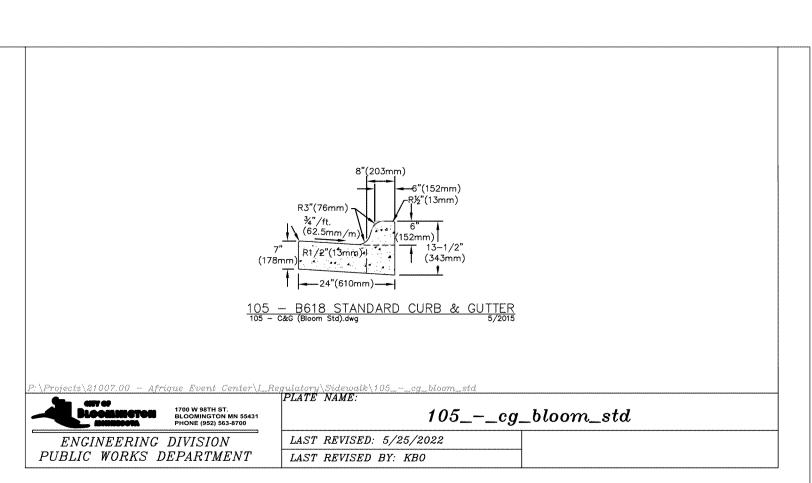
LANDING AREA - 4'X 4'MIN. (5'X 5'MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

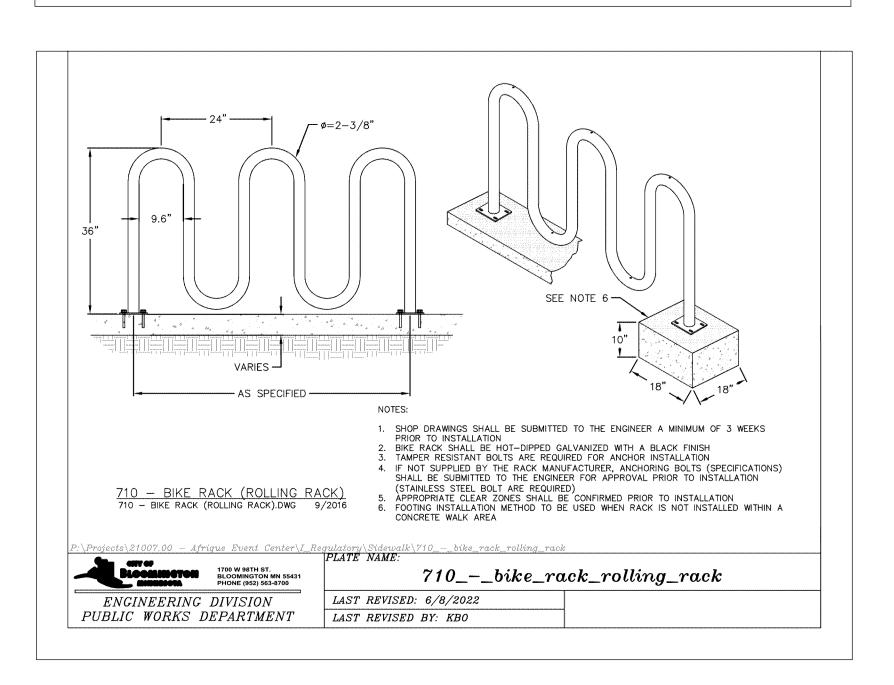
PEDESTRIAN CURB RAMP DETAILS

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

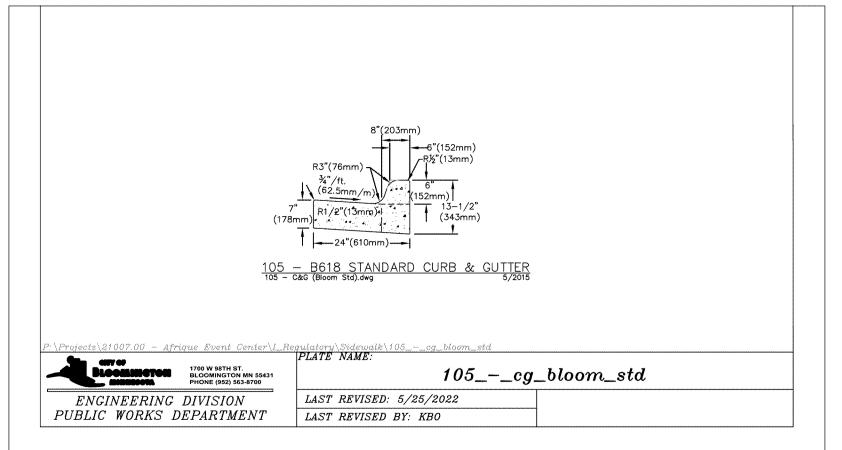
INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

