

DERO

DERO BIKE RACKS, INC.
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MINNEAPOLIS, MN 55414
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www.dero.com

SELECT DESIRED MOUNT
 FOOT MOUNT
 IN GROUND MOUNT

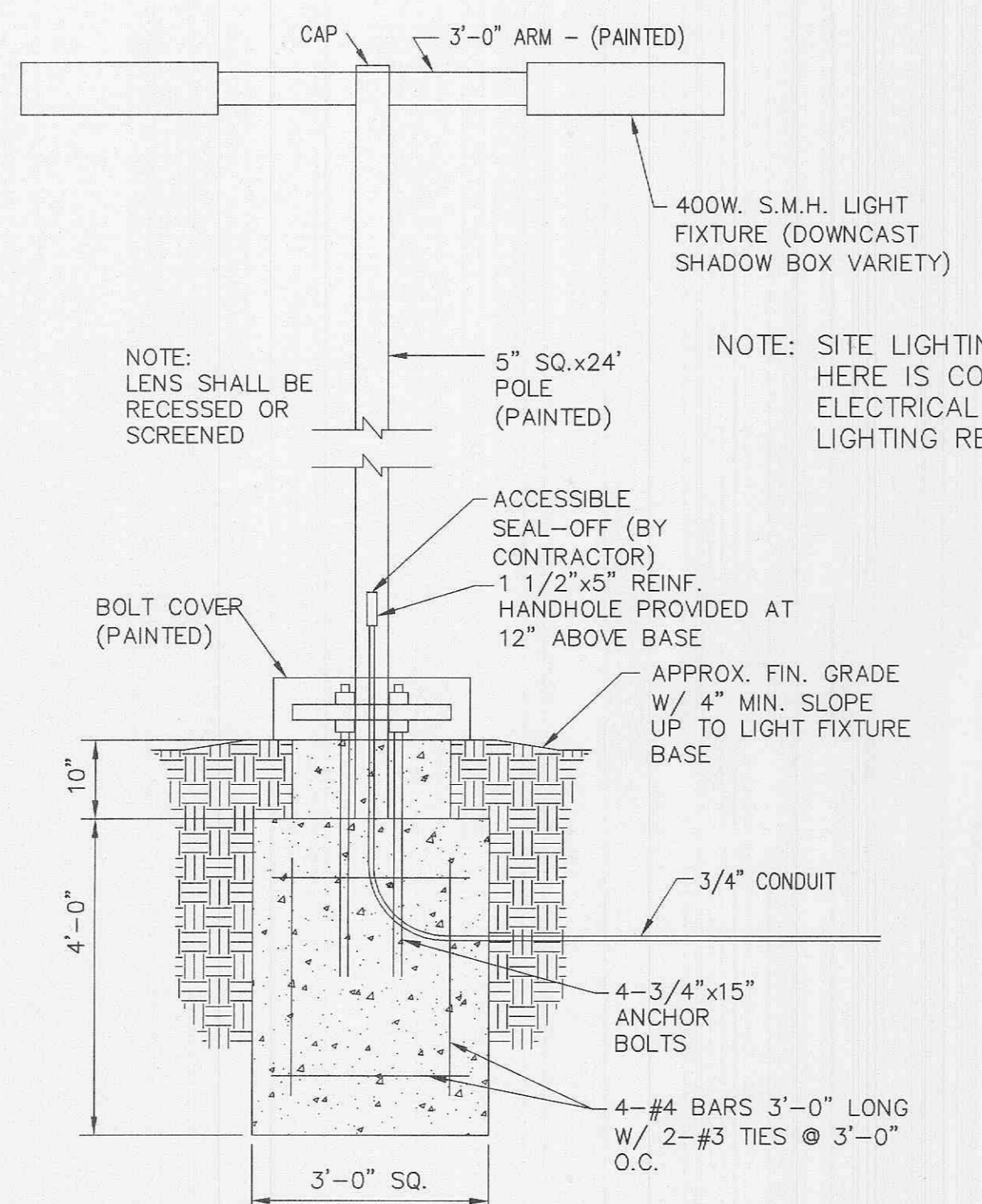
SELECT DESIRED UNIT
 32.18"
 51.24"
 115.81"
 147.99"
 63.85"
 2H - 4 BIKES
 3H - 6 BIKES
 4H - 8 BIKES
 5H - 10 BIKES

