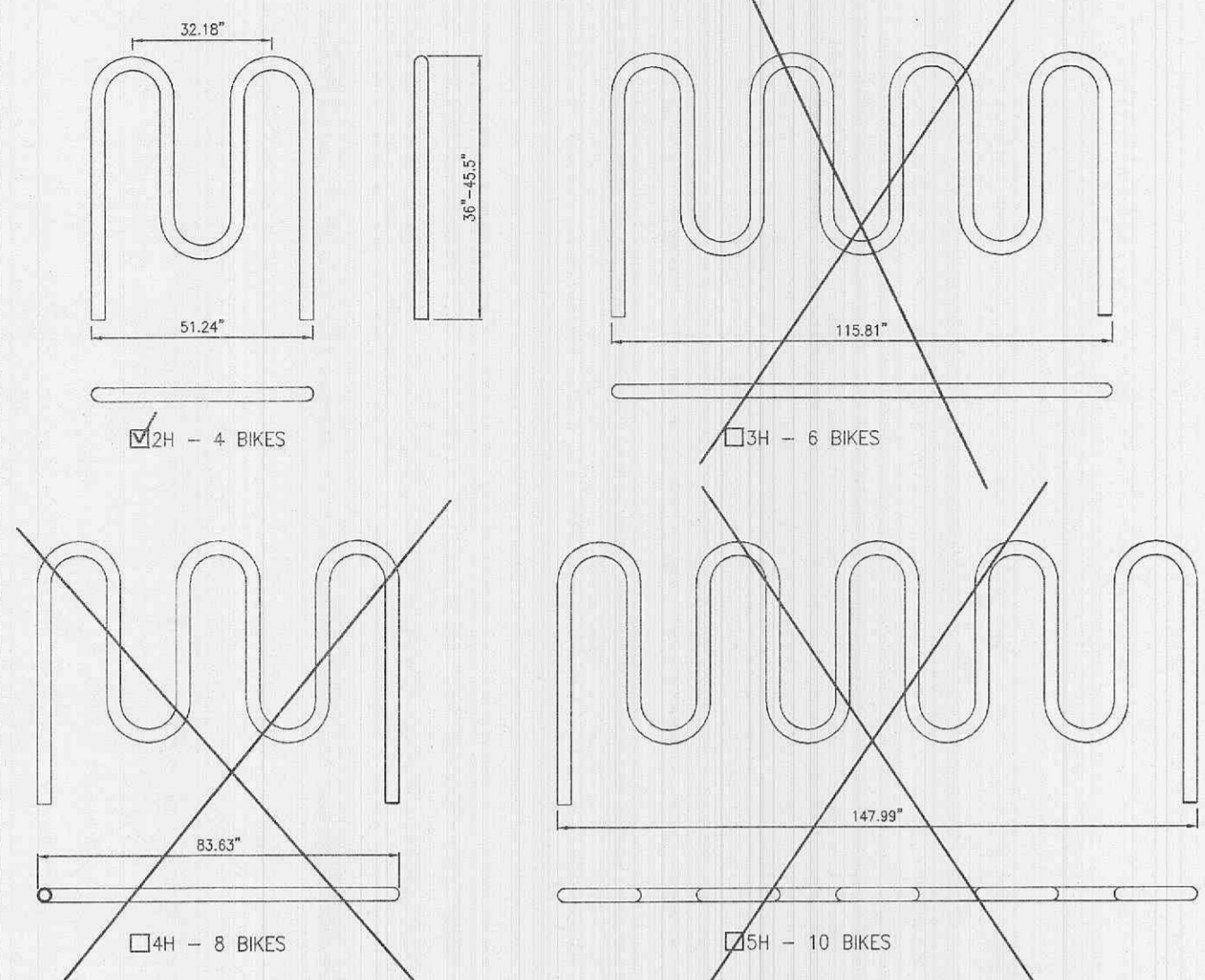




DERO BIKE RACKS, INC.
221 ARTHUR AVE. SE
MINNEAPOLIS, MN 55414
1-888-337-6729
PHONE: (612) 359-0689
FAX: (612) 331-2731
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- SELECT DESIRED MOUNT
- FOOT MOUNT
- IN GROUND MOUNT

