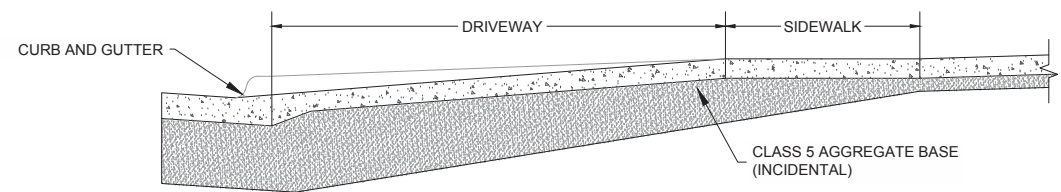
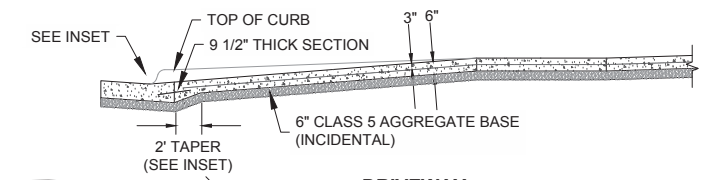


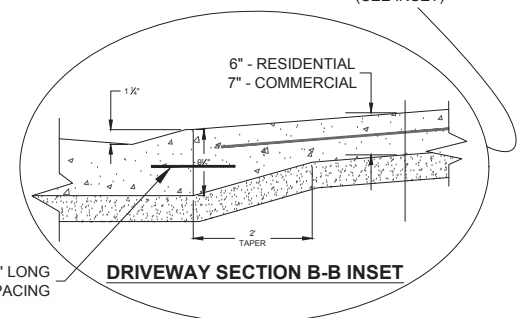
STANDARD DRIVEWAY



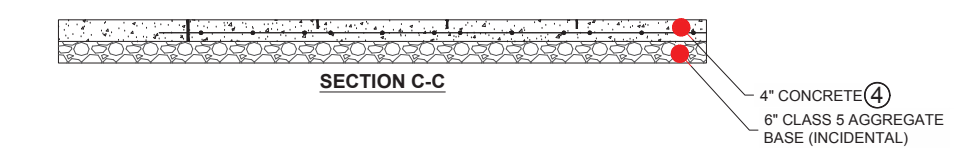
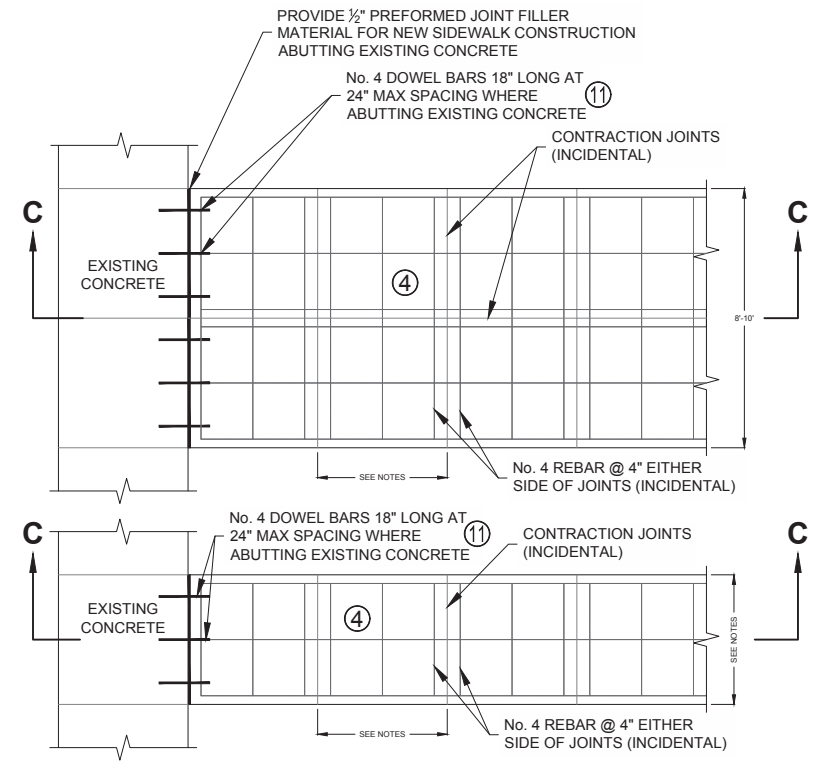
CLASS 5 AGGREGATE AT DRIVE
NOT TO SCALE