NOTES:
 1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. DO NOT SCALE DRAWINGS.
 3. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.PROJECTmarket.com
 REFERENCE NUMBER 118-003

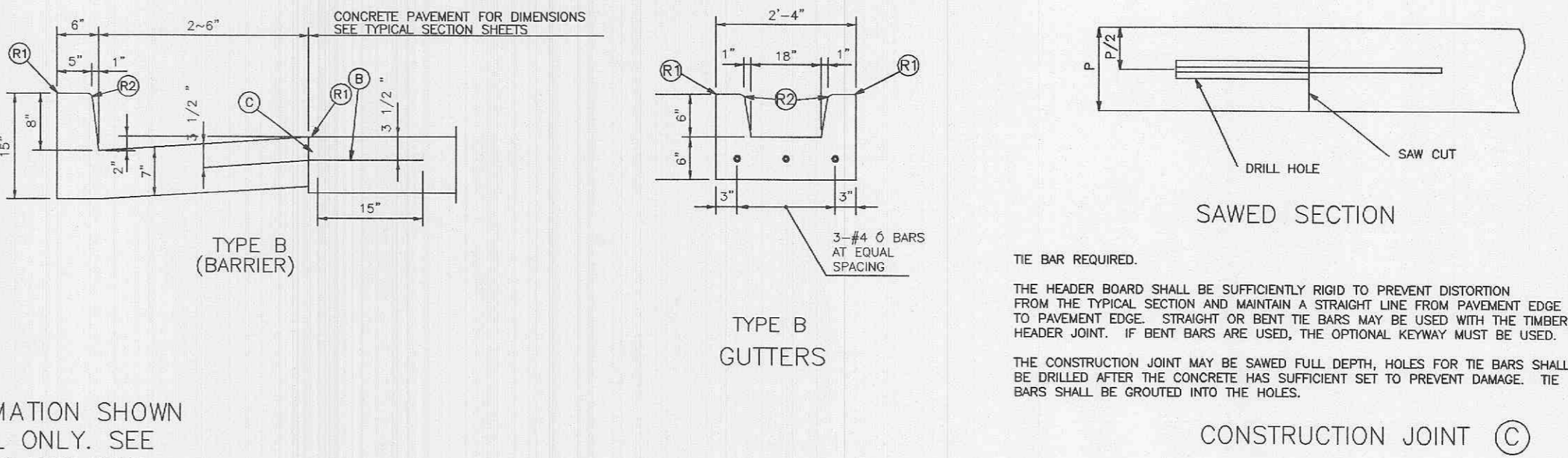
DERO ROLLING RACK
2H, 3H, 4H AND 5H

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BIKE RACK DETAIL
NOT TO SCALE