SELECT DESIRED UNIT



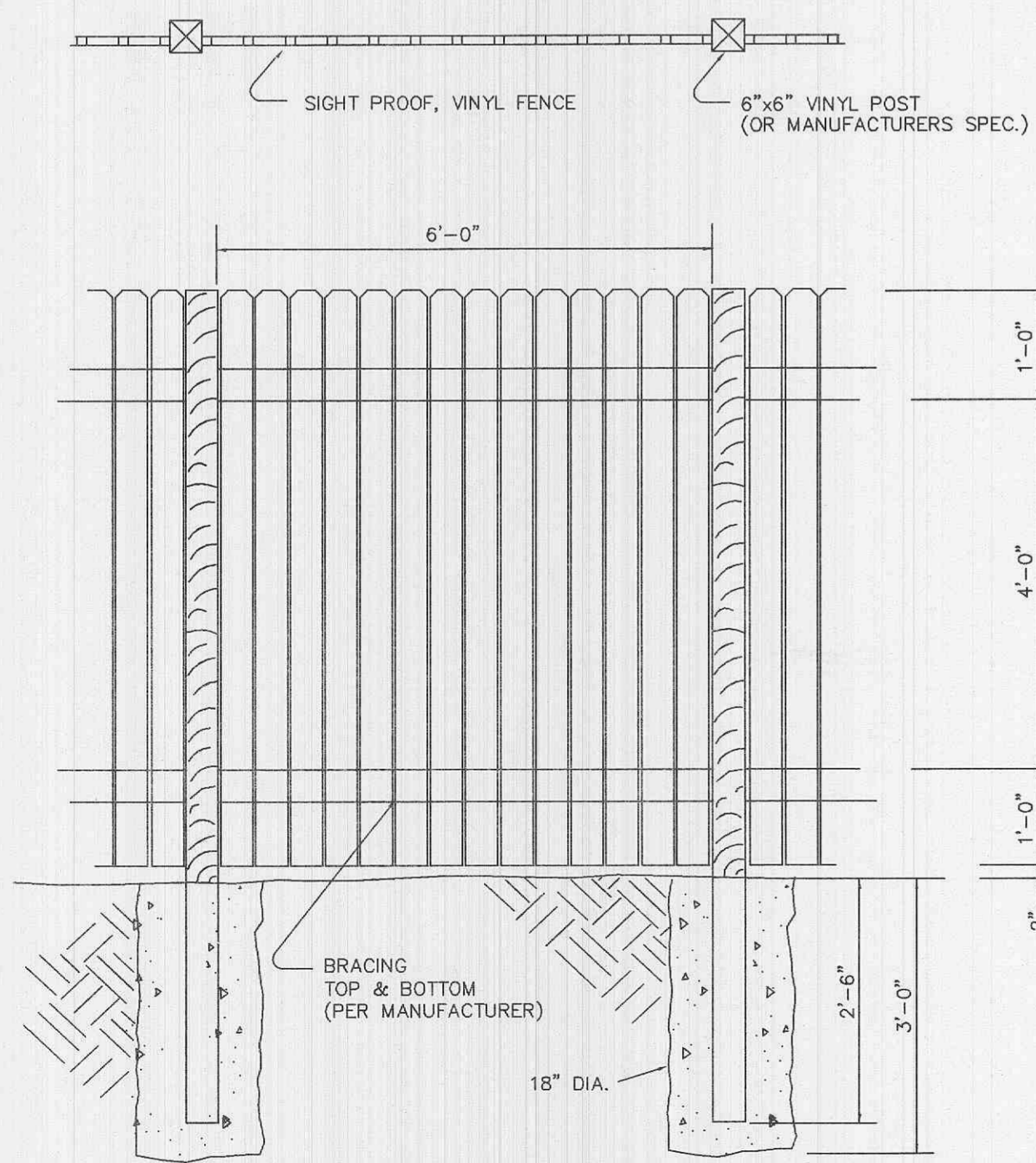
- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. DO NOT SCALE DRAWINGS.
 3. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.projectmarketsite.com
- REFERENCE NUMBER 118-003

