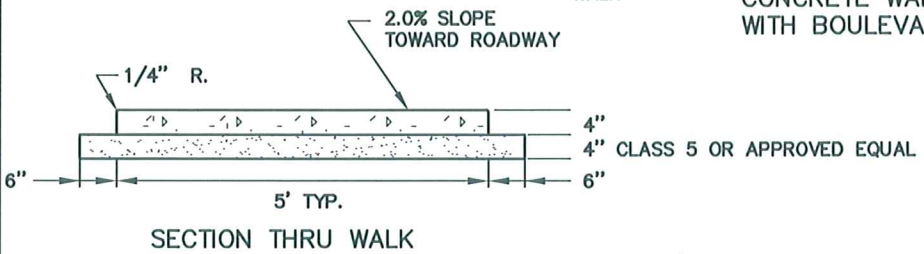
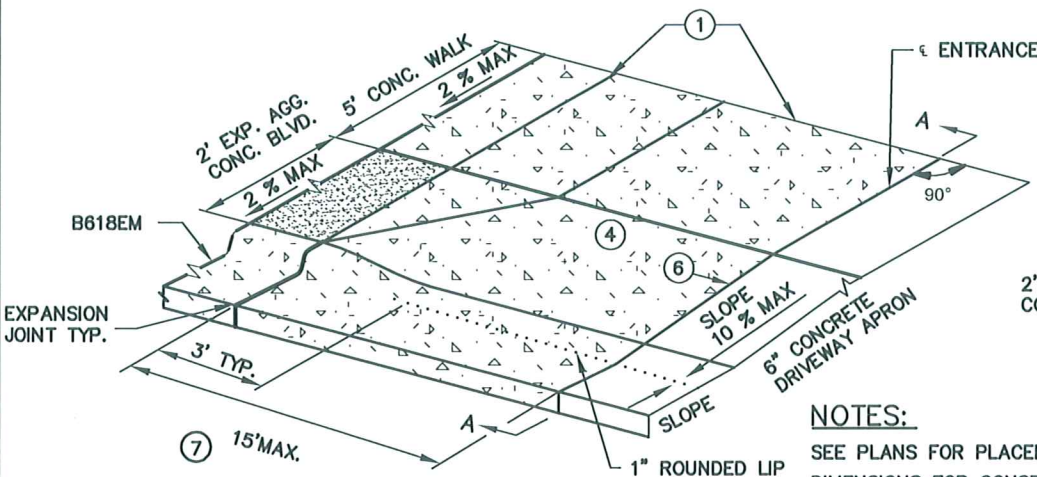


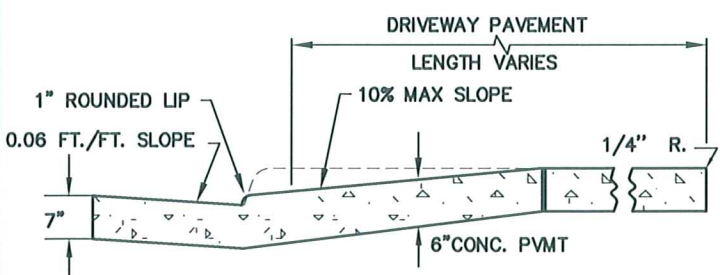
CONCRETE WALK LAYOUT WITH BOULEVARD.



SECTION THRU WALK

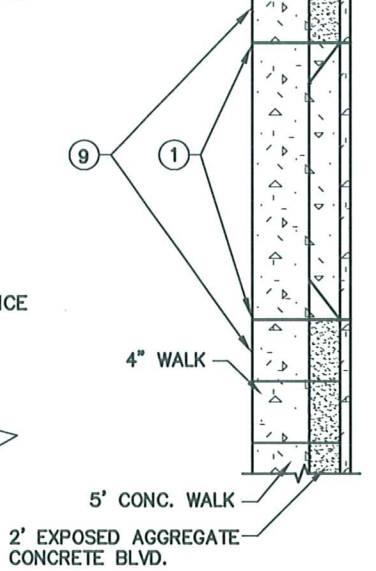


CURB RETURN, HALF PLAN PERSPECTIVE (2' EXPOSED AGGREGATE CONCRETE BLVD. WITH 5' WALK.)



SECTION A-A

\*APRON CONSTRUCTION JOINTS SHALL BE TROWELED AND MATCH EXISTING DRIVEWAY PATTERN. OTHER CONCRETE CONSTRUCTION JOINTS SHALL MATCH THE EXISTING DRIVEWAY JOINT PATTERN AND STYLE.



**NOTES:**

- SEE PLANS FOR PLACEMENT OF WALK AND DIMENSIONS FOR CONSTRUCTION OF DRIVEWAYS.
- ① 1/2" EXPANSION JOINT. 1/2" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPARATELY).
- ② 1/2" EXPANSION JOINTS AT 150 FT. TYP. (APPROX.) MAXIMUM INTERVALS.
- ③ MATCH INPLACE DRIVEWAY THICKNESS (6" MIN. ON CONCRETE) (4" MIN. ON BIT. DRIVEWAYS).
- ④ WITH SIDEWALK, 6" CONCRETE PAVED TO THE BACK OF SIDEWALK IS PAID FOR AS 6" CONCRETE DRIVEWAY PAVEMENT.
- ⑤ SEE MNDOT STANDARD PLATE 7036 FOR PED RAMP DETAILS SEE PLANS FOR PLACEMENT
- ⑥ FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA OF 64 S.F.).
- ⑦ SEE STD. PLATE 400 FOR COMMERCIAL DRIVEWAYS
- ⑧ FOR RETROFITTED APRON, STREET MUST BE SAWED 18" MIN. OUT FROM NEW APRON AND PATCHED WITH A PLANT MIXED BITUMINOUS MIXTURE
- ⑨ THE FIRST PANEL OF SIDEWALK ON EACH SIDE OF ANY DRIVEWAY SHALL BE 6" CONCRETE PAVEMENT.
- ⑩ BIT DRIVEWAYS SHALL HAVE 6" OF CLASS 5 BASE AND BE PLACED IN TWO 2" LIFTS.



CITY OF EDINA  
ENGINEERING  
& PUBLIC  
WORKS  
DEPTS.

CONCRETE DRIVEWAY APRON  
AND CONCRETE WALK

*Wayne A. Haul*  
APPROVED: CITY ENGINEER

REVISED:  
04-09  
STANDARD  
PLATE  
410