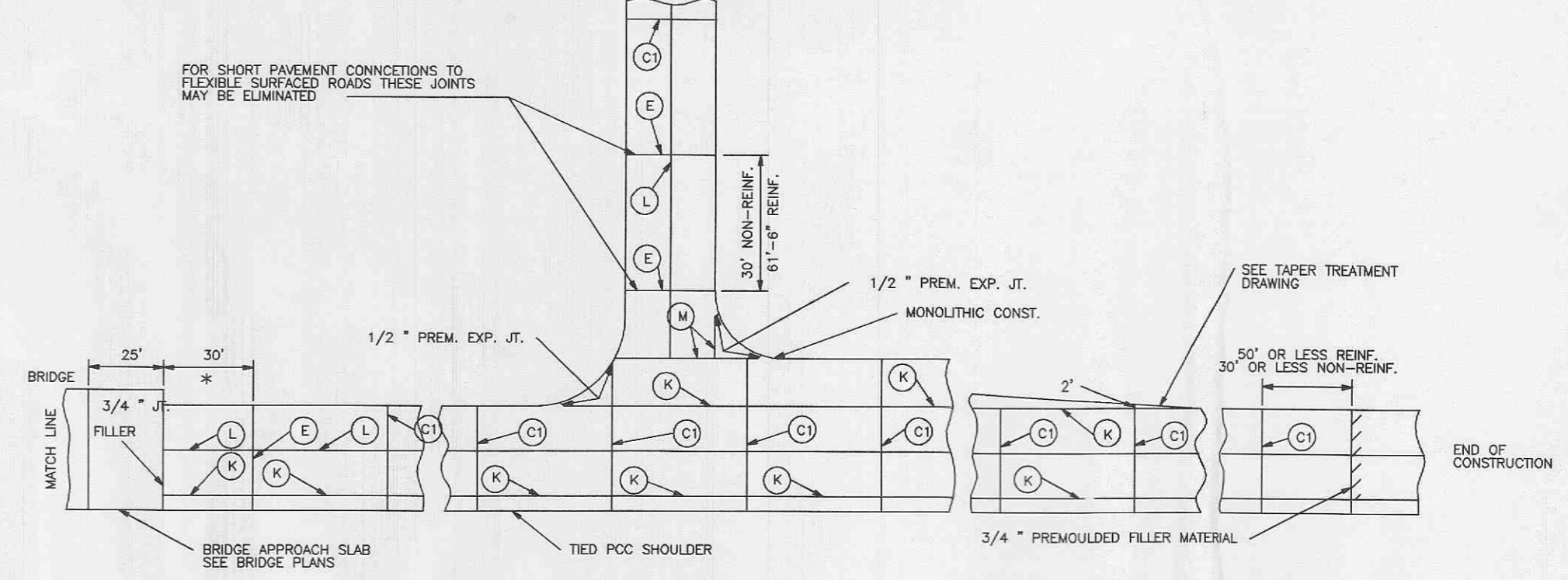
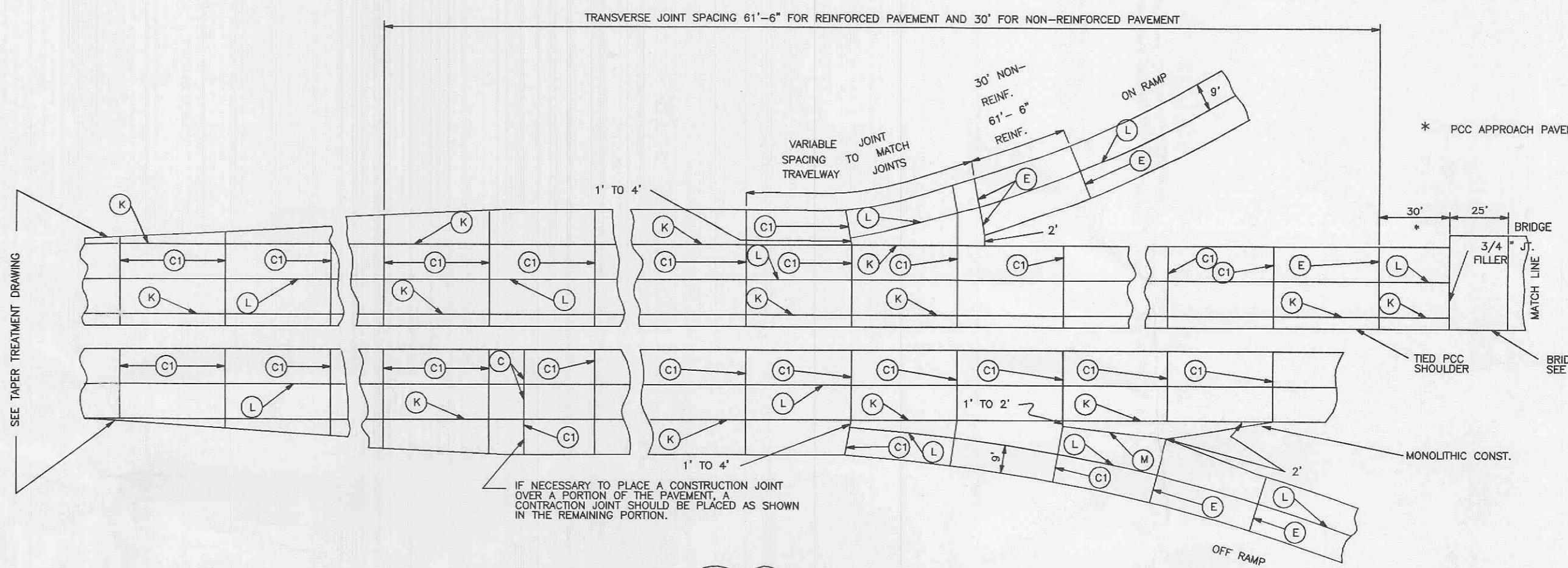