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

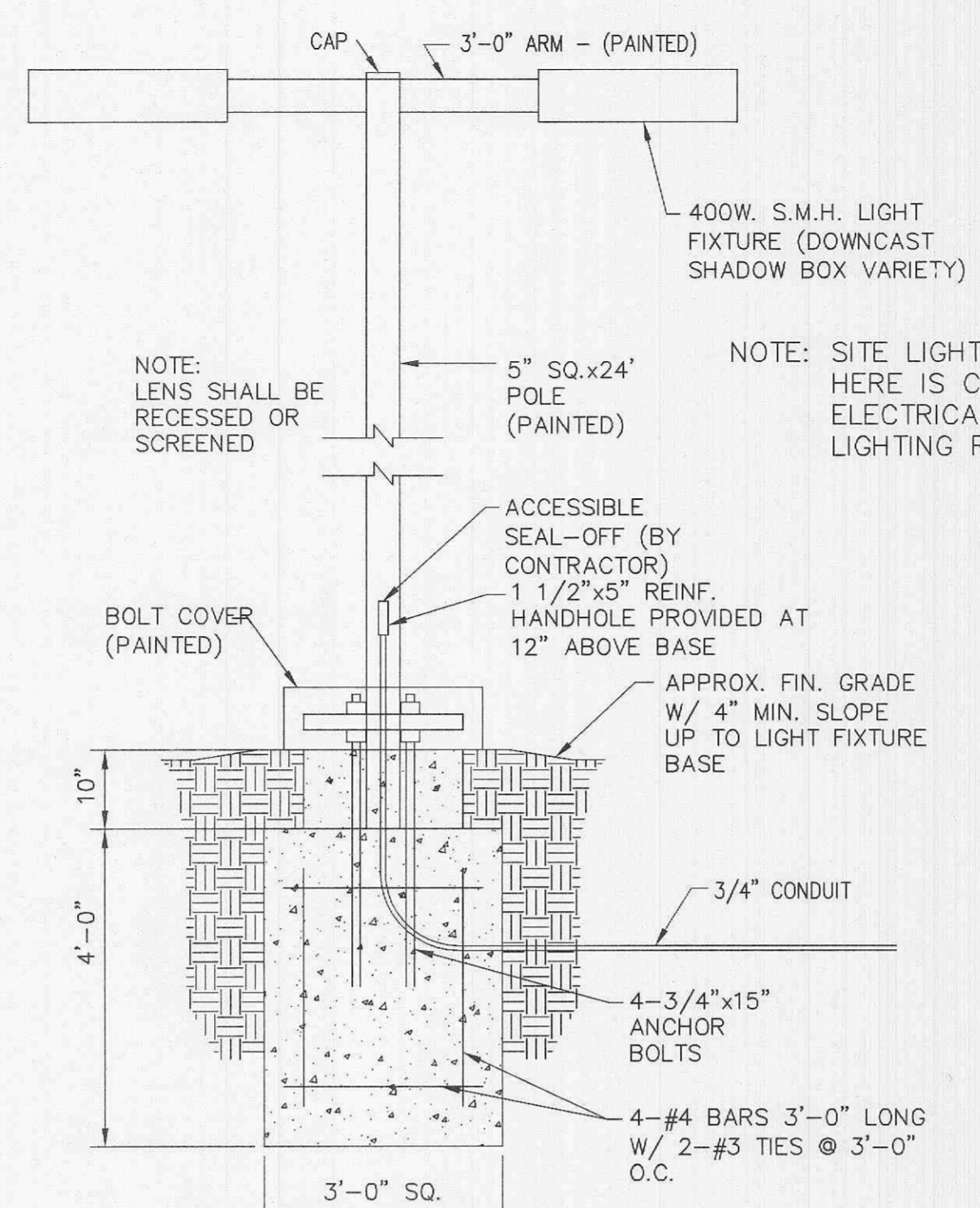
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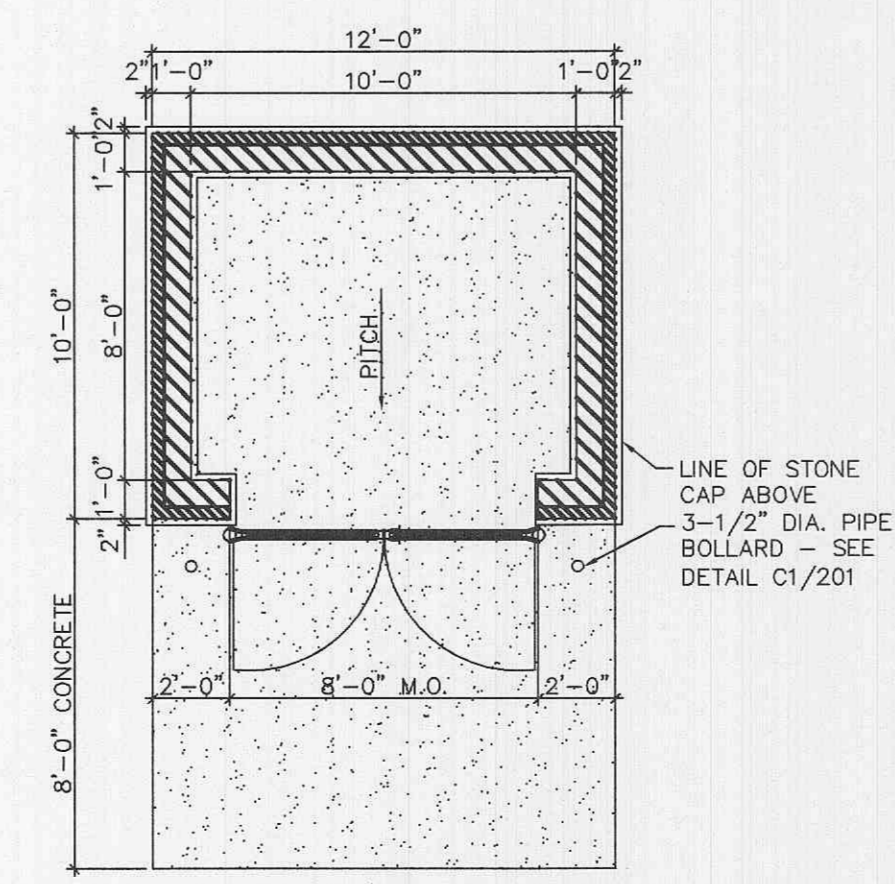
BIKE RACK DETAIL
NOT TO SCALE