DRIVEWAY SECTION B-B
B-624 CURB



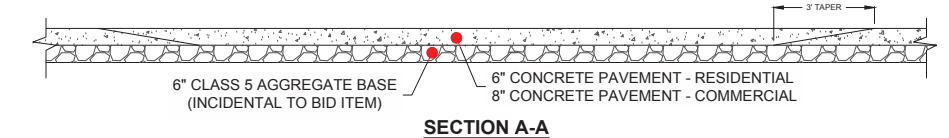
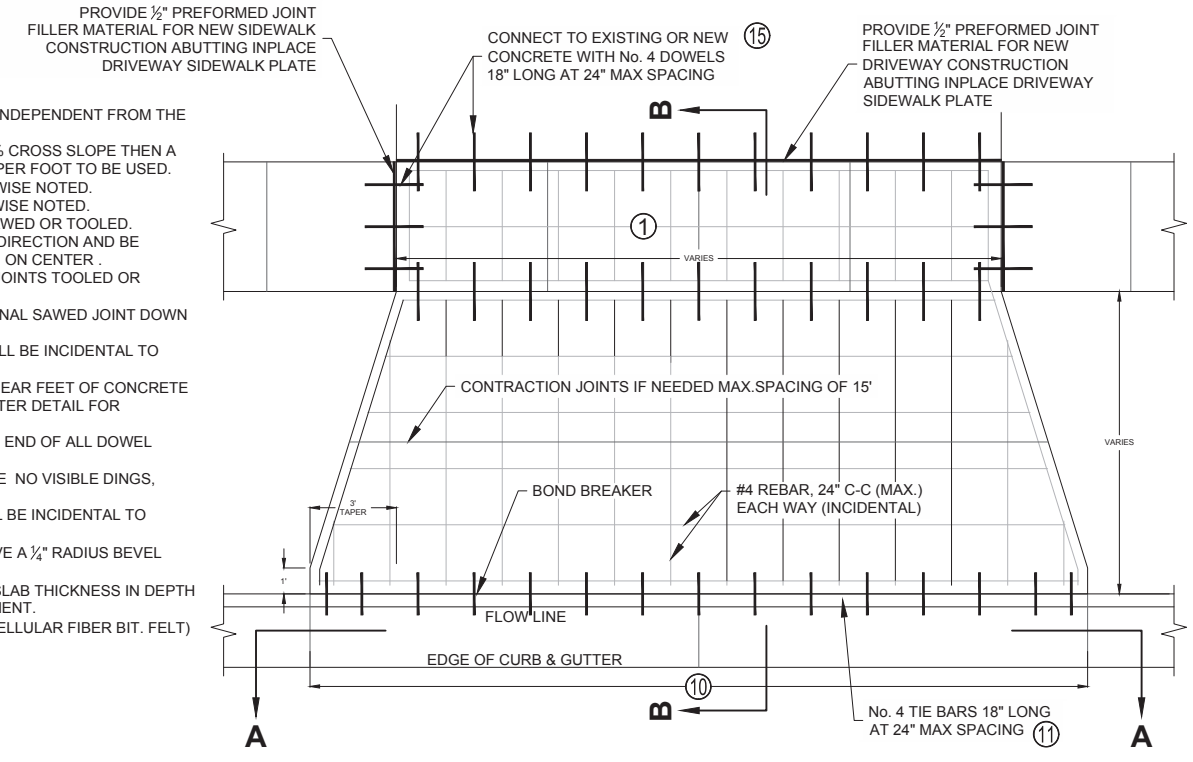
No. 4 TIE BARS 18" LONG AT 24" MAX SPACING