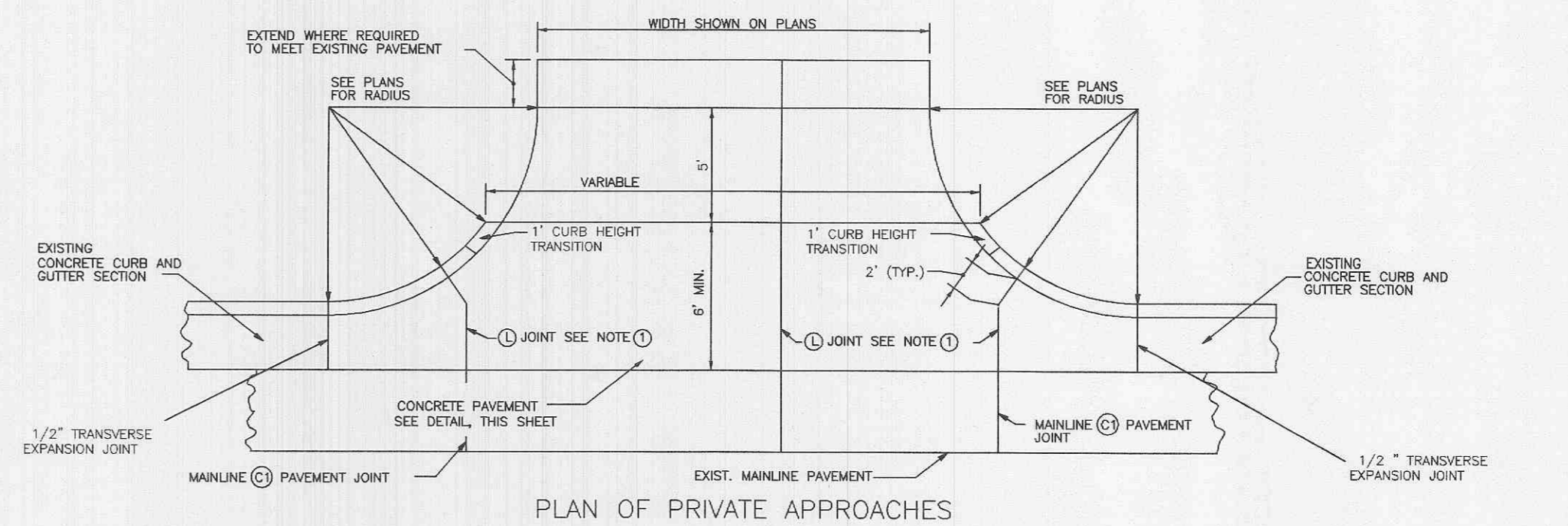