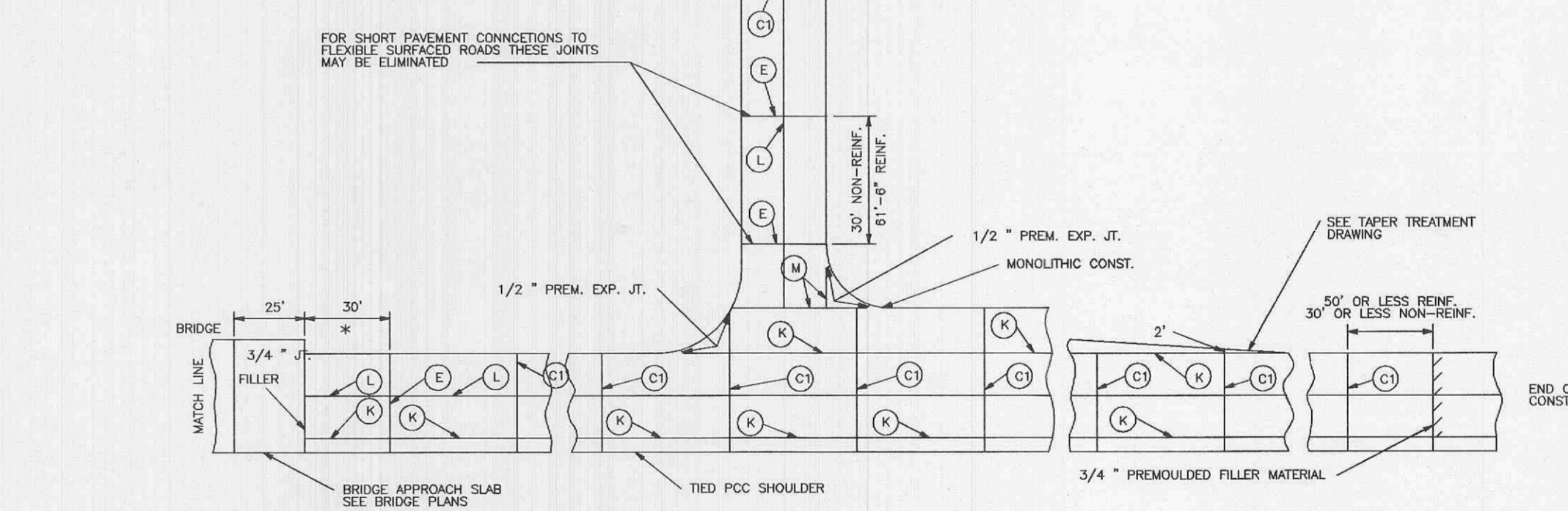
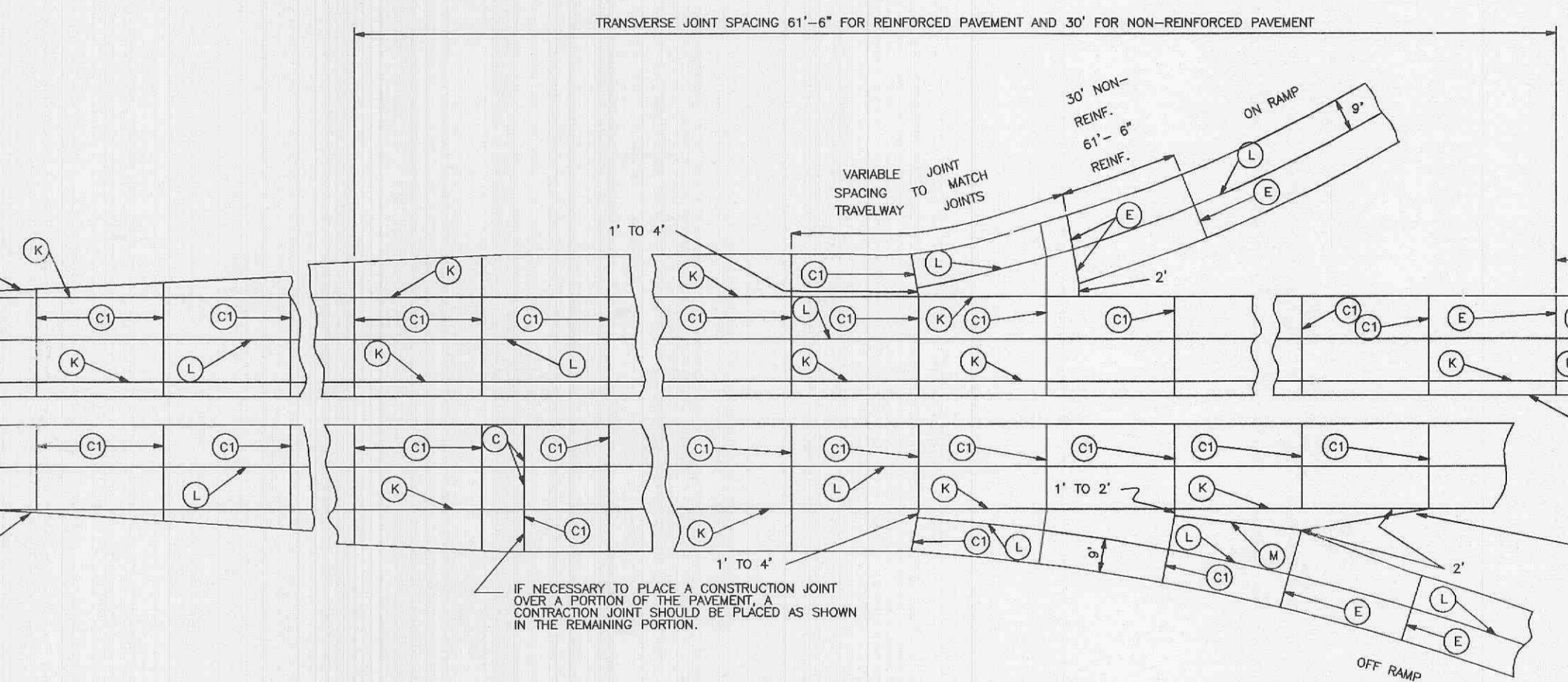