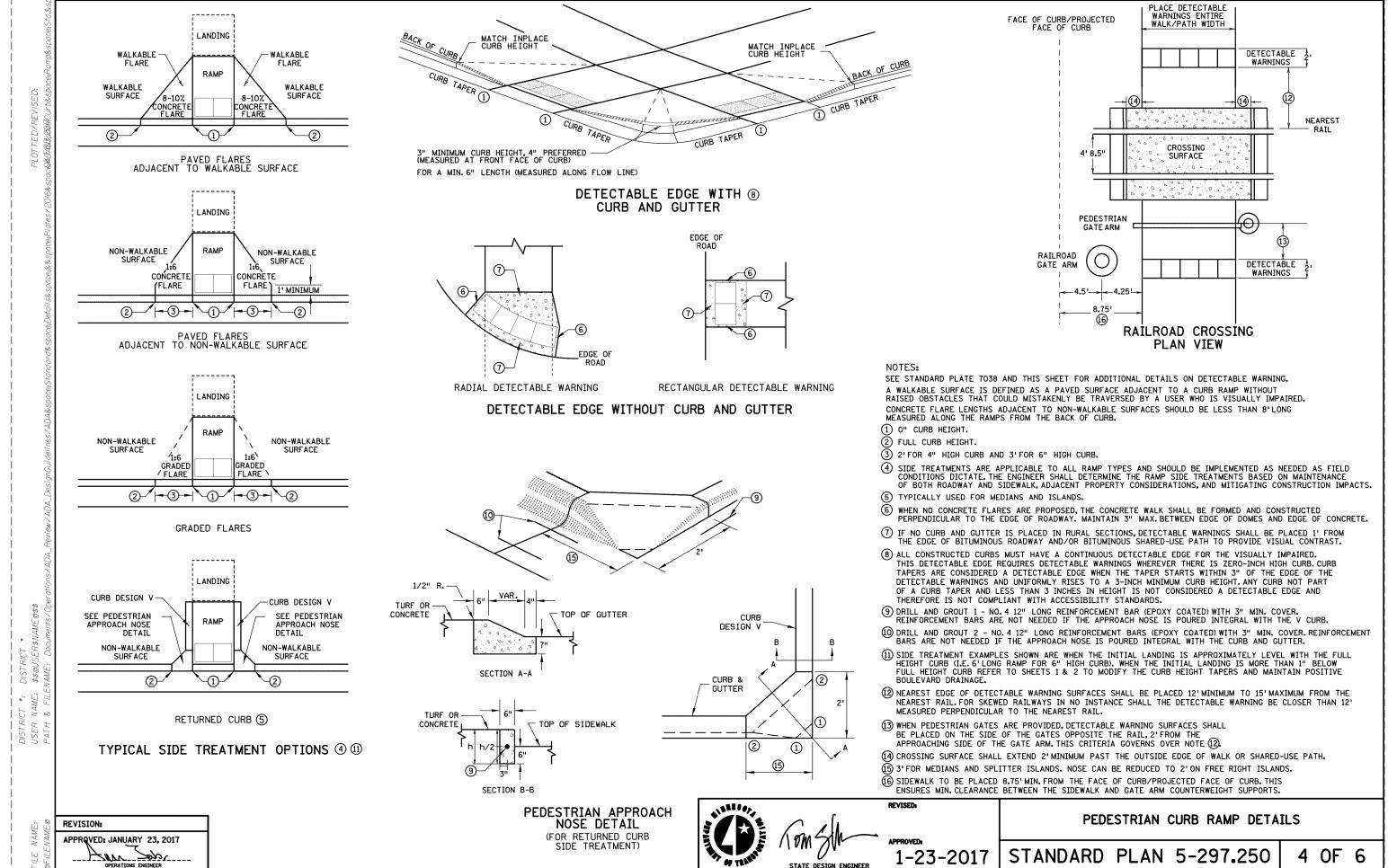
INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%. SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.





DETAILS ISSUED FOR REFERENCE ONLY REFER TO CURRENT STANDARD PLATES FROM THE CITY OF BLOOMINGTON AND MNDOT FOR CONSTRUCTION





FLOW LINE

CURB AND GUTTER-

CURB OR CURB AND GUTTER-

REVISION:

PPRQVED: JANUARY 23, 2017

.....

PERPENDICULAR

TIERED PERPENDICULAR

PARALLEL

SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL

-(F)

≤ 0.083 FT./FT PREFERRED

_ > 0.02 FT./FT. AND

≤ 0.05 FT./FT PREFERRED

4'0" MIN. REQUIRED LANDING

CONCRETE

PARALLEL/DEPRESSED CORNER

SECTION C-C

__ 0.02 FT./FT. MAX

(F) --



I hereby certify this plan, specification or report

was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of

<u>Minnesota</u>

/A Duplan

Pamela Bakken Anderson

Date: 06/08/2022 Reg. No: 21241

CASE #PL2021-256