AREA LIGHT & POLE DETAIL
SCALE = N.T.S.



GENERAL NOTES:
 A MINIMUM 4" TYPE 5 AGGREGATE BASE SHALL BE PLACED BENEATH ALL CURB AND GUTTER SECTIONS. A MINIMUM 4" TYPE 5 AGGREGATE SHALL BE PLACED BENEATH AND EXTEND 18" BEYOND THE CURB AND GUTTER FOR RIGID PAVEMENT.
 WHEN CURBS ARE CONSTRUCTED DIRECTLY BENEATH GUARD RAIL THE CURB HEIGHT WILL BE 4 INCHES.
 CURB, GUTTER AND CURB AND GUTTER CONSTRUCTED ALONG AND ATTACHED TO CONCRETE PAVEMENT OR BASE SHALL HAVE:
 1. JOINT C1 THROUGH CURB AND ONE-QUARTER GUTTER THICKNESS AS A CONTINUATION OF EACH CONSTRUCTION JOINT IN THE BASE OR PAVEMENT.
 2. JOINT E1 AS CONTINUATION OF 2" EXPANSION JOINT E IN THE CONCRETE BASE OR PAVEMENT SHALL EXTEND AND CONTINUE THROUGH THE CURB, GUTTER, AND CURB AND GUTTER.
 3. JOINT E2 THROUGH CURB, AND CURB AND GUTTER AT THE BEGINNING AND END OF EACH PAVED APPROACH.
 CURB, GUTTER AND CURB AND GUTTER CONSTRUCTED APART OR SEPARATED FROM CONCRETE BASE OR PAVEMENT OR AS A FORM FOR ASPHALTIC CONCRETE PAVEMENT SHALL HAVE:
 JOINT C2 ENTIRELY THROUGH THE CURB, GUTTER AND CURB AND GUTTER, AT THE BEGINNING AND END OF EACH PAVED APPROACH AND A JOINT C1 ENTIRELY THROUGH CURB AND TO A DEPTH OF 1/4" GUTTER THICKNESS AT INTERVALS OF 30 FEET BETWEEN APPROACHES.
 JOINTS E1 AND E2 AND JOINT C1 THROUGH CURB SHALL BE FILLED WITH PREFORMED FILLER MATERIAL AND SEALED WITH HOT POURED FILLER FOR JOINTS.
 JOINT C1 IN GUTTER SHALL BE FILLED AND SEALED WITH HOT POURED FILLER FOR JOINTS.
 JOINT E1 IN GUTTER SHALL BE FILLED WITH PREFORMED FILLER AND SEALED WITH HOT FILLER MATERIAL.
 JOINT E2 IN GUTTER SHALL BE FILLED WITH PREFORMED FILLER AND SEALED WITH FILLER OR FILLED WITH HOT POURED FILLER.
 PREFORMED FILLER MATERIAL SHALL BE PLACED TO PROVIDE 1" HOT POURED FILLER FOR JOINTS.
 THE BARRIER CLASS CURBS MAY BE CONSTRUCTED WITHOUT BATTER WHEN CONSTRUCTED ON A RADIUS OF 5 FEET OR LESS. THE R2 WILL BE REQUIRED.
 WHERE A SIDEWALK INTERSECTS A CURB, THE SIDEWALK SHALL BE RAMPED NO STEEPER THAN 1:21 SLOPE TO PROVIDED ACCESS FOR WHEELCHAIR ACROSS APPROACHES.
 WHEN ALLOWED BY THE ENGINEER, TYPES A AND B GUTTERS MAY BE PRECAST TO CONFORM TO THE DIMENSIONS SHOWN. THE PRECASTER SHALL SUBMIT SHOP DRAWINGS INDICATING THE SECTION LENGTH, SECTION CONNECTION, AND PROPOSED JOINT SEALING SYSTEM. WHEN PRECAST SECTIONS CANNOT CONFORM TO ANY VERTICAL OR HORIZONTAL CURVE, AS DESIGNATED ON THE PLANS, THE GUTTER SHALL BE CAST-IN-PLACE. A COMBINATION

LEGEND
 (B) THE BARS - 30" x #5 @ 30" CTRS.
 (C) PERMISSIBLE CONSTRUCTION JOINT. IF CONSTRUCTED IN THIS MANNER THE BARS MUST BE USED.
 (C1) 3/8" MINIMUM TRANSVERSE CONTRACTION JOINT. (PREFORMED OR SAWED)
 (C2) #4 @ 24" CTRS. LENGTH OF THE BARS EQUALS THICKNESS OF PAVEMENT PLUS HEIGHT OF CURB, LESS 3 INCHES.
 (E) 2" TRANSVERSE EXPANSION JOINT. (PREFORMED OR SAWED)
 (E1) 1/2" TRANSVERSE EXPANSION JOINT. (PREFORMED OR SAWED)
 (E2) FILLER FOR JOINTS - HOT POURED.
 (F) PREFORMED JOINT FILLER MATERIAL.
 (G) TONGUE & GROOVE JOINT WITH THE BAR - SEE DETAIL.
 (H) TONGUE & GROOVE JOINT WITHOUT THE BARS - SEE DETAIL.
 (I) NOT LESS THAN 10' OR MORE THAN 30'.
 (J) TOP OF PAVEMENT OR CONCRETE BASE.
 (K) TOP OF CURB.
 (L) ROUNDED TO 1/4" RADIUS. (EXCEPT FOR SAWED JOINTS)
 (M) ROUNDED TO 3/4" RADIUS.
 (N) CONSTRUCT TO 9" RADIUS.