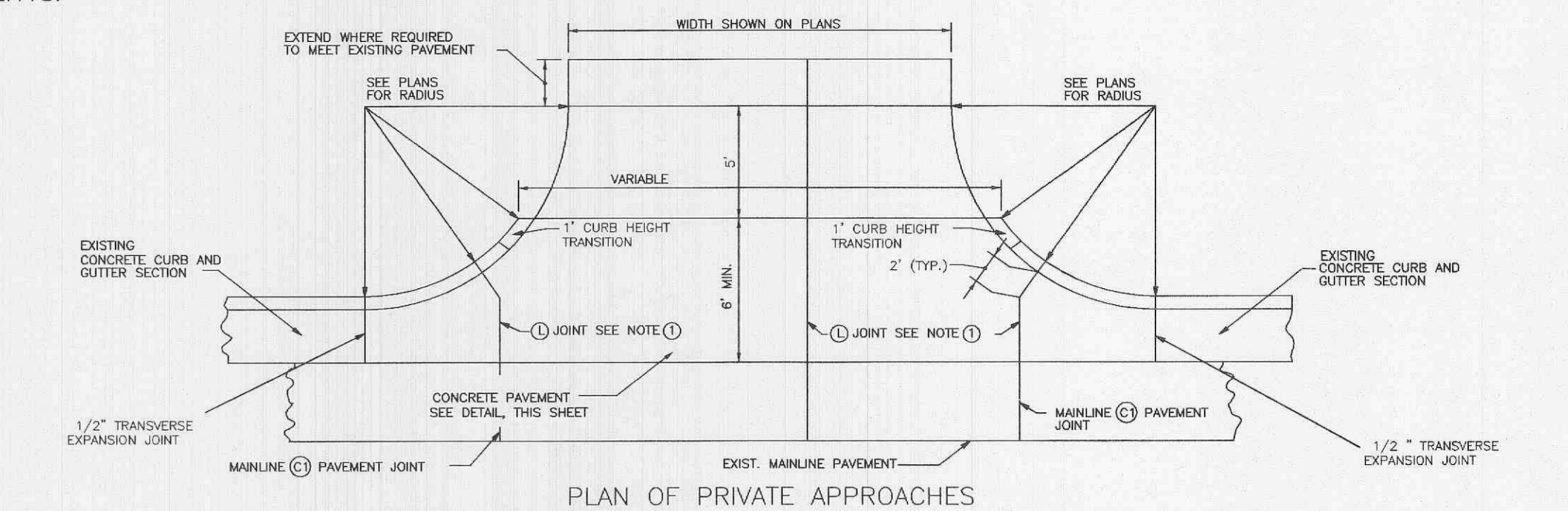
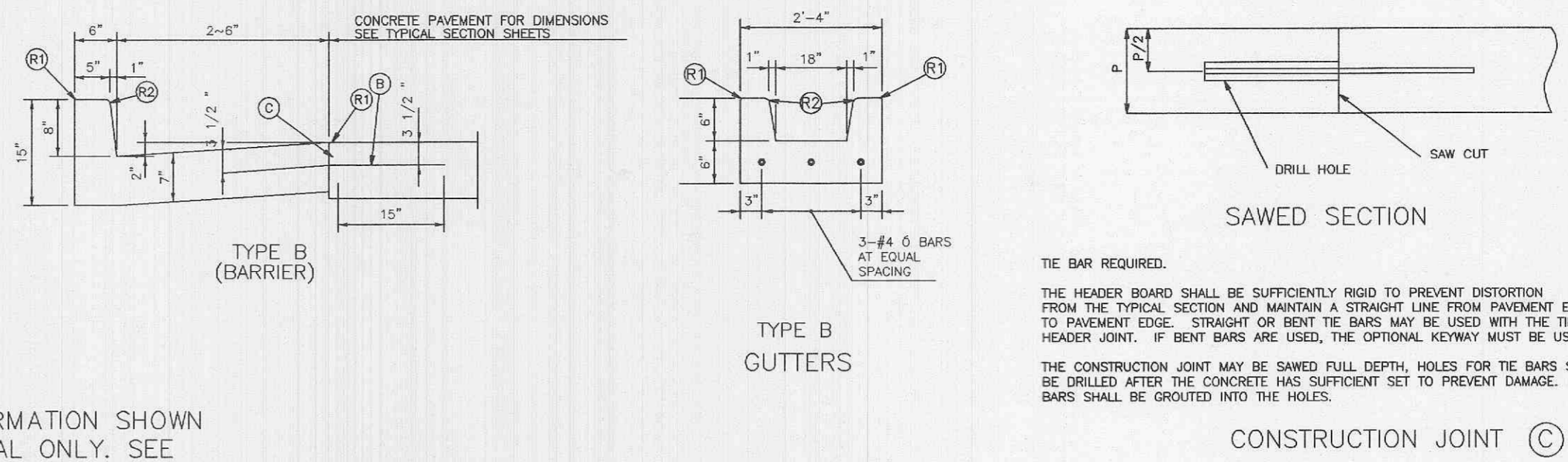
SIGHTPROOF FENCE (VINYL) DETAIL
(VERIFY WITH ARCHITECT)