STANDARD SIDEWALK & BIKEPATH
NOT TO SCALE

- NOTES:**
1. DRIVEWAY CROSSING PLATE TO BE POURED BEFORE AND INDEPENDENT FROM THE APRON.
 2. WHEN ABUTTING EXISTING CONCRETE THAT EXCEEDS A 2% CROSS SLOPE THEN A TRANSITION OF NO MORE THAN 0.5% SLOPE CORRECTION PER FOOT TO BE USED.
 3. ALL CONCRETE DRIVEWAY TO BE 6" THICK UNLESS OTHERWISE NOTED.
 4. ALL CONCRETE SIDEWALK TO BE 4" THICK UNLESS OTHERWISE NOTED.
 5. JOINT SPACING MUST NOT EXCEED 5' IN ANY DIRECTION SAWED OR TOOLED.
 6. REINFORCEMENT SPACING SHALL NOT EXCEED 24" IN ANY DIRECTION AND BE SUPPORTED MID-DEPTH ON REBAR RISER CHAIRS EVERY 4" ON CENTER.
 7. REINFORCING MUST BE PLACED 4" OF BOTH SIDES OF ALL JOINTS TOOLED OR SAWED.
 8. ALL PATHS AT OR WIDER THAN 8' SHALL HAVE A LONGITUDINAL SAWED JOINT DOWN THE CENTER.
 9. ALL REINFORCEMENT, AGGREGATE BASE, AND JOINTS SHALL BE INCIDENTAL TO CONSTRUCTION.
 10. THE CURB AND CURB TRANSITION WILL BE PAID FOR AS LINEAR FEET OF CONCRETE CURB OR CONCRETE CURB AND GUTTER. SEE CURB & GUTTER DETAIL FOR ADDITIONAL REINFORCEMENT SPECS.
 11. ALL TIE BARS AND DOWELS SHALL BE EPOXY COATED. ONE END OF ALL DOWEL BARS TO BE GREASED.
 12. WHERE EPOXY COATED REBAR IS REQUIRED IT SHALL HAVE NO VISIBLE DINGS, SCRATCHES, OR OTHER EXPOSED METAL.
 13. ALL REBAR, SUPPORTING CHAIRS, AND FRAMEWORK SHALL BE INCIDENTAL TO CONSTRUCTION.
 14. TOOLED JOINTS MUST NOT EXCEED 1/2" IN WIDTH, MUST HAVE A 1/4" RADIUS BEVEL AND BE 1/2 THE SLAB THICKNESS IN DEPTH.
 15. SAWED JOINTS MUST NOT EXCEED 1/2" IN WIDTH, BE 1/2 THE SLAB THICKNESS IN DEPTH AND BE SAW CUT WITHIN 24 HOURS OF CONCRETE PLACEMENT.
 16. 1/2" PRE-FORMED JOINT FILLER MATERIAL, AASHTO M-213 (CELLULAR FIBER BIT. FELT)

STANDARD REBAR AND JOINTING DETAILS



STANDARD PRIVATE DRIVE
NOT TO SCALE

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.

Print Name: KRISTOPHER R. CARLSON

Signed: *Kristopher R. Carlson*

Date: 08-31-2018 License Number: 47082



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GENERAL DETAILS

CSAH 19 STREET & UTILITY RECONSTRUCT
GLYNDON, MINNESOTA

DRAWN BY: BAN	SCALE:
CHECKED BY: MDJ	
APPROVED BY: KRC	
DATE: 12/22/2017	UEI PROJ. NO: 16.01944
SAP: 014-619-019 (C.S.A.H. 19)	
SP: 014-090-006 (C.S.A.H. 19)	
SHEETS: 24 of 177	