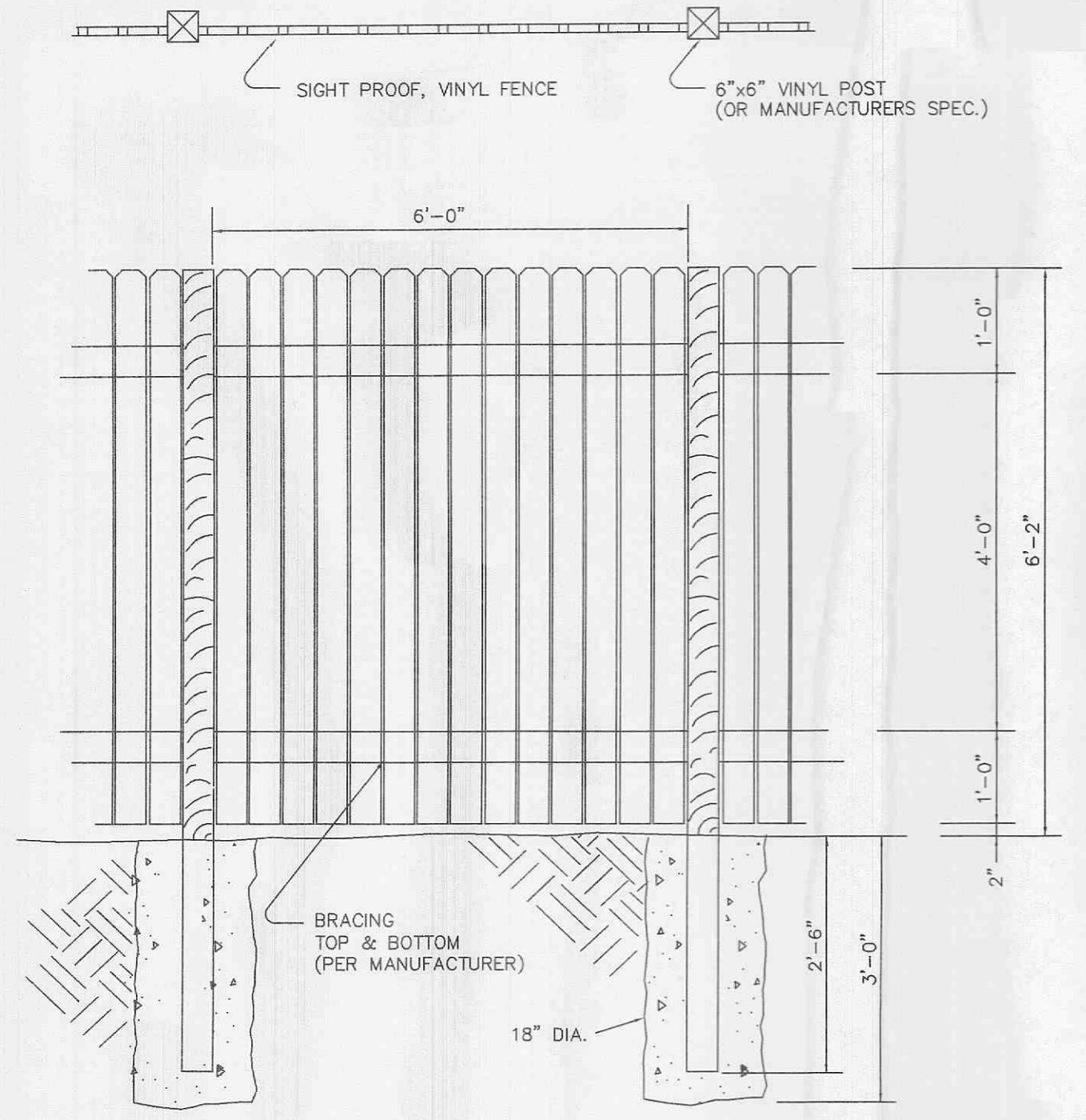


PLAN FOR LOCATING JOINTS
NOT TO SCALE

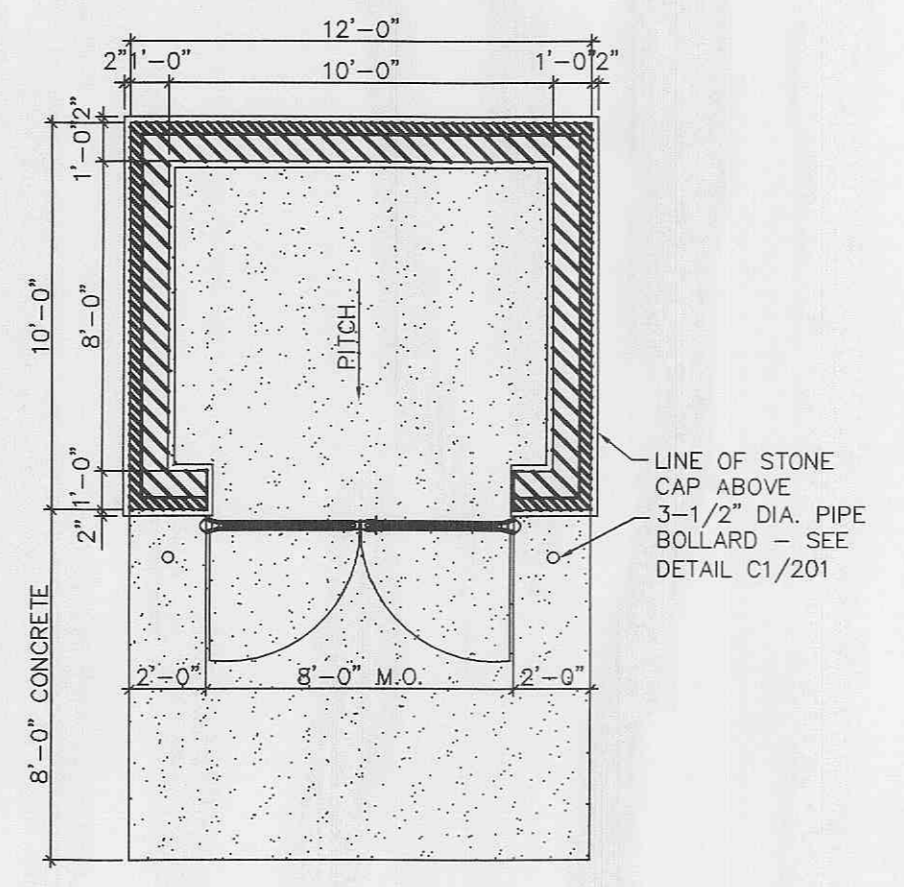
CONTRACTOR SHALL VERIFY SPECIFIC MODOT DETAILS WITH MODOT INSPECTOR PRIOR TO CONSTRUCTION

GENERAL NOTES:
 FOR JOINT DETAILS SEE SHEET NO. 2.
 THE JOINT LAYOUT OF RAMP IS TYPICAL FOR OUTER RAMP OF GLOVERLEAF AND DIAMOND INTERCHANGES. SEE OTHER DRAWINGS FOR SPECIAL JOINT LAYOUTS.
 JOINT SPACING SHOWN IS MAXIMUM AND IS TO BE REDUCED TO AVOID CONFLICT WITH ADJUTING STRUCTURES. JOINTS IN MULTI-LANE PAVEMENT ARE TO BE CONTIGUOUS.
 MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

CONCRETE PAVEMENT AND BASE APPURTENANCES

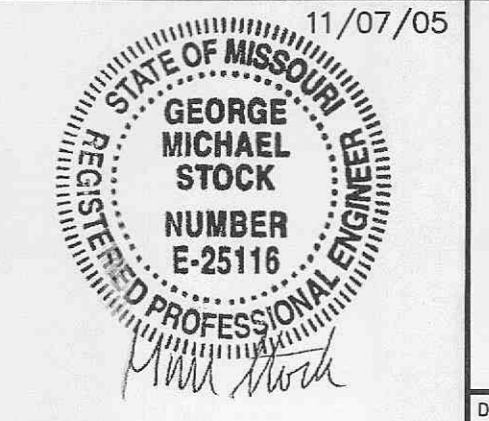


SIGHTPROOF FENCE (VINYL) DETAIL
N.T.S.
(VERIFY WITH ARCHITECT)



TRASH ENCLOSURE
N.T.S.
(VERIFY WITH ARCHITECT)

P&Z NOS: 9831.52.01



11/07/05

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DRAWN BY: J.P.P. DATE: 2/04/05 CHECKED BY: G.M.S. DATE: 2/04/05
 JOB NUMBER: 204-3385 SHEET: C10 of 13