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



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



PLAN FOR LOCATING JOINTS
NOT TO SCALE

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

- GENERAL NOTES:
1. 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 ROAD PAVEMENT.
 2. WHEN CURBS ARE CONSTRUCTED DIRECTLY BENEATH GUARD RAIL THE CURB HEIGHT WILL BE 4 INCHES.
 3. CURB, GUTTER AND CURB AND GUTTER CONSTRUCTION SHALL BE ATTACHED TO CONCRETE PAVEMENT OR BASE SHALL HAVE:
 - a. JOINT E1 THROUGH CURB AND ONE-QUARTER GUTTER THICKNESS AS A CONTINUATION OF EACH CONTRACTION JOINT IN THE BASE OR PAVEMENT.
 - b. JOINT E1 AS CONTRIBUION OF 2" EXPANSION JOINT E IN THE CONCRETE, BASE OR PAVEMENT SHALL EXTEND AND CONTINUE THROUGH THE CURB, GUTTER, AND CURB AND GUTTER.
 - c. JOINT E2 THROUGH CURB AND CURB AND GUTTER AT THE BEGINNING AND END OF EACH PAVED APPROACH.

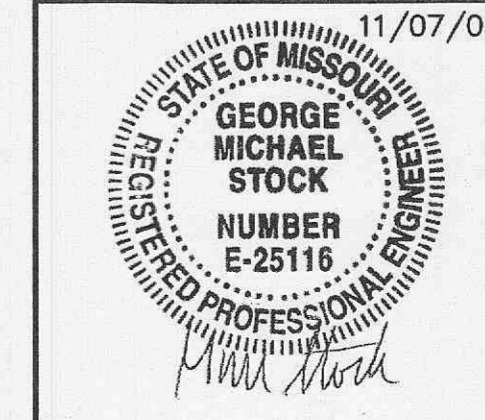
4. CURB, GUTTER AND CURB AND GUTTER CONSTRUCTED APART OR SEPARATED FROM CONCRETE BASE OR PAVEMENT OR AS A FORM FOR ASPHALTIC CONCRETE PAVEMENT SHALL HAVE A JOINT E2 ENTIRELY THROUGH THE CURB, GUTTER AND CURB AND GUTTER AT THE BEGINNING AND END OF EACH PAVED APPROACH AND A JOINT C1 ENTIRELY THROUGH THE CURB AND TO A DEPTH OF 1/4" GUTTER THICKNESS AT 30 FEET BETWEEN APPROACHES.
5. JOINTS E1 AND E2 AND JOINT C1 THROUGH CURB SHALL BE FILLED WITH PREFORMED FILLER MATERIAL AND SEALED WITH HOT POURED FILLER FOR JOINTS.
6. JOINT C1 IN GUTTER SHALL BE FILLED AND SEALED WITH HOT POURED FILLER FOR JOINTS.
7. JOINT E2 IN GUTTER SHALL BE FILLED WITH PREFORMED FILLER AND SEALED WITH HOT FILLER MATERIAL.
8. PREFORMED FILLER MATERIAL SHALL BE PLACED TO PROVIDE 1" HOT POURED FILLER FOR JOINTS.
9. THE BARRIER CLASS CURBS MAY BE CONSTRUCTED WITHOUT BATTER WHEN CONSTRUCTED ON A RADIUS OF 8 FEET OR LESS. THE R2 WILL BE REQUIRED.
10. WHERE A SIDEWALK INTERSECTS A CURB, THE SIDEWALK SHALL BE RAMPED NO STEEPER THAN 1:21 SLOPE TO PROVIDED ACCESS FOR WHEELCHAIR ACCESS APPROACHES.
11. WHEN ALLOWED BY THE ENGINEER, TYPES A AND B GUTTER 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 DESIGNATED ON THE PLANS, THE GUTTER SHALL BE CAST-IN-PLACE. A COMBINATION

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

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

CONCRETE PAVEMENT AND BASE APPURTENANCES

P&Z NOS: 9831.52.01



GEORGE M. STOCK E-25110

DETAILS

THE POINTE AT WINGHAVEN

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11/07/05

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

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